

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUEE

Terminal Charts For UUEE

Revision Letter For Cycle 15-2013

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: 0114 Z
Sunset: 1759 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: 618 ft
Lighting: Edge, ALS, Centerline, TDZ

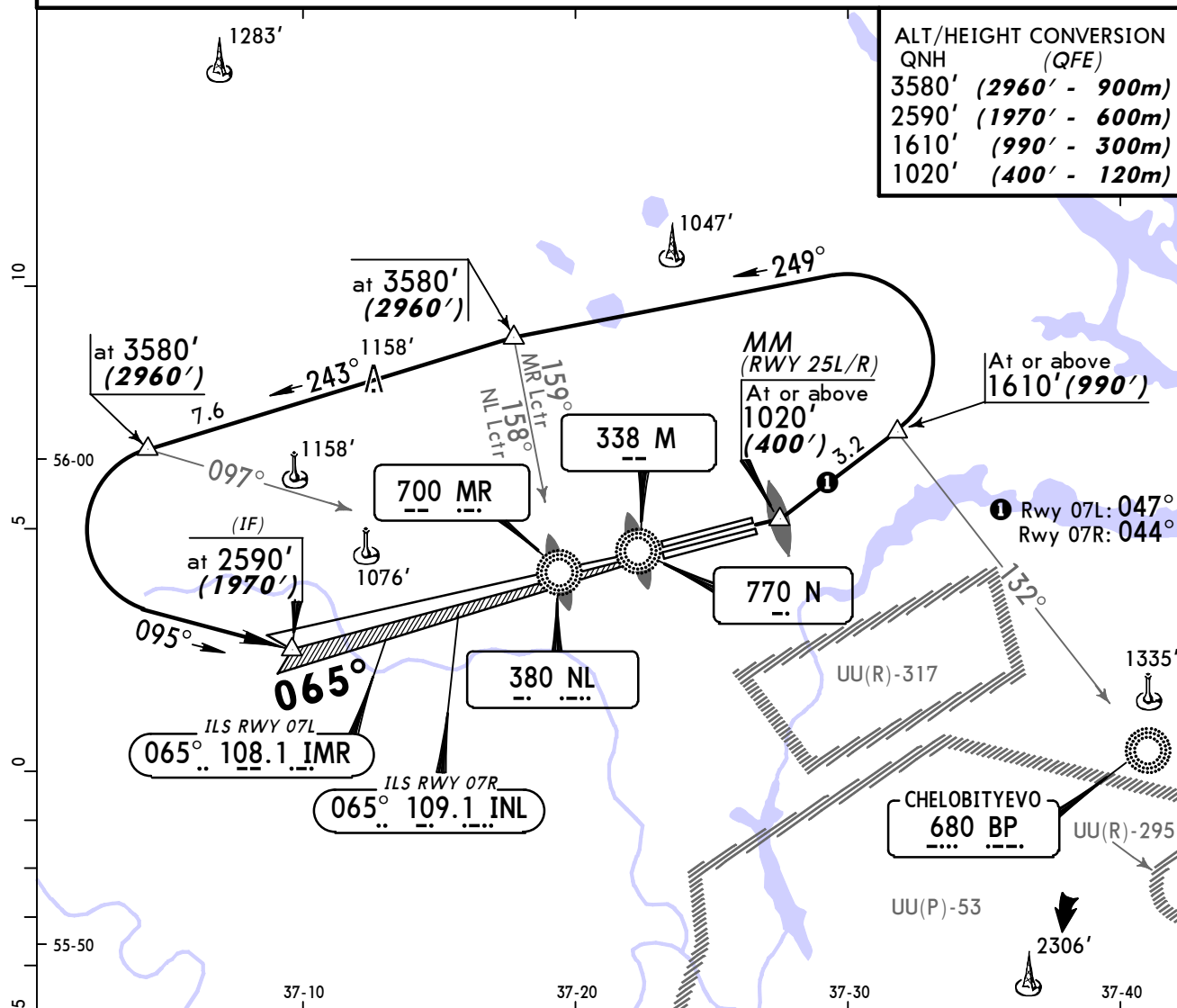
Runway: 25L
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

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

Communication Information

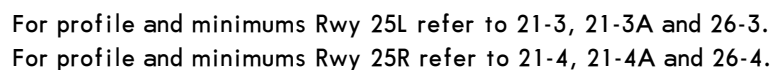
- ATIS 126.375 Non-English
- ATIS 125.125
- Sheremetyevo Precision Tower 131.5
- Sheremetyevo Precision Tower 129.0 Secondary
- Sheremetyevo Precision Tower 120.7
- Sheremetyevo Ground 2 Ground Control 121.8
- Sheremetyevo Ground 1 Ground Control 129.0 Secondary
- Sheremetyevo Ground 1 Ground Control 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.

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



1. GENERAL

1.1. ATIS

ATIS 125.12
126.37 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

1.3.2. ARRIVAL

After landing, the crew must report to Tower about the location 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 along TWY 11 and TWY 15 for take-off from RWY 25R/07L and RWY 25L/07R under ATS instruction.

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 TWY 18 thru 20, MAIN TWY 1, TWY 1 and 11;

RWY 25L on TWY 18 thru 20, MAIN TWY 1, TWY 4, 14, 24, MAIN TWY 2 and TWY 26;

RWY 25R on TWY 18 thru 20, MAIN TWY 1 and TWY 4 .

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. GENERAL

1.6. PARKING INFORMATION

Terminal C stands 28 thru 30B, Terminal D stands 11 thru 32, Terminal E stands 33 thru 38 and Terminal F stands 39 thru 47 equipped with visual docking guidance system SAFEDOCK.

Terminal F stands 48 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.

Enter and exit stand 77 via TWY 30.1.

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

Exit of A-380 ACFT from stand 41A shall be carried out by push-back to start-up and de-icing position K via TWY 27.1.

1.7. OTHER INFORMATION

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

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

Maintain STAR routes, in case of deviation 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, avoid excessive rates of descent, change configuration and speed according 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 vacation of the RWY unless such instruction is received. The flight crew shall plan the vacation 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.

3. DEPARTURE

3.1. DE-ICING

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

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

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

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

De-icing pad associated with stand 77 between TWY 30 and 31 MAX wingspan 213'/64.8m.

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, 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, turn RIGHT (radius 1.7NM) onto assigned track to proceed to BESTA (KN, AR, UM, DEDUM). It is strictly prohibited, unless it is required for safety of further continuation of a flight, to reduce the 340° track until crossing 218° bearing to UM.

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

After take-off from RWY 07L, 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 to 132° bearing to BP at or above 1620' (990'), proceed to BESTA, KN, AR, UM, DEDUM.

After take-off from RWY 07R, 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 (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

Apply NADP1 or NADP2 not later than at 1420' (790').

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 changeover 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.

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, 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

FOR STAR DESIGNATION REFER TO PAGE 20-2A

Date	Time	Location	Weather	Temperature	Humidity	Wind Speed	Wind Direction	Cloud Cover	Visibility	Air Quality	Soil Moisture	Plant Growth	Animal Activity	Human Activity	Other Observations

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')

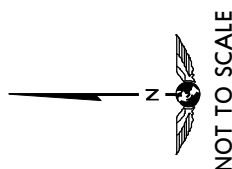
BOGDANOVO 1E (BD 1E)
TO SW

LARIONOVO 1E (MF 1E)
TO BESTA

LARIONOVO 2E (MF 2E)
TO GINAP

TRANSITIONS

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

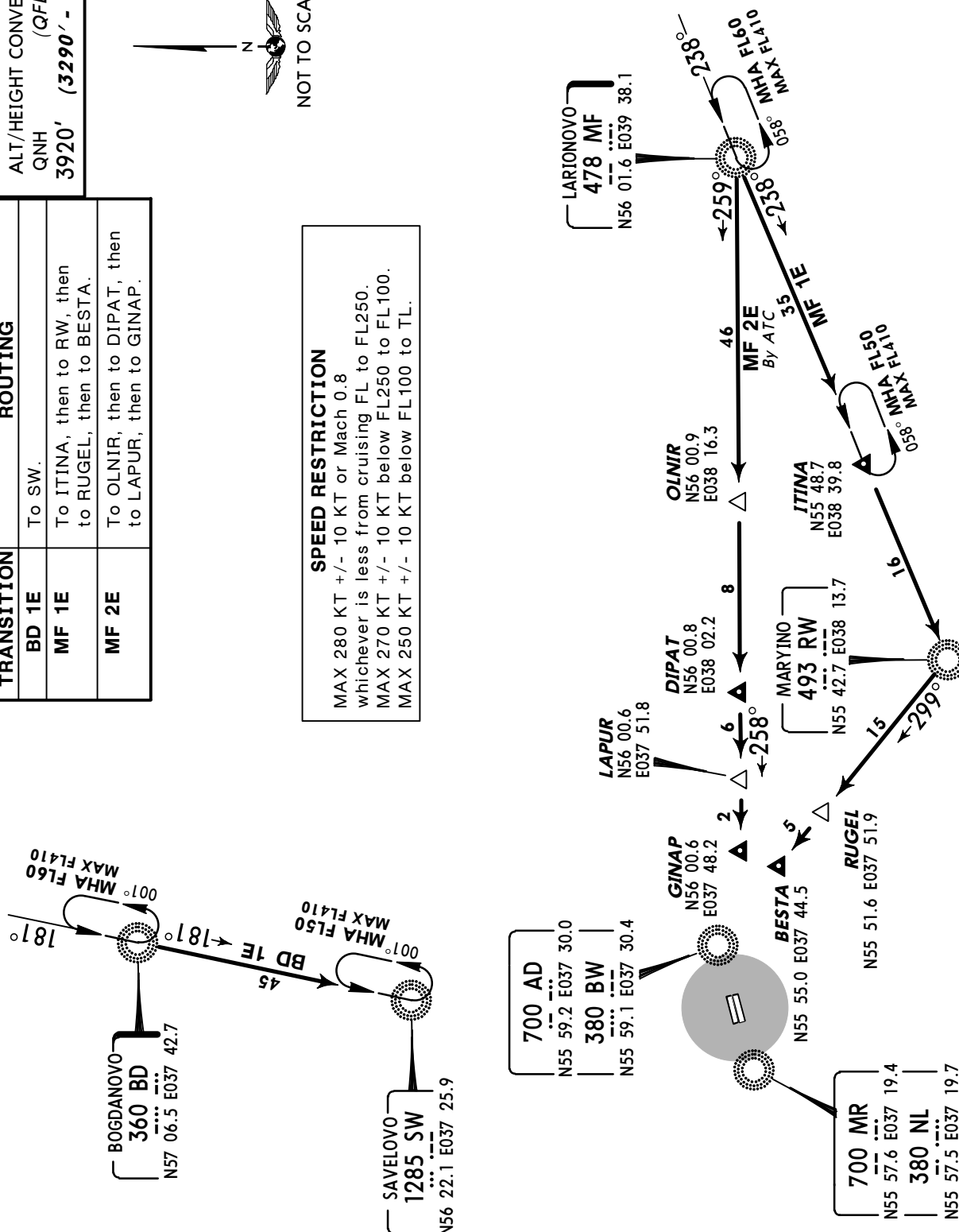


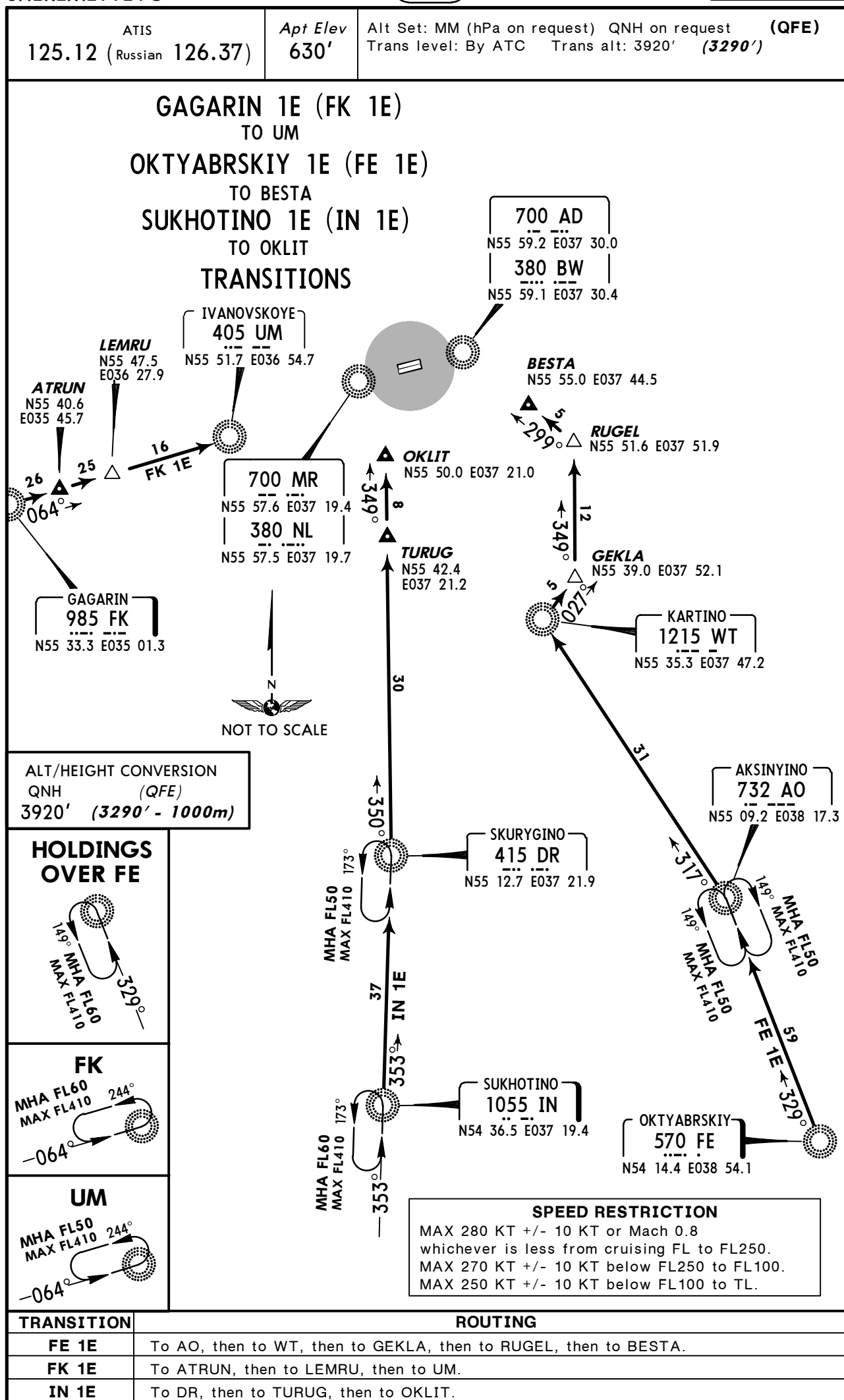
ROUTING

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.

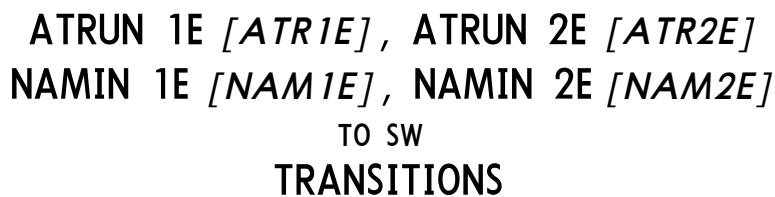
SPEED RESTRICTION

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.

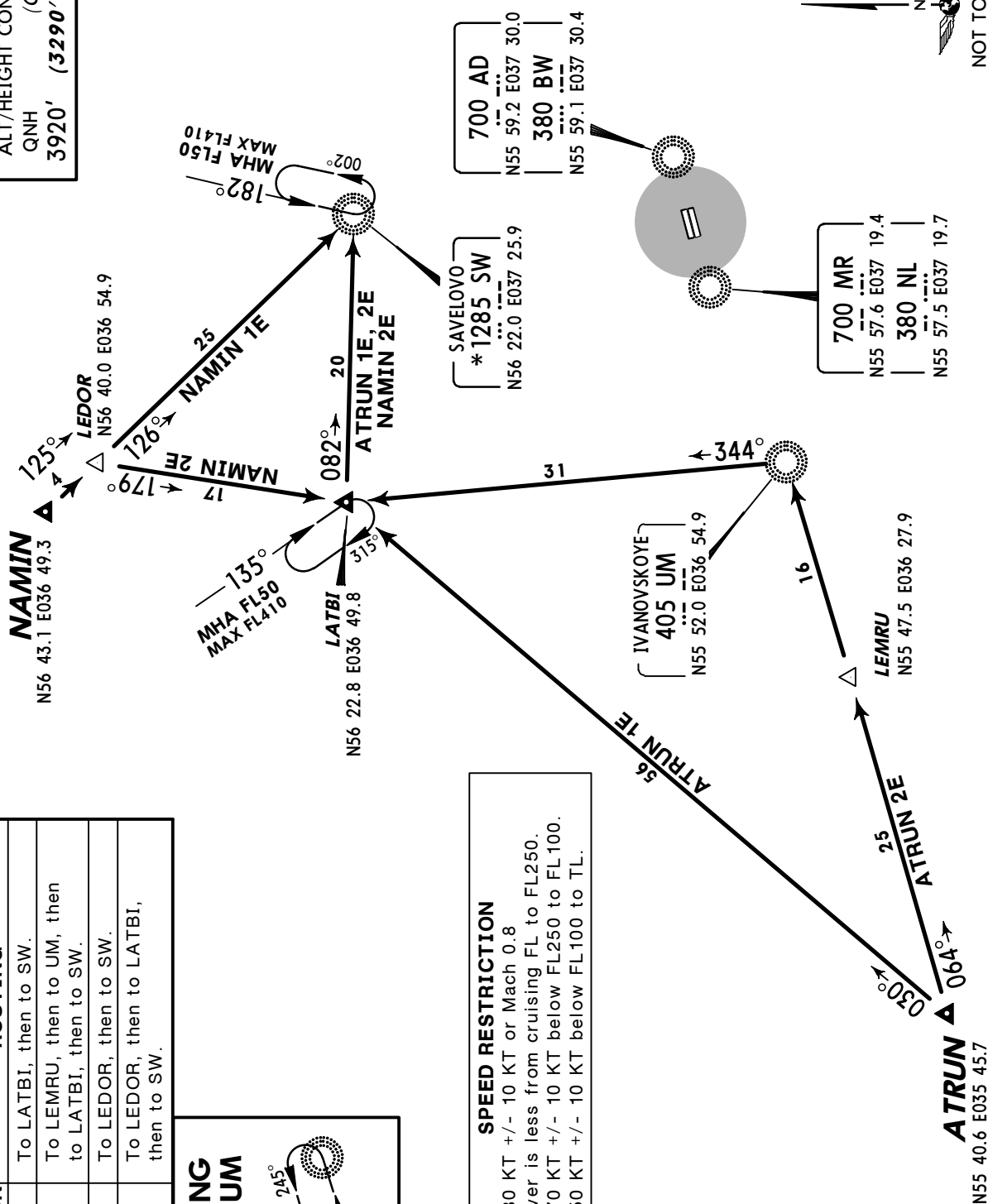




Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (**3290'**)



ALI/HEIGHT CONVERSION



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

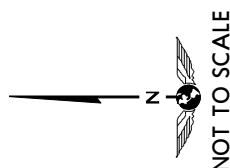
HOLDING OVER UM



SPEED RESTRICTION

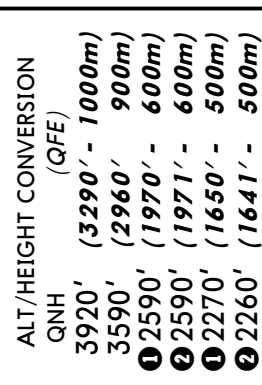
MAX 280 KT +/- 10 KT or Mach 0.8
whichever is less from cruising FL to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

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



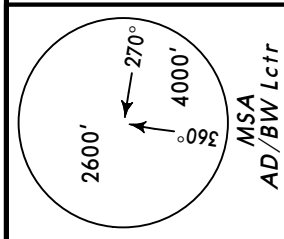
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

① RWY 07L
② RWY 07R

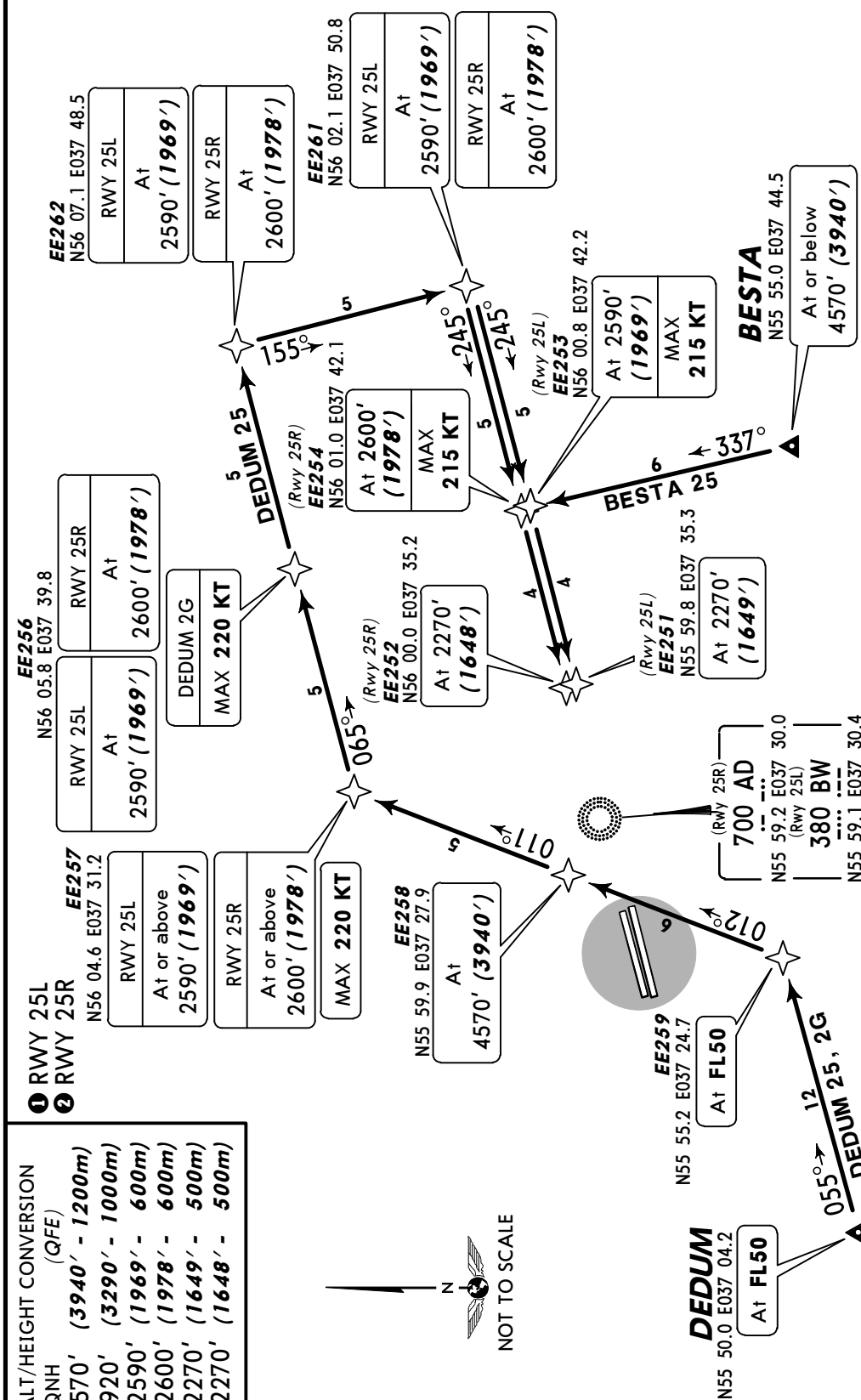


STAR	ROUTING
BESTA 07	BESTA (FL50+) - GISIN (3590'+) - EE079 (2590'; K220-) - EE078 (2590') - EE077 (2590') - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2270')/EE071 (07R; 2260').
BESTA 1G	BESTA (FL50+) - GISIN (3590'+) - EE079 (2590'; K220-) - EE078 (2590'; K220-).

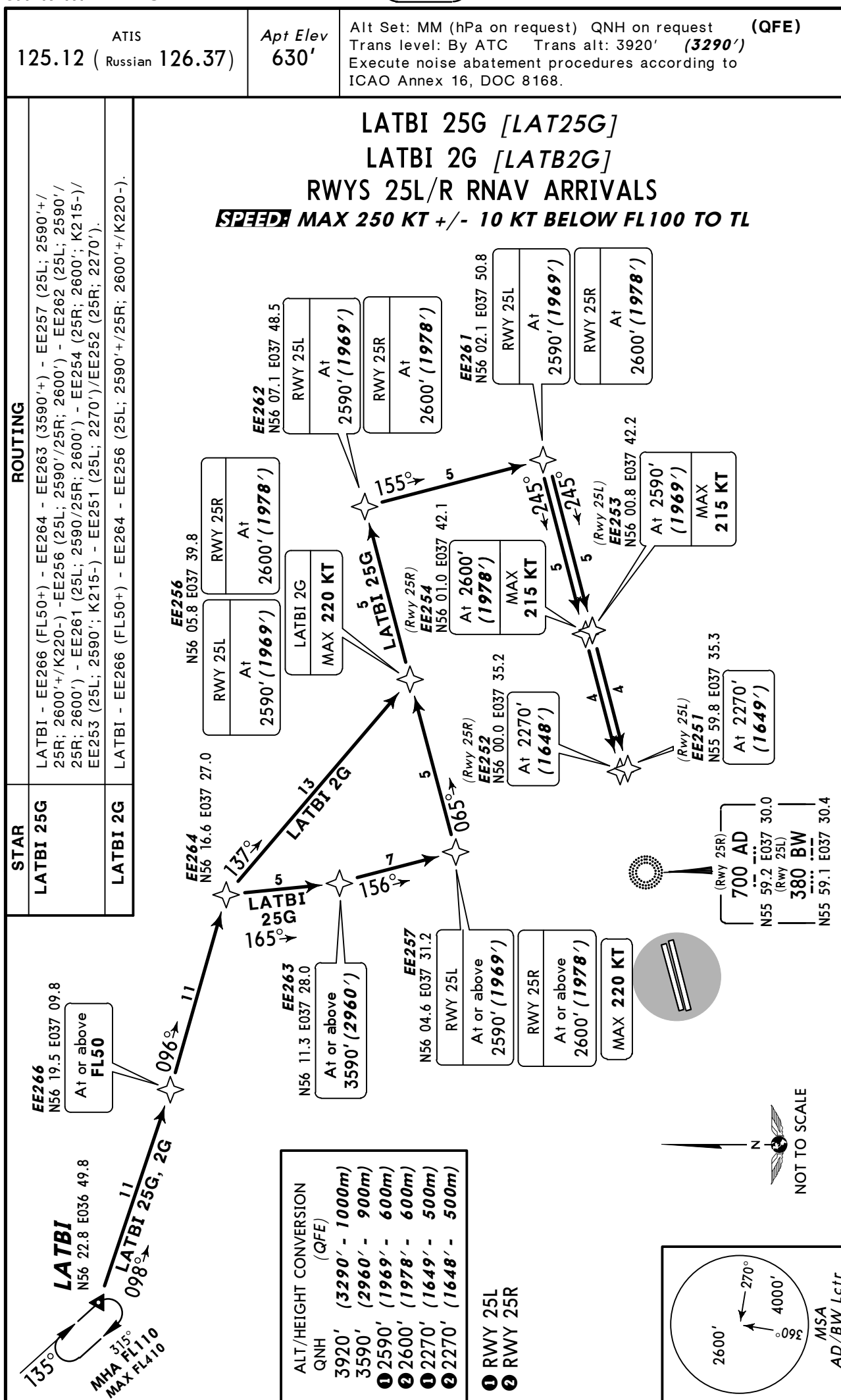
ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
---------------------------------	------------------	---

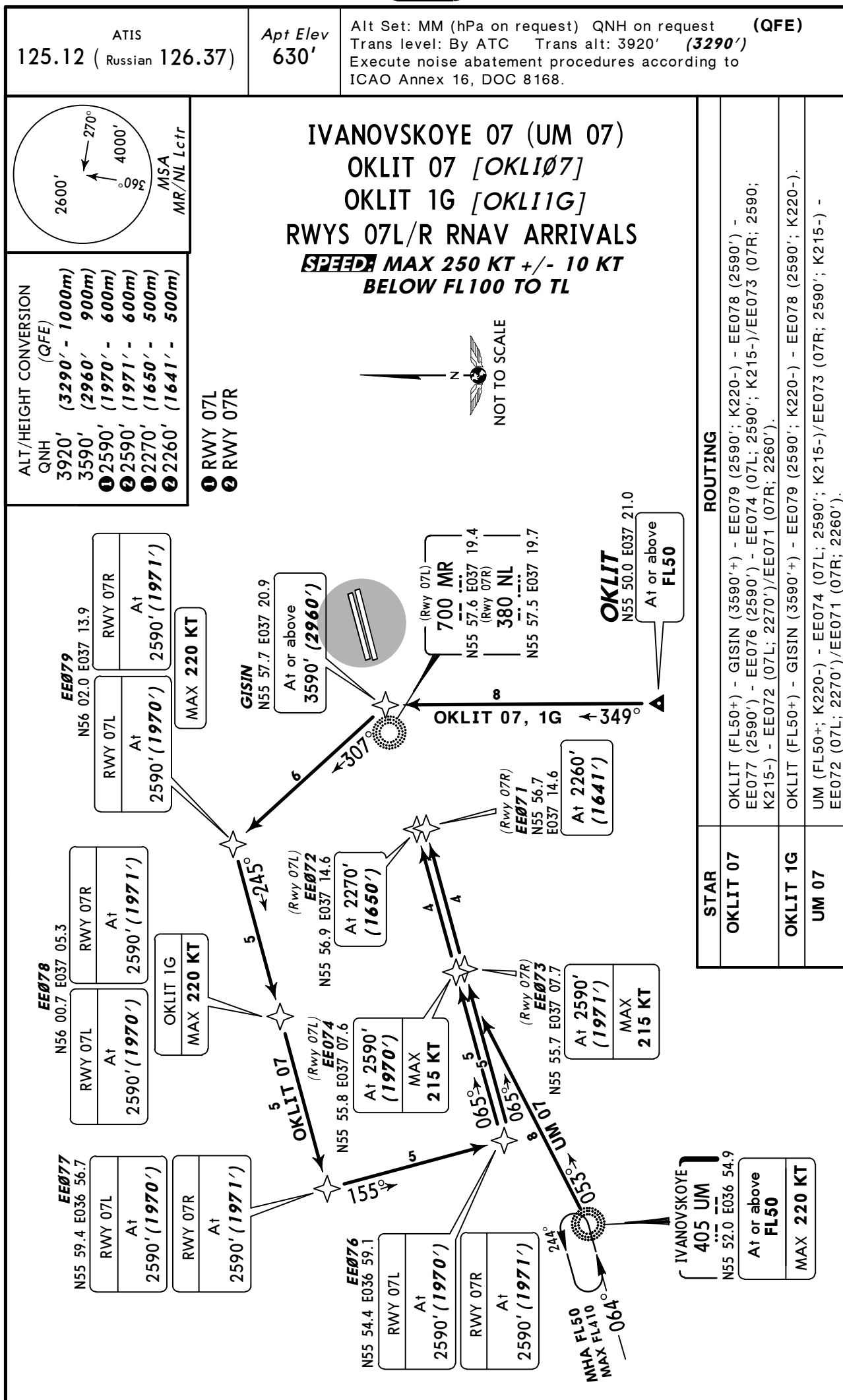


BESTA 25 [BEST25]
DEDUM 25 [DEDU25], DEDUM 2G [DEDU2G]
RWYS 25L/R RNAV ARRIVALS
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



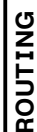
ROUTING	
STAR	
BESTA 25	BESTA (4570'-) - EE254 (25R; 2600'; K215-)/EE253 (25L; 2590'; K215-) - EE251 (25L; 2270')/EE252 (25R; 2270').
DEDUM 25	DEDUM (FL50) - EE259 (FL50) - EE258 (4570) - EE257 (25L; 2590'+/25R 2600'+/K220-) - EE256 (25L; 2590'/25R 2600') - EE262 (25L; 2590'/25R; 2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2590'/K215-) - EE251 (25L; 2270')/EE252 (25R; 2270').
DEDUM 2G	DEDUM (FL50) - EE259 (FL50) - EE258 (4570') - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (25L; 2590'/25R; 2600'/ K220-).



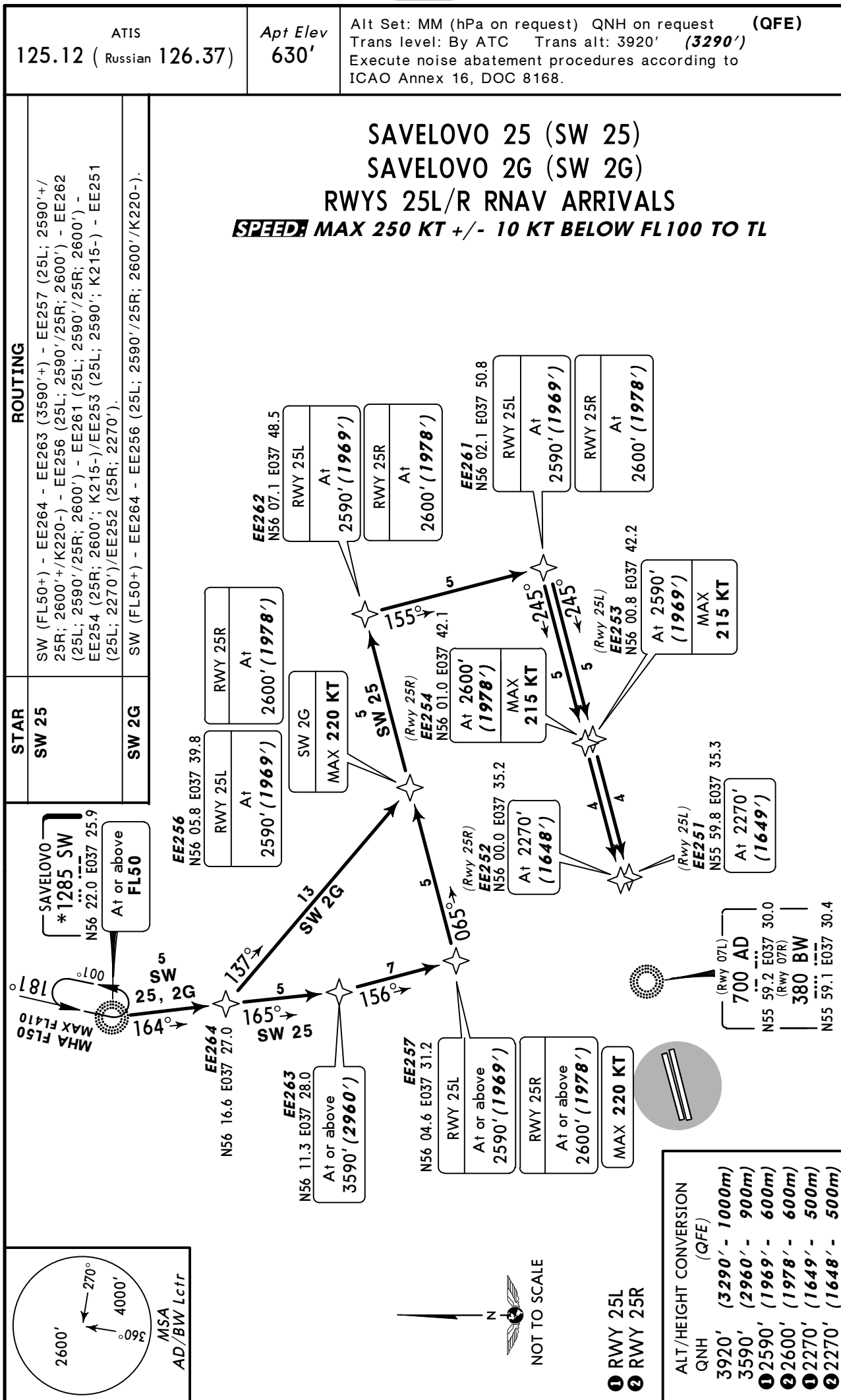


Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

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



STAR	ROUTING
OKLIT 25	OKLIT (FL50) - EE259 (FL50) - EE258 (4570'+) - EE257 (25L; 2590'+/25R 2600'+/K220-) - EE256 (25L; 2590'/25R; 2600') - EE262 (25L; 2590'/25R; 2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2590'; K215-) - EE251 (25L; 2270')/EE252 (25R; 2270').
OKLIT 2G	OKLIT (FL50) - EE259 (FL50) - EE258 (4570+) - EE257 (25L; 2590'+/25R 2600'/K220-) - EE256 (25L; 2590'/25R; 2600'/K220-).
UM 25	UM (FL50) - EE258 (4570+) - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (25L; 2590'/25R; 2600') - EE262 (25L; 2590'/25R; 2600') - EE261 (25L; 2590'/25R; 2600') - EE254 (25R; 2600'; K215-)/EE253 (25L; 2590'; K215-) - EE251 (25L; 2270')/EE252 (25R; 2270').
UM 2G	UM (FL50+) - EE258 (4570+) - EE257 (25L; 2590'+/25R; 2600'+/K220-) - EE256 (25L; 2590'/25R; 2600'/K220-).

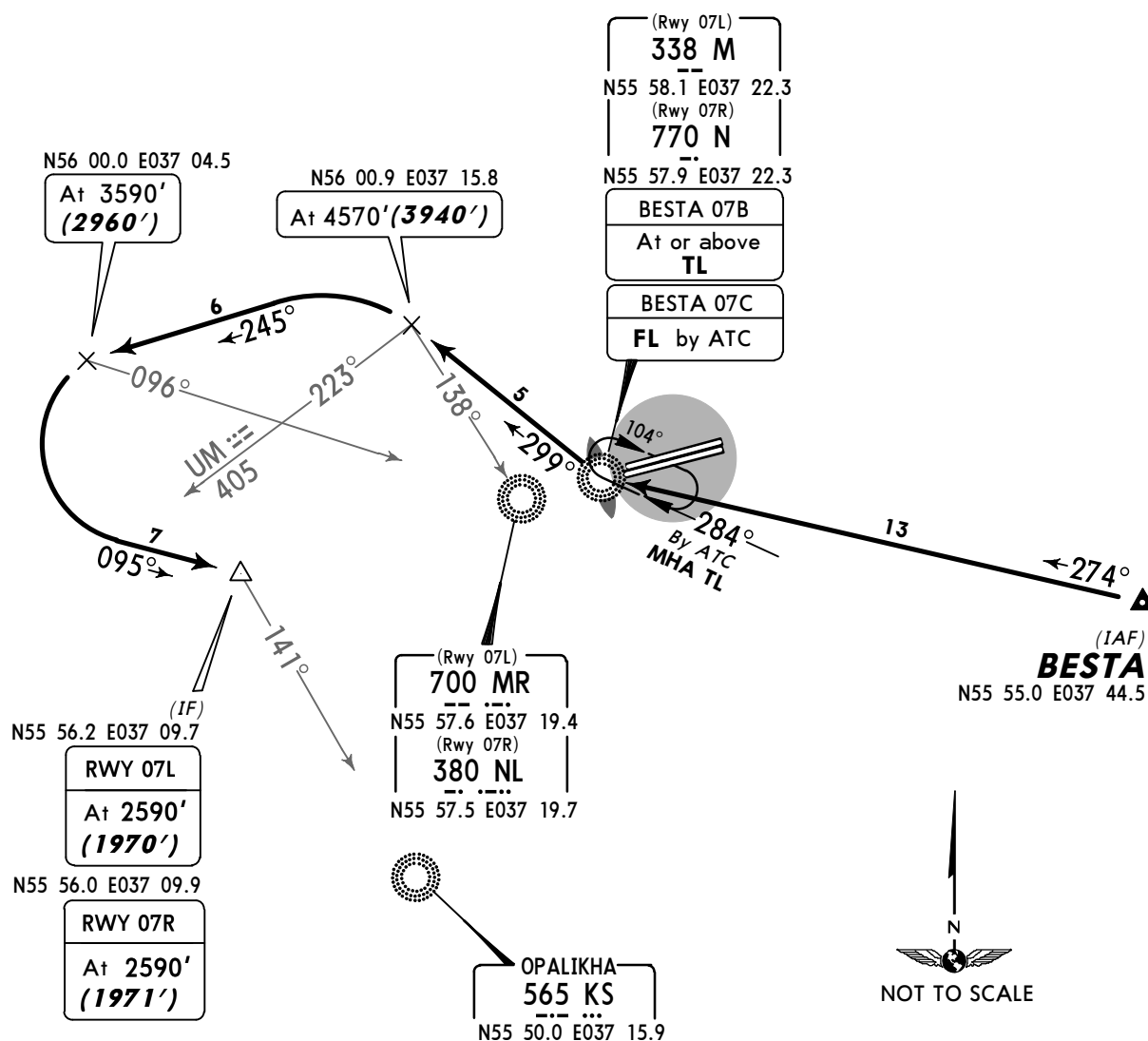
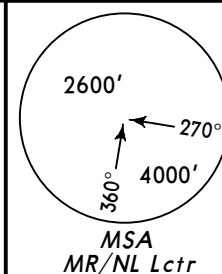


ATIS
125.12 (Russian 126.37)

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.

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

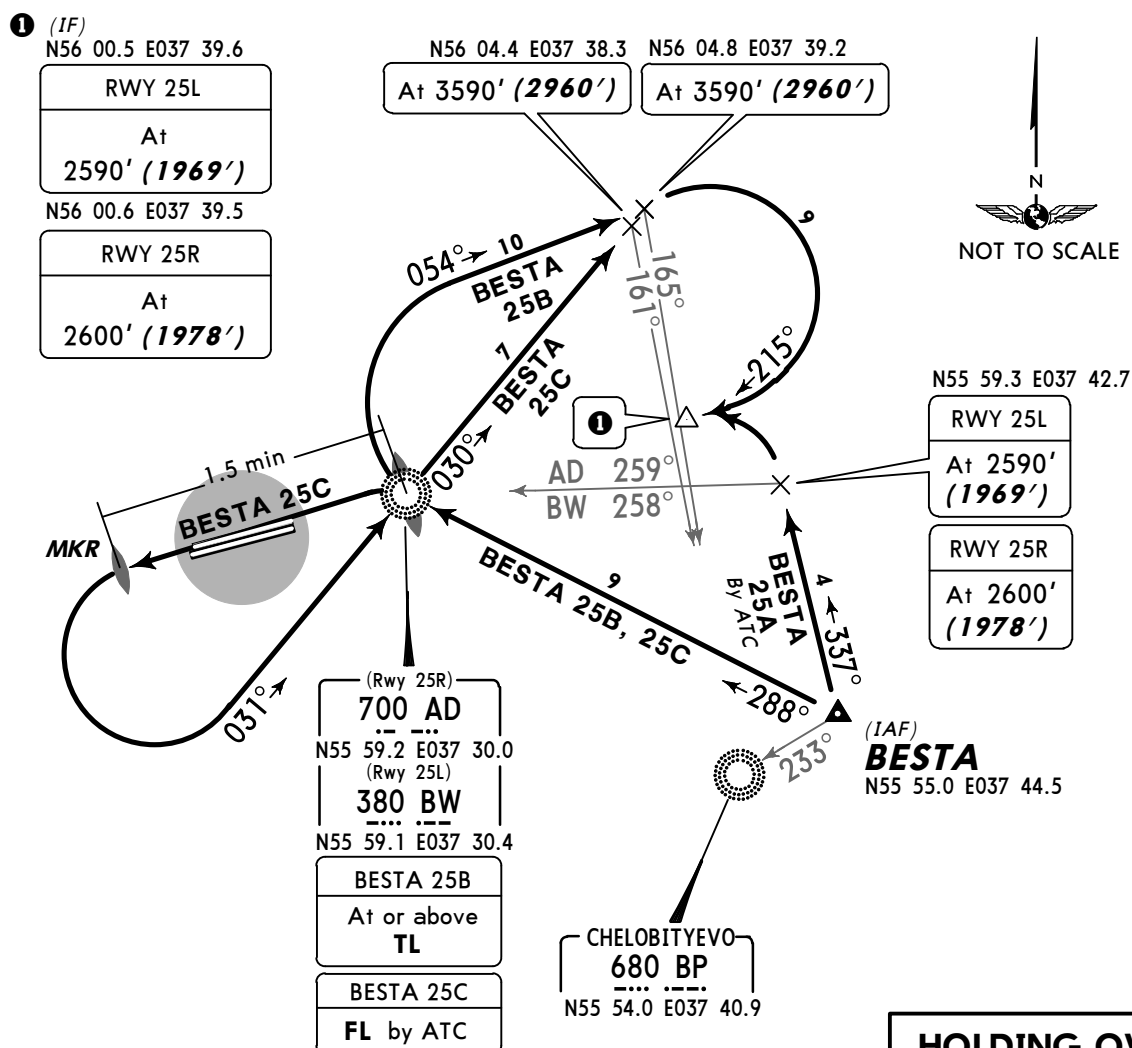
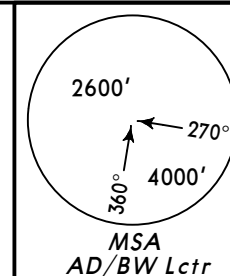
STAR	ROUTING
BESTA 07B	On 274° bearing to M/N, turn RIGHT, 299° bearing, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
BESTA 07C	On 274° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing 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
BESTA 25A By ATC	On 337° track, at 259° bearing to AD/258° bearing to BW turn LEFT, 245° track, intercept final.
BESTA 25B	On 288° bearing to AD/BW, turn RIGHT, 054° track, at 165° bearing to BP turn RIGHT, 215° track, intercept final.
BESTA 25C	On 288° bearing to AD/BW, 245° bearing for 1.5 min, turn LEFT, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW, at 161° bearing to BP turn RIGHT, 215° track, intercept final.

ATIS
125.12 (Russian 126.37)

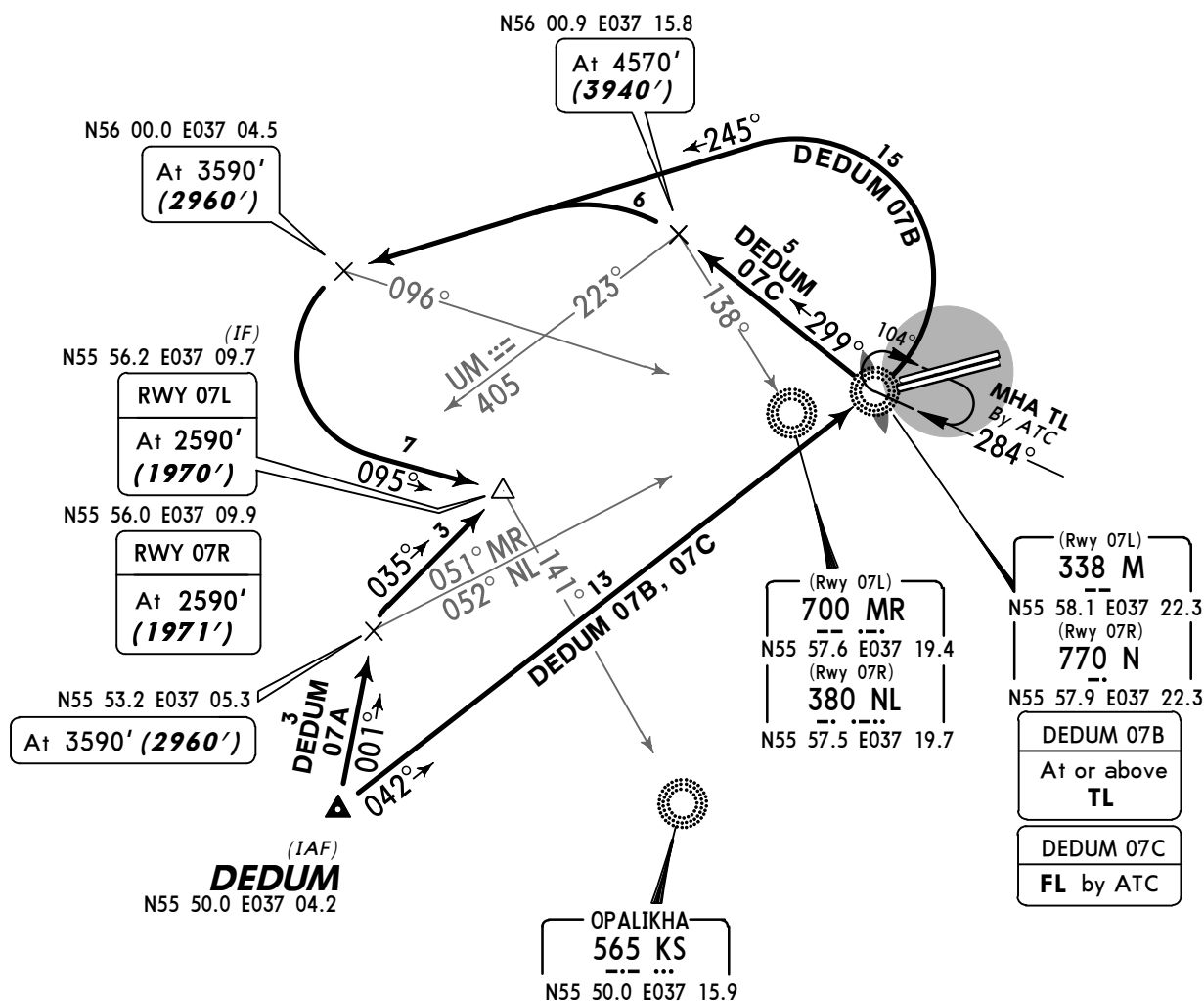
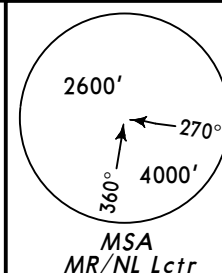
Apt Elev
630'

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

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

BY ATC

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



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

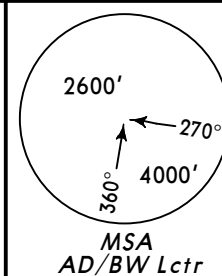
Apt Elev
630'

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

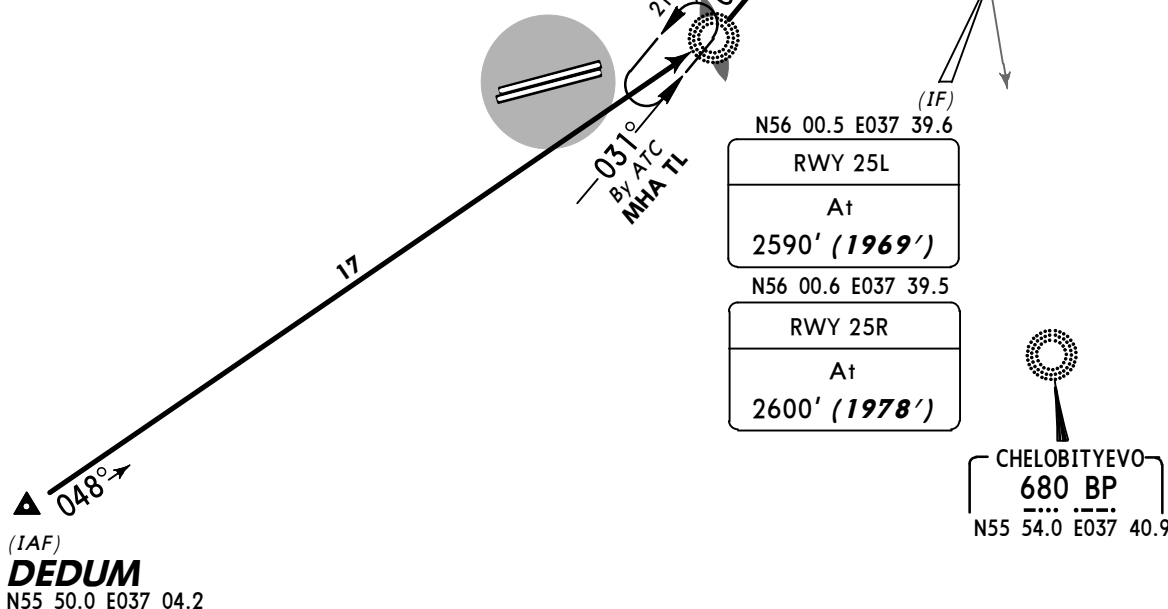
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(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

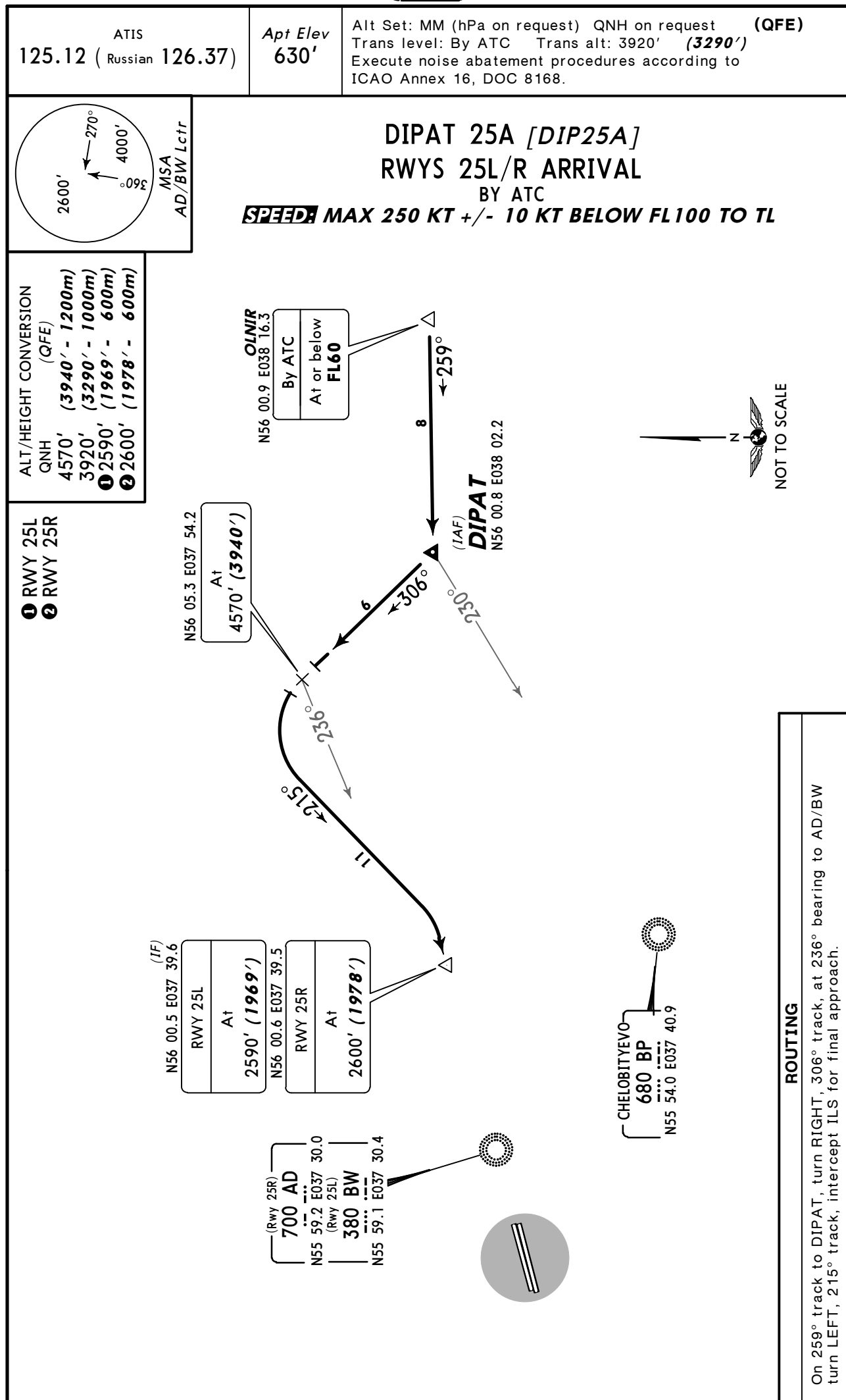
N56 04.4 E037 38.3
At 3590' (2960')



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

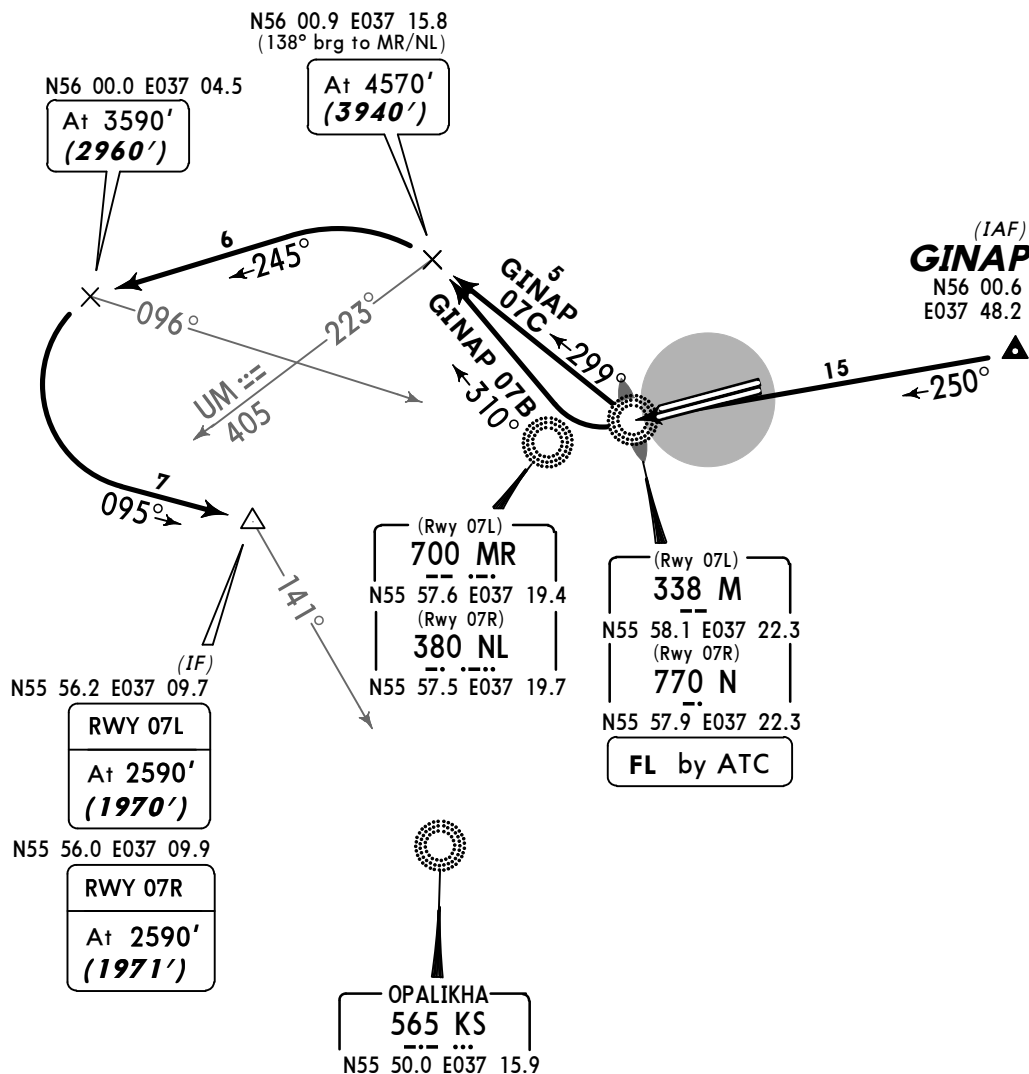
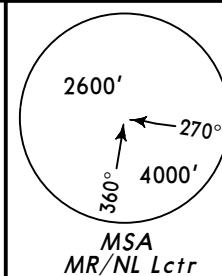
① RWY 25L
② RWY 25R

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.



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

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



A diagram showing a closed loop with a shaded region. The loop is labeled TL . The angle between the two branches of the loop is 104° . The angle between the two branches of the loop is 284° .



① RWY 07L
② RWY 07R

ALT/HEIGHT CONVERSION

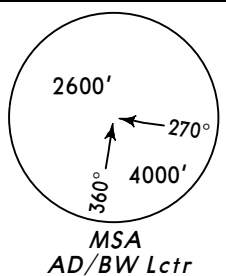
QNH	(QFE)
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2590'	(1971' - 600m)

STAR	ROUTING
GINAP 07B	On 250° bearing to M/N, turn RIGHT, 310° track, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
GINAP 07C	On 250° bearing to M/N, enter holding pattern. Leave holding pattern on 299° bearing from M/N, at 223° bearing to UM turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

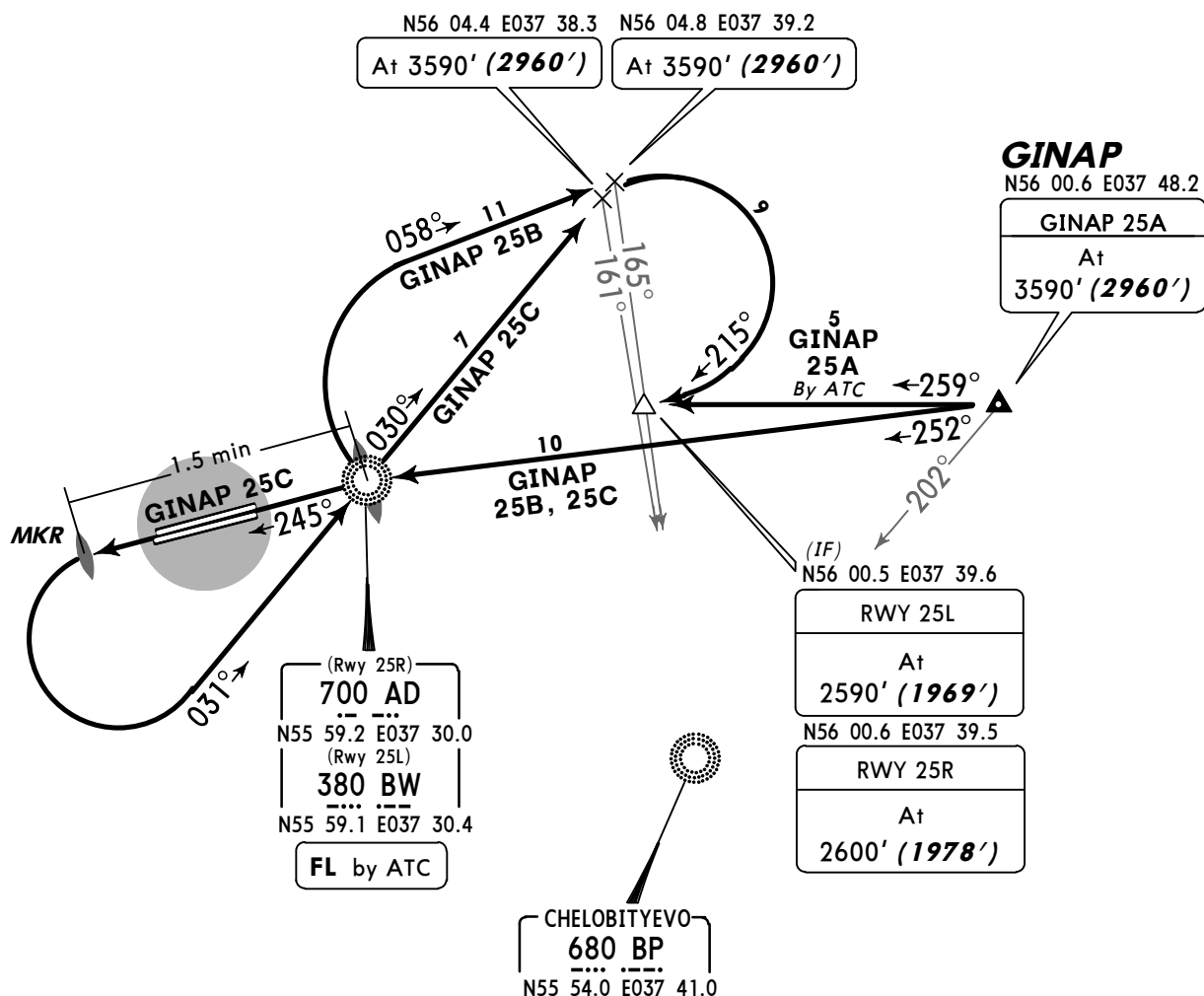
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.



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

RWYS 25L/R ARRIVALS

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



ALT/HEIGHT CONVERSION

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

① RWY 25L
② RWY 25R



HOLDING OVER
AD/BW
By ATC



STAR

ROUTING

GINAP 25A
By ATC

On 259° track to intercept final.

GINAP 25B

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

GINAP 25C

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

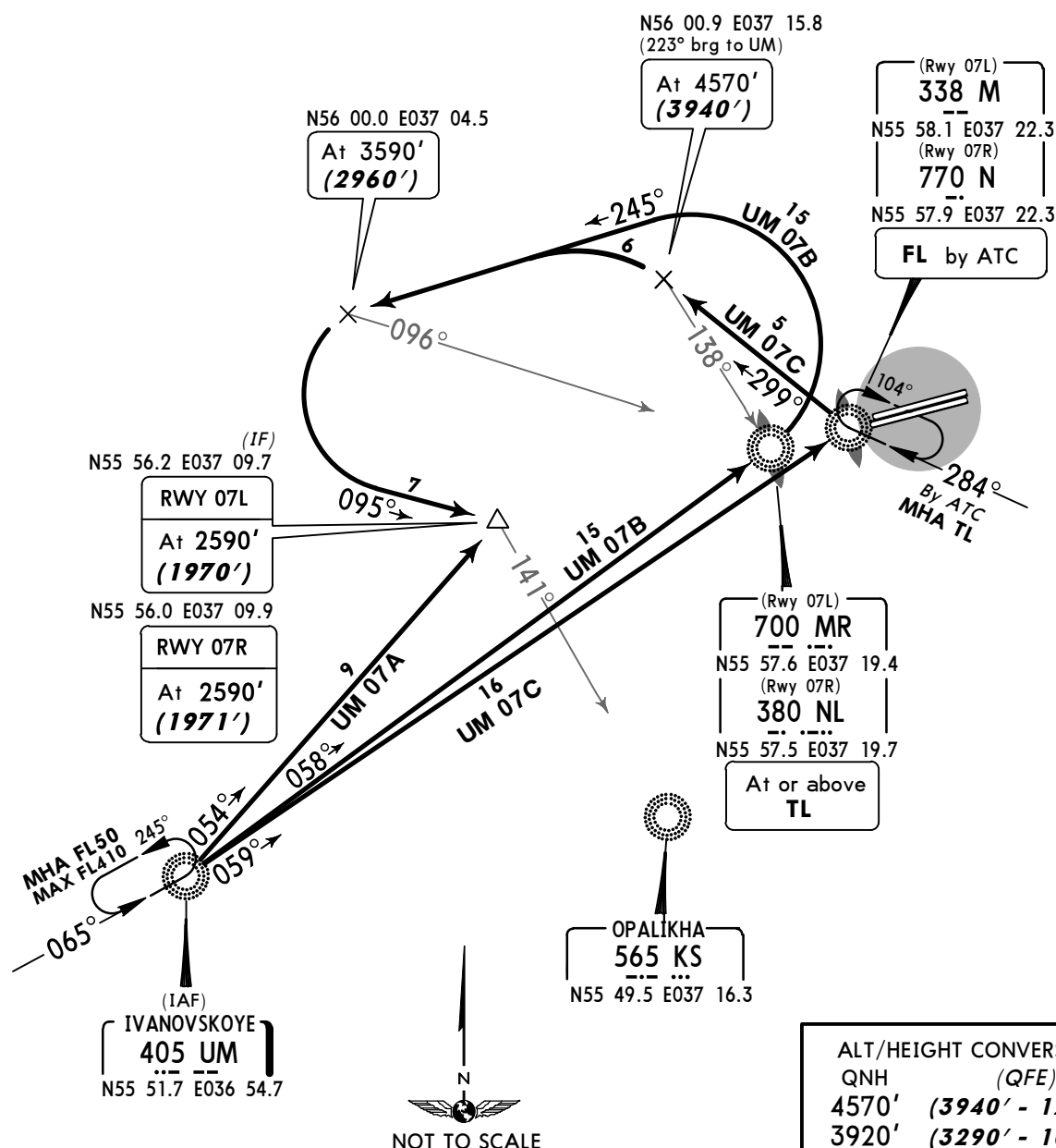
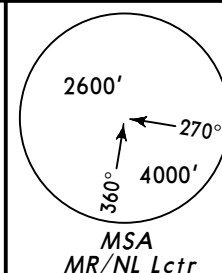
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

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

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



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

- ① RWY 07L
- ② RWY 07R

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

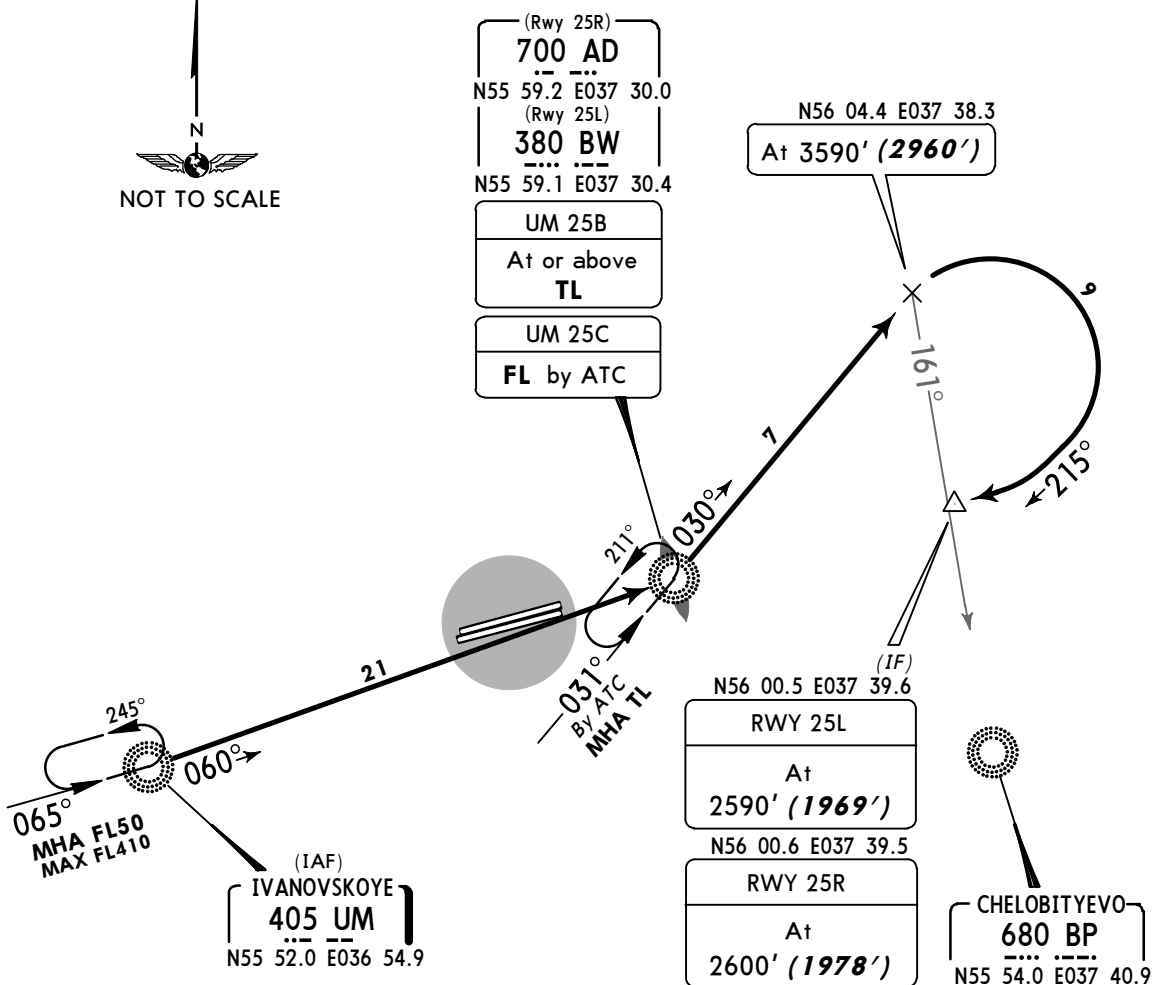
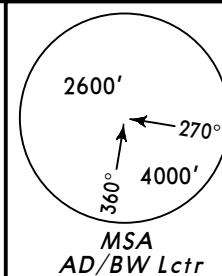
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

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

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



ALT/HEIGHT CONVERSION

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

① RWY 25L
② RWY 25R

STAR

ROUTING

UM 25B

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

UM 25C

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

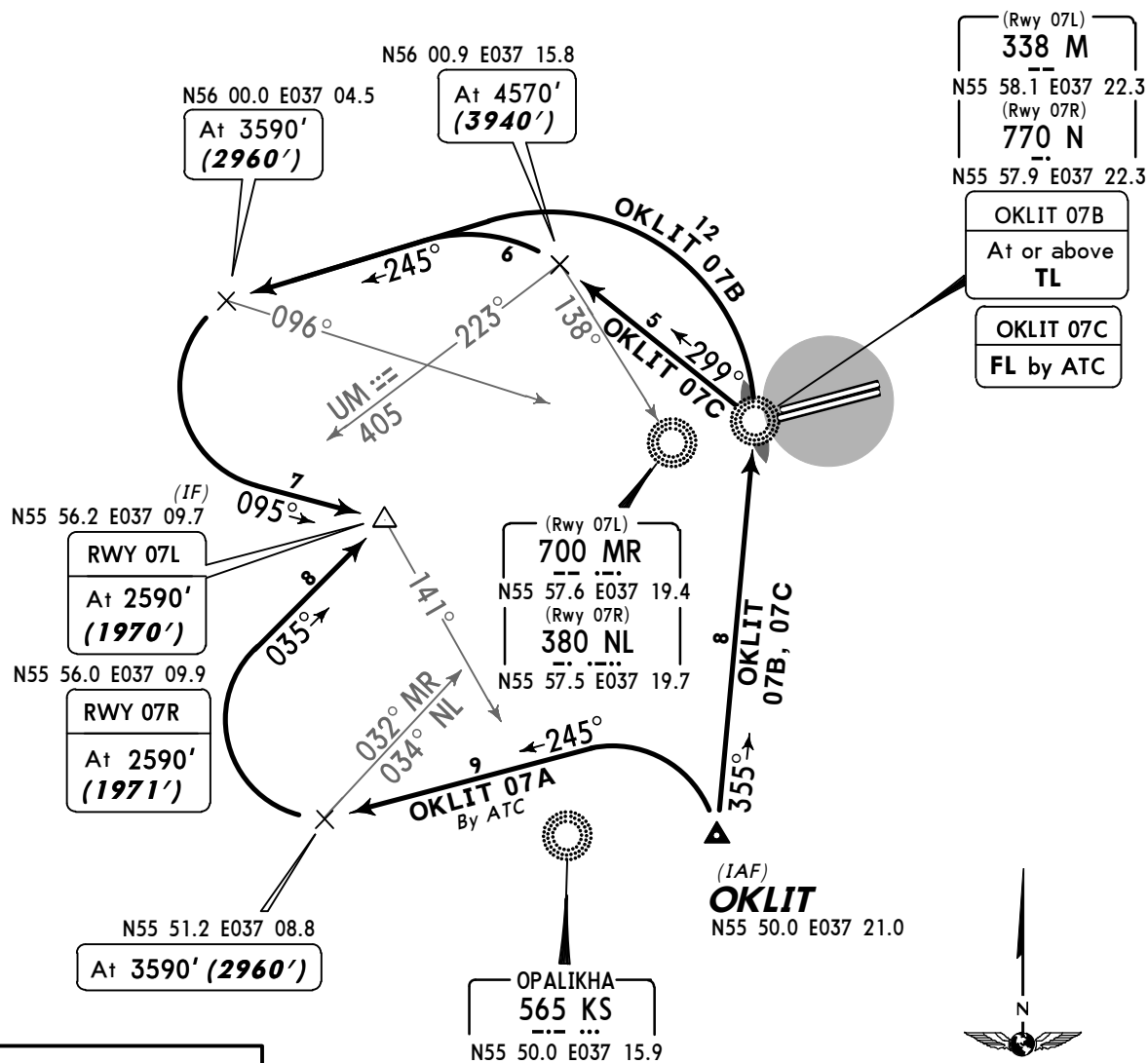
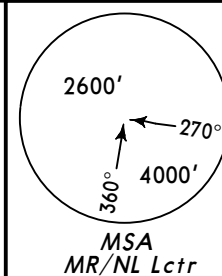
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

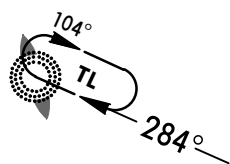
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

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

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



**HOLDING OVER
M/N
By ATC**



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

- ① RWY 07L
- ② RWY 07R

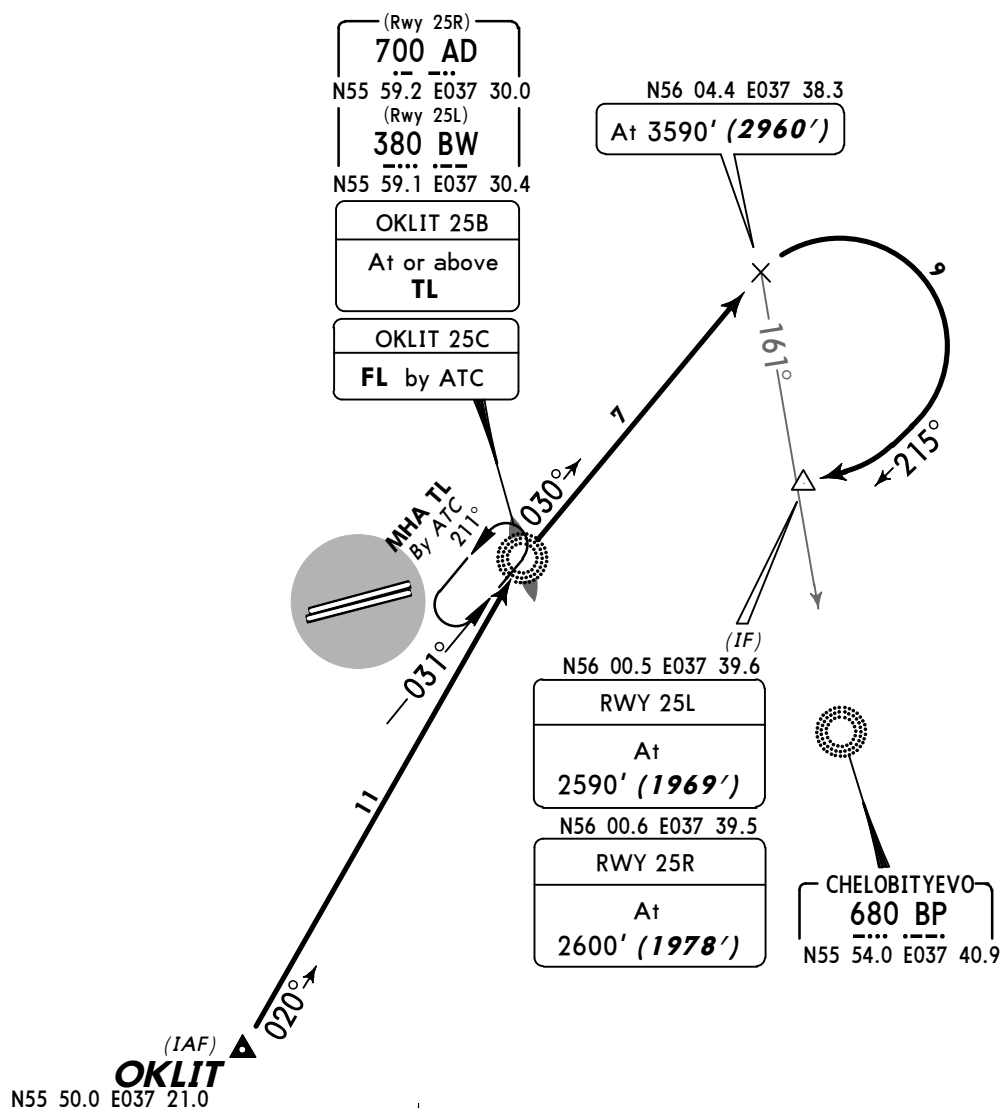
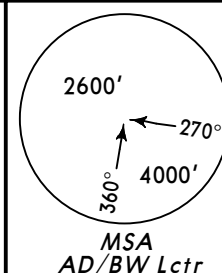
STAR	ROUTING
OKLIT 07A By ATC	Turn LEFT, 245° track, at 032° bearing to MR/034° bearing to NL turn RIGHT, 035° track, intercept ILS.
OKLIT 07B	On 355° bearing to M/N, turn LEFT, 245° track, at 096° bearing to MR/NL turn LEFT, 095° track, then carry out instrument approach procedure.
OKLIT 07C	On 355°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

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

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



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

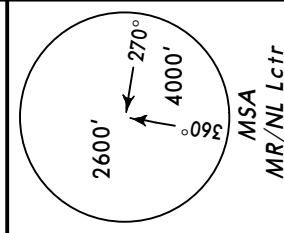
OKLIT 25B	On 020° bearing to AD/BW, 030° bearing, at 161° bearing to BP turn RIGHT, 215° track, intercept final.
OKLIT 25C	On 020° bearing to AD/BW, enter holding pattern. Leave holding pattern on 030° bearing from AD/BW, at 161° bearing turn RIGHT, 215° track, intercept final.

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')

COMMUNICATION FAILURE RWYS 07L/R AFTER ENTERING MOSCOW AREA

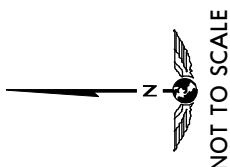


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2590' (1971' - 600m)

① RWY 07L
② RWY 07R

(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



GINAP
N56 00.6 E037 48.2

BESTA
N55 55.0 E037 44.5

(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

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')

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

095°

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')

IVANOVSKOYE
405 UM
N55 52.0 E036 54.9

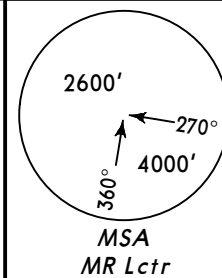
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (**3290'**)

MSA
AD/BW Lctr



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 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)



KOSTINO
642 KN
N56 18.0 E037 42.9

EE701
N56 01.9 E037 36.0

BESTA 3G
MAX
215 KT

At or above
1020' (400')

700 MR
N55 57.6 E037 19.4

BESTA
N55 55.0 E037 44.5
At or above
FL40

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

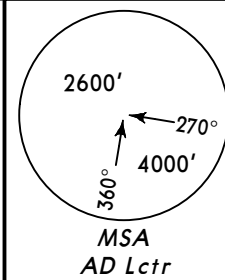
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2960')

SID	ROUTING
BESTA 3G	DER07L - (1020'+) - EE701 (K215-) - BESTA (FL40+).
KN 3G	DER07L - (1020'+) - EE701 - KN.

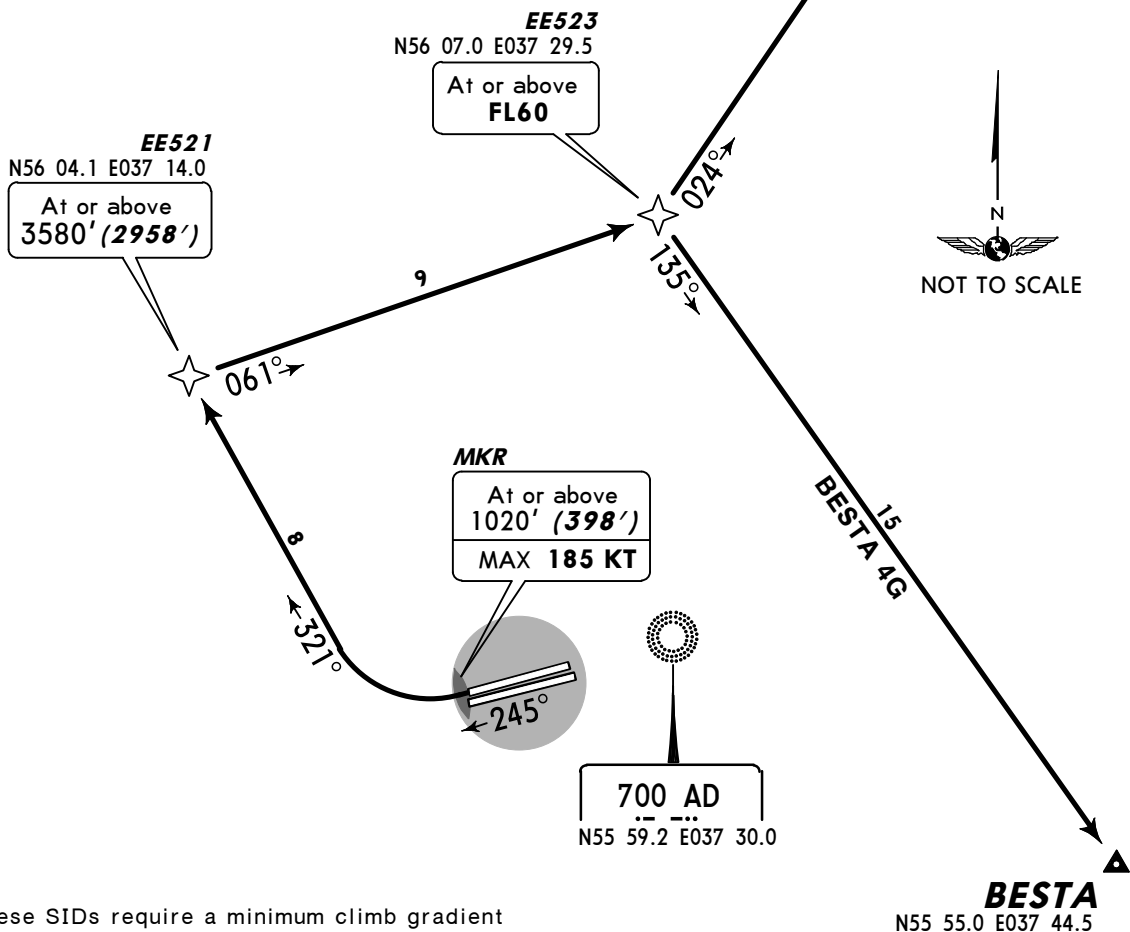
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
--------------------------------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

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



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

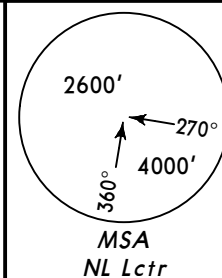
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2958')

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

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
--------------------------------	------------------	--

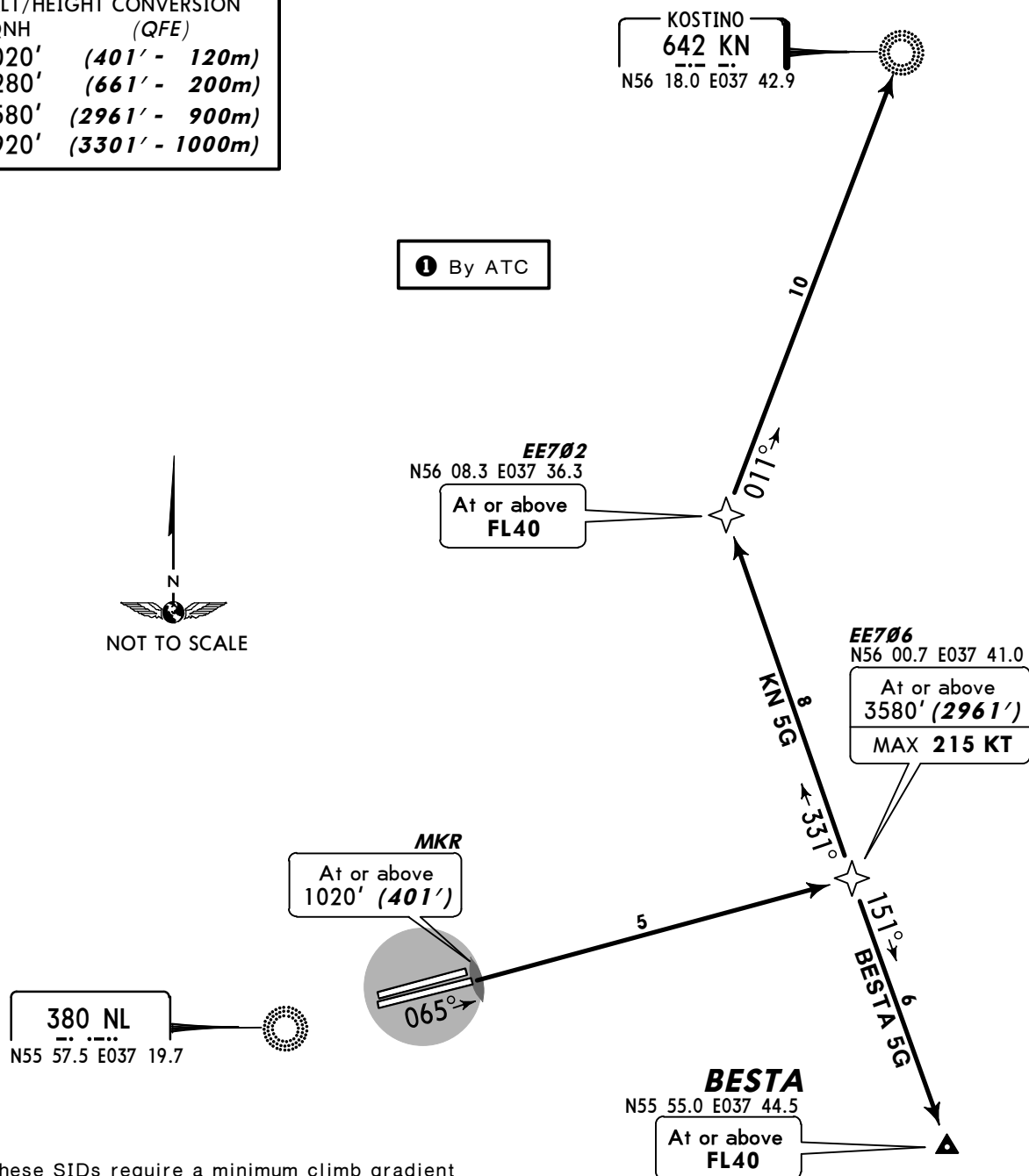
BESTA 5G [BEST5G]●, KOSTINO 5G (KN 5G)
RWY 07R RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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').

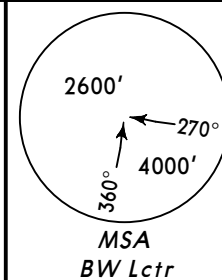
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2961')

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

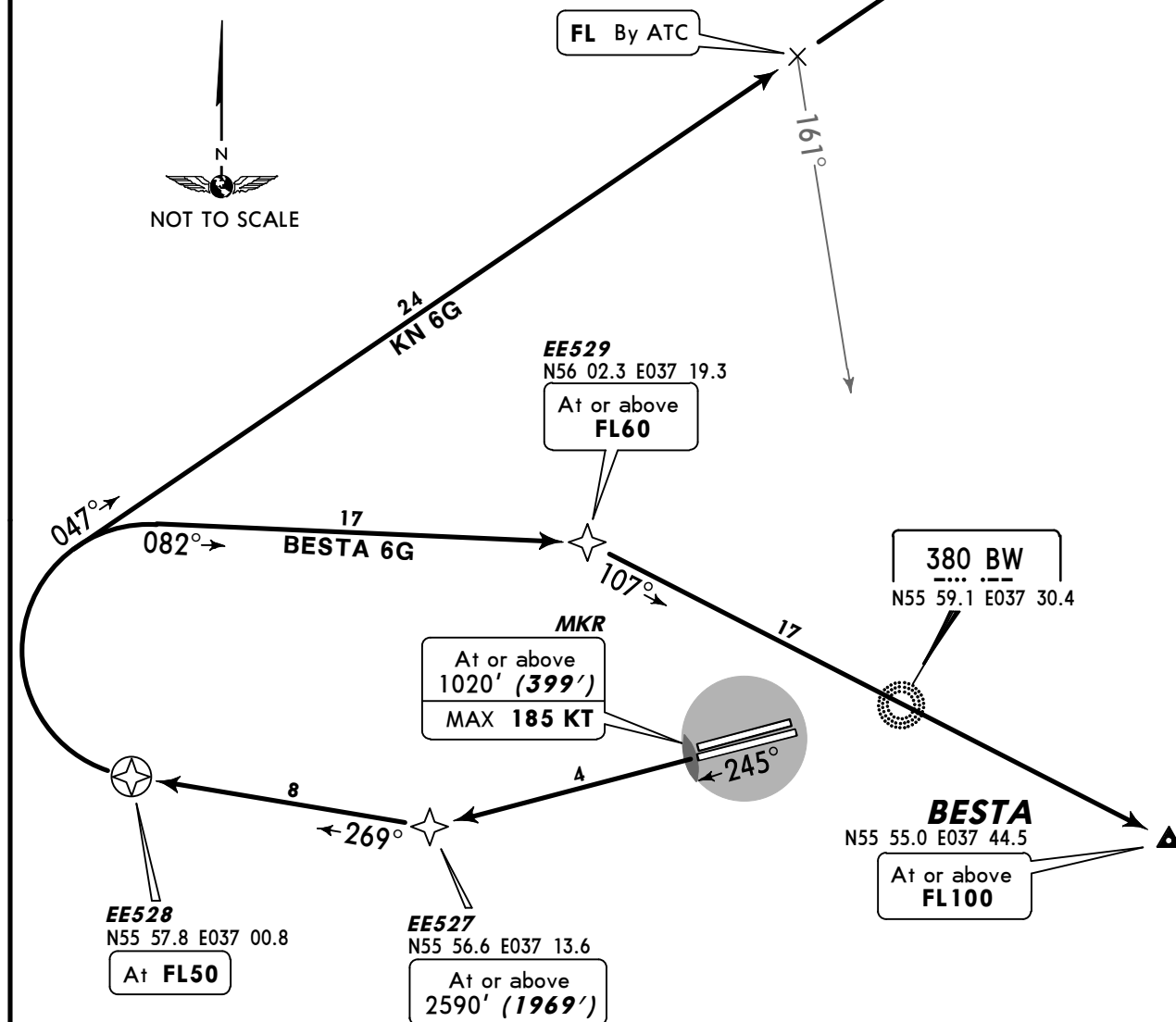
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
--------------------------------	------------------	--

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)

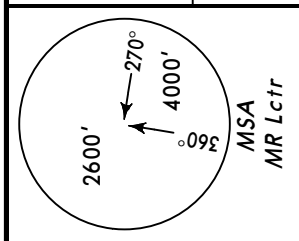
KOSTINO
642 KN
N56 18.0 E037 42.9



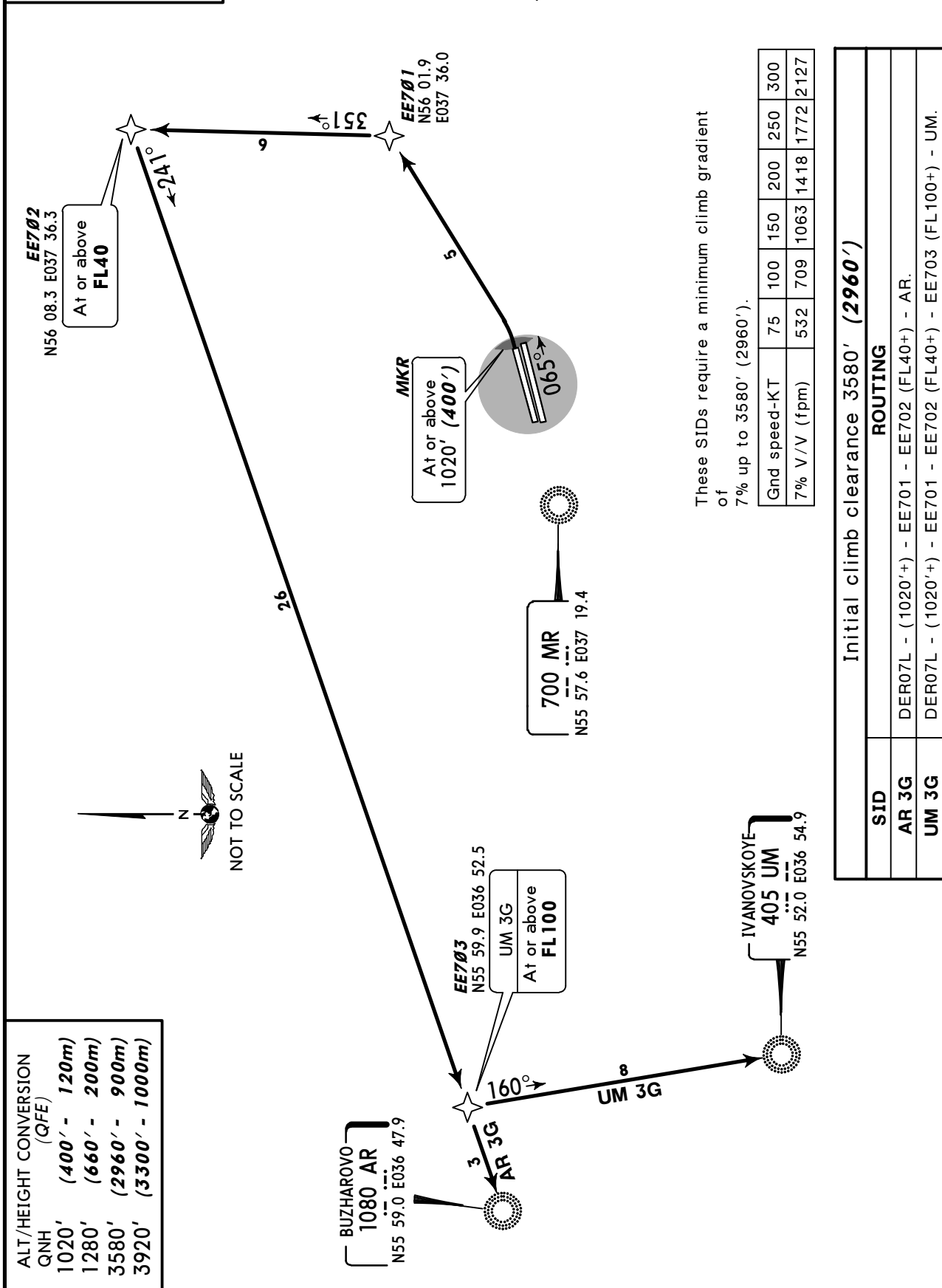
Initial climb clearance 3580' (2959')

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

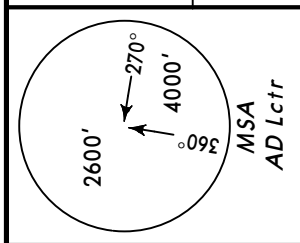
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
--------------------------------	------------------	--



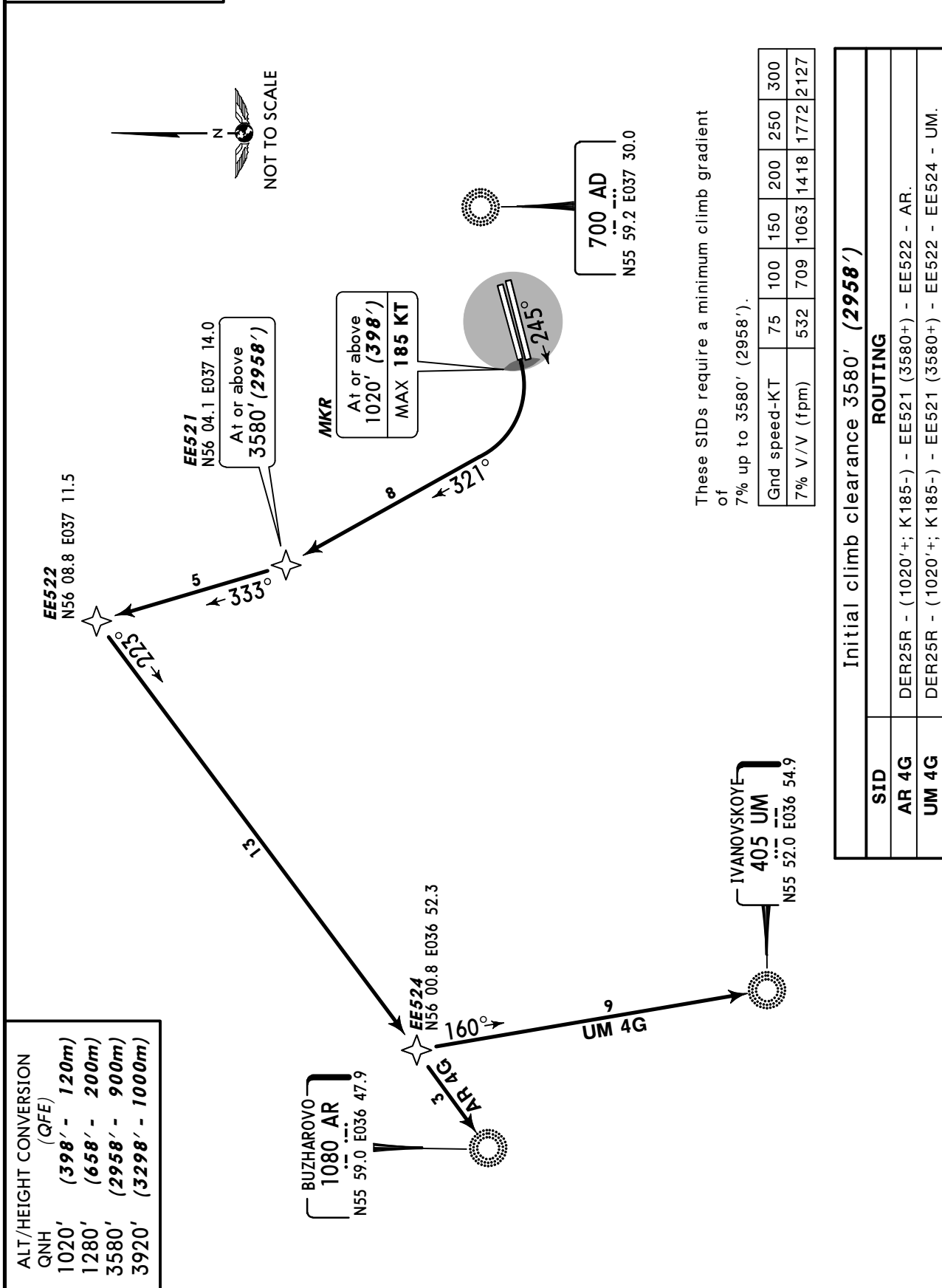
**BUZHAROVO 3G (AR 3G)
IVANOVSKOYE 3G (UM 3G)
RWY 07L RNAV DEPARTURES**
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL

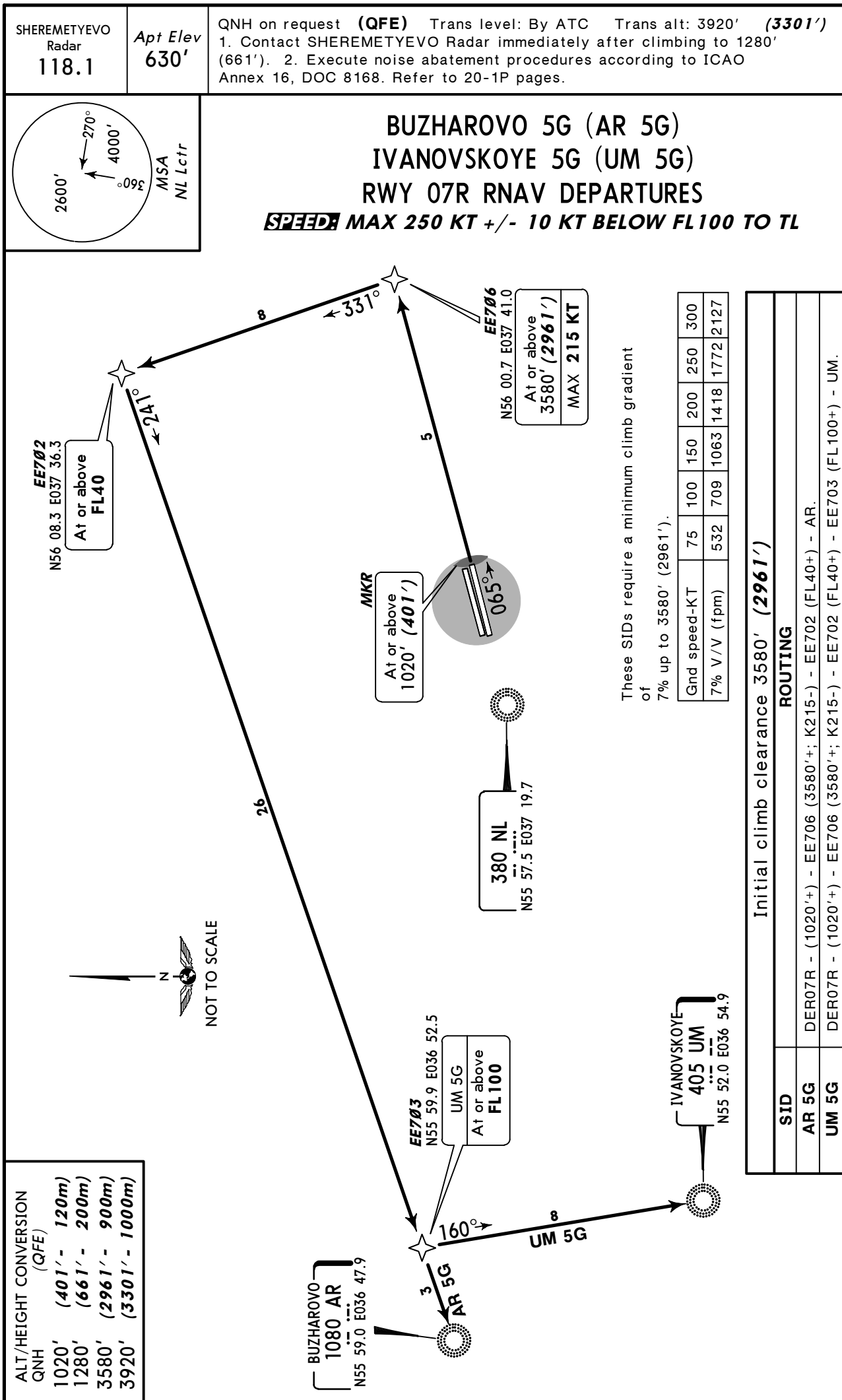


SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
--------------------------------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



BUZHAROVO 4G (AR 4G)
IVANOVSKOYE 4G (UM 4G)
RWY 25R RNAV DEPARTURES
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





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

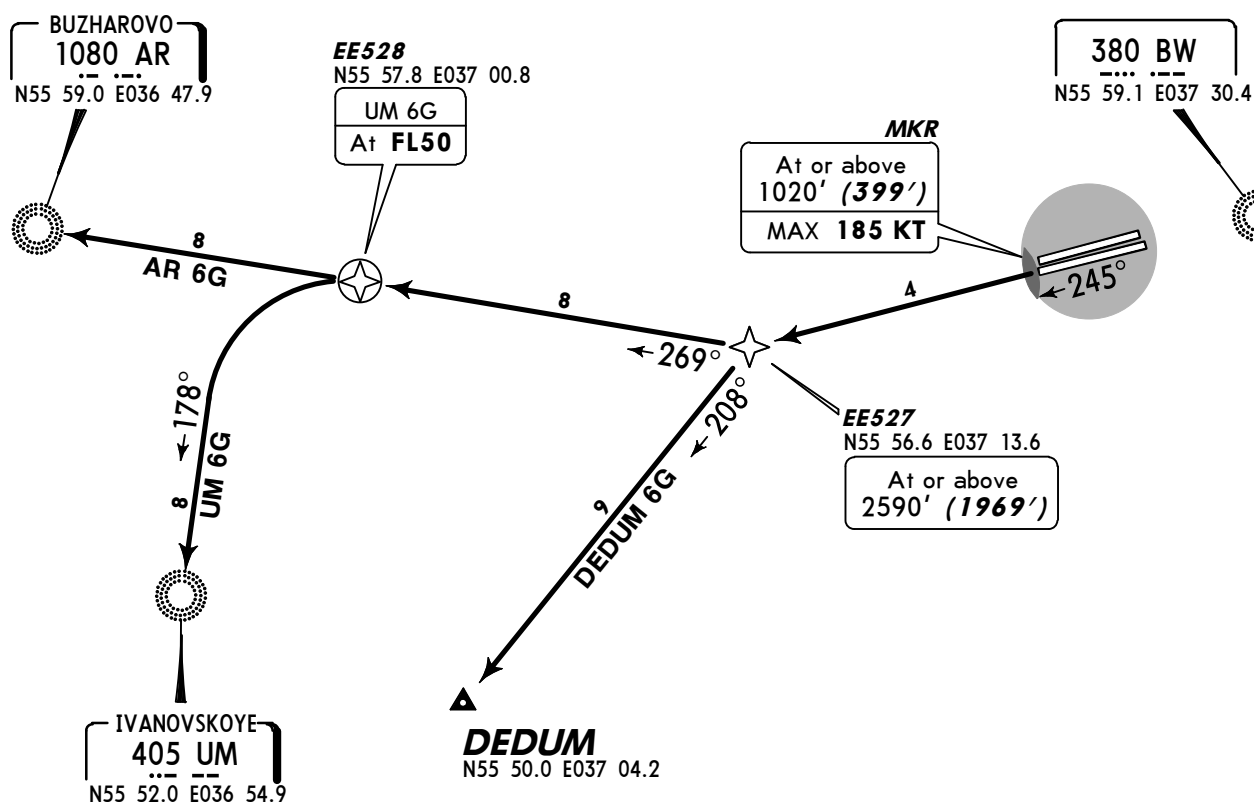
2600'

270°

4000'

360°

MSA
BW Lctr



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 6G①	DER25L - (1020'+; K185-) - EE527 (2590'+) - DEDUM.
UM 6G ①	DER25L - (1020'+; K185-) - EE527 (2590'+) - EE528 (FL50) - UM.

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

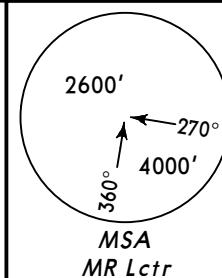
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

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



700 MR
N55 57.6 E037 19.4

N56 00.4 E037 32.2

KN 07D

Turn at or above
1610' (990')

MKR

At or above
1020' (400')

N56 08.8 E037 37.6
At or above
3580' (2960')

N56 01.8 E037 36.1
At or above
3580' (2960')

BESTA

N55 55.0 E037 44.5

At or above
FL50

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

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

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

Initial climb clearance 3580' (2960')

INITIAL CLIMB

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

SID

ROUTING

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

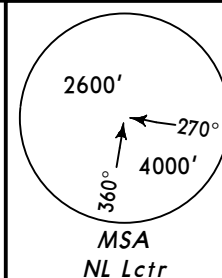
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

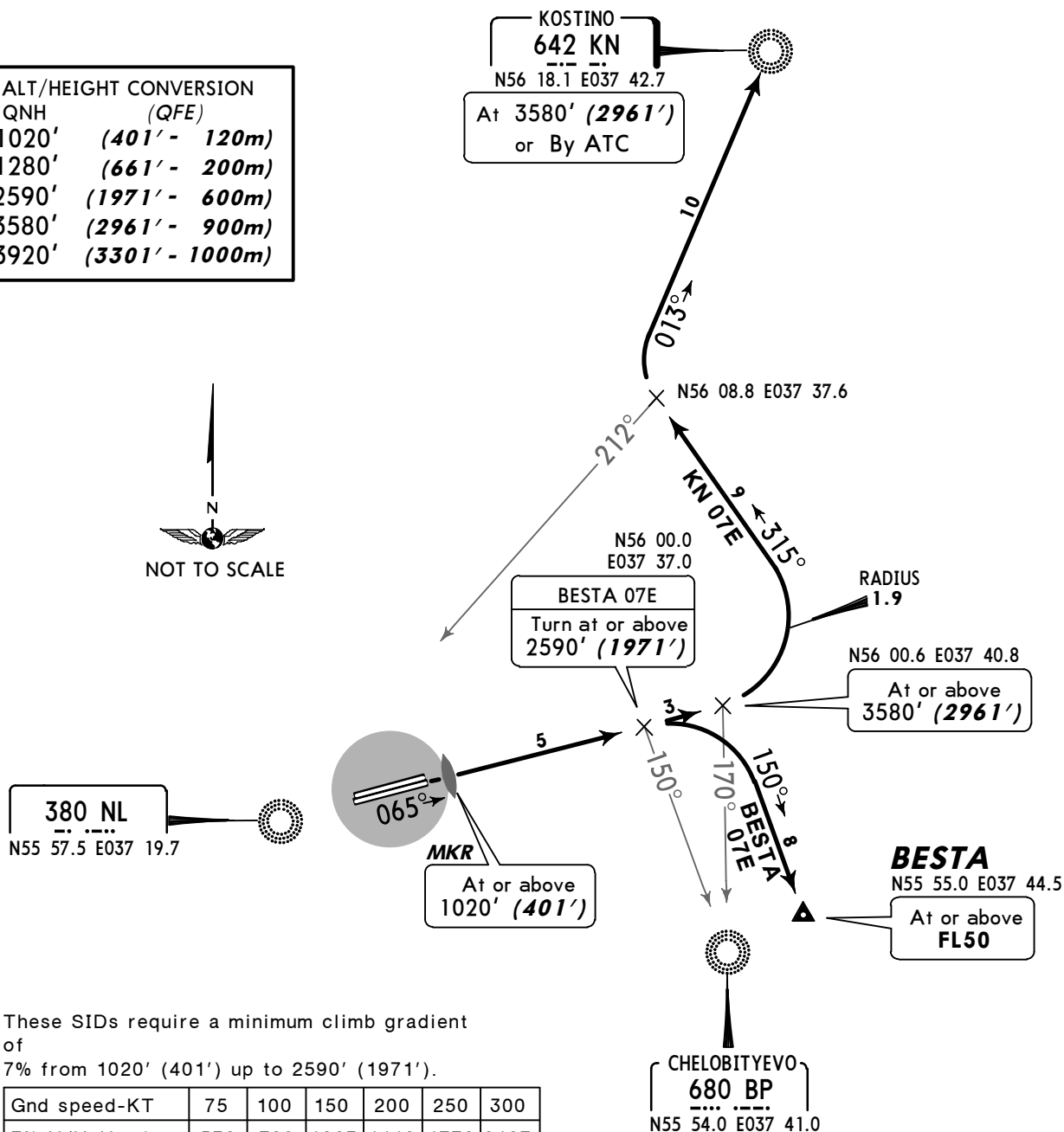
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 07 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.

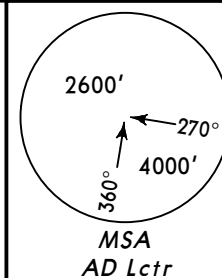
SHEREMETYEVO
Radar
118.1

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.

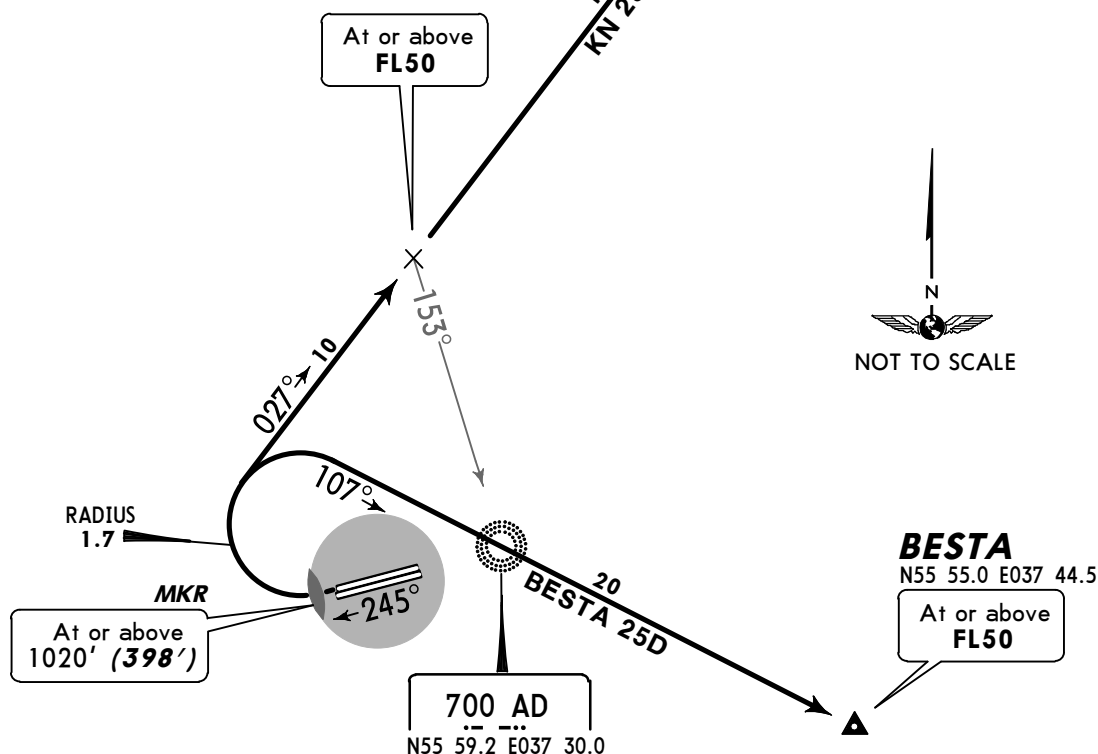
**BESTA 25 DELTA (BESTA 25D) [BES25D]
KOSTINO 25 DELTA (KN 25D)
RWY 25R DEPARTURES**

~~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

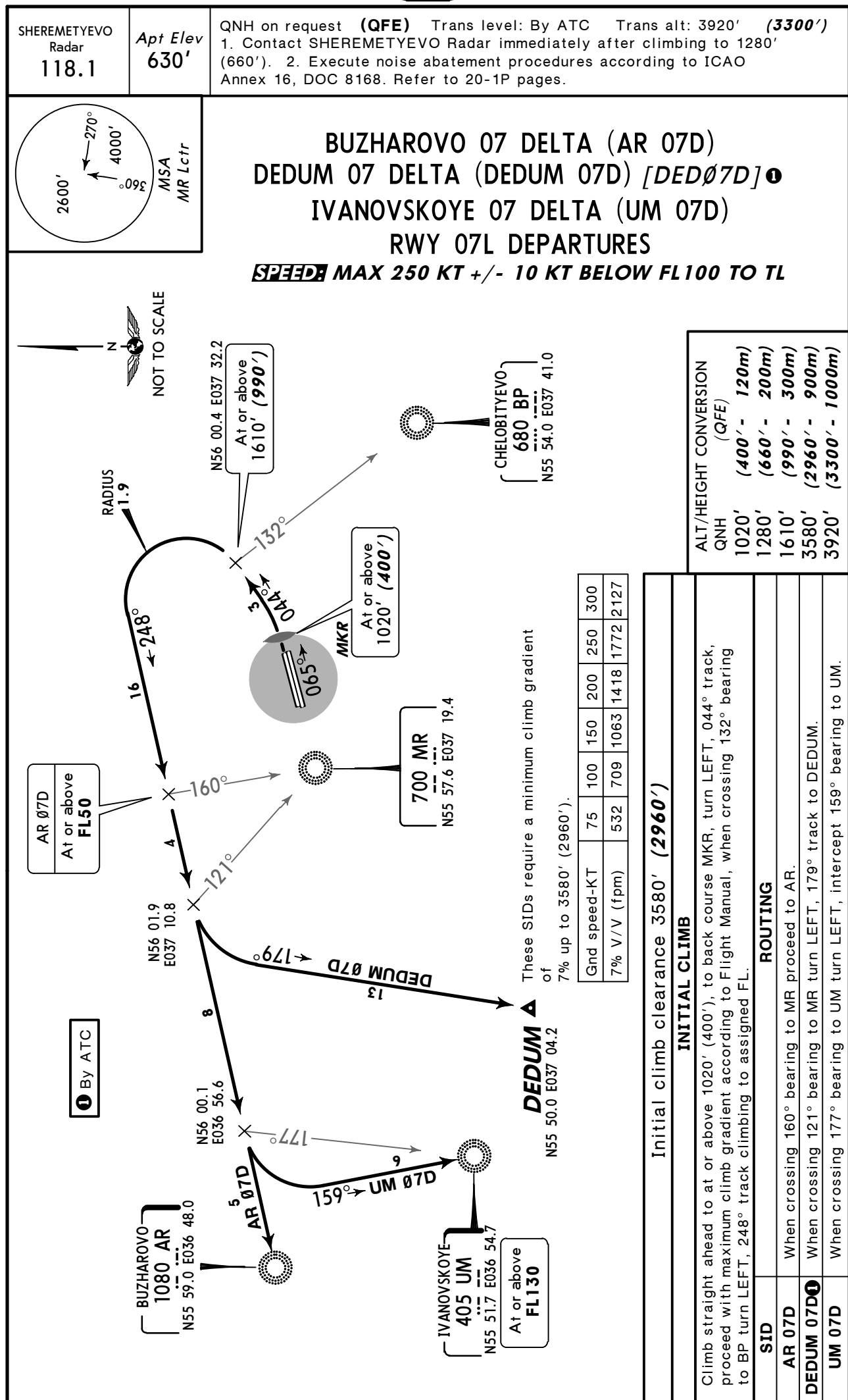
Initial climb clearance 3580' (2958')

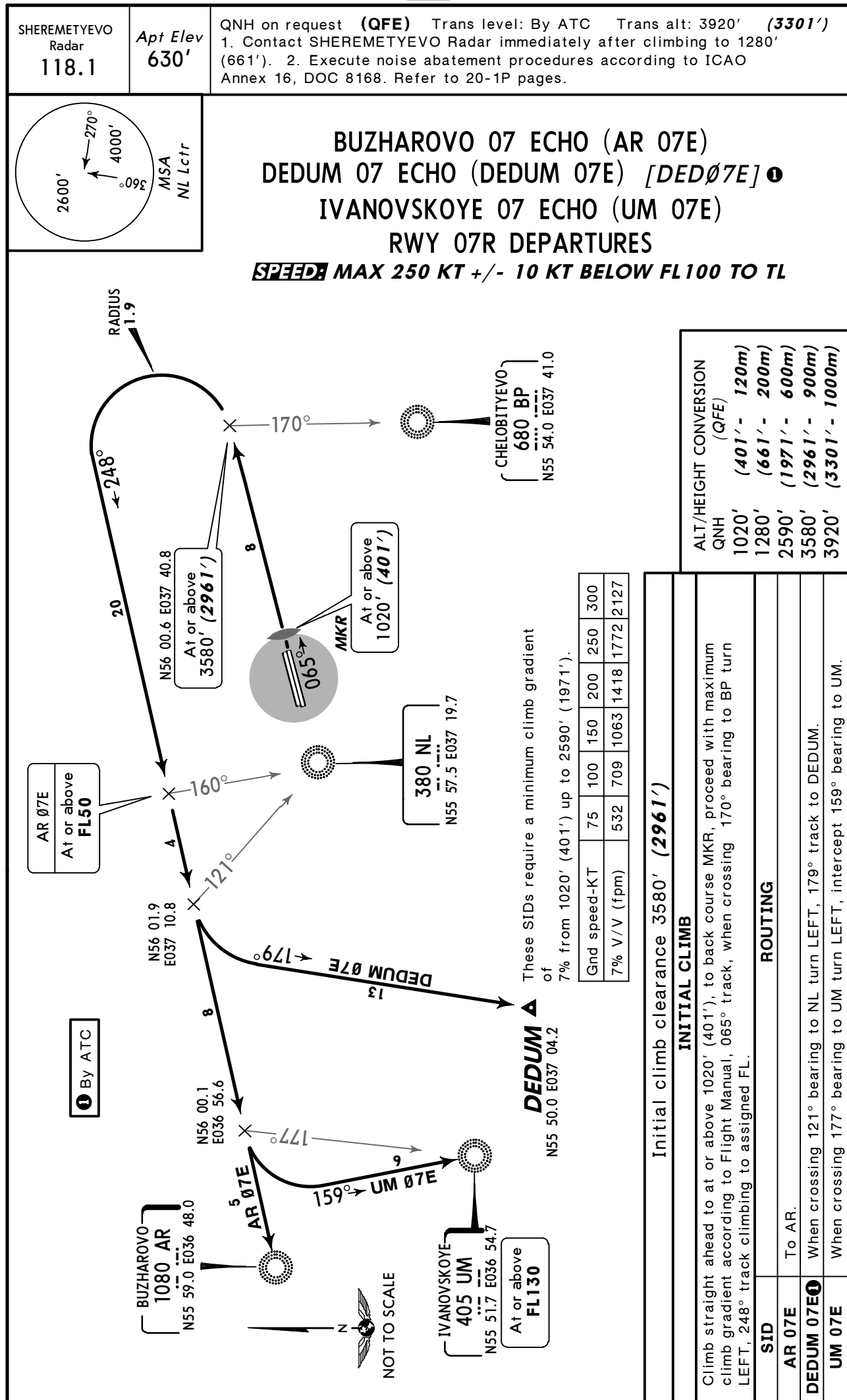
INITIAL CLIMB

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.

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.





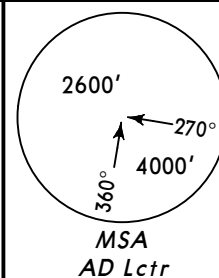
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

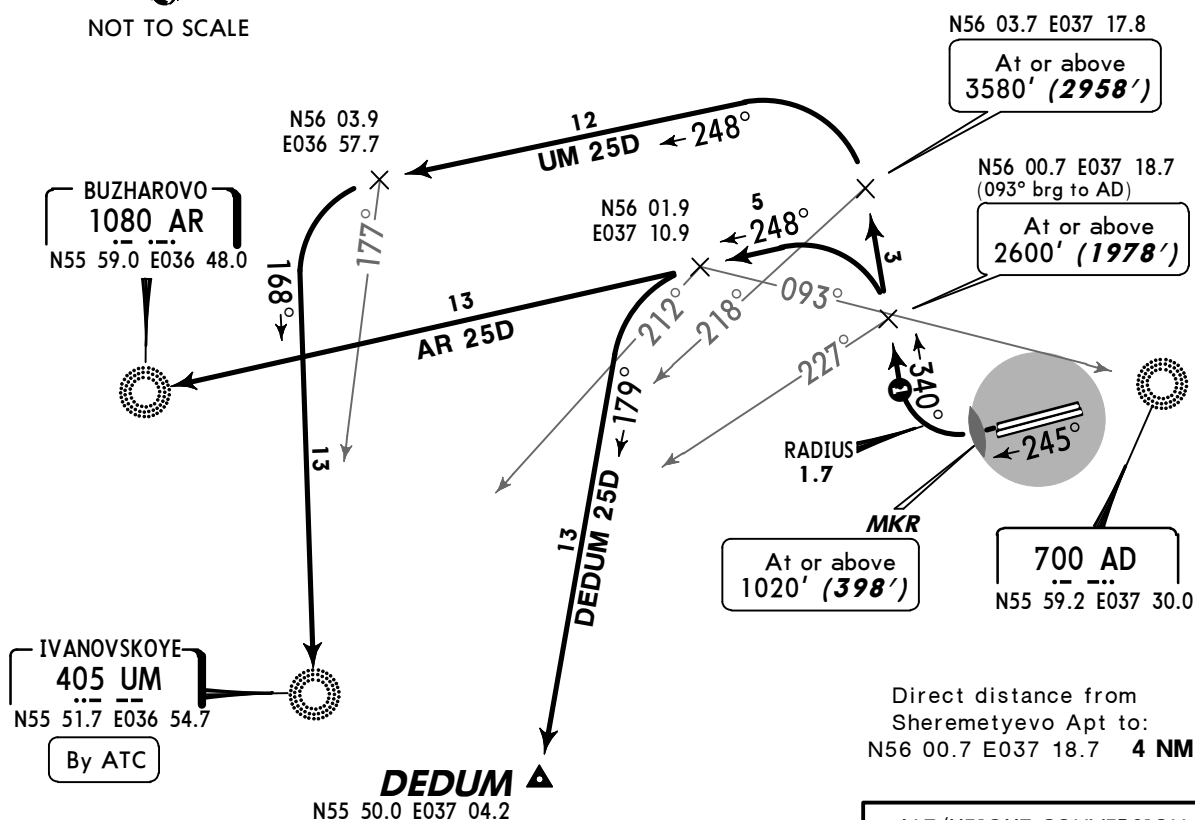
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

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



① 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

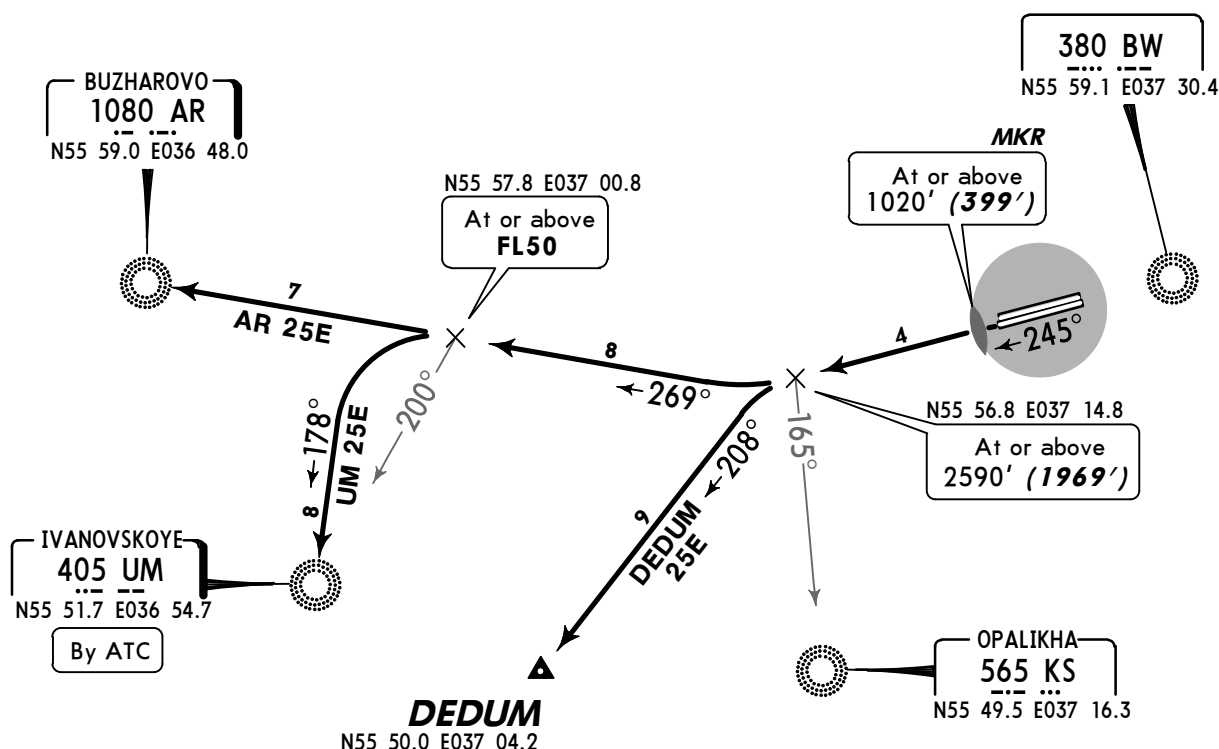
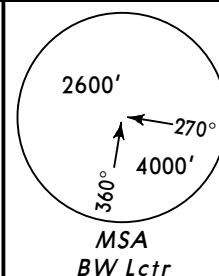
Apt Elev
630'

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



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.

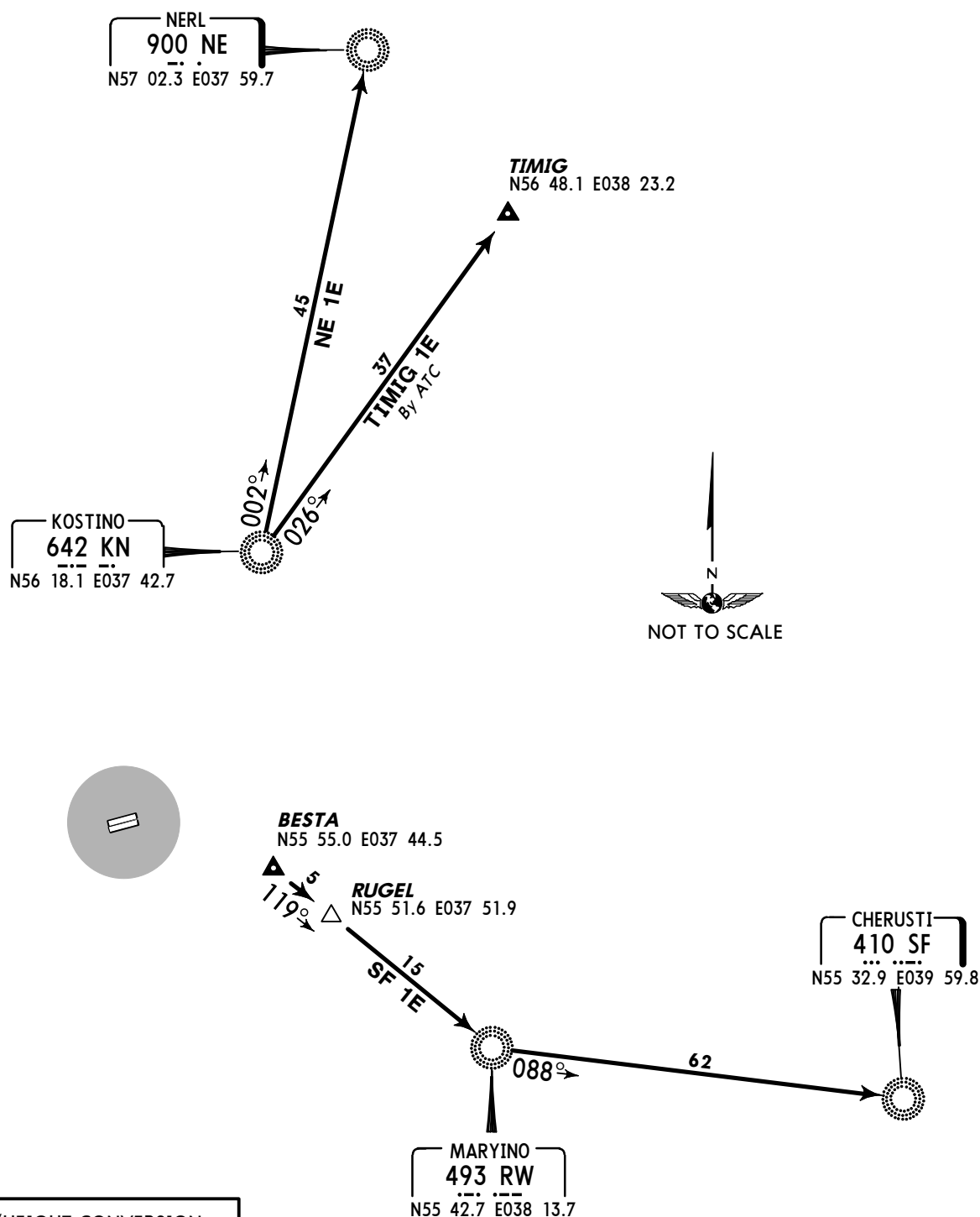
SID	ROUTING
AR 25E	When crossing 165° bearing to KS turn RIGHT, intercept 269° bearing to AR climbing to assigned FL.
DEDUM 25E	When crossing 165° bearing to KS turn LEFT, 208° track to DEDUM climbing to assigned FL.
UM 25E	When crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned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

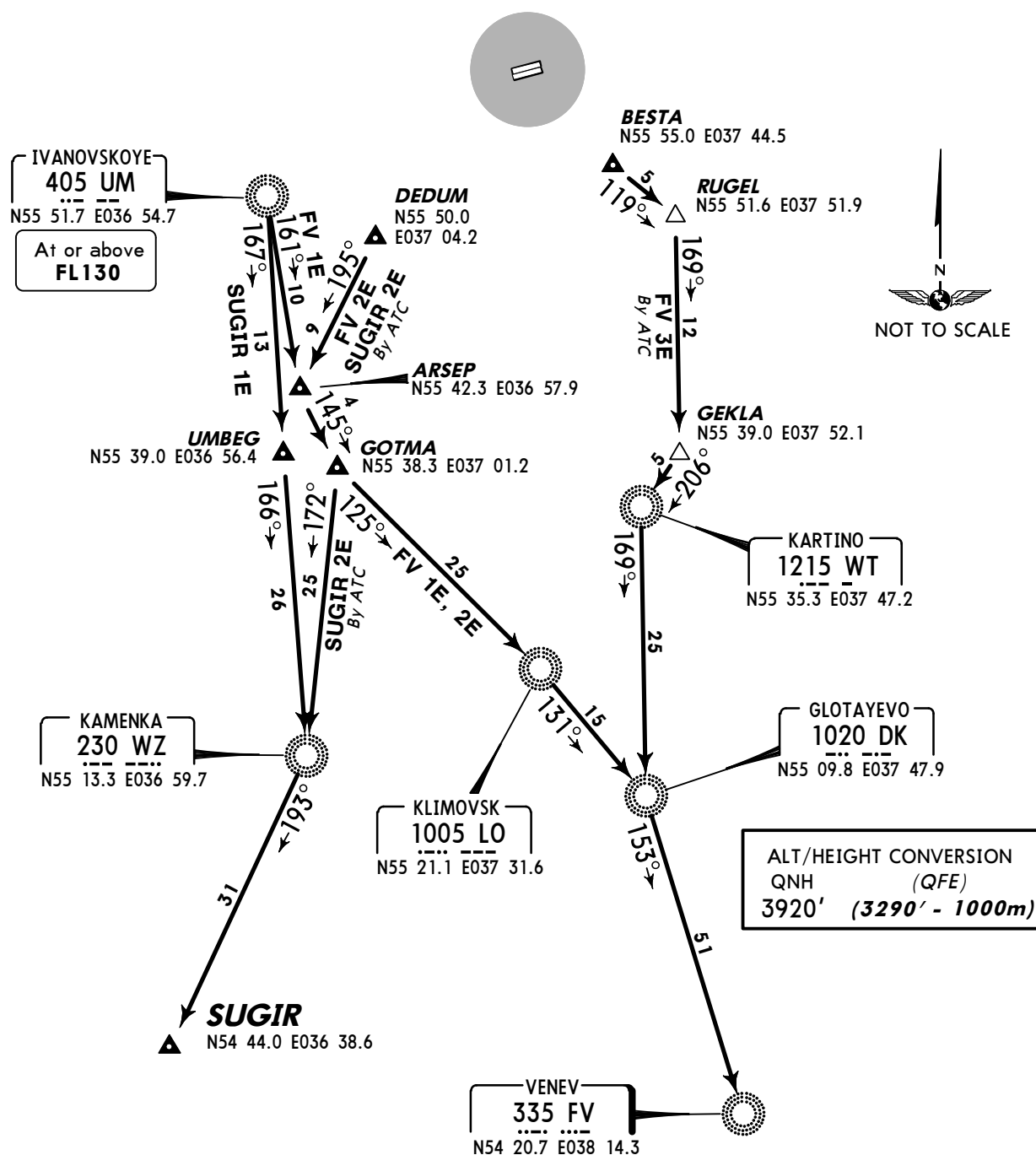
QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

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

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

VENEV 3E (FV 3E)
FROM BESTA

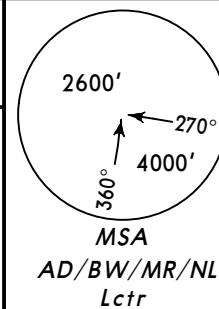
TRANSITIONS



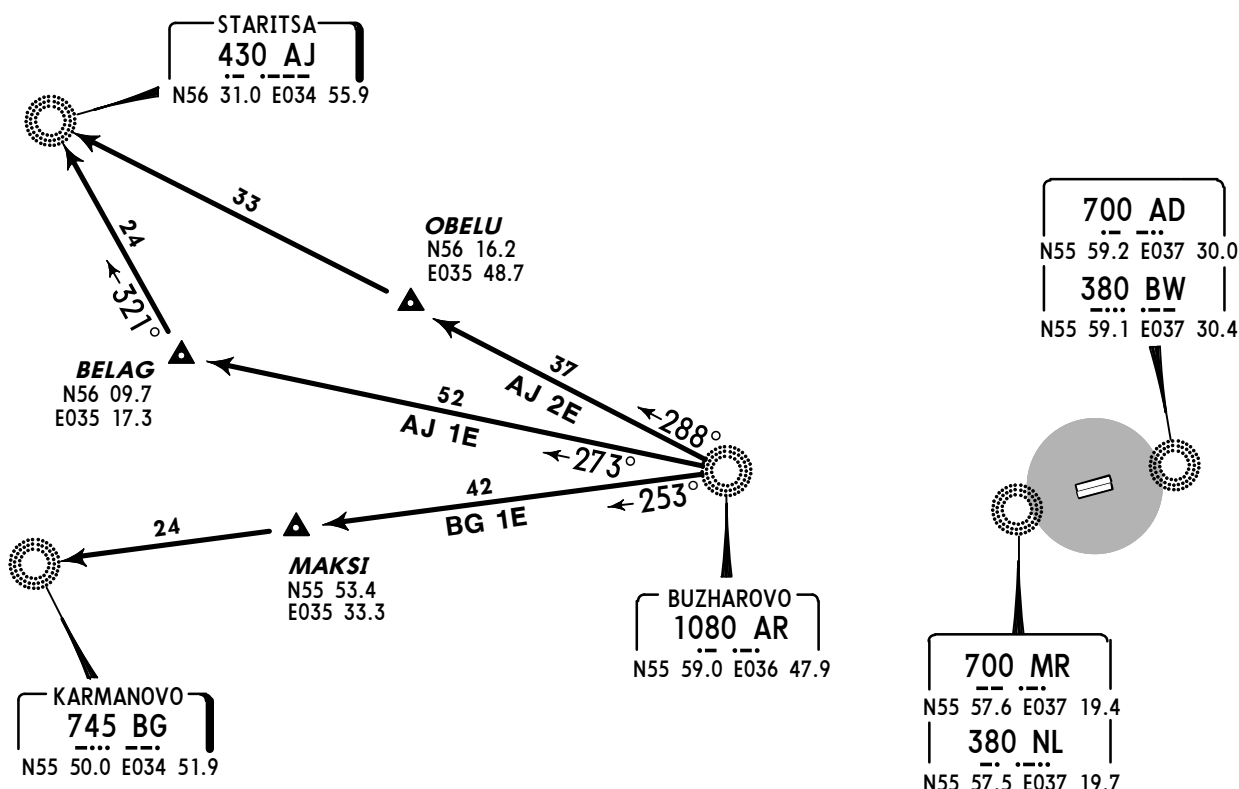
TRANSITION	ROUTING
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 3E	From BESTA to RUGEL, then to GEKLA, then to WT, then to DK, then to FV.
SUGIR 1E	From UM to UMBEG, then to WZ, then to SUGIR.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

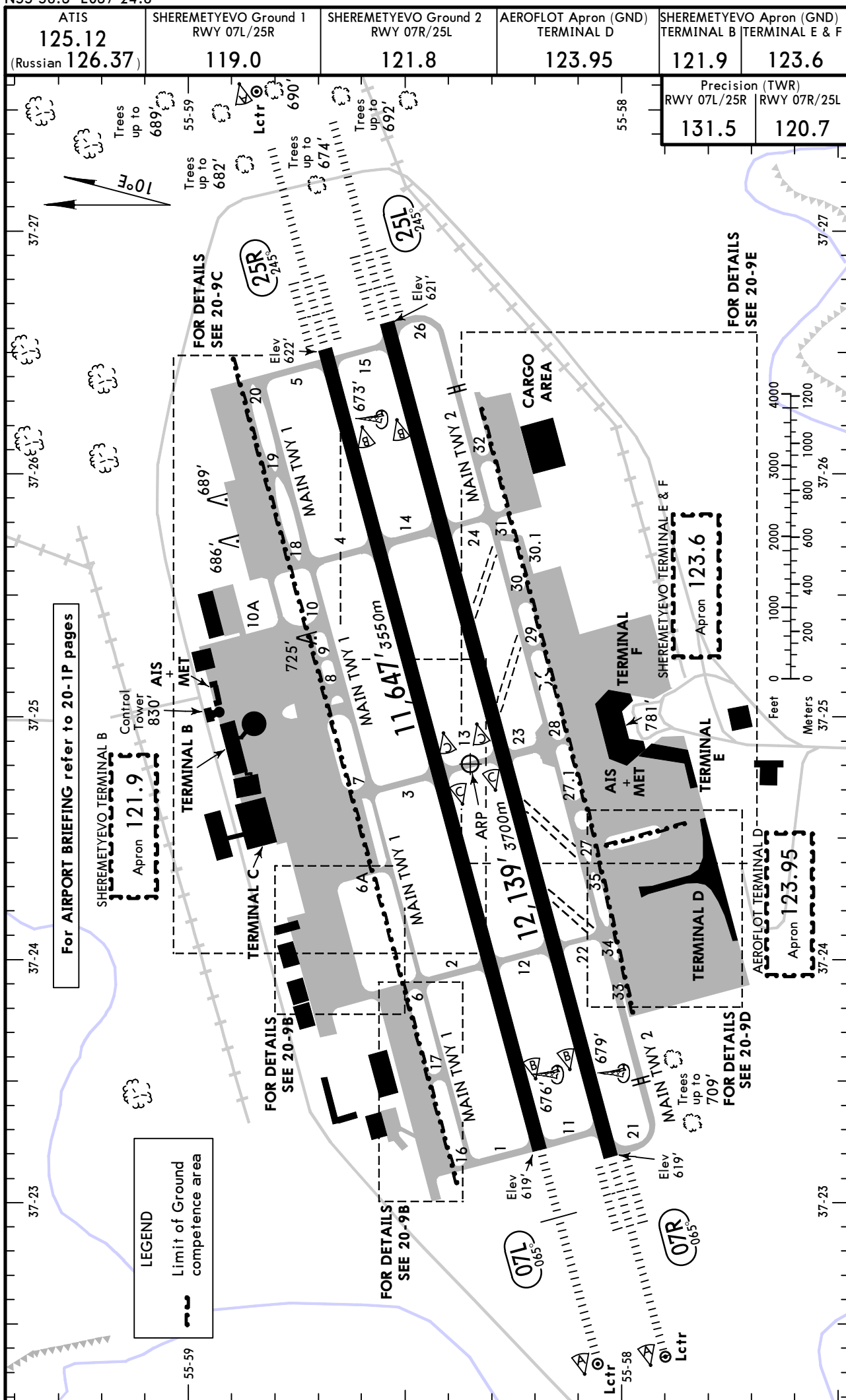


KARMANOVO 1E (BG 1E)
STARITSA 1E (AJ 1E)
STARITSA 2E (AJ 2E)
TRANSITIONS
FROM AR



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	①	197' 60m
25R	HIRL (60m)	CL (15m)	HIALS-II TDZ PAPI-L(2.98°)	RVR	10,857' 3309m		
① TAKE-OFF RUN AVAILABLE							
RWY 07L:				RWY 25R:			
From rwy head		11,647' (3550m)		From rwy head		11,647' (3550m)	
twy 1/11 int		11,611' (3539m)		twy 5/15 int		11,447' (3489m)	
twy 2/12 int		8980' (2737m)		twy 4/14 int		8816' (2687m)	
07R	HIRL (60m)	CL (15m)	HIALS-II TDZ PAPI-L(2.98°)	RVR	11,349' 3459m	②	197' 60m
25L					10,985' 3348m		

② TAKE-OFF RUN AVAILABLE
RWY 07R:

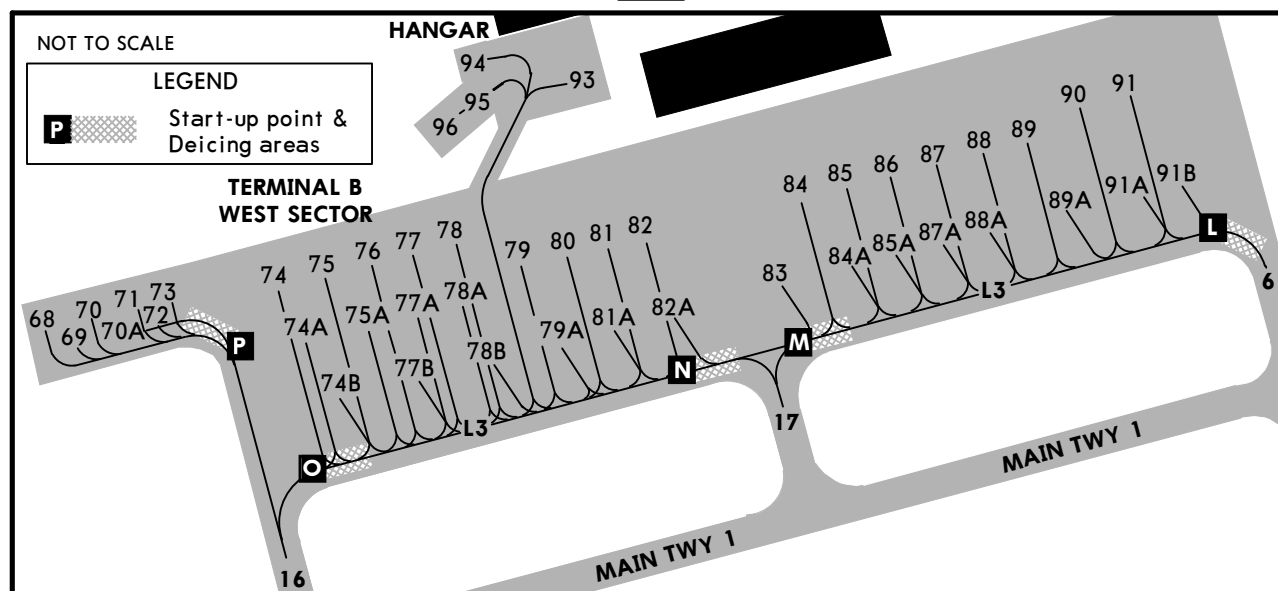
From rwy head 12,139' (3700m)
twy 11 int 11,775' (3589m)
twy 12/22 int 9144' (2787m)

RWY 25L:

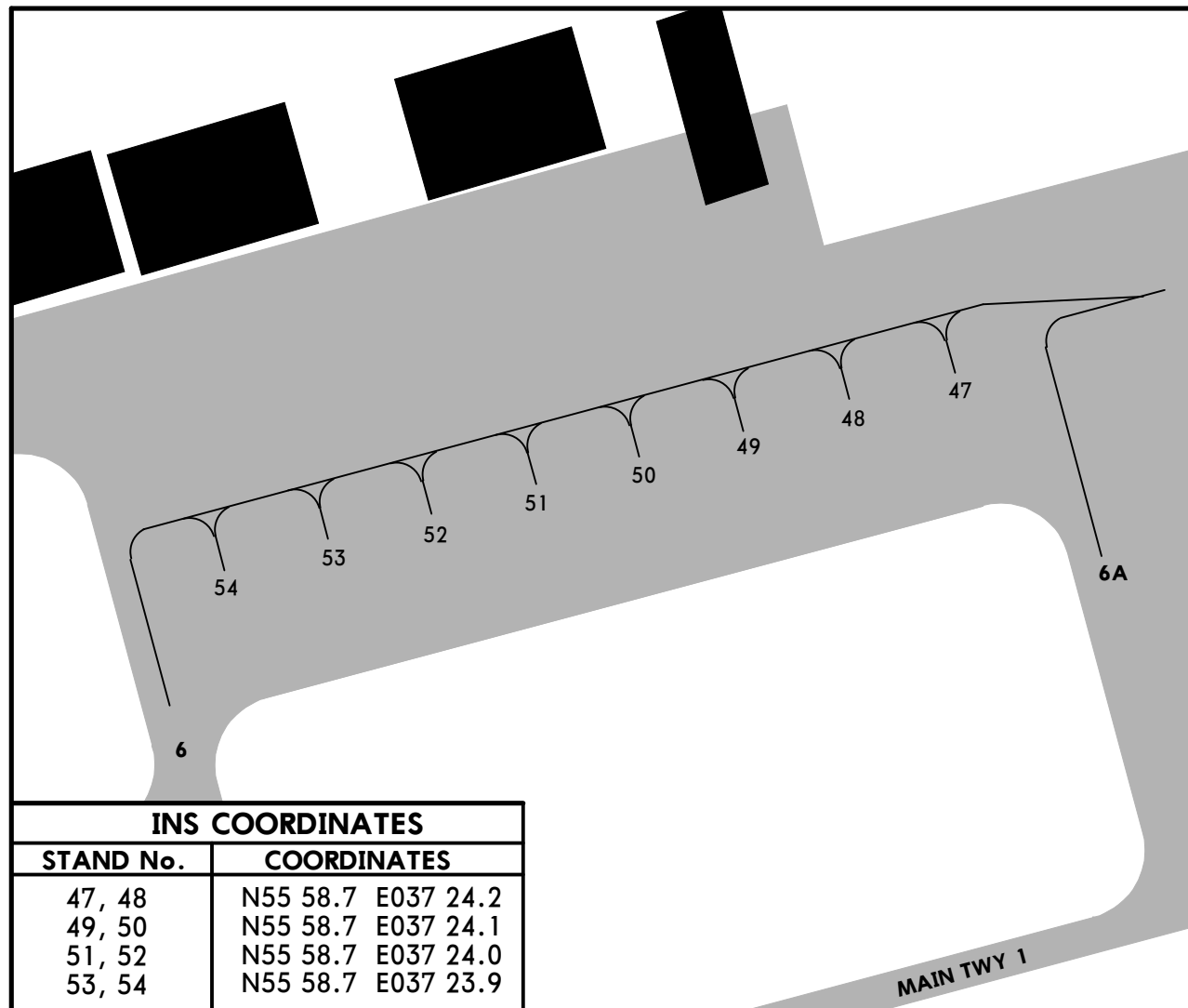
From rwy head 12,139' (3700m)
twy 15 int 11,775' (3589m)
twy 14/24 int 9144' (2787m)

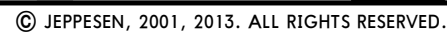
TAKE-OFF

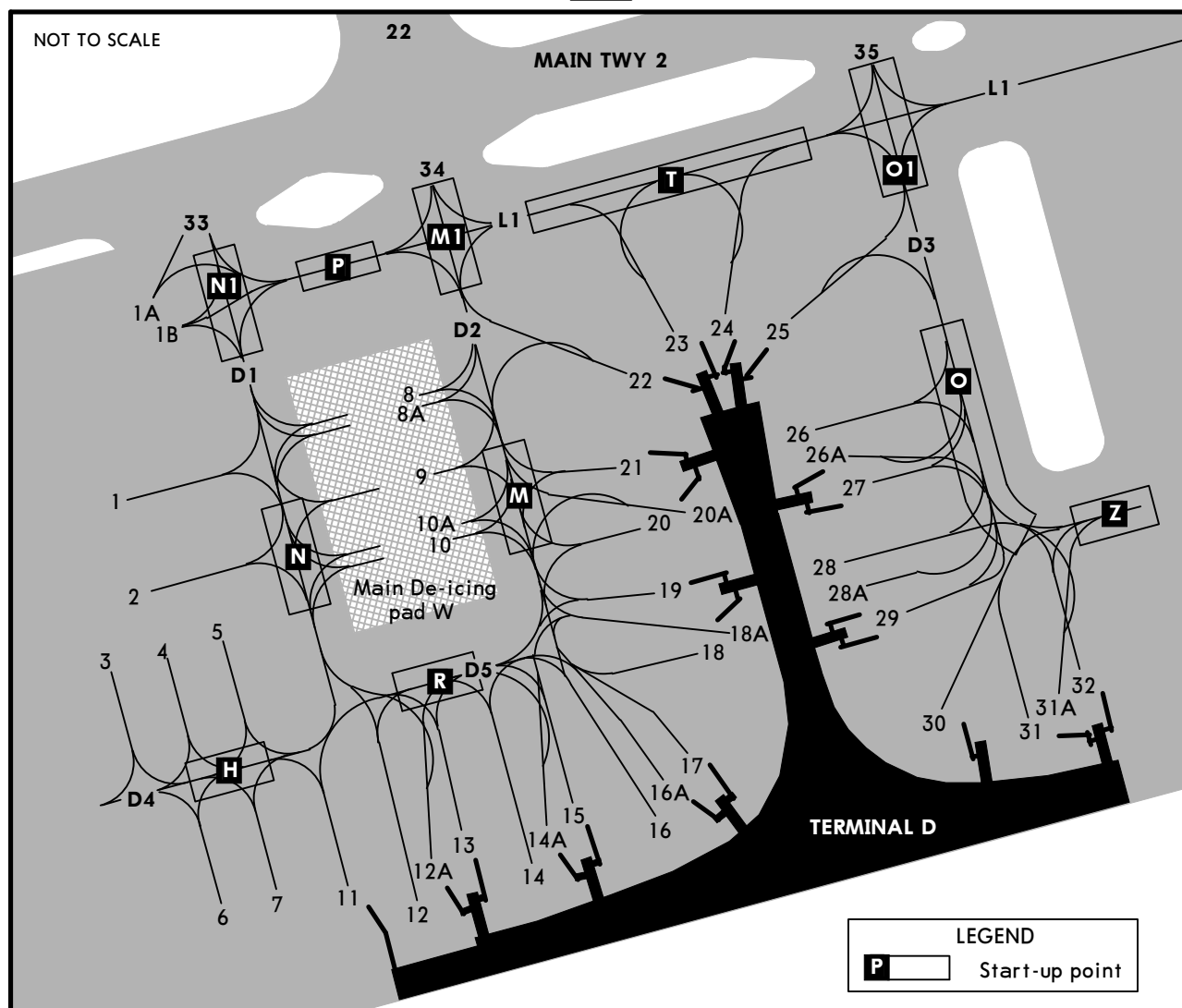
	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.		Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL				
A			400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m
B	200m (150m)	250m				
C	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

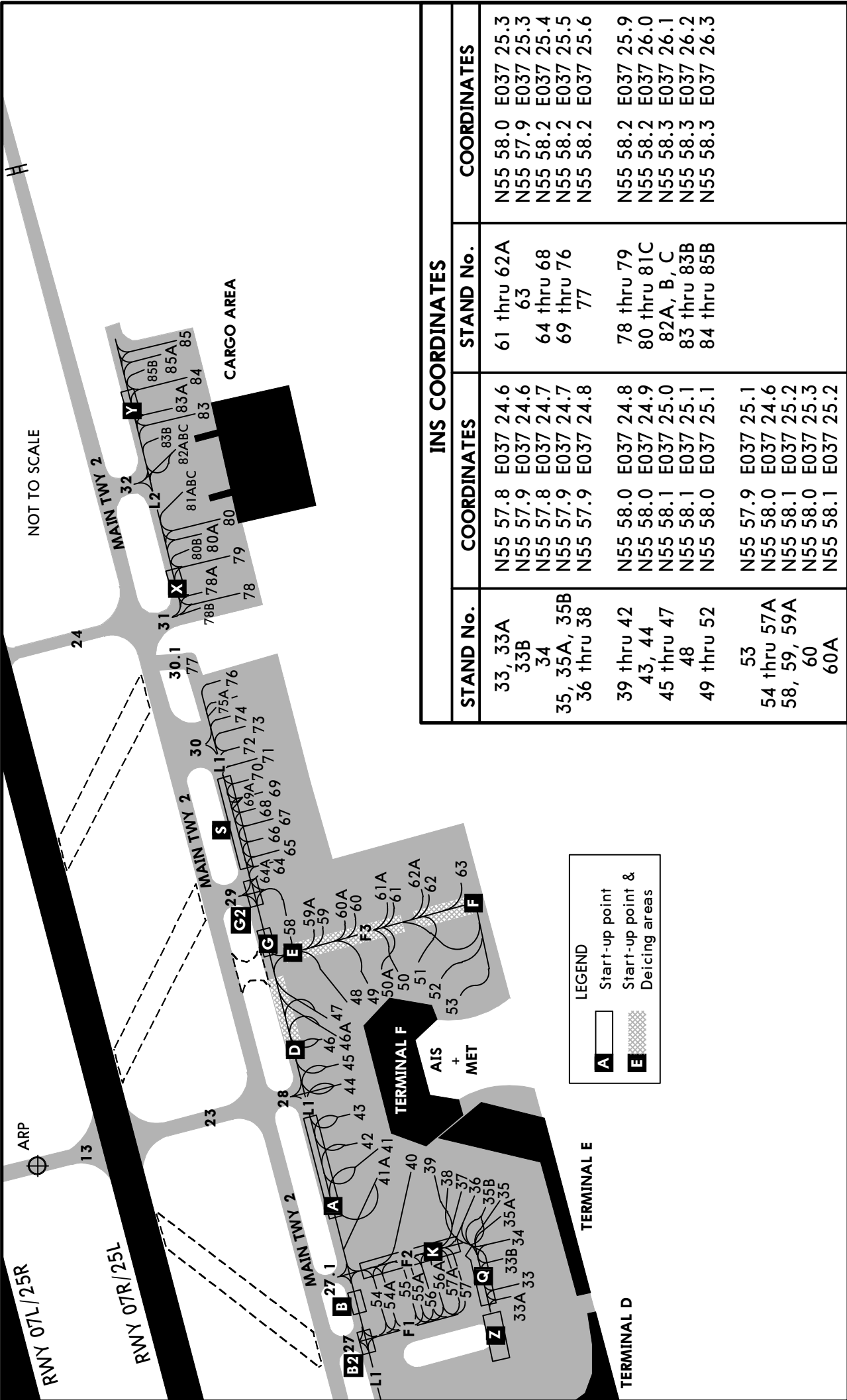






INS COORDINATES

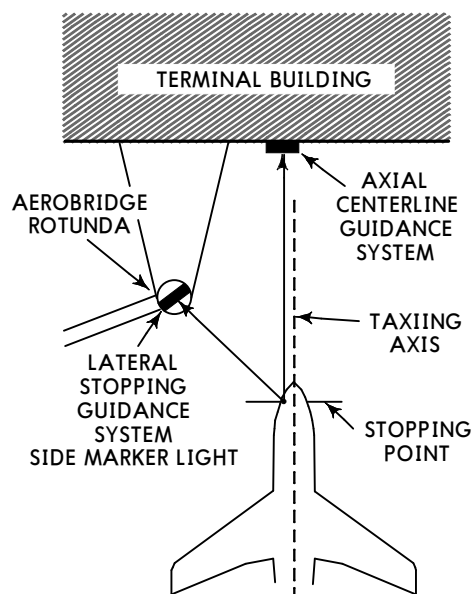
STAND No.	COORDINATES
1	N55 57.9 E037 23.9
1A	N55 58.0 E037 23.9
2	N55 57.9 E037 23.9
3	N55 57.8 E037 23.8
4 thru 7	N55 57.8 E037 23.9
8 thru 10A	N55 57.9 E037 24.1
11	N55 57.8 E037 24.0
12 thru 14A	N55 57.8 E037 24.1
15 thru 17	N55 57.8 E037 24.2
18	N55 57.8 E037 24.3
18A	N55 57.9 E037 24.3
19, 20	N55 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



CHANGES: Stand 77. Start-up point Z.

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
33, 33A	N55 57.8 E037 24.6	61 thru 62A	N55 58.0 E037 25.3
33B	N55 57.9 E037 24.6	63	N55 57.9 E037 25.3
34	N55 57.8 E037 24.7	64 thru 68	N55 58.2 E037 25.4
35, 35A, 35B	N55 57.9 E037 24.7	69 thru 76	N55 58.2 E037 25.5
36 thru 38	N55 57.9 E037 24.8	77	N55 58.2 E037 25.6
39 thru 42	N55 58.0 E037 24.8	78 thru 79	N55 58.2 E037 25.9
43, 44	N55 58.0 E037 24.9	80 thru 81C	N55 58.2 E037 26.0
45 thru 47	N55 58.1 E037 25.0	82A, B, C	N55 58.3 E037 26.1
48	N55 58.1 E037 25.1	83 thru 83B	N55 58.3 E037 26.2
49 thru 52	N55 58.0 E037 25.1	84 thru 85B	N55 58.3 E037 26.3
53	N55 57.9 E037 25.1		
54 thru 57A	N55 58.0 E037 24.6		
58, 59, 59A	N55 58.1 E037 25.2		
60	N55 58.0 E037 25.3		
60A	N55 58.1 E037 25.2		

STAND ENTRY GUIDANCE SYSTEM (AGNIS)

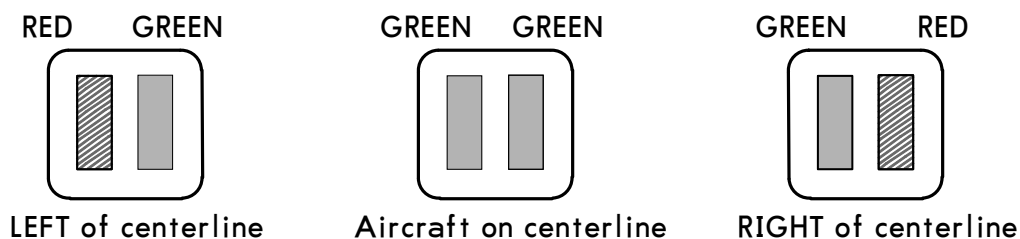


CAUTION

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

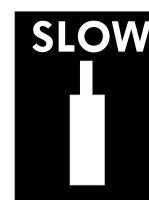
The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

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

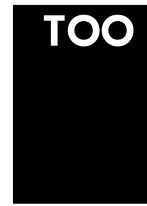
When the acft is correctly parked, the display shows OK.



DOCKING GUIDANCE SYSTEM (SAFEDOCK)

9. OVERSHOOTING

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



10. STOP SHORT

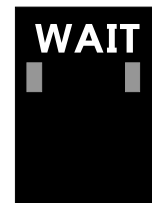
When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.



11. WAITING MODE

When the system 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.



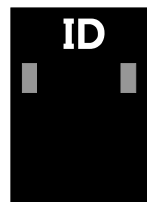
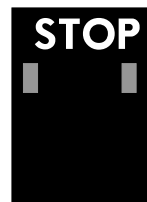
12. SLOW DOWN

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.



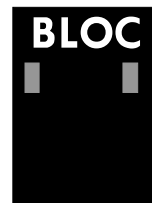
13. IDENTIFICATION FAILURE

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.



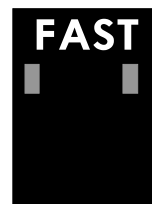
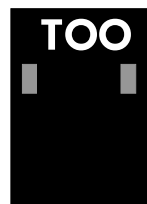
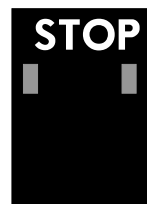
14. THE GATES AND THE VIEW ARE BLOCKED

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

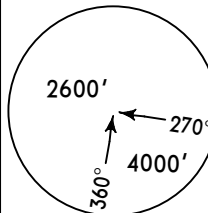
① Missed apch climb gradient min 4.6%.**②** Continuous Descent Final Approach.**③** with radar control.**④** w/o radar control.**TAKE-OFF RWY 07L/R, 25L/R**

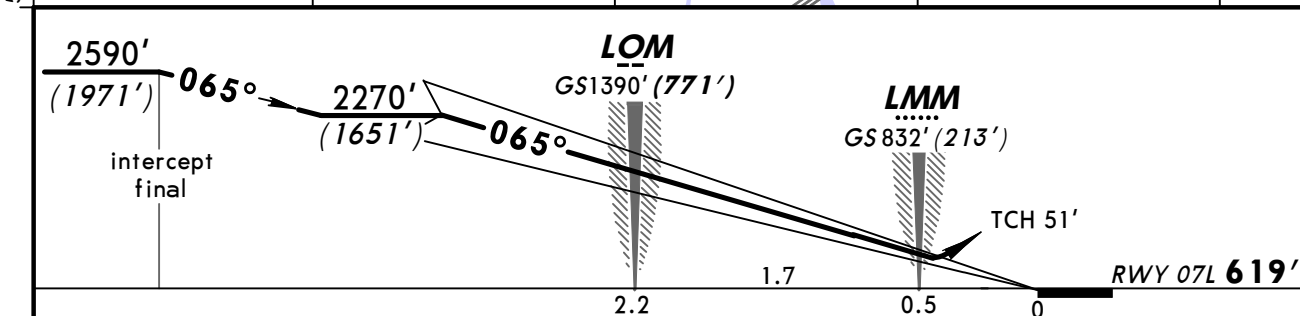
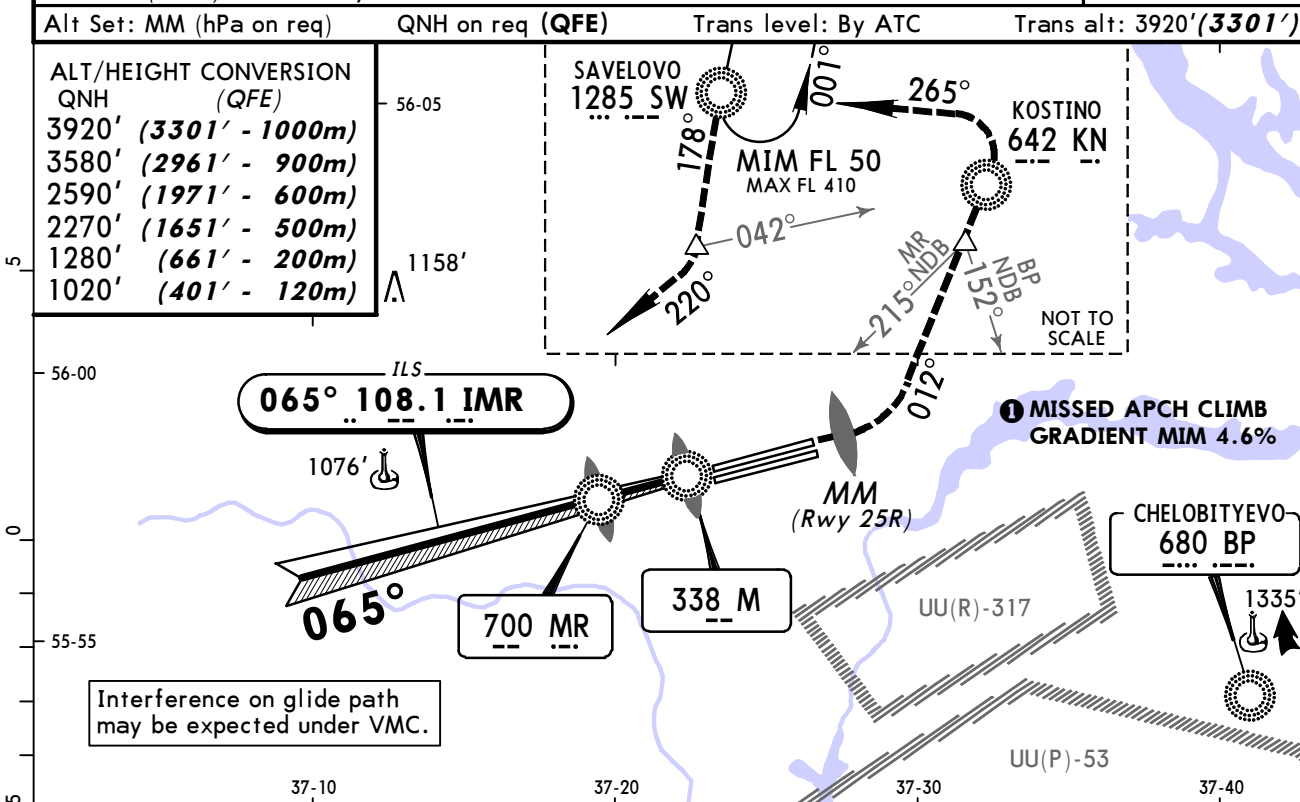
	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

CHANGES: Missed apch climb grad. NDB. PAR.

© JEPPESSEN, 2009, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0		
LOC IMR 108.1	Final Apch Crs 065°	GS LOM 1390' (771')	ILS DA(H) 819' (200')	Apt Elev 630' RWY 619'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: 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.						MSA MR NDB



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

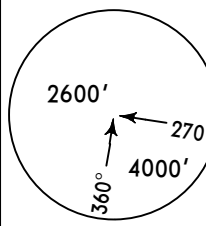
STRAIGHT-IN LANDING RWY 07L					
ILS		LOC (GS out)		PAR	
DA(H) 819' (200')		DA(H) A: 840' (221') C: 860' (241') B: 850' (231') D: 870' (251')		ALS out	
FULL	ALS out				
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

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

CHANGES: Missed apch holding.

© JEPPESSEN, 2001, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

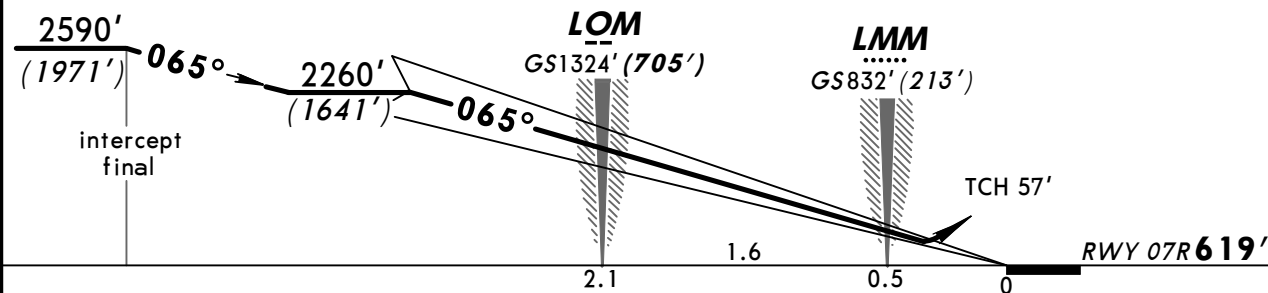
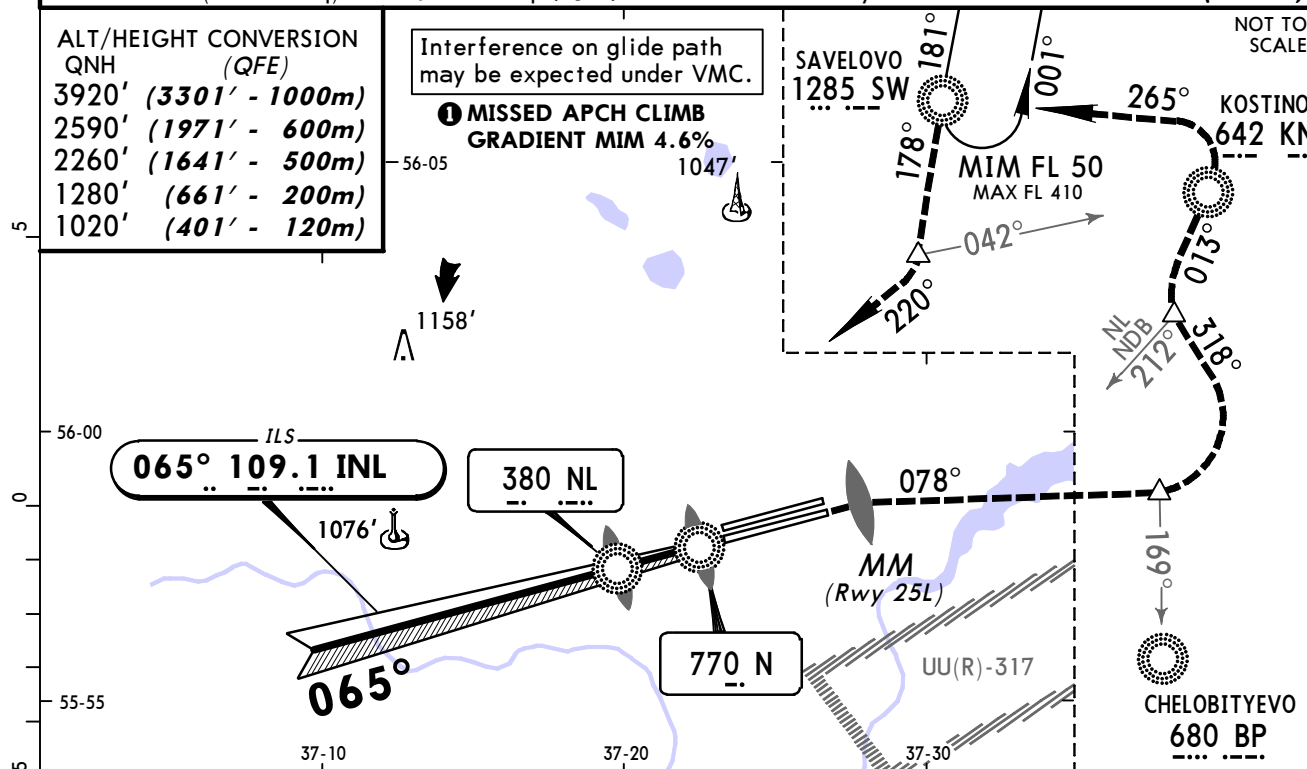
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
LOC INL 109.1	Final Apch Crs 065°	GS LOM 1324' (705')	ILS DA(H) 819' (200')	Apt Elev 630' RWY 619'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED 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. 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.

MISSED APCH CLIMB
GRADIENT MIM 4.6%

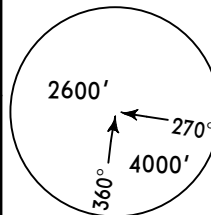


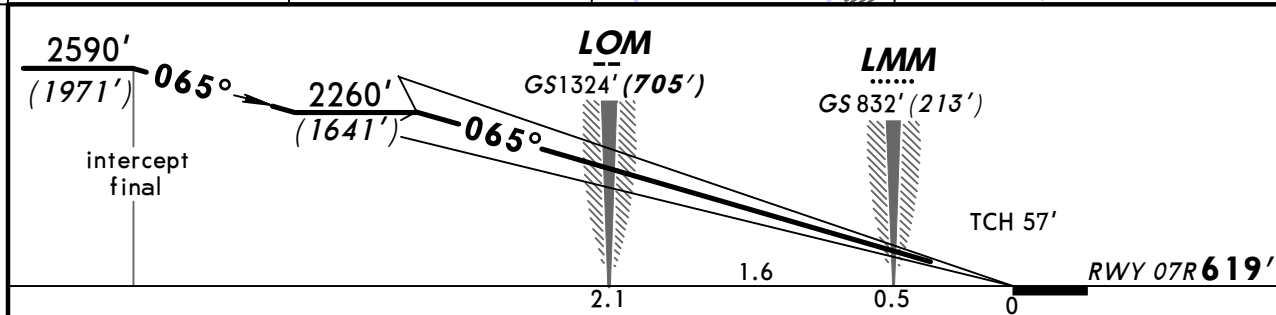
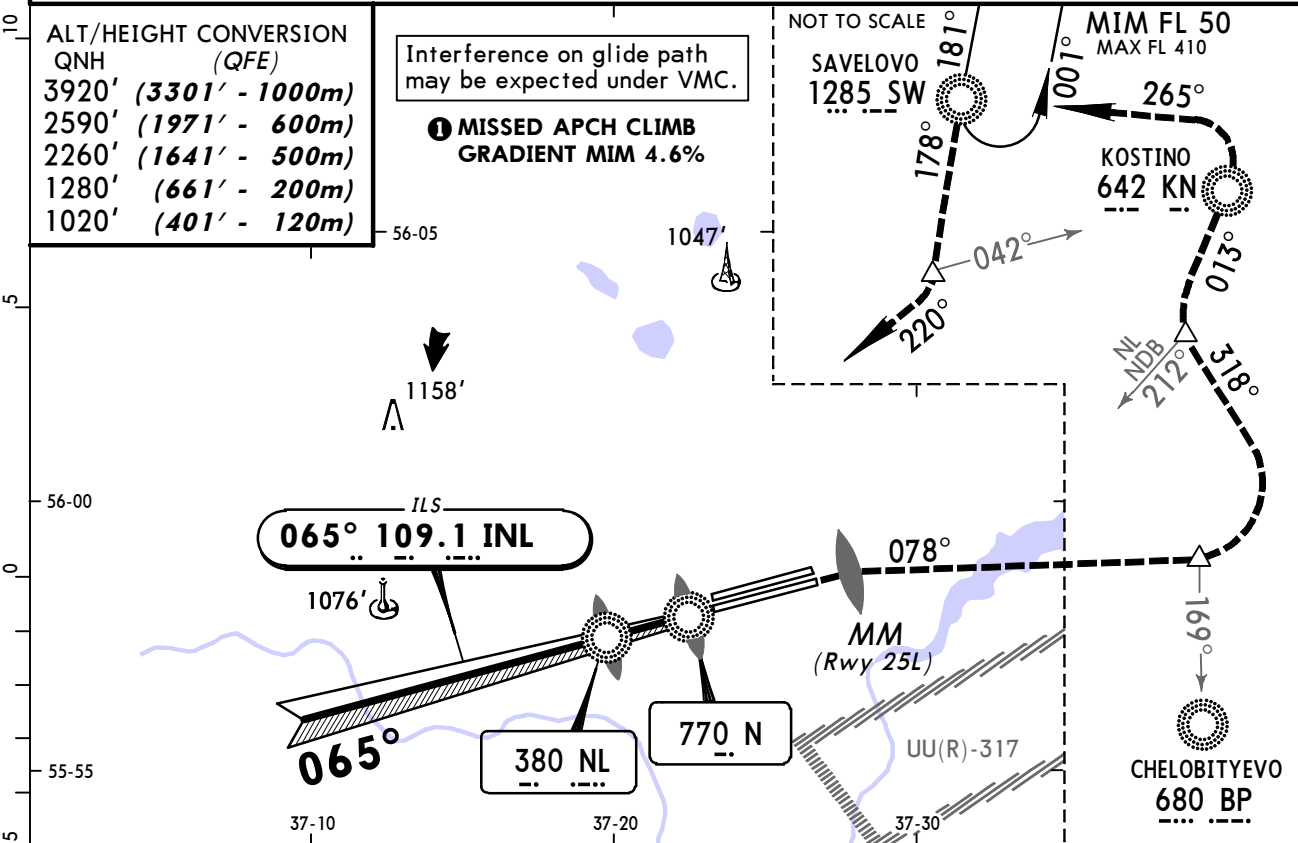
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1020' (401') or above to MM RWY 25L
ILS or PAR GS	2.98°	374	481	535	641	748		

STRAIGHT-IN LANDING RWY 07R 1									
ILS			LOC		PAR				
DA(H) 819' (200')			(GS out)		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	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		
B									
C									
D									

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

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
LOC INL 109.1	Final Apch Crs 065°	GS LOM 1324' (705')	CAT II ILS RA 106' DA(H) 719' (100')	Apt Elev 630' RWY 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') 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 PAPI 1020' (401') or above to MM RWY 25L	
GS	2.98°	374	481	535	641	748		855

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

RVR **350m**

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

CHANGES: Missed apch holding.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

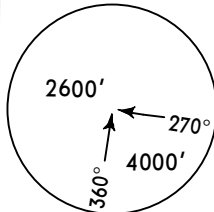
UUEE/SVO
SHEREMETYEVO

28 DEC 12
Eff 10 Jan

(21-3)

MOSCOW, RUSSIA
ILS or PAR Rwy 25L

BRIEFING STRIP

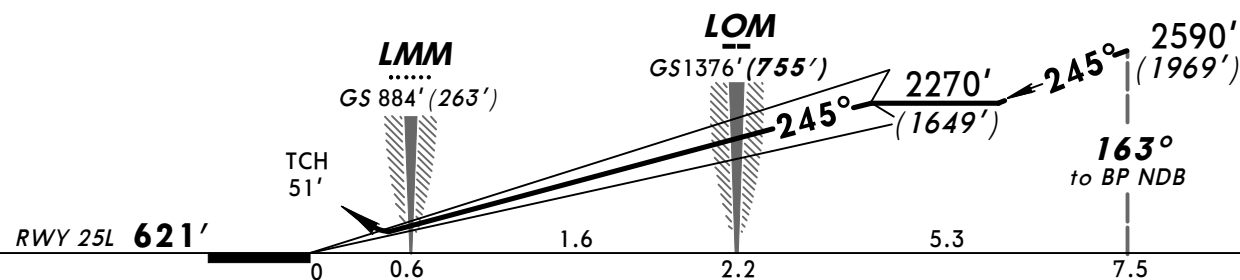
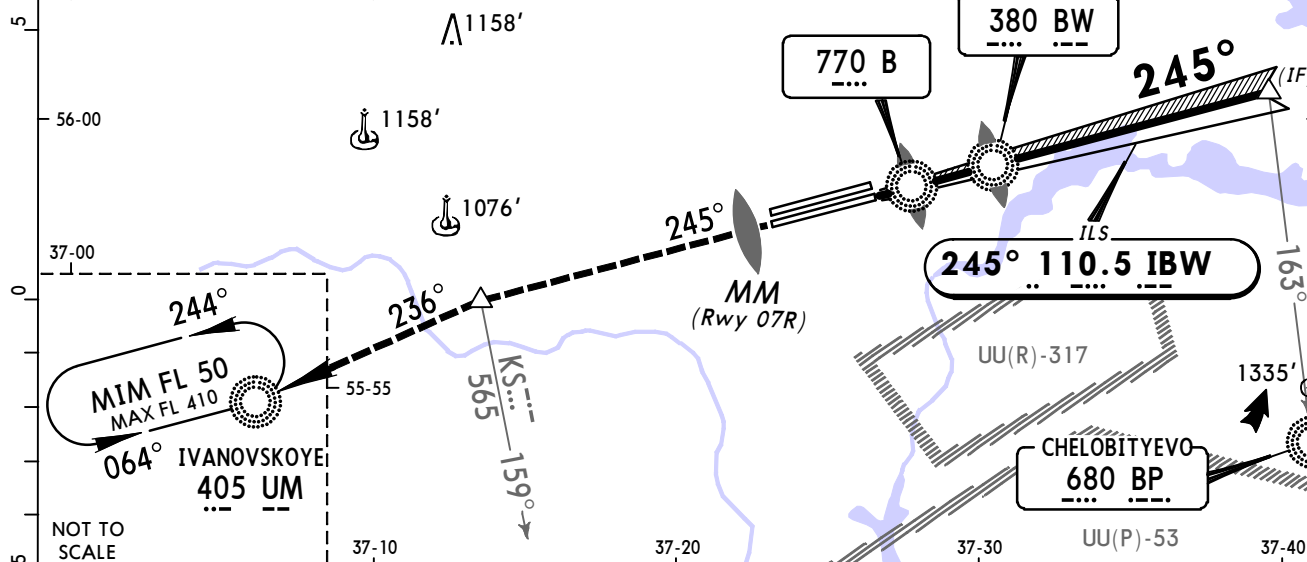
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8		
LOC IBW 110.5	Final Apch Crs 245°	GS LOM 1376' (755')	ILS DA(H) 821' (200')	Apt Elev 630' RWY 621'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') 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.						MSA BW NDB

ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3299' - 1000m)
2590'	(1969' - 600m)
2270'	(1649' - 500m)
1280'	(659' - 200m)
1020'	(399' - 120m)

❶ MISSED APCH CLIMB
GRADIENT MIM 4.6%

Interference on glide path
may be expected under VMC.



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

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

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

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

CHANGES: Missed apch holding.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

UUEE/SVO
SHEREMETYEVO

28 DEC 12
Eff 10 Jan

JEPPESSEN
21-3A

MOSCOW, RUSSIA
CAT II ILS Rwy 25L

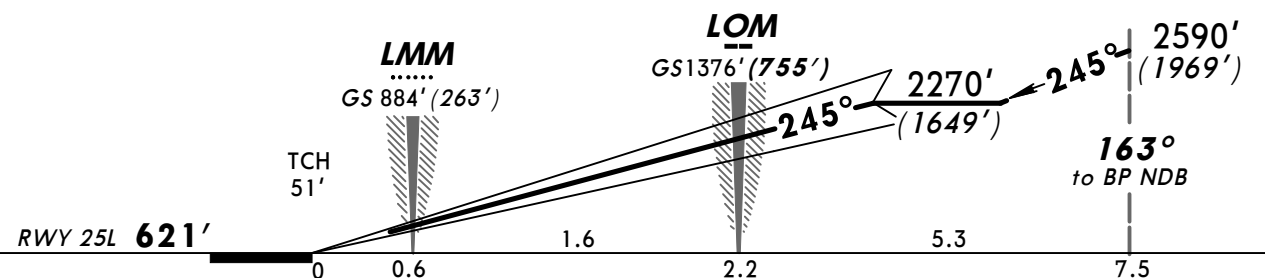
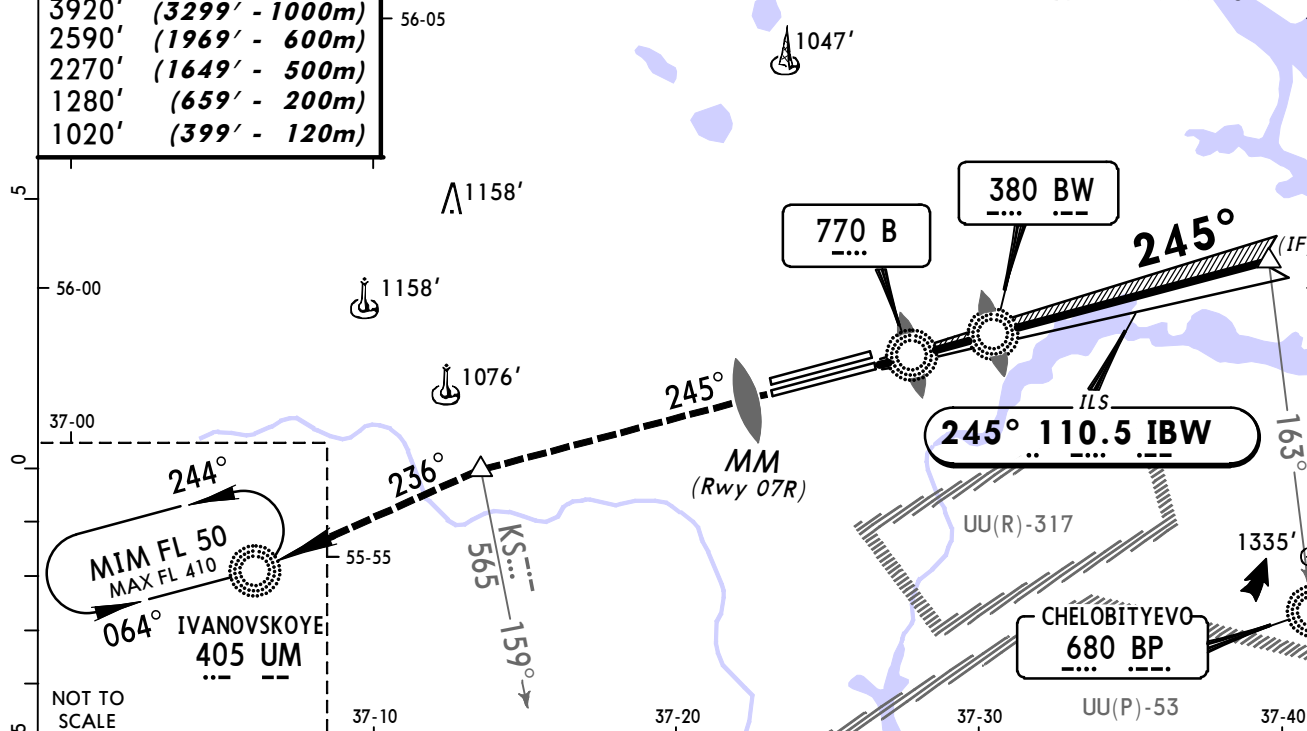
BRIEFING STRIP

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 IBW 110.5	Final Apc Crs 245°	GS LOM 1376' (755')	CAT II ILS RA 97' DA(H) 721' (100')	Apt Elev 630' RWY 621'	 MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (399') 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.
 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)

① MISSED APCH CLIMB
GRADIENT MIN 4.6%



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

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

STRAIGHT-IN LANDING RWY 25L ①
 CAT II ILS
 ABCD
 RA 97'
 DA(H) 721' (100')

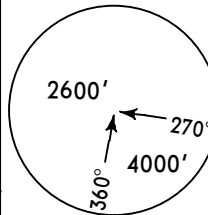
RVR 350m

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

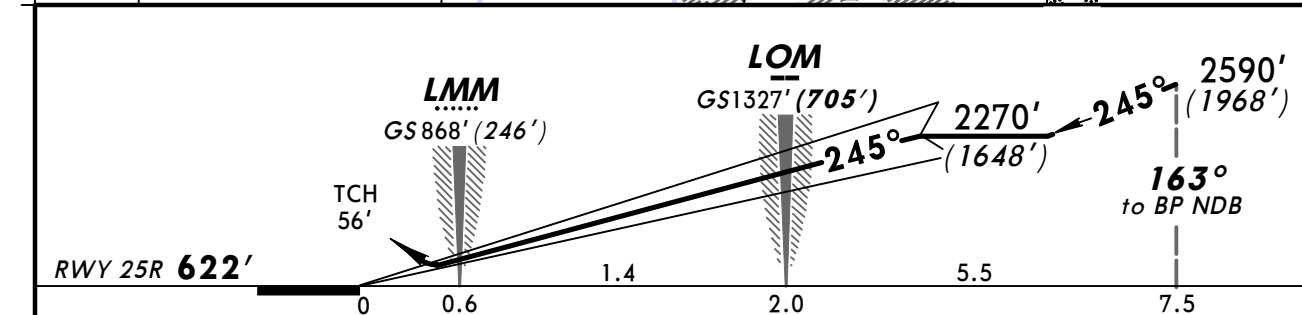
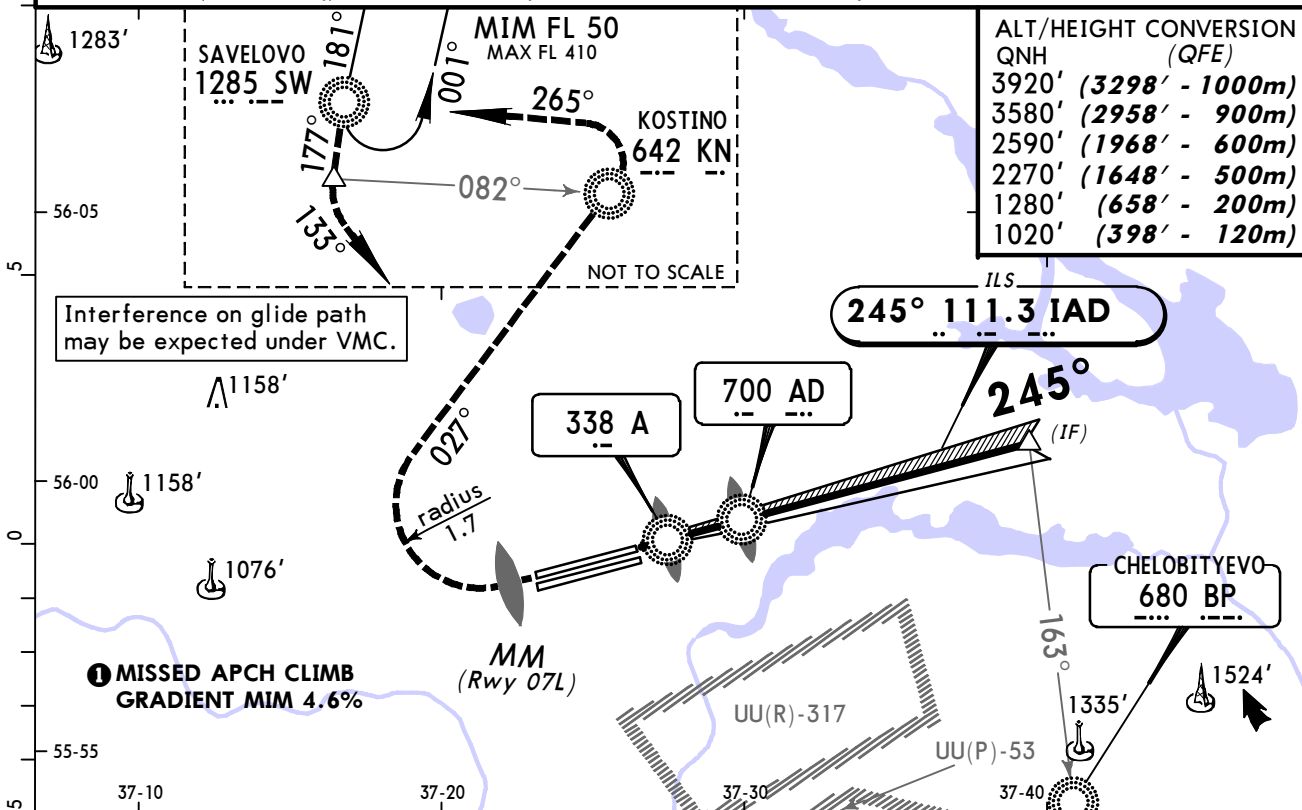
CHANGES: Missed apch holding.

© JEPPESSEN, 2001, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0		
LOC IAD 111.3	Final Apch Crs 245°	GS LOM 1327' (705')	ILS DA(H) 822' (200')	Apt Elev 630' RWY 622'		
RADAR			PAR DA(H) Refer to 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')

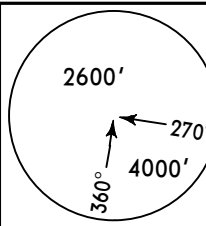


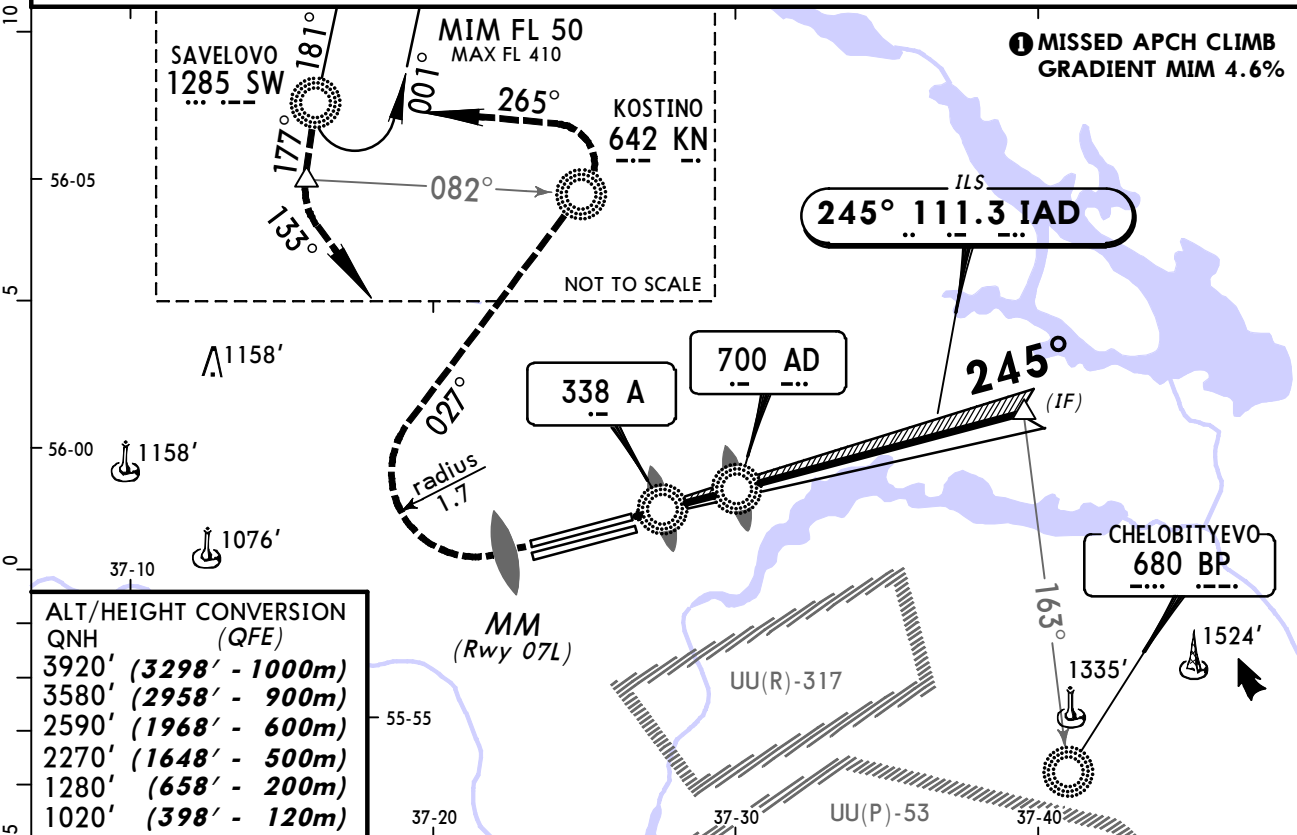
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1020' (398') or above MM Rwy 07L
ILS or PAR GS 2.98°	374	481	535	641	748	855	

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

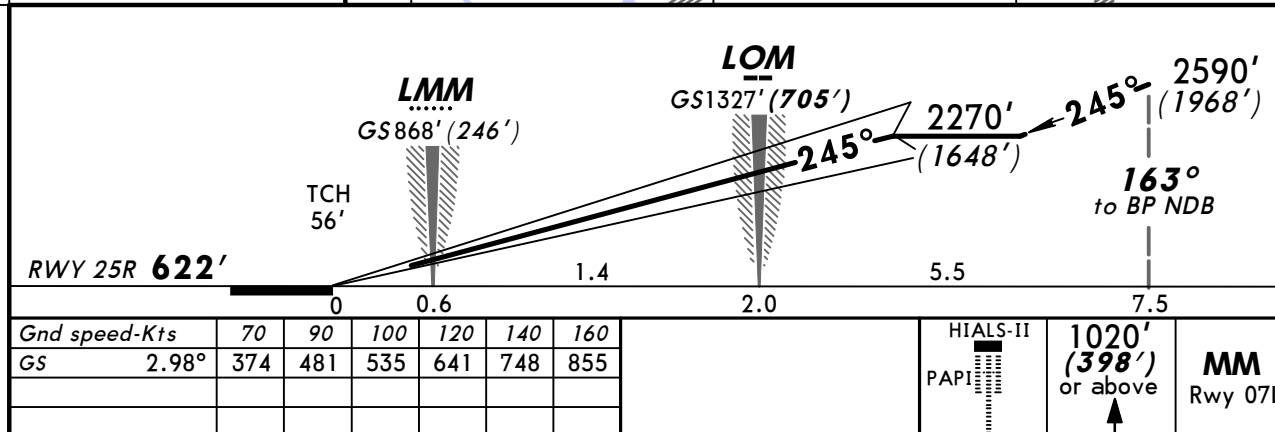
Missed apch climb gradient mim 4.6% from 1020' (398') to 2590' (1968').

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
LOC IAD 111.3	Final Apch Crs 245°	GS LOM 1327' (705')	CAT II ILS RA 103' DA(H) 722' (100')	Apt Elev 630' RWY 622'	
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	
Missed apch climb gradient mim 4.6% from 1020' (401') to 2590' (1971').	

MOSCOW, RUSSIA

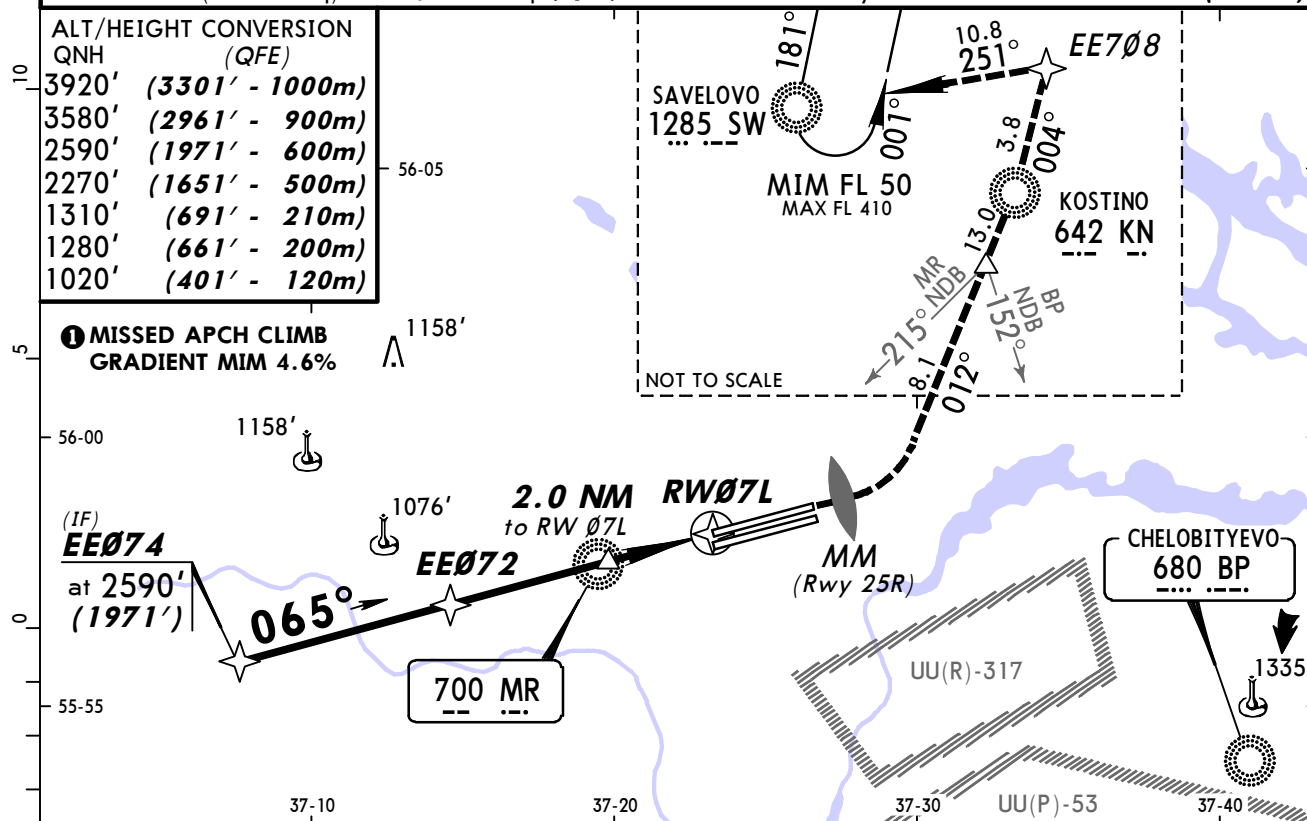
① RNAV (GNSS) 'Rwy 07L

BRIEFING STRIP TM

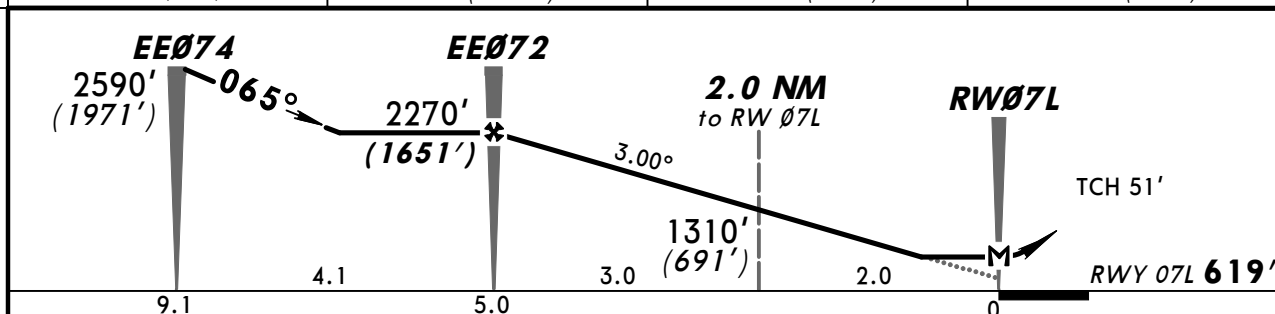
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO ApcH1 119.3		SHEREMETYEVO ApcH2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
RNAV	<i>Final ApcH Crs</i> 065°	<i>Minimum Alt</i> EE072 2270' (1651')	<i>MDA(H)</i> 970' (351')	<i>Apt Elev</i> 630' <i>RWY</i> 619'	2600' 270° 4000' 360° MSA MR NDB
MISSED APCH: 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') proceed via EE708 to SW NDB 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')	

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)
3580'	(2961' - 900m)
2590'	(1971' - 600m)
2270'	(1651' - 500m)
1310'	(691' - 210m)
1280'	(661' - 200m)
1020'	(401' - 120m)



DIST to RW07L	4.9	2.7	1.1
ALTITUDE (HAT)	2220' (1601')	1530' (911')	1020' (401')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Descent Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW07L</i>							

STRAIGHT-IN LANDING RWY 07L 1

*MDA*_(H) 970' (351')

ALS out

A			
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

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

CHANGES: Missed apch holding.

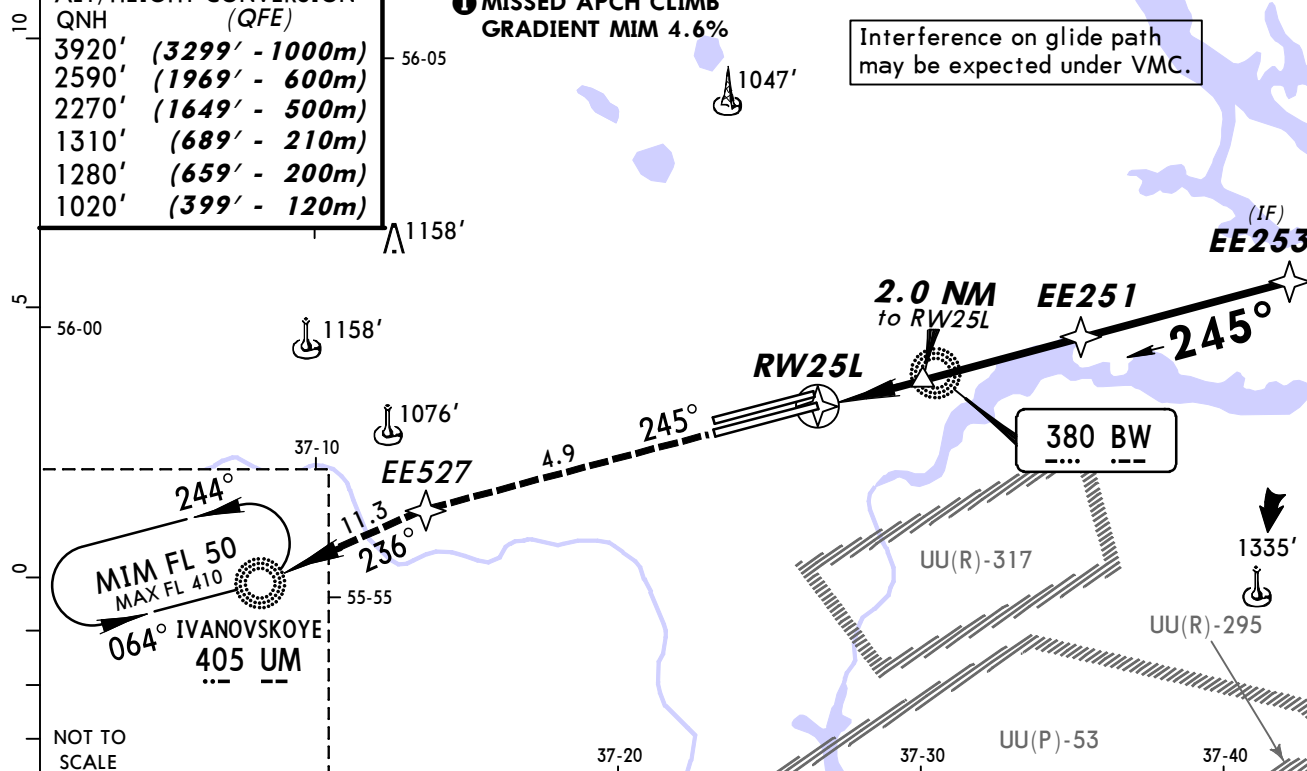
BRIEFING STRIP

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

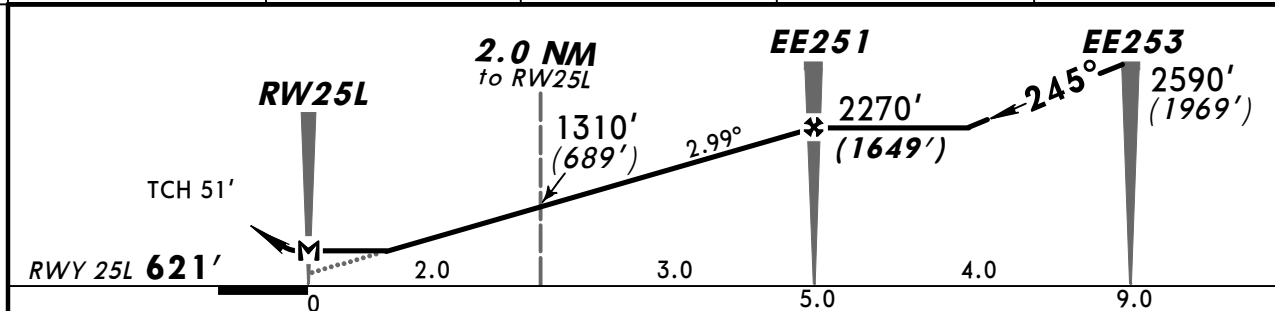
ALT/HEIGHT CONVERSION QNH (QFE)	
3920'	(3299' - 1000m)
2590'	(1969' - 600m)
2270'	(1649' - 500m)
1310'	(689' - 210m)
1280'	(659' - 200m)
1020'	(399' - 120m)

1 MISSED APCH CLIMB
GRADIENT MIM 4.6%

Interference on glide path
may be expected under VMC.



DIST to RW25L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020' (399')	1530' (909')	1870' (1249')	2220' (1599')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.99°	370	476	529	635	741	846
MAP at RW25L						

HIALS-II	2590' (1969') or above	EE527
PAPI		

STRAIGHT-IN LANDING RWY 25L

MDA(H) 990' (369')

ALS out

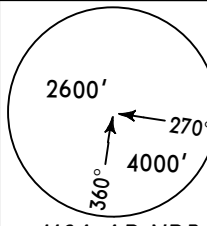
A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

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

CHANGES: Missed apch holding.

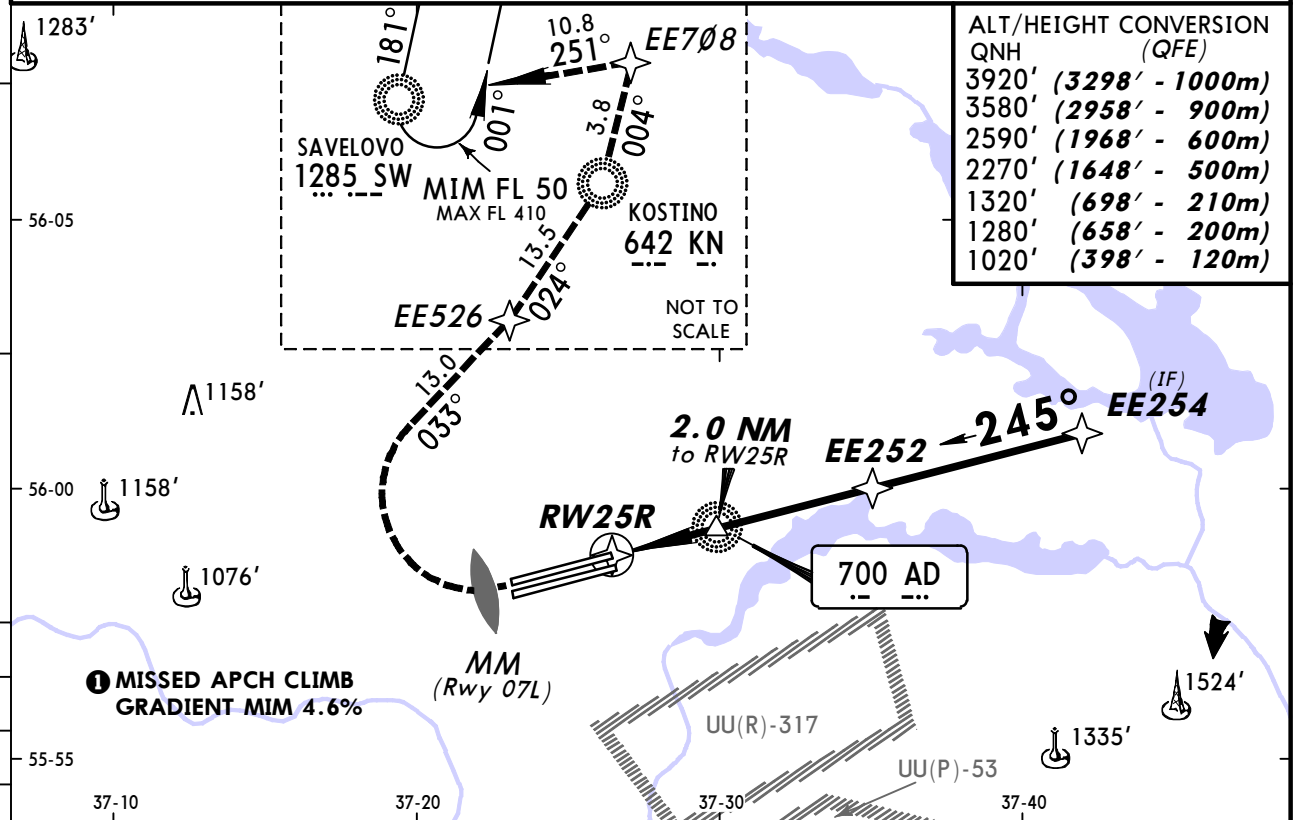
© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

PANS OPS

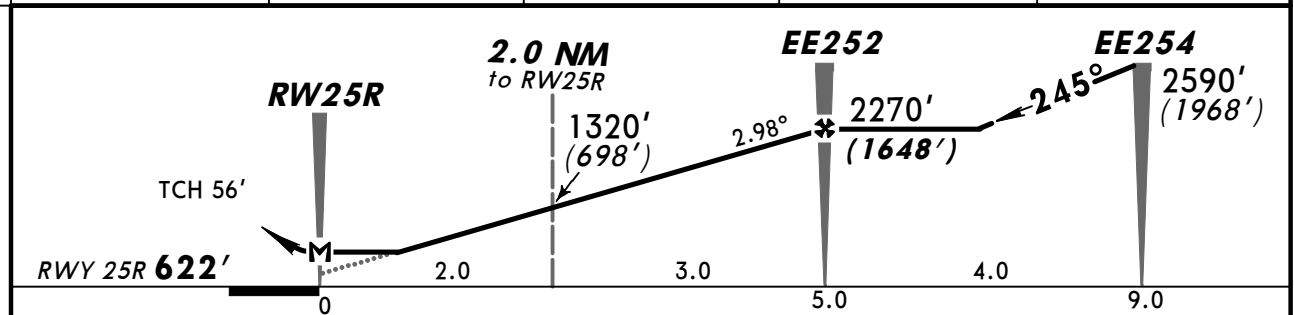
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
RNAV	Final Apch Crs 245°	Minimum Alt EE252 2270' (1648')	MDA(H) 990' (368')	Apt Elev 630' RWY 622'	

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

MDA(H) **990' (368')**

ALS out

A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

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

Chart changes since cycle 14-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (SHEREMETYEVO - UUEE)				
REV	AIRPORT BRIEFING (GEN)	20-1P	21 Jun 2013	27 Jun 2013
REV	AIRPORT BRIEFING (GEN CON...	20-1P1	21 Jun 2013	27 Jun 2013
ADD	AIRPORT BRIEFING (GEN CON...	20-1P2	21 Jun 2013	27 Jun 2013
DEL	AIRPORT BRIEFING (GEN CON...	20-1P2	21 Jun 2013	27 Jun 2013
ADD	AIRPORT BRIEFING (ARR)	20-1P3	21 Jun 2013	27 Jun 2013
DEL	AIRPORT BRIEFING (DEP)	20-1P3	21 Jun 2013	27 Jun 2013
DEL	AIRPORT BRIEFING (DEP CON...	20-1P4	21 Jun 2013	27 Jun 2013
ADD	AIRPORT BRIEFING (DEP)	20-1P4	21 Jun 2013	27 Jun 2013
ADD	AIRPORT BRIEFING (DEP CON...	20-1P5	21 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS (...)	20-9B	21 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS (...)	20-9C	21 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS (...)	20-9D	21 Jun 2013	27 Jun 2013
REV	PARKING STANDS & COORDS (...)	20-9E	21 Jun 2013	27 Jun 2013

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUEE