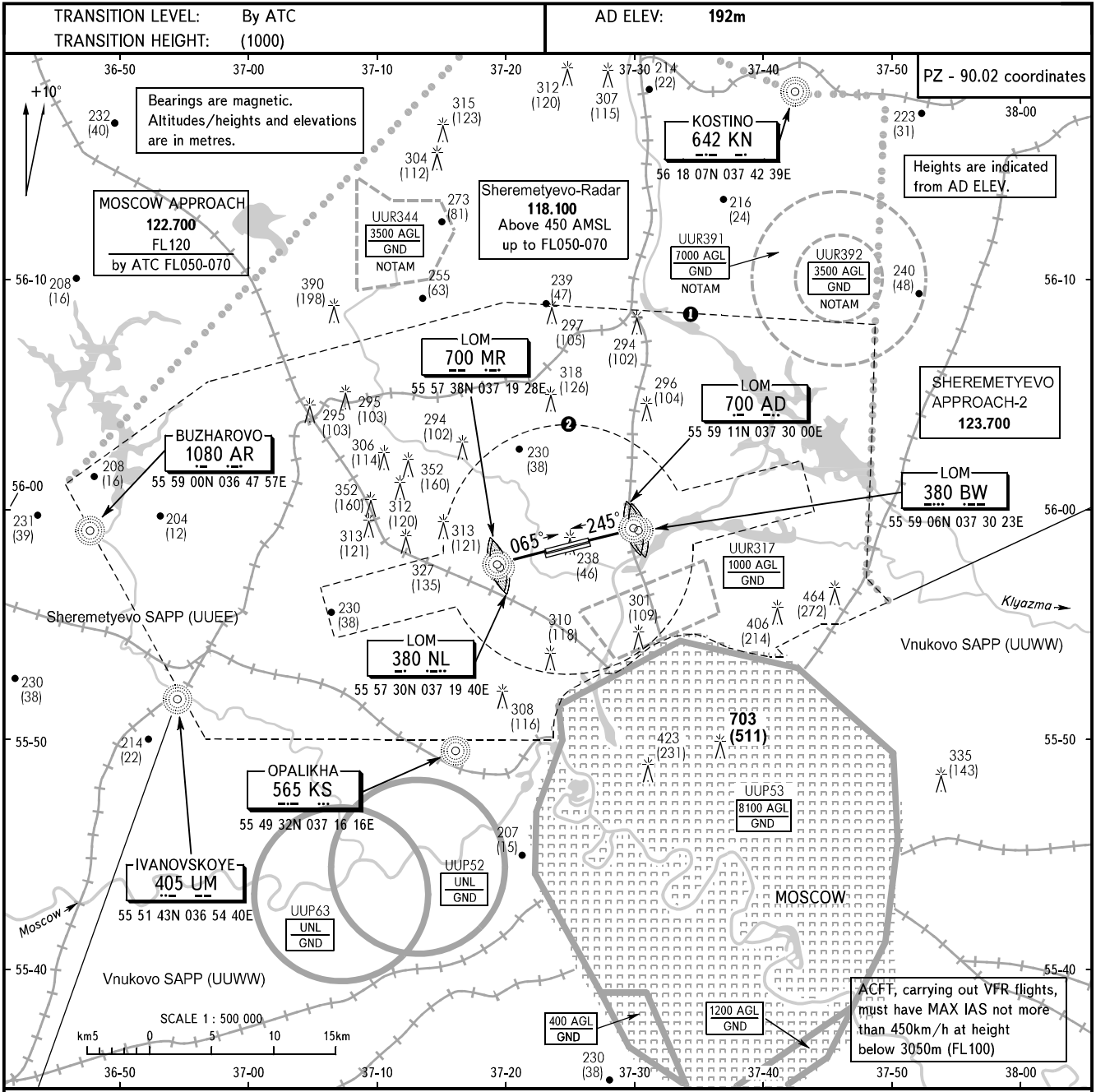


**VISUAL  
APPROACH  
CHART - ICAO**

SHEREMETYEVO APPROACH-1	①	119.300	GND-450AMSL
SHEREMETYEVO TOWER	②	120.700	GND-600AGL

**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 cues;
  - 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;
  - the visibility in the day-time is not less than 2000m for aeroplanes (not less than 1000m for helicopters) and not less than 4000 m in the night-time.
- 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 cues 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 (900)m.

CHANGE: New chart