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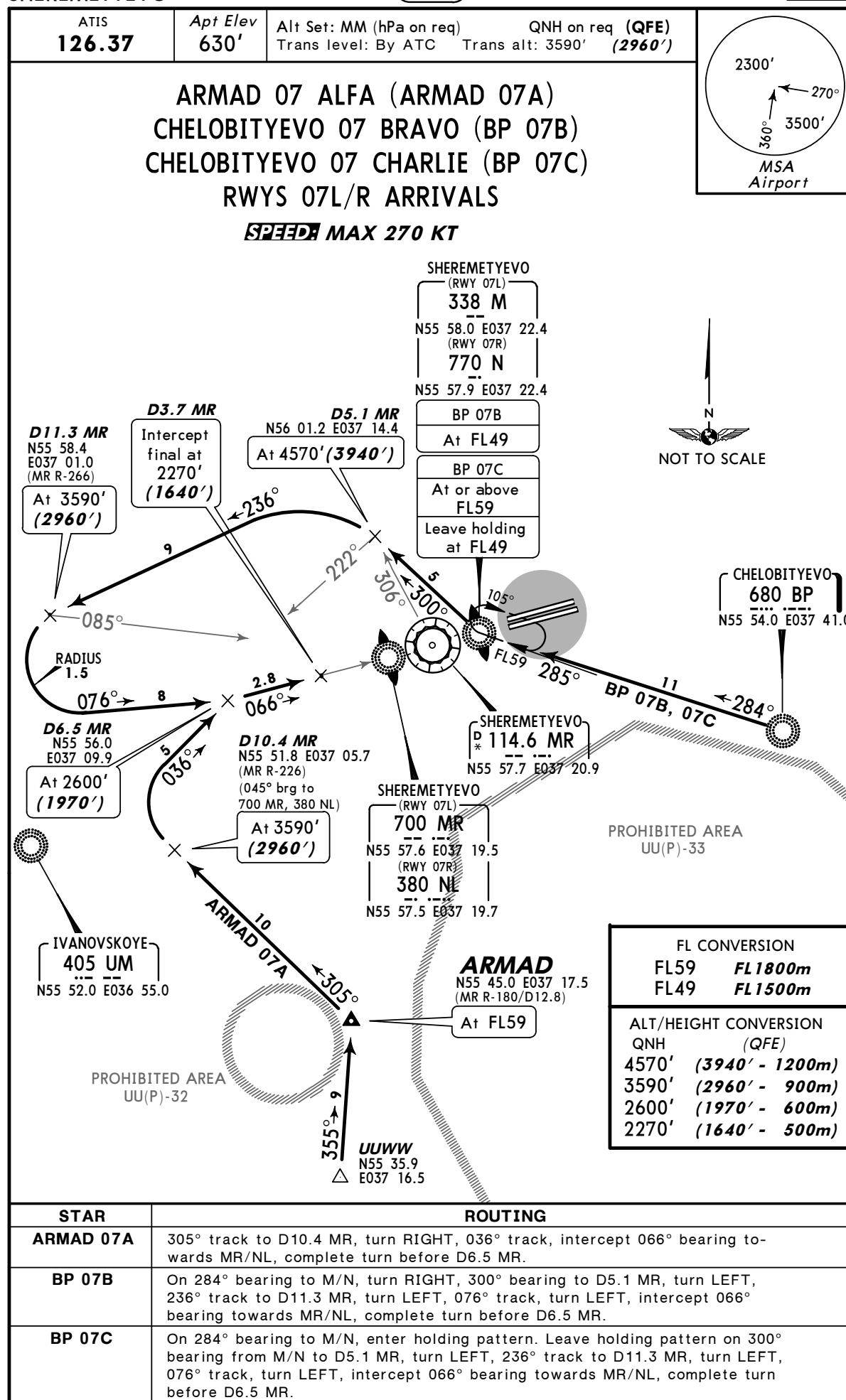
UUEE/SVO  
SHEREMETYEVO

JEPPESEN

MOSCOW, RUSSIA

4 OCT 02 (20-2)

STAR



Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

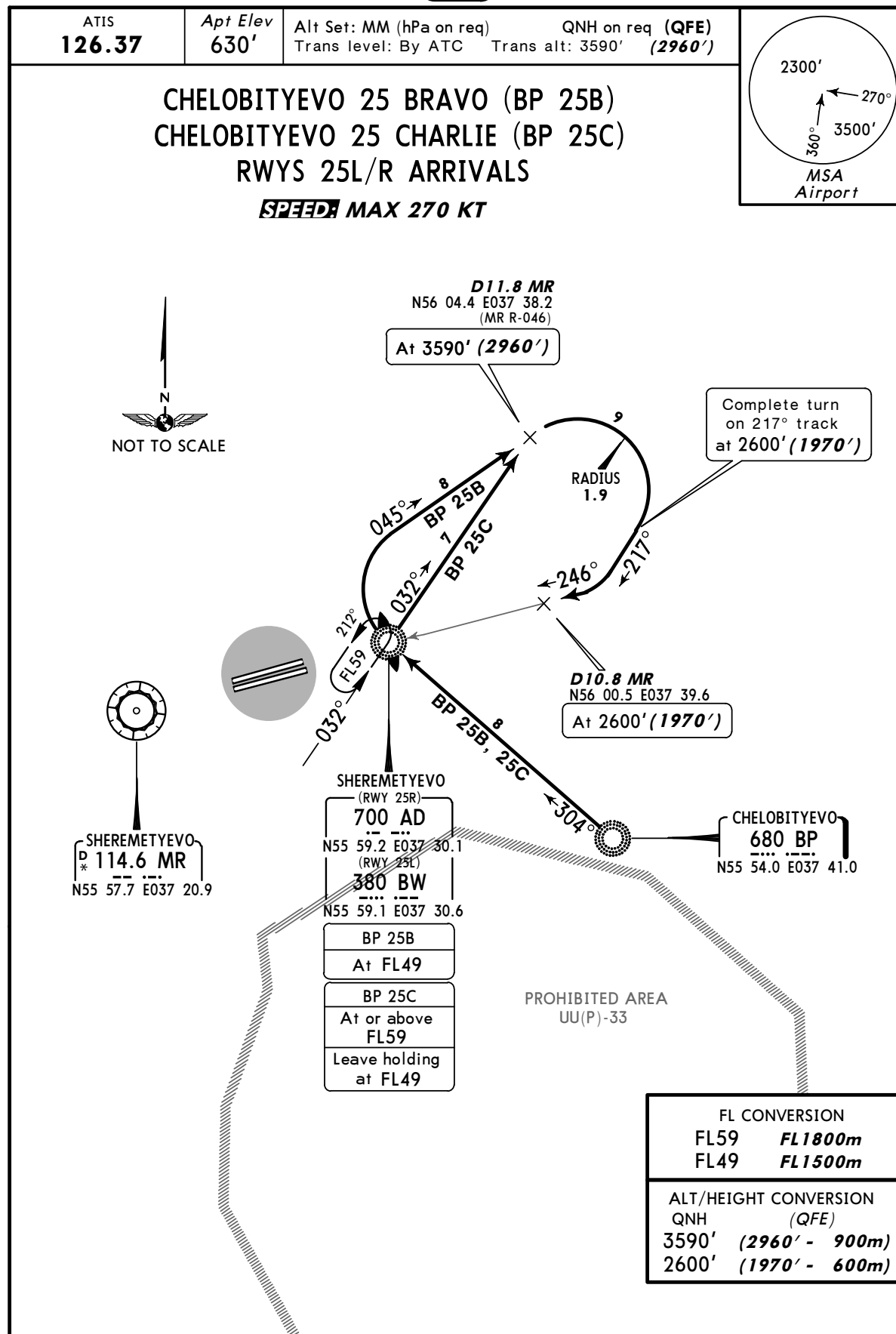
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JEPPESEN

MOSCOW, RUSSIA

4 OCT 02 (20-2A)

STAR



STAR	ROUTING
BP 25B	On 304° bearing to AD/BW, turn RIGHT, 045° track to D11.8 MR, turn RIGHT, 217° track, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.
BP 25C	On 304° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 217° track, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.

CHANGES: Prohibited area; new format.

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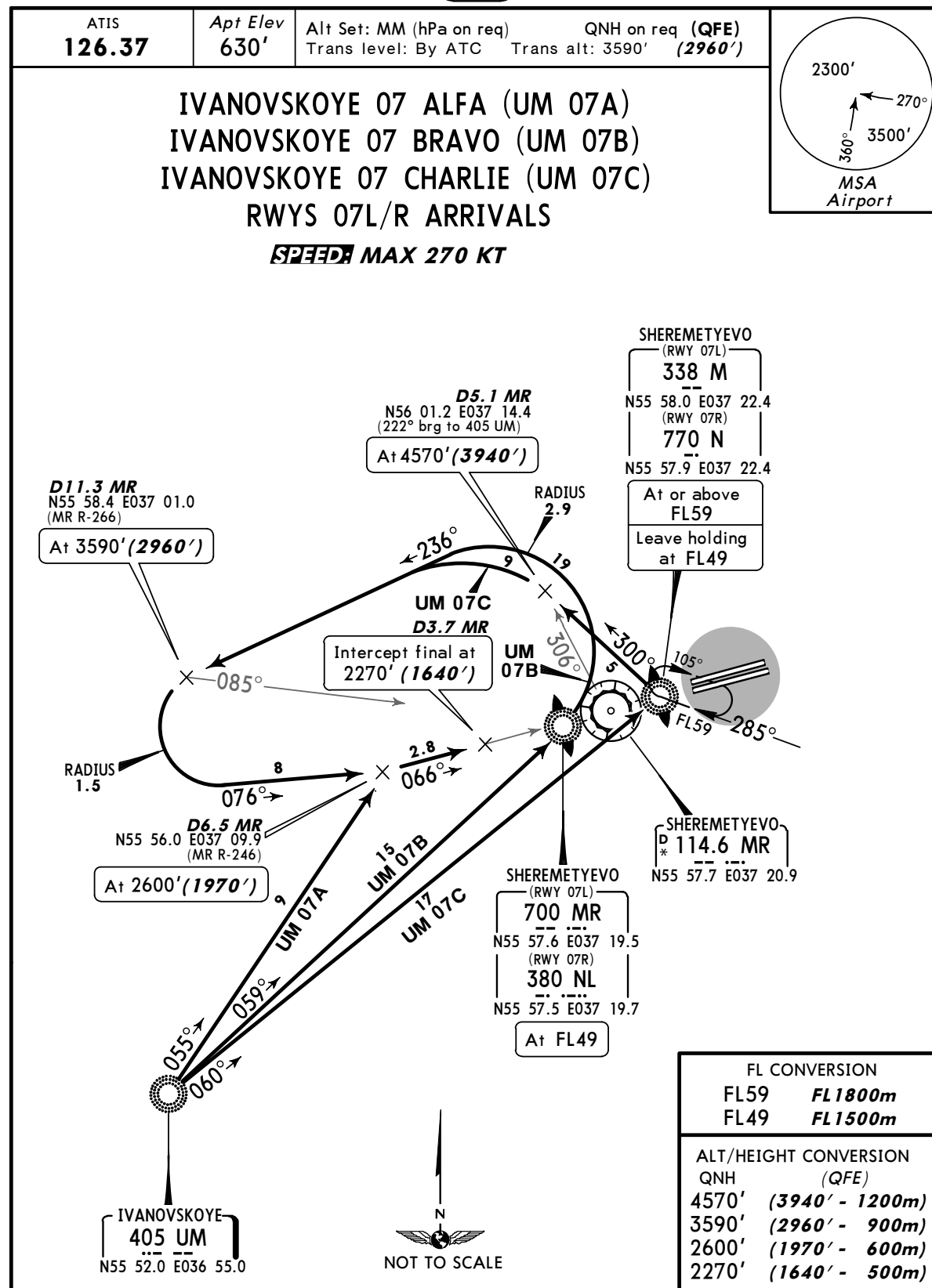
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JEPPesen

4 OCT 02 (20-2B)

MOSCOW, RUSSIA

STAR



STAR	ROUTING
UM 07A	On 055° bearing to D6.5 MR, turn RIGHT, intercept 066° bearing towards MR/NL, complete turn before D6.5 MR.
UM 07B	On 059° bearing to MR/NL, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track, turn LEFT, intercept 066° bearing towards MR/NL, complete turn before D6.5 MR.
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, turn LEFT, intercept 066° bearing towards MR/NL, complete turn before D6.5 MR.

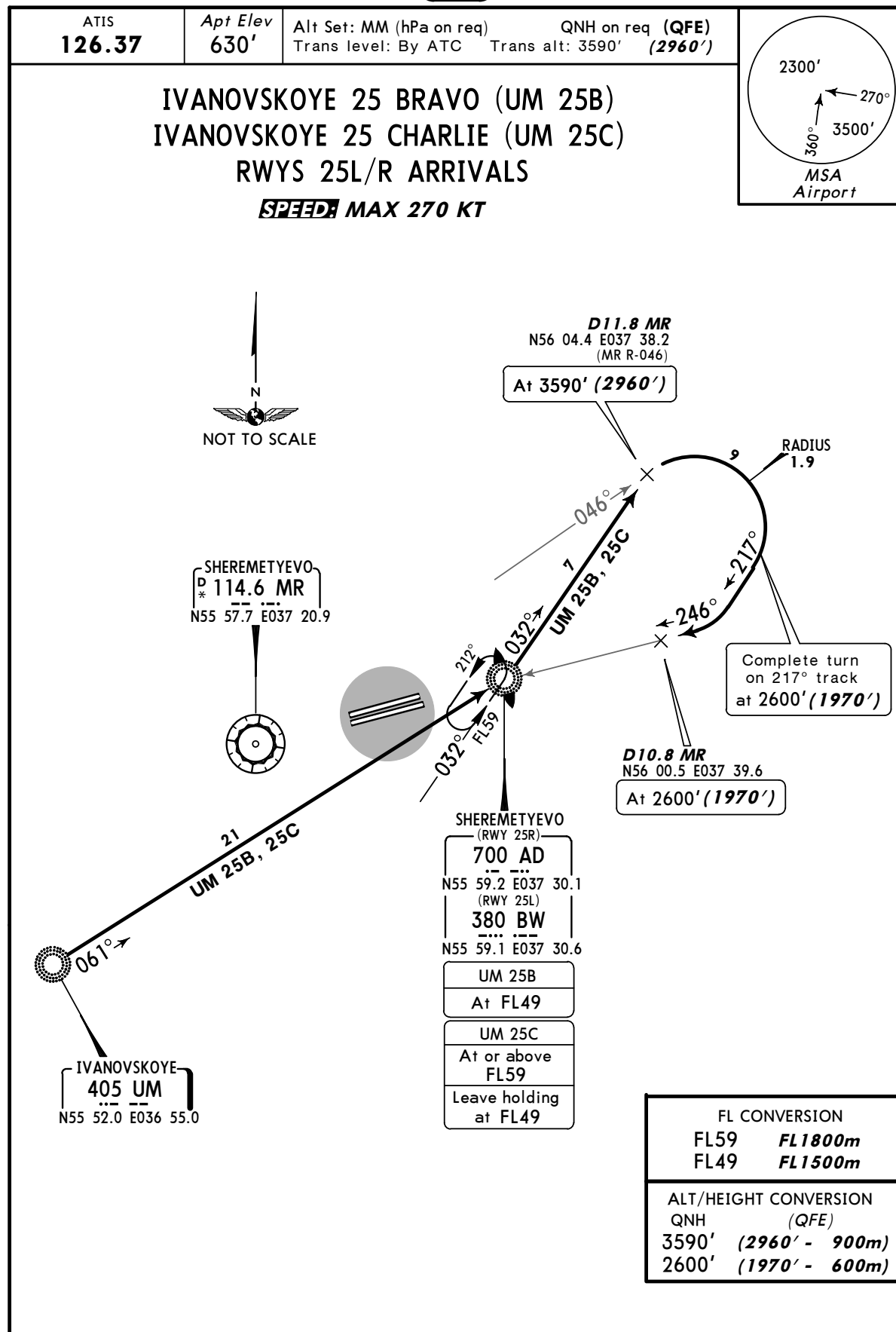
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JEPPESEN

MOSCOW, RUSSIA

4 OCT 02 (20-2C)

STAR



STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 217° track, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.
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, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.

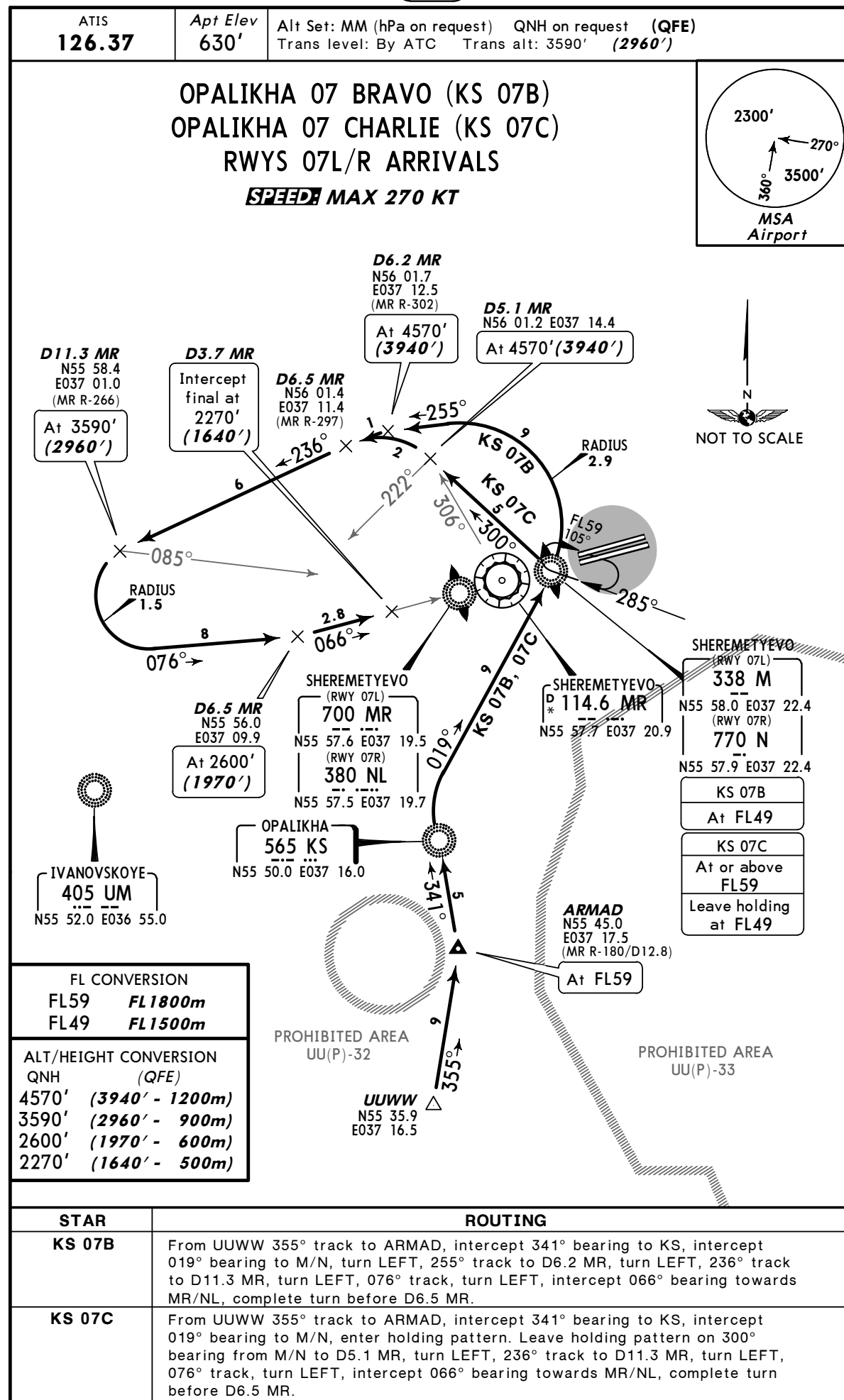
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JEPPesen

1 NOV 02 (20-2D)

MOSCOW, RUSSIA

STAR



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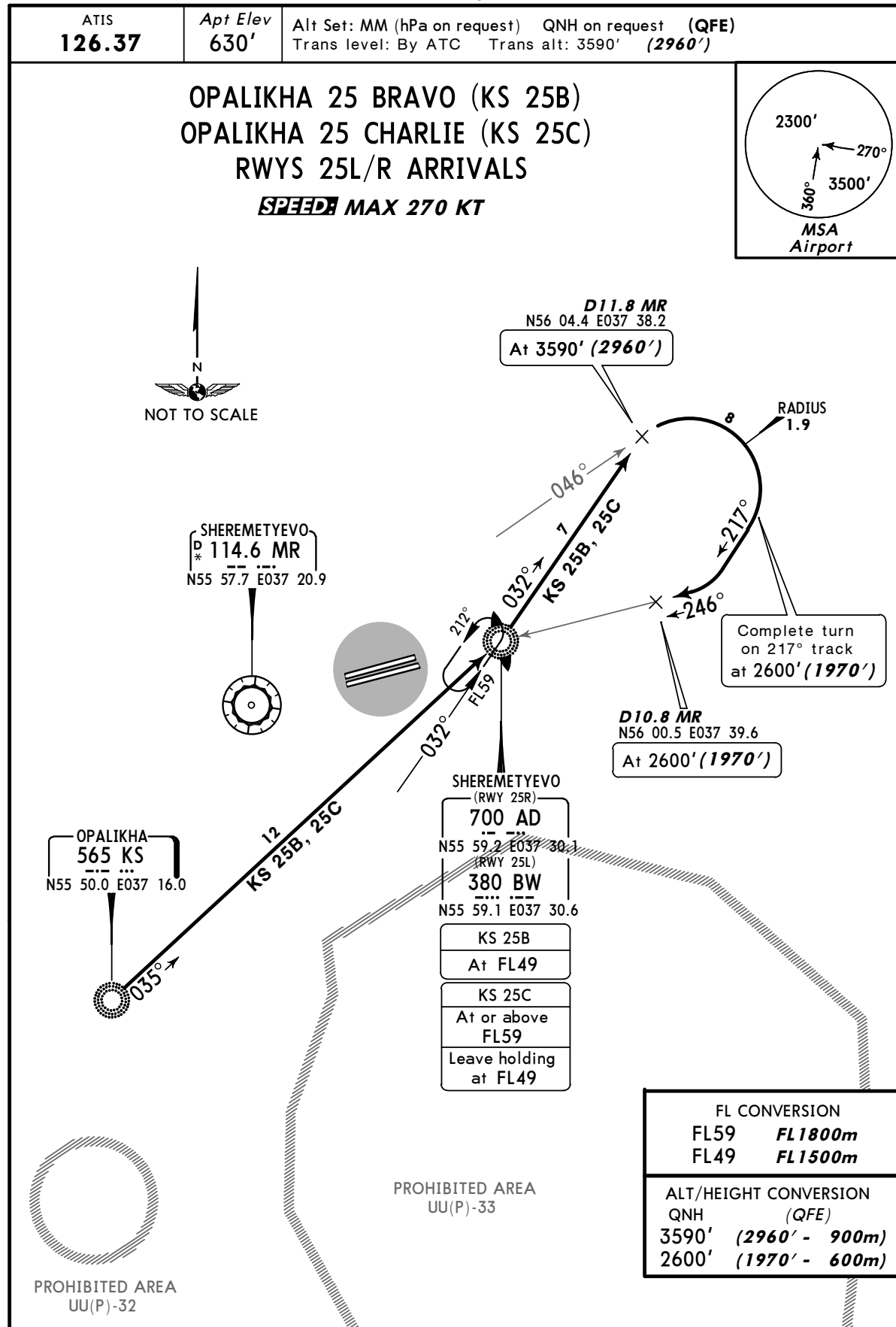
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SHEREMETYEVO

JEPPESEN

1 NOV 02 (20-2E)

MOSCOW, RUSSIA

STAR



STAR	ROUTING
<b>KS 25B</b>	On 035° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 217° track, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.
<b>KS 25C</b>	On 035° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 217° track, turn RIGHT, intercept 246° bearing towards AD/BW, complete turn before D10.8 MR.

CHANGES: See other side.

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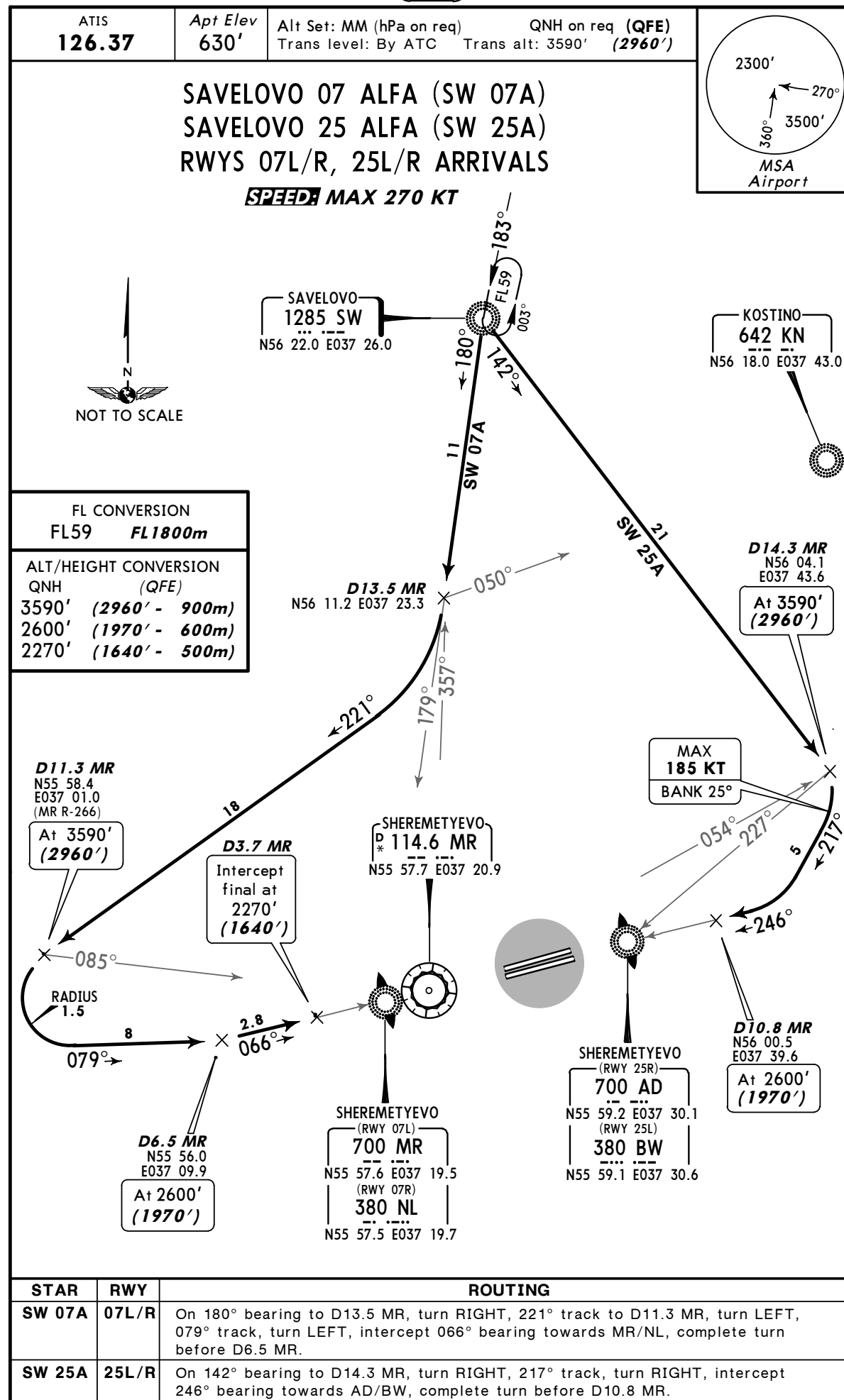
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JEPPesen

4 OCT 02 (20-2F)

MOSCOW, RUSSIA

STAR



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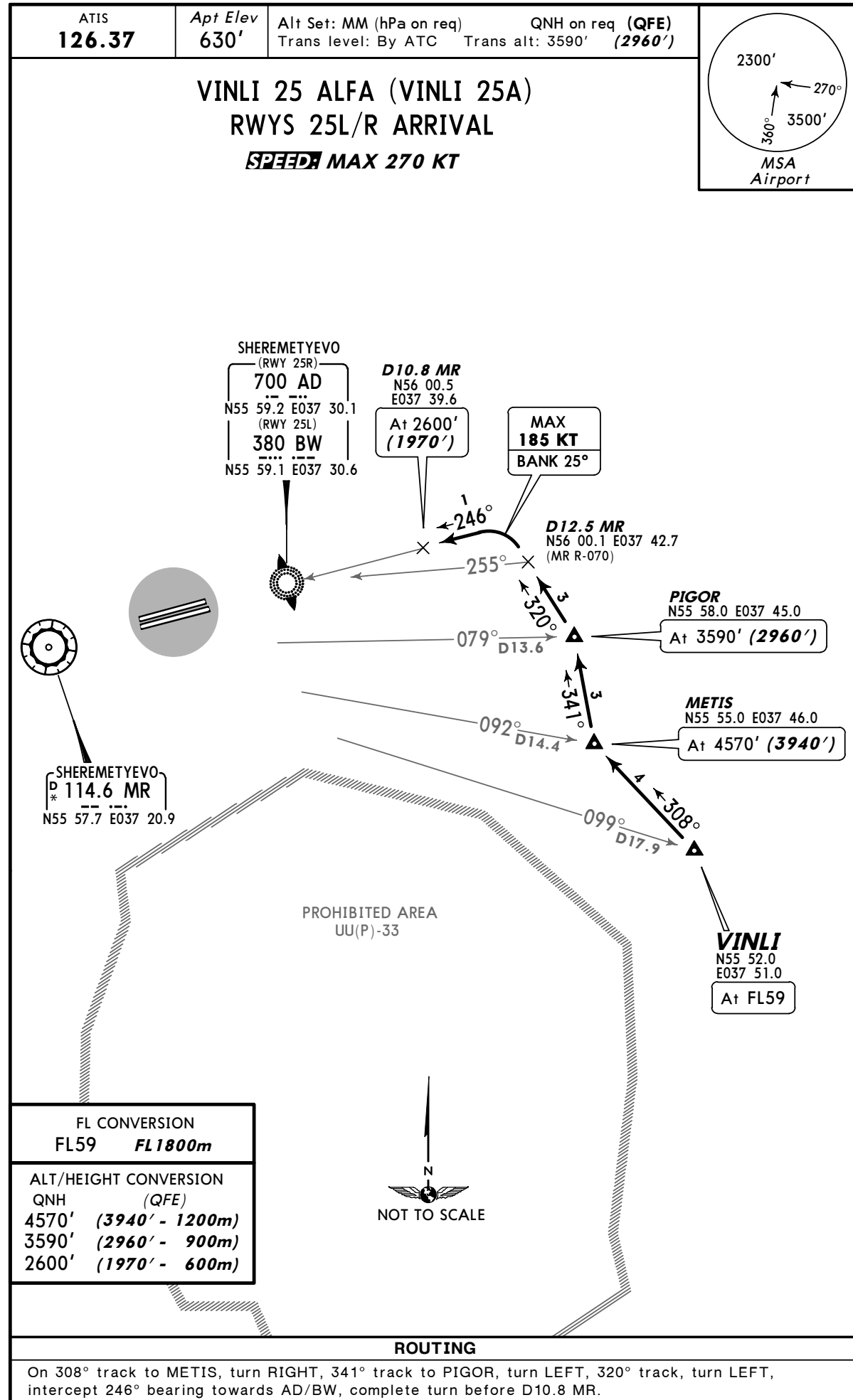
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JEPPESEN

MOSCOW, RUSSIA

4 OCT 02 (20-2G)

STAR



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**SID**

**JEPPesen**

21 JUN 02

20-3

**MOSCOW, RUSSIA**  
**SHEREMETYEVO**

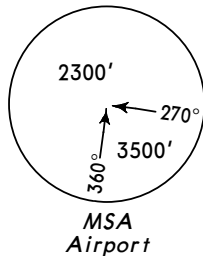
SHEREMETYEVO Krug **118.1**

TRANS LEVEL: BY ATC  
TRANS ALT: 3600' (2970')

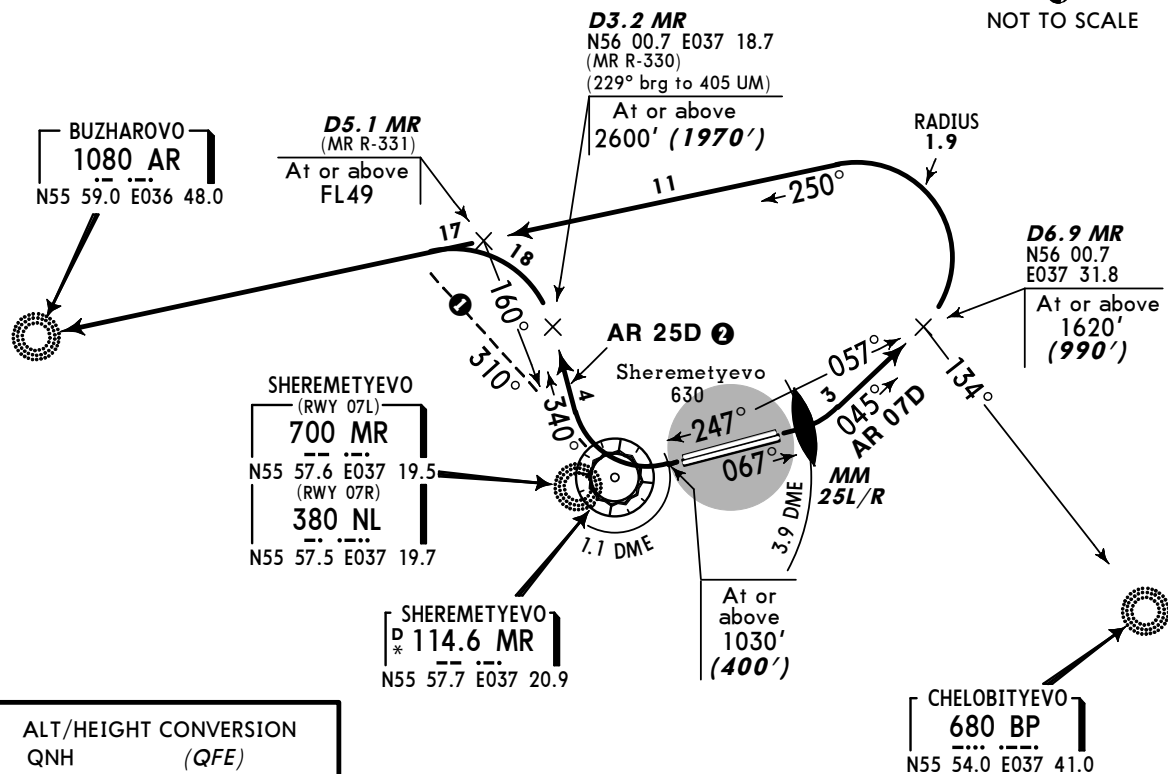
**BUZHAROVO 07 DELTA (AR 07D)**  
**BUZHAROVO 25 DELTA (AR 25D)**

**DEPARTURES**

(RWYS 07L/R, 25L/R)



- 1 Do not overfly MR R-310.
- 2 It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3600'	(2970' - 900m)

FL CONVERSION  
FL 49 **FL 1500m**

Initial clearance is 3600' (2970').

**Immediately after passing 1290'(660') contact Sheremetyevo Krug.**

SID	RWY	ROUTING	ALTITUDE
AR 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 (radius 1.9), intercept 250° bearing to AR NDB climbing to assigned FL.	Cross D6.9 MR at or above 1620' (990'), D5.1 MR at or above FL49.
AR 25D	25L/R	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, intercept 250° bearing to AR NDB climbing to assigned FL.	Cross MR 1.1 DME inbound at or above 1030' (400'), D3.2 MR at or above 2600' (1970').

**SID**

**JEPPesen** 21 JUN 02 **(20-3A)**

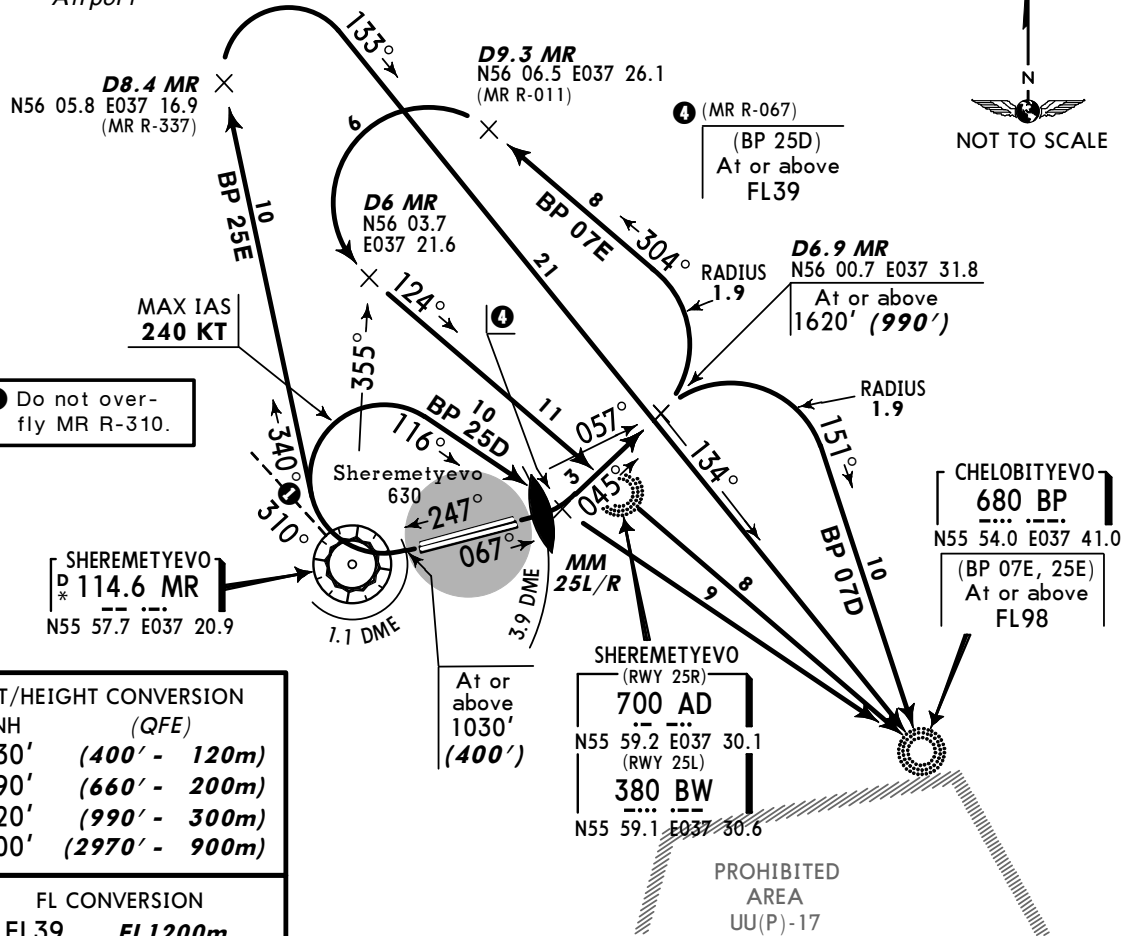
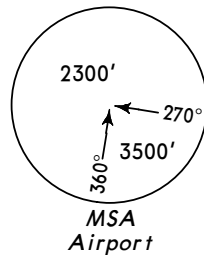
**MOSCOW, RUSSIA**  
**SHEREMETYEVO**

SHEREMETYEVO Krug **118.1**

TRANS LEVEL: BY ATC  
TRANS ALT: 3600' (**2970'**)

**CHELOBITYEVO 07 DELTA (BP 07D)**  
**CHELOBITYEVO 25 DELTA (BP 25D)**  
**CHELOBITYEVO 07 ECHO (BP 07E)**  
**CHELOBITYEVO 25 ECHO (BP 25E)**

**DEPARTURES**  
(RWYS 07L/R, 25L/R)



**1** Do not over-fly MR R-310.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3600'	(2970' - 900m)

FL CONVERSION	
FL39	FL1200m
FL98	FL3000m

**SPEED RESTRICTION**  
MAX IAS 270 KT

Initial clearance is 3600' (**2970'**).

**Immediately after passing 1290' (660') contact Sheremetyevo Krug.**

SID	RWY	ROUTING	ALTITUDE
<b>BP 07D</b> <b>2</b>	<b>07L/R</b>	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 RIGHT (radius 1.9), intercept 151° bearing to BP NDB.	Cross D6.9 MR at or above 1620' ( <b>990'</b> ).
<b>BP 25D</b> <b>2</b>	<b>25L/R</b>	Straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT (MAX IAS 240 KT), intercept 116° bearing to BP NDB.	Cross MR 1.1 DME inbound at or above 1030' ( <b>400'</b> ), MR R-067 at or above FL39.
<b>BP 07E</b> <b>3</b>	<b>07L/R</b>	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 (radius 1.9), 304° track to D9.3 MR, turn LEFT, intercept 124° bearing to BP NDB climbing to assigned FL.	Cross D6.9 MR at or above 1620' ( <b>990'</b> ), BP NDB at or above FL98.
<b>BP 25E</b> <b>3</b>	<b>25L/R</b>	Straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to BP NDB climbing to assigned FL.	Cross MR 1.1 DME inbound at or above 1030' ( <b>400'</b> ), BP NDB at or above FL98.

**2** Available between 0800-2100LT.

**3** Available between 2100-0800LT.

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

**SID**

**JEPPesen**

21 JUN 02

(20-3B)

**MOSCOW, RUSSIA**  
**SHEREMETYEVO**

SHEREMETYEVO Krug **118.1**

TRANS LEVEL: BY ATC  
TRANS ALT: 3600' (2970')

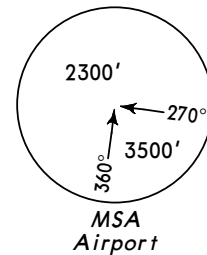
**KOSTINO 07 DELTA (KN 07D)**  
**KOSTINO 25 DELTA (KN 25D)**  
**OPALIKHA 07 DELTA (KS 07D)**  
**OPALIKHA 25 DELTA (KS 25D)**  
**DEPARTURES**  
(RWYS 07L/R, 25L/R)

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
1030' (400' - 120m)  
1290' (660' - 200m)  
1620' (990' - 300m)  
3600' (2970' - 900m)

**FL CONVERSION**  
FL49 FL1500m

**D13.5 MR**  
At or above  
FL49

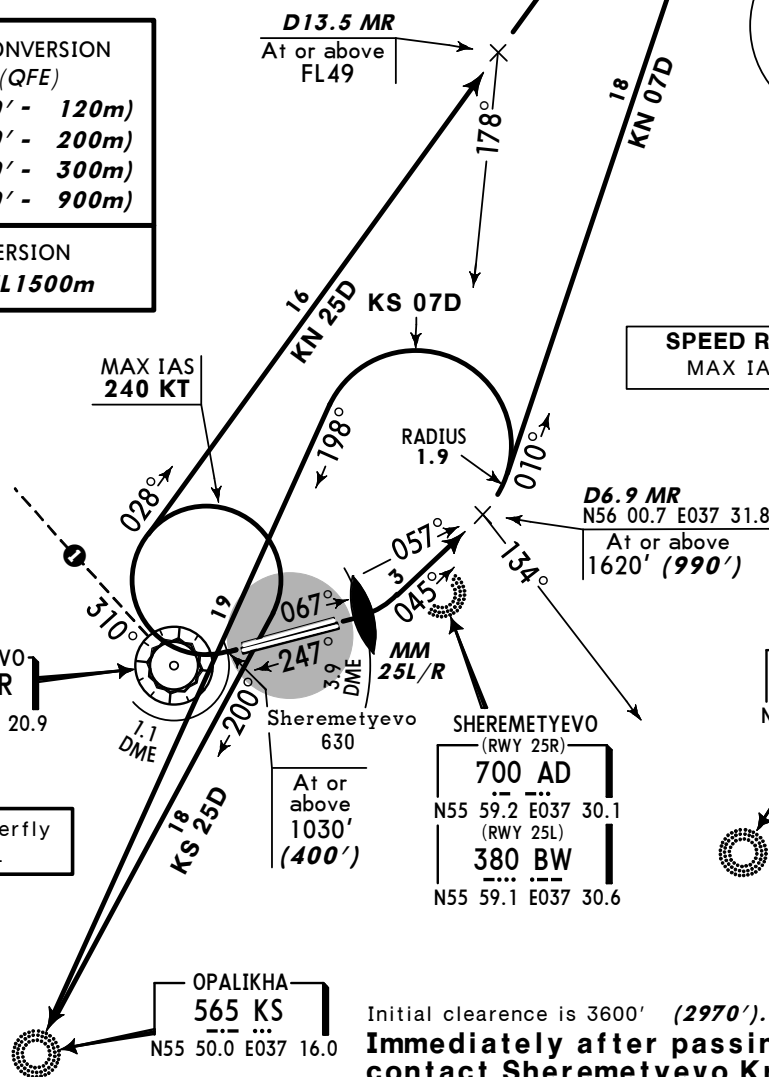
**KOSTINO**  
**642 KN**  
N56 18.0 E037 43.0



**SPEED RESTRICTION**  
MAX IAS 270 KT

**SHEREMETYEVO**  
**114.6 MR**  
N55 57.7 E037 20.9

**Do not overfly**  
MR R-310.



**CHELOBITYEVO**  
**680 BP**  
N55 54.0 E037 41.0

NOT TO SCALE

SID	RWY	ROUTING	ALTITUDE
<b>KN 07D</b>	<b>07L/R</b>	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 (radius 1.9), intercept 010° bearing to KN NDB climbing to assigned FL.	Cross D6.9 MR at or above 1620' (990').
<b>KN 25D</b>	<b>25L/R</b>	Straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 028° bearing to KN NDB climbing to assigned FL.	Cross MR 1.1 DME inbound at or above 1030' (400'), D13.5 MR at or above FL49.
<b>KS 07D</b>	<b>07L/R</b>	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 (radius 1.9), intercept 198° bearing to KS NDB climbing to assigned FL.	Cross D6.9 MR at or above 1620' (990').
<b>KS 25D</b>	<b>25L/R</b>	Straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT (MAX IAS 240 KT), intercept 200° bearing to KS NDB climbing to assigned FL.	Cross MR 1.1 DME inbound at or above 1030' (400').

CHANGES: Initial turn altitude runway 25L/R; initial clearance.

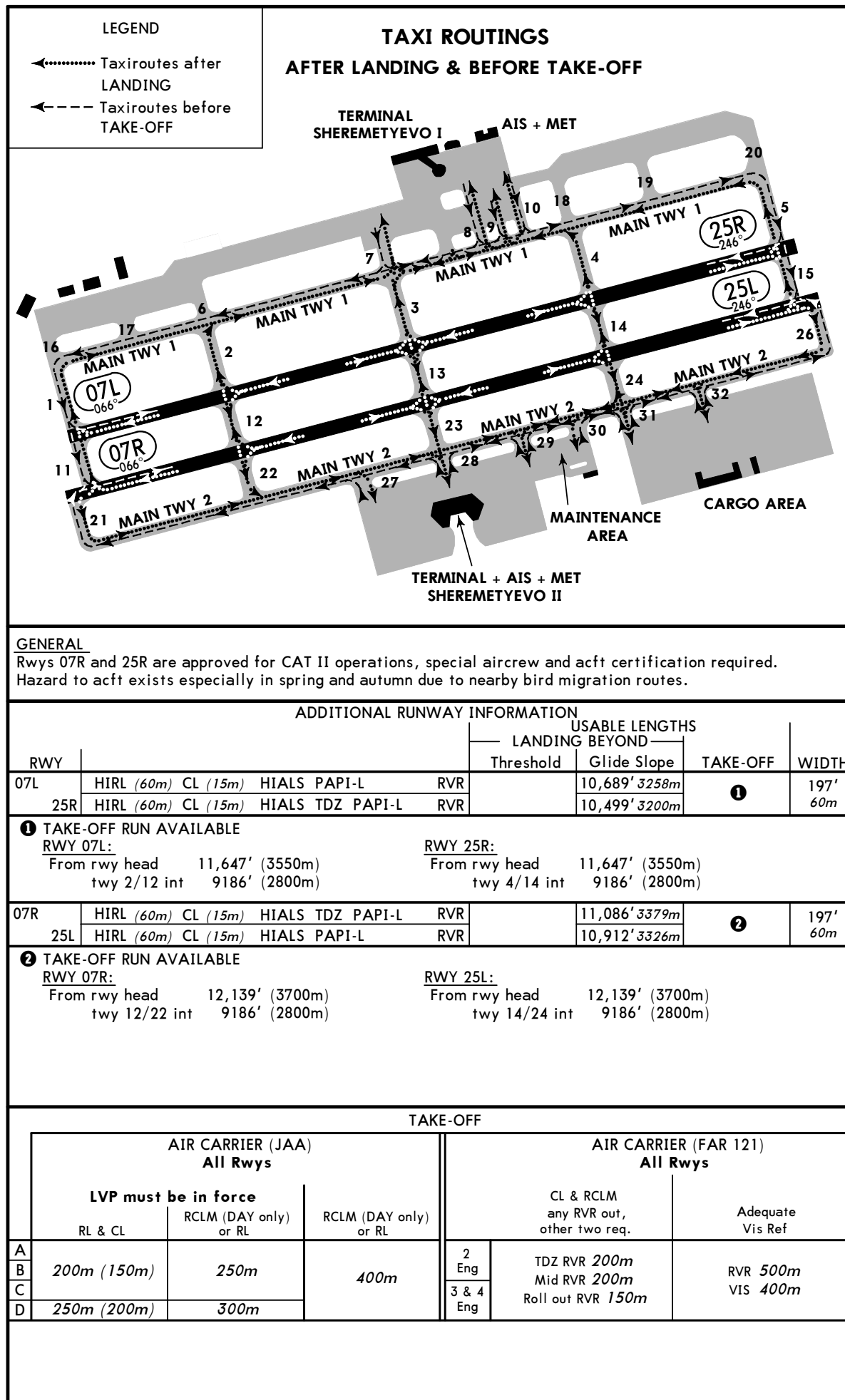
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SHEREMETYEVO  
N55 58.3 E037 24.9

UUEE/SVO

JEPPesen

30 AUG 02 (20-9A) Eff 5 Sep

MOSCOW, RUSSIA  
SHEREMETYEVO

UUEE/SVO

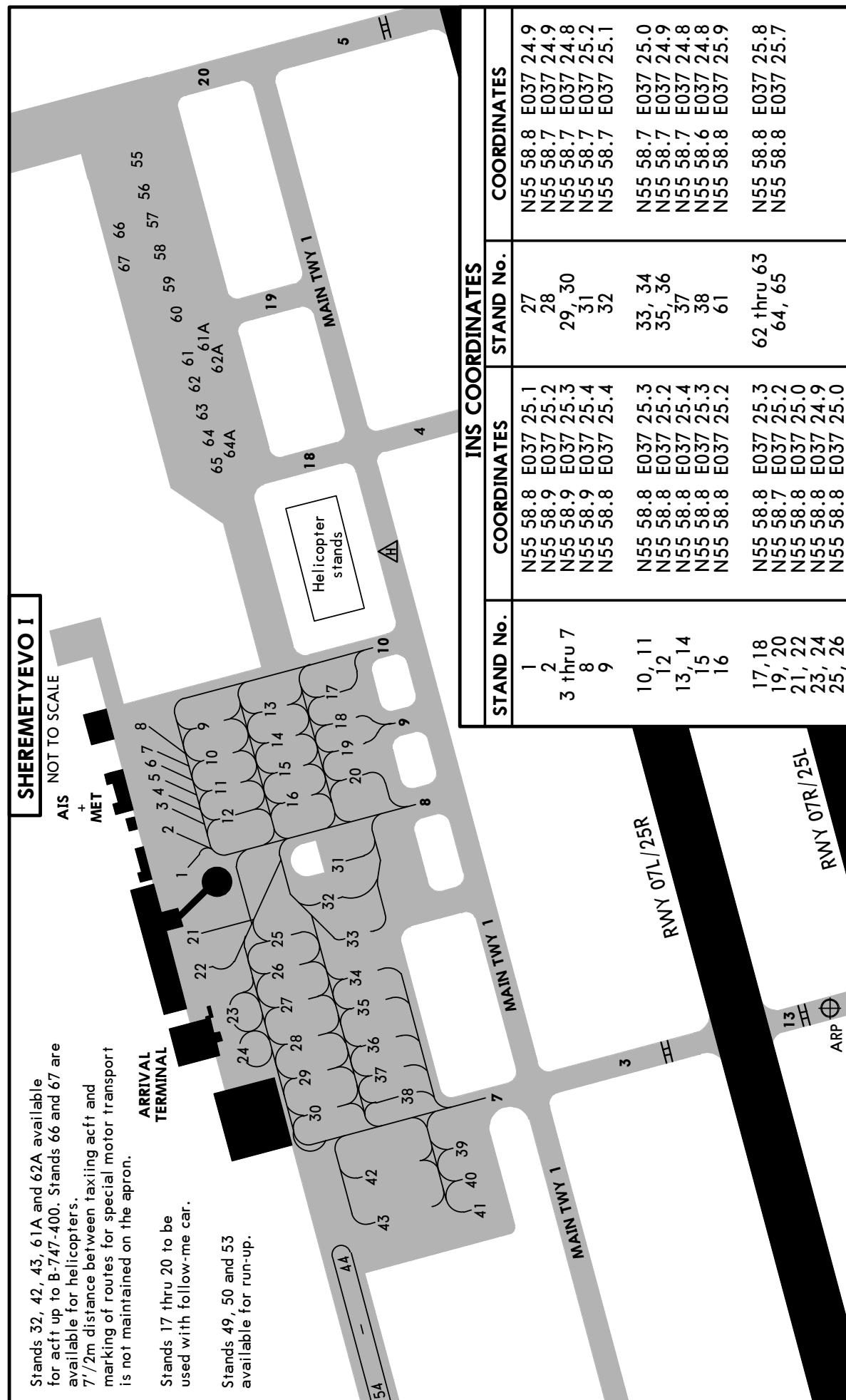
JEPPesen

25 OCT 02

20-9B

Eff 31 Oct

MOSCOW, RUSSIA  
SHEREMETYEVO

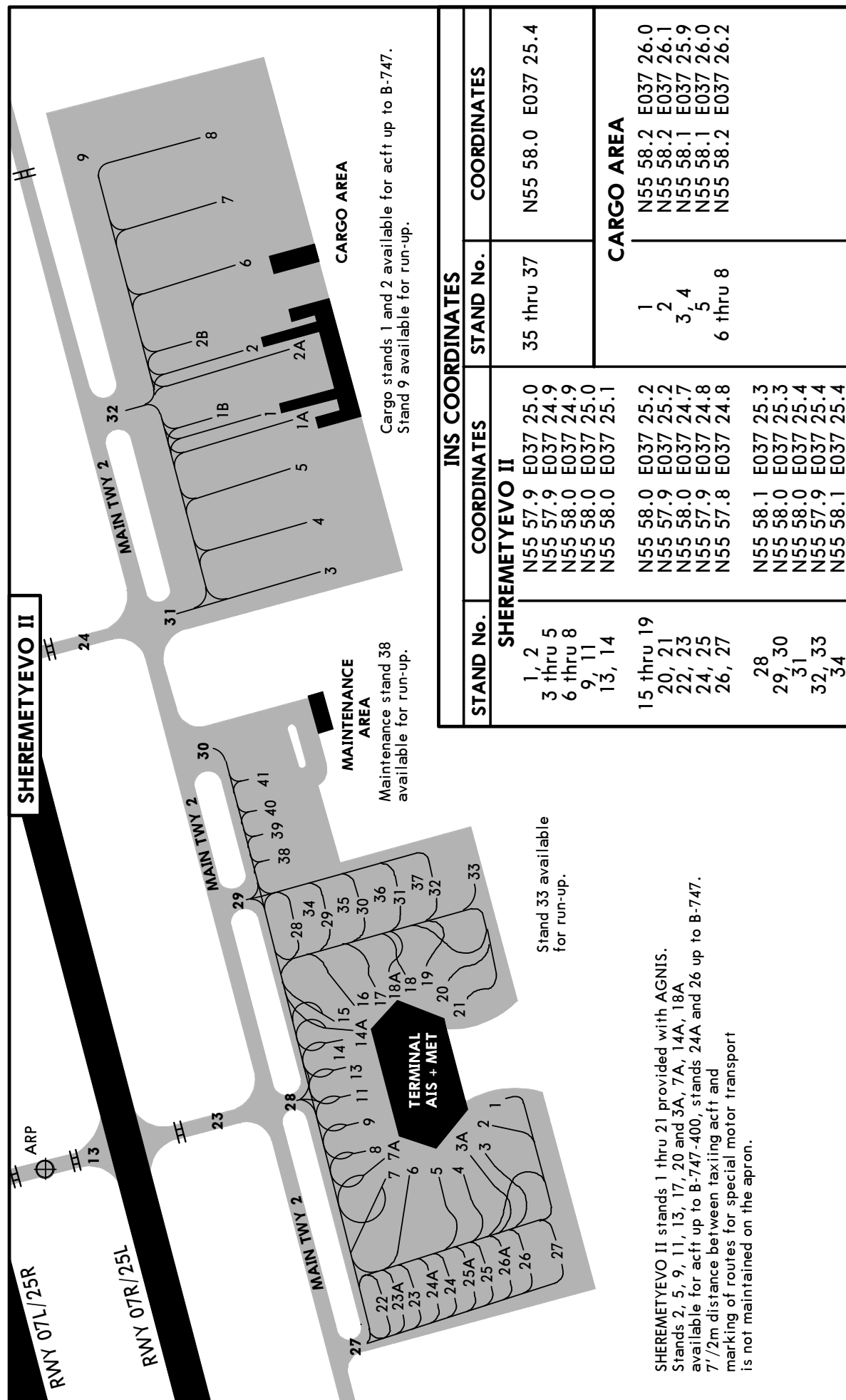


INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 58.8 E037 25.1	27	N55 58.8 E037 24.9
2	N55 58.9 E037 25.2	28	N55 58.7 E037 24.9
3 thru 7	N55 58.9 E037 25.3	29, 30	N55 58.7 E037 24.8
8	N55 58.9 E037 25.4	31	N55 58.7 E037 25.2
9	N55 58.8 E037 25.4	32	N55 58.7 E037 25.1
10, 11	N55 58.8 E037 25.3	33, 34	N55 58.7 E037 25.0
12	N55 58.8 E037 25.2	35, 36	N55 58.7 E037 24.9
13, 14	N55 58.8 E037 25.4	37	N55 58.7 E037 24.8
15	N55 58.8 E037 25.3	38	N55 58.6 E037 24.8
16	N55 58.8 E037 25.2	61	N55 58.8 E037 25.9
17, 18	N55 58.8 E037 25.3	62 thru 63	N55 58.8 E037 25.8
19, 20	N55 58.7 E037 25.2	64, 65	N55 58.8 E037 25.7
21, 22	N55 58.8 E037 25.0		
23, 24	N55 58.8 E037 24.9		
25, 26	N55 58.8 E037 25.0		

UUEE/SVO

JEPPesen  
25 OCT 02 20-9C Eff 31 Oct

MOSCOW, RUSSIA  
SHEREMETYEVO

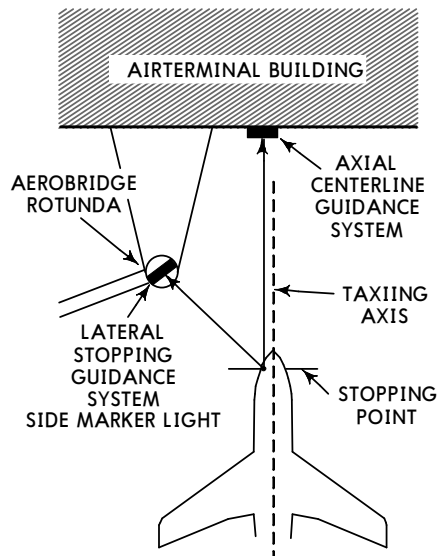


UUEE

**JEPPesen**  
15 FEB 02 **(20-9D)**

**MOSCOW, RUSSIA**  
**SHEREMETYEVO**

## STAND ENTRY GUIDANCE SYSTEM



### GENERAL

Pilot interpreted guidance systems for aircraft parking consists of two separate elements:

- a) the axial centerline guidance system,
- b) the lateral stopping guidance system.

### CAUTION

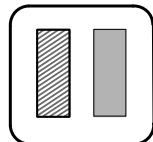
The system is aligned with the LEFT hand pilot's seat only.

## A. AXIAL CENTERLINE GUIDANCE SYSTEM

### AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

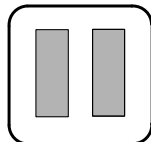
A red/green light system to guide along the stand centerline. It does not provide a stopping signal. It consists of the stand number board, a flashing light beacon and a two-splits light unit emitting red and/or green light signals - mounted on the front of an airterminal building. Adjustments to the LEFT or RIGHT are always to be made towards the GREEN light. The signals are to be interpreted as follows:

RED GREEN



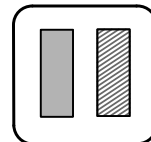
LEFT of centerline  
Turn towards GREEN  
(RIGHT)

GREEN GREEN



Aircraft on centerline

GREEN RED



RIGHT of centerline  
Turn towards GREEN  
(LEFT)

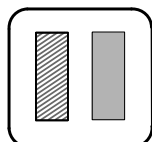
Acf type B-747 should use the axial light unit marked "747".

## B. LATERAL STOPPING GUIDANCE SYSTEM

### SIDE MARKER LIGHT

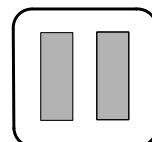
The aircraft is stopped at the correct position by means of the lateral side marker light. It consists of a two-splits light unit installed on an aerobridge rotunda. At 65'/20m in front of the aerobridge the pilot should pay attention to the lateral light unit which will be seen to the LEFT from the pilot's seat. The lateral light unit shows a RED light in the LEFT split and a GREEN light in the RIGHT split. Immediately when the RED light turns GREEN the pilot should stop the aircraft. The correct stopping position is reached when both the axial and lateral light units show GREEN lights in the two splits, respectively.

RED GREEN



LATERAL SIDE MARKER LIGHT  
Prior to reaching stopping position

GREEN GREEN



AXIAL & LATERAL LIGHT UNIT  
Correct stopping position is reached



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**JEPPESEN**

**JAA MINIMUMS**

30 AUG 02  
Eff 5 Sep

20-9X1

**MOSCOW, RUSSIA**  
SHEREMETYEVO

Take-off **RWY 07L/R, 25L/R**

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

UUEE/SVO

JEPPESEN

JAA MINIMUMS

30 AUG 02

Eff 5 Sep

20-9X

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
	LOC	NOT AUTHORIZED			
	PAR	823' (203')	833' (213')	843' (223')	853' (233')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
07R	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA107'- R300m	RA107'- R300m	RA107'- R300m	RA107'- R300m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	820' (203')	830' (213')	840' (223')	850' (233')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	960' (343')	960' (343')	960' (343')	960' (343')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
25L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	823' (203')	833' (213')	843' (223')	853' (233')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	980' (360')	980' (360')	980' (360')	980' (360')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
25R	CAT 2 ILS	723' (100')	723' (100')	723' (100')	723' (100')
		RA100'- R300m	RA100'- R300m	RA100'- R300m	RA100'- R300m
	ILS	823' (200')	823' (200')	823' (200')	823' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (204')	837' (214')	846' (223')	856' (233')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	960' (337')	960' (337')	960' (337')	960' (337')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

MOSCOW, RUSSIA  
ILS or 2 NDB Rwy 07L

# BRIEFING STRIP™

5.

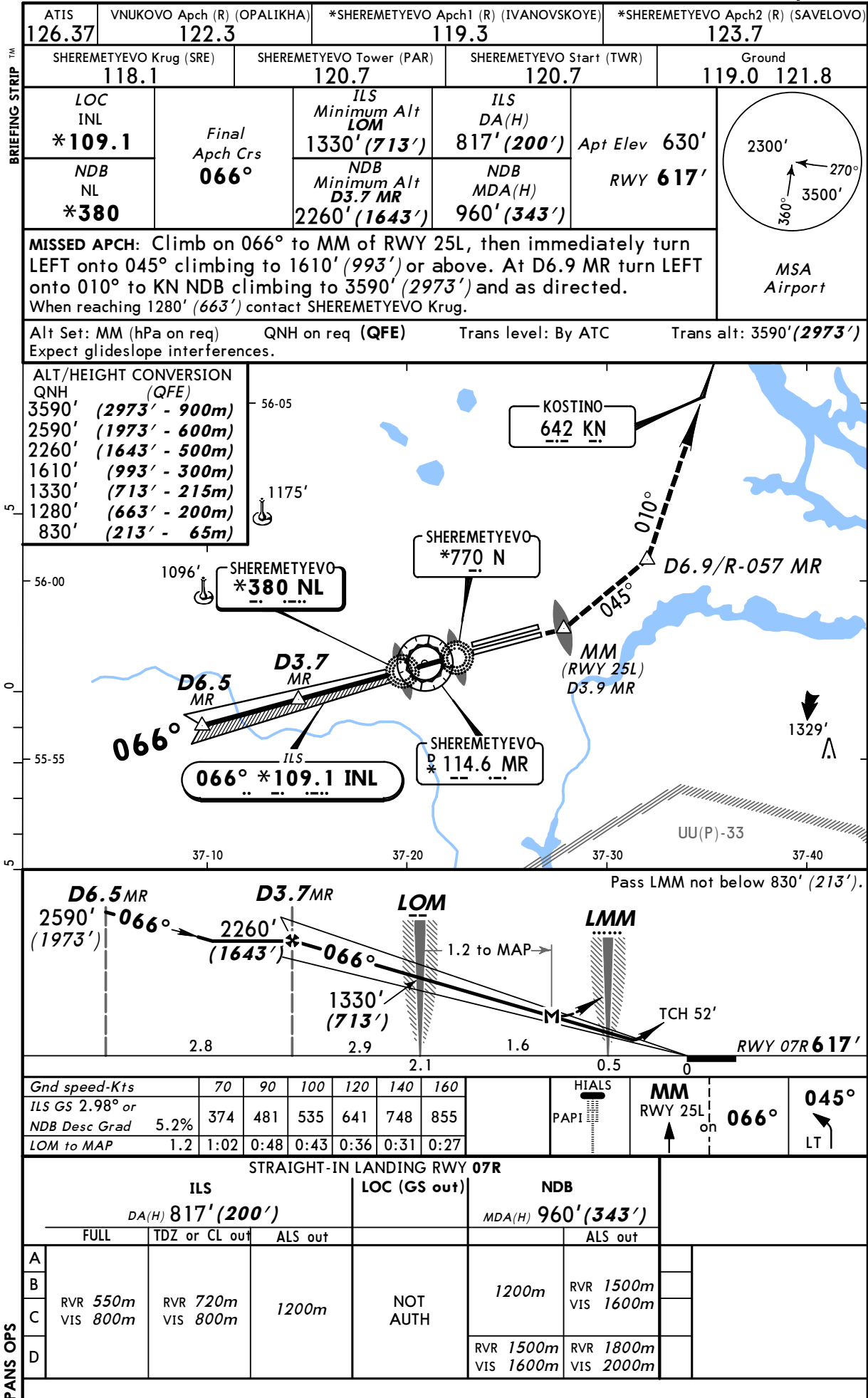
## PANS OPS

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SHEREMETYEVO

JEPPESEN  
4 OCT 02 (21-2)

MOSCOW, RUSSIA  
ILS or 2 NDB Rwy 07R



CHANGES: Procedure. Note.

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MOSCOW, RUSSIA  
CAT II ILS Rwy 07R

BRIEFING STRIP™105.

2300'

270°

3500'

360°

*MSA Airport*

1

10

## PANS OPS

ABCD  
RA 166'  
DA(H) 767'(150')

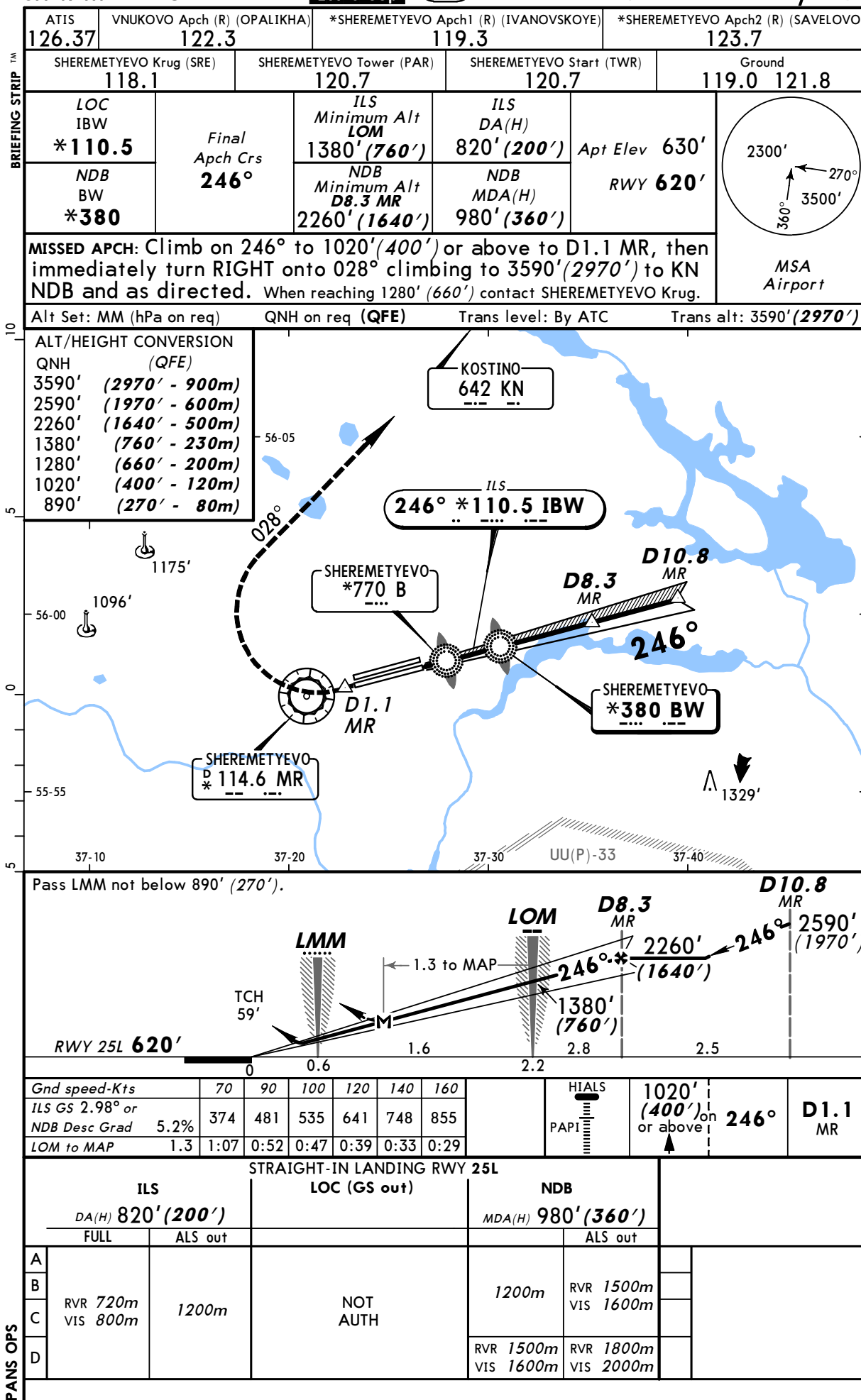
RVR **500m**

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

UUEE/SVO  
SHEREMETYEVO

JEPPESEN  
30 AUG 02  
Eff 5 Sep (21-3)

MOSCOW, RUSSIA  
ILS or 2 NDB Rwy 25L



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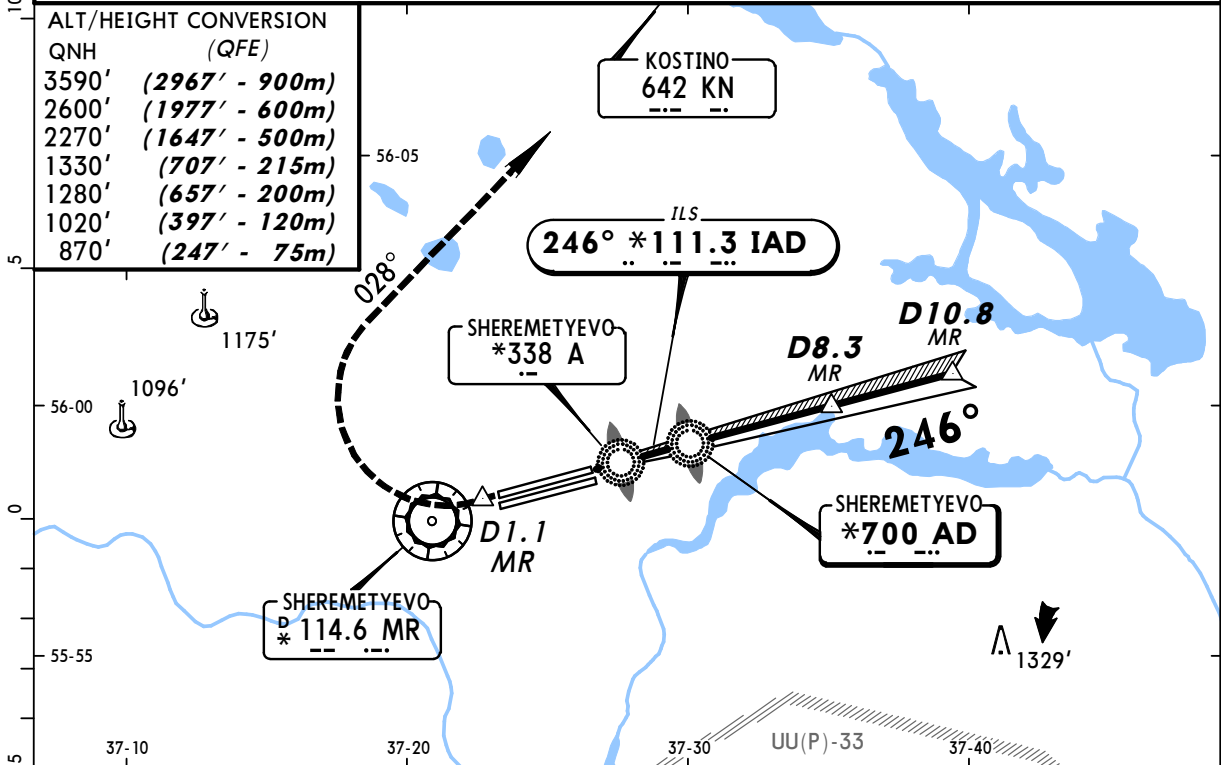
UUEE/SVO  
SHEREMETYEVO

JEPPesen  
30 AUG 02  
Eff 5 Sep (21-4)

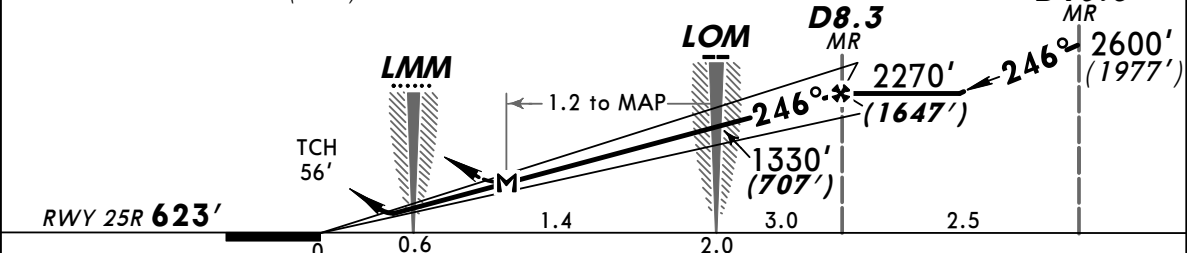
MOSCOW, RUSSIA  
ILS or 2 NDB Rwy 25R

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 IAD *111.3	Final Apch Crs 246°	ILS Minimum Alt LOM 1330' (707')	ILS DA(H) 823' (200')
NDB AD *700		NDB Minimum Alt D8.3 MR 2270' (1647')	NDB MDA(H) 960' (337')
Apt Elev 630' RWY 623'			2300' 270° 3500' 360° MSA Airport
MISSED APCH: Climb on 246° to 1020' (397') or above to D1.1 MR, then immediately turn RIGHT onto 028° climbing to 3590' (2967') to KN NDB and as directed. When reaching 1280' (657') contact SHEREMETYEVO Krug.			

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3590' (2967')



Pass LMM not below 870' (247').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1020' (397') on or above	246°	D1.1 MR
ILS GS 2.98° or NDB Desc Grad 5.2%	374	481	535	641	748	855	PAPI			
LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27				

STRAIGHT-IN LANDING RWY 25R				NDB	
ILS		LOC (GS out)		MDA(H) 960' (337')	
DA(H) 823' (200')					
FULL	TDZ or CL out	ALS out		ALS out	
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	RVR 1500m VIS 1600m
C					
D					
				RVR 1500m VIS 1600m	

CHANGES: Bearing.

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MOSCOW, RUSSIA  
CAT II ILS Rwy 25R

**BRIEFING STRIP** <sup>TM</sup>

## BRIEFING STATE

1

10.





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**UUEE/SVO**  
**SHEREMETYEVO**

**JEPPesen**  
4 OCT 02 (28-1)

**MOSCOW, RUSSIA**  
**PAR Rwy 07L**

BRIEFING STRIP

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

RADAR	Final Apch Crs <b>066°</b>	Minimum Alt <b>LOM</b> <b>1380' (760')</b>	PAR DA(H) Refer to Minimums	Apt Elev <b>630'</b>  RWY <b>620'</b>	
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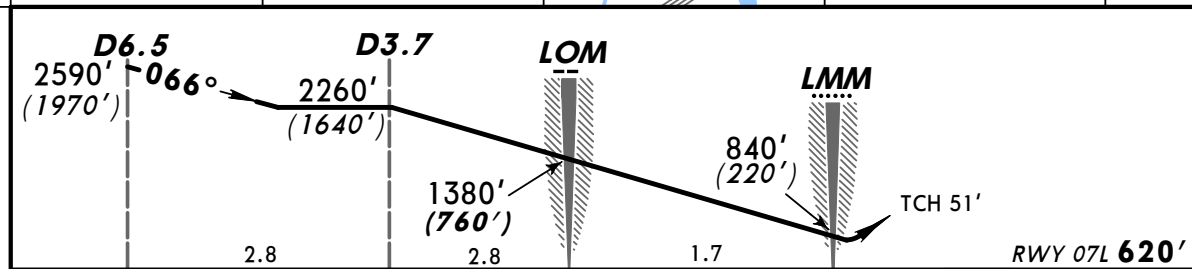
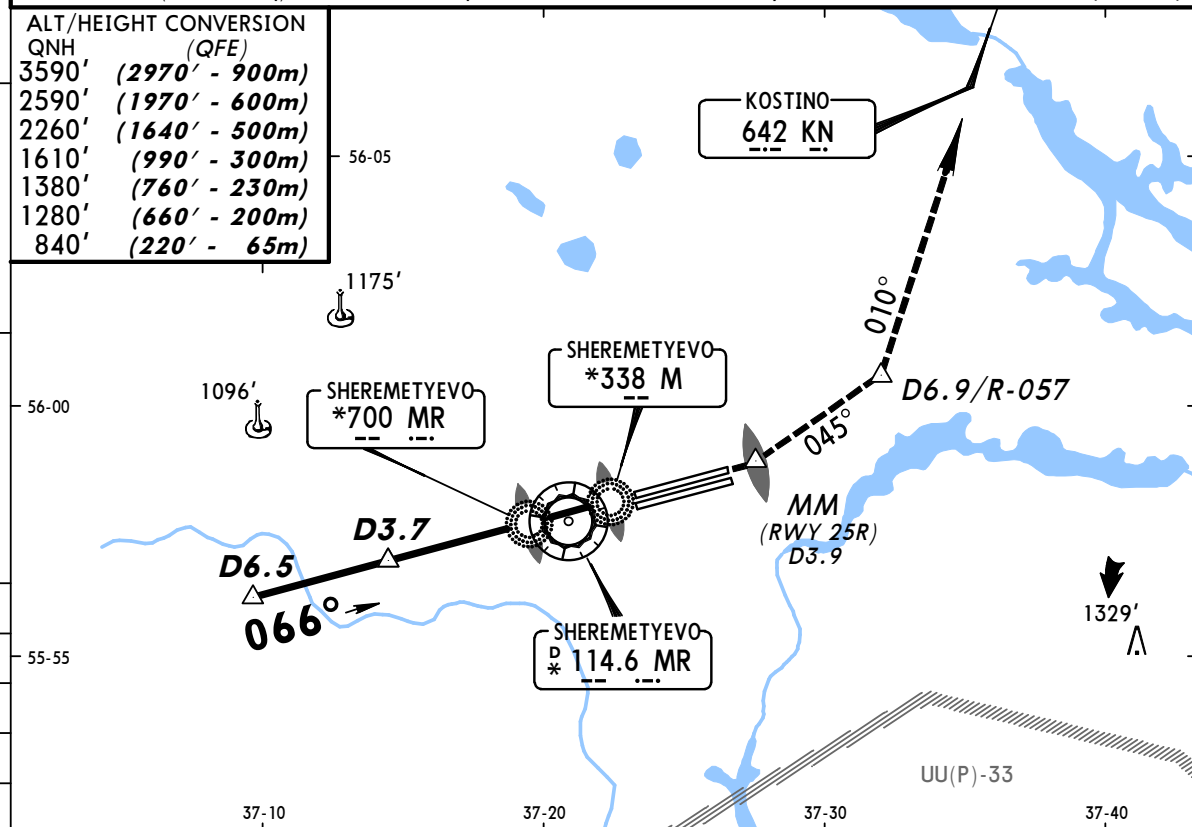
**MISSED APCH:** Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3590' (2970') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3590' (2970')

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3590' (2970' - 900m)	
2590' (1970' - 600m)	
2260' (1640' - 500m)	
1610' (990' - 300m)	
1380' (760' - 230m)	
1280' (660' - 200m)	
840' (220' - 65m)	

10  
5  
0  
5



2.2							0.5		0	
Gnd speed-Kts	70	90	100	120	140	160		HIALS	MM	
PAR GS	2.98°	374	481	535	641	748	855	PAPI	RWY 25R on	066°
										045°
										LT

STRAIGHT-IN LANDING RWY 07L	
DA(H)	A: 823' (203') C: 843' (223') B: 833' (213') D: 853' (233')
ALS out	

PANS OPS

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

CHANGES: Procedure.

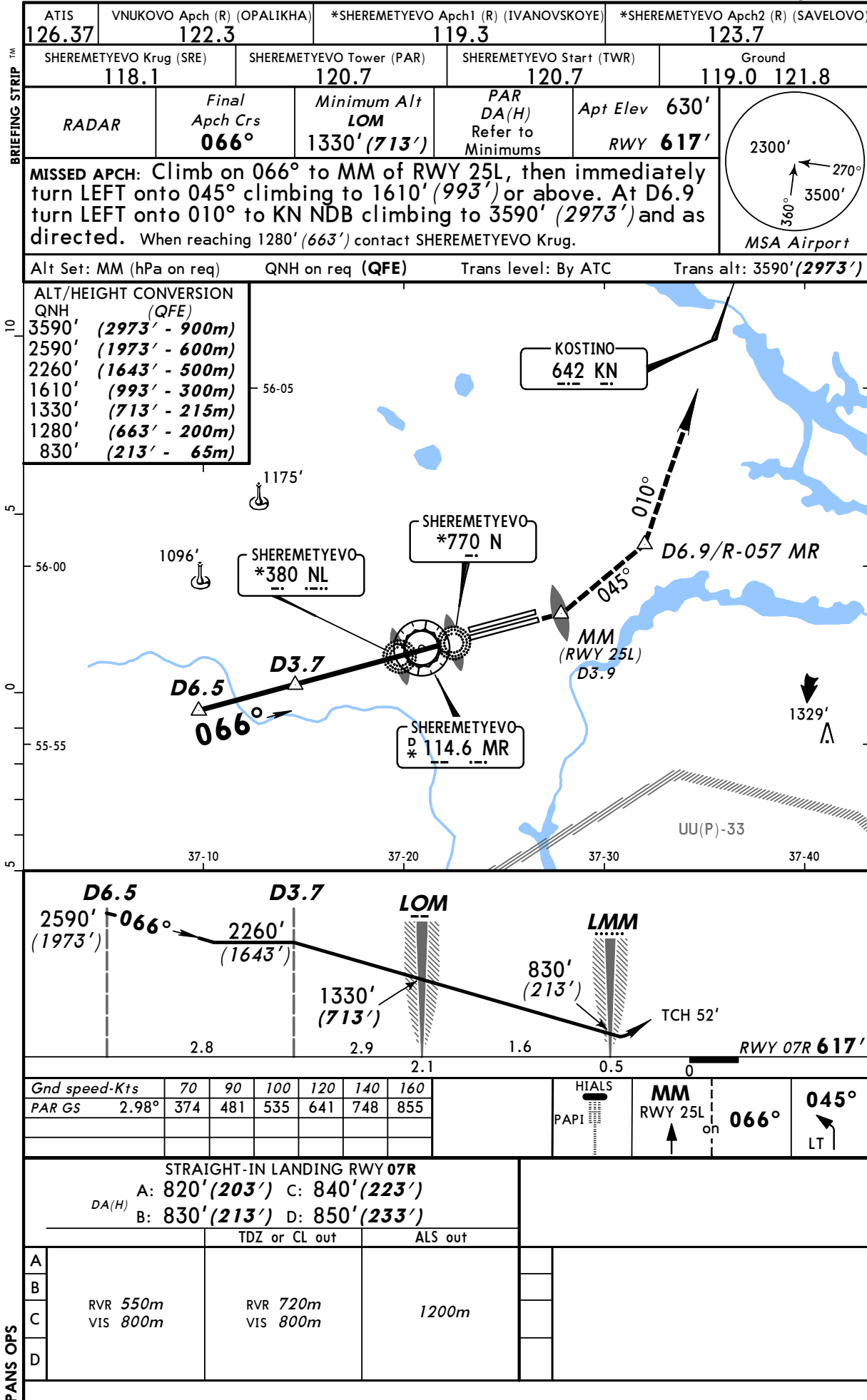
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UUEE/SVO  
SHEREMETYEVO

JEPPesen  
4 OCT 02 (28-2)

MOSCOW, RUSSIA  
PAR Rwy 07R

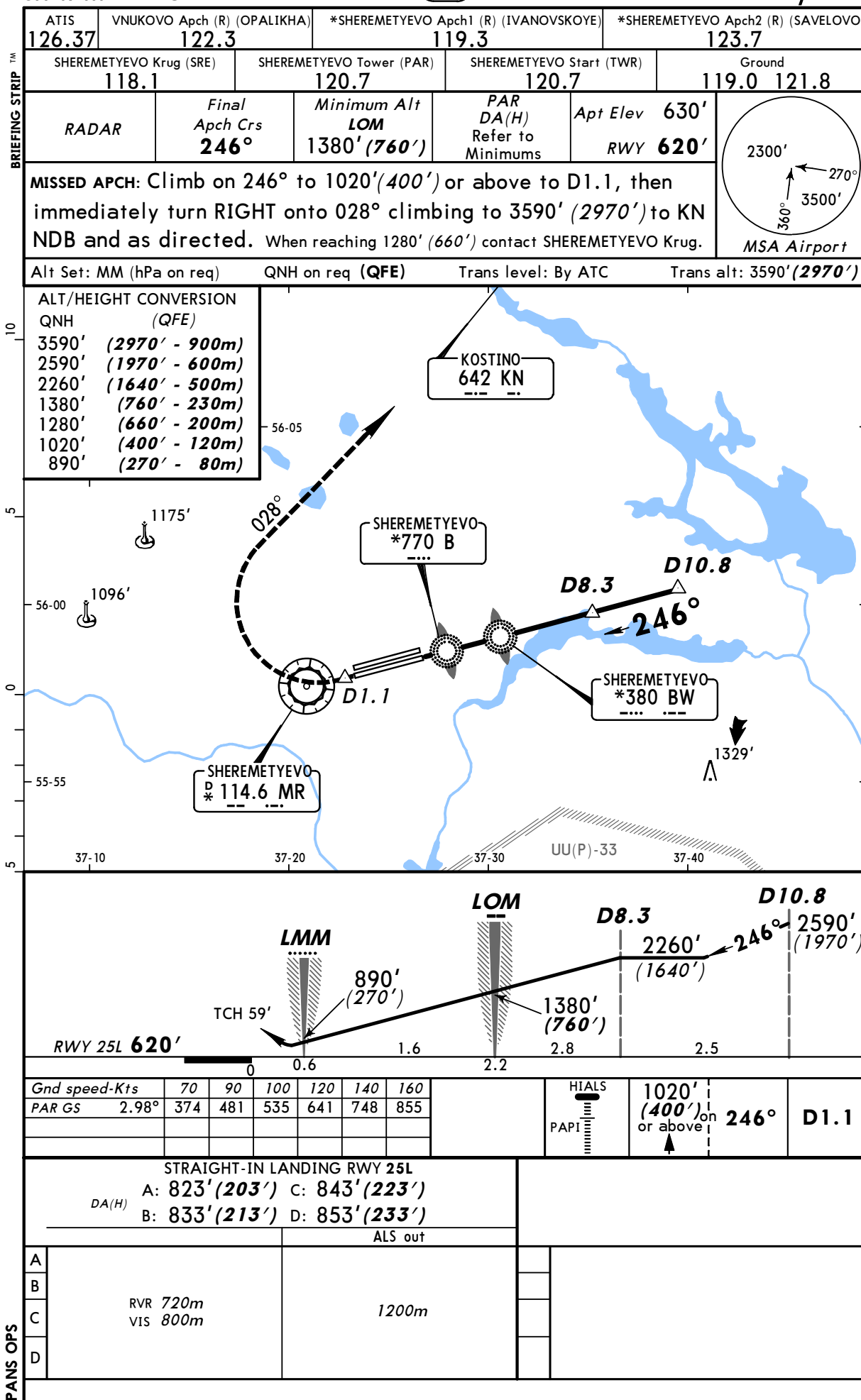


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**UUEE/SVO**  
**SHEREMETYEVO**

**JEPPESEN**  
30 AUG 02 **(28-3)** **Eff 5 Sep**

**MOSCOW, RUSSIA**  
**PAR Rwy 25L**



CHANGES: Bearing. Minimums.

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**UUEE/SVO**  
**SHEREMETYEVO**

**JEPPESEN**  
30 AUG 02 **(28-4)** **Eff 5 Sep**

**MOSCOW, RUSSIA**  
**PAR Rwy 25R**

