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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.

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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).

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UUDD/DME DOMODEDOVO

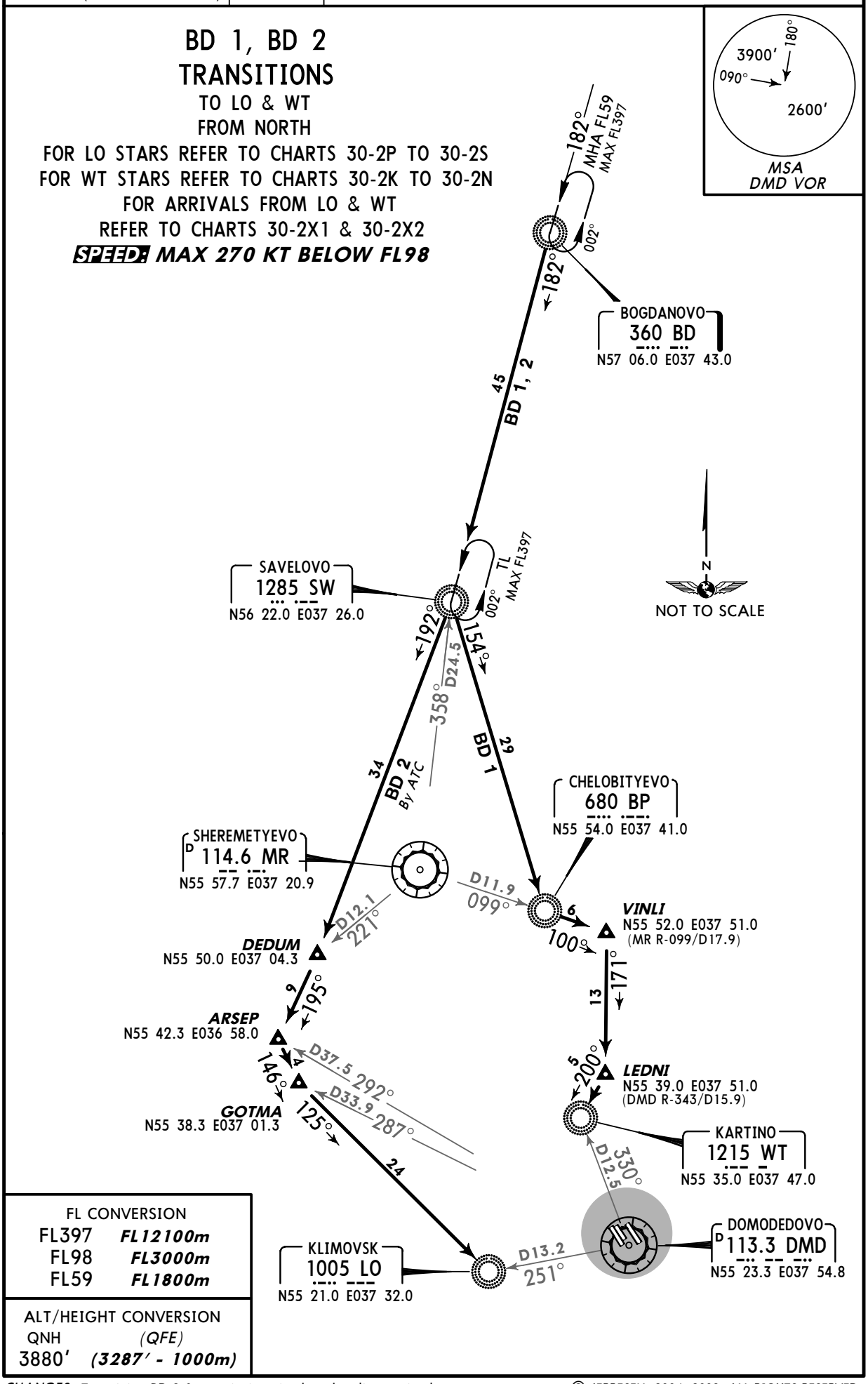
JEPPESEN

17 OCT 08 (30-2) Eff 23 Oct

MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*



CHANGES: Transition BD 2 & restrictions in chart heading revised.

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UUDD/DME DOMODEDOVO

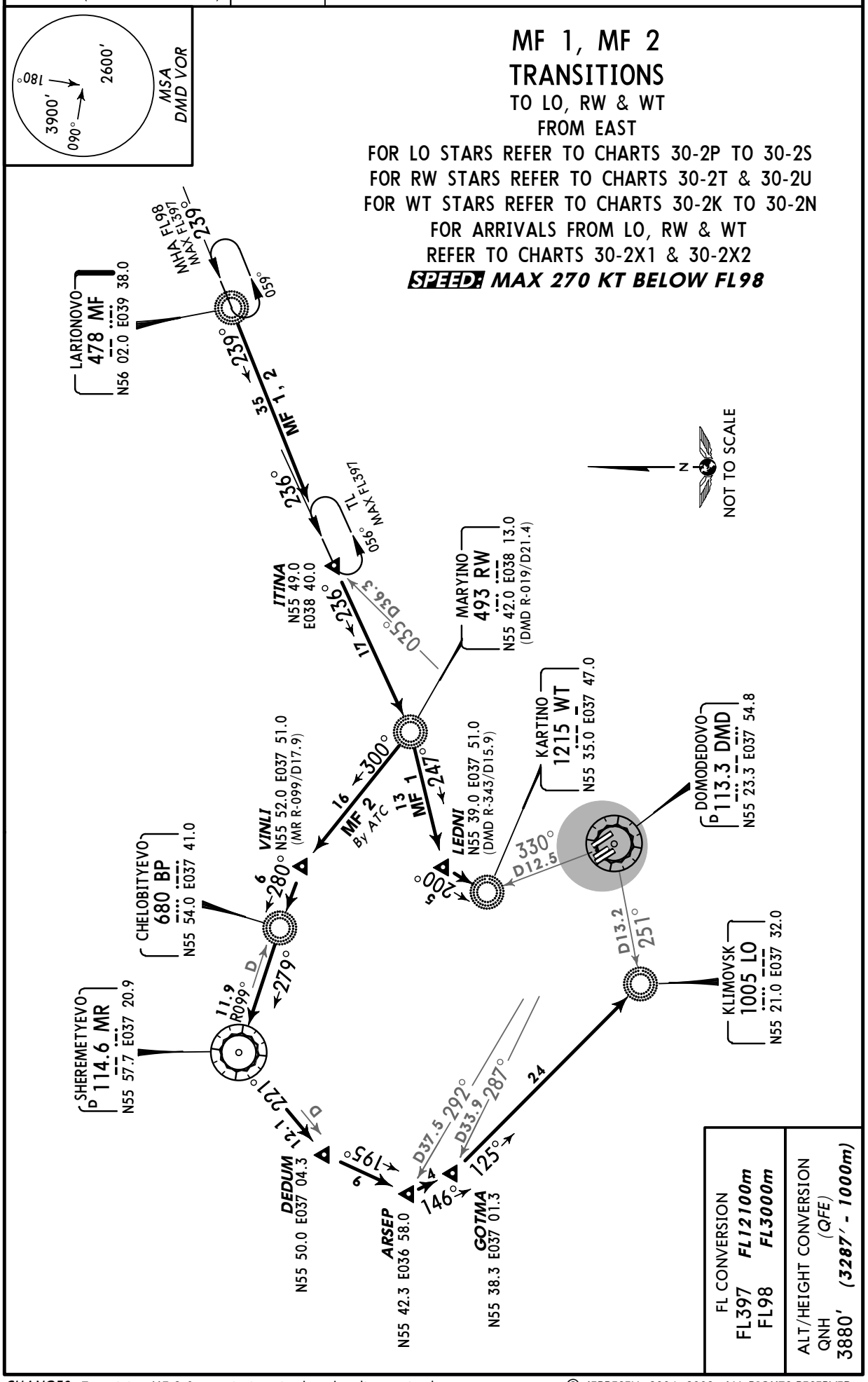
JEPPESEN

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

MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)



CHANGES: Transition MF 2 & restrictions in chart heading revised.

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UUDD/DME DOMODEDOVO

JEPPESEN

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

MOSCOW, RUSSIA

TRANSITION

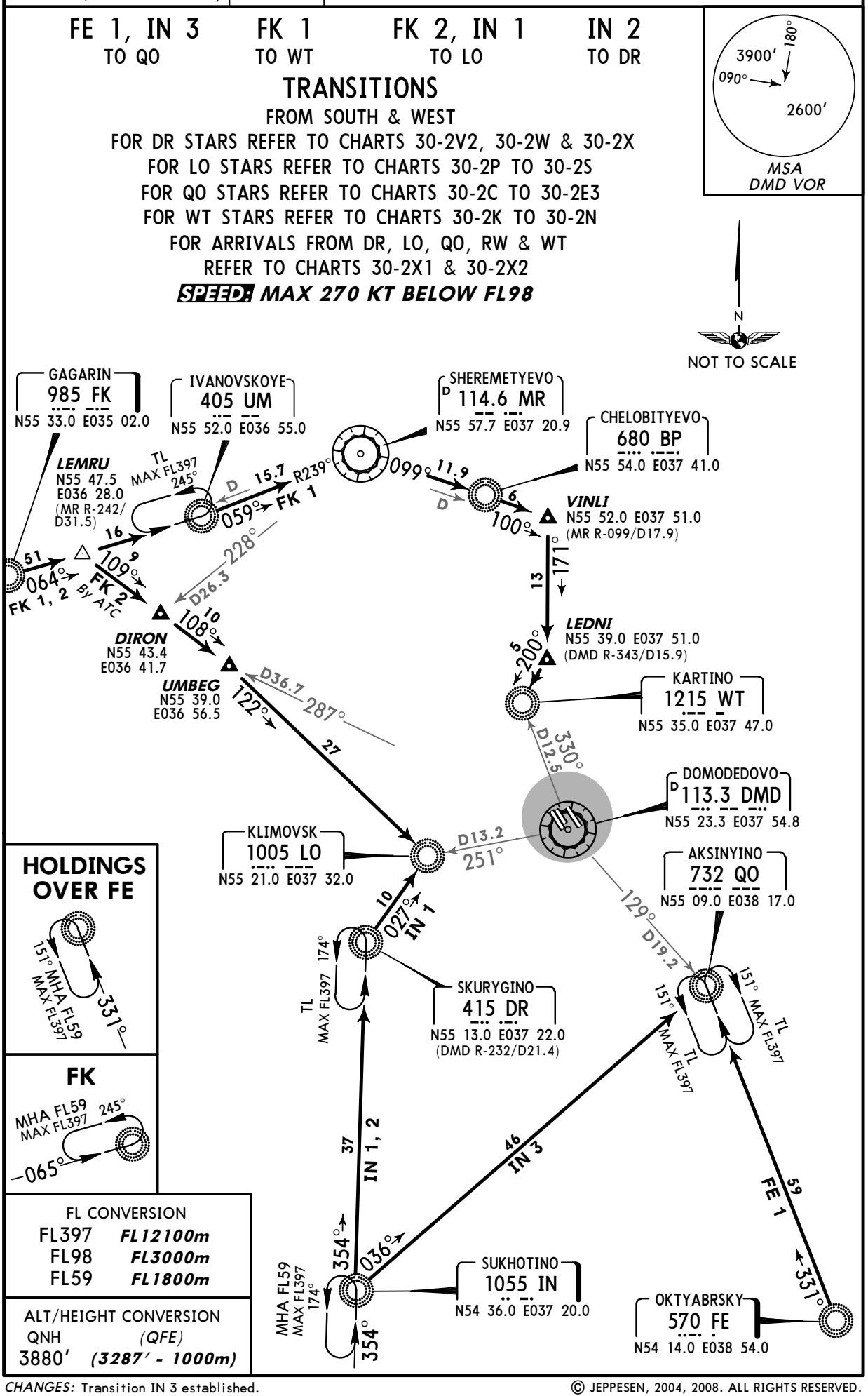
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)

FE 1, IN 3 TO QO | FK 1 TO WT | FK 2, IN 1 TO LO | IN 2 TO DR

TRANSITIONS

FROM SOUTH & WEST
FOR DR STARS REFER TO CHARTS 30-2V2, 30-2W & 30-2X
FOR LO STARS REFER TO CHARTS 30-2P TO 30-2S
FOR QO STARS REFER TO CHARTS 30-2C TO 30-2E3
FOR WT STARS REFER TO CHARTS 30-2K TO 30-2N
FOR ARRIVALS FROM DR, LO, QO, RW & WT
REFER TO CHARTS 30-2X1 & 30-2X2

SPEED: MAX 270 KT BELOW FL98



CHANGES: Transition IN 3 established.

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UUDD/DME DOMODEDOVO

JEPPESEN

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

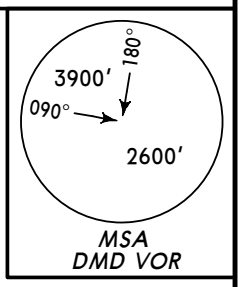
MOSCOW, RUSSIA

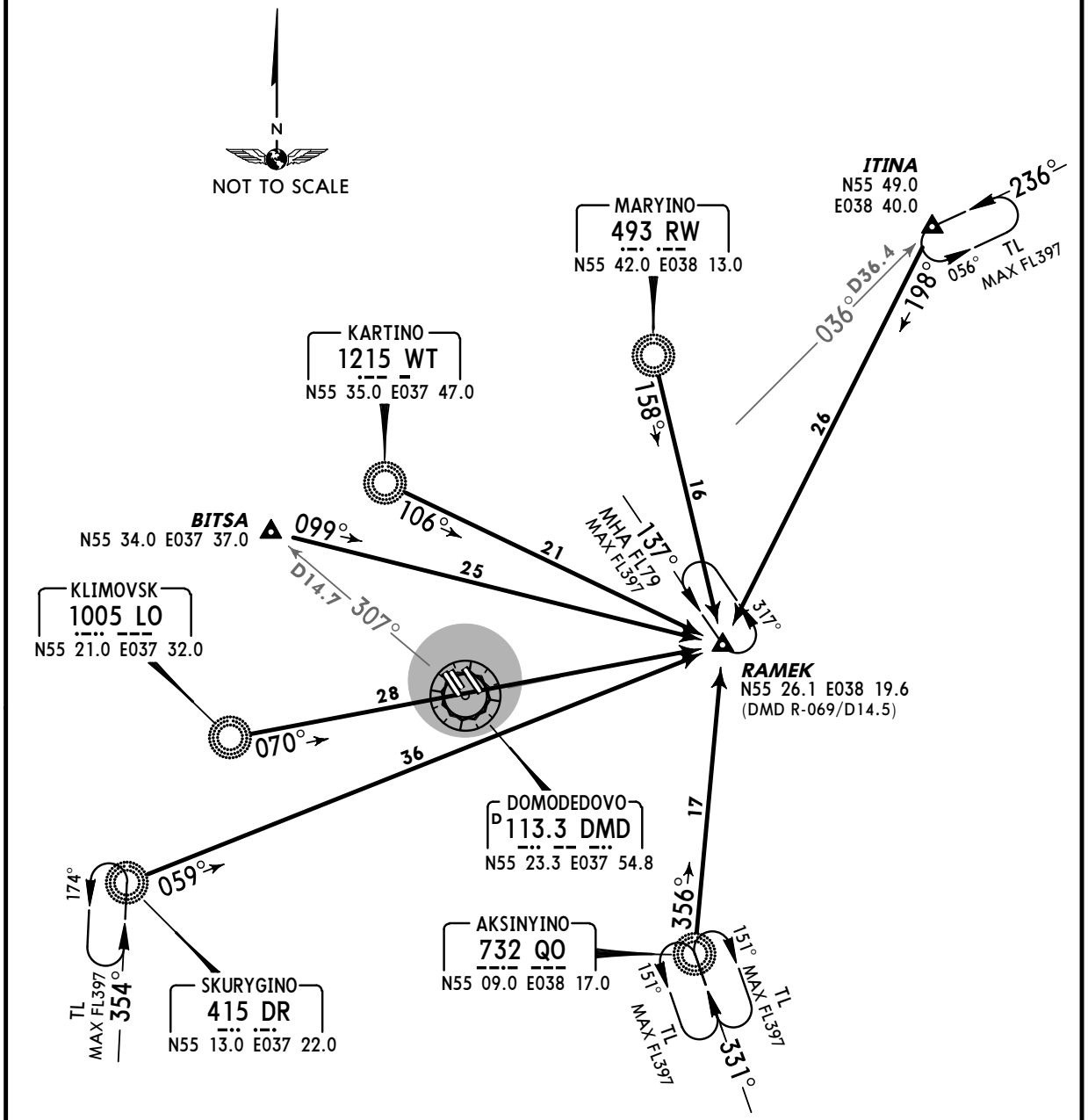
TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)

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)

CHANGES: None.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

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

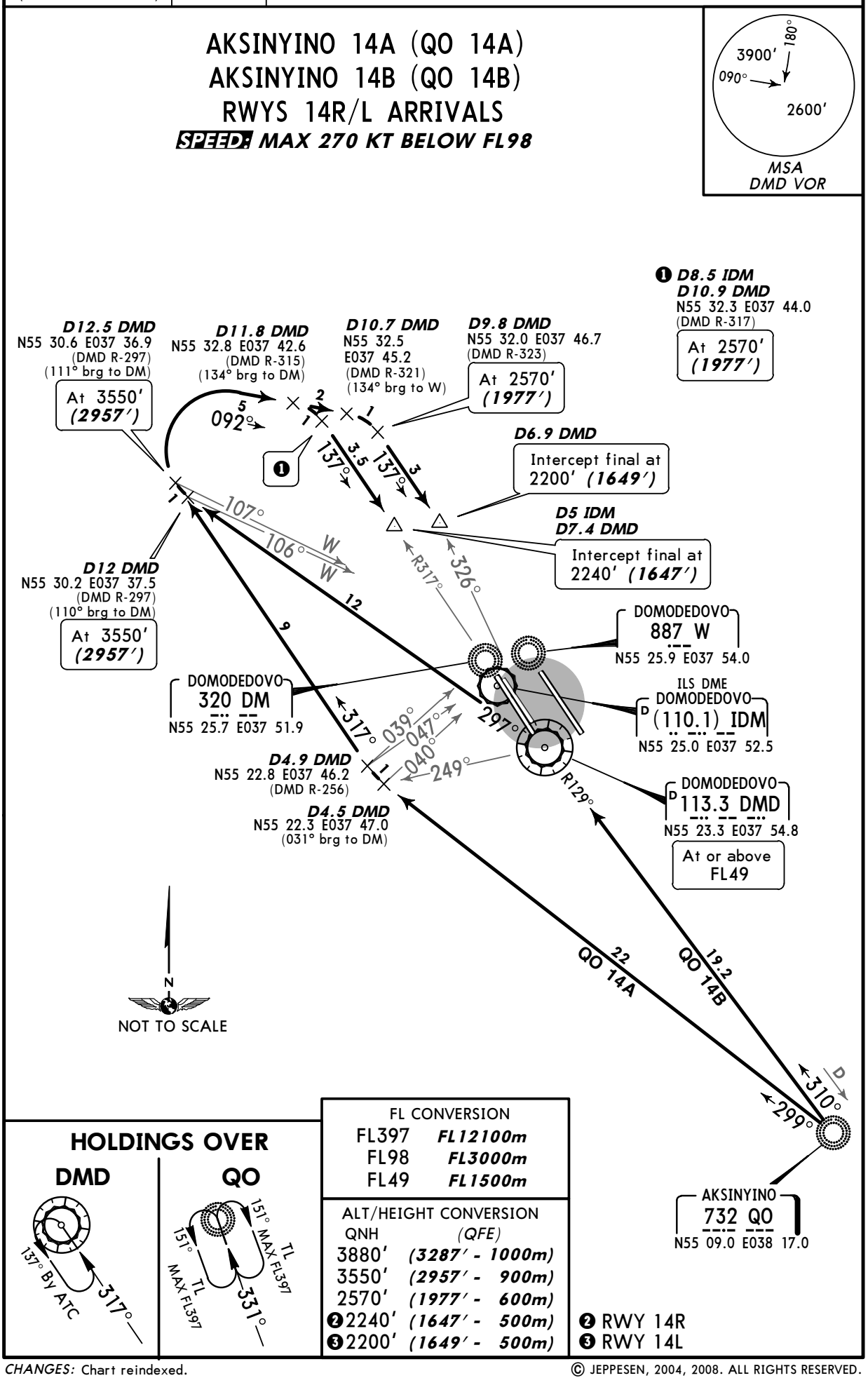
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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)***
❷2240′	***(1647′ - 500m)***
❸2200′	***(1649′ - 500m)***

❷ RWY 14R
❸ RWY 14L

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
28 MAR 08 30-2E Eff 10 Apr

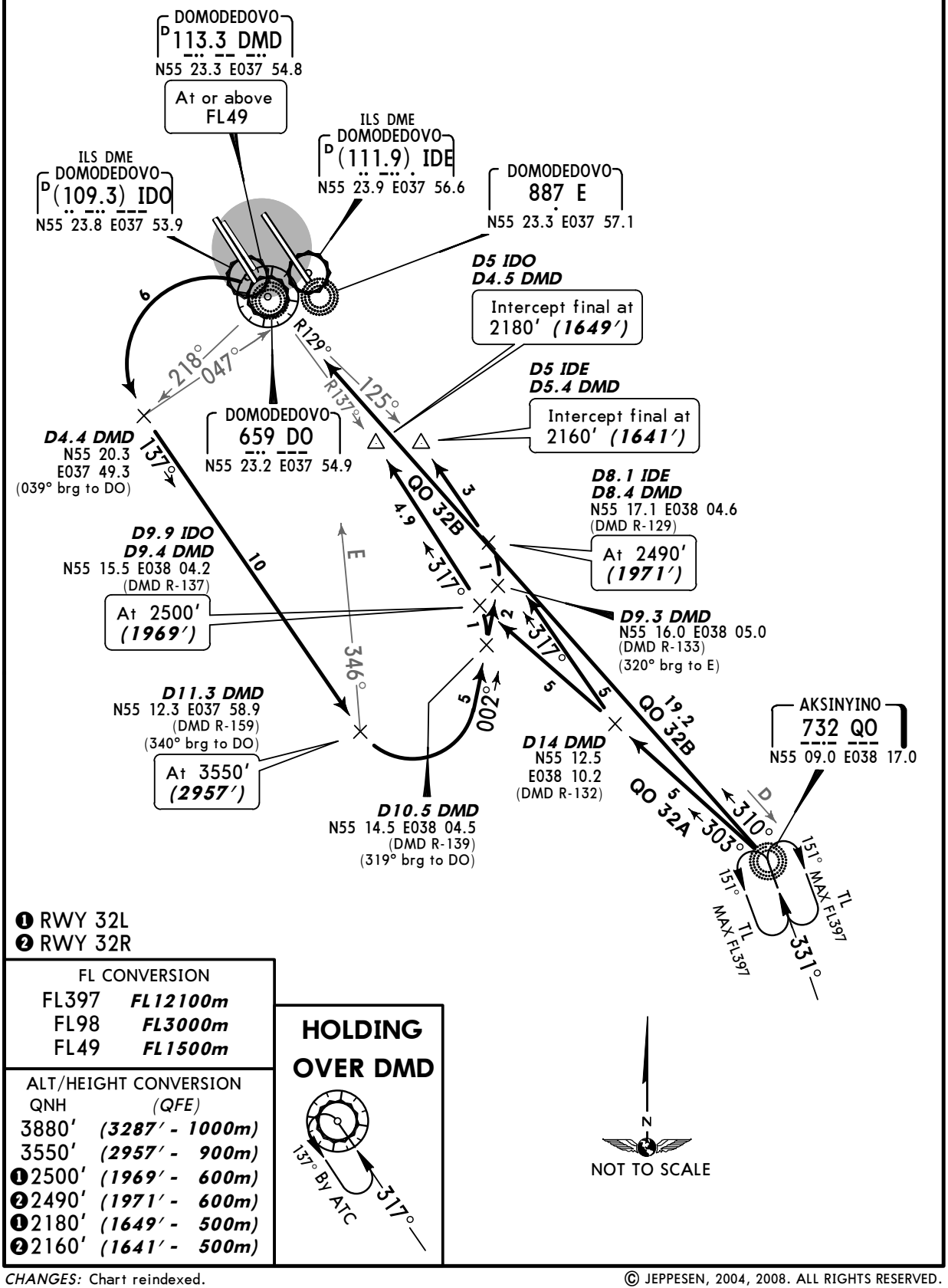
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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

SPEED: MAX 270 KT BELOW FL98



❶ RWY 32L
❷ RWY 32R

FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3287′ - 1000m)
3550′	(2957′ - 900m)
❶2500′	(1969′ - 600m)
❷2490′	(1971′ - 600m)
❶2180′	(1649′ - 500m)
❷2160′	(1641′ - 500m)

CHANGES: Chart reindexed.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

JEPPESEN
25 APR 08 30-2E1 Eff 8 May

MOSCOW, RUSSIA

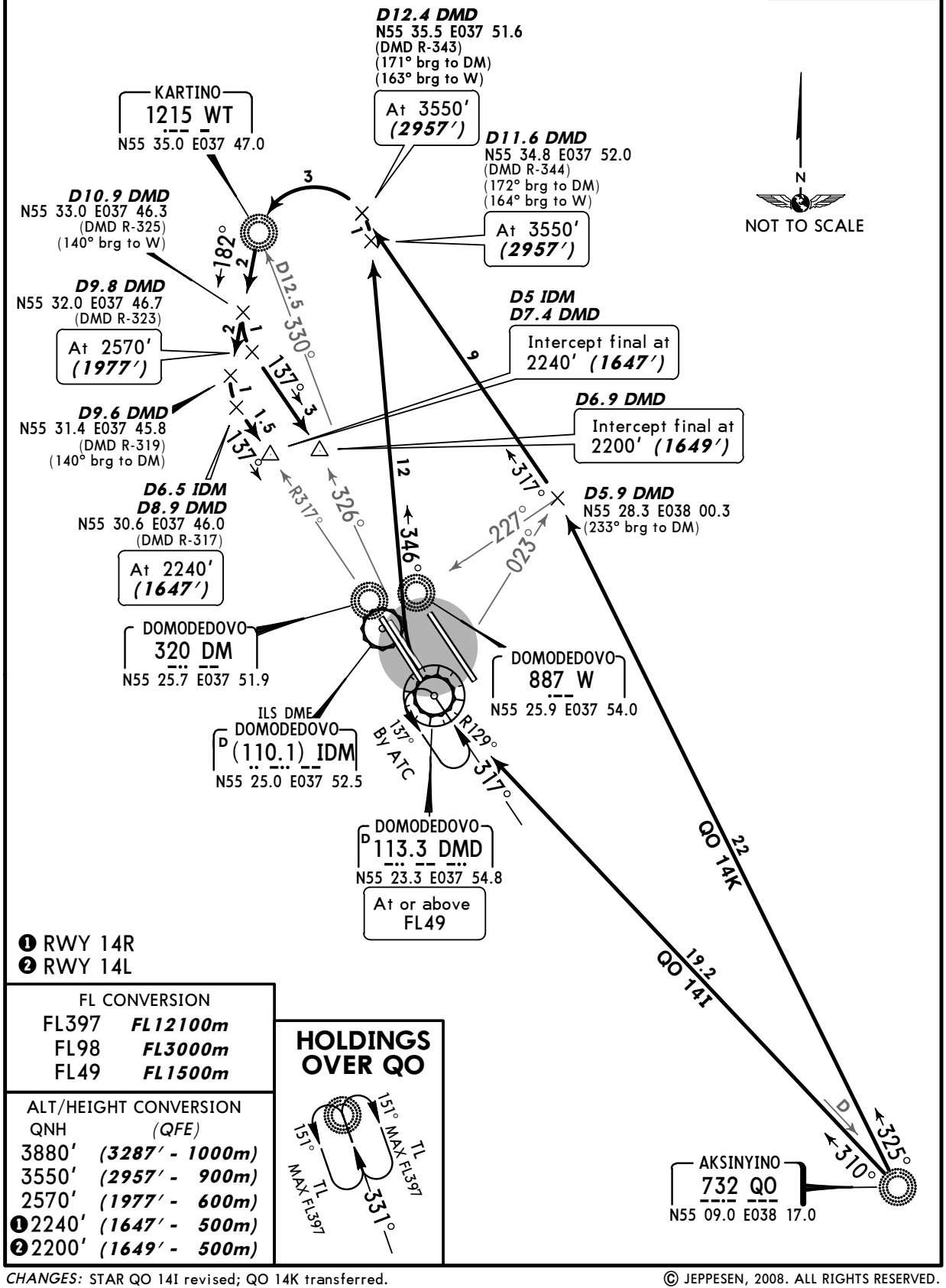
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



CHANGES: STAR QO 14I revised; QO 14K transferred.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

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

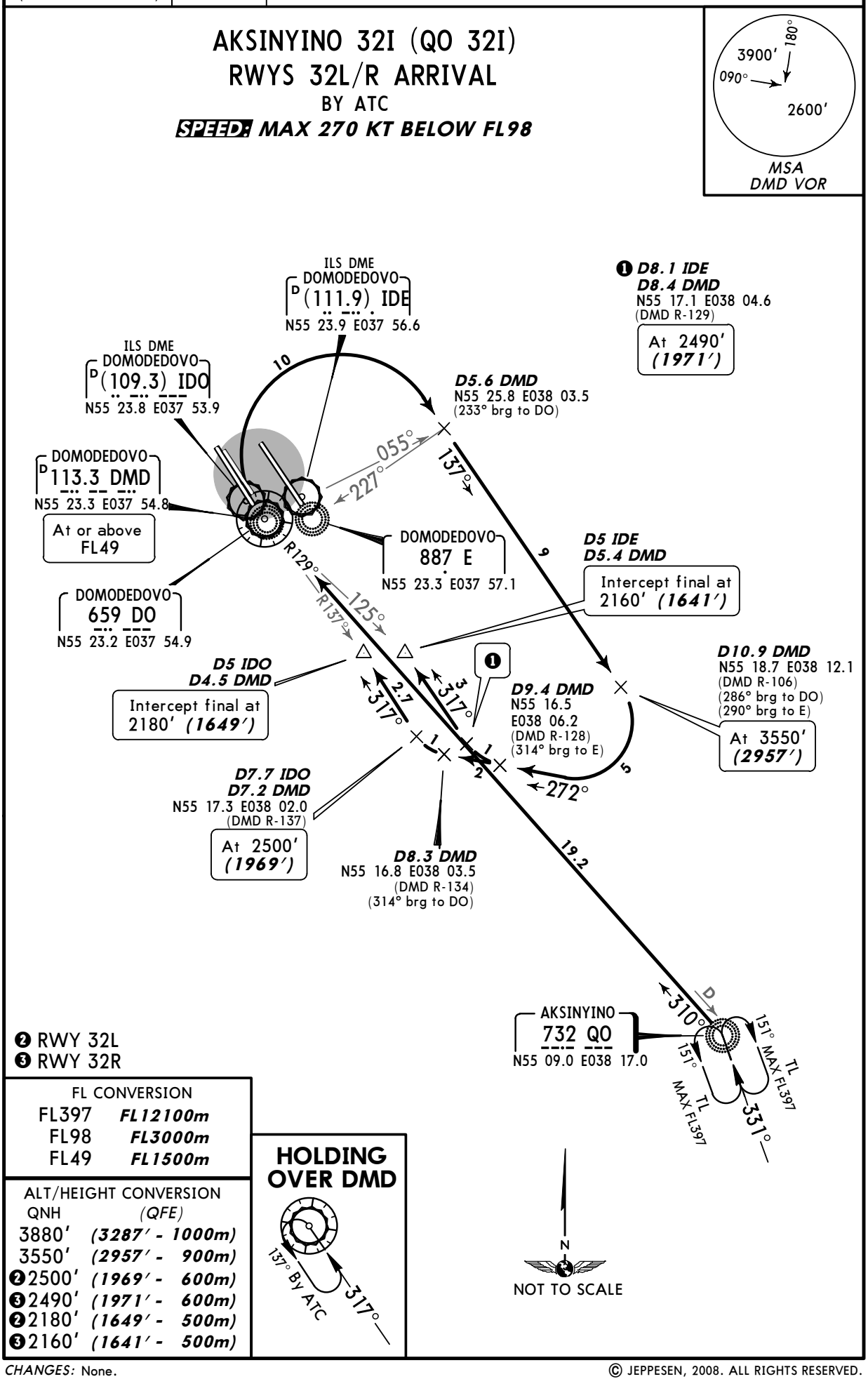
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3287′ - 1000m)
3550′	(2957′ - 900m)
❷2500′	(1969′ - 600m)
❸2490′	(1971′ - 600m)
❷2180′	(1649′ - 500m)
❸2160′	(1641′ - 500m)

CHANGES: None.

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UUDD/DME DOMODEDOVO

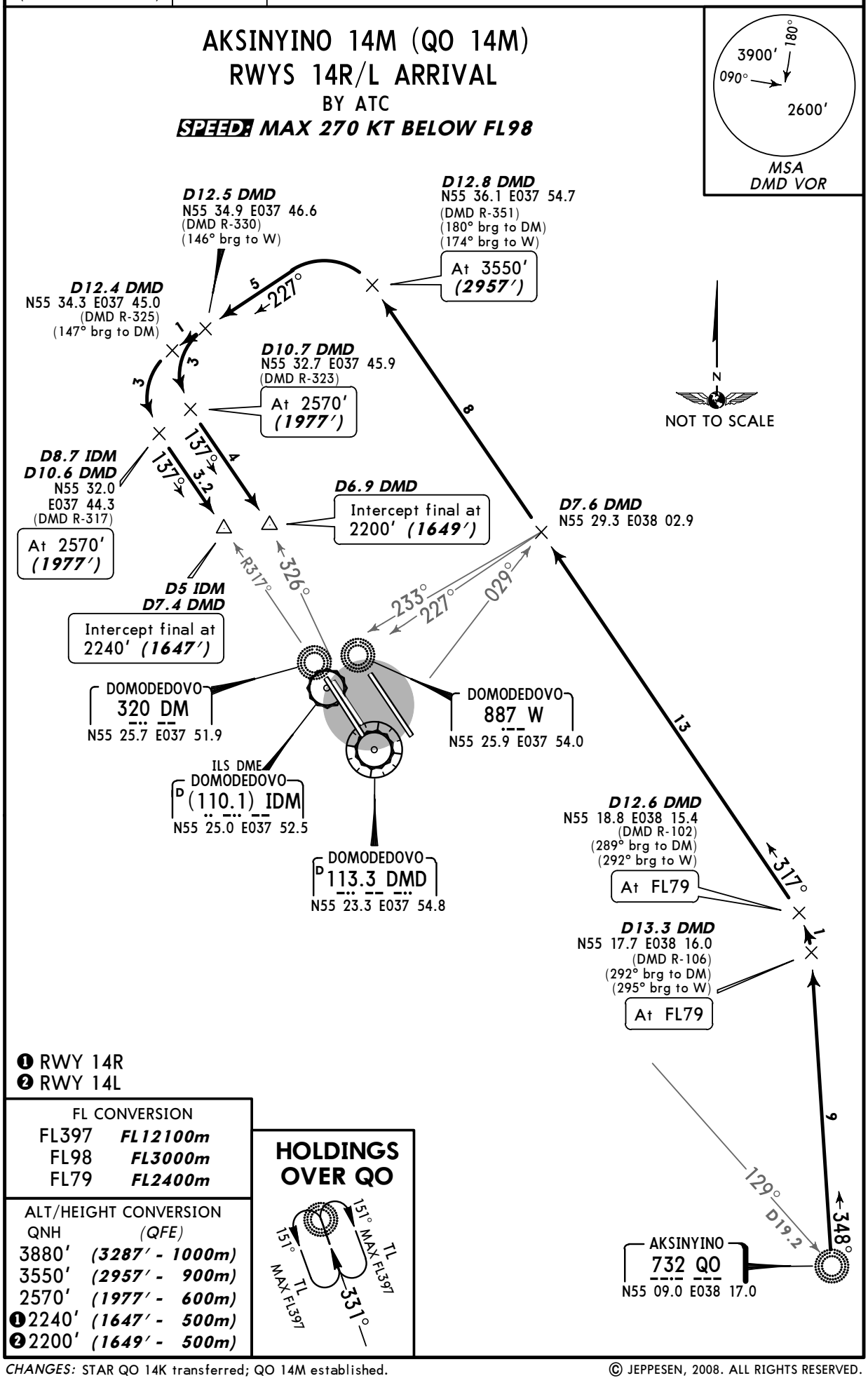
JEPPESEN
25 APR 08 (30-2E3) Eff 8 May

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



❶ RWY 14R
❷ RWY 14L

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶2240′	***(1647′ - 500m)***
❷2200′	***(1649′ - 500m)***

CHANGES: STAR QO 14K transferred; QO 14M established.

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UUDD/DME DOMODEDOVO

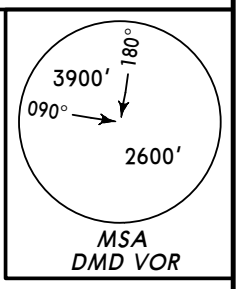
JEPPESEN
1 FEB 08 30-2F Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



❶ D12 DMD
N55 33.0 E037 42.5
(DMD R-316)
(135° brg to DM)

❷ 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)

D10.7 DMD
N55 32.6 E037 45.3
(DMD R-321)
(135° brg to W)

BITSA
N55 34.0 E037 37.0

BITSA 14A

D9.8 DMD
N55 32.0 E037 46.7
(DMD R-323)
At 2570′ (1977′)

D12.5 DMD
N55 30.6 E037 36.9
(DMD R-297)
(111° brg to DM)
(107° brg to W)
At 3550′ (2957′)

D6.9 DMD
Intercept final at 2200′ (1649′)

D5 IDM
D7.4 DMD
Intercept final at 2240′ (1647′)

D8.5 IDM
D10.9 DMD
N55 32.3 E037 44.0
(DMD R-317)
At 2570′ (1977′)

BITSA 14B

DOMODEDOVO
887 W
N55 25.9 E037 54.0

DOMODEDOVO
320 DM
N55 25.7 E037 51.9

ILS DME
DOMODEDOVO
(110.1) IDM
N55 25.0 E037 52.5

D4.9 DMD
N55 22.8 E037 46.2

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8
At or above FL49

❸ D8.8 IDM
D11.2 DMD
N55 32.5 E037 43.7
(DMD R-317)
At 2570′ (1977′)

RADIUS 2.2

FL CONVERSION	
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3287′ - 1000m)
3550′	(2957′ - 900m)
2570′	(1977′ - 600m)
❹2240′	(1647′ - 500m)
❺2200′	(1649′ - 500m)

❹ RWY 14R
❺ RWY 14L

N
NOT TO SCALE

CHANGES: MHA at DMD; crossing at BITSA withdrawn.

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UUDD/DME DOMODEDOVO

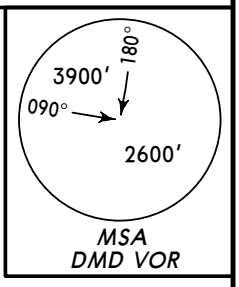
JEPPESEN
1 FEB 08 (30-2G) Eff 14 Feb

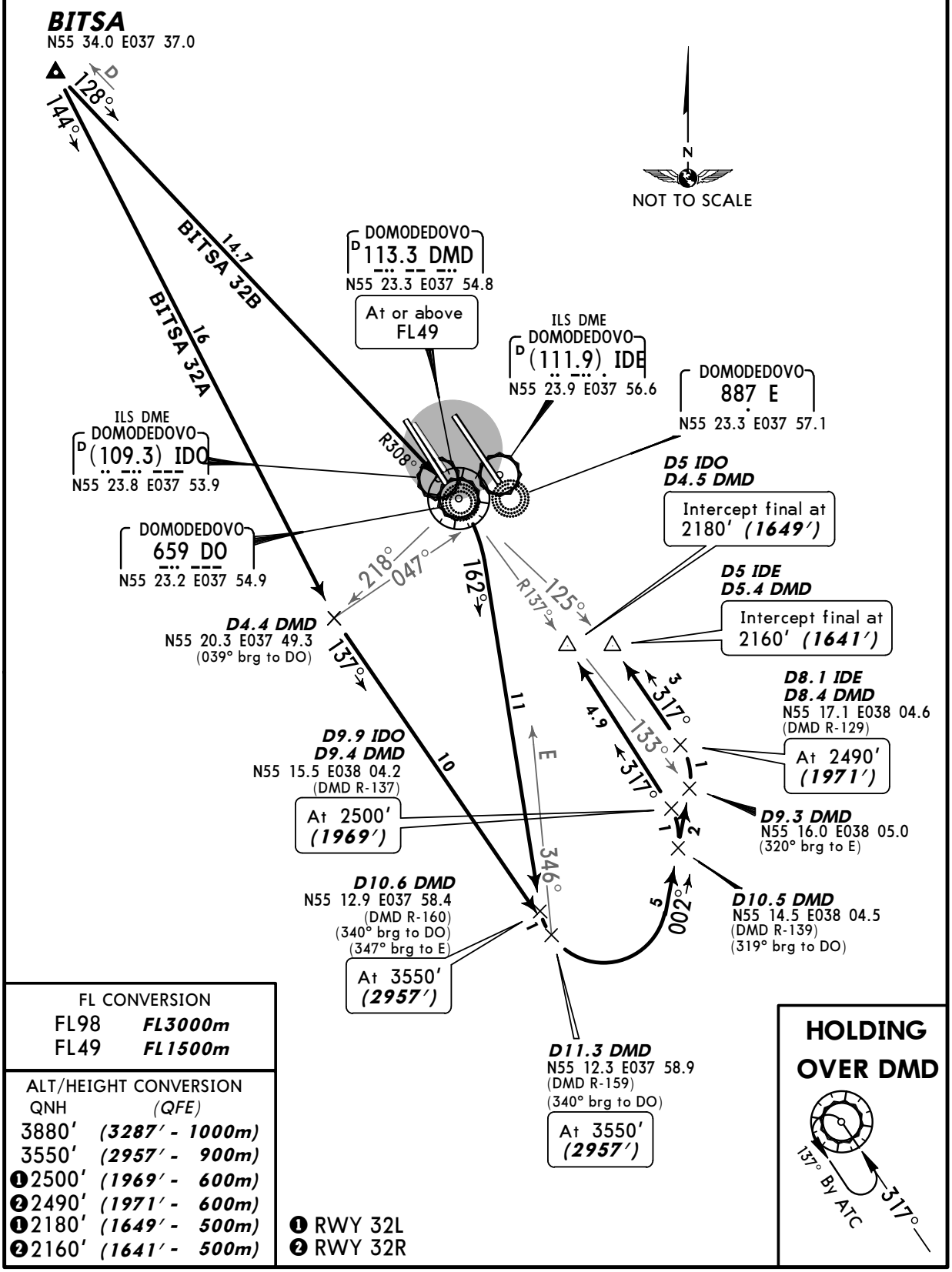
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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





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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
❶2500′	***(1969′ - 600m)***
❷2490′	***(1971′ - 600m)***
❶2180′	***(1649′ - 500m)***
❷2160′	***(1641′ - 500m)***

❶ RWY 32L
❷ RWY 32R

HOLDING OVER DMD

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

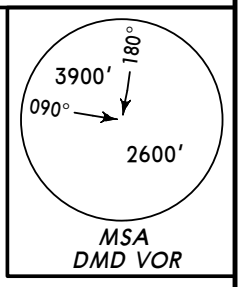
JEPPESEN
1 FEB 08 (30-2H) Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



KARTINO
1215 WT
N55 35.0 E037 47.0

D12.4 DMD
N55 35.5 E037 51.6
(DMD R-343)
(171° brg to DM)
At 3550′
(2957′)

D10.9 DMD
N55 33.0 E037 46.3
(DMD R-325)
(140° brg to W)

BITSA
N55 34.0
E037 37.0

D9.8 DMD
N55 32.0 E037 46.7
(DMD R-323)
At 2570′
(1977′)

D5 IDM
D7.4 DMD
Intercept final at
2240′ ***(1647′)***

D6.9 DMD
Intercept final at
2200′ ***(1649′)***

D9.6 DMD
N55 31.4 E037 45.8
(DMD R-319)
(140° brg to DM)

D6.5 IDM
D8.9 DMD
N55 30.6 E037 46.0
(DMD R-317)
At 2240′
(1647′)

D5.9 DMD
N55 28.3 E038 00.3
(233° brg to DM)

DOMODEDOVO
320 DM
N55 25.7 E037 51.9

DOMODEDOVO
887 W
N55 25.9 E037 54.0

ILS DME
DOMODEDOVO
D(110.1) IDM
N55 25.0 E037 52.5

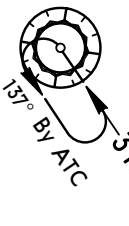
DOMODEDOVO
D113.3 DMD
N55 23.3 E037 54.8
At or above
FL49

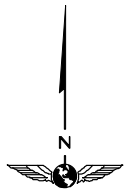
❶ RWY 14R
❷ RWY 14L

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶2240′	***(1647′ - 500m)***
❷2200′	***(1649′ - 500m)***

HOLDING OVER DMD





NOT TO SCALE

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

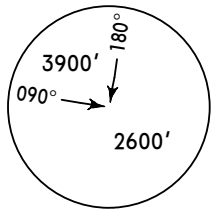
JEPPESEN
1 FEB 08 (30-2J) Eff 14 Feb

MOSCOW, RUSSIA

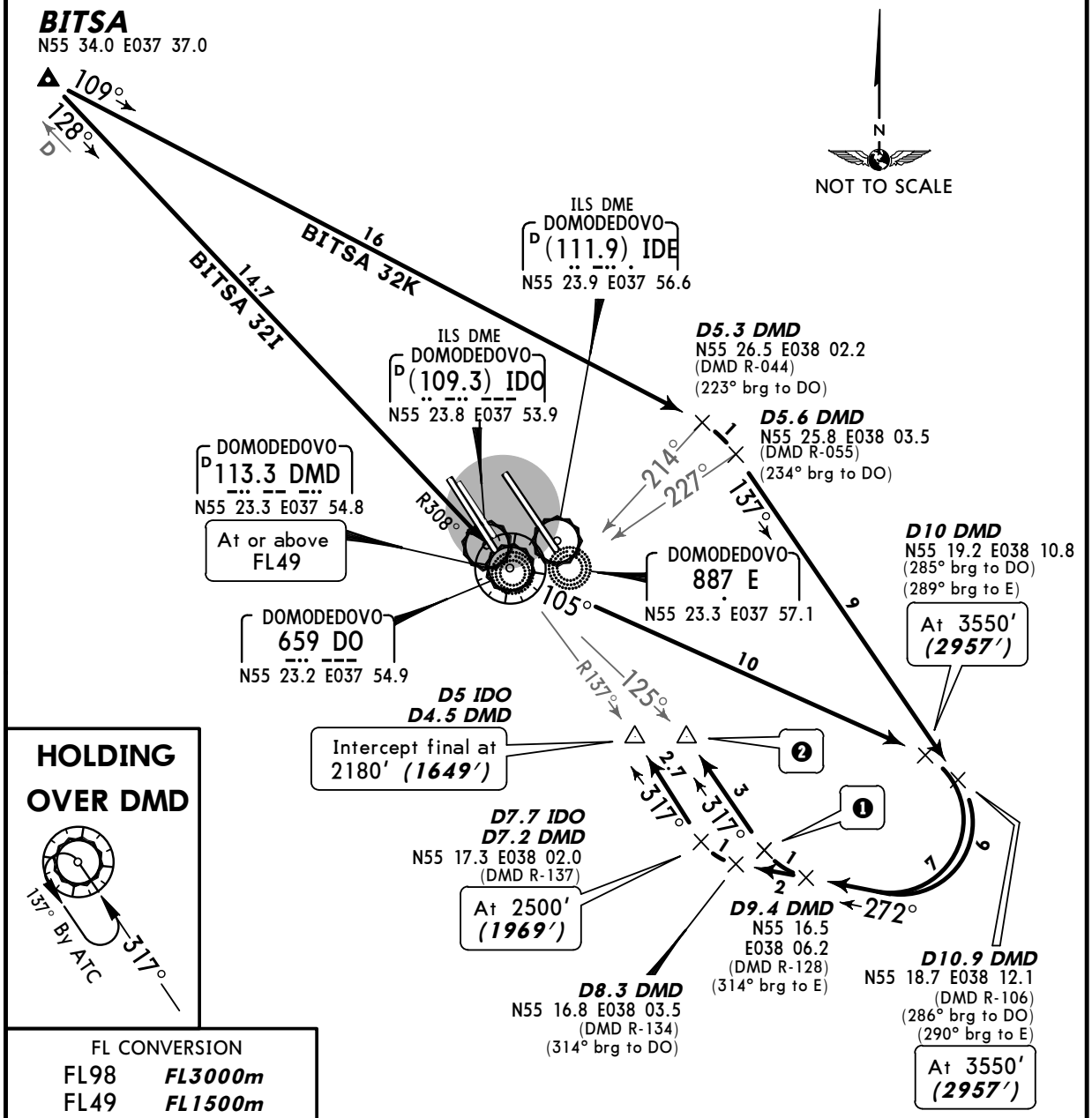
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



MSA
DMD VOR



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

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

JEPPESEN
1 FEB 08 (30-2K) Eff 14 Feb

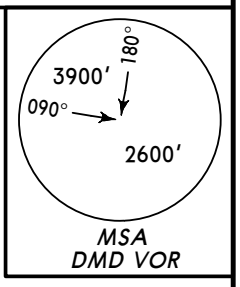
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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 14A (WT 14A)
KARTINO 14B (WT 14B)
RWYS 14R/L ARRIVALS

SPEED: MAX 270 KT BELOW FL98



KARTINO
1215 WT
N55 35.0 E037 47.0
WT 14A
At or below FL49

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

D10.9 DMD
N55 33.0 E037 46.3
(DMD R-325)
(140° brg to W)

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

D9.8 DMD
N55 32.0 E037 46.7
(DMD R-323)
At 2570′ *(1977′)*

D12.5 DMD
N55 30.6 E037 36.9
(DMD R-297)
(111° brg to DM)
At 3550′ *(2957′)*

D6.9 DMD
Intercept final at 2200′ *(1649′)*

D5 IDM
D7.4 DMD
Intercept final at 2240′ *(1647′)*

D6.5 IDM
D8.9 DMD
N55 30.6 E037 46.0
(DMD R-317)
At 2240′ *(1647′)*

DOMODEDOVO
887 W
N55 25.9 E037 54.0

DOMODEDOVO
320 DM
N55 25.7 E037 51.9

ILS DME
DOMODEDOVO
D (110.1) IDM
N55 25.0 E037 52.5

D4.9 DMD
N55 22.8 E037 46.2

DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8
At or above FL49

❶ **D8.5 IDM**
D10.9 DMD
N55 32.3 E037 44.0
(DMD R-317)
At 2570′ *(1977′)*

❷ **D9.6 DMD**
N55 31.4 E037 45.8
(DMD R-319)
(140° brg to DM)

N
NOT TO SCALE

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❸2240′	***(1647′ - 500m)***
❹2200′	***(1649′ - 500m)***

❸ RWY 14R
❹ RWY 14L

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

JEPPESEN
1 FEB 08 30-2L Eff 14 Feb

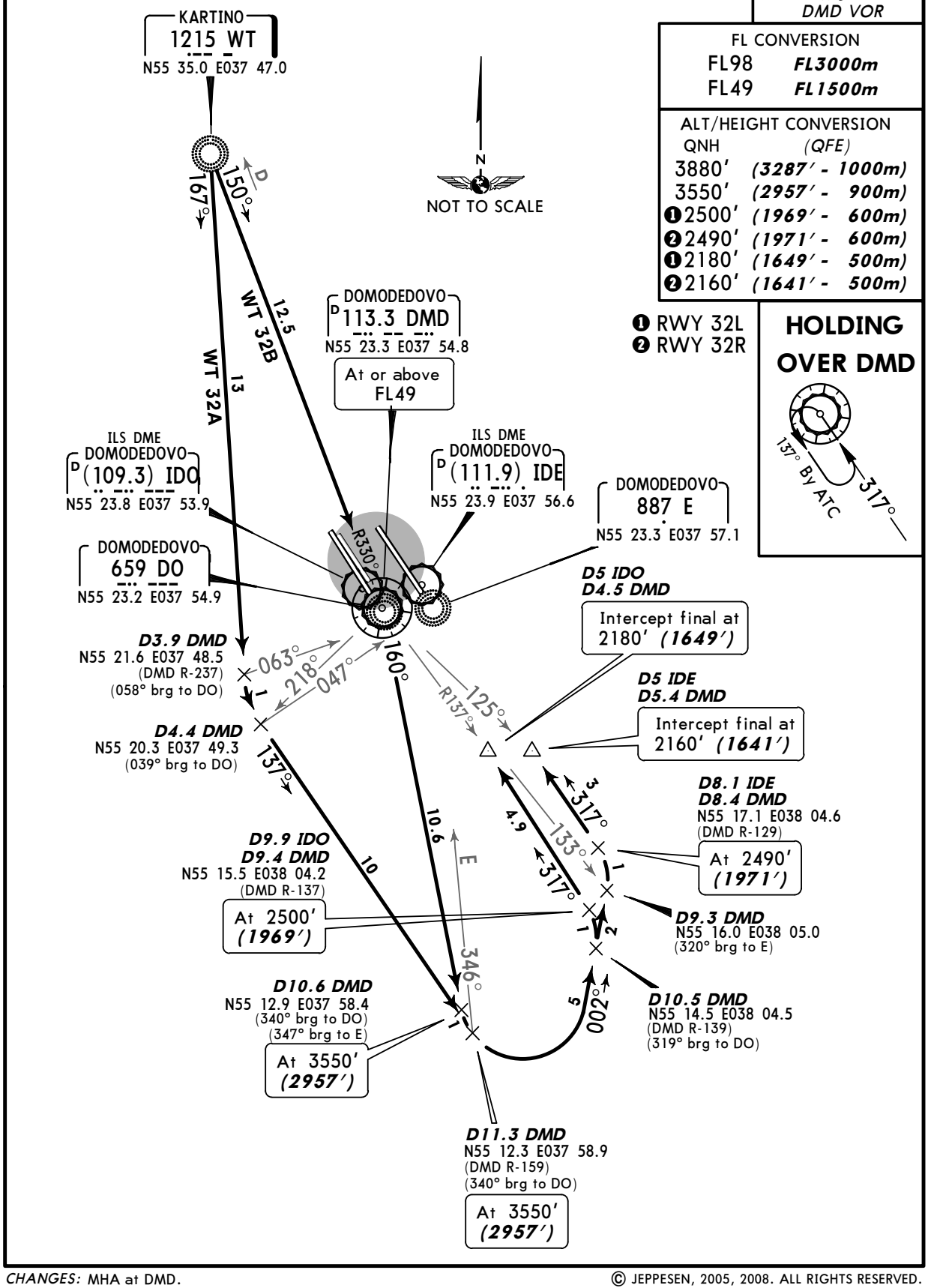
MOSCOW, RUSSIA

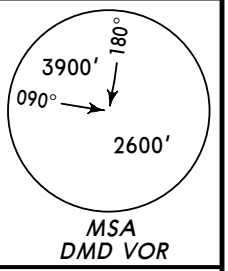
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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)
❶2500′	(1969′ - 600m)
❷2490′	(1971′ - 600m)
❶2180′	(1649′ - 500m)
❷2160′	(1641′ - 500m)

❶ RWY 32L
❷ RWY 32R

HOLDING OVER DMD

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

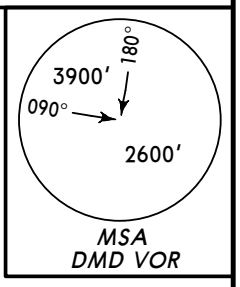
JEPPESEN
1 FEB 08 30-2M Eff 14 Feb

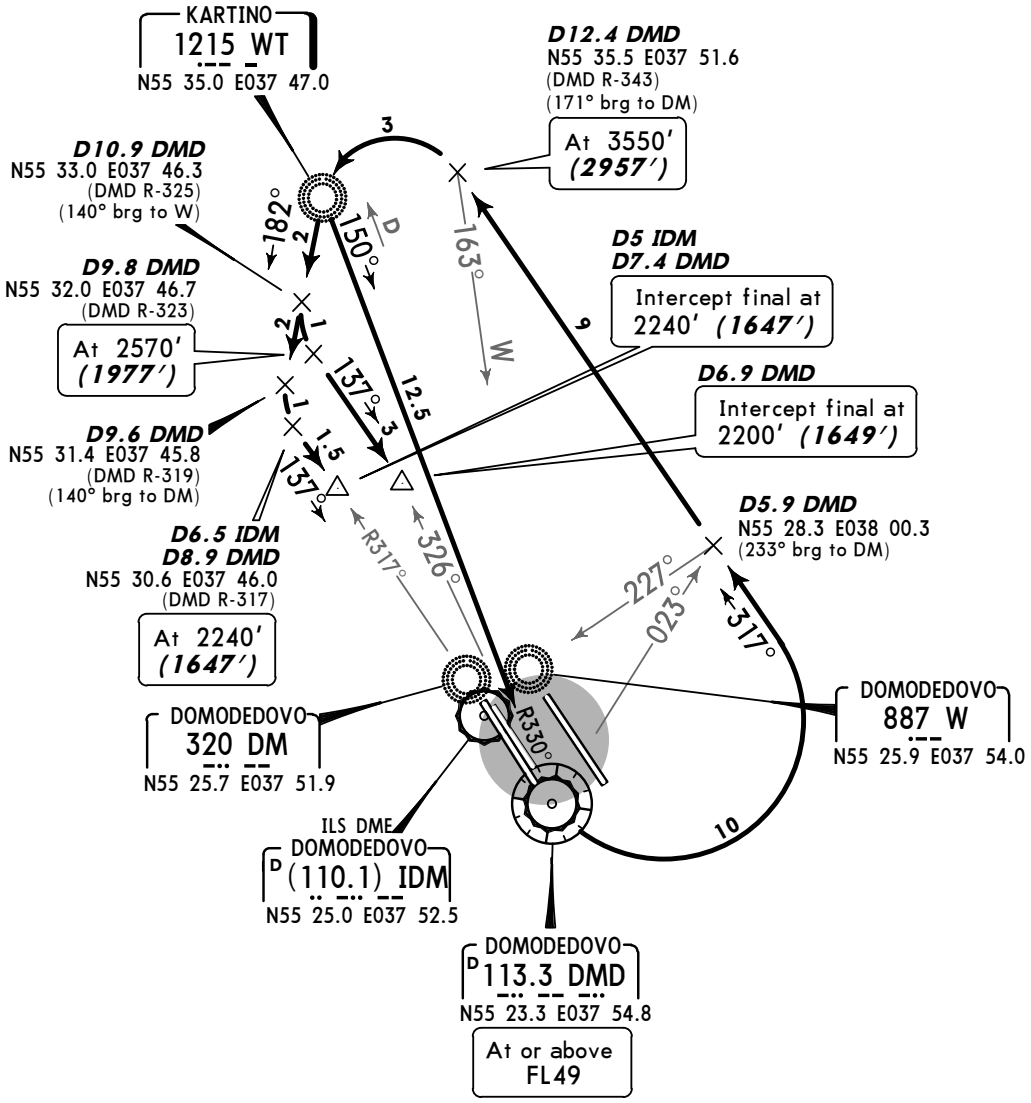
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



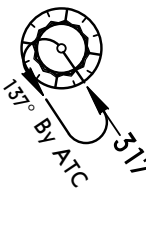


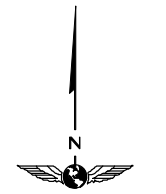
❶ RWY 14R
❷ RWY 14L

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶2240′	***(1647′ - 500m)***
❷2200′	***(1649′ - 500m)***

HOLDING OVER DMD





NOT TO SCALE

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

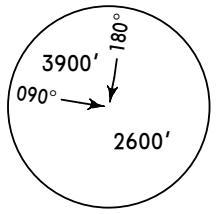
JEPPESEN
1 FEB 08 (30-2N) Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



MSA
DMD VOR

FL CONVERSION

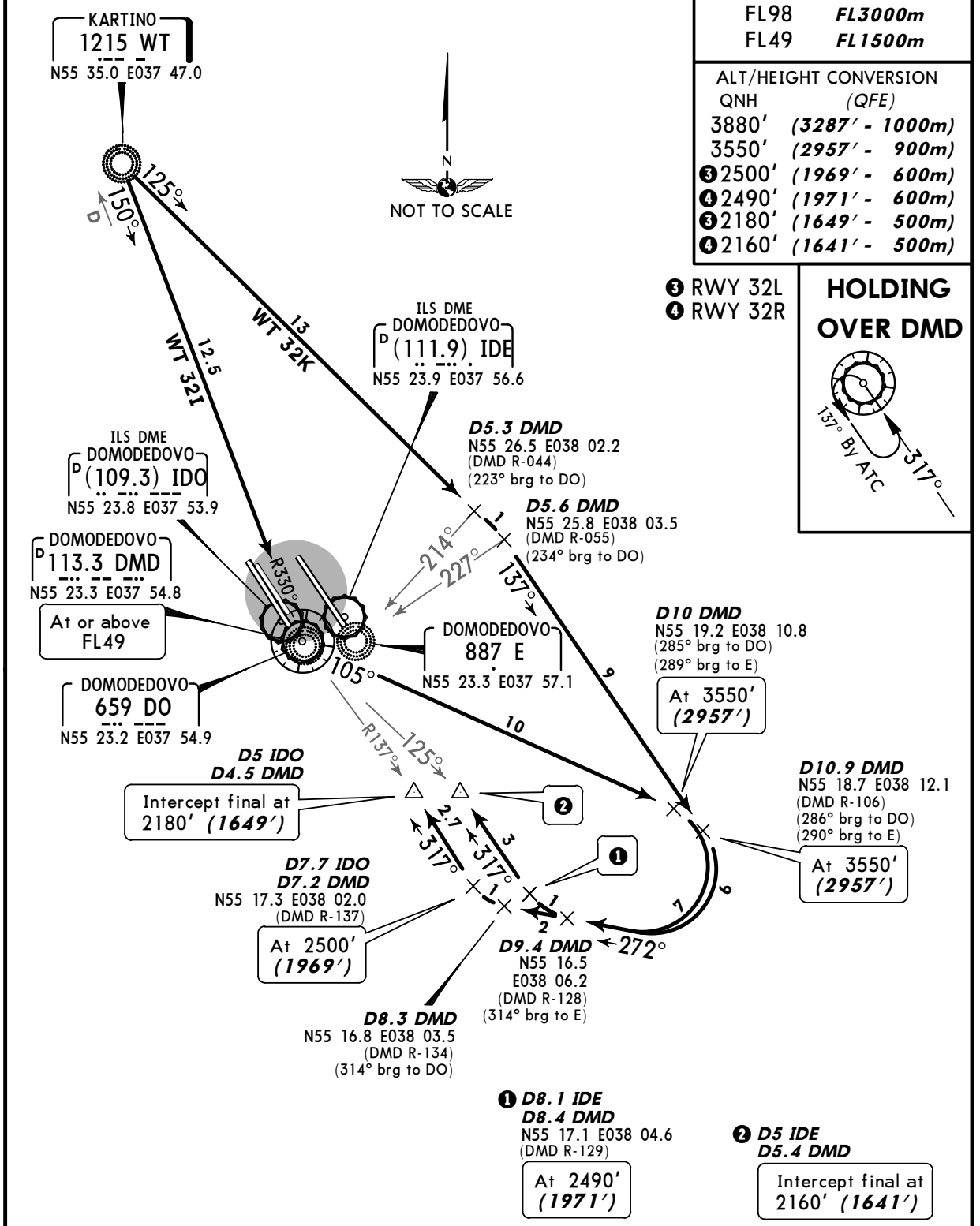
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3287′ - 1000m)
3550′	(2957′ - 900m)
❸2500′	(1969′ - 600m)
❹2490′	(1971′ - 600m)
❸2180′	(1649′ - 500m)
❹2160′	(1641′ - 500m)

❸ RWY 32L
❹ RWY 32R

HOLDING OVER DMD



CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

JEPPESEN
1 FEB 08 (30-2P) Eff 14 Feb

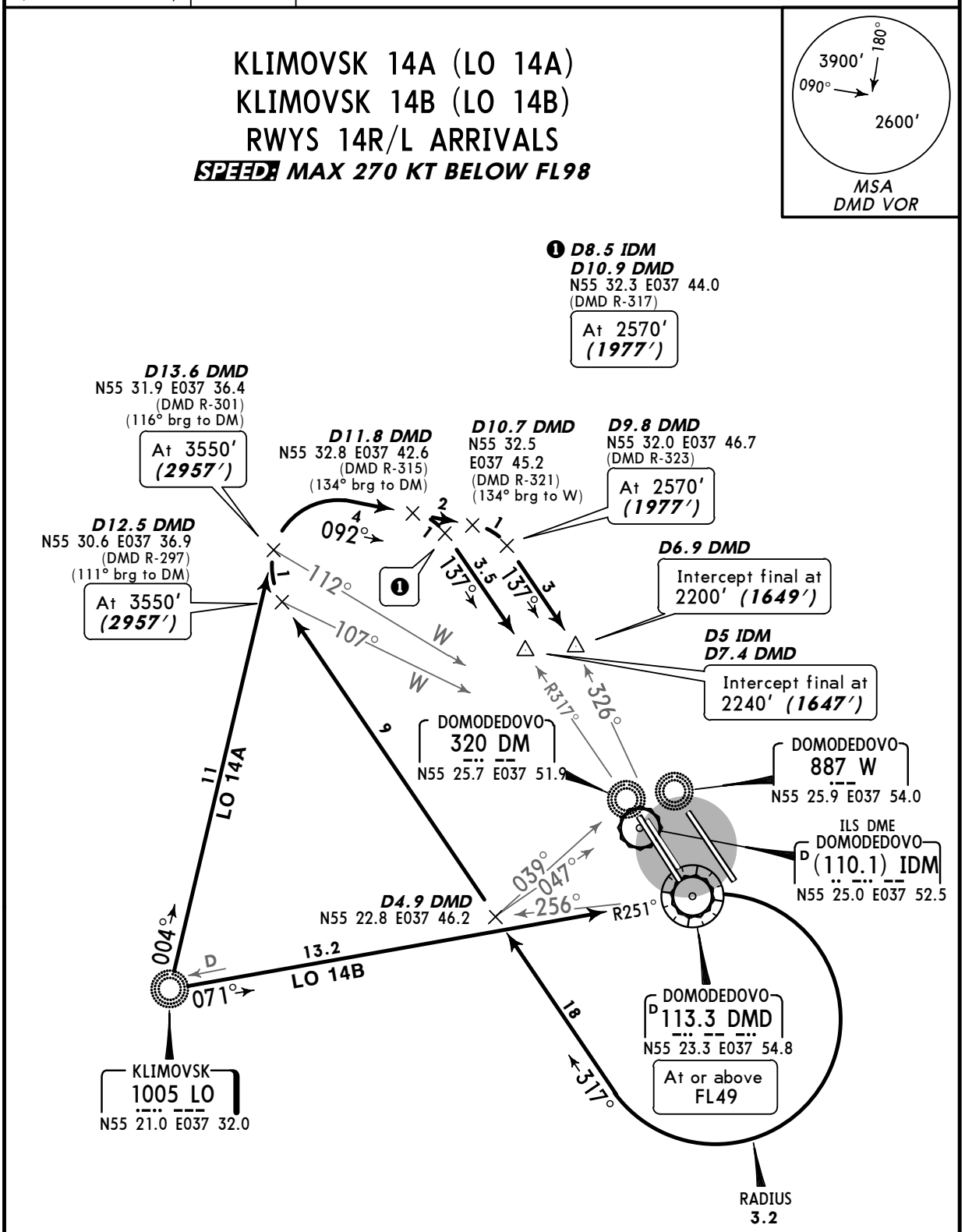
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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)
❷2240′	(1647′ - 500m)
❸2200′	(1649′ - 500m)

❷ RWY 14R
❸ RWY 14L

N
NOT TO SCALE

CHANGES: MHA at DMD.

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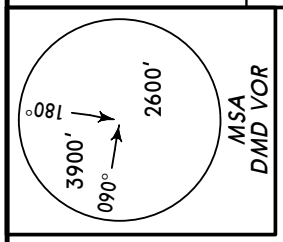
UUDD/DME DOMODEDOVO

JEPPESEN 1 FEB 08 (30-2Q) Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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

NOT TO SCALE

D10.2 DMD N55 19.2 E038 11.2 (DMD R-105) (285° brg to DO) — At 3550′ (2957′)

D9.4 DMD N55 16.5 E038 06.2 (DMD R-128) (314° brg to E)

D9.3 DMD N55 16.0 E038 05.0 (DMD R-133) (320° brg to E)

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

DOMODEDOVO 887 E N55 23.3 E037 57.1

ILS DME DOMODEDOVO (111.9) IDE N55 23.9 E037 56.6

ILS DME DOMODEDOVO (109.3) IDO N55 23.8 E037 53.9

DOMODEDOVO 113.3 DMD N55 23.3 E037 54.8 — At or above FL49

DOMODEDOVO 659 DO N55 23.2 E037 54.9

D5 IDO D4.5 DMD — Intercept final at 2180′ (1649′)

D7.7 IDO D7.2 DMD N55 17.3 E038 02.0 (DMD R-137) — LO 32I At 2500′ (1969′)

D11.9 DMD N55 11.8 E037 59.8 (338° brg to DO) — At 3550′ (2957′)

D8.3 DMD N55 16.8 E038 03.5 (DMD R-134) (314° brg to DO)

D9.9 IDO D9.4 DMD N55 15.5 E038 04.2 (DMD R-137) — At 2500′ (1969′)

D8.1 IDE D8.4 DMD N55 17.1 E038 04.6 (DMD R-129) — At 2490′ (1971′)

D5 IDE D5.4 DMD — Intercept final at 2160′ (1641′)

KLIMOVSK 1005 LO N55 21.0 E037 32.0

10 · 3 · 2.7 · 2.2 · 5 · 6 · 13.2 LO 32I · 18 LO 32A

081° 109° 125° R137° R251° 317° 317° 317° 002° 272° 344° 157° 071° 111°

HOLDING OVER DMD

317° 137° By ATC

FL CONVERSION	
FL98	FL3000m
FL49	FL1500m

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

❺ RWY 32L
❻ RWY 32R

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

JEPPESEN
1 FEB 08 (30-2S) Eff 14 Feb

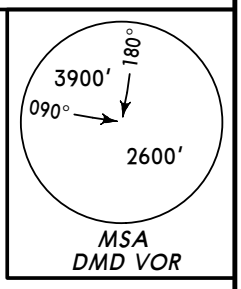
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



KARTINO
1215 WT
N55 35.0 E037 47.0

D12.1 DMD
N55 35.3 E037 52.4
(DMD R-345)
(173° brg to DM)
At 3550′
(2957′)

D10.9 DMD
N55 33.0 E037 46.3
(DMD R-325)
(140° brg to W)

D9.8 DMD
N55 32.0 E037 46.7
(DMD R-323)
At 2570′
(1977′)

D5 IDM
D7.4 DMD
Intercept final at
2240′ ***(1647′)***

D9.6 DMD
N55 31.4 E037 45.8
(DMD R-319)
(140° brg to DM)

D6.9 DMD
Intercept final at
2200′ ***(1649′)***

D6.5 IDM
D8.9 DMD
N55 30.6 E037 46.0
(DMD R-317)
At 2240′
(1647′)

DOMODEDOVO
887 W
N55 25.9 E037 54.0

DOMODEDOVO
320 DM
N55 25.7 E037 51.9

ILS DME
DOMODEDOVO
D (110.1) IDM
N55 25.0 E037 52.5

KLIMOVSK
1005 LO
N55 21.0 E037 32.0

DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8
At or above
FL49

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶2240′	***(1647′ - 500m)***
❷2200′	***(1649′ - 500m)***

❶ RWY 14R
❷ RWY 14L

N
NOT TO SCALE

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

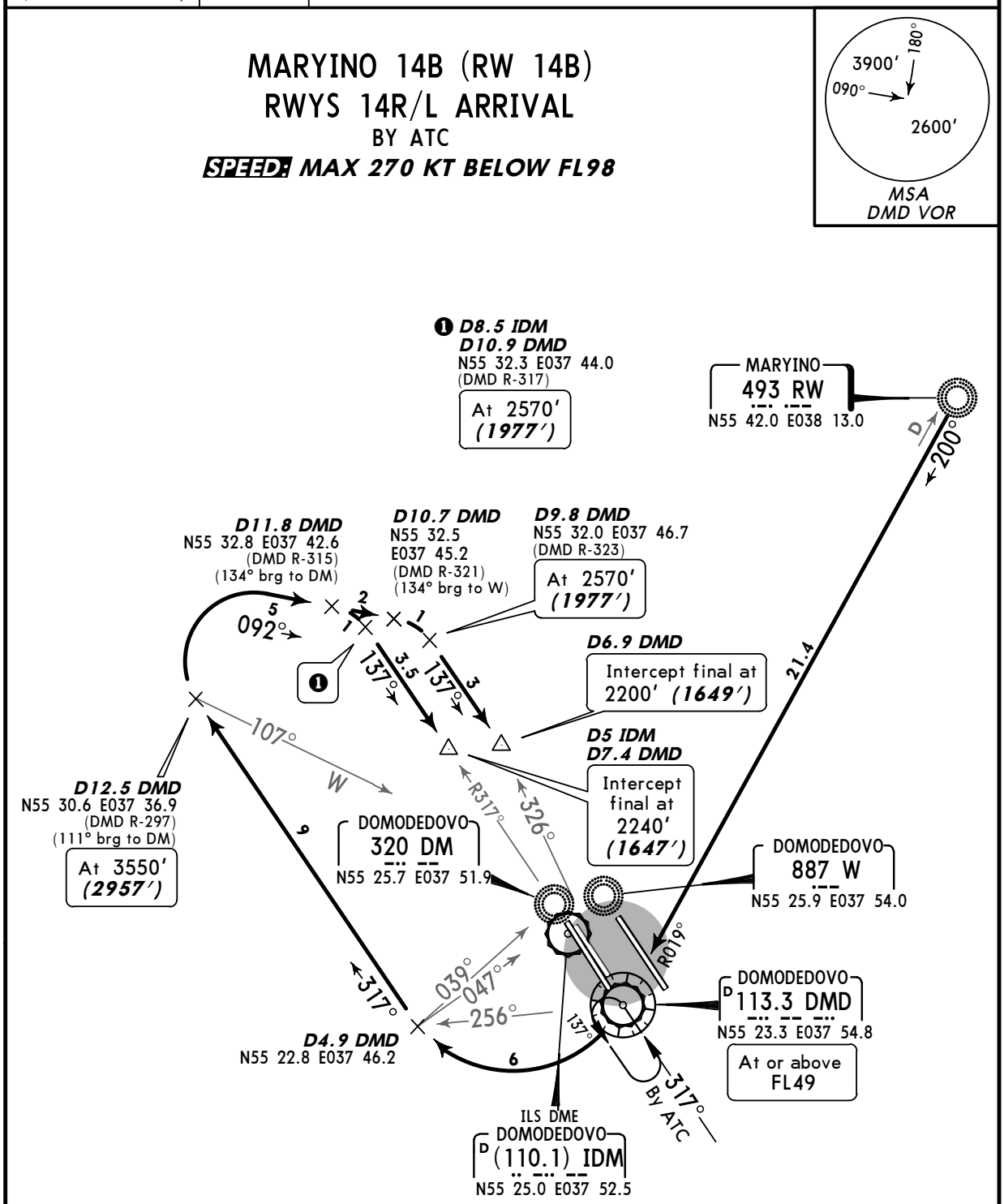
JEPPESEN
1 FEB 08 (30-2T) Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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)***
❷2240′	***(1647′ - 500m)***
❸2200′	***(1649′ - 500m)***

❷ RWY 14R
❸ RWY 14L

CHANGES: MHA at DMD.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

JEPPESEN
28 MAR 08 30-2U Eff 10 Apr

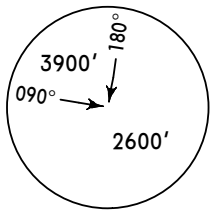
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.

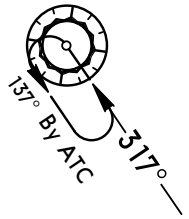
MARYINO 32K (RW 32K)
RWYS 32L/R ARRIVAL
BY ATC

SPEED: MAX 270 KT BELOW FL98



MSA DMD VOR

HOLDING OVER DMD



FL CONVERSION	
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
❷2500′	***(1969′ - 600m)***
❸2490′	***(1971′ - 600m)***
❷2180′	***(1649′ - 500m)***
❸2160′	***(1641′ - 500m)***

❷ RWY 32L
❸ RWY 32R

N
NOT TO SCALE

MARYINO
493 RW
N55 42.0 E038 13.0

019° D21.4
172°
24

DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8

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

DOMODEDOVO
887 E
N55 23.3 E037 57.1

ILS DME
DOMODEDOVO
D (109.3) IDO
N55 23.8 E037 53.9

DOMODEDOVO
659 DO
N55 23.2 E037 54.9

❶ ***D8.1 IDE***
D8.4 DMD
N55 17.1 E038 04.6
(DMD R-129)
At 2490′
(1971′)

D5 IDE
D5.4 DMD
Intercept final at
2160′ ***(1641′)***

R137°
125°
E
294°
110°

D5 IDO
D4.5 DMD
Intercept final at
2180′ ***(1649′)***

2.7
317°
3
317°
1
1
2
5
272°

❶

D11.6 DMD
N55 17.7 E038 12.6
(290° brg to DO)
At 3550′
(2957′)

D7.7 IDO
D7.2 DMD
N55 17.3 E038 02.0
(DMD R-137)
At 2500′
(1969′)

D9.4 DMD
N55 16.5 E038 06.2
(DMD R-128)
(314° brg to E)

D8.3 DMD
N55 16.8 E038 03.5
(DMD R-134)
(314° brg to DO)

CHANGES: None.

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UUDD/DME DOMODEDOVO

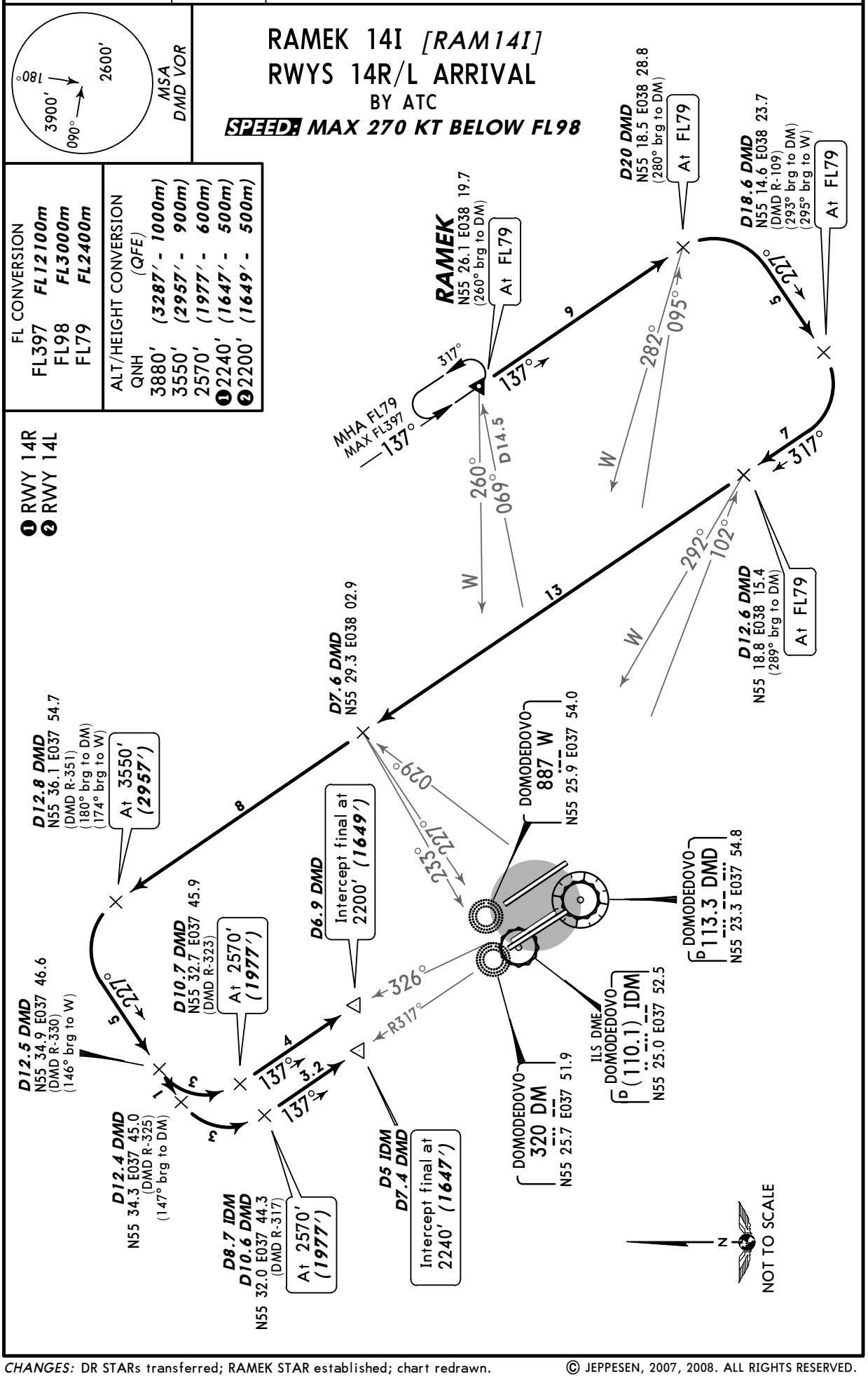
JEPPESEN

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

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.



CHANGES: DR STARs transferred; RAMEK STAR established; chart redrawn.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

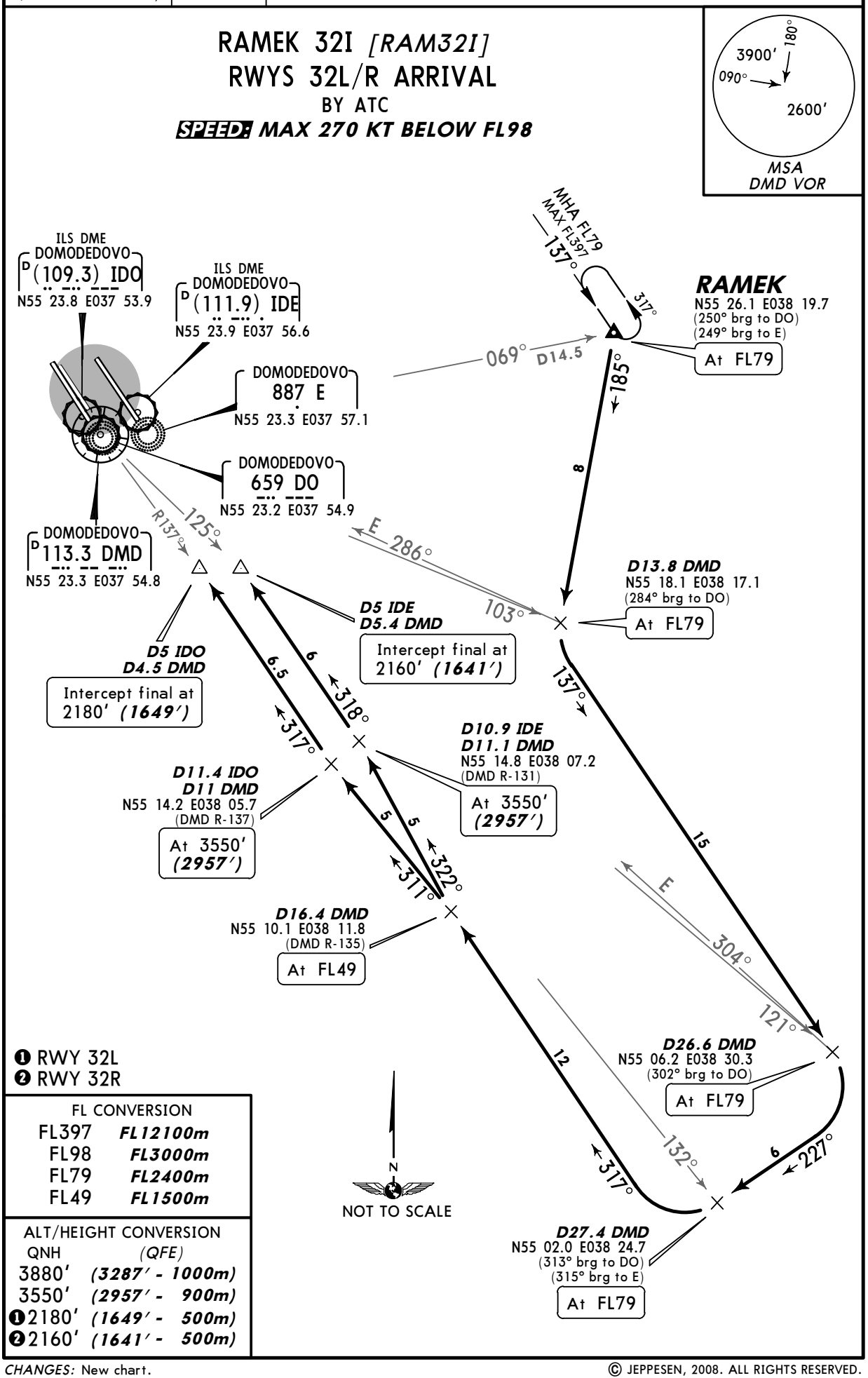
JEPPESEN
28 MAR 08 (30-2V1) Eff 10 Apr

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



❶ RWY 32L
❷ RWY 32R

FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL79	***FL2400m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
❶2180′	***(1649′ - 500m)***
❷2160′	***(1641′ - 500m)***

CHANGES: New chart.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

JEPPESEN
28 MAR 08 30-2V2 Eff 10 Apr

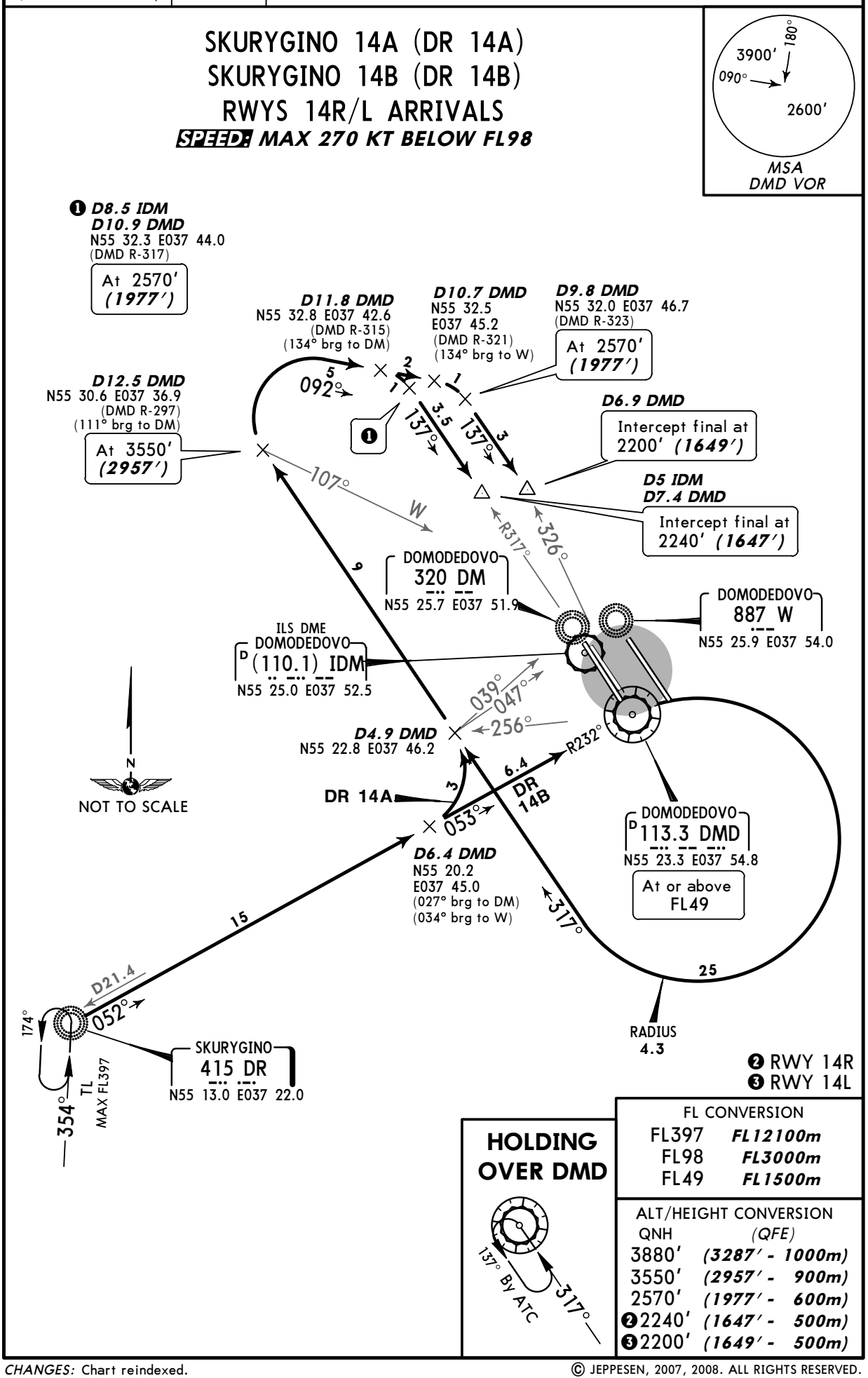
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



HOLDING OVER DMD

FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3287′ - 1000m)
3550′	(2957′ - 900m)
2570′	(1977′ - 600m)
❷2240′	(1647′ - 500m)
❸2200′	(1649′ - 500m)

CHANGES: Chart reindexed.

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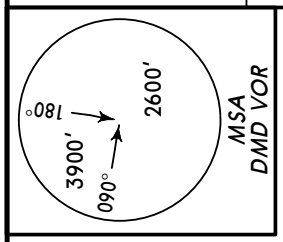
UUDD/DME
DOMODEDOVO

JEPPESEN
1 FEB 08 (30-2W) Eff 14 Feb

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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 32A (DR 32A)
SKURYGINO 32I (DR 32I)
BY ATC

RWYS 32L/R ARRIVALS
SPEED: MAX 270 KT BELOW FL98

NOT TO SCALE

D10.2 DMD
N55 19.2 E038 11.2
(DMD R-105)
(285° brg to DO)
At 3550′ (2957′)

D9.4 DMD
N55 16.5
E038 06.2
(DMD R-128)
(314° brg to E)

D9.3 DMD
N55 16.0 E038 05.0
(DMD R-133)
(320° brg to E)

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

DOMODEDOVO
887 E
N55 23.3 E037 57.1

ILS DME
DOMODEDOVO
(111.9) IDE
N55 23.9 E037 56.6

ILS DME
DOMODEDOVO
(109.3) IDO
N55 23.8 E037 53.9

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8

At or above FL49

DOMODEDOVO
659 DO
N55 23.2 E037 54.9

081°
109°
R232°
125°
R137°
10
3
2.7
317°
2.2
317°
272°
6
002°
5
341°
154°

D5 IDO
D4.5 DMD
Intercept final at 2180′ (1649′)

D7.7 IDO
D7.2 DMD
N55 17.3 E038 02.0
(DMD R-137)
DR 32I
At 2500′ (1969′)

D12.3 DMD
N55 11.6 E038 01.0
(335° brg to DO)
At 3550′ (2957′)

D9.9 IDO
D9.4 DMD
N55 15.5 E038 04.2
(DMD R-137)
At 2500′ (1969′)

D5 IDE
D5.4 DMD
Intercept final at 2160′ (1641′)

DR 32A
23

DR 321
21.4

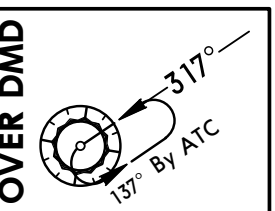
D8.3 DMD
N55 16.8 E038 03.5
(DMD R-134)
(314° brg to DO)

D8.1 IDE
D8.4 DMD
N55 17.1 E038 04.6
(DMD R-129)
At 2490′ (1971′)

SKURYGINO
415 DR
N55 13.0 E037 22.0

085°
052°
354°
174°
TL
MAX FL397

HOLDING OVER DMD



FL CONVERSION	
FL397	*FL12100m*
FL98	*FL3000m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE) QNH	
3880′	*(3287′ - 1000m)*
3550′	*(2957′ - 900m)*
❺2500′	*(1969′ - 600m)*
❻2490′	*(1971′ - 600m)*
❺2180′	*(1649′ - 500m)*
❻2160′	*(1641′ - 500m)*

❺ RWY 32L
❻ RWY 32R

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

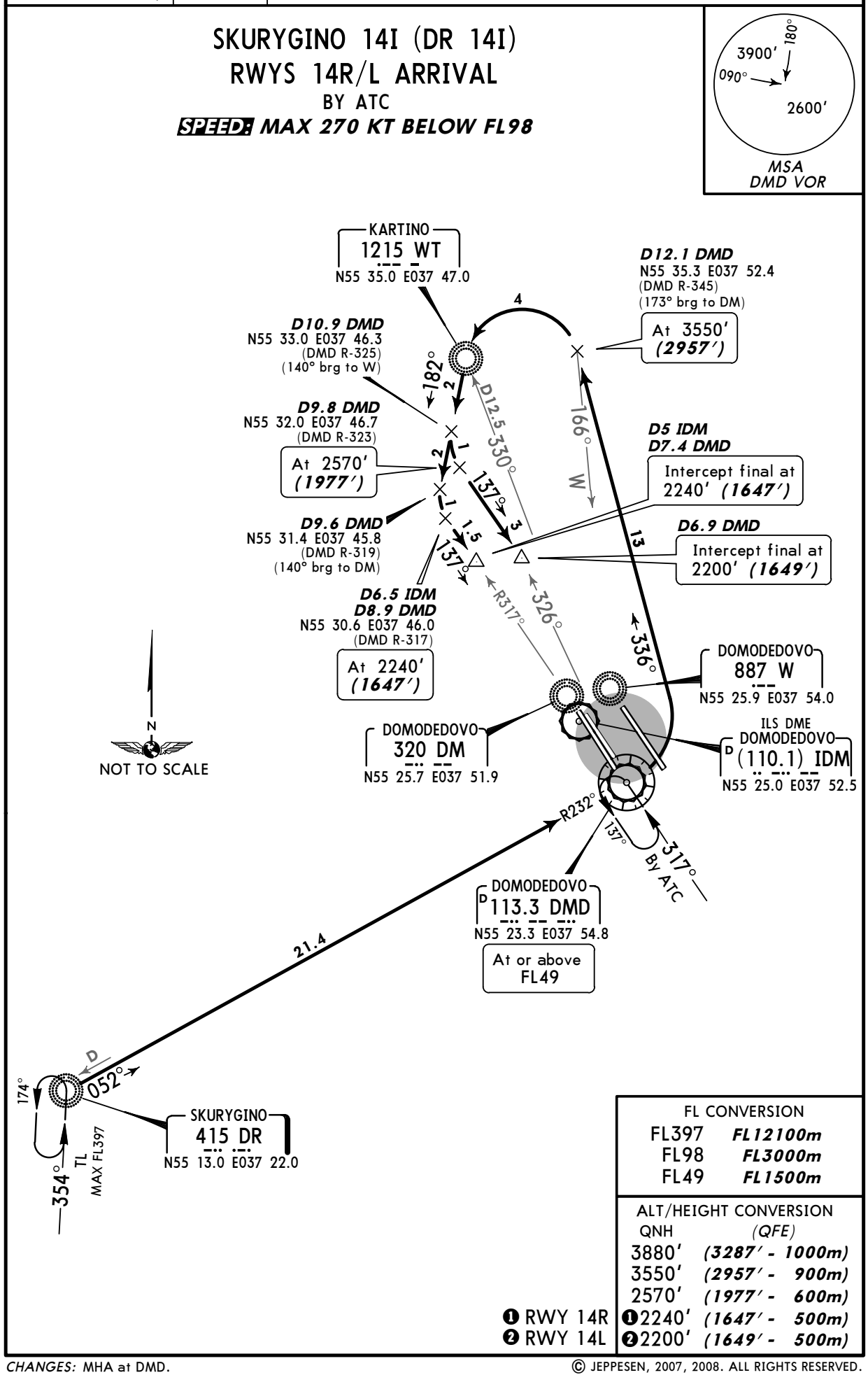
JEPPESEN
1 FEB 08 (30-2X) Eff 14 Feb

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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	***FL12100m***
FL98	***FL3000m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶ RWY 14R ❶2240′	***(1647′ - 500m)***
❷ RWY 14L ❷2200′	***(1649′ - 500m)***

CHANGES: MHA at DMD.

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UUDD/DME DOMODEDOVO

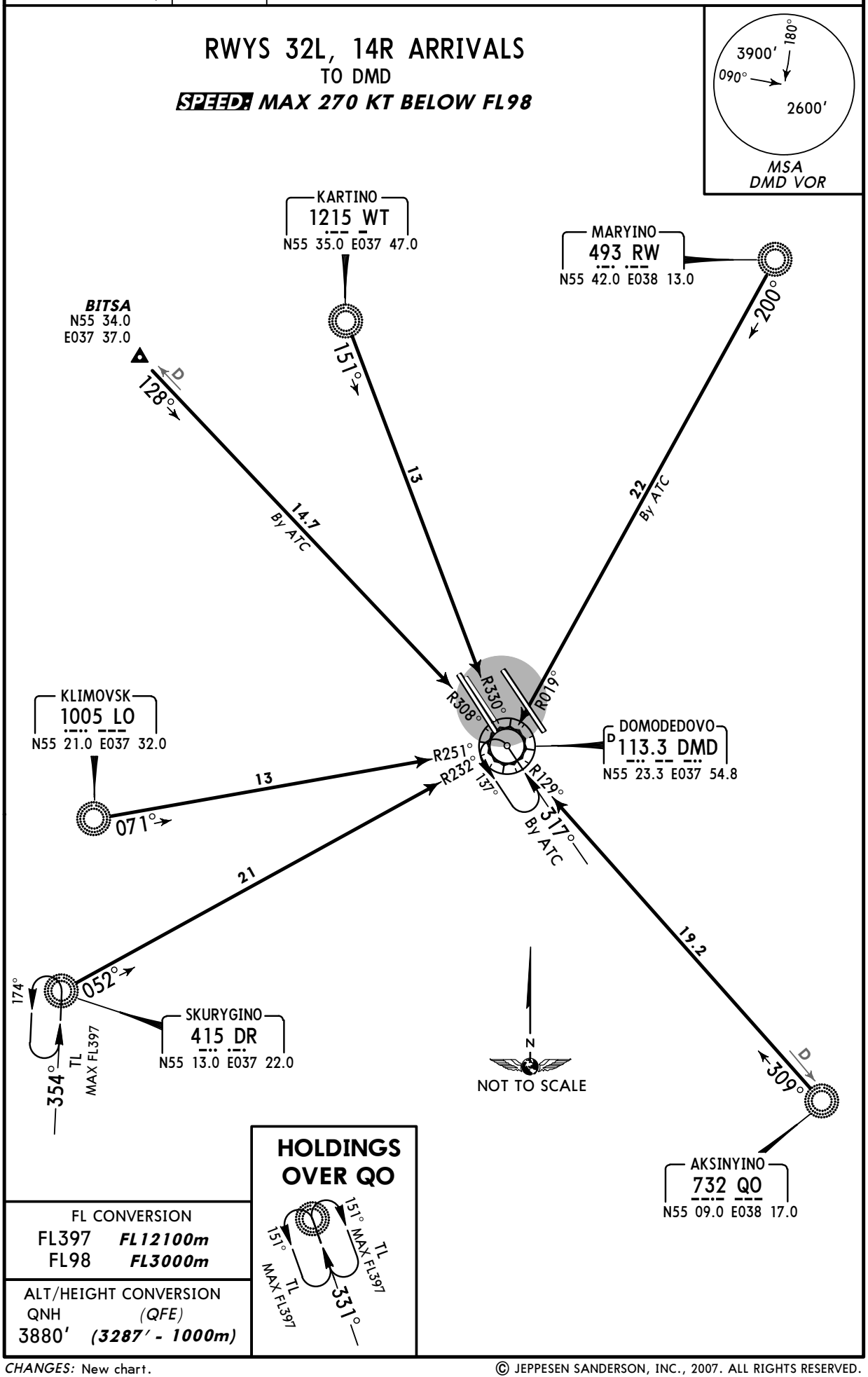
JEPPESEN
16 NOV 07 (30-2X1) Eff 22 Nov

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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



FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***

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

CHANGES: New chart.

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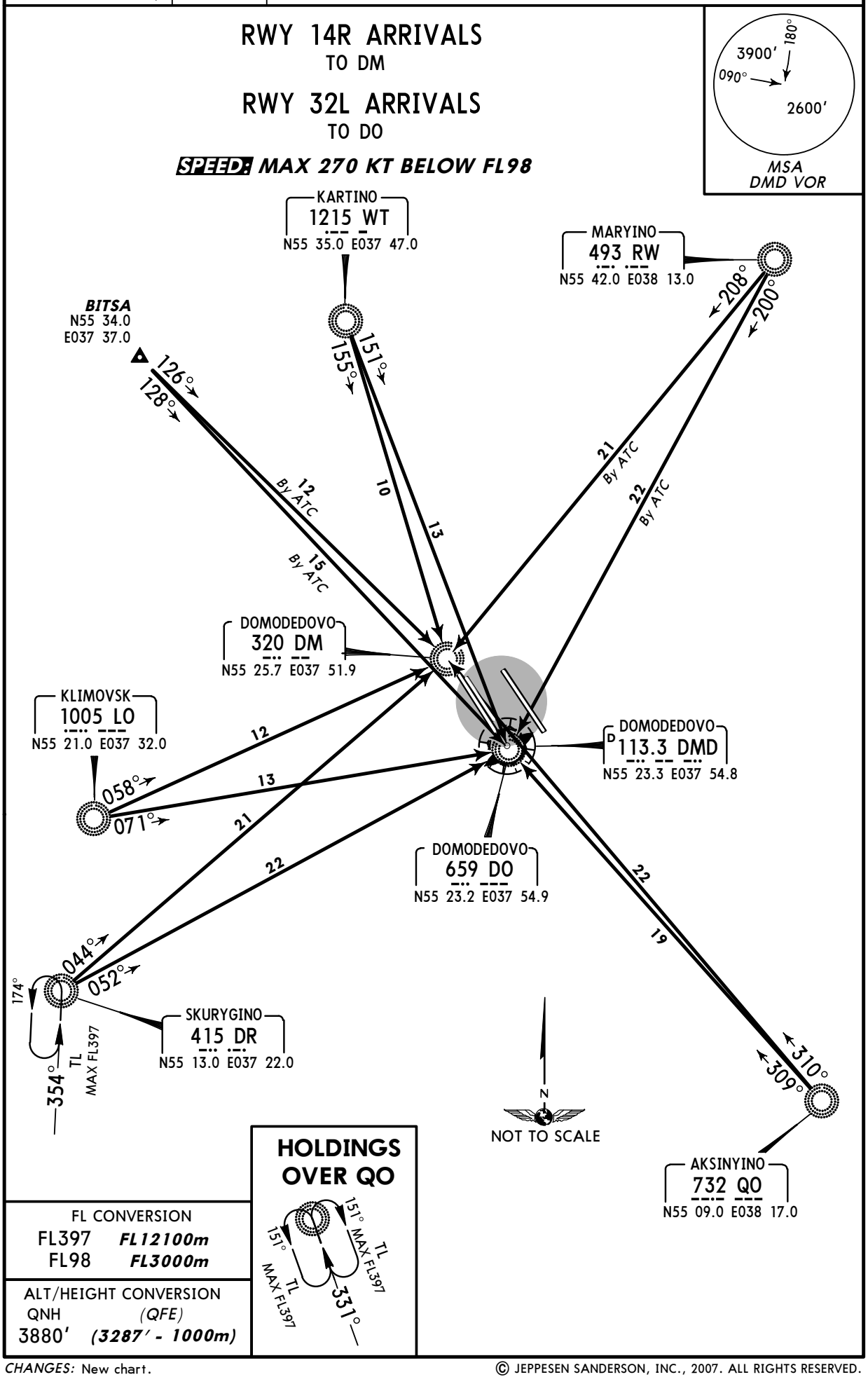
UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 07 (30-2X2) Eff 22 Nov

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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	
FL397	***FL12100m***
FL98	***FL3000m***

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

CHANGES: New chart.

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FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

JEPPESEN

20 JUN 08 (30-2X3) Eff 3 Jul

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

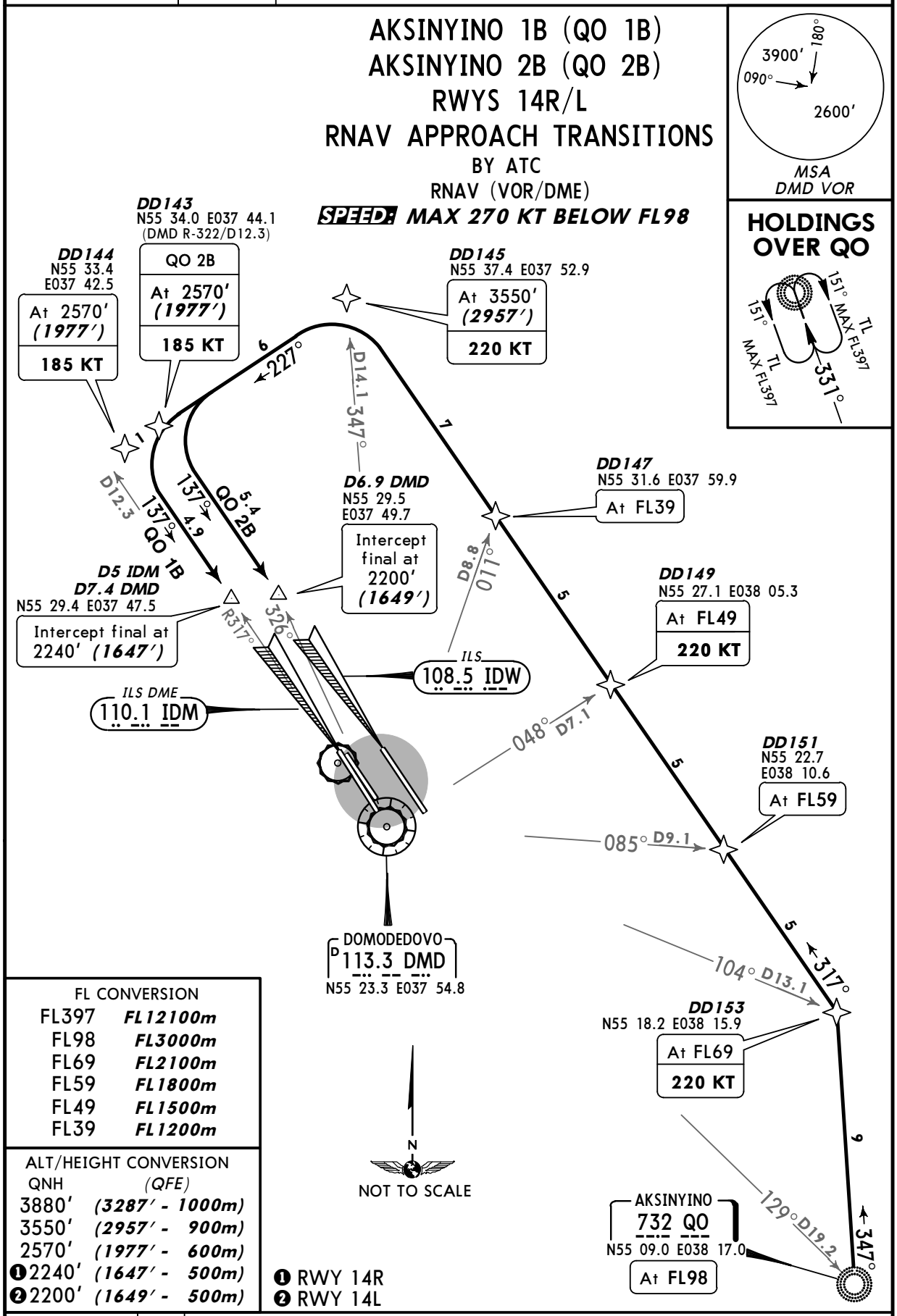
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1B (QO 1B)
AKSINYINO 2B (QO 2B)
RWYS 14R/L
RNAV APPROACH TRANSITIONS

BY ATC

RNAV (VOR/DME)

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3287′ - 1000m)***
3550′	***(2957′ - 900m)***
2570′	***(1977′ - 600m)***
❶2240′	***(1647′ - 500m)***
❷2200′	***(1649′ - 500m)***

❶ RWY 14R
❷ RWY 14L

TRANSITION	RWY	ROUTING
QO 1B	14R	QO (FL98)- 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.
QO 2B	14L	

CHANGES: Speed restrictions & crossing altitudes.

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FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

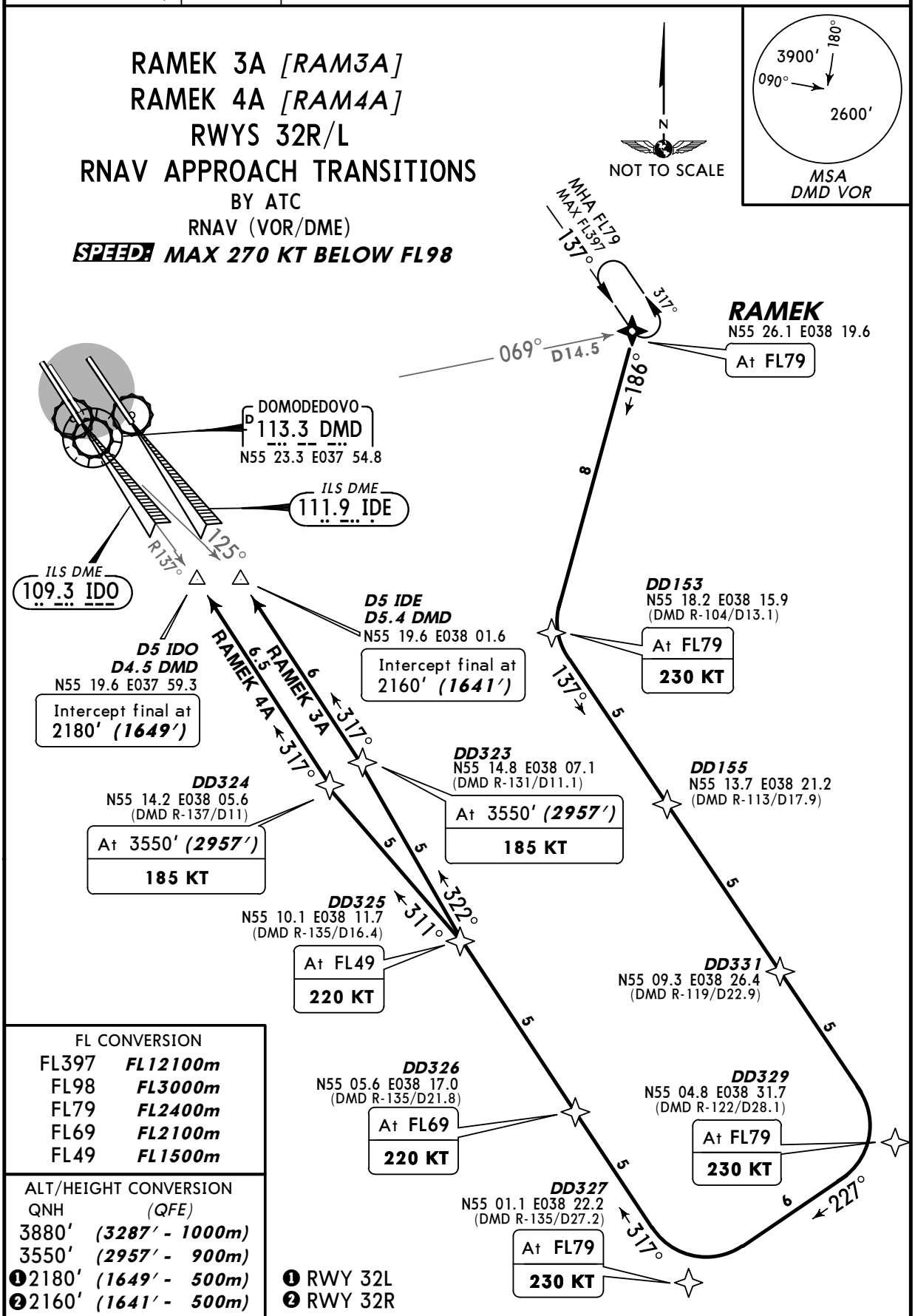
JEPPESEN

20 JUN 08 (30-2X4) Eff 3 Jul

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.



TRANSITION	RWY	ROUTING
RAMEK 3A	32R	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.
RAMEK 4A	32L	

CHANGES: Speed restrictions & crossing altitudes.

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UUDD/DME DOMODEDOVO

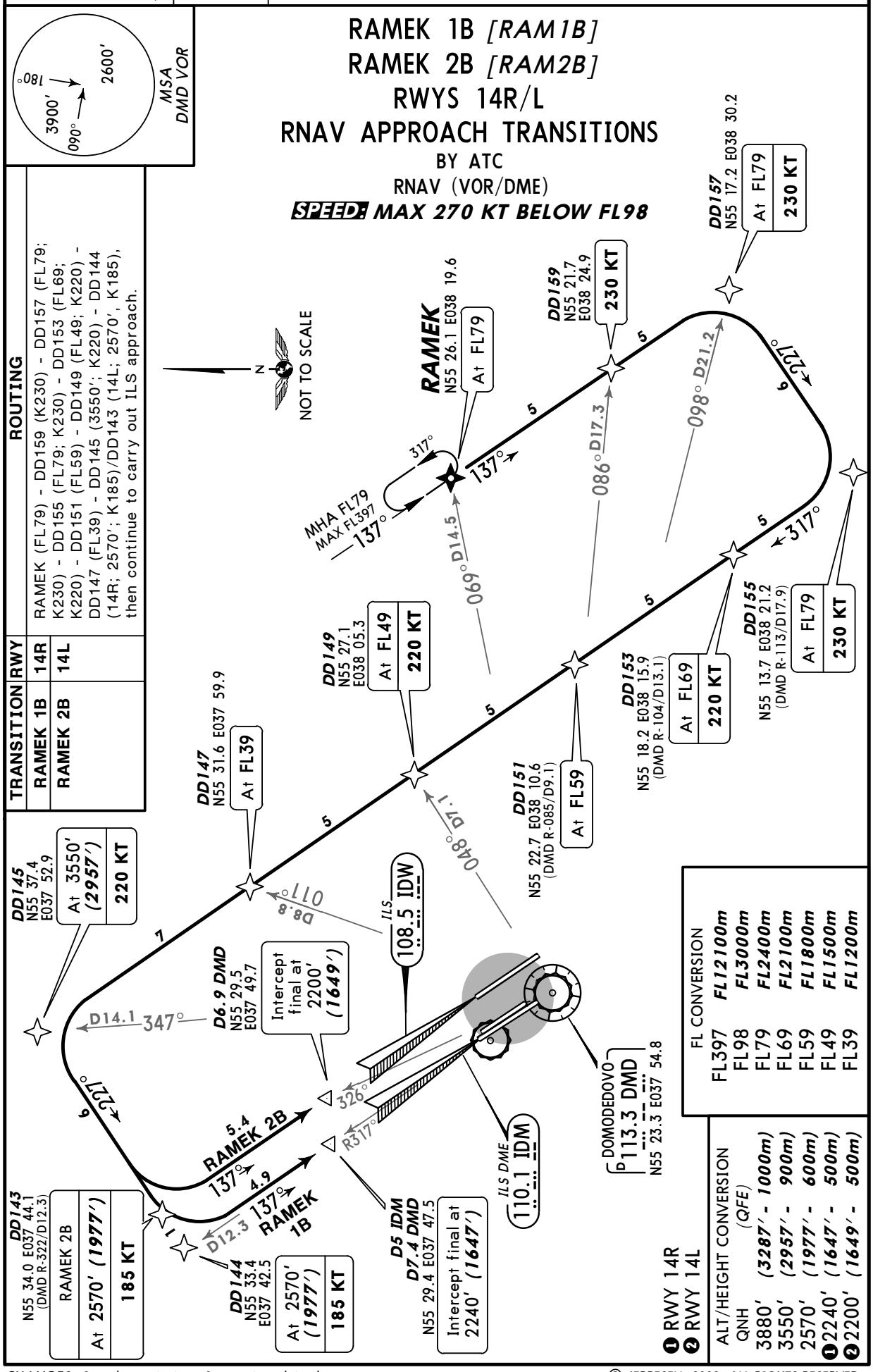
JEPPESEN

20 JUN 08 (30-2X5) Eff 3 Jul

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.



ROUTING

TRANSITION	RWY	
RAMEK 1B	14R	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 2B	14L	

CHANGES: Speed restrictions & crossing altitudes.

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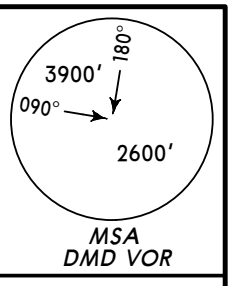
UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)

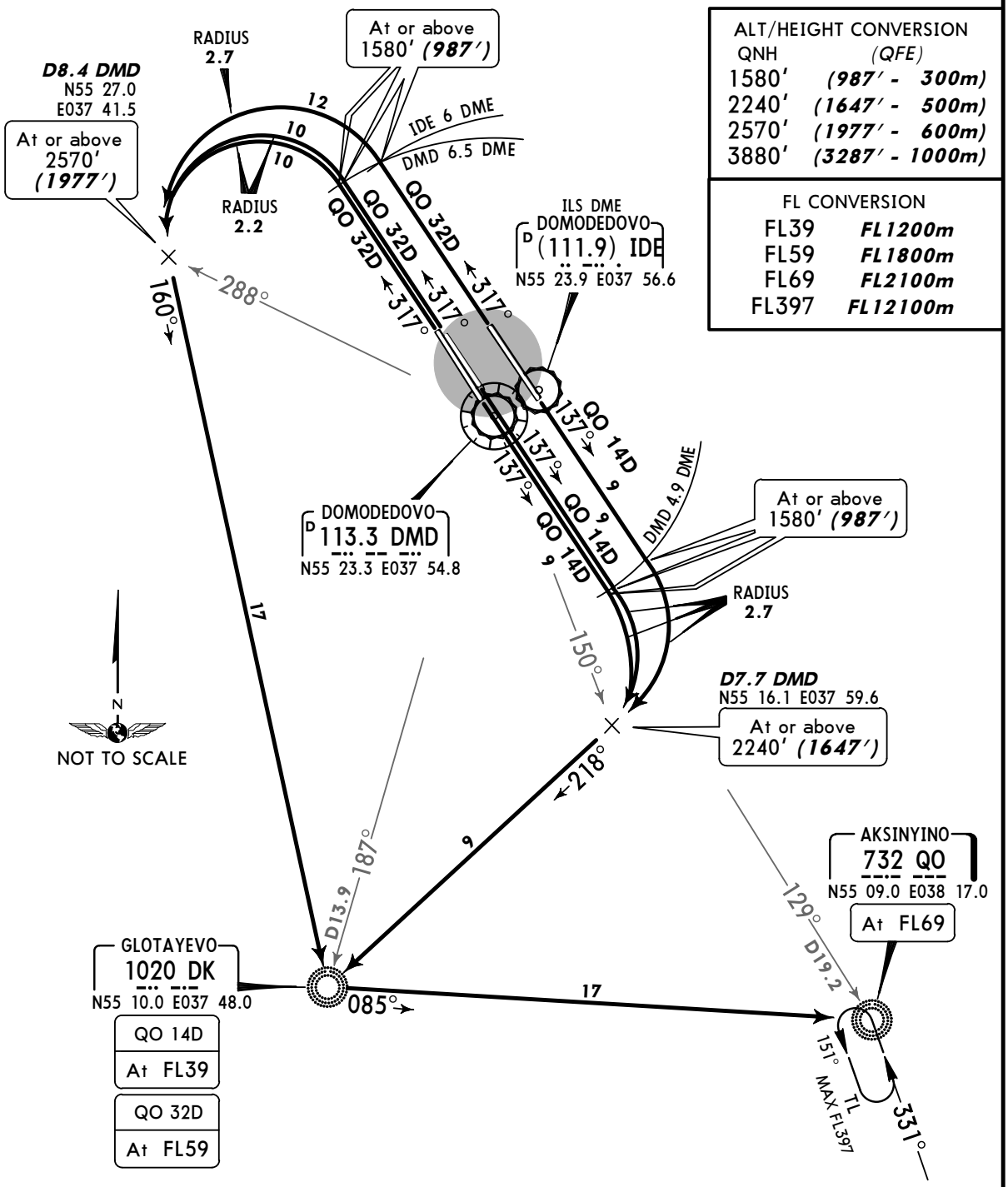


AKSINYINO 14D (QO 14D)
AKSINYINO 32D (QO 32D)
RWYS 14R/L/C, 32L/R/C DEPARTURES

THESE SIDS SHALL BE CARRIED OUT
DURING LOST COMMS FOR ENTRY INTO QO HOLDING

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1580′	(987′ - 300m)
2240′	(1647′ - 500m)
2570′	(1977′ - 600m)
3880′	(3287′ - 1000m)

FL CONVERSION	
FL39	FL1200m
FL59	FL1800m
FL69	FL2100m
FL397	FL12100m



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.

CHANGES: RWY designation; SIDs revised; MHA at QO.

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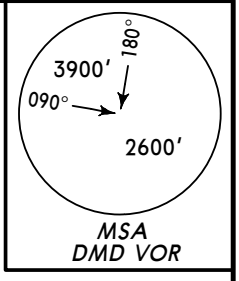
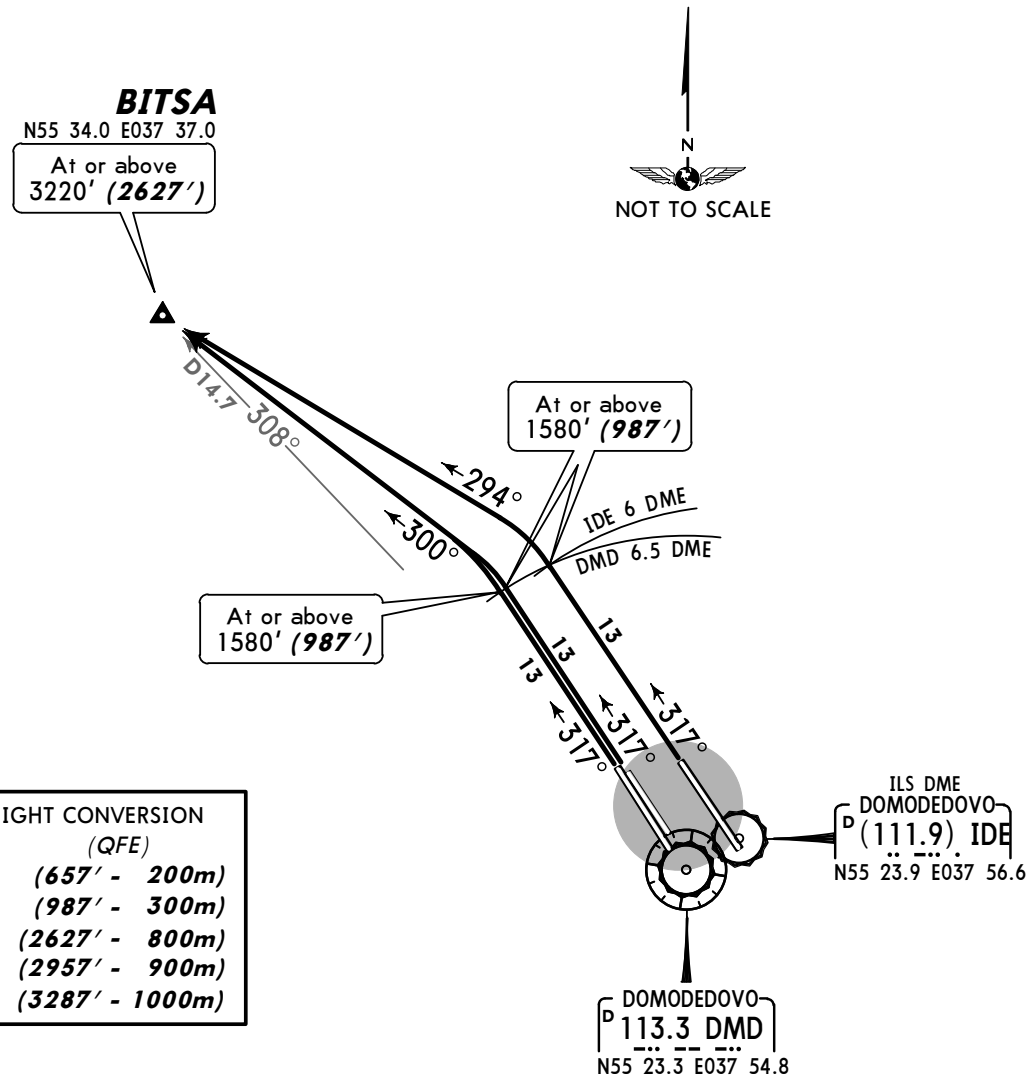
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 32D *[BIT32D]*
RWYS 32L/R/C DEPARTURE
BY ATC
FOR TRANSITIONS FROM BITSA REFER TO CHARTS 30-3M & 30-3N





ALT/HEIGHT CONVERSION

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

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.

CHANGES: RWY designation; SID revised; climb gradient estbld.

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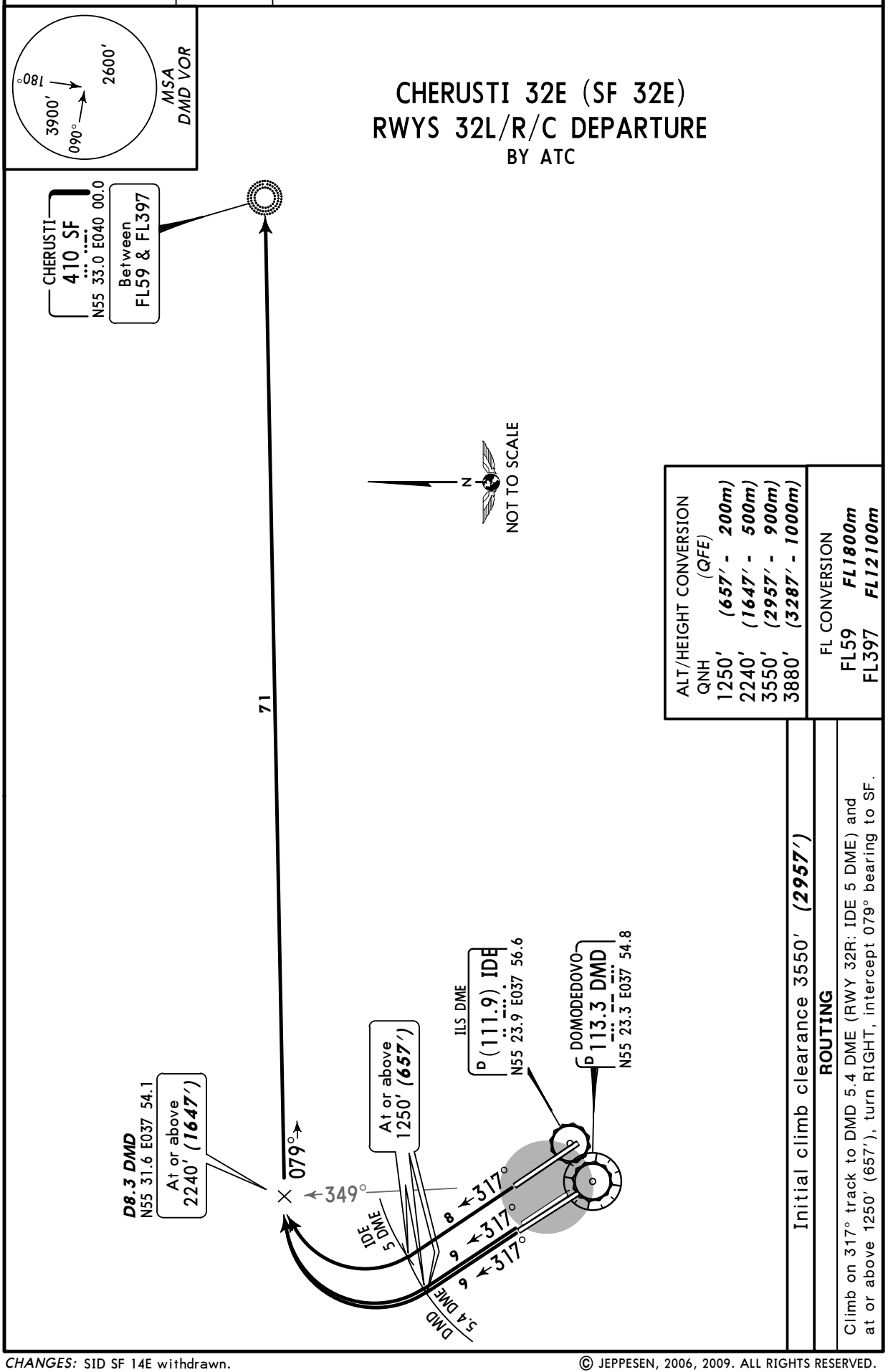
UUDD/DME
DOMODEDOVO

JEPPESEN
30 JAN 09 (30-3B) 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.



CHERUSTI 32E (SF 32E)
RWYS 32L/R/C DEPARTURE
BY ATC

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

FL CONVERSION	
FL59	***FL1800m***
FL397	***FL12100m***

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

ROUTING

Climb on 317° track to DMD 5.4 DME (RWY 32R: IDE 5 DME) and at or above 1250′ (657′), turn RIGHT, intercept 079° bearing to SF.

CHANGES: SID SF 14E withdrawn.

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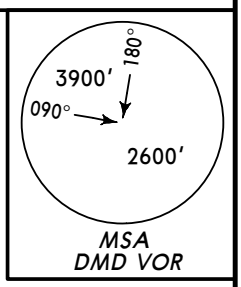
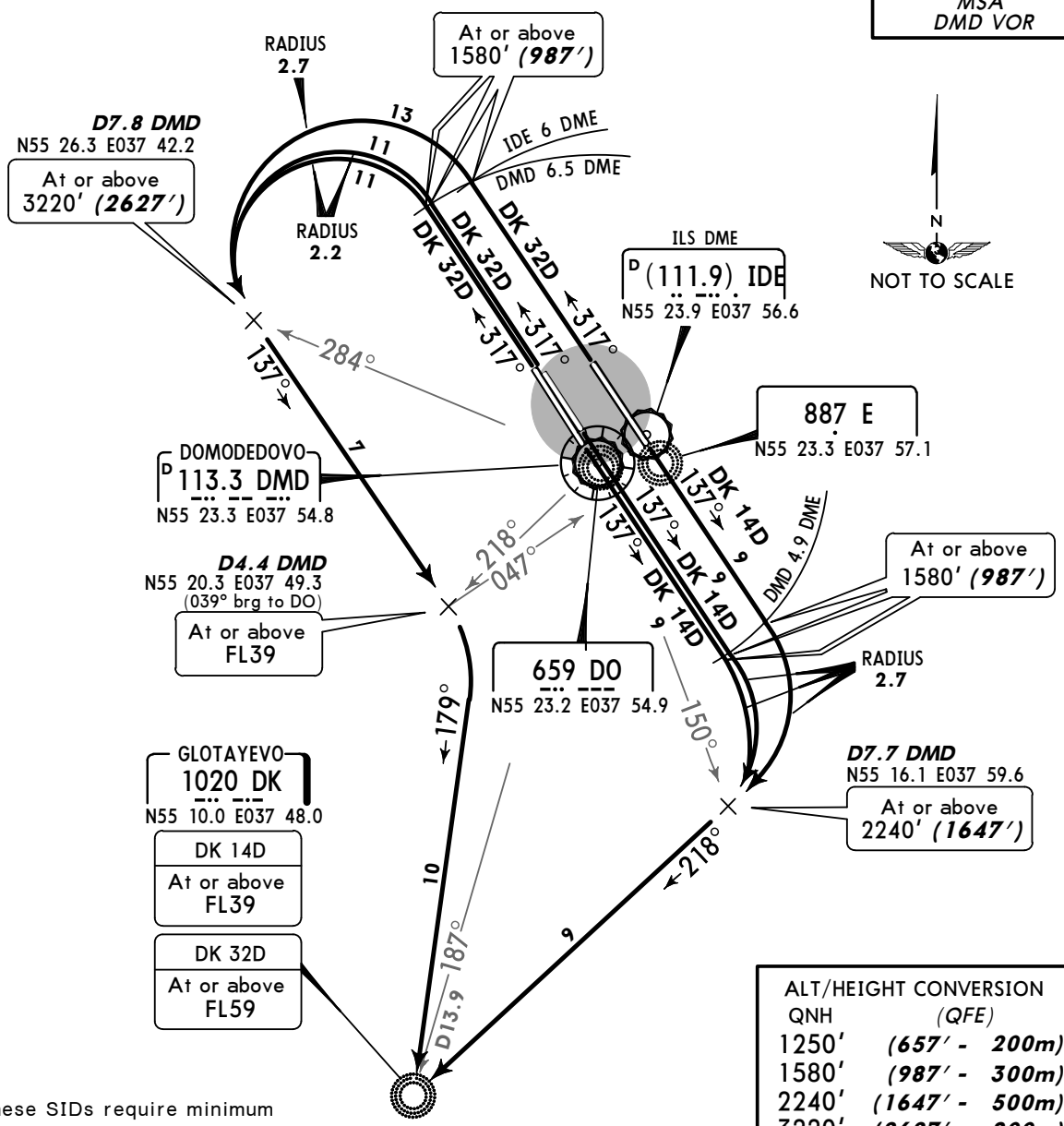
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 14D (DK 14D)
GLOTAYEVO 32D (DK 32D)
RWYS 14R/L/C, 32L/R/C DEPARTURES
FOR TRANSITION FROM DK REFER TO CHART 30-3Q





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.

CHANGES: None.

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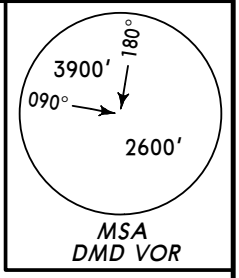
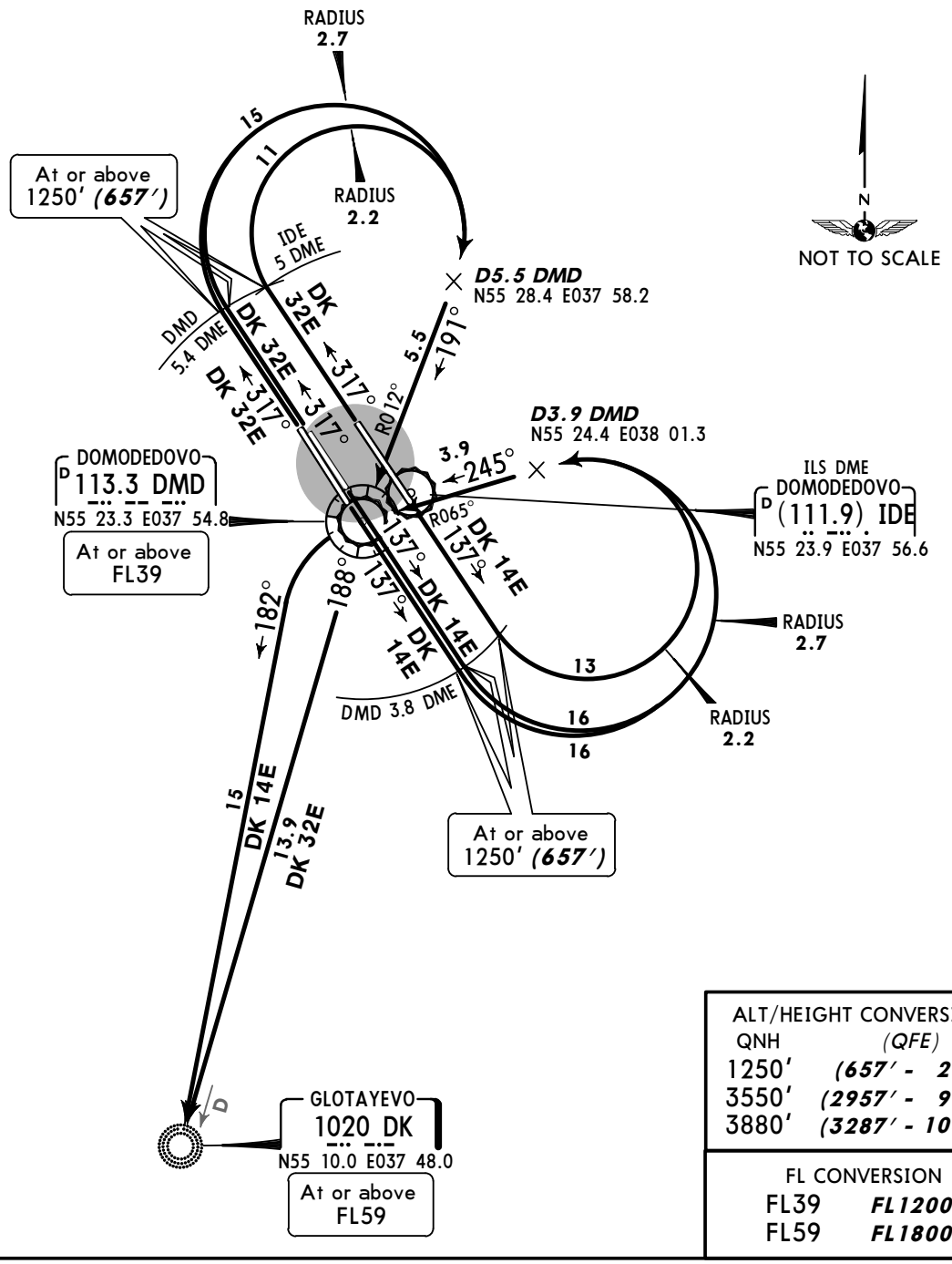
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 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.

CHANGES: RWY designation; SIDs revised.

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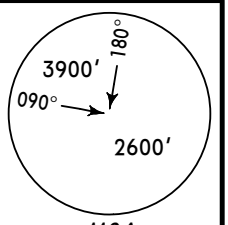
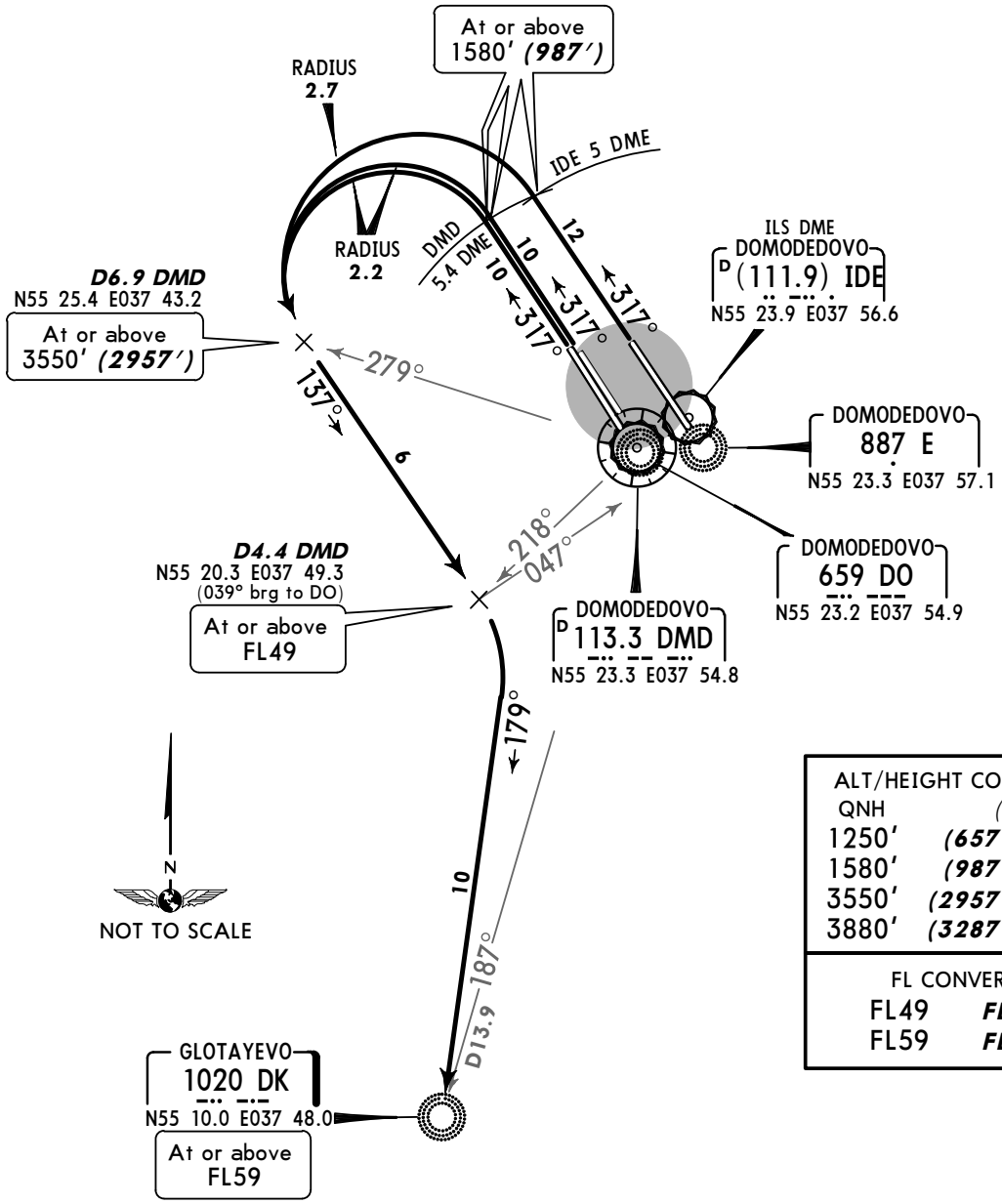
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

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



MSA
DMD VOR



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.

CHANGES: RWY designation; SID revised.

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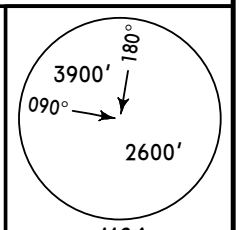
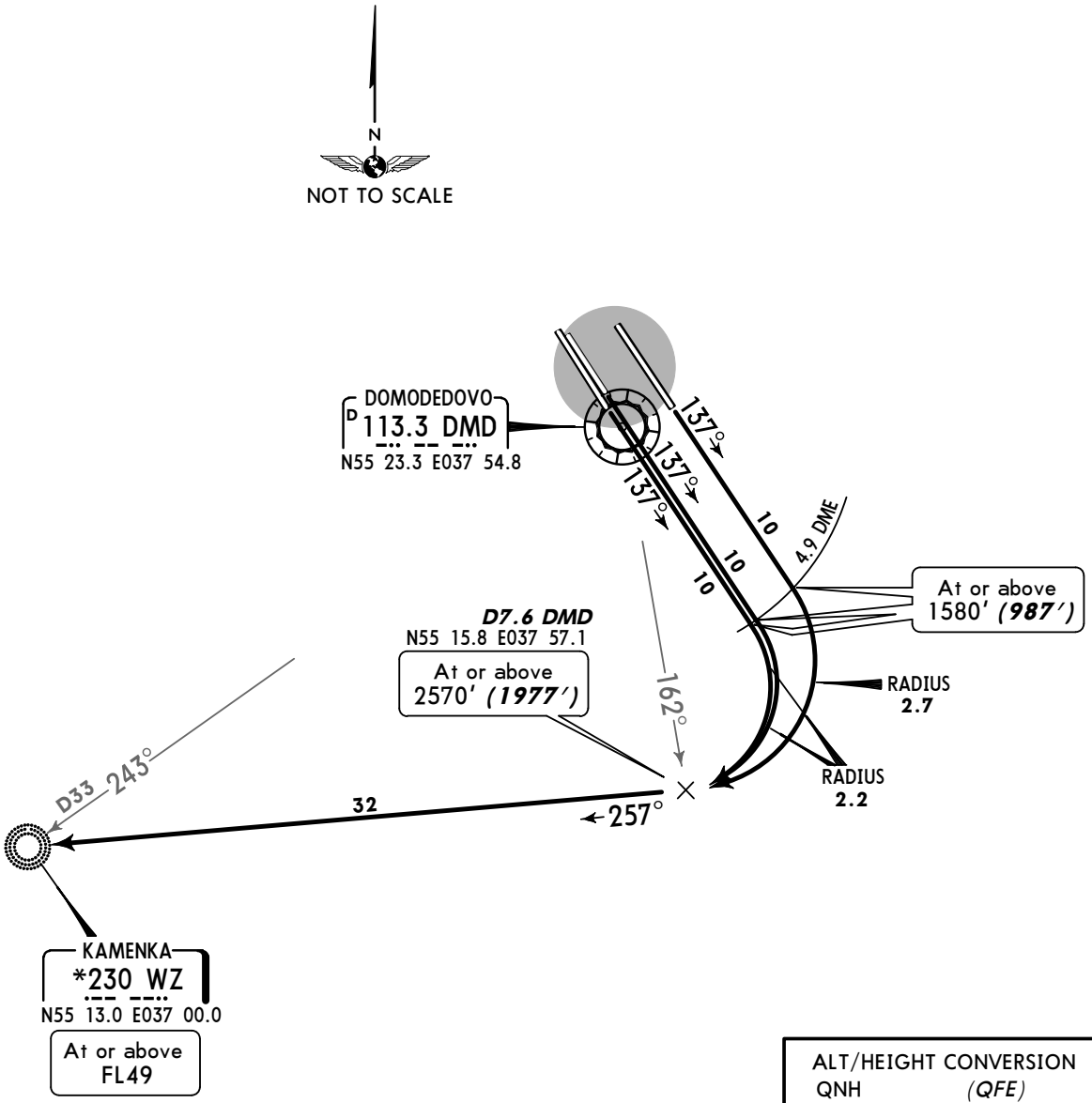
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

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



MSA
DMD VOR



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.

CHANGES: RWY designation; SID revised.

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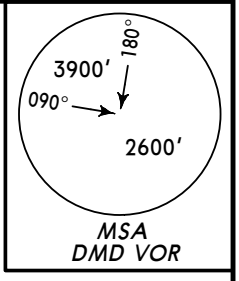
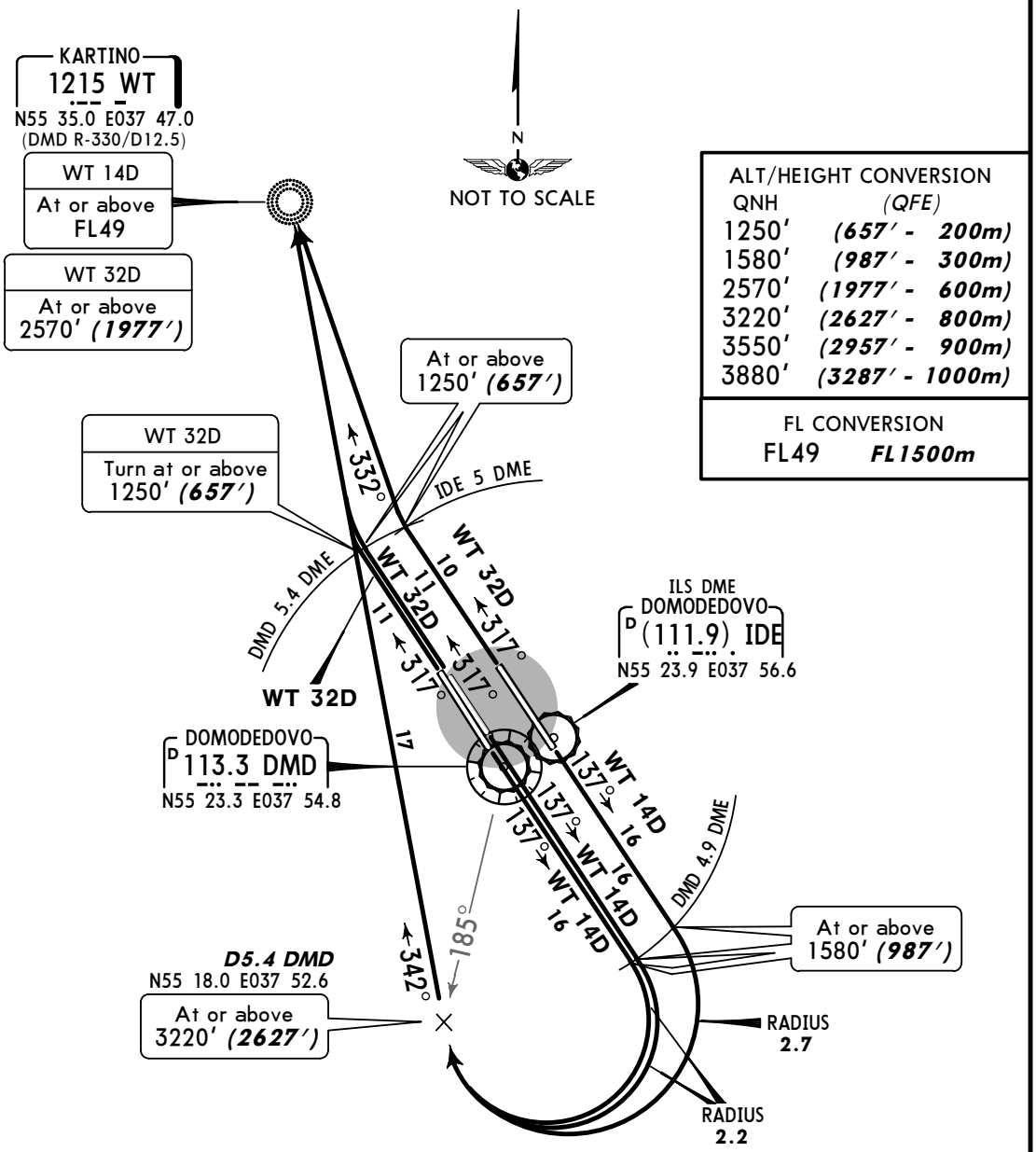
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 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





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***

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.

CHANGES: RWY designation; SIDs revised.

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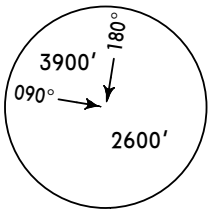
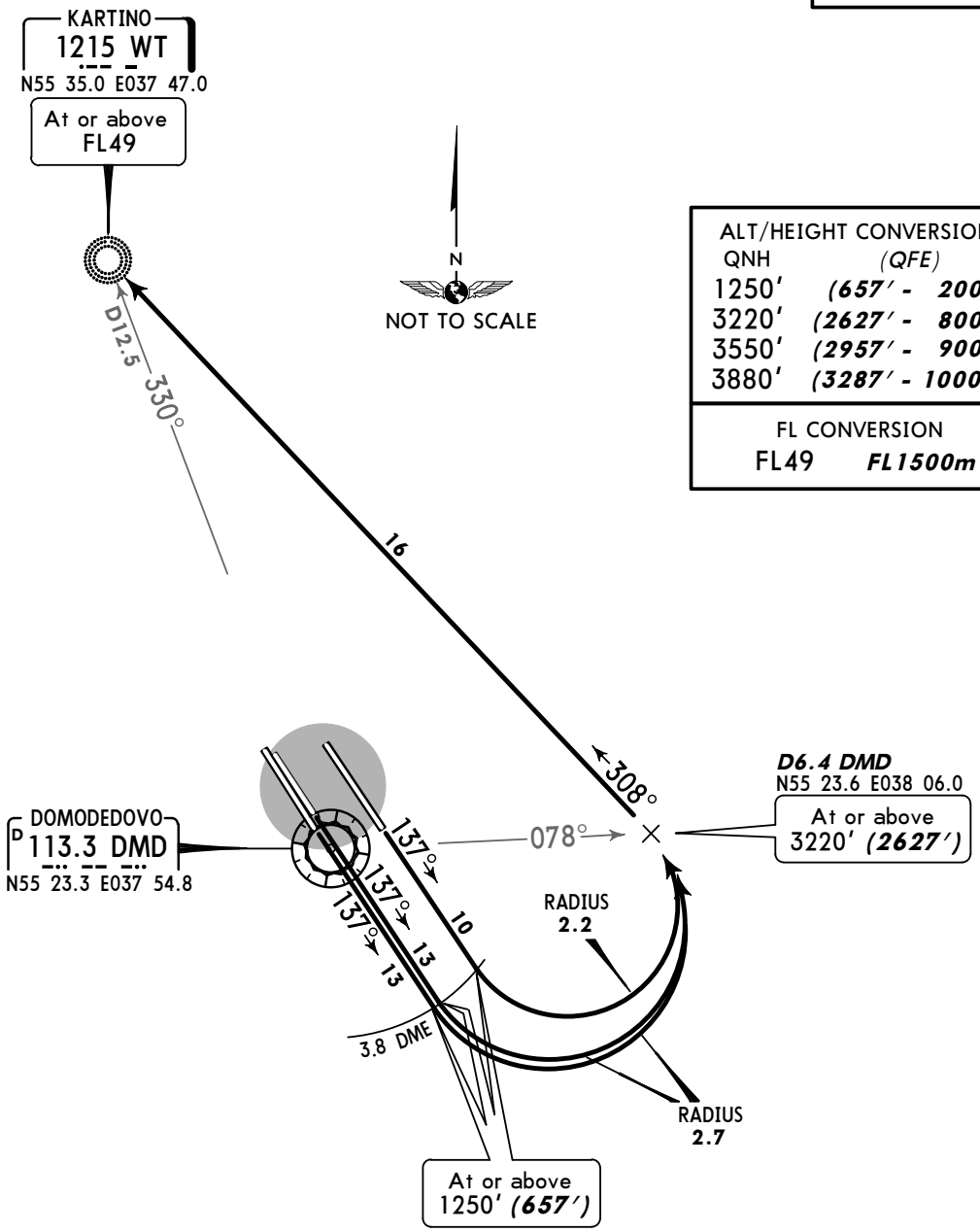
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14E (WT 14E)
RWYS 14R/L/C DEPARTURE
BY ATC
FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3M & 30-3N



MSA
DMD VOR



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.

CHANGES: RWY designation; SID revised; climb gradient estbld.

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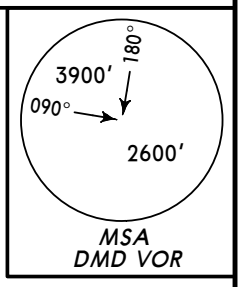
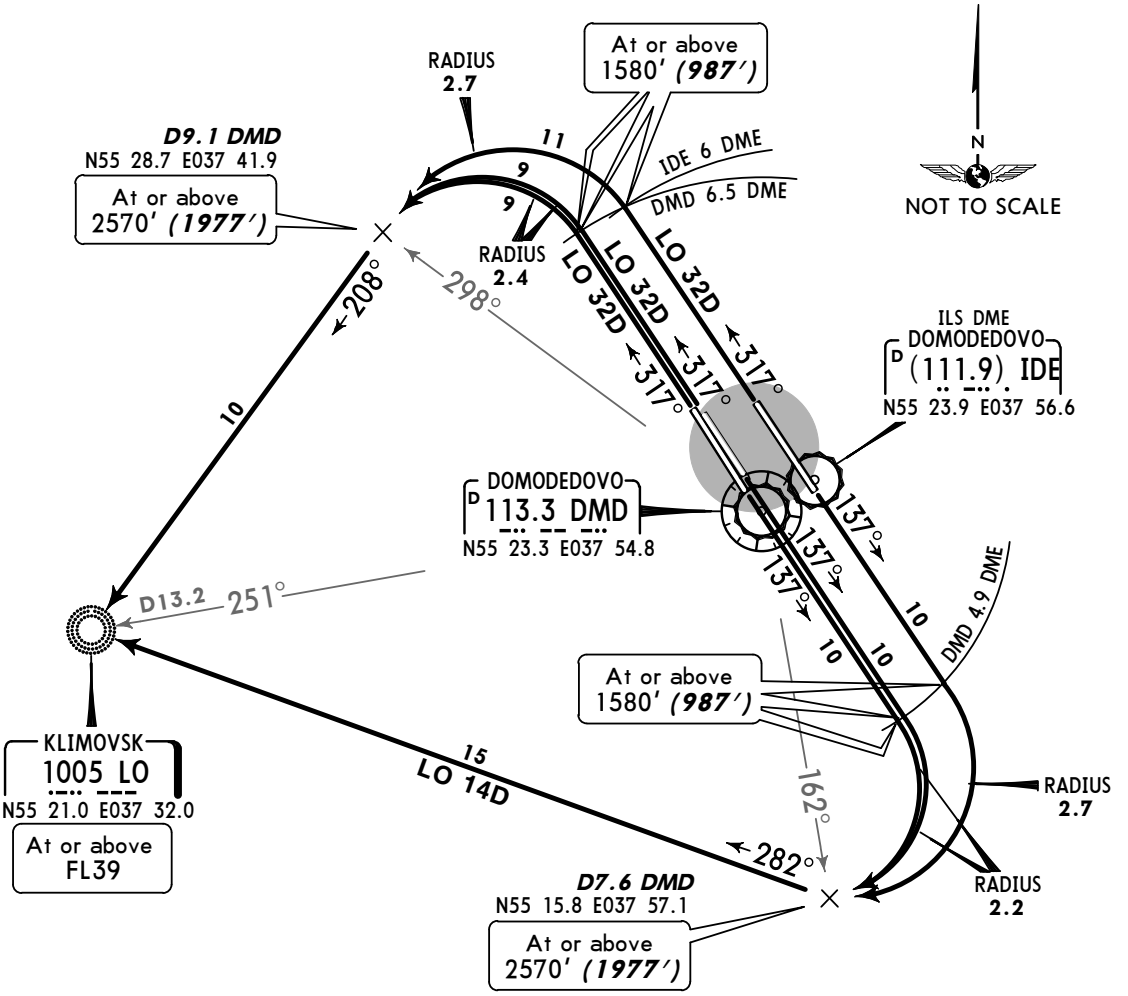
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 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.

CHANGES: RWY designation; SIDs revised; climb gradient estbld.

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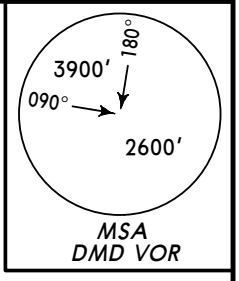
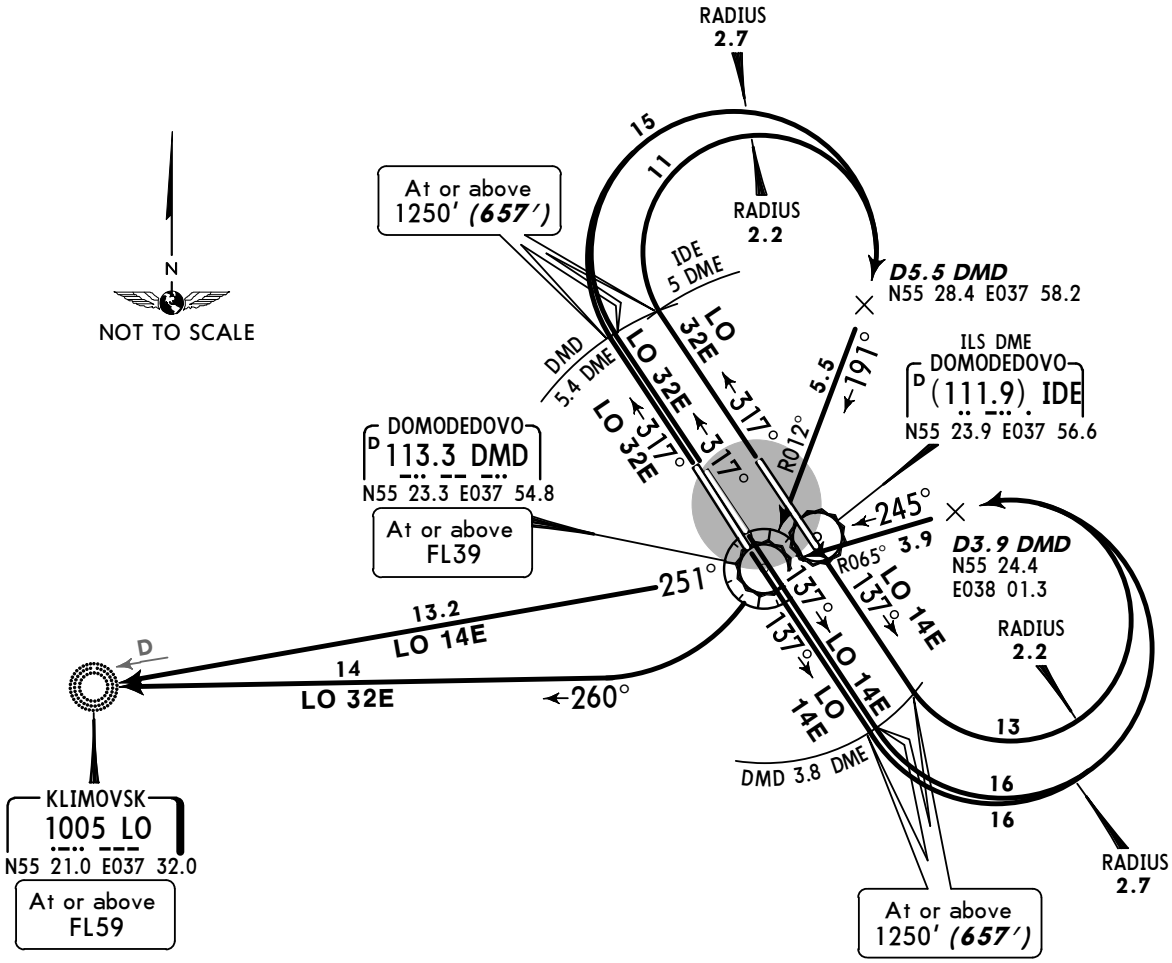
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

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.

CHANGES: RWY designation; SIDs revised.

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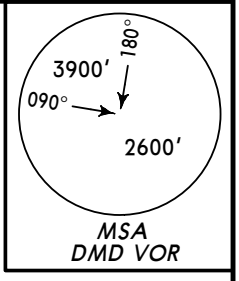
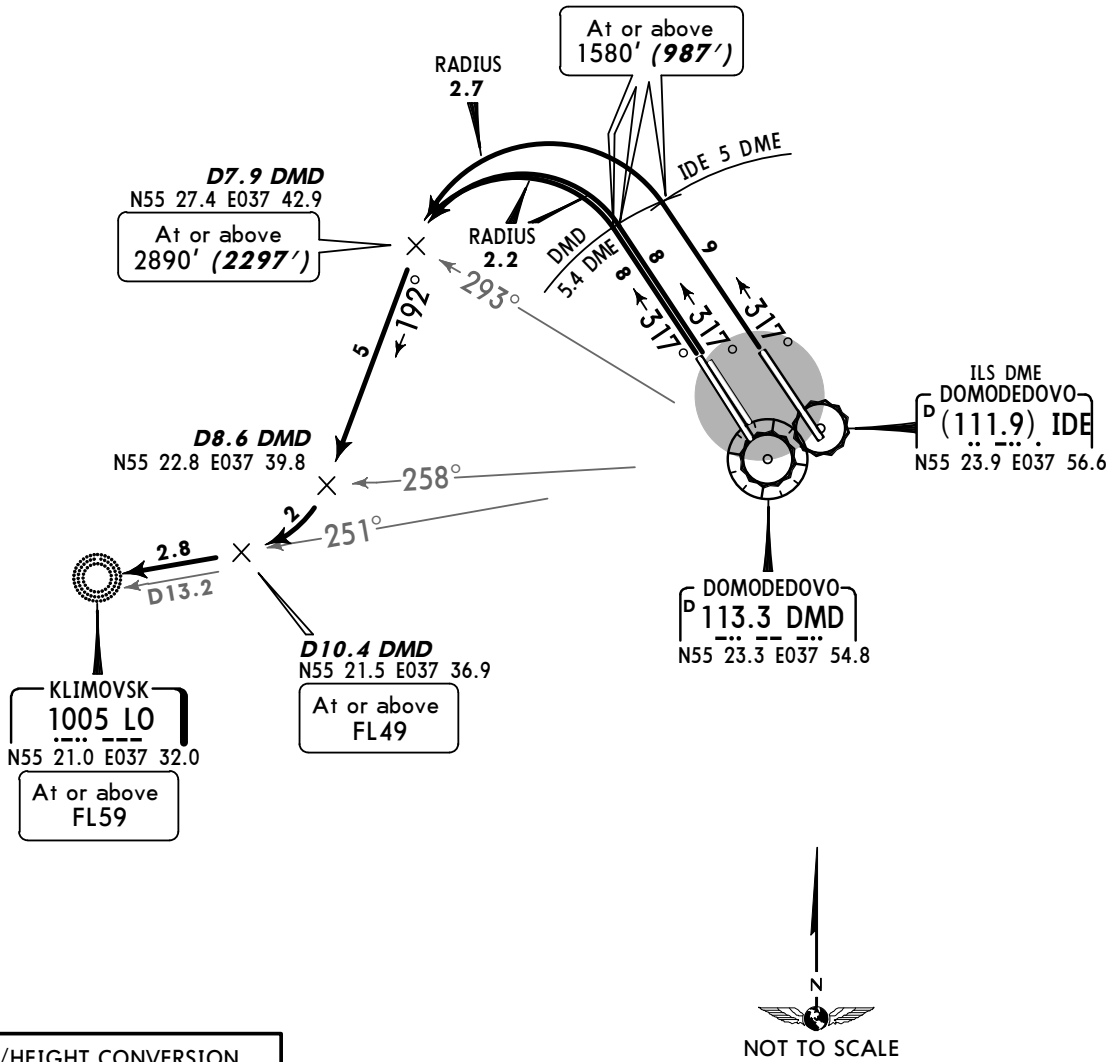
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32G (LO 32G)
RWYS 32L/R/C DEPARTURE
FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3M & 30-3N





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.

CHANGES: RWY designation; SID revised.

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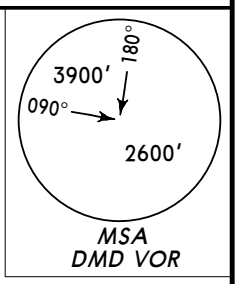
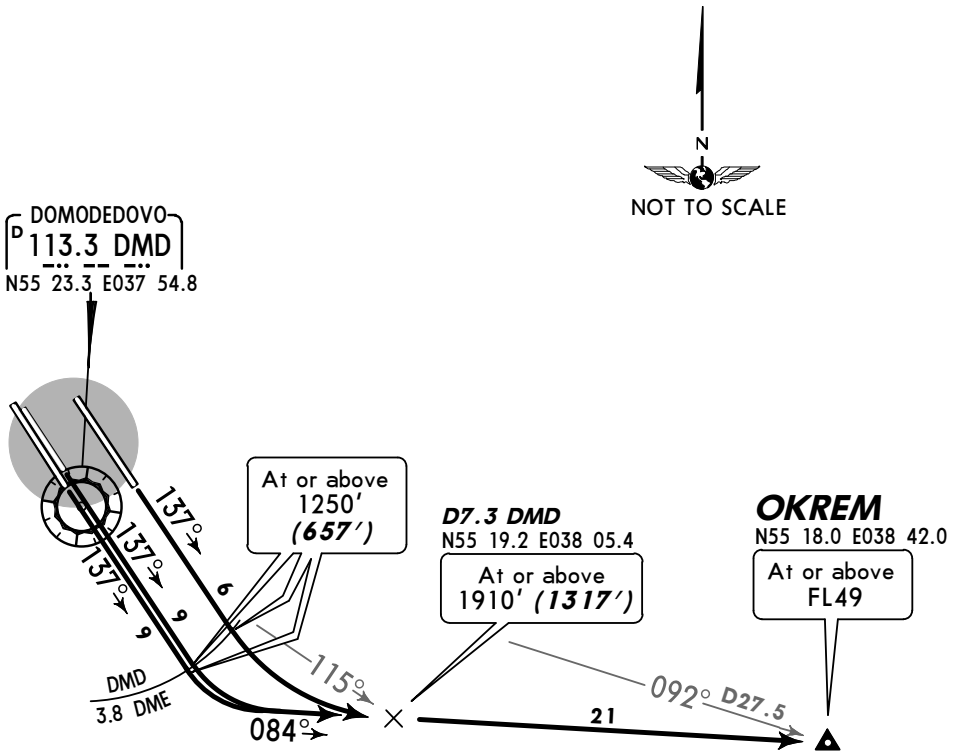
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** **1.** After climbing to 1250′ (657′) contact DOMODEDOVO Radar immediately. **2.** Execute noise abatement procedures according to ICAO DOC 8168.

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





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.

CHANGES: Transitions transferred; OKREM SID established; chart redrawn.

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JEPPESEN
FliteStar 9.4.5.0

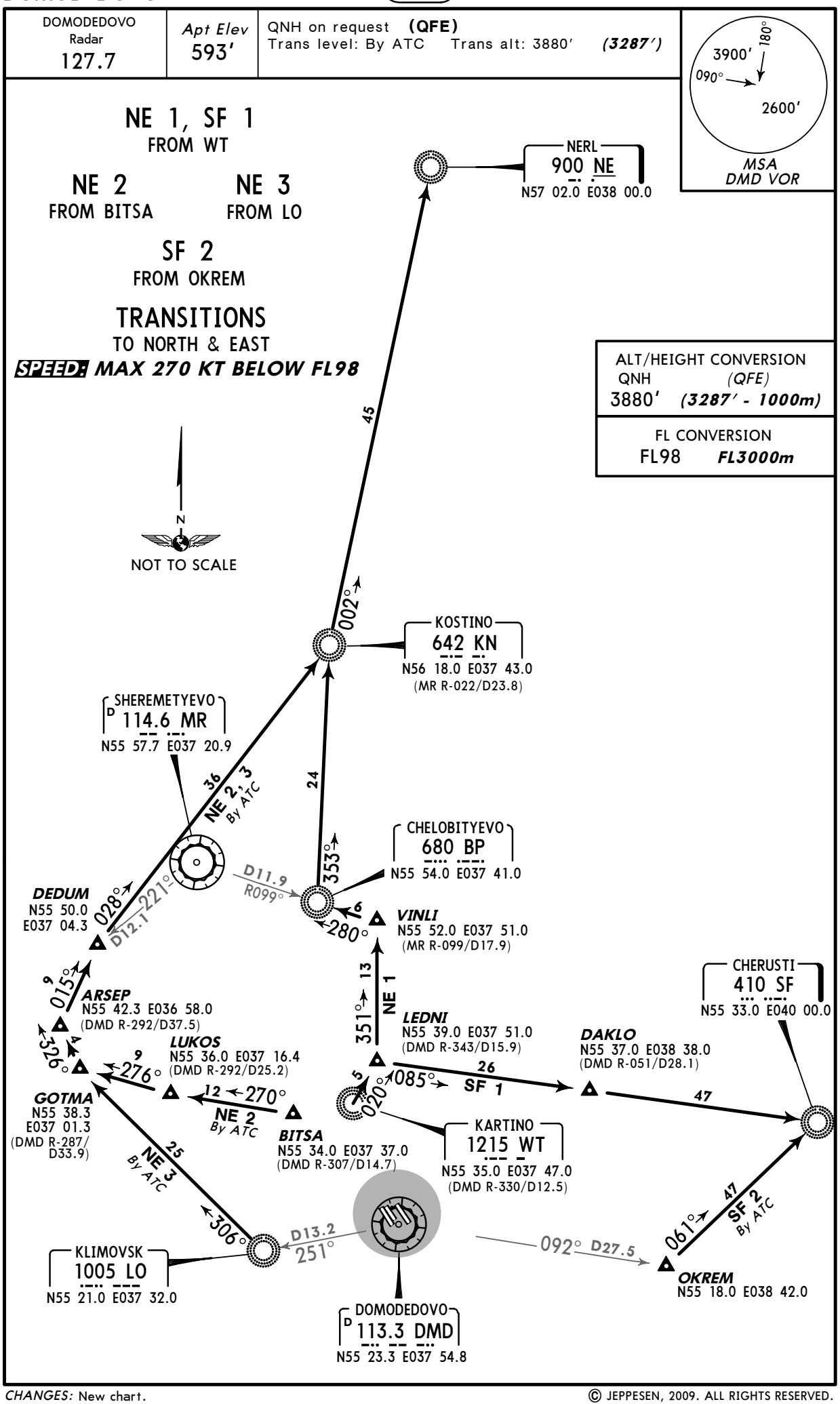
UUDD/DME DOMODEDOVO

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′)



CHANGES: New chart.

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JEPPESEN
FliteStar 9.4.5.0

UUDD/DME DOMODEDOVO

JEPPESEN
30 JAN 09 (30-3Q) 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′)

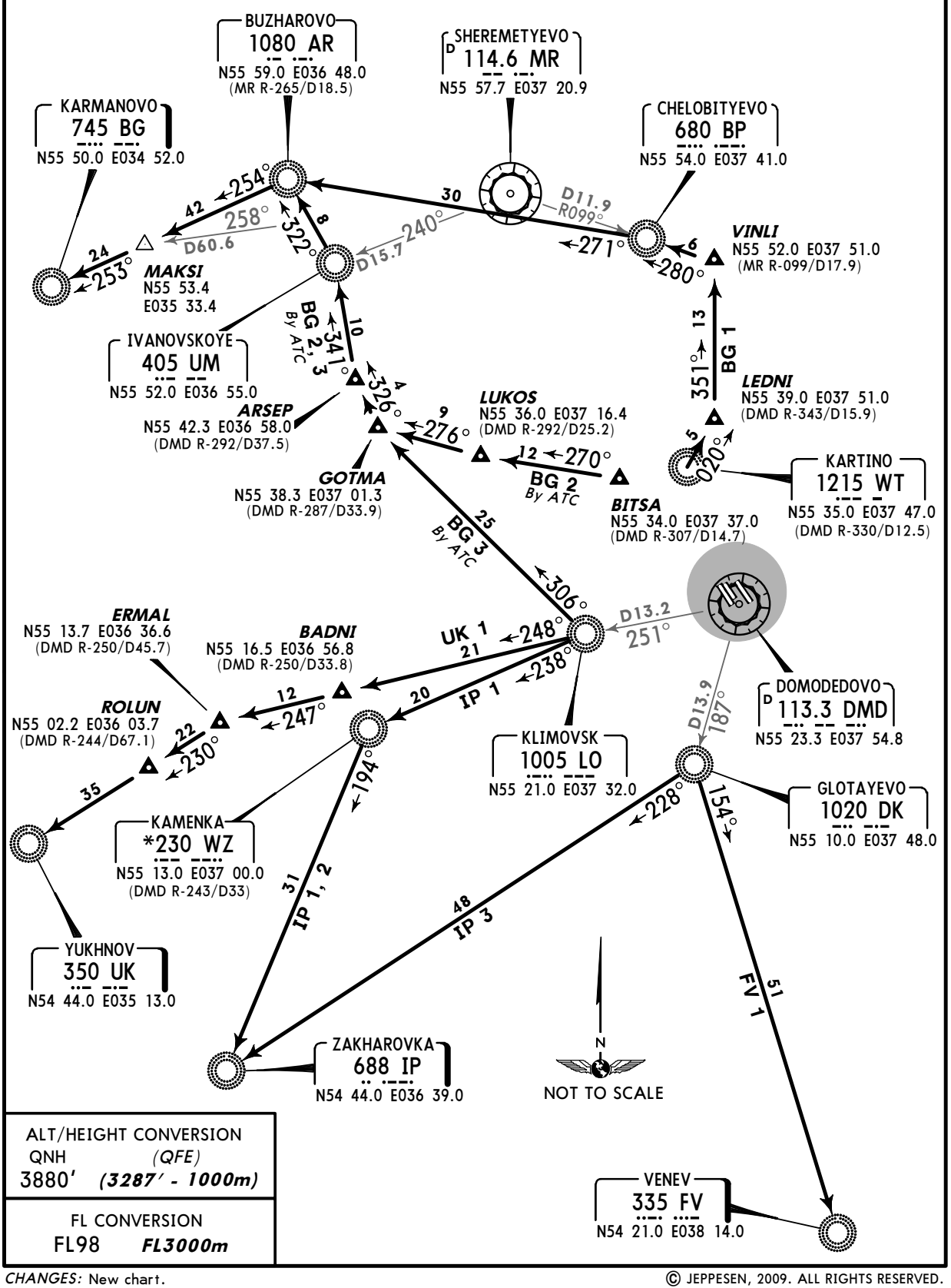
MSA DMD VOR: 3900′ 090° 180° 2600′

BG 1 FROM WT | BG 2 FROM BITSA | BG 3, IP 1 UK 1 FROM LO | FV 1 IP 3 FROM DK | IP 2 FROM WZ

TRANSITIONS

TO SOUTH & WEST

SPEED: MAX 270 KT BELOW FL98



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

FL CONVERSION	
FL98	FL3000m

CHANGES: New chart.

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UUDD/DME

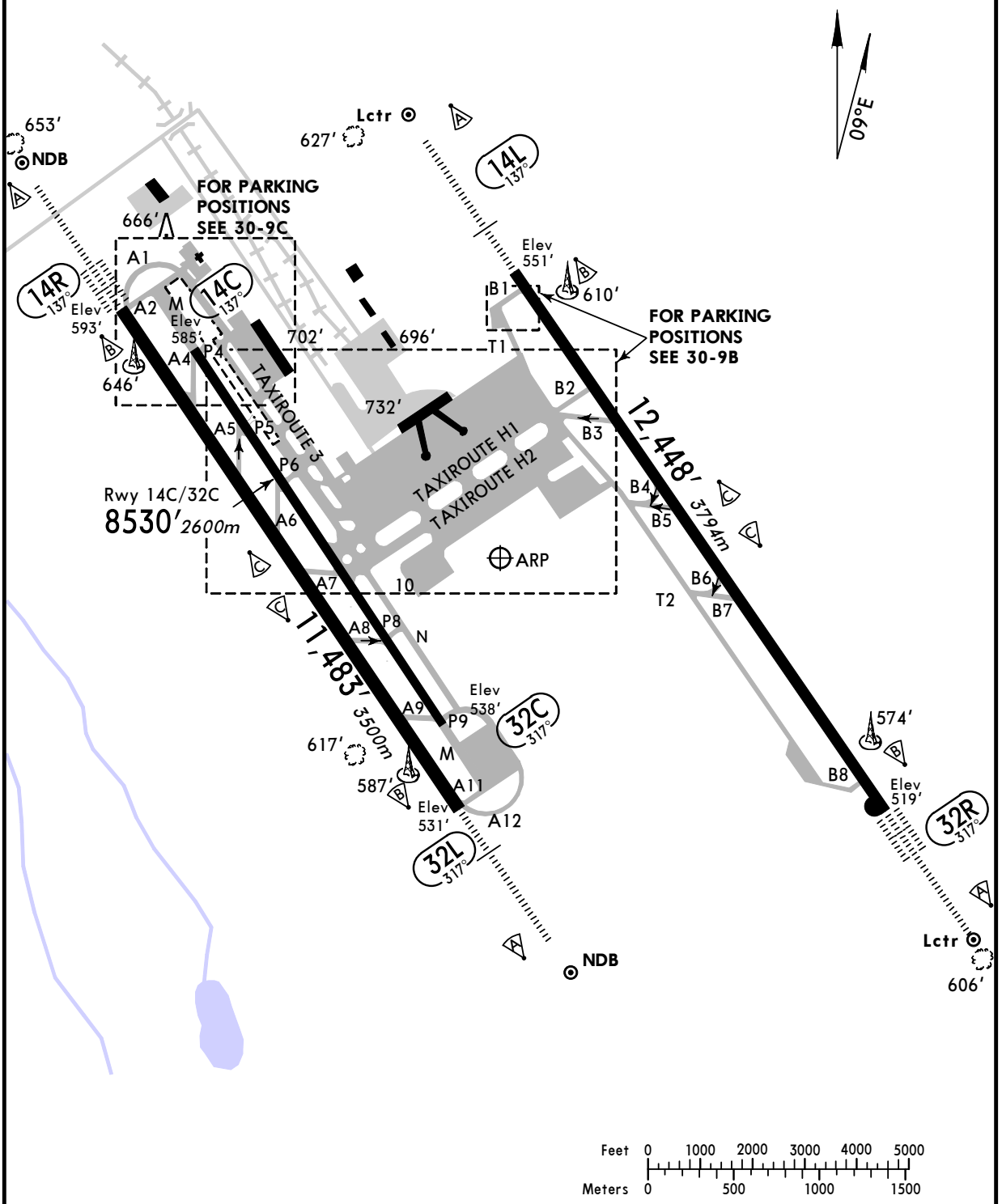
Apt Elev **593′**
N55 24.5 E037 54.5

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



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❶ RVR		11,364′ *3464m*	❷ ❸	174′ *53m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- R ❶ RVR		11,436′ *3486m*		

❶ Angle 3.0°.
❷ First 328′/100m unusable for take-off.
❸ 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)

14C 32C	RL *(60m)*			8136′ *2480m*	148′ *45m*

14R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- L ❹ RVR		9782′ *2982m*	❺ ❻	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❹ RVR		10,207′ *3111m*		

❹ Angle 3.0°.
❺ First 328′/100m unusable for take-off.
❻ 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

	AIR CARRIER (JAA) Rwys14L/R, 32L/R LVP must be in force RL & CL	All Rwys LVP must be in force RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: None.

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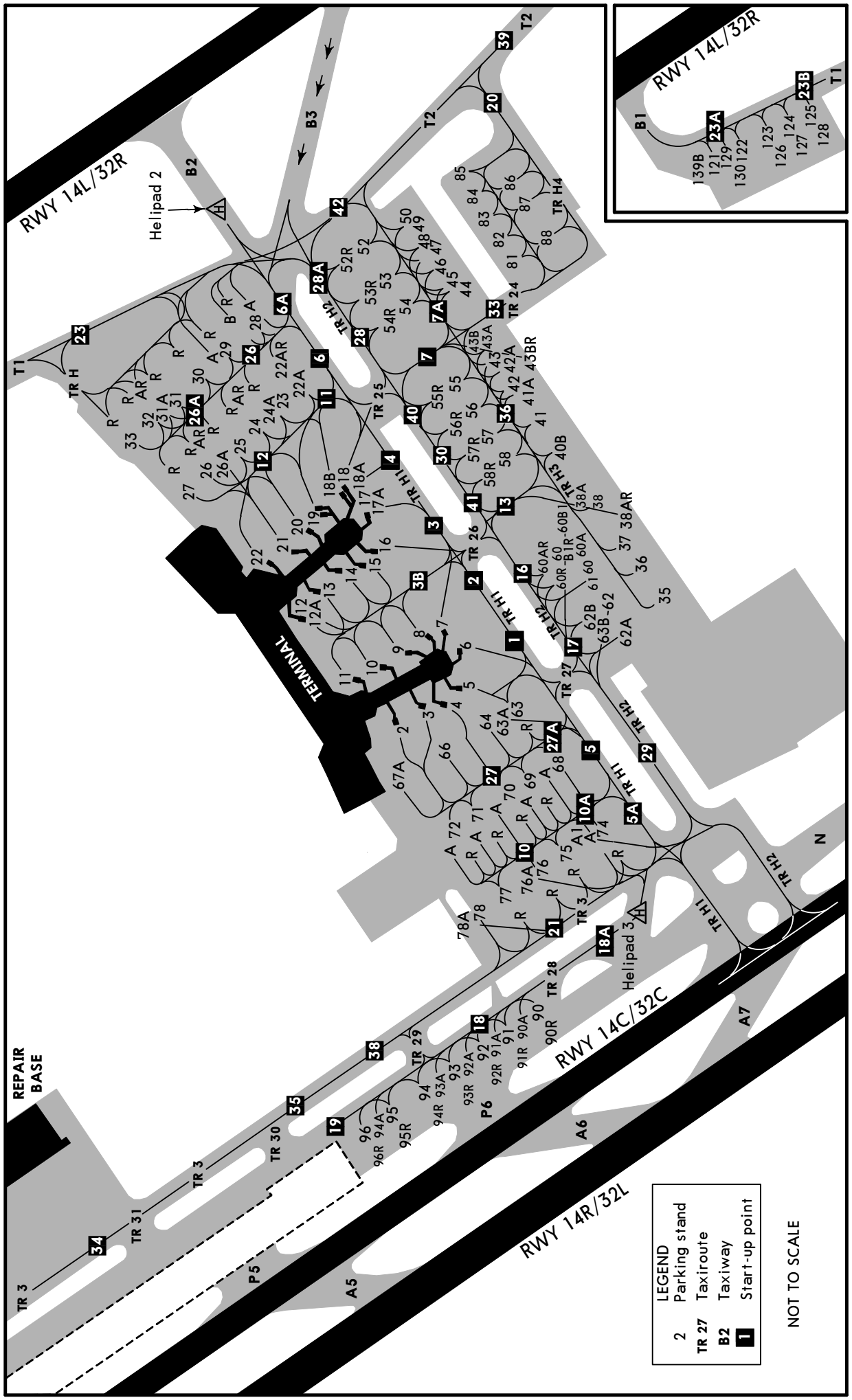
UUDD/DME

JEPPESEN

30 JAN 09 (30-9B) Eff 12 Feb

MOSCOW, RUSSIA
DOMODEDOVO



CHANGES: Stands. Start-up points.

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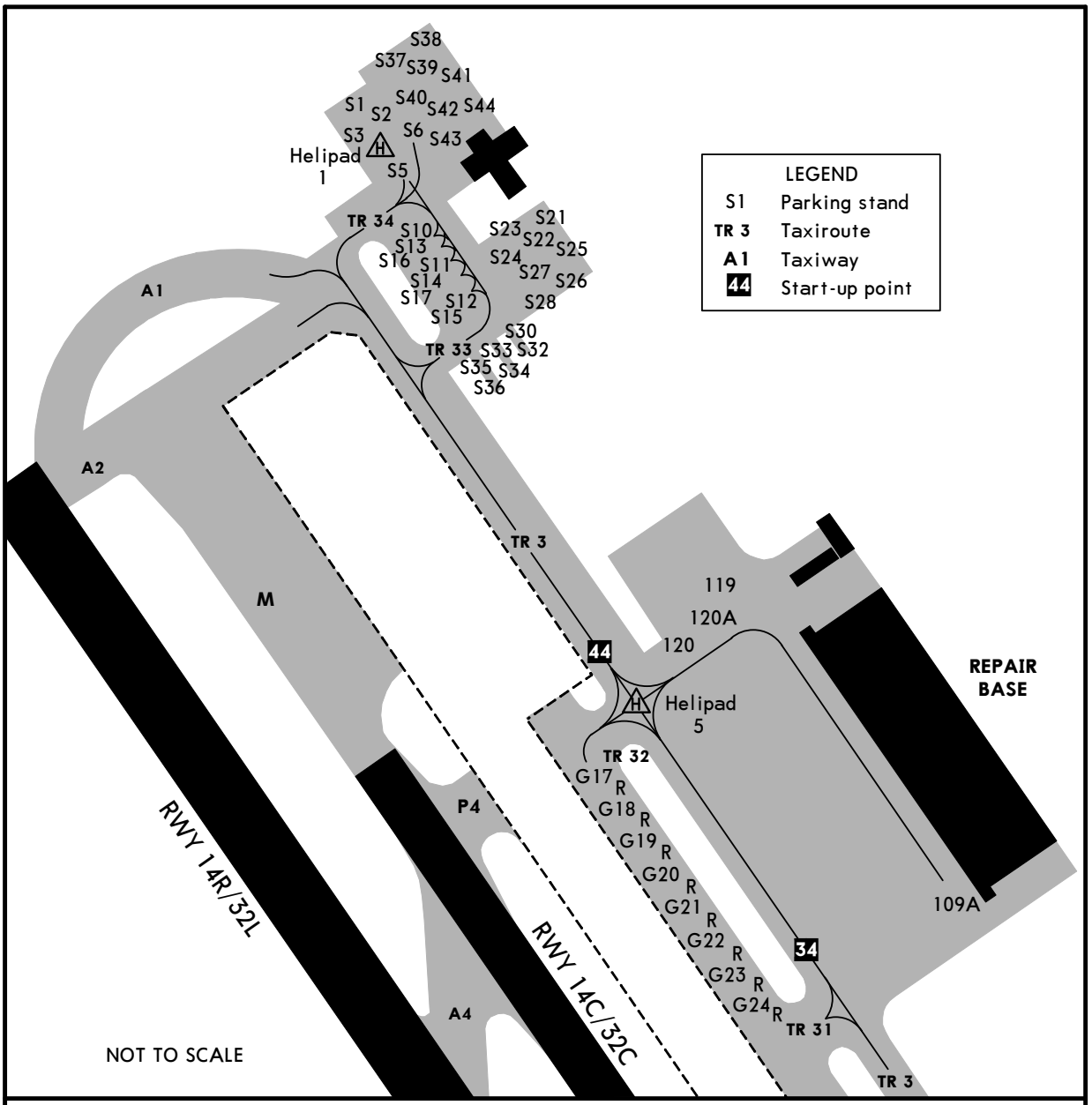

INS COORDINATES

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		

CHANGES: Twy. Helipad.

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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.

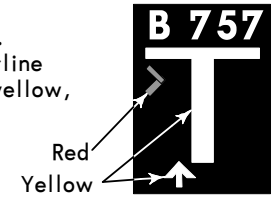
The display unit shows the following information types:

a) Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
b) Indication of activated system: It is shown by mobile yellow arrows.
c) 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.
d) 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.
e) 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.
f) 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

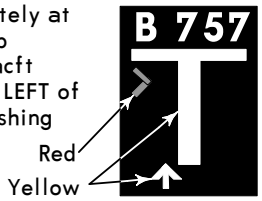
1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

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

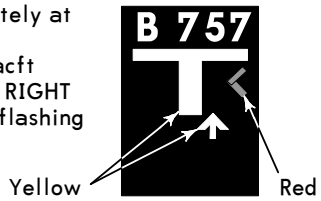


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

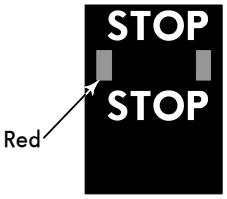
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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.

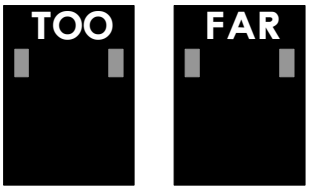


4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

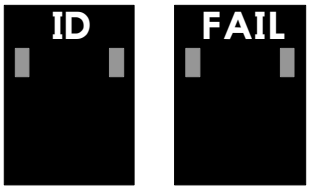


5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.

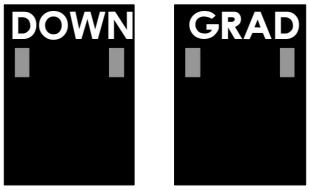
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



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".



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UUDD/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

CHANGES: Minimums.

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

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

TAKE-OFF RWY 14C, 32C

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

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

BRIEFING STRIP ™

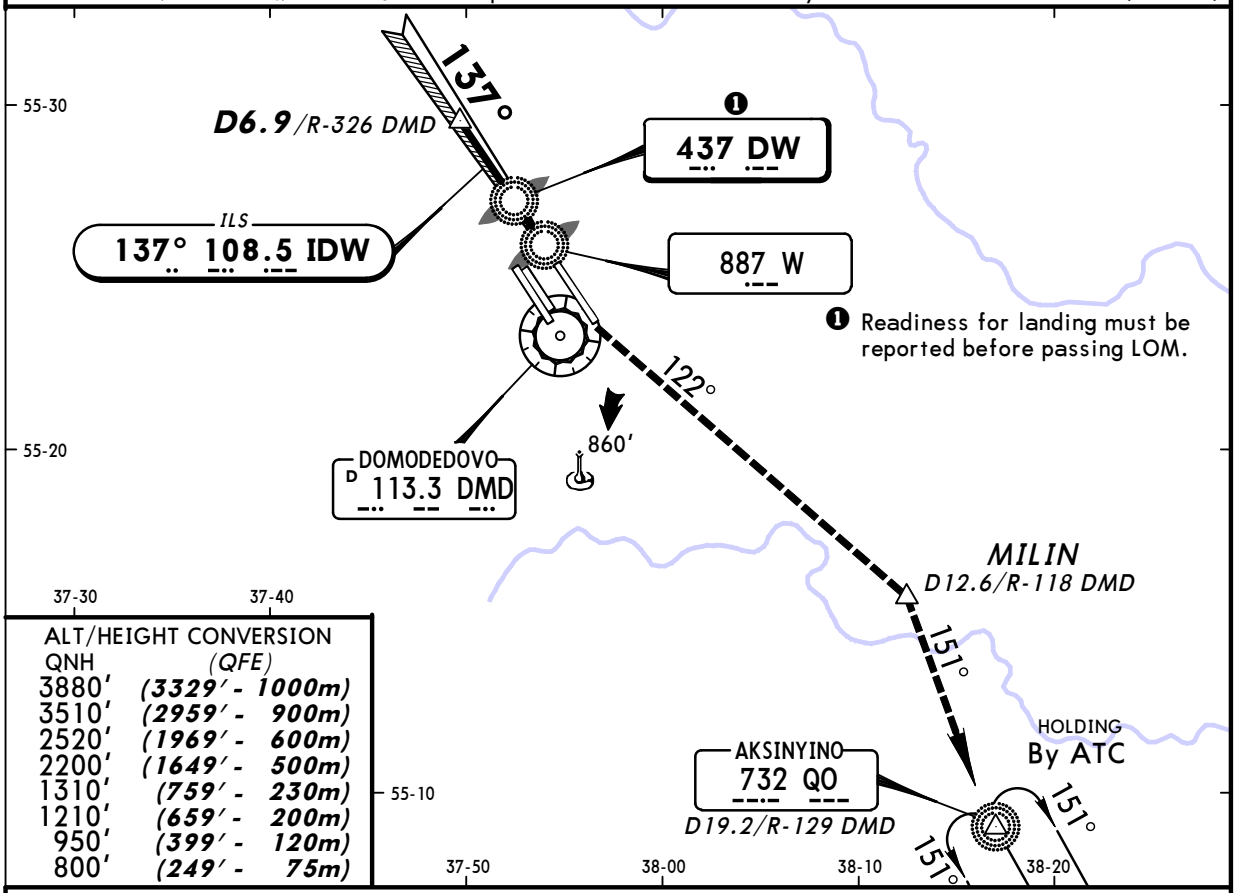
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDW 108.5	Final Apch 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: 3900′ (180°), 090°, 2600′

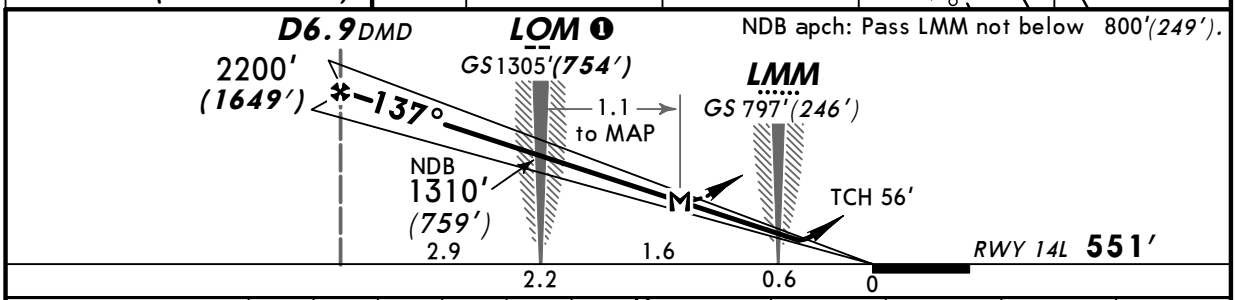
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3329′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3329′ - 1000m)
3510′	(2959′ - 900m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
1210′	(659′ - 200m)
950′	(399′ - 120m)
800′	(249′ - 75m)

NDB apch: Pass LMM not below 800′(249′).



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	0:25

HIALS | PAPI | MIM 950′ (399′) | 122° LT | 2520′ (1969′) | MILIN

STRAIGHT-IN LANDING RWY 14L

PANS OPS

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)	NDB MDA(H) 980′(429′)	NDB MDA(H) 980′(429′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1800m VIS 2000m	2400m

CHANGES: Comm. Missed approach. Note added.

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA

LOST COMM ❶ ILS or 2 NDB Rwy 14L

BRIEFING STRIP ™

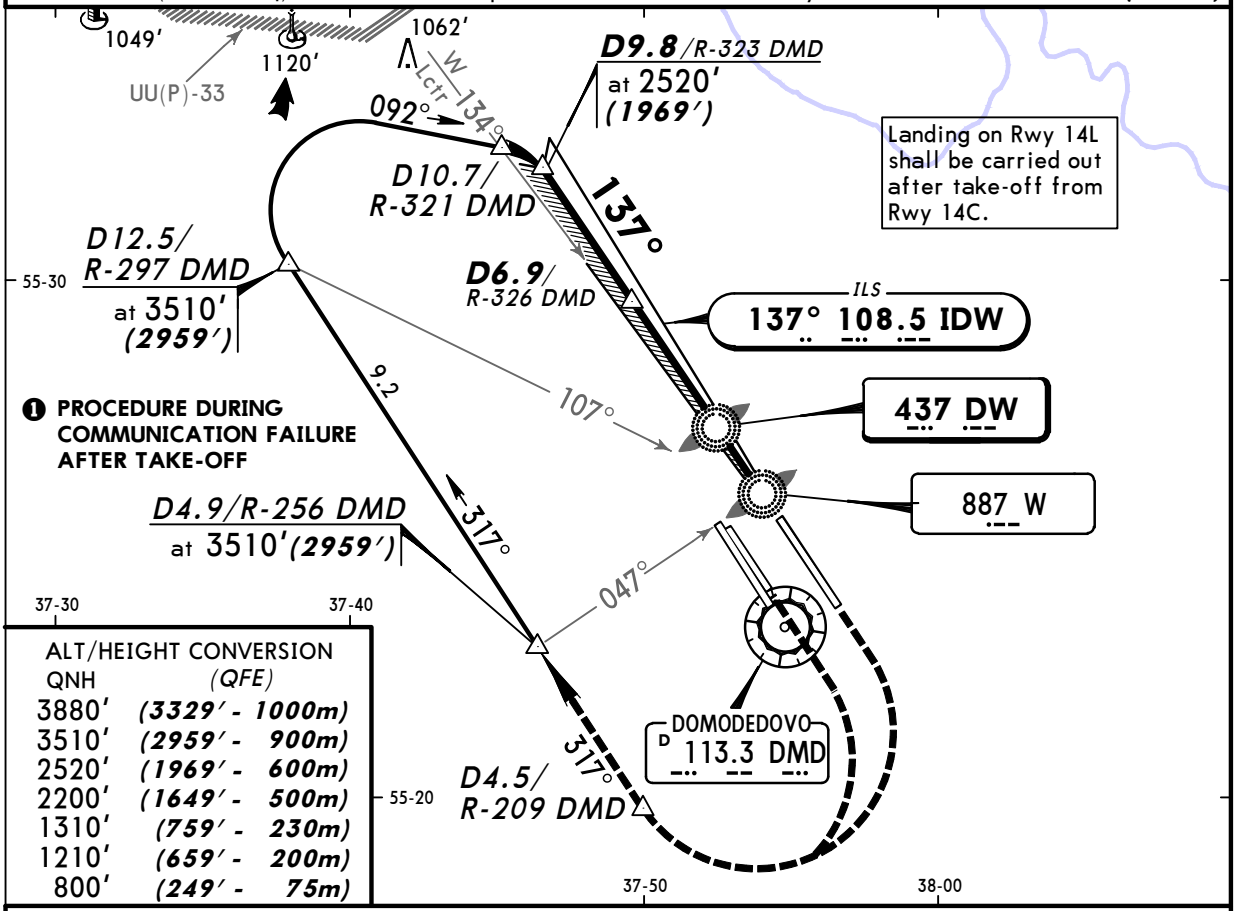
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDW 108.5	Final Apch 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: 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.

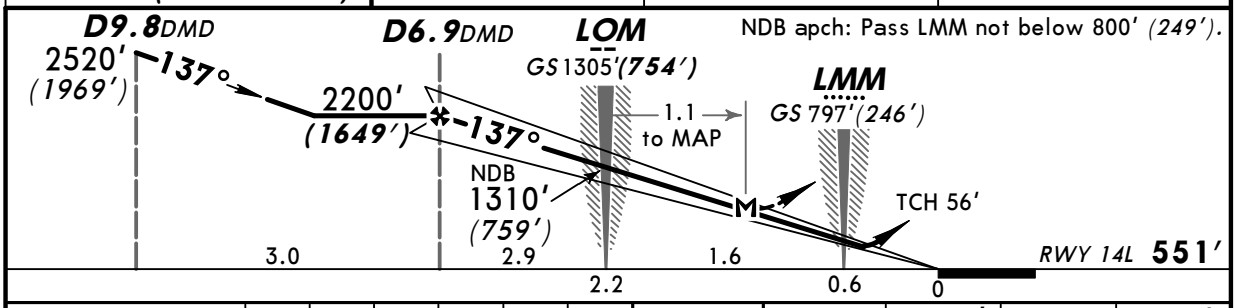
3900′ 180° 090° 2600′
MSA DMD VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3329′ - 1000m)
3510′	(2959′ - 900m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
1210′	(659′ - 200m)
800′	(249′ - 75m)



NDB apch: Pass LMM not below 800′ (249′).

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	0:25

HIALS PAPI | 1210′ (659′) | 317° RT | 3510′ (2959′)

STRAIGHT-IN LANDING RWY 14L

PANS OPS

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)	NDB MDA(H) 980′(429′)	NDB MDA(H) 980′(429′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1800m VIS 2000m	2400m

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA ILS DME Rwy 14R

BRIEFING STRIP ™

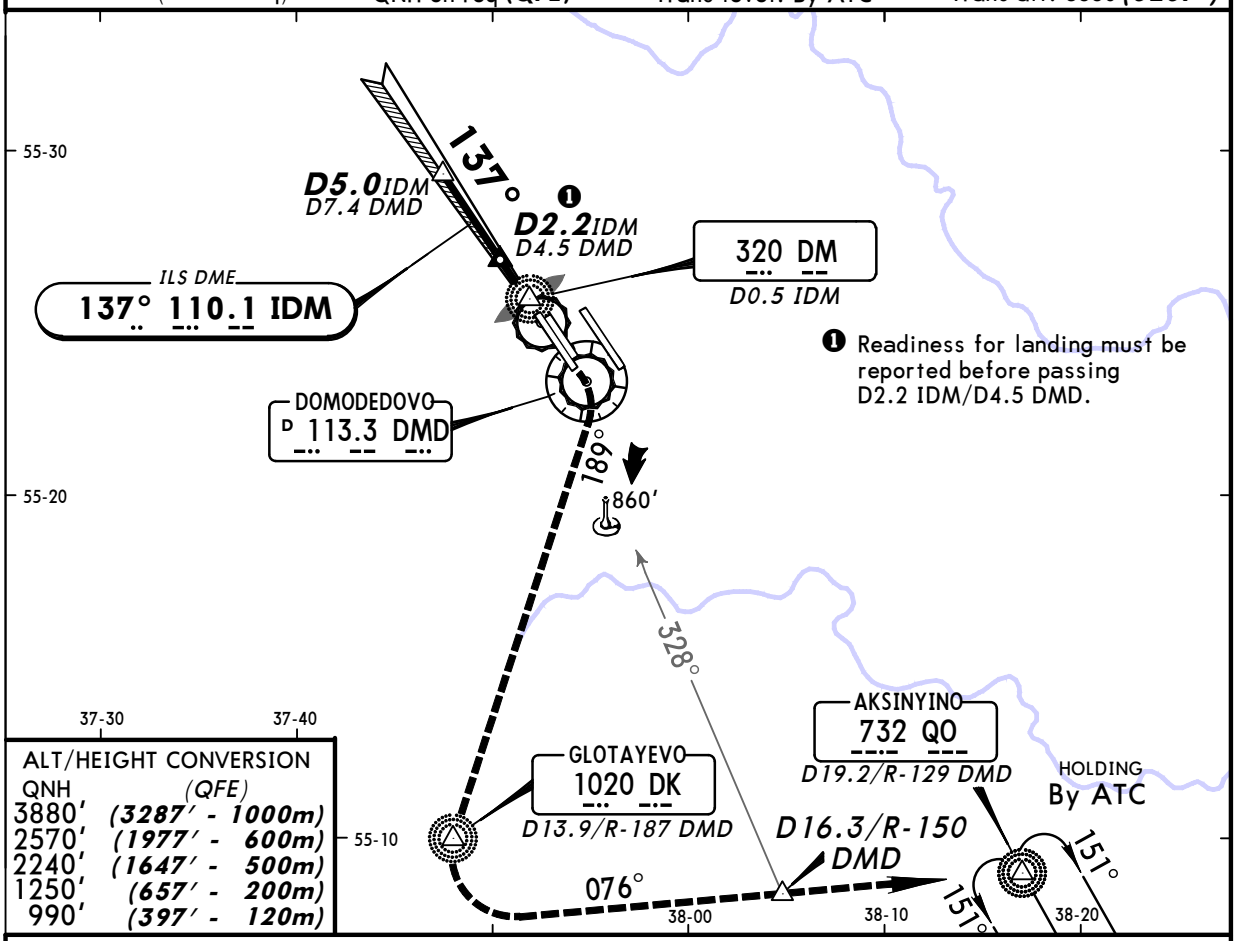
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 593'
110.1	137°	D2.2 IDM 1275'(682')	793' (200')	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.

MSA DMD VOR: 3900' (180°), 090°, 2600'

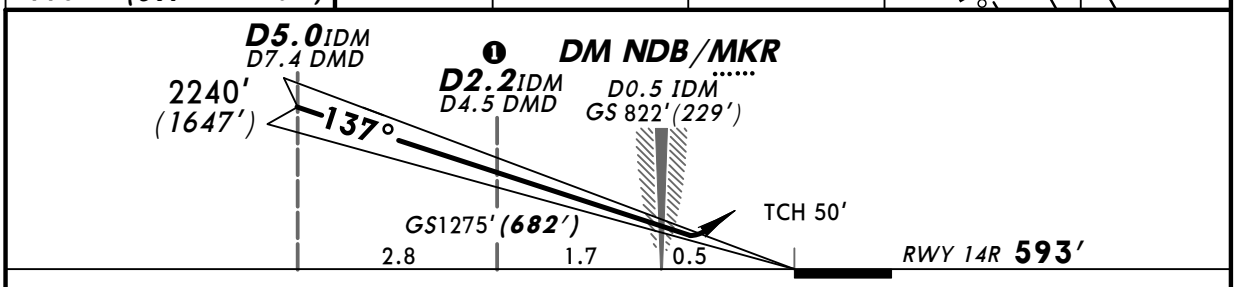
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3287')



❶ Readiness for landing must be reported before passing D2.2 IDM/D4.5 DMD.

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
ILS GS	3.00°	377	484	538	646	753	861

HIALS-II, PAPI | MIM 990' (397') | 189° RT | 2240' (1647') | DK 1020

PANS OPS

STRAIGHT-IN LANDING RWY 14R

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

CHANGES: Crossing altitude.

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA CAT II 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

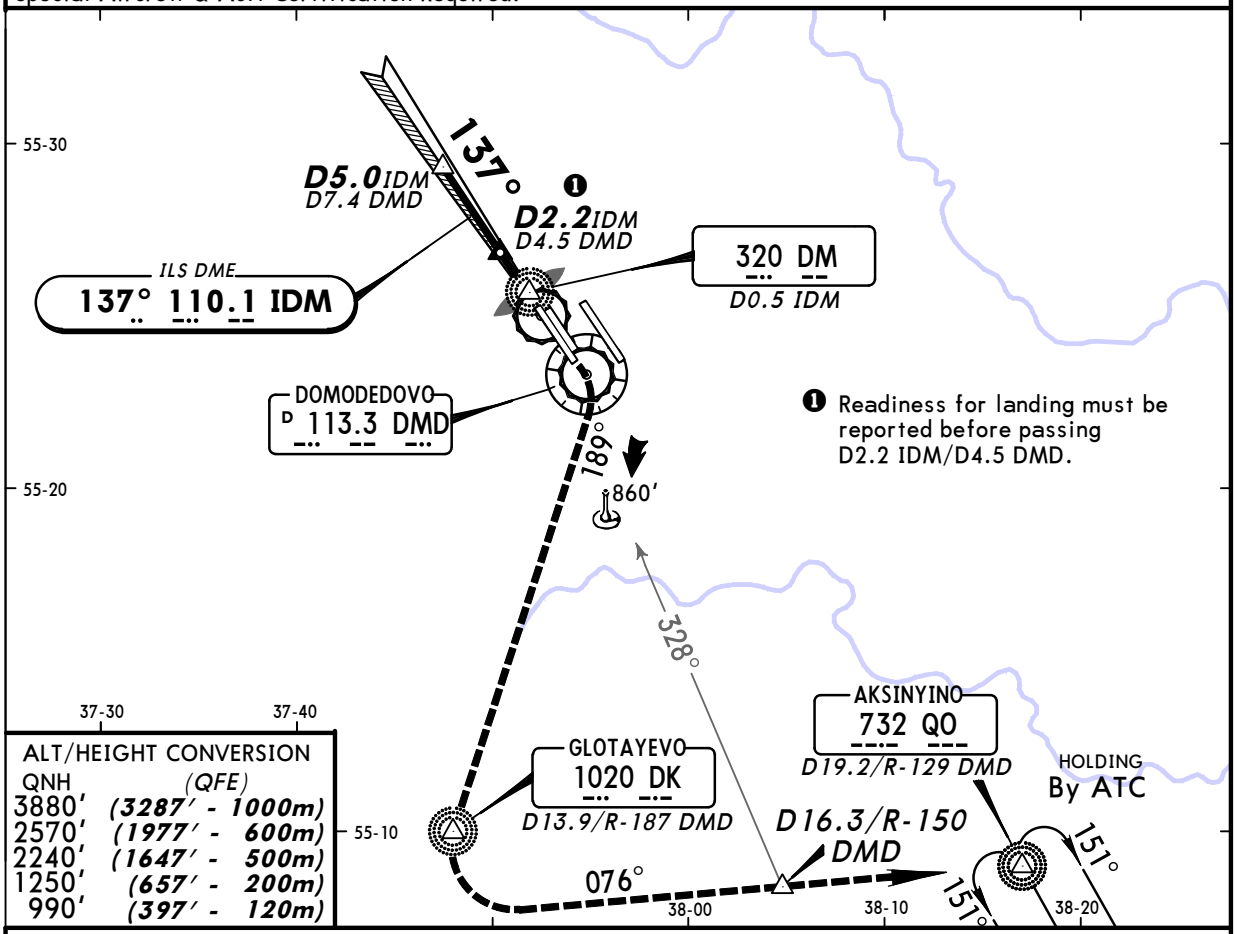
BRIEFING STRIP ™

LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 593'
110.1	137°	D2.2 IDM 1275' (682')	RA 107' DA(H) 693' (100')	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.

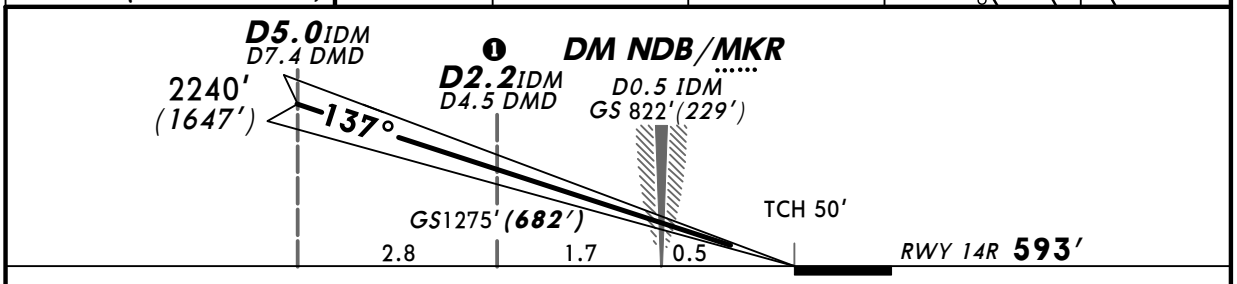
MSA DMD VOR: 3900' (090°–180°), 2600'

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	PAPI	990' (397')	RT	(1647')	1020

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

PANS OPS

RVR 350m

CHANGES: Crossing altitude.

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA

LOST COMM ❶ ILS DME Rwy 14R

BRIEFING STRIP ™

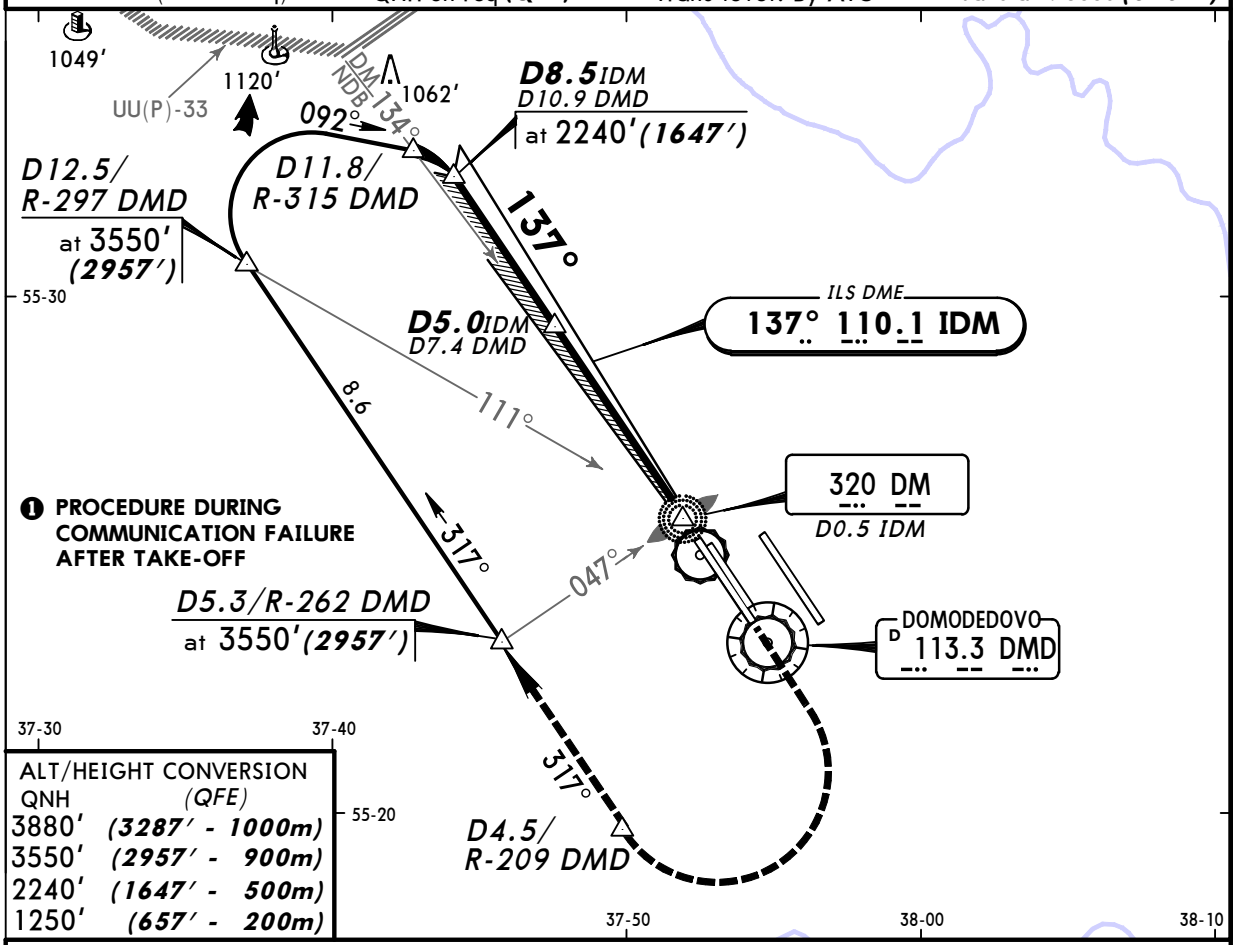
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDM	Final Apch Crs	GS D5.0 IDM	ILS DA(H)	Apt Elev 593'
110.1	137°	2240'(1647')	793' (200')	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.

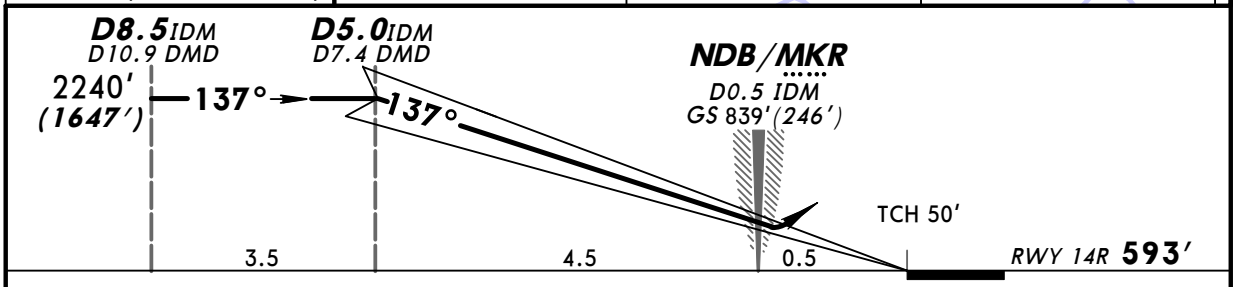
3900' 180° 090° 2600'
MSA DMD VOR

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)
3550'	(2957' - 900m)
2240'	(1647' - 500m)
1250'	(657' - 200m)



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

HIALS-II PAPI | 1250' (657') | 317° RT | 3550' (2957')

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

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

JEPPESEN 18 JUL 08 Eff 31 Jul (31-4A)

LOST COMM ❶

MOSCOW, RUSSIA CAT II 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

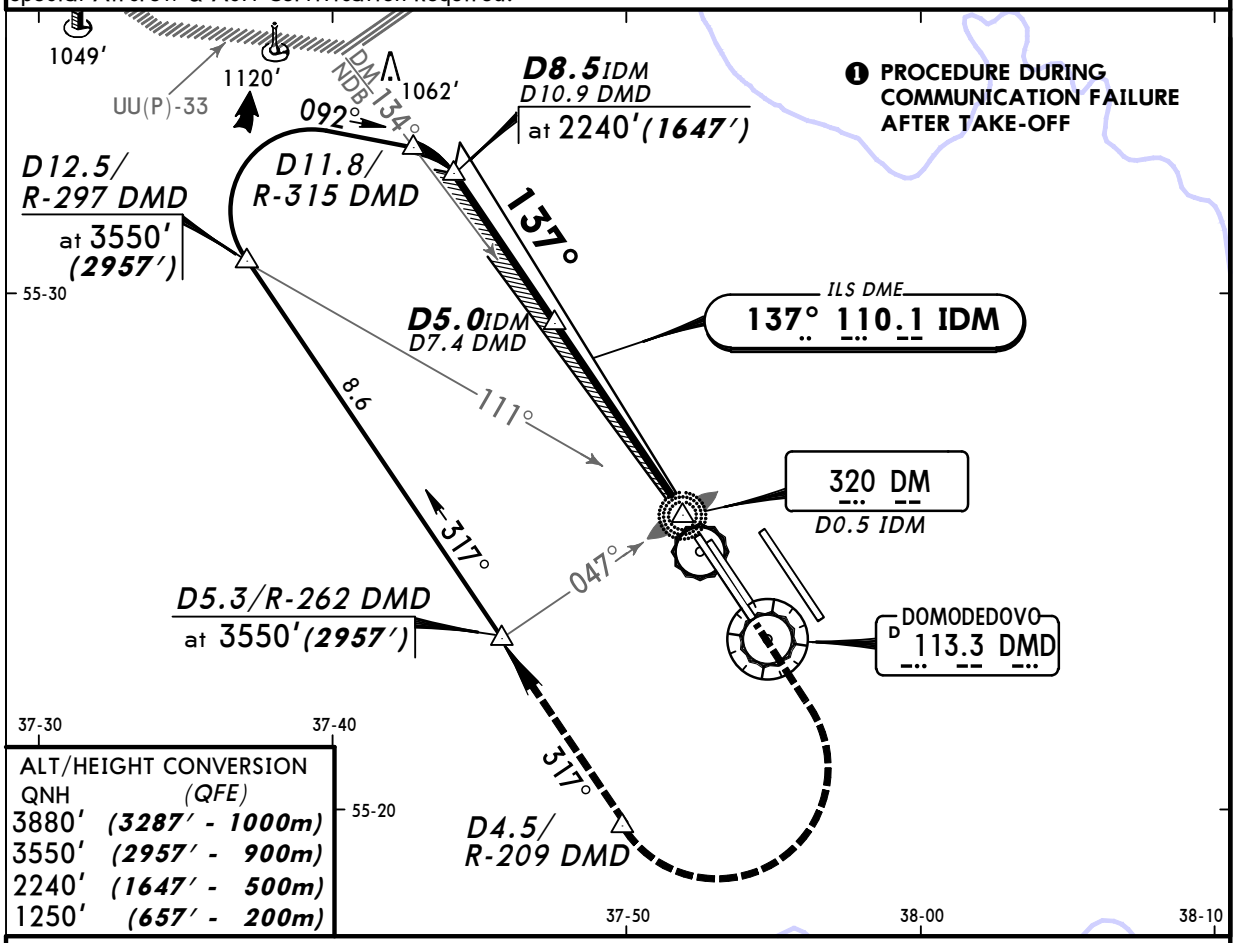
BRIEFING STRIP ™

LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 593'
110.1	137°	D5.0 IDM 2240'(1647')	RA 106' DA(H) 693'(100')	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.

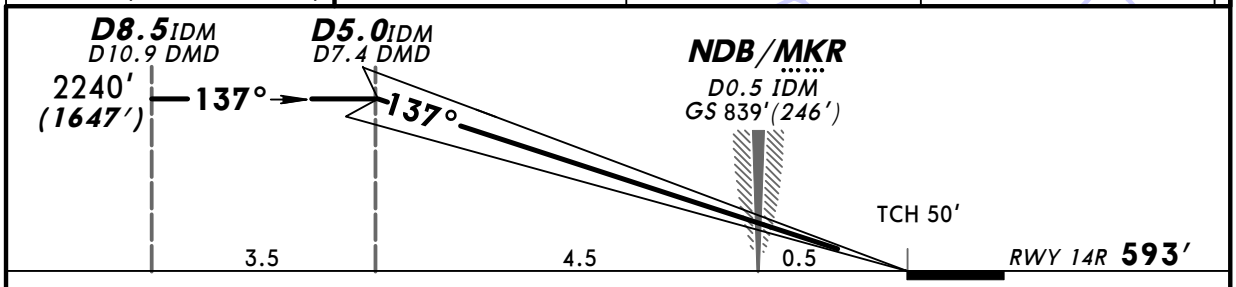
MSA DMD VOR: 3900' (180°), 090°, 2600'

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)
3550'	(2957' - 900m)
2240'	(1647' - 500m)
1250'	(657' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI | 1250' (657') | 317° RT | 3550' (2957')

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

PANS OPS

RVR 350m

CHANGES: Communications.

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UUDD/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	Final Apch Crs	GS D2.2 IDO	ILS DA(H)	Apt Elev 593'
109.3	317°	1223'(692')	731'(200')	RWY 531'

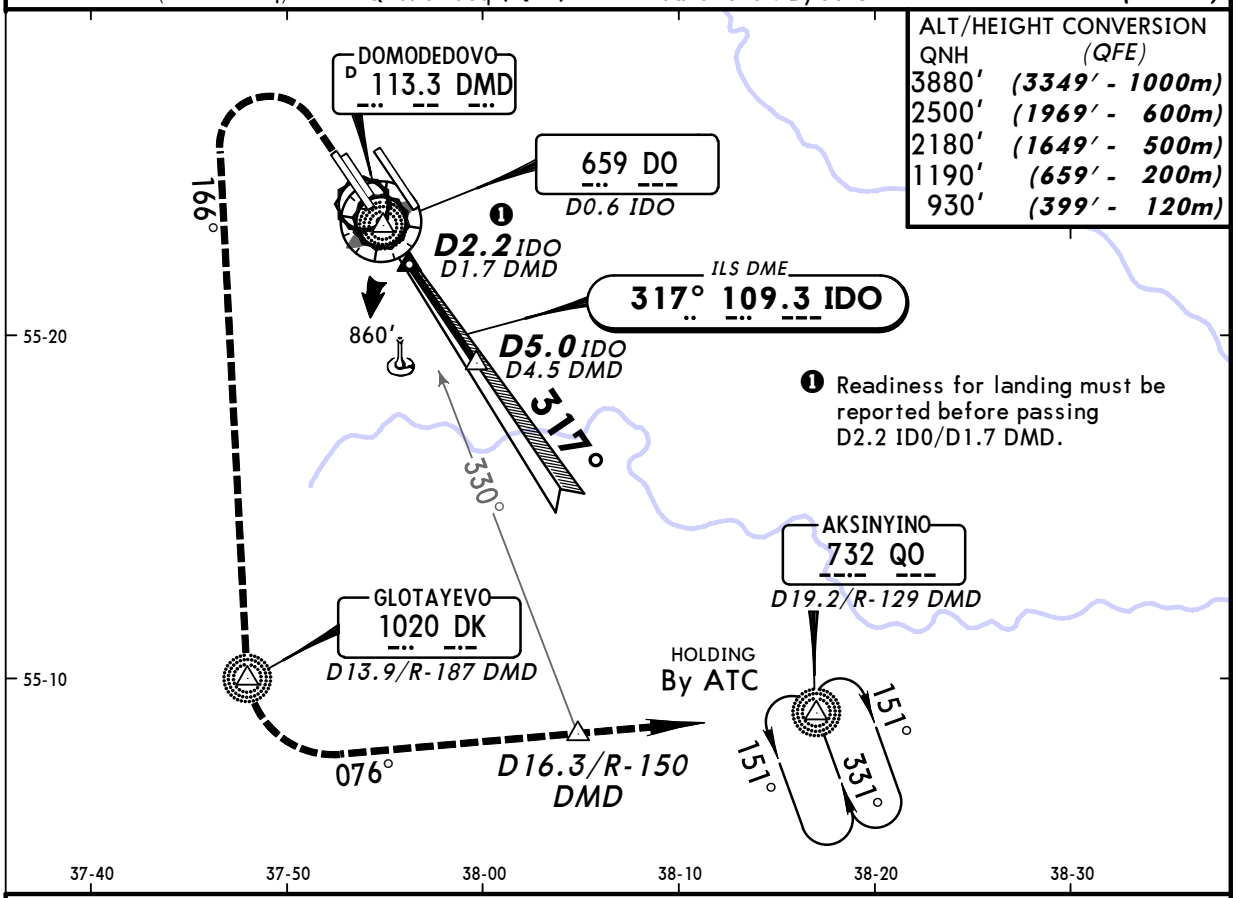
MISSED APCH: After passing DO NDB/MKR climb STRAIGHT AHEAD to 930'(399') or above, then turn LEFT onto 166° climbing to 2180'(1649') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2500'(1969') after passing D16.3/R-150 DMD, or as directed. At 1190'(659'), immediately contact RADAR.

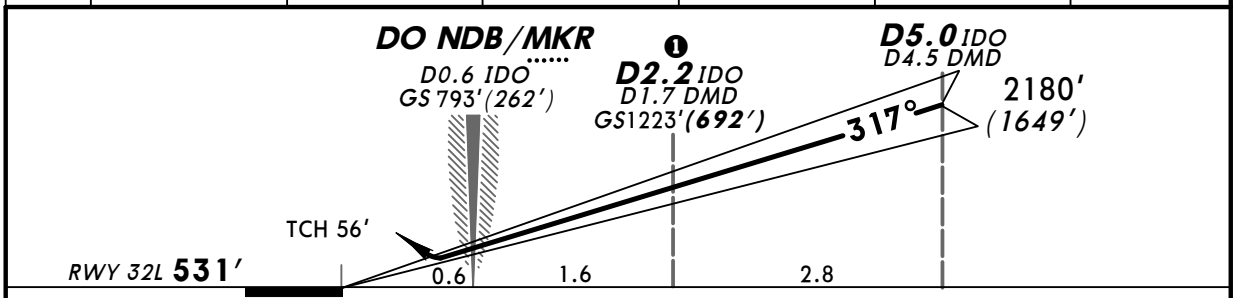
3900' 180° 090° 2600'
MSA DMD VOR

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)





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

HIALS PAPI | MIM 930' (399') | 166° LT | 2180' (1649') | DK 1020

STRAIGHT-IN LANDING RWY 32L

	ILS DA(H) 731'(200') FULL	ILS DA(H) 731'(200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Crossing altitude.

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UUDD/DME DOMODEDOVO

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

MOSCOW, RUSSIA
ILS DME Rwy 32L

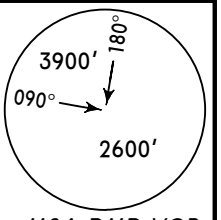
LOST COMM ❶

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

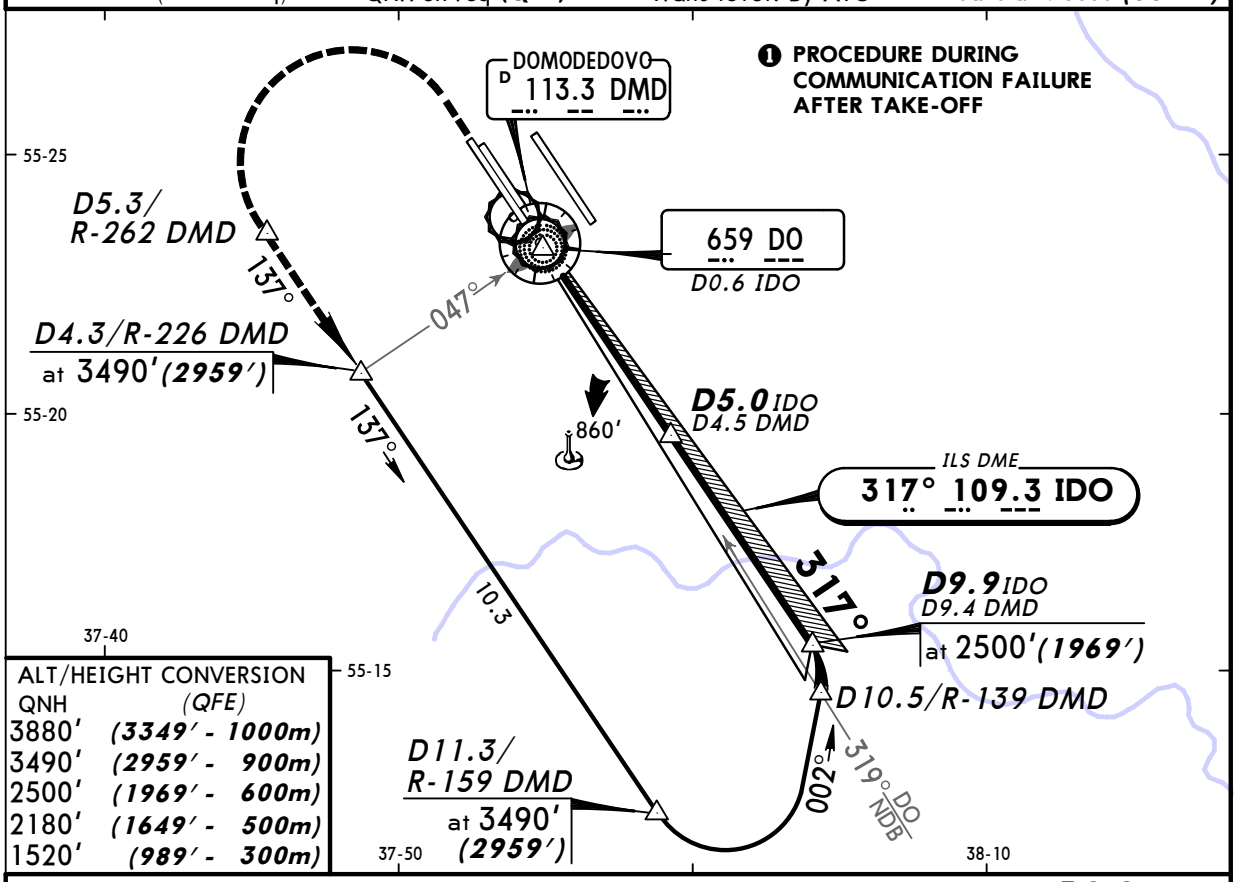
LOC IDO	Final Apch Crs	GS	ILS DA(H)	Apt Elev 593'
109.3	317°	D5.0 IDO 2180'(1649')	731' (200')	RWY 531'

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.

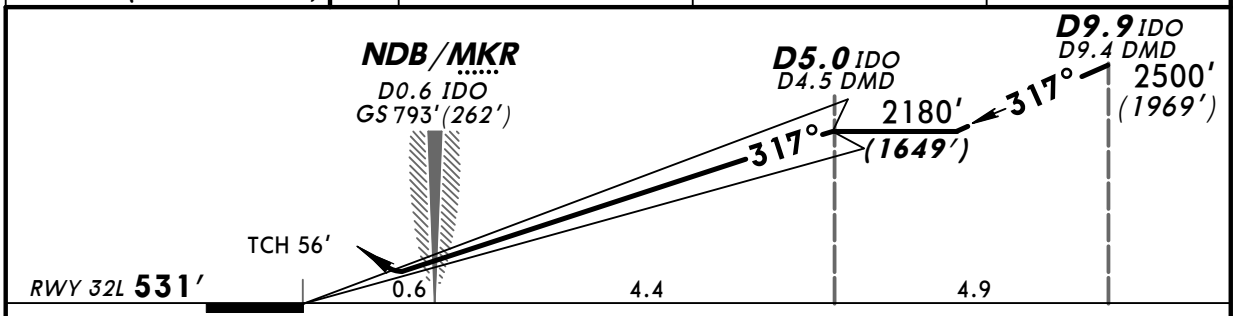


MSA DMD VOR

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)



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

HIALS
PAPI

1520' (989')	137° LT	3490' (2959')

STRAIGHT-IN LANDING RWY 32L

	ILS DA(H) 731'(200') FULL	ILS DA(H) 731'(200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: None.

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UUDD/DME DOMODEDOVO

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

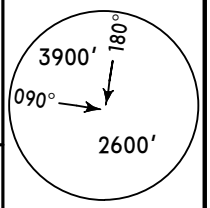
MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

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

BRIEFING STRIP ™

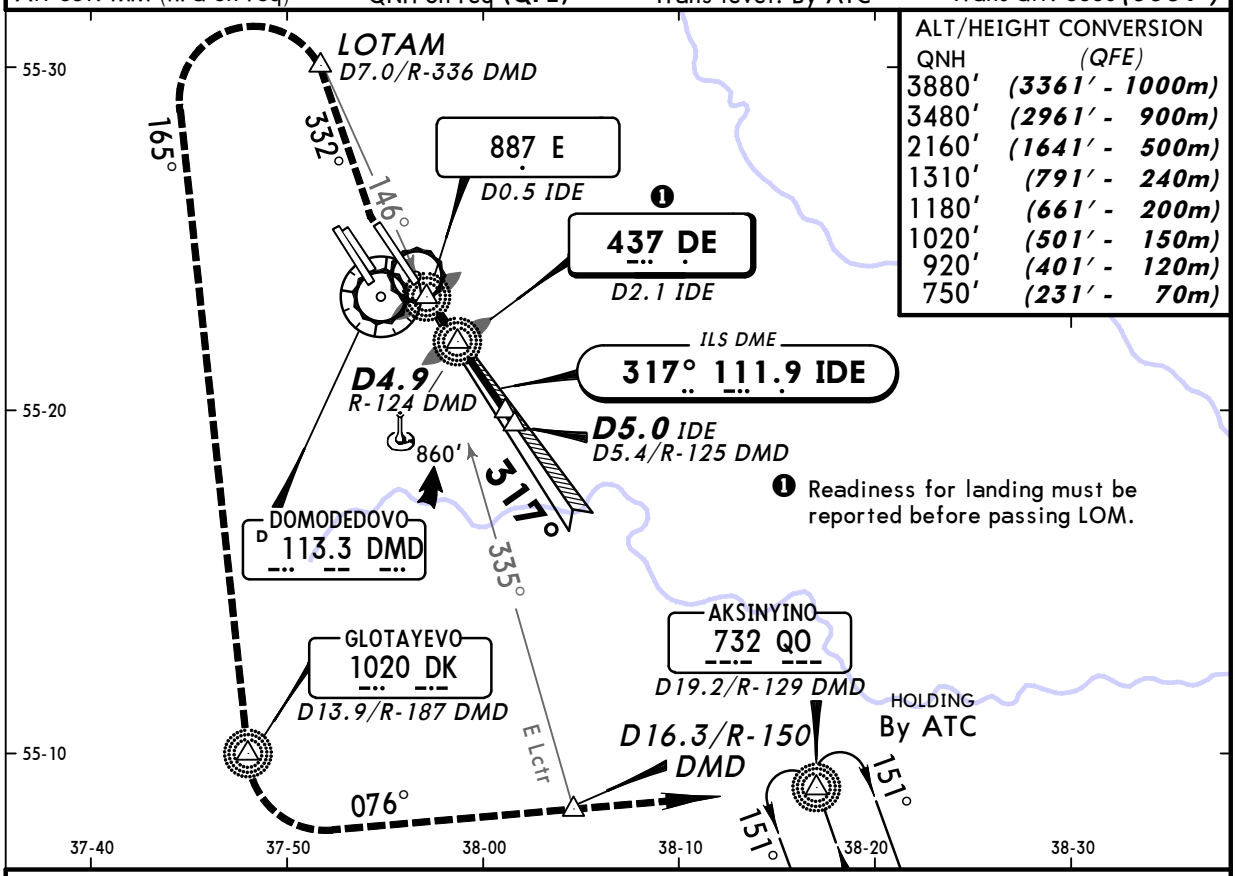
LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241′(722′)	ILS DA(H) 719′(200′)	Apt Elev 593′
NDB DE 437		Minimum Alt D4.9 DMD 2160′(1641′)	NDB MDA(H) 870′(351′)	RWY 519′

MISSED APCH: 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.



MSA DMD VOR

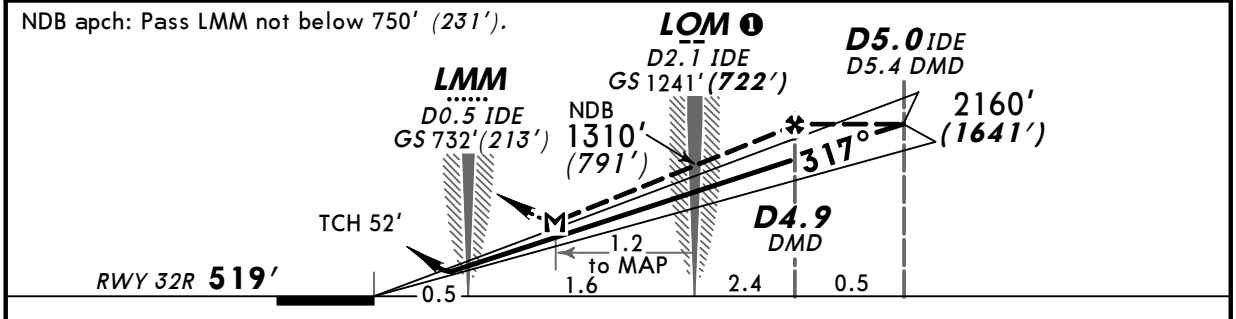
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3361′)



❶ Readiness for landing must be reported before passing LOM.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880′	(3361′ - 1000m)
3480′	(2961′ - 900m)
2160′	(1641′ - 500m)
1310′	(791′ - 240m)
1180′	(661′ - 200m)
1020′	(501′ - 150m)
920′	(401′ - 120m)
750′	(231′ - 70m)

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



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

HIALS-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

PANS OPS	ILS DA(H) 719′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	NDB MDA(H) 870′(351′)	NDB 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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UUDD/DME DOMODEDOVO

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

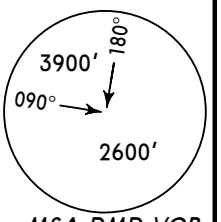
MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

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

BRIEFING STRIP ™

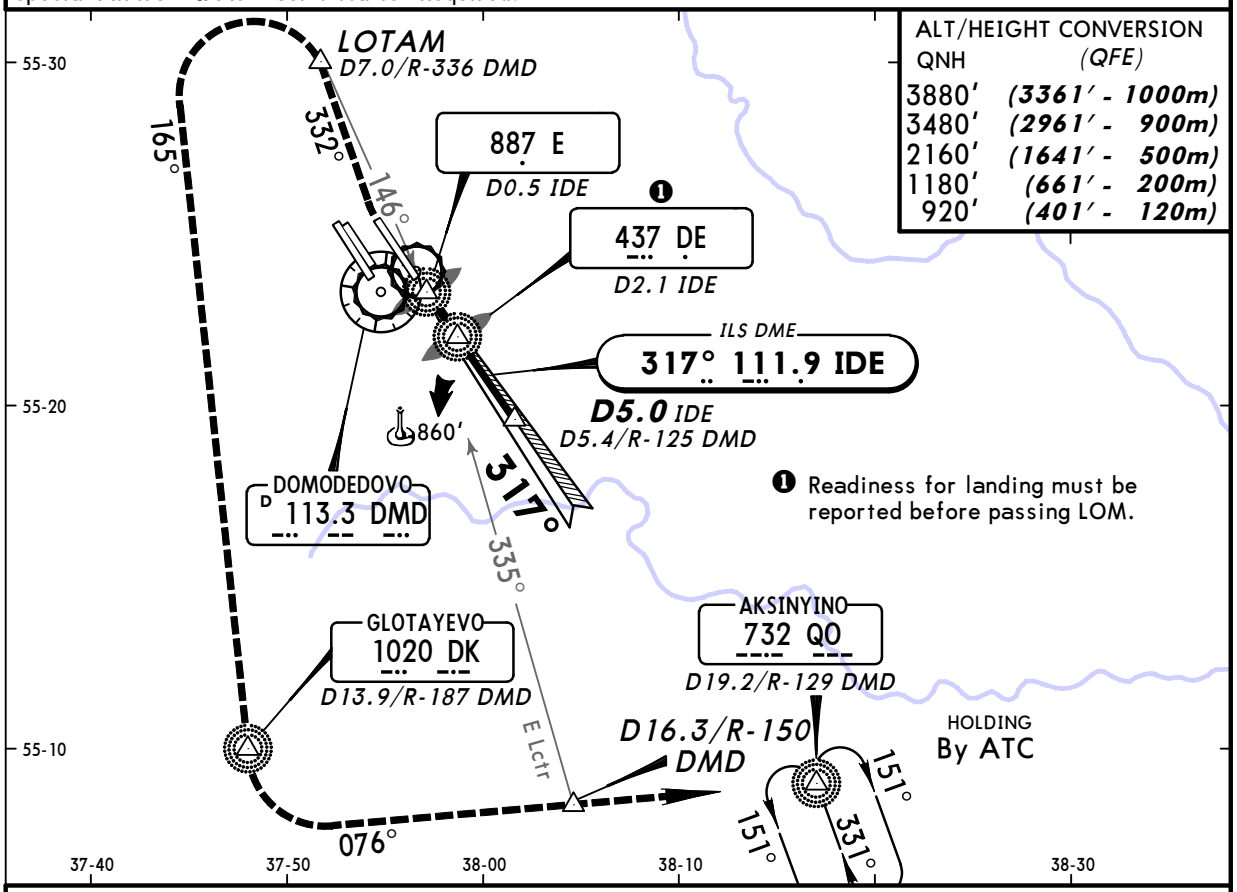
LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA 106′ DA(H)	Apt Elev 593′
111.9	317°	1241′(722′)	619′(100′)	RWY 519′

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.



MSA DMD VOR

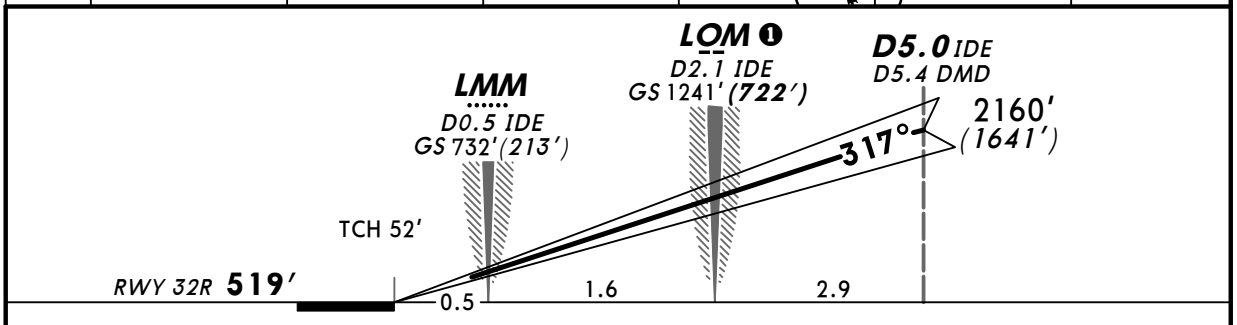
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3361′)
Special Aircrew & Acft Certification Required.



❶ Readiness for landing must be reported before passing LOM.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3361′ - 1000m)
3480′	(2961′ - 900m)
2160′	(1641′ - 500m)
1180′	(661′ - 200m)
920′	(401′ - 120m)



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	MIM 920′ (401′)	332° RT	2160′ (1641′)	LOTAM
GS	3.00°	377	484	538	646	753	861					

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

PANS OPS

RVR 350m

CHANGES: Comm. Missed approach. Note added.

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UUDD/DME DOMODEDOVO

JEPPESEN LOST COMM MOSCOW, RUSSIA

18 JUL 08 Eff 31 Jul (31-8) ❶ ILS DME or 2 NDB Rwy 32R

BRIEFING STRIP ™

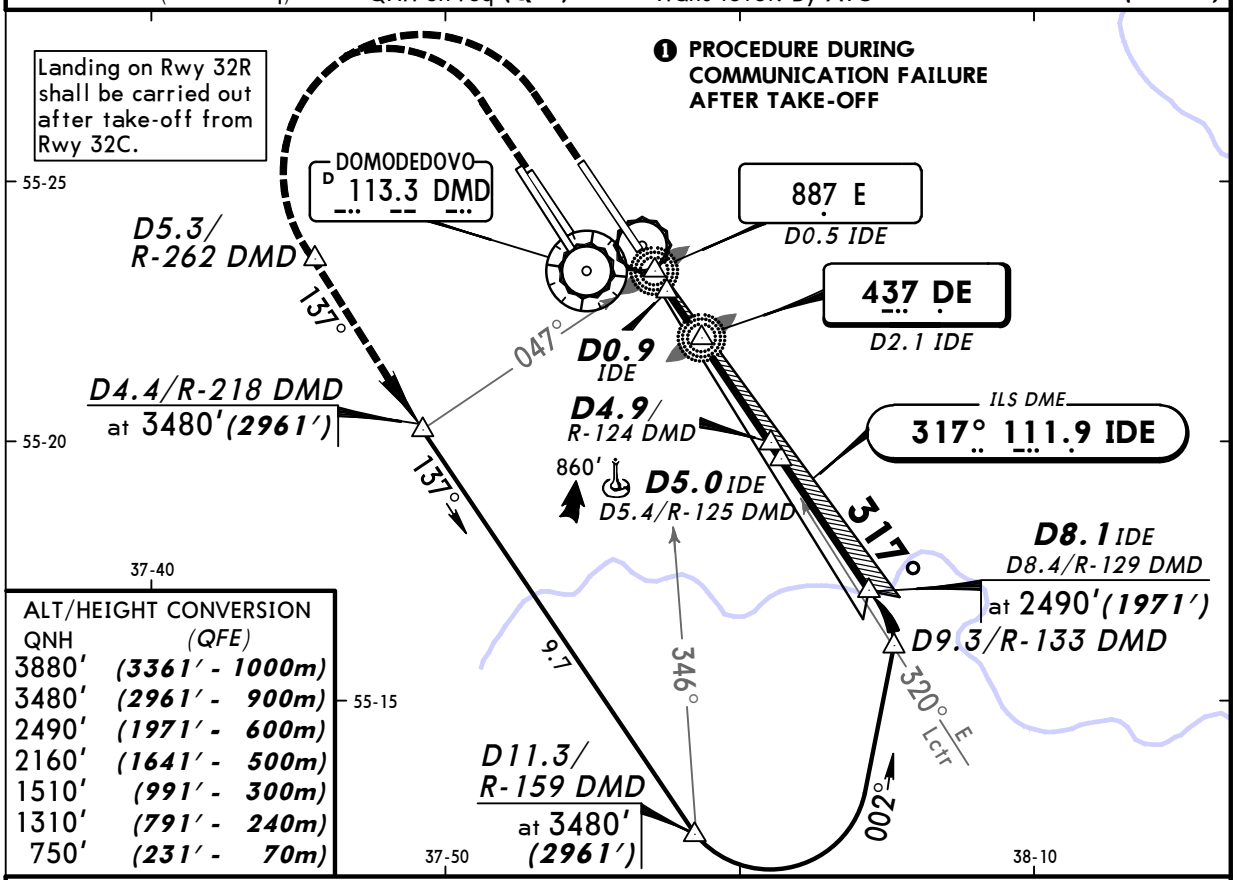
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241′(722′)	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: 3900′ (090°–180°), 2600′

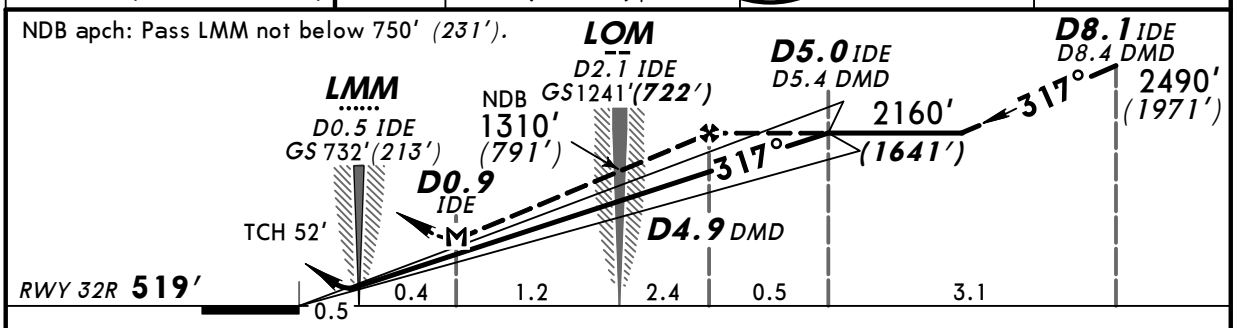
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3361′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3361′ - 1000m)
3480′	(2961′ - 900m)
2490′	(1971′ - 600m)
2160′	(1641′ - 500m)
1510′	(991′ - 300m)
1310′	(791′ - 240m)
750′	(231′ - 70m)

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
NDB Desc Grad	5.8%	411	529	587	705	822	940
MAP at D0.9 IDE							

HIALS-II PAPI | 1510′ (991′) | 137° LT | 3480′ (2961′)

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

PANS OPS

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

JEPPESEN 18 JUL 08 Eff 31 Jul (31-8A)

LOST COMM ❶

MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

BRIEFING STRIP™

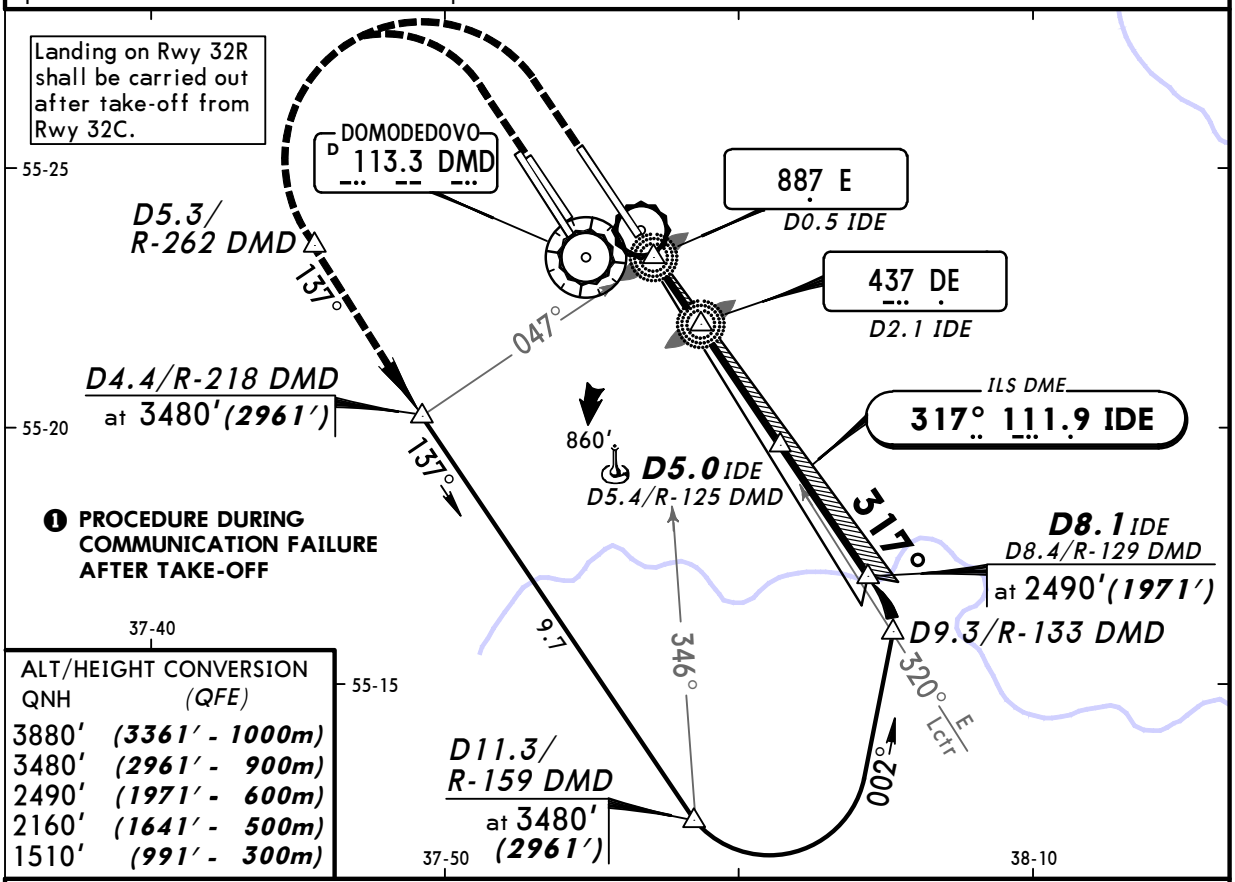
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA 106′ DA(H)	Apt Elev 593′ RWY 519′
111.9	317°	1241′(722′)	619′(100′)	

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.

3900′ 180° 090° 2600′
MSA DMD VOR

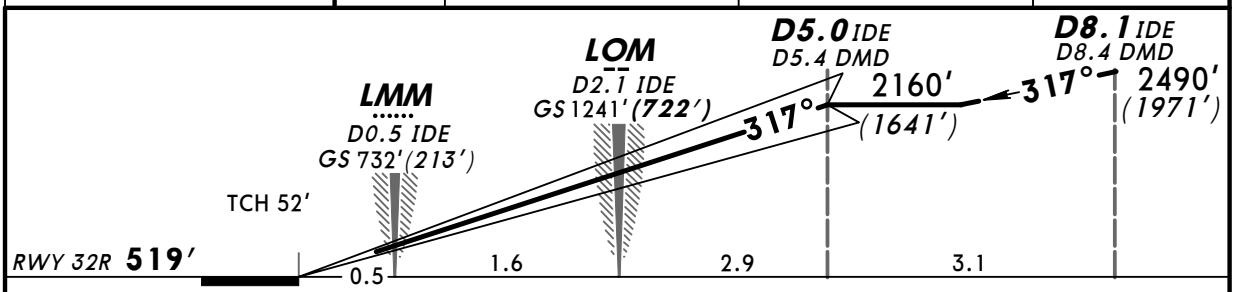
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3361′)
Special Aircrew & Acft Certification Required.



❶ PROCEDURE DURING COMMUNICATION FAILURE AFTER TAKE-OFF

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3361′ - 1000m)
3480′	(2961′ - 900m)
2490′	(1971′ - 600m)
2160′	(1641′ - 500m)
1510′	(991′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS-II PAPI | 1510′ (991′) | 137° LT | 3480′ (2961′)

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

PANS OPS

RVR 350m

CHANGES: Communications.

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UUDD/DME DOMODEDOVO

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

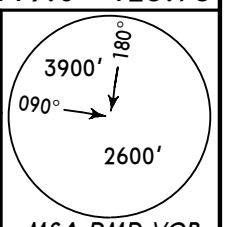
MOSCOW, RUSSIA VOR DME Rwy 14R

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

BRIEFING STRIP ™

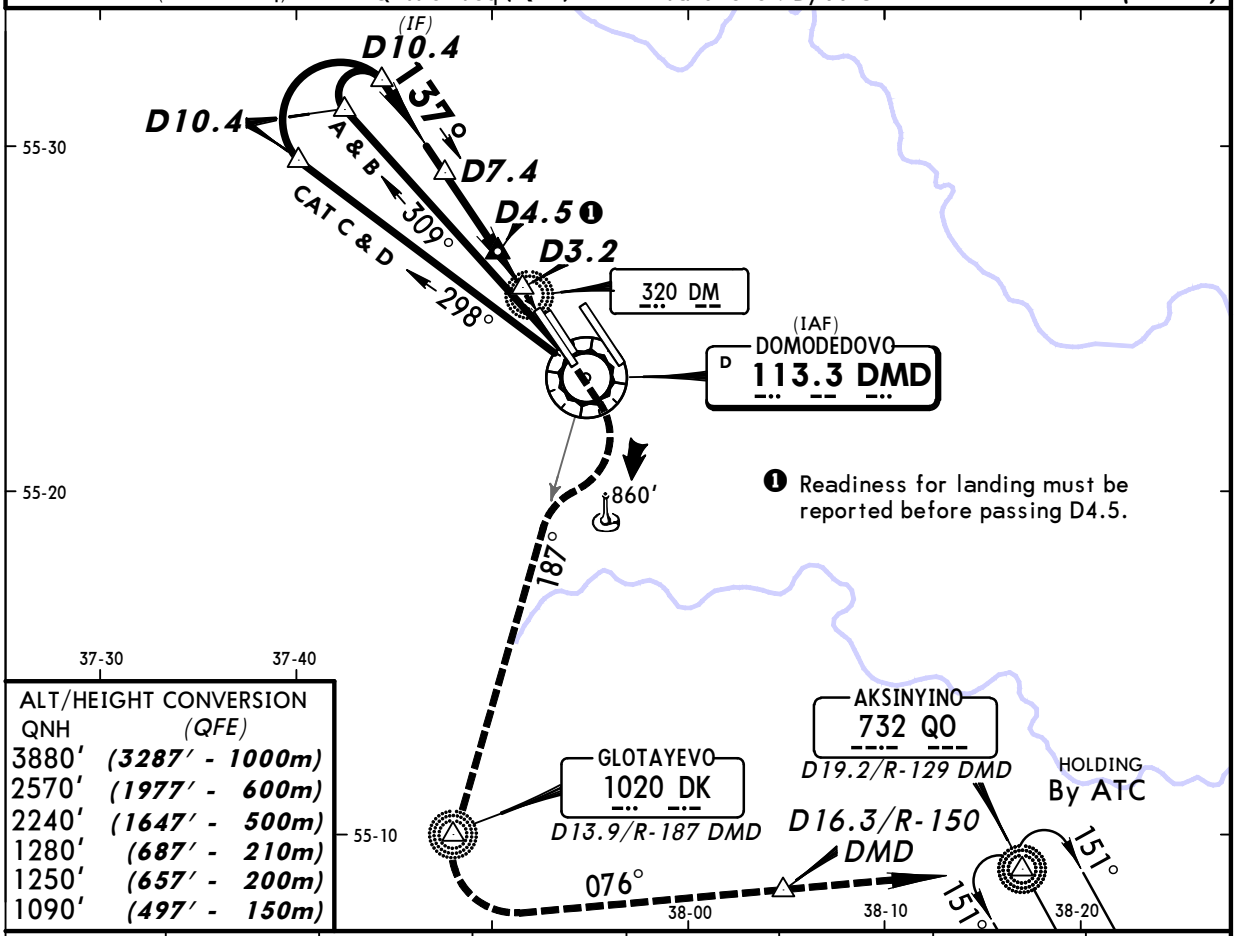
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
DMD 113.3	137°	D7.4 2240' (1647')	960' (367')	RWY 593'

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.



MSA DMD VOR

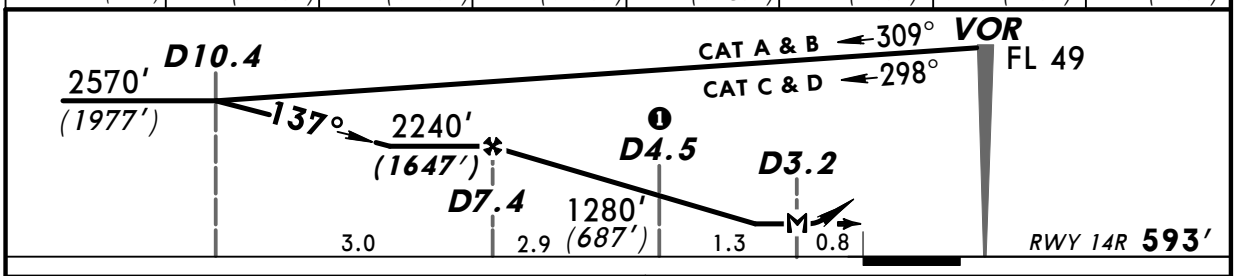
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880' (3287')



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
Descent Gradient 5.2%	369	474	527	632	738	843
MAP at D3.2						

HIALS-II | PAPI | 1090' (497') | RT | R-187 DMD 113.3 | 2240' (1647')

STRAIGHT-IN LANDING RWY 14R

MDA(H) 960' (367')

PANS OPS

		ALS out
A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Crossing altitude.

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UUDD/DME DOMODEDOVO

JEPPESEN
17 OCT 08
Eff 23 Oct
33-2

MOSCOW, RUSSIA VOR DME Rwy 32L

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

BRIEFING STRIP ™

VOR DMD	Final Apch Crs	Minimum Alt D4.5	MDA(H)	Apt Elev 593'
113.3	317°	2180'(1649')	880' (349')	RWY 531'

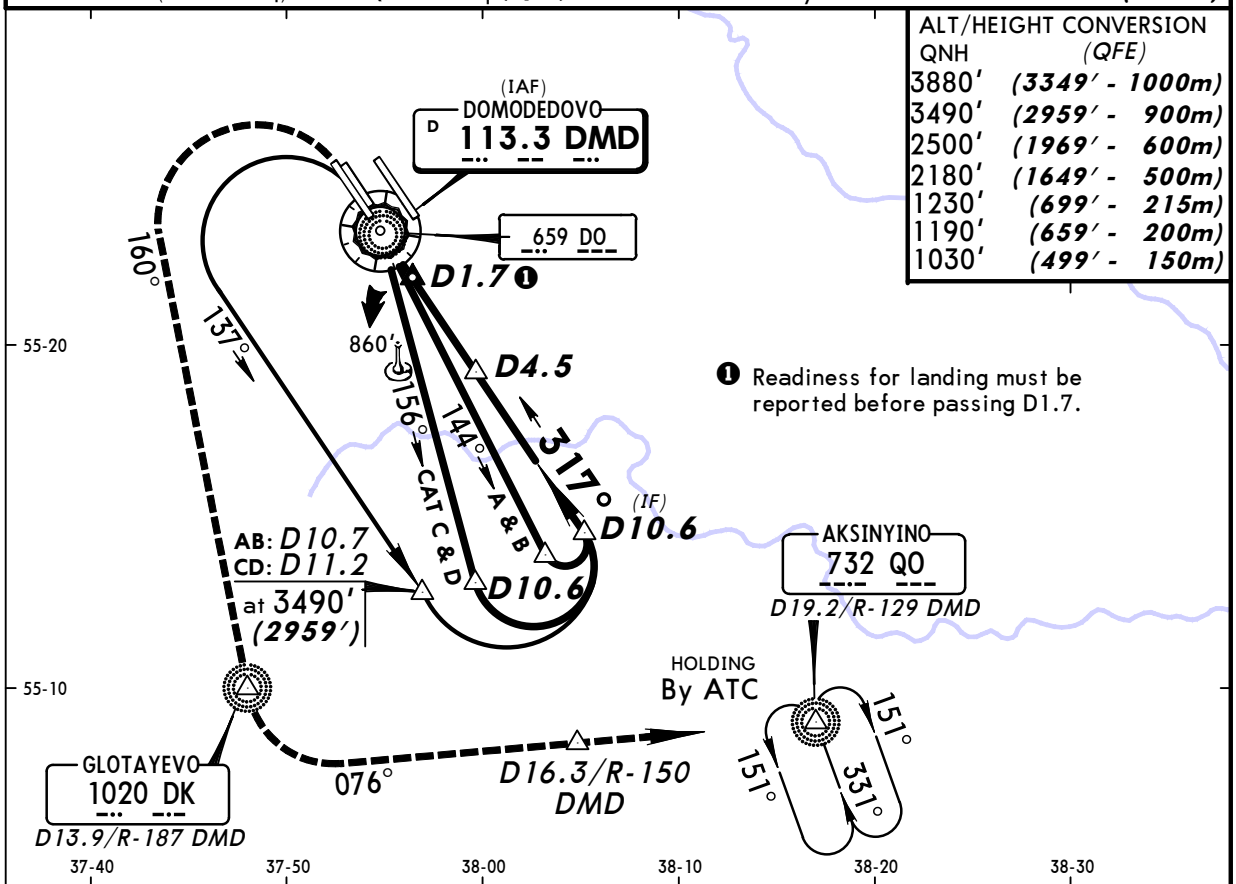
MISSED APCH: Climb STRAIGHT AHEAD to 1030'(499'), then turn LEFT onto 160° climbing to 2180'(1649') to DK NDB, then turn LEFT onto 076° to QO NDB, continue climb to 2500'(1969') after passing D16.3/R-150 DMD, or as directed. At 1190'(659'), immediately contact RADAR.

MSA DMD VOR: 3900' (180°), 090°, 2600'

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3349')

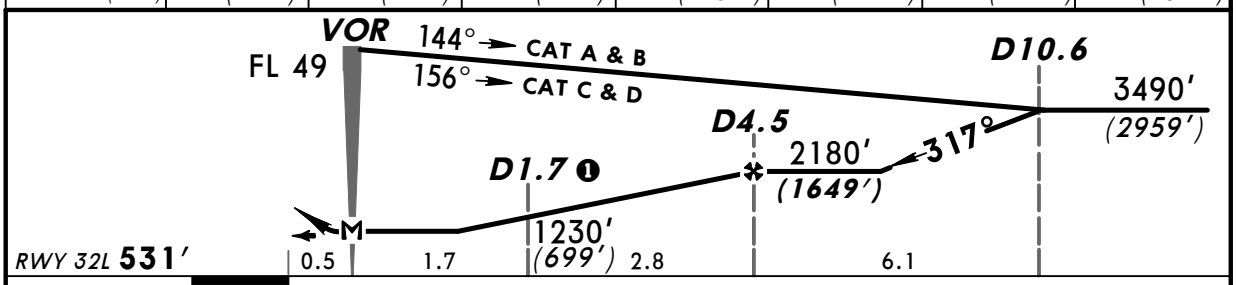
ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3349' - 1000m)
3490'	(2959' - 900m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
1230'	(699' - 215m)
1190'	(659' - 200m)
1030'	(499' - 150m)



❶ Readiness for landing must be reported before passing D1.7.

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
Descent Gradient 5.2%	369	474	527	632	738	843
MAP at VOR						

HIALS
PAPI

1030' (499')	160° LT	2180' (1649')	DK 1020

STRAIGHT-IN LANDING RWY 32L

MDA(H) 880' (349')

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Crossing altitude.

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UUDD/DME DOMODEDOVO

JEPPESEN
18 JUL 08
Eff 31 Jul
36-1

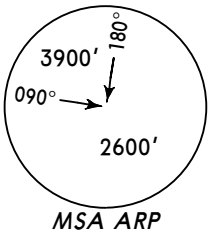
MOSCOW, RUSSIA NDB Rwy 14R

BRIEFING STRIP TM

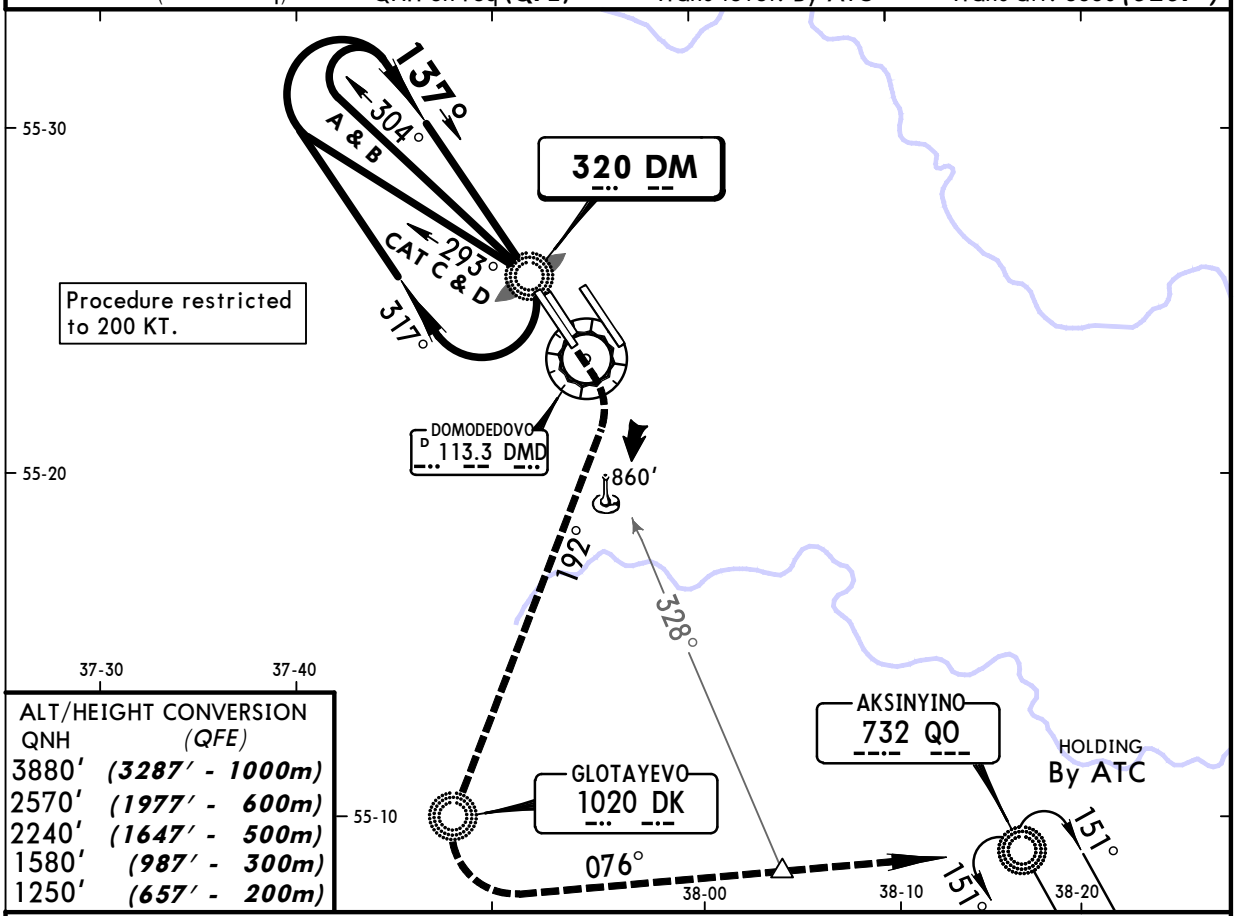
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6 119.7	119.0 123.75

NDB DM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
320	137°	No FAF	1290' (697')	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.

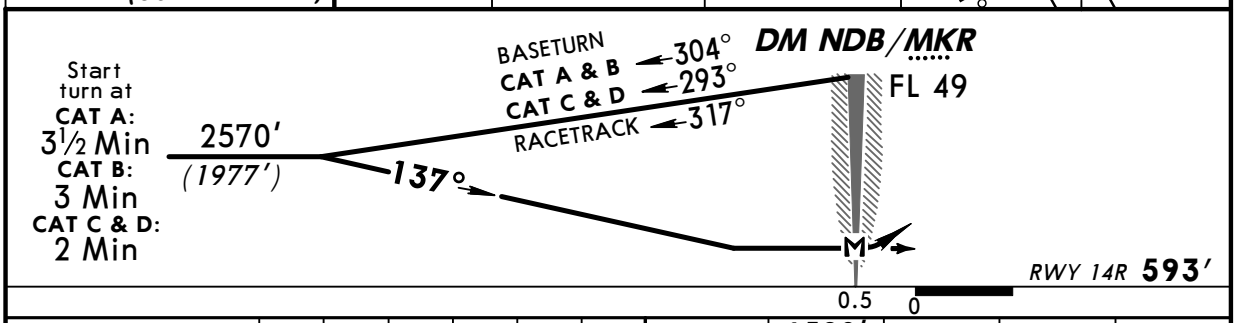


Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3287')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
1580'	(987' - 300m)
1250'	(657' - 200m)



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')

PANS OPS

		ALS out
A	1200m	RVR 1500m
B		VIS 1600m
C	2400m	3200m
D	3200m	3600m

CHANGES: Comm. Missed approach. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN
18 JUL 08
Eff 31 Jul
36-2

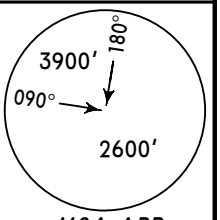
MOSCOW, RUSSIA NDB Rwy 32L

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	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
DO **659**	**317°**	No FAF	1220' *(689')*	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.

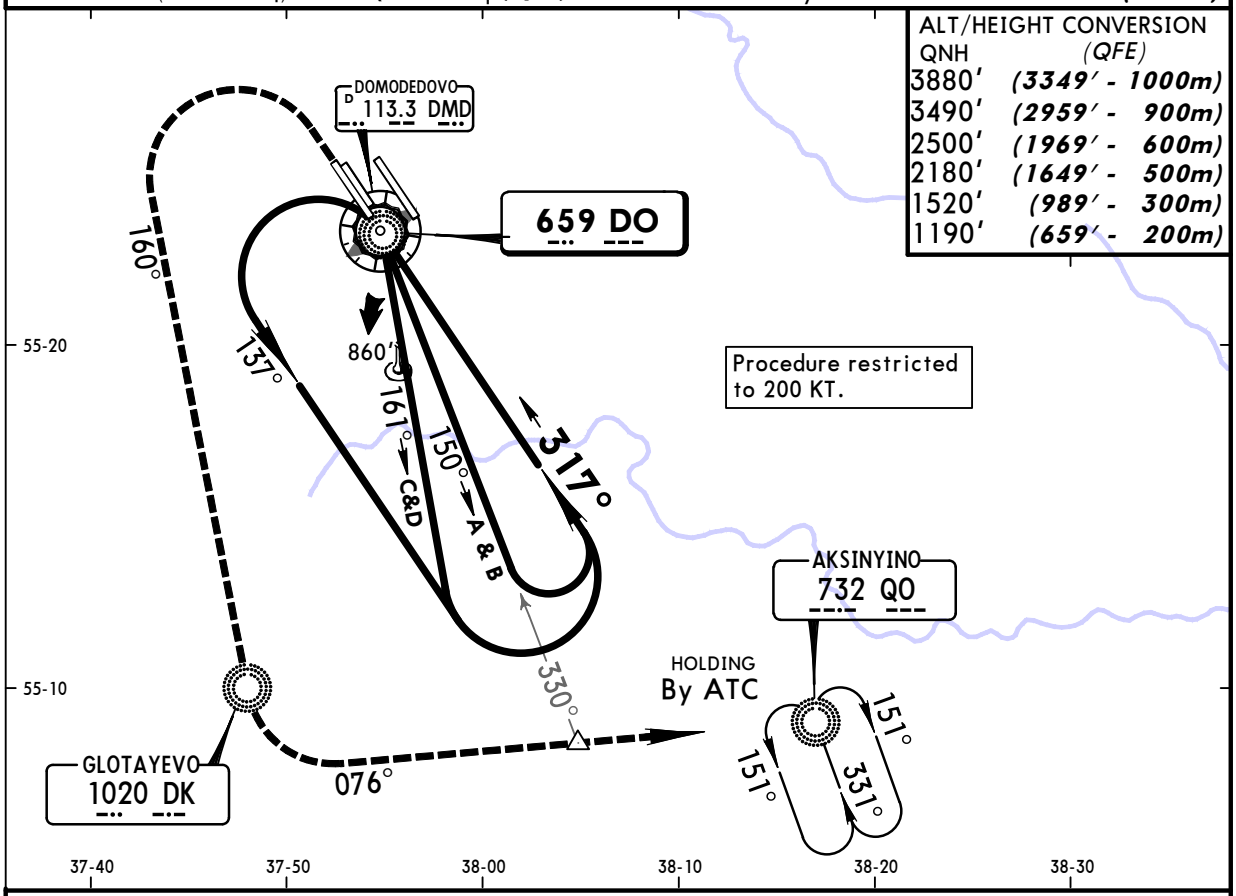


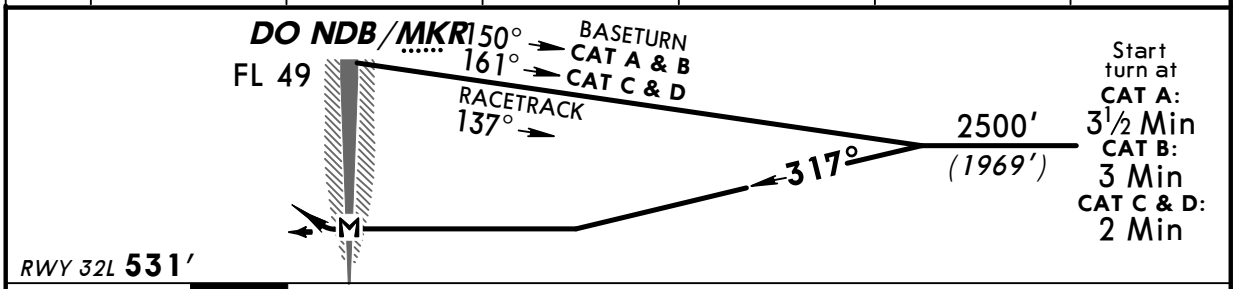
MSA ARP

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)*





Start turn at
CAT A: 3½ Min
CAT B: 3 Min
CAT C & D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	738	843
MAP at DO NDB/MKR						

HIALS
PAPI

1520'	160°	2180'	DK
(989')	LT	*(1649')*	**1020**

STRAIGHT-IN LANDING RWY **32L**

MDA(H) 1220' *(689')*

PANS OPS

		ALS out
A	1200m	RVR 1500m
B		VIS 1600m
C	2400m	3200m
D	3200m	3600m

CHANGES: Comm. Missed approach. Minimums.

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