

UDD/DME
DOMODEDOVO

30 JAN 09

JEPPESEN

30-1P

Eff 12 Feb

MOSCOW, RUSSIA
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS 128.3
122.95 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

The procedures shall be applied when RVR is less than 400m.
Pilots will be informed via ATIS or by ATC controller.

After CAT II or IIIA landing on RWY 32R the crew must report the vacation of RWY and ILS critical area to Tower after passing the last yellow light of TWY centerline with alternating green-yellow lights.

The crew shall vacate RWY 32R along TWY B3 or TWY B1, then along TWY T1. After passing the last green light of TWY centerline further taxiing shall be carried out only after Follow-me car under the control of the taxiing controller.

1.4. RWY OPERATIONS

RWY 14C/32C shall be used for take-off only.

1.5. TAXI PROCEDURES

Taxiroute H4 (TRH4) and 24 (TR24) MAX wingspan 126'/38.5m.

Taxiroute 3 (TR3) MAX wingspan 200'/61m.

Taxiroute H1 (TR H1) from TWY T1 to Taxiroute 3 (TR3) MAX wingspan 213'/65m.

Taxiing and towing of ACFT with wingspan exceeding 166'/50.5m along Taxiroute H3 (TR H3) on segment from TWY T2 to start-up point 13 is prohibited.

Taxiing of ACFT with wingspan exceeding 142'/43.3m along Taxiroute H3 (TR H3) on segment from start-up point 13 to the point between stands 62A and 35 is prohibited.

Taxiing of ACFT with wingspan more than 200'/61m to stand 90A thru 94A along taxiroute 28 (TR28) under own power up to start-up point 18A, then by towing.

Do not stop on TWY T2 between Taxiroute H3 (TRH3) and H4 (TRH4).

Taxiing of ACFT with wingspan exceeding 72'/22m along taxiroute 34 (TR 34) is prohibited.

On apron, Follow-me car has to be used.

Taxiing on apron for all types of helicopters prohibited, taxiing shall be carried out by towing.

Taxiing on TWYs T1, T2 and B1 thru B8 strictly along centerline with inner engines power.

Use TWY T2 between TWY B4 and Taxiroute H2 (TR H2) at reduced speed with Follow-me car.

1.6. PARKING INFORMATION

Stands 2 thru 22 equipped with visual docking guidance system SAFEDOCK, ACFT speed MAX 2m/sec within the range of coverage.

Stands 41, 41A, 42, 119, 120 and 120A available for run-up.

Stand 109A available for helicopter.

1.7. OTHER INFORMATION

Birds.

UUDD/DME
DOMODEDOVO

30 JAN 09

JEPPESEN

(30-1P1)

Eff 12 Feb

MOSCOW, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 270KT below FL 98.

2.2. NOISE ABATEMENT PROCEDURES

Crews shall maintain the prescribed STAR routes, and, in case of deviation from them, join the assigned track immediately.

APPROACH PROCEDURE

RWY 32R is noise preferential RWY and shall be used to the greatest extent possible. If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

Immediately prior to the final approach pilots should avoid excessive rates of descent when leaving holding areas or the occupied height.

Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual.

During instrument as well as visual approach it is not allowed to fly below ILS glide path angle.

Noise abatement procedures shall not envisage the increasing of indicated rate of descent.

A displacement of THR shall not be used as a noise abatement measure.

'AIR GROUND' communication shall be reduced to absolute minimum.

2.3. CAT II/III OPERATIONS

RWYs 14R and 32R approved for CAT II/III operations, special aircrew and ACFT certification required.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF AND CLIMBING PROCEDURE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

RWYs 14R/L/C are noise preferential RWYs and shall be used to the greatest extent possible.

Restrictions

During take-off from RWYs 32L/R/C pilots shall strictly comply with the established departure procedures to avoid overflying the residential areas of the APT and Domodedovo town.

Change of flight course after take-off is permitted only after reaching 990 ' (397').

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

UDD/DME
DOMODEDOVO

17 OCT 08

JEPPESEN

30-2

Eff 23 Oct

MOSCOW, RUSSIA

TRANSITION

ATIS
128.3 (Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request
Trans level: By ATC Trans alt: 3880' **(3287')**

(QFE)

BD 1, BD 2 TRANSITIONS

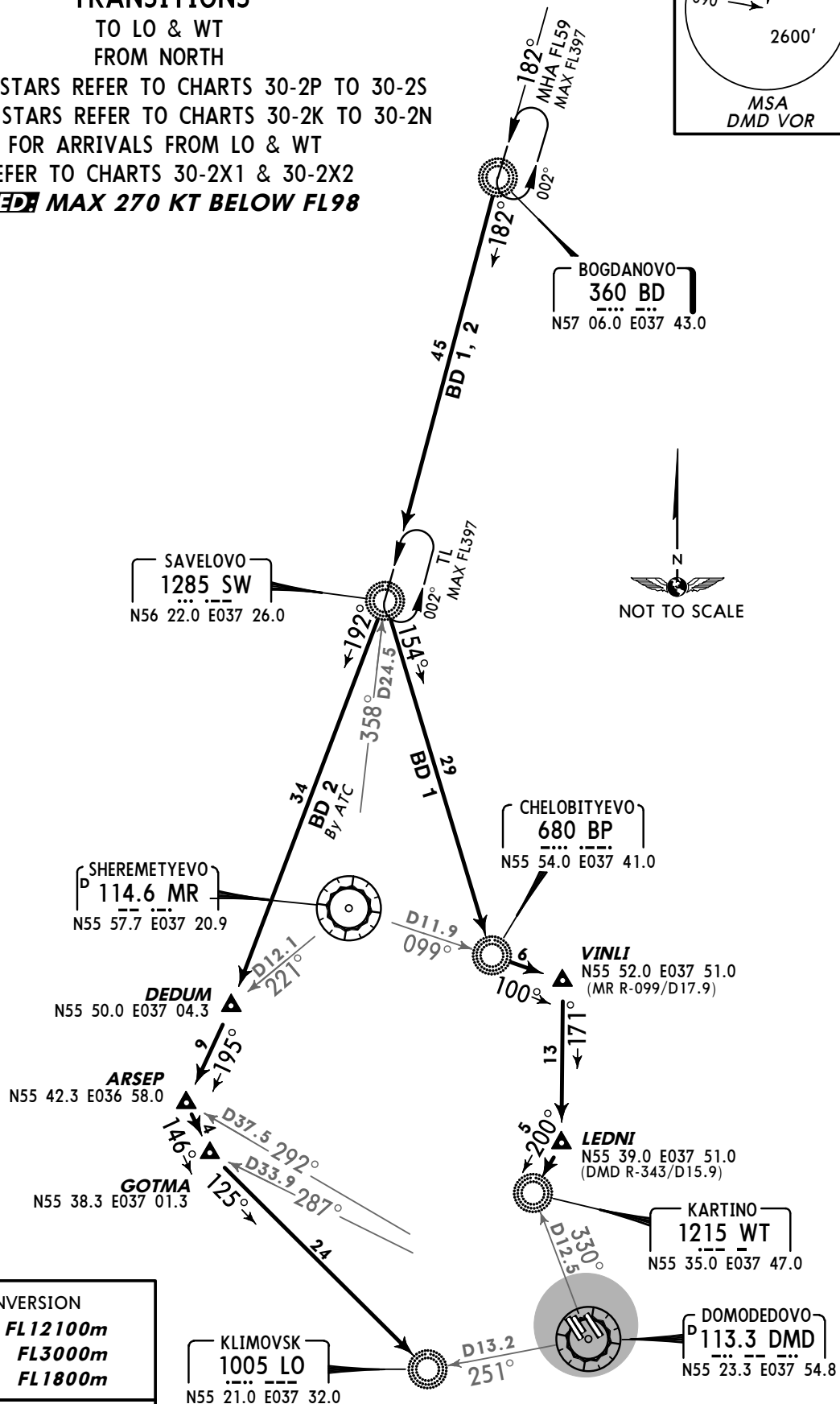
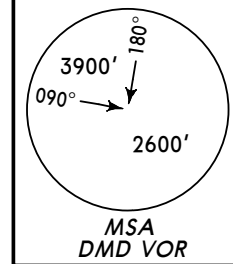
TO LO & WT
FROM NORTH

FOR LO STARS REFER TO CHARTS 30-2P TO 30-2S
FOR WT STARS REFER TO CHARTS 30-2K TO 30-2N

FOR ARRIVALS FROM LO & WT

REFER TO CHARTS 30-2X1 & 30-2X2

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION

FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL59	<i>FL1800m</i>

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

UDD/DME
 DOMODEDOVO

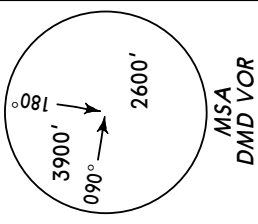
JEPPESSEN
 17 OCT 08 (30-2A) Eff 23 Oct

MOSCOW, RUSSIA
 TRANSITION

ATIS
 128.3 (Russian 122.95)

Apt Elev
 593'

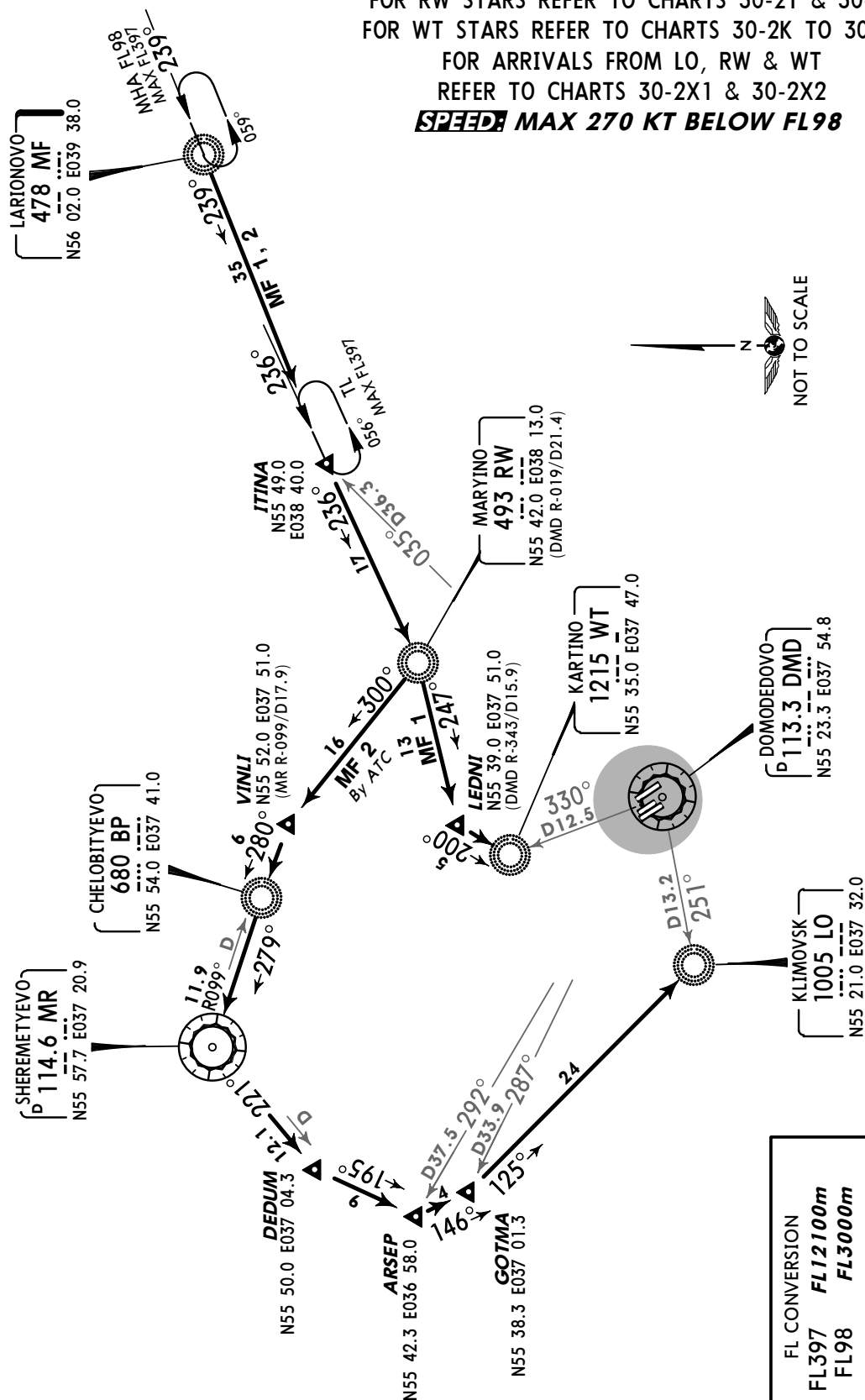
Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: By ATC Trans alt: 3880' (3287')



MF 1, MF 2 TRANSITIONS TO LO, RW & WT FROM EAST

FOR LO STARS REFER TO CHARTS 30-2P TO 30-2S
 FOR RW STARS REFER TO CHARTS 30-2T & 30-2U
 FOR WT STARS REFER TO CHARTS 30-2K TO 30-2N
 FOR ARRIVALS FROM LO, RW & WT
 REFER TO CHARTS 30-2X1 & 30-2X2

SPEED MAX 270 KT BELOW FL98

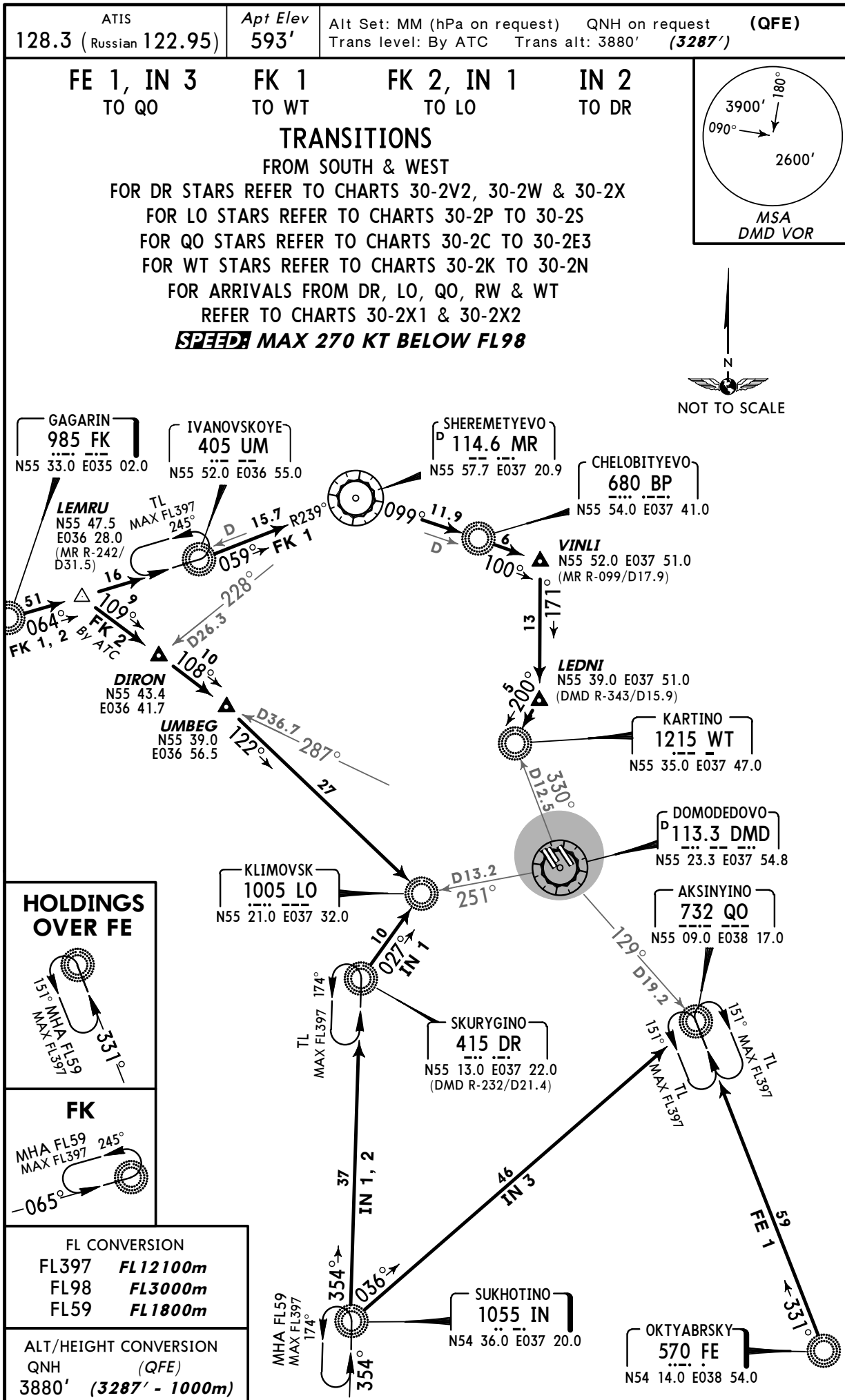


FL CONVERSION	FL397 FL12100m
	FL98 FL3000m
ALT/HEIGHT CONVERSION	QNH (QFE)
	3880' (3287' - 1000m)

UDD/DME DOMODEDOVO

JEPPESSEN
 5 DEC 08 **(30-2B)** Eff 18 Dec

MOSCOW, RUSSIA TRANSITION



CHANGES: Transition IN 3 established.

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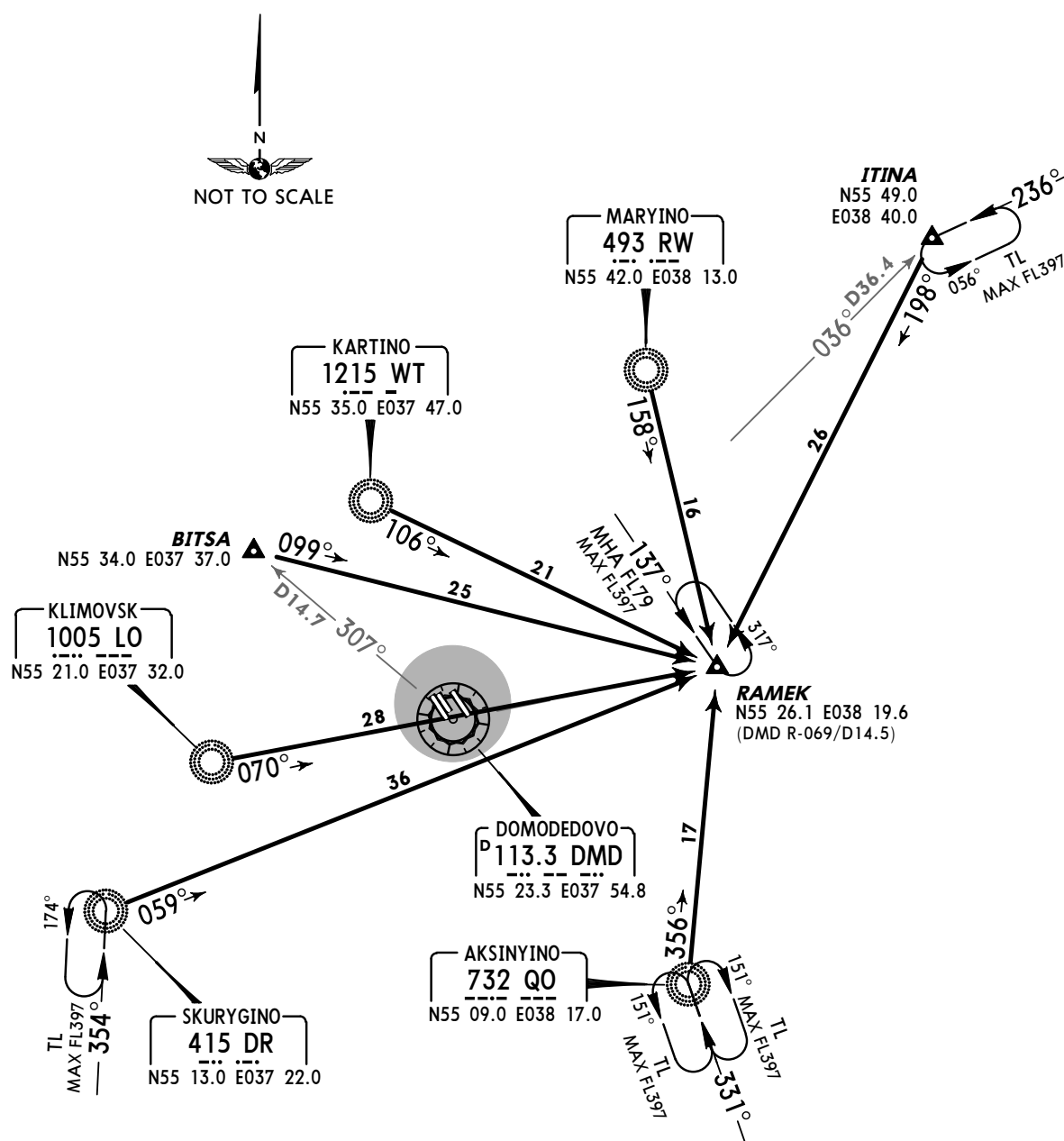
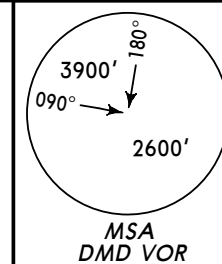
UDD/DME
DOMODEDOVO

JEPPESEN
5 DEC 08 (30-2C) Eff 18 Dec

MOSCOW, RUSSIA
TRANSITION

ATIS 128.3 (Russian 122.95)	Apt Elev 593'	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3880' (3287')	(QFE)
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TRANSITIONS
TO RAMEK
BY ATC
FROM NORTH, SOUTH & WEST
FOR RAMEK STARS REFER TO CHARTS 30-2V TO 30-2V1
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL79 **FL2400m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (**3287' - 1000m**)

UDD/DME
DOMODEDOVO

JEPPESEN
28 MAR 08 (30-2D) Eff 10 Apr

MOSCOW, RUSSIA

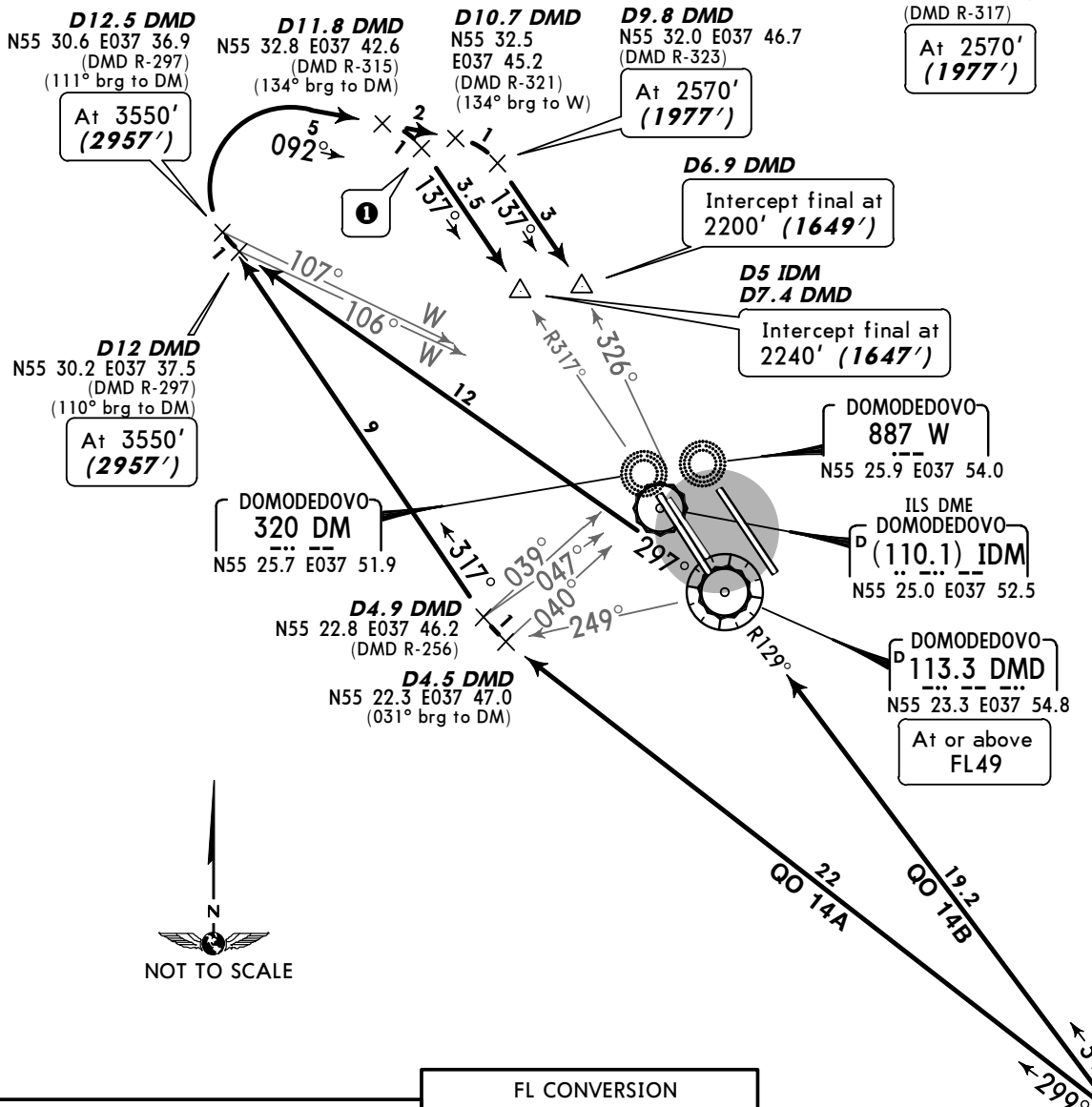
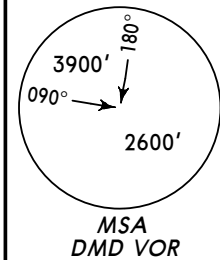
STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

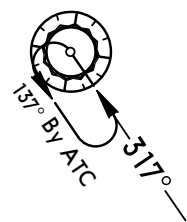
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14A (QO 14A)
AKSINYINO 14B (QO 14B)
RWYS 14R/L ARRIVALS
SPEED MAX 270 KT BELOW FL98



HOLDINGS OVER

DMD



QO



FL CONVERSION
FL397 FL12100m
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION

QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
2570' (1977' - 600m)
2240' (1647' - 500m)
2200' (1649' - 500m)

2 RWY 14R
3 RWY 14L

UDD/DME
DOMODEDOVO

JEPPESEN
28 MAR 08 (30-2E) Eff 10 Apr

MOSCOW, RUSSIA

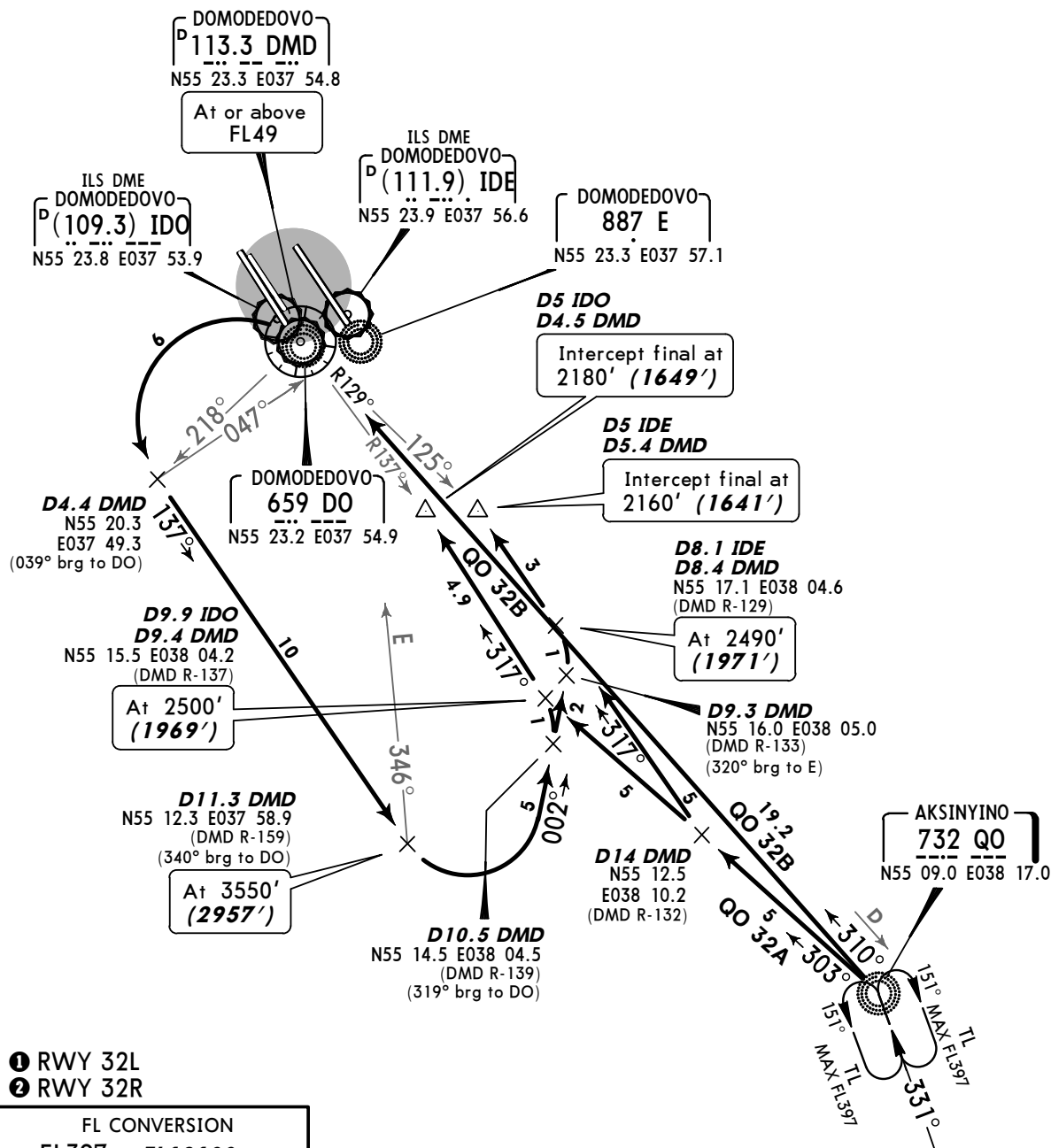
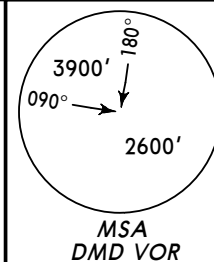
STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32A (QO 32A)
AKSINYINO 32B (QO 32B)
RWYS 32L/R ARRIVALS
SPEEDS MAX 270 KT BELOW FL98

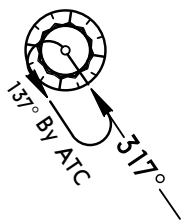


- ① RWY 32L
- ② RWY 32R

FL CONVERSION
FL397 FL12100m
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
① 2500' (1969' - 600m)
② 2490' (1971' - 600m)
① 2180' (1649' - 500m)
② 2160' (1641' - 500m)

HOLDING
OVER DMD



UDD/DME
DOMODEDOVO

JEPPESEN

25 APR 08 **30-2E1** Eff 8 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

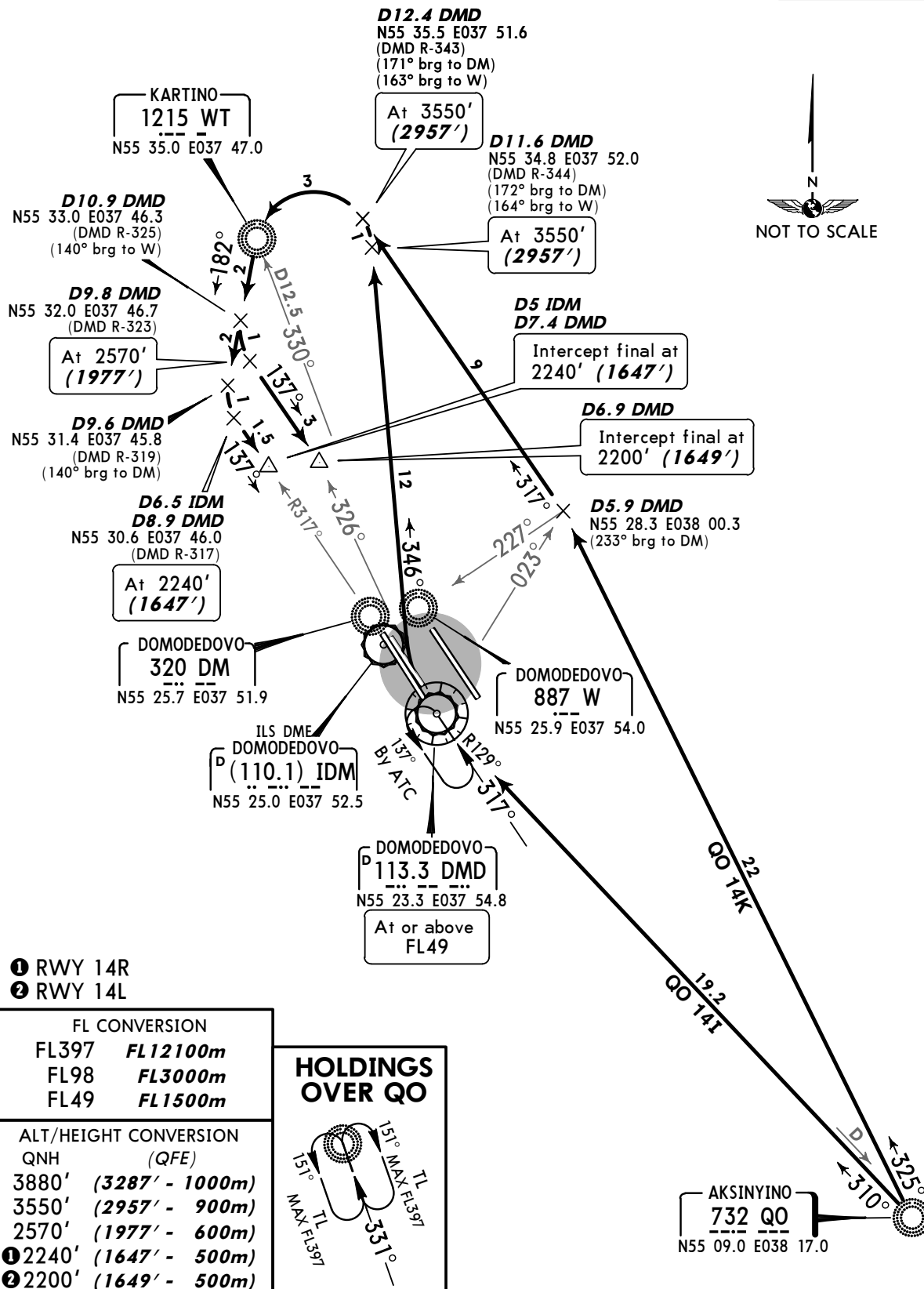
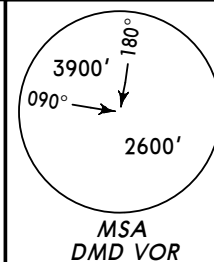
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (**3287'**)
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14I (QO 14I)
AKSINYINO 14K (QO 14K)

RWYS 14R/L ARRIVALS

BY ATC

SPEED MAX 270 KT BELOW FL98



UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

25 APR 08 (30-2E2) Eff 8 May

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

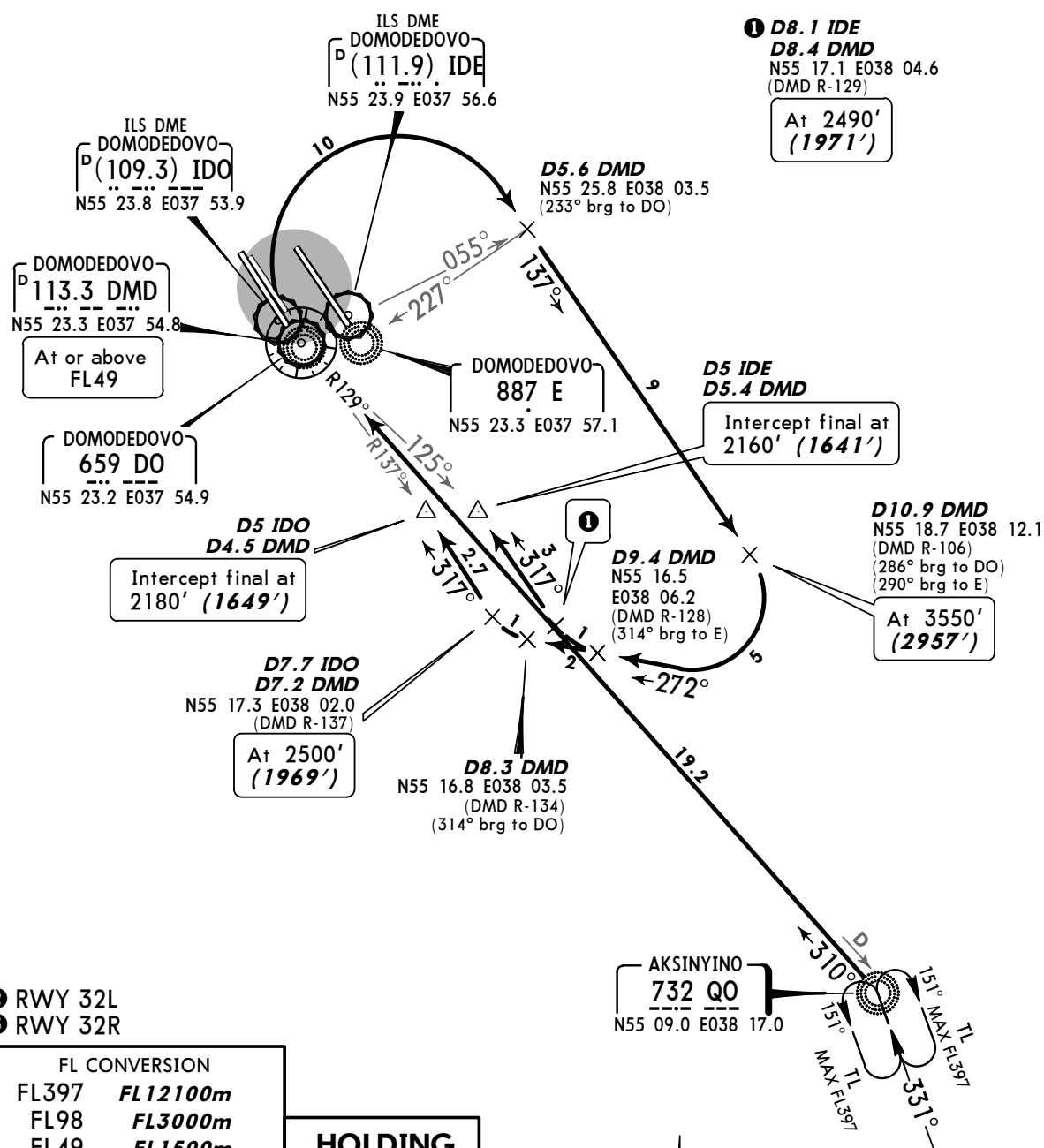
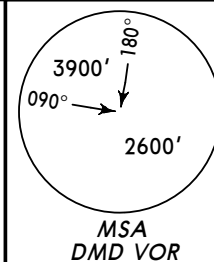
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32I (QO 32I)

RWYS 32L/R ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98



② RWY 32L
③ RWY 32R

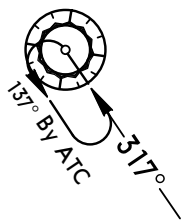
FL CONVERSION

FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
3250'	(1969' - 600m)
3240'	(1971' - 600m)
32180'	(1649' - 500m)
32160'	(1641' - 500m)

HOLDING OVER DMD



NOT TO SCALE

UDD/DME
DOMODEDOVO

JEPPESSEN

25 APR 08 **30-2E3** Eff 8 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

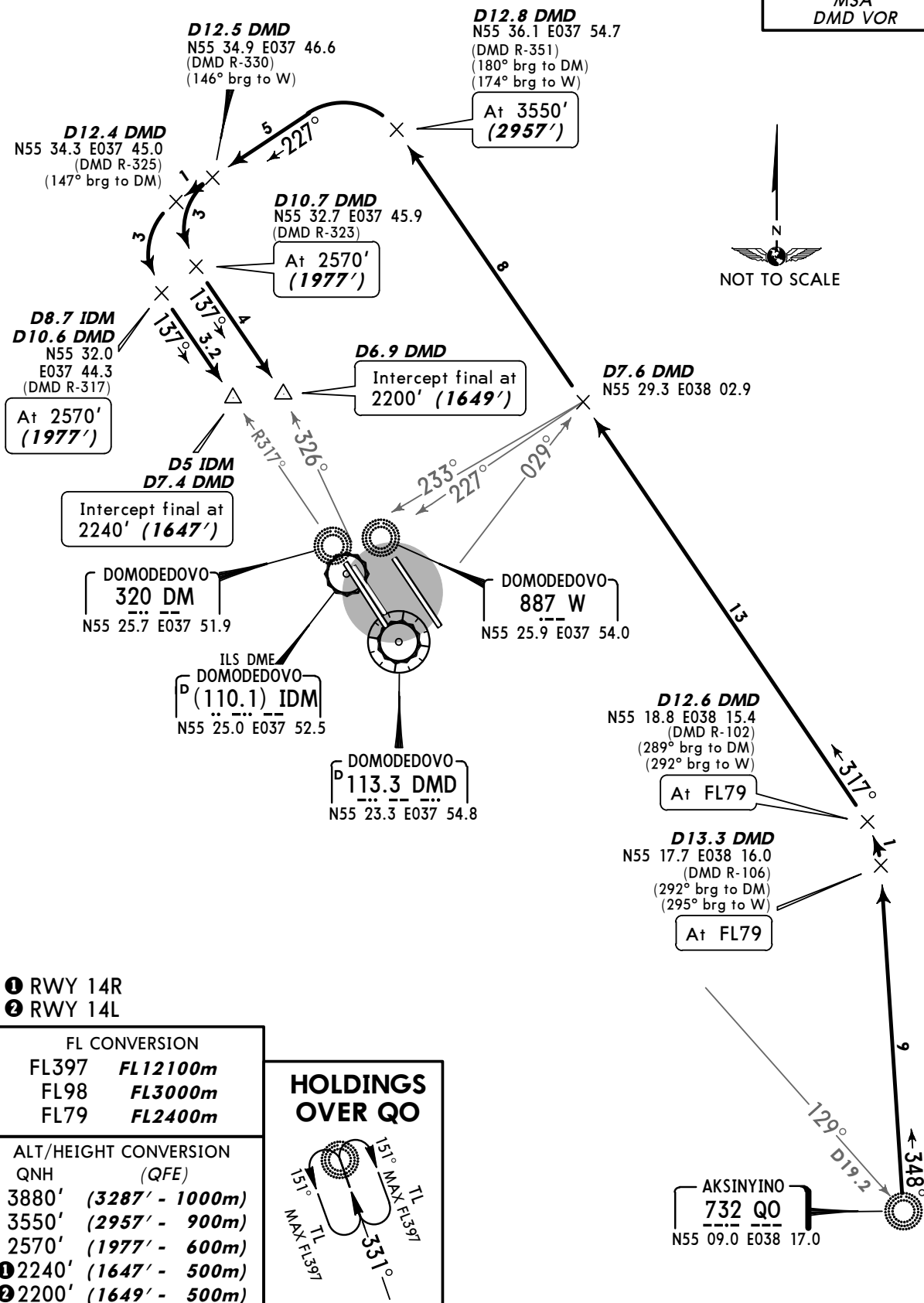
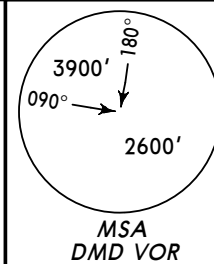
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (**3287'**)
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14M (QO 14M)

RWYS 14R/L ARRIVAL

BY ATC

~~SPEED~~ MAX 270 KT BELOW FL98



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

30-2F

Eff 14 Feb

STAR

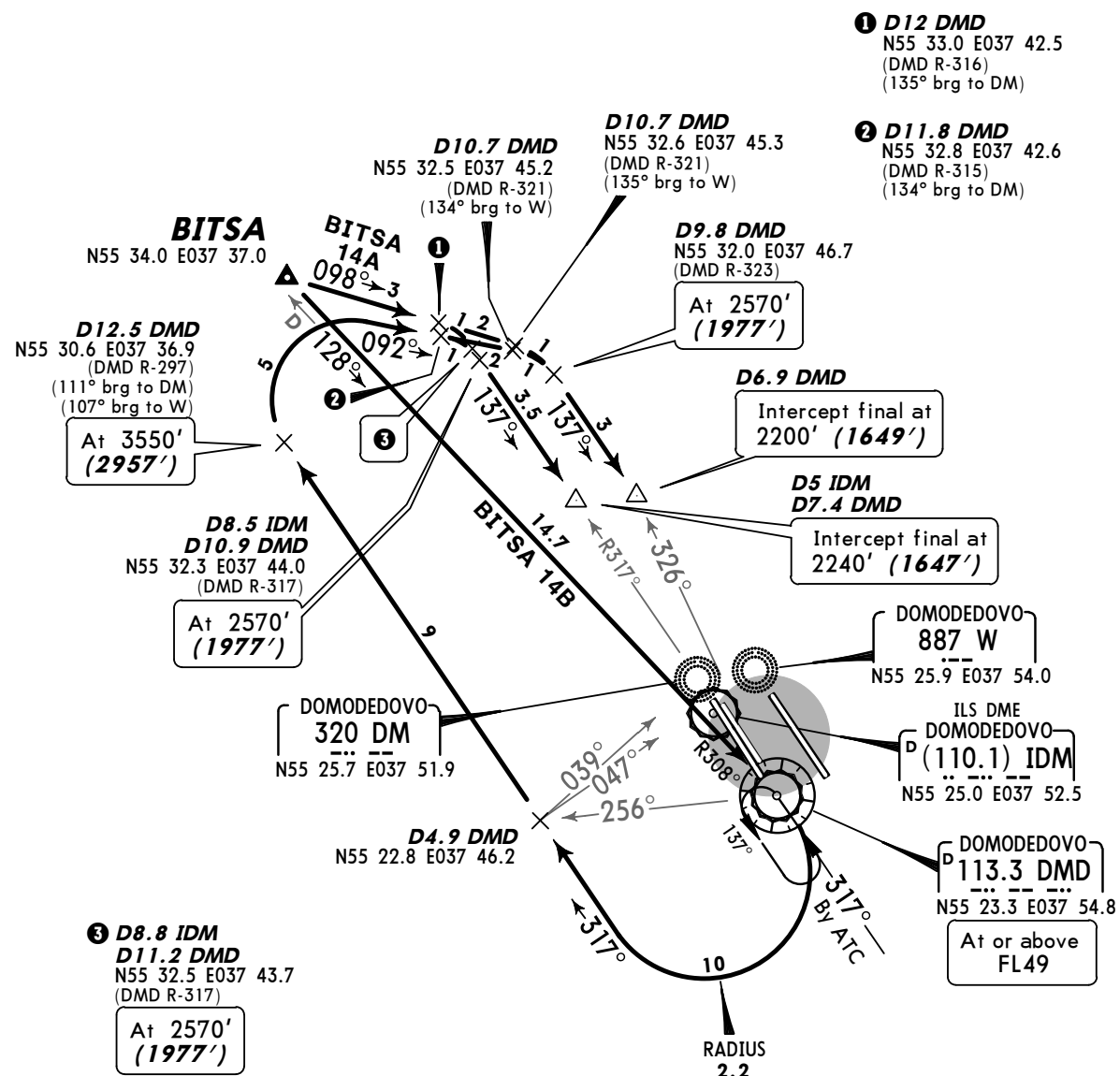
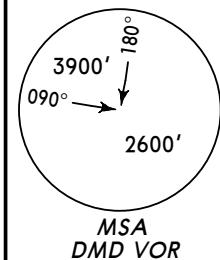
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 14A [BIT14A]
BITSA 14B [BIT14B]
RWYS 14R/L ARRIVALS
BY ATC

SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
④ 2240'	(1647' - 500m)
⑤ 2200'	(1649' - 500m)

④ RWY 14R
⑤ RWY 14L



UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

1 FEB 08

30-2G

Eff 14 Feb

STAR

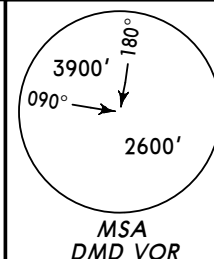
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 32A [BIT32A]
BITSA 32B [BIT32B]
RWYS 32L/R ARRIVALS
BY ATC

SPEED MAX 270 KT BELOW FL98



BITSA

N55 34.0 E037 37.0



ILS DME
DOMODEDOVO
(109.3) IDO
N55 23.8 E037 53.9

DOMODEDOVO
659 DO
N55 23.2 E037 54.9

D4.4 DMD
N55 20.3 E037 49.3
(039° brg to DO)

D9.9 IDO
D9.4 DMD
N55 15.5 E038 04.2
(DMD R-137)

At 2500'
(1969')

D10.6 DMD
N55 12.9 E037 58.4
(DMD R-160)
(340° brg to DO)
(347° brg to E)

At 3550'
(2957')

ILS DME
DOMODEDOVO
(111.9) IDE
N55 23.9 E037 56.6

DOMODEDOVO
887 E
N55 23.3 E037 57.1

D5 IDO
D4.5 DMD

Intercept final at
2180' (1649')

D5 IDE
D5.4 DMD

Intercept final at
2160' (1641')

D8.1 IDE
D8.4 DMD
N55 17.1 E038 04.6
(DMD R-129)

At 2490'
(1971')

D9.3 DMD
N55 16.0 E038 05.0
(320° brg to E)

D10.5 DMD
N55 14.5 E038 04.5
(DMD R-139)
(319° brg to DO)

D11.3 DMD
N55 12.3 E037 58.9
(DMD R-159)
(340° brg to DO)

At 3550'
(2957')

FL CONVERSION
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
① 2500' (1969' - 600m)
② 2490' (1971' - 600m)
① 2180' (1649' - 500m)
② 2160' (1641' - 500m)

① RWY 32L
② RWY 32R

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

(30-2H)

Eff 14 Feb

STAR

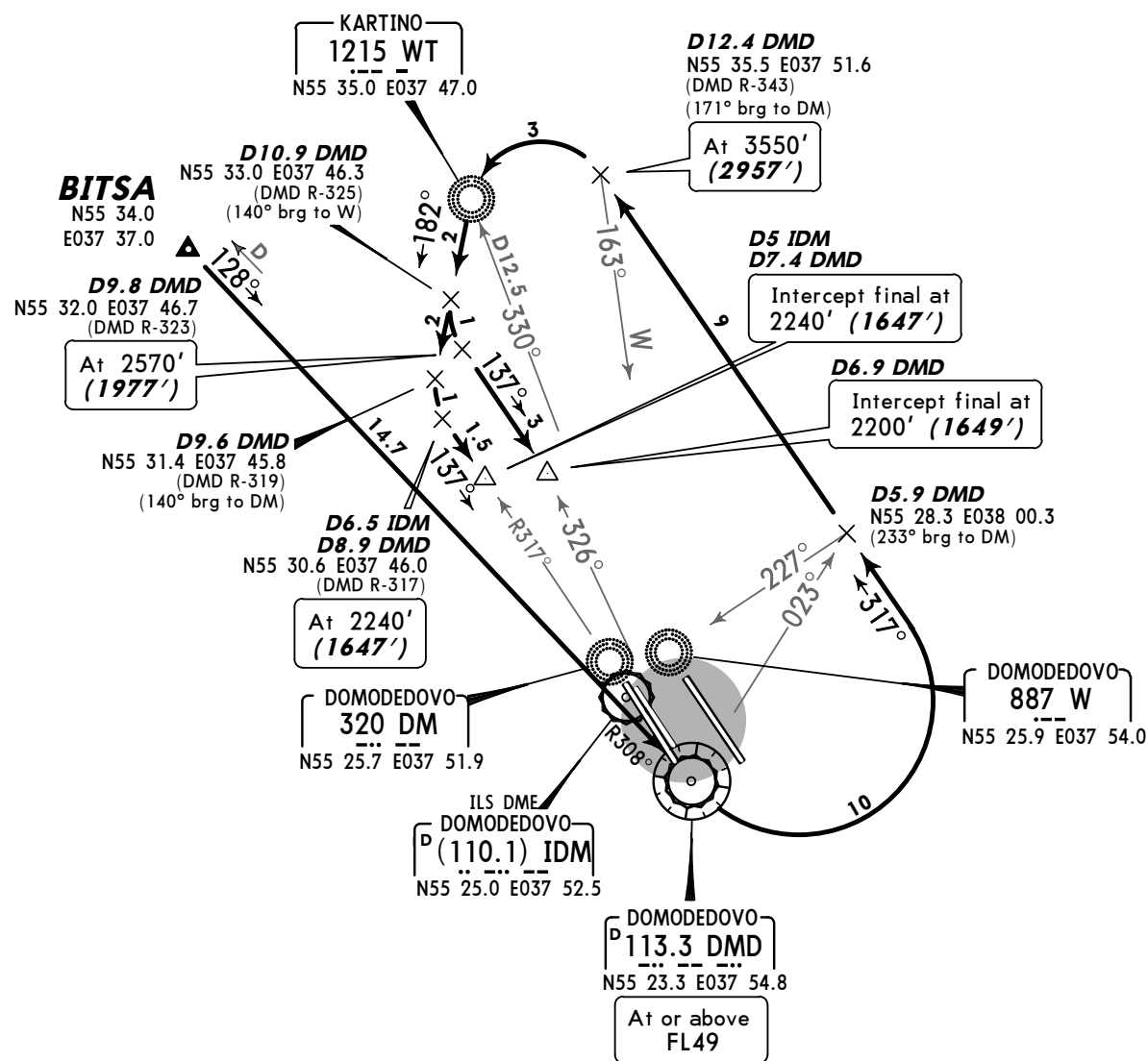
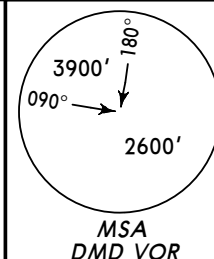
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 14I [BIT14I]
RWYS 14R/L ARRIVAL
BY ATC

SPEED MAX 270 KT BELOW FL98

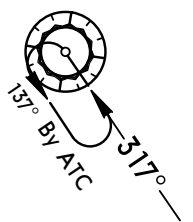


- 1 RWY 14R
- 2 RWY 14L

FL CONVERSION	
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
2200'	(1649' - 500m)

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

(30-2J)

Eff 14 Feb

STAR

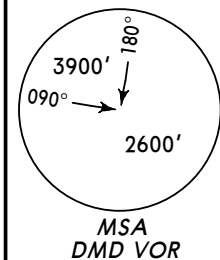
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

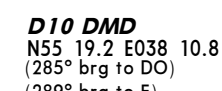
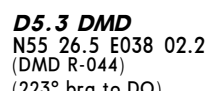
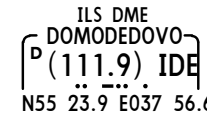
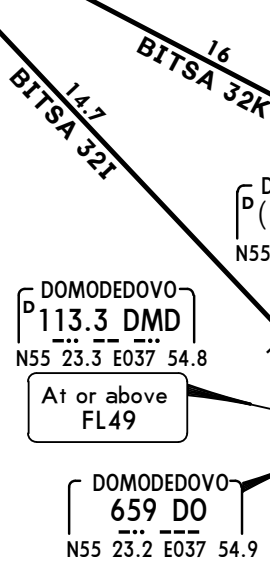
BITSA 32I [BIT32I]
BITSA 32K [BIT32K]
RWYS 32L/R ARRIVALS
BY ATC

SPEED MAX 270 KT BELOW FL98

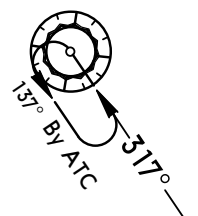


BITSA

N55 34.0 E037 37.0



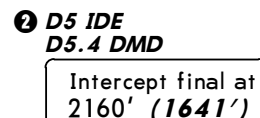
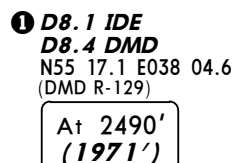
**HOLDING
OVER DMD**



FL CONVERSION
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
③ 2500'	(1969' - 600m)
④ 2490'	(1971' - 600m)
③ 2180'	(1649' - 500m)
④ 2160'	(1641' - 500m)

③ RWY 32L
④ RWY 32R



UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

1 FEB 08

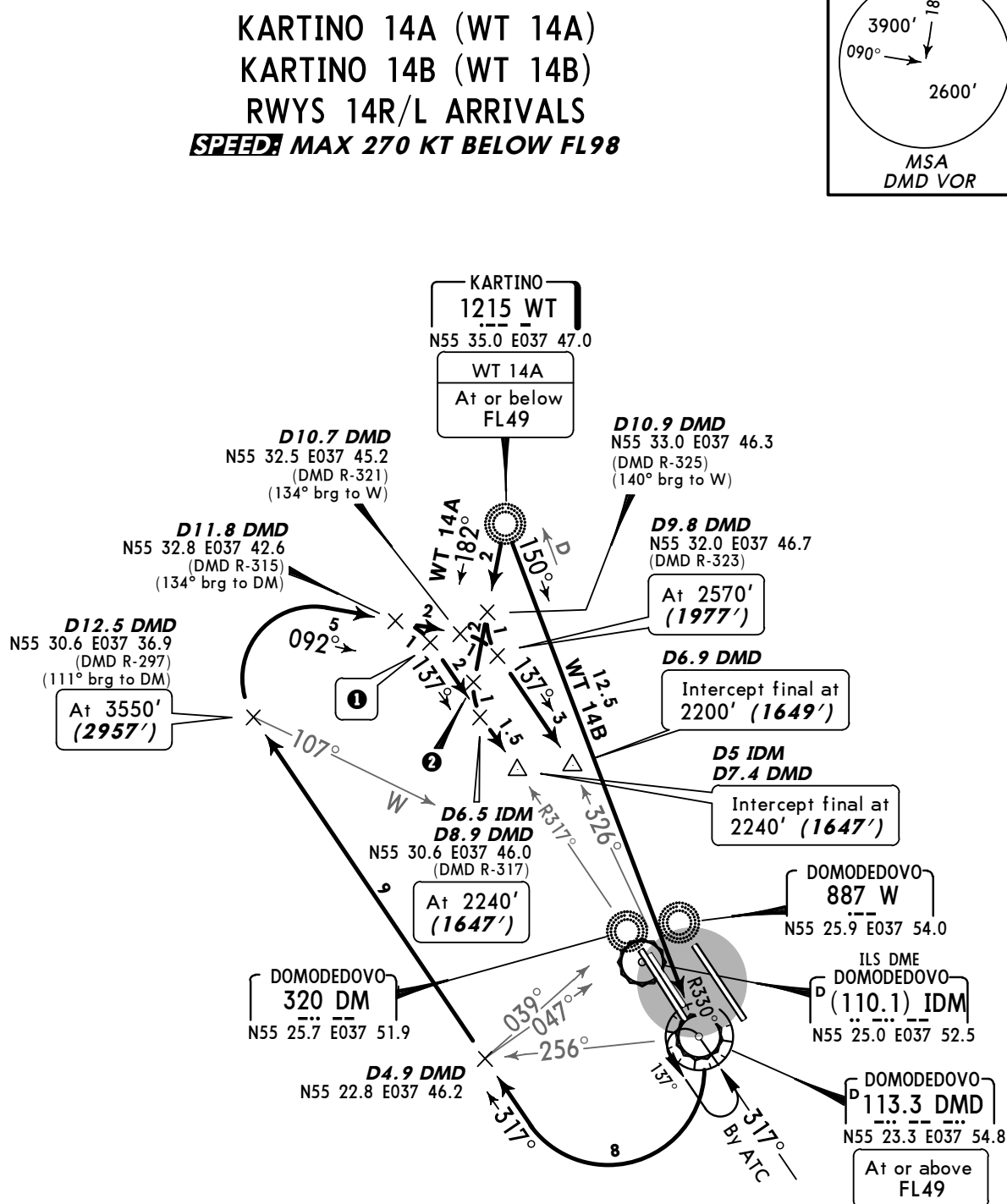
30-2K

Eff 14 Feb**STAR**

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.



FL CONVERSION	
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
③ 2240'	(1647' - 500m)
④ 2200'	(1649' - 500m)

③ RWY 14R
④ RWY 14L

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

(30-2L)

Eff 14 Feb

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

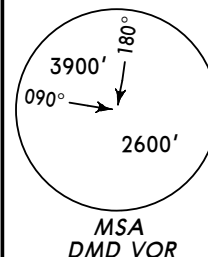
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32A (WT 32A)

KARTINO 32B (WT 32B)

RWYS 32L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



FL CONVERSION

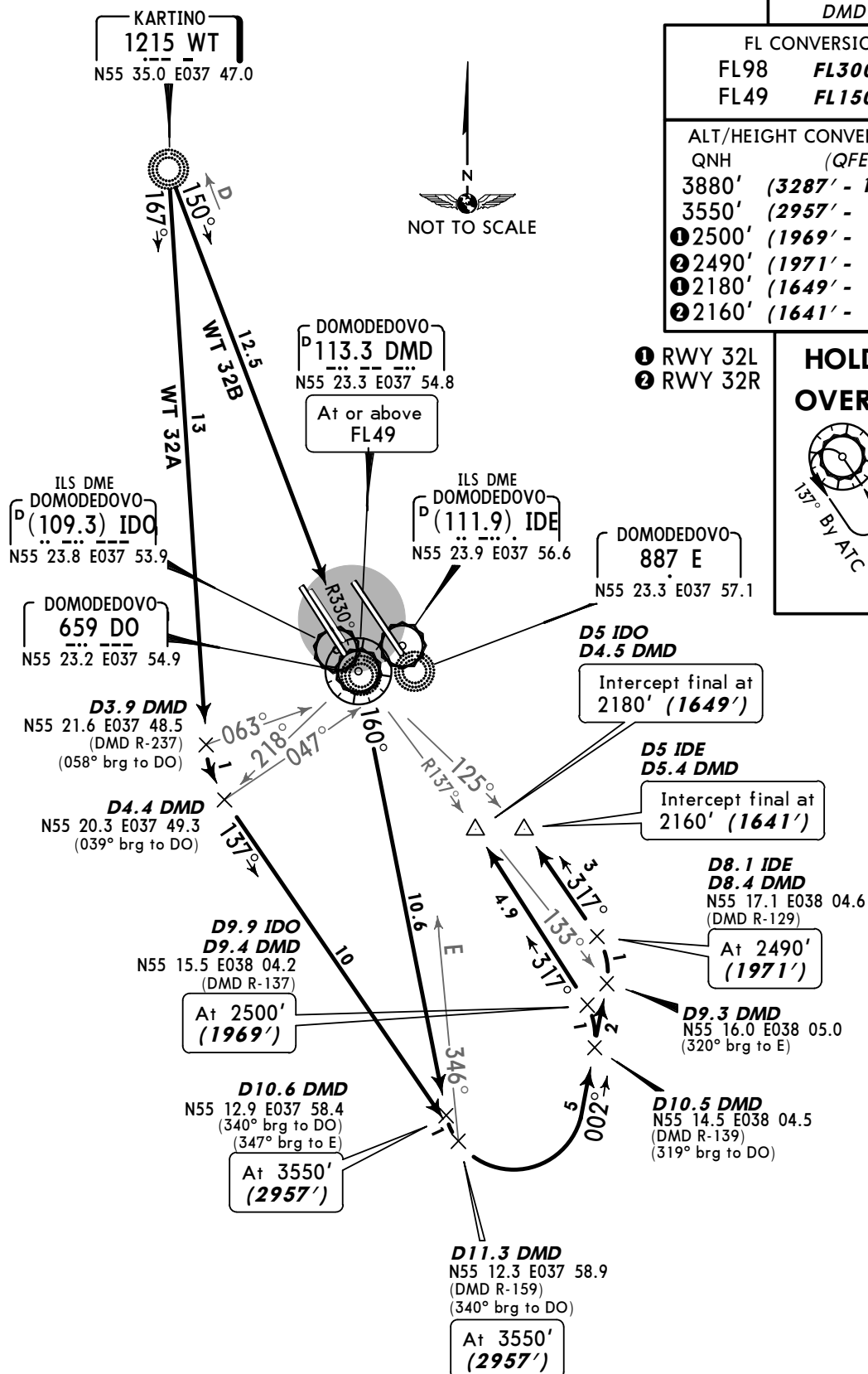
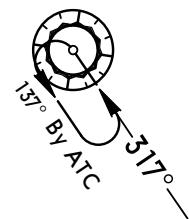
FL98 **FL3000m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION

QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
① 2500' (1969' - 600m)
② 2490' (1971' - 600m)
① 2180' (1649' - 500m)
② 2160' (1641' - 500m)

① RWY 32L
② RWY 32R

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

(30-2M)

Eff 14 Feb

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

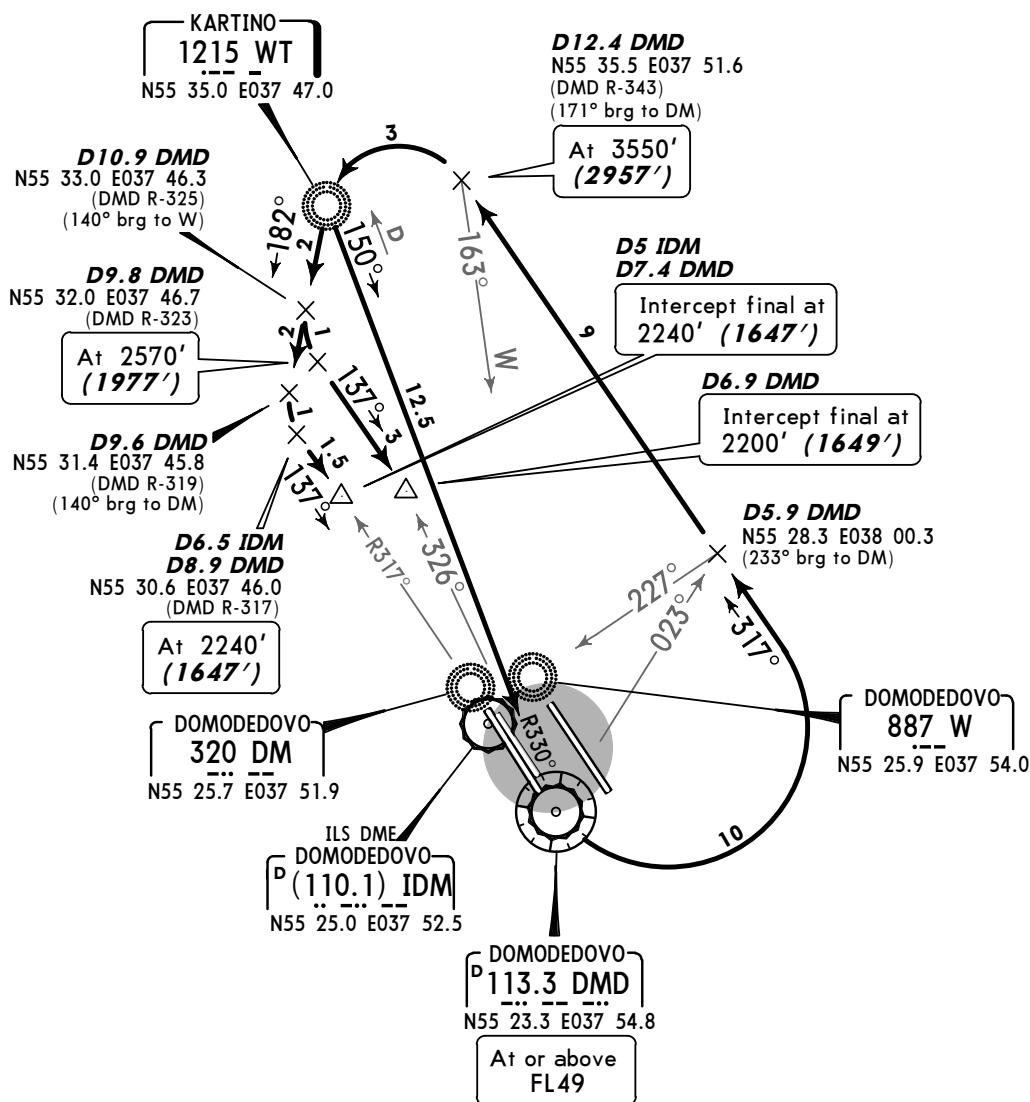
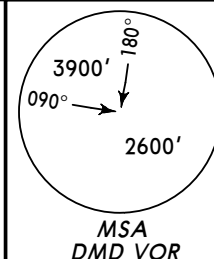
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14I (WT 14I)

RWYS 14R/L ARRIVAL

BY ATC

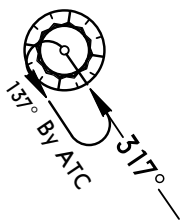
SPEED MAX 270 KT BELOW FL98



- ① RWY 14R
- ② RWY 14L

FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
① 2240'	(1647' - 500m)
② 2200'	(1649' - 500m)

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

(30-2N)

Eff 14 Feb

STAR

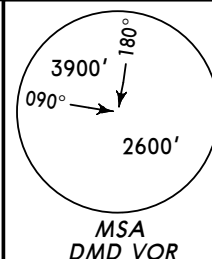
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32I (WT 32I)
KARTINO 32K (WT 32K)
RWYS 32L/R ARRIVALS
BY ATC

SPEED MAX 270 KT BELOW FL98

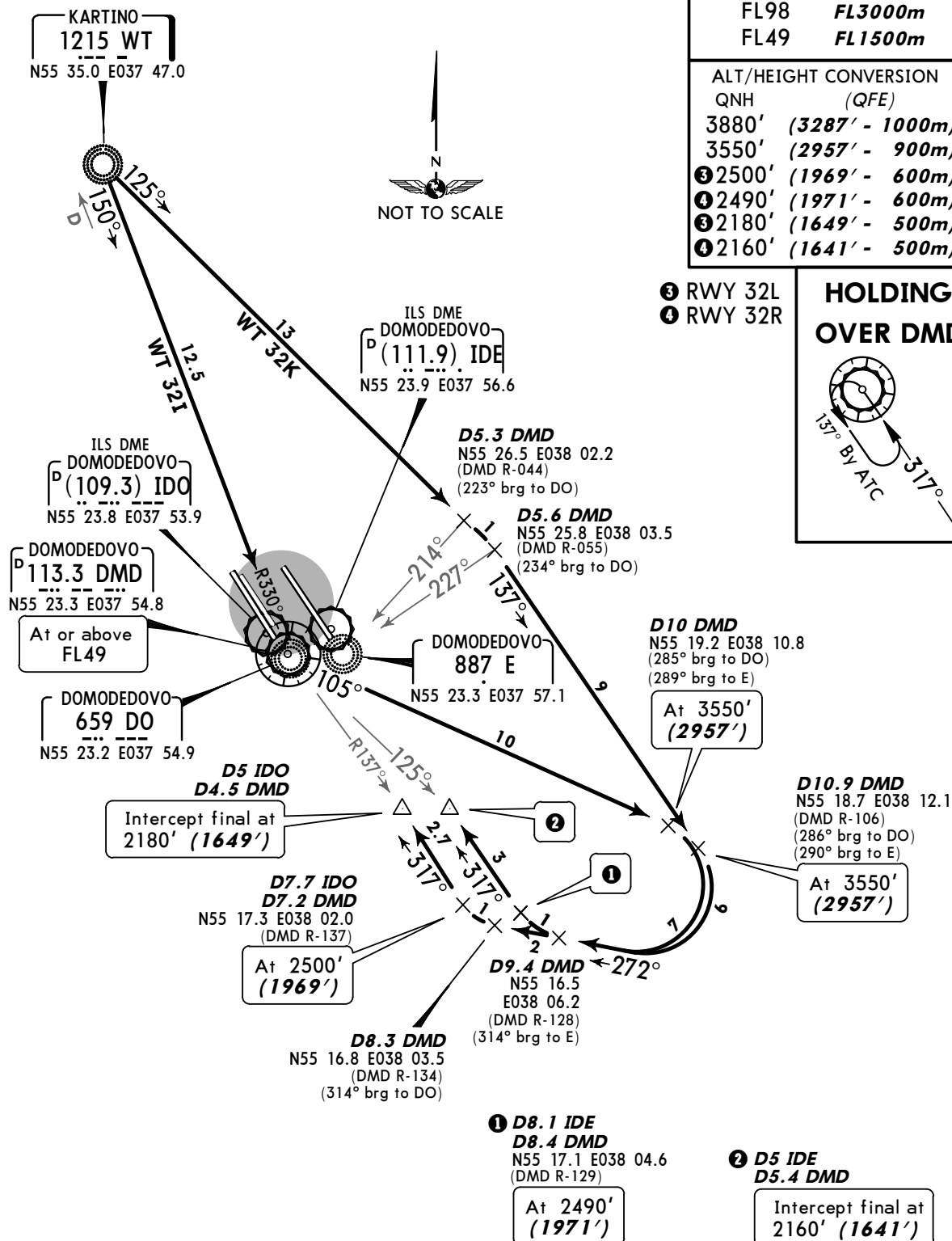
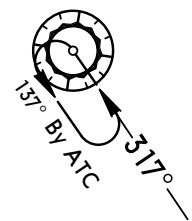


FL CONVERSION
FL98 **FL3000m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
③ 2500' (1969' - 600m)
④ 2490' (1971' - 600m)
③ 2180' (1649' - 500m)
④ 2160' (1641' - 500m)

③ RWY 32L
④ RWY 32R

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

30-2P

Eff 14 Feb

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

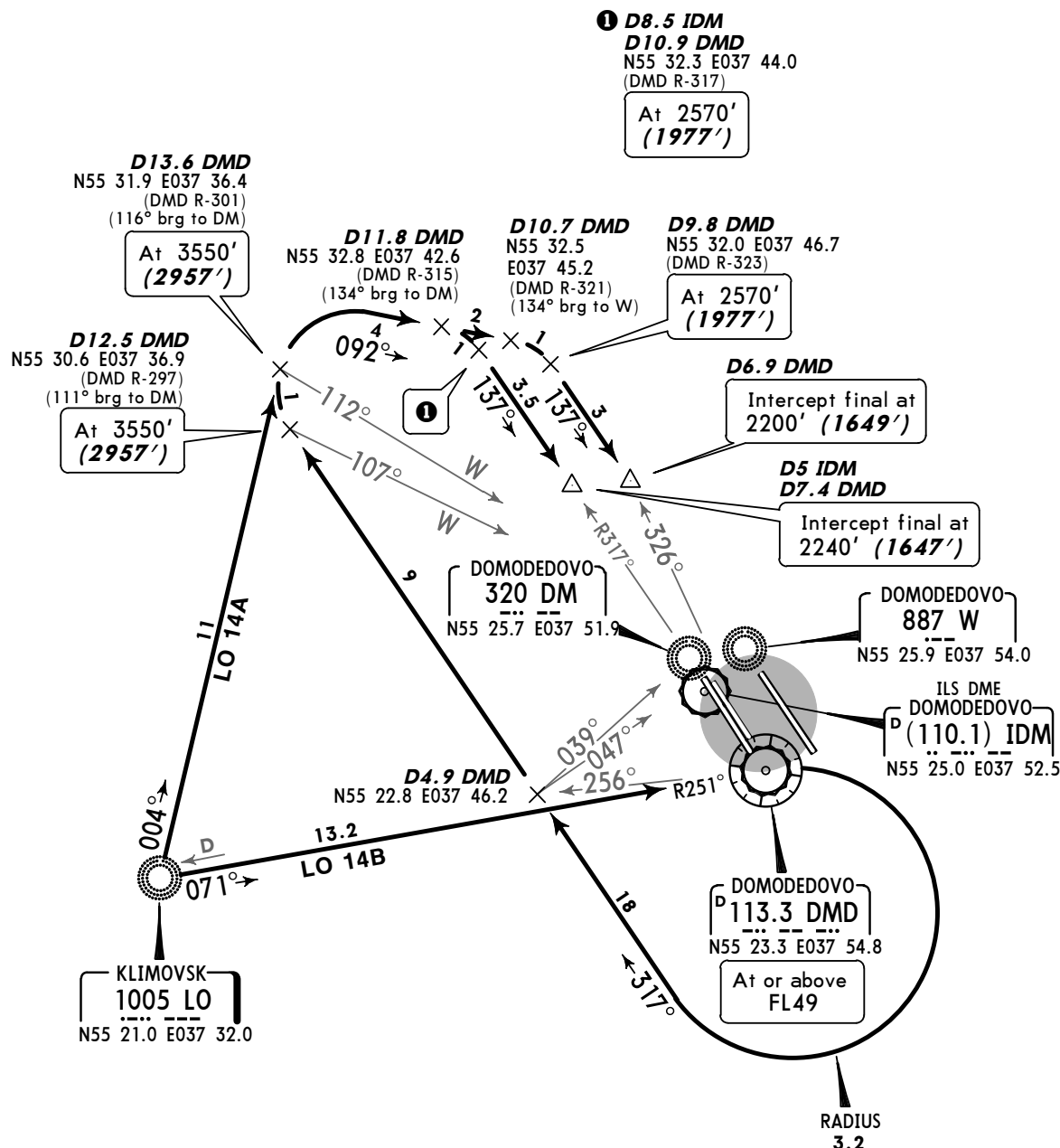
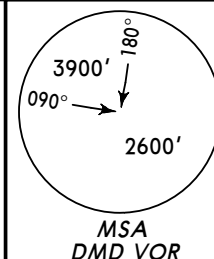
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14A (LO 14A)

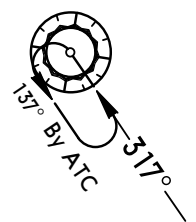
KLIMOVSK 14B (LO 14B)

RWYS 14R/L ARRIVALS

SPEED MAX 270 KT BELOW FL98



**HOLDING
OVER DMD**



FL CONVERSION
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)
2570' (1977' - 600m)
2240' (1647' - 500m)
2200' (1649' - 500m)

2 RWY 14R
3 RWY 14L



UDD/DME
DOMODEDOVO

JEPPESEN

1 FEB 08

(30-2Q)

Eff 14 Feb

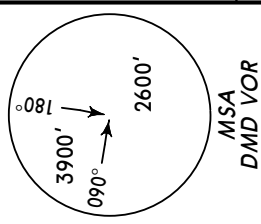
MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.



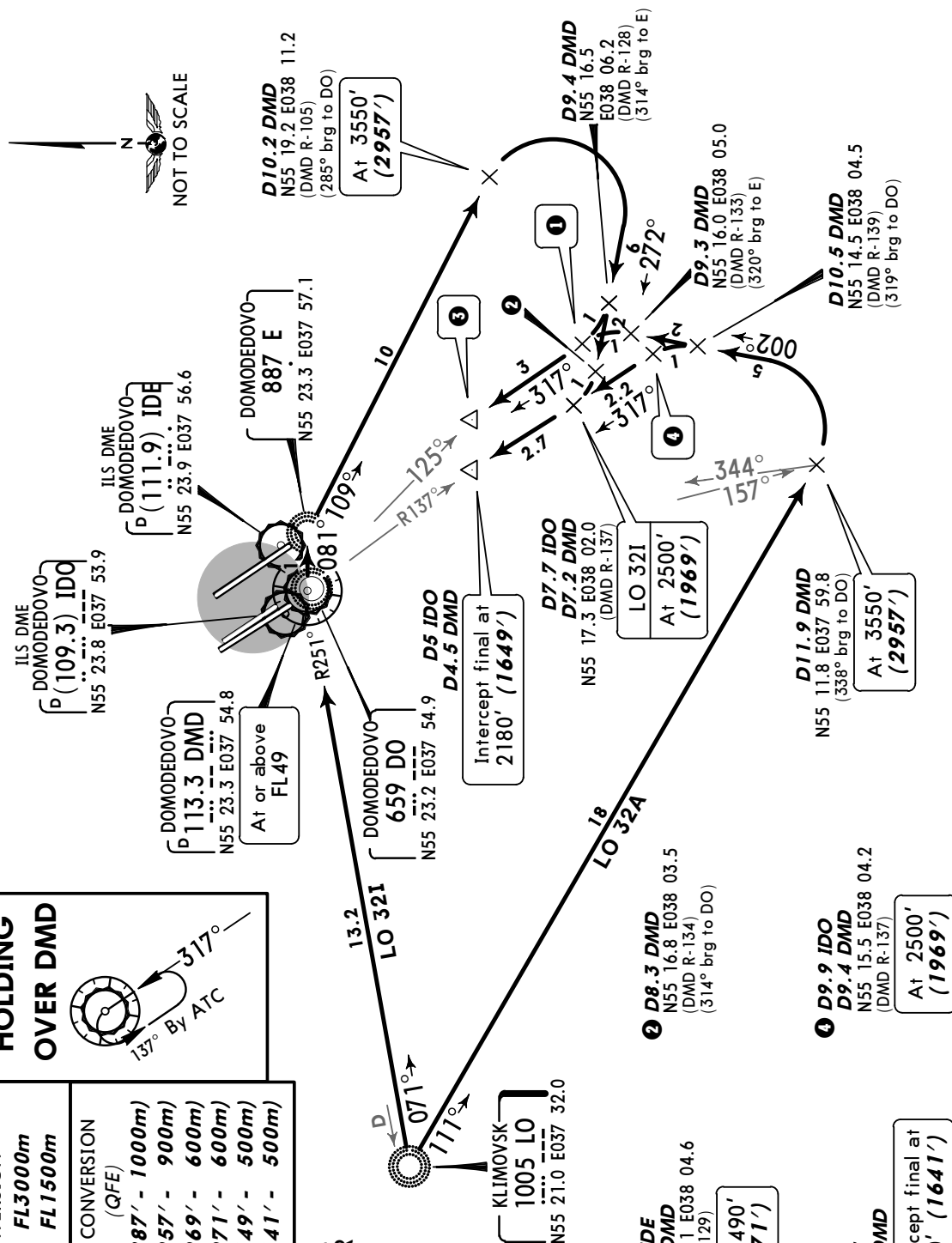
KLIMOVSK 32A (LO 32A)

KLIMOVSK 32I (LO 32I)

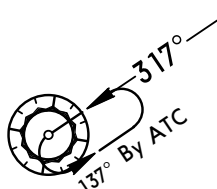
BY ATC

RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



HOLDING
OVER DMD



FL CONVERSION	ALT/HEIGHT CONVERSION
FL98 FL3000m	QNH (QFE)
FL49 FL1500m	3880' (3287' - 1000m)
	3550' (2957' - 900m)
	32500' (1969' - 600m)
	22490' (1971' - 600m)
	22180' (1649' - 500m)
	22160' (1641' - 500m)

5 RWY 32L
6 RWY 32R

UUDD/DME
DOMODEDOVO



MOSCOW, RUSSIA

1 FEB 08

(30-2S)

Eff 14 Feb**STAR**

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

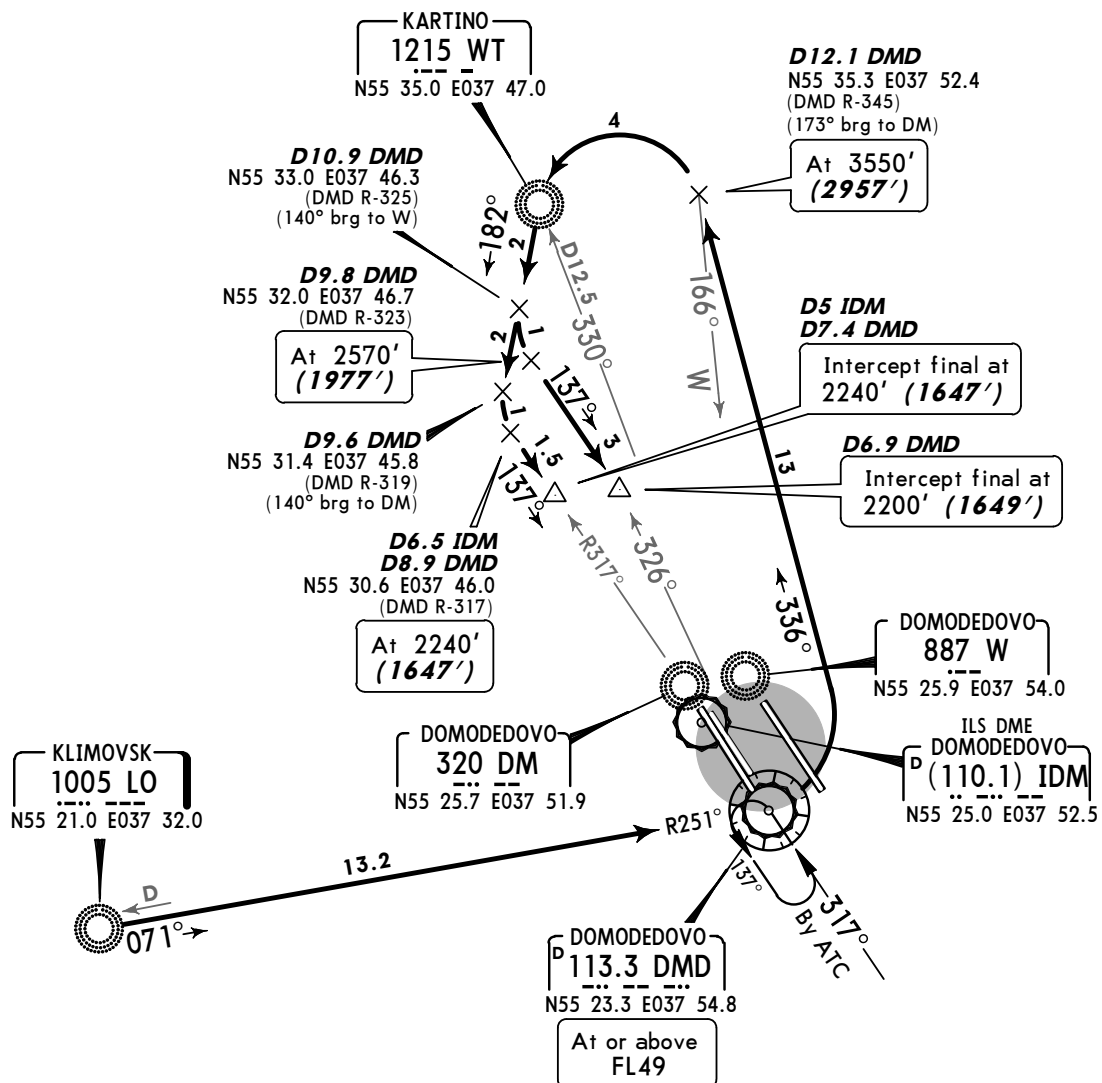
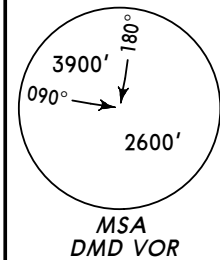
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14I (LO 14I)

RWYS 14R/L ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
3880'	(<i>3287' - 1000m</i>)
3550'	(<i>2957' - 900m</i>)
2570'	(<i>1977' - 600m</i>)
① 2240'	(<i>1647' - 500m</i>)
② 2200'	(<i>1649' - 500m</i>)



UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

30-2T

Eff 14 Feb

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

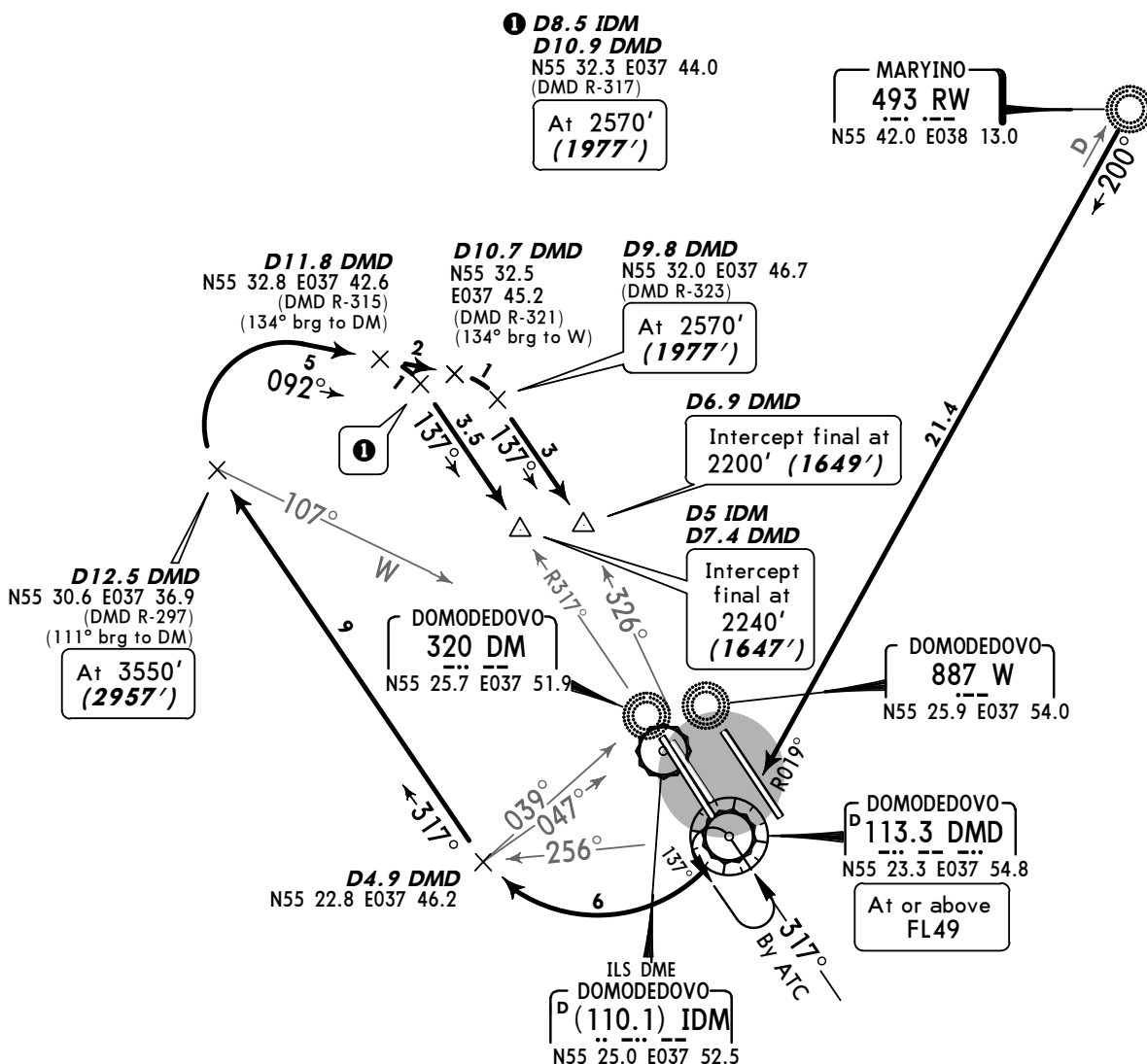
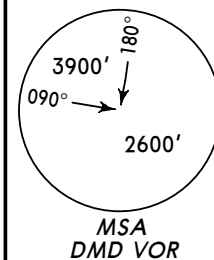
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 14B (RW 14B)

RWYS 14R/L ARRIVAL

BY ATC

SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
② 2240'	(1647' - 500m)
③ 2200'	(1649' - 500m)

② RWY 14R
③ RWY 14L



UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

28 MAR 08

30-2U

Eff 10 Apr

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

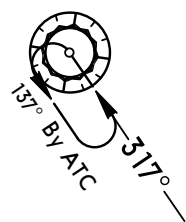
MARYINO 32K (RW 32K)

RWYS 32L/R ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98

HOLDING OVER DMD



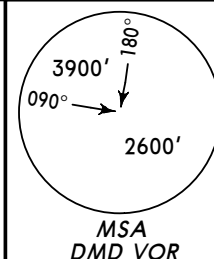
FL CONVERSION
FL98 *FL3000m*

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
3250'	(1969' - 600m)
3240'	(1971' - 600m)
32180'	(1649' - 500m)
32160'	(1641' - 500m)

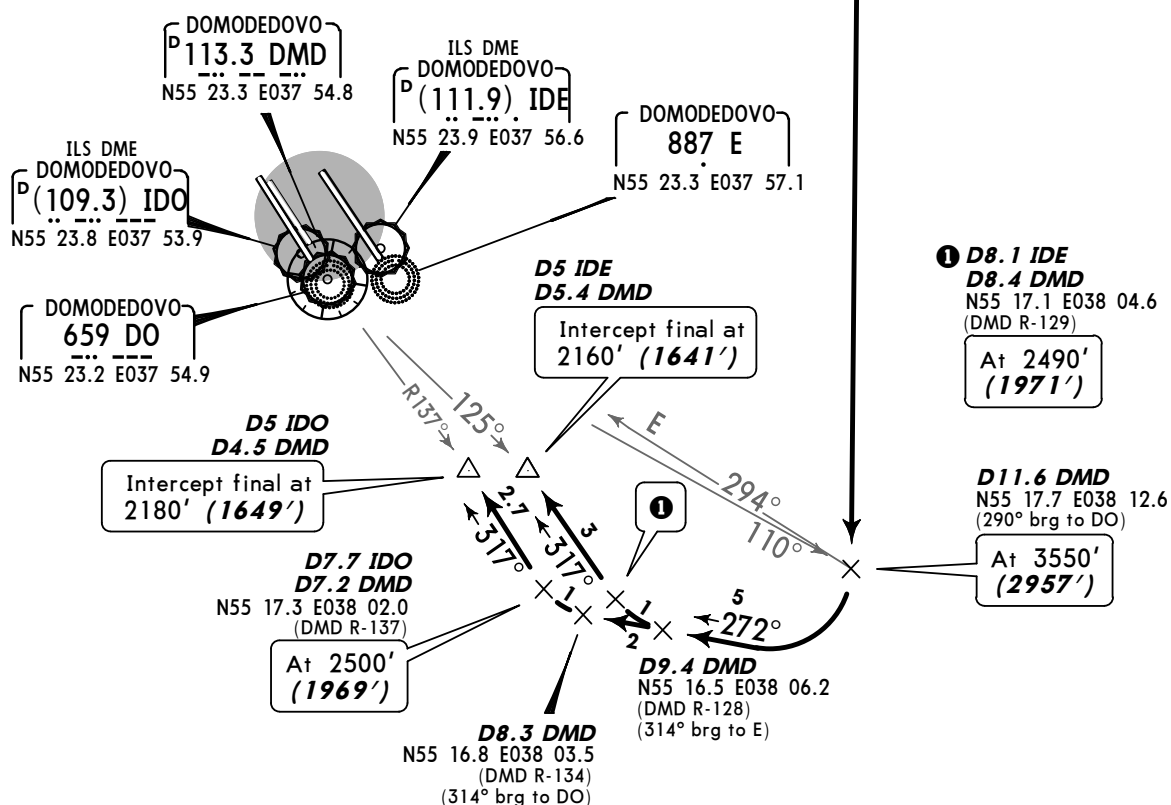
② RWY 32L
③ RWY 32R



NOT TO SCALE



MARYINO
493 RW
N55 42.0 E038 13.0



UDD/DME
DOMODEDOVO

JEPPESEN

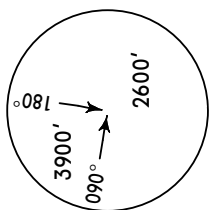
28 MAR 08

30-2V

Eff 10 Apr

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)Apt Elev
593'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.MSA
DMD VOR

RAMEK 14I [RAM14I]

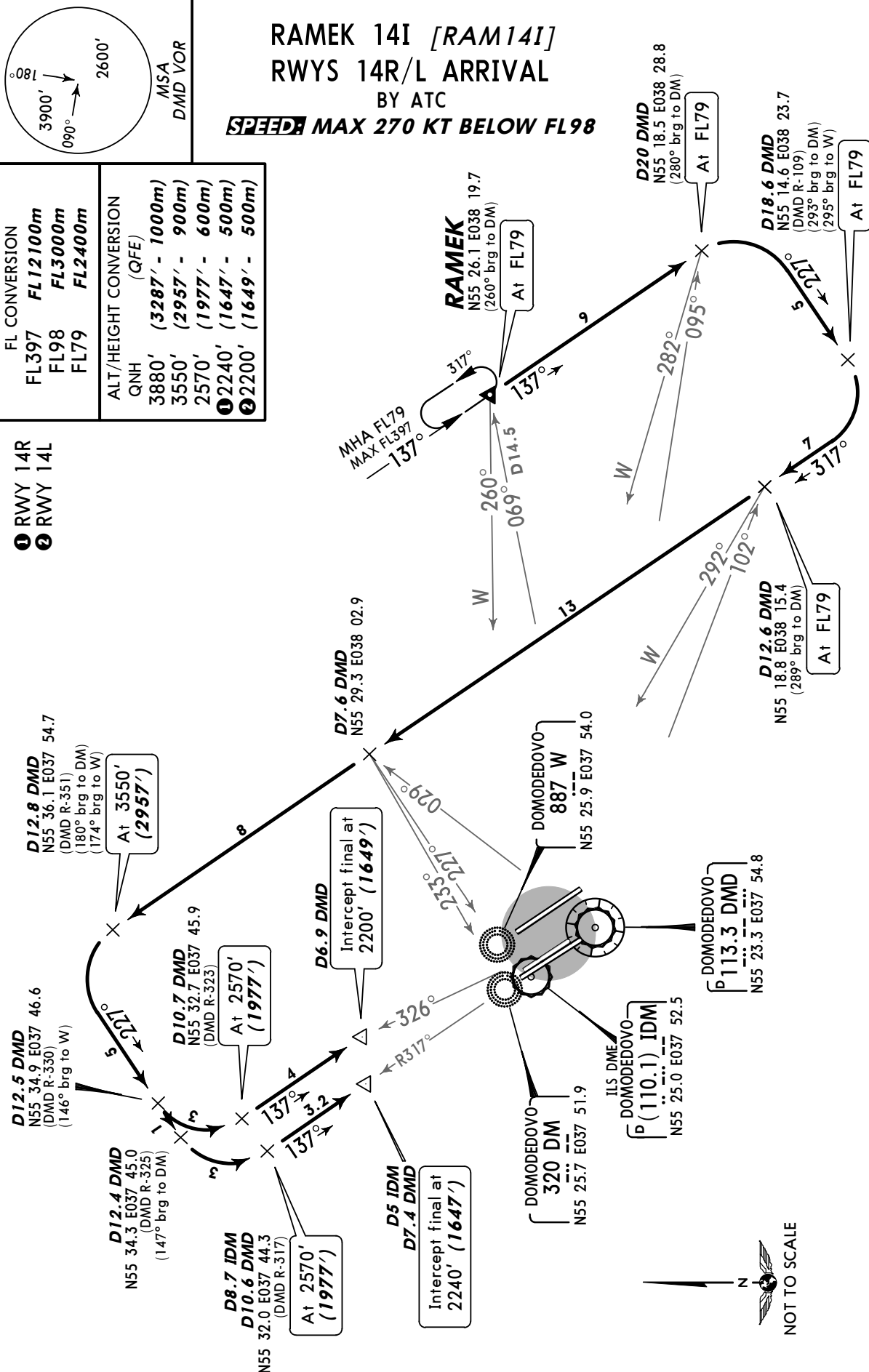
RWYS 14R/L ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98

FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
2200'	(1649' - 500m)

① RWY 14R
② RWY 14L

UDD/DME
DOMODEDOVO

JEPPESEN

28 MAR 08 (30-2V1) Eff 10 Apr

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

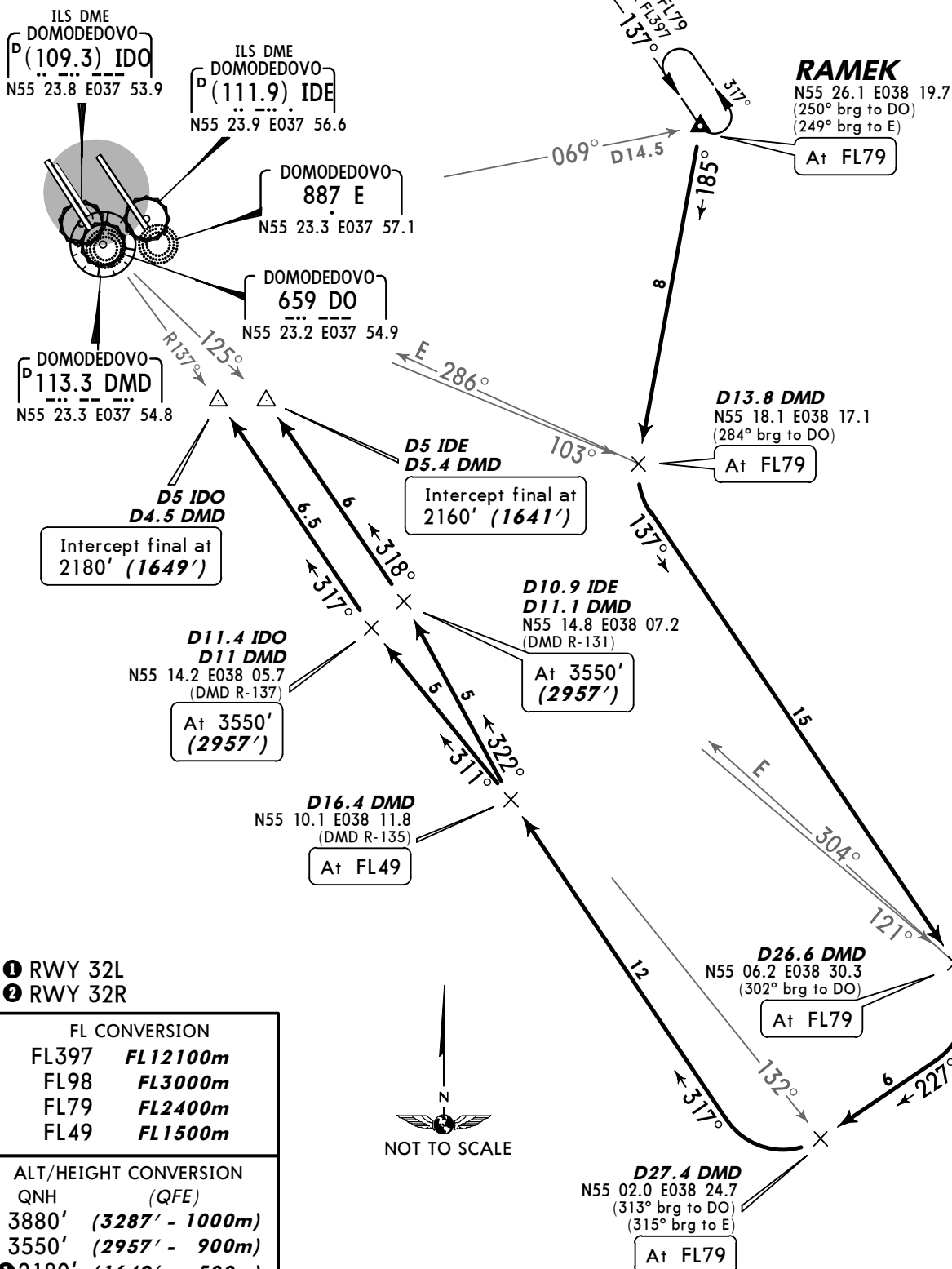
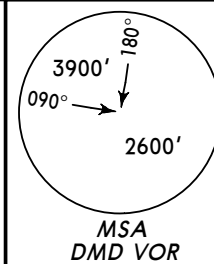
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

RAMEK 32I [RAM32I]

RWYS 32L/R ARRIVAL

BY ATC

SPEED MAX 270 KT BELOW FL98



UDD/DME
DOMODEDOVO



MOSCOW, RUSSIA

28 MAR 08 (30-2V2) Eff 10 Apr

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

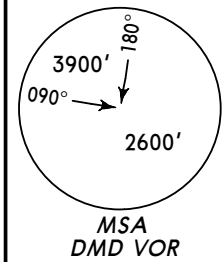
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 14A (DR 14A)

SKURYGINO 14B (DR 14B)

RWYS 14R/L ARRIVALS

SPEED: MAX 270 KT BELOW FL98



① D8.5 IDM
D10.9 DMD
N55 32.3 E037 44.0
(DMD R-317)

At 2570'
(1977')

D12.5 DMD
N55 30.6 E037 36.9
(DMD R-297)
(111° brg to DM)

At 3550
(2957')

D11.8 DMD
N55 32.8 E037 42.6
(DMD R-315)
(134° brg to DM)

D10.7 DMD
N55 32.5
E037 45.2
(DMD R-321)
(134° brg to W)

D9.8 DMD
N55 32.0 E037 46.7
(DMD R-323)

At 2570
(1977')

D6.9 DMD

Intercept final at
2200' (**1649'**)

D5 IDM
D7.4 DMD

Intercept final at
2240' (**1647'**)

ILS DME
DOMODEDOVO
P (110.1) IDMA
N55 25.0 E037 52.5

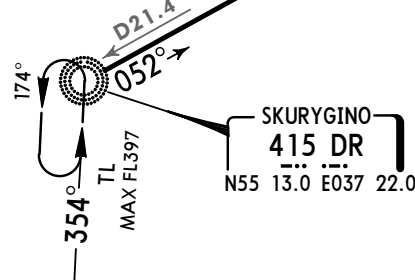
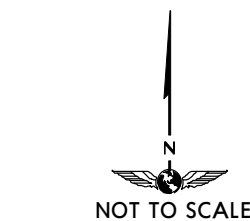
D4.9 DMD
N55 22.8 E037 46.2

DR 14A.

D6.4 DMD
N55 20.2
E037 45.0
(027° brg to DM)
(034° brg to W)

DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8

At or above
FL49



② RWY 14R
③ RWY 14L

HOLDING OVER DMD



137° BY ATC

FL CONVERSION

FL397 *FL12100m*
FL98 *FL3000m*
FL49 *FL1500m*

ALT/HEIGHT CONVERSION

QNH (QFE)

3880' (3287' - 1000m)
3550' (2957' - 900m)
2570' (1977' - 600m)
② 2240' (1647' - 500m)
③ 2200' (1649' - 500m)

UUDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

1 FEB 08

30-2X

Eff 14 Feb**STAR**

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

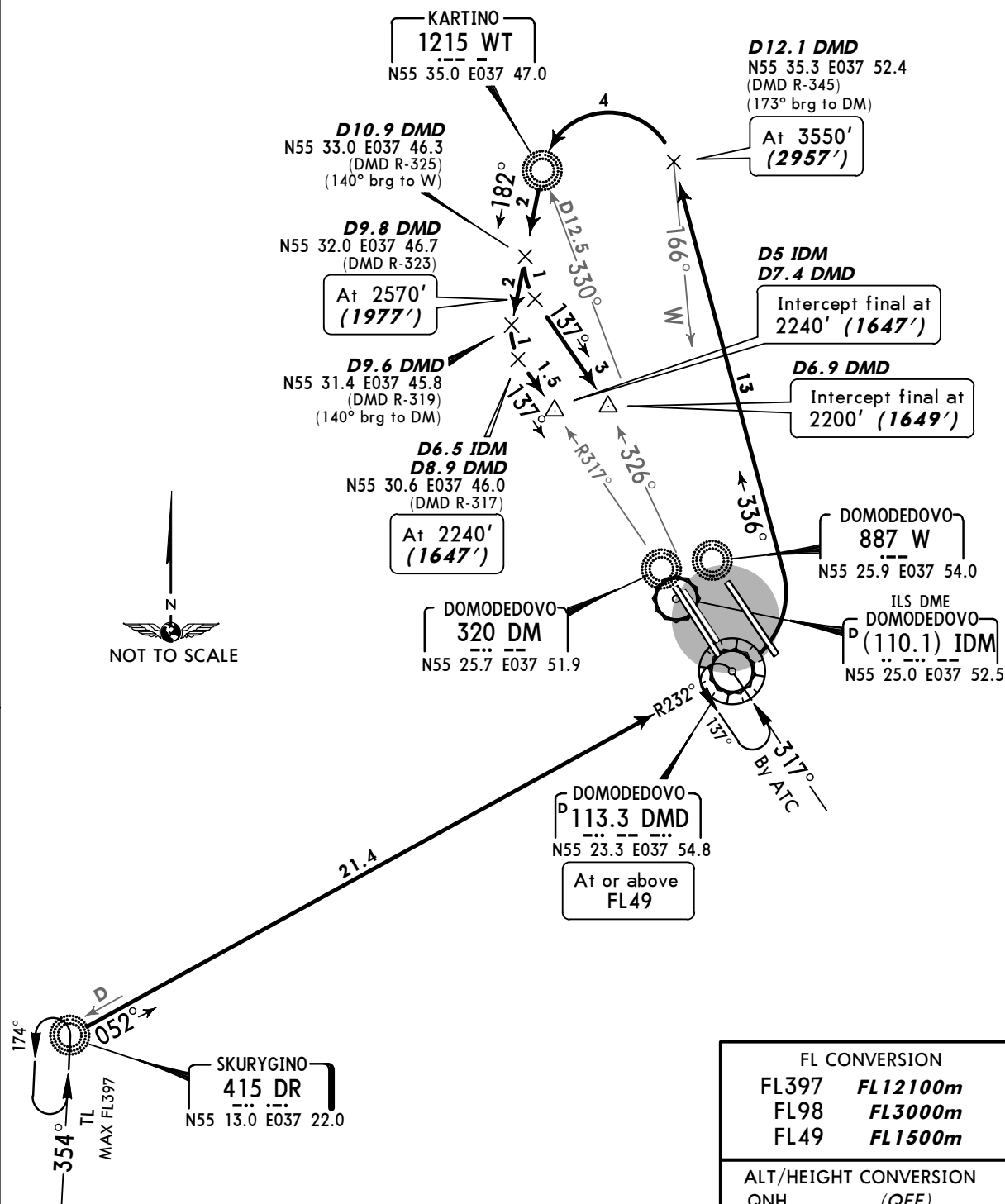
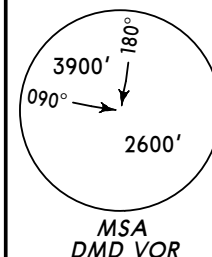
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 14I (DR 14I)

RWYS 14R/L ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL49	<i>FL1500m</i>

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
① 2240'	(1647' - 500m)
② 2200'	(1649' - 500m)

① RWY 14R
② RWY 14L

②2200' (1649' - 500m)

UDD/DME
 DOMODEDOVO

JEPPESEN

16 NOV 07

(30-2X1)

Eff 22 Nov

MOSCOW, RUSSIA

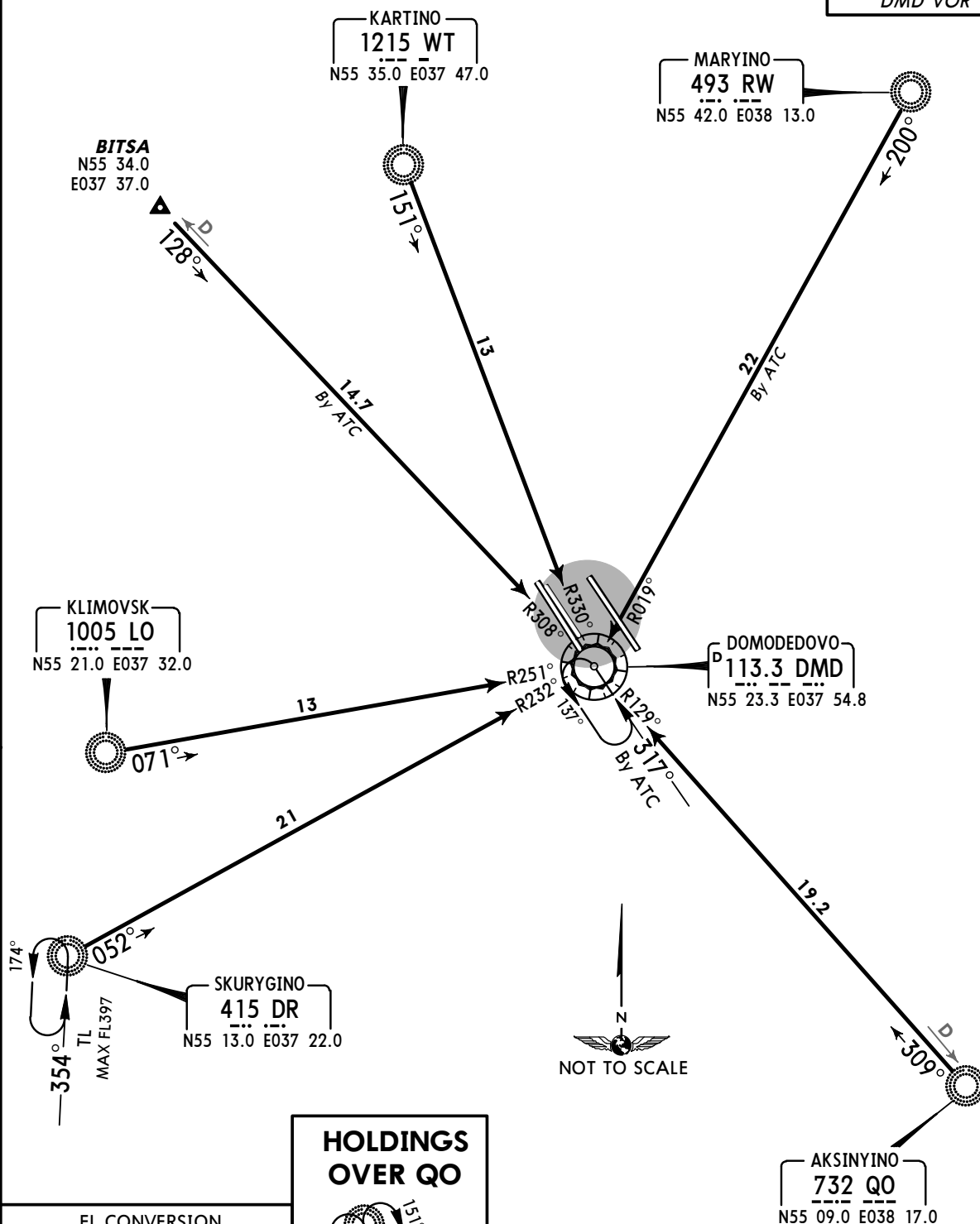
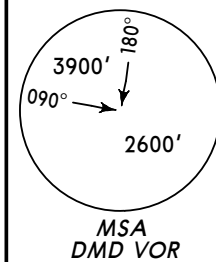
STAR

ATIS
 128.3
 (Russian 122.95)

Apt Elev
 593'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: By ATC Trans alt: 3880' (3287')
 Execute noise abatement procedures according to ICAO DOC 8168.

RWYS 32L, 14R ARRIVALS
 TO DMD
~~SPEED~~ MAX 270 KT BELOW FL98



HOLDINGS
 OVER QO



FL CONVERSION
 FL397 FL12100m
 FL98 FL3000m

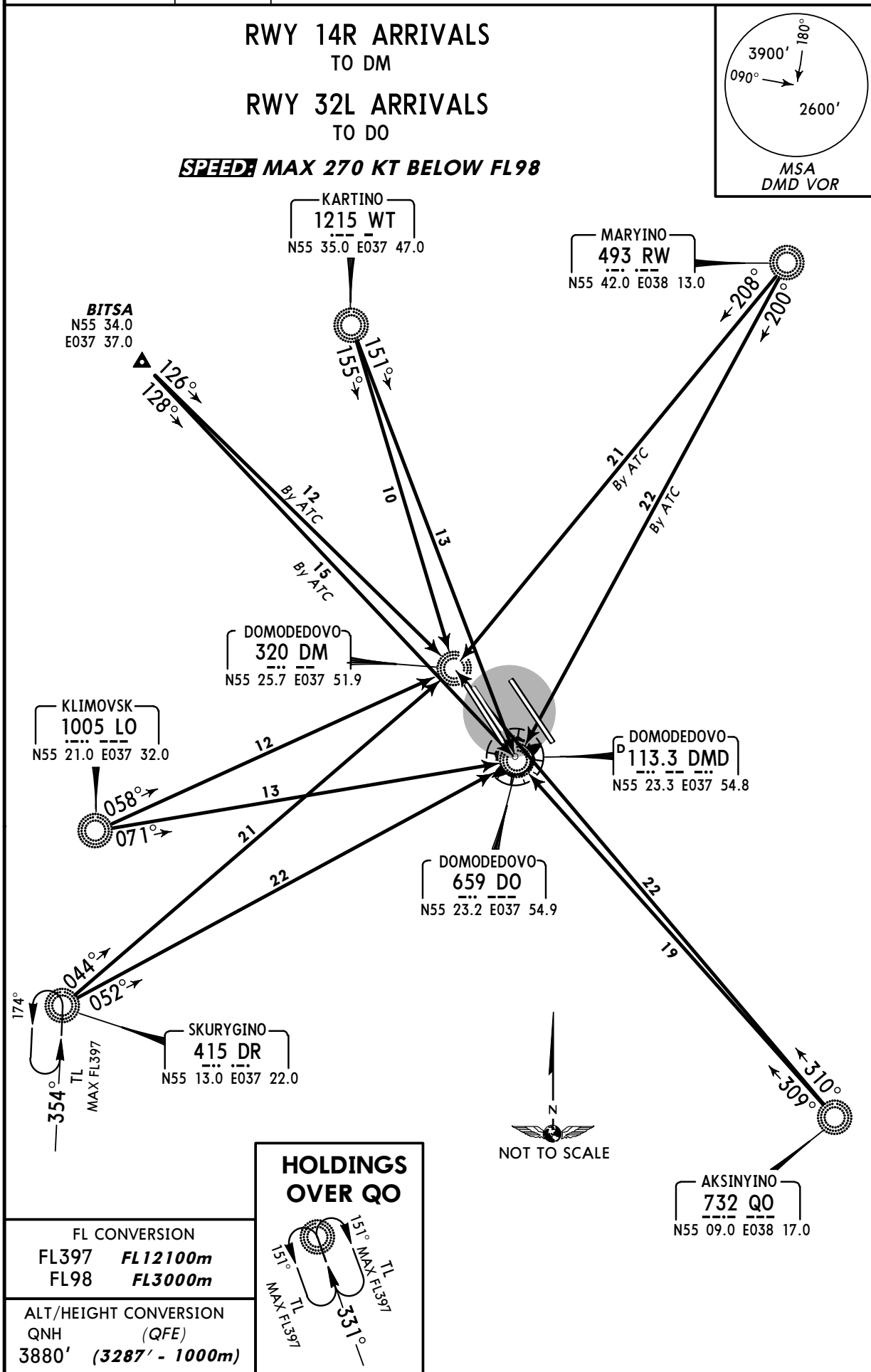
ALT/HEIGHT CONVERSION
 QNH (QFE)
 3880' (3287' - 1000m)

UDD/DME
 DOMODEDOVO

JEPPESEN
 16 NOV 07 **30-2X2** Eff 22 Nov

MOSCOW, RUSSIA
STAR

ATIS 128.3 (Russian 122.95)	Apt Elev 593'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287') Execute noise abatement procedures according to ICAO DOC 8168.
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UDD/DME
DOMODEDOVO

20 JUN 08

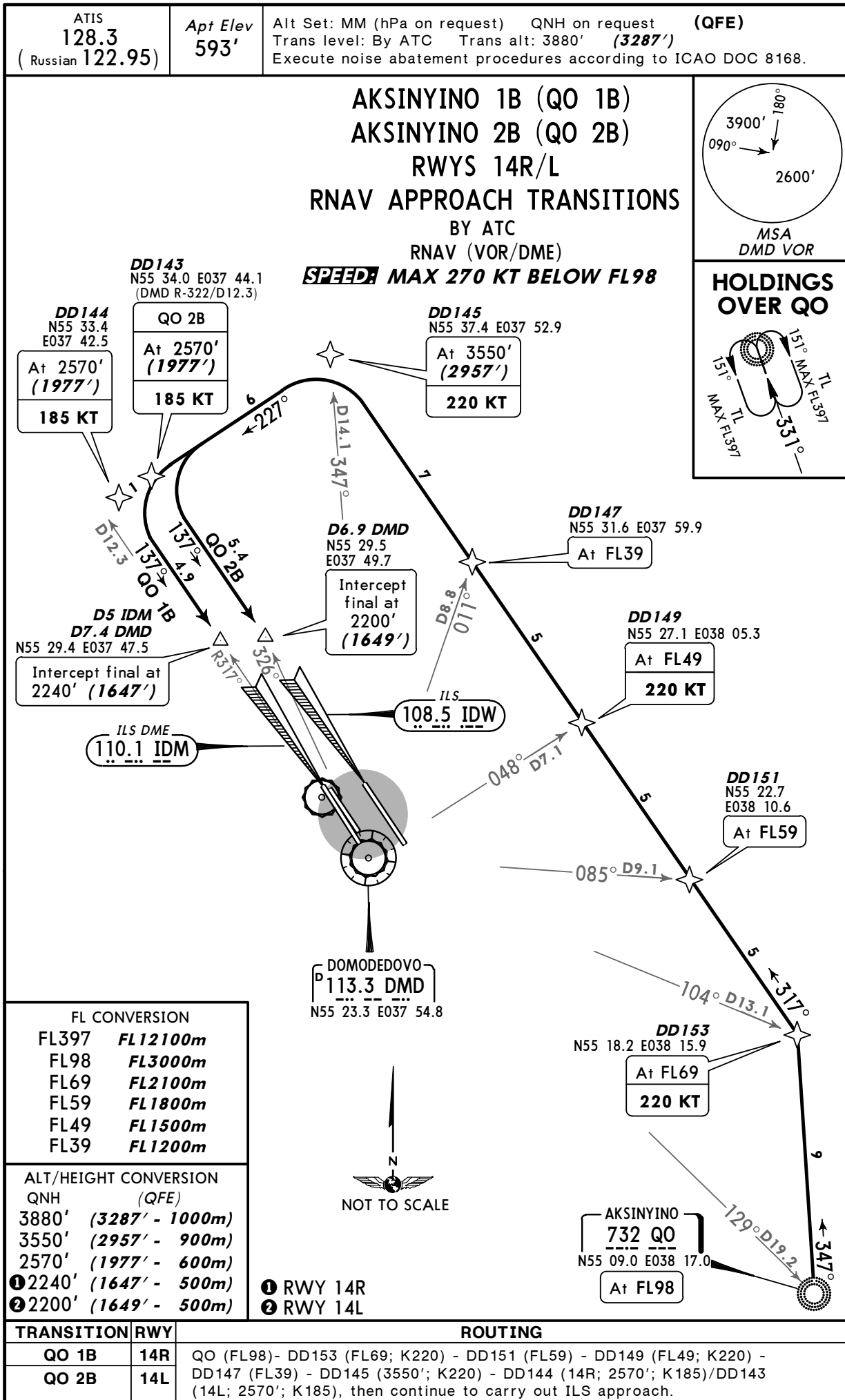
JEPPESSEN

(30-2X3)

Eff 3 Jul

RNAV APPROACH TRANSITION

MOSCOW, RUSSIA



UDD/DME
DOMODEDOVO

20 JUN 08

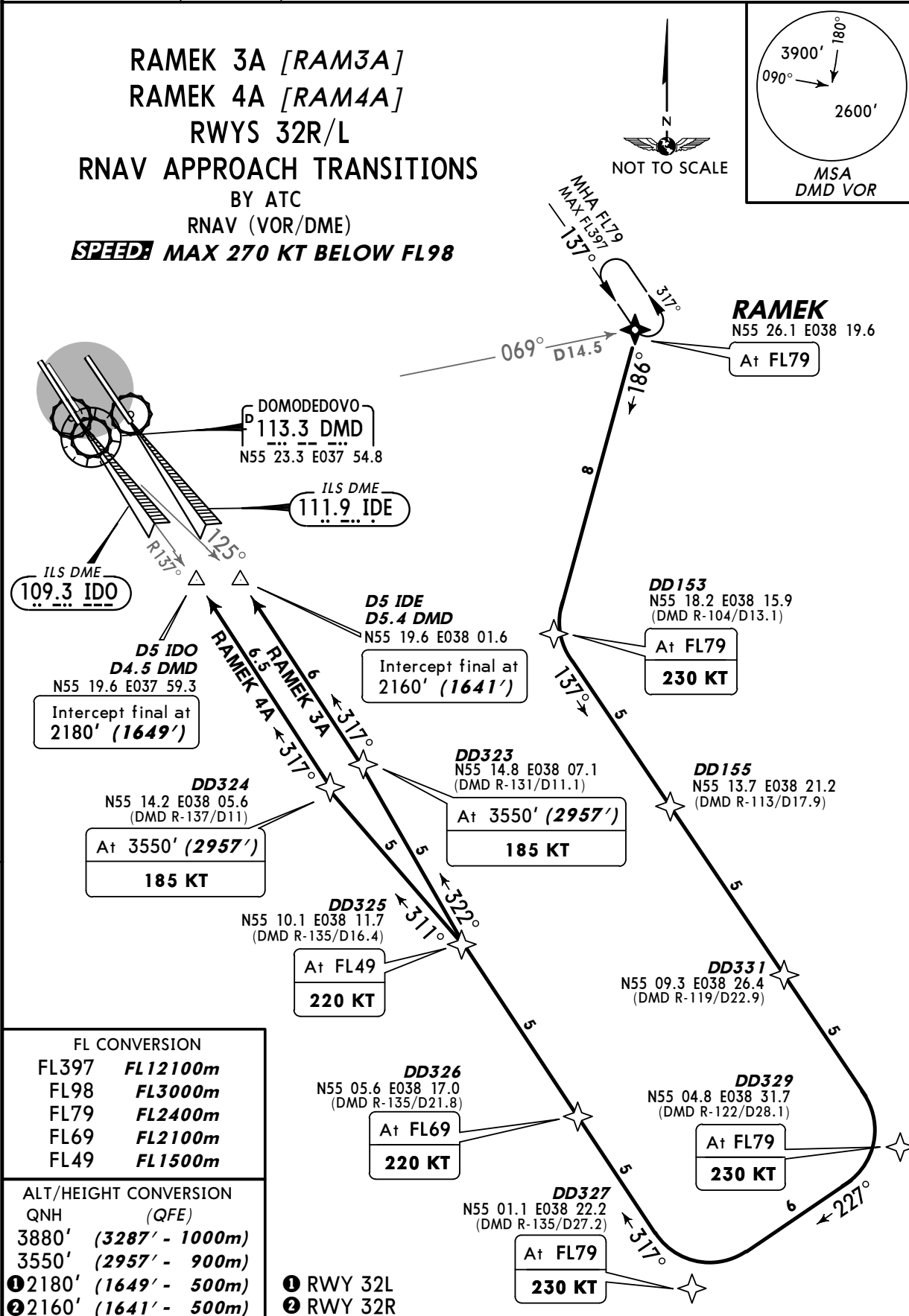
JEPPesen

(30-2X4)

Eff 3 Jul

RNAV APPROACH TRANSITION

MOSCOW, RUSSIA

ATIS
128.3
(Russian 122.95)Apt Elev
593'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.RAMEK 3A [RAM3A]
RAMEK 4A [RAM4A]
RWYS 32R/L
RNAV APPROACH TRANSITIONS
BY ATC
RNAV (VOR/DME)**SPEED: MAX 270 KT BELOW FL98**

TRANSITION RWY

ROUTING

RAMEK 3A
RAMEK 4A32R
32L

RAMEK (FL79) - DD153 (FL79; K230) - DD329 (FL79; K230) - DD327 (FL79; K230) - DD326 (FL69; K220) - DD325 (FL49; K220) - DD323 (32R; 3550'; K185)/DD324 (32L; 3550'; K185), then continue to carry out ILS approach.

UUDD/DME
DOMODEDOVO

20 JUN 08

JEPPESSEN

(30-2X5) Eff 3 Jul

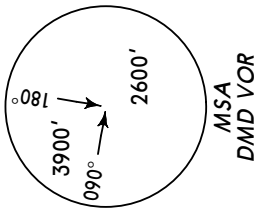
MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.



RAMEK 1B [RAM1B]
RAMEK 2B [RAM2B]
RWYS 14R/L
RNAV APPROACH TRANSITIONS
BY ATC
RNAV (VOR/DME)
SPEED: MAX 270 KT BELOW FL98

ROUTING

TRANSITION RWY

DD145

D143

RAMEK (FL79) - DD159 (K230) - DD157 (FL79; K230) - DD155 (FL79; K230) - DD153 (FL69; K220) - DD151 (FL59) - DD149 (FL49; K220) - DD147 (FL39) - DD145 (3550'; K220) - DD144 (14R; 2570'; K185)/DD143 (14L; 2570', K185), then continue to carry out ILS approach.

RAMEK 1B	14R
RAMEK 2B	14L

N55 37.4 E037 52.9	A+ 3550' (2957')	220 KT
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3	77')	
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N55 34.0 E037
(DMD R-322/1/1)

RAMEK 2

A+ 2570' (1922)

185 KT

DD147
JEE 314 E037 EO 0

A⁺ FL39

DD 149
N55 27.1
C070 057

A+ FL49

220 KT

DD151

N55 ZZ.7 EU38 10.6
(DMD R-085/D9.1)

DD153
N55 18 2 E038 15 9

Λ+ EI 69

AI 1 L07	220 KT
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N55 13.7 I

(DMD R-1)

2	
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FL CONVERSION

FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m
FL39	FL1200m

① RWY 14R
② RWY 14L

ALT/HEIGHT CONVERSION	ONLY (OFF)
100	100
101	101
102	102
103	103
104	104
105	105
106	106
107	107
108	108
109	109
110	110
111	111
112	112
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193	193
194	194
195	195
196	196
197	197
198	198
199	199
200	200

QNN	QFE
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
2200'	(1649' - 500m)

UDD/DME
 DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

30-3

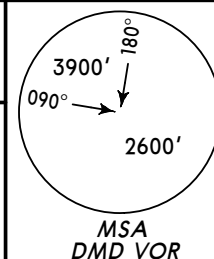
Eff 22 Nov

SID

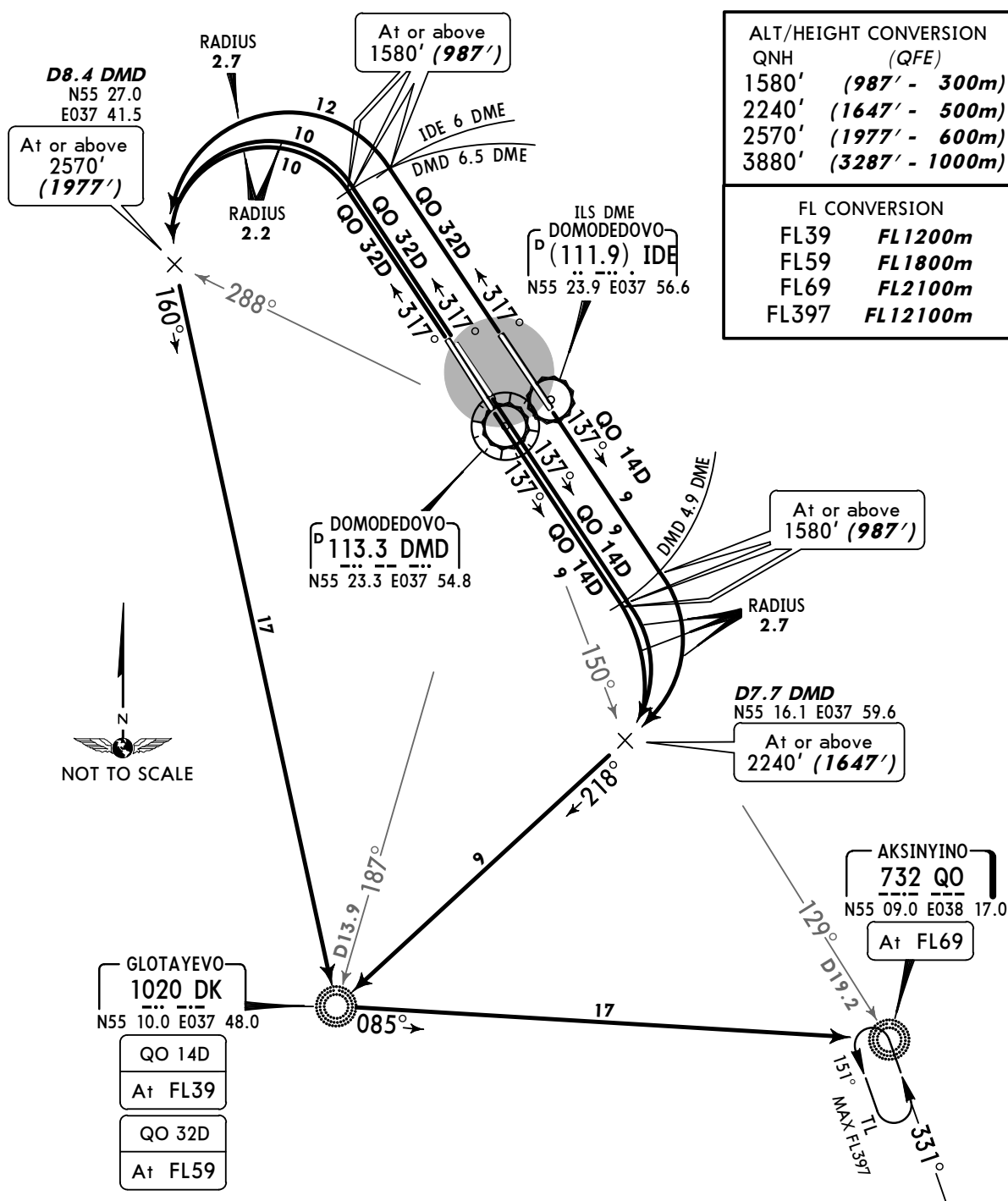
DOMODEDOVO
 Radar
 127.7

Apt Elev
 593'

QNH on request (QFE)
 Trans level: By ATC Trans alt: 3880' (3287')



AKSINYINO 14D (QO 14D)
 AKSINYINO 32D (QO 32D)
 RWYS 14R/L/C, 32L/R/C DEPARTURES
 THESE SIDS SHALL BE CARRIED OUT
 DURING LOST COMMS FOR ENTRY INTO QO HOLDING



SID	RWY	ROUTING
QO 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 218° bearing to DK, 085° bearing to QO.
QO 32D	32L/R/C	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, intercept 160° bearing to DK, 085° bearing to QO.

UDD/DME
 DOMODEDOVO

JEPPESEN
 16 NOV 07 **(30-3A)** Eff 22 Nov

MOSCOW, RUSSIA
SID

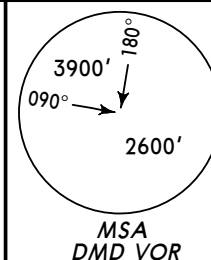
DOMODEDOVO
 Radar
 127.7

Apt Elev
 593'

QNH on request (QFE)
 Trans level: By ATC Trans alt: 3880' (3287')
 1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

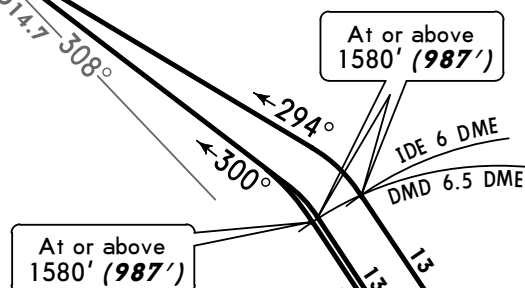
BITSA 32D [BIT32D]
RWYS 32L/R/C DEPARTURE
 BY ATC

FOR TRANSITIONS FROM BITSA REFER TO CHARTS 30-3M & 30-3N



BITSA
 N55 34.0 E037 37.0

At or above
 3220' (2627')



ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

ILS DME
 DOMODEDOVO
 P (111.9) IDE
 N55 23.9 E037 56.6

DOMODEDOVO
 P 113.3 DMD
 N55 23.3 E037 54.8

RWY 32L

This SID requires a minimum climb gradient of 213' per NM (3.5%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

Initial climb clearance 3550' (2957')

ROUTING

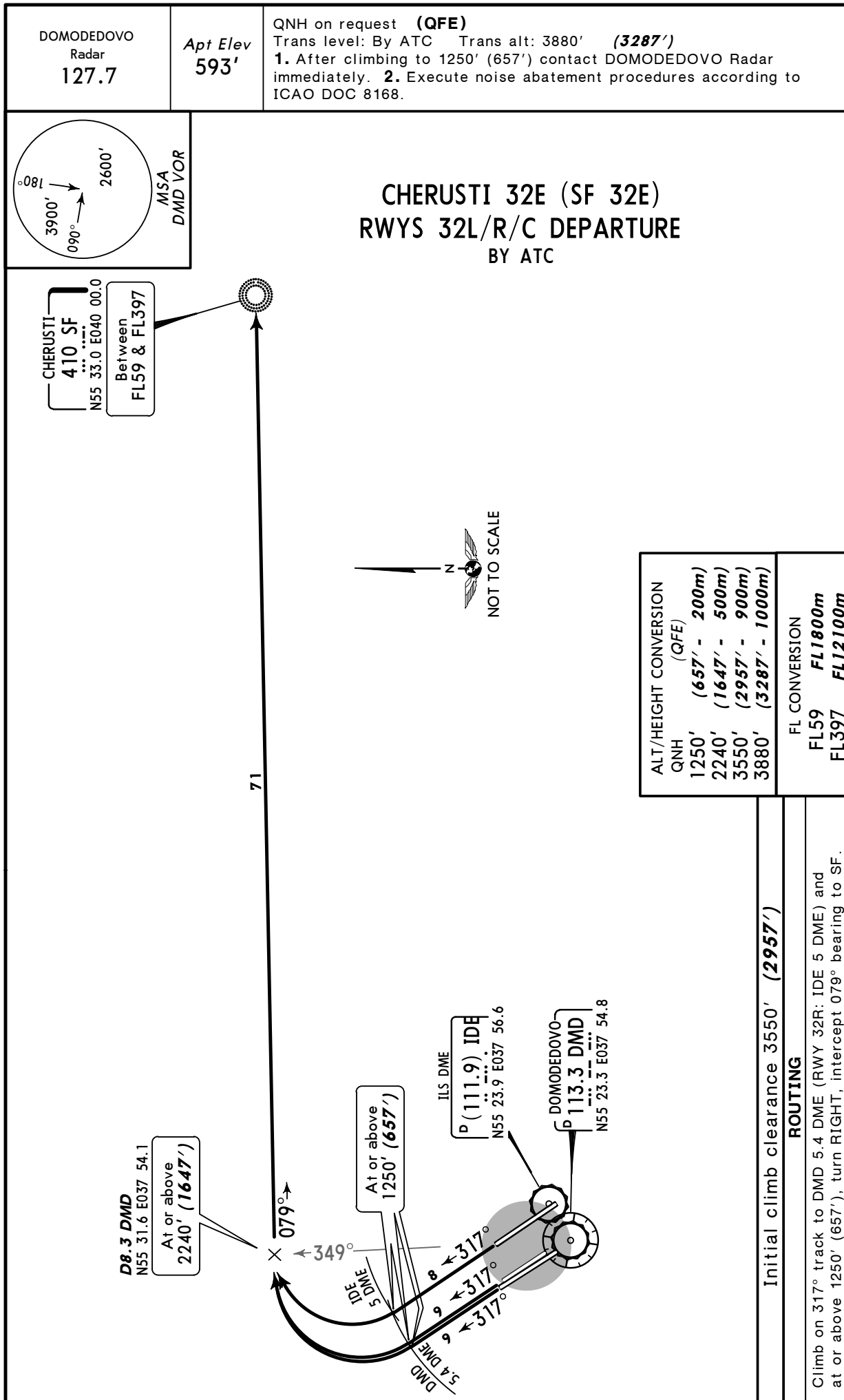
Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT to BITSA.

UDD/DME
DOMODEDOVO

JEPPESSEN
30 JAN 09 **30-3B** Eff 12 Feb

MOSCOW, RUSSIA

SID



UDD/DME
DOMODEDOVO

30 JAN 09

JEPPESEN**Eff 12 Feb**

MOSCOW, RUSSIA

SID

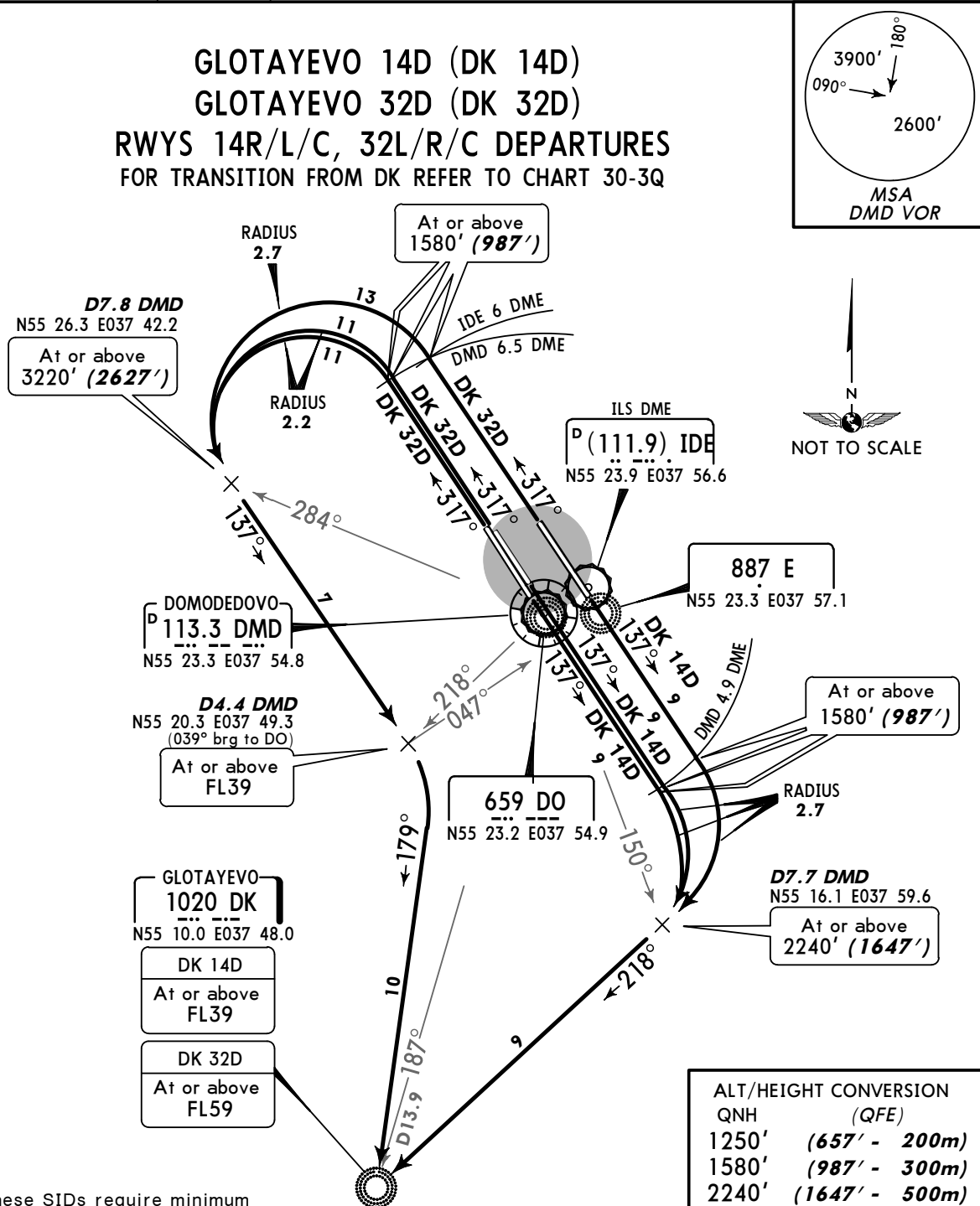
DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.



These SIDs require minimum
climb gradients of

RWY 32L: 237' per NM (3.9%) up to 3220' (2627').

RWY 32R: 207' per NM (3.4%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185
207' per NM	258	344	516	689	861	1033

ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2240'	(1647' - 500m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION
FL39 ***FL1200m***
FL59 ***FL1800m***

Initial climb clearance 3550' **(2957')**

SID	RWY	ROUTING
DK 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 218° bearing to DK.
DK 32D	32L/R/C	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, 137° track to abeam E/D4.4 DMD, turn RIGHT, intercept 179° bearing to DK.

UUDD/DME
DOMODEDOVO



MOSCOW, RUSSIA

16 NOV 07

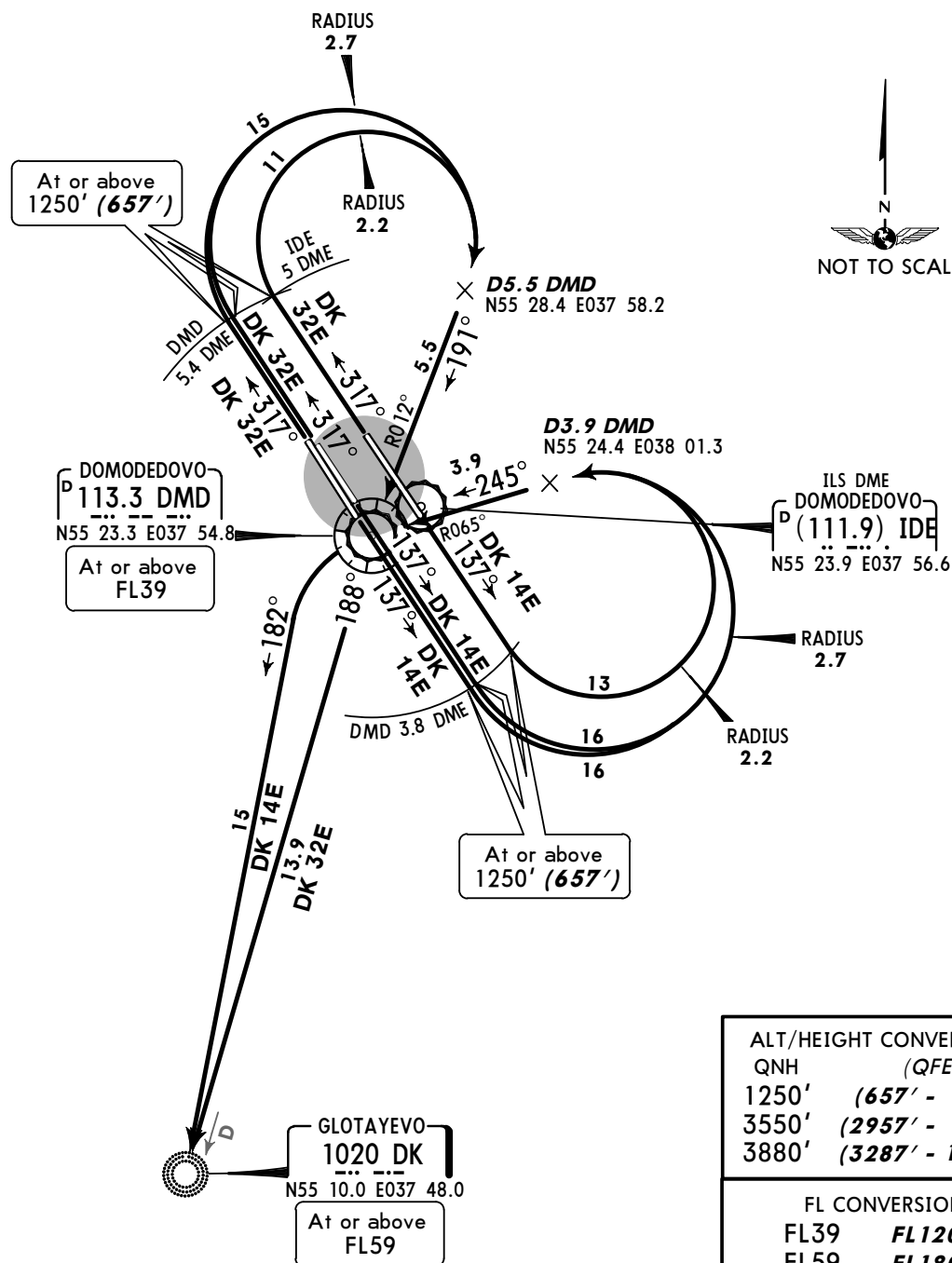
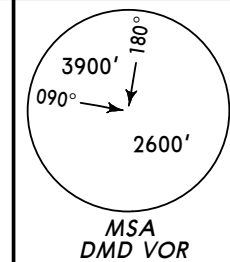
(30-3D)

Eff 22 Nov

SID

DOMODEDOVO Radar 127.7	<i>Apt Elev</i> 593'	QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287') 1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.
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GLOTAYEVO 14E (DK 14E)
GLOTAYEVO 32E (DK 32E)
RWYS 14R/L/C, 32L/R/C DEPARTURES
BY ATC
FOR TRANSITION FROM DK REFER TO CHART 30-3N



ALT/HEIGHT CONVERSION
QNH (QFE)

1250'	(657' - 200m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION
FL39 ***FL1200m***
FL59 ***FL1800m***

Initial climb clearance 3550' (**2957'**)

SID	RWY	ROUTING
DK 14E	14R/L/C	Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 245° track to DMD, intercept 182° bearing to DK.
DK 32E	32L/R/C	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT, 191° track to DMD, DMD R-188 to DK.

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3E)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

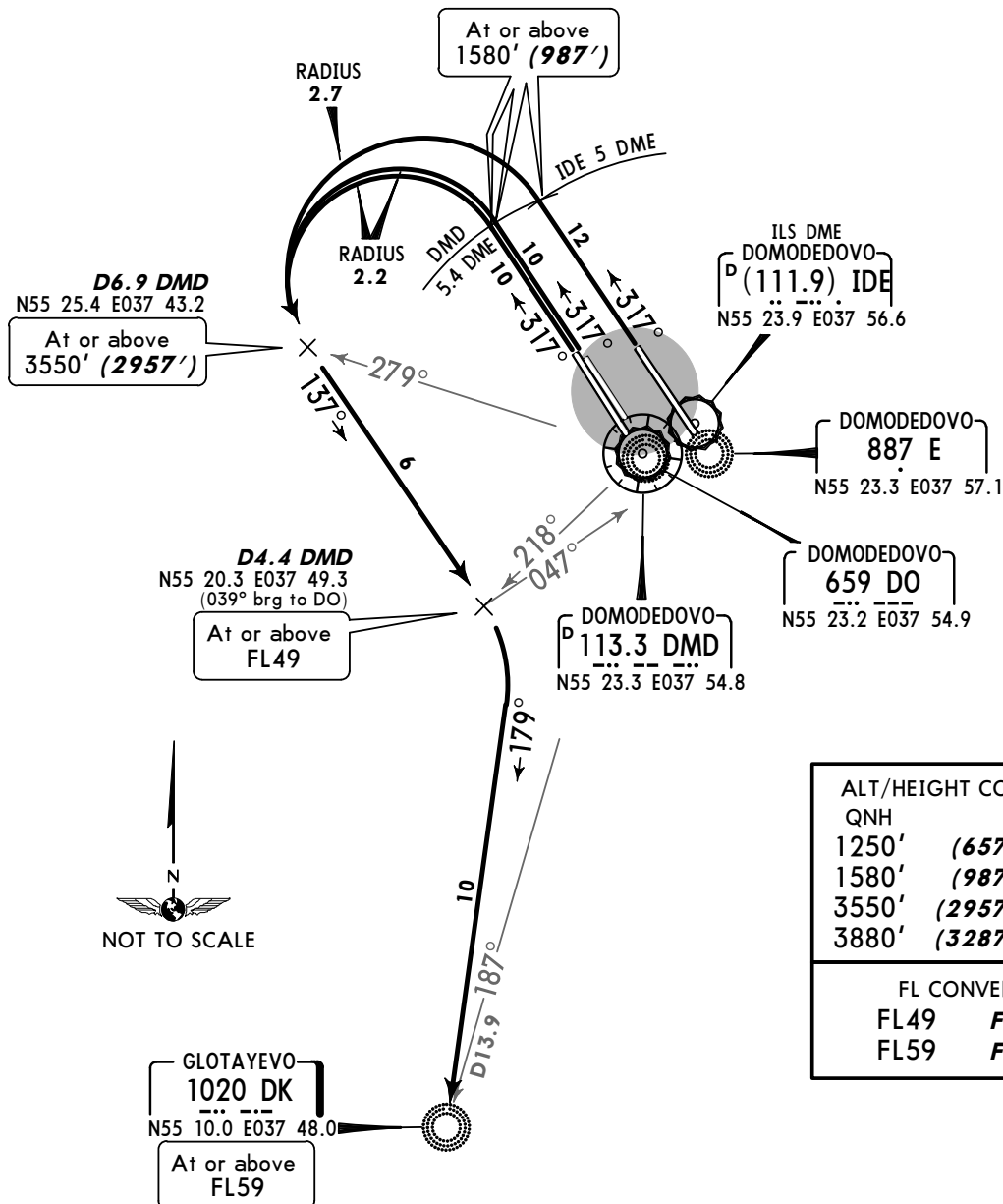
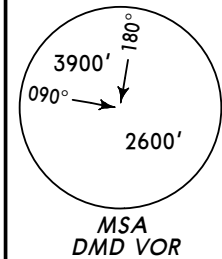
Apt Elev
593'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32G (DK 32G)
RWYS 32L/R/C DEPARTURE
FOR TRANSITION FROM DK REFER TO CHART 30-3N



ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION

FL49	FL1500m
FL59	FL1800m

This SID requires a minimum climb gradient of 304' per NM (5%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 3550' (2957')

ROUTING

Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1580' (987'), turn LEFT, 137° track to abeam E/D4.4 DMD, turn RIGHT, intercept 179° bearing to DK.

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3F)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

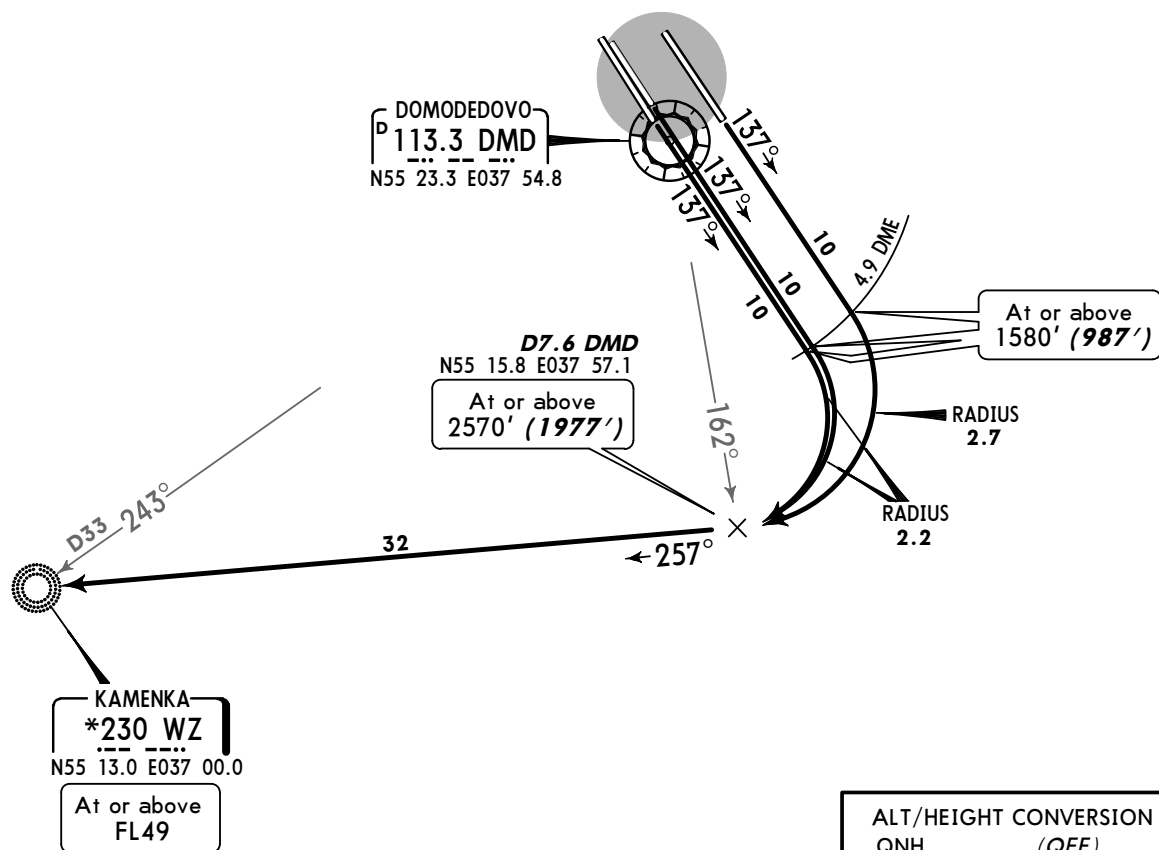
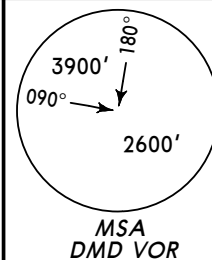
Apt Elev
593'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KAMENKA 14D (WZ 14D)
RWYS 14R/L/C DEPARTURE
FOR TRANSITION FROM WZ REFER TO CHART 30-3N



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION	
FL49	FL1500m

Initial climb clearance 3550' (2957')

ROUTING

Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 257° bearing to WZ.

UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

(30-3G)

Eff 22 Nov

MOSCOW, RUSSIA

SID

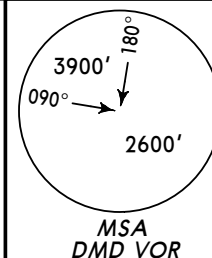
DOMODEDOVO
Radar
127.7Apt Elev
593'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14D (WT 14D)
KARTINO 32D (WT 32D)
RWYS 14R/L/C, 32L/R/C DEPARTURES
FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3M & 30-3N



KARTINO
1215 WT
N55 35.0 E037 47.0
(DMD R-330/D12.5)

WT 14D
At or above
FL49

WT 32D
At or above
2570' (1977')

WT 32D
Turn at or above
1250' (657')

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION

FL49 FL1500m

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8

D5.4 DMD
N55 18.0 E037 52.6
At or above
3220' (2627')

ILS DME
DOMODEDOVO
P (111.9) IDE
N55 23.9 E037 56.6

At or above
1580' (987')

Initial climb clearance 3550' (2957')

SID	RWY	ROUTING
WT 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 342° bearing to WT.
WT 32D	32L/R/C	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT to WT.

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3H)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request (QFE)

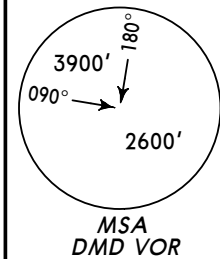
Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14E (WT 14E)
RWYS 14R/L/C DEPARTURE

BY ATC

FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3M & 30-3N



KARTINO
1215 WT
N55 35.0 E037 47.0
At or above
FL49

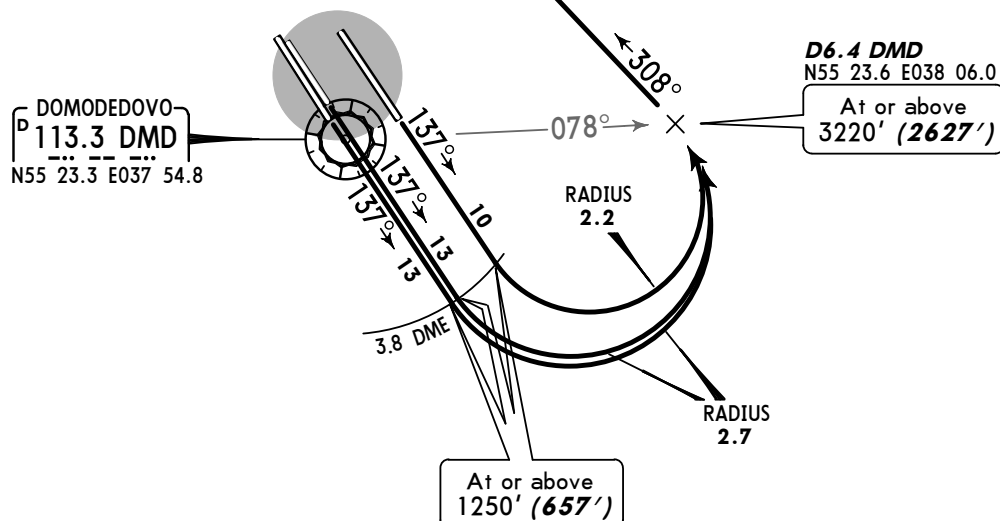


ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
3220'	(2627' - 800m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION

FL49 FL1500m



RWY 14L

This SID requires a minimum climb gradient of 225' per NM (3.7%) up to 3220' (2627').

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

Initial climb clearance 3550' (2957')

ROUTING

Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, intercept 308° bearing to WT.

UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

(30-3J)

Eff 22 Nov

MOSCOW, RUSSIA

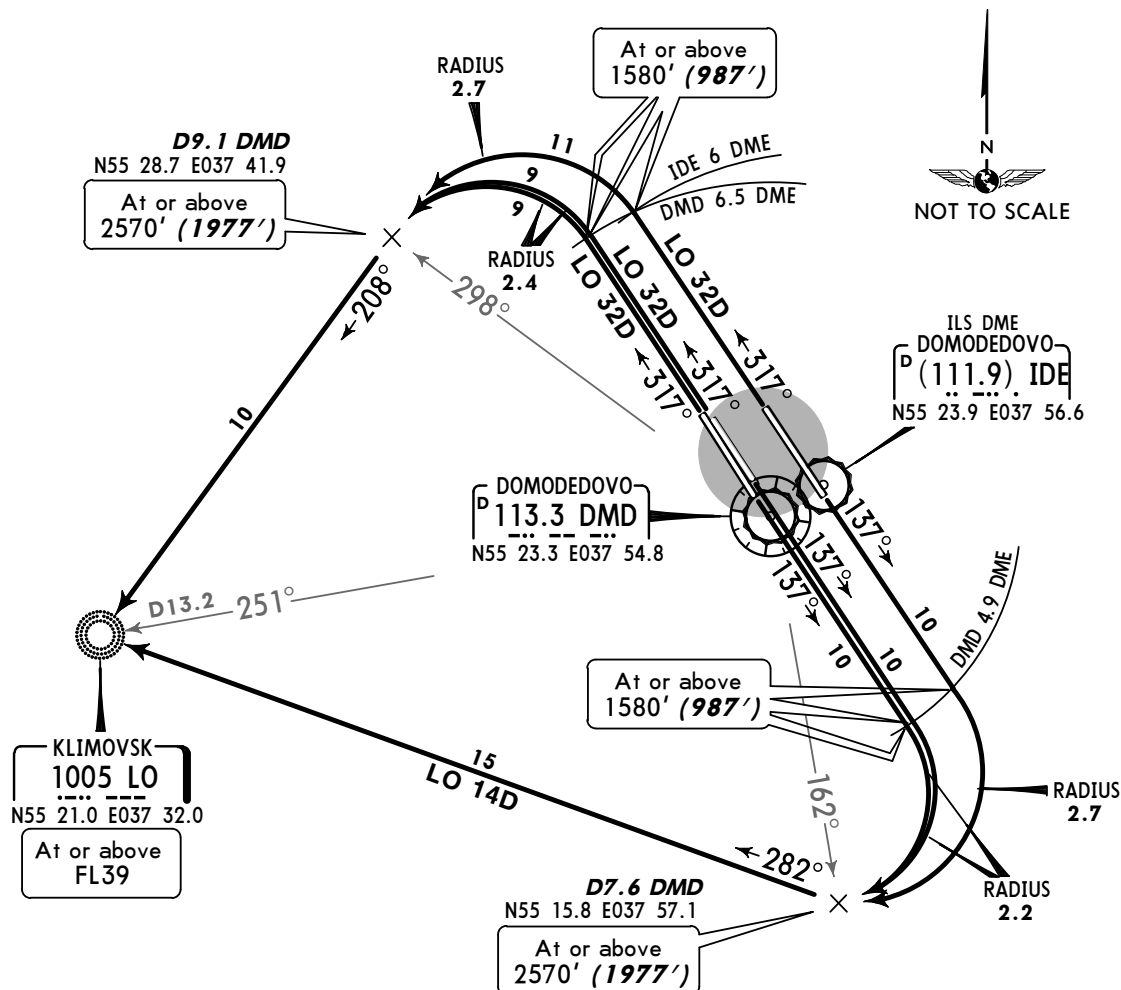
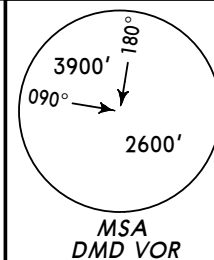
SID

DOMODEDOVO
Radar
127.7Apt Elev
593'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14D (LO 14D)
KLIMOVSK 32D (LO 32D)
RWYS 14R/L/C, 32L/R/C DEPARTURES
FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N

ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION
FL39 FL1200m

RWY 32L

This SID requires a minimum climb gradient of 231' per NM (3.8%) up to 2570' (1977').

Gnd speed-KT	75	100	150	200	250	300
231' per NM	289	385	577	770	962	1155

Initial climb clearance 3550' (2957')

SID	RWY	ROUTING
LO 14D	14R/L/C	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 282° bearing to LO.
LO 32D	32L/R/C	Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT, intercept 208° bearing to LO.

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3K)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

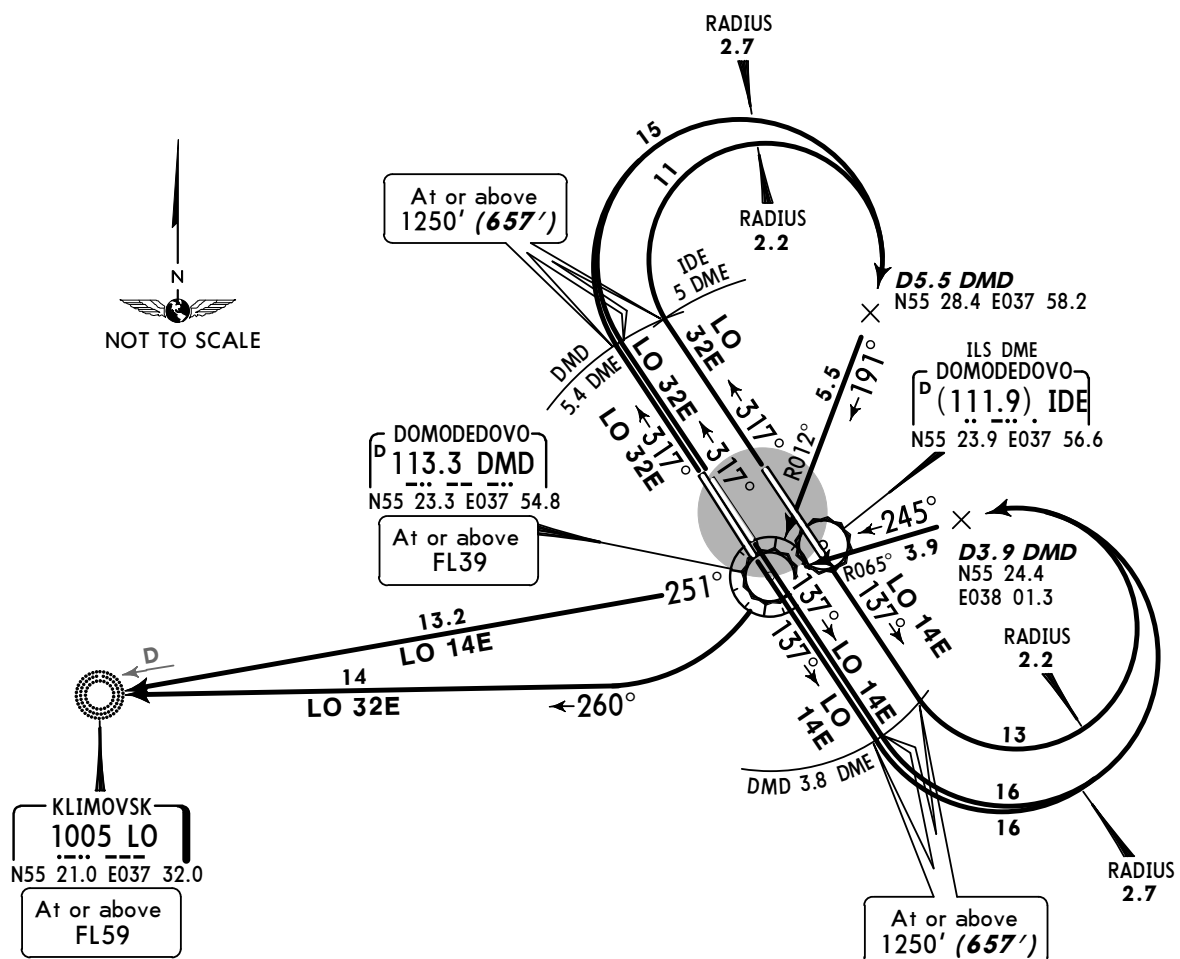
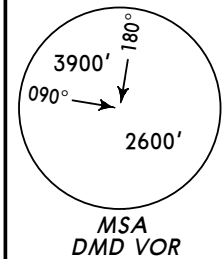
QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14E (LO 14E)
KLIMOVSK 32E (LO 32E)
RWYS 14R/L/C, 32L/R/C DEPARTURES
BY ATC

FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N



ALT/HEIGHT CONVERSION

QNH (QFE)
1250' (657' - 200m)
3550' (2957' - 900m)
3880' (3287' - 1000m)

FL CONVERSION

FL39 FL1200m
FL59 FL1800m

Initial climb clearance 3550' (2957')

SID	RWY	ROUTING
LO 14E	14R/L/C	Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 245° track to DMD, DMD R-251 to LO.
LO 32E	32L/R/C	Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250' (657'), turn RIGHT, 191° track to DMD, intercept 260° bearing to LO.

UDD/DME
DOMODEDOVO



MOSCOW, RUSSIA

16 NOV 07

30-3L

Eff 22 Nov**SID**

DOMODEDOVO
Radar
127.7

Apt Elev
593'

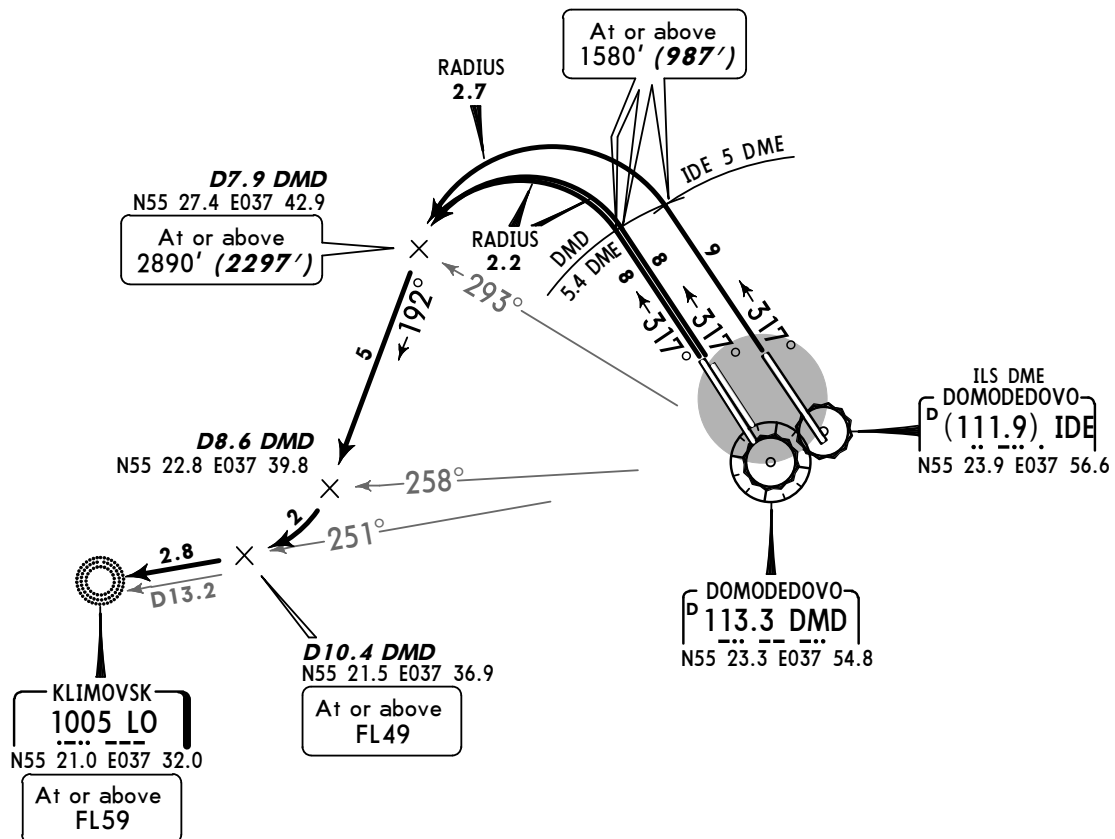
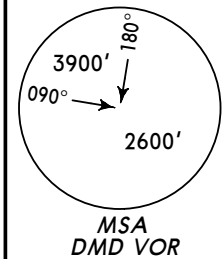
QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3287')**

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32G (LO 32G)
RWYS 32L/R/C DEPARTURE

FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1250'	(657' - 200m)
1580'	(987' - 300m)
2890'	(2297' - 700m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION
FL49 ***FL1500m***
FL59 ***FL1800m***

This SID requires a minimum climb gradient of 304' per NM (5%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 3550' (**2957'**)

ROUTING

Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1580' (987'), turn LEFT. 192° track to D8.6 DMD. intercept DMD R-251 to LO.

UDD/DME
DOMODEDOVO

JEPPESEN
30 JAN 09 (30-3M) Eff 12 Feb

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

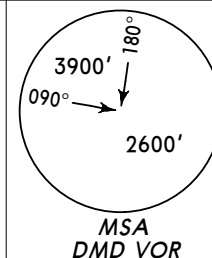
Apt Elev
593'

QNH on request (QFE)

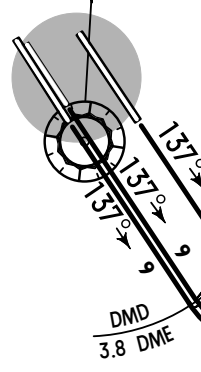
Trans level: By ATC Trans alt: 3880' (3287')

1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 14E (OKREM 14E) [OKR14E]
RWYS 14R/L/C DEPARTURE
BY ATC
FOR TRANSITION FROM OKREM REFER TO CHART 30-3P



DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8



At or above
1250'
(657')

D7.3 DMD
N55 19.2 E038 05.4

At or above
1910' (1317')

OKREM
N55 18.0 E038 42.0

At or above
FL49

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1250'	(657' - 200m)
1910'	(1317' - 400m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION
FL49 FL1500m

Initial climb clearance 3550' (2957')

ROUTING

Climb on 137° track to DMD 3.8 DME and at or above 1250' (657'), turn LEFT, 084° track to OKREM.

UDD/DME DOMODEDOVO

JEPPESEN

30 JAN 09

30-3P

Eff 12 Feb

MOSCOW, RUSSIA

TRANSITION

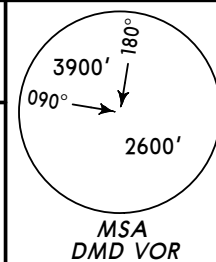
DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request (QFE)

Trans level: By ATC Trans alt: 3880'

(3287')



NE 1, SF 1
FROM WT

NE 2
FROM BITSA

NE 3
FROM LO

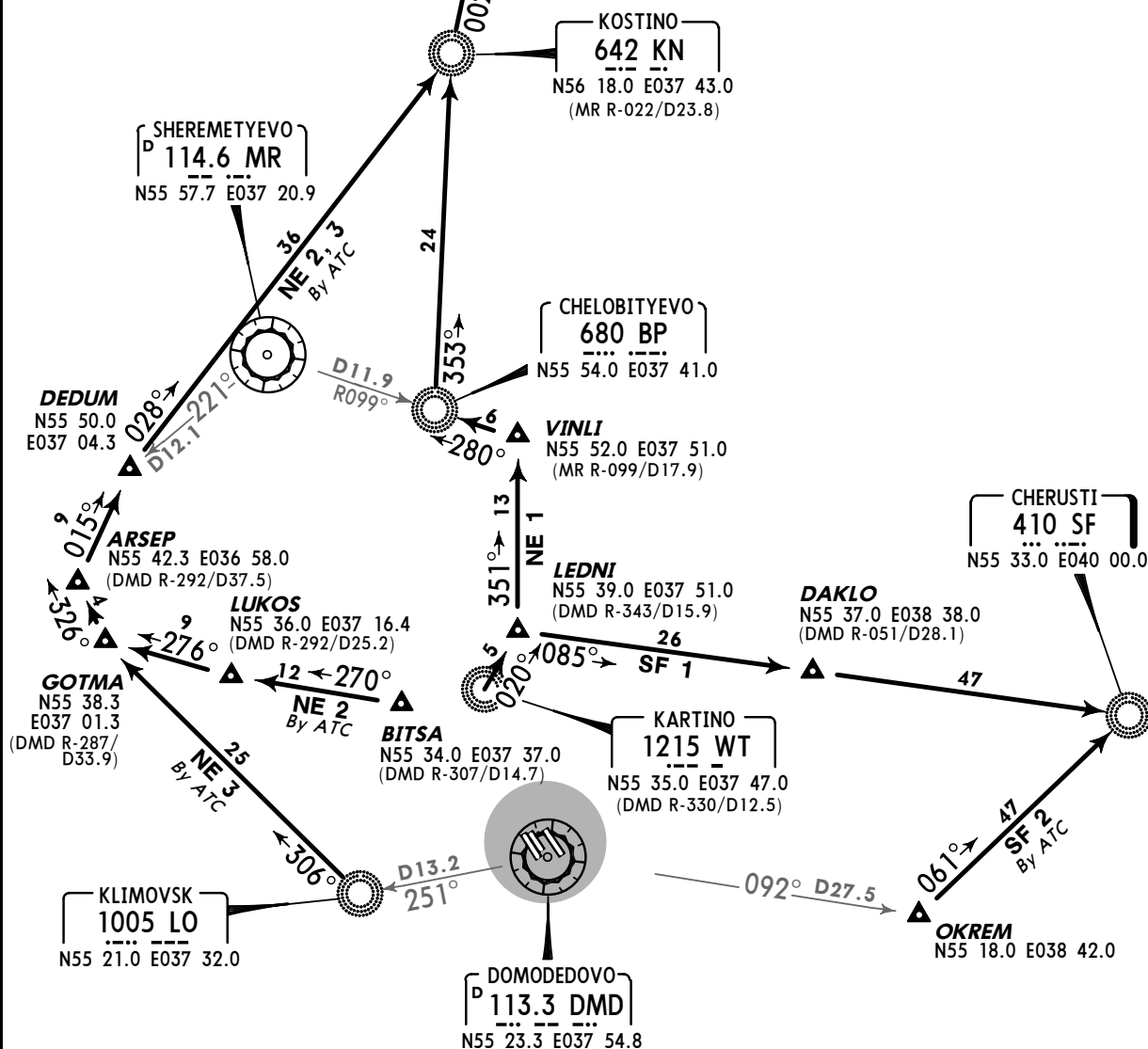
SF 2
FROM OKREM

TRANSITIONS
TO NORTH & EAST

SPEED: MAX 270 KT BELOW FL98

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

FL CONVERSION
FL98 FL3000m



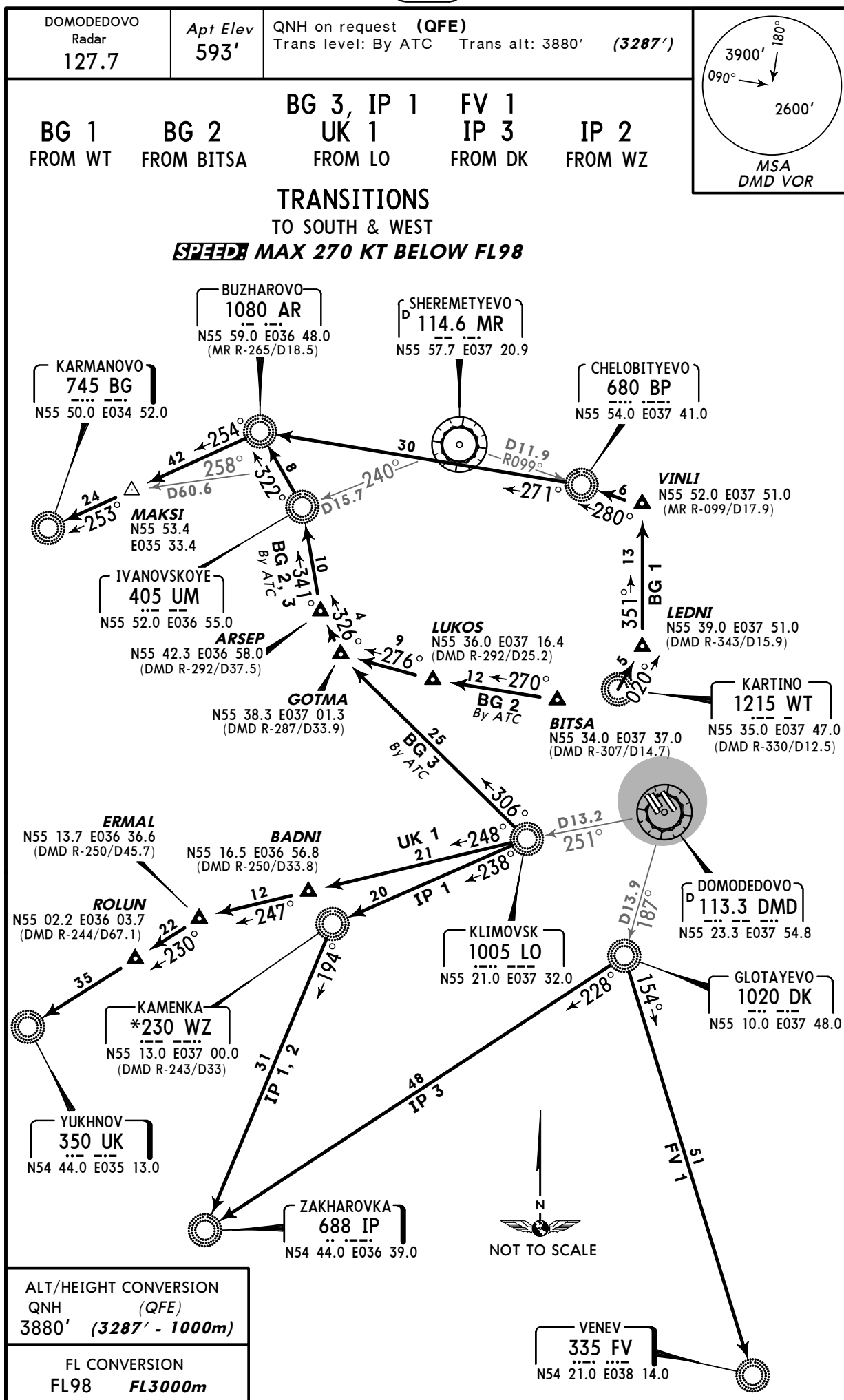
UUDD/DME
DOMODEDOVO

30 JAN 09

JEPPESEN**Eff 12 Feb**

MOSCOW, RUSSIA

TRANSITION



UDD/DME

Apt Elev **593'**
N55 24.5 E037 54.5

JEPPESEN

12 DEC 08

(30-9)

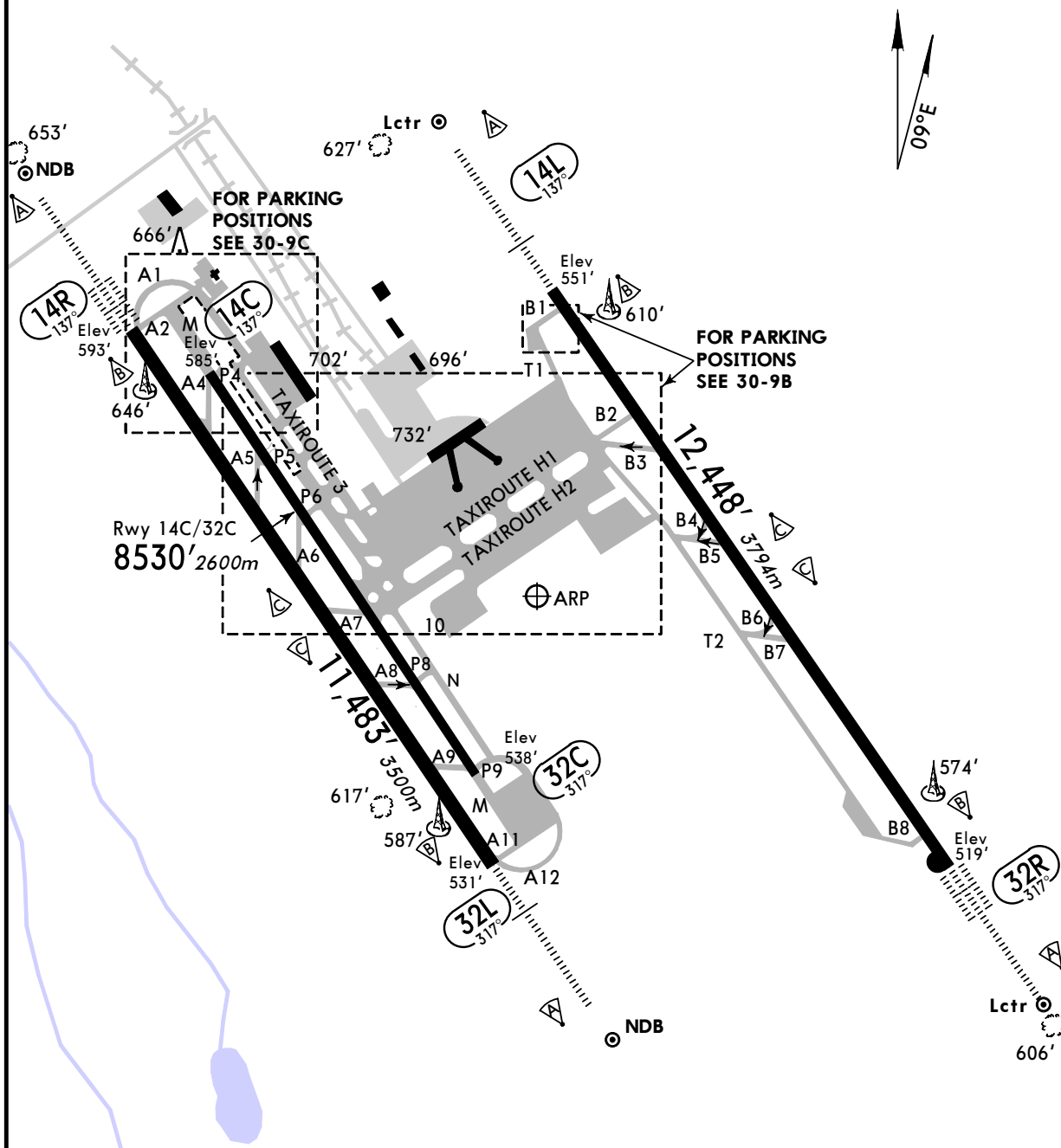
Eff 18 Dec

MOSCOW, RUSSIA

DOMODEDOVO

ATIS	DOMODEDOVO Delivery	Taxiing 1 (GND)	Taxiing 2 (GND)	Transit (RMP)	Tower 1	Tower 2
128.3 (Russian 122.95)	129.15	119.0	123.75	130.6	118.6	119.7

For AIRPORT BRIEFING refer to 30-1P pages



Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

UDD/DME

 JEPPESEN

12 DEC 08

(30-9A)

Eff 18 Dec

MOSCOW, RUSSIA

DOMODEDOVO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
14L	HIRL (60m) CL (15m) HIALS PAPI- L ① RVR		11,364' 3464m	② ③	174' 53m
32R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- R ① RVR		11,436' 3486m		
14C	RL (60m)			8136' 2480m	148' 45m
32C					

① Angle 3.0°.

② First 328'/100m unusable for take-off.

③ TAKE-OFF RUN AVAILABLE

RWY 14L:

From posn, 328'/100m after rwy head 12,119' (3694m)

twy B2 int 9252' (2820m)

RWY 32R:

From posn, 328'/100m after rwy head 12,119' (3694m)

twy B8 int 11,450' (3490m)

twy B7 int 8530' (2600m)

14R HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ④ RVR

32L HIRL (60m) CL (15m) HIALS PAPI- L ④ RVR

9782' 2982m

10,207' 3111m

⑤ ⑥

197'

60m

④ Angle 3.0°.

⑤ First 328'/100m unusable for take-off.

⑥ TAKE-OFF RUN AVAILABLE

RWY 14R:

From posn, 328'/100m after rwy head 11,155' (3400m)

twy A4 int 8694' (2650m)

RWY 32L:

From posn, 328'/100m after rwy head 11,155' (3400m)

twy A9 int 8694' (2650m)

TAKE-OFF

	Rwys 14L/R, 32L/R LVP must be in force	AIR CARRIER (JAA)	
		All Rwys LVP must be in force	RCLM (DAY only) or RL
A	RL & CL	RCLM (DAY only) or RL	
B	200m (150m)	250m	400m
C			
D	250m (200m)	300m	

UDD/DME

30 JAN 09

JEPPESSEN

30-9B

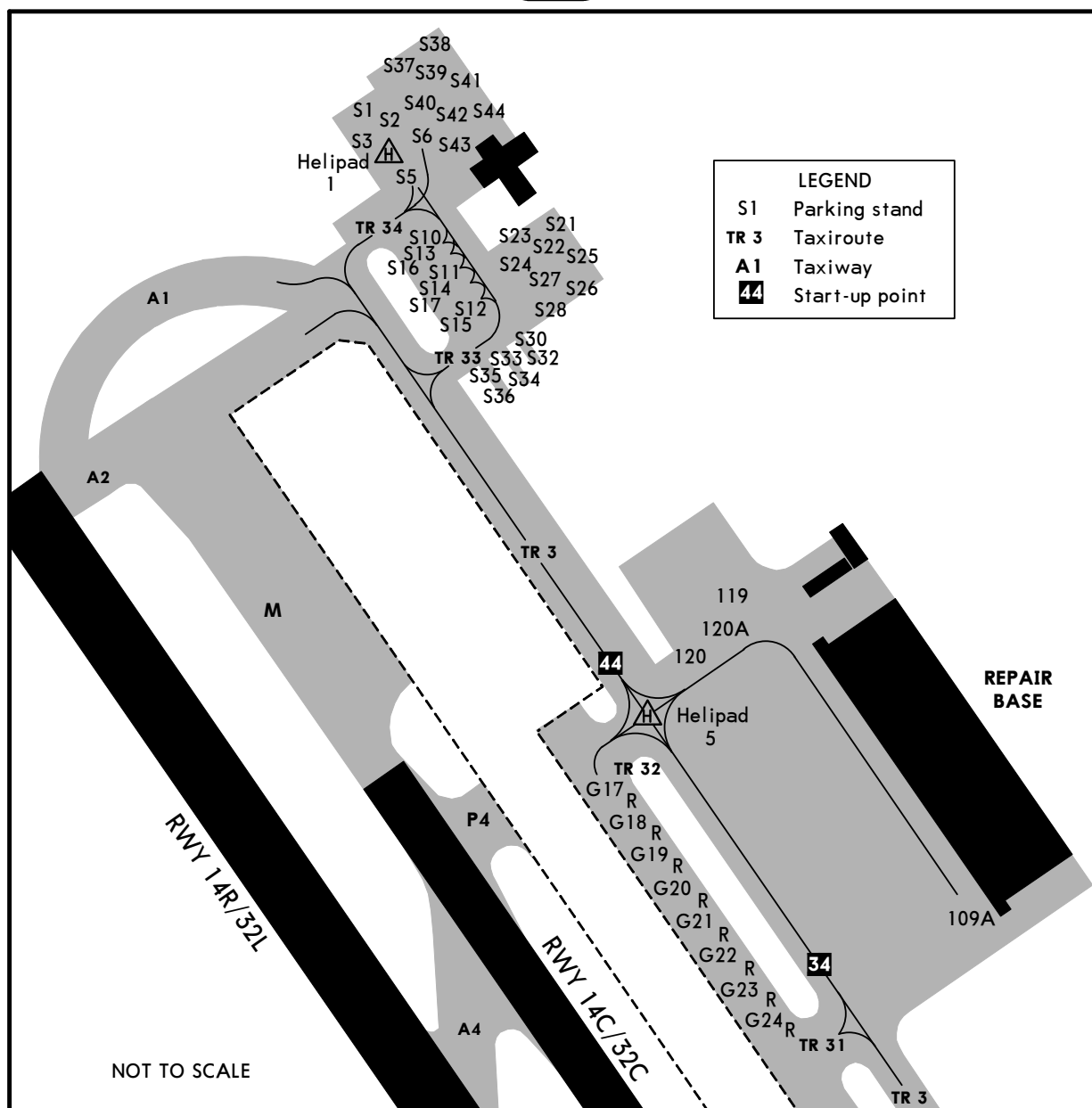
Eff 12 Feb

MOSCOW, RUSSIA

DOMODEDOVO



UDD/DME

JEPPESSEN
30 JAN 09 (30-9C) Eff 12 FebMOSCOW, RUSSIA
DOMODEDOVO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
2	N55 24.8 E037 53.9	53, 53R	N55 24.7 E037 54.7
3	N55 24.7 E037 53.9	54 thru 56R	N55 24.7 E037 54.6
4, 5	N55 24.7 E037 54.0	57, 57R	N55 24.7 E037 54.5
6 thru 9	N55 24.7 E037 54.1	58, 58R	N55 24.6 E037 54.5
10, 11	N55 24.8 E037 54.0	59, 59R	N55 24.6 E037 54.4
12, 12A, 13	N55 24.8 E037 54.1	60, 60R, 61	N55 24.6 E037 54.3
14 thru 16	N55 24.8 E037 54.2	63, 63A	N55 24.7 E037 54.1
17 thru 19	N55 24.8 E037 54.3	74 thru 74R	N55 24.6 E037 53.9
20, 21	N55 24.8 E037 54.2	81	N55 24.7 E037 55.0
22	N55 24.9 E037 54.2	82	N55 24.7 E037 55.1
28 thru 28R	N55 24.9 E037 54.8	83	N55 24.6 E037 55.0
30 thru 31R	N55 25.0 E037 54.6	84	N55 24.6 E037 54.9
35, 36	N55 24.5 E037 54.3		
38	N55 24.6 E037 54.4		
41	N55 24.6 E037 54.6		
42	N55 24.7 E037 54.6		
43	N55 24.7 E037 54.7		
45, 46	N55 24.7 E037 54.8		
47	N55 24.8 E037 54.9		
52, 52R	N55 24.8 E037 54.8		

UDD/DME


JEPPESEN
 21 NOV 08 **(30-9D)**
MOSCOW, RUSSIA
DOMODEDOVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

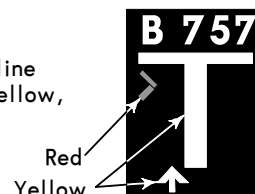
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.
- Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.
- Indication of distance: The "T" vertical arm is going to be reduced from 39'/12m before the stop position. Each line of LEDs (light-emitting diode) represents 2'/0.5m approximately.
- Indication of stop: The "T" horizontal arm remains at 2'/0.5m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

PILOT INSTRUCTIONS

- Check that the correct acft type is displayed.
The mobile arrows indicate that the system is activated.



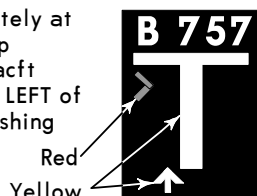
- DOCKING
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.



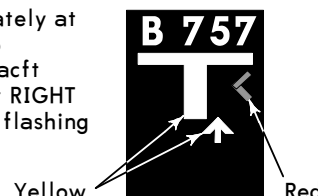
3. IDENTIFICATION

When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.

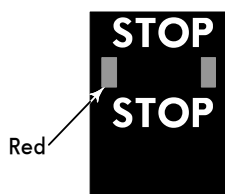


The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



4. STOP

When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

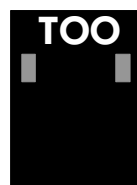


5. DOCKING ON

When the acft is correctly parked, the display unit will show "OK" some seconds later.



- If the acft has overshot the stop position, "TOO FAR" will be displayed.



7. IDENTIFICATION FAILURE

The acft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the acft is identified, docking can proceed. If not, the display will show "STOP".



8. SLOW DOWN

When the acft exceed the pre-programmed approach speed, the display unit will show "DOWN GRAD".



UDD/DME

 JEPPESEN

18 JUL 08

30-9X

Eff 31 Jul

JAA MINIMUMS

MOSCOW, RUSSIA

DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	751' (200')	751' (200')	751' (200')	751' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	980' (429')	980' (429')	980' (429')	980' (429')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
14R	CAT 2 ILS DME	693' (100')	693' (100')	693' (100')	693' (100')
		RA107' R350m	RA107' R350m	RA107' R350m	RA107' R350m
	ILS DME	793' (200')	793' (200')	793' (200')	793' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	960' (367')	960' (367')	960' (367')	960' (367')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1290' (697')	1290' (697')	1290' (697')	1290' (697')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
32L	ILS DME	731' (200')	731' (200')	731' (200')	731' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	880' (349')	880' (349')	880' (349')	880' (349')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1220' (689')	1220' (689')	1220' (689')	1220' (689')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
32R	CAT 2 ILS	619' (100')	619' (100')	619' (100')	619' (100')
		RA106' R350m	RA106' R350m	RA106' R350m	RA106' R350m
	ILS	719' (200')	719' (200')	719' (200')	719' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	870' (351')	870' (351')	870' (351')	870' (351')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

UDD/DME



JAA MINIMUMS
MOSCOW, RUSSIA
 DOMODEDOVO

TAKE-OFF RWY 14L, 14R, 32L, 32R

	Approved Operators	LVP must be in Force				RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

TAKE-OFF RWY 14C, 32C

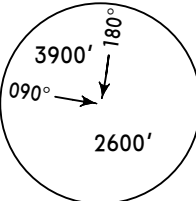
	LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A				
B	250m	400m	500m	
C				
D	300m			

UDD/DME DOMODEDOVO

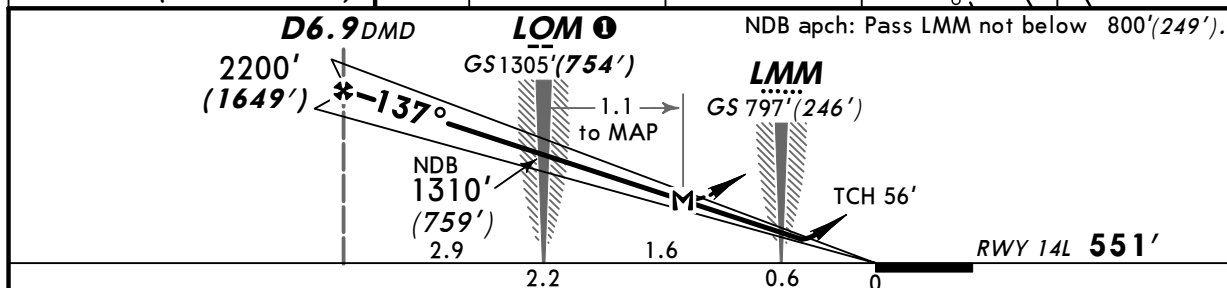
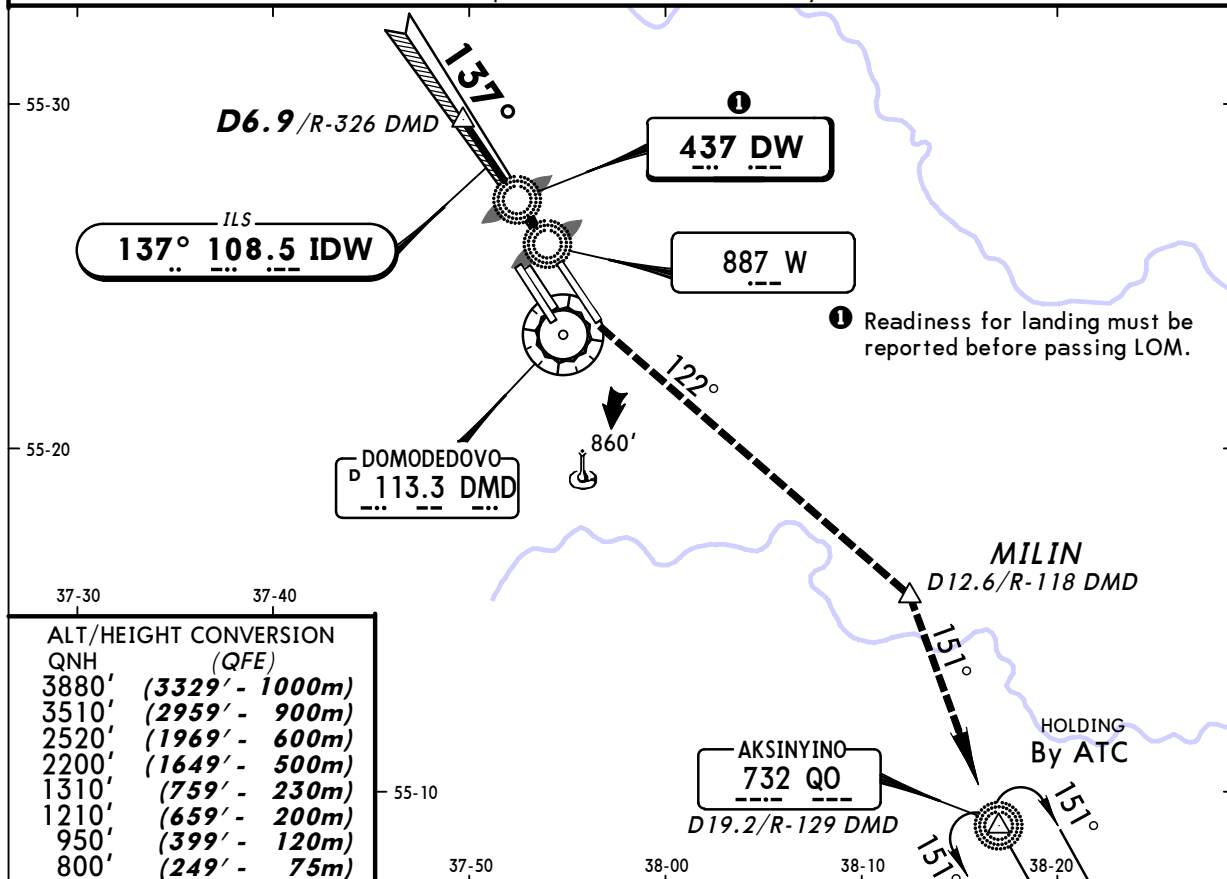
JEPPESEN
18 JUL 08
Eff 31 Jul (31-1)

MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

BRIEFING STRIP

ATIS 128.3 (Russian 122.95)		DOMODEDOVO Approach 120.6		DOMODEDOVO Radar 127.7		DOMODEDOVO Tower 118.6 119.7		Ground 119.0 123.75	
LOC IDW 108.5		Final Aptch Crs 137°	GS LOM 1305' (754')		ILS DA(H) 751' (200')		Apt Elev 593'		
NDB DW 437			Minimum Alt D6.9 DMD 2200' (1649')		NDB MDA(H) 980' (429')		RWY 551'		
MISSED APCH: After passing LMM climb STRAIGHT AHEAD to 950' (399') or above, then turn LEFT onto 122° climbing to 2520' (1969') to MILIN, then turn RIGHT onto 151° climbing to 3510' (2959') to QO NDB, or as directed. At 1210' (659'), immediately contact RADAR.									
MSA DMD VOR									

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3329')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM 950' (399')	122°	2520' (1969')	MILIN
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861	PAPI	↑	LT	↑	
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25				

STRAIGHT-IN LANDING RWY 14L					
ILS DA(H) 751' (200')		LOC (GS out)	NDB MDA(H) 980' (429')		
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
D				RVR 1800m VIS 2000m	2400m

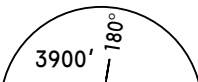
PANS OPS

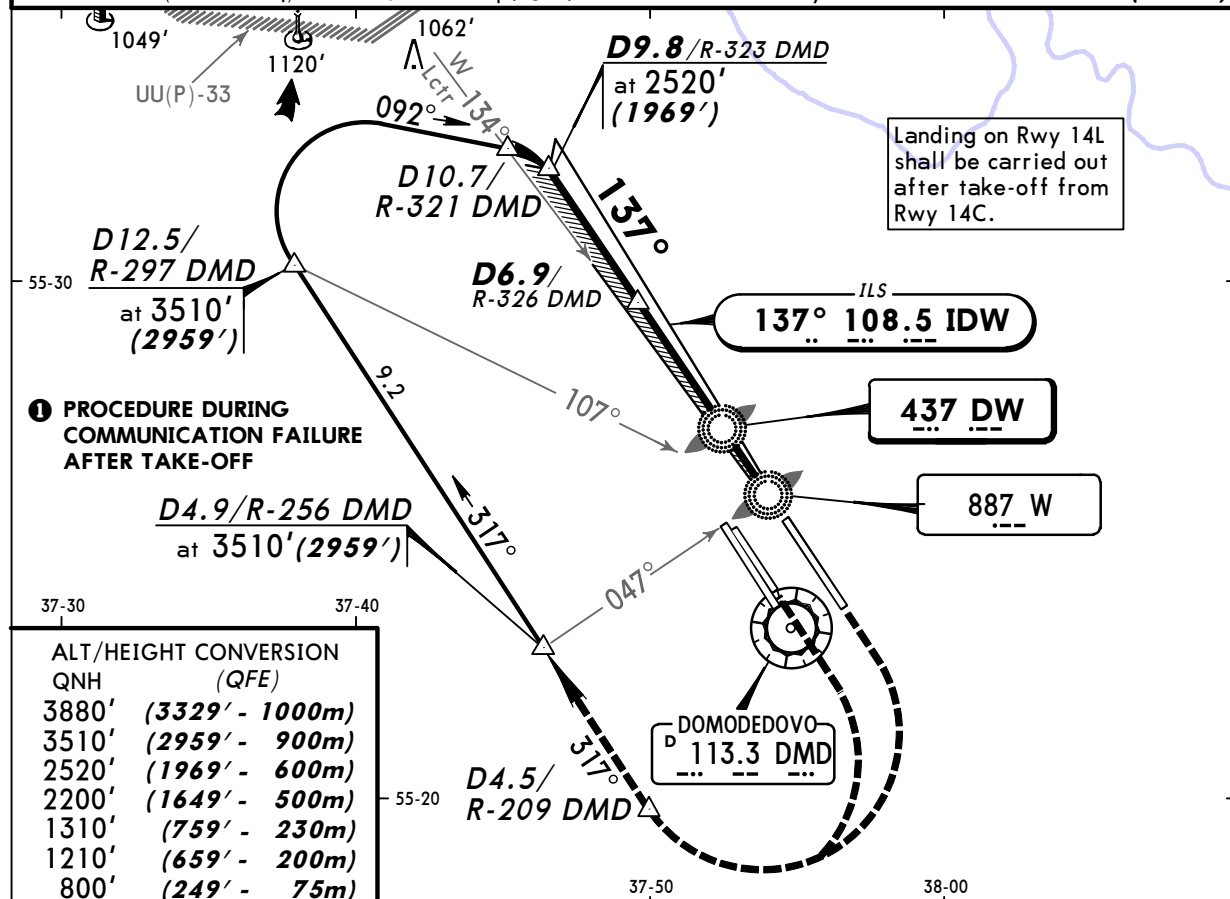
UUDD/DME
DOMODEDOVO

JEPPESSEN
18 JUL 08 (31-2) LOS
Eff 31 Ju COM

**LOST
COMM**

MOSCOW, RUSSIA
①ILS or 2 NDB Rwy 14L

ATIS 128.3 (Russian 122.95)		DOMODEDOVO Approach 120.6		DOMODEDOVO Radar 127.7		DOMODEDOVO Tower 118.6 119.7		Ground 119.0 123.75	
LOC IDW 108.5		<i>Final Apch Crs</i> 137°		GS LOM 1305' (754')		ILS DA(H) 751' (200')		Apt Elev 593' RWY 551'	
NDB DW 437				Minimum Alt D6.9 DMD 2200' (1649')		NDB MDA(H) 980' (429')			
MISSED APCH: Climb STRAIGHT AHEAD to 1210' (659'), then turn RIGHT onto 317° climbing to 3510' (2959'), then according to chart or carry out one of SID procedures in case of radio communication failure.								 MSA DMD VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 3880' (3329')			



D9.8DMD 2520' (1969') **D6.9DMD** 2200' (1649') **LOM** GS 1305' (754') **LMM** GS 797' (246') NDB 1310' (759') TCH 56' RWY 14L 551'

137° 137° 1.1 to MAP 1.6 0.6 0

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28

1210' (659') 317° 3510' (2959')

HIALS PAPI RT

STRAIGHT-IN LANDING RWY 14L							
ILS <i>DA(H)</i> 751'(200')		LOC (GS out)		NDB <i>MDA(H)</i> 980'(429')			
FULL		ALS out				ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m		
B							
C							
D				RVR 1800m VIS 2000m	2400m		

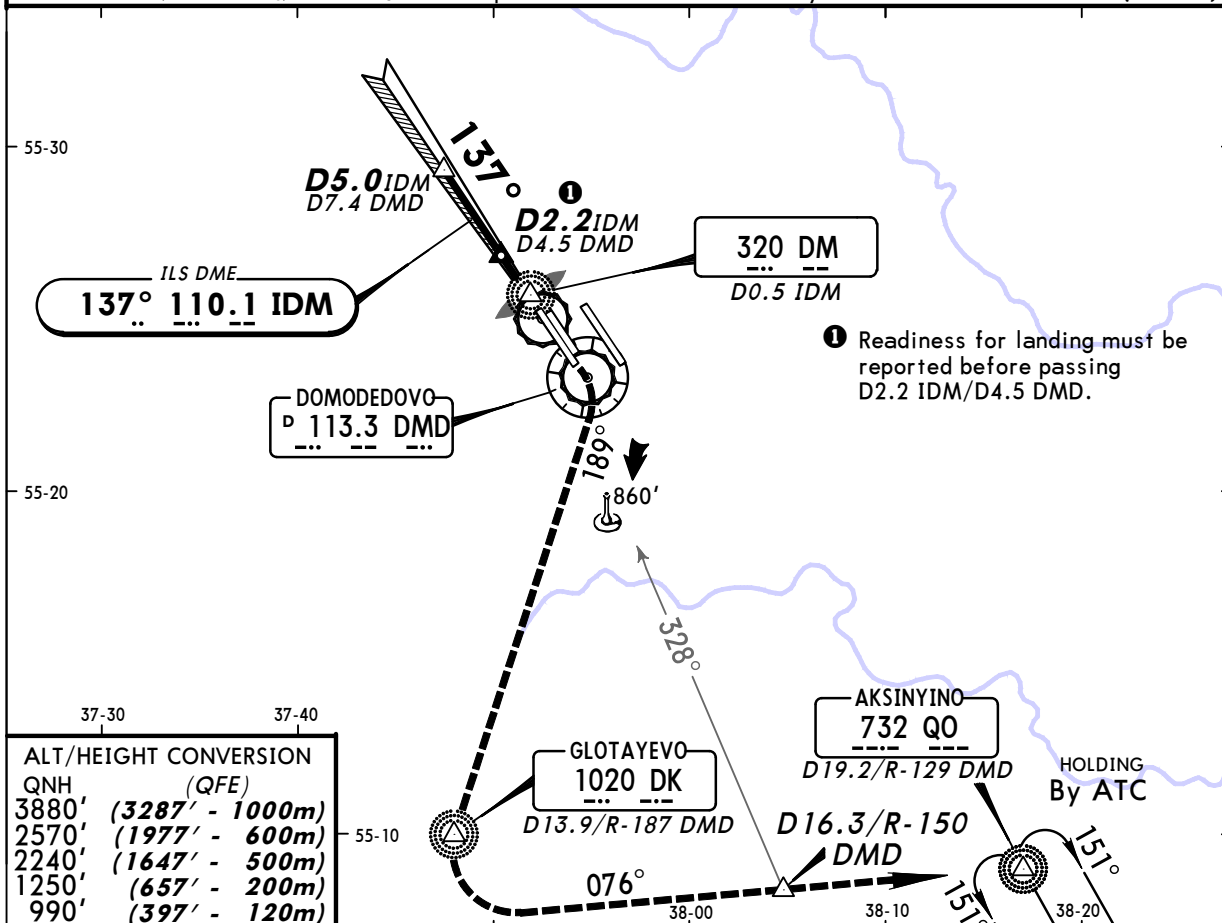
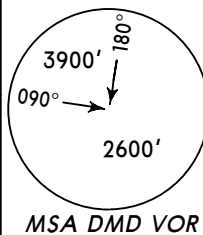
UDD/DME DOMODEDOVO

JEPPESEN
17 OCT 08 (31-3) Eff 23 Oct

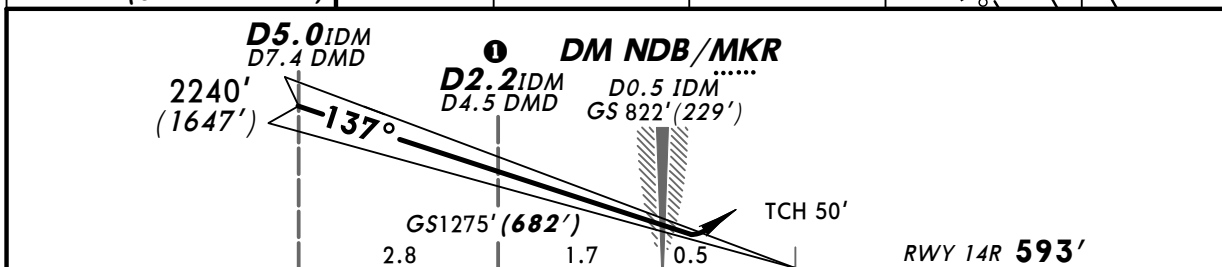
MOSCOW, RUSSIA ILS DME Rwy 14R

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
LOC IDM 110.1	Final Apch Crs 137°	GS D2.2 IDM 1275' (682')	ILS DA(H) 793' (200')	Apt Elev 593' RWY 593'
MISSED APCH: After passing DM NDB/MKR climb STRAIGHT AHEAD to 990' (397') or above, then turn RIGHT onto 189° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2570' (1977') after passing D16.3/R-150 DMD, or as directed. At 1250' (657'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')				



ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
2570' (1977' - 600m)
2240' (1647' - 500m)
1250' (657' - 200m)
990' (397' - 120m)



Gnd speed-Kts	70	90	100	120	140	160	HALS-II	MIM	189°	2240'	DK
ILS GS	3.00°	377	484	538	646	753	861	990' (397')	RT	(1647')	1020

STRAIGHT-IN LANDING RWY 14R					
ILS DA(H) 793'(200')			LOC (GS out)		
FULL		TDZ or CL out	ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	
B					
C					
D					

PANS OPS

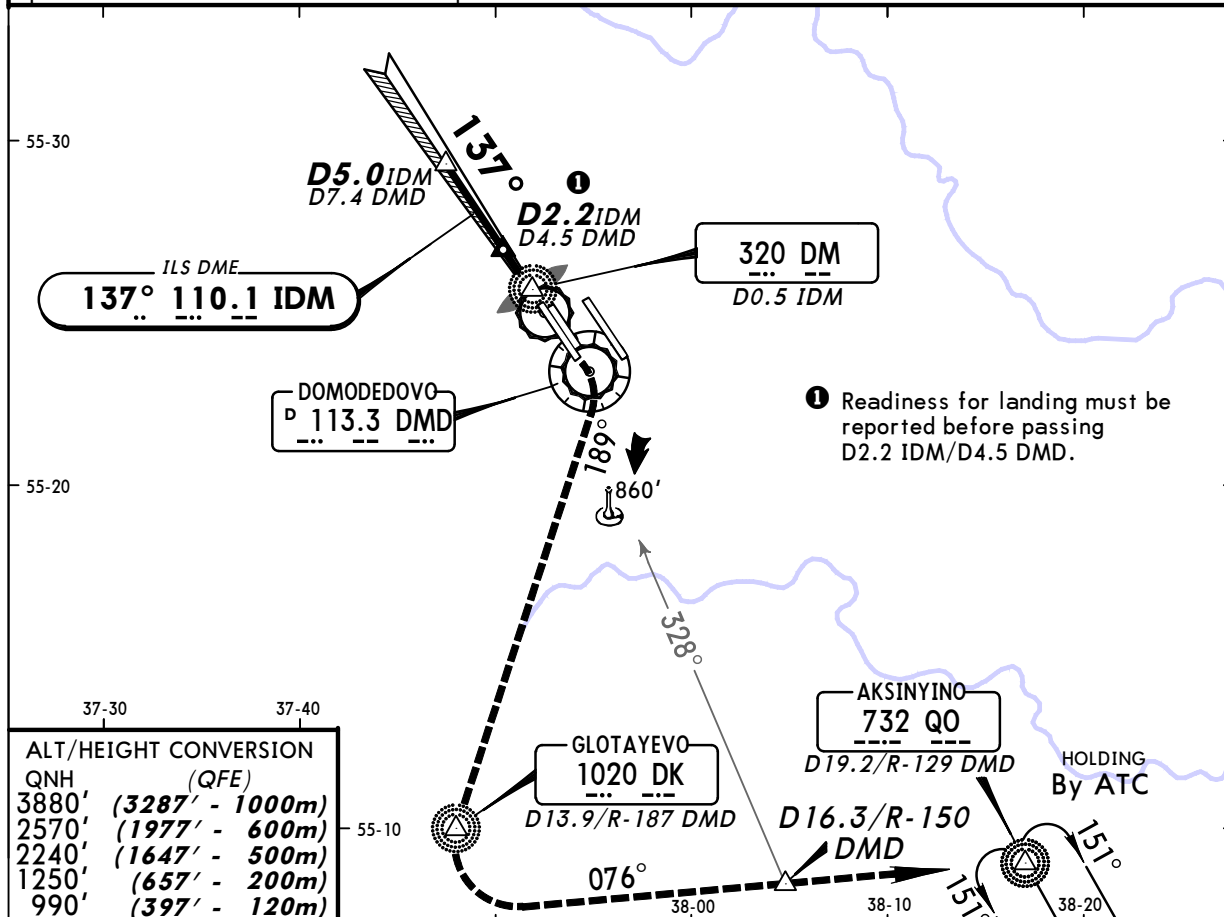
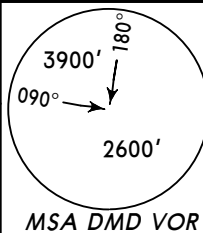
UDD/DME
DOMODEDOVO

JEPPESEN
17 OCT 08
Eff 23 Oct 31-3A

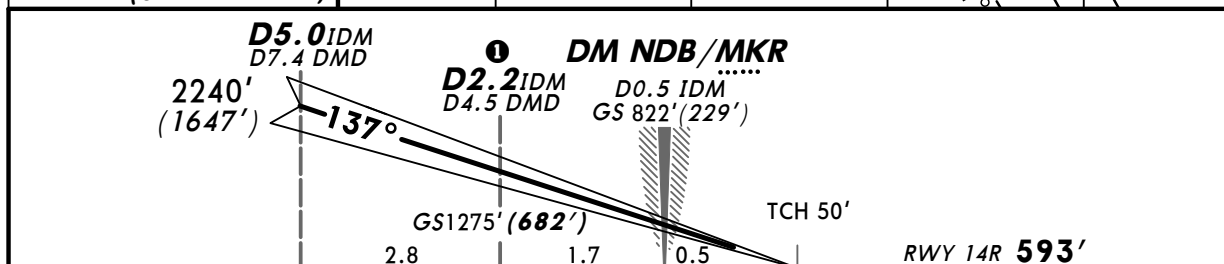
MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

BRIEFING STRIP

ATIS 128.3 (Russian) 122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 118.6 119.7	Ground 119.0 123.75
LOC IDM 110.1	Final Apch Crs 137°	GS D2.2 IDM 1275' (682')	CAT II ILS RA 107' DA(H) 693' (100')	Apt Elev 593' RWY 593'
MISSED APCH: After passing DM NDB/MKR climb STRAIGHT AHEAD to 990' (397') or above, then turn RIGHT onto 189° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2570' (1977') after passing D16.3/R-150 DMD, or as directed. At 1250' (657'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287') Special Aircrew & Acft Certification Required.				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
1250'	(657' - 200m)
990'	(397' - 120m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM	189°	2240'	DK
GS	3.00°	377	484	538	646	753	861	990' (397')	RT	(1647')	1020

STRAIGHT-IN LANDING RWY 14R
CAT II ILS
ABCD
RA 107'
DA(H) 693' (100')

RVR 350m

PANS OPS

UUDD/DME
DOMODEDOVO

JEPPesen
18 JUL 08 (31-4)
Eff 31 Jul

LOST COMM ① MOSCOW, RUSSIA
ILS DME Rwy 14R

ATIS		DOMODEDOVO Approach		DOMODEDOVO Radar		DOMODEDOVO Tower		Ground	
128.3 (Russian 122.95)		120.6		127.7		118.6 119.7		119.0 123.75	
LOC IDM 110.1	Final Apch Crs 137°	GS D5.0 IDM 2240' (1647')	ILS DA(H) 793' (200')	Apt Elev 593' RWY 593'					

MISSED APCH: Climb STRAIGHT AHEAD to 1250' (657'), then turn RIGHT onto 317° climbing to 3550' (2957'), then according to chart or carry out one of SID procedures in case of radio communication failure.

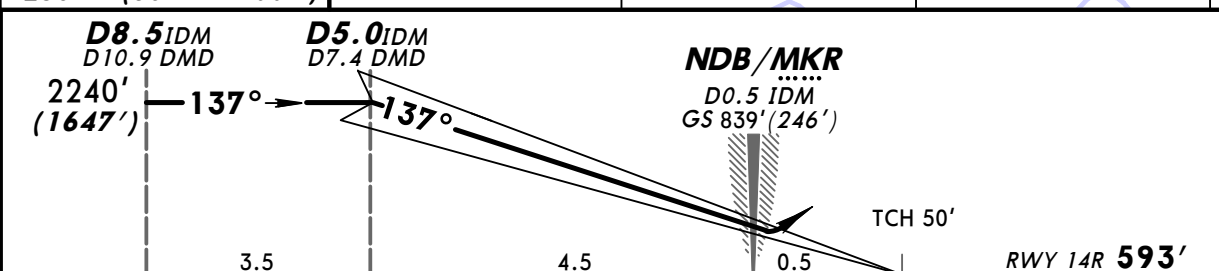
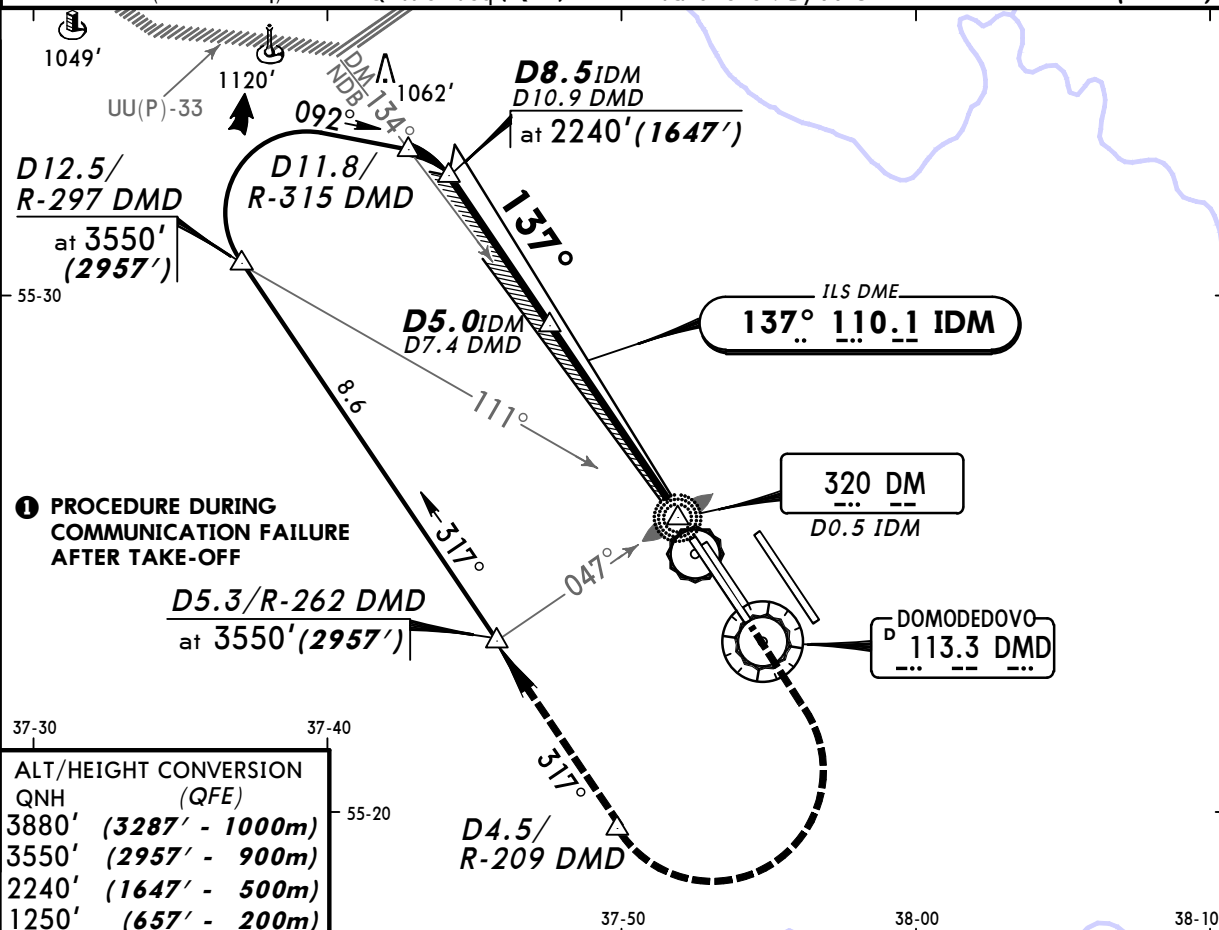
MSA DMD VOR

Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: By ATC

Trans alt: 3880'(3287')



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>ILS GS</i> 3.00°	377	484	538	646	753	861	

STRAIGHT-IN LANDING RWY 14R

ILS
DA(H) 793'(200')

LOC (GS out)

	FULL	TDZ or CL out	ALS out		
A	RVR <i>550m</i> VIS <i>800m</i>	RVR <i>720m</i> VIS <i>800m</i>	<i>1200m</i>	NOT AUTHORIZED	
B					
C					
D					

CHANGES: Communications.

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UDD/DME
DOMODEDOVO

18 JUL 08
Eff 31 Jul

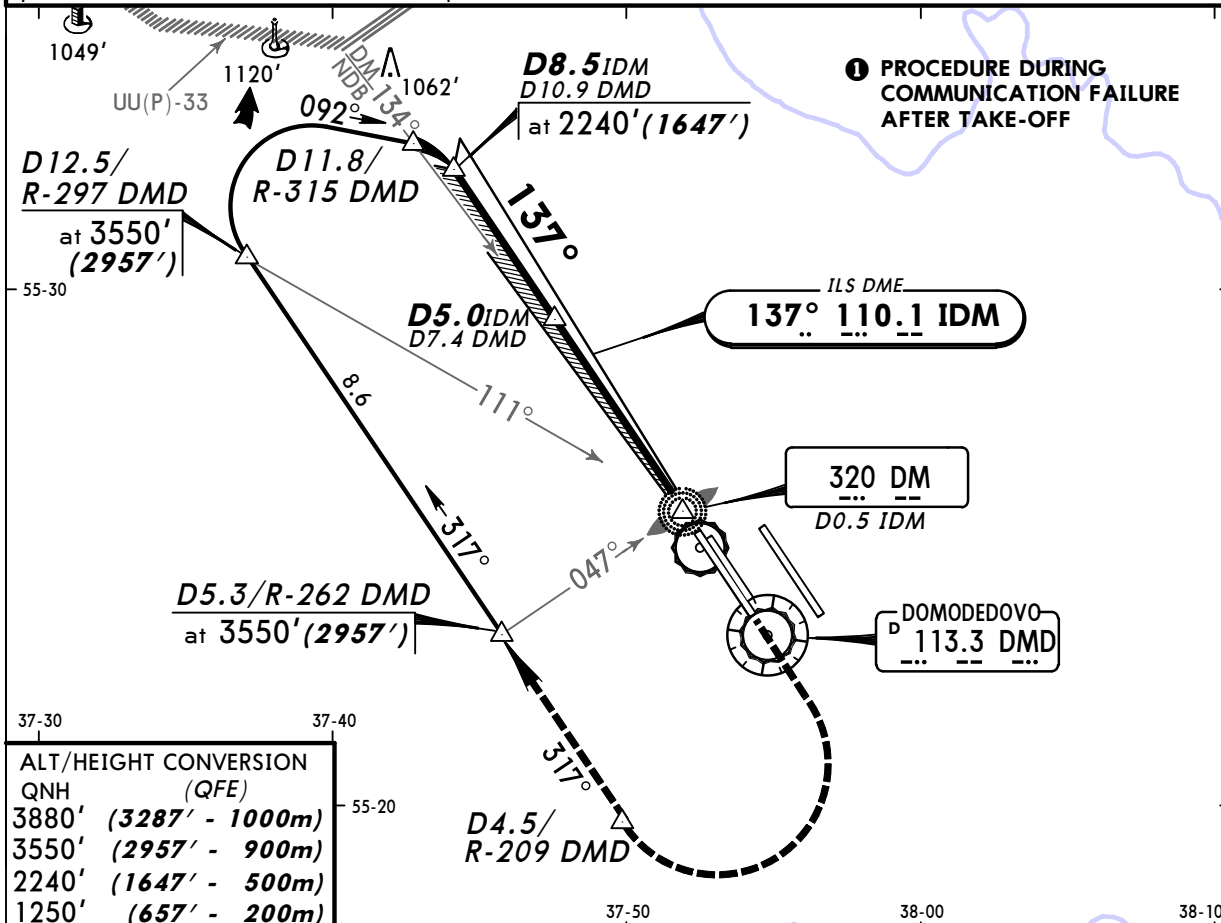
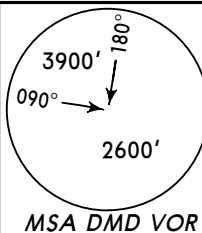
(31-4A)

LOST
COMM

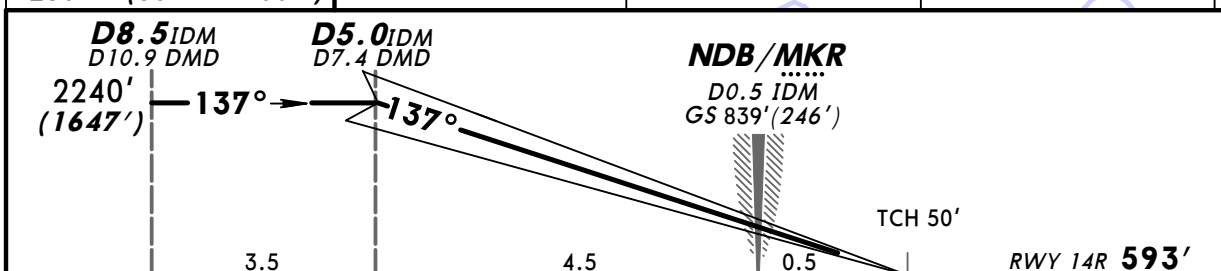
MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 118.6 119.7	Ground 119.0 123.75
LOC IDM 110.1	Final Apch Crs 137°	GS D5.0 IDM 2240' (1647')	CAT II ILS RA 106' DA(H) 693' (100')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1250' (657'), then turn RIGHT onto 317° climbing to 3550' (2957'), then according to chart or carry out one of SID procedures in case of radio communication failure.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287') Special Aircrew & Acft Certification Required.				



ALT/HEIGHT CONVERSION	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2240'	(1647' - 500m)
1250'	(657' - 200m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1250' (657')	317°	3550' (2957')
GS	3.00°	377	484	538	646	753	861		RT	

STRAIGHT-IN LANDING RWY 14R

CAT II ILS
ABCD
RA 107'

DA(H) 693' (100')

RVR 350m

PANS OPS

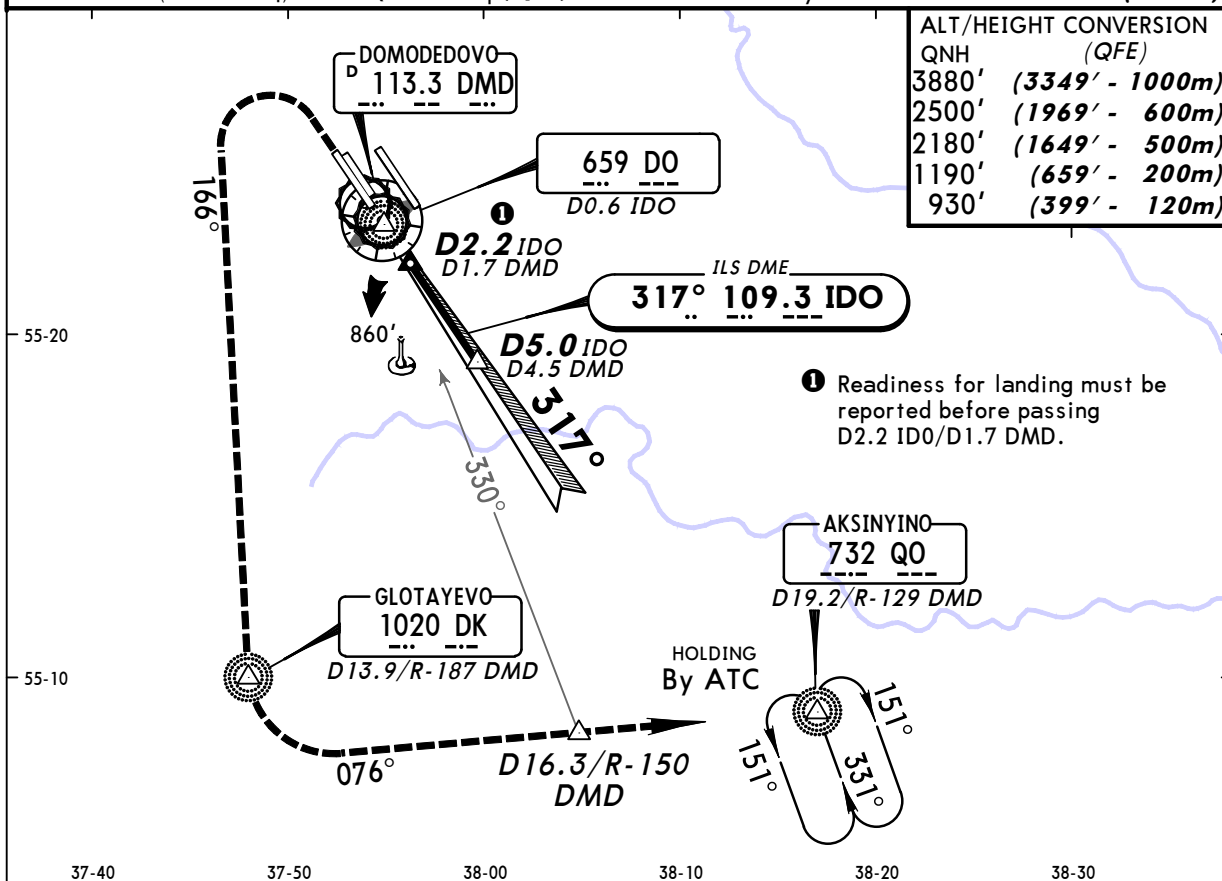
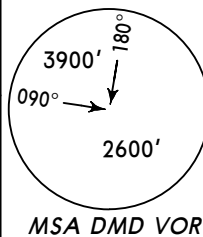
UDD/DME DOMODEDOVO

JEPPESEN
17 OCT 08 (31-5) Eff 23 Oct

MOSCOW, RUSSIA ILS DME Rwy 32L

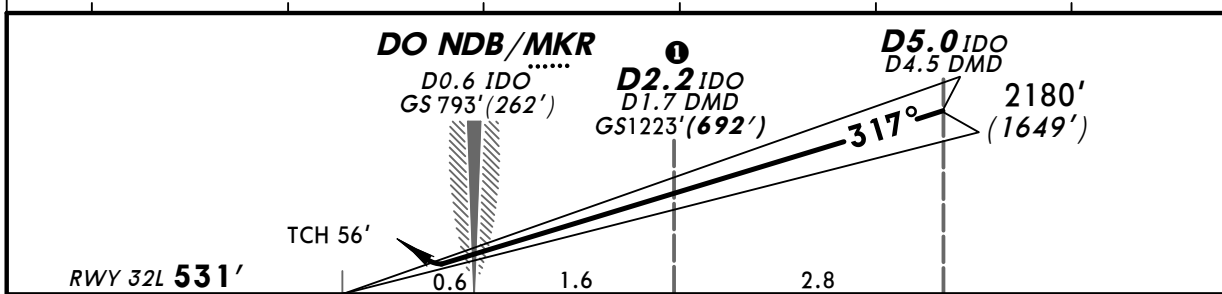
BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
LOC IDO 109.3	Final Apch Crs 317°	GS D2.2 IDO 1223' (692')	ILS DA(H) 731' (200')	Apt Elev 593' RWY 531'
MISSED APCH: After passing DO NDB/MKR climb STRAIGHT AHEAD to 930'(399') or above, then turn LEFT onto 166° climbing to 2180'(1649') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2500'(1969') after passing D16.3/R-150 DMD, or as directed. At 1190'(659'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880'(3349')				



ALT/HEIGHT CONVERSION	QNH	(QFE)
3880'	(3349' - 1000m)	
2500'	(1969' - 600m)	
2180'	(1649' - 500m)	
1190'	(659' - 200m)	
930'	(399' - 120m)	

① Readiness for landing must be reported before passing D2.2 IDO/D1.7 DMD.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	166°	2180'	DK
ILS GS	3.00°	377	484	538	646	753	861	930' (399')	LT	(1649')	1020

STRAIGHT-IN LANDING RWY 32L			LOC (GS out)		
ILS					
DA(H) 731' (200')					
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
D					

PANS OPS

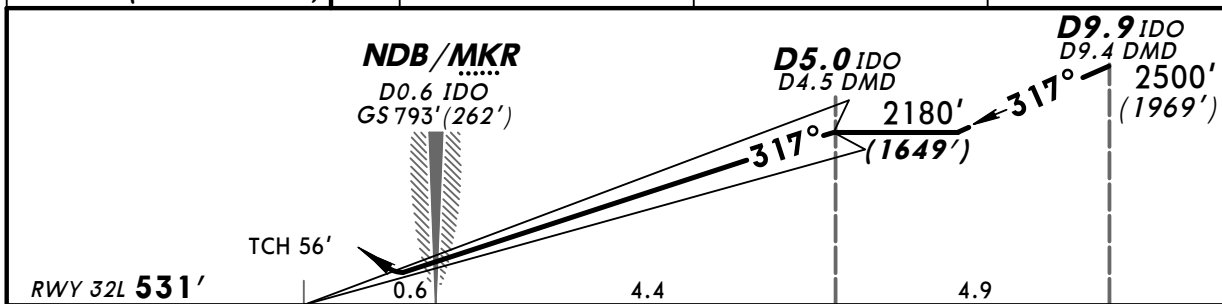
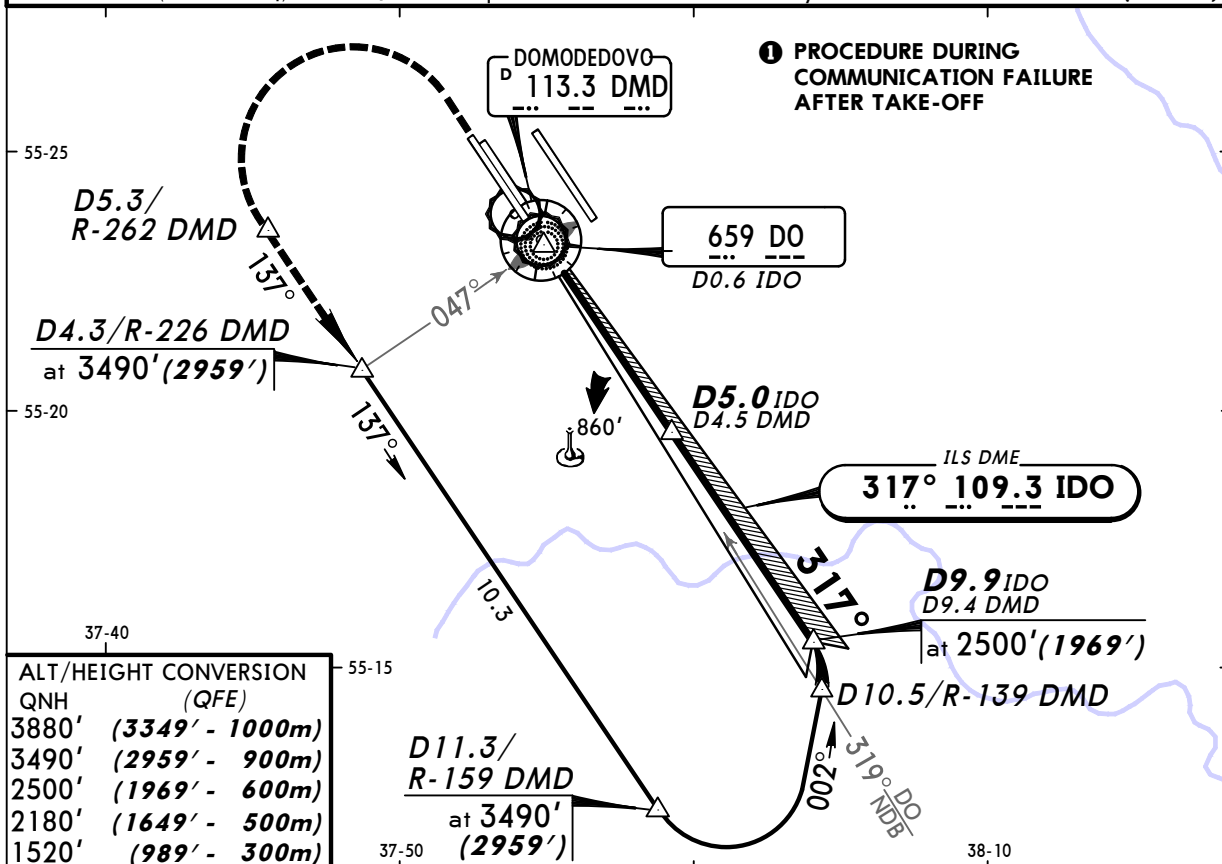
UDD/DME
DOMODEDOVO

JEPPESEN
17 OCT 08
Eff 23 Oct (31-6)

MOSCOW, RUSSIA
ILS DME Rwy 32L

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
LOC IDO	Final Apch Crs	GS D5.0 IDO	ILS DA(H)	Apt Elev 593' RWY 531'
109.3	317°	2180' (1649')	731' (200')	
MISSED APCH: Climb STRAIGHT AHEAD to 1520' (989'), then turn LEFT onto 137° climbing to 3490' (2959'), then according to chart or carry out one of SID procedures in case of radio communication failure.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3349')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1520' (989')	137°	3490' (2959')
ILS GS	3.00°	377	484	538	646	753	861			

STRAIGHT-IN LANDING RWY 32L			LOC (GS out)		
ILS					
DA(H) 731' (200')					
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
D					

PANS OPS

UUDD/DME
DOMODEDOVO

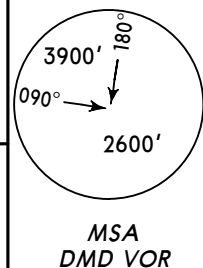
JEPPESSEN
18 JUL 08 (31-7) IL
Eff 31 Jul

EN MOSCOW, RUSSIA
ILS DME or 2 NDB Rwy 32R

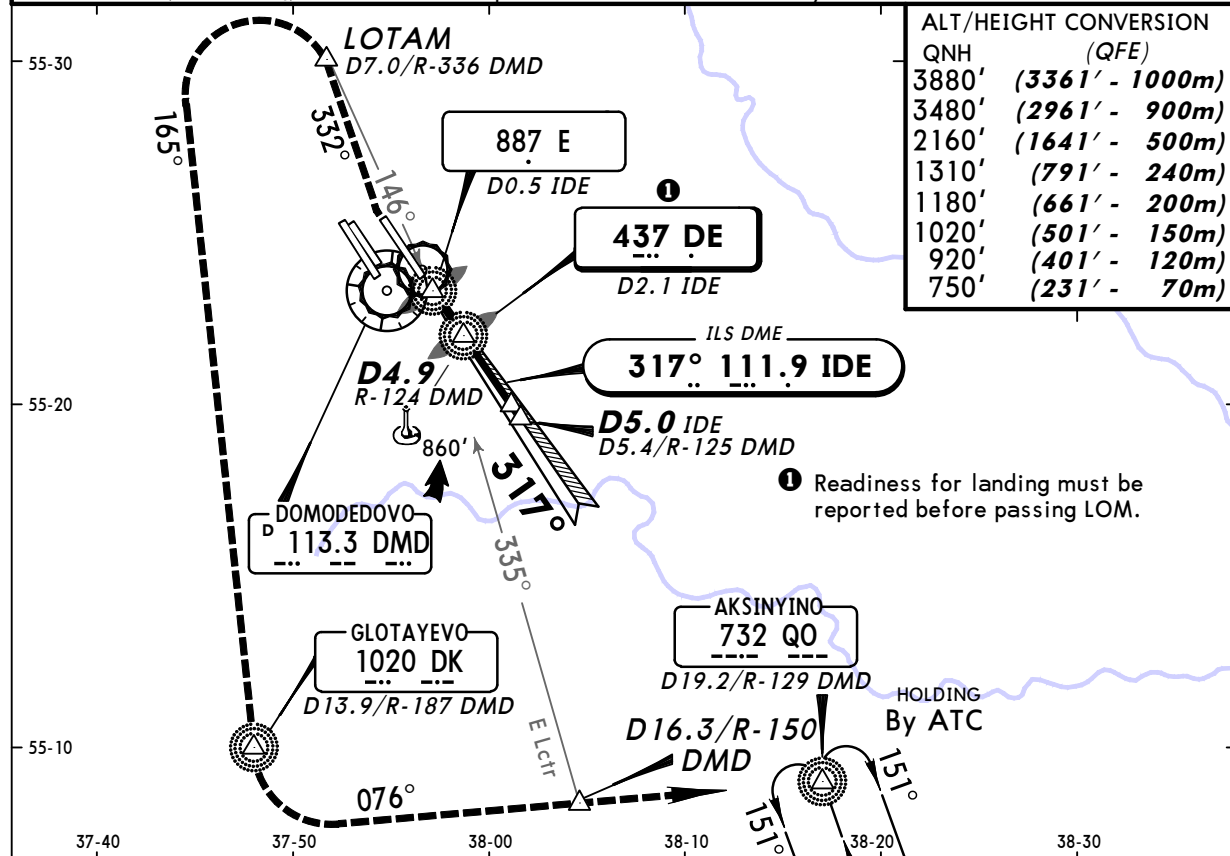
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian)	122.95	120.6	127.7	118.6 119.7 119.0 123.75

LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241'(722')	ILS DA(H) 719'(200')	Apt Elev 593' RWY 519'	
NDB DE 437		Minimum Alt 44.9 DMD 2160'(1641')	NDB MDA(H) 870'(351')		

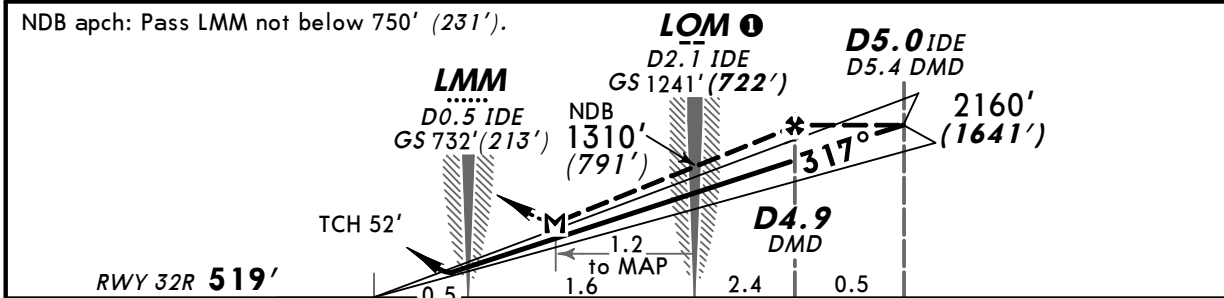
MISSSED APCH: After passing LMM climb STRAIGHT AHEAD to 920' (401') (NDB: 1020' (501')) or above, then turn RIGHT onto 332° climbing to 2160' (1641') to LOTAM, then turn LEFT onto 165° to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 3480' (2961') after passing D16.3/R-150 DMD, or as directed. At 1180' (661'), immediately contact RADAR.



Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3880'(3361')
--------------------------	---------------------------	---------------------	----------------------------------



NDB apch: Pass LMM not below 750' (231').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		Refer to Missed Apch above
<i>ILS GS</i> 3.00°	377	484	538	646	753	861		
<i>NDB Desc Grad</i> 5.8%	411	529	587	705	822	940		
<i>LOM to MAP</i> 1.2	1:02	0:48	0:43	0:36	0:31	0:27		

STRAIGHT-IN LANDING RWY 32R

ILS DA(H) 719'(200')			LOC (GS out)	NDB MDA(H) 870'(351')			
FULL		TDZ or CL out	ALS out			ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	
B							
C							
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

CHANGES: Comm. Missed approach. Note added.

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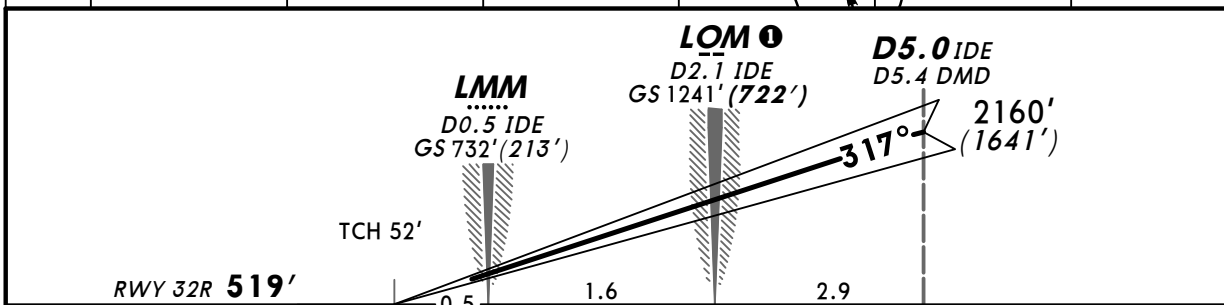
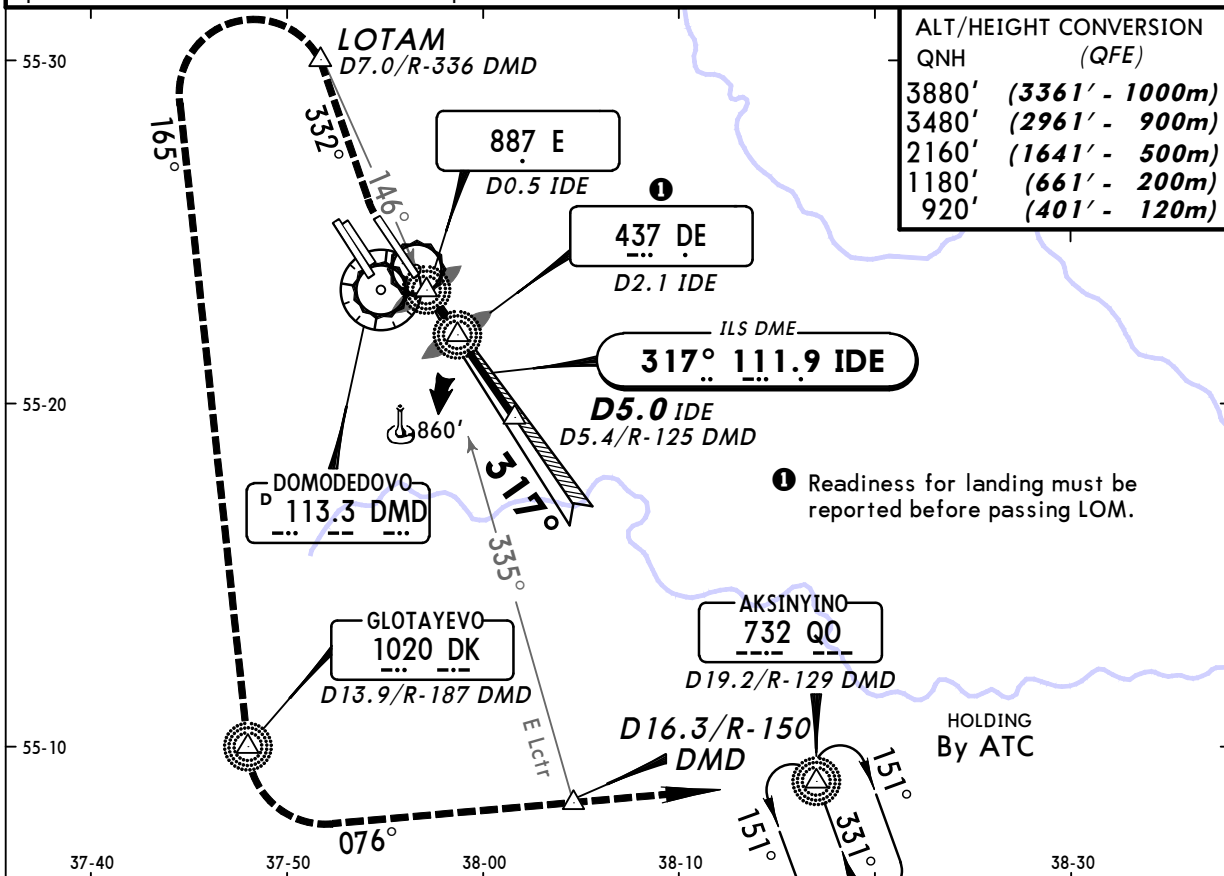
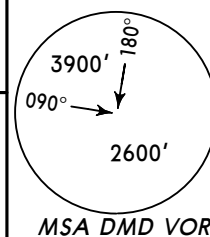
UDD/DME
DOMODEDOVO

JEPPESEN
18 JUL 08
Eff 31 Jul (31-7A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 32R

BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 118.6 119.7	Ground 119.0 123.75
LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241' (722')	CAT II ILS RA 106' DA(H) 619' (100')	Apt Elev 593' RWY 519'
MISSED APCH: After passing LMM climb STRAIGHT AHEAD to 920' (401') or above, then turn RIGHT onto 332° climbing to 2160' (1641') to LOTAM, then turn LEFT onto 165° to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 3480' (2961') after passing D16.3/R-150 DMD, or as directed. At 1180' (661'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3361') Special Aircrew & Acft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM	332°	2160'	LOTAM
GS	3.00°	377	484	538	646	753	PAPI	920' (401')	RT	(1641')	

STRAIGHT-IN LANDING RWY 32R
CAT II ILS
ABCD
RA 106'
DA(H) 619' (100')

PANS OPS

RVR 350m

UUDD/DME
DOMODEDOVO

18 JUL 08
Eff 31 Jul

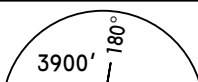
JEPPESEN

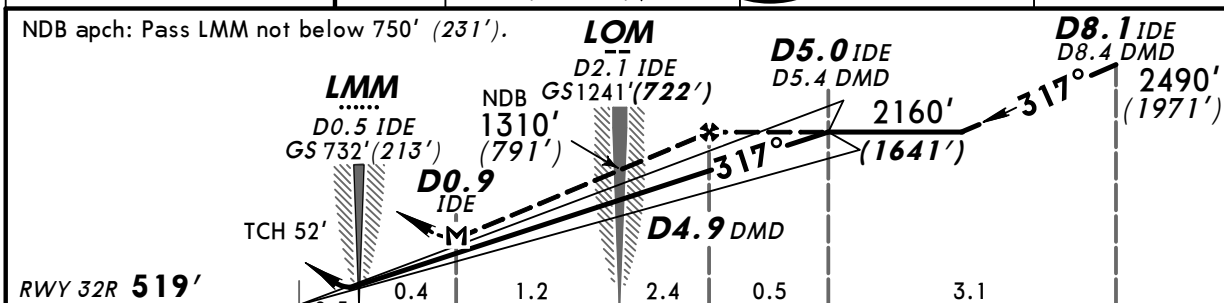
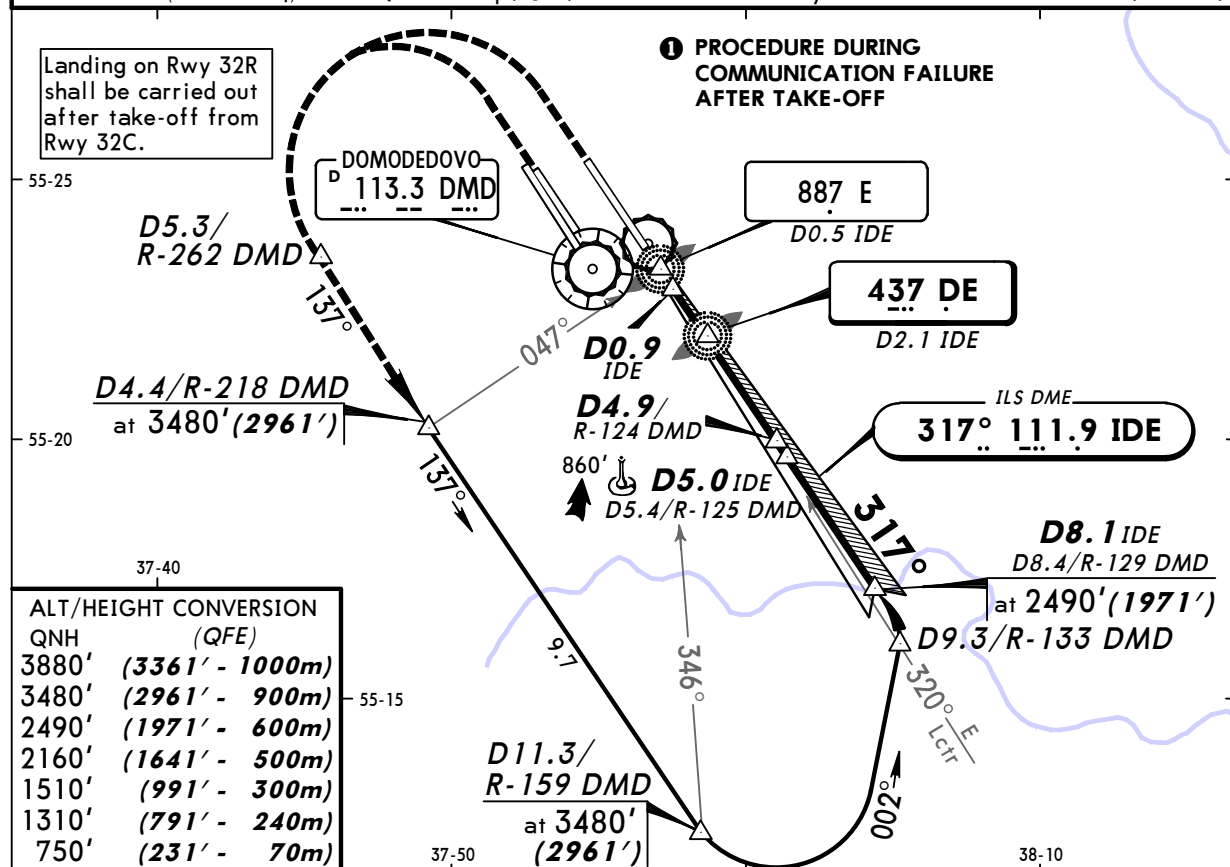
LOST COMM

MOSCOW RUSSIA

(31-8)

① ILS DME or 2 NDB Rwy 32R

ATIS 128.3 (Russian 122.95)		DOMODEDOVO Approach 120.6		DOMODEDOVO Radar 127.7		DOMODEDOVO Tower 118.6 119.7		Ground 119.0 123.75	
LOC IDE 111.9		GS LOM 1241' (722')		ILS DA(H) 719' (200')		Apt Elev 593'			
NDB DE 437		Minimum Alt D4.9 DMD 2160' (1641')		NDB MDA(H) 870' (351')		RWY 519'			
MISSED APCH: Climb STRAIGHT AHEAD to 1510' (991'), then turn LEFT onto 137° climbing to 3480' (2961'), then according to chart or carry out one of SID procedures in case of radio communication failure.								MSA DMD VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 3880' (3361')			



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		1510' (991')		3480' (2961')
<i>ILS GS</i> 3.00°	377	484	538	646	753	861				
<i>NDB Desc Grad</i> 5.8%	411	529	587	705	822	940				
<i>MAP at D0.9 IDE</i>										

STRAIGHT-IN LANDING RWY 32R							
ILS DA(H) 719'(200')			LOC (GS out)	NDB MDA(H) 870'(351')			
FULL		TDZ or CL out	ALS out			ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	
B							
C							
D							
					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	

UDD/DME
DOMODEDOVO

18 JUL 08
Eff 31 Jul

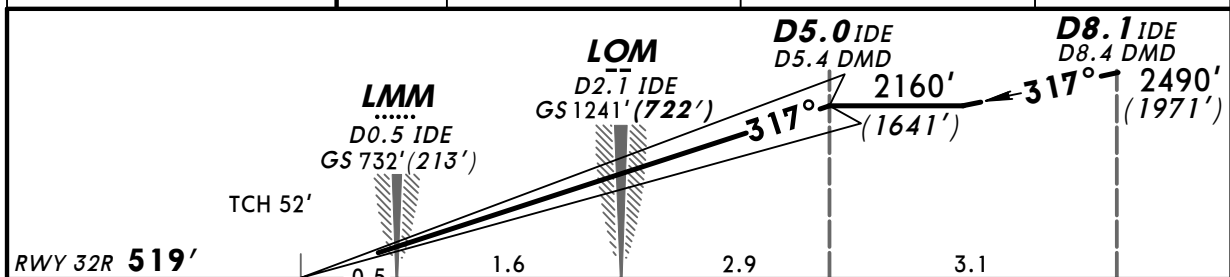
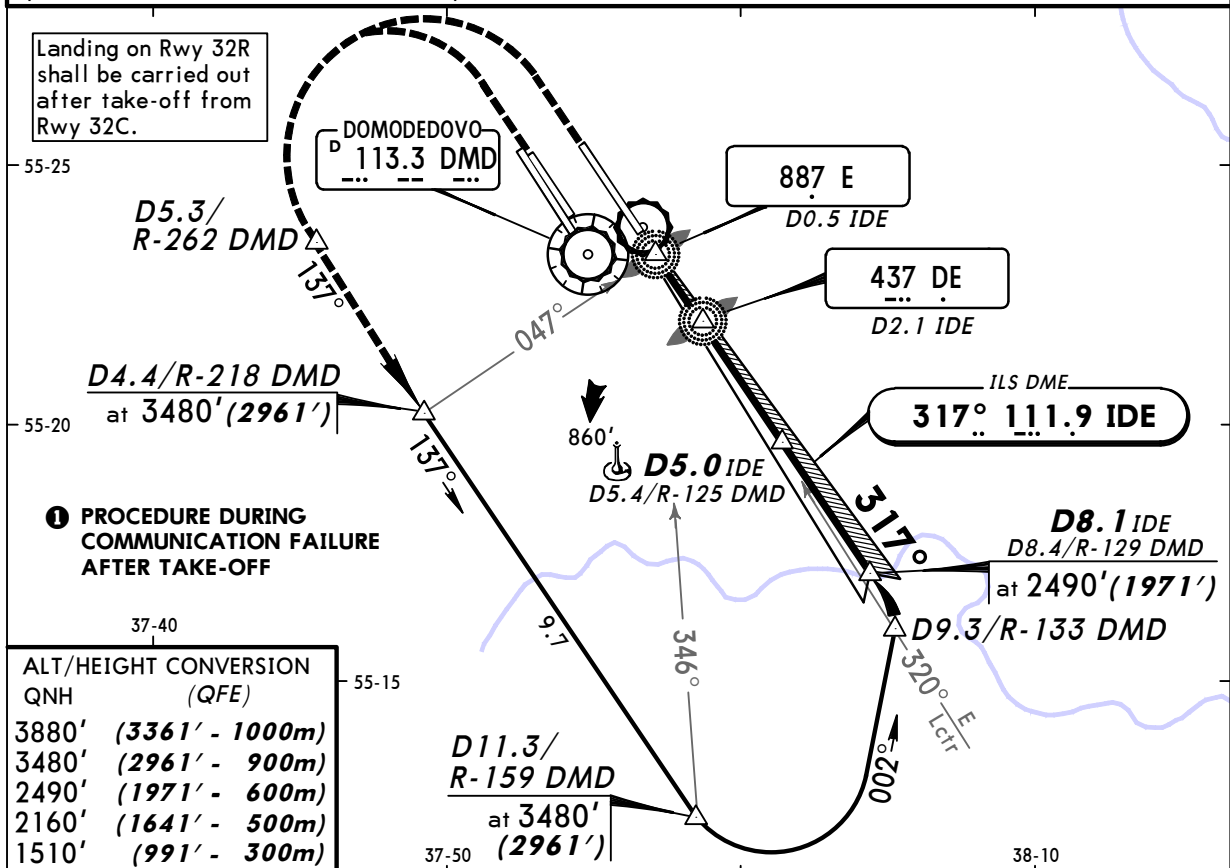
(31-8A)

LOST
COMM

MOSCOW, RUSSIA
CAT II ILS DME Rwy 32R

BRIEFING STRIP™

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241' (722')	CAT II ILS RA 106' DA(H) 619' (100')	Apt Elev 593' RWY 519'
MISSED APCH: Climb STRAIGHT AHEAD to 1510' (991'), then turn LEFT onto 137° climbing to 3480' (2961'), then according to chart or carry out one of SID procedures in case of radio communication failure.				MSA DMD VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC
Special Aircrew & Acft Certification Required.		Trans alt: 3880' (3361')		



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1510' (991')	137°	3480' (2961')
GS	3.00°	377	484	538	646	753	861	PAPI	↑	LT	↑

PANS OPS

STRAIGHT-IN LANDING RWY 32R											
CAT II ILS											
ABCD											
RA 106'											
DA(H) 619' (100')											
RVR 350m											

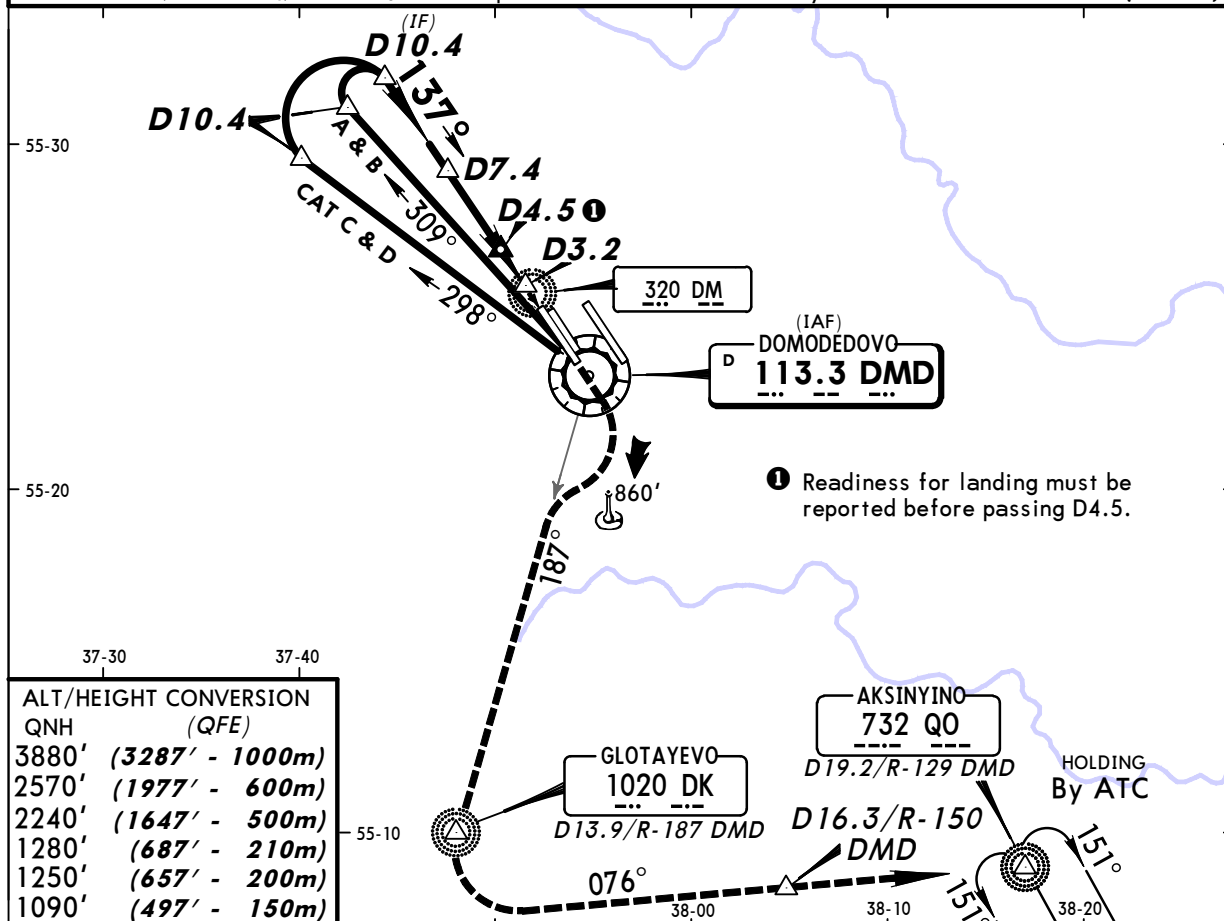
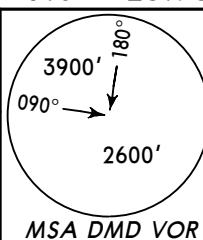
UDD/DME DOMODEDOVO

JEPPESEN
17 OCT 08 (33-1) Eff 23 Oct

MOSCOW, RUSSIA VOR DME Rwy 14R

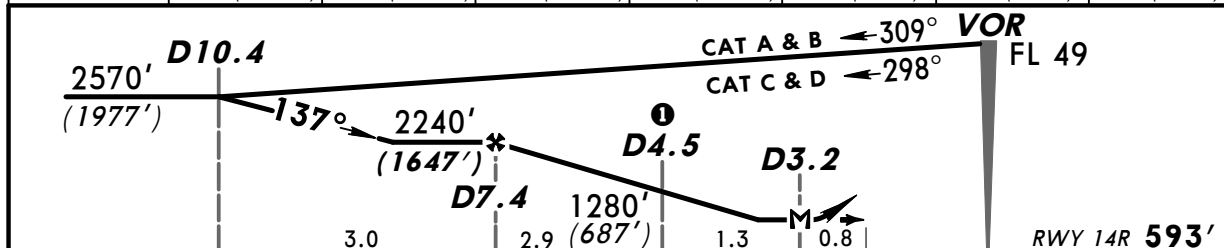
BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 118.6 119.7	Ground 119.0 123.75
VOR DMD 113.3	Final Apch Crs 137°	Minimum Alt D7.4 2240' (1647')	MDA(H) 960' (367')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-187 climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2570' (1977') after passing D16.3/R-150 DMD, or as directed. At 1250' (657'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')				



ALT/HEIGHT CONVERSION	QNH	(QFE)
3880'	(3287' - 1000m)	
2570'	(1977' - 600m)	
2240'	(1647' - 500m)	
1280'	(687' - 210m)	
1250'	(657' - 200m)	
1090'	(497' - 150m)	

DMD DME	7.2	6.7	6.2	5.6	5.1	4.0	3.5
ALTITUDE (HAT)	2190' (1597')	2020' (1427')	1840' (1247')	1680' (1087')	1500' (907')	1150' (557')	990' (397')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1090' (497')	RT	R-187 DMD 113.3	2240' (1647')
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI				
MAP at D3.2											

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 960' (367')							
ALS out							
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

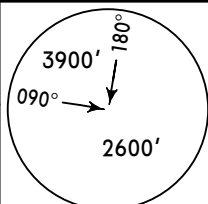
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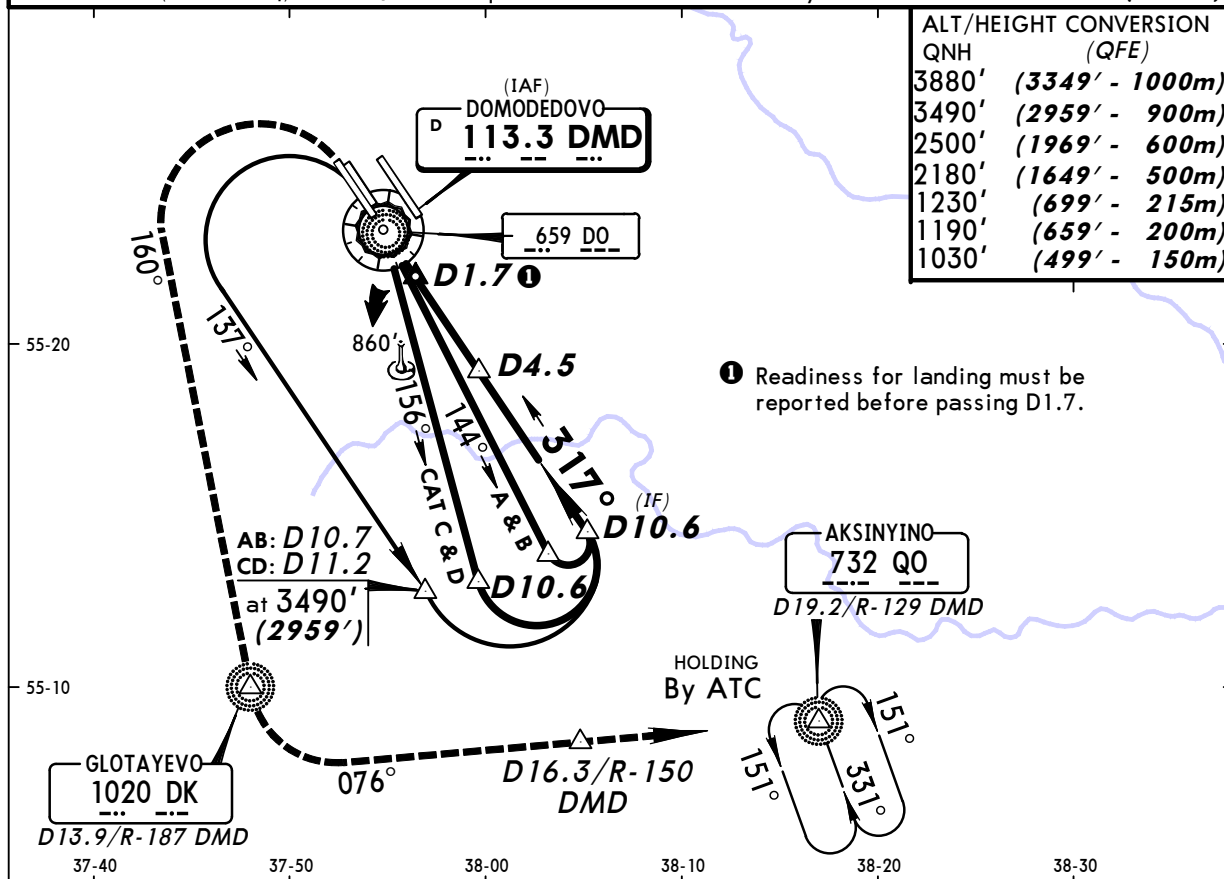
UDD/DME
DOMODEDOVO

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17 OCT 08
Eff 23 Oct (33-2)

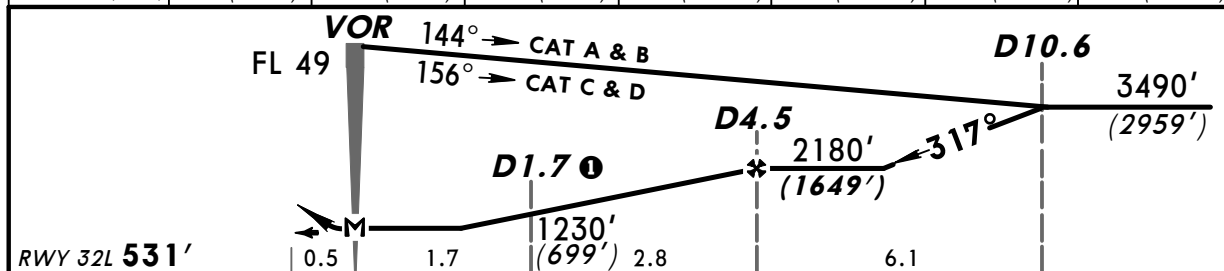
MOSCOW, RUSSIA
VOR DME Rwy 32L

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
VOR DMD 113.3	Final Apch Crs 317°	Minimum Alt D4.5 2180' (1649')	MDA(H) 880' (349')	Apt Elev 593' RWY 531'
MISSED APCH: Climb STRAIGHT AHEAD to 1030' (499'), then turn LEFT onto 160° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2500' (1969') after passing D16.3/R-150 DMD, or as directed. At 1190' (659'), immediately contact RADAR.				 MSA DMD VOR
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3880' (3349')	



DMD DME	0.6	1.1	2.2	2.8	3.3	3.8	4.4
ALTITUDE (HAT)	930' (399')	1090' (559')	1440' (909')	1620' (1089')	1780' (1249')	1960' (1429')	2140' (1609')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1030' (499')	160°	2180' (1649')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI	↑	LT		
MAP at VOR											

STRAIGHT-IN LANDING RWY 32L							
MDA(H) 880' (349')							
ALS out							
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m			RVR 1800m VIS 2000m			

PANS OPS

CHANGES: Crossing altitude.

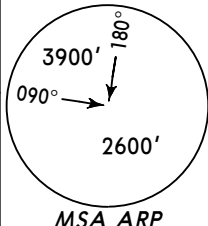
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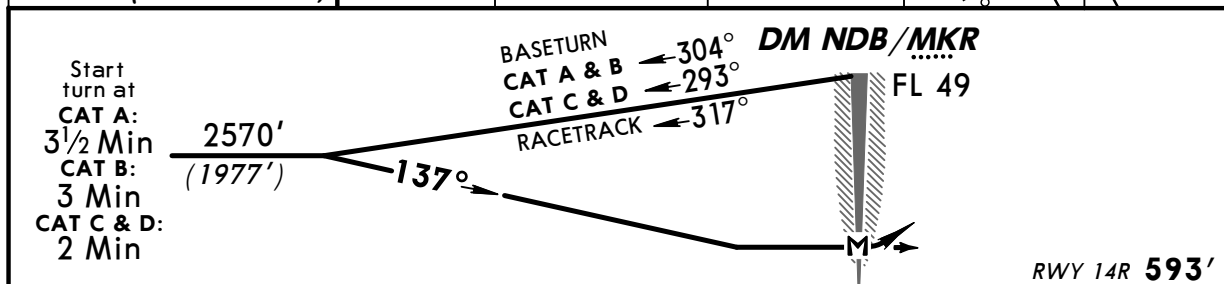
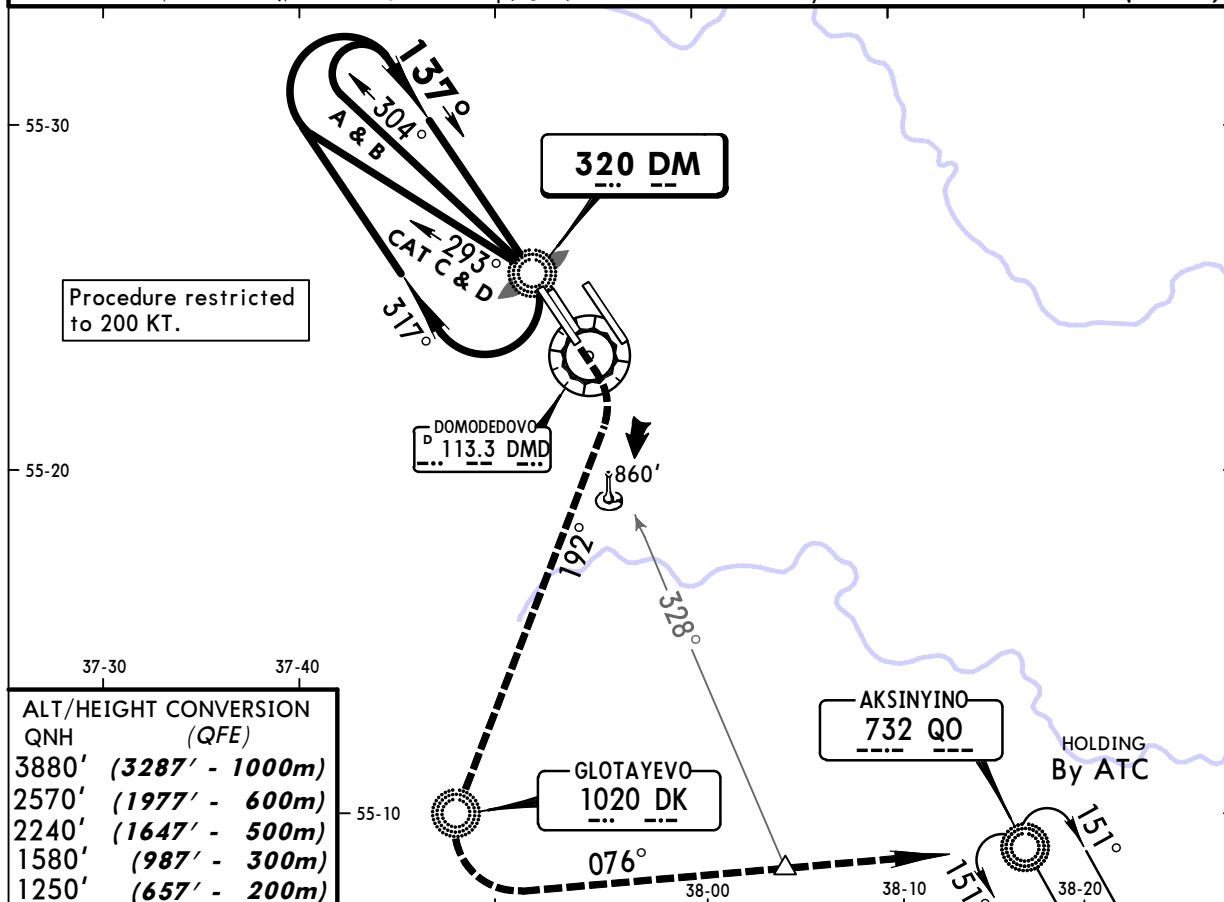
UDD/DME
DOMODEDOVO

JEPPESEN
18 JUL 08
Eff 31 Jul (36-1)

MOSCOW, RUSSIA
NDB Rwy 14R

BRIEFING STRIP

ATIS 128.3 (Russian)	122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 118.6 119.7	Ground 119.0 123.75
NDB DM 320	Final Apch Crs 137°	Minimum Alt No FAF	MDA(H) 1290' (697')	Apt Elev 593' RWY 593'	
MISSED APCH: Climb STRAIGHT AHEAD to 1580' (987'), then turn RIGHT onto 192° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2570' (1977') after passing 328° to DM NDB, or as directed. At 1250' (657'), immediately contact RADAR.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3880' (3287')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1580' (987')	192°	2240' (1647')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI	↑	RT		
MAP at DM NDB/MKR											

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 1290' (697')							
ALS out							
A	1200m		RVR 1500m				
B			VIS 1600m				
C	2400m		3200m				
D	3200m		3600m				

PANS OPS

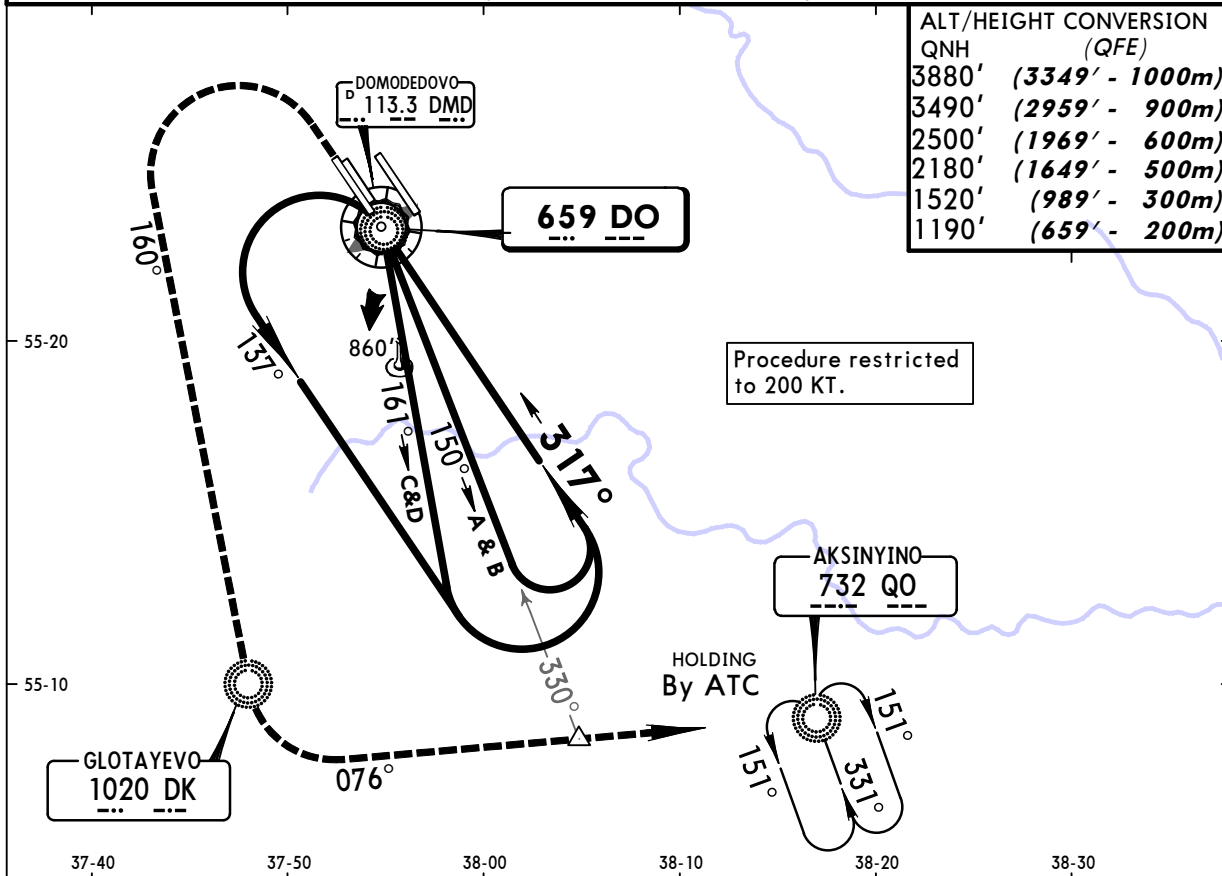
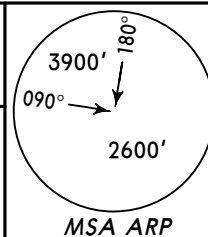
UDD/DME
DOMODEDOVO

JEPPESEN
18 JUL 08
Eff 31 Jul (36-2)

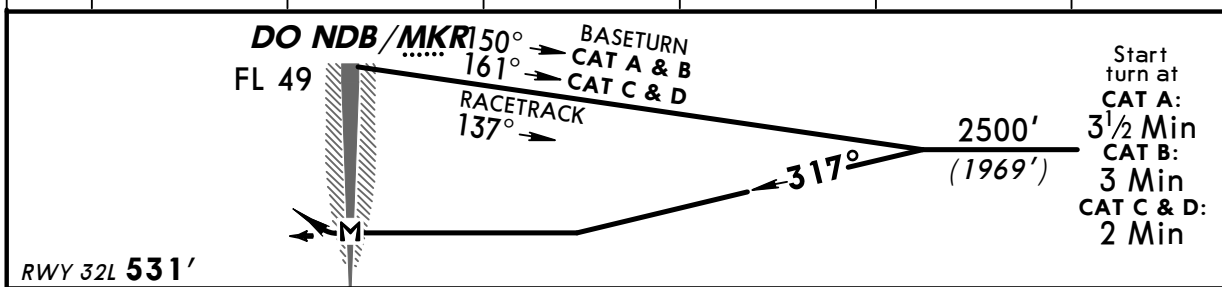
MOSCOW, RUSSIA
NDB Rwy 32L

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75
NDB DO 659	Final Apch Crs 317°	Minimum Alt No FAF	MDA(H) 1220' (689')	Apt Elev 593' RWY 531'
MISSED APCH: Climb STRAIGHT AHEAD to 1520' (989'), then turn LEFT onto 160° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2500' (1969') after passing 330° to DO NDB, or as directed. At 1190' (659'), immediately contact RADAR.				
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3880' (3349')	



ALT/HEIGHT CONVERSION	QNH	(QFE)
3880'	(3349' - 1000m)	
3490'	(2959' - 900m)	
2500'	(1969' - 600m)	
2180'	(1649' - 500m)	
1520'	(989' - 300m)	
1190'	(659' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1520' (989')	160°	2180' (1649')	DK 1020
Descent Gradient 5.2%	369	474	527	632	738	843	PAPI				
MAP at DO NDB/MKR											

STRAIGHT-IN LANDING RWY 32L		ALS out	
MDA(H) 1220' (689')			
A	1200m	RVR 1500m	
B		VIS 1600m	
C	2400m	3200m	
D	3200m	3600m	

PANS OPS