



## MOSCOW (Sheremetyevo) (SVO/UUEE)

Elevation 630ft

### CATEGORY B

AV brief – not required

### GENERAL

- City lies 15 nm SE and airspace over the city is prohibited.
- Use standard R/T as understanding of English maybe limited and R/T reported to be poor.

### Threats

#### CFIT

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

#### Runway Excursion

- Reports indicate that braking action may be worse than stated.

#### Ground Collision

- Don't confuse parallel Twy with Rwy 06R/24L.
- Runway crossing required if arriving or departing from 06C/24C.
- Extremely busy apron with lots of vehicles and people present.

### ARRIVAL

#### Diversion Airports

MOSCOW(Domodedovo)	DME/UUDD	038nm/154°T	CAT B
SAINT PETERSBURG(Pulkovo)	LED/ULLI	323nm/315°T	CAT B
HELSINKI	HEL/EFHK	472nm/303°T	CAT A
TALLINN	TLL/EETN	453nm/297°T	CAT B
RIGA	RIX/EVRA	449nm/277°T	CAT A



### Manual

- RNAV STARs are used, followed by radar to final approach.
- The STAR given may differ from planned and result in a probable delay and an increase in track miles.
- Descent clearance, which may be delayed, will be given by radar and may not conform to the STAR.
- Expect very early speed control and multiple frequency changes.

### Approach

- There have been erroneous GP signals received during approaches to Rwy 06C, 24L and 24C. For all ILS Ops, to ensure GP signal protection in IFR, inform controller on first contact that full autoland procedure will be used.
- If ATC advise aircraft waiting for dep in front of GP antenna be prepared for GP oscillations. Do not operate below 200ft without visual reference unless this area is reported clear.
- ATIS may not specify which ILS procedure is in use, so confirmation with ATC is required.
- 2.5 nm spacing on approach with minimum runway occupancy enforced.
- ATC expect you to vacate Rwy ASAP due to minimal separation between arrivals. This may result in using exits other than the obvious RETs.

### BAV Crew Reports

- *Excessive radar vectors with many local aircraft vectored ahead to land.*
- *STAR can be changed whilst on it.*
- *The descent and approach were extremely busy, and we arrived in the Moscow area at around our normal scheduled arrival time.  
Lots of frequency changes and step descents. Kept a little high but manageable.*

### GROUND

- Runways reported to be smoother than at DME.
- Stand guidance system unreliability, poor marshalling and snow obscured apron markings may make parking difficult. Do not go past the stand guidance "STOP" bar unless under positive marshalling control.
- Stand 38/39: If both adjacent stands are occupied, expect to be stopped short and towed into the final parking position.
- Rwy usually kept clear of snow but Twys and Apron left hard packed.
- Fuel is TS-1, but fuel sheet will say TC-1 due to being written in Cyrillic.



- Flight Crew are required to preselect required fuel quantity and operate fuel valves and switches.
- Crew report lack of ACARS coverage. Consider requesting CARD performance before arrival

## Taxiing

- Poor lighting and signage for Twys. There are no turn off lights, just blue edge lights.
- Exercise caution when taxiing from A1 to Rwy 06C via Twy 11, due poor lighting and positioning of Twys, especially during LVO.
- Taxi in is short and very high workload due numerous vehicles and pedestrians.

## Parking

- Parking is at Terminal E. Stands 38, 39 & 40 are frequently used.
- Expect follow me from Rwy exit point to apron.
- Expect to be Marshalled on to stand.
- If an aircraft is parked on the adjacent stand (38-41), it is normal procedure to be stopped 20 m short and shut down for a tow onto the final parking position. This should be advised by the apron controller.
- A headset operative will connect after shutdown and co-ordinate the tow

### BAV Crew Reports

- *Told to tow onto stand by Apron Control – The towing crew were on standby but didn't seem to be aware we were due to tow on.*
- *After stopping short of the stand and shutting down engines, after a while they connected the tug, established ground comms and towed us on to stand.*
- *Consider briefing CC and set a bottom line for the remembering to disarm the doors at a safe and sensible point.*

## De-icing

- De-icing is normally remote (near departure runway) but can be done on stand

### BAV Crew Reports

- *Approaching stand (39) ATC requested stop and shutdown with tow onto stand. Stand guidance was on with correct aircraft type displayed (A321). Language was troublesome on ground ATC frequency and subsequent conversation with ground staff. We suspect tow on required due proximity of 737 parked on stand 40.*



## DEPARTURE

- .Call delivery 30 mins before departure to obtain clearance.
- Take special care if departing with a very low pressure setting; clearance above Transition may only involve a small climb.
- On taxi out ATC may ask if an Intersection departure can be accepted.
- Late changes to departure runway have occurred.

BAV Crew Reports
<ul style="list-style-type: none"> <li>• <i>Pushback crew had poor level of english and wouldn't allow engine start until pushback was finished.</i></li> <li>• <i>Poor R/T and confusion as to where we were meant to push back to. Initially cleared to push to A but then given Q.</i></li> <li>• <i>Frequency changes and initial cleared level were as per the SID chart.</i></li> </ul>

## WEATHER

- Prevailing wind SW'ly

### Summer

- Cb's in Summer, severe and widespread at times with heavy hail.

### Winter

- In Winter light S winds give advection fog or very low cloud, particularly Nov and Dec.
- Snow falls from Oct to Apr.

## OPERATIONAL INFORMATION

Handling Agent	SHERMETYEVO AIRPORT
Handling Agent VHF	133.375
Potable Water	Uplift Permitted