Page 1
Changed chart(s) since Disc 26-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Moscow, (Sheremetyevo - UUEE)				
REV	BD & MF 1E TRANS	20-2	31 äåê 2010	13 ÿíâ 2011
REV	FE, FK & IN 1E TRANS	20-2A	31 äåê 2010	13 ÿíâ 2011
ADD	BESTA 07B & 07C ARRS	20-2B	31 äåê 2010	13 ÿíâ 2011
ADD	BESTA 25A, 25B & 25C ARRS	20-2C	31 äåê 2010	13 ÿíâ 2011
ADD	DEDUM 07A, 07B & 07C ARRS	20-2D	31 äåê 2010	13 ÿíâ 2011
ADD	DEDUM 25B & 25C ARRS	20-2E	31 äåê 2010	13 ÿíâ 2011
ADD	IVANOVSKOYE 07A, 07B & 07C ...	20-2F	31 äåê 2010	13 ÿíâ 2011
ADD	IVANOVSKOYE 25B & 25C ARR...	20-2G	31 äåê 2010	13 ÿíâ 2011
ADD	OKLIT 07A, 07B & 07C ARRS	20-2H	31 äåê 2010	13 ÿíâ 2011
ADD	OKLIT 25B & 25C ARRS	20-2J	31 äåê 2010	13 ÿíâ 2011
ADD	SAVELOVO 07A & 07C ARRS	20-2K	31 äåê 2010	13 ÿíâ 2011
ADD	SAVELOVO 25A & 25C ARRS	20-2L	31 äåê 2010	13 ÿíâ 2011
ADD	ARR COMM FAIL	20-2M	31 äåê 2010	13 ÿíâ 2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UUEE

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 18 NOV 10 following MAX speeds shall apply: from commencing descent to FL246 280KT or 0.8M (whichever is less); 270KT from FL246m to FL98; 250KT from FL98 to TL; adhere to these speed restrictions until established on approach - if unable to comply report to ATC.

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.

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 Info

ATIS **126.375** Non-English
ATIS **125.125**
Sheremetyevo Tower **131.5**
Sheremetyevo Tower **129.0** Secondary
Sheremetyevo Tower **120.7**
Sheremetyevo Ground 2 Ground Control **121.8**
Sheremetyevo Ground 1 Ground Control **129.0** Secondary
Sheremetyevo 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** Secondary
Sheremetyevo-Approach-1 Approach Control **119.3**
Sheremetyevo Radar **124.4**
Sheremetyevo Radar **119.45** Secondary
Sheremetyevo Radar **118.1**
Sheremetyevo II - Transit Operations **130.35** Non-English
Sheremetyevo II (Cargo) - Operations **134.55** Non-English
Sheremetyevo I - Transit Operations **130.65** Non-English

Notebook Info

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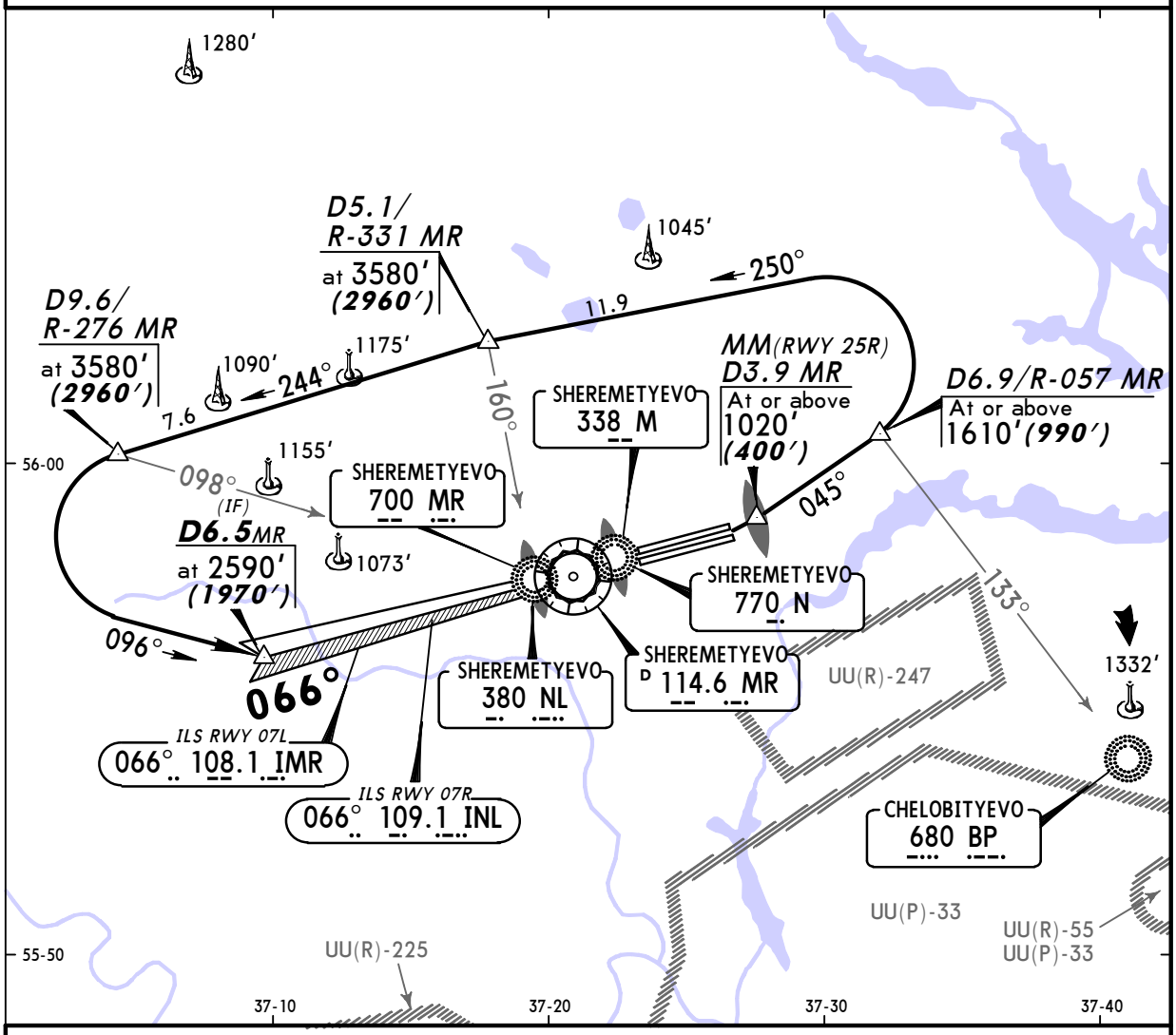
UUEE/SVO
SHEREMETYEVO

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.

PANS OPS 4

CHANGES: Procedure.

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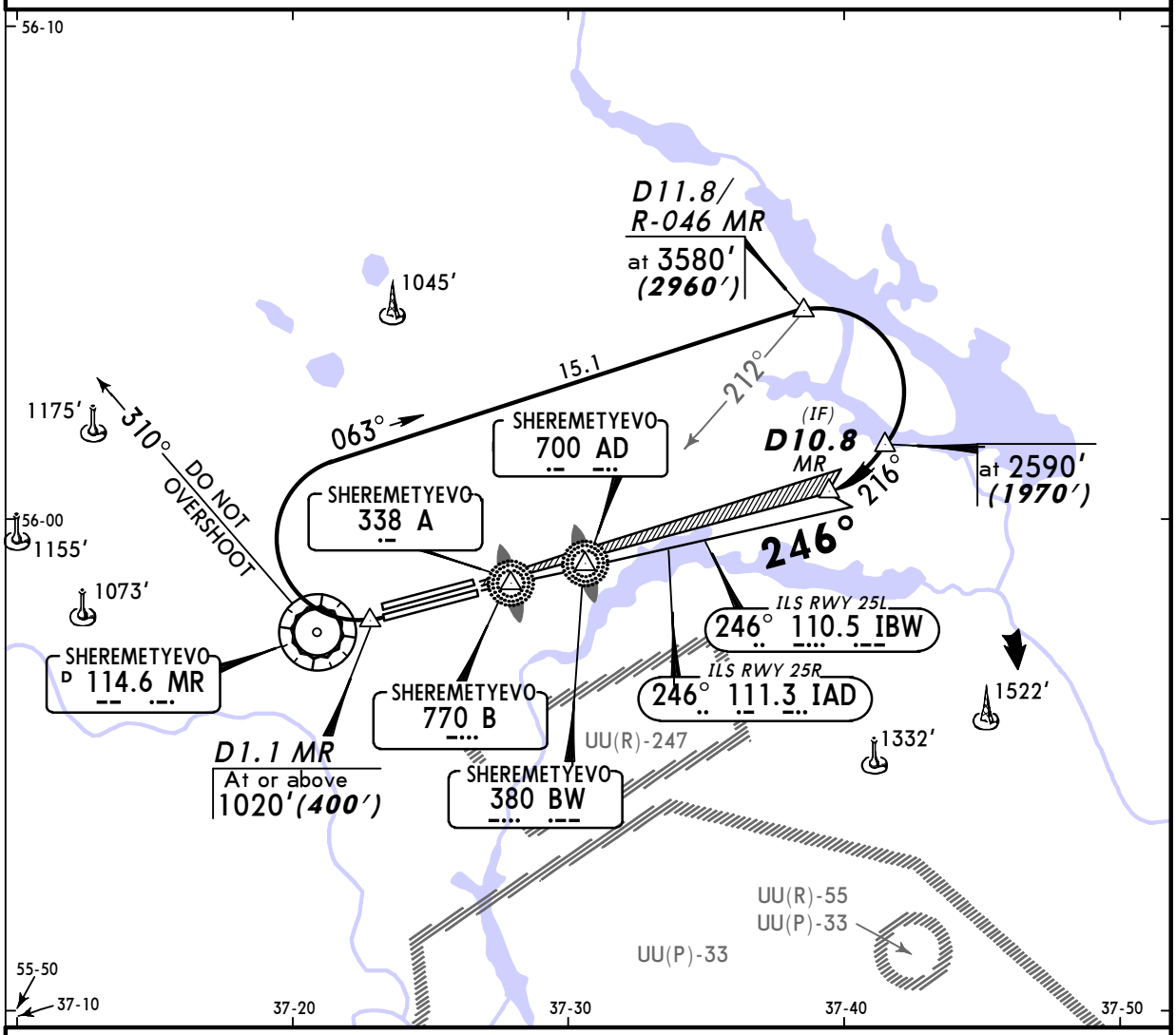
PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE AFTER TAKE-OFF



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.

CHANGES: None.

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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, and shall taxi after it to the assigned stands.

The following standard taxiing routes are established for ACFT after landing:
- for Terminal B apron:
  RWY 25R, TWY 1, Main TWY 1, (TWY 16, 17, 7, 8, 10, 18), stand.
- for Terminal D apron:
  RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 27, 33, 34, 35), stand.
- for Terminal F apron:
  RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 27, 27.1, 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 apron:
  Stand, (TWY 16, 17, 7, 8, 10, 18), Main TWY 1 , TWY 5, RWY 25R.
- for Terminal D apron:
  Stand, (TWY 27, 33, 34, 35), Main TWY 2, TWY 26, TWY 15, RWY 25R.
- for Terminal F apron:
  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.

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 26 without Tower clearance.

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1. GENERAL

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 except B747-400 ACFT.

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.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 270 KT below FL 98.

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

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

2.4. TAXI PROCEDURES

Enter aprons with Follow-me car.

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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.

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UUEE/SVO SHEREMETYEVO

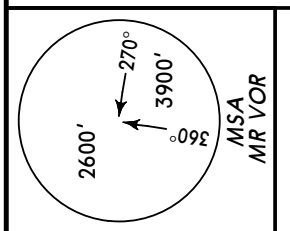
JEPPESEN

31 DEC 10 (20-2) Eff 13 Jan

MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ *(3290′)*



FL CONVERSION	
FL397	*FL12100m*
FL98	*FL3000m*
FL59	*FL1800m*
FL49	*FL1500m*

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

TRANSITION	ROUTING
BD 1E	Proceed to SW.
MF 1E	Proceed to ITINA, then to RW, then via RUGEL to BESTA.

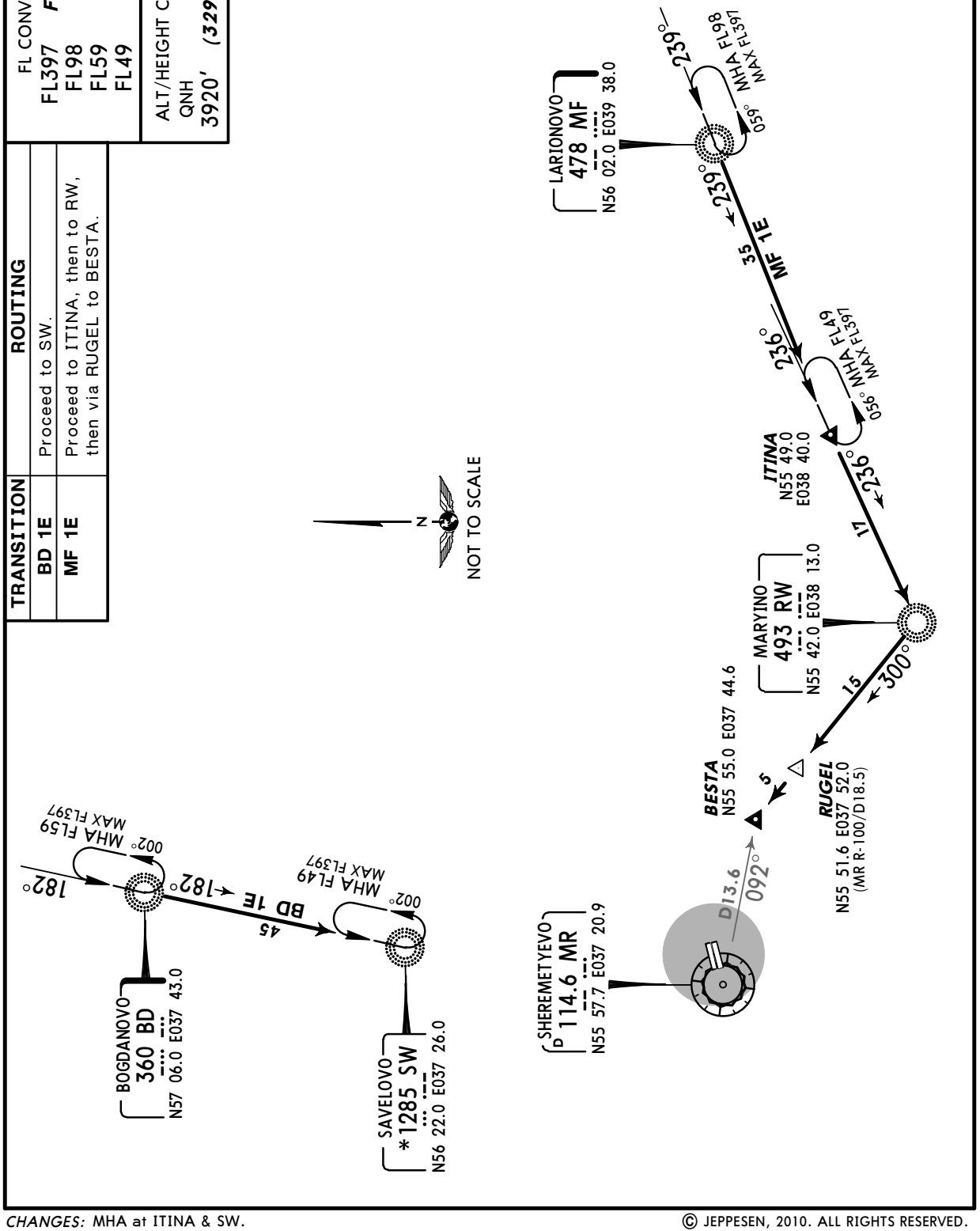
BD 1E TO SW — MF 1E TO BESTA

TRANSITIONS

FROM NORTH & EAST

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

FOR SW STARS REFER TO CHARTS 20-2K & 20-2L



CHANGES: MHA at ITINA & SW.

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UUEE/SVO
SHEREMETYEVO

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

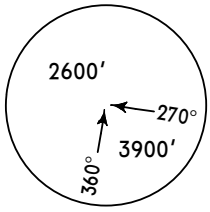
MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	
125.12 (Russian 126.37)	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



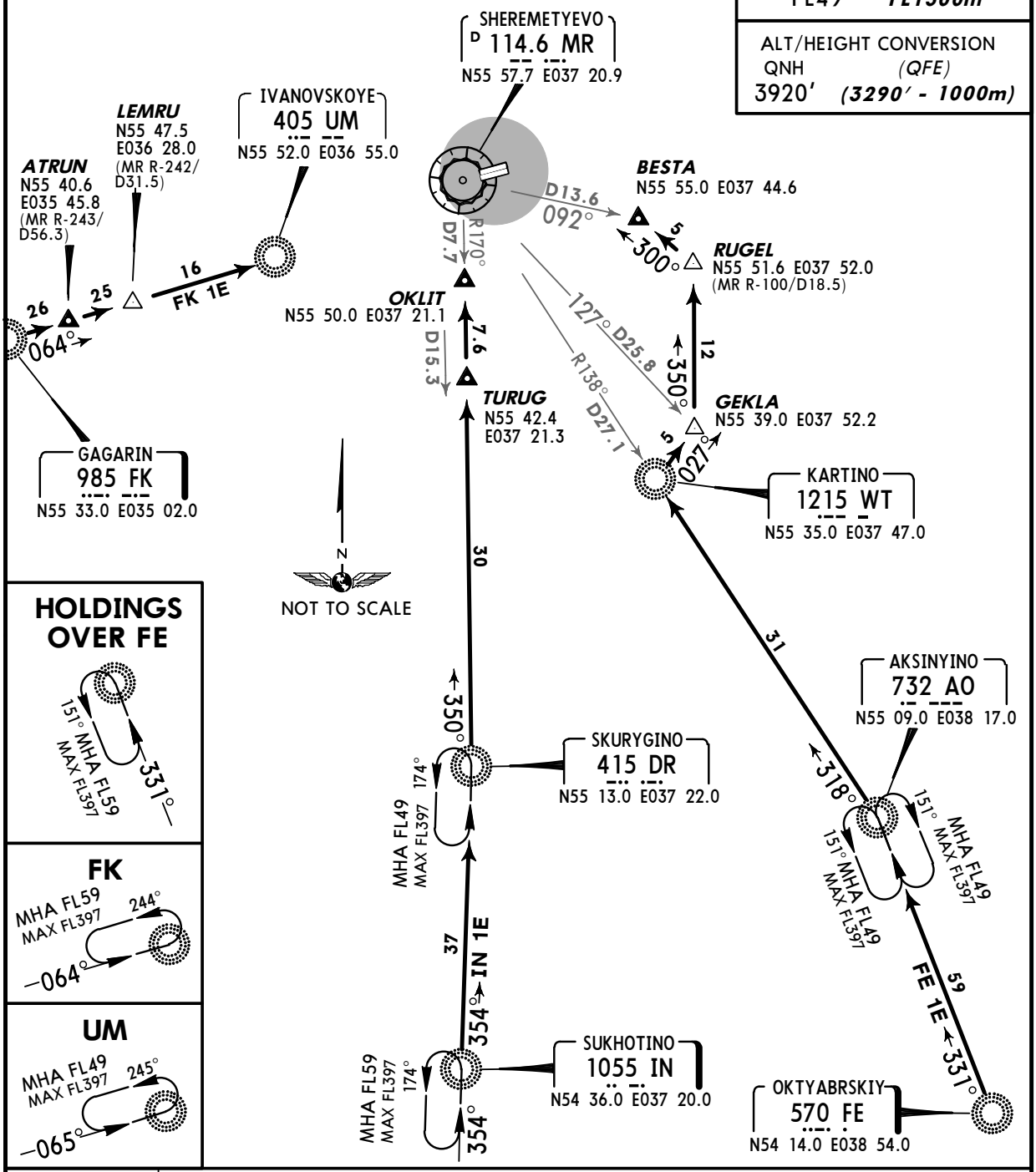
MSA
MR VOR

FL CONVERSION

FL397	*FL12100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	*(3290′ - 1000m)*



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.

CHANGES: MHA at AO, DR & UM.

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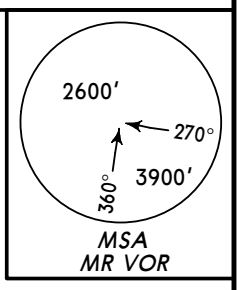
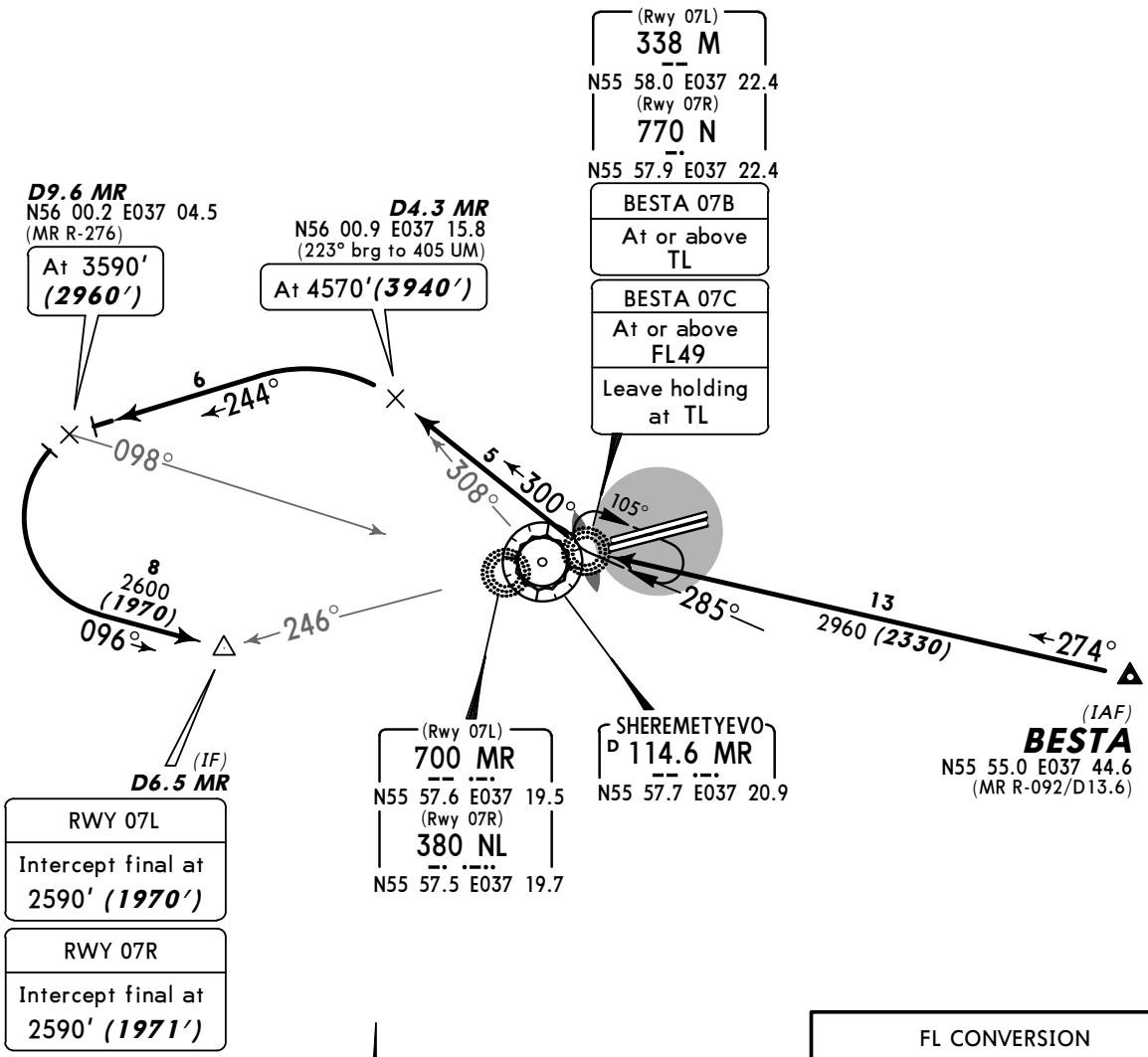
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ *(3290′)* Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

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





RWY 07L
Intercept final at 2590′ *(1970′)*

RWY 07R
Intercept final at 2590′ *(1971′)*

N
NOT TO SCALE

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	*(3940′ - 1200m)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❶2590′	*(1970′ - 600m)*
❷2590′	*(1971′ - 600m)*

❶ RWY 07L
❷ RWY 07R

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.

CHANGES: STAR BESTA 07C crossing at M/N; chart reindexed.

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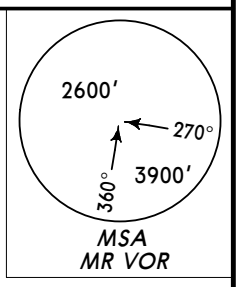
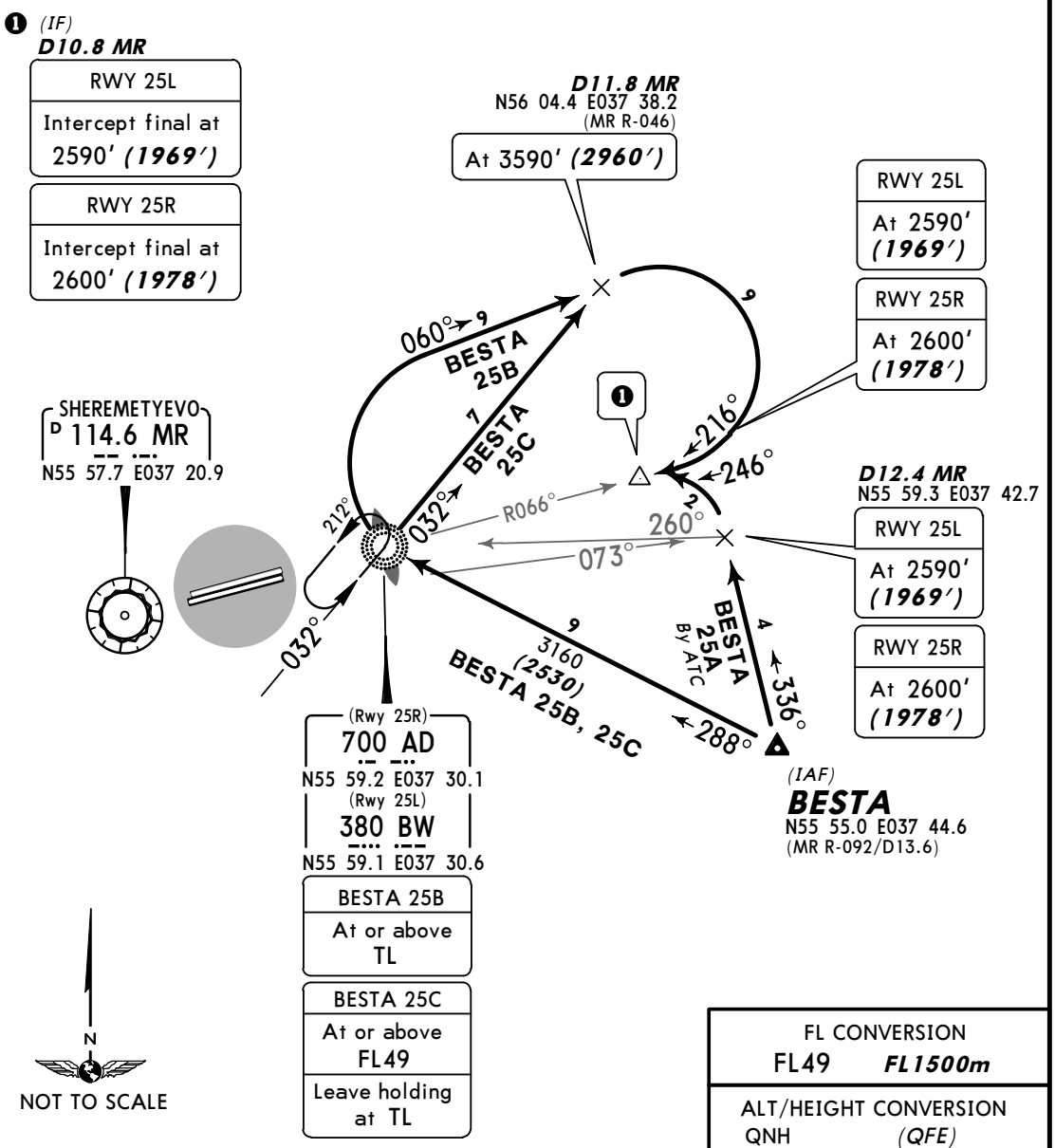
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ *(3290′)* Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

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





FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❷2590′	*(1969′ - 600m)*
❸2600′	*(1978′ - 600m)*

❷ RWY 25L
❸ RWY 25R

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.

CHANGES: STAR BESTA 25C crossing at AD/BW; chart reindexed.

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UUEE/SVO SHEREMETYEVO

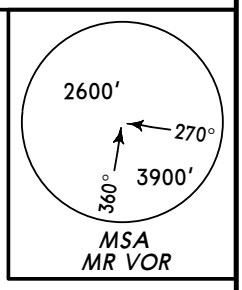
JEPPESEN 31 DEC 10 (20-2D) Eff 13 Jan

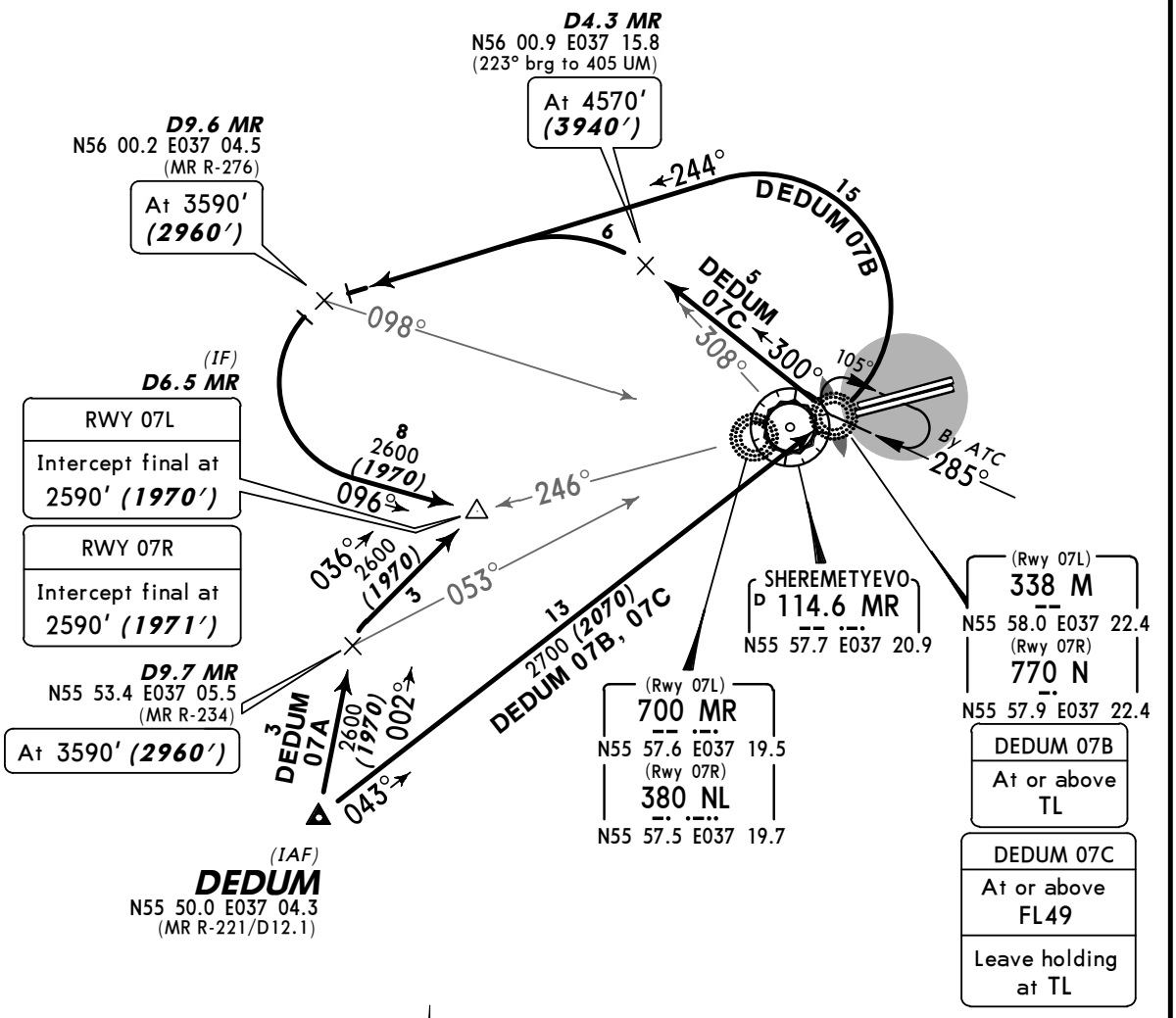
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	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





FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	*(3940′ - 1200m)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❶2590′	*(1970′ - 600m)*
❷2590′	*(1971′ - 600m)*

❶ RWY 07L
❷ RWY 07R

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.

CHANGES: STAR DEDUM 07C crossing at M/N; chart reindexed.

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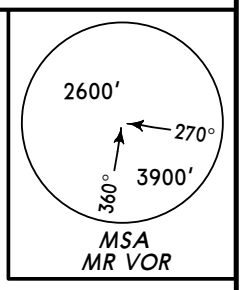
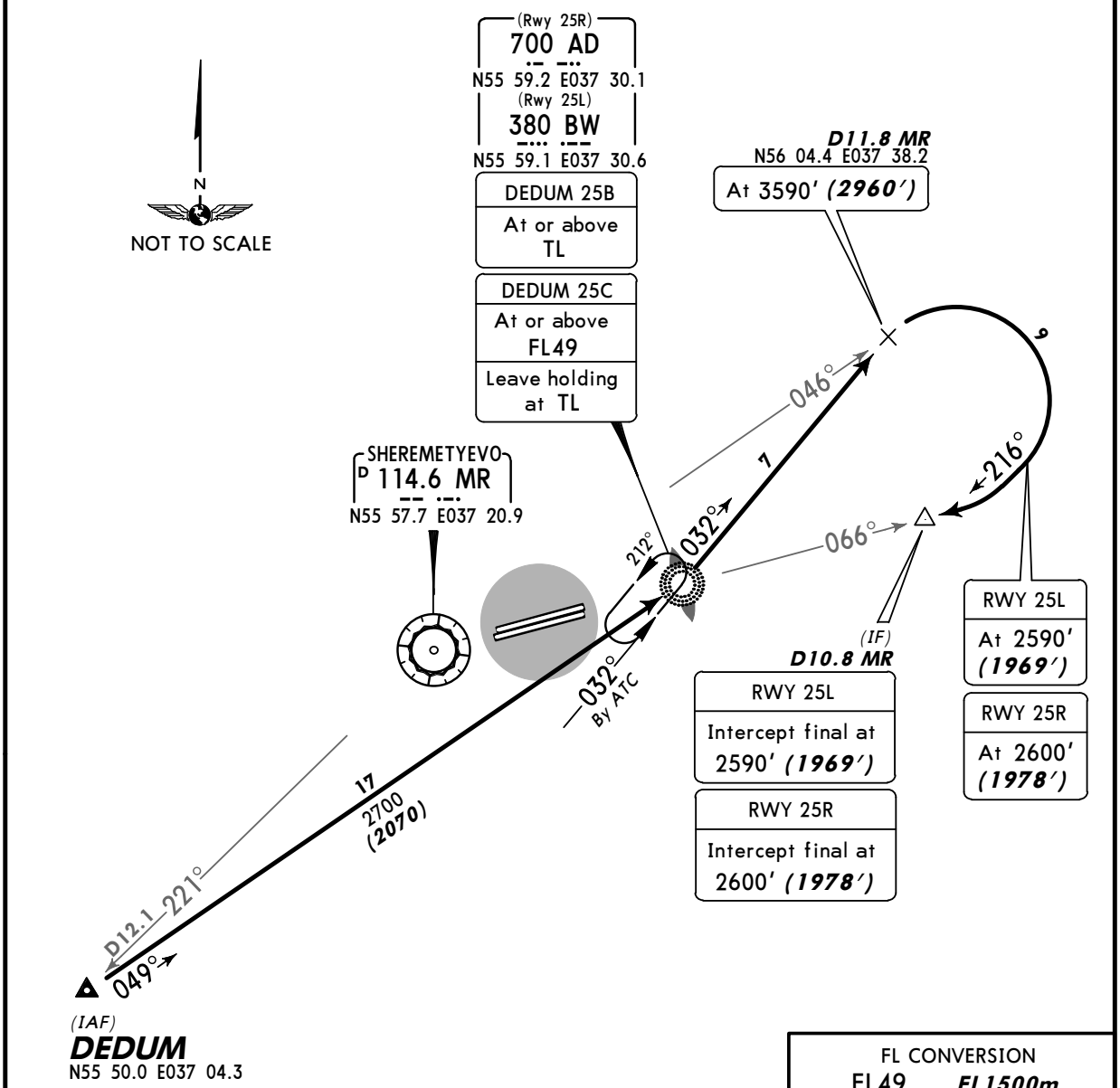
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ *(3290′)* Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

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





FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❶2590′	*(1969′ - 600m)*
❷2600′	*(1978′ - 600m)*

❶ RWY 25L
❷ 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.

CHANGES: STAR DEDUM 25C crossing at AD/BW; chart reindexed.

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UUEE/SVO SHEREMETYEVO

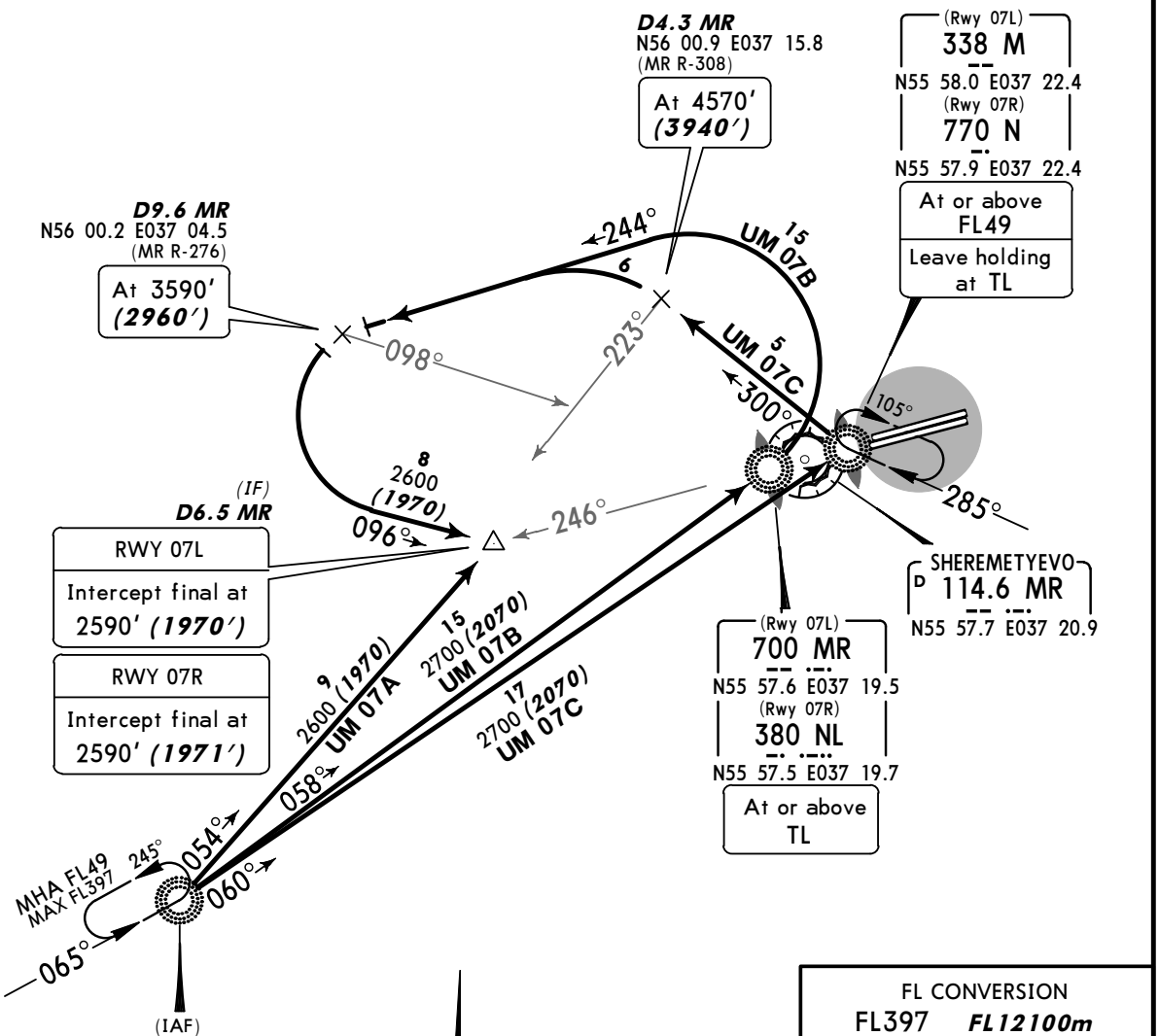
JEPPESEN 31 DEC 10 (20-2F) Eff 13 Jan

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	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)*
❶2590′	*(1970′ - 600m)*
❷2590′	*(1971′ - 600m)*

❶ RWY 07L
❷ 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.

CHANGES: Crossing at M/N; MHA at UM; chart reindexed.

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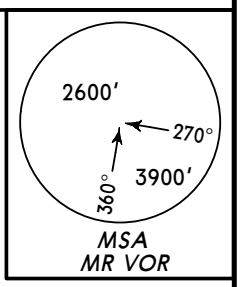
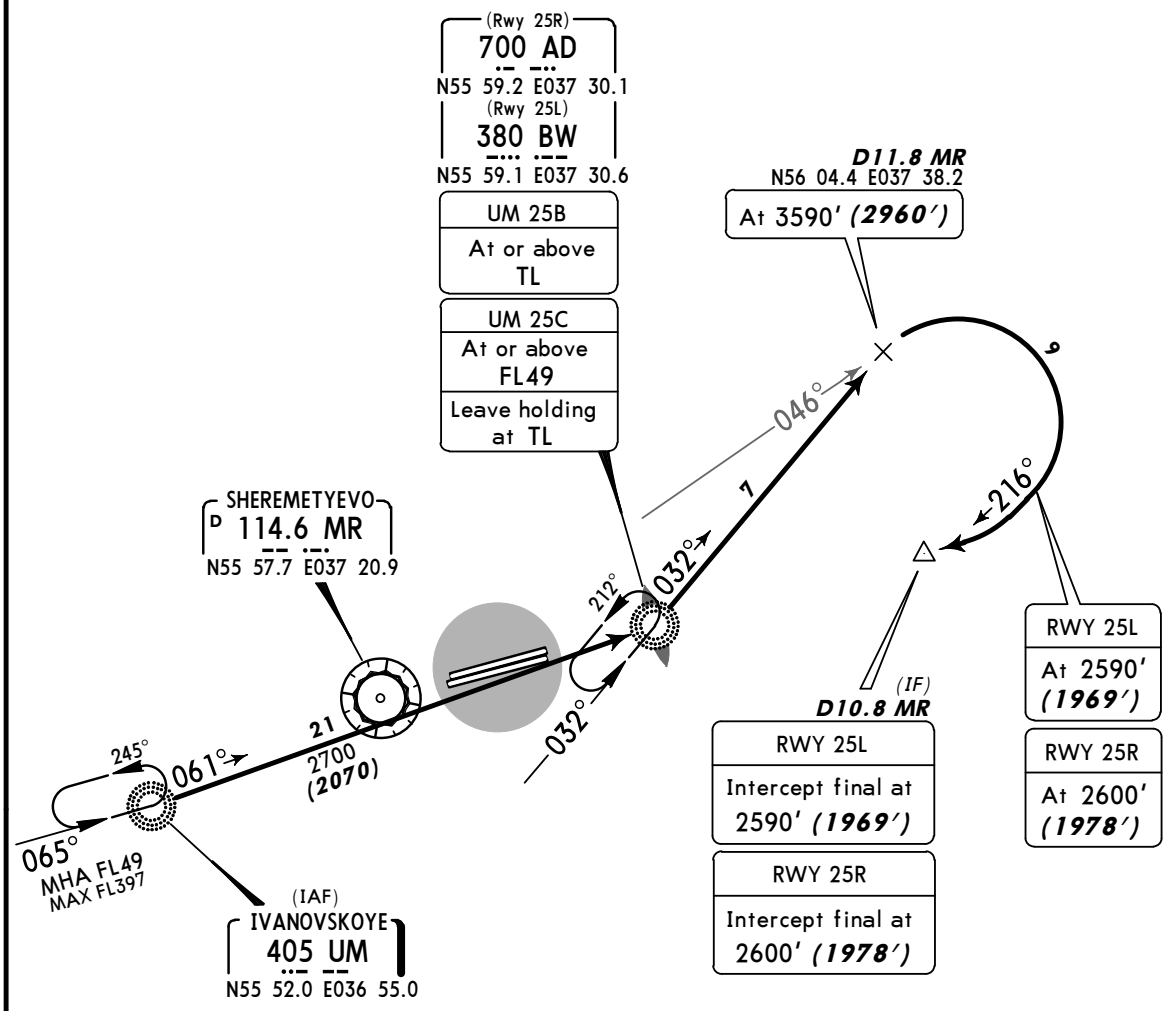
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 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)***
❶2590′	***(1969′ - 600m)***
❷2600′	***(1978′ - 600m)***

❶ RWY 25L
❷ RWY 25R

N
NOT TO SCALE

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.

CHANGES: STAR UM 25C crossing at AD/BW; MHA at UM; chart reindexed.

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UUEE/SVO SHEREMETYEVO

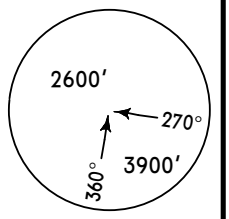
JEPPESEN 31 DEC 10 (20-2H) Eff 13 Jan

MOSCOW, RUSSIA

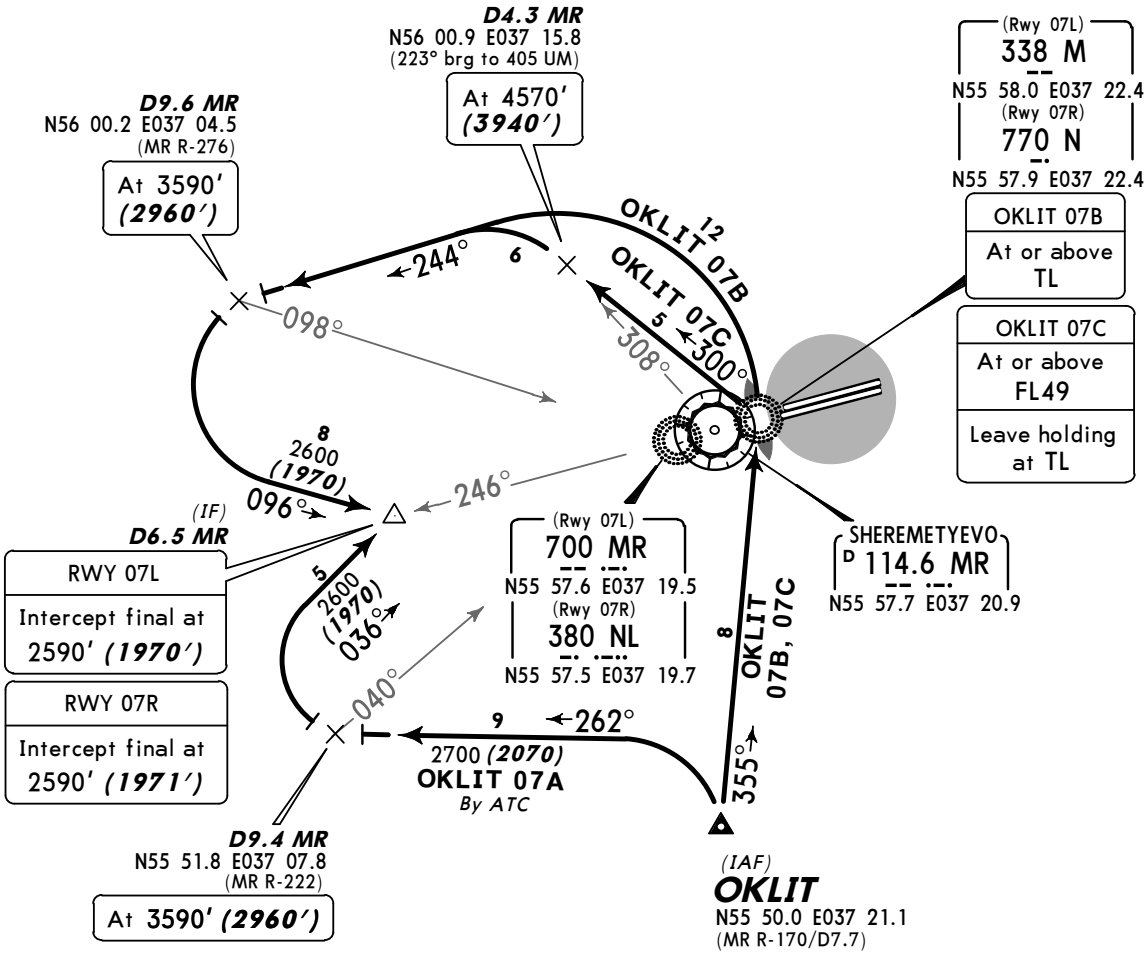
STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	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.

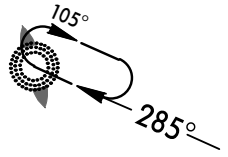
OKLIT 07 ALFA (OKLIT 07A) *[OKLØ7A]*
OKLIT 07 BRAVO (OKLIT 07B) *[OKLØ7B]*
OKLIT 07 CHARLIE (OKLIT 07C) *[OKLØ7C]*
RWYS 07L/R ARRIVALS



MSA
MR VOR



HOLDING OVER M/N
By ATC



NOT TO SCALE

❶ RWY 07L
❷ RWY 07R

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4570′	*(3940′ - 1200m)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❶2590′	*(1970′ - 600m)*
❷2590′	*(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.

CHANGES: STAR OKLIT 07C crossing at M/N; chart reindexed.

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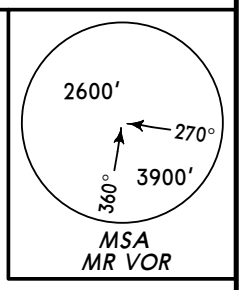
UUEE/SVO
SHEREMETYEVO

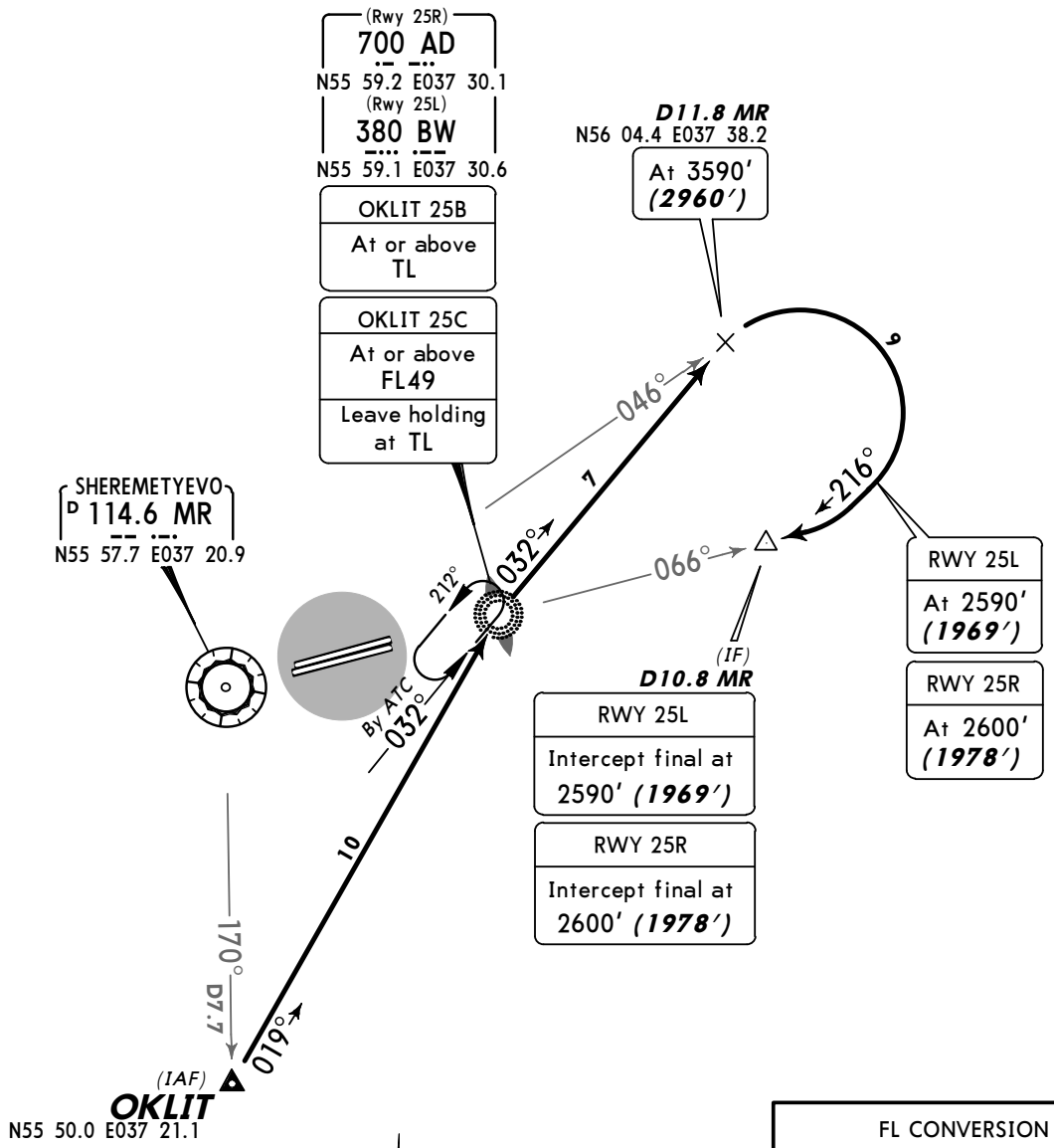
JEPPESEN
31 DEC 10 (20-2J) Eff 13 Jan

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	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 25 BRAVO (OKLIT 25B) *[OKL25B]*
OKLIT 25 CHARLIE (OKLIT 25C) *[OKL25C]*
RWYS 25L/R ARRIVALS





FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	*(3290′ - 1000m)*
3590′	*(2960′ - 900m)*
❶2590′	*(1969′ - 600m)*
❷2600′	*(1978′ - 600m)*

❶ RWY 25L
❷ RWY 25R

STAR	ROUTING
OKLIT 25B	On 019° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
OKLIT 25C	On 019° 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.

CHANGES: New chart (STARs transferred).

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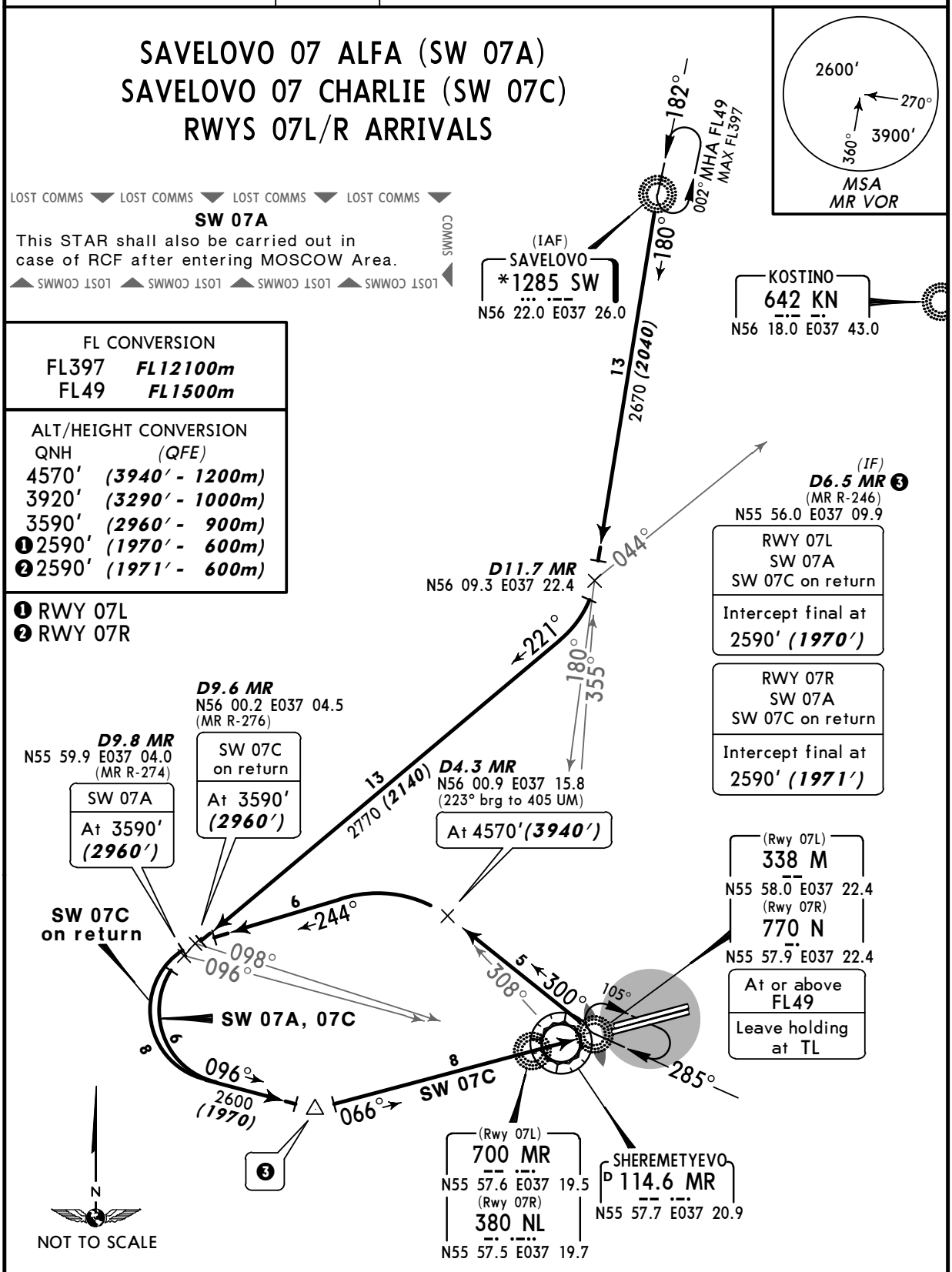
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ *(3290′)* Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

SAVELOVO 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.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

COMMS

FL CONVERSION

FL397	***FL12100m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
❶2590′	***(1970′ - 600m)***
❷2590′	***(1971′ - 600m)***

❶ RWY 07L
❷ RWY 07R

D9.8 MR
SW 07A
At 3590′ *(2960′)*

D9.6 MR
SW 07C on return
At 3590′ *(2960′)*

D4.3 MR
At 4570′ *(3940′)*

D6.5 MR ❸
RWY 07L
SW 07A
SW 07C on return
Intercept final at 2590′ *(1970′)*

RWY 07R
SW 07A
SW 07C on return
Intercept final at 2590′ *(1971′)*

SW 07C on return

At or above FL49
Leave holding at TL

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.

CHANGES: Crossing at M/N; MHA at SW; chart reindexed.

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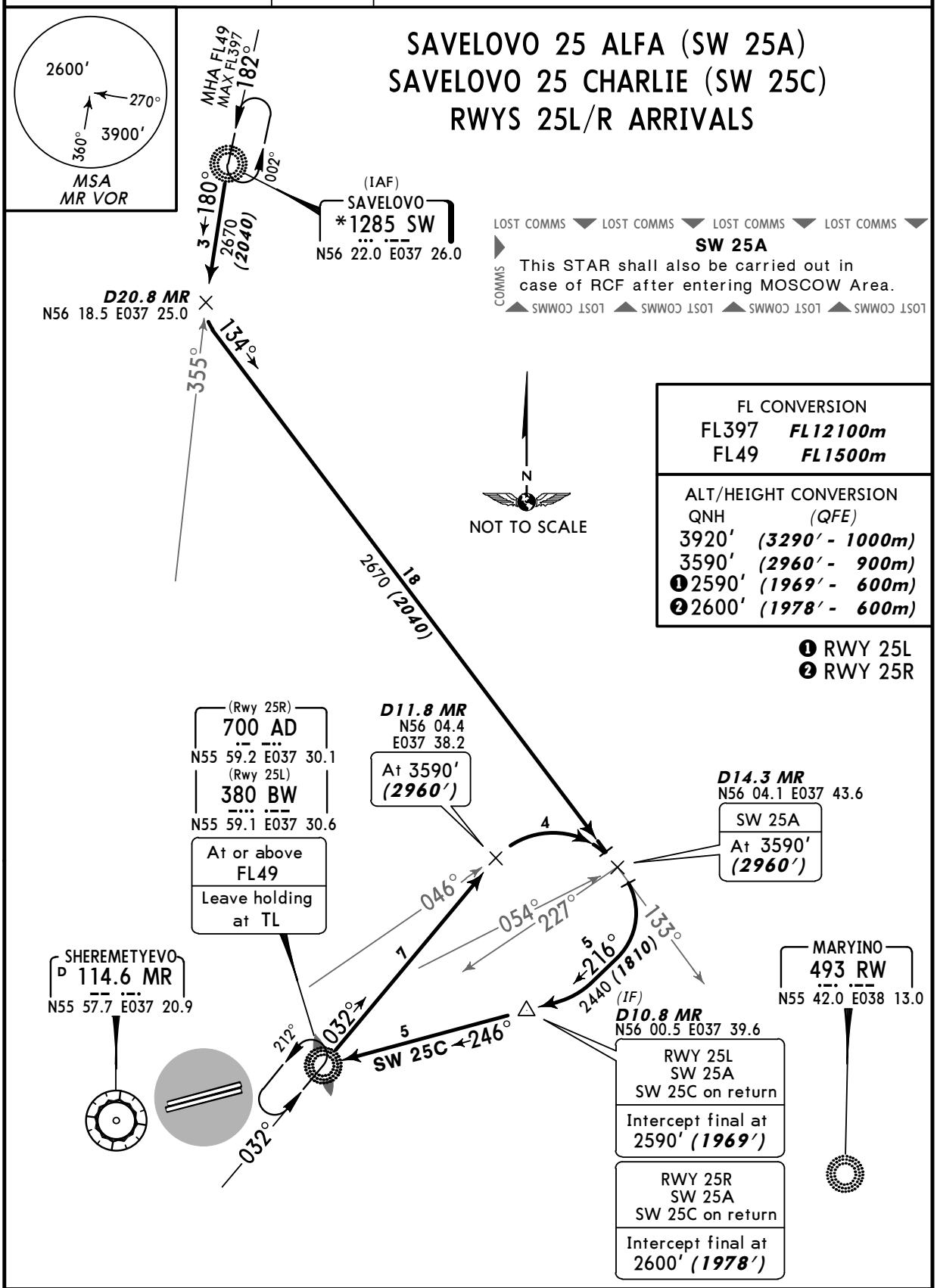
UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	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.



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.

CHANGES: Crossing at AD/BW; MHA at SW; chart reindexed.

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UUEE/SVO SHEREMETYEVO

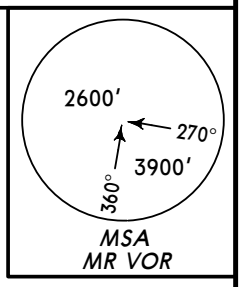
JEPPESEN 31 DEC 10 (20-2M) Eff 13 Jan

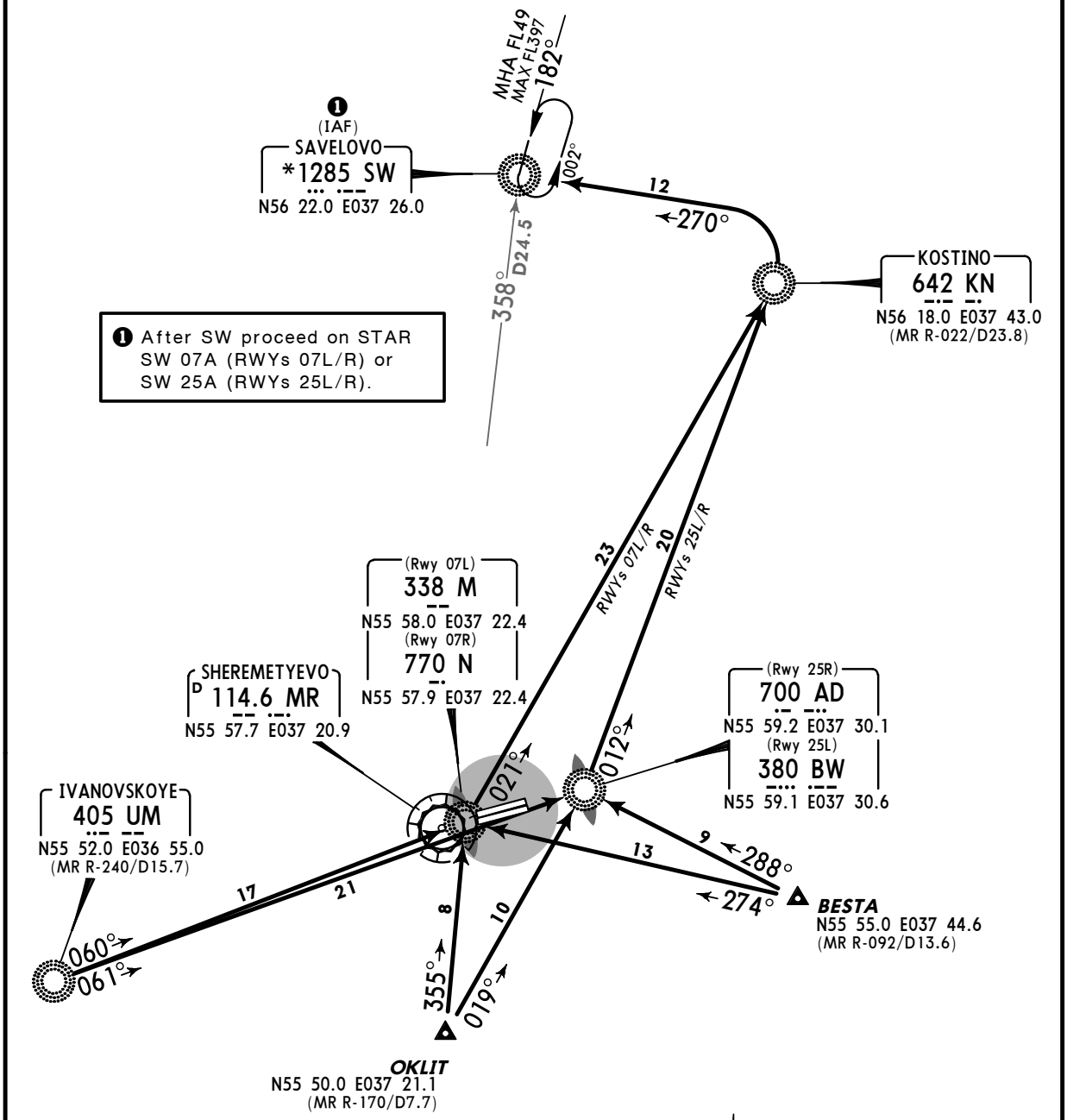
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′)

COMMUNICATION FAILURE PROCEDURES
RWYS 07L/R, 25L/R
AFTER ENTERING MOSCOW AREA





FL CONVERSION	
FL397	FL12100m
FL49	FL1500m

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

CHANGES: New chart (communication failure procedure transferred).

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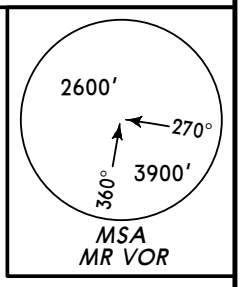
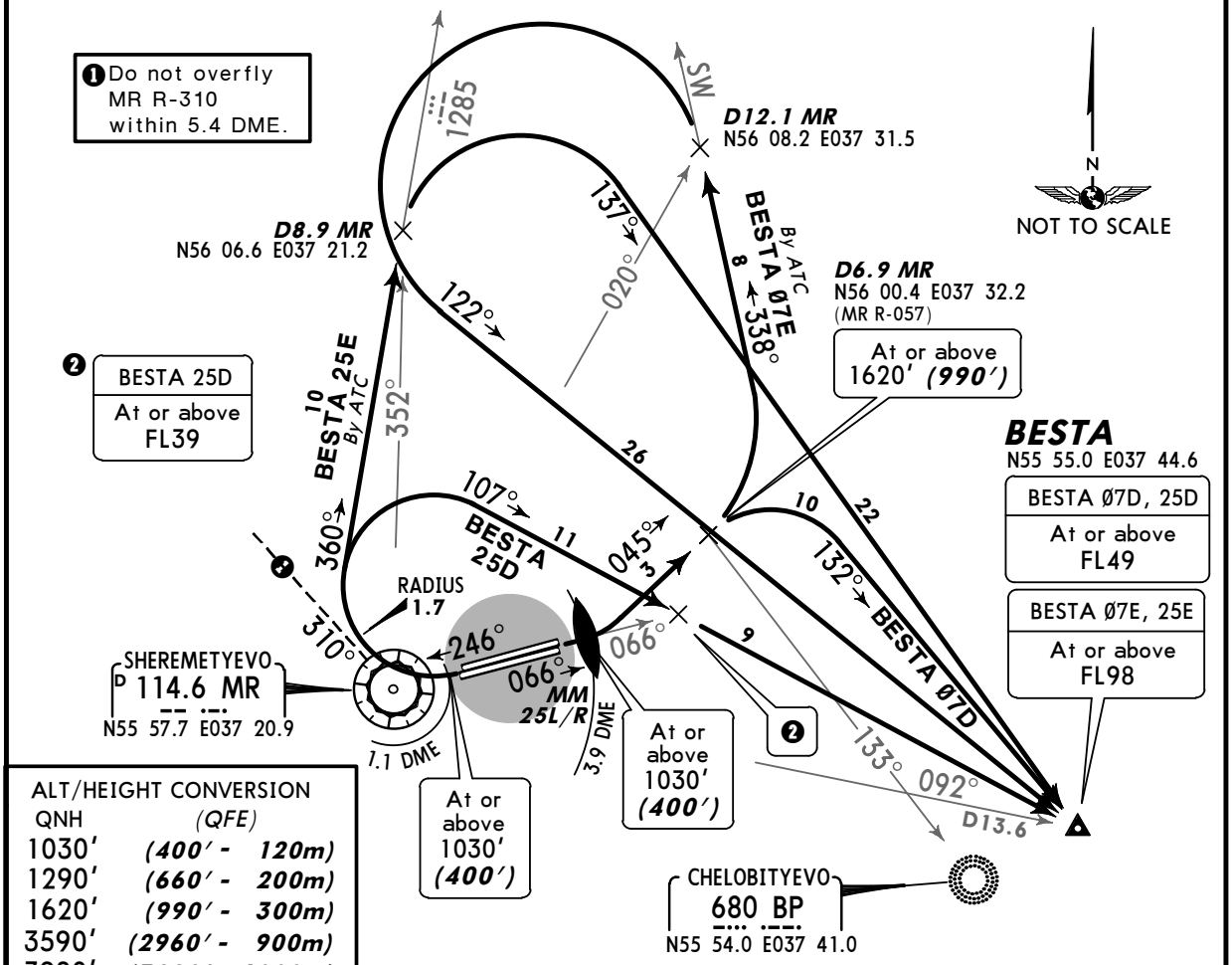
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** 1. Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA Ø7 DELTA (BESTA Ø7D) *[BESØ7D]*
BESTA 25 DELTA (BESTA 25D) *[BES25D]*
BESTA Ø7 ECHO (BESTA Ø7E) *[BESØ7E]*
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





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 Ø7D 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 Ø7E 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.

❸ Shall be carried out provided crossing BESTA at or above FL49.

CHANGES: Reference note added.

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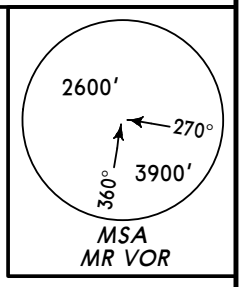
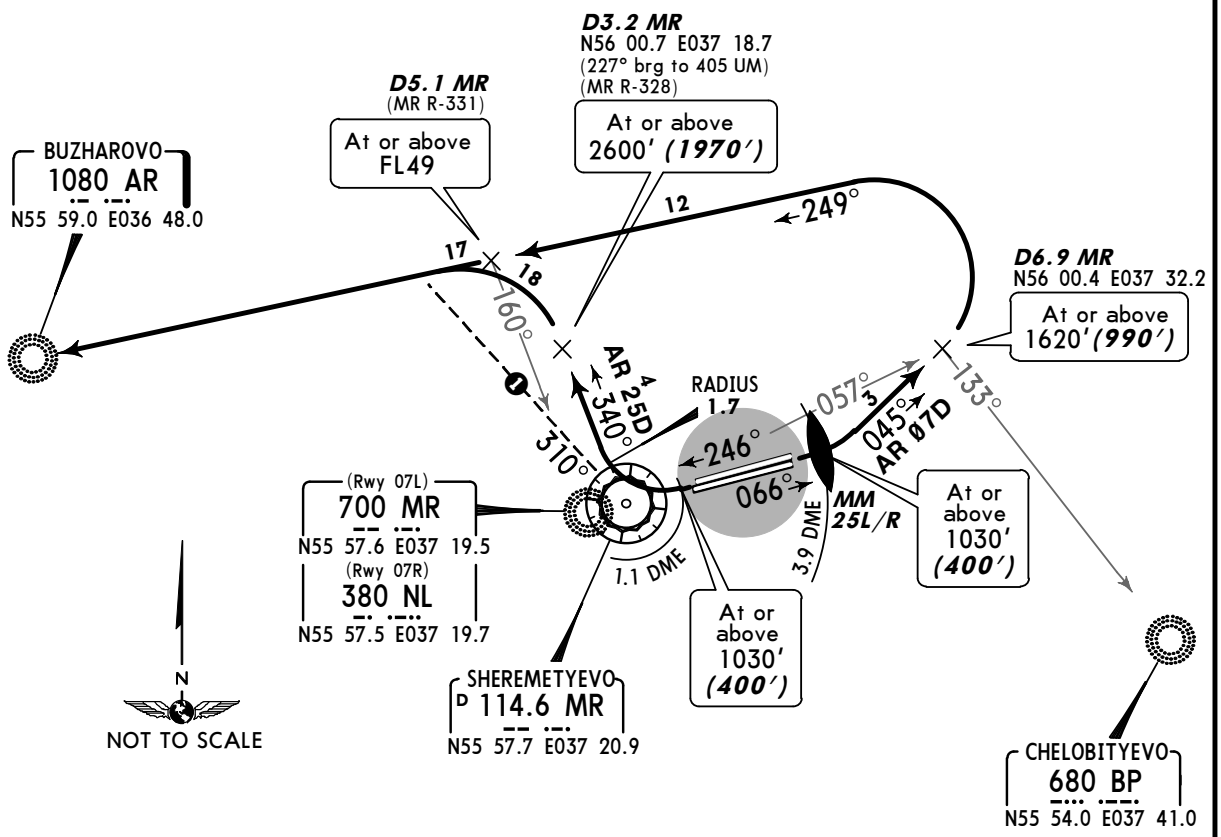
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** 1. Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO Ø7 DELTA (AR Ø7D)
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





❶ 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 Ø7D	**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.

CHANGES: Reference note added.

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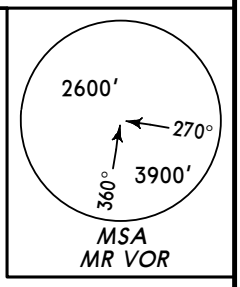
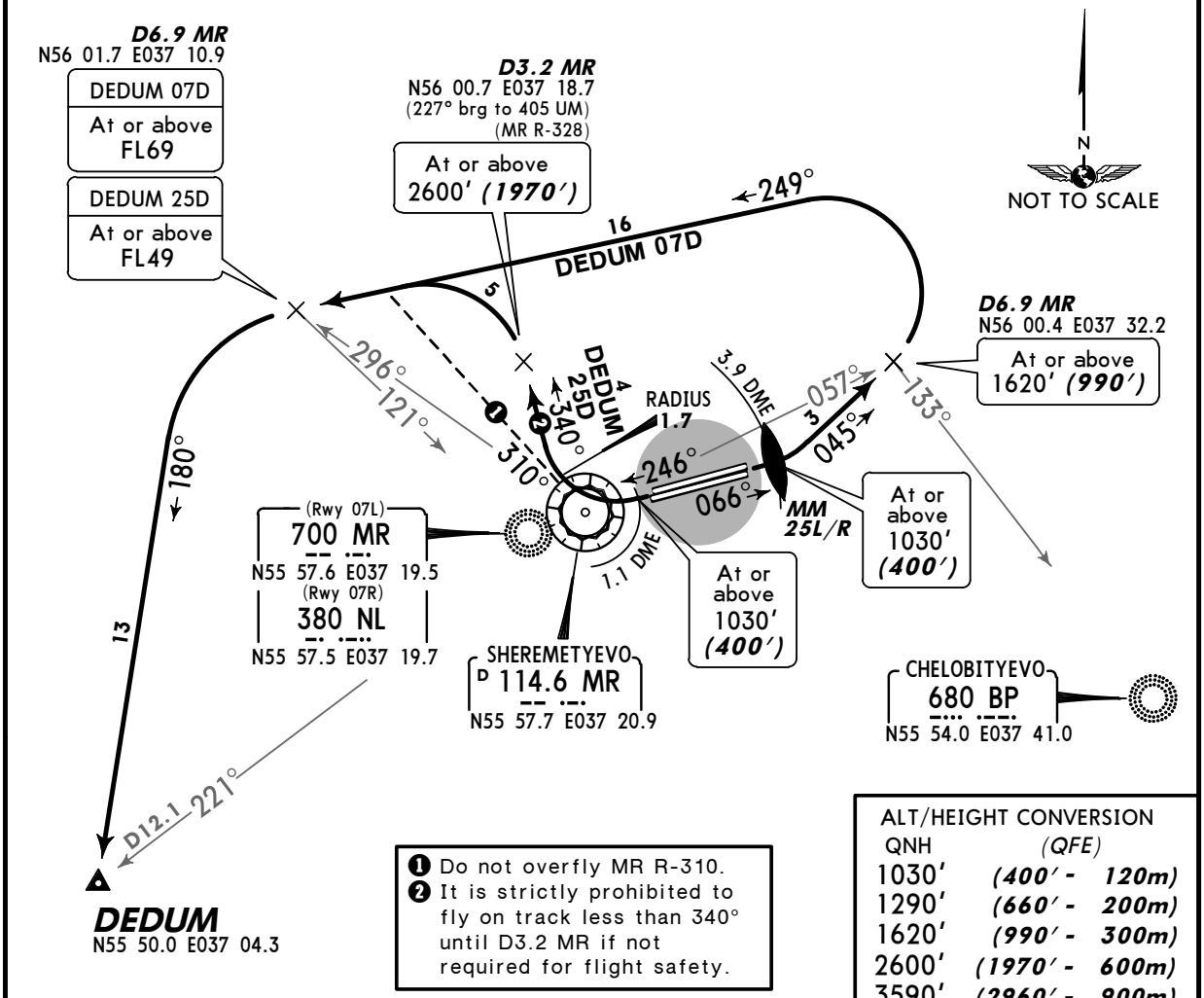
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** 1. Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). 2. Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle 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.

DEDUM 07 DELTA (DEDUM 07D) *[DEDØ7D]*
DEDUM 25 DELTA (DEDUM 25D) *[DED25D]*
RWYS 07L/R, 25L/R DEPARTURES
BY ATC

SPEED: MAX 270 KT BELOW FL98





❶ Do not overfly MR R-310.
❷ It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1030′	***(400′ - 120m)***
1290′	***(660′ - 200m)***
1620′	***(990′ - 300m)***
2600′	***(1970′ - 600m)***
3590′	***(2960′ - 900m)***
3920′	***(3290′ - 1000m)***

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

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.

CHANGES: None.

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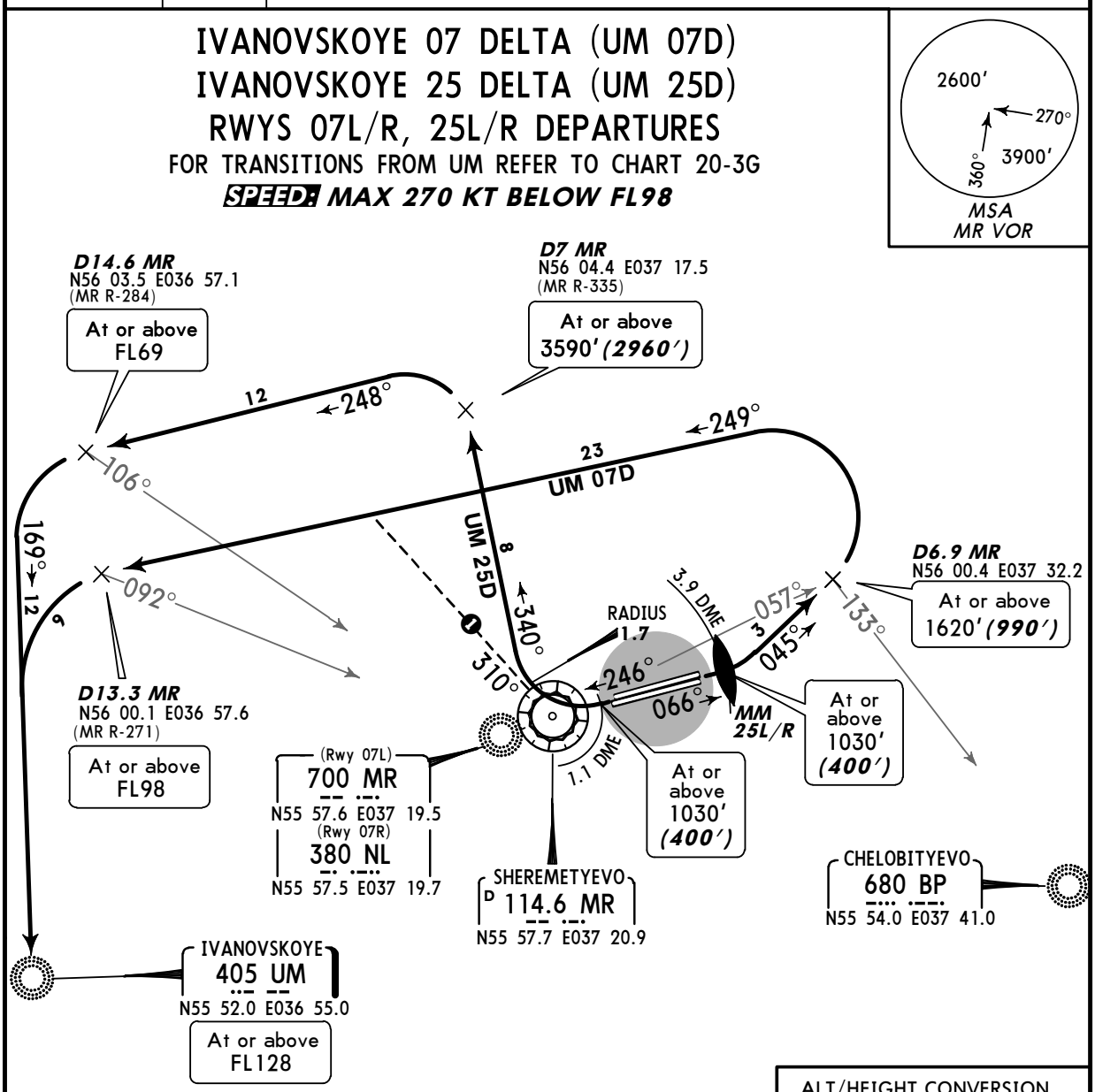
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** 1. Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). 2. Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle 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.

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



❶ 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

N
NOT TO SCALE

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.

CHANGES: Reference note added.

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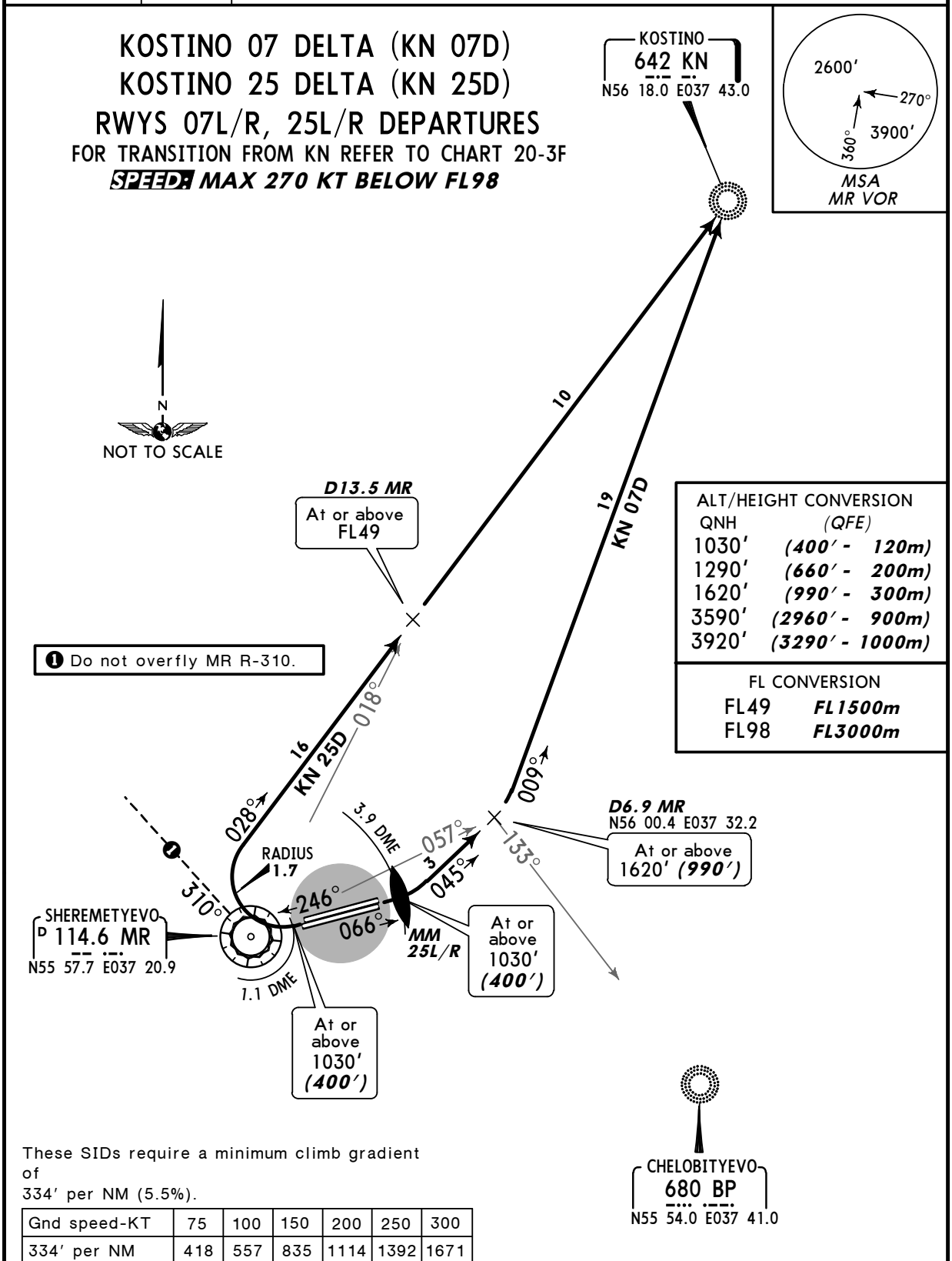
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** 1. Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

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

SPEED: MAX 270 KT BELOW FL98



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

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.

CHANGES: Reference note added.

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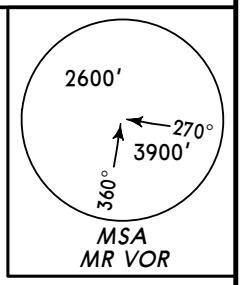
UUEE/SVO
SHEREMETYEVO

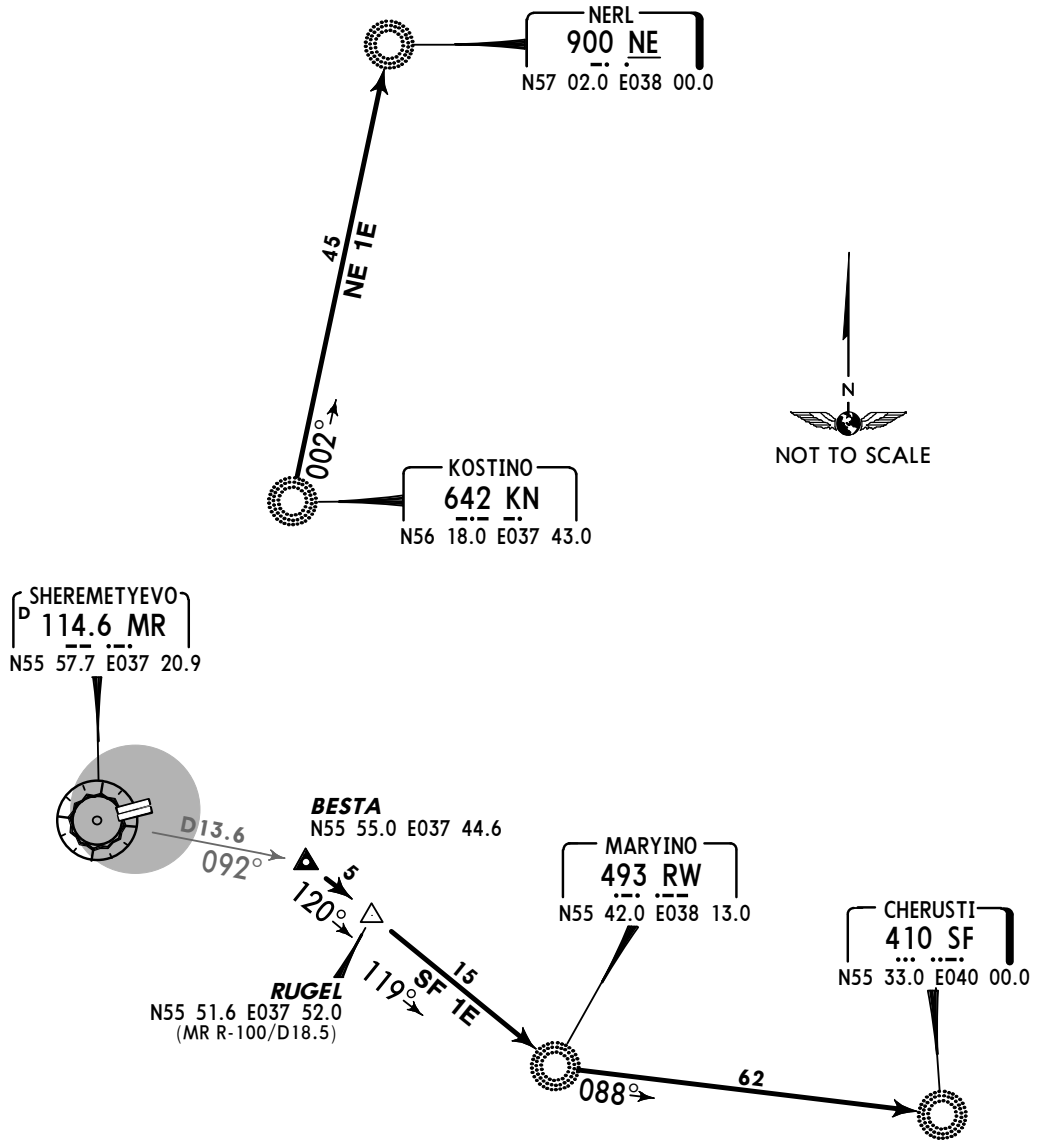
JEPPESEN
17 DEC 10 (20-3F)

MOSCOW, RUSSIA
TRANSITION

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

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





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.

CHANGES: None.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 17 DEC 10 (20-3G)

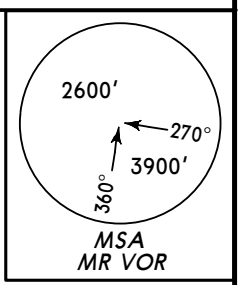
MOSCOW, RUSSIA

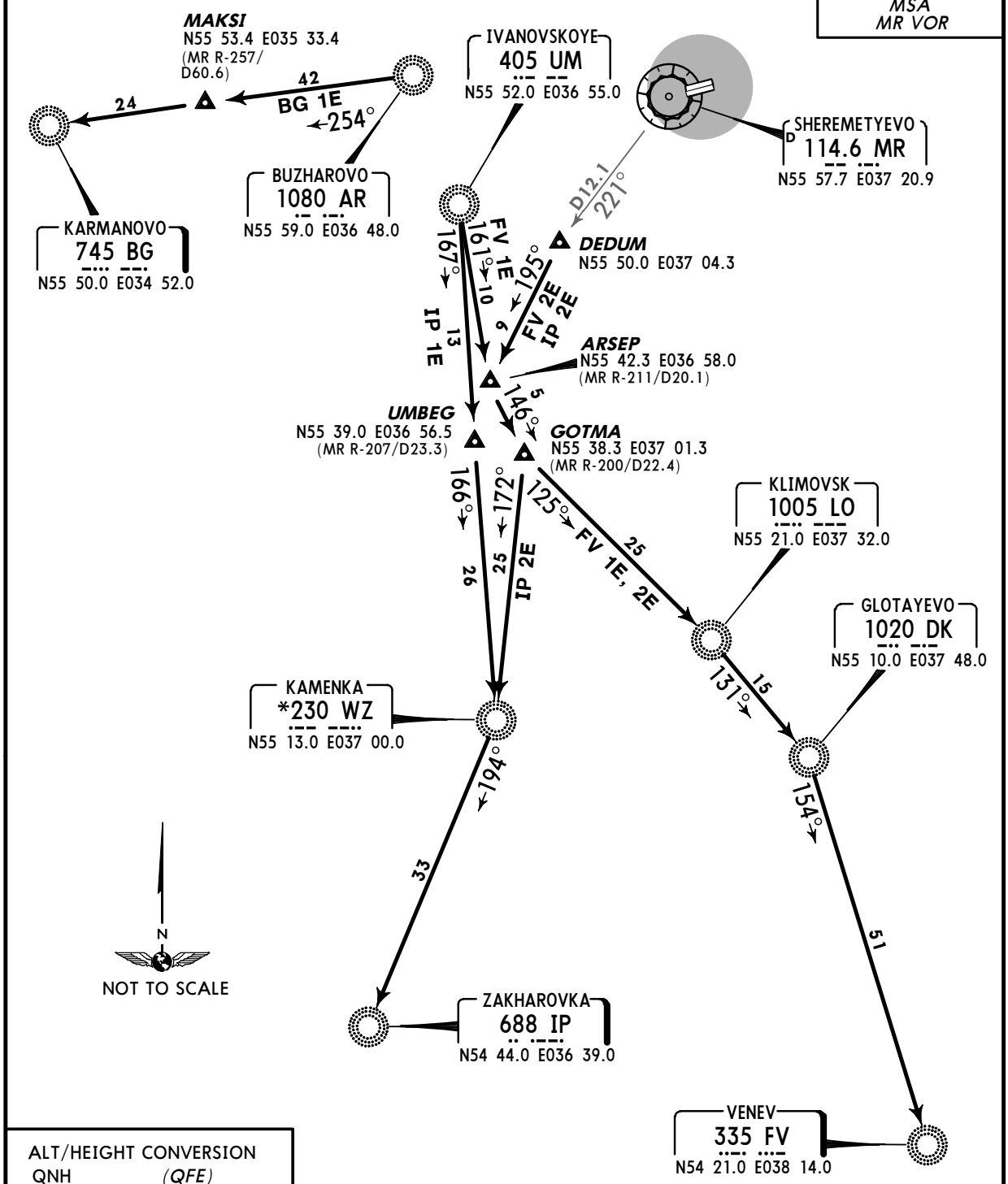
TRANSITION

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

BG 1E FROM AR — FV 1E, IP 1E FROM UM — FV 2E, IP 2E FROM DEDUM

TRANSITIONS TO SOUTH & WEST





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

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.

CHANGES: Transitions FV 2E & IP 2E established.

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UUEE/SVO

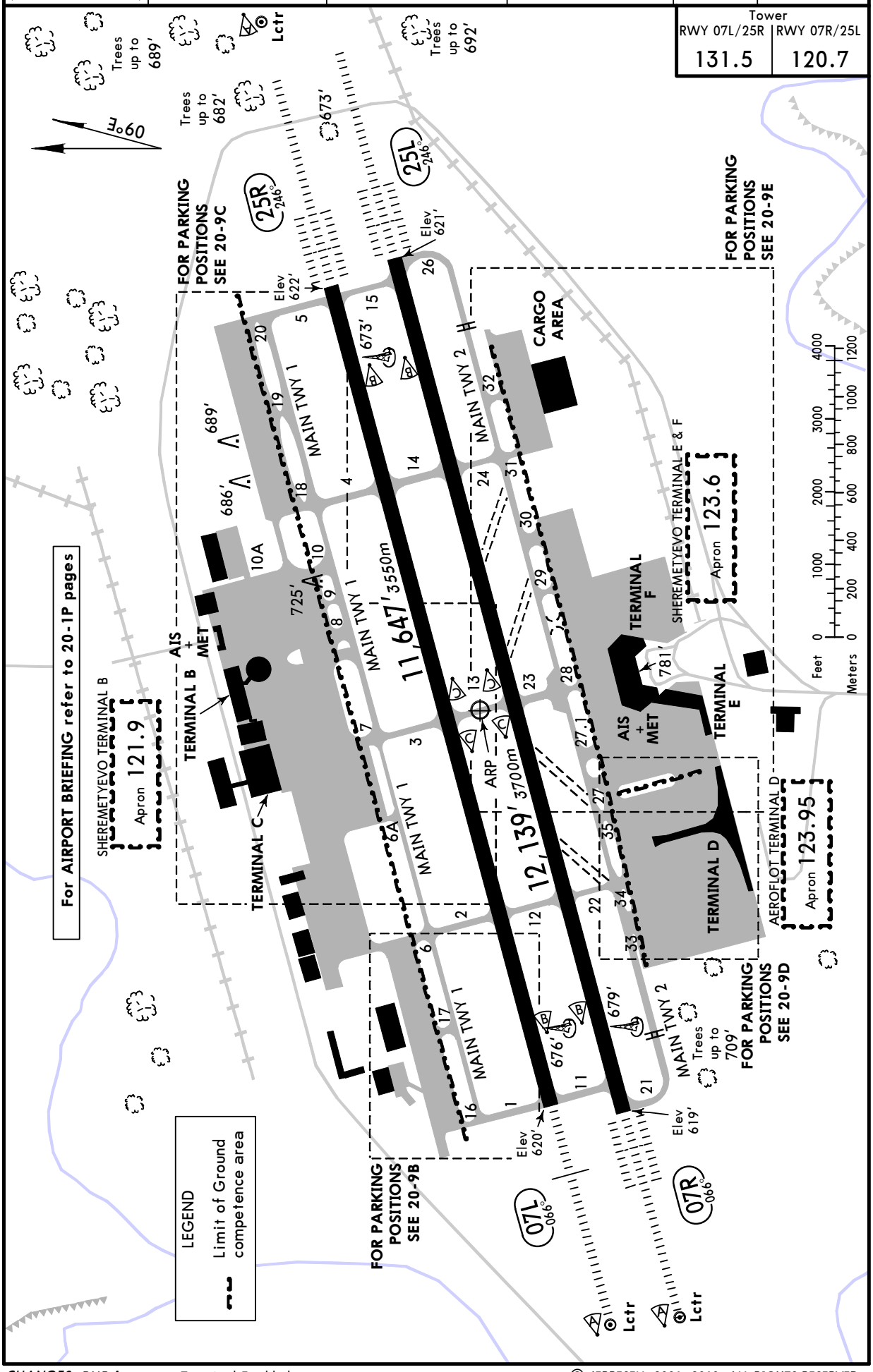
Apt Elev **630′**
N55 58.3 E037 24.9

JEPPESEN
17 SEP 10 (20-9) **Eff 23 Sep**

MOSCOW, RUSSIA
SHEREMETYEVO

ATIS	SHEREMETYEVO Ground 1 RWY 07L/25R	SHEREMETYEVO Ground 2 RWY 07R/25L	AEROFLOT Apron (RMP) TERMINAL D	SHEREMETYEVO Apron (RMP) TERMINAL B	TERMINAL E & F
125.12 (Russian 126.37)	119.0	121.8	123.95	121.9	123.6

Tower RWY 07L/25R	RWY 07R/25L
131.5	120.7



CHANGES: RMP frequency Terminal E added.

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ADDITIONAL RUNWAY INFORMATION

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

❶ TAKE-OFF RUN AVAILABLE

RWY 07L:		RWY 25R:	
From rwy head	11,647′ (3550m)	From rwy head	11,647′ (3550m)
twy 1/11 int	11,611′ (3539m)	twy 5/15 int	11,444′ (3488m)
twy 2/12 int	8612′ (2625m)	twy 4/14 int	9183′ (2799m)

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

❷ TAKE-OFF RUN AVAILABLE

RWY 07R:		RWY 25L:	
From rwy head	12,139′ (3700m)	From rwy head	12,139′ (3700m)
twy 11 int	11,775′ (3589m)	twy 15 int	11,788′ (3593m)
twy 12/22 int	8766′ (2672m)	twy 14/24 int	9511′ (2899m)

TAKE-OFF

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

CHANGES: None.

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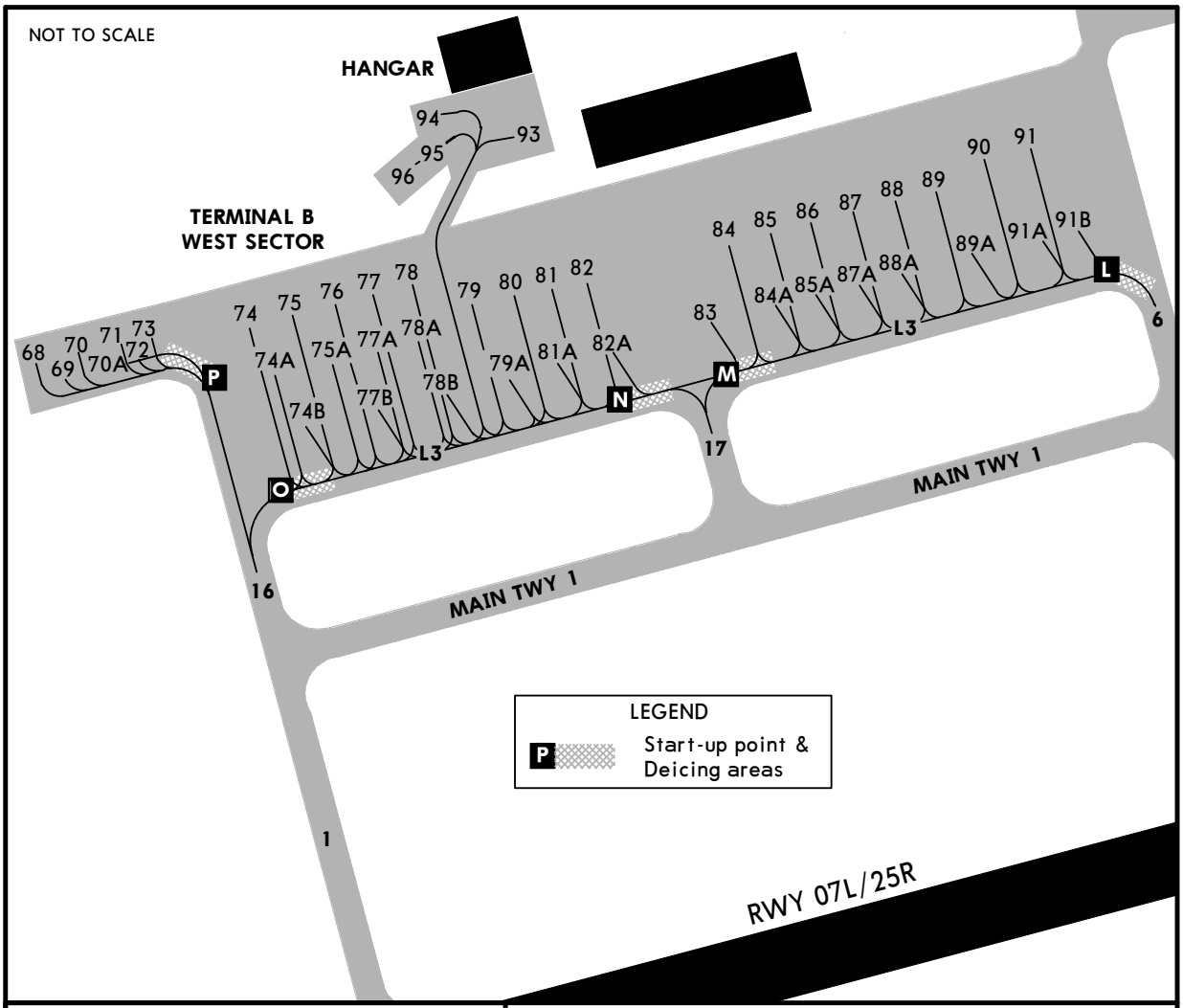

INS COORDINATES

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

CHANGES: None.

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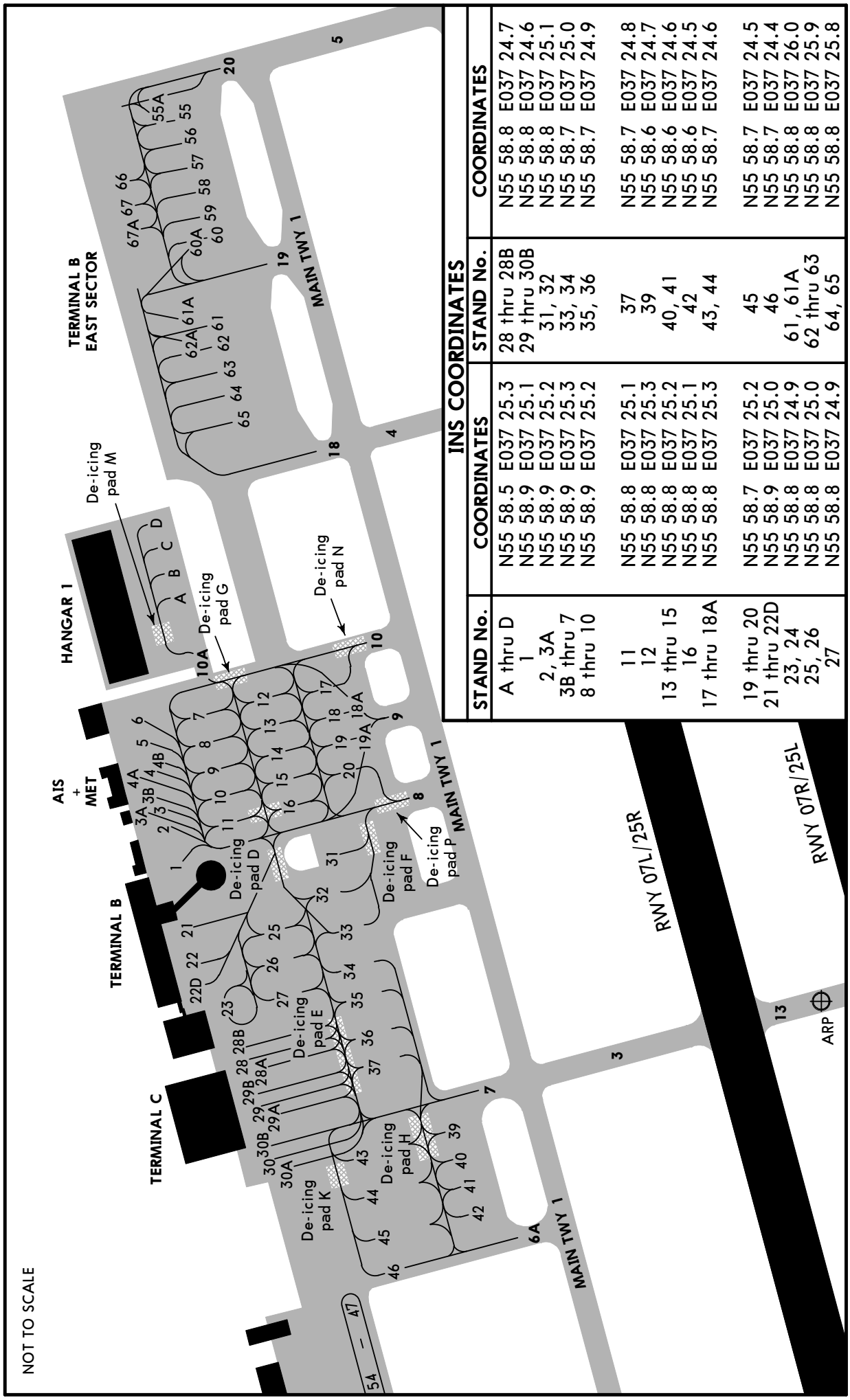
UUEE/SVO

JEPPESEN

17 SEP 10 (20-9C) Eff 23 Sep

MOSCOW, RUSSIA

SHEREMETYEVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A thru D	N55 58.5 E037 25.3	28 thru 28B	N55 58.8 E037 24.7
1	N55 58.9 E037 25.1	29 thru 30B	N55 58.8 E037 24.6
2, 3A	N55 58.9 E037 25.2	31, 32	N55 58.8 E037 25.1
3B thru 7	N55 58.9 E037 25.3	33, 34	N55 58.7 E037 25.0
8 thru 10	N55 58.9 E037 25.2	35, 36	N55 58.7 E037 24.9
11	N55 58.8 E037 25.1	37	N55 58.7 E037 24.8
12	N55 58.8 E037 25.3	39	N55 58.6 E037 24.7
13 thru 15	N55 58.8 E037 25.2	40, 41	N55 58.6 E037 24.6
16	N55 58.8 E037 25.1	42	N55 58.6 E037 24.5
17 thru 18A	N55 58.8 E037 25.3	43, 44	N55 58.7 E037 24.6
19 thru 20	N55 58.7 E037 25.2	45	N55 58.7 E037 24.5
21 thru 22D	N55 58.9 E037 25.0	46	N55 58.7 E037 24.4
23, 24	N55 58.8 E037 24.9	61, 61A	N55 58.8 E037 26.0
25, 26	N55 58.8 E037 25.0	62 thru 63	N55 58.8 E037 25.9
27	N55 58.8 E037 24.9	64, 65	N55 58.8 E037 25.8

CHANGES: Stands 18A & 19A added. De-icing pads N & P added.

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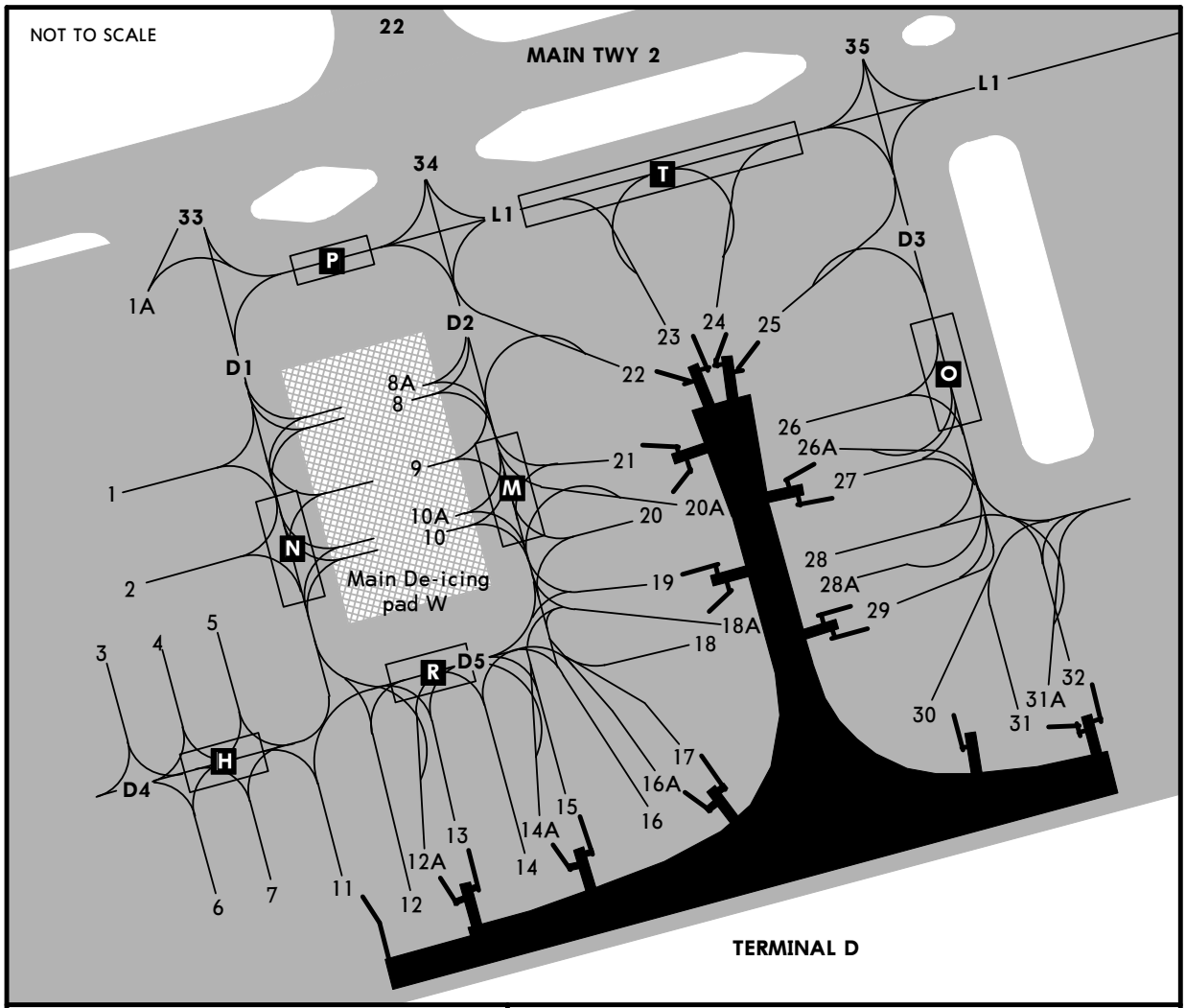

INS COORDINATES

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

CHANGES: None.

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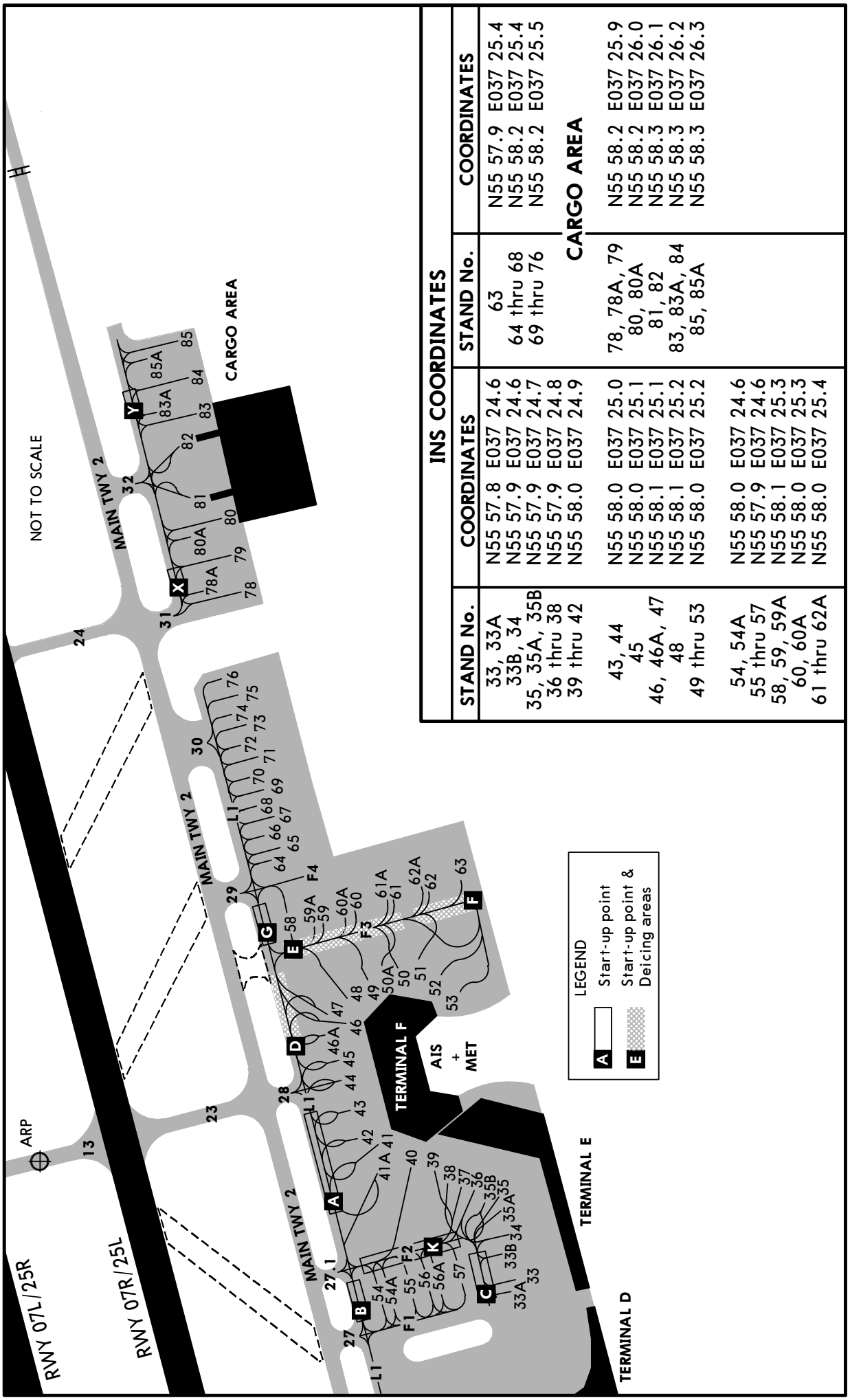

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
33, 33A 33B, 34 35, 35A, 35B 36 thru 38 39 thru 42	N55 57.8 E037 24.6 N55 57.9 E037 24.6 N55 57.9 E037 24.7 N55 57.9 E037 24.8 N55 58.0 E037 24.9	63 64 thru 68 69 thru 76	N55 57.9 E037 25.4 N55 58.2 E037 25.4 N55 58.2 E037 25.5
43, 44 45 46, 46A, 47 48 49 thru 53	N55 58.0 E037 25.0 N55 58.0 E037 25.1 N55 58.1 E037 25.1 N55 58.1 E037 25.2 N55 58.0 E037 25.2	78, 78A, 79 80, 80A 81, 82 83, 83A, 84 85, 85A	N55 58.2 E037 25.9 N55 58.2 E037 26.0 N55 58.3 E037 26.1 N55 58.3 E037 26.2 N55 58.3 E037 26.3
54, 54A 55 thru 57 58, 59, 59A 60, 60A 61 thru 62A	N55 58.0 E037 24.6 N55 57.9 E037 24.6 N55 58.1 E037 25.3 N55 58.0 E037 25.3 N55 58.0 E037 25.4		

CHANGES: Parking stands redesignated.

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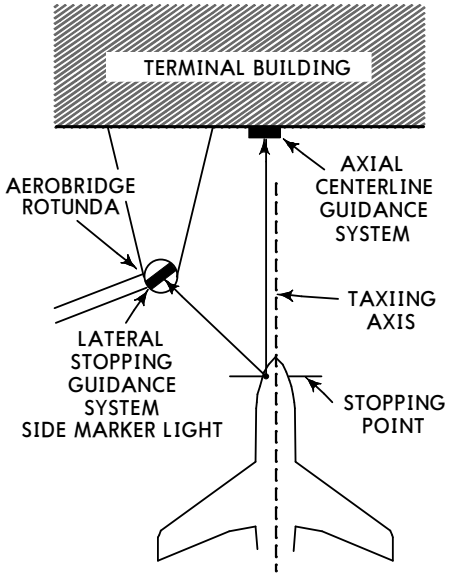
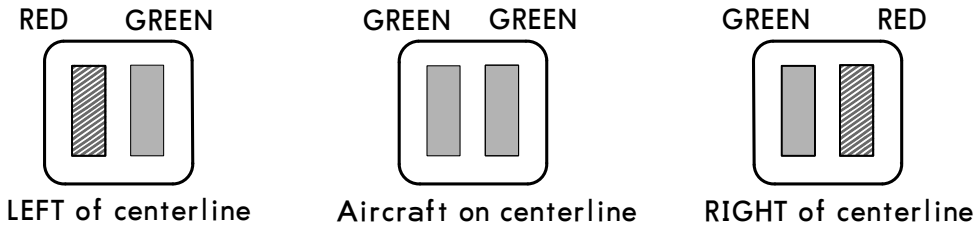
STAND ENTRY GUIDANCE SYSTEM (AGNIS)



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

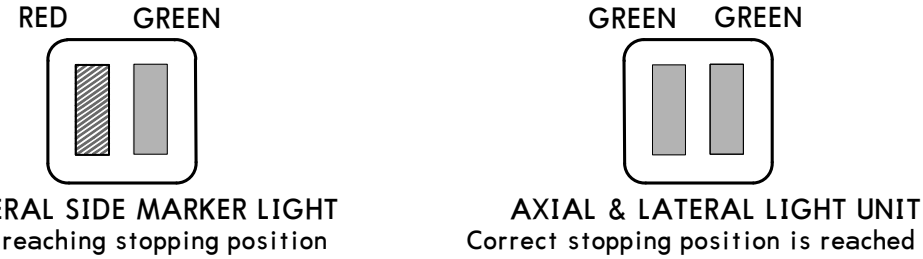
After entering the Axial light unit area taxiing should be carried out so as to see green light in both splits of the unit. When acft is to the LEFT or RIGHT of the axial line the pilot observes the red light in the LEFT or RIGHT split of the axial light unit respectively. To join the axial line the 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



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

SIDE MARKER LIGHT



CHANGES: Chart reindexed.

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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

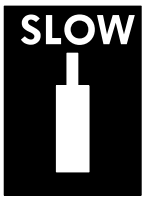
The running arrow is being replaced by the yellow indicator of the centerline.
The flashing red arrow shows the direction of turn.
The vertical yellow arrow shows the position of acft relative to the centerline.

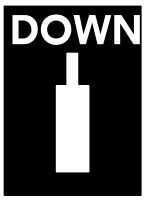
4. APPROACH DISTANCE

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.



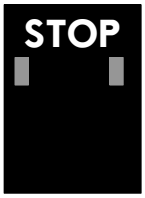


6. AZIMUTH GUIDANCE

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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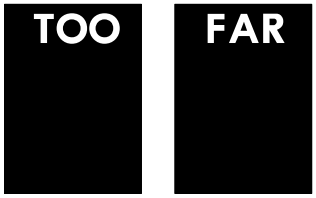
DOCKING GUIDANCE SYSTEM (SAFEDOCK)

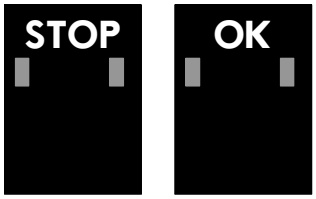
9. OVERSHOOTING

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



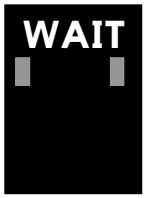
10. STOP SHORT

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



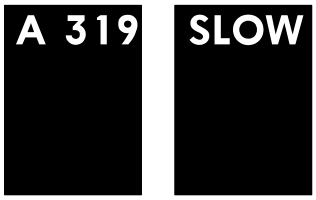
11. WAITING MODE

When the system looses 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.



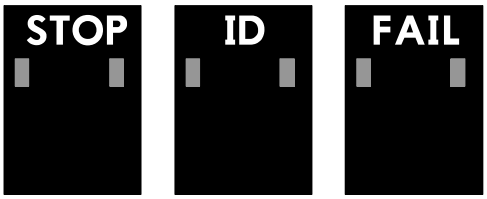
12. SLOW DOWN

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.



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.

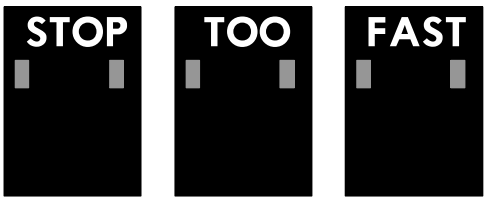


14. THE GATES AND THE VIEW ARE BLOCKED

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.

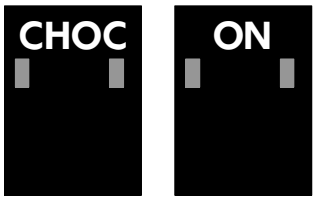
15. TOO FAST

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.



16. CHOCK ON

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



CHANGES: Chart reindexed. Chock on.

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UUEE/SVO

JEPPESEN
16 JUL 10
Eff 29 Jul
20-9S

Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	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**
	ALS out	R1200m	R1200m	R1200m	R1300m
	VOR DME ❶	**990**′(370′)	**990**′(370′)	**990**′(370′)	**990**′(370′)
		R1000m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR	**1570**′(950′)	**1570**′(950′)	**1570**′(950′)	**1570**′(950′)
		C3800m	**C3800m**	**C4000m**	**C4000m**
	ALS out	C4500m	C4500m	C4700m	C4700m
	NDB ❶	**970**′(350′)	**970**′(350′)	**970**′(350′)	**970**′(350′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
07R	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′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	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**
	ALS out	R1200m	R1200m	R1300m	R1300m
	VOR DME ❶	**990**′(373′)	**990**′(373′)	**990**′(373′)	**990**′(373′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR	**1570**′(953′)	**1570**′(953′)	**1570**′(953′)	**1570**′(953′)
		C4000m	**C4000m**	**C4200m**	**C4200m**
	ALS out	C4700m	C4700m	C4900m	C4900m
	NDB ❶	**970**′(353′)	**970**′(353′)	**970**′(353′)	**970**′(353′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m

❶ Continuous Descent Final Approach.

CHANGES: NDB 07R.

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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 *FULL* *Limited* *ALS out*	**821′**(200′) **R550m** R750m R1200m	**821′**(200′) **R550m** R750m R1200m	**821′**(200′) **R550m** R750m R1200m	**821′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR *ALS out*	**825′**(204′) **R750m** R1200m	**835′**(214′) **R750m** R1200m	**845′**(224′) **R750m** R1200m	**855′**(234′) **R750m** R1200m
	2 NDB ❶ *ALS out*	**980′**(359′) **R900m** R1500m	**980′**(359′) **R900m** R1500m	**980′**(359′) **R900m** R1600m	**980′**(359′) **R900m** R1600m
	1 NDB ❶❷ *ALS out*	**990′**(369′) **R1000m** R1500m	**990′**(369′) **R1000m** R1500m	**990′**(369′) **R1000m** R1700m	**990′**(369′) **R1000m** R1700m
	1 NDB ❸ *ALS out*	**1400′**(779′) **C3100m** C3800m	**1400′**(779′) **C3100m** C3800m	**1400′**(779′) **C3300m** C4000m	**1400′**(779′) **C3300m** C4000m
25R	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 *FULL* *Limited* *ALS out*	**822′**(200′) **R550m** R750m R1200m	**822′**(200′) **R550m** R750m R1200m	**822′**(200′) **R550m** R750m R1200m	**822′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR *ALS out*	**827′**(205′) **R750m** R1200m	**837′**(215′) **R750m** R1200m	**846′**(224′) **R750m** R1200m	**856′**(234′) **R750m** R1200m
	2 NDB ❶ *ALS out*	**980′**(358′) **R900m** R1500m	**980′**(358′) **R900m** R1500m	**980′**(358′) **R900m** R1600m	**980′**(358′) **R900m** R1600m
	1 NDB ❶❷ *ALS out*	**990′**(368′) **R1000m** R1500m	**990′**(368′) **R1000m** R1500m	**990′**(368′) **R1000m** R1700m	**990′**(368′) **R1000m** R1700m
	1 NDB ❸ *ALS out*	**1400′**(778′) **C3100m** C3800m	**1400′**(778′) **C3100m** C3800m	**1400′**(778′) **C3300m** C4000m	**1400′**(778′) **C3300m** 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	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

CHANGES: CAT 2 ILS 25L added.

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UUEE/SVO

JEPPESEN
17 DEC 10 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**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**837**′(217′)	**846**′(226′)	**856**′(236′)	**866**′(246′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**990**′(370′)	**990**′(370′)	**990**′(370′)	**990**′(370′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1570**′(950′)	**1570**′(950′)	**1570**′(950′)	**1570**′(950′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**970**′(350′)	**970**′(350′)	**970**′(350′)	**970**′(350′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
07R	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′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**840**′(223′)	**850**′(233′)	**860**′(243′)	**869**′(252′)
		R600m	**R600m**	**R600m**	**R650m**
	ALS out	R1000m	R1000m	R1000m	R1200m
	VOR DME	**990**′(373′)	**990**′(373′)	**990**′(373′)	**990**′(373′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1570**′(953′)	**1570**′(953′)	**1570**′(953′)	**1570**′(953′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**970**′(353′)	**970**′(353′)	**970**′(353′)	**970**′(353′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: None.

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UUEE/SVO

JEPPESEN
17 DEC 10 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**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**825′**(204′)	**835′**(214′)	**845′**(224′)	**855′**(234′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	**980′**(359′)	**980′**(359′)	**980′**(359′)	**980′**(359′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**990′**(369′)	**990′**(369′)	**990′**(369′)	**990′**(369′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**1400′**(779′)	**1400′**(779′)	**1400′**(779′)	**1400′**(779′)
	w/o FAF	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
25R	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**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**827′**(205′)	**837′**(215′)	**846′**(224′)	**856′**(234′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	**980′**(358′)	**980′**(358′)	**980′**(358′)	**980′**(358′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**990′**(368′)	**990′**(368′)	**990′**(368′)	**990′**(368′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**1400′**(778′)	**1400′′**(778′)	**1400′**(778′)	**1400′**(778′)
	w/o FAF	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

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

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

CHANGES: CAT 3A ILS 25R added.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA ILS DME or PAR Rwy 07L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

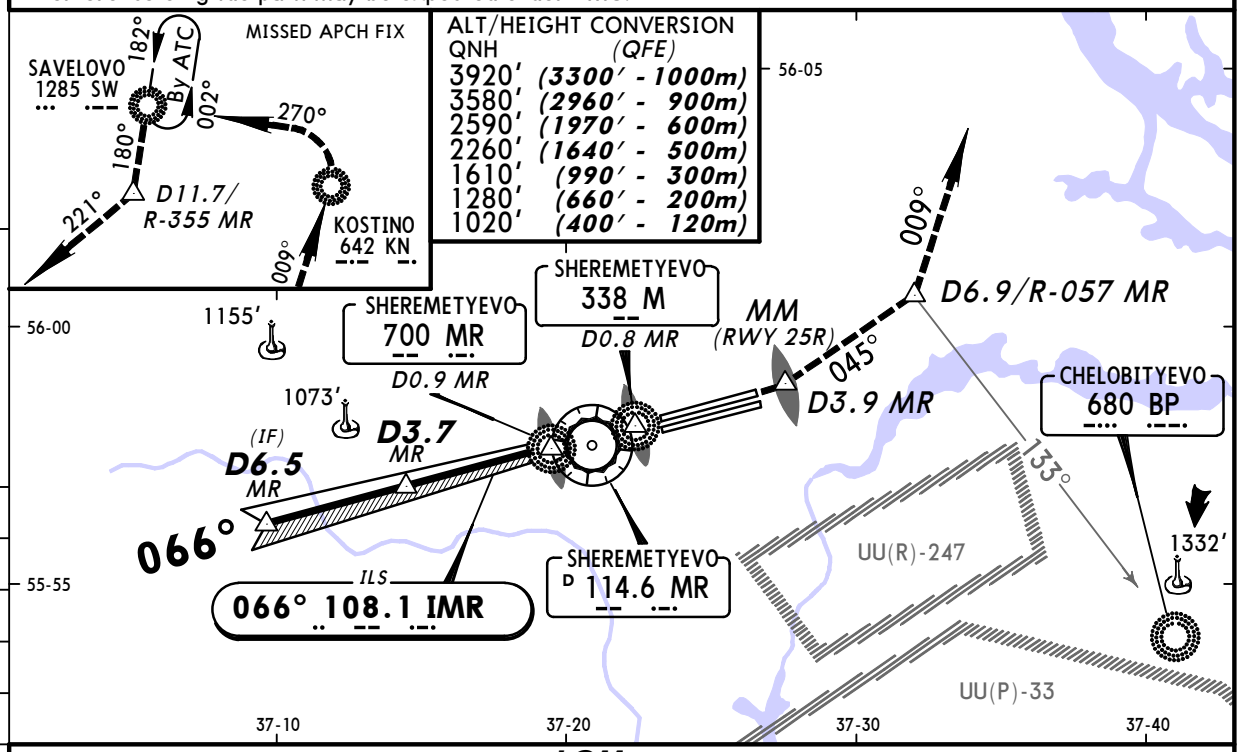
SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

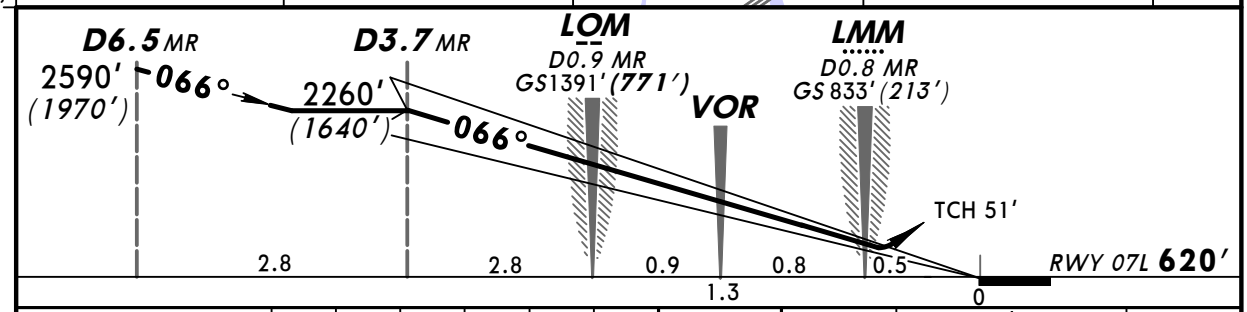
LOC IMR 108.1	Final Apch Crs 066°	GS LOM 1391′ (771′)	ILS DA(H) 820′ (200′)	Apt Elev 630′
RADAR			PAR DA(H) Refer to Minimums	RWY 620′

MSA MR VOR: 2600′ 270° 3900′ 360°

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.

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
ILS or PAR GS	2.98°	374	481	535	641	748	855

HIALS PAPI

1020′ (400′) or above on 066°

D3.9 MR

STRAIGHT-IN LANDING RWY 07L

	ILS FULL	ILS ALS out	LOC (GS out)	PAR	PAR ALS out
DA(H)	820′ (200′)			A: 837′ (217′) B: 846′ (226′) C: 856′ (236′) D: 866′ (246′)	
A	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
B					
C					
D					

PANS OPS

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA ILS DME or PAR Rwy 07R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

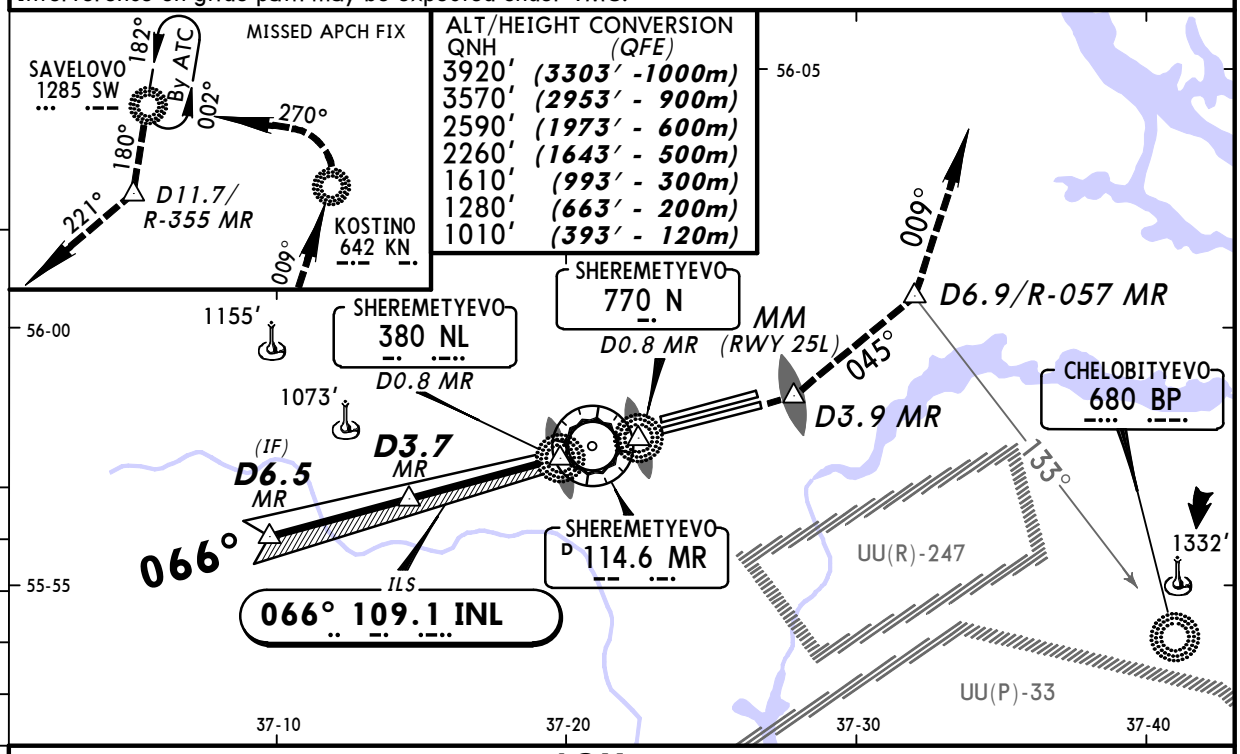
SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

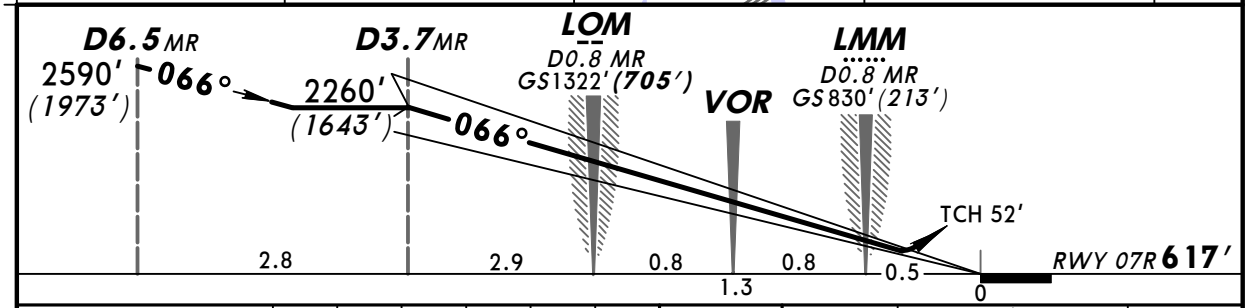
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322′ (705′)	ILS DA(H) 817′ (200′)	Apt Elev 630′
RADAR			PAR DA(H) Refer to Minimums	RWY 617′

MSA MR VOR: 2600′ 270° 3900′ 360°

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′)
Interference on glide path may be expected under VMC.





Gnd speed-Kts		70	90	100	120	140	160
ILS or PAR GS	2.98°	374	481	535	641	748	855

HIALS-II PAPI | 1010′ (393′) on or above | 066° | D3.9 MR

STRAIGHT-IN LANDING RWY 07R

	ILS DA(H) 817′ (200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	PAR DA(H) A: 840′ (223′) B: 850′ (233′) C: 860′ (243′) D: 869′ (252′)	PAR TDZ or CL out	PAR ALS out
PANS OPS A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
PANS OPS B							
PANS OPS C							
PANS OPS D							

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA CAT II ILS DME Rwy 07R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

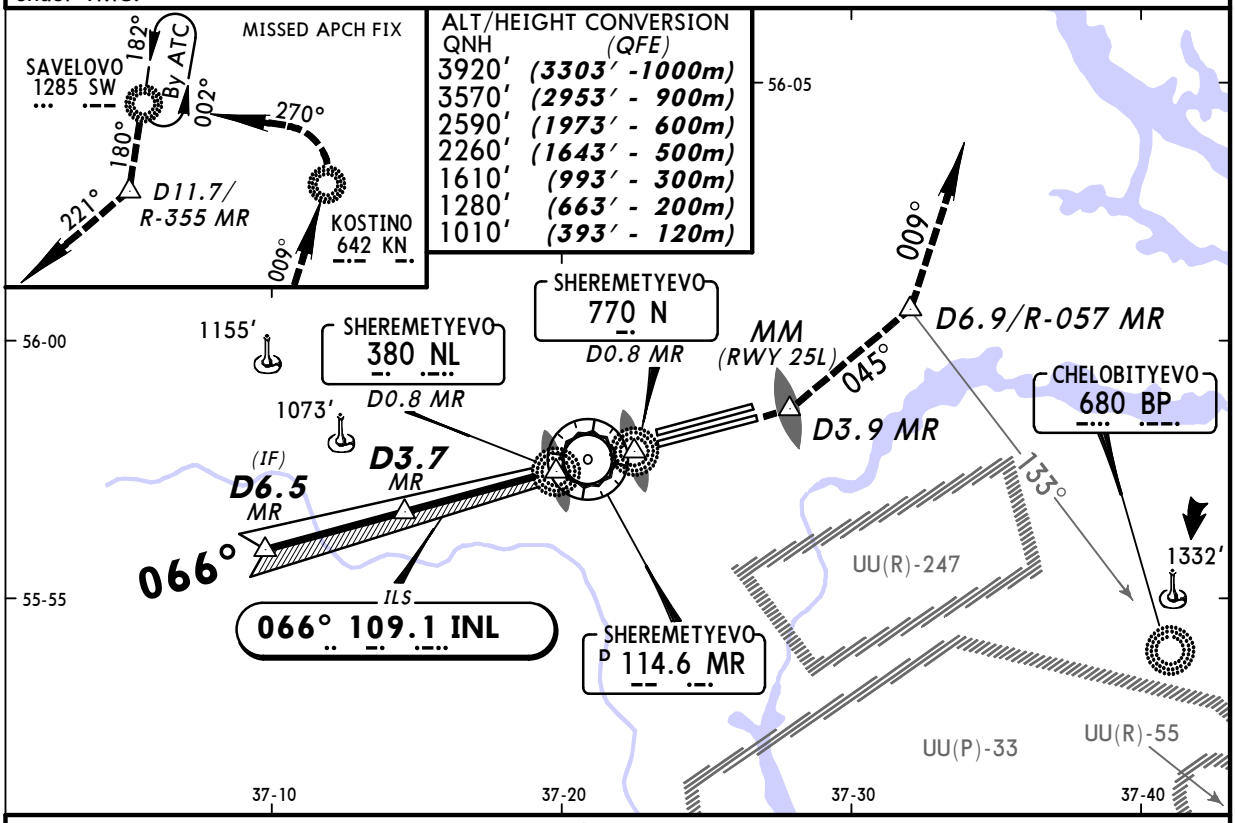
SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

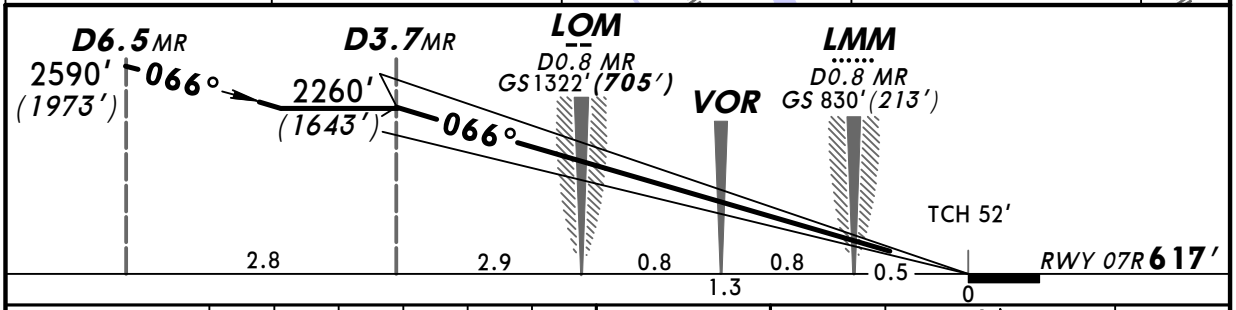
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 630′
INL 109.1	066°	LOM 1322′ (705′)	RA 107′ DA(H) 717′ (100′)	RWY 617′

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: 2600′ 270° 3900′ 360°

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
GS 2.98°	374	481	535	641	748	855

HIALS-II PAPI

1010′ (393′) on or above 066°

D3.9 MR

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

RVR 350m

PANS OPS

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA ILS DME or PAR Rwy 25L

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC IBW 110.5	Final Apch Crs 246°	GS LOM 1376′ (755′)	ILS DA(H) 821′ (200′)	Apt Elev 630′
RADAR			PAR DA(H) Refer to Minimums	RWY 621′

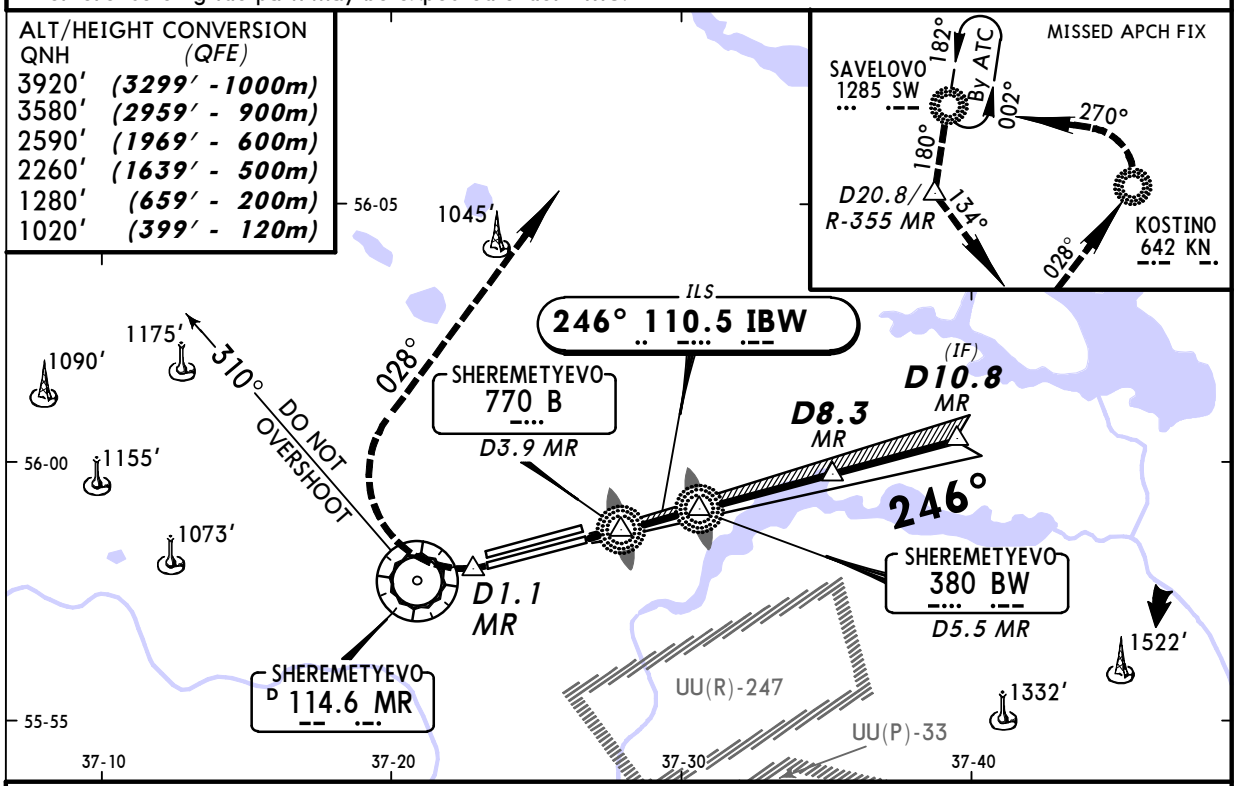
MSA MR VOR: 2600′ 270° 3900′ 360°

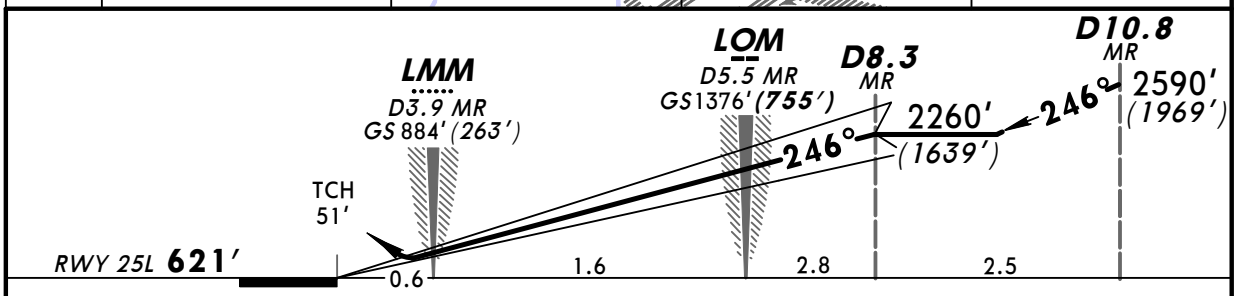
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020′ (399′), then immediately turn RIGHT onto 028° climbing to 3580′ (2959′) to KN NDB and as directed. When reaching 1280′ (659′) contact SHEREMETYEVO Radar.

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)





Gnd speed-Kts		70	90	100	120	140	160
ILS or PAR GS	2.98°	374	481	535	641	748	855

HIALS PAPI | 1020′ (399′) on or above | 246° | D1.1 MR

STRAIGHT-IN LANDING RWY 25L

	ILS DA(H) 821′ (200′) FULL	ILS DA(H) 821′ (200′) ALS out	LOC (GS out)	PAR DA(H) A: 825′ (204′) B: 835′ (214′) C: 845′ (224′) D: 855′ (234′)	PAR ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
B					
C					
D					

PANS OPS

CHANGES: Rwy elevation. TCH.

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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	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC IBW	Final Apch Crs	GS LOM	CAT II ILS RA 97′ DA(H)	Apt Elev 630′ RWY 621′
110.5	246°	1376′ (755′)	721′ (100′)	

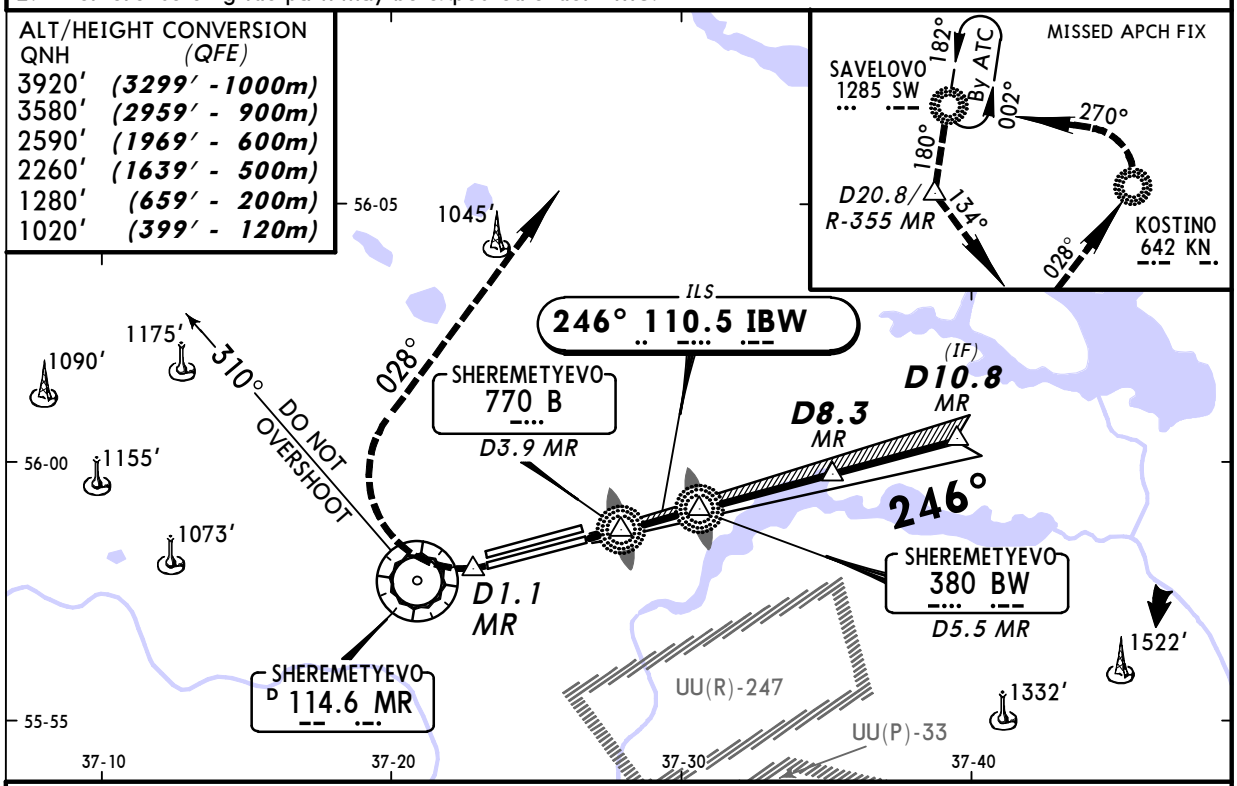
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020′ (399′), then immediately turn RIGHT onto 028° climbing to 3580′ (2959′) to KN NDB and as directed.
When reaching 1280′ (659′) contact SHEREMETYEVO Radar.

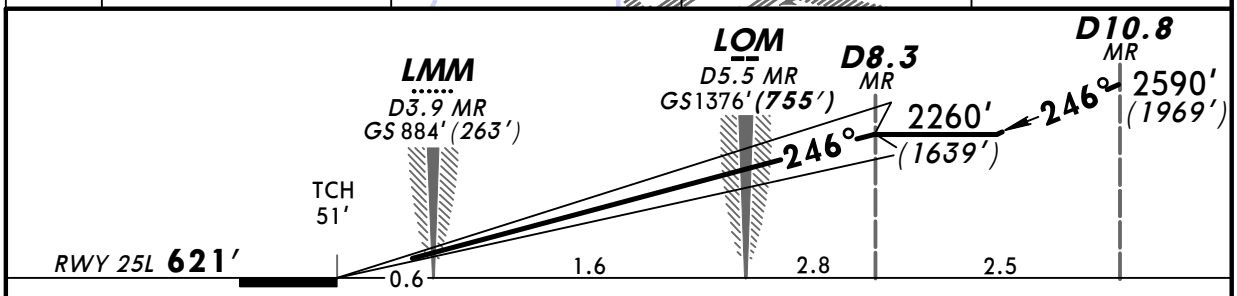
2600′ 270° 3900′ 360°
MSA MR VOR

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
GS	2.98°	374	481	535	641	748	855

HIALS PAPI

1020′ (399′) on or above 246°

D1.1 MR

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

PANS OPS

RVR 350m

CHANGES: New procedure.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA ILS DME or PAR Rwy 25R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

LOC IAD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630'
111.3	246°	1327' (705')	822' (200')	RWY 622'
RADAR			PAR DA(H) Refer to Minimums	

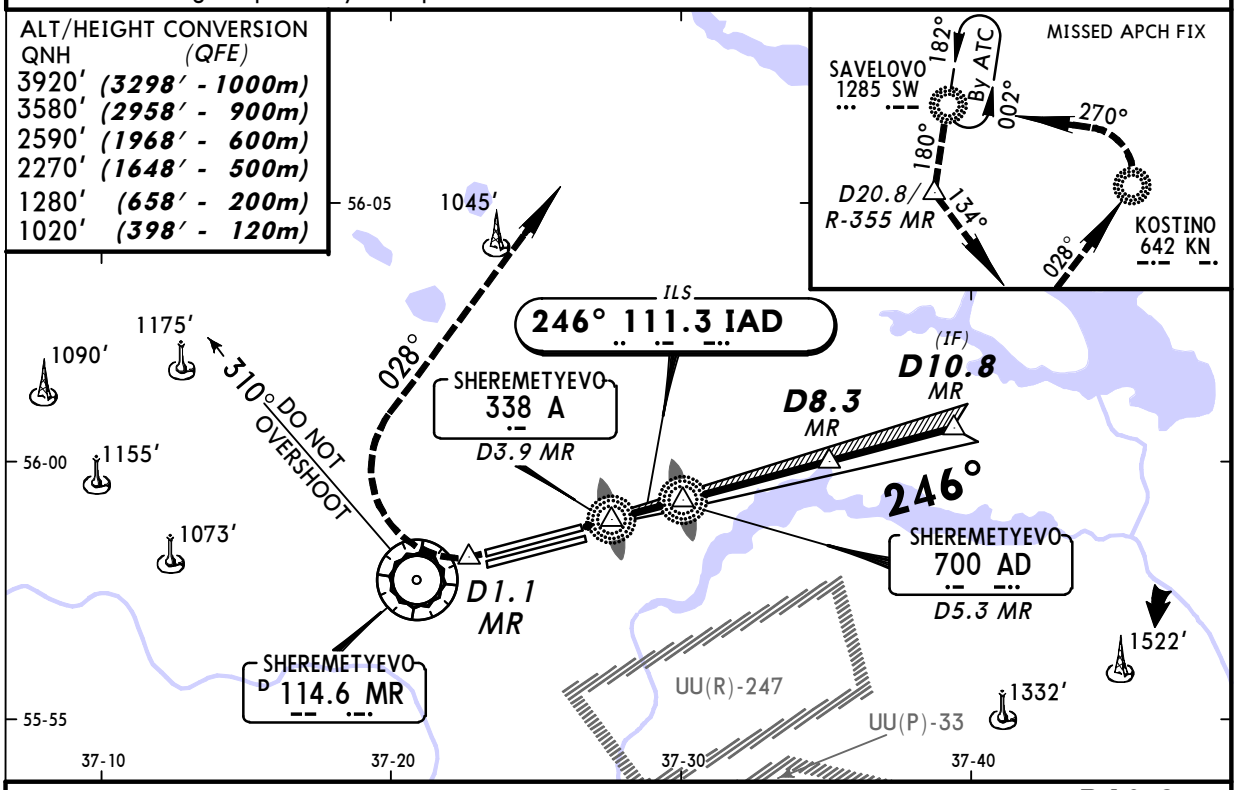
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (398'), then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed. When reaching 1280' (658') contact SHEREMETYEVO Radar.

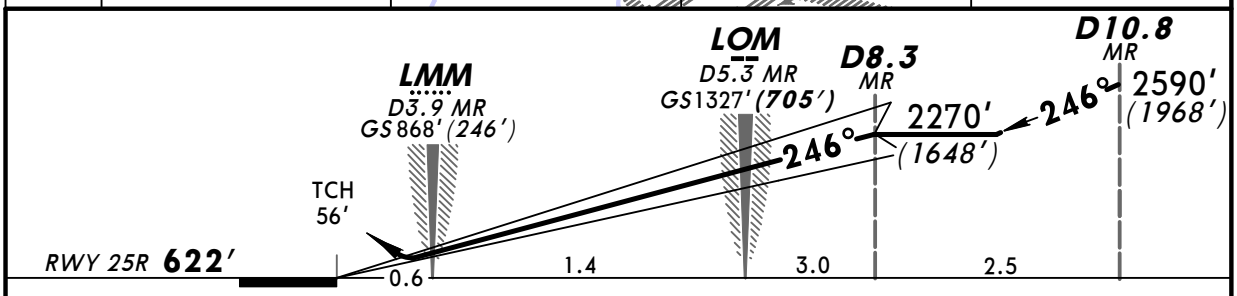
MSA MR VOR: 2600' 270° 3900' 360°

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
ILS or PAR GS	2.98°	374	481	535	641	748	855

HIALS-II PAPI | 1020' (398') on or above | 246° | D1.1 MR

STRAIGHT-IN LANDING RWY 25R

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

PANS OPS

CHANGES: MHA.

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UUEE/SVO SHEREMETYEVO

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

MOSCOW, RUSSIA CAT II ILS DME Rwy 25R

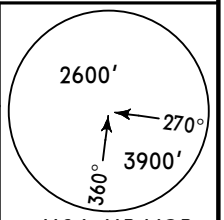
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

LOC IAD	Final Apch Crs	GS LOM	CAT II ILS RA 103′ DA(H)	Apt Elev 630′ RWY 622′
111.3	246°	1327′(705′)	722′(100′)	

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.

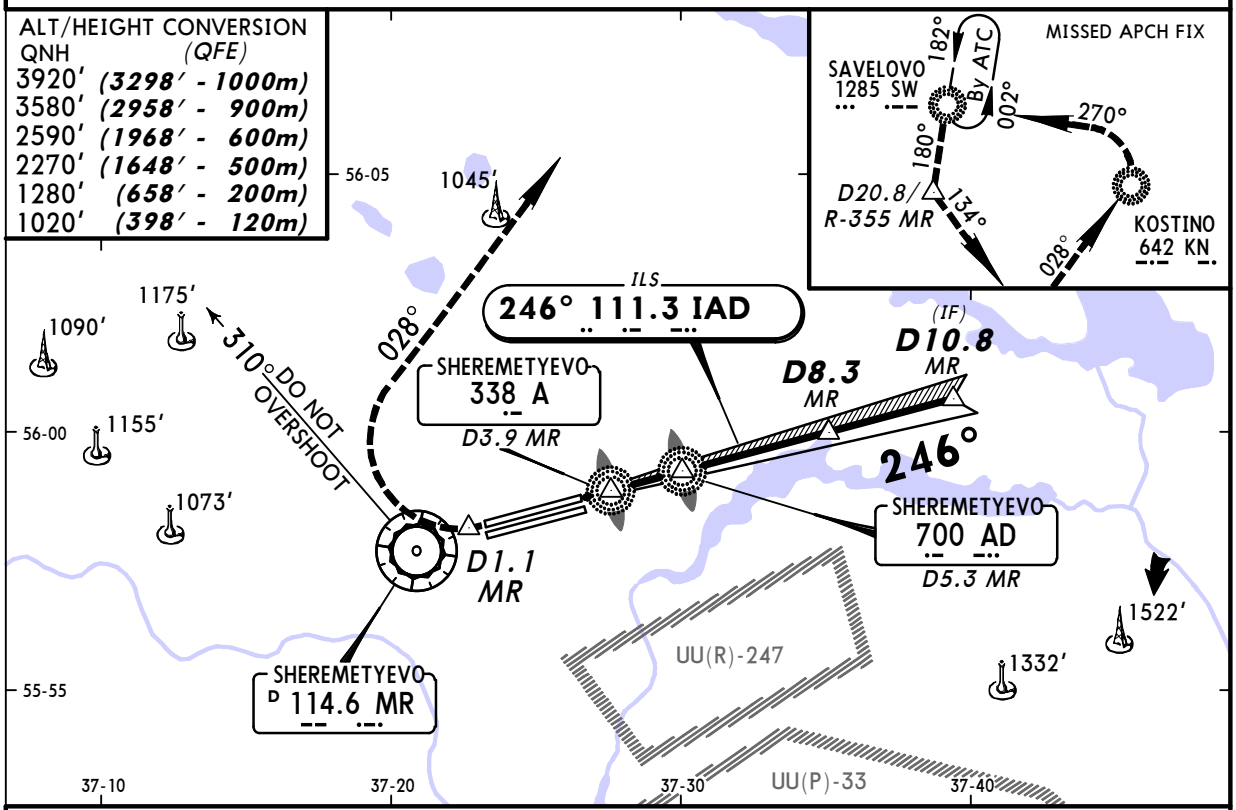


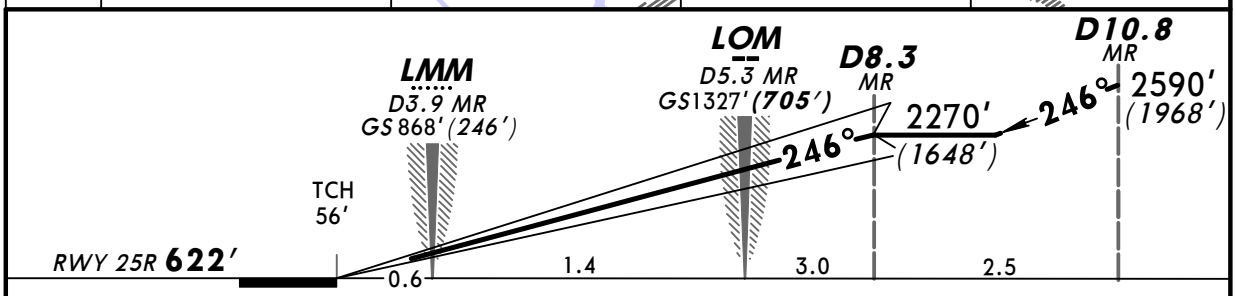
MSA MR VOR

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.

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
GS	2.98°	374	481	535	641	748	855

HIALS-II PAPI

1020′ (398′) on or above 246°

D1.1 MR

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

PANS OPS

RVR 350m

CHANGES: MHA.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct
23-1

MOSCOW, RUSSIA VOR DME Rwy 07L

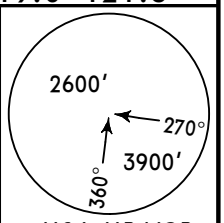
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

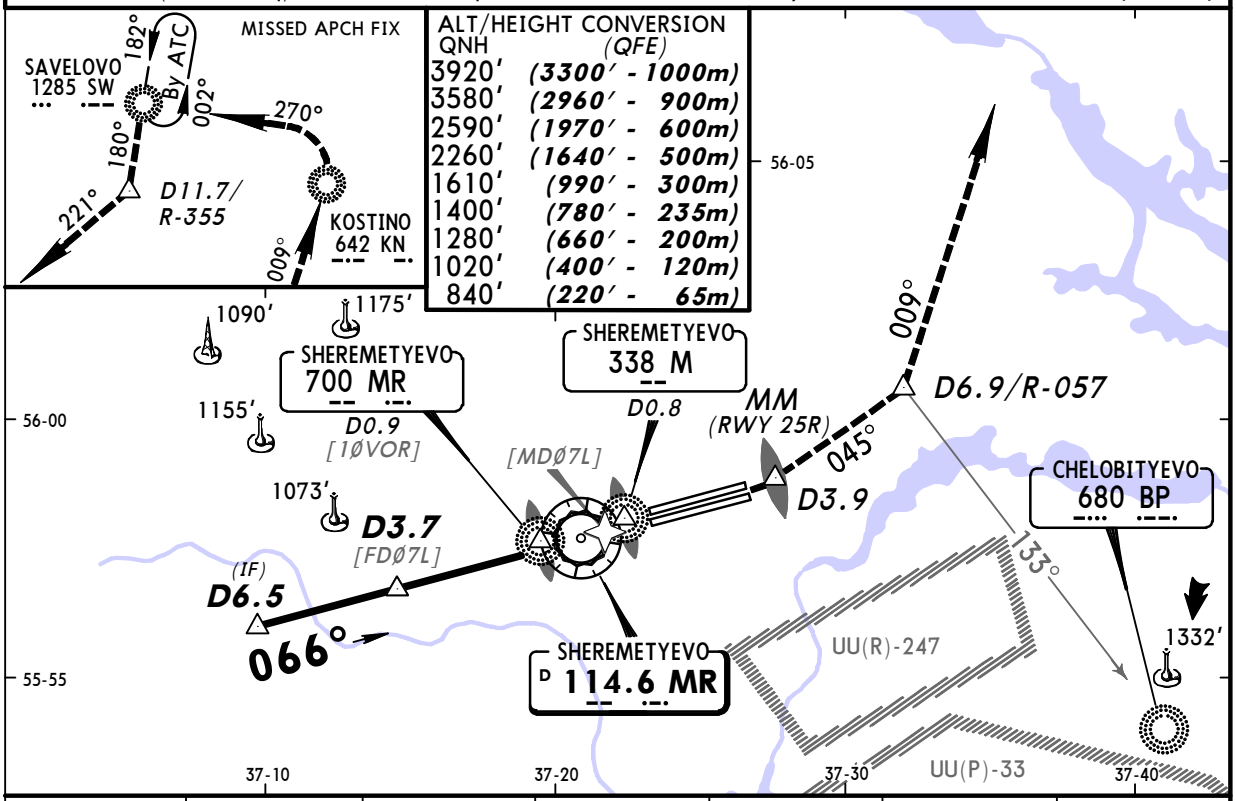
VOR MR	Final Apch Crs	Minimum Alt D3.7	VOR DME MDA(H)	Apt Elev 630'
114.6	066°	2260'(1640')	990'(370')	RWY 620'

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

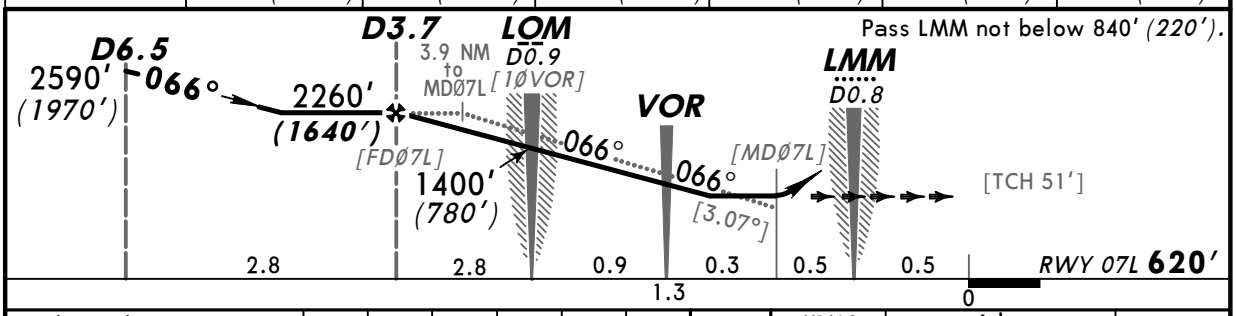
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3300')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1610'	(990' - 300m)
1400'	(780' - 235m)
1280'	(660' - 200m)
1020'	(400' - 120m)
840'	(220' - 65m)

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').

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

HIALS
PAPI

1020' (400') on or above 066° D3.9

STRAIGHT-IN LANDING RWY 07L

PANS OPS

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

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct
(23-2)

MOSCOW, RUSSIA VOR DME Rwy 07R

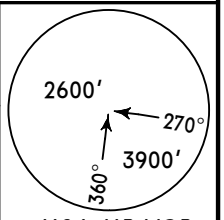
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

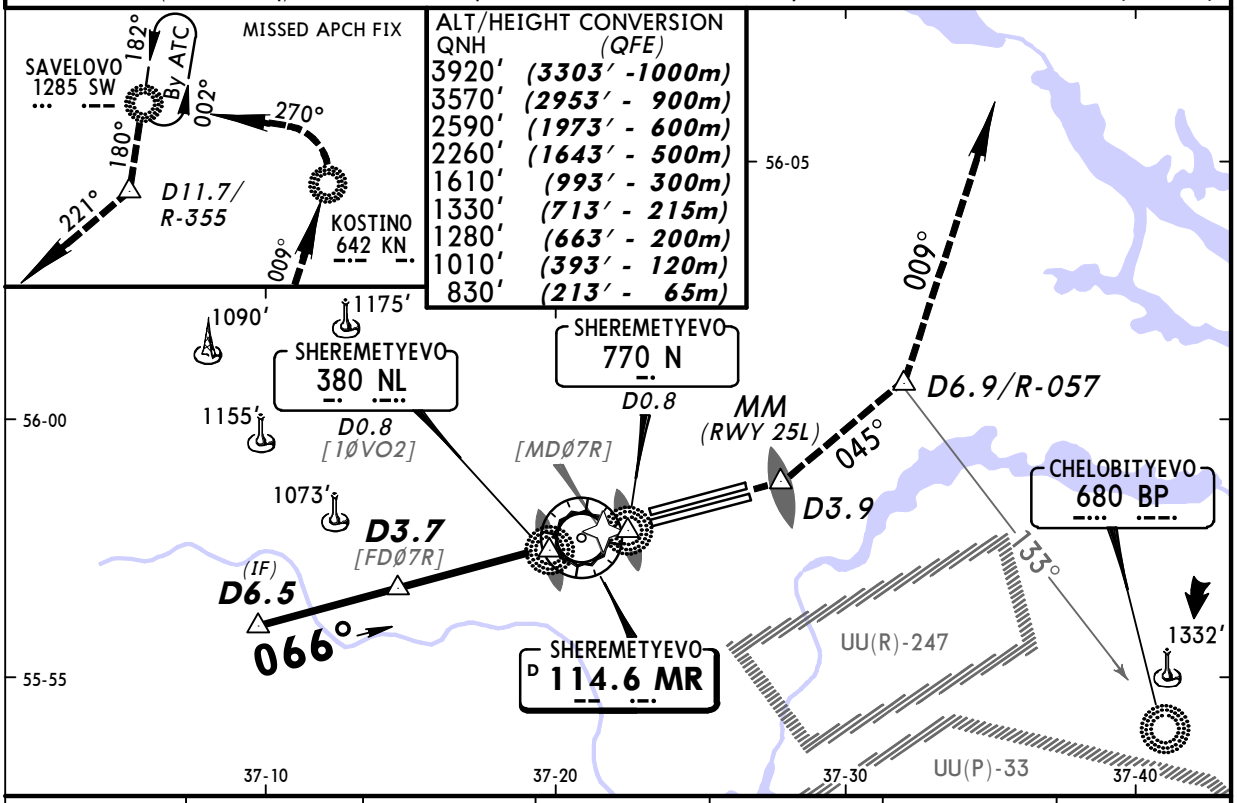
VOR MR	Final Apch Crs	Minimum Alt D3.7	VOR DME MDA(H)	Apt Elev 630'
114.6	066°	2260'(1643')	990'(373')	RWY 617'

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.



MSA MR VOR

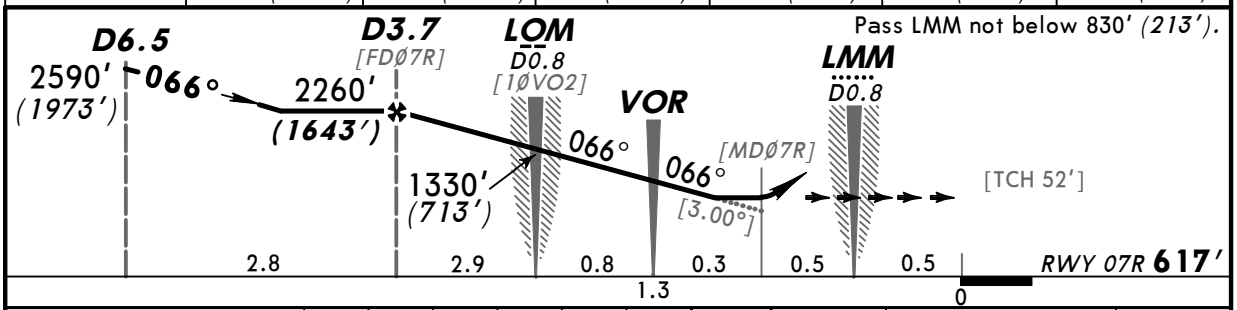
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3303')



ALT/HEIGHT CONVERSION QNH	(QFE)
3920'	(3303' -1000m)
3570'	(2953' - 900m)
2590'	(1973' - 600m)
2260'	(1643' - 500m)
1610'	(993' - 300m)
1330'	(713' - 215m)
1280'	(663' - 200m)
1010'	(393' - 120m)
830'	(213' - 65m)

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')

Pass LMM not below 830' (213').



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

HIALS-II
PAPI
1010' (393') on or above
066°
D3.9

STRAIGHT-IN LANDING RWY 07R

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

PANS OPS

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct
(26-1)

MOSCOW, RUSSIA
2 NDB Rwy 07L

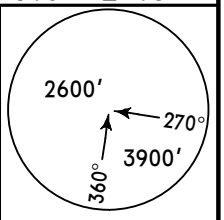
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

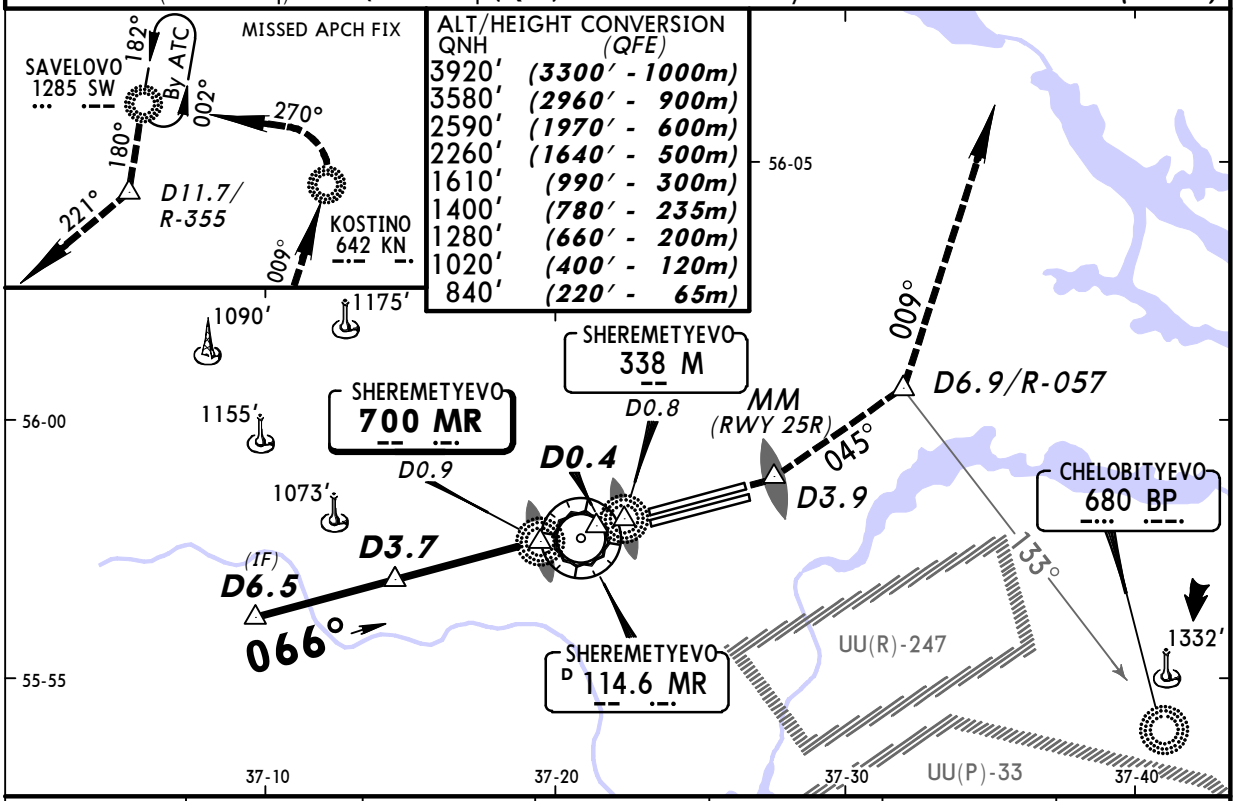
NDB MR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630'
700	066°	D3.7 2260' (1640')	970' (350')	RWY 620'

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')

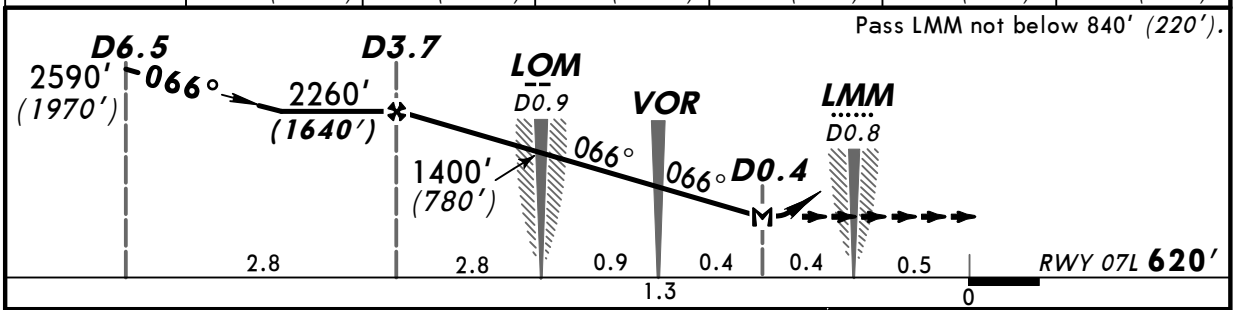


ALT/HEIGHT CONVERSION

QNH	(QFE)
3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1610'	(990' - 300m)
1400'	(780' - 235m)
1280'	(660' - 200m)
1020'	(400' - 120m)
840'	(220' - 65m)

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').



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

HIALS
PAPI

1020' (400') on or above 066° D3.9

STRAIGHT-IN LANDING RWY 07L

MDA(H) 970' (350')

PANS OPS

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

CHANGES: Missed apch. MHA.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct
26-2

MOSCOW, RUSSIA
2 NDB Rwy 07R

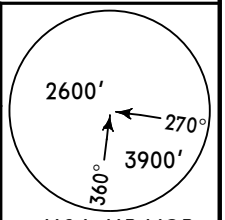
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

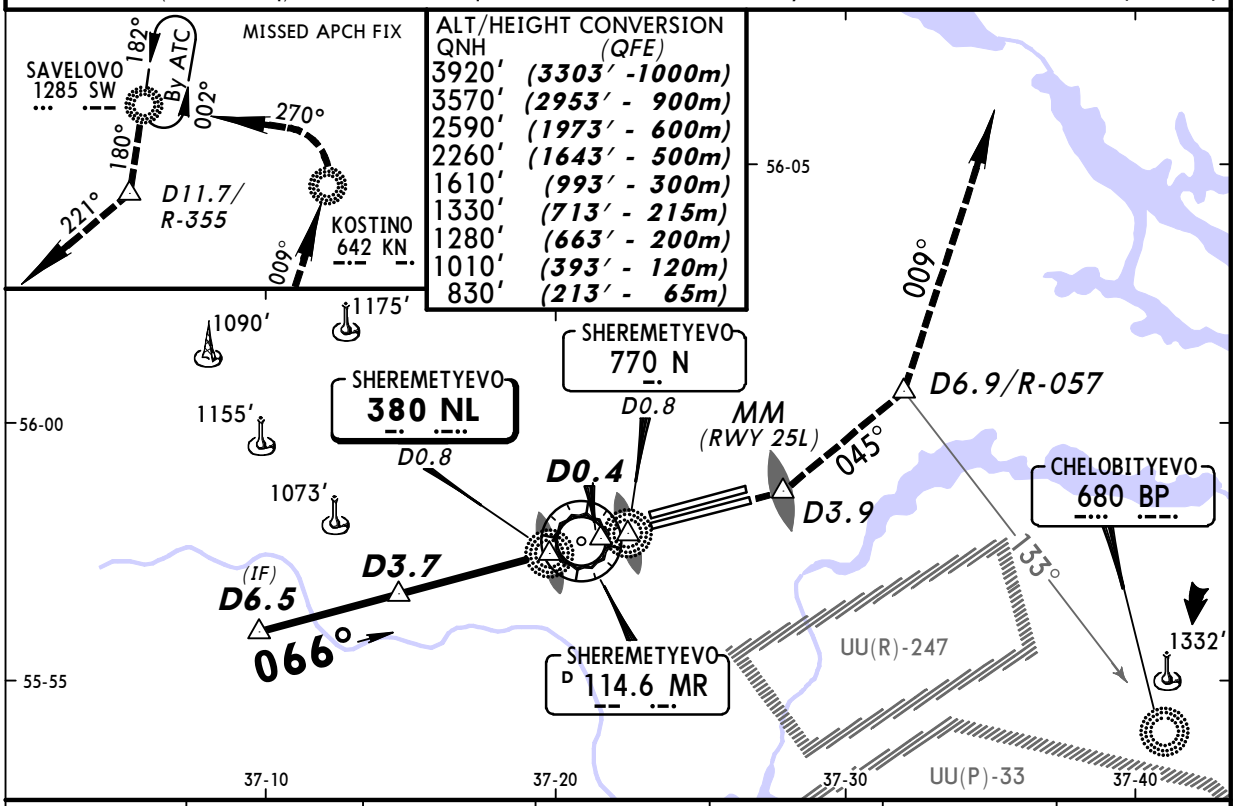
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630'
NL 380	066°	D3.7 2260'(1643')	970'(353')	RWY 617'

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.



MSA MR VOR

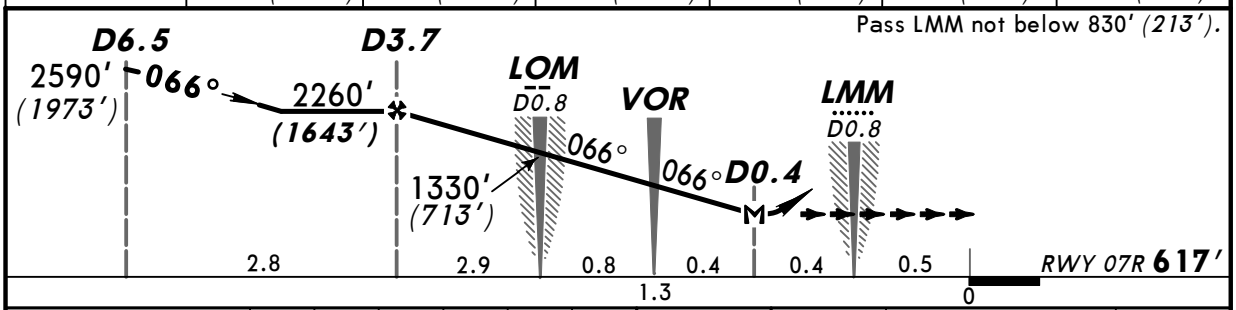
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3303')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3303' -1000m)
3570'	(2953' - 900m)
2590'	(1973' - 600m)
2260'	(1643' - 500m)
1610'	(993' - 300m)
1330'	(713' - 215m)
1280'	(663' - 200m)
1010'	(393' - 120m)
830'	(213' - 65m)

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')

Pass LMM not below 830' (213').



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

HIALS-II
PAPI

1010' (393') or above on 066° D3.9

PANS OPS

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

CHANGES: Missed apch. MHA.

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JEPPESEN
JeppView 3.7.3.0

UUEE/SVO SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct
26-3

MOSCOW, RUSSIA
2 NDB Rwy 25L

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

NDB BW	Final Apch Crs	Minimum Alt D8.3	2 NDB MDA(H)	Apt Elev 630'
380	246°	2260' (1640')	980' (360')	RWY 620'

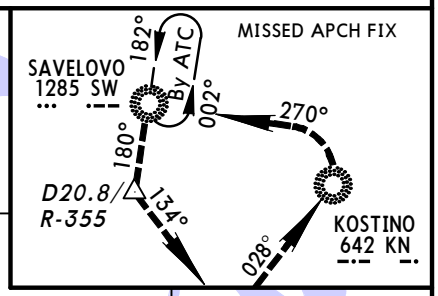
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed.
When reaching 1280' (660') contact SHEREMETYEVO Radar.

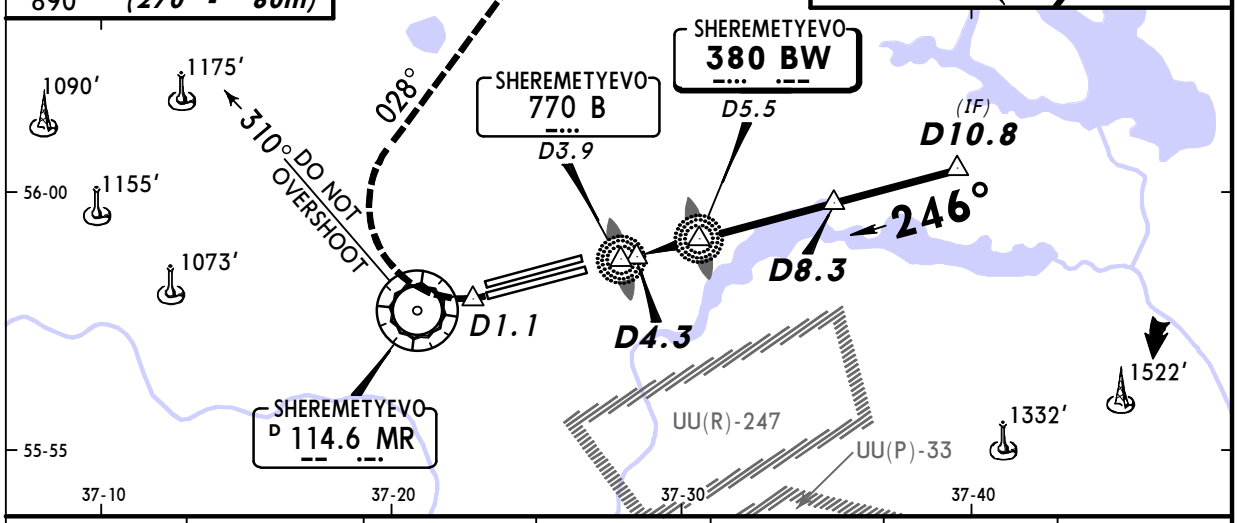
2600' 270° 3900' 360°
MSA MR VOR

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

ALT/HEIGHT CONVERSION

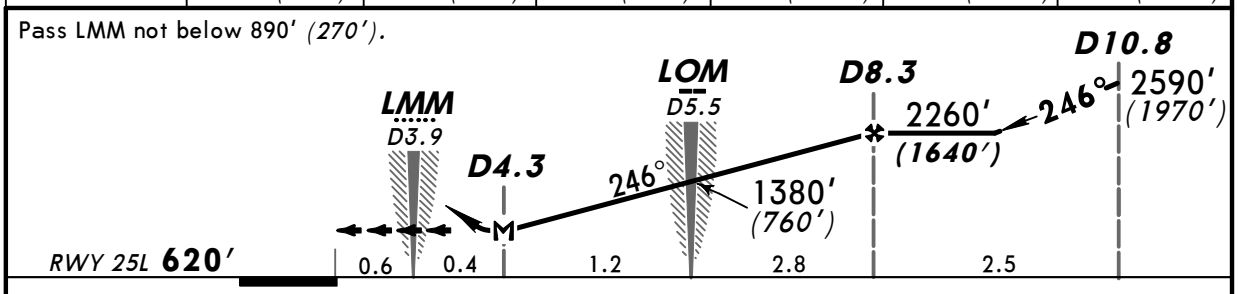
QNH	(QFE)
3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1380'	(760' - 230m)
1280'	(660' - 200m)
1020'	(400' - 120m)
890'	(270' - 80m)





MR DME	4.4	5.0	6.0	7.1	7.7	8.2
ALTITUDE	1020' (400')	1180' (560')	1530' (910')	1870' (1250')	2050' (1430')	2220' (1600')

Pass LMM not below 890' (270').



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

HIALS
PAPI

1020' (400') on or above | 246° | D1.1

STRAIGHT-IN LANDING RWY 25L

	2 NDB MDA(H) 980' (360')		1 NDB with FAF MDA(H) 990' (370')		1 NDB 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

PANS OPS

CHANGES: MHA.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 12 OCT 07 Eff 25 Oct (26-4)

MOSCOW, RUSSIA 2 NDB Rwy 25R

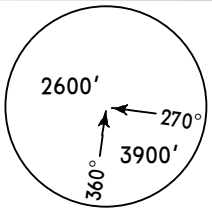
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

NDB AD	Final Apch Crs	Minimum Alt D8.3	2 NDB MDA(H)	Apt Elev 630'
700	246°	2270'(1648')	980'(358')	RWY 622'

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.

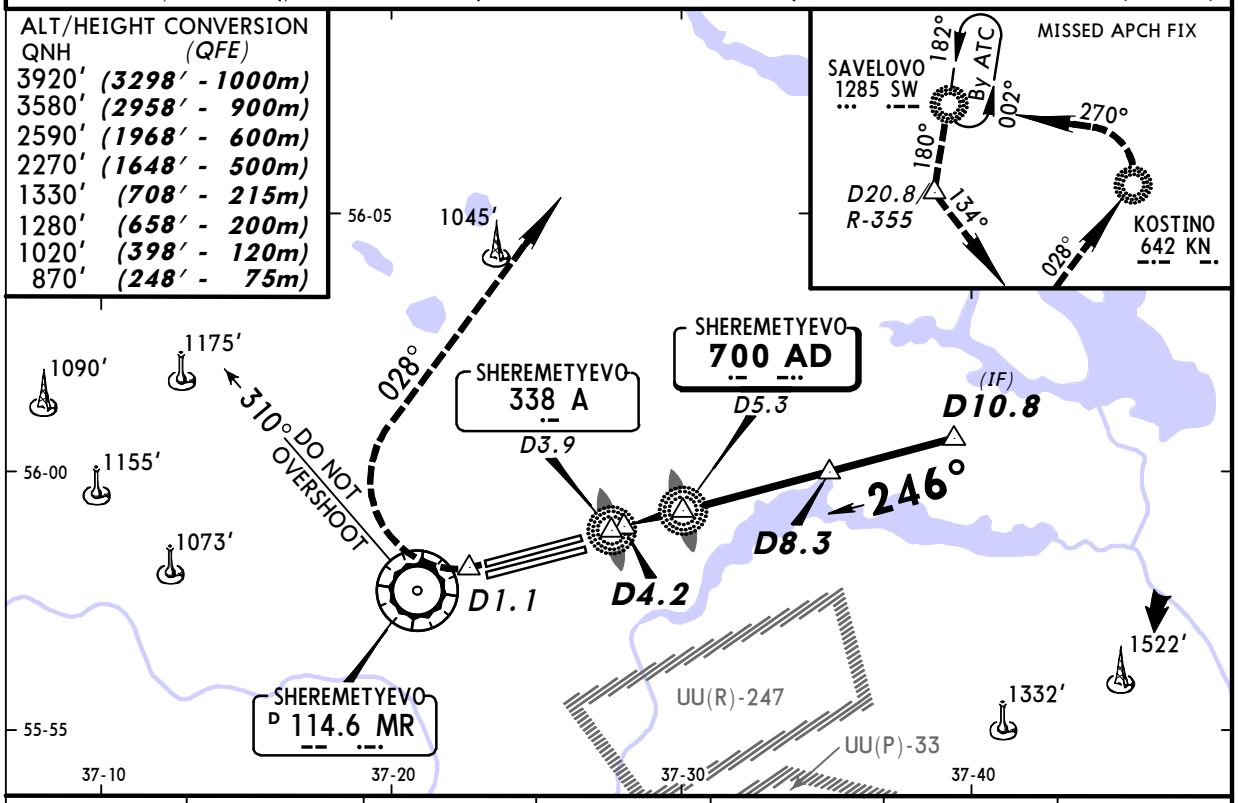


MSA MR VOR

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

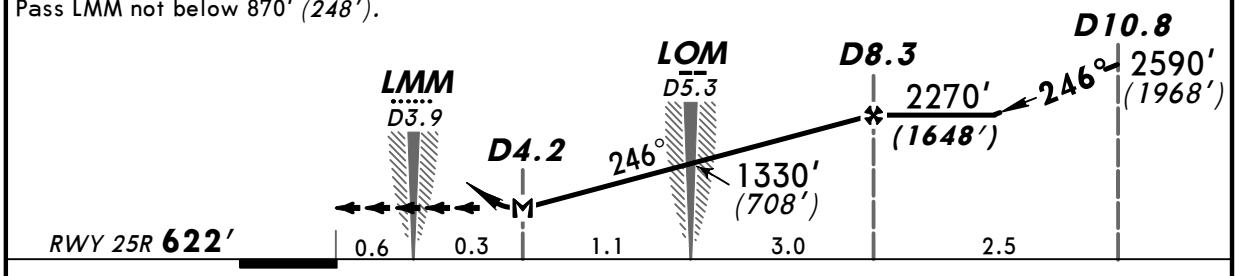
ALT/HEIGHT CONVERSION

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')

Pass LMM not below 870' (248').



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

HIALS-II PAPI 1020' (398') on or above 246° D1.1

STRAIGHT-IN LANDING RWY 25R

	2 NDB MDA(H) 980'(358')		1 NDB with FAF MDA(H) 990'(368')		1 NDB w/o FAF MDA(H) 1400'(778')	
		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

PANS OPS

CHANGES: MHA.

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