

## MOSCOW/Sheremetyevo (SVO/UUEE)

Elevation 630ft

### CATEGORY B

AV brief not available.

### GENERAL

- The city lies 15 nm SE of the airfield and flight over the city is prohibited.
- Standard R/T should be used to minimise any potential language difficulties

### Threats

#### CFIT

- TV mast to nearly 2,400 ft asl 10 nm SE

#### Runway Excursion

- Reports indicate that braking action may be worse than stated

#### Runway Incursion

- Be careful not to confuse parallel taxiway with Rwy 06R/24L

#### Special Considerations

- Metric altimetry in use. Clearances will be given in Metres QFE below transition level which must be converted to feet QNH using the tables on the charts. Take care to ensure the correct altimeter setting is used as only QFE may be given on the ATIS.

### ARRIVAL

#### Diversion Airports

MOSCOW, Vnukovo	VKO/UUWW	023 nm/192°T	CAT B
MOSCOW, Domodedovo	DME/UUDD	038 nm/154°T	CAT B
SAINT PETERSBURG, Pulkovo	LED/ULLI	323 nm/315°T	CAT B

- STARs are used followed by radar vectors to final approach
- Descent clearance, which may be delayed, will be given by radar and may not conform to the STAR

### Approach

- The radar controller may not give the last turn on to the ILS Localiser. Make this turn using bearings from locators without further instructions.
- Clearance to land given after crew have reported undercarriage down
- If an autoland is planned, ensure that you inform the controller on first contact that full autoland procedure will be used in order to ensure the ILS is properly protected.

### GROUND

- Approach to Stand 21 is uneven and significant power may be required
- Snow obscured apron markings may make parking difficult
- Runways are usually kept clear of snow but taxiways and apron left hard packed

### DEPARTURE

- On takeoff, clearance to follow a particular SID may not be given, ATC assuming the SID specified in the ATIS will be followed.
- Information on initial cleared altitude may be promulgated in the ATIS and is likely to be different for each runway
- It is important to call airborne immediately after takeoff because an initial clearance to only 500 m or 900 m should be expected. Levelling at 500 m after takeoff has caused some handling and A/T difficulty for crews unused to ATC procedures at Moscow
- Take special care if departing with a very low pressure setting; clearance above transition may only involve a small climb.

### WEATHER

- Cbs and thunderstorms in summer, severe and widespread with heavy hail
- In winter light S winds give advection fog or very low cloud, particularly Nov and Dec
- Snow falls Oct to Apr
- Prevailing wind SW'ly

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Sheremetyevo Airport
<b>Handling Agent VHF</b>	131.625
<b>Potable Water</b>	Uplift not permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power at all times
<b>If BOTH electrical power and air conditioning is required:</b>	Use both ground services at all times