

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UUEE

Terminal Charts For UUEE

Revision Letter For Cycle 01-2014

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: 10.6°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: 0600 Z
Sunset: 1312 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: 620 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25L
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 620 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25R
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 623 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

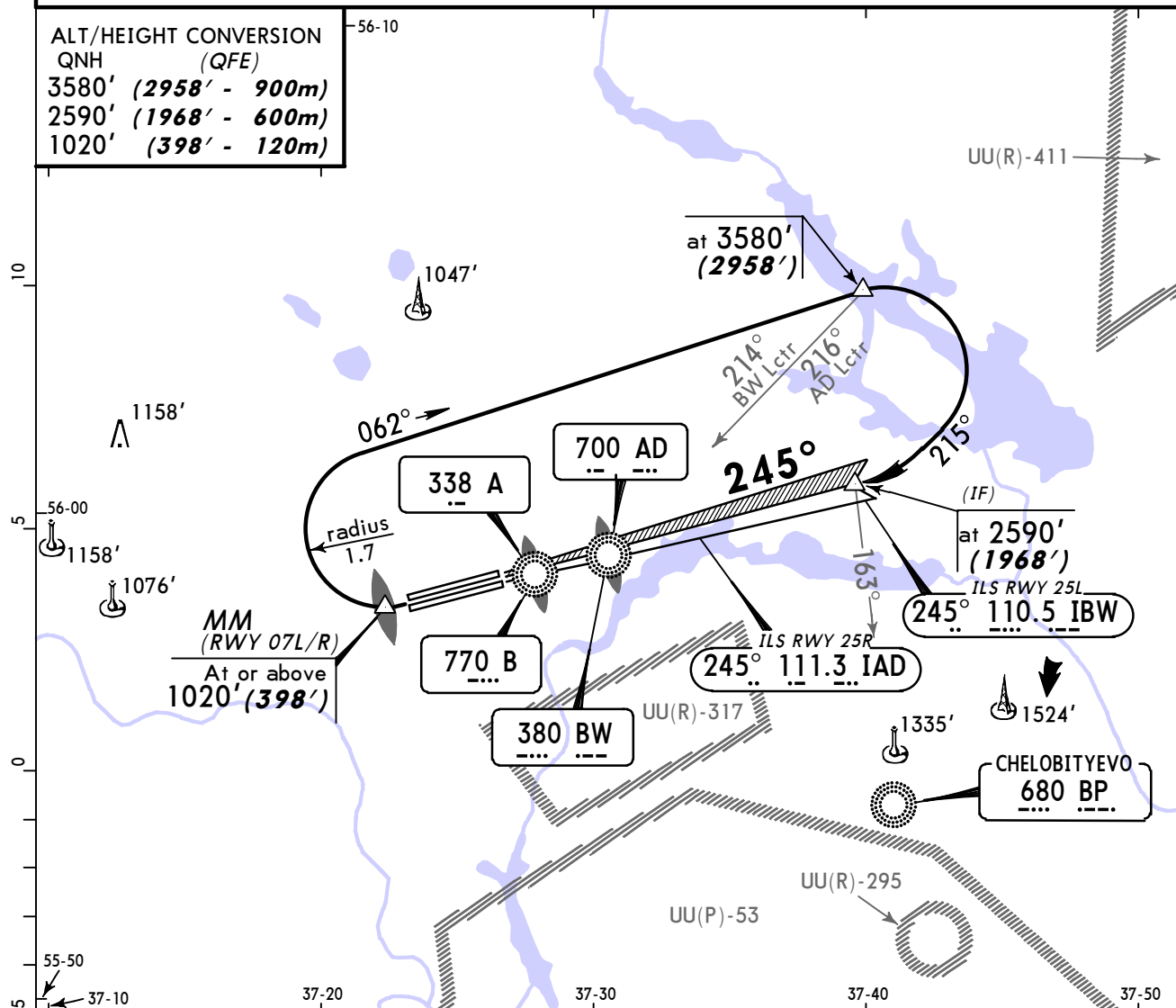
Sheremetyevo Transit Operations 130.35 Secondary Non-English

Sheremetyevo Cargo 2 Operations 134.55 Non-English

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, 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. TAXI PROCEDURES

It is prohibited to occupy the main TWY without permission of Ground controller.
Taxiing along TWY 11 and TWY 15 for take-off from RWY 25R/07L and RWY 25L/07R under ATS instruction.

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

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

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

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

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

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

- with MAX 396t on MAIN TWY 1, TWY 1 thru 5, 7, 11 thru 15 and 18 thru 20.
- with more than 396t for take-off from:

RWYs 07L/R on TWY 18 thru 20, MAIN TWY 1, TWY 1 and 11;

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

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

Carry out a turn at RWY extremity (the time of RWY occupation is not more than 5 min).

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

1.5. PARKING INFORMATION

Terminal C stands 28 thru 30, Terminal D stands 11 thru 32, Terminal E stands 33 thru 38 and Terminal F stands 39 thru 53 equipped with visual docking guidance system SAFEDOCK.

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.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

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

Limitations

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

RWYS 07L/R approach

When reaching 13.5NM from THR, pilots must conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYs 07L/R approach-to-land. At a distance of 11.9NM reduce speed from 210 KT to 185 KT +/-10 KT to intercept ILS LOC at 7.6NM from THR descending to 2600' (1970'). Intercept GS at 2280' (1650'). Pilots shall continue to reduce speed in order to reach 4.3NM from THR at 2110' (1480') and at a rate of 155 KT. Thereafter speed shall be maintained as per Airplane Flight Manual.

2.2. CAT II/III OPERATIONS

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

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

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

2.3.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The separation intervals shall not be less than the following minimums:
The succeeding landing ACFT can cross the RWY THR when:

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

2.4. TAXI PROCEDURES

Enter aprons with Follow-me car.

3. DEPARTURE

3.1. DE-ICING

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

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

De-icing pad E1 MAX wingspan 158'/48.1m.

De-icing pads E, H and K MAX wingspan 213'/64.8m.

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

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

A request for ATC departure clearance shall be made to "SHEREMETYEVO-Delivery".

A pilot shall request for departure clearance from 10 minutes until readiness for engines start-up, but not earlier than 10 minutes before the flight planned departure time.

The validity period of the departure clearance is 30 minutes from the moment of getting such permission.

If a delay of take-off is expected for more than 30 minutes from the moment of the ACFT readiness for departure due to reasons connected with ATS, then "SHEREMETYEVO -Delivery" will notify the pilot about the calculated take-off time (CTOT). In this case the pilot shall coordinate the time of engines start-up with Apron controller.

In Wintertime:

When it is necessary to treat the ACFT with de-icing fluid, it is allowed to request the departure clearance before or during the de-icing treatment. If a delay of take-off is expected for more than 30 minutes from the moment of the aircraft readiness for departure, the pilot shall coordinate the time of the beginning of de-icing treatment of ACFT with de-icing fluid with Apron controller.

Clearance for towing and start-up shall be requested on the operating frequency of "SHEREMETYEVO -Apron" or "AEROFLOT-Apron".

The operation of the ACFT transponder in "mode S" on the ground:

- The transponder shall be switched on before towing (start-up);
- The transponder shall be switched off after the termination of parking on the ACFT stand.

Request permission for towing when ACFT is completely ready for towing, including stand number and reception of valid ATIS information.

It is prohibited to occupy RWY holding position on TWYs 21 and 26 without permission from Tower, regardless of meteorological conditions.

3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

RWYs 07L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- Friction coefficient is 0.5 or more;
- Crosswind component is not more than 5 m/sec.

After take-off from RWY 25R, 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.

Noise Abatement Procedures NADP1 and NADP2

Initiate NADP1 or NADP2 not below 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. DEPARTURE

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 11G, 12G	20-2F
BESTA 13G, 14G	20-2G
BESTA 21G	20-2G1
BESTA 22G, 23G	20-2G2
DEDUM 11G	20-2H
DEDUM 12G, 13G	20-2J
DEDUM 21G	20-2J1
DEDUM 22G, 23G	20-2J2
DIPAT 21G	20-2K
GINAP 11G, 12G	20-2L
GINAP 13G, 14G	20-2L1
GINAP 21G	20-2L2
GINAP 22G, 23G	20-2L3
IVANOVSKOYE 11G	20-2L4
IVANOVSKOYE 12G, 13G	20-2M
IVANOVSKOYE 21G	20-2N
IVANOVSKOYE 22G, 23G	20-2N1
LATBI 11G, 12G	20-2N2
LATBI 13G	20-2N3
LATBI 14G, 15G	20-2N4
LATBI 21G, 22G	20-2P
LATBI 23G	20-2Q
LATBI 24G	20-2Q1
OKLIT 11G, 12G	20-2Q2
OKLIT 13G	20-2Q3
OKLIT 14G	20-2Q4
OKLIT 21G	20-2Q5
OKLIT 22G, 23G	20-2Q6
FOR FURTHER RNAV STAR AND FOR STAR DESIGNATION REFER TO PAGE 20-2A	

RNAV STAR DESIGNATION	REFER TO CHART
SAVELOVO 11G & 12G	20-2S
SAVELOVO 13G	20-2T
SAVELOVO 14G	20-2T1
SAVELOVO 15G	20-2T2
SAVELOVO 21G, 22G	20-2T3
SAVELOVO 23G	20-2T4
STAR DESIGNATION	REFER TO CHART
BESTA 07B, 07C	20-2T5
BESTA 25A, 25B, 25C	20-2T6
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')

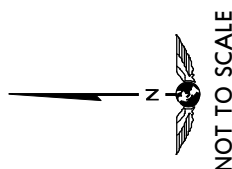
BOGDANOVO 1E (BD 1E)
TO SW

LARIONOVO 1E (MF 1E)
TO BESTA

LARIONOVO 2E (MF 2E)
TO GINAP

TRANSITIONS

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

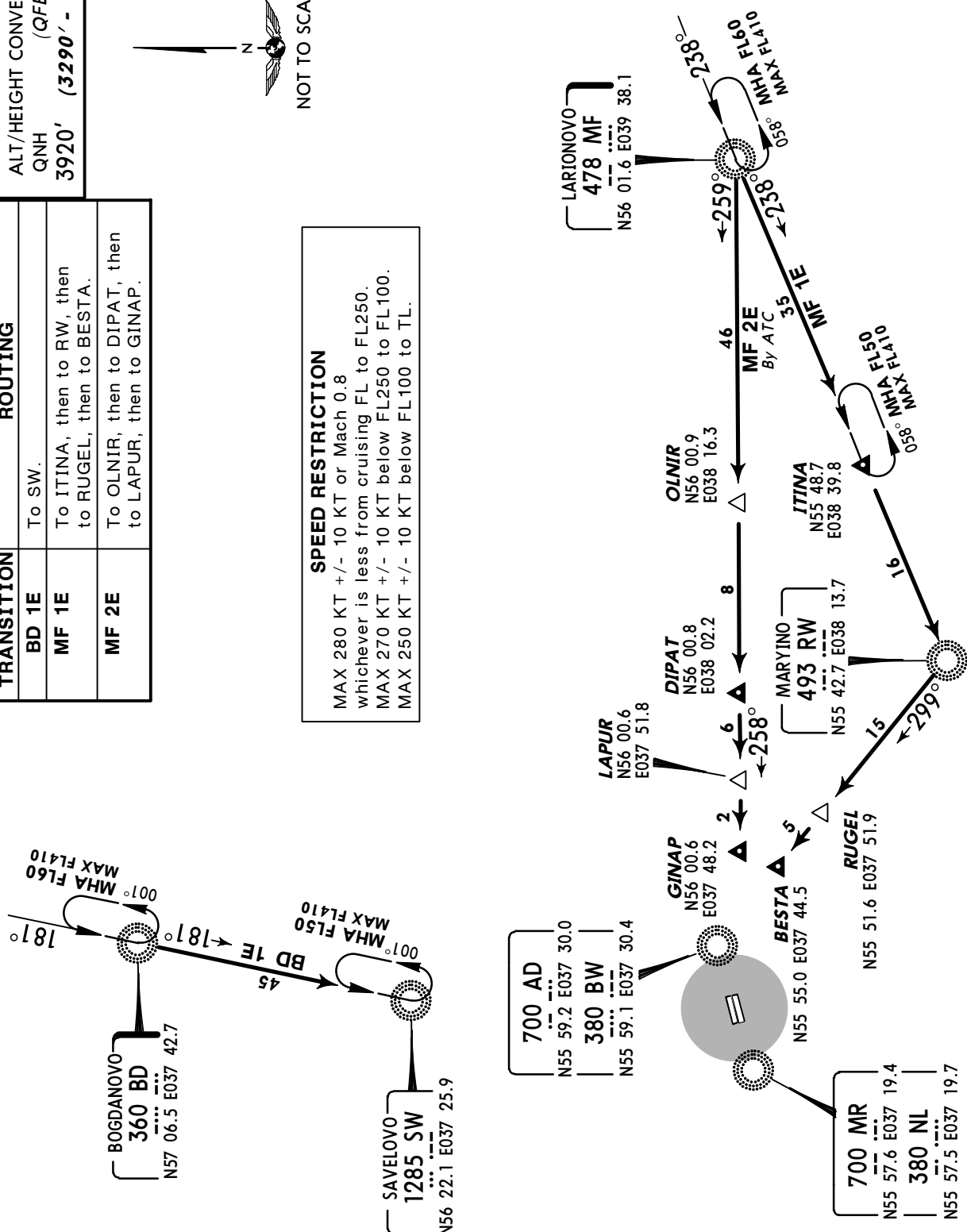


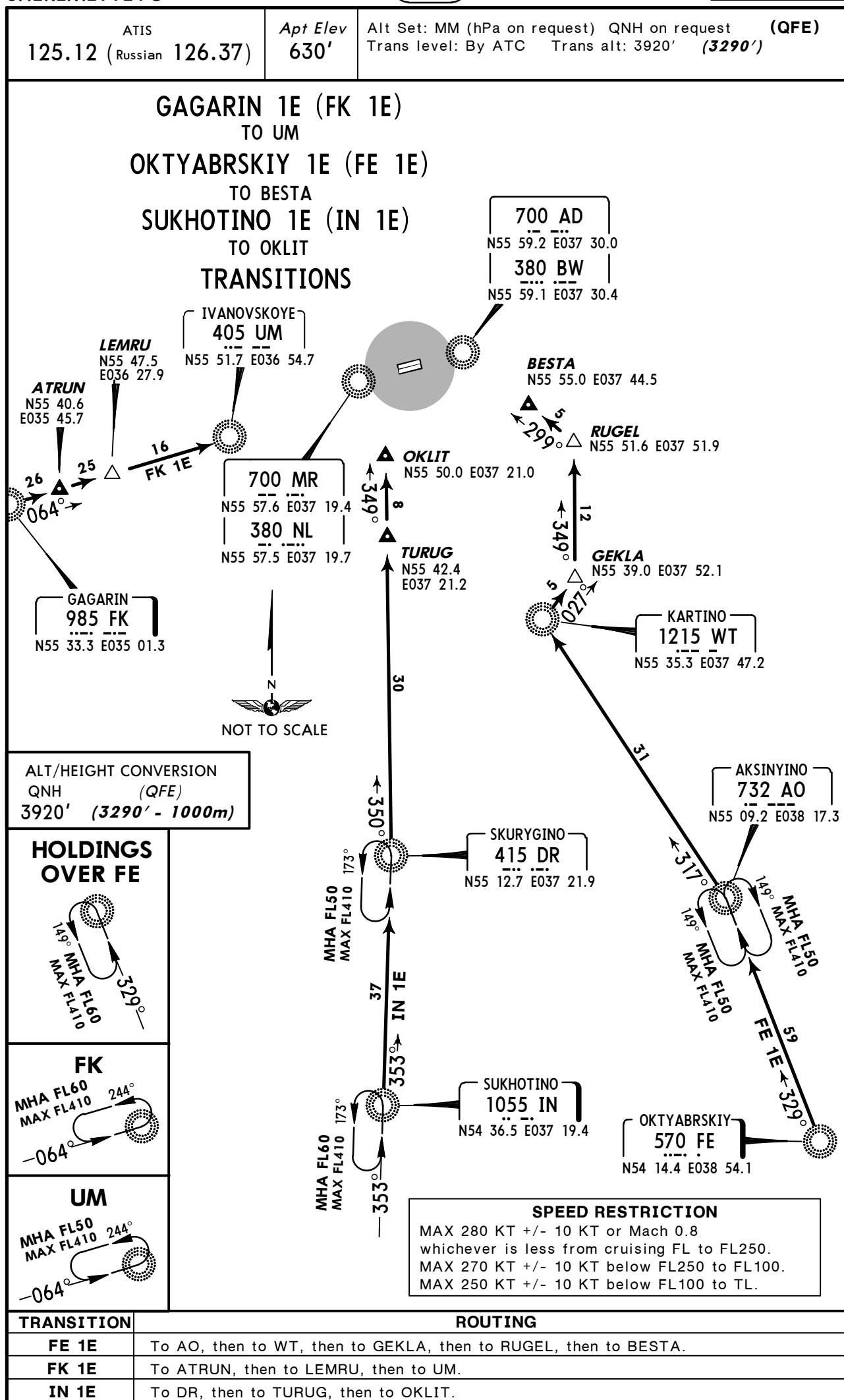
ROUTING

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

SPEED RESTRICTION

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



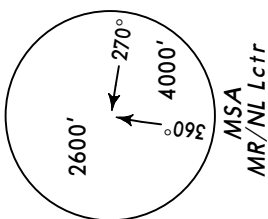


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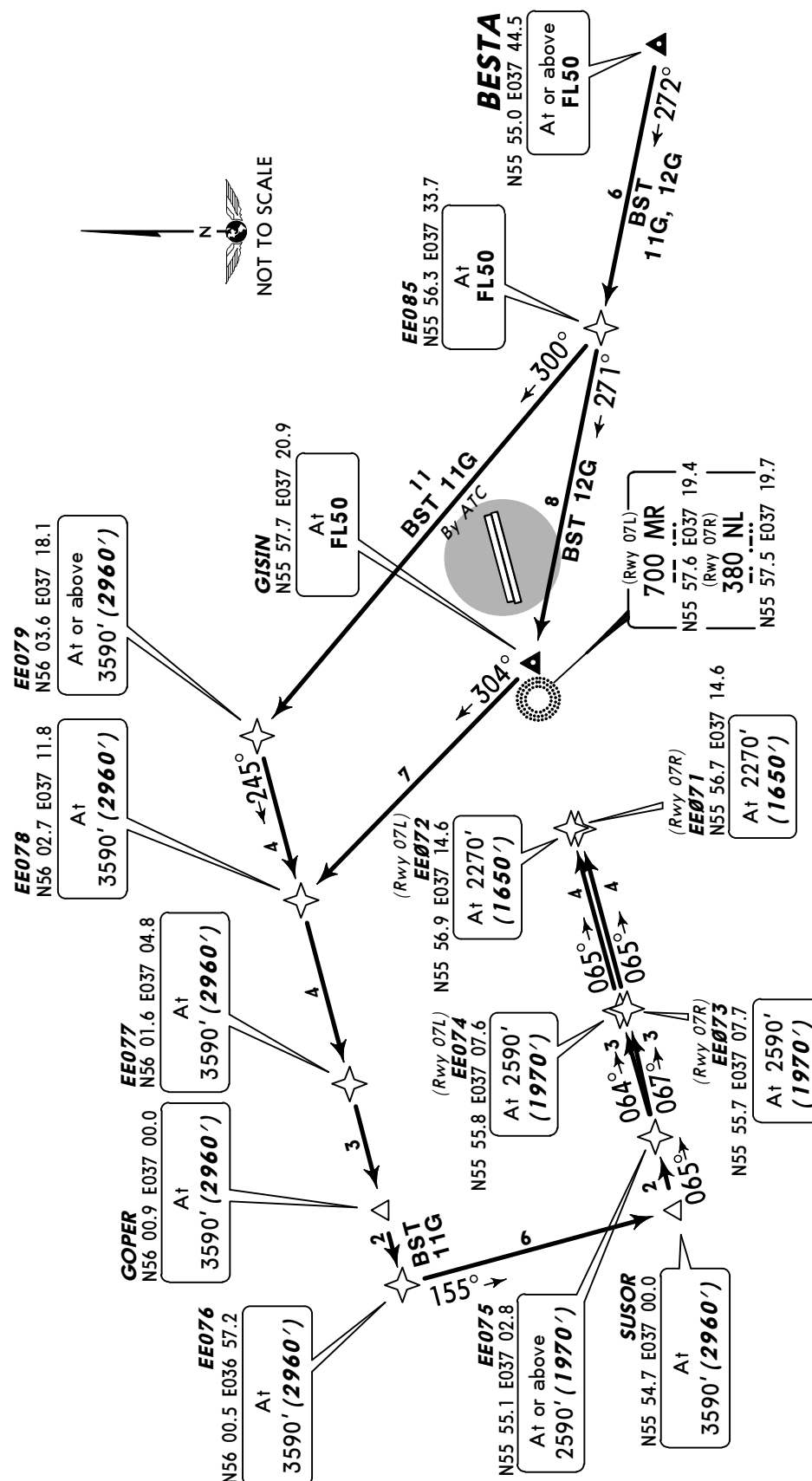
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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



BESTA 11G (BST 11G)
BESTA 12G (BST 12G)
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'	(1970' - 600m)
2270'	(1650' - 500m)

ROUTING

STAR

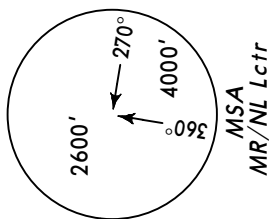
BST 11G
BESTA (FL50+) - EE085 (FL50) - EE079 (3590'+) - EE078 (3590') - EE077 (3590')
- GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L;
2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

BST 12G
BESTA (FL50+) - EE085 (FL50) - GININ (FL50) - EE078 (3590') - EE077 (3590') -
GOPER (3590').

ATIS
125.12 (Russian 126.37)

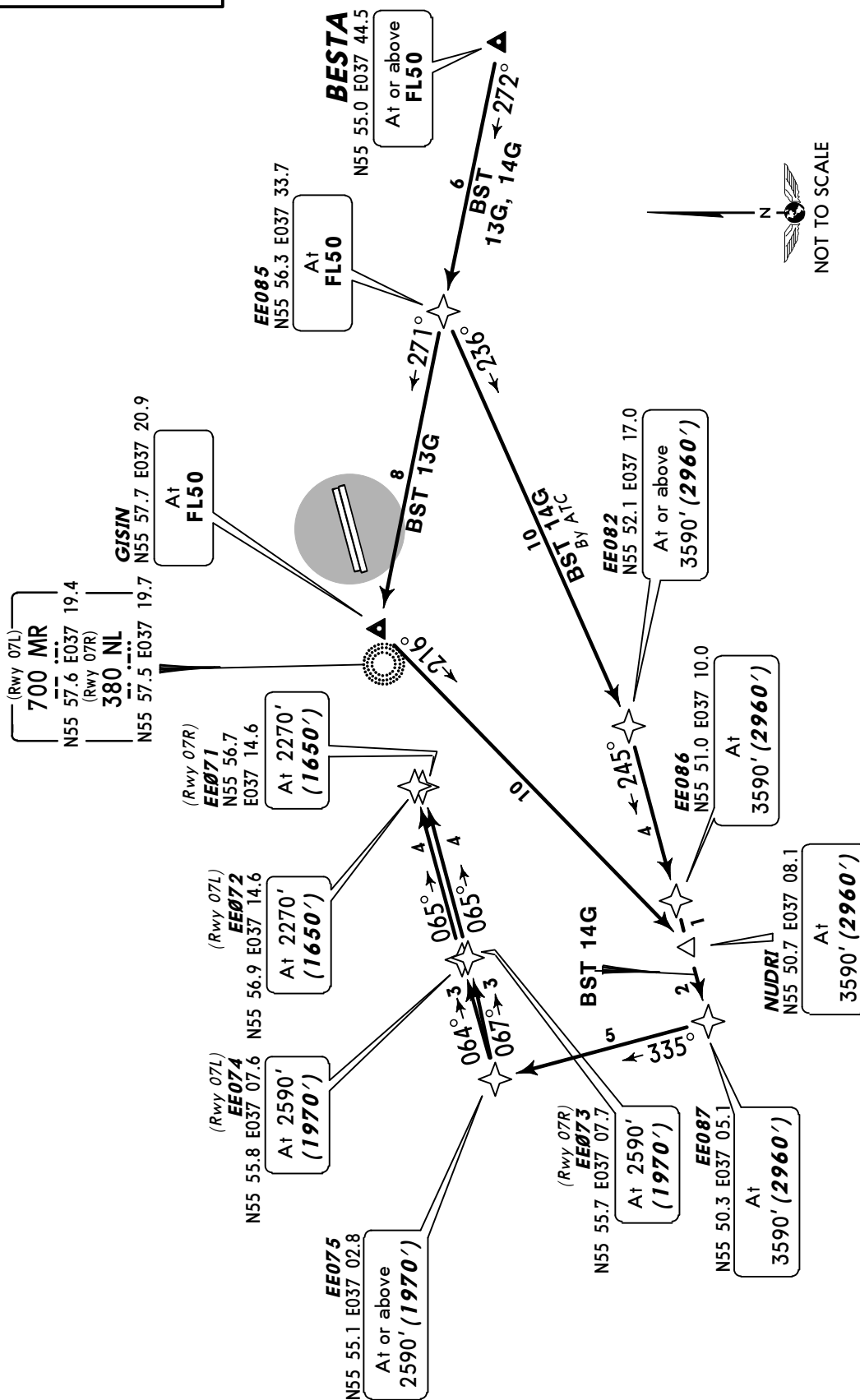
Apt Elev
630'

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 13G (BST 13G)
BESTA 14G (BST 14G)
RWYS 07L/R RNAV ARRIVALS

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



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

ROUTING

STAR

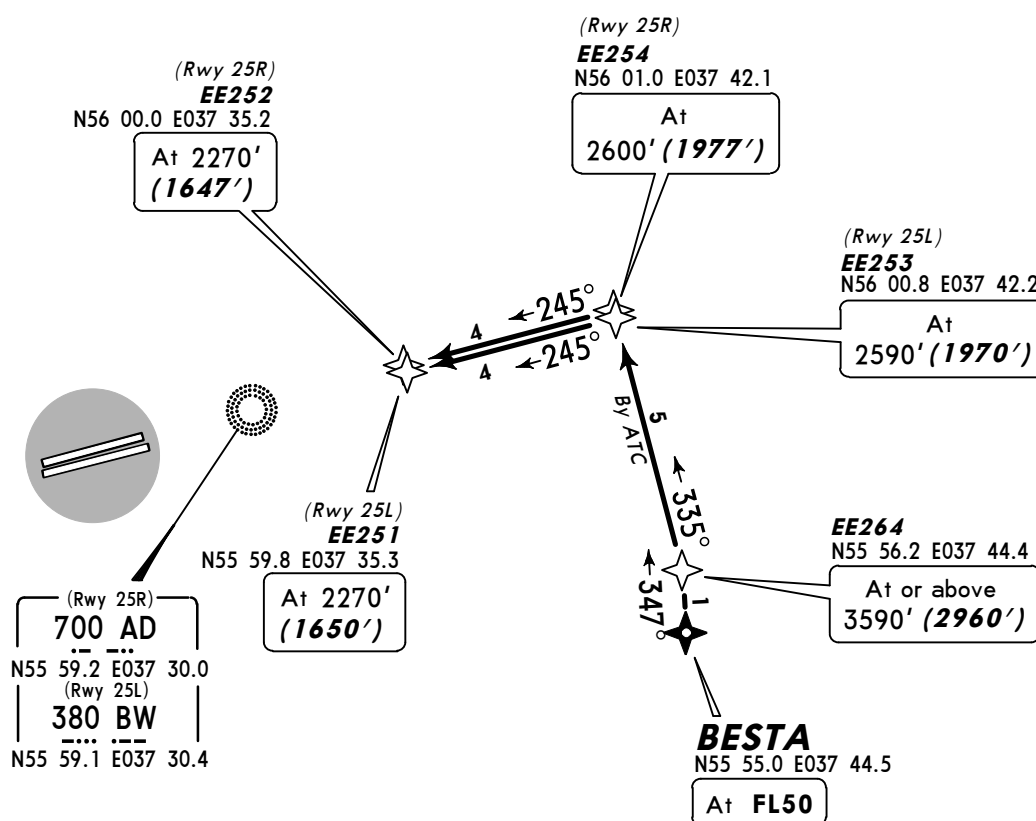
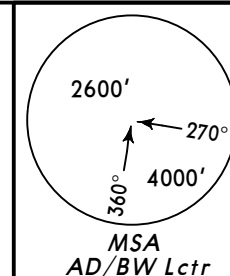
BST 13G	BESTA (FL50+) - EE085 (FL50) - GISIN (FL50) - NUDRI (3590').
BST 14G	BESTA (FL50+) - EE085 (FL50) - EE082 (3590'+) - EE086 (3590') - NUDRI (3590') - EE087 (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

BESTA 21G (BST 21G)
RWYS 25L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2600'	(1977' - 600m)
① 2270'	(1650' - 500m)
② 2270'	(1647' - 500m)

- ① RWY 25L
- ② RWY 25R



ROUTING

BESTA (FL50) - EE264 (3590'+) - EE254 (25R; 2600')/EE253 (25L; 2590') -
EE252 (25R; 2270')/EE251 (25L; 2270').

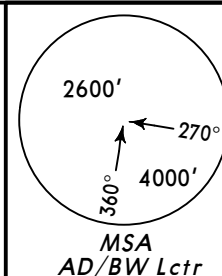
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

BESTA 22G (BST 22G)
BESTA 23G (BST 23G)
RWYS 25L/R RNAV ARRIVALS

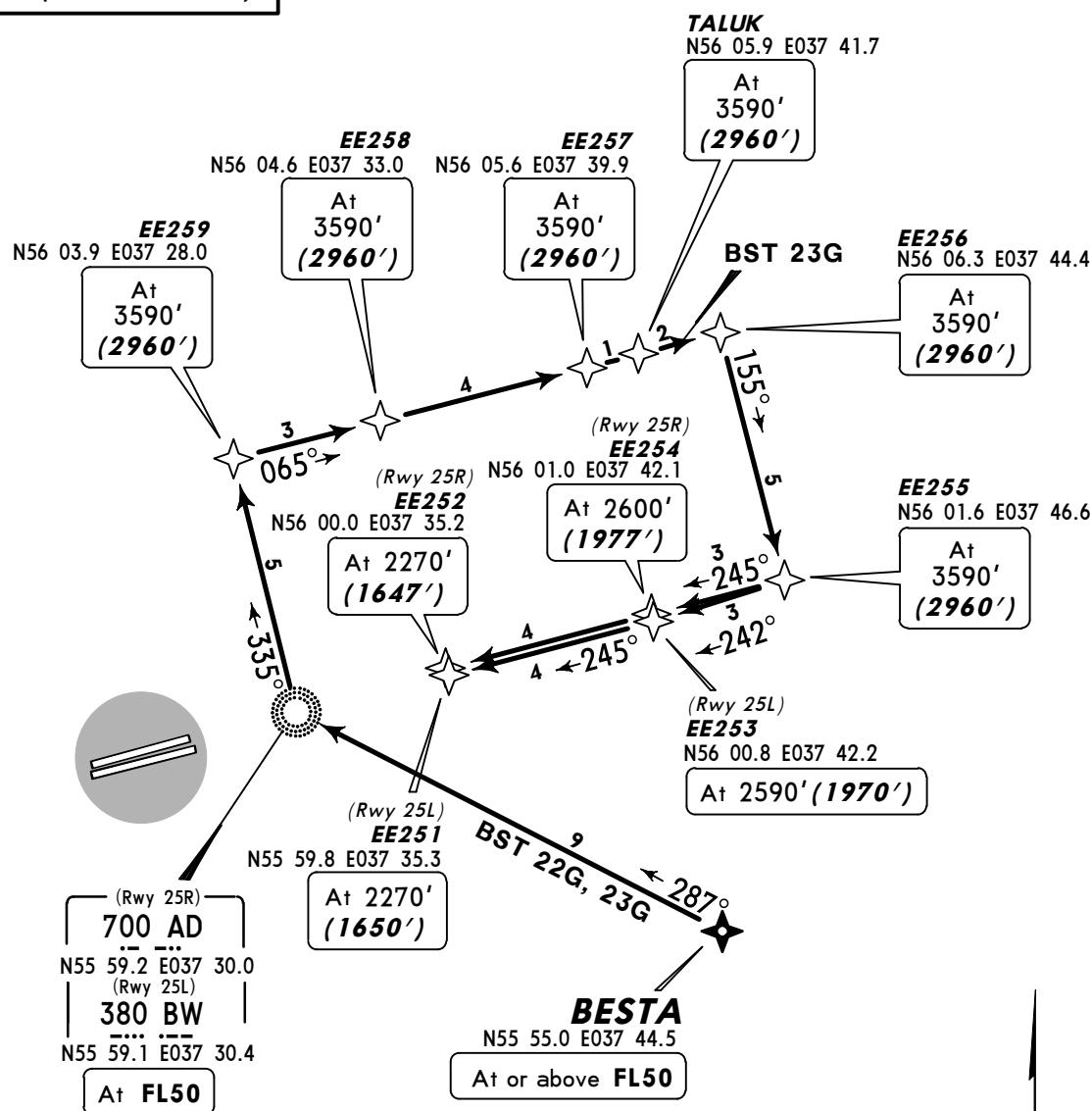
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION
QNH (QFE)

3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2600' (1977' - 600m)
① 2270' (1650' - 500m)
② 2270' (1647' - 500m)

① RWY 25L
② RWY 25R



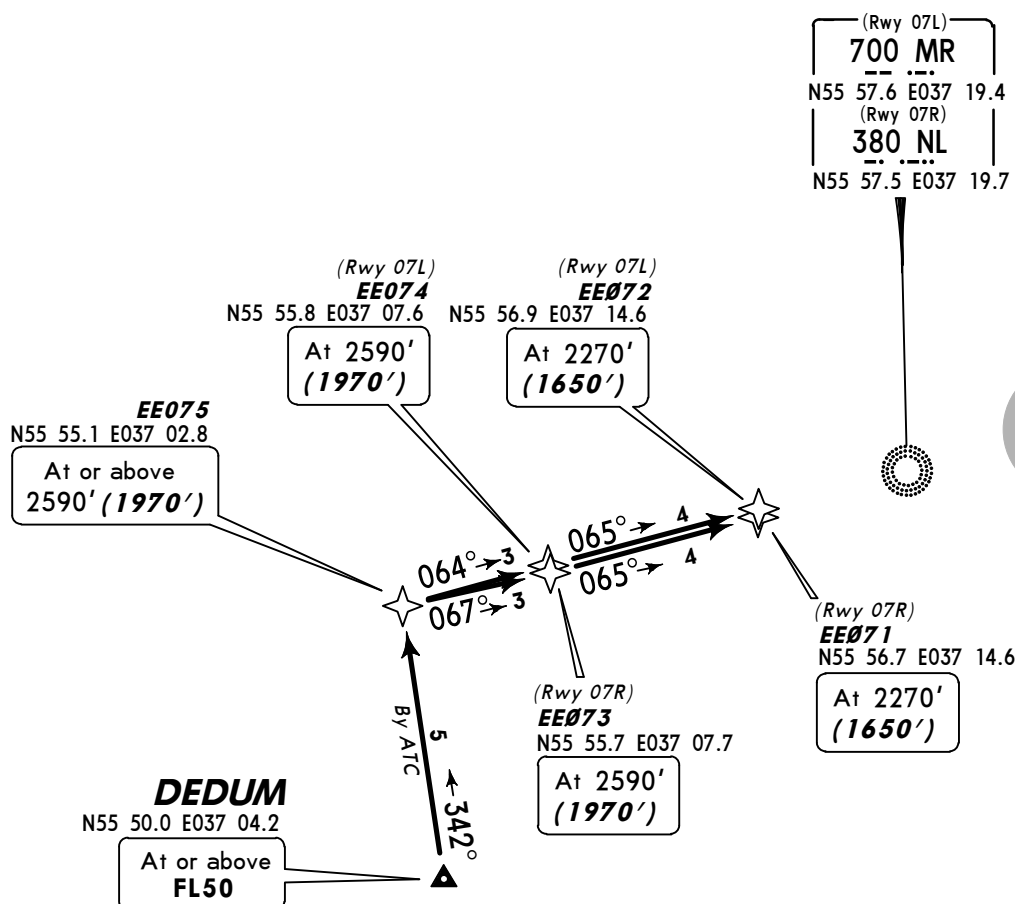
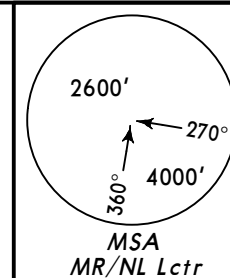
STAR	ROUTING
BST 22G	BESTA (FL50+) - AD/BW (FL50) - EE259 (3590') - EE258 (3590') - EE257 (3590') - TALUK (3590').
BST 23G	BESTA (FL50+) - AD/BW (FL50) - EE259 (3590') - EE258 (3590') - EE257 (3590') - TALUK (3590') - EE256 (3590') - EE255 (3590') - EE254 (25R; 2600')/EE253 (25L; 2590') - EE252 (25R; 2270')/EE251 (25L; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

DEDUM 11G (DED 11G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

ROUTING

DEDUM (FL50+) - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') -
EE072 (07L; 2270')/EE071 (07R; 2270').

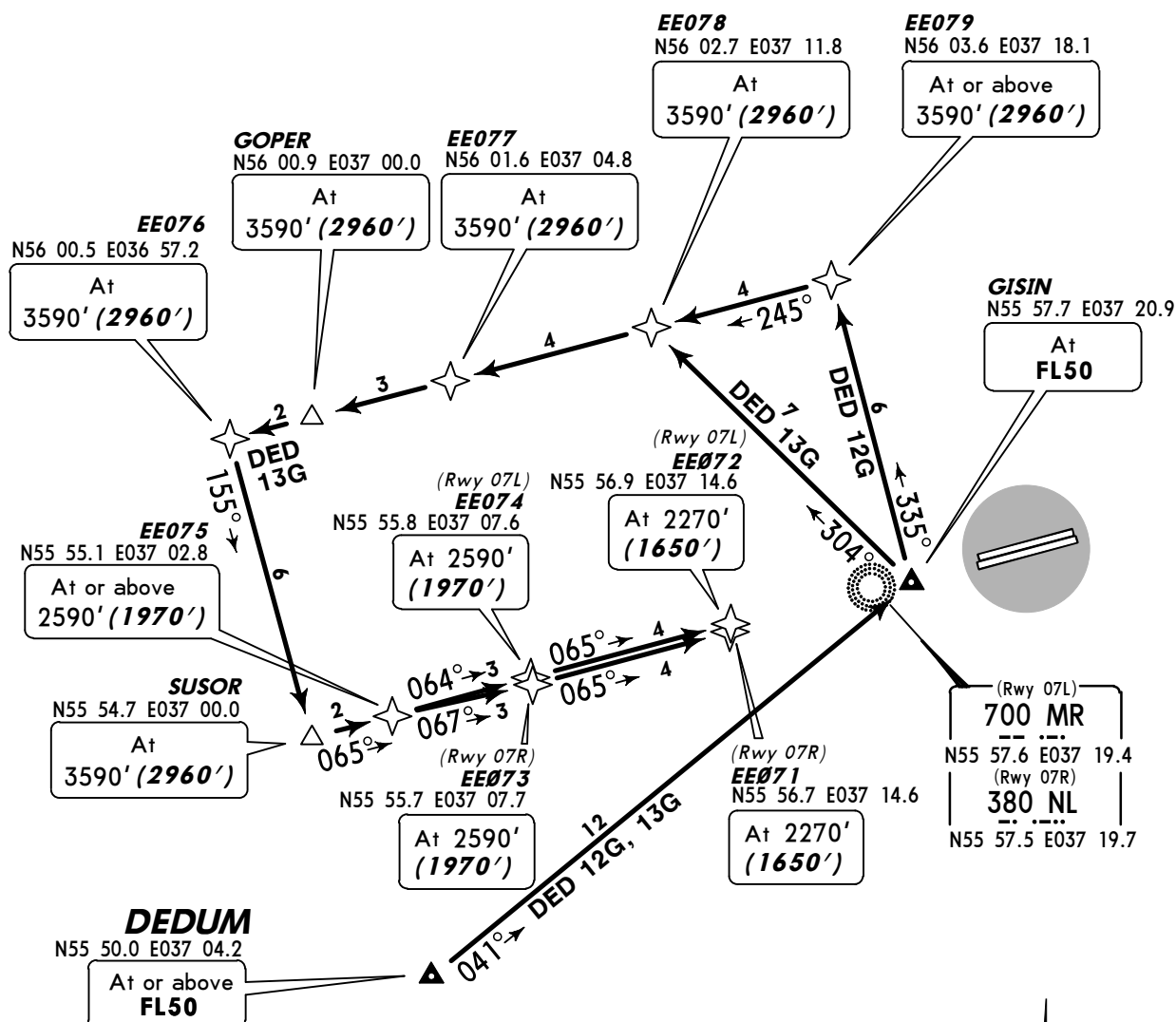
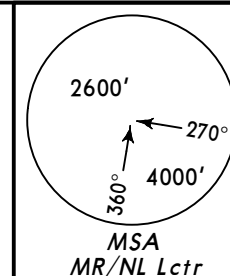
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

DEDUM 12G (DED 12G)
DEDUM 13G (DED 13G)
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'	(1970' - 600m)
2270'	(1650' - 500m)

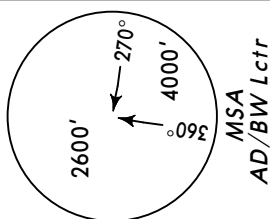


STAR	ROUTING
DED 12G	DEDUM (FL50+) - GISIN (FL50) - EE079 (3590'+) - EE078 (3590') - EE077 (3590') - GOPER (3590').
DED 13G	DEDUM (FL50+) - GISIN (FL50) - EE078 (3590') - EE077 (3590') - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

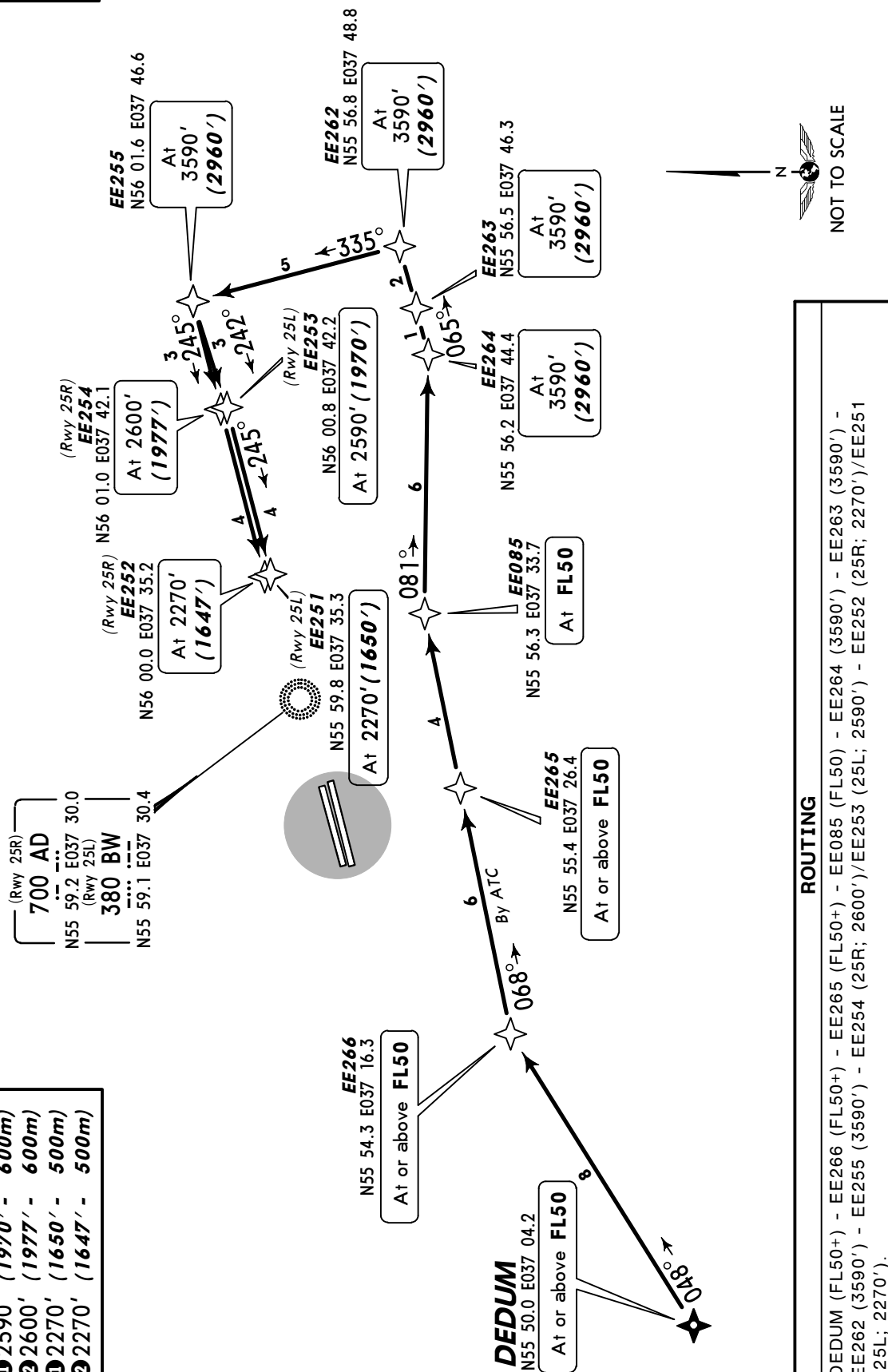


DEDUM 21G (DED 21G)
RWYS 25L/R RNAV ARRIVAL
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL

① RWY 25L
② RWY 25R

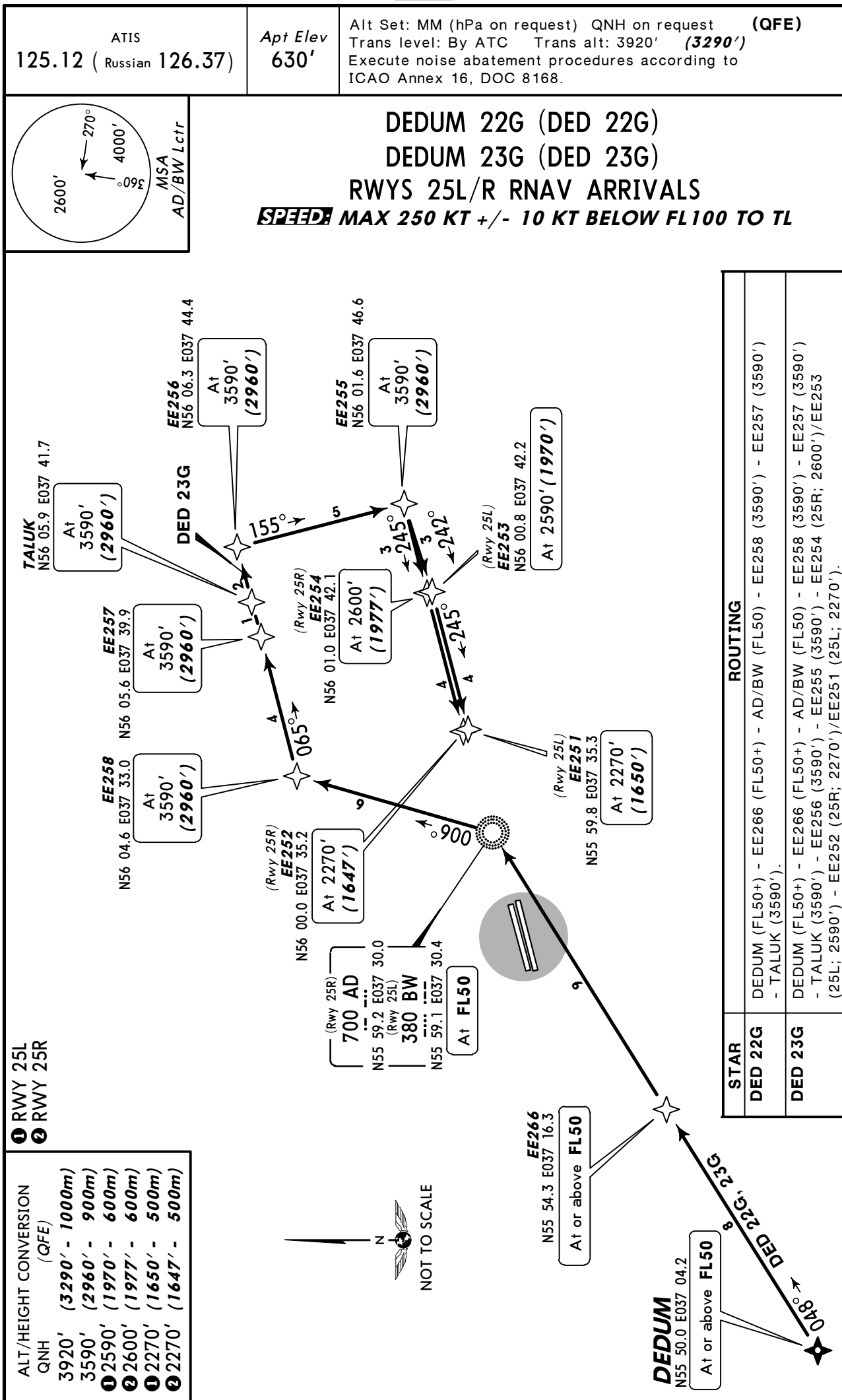
ALT/HEIGHT CONVERSION
QNH (QFE)

3920' (3290' - 1000m)
3590' (2960' - 900m)
① 2590' (1970' - 600m)
② 2600' (1977' - 600m)
① 2270' (1650' - 500m)
② 2270' (1647' - 500m)



ROUTING

DEDUM (FL50+) - EE266 (FL50+) - EE085 (FL50) - EE264 (3590') - EE263 (3590') - EE262 (3590') - EE255 (3590') - EE254 (2590') - EE253 (2590') - EE252 (2270') - EE251 (2270').



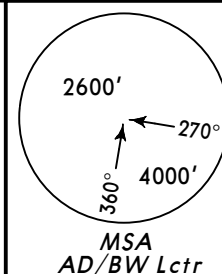
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

DIPAT 21G (DPT 21G)
RWYS 25L/R RNAV ARRIVAL
BY ATC

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

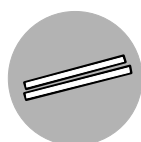


(Rwy 25R)
700 AD
N55 59.2 E037 30.0
(Rwy 25L)
380 BW
N55 59.1 E037 30.4

OTNAS
N56 01.3 E037 44.0
At
3590' (2960')

EE267
N56 05.3 E037 54.2
At or above
4570' (3940')

DIPAT
N56 00.8 E038 02.2
At or above
FL50



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

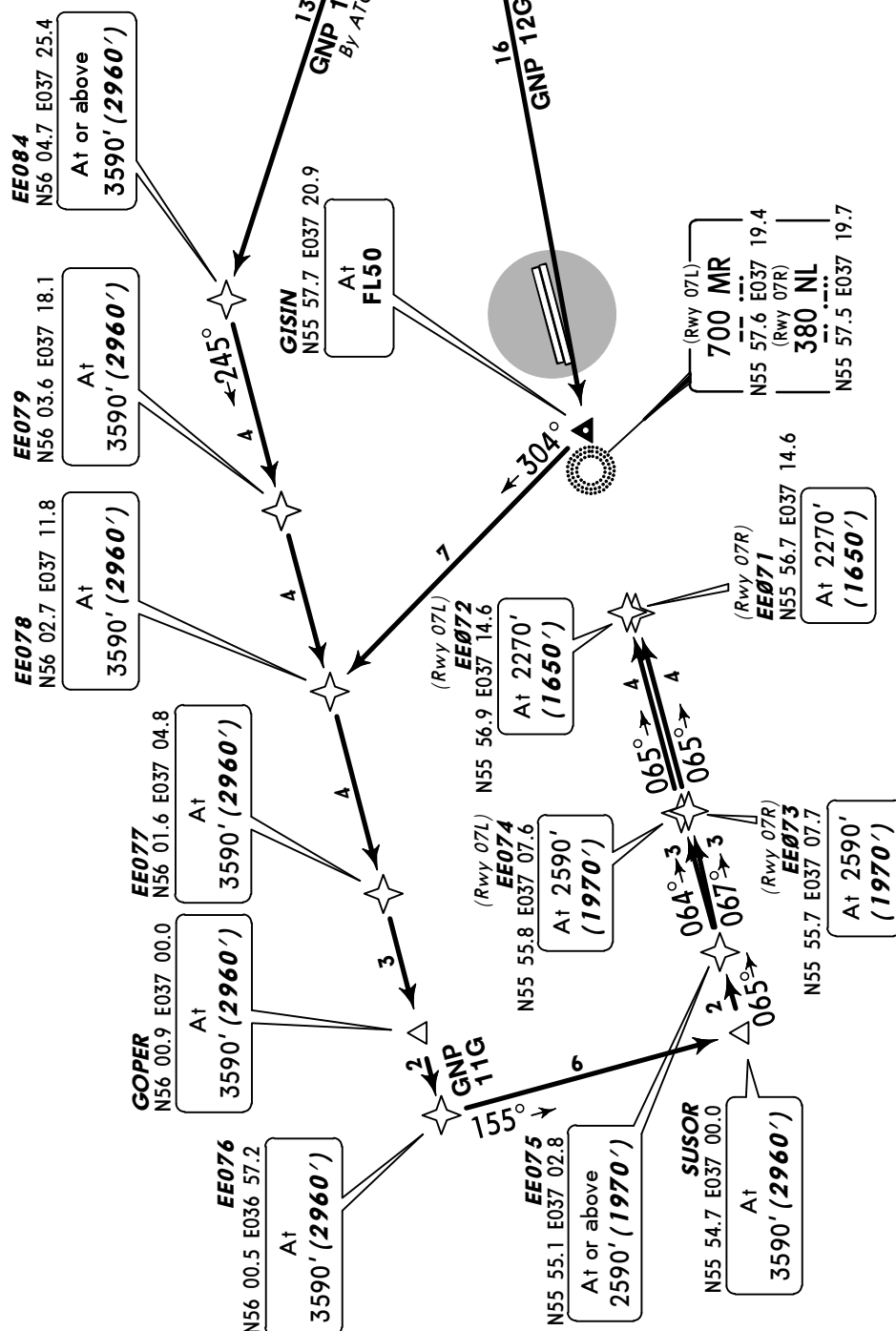
ROUTING

DIPAT (FL50+) - EE267 (4570'+) - OTNAS (3590').

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 (<i>QFE</i>)
QNH
3920' (3290' - 1000m)
3590' (2960' 900m)
2590' (1970' - 600m)
2270' (1650' - 500m)



ROUTING

STAR

GNP 11G

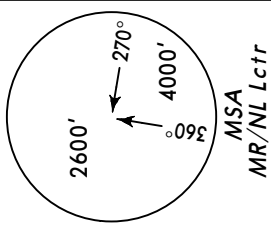
GINAP (FL50+) - EE084 (3590'+) - EE079 (3590') - EE078 (3590') - EE077 (3590')
 - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L;
 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

GNP 12G	GINAP (FL50+) - GISIN (FL50) - EE078 (3590') - EE077 (3590') - GOPER (3590').
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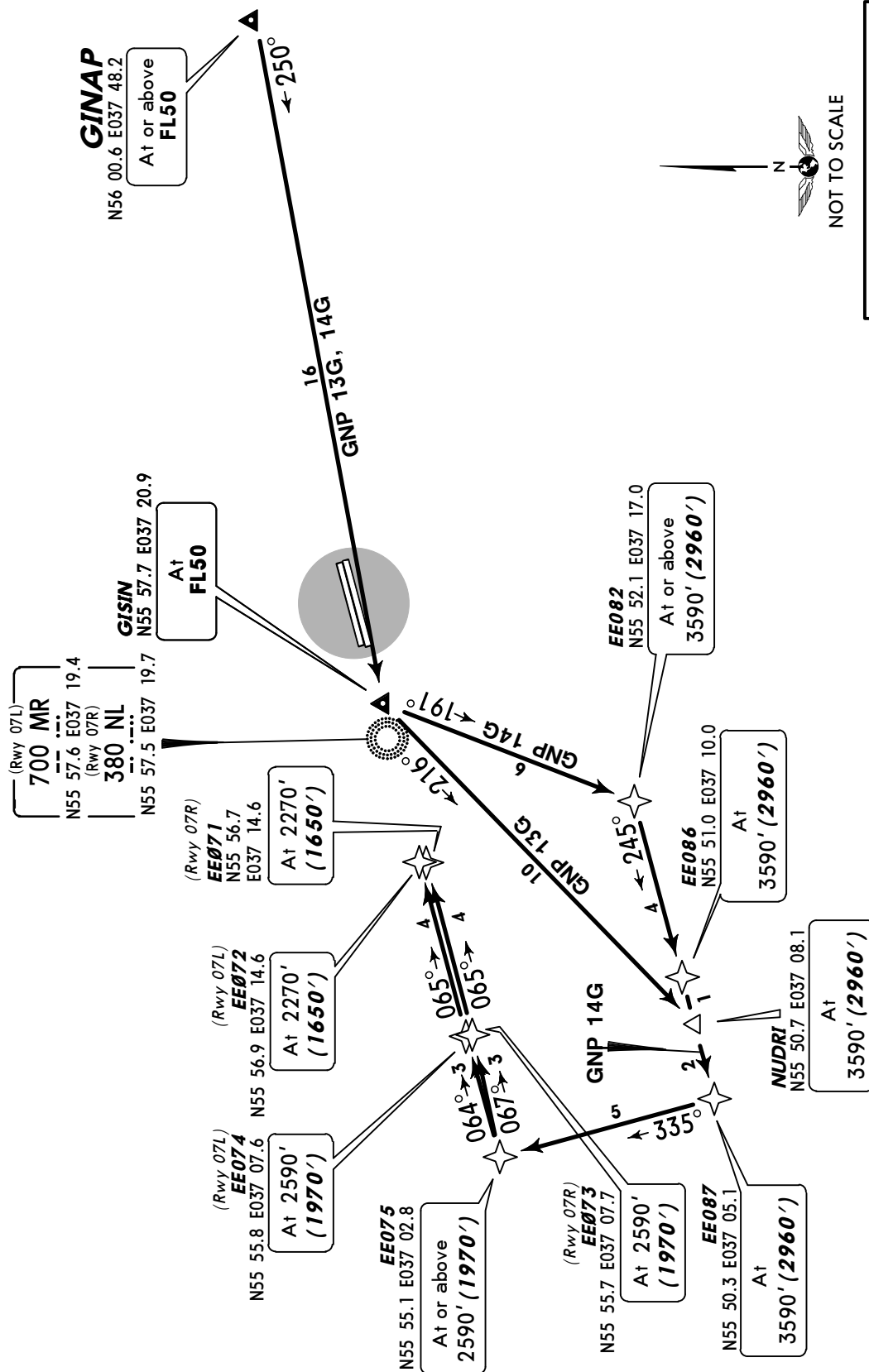
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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



GINAP 13G (GNP 13G)
GINAP 14G (GNP 14G)
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'	(1970' - 600m)
2270'	(1650' - 500m)

ROUTING

STAR

GNP 13G	GINAP (FL50+) - GISIN (FL50) - NUDRI (3590').
GNP 14G	GINAP (FL50+) - GISIN (FL50) - EE082 (3590'+) - EE086 (3590') - NUDRI (3590') - EE087 (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

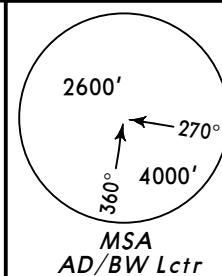
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

GINAP 21G (GNP 21G)
RWYS 25L/R RNAV ARRIVAL
BY ATC

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

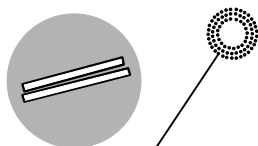
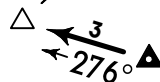


OTNAS
N56 01.3 E037 44.0

At
3590' **(2960')**

GINAP
N56 00.6 E037 48.2

At or above
FL50



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



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

ROUTING

GINAP (FL50+) - OTNAS (3590').

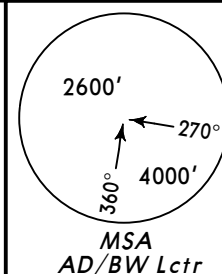
ATIS
125.12 (Russian 126.37)

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 22G (GNP 22G)
GINAP 23G (GNP 23G)
RWYS 25L/R RNAV ARRIVALS

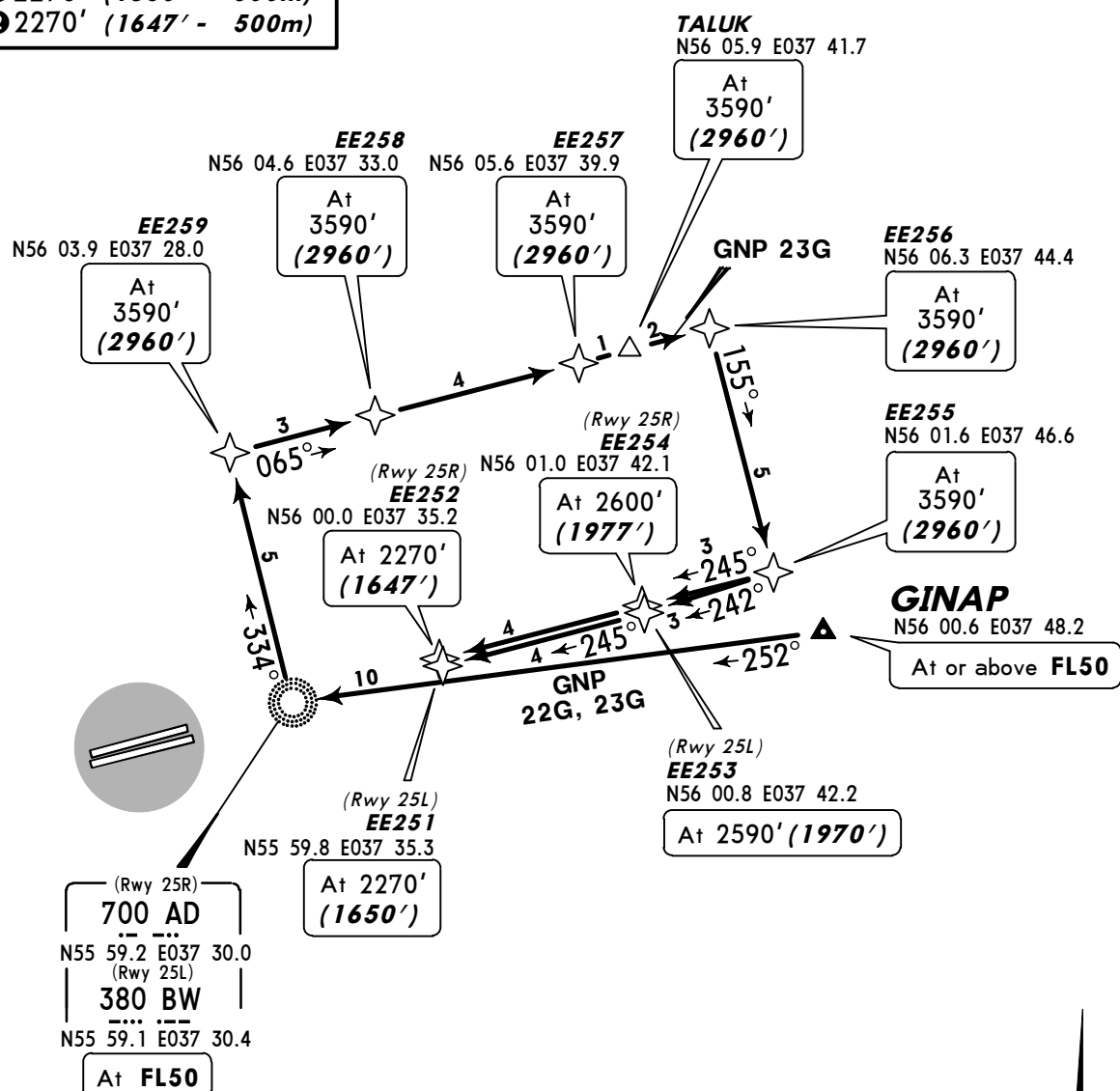
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2600'	(1977' - 600m)
① 2270'	(1650' - 500m)
② 2270'	(1647' - 500m)

- ① RWY 25L
- ② RWY 25R



STAR	ROUTING
GNP 22G	GINAP (FL50+) - AD/BW (FL50) - EE259 (3590') - EE258 (3590') - EE257 (3590') - TALUK (3590').
GNP 23G	GINAP (FL50+) - AD/BW (FL50) - EE259 (3590') - EE258 (3590') - EE257 (3590') - TALUK (3590') - EE256 (3590') - EE255 (3590') - EE254 (25R; 2600')/EE253 (25L; 2590') - EE252 (25R; 2270')/EE251 (25L; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

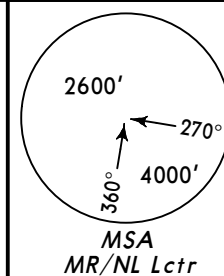
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

IVANOVSKOYE 11G (UM 11G)

RWYS 07L/R RNAV ARRIVAL

BY ATC

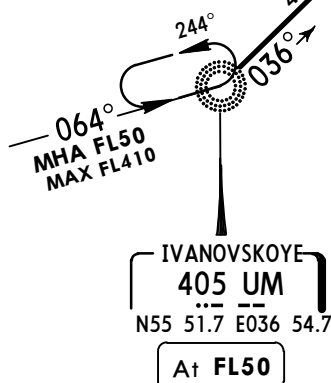
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

SUSOR
N55 54.7 E037 00.0

At or above
3590' (2960')



ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)

3590' (2960' - 900m)

ROUTING

UM (FL50) - SUSOR (3590'+).

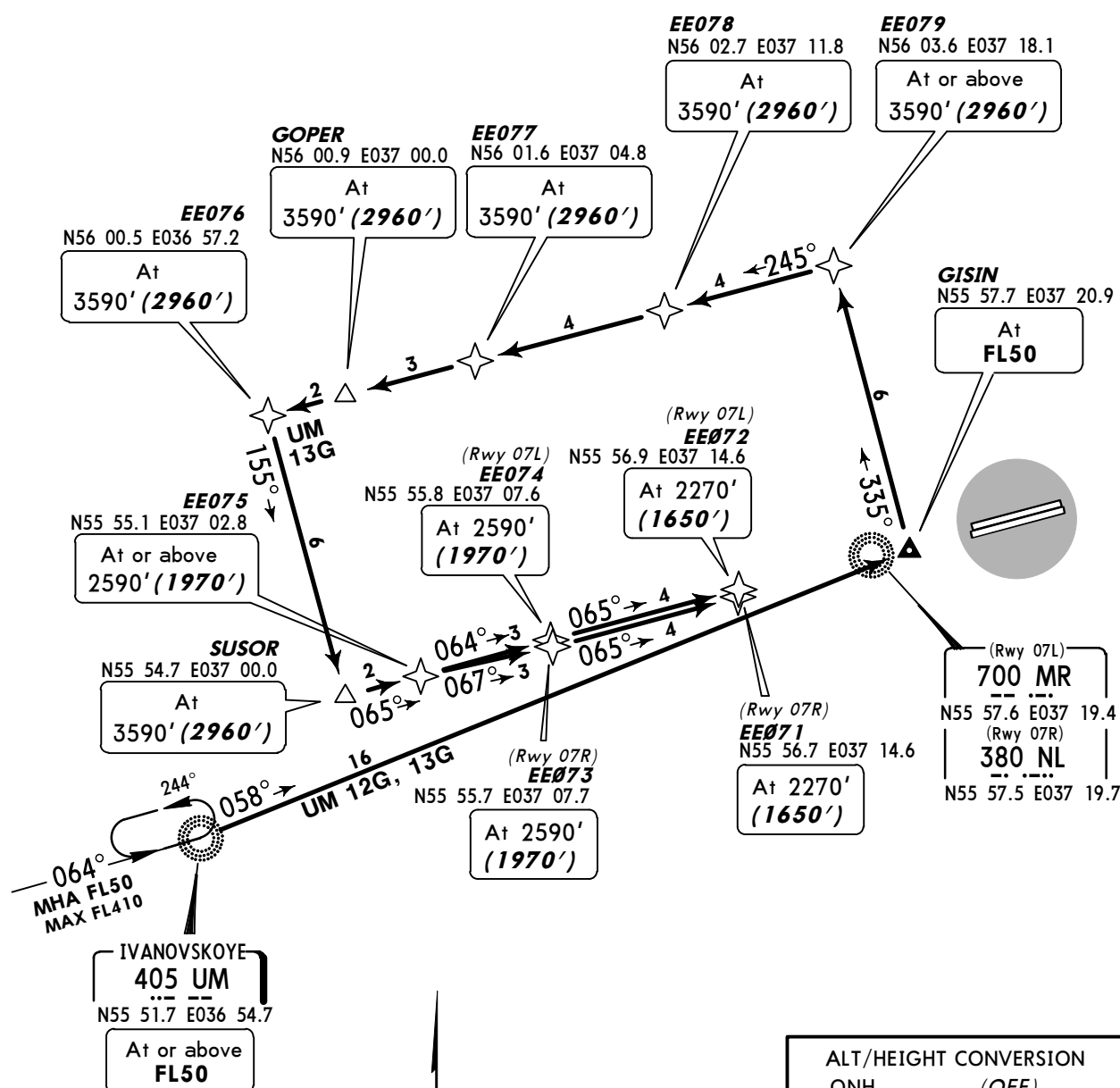
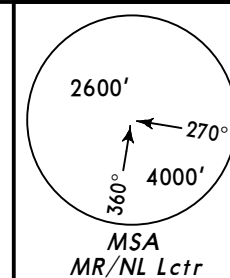
ATIS
125.12 (Russian 126.37)

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 12G (UM 12G)
IVANOVSKOYE 13G (UM 13G)
RWYS 07L/R RNAV ARRIVALS

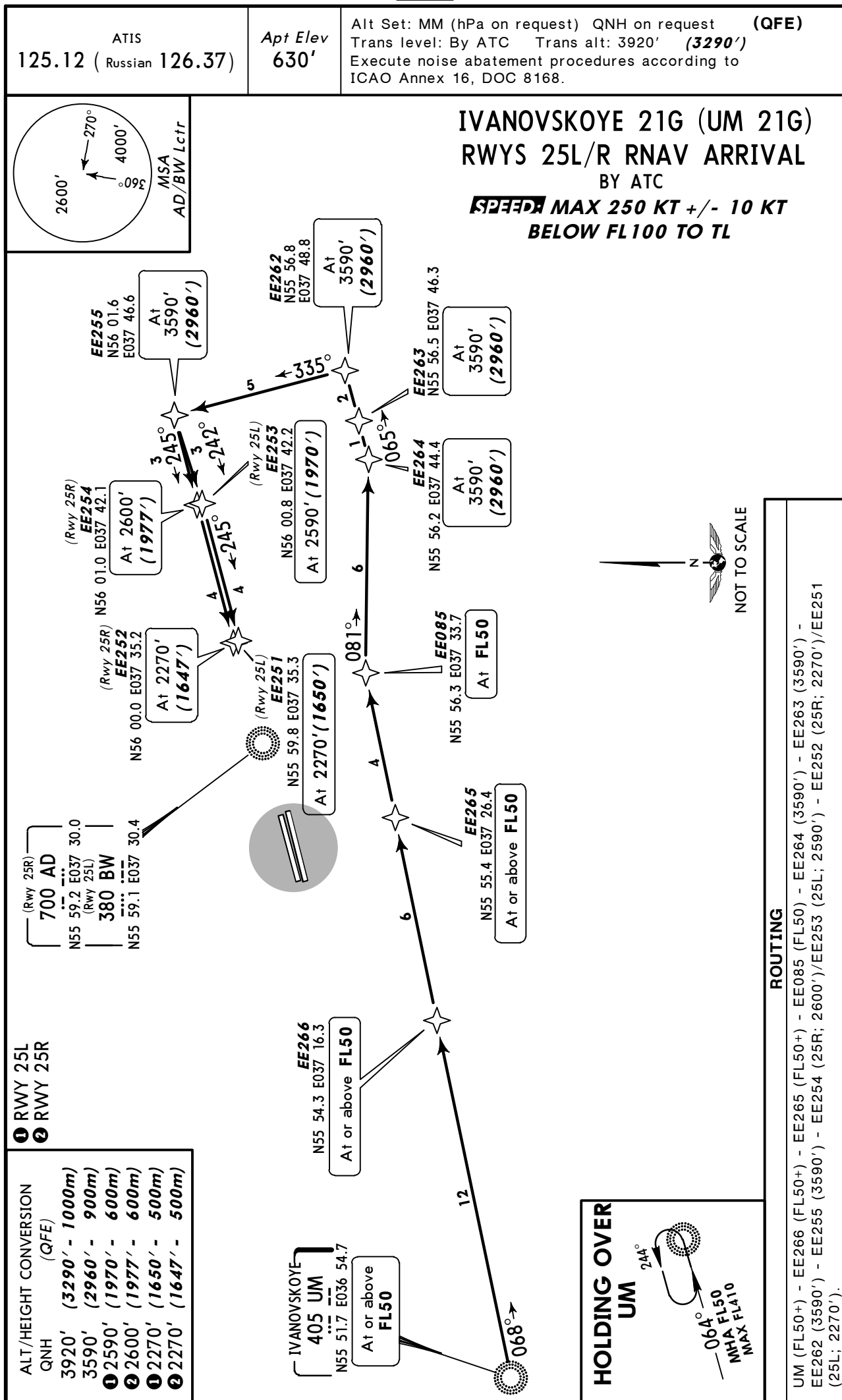
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

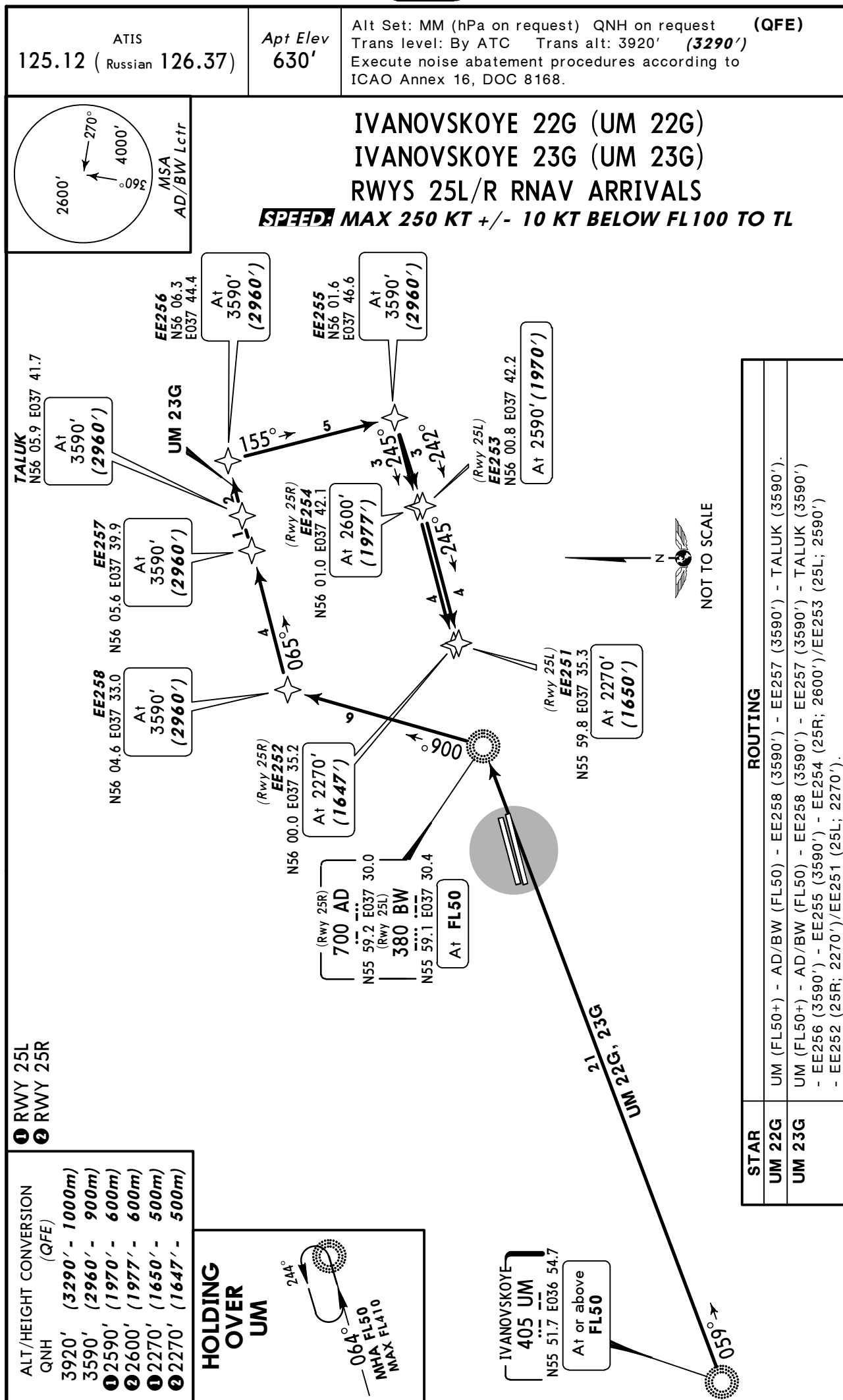


NOT TO SCALE

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

STAR	ROUTING
UM 12G	UM (FL50+) - GISIN (FL50) - EE079 (3590'+) - EE078 (3590') - EE077 (3590') - GOPER (3590').
UM 13G	UM (FL50+) - GISIN (FL50) - EE079 (3590'+) - EE078 (3590') - EE077 (3590') - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').





ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

LATBI

N56 22.8 E036 49.8

At or above
FL50

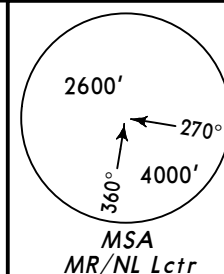
LATBI 11G (LTB 11G)

BY ATC

LATBI 12G (LTB 12G)

RWYS 07L/R RNAV ARRIVALS

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



EE083
N56 12.3
E036 54.7

At
FL50



**HOLDING
OVER
LATBI**



LTB 12G
31

12

GOPER

N56 00.9 E037 00.0

At
3590' (2960')

GISIN

N55 57.7 E037 20.9

At
FL50

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

NUDRI

N55 50.7 E037 08.1

At
3590' (2960')

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

STAR

ROUTING

LTB 11G
By ATC

LATBI (FL50+) - EE083 (FL50) - GOPER (3590').

LTB 12G

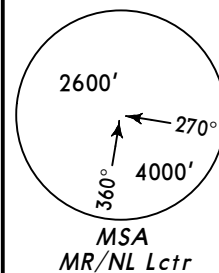
LATBI (FL50+) - GISIN (FL50) - NUDRI (3590').

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 13G (LTB 13G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT
BELOW FL100 TO TL



QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2590'	(1970' - 600m)
2270'	(1650' - 500m)

LATBI
N56 22.8 E036 49.8
At or above
FL50

**HOLDING
OVER
LATBI**



EE081
N56 12.0 E037 23.8
At FL50

BALRA
N56 09.3 E037 23.3
At or above 3590' (2960')

EE077
N56 01.6 E037 04.8
At 3590' (2960')

EE078
N56 02.7 E037 11.8
At 3590' (2960')

EE079
N56 03.6 E037 18.1
At 3590' (2960')

EE076
N56 00.5 E036 57.2
At 3590' (2960')

GOPER
N56 00.9 E037 00.0
At 3590' (2960')

EE075
N55 55.1 E037 02.8
At or above 2590' (1970')

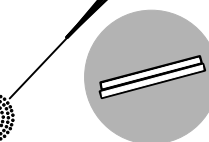
SUSOR
N55 54.7 E037 00.0
At 3590' (2960')

EE074
N55 55.8 E037 07.6
At 2590' (1970')

EE072
N55 56.9 E037 14.6
At 2270' (1650')

EE073
N55 55.7 E037 07.7
At 2590' (1970')

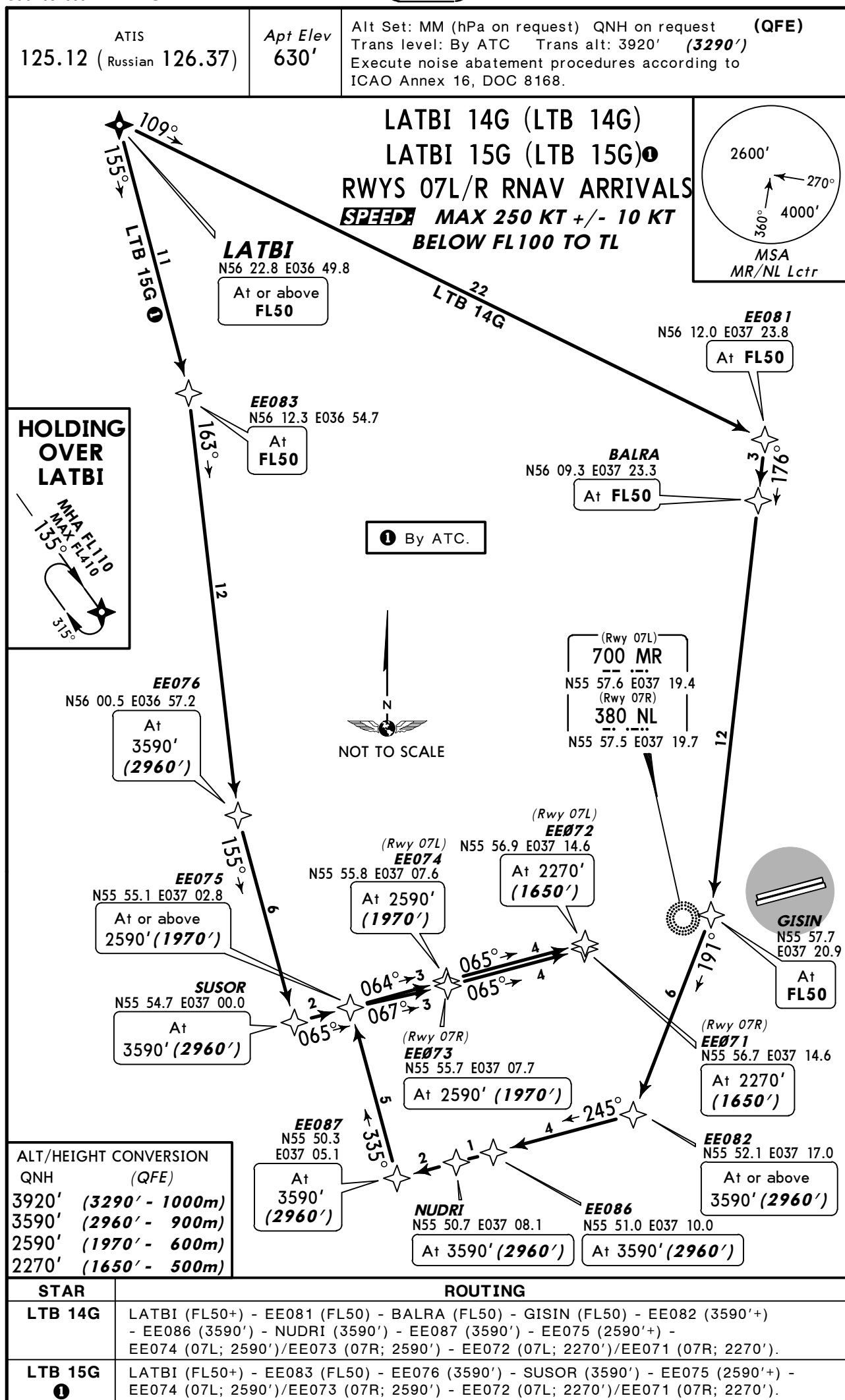
(Rwy 07L)
700 MR
N55 57.6 E037 19.4
(Rwy 07R)
380 NL
N55 57.5 E037 19.7

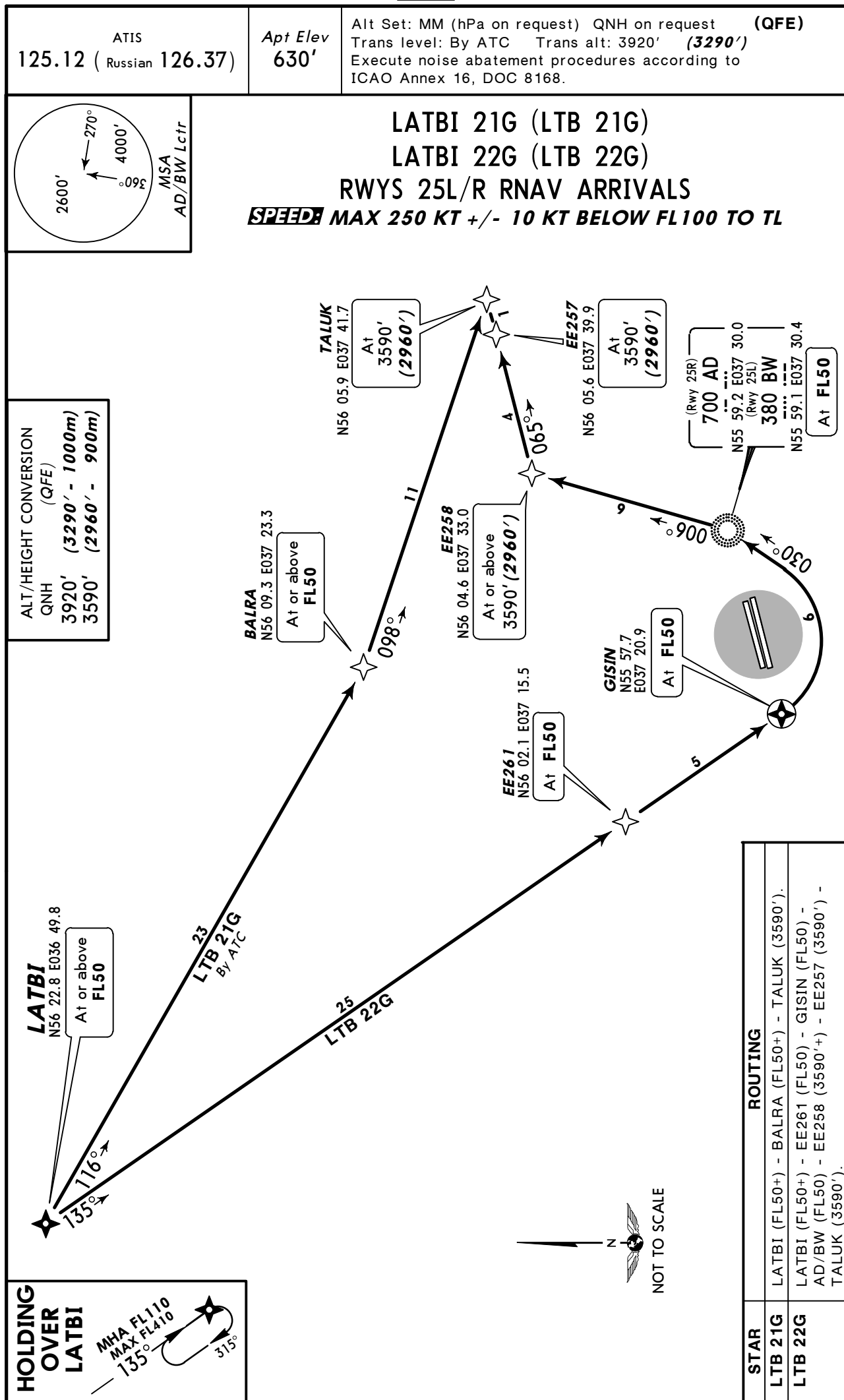


EE071
N55 56.7 E037 14.6
At 2270' (1650')

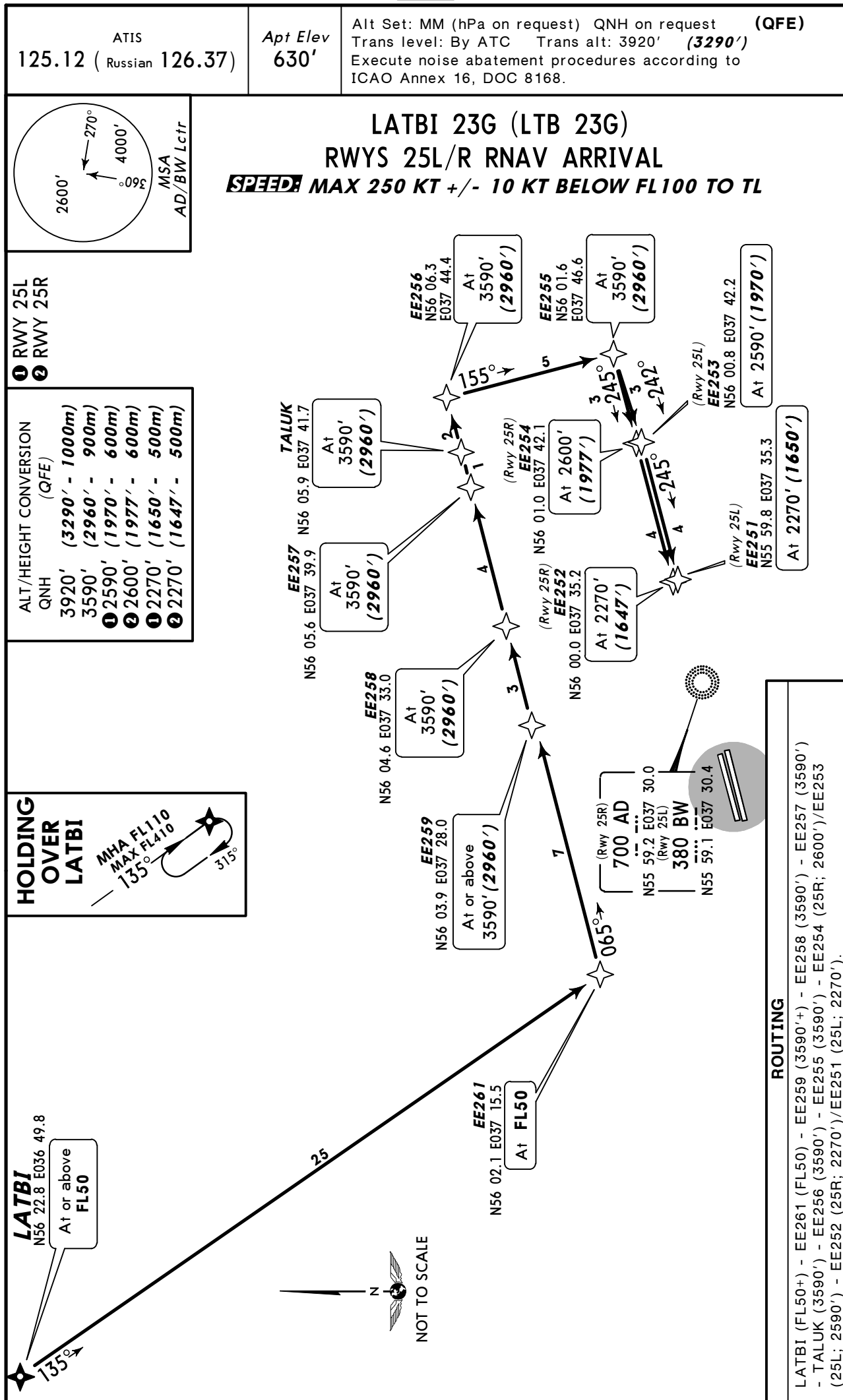
ROUTING

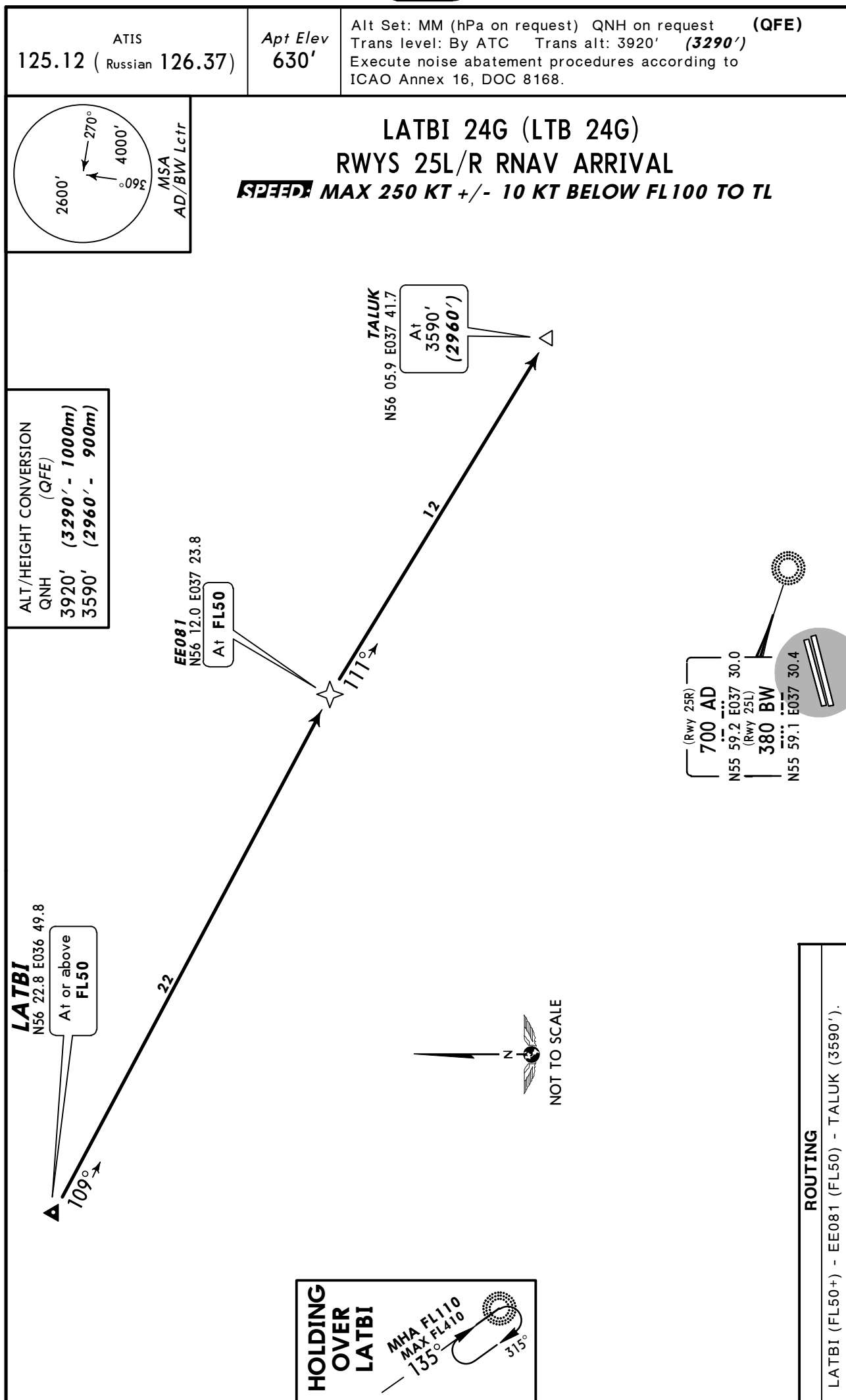
LATBI (FL50+) - EE081 (FL50) - BALRA (3590'+) - EE079 (3590') - EE078 (3590') - EE077 (3590') - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').





HOLDING OVER LATBI
 MHA FL110
 MAX FL410
 135° 315°



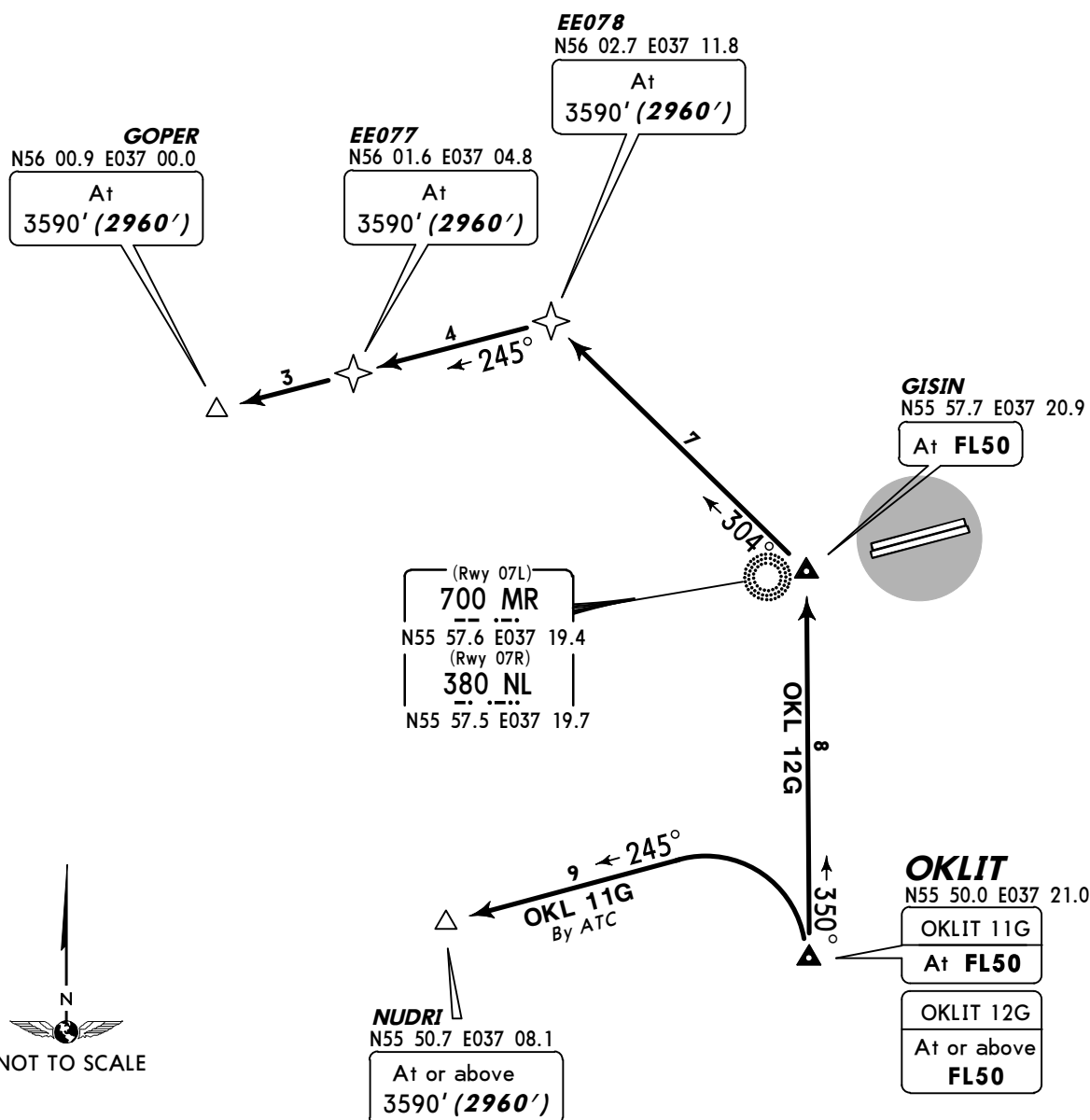
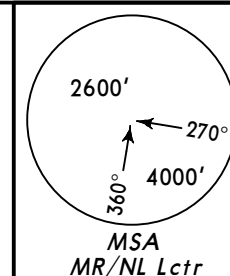


ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

OKLIT 11G (OKL 11G)
OKLIT 12G (OKL 12G)
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)

STAR	ROUTING
OKL 11G By ATC	OKLIT (FL50) - NUDRI (3590'+).
OKL 12G	OKLIT (FL50+) - GISIN (FL50) - EE078 (3590') - EE077 - (3590') - GOPER (3590') .

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.

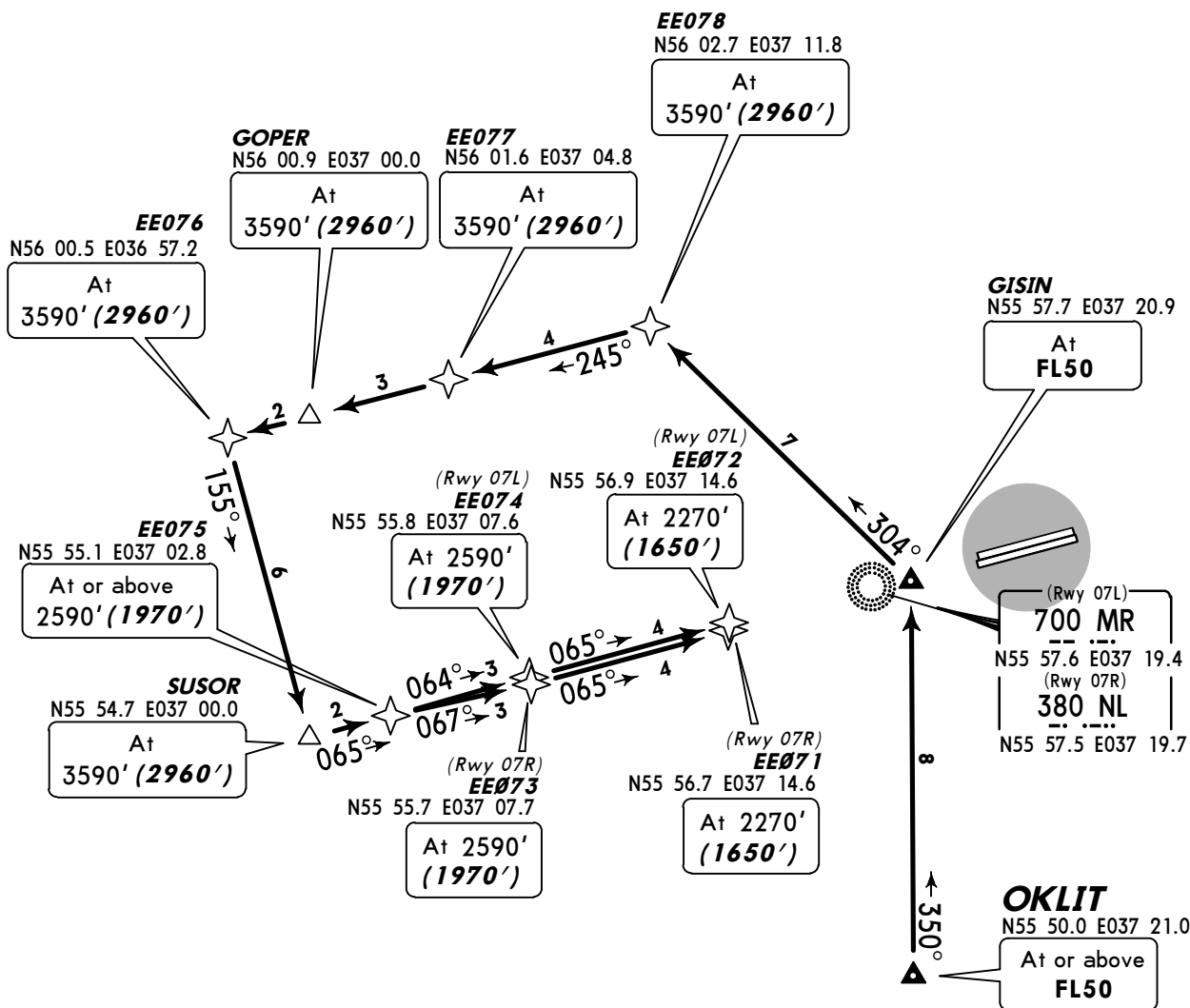
2600'

270°

4000'

360°

MSA
MR/NL Lctr



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

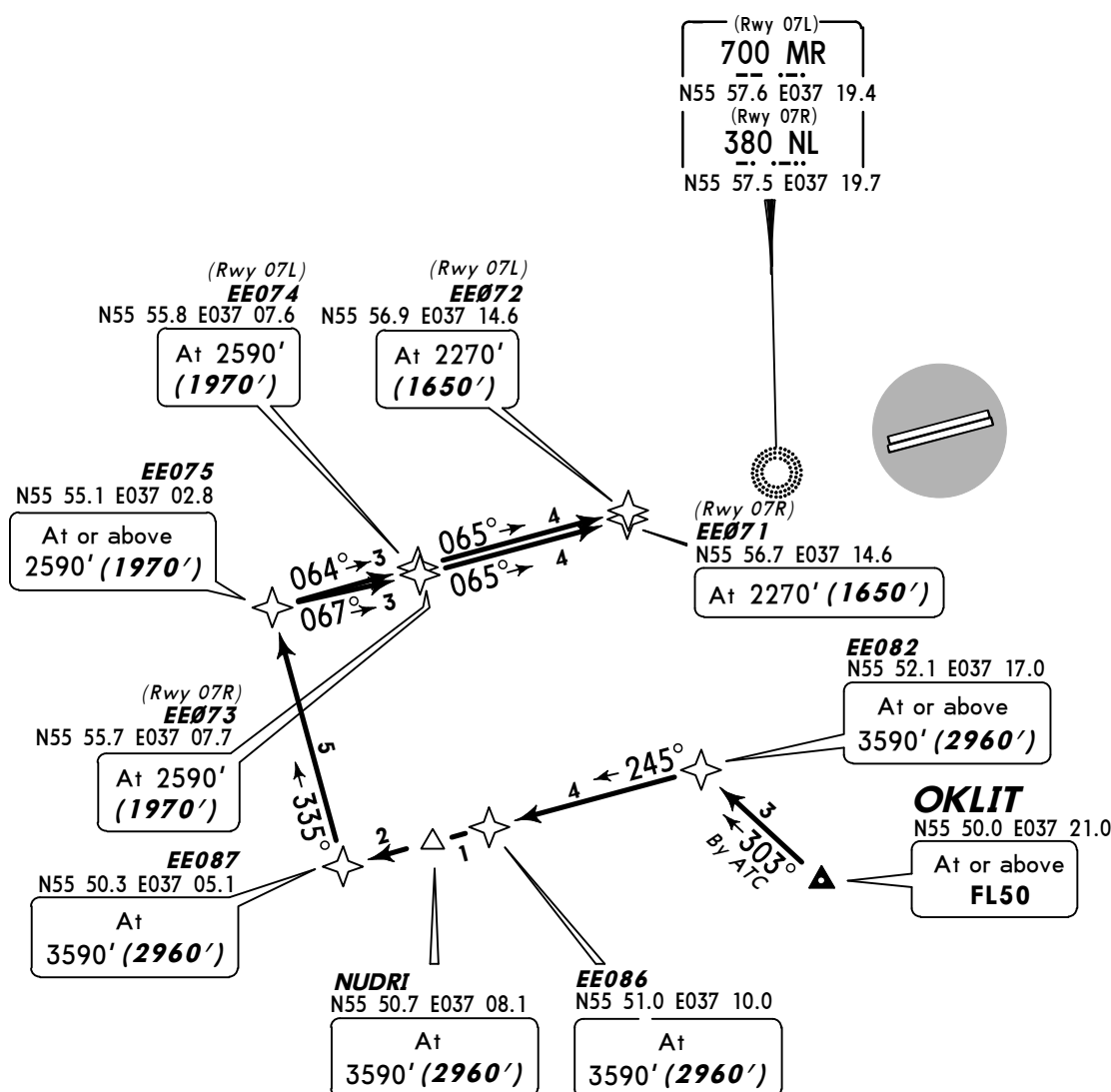
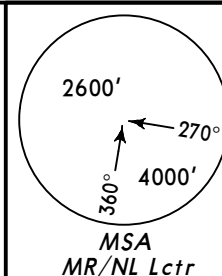
OKLIT (FL50+) - GISIN (FL50) - EE078 (3590') - EE077 (3590') - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

OKLIT 14G (OKL 14G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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



ROUTING

OKLIT (FL50+) - EE082 (3590'+) - EE086 (3590') - NUDRI (3590') - EE087 (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

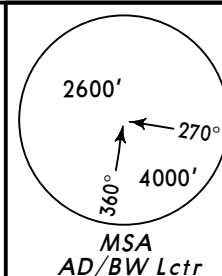
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

OKLIT 21G (OKL 21G)
RWYS 25L/R RNAV ARRIVAL

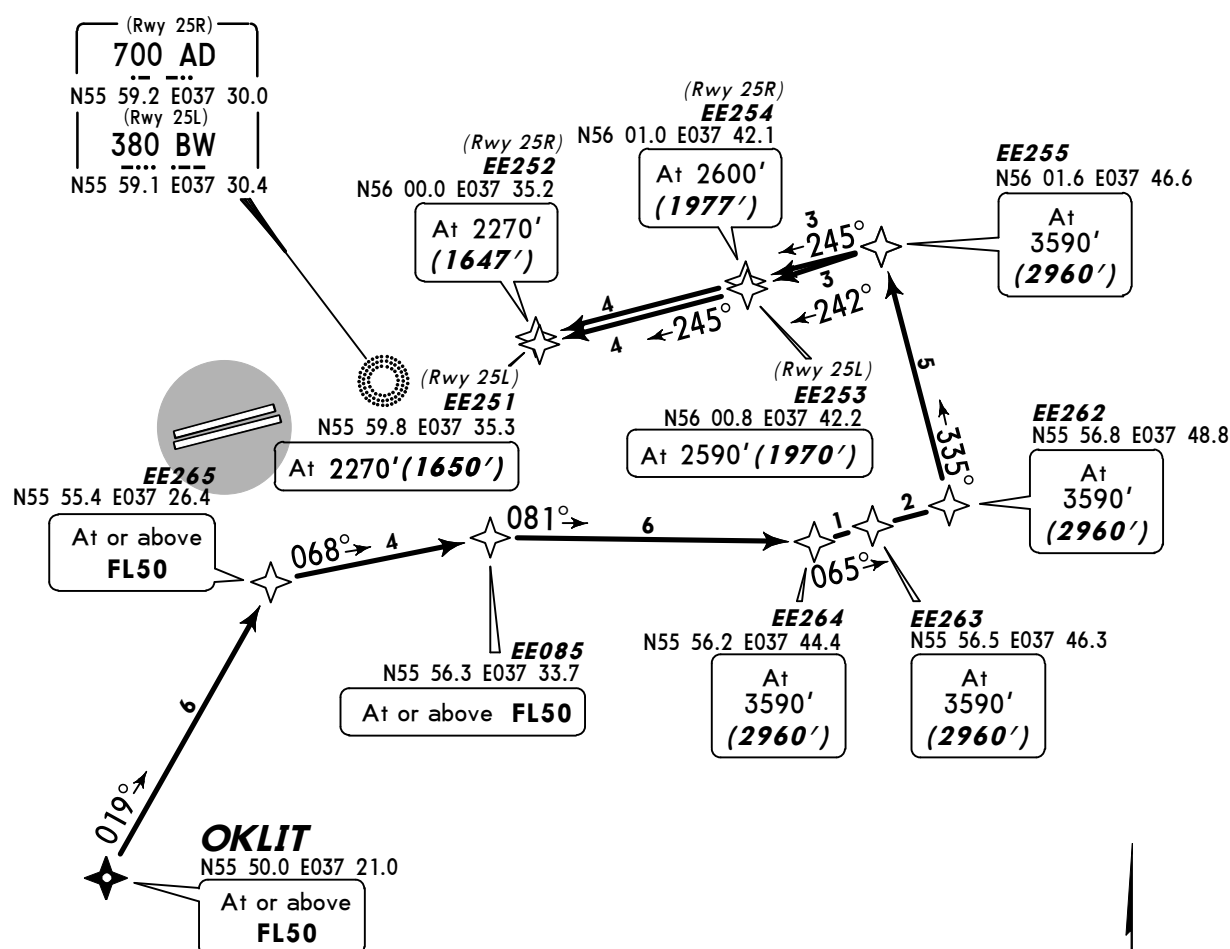
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2600'	(1977' - 600m)
① 2270'	(1650' - 500m)
② 2270'	(1647' - 500m)

- ① RWY 25L
- ② RWY 25R



ROUTING

OKLIT (FL50+) - EE265 (FL50+) - EE085 (FL50+) - EE264 (3590') - EE263 (3590') -
EE262 (3590') - EE255 (3590') - EE254 (25R; 2600')/EE253 (25L; 2590') -
EE252 (25R; 2270')/EE251 (25L; 2270').

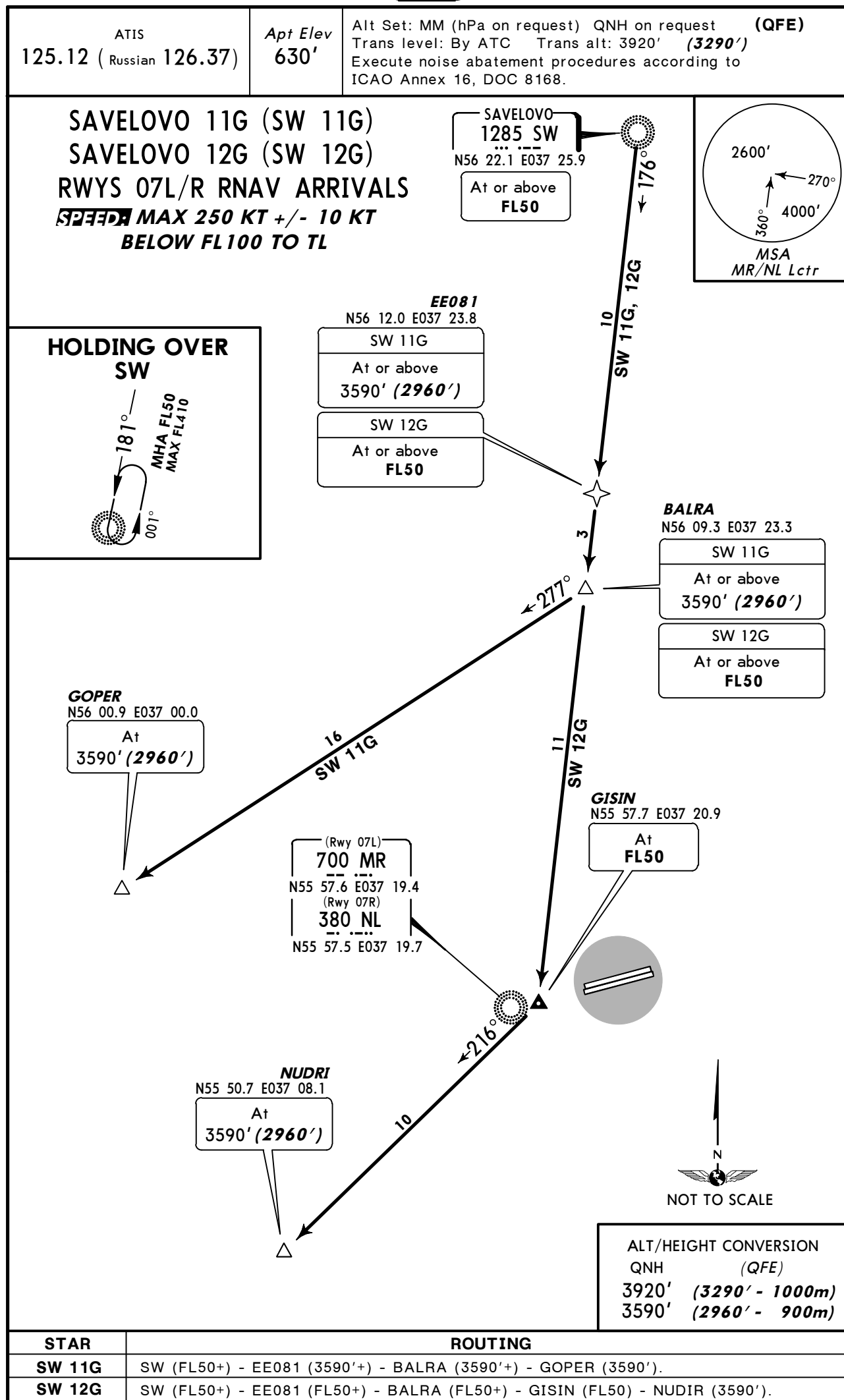
OKLIT
N55 50.0 E037 21.0

At or above
FL50

① RWY 25L
② RWY 25R

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2600'	(1977' - 600m)
① 2270'	(1650' - 500m)
② 2270'	(1647' - 500m)

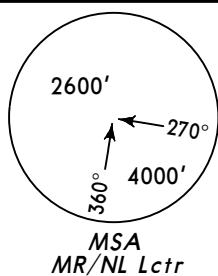
CHANGES: Track between AD/BW and EE258 revised. © JEPPESEN, 2013. ALL RIGHTS RESERVED.



ATIS
125.12 (Russian 126.37)

Apt Elev
630'

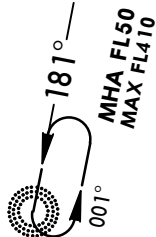
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.



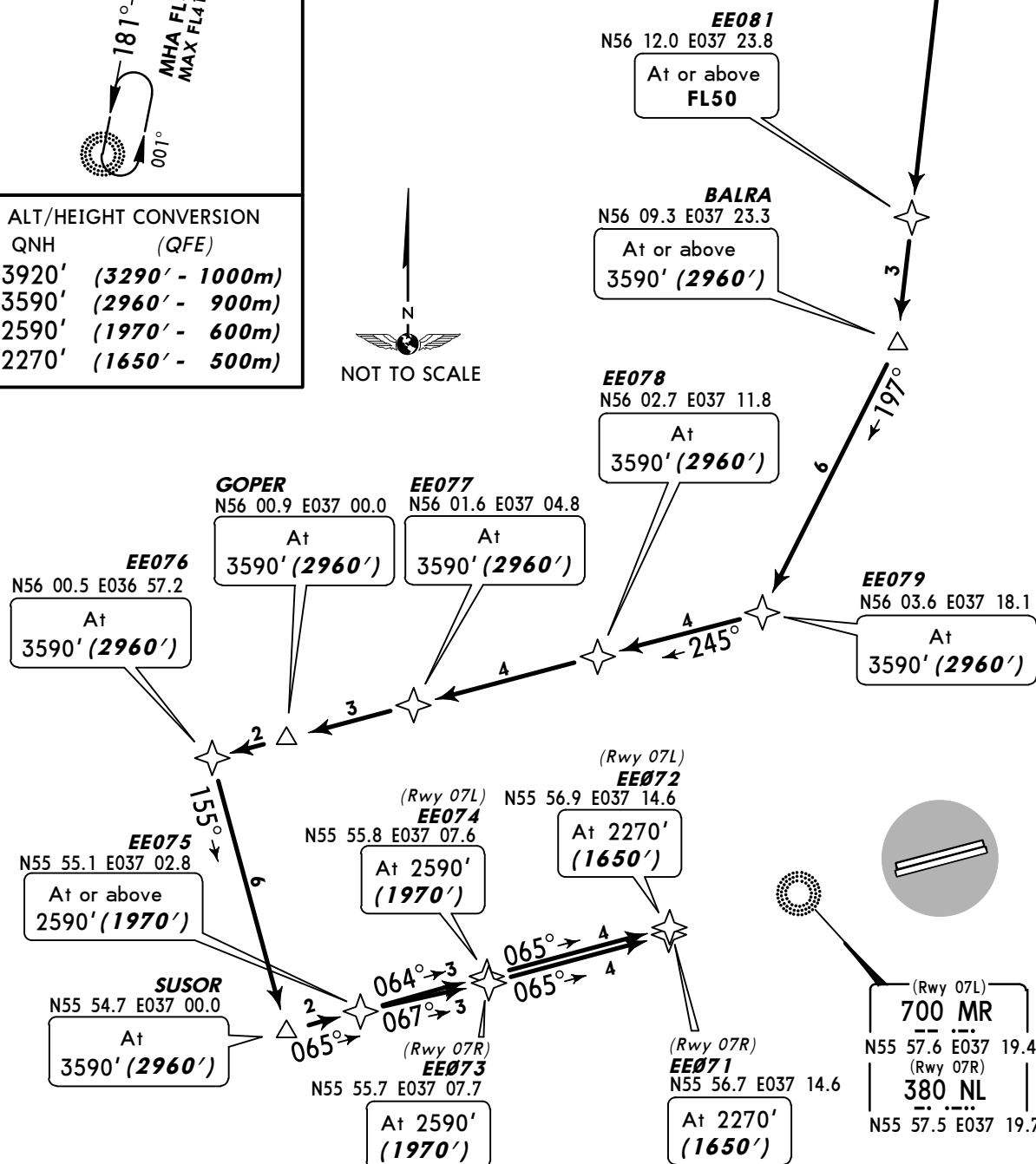
SAVELOVO 13G (SW 13G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT
BELOW FL100 TO TL

SAVELOVO
1285 SW
N56 22.1 E037 25.9
At or above
FL50

**HOLDING OVER
SW**



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



ROUTING

SW (FL50+) - EE081 (FL50+) - BALRA (3590'+) - EE079 (3590') - EE078 (3590') - EE077 (3590') - GOPER (3590') - EE076 (3590') - SUSOR (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

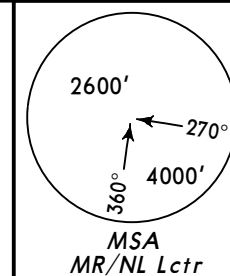
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

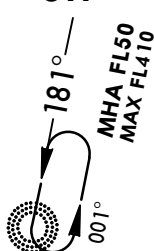
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

SAVELOVO 14G (SW 14G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT
BELOW FL100 TO TL

SAVELOVO
1285 SW
N56 22.1 E037 25.9
At or above
FL50



HOLDING OVER
SW



QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2590'	(1970' - 600m)
2270'	(1650' - 500m)

EE081
N56 12.0 E037 23.8
At or above
FL50

BALRA
N56 09.3 E037 23.3
At FL50



GISIN
N55 57.7 E037 20.9
At FL50

(Rwy 07L)
EE074
N55 55.8 E037 07.6
At 2590'
(1970')

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

(Rwy 07R)
EE071
N55 56.7 E037 14.6
At 2270'
(1650')

EE075
N55 55.1 E037 02.8
At or above
2590' (1970')

(Rwy 07R)
EE073
N55 55.7 E037 07.7
At 2590'
(1970')

EE087
N55 50.3 E037 05.1
At
3590' (2960')

NUDRI
N55 50.7 E037 08.1
At 3590' (2960')

EE086
N55 51.0 E037 10.0
At 3590' (2960')

EE082
N55 52.1 E037 17.0
At or above
3590' (2960')

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

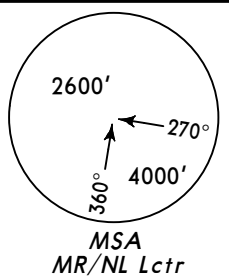
ROUTING

SW (FL50+) - EE081 (FL50+) - BALRA (FL50) - GISIN (FL50) - EE082 (3590'+) - EE086 (3590')
- NUDRI (3590') - EE087 (3590') - EE075 (2590'+) - EE074 (07L; 2590')/EE073 (07R; 2590') -
EE072 (07L; 2270')/EE071 (07R; 2270').

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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



SAVELOVO 15G (SW 15G)
RWYS 07L/R RNAV ARRIVAL
~~SPEED~~ MAX 250 KT +/- 10 KT
BELOW FL100 TO TL



SAVELOVO
1285 SW
... ..
N56 22.1 E037 25.9
At or above
FL50

EE083
N56 12.3 E036 54.7
At or above
FL50



HOLDING OVER SW



QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2590'	(1970' - 600m)
2270'	(1650' - 500m)

GOPER
N56 00.9 E037 00.0
At
3590' (2960')

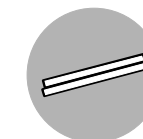
(Rwy 07L)
EE074
N55 55.8 E037 07.6
At 2590'
(1970')

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

EE075
N55 55.1 E037 02.8
At or above
2590' (1970')

(Rwy 07R)
EE073
N55 55.7 E037 07.7
At 2590'
(1970')

(Rwy 07R)
EE071
N55 56.7 E037 14.6
At 2270'
(1650')



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

ROUTING

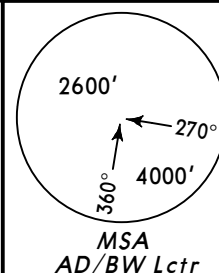
SW (FL50+) - EE083 (FL50+) - GOPER (3590') - EE075 (2590'+) -
EE074 (07L; 2590')/EE073 (07R; 2590') - EE072 (07L; 2270')/EE071 (07R; 2270').

ATIS
125.12 (Russian 126.37)

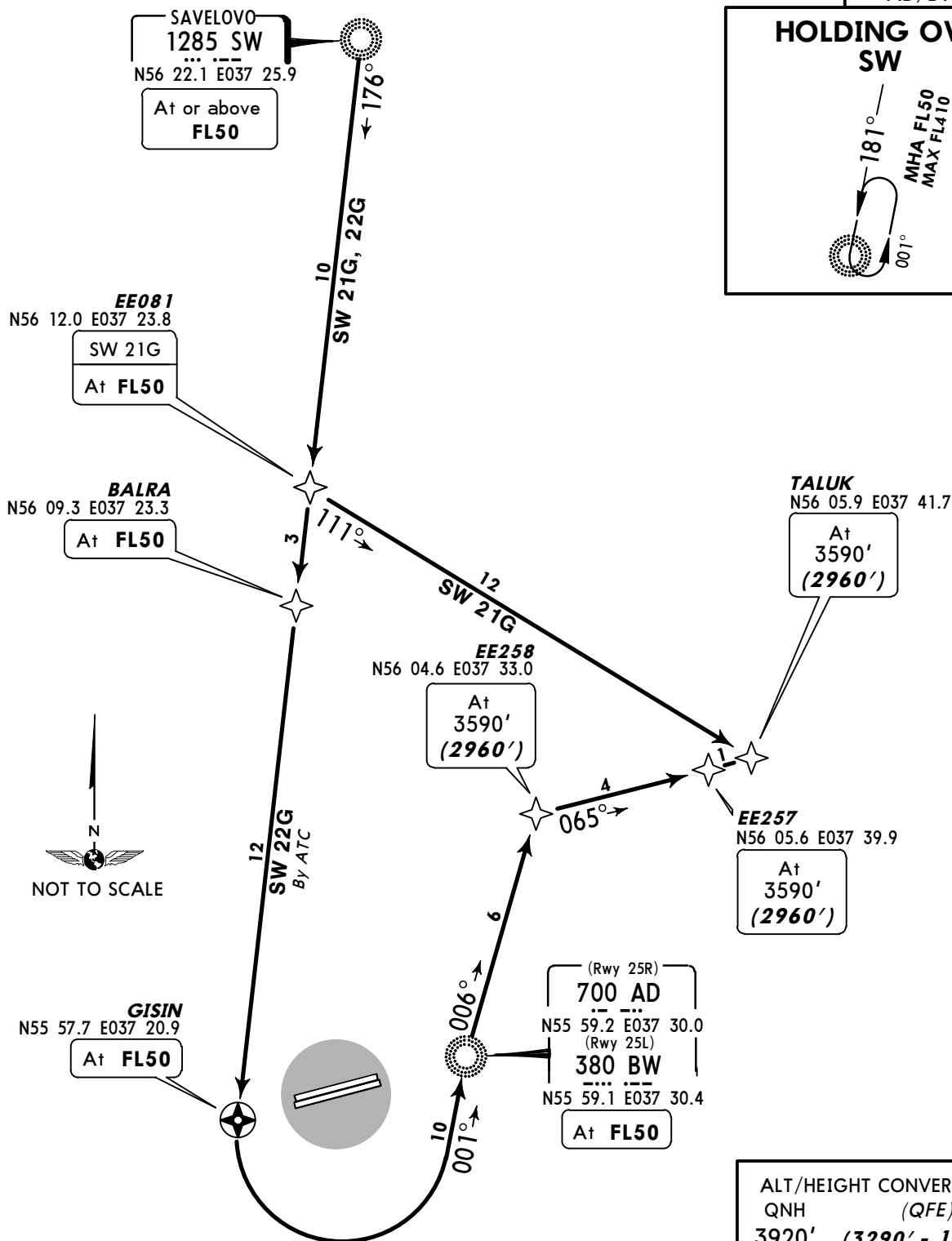
Apt Elev
630'

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

SAVELOVO 21G (SW 21G)
SAVELOVO 22G (SW 22G)
RWYS 25L/R RNAV ARRIVALS
~~SPEED~~ MAX 250 KT +/- 10 KT
BELOW FL100 TO TL



HOLDING OVER
SW



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

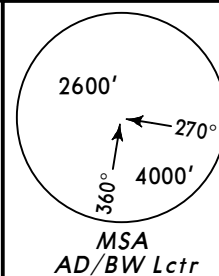
STAR	ROUTING
SW 21G	SW (FL50+) - EE081 (FL50) - TALUK (3590').
SW 22G	SW (FL50+) - BALRA (FL50) - GISIN (FL50) - AD/BW (FL50) - EE258 (3590') - EE257 (3590') - TALUK (3590').

ATIS
125.12 (Russian 126.37)

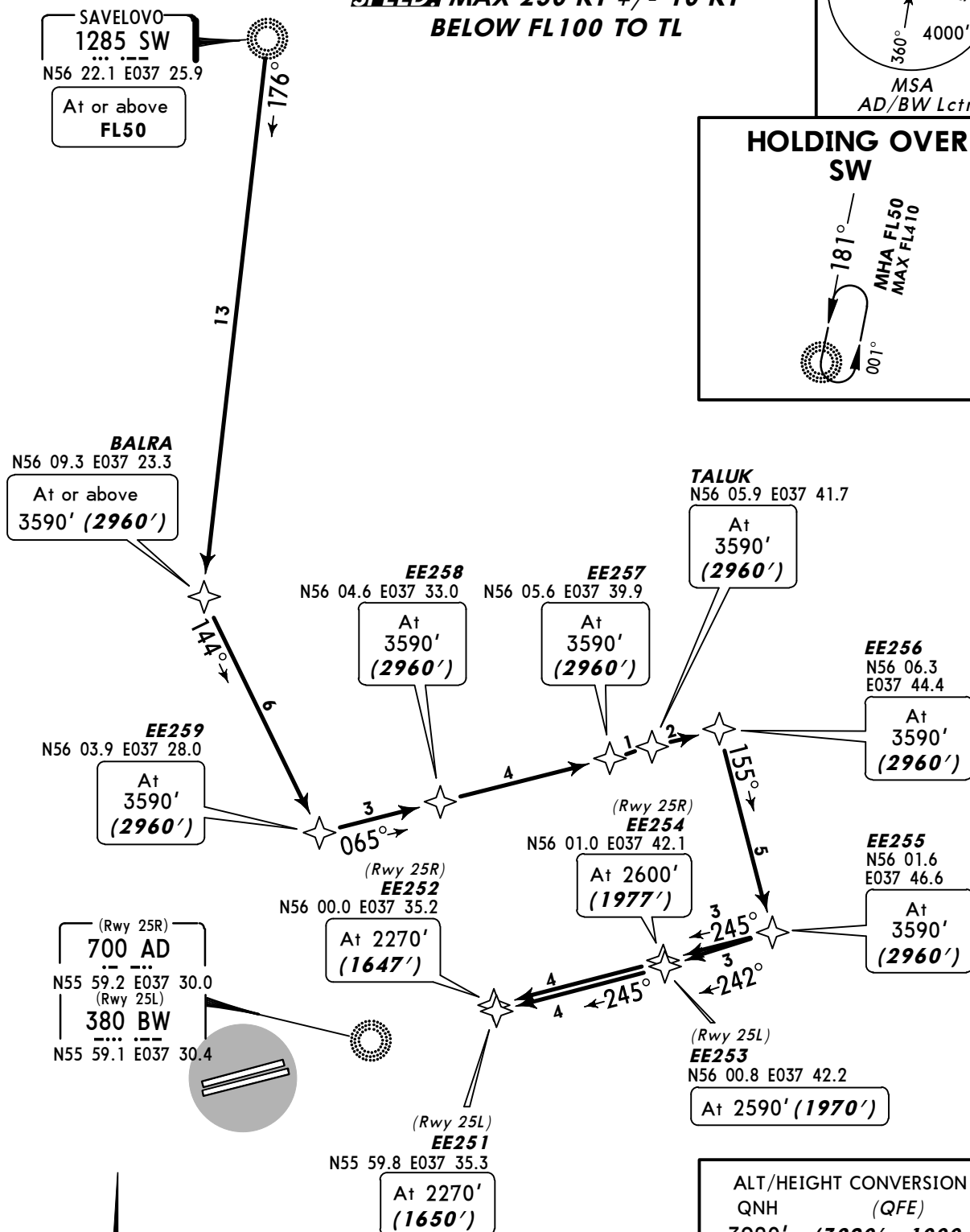
Apt Elev
630'

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

SAVELOVO 23G (SW 23G)
RWYS 25L/R RNAV ARRIVAL
SPEED MAX 250 KT +/- 10 KT
BELOW FL100 TO TL



HOLDING OVER
SW



ALT/HEIGHT CONVERSION
QNH (QFE)

3920'	(3290' - 1000m)
3590'	(2960' - 900m)
① 2590'	(1970' - 600m)
② 2600'	(1977' - 600m)
① 2270'	(1650' - 500m)
② 2270'	(1647' - 500m)

- ① RWY 25L
- ② RWY 25R

ROUTING

SW (FL50+) - BALRA (3590'+) - EE259 (3590') - EE258 (3590') - EE257 (3590') - TALUK (3590')
- EE256 (3590') - EE255 (3590') - EE254 (25R; 2600')/EE253 (25L; 2590') -
EE252 (25R; 2270')/EE251 (25L; 2270').

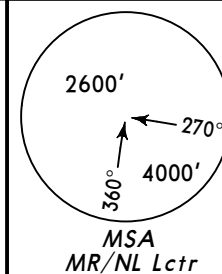
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

BESTA 07B (BST 07B)
BESTA 07C (BST 07C)
RWYS 07L/R ARRIVALS

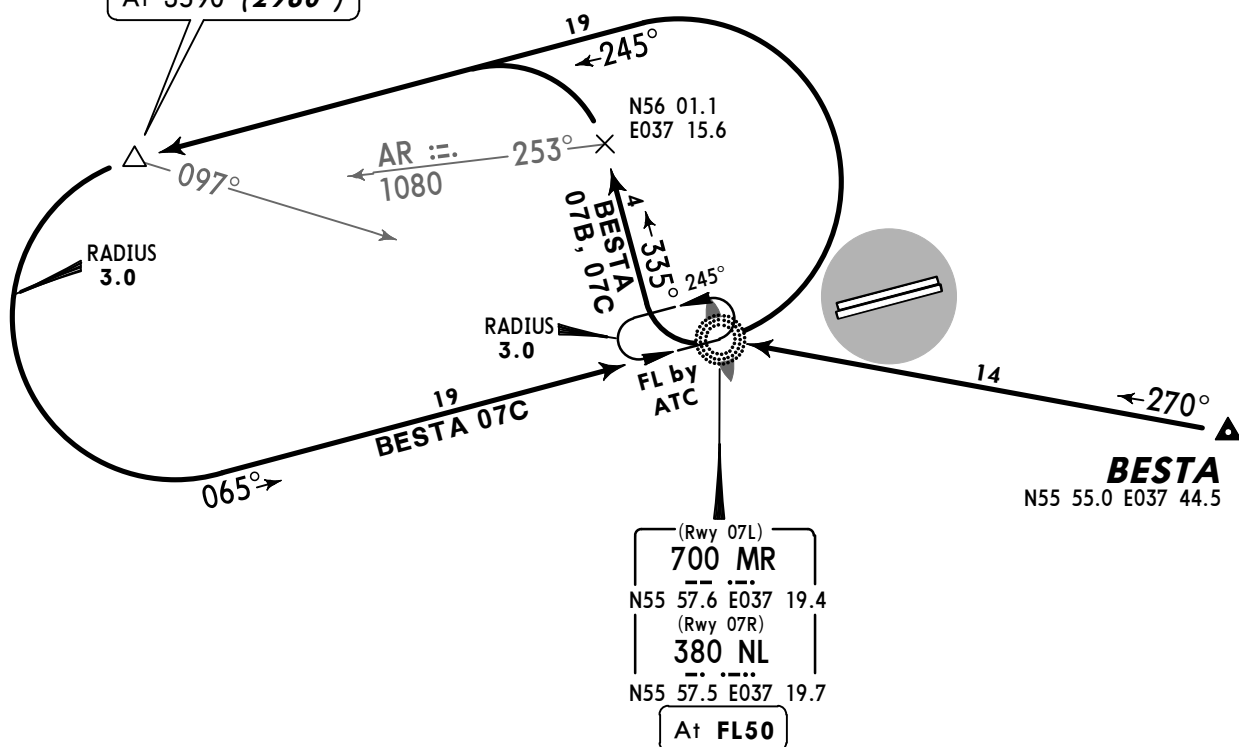
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(IAF)
GOPER
N56 00.9 E037 00.0

BESTA 07B
At 3590' (2960')

BESTA 07C
At FL50
On return
At 3590' (2960')



ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 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.

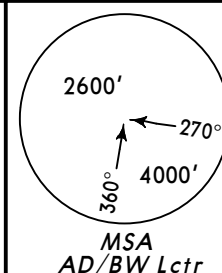
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

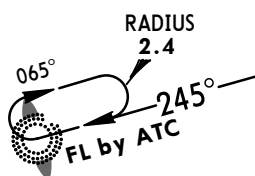
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

DEDUM 25B (DED 25B)
DEDUM 25C (DED 25C)
RWYS 25L/R ARRIVALS

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



**HOLDING OVER
AD/BW**

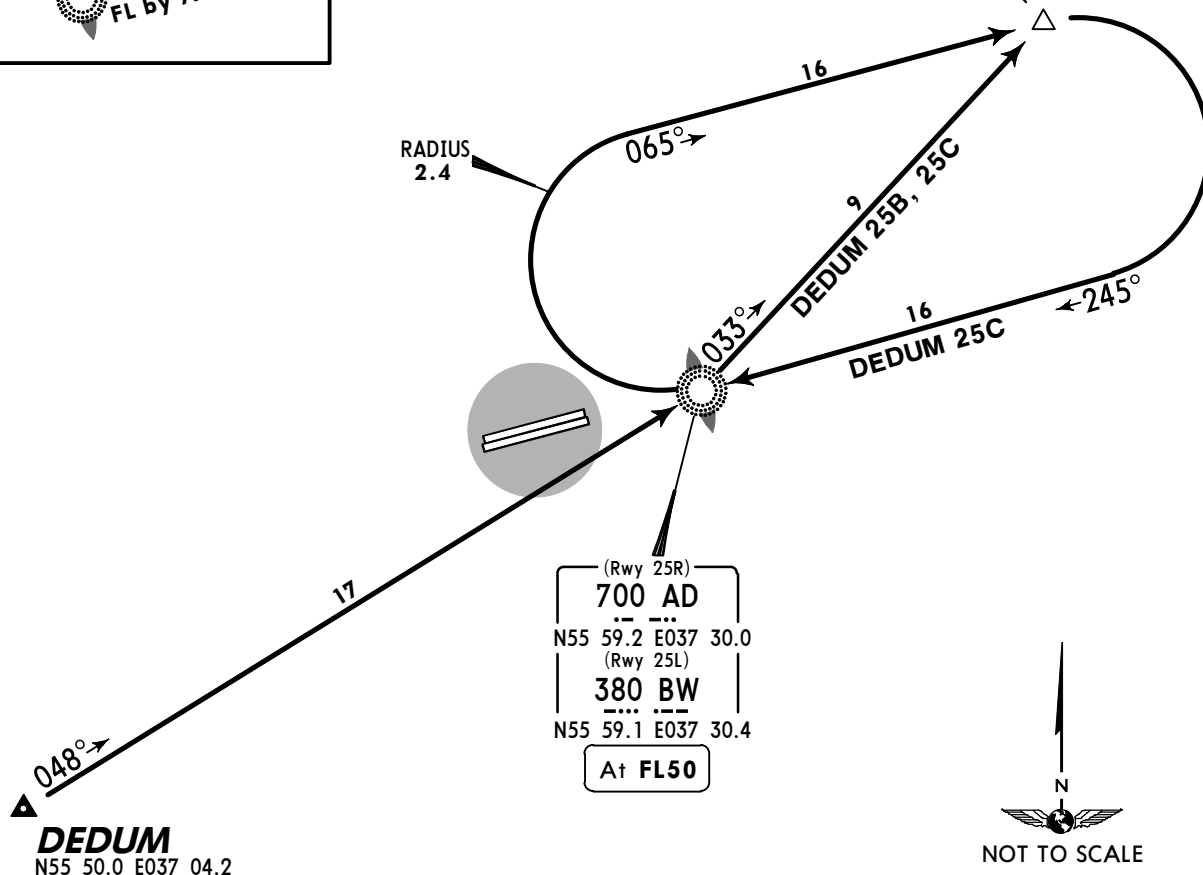


(IAF)
TALUK
N56 05.9 E037 41.7

DEDUM 25B/
DEDUM 25C on return

RWY 25L
At 3580' (2960')

RWY 25R
At 3580' (2957')



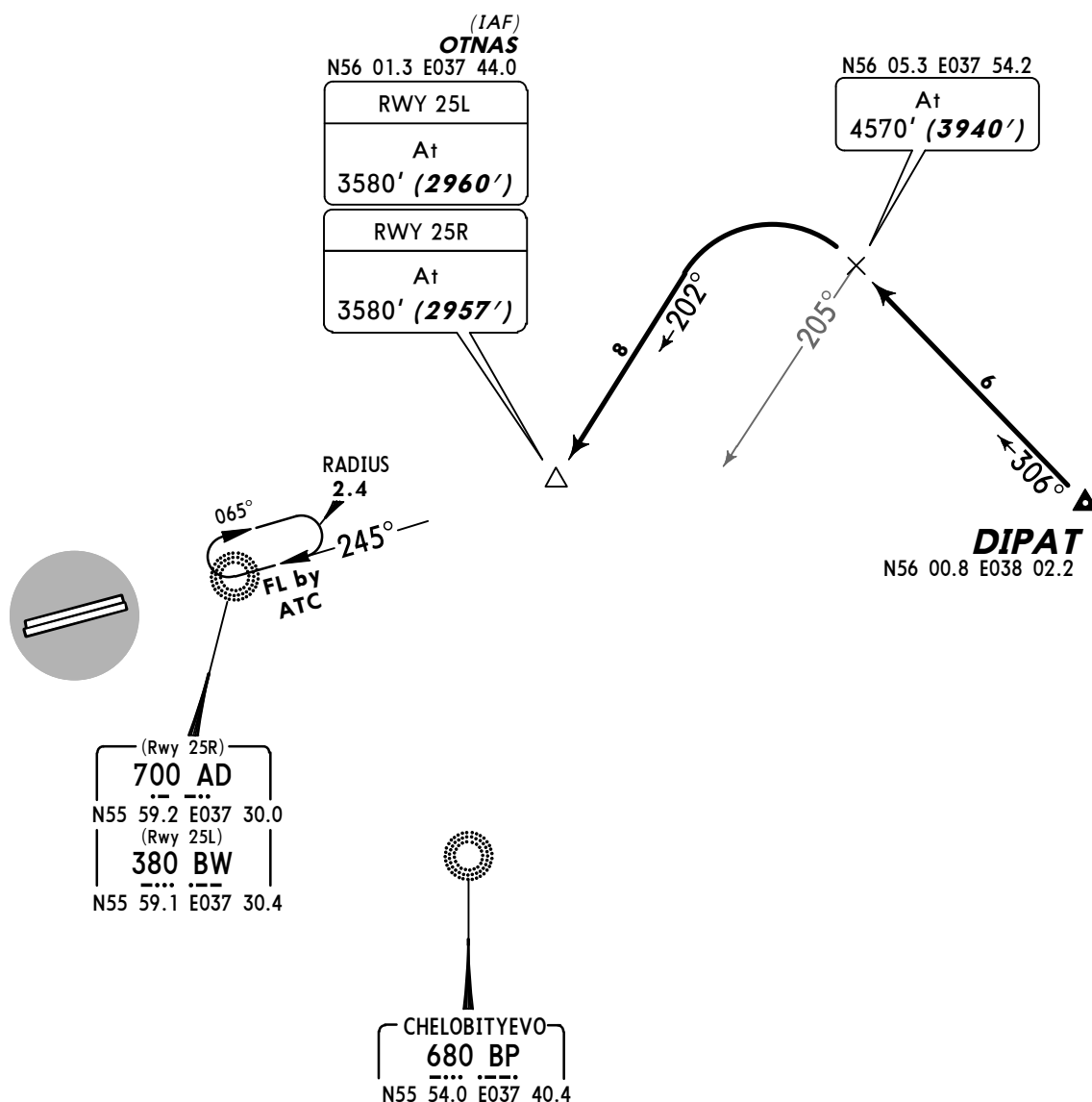
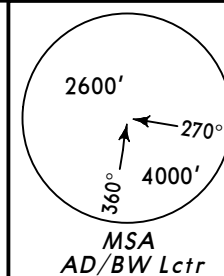
ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
① 3580' (2960' - 900m)
② 3580' (2957' - 900m)

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, 245° bearing to AD/BW, 065° track to TALUK.

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

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



① RWY 25L
② RWY 25R



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

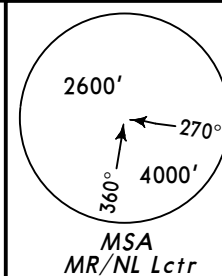
ATIS
125.12 (Russian 126.37)

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

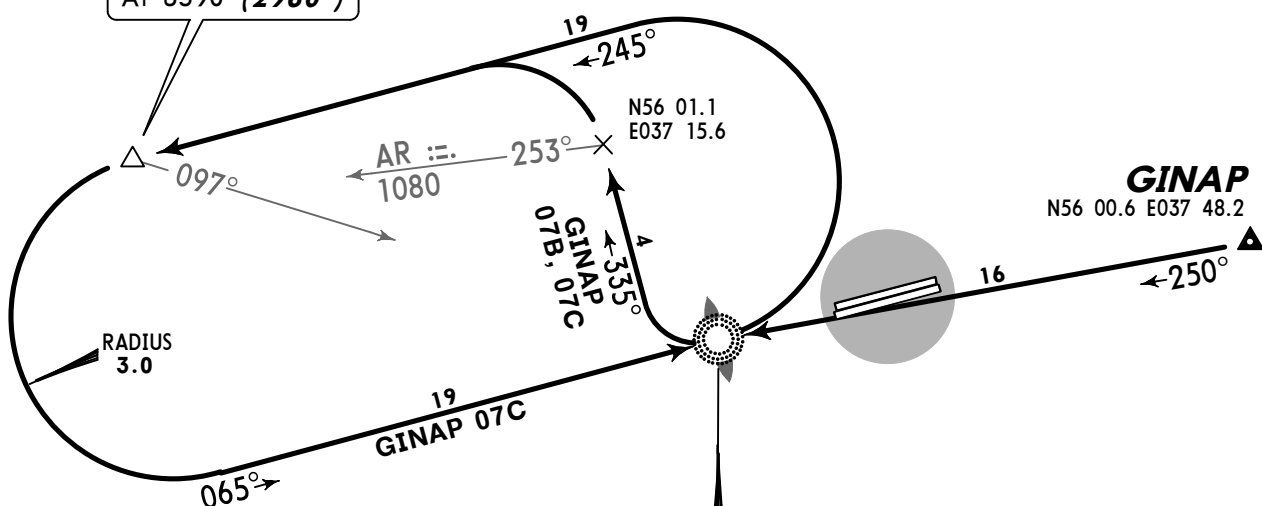
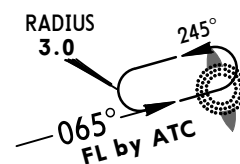
SPEED MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(IAF)
GOPER
N56 00.9 E037 00.0

GINAP 07B
At 3590' (2960')
GINAP 07C
At FL50
On return
At 3590' (2960')

**HOLDING OVER
MR/NL**



(Rwy 07L)
700 MR
N55 57.6 E037 19.4
(Rwy 07R)
380 NL
N55 57.5 E037 19.7
At FL50



ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 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.

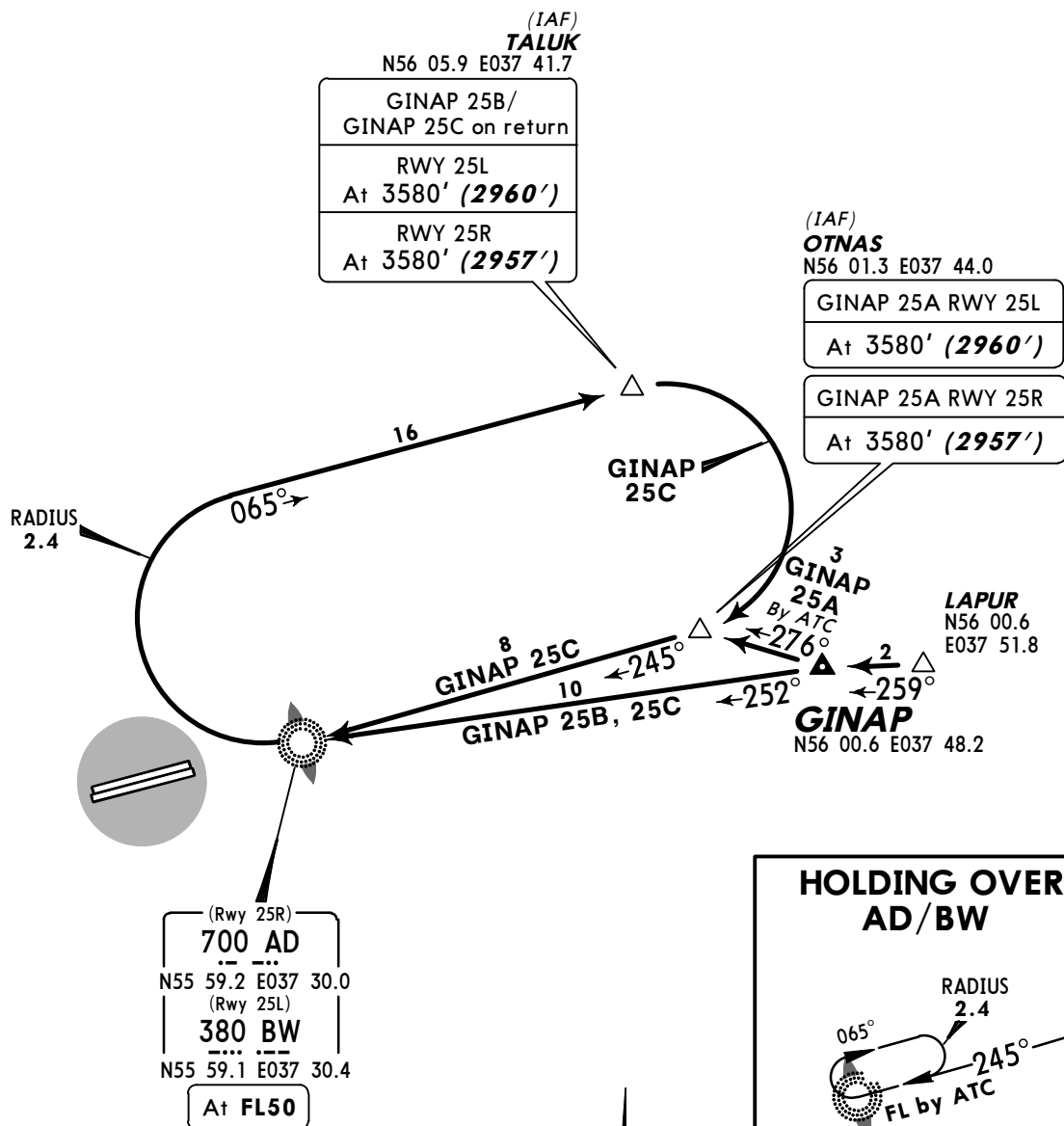
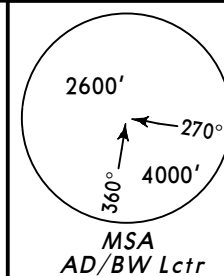
GINAP 25A (GNP 25A)
BY ATC

GINAP 25B (GNP 25B)

GINAP 25C (GNP 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' (2960' - 900m)

② 3580' (2957' - 900m)

① RWY 25L

② RWY 25R

STAR

ROUTING

GINAP 25A
By ATC

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, 065° track to TALUK, intercept 245° bearing to AD/BW, 065° track to TALUK.

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

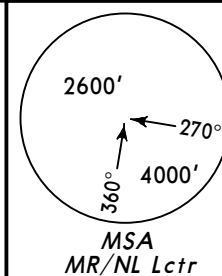
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

IVANOVSKOYE 07A (UM 07A)
BY ATC

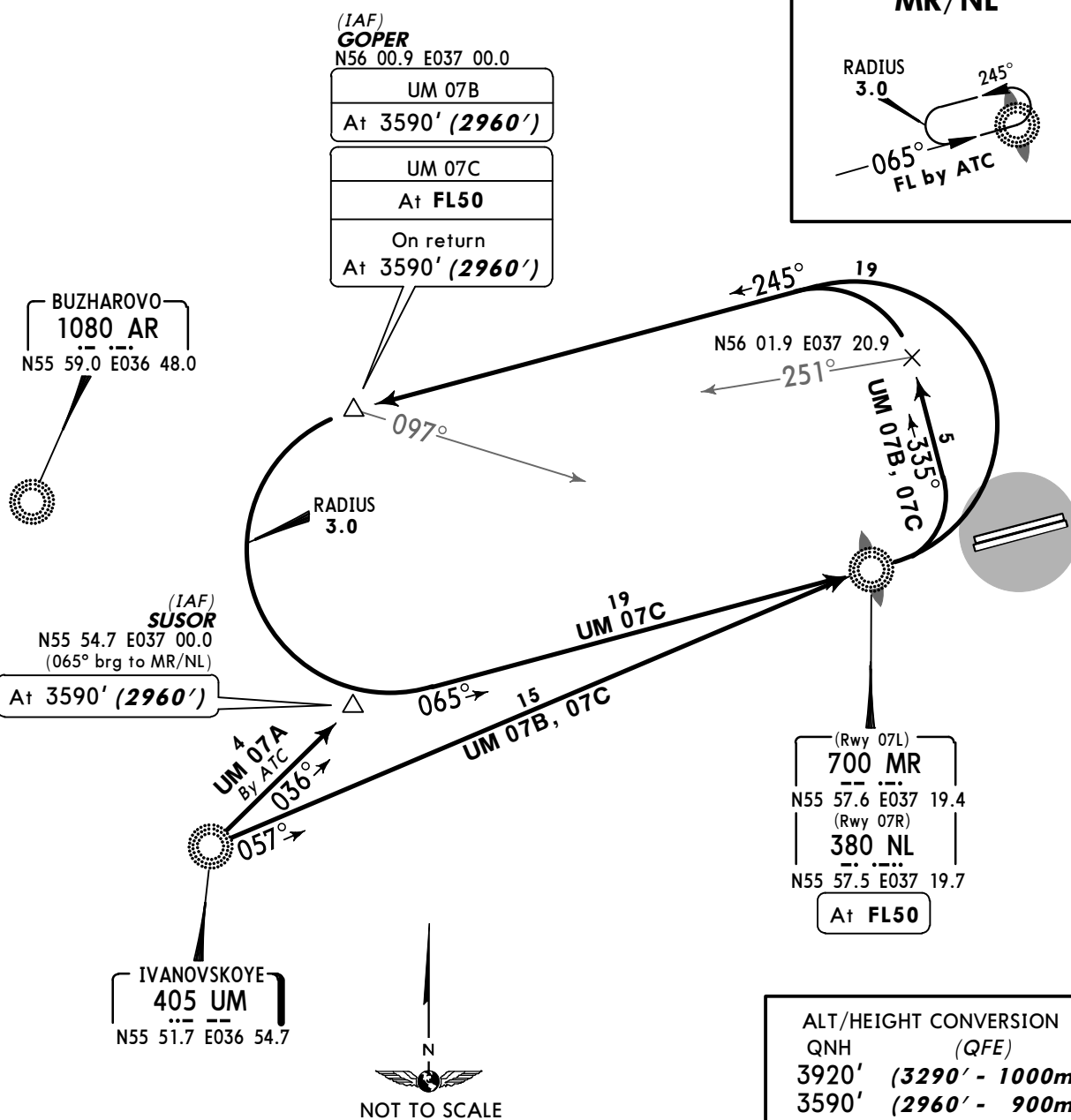
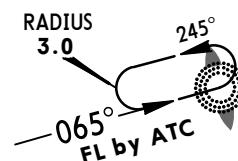
IVANOVSKOYE 07B (UM 07B)
IVANOVSKOYE 07C (UM 07C)

RWYS 07L/R ARRIVALS

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



**HOLDING OVER
MR/NL**



(Rwy 07L)
700 MR
N55 57.6 E037 19.4
(Rwy 07R)
380 NL
N55 57.5 E037 19.7
At FL50

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

STAR	ROUTING
UM 07A By ATC	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)

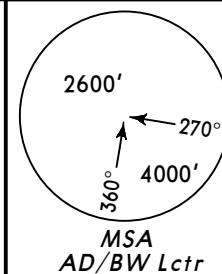
Apt Elev
630'

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)

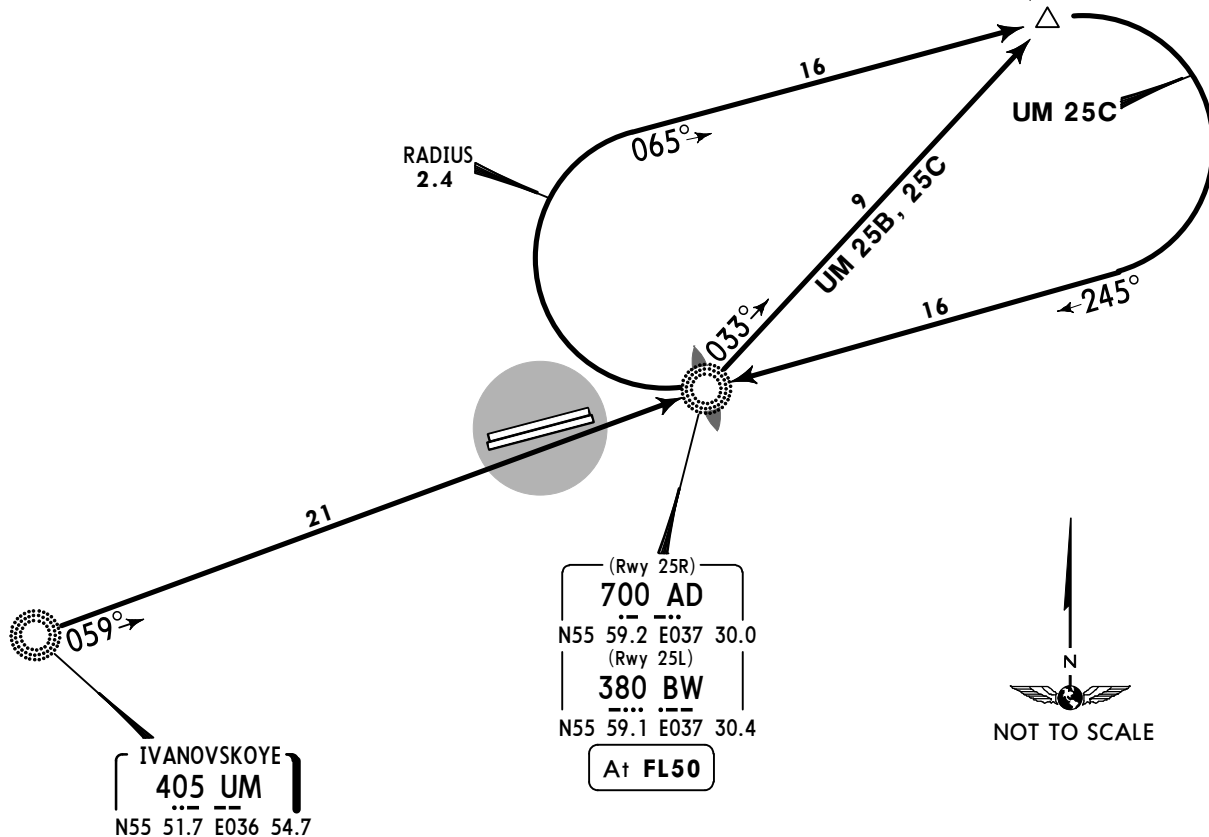
RWYS 25L/R ARRIVALS

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



(IAF)
TALUK
N56 05.9 E037 41.7

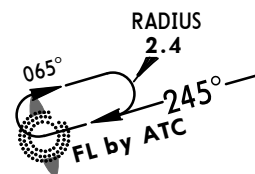
UM 25B/ UM 25C on return
RWY 25L At 3580' (2960')
RWY 25R At 3580' (2957')



ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
① 3580' (2960' - 900m)
② 3580' (2957' - 900m)

① RWY 25L
② RWY 25R

**HOLDING OVER
AD/BW**



STAR

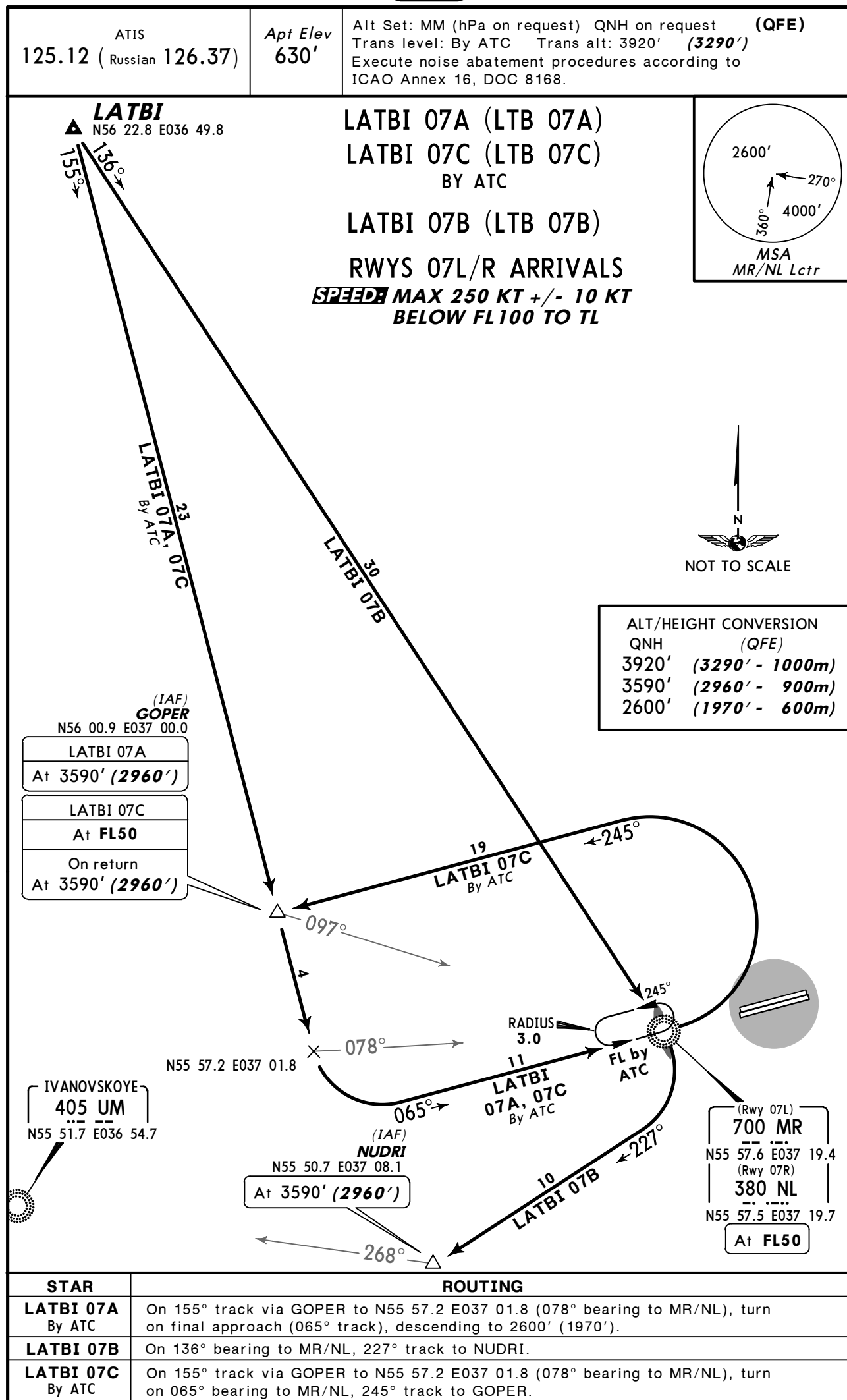
ROUTING

UM 25B

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

UM 25C

On 059° bearing to AD/BW, 033° bearing to TALUK, intercept 245° bearing to AD/BW, 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.

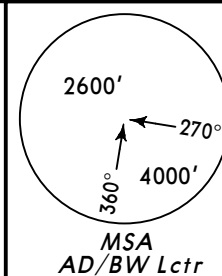
LATBI 25A [LTB25A] ③

LATBI 25B [LTB25B]

LATBI 25C [LTB25C]

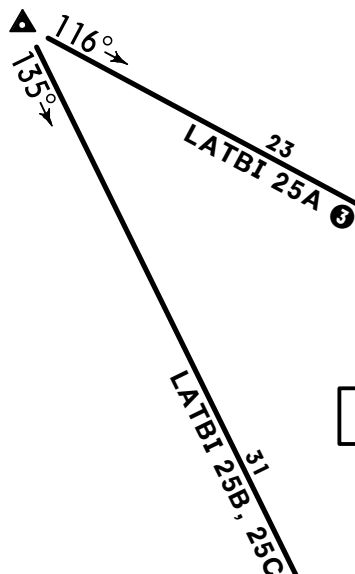
RWYS 25L/R ARRIVALS

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



LATBI

N56 22.8 E036 49.8



BALRA

N56 09.3 E037 23.3
(149° brg to AD/BW)

At or above
FL50

③ By ATC.

(IAF)
TALUK

N56 05.9 E037 41.7

LATBI 25C

First crossing

At

FL50

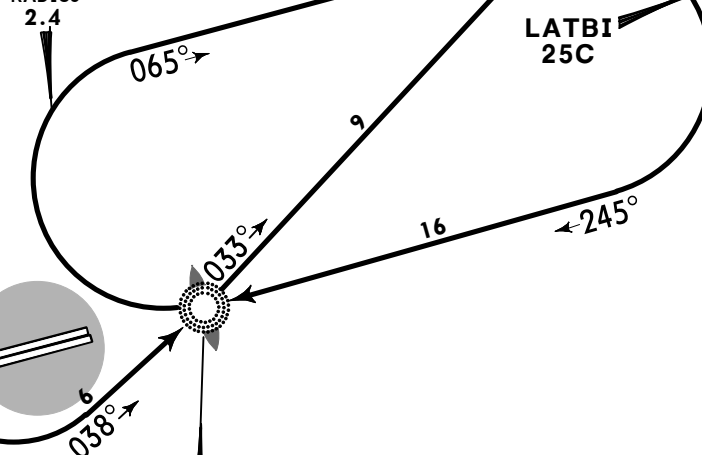
RWY 25L

At 3580' (2960')

RWY 25R

At 3580' (2957')

RADIUS
2.4



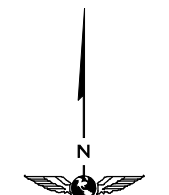
LATBI
25C

GISIN

N55 57.7 E037 20.9

At FL50

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



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)

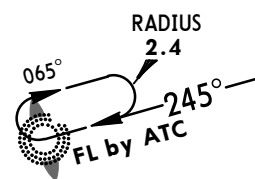
① 3580' (2960' - 900m)

② 3580' (2957' - 900m)

① RWY 25L

② RWY 25R

**HOLDING OVER
AD/BW**



STAR	ROUTING
LATBI 25A ③	On 116° track to BALRA, 098° track to TALUK.
LATBI 25B	On 135° track to GISIN, intercept 038° bearing to AD/BW, 033° bearing to TALUK.
LATBI 25C	On 135° track to GISIN, intercept 038° bearing to AD/BW, 033° bearing to TALUK, intercept 245° 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.

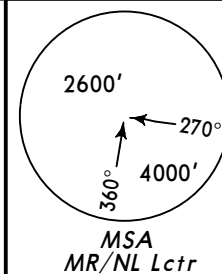
OKLIT 07A [OKLØ7A]
BY ATC

OKLIT 07B [OKLØ7B]

OKLIT 07C [OKLØ7C]

RWYS 07L/R ARRIVALS

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



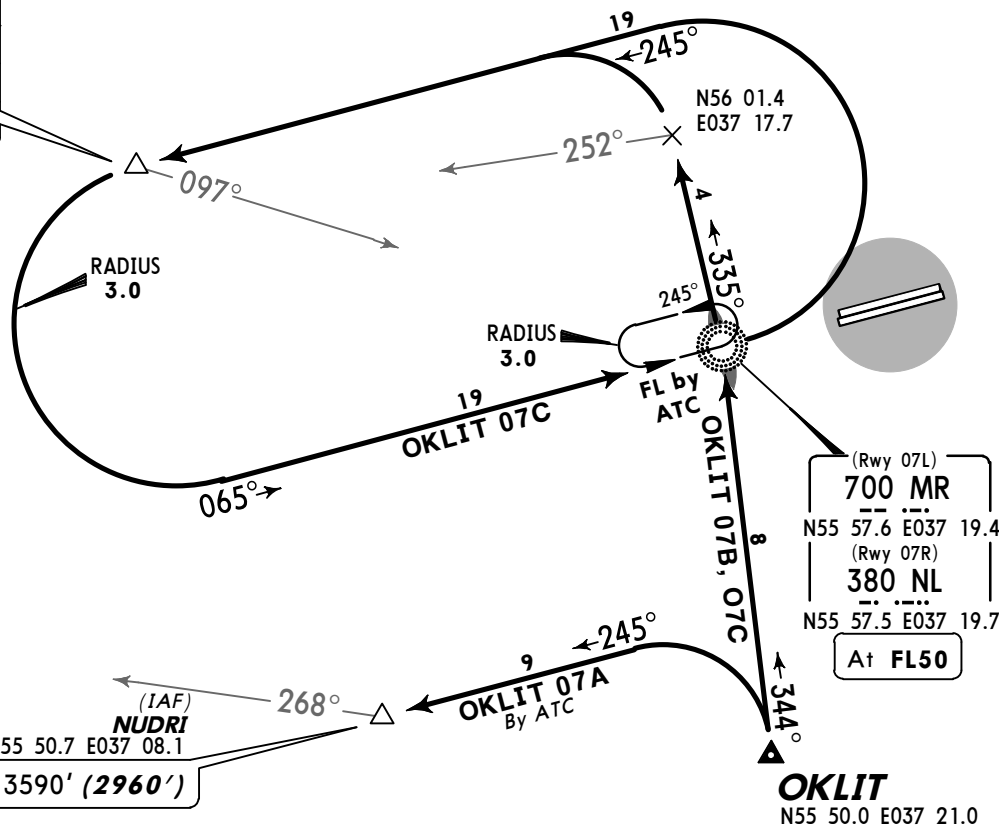
(IAF)
GOPER
N56 00.9 E037 00.0

OKLIT 07B
At 3590' (2960')
OKLIT 07C
At FL50
On return
At 3590' (2960')

BUZHAROV
1080 AR
N55 59.0 E036 48.0

IVANOVSKOYE
405 UM
N55 51.7 E036 54.7

(IAF)
NUDRI
N55 50.7 E037 08.1
At 3590' (2960')



(Rwy 07L)
700 MR
N55 57.6 E037 19.4
(Rwy 07R)
380 NL
N55 57.5 E037 19.7
At FL50

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
3590' (2960' - 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.

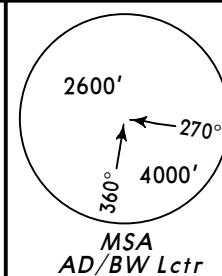
ATIS
125.12 (Russian 126.37)

Apt Elev
630'

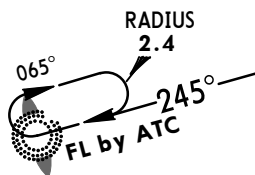
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

OKLIT 25B (OKL 25B)
OKLIT 25C (OKL 25C)
RWYS 25L/R ARRIVALS

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



**HOLDING OVER
AD/BW**



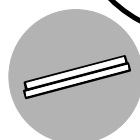
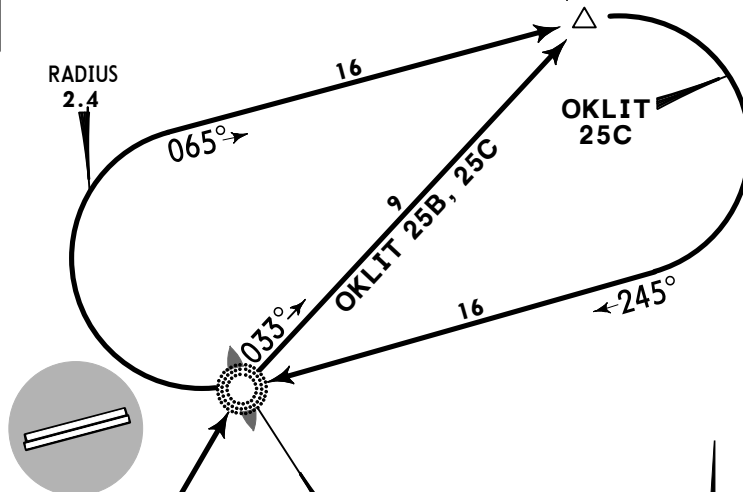
(IAF)
TALUK
N56 05.9 E037 41.7

OKLIT 25B/
OKLIT 25C on return

RWY 25L
At 3580' (2960')

RWY 25R
At 3580' (2957')

RADIUS 2.4



(Rwy 25R)
700 AD
N55 59.2 E037 30.0
(Rwy 25L)
380 BW
N55 59.1 E037 30.4
At FL50

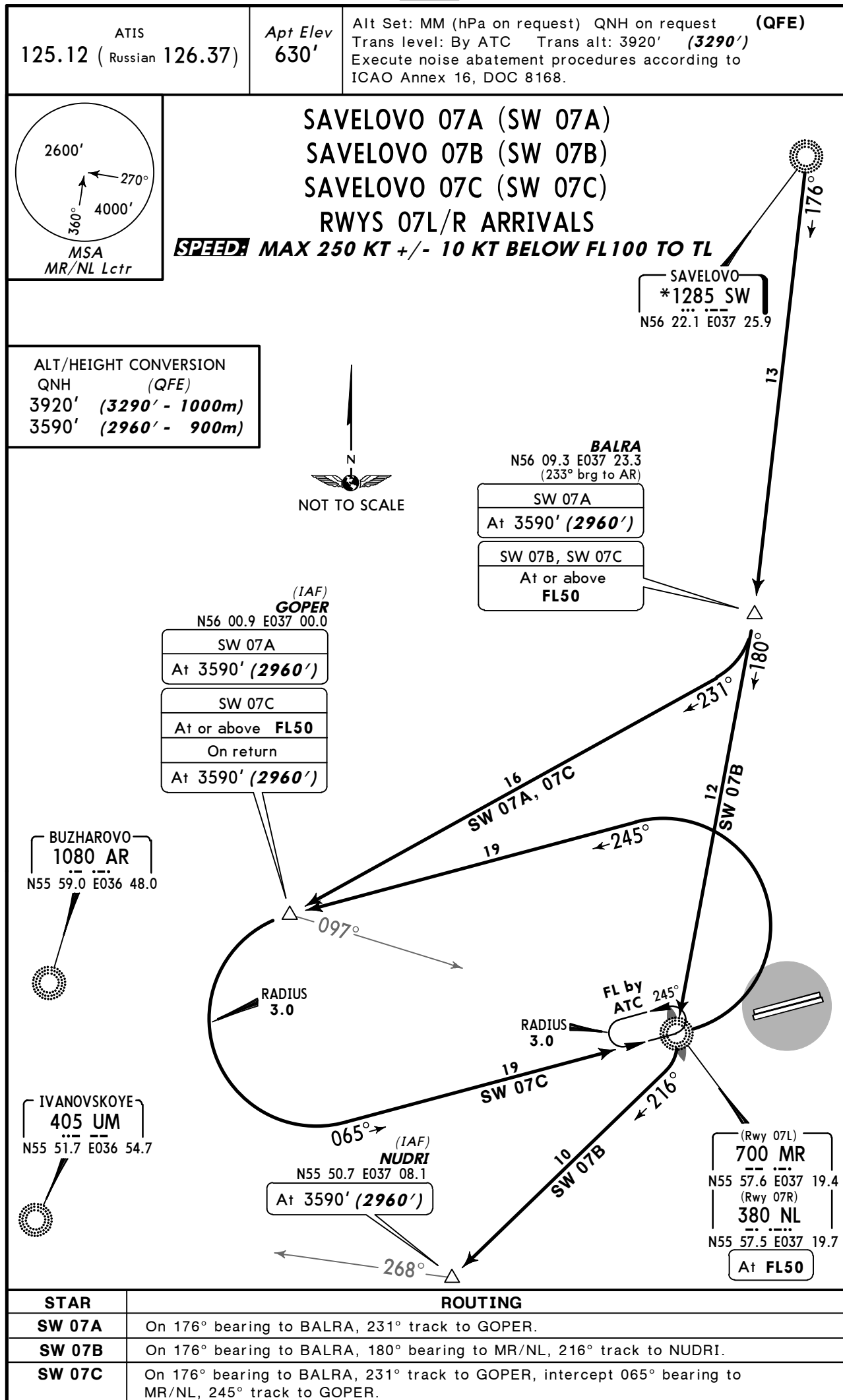


OKLIT
N55 50.0 E037 21.0

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
① 3580' (2960' - 900m)
② 3580' (2957' - 900m)

- ① RWY 25L
- ② RWY 25R

STAR	ROUTING
OKLIT 25B	On 019° bearing to AD/BW, 033° bearing to TALUK.
OKLIT 25C	On 019° bearing to AD/BW, 033° bearing to TALUK, intercept 245° bearing to AD/BW, 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.

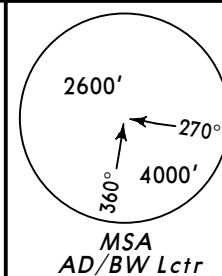
SAVELOVO 25A (SW 25A)

SAVELOVO 25B (SW 25B) ①

SAVELOVO 25C (SW 25C)

RWYS 25L/R ARRIVALS

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



SAVELOVO
1285 SW
N56 22.1 E037 25.9



① By ATC.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
② 3580'	(2960' - 900m)
③ 3580'	(2957' - 900m)

② RWY 25L
③ RWY 25R

BALRA
N56 09.3 E037 23.3
(149° brg to AD/BW)

SW 25A
At or above
FL50

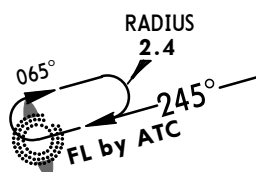
(IAF)
TALUK
N56 05.9 E037 41.7

SW 25C
First crossing
At
FL50

RWY 25L
At 3580' (2960')

RWY 25R
At 3580' (2957')

**HOLDING OVER
AD/BW**



GISIN
N55 57.7 E037 20.9
At FL50

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

STAR

ROUTING

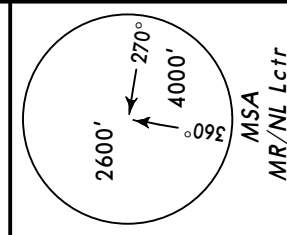
SW 25A	On 176° bearing to BALRA, 085° track to TALUK.
SW 25B ①	On 176° bearing to GISIN, intercept 001° bearing to AD/BW, 033° bearing to TALUK.
SW 25C	On 176° bearing to GISIN, intercept 001° bearing to AD/BW, 033° bearing to TALUK, intercept 245° bearing to AD/BW, 065° track to TALUK.

ATIS
125.12 (Russian 126.37)

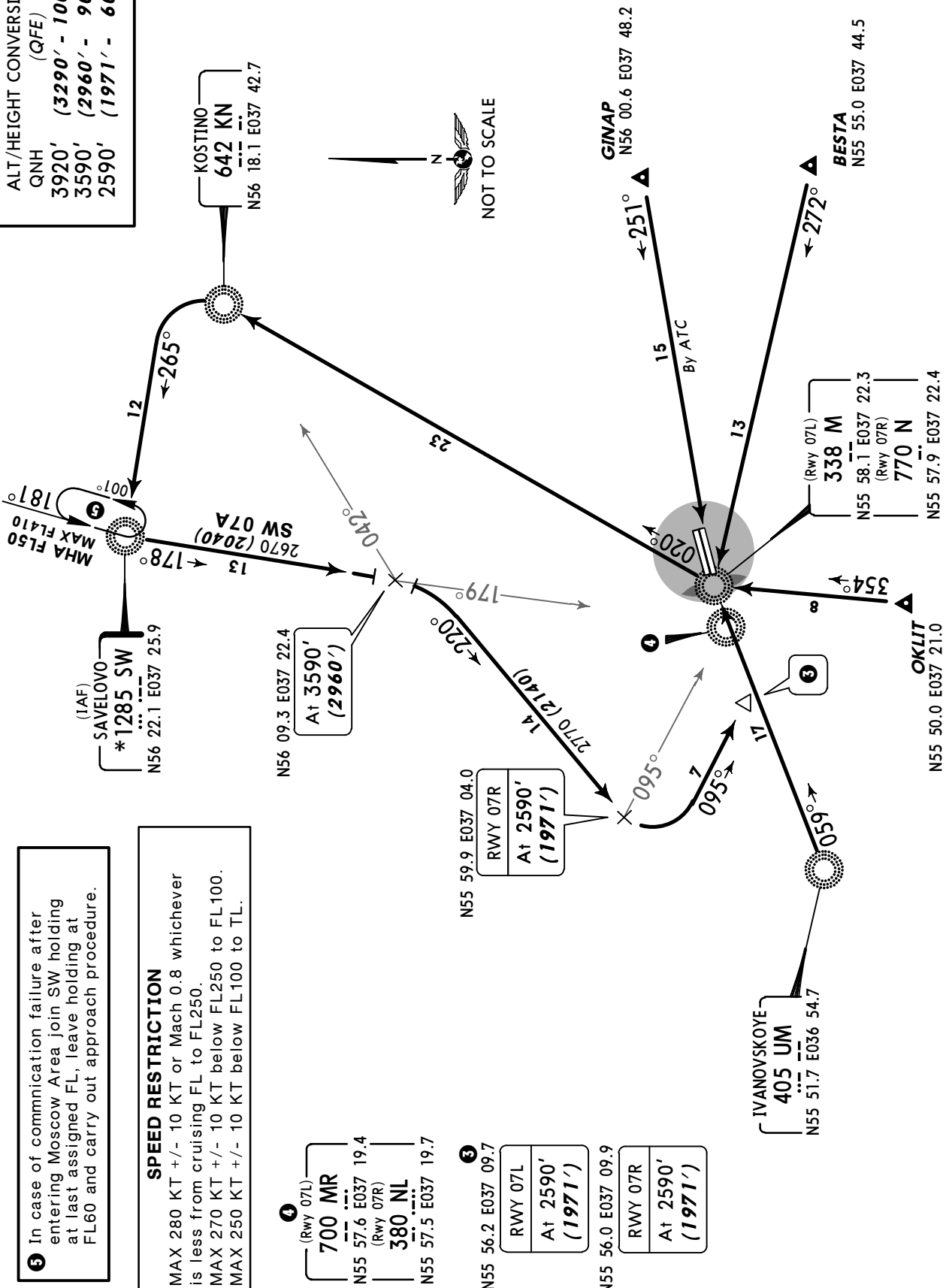
Apt Elev
630'

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)



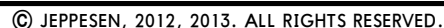
5 In case of communication failure after entering Moscow Area join SW holding at last assigned FL, leave holding at FL60 and carry out approach procedure.

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.

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

Diagram of a circular area with dimensions and angles:

- Radius: 4000'
- Angle: 270°
- Distance: 2600'
- Angle: 360°
- MSA AD/BW Lctr



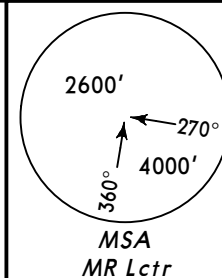
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

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

**BESTA 3G (BST 3G), 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)
1610'	(990' - 300m)
3580'	(2960' - 900m)
3920'	(3300' - 1000m)



700 MR
N55 57.6 E037 19.4

At or above
1020' (400')

EE701
N56 00.4 E037 32.2
At or above
1610' (990')
BST 3G
MAX 215 KT

EE702
N56 08.8 E037 37.6
At or above
3580' (2960')

EE709
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 40.4

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
BST 3G	DER07L - MKR (1020'+) - EE701 (1610'+; K215-) - EE709 (3580'+) - BESTA (FL50+).
KN 3G	DER07L - MKR (1020'+) - EE701 (1610'+) - EE702 (3580'+) - KN.

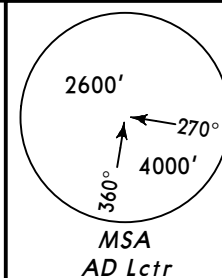
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

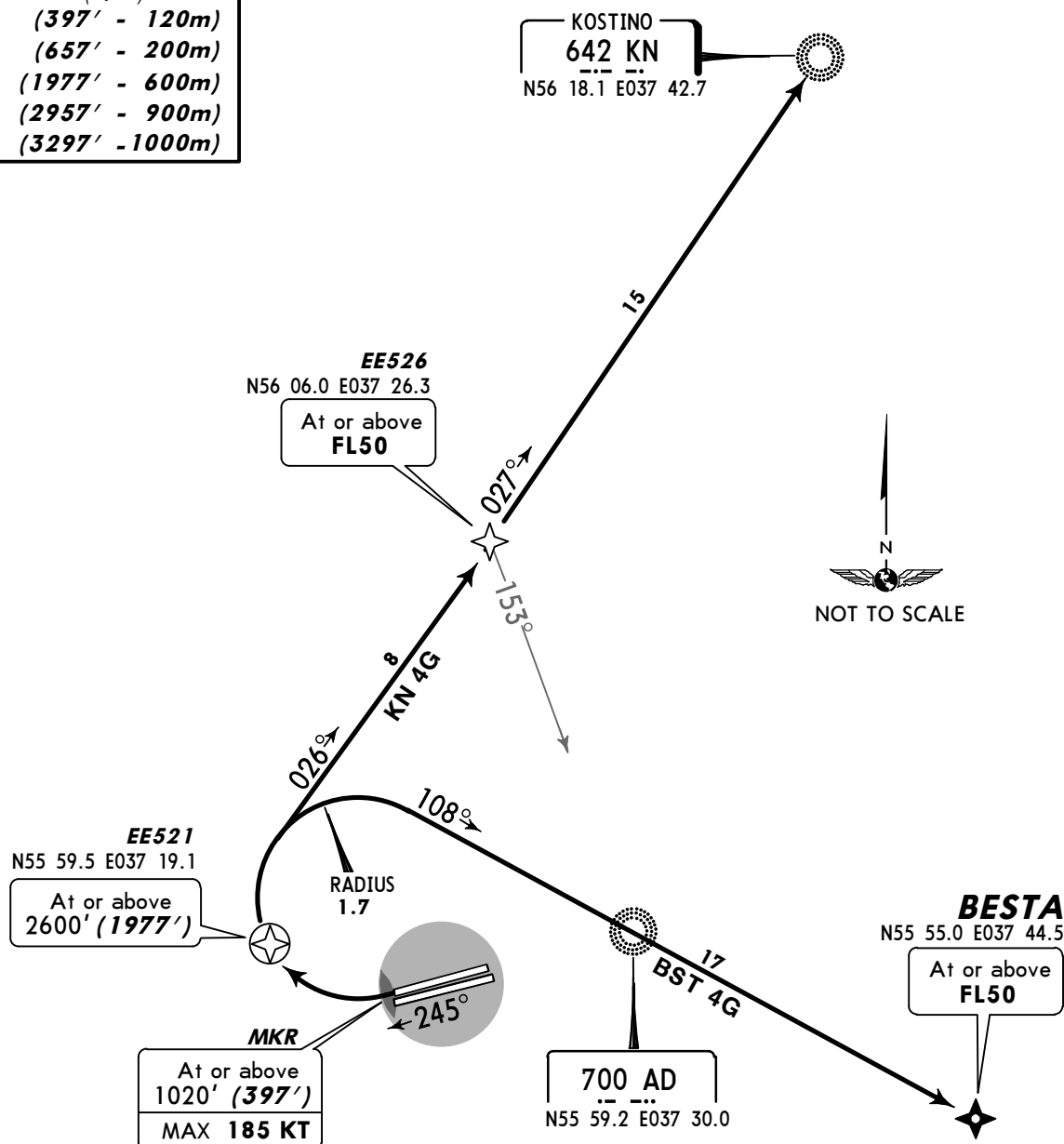
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3297')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (657'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

**BESTA 4G (BST 4G), KOSTINO 4G (KN 4G)
RWY 25R RNAV DEPARTURES**

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



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



These SIDs require a minimum climb gradient of 7% up to 3580' (2957').

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

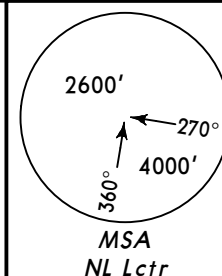
Initial climb clearance 3580' (2957')

SID	ROUTING
BST 4G	DER25R - MKR (1020'+; K185-) - EE521 (2600'+) - BESTA (FL50+).
KN 4G	DER25R - MKR (1020'+; K185-) - EE521 (2600'+) - EE526 (FL50+) - KN.

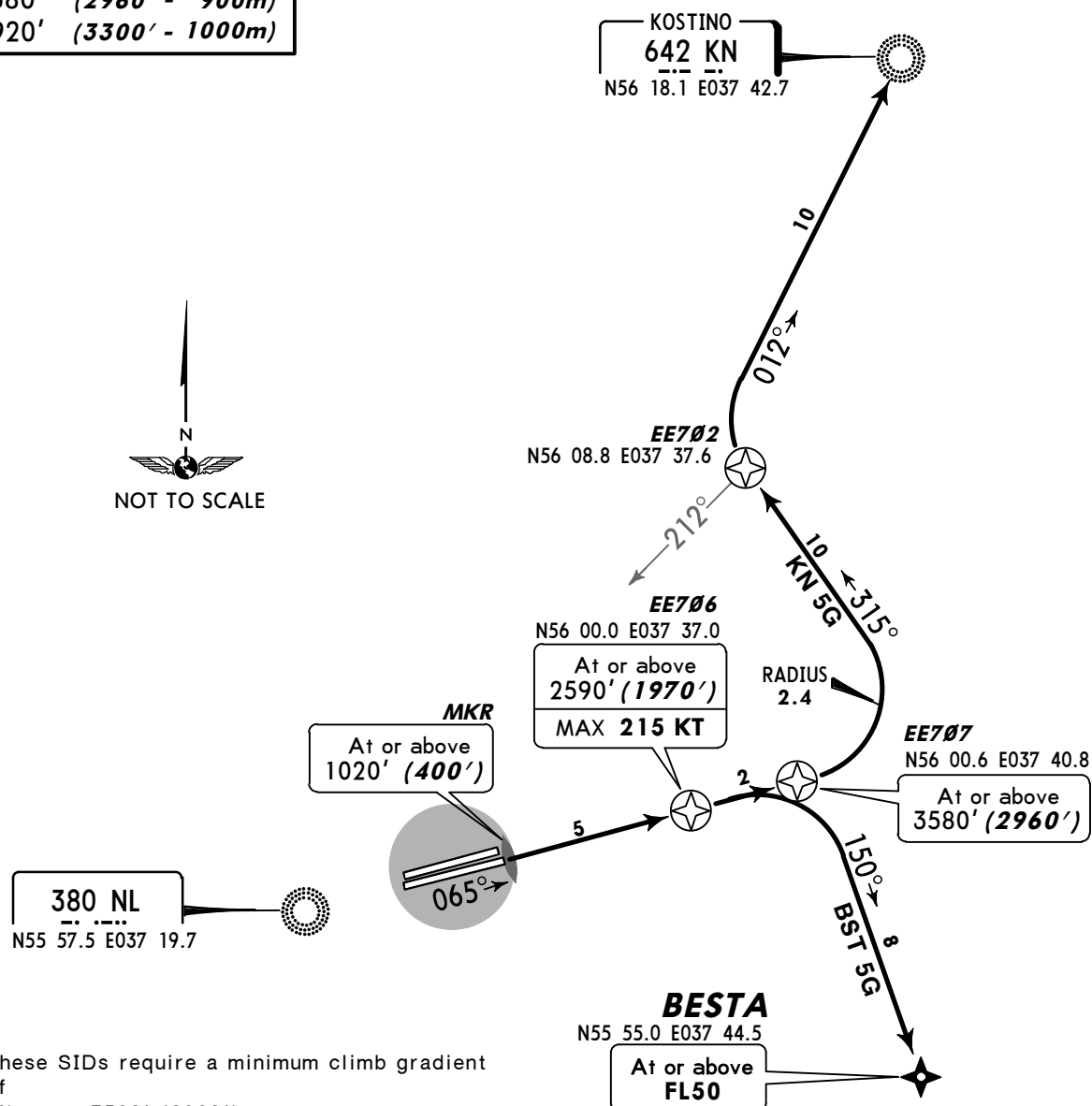
Apt Elev
630'

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.

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



1020' (400' - 120m)
1280' (660' - 200m)
2590' (1970' - 600m)
3580' (2960' - 900m)
3920' (3300' - 1000m)



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

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

Initial climb clearance 3580' (**2960'**)

SID	ROUTING
BST 5G	DER07R - MKR (1020'+) - EE706 (2590'+; K215-) - BESTA (FL50+).
KN 5G	DER07R - MKR (1020'+) - EE706 (2590'+; K215-) - EE707 (3580'+) - EE702 - KN.

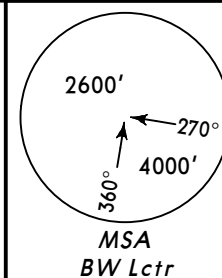
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

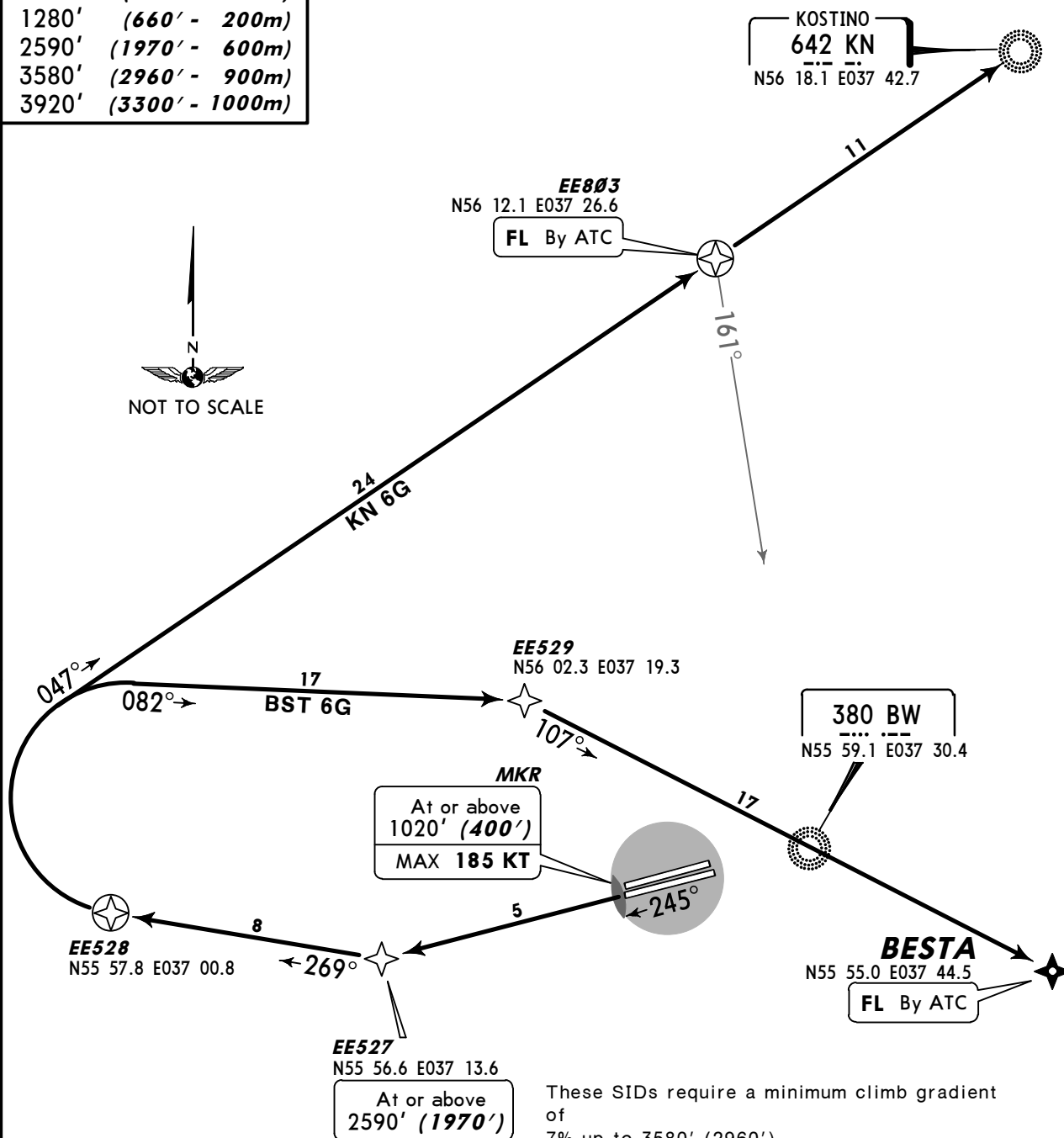
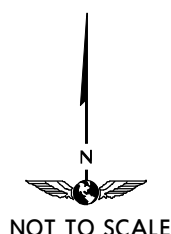
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3300')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (660'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

**BESTA 6G (BST 6G), KOSTINO 6G (KN 6G)
RWY 25L RNAV DEPARTURES**

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



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



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

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

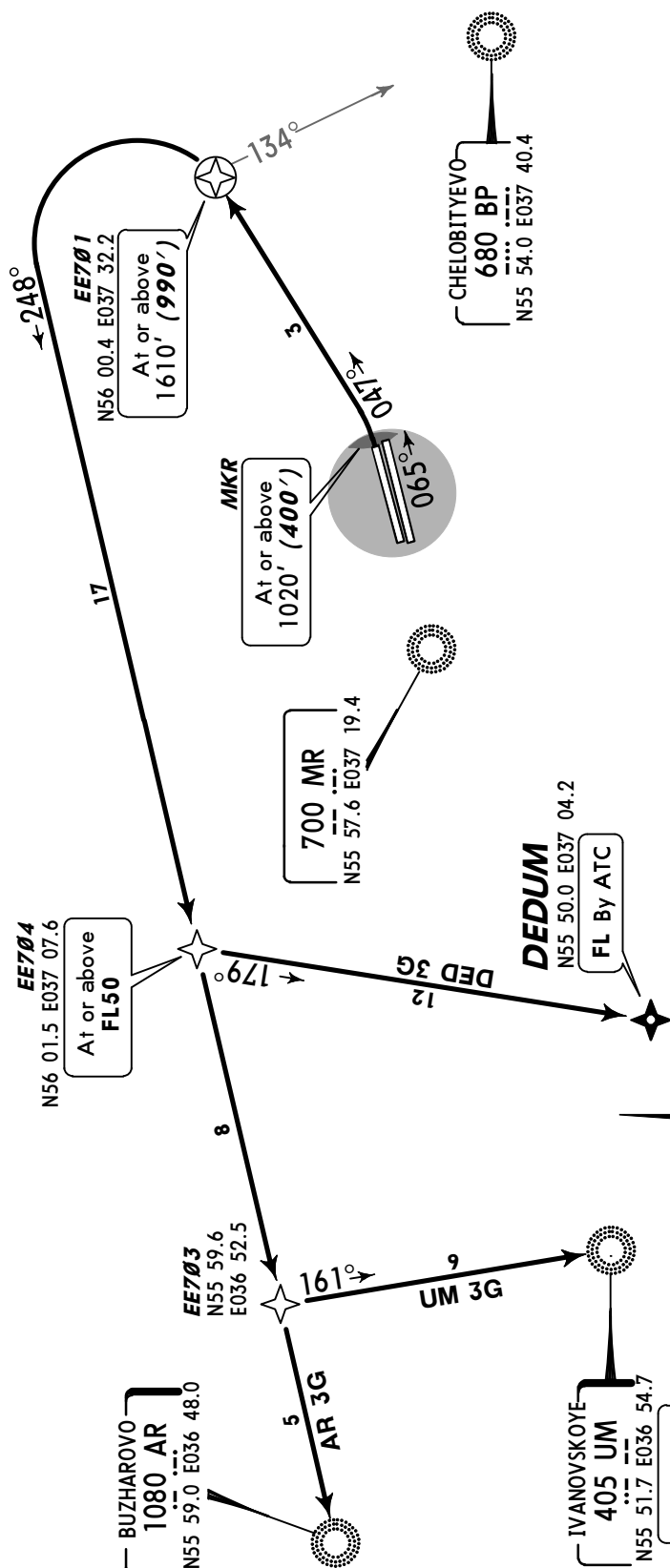
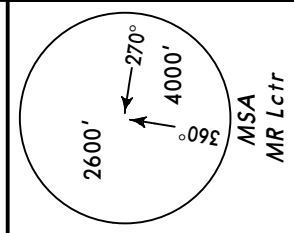
Initial climb clearance 3580' (2960')

SID	ROUTING
BST 6G	DER25L - MRK (1020'+; K185-) - EE527 (2590'+) - EE528 - EE529 - BESTA (By ATC).
KN 6G	DER25L - MRK (1020'+; K185-) - EE527 (2590'+) - EE528 - EE803 (By ATC) - 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.
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BUZHAROVO 3G (AR 3G)
DEDUM 3G (DED 3G)
IVANOVSKOYE 3G (UM 3G)
RWY 07L RNAV DEPARTURES

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



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

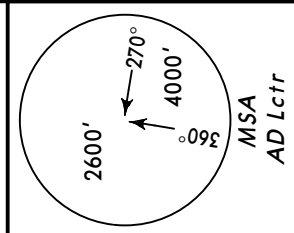
Initial climb clearance 3580' (2960')	
SID	ROUTING
AR 3G	DER07L - MKR (1020'+) - EE701 (1610'+) - EE704 (FL50+) - EE703 - AR.
DED 3G	DER07L - MKR (1020'+) - EE701 (1610'+) - EE704 (FL50+) - DEDUM (By ATC).
UM 3G	DER07L - MKR (1020'+) - EE701 (1610'+) - EE704 (FL50+) - EE703 - UM (By ATC).

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

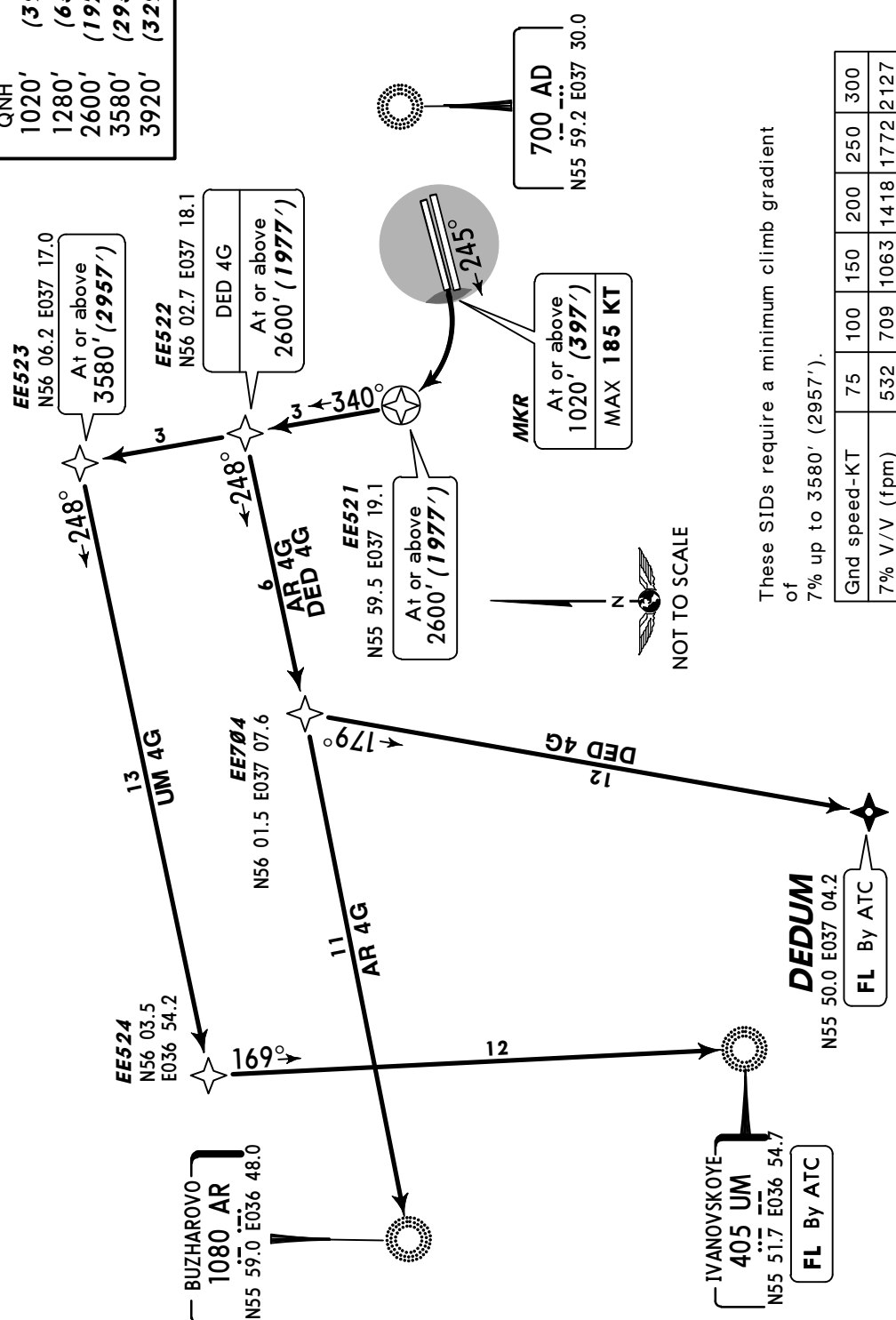
SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3297') 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (657'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.
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BUZHAROVO 4G (AR 4G)
DEDUM 4G (DED 4G)
IVANOVSKOYE 4G (UM 4G)
RWY 25R RNAV DEPARTURES

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



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



Initial climb clearance 3580' (2957')

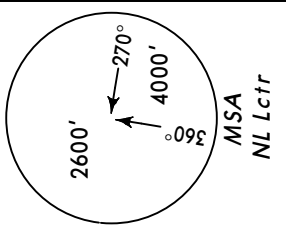
ROUTING

SID	ROUTING
AR 4G	DER25R - MKR (1020'+; K185-) - EE521 (2600'+) - EE522 (2600'+) - EE704 - AR.
DED 4G	DER25R - MKR (1020'+; K185-) - EE521 (2600'+) - EE522 (2600'+) - DEDUM (By ATC).
UM 4G	DER25R - MKR (1020'+; K185-) - EE521 (2600'+) - EE522 (2600'+) - EE523 (3580'+) - UM (By ATC).

SHEREMETYEVO
Radar
118.1

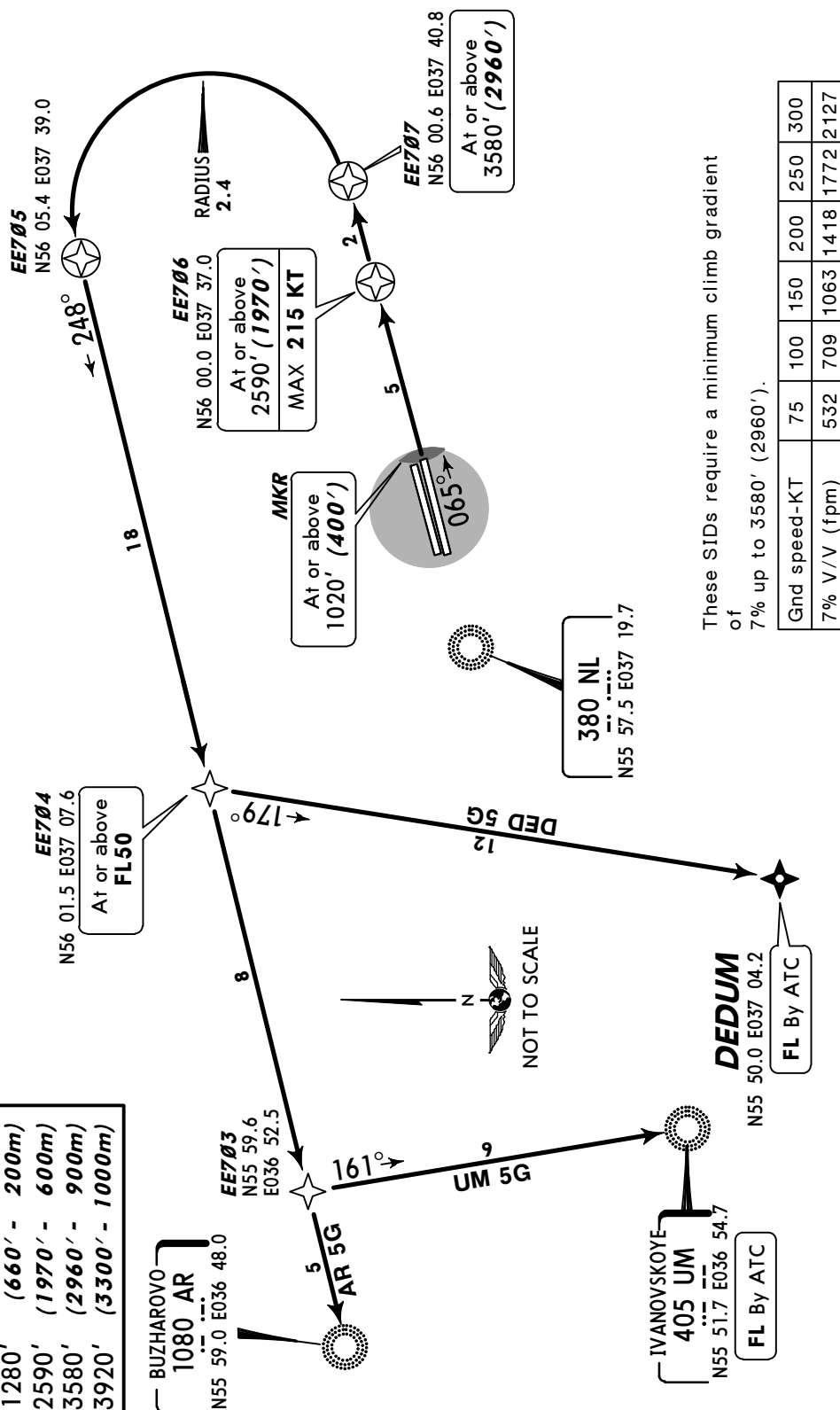
Apt Elev
630'

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 5G (AR 5G)
DEDUM 5G (DED 5G)
IVANOVSKOYE 5G (UM 5G)
RWY 07R RNAV DEPARTURES

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



Initial climb clearance 3580' (2960')

ROUTING

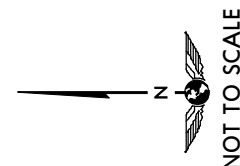
SID	ROUTING
AR 5G	DER07R - MKR (1020'+) - EE706 (2590'+; K215-) - EE707 (3580'+) - EE705 - EE704 (FL50+) - EE703 - AR.
DED 5G	DER07R - MKR (1020'+) - EE706 (2590'+; K215-) - EE707 (3580'+) - EE705 - EE704 (FL50+) - DEDUM (By ATC).
UM 5G	DER07R - MKR (1020'+) - EE706 (2590'+; K215-) - EE707 (3580'+) - EE705 - EE704 (FL50+) - UM (By ATC).

ALT/HEIGHT CONVERSION
(QFE)

1020'	(400' - 120m)
1280'	(660' - 200m)
2590'	(1970' - 600m)
3580'	(2960' - 900m)
3920'	(3300' - 1000m)

BUZHAROVO
1080 AR
N55 59.0 E036 48.0

EE703
N55 59.6
E036 52.5



NOT TO SCALE

DEDUM
N55 50.0 E037 04.2

FL By ATC

IVANOVSKOYE
405 UM
N55 51.7 E036 54.7

FL By ATC

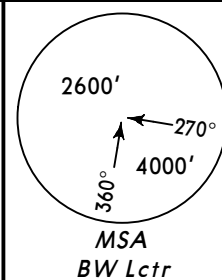
SHEREMETYEVO
Radar
118.1

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.

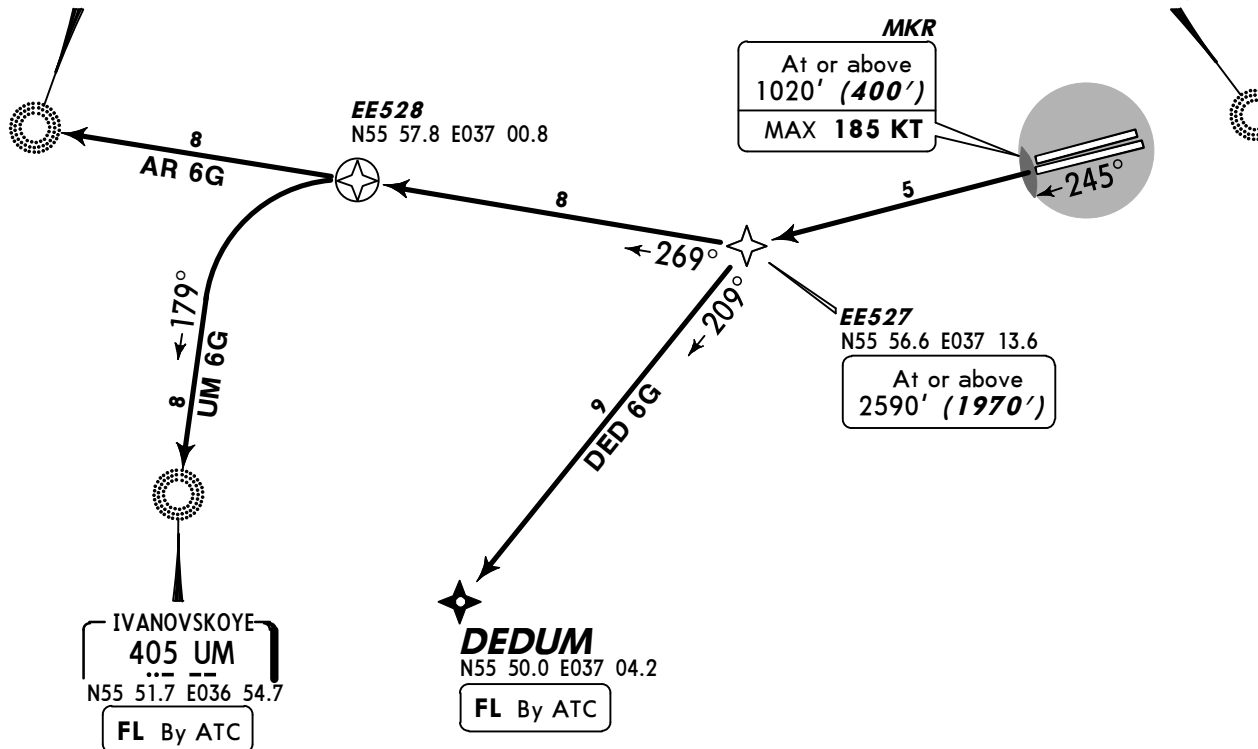
BUZHAROVO 6G (AR 6G)
DEDUM 6G (DED 6G)
IVANOVSKOYE 6G (UM 6G)
RWY 25L RNAV DEPARTURES

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



BUZHAROVO
1080 AR
N55 59.0 E036 48.0

380 BW
N55 59.1 E037 30.4



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

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

Initial climb clearance 3580' (2960')

SID	ROUTING
AR 6G	DER25L - MKR (1020'+; K185-) - EE527 (2590'+) - EE528 - AR.
DED 6G	DER25L - MKR (1020'+; K185-) - EE527 (2590'+) - DEDUM (By ATC).
UM 6G	DER25L - MKR (1020'+; K185-) - EE527 (2590'+) - EE528 - UM (By ATC).

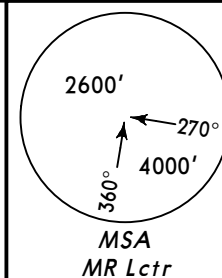
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

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

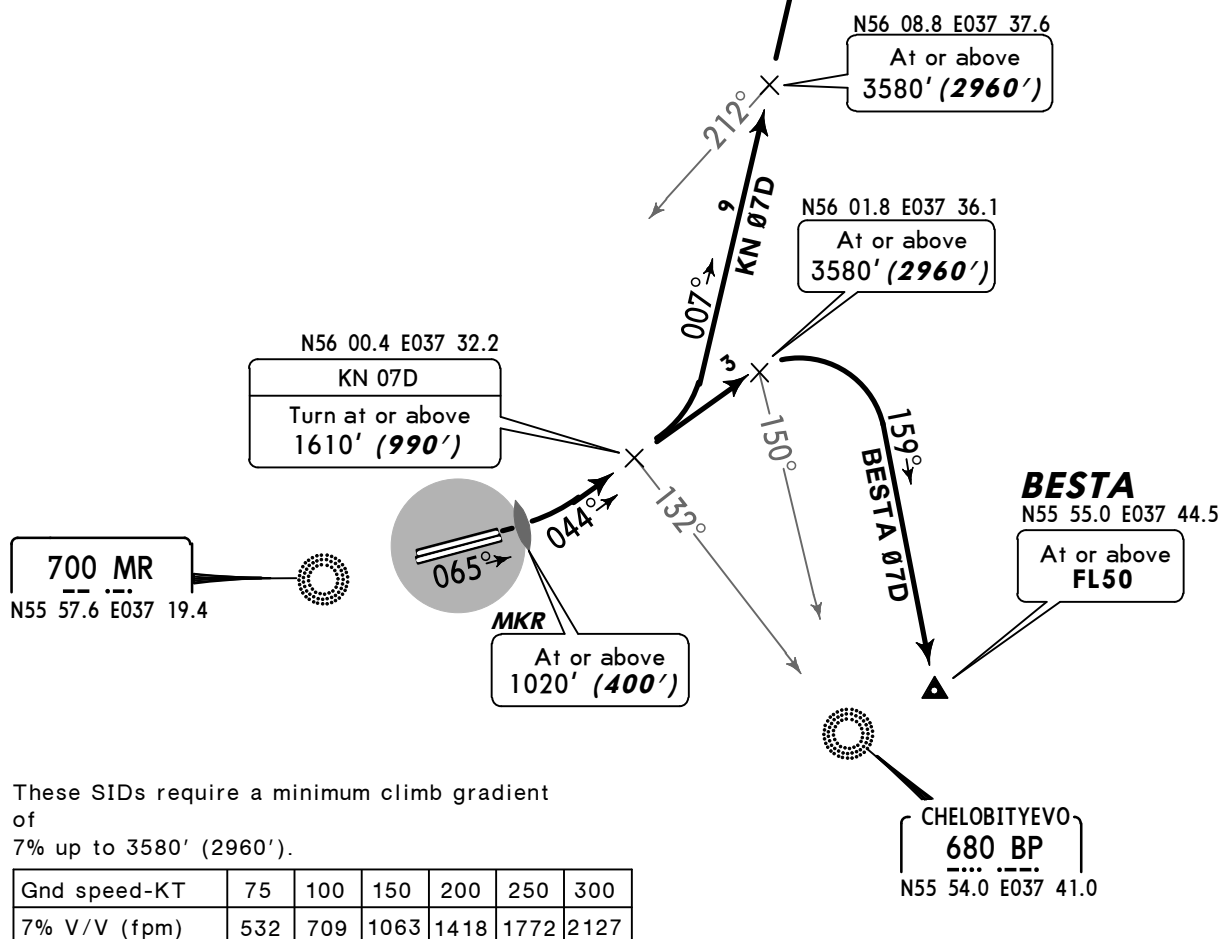
**BESTA 07 DELTA (BESTA 07D) [BESØ7D]
KOSTINO 07 DELTA (KN 07D)
RWY 07L DEPARTURES**

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



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

KOSTINO
642 KN
N56 18.1 E037 42.7



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

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

Initial climb clearance 3580' (2960')

INITIAL CLIMB

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

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

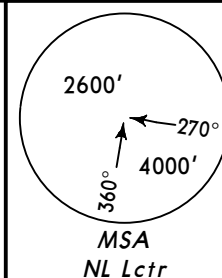
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

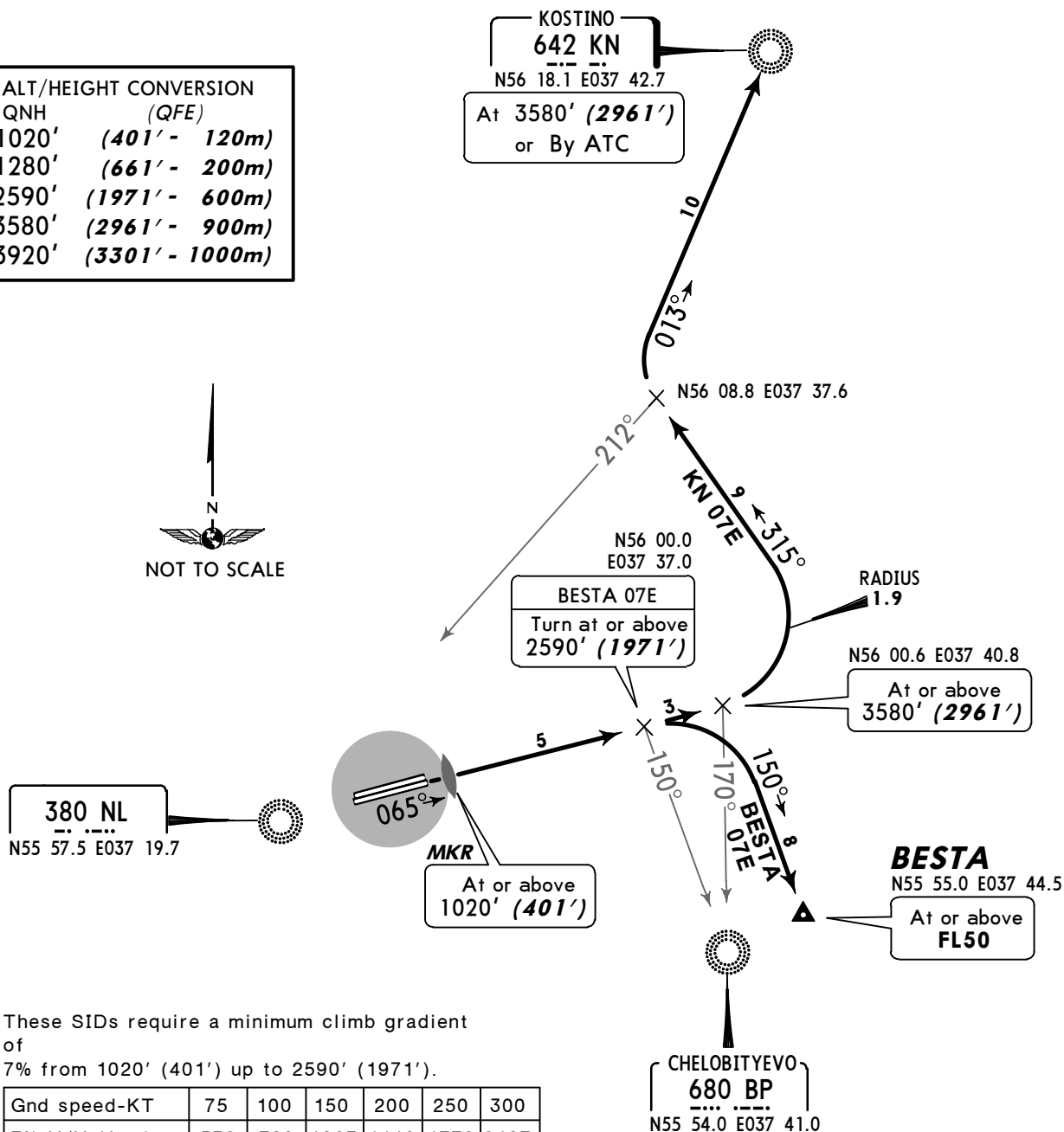
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3301')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (661'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 07 ECHO (BESTA 07E) [BESØ7E]
KOSTINO 07 ECHO (KN 07E)
RWY 07R DEPARTURES

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



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



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

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

Initial climb clearance 3580' (2961')

INITIAL CLIMB

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

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

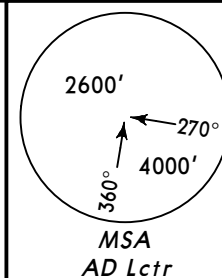
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

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

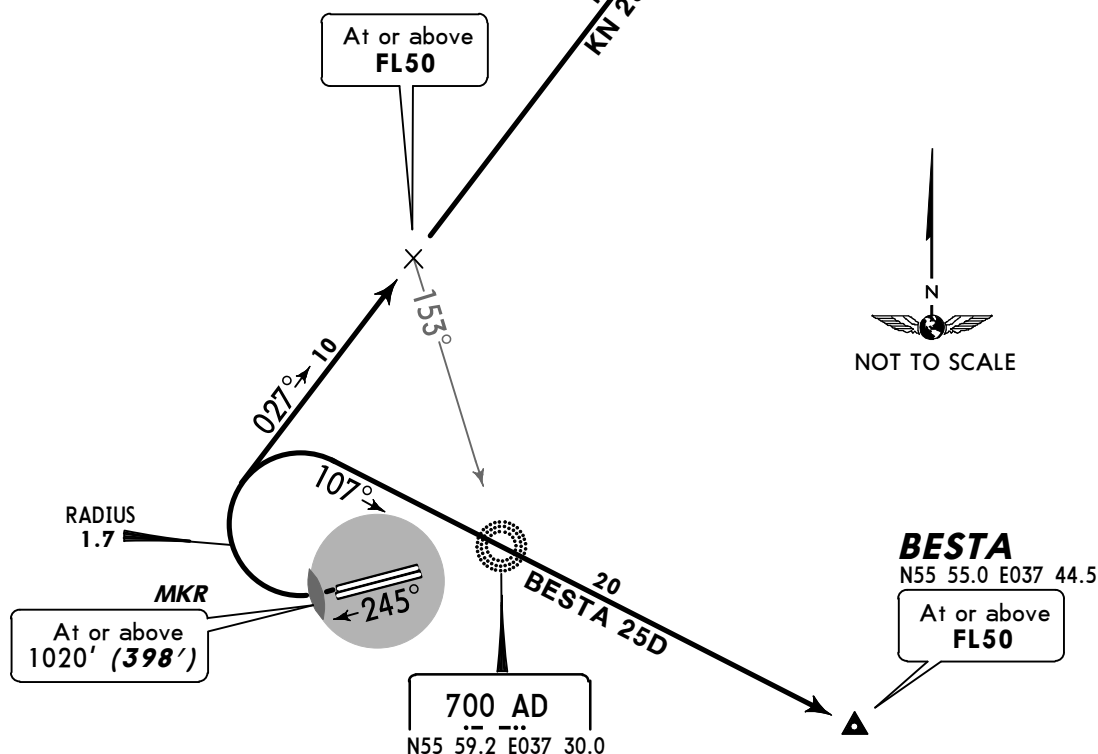
**BESTA 25 DELTA (BESTA 25D) [BES25D]
KOSTINO 25 DELTA (KN 25D)
RWY 25R DEPARTURES**

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



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

KOSTINO
642 KN
N56 18.1 E037 42.7



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

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

Initial climb clearance 3580' (2958')

INITIAL CLIMB

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

SID

ROUTING

BESTA 25D	Turn RIGHT, 107° track to BESTA.
KN 25D	Turn RIGHT, intercept 027° bearing to KN climbing to assigned FL.

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

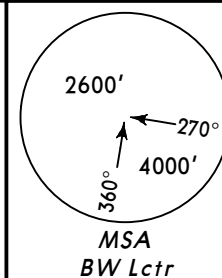
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3299')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (659'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 25 ECHO (BESTA 25E) [BES25E]

KOSTINO 25 ECHO (KN 25E)

RWY 25L DEPARTURES

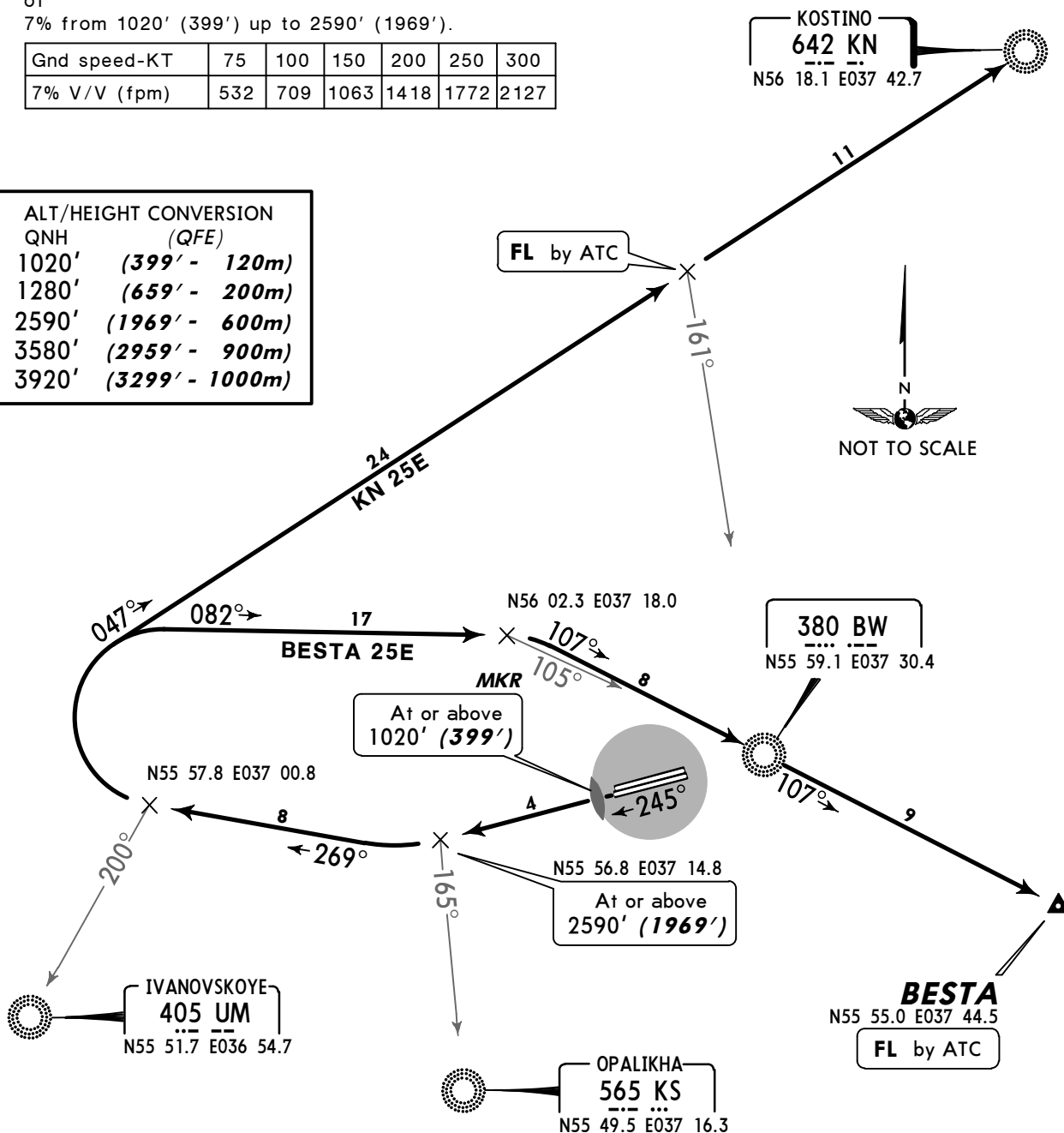
~~SPEED~~ MAX 250 KT +/- 10 KT BELOW FL100 TO TL



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

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

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



Initial climb clearance 3580' (2959')

INITIAL CLIMB

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

SID

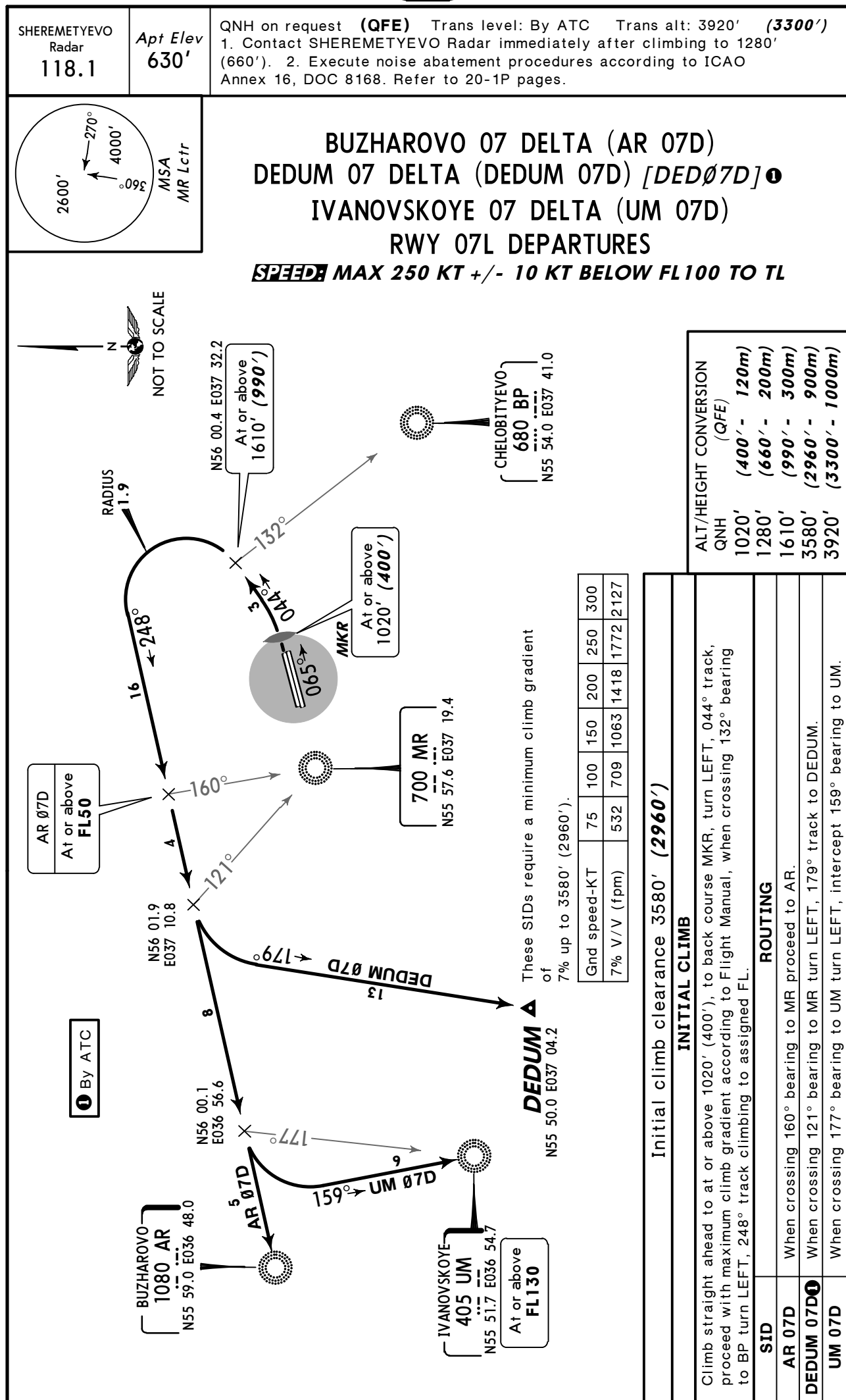
ROUTING

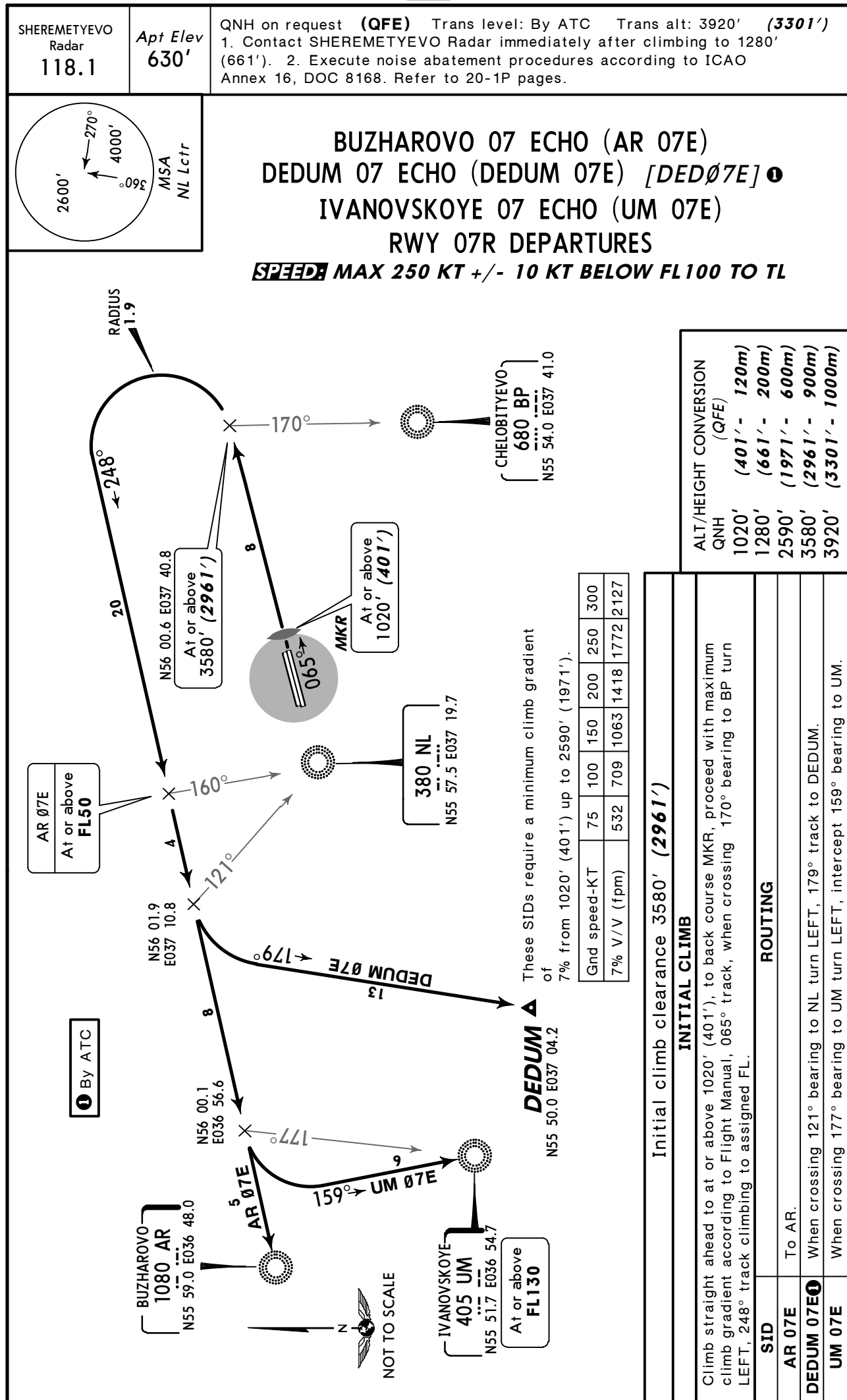
BESTA 25E

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

KN 25E

047° track climbing to assigned FL, to KN.





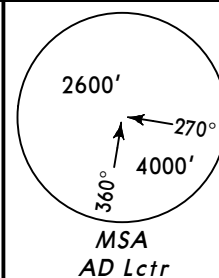
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

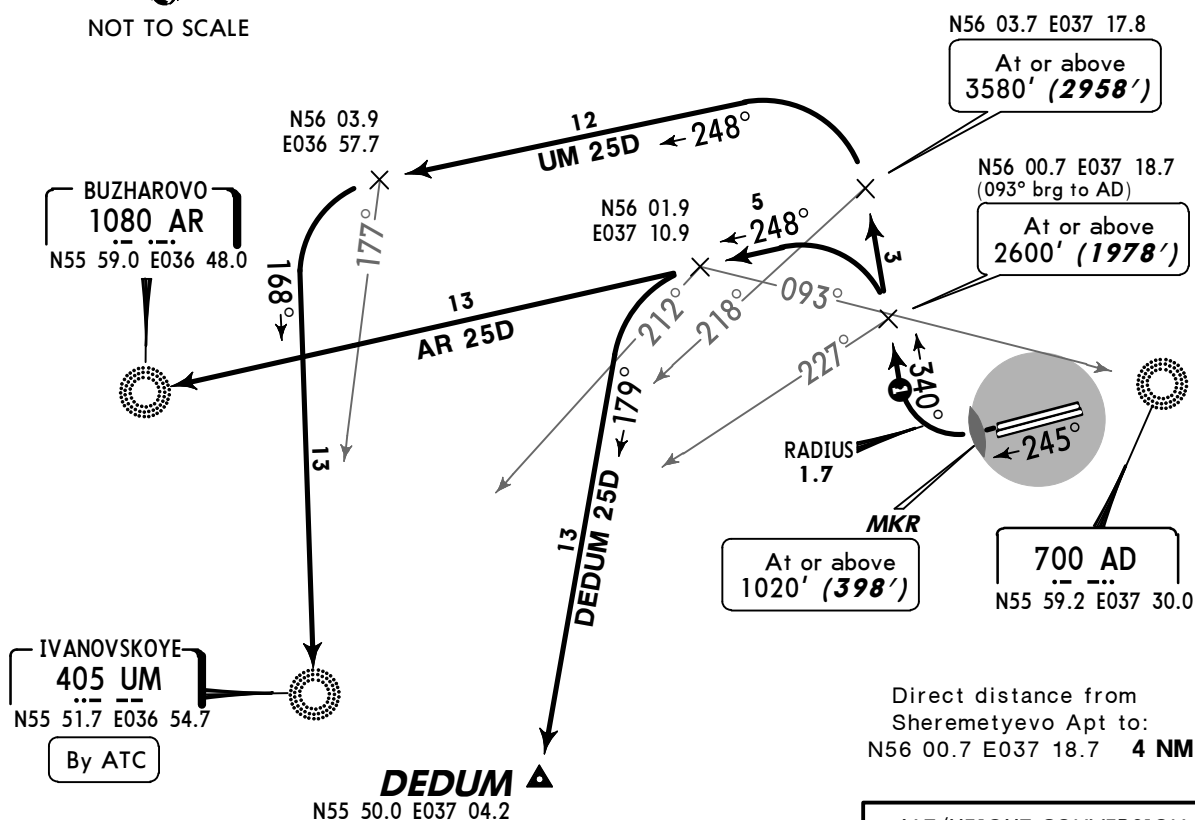
QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3298')
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280' (658'). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

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

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



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



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

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

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

Initial climb clearance 3580' (2958')

INITIAL CLIMB

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

SID	ROUTING
AR 25D	When crossing 093° bearing to AD/227° bearing to UM turn LEFT, intercept 248° bearing to AR climbing to assigned FL.
DEDUM 25D	When crossing 093° bearing to AD/227° bearing to UM turn LEFT, 248° track, when crossing 212° bearing to UM/094° bearing to AD turn LEFT, 179° track to DEDUM.
UM 25D	When crossing 218° bearing to UM turn LEFT, 248° track, when crossing 177° bearing to UM turn LEFT, intercept 168° bearing to UM.

SHEREMETYEVO
Radar
118.1

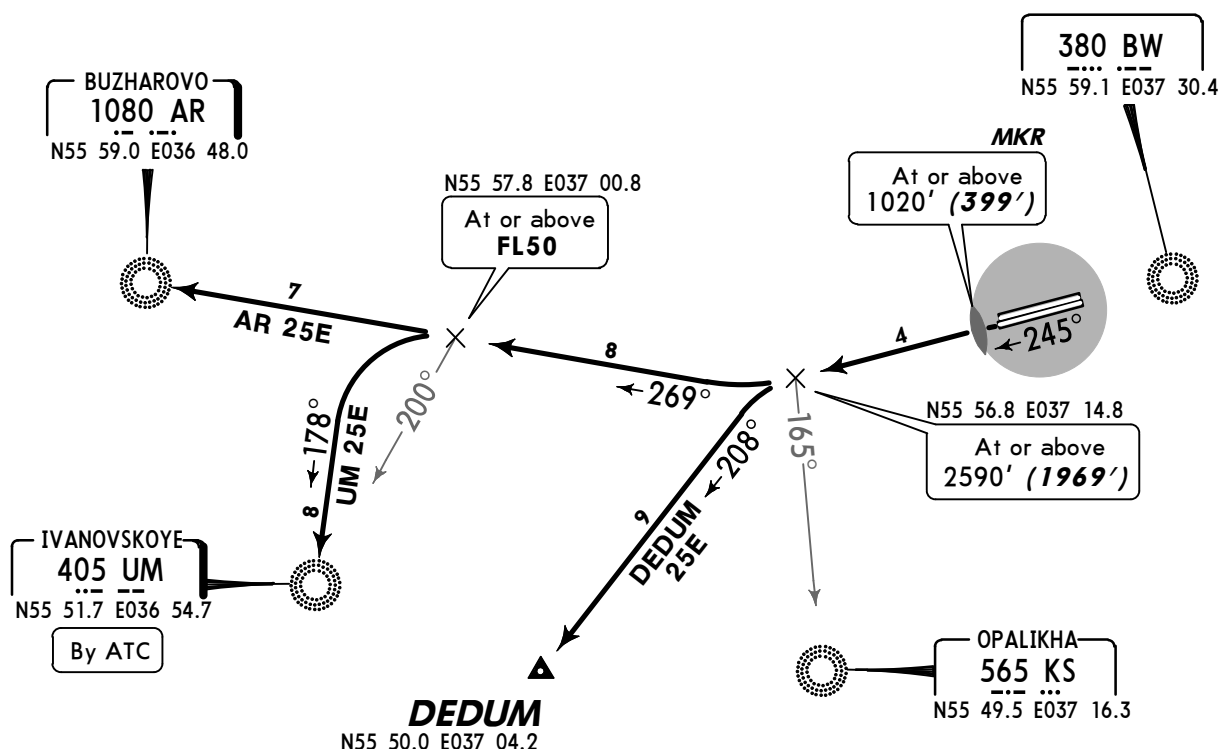
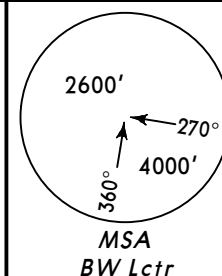
Apt Elev
630'

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

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

RWY 25L DEPARTURES

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



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

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

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

Initial climb clearance 3580' (2959')

INITIAL CLIMB

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

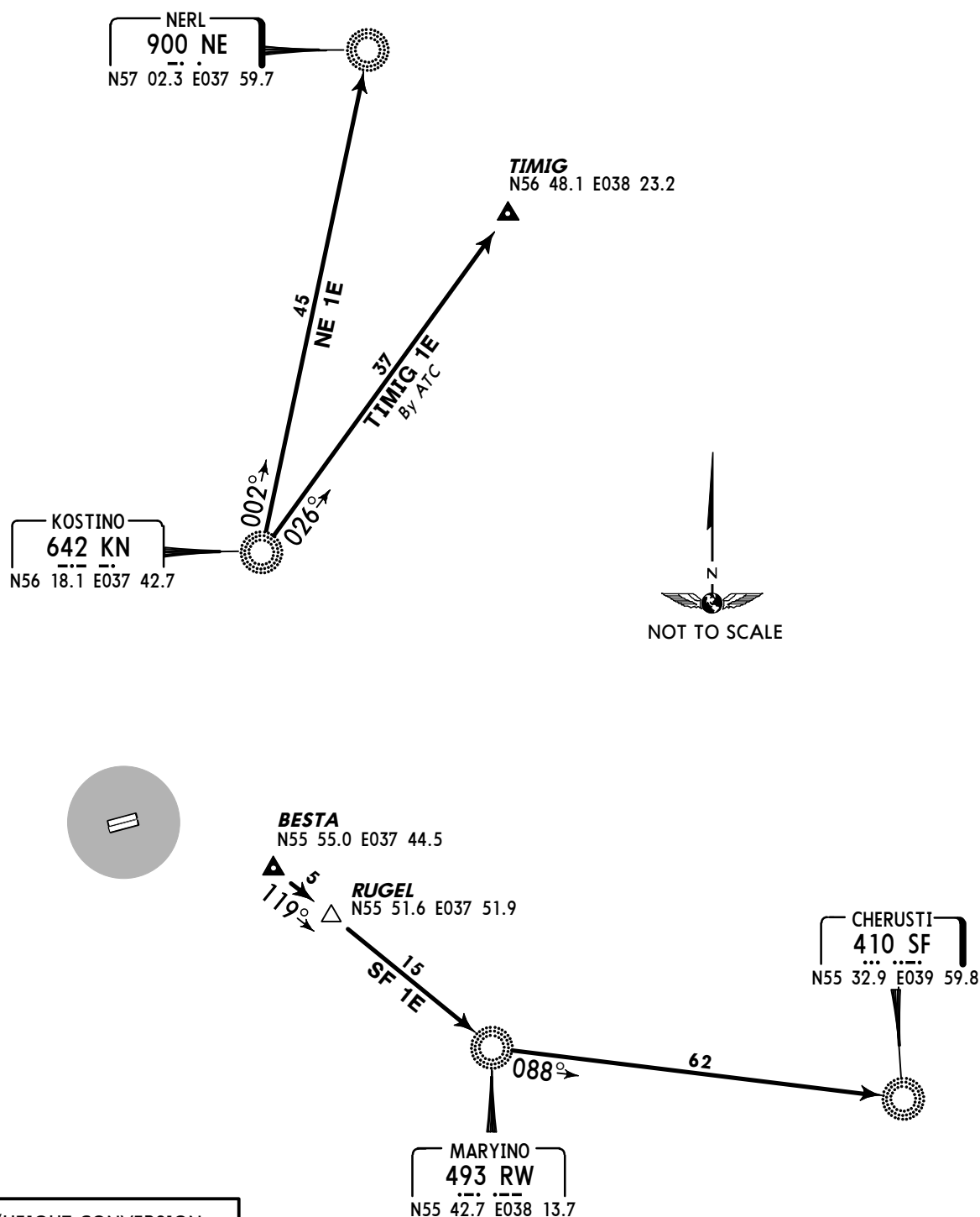
SID	ROUTING
AR 25E	When crossing 165° bearing to KS turn RIGHT, intercept 269° bearing to AR climbing to assigned FL.
DEDUM 25E	When crossing 165° bearing to KS turn LEFT, 208° track to DEDUM climbing to assigned FL.
UM 25E	When crossing 165° bearing to KS turn RIGHT, 269° track climbing to assigned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

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

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

CHERUSTI 1E (SF 1E)
FROM BESTA

TRANSITIONS



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

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

Apt Elev
630'

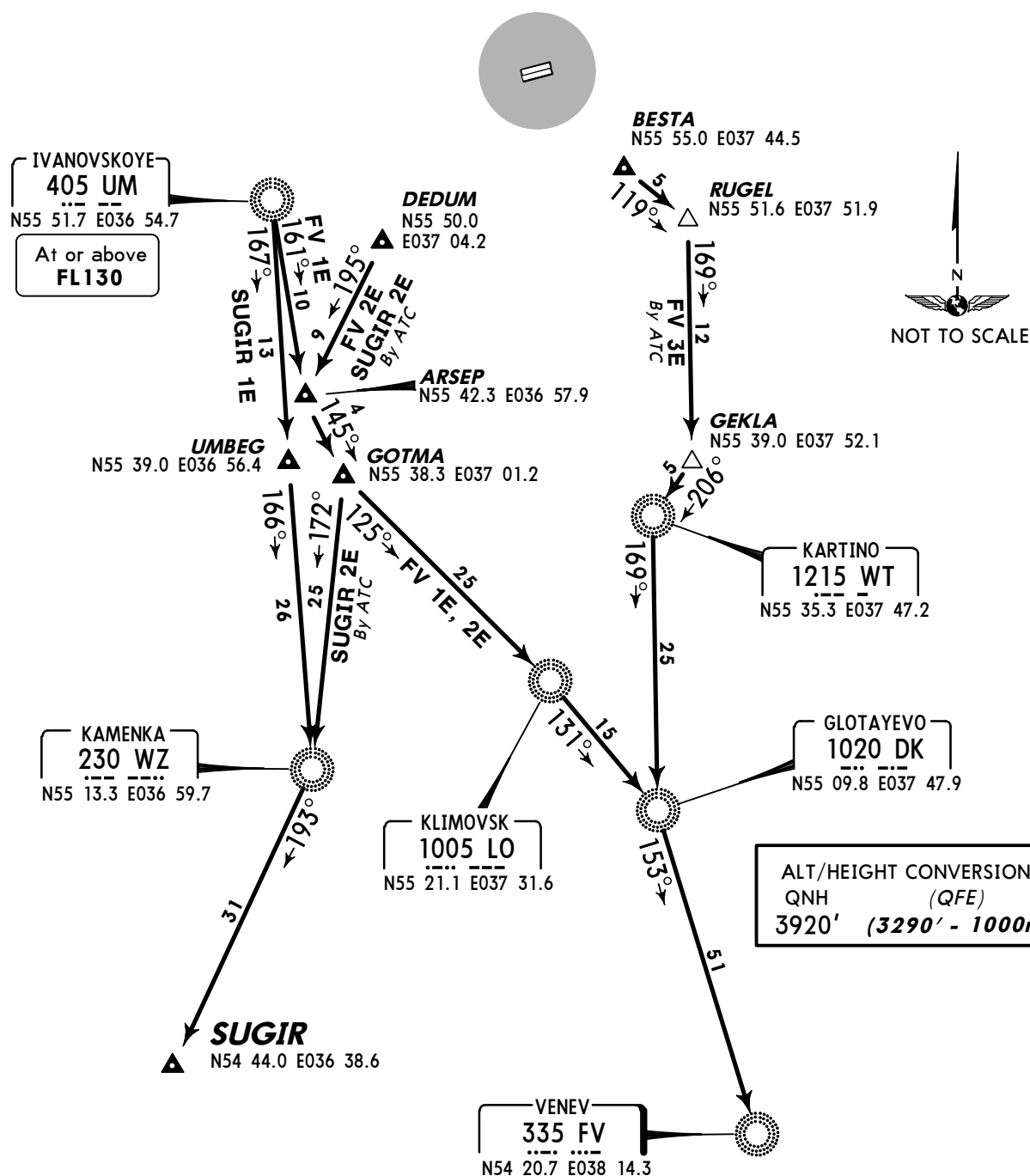
QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

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

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

VENEV 3E (FV 3E)
FROM BESTA

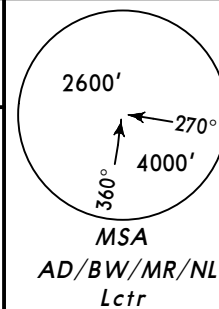
TRANSITIONS



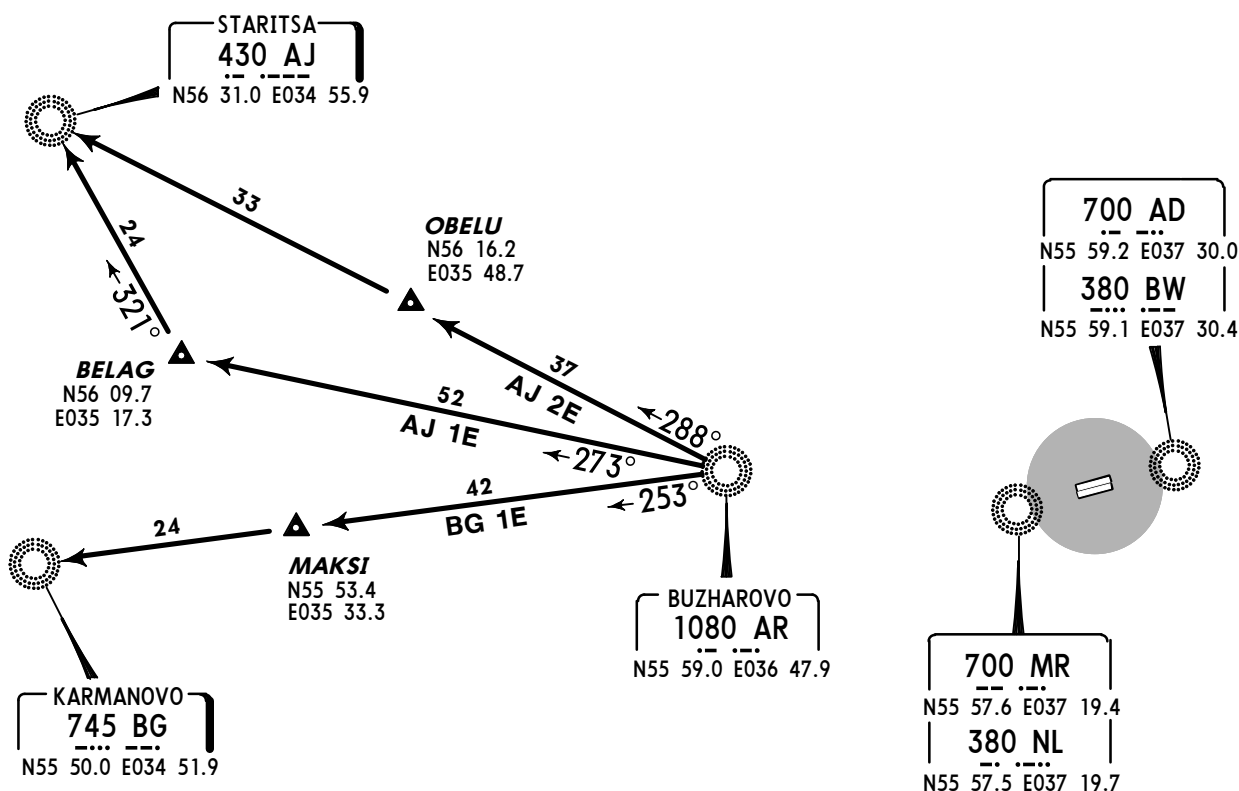
TRANSITION	ROUTING
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 3E	From BESTA to RUGEL, then to GEKLA, then to WT, then to DK, then to FV.
SUGIR 1E	From UM to UMBEG, then to WZ, then to SUGIR.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

Apt Elev
630'

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

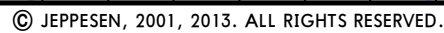


KARMANOVO 1E (BG 1E)
STARITSA 1E (AJ 1E)
STARITSA 2E (AJ 2E)
TRANSITIONS
FROM AR



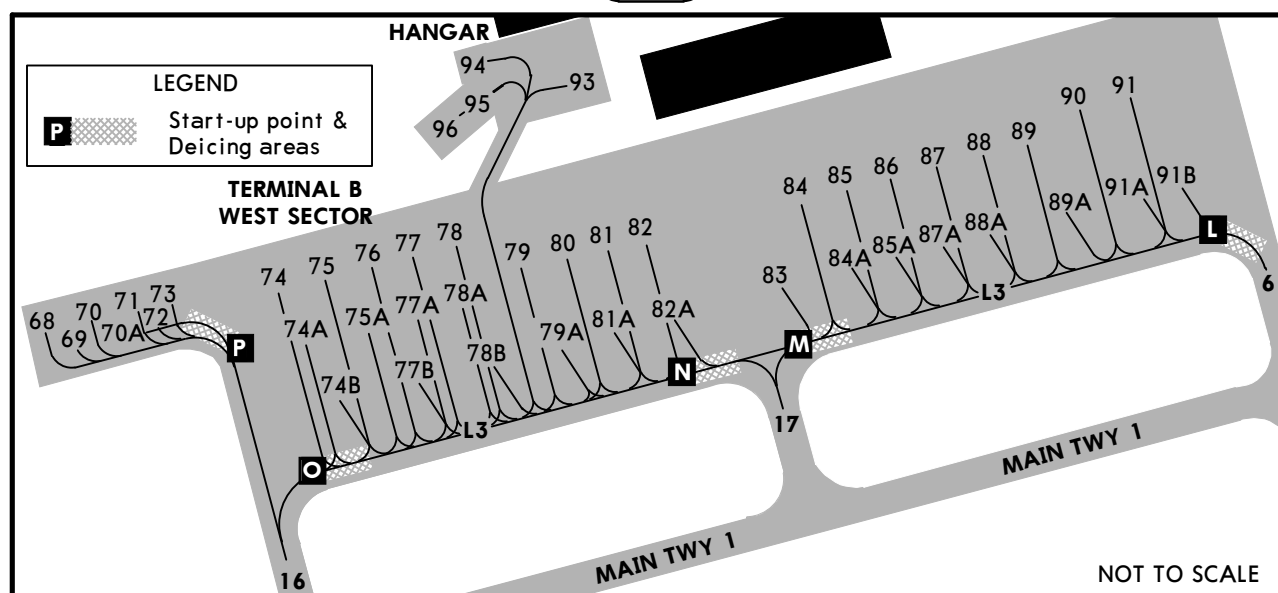
ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)

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

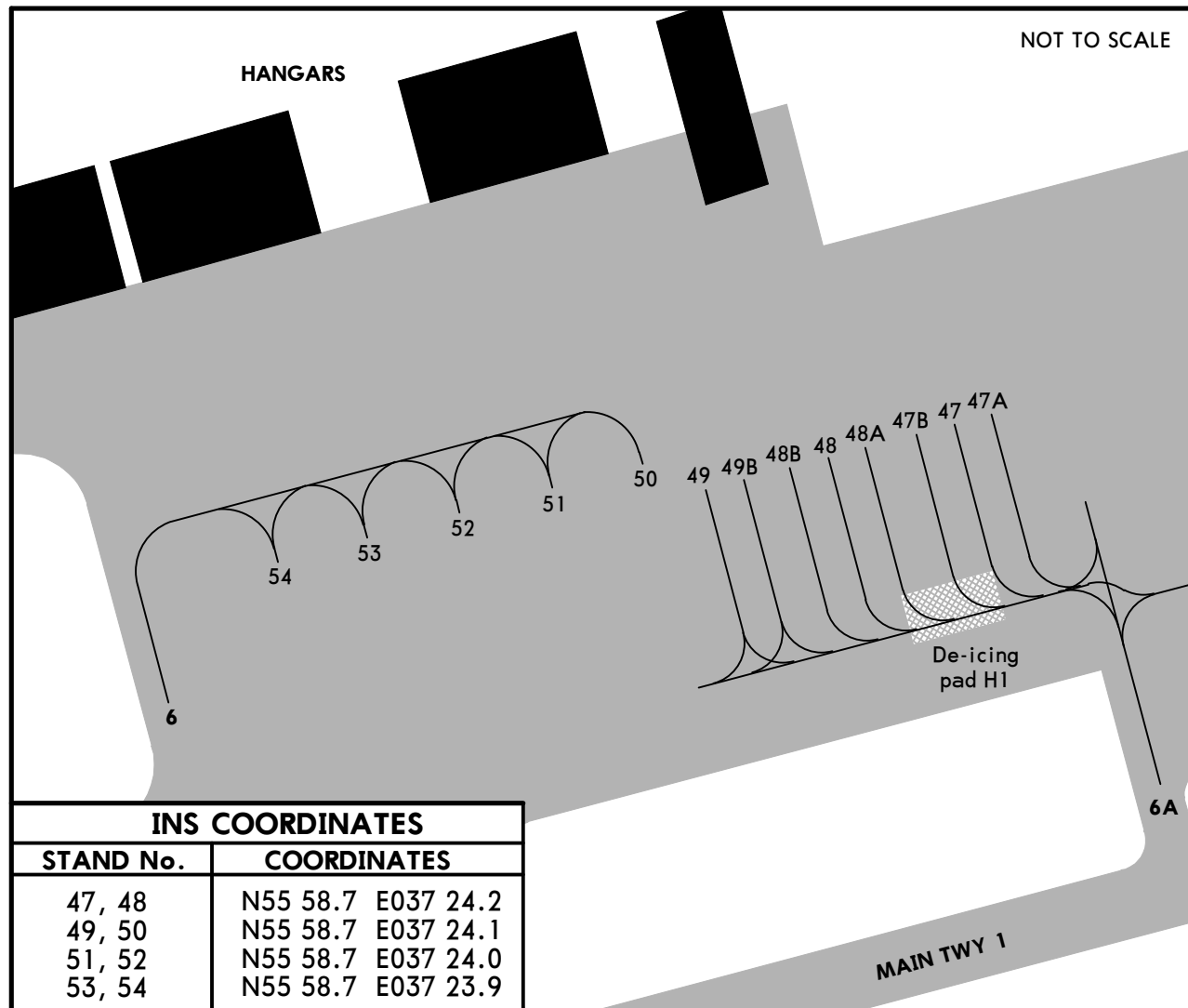


ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
07L	HIRL (60m) CL (15m) HIALS PAPI-L(2.98°)	RVR			10,979' 3346m	1	197' 60m
25R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°)	RVR			10,857' 3309m		
1 TAKE-OFF RUN AVAILABLE							
RWY 07L:				RWY 25R:			
From rwy head		11,647' (3550m)		From rwy head		11,647' (3550m)	
twy 1/11 int		11,611' (3539m)		twy 5/15 int		11,447' (3489m)	
twy 2/12 int		8980' (2737m)		twy 4/14 int		8816' (2687m)	
07R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°)	RVR			11,349' 3459m	2	197' 60m
25L					10,985' 3348m		
2 TAKE-OFF RUN AVAILABLE							
RWY 07R:				RWY 25L:			
From rwy head		12,139' (3700m)		From rwy head		12,139' (3700m)	
twy 11 int		11,775' (3589m)		twy 15 int		11,775' (3589m)	
twy 12/22 int		9144' (2787m)		twy 14/24 int		9144' (2787m)	

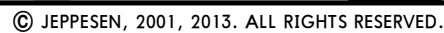
TAKE-OFF						
	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.		Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL				
A			400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m
B	200m (150m)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

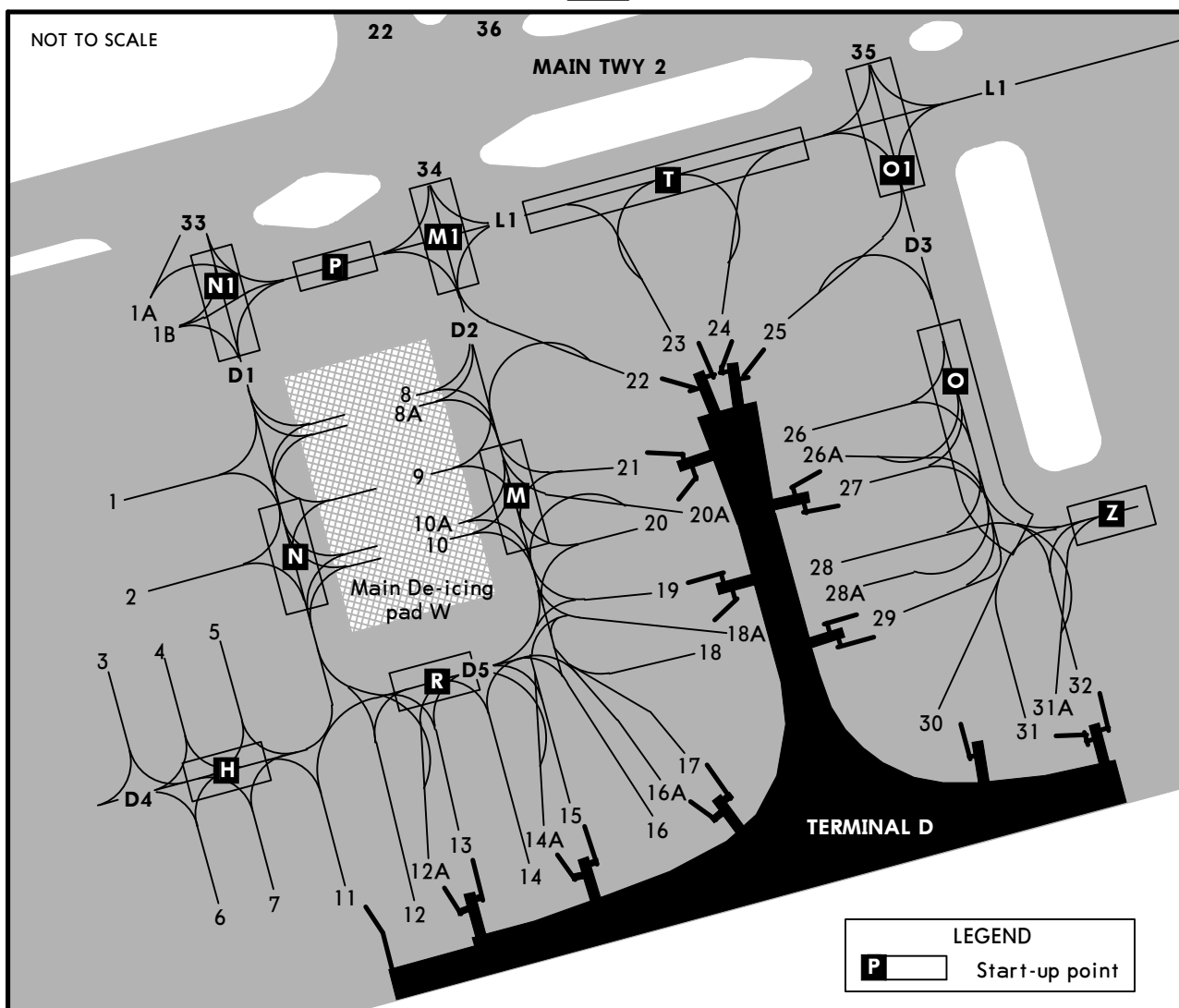
**INS COORDINATES**

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

**INS COORDINATES**

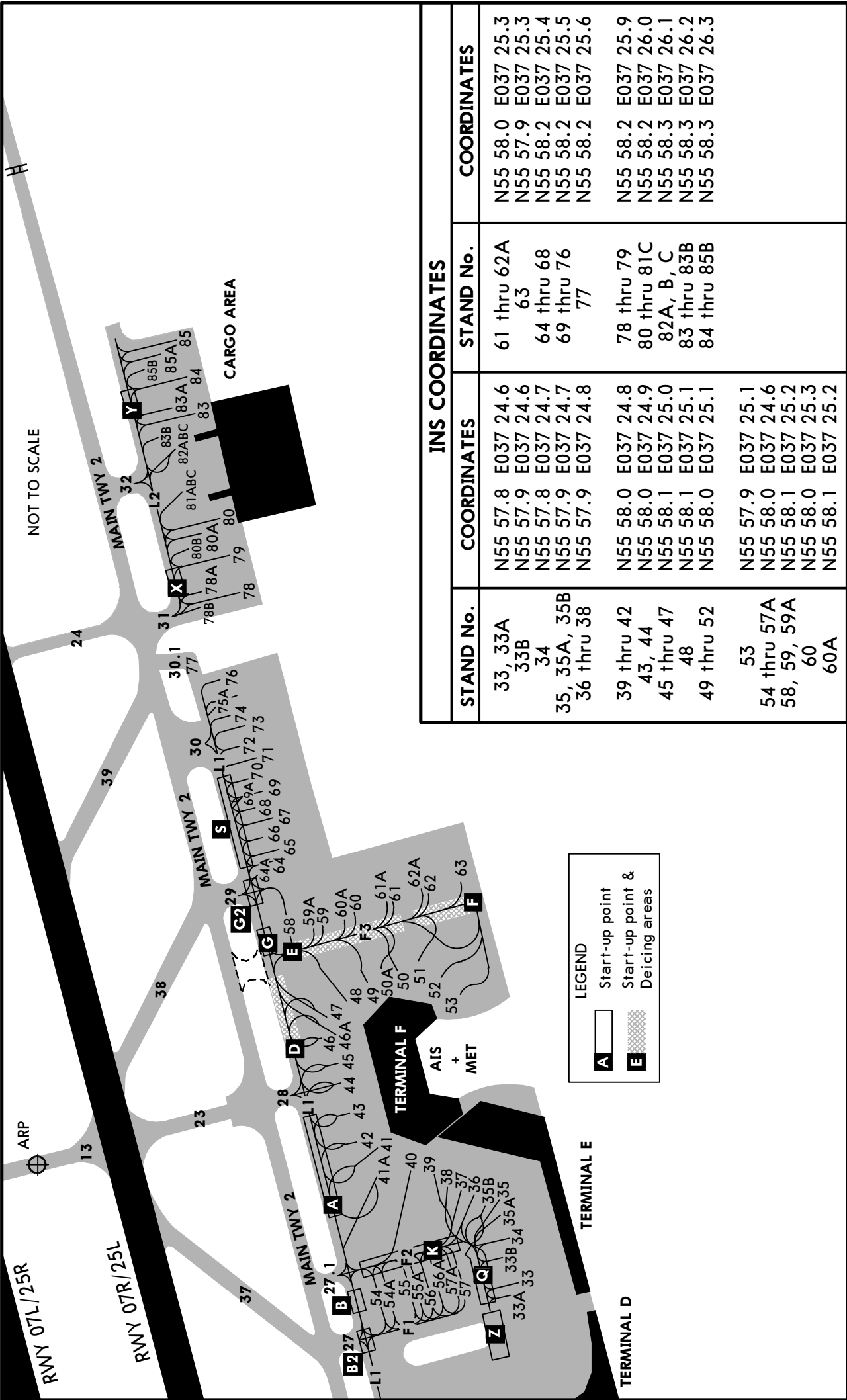
STAND No.	COORDINATES
47, 48	N55 58.7 E037 24.2
49, 50	N55 58.7 E037 24.1
51, 52	N55 58.7 E037 24.0
53, 54	N55 58.7 E037 23.9





INS COORDINATES

STAND No.	COORDINATES
1	N55 57.9 E037 23.9
1A	N55 58.0 E037 23.9
2	N55 57.9 E037 23.9
3	N55 57.8 E037 23.8
4 thru 7	N55 57.8 E037 23.9
8 thru 10A	N55 57.9 E037 24.1
11	N55 57.8 E037 24.0
12 thru 14A	N55 57.8 E037 24.1
15 thru 17	N55 57.8 E037 24.2
18	N55 57.8 E037 24.3
18A	N55 57.9 E037 24.3
19, 20	N55 57.9 E037 24.2
20A	N55 57.9 E037 24.3
21, 22	N55 57.9 E037 24.2
23 thru 25	N55 58.0 E037 24.3
26, 26A	N55 57.9 E037 24.3
27 thru 29	N55 57.9 E037 24.4
30	N55 57.8 E037 24.4
31 thru 32	N55 57.8 E037 24.5



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

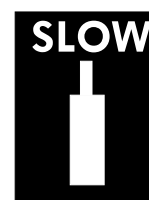
The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.

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

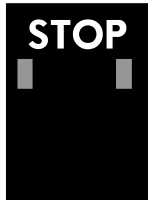
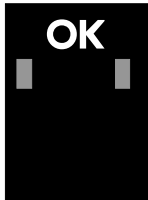
When the acft has overshoot the stopping position, the display will show TOO FAR.


TOO

FAR

10. STOP SHORT

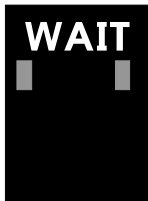
When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.


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

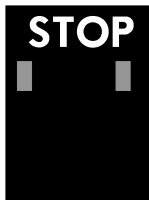
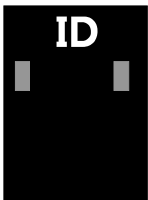
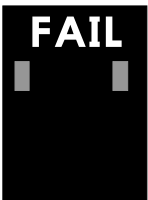
Such message can be shown on the display by two reasons: under unfavorable weather conditions or loss of acft during parking. The running arrows will be switched off on the display and the text SLOW and the acft type will be shown on the display alternately. As soon as the system fixes the approaching 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

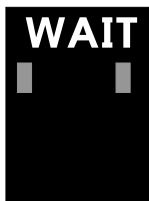
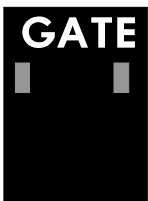
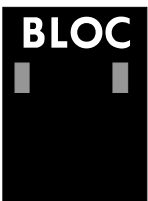
13. IDENTIFICATION FAILURE

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

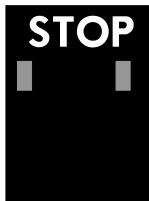
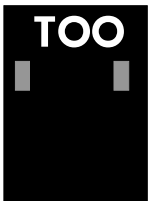
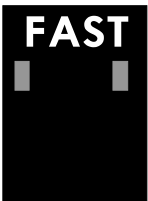
14. THE GATES AND THE VIEW ARE BLOCKED

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

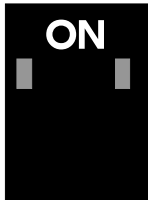
15. TOO FAST

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

① Missed apch climb gradient min 4.6%.

② Continuous Descent Final Approach.

③ with radar control.

④ w/o radar control.

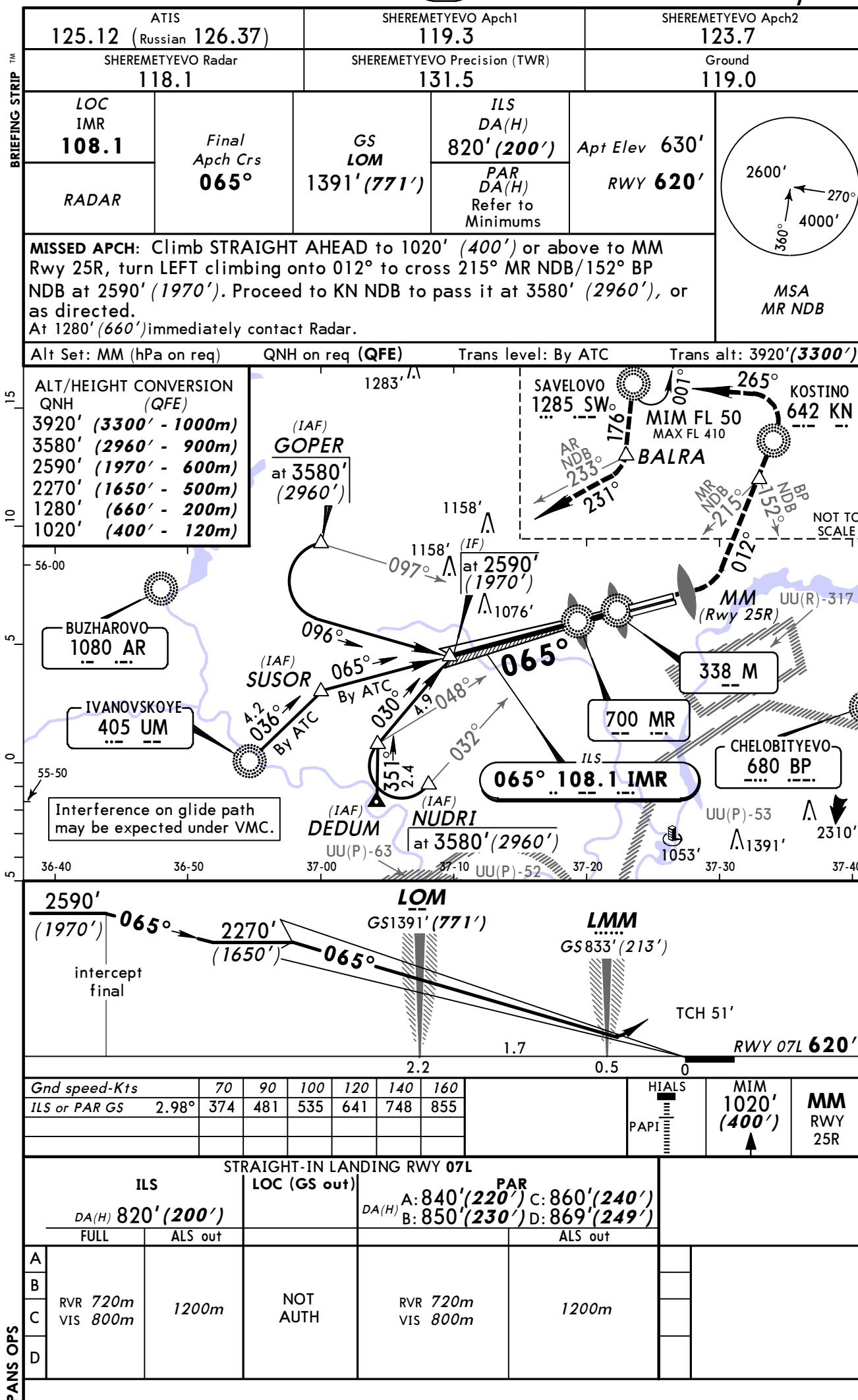
STRAIGHT-IN RWY		A	B	C	D
25L (contd)	PAR	820'(200') R750m R1200m	824'(204') R750m R1200m	834'(214') R750m R1200m	843'(223') R750m R1200m
	ALS out				
	RNAV ①②	990'(370') R1000m R1500m	990'(370') R1000m R1500m	990'(370') R1000m R1700m	990'(370') R1000m R1700m
	ALS out				
	2 NDB ②③	980'(360') R1000m R1600m	980'(360') R1000m R1600m	980'(360') R1200m R1600m	980'(360') R1200m R1600m
	ALS out				
	NDB ②③	990'(370') R1000m R1700m	990'(370') R1000m R1700m	990'(370') R1200m R1700m	990'(370') R1200m R1700m
25R	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 R1700m	990'(367') R1000m R1700m	990'(367') R1200m R1700m	990'(367') R1200m R1700m
	ALS out				
	NDB ④	1400'(777') C3100m C3800m	1400'(777') C3100m C3800m	1400'(777') C3300m C4000m	1400'(777') C3300m C4000m
	ALS out				

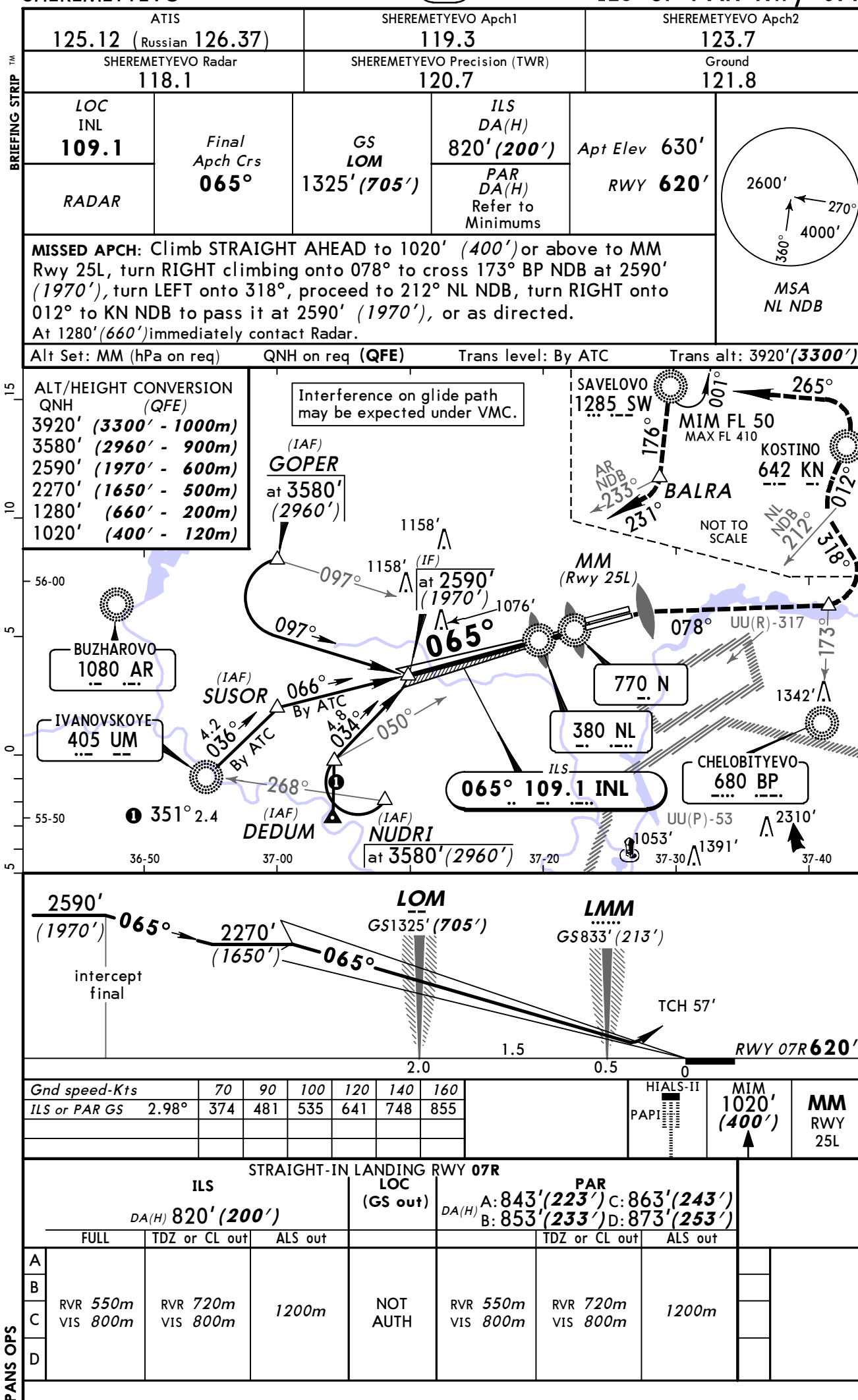
- ① Missed apch climb gradient min 4.6%.
 ② Continuous Descent Final Approach.
 ③ with radar control.
 ④ w/o radar control.

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.

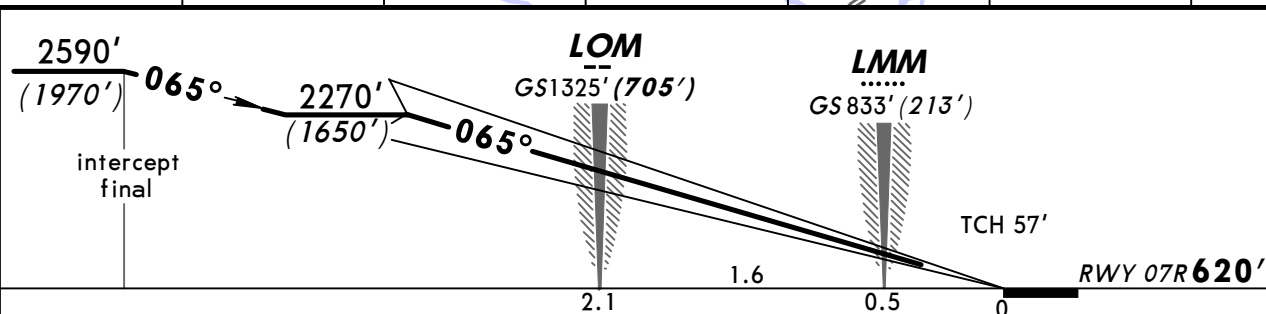
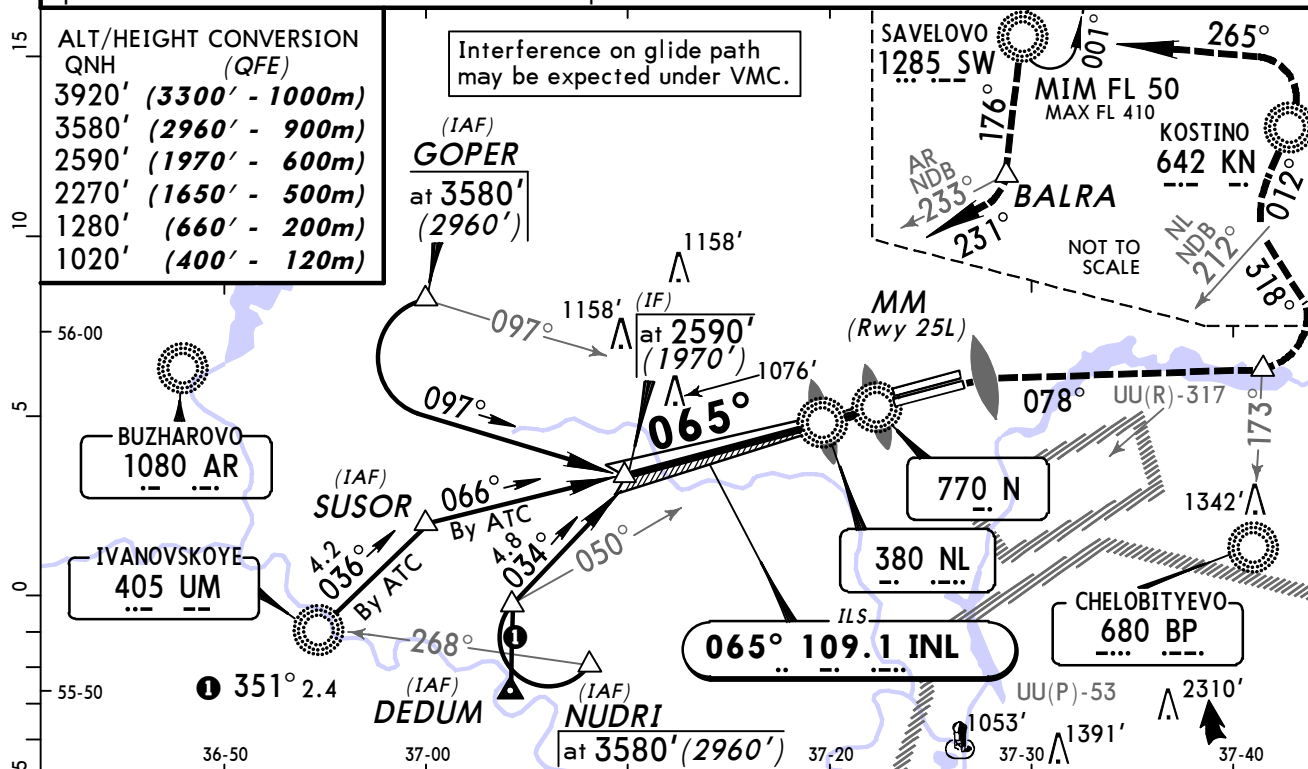




BRIEFING STRIP™

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		120.7		121.8	
LOC INL 109.1	Final Apch Crs 065°	GS LOM 1325' (705')	CAT II ILS RA 106' DA(H) 720' (100')	Apt Elev 630' RWY 620'	MSA NL NDB
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')
Special Aircrew and Aircraft Certification Required.



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

STRAIGHT-IN LANDING RWY 07R
CAT II ILS

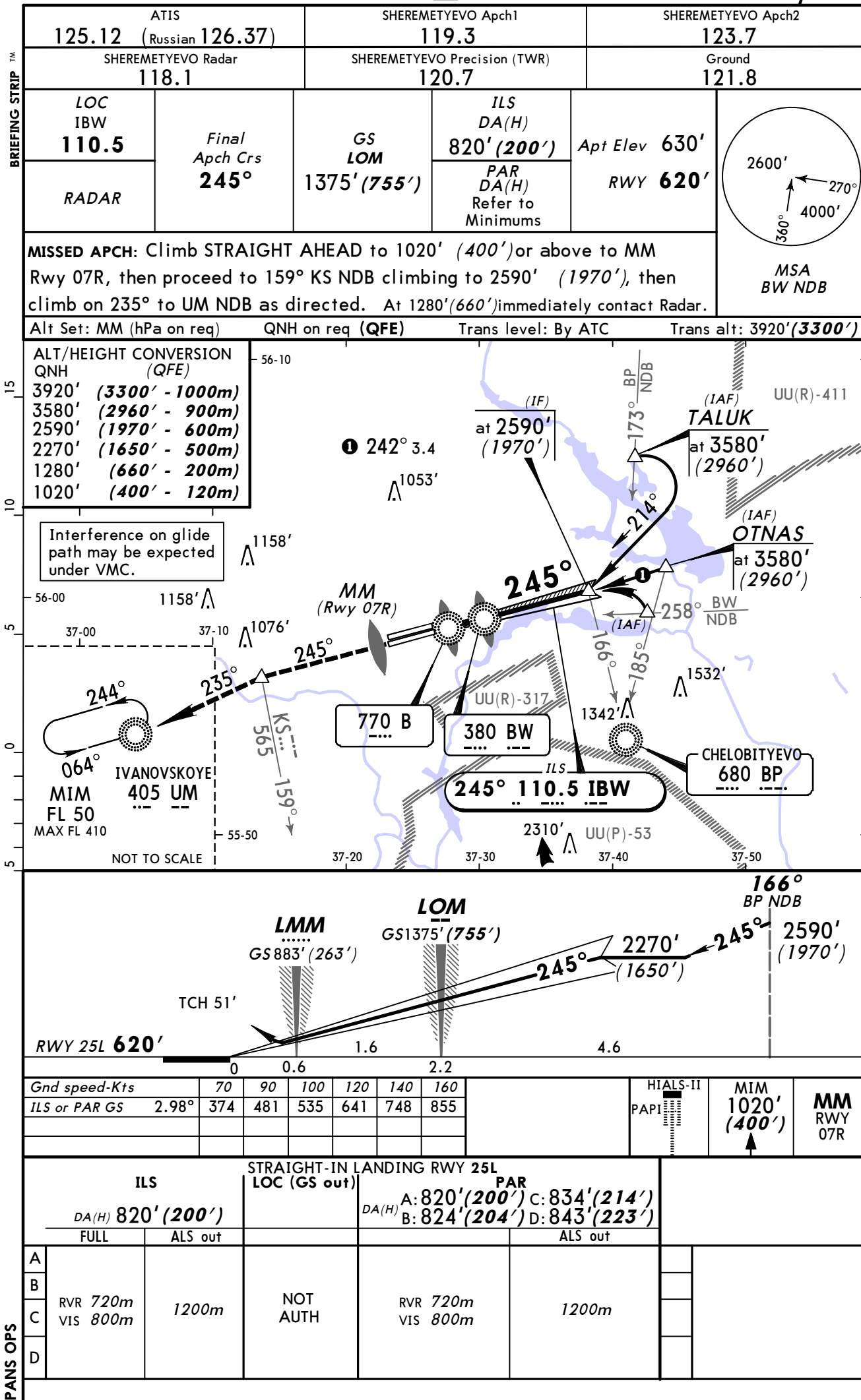
RA 106'
DA(H) 720'(100')

RVR 350m

UUEE/SVO SHERMETEYEVO

JEPPESEN
1 NOV 13 (21-3) Eff 14 Nov

MOSCOW, RUSSIA
ILS or PAR Rwy 25L

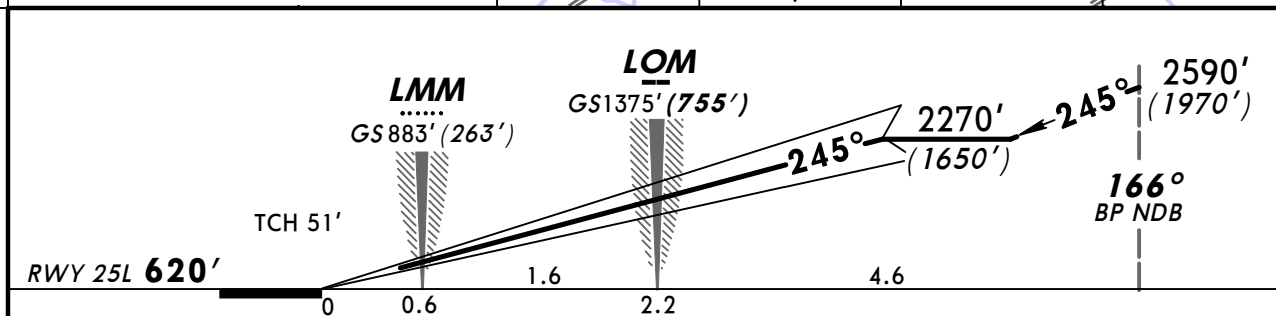
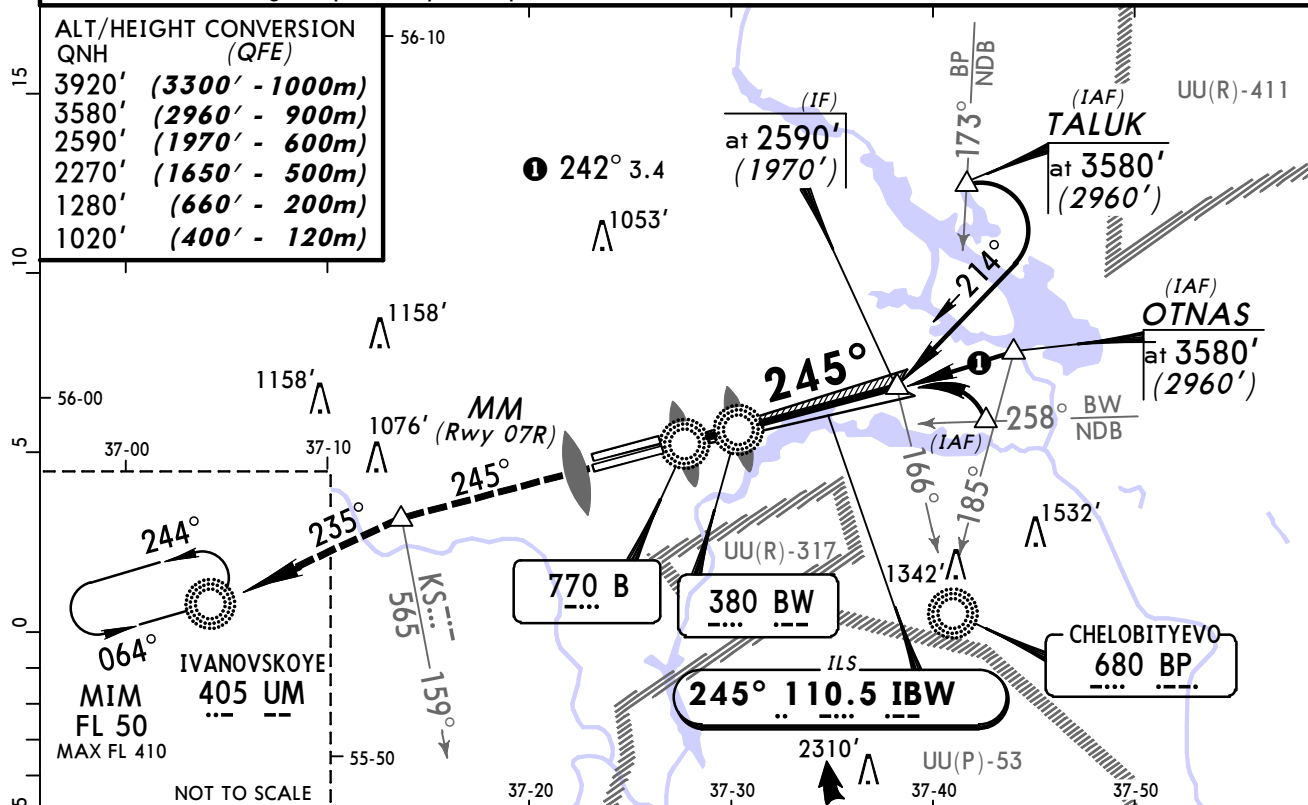


CHANGES: Initial apch.

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BRIEFING STRIP™

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		120.7		121.8	
LOC IBW 110.5	Final Apch Crs 245°	GS LOM 1375' (755')	CAT II ILS RA 97' DA(H) 720' (100')	Apt Elev 630' RWY 620'	MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') or above to MM Rwy 07R, then proceed to 159° KS NDB climbing to 2590' (1970'), then climb on 235° to UM NDB 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')					
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 1020' (400')	MM RWY 07R
GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 25L
CAT II ILS
RA 97'
DA(H) 720' (100')

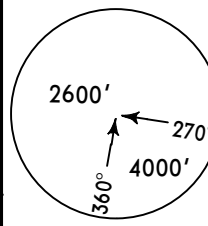
RVR 350m

UUEE/SVO SHEREMETYEVO

1 NOV 13 **(21-4)** Eff 14 Nov

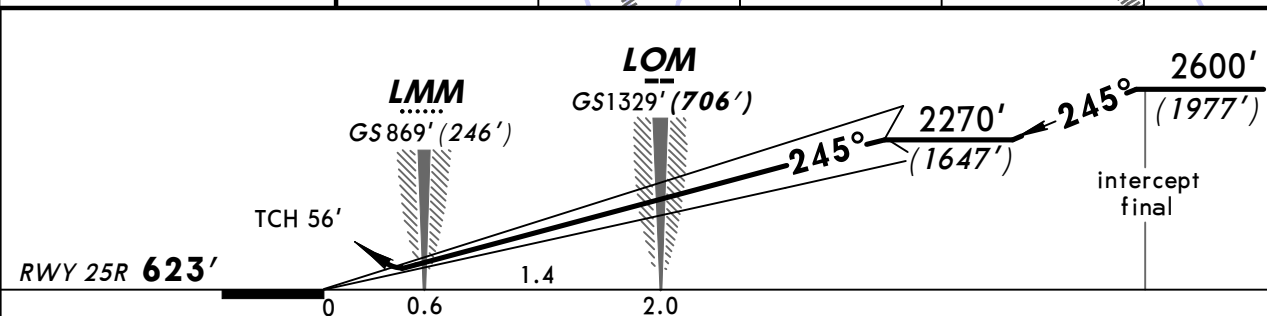
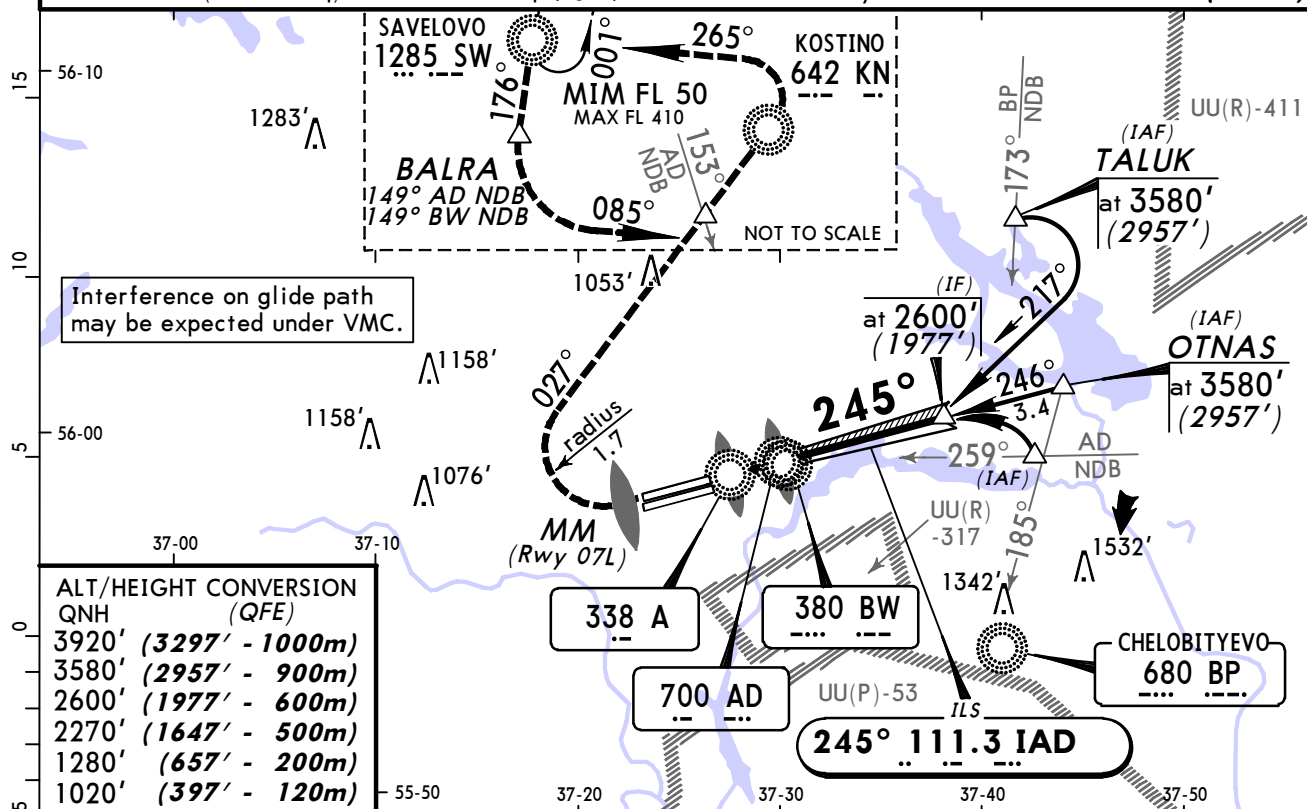
MOSCOW, RUSSIA
ILS or PAR Rwy 25R

BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
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')



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

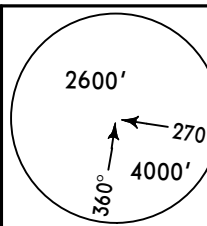
STRAIGHT-IN LANDING RWY 25R						
ILS			LOC		PAR	
DA(H) 823' (200')			(GS out)		A: 843' (220') C: 863' (240') B: 853' (230') D: 873' (250')	
FULL	TDZ or CL out	ALS out			TDZ or CL out	ALS out
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m
D						

CHANGES: Initial apch.

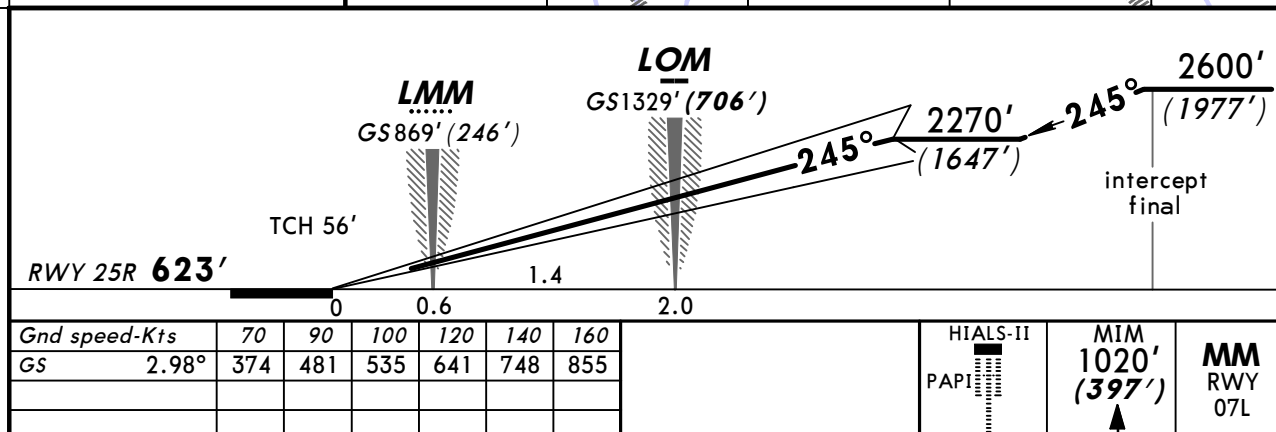
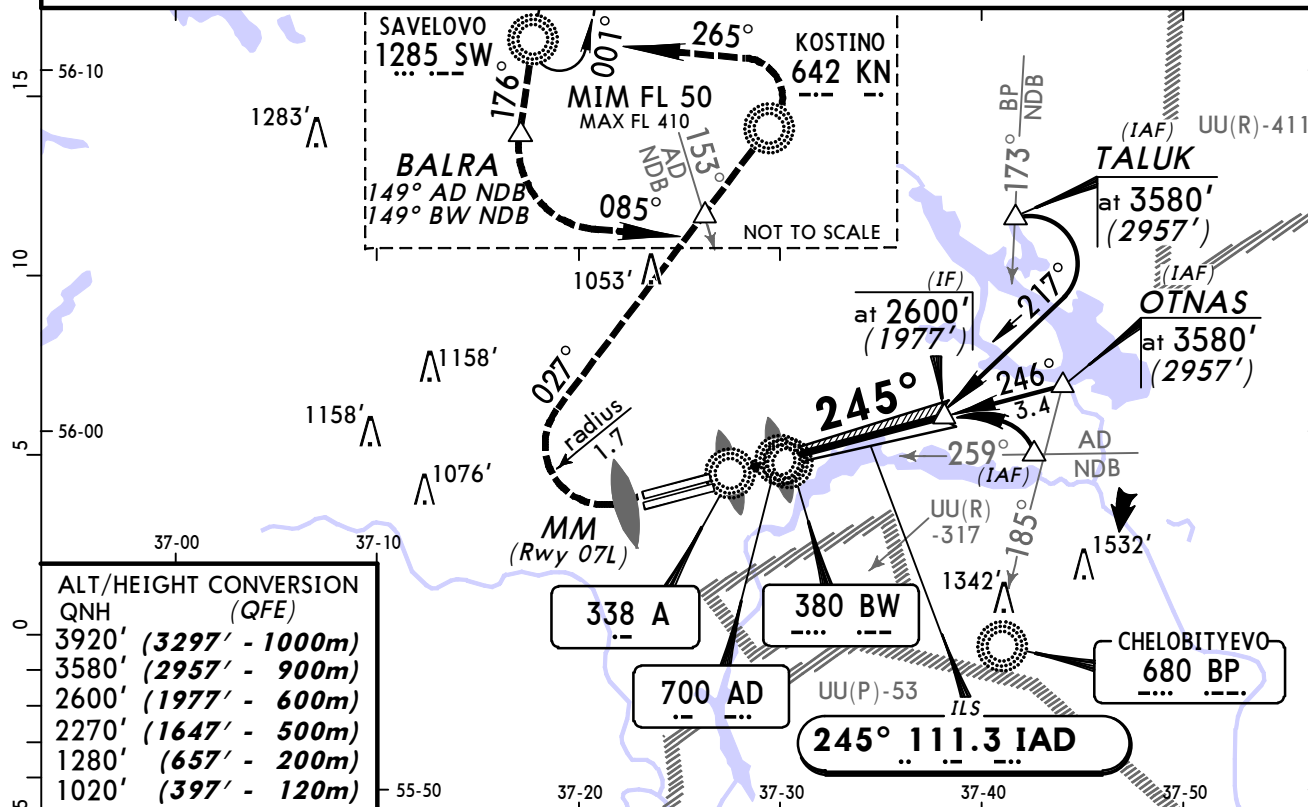
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™

BRIEFING STRIP

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		131.5		119.0	
LOC IAD 111.3	Final Apch Crs 245°	GS LOM 1329' (706')	CAT II ILS RA 103' DA(H) 723' (100')	Apt Elev 630' RWY 623'	 2600' 270° 4000' 360° 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.

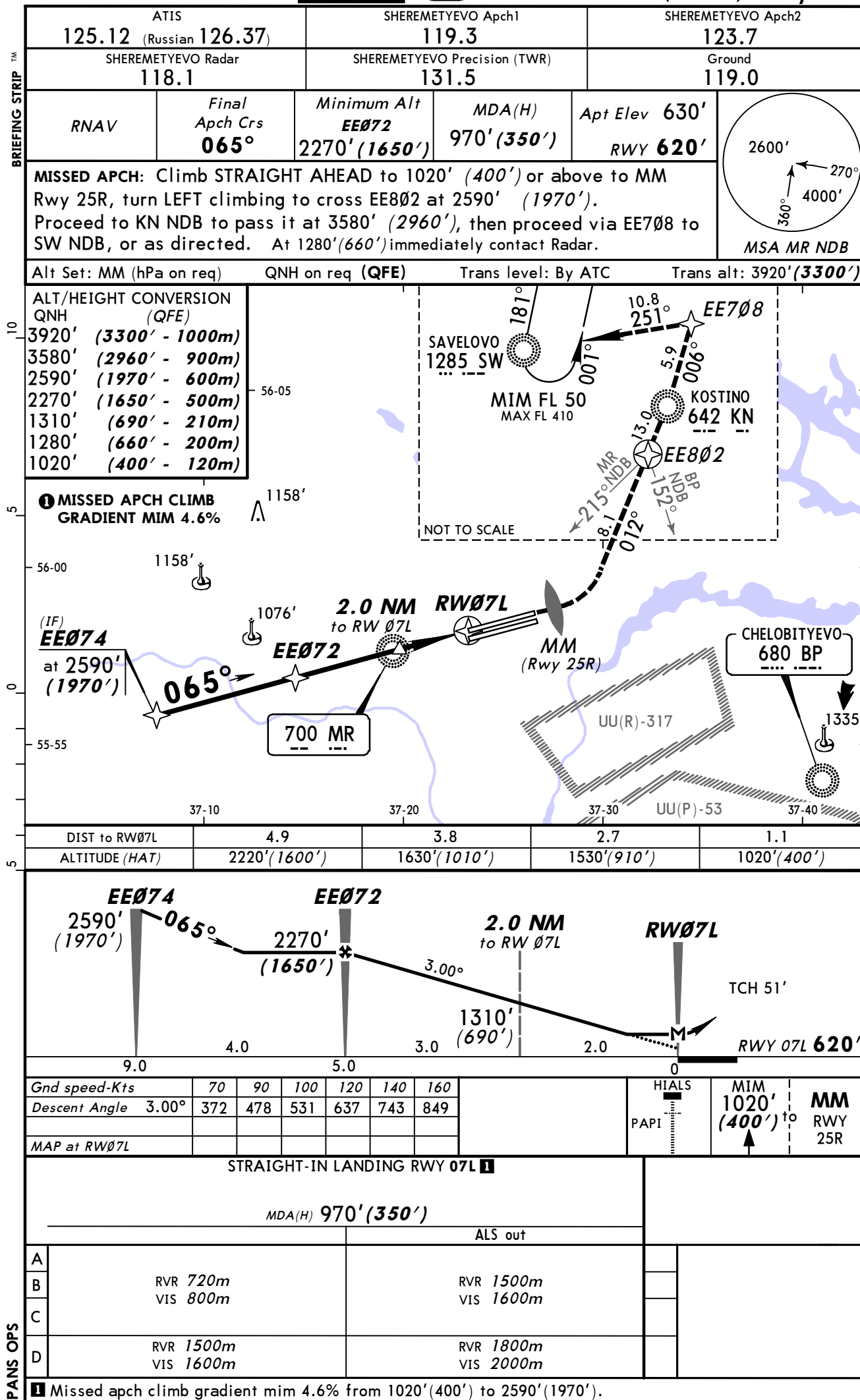


STRAIGHT-IN LANDING RWY 25R
CAT II ILS

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

RVR 350m

PANS OPS



1158'

56-05

1158'

56-00

1076'

55-55

1335'

37-10

1335'

37-20

1335'

37-30

1335'

37-40

1158'

56-05

1158'

56-00

1076'

55-55

1335'

37-10

1335'

37-20

1335'

37-30

1335'

37-40

1158'

56-05

1158'

56-00

1076'

55-55

1335'

37-10

1335'

37-20

1335'

37-30

1335'

37-40

1158'

56-05

1158'

56-00

1076'

55-55

1335'

37-10

1335'

37-20

1335'

37-30

1335'

37-40

1158'

56-05

1158'

56-00

1076'

55-55

1335'

37-10

1335'

37-20

1335'

37-30

1335'

37-40

1158'

56-05

1158'

56-00

1076'

55-55

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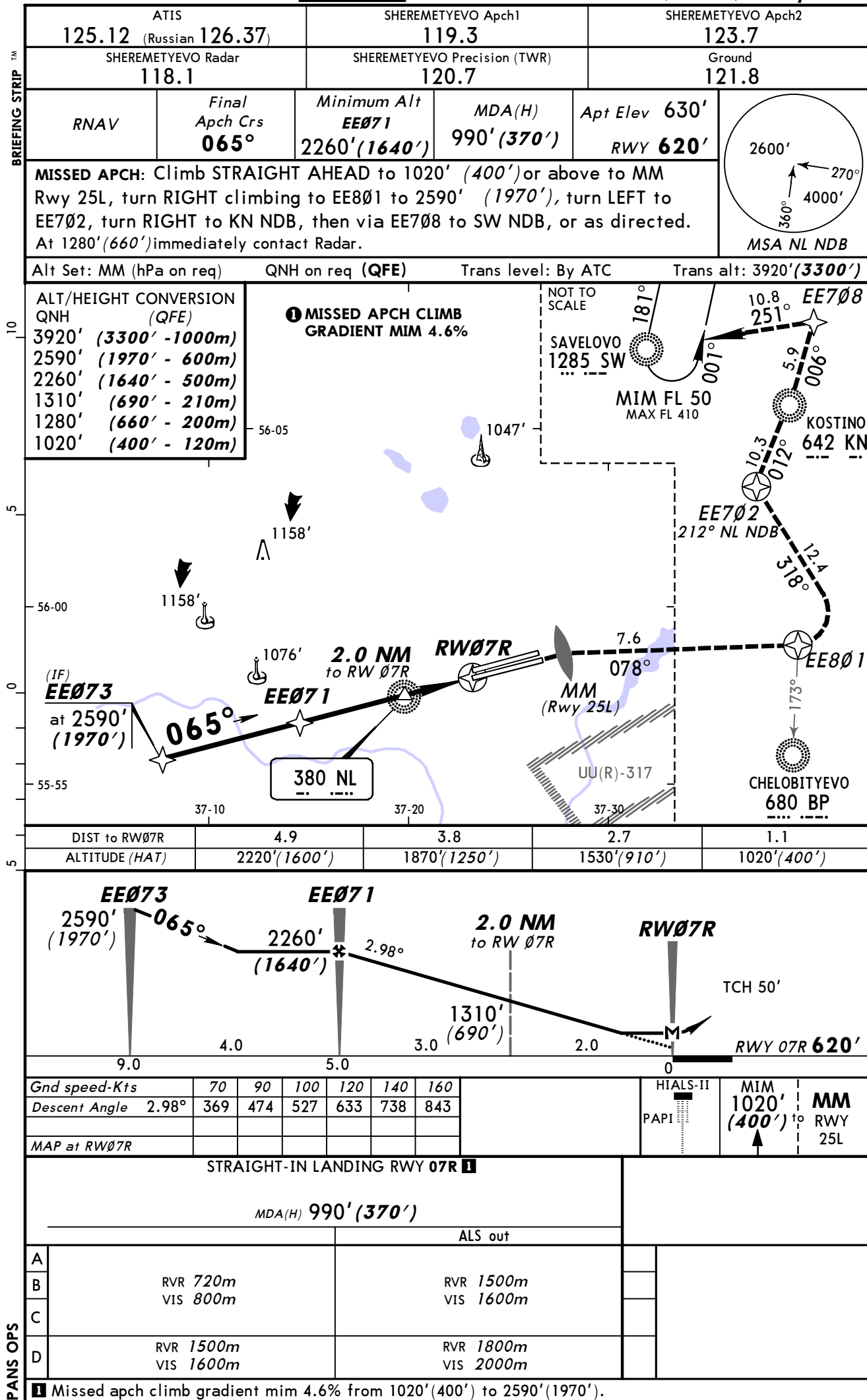
1335'

37-10

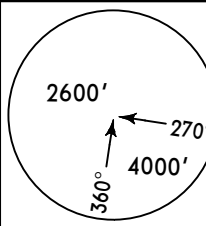
1335'

37-20

1335'



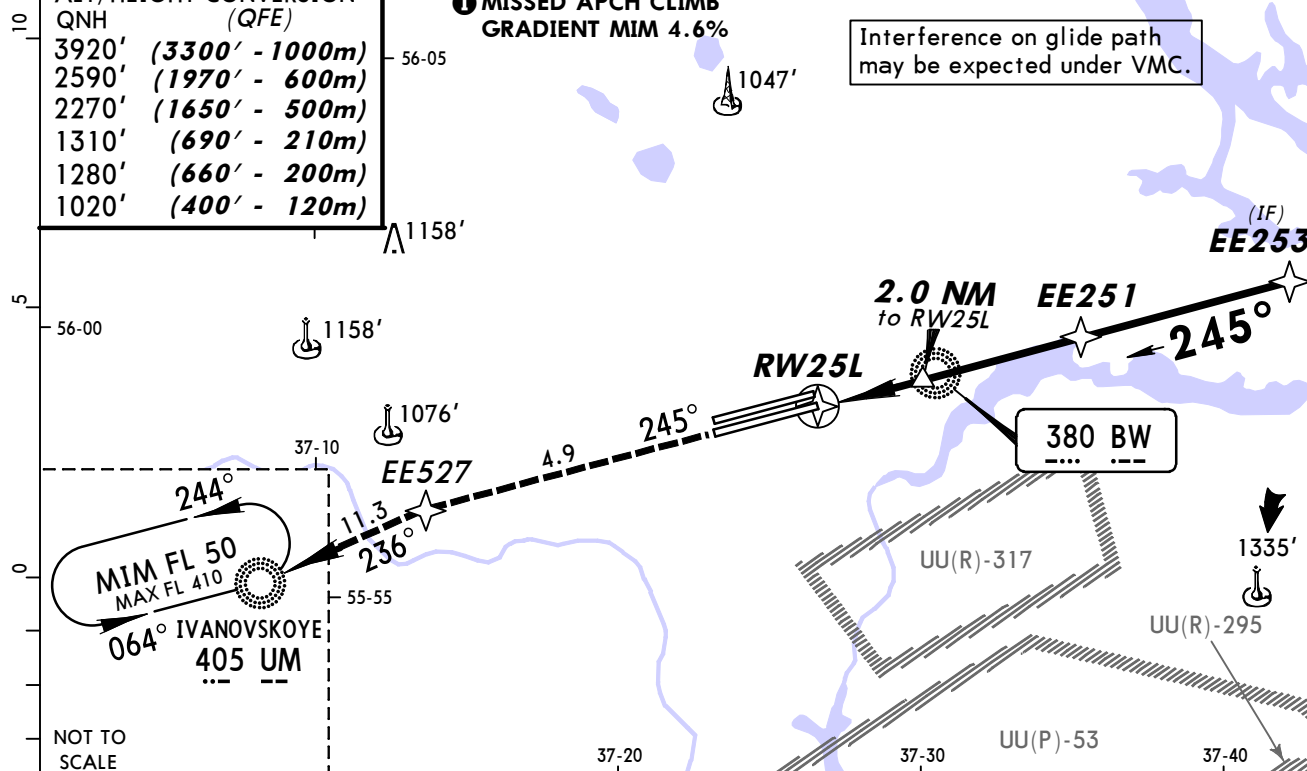
BRIEFING STRIP

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' (1650')	MDA(H) 990' (370')	Apt Elev 630' RWY 620'	
MISSED APCH: Climb STRAIGHT AHEAD to 2590' (1970') to EE527, then turn LEFT climbing to UM NDB, and 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')					

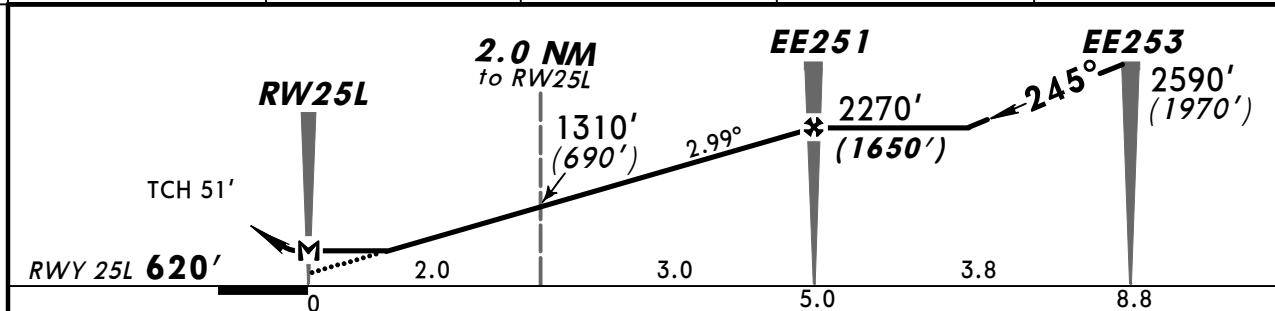
ALT/HEIGHT CONVERSION QNH (QFE)	
3920' (3300' - 1000m)	56-05
2590' (1970' - 600m)	
2270' (1650' - 500m)	
1310' (690' - 210m)	
1280' (660' - 200m)	
1020' (400' - 120m)	

1 MISSED APCH CLIMB
GRADIENT MIM 4.6%

Interference on glide path
may be expected under VMC.



DIST to RW25L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020' (400')	1530' (910')	1870' (1250')	2220' (1600')



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

HIALS-II PAPI	2590' (1970')	EE527
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STRAIGHT-IN LANDING RWY 25L

MDA(H) 990' (370')

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' (400') to 2590' (1970').

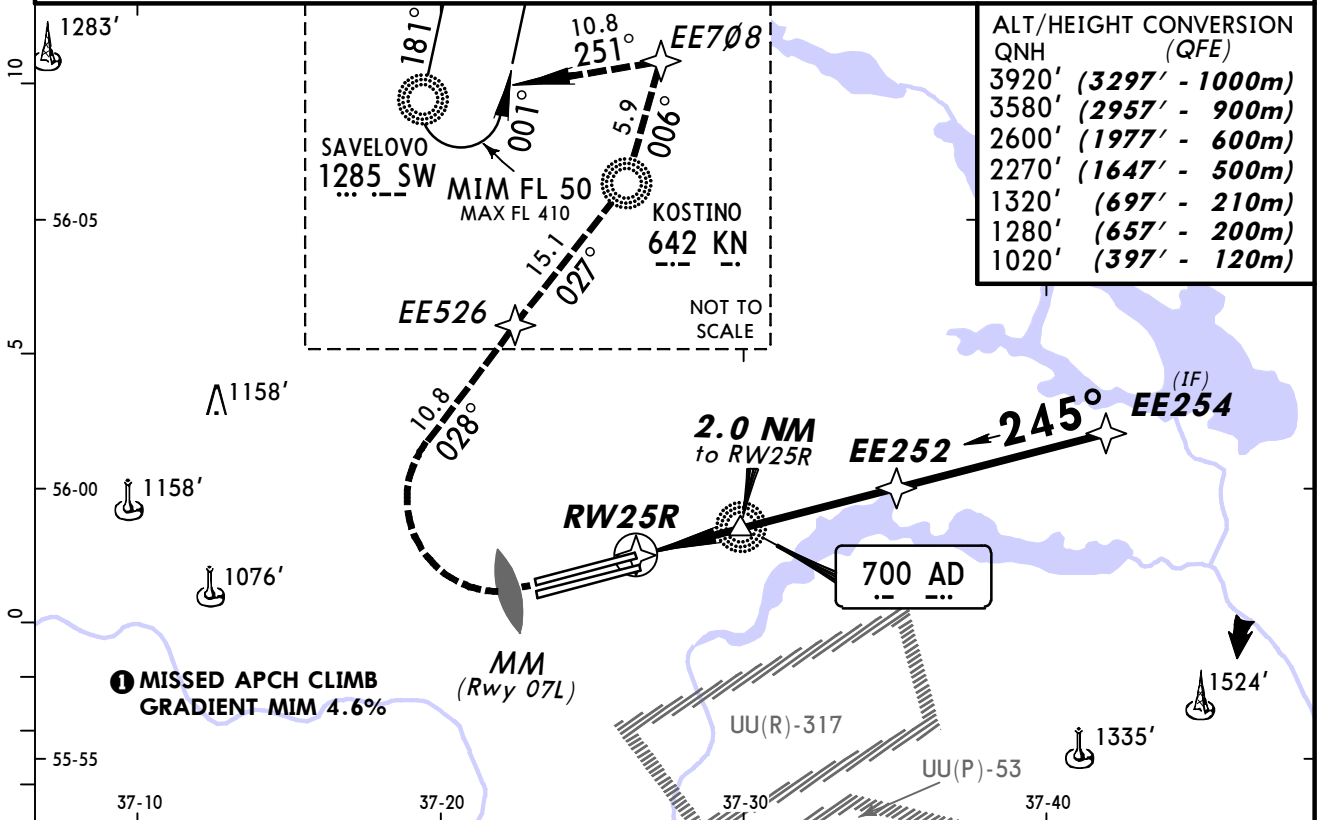
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 131.5		Ground 119.0	
RNAV	Final Apch Crs 245°	Minimum Alt EE252 2270' (1647')	MDA(H) 990' (367')	Apt Elev 630' RWY 623'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (397') or above to MM Rwy 07L, then turn RIGHT climbing to 2600' (1977') to EE526, then proceed to KN NDB, to EE708, to SW NDB, or as directed. At 1280' (657') immediately contact Radar.					

Alt Set: MM (hPa on req)

QNH on req (QFE)

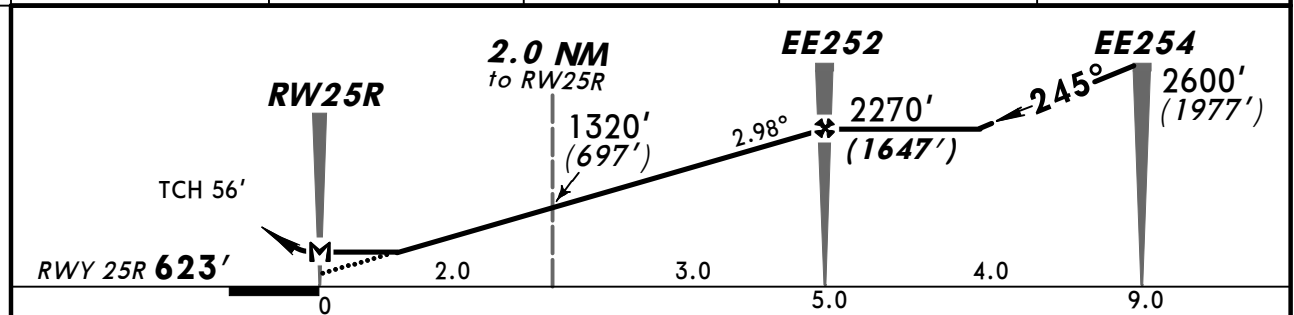
Trans level: By ATC

Trans alt: 3920' (3297')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3920'	(3297' - 1000m)	
3580'	(2957' - 900m)	
2600'	(1977' - 600m)	
2270'	(1647' - 500m)	
1320'	(697' - 210m)	
1280'	(657' - 200m)	
1020'	(397' - 120m)	

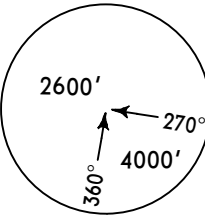
DIST to RW25R	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020' (397')	1530' (907')	1870' (1247')	2220' (1597')



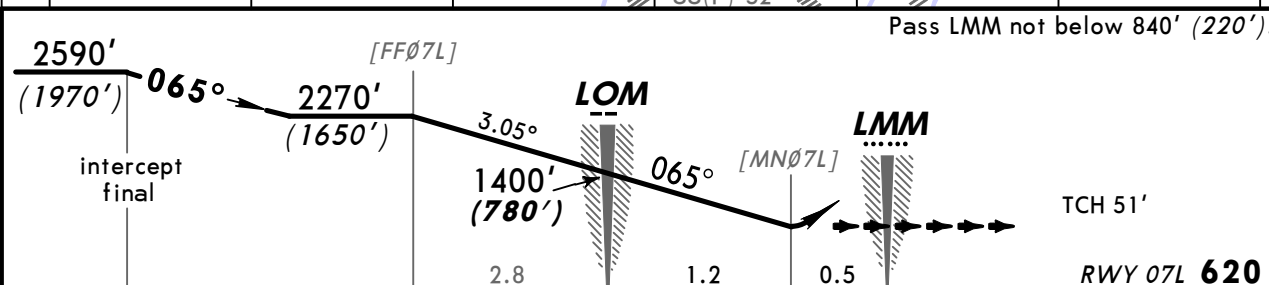
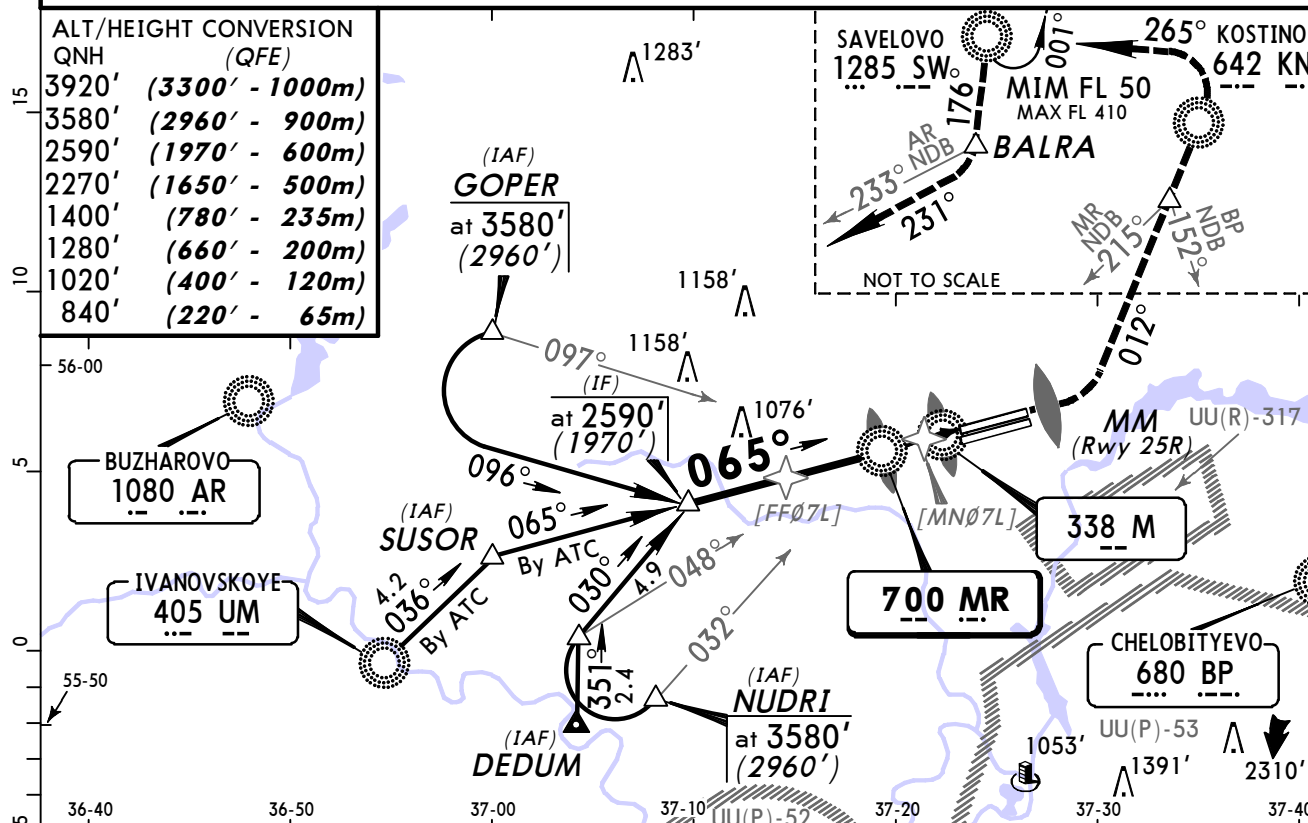
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at RW25R						

STRAIGHT-IN LANDING RWY 25R					
MDA(H) 990' (367')					
ALS out					
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m	
B					
C					
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m	

BRIEFING STRIP™

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
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 Apch Crs 065°	Minimum Alt LOM 1400' (780')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 620'	 MSA MR NDB
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')



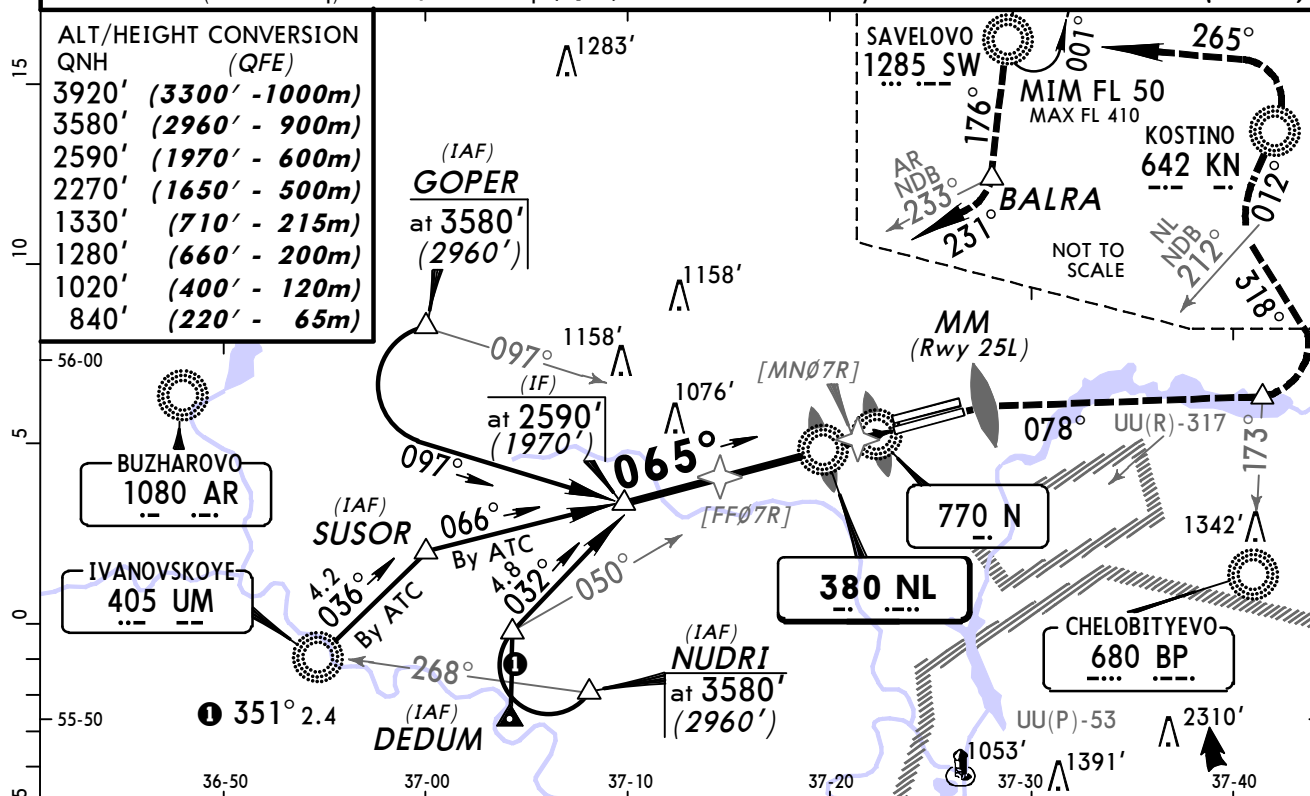
Gnd speed-Kts	70	90	100	120	140	160	HIALS		MIM	MM
Descent Angle 3.05°	378	486	540	648	755	863	PAPI		1020' (400')	RWY 25R

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	

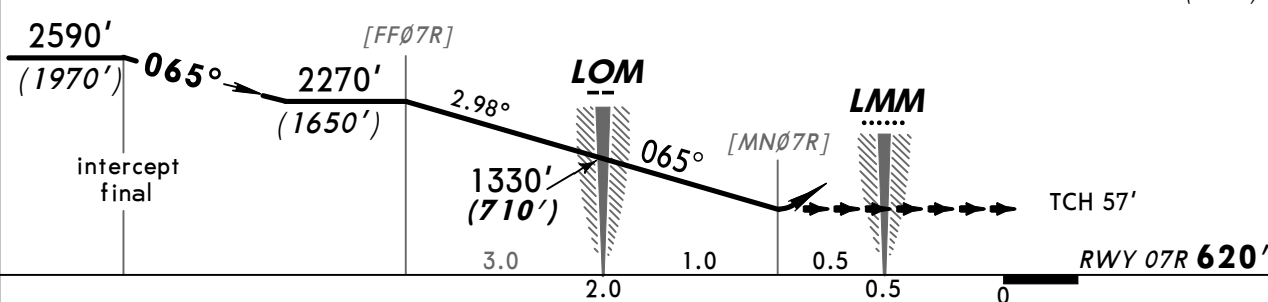
BRIEFING STRIP™

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Precision (TWR) 120.7		Ground 121.8	
NDB NL 380	Final Apch Crs 065°	Minimum Alt LOM 1330'(710')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 620'	 MSA NL NDB
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')



Pass LMM not below 840' (220').



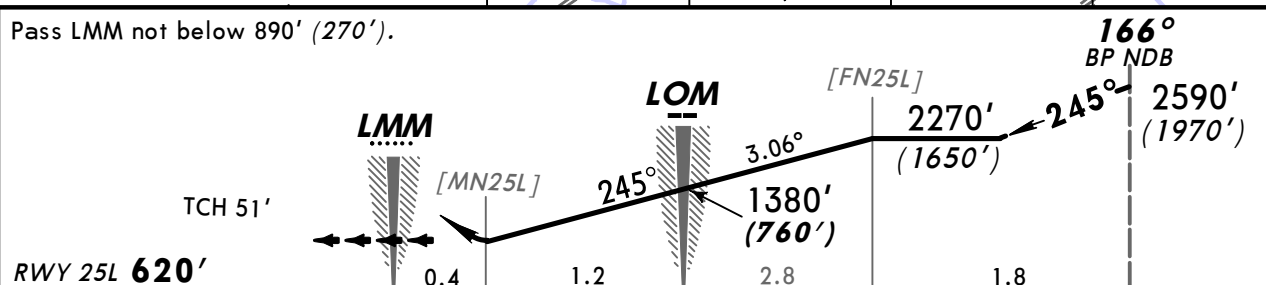
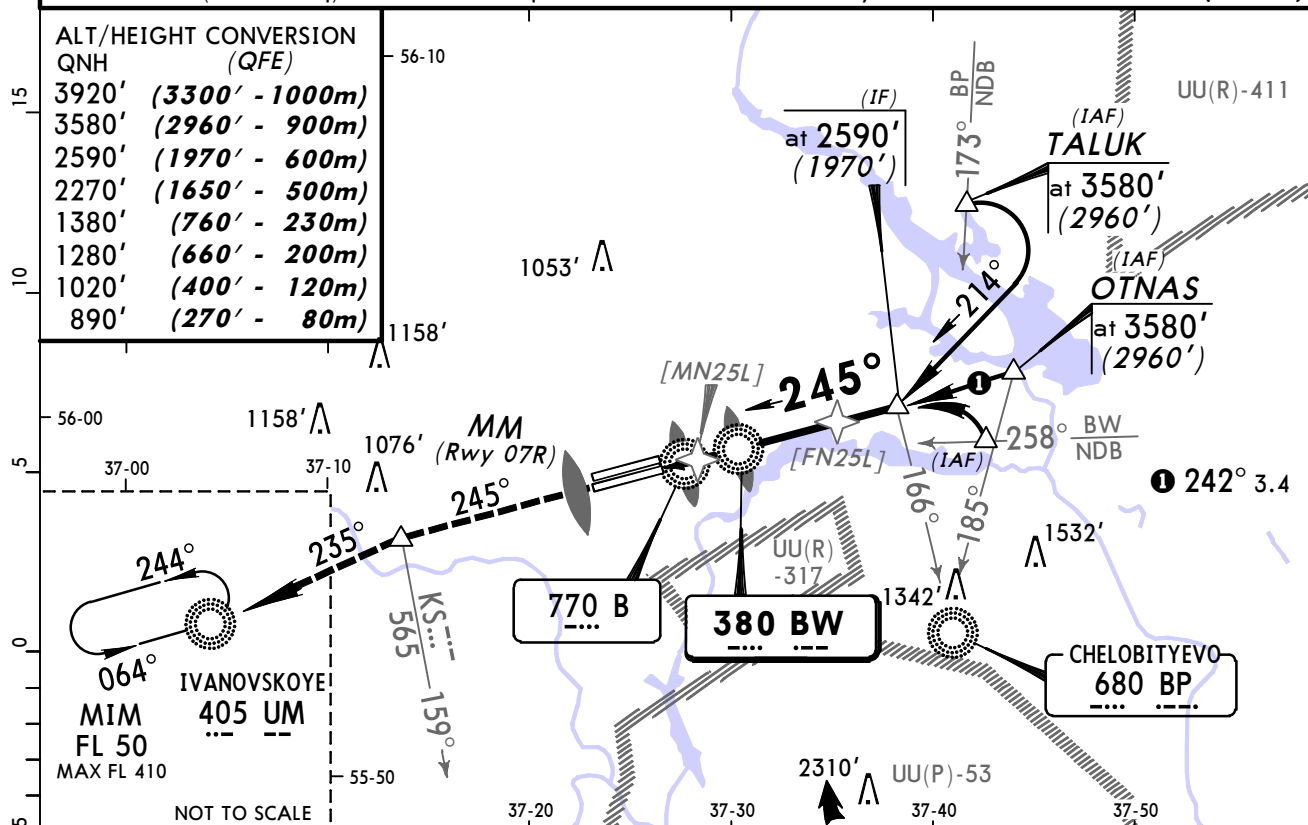
Gnd speed-Kts	70	90	100	120	140	160		MIM 1020' (400')	MM RWY 25L
Descent Angle 2.98°	369	474	527	633	738	843			

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		
A	1200m		3200m		1200m		3200m			
B									RVR 1500m VIS 1600m	
C										
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	4800m		

BRIEFING STRIP™

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
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 Apch Crs 245°	Minimum Alt LOM 1380' (760')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 620'	2600' 270° 4000' 360° MSA BW NDB
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (400') or above to MM Rwy 07R, then proceed to 159° KS NDB climbing to 2590' (1970'), then climb on 235° to UM NDB as directed. At 1280' (660') immediately contact Radar.					

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



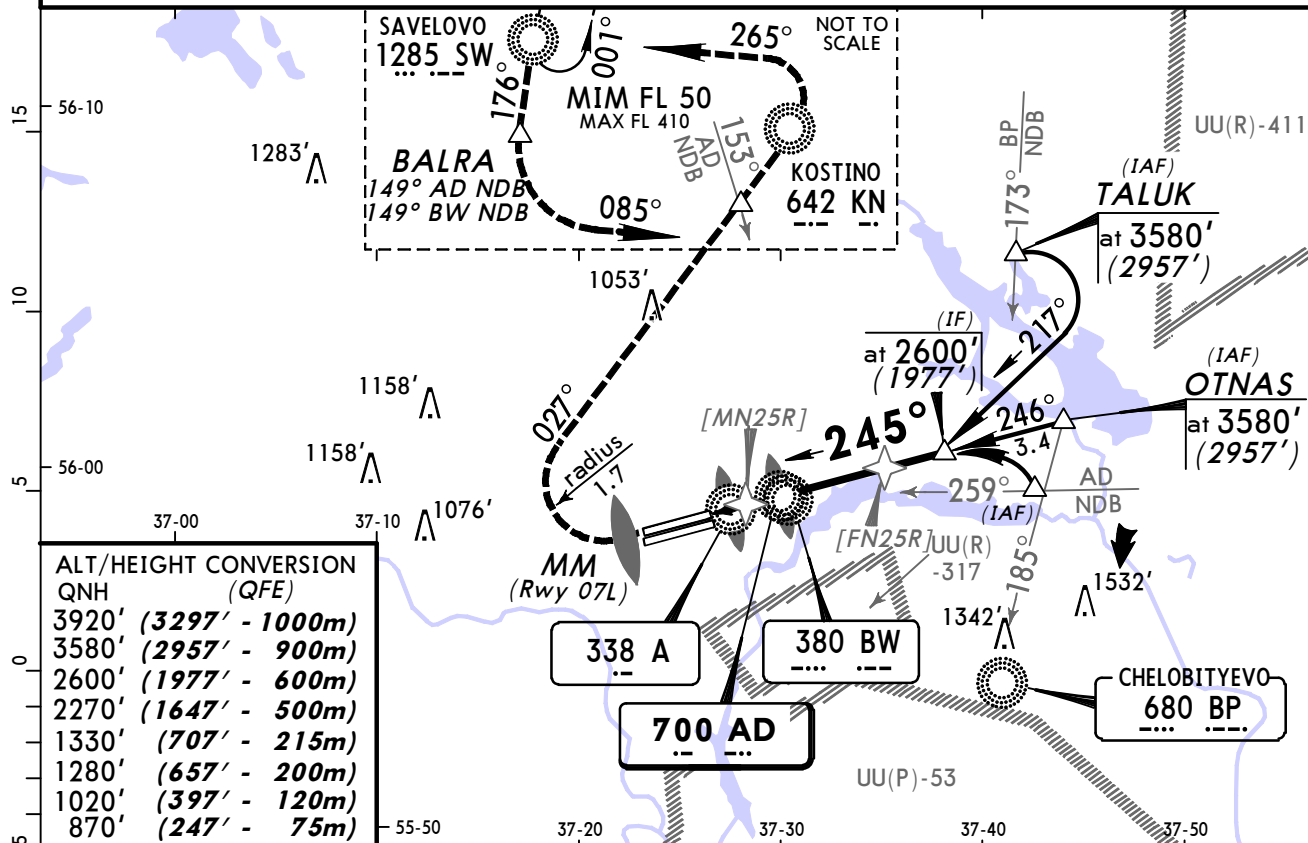
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866

STRAIGHT-IN LANDING RWY 25L							
2 NDB				NDB			
with radar control MDA(H) 980' (360')		w/o radar control MDA(H) 1050' (430')		with radar control MDA(H) 990' (370')		w/o radar control MDA(H) 1400' (780')	
ALS out		ALS out		ALS out		ALS out	
A							
B	1200m	RVR 1500m VIS 1600m	1400m	2200m	1200m	RVR 1500m VIS 1600m	3200m
C							3200m 3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m

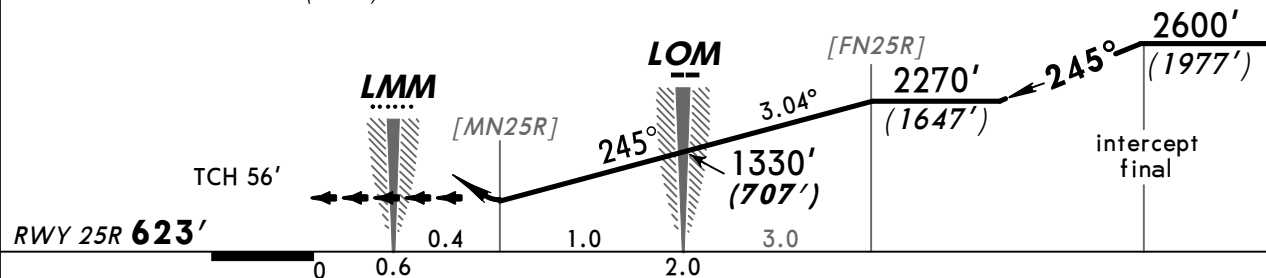
BRIEFING STRIP

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.12 (Russian 126.37)		119.3		123.7	
SHEREMETYEVO Radar		SHEREMETYEVO Precision (TWR)		Ground	
118.1		131.5		119.0	
NDB AD 700	Final Apch Crs 245°	Minimum Alt LOM 1330' (707')	MDA(H) Refer to Minimums	Apt Elev 630' RWY 623'	2600' 270° 4000' 360° 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')



Pass LMM not below 870' (247').



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

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

PANS OPS

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (SHEREMETYEVO - UUEE)				
REV	BESTA 21G RNAV ARR	20-2G1	29 Nov 2013	12 Dec 2013
REV	BESTA 22G & 23G RNAV ARRS	20-2G2	29 Nov 2013	12 Dec 2013
REV	DEDUM 21G RNAV ARR	20-2J1	29 Nov 2013	12 Dec 2013
REV	DEDUM 22G & 23G RNAV ARRS	20-2J2	29 Nov 2013	12 Dec 2013
REV	IVANOVSKOYE 22G & 23G RNA...	20-2N1	29 Nov 2013	12 Dec 2013
REV	LATBI 11G & 12G RNAV ARRS	20-2N2	29 Nov 2013	12 Dec 2013
REV	LATBI 13G RNAV ARR	20-2N3	29 Nov 2013	12 Dec 2013
REV	LATBI 14G & 15G RNAV ARRS	20-2N4	29 Nov 2013	12 Dec 2013
REV	LATBI 21G & 22G RNAV ARRS	20-2P	29 Nov 2013	12 Dec 2013
REV	LATBI 23G RNAV ARR	20-2Q	29 Nov 2013	12 Dec 2013
REV	OKLIT 21G RNAV ARR	20-2Q5	29 Nov 2013	12 Dec 2013
REV	OKLIT 22G & 23G RNAV ARRS	20-2Q6	29 Nov 2013	12 Dec 2013
REV	SAVELOVO 21G & 22G RNAV A...	20-2T3	29 Nov 2013	12 Dec 2013
REV	SAVELOVO 23G RNAV ARR	20-2T4	29 Nov 2013	12 Dec 2013
REV	BESTA 07B & 07C ARRS	20-2T5	29 Nov 2013	12 Dec 2013
REV	BESTA 25A, 25B & 25C ARRS	20-2T6	29 Nov 2013	12 Dec 2013
REV	DEDUM 07A, 07B & 07C ARRS	20-2U	29 Nov 2013	12 Dec 2013
REV	DEDUM 25B & 25C ARRS	20-2V	29 Nov 2013	12 Dec 2013
REV	GINAP 25A, 25B & 25C ARRS	20-2W	29 Nov 2013	12 Dec 2013
REV	IVANOVSKOYE 07A, 07B & 07...	20-2X	29 Nov 2013	12 Dec 2013
REV	IVANOVSKOYE 25B & 25C ARR...	20-2X1	29 Nov 2013	12 Dec 2013
REV	LATBI 07A, 07B & 07C ARRS	20-2X2	29 Nov 2013	12 Dec 2013
REV	OKLIT 25B & 25C ARRS	20-2X5	29 Nov 2013	12 Dec 2013
REV	SAVELOVO 07A, 07B & 07C A...	20-2X6	29 Nov 2013	12 Dec 2013
REV	BESTA & KOSTINO 3G RNAV D...	20-3	29 Nov 2013	12 Dec 2013
REV	BESTA & KOSTINO 4G RNAV D...	20-3A	29 Nov 2013	12 Dec 2013
REV	BESTA & KOSTINO 5G RNAV D...	20-3B	29 Nov 2013	12 Dec 2013
REV	BESTA & KOSTINO 6G RNAV D...	20-3C	29 Nov 2013	12 Dec 2013
REV	BUZHAROVO, DEDUM & IVANOV...	20-3D	29 Nov 2013	12 Dec 2013
REV	BUZHAROVO, DEDUM & IVANOV...	20-3E	29 Nov 2013	12 Dec 2013
REV	BUZHAROVO, DEDUM & IVANOV...	20-3F	29 Nov 2013	12 Dec 2013
REV	BUZHAROVO, DEDUM & IVANOV...	20-3G	29 Nov 2013	12 Dec 2013
REV	RNAV (GNSS) RWY 07L	22-1	29 Nov 2013	12 Dec 2013
REV	RNAV (GNSS) RWY 07R	22-2	29 Nov 2013	12 Dec 2013
REV	RNAV (GNSS) RWY 25L	22-3	29 Nov 2013	12 Dec 2013
REV	RNAV (GNSS) RWY 25R	22-4	29 Nov 2013	12 Dec 2013

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 1withdrawn, MAPCH climb gradient is 2.5%.