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Changed chart(s) since Disc 09-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UUEE

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-3B) Add note: For transitions from DEDUM refer to chart 20-3G.

UUEE (Sheremetyevo)**General Info**

Moscow, RUS

N 55° 58.3' E 37° 24.9' Mag Var: 8.8°E

Elevation: 630'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 07L-25R 11647' x 197' concrete

Runway 07R-25L 12139' x 197' concrete

Runway 07L (66.0°M) TDZE 620'

Lights: Edge, ALS, Centerline

Runway 07R (66.0°M) TDZE 619'

Lights: Edge, ALS, Centerline, TDZ

Runway 25L (246.0°M) TDZE 621'

Lights: Edge, ALS, Centerline, TDZ

Runway 25R (246.0°M) TDZE 622'

Lights: Edge, ALS, Centerline, TDZ

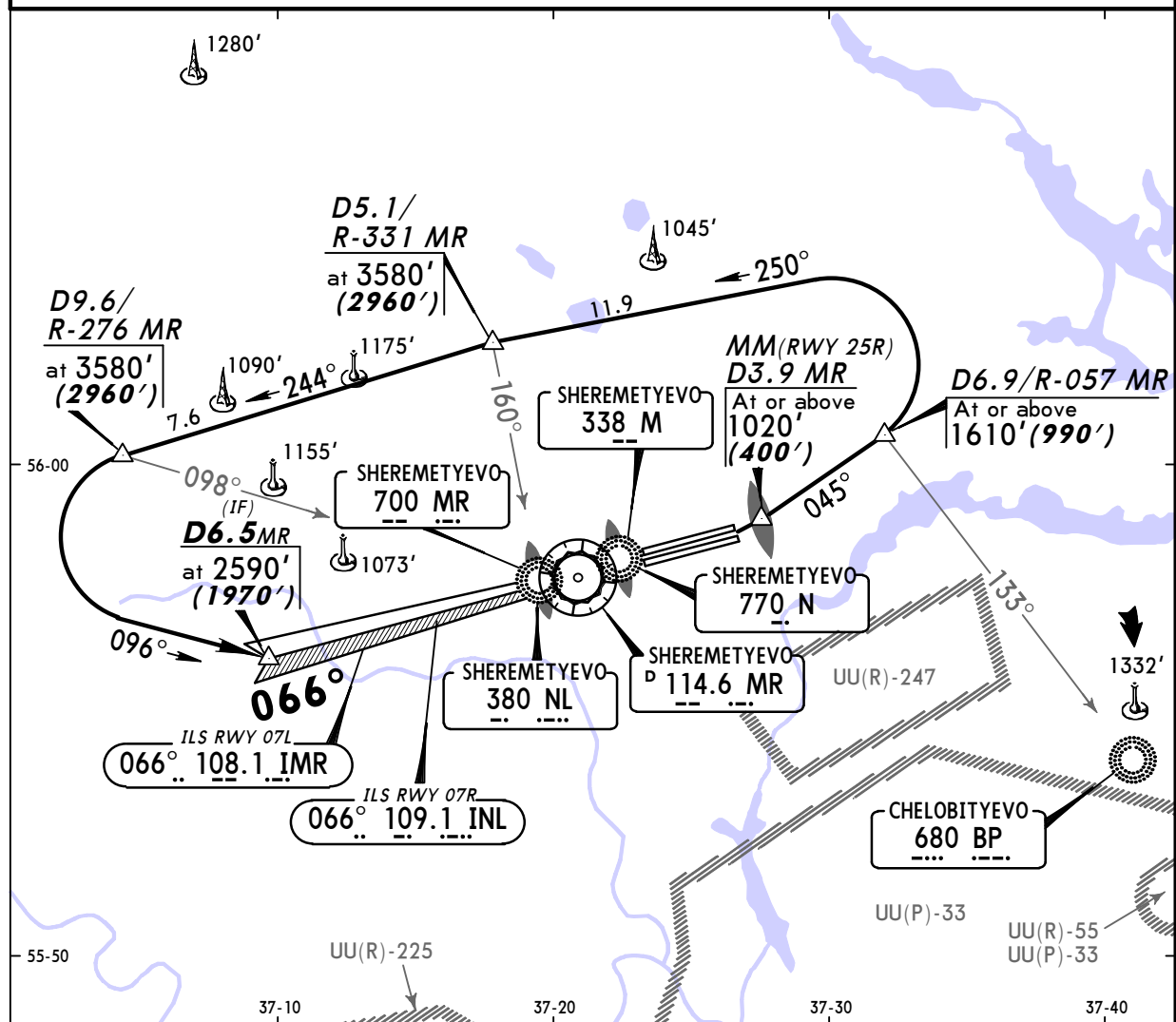
Communications InfoATIS **126.375** Non-EnglishATIS **125.125**Sheremetyevo Tower **131.5**Sheremetyevo Tower **129.0** SecondarySheremetyevo Tower **120.7**Sheremetyevo Ground 2 Ground Control **121.8**Sheremetyevo Ground 1 Ground Control **129.0** SecondarySheremetyevo Ground 1 Ground Control **119.0**Aeroflot Apron Ground Control **123.95**Sheremetyevo Apron Ramp/Taxi Control **123.6**Sheremetyevo Apron Ramp/Taxi Control **121.9**Sheremetyevo-Approach-2 Approach Control **123.7**Sheremetyevo-Approach-2 Approach Control **119.45**Sheremetyevo-Approach-1 Approach Control **129.0** SecondarySheremetyevo-Approach-1 Approach Control **119.3**Sheremetyevo Radar **124.4**Sheremetyevo Radar **119.45** SecondarySheremetyevo Radar **118.1**Sheremetyevo II - Transit Operations **130.35** Non-EnglishSheremetyevo II (Cargo) - Operations **134.55** Non-EnglishSheremetyevo I - Transit Operations **130.65** Non-English**Notebook Info**

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 MAR 07 **(20-01)** **Eff 12 Apr**

MOSCOW, RUSSIA
Rwy 07L/R

**PROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE AFTER TAKE-OFF**



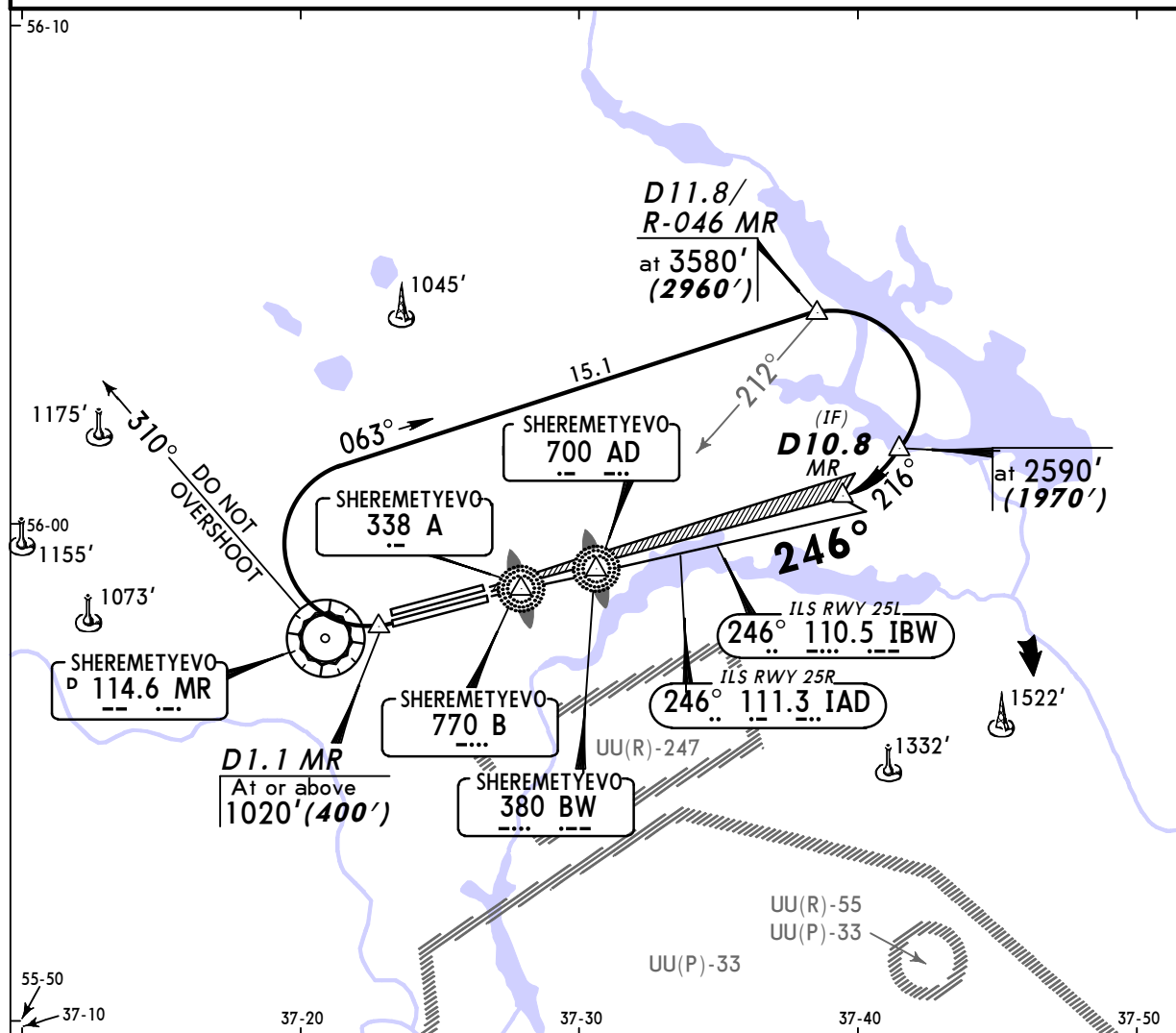
For profile and minimums Rwy 07R refer to 21-2, 21-2A, 23-2 and 26-2.
For profile and minimums Rwy 07L refer to 21-1, 23-1 and 26-1.

UUEE/SVO
SHEREMETYEVO

JEPPesen
30 MAR 07 **(20-01A)** Eff 12 Apr

MOSCOW, RUSSIA
Rwy 25L/R

**PROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE AFTER TAKE-OFF**



For profile and minimums Rwy 25R refer to 21-4, 21-4A and 26-4.
For profile and minimums Rwy 25L refer to 21-3 and 26-3.

UUEE/SVO
SHEREMETYEVO

29 APR 11

JEPPESEN

20-1P

Eff 5 May

MOSCOW, RUSSIA
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 125.12
126.37 (Russian)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Noise abatement procedures shall be executed by all ACFT.

1.2.2. REVERSE THRUST

Reverse thrust power with the exception reverse idle thrust shall be used only for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP shall be applied when RVR is less than 400m. Pilots will be informed about the beginning of the procedure application via ATIS or by ATC.

1.3.2. ARRIVAL

After landing the crew must report to Tower about the vacation of the RWY and the ILS critical area, when the ACFT crosses the line of double yellow omnidirectional lights, located on both sides of TWY joining the RWY and designating the boundary of ILS critical area.

After landing arriving ACFT shall be met by Follow-me car on TWY joining the RWY.

The following standard taxiing routes are established for ACFT after landing:

- for Terminals **B, C apron**:

RWY 07R, TWY 15, TWY 5, Main TWY 1, (TWY 7, 8, 10, 16, 17, 18, 19, 20), stand.

RWY 25R, TWY 1, Main TWY 1, (TWY 7, 8, 10, 16, 17, 18, 19, 20), stand.

- for Terminal **D apron**:

RWY 07R, TWY 26, Main TWY 2, (TWY 33, 34, 35), stand.

RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 33, 34, 35), stand.

- for Terminals **E, F apron**:

RWY 07R, TWY 26, Main TWY 2, (TWY 27, 27.1, 28, 30, 31, 32), stand.

RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 27, 27.1, 28, 30, 31, 32), stand.

1.3.3. START-UP & TAXIING

Pilots shall request start-up clearance when ready for start-up indicating the number of stand (apron).

Clearance for towing and taxiing out of stand shall be requested when ACFT is ready to carry it out immediately.

The following standard taxiing routes are established for departing ACFT:

- for Terminal **B, C apron**:

Stand, (TWY 7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, RWY 07L.

Stand, (TWY 7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, TWY 11, RWY 07R.

Stand, (TWY 7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, TWY 15, RWY 25L.

Stand, (TWY 7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, RWY 25R.

- for Terminal **D apron**:

Stand, (TWY 33, 34, 35), Main TWY 2, TWY 21, TWY 11, RWY 07L.

Stand, (TWY 33, 34, 35), Main TWY 2, TWY 21, RWY 07R.

Stand, (TWY 33, 34, 35), Main TWY 2, TWY 26, RWY 25L.

Stand, (TWY 33, 34, 35), Main TWY 2, TWY 26, TWY 15, RWY 25R.

- for Terminal **E, F apron**:

Stand, (TWY 27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 21, TWY 11, RWY 07L.

Stand, (TWY 27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 21, RWY 07R.

Stand, (TWY 27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 26, RWY 25L.

Stand, (TWY 27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 26, TWY 15, RWY 25R.

Taxiing of ACFT from stand to RWY holding position shall be carried out only after Follow-me car.

UUEE/SVO
SHEREMETYEVO

29 APR 11

JEPPESSEN**20-1P1****Eff 5 May****MOSCOW, RUSSIA**
AIRPORT BRIEFING**1. GENERAL****1.3.4. DEPARTURE**

It is prohibited to cross the RWY holding position line (ILS critical area) marked by double red omnidirectional lights and the prescribed DAY marking on TWYs 1 thru 5 and the RWY holding position line marked by magnetic course signs and the prescribed day marking on TWY 11 thru 15 and 21 thru 24, 26 without Tower clearance.

1.4. TAXI PROCEDURES

Taxiing in front of Terminal B West sector stands 79 thru 91 MAX wingspan 126' / 38.5m.

De-icing pad E MAX wingspan 158' / 48.1m.

Taxiing in front of Cargo stands MAX wingspan 198' / 60.5m.

De-icing pad H MAX wingspan 211' / 64.4m.

Taxiroute between Terminal D stand 32 and Terminal E stand 33 MAX wingspan 213' / 65m.

7' / 2m distance between taxiing ACFT and marking of routes for special motor transport is not maintained on Terminal B, C and F aprons.

Use of TWY 20 by towing only.

1.5. PARKING INFORMATION

Terminal C stands 28 thru 30B and Terminal D stands 11 thru 32 equipped with visual docking guidance system SAFEDOCK.

Terminal F stands 39 thru 53 equipped with visual docking guidance system AGNIS.

Recommended taxispeed MAX 5.3 KT / 10 kmh.

Taxiing into stands, not equipped with parking system, shall be carried out by instruction of duty officer escorting the ACFT.

Use of Terminal B West sector stands, Terminal F stands 64 thru 76 and Cargo stands by towing.

Enter Terminal F stand 63 by towing.

Exit Terminal D stands 1 thru 7 and 11 thru 32, Terminal E stands 33 thru 38, Terminal F stands 5 thru 21 and 59 thru 62 by towing.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

UUEE/SVO
SHEREMETYEVO

14 JAN 11

JEPPESEN
20-1P2**MOSCOW, RUSSIA**
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

280 KT or 0.8 M (whichever is less) from commencing descent to FL246, 270 KT from FL246 to FL98, 250 KT +/- 5 KT from FL98 to TL.

Adhere to these speed restrictions until established on approach.

If unable to comply report to ATC.

2.2. NOISE ABATEMENT PROCEDURES**RWYS 07L/R approach**

When reaching 13.5NM from THR, pilots must conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYs 07L/R approach-to-land.

At a distance of 11.9NM the ACFT shall reach a rate of 185 KT +/- 10 KT to intercept ILS LOC at 7.6NM from THR descending to 2600' (1970').

Intercept GS at 2280' (1650'). Pilots shall continue to reduce speed in order to reach 4.3NM from THR at 2110' (1480') and at a rate of 155 KT.

Thereafter speed shall be maintained as per Airplane Flight Manual.

2.3. CAT II/III OPERATIONS

RWY 25L approved for CAT II operations and RWYs 07R and 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.4. TAXI PROCEDURES

Enter aprons with Follow-me car.

UUEE/SVO
SHEREMETYEVO**JEPPESEN**
14 JAN 11 (20-1P3)**MOSCOW, RUSSIA**
AIRPORT BRIEFING

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES

Request permission for towing when ACFT is completely ready for towing, including stand number and reception of valid ATIS information.

It is prohibited to occupy RWY holding position on TWYs 21 and 26 without permission from Tower, regardless of meteorological conditions.

3.2. SPEED RESTRICTIONS

MAX 270 KT below FL 98.

3.3. NOISE ABATEMENT PROCEDURES**TAKE-OFF AND CLIMBING PHASE**

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

RWYs 07L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

During take-off from RWY 25L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 1.1 DME, then turn right immediately onto assigned heading. It is strictly prohibited to reduce 340° track until intersecting 227° bearing from UM or reaching a distance of MR 3.2 DME unless it is required for further flight safety.

During take-off from RWY 07L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 3.9 DME then turn left immediately on 045° track.

Changing of flight course after take-off is permitted only after reaching 1030' (400').

The minimum indicated air speed during steady climb shall not be less than V_{2+10} KT or less than prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum indicated air speed of climb is not required if it brings to exceeding the minimum permissible angle of attack.

- crosswind component is not more than 5 m/sec.

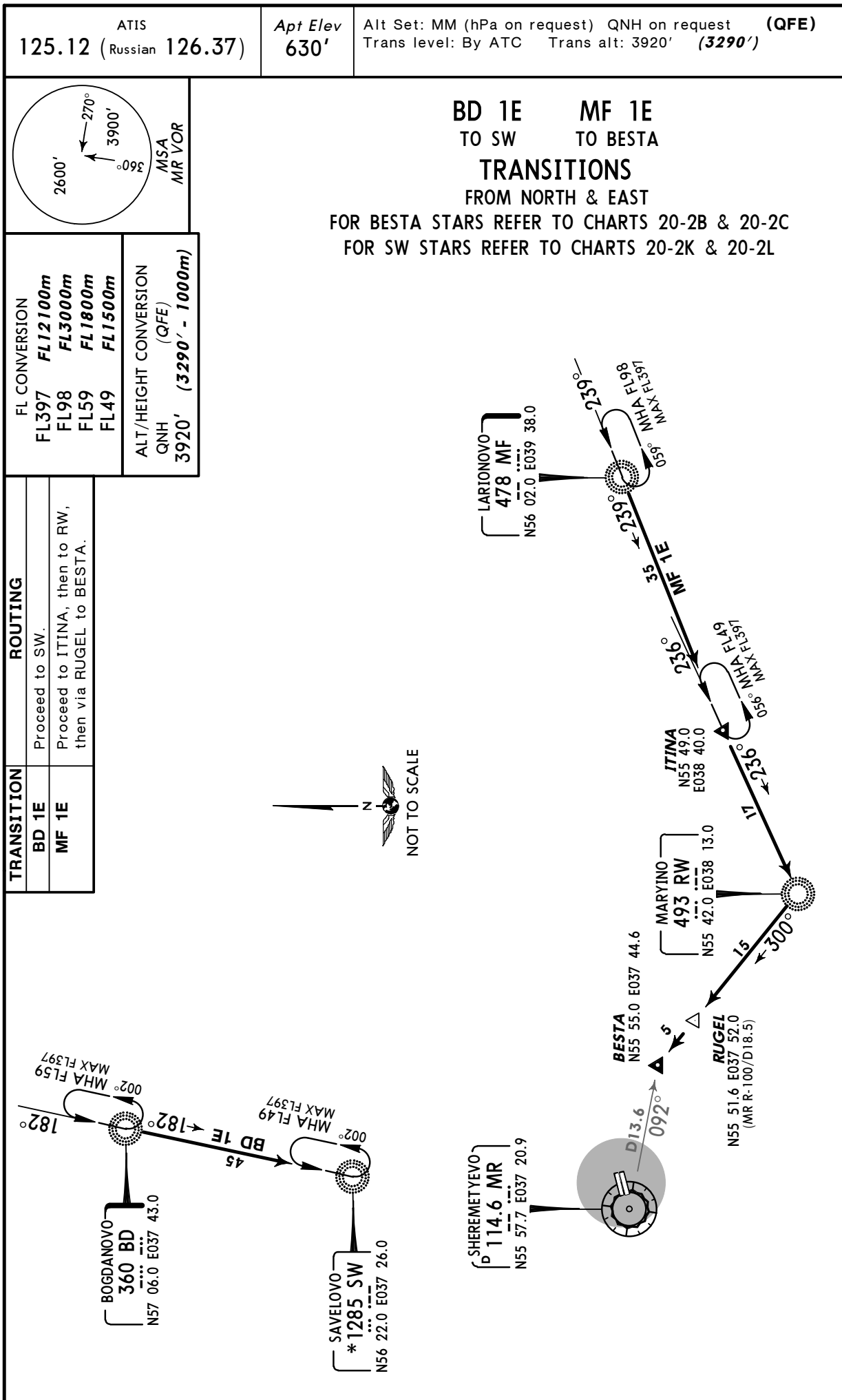
APU

When APU of ACFT, located on stands 78 thru 85 (cargo apron) or 5 thru 21 (SHEREMETYEVO II), is inoperative, it is allowed to start-up the ACFT's right engine directly before the beginning of towing towards the engines start-up position.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
 31 DEC 10 **20-2** Eff 13 Jan

MOSCOW, RUSSIA
TRANSITION



UUEE/SVO
SHEREMETYEVO

JEPPesen
 31 DEC 10 **(20-2A)** **Eff 13 Jan**

MOSCOW, RUSSIA
TRANSITION

ATIS
125.12 (Russian **126.37**)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: By ATC Trans alt: 3920' (**3290'**)

FE 1E
 TO BESTA

FK 1E
 TO UM

IN 1E
 TO OKLIT

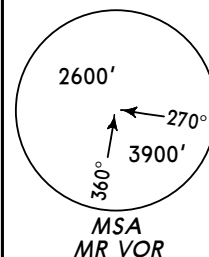
TRANSITIONS

FROM SOUTH & WEST

FOR BESTA STARS REFER TO CHARTS 20-2B & 20-2C

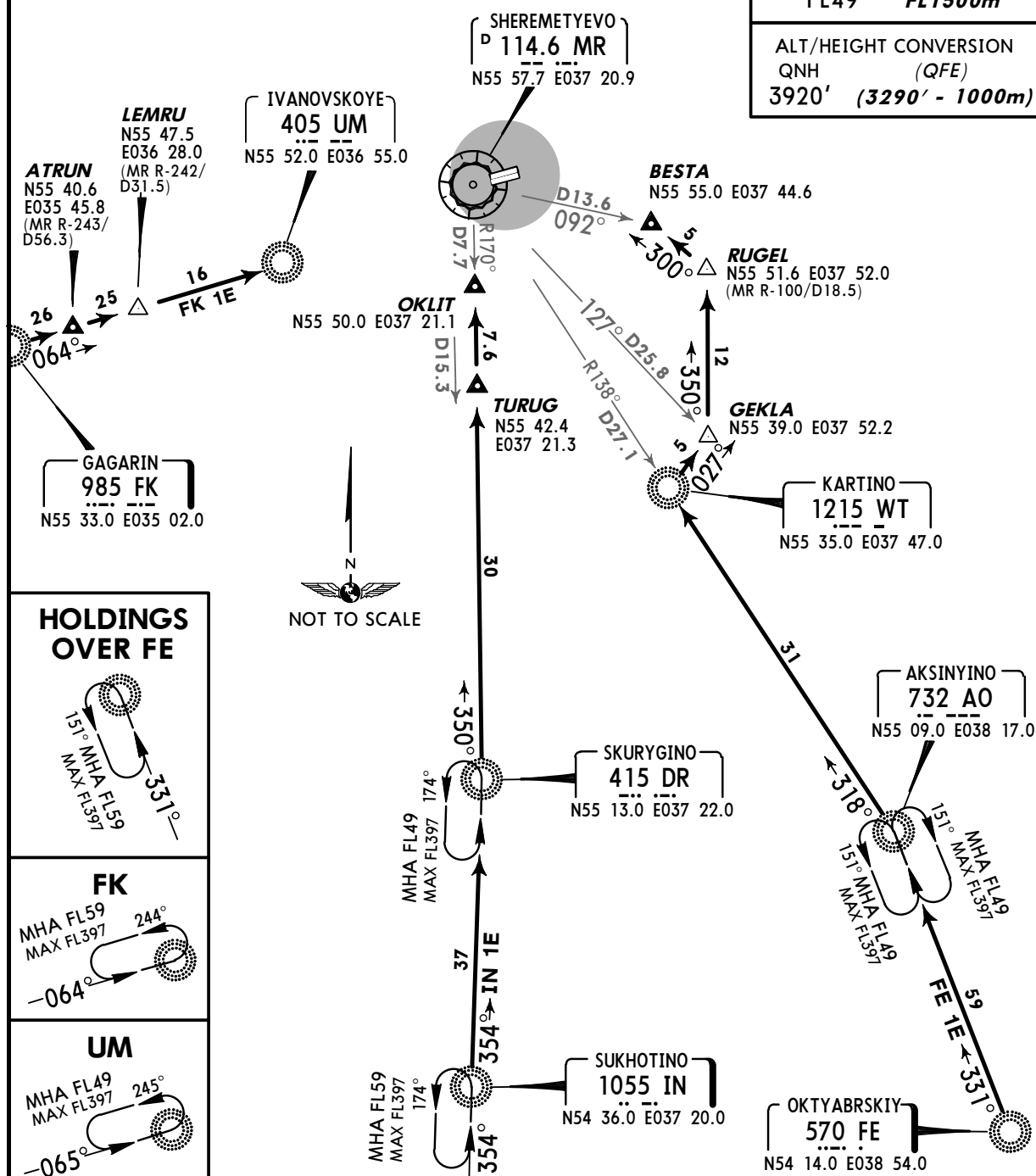
FOR OKLIT STARS REFER TO CHARTS 20-2H & 20-2J

FOR UM STARS REFER TO CHARTS 20-2F & 20-2G



FL CONVERSION
 FL397 **FL12100m**
 FL59 **FL1800m**
 FL49 **FL1500m**

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3920' (**3290' - 1000m**)



HOLDINGS OVER FE



FK



UM



TRANSITION

ROUTING

FE 1E	Proceed to AO, then to WT, then to GEKLA, then to RUGEL, then to BESTA.
FK 1E	Proceed via ATRUN and LEMRU to UM.
IN 1E	Proceed to DR, then via TURUG to OKLIT.

UUEE/SVO
SHEREMETYEVO

JEPPesen
31 DEC 10 **(20-2B)** Eff 13 Jan

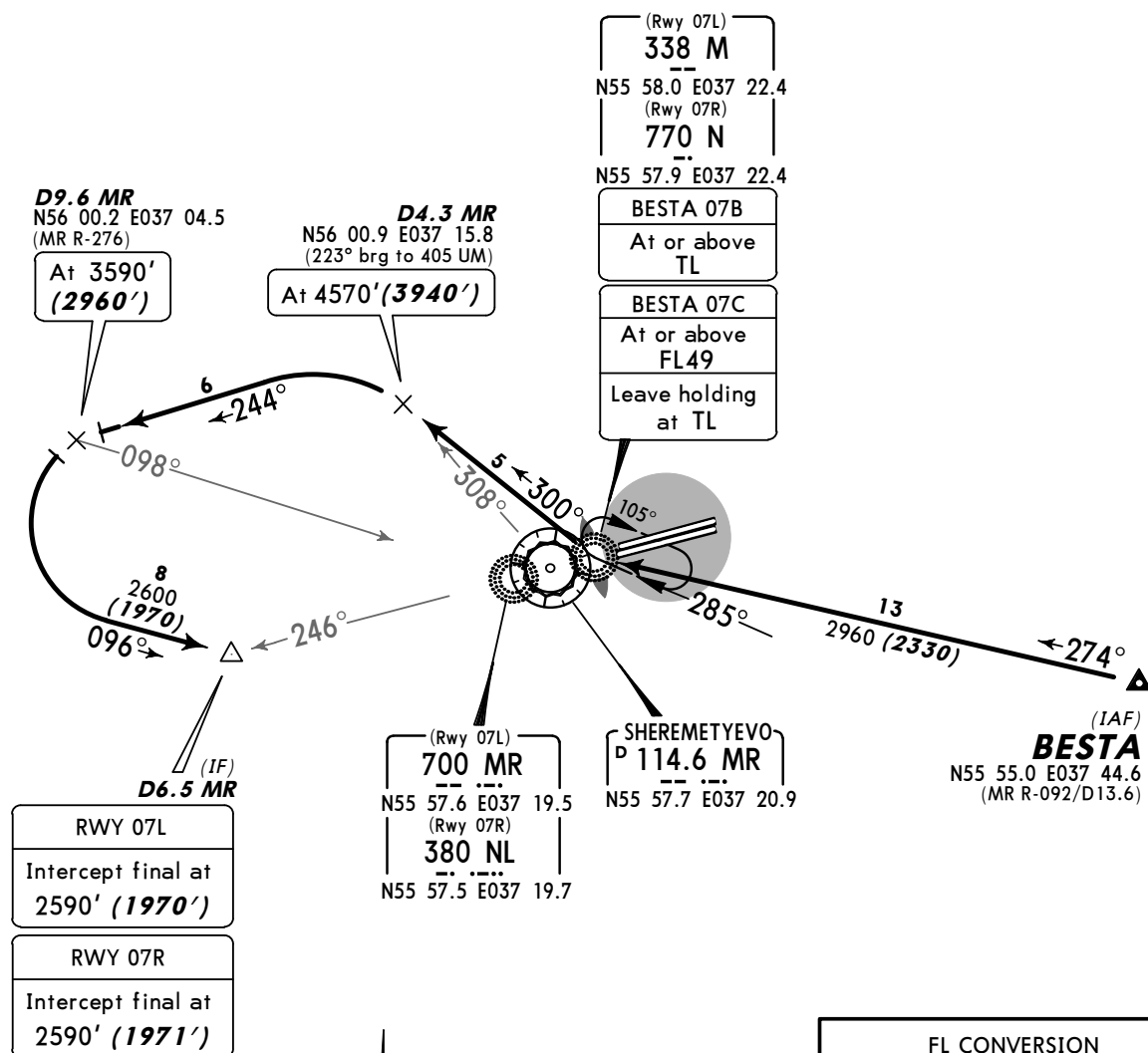
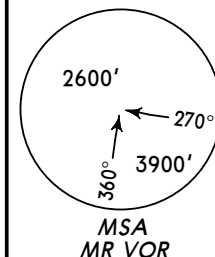
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

BESTA 07 BRAVO (BESTA 07B) [BESØ7B]
BESTA 07 CHARLIE (BESTA 07C) [BESØ7C]
RWYS 07L/R ARRIVALS



- ① RWY 07L
- ② RWY 07R

FL CONVERSION	
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)

STAR	ROUTING
BESTA 07B	On 274° bearing to M/N, turn RIGHT, 300° bearing to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
BESTA 07C	On 274° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
31 DEC 10 **20-2C** **Eff 13 Jan**

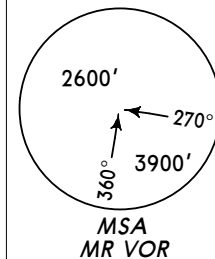
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian **126.37**)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: **3920' (3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

BESTA 25 ALFA (BESTA 25A) [BES25A]
BESTA 25 BRAVO (BESTA 25B) [BES25B]
BESTA 25 CHARLIE (BESTA 25C) [BES25C]
RWYS 25L/R ARRIVALS

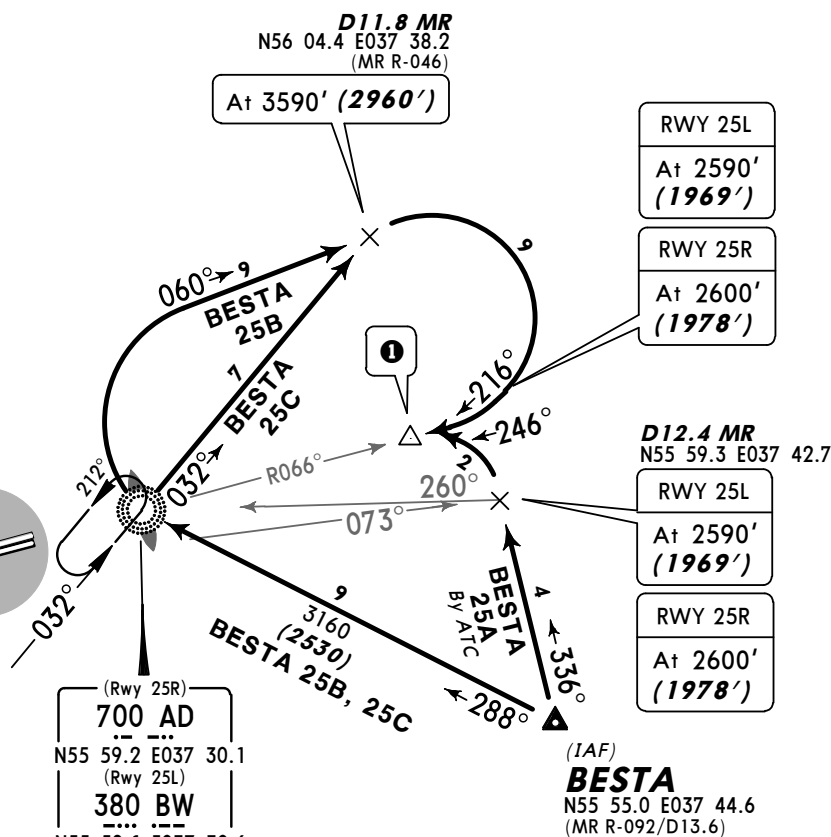
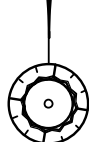


① (IF)

D10.8 MR

RWY 25L
Intercept final at 2590' (1969')
RWY 25R
Intercept final at 2600' (1978')

SHEREMETYEVO
D114.6 MR
N55 57.7 E037 20.9



(Rwy 25R) 700 AD N55 59.2 E037 30.1 (Rwy 25L) 380 BW N55 59.1 E037 30.6
BESTA 25B At or above TL
BESTA 25C At or above FL49 Leave holding at TL

② RWY 25L
③ RWY 25R

FL CONVERSION	
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
② 2590'	(1969' - 600m)
③ 2600'	(1978' - 600m)

STAR	ROUTING
BESTA 25A By ATC	On 336° track to D12.4 MR, turn LEFT, 246° track, intercept final within MR 10.8 DME.
BESTA 25B	On 288° bearing to AD/BW, turn RIGHT, 060° track to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
BESTA 25C	On 288° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
31 DEC 10 **(20-2D)** **Eff 13 Jan**

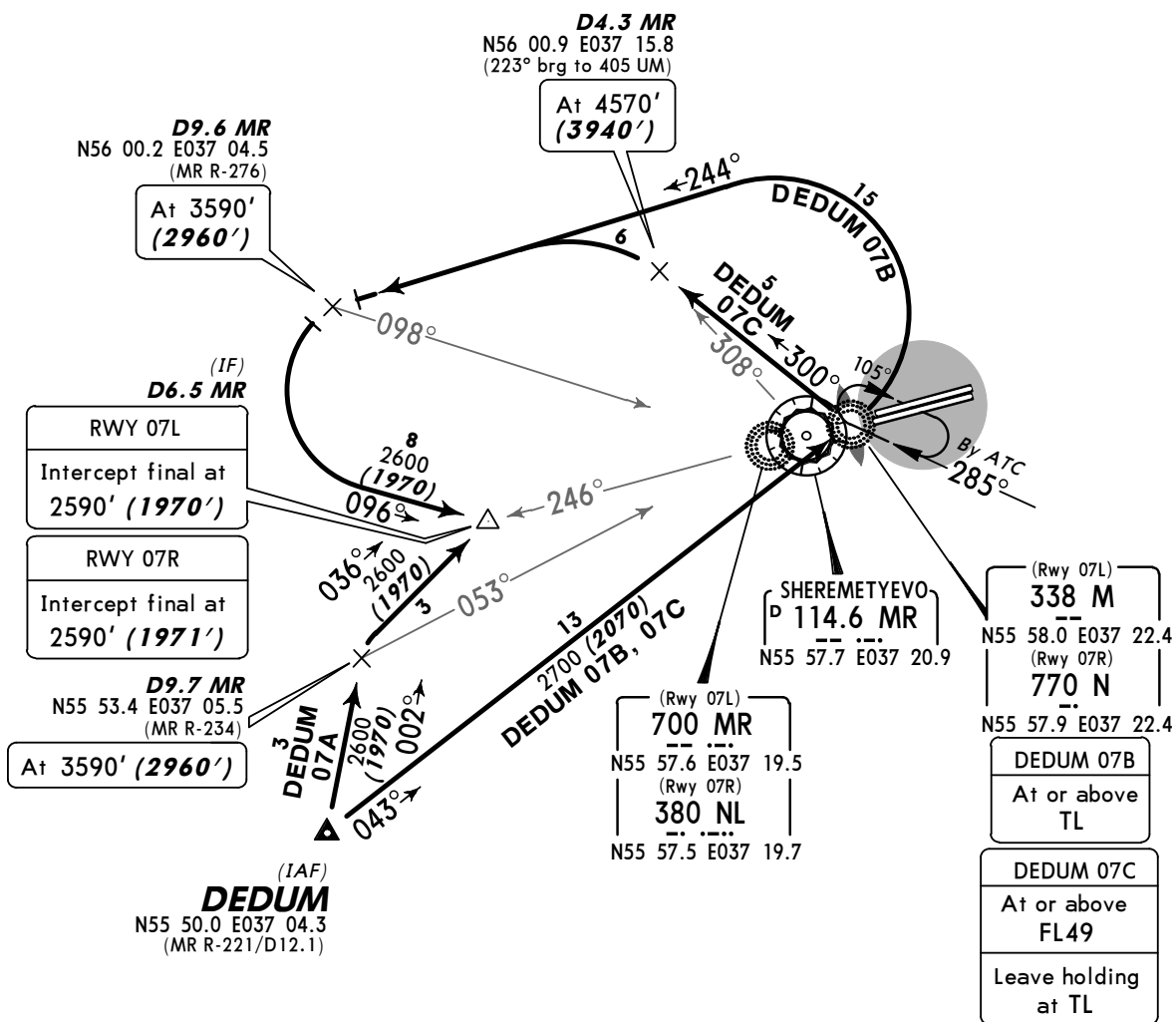
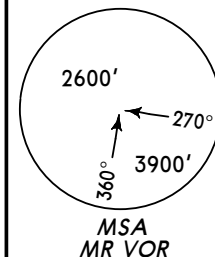
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian **126.37**)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: **3920' (3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

DEDUM 07 ALFA (DEDUM 07A) [DEDØ7A]
DEDUM 07 BRAVO (DEDUM 07B) [DEDØ7B]
DEDUM 07 CHARLIE (DEDUM 07C) [DEDØ7C]
RWYS 07L/R ARRIVALS
BY ATC



- ① RWY 07L
- ② RWY 07R

FL CONVERSION	
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)

STAR	ROUTING
DEDUM 07A	On 002° track to D9.7 MR, turn RIGHT, 036° track, intercept ILS.
DEDUM 07B	On 043° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
DEDUM 07C	On 043° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
 31 DEC 10 **(20-2E)** Eff 13 Jan

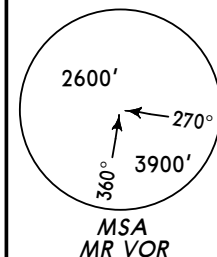
MOSCOW, RUSSIA
STAR

ATIS
 125.12 (Russian 126.37)

Apt Elev
 630'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: By ATC Trans alt: 3920' (3290')
 Execute noise abatement procedures according to
 ICAO Annex 16, DOC 8168.

DEDUM 25 BRAVO (DEDUM 25B) [DED25B]
DEDUM 25 CHARLIE (DEDUM 25C) [DED25C]
RWYS 25L/R ARRIVALS
BY ATC



(Rwy 25R)
700 AD
 N55 59.2 E037 30.1
 (Rwy 25L)
380 BW
 N55 59.1 E037 30.6
DEDUM 25B
 At or above
 TL
DEDUM 25C
 At or above
 FL49
 Leave holding
 at TL

SHEREMETYEVO
 P 114.6 MR
 N55 57.7 E037 20.9

D11.8 MR
 N56 04.4 E037 38.2
 At 3590' (2960')

D10.8 MR

RWY 25L
 Intercept final at
 2590' (1969')

RWY 25R
 Intercept final at
 2600' (1978')

RWY 25L
 At 2590'
 (1969')
 RWY 25R
 At 2600'
 (1978')

(IAF)
DEDUM
 N55 50.0 E037 04.3

FL CONVERSION
 FL49 **FL1500m**

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3920' (3290' - 1000m)
 3590' (2960' - 900m)
 ① 2590' (1969' - 600m)
 ② 2600' (1978' - 600m)

① RWY 25L
 ② RWY 25R

STAR

ROUTING

DEDUM 25B On 049° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
DEDUM 25C On 049° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
31 DEC 10 **(20-2F)** **Eff 13 Jan**

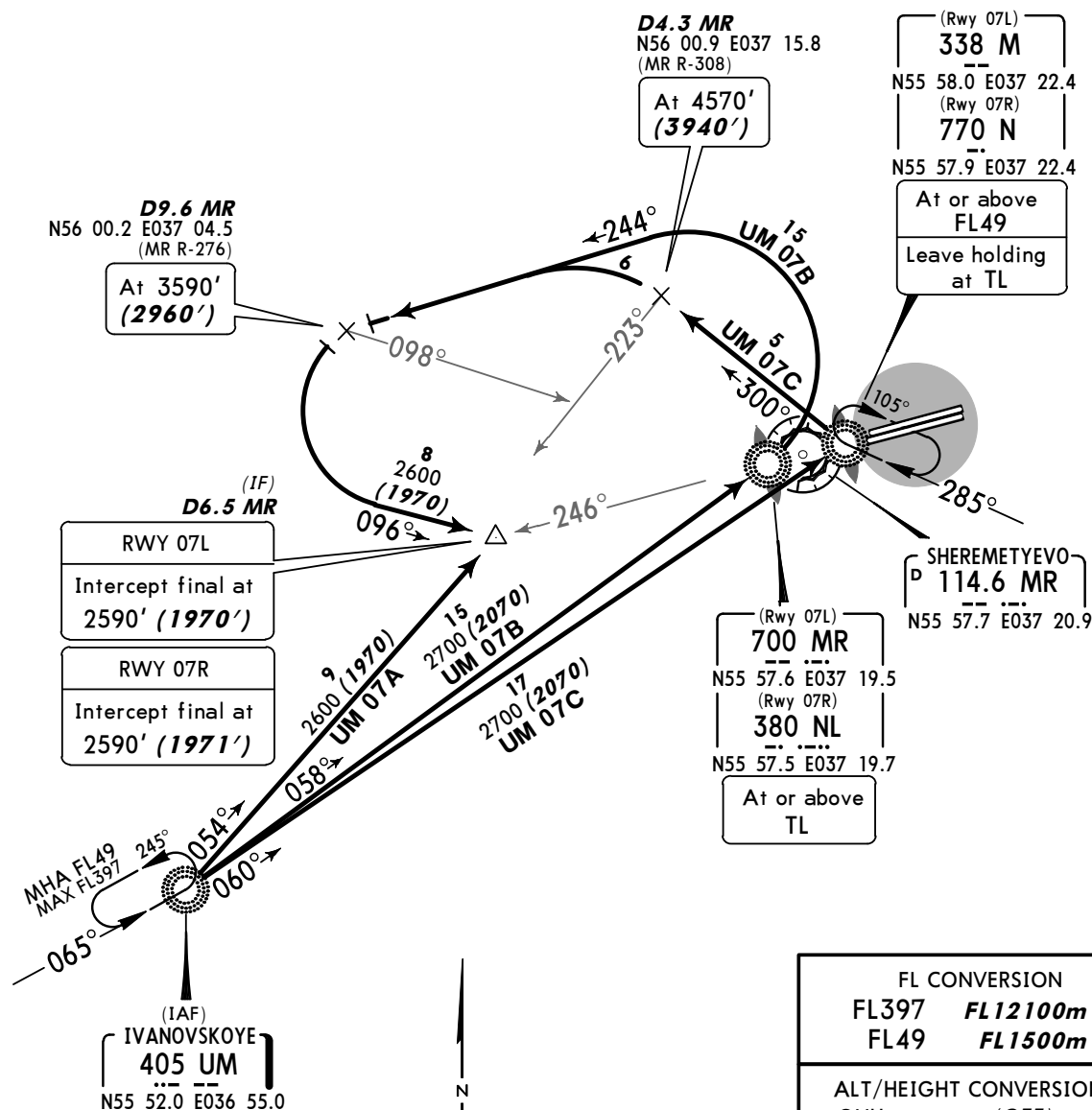
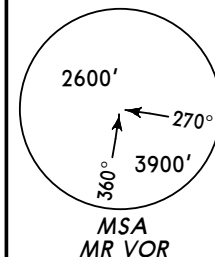
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian **126.37**)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: **3920' (3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

IVANOVSKOYE 07 ALFA (UM 07A)
IVANOVSKOYE 07 BRAVO (UM 07B)
IVANOVSKOYE 07 CHARLIE (UM 07C)
RWYS 07L/R ARRIVALS



FL CONVERSION
FL397 FL12100m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2590' (1971' - 600m)

① RWY 07L
② RWY 07R

STAR	ROUTING
UM 07A	On 054° bearing, intercept ILS.
UM 07B	On 058° bearing to MR/NL, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
UM 07C	On 060° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

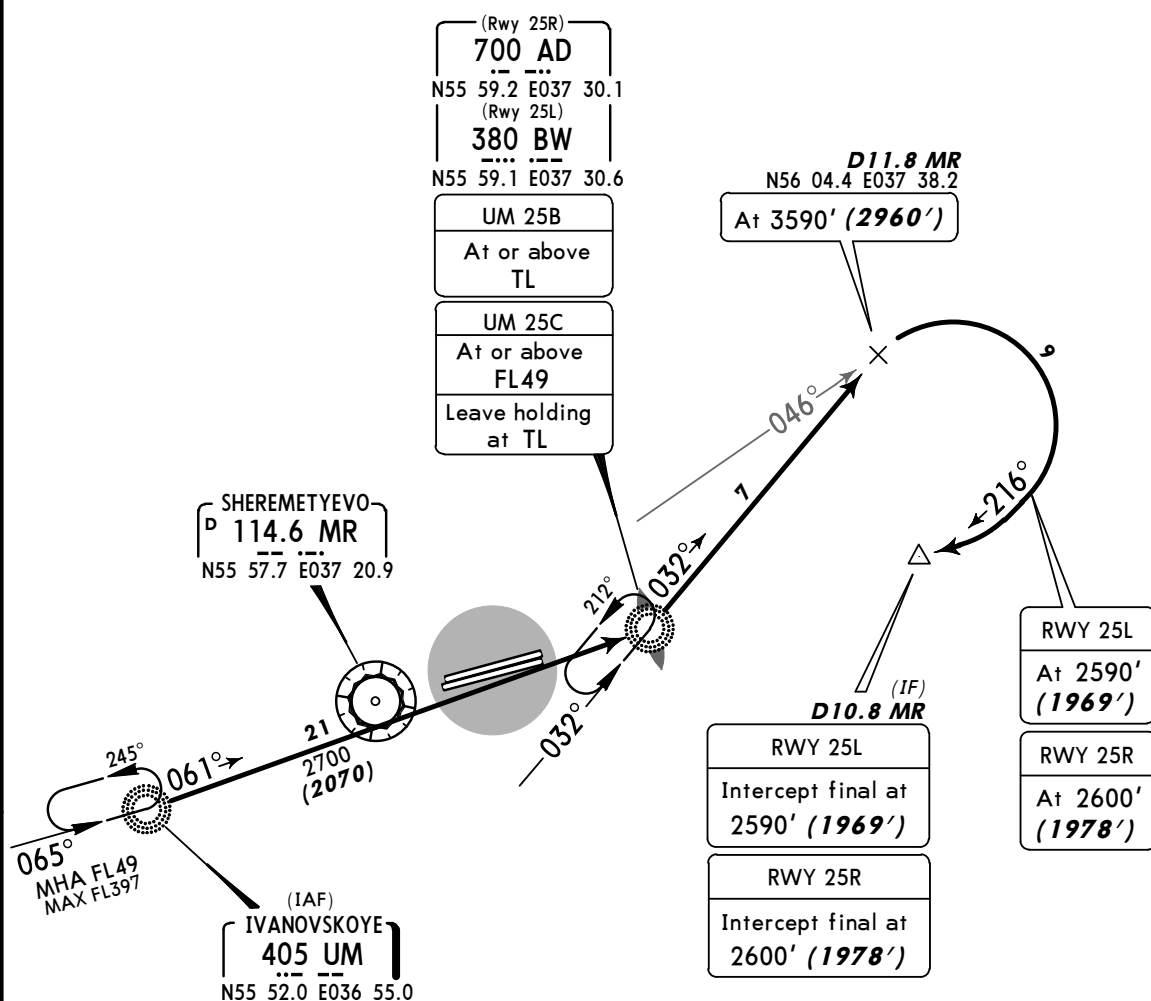
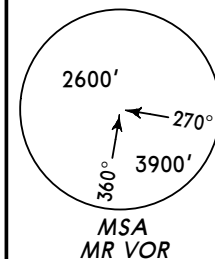
UUEE/SVO
SHERMETEYEVO

JEPPesen
31 DEC 10 **(20-2G)** Eff 13 Jan

MOSCOW, RUSSIA
STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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IVANOVSKOYE 25 BRAVO (UM 25B)
IVANOVSKOYE 25 CHARLIE (UM 25C)
RWYS 25L/R ARRIVALS



FL CONVERSION
FL397 FL12100m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1969' - 600m)
② 2600' (1978' - 600m)

① RWY 25L
② RWY 25R



STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
UM 25C	On 061° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
31 DEC 10 **(20-2H)** **Eff 13 Jan**

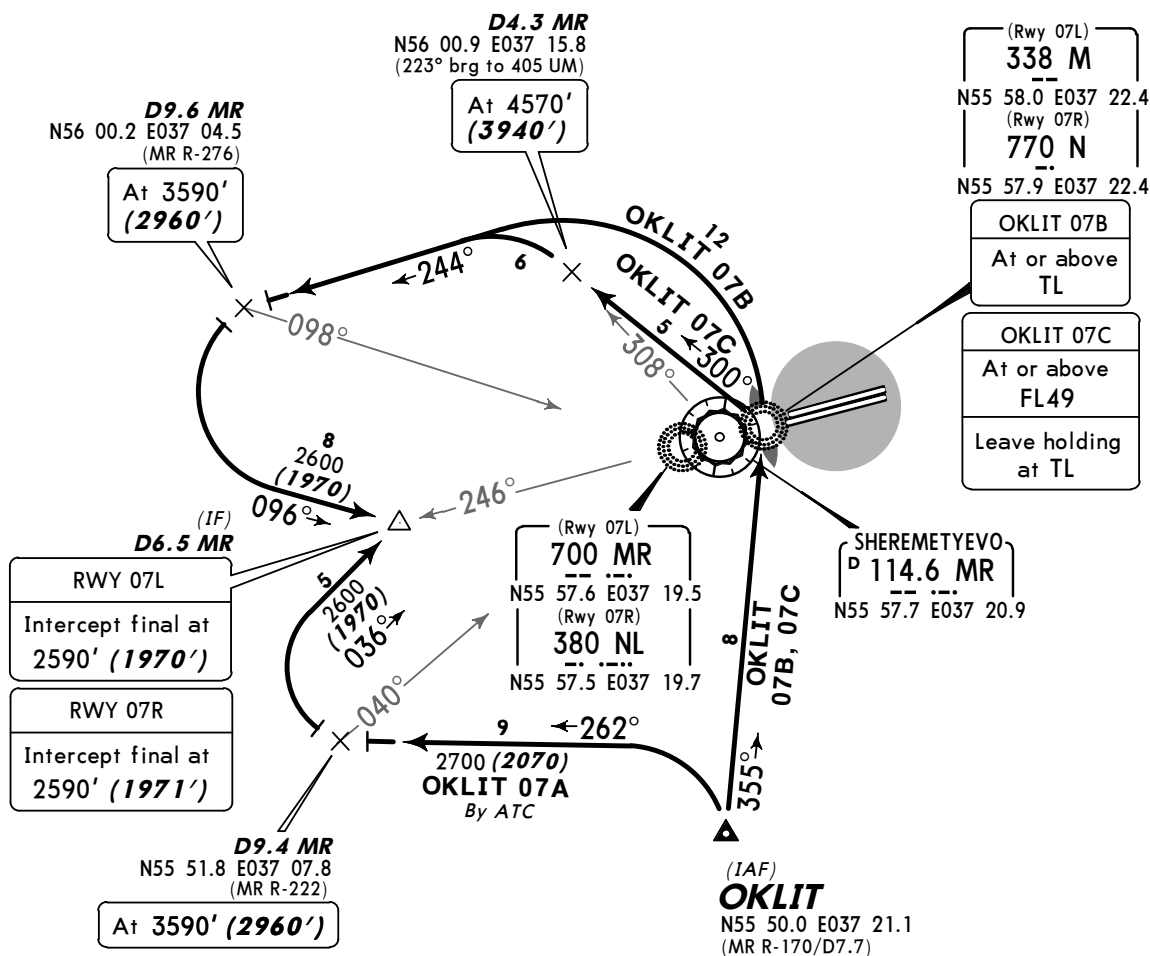
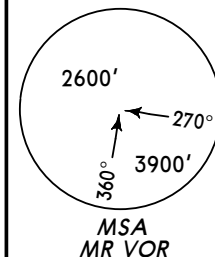
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian **126.37**)

Apt Elev
630'

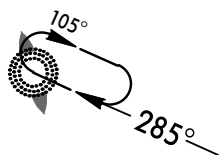
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: **3920' (3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

OKLIT 07 ALFA (OKLIT 07A) [OKLØ7A]
OKLIT 07 BRAVO (OKLIT 07B) [OKLØ7B]
OKLIT 07 CHARLIE (OKLIT 07C) [OKLØ7C]
RWYS 07L/R ARRIVALS



HOLDING OVER

M/N
By ATC



① RWY 07L
② RWY 07R

FL CONVERSION
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2590' (1971' - 600m)

STAR

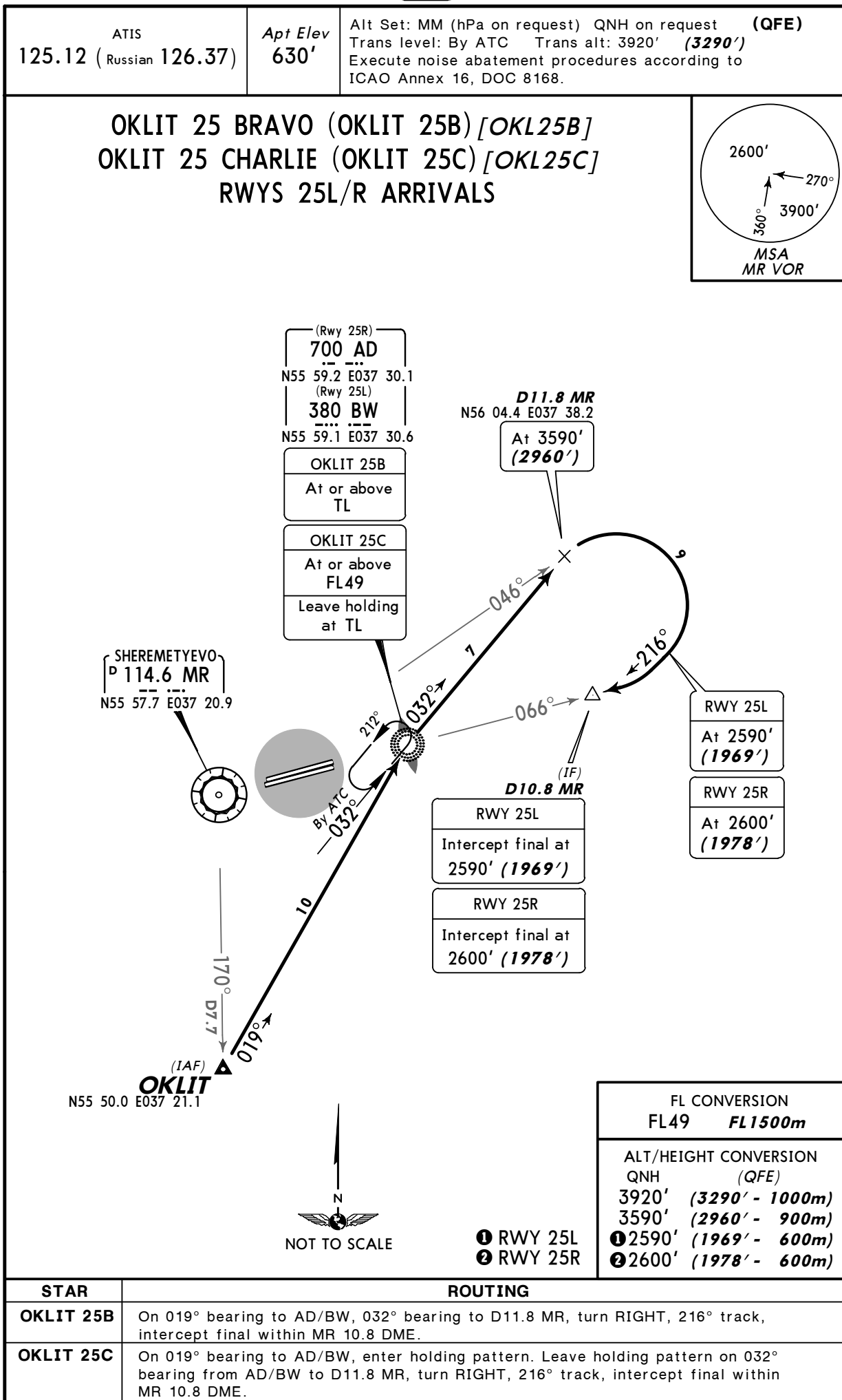
ROUTING

OKLIT 07A By ATC	Turn LEFT, 262° track to D9.4 MR, turn RIGHT, 036° track, intercept ILS.
OKLIT 07B	On 355° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
OKLIT 07C	On 355° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
 31 DEC 10 **(20-2J)** **Eff 13 Jan**

MOSCOW, RUSSIA
STAR



UUEE/SVO
SHEREMETYEVOJEPPESEN
31 DEC 10 (20-2K) Eff 13 Jan

MOSCOW, RUSSIA

STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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SAVELOVO 07 ALFA (SW 07A) SAVELOVO 07 CHARLIE (SW 07C) RWYS 07L/R ARRIVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

SW 07A

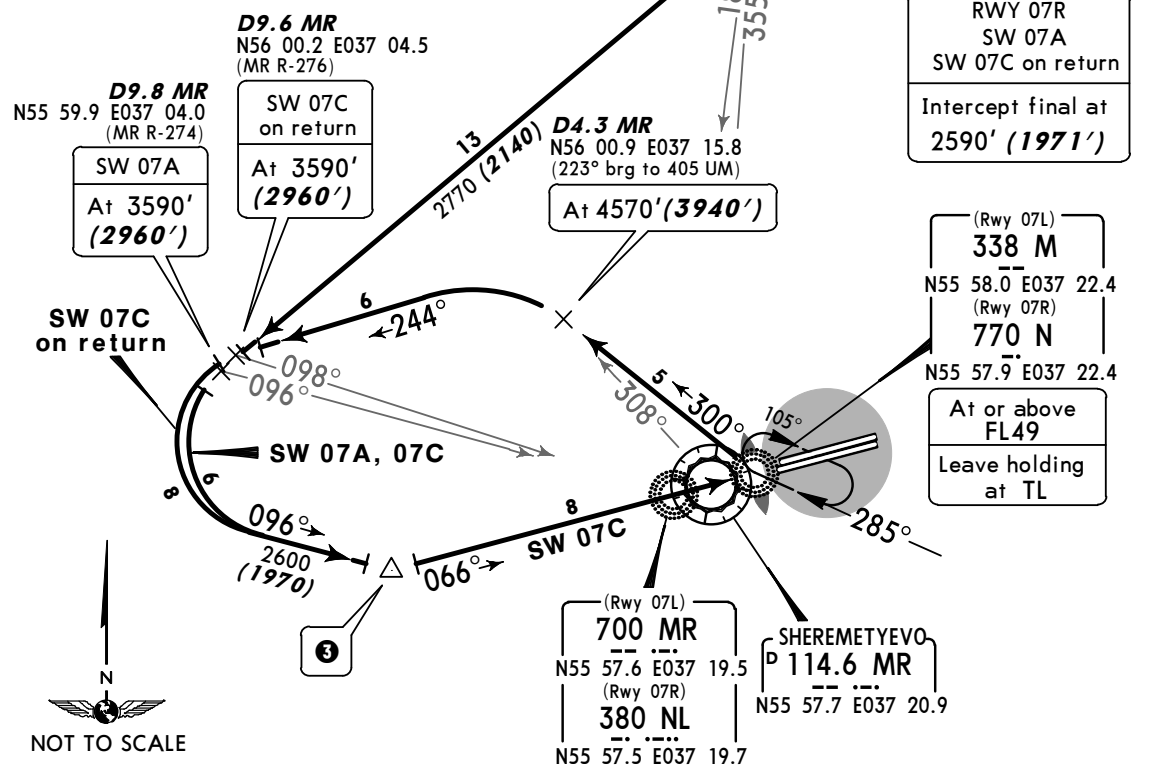
This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501 ▲ SWWOC 1501

FL CONVERSION
FL397 FL12100m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2590' (1971' - 600m)

- ① RWY 07L
② RWY 07R



STAR	ROUTING
SW 07A	On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
SW 07C	On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, turn LEFT, intercept 066° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

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JEPPESEN

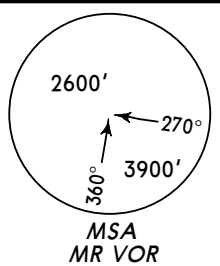
31 DEC 10

20-2L

Eff 13 Jan

MOSCOW, RUSSIA

STAR

ATIS
125.12 (Russian 126.37)Apt Elev
630'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

SAVELOVO 25 ALFA (SW 25A) SAVELOVO 25 CHARLIE (SW 25C) RWYS 25L/R ARRIVALS

D20.8 MR
N56 18.5 E037 25.0(IAF)
SAVELOVO
*1285 SW
N56 22.0 E037 26.0

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

SW 25A

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

▲ SSW003 150T ▲ SSW003 150T ▲ SSW003 150T ▲ SSW003 150T



FL CONVERSION

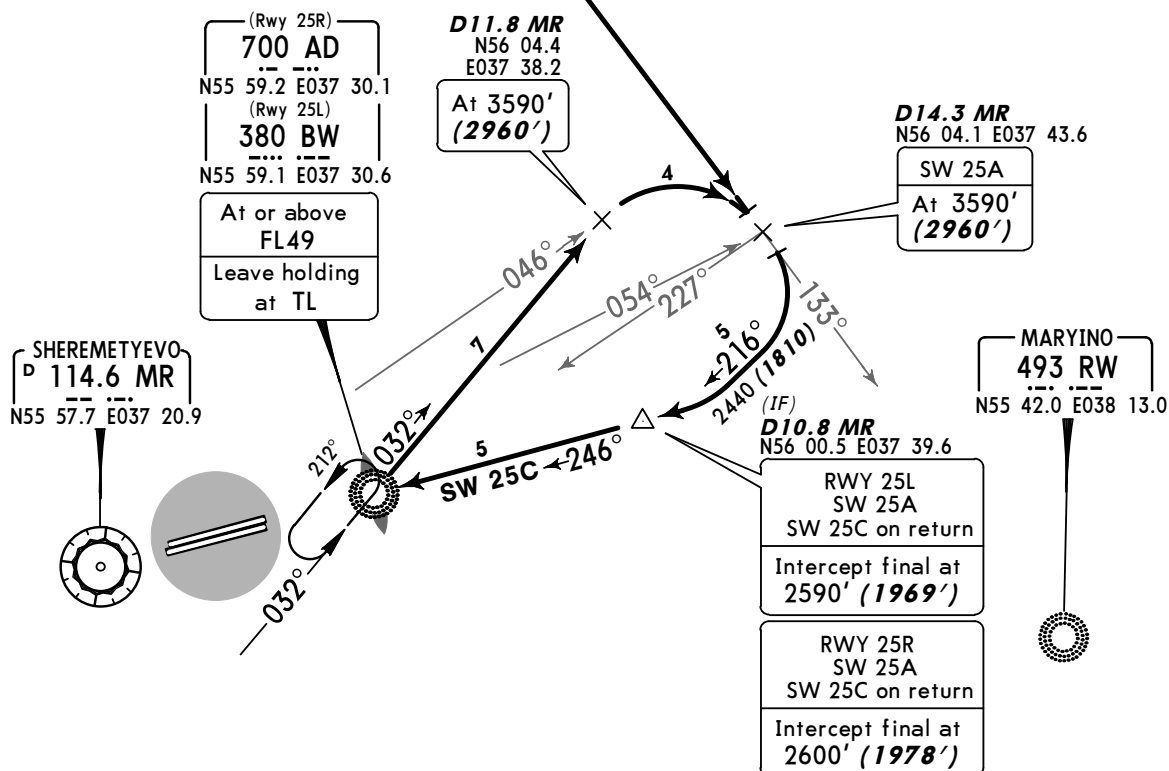
FL397 FL12100m
FL49 FL1500m

ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1969' - 600m)
② 2600' (1978' - 600m)

① RWY 25L
② RWY 25R



STAR

ROUTING

SW 25A

On 180° bearing to D20.8 MR, turn LEFT, 134° track to D14.3 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

SW 25C

On 180° bearing to D20.8 MR, turn LEFT, 134° track to D14.3 MR, turn RIGHT, 216° track, intercept 246° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

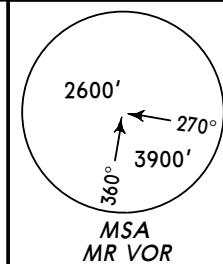
UUEE/SVO
SHEREMETYEVO

JEPPesen
31 DEC 10 **(20-2M)** **Eff 13 Jan**

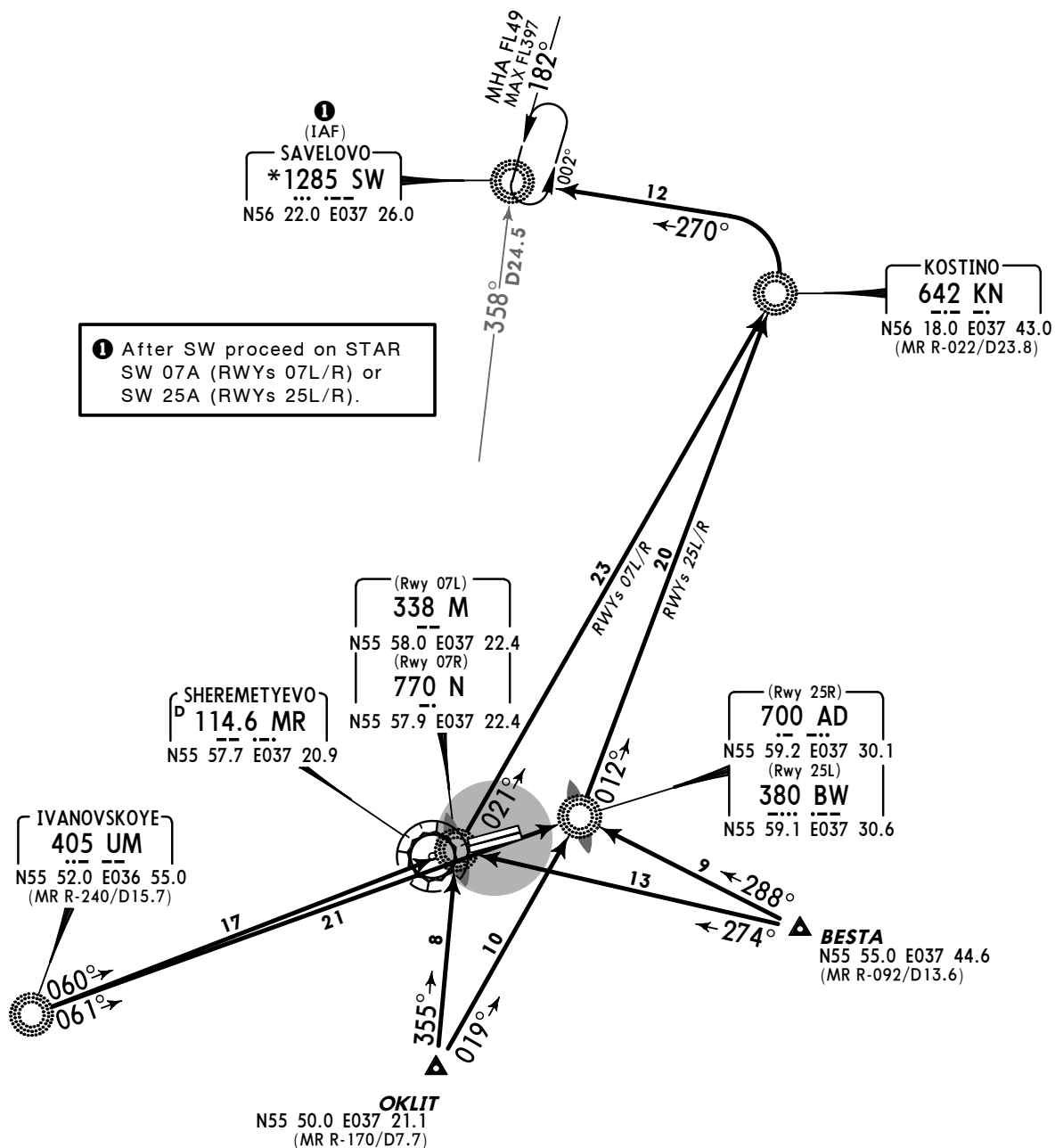
MOSCOW, RUSSIA
STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3920' (3290')	(QFE)
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COMMUNICATION FAILURE PROCEDURES
RWYS 07L/R, 25L/R
AFTER ENTERING MOSCOW AREA



① After SW proceed on STAR
SW 07A (RWYs 07L/R) or
SW 25A (RWYs 25L/R).



FL CONVERSION
FL397 **FL 12100m**
FL49 **FL 1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (**3290' - 1000m**)

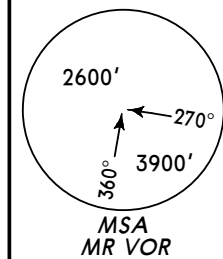
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
10 SEP 10 **20-3** **Eff 23 Sep**

MOSCOW, RUSSIA
SID

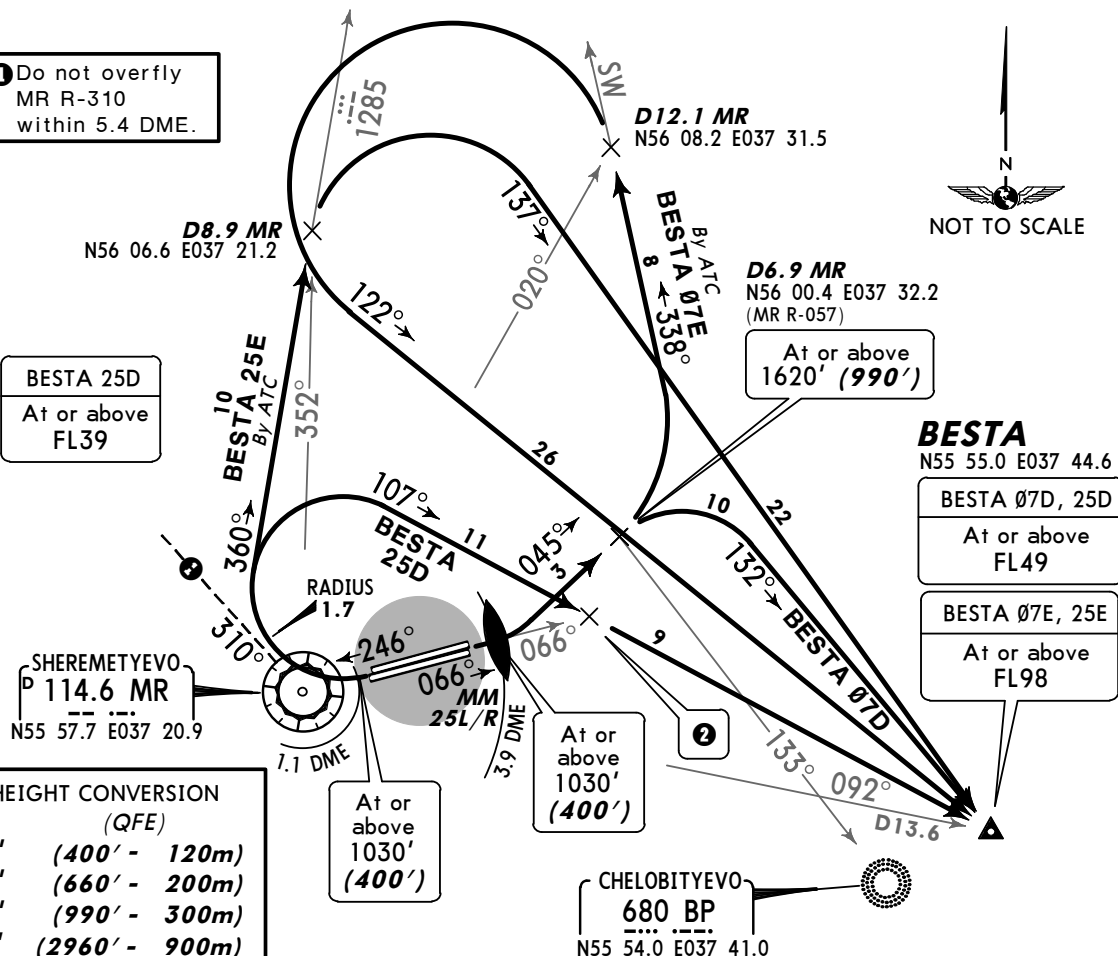
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 07 DELTA (BESTA 07D) [BES07D]
BESTA 25 DELTA (BESTA 25D) [BES25D]
BESTA 07 ECHO (BESTA 07E) [BES07E]
BESTA 25 ECHO (BESTA 25E) [BES25E]
RWYS 07L/R, 25L/R DEPARTURES
FOR TRANSITION FROM BESTA REFER TO CHART 20-3F
~~SPEED~~ MAX 270 KT BELOW FL98



❶ Do not overfly
MR R-310
within 5.4 DME.

❷ **BESTA 25D**
At or above
FL39



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL39	FL1200m
FL49	FL1500m
FL98	FL3000m

These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
BESTA 07D ❸	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn RIGHT, 132° track to BESTA.
BESTA 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 107° track to BESTA.
BESTA 07E By ATC	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 338° bearing towards SW, at D12.1 MR turn LEFT, 122° track to BESTA.
BESTA 25E By ATC	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 360° bearing towards SW, at D8.9 MR turn RIGHT, 137° track to BESTA climbing to assigned FL.
❹ Shall be carried out provided crossing BESTA at or above FL49.		

UUEE/SVO
SHEREMETYEVO

JEPPesen
10 SEP 10 **(20-3A)** **Eff 23 Sep**

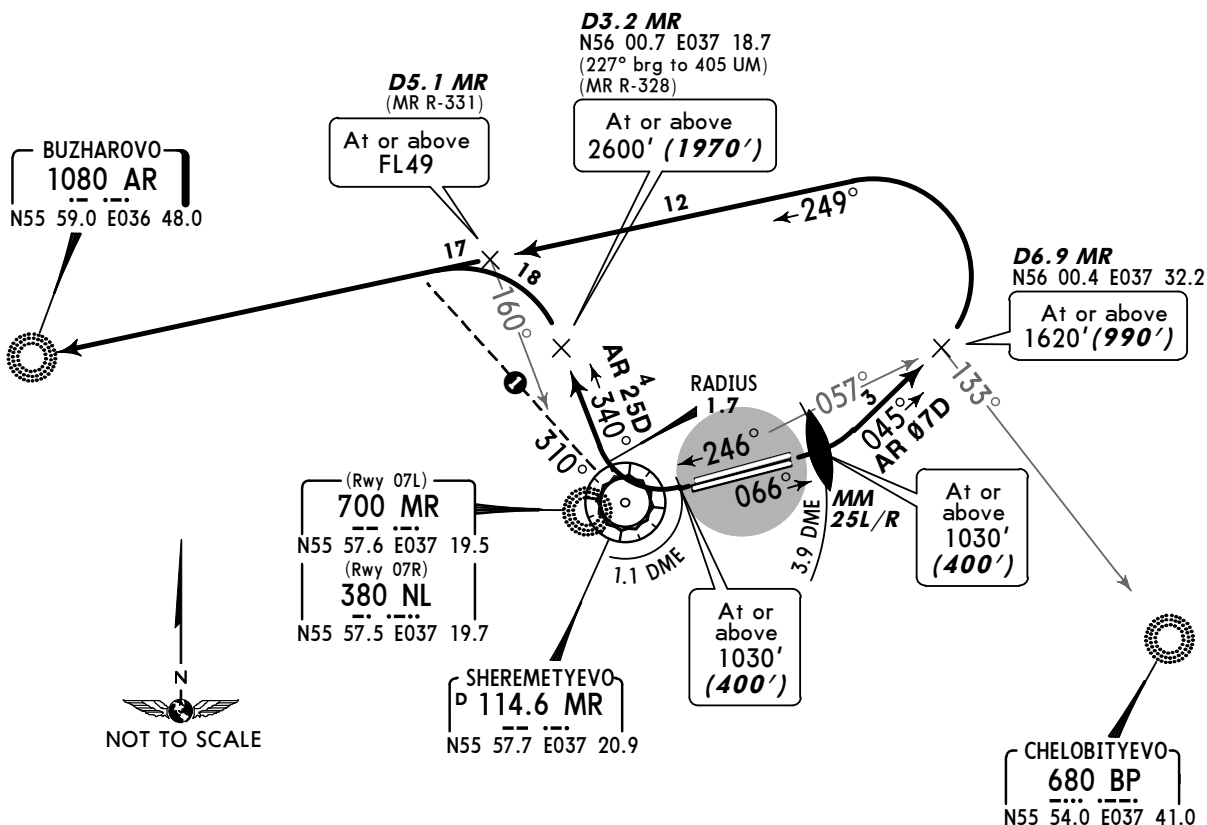
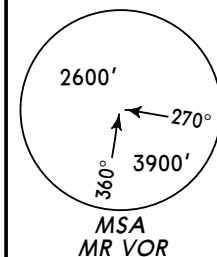
MOSCOW, RUSSIA
SID

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920' **(3290')**
1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 07 DELTA (AR 07D)
BUZHAROVO 25 DELTA (AR 25D)
RWYS 07L/R, 25L/R DEPARTURES
FOR TRANSITION FROM AR REFER TO CHART 20-3G
~~SPEED~~ MAX 270 KT BELOW FL98



1 Do not overfly MR R-310 within 5.4 DME.

These SIDs require minimum climb gradients of

AR 07D: 334' per NM (5.5%).

AR 25D: 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823
334' per NM	418	557	835	1114	1392	1671

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL49	FL1500m
FL98	FL3000m

Initial climb clearance 3590' **(2960')**

SID	RWY	ROUTING
AR 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 249° bearing to AR climbing to assigned FL.
AR 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, intercept 249° bearing to AR climbing to assigned FL.

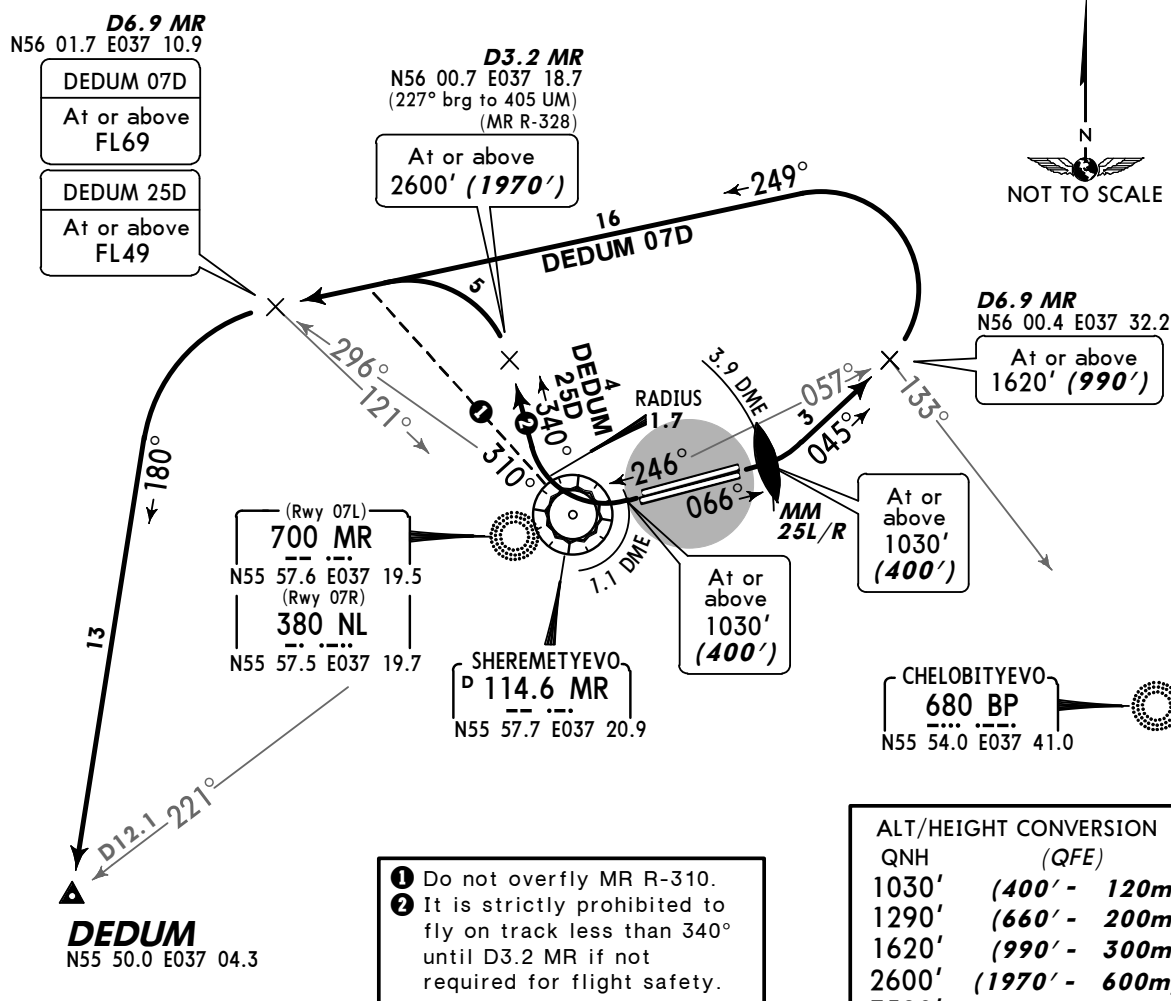
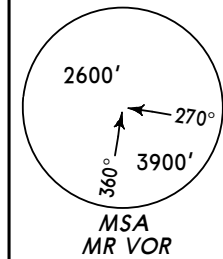
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
10 SEP 10 **(20-3B)** **Eff 23 Sep**

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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DEDUM 07 DELTA (DEDUM 07D) [DED07D]
DEDUM 25 DELTA (DEDUM 25D) [DED25D]
RWYS 07L/R, 25L/R DEPARTURES
BY ATC
~~SPEED~~ MAX 270 KT BELOW FL98



These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m
FL98	FL3000m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
DEDUM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to R-057/D6.9 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.
DEDUM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.

UUEE/SVO
SHEREMETYEVO

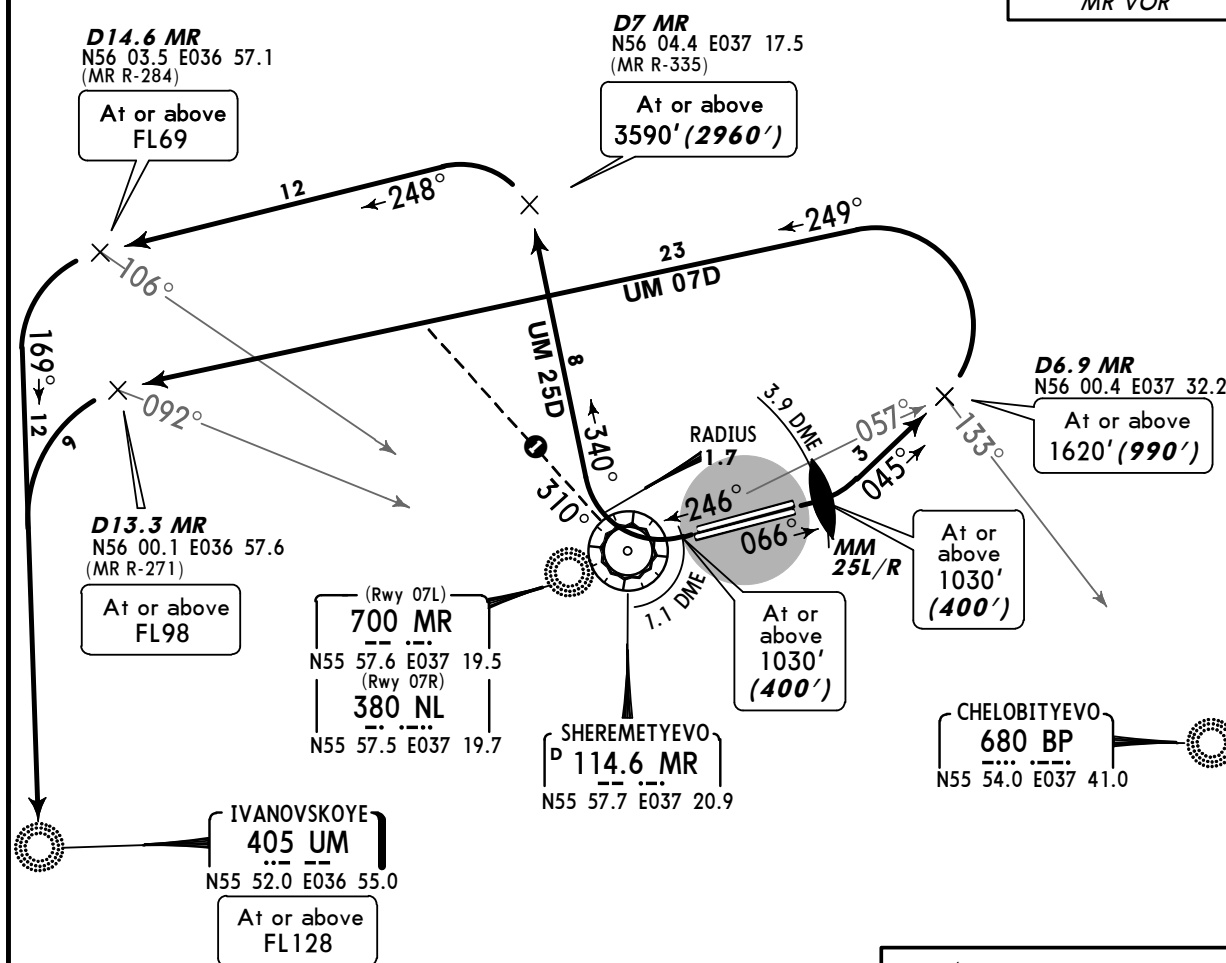
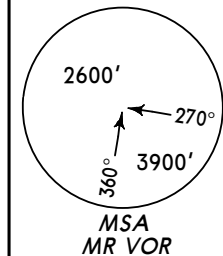
JEPPesen
10 SEP 10 **(20-3C)** **Eff 23 Sep**

MOSCOW, RUSSIA

SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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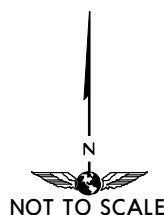
IVANOVSKOYE 07 DELTA (UM 07D)
IVANOVSKOYE 25 DELTA (UM 25D)
RWYS 07L/R, 25L/R DEPARTURES
FOR TRANSITIONS FROM UM REFER TO CHART 20-3G
~~SPEED~~ MAX 270 KT BELOW FL98



1 Do not overfly MR R-310.

These SIDs require a minimum climb gradient of 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823



ALT/HEIGHT CONVERSION	QNH	(QFE)
1030'	(400' - 120m)	
1290'	(660' - 200m)	
1620'	(990' - 300m)	
3590'	(2960' - 900m)	
3920'	(3290' - 1000m)	

FL CONVERSION	
FL69	FL2100m
FL98	FL3000m
FL128	FL3900m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
UM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, 249° track to D13.3 MR, turn LEFT to UM.
UM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D7 MR, turn LEFT, 248° track to D14.6 MR, turn LEFT, 169° track to UM.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
10 SEP 10 (20-3D) Eff 23 Sep

MOSCOW, RUSSIA

SID

SHERMETYEVO
Radar
118.1

Apt Elev
630'

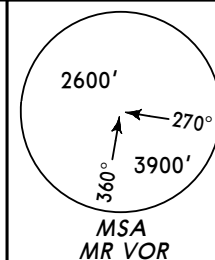
QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920' **(3290')**
 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

KOSTINO 07 DELTA (KN 07D)

KOSTINO 25 DELTA (KN 25D)

RWYS 07L/R, 25L/R DEPARTURES
FOR TRANSITION FROM KN REFER TO CHART 20-3F
SPEEDS MAX 270 KT BELOW FL98

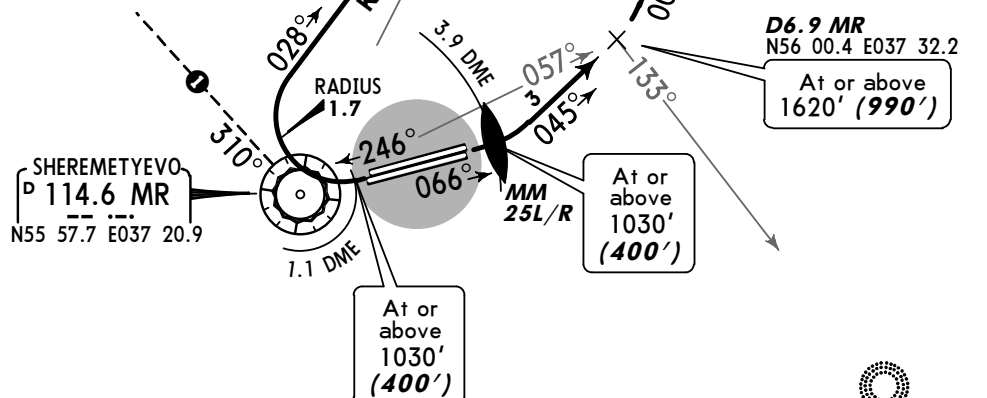
KOSTINO
642 KN
N56 18.0 E037 43.0



1 Do not overfly MR R-310.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION
FL49 *FL1500m*
FL98 *FL3000m*



These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

CHELOBITYEVO
 680 BP
 N55 54.0 E037 41.0

Initial climb clearance 3590' (**2960'**)

SID	RWY	ROUTING
KN 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 009° bearing to KN climbing to assigned FL.
KN 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 028° bearing to KN climbing to assigned FL.

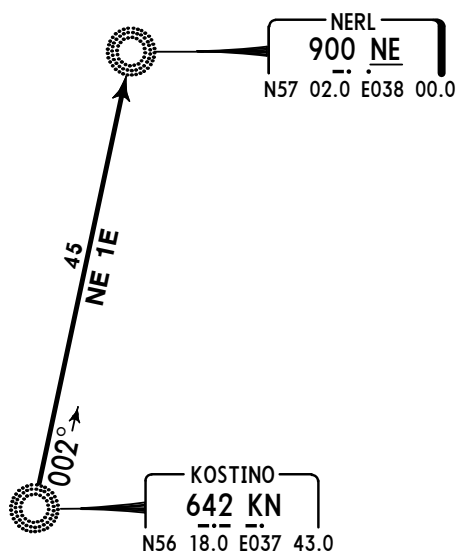
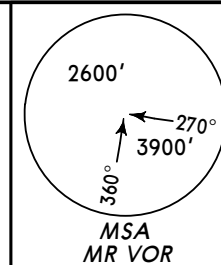
UUEE/SVO
SHEREMETYEVO

JEPPESEN
 17 DEC 10 **(20-3F)**

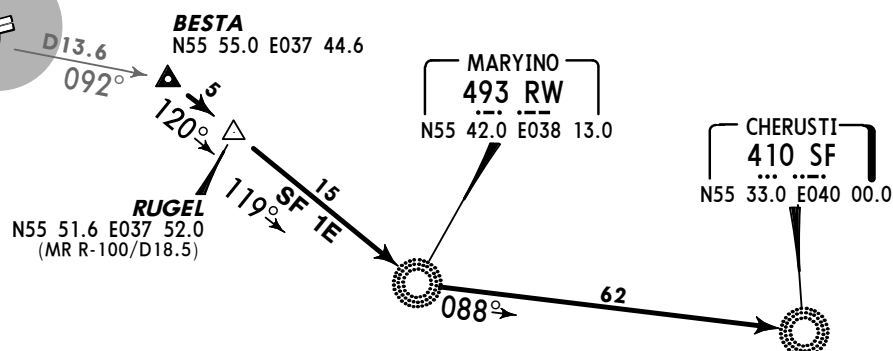
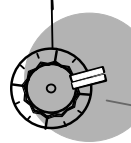
MOSCOW, RUSSIA
TRANSITION

Apt Elev
630' QNH on request **(QFE)**
 Trans level: By ATC Trans alt: 3920' **(3290')**

NE 1E SF 1E
FROM KN FROM BESTA
TRANSITIONS
TO NORTH & EAST



SHEREMETYEVO
P 114.6 MR
 N55 57.7 E037 20.9



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 3920' **(3290' - 1000m)**

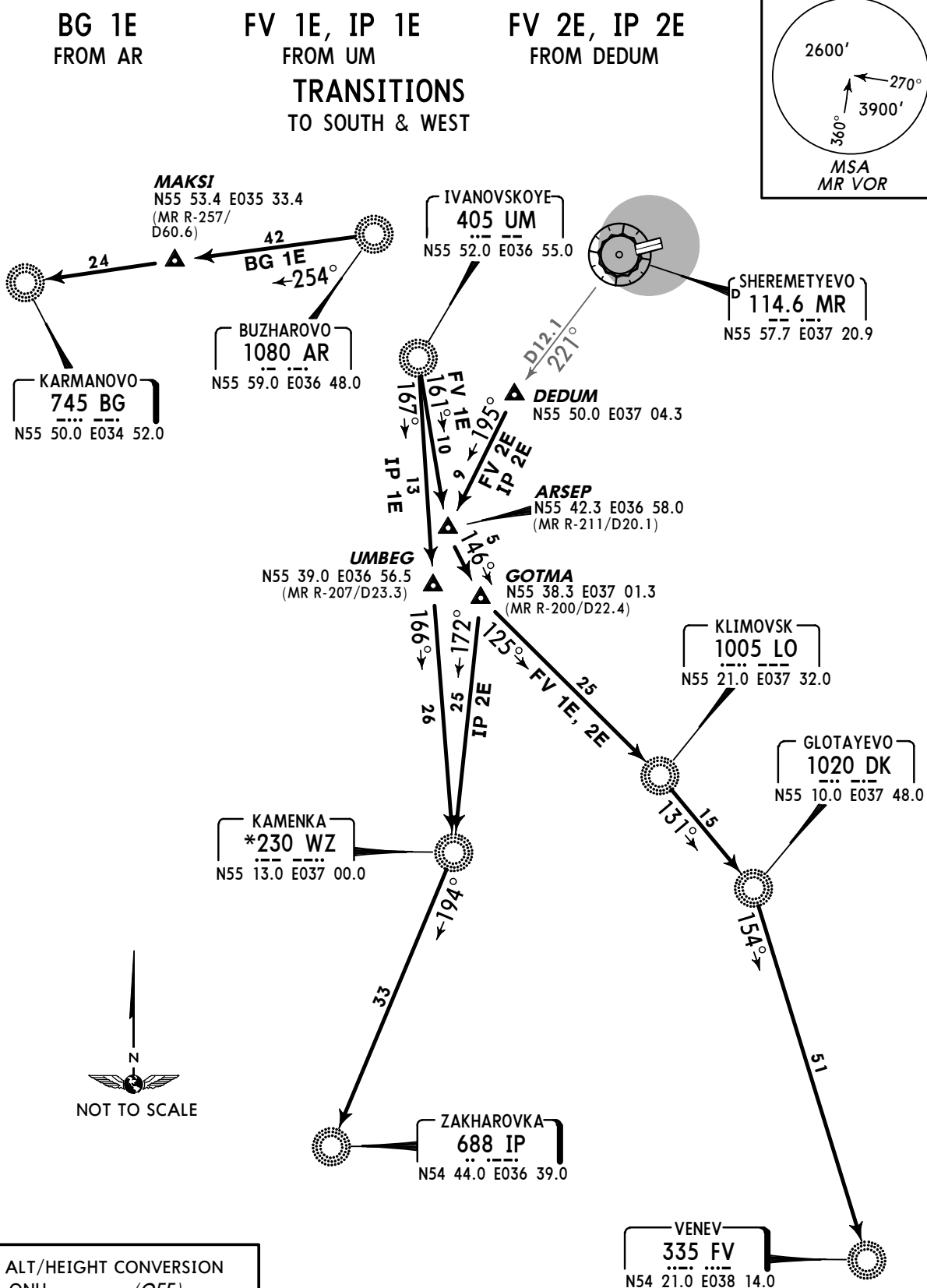
TRANSITION	ROUTING
NE 1E	From KN to NE.
SF 1E	From BESTA to RUGEL, then to RW, then to SF.

UUEE/SVO
SHEREMETYEVO

JEPPesen
17 DEC 10 **(20-3G)**

MOSCOW, RUSSIA
TRANSITION

Apt Elev **630'** QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**



TRANSITION	ROUTING
BG 1E	From AR via MAKSI to BG.
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
IP 1E	From UM to UMBEG, then to WZ, then to IP.
IP 2E	From DEDUM to ARSEP, then to GOTMA, then to WZ, then to IP.

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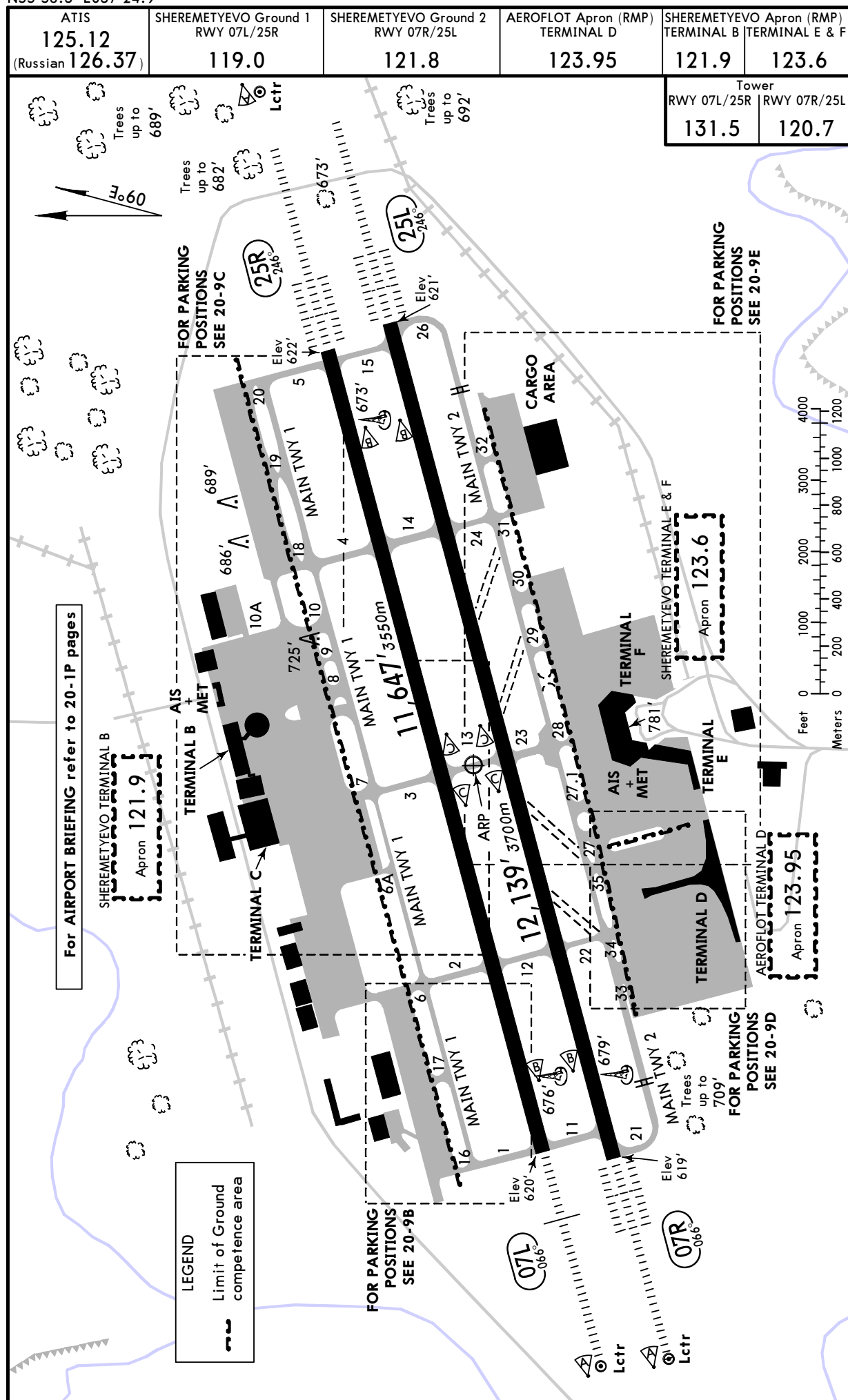
Apt Elev **630'**
N55 58.3 E037 24.9

JEPPesen

29 APR 11 **(20-9)** Eff 5 May

MOSCOW, RUSSIA

SHEREMETYEVO



UUUU/SVO



MOSCOW, RUSSIA

29 APR 11

(20-9A)

Eff 5 May

SHEREMETYEVO

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS		TAKE-OFF	WIDTH
RWY		LANDING BEYOND			
		Threshold	Glide Slope		
07L	HIRL (60m) CL (15m)HIALS PAPI-L(2.98°) RVR		10,689' 3258m	①	197' 60m
25R	HIRL (60m) CL (15m)HIALS-II TDZ PAPI-L(2.98°) RVR		10,499' 3200m		

① TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,647' (3550m)
twy 1/11 int	11,611' (3539m)
twy 2/12 int	8980' (2737m)

RWY 25R:

From rwy head	11,647' (3550m)
twy 5/15 int	11,447' (3489m)
twy 4/14 int	8816' (2687m)

07R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		11,079' 3377m	②	197' 60m
25L			10,899' 3322m		

② TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	12,139' (3700m)
twy 11 int	11,775' (3589m)
twy 12/22 int	9144' (2787m)

RWY 25L:

From rwy head	12,139' (3700m)
twy 15 int	11,775' (3589m)
twy 14/24 int	9150' (2789m)

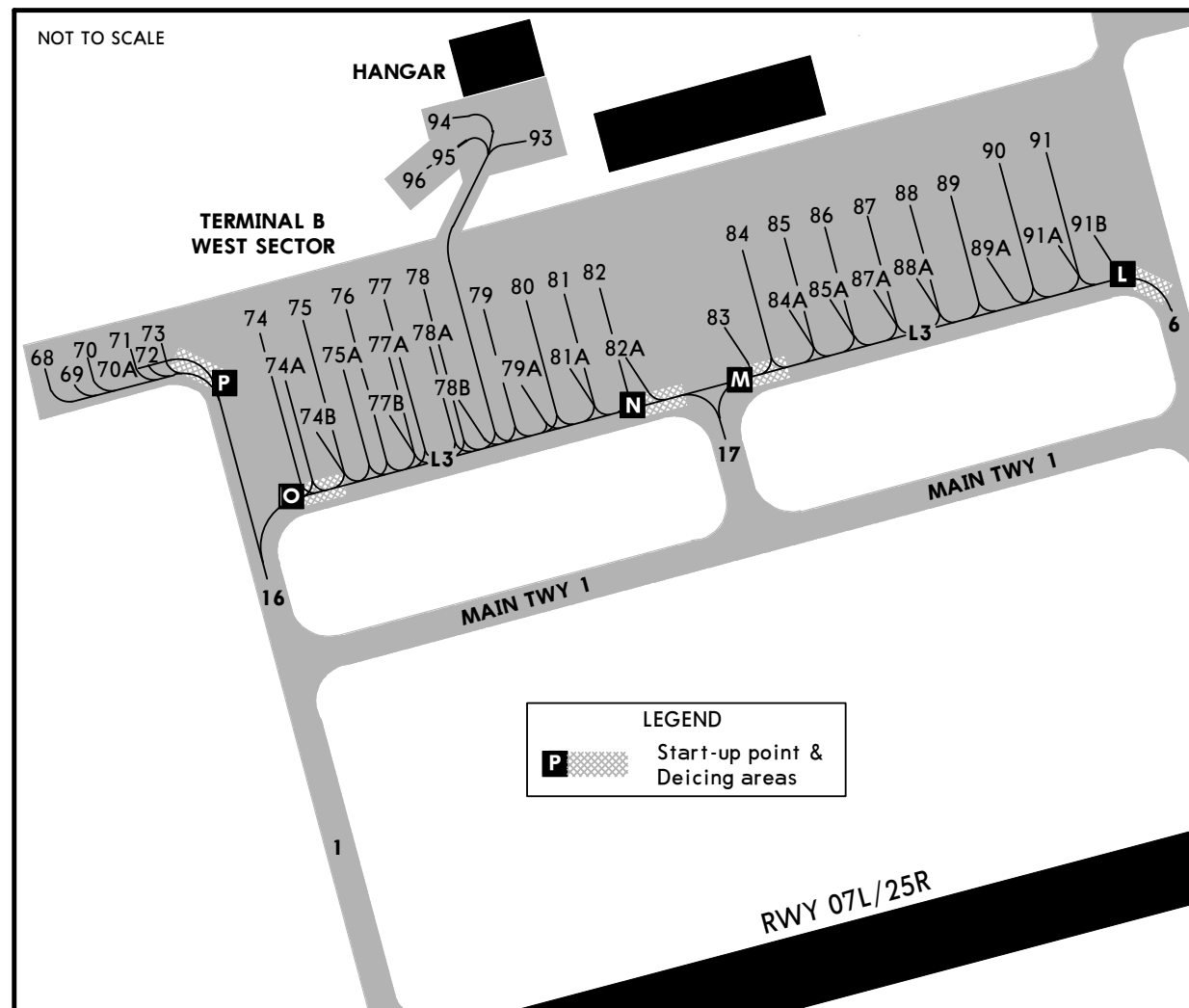
TAKE-OFF

	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.		Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL				
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m
B				3 & 4 Eng		
C						
D	250m (200m)	300m				

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JEPPESEN
29 APR 11 **(20-9B)** Eff 5 May

MOSCOW, RUSSIA
SHEREMETYEVO



INS COORDINATES

STAND No.	COORDINATES
68 thru 70	N55 58.4 E037 23.0
70A thru 72	N55 58.4 E037 23.1
73	N55 58.5 E037 23.1
74	N55 58.4 E037 23.1
74A, 74B	N55 58.4 E037 23.2
75 thru 77B	N55 58.5 E037 23.2
78 thru 79A	N55 58.5 E037 23.3
80 thru 82A	N55 58.5 E037 23.4
83, 84	N55 58.5 E037 23.5
85 thru 86	N55 58.5 E037 23.6
87	N55 58.5 E037 23.7
87A	N55 58.5 E037 23.6
88 thru 89A	N55 58.5 E037 23.7
90 thru 91B	N55 58.5 E037 23.8

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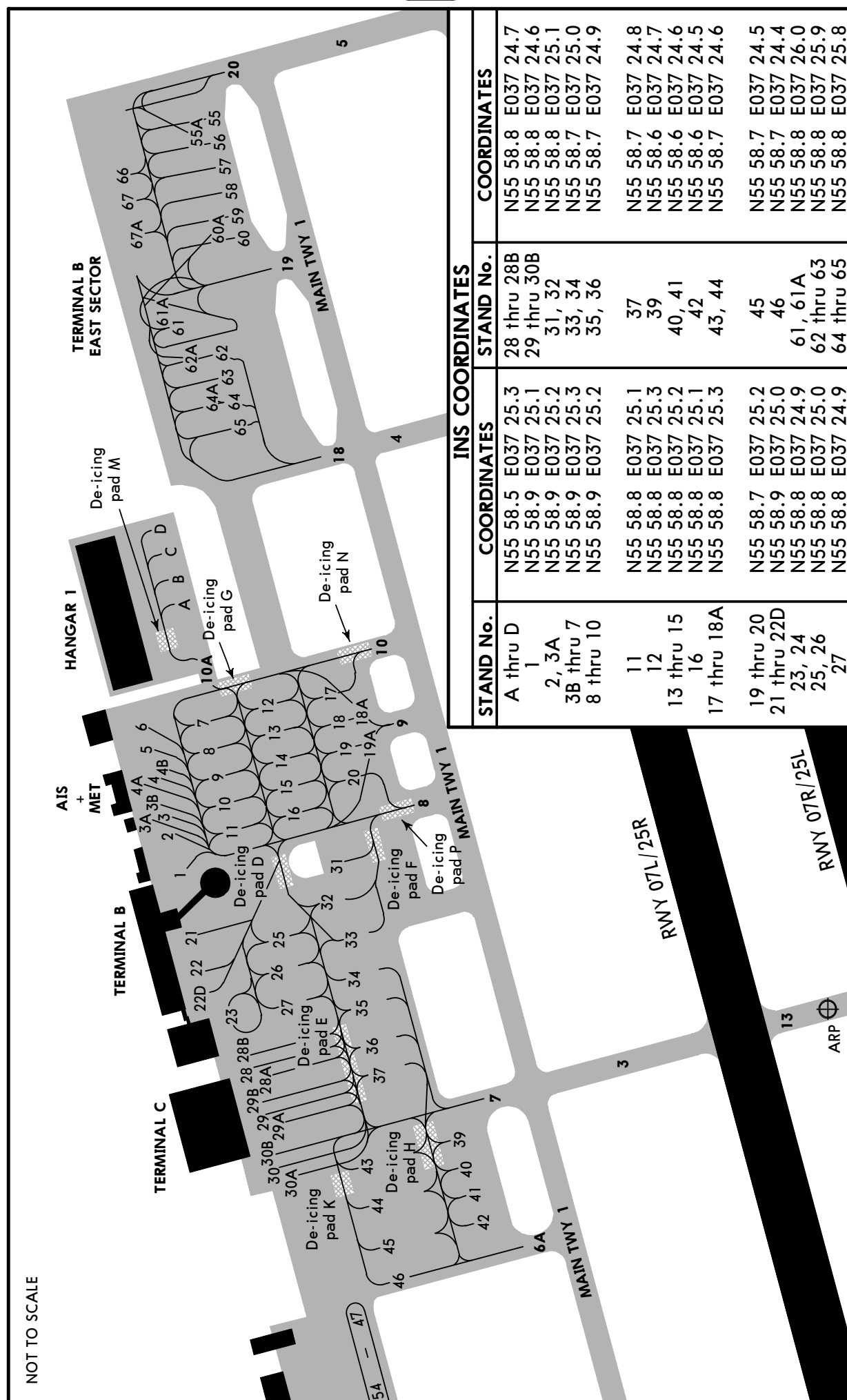
29 APR 11

20-9C

Eff 5 May

MOSCOW, RUSSIA

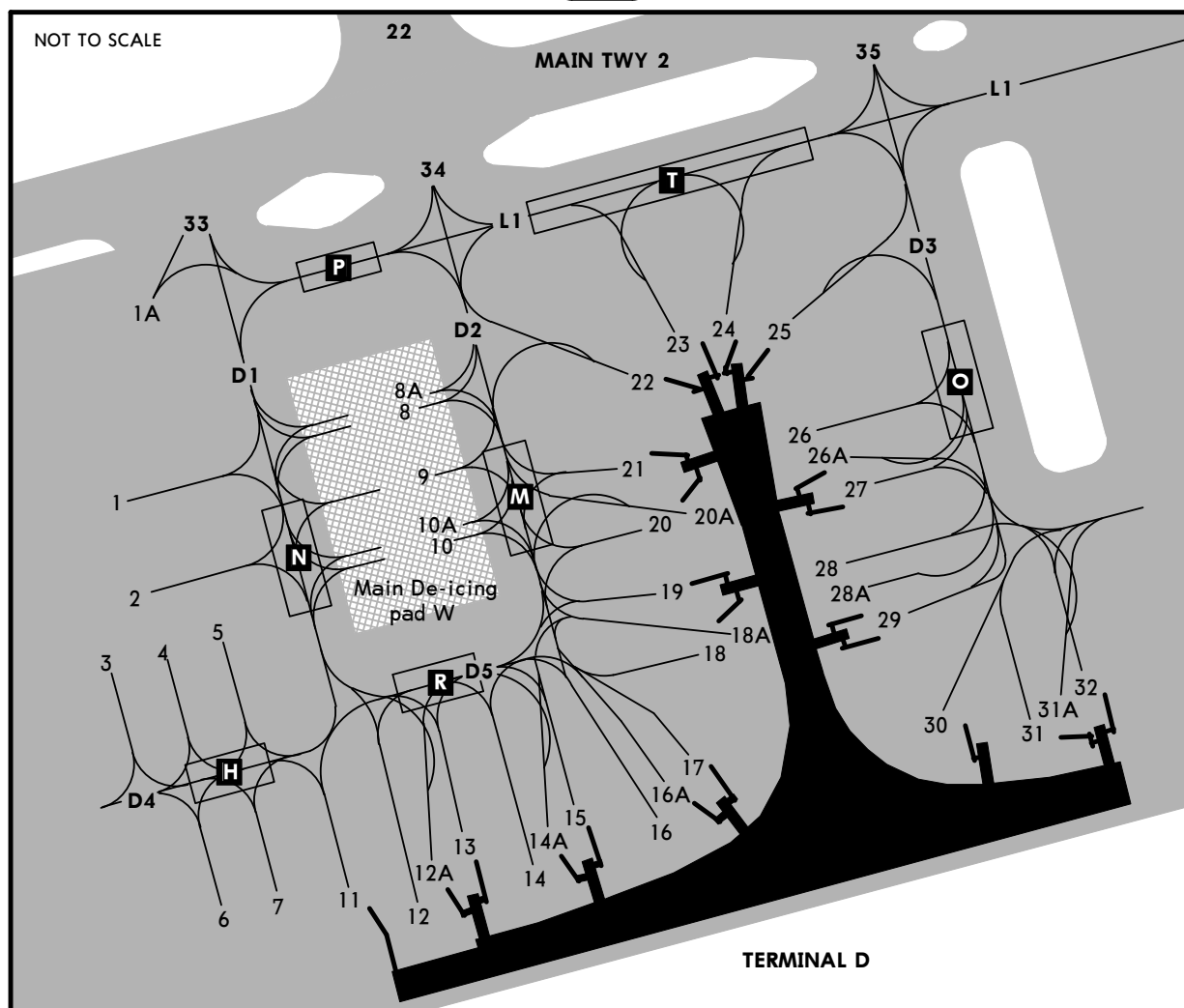
SHEREMETYEVO



CHANGES: Stands.

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JEPPESEN
29 APR 11 **(20-9D)** Eff 5 May**MOSCOW, RUSSIA**
SHEREMETYEVO**INS COORDINATES**

STAND No.	COORDINATES
1	N55 57.9 E037 23.9
1A	N55 58.0 E037 23.9
2	N55 57.9 E037 23.9
3	N55 57.8 E037 23.8
4, 5	N55 57.8 E037 23.9
6	N55 57.7 E037 23.9
7	N55 57.8 E037 23.9
8 thru 10A	N55 57.9 E037 24.1
11	N55 57.8 E037 24.0
12 thru 14A	N55 57.8 E037 24.1
15 thru 16A	N55 57.8 E037 24.2
17 thru 18A	N55 57.8 E037 24.3
19 thru 20A	N55 57.9 E037 24.3
21, 22	N55 57.9 E037 24.2
23	N55 57.9 E037 24.3
24, 25	N55 58.0 E037 24.3
26, 26A	N55 57.9 E037 24.3
27 thru 29	N55 57.9 E037 24.4
30	N55 57.8 E037 24.4
31, 31A, 32	N55 57.8 E037 24.5

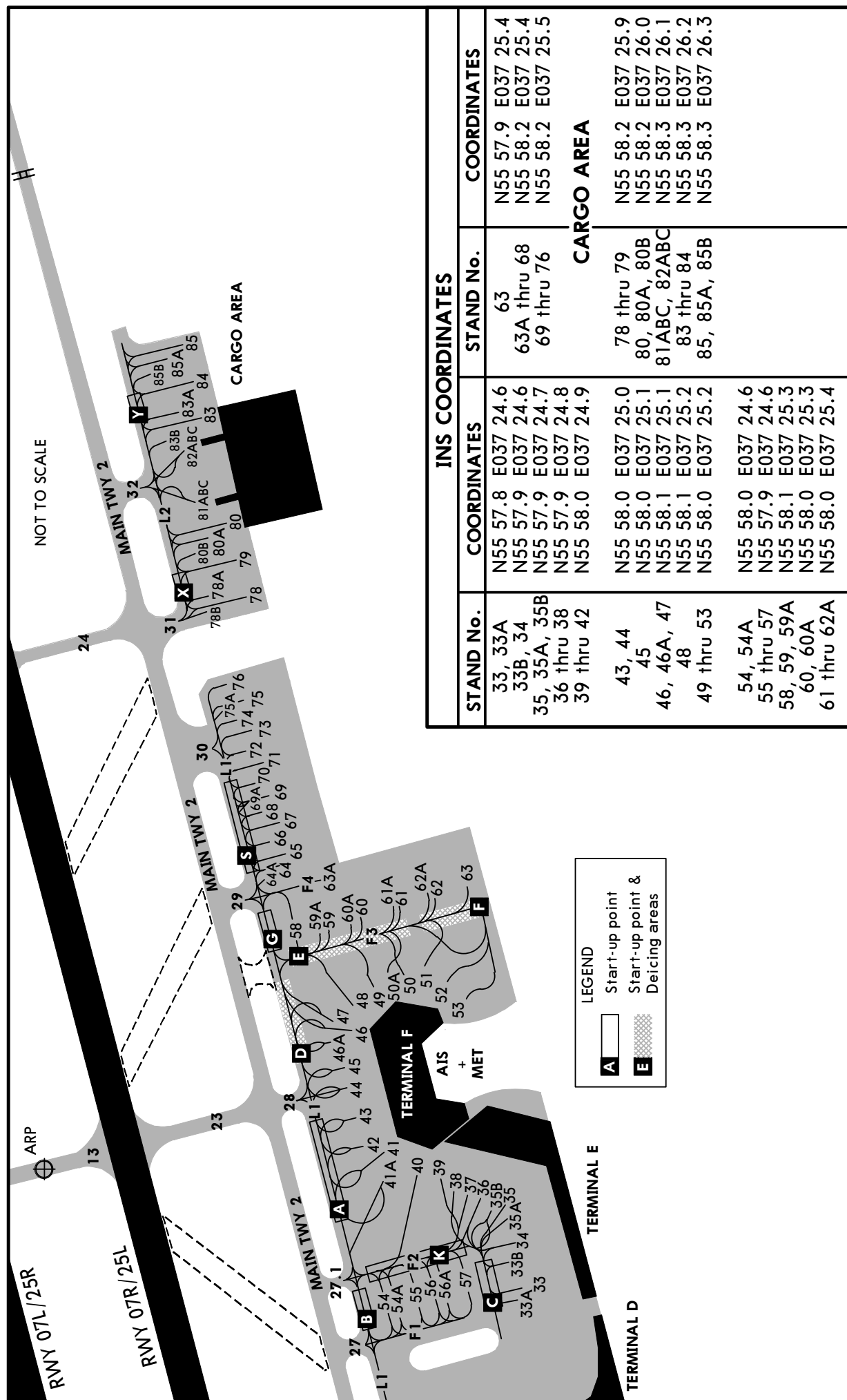
LEGEND

P Start-up point

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JEPPESSEN
29 APR 11 20-9E Eff 5 May

MOSCOW, RUSSIA
SHEREMETYEVO

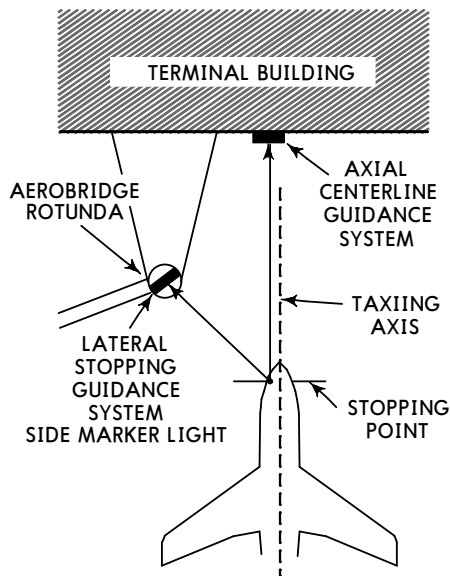


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JEPPESEN
26 MAR 10 **20-9F** Eff 8 Apr

MOSCOW, RUSSIA
SHEREMETYEVO

STAND ENTRY GUIDANCE SYSTEM (AGNIS)

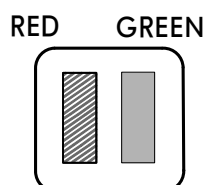


CAUTION

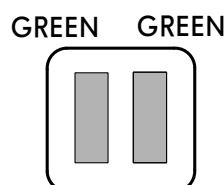
The system is aligned with the LEFT hand pilot's seat only.

After entering the Axial light unit area taxiing should be carried out so as to see green light in both splits of the unit. When acft is to the LEFT or RIGHT of the axial line the pilot observes the red light in the LEFT or RIGHT split of the axial light unit respectively. To join the axial line the pilot should turn to the green light side. At 66'/20m before aerobridge the pilot should pay attention to the Lateral light unit. This time the pilot will observe the red light in the LEFT split and green in the RIGHT one. The pilot should stop the acft when the red light in the LEFT split becomes green abruptly. The stopping position is correct if both the Axial and Lateral light units show green light in their splits.

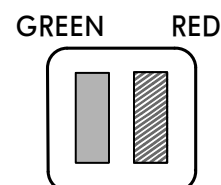
AXIAL CENTERLINE GUIDANCE



LEFT of centerline



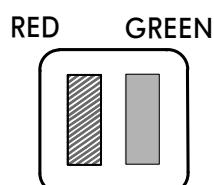
Aircraft on centerline



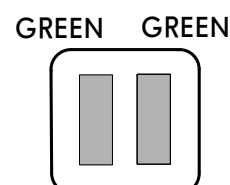
RIGHT of centerline

Acft type B-747 should use the axial light unit marked "747".

SIDE MARKER LIGHT



LATERAL SIDE MARKER LIGHT
Prior to reaching stopping position



AXIAL & LATERAL LIGHT UNIT
Correct stopping position is reached

UUEE/SVO


JEPPesen
 26 MAR 10 **20-9G** Eff 8 Apr

MOSCOW, RUSSIA
SHEREMETYEVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

1. PILOT INSTRUCTIONS

Attention! A pilot can bring the acft into stopping position only after the vertical running arrows appear on the display of the stopping control system. The pilot is prohibited to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.

Attention! A pilot is allowed to bring the acft into stopping position only in the case, when the acft type indicated on the display corresponds to the actual type of the approaching acft. Pilot must also check the correctness of other information.

If the pilot is not sure that he exactly understands the meaning of the information shown on the display of the stopping/parking control system, he must immediately stop the acft and request additional information about the method of parking as well as the permission to continue the movement.

2. SEARCH OF THE APPROACHING AIRCRAFT

The running arrows on the display show that the system is activated and is in the mode of search for the approaching acft. The pilot has no right to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.



3. GUIDANCE OF THE APPROACHING AIRCRAFT

The running arrow is being replaced by the yellow indicator of the centerline.

The flashing red arrow shows the direction of turn.

The vertical yellow arrow shows the position of acft relative to the centerline.



4. APPROACH DISTANCE

The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

The red arrow shows the direction of taxiing.



5. SLOW DOWN

When the acft approaches the stopping position at a speed, which exceeds the allowed value, the system issues the message SLOW DOWN as a warning to the pilot.



6. AZIMUTH GUIDANCE

The acft is at 20'/6m to the stopping position. The yellow arrow indicates that the acft is to the RIGHT of the centerline, while the flashing red arrow is indicating the direction of turn. No yellow arrows indicating the direction means that the acft is moving along the centerline.



7. AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

When the correct stopping position is reached by the acft, the display shows STOP and the red indicators.



8. DOCKING ON

When the acft is correctly parked, the display shows OK.



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JEPPESSEN
 26 MAR 10 (20-9H) Eff 8 Apr

MOSCOW, RUSSIA
SHEREMETYEVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

9. OVERSHOOTING

When the acft has overshoot the stopping position, the display will show TOO FAR.

TOO**FAR**

10. STOP SHORT

When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.

STOP**OK**

11. WAITING MODE

When the system loses the identified approaching acft, the display shows WAIT.

The pilot must not bring up the acft to the aerobridge until the message WAIT changes to the split showing the approach speed.

WAIT

12. SLOW DOWN

Such message can be shown on the display by two reasons: under unfavorable weather conditions or loss of acft during parking. The running arrows will be switched off on the display and the text SLOW and the acft type will be shown on the display alternately. As soon as the system fixes the approaching acft, the indication of the approaching speed will appear. The pilot must not bring up the acft to the aerobridge until the split showing the approach speed appears.

A 319**SLOW**

13. IDENTIFICATION FAILURE

If for any reason the identification is not achieved at 39'/12m from the stopping position, the display will show WAIT and a repeated check will be carried out. If it fails, the display will show STOP and ID FAIL.

STOP**ID****FAIL**

14. THE GATES AND THE VIEW ARE BLOCKED

If an object is found which is blocking the coverage of Docking Guidance System, the docking process will be delayed and the display will show WAIT and GATE BLOC, or WAIT VIEW BLOC.

WAIT**GATE****BLOC**

15. TOO FAST

If the acft approaches at a speed exceeding the docking speed, the display will show STOP (with two red splits) and TOO FAST. The system of docking must be reset or the docking procedure must be carried out manually.

STOP**TOO****FAST**

16. CHOCK ON

The message CHOCK ON shall be displayed by pressing the button "Chocks on" on the operators panel after inserting the chocks under the nose landing gear by ground personnel.

CHOC**ON**

UUEE/SVO


JEPPESEN
14 JAN 11 **20-9S**
Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1300m
	VOR DME ❶	990' (370')	990' (370')	990' (370')	990' (370')
		R1000m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		C3800m	C3800m	C4000m	C4000m
	<i>ALS out</i>	C4500m	C4500m	C4700m	C4700m
	NDB ❶	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
07R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA107' R350m	RA107' R350m	RA107' R350m	RA107' R350m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	840' (223')	850' (233')	860' (243')	869' (252')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
	VOR DME ❶	990' (373')	990' (373')	990' (373')	990' (373')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
		C4000m	C4000m	C4200m	C4200m
	<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m
	NDB ❶	970' (353')	970' (353')	970' (353')	970' (353')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

UUEE/SVO

 **JEPPesen**
14 JAN 11 **(20-9S1)****Standard**
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25L	CAT 2 ILS	721' (100') RA97' R350m	721' (100') RA97' R350m	721' (100') RA97' R350m	721' (100') RA97' R350m
	ILS	821' (200') R550m	821' (200') R550m	821' (200') R550m	821' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	825' (204') R750m	835' (214') R750m	845' (224') R750m	855' (234') R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	980' (359') R900m	980' (359') R900m	980' (359') R900m	980' (359') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
25R	1 NDB ❶❷	990' (369') R1000m	990' (369') R1000m	990' (369') R1000m	990' (369') R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	1 NDB ❸	1400' (779') C3100m	1400' (779') C3100m	1400' (779') C3300m	1400' (779') C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	722' (100') RA103' R350m	722' (100') RA103' R350m	722' (100') RA103' R350m	722' (100') RA103' R350m
	ILS	822' (200') R550m	822' (200') R550m	822' (200') R550m	822' (200') R550m
	<i>FULL</i>	R750m	R750m	R750m	R750m
	<i>Limited</i>	R1200m	R1200m	R1200m	R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	827' (205') R750m	837' (215') R750m	846' (224') R750m	856' (234') R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	980' (358') R900m	980' (358') R900m	980' (358') R900m	980' (358') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	1 NDB ❶❷	990' (368') R1000m	990' (368') R1000m	990' (368') R1000m	990' (368') R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	1 NDB ❸	1400' (778') C3100m	1400' (778') C3100m	1400' (778') C3300m	1400' (778') C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with D8.3

❸ w/o D8.3

TAKE-OFF RWY 07L/R, 25L/R

	LVP must be in Force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

CHANGES: None.

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UUUU/SVO


JEPPESEN
14 JAN 11 **20-9X**
JAA MINIMUMS
MOSCOW, RUSSIA
 SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	VOR DME	990' (370')	990' (370')	990' (370')	990' (370')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA107' R350m	RA107' R350m	RA107' R350m	RA107' R350m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
07R		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	840' (223')	850' (233')	860' (243')	869' (252')
		R600m	R600m	R600m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1200m
	VOR DME	990' (373')	990' (373')	990' (373')	990' (373')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	NDB	970' (353')	970' (353')	970' (353')	970' (353')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

UUEE/SVO


JEPPESEN
14 JAN 11 **20-9X1**
JAA MINIMUMS
MOSCOW, RUSSIA
 SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25L	CAT 2 ILS	721' (100')	721' (100')	721' (100')	721' (100')
		RA97' R350m	RA97' R350m	RA97' R350m	RA97' R350m
	ILS	821' (200')	821' (200')	821' (200')	821' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	825' (204')	835' (214')	845' (224')	855' (234')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (359')	980' (359')	980' (359')	980' (359')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB with FAF	990' (369')	990' (369')	990' (369')	990' (369')
		R900m	R1000m	R1000m	R1400m
25R	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB w/o FAF	1400' (779')	1400' (779')	1400' (779')	1400' (779')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	722' (100')	722' (100')	722' (100')	722' (100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	822' (200')	822' (200')	822' (200')	822' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (205')	837' (215')	846' (224')	856' (234')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (358')	980' (358')	980' (358')	980' (358')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB with FAF	990' (368')	990' (368')	990' (368')	990' (368')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB w/o FAF	1400' (778')	1400' (778')	1400' (778')	1400' (778')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 07L/R, 25L/R

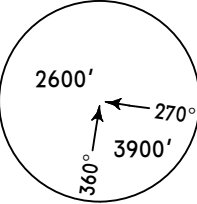
	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A	125m	150m	200m	250m	400m	500m
B						
C						
D	150m	200m	250m	300m		

UUEE/SVO
SHEREMETYEVO

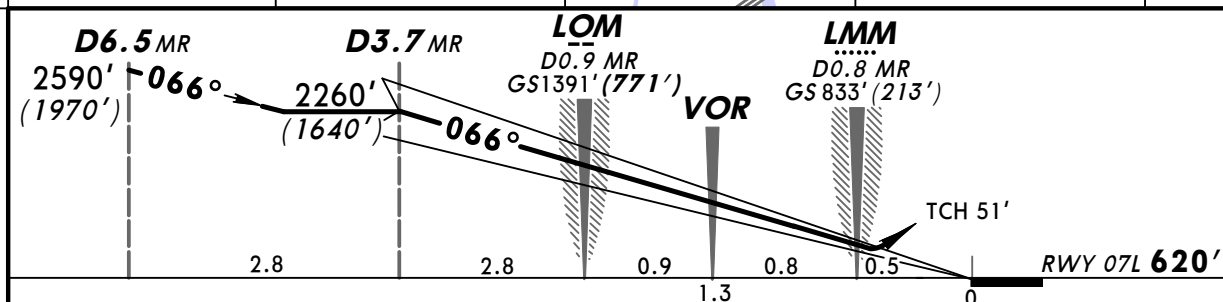
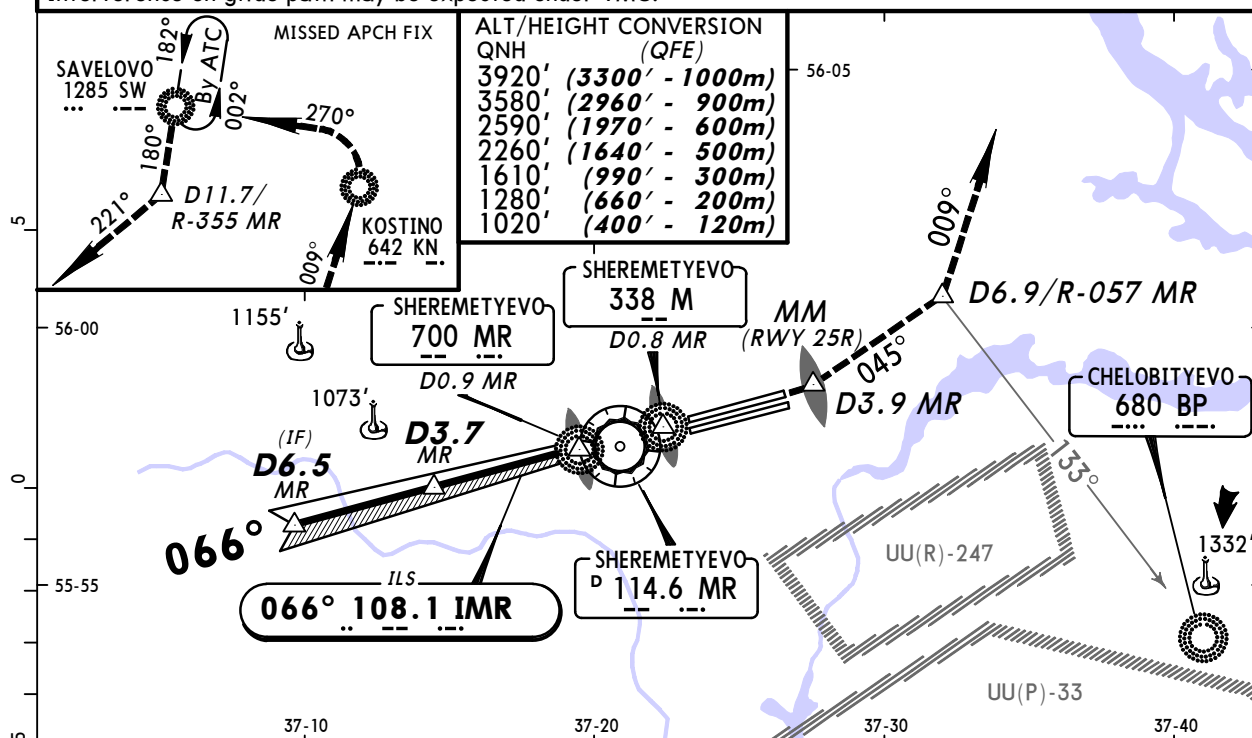
JEPPESEN
12 OCT 07
Eff 25 Oct (21-1)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 07L

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
LOC IMR 108.1	Final Apch Crs 066°	GS LOM 1391' (771')	ILS DA(H) 820' (200')	Apt Elev 630'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED APCH: Climb on 066° to D3.9 MR at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.					
MSA MR VOR					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')
Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1020' (400') or above on 066°		D3.9 MR	
ILS or PAR GS	2.98°	374	481	535	641	748	PAPI					

STRAIGHT-IN LANDING RWY 07L					
ILS		LOC (GS out)		PAR	
DA(H) 820' (200')				A: 837' (217') C: 856' (236')	
FULL		ALS out		B: 846' (226') D: 866' (246')	
				ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

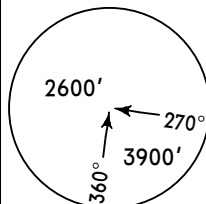
PANS OPS

UUEE/SVO
SHEREMETYEVO

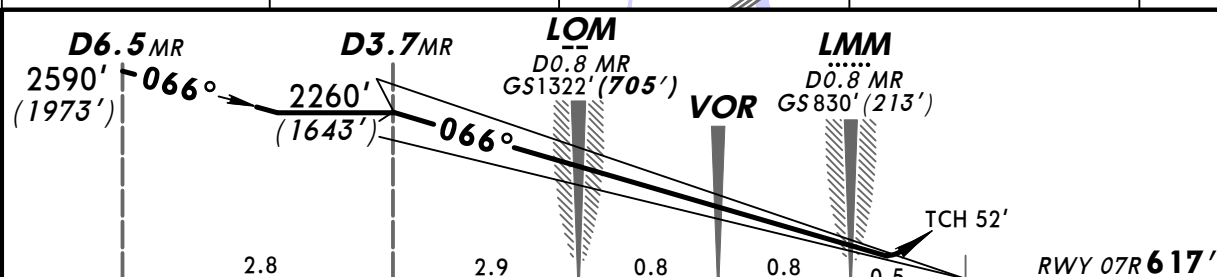
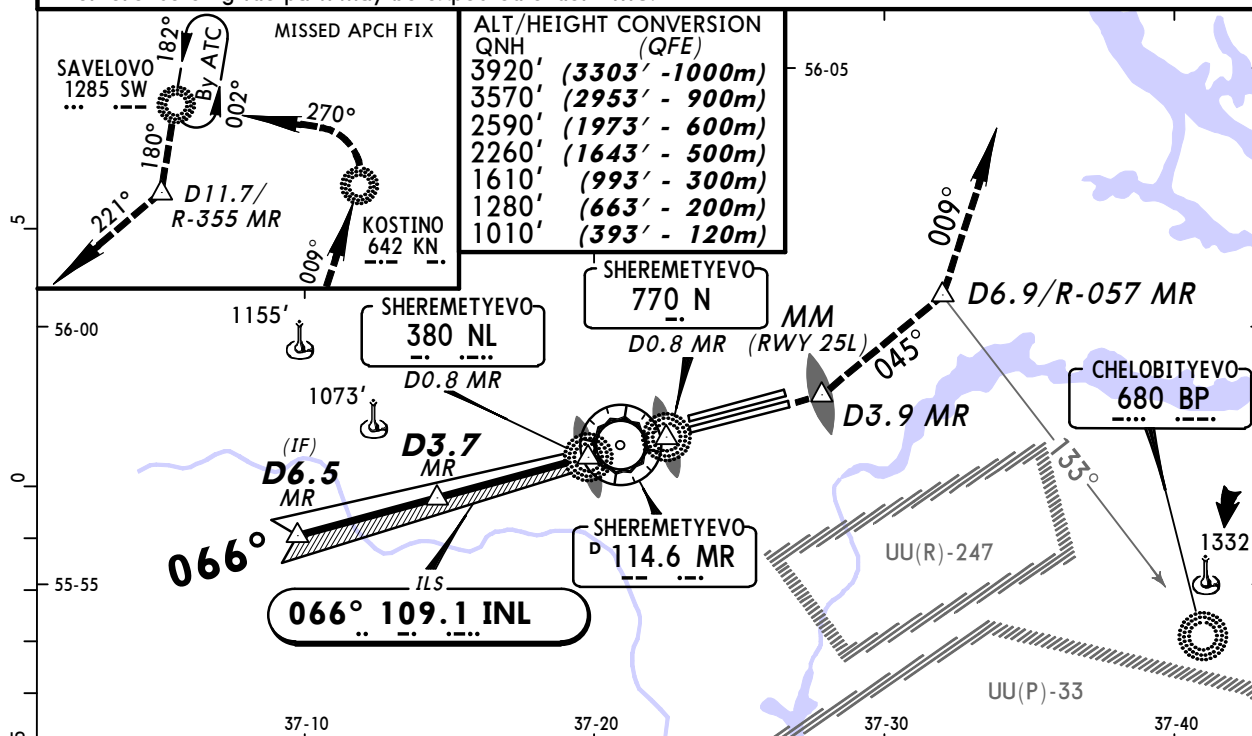
JEPPesen
12 OCT 07
Eff 25 Oct (21-2)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	ILS DA(H) 817' (200')	Apt Elev 630'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					
MSA MR VOR					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')
Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1010' (393') or above	066°	D3.9 MR
ILS or PAR GS	2.98°	374	481	535	641	748	855	PAPI			

STRAIGHT-IN LANDING RWY 07R									
ILS				LOC	PAR				
DA(H) 817' (200')				(GS out)	A: 840' (223') C: 860' (243')				
					B: 850' (233') D: 869' (252')				
FULL		TDZ or CL out	ALS out				TDZ or CL out	ALS out	
A									
B									
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m		RVR 720m VIS 800m	1200m	
D									

UUEE/SVO
SHEREMETYEVO

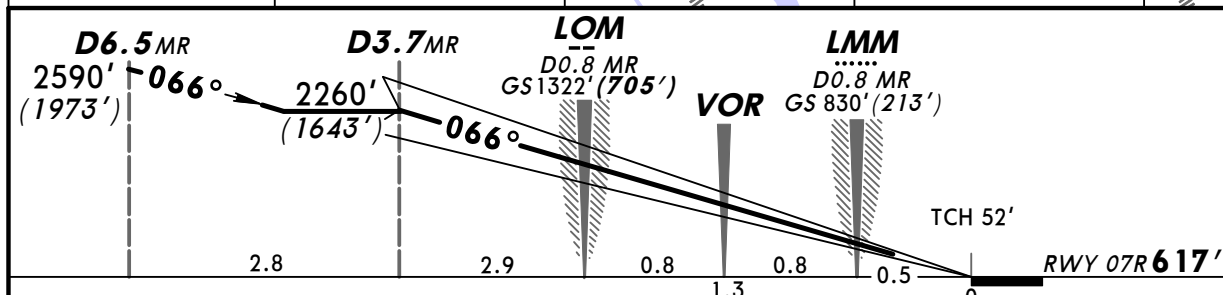
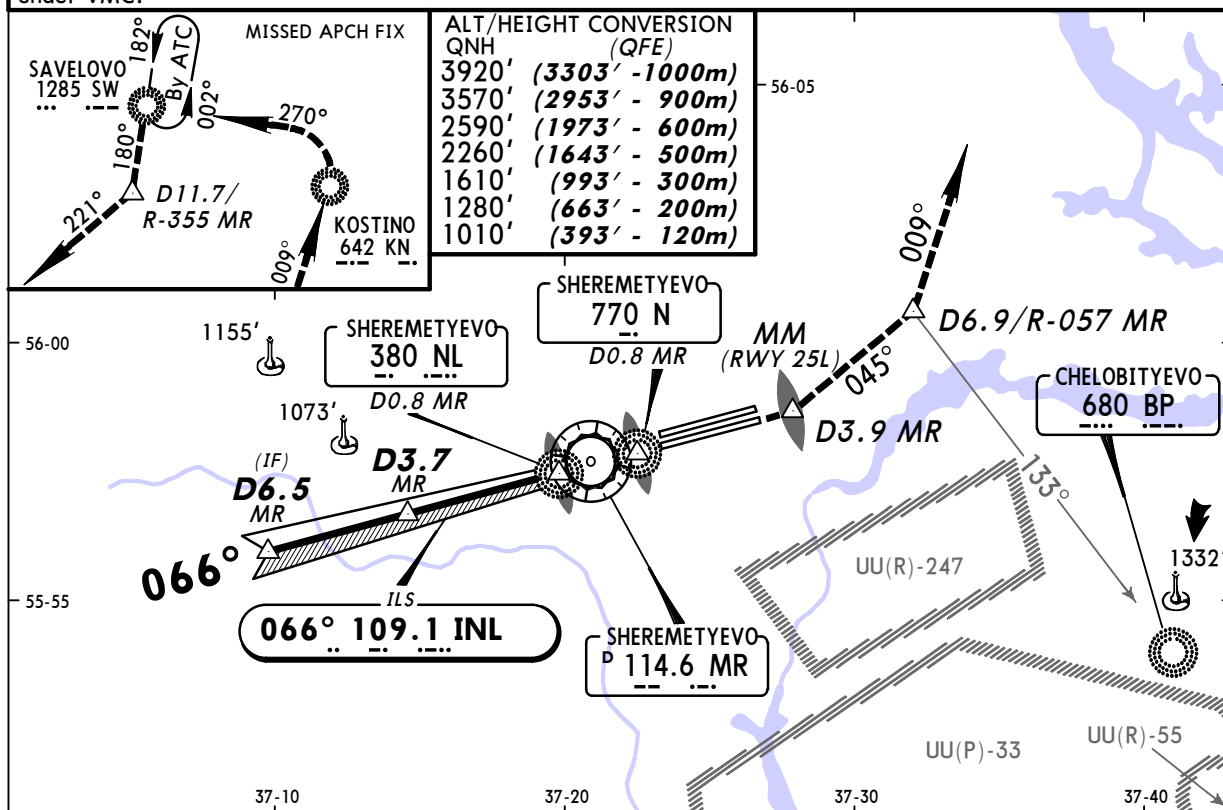
JEPPesen
12 OCT 07
Eff 25 Oct **(21-2A)**

MOSCOW, RUSSIA
CAT II ILS DME Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	CAT II ILS RA 107' DA(H) 717' (100')	Apt Elev 630' RWY 617'	2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920' (**3303'**)
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1010' (393') or above on 066°	D3.9 MR
GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 07R
CAT II ILS
ABCD
RA 107'
DA(H) 717' (100')

RVR 350m

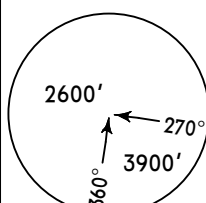
PANS OPS

UUEE/SVO
SHEREMETYEVO

JEPPesen
16 JUL 10
Eff 29 Jul (21-3)

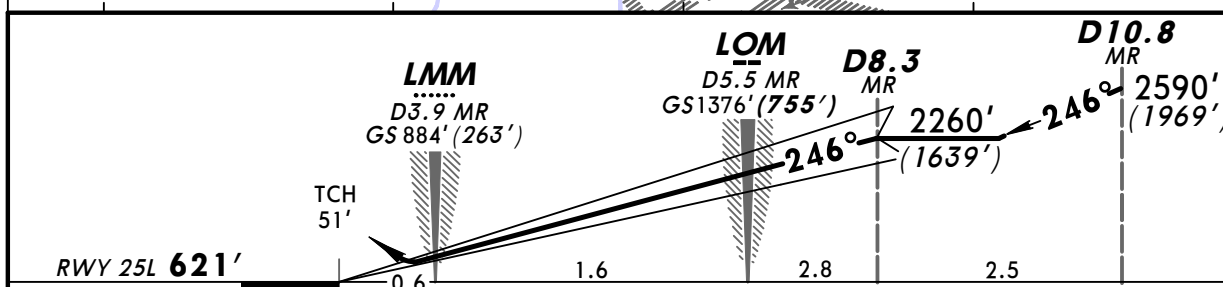
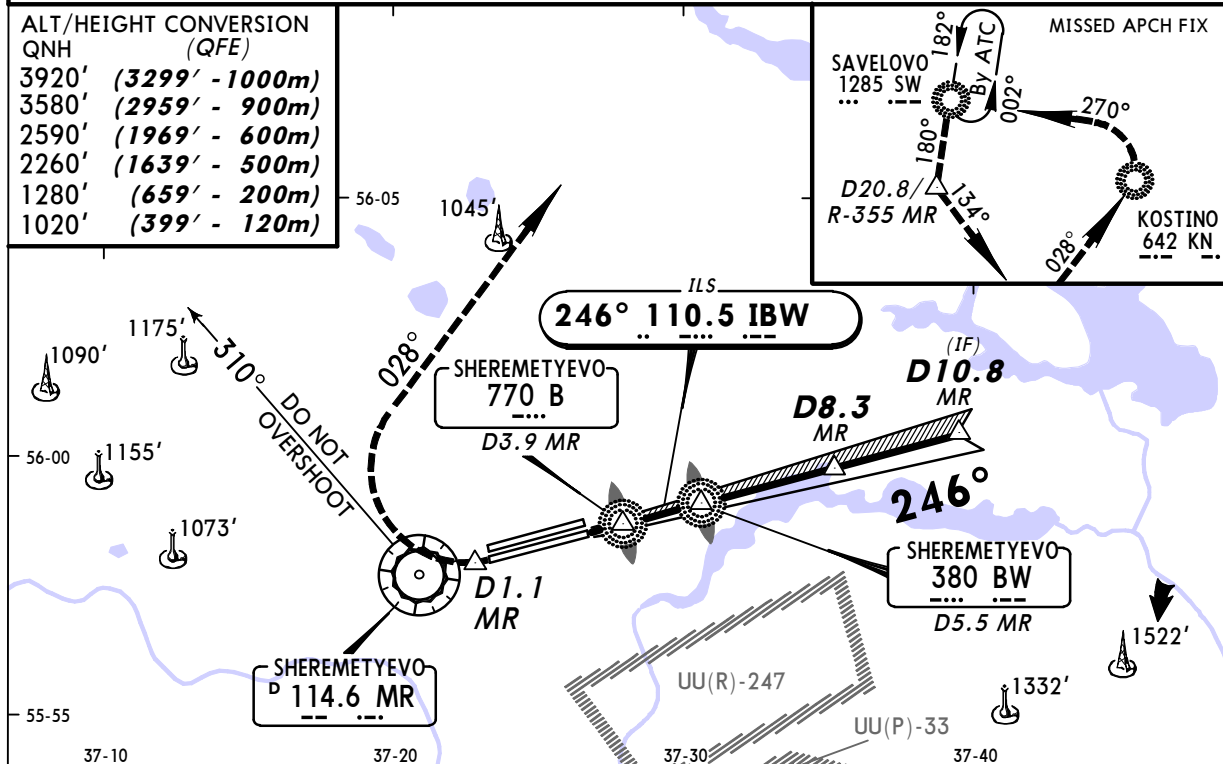
MOSCOW, RUSSIA
ILS DME or PAR Rwy 25L

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
LOC IBW 110.5	Final Apch Crs 246°	GS LOM 1376'(755')	ILS DA(H) 821'(200')	Apt Elev 630' RWY 621'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (399'), then immediately turn RIGHT onto 028° climbing to 3580' (2959') to KN NDB and as directed. When reaching 1280' (659') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3299') Interference on glide path may be expected under VMC.					

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3299' - 1000m)
3580'	(2959' - 900m)
2590'	(1969' - 600m)
2260'	(1639' - 500m)
1280'	(659' - 200m)
1020'	(399' - 120m)



							HIALS		1020' (399') on or above		246°		D1.1 MR		
Gnd speed-Kts	70	90	100	120	140	160	PAPI								
ILS or PAR GS	2.98°	374	481	535	641	748	855								

ILS		STRAIGHT-IN LANDING RWY 25L		PAR	
DA(H) 821' (200')		LOC (GS out)		A: 825' (204') C: 845' (224') B: 835' (214') D: 855' (234')	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

PANS OPS

UUEE/SVO
SHEREMETYEVO

JEPPesen
16 JUL 10
Eff 29 Jul **(21-3A)**

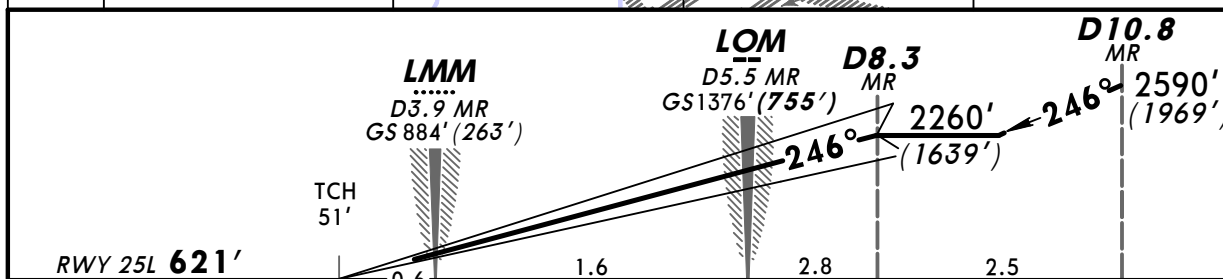
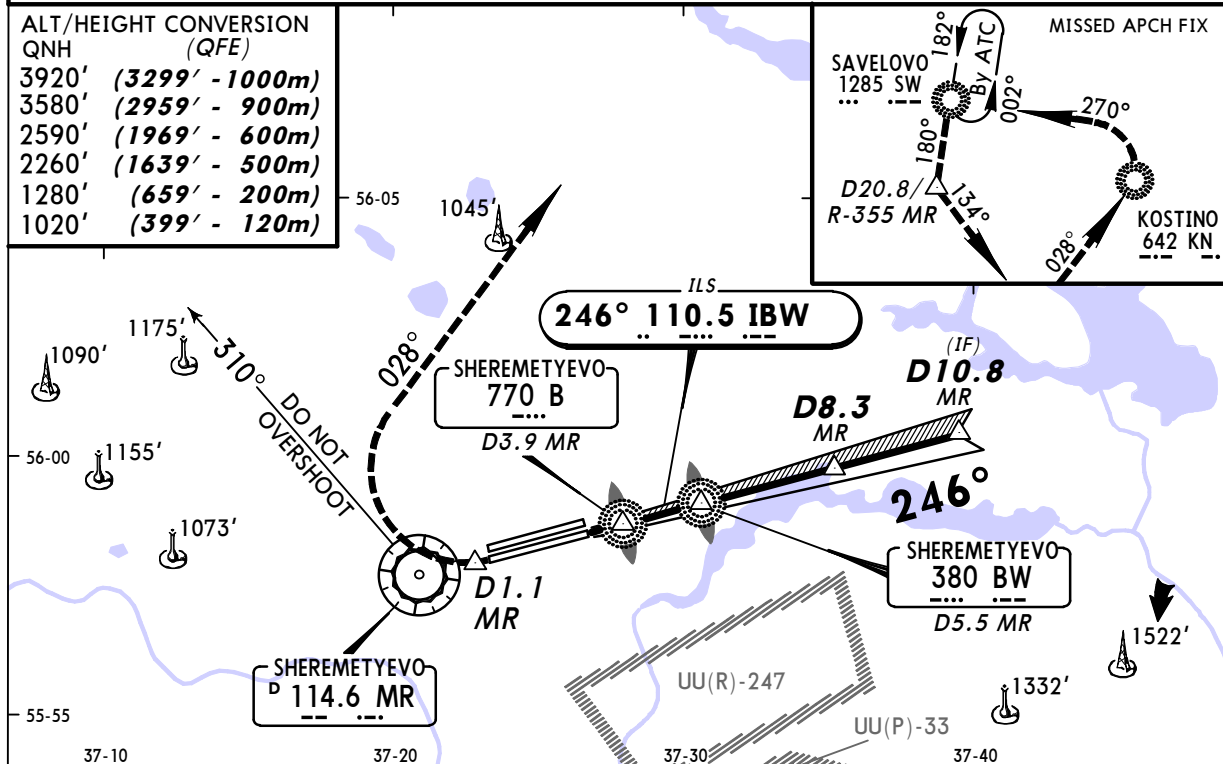
MOSCOW, RUSSIA
CAT II ILS DME Rwy 25L

BRIEFING STRIP

ATIS		SHEREMETYEVO ApcH1		SHEREMETYEVO ApcH2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
				Ground 119.0 121.8	
LOC IBW 110.5	Final ApcH Crs 246°	GS LOM 1376' (755')	CAT II ILS RA 97' DA(H) 721' (100')	Apt Elev 630' RWY 621'	2600' 270° 360° 3900' MSA MR VOR
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (399'), then immediately turn RIGHT onto 028° climbing to 3580' (2959') to KN NDB and as directed. When reaching 1280' (659') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3299')					
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.					

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3299' - 1000m)
3580'	(2959' - 900m)
2590'	(1969' - 600m)
2260'	(1639' - 500m)
1280'	(659' - 200m)
1020'	(399' - 120m)



Gnd speed-Kts	70	90	100	120	140	160		1020' (399') on or above 246°	D1.1 MR
GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 25L
CAT II ILS
ABCD
RA **97'**
DA(H) **721' (100')**

RVR **350m**

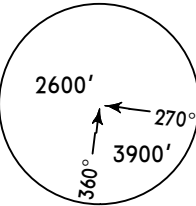
PANS OPS

UUEE/SVO
SHEREMETYEVO

JEPPesen
12 OCT 07
Eff 25 Oct (21-4)

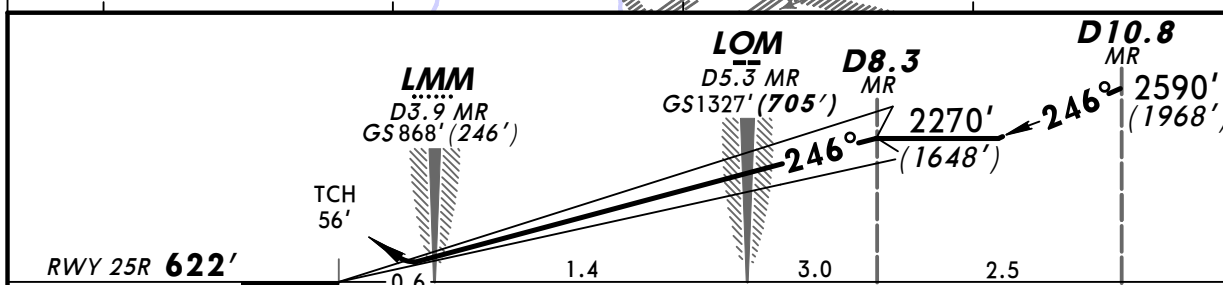
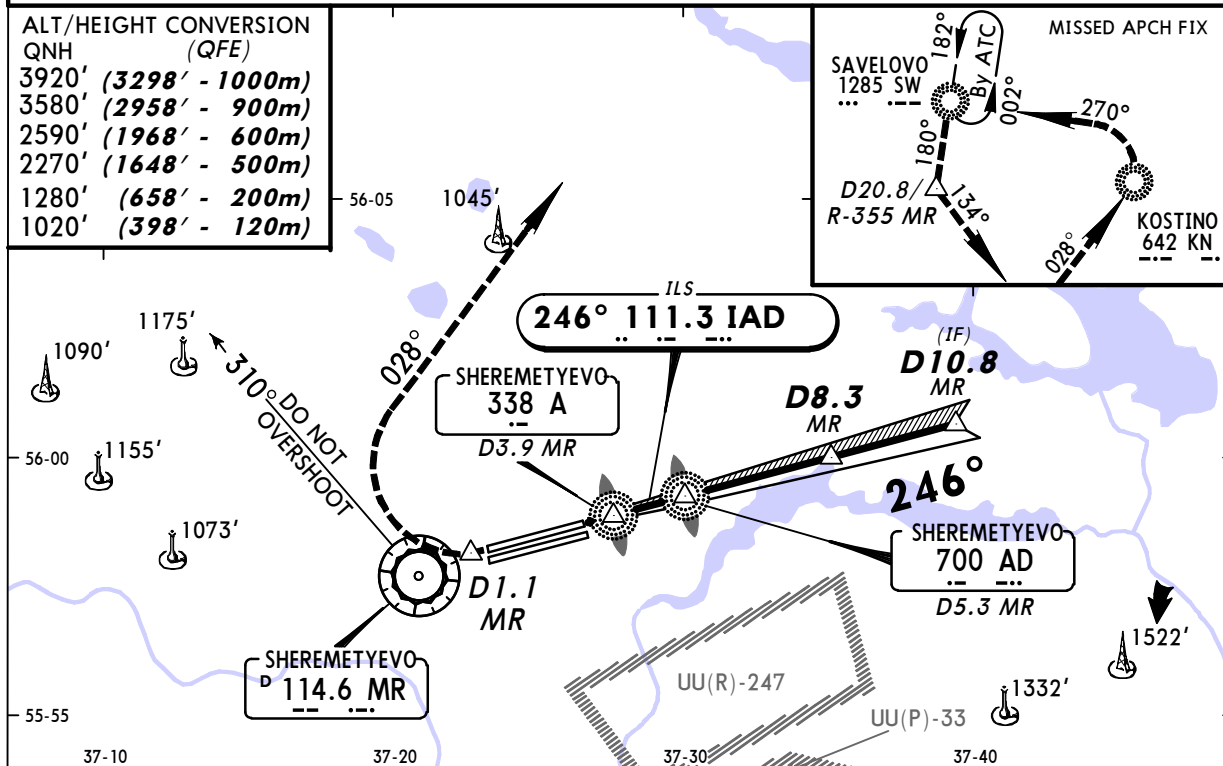
MOSCOW, RUSSIA
ILS DME or PAR Rwy 25R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7			
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5			
Ground 119.0 121.8							
LOC IAD 111.3		Final Apch Crs 246°	GS LOM 1327'(705')	ILS DA(H) 822'(200')		Apt Elev 630' RWY 622'	
RADAR				PAR DA(H) Refer to Minimums			
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020'(398'), then immediately turn RIGHT onto 028° climbing to 3580'(2958') to KN NDB and as directed. When reaching 1280'(658') contact SHEREMETYEVO Radar.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3298') Interference on glide path may be expected under VMC.							

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3298' - 1000m)
3580'	(2958' - 900m)
2590'	(1968' - 600m)
2270'	(1648' - 500m)
1280'	(658' - 200m)
1020'	(398' - 120m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1020' (398') on or above	246°	D1.1 MR
ILS or PAR GS	2.98°	374	481	535	641	748	855	PAPI			

STRAIGHT-IN LANDING RWY 25R				PAR			
ILS		LOC		A: 827' (205')		C: 846' (224')	
DA(H) 822' (200')		(GS out)		B: 837' (215')		D: 856' (234')	
FULL	TDZ or CL out	ALS out		TDZ or CL out	ALS out		
A							
B							
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D							

PANS OPS

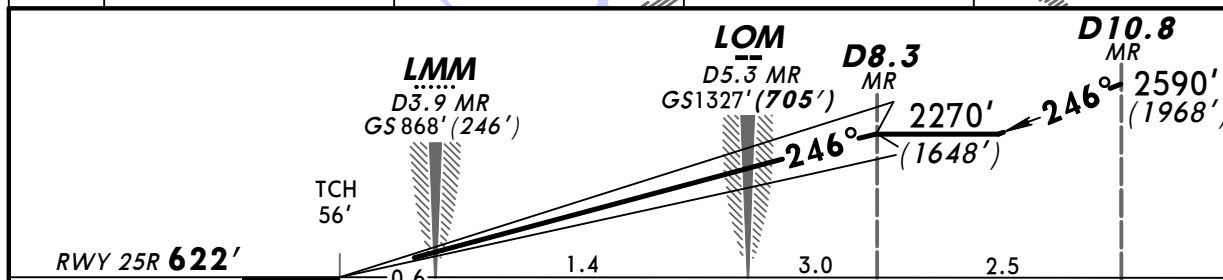
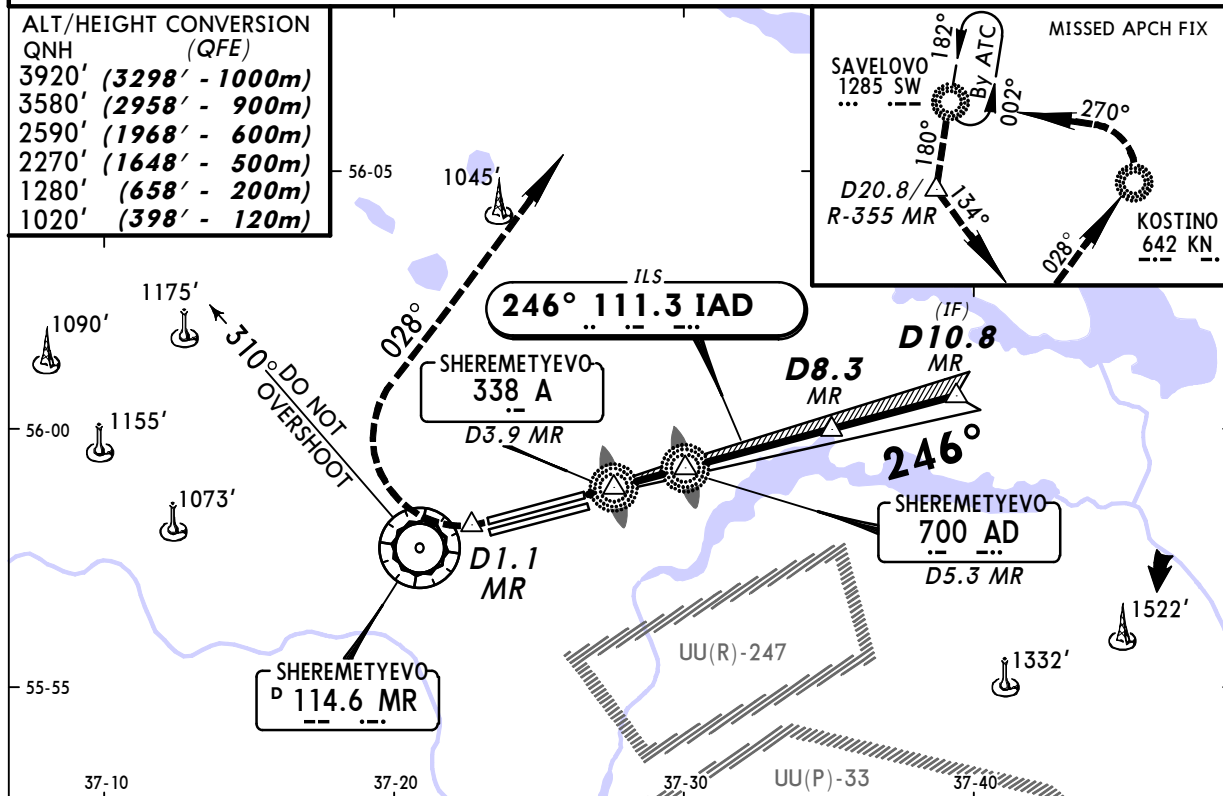
UUEE/SVO
SHEREMETYEVO

JEPPesen
12 OCT 07
Eff 25 Oct (21-4A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 25R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
LOC 111.3	Final Apch Crs 246°	GS LOM 1327' (705')	CAT II ILS RA 103' DA(H) 722' (100')	Apt Elev 630'	RWY 622'
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (398'), then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed. When reaching 1280' (658') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1020' (398') on or above 246°	D1.1 MR
GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 25R
CAT II ILS
ABCD
RA 103'
DA(H) **722' (100')**

RVR 350m

PANS OPS

UUEE/SVO
SHEREMETYEVO

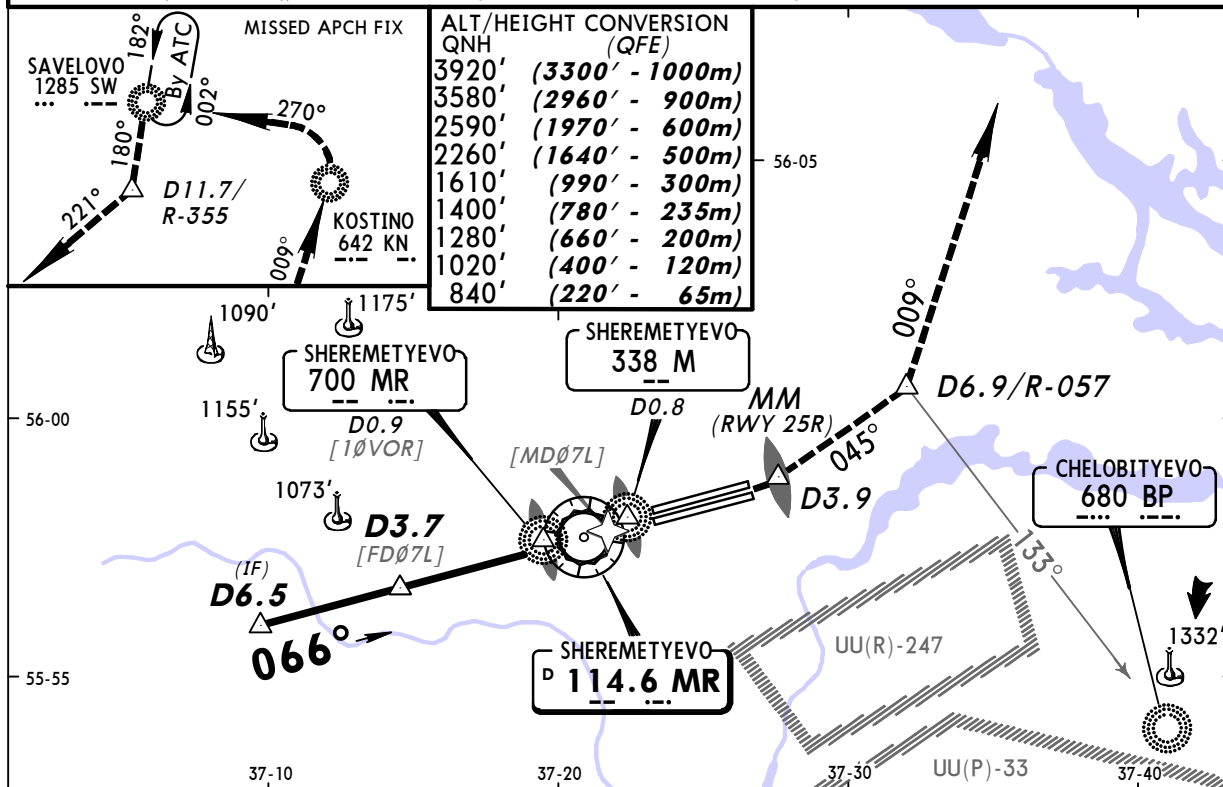
JEPPesen
12 OCT 07
Eff 25 Oct (23-1)

MOSCOW, RUSSIA
VOR DME Rwy 07L

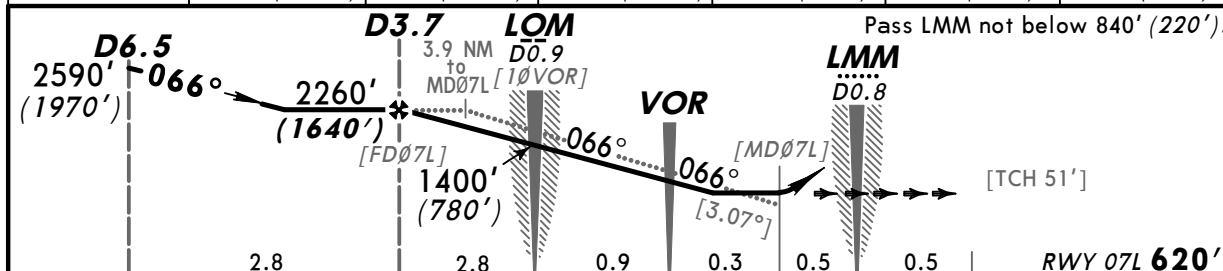
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
VOR MR 114.6	Final Apch Crs 066°	Minimum Alt D3.7 2260'(1640')	VOR DME MDA(H) 990'(370')	Apt Elev 630' RWY 620'	 2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160		066° D3.9
Descent Gradient 5.35% or [3.07°]	380	489	543	652	760	869		
Descent angle								

STRAIGHT-IN LANDING RWY 07L			
VOR DME		VOR	
MDA(H) 990' (370')		MDA(H) 1570' (950')	
ALS out		ALS out	
A		3200m	
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C		3600m	4400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m 4800m

PANS OPS

UUEE/SVO
SHEREMETYEVO

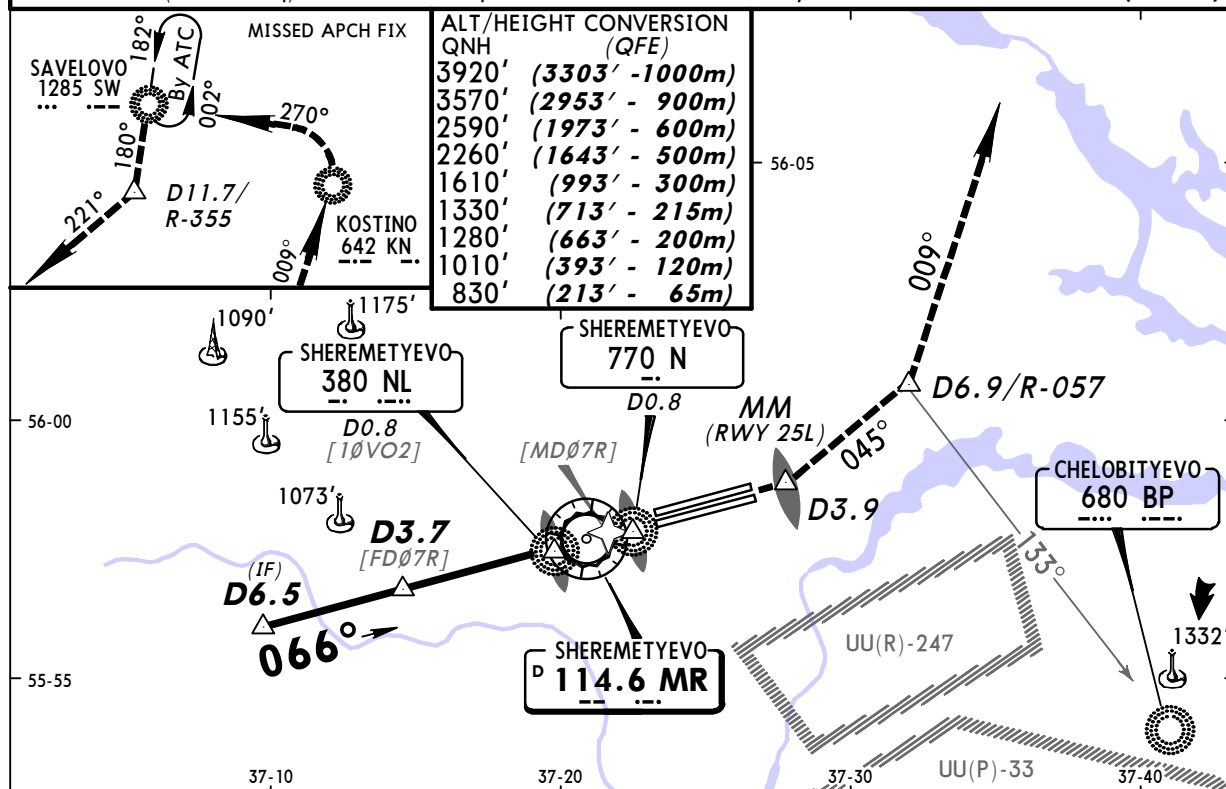
JEPPesen
12 OCT 07
Eff 25 Oct **(23-2)**

MOSCOW, RUSSIA
VOR DME Rwy 07R

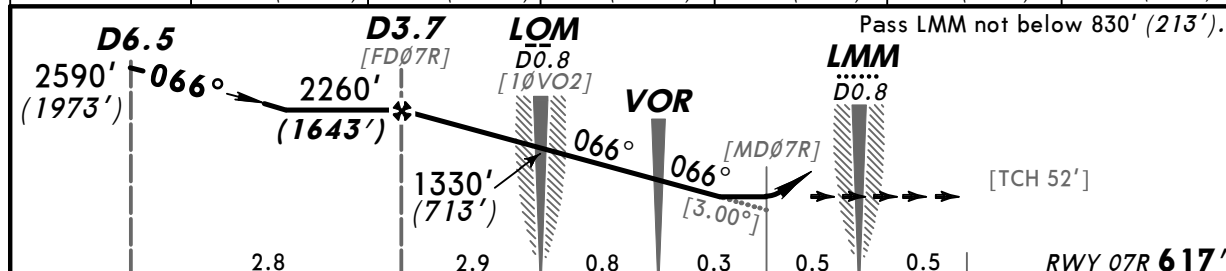
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
VOR MR 114.6	Final Apch Crs 066°	Minimum Alt D3.7 2260'(1643')	VOR DME MDA(H) 990'(373')	Apt Elev 630' RWY 617'	2600' 270° 360° 3900' MSA MR VOR
MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210' (1593')	2050' (1433')	1870' (1253')	1520' (903')	1360' (743')	1180' (563')



Gnd speed-Kts	70	90	100	120	140	160		D3.9
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 07R					
VOR DME		VOR			
MDA(H) 990' (373')		MDA(H) 1570' (953')			
ALS out		ALS out			
A					
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m		
C			4000m	4800m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m			

PANS OPS

UUEE/SVO
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12 OCT 07
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26-1

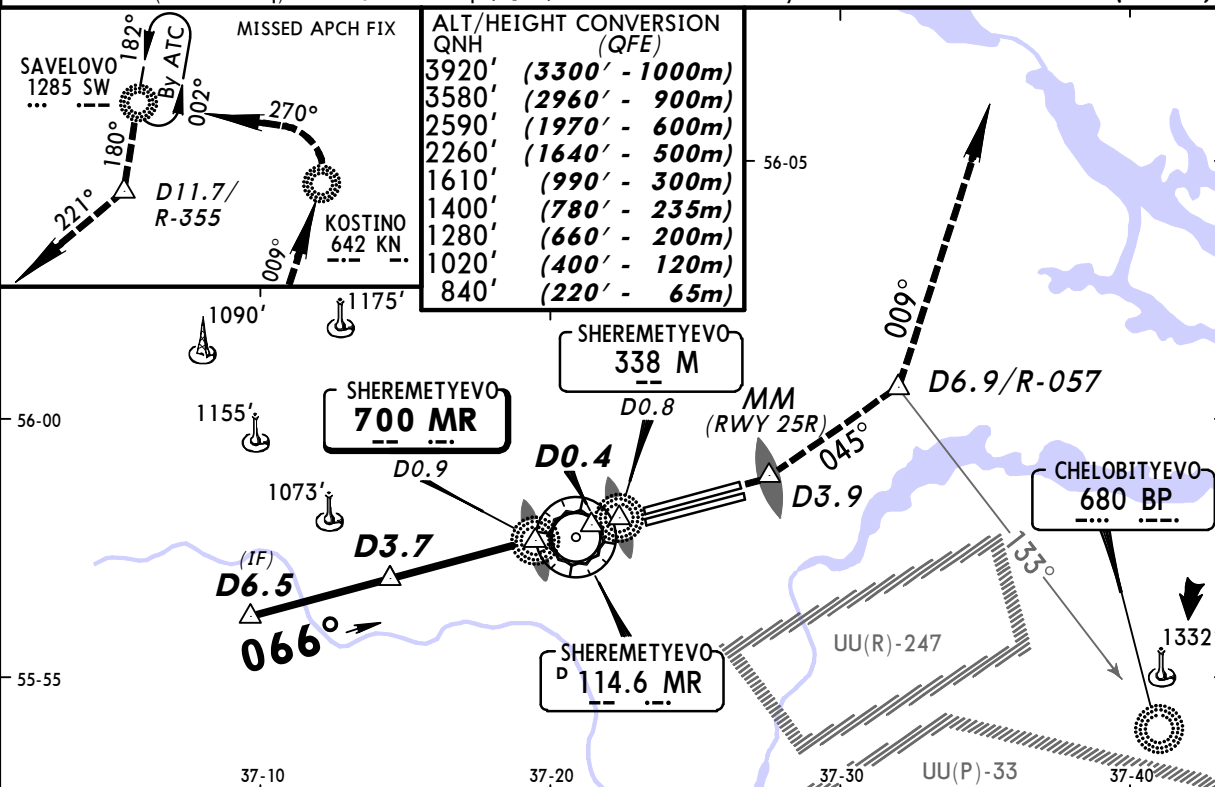
MOSCOW, RUSSIA
2 NDB Rwy 07L

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
<i>NDB</i> MR 700	<i>Final</i> <i>Apc Crs</i> 066°	<i>Minimum Alt</i> D3.7 2260' (1640')	<i>MDA(H)</i> 970' (350')	<i>Apt Elev</i> 630' <i>RWY</i> 620'	

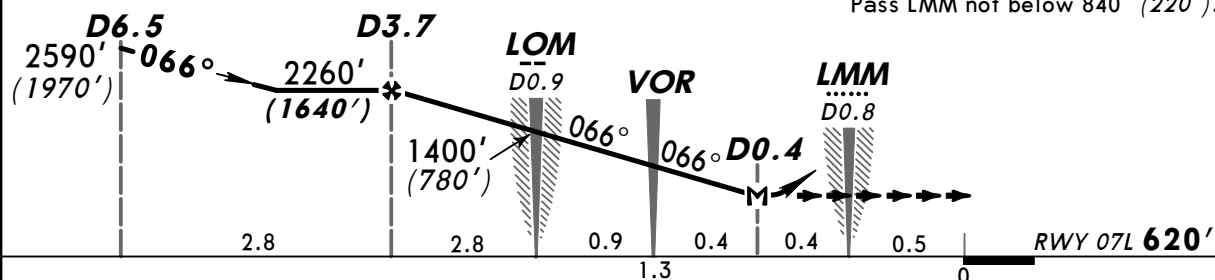
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.

MSA MR VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920' (**3300'**)

MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')

Pass LMM not below 840' (220').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160			on 066°	D3.9
<i>Descent Gradient 5.2%</i>	369	474	527	632	737	843				
<i>MAP at D0.4 after VOR</i>										

STRAIGHT-IN LANDING RWY 07L

MDA(H) 970' (350')

ALS out

A	1200m	RVR 1500m VIS 1600m		
B				
C				
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

PANS OPS

CHANGES: Missed apch. MHA.

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UUEE/SVO
SHEREMETYEVO

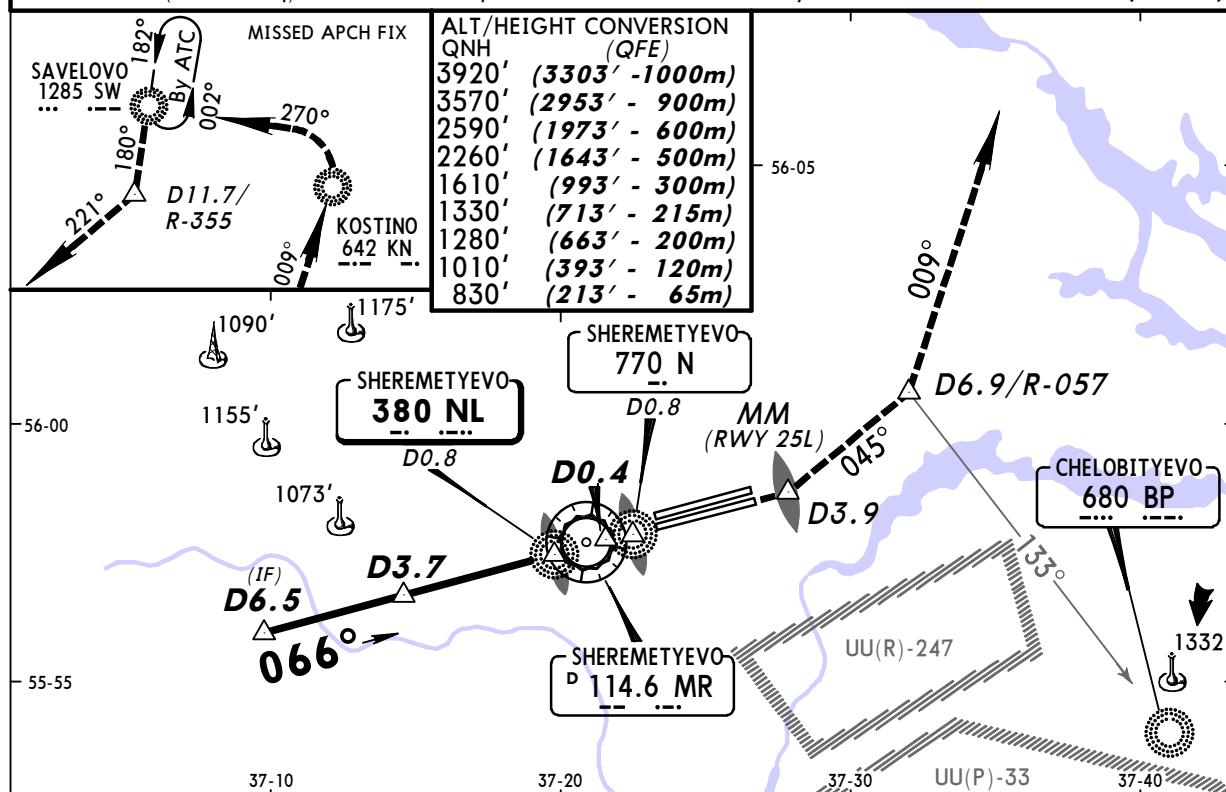
12 OCT 07
Eff 25 Oct

(26-2)

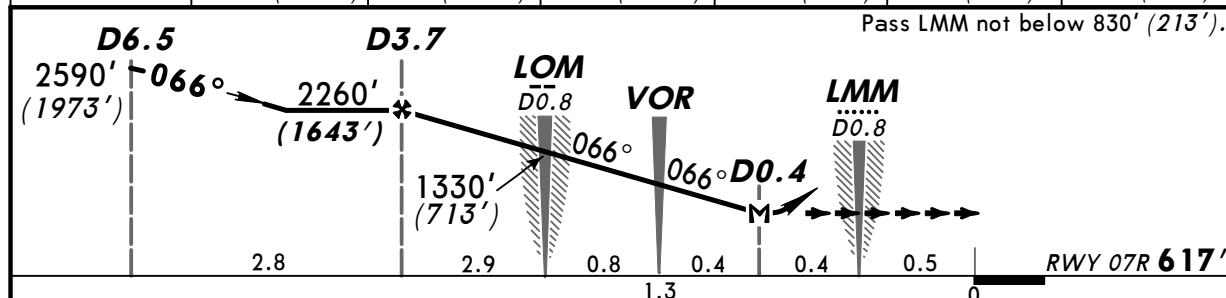
MOSCOW, RUSSIA
2 NDB Rwy 07R

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO ApcH1 119.3		SHEREMETYEVO ApcH2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
				Ground 119.0 121.8	
<i>NDB</i> NL 380	<i>Final</i> <i>ApcH Crs</i> 066°	<i>Minimum Alt</i> D3.7 2260'(1643')	<i>MDA(H)</i> 970'(353')	<i>Apt Elev</i> 630' <i>RWY</i> 617'	
MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3920' (3303')	



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210'(<i>1593'</i>)	2050'(<i>1433'</i>)	1870'(<i>1253'</i>)	1520'(<i>903'</i>)	1360'(<i>743'</i>)	1180'(<i>563'</i>)



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		D3.9
<i>Descent Gradient 5.2%</i>	369	474	527	632	737	843		
<i>MAP at D0.4 after VOR</i>								

STRAIGHT-IN LANDING RWY **07R**

MDA(H) 970' (353')

ALS out

A	1200m	RVR 1500m VIS 1600m	
B			
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

PANS OPS

CHANGES: Missed apch. MHA.

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UUEE/SVO
SHEREMETYEVO



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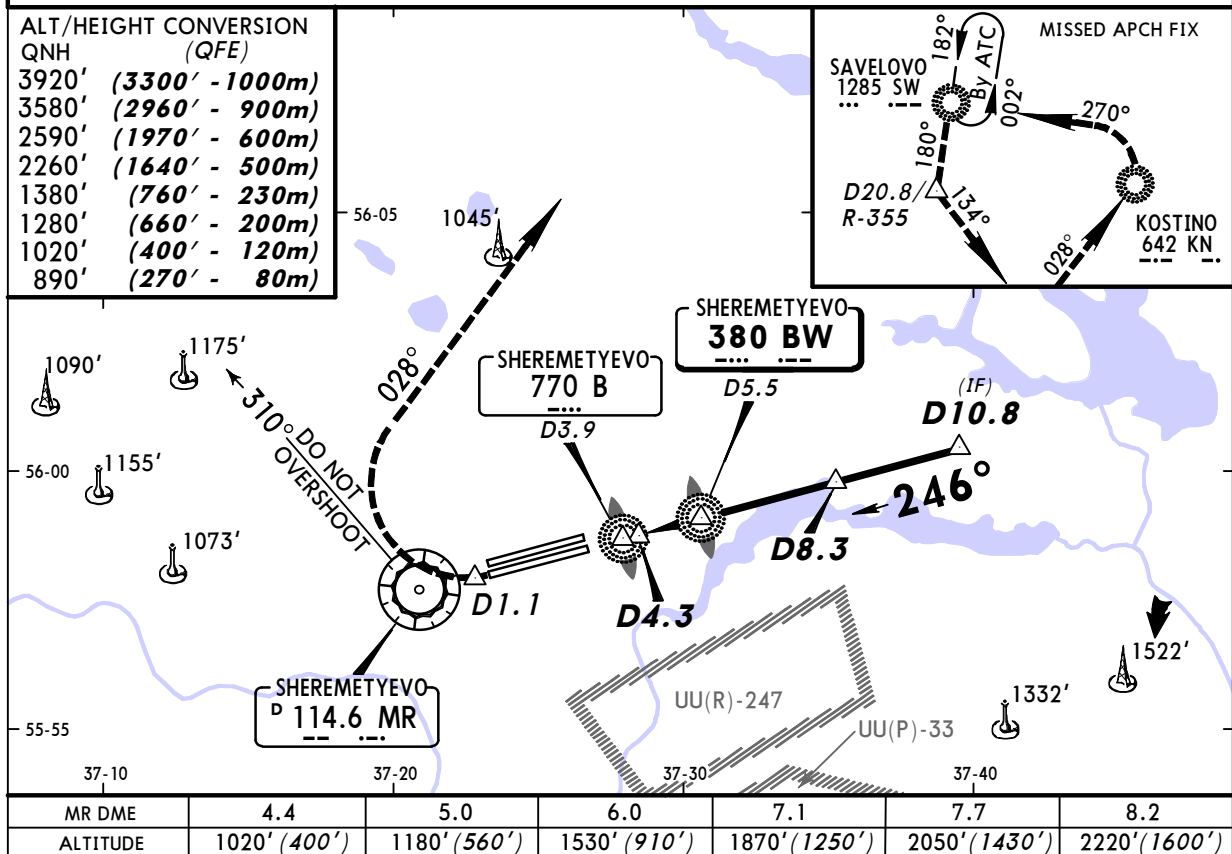
MOSCOW, RUSSIA
2 NDB Rwy 25L

BRIEFING STRIP™

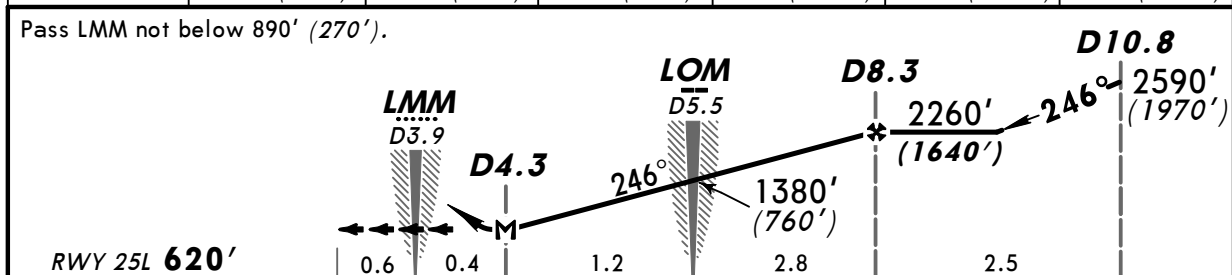
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO ApcH1 119.3		SHEREMETYEVO ApcH2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
<i>NDB</i> BW 380	<i>Final</i> <i>ApcH Crs</i> 246°	<i>Minimum Alt</i> D8.3 2260' (1640')	<i>2 NDB</i> <i>MDA(H)</i> 980' (360')	<i>Apt Elev</i> 630' <i>RWY</i> 620'	2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed.					
When reaching 1280' (660') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3920' (3300')	

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1380'	(760' - 230m)
1280'	(660' - 200m)
1020'	(400' - 120m)
890'	(270' - 80m)



Pass LMM not below 890' (270').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Gradient 5.2%</i>	369	474	527	632	737	843	
<i>MAP at D4.3</i>							

PANS OPS

STRAIGHT-IN LANDING RWY 25L							
2 NDB				1 NDB			
MDA(H) 980' (360')				with FAF MDA(H) 990' (370')		w/o FAF MDA(H) 1400' (780')	
		ALS out			ALS out	ALS out	
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	3200m		
B							
C					3200m	3600m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	

CHANGES: MHA.

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MOSCOW, RUSSIA
2 NDB Rwy 25R

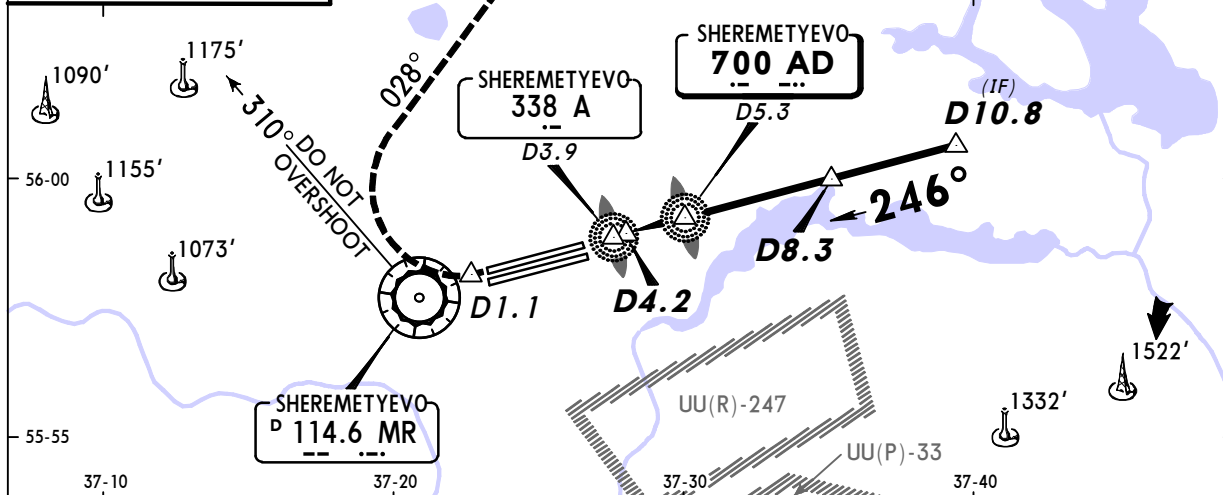
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
NDB AD 700	Final Apch Crs 246°	Minimum Alt D8.3 2270'(1648')	2 NDB MDA(H) 980'(358')	Apt Elev 630' RWY 622'	2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 246° to D1.1 at or above 1020'(398'), then immediately turn RIGHT onto 028° climbing to 3580'(2958') to KN NDB and as directed.					
When reaching 1280'(658') contact SHEREMETYEVO Radar.					

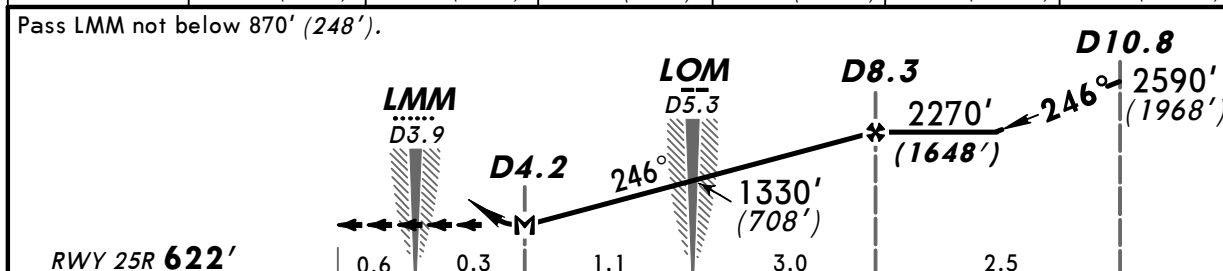
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3298')

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3298' - 1000m)
3580'	(2958' - 900m)
2590'	(1968' - 600m)
2270'	(1648' - 500m)
1330'	(708' - 215m)
1280'	(658' - 200m)
1020'	(398' - 120m)
870'	(248' - 75m)



MR DME	4.3	4.9	5.9	6.5	7.6	8.1
ALTITUDE	1020' (398')	1180' (558')	1530' (908')	1710' (1088')	2050' (1428')	2220' (1598')



Gnd speed-Kts	70	90	100	120	140	160		D1.1
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D4.2								

2 NDB				STRAIGHT-IN LANDING RWY 25R		1 NDB	
MDA(H) 980' (358')		with FAF MDA(H) 990' (368')		w/o FAF MDA(H) 1400' (778')			
ALS out		ALS out		ALS out			
A							
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	3200m		
C					3200m	3600m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	

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