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Airport Information For UUEE
Terminal Charts For UUEE
Revision Letter For Cycle 17-2013
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: 0222 Z
Sunset: 1643 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

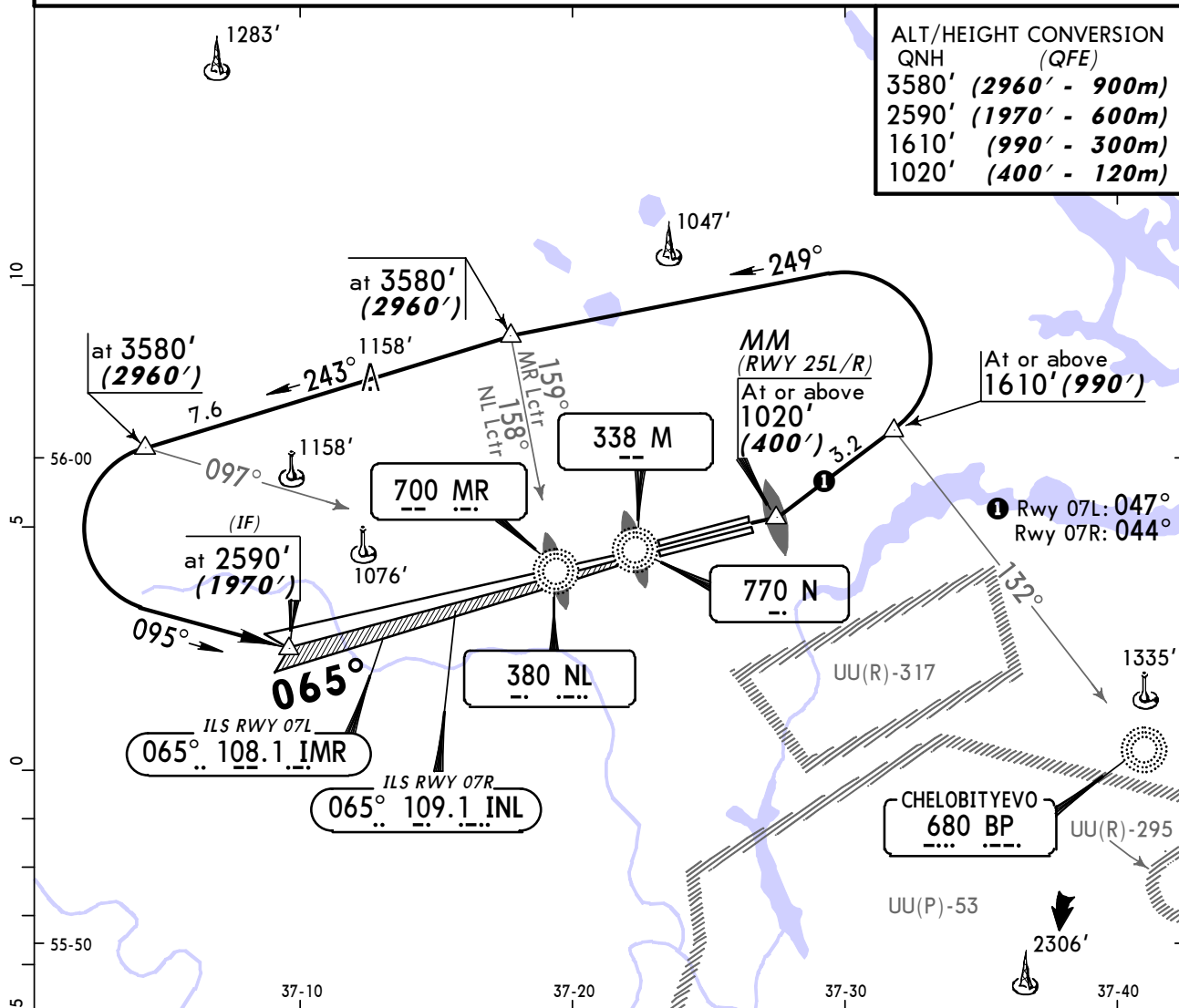
Runway: 25R
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

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 Clearance Delivery 120.875

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

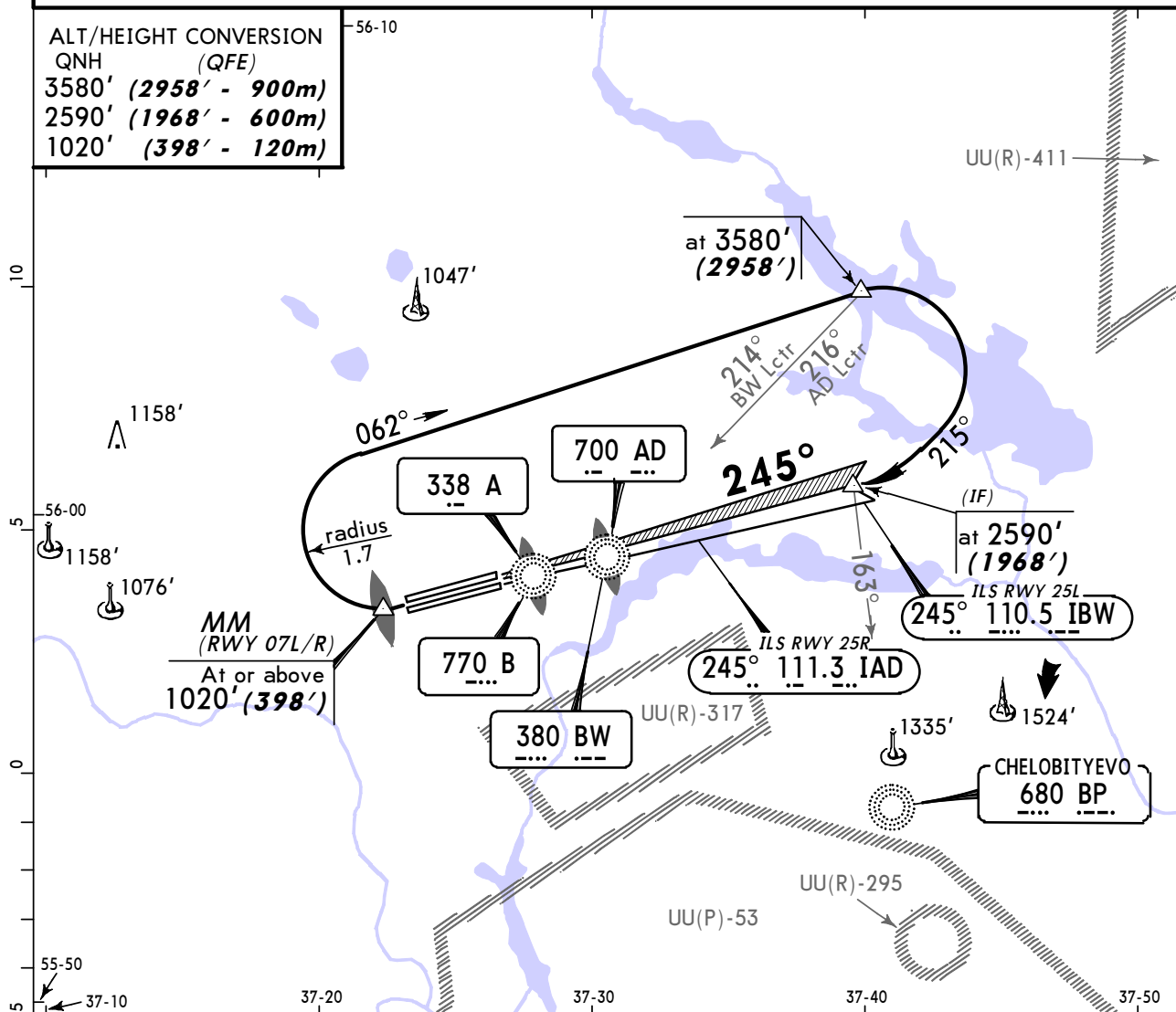


For profile and minimums Rwy 07L refer to 21-1 and 26-1.

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.

1. GENERAL

1.1. ATIS

ATIS 125.12
126.37 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

1.3.2. ARRIVAL

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

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

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

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

1.3.3. START-UP & TAXIING

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

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

The following standard taxiing routes are established for departing ACFT:

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

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.

Taxi route 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 taxi speed 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 vacate of the RWY unless such instruction is received. The flight crew shall plan the vacate 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 1G, 3G	20-2H
LATBI 07G, 5G	20-2J
LATBI 4G	20-2K
LATBI 25G, 2G	20-2L
IVANOVSKOYE 07, OKLIT 07, 1G	20-2M
IVANOVSKOYE 25, 2G, OKLIT 25, 2G	20-2N
SAVELOVO 07G, 1G, 3G	20-2P
SAVELOVO 25, 2G	20-2Q

FOR STAR DESIGNATION REFER TO PAGE 20-2A

STAR DESIGNATION	REFER TO CHART
BESTA 07B, 07C	20-2S
BESTA 25A, 25B, 25C	20-2T
DEDUM 07A, 07B, 07C	20-2U
DEDUM 25B, 25C	20-2V
DIPAT 25A	20-2V1
GINAP 07B, 07C	20-2V2
GINAP 25A, 25B, 25C	20-2W
IVANOVSKOYE 07A, 07B, 07C	20-2X
IVANOVSKOYE 25B, 25C	20-2X1
LATBI 07A, 07B, 07C	20-2X2
LATBI 25A, 25B, 25C	20-2X3
OKLIT 07A, 07B, 07C	20-2X4
OKLIT 25B, 25C	20-2X5
SAVELOVO 07A, 07B, 07C	20-2X6
SAVELOVO 25A, 25B, 25C	20-2X7
COMMUNICATION FAILURE RWYS 07R/L	20-2X8
COMMUNICATION FAILURE RWYS 25L/R	20-2X9

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

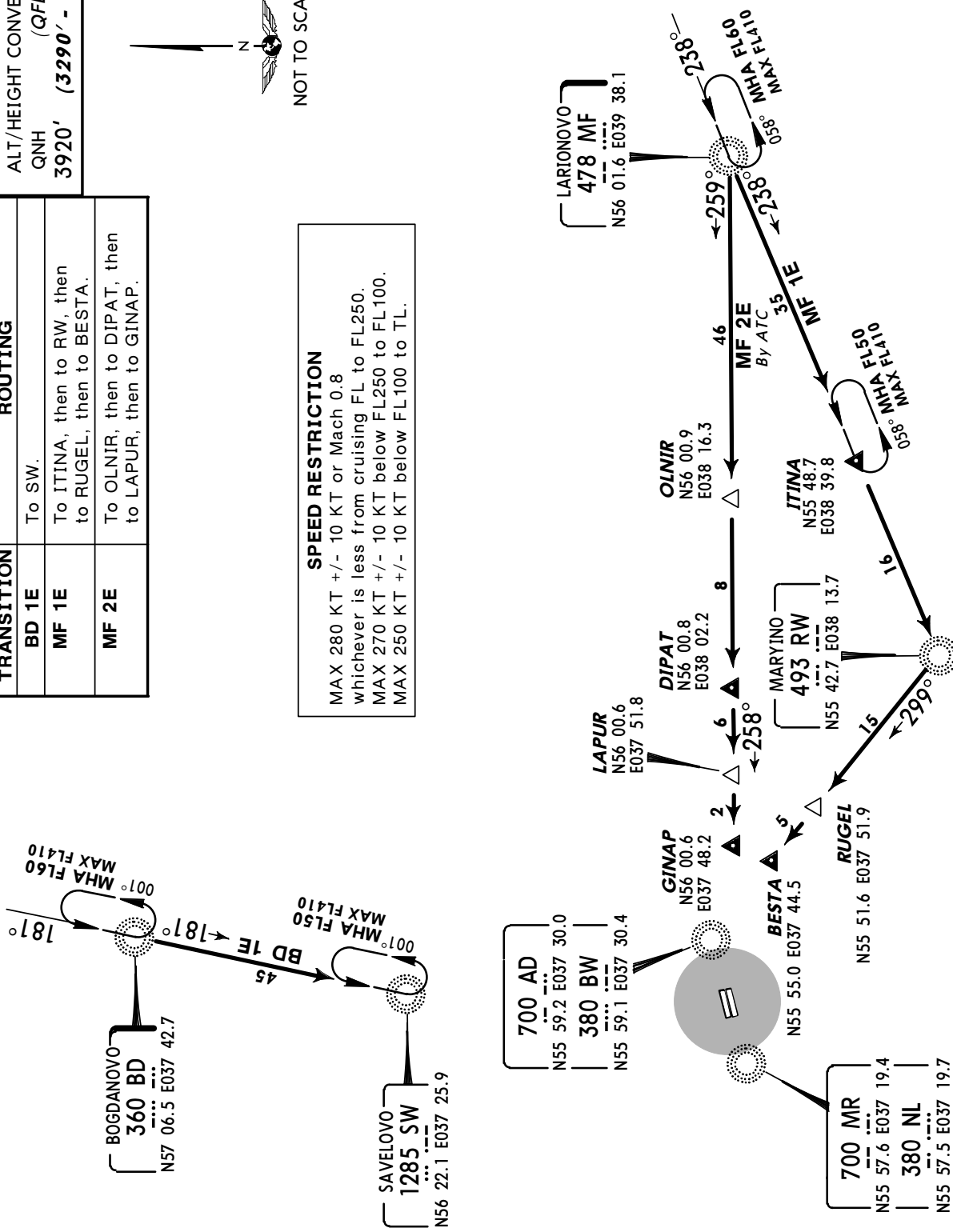
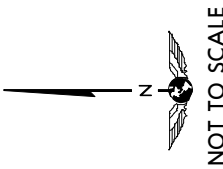
TRANSITIONS

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

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.

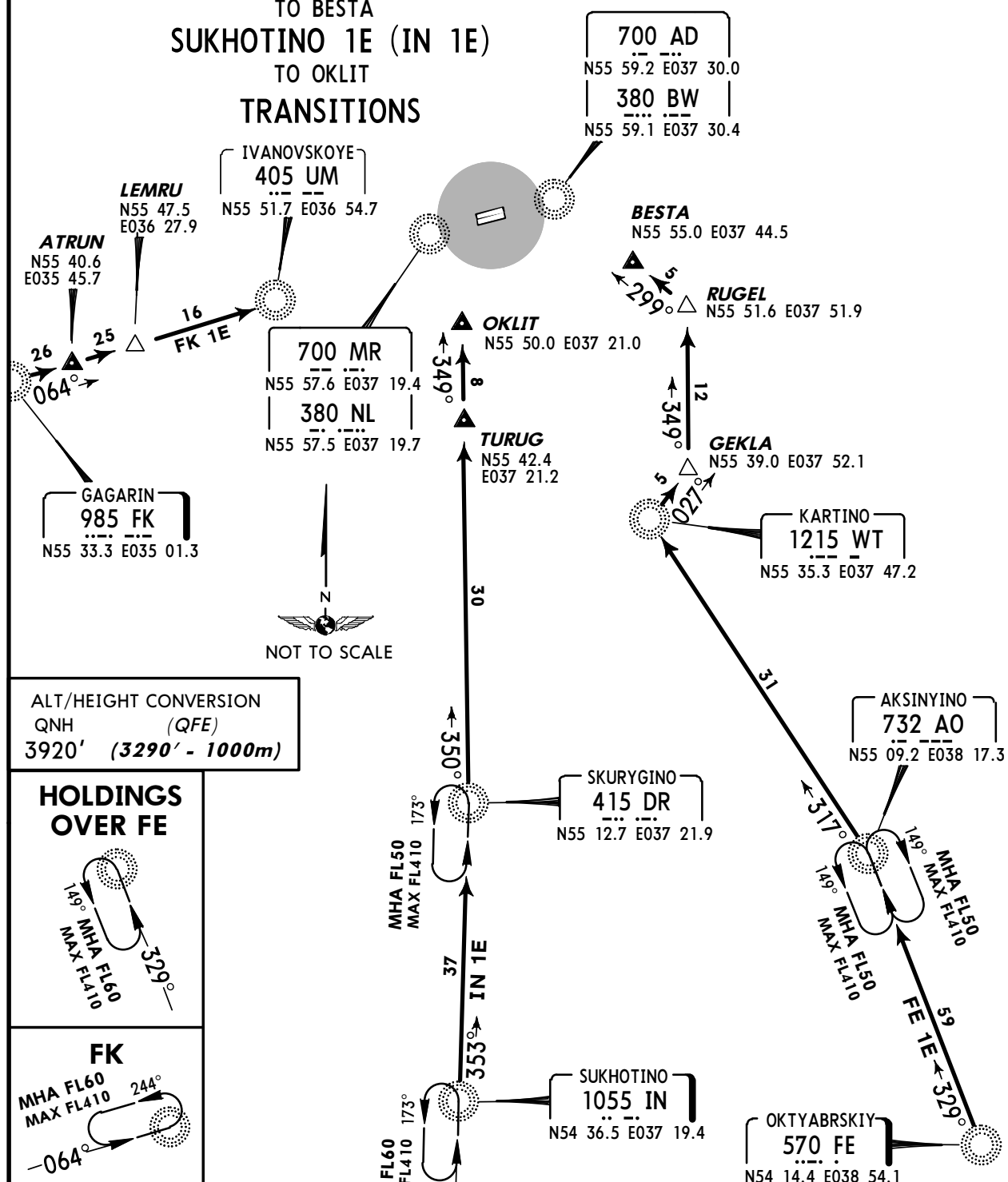


ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

GAGARIN 1E (FK 1E)
TO UM
OKTYABRSKIY 1E (FE 1E)
TO BESTA
SUKHOTINO 1E (IN 1E)
TO OKLIT
TRANSITIONS

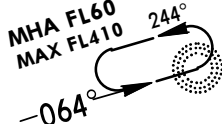


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

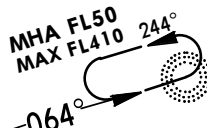
HOLDINGS OVER FE



FK



UM



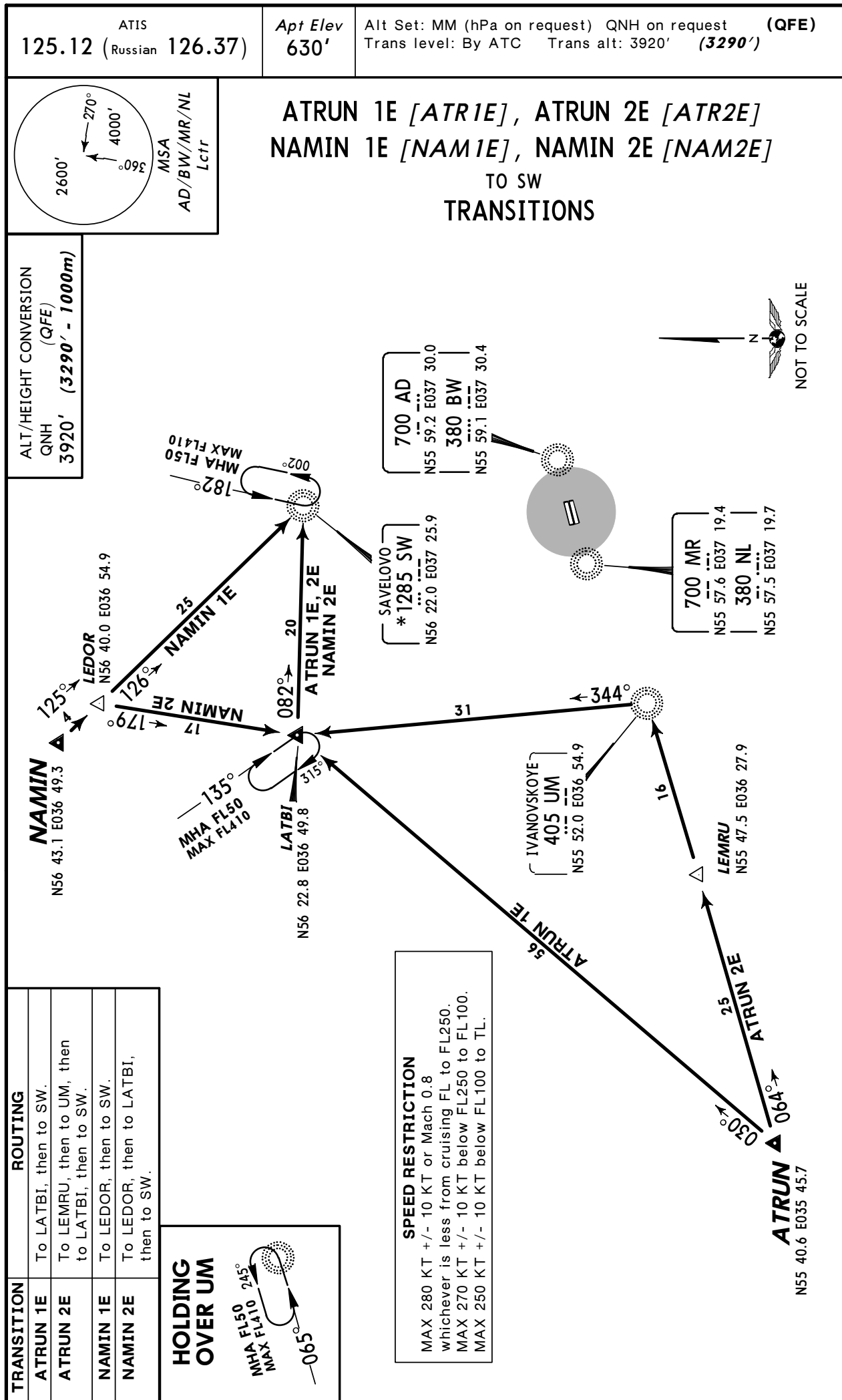
SPEED RESTRICTION

MAX 280 KT +/- 10 KT or Mach 0.8
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MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

TRANSITION

ROUTING

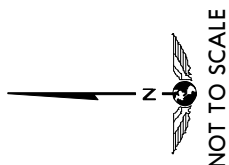
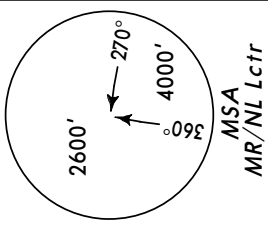
FE 1E	To AO, then to WT, then to GEKLA, then to RUGEL, then to BESTA.
FK 1E	To ATRUN, then to LEMRU, then to UM.
IN 1E	To DR, then to TURUG, then to OKLIT.



ATIS
125.12 (Russian 126.37)

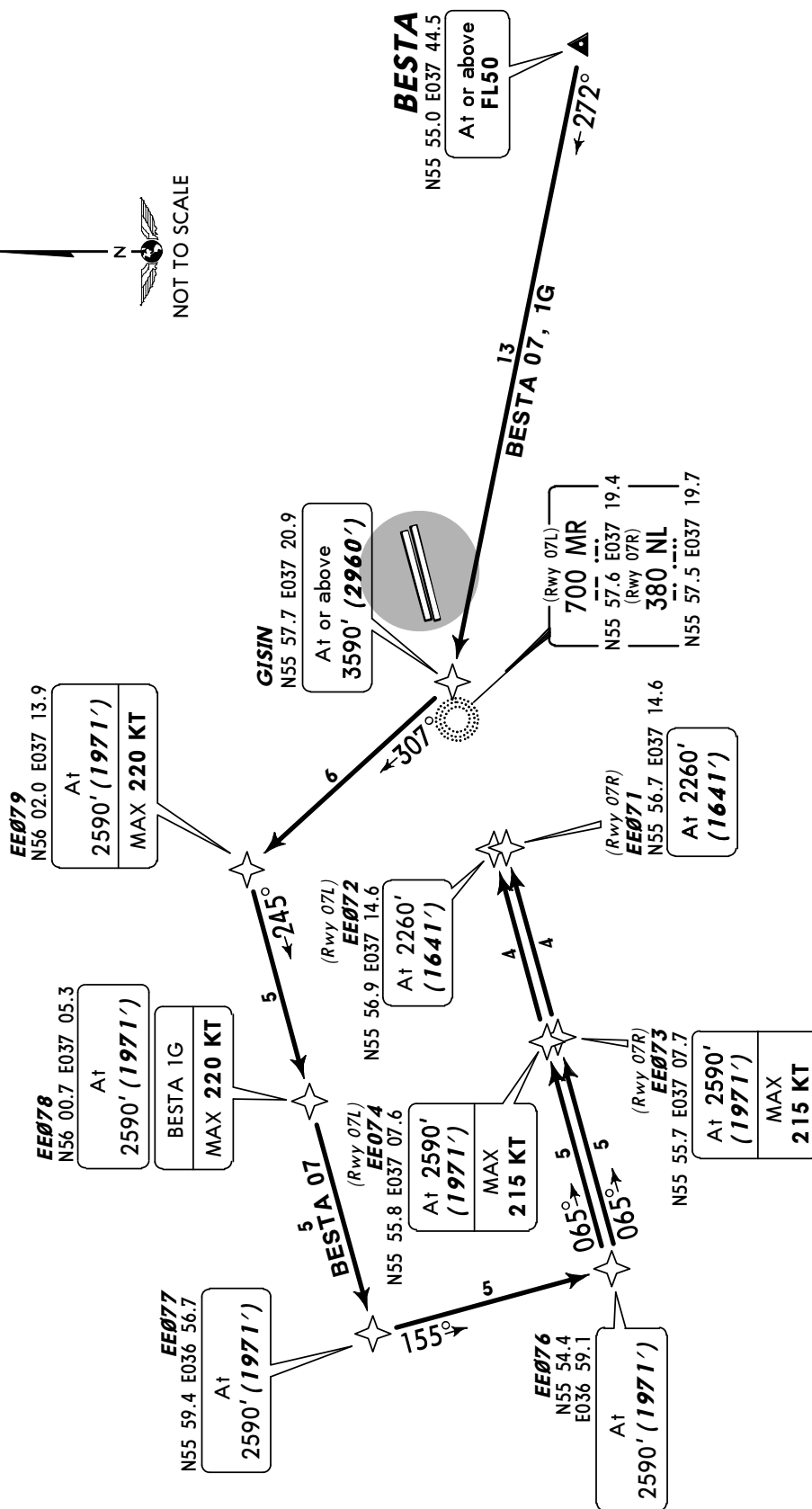
Apt Elev
630'

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



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

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



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

ROUTING

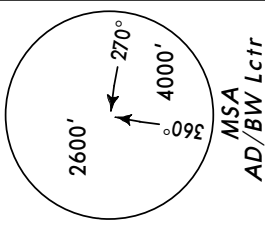
STAR

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; 2260')/EE071 (07R; 2260').
BESTA 1G	BESTA (FL50+) - GISIN (3590'+) - EE079 (2590'; K220-) - EE078 (2590'; K220-).

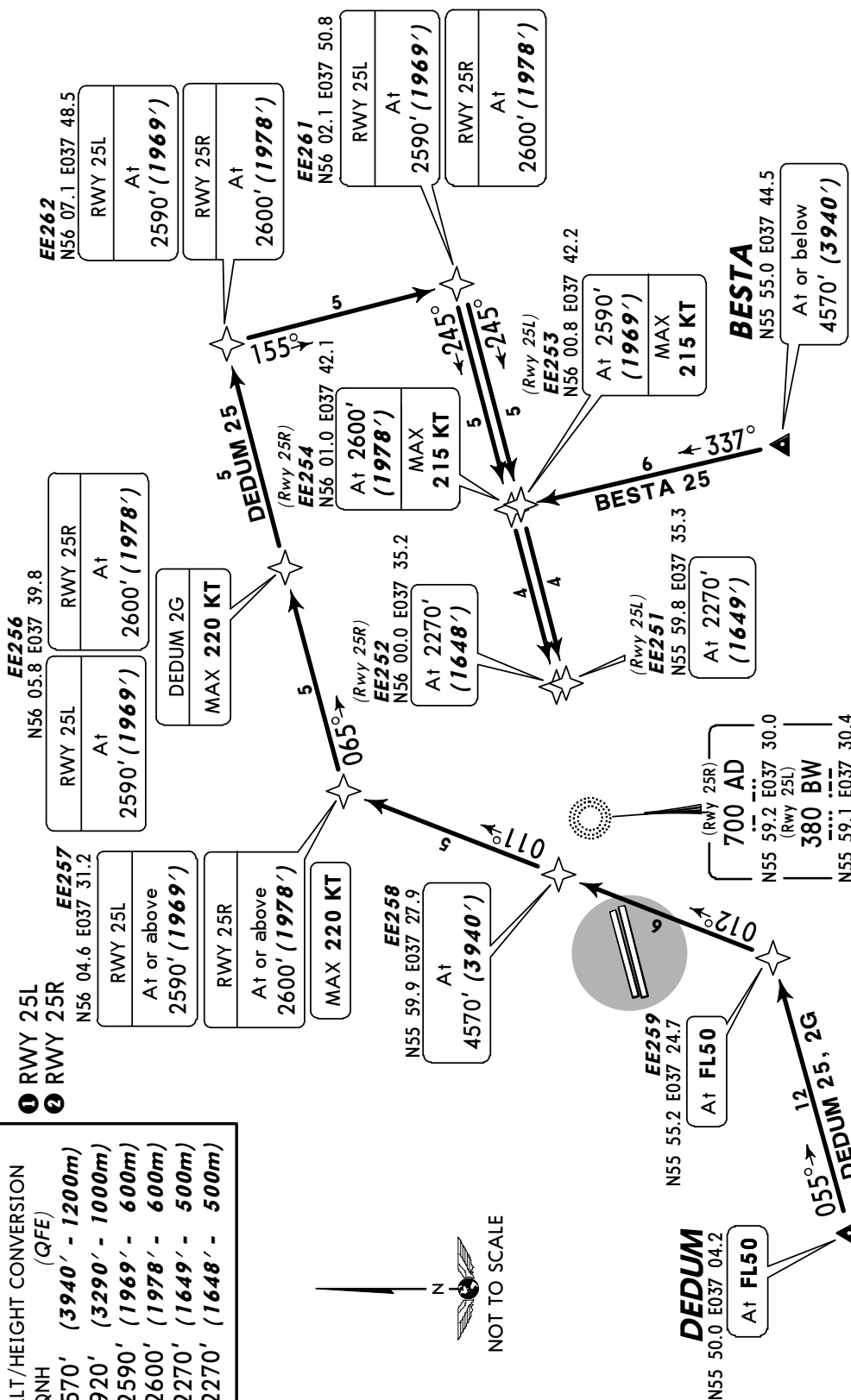
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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Execute noise abatement procedures according to
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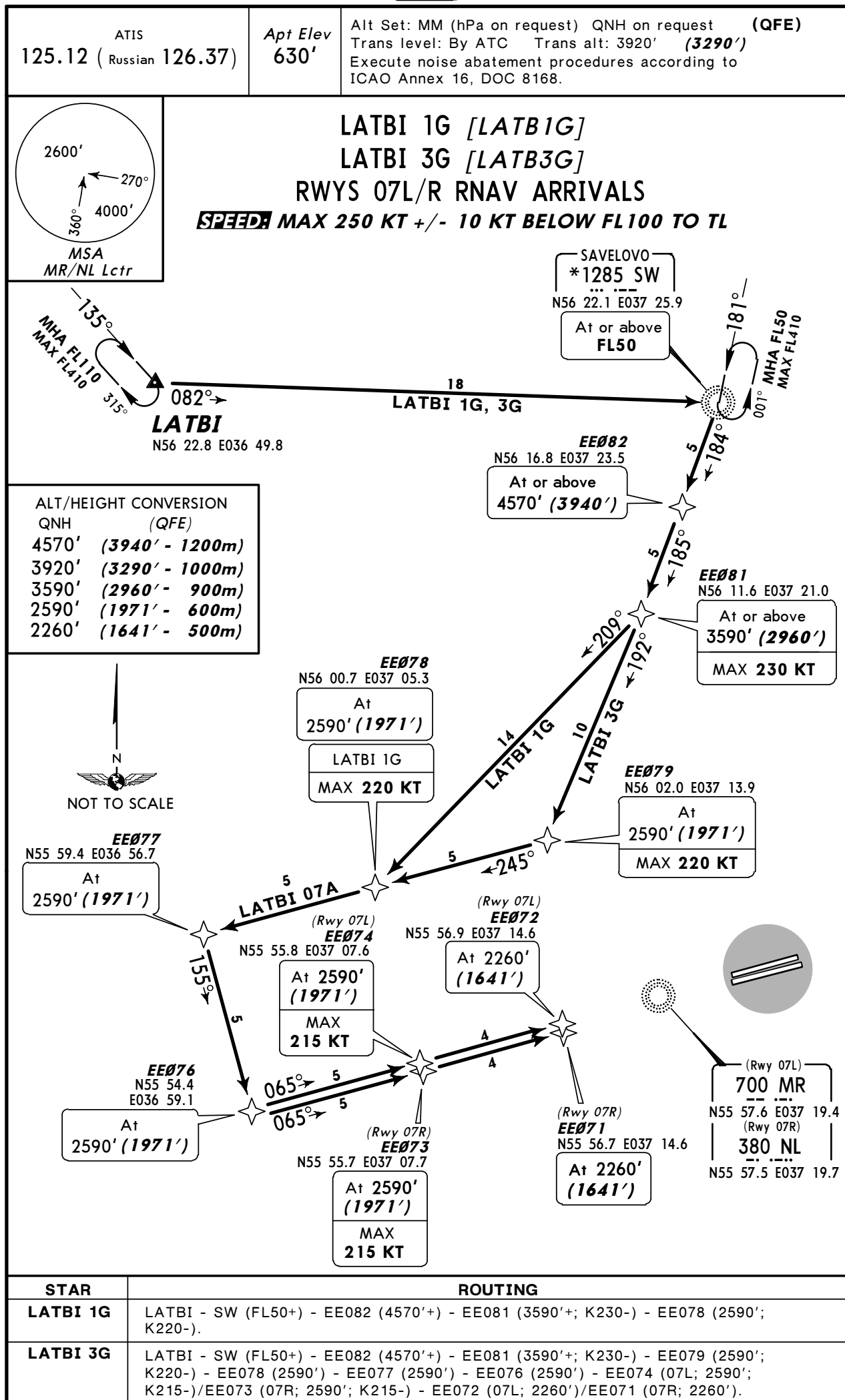


BESTA 25 [BEST25]
DEDUM 25 [DEDU25], DEDUM 2G [DEDU2G]
RWYS 25L/R RNAV ARRIVALS
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ROUTING	
STAR	
BESTA 25	BESTA (4570'-) - EE254 (25R; 2600'; K215-)/EE253 (25L; 2590'; K215-) - EE251 (25L; 2270')/EE252 (25R; 2270').
DEDUM 25	DEDUM (FL50) - 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/HEIGHT CONVERSION (QFE)	
QNH	
4570'	(3940' - 1200m)
3920'	(3290' - 1000m)
12590'	(1969' - 600m)
2600'	(1978' - 600m)
12270'	(1649' - 500m)
22270'	(1648' - 500m)



ATIS
125.12 (Russian 126.37)

Apt Elev
630'

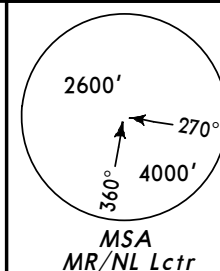
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

LATBI 07G [LAT07G]

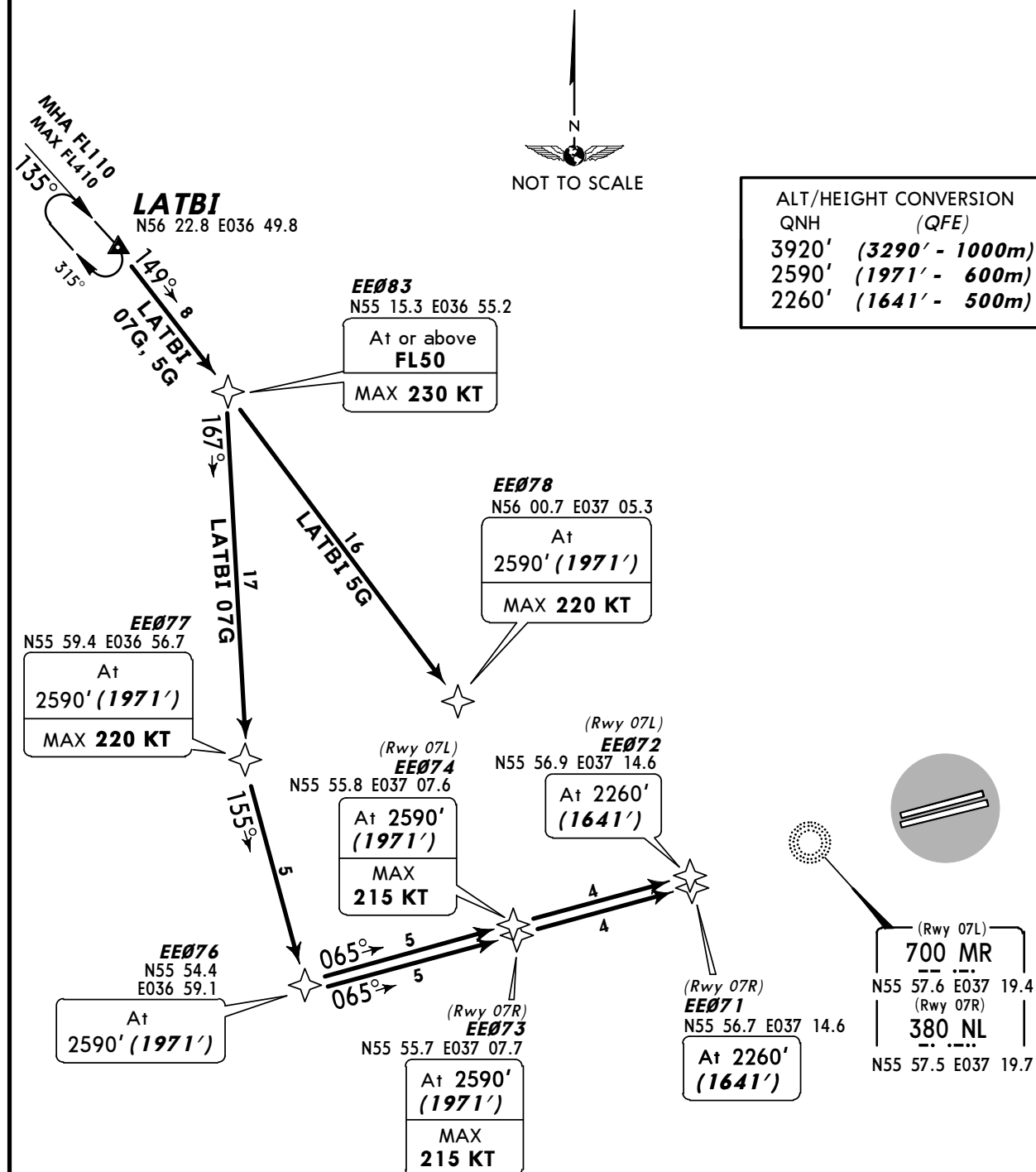
LATBI 5G [LATB5G]

RWYS 07L/R RNAV ARRIVALS

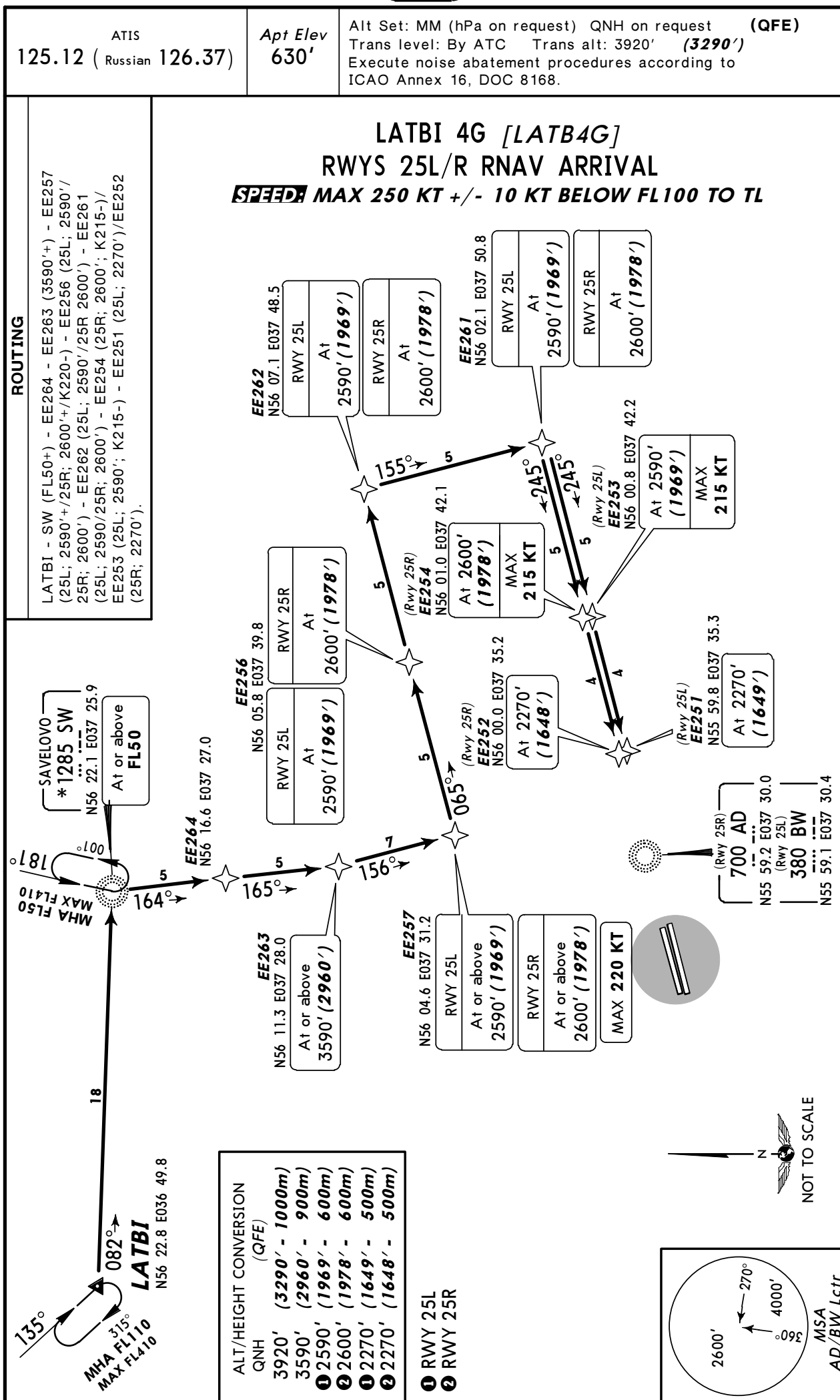
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL

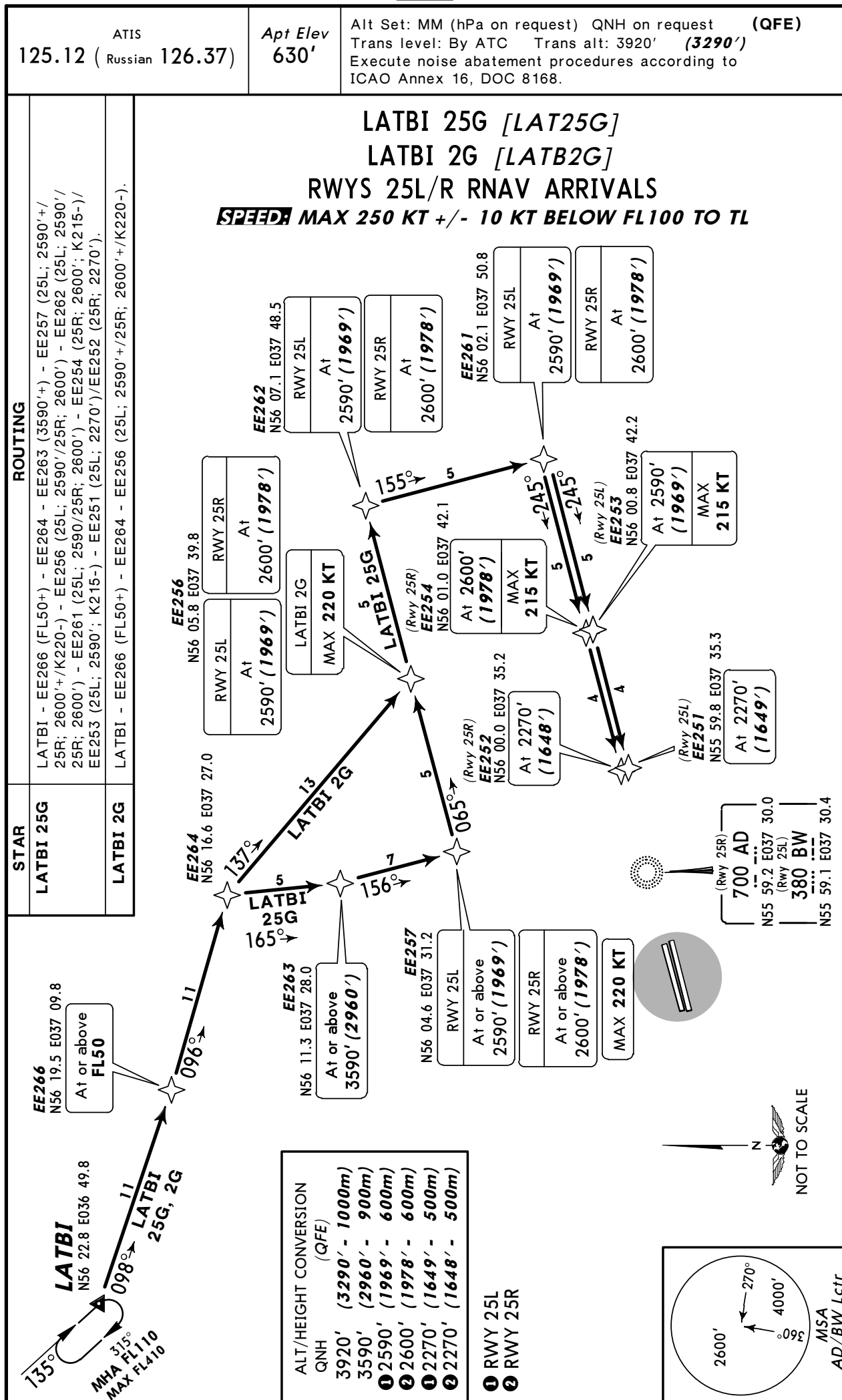


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
2590'	(1971' - 600m)
2260'	(1641' - 500m)



STAR	ROUTING
LATBI 07G	LATBI - EE083 (FL50+; K230-) - EE077 (2590'; K220-) - EE076 (2590') - EE074 (07L; 2590'; K215-)/EE073 (07R; 2590; K215-) - EE072 (07L; 2260')/EE071 (07R; 2260').
LATBI 5G	LATBI - EE083 (FL50+; K230-) - EE078 (2590'; K220-).

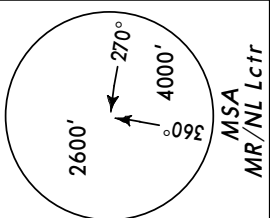




ATIS
125.12 (Russian 126.37)

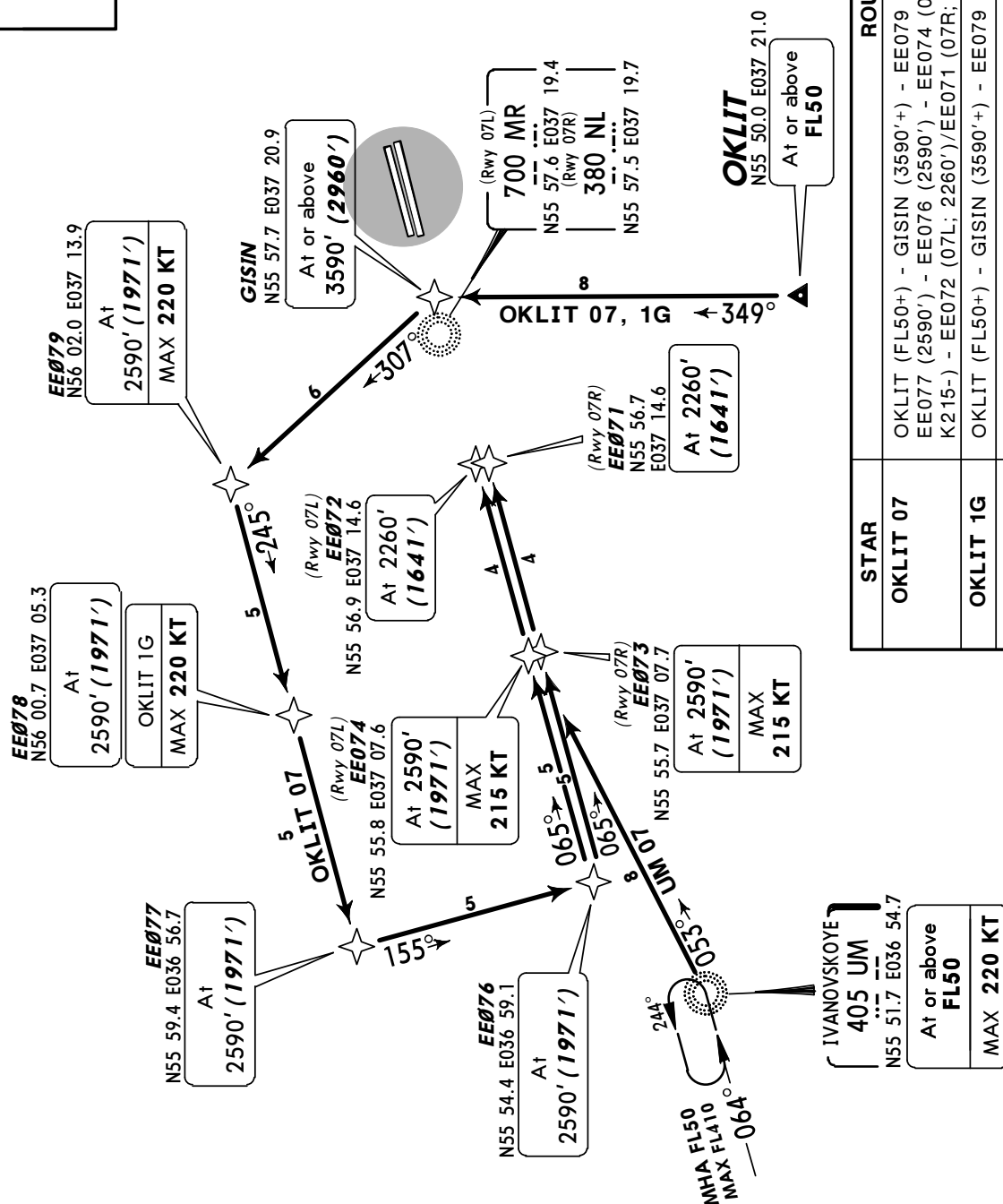
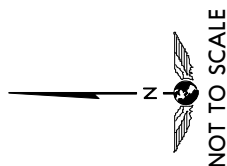
Apt Elev
630'

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.

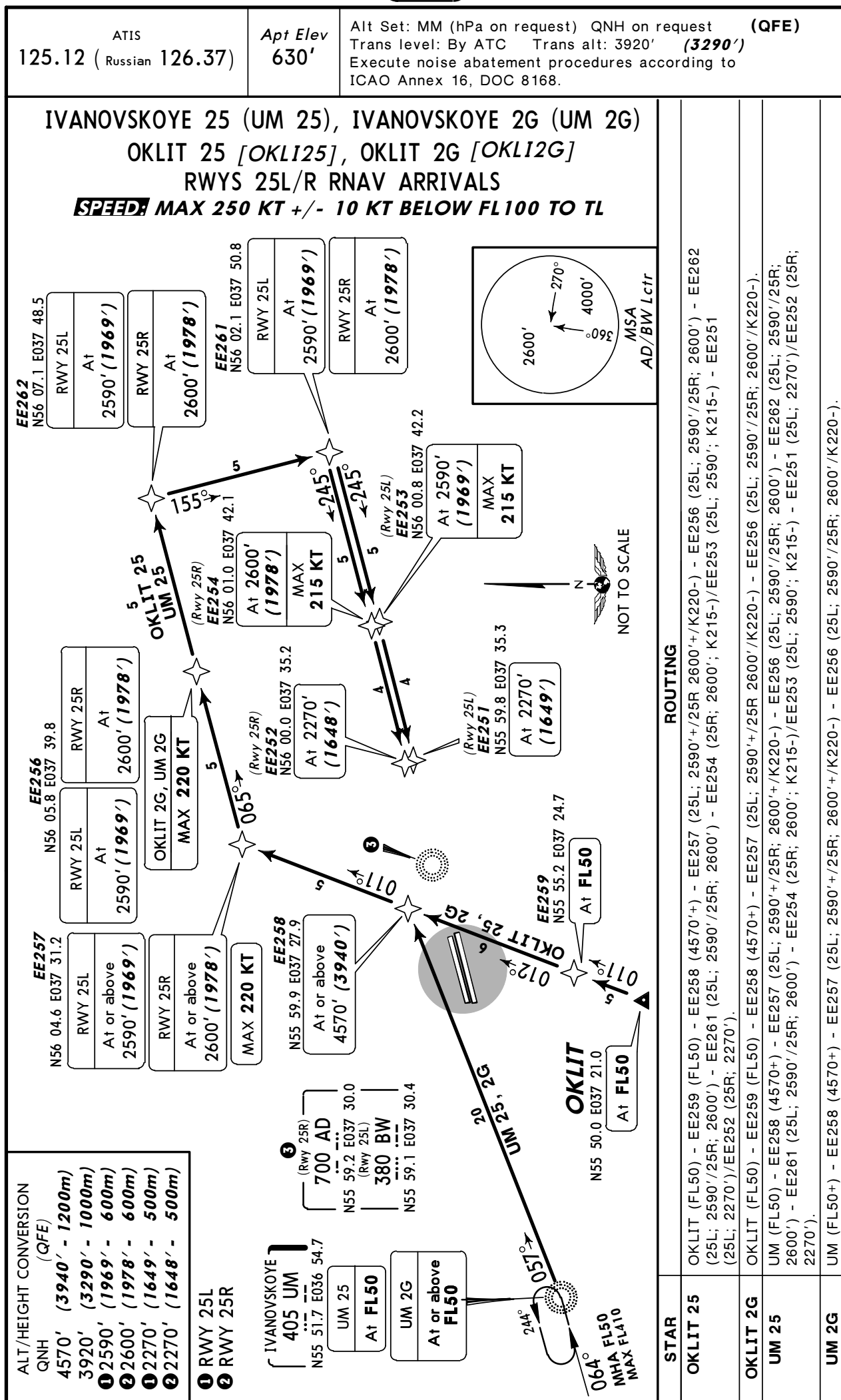


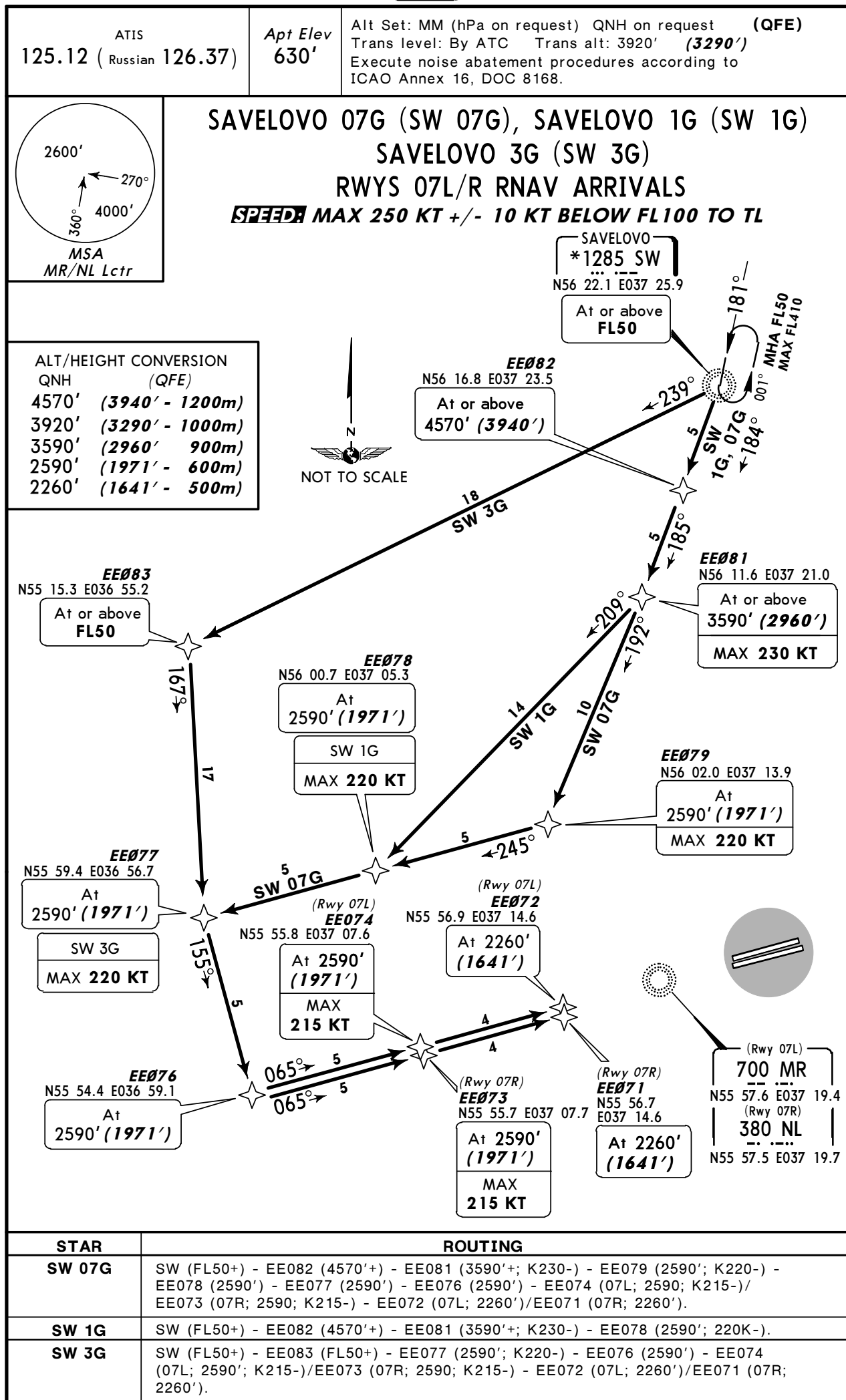
ALT/HEIGHT CONVERSION	QNH	(QFE)
	3920'	(3290' - 1000m)
	3590'	(2960' 900m)
	22590'	(1971' - 600m)
	22260'	(1641' - 500m)

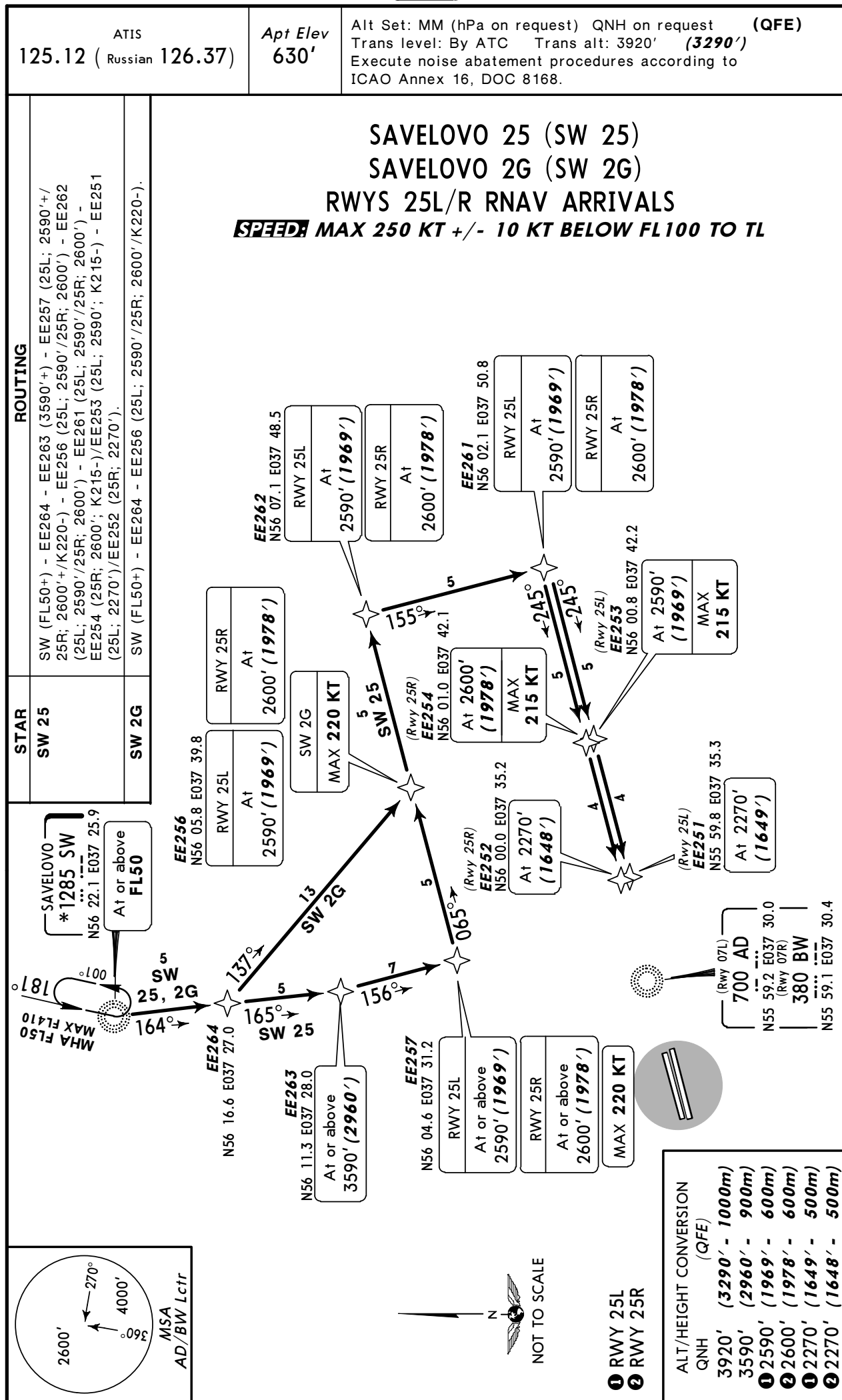
IVANOVSKOYE 07 (UM 07)
OKLIT 07 [OKLIØ7]
OKLIT 1G [OKLI1G]
RWYS 07L/R RNAV ARRIVALS
***SPEED: MAX 250 KT +/- 10 KT
BELOW FL100 TO TL***



STAR	ROUTING
OKLIT 07	OKLIT (FL50+) - GISIN (3590'+) - EE079 (2590'+); EE077 (2590') - EE076 (2590') - EE074 (07L; 259; K215-) - EE072 (07L; 2260')/EE071 (07R; 2260').
OKLIT 1G	OKLIT (FL50+) - GISIN (3590'+) - EE079 (2590'+);
UM 07	UM (FL50+; K220-) - EE074 (07L; 2590'; K215-)/E EE072 (07L; 2260')/EE071 (07R; 2260').







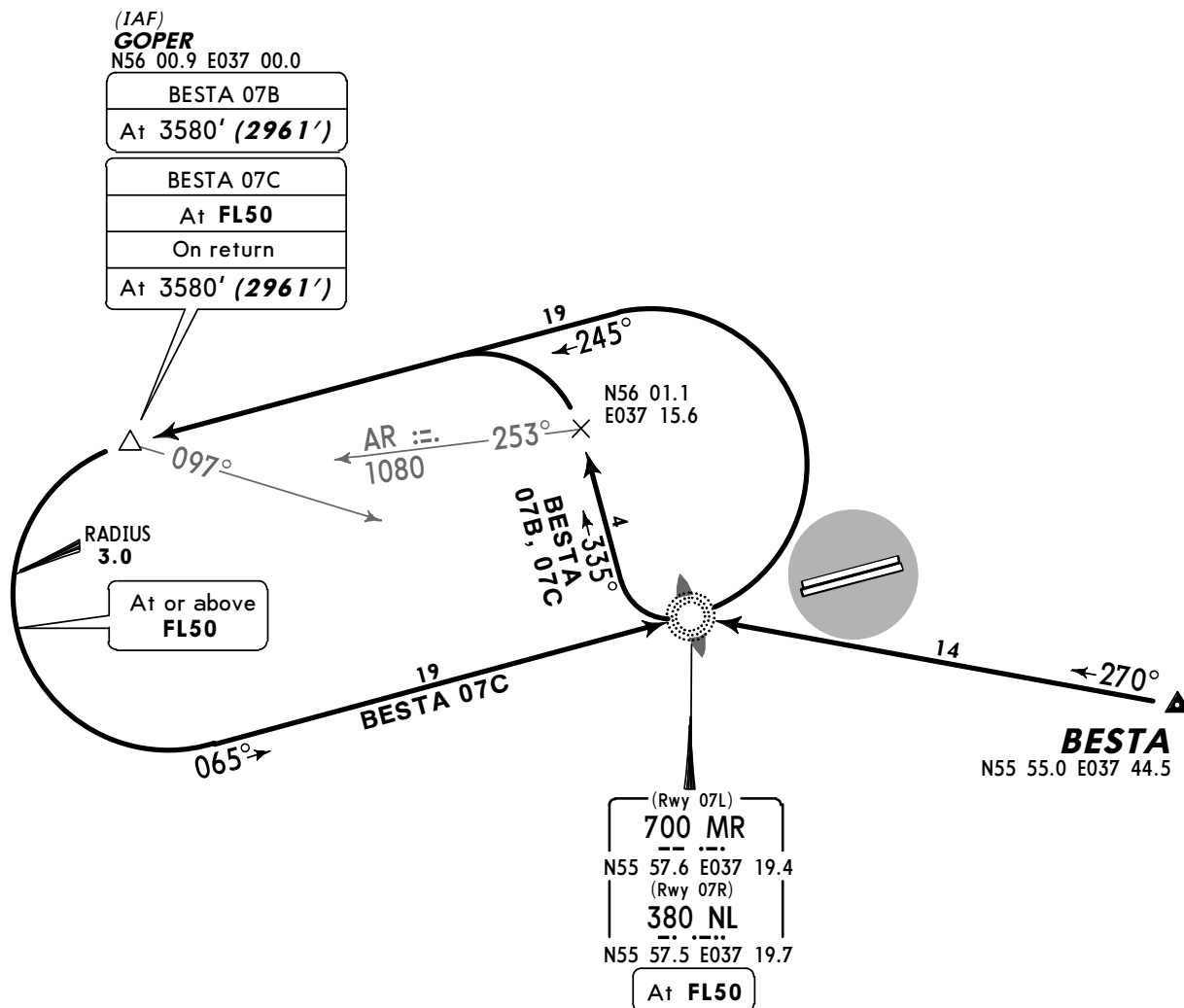
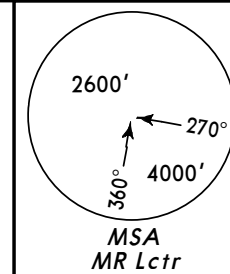
ATIS
125.12 (Russian 126.37)

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 07B [BSTØ7B]
BESTA 07C [BSTØ7C]
RWYS 07L/R ARRIVALS

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3580'	(2961' - 900m)

STAR	ROUTING
BESTA 07B	On 270° bearing to MR/NL, 335° track, at 253° bearing to AR turn on 245° track to GOPER.
BESTA 07C	On 270° bearing to MR/NL, 335° track, at 253° bearing to AR turn on 245° track to GOPER, intercept 065° bearing to MR/NL, 245° track to GOPER.

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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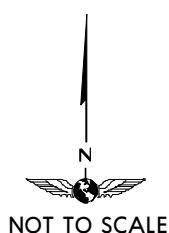
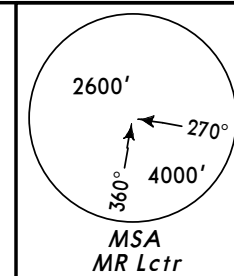
BESTA 25A [BST25A]
BY ATC

BESTA 25B [BST25B]

BESTA 25C [BST25C]

RWYS 25L/R ARRIVALS

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

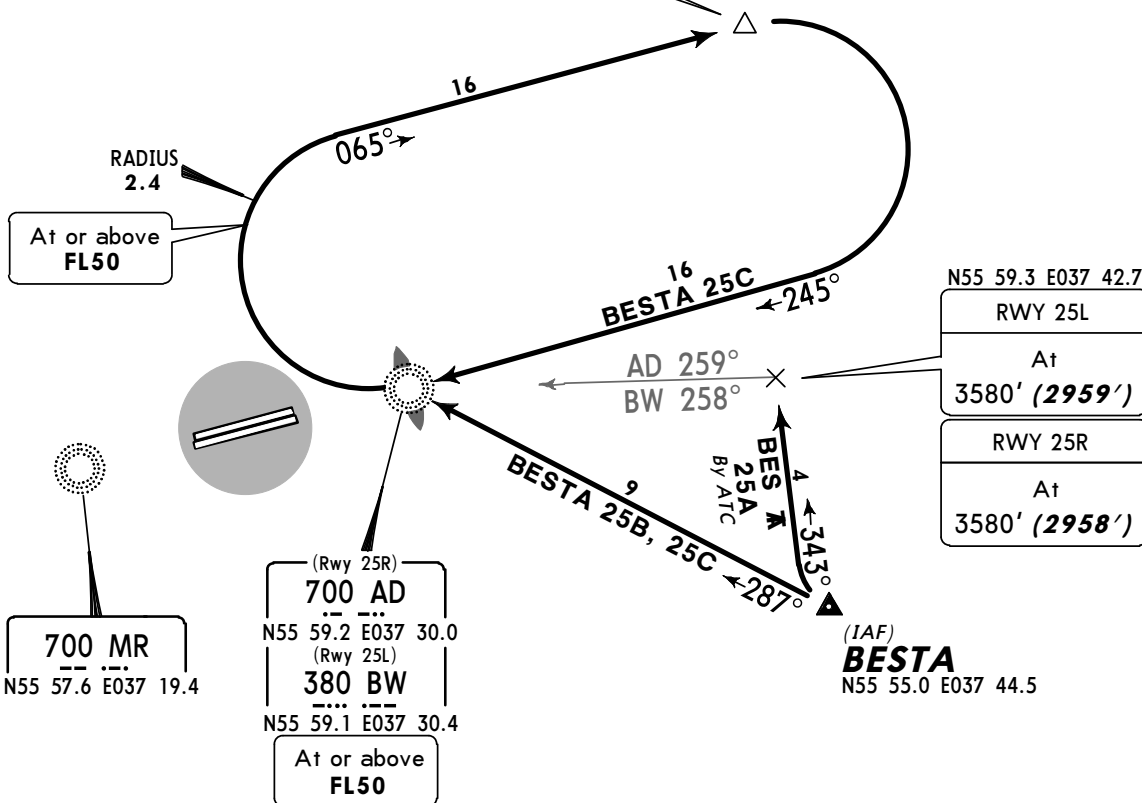


(IAF)
TALUK
N56 05.9 E037 41.7

RWY 25L
③ At
3580' (2959')

RWY 25R
③ At
3580' (2958')

③ BESTA 25C on return.



ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)

① 3580' (2959' - 900m)

③ 3580' (2958' - 900m)

① RWY 25L

② RWY 25R

STAR	ROUTING
BESTA 25A By ATC	On 343° track to N55 59.3 E037 42.7 (259° bearing to AD/258° bearing to BW).
BESTA 25B	On 287° bearing to AD/BW, 065° track to TALUK.
BESTA 25C	On 287° bearing to AD/BW, enter holding pattern, leave holding pattern by ATC instruction, 065° track to TALUK.

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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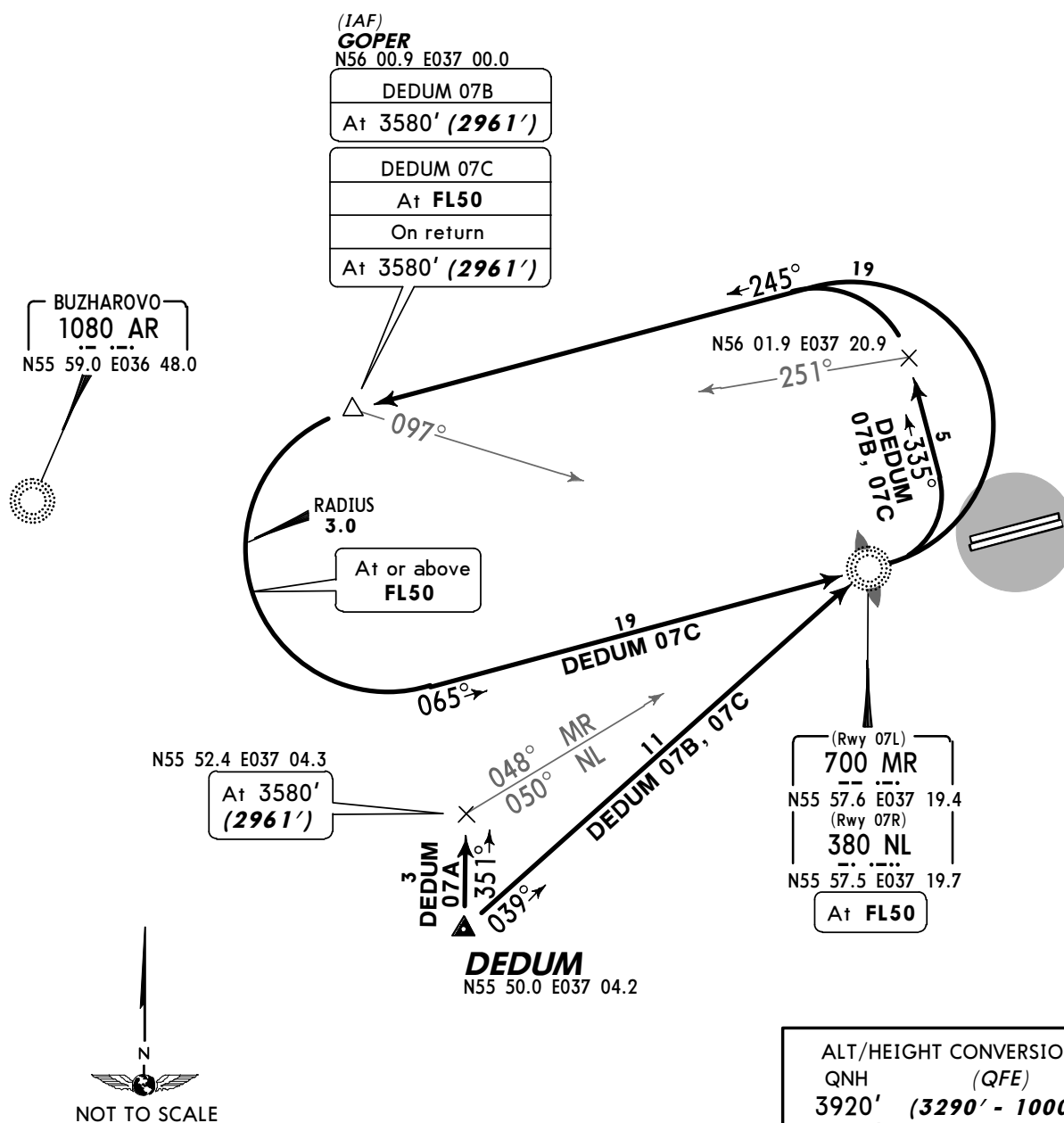
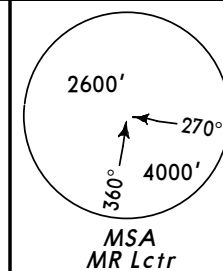
DEDUM 07A [DEDØ7A]
BY ATC

DEDUM 07B [DEDØ7B]

DEDUM 07C [DEDØ7C]

RWYS 07L/R ARRIVALS

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



STAR	ROUTING
DEDUM 07A By ATC	On 351° track to N55 52.4 E037 04.3.
DEDUM 07B	On 039° bearing to MR/NL, 335° track, at 251° bearing to AR turn on 245° track to GOPER.
DEDUM 07C	On 039° bearing to MR/NL, 335° track, at 251° bearing to AR turn on 245° track to GOPER, intercept 065° bearing to MR/NL, 245° track to GOPER.

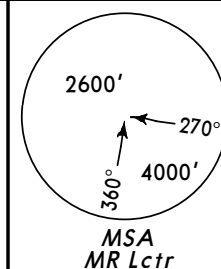
ATIS
125.12 (Russian 126.37)

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 25B [DED25B]
DEDUM 25C [DED25C]
RWYS 25L/R ARRIVALS

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

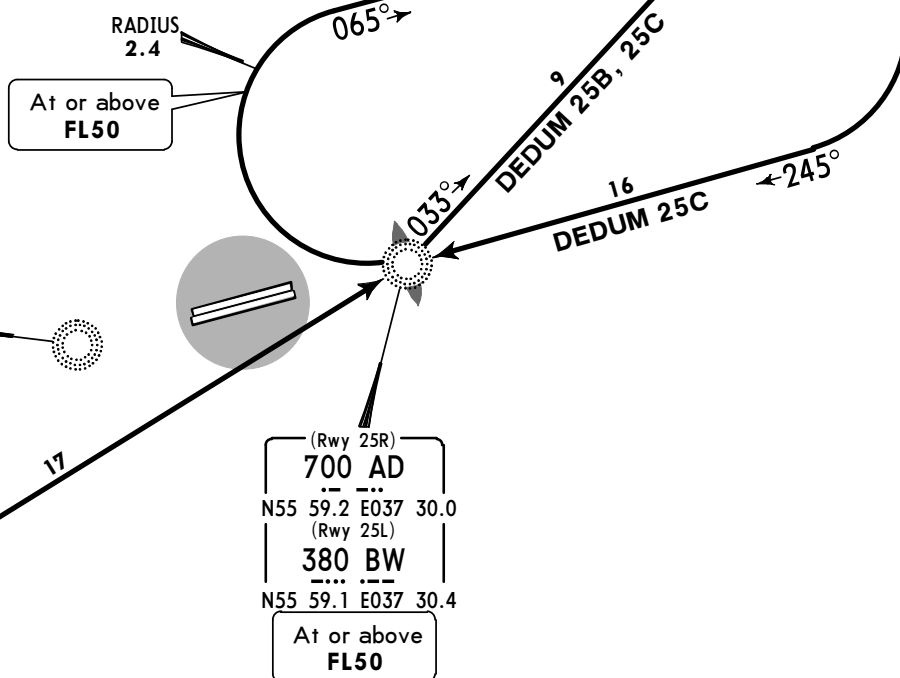


(IAF)
TALUK
N56 05.9 E037 41.7

DEDUM 25C
First crossing
At or above
FL50

RWY 25L
At
3580' (2959')

RWY 25R
At
3580' (2958')



DEDUM
N55 50.0 E037 04.2

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
① 3580' (2959' - 900m)
② 3580' (2958' - 900m)

- ① RWY 25L
- ② RWY 25R

STAR	ROUTING
DEDUM 25B	On 048° bearing to AD/BW, 033° bearing to TALUK.
DEDUM 25C	On 048° bearing to AD/BW, 033° bearing to TALUK, then to AD/BW, enter holding pattern, leave holding pattern by ATC instruction, 065° track to TALUK.

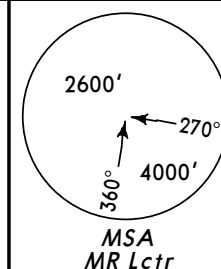
ATIS
125.12 (Russian 126.37)

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.

DIPAT 25A [DPT25A]
RWYS 25L/R ARRIVAL
BY ATC

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

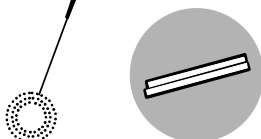


(IAF)
OTNAS
N56 01.3 E037 44.0

RWY 25L
At 3580' (2959')
RWY 25R
At 3580' (2958')

N56 05.3 E037 54.2
At
4570' (3940')

700 MR
N55 57.6 E037 19.4



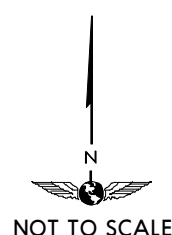
DIPAT
N56 00.8 E038 02.2

CHELOBITYEVO
680 BP
N55 54.0 E037 40.4

ALT/HEIGHT CONVERSION

QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
① 3580' (2959' - 900m)
② 3580' (2958' - 900m)

① RWY 25L
② RWY 25R



ROUTING

On 306° track to N56 05.3 E037 54.2 (205° bearing to BP), 202° track to OTNAS.

GINAP 07B [GNP07B]
GINAP 07C [GNP07C]
RWYS 07L/R ARRIVALS

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

2600'
270°
4000'
360°
MSA
MR Lctr

(IAF)
GOPER
N56 00.9 E037 00.0

GINAP 07B
At 3580' (2961')

GINAP 07C
At FL50
On return
At 3580' (2961')

19
245°
N56 01.1 E037 15.6
253°
AR 1080
097°
RADIUS 3.0
At or above FL50
19
GINAP 07C
065°
335°
GINAP 07B, 07C
16
250°
GINAP
N56 00.6 E037 48.2
(Rwy 07L)
700 MR
N55 57.6 E037 19.4
(Rwy 07R)
380 NL
N55 57.5 E037 19.7
At FL50

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3580'	(2961' - 900m)

STAR	ROUTING
GINAP 07B	On 250° bearing to MR/NL, 335° track, at 253° bearing to AR turn on 245° track to GOPER.
GINAP 07C	On 250° bearing to MR/NL, 335° track, at 253° bearing to AR turn on 245° track to GOPER, intercept 065° bearing to MR/NL, 245° track to GOPER.

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.

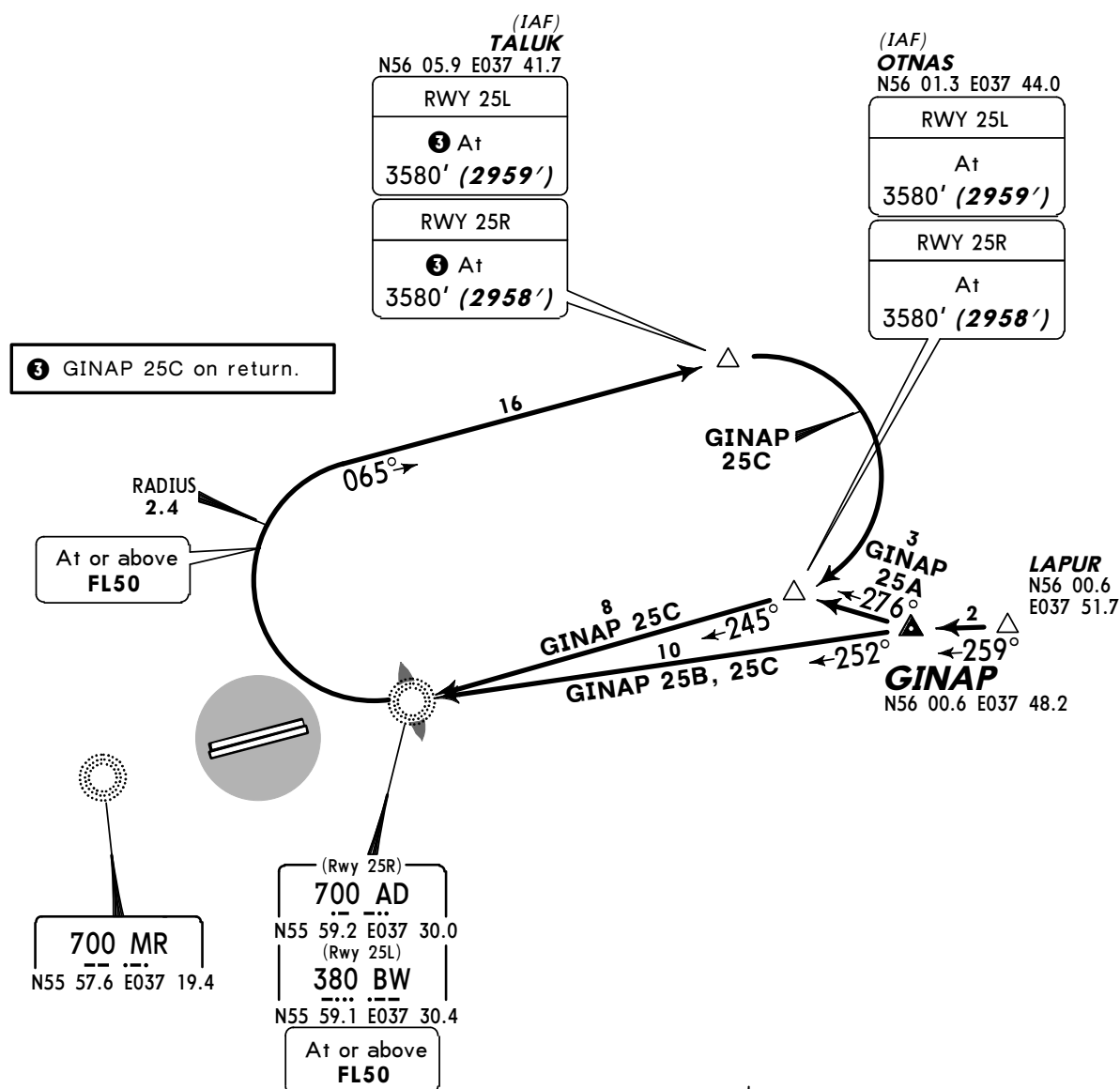
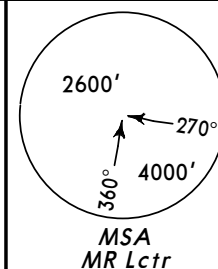
GINAP 25A [GNP25A]

GINAP 25B [GNP25B]

GINAP 25C [GNP25C]

RWYS 25L/R ARRIVALS

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



ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
① 3580' (2959' - 900m)
② 3580' (2958' - 900m)

① RWY 25L
② RWY 25R



STAR	ROUTING
GINAP 25A	On 276° track to OTNAS.
GINAP 25B	On 252° bearing to AD/BW, 065° track to TALUK.
GINAP 25C	On 252° bearing to AD/BW, enter holding pattern, leave holding by ATC instruction, 065° track to TALUK.

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.

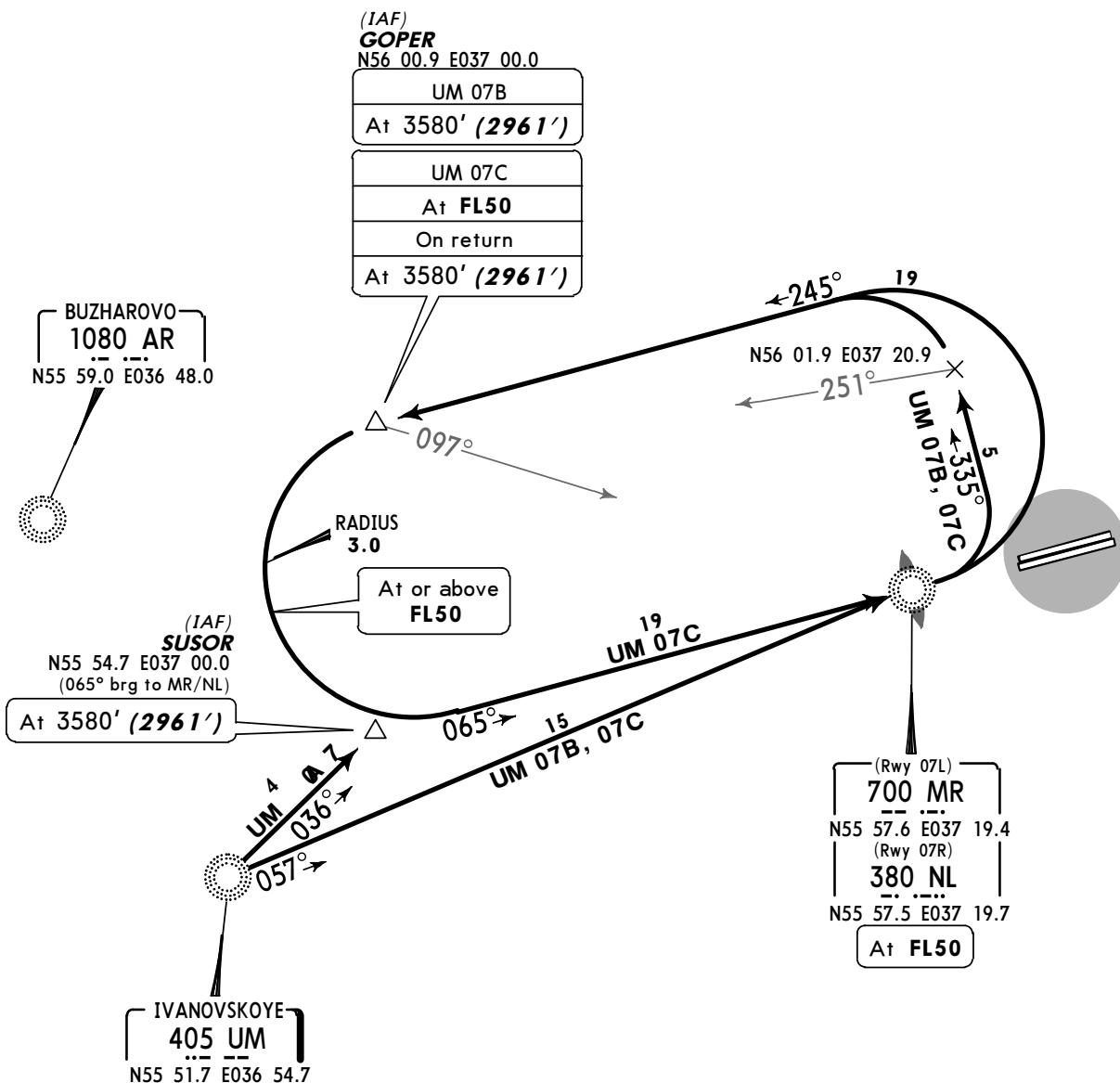
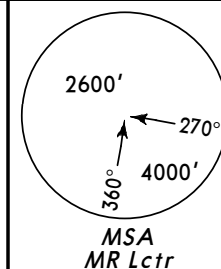
IVANOVSKOYE 07A (UM 07A)

IVANOVSKOYE 07B (UM 07B)

IVANOVSKOYE 07C (UM 07C)

RWYS 07L/R ARRIVALS

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3580'	(2961' - 900m)

STAR	ROUTING
UM 07A	On 036° bearing to SUSOR.
UM 07B	On 057° bearing to MR/NL, 335° track, at 251° bearing to AR turn on 245° track to GOPER.
UM 07C	On 057° bearing to MR/NL, 335° track, at 251° bearing to AR turn on 245° track to GOPER, intercept 065° bearing to MR/NL, 245° track to GOPER.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

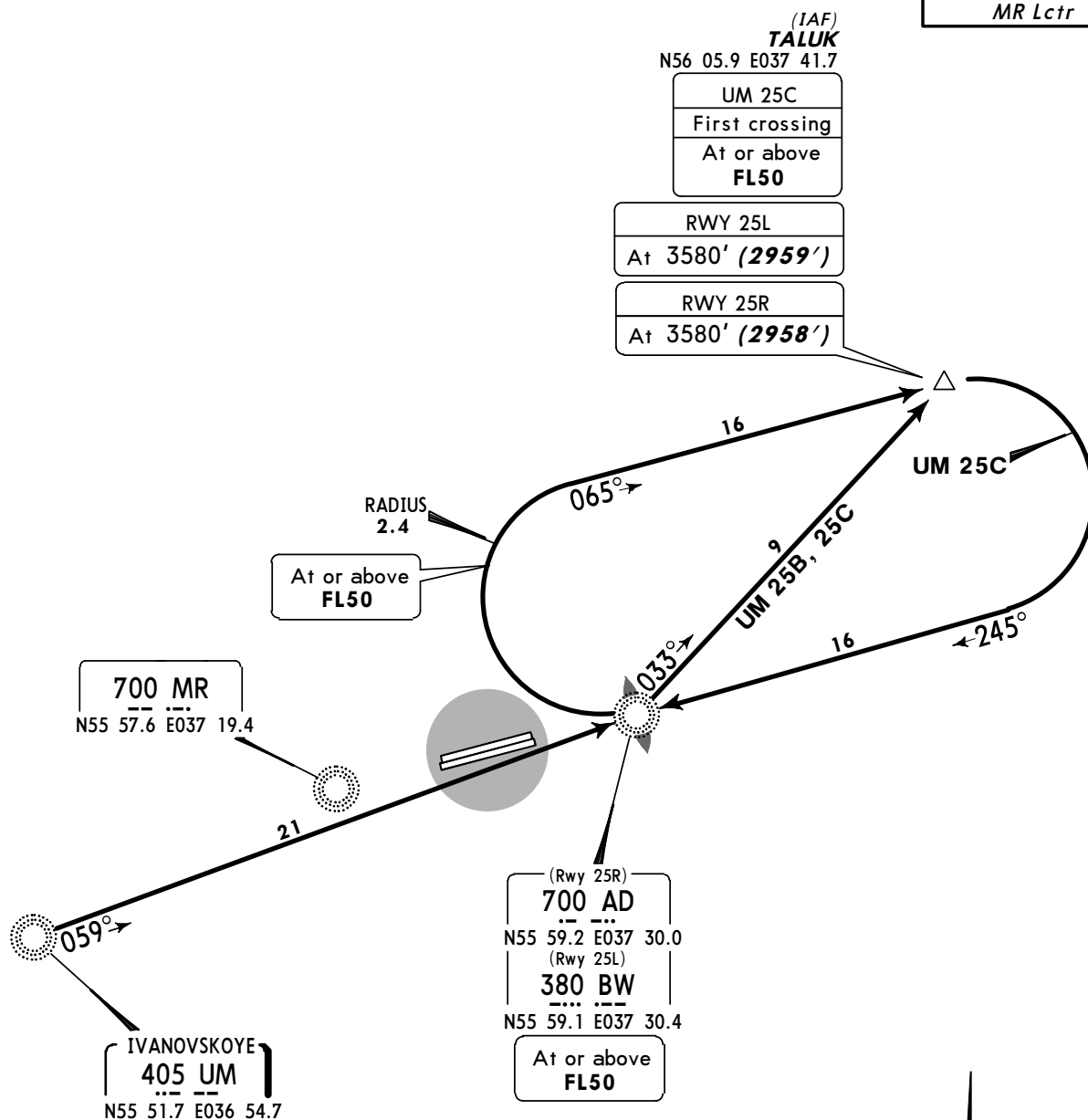
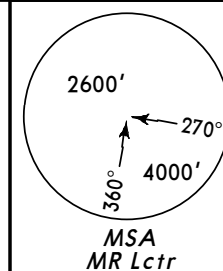
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

IVANOVSKOYE 25B (UM 25B)

IVANOVSKOYE 25C (UM 25C)

RWYS 25L/R ARRIVALS

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



ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)

① 3580' (2959' - 900m)

② 3580' (2958' - 900m)

① RWY 25L

② RWY 25R

STAR

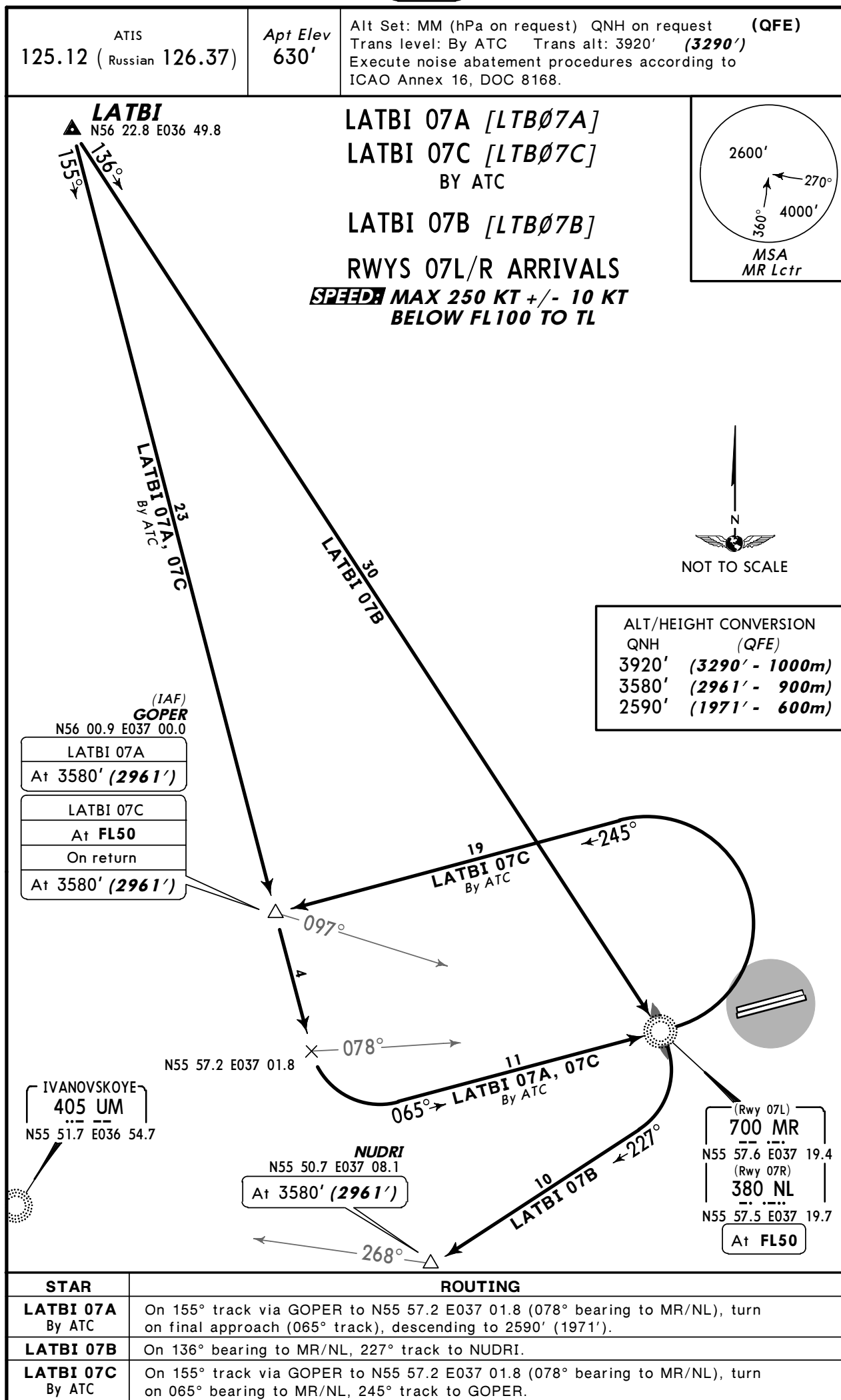
ROUTING

UM 25B

On 059° bearing to AD/BW, 033° bearing to TALUK.

UM 25C

On 059° bearing to AD/BW, 033° bearing to TALUK, then to AD/BW, enter holding pattern, leave holding pattern by ATC instruction, 065° track to TALUK.



CHANGES: STARs completely revised. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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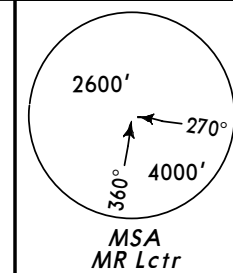
OKLIT 07A [OKLØ7A]
BY ATC

OKLIT 07B [OKLØ7B]

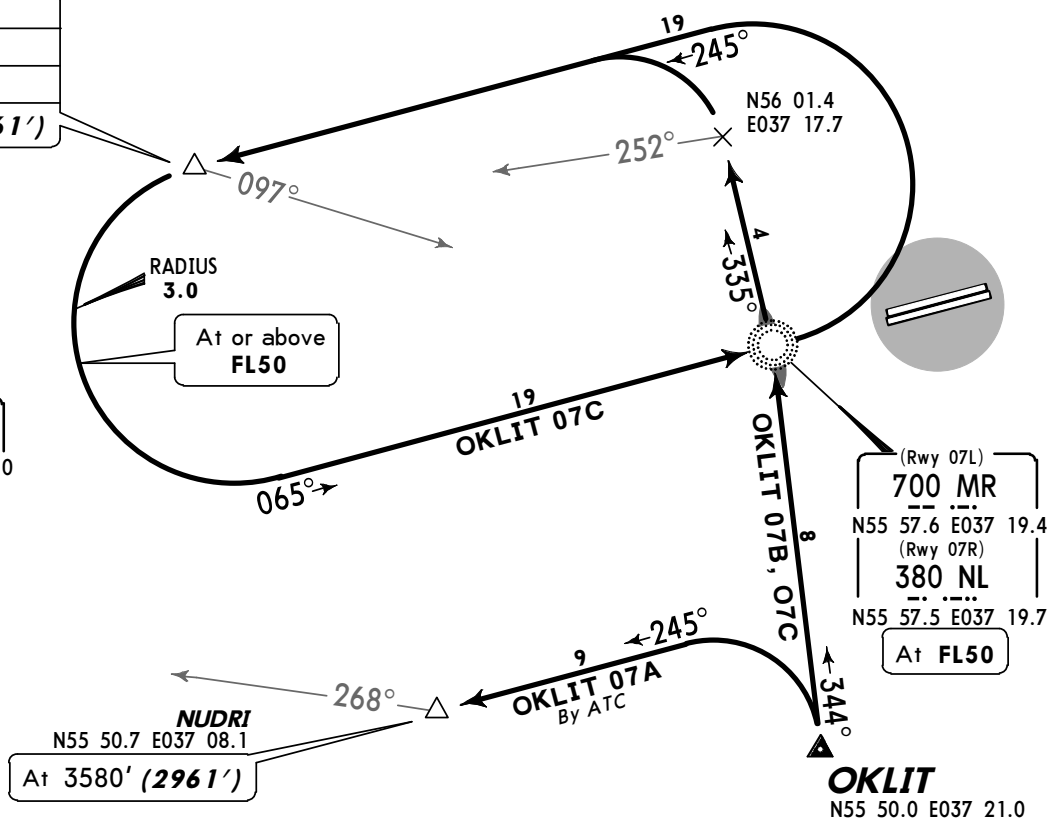
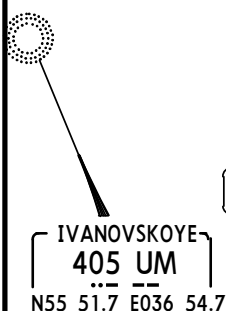
OKLIT 07C [OKLØ7C]

RWYS 07L/R ARRIVALS

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

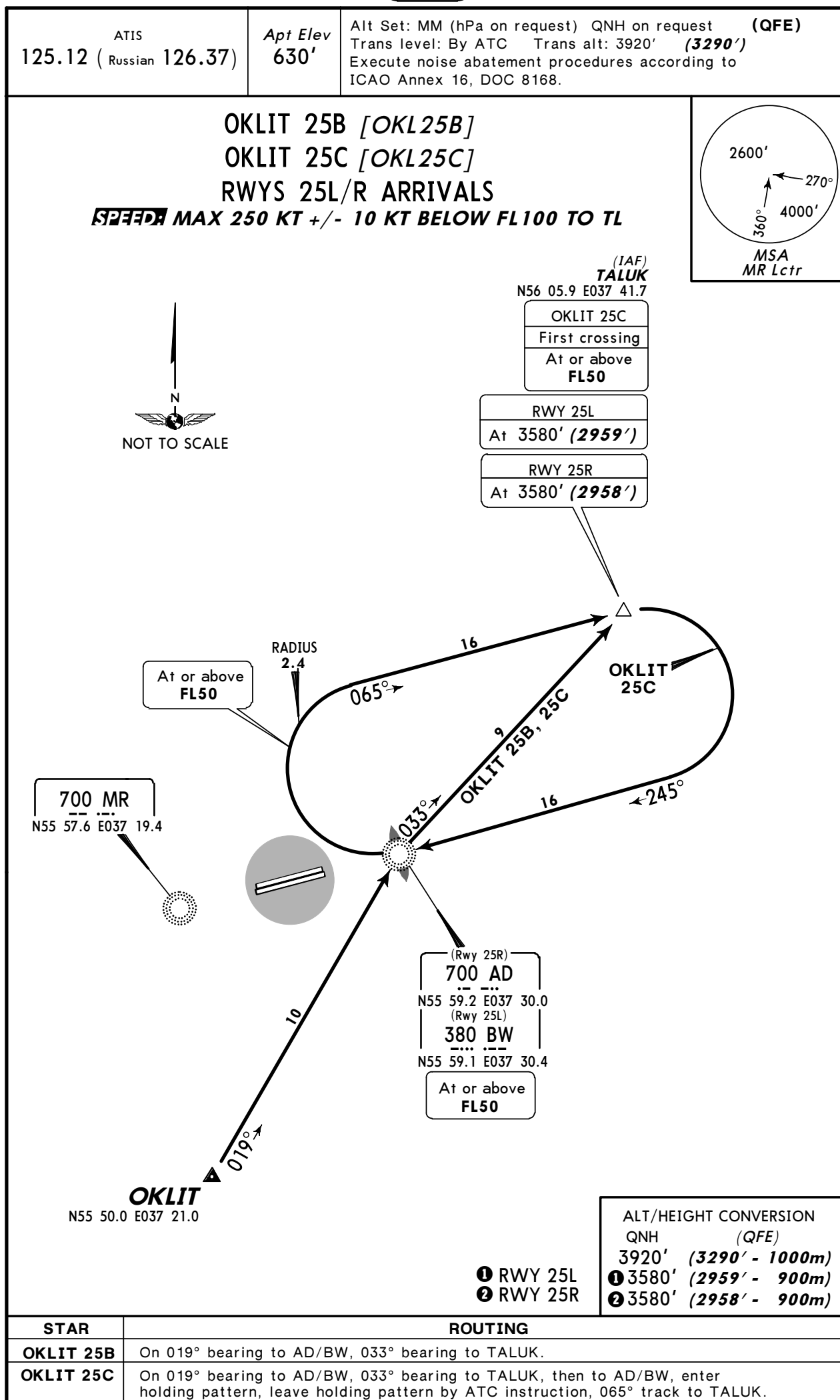


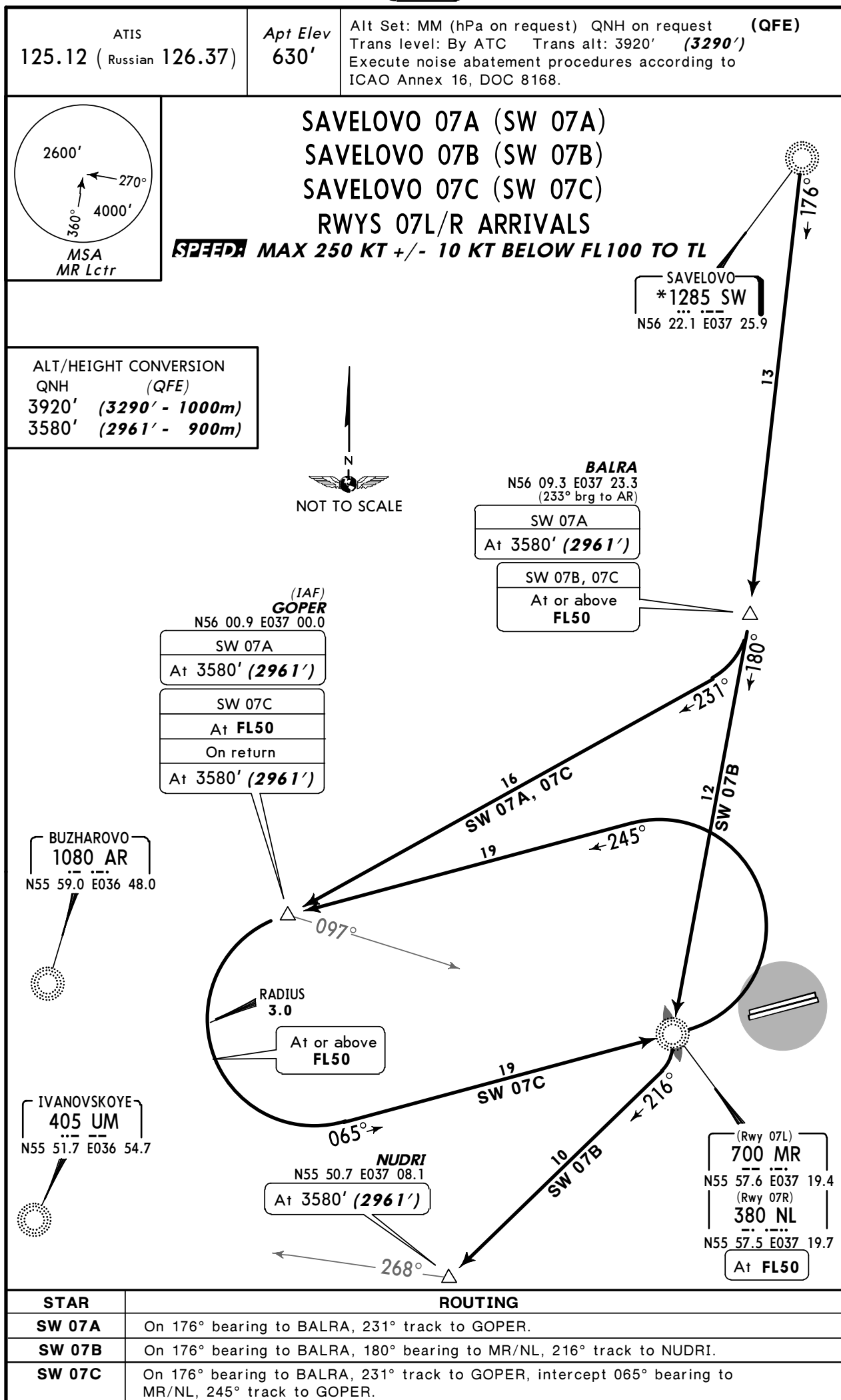
(IAF) GOPER N56 00.9 E037 00.0
OKLIT 07B At 3580' (2961')
OKLIT 07C At FL50 On return At 3580' (2961')



ALT/HEIGHT CONVERSION	(QFE)
QNH	
3920'	(3290' - 1000m)
3580'	(2961' - 900m)

STAR	ROUTING
OKLIT 07A By ATC	On 245° track to NUDRI.
OKLIT 07B	On 344° bearing to MR/NL, 335° bearing, at 252° bearing to AR turn on 245° track to GOPER.
OKLIT 07C	On 344° bearing to MR/NL, 335° bearing, at 252° bearing to AR turn on 245° track to GOPER, intercept 065° bearing to MR/NL, 245° track to GOPER.





ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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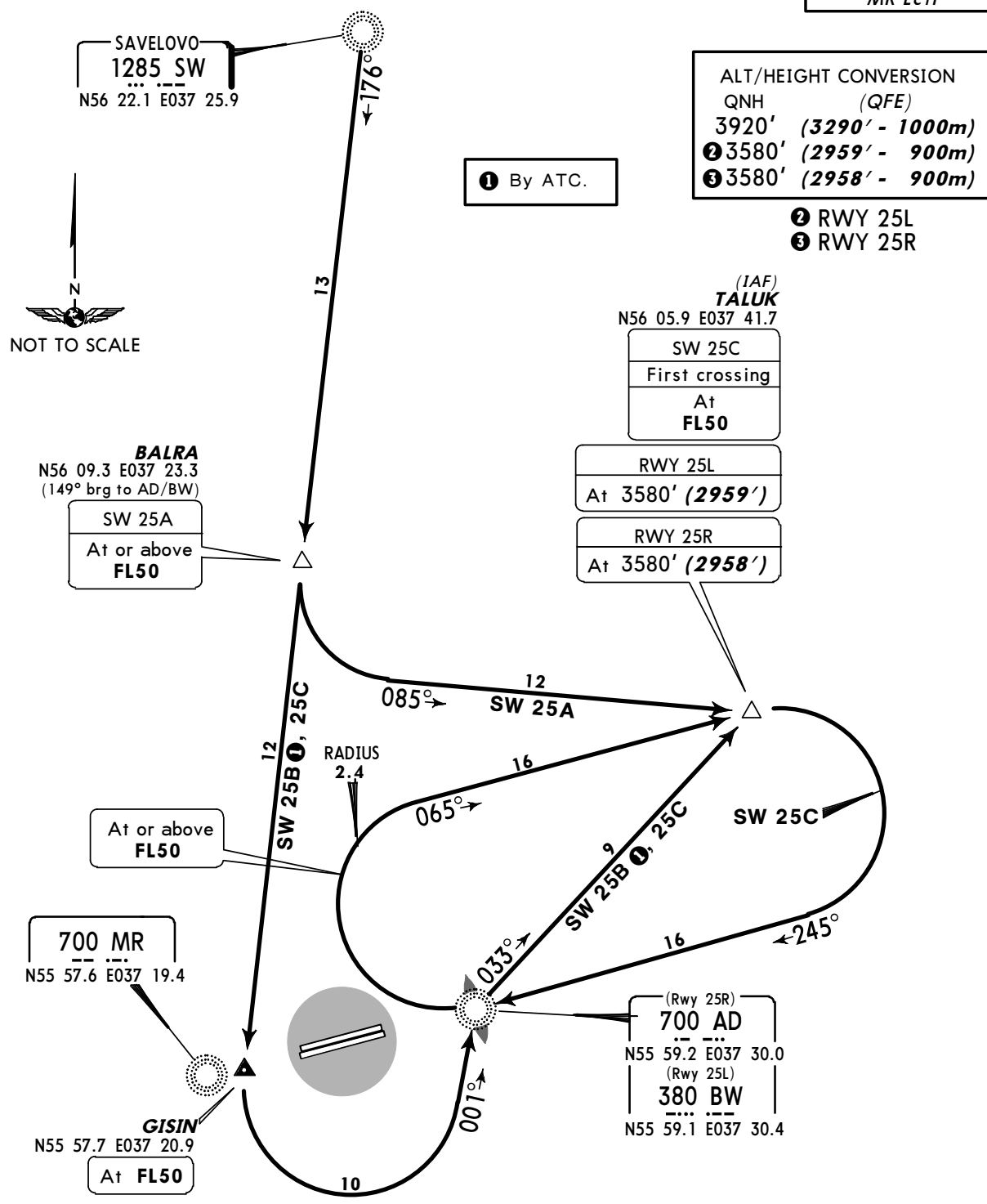
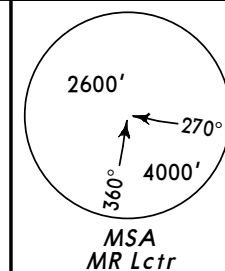
SAVELOVO 25A (SW 25A)

SAVELOVO 25B (SW 25B)①

SAVELOVO 25C (SW 25C)

RWYS 25L/R ARRIVALS

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



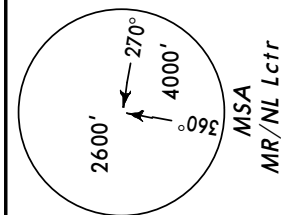
STAR	ROUTING
SW 25A	On 176° bearing to BALRA, 085° track to TALUK.
SW 25B ①	On 176° bearing to GISIN, intercept 001° bearing to AD/BW, 033° bearing to TALUK.
SW 25C	On 176° bearing to GISIN, intercept 001° bearing to AD/BW, 033° bearing to TALUK, enter holding pattern, leave holding pattern by ATC instruction, 065° track to TALUK.

ATIS
125.12 (Russian 126.37)

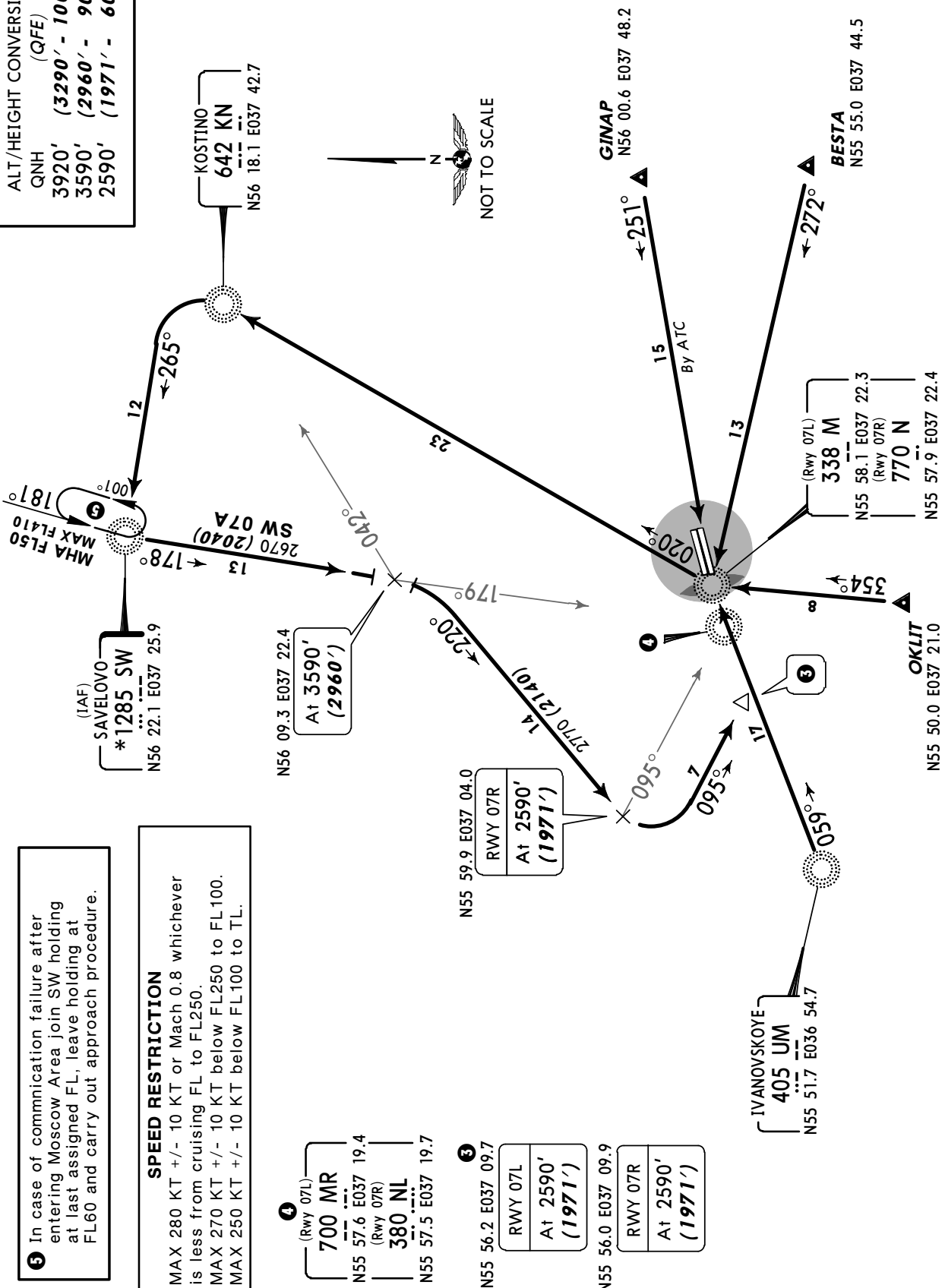
Apt Elev
630'

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

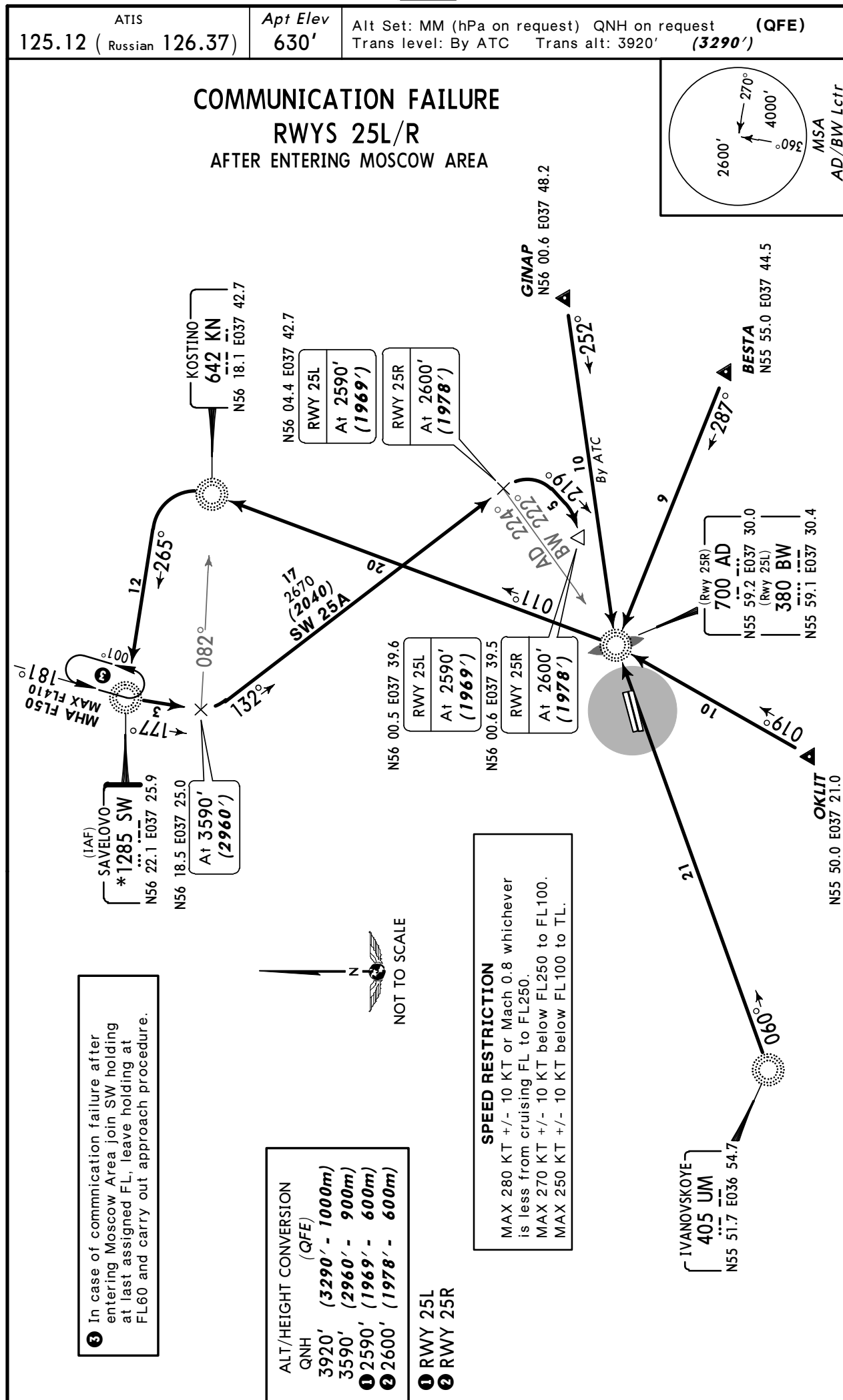


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2590' (1971' - 600m)



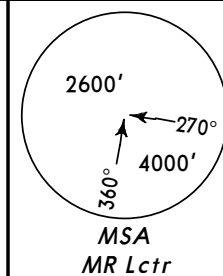
5 In case of communication failure after entering Moscow Area join SW holding at last assigned FL, leave holding at FL60 and carry out approach procedure.

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.



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



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

KOSTINO
642 KN
N56 18.0 E037 42.9



700 MR
N55 57.6 E037 19.4

EE701
N56 01.9 E037 36.0

BESTA 3G
MAX
215 KT

At or above
1020' (400')

BESTA
N55 55.0 E037 44.5

At or above
FL40

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

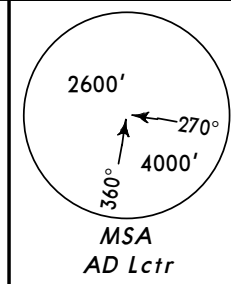
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2960')

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

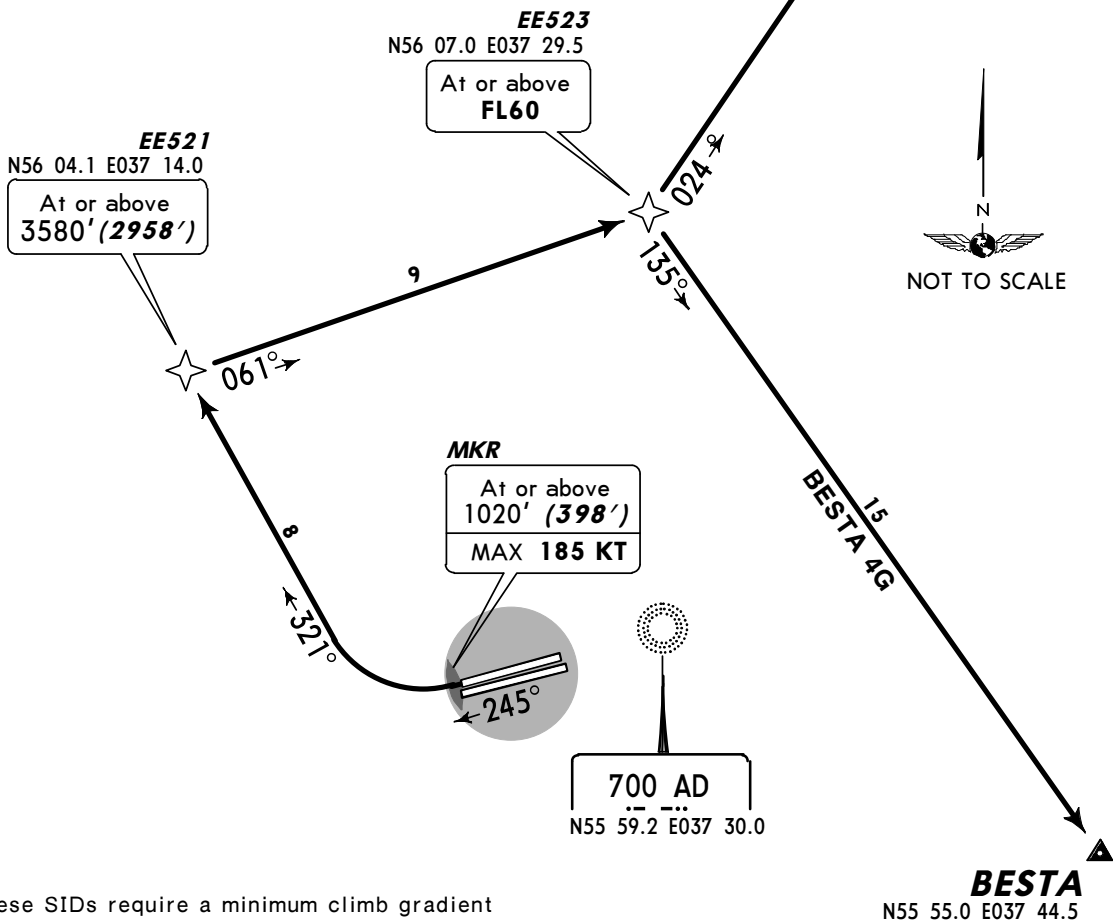
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BESTA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



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

KOSTINO
642 KN
N56 18.0 E037 42.9



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

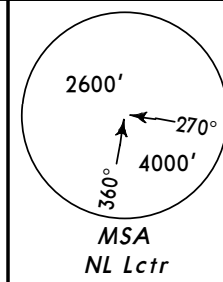
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2958')

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

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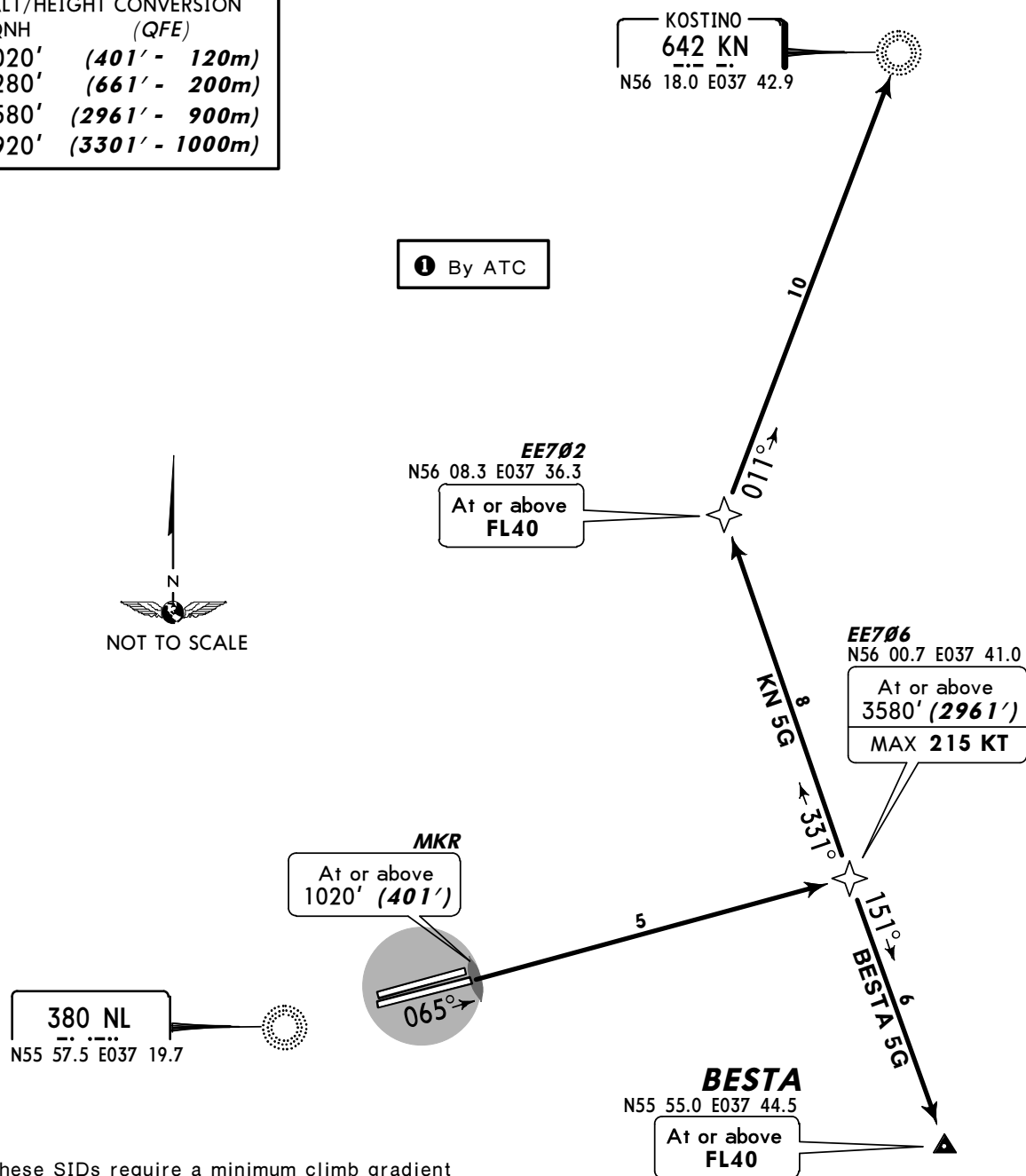
BESTA 5G [BEST5G]①, KOSTINO 5G (KN 5G)
RWY 07R RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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



① By ATC



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

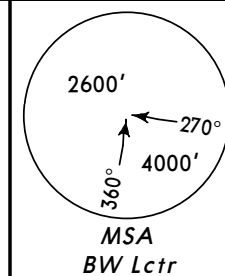
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580' (2961')

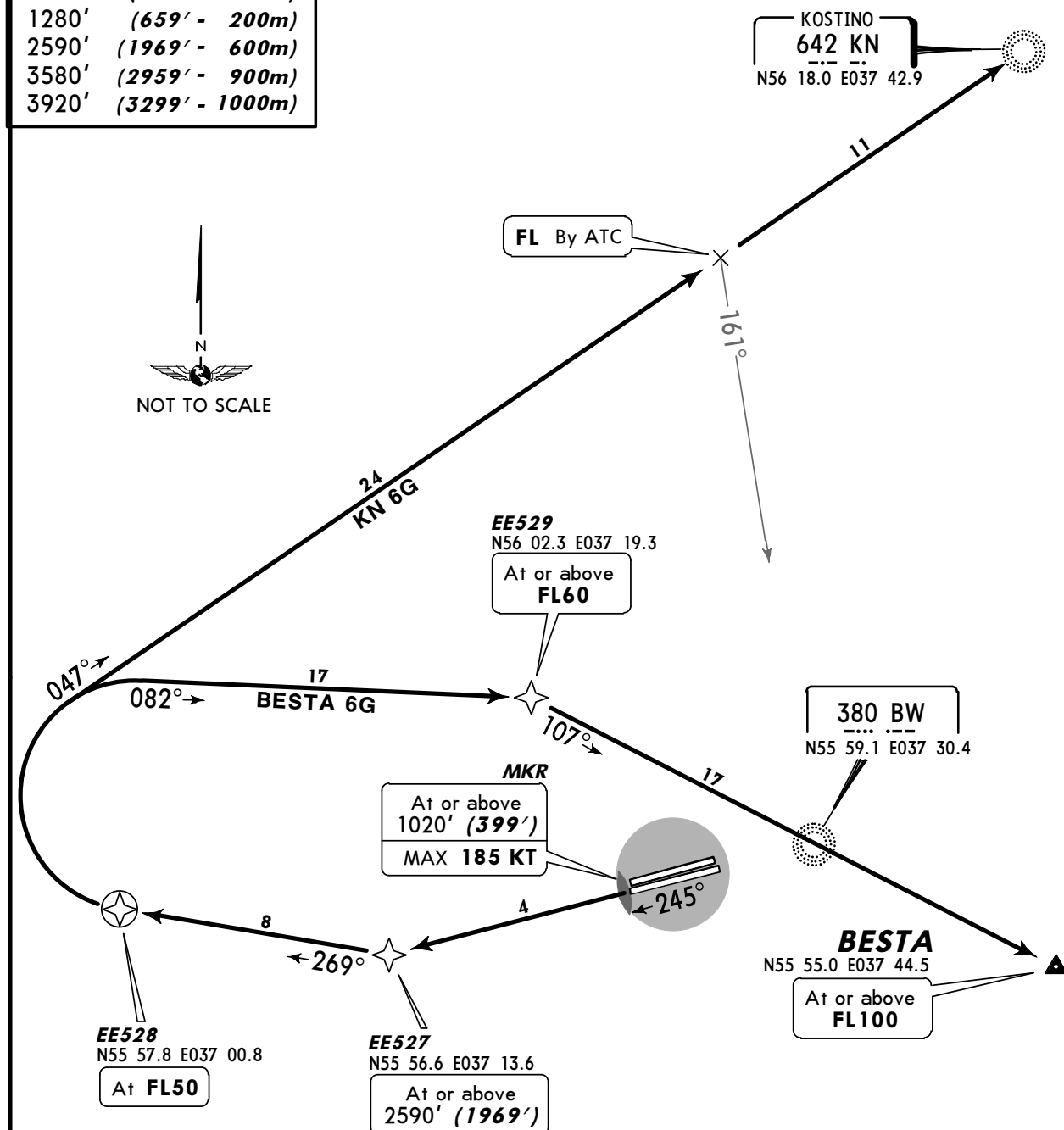
SID	ROUTING
BESTA 5G ①	DER07R - (1020'+) - EE706 (3580'+; K215-) - BESTA (FL40+).
KN 5G	DER07R - (1020'+) - EE706 (3580'+; K215-) - EE702 (FL40+) - KN.

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.
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BESTA 6G [BEST6G] , KOSTINO 6G (KN 6G)
RWY 25L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL

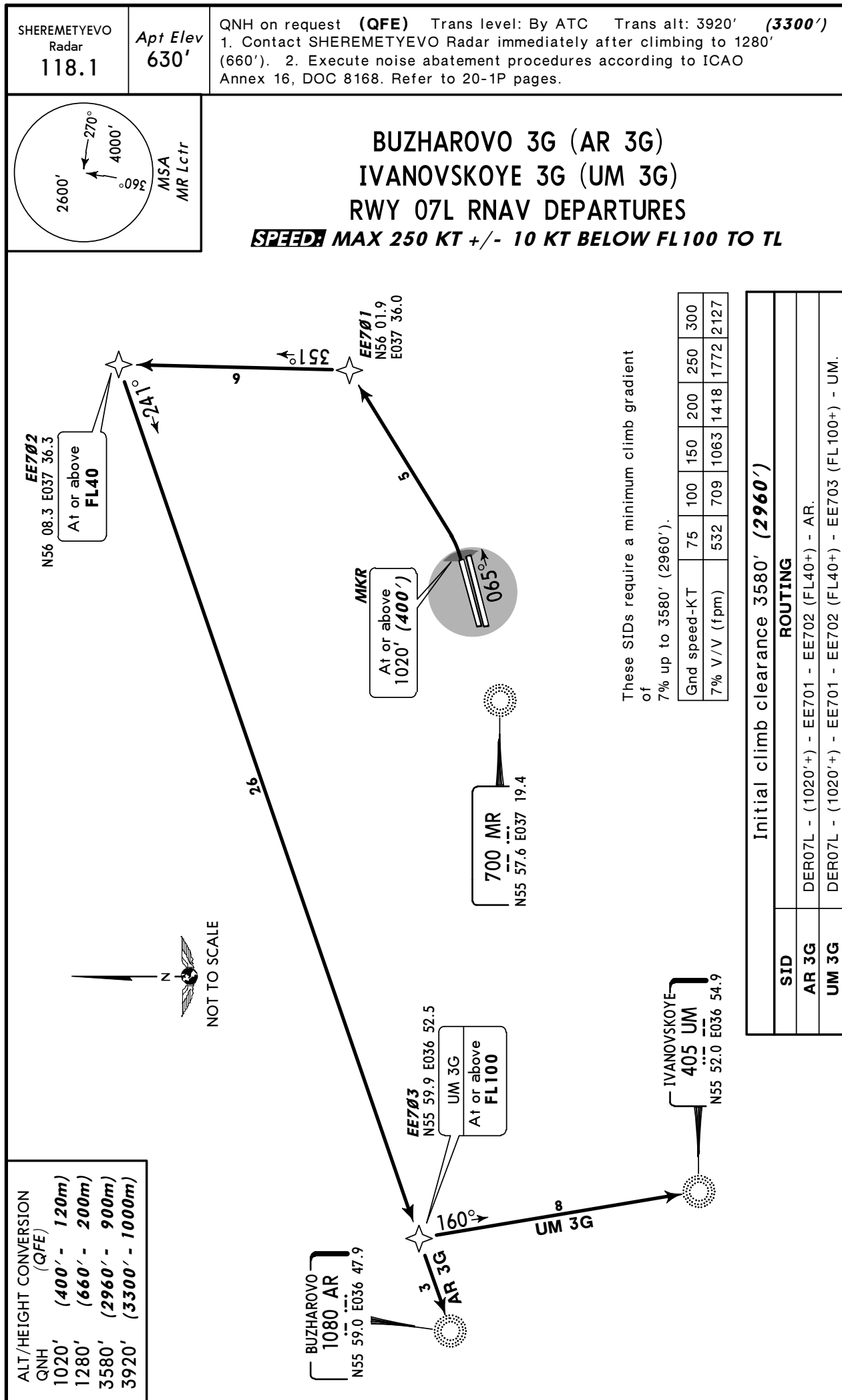


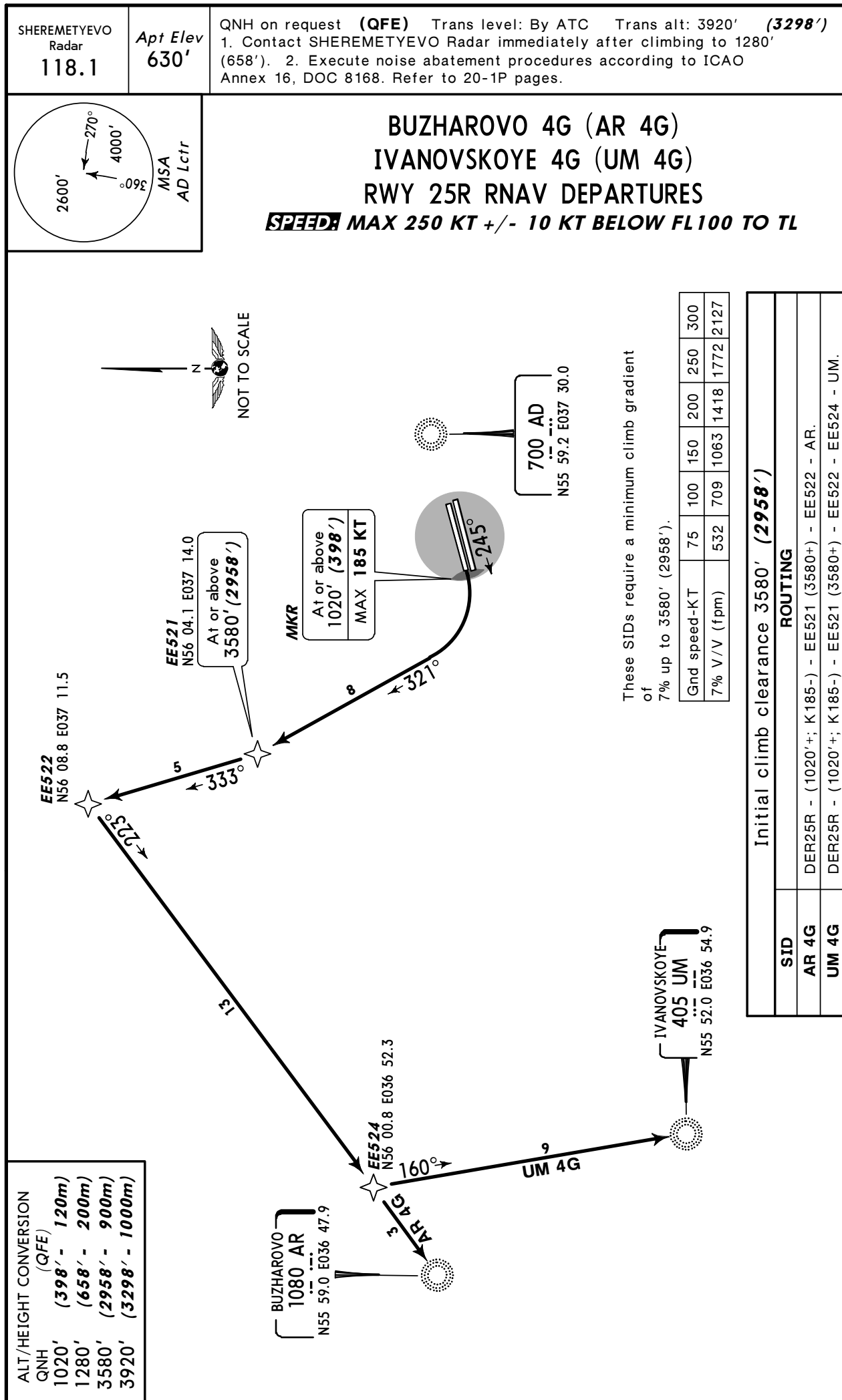
ALT/HEIGHT CONVERSION	
QNH (QFE)	
1020'	(399' - 120m)
1280'	(659' - 200m)
2590'	(1969' - 600m)
3580'	(2959' - 900m)
3920'	(3299' - 1000m)

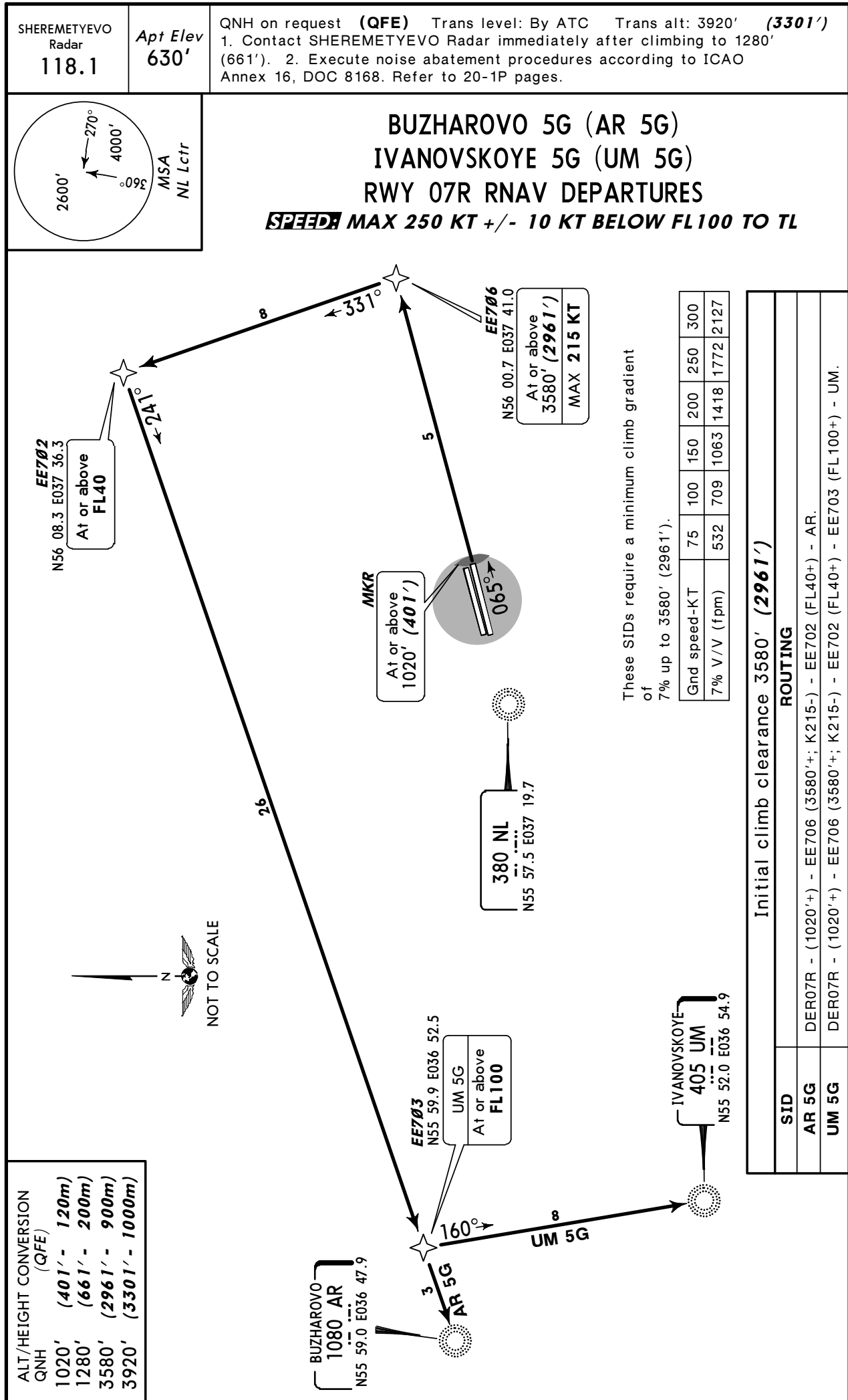


Initial climb clearance 3580' (2959')

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



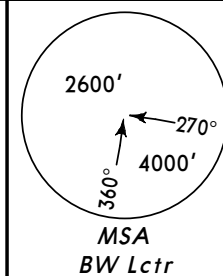




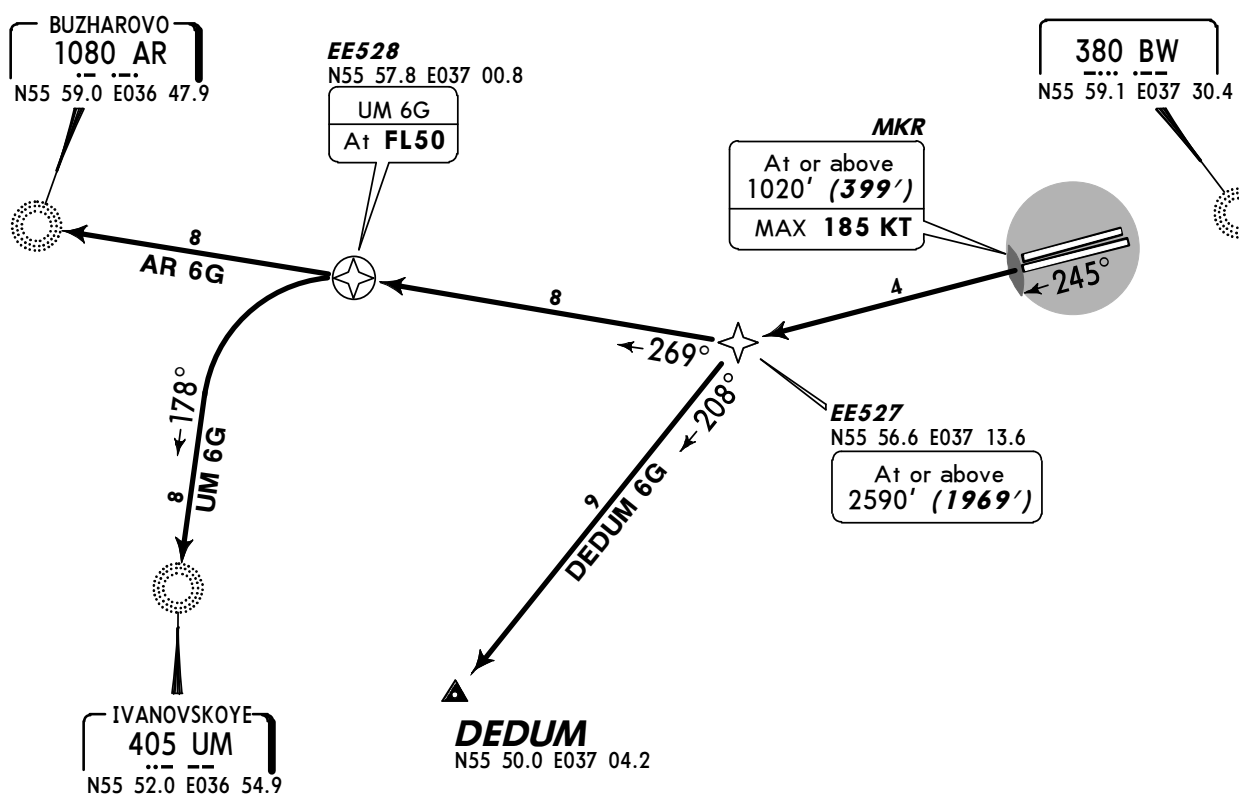
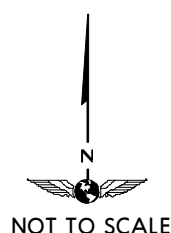
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BUZHAROVO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

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



① By ATC



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

Initial climb clearance 3580' (2959')

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

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

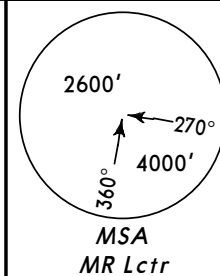
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 07 DELTA (BESTA 07D) [BESØ7D]

KOSTINO 07 DELTA (KN 07D)

RWY 07L DEPARTURES

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



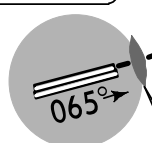
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(400' - 120m)
1280'	(660' - 200m)
1610'	(990' - 300m)
3580'	(2960' - 900m)
3920'	(3300' - 1000m)

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')



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.

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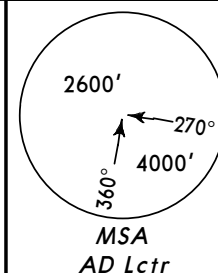
SHEREMETYEVO
Radar
118.1

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.

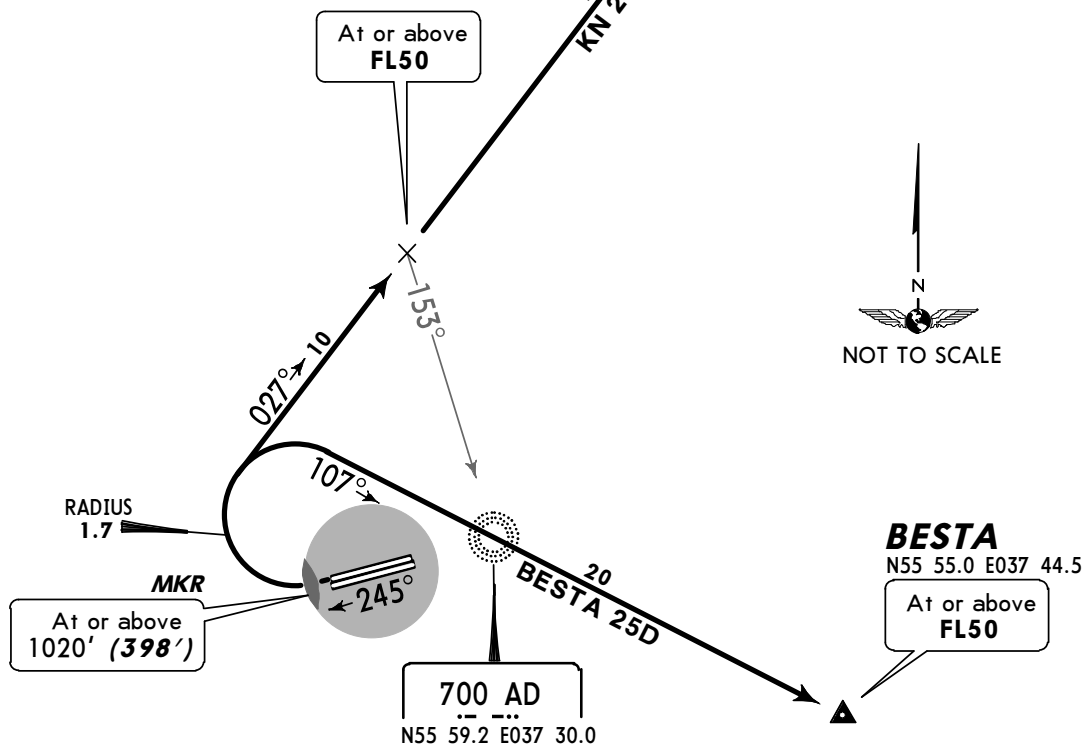
**BESTA 25 DELTA (BESTA 25D) [BES25D]
KOSTINO 25 DELTA (KN 25D)
RWY 25R DEPARTURES**

~~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'

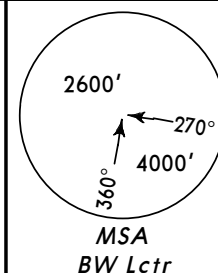
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 25 ECHO (BESTA 25E) [BES25E]

KOSTINO 25 ECHO (KN 25E)

RWY 25L DEPARTURES

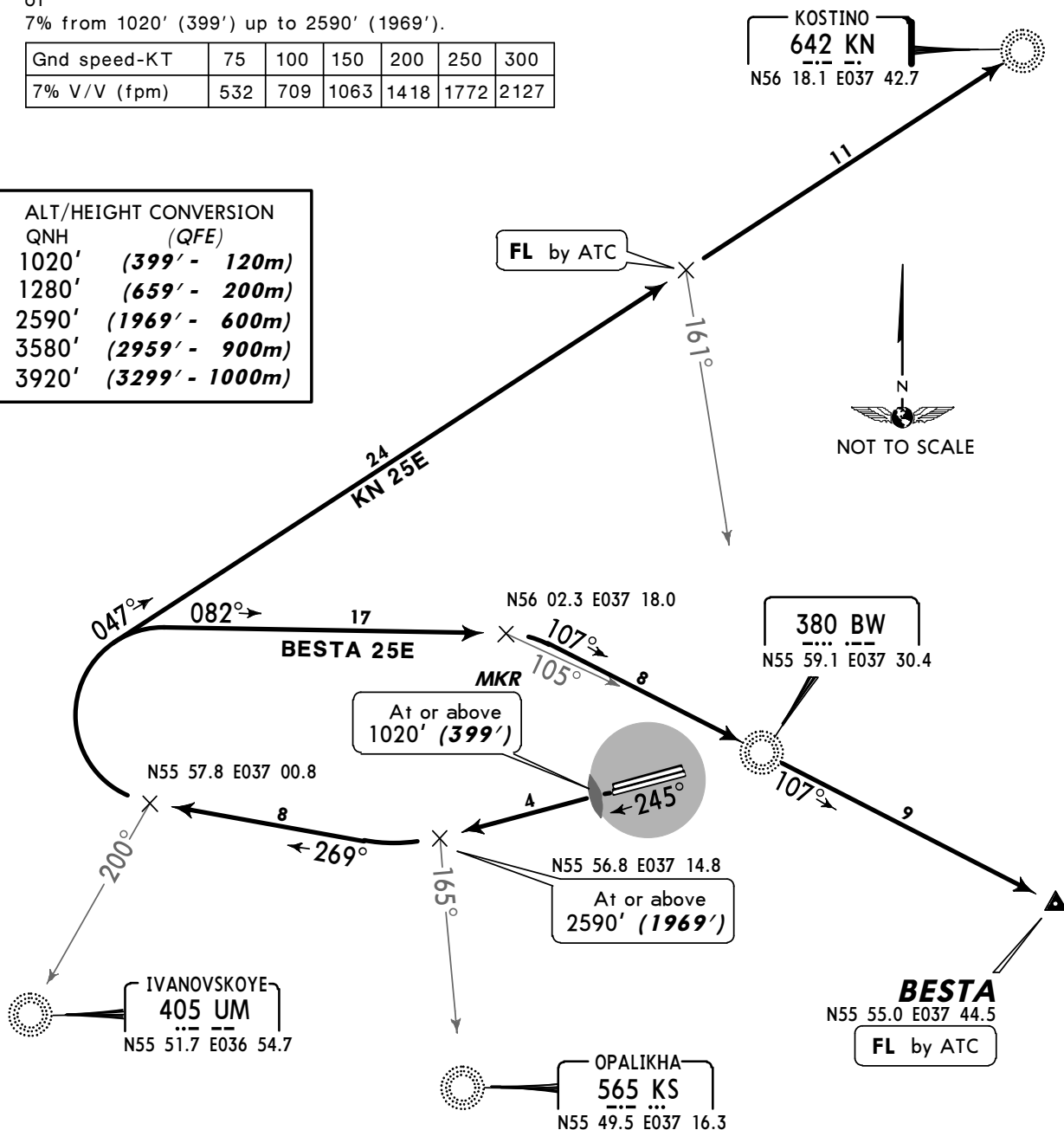
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

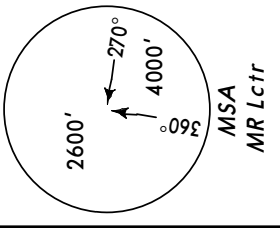
Climb straight ahead to at or above 1020' (399'), to back course MKR with maximum climb gradient according to Flight Manual, 245° track, when crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned FL, when crossing 200° bearing to UM turn RIGHT.

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

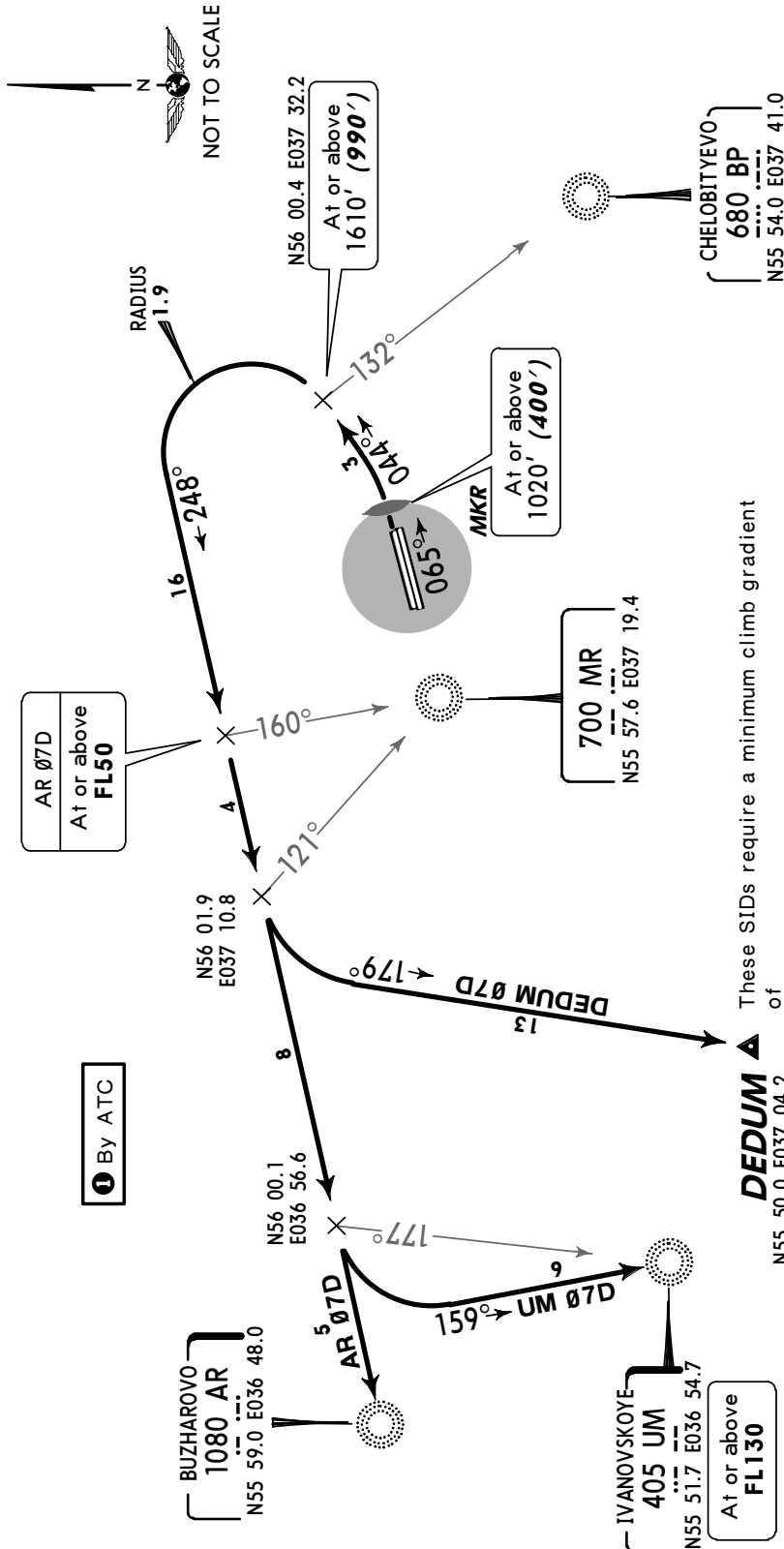
Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (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 07 DELTA (AR 07D)
DEDUM 07 DELTA (DEDUM 07D) [DEDØ7D] ①
IVANOVSKOYE 07 DELTA (UM 07D)
RWY 07L DEPARTURES

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



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, when crossing 132° bearing to BP turn LEFT, 248° track climbing to assigned FL.

ROUTING

When crossing 160° bearing to MR proceed to AR.
When crossing 121° bearing to MR turn LEFT, 179° track to DEDUM.
When crossing 177° bearing to UM turn LEFT, intercept 159° bearing to UM.

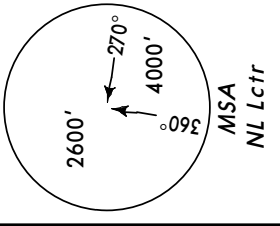
ALT/HEIGHT CONVERSION
(QFE)

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

SHEREMETYEVO
Radar
118.1

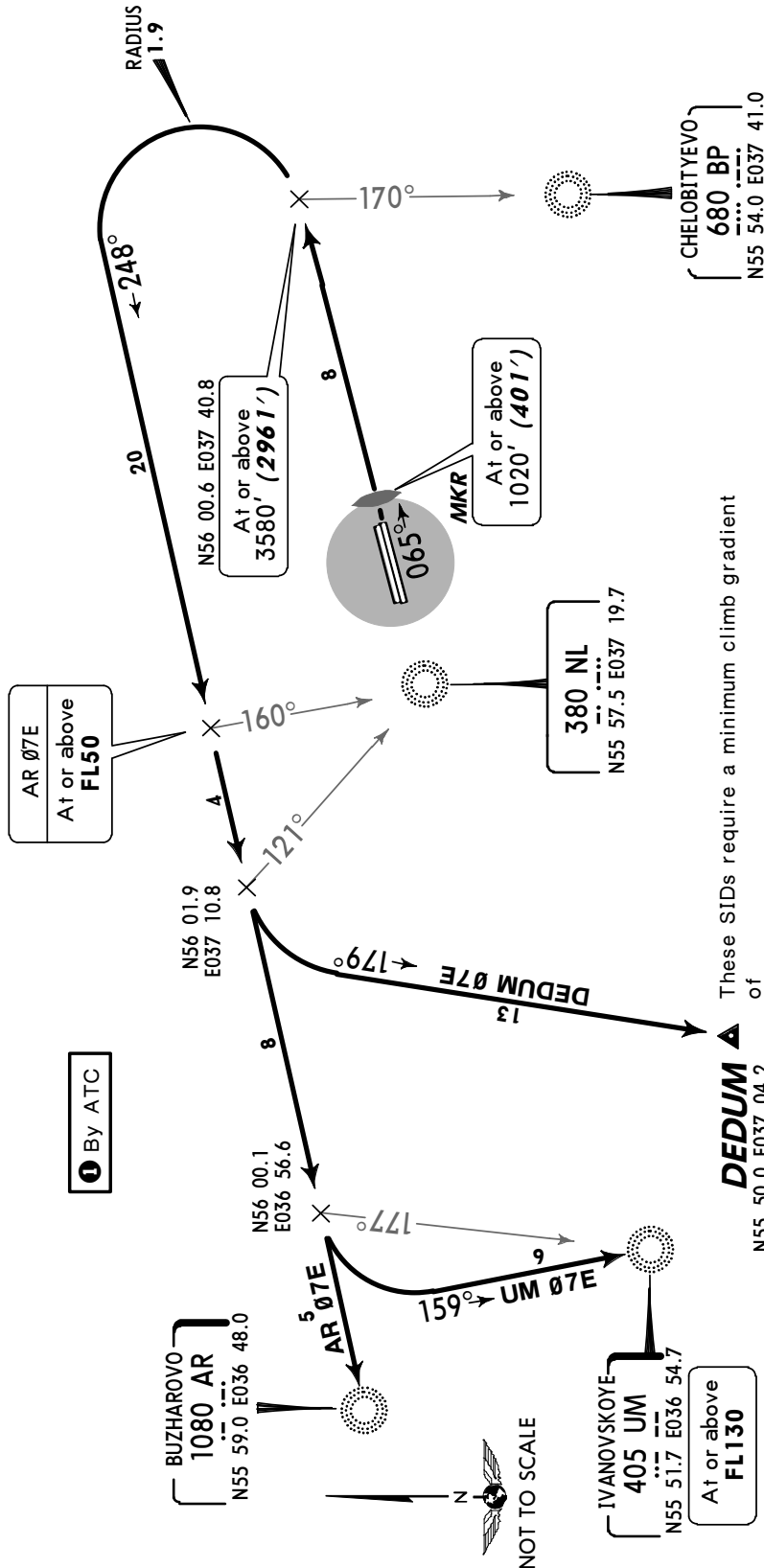
Apt Elev
630'

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.



BUZHAROVO 07 ECHO (AR 07E)
DEDUM 07 ECHO (DEDUM 07E) [DEDØ7E] ●
IVANOVSKOYE 07 ECHO (UM 07E)
RWY 07R DEPARTURES

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



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, proceed with maximum climb gradient according to Flight Manual, 065° track, when crossing 170° bearing to BP turn LEFT, 248° track climbing to assigned FL.

ROUTING

AR 07E To AR.

DEDUM 07E● When crossing 121° bearing to NL turn LEFT, 179° track to DEDUM.

UM 07E When crossing 177° bearing to UM turn LEFT, intercept 159° bearing to UM.

ALT/HEIGHT CONVERSION
(QFE)

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

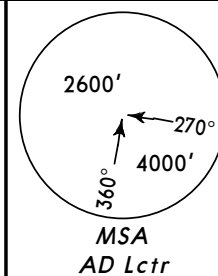
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

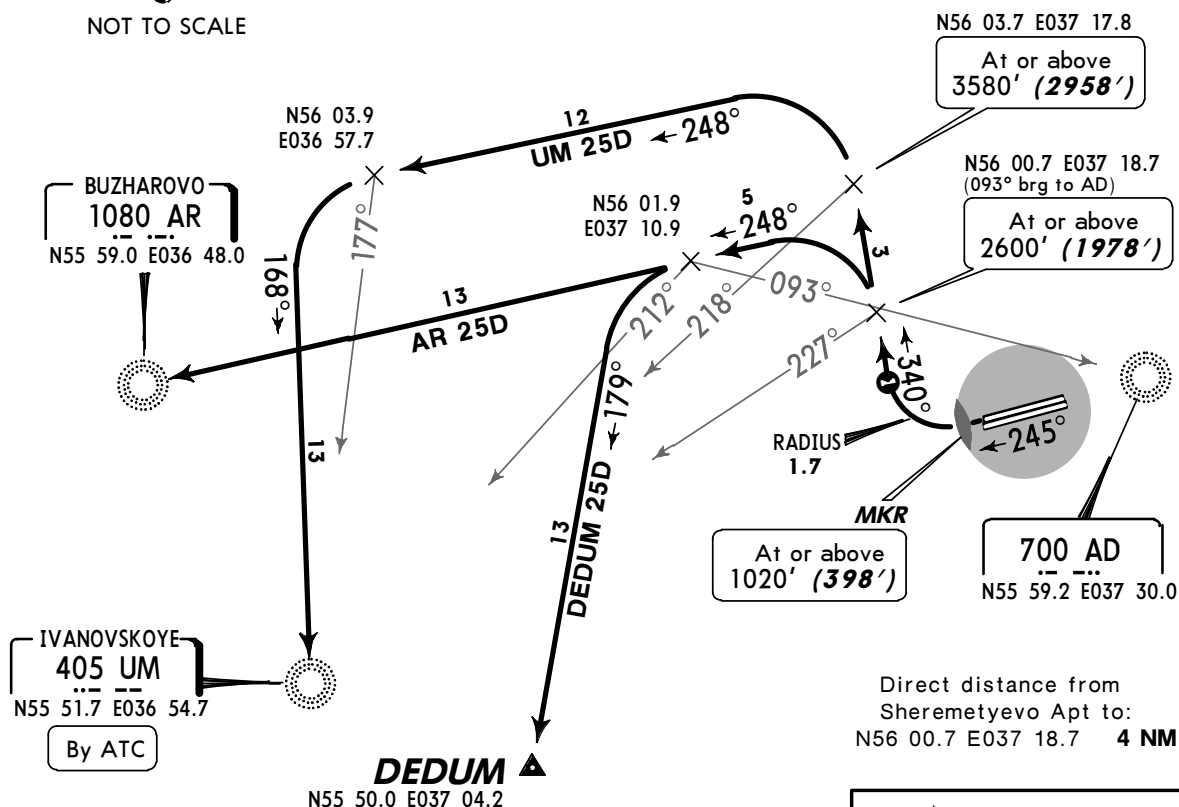
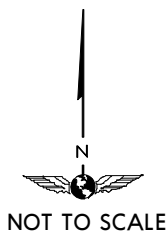
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

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

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



❶ 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

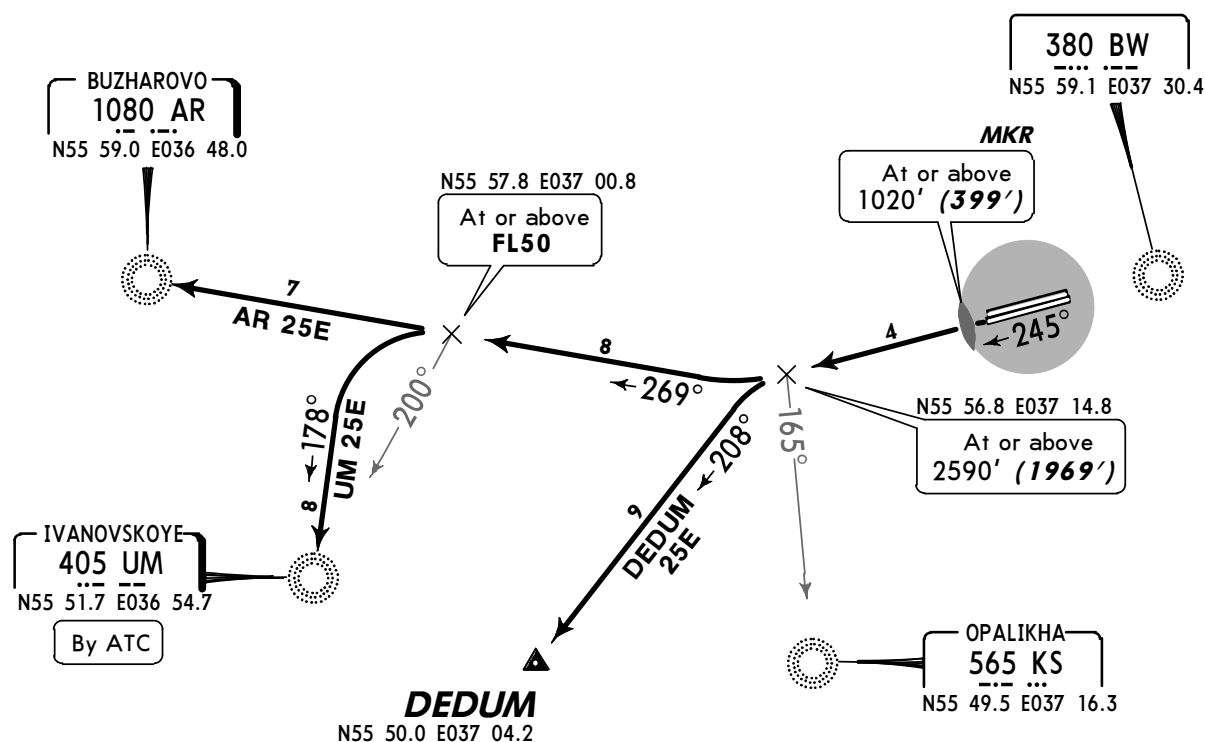
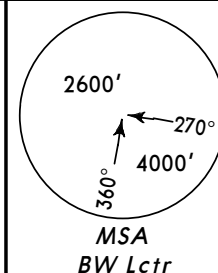
Apt Elev
630'

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'

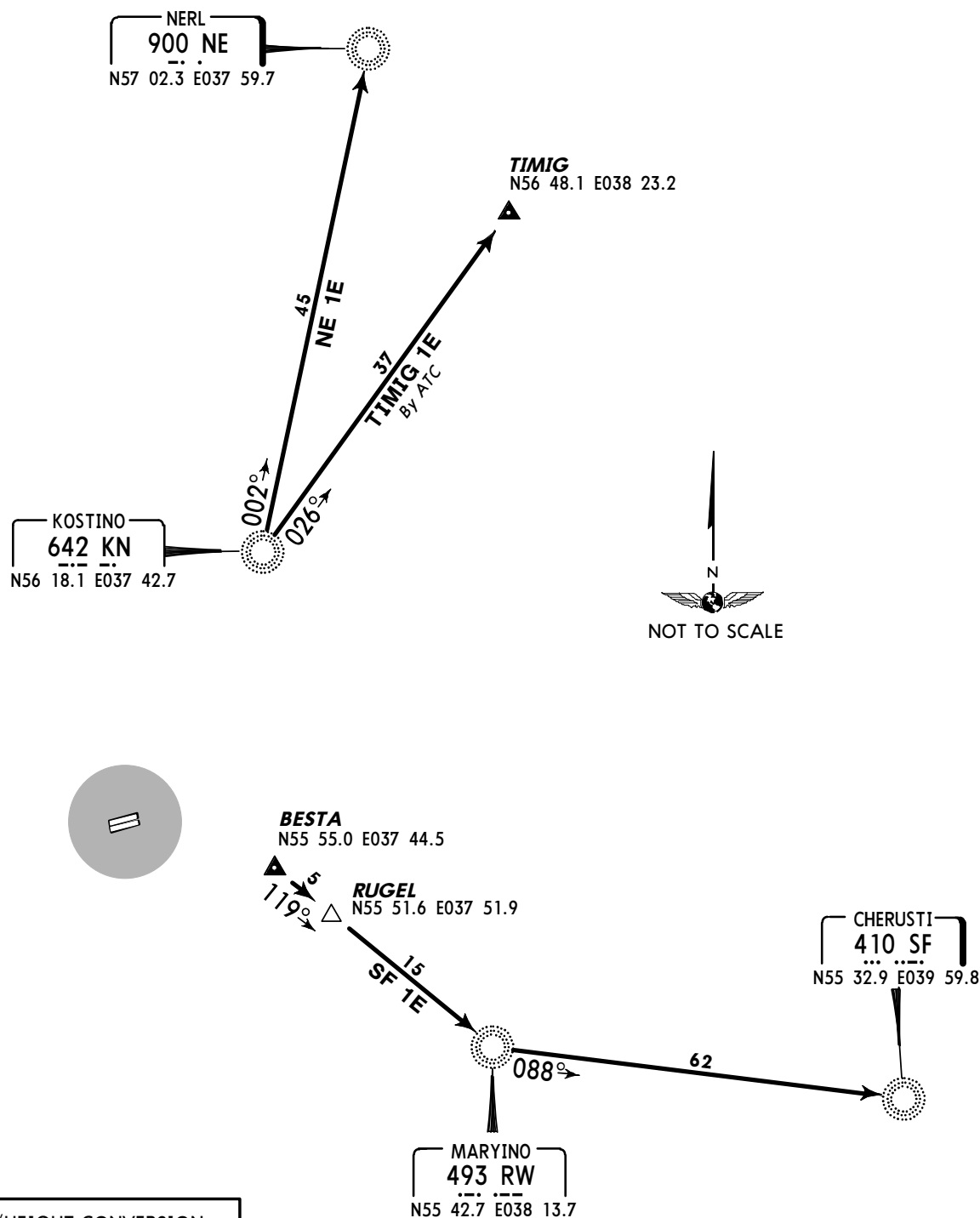
QNH on request (QFE)

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.

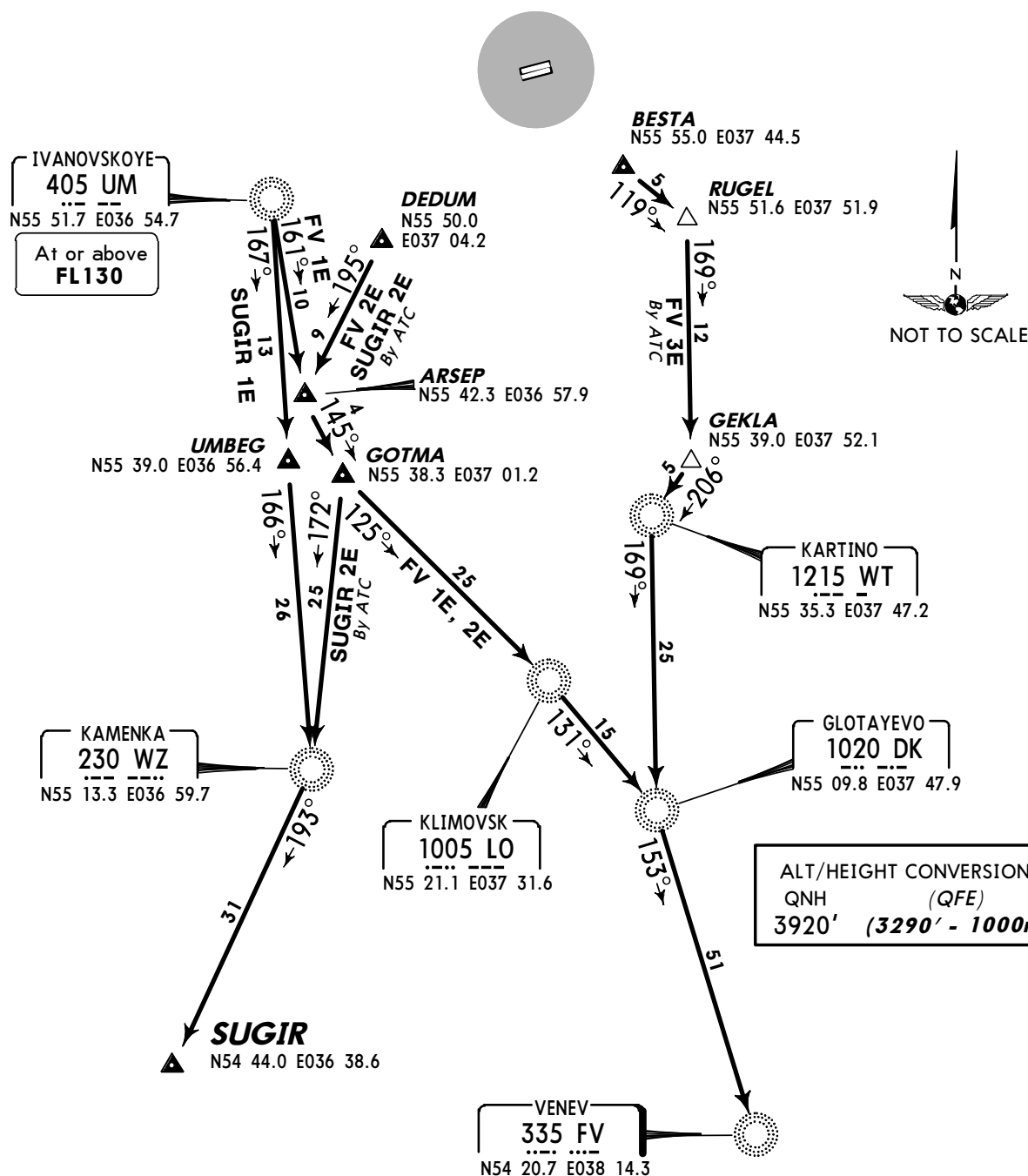
Apt Elev 630' QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

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

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

VENEV 3E (FV 3E)
FROM BESTA

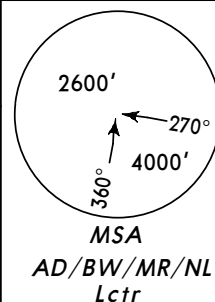
TRANSITIONS



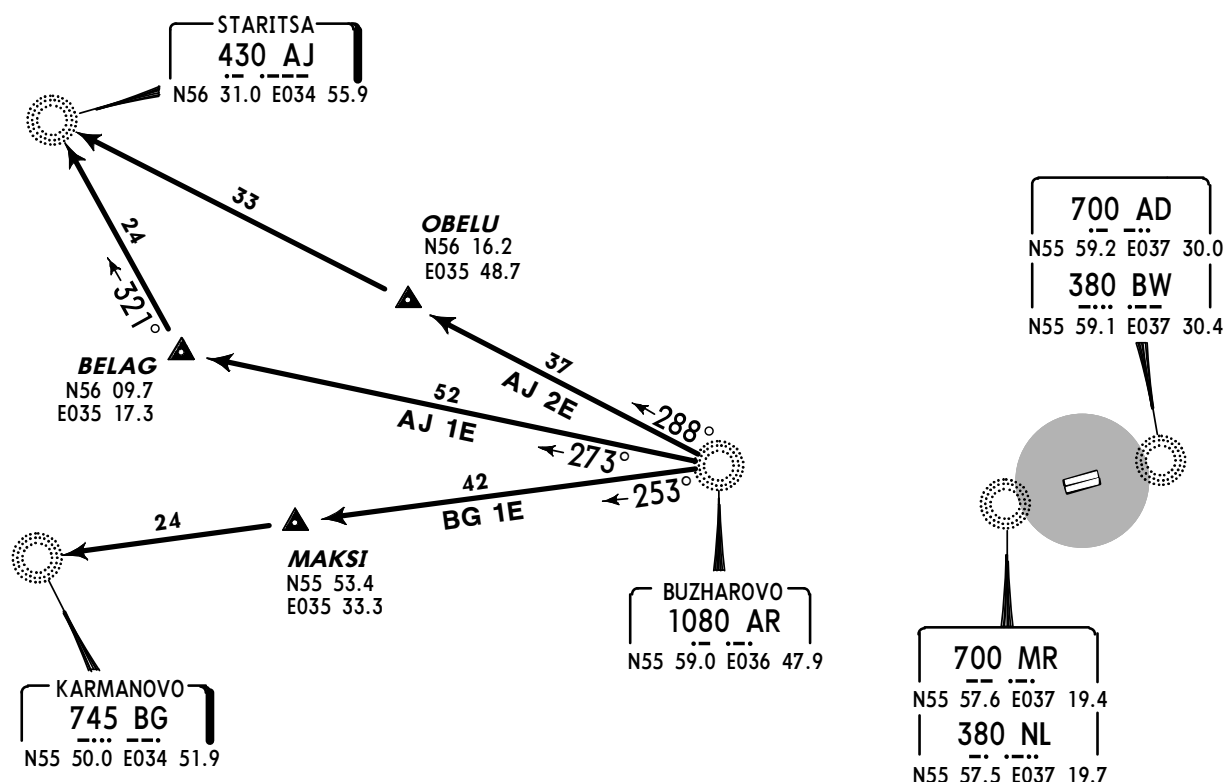
TRANSITION	ROUTING
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 3E	From BESTA to RUGEL, then to GEKLA, then to WT, then to DK, then to FV.
SUGIR 1E	From UM to UMBEG, then to WZ, then to SUGIR.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

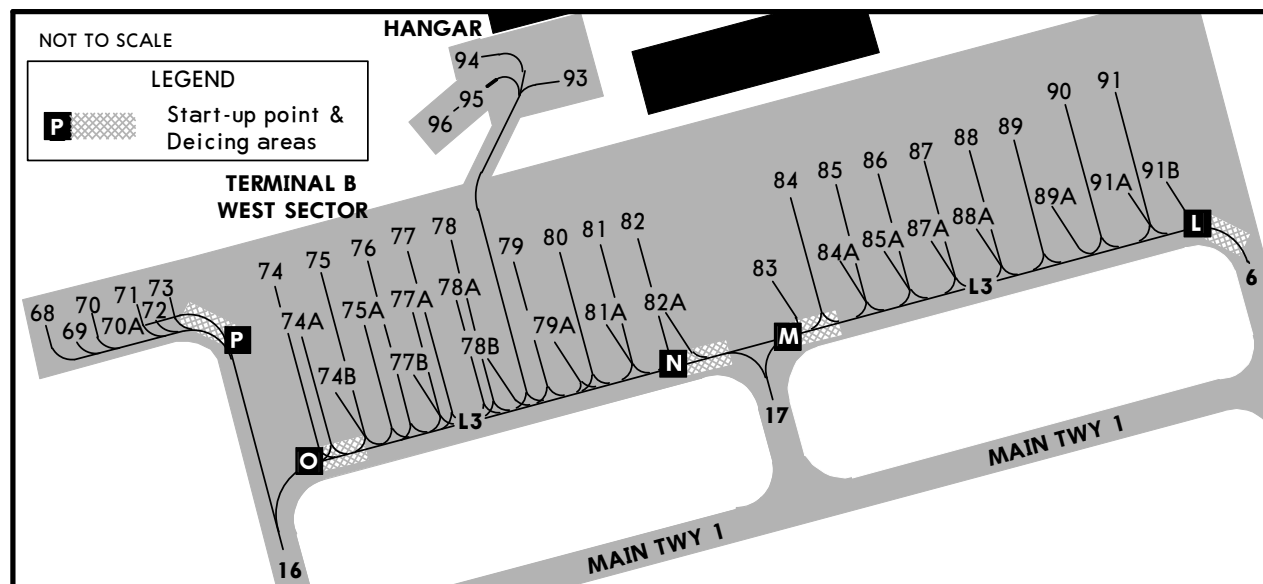


ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

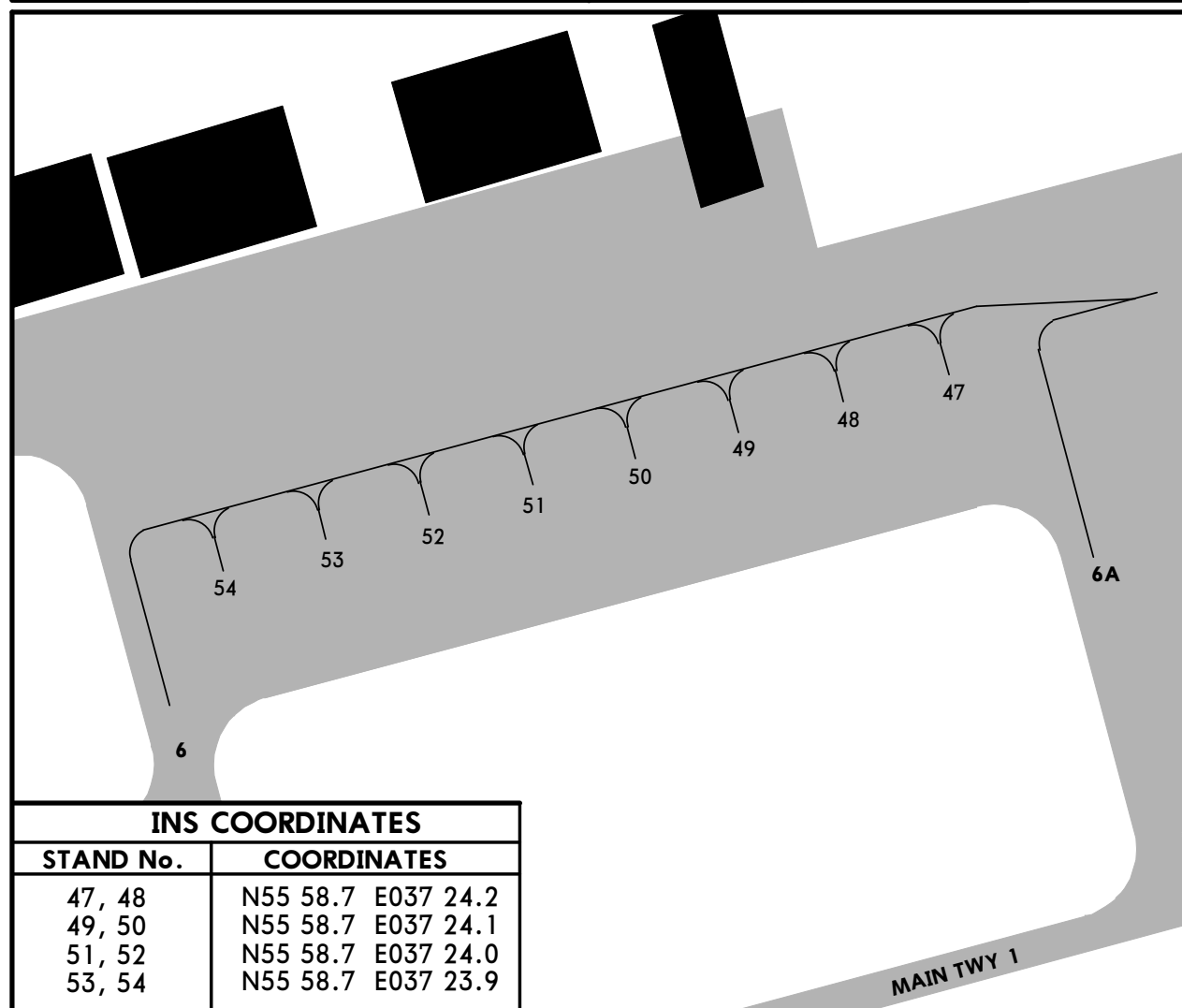
TRANSITION	ROUTING
AJ 1E	From AR to BELAG, then to AJ.
AJ 2E	From AR to OBELU, then to AJ.
BG 1E	From AR to MAKSI, then to BG.

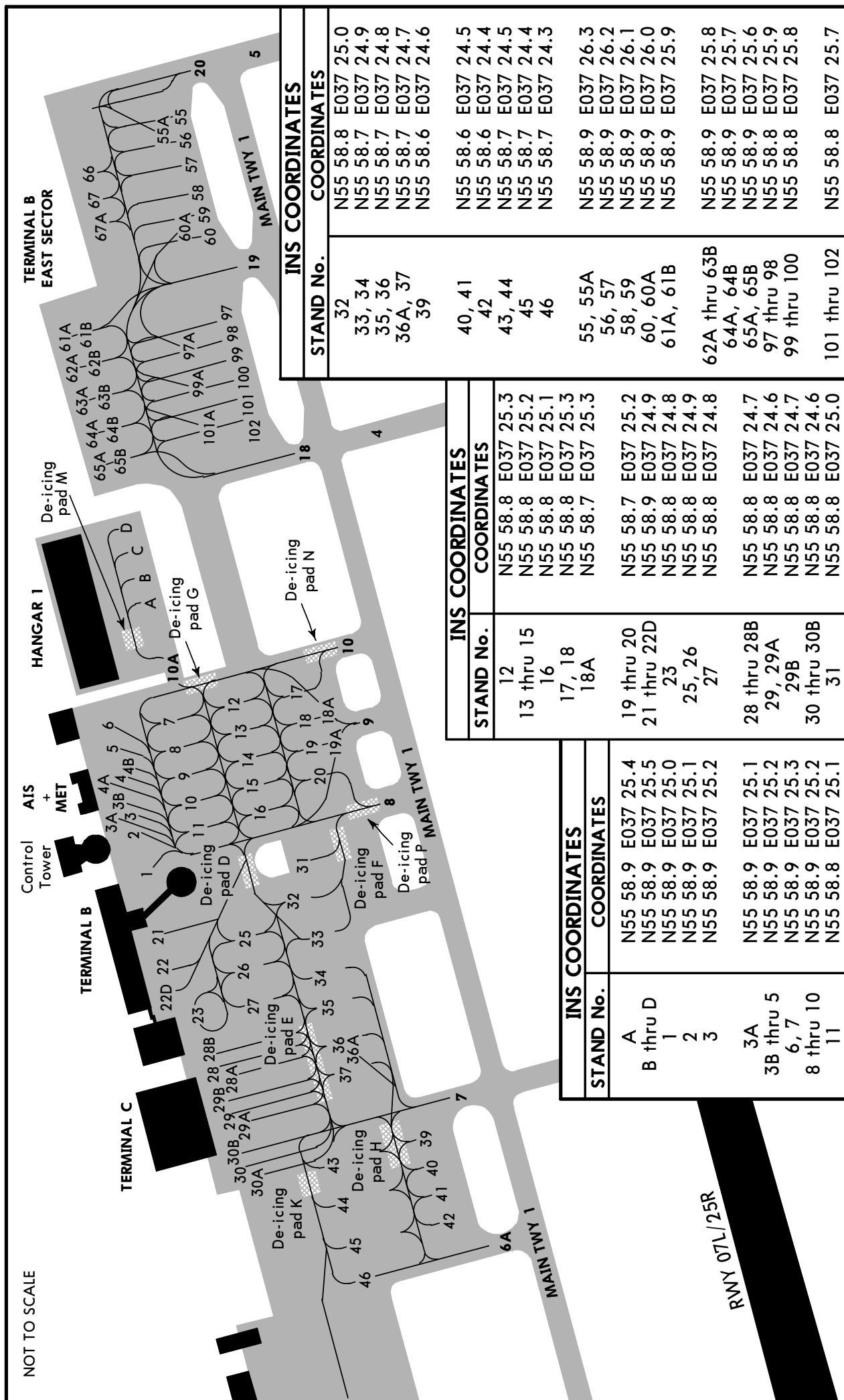
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**INS COORDINATES**

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		

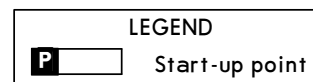


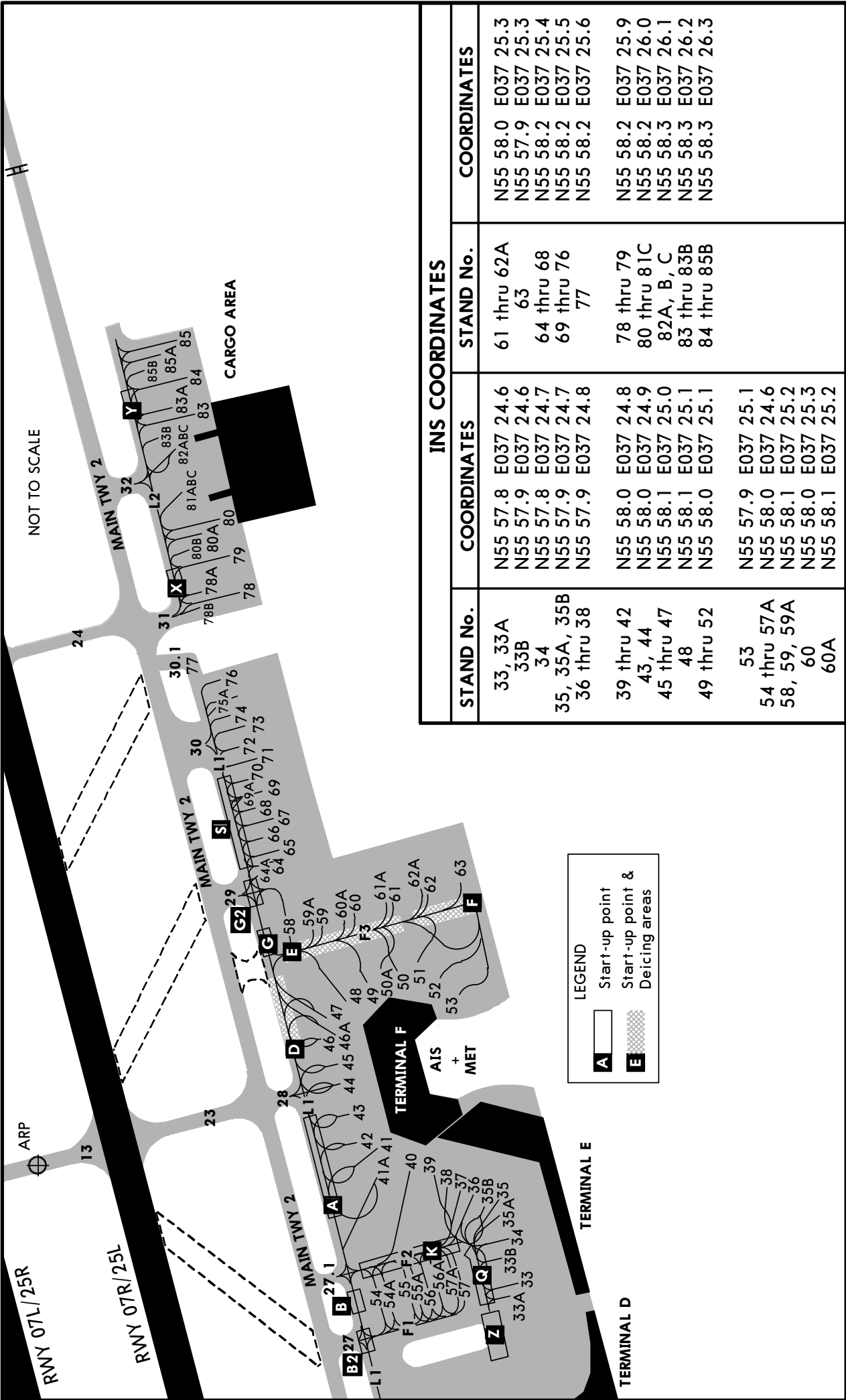


INS COORDINATES	
STAND No.	COORDINATES
32	N55 58.8 E037 25.0
33, 34	N55 58.7 E037 24.9
35, 36	N55 58.7 E037 24.8
36A, 37	N55 58.7 E037 24.7
39	N55 58.6 E037 24.6
40, 41	N55 58.6 E037 24.5
42	N55 58.6 E037 24.4
43, 44	N55 58.7 E037 24.5
45	N55 58.7 E037 24.4
46	N55 58.7 E037 24.3
55, 55A	N55 58.9 E037 26.3
56, 57	N55 58.9 E037 26.2
58, 59	N55 58.9 E037 26.1
60, 60A	N55 58.9 E037 26.0
61A, 61B	N55 58.9 E037 25.9
62A thru 63B	N55 58.9 E037 25.8
64A, 64B	N55 58.9 E037 25.7
65A, 65B	N55 58.9 E037 25.6
97 thru 98	N55 58.8 E037 25.9
99 thru 100	N55 58.8 E037 25.8
101 thru 102	N55 58.8 E037 25.7

INS COORDINATES	
STAND No.	COORDINATES
12	N55 58.8 E037 25.3
13 thru 15	N55 58.8 E037 25.2
16	N55 58.8 E037 25.1
17, 18	N55 58.8 E037 25.3
18A	N55 58.7 E037 25.3
19 thru 20	N55 58.7 E037 25.2
21 thru 22D	N55 58.9 E037 24.9
23	N55 58.8 E037 24.8
25, 26	N55 58.8 E037 24.9
27	N55 58.8 E037 24.8
28 thru 28B	N55 58.8 E037 24.7
29, 29A	N55 58.8 E037 24.6
29B	N55 58.8 E037 24.7
30 thru 30B	N55 58.8 E037 24.6
31	N55 58.8 E037 25.0

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

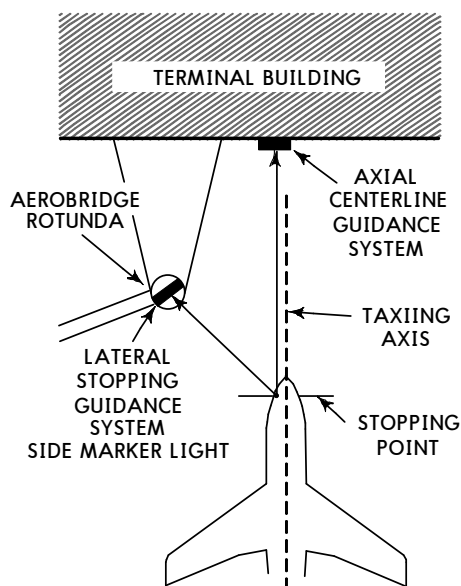
[illegible]



CHANGES: Stand 77. Start-up point Z.

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STAND ENTRY GUIDANCE SYSTEM (AGNIS)

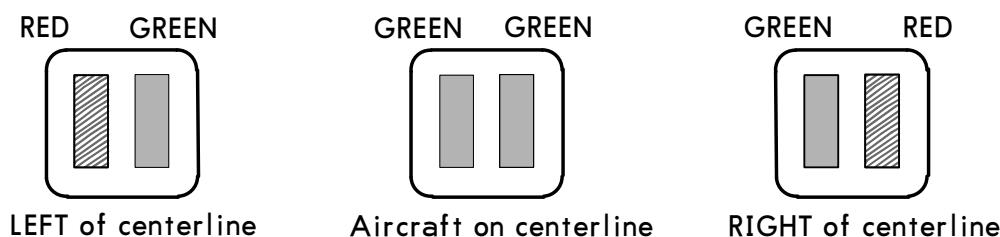


CAUTION

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

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

AXIAL CENTERLINE GUIDANCE



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

SIDE MARKER LIGHT



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

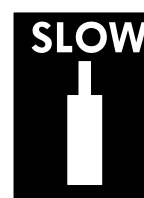
The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

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.

TOO**FAR**

10. STOP SHORT

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

STOP**OK**

11. WAITING MODE

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

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

WAIT

12. SLOW DOWN

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

A 319**SLOW**

13. IDENTIFICATION FAILURE

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

STOP**ID****FAIL**

14. THE GATES AND THE VIEW ARE BLOCKED

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

WAIT**GATE****BLOC**

15. TOO FAST

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

STOP**TOO****FAST**

16. CHOCK ON

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

CHOC**ON**

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	PAR	840' (220')	850' (230')	860' (240')	869' (249')
		R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	RNAV ①②	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ②③	970' (350')	970' (350')	970' (350')	970' (350')
		R1000m	R1000m	R1200m	R1200m
07R	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB ②③	990' (370')	990' (370')	990' (370')	990' (370')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	2 NDB ④	1400' (780')	1400' (780')	1400' (780')	1400' (780')
		C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	NDB ④	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		C3800m	C3800m	C4000m	C4000m
	ALS out	C4500m	C4500m	C4700m	C4700m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	720' (100')	720' (100')	720' (100')	720' (100')
		RA106' R350m	RA106' R350m	RA106' R350m	RA106' R350m
	ILS	820' (200')	820' (200')	820' (200')	820' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	PAR	843' (223')	853' (233')	863' (243')	873' (253')
		R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1300m	R1300m
	RNAV ①②	990' (370')	990' (370')	990' (370')	990' (370')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ②③	970' (350')	970' (350')	970' (350')	970' (350')
25L		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB ②③	990' (370')	990' (370')	990' (370')	990' (370')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	2 NDB ④	1400' (780')	1400' (780')	1400' (780')	1400' (780')
		C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	NDB ④	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		C3800m	C3800m	C4000m	C4000m
	ALS out	C4500m	C4500m	C4700m	C4700m
	CAT 2 ILS	723' (100')	723' (100')	723' (100')	723' (100')
		RA97' R350m	RA97' R350m	RA97' R350m	RA97' R350m
	ILS	823' (200')	823' (200')	823' (200')	823' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m

① Missed apch climb gradient min 4.6%.

② Continuous Descent Final Approach.

③ with radar control.

④ w/o radar control.

STRAIGHT-IN RWY		A	B	C	D
25L (contd)	PAR	823'(200') R750m R1200m	827'(204') R750m R1200m	837'(214') R750m R1200m	846'(223') R750m R1200m
	ALS out				
	RNAV ①②	990'(367') R1000m R1500m	990'(367') R1000m R1500m	990'(367') R1000m R1700m	990'(367') R1000m R1700m
	ALS out				
	NDB ②③	980'(357') R1000m R1600m	980'(357') R1000m R1600m	980'(357') R1200m R1600m	980'(357') R1200m R1600m
	ALS out				
	NDB ②③	990'(367') R1000m R1700m	990'(367') R1000m R1700m	990'(367') R1200m R1700m	990'(367') R1200m R1700m
	ALS out				
25R	2 NDB ②④	1050'(427') R1300m R2000m	1050'(427') R1300m R2000m	1050'(427') R1300m R2000m	1050'(427') R1300m R2000m
	ALS out				
	NDB ④	1400'(777') C3100m C3800m	1400'(777') C3100m C3800m	1400'(777') C3300m C4000m	1400'(777') C3300m C4000m
	ALS out				
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	723'(100') RA103' R350m	723'(100') RA103' R350m	723'(100') RA103' R350m	723'(100') RA103' R350m
	ILS FULL Limited ALS out	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m	823'(200') R550m R750m R1200m
	PAR	843'(220') R750m R1200m	853'(230') R750m R1200m	863'(240') R750m R1200m	873'(250') R750m R1300m
	ALS out				
	RNAV ①②	990'(367') R1000m R1500m	990'(367') R1000m R1500m	990'(367') R1000m R1700m	990'(367') R1000m R1700m
	ALS out				
	2 NDB ②	980'(357') R1000m R1600m	980'(357') R1000m R1600m	980'(357') R1200m R1600m	980'(357') R1200m R1600m
	ALS out				
	NDB ②③	990'(367') R1000m R1500m	990'(367') R1000m R1500m	990'(367') R1000m R1700m	990'(367') R1000m R1700m
	ALS out				
	NDB ④	1400'(777') C3100m C3800m	1400'(777') C3100m C3800m	1400'(777') C3300m C4000m	1400'(777') C3300m C4000m
	ALS out				

① Missed apch climb gradient min 4.6%.

② Continuous Descent Final Approach.

③ with radar control.

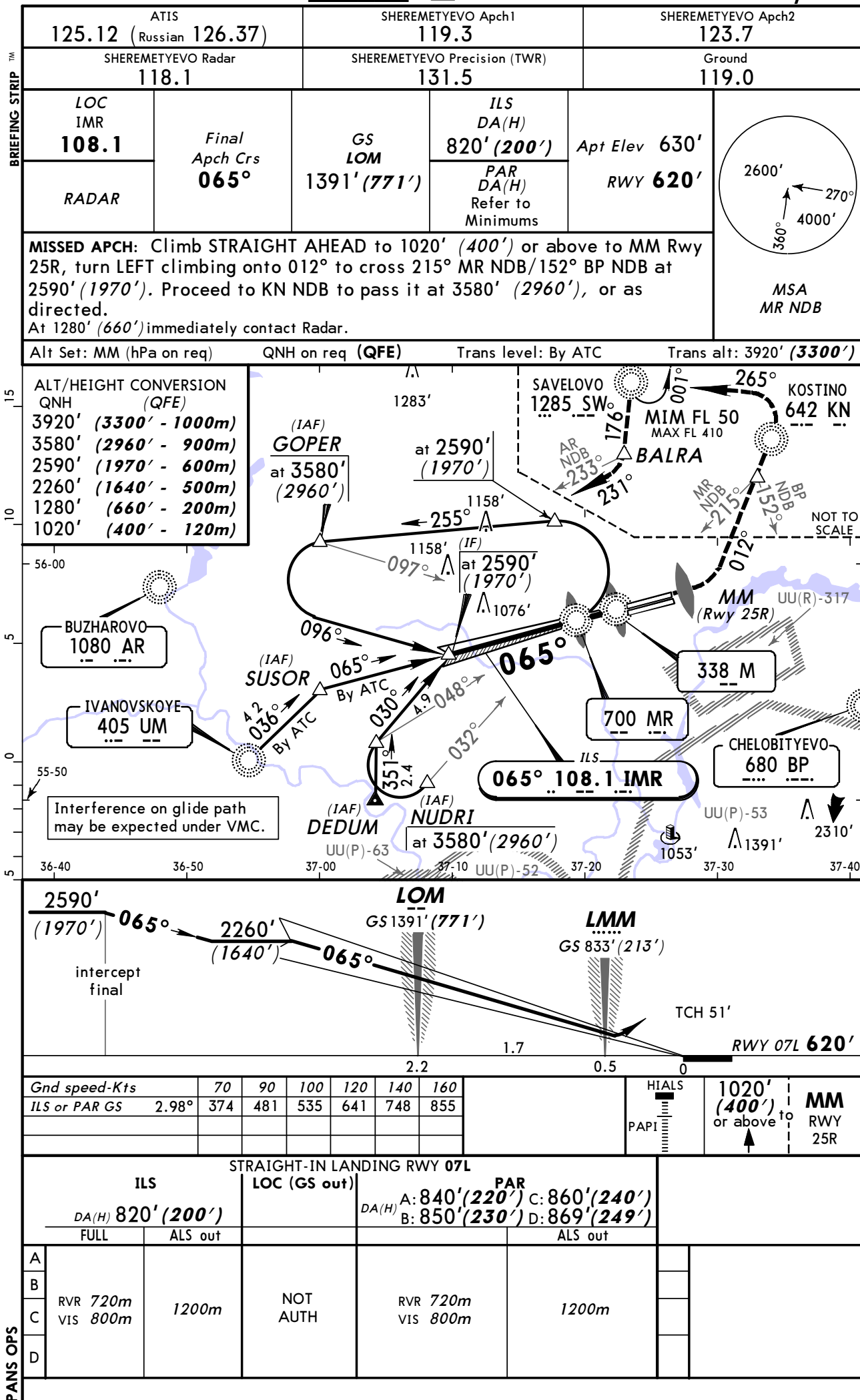
④ w/o radar control.

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

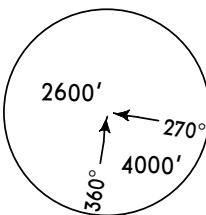
	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

CHANGES: Minimums.

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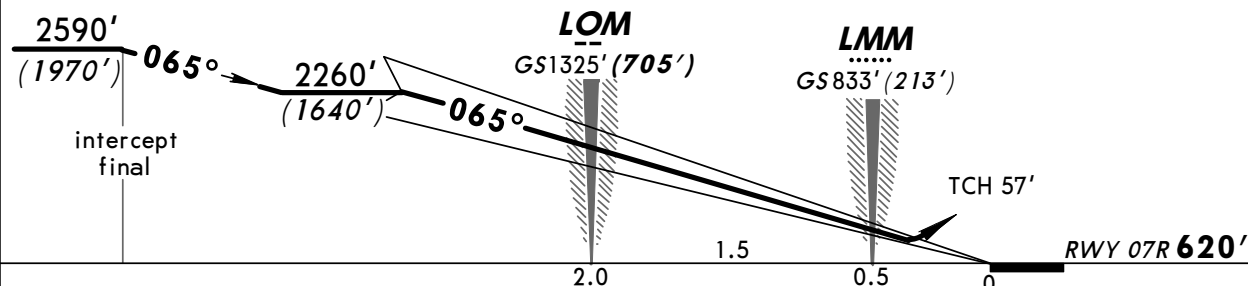
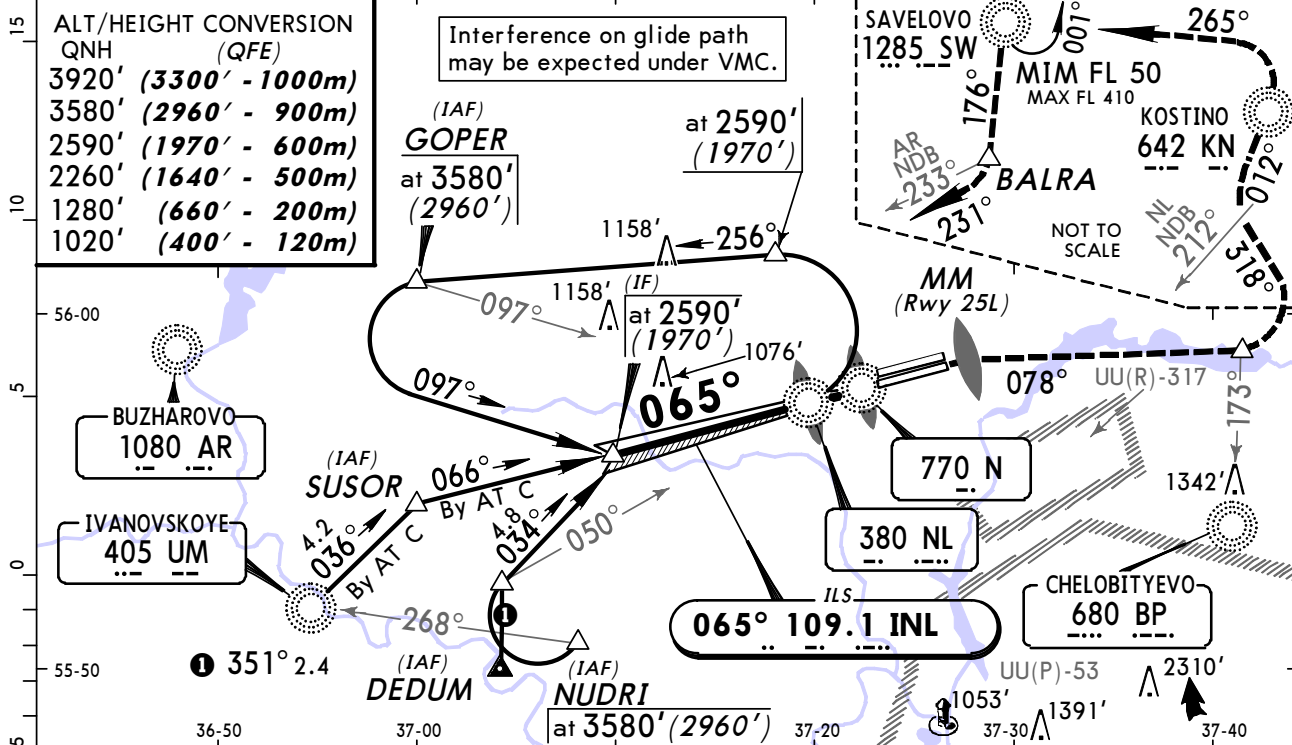
BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
LOC INL 109.1	Final Apc Crs 065°	GS LOM 1325' (705')	ILS DA(H) 820' (200')	Apt Elev 630' RWY 620'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') or above to MM Rwy 25L, turn RIGHT climbing onto 078° to cross 173° BP NDB at 2590' (1970'), turn LEFT onto 318°, proceed to 212° NL NDB, turn RIGHT onto 012° to KN NDB to pass it at 2590' (1970'), or as directed. At 1280' (660') immediately contact Radar.					

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920' (3300' - 1000m)	
3580' (2960' - 900m)	
2590' (1970' - 600m)	
2260' (1640' - 500m)	
1280' (660' - 200m)	
1020' (400' - 120m)	

Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS or PAR GS	2.98°	374	481	535	641	748	PAPI	1020' (400') or above to MM RWY 25L

STRAIGHT-IN LANDING RWY 07R						
ILS			LOC (GS out)	PAR		
DA(H) 820' (200')				A: 843' (223') C: 863' (243') B: 853' (233') D: 873' (253')		
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						

MOSCOW, RUSSIA
CAT II ILS Rwy 07R

MSA
NL NDB

RVR **350m**

PANS OPS

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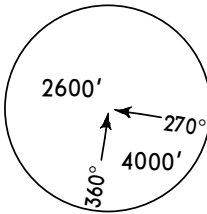
UUEE/SVO SHEREMETYEVO

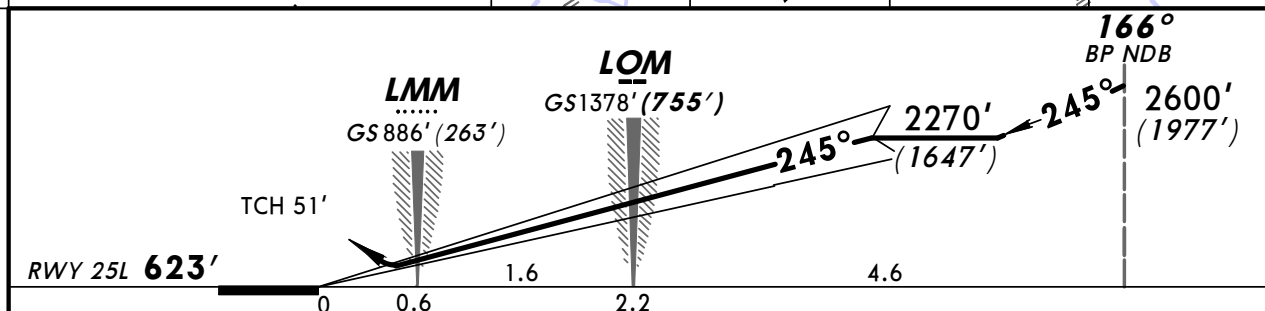
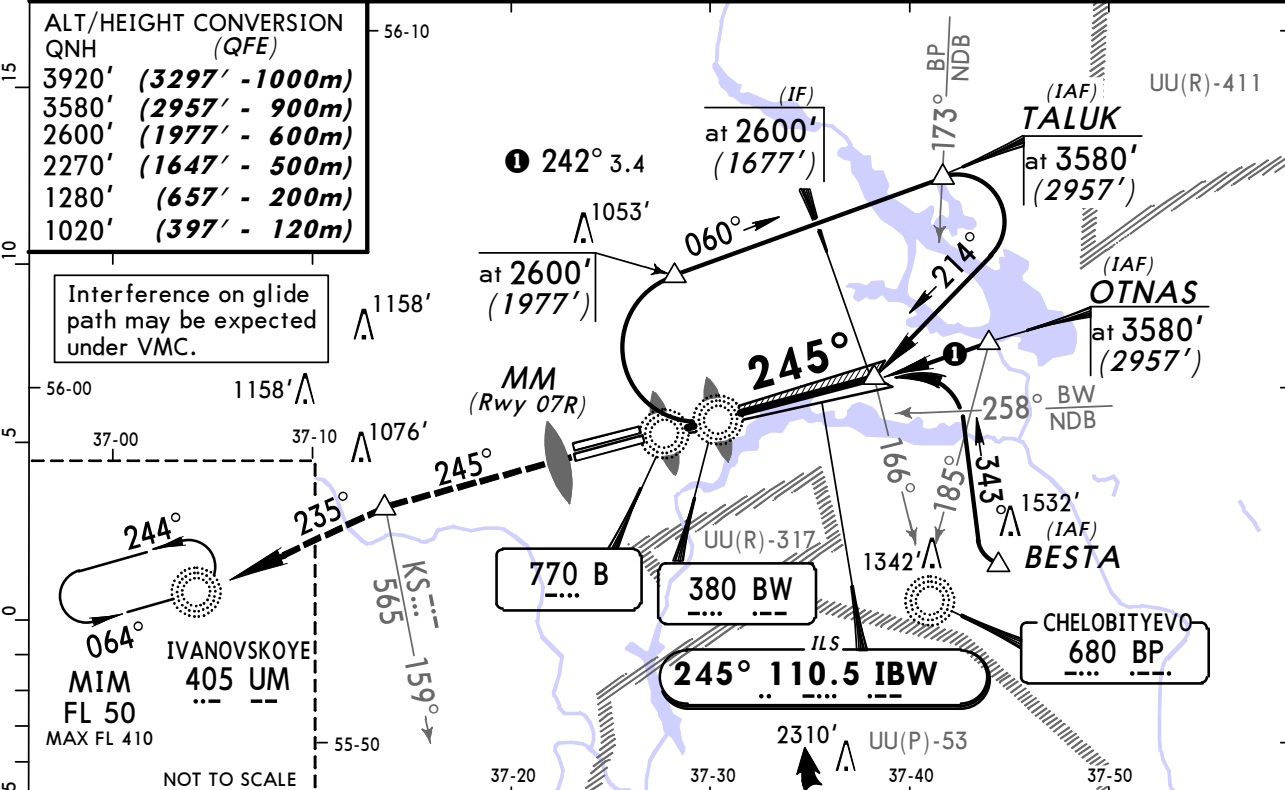
19 JUL 13
Eff 25 Jul

(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 1378' (755')	ILS DA(H) 823' (200')	Apt Elev 630' RWY 623'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (397') or above to MM Rwy 07R, then proceed to 159° KS NDB climbing to 2600' (1977'), then climb on 235° to UM NDB as directed. At 1280' (657') immediately contact Radar.						
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: By ATC			Trans alt: 3920' (3297')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1020' (397') or above	MM RWY 07R
ILS or PAR GS	2.98°	374	481	535	641	748			

ILS		STRAIGHT-IN LANDING RWY 25L		PAR	
LOC (GS out)		A: 823' (200') C: 837' (214')		B: 827' (204') D: 846' (223')	
DA(H)	823' (200')	FULL		ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

PANS OPS

MOSCOW, RUSSIA
CAT II ILS Rwy 25L

21-3A

MOSCOW, RUSSIA
CAT II ILS Rwy 25L

SHERMETYEVO Apch2

123.7

Ground

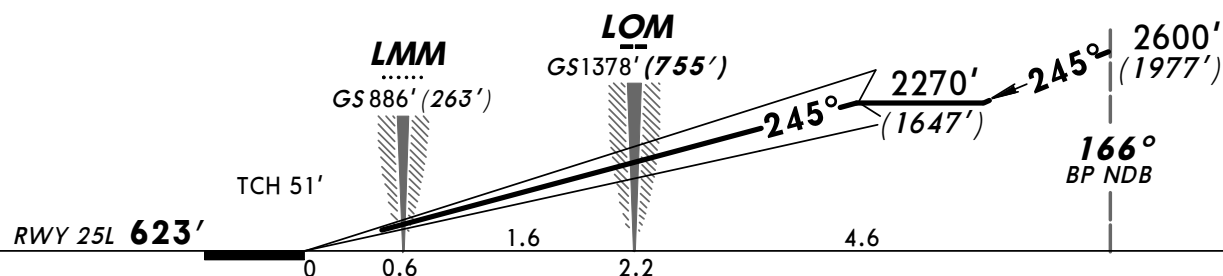
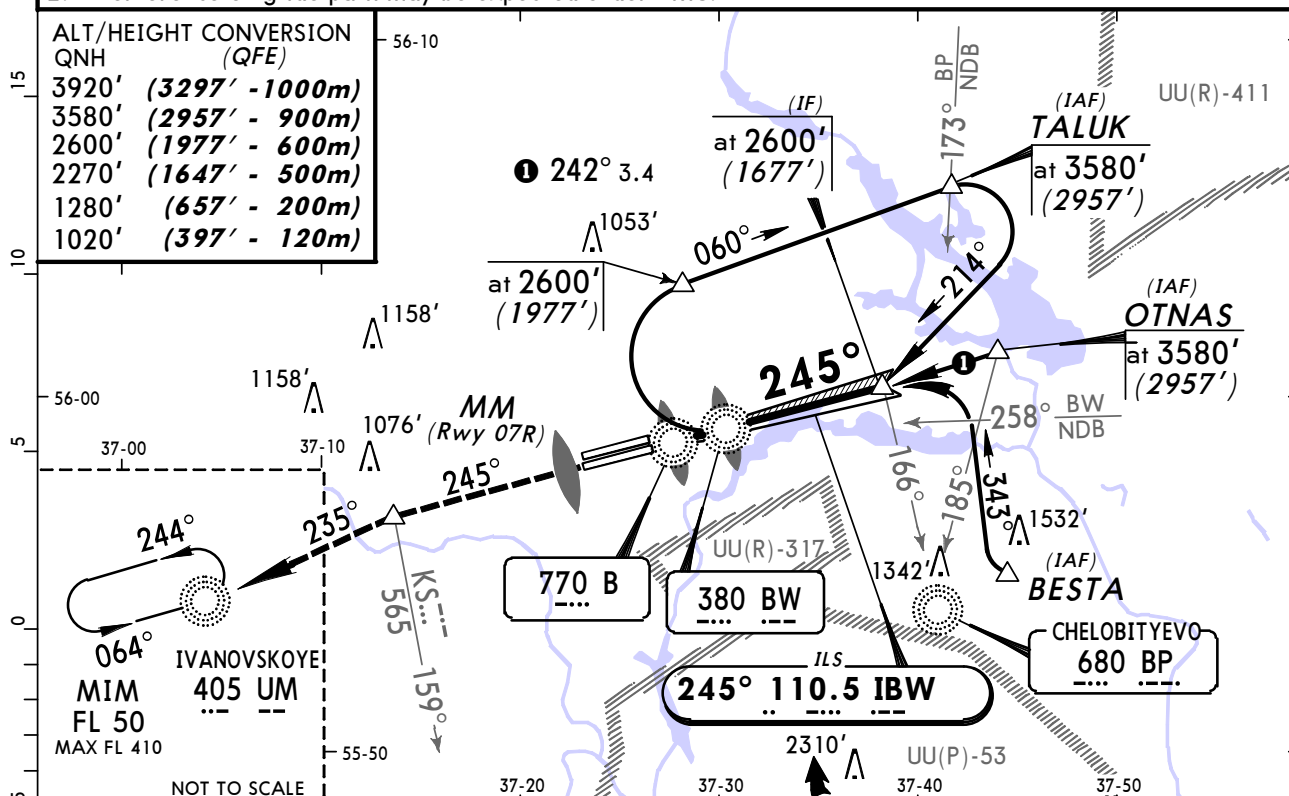
121.8

RWY 623

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920'(**3297'**)
1. Special Aircrew and Aircraft Certification Required.
2. Interference on glide path may be expected under VMC.

- 56-10

3920' (3297' - 1000m)
3580' (2957' - 900m)
2600' (1977' - 600m)
2270' (1647' - 500m)
1280' (657' - 200m)
1020' (397' - 120m)



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

HIALS-II
PAPI

1020'
(397')
or above
▲

MM
RWY
07R

STRAIGHT-IN LANDING RWY 25L
CAT II ILS

RA 97'

$DA(H)$ **723'(100')**

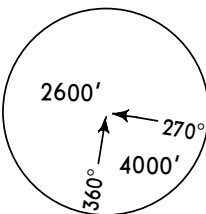
RVR **350m**

PANS OPS

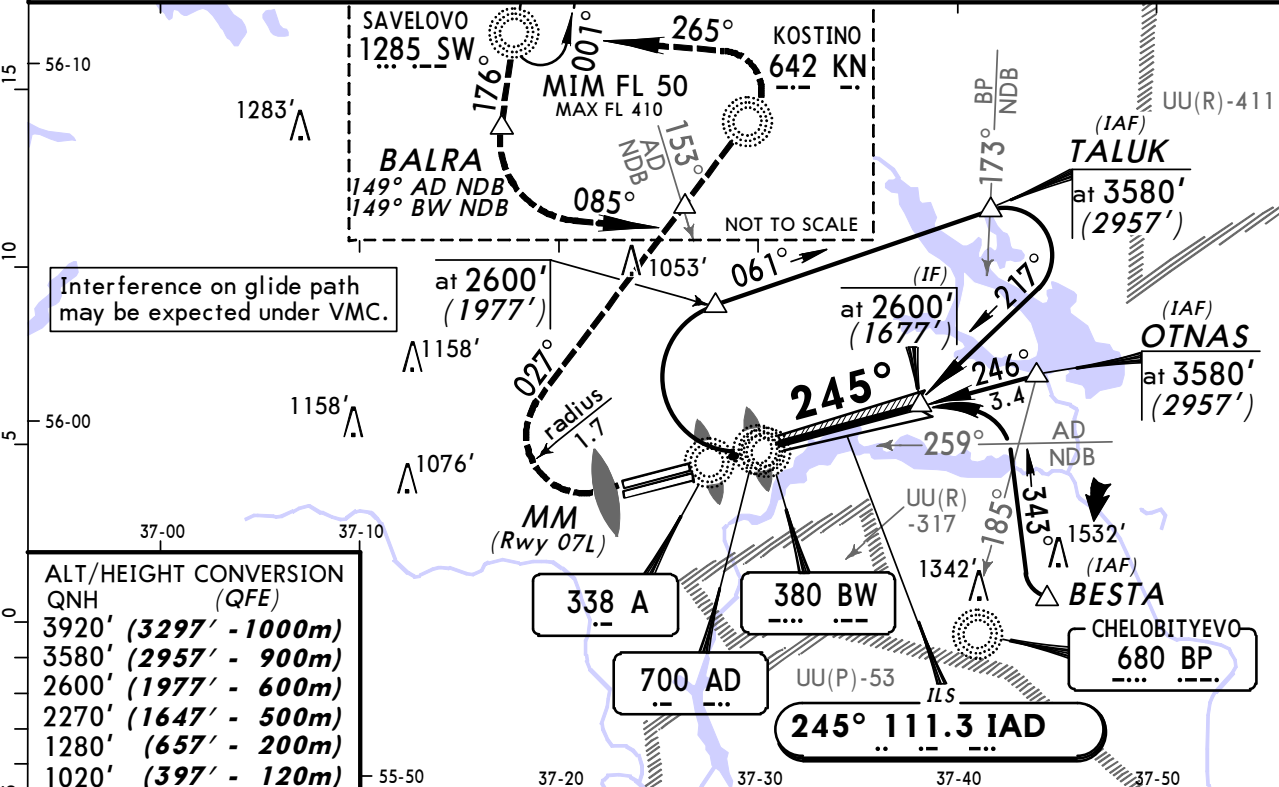
CHANGES: Procedure. Minimums.

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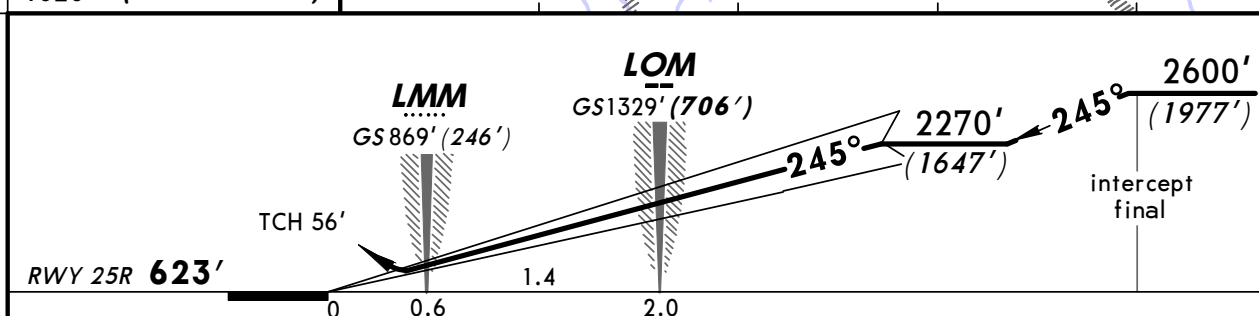
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0		
LOC IAD 111.3	Final Apch Crs 245°	GS LOM 1329'(706')	ILS DA(H) 823'(200')	Apt Elev 630' RWY 623'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(397') or above to MM Rwy 07L, then turn RIGHT onto 027° climbing via 153° AD NDB at 2600'(1977') to 3580'(2957') to KN NDB, or as directed. At 1280'(657') immediately contact Radar.						MSA AD NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3297')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3920'	(3297' - 1000m)	
3580'	(2957' - 900m)	
2600'	(1977' - 600m)	
2270'	(1647' - 500m)	
1280'	(657' - 200m)	
1020'	(397' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1020' (397') or above ↑	MM RWY 07L
ILS or PAR GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 25R									
ILS				LOC	PAR				
DA(H) 823'(200')				(GS out)	A: 843'(220') C: 863'(240') B: 853'(230') D: 873'(250')				
FULL		TDZ or CL out	ALS out				TDZ or CL out	ALS out	
A									
B									
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		
D									

PANS OPS

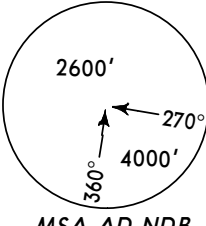
UUEE/SVO
SHEREMETYEVO

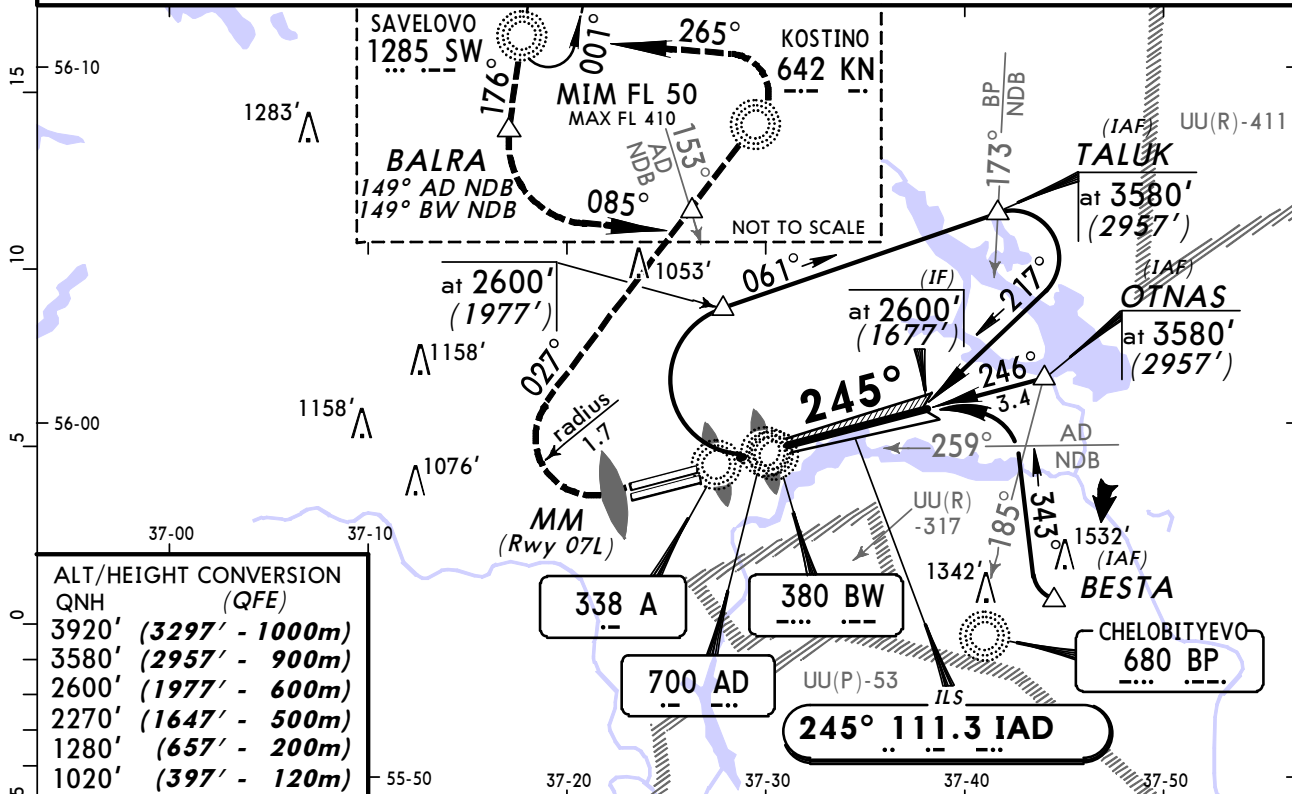
19 JUL 13
Eff 25 Jul

21-4A

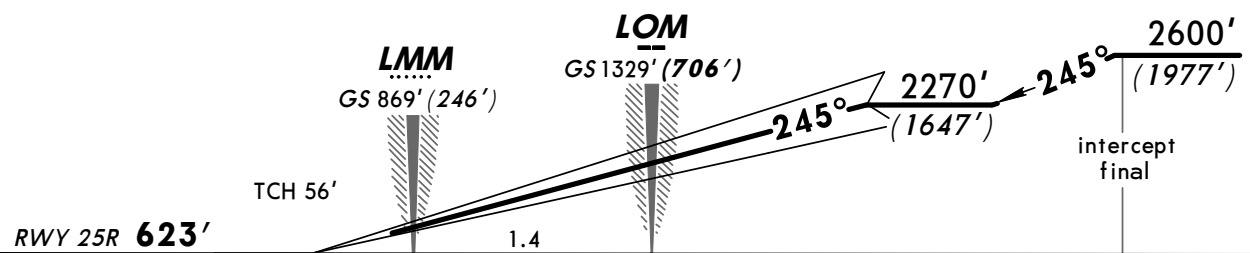
MOSCOW, RUSSIA
CAT II ILS Rwy 25R

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
LOC IAD 111.3	Final Apc Crs 245°	GS LOM 1329' (706')	CAT II ILS RA 103' DA(H) 723' (100')	Apt Elev 630' RWY 623'	 MSA AD NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (397') or above to MM Rwy 07L, then turn RIGHT onto 027° climbing via 153° AD NDB at 2600' (1977') to 3580' (2957') to KN NDB, or as directed. At 1280' (657') immediately contact Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3297') 1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920' (3297' - 1000m)	
3580' (2957' - 900m)	
2600' (1977' - 600m)	
2270' (1647' - 500m)	
1280' (657' - 200m)	
1020' (397' - 120m)	



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

HIALS-II	1020' (397') or above	MM RWY 07L
PAPI		

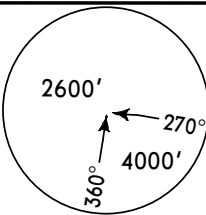
STRAIGHT-IN LANDING RWY 25R
CAT II ILS

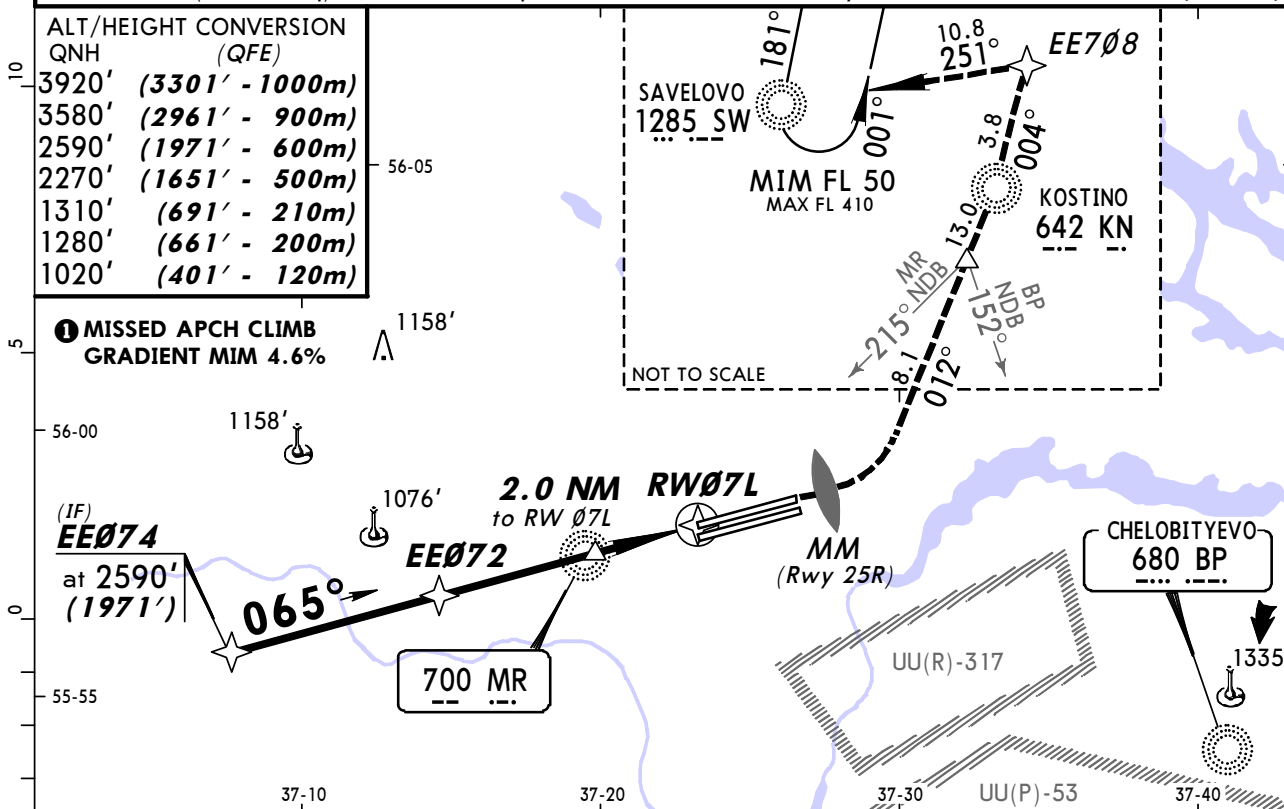
RA 103'
DA(H) 723' (100')

RVR 350m

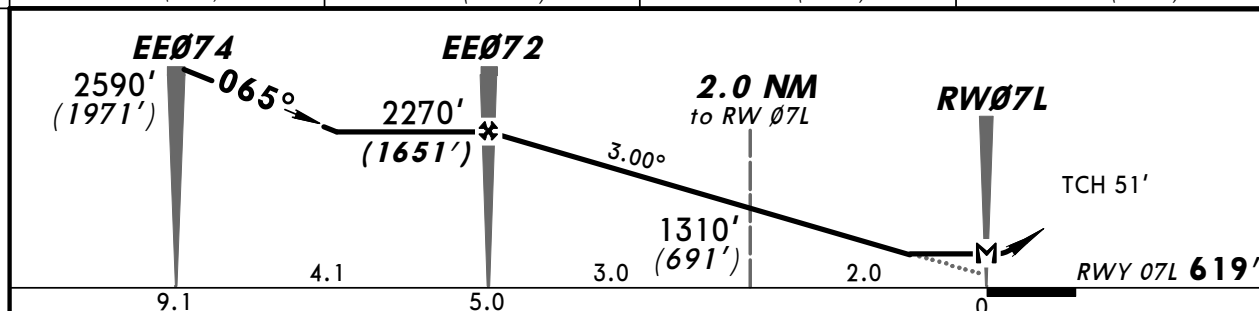
PANS OPS

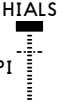
BRIEFING STRIP

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	
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'	 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')					



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



Gnd speed-Kts	70	90	100	120	140	160	 1020' (401') or above to MM RWY 25R
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at RW07L							

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 mim 4.6% from 1020' (401') to 2590' (1971').

BRIEFING STRIP™

MSA NL NDB

Trans alt: 3920'(3301')

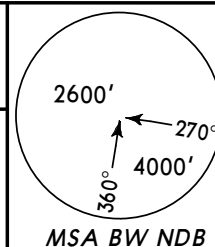
Age group	Number of people
0-10	2
11-20	3
21-30	4
31-40	5
41-50	6
51-60	7
61-70	8
71-80	9
81-90	10
91-100	11

ALS out

PANS OPS

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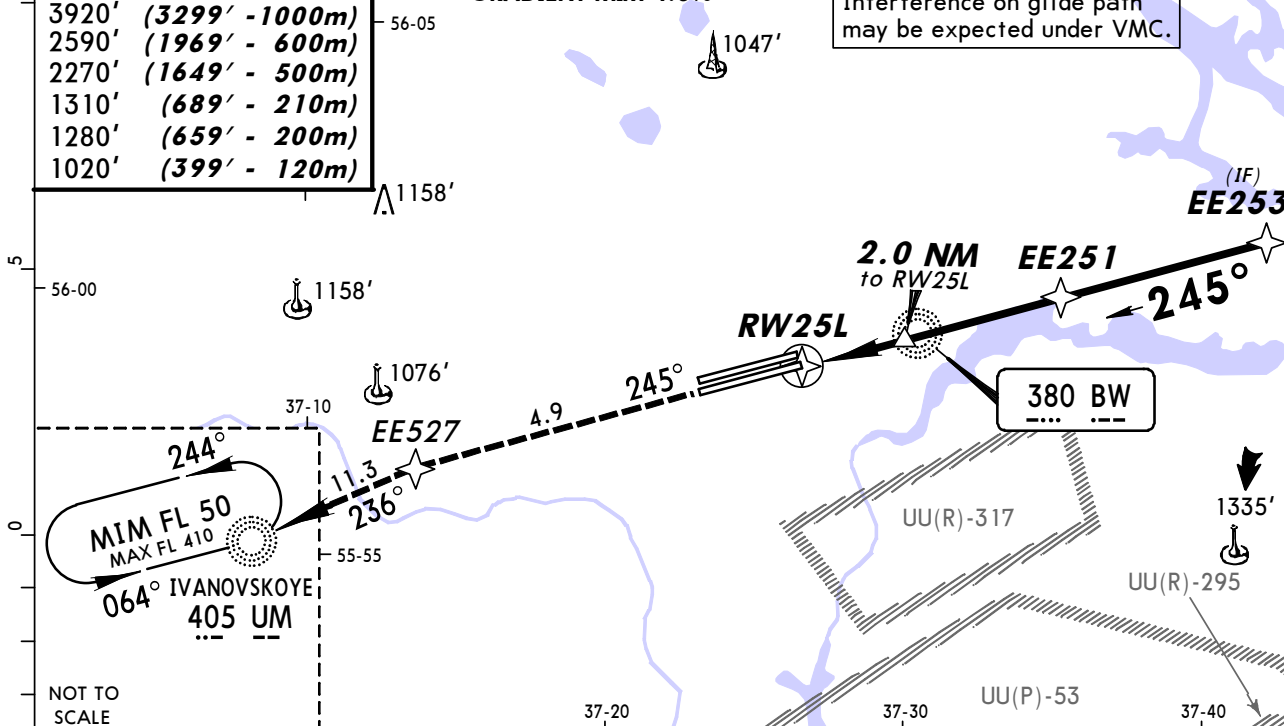
BRIEFING STRIP	ATIS 125.12 (Russian 126.37)	SHEREMETYEVO Apch1 119.3	SHEREMETYEVO Apch2 123.7
	SHEREMETYEVO Radar 118.1	SHEREMETYEVO Precision (TWR) 120.7	Ground 121.8
	RNAV Final Apch Crs 245°	Minimum Alt EE251 2270' (1649')	MDA(H) 990' (369') Apt Elev 630' RWY 621'
MISSED APCH: Climb STRAIGHT AHEAD 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')			



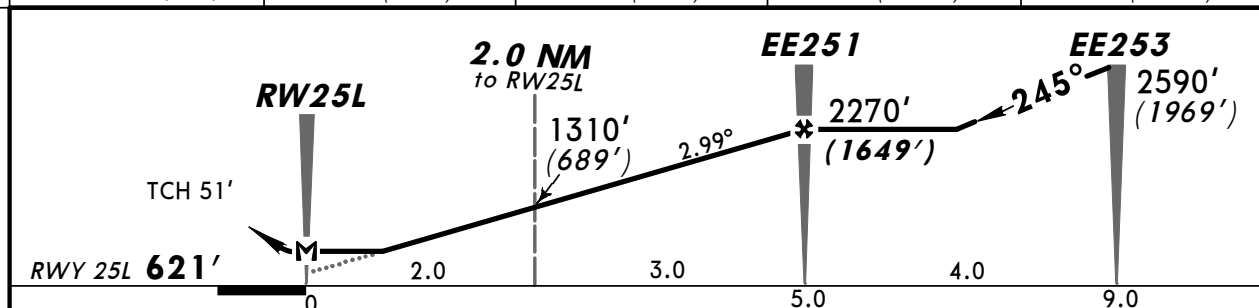
ALT/HEIGHT CONVERSION QNH (QFE)
3920' (3299' - 1000m)
2590' (1969' - 600m)
2270' (1649' - 500m)
1310' (689' - 210m)
1280' (659' - 200m)
1020' (399' - 120m)

① MISSED APCH CLIMB
GRADIENT MIN 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')

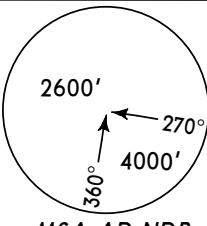


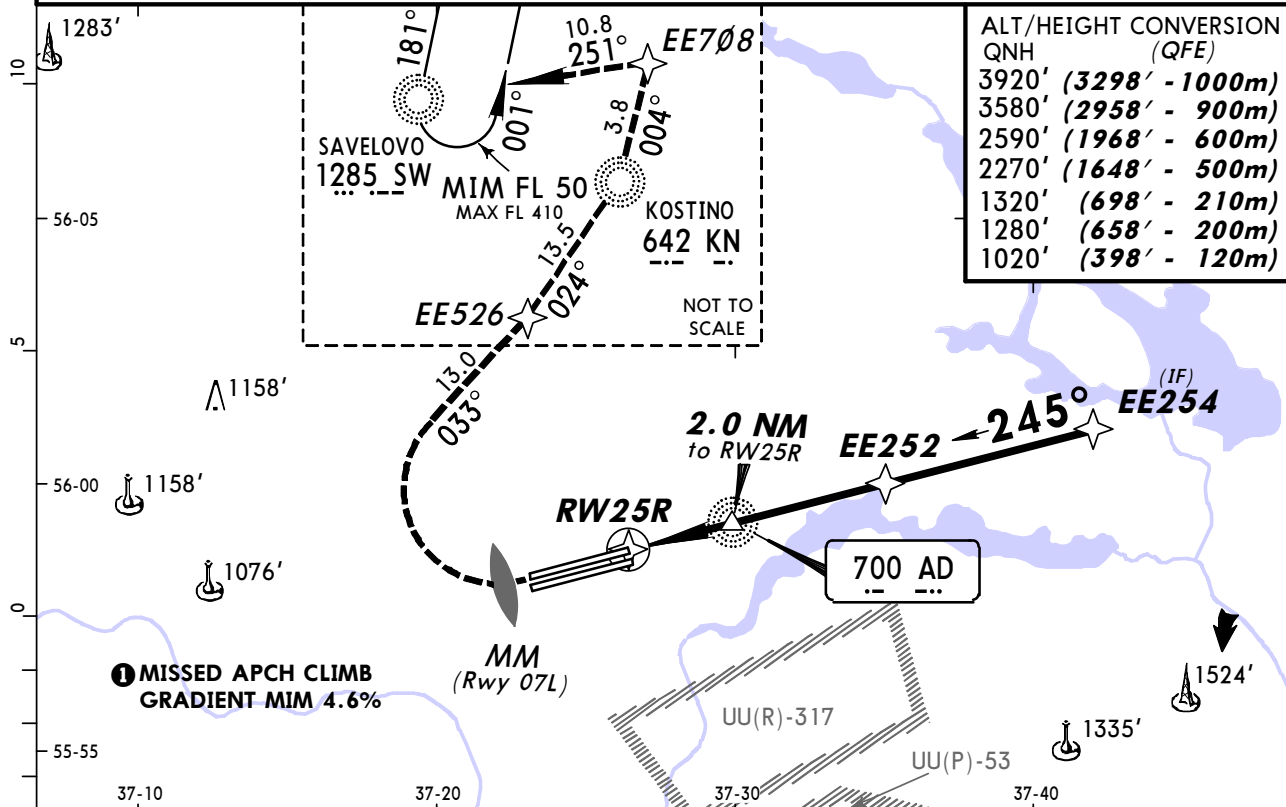
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.99°	370	476	529	635	741	846
MAP at RW25L						

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').

BRIEFING STRIP

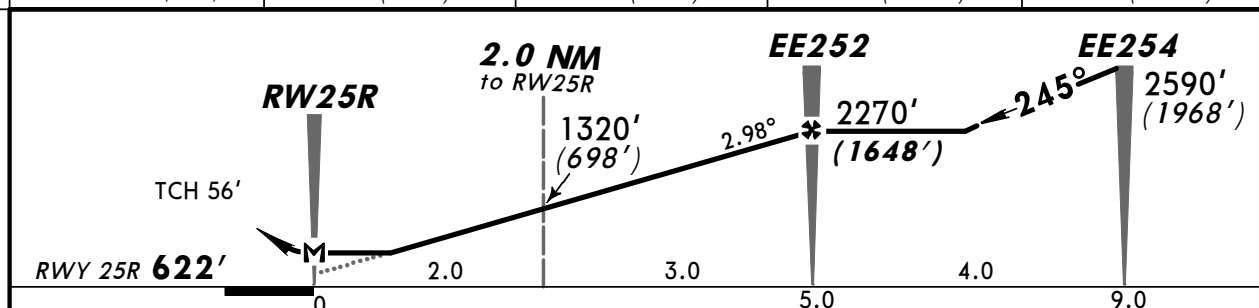
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
RNAV	Final Apch Crs 245°	Minimum Alt EE252 2270' (1648')	MDA(H) 990' (368')	Apt Elev 630' RWY 622'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (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.					MSA AD NDB
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3920' (3298')	



ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3298' - 1000m)
3580'	(2958' - 900m)
2590'	(1968' - 600m)
2270'	(1648' - 500m)
1320'	(698' - 210m)
1280'	(658' - 200m)
1020'	(398' - 120m)

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						

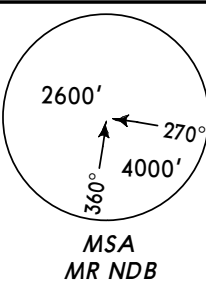
HIALS-II	1020' (398') or above	MM Rwy 07L
PAPI		

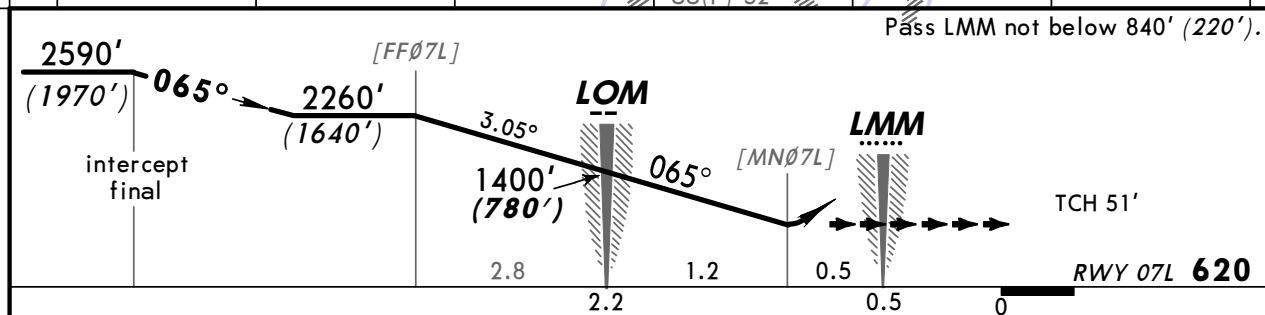
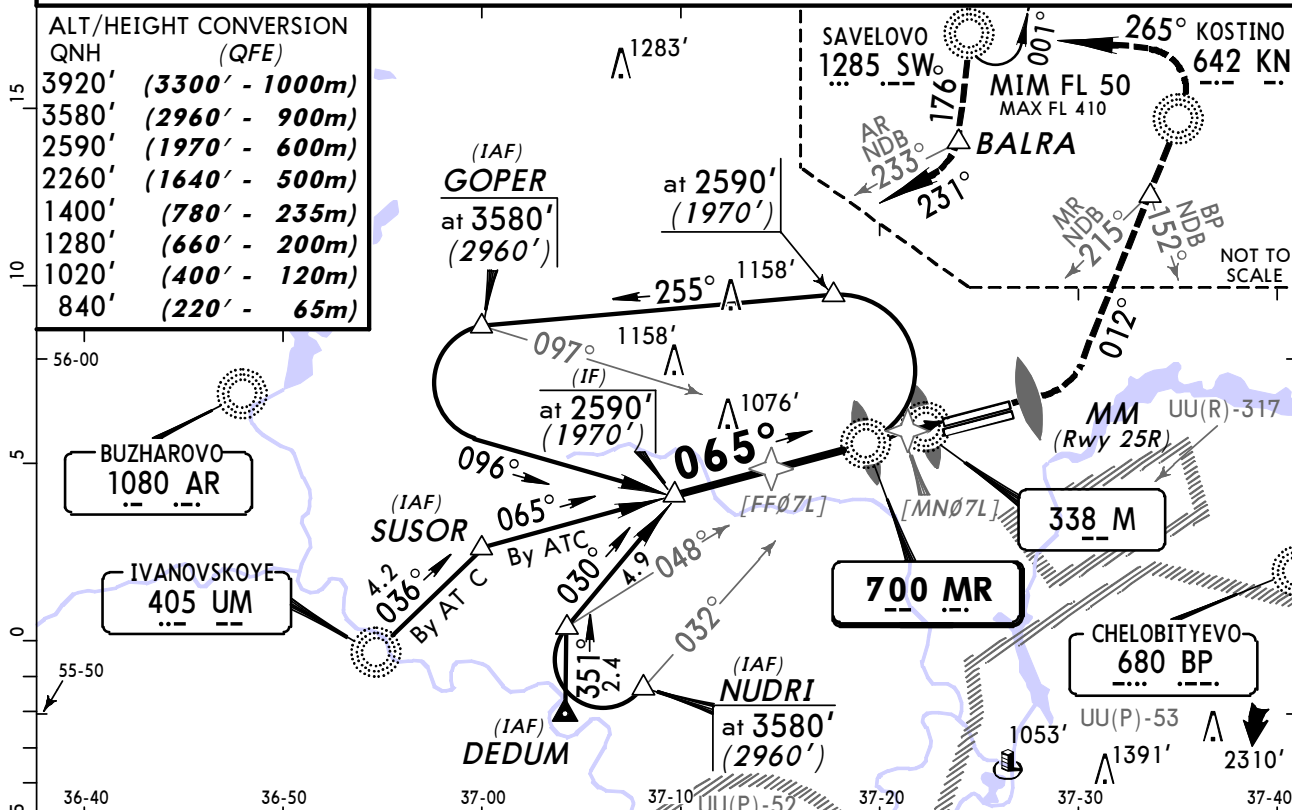
STRAIGHT-IN LANDING RWY 25R I			
MDA(H) 990' (368')		ALS out	
A			
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

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

PANS OPS

BRIEFING STRIP™

ATIS		SHEREMETYEVO Apc1		SHEREMETYEVO Apc2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		131.5		119.0	
NDB MR 700	Final Apc Crs 065°	Minimum Alt LOM 1400' (780')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 620'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') or above to MM Rwy 25R, turn LEFT climbing onto 012° to cross 215° MR NDB/152° BP NDB at 2590' (1970'). Proceed to KN NDB to pass it at 3580' (2960'), or as directed. At 1280' (660') immediately contact Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')					



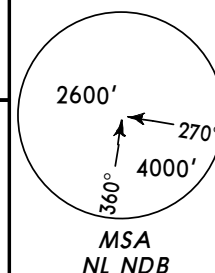
Gnd speed-Kts	70	90	100	120	140	160			1020' (400') or above to MM RWY 25R	MM
Descent Angle 3.05°	378	486	540	648	755	863				

STRAIGHT-IN LANDING RWY 07L							
2 NDB				NDB			
with radar control		w/o radar control		with radar control		w/o radar control	
MDA(H) 970' (350')		MDA(H) 1400' (780')		MDA(H) 990' (370')		MDA(H) 1570' (950')	
ALS out		ALS out		ALS out		ALS out	
A		3200m				3200m	
B	1200m	RVR 1500m VIS 1600m		1200m	RVR 1500m VIS 1600m		
C		3200m	3600m			3600m	4400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	4800m

BRIEFING STRIP

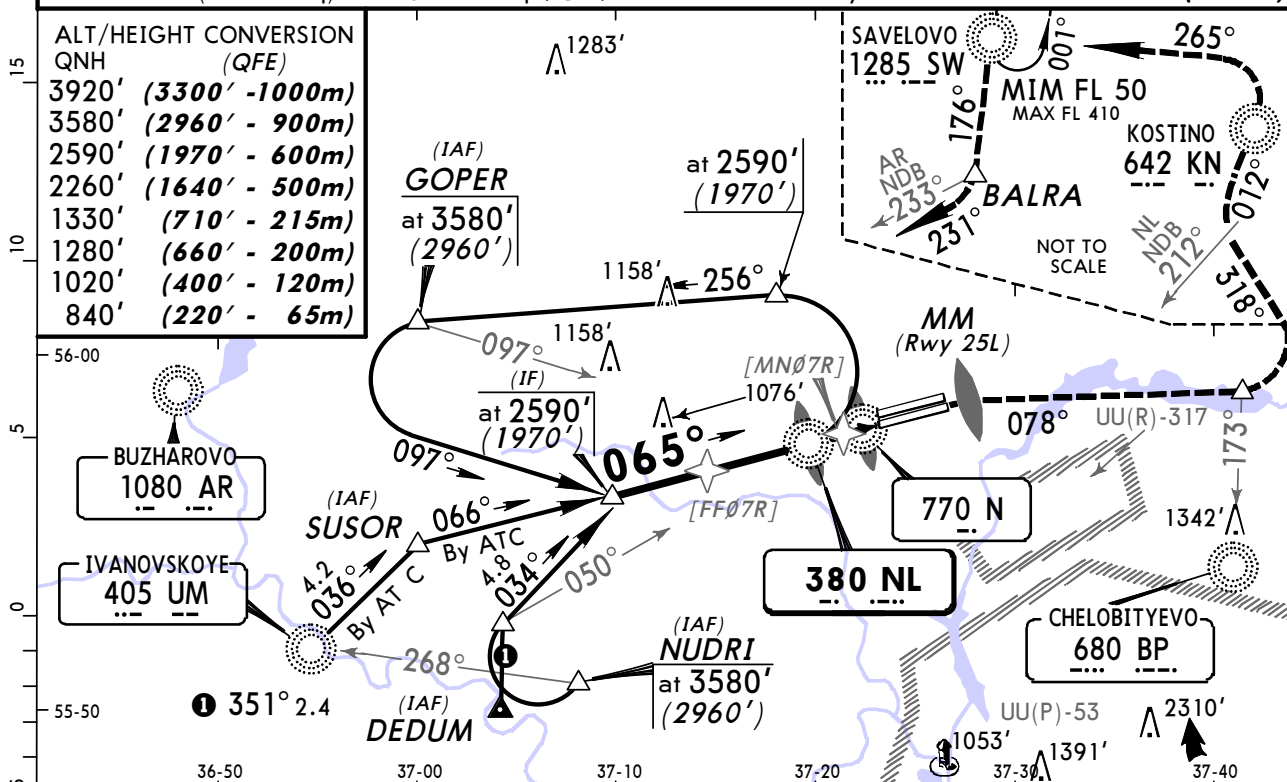
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
NDB NL 380	Final Apc Crs 065°	Minimum Alt LOM 1330' (710')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 620'	

MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') or above to MM Rwy 25L, turn RIGHT climbing onto 078° to cross 173° BP NDB at 2590' (1970'), turn LEFT onto 318°, proceed to 212° NL NDB, turn RIGHT onto 012° to KN NDB to pass it at 2590' (1970'), or as directed.
At 1280' (660') immediately contact Radar.

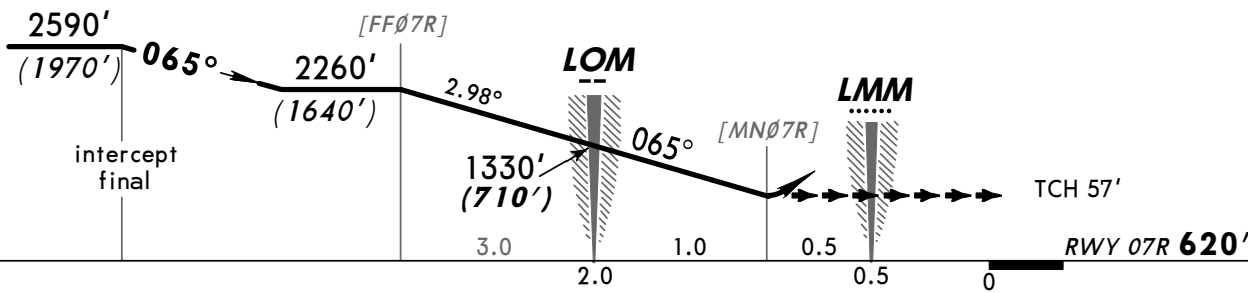


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')

ALT/HEIGHT CONVERSION	QNH	(QFE)
3920'	(3300' - 1000m)	
3580'	(2960' - 900m)	
2590'	(1970' - 600m)	
2260'	(1640' - 500m)	
1330'	(710' - 215m)	
1280'	(660' - 200m)	
1020'	(400' - 120m)	
840'	(220' - 65m)	



Pass LMM not below 840' (220').



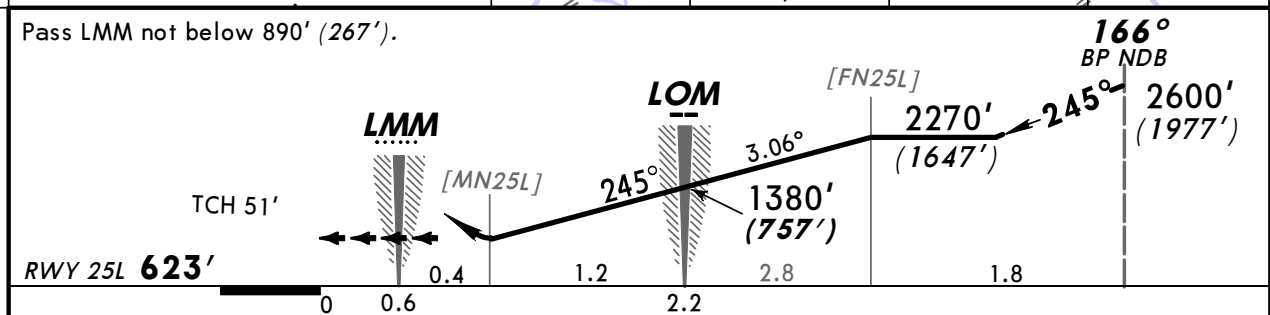
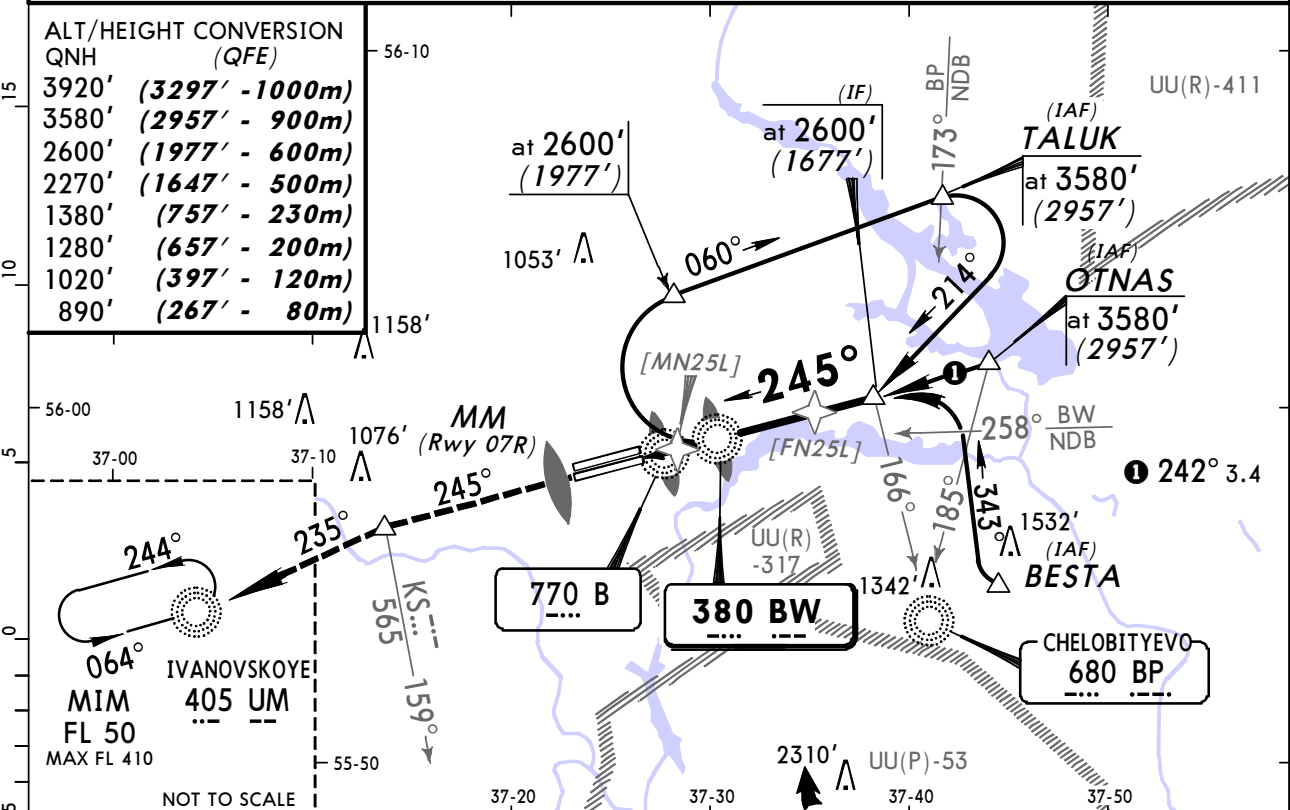
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843

STRAIGHT-IN LANDING RWY 07R							
2 NDB				NDB			
with radar control		w/o radar control		with radar control		w/o radar control	
MDA(H) 970' (350')		MDA(H) 1400' (780')		MDA(H) 990' (370')		MDA(H) 1570' (950')	
ALS out		ALS out		ALS out		ALS out	
A		3200m				3200m	
B	1200m	RVR 1500m VIS 1600m		1200m	RVR 1500m VIS 1600m		
C			3200m 3600m			3600m 4400m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m 4800m	

PANS OPS

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	
NDB BW 380	Final Apc Crs 245°	Minimum Alt LOM 1380' (757')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 623'	2600' 270° 4000' 360° MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (397') or above to MM Rwy 07R, then proceed to 159° KS NDB climbing to 2600' (1967'), then climb on 235° to UM NDB as directed. At 1280' (657') immediately contact Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3297')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	MM RWY 07R
Descent Angle	3.06°	379	487	541	650	758		

STRAIGHT-IN LANDING RWY 25L							
2 NDB				NDB			
with radar control		w/o radar control		with radar control		w/o radar control	
MDA(H) 980' (357')		MDA(H) 1050' (427')		MDA(H) 990' (367')		MDA(H) 1400' (777')	
ALS out		ALS out		ALS out		ALS out	
A						3200m	
B	1200m	RVR 1500m VIS 1600m	1400m	2200m	1200m	RVR 1500m VIS 1600m	3200m
C							3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m

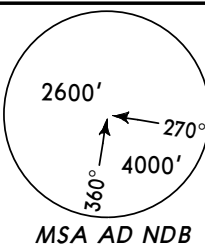
UUEE/SVO
SHEREMETYEVO

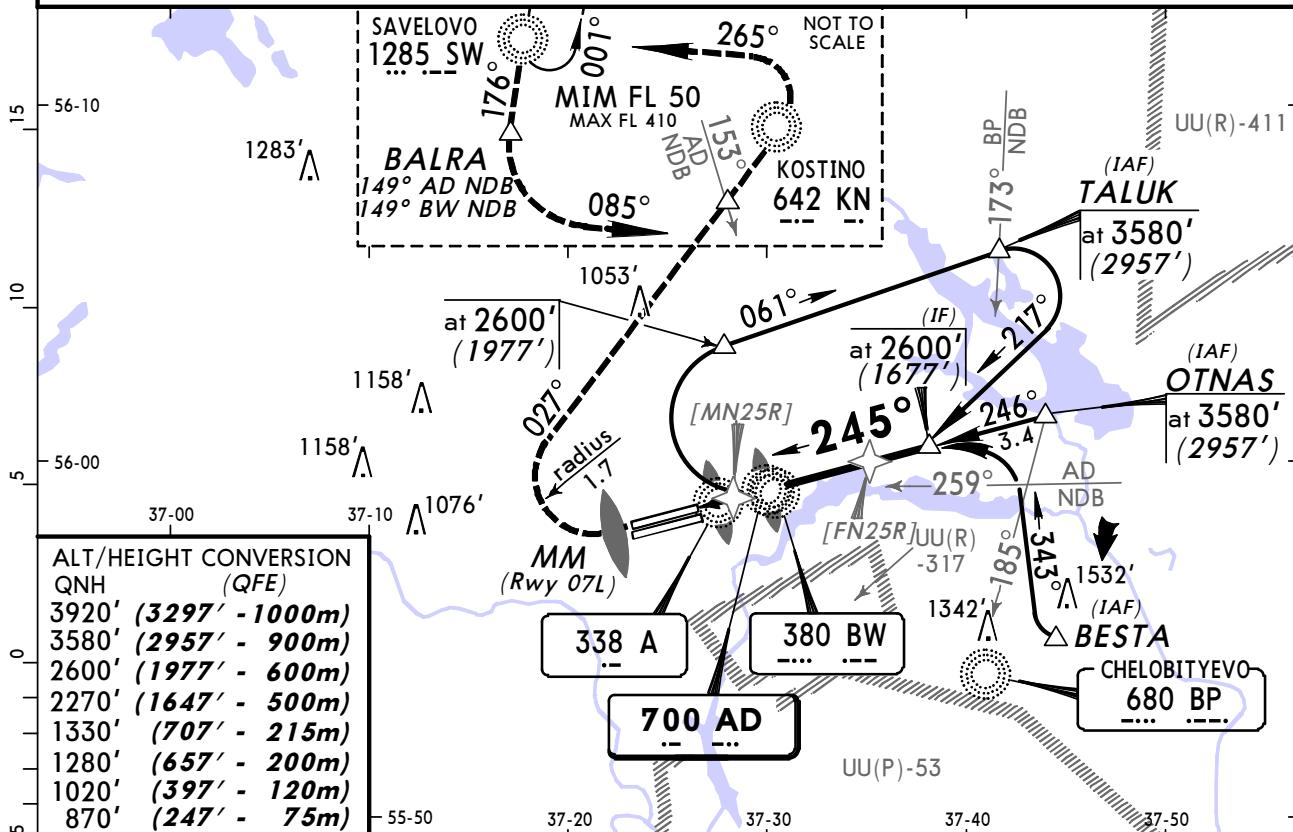
19 JUL 13
Eff 25 Jul

26-4

MOSCOW, RUSSIA
2 NDB or NDB Rwy 25R

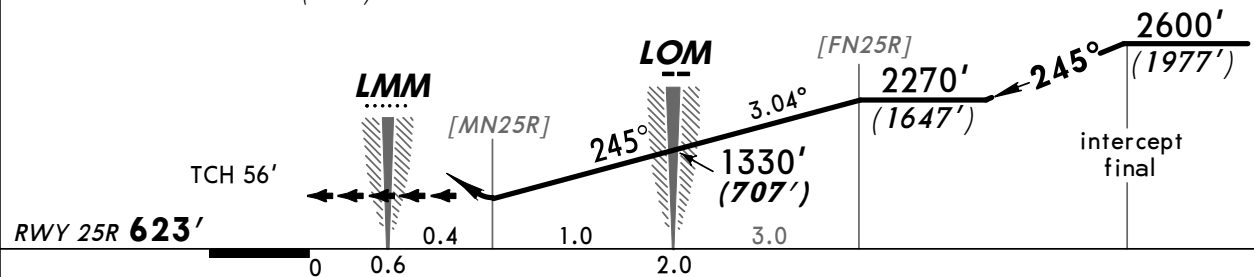
BRIEFING STRIP

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
NDB AD 700	Final Apch Crs 245°	Minimum Alt LOM 1330' (707')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 623'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (397') or above to MM Rwy 07L, then turn RIGHT onto 027° climbing via 153° AD NDB at 2600' (1977') to 3580' (2957') to KN NDB, or as directed. At 1280' (657') immediately contact Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3297')					



ALT/HEIGHT CONVERSION	QNH	(QFE)
3920'	(3297' - 1000m)	
3580'	(2957' - 900m)	
2600'	(1977' - 600m)	
2270'	(1647' - 500m)	
1330'	(707' - 215m)	
1280'	(657' - 200m)	
1020'	(397' - 120m)	
870'	(247' - 75m)	

Pass LMM not below 870' (247').



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	1020' (397') or above	MM RWY 07L
Descent Angle	3.04°	376	484	538	645	753			

STRAIGHT-IN LANDING RWY 25R								
2 NDB		with radar control		w/o radar control				
MDA(H) 980'(357')		MDA(H) 990'(367')		MDA(H) 1400'(777')				
ALS out		ALS out		ALS out				
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	3200m			
B								
C					3200m	3600m		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m		

CHANGES: Procedure. Minimums.

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Chart changes since cycle 16-2013

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UUEE

Type: Terminal

Effectivity: Permanent

Begin Date: 20130627

End Date: No end date

All IAPs: Squareflag 1 withdrawn, MAPCH climb gradient is 2.5%.