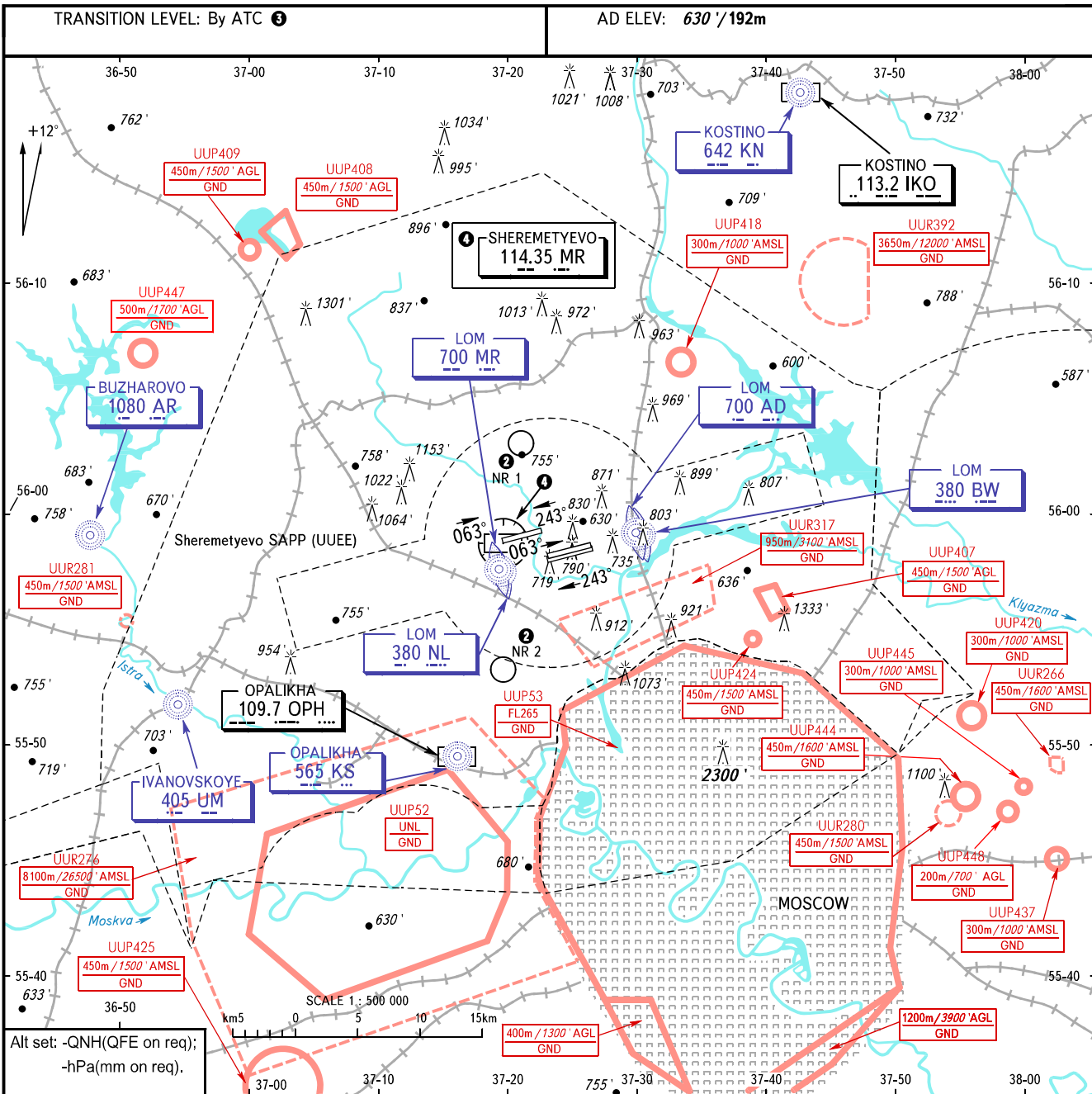


**VISUAL
APPROACH
CHART - ICAO**

SHEREMETYEVO RADAR	① 120.675 122.700 126.600 135.175
SHEREMETYEVO RADAR	② 118.100
SHEREMETYEVO TOWER	③ 118.700 120.700 131.500
SHEREMETYEVO TOWER	④ 119.300

**MOSCOW, RUSSIA
SHEREMETYEVO**



VISUAL APPROACH PROCEDURES:

- The conditions of the approach are as follows:
 - a decision to carry out a visual approach shall be taken by a flight crew (a pilot-in-command) and coordinated with ATS unit;
 - the flight crew shall have a visual contact with the runway and/or its references;
 - the flight crew shall report that meteorological conditions allow to carry out a visual approach and landing;
 - the execution of a visual approach will not cause a delay in take-off and landing traffic of aircraft;
 - ceiling is not less than 600m / 3600'.
- A visual control of glide path indication by using PAPI (PAPI-2°59') is possible.
- When a visual contact with the runway and/or its references is lost, the flight crew must carry out a flight at the minimum safe height under IFR to LMM of the runway-in-use and carry out the established instrument approach procedure climbing to the aerodrome traffic circuit height (900m) / 3600'.

- Lateral and vertical limits see UUEE AD 2.18.
- HLDG area for HEL and CAT A ACFT see UUEE AD 2.22.
- TRANSITION LEVEL:**
 - FL110 when QNH is 1013 hPa (760mm mercury column) or above;
 - FL120 when QNH is 977 hPa (733mm mercury column) or above, but less than 1013 hPa (760mm mercury column);
 - FL130 when QNH is less than 977 hPa (733mm mercury column).

CHANGE: UUP445, UUP447, UUP448