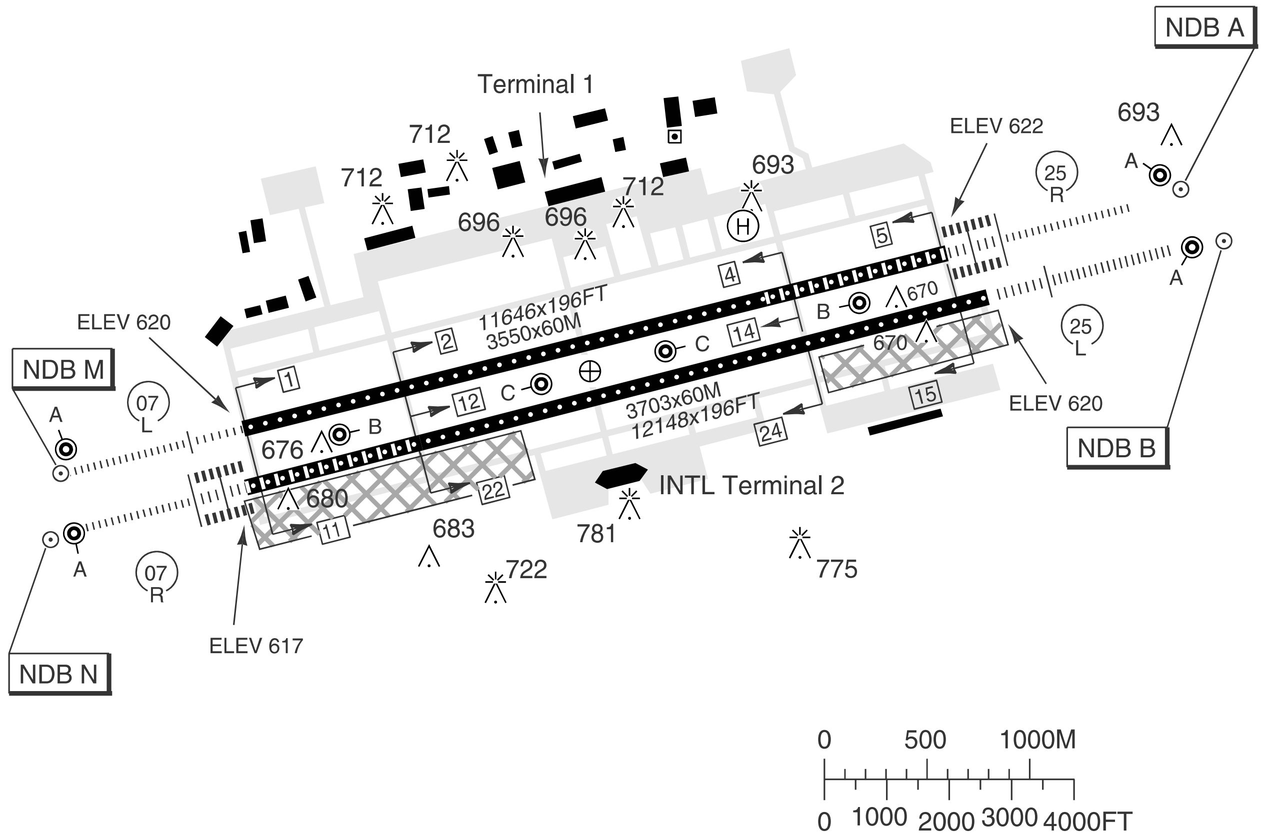
MOSCOW SHEREMETYEVO RUSSIA

RWY	QFU	APL	THL	RWL	SLOPE
07L	066	H-D a	H	H	0
25R	246	H-B a	H	H	0
07R	066	H-B a	H	H	0
25L	246	H-D a	H	H	0

a PAPI 2.98L



TKOF	RWY	ALL		LVP AVBL
	CLG/RVR or VIS KM	See Legends 9		CLL 15M

COM

Moscow TMA APP FREQ:

APP		Corridor	ALT
1	127.200	2, 3	Above FL119 (3600M STD)
2	122.700	2, 3	At and below FL119 (3600M STD)
3	128.000	4, 5	Above FL119 (3600M STD)
4	123.400	4, 5	At and below FL119 (3600M STD)
5	134.000	6, 7	Above FL119 (3600M STD)
6	125.300	6, 7	At and below FL119 (3600M STD)
7	131.200	8, 9	Above FL119 (3600M STD)
8	129.800	8, 9	At and below FL119 (3600M STD)
9	135.900	1, 10	At and above FL119 (3600M STD)

RFF: CAT 8

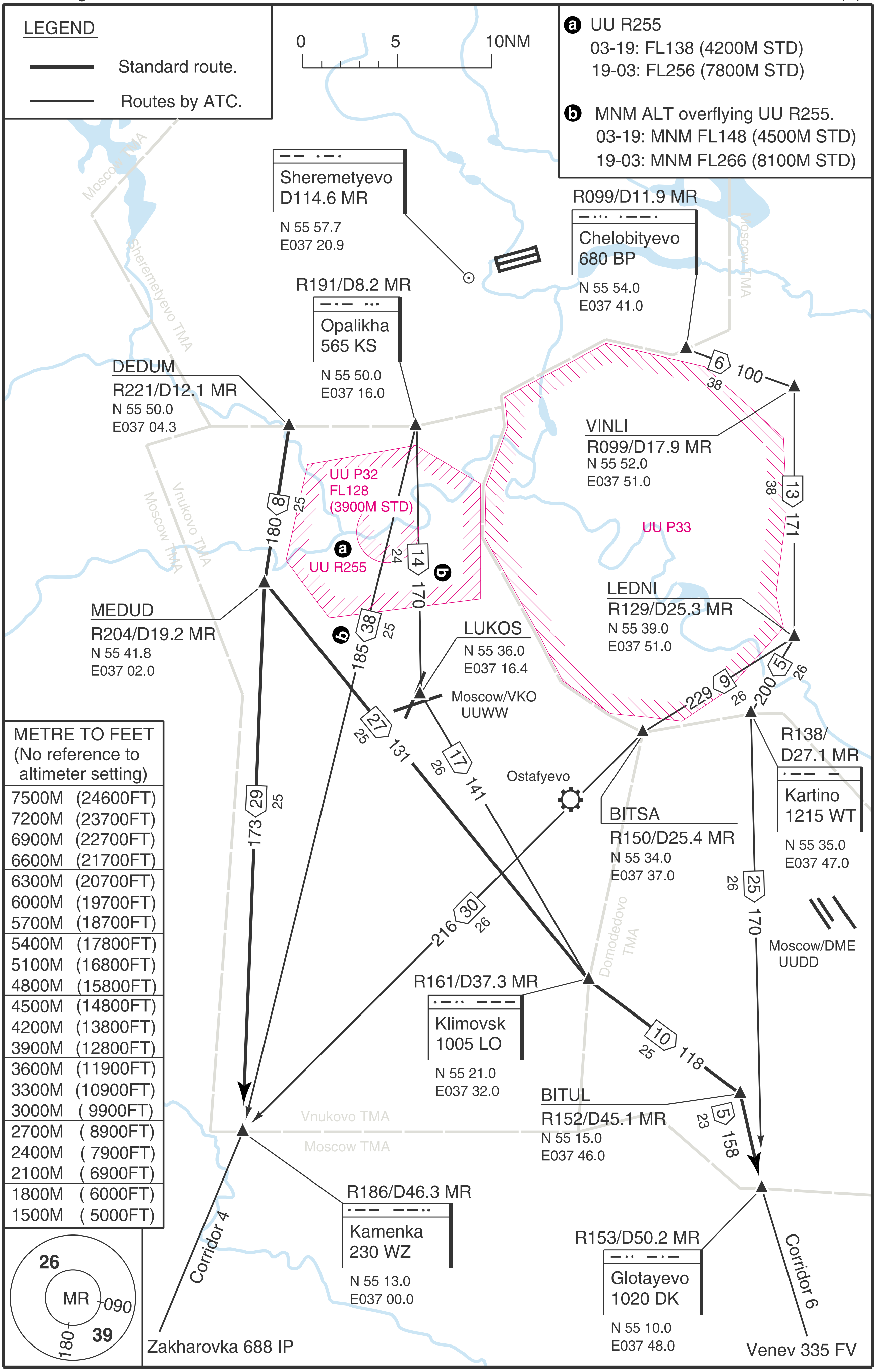
TKOF INTERSECTIONS

RWY	Intersection	Distance
RWY 07L	1 / 11	3539M/ *11610FT*
	2 / 12	2625M/ *8612FT*
RWY 07R	11	3592M/ *11784FT*
	12 / 22	2675M/ *8776FT*
RWY 25L	14 / 24	2901M/ *9517FT*
	15	3595M/ *11794FT*
RWY 25R	4 / 14	2799M/ *9182FT*
	5 / 15	3488M/ *11443FT*

Circling

NA

Change: APL



METRE TO FEET
(No reference to altimeter setting)

7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Change: New page

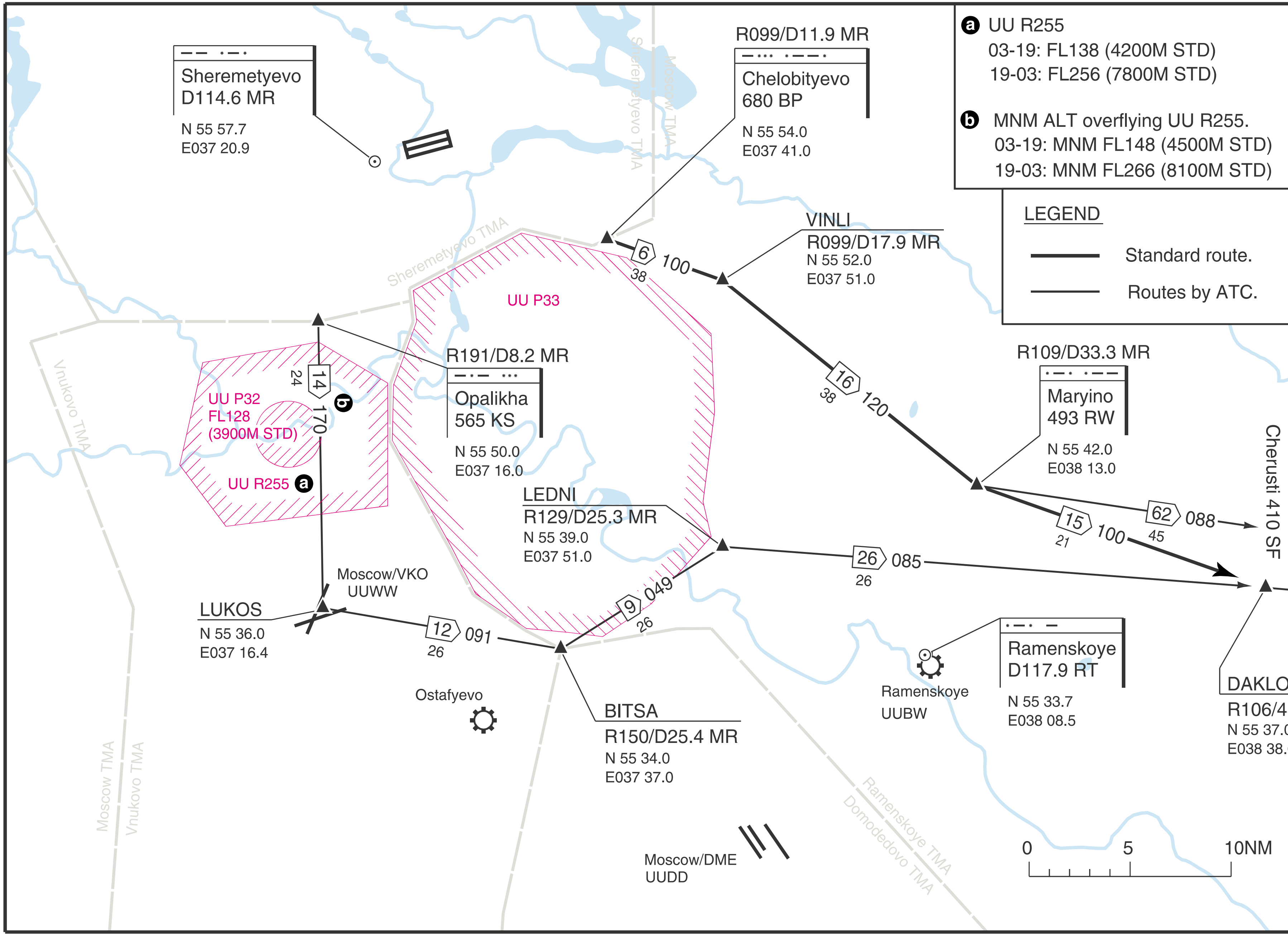
WEF 26 OCT

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

a UU R255
03-19: FL138 (4200M STD)
19-03: FL256 (7800M STD)

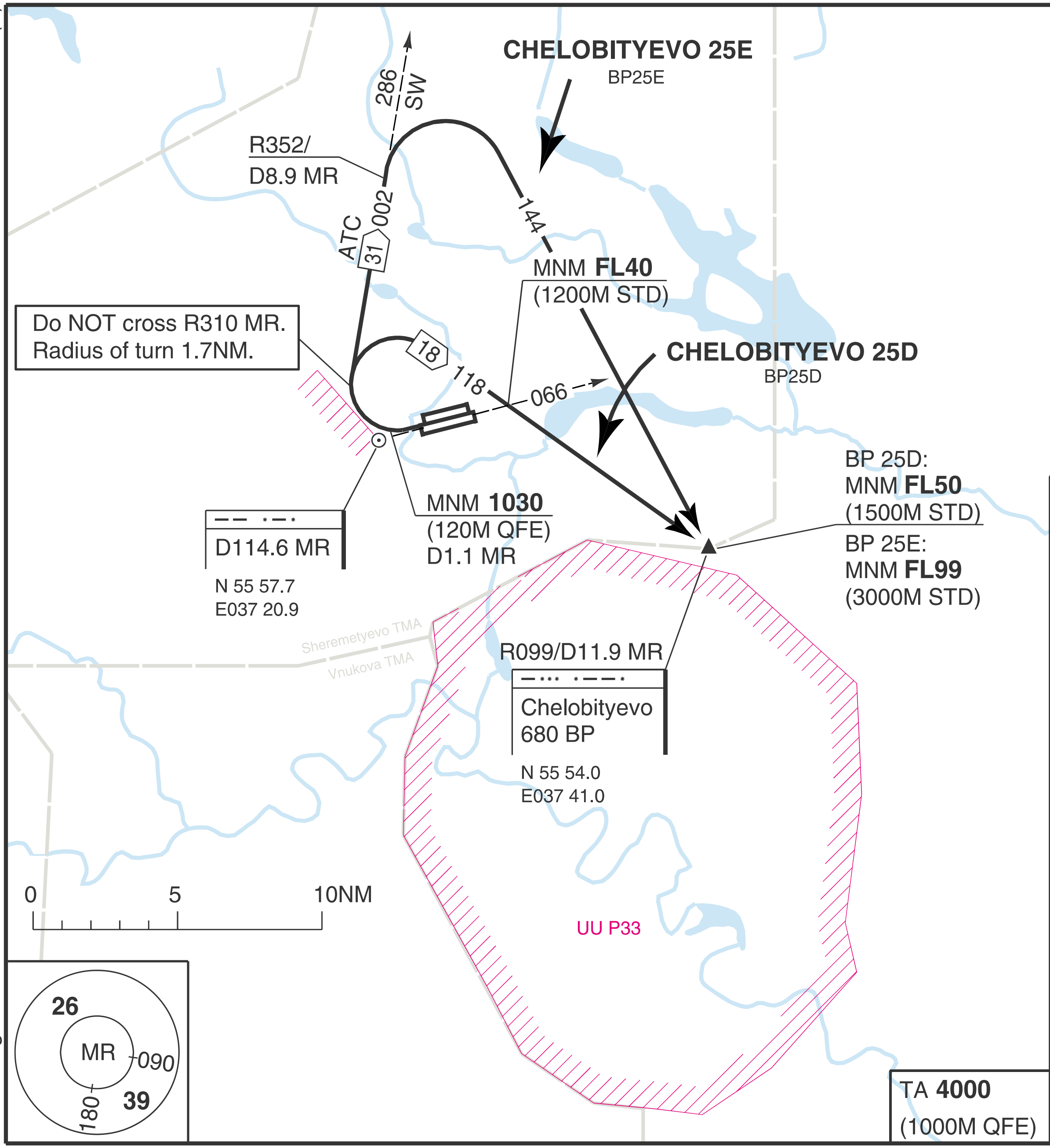
b MNM ALT overflying UU R255.
03-19: MNM FL148 (4500M STD)
19-03: MNM FL266 (8100M STD)

LEGEND
Standard route.
Routes by ATC.



WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA



TA **4000**
(1000M QFE)

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
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4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

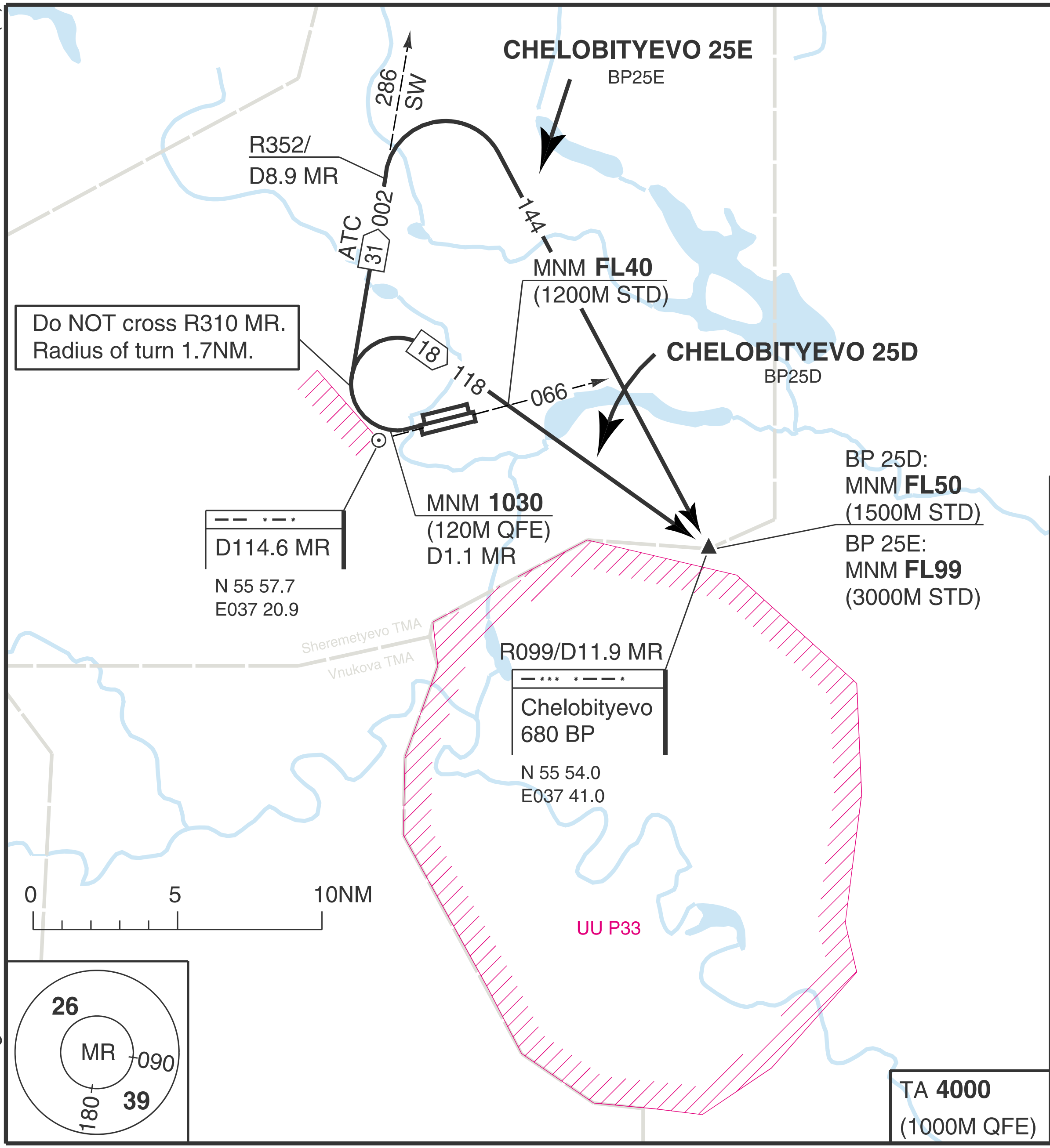
MNM CLIMB GRADIENT
5.5%.

ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

CHELOBITYEVO 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) - 118° to BP.
Cross: R066 MR MNM FL40 (1200M STD)
BP MNM FL50 (1500M STD)

CHELOBITYEVO 25E (ATC)
turn R (radius 1.7NM / Do NOT cross R310 MR) - 002° to SW - at R352/D8.9 MR turn R - 144° to BP.
Cross BP MNM FL99 (3000M STD)



TA **4000**
(1000M QFE)

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
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3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
5.5%.

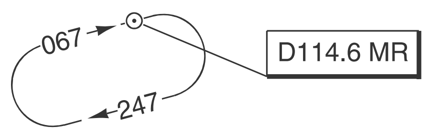
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

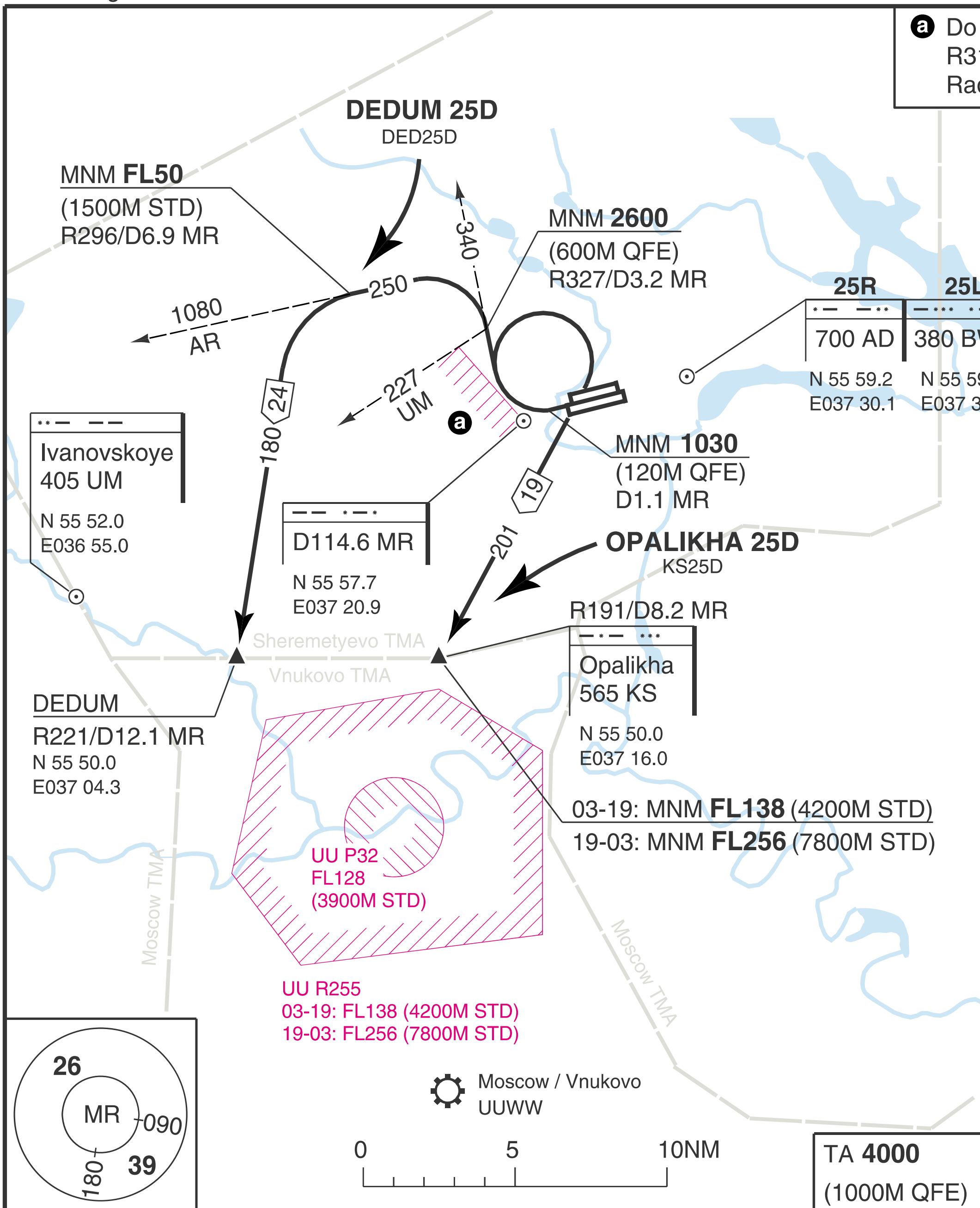
CHELOBITYEVO 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) - 118° to BP.
Cross: R066 MR MNM FL40 (1200M STD)
BP MNM FL50 (1500M STD)

CHELOBITYEVO 25E (ATC)
turn R (radius 1.7NM / Do NOT cross R310 MR) - 002° to SW - at R352/D8.9 MR turn R - 144° to BP.
Cross BP MNM FL99 (3000M STD)

ENG FAIL
Climb on 246°. At **1700** turn right to MR HP.



M O S C O W S H E R E M E T Y E V O R U S S I A



METRE TO FEET (No reference to altimeter setting)
7500M (24600FT)
7200M (23700FT)
6900M (22700FT)
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6300M (20700FT)
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5700M (18700FT)
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3600M (11900FT)
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2700M (8900FT)
2400M (7900FT)
2100M (6900FT)
1800M (6000FT)
1500M (5000FT)

NAV WARNING
Buzharovo NDB AR may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
5.5%.

ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

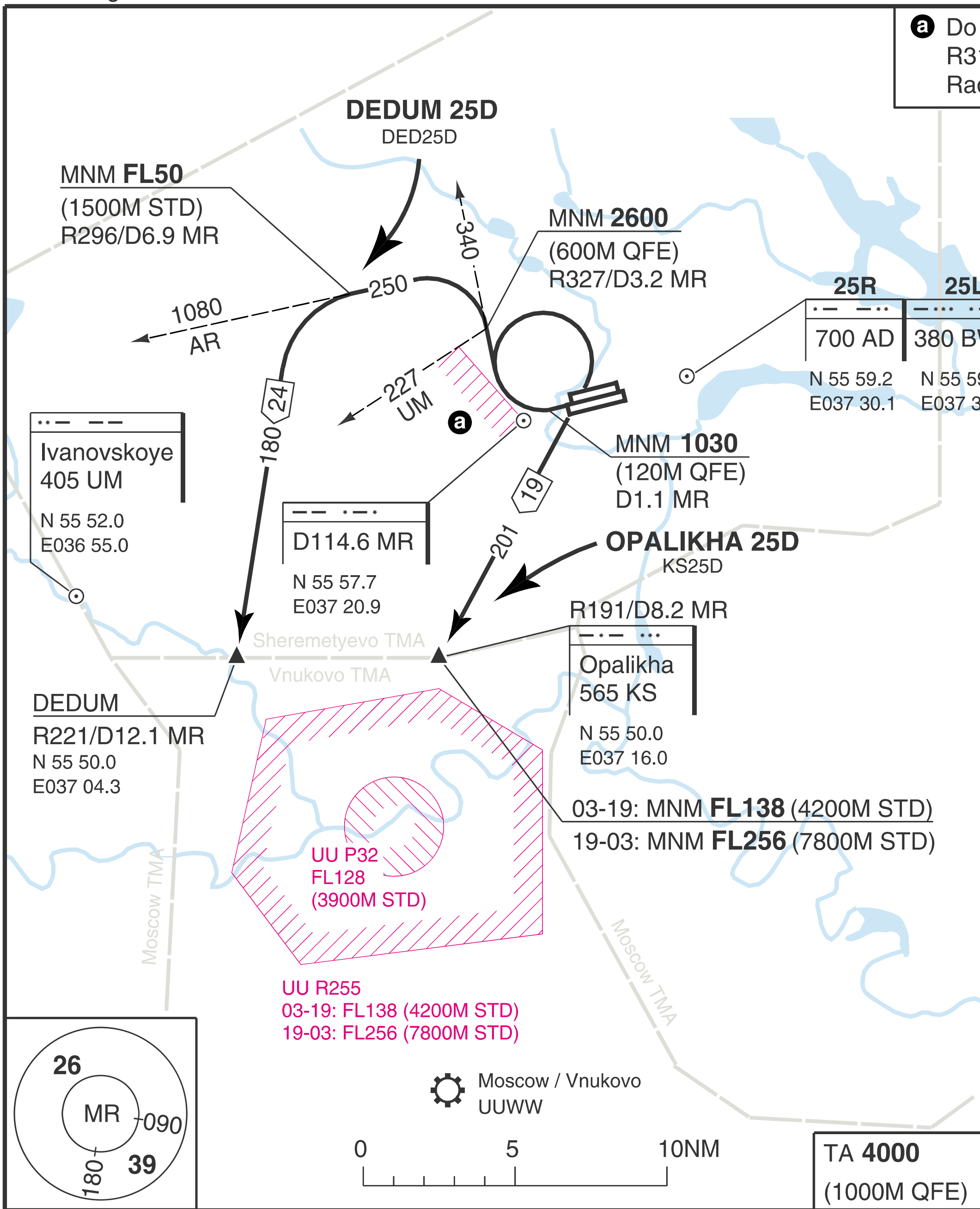
INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

DEDUM 25D
turn R (radius 1.7NM) to 340° (Do NOT cross R310 MR) - at R327/D3.2 MR turn L - 250° towards AR - at R296/D6.9 MR turn L to 180° - DEDUM.
Cross R330/D3.2 MR MNM 2600 (600M QFE)

OPALIKHA 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) 200° to KS.
Cross KS 03-19: MNM FL138 (4200M STD)
19-03: MNM FL256 (7800M STD)

Change: Renumbered

WEF 26 OCT



TA 4000
(1000M QFE)

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
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3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB AR may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
5.5%.

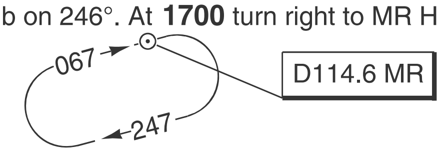
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

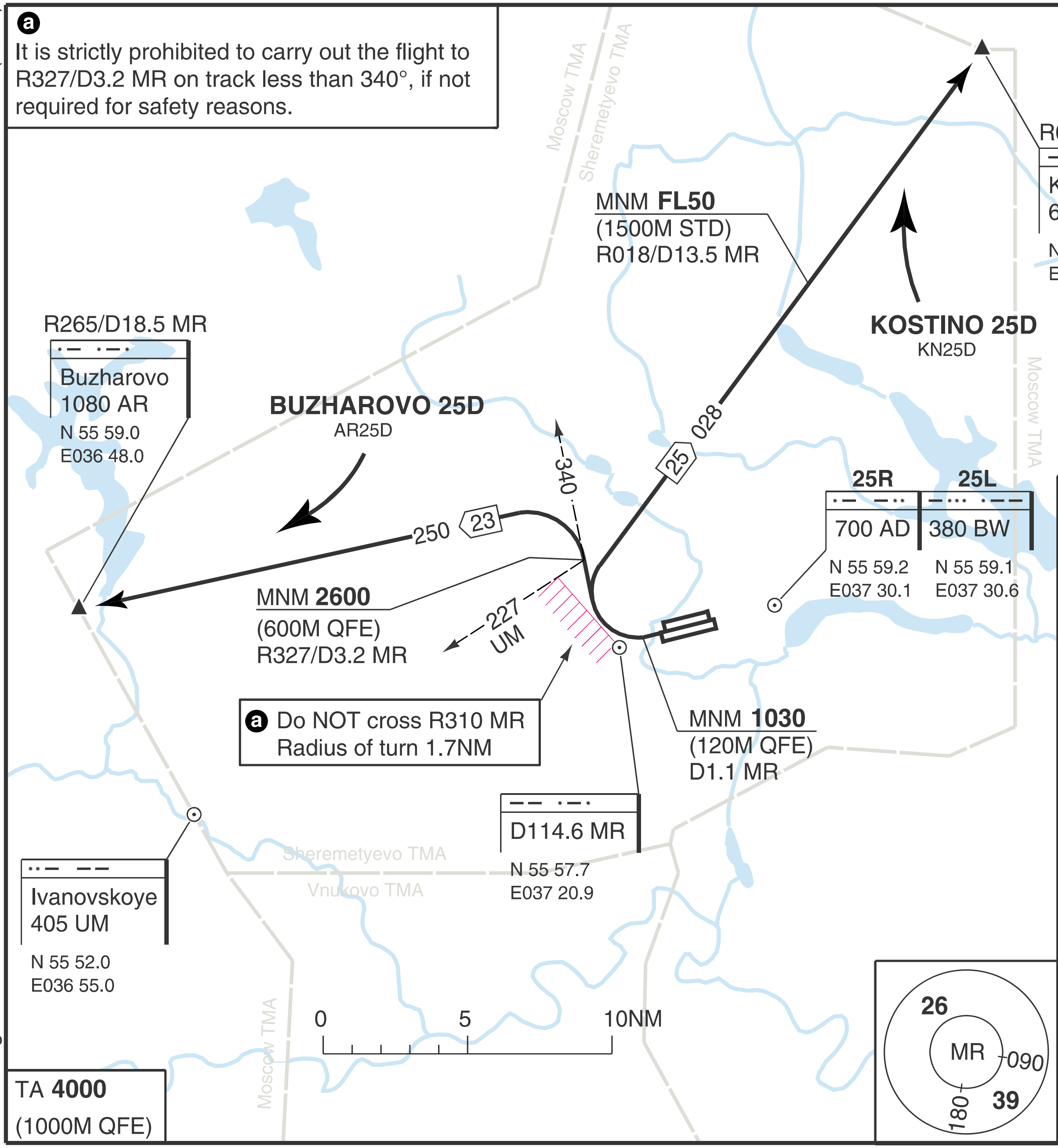
INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

DEDUM 25D
turn R (radius 1.7NM) to 340° (Do NOT cross R310 MR) - at R327/D3.2 MR turn L - 250° towards AR - at R296/D6.9 MR turn L to 180° - DEDUM.
Cross R330/D3.2 MR MNM 2600 (600M QFE)

OPALIKHA 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) 200° to KS.
Cross KS 03-19: MNM FL138 (4200M STD)
19-03: MNM FL256 (7800M STD)

ENG FAIL
Climb on 246°. At **1700** turn right to MR HP.





METRE TO FEET (No reference to altimeter setting)
7500M (24600FT)
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1800M (6000FT)
1500M (5000FT)

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE BUZHAROVO 25D
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

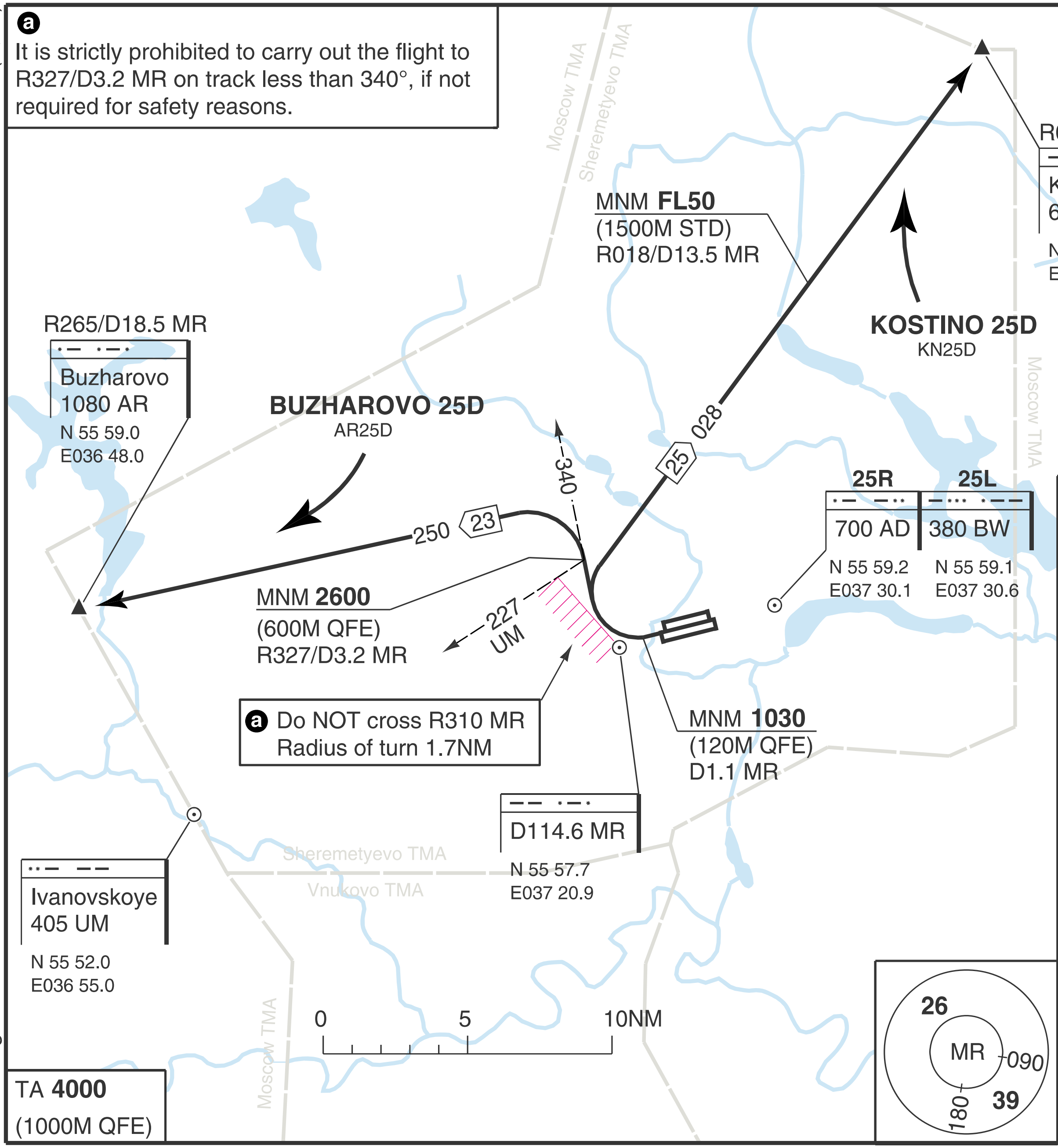
MNM CLIMB GRADIENT
KOSTINO 25D: 5.5%.
BUZHAROVO 25D: 6%.

ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

BUZHAROVO 25D
turn R (radius 1.7NM) to 340° (Do NOT cross R310 MR) - at R327/D3.2 MR turn L - 250° to AR.
Cross R327/D3.2 MR MNM 2600 (600M QFE)

KOSTINO 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) - 028° to KN.
Cross R018/D13.5 MR MNM FL50 (1500M STD)



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
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3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE BUZHAROVO 25D
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
KOSTINO 25D: 5.5%.
BUZHAROVO 25D: 6%.

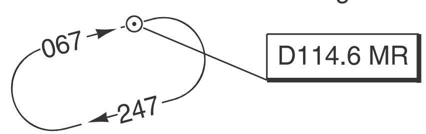
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE).

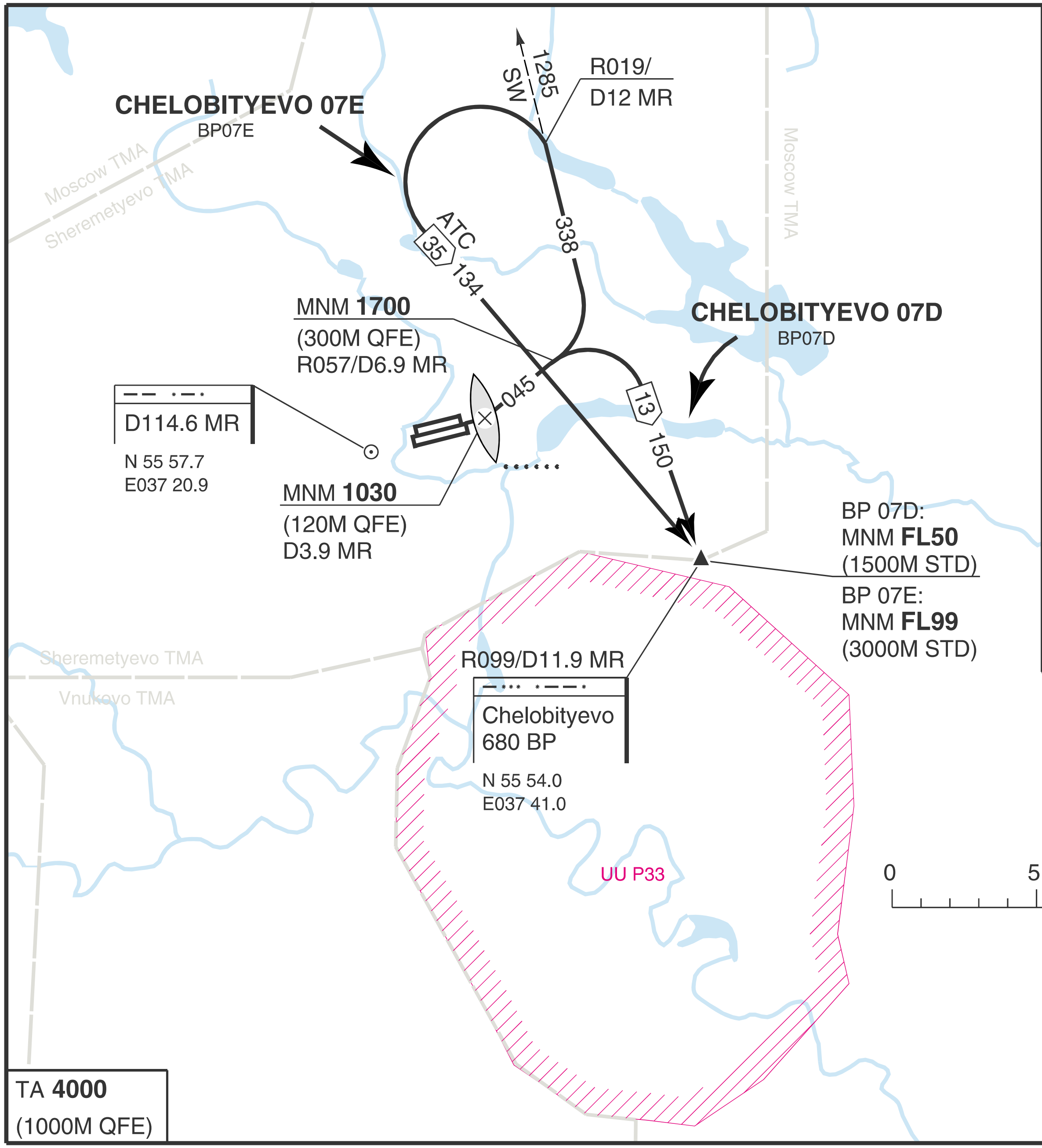
INITIAL CLIMB
Climb on 246° with MAX climb gradient to D1.1 MR - follow SID.
Cross D1.1 MR MNM 1030 (120M QFE)

BUZHAROVO 25D
turn R (radius 1.7NM) to 340° (Do NOT cross R310 MR) - at R327/D3.2 MR turn L - 250° to AR.
Cross R327/D3.2 MR MNM 2600 (600M QFE)

KOSTINO 25D
turn R (radius 1.7NM / Do NOT cross R310 MR) - 028° to KN.
Cross R018/D13.5 MR MNM FL50 (1500M STD)

ENG FAIL
Climb on 246°. At **1700** turn right to MR HP.





METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
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3300M	(10900FT)
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2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
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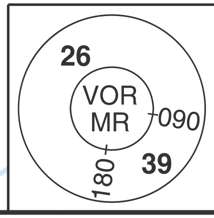


COM
When passing 1300 (200M QFE),
contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

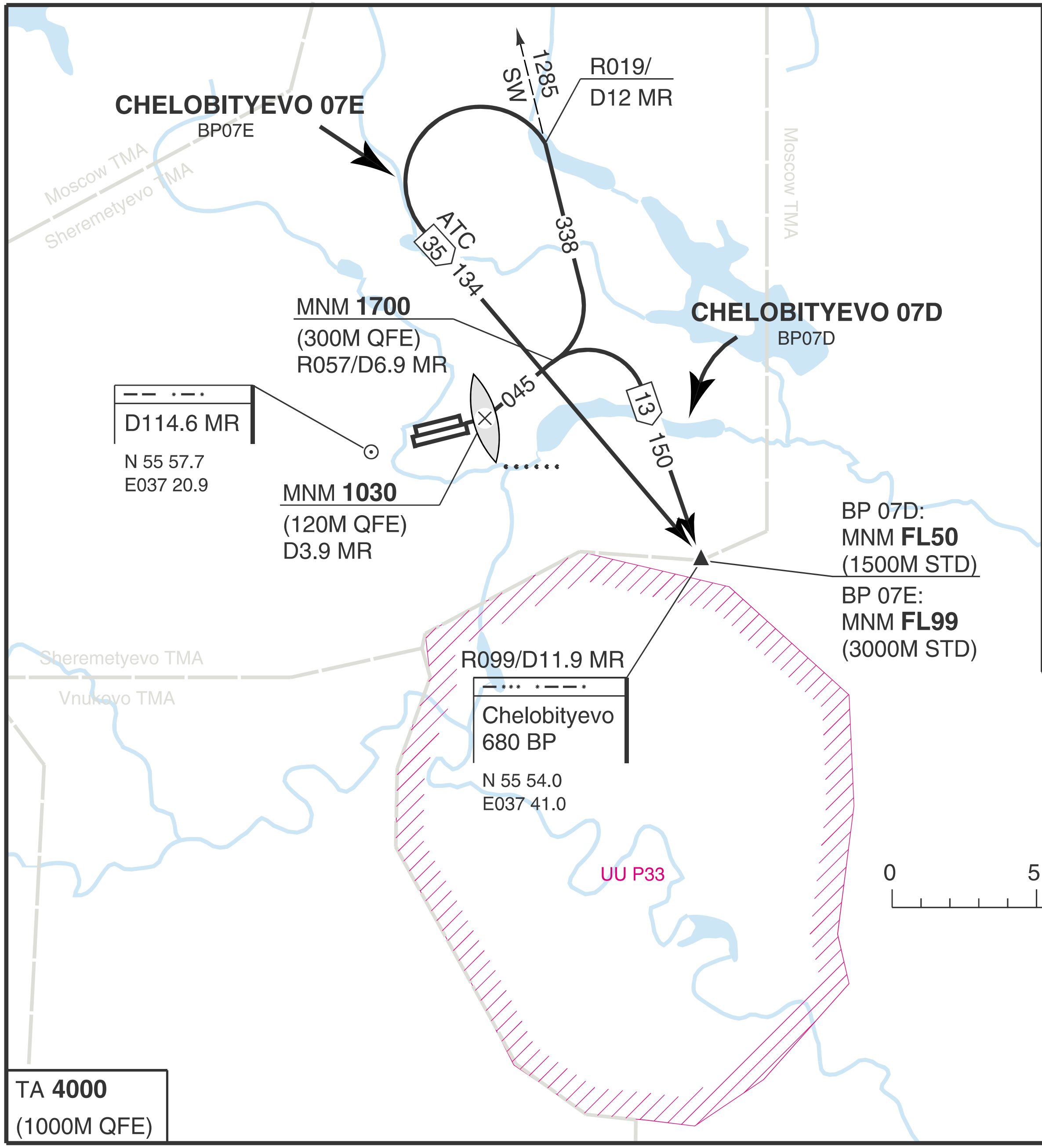
MNM CLIMB GRADIENT
5.5%.

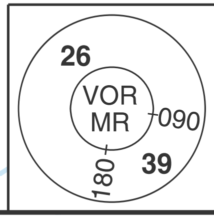
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

CHELOBITYEVO 07D
turn R - 150° to BP.
Cross BP MNM FL50 (1500M STD)

CHELOBITYEVO 07E (ATC)
turn L - 338° to SW - at R019/D12 MR turn L - 134° to BP.
Cross BP MNM FL99 (3000M STD)





METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
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3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

MNM CLIMB GRADIENT
5.5%.

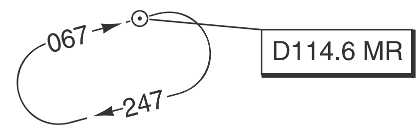
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

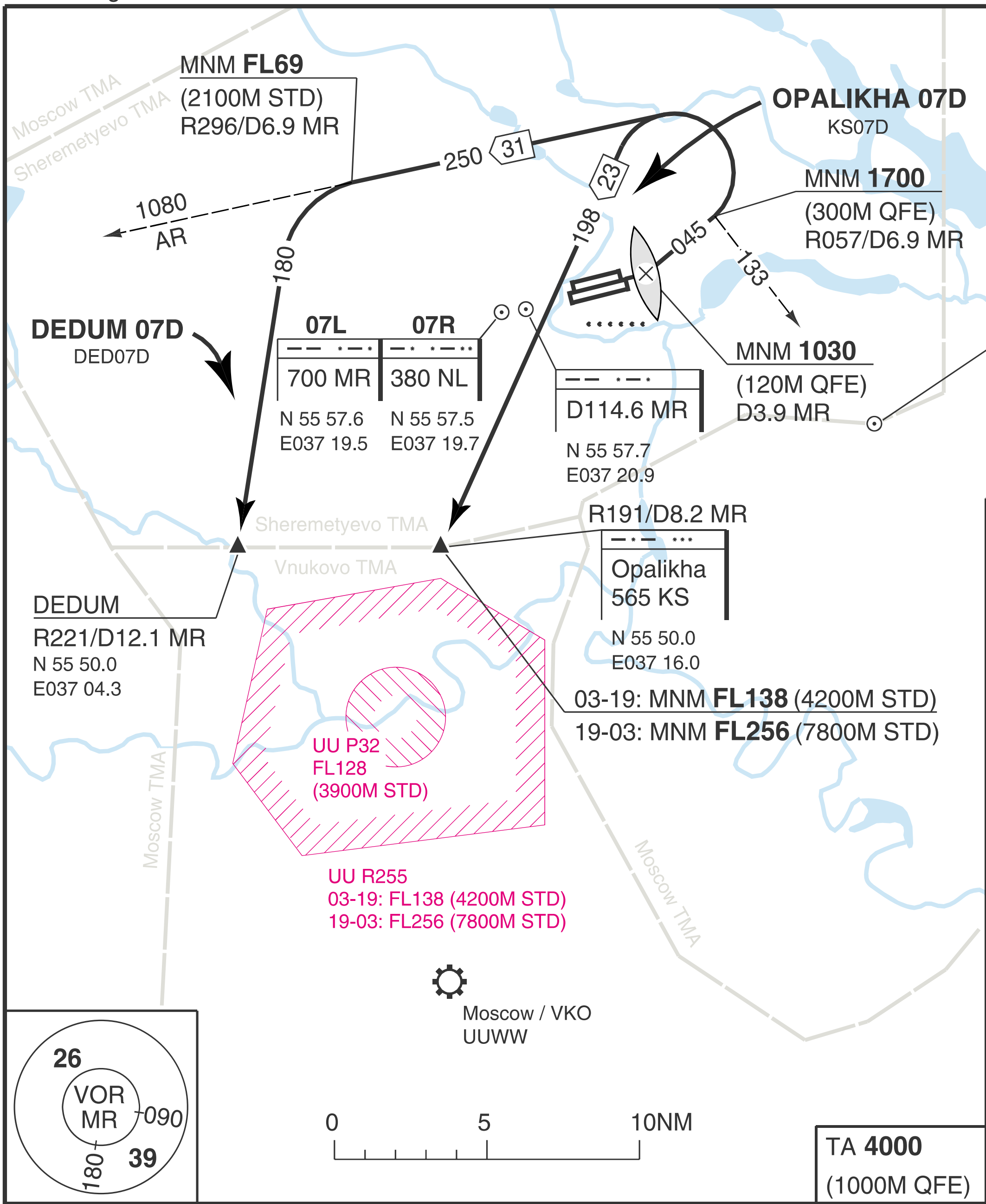
CHELOBITYEVO 07D
turn R - 150° to BP.
Cross BP MNM FL50 (1500M STD)

CHELOBITYEVO 07E (ATC)
turn L - 338° to SW - at R019/D12 MR turn L - 134° to BP.
Cross BP MNM FL99 (3000M STD)

ENG FAIL
Climb on 066°. At **1700** turn left to MR HP.



MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
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3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB AR may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
OPALIKHA 07D: 5.5%.

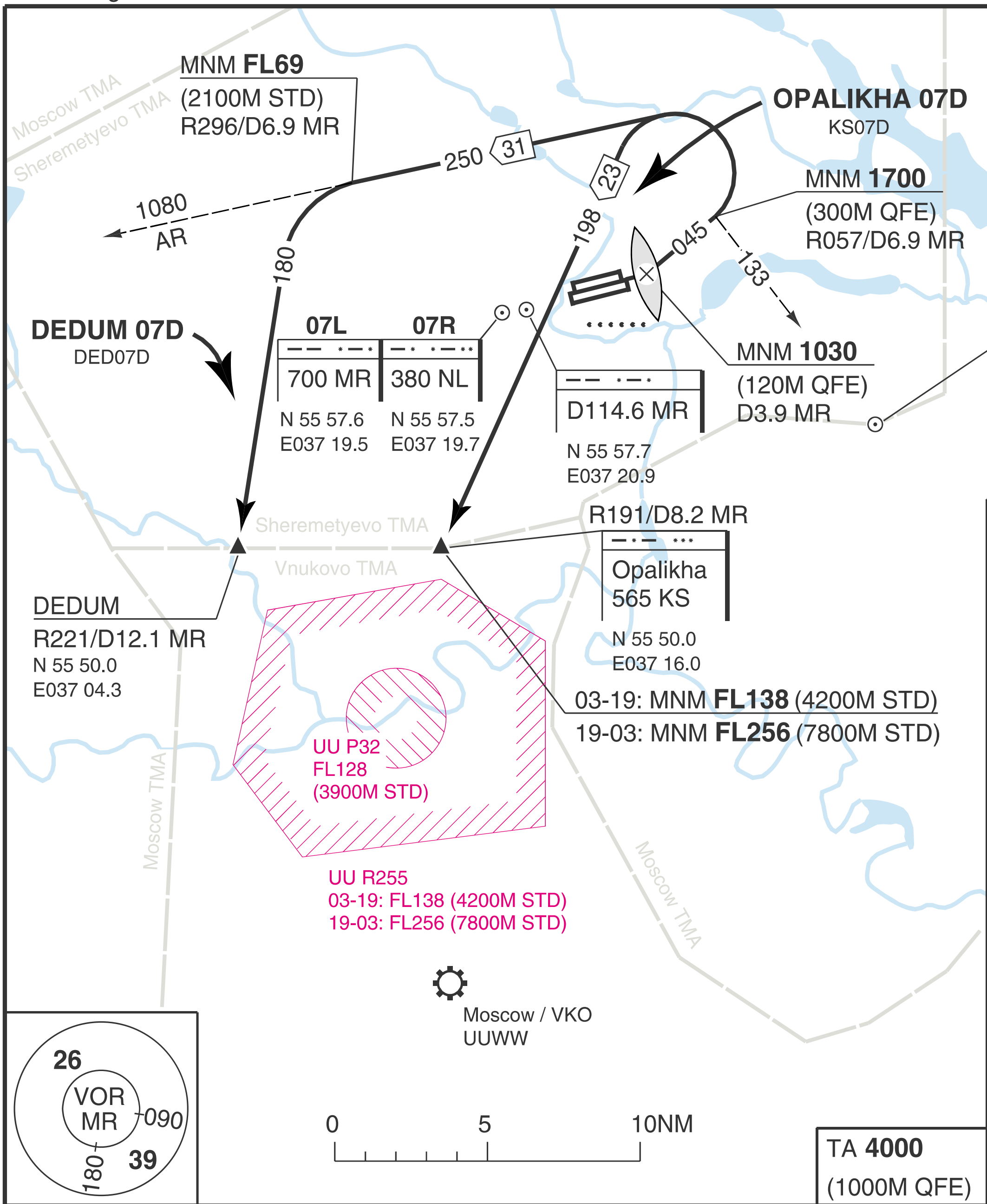
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

DEDUM 07D
turn L - 250° towards AR- at R296/D6.9 MR
turn L to 180° - DEDUM.
Cross R296/D6.9 MR MNM FL69 (2100M STD)

OPALIKHA 07D
turn L - 198° to KS.
Cross KS 03-19: MNM FL138 (4200M STD)
19-03: MNM FL256 (7800M STD)

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB AR may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
OPALIKHA 07D: 5.5%.

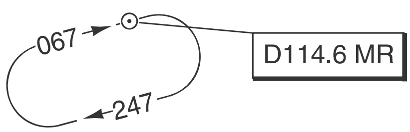
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

DEDUM 07D
turn L - 250° towards AR- at R296/D6.9 MR
turn L to 180° - DEDUM.
Cross R296/D6.9 MR MNM FL69 (2100M STD)

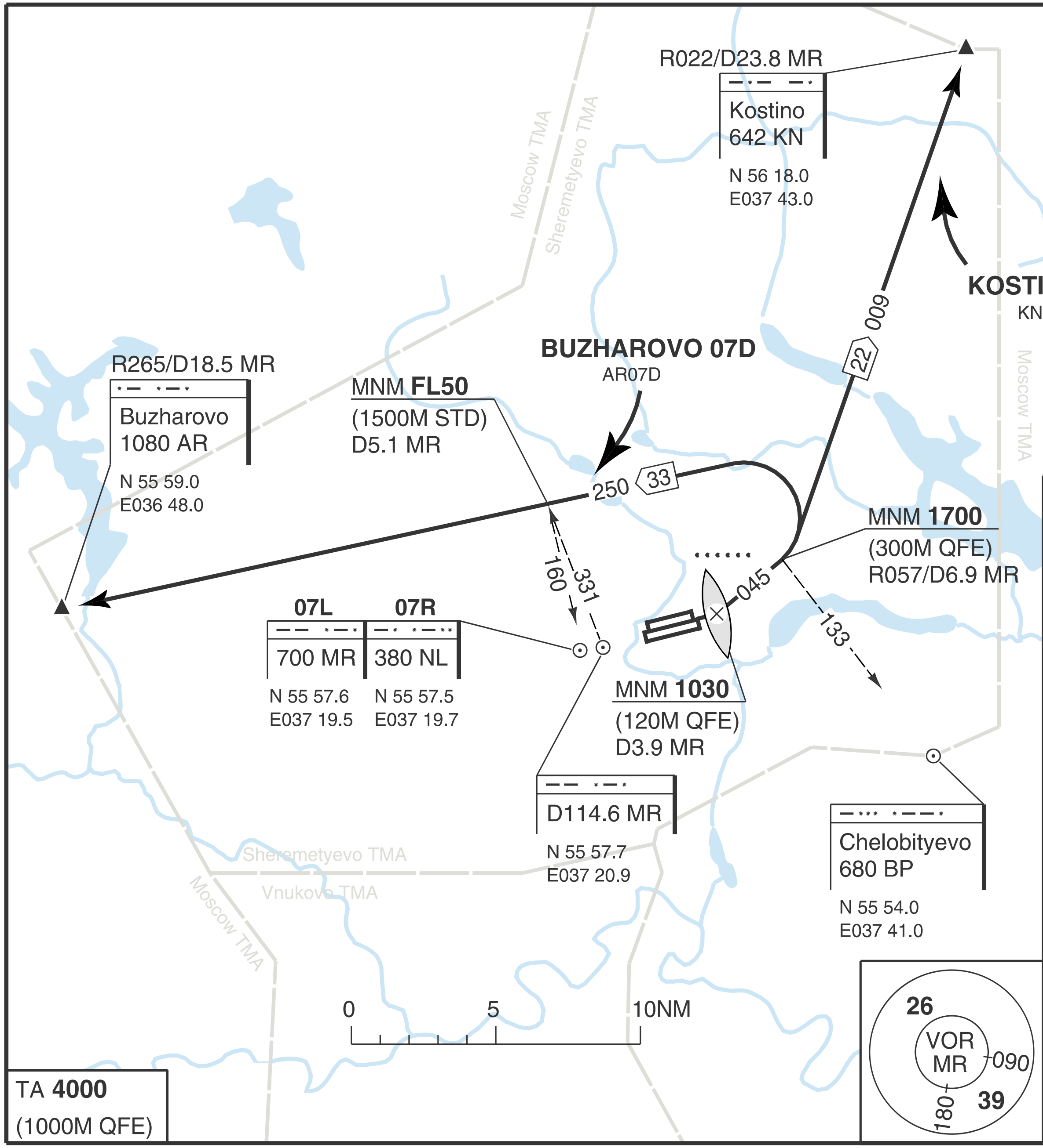
OPALIKHA 07D
turn L - 198° to KS.
Cross KS 03-19: MNM FL138 (4200M STD)
19-03: MNM FL256 (7800M STD)

ENG FAIL
Climb on 066°. At **1700** turn left to MR HP.



Change: Renumbered, ALT

WEF 26 OCT



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
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4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE BUZHAROVO 07D
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
5.5%.

ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

BUZHAROVO 07D
turn L - 250° to AR.
Cross R331/D5.1 MR MNM FL50 (1500 STD)

KOSTINO 07D
turn L - 009° to KN.

Change: Renumbered, ALT

NAV WARNING
Buzharovo NDB may be heavily interfered by BC stations giving deflactions up to 35° or more.

COM
When passing 1300 (200M QFE), contact RAD 118.100.

SPEED
MAX IAS 270KT below FL99 (3000M STD).

BANK ANGLE BUZHAROVO 07D
15° - Up to 1620 (300M QFE)
20° - 1620-3590 (300-900M QFE)
25° - Above 3590 (900M QFE)

MNM CLIMB GRADIENT
5.5%.

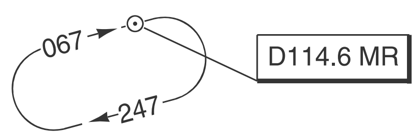
ALTITUDE RESTRICTION
Climb to 3600 (900M QFE)

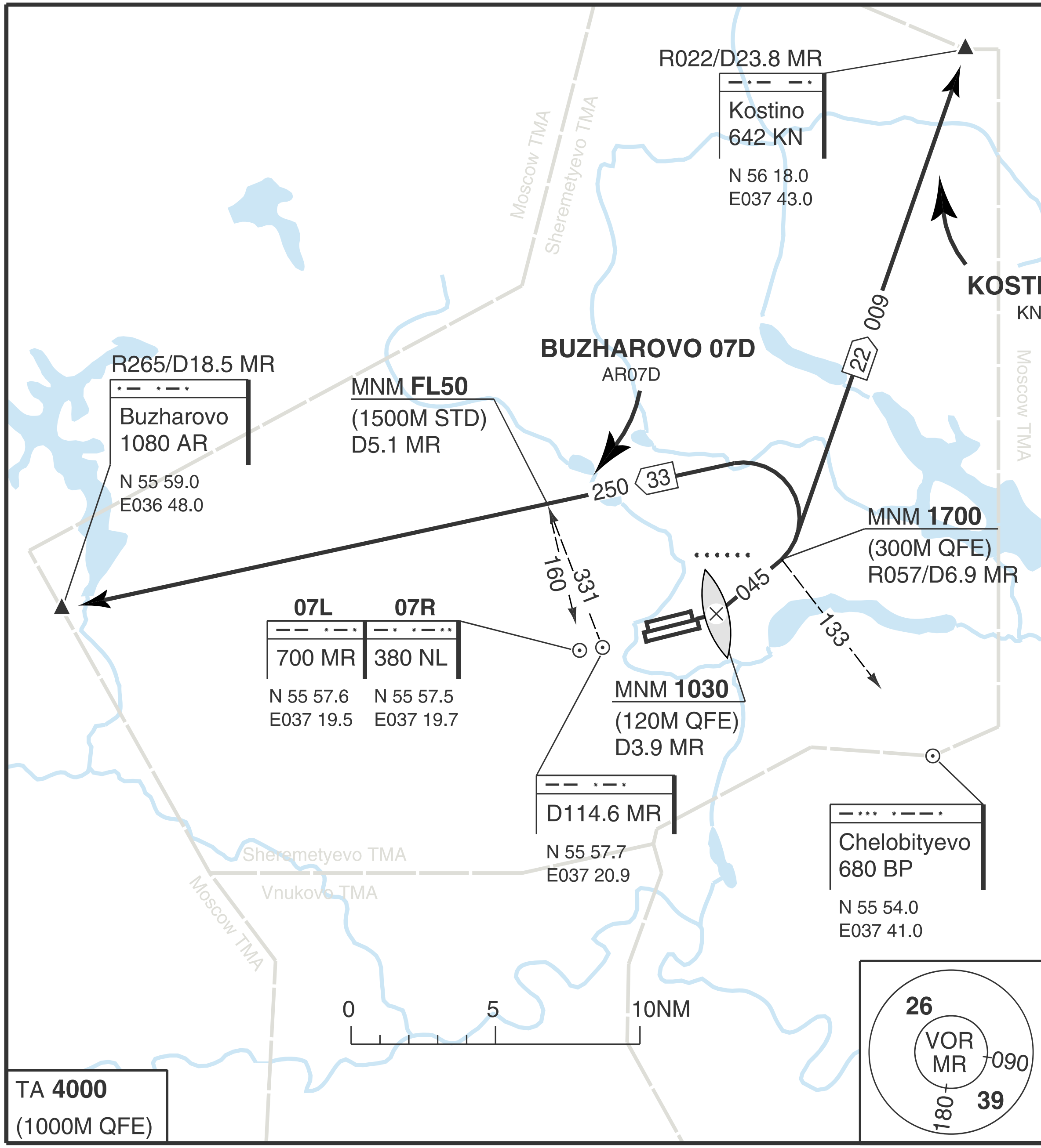
INITIAL CLIMB
Climb on 066° with MAX climb gradient to MM/D3.9 MR - turn L - 045° to R057/D6.9 MR - follow SID.
Cross: D3.9 MR MNM 1030 (120M QFE)
R057/D6.9 MR MNM 1700 (300M QFE)

BUZHAROVO 07D
turn L - 250° to AR.
Cross R331/D5.1 MR MNM FL50 (1500 STD)

KOSTINO 07D
turn L - 009° to KN.

ENG FAIL
Climb on 066°. At **1700** turn left to MR HP.

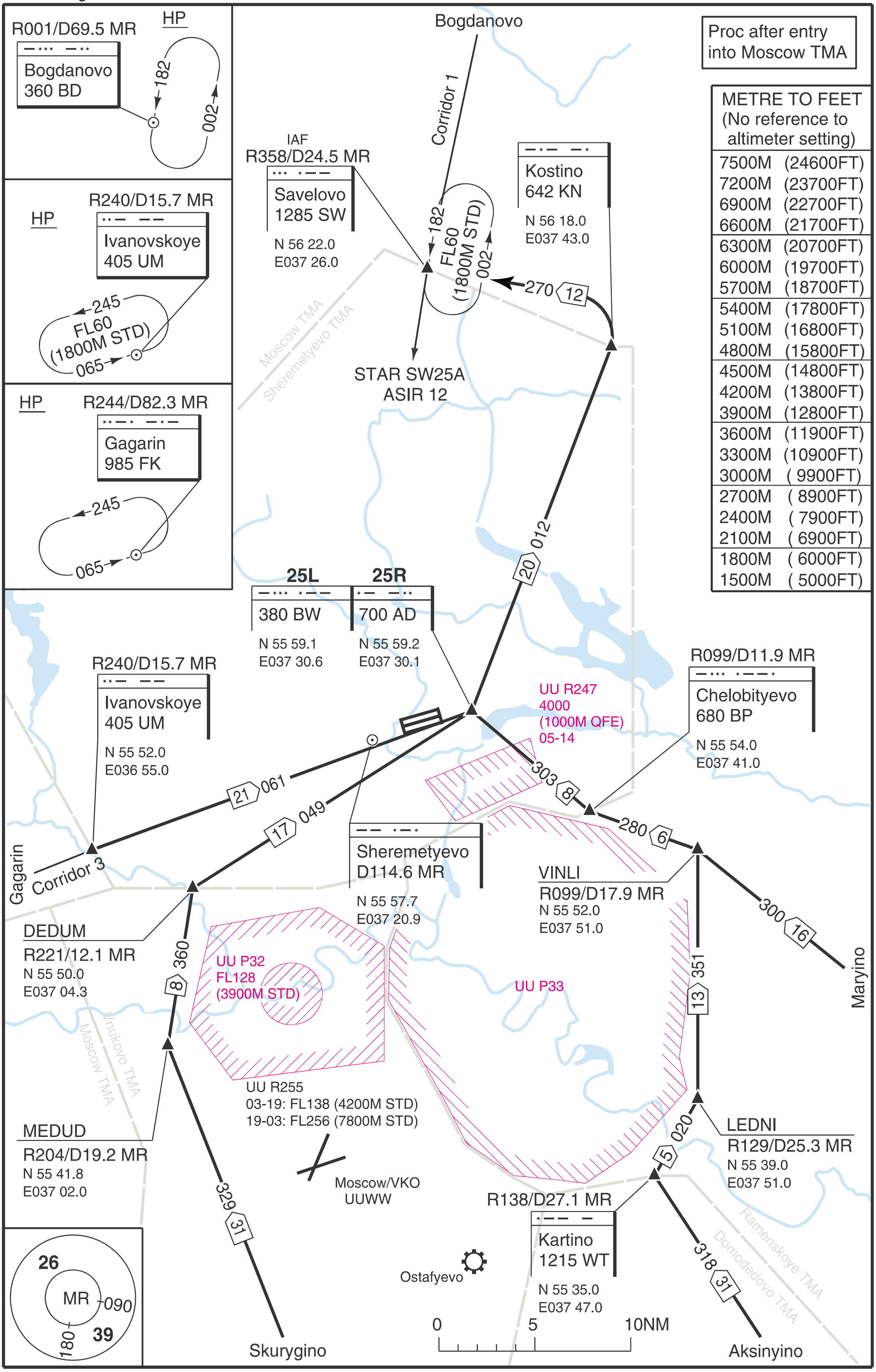




TA 4000
(1000M QFE)

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

MOSCOW SHEREMETYEVO RUSSIA



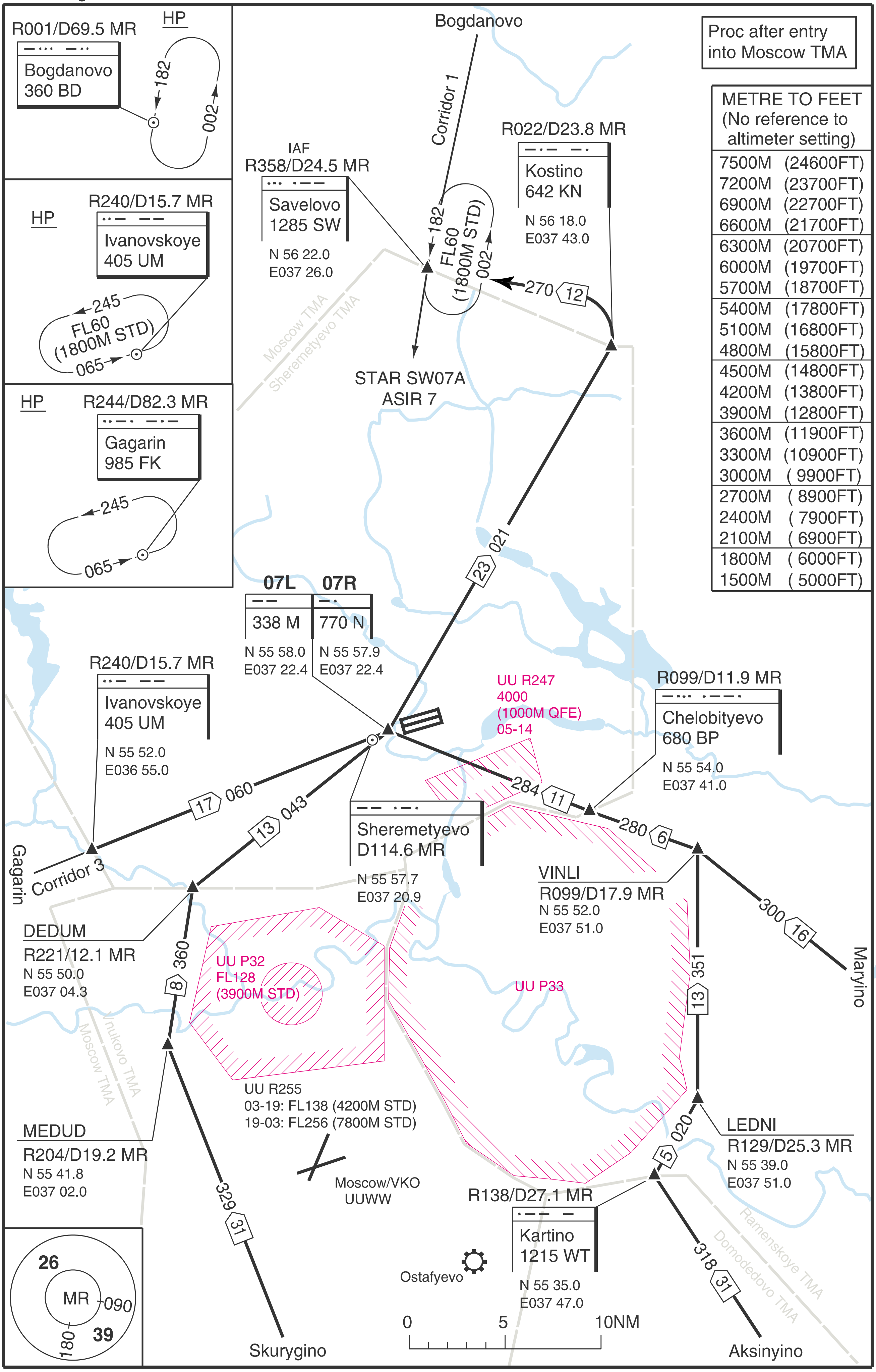
METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Reverse side blank

Change: New proc

WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
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4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

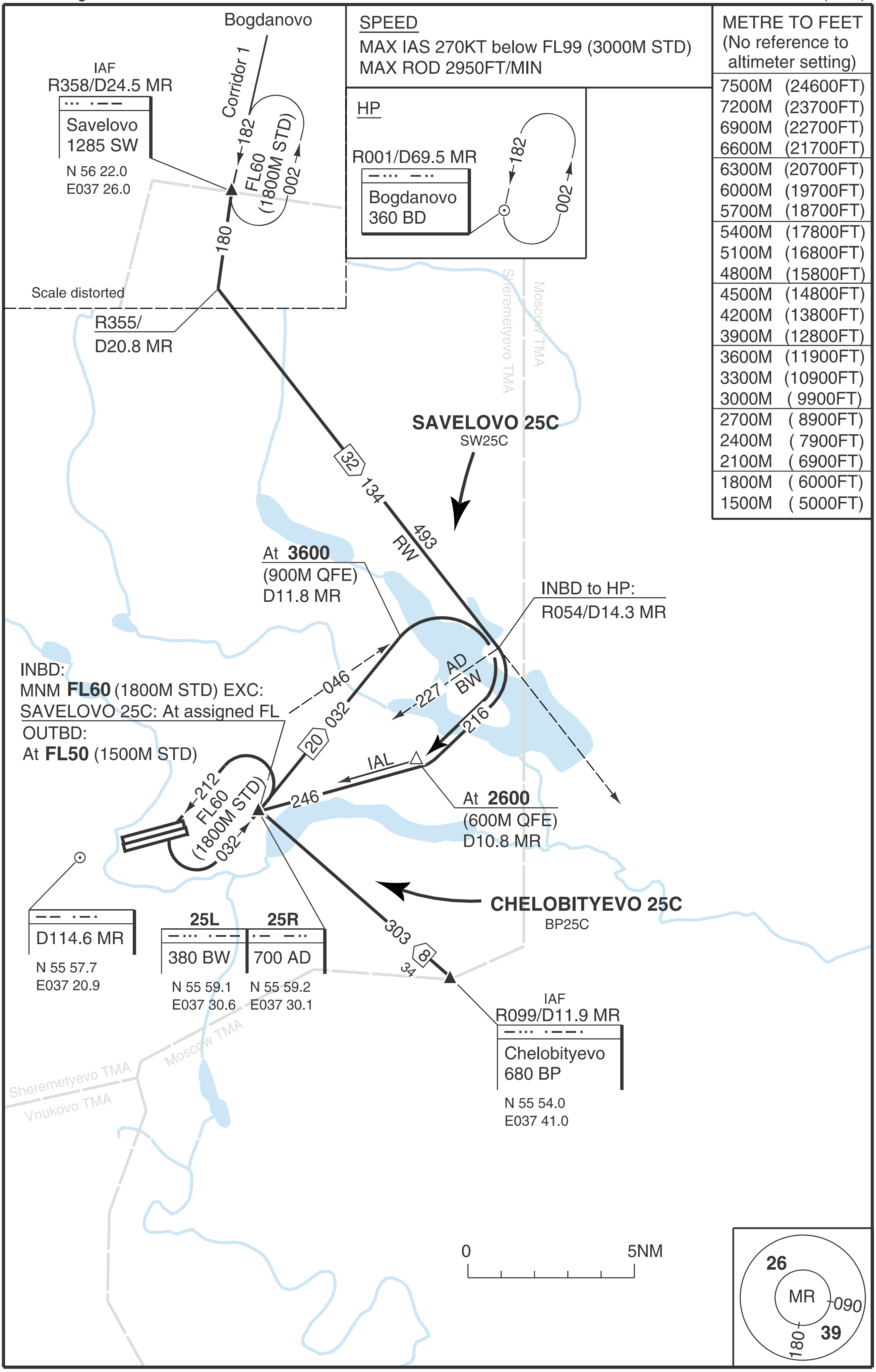
Change: New

WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA

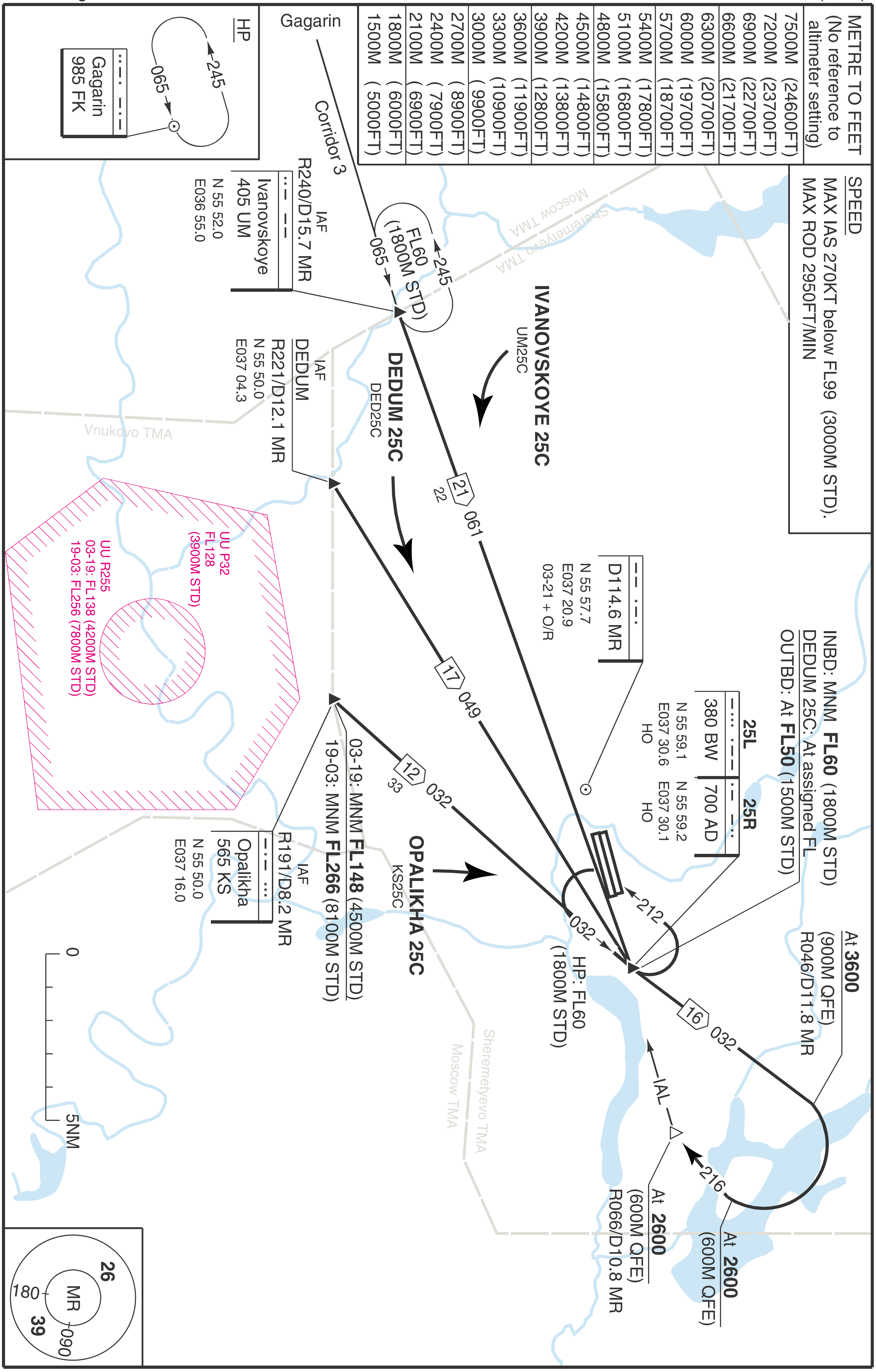
SPEED
MAX IAS 270KT below FL99 (3000M STD)
MAX ROD 2950FT/MIN

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

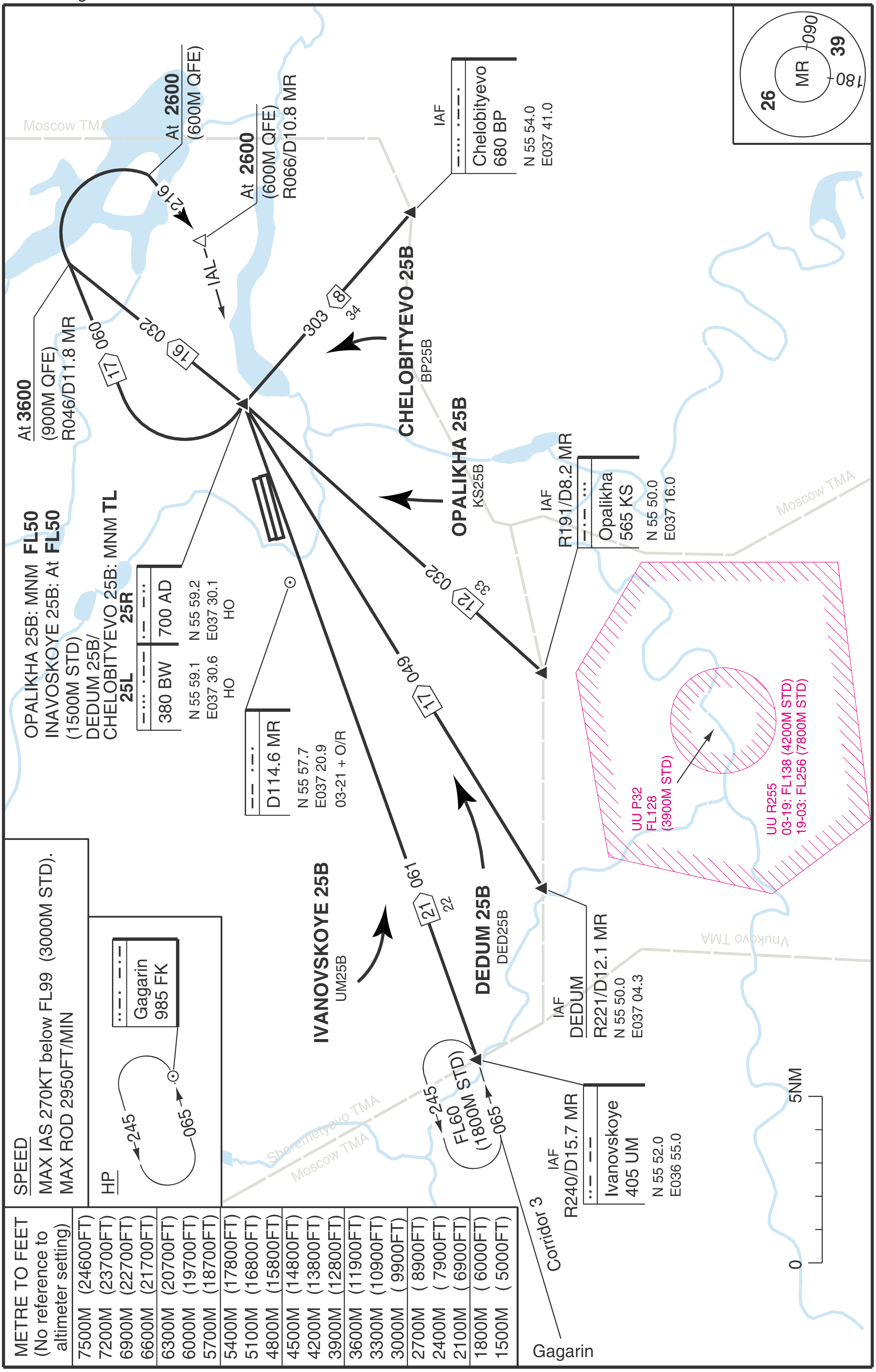


Change: BD HP

MOSCOW SHEREMETYEVO RUSSIA



Change: Renumbered, COM FAIL, DEDUM 25C, MT, ROUTES



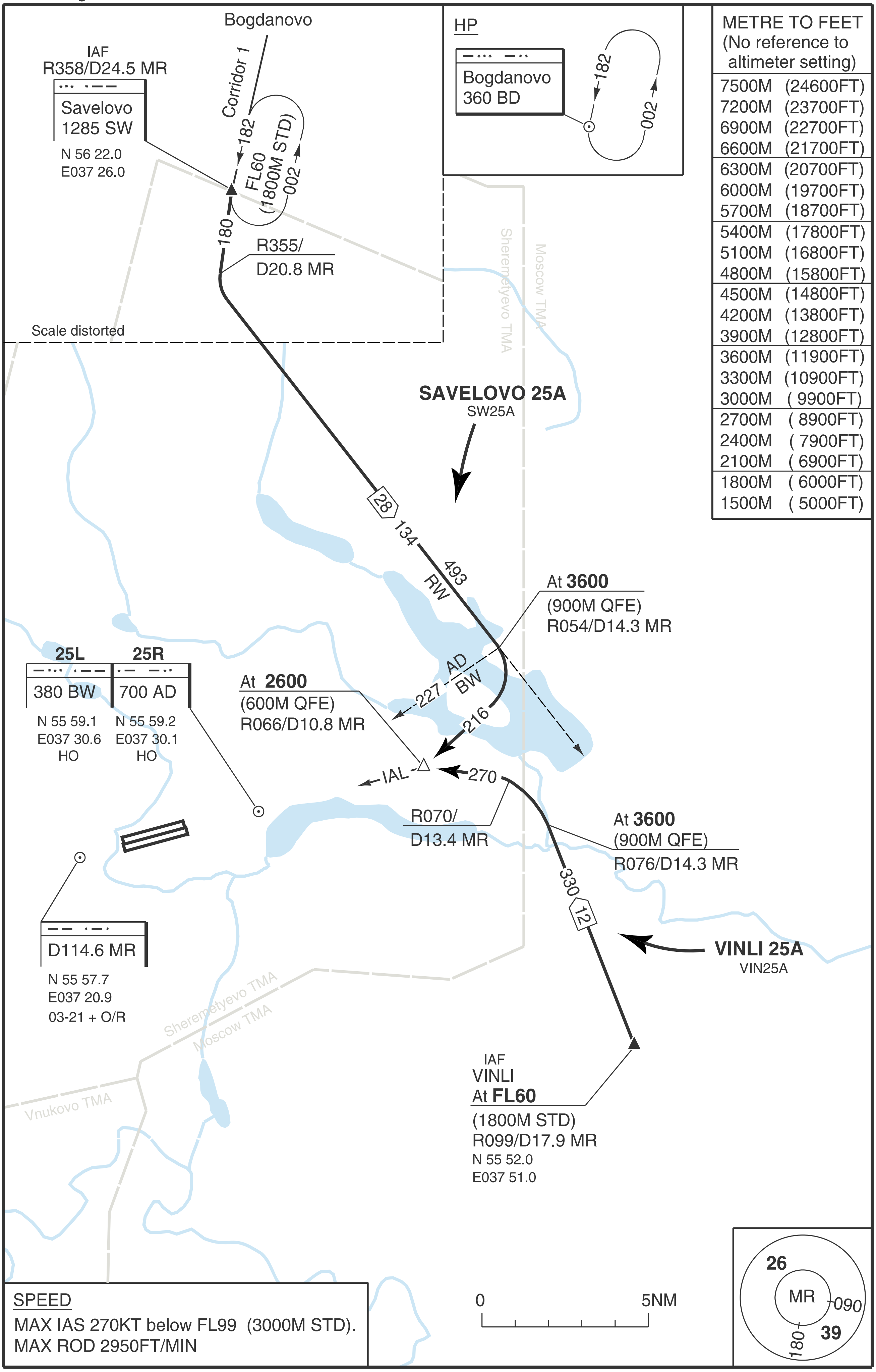
METRE TO FEET
(No reference to altimeter setting)

7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Change: Renumbered, DEDUM 25B, MT, ALT, ROUTES

WEF 28 SEP

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

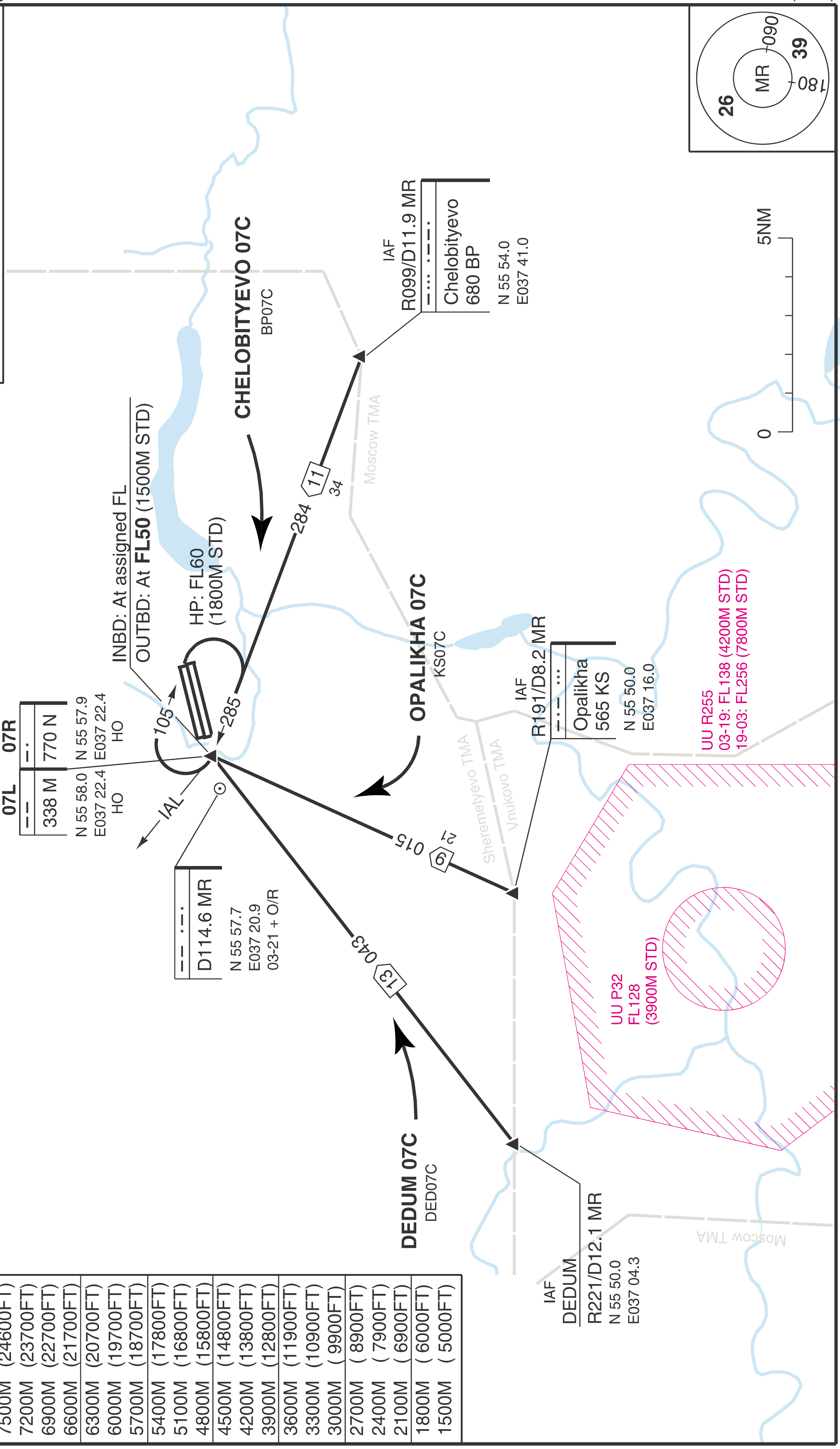
SPEED
MAX IAS 270KT below FL99 (3000M STD).
MAX ROD 2950FT/MIN

Change: Renumbered, Route, Radial

WEF 28 SEP

MOSCOW SHEREMETYEVO

RUSSIA



METRE TO FEET (No reference to altimeter setting)
7500M (24600FT)
7200M (23700FT)
6900M (22700FT)
6600M (21700FT)
6300M (20700FT)
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4500M (14800FT)
4200M (13800FT)
3900M (12800FT)
3600M (11900FT)
3300M (10900FT)
3000M (9900FT)
2700M (8900FT)
2400M (7900FT)
2100M (6900FT)
1800M (6000FT)
1500M (5000FT)

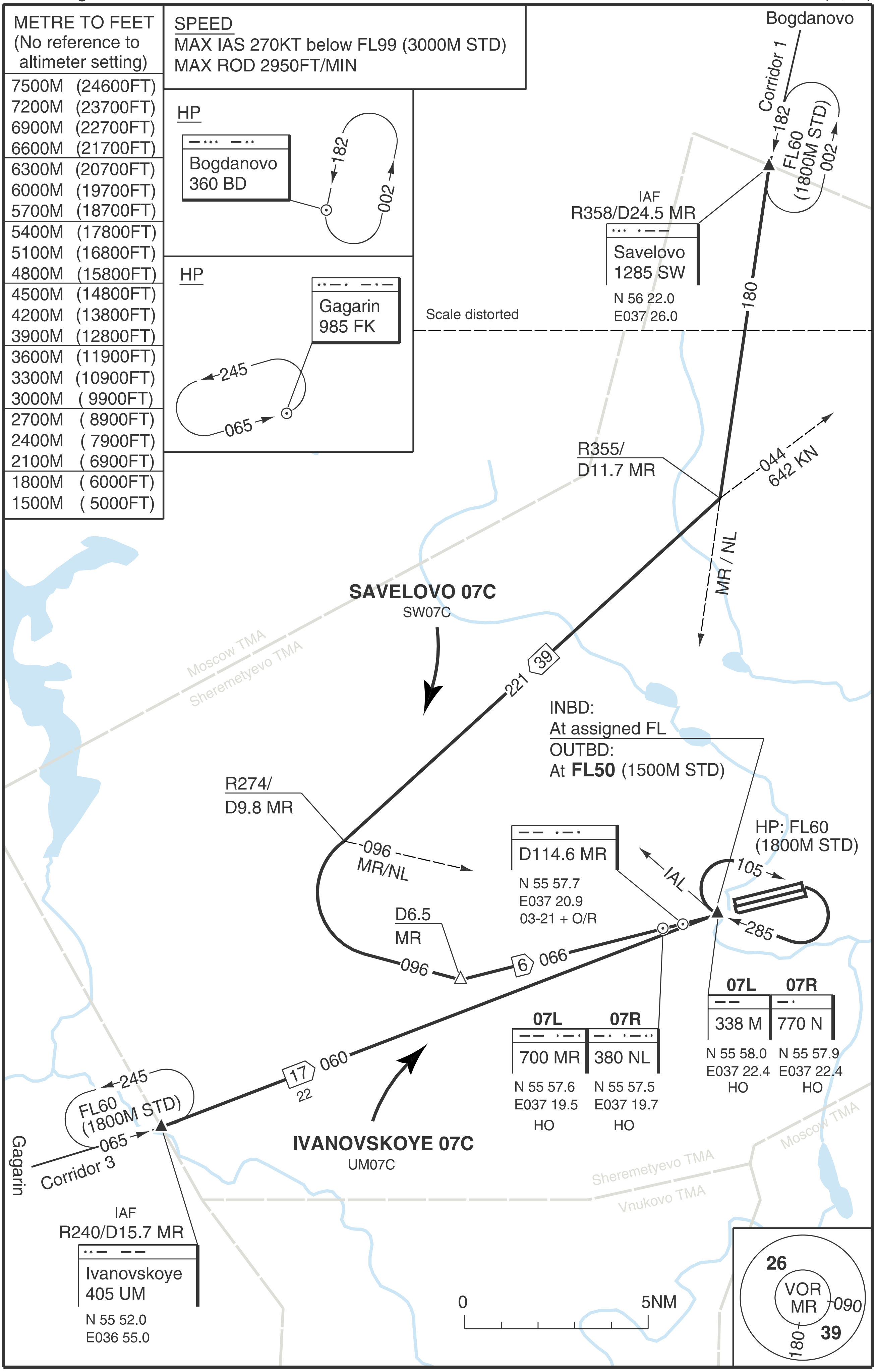
Change: Renumbered, DEDUM 07C, COM FAIL, ROUTES, ALT

WEF 28 SEP

MOSCOW SHEREMETYEVO RUSSIA

METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

SPEED
MAX IAS 270KT below FL99 (3000M STD)
MAX ROD 2950FT/MIN



Change: Renumbered, COM FAIL, ALT, DIST

WEF 28 SEP

1. GEOGRAPHICAL DATA

1.1 The AD is located 15.1 NM NNW of Moscow city. The surrounding terrain is rather flat except for some spotheights to W and NW. Several lighted OBST, smokestacks within 10 NM.

1.2 Overflying the city of Moscow is prohibited.

2. WEATHER

2.1 The climate is continental with relative warm humid summers with mean MAX temperature above +28°C in JUL-SEP. Winter season is long and cold with mean MNM temperature of -25°C in JAN/FEB.

2.2 Seasonal weather conditions generally offer no problems. Most of the weather activity consists of CBs or linesqualls.

2.3 The prevailing winds are W and usually quite strong. Weather below minima is uncommon.

2.4 Surface wind speed is given in m/sec and cloud height in metres. Cloud amount may be given in tenths.

3. TRAFFIC

OPEN

4. MISCELLANEOUS

OPEN

5. REPORTS

OPEN

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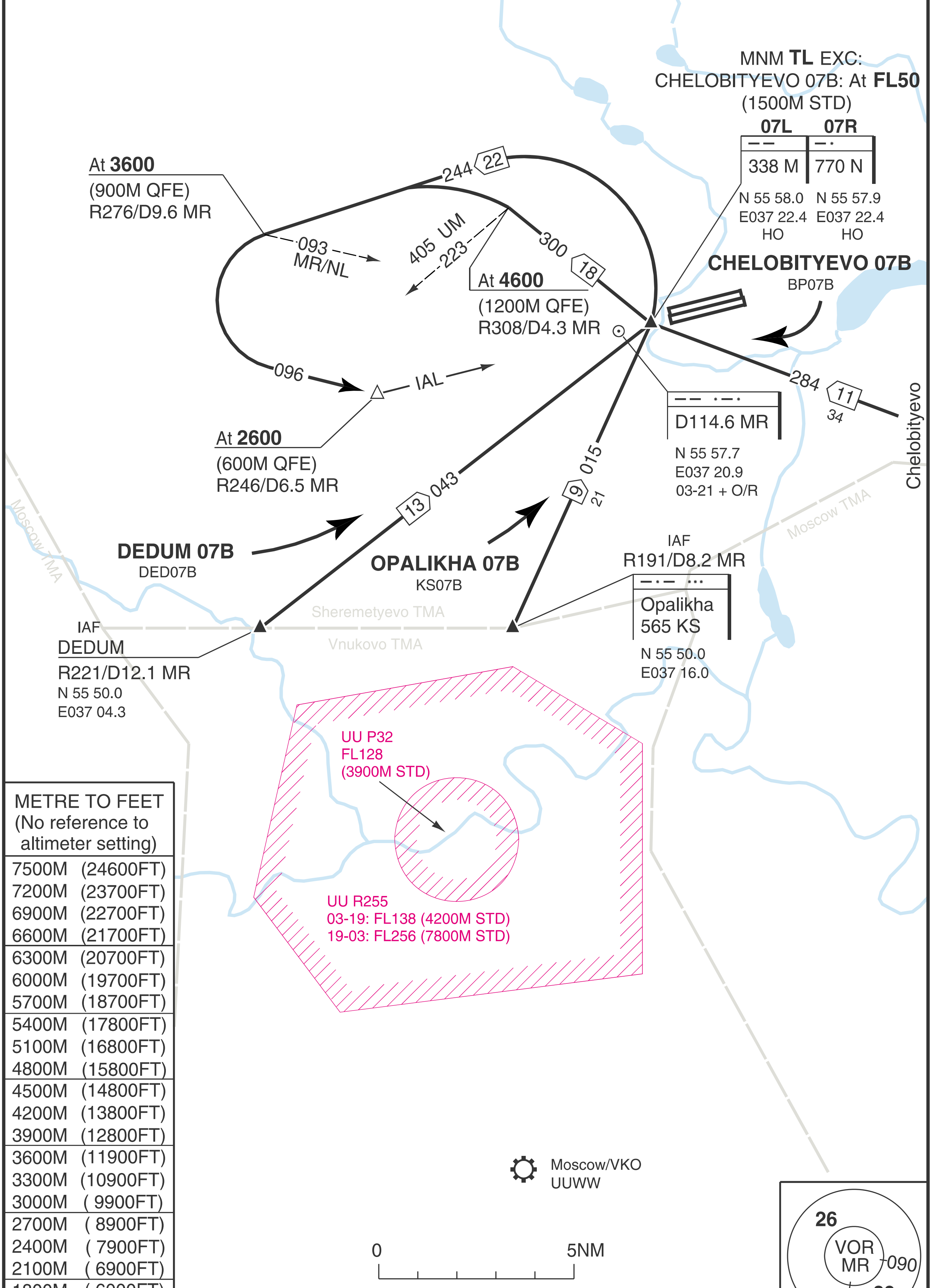
SPEED
MAX IAS 270KT below FL99 (3000M STD).
MAX ROD 2950FT/MIN



METRE TO FEET (No reference to altimeter setting)

7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
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3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Change: Renumbered, DEDUM 07B, ROUTES, ALT

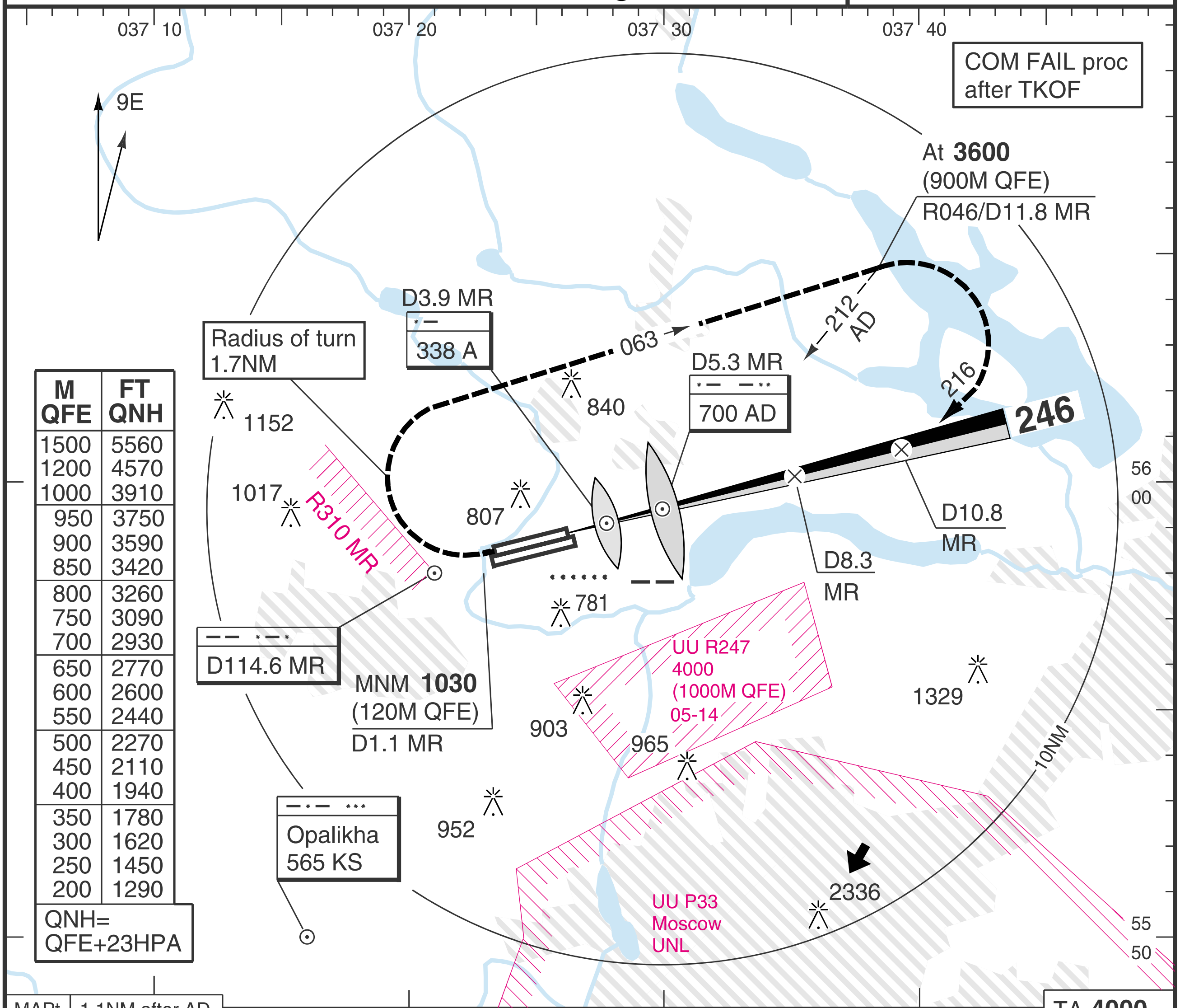
WEF 28 SEP

Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300 ⋆ APP 2	123.700
RAD	118.100	
TWR	131.500 07L/25R ⋆ 120.700	07R/25L
GND	119.000 Terminal 1 ⋆ 121.800	Terminal 2

PAPI 2.98L
LDG 3550x60M/*11646x196FT/0*

ILS **111.3 IAD** ·· ·– –·· **246°** GP 2.98 TCH 56 ⓐ



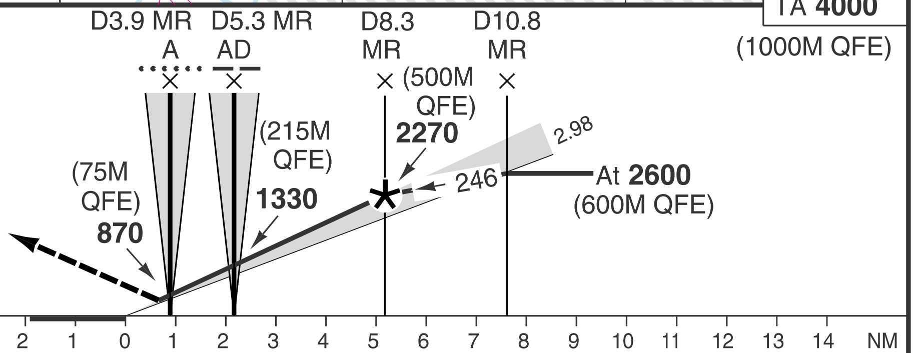
M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

MAPt 1.1NM after AD

TA **4000** (1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 063° to **3600** (900M QFE), then according to chart.



MR	3.0°	ALT
D9.3	-	**2600**
D8	-	**2200**
D7	-	**1880**
D6	-	**1560**
D5	-	**1240**
D4.2:NDB		**1020**
D4.2:2NDB		**1010**

GS/KT	ROD
90	490
100	540
120	650
140	750
160	860

RVR=Vis x:

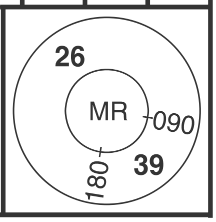
Day	1.5
Night	2.0

JAA	CAT II	ILS	PAR			2NDB+DME			NDB+DME		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D
MIN	**105**	**830** (200)	**840**	**850**	**860**	**1010** (357)			**1020** (367)		
RVR-KM	**0.30**	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
APL U/S	NA	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0
		DH:	(214)	(224)	(233)						

NDB		
B	C	D
1430 (778)		
1.4	**1.4**	**1.8**
1.5	2.0	2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.



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THR ELEV **622** FT/AD ELEV **630** FT Change: Area, Note

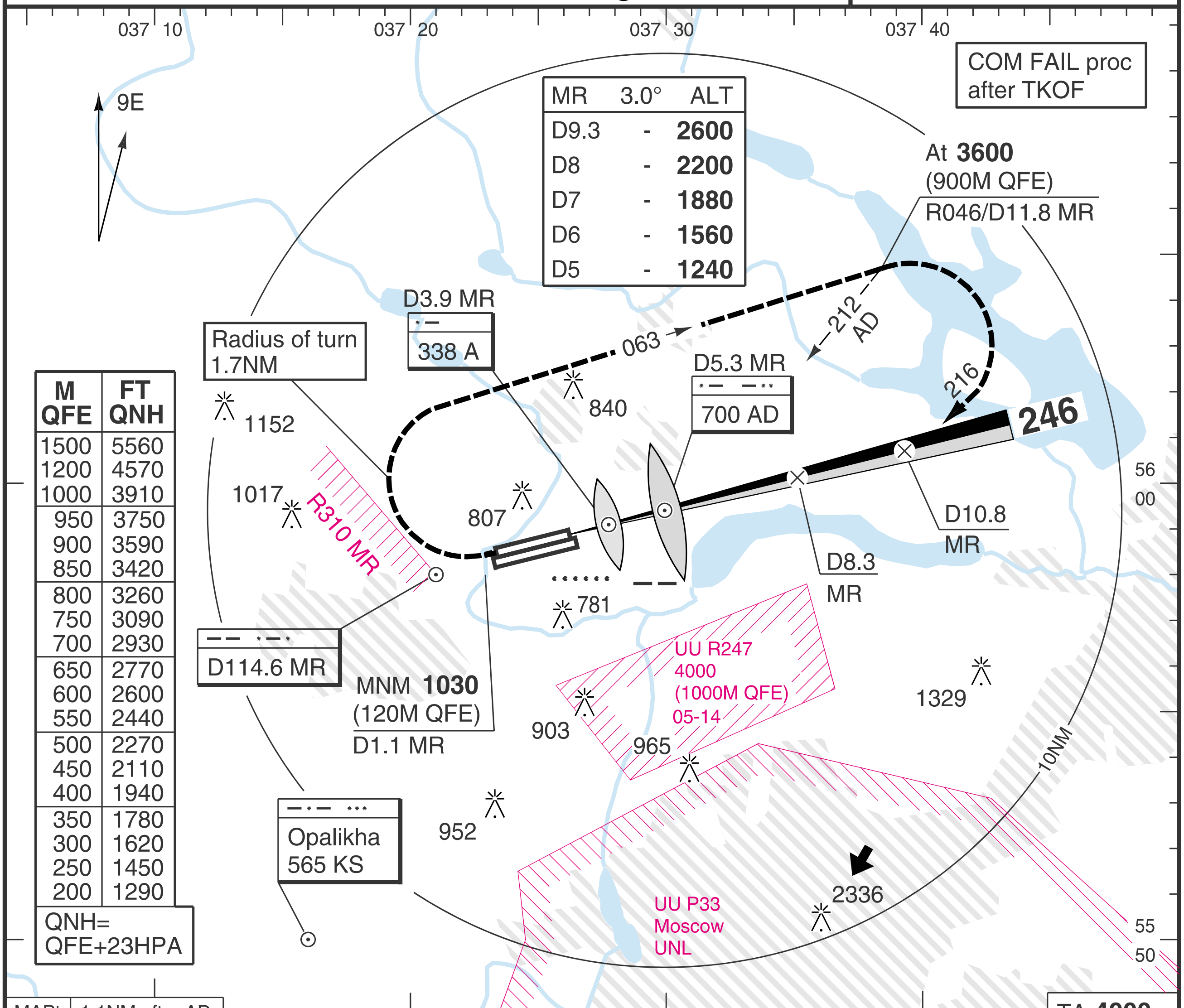
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300 ⋆ APP 2	123.700
RAD	118.100	
TWR	131.500 07L/25R ⋆ 120.700 07R/25L	

GND 119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L
LDG 3550x60M/*11646x196FT/0*

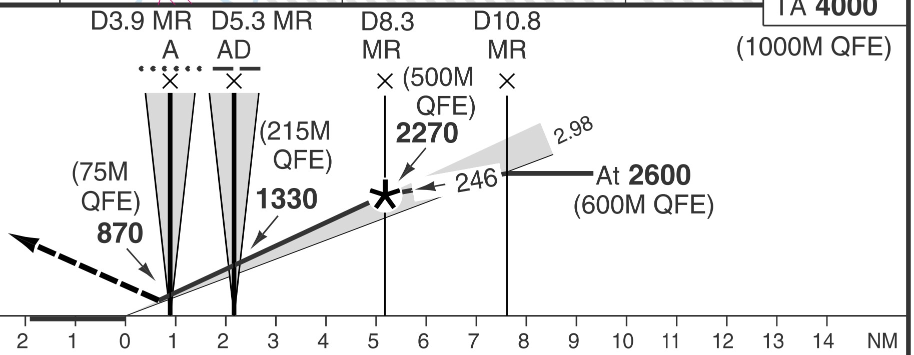
ILS **111.3 IAD** ·· ·– –·· **246°** GP 2.98 TCH 56 ⓐ



MAPt 1.1NM after AD

TA **4000** (1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 063° to **3600** (900M QFE), then according to chart.

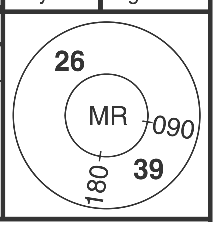


2NDB+DME/NDB+DME/ NDB: AD-MAPt/ROD	90KT 0:44/490	100KT 0:39/540	120KT 0:33/650	140KT 0:28/750	160KT 0:25/860

JAA	CAT II	ILS	PAR			2NDB+DME			NDB+DME			NDB		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D	B	C	D
MIN	105	830 (200)	840	850	860	980 (357)			990 (367)			1400 (778)		
RVR-KM	0.30	0.55	0.60	0.60	0.60	1.0	1.0	1.4	1.0	1.0	1.4	1.4	1.4	1.8
APL U/S	NA	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0	1.5	2.0	2.0
		DH:	(214)	(224)	(233)									

To obtain RVR multiply VIS by:

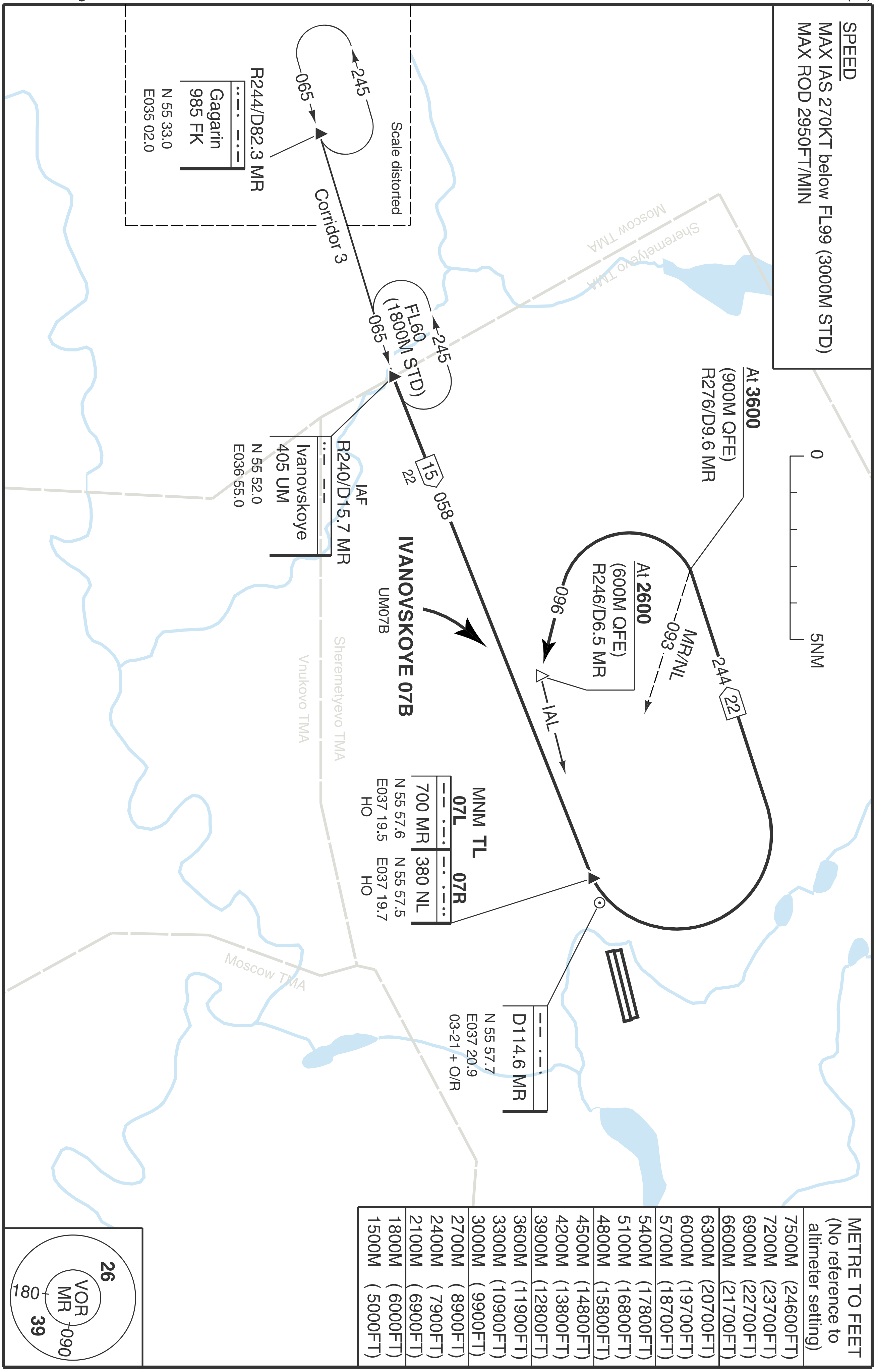
Day	1.5	Night	2.0



CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.

THR ELEV **622** FT/AD ELEV **630** FT Change: Area, Note



Change: Renumbered, Proc

WEF 28 SEP

MOSCOW SHEREMETYEVO RUSSIA

NEW PANS - OPS

Sheremetyevo (Moscow APP see LC)

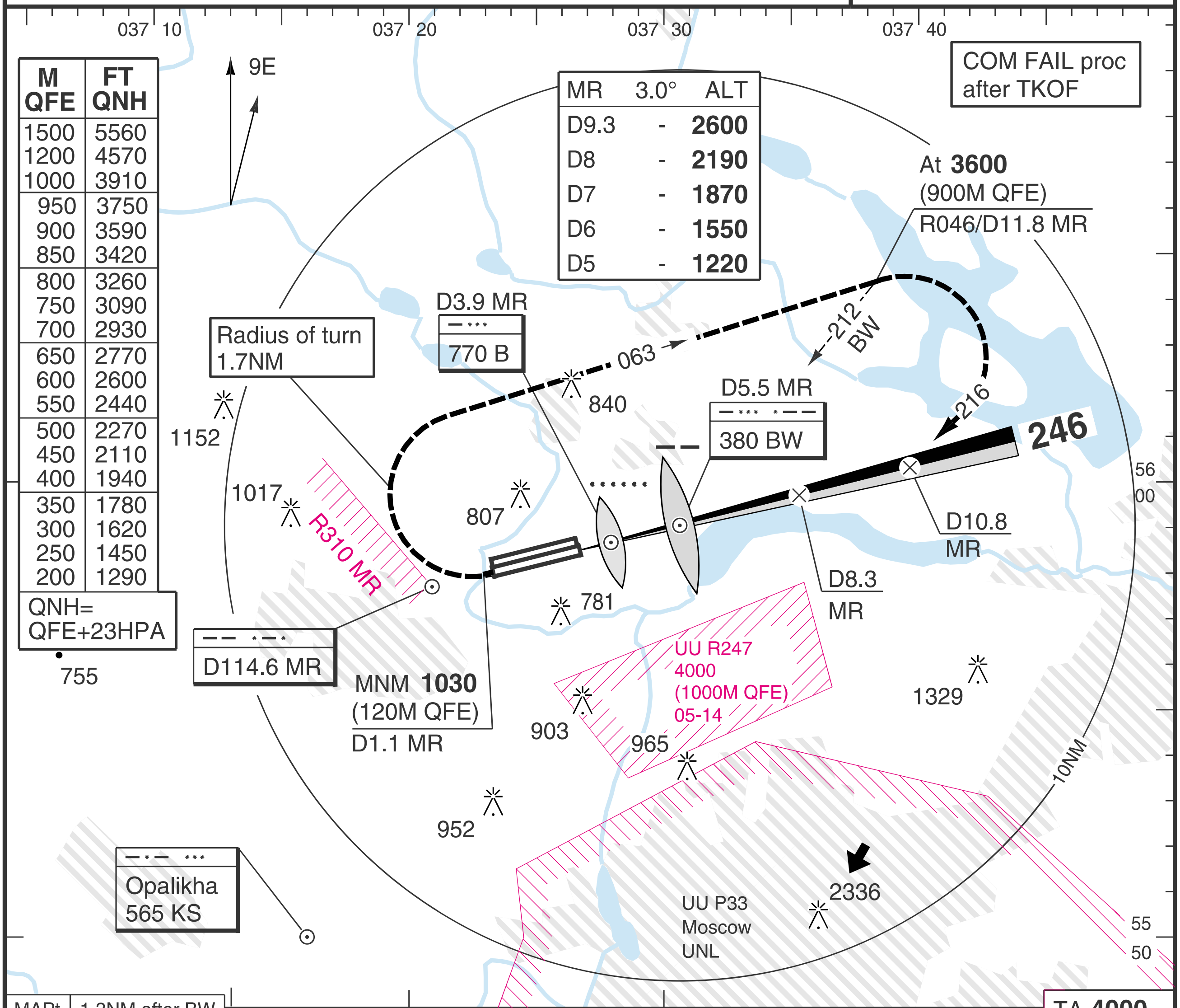
ATIS	125.125		
APP 1	119.300	⋆ APP 2	123.700
RAD	118.100		
TWR	120.700 07R/25L	⋆ 131.50	07L/25R

GND 119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L

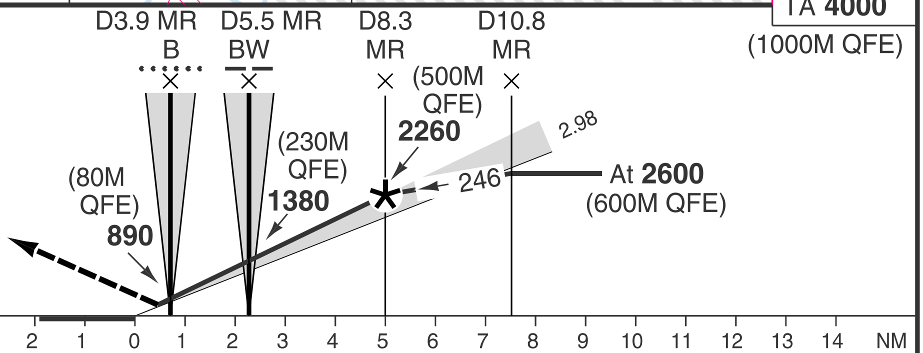
LDG 3703x60M/*12148x196FT/0*

ILS **110.5 IBW** ·· −··· ·−−− **246°** GP 2.98 TCH 59 ⓐ



MAPt 1.3NM after BW

TA **4000** (1000M QFE)

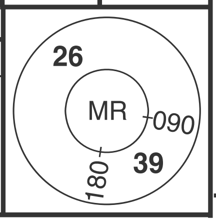


Climb on 246° to D1.1
D114.6 MR at MNM **1030**
(120M QFE) turn right and
climb on 063° to **3600**
(900M QFE), then according
to chart.

2NDB+DME/NDB+DME/ NDB: BW-MAPt/ROD	90KT 0:52/490	100KT 0:46/540	120KT 0:39/650	140KT 0:33/760	160KT 0:29/870

JAA	ILS	PAR			2NDB+DME			NDB+DME			NDB			To obtain RVR multiply VIS by:
ACFT	B C D	B	C	D	B	C	D	B	C	D	B	C	D	
MIN	**820** (200)	**840**	**850**	**860**	**980** (360)			**990** (370)			**1400** (780)			Day 1.5 Night 2.0
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**	**1.4**	**1.4**	**1.8**	
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0	1.5	2.0	2.0	

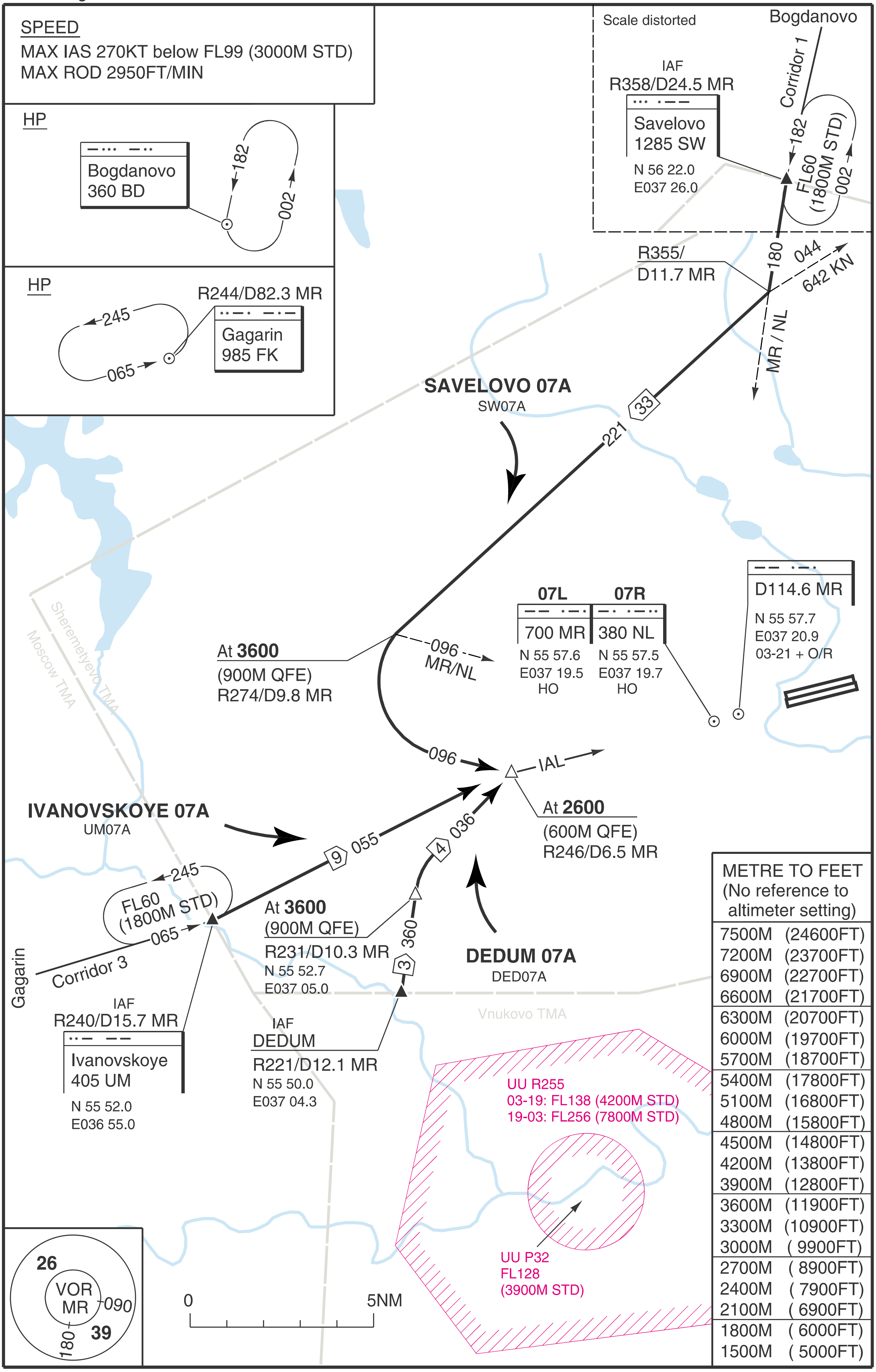
DH: (214) (224) (233)



ⓐ GP interference shall be expected under VMC.

THR ELEV **620** FT/AD ELEV **630** FT Change: Area, Note

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Change: Renumbered, DEDUM 07A, ROUTES, HP

WEF 28 SEP

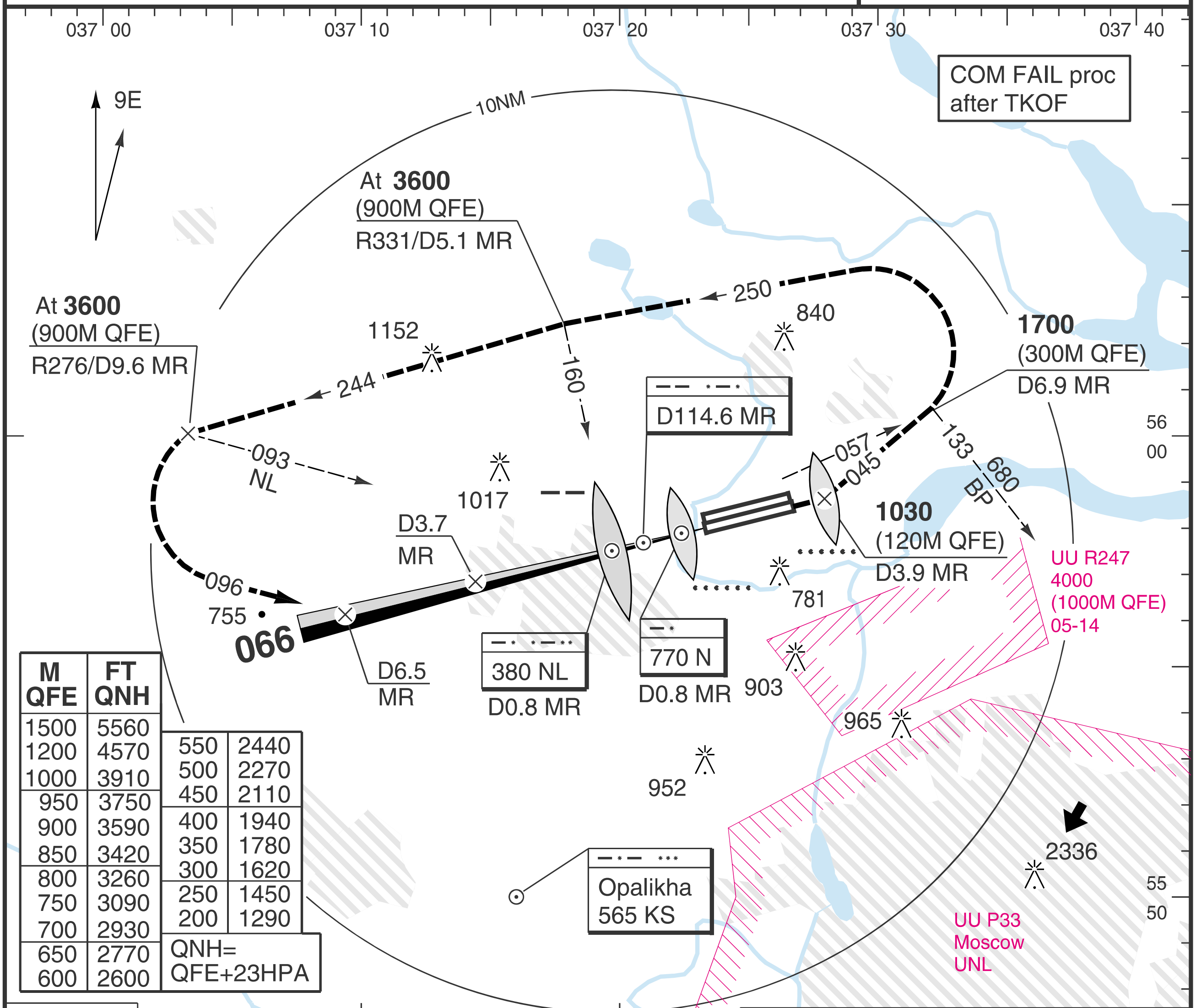
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	✶ APP 2 123.700
RAD	118.100	
TWR	120.700 07R/25L	✶ 131.500 07L/25R
GND	119.000 Terminal 1	✶ 121.800 Terminal 2

ILS **109.1 INL** ·· –· ·–·· **066°** GP 2.98 TCH 52 ⓐ

PAPI 2.98L

LDG 3703x60M/*12148x196FT/0*

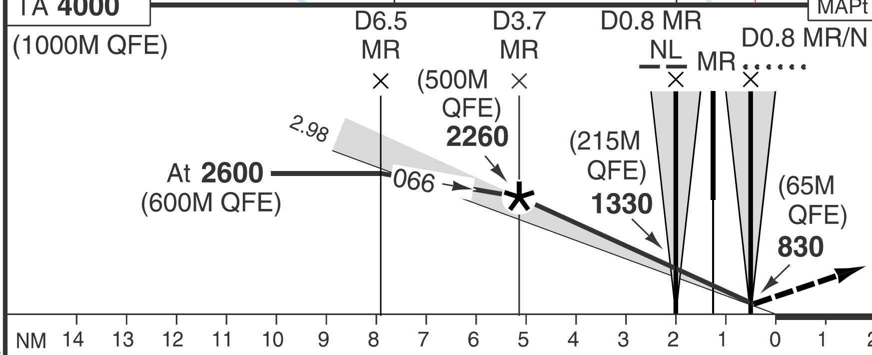


M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

TA **4000** (1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.1NM after NL



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 250° climbing to **3600** (900M QFE), at R331/D5.1 MR turn left to 244°, then according to chart.

MR	3.0°	ALT
D4.7	-	**2600**
D4	-	**2370**
D3	-	**2040**
D2	-	**1720**
D1	-	**1400**
D0	-	**1080**
D0.3 :VOR		**1020**
D0.3 :2NDB		**1000**

GS/KT	ROD
90	490
100	540
120	650
140	760
160	870

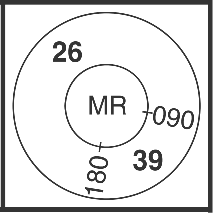
RVR=Vis x:	
Day	1.5
Night	2.0

JAA	CAT II	ILS	PAR		
ACFT	B C D	B C D	B	C	D
MIN	**110**	**820** (200)	**850** (233)	**860** (243)	**870** (253)
RVR-KM	**0.30**	**0.55**	**0.60**	**0.60**	**0.65**
APL U/S	NA	1.0	1.0	1.0	1.2

2NDB+DME			VOR+DME		
B	C	D	B	C	D
1000 (353)			**1020** (373)		
1.0	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
1.5	1.8	2.0	1.5	1.8	2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.



THR ELEV **617** FT/AD ELEV **630** FT Change: ALT, Area, MISAP, Note

WEF 26 OCT

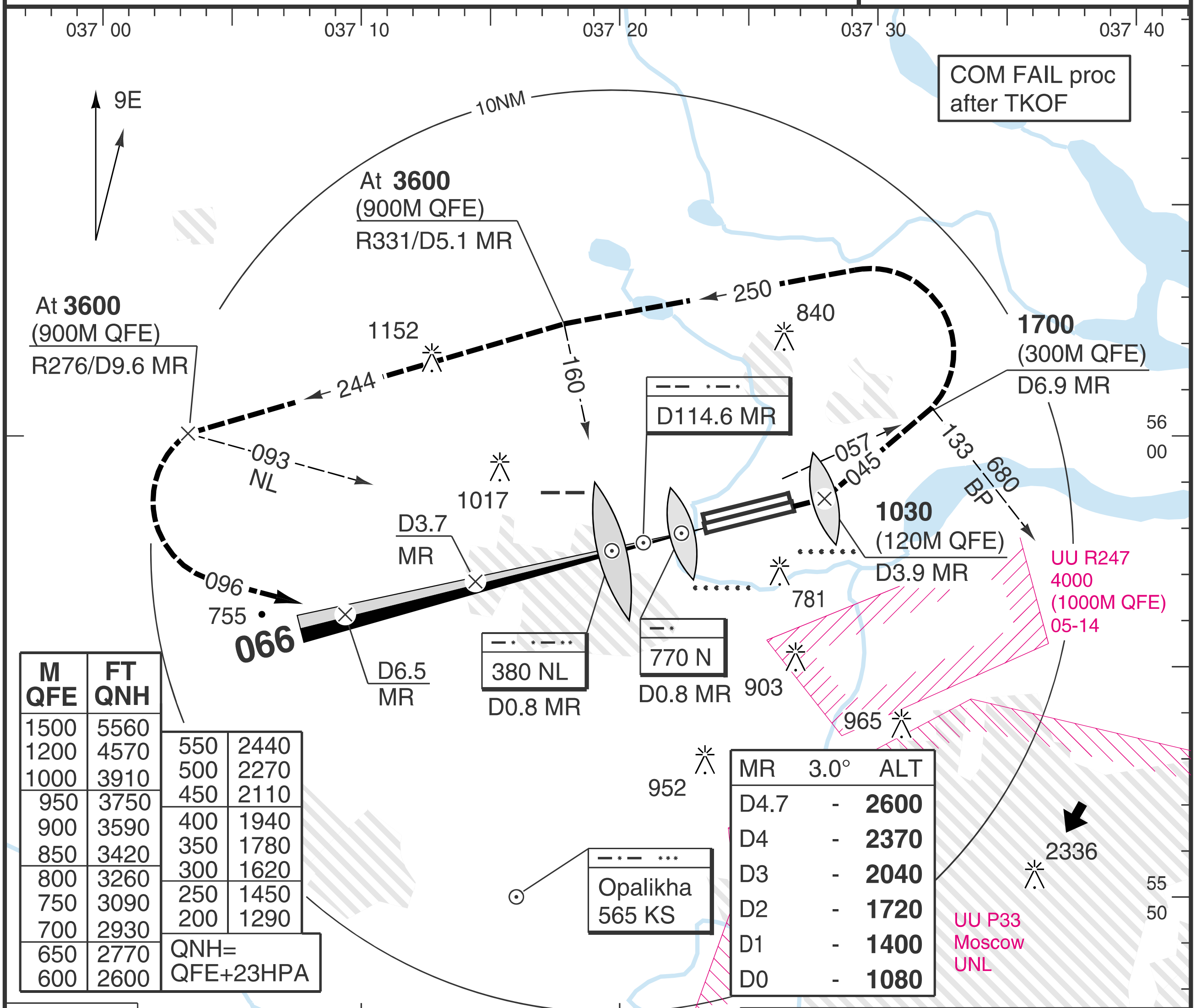
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	120.700 07R/25L	⋆ 131.500 07L/25R
GND	119.000 Terminal 1	⋆ 121.800 Terminal 2

PAPI 2.98L

LDG 3703x60M/12148x196FT/0

ILS 109.1 INL 066° GP 2.98 TCH 52 ⓐ



M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

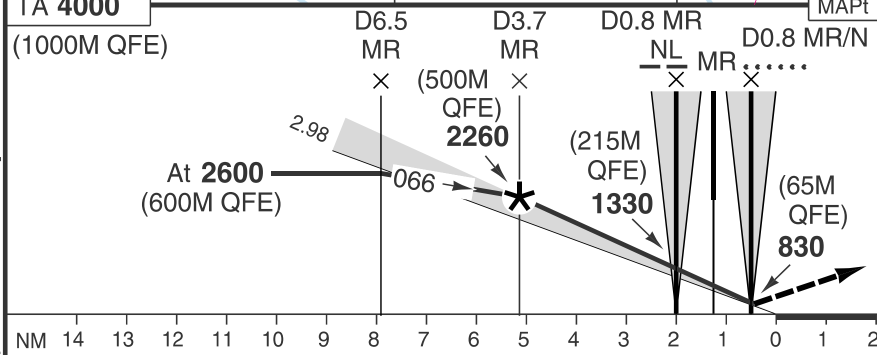
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

MR	3.0°	ALT
D4.7	-	2600
D4	-	2370
D3	-	2040
D2	-	1720
D1	-	1400
D0	-	1080

TA 4000 (1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.1NM after NL



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 250° climbing to **3600** (900M QFE), at R331/D5.1 MR turn left to 244°, then according to chart.

2NDB+DME: NL-MAPt/ROD VOR+DME: NL-MAPt/ROD	90KT 0:45/490	100KT 0:40/540	120KT 0:34/650	140KT 0:29/760	160KT 0:25/870

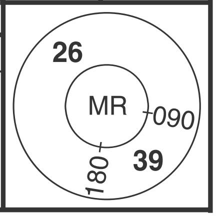
JAA	CAT II	ILS	PAR			2NDB+DME			VOR+DME		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D
MIN	110	820 (200)	850	860	870	970 (353)			990 (373)		
RVR-KM	0.30	0.55	0.60	0.60	0.65	1.0	1.0	1.4	1.0	1.0	1.4
APL U/S	NA	1.0	1.0	1.0	1.2	1.5	1.8	2.0	1.5	1.8	2.0
	DH:		(233)	(243)	(253)						

To obtain RVR multiply VIS by:

Day	Night
1.5	2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.

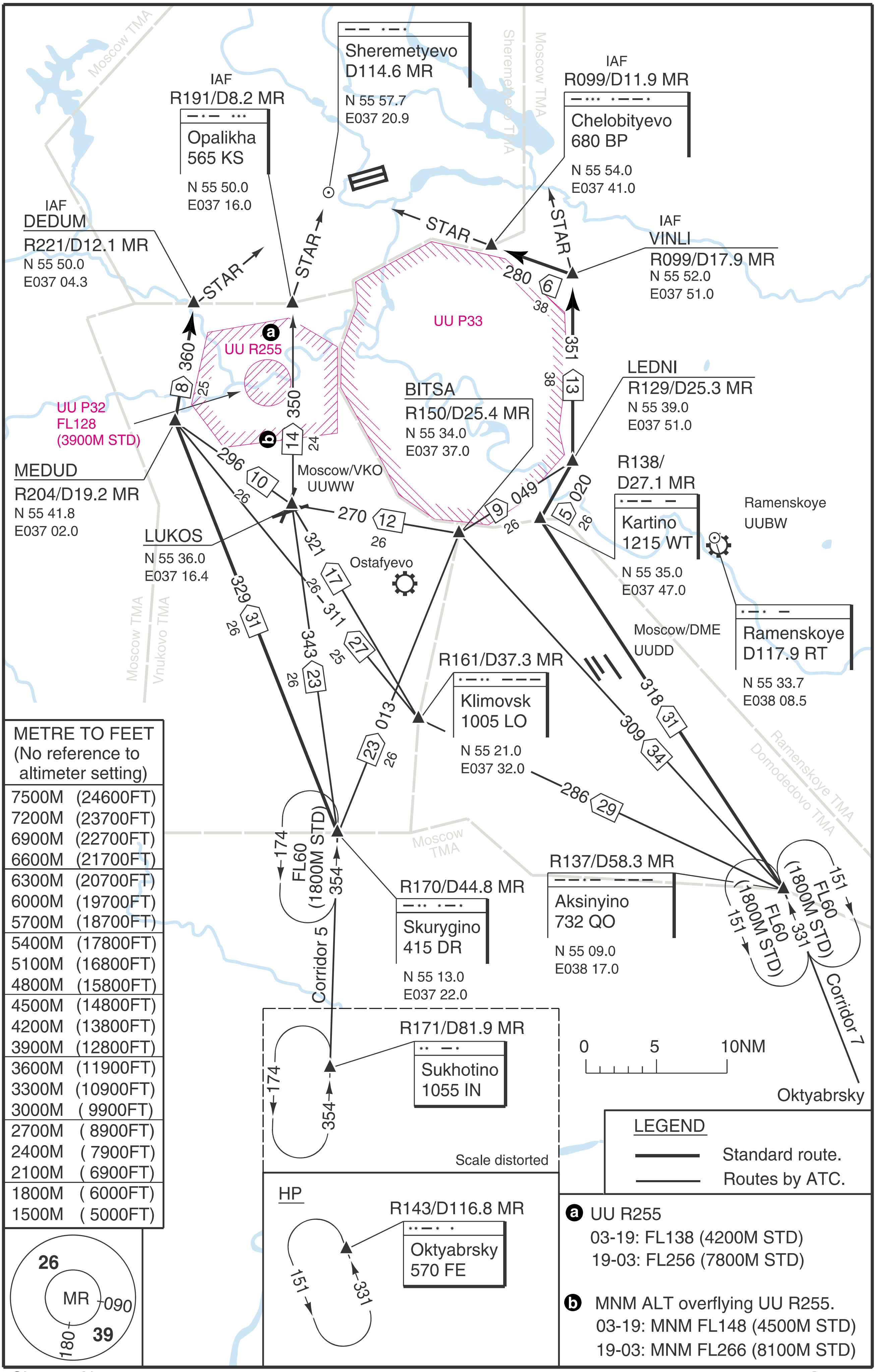


THR ELEV 617 FT/AD ELEV 630 FT

Change: ALT, Area, MISAP, Note

WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

LEGEND

Standard route.

Routes by ATC.

a UU R255
03-19: FL138 (4200M STD)
19-03: FL256 (7800M STD)

b MNM ALT overflying UU R255.
03-19: MNM FL148 (4500M STD)
19-03: MNM FL266 (8100M STD)

Change: New proc

WEF 28 SEP

Sheremetyevo (Moscow APP see LC)

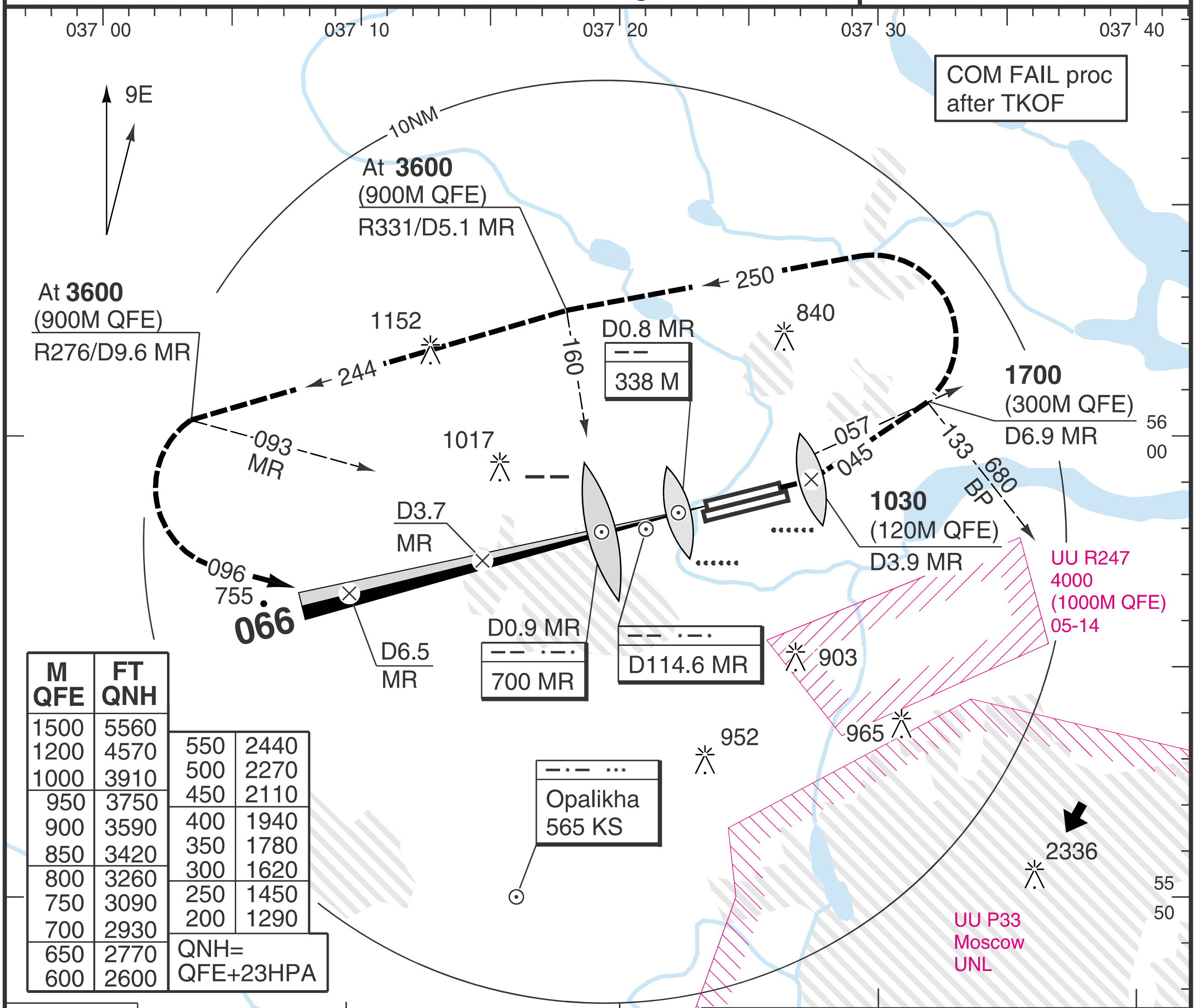
ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	131.500 07L/25R	⋆ 120.700 07R/25L

GND 119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L

LDG 3550x60M/*11646x196FT/0*

ILS **108.1 IMR** ·· — — ·—· **066°** GP 2.98 TCH 51 ⓐ



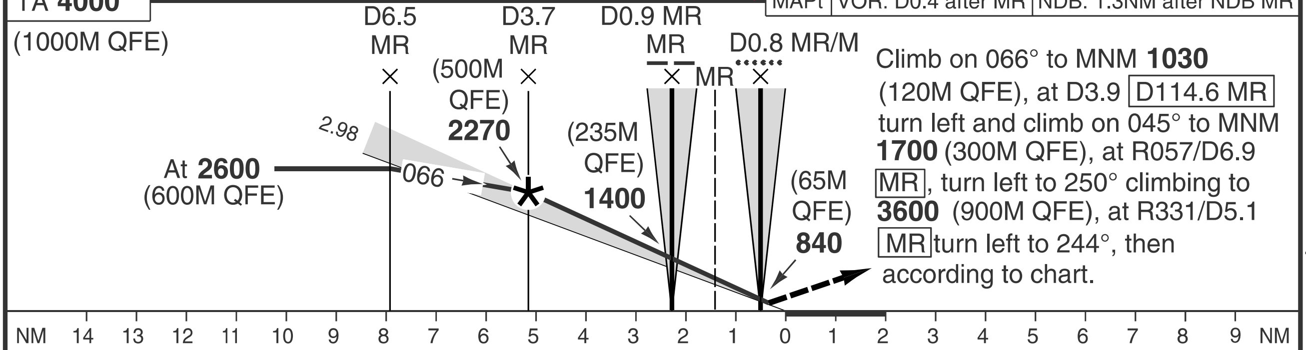
M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

M QFE	FT QNH
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

TA **4000**
(1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.3NM after NDB MR



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 250° climbing to **3600** (900M QFE), at R331/D5.1 MR turn left to 244°, then according to chart.

MR	3.1°	ALT
D4.5	-	**2600**
D4	-	**2440**
D3	-	**2110**
D2	-	**1770**
D1	-	**1440**
D0	-	**1110**
D0.3 :VOR		**1020**
D0.4 :2NDB		**1000**

GS/KT	ROD
90	510
100	560
120	670
140	780
160	900

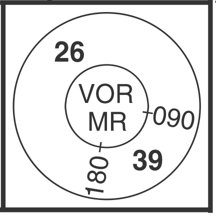
RVR=Vis x:

Day	1.5
Night	2.0

JAA	ILS	PAR			VOR+DME		
ACFT	B C D	B	C	D	B	C	D
MIN	**820** (200)	**850**	**860**	**870**	**1020** (370)		
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0
DH:		(227)	(237)	(247)			

2NDB+DME		
B	C	D
1000 (350)		
1.0	**1.0**	**1.4**
1.5	1.8	2.0

ⓐ GP interference shall be expected under VMC.



THR ELEV **620** FT/AD ELEV **630** FT Change: ALT, Area, MISAP, Note

WEF 26 OCT

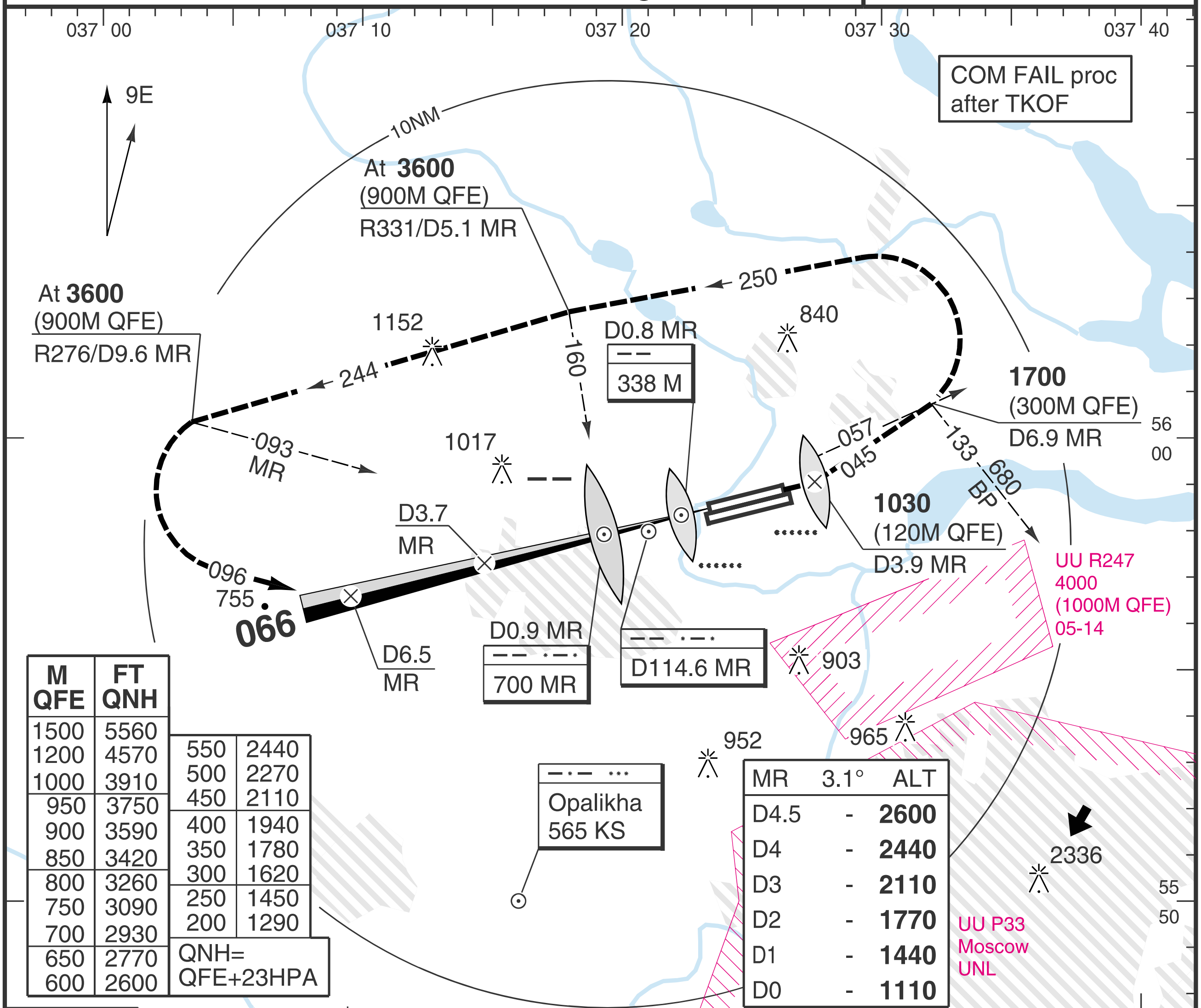
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	131.500 07L/25R	⋆ 120.700 07R/25L
GND	119.000 Terminal 1	⋆ 121.800 Terminal 2

PAPI 2.98L

ILS 108.1 IMR 066° GP 2.98 TCH 51 ⓐ

LDG 3550x60M/*11646x196FT/0*



M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

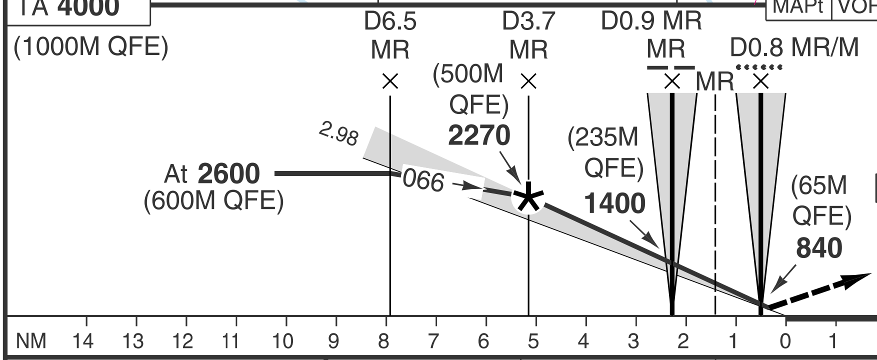
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

MR	3.1°	ALT
D4.5	-	**2600**
D4	-	**2440**
D3	-	**2110**
D2	-	**1770**
D1	-	**1440**
D0	-	**1110**

TA **4000** (1000M QFE)

MAPt VOR: D0.4 after MR NDB: 1.3NM after NDB MR



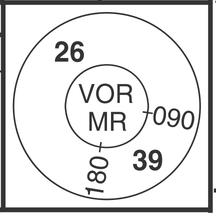
Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 250° climbing to **3600** (900M QFE), at R331/D5.1 MR turn left to 244°, then according to chart.

2NDB+DME: MR-MAPt/ROD VOR+DME: ROD	90KT	0:52/510 510	100KT	0:46/560 560	120KT	0:39/670 670	140KT	0:33/780 780	160KT	0:29/900 900

JAA	ILS	PAR			VOR+DME			2NDB+DME		
ACFT	B C D	B	C	D	B	C	D	B	C	D
MIN	**820** (200)	**850**	**860**	**870**	**990** (370)			**970** (350)		
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0
DH:		(227)	(237)	(247)						

To obtain RVR multiply VIS by:

Day	Night
1.5	2.0

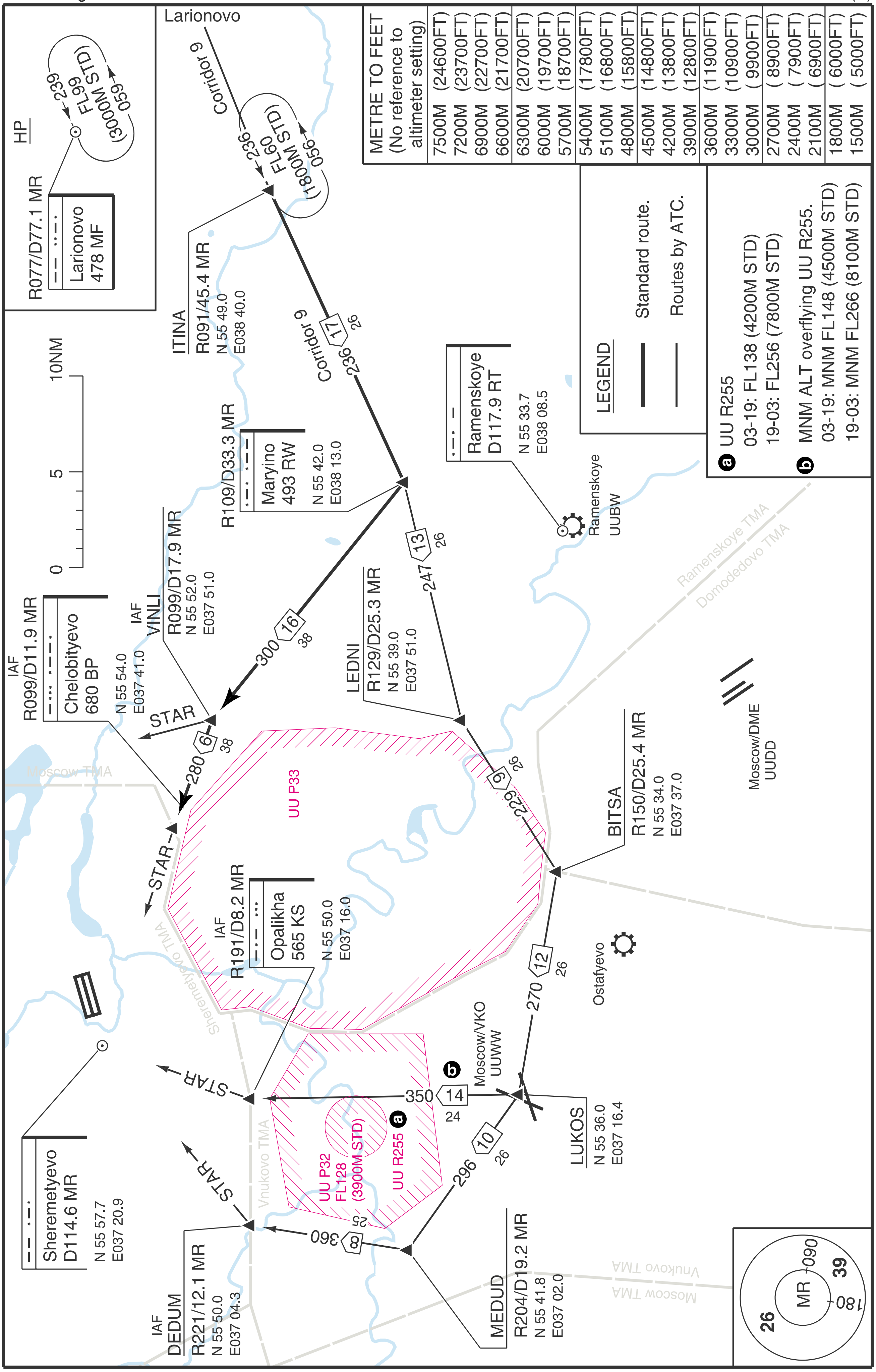


ⓐ GP interference shall be expected under VMC.

THR ELEV **620** FT/AD ELEV **630** FT Change: ALT, Area, MISAP, Note

WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA



METRE TO FEET (No reference to altimeter setting)	
7500M	(24600FT)
7200M	(23700FT)
6900M	(22700FT)
6600M	(21700FT)
6300M	(20700FT)
6000M	(19700FT)
5700M	(18700FT)
5400M	(17800FT)
5100M	(16800FT)
4800M	(15800FT)
4500M	(14800FT)
4200M	(13800FT)
3900M	(12800FT)
3600M	(11900FT)
3300M	(10900FT)
3000M	(9900FT)
2700M	(8900FT)
2400M	(7900FT)
2100M	(6900FT)
1800M	(6000FT)
1500M	(5000FT)

Change: New proc

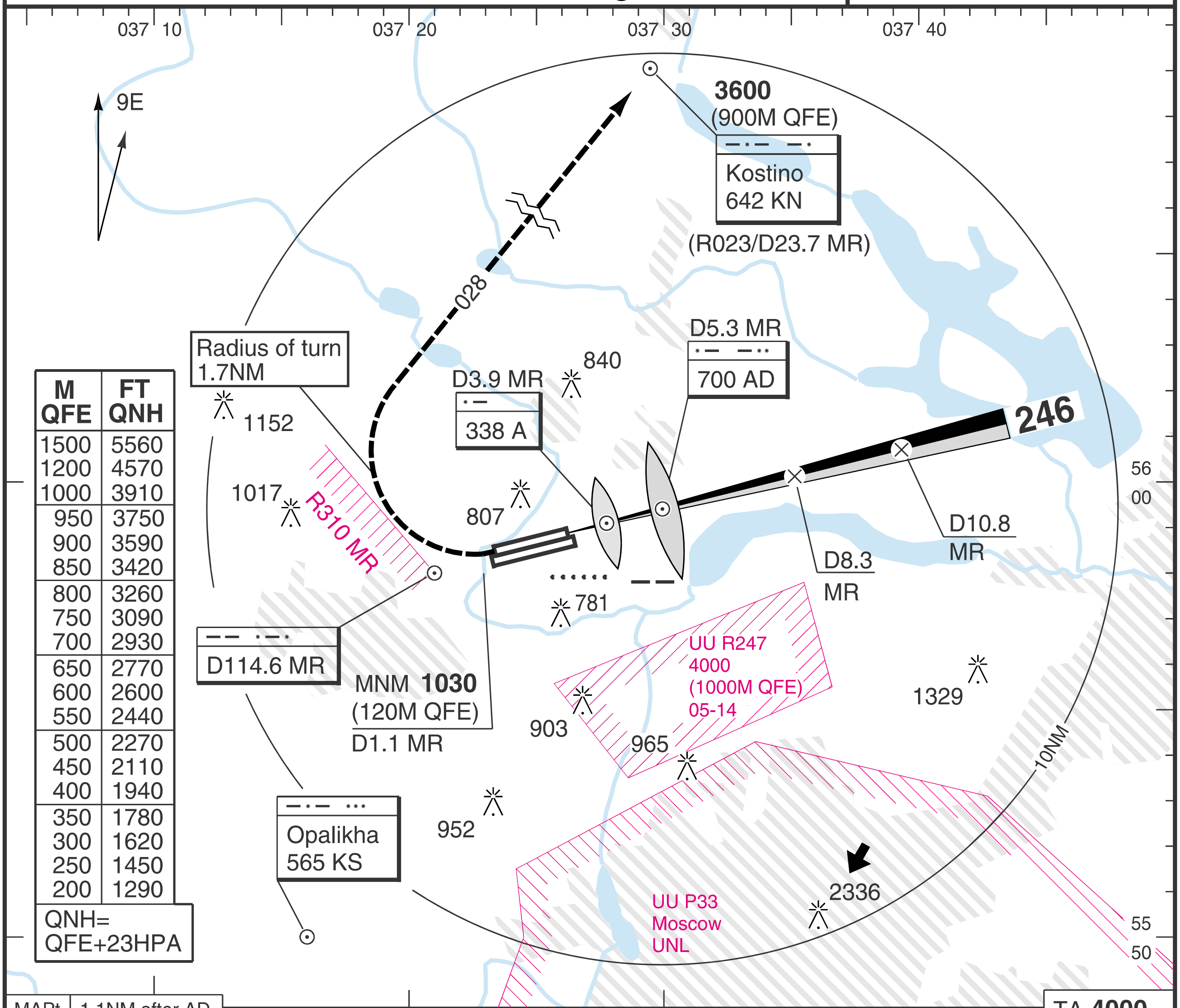
WEF 28 SEP

Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300 ⋆ APP 2 123.700	
RAD	118.100	
TWR	131.500 07L/25R ⋆ 120.700 07R/25L	
GND	119.000 Terminal 1 ⋆ 121.800 Terminal 2	

ILS **111.3 IAD** ·· ·−· −·· **246°** GP 2.98 TCH 56 ⓐ

PAPI 2.98L
LDG 3550x60M/*11646x196FT/0*



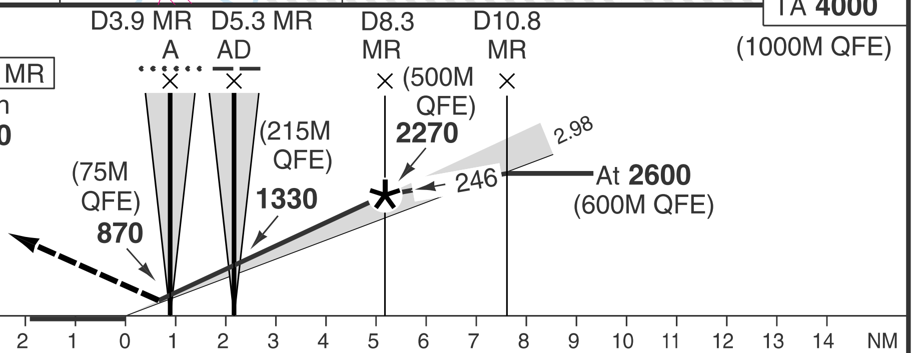
M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH=
QFE+23HPA

MAPt 1.1NM after AD

TA **4000**
(1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 028° to **3600** (900M QFE) to 642 KN.
-When crossing **1300** (200M QFE) contact RAD 118.100



MR	3.0°	ALT
D9.3	-	**2600**
D8	-	**2200**
D7	-	**1880**
D6	-	**1560**
D5	-	**1240**
D4.2:NDB		**1020**
D4.2:2NDB		**1010**

GS/KT	ROD
90	490
100	540
120	650
140	750
160	860

RVR=Vis x:

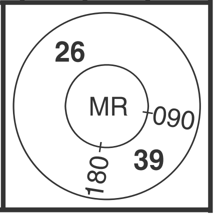
Day	1.5
Night	2.0

JAA	CAT II	ILS	PAR			2NDB+DME			NDB+DME		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D
MIN	105	830 (200)	840	850	860	1010 (357)			1020 (367)		
RVR-KM	0.30	0.55	0.60	0.60	0.60	1.0	1.0	1.4	1.0	1.0	1.4
APL U/S	NA	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0
		DH:	(214)	(224)	(233)						

NDB		
B	C	D
1430 (778)		
1.4	1.4	1.8
1.5	2.0	2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.



THR ELEV **622** FT/AD ELEV **630** FT Change: Area

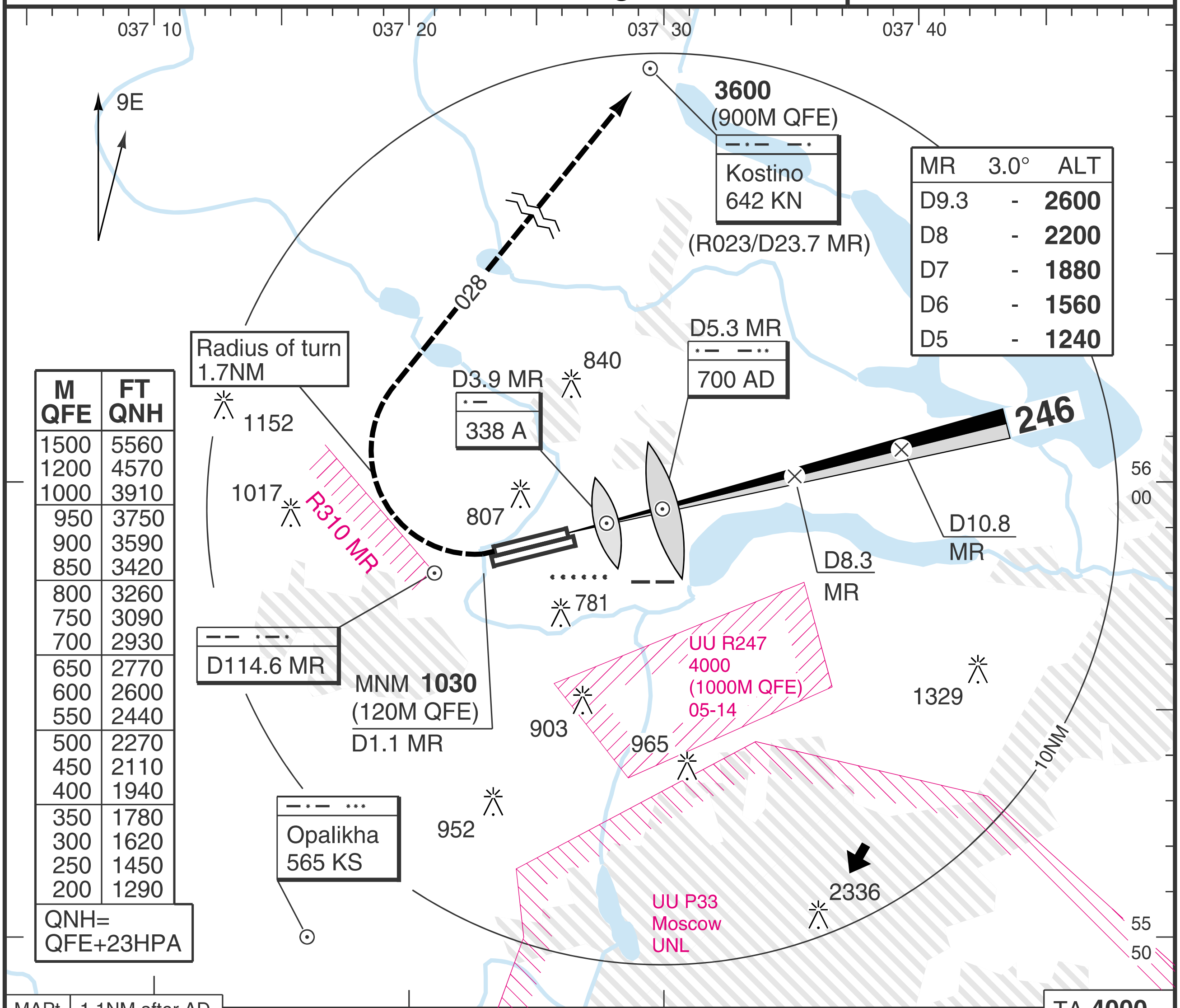
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	131.500 07L/25R	⋆ 120.700 07R/25L
GND	119.000 Terminal 1	⋆ 121.800 Terminal 2

PAPI 2.98L

LDG 3550x60M/*11646x196FT/0*

ILS **111.3 IAD** ·· ·– –·· **246°** GP 2.98 TCH 56 ⓐ



M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

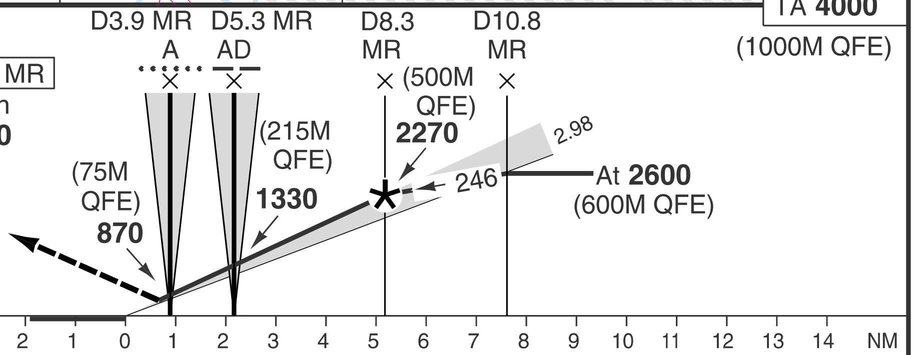
QNH= QFE+23HPA

MR	3.0°	ALT
D9.3	-	**2600**
D8	-	**2200**
D7	-	**1880**
D6	-	**1560**
D5	-	**1240**

MAPt 1.1NM after AD

TA **4000** (1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 028° to **3600** (900M QFE) to 642 KN.
-When crossing **1300** (200M QFE) contact RAD 118.100

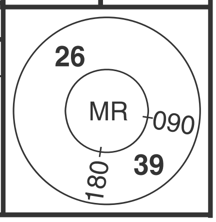


2NDB+DME/NDB+DME/ NDB: AD-MAPt/ROD	90KT 0:44/490	100KT 0:39/540	120KT 0:33/650	140KT 0:28/750	160KT 0:25/860

JAA	CAT II	ILS	PAR			2NDB+DME			NDB+DME			NDB		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D	B	C	D
MIN	105	830 (200)	840	850	860	980 (357)			990 (367)			1400 (778)		
RVR-KM	0.30	0.55	0.60	0.60	0.60	1.0	1.0	1.4	1.0	1.0	1.4	1.4	1.4	1.8
APL U/S	NA	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0	1.5	2.0	2.0
			DH: (214)	(224)	(233)									

To obtain RVR multiply VIS by:

Day	1.5	Night	2.0

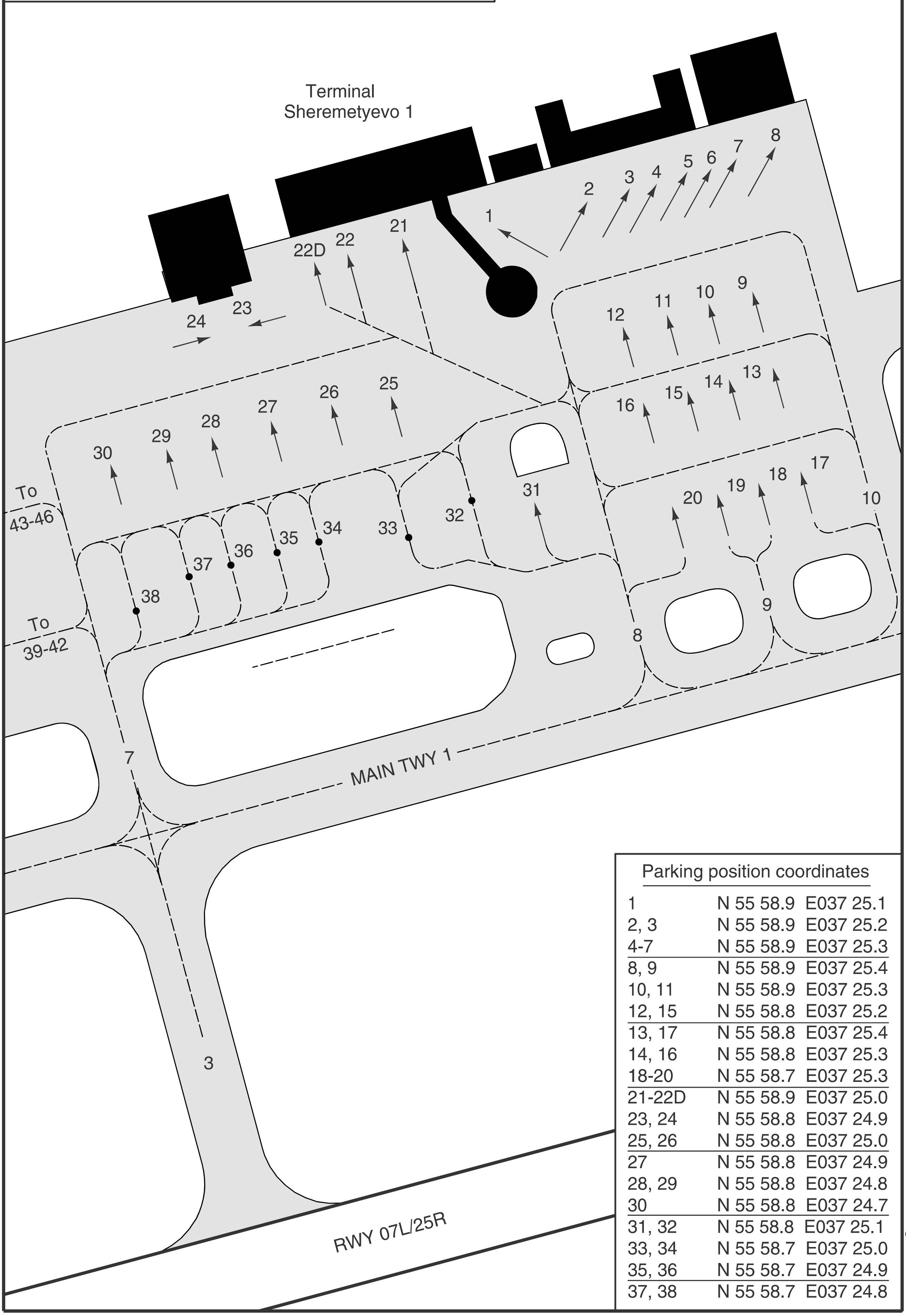


CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.

THR ELEV **622** FT/AD ELEV **630** FT Change: Area

Sheremetyevo		
ATIS	125.125	
TWR Start	131.500 RWY 07L/25R	* 120.700 RWY 07R/25L
GND Taxiing	119.000 Terminal 1	* 121.800 Terminal 2



Parking position coordinates

1	N 55 58.9	E037 25.1
2, 3	N 55 58.9	E037 25.2
4-7	N 55 58.9	E037 25.3
8, 9	N 55 58.9	E037 25.4
10, 11	N 55 58.9	E037 25.3
12, 15	N 55 58.8	E037 25.2
13, 17	N 55 58.8	E037 25.4
14, 16	N 55 58.8	E037 25.3
18-20	N 55 58.7	E037 25.3
21-22D	N 55 58.9	E037 25.0
23, 24	N 55 58.8	E037 24.9
25, 26	N 55 58.8	E037 25.0
27	N 55 58.8	E037 24.9
28, 29	N 55 58.8	E037 24.8
30	N 55 58.8	E037 24.7
31, 32	N 55 58.8	E037 25.1
33, 34	N 55 58.7	E037 25.0
35, 36	N 55 58.7	E037 24.9
37, 38	N 55 58.7	E037 24.8

Change: ATIS, Coordinates

MOSCOW SHEREMETYEVO RUSSIA

SVO - UUEE | 3 | 09 OCT 06 | **ILS - NDB - 25 L**

NEW PANS - OPS

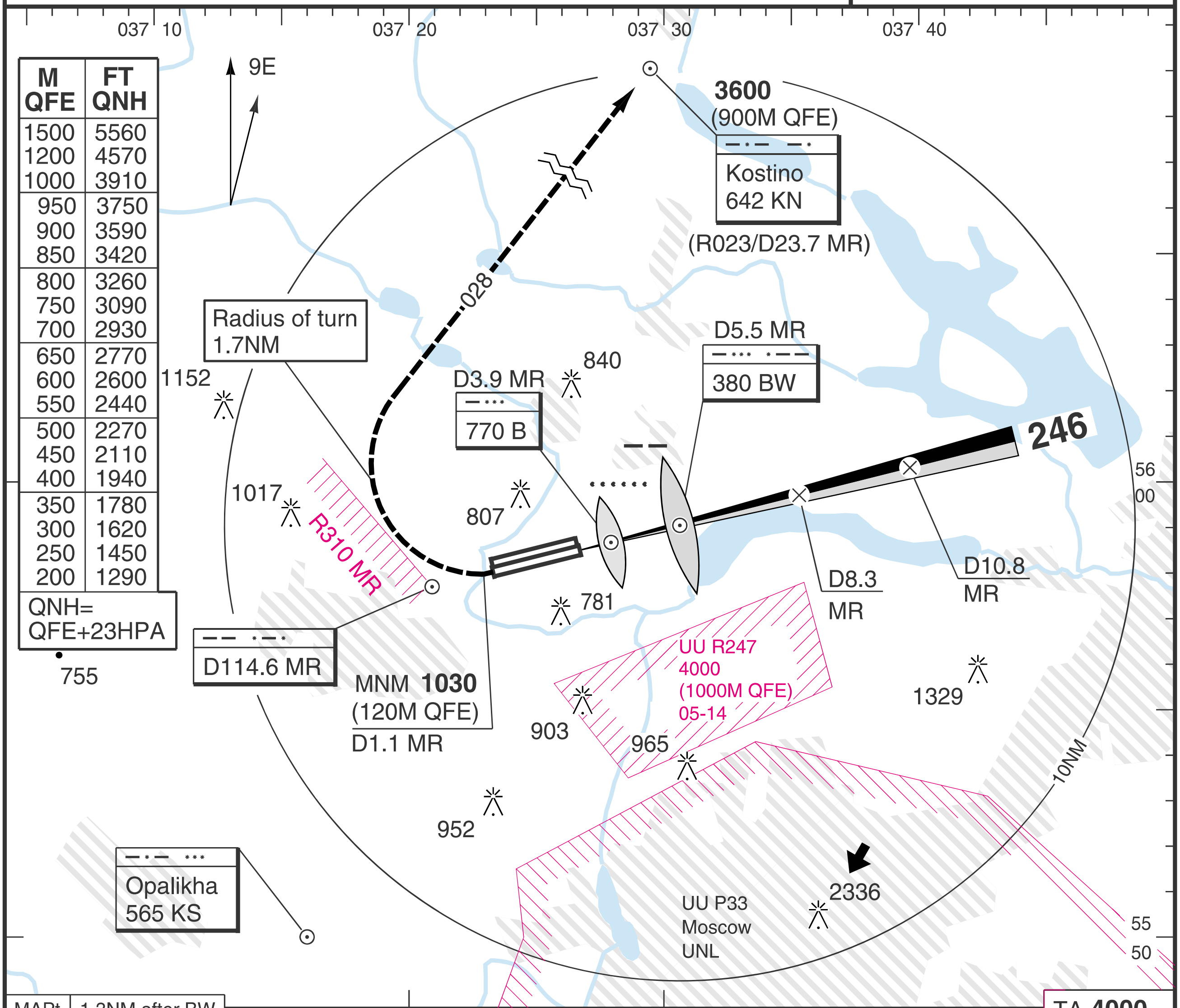
Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300 ⋆ APP 2	123.700
RAD	118.100	
TWR	120.700 07R/25L ⋆ 131.50	07L/25R
GND	119.000 Terminal 1 ⋆ 121.800	Terminal 2

PAPI 2.98L

LDG 3703x60M/*12148x196FT/0*

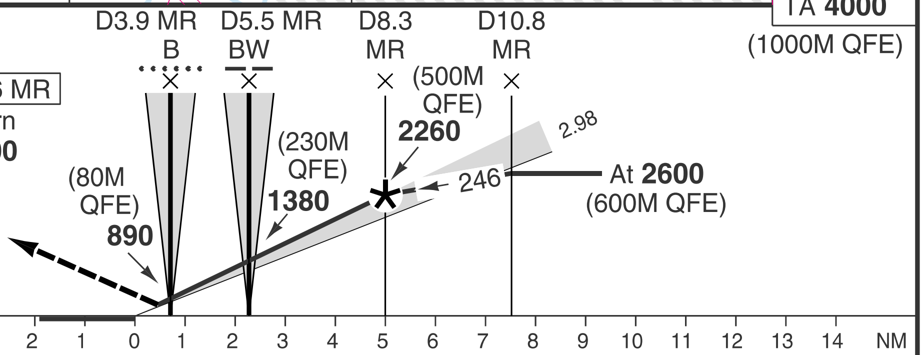
ILS **110.5 IBW** ·· –··· ·–– **246°** GP 2.98 TCH 59 ⓐ



MAPt | 1.3NM after BW

TA **4000** (1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 028° to **3600** (900M QFE) to 642 KN.
-When crossing **1300** (200M QFE) contact RAD 118.100

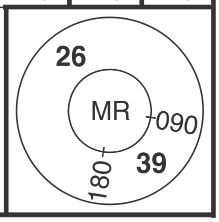


MR 3.0°		ALT	GS/KT	ROD
D9.3	-	**2600**	90	490
D8	-	**2190**	100	540
D7	-	**1870**	120	650
D6	-	**1550**	140	760
D5	-	**1220**	160	870
D4.3:NDB		**1020**	RVR=Vis x:	
D4.3:2NDB		**1010**	Day	1.5
			Night	2.0

JAA	**ILS**	**PAR**			**2NDB+DME**			**NDB+DME**		
ACFT	B C D	B	C	D	B	C	D	B	C	D
MIN	**820** (200)	**840**	**850**	**860**	**1010** (360)			**1020** (370)		
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0
	DH:	(214)	(224)	(233)						

NDB		
B	C	D
1430 (780)		
1.4	**1.4**	**1.8**
1.5	2.0	2.0

ⓐ GP interference shall be expected under VMC.



THR ELEV **620** FT/AD ELEV **630** FT Change: Area

MOSCOW SHEREMETYEVO RUSSIA

NEW PANS - OPS

Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	120.700 07R/25L	⋆ 131.50 07L/25R

GND 119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L

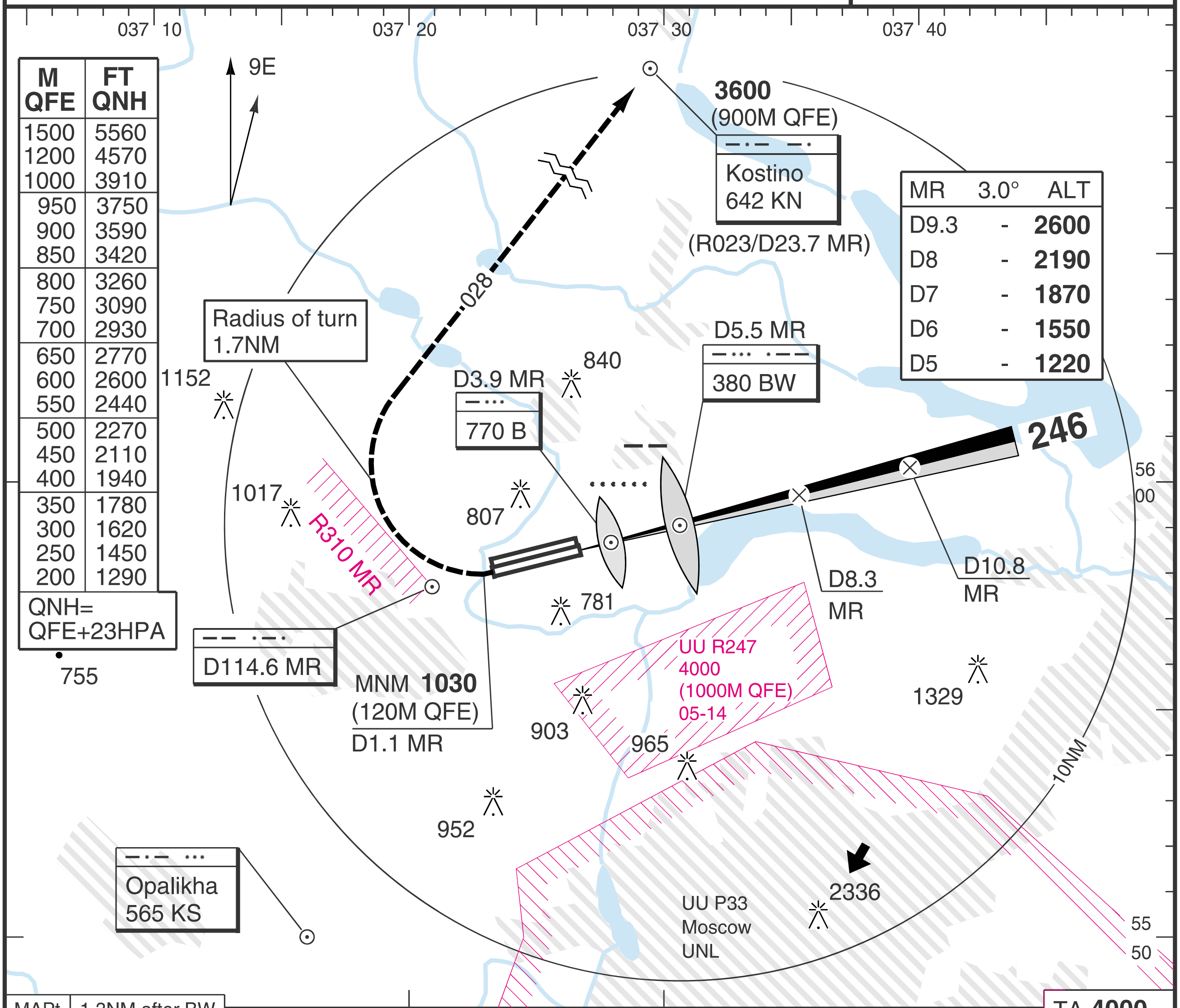
LDG 3703x60M/12148x196FT/0

ILS **110.5 IBW** ·· —··· ·—— **246°** GP 2.98 TCH 59 ⓐ

M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

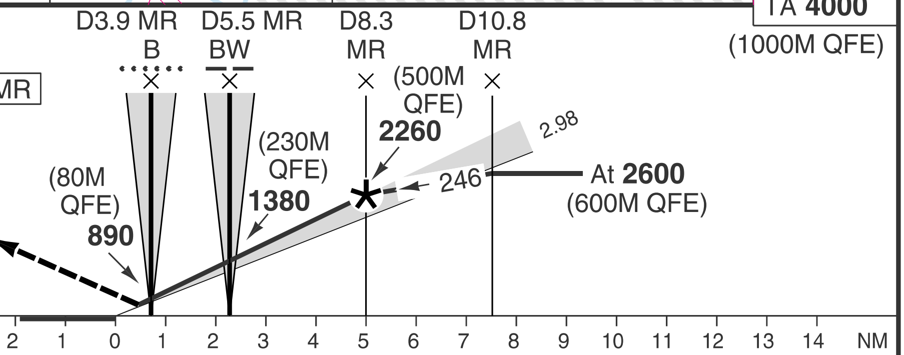
MR	3.0°	ALT
D9.3	-	**2600**
D8	-	**2190**
D7	-	**1870**
D6	-	**1550**
D5	-	**1220**



MAPt 1.3NM after BW

TA **4000** (1000M QFE)

Climb on 246° to D1.1 D114.6 MR at MNM **1030** (120M QFE) turn right and climb on 028° to **3600** (900M QFE) to 642 KN.
-When crossing **1300** (200M QFE) contact RAD 118.100

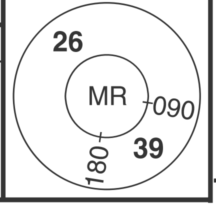


2NDB+DME/NDB+DME/ NDB: BW-MAPt/ROD	90KT 0:52/490	100KT 0:46/540	120KT 0:39/650	140KT 0:33/760	160KT 0:29/870

JAA	ILS	PAR			2NDB+DME			NDB+DME			NDB		
ACFT	B C D	B	C	D	B	C	D	B	C	D	B	C	D
MIN	820 (200)	840	850	860	980 (360)			990 (370)			1400 (780)		
RVR-KM	0.55	0.60	0.60	0.60	1.0	1.0	1.4	1.0	1.0	1.4	1.4	1.4	1.8
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0	1.5	2.0	2.0
	DH:	(214)	(224)	(233)									

To obtain RVR multiply VIS by:

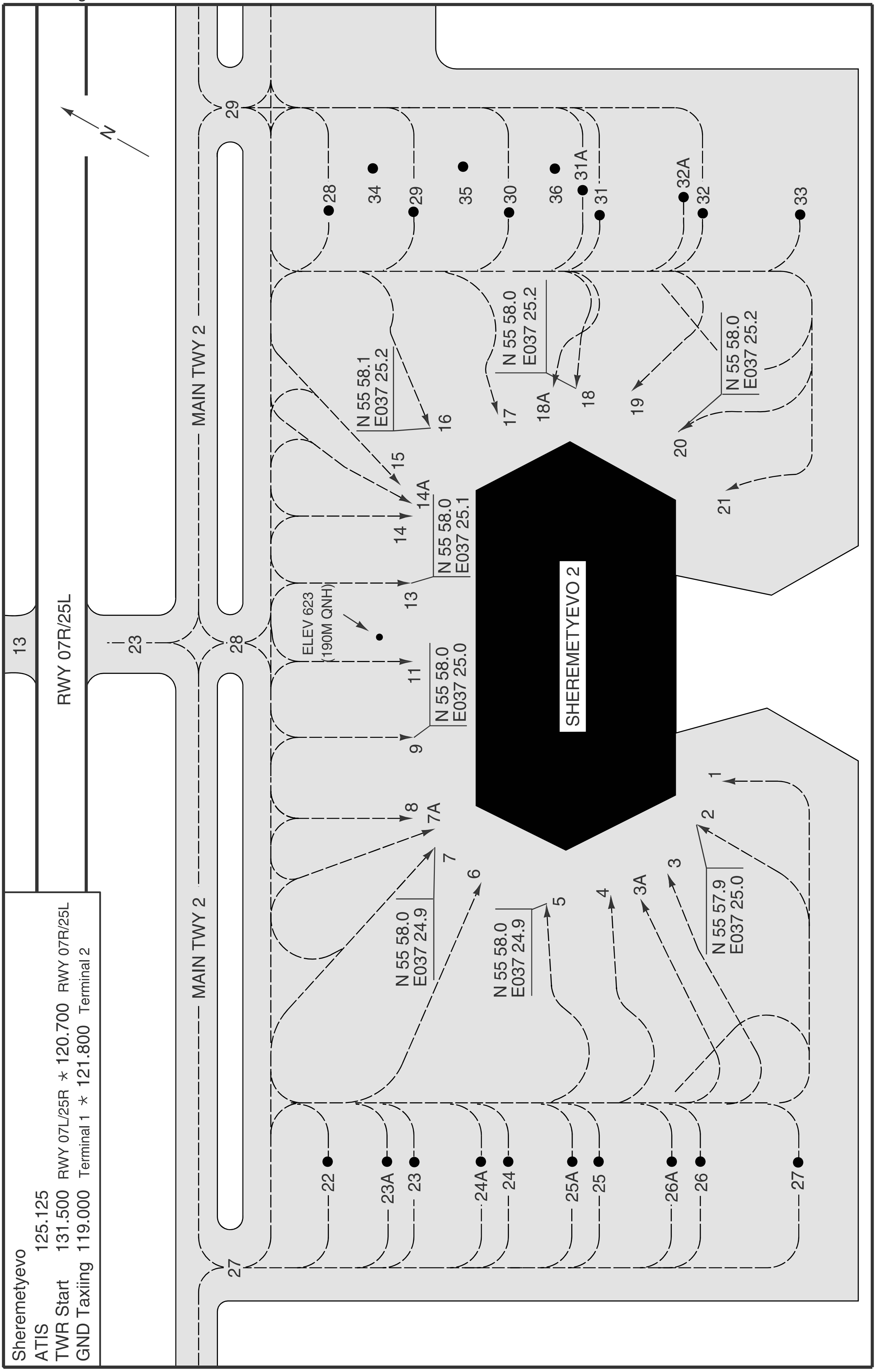
Day 1.5 Night 2.0



ⓐ GP interference shall be expected under VMC.

THR ELEV **620** FT/AD ELEV **630** FT Change: Area

MOSCOW SHEREMETYEVO RUSSIA



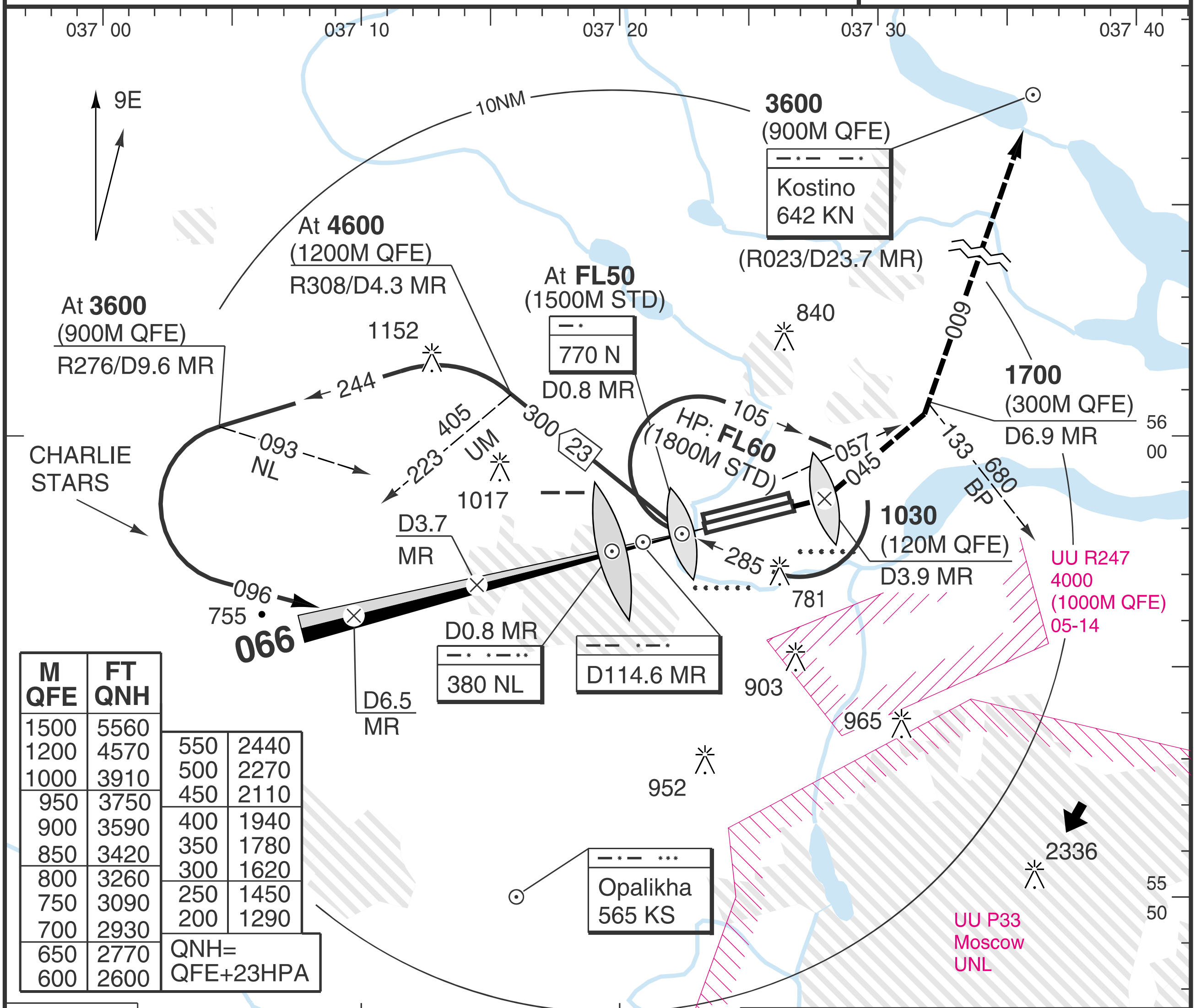
Change: ATIS, Coordinates

Sheremetyevo (Moscow APP see LC)

ATIS	125.125
APP 1	119.300 ⋆ APP 2 123.700
RAD	118.100
TWR	120.700 07R/25L ⋆ 131.500 07L/25R
GND	119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L
LDG 3703x60M/*12148x196FT/0*

ILS **109.1 INL** ·· −· ·−·· **066°** GP 2.98 TCH 52 ⓐ



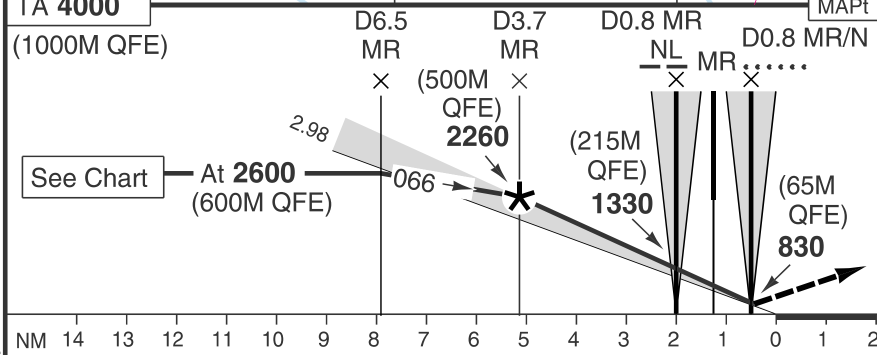
M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

TA **4000**
(1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.1NM after NL



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 009° to 642 KN climbing to **3600** (900M QFE).
-When crossing **1300** (200M QFE) contact RAD 118.100

MR	3.0°	ALT
D4.7	-	**2600**
D4	-	**2370**
D3	-	**2040**
D2	-	**1720**
D1	-	**1400**
D0	-	**1080**
D0.3 :VOR		**1020**
D0.3 :2NDB		**1000**

GS/KT	ROD
90	490
100	540
120	650
140	760
160	870

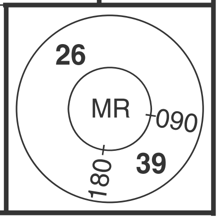
RVR=Vis x:	
Day	1.5
Night	2.0

JAA	**CAT II**	**ILS**	**PAR**		
ACFT	B C D	B C D	B	C	D
MIN	**110**	**820** (200)	**850** (233)	**860** (243)	**870** (253)
RVR-KM	**0.30**	**0.55**	**0.60**	**0.60**	**0.65**
APL U/S	NA	1.0	1.0	1.0	1.2

2NDB+DME			**VOR+DME**		
B	C	D	B	C	D
1000 (353)			**1020** (373)		
1.0	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
1.5	1.8	2.0	1.5	1.8	2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.



THR ELEV **617** FT/AD ELEV **630** FT Change: ALT, Area, MISAP

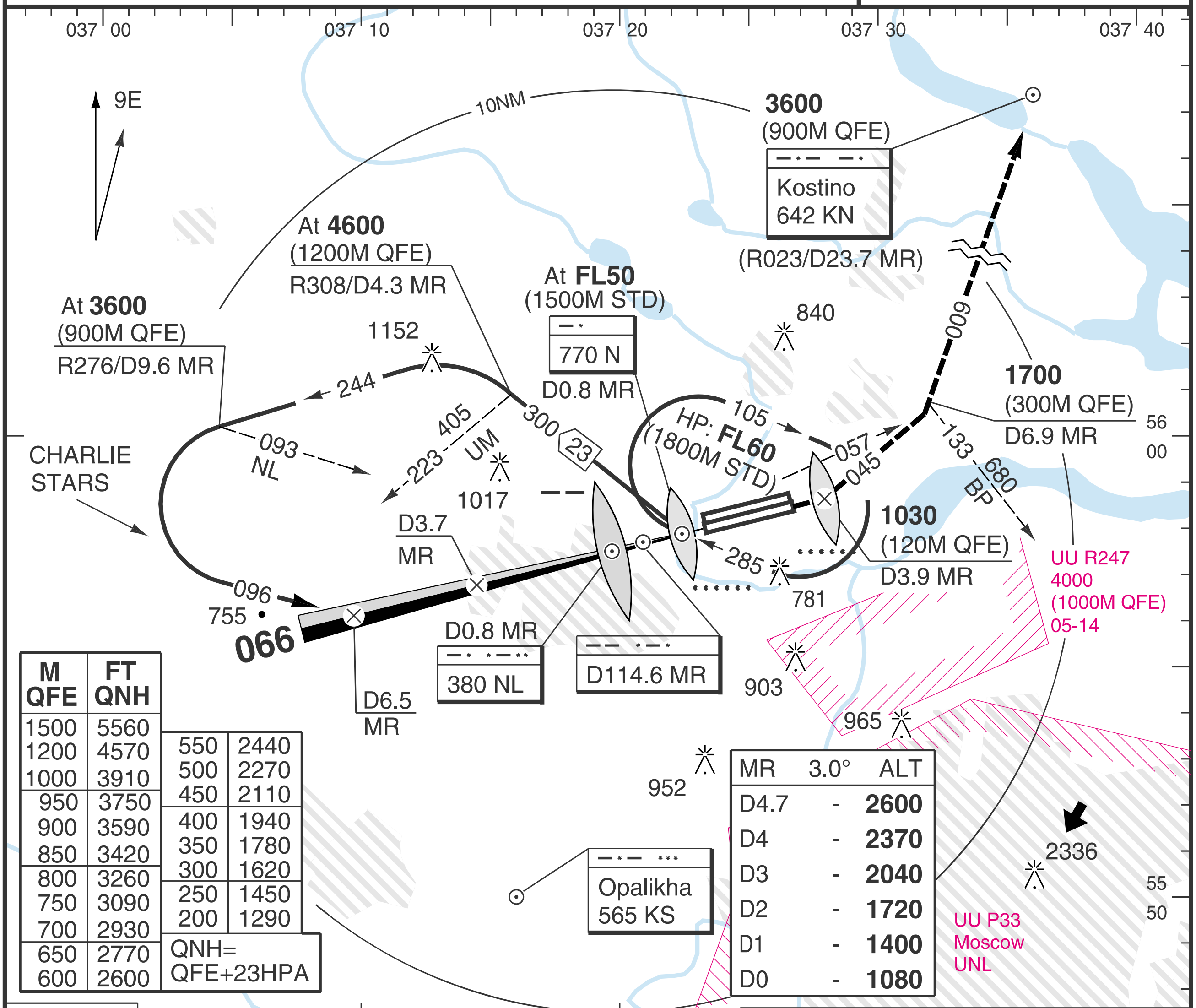
WEF 26 OCT

Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	120.700 07R/25L	⋆ 131.500 07L/25R
GND	119.000 Terminal 1	⋆ 121.800 Terminal 2

PAPI 2.98L
LDG 3703x60M/12148x196FT/0

ILS 109.1 INL ·· –· ·–·· 066° GP 2.98 TCH 52 ⓐ



M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

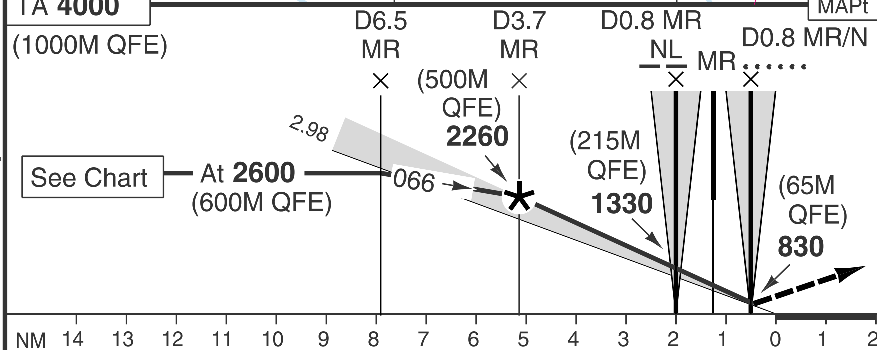
550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

MR	3.0°	ALT
D4.7	-	2600
D4	-	2370
D3	-	2040
D2	-	1720
D1	-	1400
D0	-	1080

TA 4000 (1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.1NM after NL



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 009° to 642 KN climbing to **3600** (900M QFE).
-When crossing **1300** (200M QFE) contact RAD 118.100

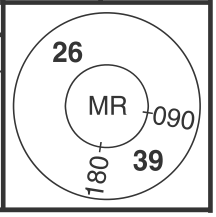
2NDB+DME: NL-MAPt/ROD VOR+DME: NL-MAPt/ROD	90KT 0:45/490	100KT 0:40/540	120KT 0:34/650	140KT 0:29/760	160KT 0:25/870

JAA	CAT II	ILS	PAR			2NDB+DME			VOR+DME		
ACFT	B C D	B C D	B	C	D	B	C	D	B	C	D
MIN	110	820 (200)	850	860	870	970 (353)			990 (373)		
RVR-KM	0.30	0.55	0.60	0.60	0.65	1.0	1.0	1.4	1.0	1.0	1.4
APL U/S	NA	1.0	1.0	1.0	1.2	1.5	1.8	2.0	1.5	1.8	2.0
DH:			(233)	(243)	(253)						

To obtain RVR multiply VIS by: Day 1.5 Night 2.0

CAT IIIA Avbl.

ⓐ GP interference shall be expected under VMC.

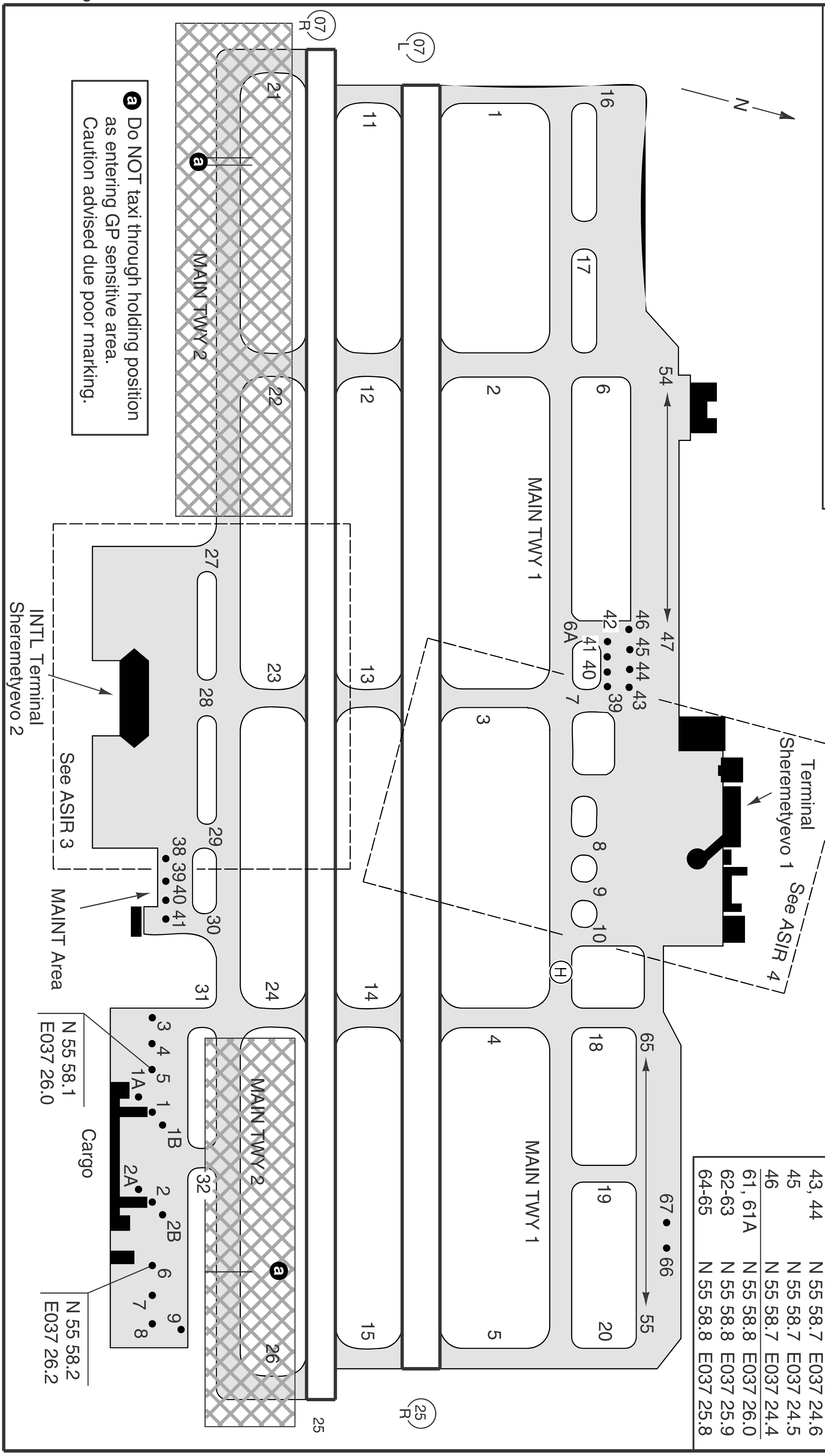


THR ELEV **617** FT/AD ELEV **630** FT Change: ALT, Area, MISAP

WEF 26 OCT

MOSCOW SHEREMETYEVO RUSSIA

Sheremetyevo
ATIS 125.125
TWR Start 131.500 RWY 07L/25R ∗ 120.700 RWY 07R/25L
GND Taxiing 119.000 Terminal 1 ∗ 121.800 Terminal 2



Parking position coordinates

39	N 55 58.6	E037 24.7
40, 41	N 55 58.6	E037 24.6
42	N 55 58.6	E037 24.5
43, 44	N 55 58.7	E037 24.6
45	N 55 58.7	E037 24.5
46	N 55 58.7	E037 24.4
61, 61A	N 55 58.8	E037 26.0
62-63	N 55 58.8	E037 25.9
64-65	N 55 58.8	E037 25.8

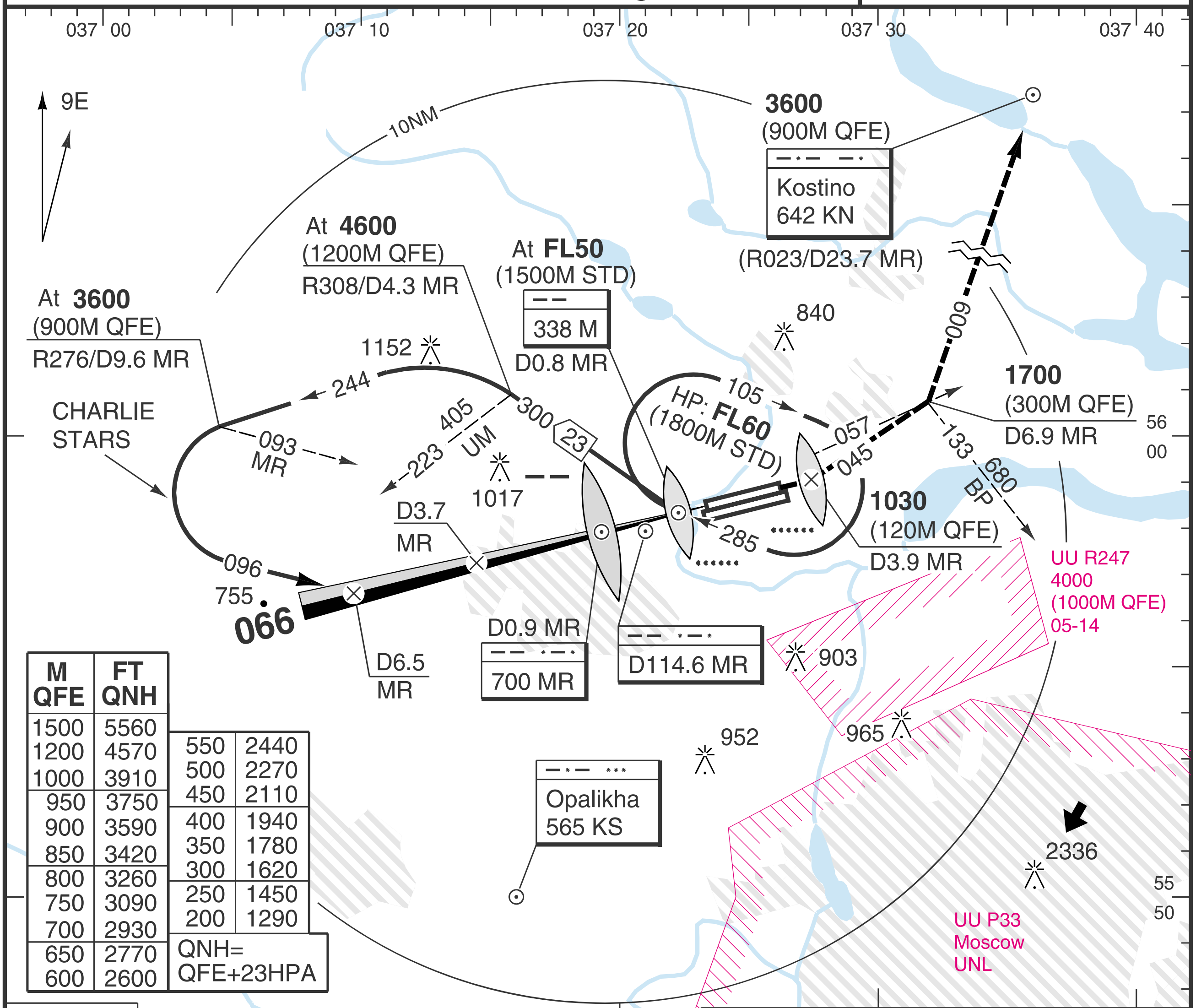
Change: TWY WIP

Sheremetyevo (Moscow APP see LC)

ATIS	125.125	
APP 1	119.300	⋆ APP 2 123.700
RAD	118.100	
TWR	131.500 07L/25R	⋆ 120.700 07R/25L
GND	119.000 Terminal 1	⋆ 121.800 Terminal 2

PAPI 2.98L
LDG 3550x60M/*11646x196FT/0*

ILS **108.1 IMR** ·· — — ·—· **066°** GP 2.98 TCH 51 ⓐ



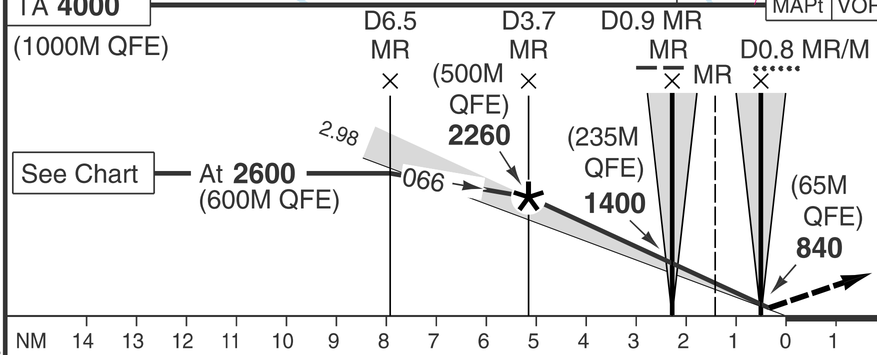
M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

QNH= QFE+23HPA

TA **4000** (1000M QFE)

MAPt VOR: D0.4 after MR | NDB: 1.3NM after NDB MR



Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 009° to 642 KN climbing to **3600** (900M QFE).
-When crossing **1300** (200M QFE) contact RAD 118.100

MR	3.1°	ALT
D4.5	-	**2600**
D4	-	**2440**
D3	-	**2110**
D2	-	**1770**
D1	-	**1440**
D0	-	**1110**
D0.3 :VOR		**1020**
D0.4 :2NDB		**1000**

GS/KT	ROD
90	510
100	560
120	670
140	780
160	900

RVR=Vis x:

Day	1.5
Night	2.0

JAA	ILS	PAR			VOR+DME		
ACFT	B C D	B	C	D	B	C	D
MIN	**820** (200)	**850**	**860**	**870**	**1020** (370)		
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0
DH:		(227)	(237)	(247)			

2NDB+DME		
B	C	D
1000 (350)		
1.0	**1.0**	**1.4**
1.5	1.8	2.0

ⓐ GP interference shall be expected under VMC.

26
VOR MR
090
180
39

THR ELEV **620** FT/AD ELEV **630** FT Change: ALT, Area, MISAP

WEF 26 OCT

Sheremetyevo (Moscow APP see LC) | SVO - UUEE | 1 | 09 OCT 06 | **ILS - VOR - NDB - 07 L**

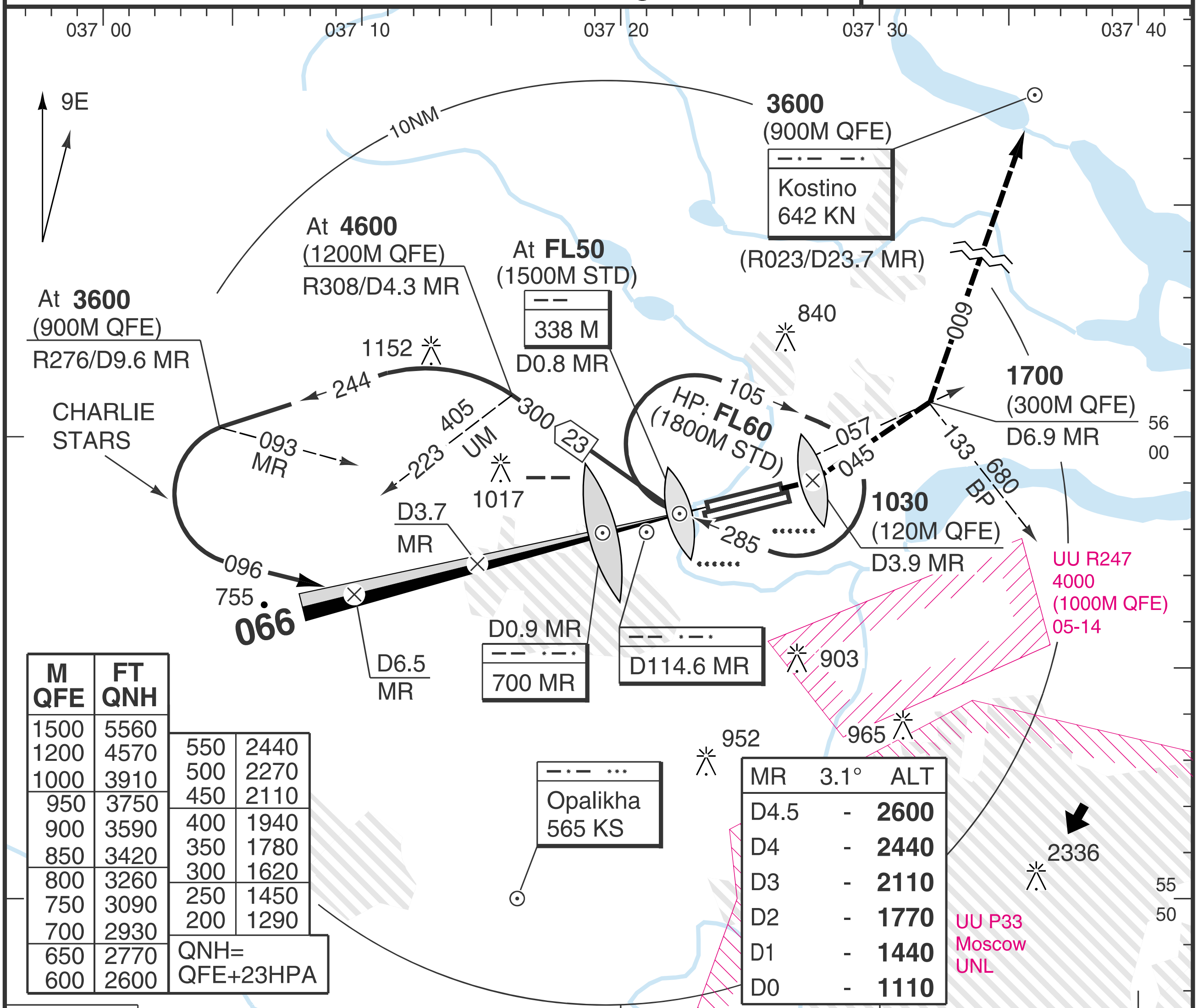
ATIS	125.125	
APP 1	119.300 ⋆ APP 2	123.700
RAD	118.100	
TWR	131.500 07L/25R ⋆ 120.700	07R/25L

GND 119.000 Terminal 1 ⋆ 121.800 Terminal 2

PAPI 2.98L

LDG 3550x60M/*11646x196FT/0*

ILS **108.1 IMR** ·· — — ·-· **066°** GP 2.98 TCH 51 ⓐ



M QFE	FT QNH
1500	5560
1200	4570
1000	3910
950	3750
900	3590
850	3420
800	3260
750	3090
700	2930
650	2770
600	2600

550	2440
500	2270
450	2110
400	1940
350	1780
300	1620
250	1450
200	1290

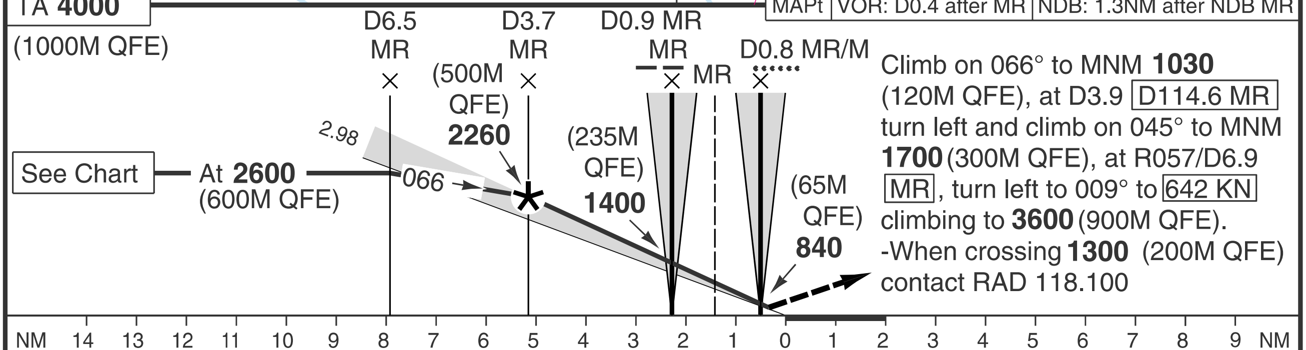
QNH= QFE+23HPA

MR	3.1°	ALT
D4.5	-	**2600**
D4	-	**2440**
D3	-	**2110**
D2	-	**1770**
D1	-	**1440**
D0	-	**1110**

TA **4000**

(1000M QFE)

MAPt | VOR: D0.4 after MR | NDB: 1.3NM after NDB MR



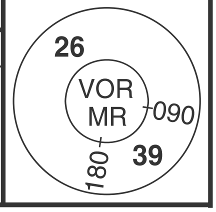
Climb on 066° to MNM **1030** (120M QFE), at D3.9 D114.6 MR turn left and climb on 045° to MNM **1700** (300M QFE), at R057/D6.9 MR, turn left to 009° to 642 KN climbing to **3600** (900M QFE).
-When crossing **1300** (200M QFE) contact RAD 118.100

2NDB+DME: MR-MAPt/ROD VOR+DME: ROD	90KT	0:52/510 510	100KT	0:46/560 560	120KT	0:39/670 670	140KT	0:33/780 780	160KT	0:29/900 900

JAA	ILS	PAR			VOR+DME			2NDB+DME		
ACFT	B C D	B	C	D	B	C	D	B	C	D
MIN	**820** (200)	**850**	**860**	**870**	**990** (370)			**970** (350)		
RVR-KM	**0.55**	**0.60**	**0.60**	**0.60**	**1.0**	**1.0**	**1.4**	**1.0**	**1.0**	**1.4**
APL U/S	1.0	1.0	1.0	1.0	1.5	1.8	2.0	1.5	1.8	2.0
DH:		(227)	(237)	(247)						

To obtain RVR multiply VIS by:

Day	1.5	Night	2.0



ⓐ GP interference shall be expected under VMC.

THR ELEV **620** FT/AD ELEV **630** FT Change: ALT, Area, MISAP

WEF 26 OCT

A. GENERAL

1. SPEED

MAX IAS 270KT below FL99 (3000M STD).

2. NAV WARNING

Buzharovo NDB may be heavily interfered by BC stations giving deflections up to 35° or more.

3. COM

3.1. Moscow TMA APP FREQ and allocation, see LC.

4. WARNING

Watch out for birds.

5. NAP

PREFERENTIAL RWY SYSTEM
TKOF: RWY 07L/R.
LDG: 25L/R.

6. TRAFFIC NOTES

Conciderable deviations on compasses may occur on tarmac, TWY and RWY. Deviations disappear after TKOF.

7. TAXI

7.1. Taxi on apron with caution due rough surface.

7.2. Keep sharp look-out on Sheremetyevo 1 and 2 Aprons for vehicles and other obstructions. Inform GND.

8. LVP

8.1. RWY 07R/25R avbl for TKOF/LDG.
LVP is in force when RVR is below 400M.
OPS will be broadcasted on ATIS or via RT.

8.2. TKOF RWY 07R/25R

After push-back/start up, taxiing will be performed after "Follow Me" vehicle.
Pilots shall report their position at CAT II/III holding positions or at other reporting points prescribed by ATC.

TAXI ROUTES 07R:
Terminal 2/Cargo:
Exit Apron - MAIN TWY 2 - TWY 21.
Terminal 1:
Exit Apron - MAIN TWY 1 - TWY 1 - TWY 11.

TAXI ROUTES 25R
Terminal 2/Cargo:
Exit Apron - MAIN TWY 2 - TWY 26 - TWY 15.
Terminal 1:
Exit Apron - MAIN TWY 1 - TWY 5.

8.3. LDG RWY 07R/25R
Vacate RWY via;
RWY 07R: TWY 15 or 26.
RWY 25R: TWY 1 or 11.
Report RWY vacated and when clear of ILS critical area. "Follow Me" vehicle will meet at one of above TWY's.

8.4. TAXI ROUTES 07R:
Terminal 2/Cargo:
TWY 26 - MAIN TWY 2 - Apron/stand.
Terminal 1:
TWY 15 - TWY 5 - MAIN TWY 1 - Apron/stand.

TAXI ROUTES 25R
Terminal 2/Cargo:
TWY 11 - TWY 21 - MAIN TWY 2 - Apron/stand.
Terminal 1:
TWY 1 - MAIN TWY 1 - Apron/stand.

B. ARRIVAL

1. ATS routes to be requested when entering Moscow area.

2. SVO TERMINAL 2

2.1. AGNIS avbl for Stands 1-21.
Use AGNIS unit only when it is lighted.

2.2. Red side marker light on top of aerobridge axis will turn green when ACFT should stop.
WARNING: Light may turn on to green quite suddenly, taxi with caution in order not to go too far.

C. DEPARTURE

1. ATS routes in Moscow area to be requested before DEP.

2. SVO TERMINAL 2

2.1. START-UP / PUSH-BACK

Request start-up/push-back on GND, state stand NR. Tractor only connected after the bridge is removed.

2.2. APU

Stand 1-21, APU U/S.
After coordination with GND crew, 1 RIGHT hand ENG may be started directly before push-back to ENG start-up position.
Proc is not avbl under icy/slippery conditions.

3. NAP

ICAO standard NAP (NADP 1 and 2) applies.