

A. GENERAL

1. SPEED
MAX IAS 270KT below FL99 (3000M/STD).
2. NAV RESTRICTION
Buzharovo NDB may under certain conditions be heavily interfered by BC stations giving up to 35° deflection.
3. TRAFFIC NOTES
 - 3.1. Conciderable deviations on compasses may occur on tarmac, TWY and RWY. Deviations disappear after TKOF.
 - 3.2. RWY 07R/25L slippery when wet.
4. TWY RESTRICTION
TWY 6 and 7 width 21.5M.
5. TAXI
Taxi on apron with caution due rough surface.

B. ARRIVAL

1. RADAR VECTORING
 - 1.1. If radar vectored, normally no instructions for the last 90° turn to final is given.
 - 1.2. APRX 1.5NM (3KM) from LLZ CL report "Approaching ILS localizer". ATC will normally reply "Continue approach", and expects ACFT to turn on to final without futher instructions.
 - 1.3. After reporting "Turning final", expect change over to TWR.
 - 1.4. On final APCH inform TWR: Gear down and ready for LDG.
 - 1.5. Distance to TD is given in KM.
 - 1.6. APL/RWL normally OFF during day when VIS above 2KM. However, APL/RWL always avbl O/R.
2. SVO TERMINAL 2
 - 2.1. AGNIS avbl for Stands 1-21. Use AGNIS unit only when it is lighted.
 - 2.2. Follow-me car mandatory for arrival parking at Stands 1-3, 5, 7, 9-12, 15 and 18-21. Marshaller will stand-by and intervine in case of system failure.
 - 2.3. Red side marker light on top of aerobridge axis will turn green when ACFT should stop.
WARNING: Light may turn on to green quite suddenly, taxi with caution in order not to go too far.

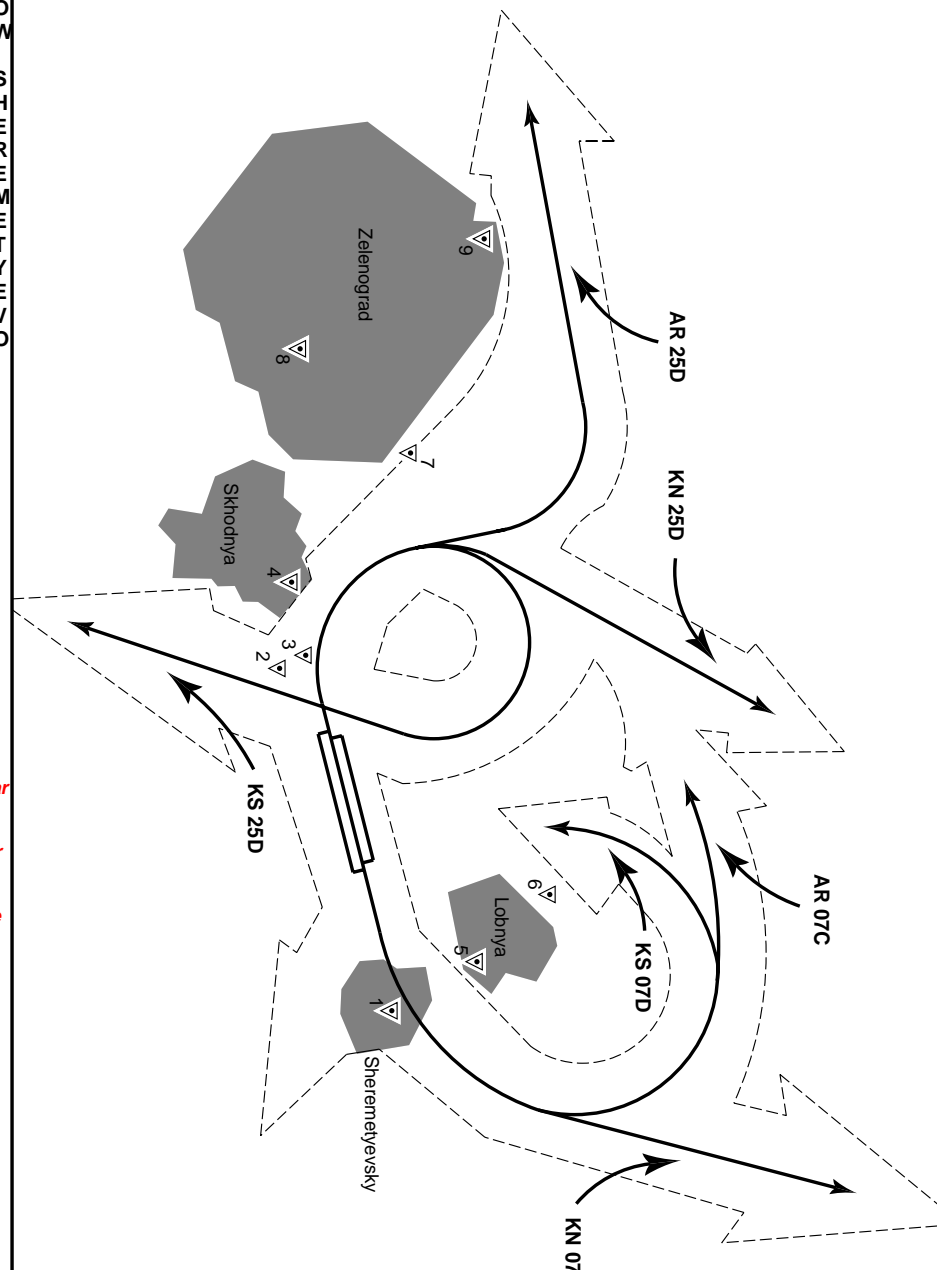
C. DEPARTURE

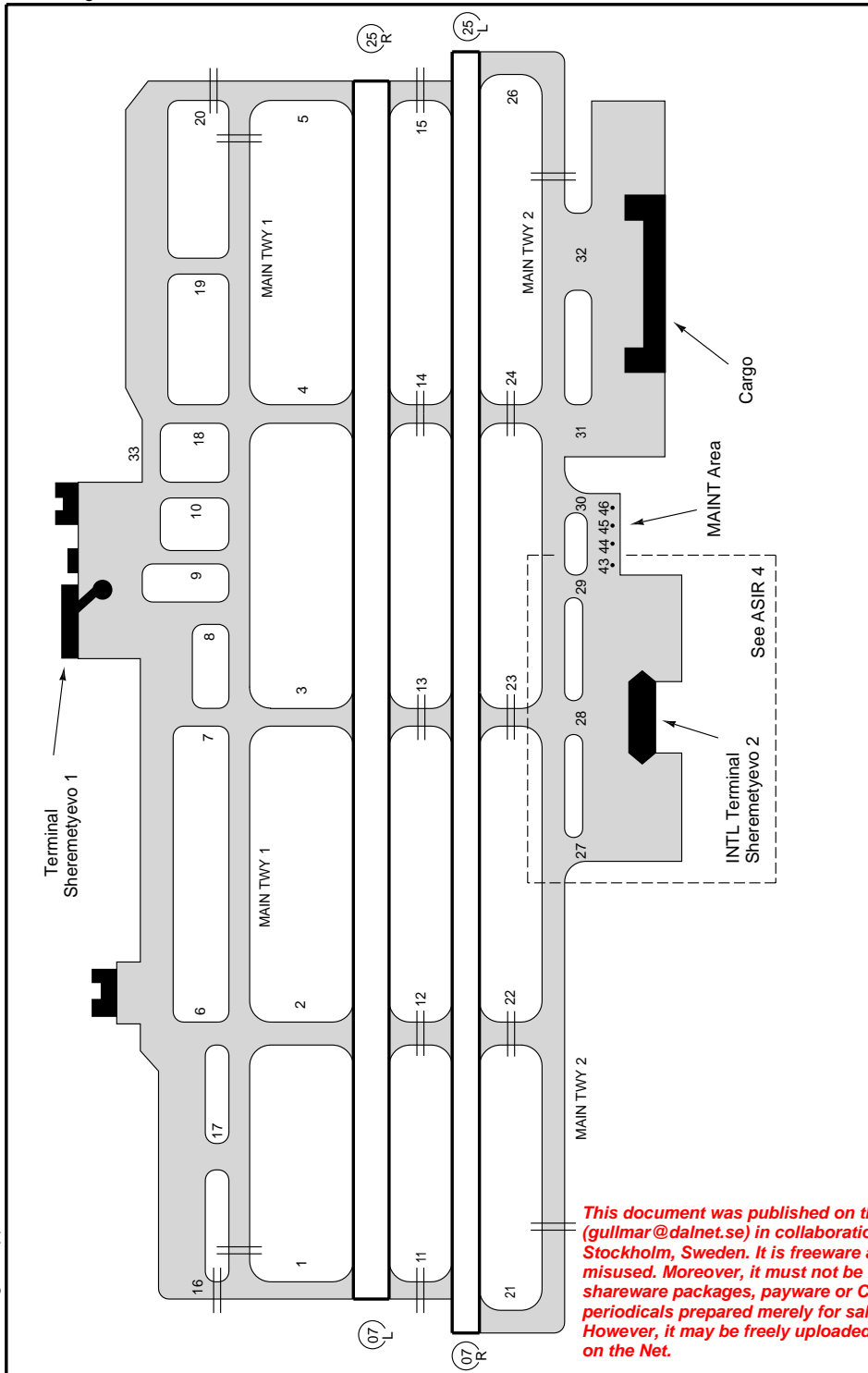
- SVO TERMINAL 2
 1. START-UP/PUSH-BACK
Request start-up/push-back on 121.80. Tractor only connected after the bridge is removed.
 2. CLEARANCE
DEP CLR on ATIS 126.37.

This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM's, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net.

D. COMPANY INFORMATION**SAS only**

1. TRAFFIC NOTES
MD80/DC9 only:
Moscow/VKO is approved as a technical ALTN for payload purposes and may only be used provided Sheremetyevo FCST is at or above 1000/3.0.

NOT FOR OPERATIONAL USEMOSCOW
SHEREMETYEVO
RUSSIA

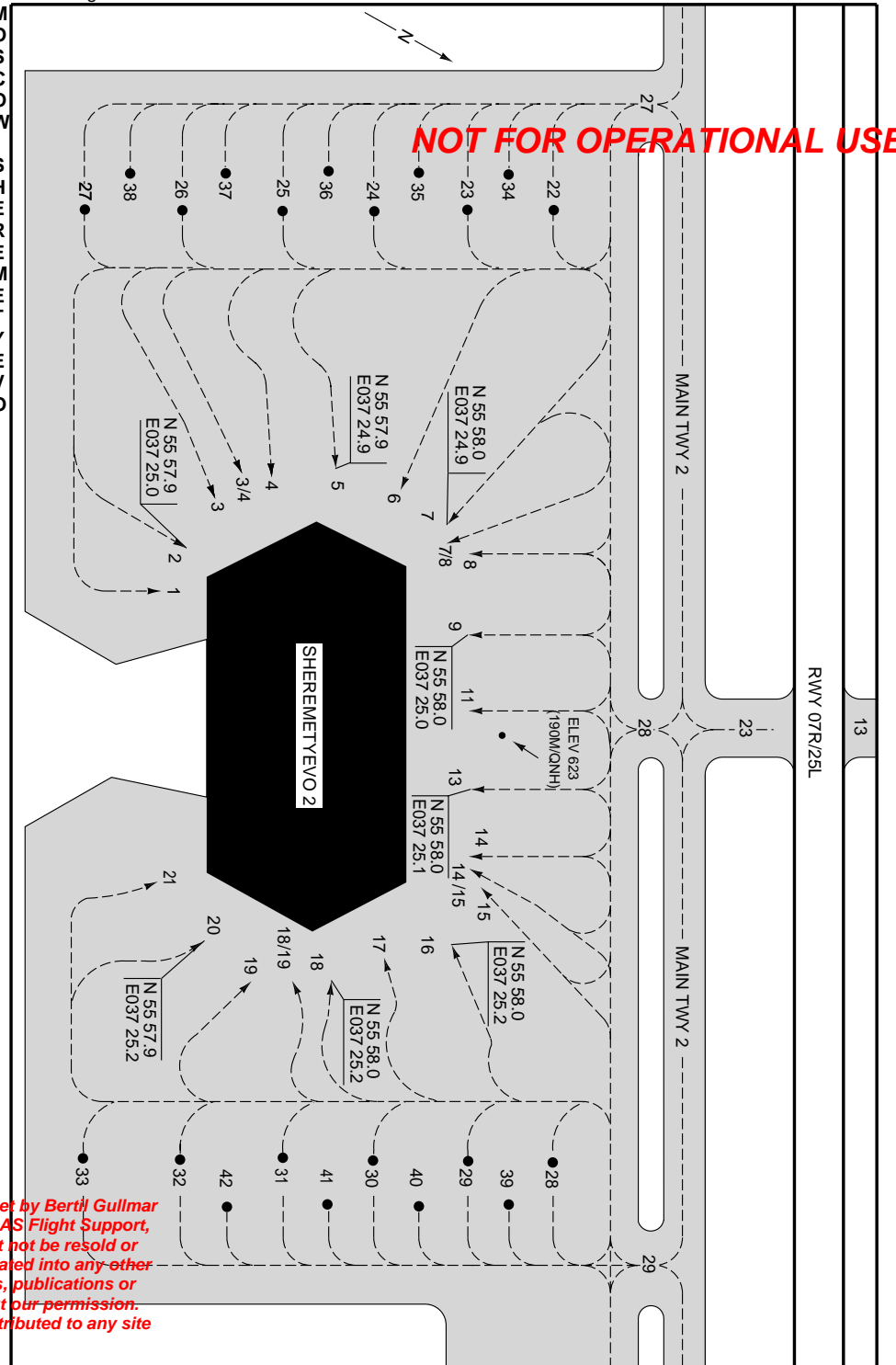


This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM's, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net.

Change: RWY

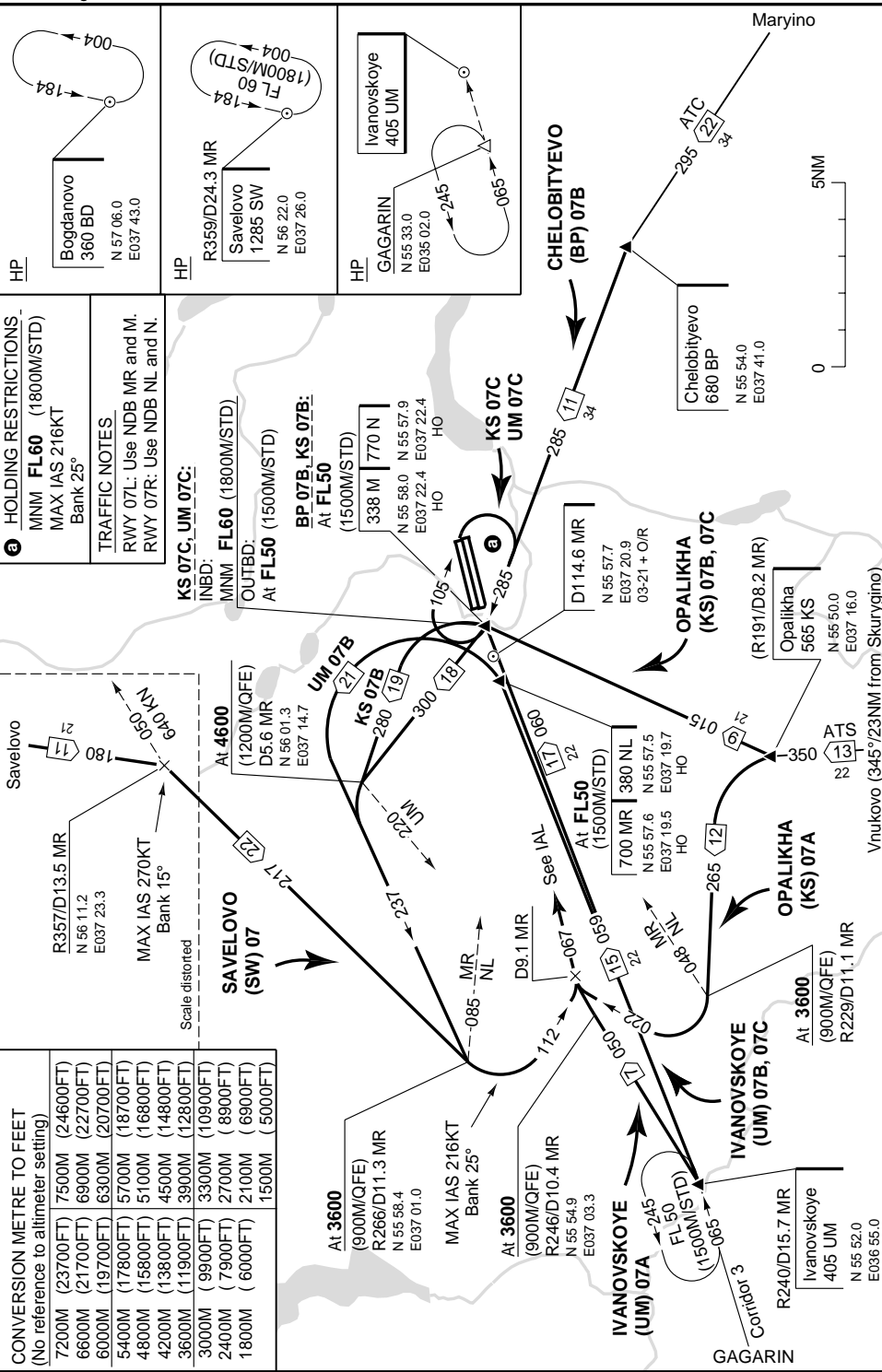
MOSCOW
SHEREMETYEVO
RUSSIA

MOSCOW
SHEREMETYEVO



NOT FOR OPERATIONAL USE

Change: NIL



Change: Completely revised

SPEED
MAX IAS 270KT below FL99 (3000M/STD)
MAX ROD 2950FT/MIN

CHELOBITYEVO (BP) 07B

BP - 285° - M/N - turn R to 300° -
at D5.6 MR turn L to 237° - at R266/D11.3 MR
turn L to 112° - turn L to 067° - D9.1 MR - see IAL.
-Cross M/N: At FL50 (1500M/STD)
-Cross D5.6 MR: At 4600 (1200M/QFE)
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

IVANOVSKOYE (UM) 07A

UM - 050° from UM - at R246/D10.4 MR turn R
to 067° - D9.1 MR - see IAL.
-Cross R246/D10.4 MR: At 3600 (900M/QFE)

IVANOVSKOYE (UM) 07B

UM - 059° - MR/NL - turn L to 237° -
at R266/D11.3 MR turn L to 112° -
turn L to 067° - D9.1 MR - see IAL.
-Cross MR/NL: At FL50 (1500M/STD)
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

IVANOVSKOYE (UM) 07C

UM - 060° - M/N - join HP - 300° from M/N -
at D5.6 MR turn L to 237° - at R266/D11.3 MR
turn L to 112° - turn L to 067° - D9.1 MR - see IAL.
-Cross M/N (INBD): MNM FL60 (1800M/STD)
-Cross M/N (OUTBD): At FL50 (1500M/STD)
-Cross D5.6 MR: At 4600 (1200M/QFE)
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

OPALIKHA (KS) 07A

KS - 265° - at R229/D11.1 MR turn R to 022° -
turn R to 067° - D9.1 MR - see IAL.
-Cross R229/D11.1 MR: At 3600 (900M/QFE)

OPALIKHA (KS) 07B

KS - 015° - M/N - turn L to 280° - at D5.6 MR turn
L to 237° - at R266/D11.3 MR turn L to 112° -
then turn L to 067° - D9.1 MR - see IAL.
-Cross M/N: At FL50 (1500M/STD)
-Cross D5.6 MR: At 4600 (1200M/QFE)
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

OPALIKHA (KS) 07C

KS - 015° - M/N - join HP - 300° from M/N -
at D5.6 MR turn L to 237° - at R266/D11.3 MR
turn L to 112° - turn L to 067° - D9.1 MR - see IAL.
-Cross M/N (INBD): MNM FL60 (1800M/STD)
-Cross M/N (OUTBD): At FL50 (1500M/STD)
-Cross D5.6 MR: At 4600 (1200M/QFE)
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

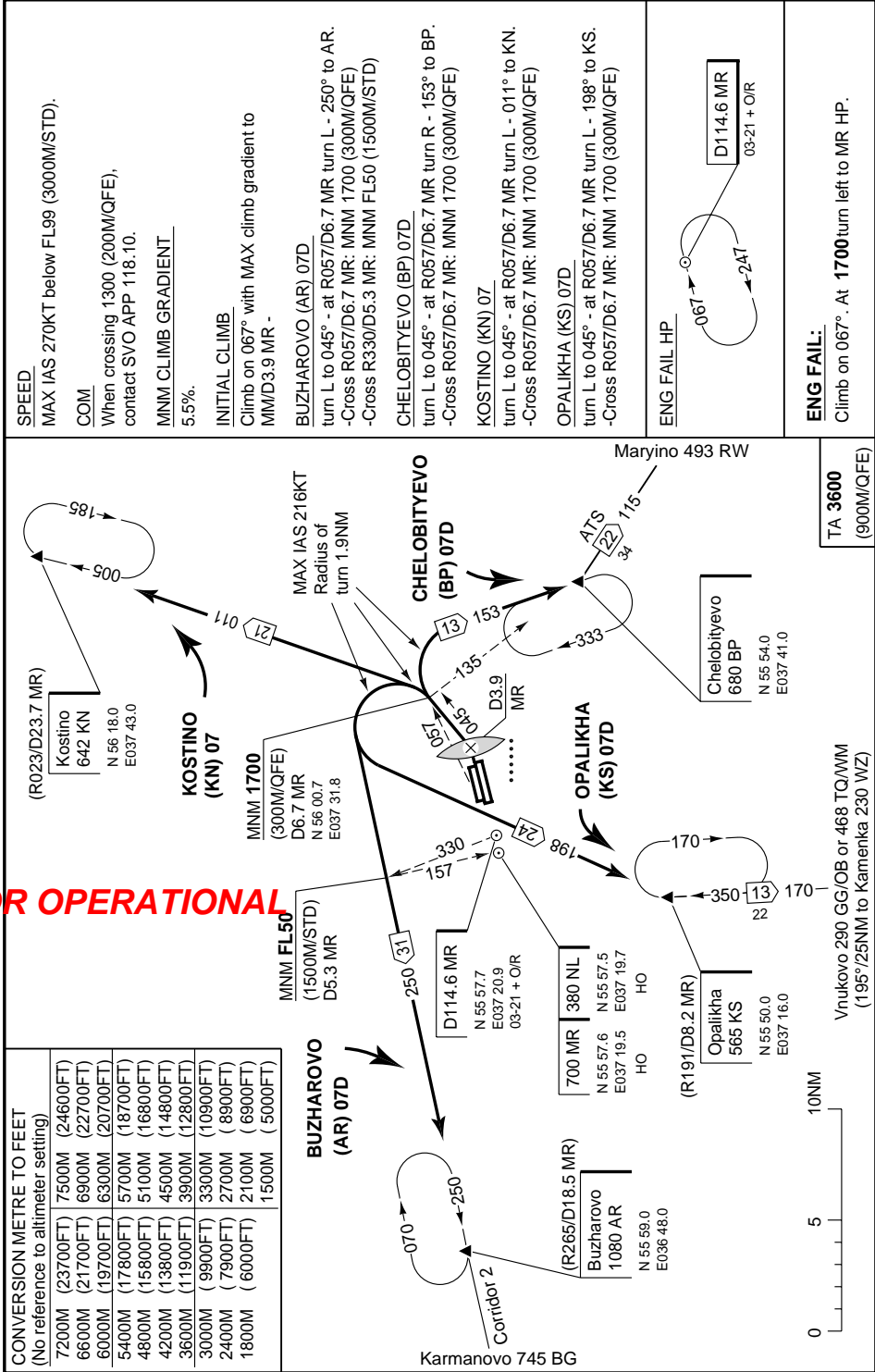
SAVELOVO (SW) 07

SW - 180° - at R357/D13.5 MR turn R to 217° -
at R266/D11.3 MR turn L to 112° -
turn L to 067° - D9.1 MR - see IAL.
-Cross R266/D11.3 MR: At 3600 (900M/QFE)

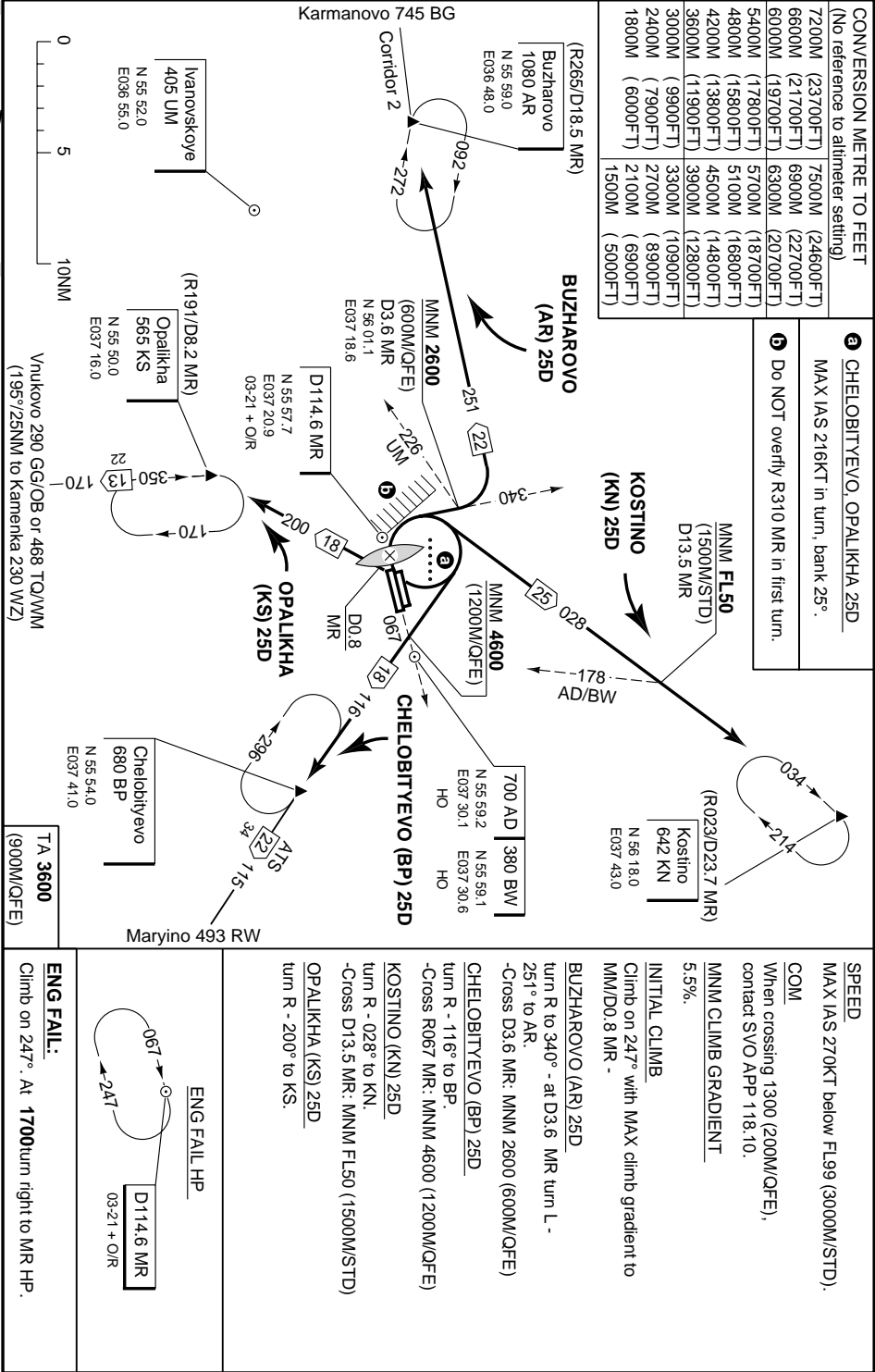
NOT FOR OPERATIONAL USE

This document was published on the Internet by Bertil Gullmar (gullmar@dalnet.se) in collaboration with SAS Flight Support, Stockholm, Sweden. It is freeware and must not be resold or misused. Moreover, it must not be incorporated into any other shareware packages, payware or CD-ROM's, publications or periodicals prepared merely for sale without our permission. However, it may be freely uploaded and distributed to any site on the Net.

M
O
D
E
L
S
O
F
T
W
A
R
E



Change: MNM CLIMB GRADIENT, SPEED, Bank angle, NDB, DME DIST, Coord, MENG FAIL



Change: MNM CLIMB GRADIENT, SPEED, Bank angle, NDB, ALT, DIST, MT, INTENG FAIL