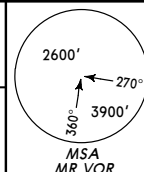


**STAR**

(QFE)



**SPEED:** MAX 270 KT BELOW FL98

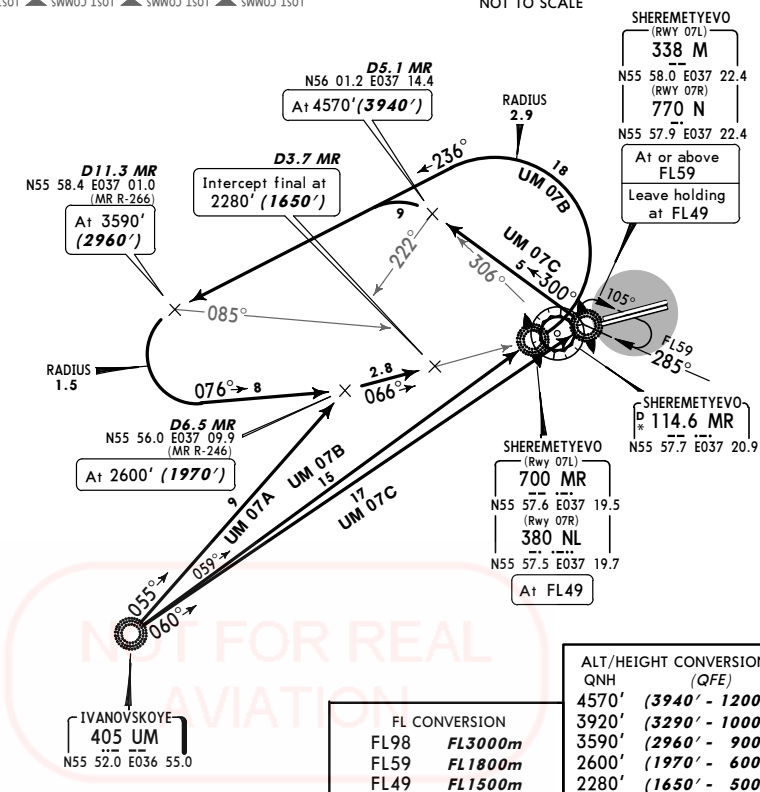
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

UM 07C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

NOT TO SCALE



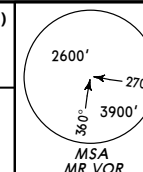
STAR	ROUTING
UM 07A	On 055° bearing to D6.5 MR, turn RIGHT, intercept 066° bearing towards MR/NL.
UM 07B	On 059° bearing to MR/NL, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, intercept 066° bearing towards MR/NL.
UM 07C	On 060° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, intercept 066° bearing towards MR/NL.

CHANGES: MSA raised.

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**STAR**

(OFF)



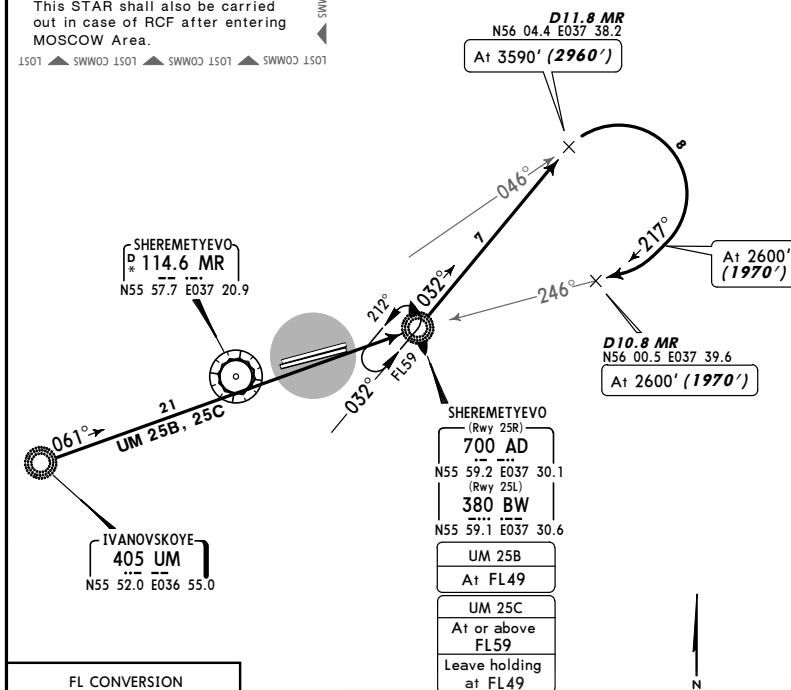
**SPEED:** MAX 270 KT BELOW FL98

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

UM 25C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT



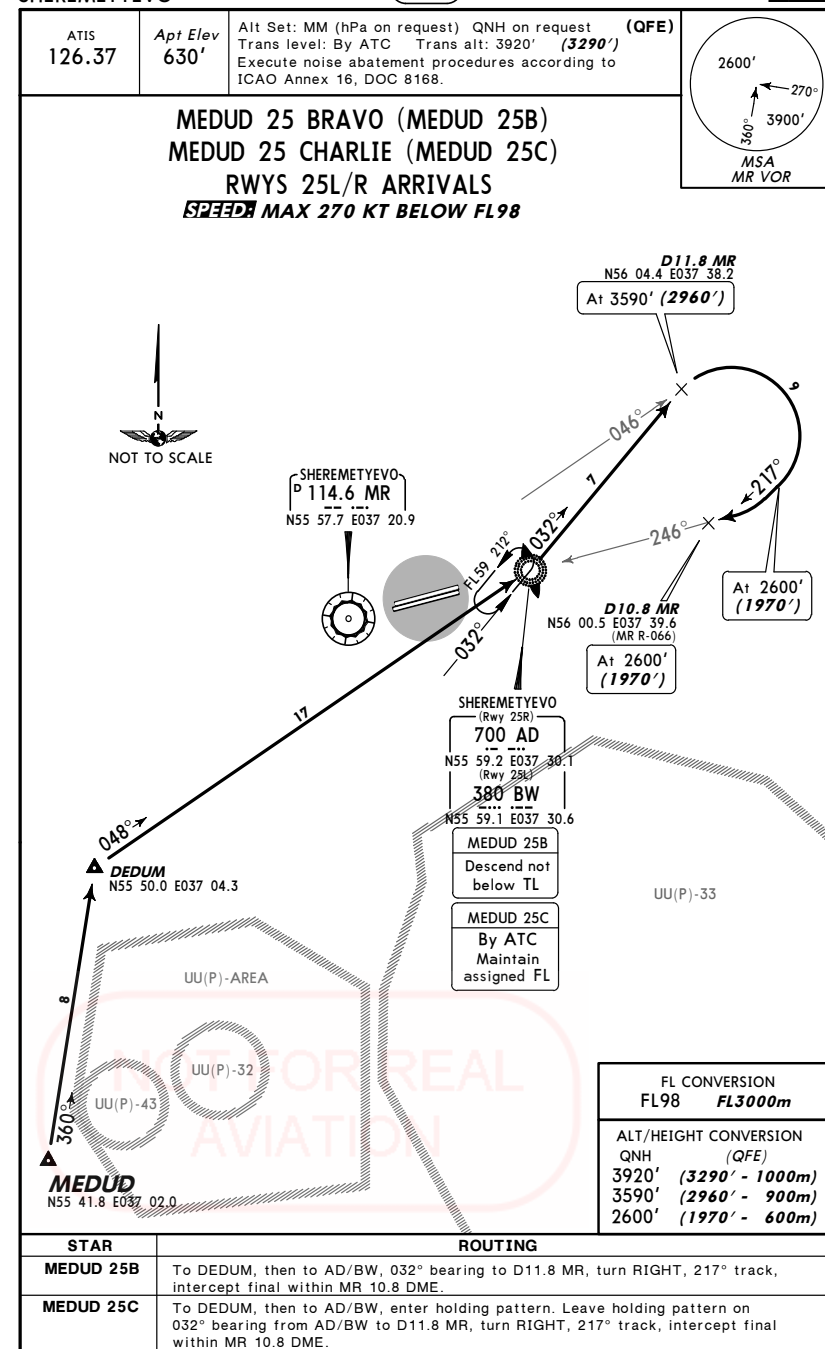
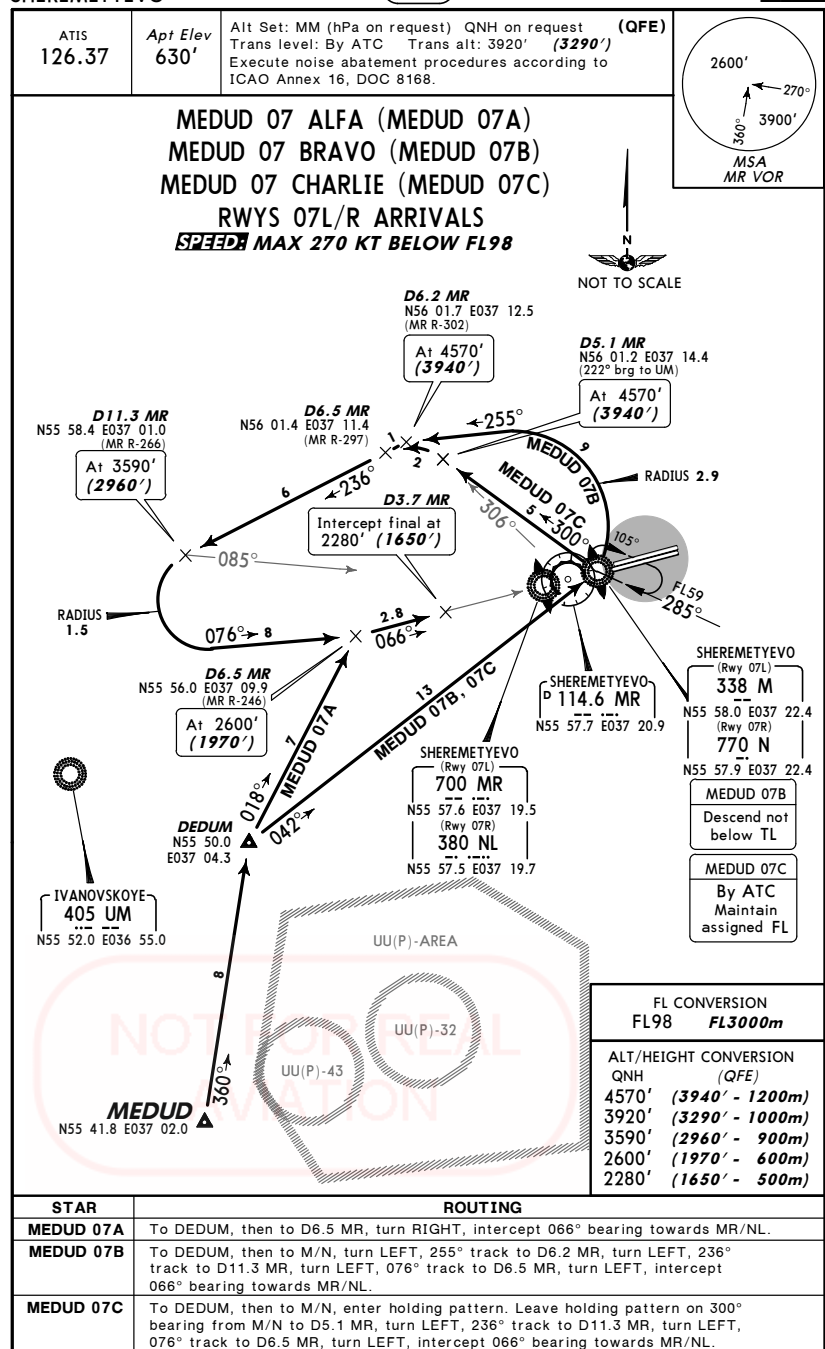
NOT TO SCALE

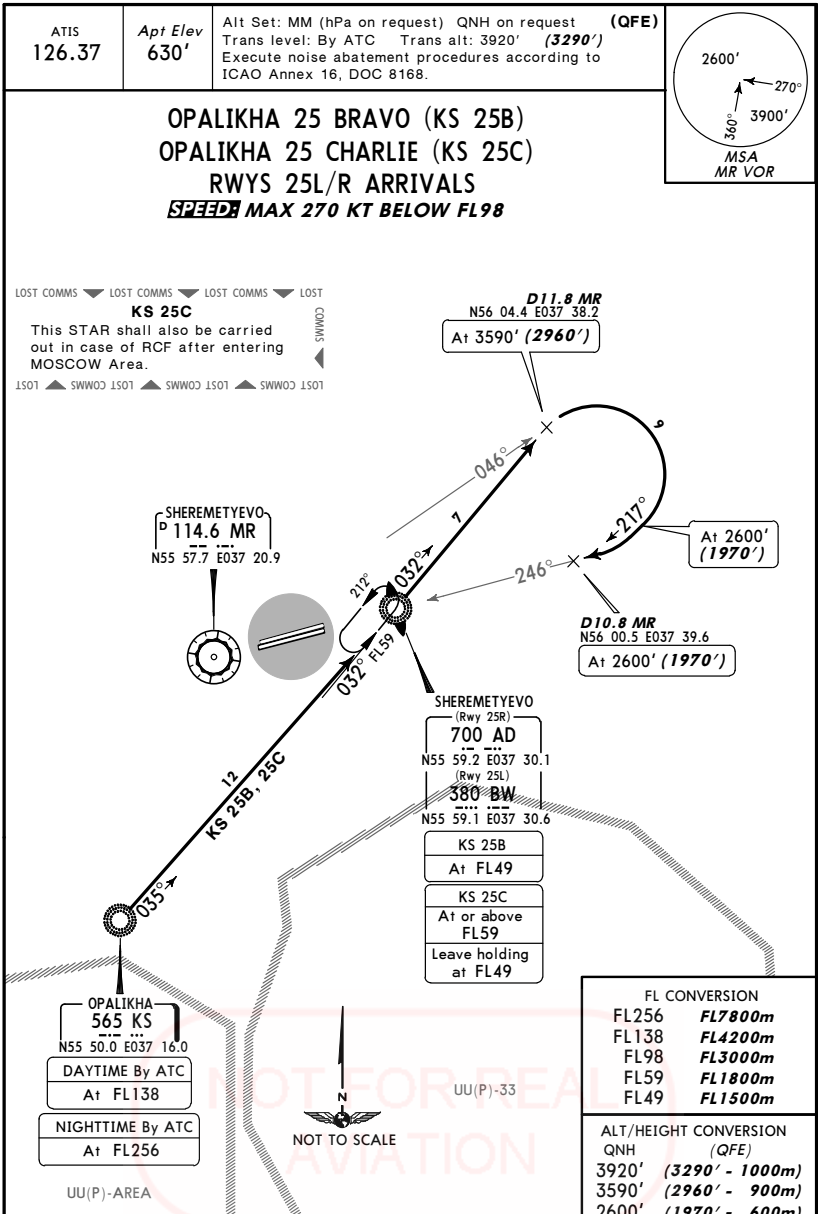
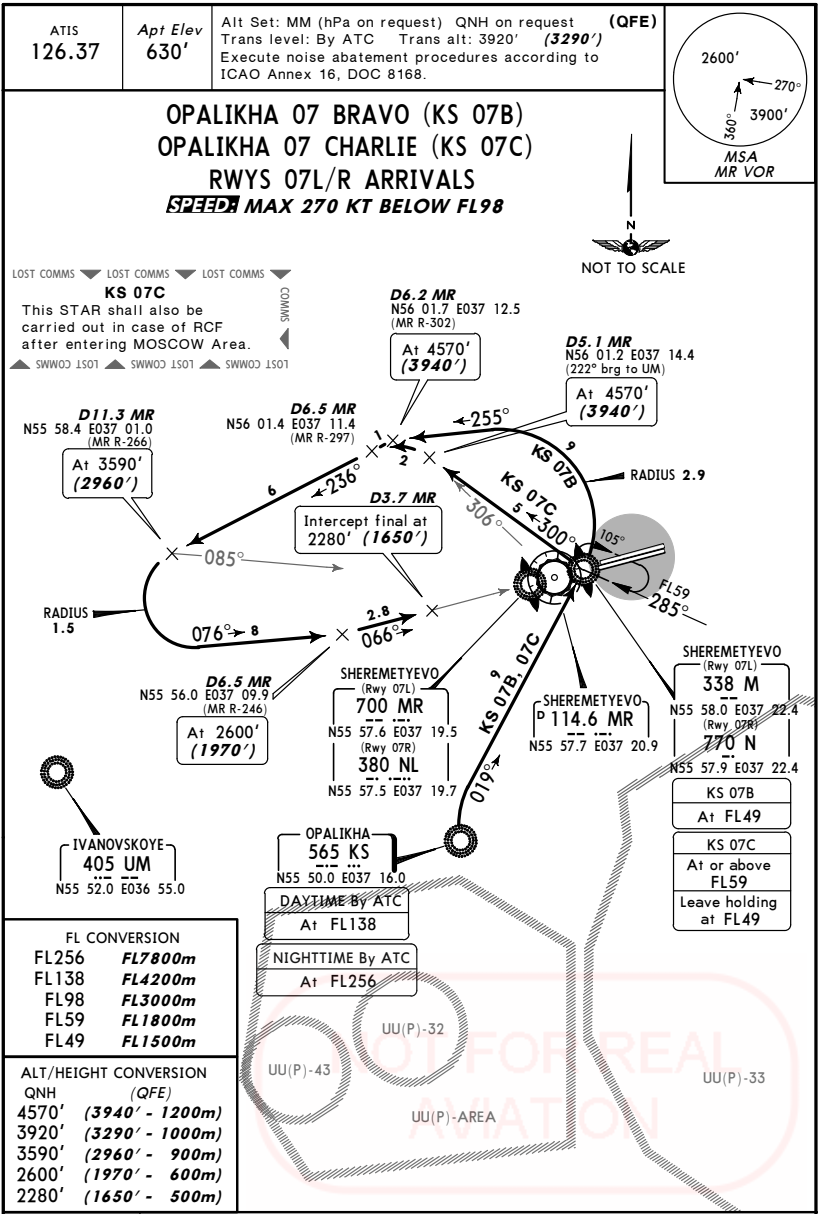
FL CONVERSION	
FL98	<b><i>FL3000m</i></b>
FL59	<b><i>FL1800m</i></b>
FL49	<b><i>FL1500m</i></b>
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	<b><i>(3290' - 1000m)</i></b>
3590'	<b><i>(2960' - 900m)</i></b>
2600'	<b><i>(1970' - 600m)</i></b>

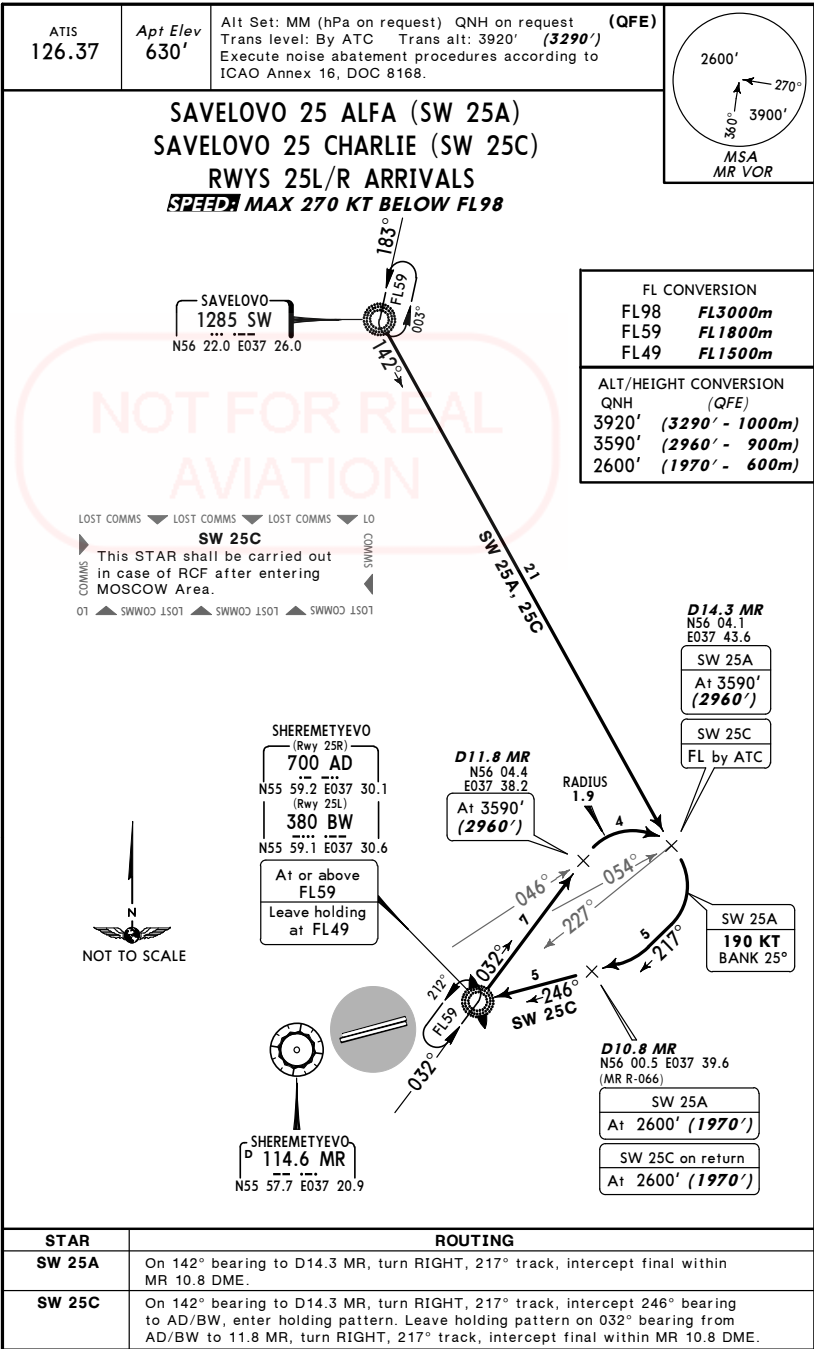
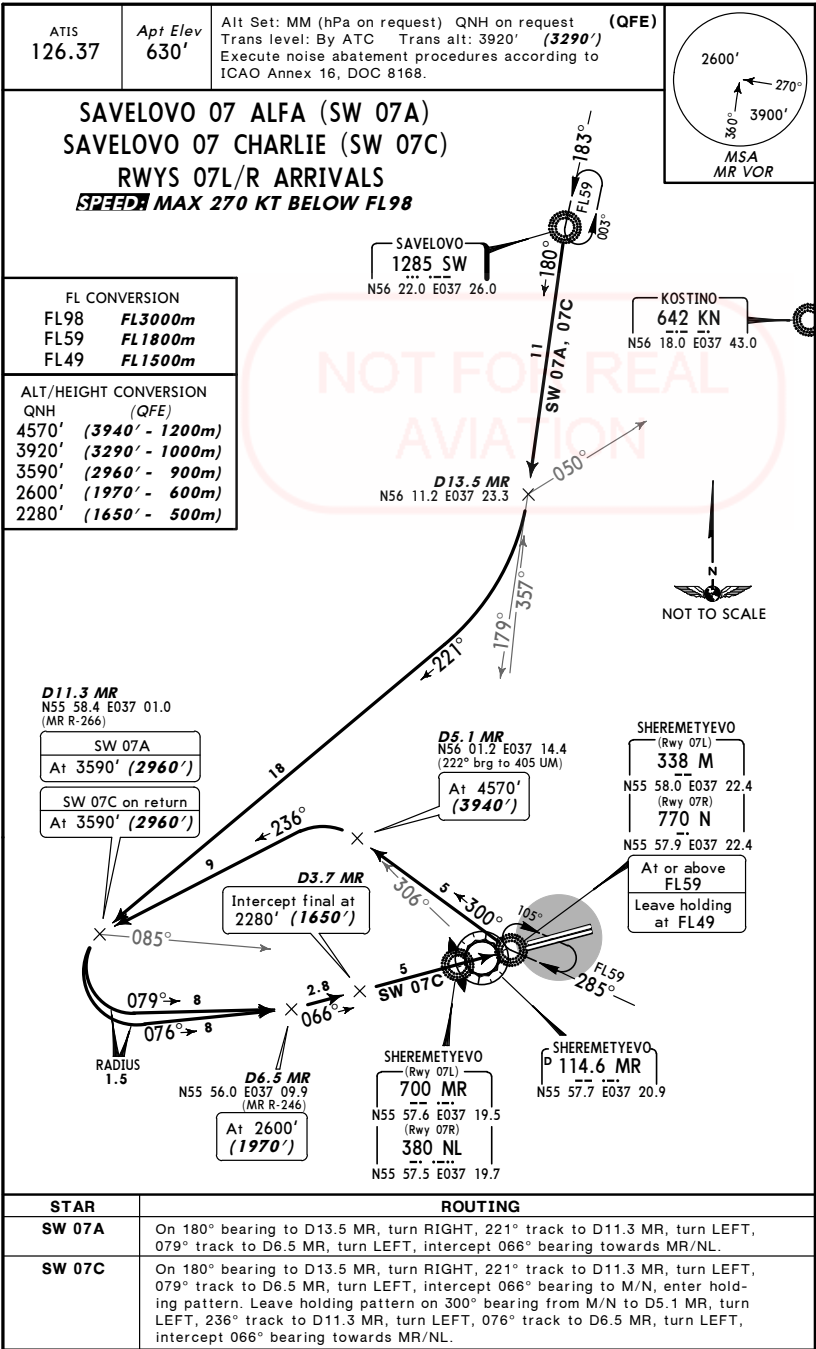
STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 217° track, intercept final within MR 10.8 DME.
UM 25C	On 061° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 217° track, intercept final within MR 10.8 DME.

CHANGES: MSA raised.

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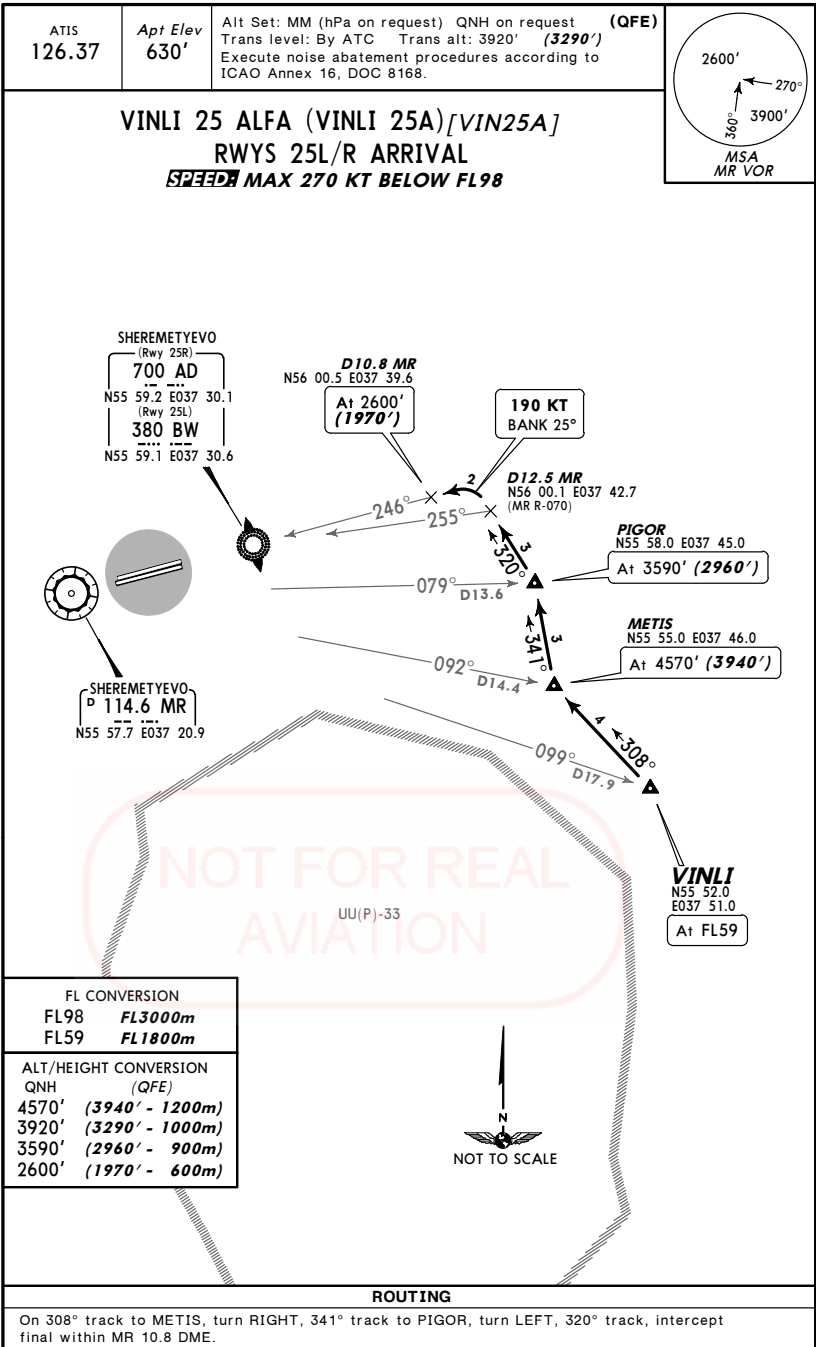


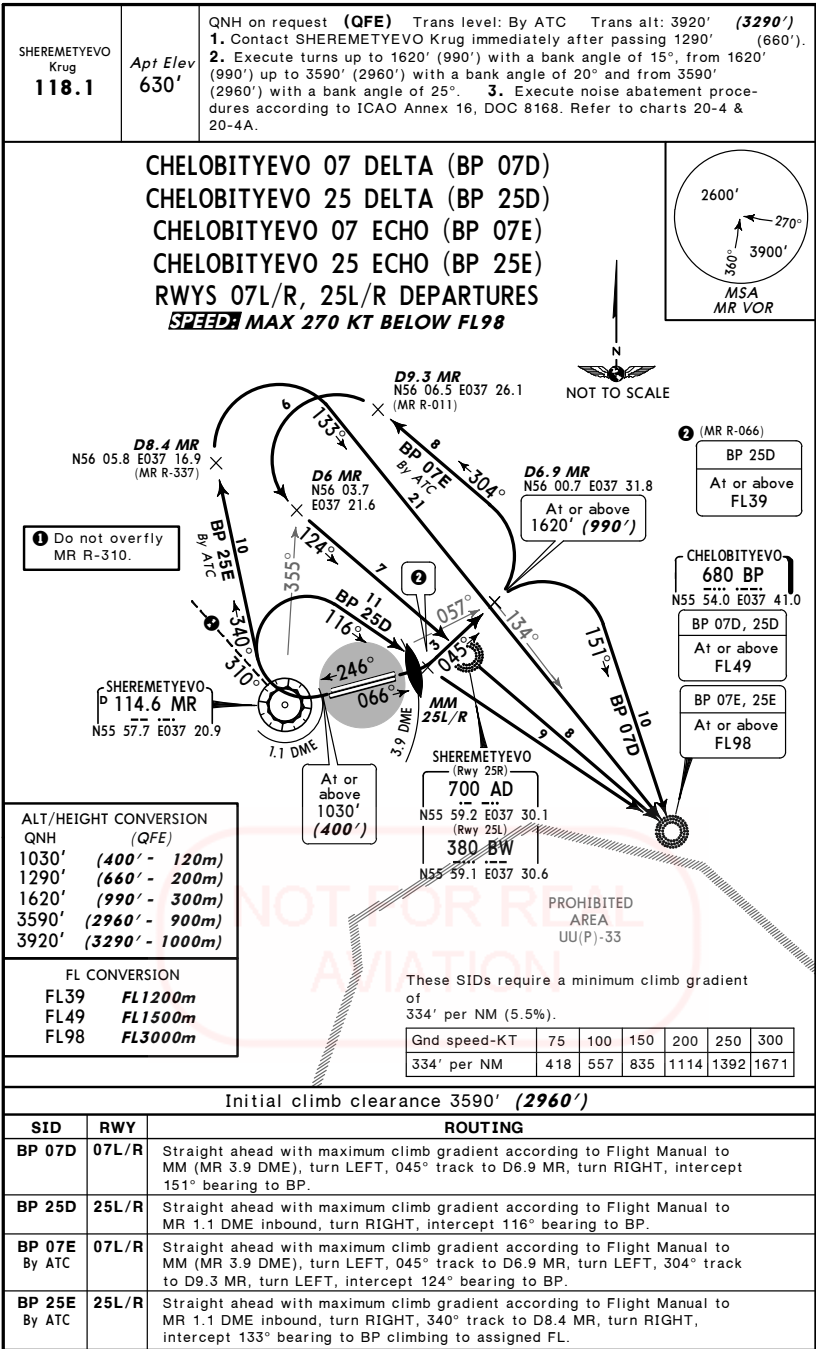


STAR	ROUTING
SW 25A	On 142° bearing to D14.3 MR, turn RIGHT, 217° track, intercept final within MR 10.8 DME.
SW 25C	On 142° bearing to D14.3 MR, turn RIGHT, 217° track, intercept 246° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to 11.8 MR, turn RIGHT, 217° track, intercept final within MR 10.8 DME.

CHANGES: New chart.







Initial climb clearance 3590' <b>(2960')</b>		
<b>SID</b>	<b>RWY</b>	<b>ROUTING</b>
<b>MEDUD 07D</b>	<b>07L/R</b>	Climb straight ahead with maximum climb gradient according to Flight Manual to MM (MR 3.9 DME), turn LEFT, 045° track to D6.9 MR, turn LEFT, 250° track to N56 01.5 E037 07.5, turn LEFT to DEDUM, turn LEFT to MEDUD, then to LO or WZ climbing to assigned FL.
<b>MEDUD 25D</b>	<b>25L/R</b>	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, 250° track to N56 01.5 E037 07.5, turn LEFT to DEDUM, turn LEFT to MEDUD, then to LO or WZ climbing to assigned FL.

Initial climb clearance 3590' <i>(2960')</i>		
SID	RWY	ROUTING
KS 07D	07L/R	Straight ahead with maximum climb gradient according to Flight Manual to MM (MR 3.9 DME), turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 198° bearing to KS climbing to assigned FL.
KS 25D	25L/R	Straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 200° bearing to KS climbing to assigned FL.



NOISE ABATEMENT PROCEDURES

**GENERAL**

Noise abatement procedures shall be executed by all ACFT.

'AIR GROUND' communication shall be reduced to absolute minimum during approach phase and initial departure phase.

**ARRIVALS**

**APPROACH PHASE**

RWYS 25L/R are noise preferential and shall be used to the greatest extent possible.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

**Restrictions**

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- when cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 15 KT;
- when a tailwind component on RWY exceeds 5 KT;
- when wind shear is forecasted or reported or it is expected that unfavorable weather conditions may influence ACFT approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS GS angle.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

A displacement of THR shall not be used as a noise abatement measure.

Landing of ACFT 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.

**RWYS 07L/R approach**

When reaching 13.5NM from THR, pilots shall conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYS 07L/R approach-to-land.

At a distance of 11.9NM the ACFT shall reach a rate of 180 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.



**DEPARTURES**

**TAKOFF**

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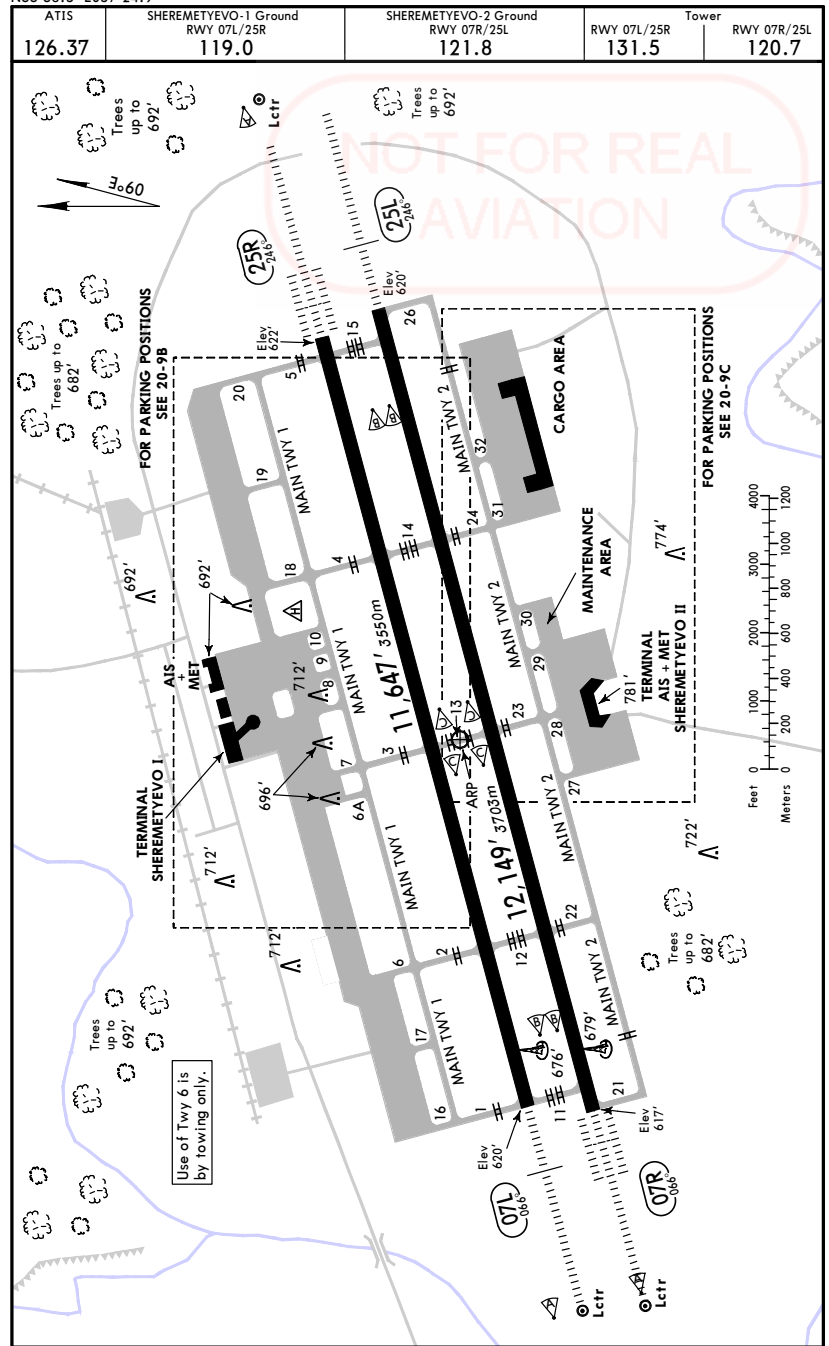
**REVIEW**

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## LOW VISIBILITY PROCEDURES DURING CAT II/IIIA OPERATIONS

LVP are applied when ceiling value is 60m and RVR value less than 600m. Pilots will be informed about the beginning of application of the procedures by ATIS or by ATC controller.  
 Rwy 07R and Rwy 25R are used for CAT II operations (DH is less than 60m but not less than 30m, RVR is not less than 350m). Rwy 07R and 25R are used for CAT IIIA operations (DH is less than 30m but not less than 15m, RVR is not less than 200m).

### Arrival

After CAT II/IIIA landing, pilots are requested to inform about the vacation of Rwy and ILS critical area after crossing the line of doubled omnidirectional lights with yellow light filters. Arriving aircraft are met by "Follow-me" vehicle on Rwy 07R, Twy 15 or Twy 26 and on Rwy 25R, Twy 1 or Twy 11.

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

- for apron of Sheremetyevo-1 Terminal:  
 Rwy 07R, Twy 15, Twy 5, Main Twy 1, (Twy 18, 10, 8, 7, 6A, 17, 16), aircraft stand;  
 Rwy 25R, Twy 1, Main Twy 1, (Twy 16, 17, 6A, 7, 8, 10, 18), aircraft stand.
- for apron of Sheremetyevo-2 Terminal:  
 Rwy 07R, Twy 26, Main Twy 2, (Twy 32, 31, 29, 28, 27), aircraft stand;  
 Rwy 25R, Twy 11, Twy 21, Main Twy 2, (Twy 27, 28, 29, 31, 32), aircraft stand.

### Start-up and taxiing

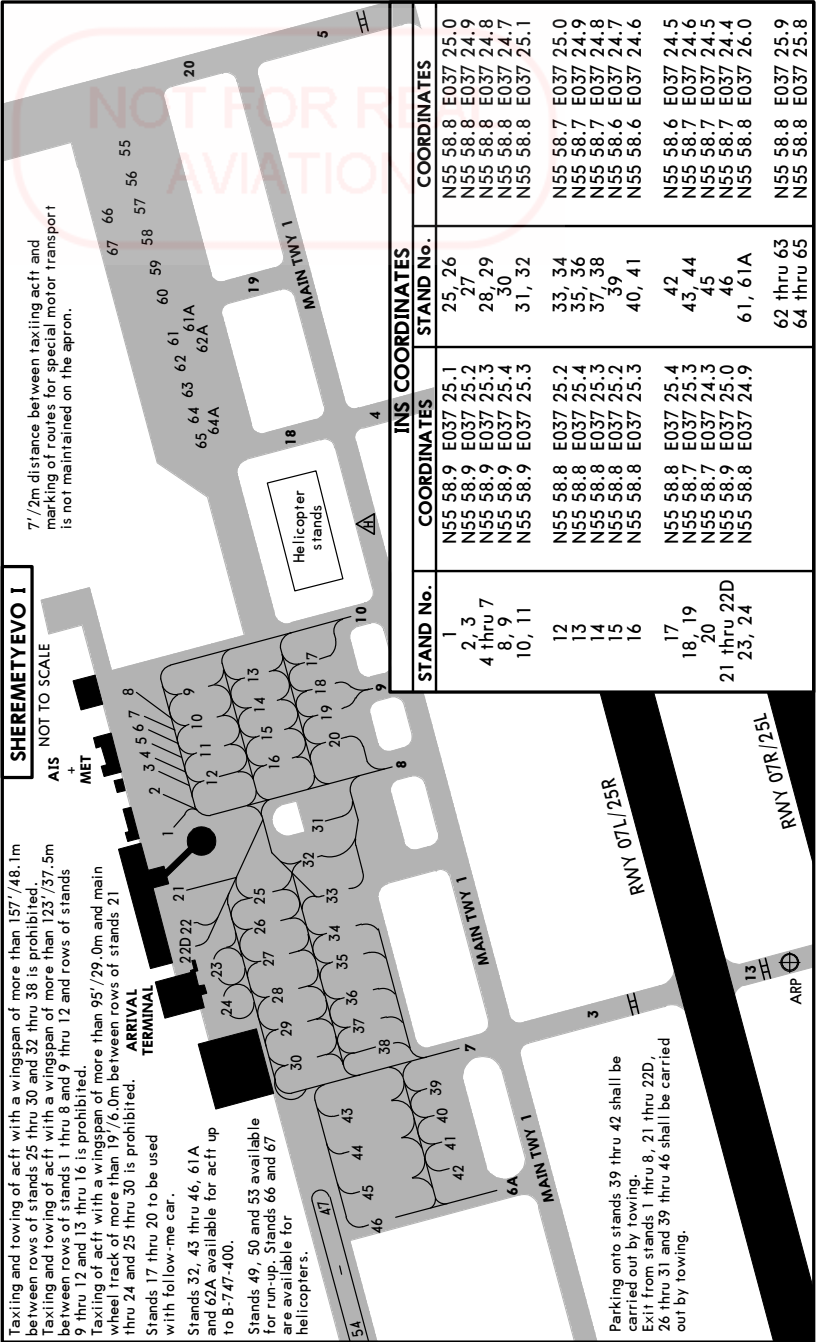
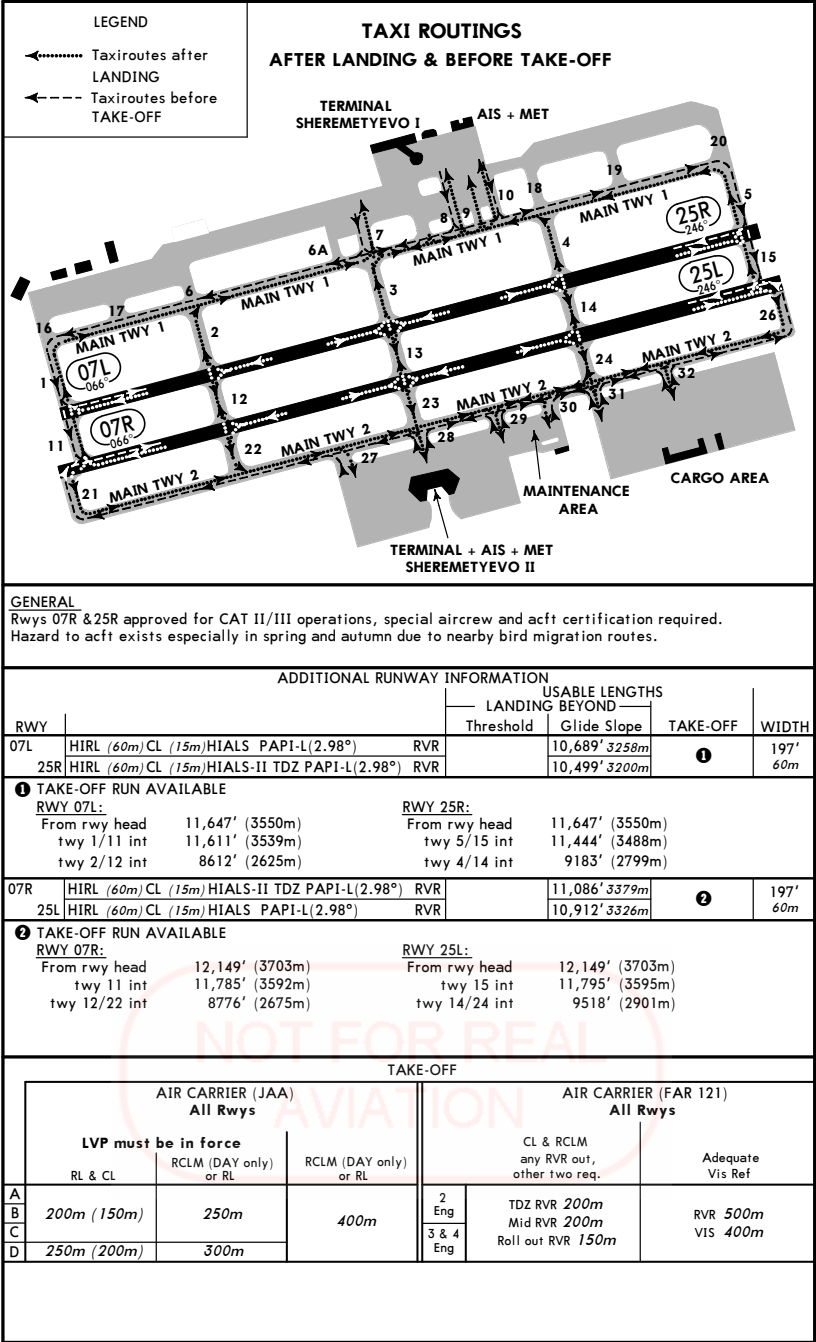
Pilots shall request for clearance to start-up engines when ready for start-up indicating the number of aircraft stand.  
 Clearance for towing and taxiing out of aircraft stand shall be requested when aircraft is ready to carry out it immediately.  
 When towing and engines start-up are completed, pilots shall request taxiing controller: "Ready to taxi".  
 Taxiing of aircraft shall be carried out after "Follow-me" vehicle to holding position line.

The following standard taxiing routes are established for departure of aircraft:

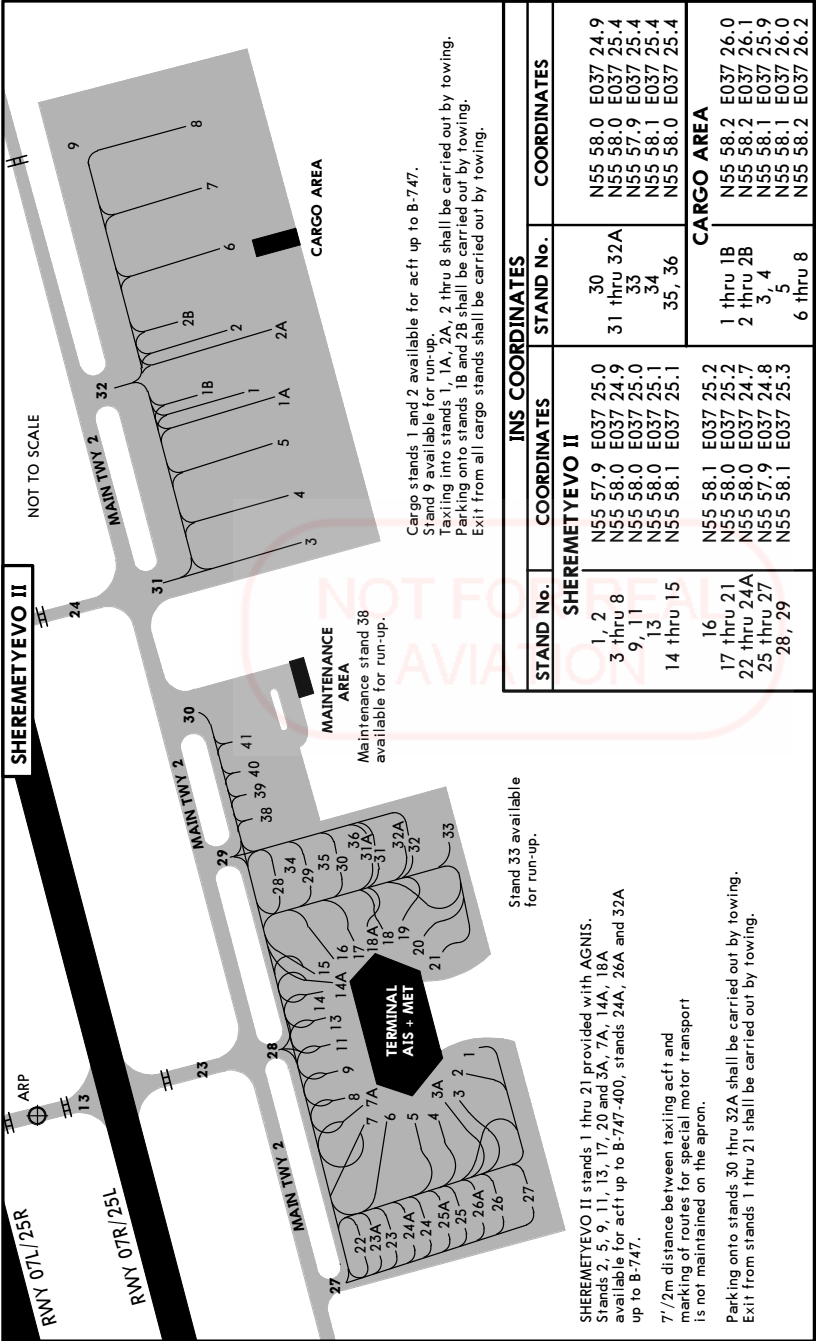
- for apron of Sheremetyevo-1 Terminal:  
 Aircraft stand, (Twy 18, 10, 8, 7, 6A, 17, 16), Main Twy 1, Twy 1, Twy 11, Rwy 07R;  
 Aircraft stand, (Twy 16, 17, 7, 6A, 8, 9, 10, 18), Main Twy 1, Twy 5, Rwy 25R.
- for apron of Sheremetyevo-2 Terminal:  
 Aircraft stand, (Twy 32, 31, 29, 28, 27), Main Twy 2, Twy 21, Rwy 07R;  
 Aircraft stand, (Twy 27, 28, 29, 31, 32), Main Twy 2, Twy 26, Twy 15, Rwy 25R.

### Departure

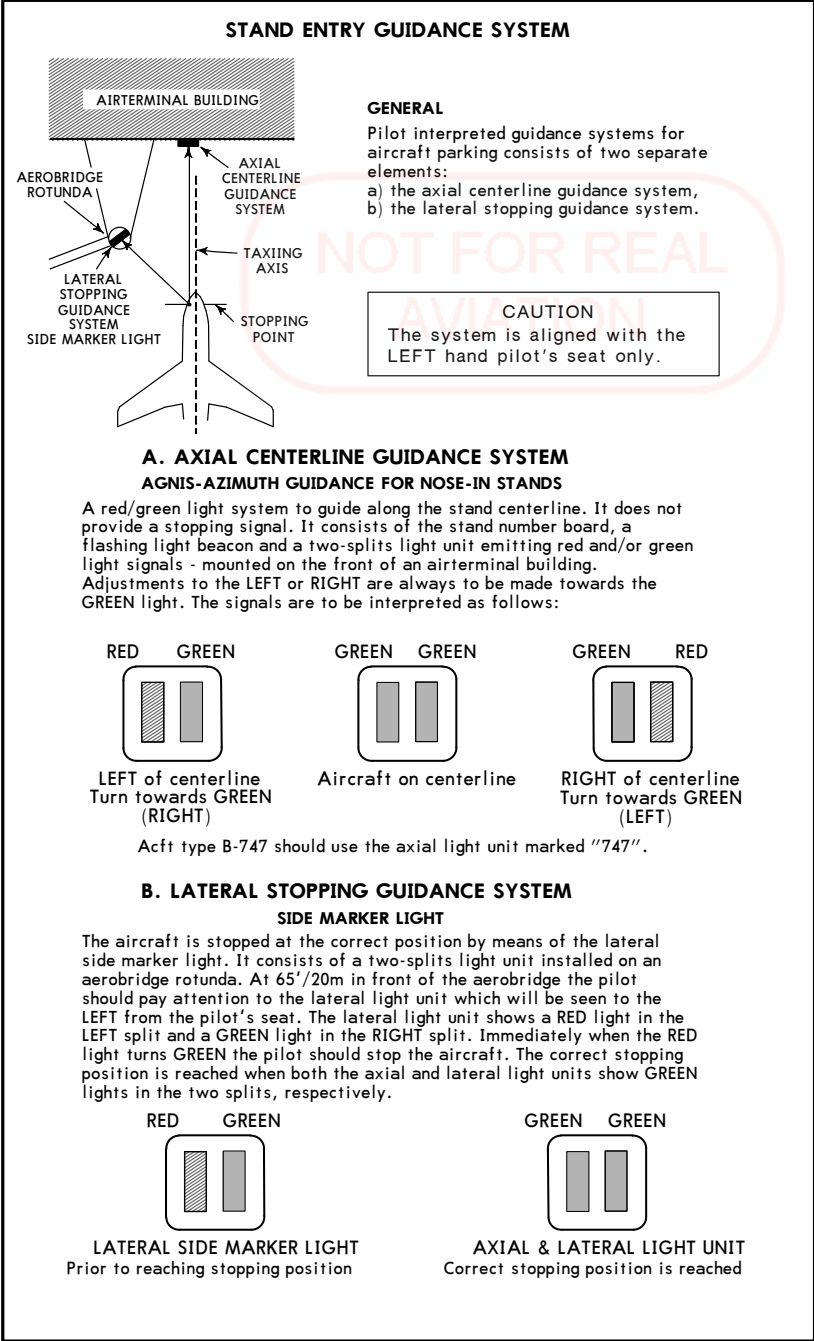
Pilots shall report their position from CAT II/IIIA holding positions or at other reporting points, prescribed by ATC. It is prohibited to cross holding position line (ILS critical area) designated by omnidirectional lights with red light filters and established day marking on Twy 1, Main Twy 2 and also to cross (occupy) Rwy or Twy during taxiing and towing without ATC clearance.



UUEE/SVO



UUEE



UUEE/SVO

JEPPESEN

4 MAR 05

20-9X1

Eff 17 Mar

JAA MINIMUMS

MOSCOW, RUSSIA

SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25R	CAT 2 ILS	722'(100')	722'(100')	722'(100')	722'(100')
		RA 103' R350m	RA 103' R350m	RA 103' R350m	RA 103' R350m
	ILS	822'(200')	822'(200')	822'(200')	822'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	LOC	NOT AUTHORIZED			
		NOT AUTHORIZED			
	PAR	822'(200')	830'(208')	840'(218')	850'(228')
		R550m	R600m	R600m	R600m
ALS out	NDB	R1000m	R1000m	R1000m	R1000m
		990'(368')	990'(368')	990'(368')	990'(368')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 07L/R, 25L/R					
LVP must be in Force					
Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

CHANGES: Minimums.

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UUEE/SVO

JEPPESEN

4 MAR 05

20-9X

Eff 17 Mar

JAA MINIMUMS

MOSCOW, RUSSIA

SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820'(200')	820'(200')	820'(200')	820'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	LOC	NOT AUTHORIZED			
		NOT AUTHORIZED			
	PAR	820'(200')	820'(200')	827'(207')	837'(217')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
07R	CAT 2 ILS	717'(100')	717'(100')	717'(100')	717'(100')
		RA 107' R350m	RA 107' R350m	RA 107' R350m	RA 107' R350m
	ILS	817'(200')	817'(200')	817'(200')	817'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	LOC	NOT AUTHORIZED			
		NOT AUTHORIZED			
	PAR	820'(203')	830'(213')	840'(223')	850'(233')
		R600m	R600m	R600m	R600m
25L	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	VOR DME	1010'(393')	1010'(393')	1010'(393')	1010'(393')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
		NOT AUTHORIZED			
	VOR	1510'(893')	1510'(893')	1510'(893')	1510'(893')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
		NOT AUTHORIZED			
25L	NDB	960'(343')	960'(343')	960'(343')	960'(343')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
		NOT AUTHORIZED			
	ILS	820'(200')	820'(200')	820'(200')	820'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	LOC	NOT AUTHORIZED			
		NOT AUTHORIZED			
25L	PAR	820'(200')	820'(200')	827'(207')	837'(217')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
		NOT AUTHORIZED			
	2 NDB	980'(360')	980'(360')	980'(360')	980'(360')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
		NOT AUTHORIZED			
	1 NDB	990'(370')	990'(370')	990'(370')	990'(370')
		R900m	R1000m	R1000m	R1400m
ALS out		R1500m	R1500m	R1800m	R2000m

CHANGES: Minimums.

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# UUEE/SVO SHEREMETYEVO JEPPesen 4 MAR 05 (21-1) Eff 17 Mar MOSCOW, RUSSIA ILS Rwy 07L

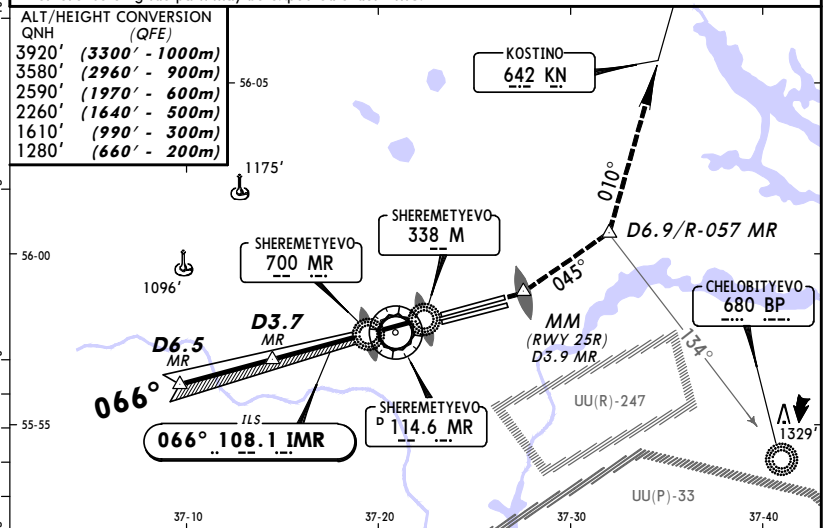
ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 131.5	SHEREMETYEVO Start (TWR) 131.5	Ground 119.0 121.8
LOC IMR 108.1	Final Apch Crs 066°	GS LOM 1391' (771')	ILS DA(H) 820' (200') Apt Elev 630' RWY 620'

**MISSED APCH:** Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3580' (2960') and as directed.

When reaching 1280' (660') contact SHEREMETYEVO Krug.

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

Interference on glide path may be expected under VMC.



<b>D6.5 MR</b> 2590' (1970')	<b>D3.7 MR</b> 2260' (1640')	<b>LOM</b> GS1391' (771')	<b>LMM</b> GS833' (213')	TCH 51'	<b>RWY 07L 620'</b>		
2.8	2.8	2.2	1.7	0.5	0		
<b>Gnd speed-Kts</b>							
<b>ILS GS</b>	2.98°	374	481	535	641	748	855

HIALS

PAPI

MM

RWY 25R

on

066°

045°

LT

A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: NDB procedure transferred to 28-1. © JEPPesen SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

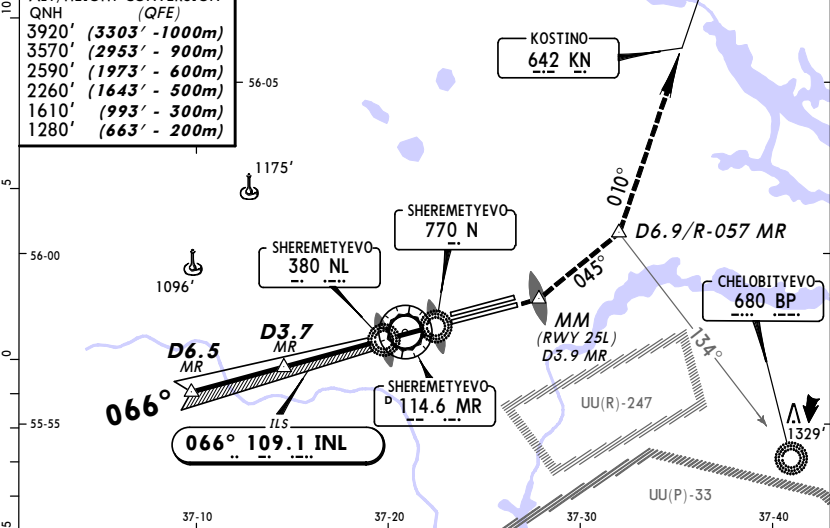
# UUEE/SVO SHEREMETYEVO JEPPesen 4 MAR 05 (21-2) Eff 17 Mar MOSCOW, RUSSIA ILS Rwy 07R

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 120.7	SHEREMETYEVO Start (TWR) 120.7	Ground 119.0 121.8
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	ILS DA(H) 817' (200') Apt Elev 630' RWY 617'

**MISSED APCH:** Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')

Interference on glide path may be expected under VMC.



<table border="1"><thead><tr><th>Gnd speed-Kts</th><th>70</th><th>90</th><th>100</th><th>120</th><th>140</th><th>160</th></tr></thead><tbody><tr><td>ILS GS</td><td>2.98°</td><td>374</td><td>481</td><td>535</td><td>641</td><td>855</td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></tbody></table> <div><div>ILS-11 PAPI</div><div>MM RWY 25L on</div><div>066° LT</div><div>045°</div></div>								Gnd speed-Kts	70	90	100	120	140	160	ILS GS	2.98°	374	481	535	641	855														
Gnd speed-Kts	70	90	100	120	140	160																													
ILS GS	2.98°	374	481	535	641	855																													

A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: NDB procedure transferred to 28-2. © JEPPesen SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

UUEE/SVO MOSCOW, RUSSIA  
SHEREMETYEVO CAT II ILS Rwy 07R

JEPPesen

4 MAR 05  
Eff 17 Mar (21-2A)

ATIS	VNUKOVO Apch (R) (OPALIKHA)	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE)	*SHEREMETYEVO Apch2 (R) (SAVELOVO)
126.37	122.3	119.3	123.7
SHEREMETYEVO Krug (SRE)	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC INL	Final Apch Crs	GS LOM	CAT II ILS RA 107' DA(H) 717'(100')	Apt Elev 630'	RWY 617'
109.1	066°	1322'(705')			

**MISSED APCH:** Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3303')  
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.

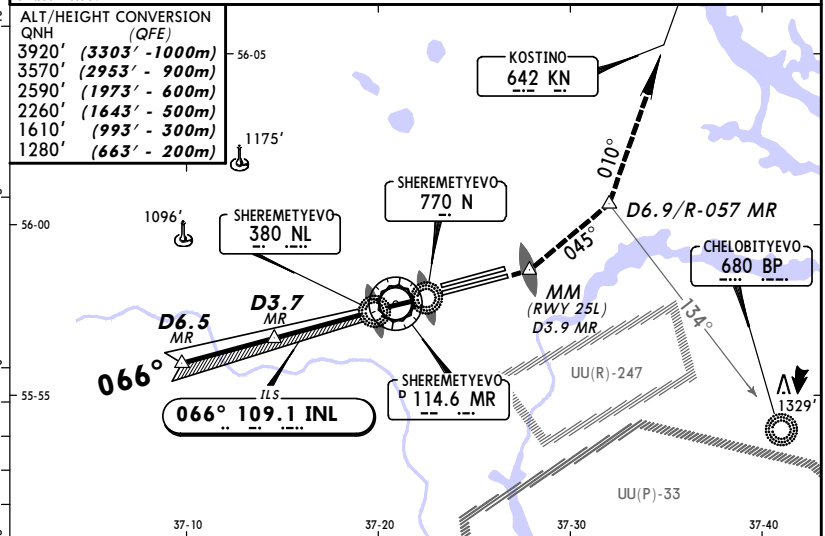


Diagram illustrating a runway layout with various navigation aids and distances:

- D6.5<sub>MR</sub>**: 2590' (1973') at 066°
- D3.7<sub>MR</sub>**: 2260' (1643') at 066°
- LOM**: GS 1322' (705')
- LMM**: GS 830' (213')
- TCH 52'**
- RWY 07R 617'**
- Distances along centerline**: 2.8, 2.9, 2.1, 1.6, 0.5, 0
- Headings**: 066°, 045°

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

Diagram illustrating a runway layout with various navigation aids and distances:

- HIALS-II**
- PAPI**
- MM RWY 25L**
- 066°**
- 045°**

STRAIGHT-IN LANDING RWY 07R	CAT II ILS	ABCD	RA 107'	DA(H) 717'(100')	RVR 350m

CHANGES: Minimums. © JEPPESEN SANDERSON, INC., 2001, 2005. ALL RIGHTS RESERVED.

UUEE/SVO MOSCOW, RUSSIA  
SHEREMETYEVO ILS Rwy 25L

JEPPesen

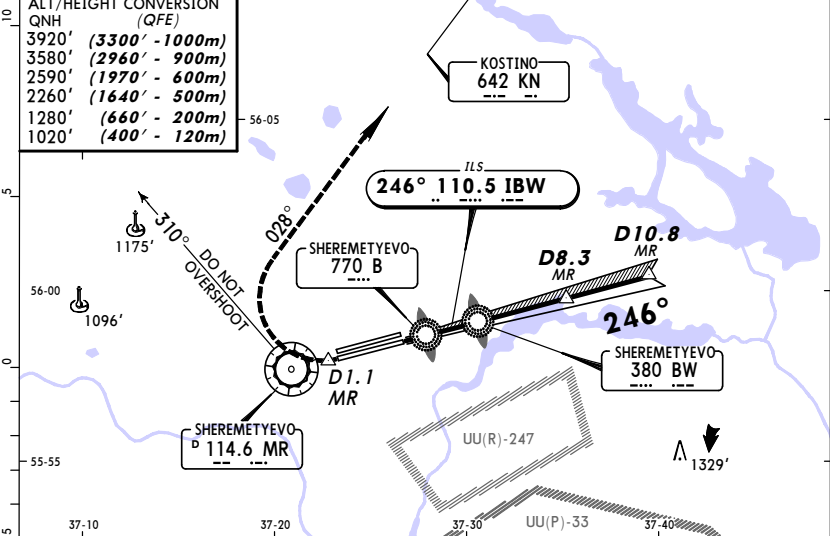
4 MAR 05 (21-3) Eff 17 Mar

ATIS	VNUKOVO Apch (R) (OPALIKHA)	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE)	*SHEREMETYEVO Apch2 (R) (SAVELOVO)
126.37	122.3	119.3	123.7
SHEREMETYEVO Krug (SRE)	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC IBW	Final Apch Crs	GS LOM	ILS DA(H) 820'(200')	Apt Elev 630'	RWY 620'
110.5	246°	1375'(755')	820'(200')		

**MISSED APCH:** Climb on 246° to 1020' (400') or above to D1.1 MR, then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed. When reaching 1280' (660') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3300')  
Interference on glide path may be expected under VMC.



The diagram illustrates a runway layout with several key features and markers:

- Runway:** Labeled **RWY 25L 620'** at the start.
- Markers:**
  - TCH 59'** (Threshold Crossing Height) at the start of the runway.
  - LMM** (Localizer Marker) at 0.6 miles, with a distance of **GS 883' (263')**.
  - LOM** (Localizer Outer Marker) at 2.2 miles, with a distance of **GS 1375' (755')**.
  - D8.3 MR** (Distance Marker) at 2.8 miles, with a distance of **2260' (1640')**.
  - D10.8 MR** (Distance Marker) at 2.5 miles, with a distance of **2590' (1970')**.
- Angles:** Two **246°** angles are indicated, one at the LOM and one at the D8.3 MR.
- Distances:** The diagram shows distances of **0.6**, **1.6**, **2.2**, **2.8**, and **2.5** miles.

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

Additional information on the right side of the diagram:

- HIALS** (High Altitude Alerting System) and **PAPI** (Precision Approach Path Indicator) are shown.
- A vertical distance of **1020' (400')** is indicated, with the note **or above**.
- An angle of **246°** is shown.
- A distance of **D1.1 MR** is indicated.

STRAIGHT-IN LANDING RWY 25L	ILS	LOC (GS out)	DA(H) 820'(200')	FULL	ALS out	RVR 720m VIS 800m	1200m	NOT AUTH

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UUEE/SVO  
SHEREMETYEVO

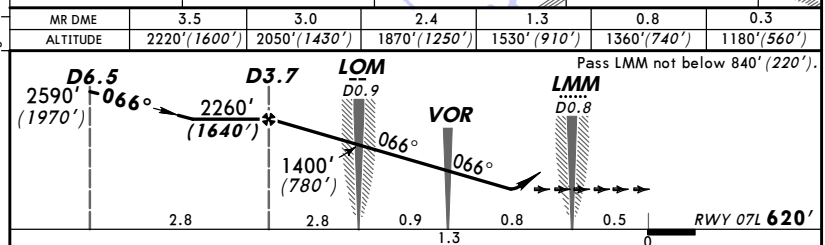
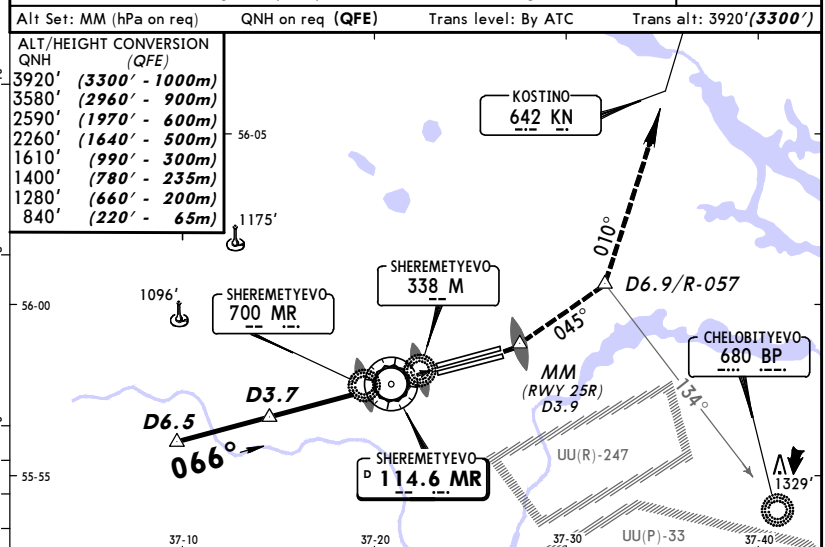
JEPPESSEN  
4 MAR 05 (23-1) Eff 17 Mar

MOSCOW, RUSSIA  
VOR DME Rwy 07L

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 131.5	SHEREMETYEVO Start (TWR) 131.5	Ground 119.0 121.8
VOR MR 114.6	Final Apch Crs 066°	Minimum Alt D3.7 2260' (1640')	VOR DME MDA(H) 970' (350')
Apt Elev 630'		RWY 620'	

MISSED APCH: Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Krug.

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 Gradient 5.2%	369	474	527	632	737	843

STRAIGHT-IN LANDING RWY 07L			
VOR DME		VOR	
MDA(H) 970' (350')		MDA(H) 1510' (890')	
ALS out		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m
B			
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m 4800m
D			

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UUEE/SVO  
SHEREMETYEVO

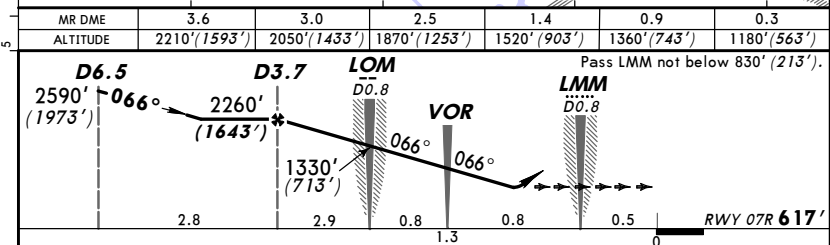
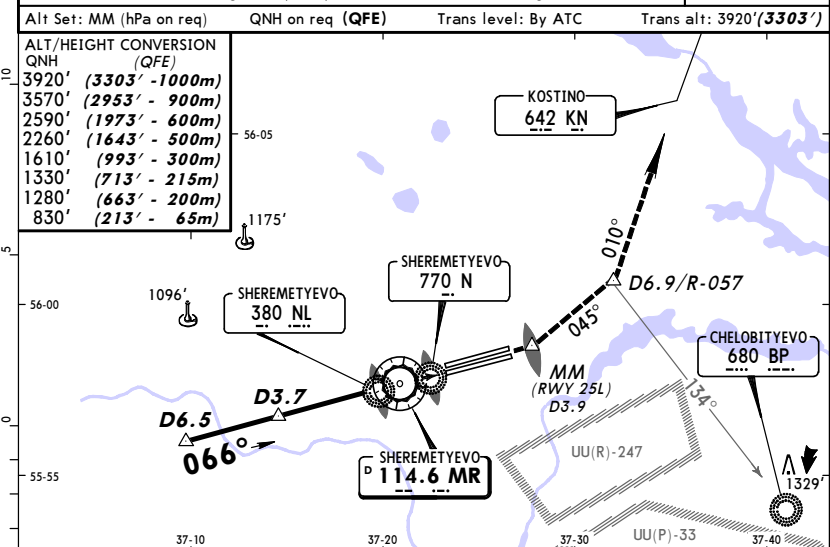
JEPPESSEN  
4 MAR 05 (23-2) Eff 17 Mar

MOSCOW, RUSSIA  
VOR DME Rwy 07R

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 120.7	SHEREMETYEVO Start (TWR) 120.7	Ground 119.0 121.8
VOR MR 114.6	Final Apch Crs 066°	Minimum Alt D3.7 2260' (1643')	VOR DME MDA(H) 1010' (393')
Apt Elev 630'		RWY 617'	

MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

STRAIGHT-IN LANDING RWY 07R			
VOR DME		VOR	
MDA(H) 1010' (393')		MDA(H) 1510' (893')	
ALS out		ALS out	
A	1200m	RVR 1800m VIS 2000m	3200m
B			
C			3600m 4400m
D	RVR 1500m VIS 1600m		4000m 4800m

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# UUEE/SVO MOSCOW, RUSSIA SHEREMETYEVO PAR or 2 NDB Rwy 07L

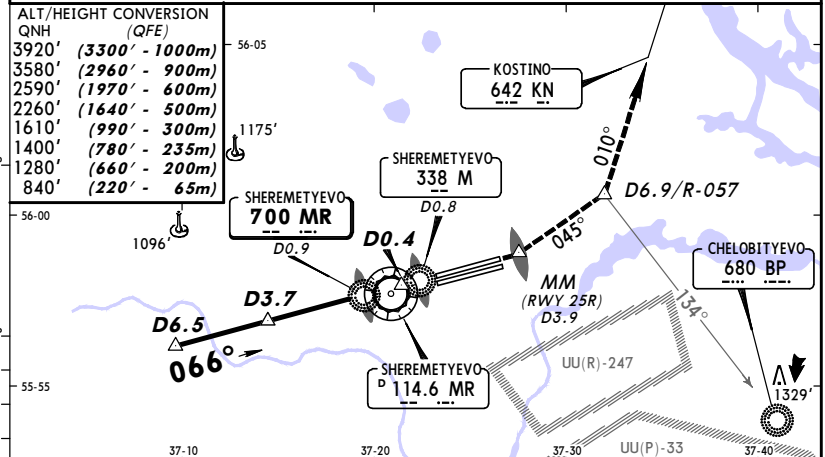
JEPPESSEN  
4 MAR 05  
Eff 17 Mar (28-1)

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 131.5	SHEREMETYEVO Start (TWR) 131.5	Ground 119.0 121.8

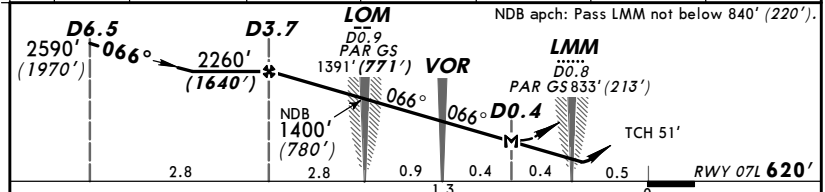
RADAR	Final Apch Crs 066°	PAR GS LOM 1391' (771')	PAR DA(H) Refer to Minimums	Apt Elev 630'
NDB MR 700		Minimum Alt D3.7 2260' (1640')	NDB MDA(H) 970' (350')	RWY 620'

MISSED APCH: Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Krug.

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



NDB	MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE		2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or	374	481	535	641	748	855
NDB Desc Grad 5.2%						
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07L	NDB
PAR DA(H) A: 827' (207') B: 820' (200') C: 827' (207') D: 837' (217')	MDA(H) 970' (350')

A	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
B			
C			
D			

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# UUEE/SVO MOSCOW, RUSSIA SHEREMETYEVO PAR or 2 NDB Rwy 07R

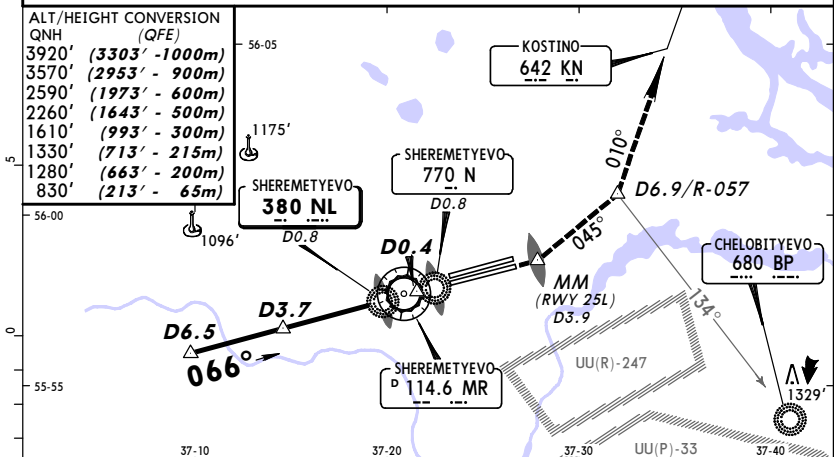
JEPPESSEN  
4 MAR 05  
Eff 17 Mar (28-2)

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 120.7	SHEREMETYEVO Start (TWR) 120.7	Ground 119.0 121.8

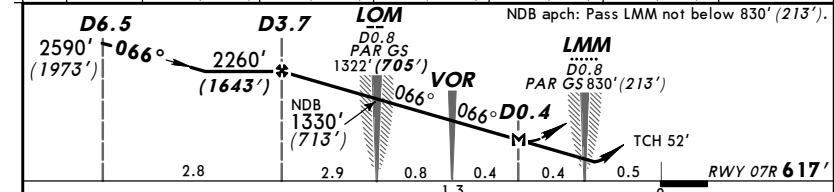
RADAR	Final Apch Crs 066°	PAR GS LOM 1322' (705')	PAR DA(H) Refer to Minimums	Apt Elev 630'
NDB NL 380		Minimum Alt D3.7 2260' (1643')	NDB MDA(H) 960' (343')	RWY 617'

MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')



NDB	MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE		2210' (1593')	2050' (1433')	1870' (1253')	1520' (903')	1360' (743')	1180' (563')



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or	374	481	535	641	748	855
NDB Desc Grad 5.2%						
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07R	NDB
PAR DA(H) A: 820' (203') B: 830' (213') C: 840' (223') D: 850' (233')	MDA(H) 960' (343')

A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
B				
C				
D				

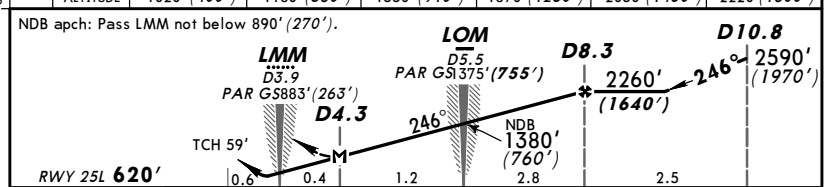
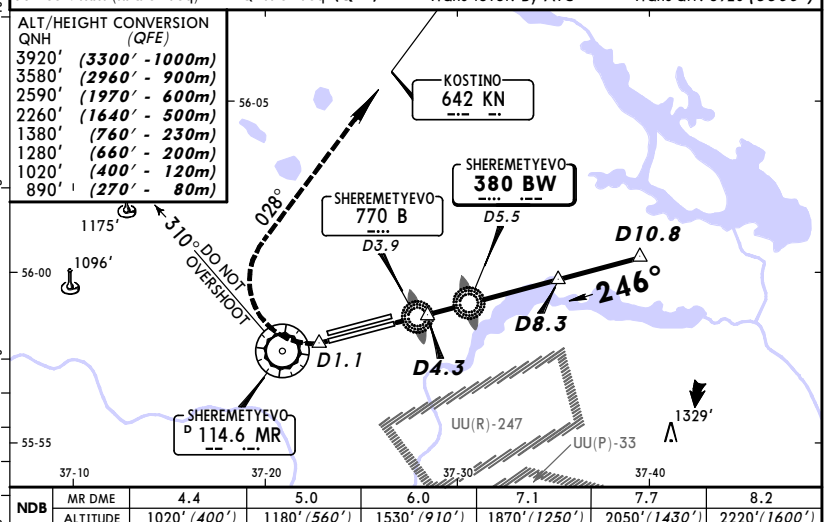
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# UUEE/SVO MOSCOW, RUSSIA SHEREMETYEVO PAR or 2 NDB Rwy 25L

JEPPesen  
4 MAR 05  
Eff 17 Mar (28-3)

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 120.7	SHEREMETYEVO Start (TWR) 120.7	Ground 119.0 121.8
RADAR	Final Apch Crs 246°	PAR GS LOM 1375' (755')	PAR DA(H) Refer to Minimums Apt Elev 630'
NDB BW 380	Minimum Alt D8.3 2260' (1640')	2 NDB MDA(H) 980' (360')	RWY 620'
MISSED APCH: Climb on 246° to 1020' (400') or above to D1.1, then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed. When reaching 1280' (660') contact SHEREMETYEVO Krug.			MSA MR VOR
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3920' (3300')



Gnd speed-Kts	70	90	100	120	140	160		1020' (400') or above	246°	D1.1
PAR GS 2.98° or	374	481	535	641	748	855				
NDB Desc Grad 5.2%										
2 NDB: MAP at D4.3										

STRAIGHT-IN LANDING RWY 25L				2 NDB				1 NDB			
PAR C: 827' (207')				MDA(H) 980' (360')				MDA(H) 990' (370')			
AB: 820' (200') D: 837' (217')											
ALS out				ALS out				ALS out			
RVR 720m VIS 800m				1200m				1200m			
				RVR 1500m VIS 1600m				RVR 1500m VIS 1600m			
				RVR 1500m VIS 1600m				RVR 1500m VIS 1600m			
				RVR 1500m VIS 1600m				RVR 1500m VIS 1600m			

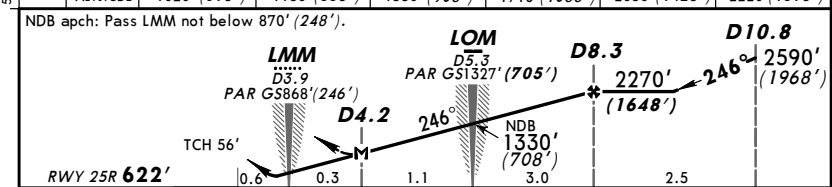
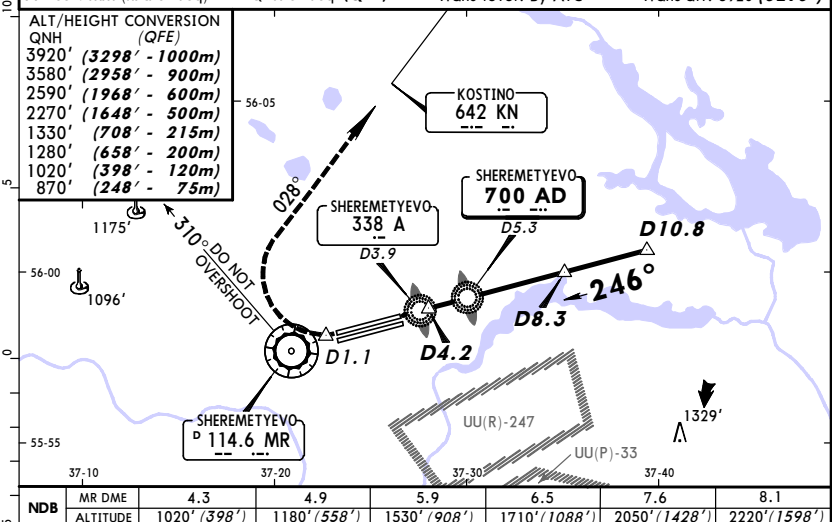
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# UUEE/SVO MOSCOW, RUSSIA SHEREMETYEVO PAR or 2 NDB Rwy 25R

JEPPesen  
4 MAR 05  
Eff 17 Mar (28-4)

ATIS 126.37	VNUKOVO Apch (R) (OPALIKHA) 122.3	*SHEREMETYEVO Apch1 (R) (IVANOVSKOYE) 119.3	*SHEREMETYEVO Apch2 (R) (SAVELOVO) 123.7
SHEREMETYEVO Krug (SRE) 118.1	SHEREMETYEVO Tower (PAR) 131.5	SHEREMETYEVO Start (TWR) 131.5	Ground 119.0 121.8
RADAR	Final Apch Crs 246°	PAR GS LOM 1327' (705')	PAR DA(H) Refer to Minimums Apt Elev 630'
NDB AD 700	Minimum Alt D8.3 2270' (1648')	2 NDB MDA(H) 990' (368')	RWY 622'
MISSED APCH: Climb on 246° to 1020' (398') or above to D1.1, then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed. When reaching 1280' (658') contact SHEREMETYEVO Krug.			MSA MR VOR
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3920' (3298')



Gnd speed-Kts	70	90	100	120	140	160		1020' (398') or above	246°	D1.1
PAR GS 2.98° or	374	481	535	641	748	855				
NDB Desc Grad 5.2%										
2 NDB: MAP at D4.2										

STRAIGHT-IN LANDING RWY 25R				2 NDB or 1 NDB			
PAR C: 822' (200') D: 830' (208')				MDA(H) 990' (368')			
A: 822' (200') C: 840' (218')							
B: 830' (208') D: 850' (228')							
TDZ or CL out				ALS out			
RVR 550m VIS 800m				1200m			
				RVR 1500m VIS 1600m			
				RVR 1500m VIS 1600m			
				RVR 1500m VIS 1600m			

CHANGES: Procedure. Minimums.

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