

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUEE

Terminal Charts For UUEE

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Moscow Rus
IATA Code: SVO
Lat/Long: N55° 58.3' E037° 24.8'
Elevation: 630 ft

Airport Use: Public
Magnetic Variation: 10.4 °E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0214 Z
Sunset: 1645 Z,

Runway Information

Runway: 07L
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 620 ft
Lighting: Edge, ALS, Centerline

Runway: 07R
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 619 ft
Lighting: Edge, ALS, Centerline, TDZ

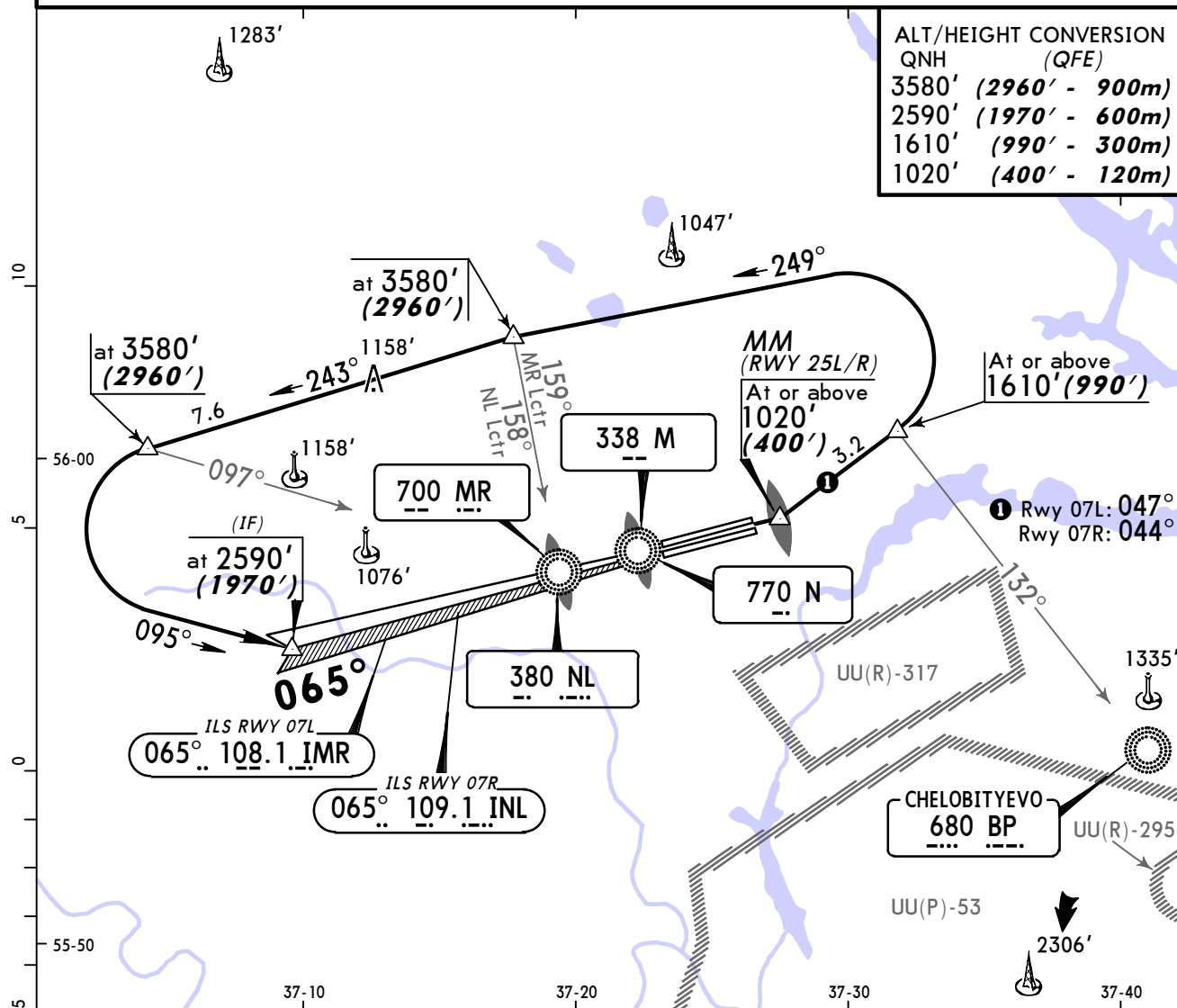
Runway: 25L
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 621 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 126.375 Non-English
ATIS 125.125
Sheremetyevo Precision Tower 131.5
Sheremetyevo Precision Tower 129.0 Secondary
Sheremetyevo Precision 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

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

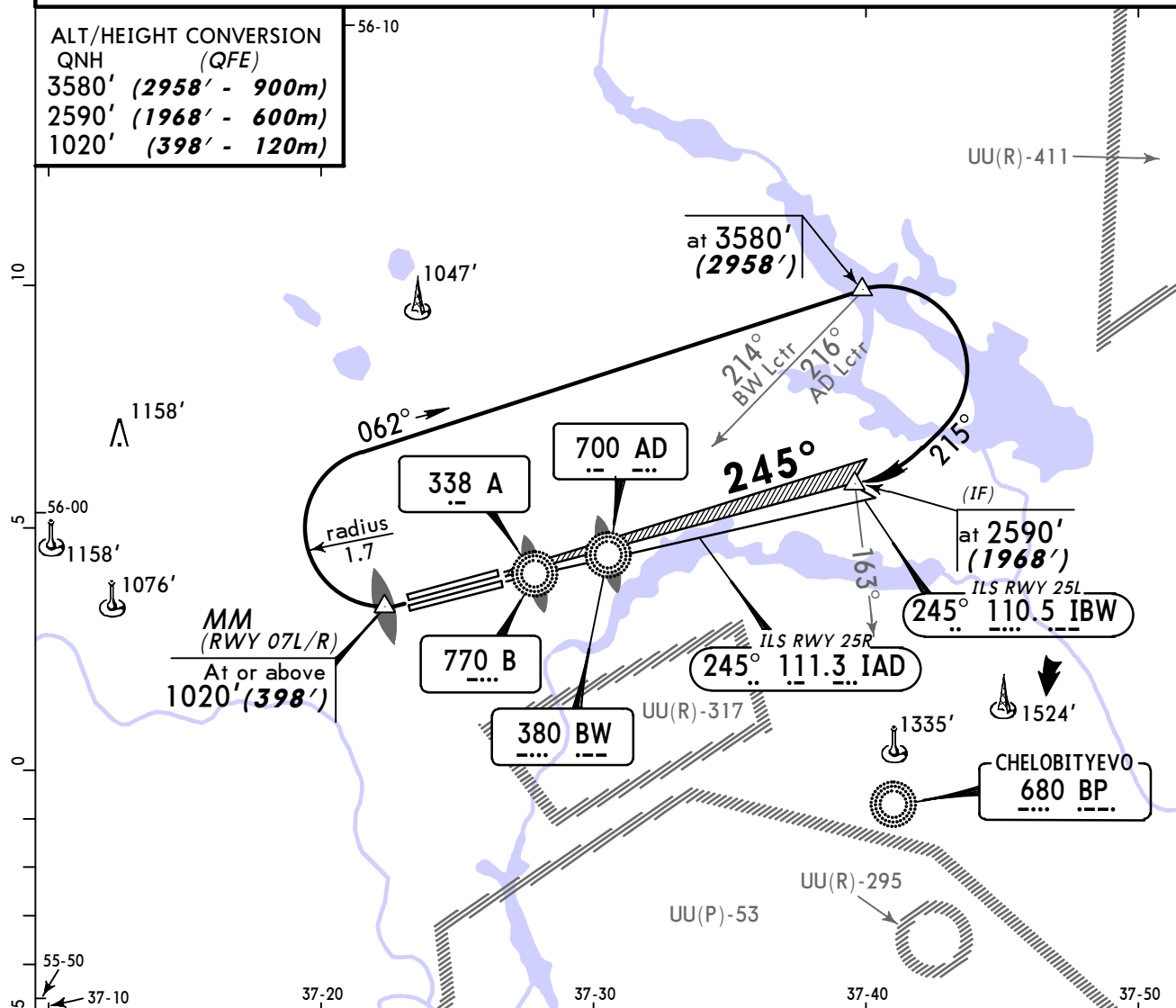


For profile and minimums Rwy 07L refer to 21-1 and 26-1.

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

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3580'	(2958' - 900m)
2590'	(1968' - 600m)
1020'	(398' - 120m)



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

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.

1.3. 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 adjoining the RWY and designating the boundary of ILS critical area.

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

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

- for Terminals **B, C apron**:
RWY 07R, TWY 15, TWY 5, Main TWY 1, TWY (7, 8, 10, 16, 17, 18, 19, 20), stand.
RWY 25R, TWY 1, Main TWY 1, TWY (7, 8, 10, 16, 17, 18, 19, 20), stand.
- for Terminal **D apron**:
RWY 07R, TWY 26, Main TWY 2, TWY (33, 34, 35), stand.
RWY 25R, TWY 11, TWY 21, Main TWY 2, TWY (33, 34, 35), stand.
- for Terminals **E, F apron**:
RWY 07R, TWY 26, Main TWY 2, TWY (27, 27.1, 28, 30, 31, 32), stand.
RWY 25R, TWY 11, TWY 21, Main TWY 2, TWY (27, 27.1, 28, 30, 31, 32), stand.

1.3.3. START-UP & TAXIING

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

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

The following standard taxiing routes are established for departing ACFT:

- for Terminal **B, C apron**:
Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, RWY 07L.
Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, TWY 11, RWY 07R.
Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, TWY 15, RWY 25L.
Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, RWY 25R.
- for Terminal **D apron**:
Stand, TWY (33, 34, 35), Main TWY 2, TWY 21, TWY 11, RWY 07L.
Stand, TWY (33, 34, 35), Main TWY 2, TWY 21, RWY 07R.
Stand, TWY (33, 34, 35), Main TWY 2, TWY 26, RWY 25L.
Stand, TWY (33, 34, 35), Main TWY 2, TWY 26, TWY 15, RWY 25R.
- for Terminal **E, F apron**:
Stand, TWY (27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 21, TWY 11, RWY 07L.
Stand, TWY (27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 21, RWY 07R.
Stand, TWY (27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 26, RWY 25L.
Stand, TWY (27, 27.1, 28, 30, 31, 32), Main TWY 2, TWY 26, TWY 15, RWY 25R.

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

Taxiing of B747-8 with MAX 396t allowed on MAIN TWY 1, TWY 1 thru 5, 7, 11 thru 15 and 20 strictly along centerline under inner engines power at reduced speed behind Follow-me car.

1. GENERAL

1.3.4. DEPARTURE

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

1.4. TAXI PROCEDURES

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

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

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

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

Use of TWY 20 by towing only.

1.5. PARKING INFORMATION

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

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

Recommended taxispeed MAX 5.3 KT / 10 kmh.

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

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

Enter Terminal F stand 63 by towing.

Exit Terminal D stands 1 thru 7 and 11 thru 32, Terminal E stands 33 thru 38,

Terminal F stands 5 thru 21 and 59 thru 62 by towing.

Enter and exit Terminal F Cargo stands 78A, 80A, 83A and 85A by towing.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. 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.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

After landing, pilot-in-command must inform about landing run termination, vacate RWY immediately and report controller about it.

During CAT II and CAT IIIA operations, vacation of ILS critical area shall be reported.

Depending on the actual conditions of carrying out landing, flight crew shall plan RWY vacation along nearest possible TWY or along TWY assigned by ATC.

After landing, flight crew shall apply braking until safe speed of RWY vacation is reached.

The flight crew shall maintain communication with Tower until the RWY vacation to get further instructions.

2.4. TAXI PROCEDURES

Enter aprons with Follow-me car.

3. DEPARTURE

3.1. DE-ICING

Start-up positions P and T are available for de-icing for ACFT with MAX wingspan up to 131'/40m.

Start-up positions N1 and M1 are available for de-icing for ACFT with MAX wingspan up to 213'/64.8m.

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

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

3.2. 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. DEPARTURE

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.

After take-off from RWY 25R the ACFT shall proceed on take-off heading to back course MKR to 1030' (400'), then climb with maximum possible climb gradient according to the Aeroplane Flight Manual of the given ACFT type, turn RIGHT (radius 1.7NM) onto the assigned track to proceed to BESTA (KN, AR, UM, DEDUM). It is strictly prohibited, unless it is required for flight safety of further continuation of a flight, to reduce the 340° track until crossing 218° bearing to UM.

After take-off from RWY 25L the ACFT shall proceed on take-off heading to back course MKR to 1030' (400'), then proceed on 245° track to 165° bearing to KS climbing to 2600' (1970') with maximum possible climb gradient according to the Aeroplane Flight Manual of the given ACFT type, turn RIGHT onto 269° track to proceed to DEDUM, UM, AR, KN, BESTA.

After take-off from RWY 07L the ACFT shall proceed on take-off heading to back course MKR to 1030' (400'), turn LEFT onto 044° track, proceed with maximum possible climb gradient according to the Aeroplane Flight Manual of the given ACFT type to 132° bearing to BP at or above 1620' (990'), proceed to BESTA, KN, AR, UM, DEDUM.

After take-off from RWY 07R the ACFT shall proceed on take-off heading to back course MKR to 1030' (400'), then climb with maximum possible climb gradient according to the Aeroplane Flight Manual of the given ACFT type (7%) to 3590' (2960'), proceed to BESTA, DEDUM, UM, AR, KN.

Changing of flight direction after take-off is permitted only after reaching 1030' (400') and passing back course MKR.

Turns from 1030' (400') to 1620' (990') shall be executed with a bank angle not exceeding 15°, from 1620' (990') to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25° or with angular rate of turn 3°/sec.

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.

3.4. RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

All pre-flight procedures on board of ACFT must be performed before reaching RWY holding position. Execution of procedures on RWY must be shortened to the necessary minimum.

ACFT must be ready for take-off without stop on RWY or for immediate take-off by Tower instruction.

Flight crew unable to follow these conditions must report about it to ATC as early as possible.

TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1E, LARIONOVO 1E, 2E	20-2B
GAGARIN 1E, OKTYABRSKIY 1E, SUKHOTINO 1E	20-2C
ATRUN 1E, 2E, NAMIN 1E, 2E	20-2D

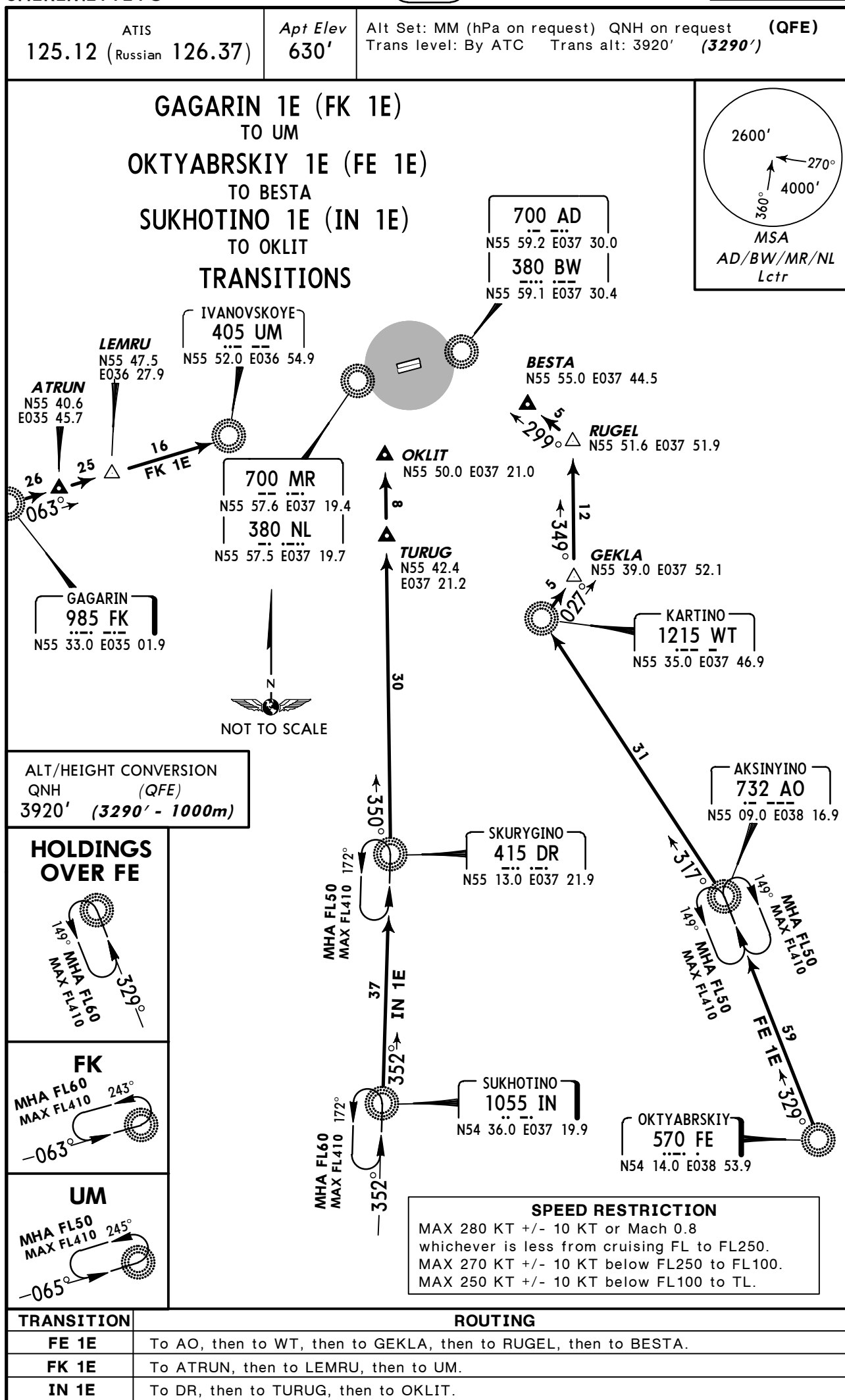
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RNAV STAR DESIGNATION	REFER TO CHART
BESTA 07, 1G	20-2F
BESTA 25, DEDUM 25, 2G	20-2G
LATBI 07A, 1G	20-2H
LATBI 07G, 5G	20-2J
LATBI 25A	20-2K
LATBI 25G, 2G	20-2L
OKLIT 07, 1G, IVANOVSKOYE 07	20-2M
OKLIT 25, 2G, IVANOVSKOYE 25, 2G	20-2N
SAVELOVO 07B, 1G, 07G	20-2P
SAVELOVO 25, 2G	20-2Q

FOR STAR DESIGNATION REFER TO PAGE 20-2A

STAR DESIGNATION	REFER TO CHART
BESTA 07B, 07C	20-2S
BESTA 25A, 25B, 25C	20-2T
DEDUM 07A, 07B, 07C	20-2U
DEDUM 25B, 25C	20-2V
DIPAT 25A	20-2V1
GINAP 07B, 07C	20-2V2
GINAP 25A, 25B, 25C	20-2W
IVANOVSKOYE 07A, 07B, 07C	20-2X
IVANOVSKOYE 25B, 25C	20-2X1
LATBI 07B, 07C	20-2X2
LATBI 25B, 25C	20-2X3
OKLIT 07A, 07B, 07C	20-2X4
OKLIT 25B, 25C	20-2X5
SAVELOVO 07A, 07C	20-2X6
SAVELOVO 25A, 25C	20-2X7
COMMUNICATION FAILURE	20-2X8

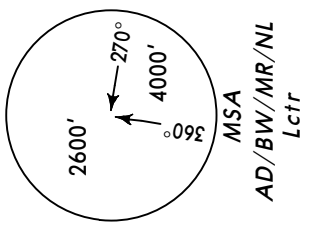
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ATIS
125.12 (Russian 126.37)

Apt Elev
630'

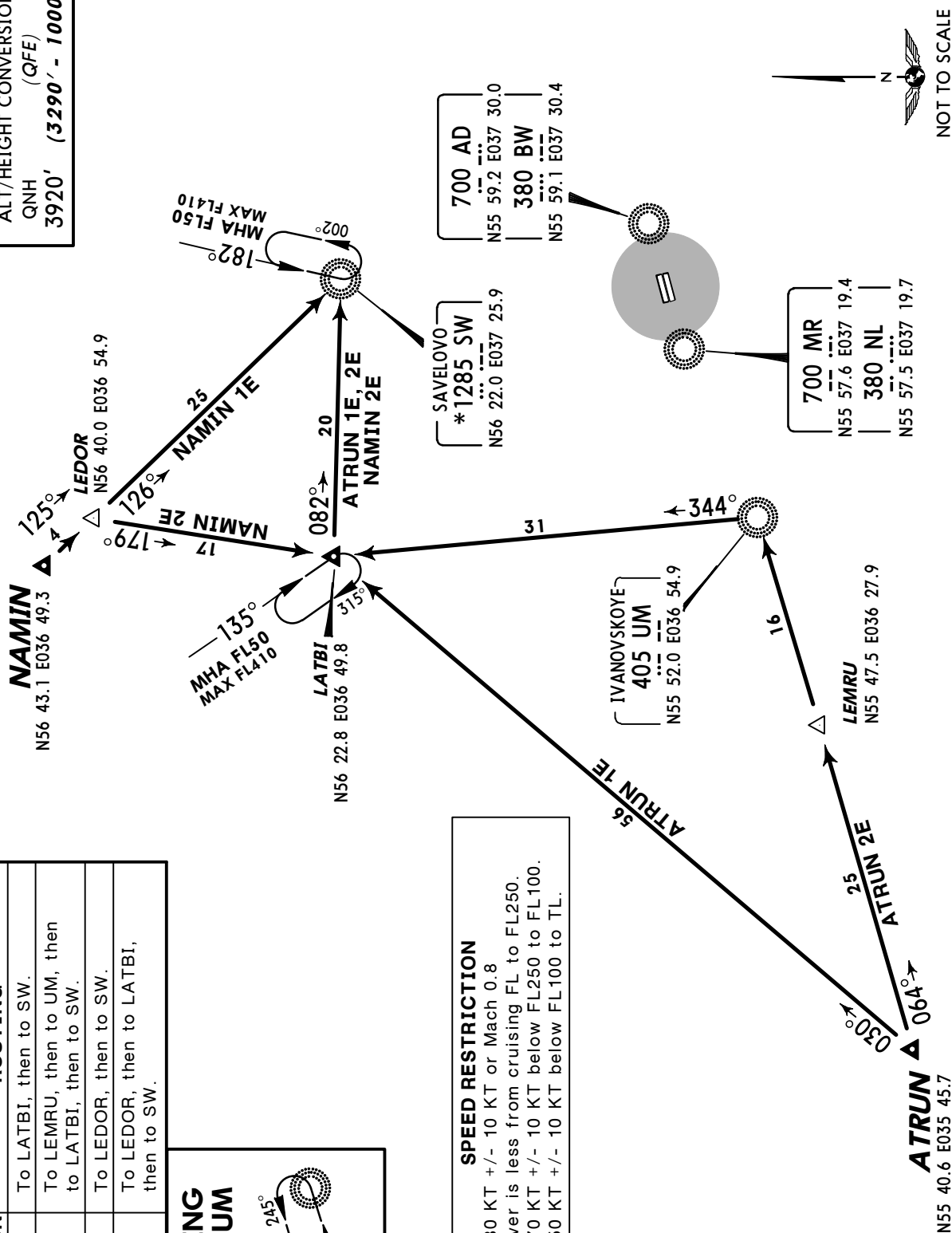
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')



ATRUN 1E [ATR1E], ATRUN 2E [ATR2E]
NAMIN 1E [NAM1E], NAMIN 2E [NAM2E]

TO SW
TRANSITIONS

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



TRANSITION	ROUTING
ATRUN 1E	To LATBI, then to SW.
ATRUN 2E	To LEMRU, then to UM, then to LATBI, then to SW.
NAMIN 1E	To LEDOR, then to SW.
NAMIN 2E	To LEDOR, then to LATBI, then to SW.

HOLDING
OVER UM



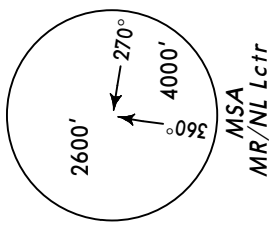
SPEED RESTRICTION

MAX 280 KT +/- 10 KT or Mach 0.8
whichever is less from cruising FL to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

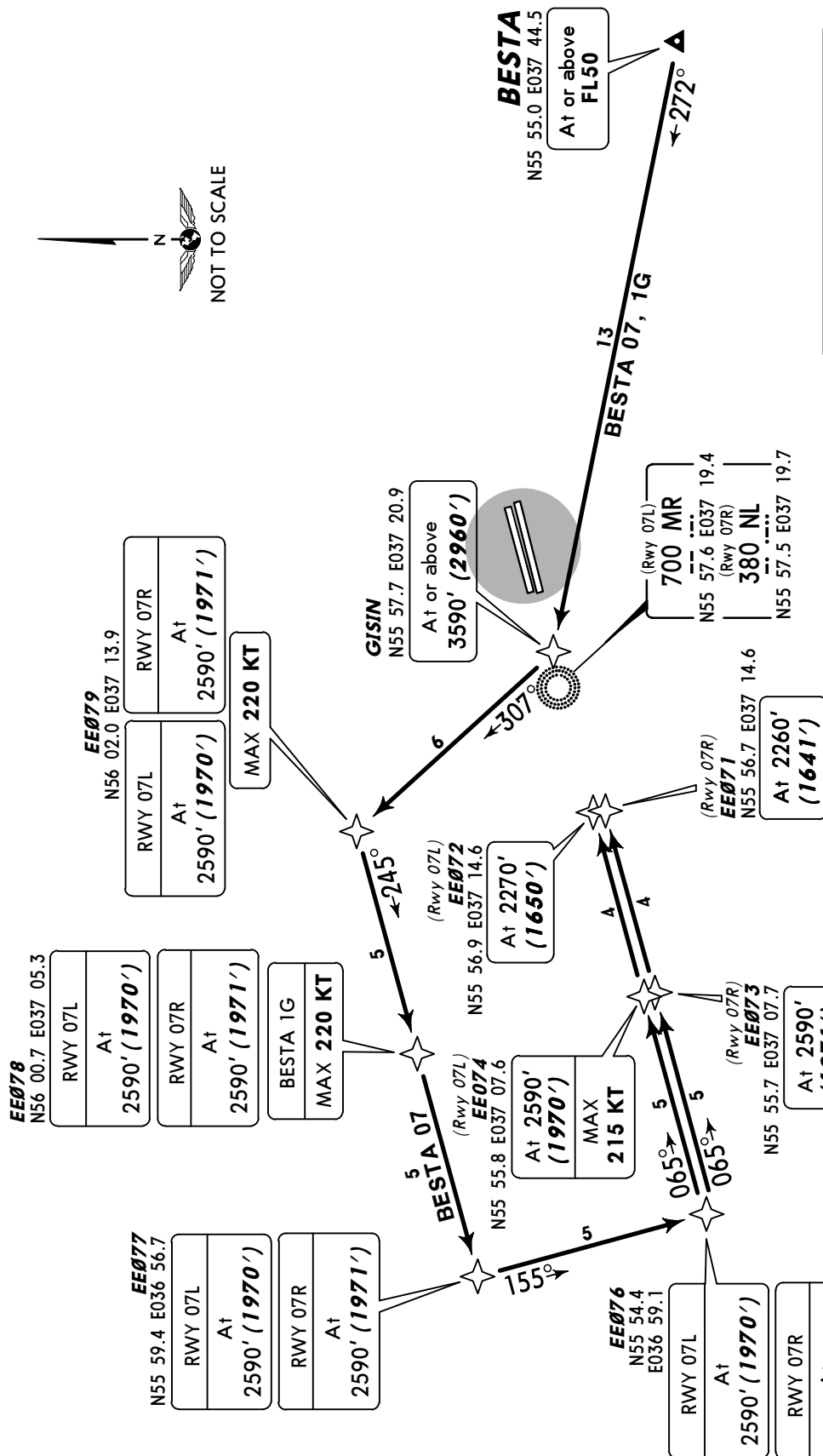
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.



BESTA 07 [BEST07]
BESTA 1G [BEST1G]
RWYS 07L/R RNAV ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

① RWY 07L
② RWY 07R

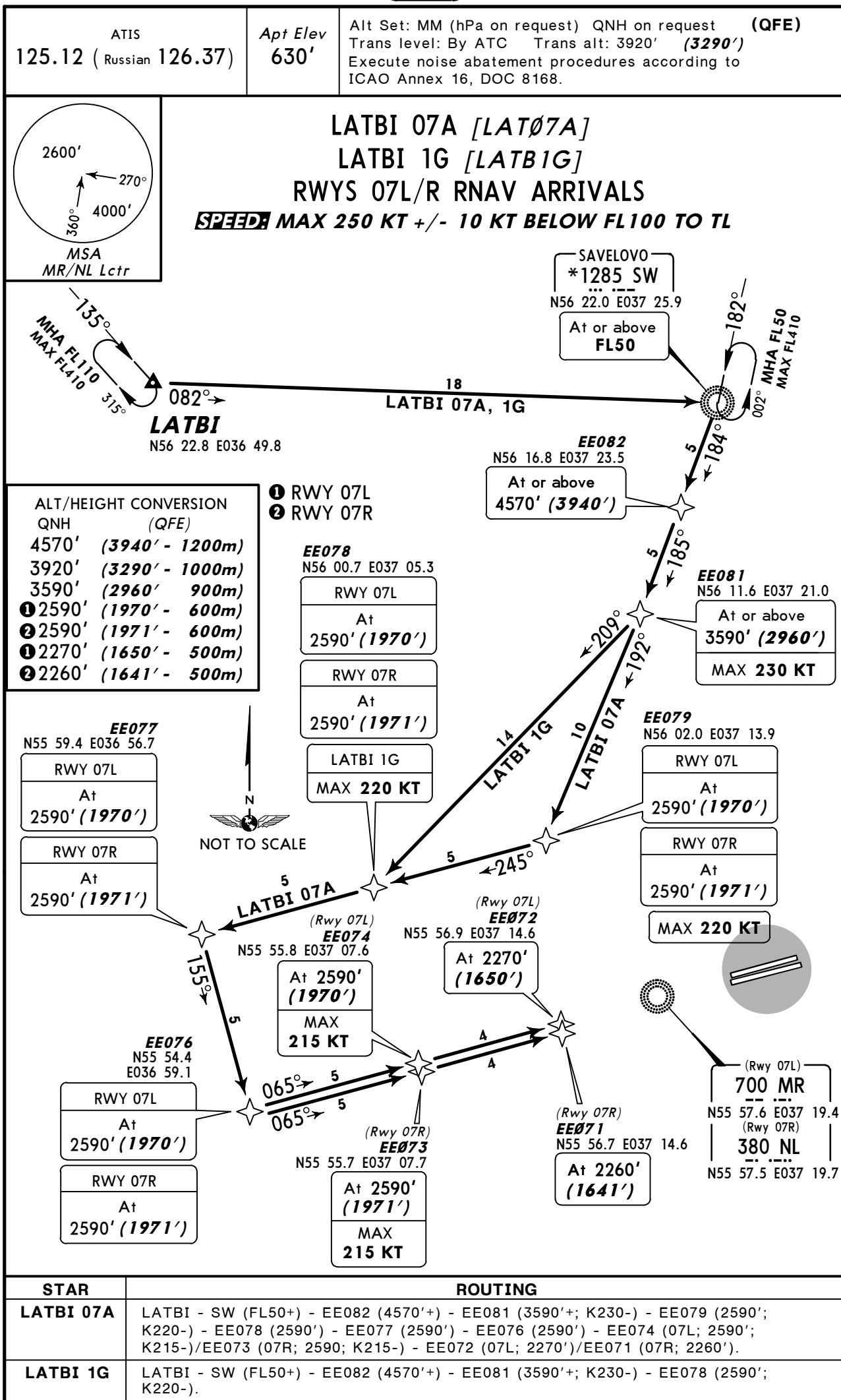


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)
① 2270'	(1650' - 500m)
② 2260'	(1641' - 500m)

ROUTING

STAR	ROUTING
BESTA 07	BESTA (FL50+) - GISIN (3590'+) - EE079 (2590'; K220-) - EE078 (2590') - EE077 (2590') - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').
BESTA 1G	BESTA (FL50+) - GISIN (3590'+) - EE079 (2590'; K220-) - EE078 (2590'-).

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ATIS
125.12 (Russian 126.37)

Apt Elev
630'

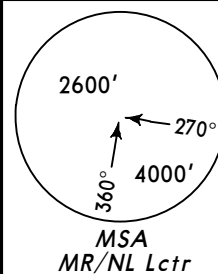
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Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

LATBI 07G [LAT07G]

LATBI 5G [LATB5G]

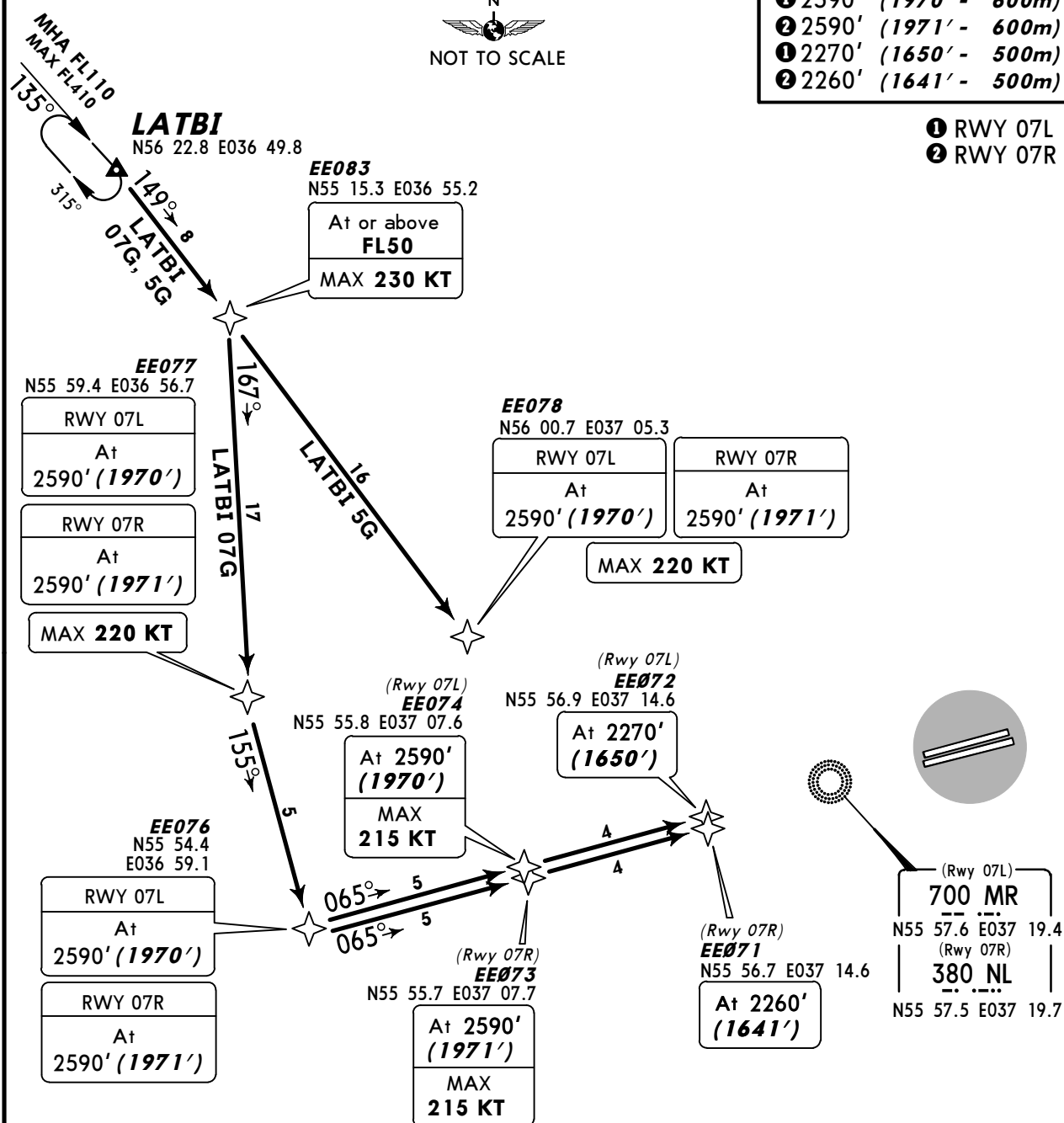
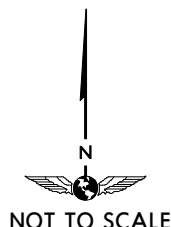
RWYS 07L/R RNAV ARRIVALS

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)
① 2270'	(1650' - 500m)
② 2260'	(1641' - 500m)

- ① RWY 07L
- ② RWY 07R



STAR

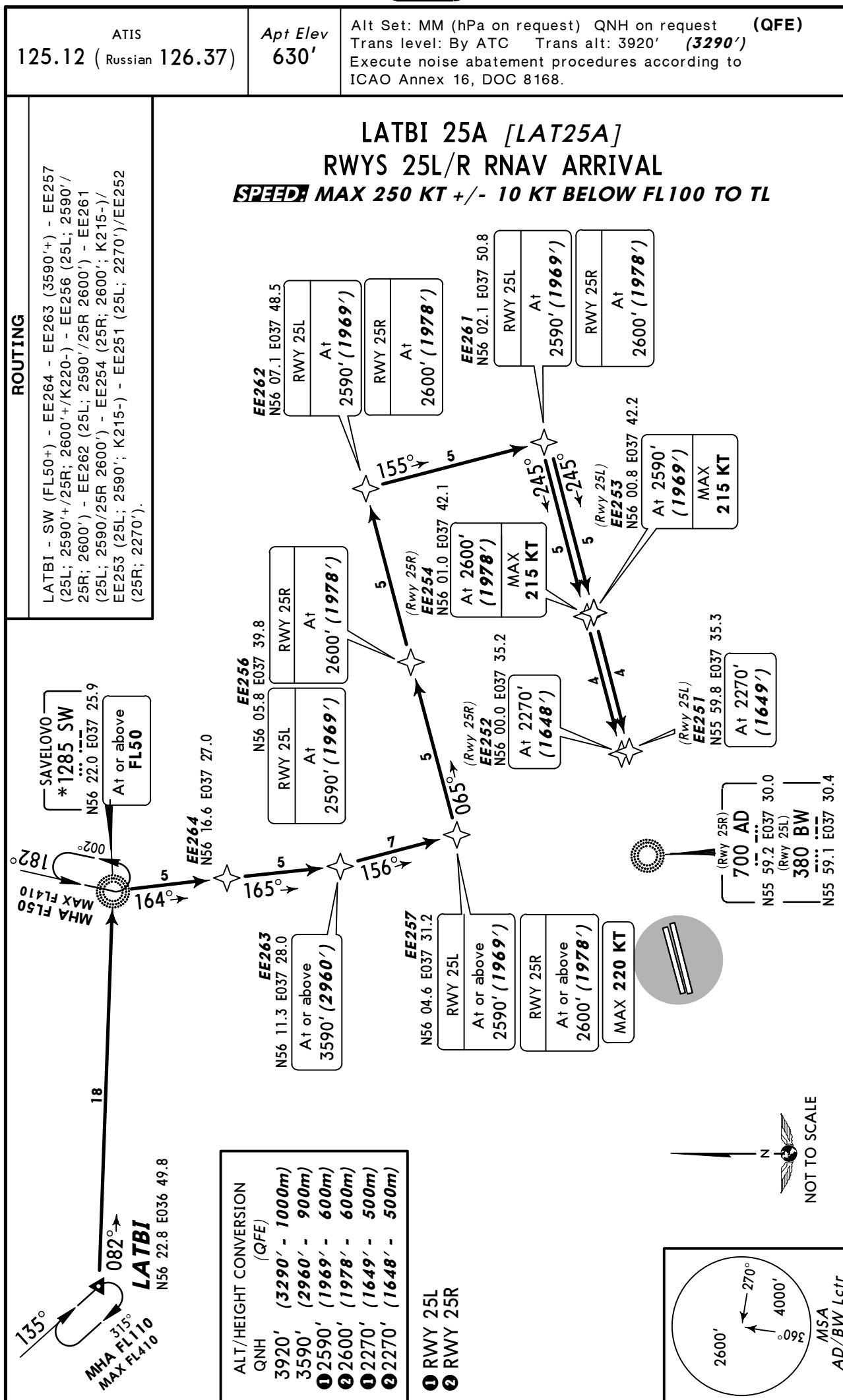
ROUTING

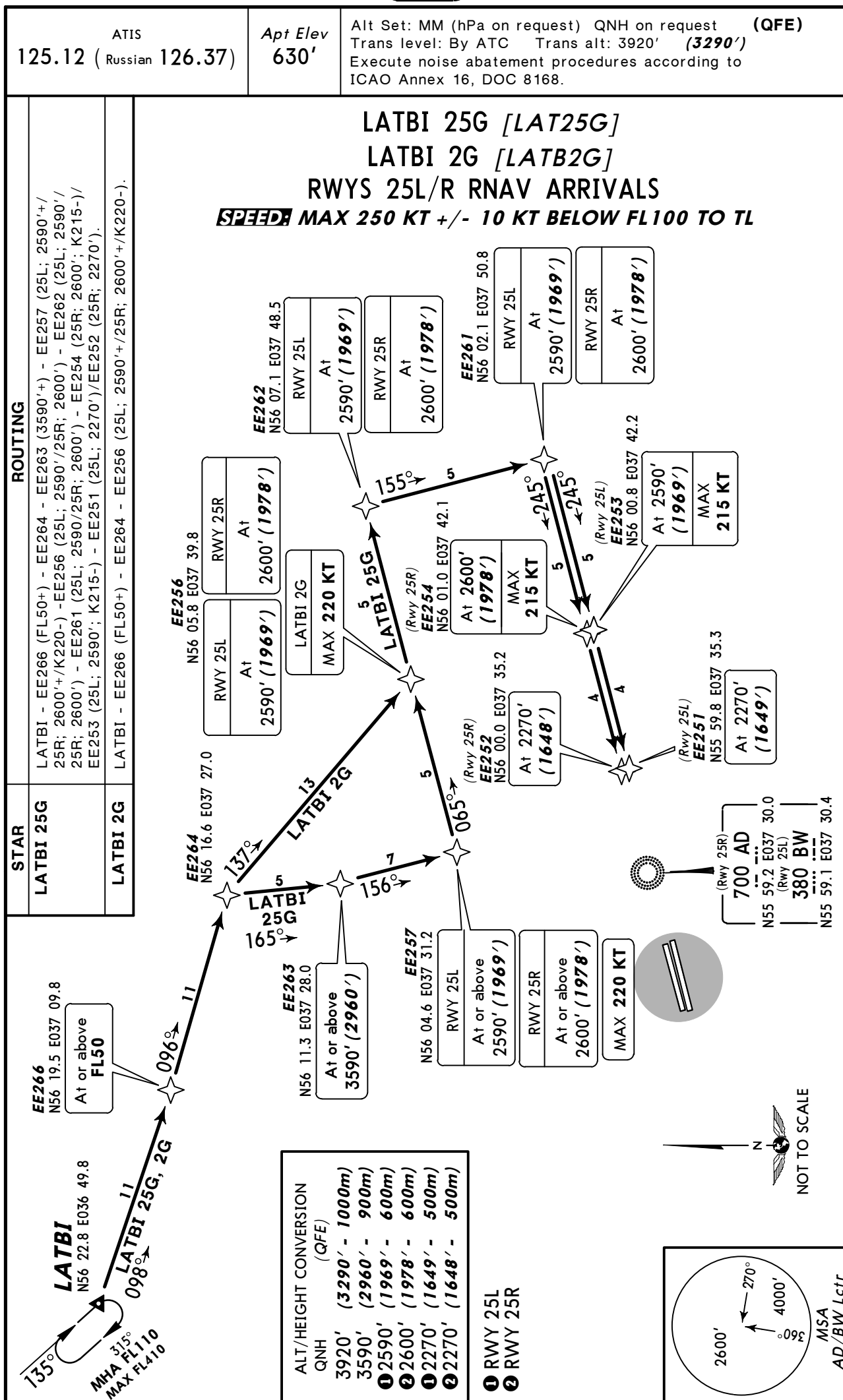
LATBI 07G

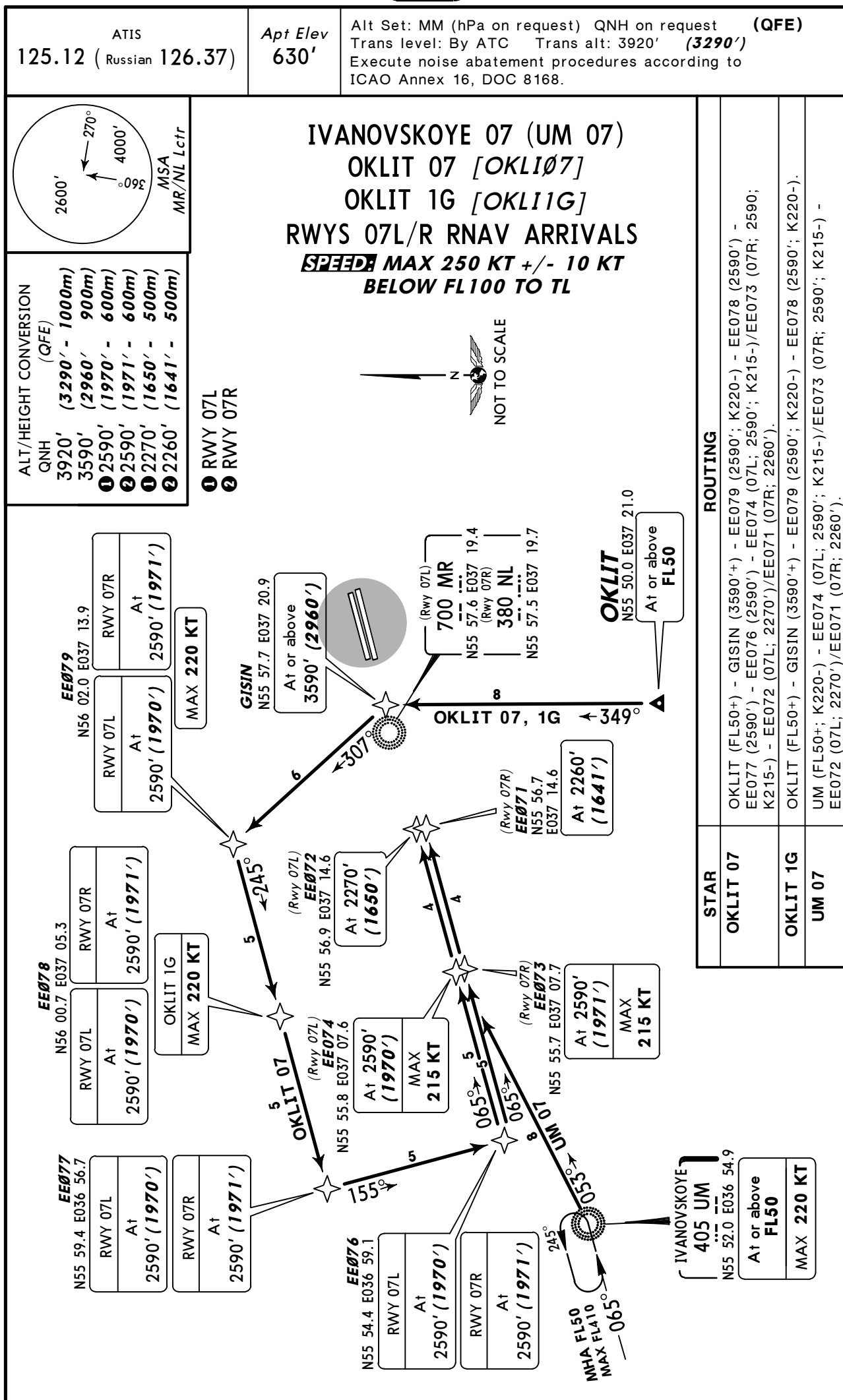
LATBI - EE083 (FL50+; K230-) - EE077 (2590'; K220-) - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').

LATBI 5G

LATBI - EE083 (FL50+; K230-) - EE078 (2590'; K220-).

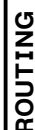






Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

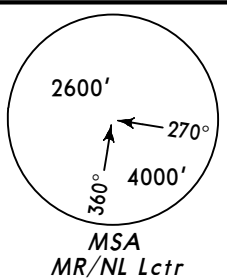


STAR	ROUTING
OKLIT 25	OKLIT (FL50) - EE259 (FL50) - EE258 (4570+) - EE257 (25L; 2590'+/25R 2600'+/25L; 2590'/25R; 2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-; 2270')/EE252 (25R; 2270').
OKLIT 2G	OKLIT (FL50) - EE259 (FL50) - EE258 (4570+) - EE257 (25L; 2590'+/25R 2600'+/25L; 2590'/25R; 2600') - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2270').
UM 25	UM (FL50+) - EE258 (4570+) - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2270').
UM 2G	UM (FL50+) - EE258 (4570+) - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

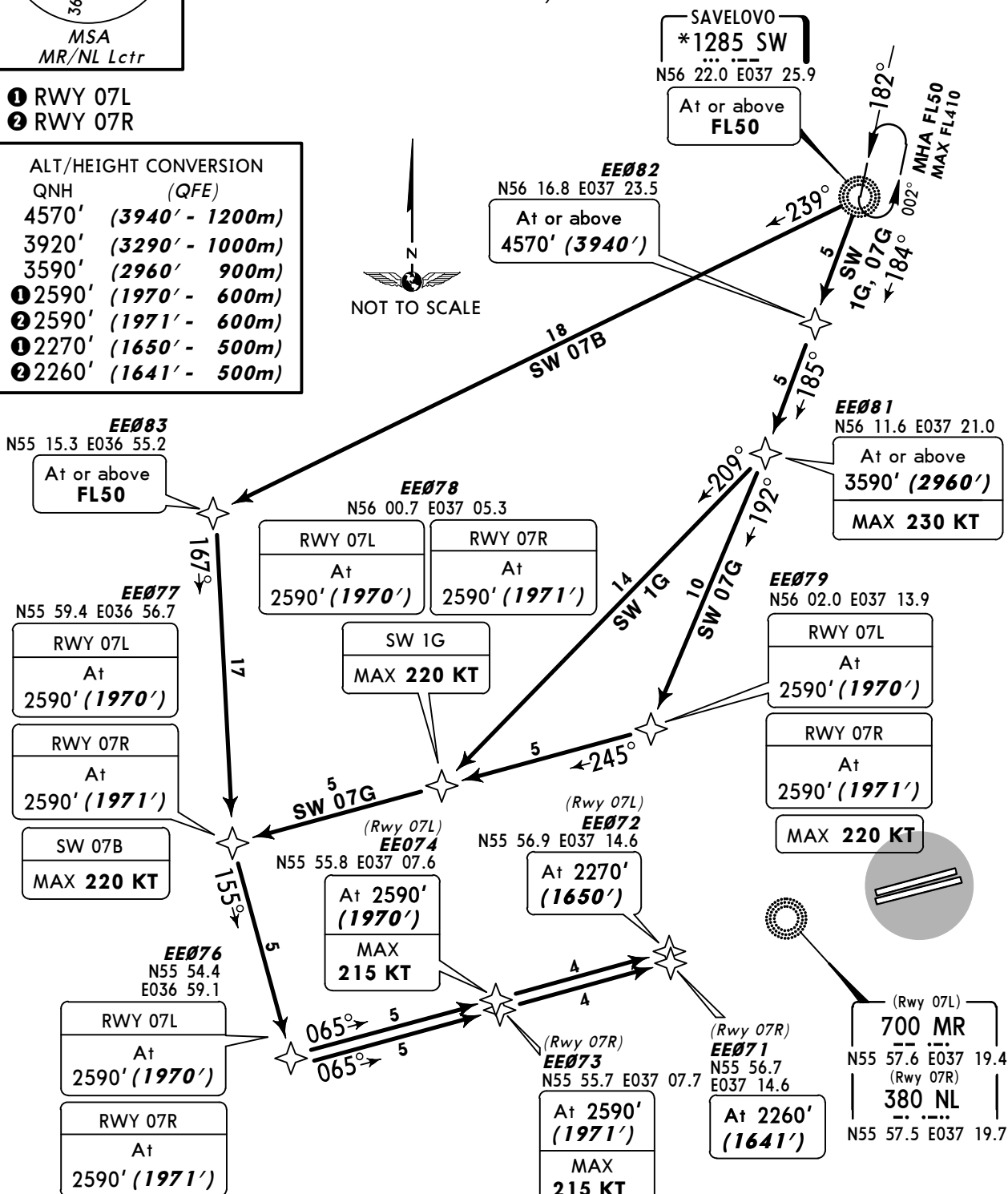


SAVELOVO 07B (SW 07B), SAVELOVO 1G (SW 1G)
SAVELOVO 07G (SW 07G)
RWYS 07L/R RNAV ARRIVALS

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL

- ① RWY 07L
- ② RWY 07R

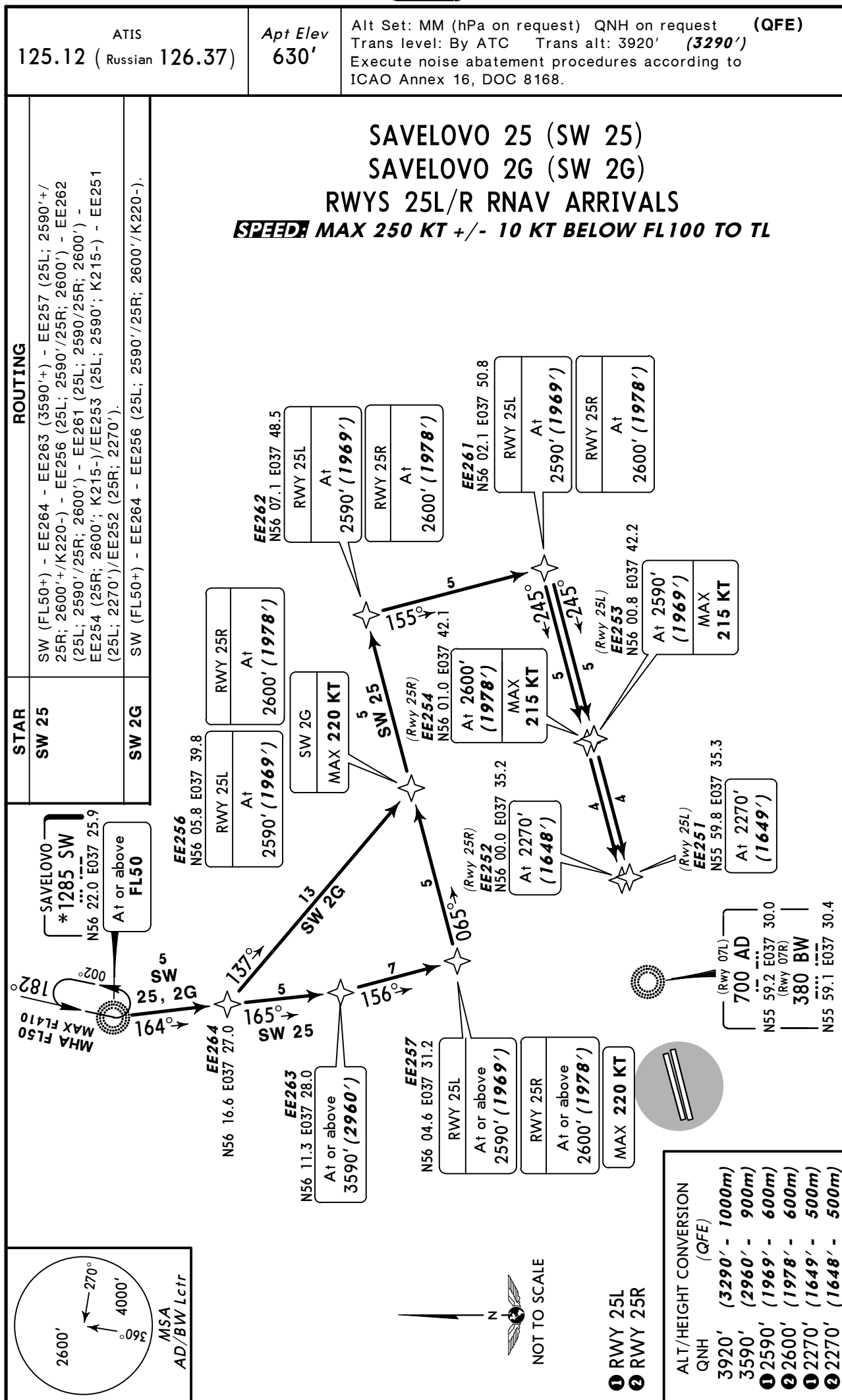
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)
① 2270'	(1650' - 500m)
② 2260'	(1641' - 500m)



STAR

ROUTING

SW 07B	SW (FL50+) - EE083 (FL50+) - EE077 (2590'; K220-) - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').
SW 1G	SW (FL50+) - EE082 (4570'+) - EE081 (3590'+; K230-) - EE078 (2590'; 220K-).
SW 07G	SW (FL50+) - EE082 (4570'+) - EE081 (3590'+; K230-) - EE079 (2590'; K220-) - EE078 (2590') - EE077 (2590') - EE076 (2590') - EE074 (07L; 2590; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').



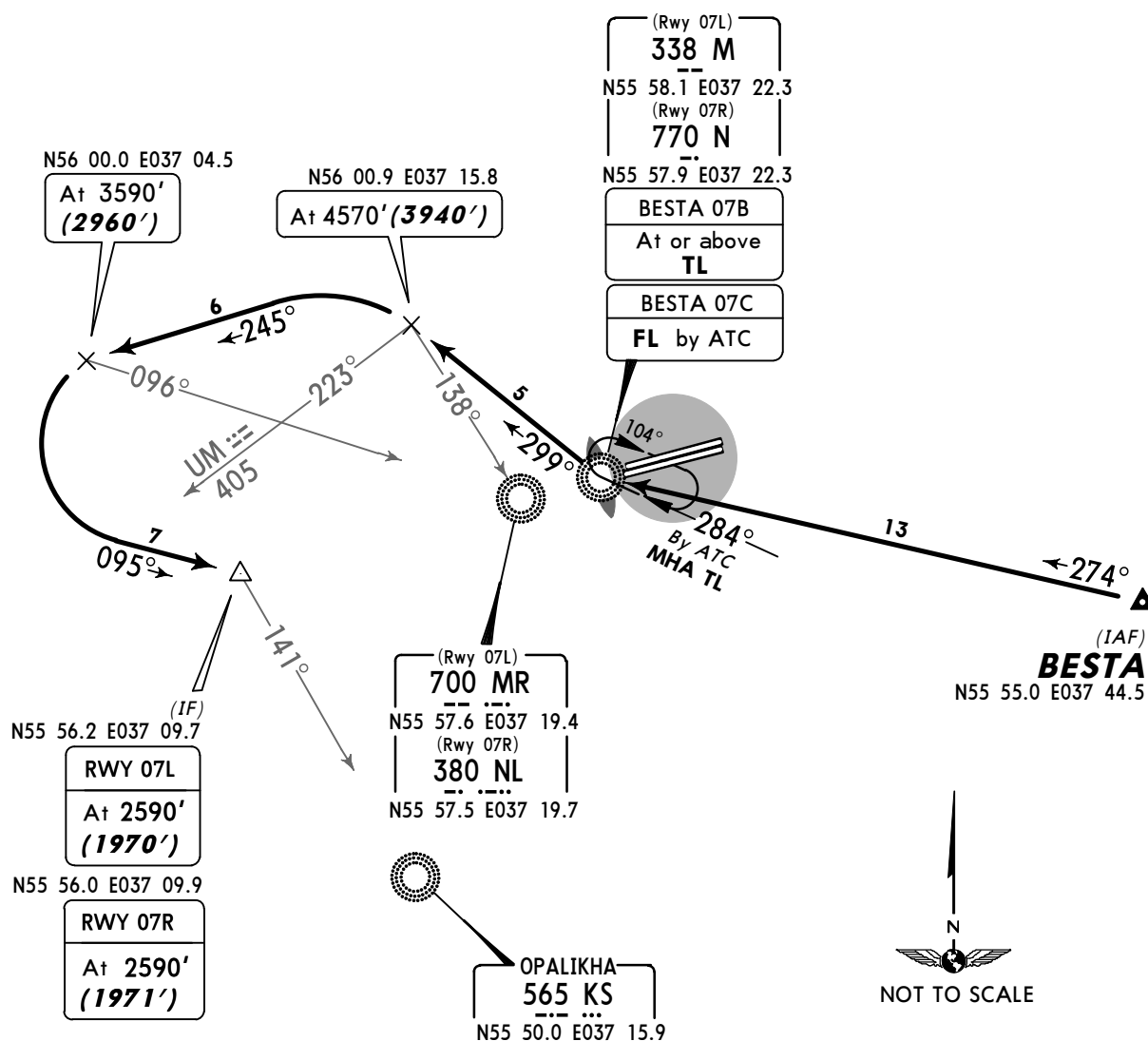
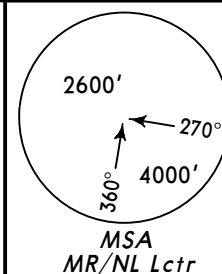
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

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

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

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

- ① RWY 07L
② RWY 07R

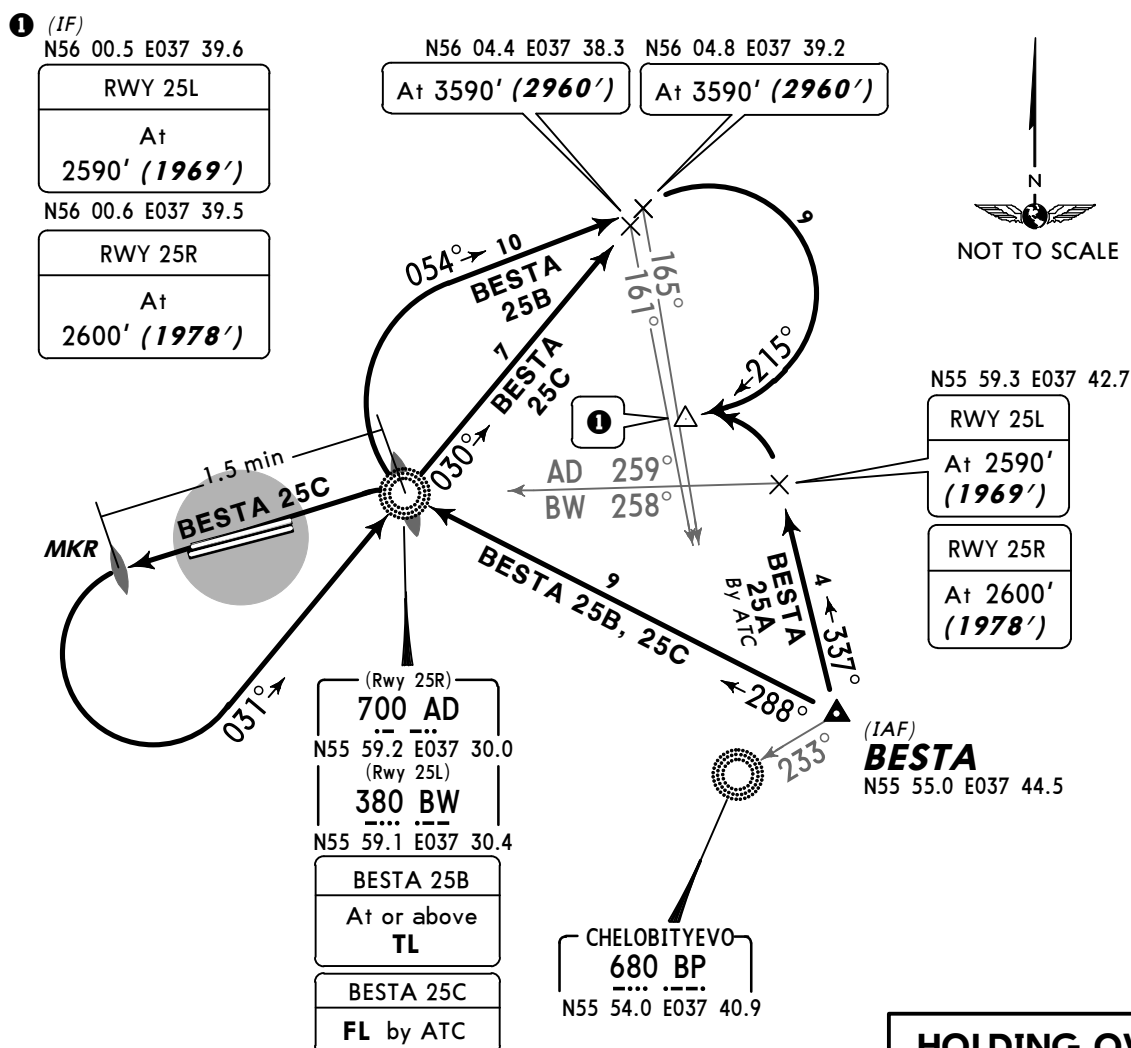
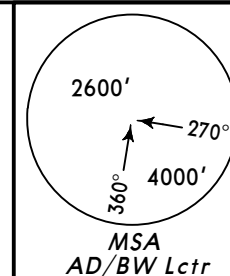
STAR	ROUTING
BESTA 07B	On 274° bearing to M/N, turn RIGHT, 299° bearing, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
BESTA 07C	On 274° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

**BESTA 25 ALFA (BESTA 25A) [BES25A]
BESTA 25 BRAVO (BESTA 25B) [BES25B]
BESTA 25 CHARLIE (BESTA 25C) [BES25C]
RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



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

2 RWY 25L
3 RWY 25R

**HOLDING OVER
AD/BW
By ATC**



STAR	ROUTING
BESTA 25A By ATC	On 337° track, at 259° bearing to AD/258° bearing to BW turn LEFT, 245° track, intercept final.
BESTA 25B	On 288° bearing to AD/BW, turn RIGHT, 054° track, at 165° bearing to BP turn RIGHT, 215° track, intercept final.
BESTA 25C	On 288° bearing to AD/BW, 245° bearing for 1.5 min, turn LEFT, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW, at 161° bearing to BP turn RIGHT, 215° track, intercept final.

ATIS
125.12 (Russian 126.37)

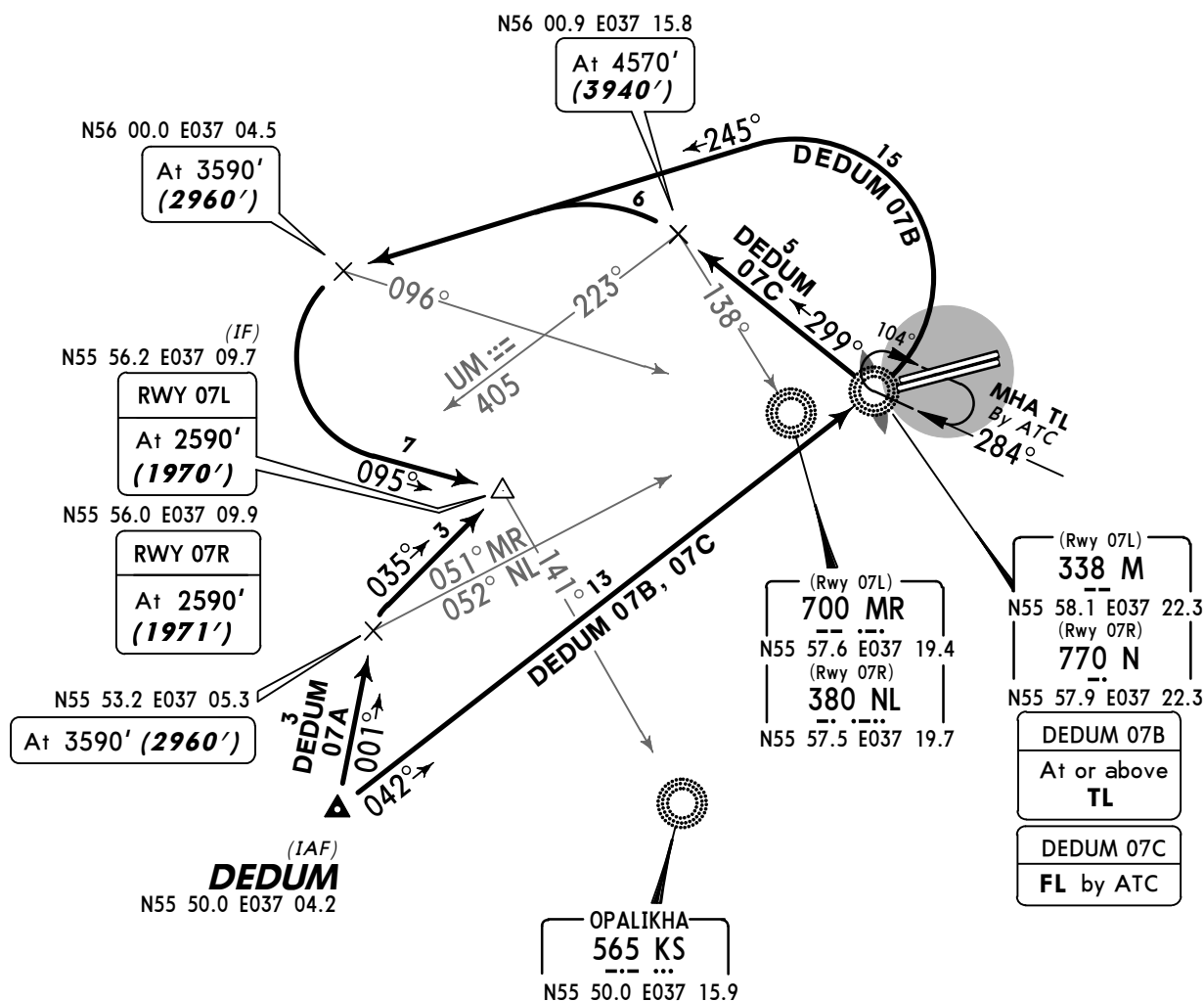
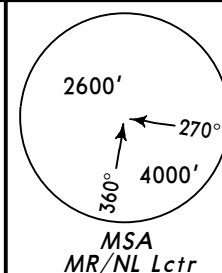
Apt Elev
630'

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

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

BY ATC

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

- ① RWY 07L
- ② RWY 07R

STAR	ROUTING
DEDUM 07A	On 001° track to N55 53.2 E037 05.3, turn RIGHT, 035° track, intercept ILS.
DEDUM 07B	On 042° bearing to M/N, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
DEDUM 07C	On 042° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

ATIS
125.12 (Russian 126.37)

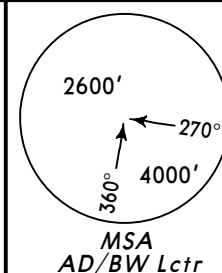
Apt Elev
630'

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

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

BY ATC

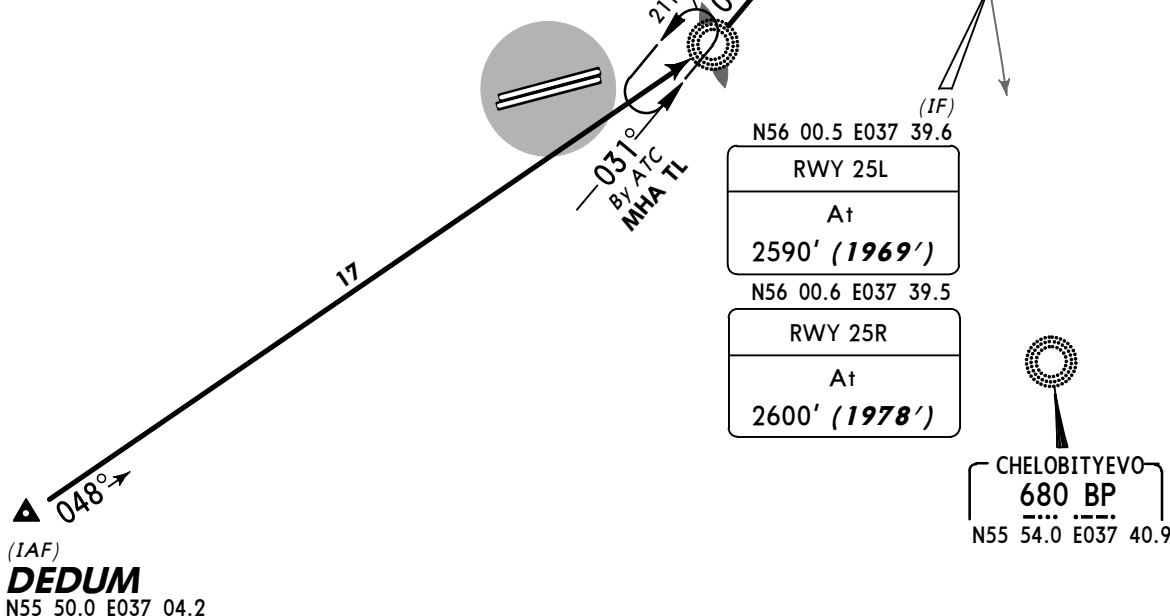
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(Rwy 25R)
700 AD
N55 59.2 E037 30.0
(Rwy 25L)
380 BW
N55 59.1 E037 30.4

DEDUM 25B
At or above
TL
DEDUM 25C
FL by ATC

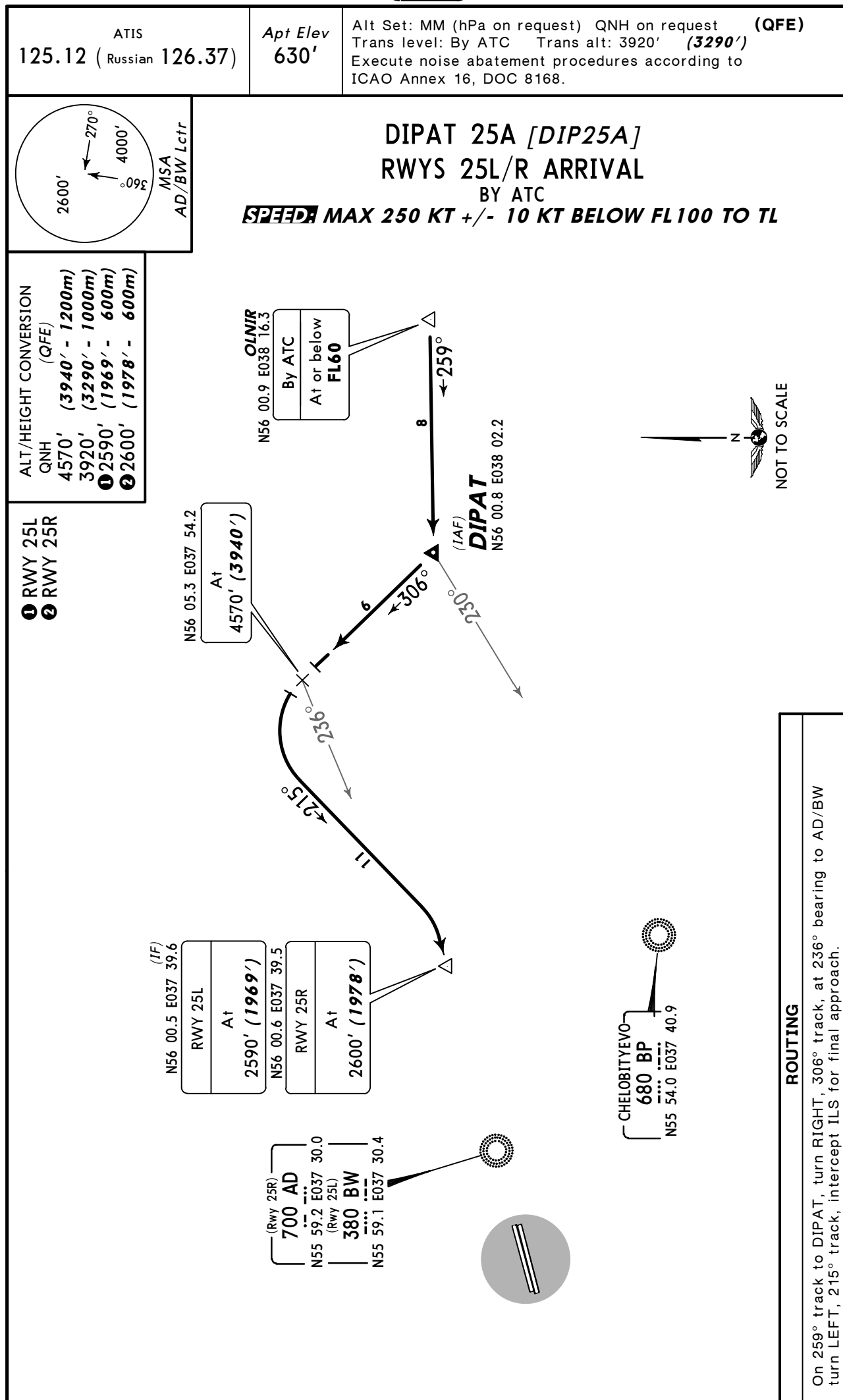
N56 04.4 E037 38.3
At 3590' (2960')



① RWY 25L
② RWY 25R

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

STAR	ROUTING
DEDUM 25B	On 048° bearing to AD/BW, 030° bearing, at 161° bearing to BP turn RIGHT, 215° track, intercept final.
DEDUM 25C	On 048° bearing to AD/BW, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW, at 161° bearing to BP turn RIGHT, 215° track, intercept final.



ATIS
125.12 (Russian 126.37)

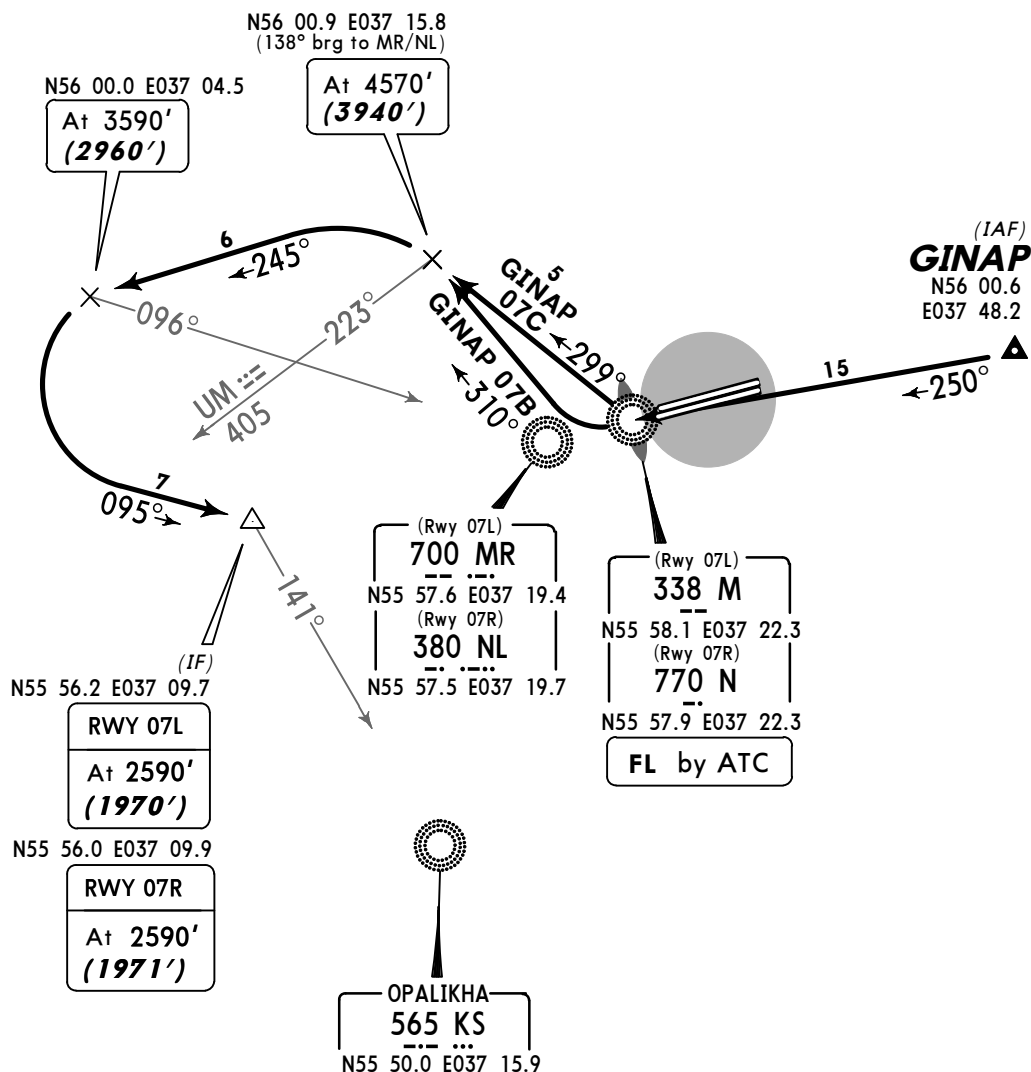
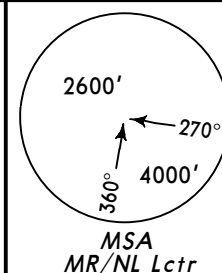
Apt Elev
630'

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

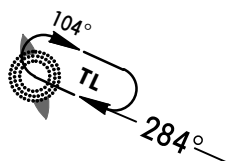
GINAP 07 BRAVO (GINAP 07B) [GINØ7B]
GINAP 07 CHARLIE (GINAP 07C) [GINØ7C]
RWYS 07L/R ARRIVALS

BY ATC

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



**HOLDING OVER
M/N**
By ATC



NOT TO SCALE

- ① RWY 07L
- ② RWY 07R

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

STAR

ROUTING

GINAP 07B

On 250° bearing to M/N, turn RIGHT, 310° track, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

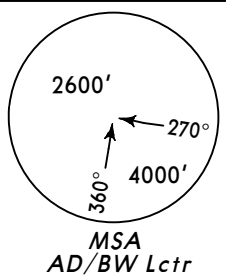
GINAP 07C

On 250° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

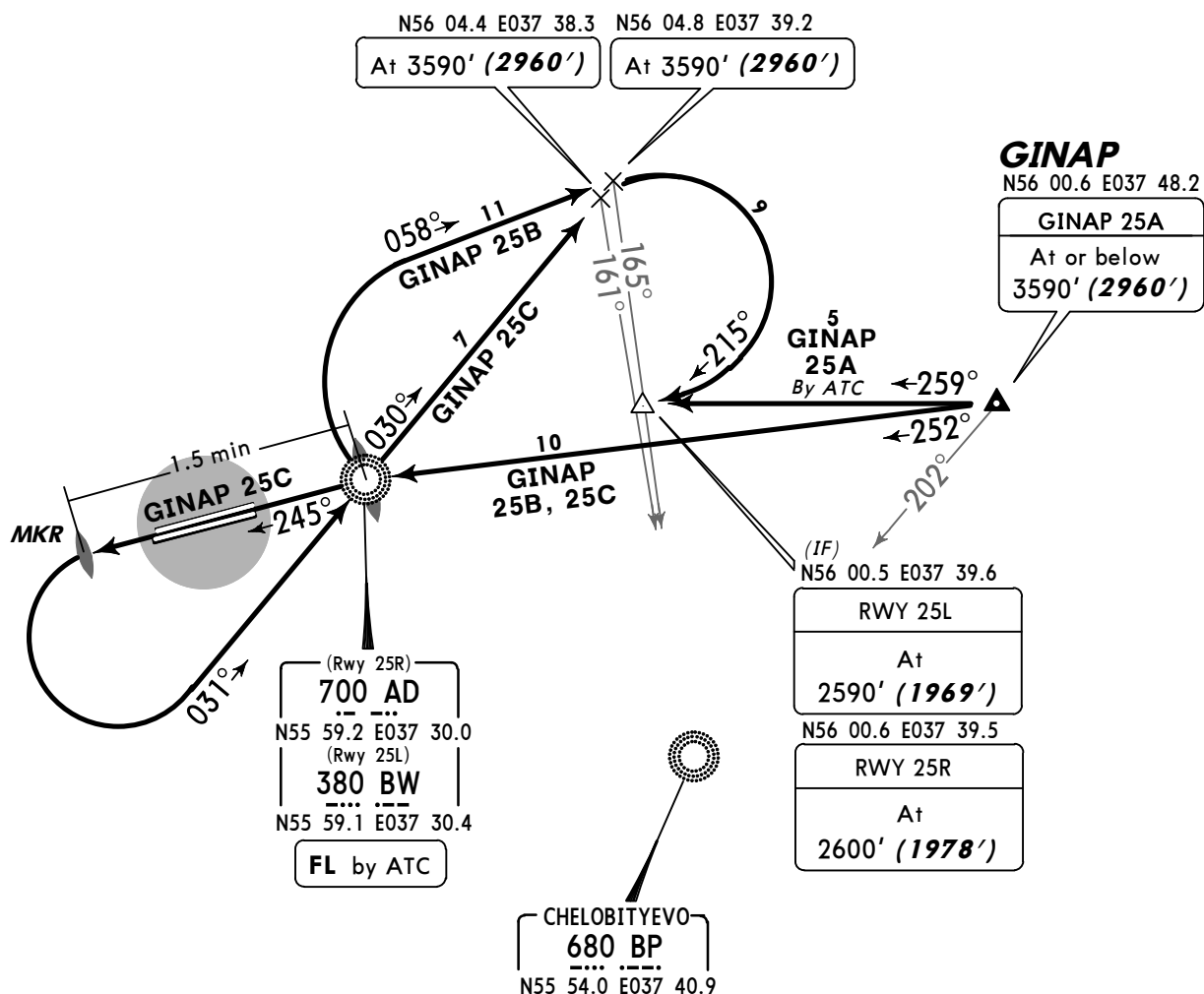
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.



GINAP 25 ALFA (GINAP 25A) [GIN25A]
GINAP 25 BRAVO (GINAP 25B) [GIN25B]
GINAP 25 CHARLIE (GINAP 25C) [GIN25C]

RWYS 25L/R ARRIVALS

~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

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

① RWY 25L
② RWY 25R



HOLDING OVER
AD/BW
By ATC



STAR

ROUTING

GINAP 25A
By ATC

On 259° track to intercept final.

GINAP 25B

On 252° bearing to AD/BW, turn RIGHT, 058° track to N56 04.8 E037 39.2, turn RIGHT, 215° track to intercept final.

GINAP 25C

On 252° bearing to AD/BW, 245° bearing for 1.5 min, turn LEFT, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW to N56 04.4 E037 38.3, turn RIGHT, 215° track to intercept final.

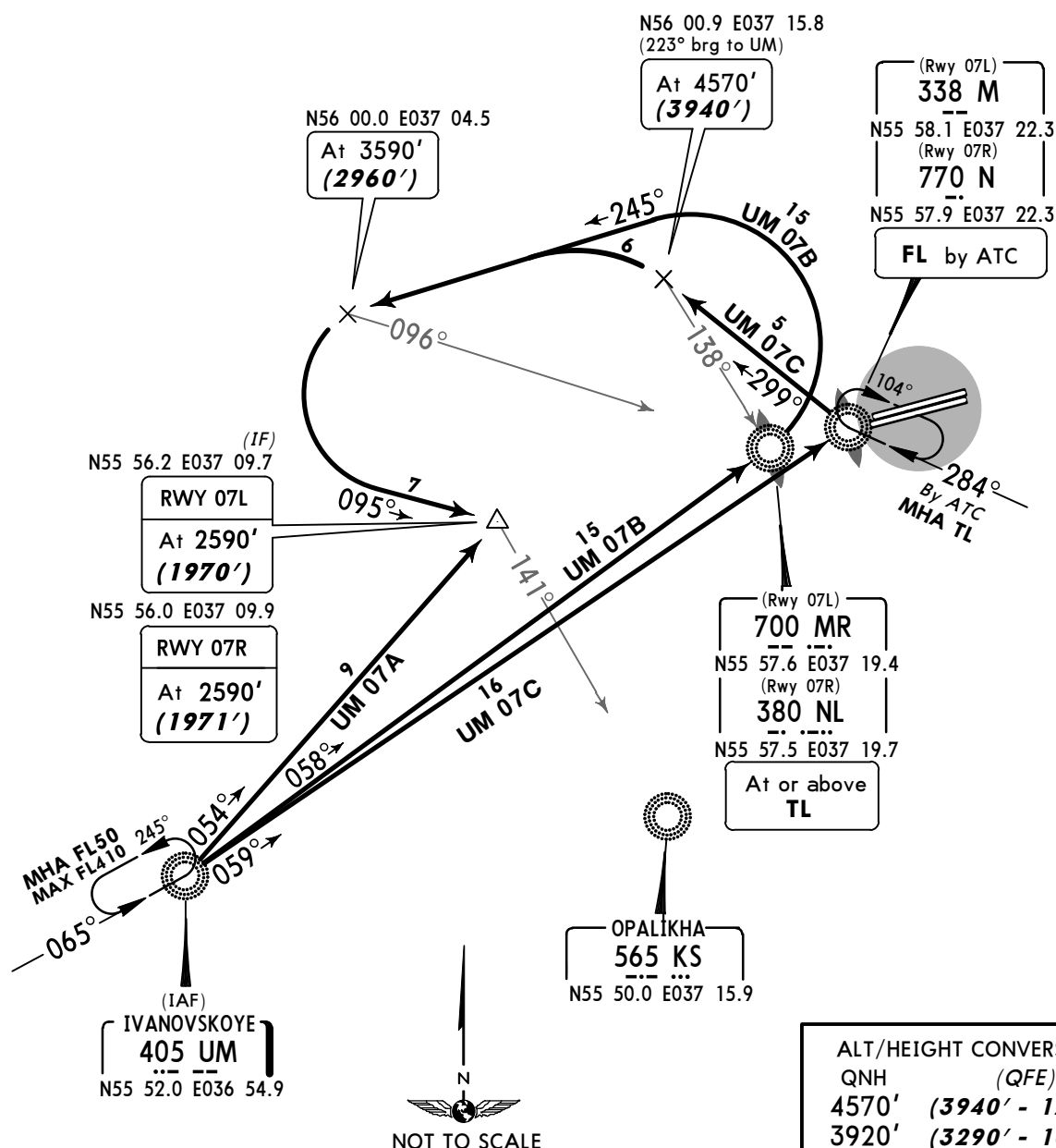
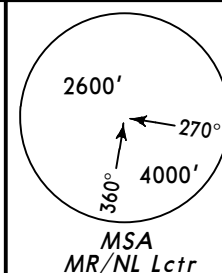
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

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

SPEEDS MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

- ① RWY 07L
- ② RWY 07R

STAR	ROUTING
UM 07A	On 054° bearing, intercept ILS.
UM 07B	On 058° bearing to MR/NL, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
UM 07C	On 059° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

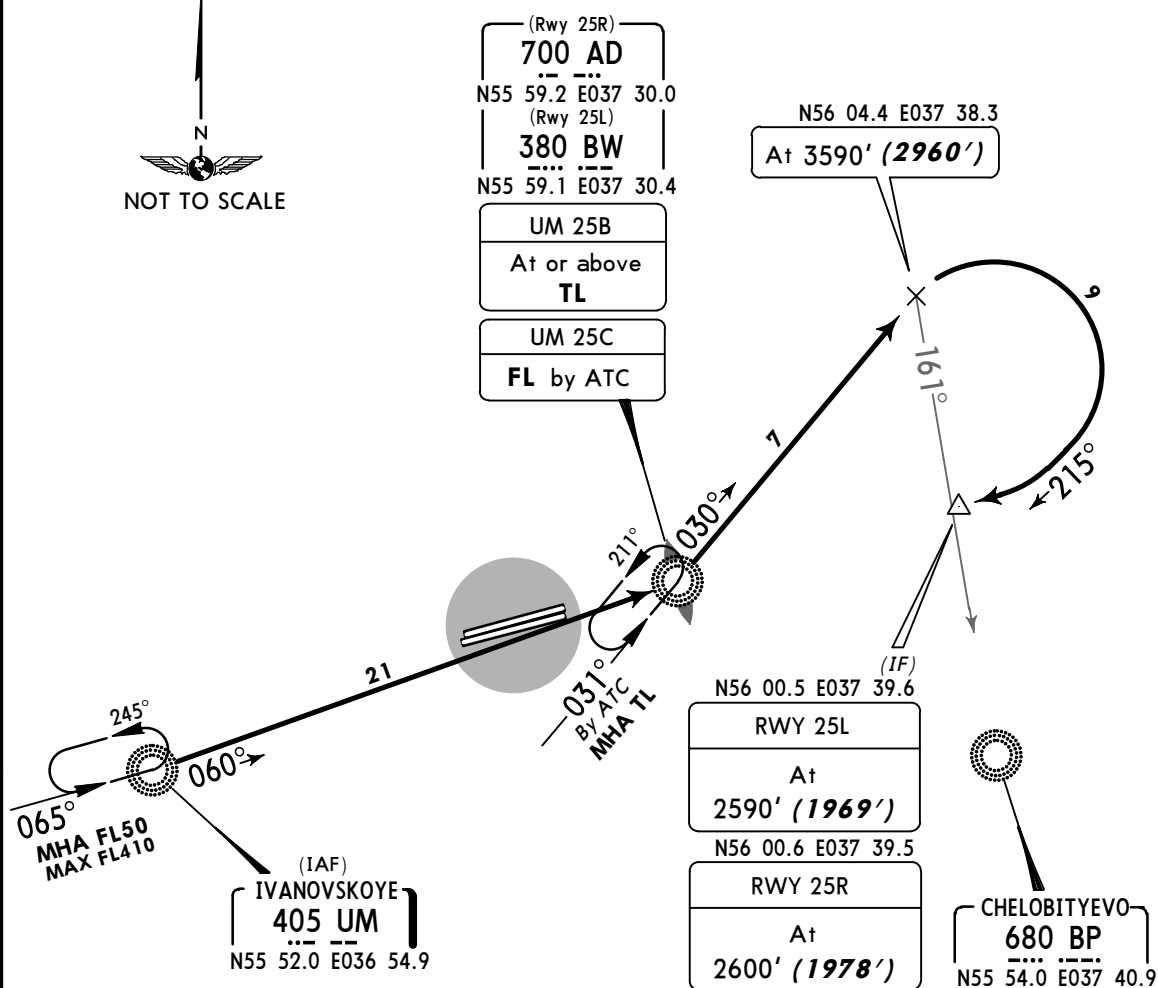
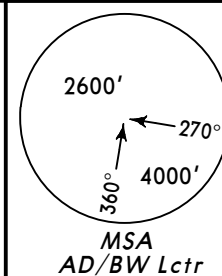
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

IVANOVSKOYE 25 BRAVO (UM 25B)
IVANOVSKOYE 25 CHARLIE (UM 25C)
RWYS 25L/R ARRIVALS

~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH (QFE)

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

① RWY 25L
② RWY 25R

STAR

ROUTING

UM 25B

On 060° bearing to AD/BW, turn LEFT, 030° bearing to N56 04.4 E037 38.3, turn RIGHT, 215° track, intercept final.

UM 25C

On 060° bearing to AD/BW, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW to N56 04.4 E037 38.3, turn RIGHT, 215° track, intercept final.

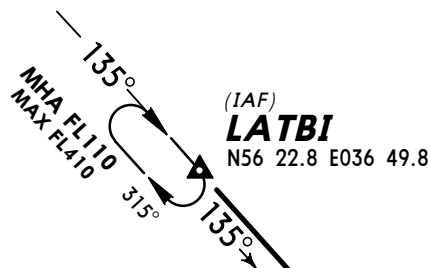
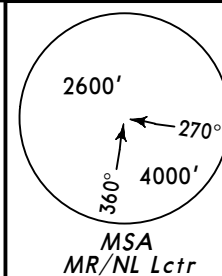
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

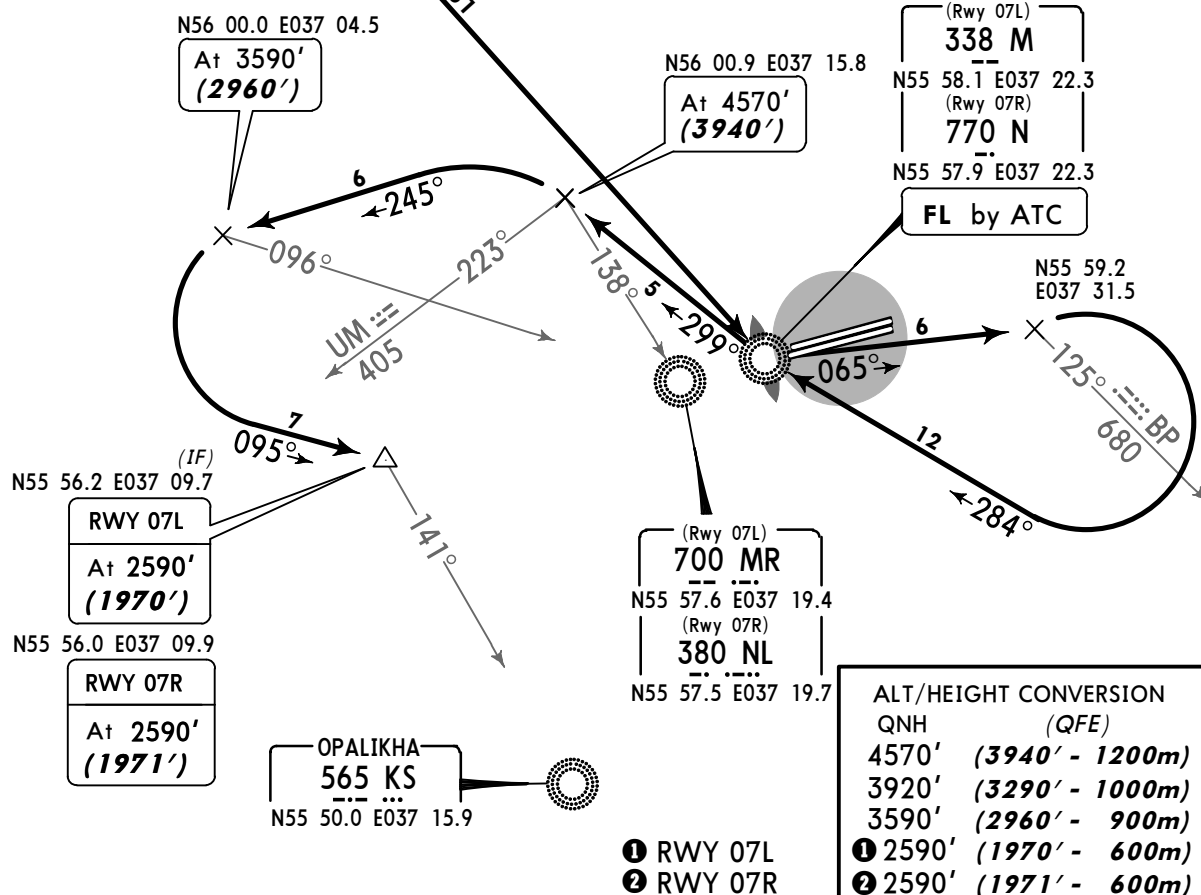
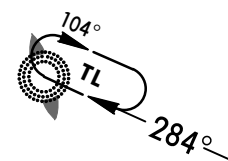
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

LATBI 07 BRAVO
(LATBI 07B) [LATØ7B]
LATBI 07 CHARLIE
(LATBI 07C) [LATØ7C]
RWYS 07L/R ARRIVALS

SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



**HOLDING OVER
M/N**
By ATC



STAR

ROUTING

LATBI 07B

On 135° bearing to M/N, turn LEFT, 065° track to N55 59.2 E037 31.5, turn RIGHT to M/N, 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL, turn LEFT, 095° track, intercept ILS.

LATBI 07C

On 135° bearing to M/N, turn LEFT, 065° track to N55 59.2 E037 31.5, turn RIGHT to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL, turn LEFT, 095° track, intercept ILS.

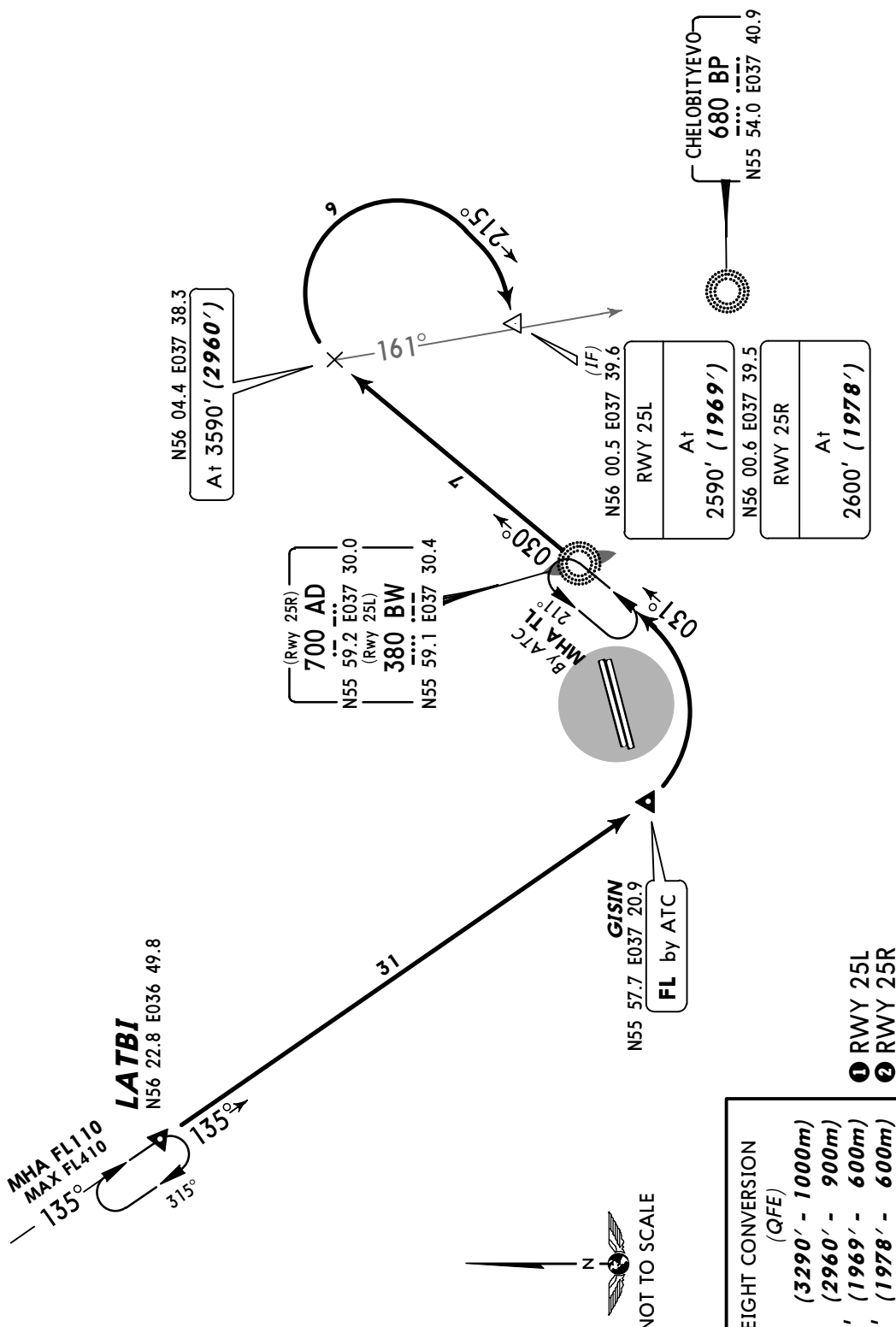
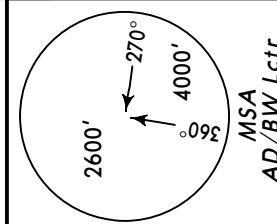
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

LATBI 25 BRAVO (LATBI 25B) [LAT25B]
LATBI 25 CHARLIE (LATBI 25C) [LAT25C]
RWYS 25L/R ARRIVALS

~~SPEEDS~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ROUTING

STAR

LATBI 25B
On 135° track to GISIN, turn LEFT, intercept 031° bearing to AD/BW, on 030° bearing from AD/BW to N56 04.4 E037 38.3, turn RIGHT, 215° track to intercept final.

LATBI 25C
On 135° track to GISIN, turn LEFT, intercept 031° bearing to AD/BW, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW to N56 04.4 E037 38.3, turn RIGHT, 215° track to intercept final.

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

ATIS
125.12 (Russian 126.37)

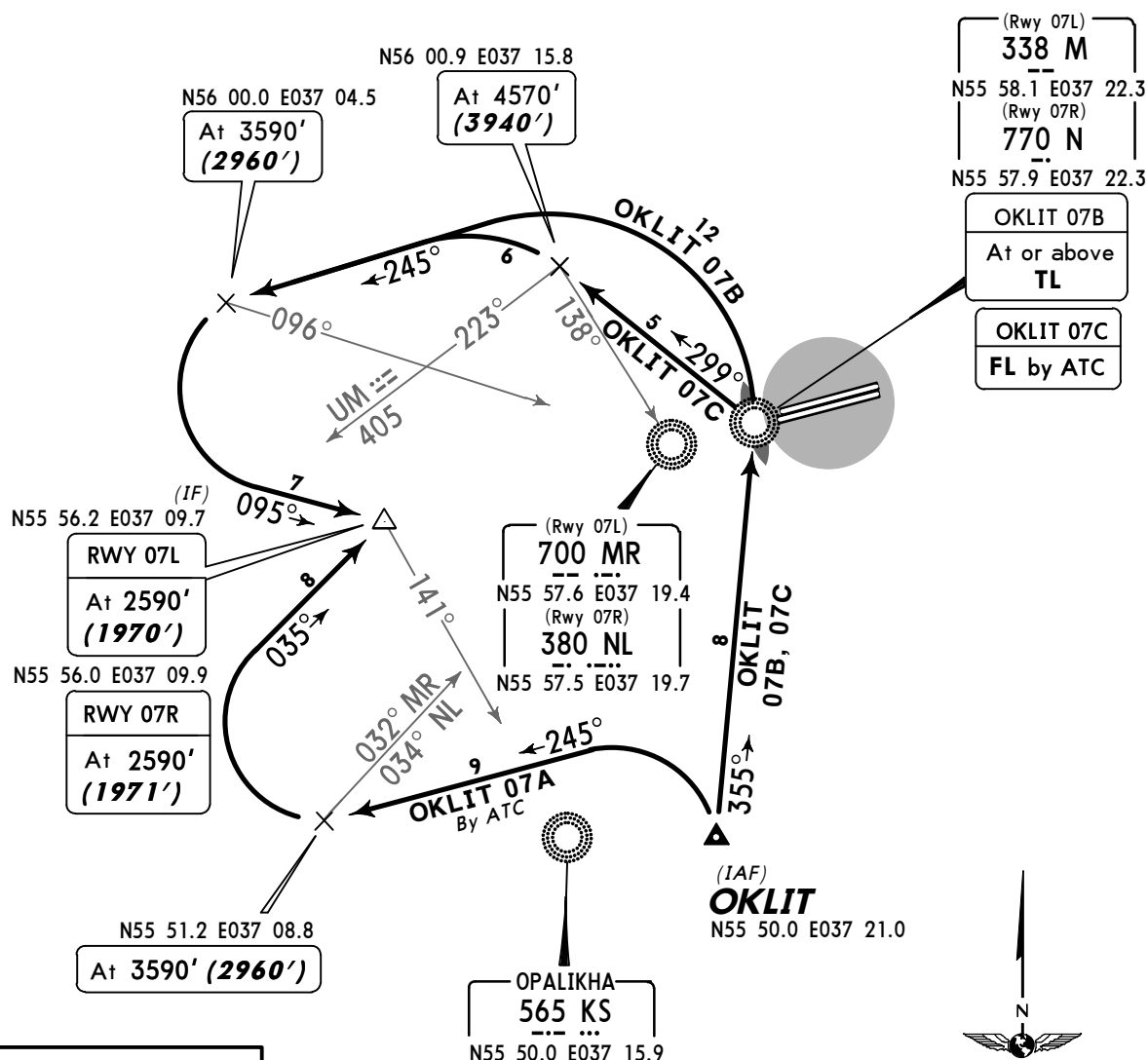
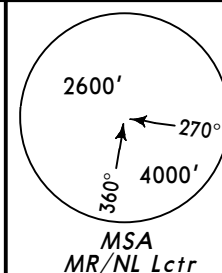
Apt Elev
630'

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

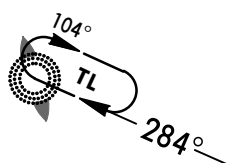
OKLIT 07 ALFA (OKLIT 07A) [OKLØ7A]
OKLIT 07 BRAVO (OKLIT 07B) [OKLØ7B]
OKLIT 07 CHARLIE (OKLIT 07C) [OKLØ7C]

RWYS 07L/R ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



HOLDING OVER
M/N
By ATC



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

- ① RWY 07L
- ② RWY 07R

STAR

ROUTING

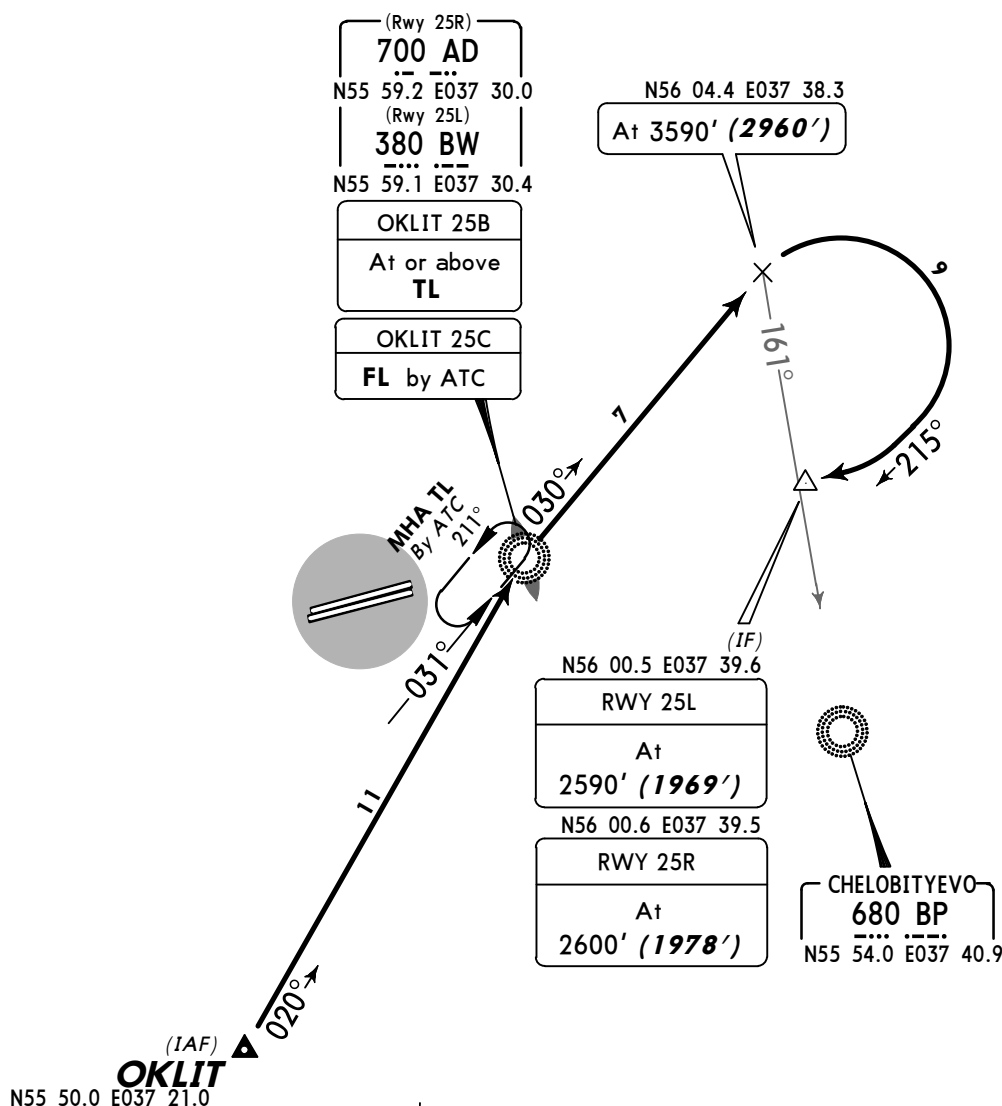
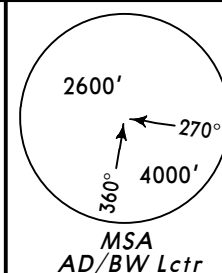
OKLIT 07A By ATC	Turn LEFT, 245° track, at 032° bearing to MR/034° bearing to NL turn RIGHT, 035° track, intercept ILS.
OKLIT 07B	On 355° bearing to M/N, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
OKLIT 07C	On 355° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

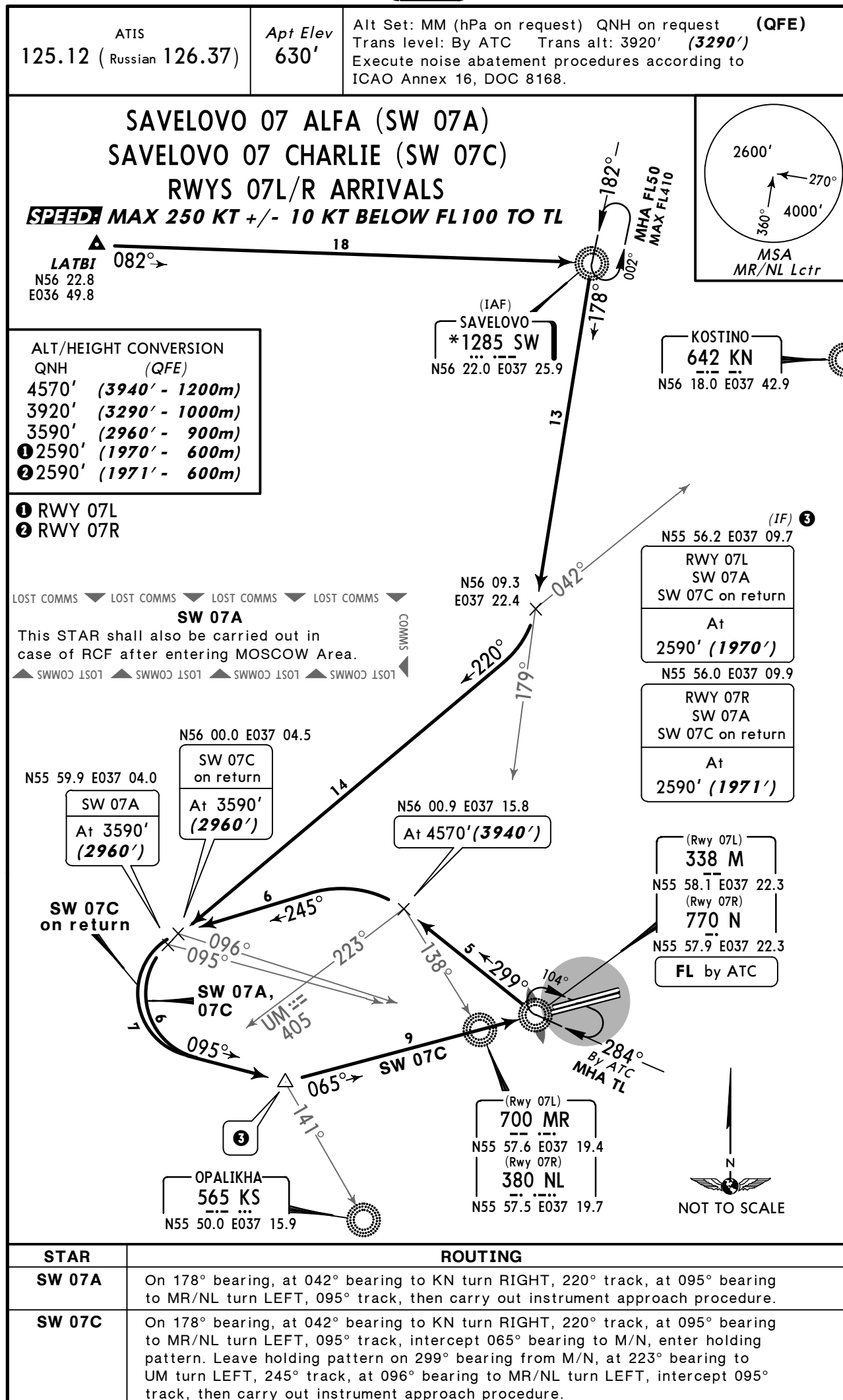
OKLIT 25 BRAVO (OKLIT 25B) [OKL25B]
OKLIT 25 CHARLIE (OKLIT 25C) [OKL25C]
RWYS 25L/R ARRIVALS
~~SPEEDS~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



① RWY 25L
② RWY 25R

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

STAR	ROUTING
OKLIT 25B	On 020° bearing to AD/BW, 030° bearing, at 161° bearing to BP turn RIGHT, 215° track, intercept final.
OKLIT 25C	On 020° bearing to AD/BW, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW, at 161° bearing turn RIGHT, 215° track, intercept final.



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ATIS
125.12 (Russian 126.37)

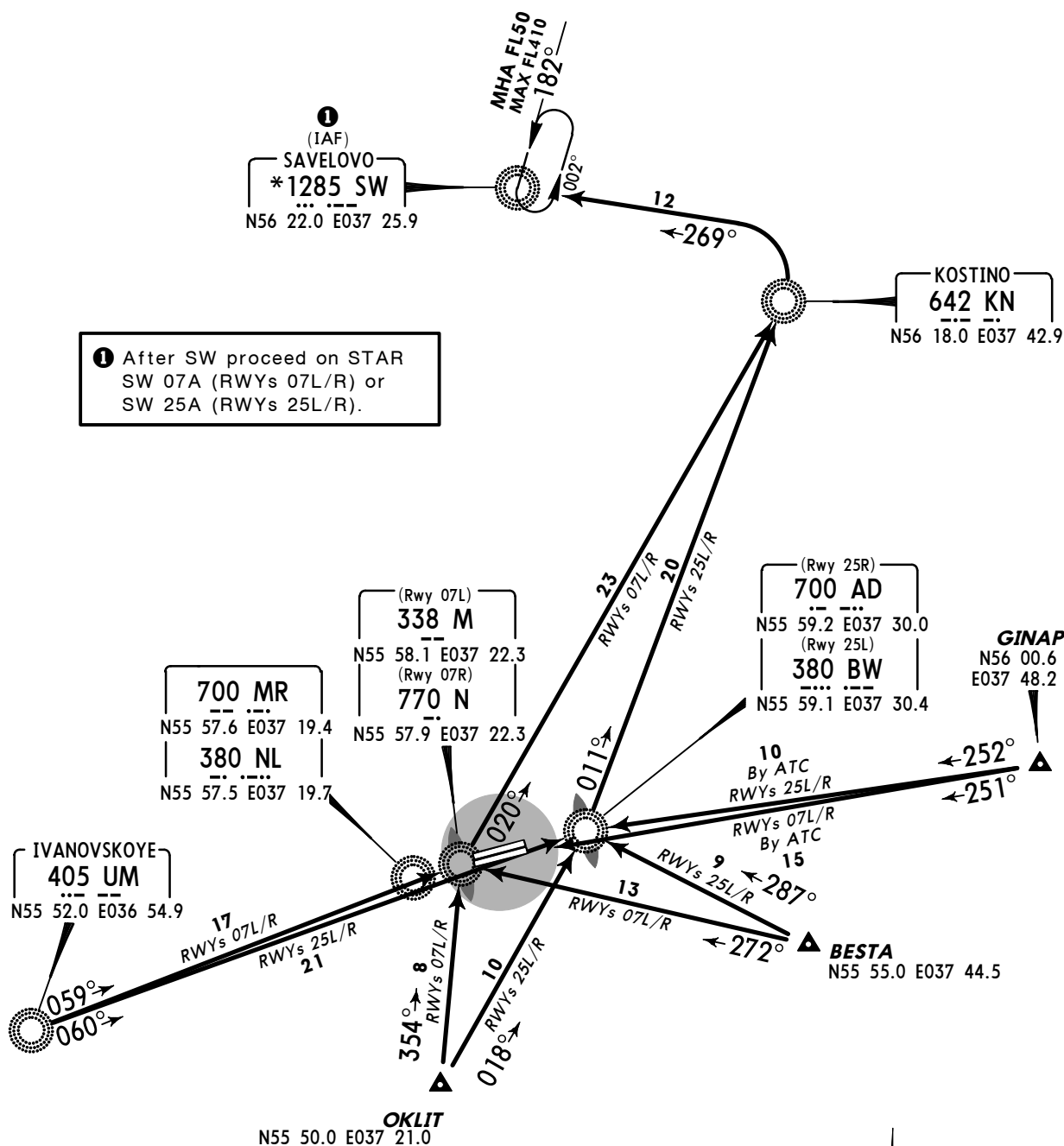
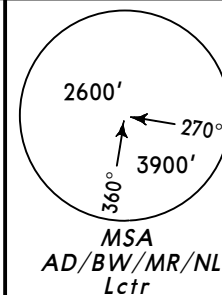
Apt Elev
630'

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

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

SPEED RESTRICTION

MAX 280 KT +/- 10 KT or Mach 0.8 whichever
is less from cruising FL to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

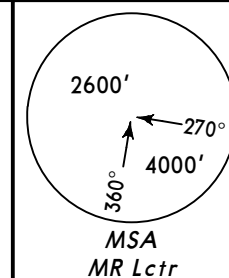


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

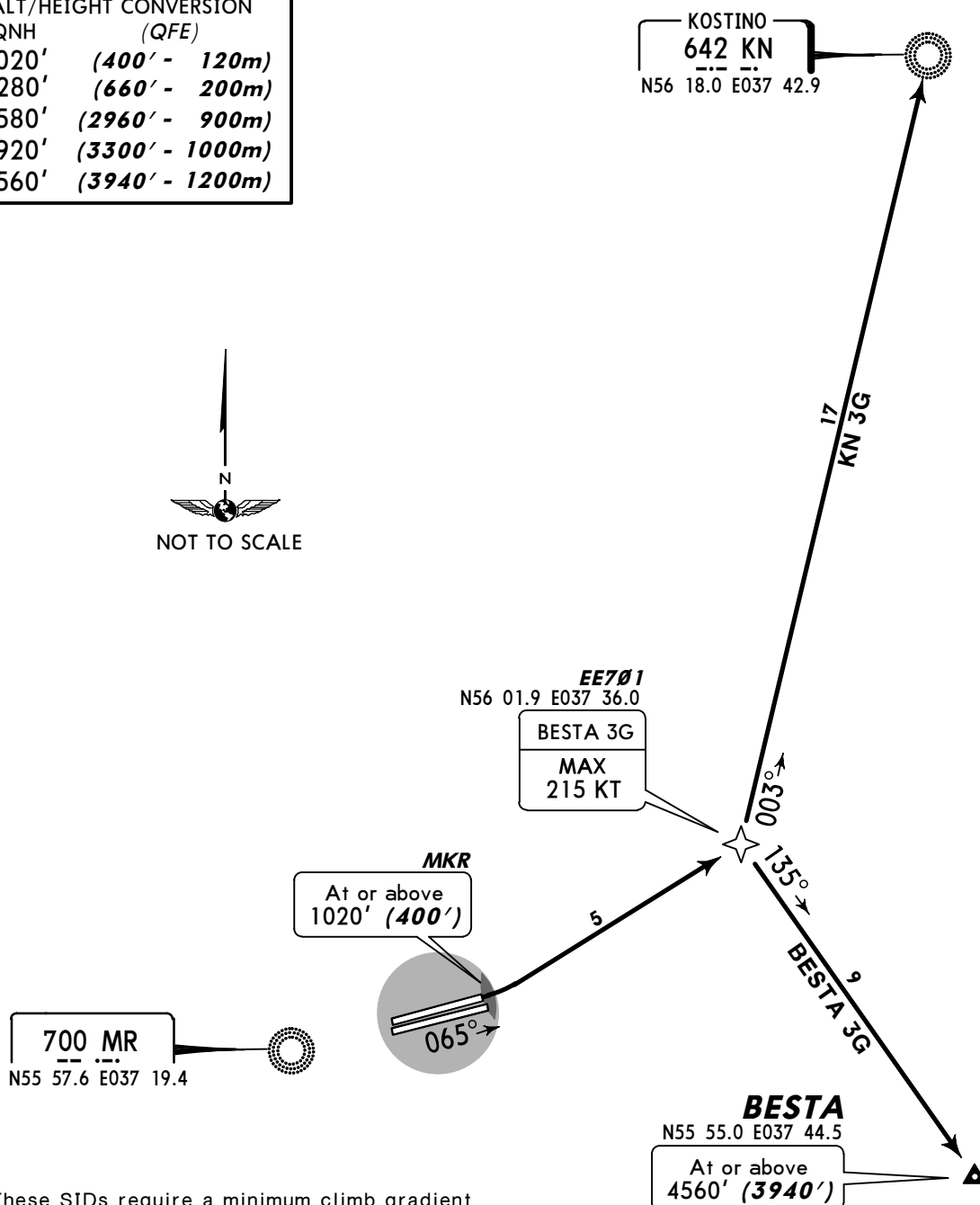


SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 3G [BEST3G], KOSTINO 3G (KN 3G)
RWY 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(400' - 120m)
1280'	(660' - 200m)
3580'	(2960' - 900m)
3920'	(3300' - 1000m)
4560'	(3940' - 1200m)



These SIDs require a minimum climb gradient of 7% up to 3580' (2960').

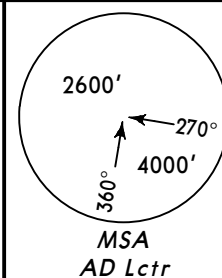
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2960')

SID	ROUTING
BESTA 3G	DER07L - (1020'+) - EE701 (K215-) - BESTA (4560'+).
KN 3G	DER07L - (1020'+) - EE701 - KN.

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 4G [BEST4G], KOSTINO 4G (KN 4G)
RWY 25R RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(398' - 120m)
1280'	(658' - 200m)
3580'	(2958' - 900m)
3920'	(3298' - 1000m)

KOSTINO
642 KN
N56 18.0 E037 42.9

EE521
N56 04.1 E037 14.0
At or above
3580' (2958')

EE523
N56 07.0 E037 29.5
At or above
FL60

MKR
At or above
1020' (398')
MAX 185 KT

700 AD
N55 59.2 E037 30.0

BESTA
N55 55.0 E037 44.5

These SIDs require a minimum climb gradient of 7% up to 3580' (2958').

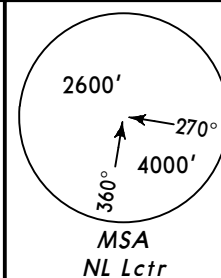
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2958')

SID	ROUTING
BESTA 4G	DER25R - (1020'+; K185-) - EE521 (3580'+) - EE523 (FL60+) - BESTA.
KN 4G	DER25R - (1020'+; K185-) - EE521 (3580'+) - EE523 (FL60+) - KN.

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 5G [BEST5G]①, KOSTINO 5G (KN 5G)
RWY 07R RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(401' - 120m)
1280'	(661' - 200m)
3580'	(2961' - 900m)
3920'	(3301' - 1000m)
4560'	(3941' - 1200m)

① By ATC



380 NL
N55 57.5 E037 19.7

MKR
At or above
1020' (401')

EE702
N56 08.3 E037 36.3
At or above
4560' (3941')

KOSTINO
642 KN
N56 18.0 E037 42.9

EE706
N56 00.7 E037 41.0
At or above
3580' (2961')
MAX 215 KT

BESTA
N55 55.0 E037 44.5
At or above
4560' (3941')

These SIDs require a minimum climb gradient of 7% up to 3580' (2961').

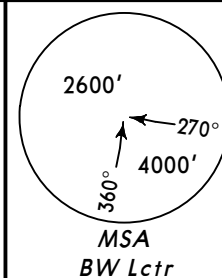
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2961')

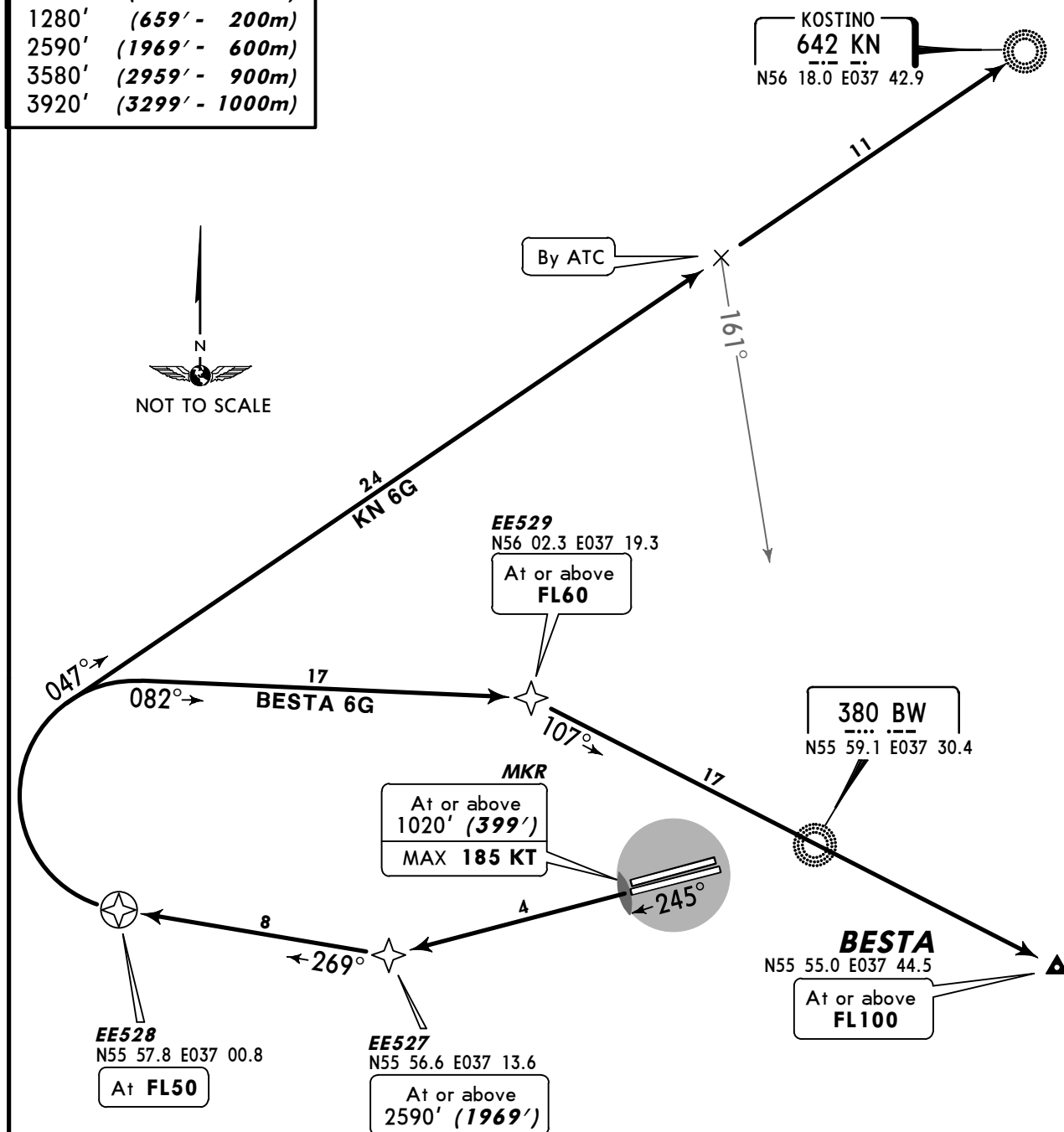
SID	ROUTING
BESTA 5G ①	DER07R - (1020'+) - EE706 (3580'+; K215-) - BESTA (4560'+).
KN 5G	DER07R - (1020'+) - EE706 (3580'+; K215-) - EE702 (4560'+) - KN.

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 6G [BEST6G], KOSTINO 6G (KN 6G)
RWY 25L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL

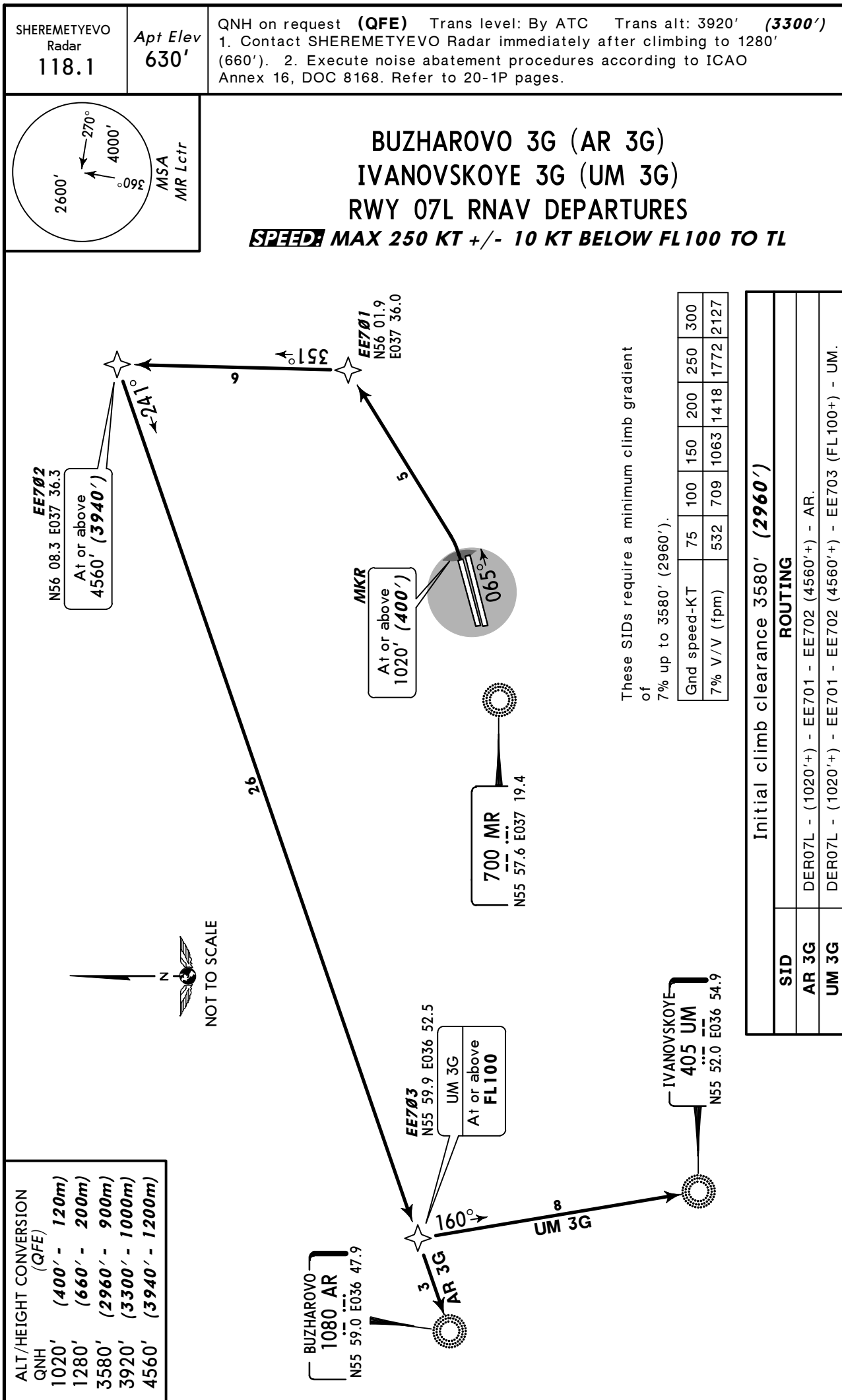


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(399' - 120m)
1280'	(659' - 200m)
2590'	(1969' - 600m)
3580'	(2959' - 900m)
3920'	(3299' - 1000m)

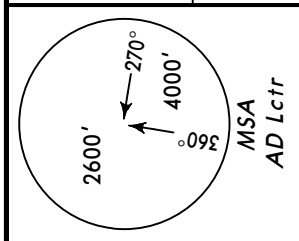


Initial climb clearance 3580' (2959')

SID	ROUTING
BESTA 6G	DER25L - (1020'+; K185-) - EE527 (2590'+) - EE528 (FL50) - EE529 (FL60+) - BESTA (FL100+).
KN 6G	DER25L - (1020'+; K185-) - EE527 (2590'+) - EE528 (FL50) - KN.

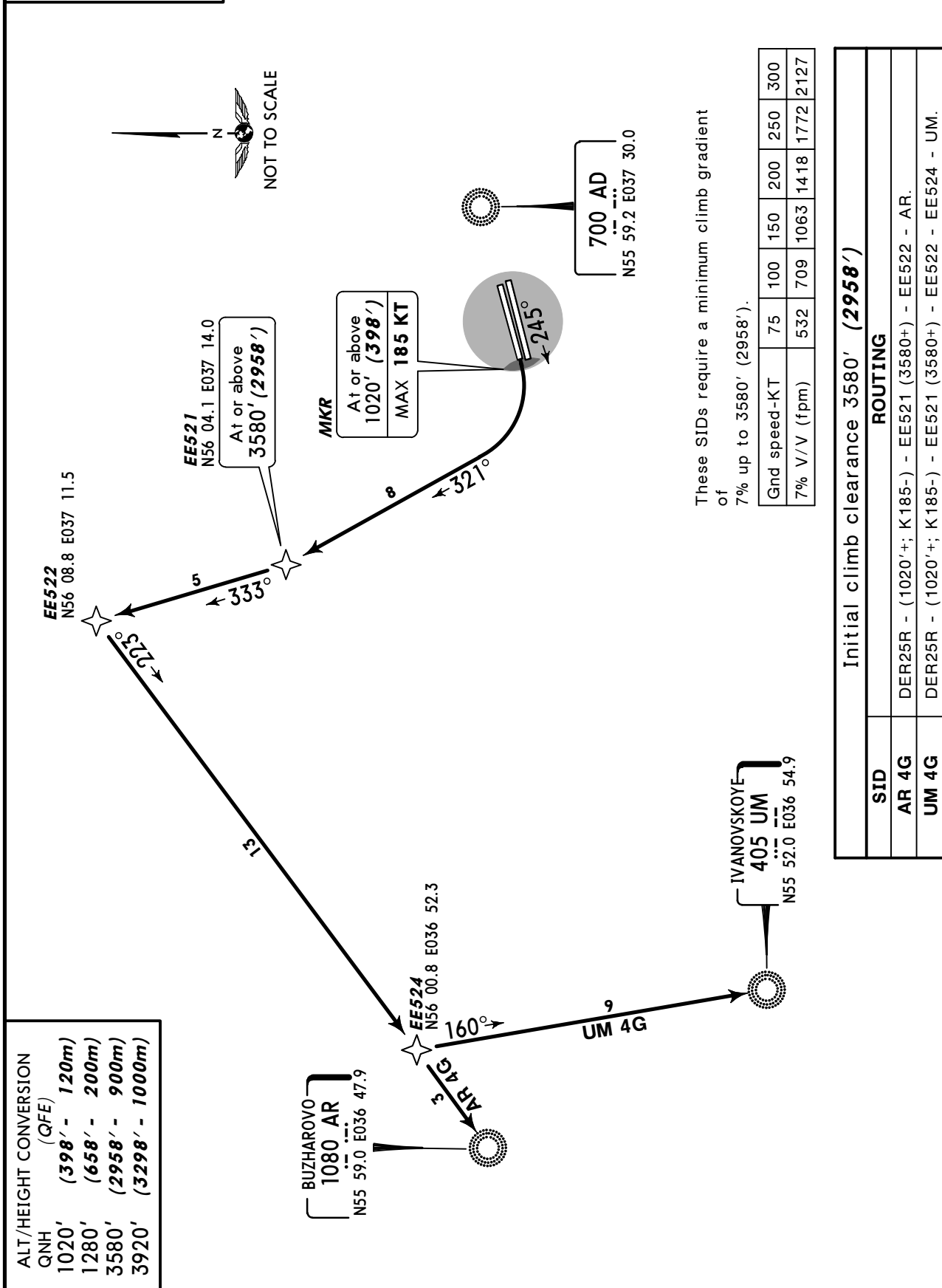


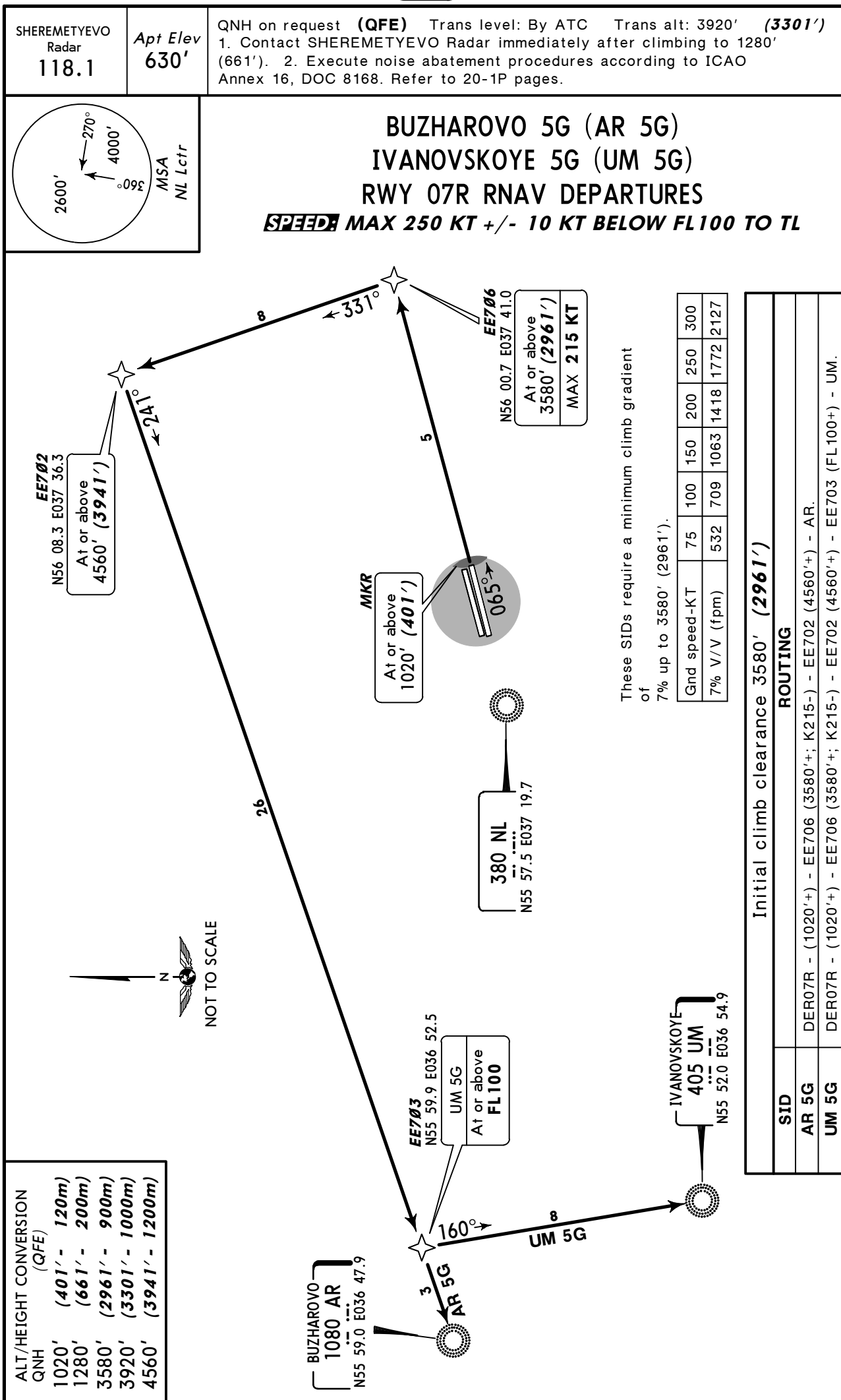
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BUZHAROVO 4G (AR 4G)
IVANOVSKOYE 4G (UM 4G)
RWY 25R RNAV DEPARTURES

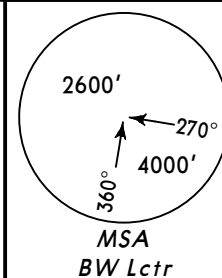
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



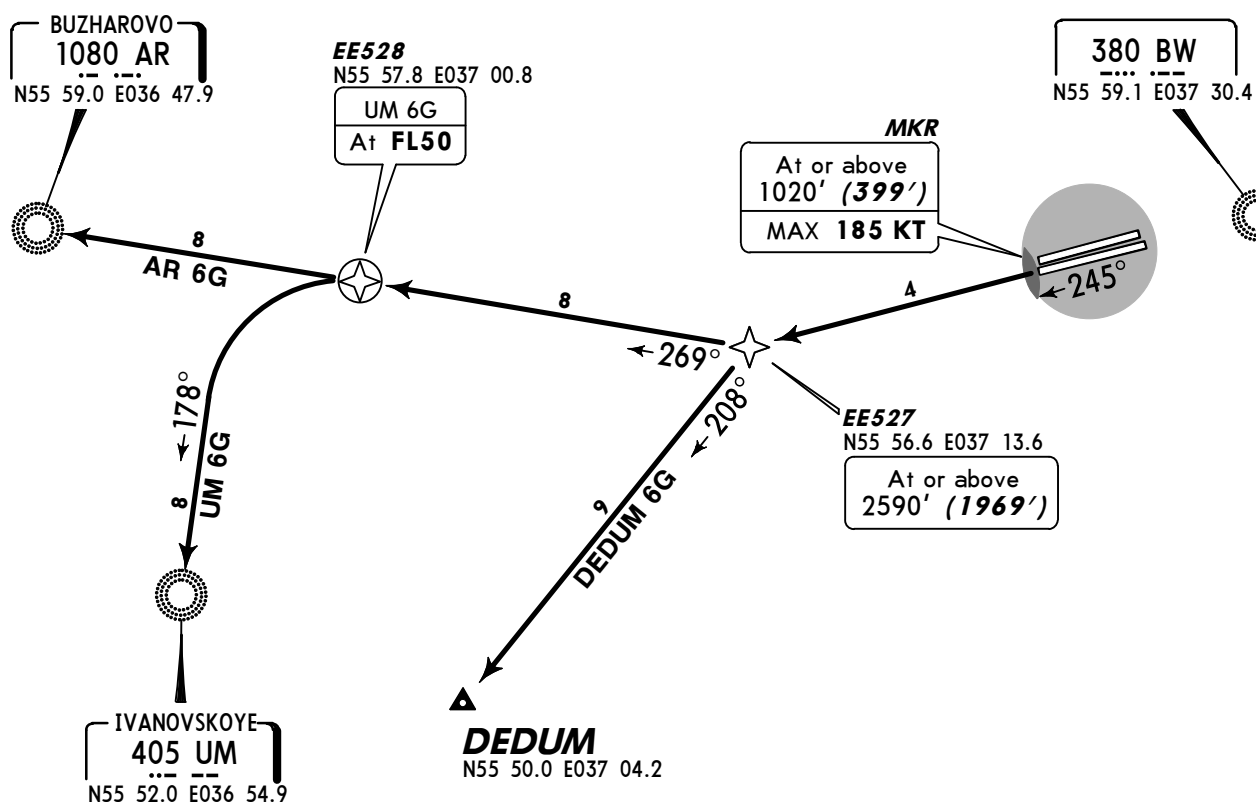


SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BUZHAROVO 6G (AR 6G)
DEDUM 6G [DEDU6G] ①
IVANOVSKOYE 6G (UM 6G) ①
RWY 25L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



① By ATC



ALT/HEIGHT CONVERSION	QNH (QFE)
1020'	(399' - 120m)
1280'	(659' - 200m)
2590'	(1969' - 600m)
3580'	(2959' - 900m)
3920'	(3299' - 1000m)

Initial climb clearance 3580' (2959')

SID	ROUTING
AR 6G	DER25L - (1020'+; K185-) - EE527 (2590'+) - AR.
DEDUM 6G ①	DER25L - (1020'+; K185-) - EE527 (2590'+) - DEDUM.
UM 6G ①	DER25L - (1020'+; K185-) - EE527 (2590'+) - EE528 (FL50) - UM.

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

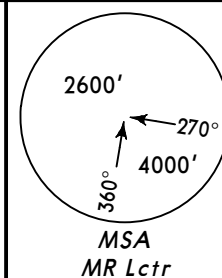
BESTA 07 DELTA (BESTA 07D) [BESØ7D]

BESTA 07 ECHO (BESTA 07E) [BESØ7E] ①

KOSTINO 07 DELTA (KN 07D)

RWY 07L DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(400' - 120m)
1280'	(660' - 200m)
1610'	(990' - 300m)
3580'	(2960' - 900m)
3920'	(3300' - 1000m)

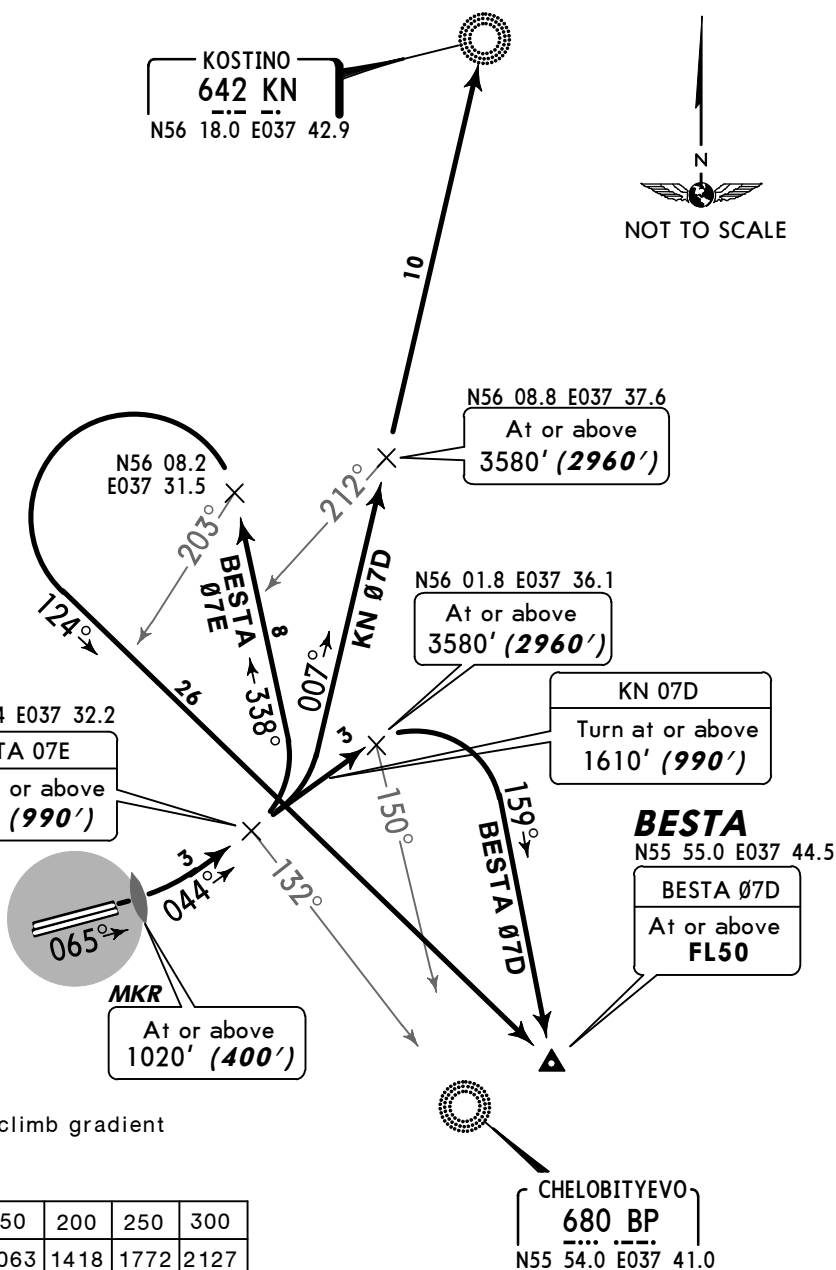
KOSTINO
642 KN
N56 18.0 E037 42.9



① By ATC

700 MR
N55 57.6 E037 19.4

N56 00.4 E037 32.2
BESTA 07E
Turn at or above
1610' (990')



These SIDs require a minimum climb gradient of 7% up to 3580' (2960').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2960')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (400'), to back course MKR, turn LEFT, 044° track, proceed with maximum climb gradient according to Flight Manual.

SID	ROUTING
BESTA 07D	When crossing 150° bearing to BP turn RIGHT, 159° track to BESTA climbing to assigned FL.
BESTA 07E ①	When crossing 132° bearing to BP turn LEFT, 338° track, when crossing 203° bearing to MR turn LEFT, 124° track to BESTA climbing to assigned FL.
KN 07D	When crossing 132° bearing to BP turn LEFT, intercept 007° bearing to KN climbing to assigned FL.

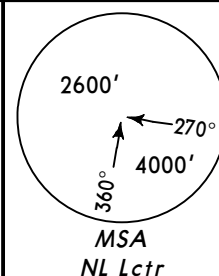
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 07 FOXTROT (BESTA 07F)[BESØ7F]①
KOSTINO 07 ECHO (KN 07E)
RWY 07R DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



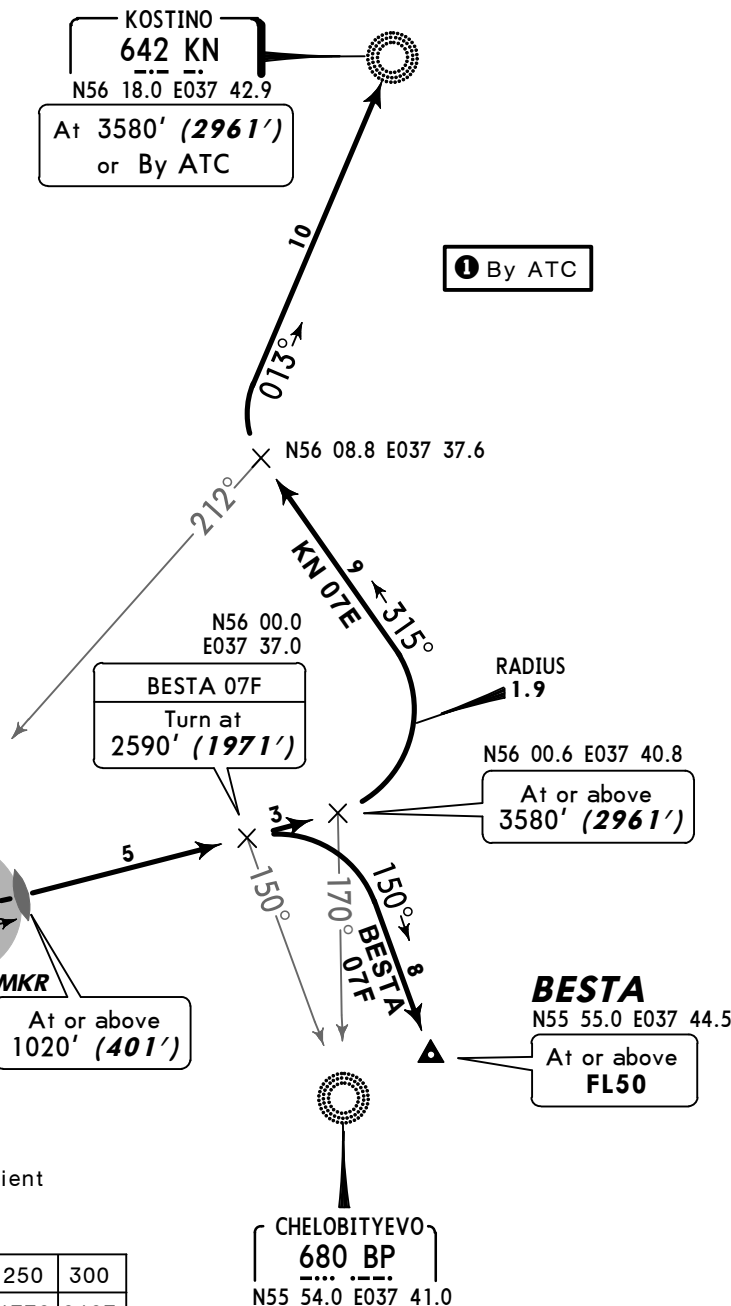
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(401' - 120m)
1280'	(661' - 200m)
2590'	(1971' - 600m)
3580'	(2961' - 900m)
3920'	(3301' - 1000m)



380 NL
N55 57.5 E037 19.7

KOSTINO
642 KN
N56 18.0 E037 42.9
At 3580' (2961')
or By ATC

① By ATC



These SIDs require a minimum climb gradient of 7% up to 3580' (2961').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2951')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (401'), to back course MKR with maximum climb gradient according to Flight Manual.

SID

ROUTING

BESTA 07F ①	065° track, when crossing 150° bearing to BP turn RIGHT, 150° track to BESTA climbing to assigned FL.
KN 07E	065° track, when crossing 170° bearing to BP turn LEFT, 315° track, when crossing 212° bearing to NL turn RIGHT, intercept 013° bearing to KN.

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

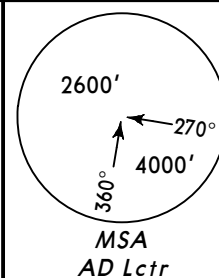
BESTA 25 DELTA (BESTA 25D) [BES25D]

BESTA 25 ECHO (BESTA 25E) [BES25E] ①

KOSTINO 25 DELTA (KN 25D)

RWY 25R DEPARTURES

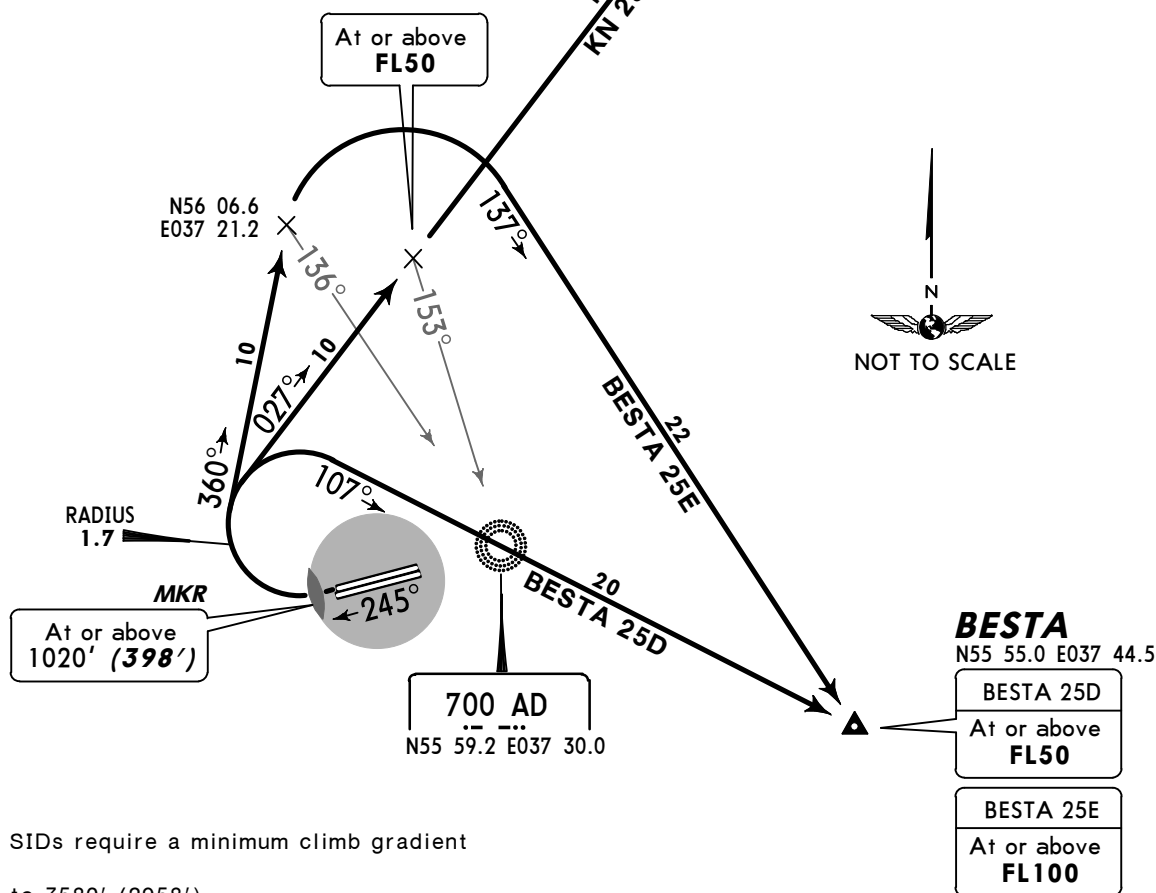
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



QNH	(QFE)
1020'	(398' - 120m)
1280'	(658' - 200m)
3580'	(2958' - 900m)
3920'	(3298' - 1000m)

KOSTINO
642 KN
N56 18.0 E037 42.9

① By ATC



These SIDs require a minimum climb gradient of 7% up to 3580' (2958').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2958')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (398'), to back course MKR with maximum climb gradient according to Flight Manual.

SID

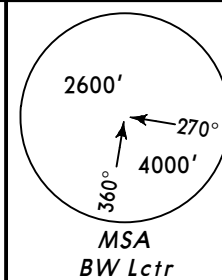
ROUTING

BESTA 25D	Turn RIGHT, 107° track to BESTA.
BESTA 25E ①	Turn RIGHT, 360° track, when crossing 136° bearing to AD turn RIGHT, 137° track to BESTA climbing to assigned FL.
KN 25D	Turn RIGHT, intercept 027° bearing to KN climbing to assigned FL.

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA 25 FOXTROT (BESTA 25F) [BES25F]
KOSTINO 25 ECHO (KN 25E)
RWY 25L DEPARTURES

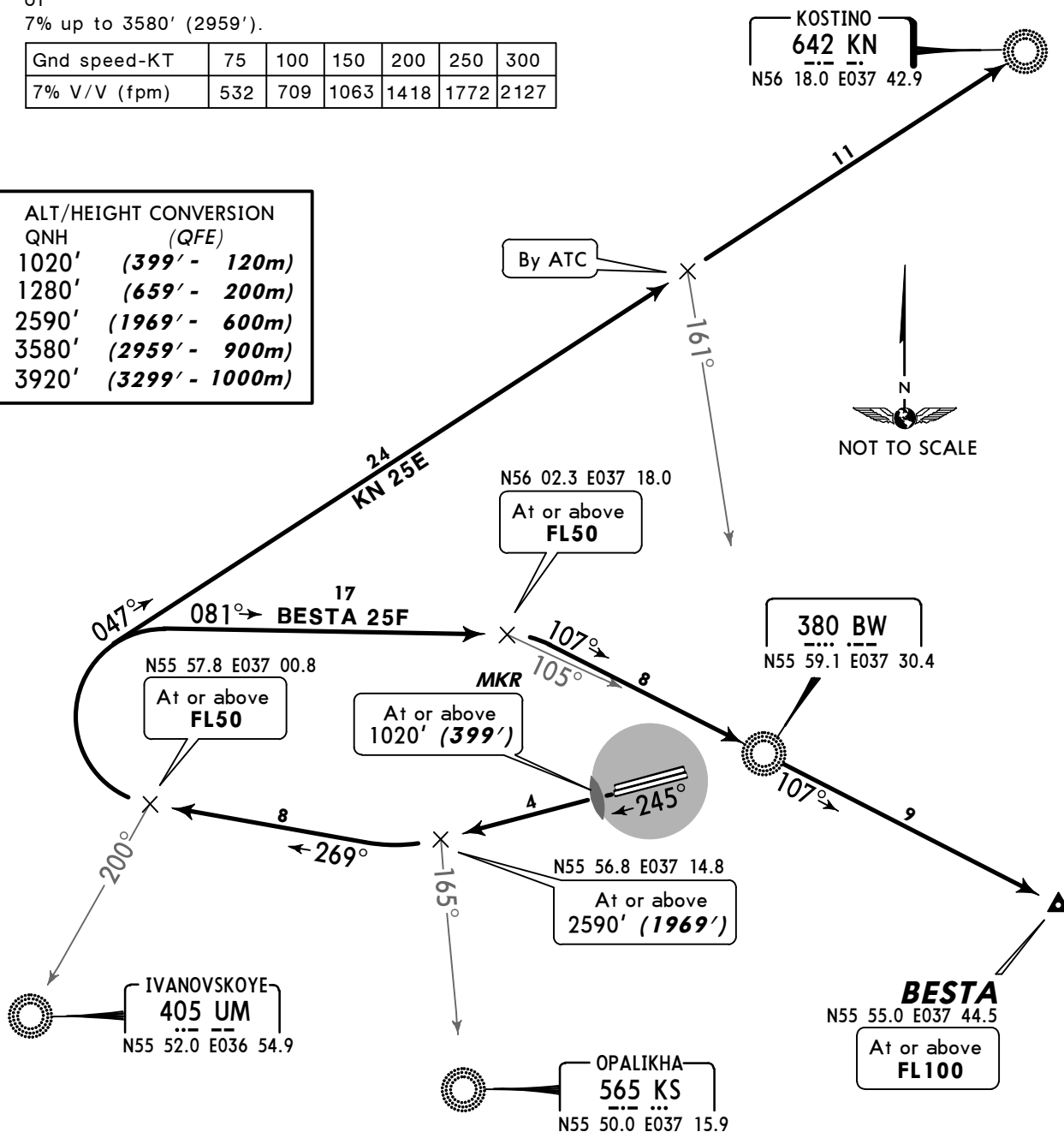
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



These SIDs require a minimum climb gradient of 7% up to 3580' (2959').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION	QNH	(QFE)
1020'	(399' - 120m)	
1280'	(659' - 200m)	
2590'	(1969' - 600m)	
3580'	(2959' - 900m)	
3920'	(3299' - 1000m)	

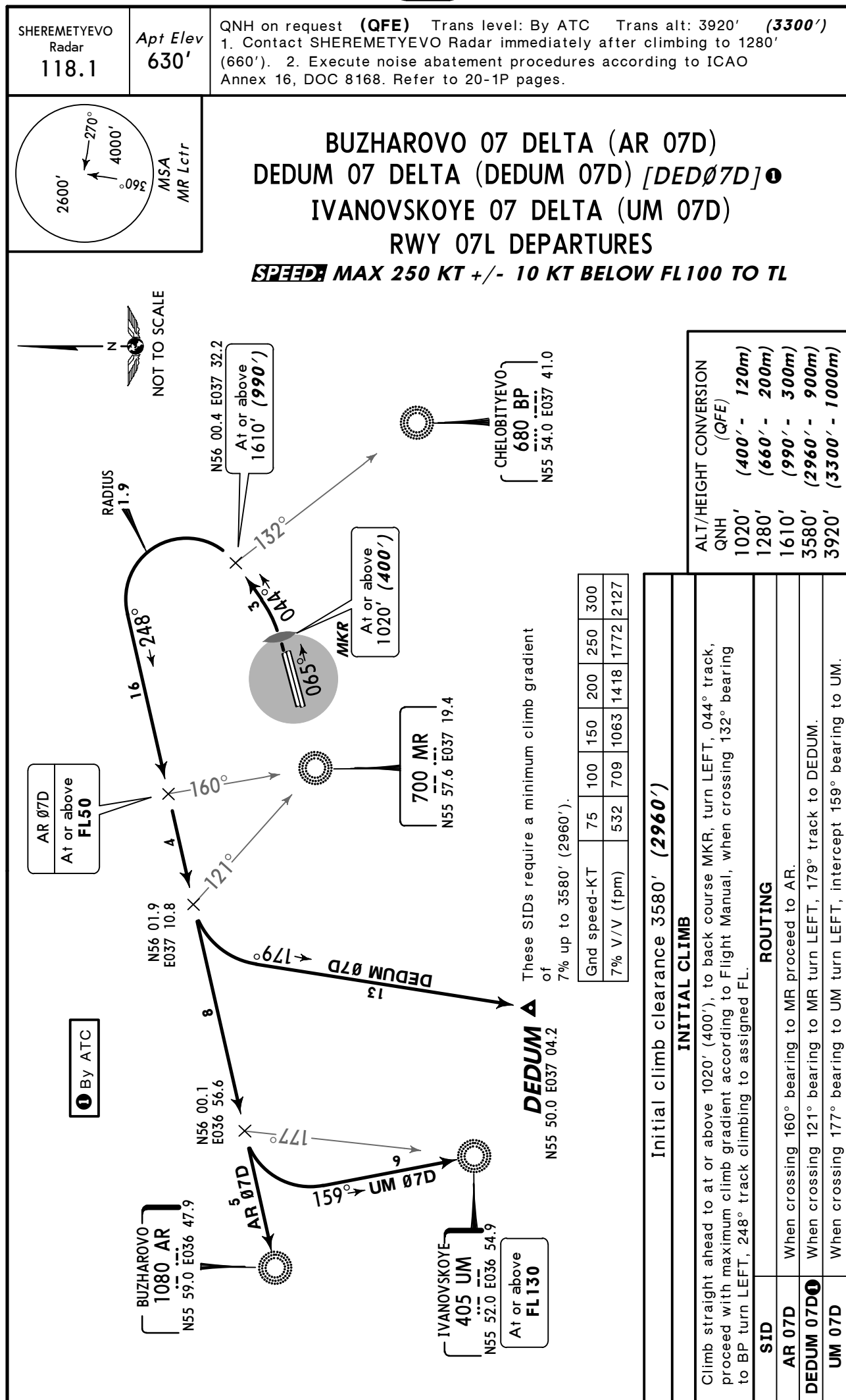


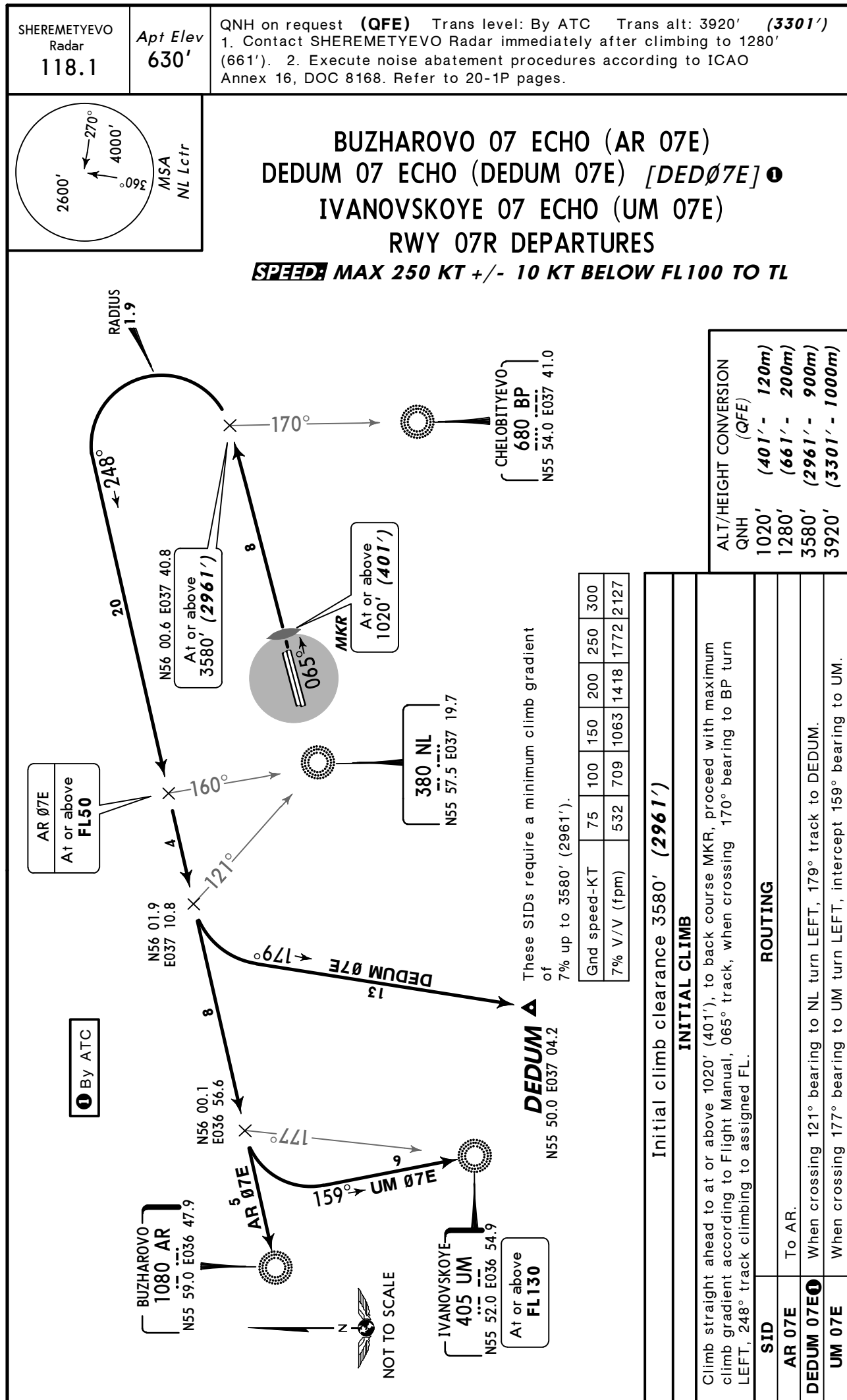
Initial climb clearance 3580' (2959')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (399'), to back course MKR with maximum climb gradient according to Flight Manual, 245° track, when crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned FL, when crossing 200° bearing to UM turn RIGHT.

SID	ROUTING
BESTA 25F	081° track, when crossing 105° bearing to BW turn RIGHT, 107° track to BESTA.
KN 25E	047° track climbing to assigned FL, to KN.



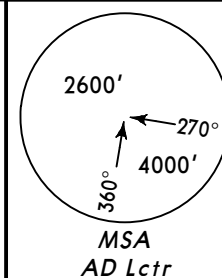


SHEREMETYEVO
Radar
118.1

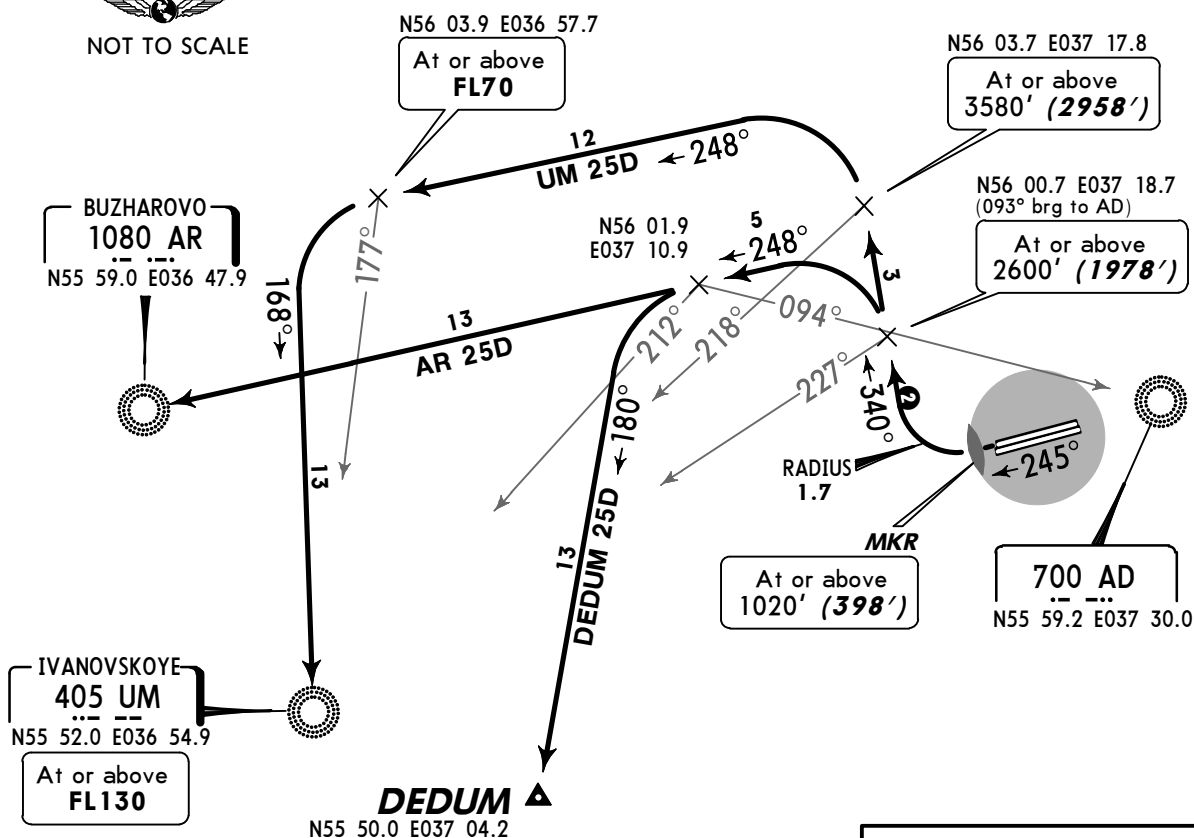
Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 25 DELTA (AR 25D)
DEDUM 25 DELTA (DEDUM 25D)[DED25D]①
IVANOVSKOYE 25 DELTA (UM 25D)
RWY 25R DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



- ① By ATC
- ② It is prohibited to reduce 340° track until crossing 093° bearing to AD, unless otherwise required for safety provision of further continuation of a flight.



These SIDs require a minimum climb gradient of 7% up to 3580' (2958').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(398' - 120m)
1280'	(658' - 200m)
2600'	(1978' - 600m)
3580'	(2958' - 900m)
3920'	(3298' - 1000m)

Initial climb clearance 3580' (2958')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (398'), to back course MKR with maximum climb gradient according to Flight Manual, turn RIGHT, 340° track.

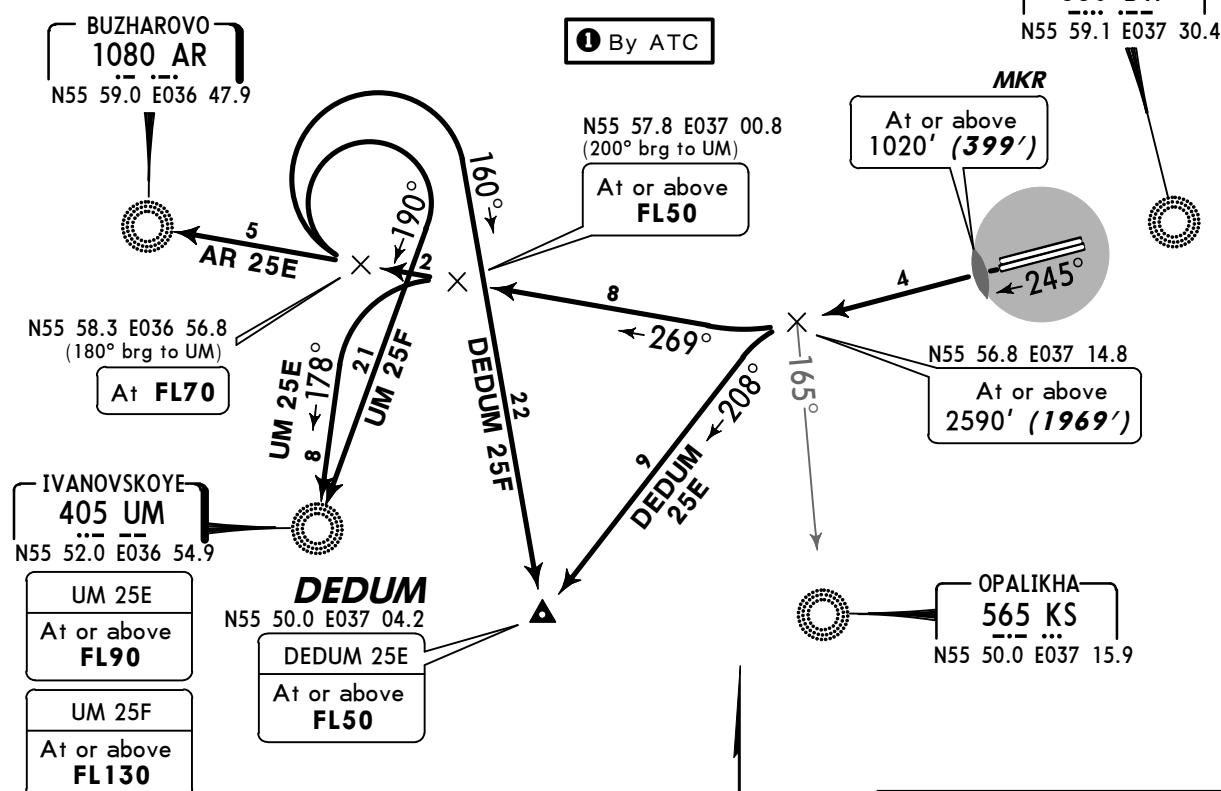
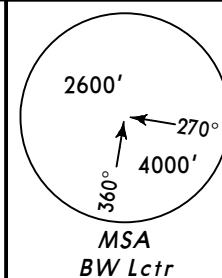
SID	ROUTING
AR 25D	When crossing 093° bearing to AD/227° bearing to UM turn LEFT, intercept 248° bearing to AR climbing to assigned FL.
DEDUM 25D ①	When crossing 093° bearing to AD/227° bearing to UM turn LEFT, 248° track, when crossing 212° bearing to UM/094° bearing to AD turn LEFT, 180° track to DEDUM.
UM 25D	When crossing 218° bearing to UM turn LEFT, 248° track, when crossing 177° bearing to UM turn LEFT, intercept 168° bearing to UM.

SHEREMETYEVO
Radar
118.1Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 25 ECHO (AR 25E)
DEDUM 25 ECHO (DEDUM 25E) [DED25E] ①
DEDUM 25 FOXTROT (DEDUM 25F) [DED25F] ①
IVANOVSKOYE 25 ECHO (UM 25E) ①
IVANOVSKOYE 25 FOXTROT (UM 25F)
RWY 25L DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



These SIDs require a minimum climb gradient of 7% up to 3580' (2959').

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(399' - 120m)
1280'	(659' - 200m)
2590'	(1969' - 600m)
3580'	(2959' - 900m)
3920'	(3299' - 1000m)

Initial climb clearance 3580' (2959')

INITIAL CLIMB

Climb straight ahead to at or above 1020' (399'), to back course MKR with maximum climb gradient according to Flight Manual, 245° track.

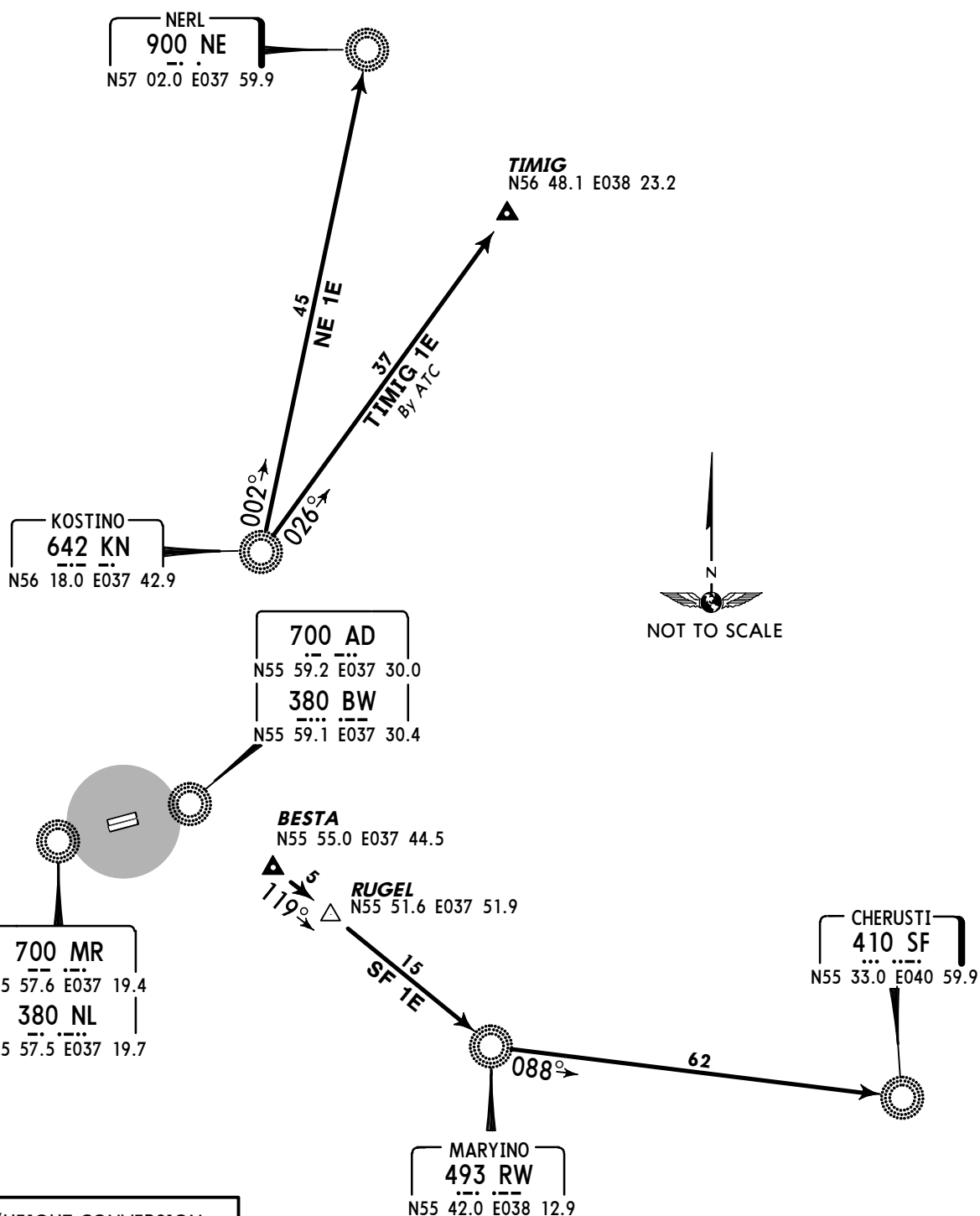
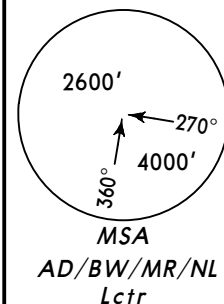
SID	ROUTING
AR 25E	When crossing 165° bearing to KS turn RIGHT, intercept 269° bearing to AR climbing to assigned FL.
DEDUM 25E ①	When crossing 165° bearing to KS turn LEFT, 208° track to DEDUM climbing to assigned FL.
DEDUM 25F ①	When crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned FL, when crossing 180° bearing to UM turn RIGHT, 160° track to DEDUM climbing to assigned FL.
UM 25E ①	When crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned FL, when crossing 200° bearing to UM turn LEFT, intercept 178° bearing to UM.
UM 25F	When crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned FL, when crossing 180° bearing to UM turn RIGHT, intercept 190° bearing to UM.

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

NERL 1E (NE 1E), TIMIG 1E [TIM1E]
FROM KN

CHERUSTI 1E (SF 1E)
FROM BESTA

TRANSITIONS

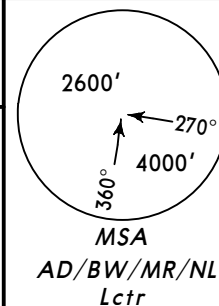


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

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

Apt Elev
630'

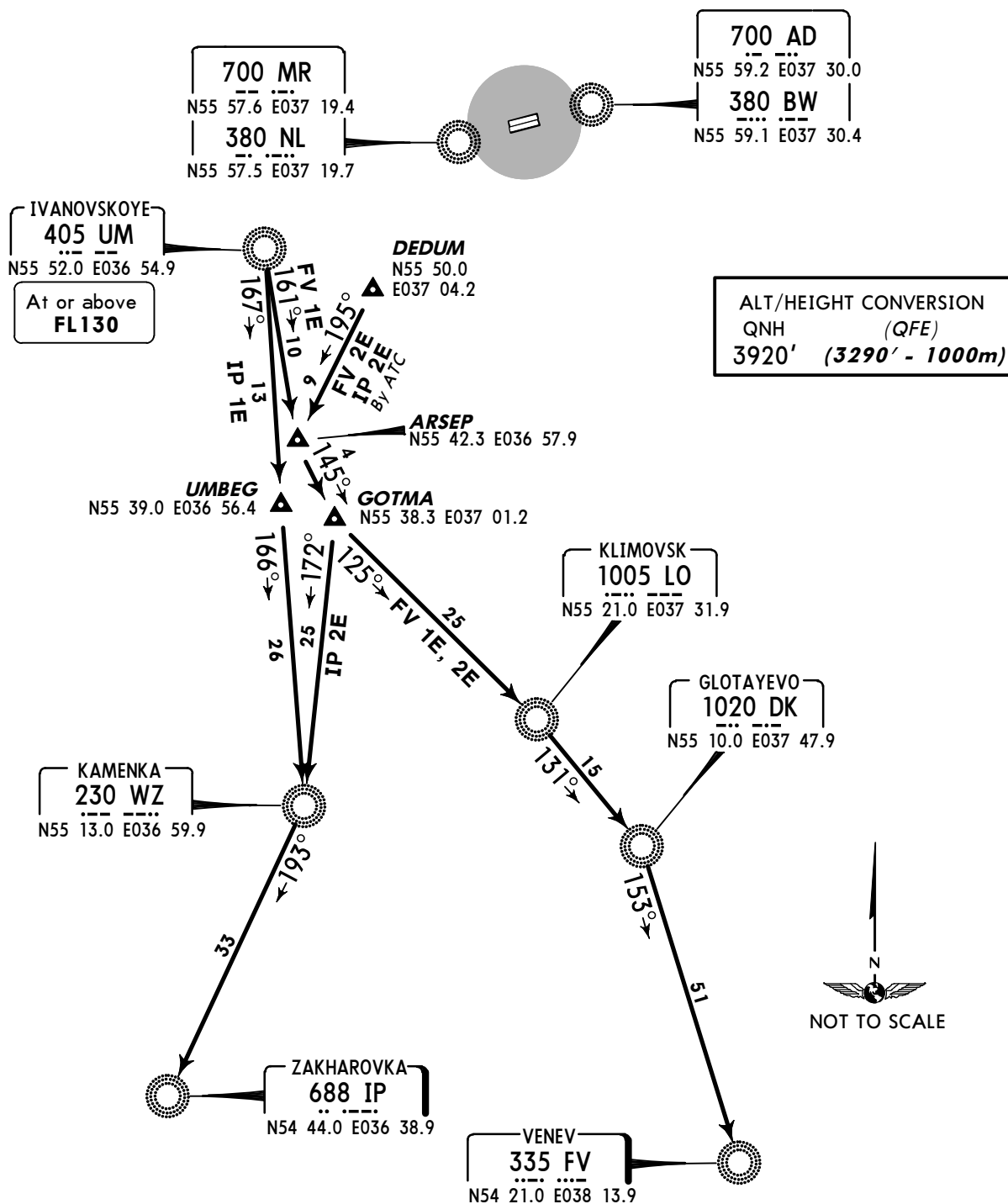
QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')



VENEV 1E (FV 1E), ZAKHAROVKA 1E (IP 1E)
FROM UM

VENEV 2E (FV 2E), ZAKHAROVKA 2E (IP 2E)
FROM DEDUM

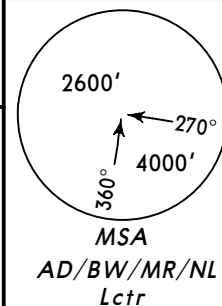
TRANSITIONS



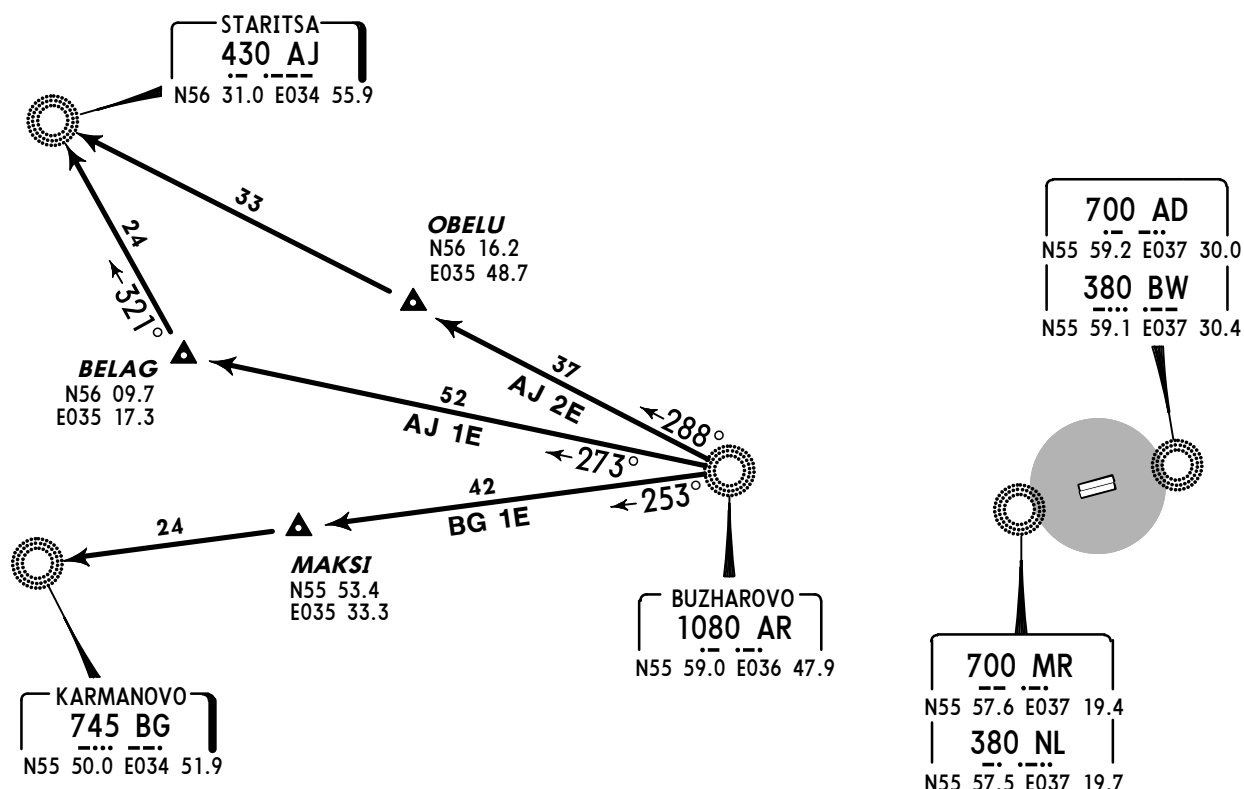
TRANSITION	ROUTING
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
IP 1E	From UM to UMBEG, then to WZ, then to IP.
IP 2E	From DEDUM to ARSEP, then to GOTMA, then to WZ, then to IP.

Apt Elev
630'

QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

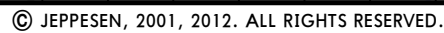


KARMANOVO 1E (BG 1E)
STARITSA 1E (AJ 1E)
STARITSA 2E (AJ 2E)
TRANSITIONS
FROM AR



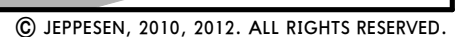
ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

TRANSITION	ROUTING
AJ 1E	From AR to BELAG, then to AJ.
AJ 2E	From AR to OBELU, then to AJ.
BG 1E	From AR to MAKSI, then to BG.



ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
07L	HIRL (60m) CL (15m) HIALS PAPI-L(2.98°)	RVR			10,979' 3346m	1	197' 60m
25R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°)	RVR			10,857' 3309m		
1 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		11,447' (3489m)	
twy 2/12 int		8980' (2737m)		twy 4/14 int		8816' (2687m)	
07R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°)	RVR			11,349' 3459m	2	197' 60m
25L					10,985' 3348m		
2 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		11,775' (3589m)	
twy 12/22 int		9144' (2787m)		twy 14/24 int		9150' (2789m)	

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

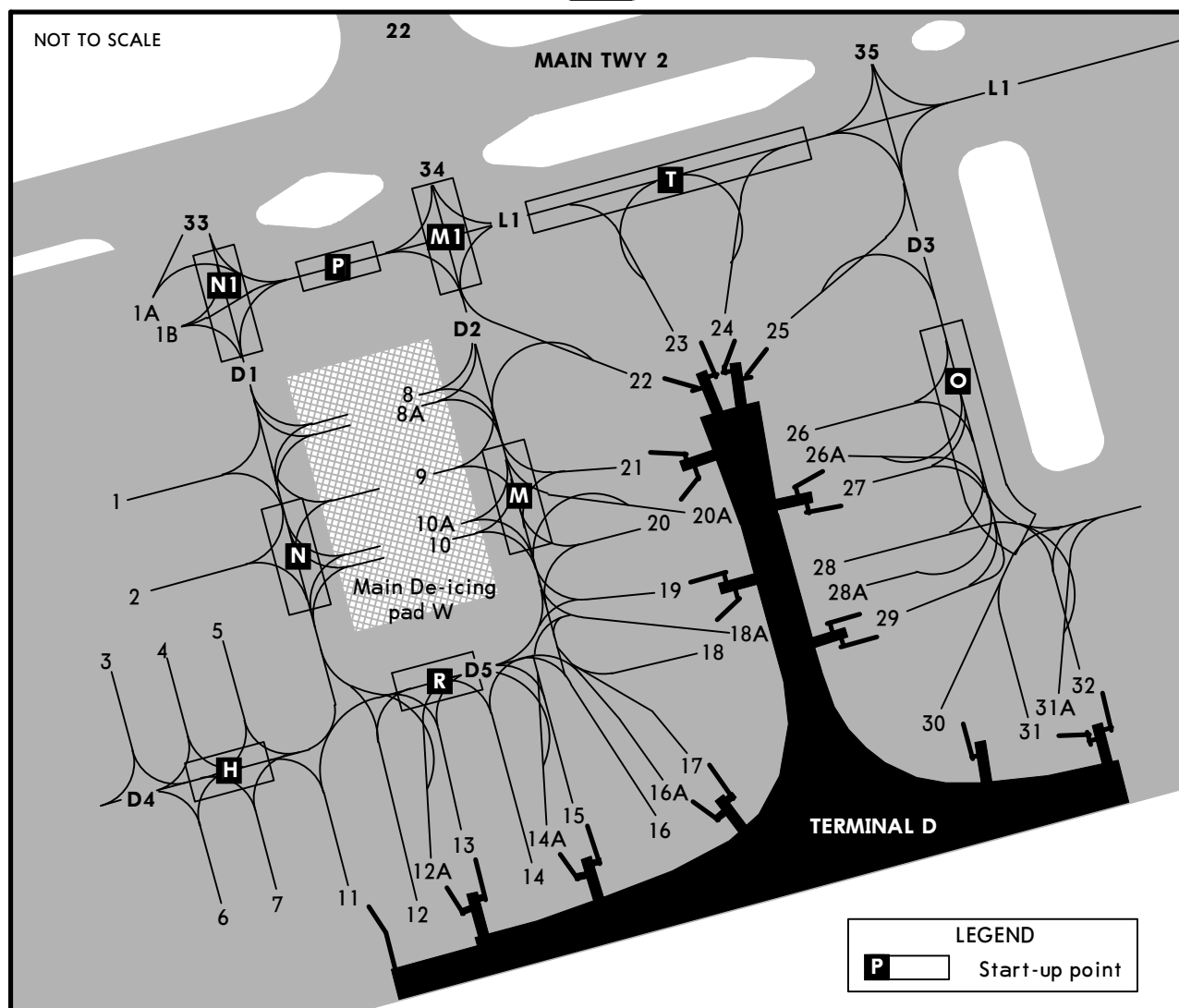


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
12	N55 58.8 E037 25.3	32	N55 58.8 E037 25.0
13 thru 15	N55 58.8 E037 25.2	33, 34	N55 58.7 E037 24.9
16	N55 58.8 E037 25.1	35, 36	N55 58.7 E037 24.8
17, 18	N55 58.8 E037 25.3	36A, 37	N55 58.7 E037 24.7
18A	N55 58.7 E037 25.3	39	N55 58.6 E037 24.6
19 thru 20	N55 58.7 E037 25.2	40, 41	N55 58.6 E037 24.5
21 thru 22D	N55 58.9 E037 24.9	42	N55 58.6 E037 24.4
23	N55 58.8 E037 24.8	43, 44	N55 58.7 E037 24.5
25, 26	N55 58.8 E037 24.9	45	N55 58.7 E037 24.4
27	N55 58.8 E037 24.8	46	N55 58.7 E037 24.3
28 thru 28B	N55 58.8 E037 24.7	55, 55A	N55 58.9 E037 26.3
29, 29A	N55 58.8 E037 24.6	56, 57	N55 58.9 E037 26.2
29B	N55 58.8 E037 24.7	58, 59	N55 58.9 E037 26.1
30 thru 30B	N55 58.8 E037 24.6	60, 60A	N55 58.9 E037 26.0
31	N55 58.8 E037 25.0		

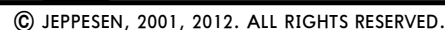
INS COORDINATES	
STAND No.	COORDINATES
A	N55 58.9 E037 25.4
B thru D	N55 58.9 E037 25.5
1	N55 58.9 E037 25.0
2	N55 58.9 E037 25.1
3	N55 58.9 E037 25.2
3A	N55 58.9 E037 25.1
3B thru 5	N55 58.9 E037 25.2
6, 7	N55 58.9 E037 25.3
8 thru 10	N55 58.9 E037 25.2
11	N55 58.8 E037 25.1

571 / 25R

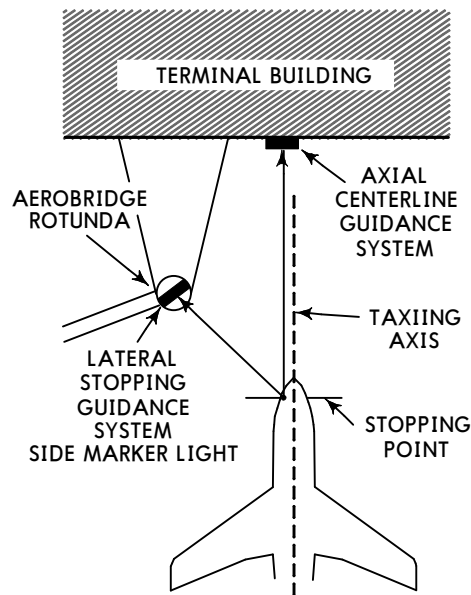


INS COORDINATES

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 thru 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 17	N55 57.8 E037 24.2
18	N55 57.8 E037 24.3
18A	N55 57.9 E037 24.3
19, 20	N55 57.9 E037 24.2
20A	N55 57.9 E037 24.3
21, 22	N55 57.9 E037 24.2
23 thru 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 thru 32	N55 57.8 E037 24.5



STAND ENTRY GUIDANCE SYSTEM (AGNIS)

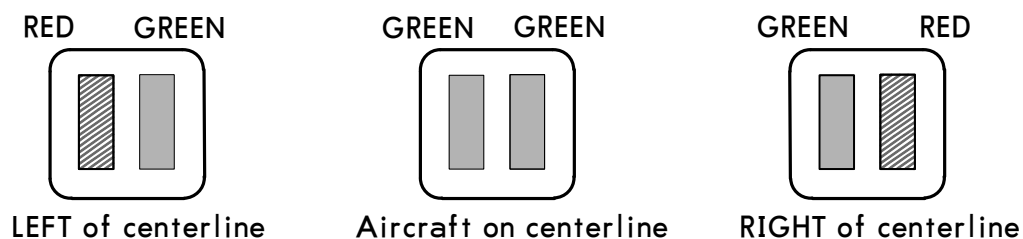


CAUTION

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



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

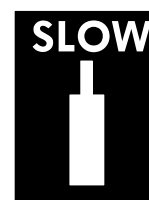
The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

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.



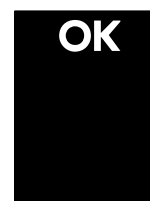
7. AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

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.



DOCKING GUIDANCE SYSTEM (SAFEDOCK)

9. OVERSHOOTING

When the acft has overshoot 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 loses the identified approaching acft, the display shows WAIT.

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



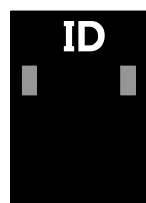
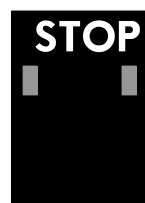
12. SLOW DOWN

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.



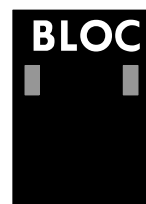
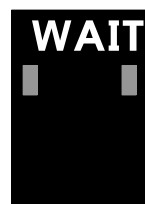
13. IDENTIFICATION FAILURE

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.



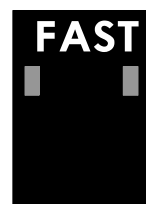
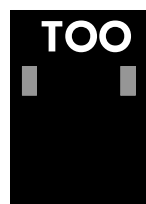
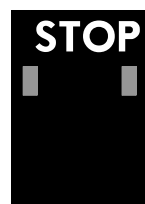
14. THE GATES AND THE VIEW ARE BLOCKED

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 displayed by pressing the button "Chocks on" on the operators panel after inserting the chocks under the nose landing gear by ground personnel.



STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1300m
	RNAV ①	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R900m	R900m	R900m
07R	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ①	970' (350')	970' (350')	970' (350')	970' (350')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	719' (100')	719' (100')	719' (100')	719' (100')
		RA106' R350m	RA106' R350m	RA106' R350m	RA106' R350m
	ILS	819' (200')	819' (200')	819' (200')	819' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
25L	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	843' (224')	853' (234')	863' (244')	873' (254')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
	RNAV ①	990' (371')	990' (371')	990' (371')	990' (371')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ①	970' (351')	970' (351')	970' (351')	970' (351')
		R1000m	R1000m	R1200m	R1200m
25L	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	823' (202')	833' (212')	843' (222')	853' (232')
		R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	RNAV ①	990' (369')	990' (369')	990' (369')	990' (369')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
25L (contd)	2 NDB ❶	980' (359') R1000m R1600m	980' (359') R1000m R1600m	980' (359') R1200m R1600m	980' (359') R1200m R1600m
	ALS out				
	1 NDB ❶❷	990' (369') R1000m R1700m	990' (369') R1000m R1700m	990' (369') R1200m R1700m	990' (369') R1200m R1700m
	ALS out				
	1 NDB ❸	1400' (779') C3100m C3800m	1400' (779') C3100m C3800m	1400' (779') C3300m C4000m	1400' (779') C3300m C4000m
	ALS out				
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	822' (200') R550m	822' (200') R550m	822' (200') R550m	822' (200') R550m
	FULL				
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	PAR	827' (205') R750m	837' (215') R750m	846' (224') R750m	856' (234') R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ❶	990' (368') R1000m	990' (368') R1000m	990' (368') R1000m	990' (368') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶	980' (358') R1000m	980' (358') R1000m	980' (358') R1200m	980' (358') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	1 NDB ❶❷	990' (368') R1000m	990' (368') R1000m	990' (368') R1200m	990' (368') R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	1 NDB ❸	1400' (778') C3100m	1400' (778') C3100m	1400' (778') C3300m	1400' (778') C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with radar control.

❸ w/o radar control.

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

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

CHANGES: RNAV added. 1 NDB.

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STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	RNAV	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	719' (100')	719' (100')	719' (100')	719' (100')
		RA106' R350m	RA106' R350m	RA106' R350m	RA106' R350m
	ILS	819' (200')	819' (200')	819' (200')	819' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	843' (224')	853' (234')	863' (244')	873' (254')
		R600m	R600m	R600m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1200m
	RNAV	990' (371')	990' (371')	990' (371')	990' (371')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	970' (351')	970' (351')	970' (351')	970' (351')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
25L	CAT 2 ILS	721' (100')	721' (100')	721' (100')	721' (100')
		RA97' R350m	RA97' R350m	RA97' R350m	RA97' R350m
	ILS	821' (200')	821' (200')	821' (200')	821' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	823' (202')	833' (212')	843' (222')	853' (232')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	RNAV	990' (369')	990' (369')	990' (369')	990' (369')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	980' (359')	980' (359')	980' (359')	980' (359')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

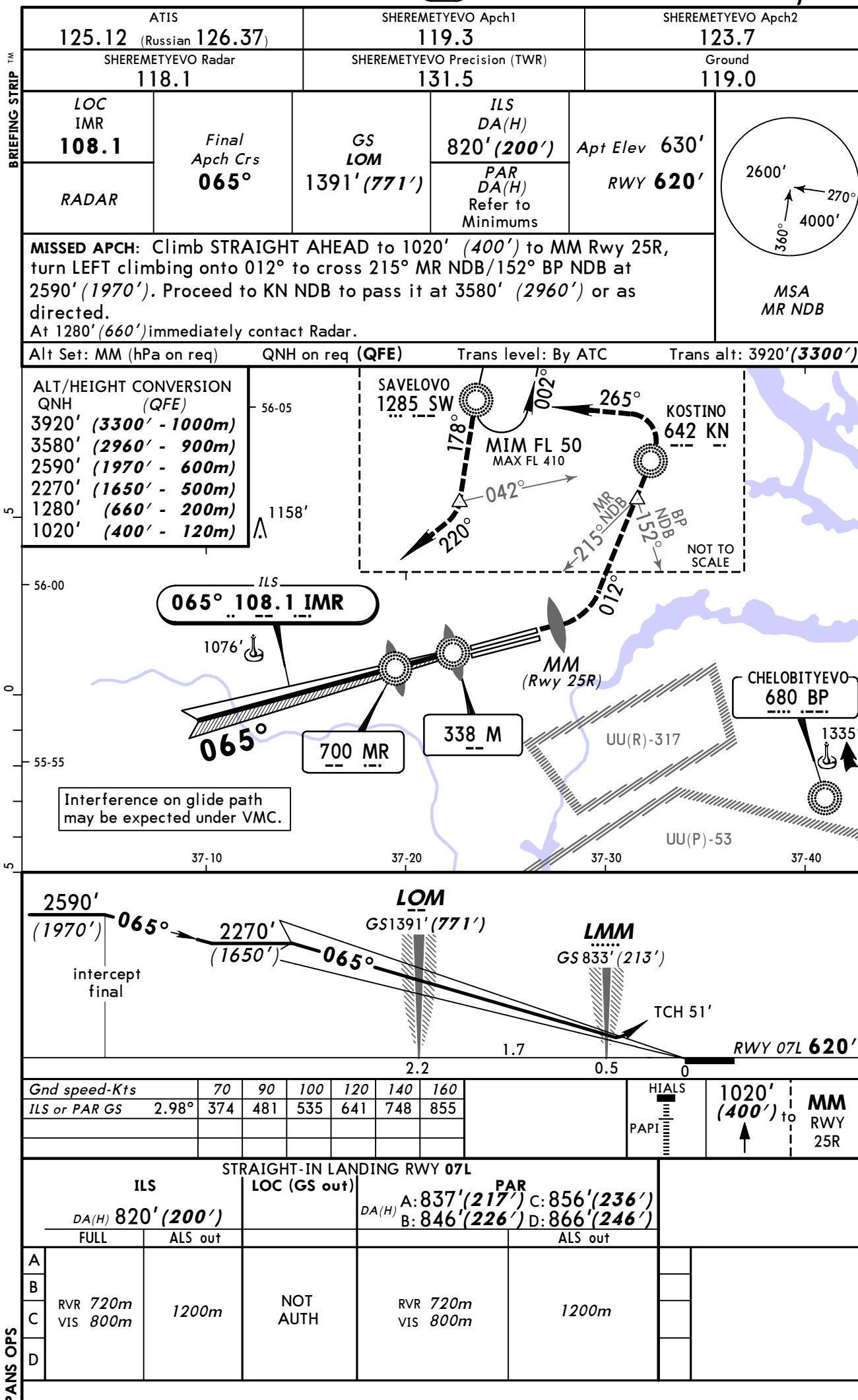
STRAIGHT-IN RWY		A	B	C	D
25L (contd)	1 NDB ❶	990' (369')	990' (369')	990' (369')	990' (369')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB ❷	1400' (779')	1400' (779')	1400' (779')	1400' (779')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
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
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (205')	837' (215')	846' (224')	856' (234')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	RNAV	990' (368')	990' (368')	990' (368')	990' (368')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	980' (358')	980' (358')	980' (358')	980' (358')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB ❶	990' (368')	990' (368')	990' (368')	990' (368')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	1 NDB ❷	1400' (778')	1400' (778')	1400' (778')	1400' (778')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

❶ with radar control.

❷ w/o radar control.

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

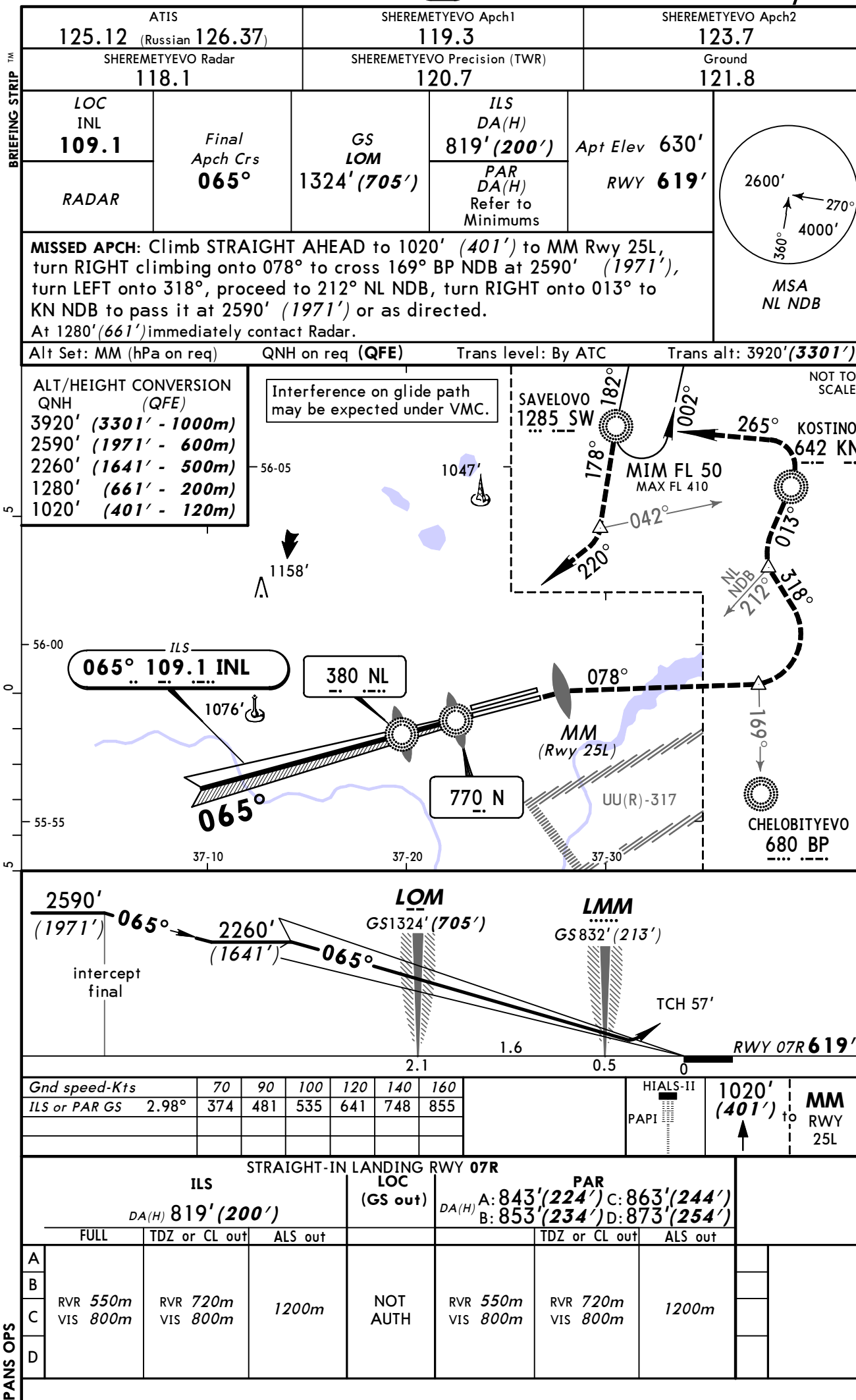
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m		400m	500m
C							
D	150m	200m	250m	300m			



UUEE/SVO SHEREMETYEVO

2 MAR 12 **(21-2)** Eff 8 Mar

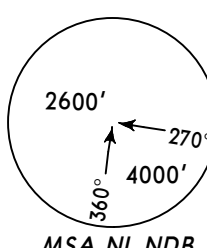
MOSCOW, RUSSIA
ILS or PAR Rwy 07R



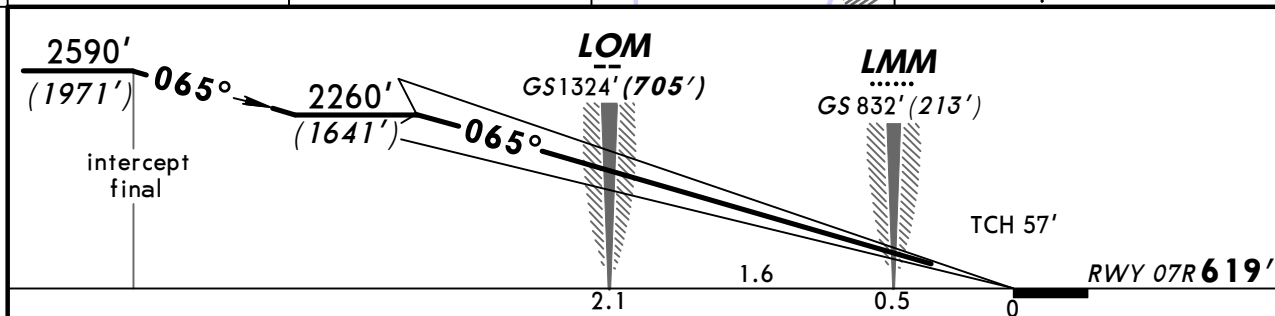
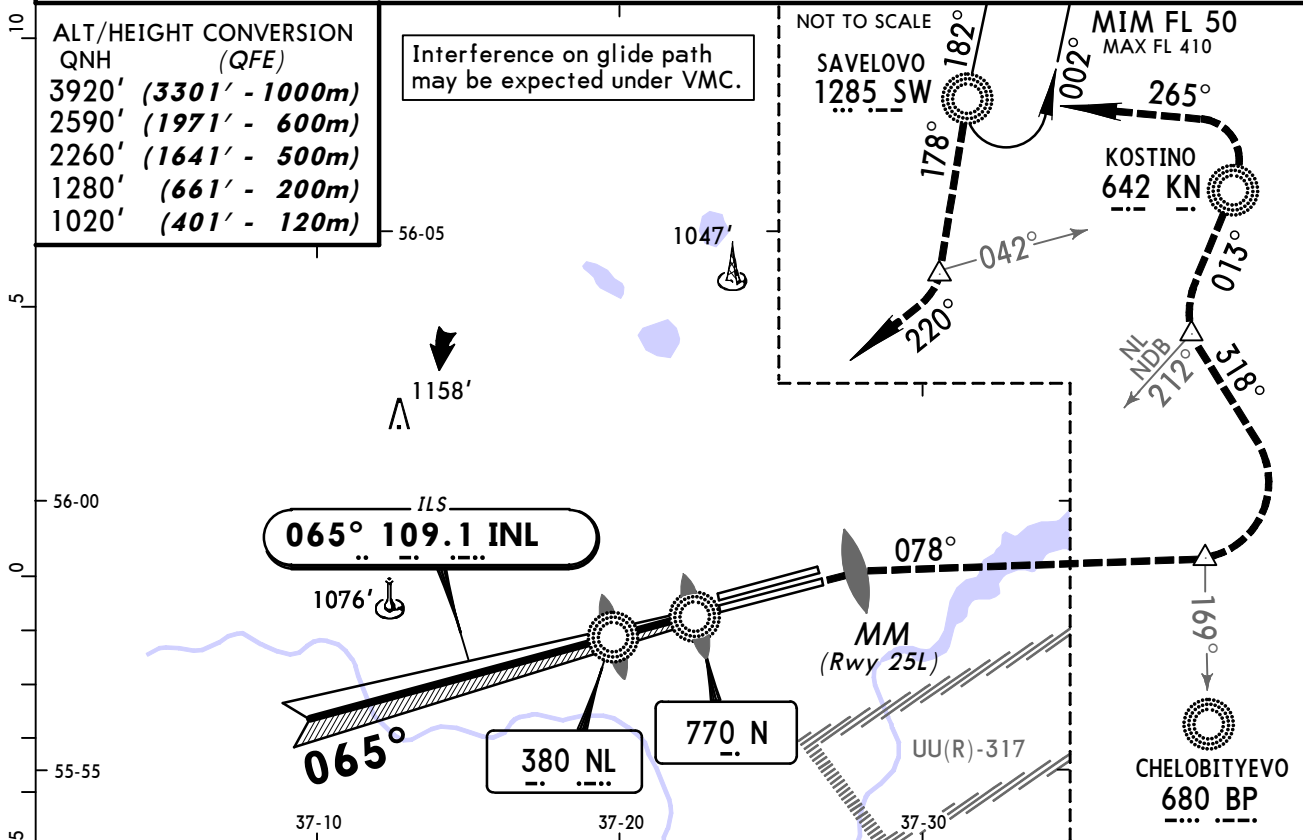
CHANGES: Missed approach.

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BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
LOC INL 109.1	Final Apch Crs 065°	GS LOM 1324' (705')	CAT II ILS RA 106' DA(H) 719' (100')	Apt Elev 630' RWY 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') to MM Rwy 25L, turn RIGHT climbing onto 078° to cross 169° BP NDB at 2590' (1971'), turn LEFT onto 318°, proceed to 212° NL NDB, turn RIGHT onto 013° to KN NDB to pass it at 2590' (1971') or as directed. At 1280' (661') immediately contact Radar.					MSA NL NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3301')
 Special Aircrew and Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1020' (401')	to RWY 25L
GS	2.98°	374	481	535	641	748		855	

STRAIGHT-IN LANDING RWY 07R
 CAT II ILS
 ABCD
RA 106'
 DA(H) 719' (100')

RVR **350m**

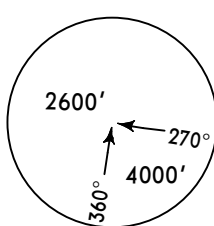
PANS OPS

UUEE/SVO
SHEREMETYEVO

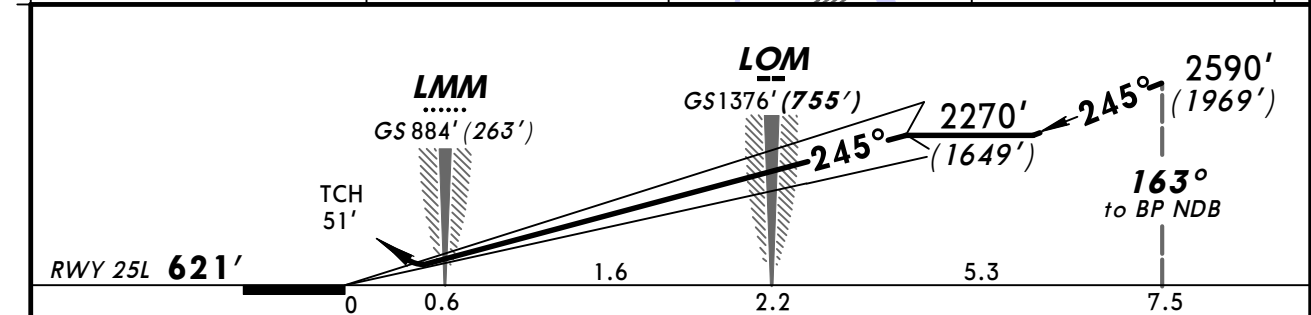
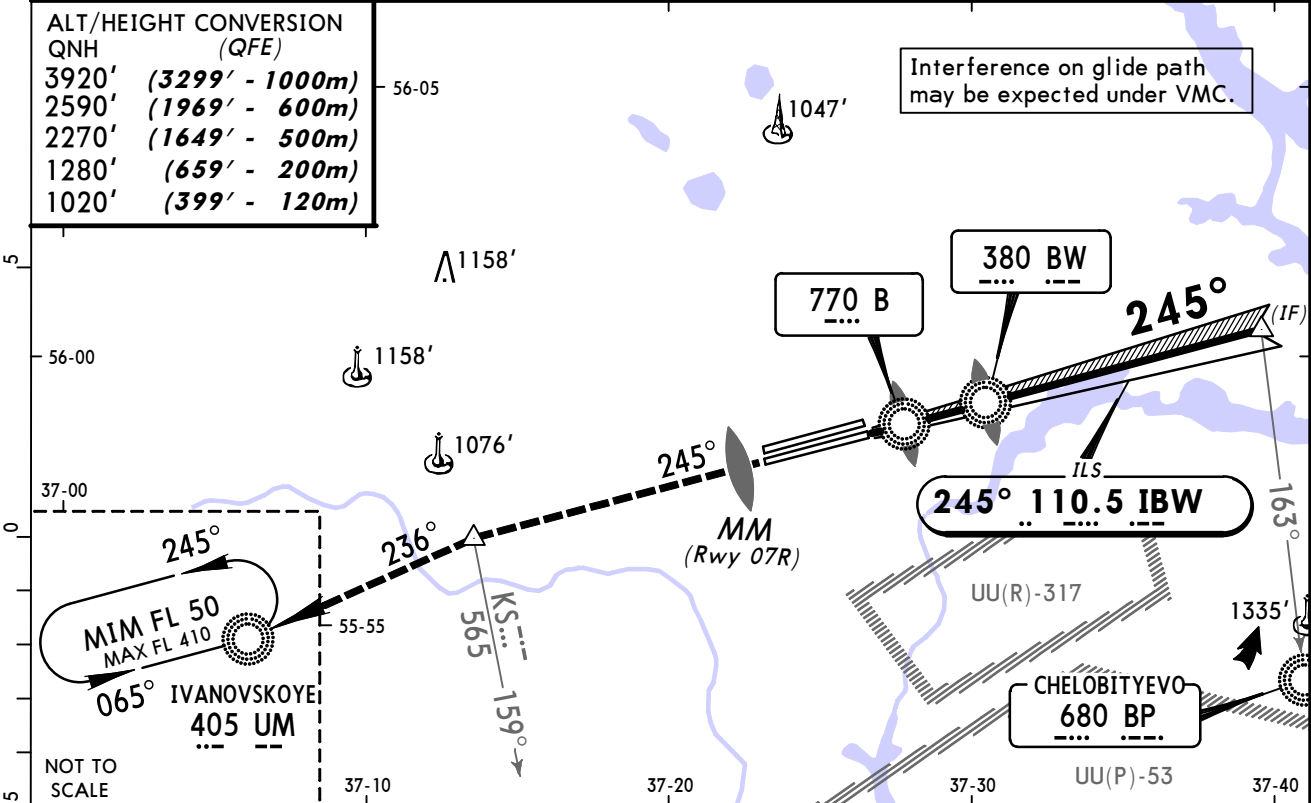
JEPPesen
2 MAR 12 **(21-3)** Eff 8 Mar

MOSCOW, RUSSIA
ILS or PAR Rwy 25L

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apx1 119.3		SHEREMETYEVO Apx2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8		
LOC IBW 110.5	Final Apx Crs 245°	GS LOM 1376' (755')	ILS DA(H) 821' (200')	Apt Elev 630' RWY 621'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') to MM Rwy 07R, then proceed to 159° to KS NDB climbing to 2590' (1969'), then climb on 236° to UM NDB as directed. At 1280' (659') immediately contact Radar.						MSA BW NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (**3299'**)



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

ILS		STRAIGHT-IN LANDING RWY 25L		PAR	
DA(H) 821' (200')		LOC (GS out)		A: 823' (202') C: 843' (222')	
FULL		ALS out		B: 833' (212') D: 853' (232')	
FULL		ALS out		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

CHANGES: Procedure.

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UUEE/SVO
SHEREMETYEVO

2 MAR 12
Eff 8 Mar

21-3A

MOSCOW, RUSSIA
CAT II ILS Rwy 25L

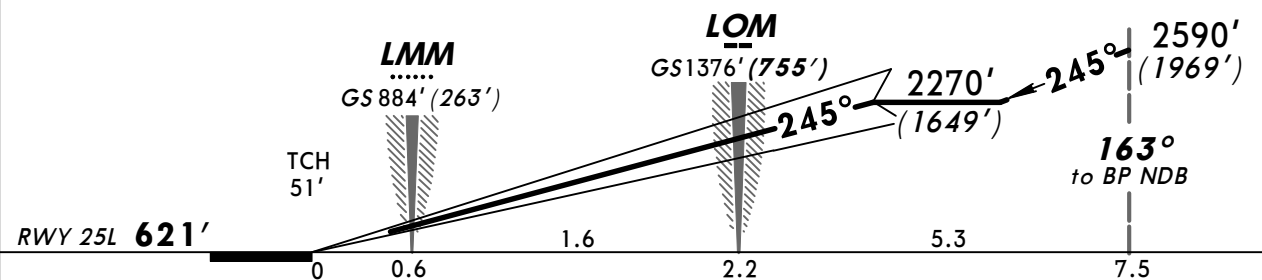
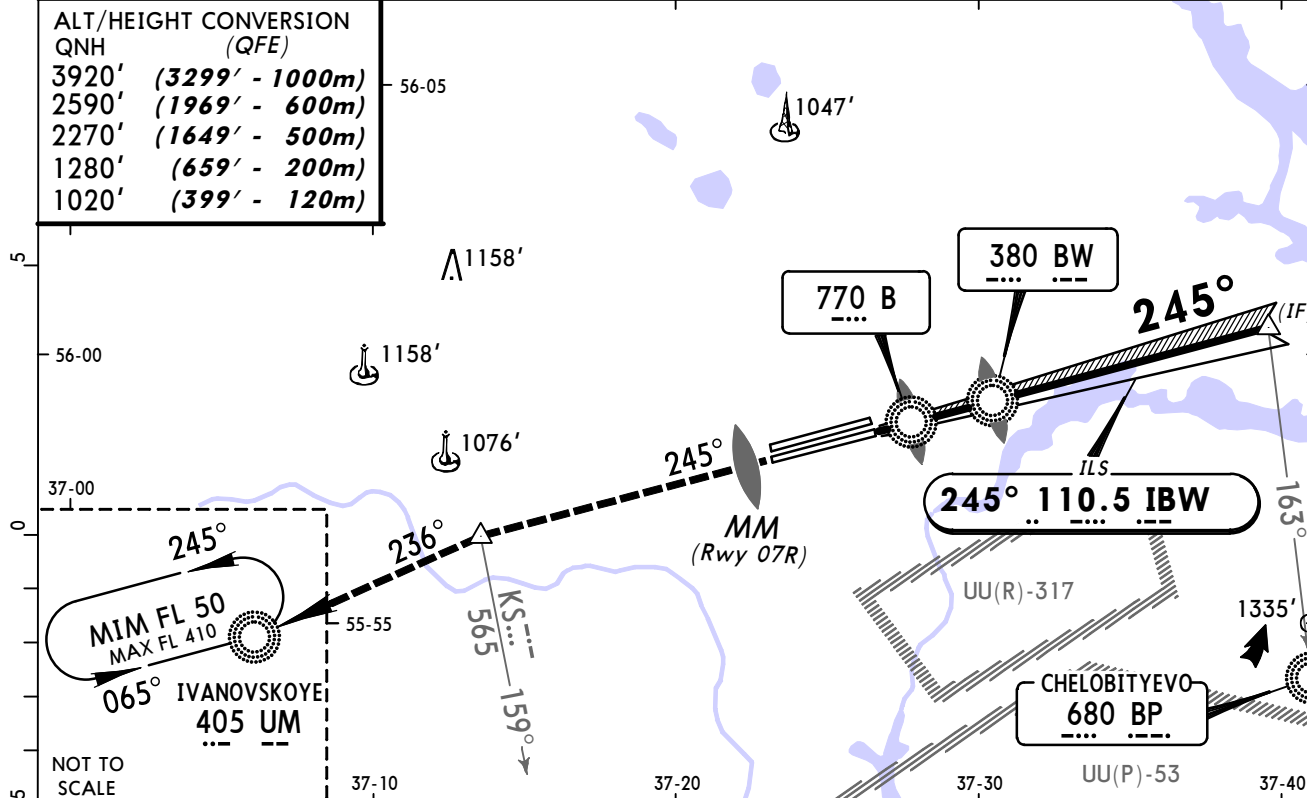
BRIEFING STRIP™

ATIS		SHEREMETYEVO Apc1		SHEREMETYEVO Apc2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		120.7		121.8	
LOC IBW 110.5	Final Apc Crs 245°	GS LOM 1376' (755')	CAT II ILS RA 97' DA(H) 721' (100')	Apt Elev 630' RWY 621'	 MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') to MM Rwy 07R, then proceed to 159° to KS NDB climbing to 2590' (1969'), then climb on 236° to UM NDB as directed. At 1280' (659') immediately contact Radar.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3299')

1. Special Aircrew and Aircraft Certification Required.
2. Interference on glide path may be expected under VMC.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3299' - 1000m)
2590'	(1969' - 600m)
2270'	(1649' - 500m)
1280'	(659' - 200m)
1020'	(399' - 120m)

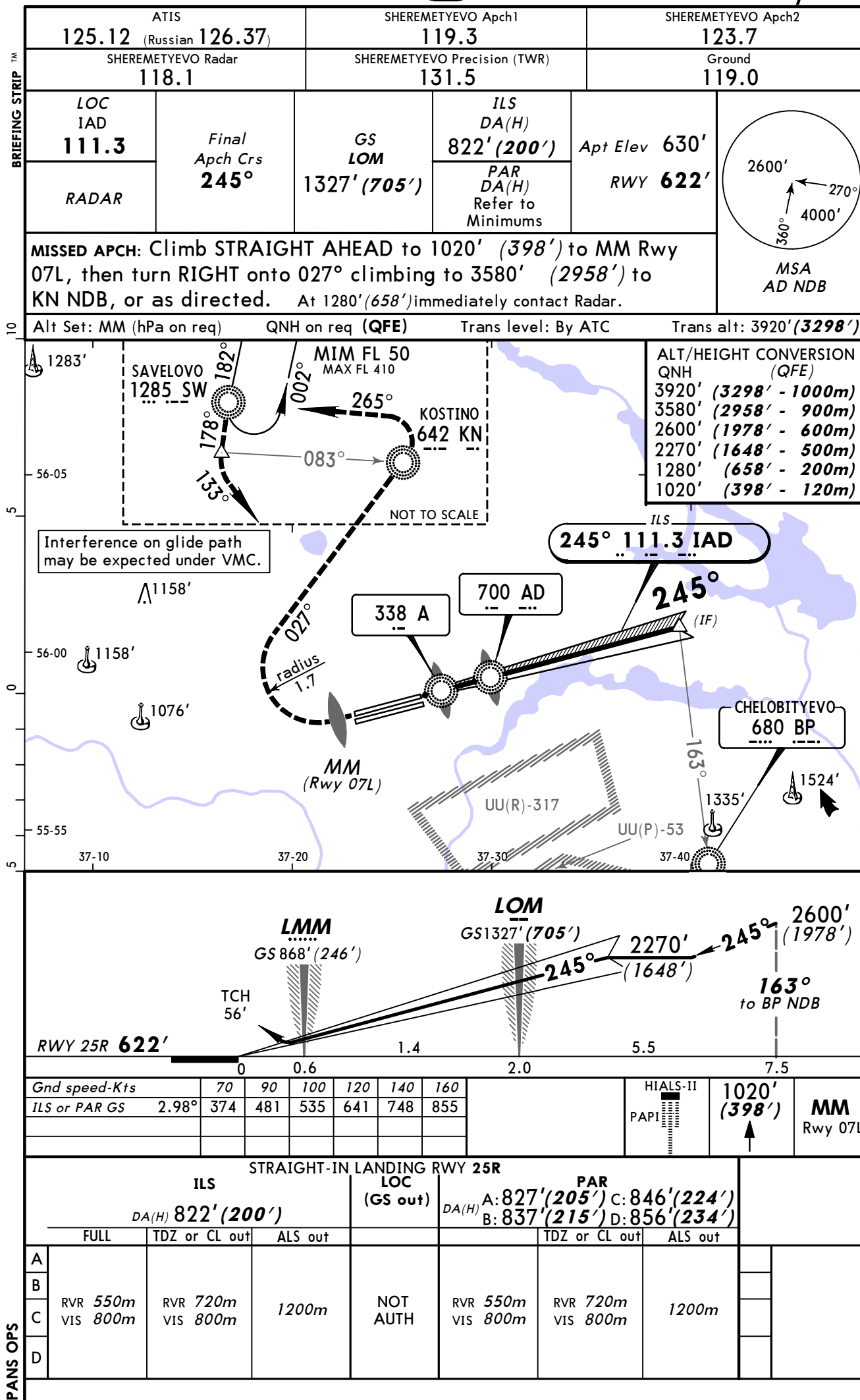


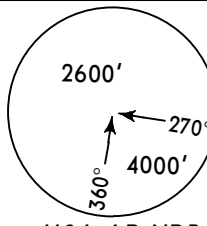
Gnd speed-Kts	70	90	100	120	140	160	
GS	2.98°	374	481	535	641	748	855

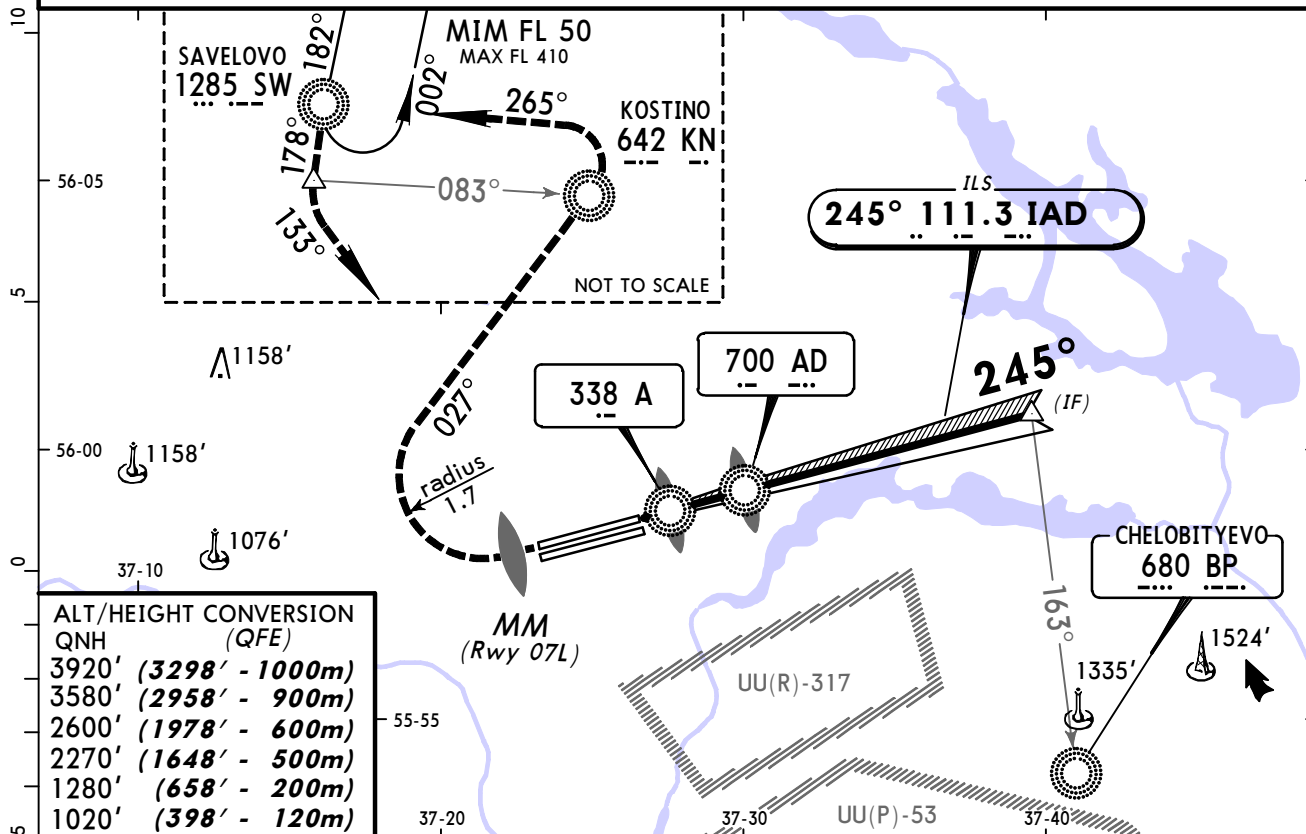
HIALS-II	1020' (399')	MM
PAPI		Rwy 07R

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

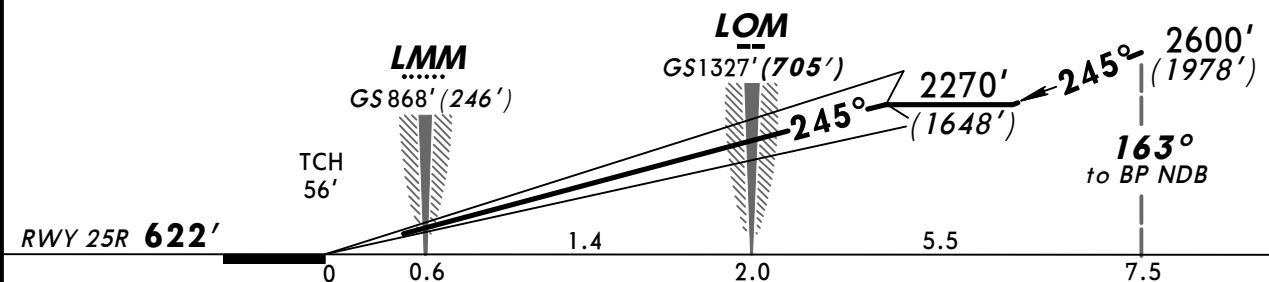
RVR 350m



ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0		
LOC IAD 111.3	Final Apch Crs 245°	GS LOM 1327' (705')	CAT II ILS RA 103' DA(H) 722' (100')	Apt Elev 630' RWY 622'	 MSA AD NDB	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (398') to MM Rwy 07L, then turn RIGHT onto 027° climbing to 3580' (2958') to KN NDB, or as directed. At 1280' (658') immediately contact Radar.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.						



ALT/HEIGHT CONVERSION	QNH	(QFE)
3920'	(3298' - 1000m)	
3580'	(2958' - 900m)	
2600'	(1978' - 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')	MM Rwy 07L
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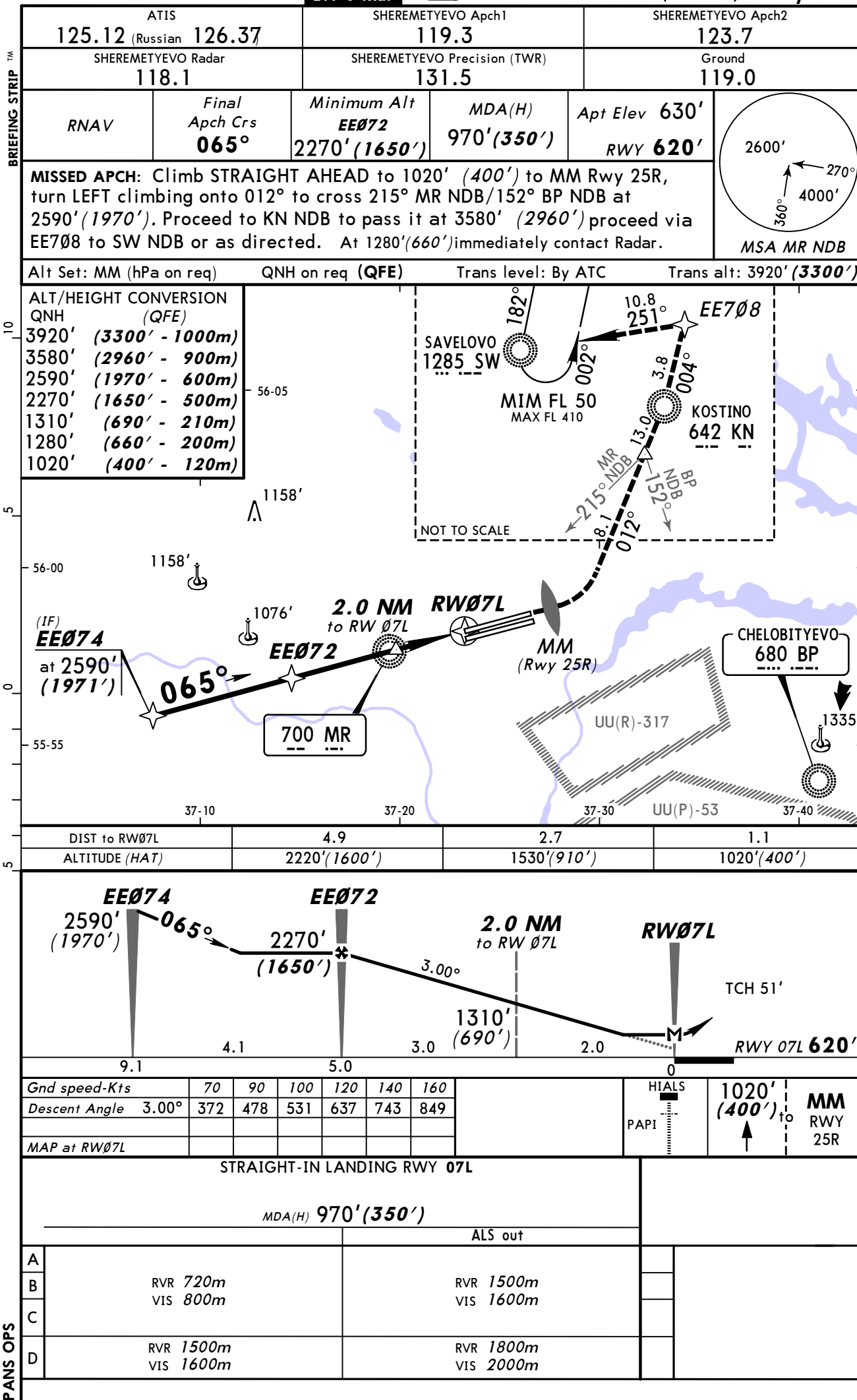
STRAIGHT-IN LANDING RWY 25R
CAT II ILS
ABCD
RA 103'
DA(H) 722' (100')

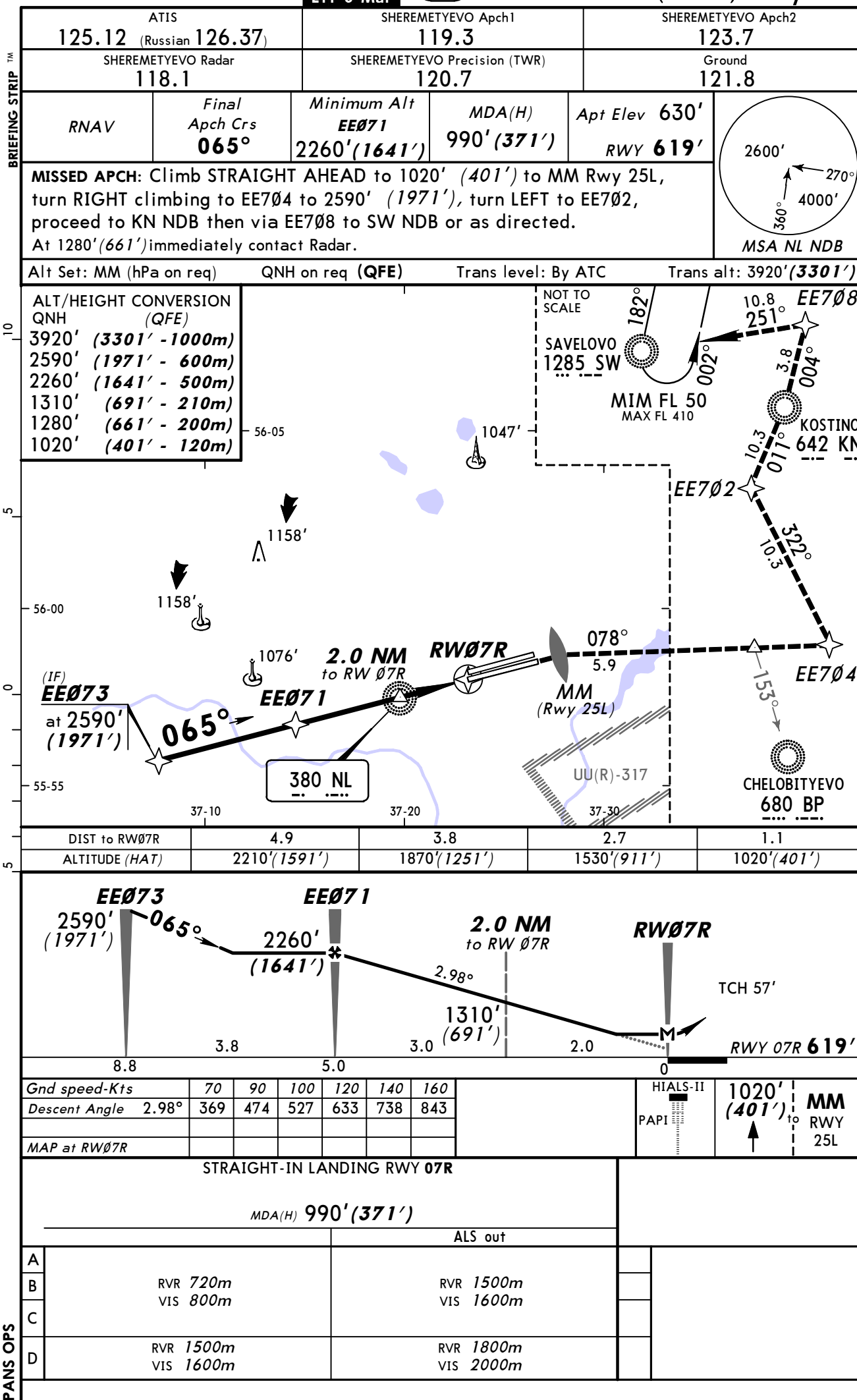
RVR 350m

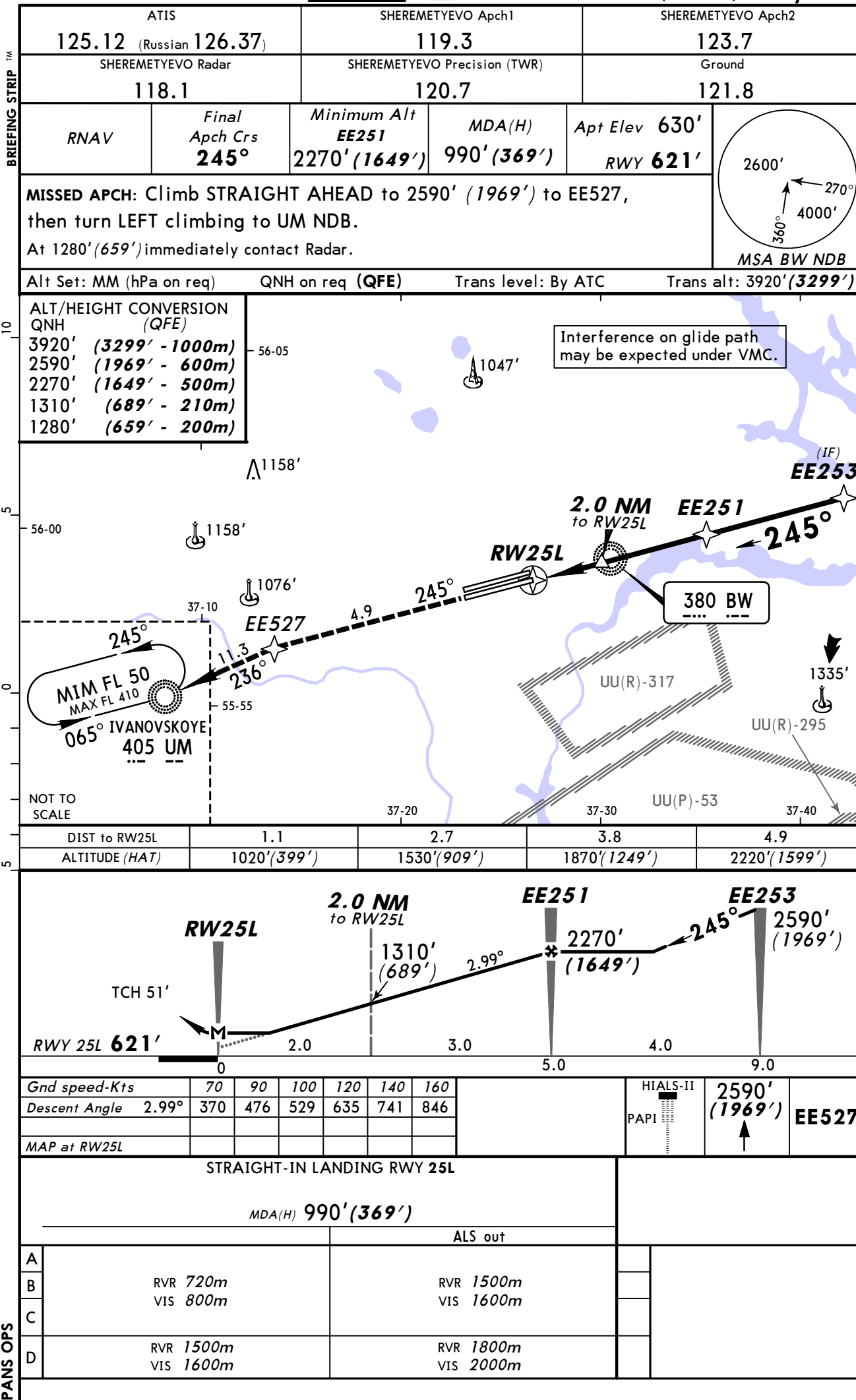
UUEE/SVO SHEREMETYEVO

JEPPESSEN
2 MAR 12
Eff 8 Mar (22-1)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 07L



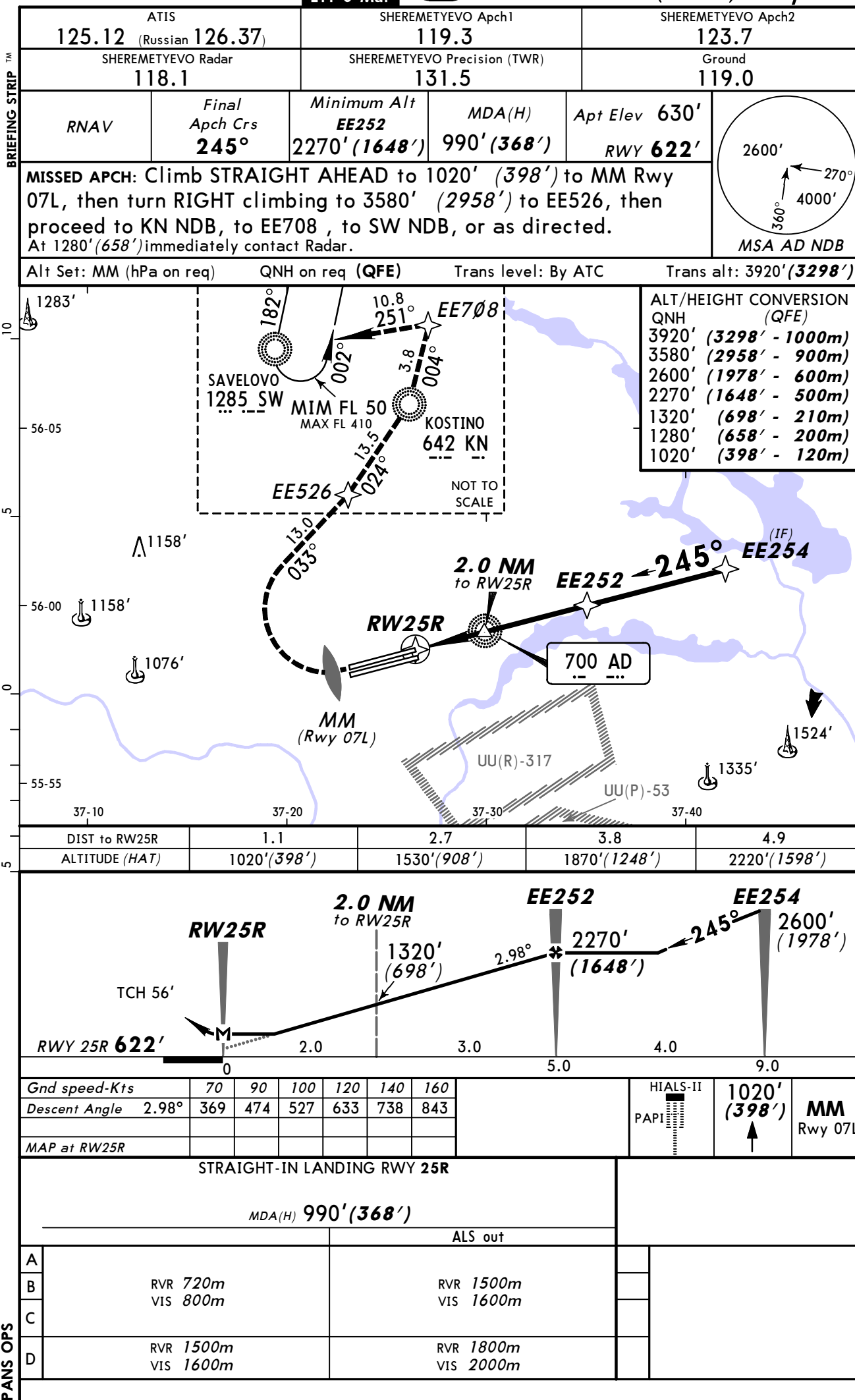




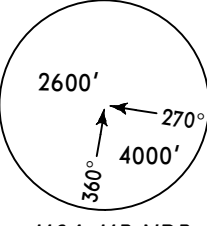
UUEE/SVO
SHEREMETYEVO

JEPPESEN
2 MAR 12
Eff 8 Mar (22-4)

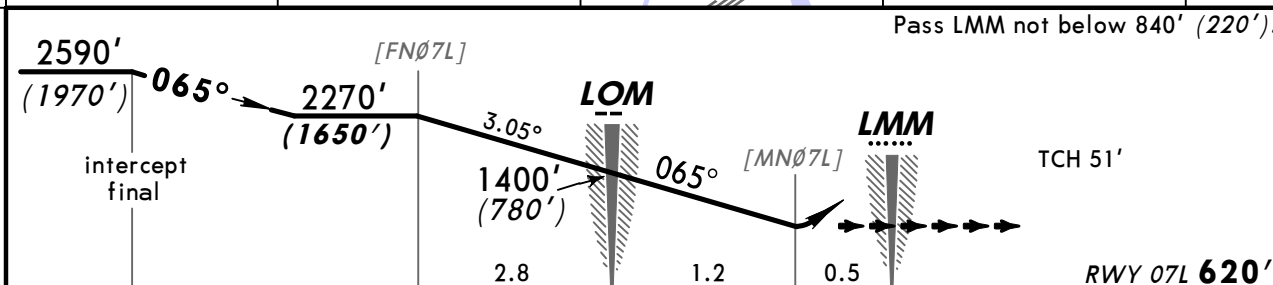
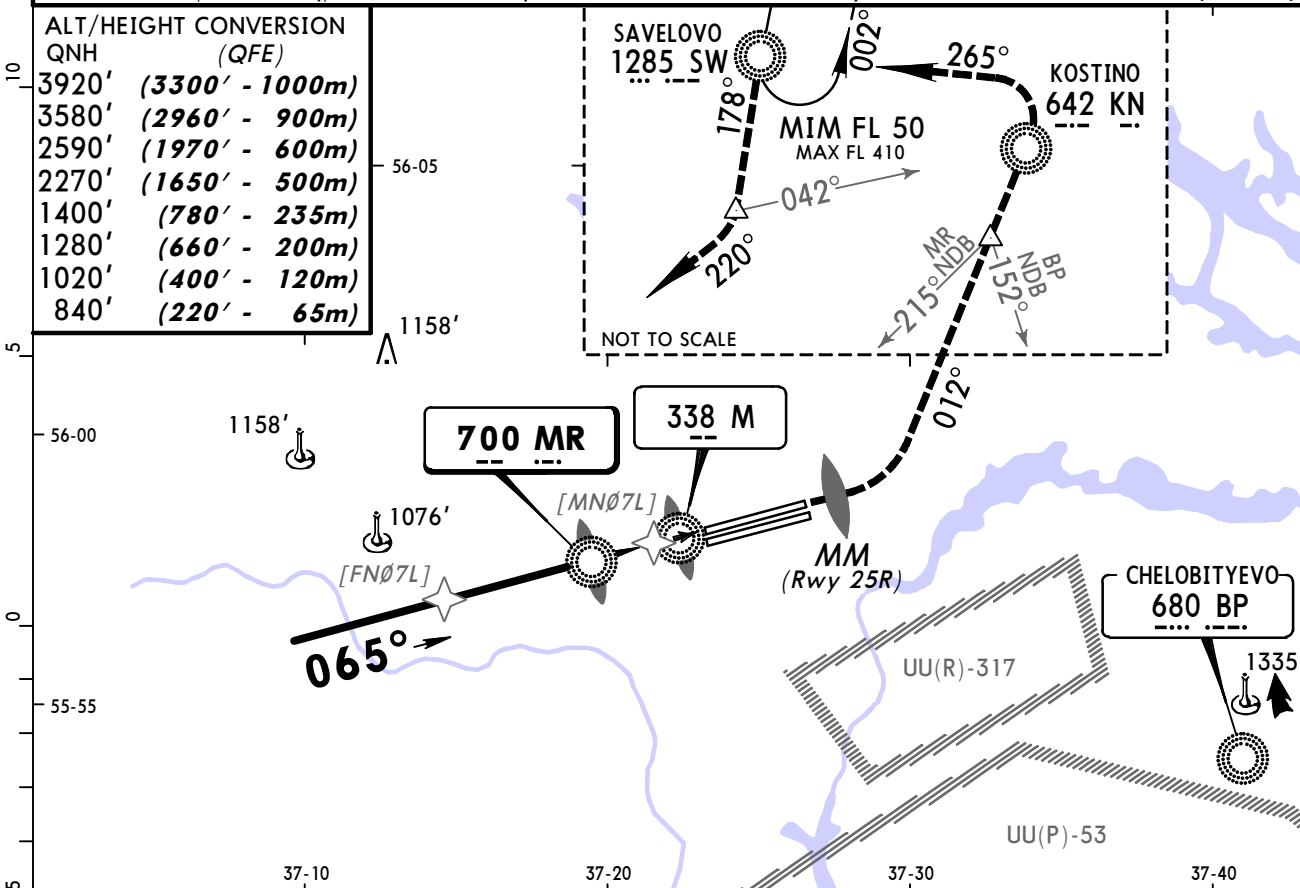
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 25R



BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
NDB MR 700	Final Apch Crs 065°	Minimum Alt LOM 1400' (780')	MDA(H) 970' (350')	Apt Elev 630' RWY 620'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') to MM Rwy 25R, turn LEFT climbing onto 012° to cross 215° MR NDB/152° BP NDB at 2590' (1970'). Proceed to KN NDB to pass it at 3580' (2960') or as directed. At 1280' (660') immediately contact Radar.					

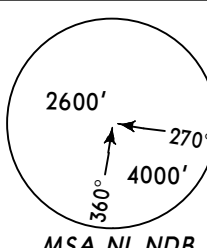
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863

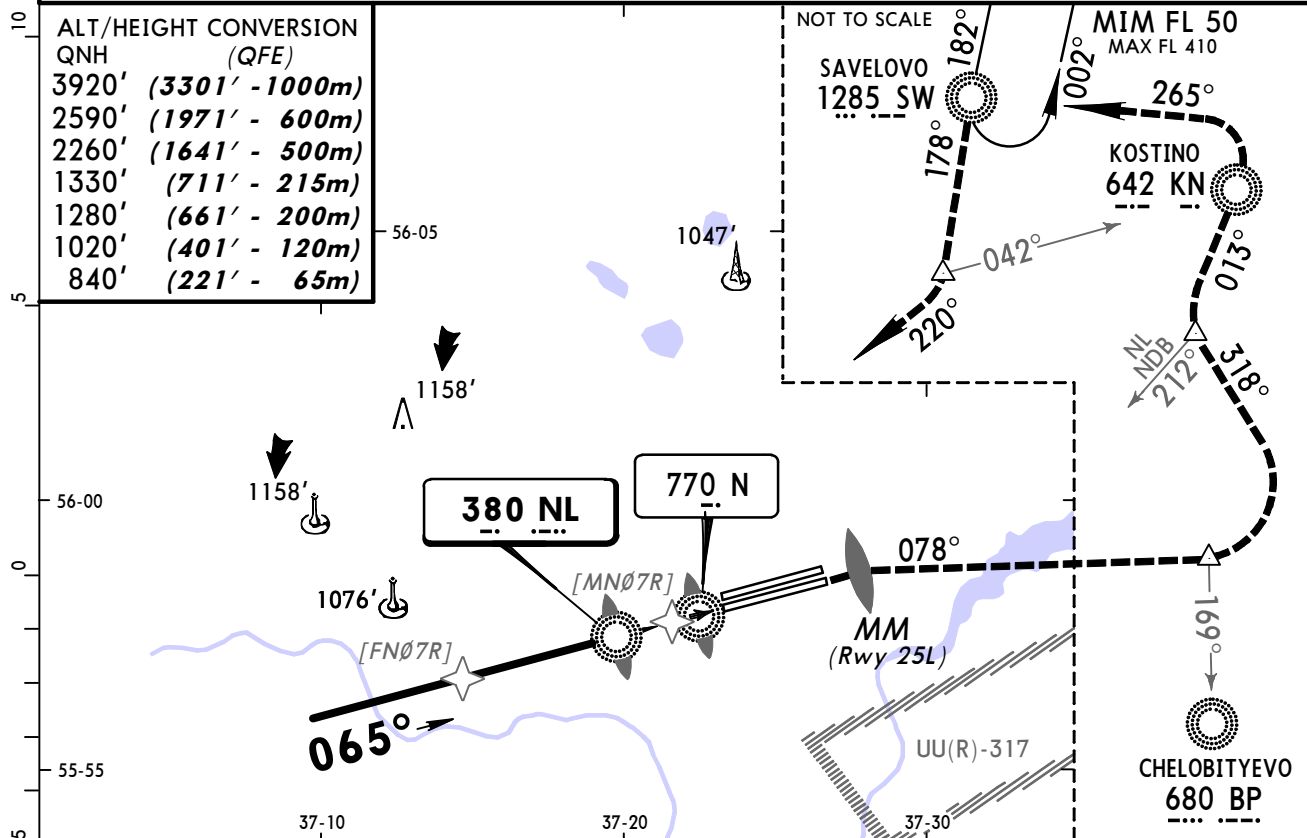
STRAIGHT-IN LANDING RWY 07L					
MDA(H) 970'(350')					
		ALS out			
A	1200m	RVR 1500m VIS 1600m			
B					
C					
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m			

PANS OPS

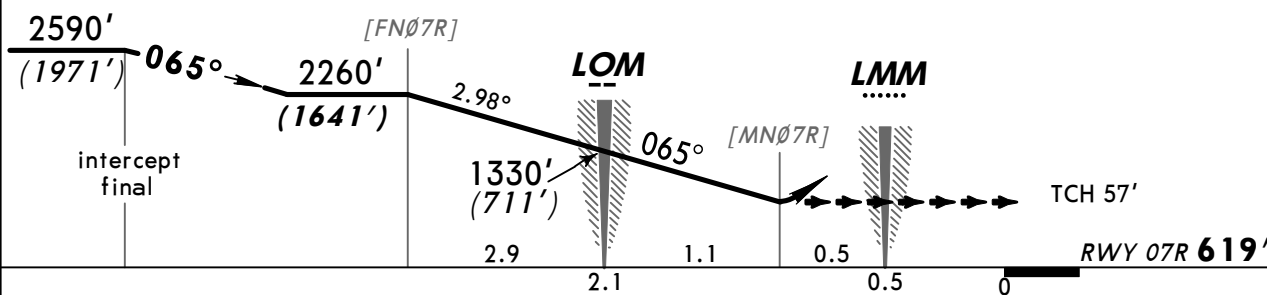
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
NDB NL 380	Final Apch Crs 065°	Minimum Alt LOM 1330' (711')	MDA(H) 970' (351')	Apt Elev 630' RWY 619'	

MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') to MM Rwy 25L, turn RIGHT climbing onto 078° to cross 169° BP NDB at 2590' (1971'), turn LEFT onto 318°, proceed to 212° NL NDB, turn RIGHT onto 013° to KN NDB to pass it at 2590' (1971') or as directed.
At 1280' (661') immediately contact Radar.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3301')



Pass LMM not below 840' (221').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843

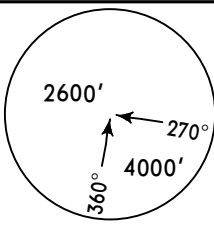
STRAIGHT-IN LANDING RWY 07R				HIALS-II PAPI		1020' (401') to MM RWY 25L
MDA(H) 970' (351')				ALS out		
A						
B	1200m			RVR 1500m VIS 1600m		
C						
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m		

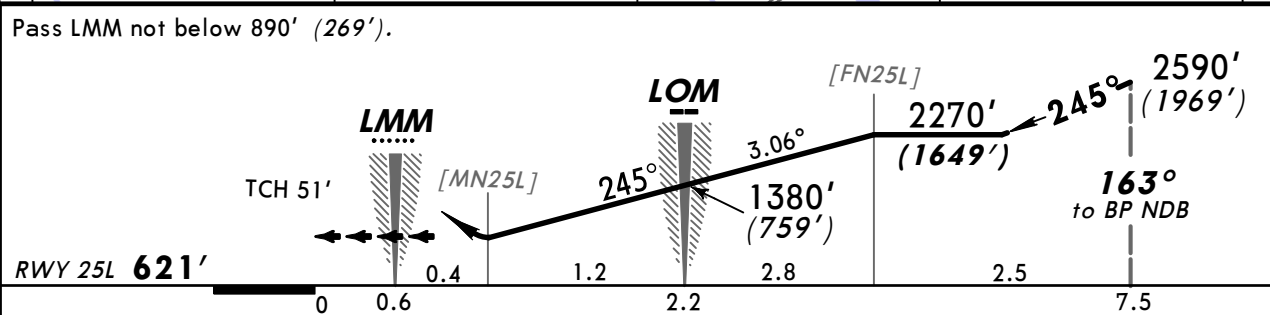
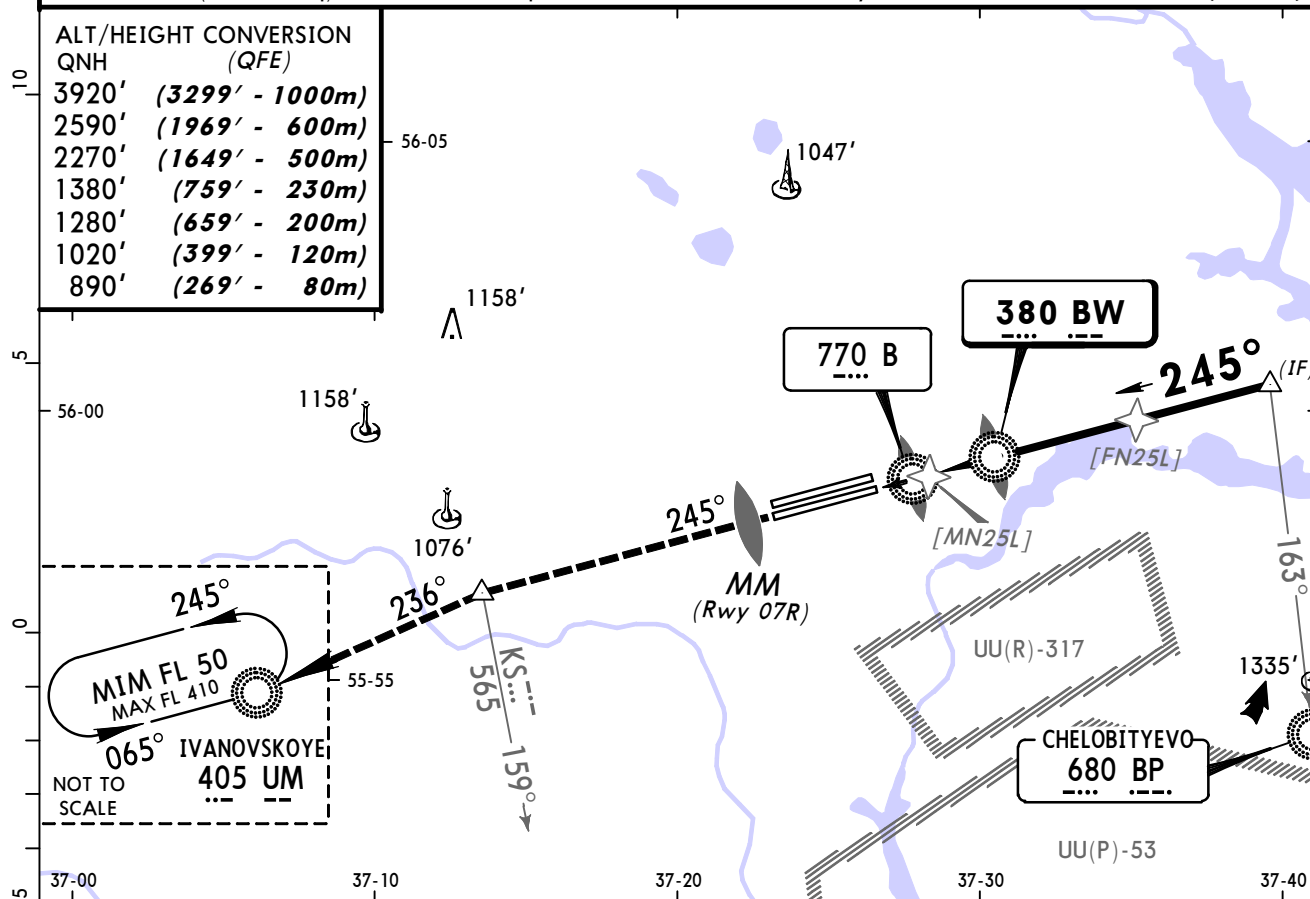
UUEE/SVO
SHEREMETYEVO

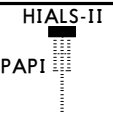
JEPPesen
2 MAR 12 **(26-3)** Eff 8 Mar

MOSCOW, RUSSIA
2 NDB Rwy 25L

BRIEFING STRIP

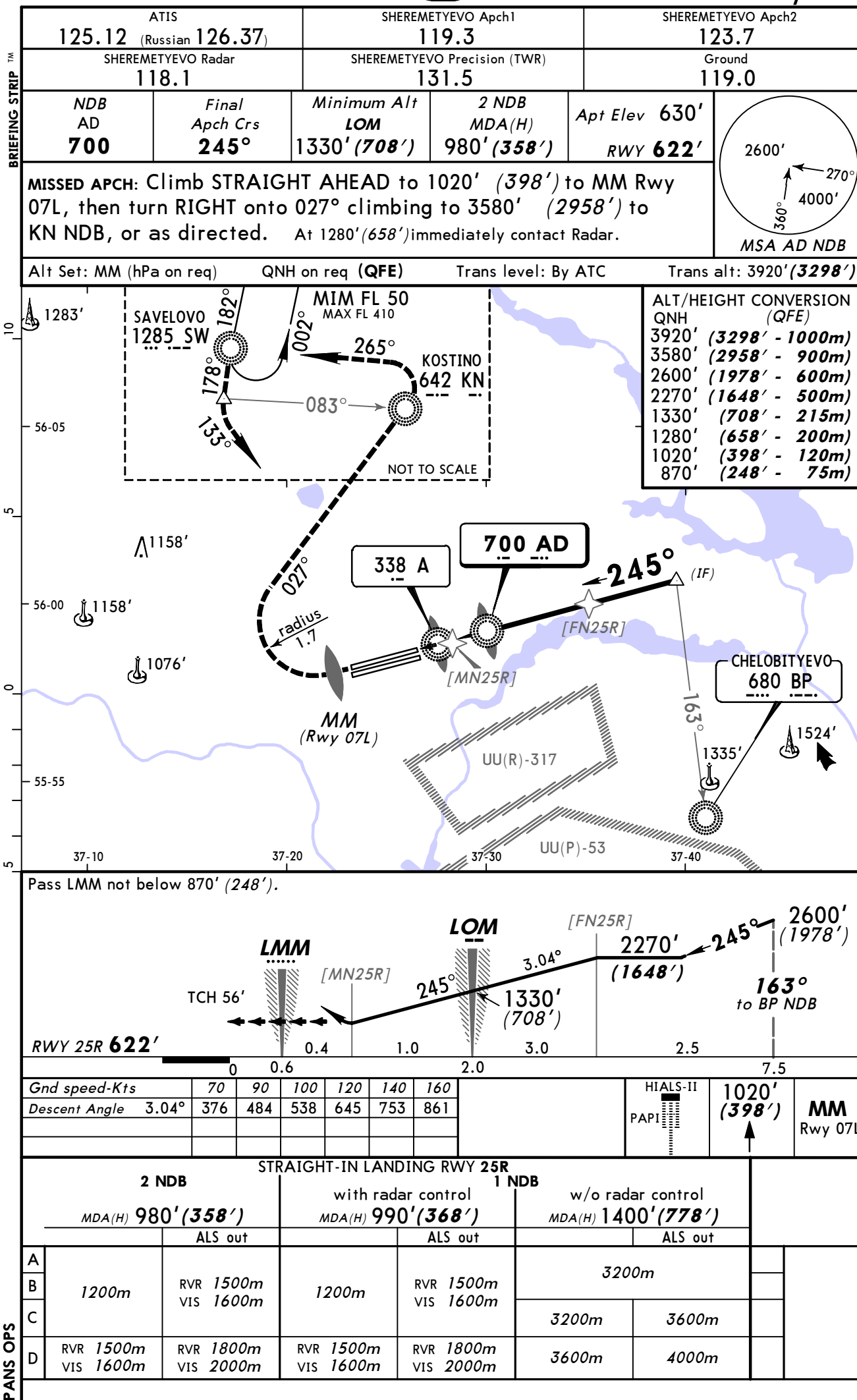
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
NDB BW 380	Final Apch Crs 245°	Minimum Alt LOM 1380' (759')	2 NDB MDA(H) 980' (359')	Apt Elev 630' RWY 621'	 2600' 270° 4000' 360° MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') to MM Rwy 07R, then proceed to 159° to KS NDB climbing to 2590' (1969'), then climb on 236° to UM NDB as directed. At 1280' (659') immediately contact Radar.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3920' (3299')	



Gnd speed-Kts	70	90	100	120	140	160			1020' (399') ↑ MM Rwy 07R
Descent Angle 3.06°	379	487	541	650	758	866			

2 NDB		STRAIGHT-IN LANDING RWY 25L		1 NDB	
MDA(H) 980' (359')		with radar control MDA(H) 990' (369')		w/o radar control MDA(H) 1400' (779')	
ALS out		ALS out		ALS out	
A				3200m	
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C				3200m	3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m

PANS OPS



MOSCOW, (SHEREMETYEVO - UUEE)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UUEE

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-2S, 20-2U, 20-2V2, 20-2X, 20-2X2, 20-2X4) Coords of IF rwy 07L to read N55 56.2 E037 09.7; coords of IF rwy 07R to read N55 56.0 E037 09.9.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(20-3, 20-3B, 20-3F, 20-3D) For RNAV SIDs AR 3G & 5G, KN 5G, UM 3G & 5G crossing at waypoint EE702 changed to 'At or above FL40', for RNAV SIDs BESTA 3G & 5G crossing at waypoint BESTA changed to 'At or above FL40'.

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.