

## List of pages in this Trip Kit

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Airport Information For UUEE

Terminal Charts For UUEE

Revision Letter For Cycle 08-2013

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: 10.5°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: 0226 Z  
Sunset: 1635 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 124.4 Secondary

Sheremetyevo-Approach-2 Approach Control 123.7

Sheremetyevo-Approach-1 Approach Control 129.0 Secondary

Sheremetyevo-Approach-1 Approach Control 119.3

Sheremetyevo Radar 124.4

Sheremetyevo Radar 119.45 Secondary

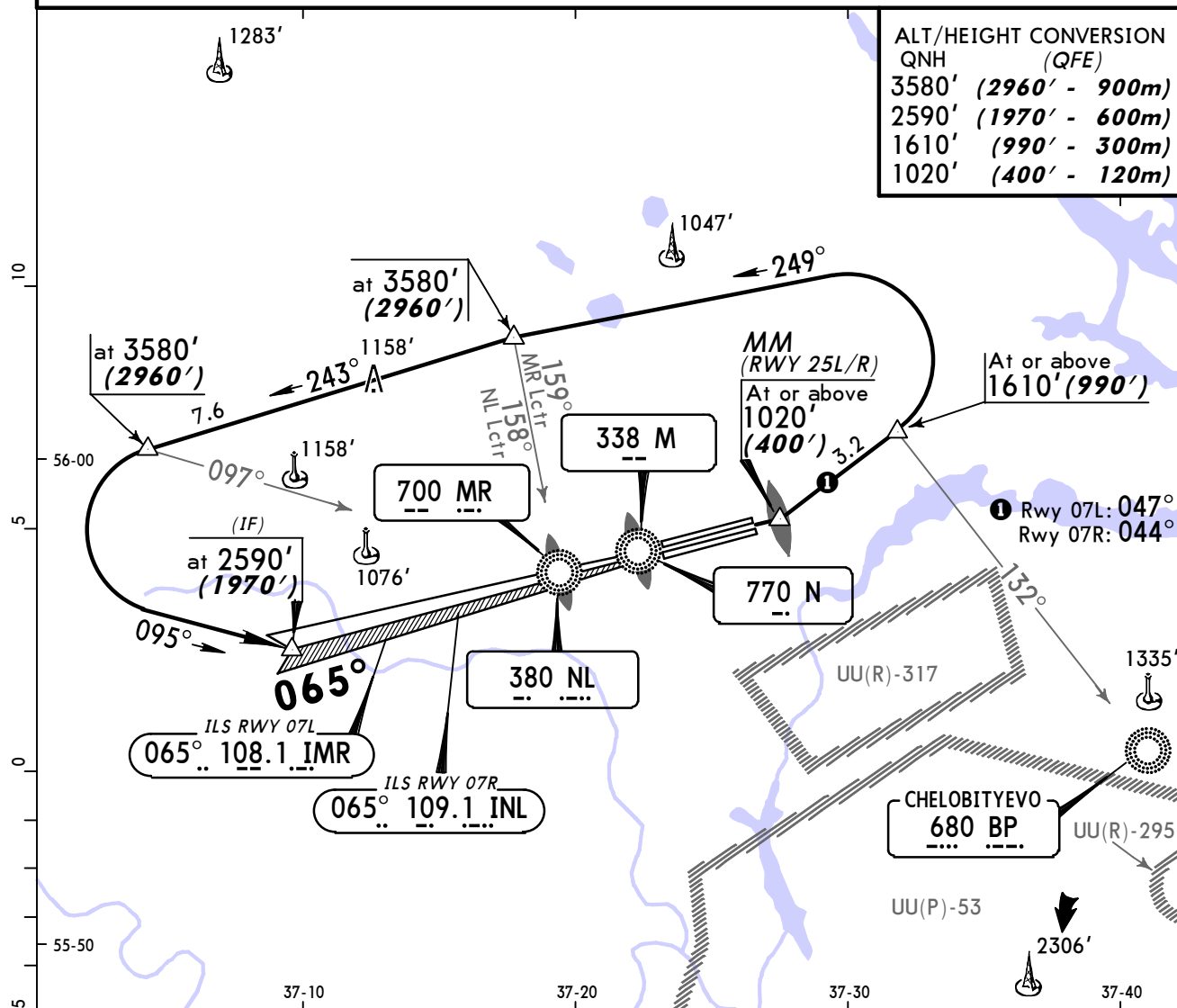
Sheremetyevo Radar 118.1

Sheremetyevo Transit Operations 130.65 Non-English

Sheremetyevo Transit Operations 130.35 Secondary Non-English

Sheremetyevo Cargo 2 Operations 134.55 Non-English

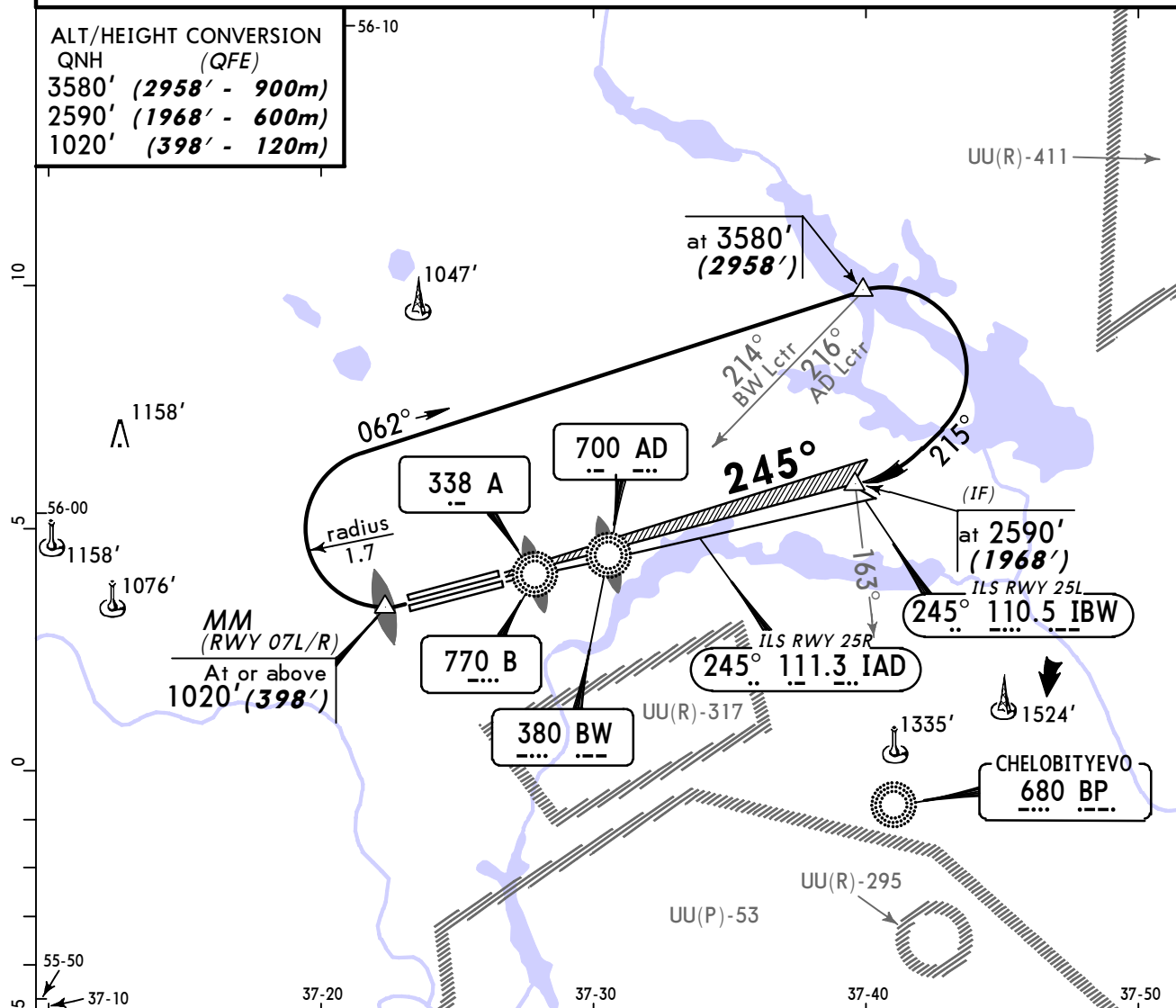
PROCEDURES TO BE USED IN THE EVENT OF RADIO  
FAILURE AFTER TAKE-OFF



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.

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**1. GENERAL**

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**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.

**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. GENERAL

### 1.4. RWY OPERATIONS

#### 1.4.1. PROCEDURES UNDER VMC

The procedure of flight operations under VMC shall be applied for the purpose of providing speed-up and maintaining the well-ordered air traffic flow.

The procedure shall be applied when visibility value is not less than 3000m and ceiling is not less than 990'.

When this procedure is applied, the following is possible:

- TORA: 9843'/3000m
- LDA: 9843'/3000m

Flight crews will get to know about the implementation of the limitation from ATIS or ATC. This limitation is not applied for ACFT of "HEAVY CAT" as well as for ACFT which has declared about the necessity to use full length of the RWY.

- Occupation of the marked RWY holding positions at the RWY of landing, located in ILS critical area, by permission of Tower controller.
- Crossing the RWY of landing when an ACFT is on final by the permission of Tower controller. In this case the RWY must be vacated by the moment of passing LMM by landing ACFT.

### 1.5. TAXI PROCEDURES

It is prohibited to occupy the main TWY without permission of Ground controller. 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, E and F aprons.

Use of TWY 20 by towing only, except B747-400 ACFT.

Taxiing of B747-8 ACFT allowed strictly along centerline under inner engines power at reduced speed behind follow-me car:

- with MAX 396t on MAIN TWY 1, TWY 1 thru 5, 7, 11 thru 15 and 18 thru 20.
- with more than 396t for take-off from RWYs 07L/R on MAIN TWY 1, TWY 1 and 11; from RWY 25L on MAIN TWY 1, TWY 4, 14, 24, MAIN TWY 2 and TWY 26; from RWY 25R on MAIN TWY 1, TWY 4 and RWY 25R. Carry out a turn at RWY extremity (the time of RWY occupation is not more than 5 min).

Taxiing of A380 ACFT allowed on MAIN TWY 2, TWY 11 thru 15 and 22 thru 24 strictly along centerline under outboard engines power at reduced speed behind follow-me car.

### 1.6. PARKING INFORMATION

Terminal C stands 28 thru 30B, Terminal D stands 11 thru 32 and Terminal E stands 33 thru 38 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.

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## 1. GENERAL

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Parking of A-380 ACFT on stand 41A shall be carried out by towing to point C.

### 1.7. OTHER INFORMATION

Flight crew must coordinate ILS automatic approach with SHEREMETYEVO Radar.  
Birds in vicinity of APT.

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## 2. ARRIVAL

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### 2.1. NOISE ABATEMENT PROCEDURES

Crews shall maintain the prescribed STAR routes, and, in case of deviation from them, join the assigned track immediately. If special meteorological conditions are present in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

#### Limitations

Immediately prior to the final approach pilots should avoid excessive rates of descent. Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual. During instrument as well as visual approach it is not allowed to fly below ILS GS. Noise abatement procedures shall not envisage the increasing of indicated rate of descent. A displacement of THR shall not be used as a noise abatement measure. 'AIR GROUND' communication shall be reduced to absolute minimum.

#### 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 reduce speed from 210 KT to 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 the flight crew is not obliged to report Tower controller about landing and vacating of the RWY unless such instruction is received. The flight crew shall plan the vacating of the RWY along the nearest TWY (or along the TWY recommended by the controller) if a safe turn-off of ACFT is guaranteed. If for some reasons the flight crew cannot vacate the RWY along the nearest TWY, then it must be reported to Tower controller.

#### 2.3.2 MINIMUM REDUCED SEPARATION ON THE SAME RWY

The separation intervals shall not be less than the following minimums:

The succeeding landing ACFT can cross the RWY THR when:

- the preceding ACFT has carried out landing and passed the point located at a distance of not less than 8202'/2500m from the RWY THR, is in movement and shall vacate the RWY without backtracking, or
- the departing ACFT is airborne and has passed the point located at a distance of at least 8202'/2500m from the RWY THR.

### 2.4. TAXI PROCEDURES

Enter aprons with Follow-me car.



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### 3. DEPARTURE

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#### 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.

#### 3.3. 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.

### 3. DEPARTURE

#### Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

For both procedures, intermediate flap transitions required for specific performance-related issues may be initiated prior to the prescribed minimum altitude of 1420' (790'); however, no power reduction can be initiated prior to attaining the prescribed minimum altitude.

The indicated airspeed for the initial climb portion of the departure prior to the acceleration segment is to be flown at a climb speed of  $V_2 + (10-20 \text{ KT})$ .

### 3.4. RUNWAY OPERATIONS

#### 3.4.1. MINIMUM RWY OCCUPANCY TIME

After the change over to Tower controller the flight crew shall monitor this frequency without calling the controller (except LVP procedures) and shall carry out taxiing to the RWY holding position. In all cases during taxiing along MAIN TWY 2 the flight crew must be ready to stop at CAT II or CAT III marking sign and to receive further instructions and permissions from Tower controller.

When making decisions, Tower controller is based on the fact that the flight crew of the ACFT, which is at the RWY holding position, is ready for departure without delay. The flight crew must advise if it requires additional time for preparation. For the purpose of movement speed-up the clearance for immediate take-off can be issued for the flight crew. After receiving such clearance the flight crew shall taxi onto the RWY and take-off without stopping the movement using following phraseology:

"ACFT call sign + surface wind (direction and speed) + RWY (number) + Cleared to line up and immediate take-off. "

Example: "AFL 128 surface wind 110 degrees, 10 m/s, cleared to line up and take-off RWY 25R. "

The execution of take-off immediately after lining up can be required on the basis of the air and ground situation. In this case Tower controller can give the instructions to line up and be ready for the immediate take-off using the following phraseology:

"ACFT call sign + surface wind (direction and speed) + RWY (number) + Cleared to line up and be ready for immediate departure. "

Example: "AFL 128 surface wind 110 degrees, 10 m/s, line up RWY 25R, be ready for immediate departure. "

If unable to follow this instruction, the flight crew shall report it to Tower controller.

The instruction to line up and take off shall be carried out by the flight crew without delay. If unable to line up the flight crew shall inform Tower controller about it prior to lining up.

If the flight crew is ready for take-off not from the RWY beginning (from intersection of TWY 2, 12, 22, 4, 14, 24 with the RWY), the flight crew must report it to the controller in good time.

The checks, which must be carried out during the stay on the RWY, must be reduced to a minimum.

After confirmation of the take-off clearance by the flight crew, Tower controller anticipates that the ACFT will commence movement within 20 seconds.

#### 3.4.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The separation intervals shall not be less than the following minimums:

- The flight crew can be given a take-off clearance when the preceding departing ACFT is airborne, carries out another departure procedure and has passed the point located at a distance of at least 9843'/3000m from the succeeding ACFT.

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

|  |
|--|
|  |
|--|

| 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          |

|                                                 |
|-------------------------------------------------|
| <p>FOR STAR DESIGNATION REFER TO PAGE 20-2A</p> |
|-------------------------------------------------|

| 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         |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |
|                           |                |

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')

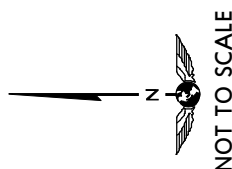
BOGDANOVO 1E (BD 1E)  
TO SW

LARIONOVO 1E (MF 1E)  
TO BESTA

LARIONOVO 2E (MF 2E)  
TO GINAP

TRANSITIONS

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

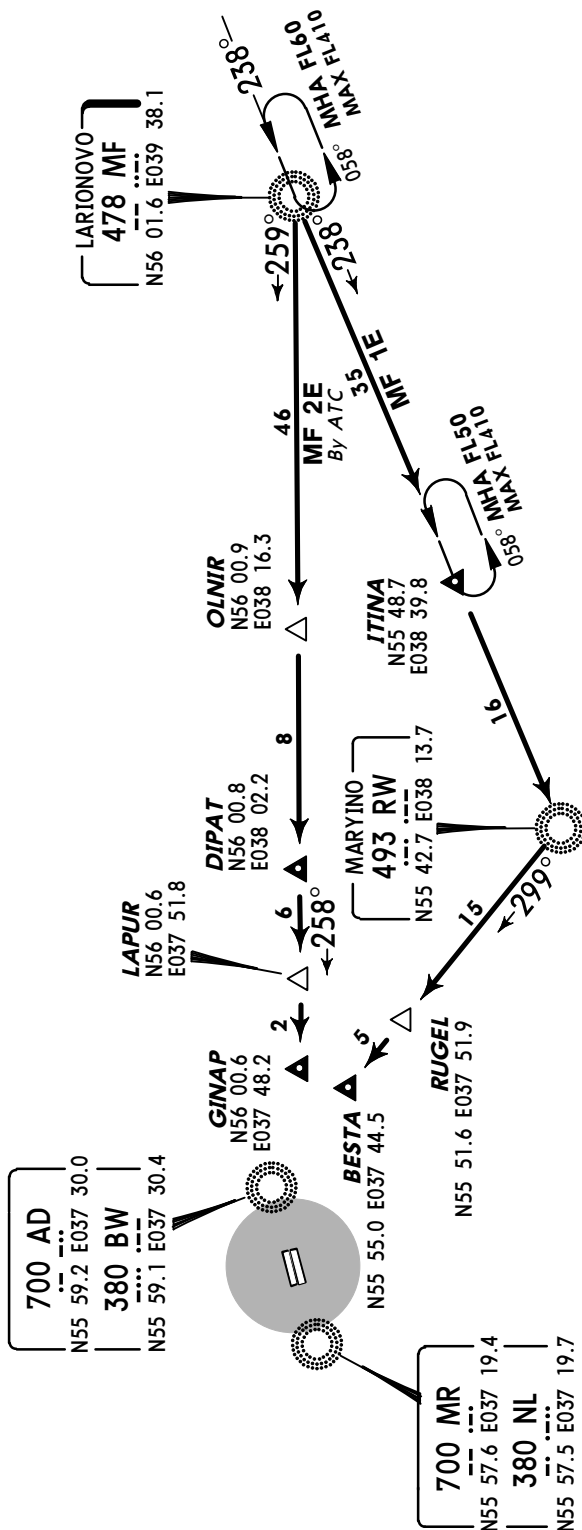
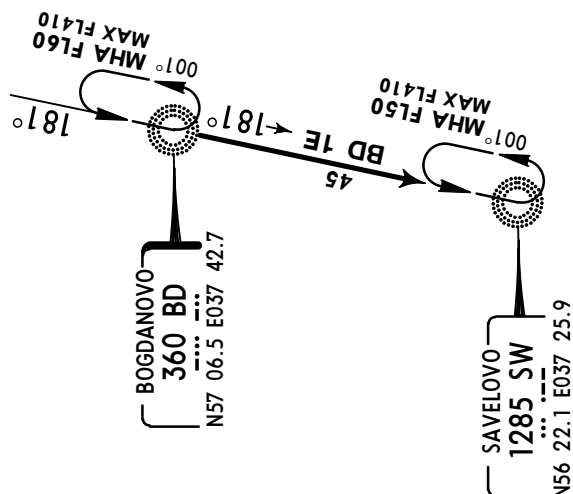


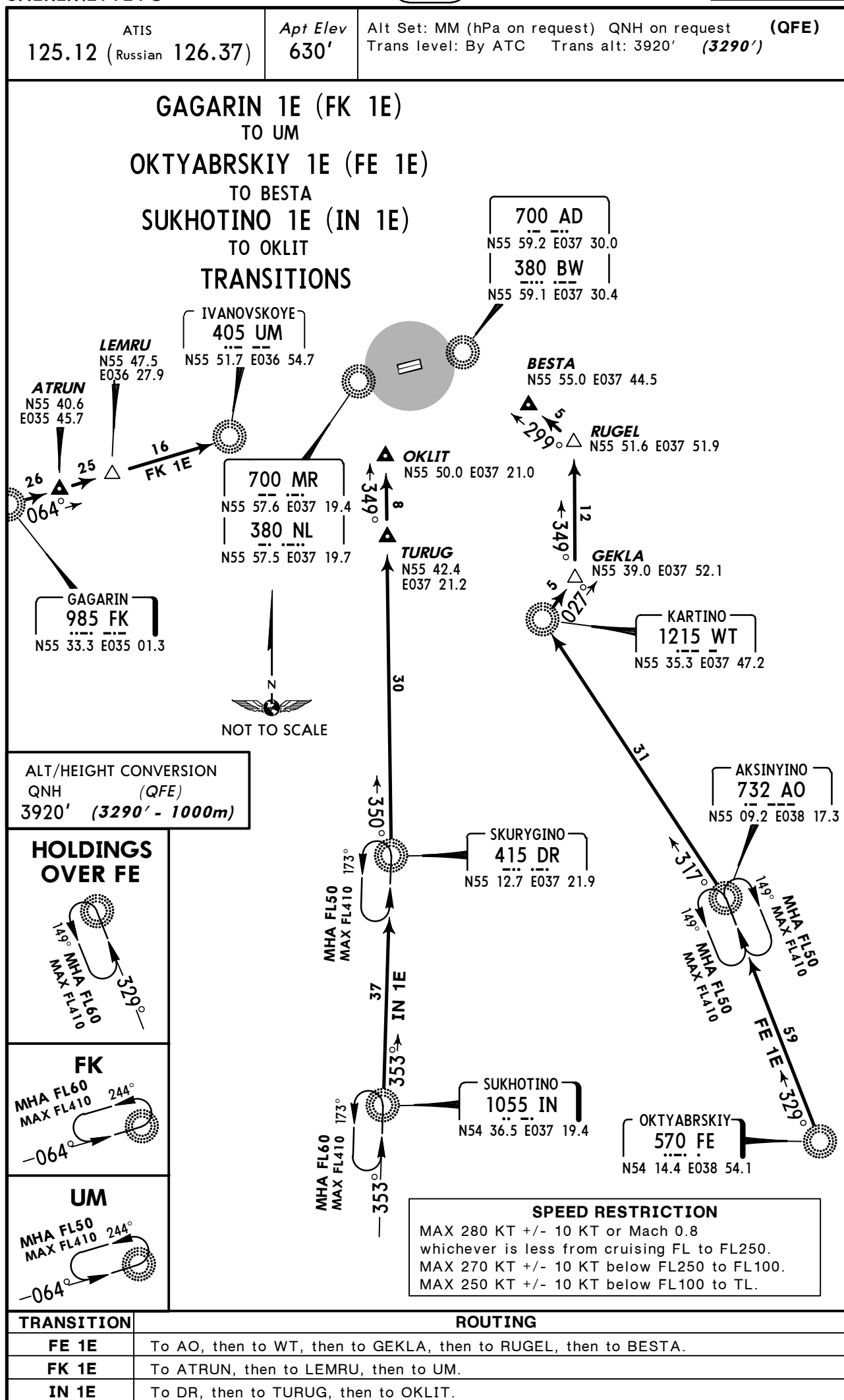
ROUTING

| TRANSITION | ROUTING                                                |
|------------|--------------------------------------------------------|
| BD 1E      | To SW.                                                 |
| MF 1E      | To ITINA, then to RW, then to RUGEL, then to BESTA.    |
| MF 2E      | To OLNIR, then to DIPAT, then to LAPUR, then to GINAP. |

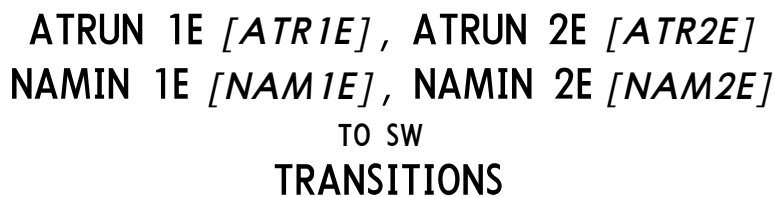
SPEED RESTRICTION

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.

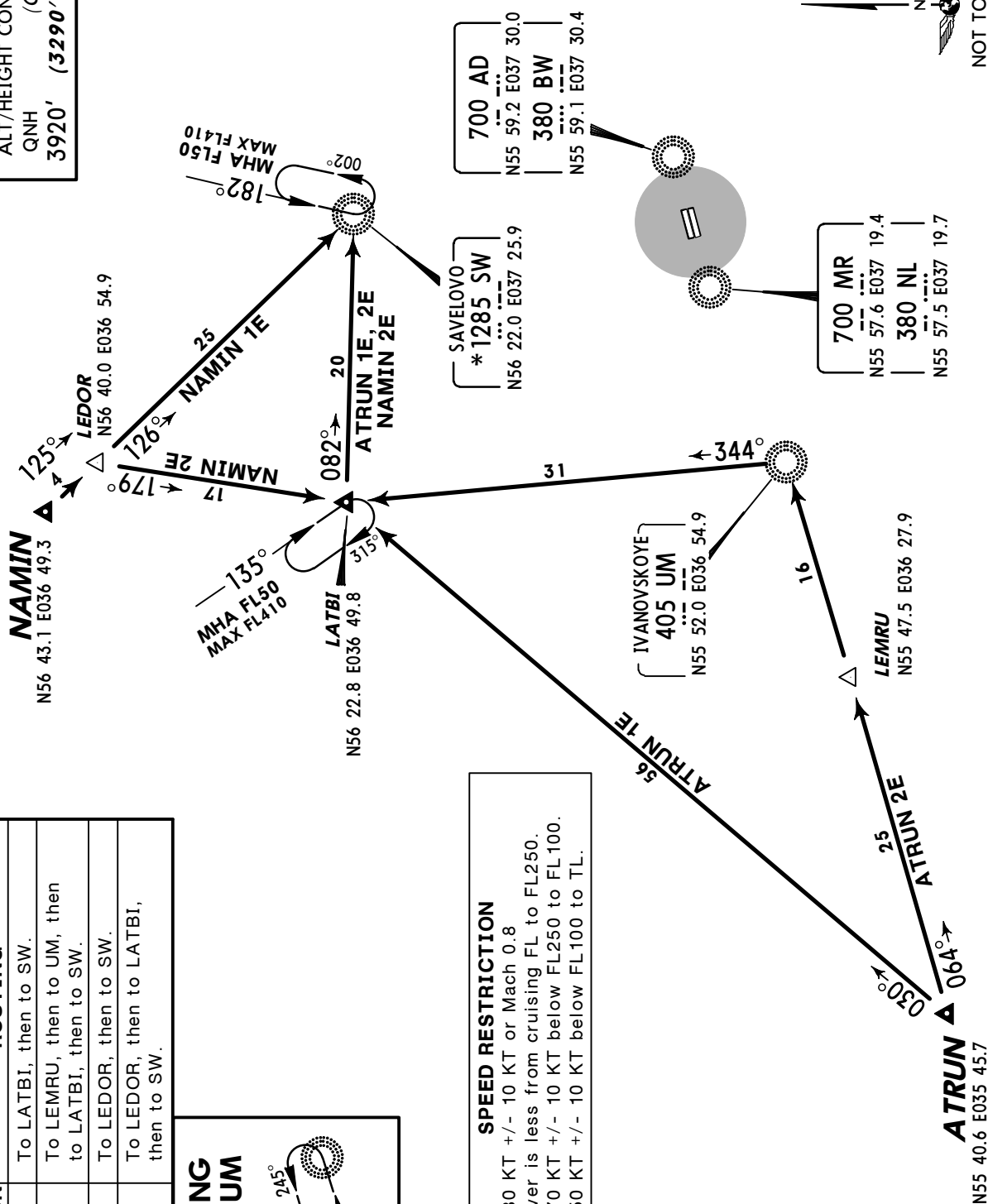




Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3920' (**3290'**)



ALI/HEIGHT CONVERSION



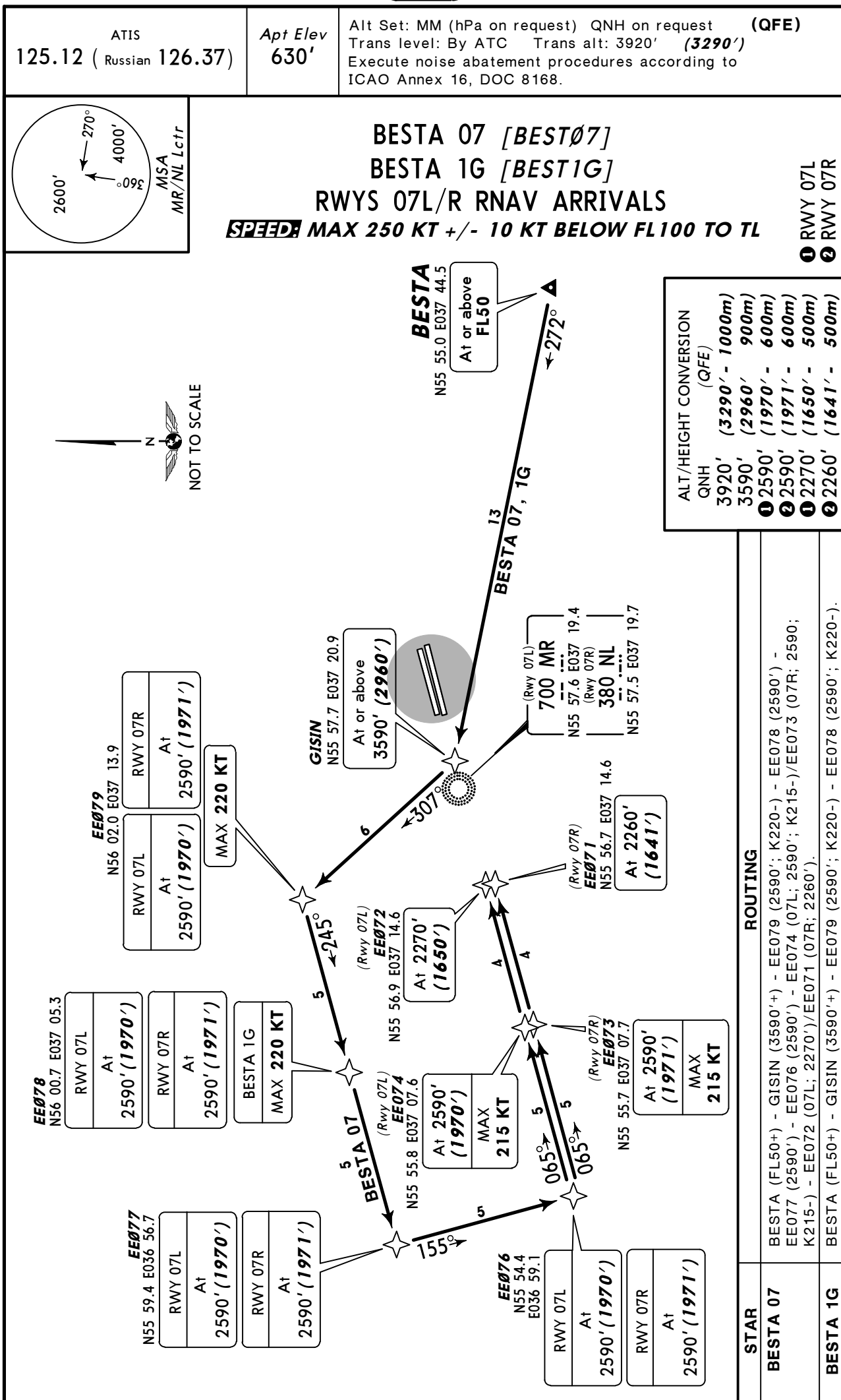
| TRANSITION      | ROUTING                                          |
|-----------------|--------------------------------------------------|
| <b>ATRUN 1E</b> | To LATBI, then to SW.                            |
| <b>ATRUN 2E</b> | To LEMRU, then to UM, then to LATBI, then to SW. |
| <b>NAMIN 1E</b> | To LEDOR, then to SW.                            |
| <b>NAMIN 2E</b> | To LEDOR, then to LATBI, then to SW.             |

# HOLDING OVER UM



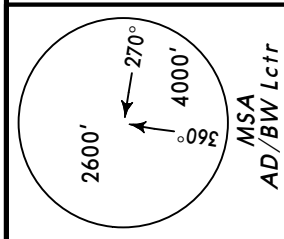
## SPEED RESTRICTION

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.

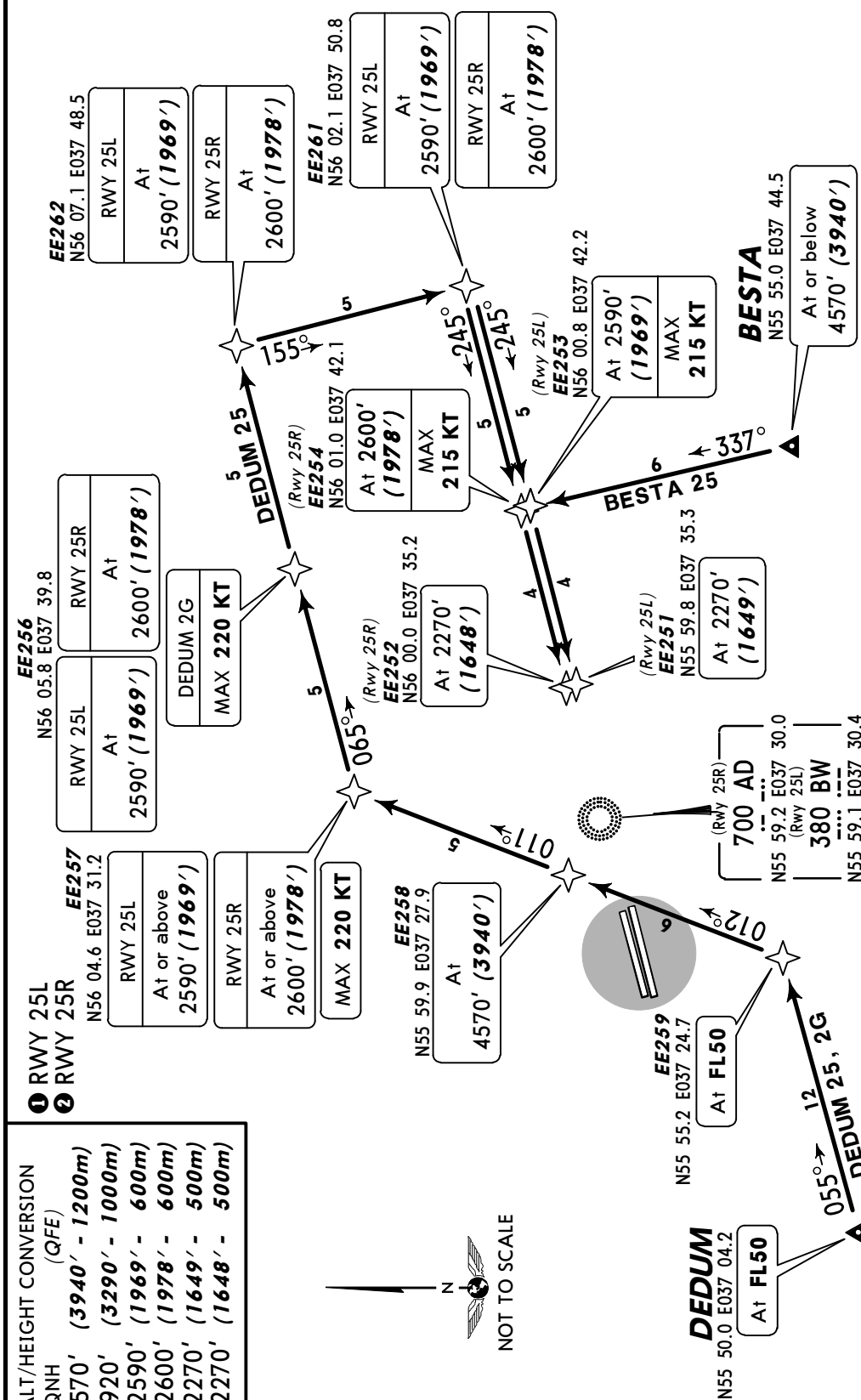




|                                         |                          |                                                                                                                                                                                        |
|-----------------------------------------|--------------------------|--------------------------------------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



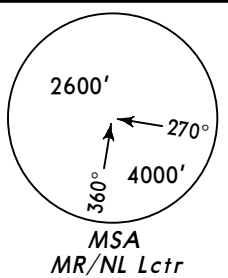
**BESTA 25 [BEST25]**  
**DEDUM 25 [DEDU25], DEDUM 2G [DEDU2G]**  
**RWYS 25L/R RNAV ARRIVALS**  
**~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



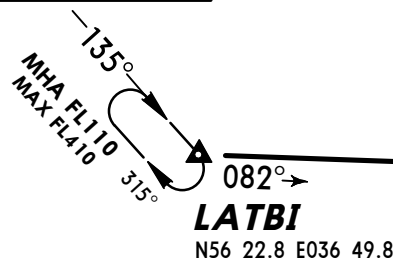
ATIS  
125.12 (Russian 126.37)

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.



**LATBI 07A [LAT07A]  
LATBI 1G [LATB1G]  
RWYS 07L/R RNAV 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 2270' | (1650' - 500m)  |
| ② 2260' | (1641' - 500m)  |

- ① RWY 07L
- ② RWY 07R

EE078  
N56 00.7 E037 05.3

RWY 07L  
At  
2590' (1970')

RWY 07R  
At  
2590' (1971')

LATBI 1G  
MAX 220 KT

EE077  
N55 59.4 E036 56.7

RWY 07L  
At  
2590' (1970')

RWY 07R  
At  
2590' (1971')



LATBI 07A  
(Rwy 07L)  
EE074  
N55 55.8 E037 07.6  
At 2590' (1970')  
MAX 215 KT

(Rwy 07L)  
EE072  
N55 56.9 E037 14.6  
At 2270' (1650')

EE076  
N55 54.4 E036 59.1

RWY 07L  
At  
2590' (1970')

RWY 07R  
At  
2590' (1971')

(Rwy 07R)  
EE073  
N55 55.7 E037 07.7  
At 2590' (1971')  
MAX 215 KT

EE079  
N56 02.0 E037 13.9

RWY 07L  
At  
2590' (1970')

RWY 07R  
At  
2590' (1971')

MAX 220 KT



SAVELOVO  
\*1285 SW  
N56 22.0 E037 25.9  
At or above  
FL50

EE082  
N56 16.8 E037 23.5  
At or above  
4570' (3940')

EE081  
N56 11.6 E037 21.0  
At or above  
3590' (2960')

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

MAX 230 KT

**STAR**

**ROUTING**

**LATBI 07A** LATBI - 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').

**LATBI 1G** LATBI - SW (FL50+) - EE082 (4570'+) - EE081 (3590'+; K230-) - EE078 (2590'; K220-).

ATIS  
125.12 ( Russian 126.37)

Apt Elev  
630'

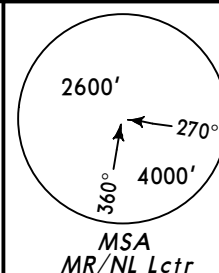
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3920' (3290')  
Execute noise abatement procedures according to  
ICAO Annex 16, DOC 8168.

LATBI 07G [LAT07G]

LATBI 5G [LATB5G]

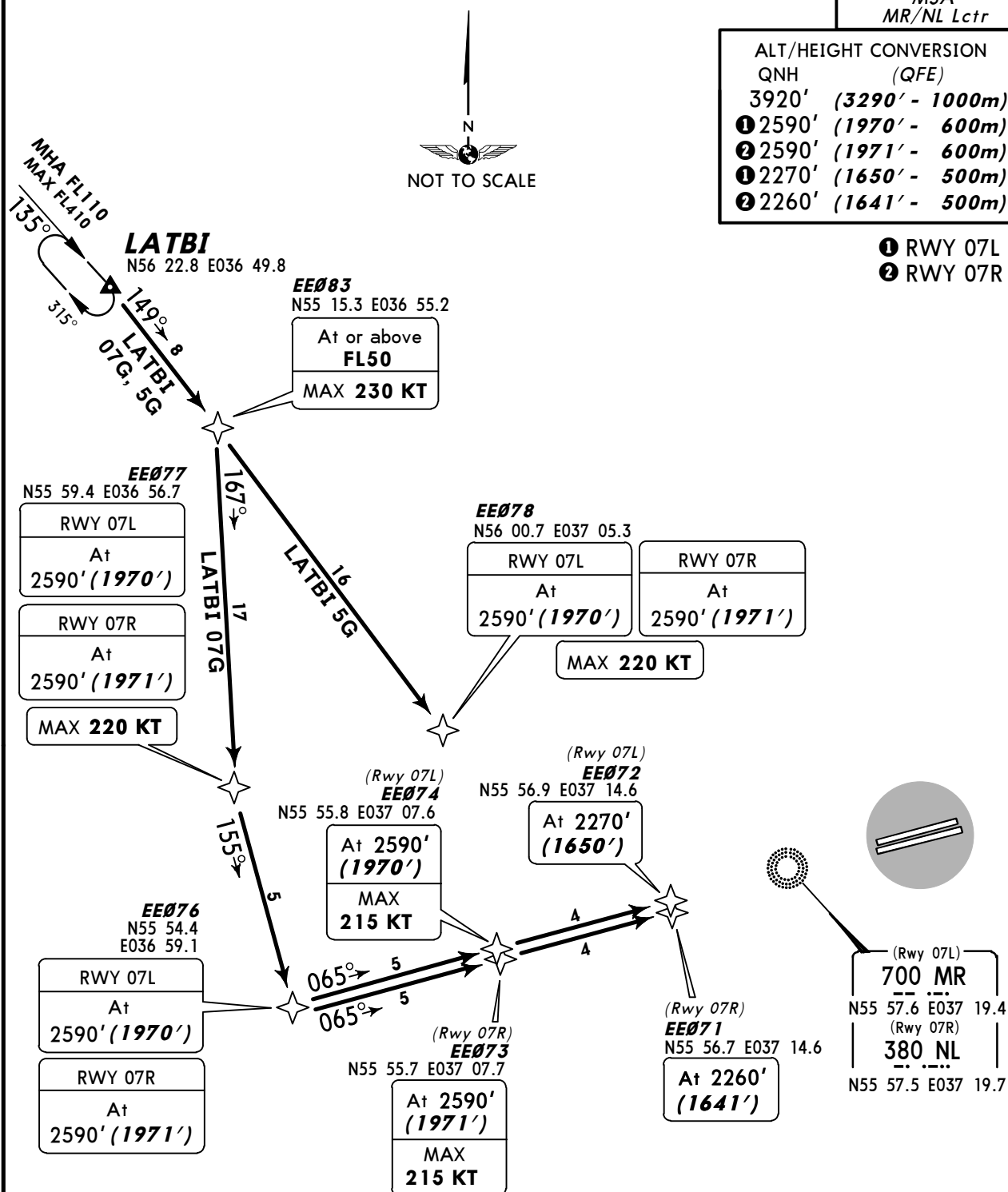
RWYS 07L/R RNAV ARRIVALS

**~~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

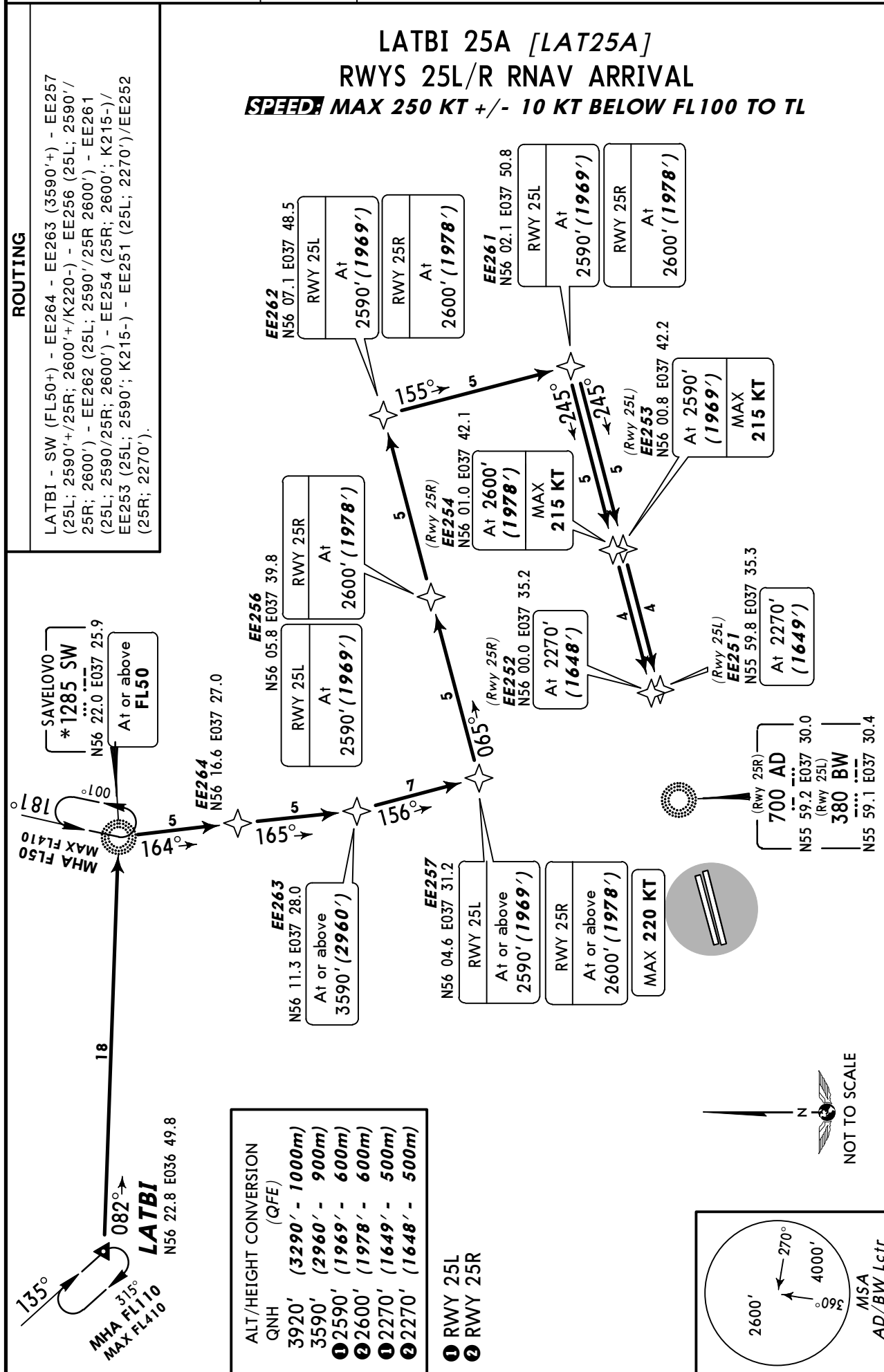
LATBI 07G

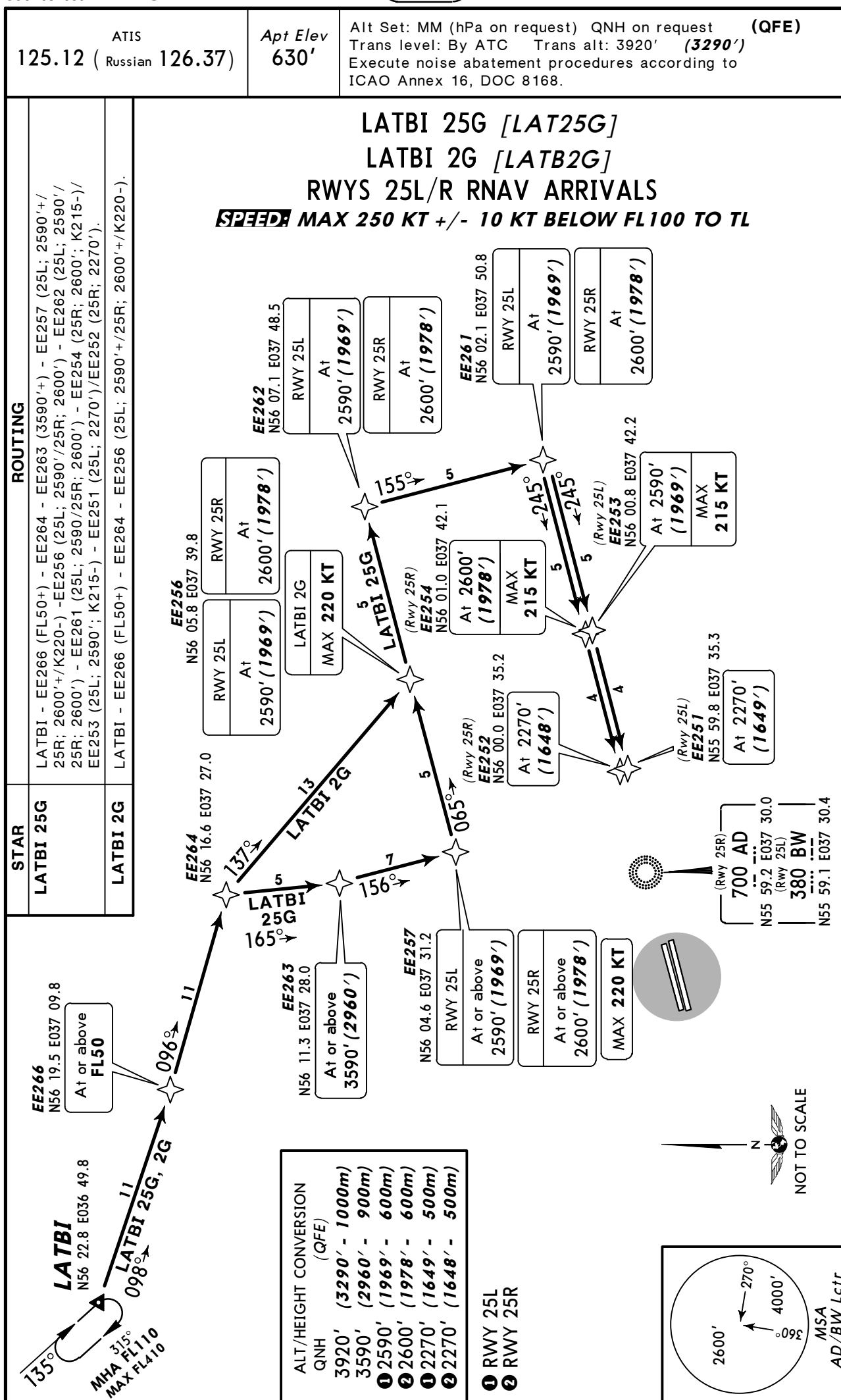
LATBI - EE083 (FL50+; K230-) - EE077 (2590'; K220-) - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').

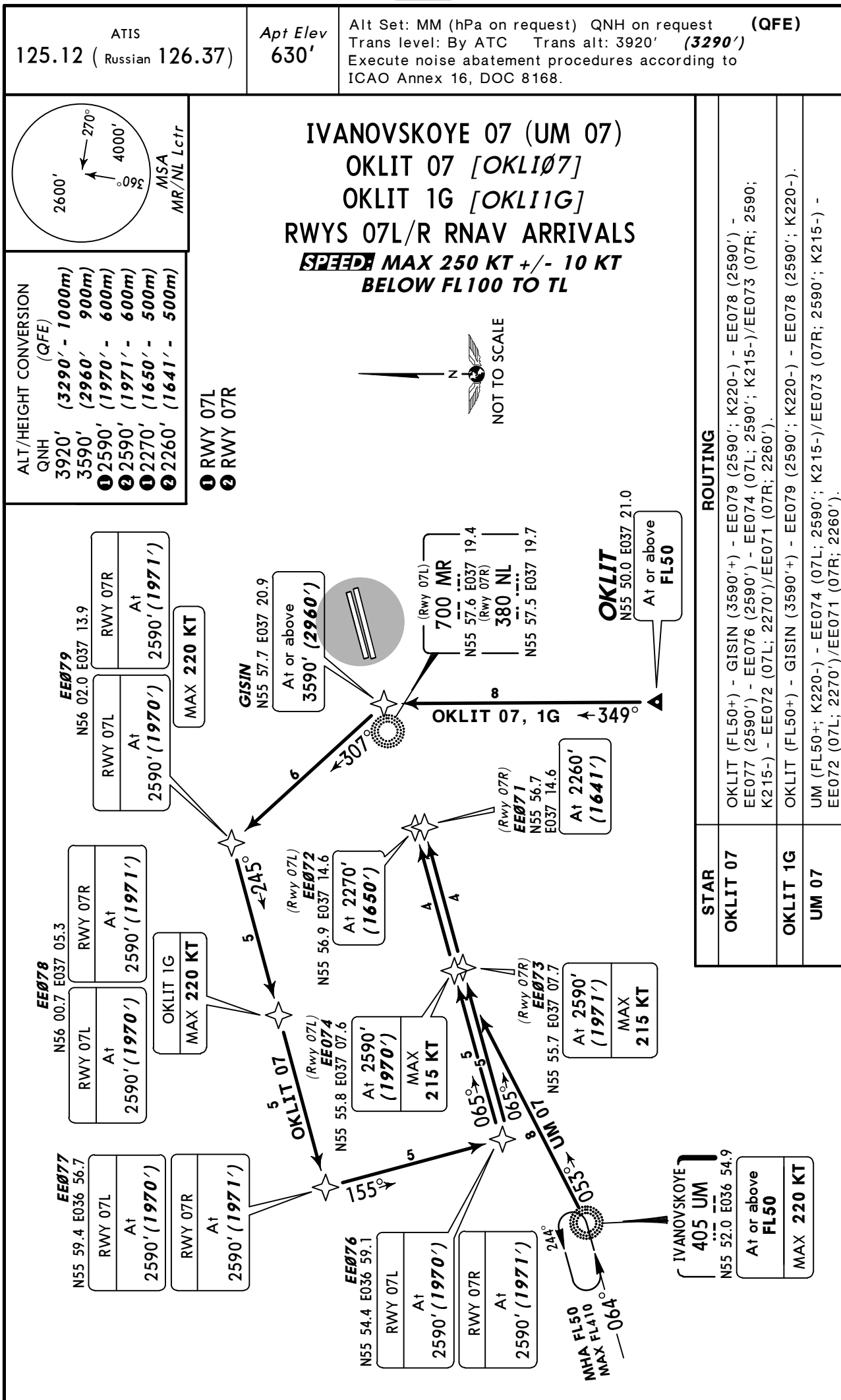
LATBI 5G

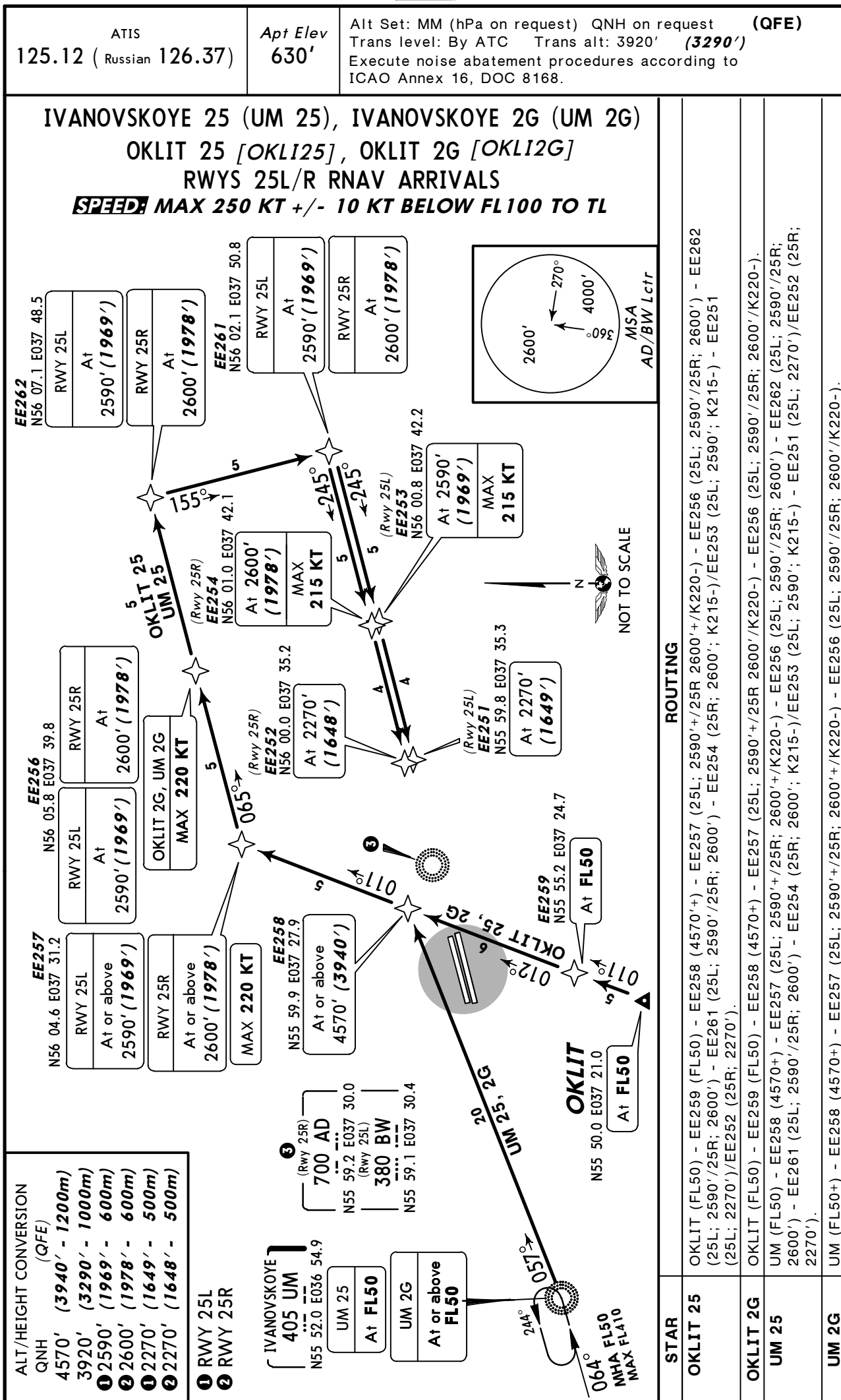
LATBI - EE083 (FL50+; K230-) - EE078 (2590'; K220-).

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





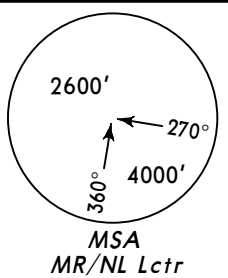




ATIS  
125.12 ( Russian 126.37)

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.



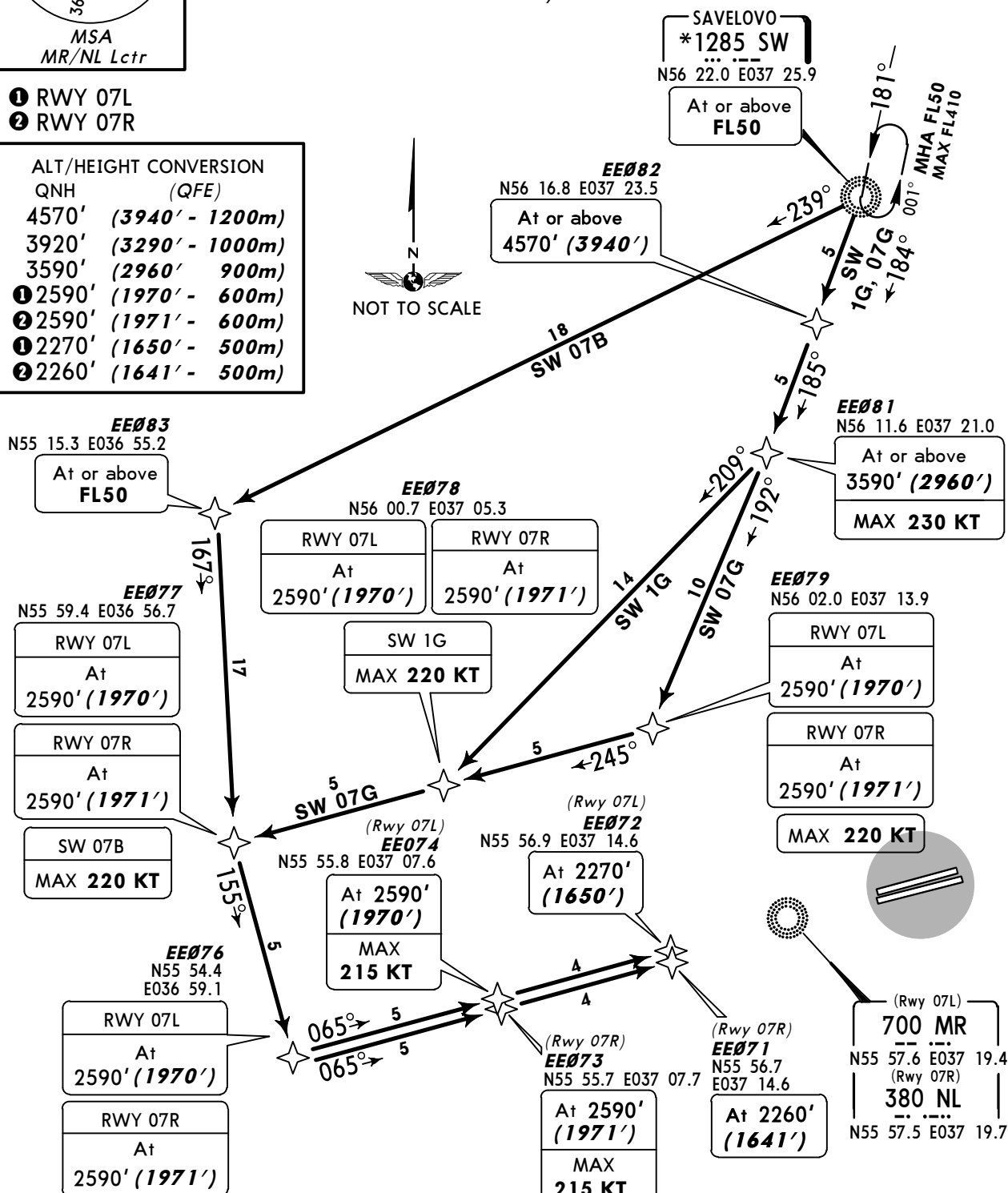
SAVELOVO 07B (SW 07B), SAVELOVO 1G (SW 1G)  
SAVELOVO 07G (SW 07G)  
RWYS 07L/R RNAV ARRIVALS

**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)  |

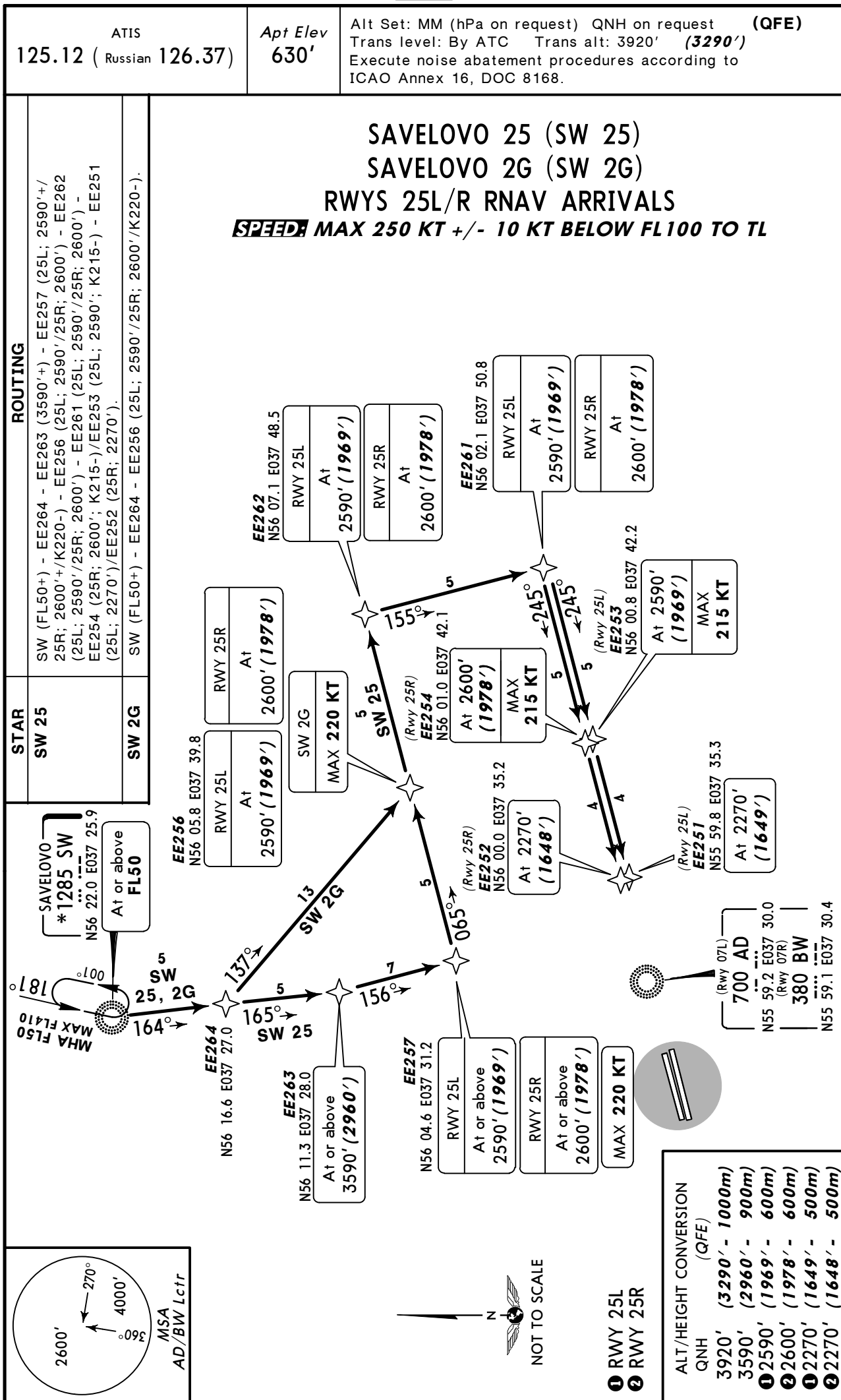


STAR

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'). |



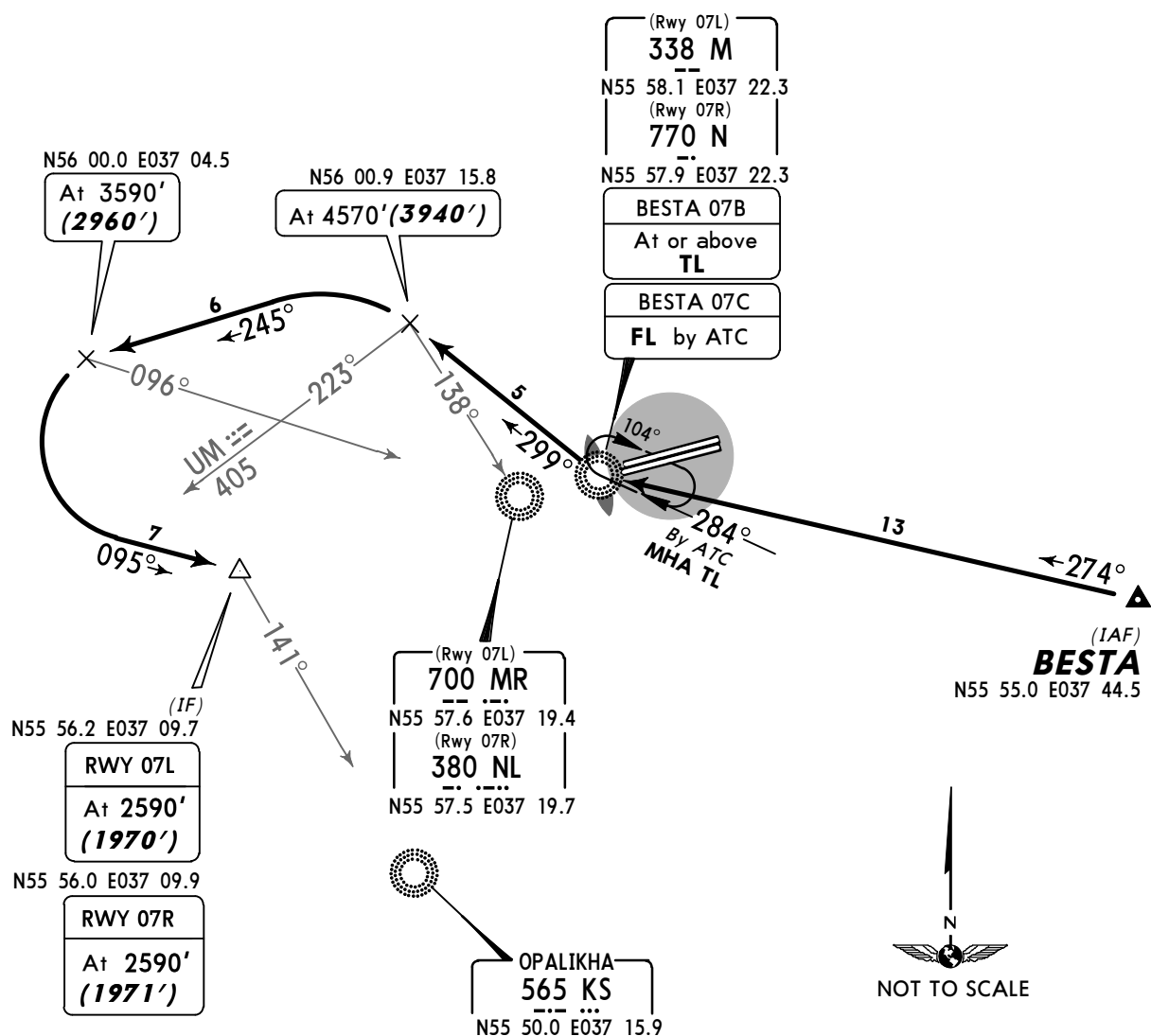
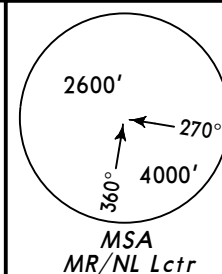


ATIS  
125.12 (Russian 126.37)

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

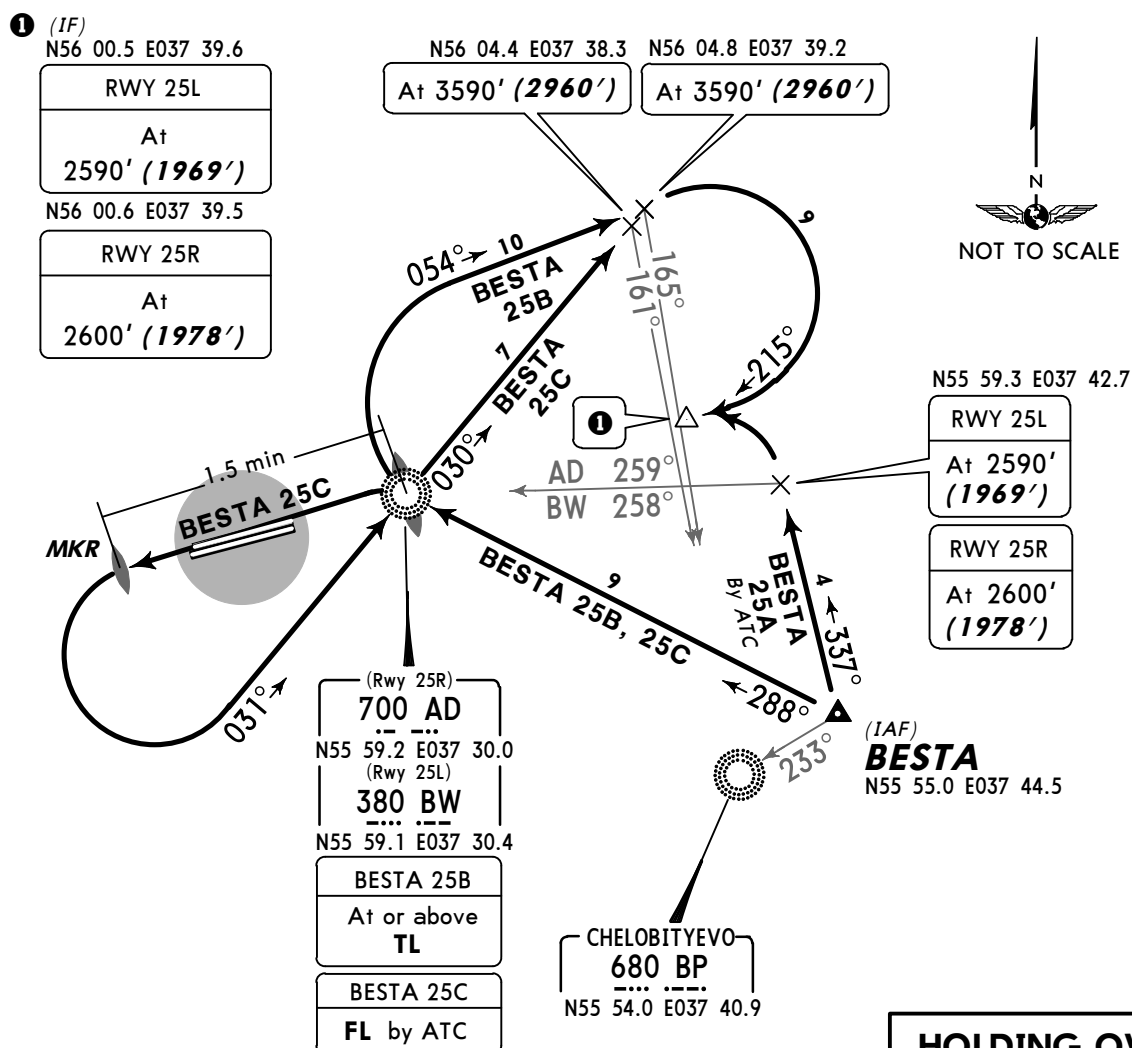
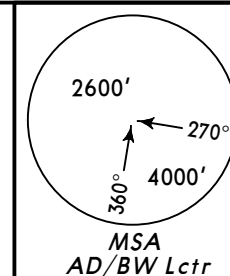
| STAR      | ROUTING                                                                                                                                                                                                                                    |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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)  |
| ② 2590' | (1969' - 600m)  |
| ③ 2600' | (1978' - 600m)  |

② RWY 25L  
③ RWY 25R

**HOLDING OVER  
AD/BW  
By ATC**



**STAR**

**ROUTING**

|                            |                                                                                                                                                                                                        |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BESTA 25A</b><br>By ATC | On 337° track, at 259° bearing to AD/258° bearing to BW turn LEFT, 245° track, intercept final.                                                                                                        |
| <b>BESTA 25B</b>           | On 288° bearing to AD/BW, turn RIGHT, 054° track, at 165° bearing to BP turn RIGHT, 215° track, intercept final.                                                                                       |
| <b>BESTA 25C</b>           | 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)

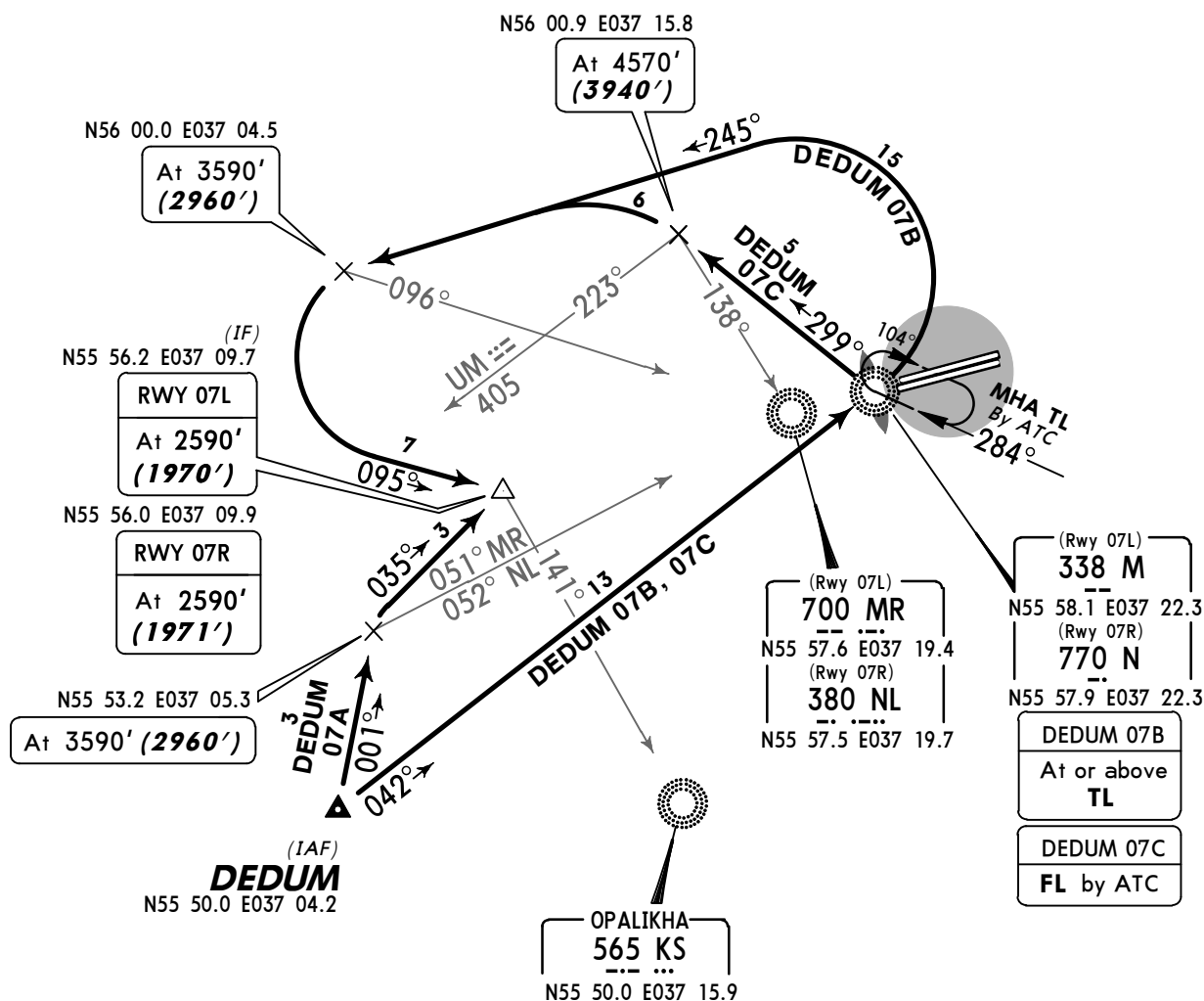
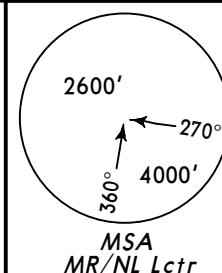
Apt Elev  
630'

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)  |
| ① 2590'               | (1970' - 600m)  |
| ② 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)

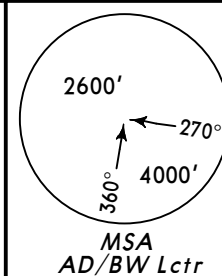
Apt Elev  
630'

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

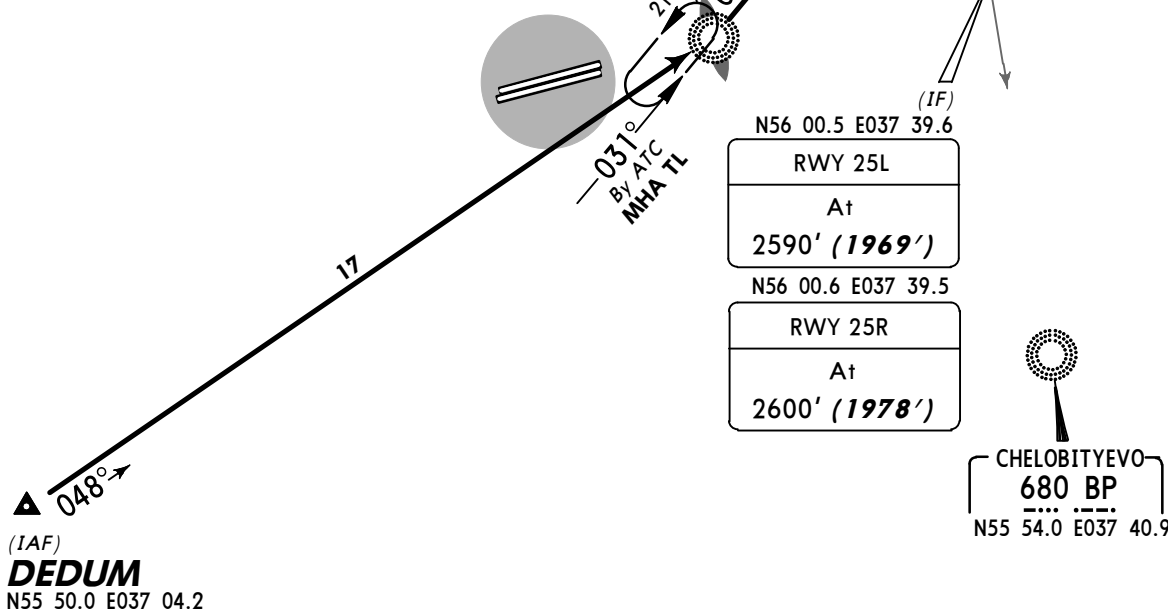
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(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

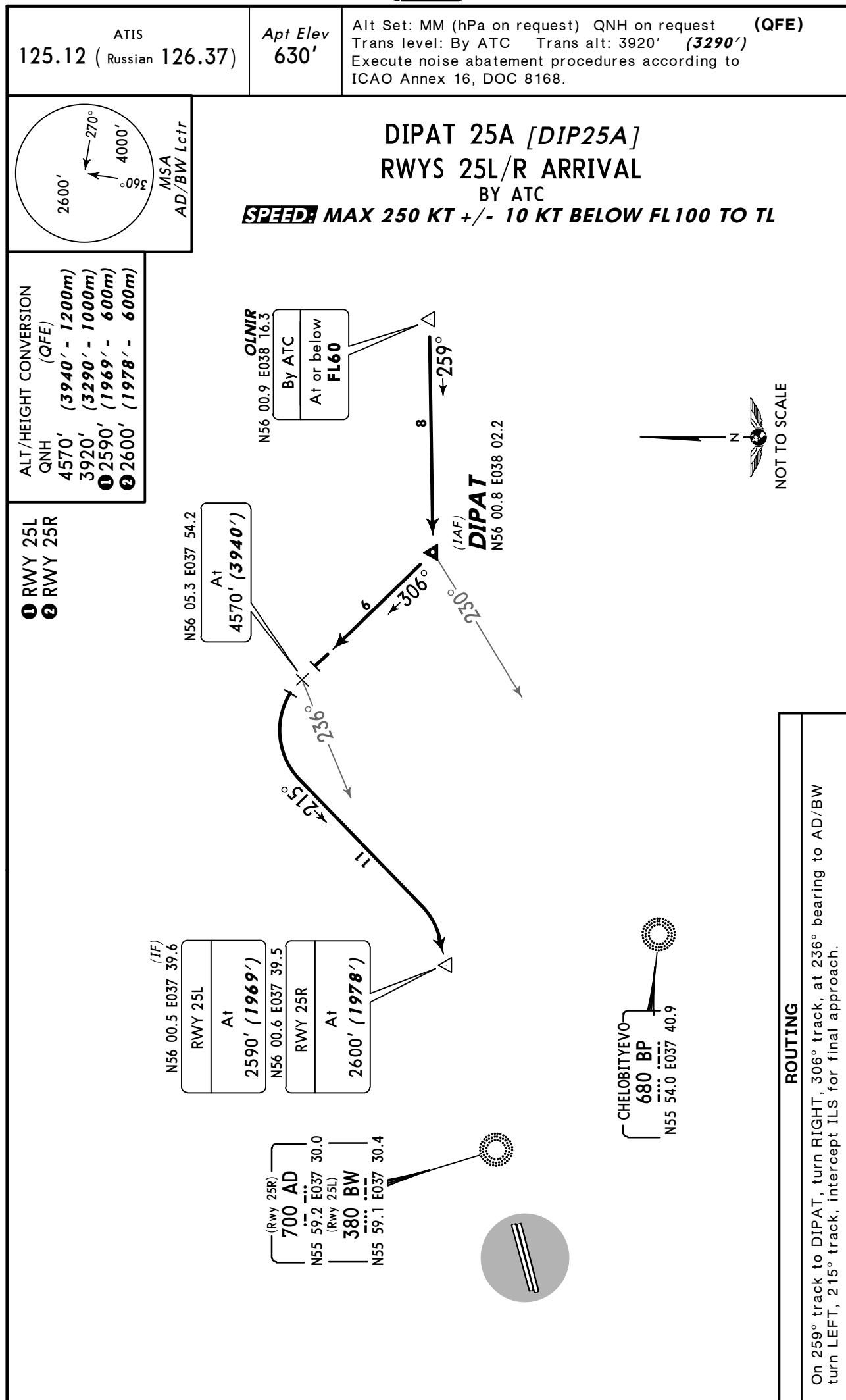
N56 04.4 E037 38.3  
At 3590' (2960')



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

① RWY 25L  
② RWY 25R

| STAR      | ROUTING                                                                                                                                                           |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DEDUM 25B | On 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)

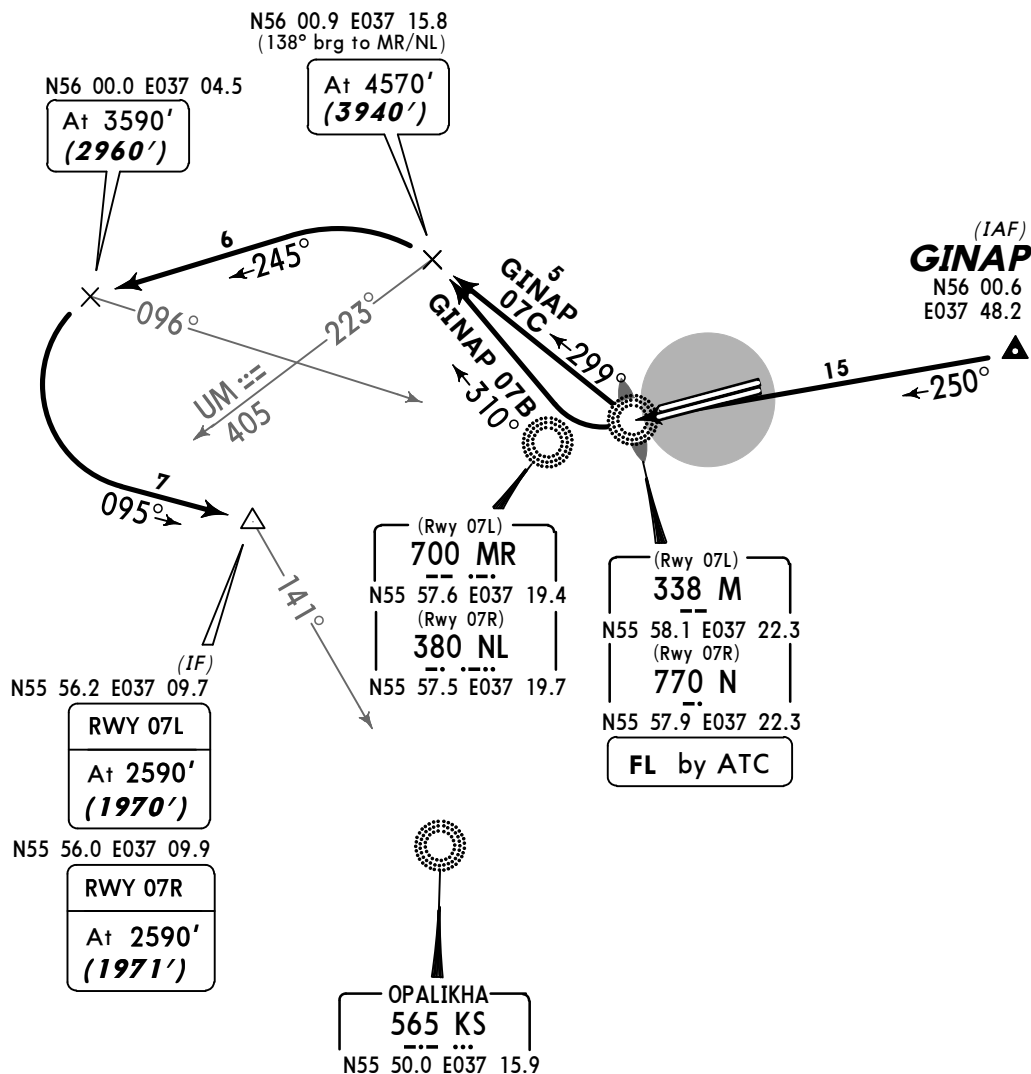
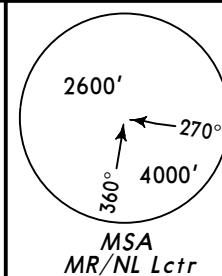
Apt Elev  
630'

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.

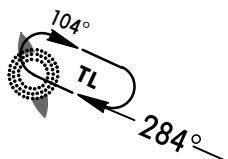
GINAP 07 BRAVO (GINAP 07B) [GINØ7B]  
GINAP 07 CHARLIE (GINAP 07C) [GINØ7C]  
RWYS 07L/R ARRIVALS

BY ATC

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



**HOLDING OVER  
M/N**  
By ATC



- 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

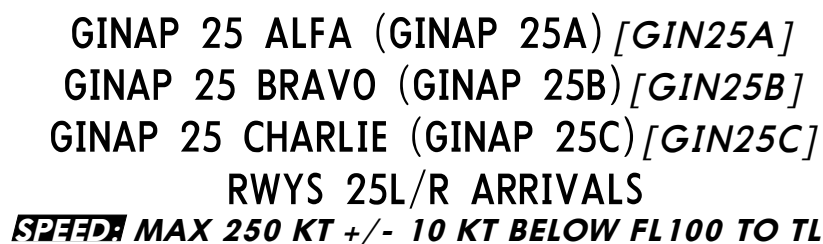
GINAP 07B

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.

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.



① RWY 25L  
② RWY 25R



| STAR                       | ROUTING                                                                                                                                                                                                  |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>GINAP 25A</b><br>By ATC | On 259° track to intercept final.                                                                                                                                                                        |
| <b>GINAP 25B</b>           | On 252° bearing to AD/BW, turn RIGHT, 058° track to N56 04.8 E037 39.2, turn RIGHT, 215° track to intercept final.                                                                                       |
| <b>GINAP 25C</b>           | 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. |



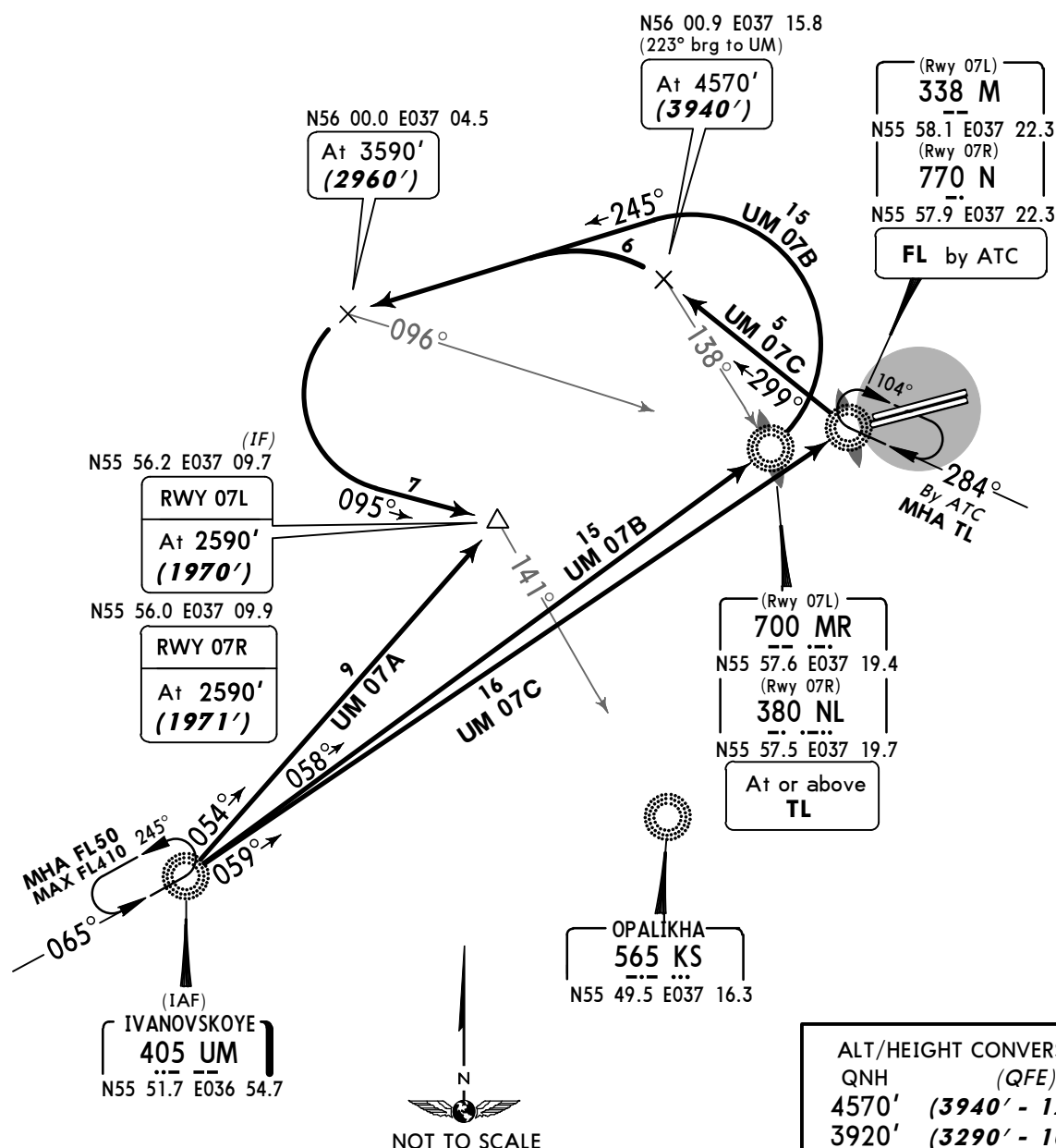
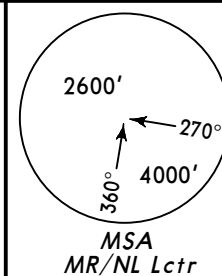
ATIS  
125.12 (Russian 126.37)

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



| 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. |

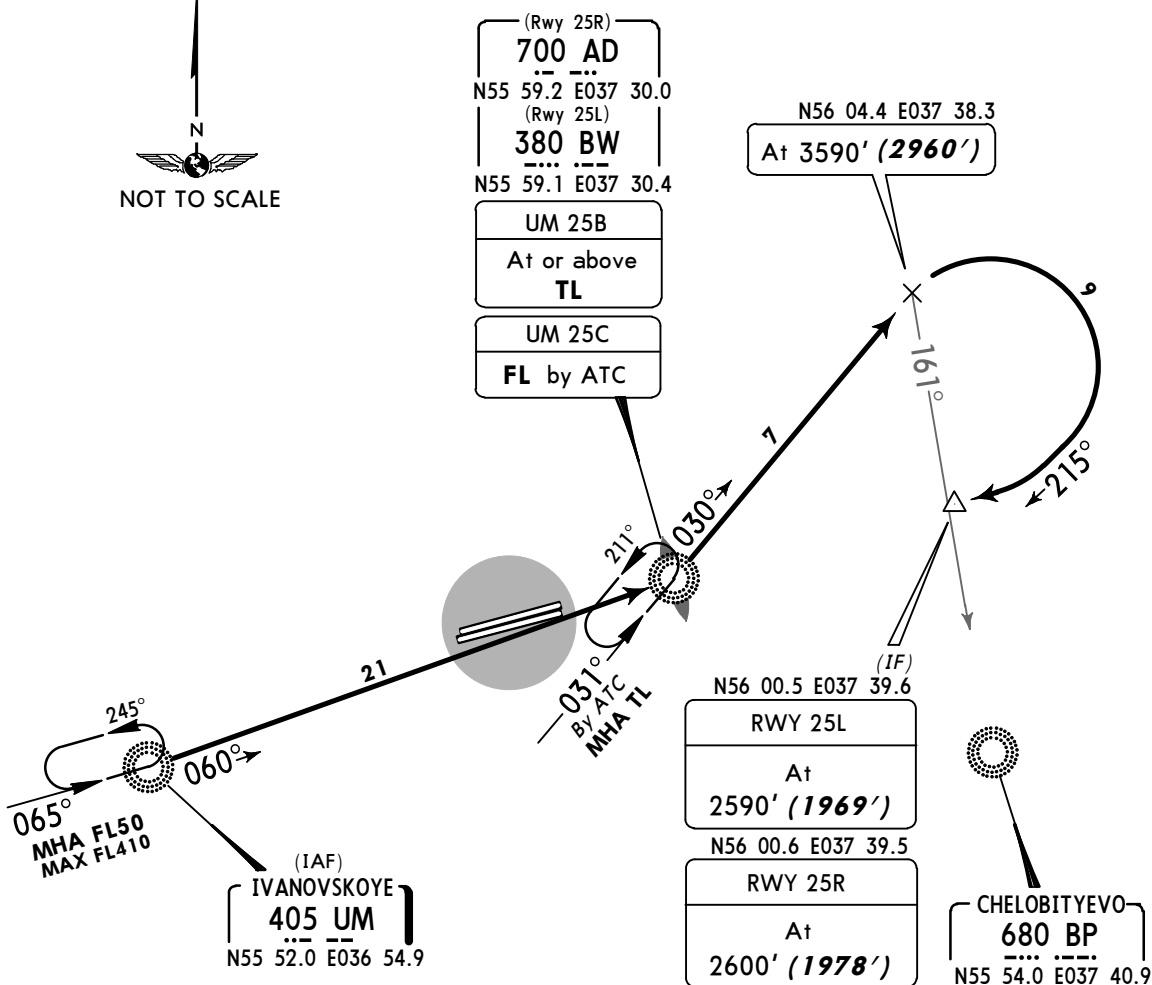
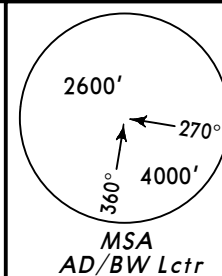
ATIS  
125.12 (Russian 126.37)

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.

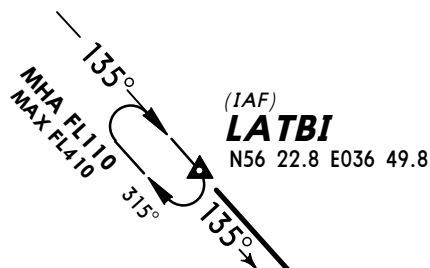
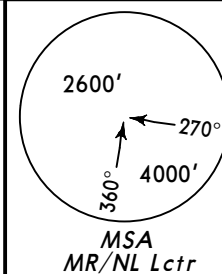
ATIS  
125.12 (Russian 126.37)

Apt Elev  
630'

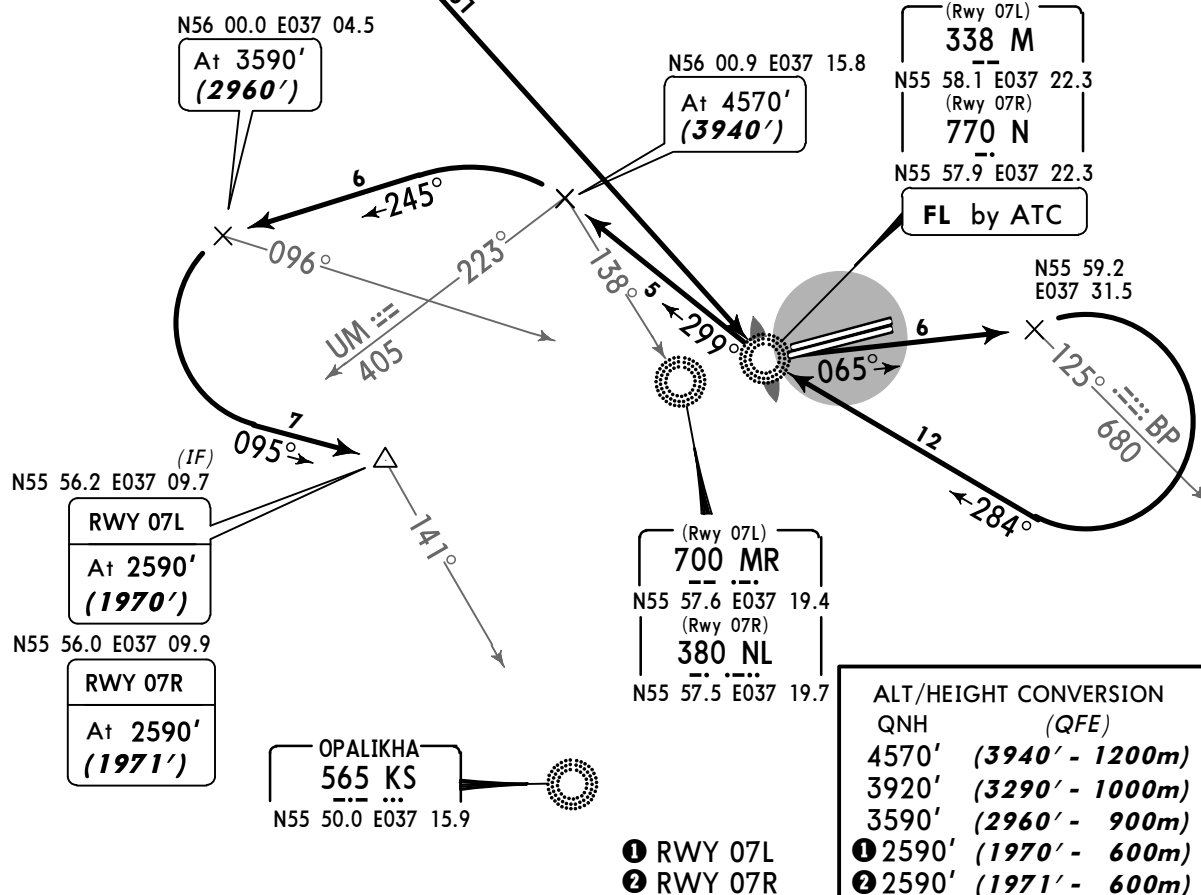
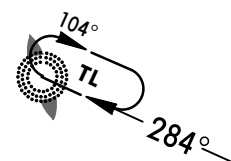
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3920' (3290')  
Execute noise abatement procedures according to  
ICAO Annex 16, DOC 8168.

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.

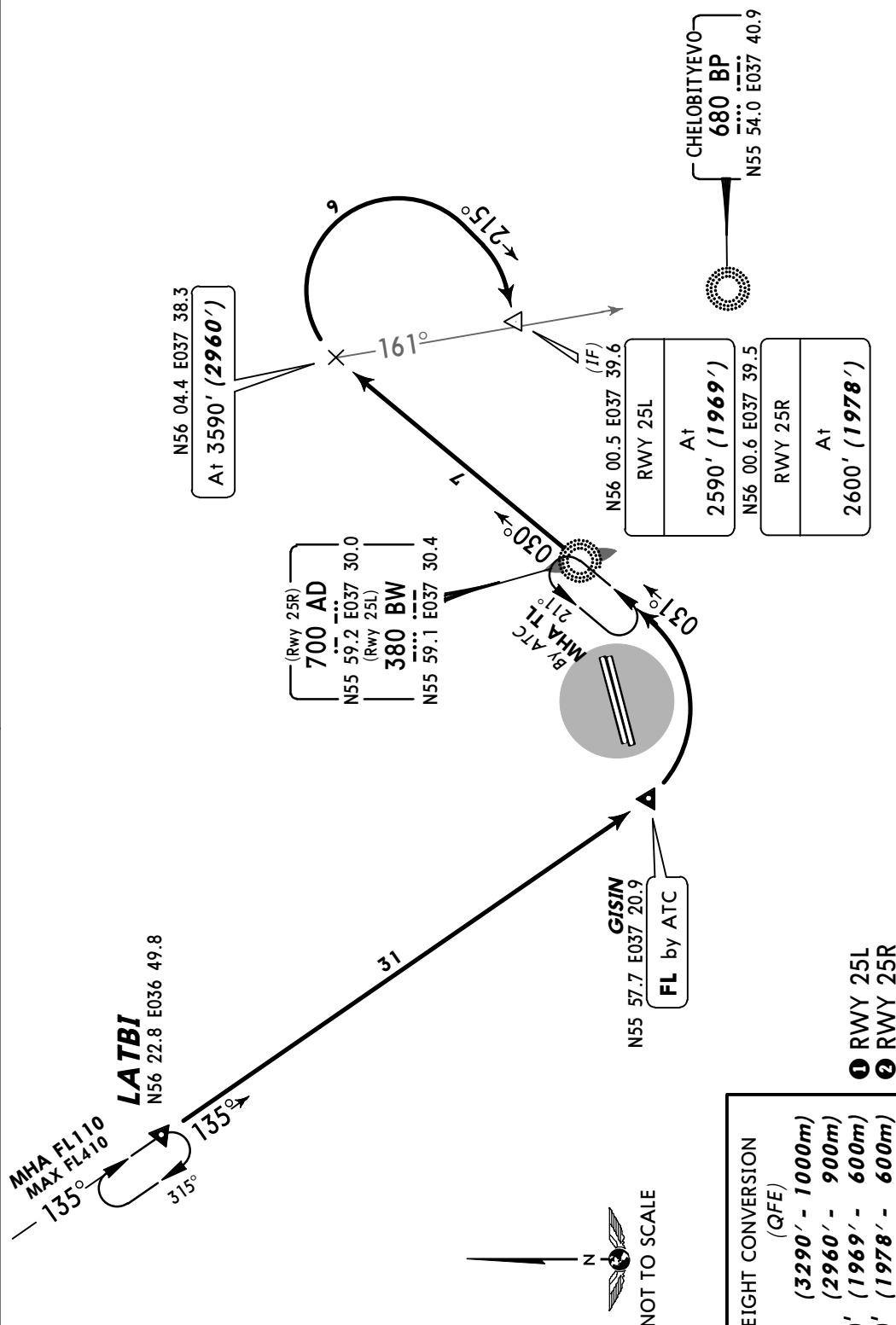
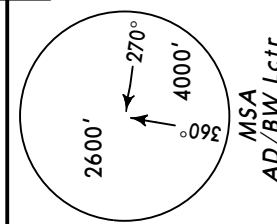
ATIS  
125.12 ( Russian 126.37)

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

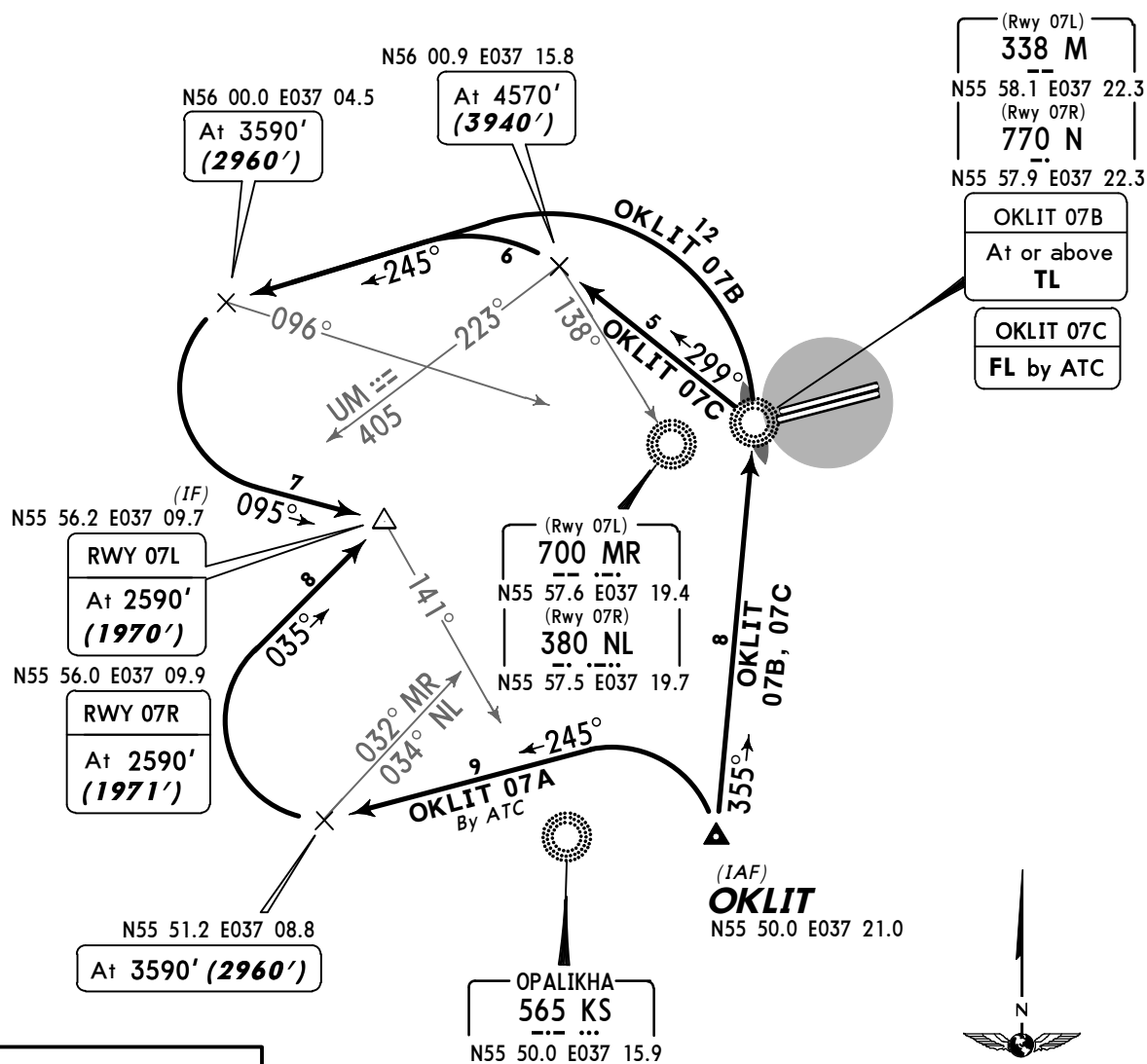
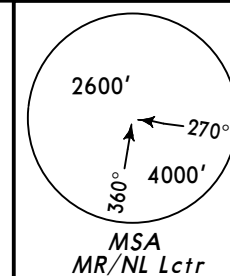
**~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



| ROUTING   |                                                                                                                                                                                                               |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. |

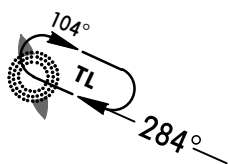
| ALT/HEIGHT CONVERSION (QFE) |
|-----------------------------|
| QNH 3920' (3290' - 1000m)   |
| 3590' (2960' - 900m)        |
| 2590' (1969' - 600m)        |
| 2600' (1978' - 600m)        |

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**



NOT TO SCALE

## By ATC



① RWY 07L  
② RWY 07R

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

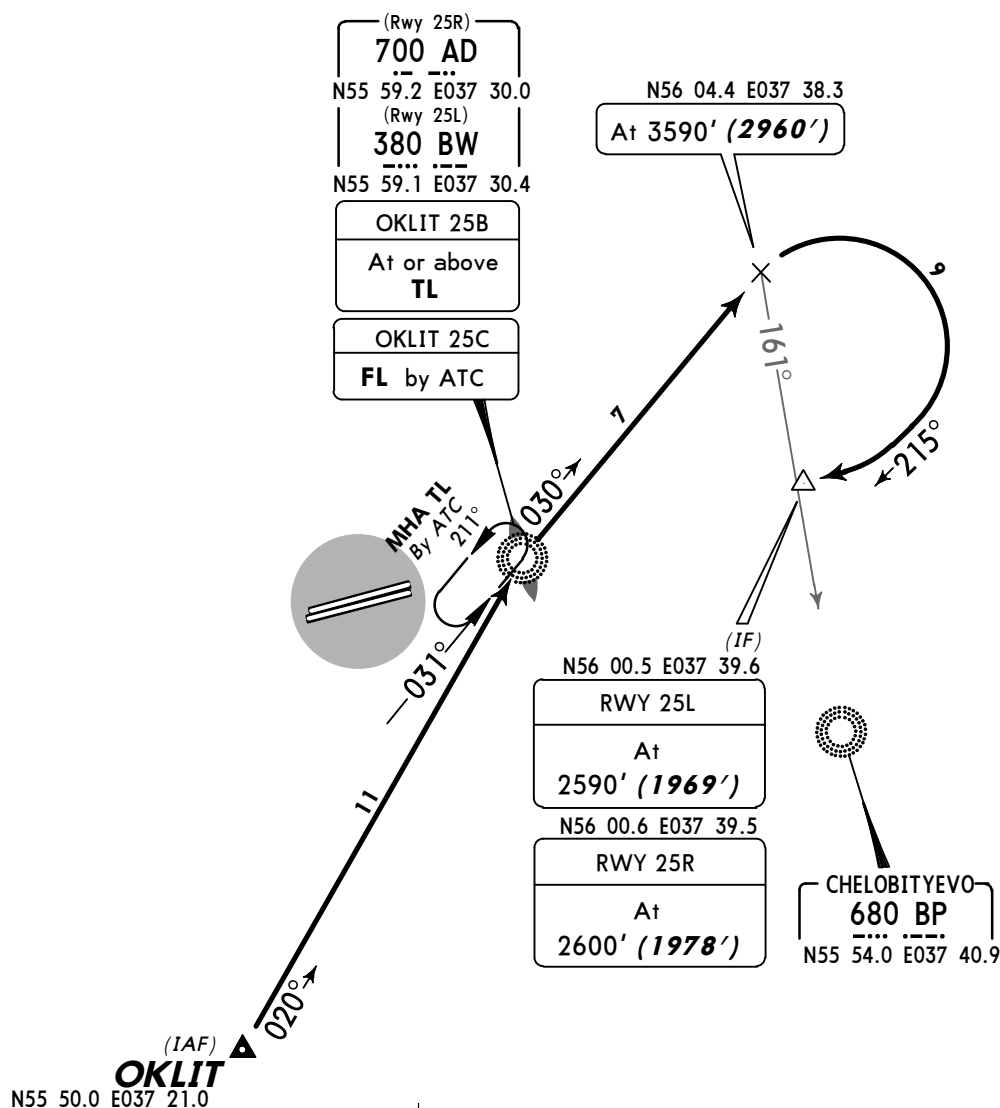
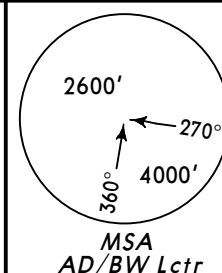
| STAR                       | ROUTING                                                                                                                                                                                                                                   |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>OKLIT 07A</b><br>By ATC | Turn LEFT, 245° track, at 032° bearing to MR/034° bearing to NL turn RIGHT, 035° track, intercept ILS.                                                                                                                                    |
| <b>OKLIT 07B</b>           | 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.                                                                                              |
| <b>OKLIT 07C</b>           | 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



| 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

|           |                                                                                                                                                             |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. |

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.

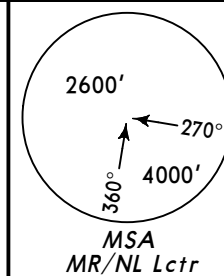
SAVELOVO 07 ALFA (SW 07A)  
SAVELOVO 07 CHARLIE (SW 07C)  
RWYS 07L/R ARRIVALS

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

LATBI  
N56 22.8  
E036 49.8

| 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



(IAF)  
SAVELOVO  
\*1285 SW  
N56 22.0 E037 25.9

KOSTINO  
642 KN  
N56 18.0 E037 42.9

(IF) ③  
N55 56.2 E037 09.7

RWY 07L  
SW 07A  
SW 07C on return

At  
2590' (1970')

N55 56.0 E037 09.9

RWY 07R  
SW 07A  
SW 07C on return

At  
2590' (1971')

(Rwy 07L)  
338 M  
N55 58.1 E037 22.3

(Rwy 07R)  
770 N  
N55 57.9 E037 22.3

FL by ATC

N55 59.9 E037 04.0  
SW 07A  
At 3590' (2960')

N56 00.0 E037 04.5  
SW 07C on return  
At 3590' (2960')

N56 00.9 E037 15.8  
At 4570' (3940')

SW 07C on return

SW 07A, 07C

SW 07C

(Rwy 07L)  
700 MR  
N55 57.6 E037 19.4  
(Rwy 07R)  
380 NL  
N55 57.5 E037 19.7

OPALIKHA  
565 KS  
N55 50.0 E037 15.9

STAR

ROUTING

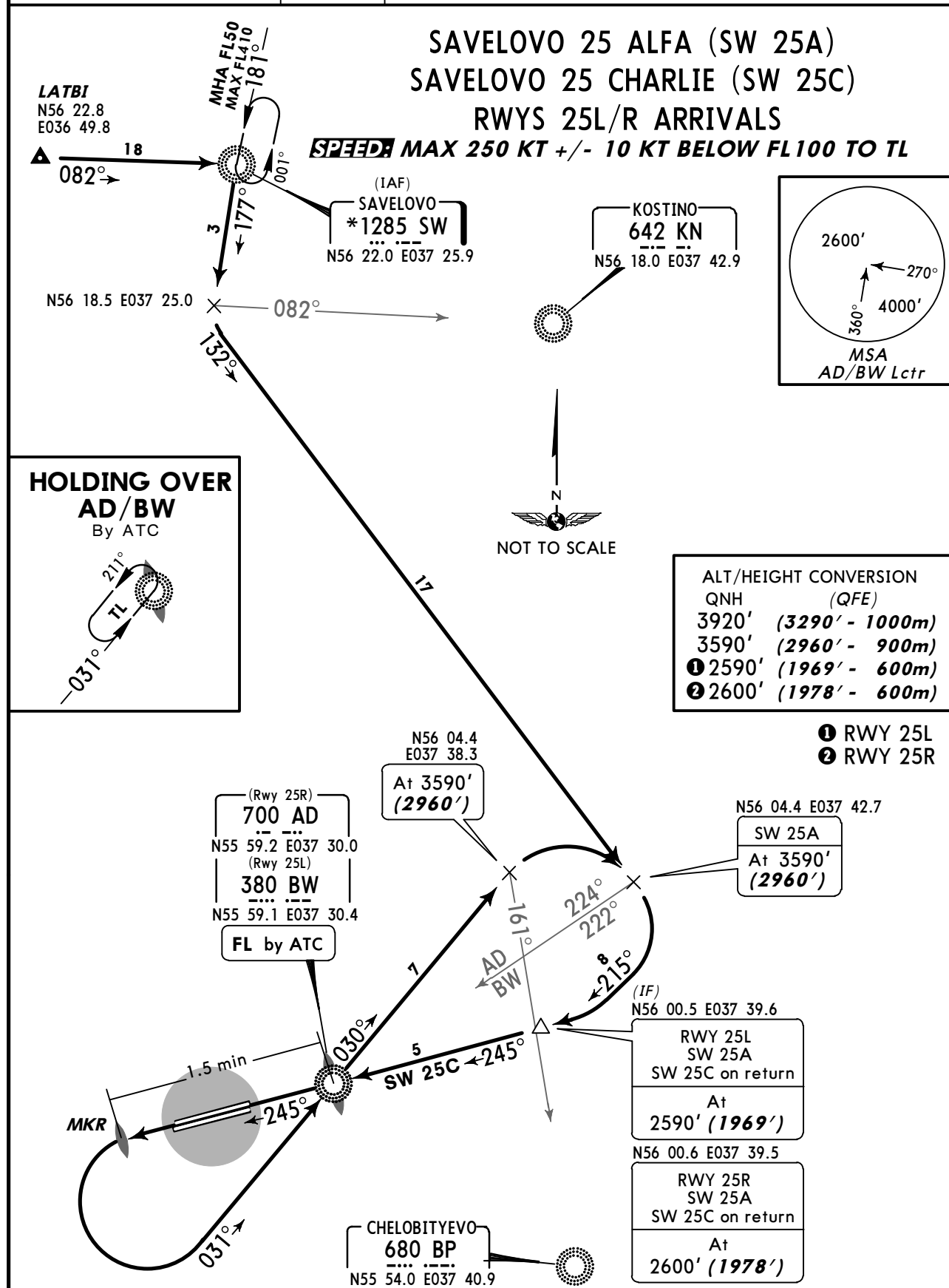
SW 07A

On 178° bearing, at 042° bearing to KN turn RIGHT, 220° track, at 095° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

SW 07C

On 178° bearing, at 042° bearing to KN turn RIGHT, 220° track, at 095° bearing to MR/NL turn LEFT, 095° track, intercept 065° 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, intercept 095° track, then carry out instrument approach procedure.

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



| STAR          | ROUTING                                                                                                                                                                                                                                                                                                                                                  |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SW 25A</b> | On 178° bearing, at 083° bearing to KN turn LEFT, 132° track, at 224° bearing to AD/222° bearing to BW turn RIGHT, 215° track, intercept final.                                                                                                                                                                                                          |
| <b>SW 25C</b> | On 178° bearing, at 083° bearing to KN turn LEFT, 132° track, at 224° bearing to AD/222° bearing to BW turn RIGHT, 215° track, intercept 245° bearing to AD/BW, continue on 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, intercept final. |

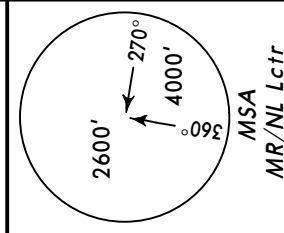


ATIS  
125.12 (Russian 126.37)

Apt Elev  
630'

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

# COMMUNICATION FAILURE RWYS 07L/R AFTER ENTERING MOSCOW AREA

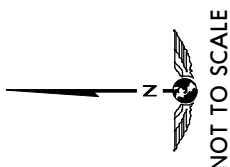


ALT/HEIGHT CONVERSION  
QNH (QFE)  
3920' (3290' - 1000m)  
3590' (2960' - 900m)  
① 2590' (1970' - 600m)  
② 2590' (1971' - 600m)

① RWY 07L  
② RWY 07R

SAVELOVO  
(IAF)  
\*1285 SW  
N56 22.0 E037 25.9  
MHA FL50  
MAX FL410  
182°  
002°  
178°  
13  
2670 (2040)  
SW 07A

KOSTINO  
642 KN  
N56 18.0 E037 42.9



N56 09.3 E037 22.4

A+ 3590'  
(2960')

N55 59.9 E037 04.0

RWY 07L  
A+ 2590'  
(1970')

RWY 07R  
A+ 2590'  
(1971')

GINAP  
N56 00.6 E037 48.2

15  
By ATC

251°

BESTA  
N55 55.0 E037 44.5

272°

(RWY 07L)  
338 M  
N55 58.1 E037 22.3  
(RWY 07R)  
770 N  
N55 57.9 E037 22.3

OKLIT  
N55 50.0 E037 21.0

354°  
8

IVANOVSKOYE  
405 UM  
N55 52.0 E036 54.9

059°

11

095°

7

095°

14

2770 (2140)

220°

179°

042°

23

265°

12

⑤ In case of communication failure after entering Moscow Area join SW holding at last assigned FL, leave holding at FL60 and carry out approach procedure.

## 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.

④ (RWY 07L)  
700 MR  
N55 57.6 E037 19.4  
(RWY 07R)  
380 NL  
N55 57.5 E037 19.7

(IF) ③  
N55 56.2 E037 09.7

RWY 07L  
A+ 2590'  
(1970')

N55 56.0 E037 09.9  
RWY 07R  
A+ 2590'  
(1971')

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

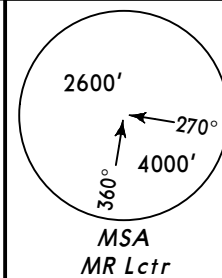
Diagram of a circular area with dimensions and angles:

- Radius: 4000'
- Angle:  $270^\circ$
- Angle:  $360^\circ$
- Distance: 2600'
- MSA AD/BW Lctr

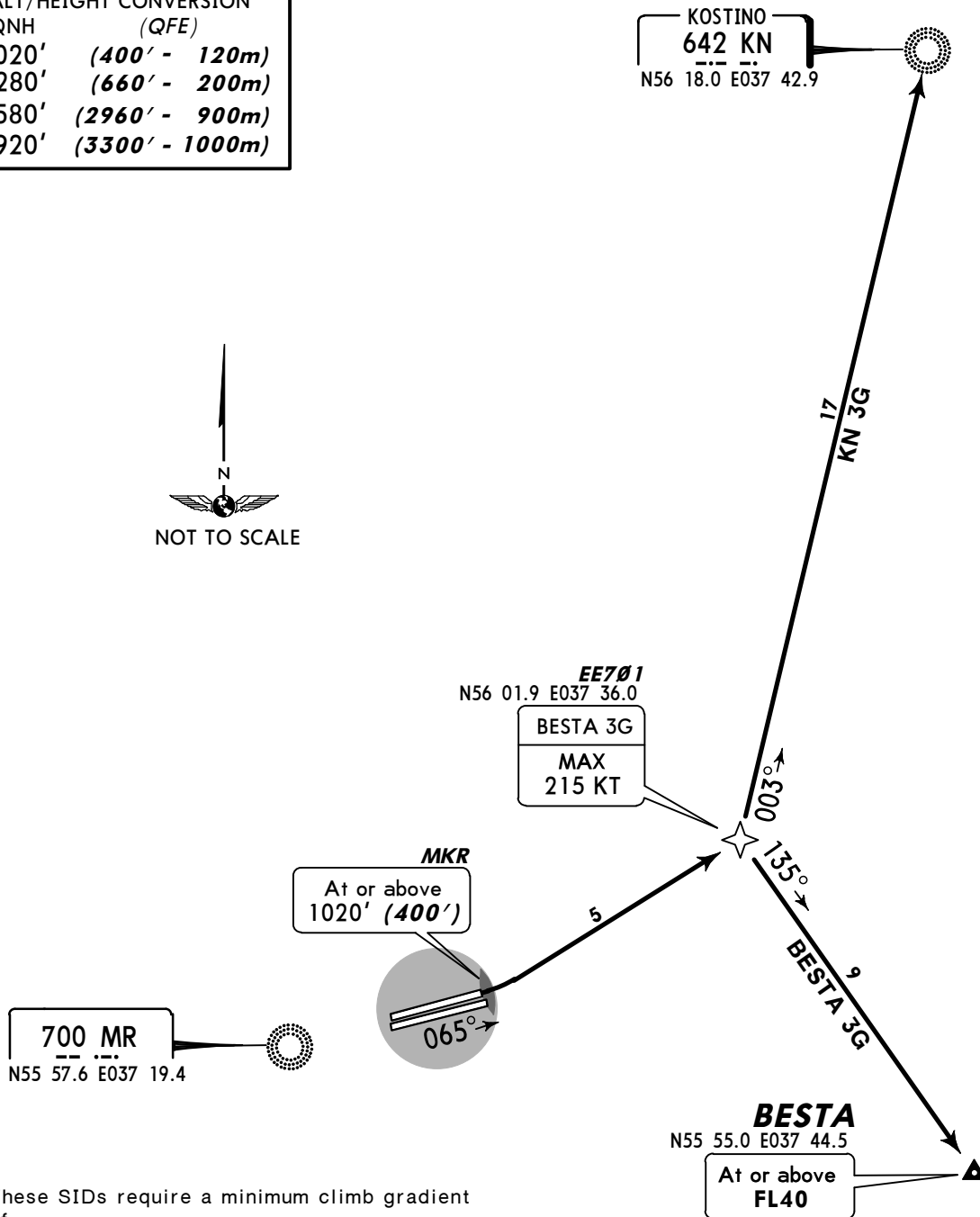


|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')<br>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 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) |



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

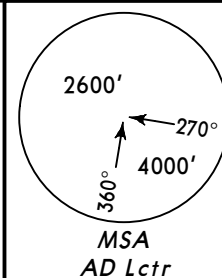
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

Initial climb clearance 3580' (2960')

| SID             | ROUTING                                            |
|-----------------|----------------------------------------------------|
| <b>BESTA 3G</b> | DER07L - (1020'+) - EE701 (K215-) - BESTA (FL40+). |
| <b>KN 3G</b>    | DER07L - (1020'+) - EE701 - KN.                    |

|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')<br>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 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) |

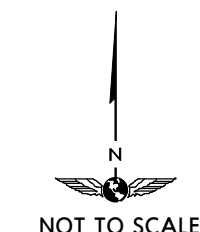
KOSTINO  
642 KN  
N56 18.0 E037 42.9

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



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

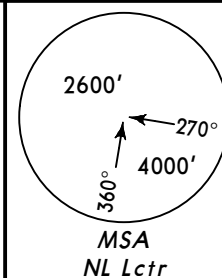
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

Initial climb clearance 3580' (2958')

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

|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301')<br>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. |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

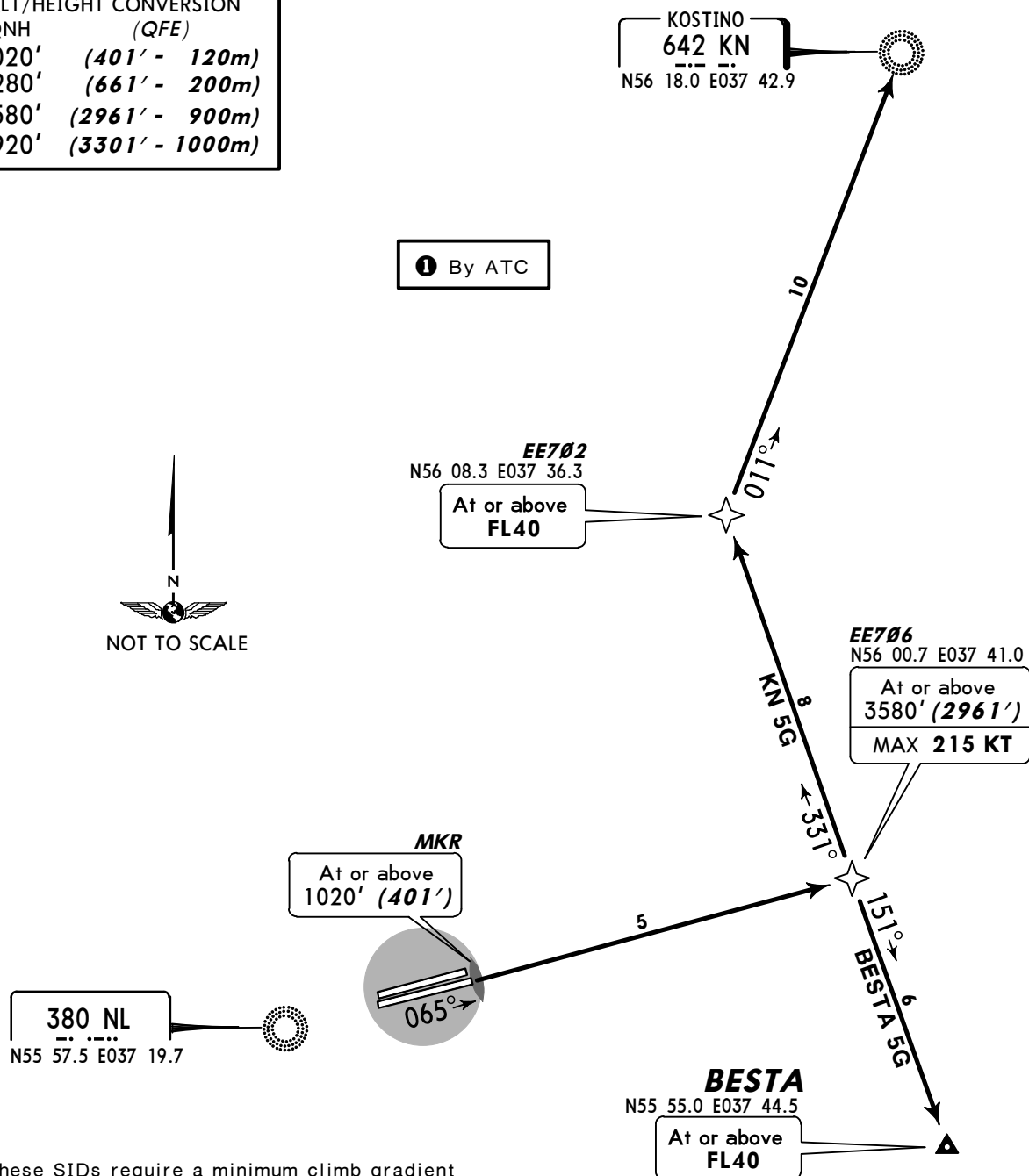
**BESTA 5G [BEST5G]①, KOSTINO 5G (KN 5G)**  
**RWY 07R RNAV DEPARTURES**  
**~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



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



① By ATC



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

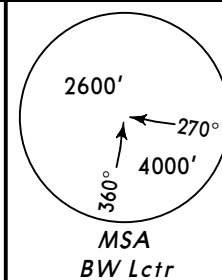
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

Initial climb clearance 3580' (2961')

| SID               | ROUTING                                                         |
|-------------------|-----------------------------------------------------------------|
| <b>BESTA 5G ①</b> | DER07R - (1020'+) - EE706 (3580'+; K215-) - BESTA (FL40+).      |
| <b>KN 5G</b>      | DER07R - (1020'+) - EE706 (3580'+; K215-) - EE702 (FL40+) - KN. |

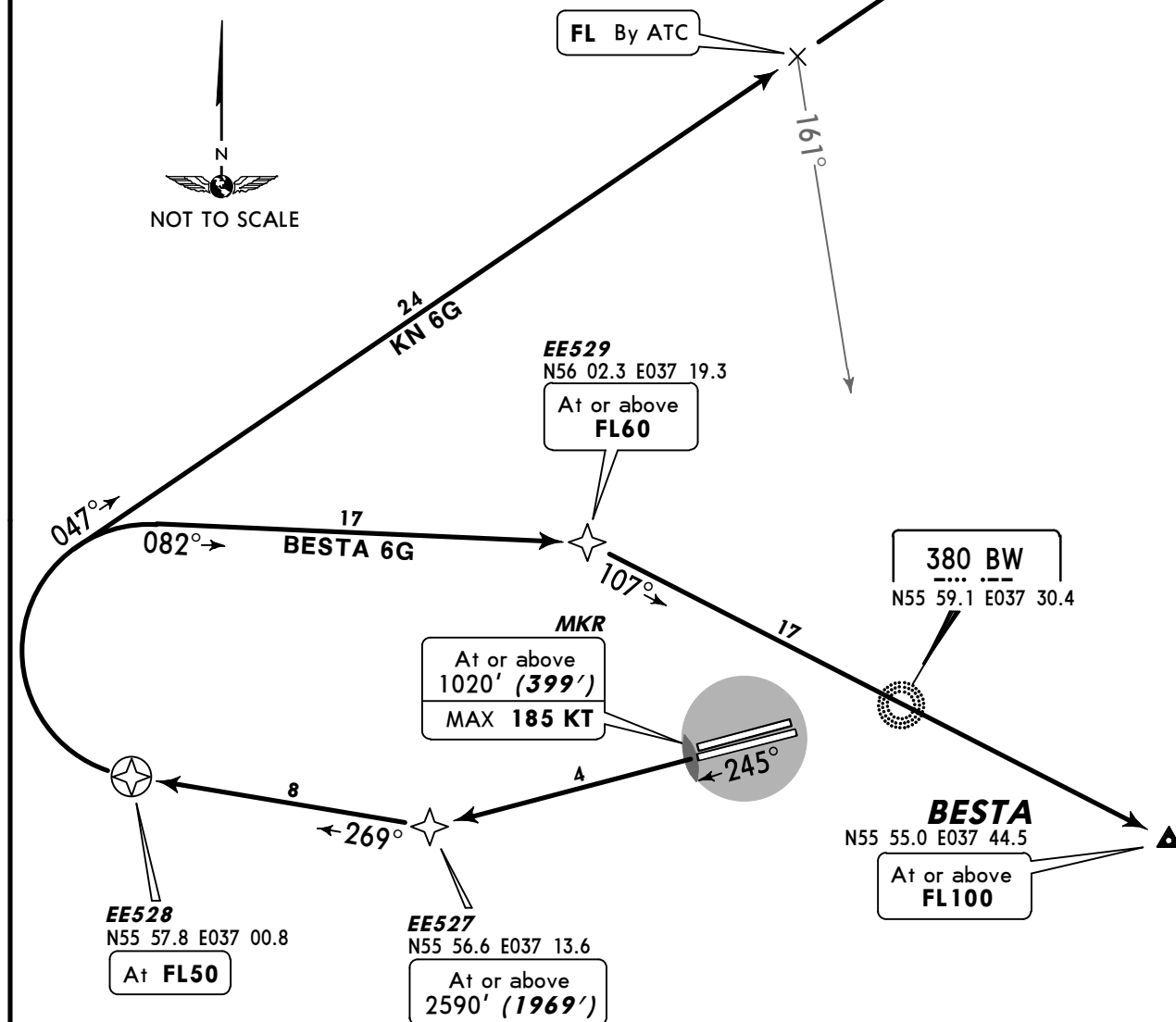
|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')<br>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. |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**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) |

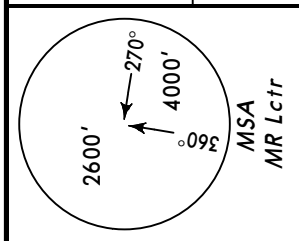
KOSTINO  
642 KN  
N56 18.0 E037 42.9



Initial climb clearance 3580' (2959')

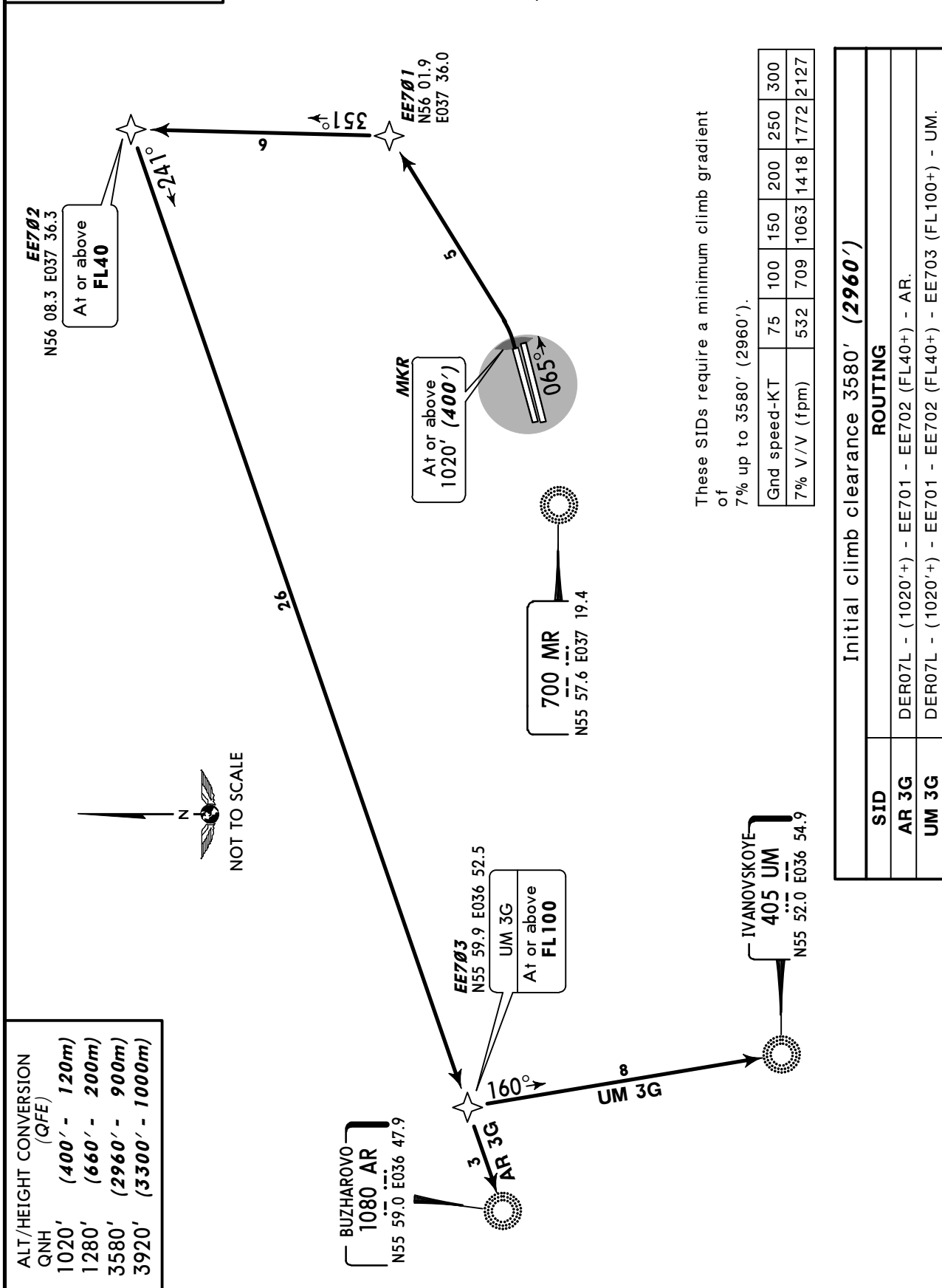
| SID             | ROUTING                                                                                    |
|-----------------|--------------------------------------------------------------------------------------------|
| <b>BESTA 6G</b> | DER25L - (1020'+; K185-) - EE527 (2590'+) - EE528 (FL50)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

|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')<br>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. |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

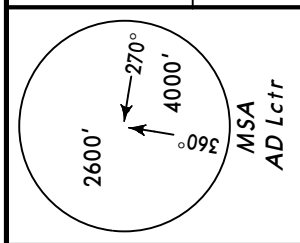


### BUZHAROVO 3G (AR 3G) IVANOVSKOYE 3G (UM 3G) RWY 07L RNAV DEPARTURES

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

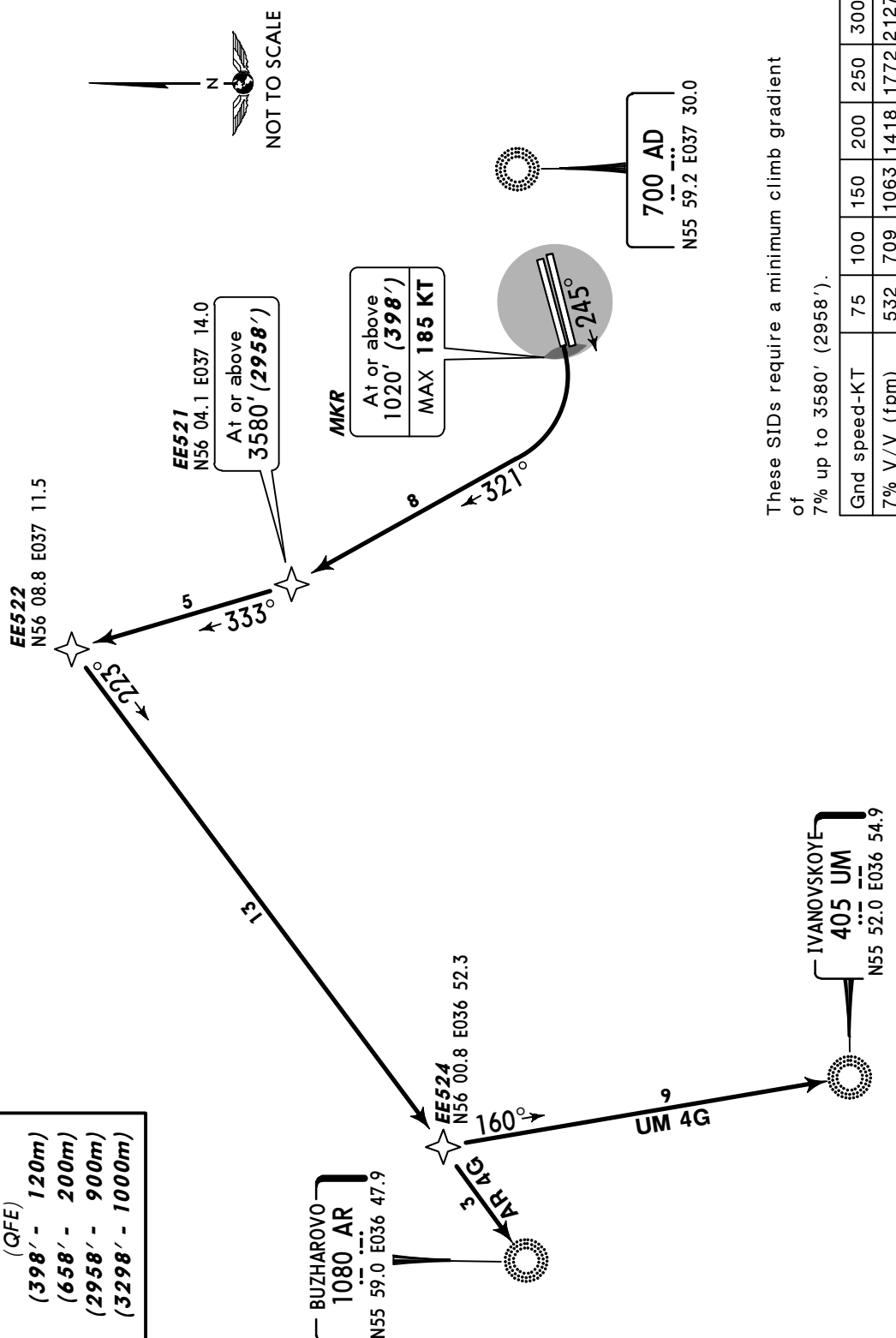


|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')<br>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 4G (AR 4G)  
IVANOVSKOYE 4G (UM 4G)  
RWY 25R RNAV DEPARTURES

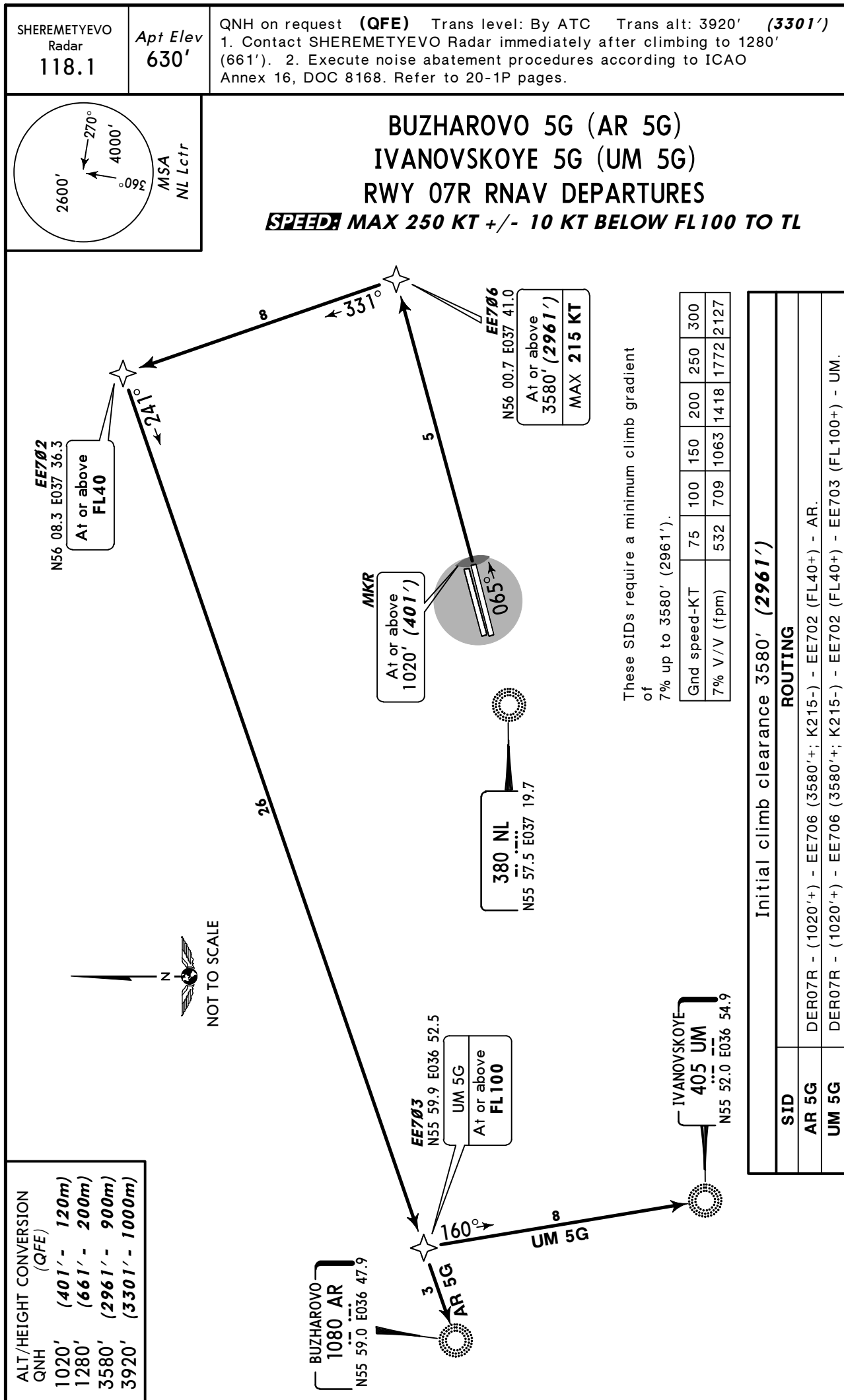
**SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



| Initial climb clearance 3580' (2958') |                                                                |
|---------------------------------------|----------------------------------------------------------------|
| SID                                   | ROUTING                                                        |
| AR 4G                                 | DER25R - (1020'+; K185-) - EE521 (3580+) - EE522 - AR.         |
| UM 4G                                 | DER25R - (1020'+; K185-) - EE521 (3580+) - EE522 - EE524 - UM. |

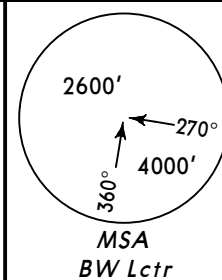
| ALT/HEIGHT CONVERSION (QFE) |                 |
|-----------------------------|-----------------|
| QNH                         |                 |
| 1020'                       | (398' - 120m)   |
| 1280'                       | (658' - 200m)   |
| 3580'                       | (2958' - 900m)  |
|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



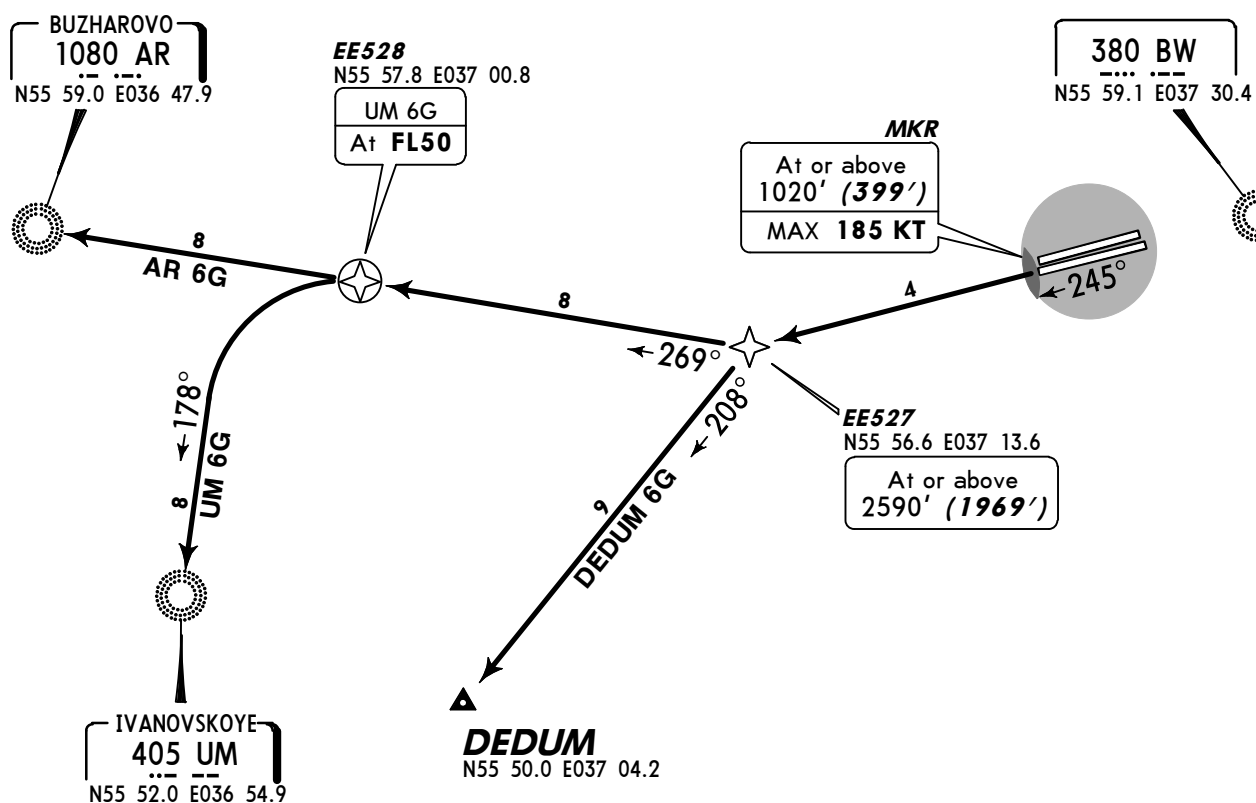


|                                |                  |                                                                                                                                                                                                                                                  |
|--------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SHEREMETYEVO<br>Radar<br>118.1 | Apt Elev<br>630' | QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')<br>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 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'

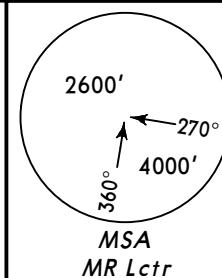
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')  
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

**BESTA 07 DELTA (BESTA 07D) [BESØ7D]**

**KOSTINO 07 DELTA (KN 07D)**

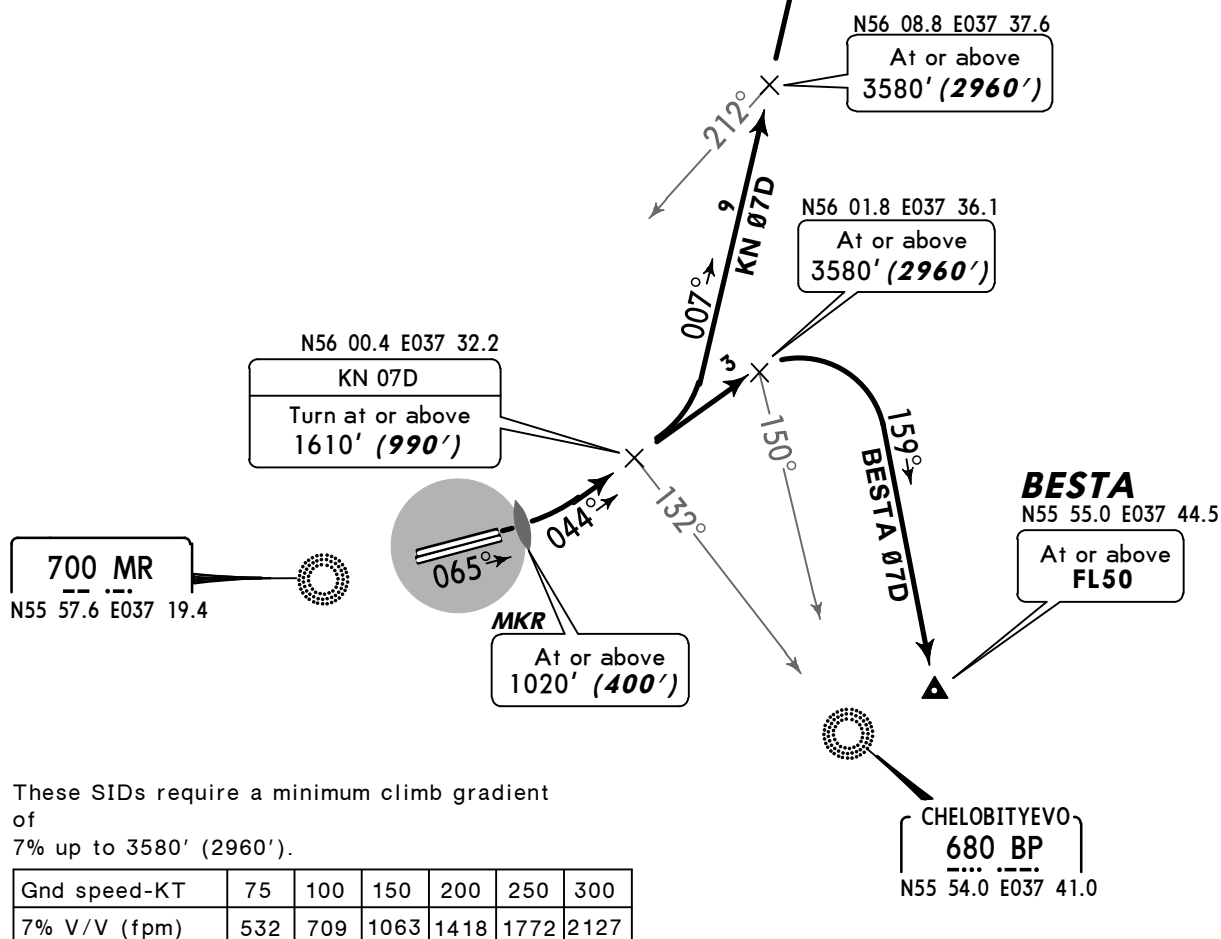
**RWY 07L DEPARTURES**

**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 18.1 E037 42.7



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                                                                                           |
|------------------|---------------------------------------------------------------------------------------------------|
| <b>BESTA 07D</b> | When crossing 150° bearing to BP turn RIGHT, 159° track to BESTA climbing to assigned FL.         |
| <b>KN 07D</b>    | When crossing 132° bearing to BP turn LEFT, intercept 007° bearing to KN climbing to assigned FL. |

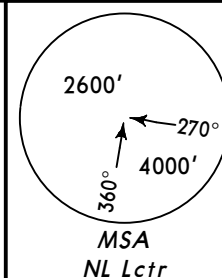
SHEREMETYEVO  
Radar  
118.1

Apt Elev  
630'

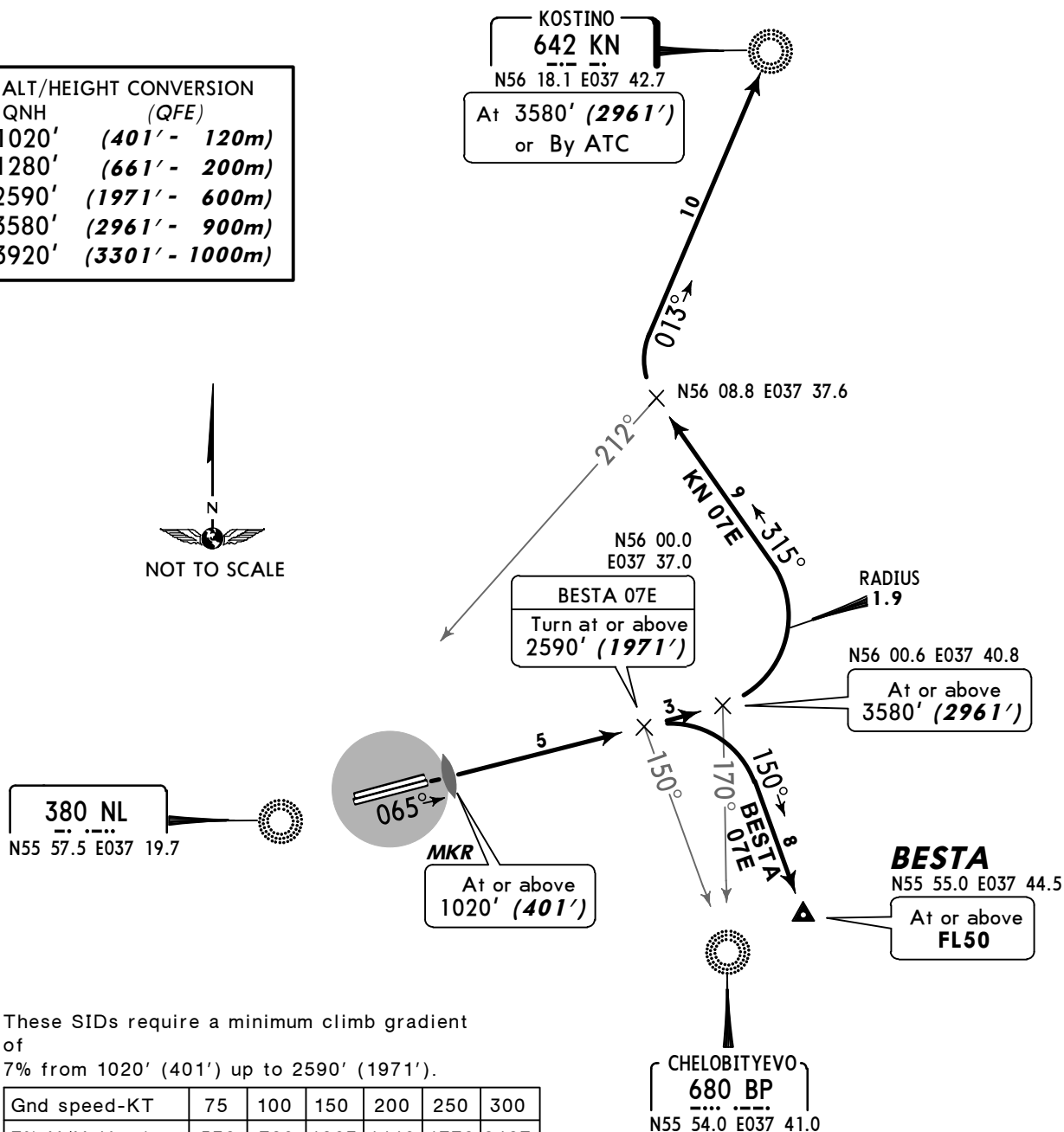
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301')  
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 07 ECHO (BESTA 07E) [BESØ7E]  
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) |



These SIDs require a minimum climb gradient of 7% from 1020' (401') up to 2590' (1971').

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

Initial climb clearance 3580' (2961')

#### 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 07E | 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. |

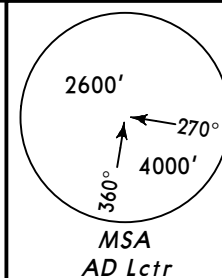
SHEREMETYEVO  
Radar  
118.1

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.

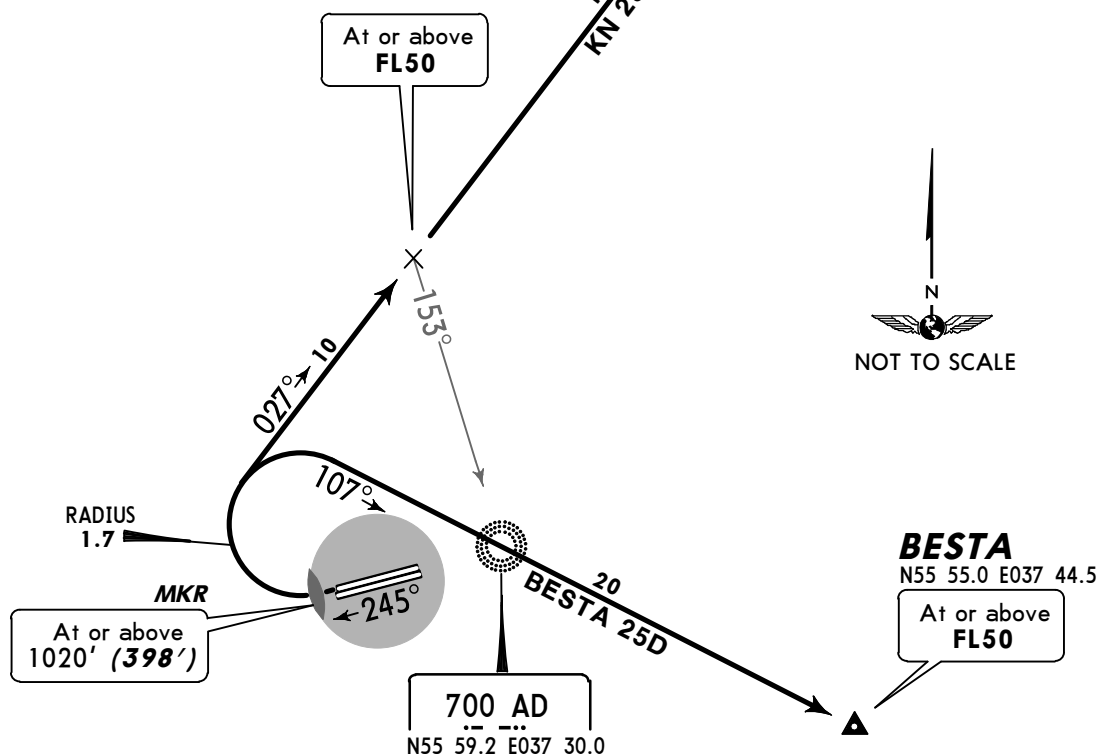
**BESTA 25 DELTA (BESTA 25D) [BES25D]  
KOSTINO 25 DELTA (KN 25D)  
RWY 25R DEPARTURES**

**~~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 18.1 E037 42.7



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.

**KN 25D**

Turn RIGHT, intercept 027° bearing to KN climbing to assigned FL.

SHEREMETYEVO  
Radar  
118.1

Apt Elev  
630'

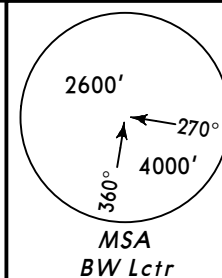
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')  
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

**BESTA 25 ECHO (BESTA 25E) [BES25E]**

**KOSTINO 25 ECHO (KN 25E)**

**RWY 25L DEPARTURES**

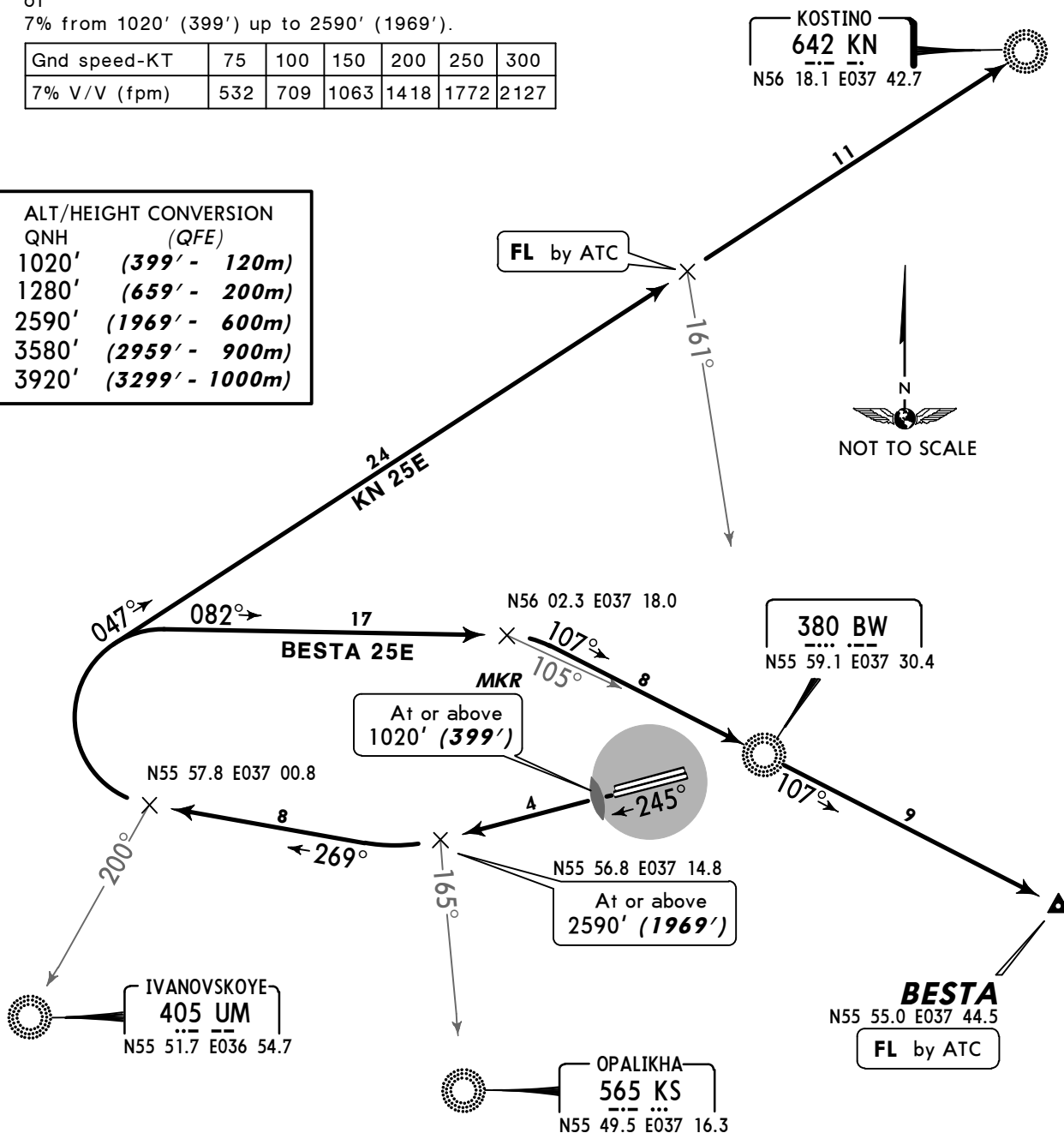
**~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



These SIDs require a minimum climb gradient of 7% from 1020' (399') up to 2590' (1969').

| 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

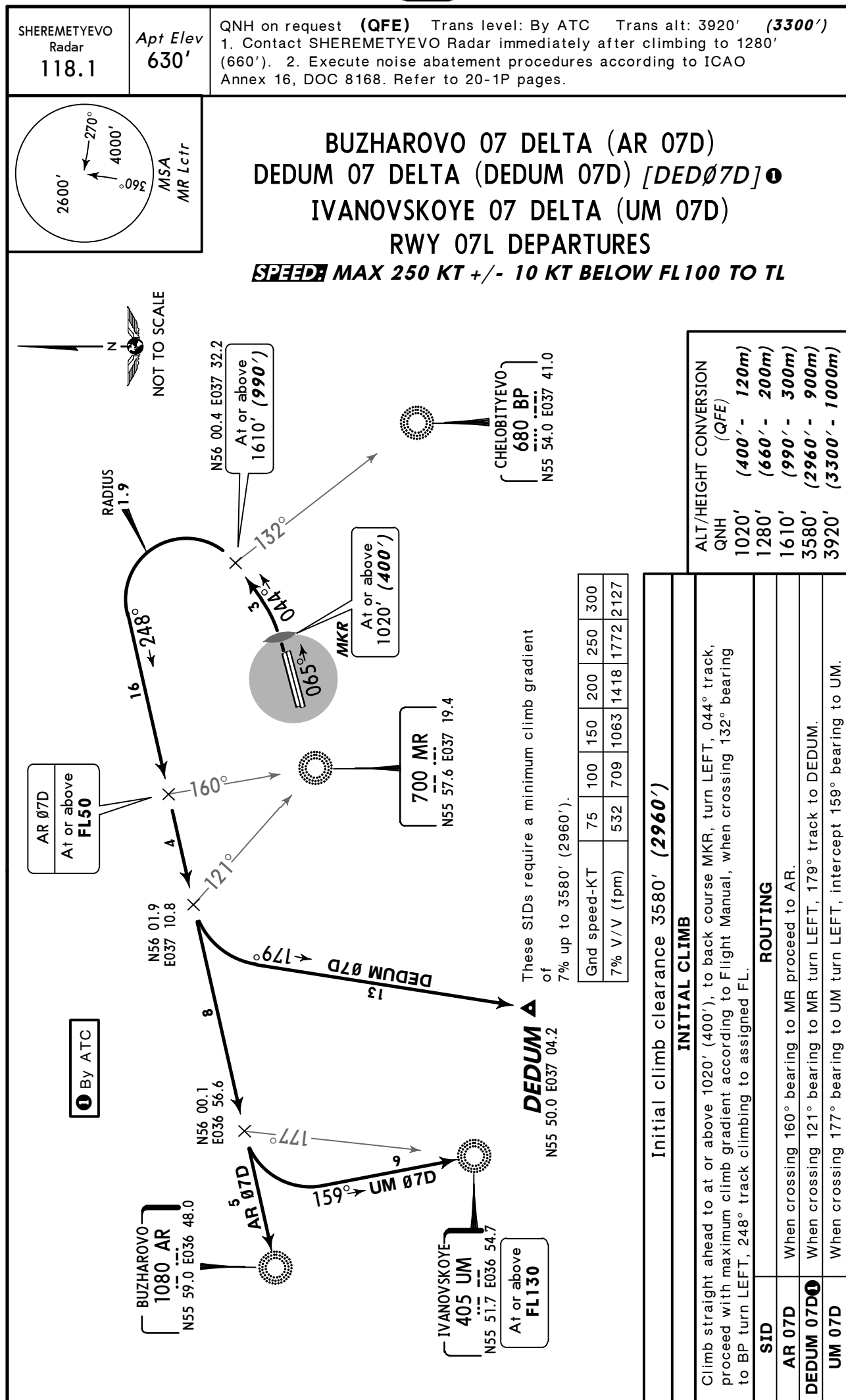
#### ROUTING

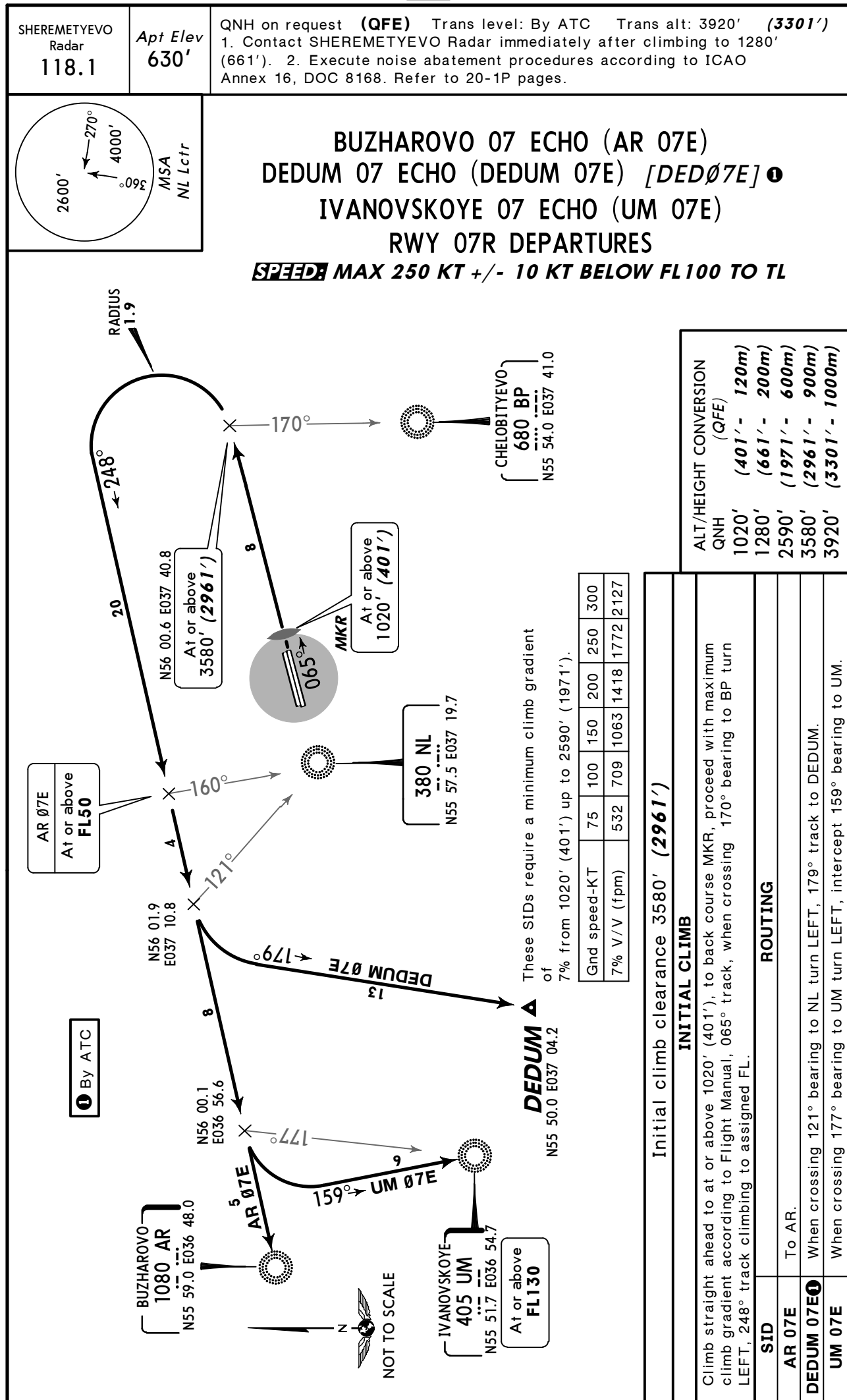
**BESTA 25E**

082° track, when crossing 105° bearing to BW turn RIGHT, 107° track to BESTA.

**KN 25E**

047° track climbing to assigned FL, to KN.







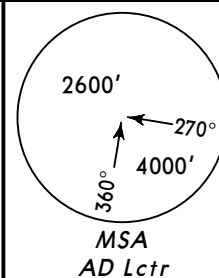
SHEREMETYEVO  
Radar  
118.1

Apt Elev  
630'

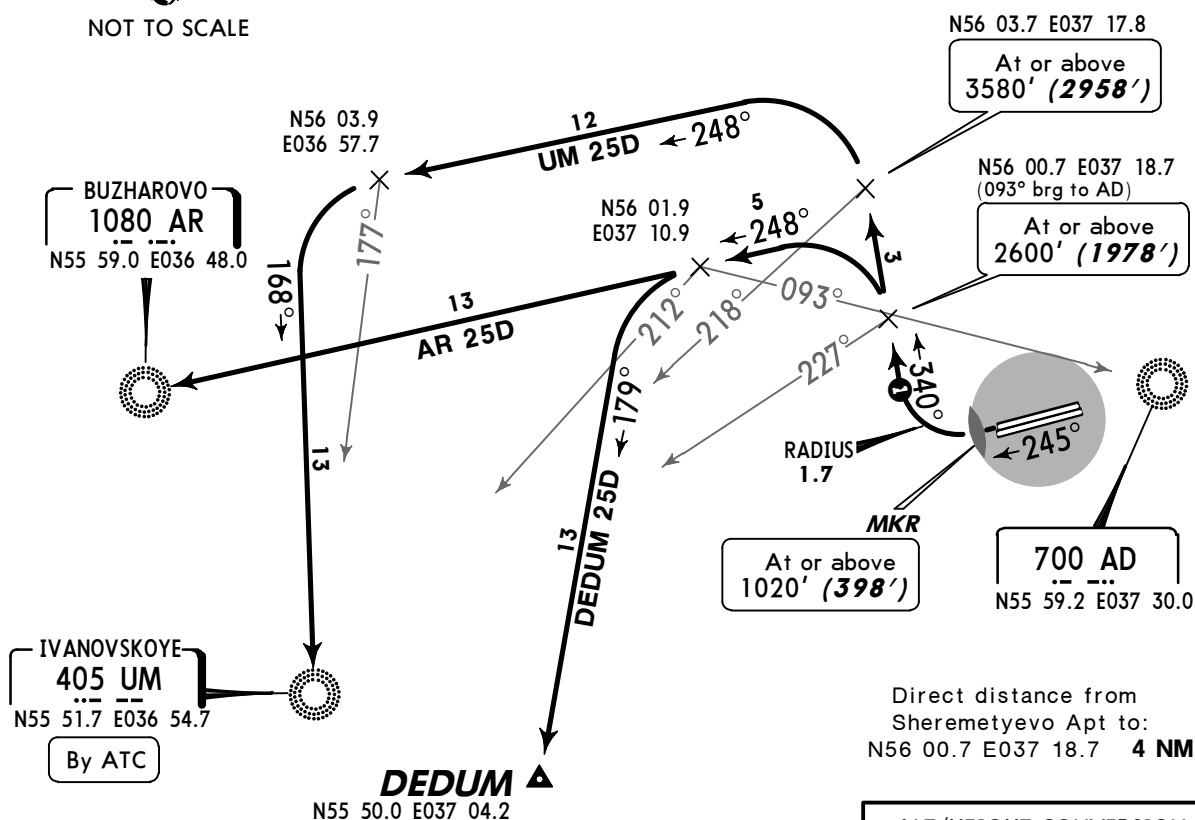
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')  
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 25 DELTA (AR 25D)  
DEDUM 25 DELTA (DEDUM 25D)[DED25D]  
IVANOVSKOYE 25 DELTA (UM 25D)  
RWY 25R DEPARTURES

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



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 | 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, 179° 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  
118.1

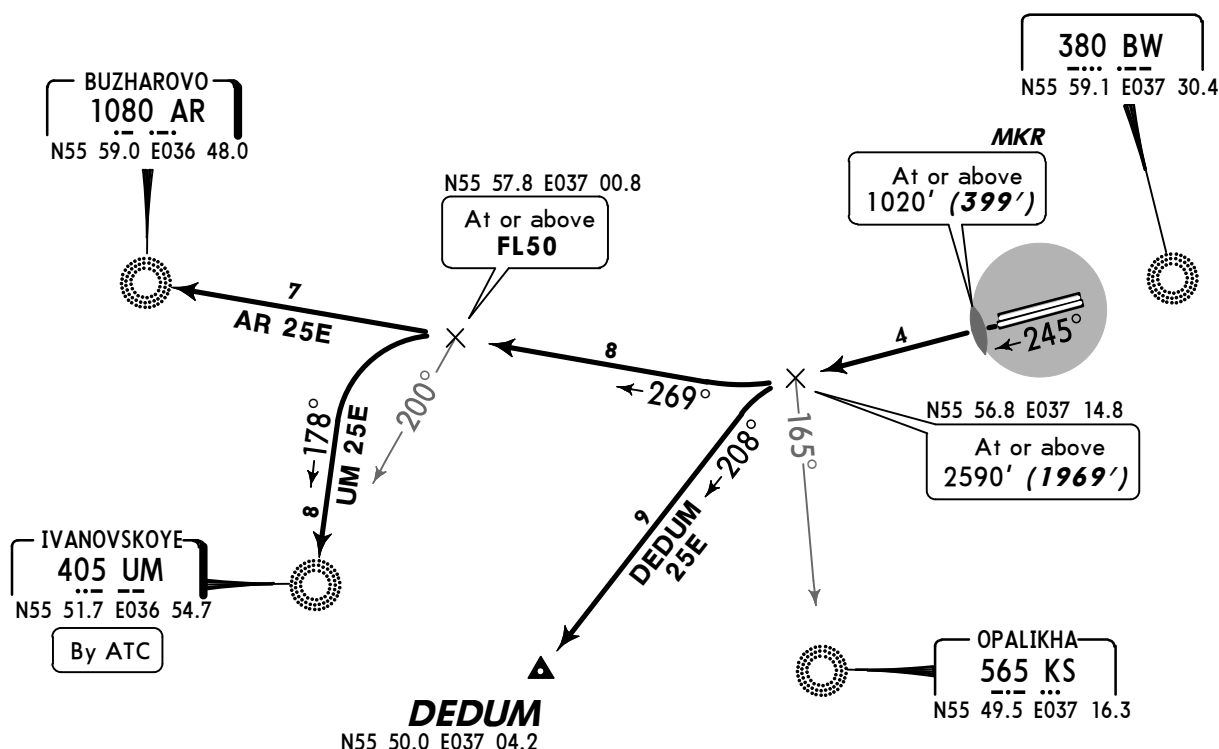
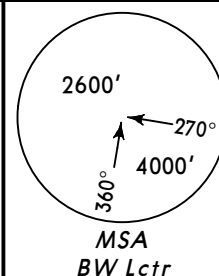
Apt Elev  
630'

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.

BUZHAROVO 25 ECHO (AR 25E)  
DEDUM 25 ECHO (DEDUM 25E) [DED25E]  
IVANOVSKOYE 25 ECHO (UM 25E)

RWY 25L DEPARTURES

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



NOT TO SCALE  
These SIDs require a minimum climb gradient of 7% from 1020' (399') up to 2590' (1969').

| 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.

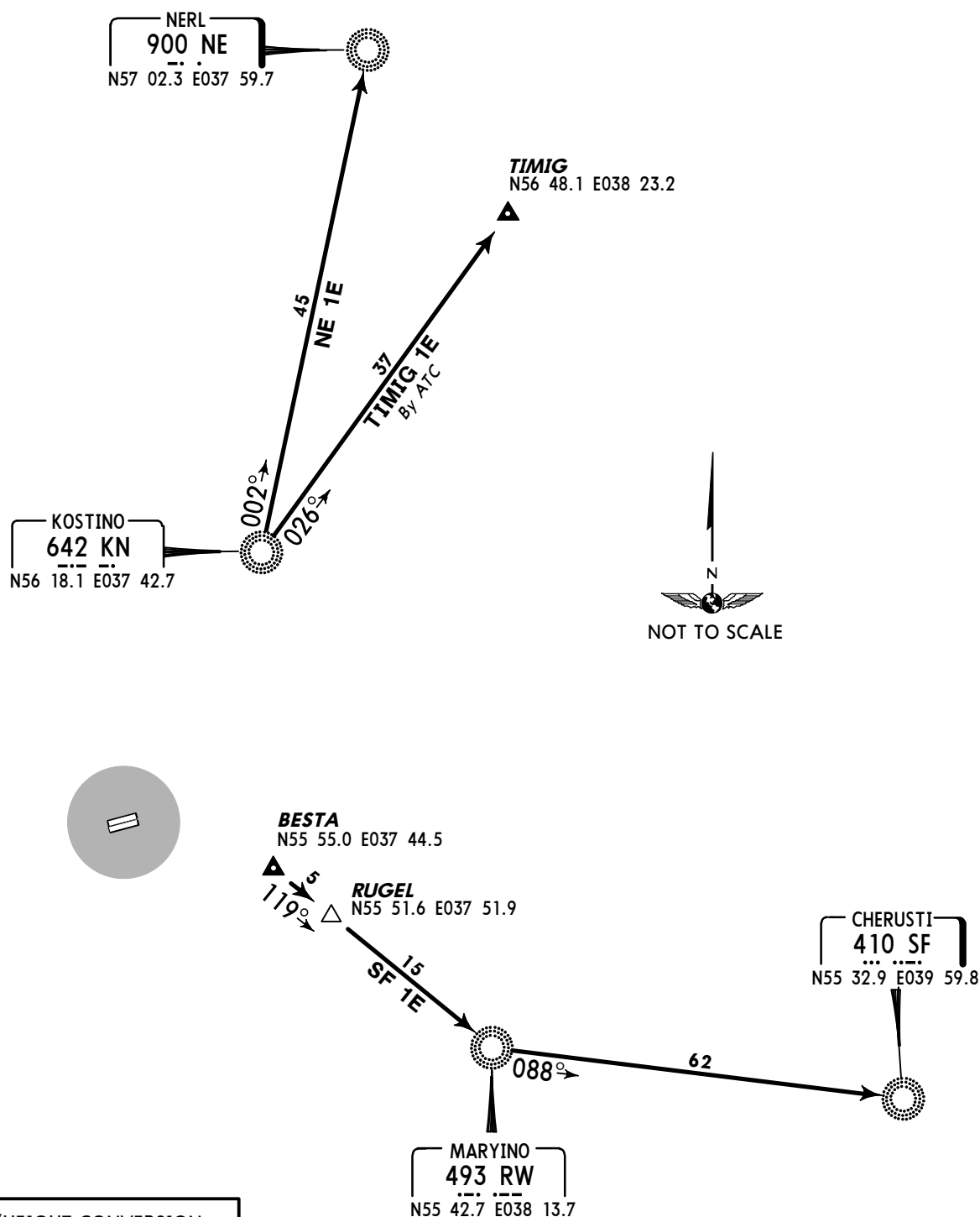
| SID       | ROUTING                                                                                                                                                    |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AR 25E    | When crossing 165° bearing to KS turn RIGHT, intercept 269° bearing to AR climbing to assigned FL.                                                         |
| DEDUM 25E | When crossing 165° bearing to KS turn LEFT, 208° track to DEDUM climbing to assigned FL.                                                                   |
| UM 25E    | 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. |

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'

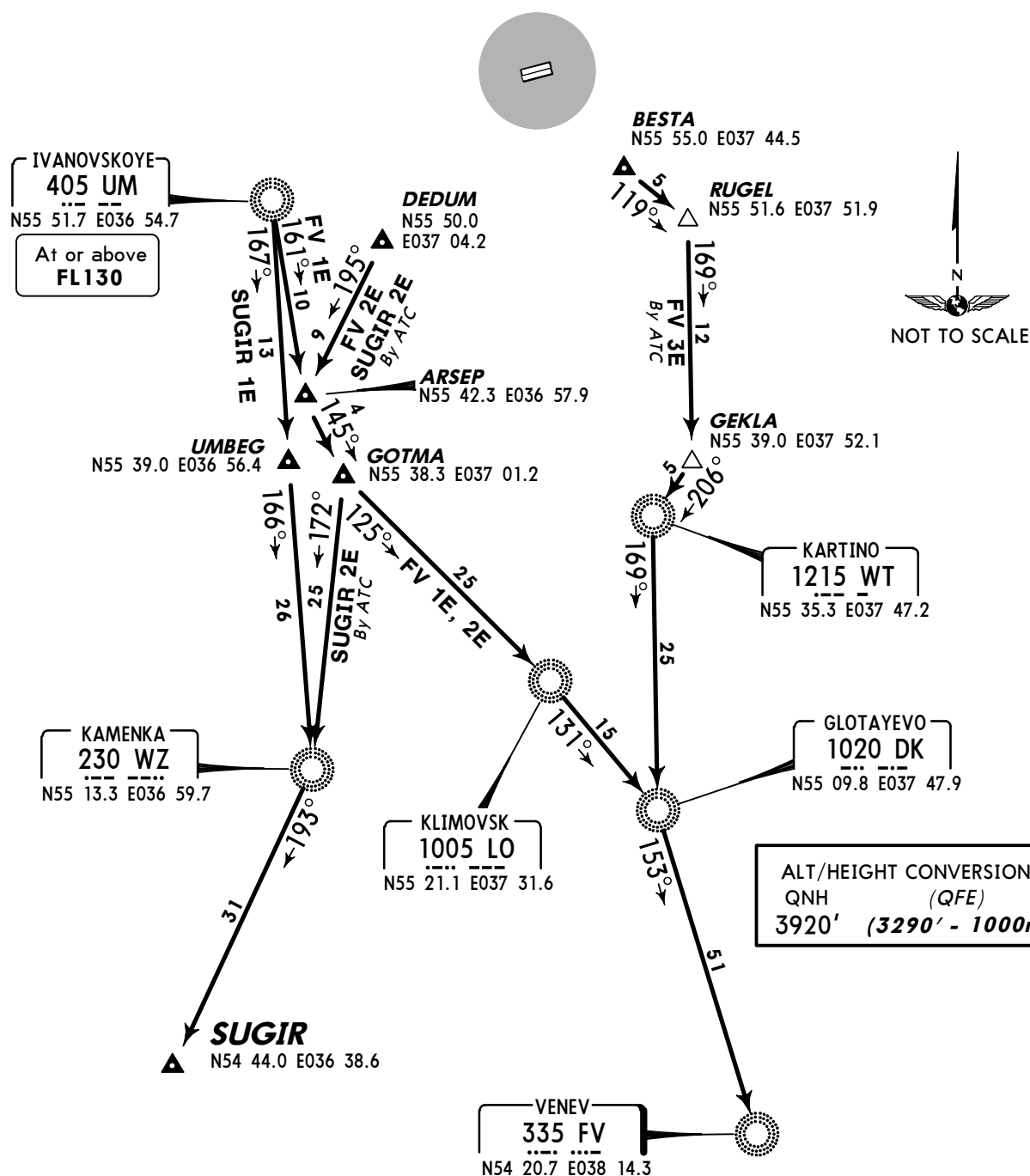
QNH on request (QFE)  
Trans level: By ATC Trans alt: 3920' (3290')

SUGIR 1E [SUG1E], VENEV 1E (FV 1E)  
FROM UM

SUGIR 2E [SUG2E], VENEV 2E (FV 2E)  
FROM DEDUM

VENEV 3E (FV 3E)  
FROM BESTA

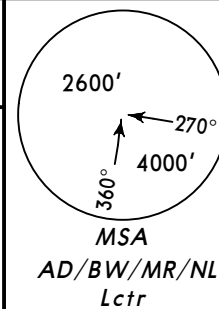
## TRANSITIONS



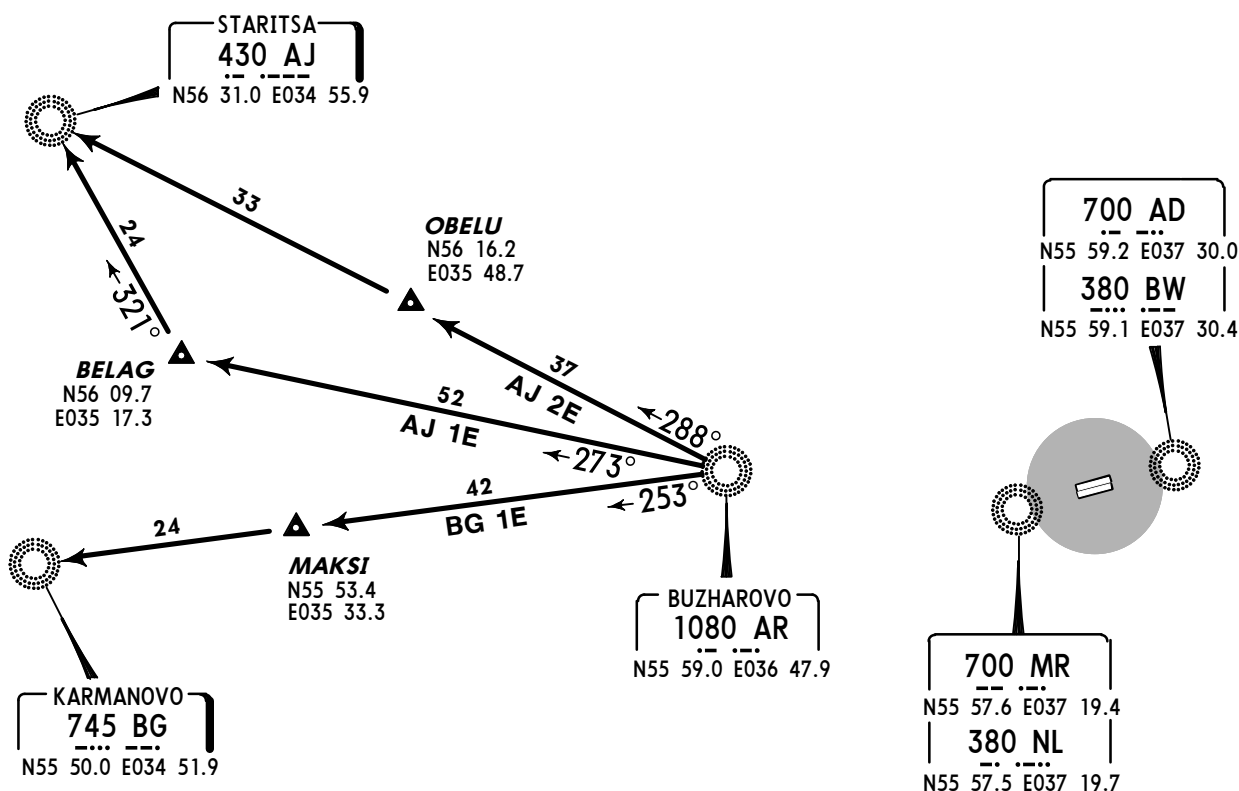
| TRANSITION | ROUTING                                                                 |
|------------|-------------------------------------------------------------------------|
| FV 1E      | From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.    |
| FV 2E      | From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV. |
| FV 3E      | From BESTA to RUGEL, then to GEKLA, then to WT, then to DK, then to FV. |
| SUGIR 1E   | From UM to UMBEG, then to WZ, then to SUGIR.                            |
| SUGIR 2E   | From DEDUM to ARSEP, then to GOTMA, then to WZ, then to SUGIR.          |

Apt Elev  
630'

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

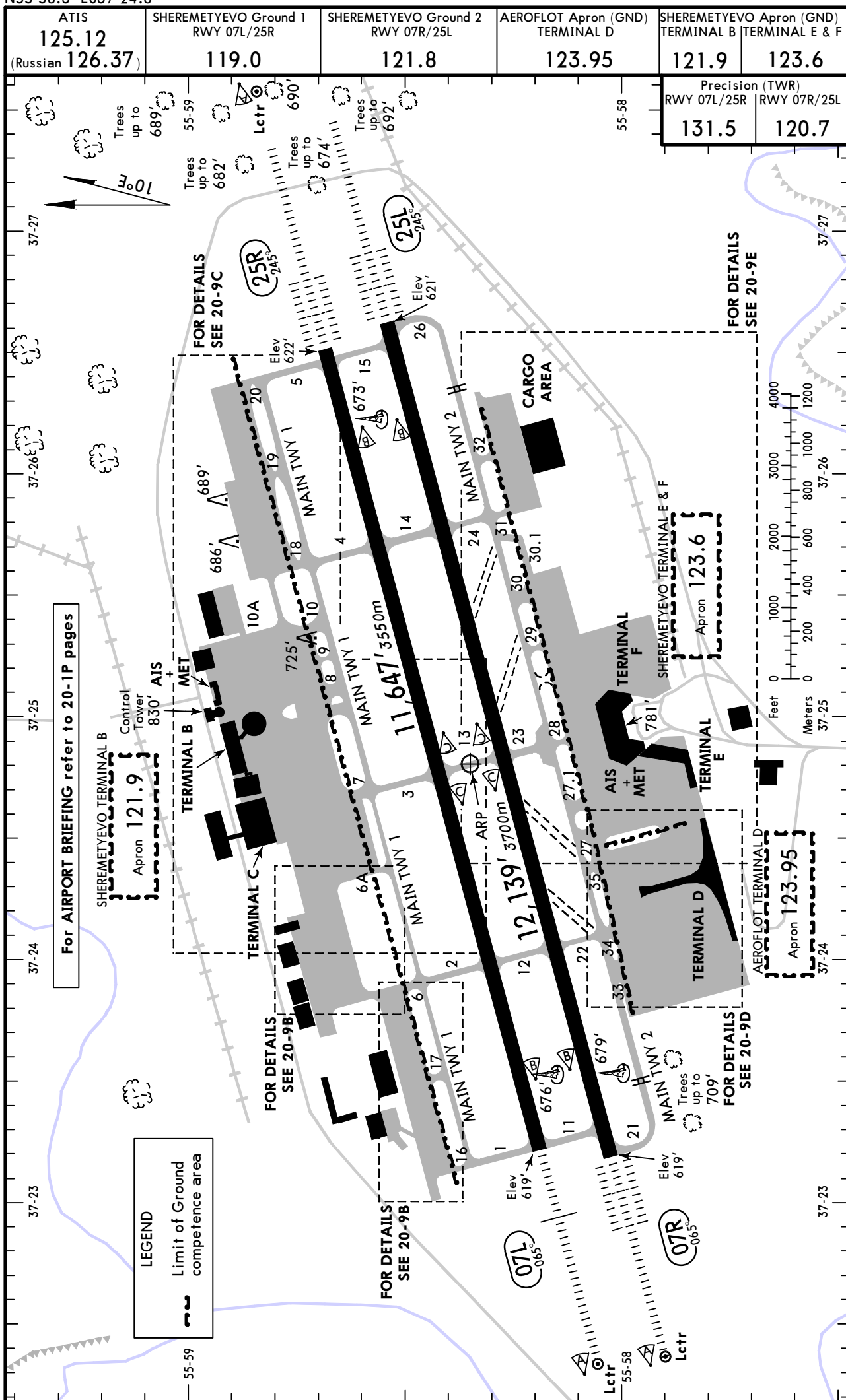


KARMANOVO 1E (BG 1E)  
STARITSA 1E (AJ 1E)  
STARITSA 2E (AJ 2E)  
TRANSITIONS  
FROM AR



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

|                          |            |                 |                            | USABLE LENGTHS |               | TAKE-OFF        | WIDTH    |
|--------------------------|------------|-----------------|----------------------------|----------------|---------------|-----------------|----------|
| RWY                      |            |                 |                            | Threshold      | Glide Slope   |                 |          |
| 07L                      | HIRL (60m) | CL (15m)        | HIALS PAPI-L(2.98°)        | RVR            | 10,979' 3346m | ❶               | 197' 60m |
| 25R                      | HIRL (60m) | CL (15m)        | HIALS-II TDZ PAPI-L(2.98°) | RVR            | 10,857' 3309m |                 |          |
| 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   |               | 11,447' (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 | ❷               | 197' 60m |
| 25L                      |            |                 |                            |                | 10,985' 3348m |                 |          |

**② TAKE-OFF RUN AVAILABLE**
RWY 07R:

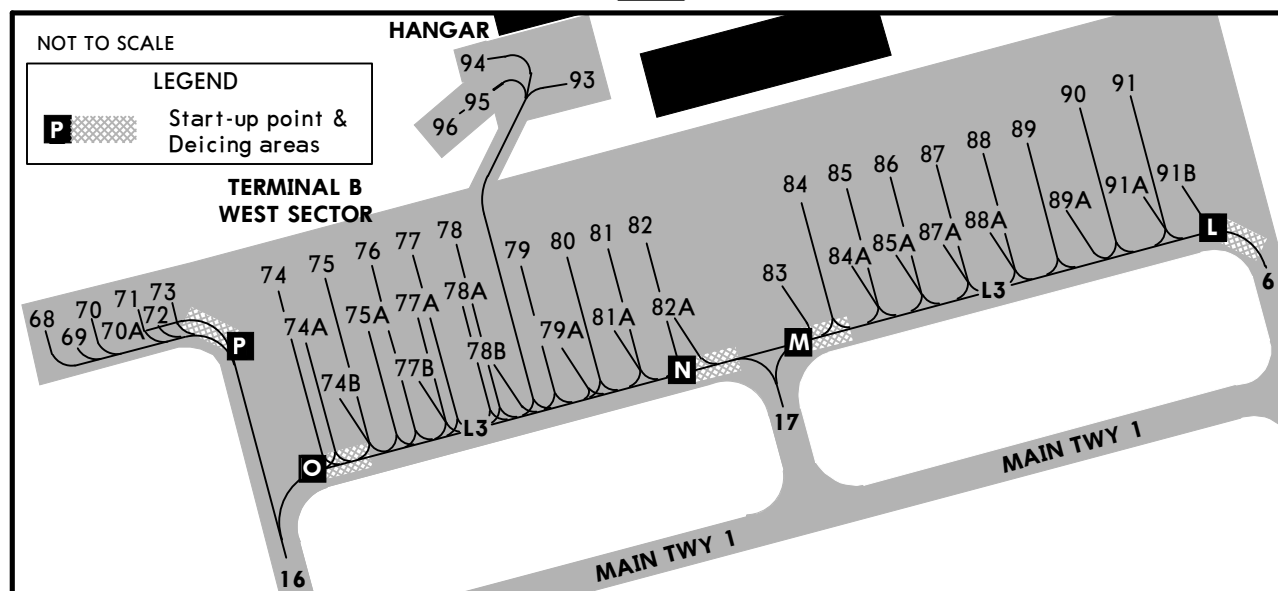
From rwy head 12,139' (3700m)  
twy 11 int 11,775' (3589m)  
twy 12/22 int 9144' (2787m)

RWY 25L:

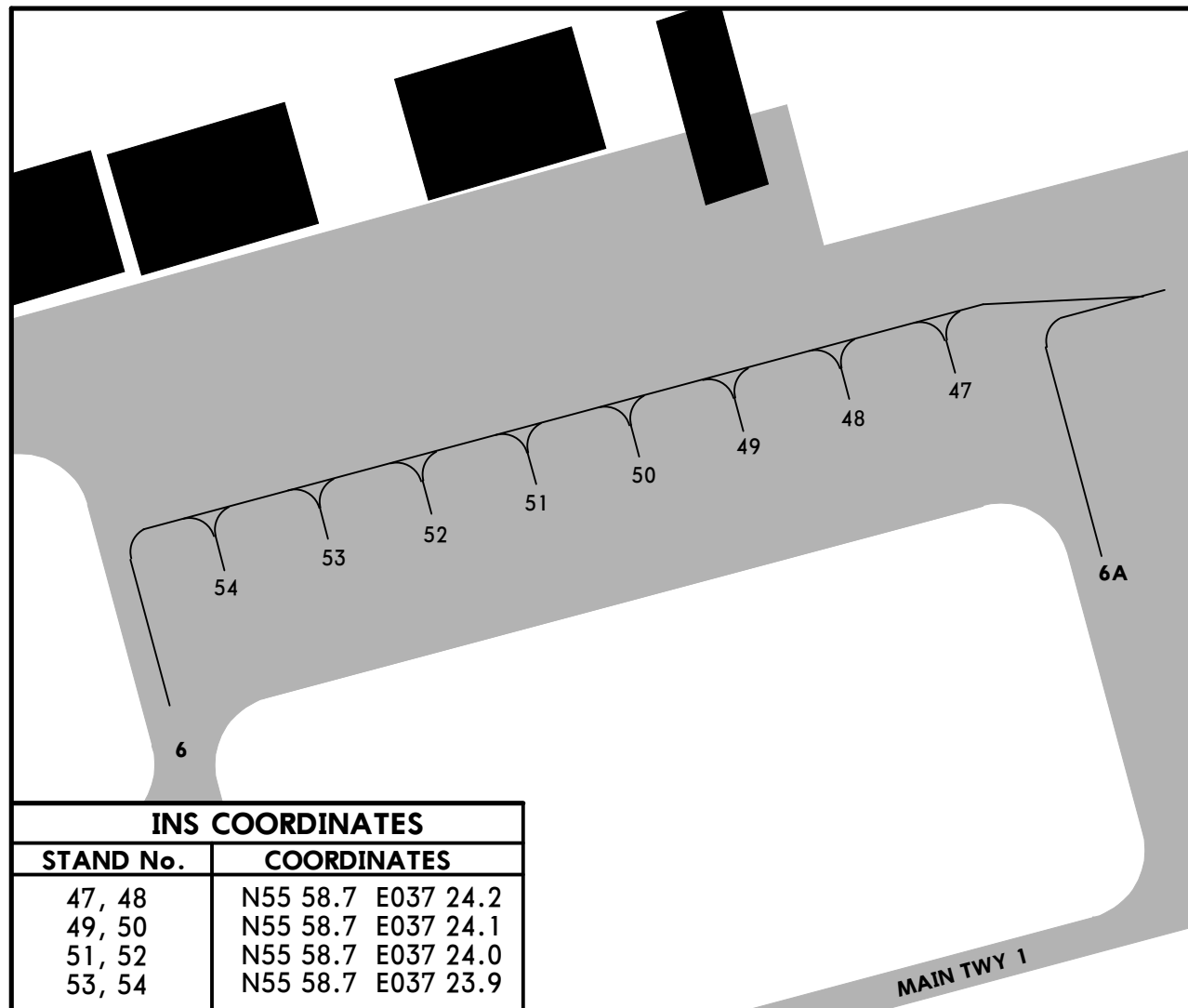
From rwy head 12,139' (3700m)  
twy 15 int 11,775' (3589m)  
twy 14/24 int 9144' (2787m)

## TAKE-OFF

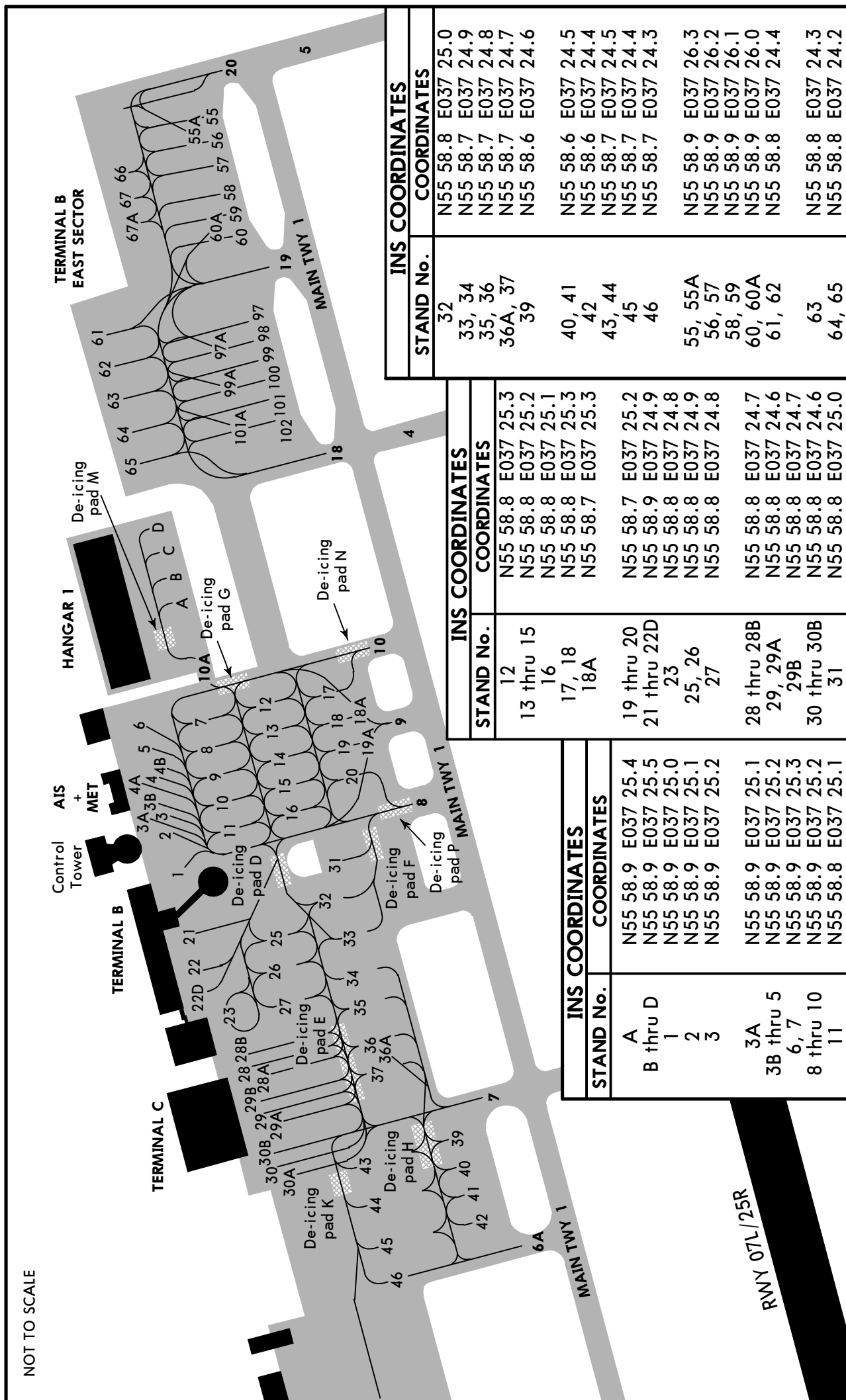
|   | AIR CARRIER (JAA)<br>All Rwys |                          |                          | AIR CARRIER (FAR 121)<br>All Rwys           |                                                   |                      |
|---|-------------------------------|--------------------------|--------------------------|---------------------------------------------|--------------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

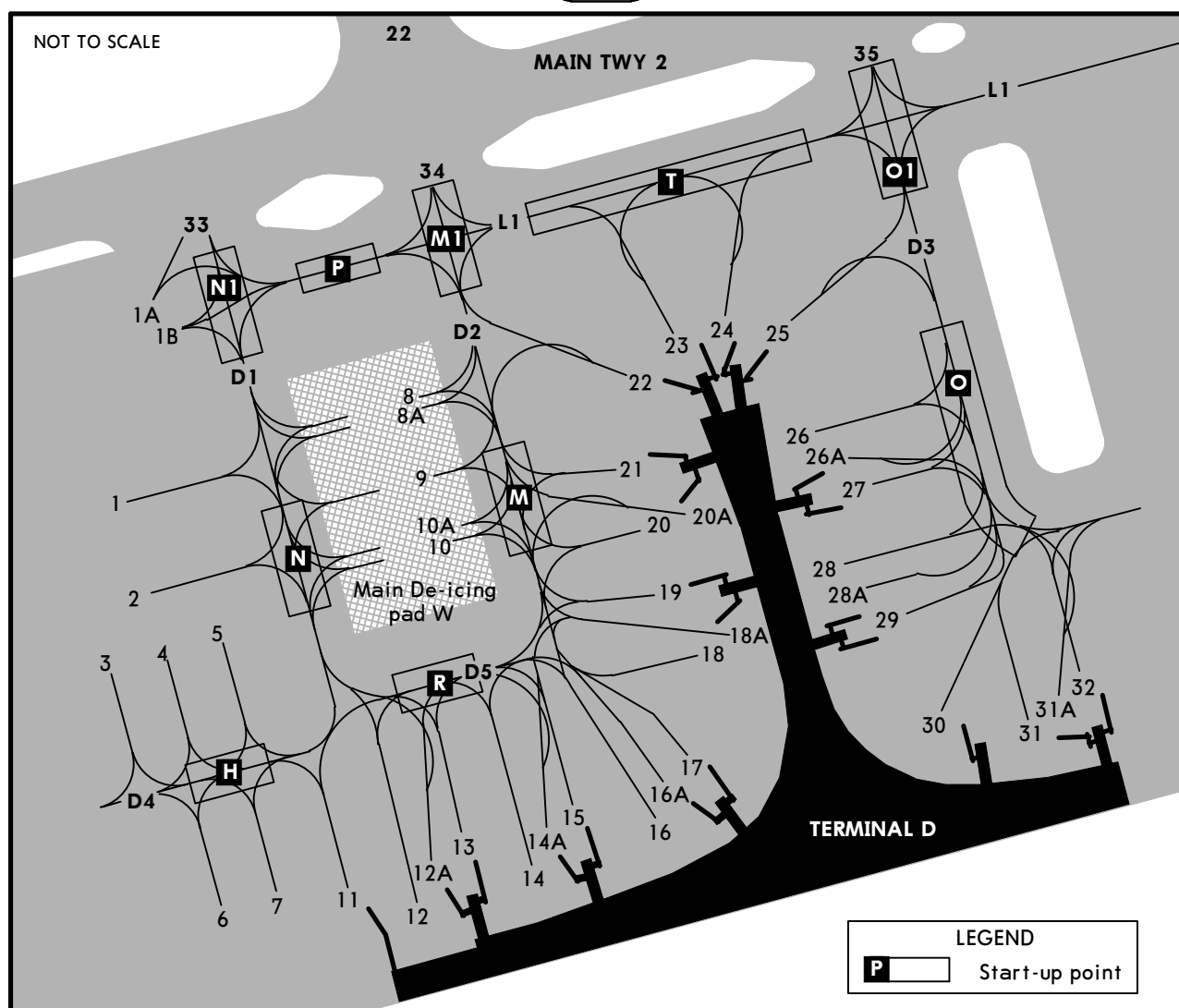
**INS COORDINATES**

| STAND No.    | COORDINATES        | STAND No.   | COORDINATES        |
|--------------|--------------------|-------------|--------------------|
| 68 thru 70A  | N55 58.4 E037 23.0 | 83 thru 84A | N55 58.5 E037 23.5 |
| 71 thru 74   | N55 58.4 E037 23.1 | 85 thru 86  | N55 58.5 E037 23.6 |
| 74A, 74B     | N55 58.4 E037 23.2 | 87          | N55 58.5 E037 23.7 |
| 75           | N55 58.5 E037 23.2 | 87A         | N55 58.5 E037 23.6 |
| 75A          | N55 58.4 E037 23.2 | 88 thru 89  | N55 58.5 E037 23.7 |
| 76, 77       | N55 58.5 E037 23.2 | 89A, 90     | N55 58.5 E037 23.8 |
| 77A, 77B     | N55 58.4 E037 23.2 | 91          | N55 58.5 E037 23.6 |
| 78, 78A      | N55 58.5 E037 23.2 | 91A, 91B    | N55 58.5 E037 23.8 |
| 78B, 79, 79A | N55 58.5 E037 23.3 | 93 thru 96  | N55 58.5 E037 23.3 |
| 80 thru 82A  | N55 58.5 E037 23.4 |             |                    |



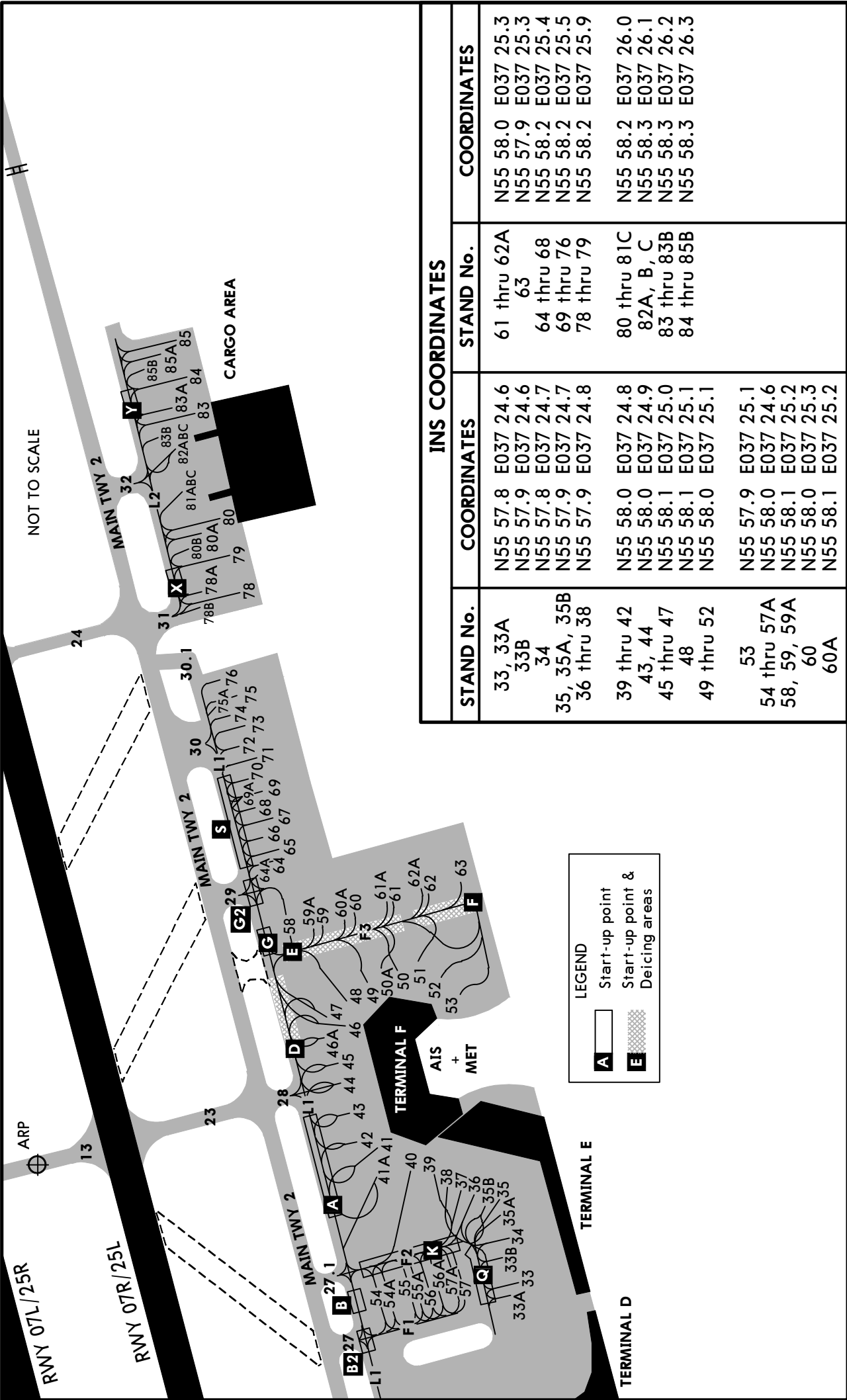




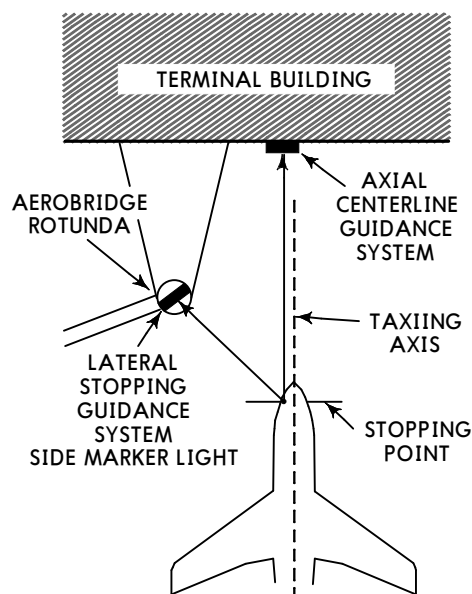


## INS COORDINATES

| 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)

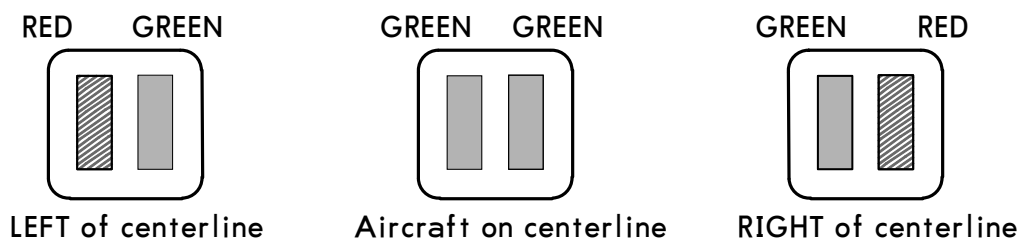


### CAUTION

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

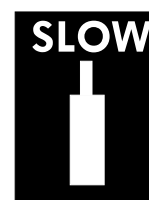
The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

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

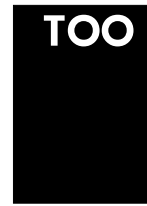
When the acft is correctly parked, the display shows OK.



## DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### 9. OVERSHOOTING

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



### 10. STOP SHORT

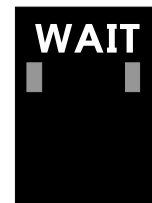
When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.



### 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.



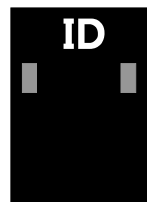
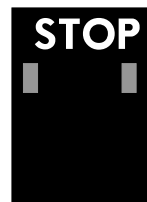
### 12. SLOW DOWN

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.



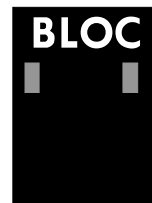
### 13. IDENTIFICATION FAILURE

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.



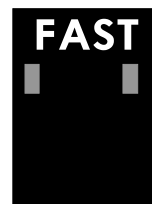
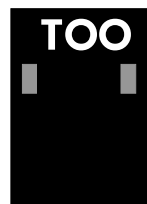
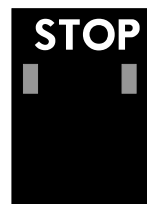
### 14. THE GATES AND THE VIEW ARE BLOCKED

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 ❶        | 819'(200')   | 819'(200')   | 819'(200')   | 819'(200')   |
|                 | FULL         | R550m        | R550m        | R550m        | R550m        |
|                 | Limited      | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1200m       | R1200m       |
|                 | LOC          | NOT AUTH     | NOT AUTH     | NOT AUTH     | NOT AUTH     |
|                 | PAR ❶        | 840'(221')   | 850'(231')   | 860'(241')   | 870'(251')   |
|                 |              | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1300m       | R1300m       |
|                 | RNAV ❶❷      | 970'(351')   | 970'(351')   | 970'(351')   | 970'(351')   |
|                 |              | R900m        | R900m        | R900m        | R900m        |
|                 | ALS out      | R1500m       | R1500m       | R1600m       | R1600m       |
|                 | NDB ❶❷❸      | 970'(351')   | 970'(351')   | 970'(351')   | 970'(351')   |
| 07R             |              | R1000m       | R1000m       | R1200m       | R1200m       |
|                 | ALS out      | R1600m       | R1600m       | R1600m       | R1600m       |
|                 | NDB ❶❹       | 1400'(781')  | 1400'(781')  | 1400'(781')  | 1400'(781')  |
|                 |              | C3100m       | C3100m       | C3300m       | C3300m       |
|                 | ALS out      | C3800m       | C3800m       | C4000m       | C4000m       |
|                 | CAT 3A ILS ❶ | RA50' R200m  | RA50' R200m  | RA50' R200m  | RA50' R200m  |
|                 | CAT 2 ILS ❶  | 719'(100')   | 719'(100')   | 719'(100')   | 719'(100')   |
|                 |              | RA106' R350m | RA106' R350m | RA106' R350m | RA106' R350m |
|                 | ILS ❶        | 819'(200')   | 819'(200')   | 819'(200')   | 819'(200')   |
|                 | FULL         | R550m        | R550m        | R550m        | R550m        |
|                 | Limited      | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1200m       | R1200m       |
| 25L             | LOC          | NOT AUTH     | NOT AUTH     | NOT AUTH     | NOT AUTH     |
|                 | PAR ❶        | 843'(224')   | 853'(234')   | 863'(244')   | 873'(254')   |
|                 |              | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1300m       | R1300m       |
|                 | RNAV ❶❷      | 990'(371')   | 990'(371')   | 990'(371')   | 990'(371')   |
|                 |              | R1000m       | R1000m       | R1000m       | R1000m       |
|                 | ALS out      | R1500m       | R1500m       | R1700m       | R1700m       |
|                 | NDB ❶❷❸      | 970'(351')   | 970'(351')   | 970'(351')   | 970'(351')   |
|                 |              | R1000m       | R1000m       | R1200m       | R1200m       |
|                 | ALS out      | R1600m       | R1600m       | R1600m       | R1600m       |
|                 | NDB ❶❹       | 1400'(781')  | 1400'(781')  | 1400'(781')  | 1400'(781')  |
|                 |              | C3100m       | C3100m       | C3300m       | C3300m       |
|                 | ALS out      | C3800m       | C3800m       | C4000m       | C4000m       |
|                 | CAT 2 ILS ❶  | 721'(100')   | 721'(100')   | 721'(100')   | 721'(100')   |
|                 |              | RA97' R350m  | RA97' R350m  | RA97' R350m  | RA97' R350m  |
|                 | ILS ❶        | 821'(200')   | 821'(200')   | 821'(200')   | 821'(200')   |
|                 | FULL         | R550m        | R550m        | R550m        | R550m        |
|                 | Limited      | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1200m       | R1200m       |
|                 | LOC          | NOT AUTH     | NOT AUTH     | NOT AUTH     | NOT AUTH     |
|                 | PAR ❶        | 821'(200')   | 827'(206')   | 837'(216')   | 846'(225')   |
|                 |              | R750m        | R750m        | R750m        | R750m        |
|                 | ALS out      | R1200m       | R1200m       | R1200m       | R1200m       |

❶ Missed apch climb gradient min 4.6%.

❷ Continuous Descent Final Approach.

❸ with radar control.

❹ w/o radar control.

| STRAIGHT-IN RWY    |                                                                 | A                                                     | B                                                     | C                                                     | D                                                     |
|--------------------|-----------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------|
| <b>25L (contd)</b> | RNAV <b>①②</b>                                                  | <b>990'</b> (369')<br><b>R1000m</b><br>R1500m         | <b>990'</b> (369')<br><b>R1000m</b><br>R1500m         | <b>990'</b> (369')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (369')<br><b>R1000m</b><br>R1700m         |
|                    | <i>ALS out</i>                                                  |                                                       |                                                       |                                                       |                                                       |
|                    | 2 NDB <b>①②③</b>                                                | <b>980'</b> (359')<br><b>R1000m</b><br>R1600m         | <b>980'</b> (359')<br><b>R1000m</b><br>R1600m         | <b>980'</b> (359')<br><b>R1200m</b><br>R1600m         | <b>980'</b> (359')<br><b>R1200m</b><br>R1600m         |
|                    | <i>ALS out</i>                                                  |                                                       |                                                       |                                                       |                                                       |
|                    | 2 NDB <b>①④</b>                                                 | <b>1050'</b> (429')<br><b>R1500m</b><br>C2200m        | <b>1050'</b> (429')<br><b>R1500m</b><br>C2200m        | <b>1050'</b> (429')<br><b>R1700m</b><br>C2400m        | <b>1050'</b> (429')<br><b>R1700m</b><br>C2400m        |
|                    | <i>ALS out</i>                                                  |                                                       |                                                       |                                                       |                                                       |
|                    | 1 NDB <b>①②③</b>                                                | <b>990'</b> (369')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (369')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (369')<br><b>R1200m</b><br>R1700m         | <b>990'</b> (369')<br><b>R1200m</b><br>R1700m         |
|                    | <i>ALS out</i>                                                  |                                                       |                                                       |                                                       |                                                       |
|                    | 1 NDB <b>①④</b>                                                 | <b>1400'</b> (779')<br><b>C3100m</b><br>C3800m        | <b>1400'</b> (779')<br><b>C3100m</b><br>C3800m        | <b>1400'</b> (779')<br><b>C3300m</b><br>C4000m        | <b>1400'</b> (779')<br><b>C3300m</b><br>C4000m        |
|                    | <i>ALS out</i>                                                  |                                                       |                                                       |                                                       |                                                       |
| <b>25R</b>         | CAT 3A ILS <b>①</b>                                             | <b>RA50' R200m</b>                                    | <b>RA50' R200m</b>                                    | <b>RA50' R200m</b>                                    | <b>RA50' R200m</b>                                    |
|                    | CAT 2 ILS <b>①</b>                                              | <b>722'</b> (100')<br><b>RA103' R350m</b>             | <b>722'</b> (100')<br><b>RA103' R350m</b>             | <b>722'</b> (100')<br><b>RA103' R350m</b>             | <b>722'</b> (100')<br><b>RA103' R350m</b>             |
|                    | ILS <b>①</b><br><i>FULL</i><br><i>Limited</i><br><i>ALS out</i> | <b>822'</b> (200')<br><b>R550m</b><br>R750m<br>R1200m | <b>822'</b> (200')<br><b>R550m</b><br>R750m<br>R1200m | <b>822'</b> (200')<br><b>R550m</b><br>R750m<br>R1200m | <b>822'</b> (200')<br><b>R550m</b><br>R750m<br>R1200m |
|                    | LOC                                                             | NOT AUTH                                              | NOT AUTH                                              | NOT AUTH                                              | NOT AUTH                                              |
|                    | PAR <b>①</b><br><i>ALS out</i>                                  | <b>843'</b> (221')<br><b>R750m</b><br>R1200m          | <b>853'</b> (231')<br><b>R750m</b><br>R1200m          | <b>863'</b> (241')<br><b>R750m</b><br>R1300m          | <b>873'</b> (251')<br><b>R750m</b><br>R1300m          |
|                    | RNAV <b>①②</b><br><i>ALS out</i>                                | <b>990'</b> (368')<br><b>R1000m</b><br>R1500m         | <b>990'</b> (368')<br><b>R1000m</b><br>R1500m         | <b>990'</b> (368')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (368')<br><b>R1000m</b><br>R1700m         |
|                    | 2 NDB <b>①②</b><br><i>ALS out</i>                               | <b>980'</b> (358')<br><b>R1000m</b><br>R1600m         | <b>980'</b> (358')<br><b>R1000m</b><br>R1600m         | <b>980'</b> (358')<br><b>R1200m</b><br>R1600m         | <b>980'</b> (358')<br><b>R1200m</b><br>R1600m         |
|                    | 1 NDB <b>①②③</b><br><i>ALS out</i>                              | <b>990'</b> (368')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (368')<br><b>R1000m</b><br>R1700m         | <b>990'</b> (368')<br><b>R1200m</b><br>R1700m         | <b>990'</b> (368')<br><b>R1200m</b><br>R1700m         |
|                    | 1 NDB <b>①④</b><br><i>ALS out</i>                               | <b>1400'</b> (778')<br><b>C3100m</b><br>C3800m        | <b>1400'</b> (778')<br><b>C3100m</b><br>C3800m        | <b>1400'</b> (778')<br><b>C3300m</b><br>C4000m        | <b>1400'</b> (778')<br><b>C3300m</b><br>C4000m        |

- ①** Missed apch climb gradient min 4.6%.  
**②** Continuous Descent Final Approach.  
**③** with radar control.  
**④** w/o radar control.

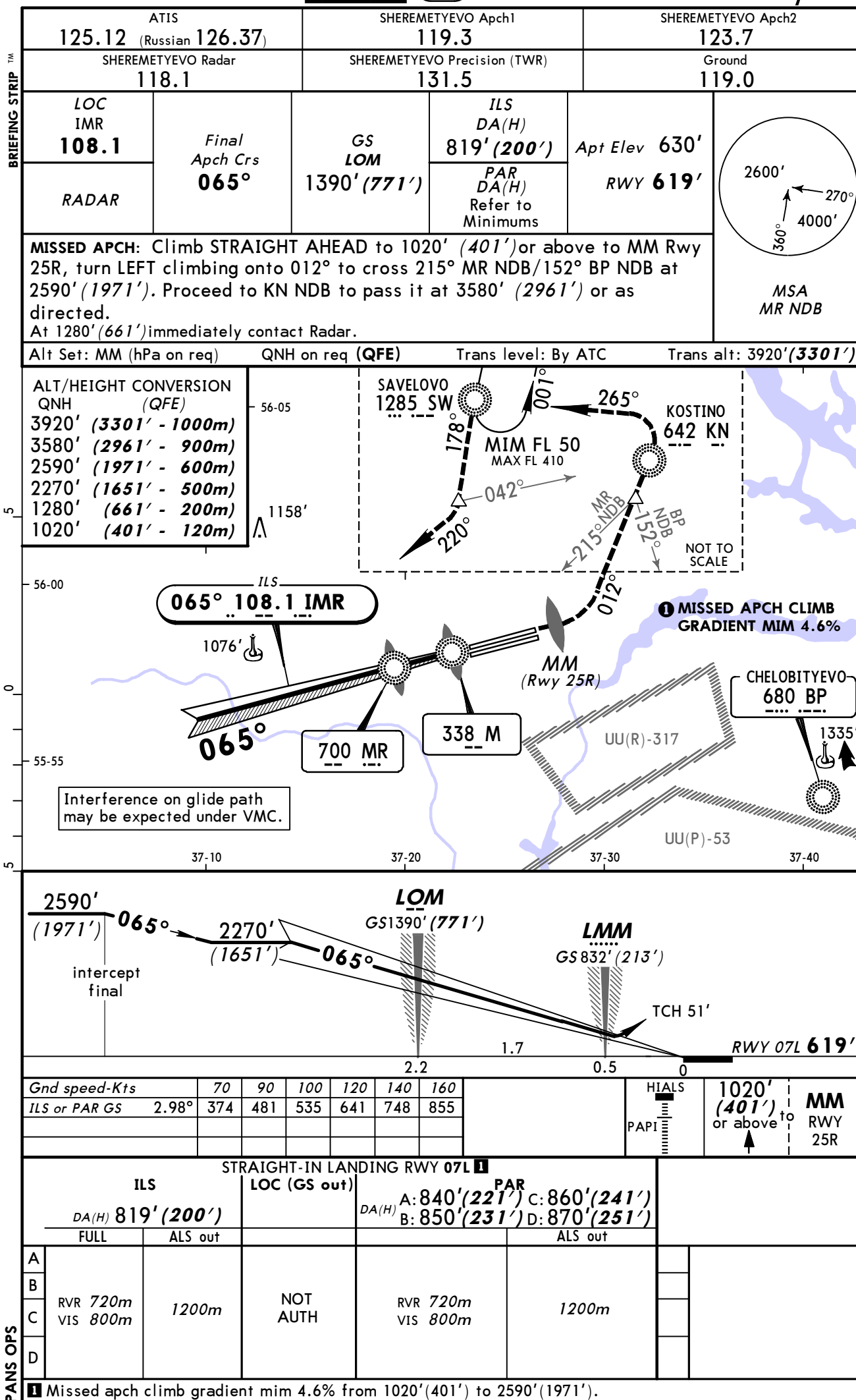
**TAKE-OFF RWY 07L/R, 25L/R**

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

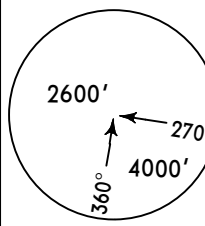
CHANGES: Missed apch climb grad. NDB. PAR.

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BRIEFING STRIP™

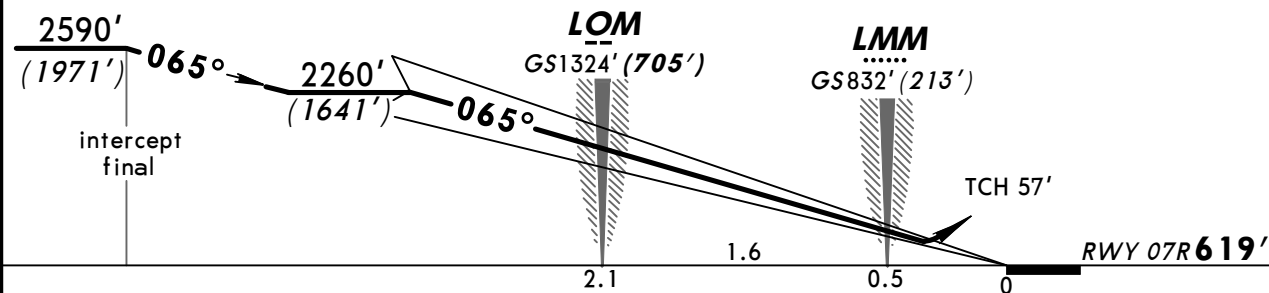
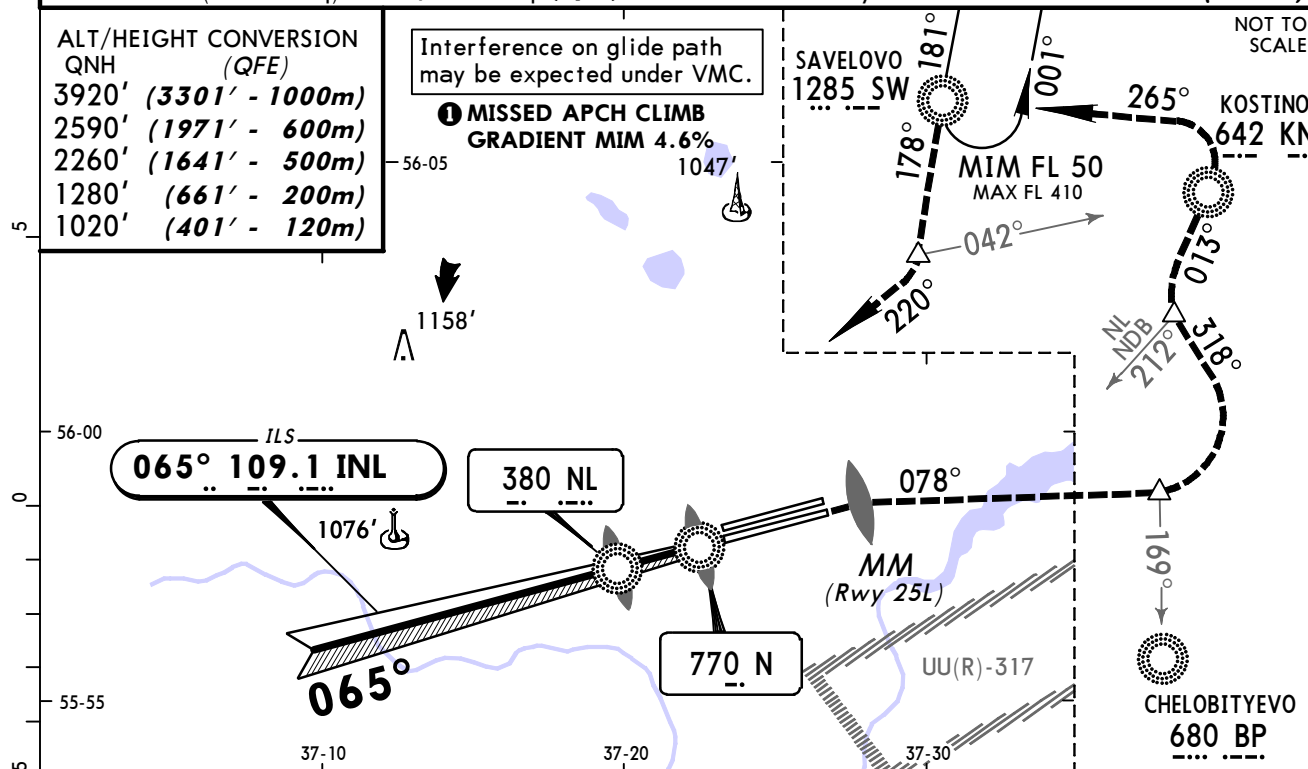
|                                                                                                                                                                                                                                                                                                                      |                           |                                       |                                      |                             |                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------|-----------------------------|------------------------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                                                                                                                                      |                           | SHEREMETYEVO Apch1<br>119.3           |                                      | SHEREMETYEVO Apch2<br>123.7 |                                                                                                      |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                                                                                                                                          |                           | SHEREMETYEVO Precision (TWR)<br>120.7 |                                      | Ground<br>121.8             |                                                                                                      |
| LOC<br>INL<br>109.1                                                                                                                                                                                                                                                                                                  | Final<br>Apch Crs<br>065° | GS<br>LOM<br>1324' (705')             | ILS<br>DA(H)<br>819' (200')          | Apt Elev 630'<br>RWY 619'   | <br>MSA<br>NL NDB |
| RADAR                                                                                                                                                                                                                                                                                                                |                           |                                       | PAR<br>DA(H)<br>Refer to<br>Minimums |                             |                                                                                                      |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') or above 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.<br>At 1280' (661') immediately contact Radar. |                           |                                       |                                      |                             |                                                                                                      |

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

| ALT/HEIGHT CONVERSION | QNH             | (QFE) |
|-----------------------|-----------------|-------|
| 3920'                 | (3301' - 1000m) |       |
| 2590'                 | (1971' - 600m)  |       |
| 2260'                 | (1641' - 500m)  |       |
| 1280'                 | (661' - 200m)   |       |
| 1020'                 | (401' - 120m)   |       |

Interference on glide path may be expected under VMC.

1 MISSED APCH CLIMB  
GRADIENT MIM 4.6%

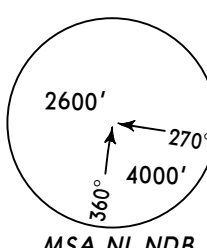


| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAPI | 1020' (401') or above to MM RWY 25L |
|---------------|-------|-----|-----|-----|-----|-----|------------------|-------------------------------------|
| ILS or PAR GS | 2.98° | 374 | 481 | 535 | 641 | 748 |                  |                                     |

| STRAIGHT-IN LANDING RWY 07R 1 |                      |                      |                               |          |                               |                      |
|-------------------------------|----------------------|----------------------|-------------------------------|----------|-------------------------------|----------------------|
| ILS                           |                      |                      | LOC (GS out)                  |          | PAR                           |                      |
| DA(H) 819' (200')             |                      |                      | A: 843' (224') C: 863' (244') |          | B: 853' (234') D: 873' (254') |                      |
| FULL                          | TDZ or CL out        | ALS out              |                               |          | TDZ or CL out                 | ALS out              |
| A                             |                      |                      |                               |          |                               |                      |
| B                             |                      |                      |                               |          |                               |                      |
| C                             | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m                         | NOT AUTH | RVR 550m<br>VIS 800m          | RVR 720m<br>VIS 800m |
| D                             |                      |                      |                               |          |                               |                      |

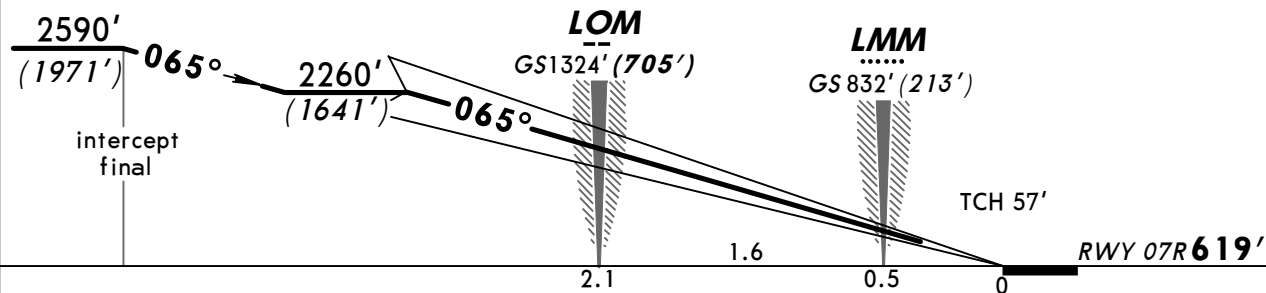
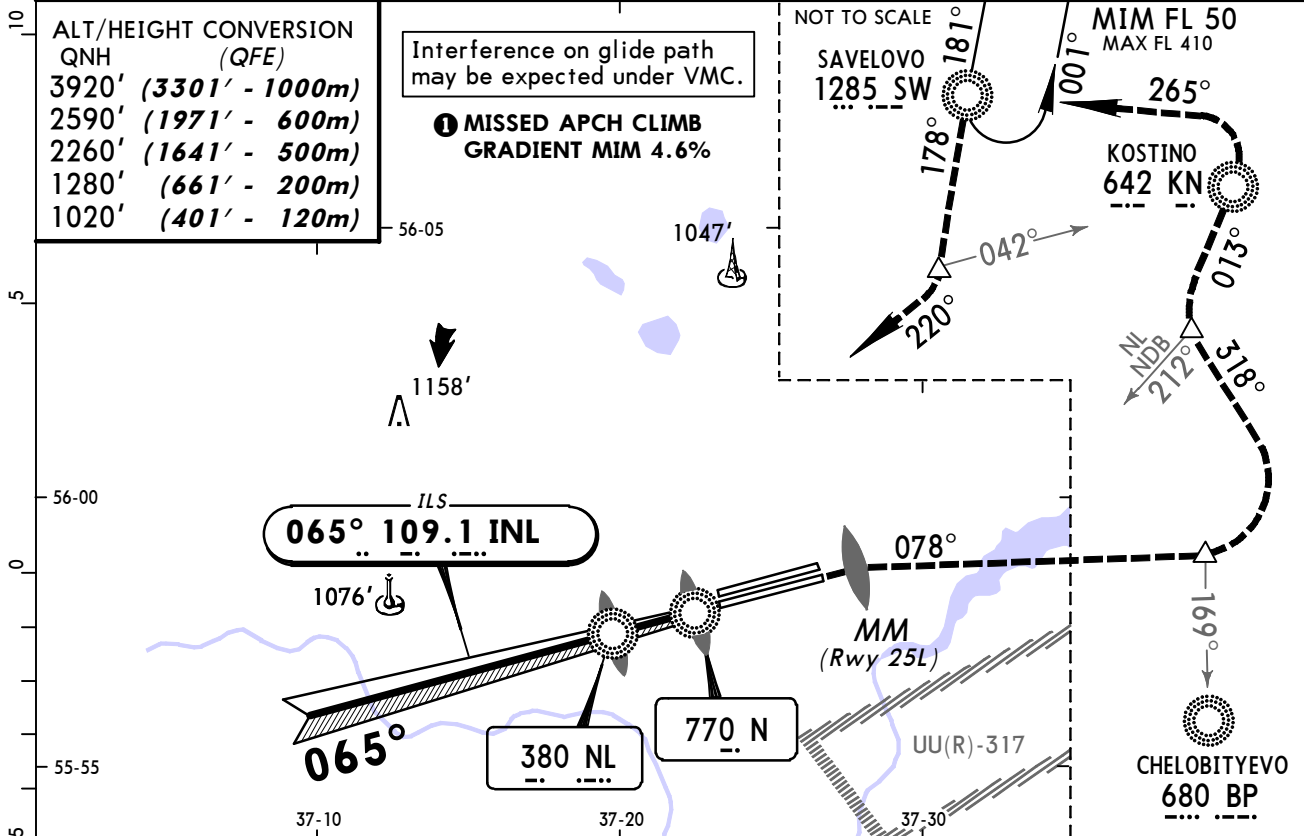
1 Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').

BRIEFING STRIP

|                                                |                                  |                                              |                                                      |                                         |                                                                                     |
|------------------------------------------------|----------------------------------|----------------------------------------------|------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|
| ATIS<br><b>125.12</b> (Russian <b>126.37</b> ) |                                  | SHEREMETYEVO Apch1<br><b>119.3</b>           |                                                      | SHEREMETYEVO Apch2<br><b>123.7</b>      |                                                                                     |
| SHEREMETYEVO Radar<br><b>118.1</b>             |                                  | SHEREMETYEVO Precision (TWR)<br><b>120.7</b> |                                                      | Ground<br><b>121.8</b>                  |                                                                                     |
| LOC<br>INL<br><b>109.1</b>                     | Final<br>Apch Crs<br><b>065°</b> | GS<br>LOM<br><b>1324' (705')</b>             | CAT II ILS<br><b>RA 106'</b><br>DA(H)<br>719' (100') | Apt Elev <b>630'</b><br>RWY <b>619'</b> |  |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1020' (401') or above 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')  
Special Aircrew and Aircraft Certification Required.



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

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

RVR **350m**

Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').

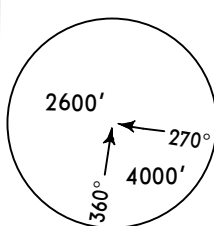
# UUEE/SVO SHEREMETYEVO

28 DEC 12  
Eff 10 Jan

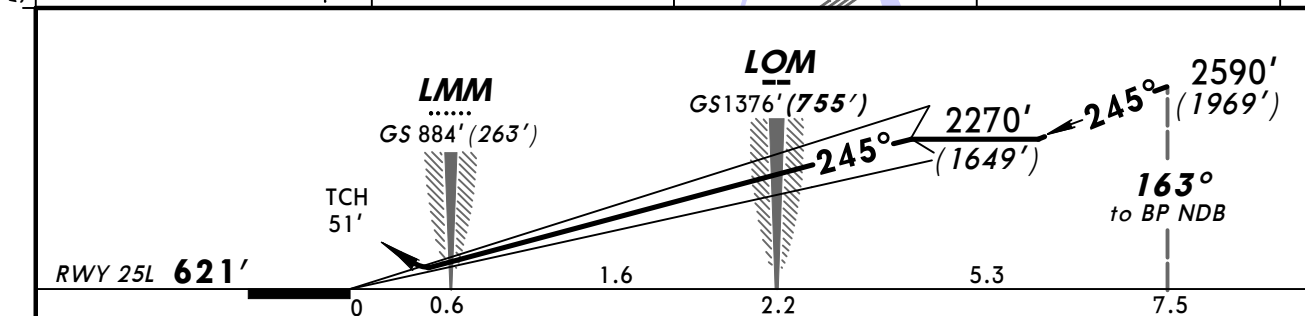
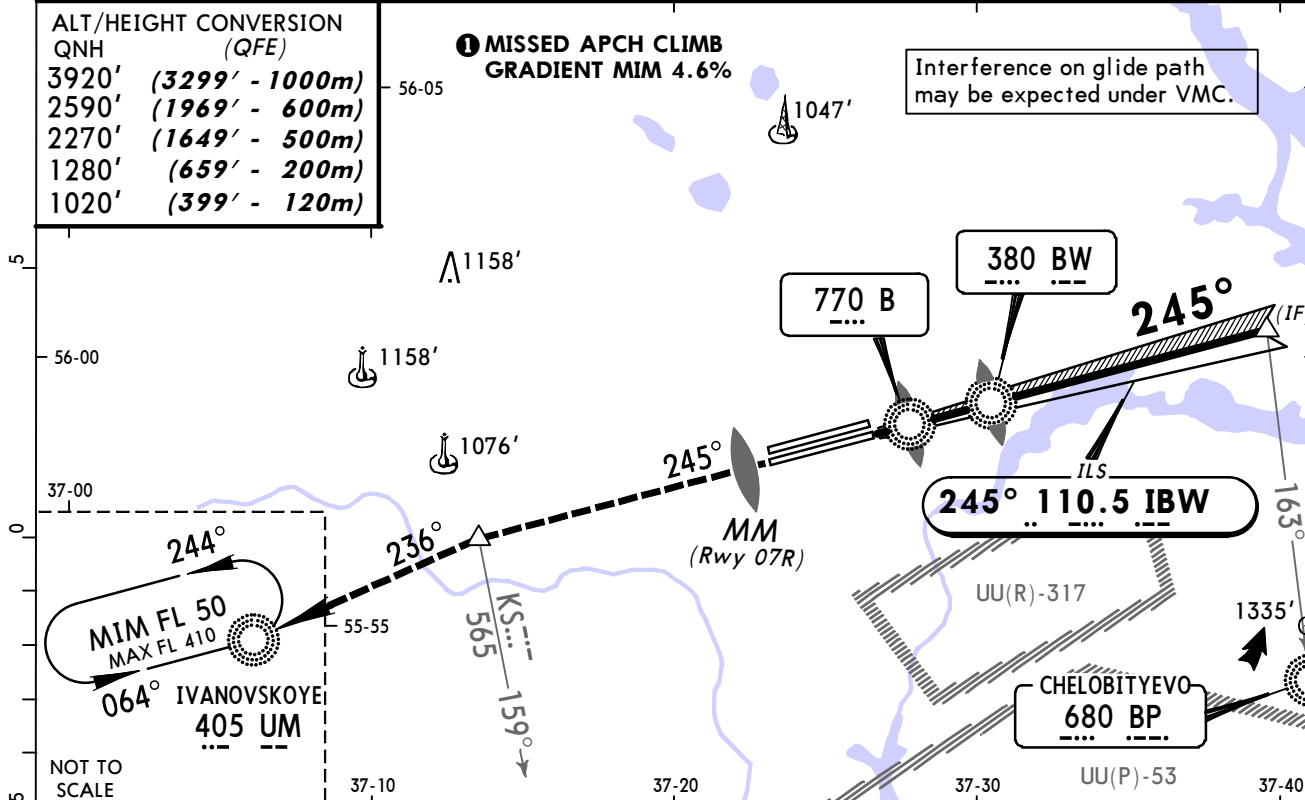
(21-3)

MOSCOW, RUSSIA  
● ILS or PAR Rwy 25L

BRIEFING STRIP

|                                                                                                                                                                                                                          |                          |                                       |                                      |                            |                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------|--------------------------------------|----------------------------|----------------------------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                                          |                          | SHEREMETYEVO Apc1<br>119.3            |                                      | SHEREMETYEVO Apc2<br>123.7 |                                                                                                          |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                                              |                          | SHEREMETYEVO Precision (TWR)<br>120.7 |                                      | Ground<br>121.8            |                                                                                                          |
| LOC<br>IBW<br>110.5                                                                                                                                                                                                      | Final<br>Apc Crs<br>245° | GS<br>LOM<br>1376' (755')             | ILS<br>DA(H)<br>821' (200')          | Apt Elev 630'<br>RWY 621'  | <br><br>MSA<br>BW NDB |
| RADAR                                                                                                                                                                                                                    |                          |                                       | PAR<br>DA(H)<br>Refer to<br>Minimums |                            |                                                                                                          |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') or above 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 | HIALS-II<br>PAPI | 1020'<br>(399')<br>or above | MM<br>Rwy 07R |
|---------------|-------|-----|-----|-----|-----|-----|------------------|-----------------------------|---------------|
| ILS or PAR GS | 2.98° | 374 | 481 | 535 | 641 | 748 |                  |                             |               |

| ILS               |                      | STRAIGHT-IN LANDING RWY 25L |             | PAR                                                                  |       |
|-------------------|----------------------|-----------------------------|-------------|----------------------------------------------------------------------|-------|
| DA(H) 821' (200') |                      | LOC (GS out)                |             | DA(H) A: 821' (200') C: 837' (216')<br>B: 827' (206') D: 846' (225') |       |
| FULL              | ALS out              |                             |             | ALS out                                                              |       |
| A                 |                      |                             |             |                                                                      |       |
| B                 |                      |                             |             |                                                                      |       |
| C                 | RVR 720m<br>VIS 800m | 1200m                       | NOT<br>AUTH | RVR 720m<br>VIS 800m                                                 | 1200m |
| D                 |                      |                             |             |                                                                      |       |

Missed apch climb gradient mim 4.6% from 1020' (399') to 2590' (1969').

CHANGES: Missed apch holding.

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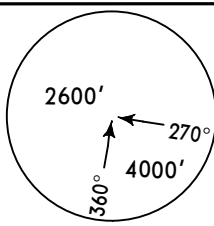
UUEE/SVO  
SHEREMETYEVO

28 DEC 12  
Eff 10 Jan

JEPPESSEN  
21-3A

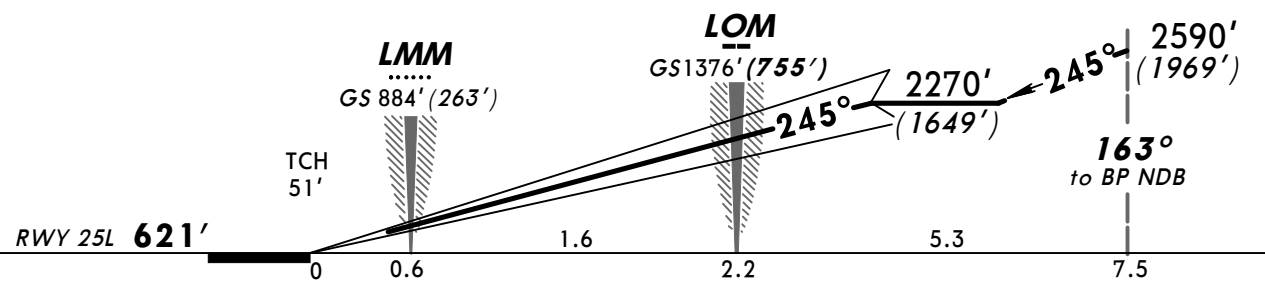
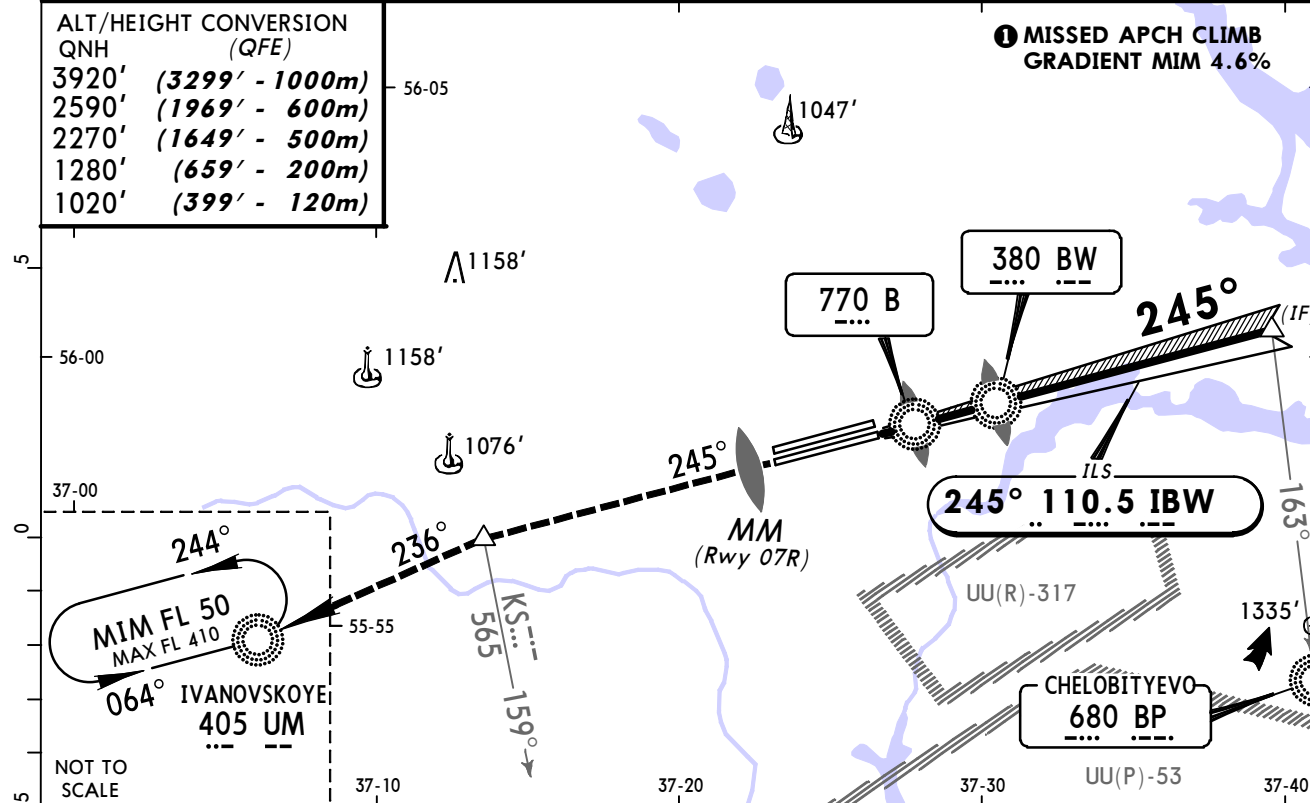
MOSCOW, RUSSIA  
CAT II ILS Rwy 25L

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<br>IBW<br>110.5                                                                                                                                                                                                      | Final<br>Apc Crs<br>245° | GS<br>LOM<br>1376' (755')    | CAT II ILS<br>RA 97'<br>DA(H)<br>721' (100') | Apt Elev 630'<br>RWY 621' | <br>MSA BW NDB |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') or above 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.<br>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 | <div><div><div>HIALS-II</div><div>PAPI</div></div><div><div>1020'</div><div>(399')</div><div>or above</div></div><div><div>MM</div><div>Rwy 07R</div></div></div> |
| GS 2.98°      | 374 | 481 | 535 | 641 | 748 | 855 |                                                                                                                                                                   |
|               |     |     |     |     |     |     |                                                                                                                                                                   |
|               |     |     |     |     |     |     |                                                                                                                                                                   |

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

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

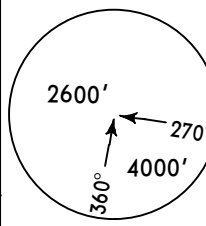
RVR 350m

PANS OPS

Missed apch climb gradient mim 4.6% from 1020' (399') to 2590' (1969').

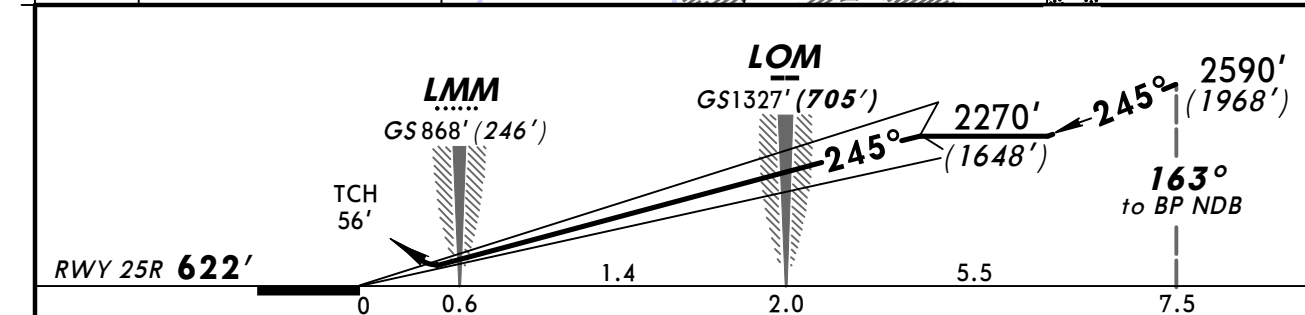
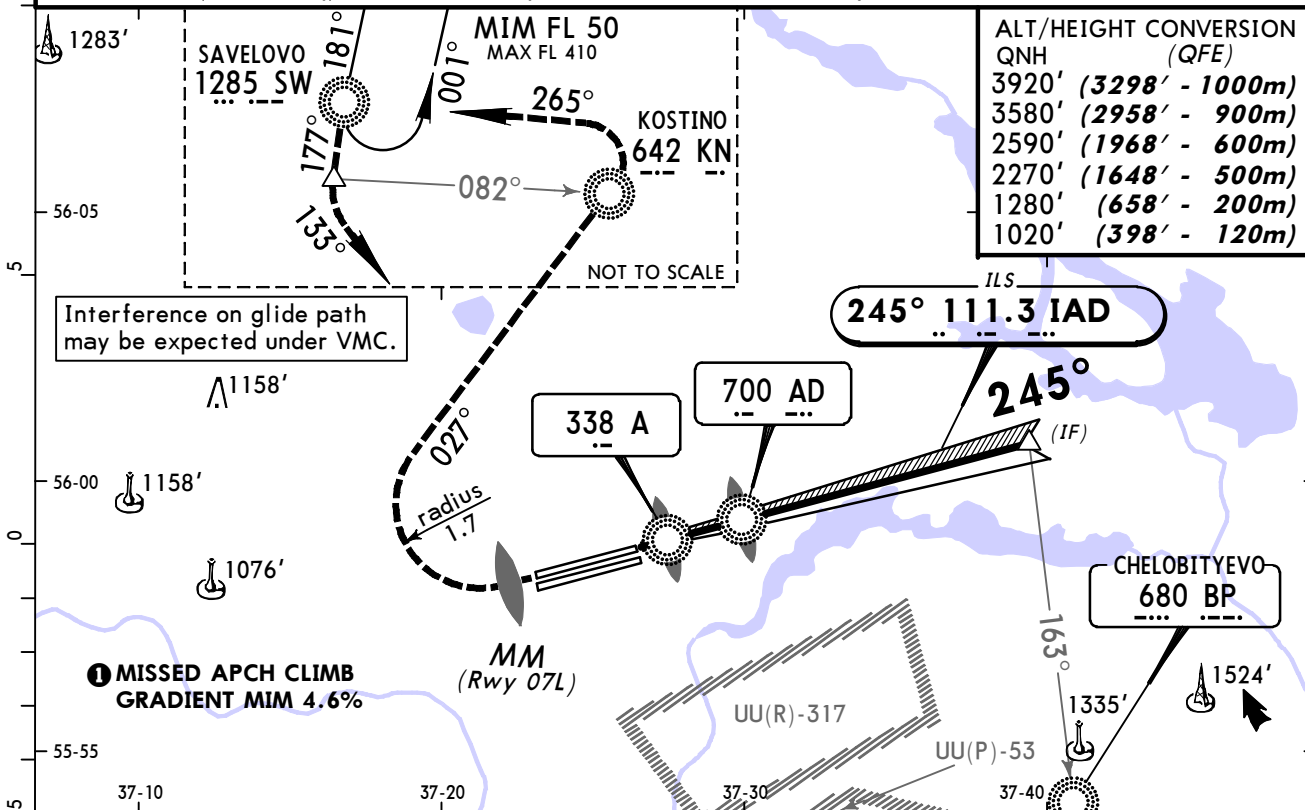


BRIEFING STRIP™

|                                                                                                                                                                                                     |                           |                                       |                                      |                             |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------|-----------------------------|-------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                     |                           | SHEREMETYEVO Apch1<br>119.3           |                                      | SHEREMETYEVO Apch2<br>123.7 |                                                                                     |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                         |                           | SHEREMETYEVO Precision (TWR)<br>131.5 |                                      | Ground<br>119.0             |                                                                                     |
| LOC<br>IAD<br>111.3                                                                                                                                                                                 | Final<br>Apch Crs<br>245° | GS<br>LOM<br>1327' (705')             | ILS<br>DA(H)<br>822' (200')          | Apt Elev 630'<br>RWY 622'   |  |
| RADAR                                                                                                                                                                                               |                           |                                       | PAR<br>DA(H)<br>Refer to<br>Minimums |                             |                                                                                     |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (398') or above 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. |                           |                                       |                                      |                             |                                                                                     |

MSA  
AD NDB

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

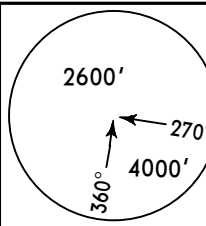


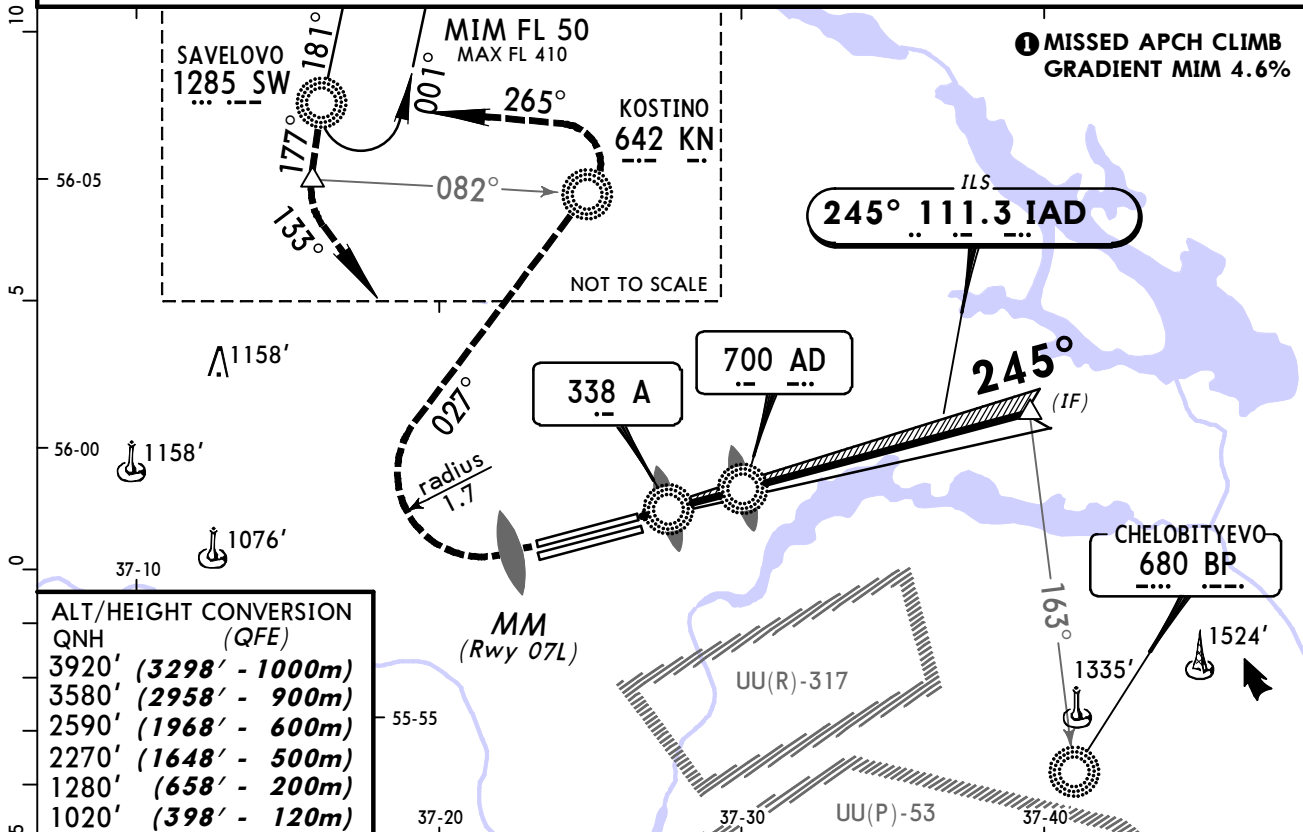
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II |                       |
|---------------|-------|-----|-----|-----|-----|-----|----------|-----------------------|
| ILS or PAR GS | 2.98° | 374 | 481 | 535 | 641 | 748 | 855      | 1020' (398') or above |
|               |       |     |     |     |     |     |          | MM Rwy 07L            |

| STRAIGHT-IN LANDING RWY 25R I |                      |                      |              |          |                                                                |                      |
|-------------------------------|----------------------|----------------------|--------------|----------|----------------------------------------------------------------|----------------------|
| ILS                           |                      |                      | LOC (GS out) |          | PAR                                                            |                      |
| DA(H) 822' (200')             |                      |                      |              |          | A: 843' (221') C: 863' (241')<br>B: 853' (231') D: 873' (251') |                      |
| FULL                          | TDZ or CL out        | ALS out              |              |          | TDZ or CL out                                                  | ALS out              |
| A                             |                      |                      |              |          |                                                                |                      |
| B                             |                      |                      |              |          |                                                                |                      |
| C                             | RVR 550m<br>VIS 800m | RVR 720m<br>VIS 800m | 1200m        | NOT AUTH | RVR 550m<br>VIS 800m                                           | RVR 720m<br>VIS 800m |
| D                             |                      |                      |              |          |                                                                |                      |

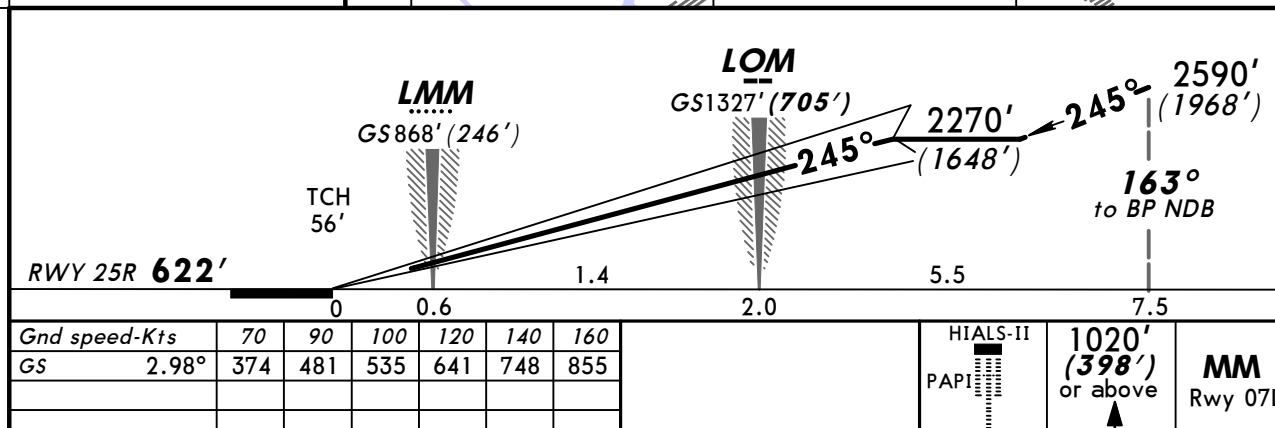
Missed apch climb gradient mim 4.6% from 1020' (398') to 2590' (1968').

BRIEFING STRIP

|                                                                                                                                                                                                     |                           |                                       |                                               |                             |                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                     |                           | SHEREMETYEVO Apch1<br>119.3           |                                               | SHEREMETYEVO Apch2<br>123.7 |                                                                                                   |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                         |                           | SHEREMETYEVO Precision (TWR)<br>131.5 |                                               | Ground<br>119.0             |                                                                                                   |
| LOC<br>IAD<br>111.3                                                                                                                                                                                 | Final<br>Apch Crs<br>245° | GS<br>LOM<br>1327' (705')             | CAT II ILS<br>RA 103'<br>DA(H)<br>722' (100') | Apt Elev 630'<br>RWY 622'   | <br>MSA AD NDB |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (398') or above 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)  |       |
| 2590'                 | (1968' - 600m)  |       |
| 2270'                 | (1648' - 500m)  |       |
| 1280'                 | (658' - 200m)   |       |
| 1020'                 | (398' - 120m)   |       |



|                                                                                |  |  |  |  |  |
|--------------------------------------------------------------------------------|--|--|--|--|--|
| STRAIGHT-IN LANDING RWY 25R                                                    |  |  |  |  |  |
| CAT II ILS                                                                     |  |  |  |  |  |
| RA 103'                                                                        |  |  |  |  |  |
| DA(H) 722' (100')                                                              |  |  |  |  |  |
| RVR 350m                                                                       |  |  |  |  |  |
| <p>Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').</p> |  |  |  |  |  |

PANS OPS





|                                                                                                                                                                                                                                                              |                                  |                                              |                              |                                         |            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|------------------------------|-----------------------------------------|------------|
| ATIS<br><b>125.12</b> (Russian <b>126.37</b> )                                                                                                                                                                                                               |                                  | SHEREMETYEVO Apch1<br><b>119.3</b>           |                              | SHEREMETYEVO Apch2<br><b>123.7</b>      |            |
| SHEREMETYEVO Radar<br><b>118.1</b>                                                                                                                                                                                                                           |                                  | SHEREMETYEVO Precision (TWR)<br><b>120.7</b> |                              | Ground<br><b>121.8</b>                  |            |
| RNAV                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br><b>065°</b> | Minimum Alt<br><b>EE071</b><br>2260' (1641') | MDA(H)<br><b>990' (371')</b> | Apt Elev <b>630'</b><br>RWY <b>619'</b> |            |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1020' (401') or above to MM Rwy 25L, turn RIGHT climbing to EE074 to 2590' (1971'), turn LEFT to EE072, proceed to KN NDB then via EE078 to SW NDB or as directed.<br>At 1280' (661') immediately contact Radar. |                                  |                                              |                              |                                         | MSA NL NDB |

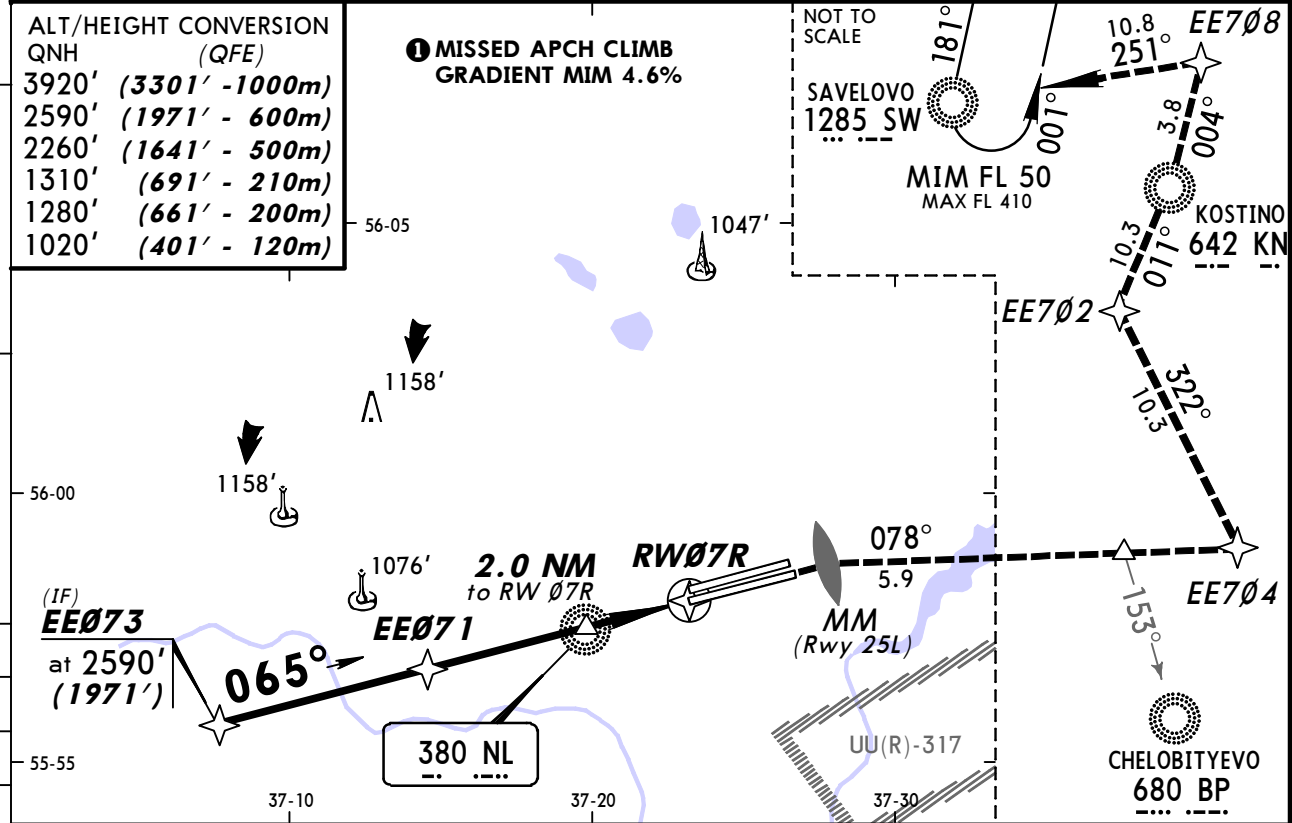
Alt Set: MM (hPa on req)

QNH on req (QFE)

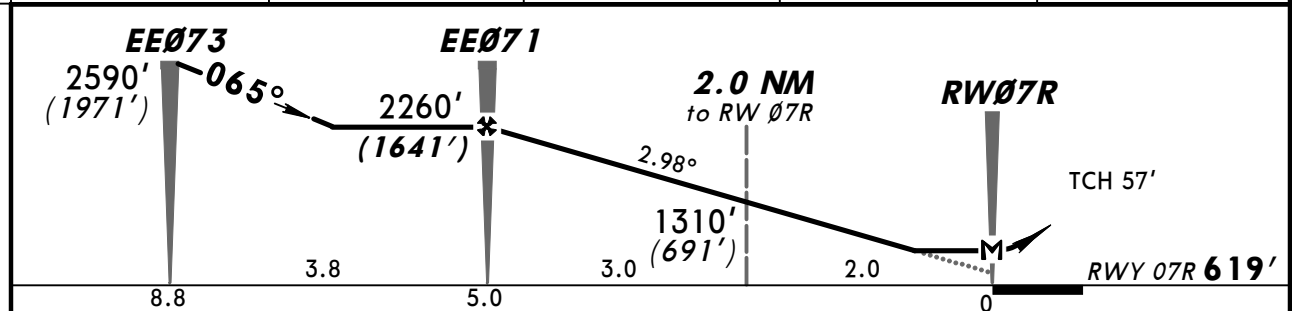
Trans level: By ATC

Trans alt: 3920' (3301')

| ALT/HEIGHT CONVERSION | QNH             | (QFE) |
|-----------------------|-----------------|-------|
| 3920'                 | (3301' - 1000m) |       |
| 2590'                 | (1971' - 600m)  |       |
| 2260'                 | (1641' - 500m)  |       |
| 1310'                 | (691' - 210m)   |       |
| 1280'                 | (661' - 200m)   |       |
| 1020'                 | (401' - 120m)   |       |



|                |               |               |              |              |
|----------------|---------------|---------------|--------------|--------------|
| DIST to RW07R  | 4.9           | 3.8           | 2.7          | 1.1          |
| ALTITUDE (HAT) | 2210' (1591') | 1870' (1251') | 1530' (911') | 1020' (401') |



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 2.98° | 369 | 474 | 527 | 633 | 738 | 843 |
| MAP at RW07R        |     |     |     |     |     |     |

|                             |                        |  |                        |                                     |  |
|-----------------------------|------------------------|--|------------------------|-------------------------------------|--|
| STRAIGHT-IN LANDING RWY 07R |                        |  |                        | HIALS-II                            |  |
| MDA(H) 990' (371')          |                        |  |                        | PAPI                                |  |
| ALS out                     |                        |  |                        | 1020' (401') or above to MM RWY 25L |  |
| A                           | RVR 720m<br>VIS 800m   |  | RVR 1500m<br>VIS 1600m |                                     |  |
| B                           |                        |  |                        |                                     |  |
| C                           |                        |  |                        |                                     |  |
| D                           | RVR 1500m<br>VIS 1600m |  | RVR 1800m<br>VIS 2000m |                                     |  |

**M** Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').

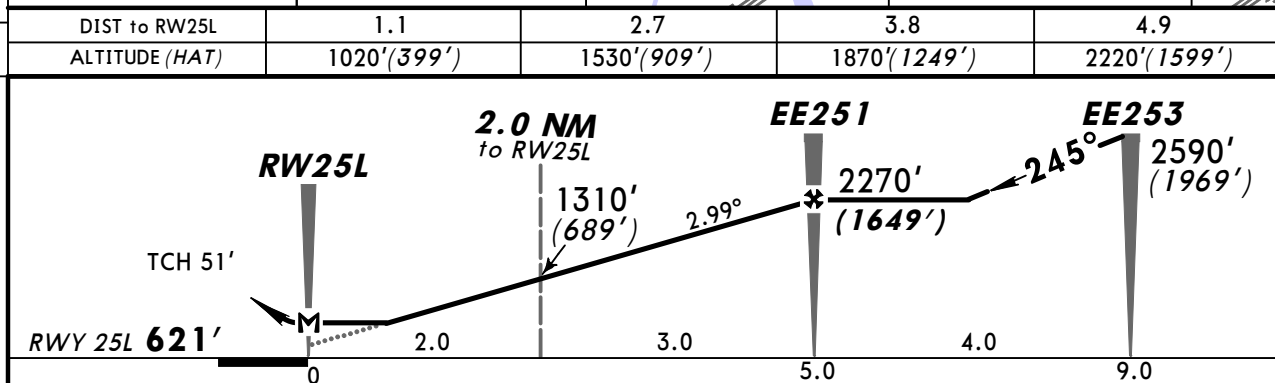
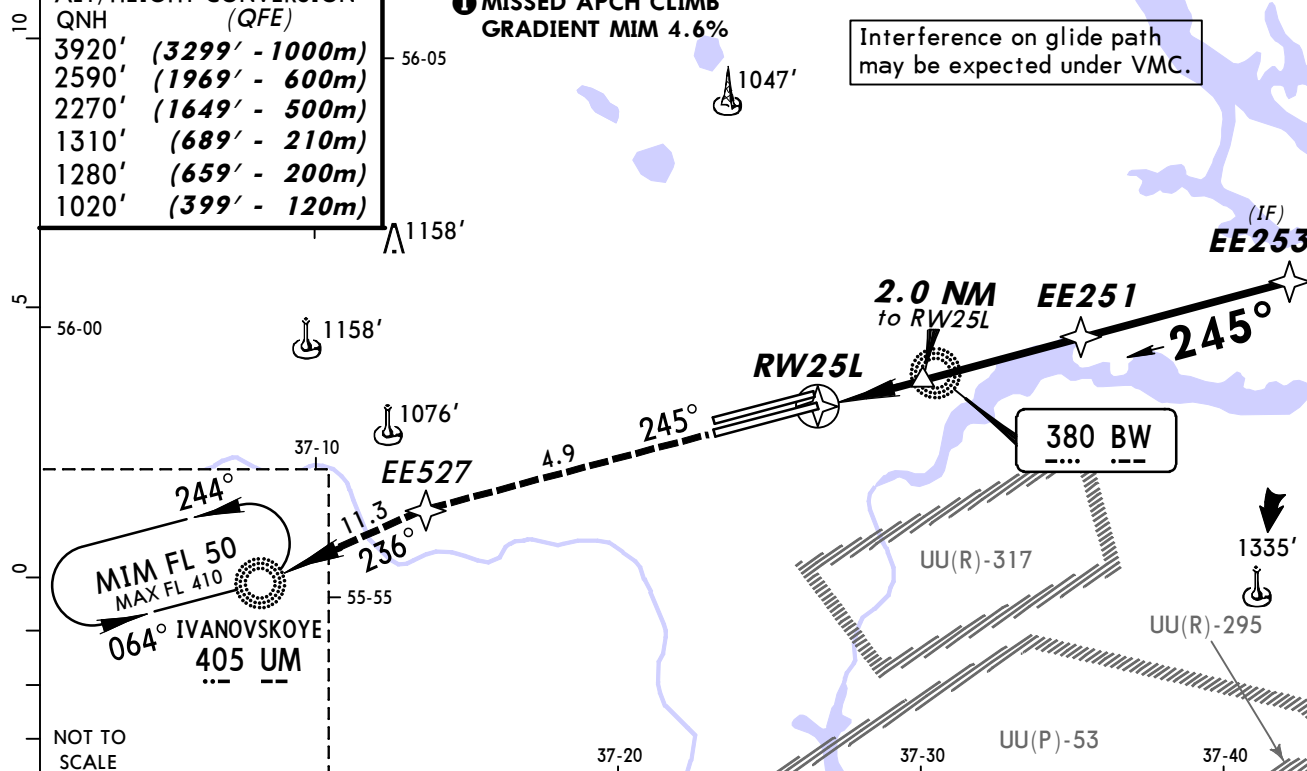
BRIEFING STRIP

|                                                                                                                                                        |                           |                                       |                       |                             |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|-----------------------|-----------------------------|----------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                        |                           | SHEREMETYEVO Apch1<br>119.3           |                       | SHEREMETYEVO Apch2<br>123.7 |                |
| SHEREMETYEVO Radar<br>118.1                                                                                                                            |                           | SHEREMETYEVO Precision (TWR)<br>120.7 |                       | Ground<br>121.8             |                |
| RNAV                                                                                                                                                   | Final<br>Apch Crs<br>245° | Minimum Alt<br>EE251<br>2270' (1649') | MDA(H)<br>990' (369') | Apt Elev 630'<br>RWY 621'   | <br>MSA BW NDB |
| MISSED APCH: Climb STRAIGHT AHEAD to 2590' (1969') or above to EE527, then turn LEFT climbing to UM NDB.<br>At 1280' (659') immediately contact Radar. |                           |                                       |                       |                             |                |
| Alt Set: MM (hPa on req)                                                                                                                               |                           | QNH on req (QFE)                      |                       | Trans level: By ATC         |                |
|                                                                                                                                                        |                           |                                       |                       | Trans alt: 3920' (3299')    |                |

| ALT/HEIGHT CONVERSION<br>QNH (QFE) |                 |
|------------------------------------|-----------------|
| 3920'                              | (3299' - 1000m) |
| 2590'                              | (1969' - 600m)  |
| 2270'                              | (1649' - 500m)  |
| 1310'                              | (689' - 210m)   |
| 1280'                              | (659' - 200m)   |
| 1020'                              | (399' - 120m)   |

① MISSED APCH CLIMB  
GRADIENT MIN 4.6%

Interference on glide path  
may be expected under VMC.



|                  |  |  |  |  |  |                        |
|------------------|--|--|--|--|--|------------------------|
| MAP at RW25L     |  |  |  |  |  |                        |
| HIALS-II<br>PAPI |  |  |  |  |  | 2590' (1969') or above |
|                  |  |  |  |  |  | EE527                  |

STRAIGHT-IN LANDING RWY 25L

MDA(H) 990' (369')

ALS out

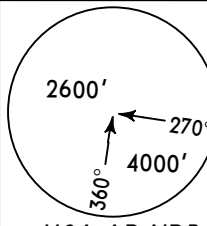
| A |                        |                        |
|---|------------------------|------------------------|
| B | RVR 720m<br>VIS 800m   | RVR 1500m<br>VIS 1600m |
| C |                        |                        |
| D | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m |

① Missed apch climb gradient mim 4.6% from 1020' (399') to 2590' (1969').

CHANGES: Missed apch holding.

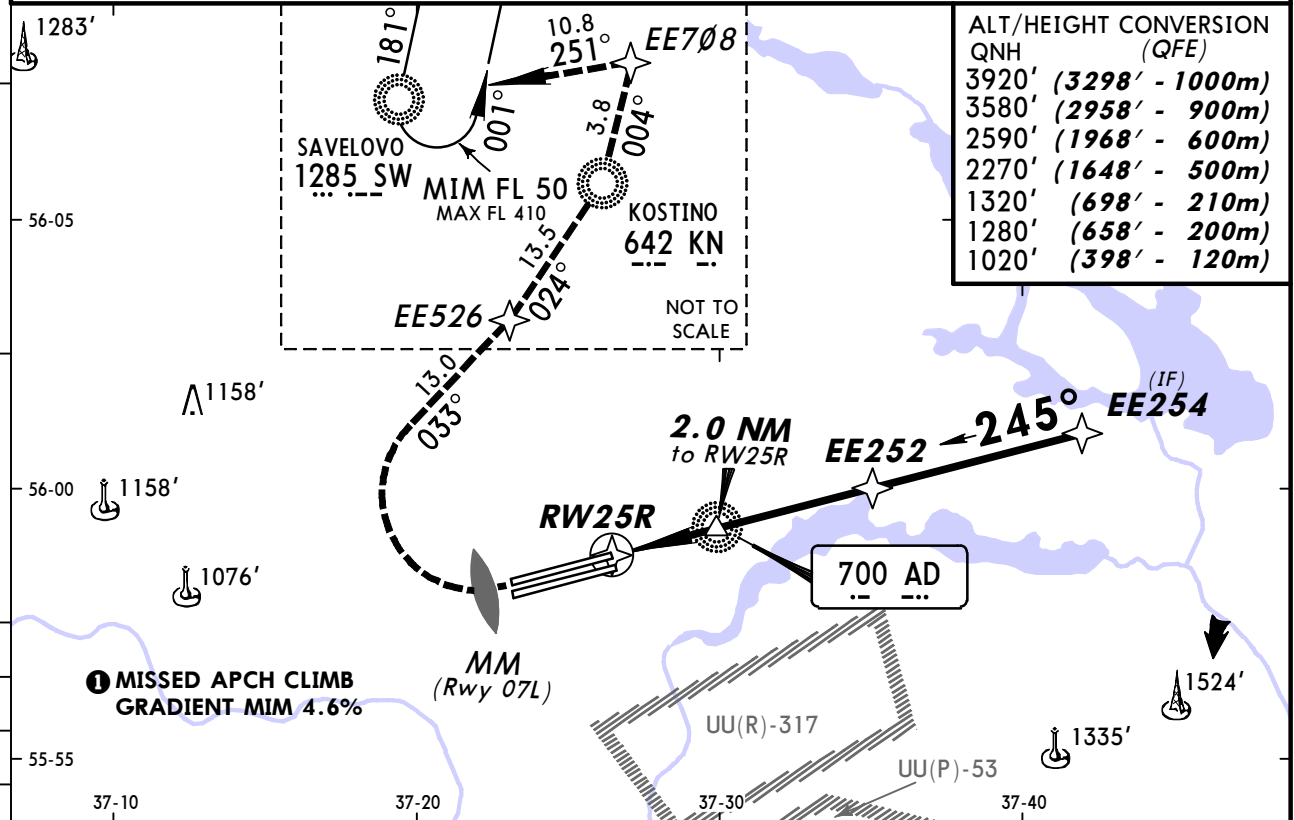
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PANS OPS

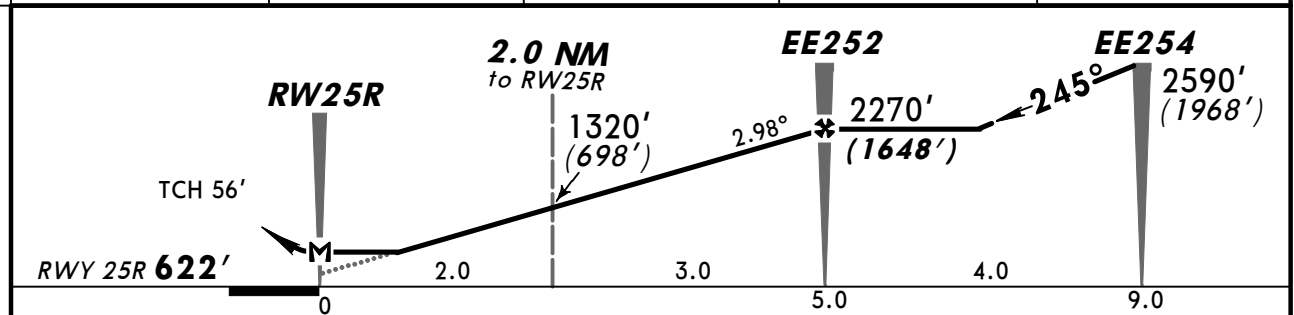
|                                                |                                  |                                                     |                              |                                         |                                                                                     |
|------------------------------------------------|----------------------------------|-----------------------------------------------------|------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|
| ATIS<br><b>125.12</b> (Russian <b>126.37</b> ) |                                  | SHEREMETYEVO Apch1<br><b>119.3</b>                  |                              | SHEREMETYEVO Apch2<br><b>123.7</b>      |                                                                                     |
| SHEREMETYEVO Radar<br><b>118.1</b>             |                                  | SHEREMETYEVO Precision (TWR)<br><b>131.5</b>        |                              | Ground<br><b>119.0</b>                  |                                                                                     |
| RNAV                                           | Final<br>Apch Crs<br><b>245°</b> | Minimum Alt<br><b>EE252</b><br><b>2270' (1648')</b> | MDA(H)<br><b>990' (368')</b> | Apt Elev <b>630'</b><br>RWY <b>622'</b> |  |

**MISSED APCH:** Climb STRAIGHT AHEAD to 1020' (398') or above to MM Rwy 07L, then turn RIGHT climbing to 3580' (2958') to EE526, then proceed to KN NDB, to EE708, to SW 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'**)



|                |              |              |               |               |
|----------------|--------------|--------------|---------------|---------------|
| DIST to RW25R  | 1.1          | 2.7          | 3.8           | 4.9           |
| ALTITUDE (HAT) | 1020' (398') | 1530' (908') | 1870' (1248') | 2220' (1598') |



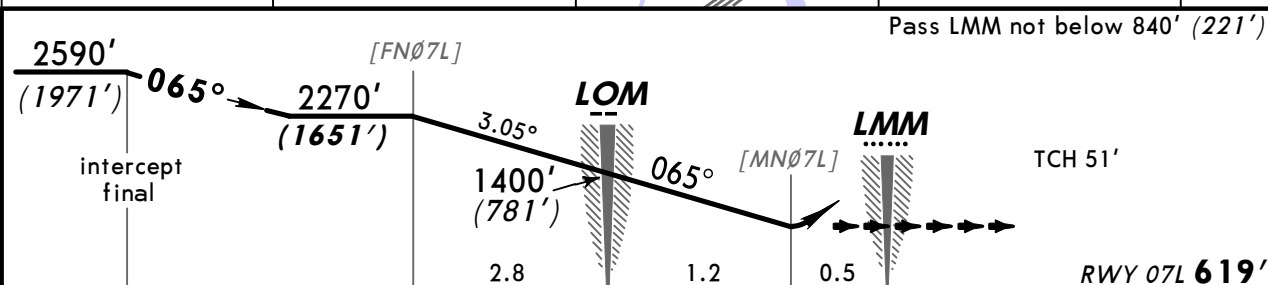
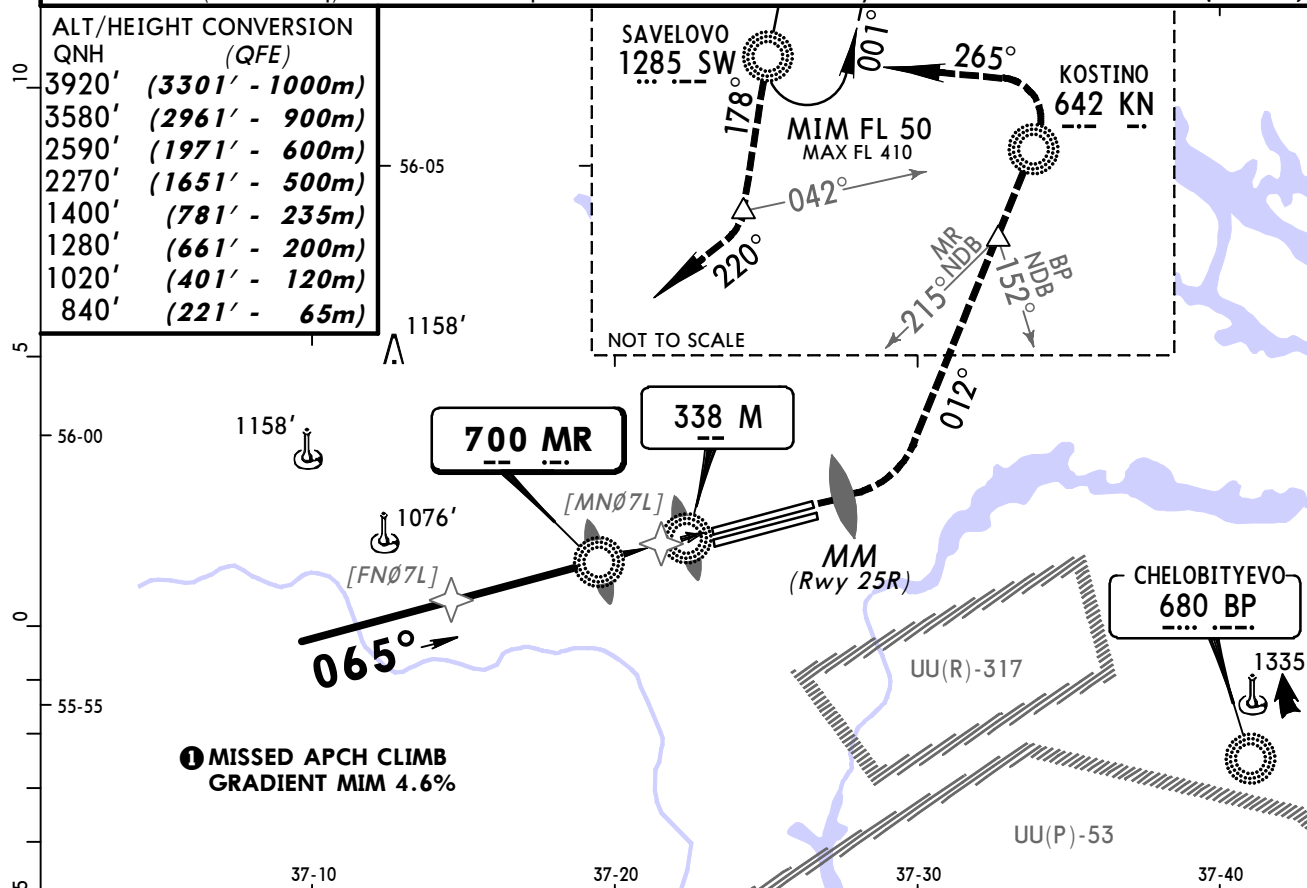
|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 2.98° | 369 | 474 | 527 | 633 | 738 | 843 |
| MAP at RW25R        |     |     |     |     |     |     |

|                               |                        |  |                        |  |  |
|-------------------------------|------------------------|--|------------------------|--|--|
| STRAIGHT-IN LANDING RWY 25R 1 |                        |  |                        |  |  |
| MDA(H) 990'(368')             |                        |  |                        |  |  |
|                               |                        |  | ALS out                |  |  |
| A                             |                        |  |                        |  |  |
| B                             | RVR 720m<br>VIS 800m   |  | RVR 1500m<br>VIS 1600m |  |  |
| C                             |                        |  |                        |  |  |
| D                             | RVR 1500m<br>VIS 1600m |  | RVR 1800m<br>VIS 2000m |  |  |

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                           |                                                |                                                         |                                       |                                                       |                                                                                                                                                                                                                                                                                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------------------------|---------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ATIS<br><b>125.12</b> (Russian <b>126.37</b> )                                                                                                                                                                                                                            |                                                | SHEREMETYEVO Apch1<br><b>119.3</b>                      |                                       | SHEREMETYEVO Apch2<br><b>123.7</b>                    |                                                                                                                                                                                                                                                                                |
| SHEREMETYEVO Radar<br><b>118.1</b>                                                                                                                                                                                                                                        |                                                | SHEREMETYEVO Precision (TWR)<br><b>131.5</b>            |                                       | Ground<br><b>119.0</b>                                |                                                                                                                                                                                                                                                                                |
| <i>NDB</i><br>MR<br><b>700</b>                                                                                                                                                                                                                                            | <i>Final</i><br><i>Apch Crs</i><br><b>065°</b> | <i>Minimum Alt</i><br><i>LOM</i><br><b>1400' (781')</b> | <i>MDA(H)</i><br>Refer to<br>Minimums | <i>Apt Elev</i> <b>630'</b><br><i>RWY</i> <b>619'</b> | A circular diagram with a center point. Four arrows point from the center to the circumference at the following angles: 2600' (pointing up and slightly left), 270° (pointing right), 4000' (pointing down and right), and 360° (pointing down and left).<br><i>MSA MR NDB</i> |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 1020' (401') or above to MM Rwy 25R, turn LEFT climbing onto 012° to cross 215° MR NDB/152° BP NDB at 2590' (1971'). Proceed to KN NDB to pass it at 3580' (2961') 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')

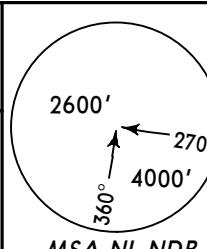


|                     |     |     |     |     |     |     |               |                                     |
|---------------------|-----|-----|-----|-----|-----|-----|---------------|-------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 1020' (401') or above to MM RWY 25R |
| Descent Angle 3.05° | 378 | 486 | 540 | 648 | 755 | 863 |               |                                     |

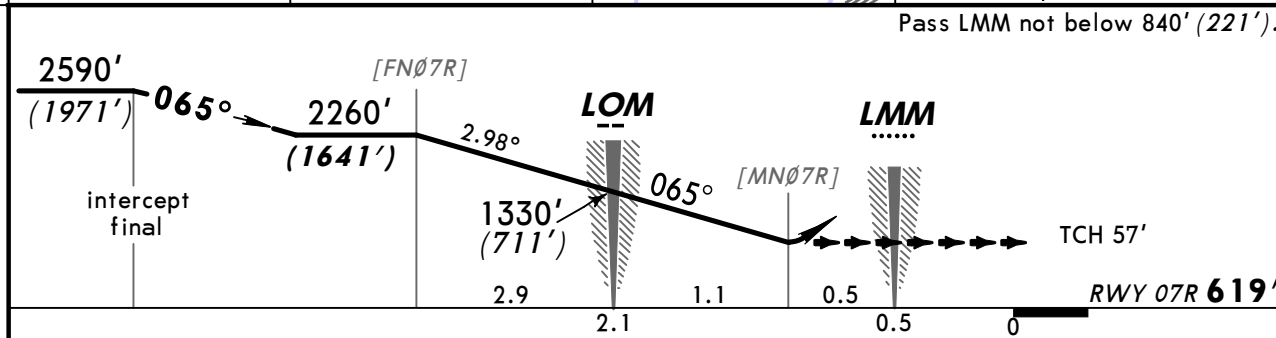
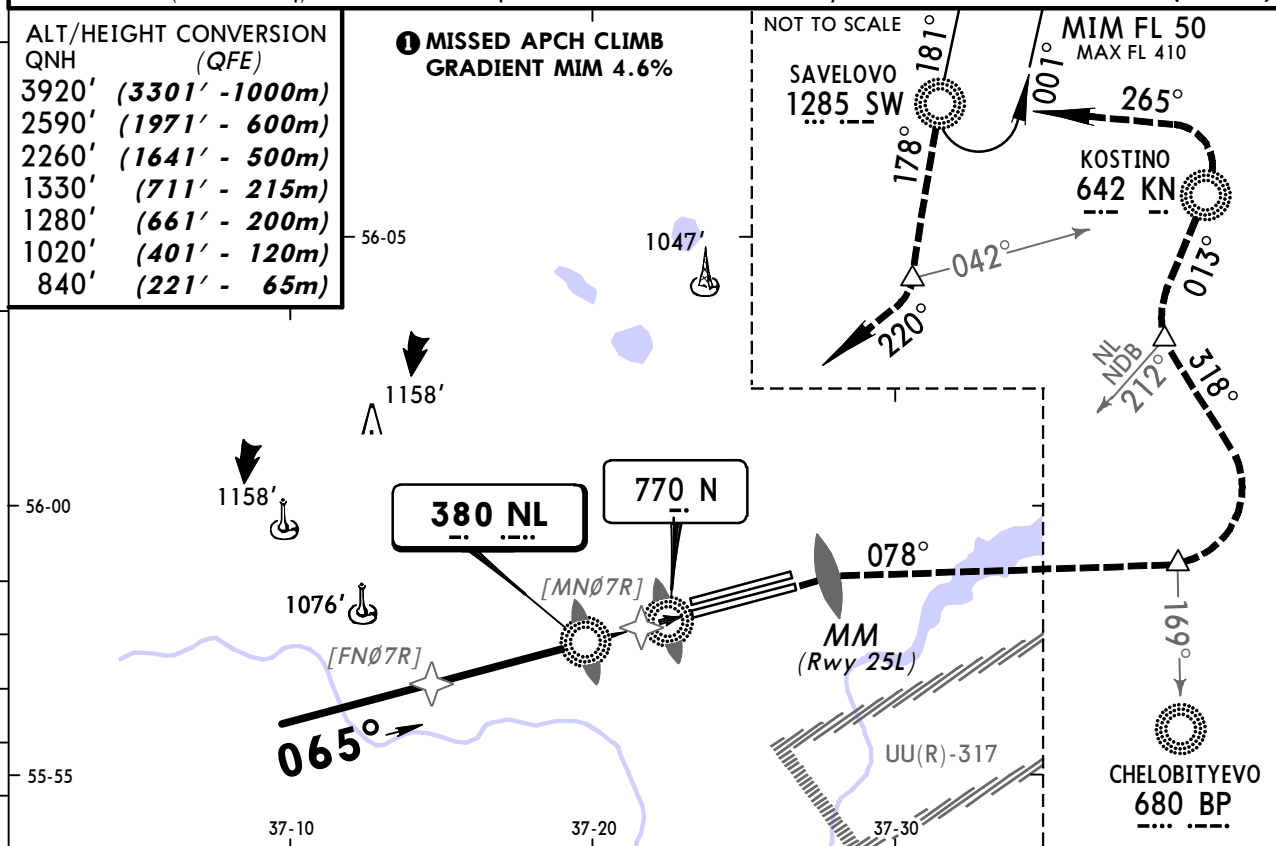
| STRAIGHT-IN LANDING RWY 07L |                        |                        |       |
|-----------------------------|------------------------|------------------------|-------|
| with radar control          |                        | w/o radar control      |       |
| MDA(H) 970' (351')          |                        | MDA(H) 1400' (781')    |       |
| ALS out                     |                        | ALS out                |       |
| A                           | 1200m                  | 3200m                  |       |
| B                           |                        | 3200m                  |       |
| C                           | RVR 1500m<br>VIS 1600m | RVR 1500m<br>VIS 1600m | 3600m |
| D                           |                        | RVR 1800m<br>VIS 2000m | 4000m |

Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').

BRIEFING STRIP

|                                                                                                                                                                                                                                                                                                                     |                           |                                       |                                |                             |                                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                                                                                                                                     |                           | SHEREMETYEVO Apch1<br>119.3           |                                | SHEREMETYEVO Apch2<br>123.7 |                                                                                                   |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                                                                                                                                         |                           | SHEREMETYEVO Precision (TWR)<br>120.7 |                                | Ground<br>121.8             |                                                                                                   |
| NDB<br>NL<br>380                                                                                                                                                                                                                                                                                                    | Final<br>Apch Crs<br>065° | Minimum Alt<br>LOM<br>1330'(711')     | MDA(H)<br>Refer to<br>Minimums | Apt Elev 630'<br>RWY 619'   | <br>MSA NL NDB |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') or above 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.<br>At 1280'(661') immediately contact Radar. |                           |                                       |                                |                             |                                                                                                   |

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



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

| STRAIGHT-IN LANDING RWY 07R |                        |                        |             |
|-----------------------------|------------------------|------------------------|-------------|
| with radar control          |                        | w/o radar control      |             |
| MDA(H) 970'(351')           |                        | MDA(H) 1400'(781')     |             |
| ALS out                     |                        | ALS out                |             |
| A                           | 1200m                  | RVR 1500m<br>VIS 1600m | 3200m       |
| B                           |                        |                        |             |
| C                           |                        |                        |             |
| D                           | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | 3600m 4000m |

**Missed apch climb gradient mim 4.6% from 1020'(401') to 2590'(1971').**

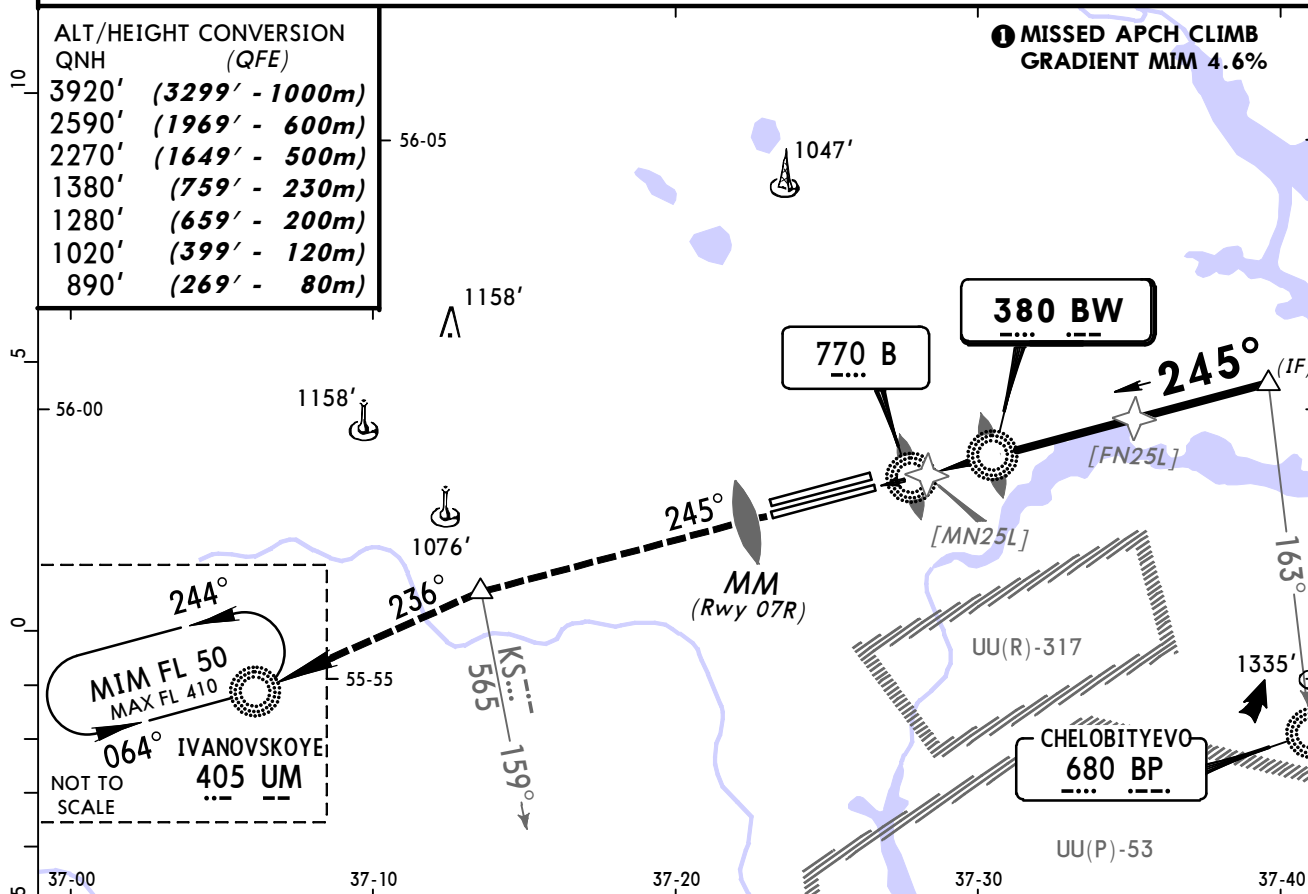
CHANGES: Missed apch holding.

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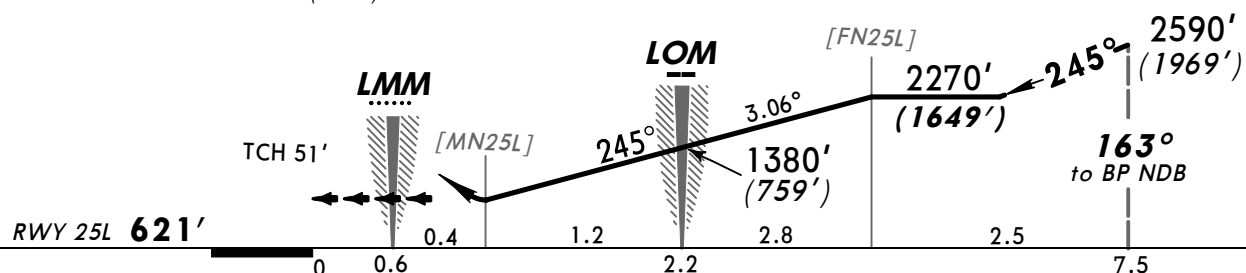


BRIEFING STRIP™

|                                                                                                                                                                                                                          |                                  |                                              |                                |                                         |                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|--------------------------------|-----------------------------------------|------------------------------------------------------------|
| ATIS<br><b>125.12</b> (Russian <b>126.37</b> )                                                                                                                                                                           |                                  | SHEREMETYEVO Apch1<br><b>119.3</b>           |                                | SHEREMETYEVO Apch2<br><b>123.7</b>      |                                                            |
| SHEREMETYEVO Radar<br><b>118.1</b>                                                                                                                                                                                       |                                  | SHEREMETYEVO Precision (TWR)<br><b>120.7</b> |                                | Ground<br><b>121.8</b>                  |                                                            |
| NDB<br>BW<br><b>380</b>                                                                                                                                                                                                  | Final<br>Apch Crs<br><b>245°</b> | Minimum Alt<br>LOM<br><b>1380' (759')</b>    | MDA(H)<br>Refer to<br>Minimums | Apt Elev <b>630'</b><br>RWY <b>621'</b> | <p>2600'<br/>270°<br/>4000'<br/>360°</p> <p>MSA BW NDB</p> |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') or above 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')                |                                                            |



Pass LMM not below 890' (269').



| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------------|-----|-----|-----|-----|-----|-----|
| Descent Angle 3.06° | 379 | 487 | 541 | 650 | 758 | 866 |

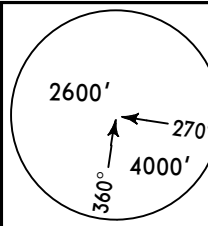
|          |                       |            |
|----------|-----------------------|------------|
| HIALS-II | 1020' (399') or above | MM Rwy 07R |
| PAPI     |                       |            |

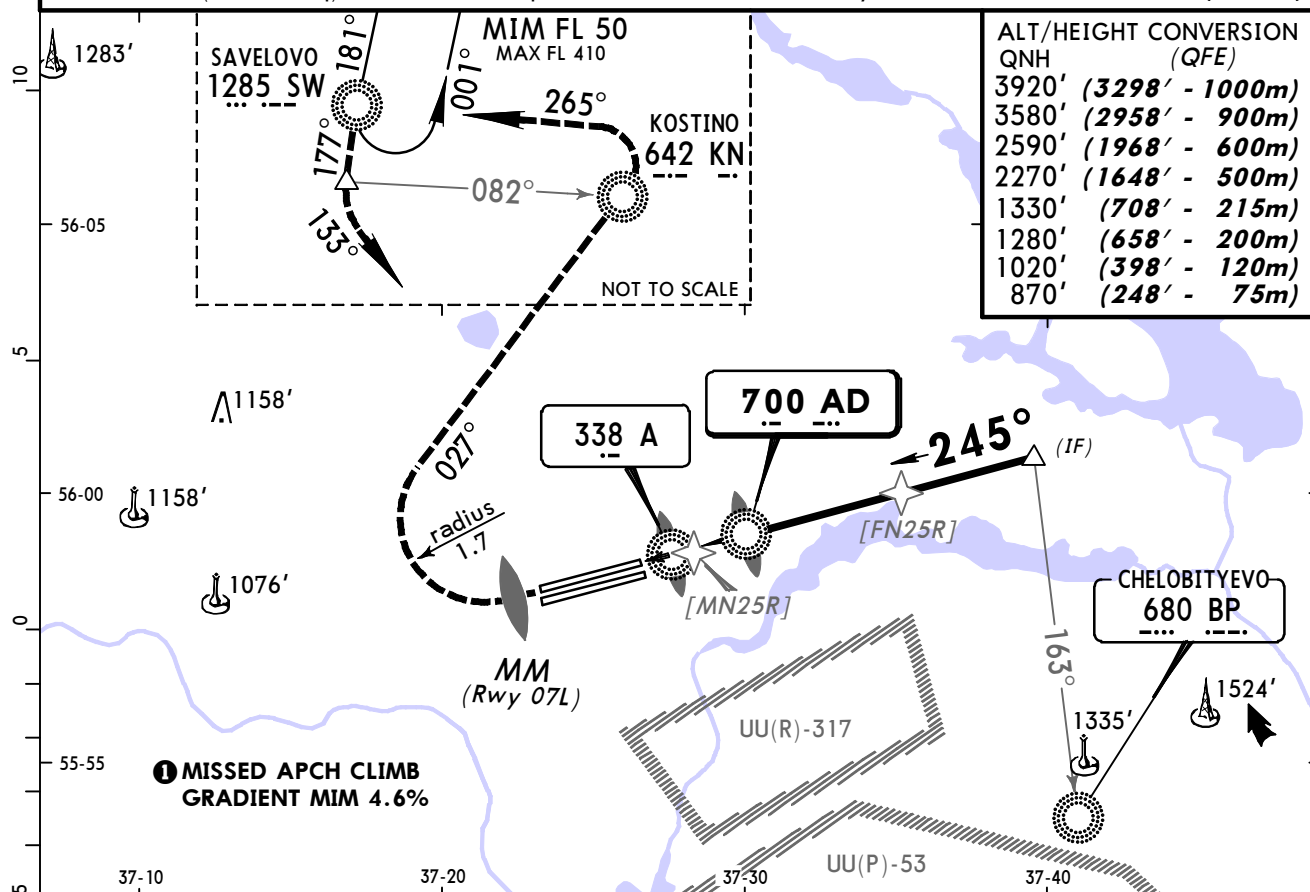
| STRAIGHT-IN LANDING RWY 25L 1 |                            |                           |                            |
|-------------------------------|----------------------------|---------------------------|----------------------------|
| 2 NDB                         |                            | 1 NDB                     |                            |
| with radar control            | w/o radar control          | with radar control        | w/o radar control          |
| MDA(H) <b>980' (359')</b>     | MDA(H) <b>1050' (429')</b> | MDA(H) <b>990' (369')</b> | MDA(H) <b>1400' (779')</b> |
| ALS out                       | ALS out                    | ALS out                   | ALS out                    |

| A | 1200m                  | RVR 1500m<br>VIS 1600m | 1200m                  | RVR 1500m<br>VIS 1600m | 1200m                  | RVR 1500m<br>VIS 1600m | 3200m          |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------|
| B |                        |                        |                        |                        |                        |                        |                |
| C |                        |                        |                        |                        |                        |                        |                |
| D | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | RVR 1800m<br>VIS 2000m | 2400m                  | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | 3600m<br>4000m |

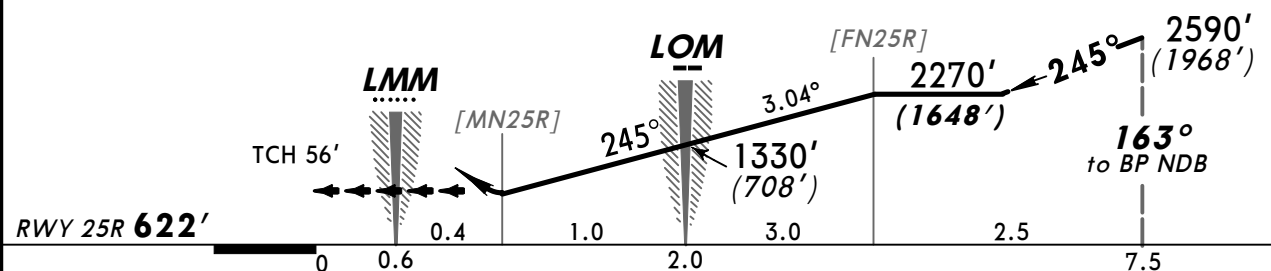
**1** Missed apch climb gradient mim 4.6% from 1020' (399') to 2590' (1969').

BRIEFING STRIP™

|                                                                                                                                                                                                     |                           |                                       |                                |                             |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------|-----------------------------|-------------------------------------------------------------------------------------|
| ATIS<br>125.12 (Russian 126.37)                                                                                                                                                                     |                           | SHEREMETYEVO Apch1<br>119.3           |                                | SHEREMETYEVO Apch2<br>123.7 |                                                                                     |
| SHEREMETYEVO Radar<br>118.1                                                                                                                                                                         |                           | SHEREMETYEVO Precision (TWR)<br>131.5 |                                | Ground<br>119.0             |                                                                                     |
| NDB<br>AD<br>700                                                                                                                                                                                    | Final<br>Apch Crs<br>245° | Minimum Alt<br>LOM<br>1330' (708')    | 2 NDB<br>MDA(H)<br>980' (358') | Apt Elev 630'<br>RWY 622'   |  |
| MISSED APCH: Climb STRAIGHT AHEAD to 1020' (398') or above 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')    |                                                                                     |



Pass LMM not below 870' (248').



|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.04° | 376 | 484 | 538 | 645 | 753 | 861 |
|                     |     |     |     |     |     |     |
|                     |     |     |     |     |     |     |

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

**Missed apch climb gradient mim 4.6% from 1020' (398') to 2590' (1968').**

**Chart changes since cycle 07-2013**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                           | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-------------------------------|-----------------|-------|----------|----------|
| MOSCOW, (SHEREMETYEVO - UUEE) |                 |       |          |          |



## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UUEE**