

UDD/DME
DOMODEDOVO

1 MAY 09

JEPPESEN

30-1P

Eff 7 May

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

ATIS 128.3
122.95 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

The procedures shall be applied when RVR is less than 600m.
Pilots will be informed via ATIS or by ATC controller.

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

After landing on RWY 14R the flight crew shall vacate the RWY along TWY A7, A8, A9, A11, then proceed along the green lights of TWY M centerline under control of TWR controller.

After landing on RWY 32R the flight crew shall vacate the RWY along TWY B3, B1 then proceed along the green lights of TWY centerline under control of TWR controller. When vacating the RWY along TWY B1 the flight crew shall taxi along the centerline lights of Taxiway T1 under control of the Taxiing controller. After passing the last green light of the centerline of TWY B3, Taxiway T1, further taxiing shall be carried out only after "Follow me" car.

The flight crew of the departing ACFT shall proceed along TWY centerline to the RWY holding position and report TWR controller about ACFT reaching red stop bar.

1.4. RWY OPERATIONS

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

1.5. TAXI PROCEDURES

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

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

Taxiway H1 (TRH1) from TWY T1 to Taxiway 3 (TR3) MAX wingspan 213'/65m.

Taxiing and towing of ACFT with wingspan exceeding 166'/50.5m along Taxiway H3 (TRH3) on segment from TWY T2 to start-up point 13 is prohibited.

Taxiing of ACFT with wingspan exceeding 142'/43.3m along Taxiway H3 (TRH3) 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 taxiway 28 (TR28) under own power up to start-up point 18A, then by towing.

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

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

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 Taxiway H2 (TRH2) at reduced speed with Follow-me car.

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30-1P1

Eff 7 May

MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

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.

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.

UDD/DME
DOMODEDOVO

1 MAY 09

JEPPESEN

30-1P2

Eff 7 May

MOSCOW, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. SPEED RESTRICTIONS

MAX 270KT below FL 98.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. TAKE-OFF AND CLIMBING PROCEDURE

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

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

Restrictions

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

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

Noise Abatement Procedures NADP1 and NADP2

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

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 **30-2** Eff 7 May

MOSCOW, RUSSIA
TRANSITION

ATIS 128.3 (Russian 122.95)	Apt Elev 593'	Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3880' (3287')	(QFE)
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BD 1
TO WT

BD 2
TO LO

TRANSITIONS

FROM NORTH

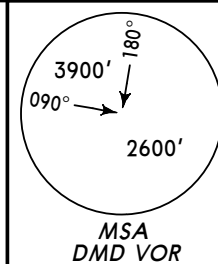
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V

FOR WT STARS REFER TO CHARTS 30-2N TO 30-2S

FOR ARRIVALS FROM LO & WT

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

SPEED MAX 270 KT BELOW FL98



SAVELOVO
1285 SW
N56 22.0 E037 26.0

BOGDANOVO
360 BD
N57 06.0 E037 43.0

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

SHEREMETYEVO
114.6 MR
N55 57.7 E037 20.9

DEDUM
N55 50.0 E037 04.3

ARSEP
N55 42.3 E036 58.0

GOTMA
N55 38.3 E037 01.3

VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

LEDNI
N55 39.0 E037 51.0
(DMD R-343/D15.9)

KARTINO
1215 WT
N55 35.0 E037 47.0

KLIMOVSK
1005 LO
N55 21.0 E037 32.0

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8

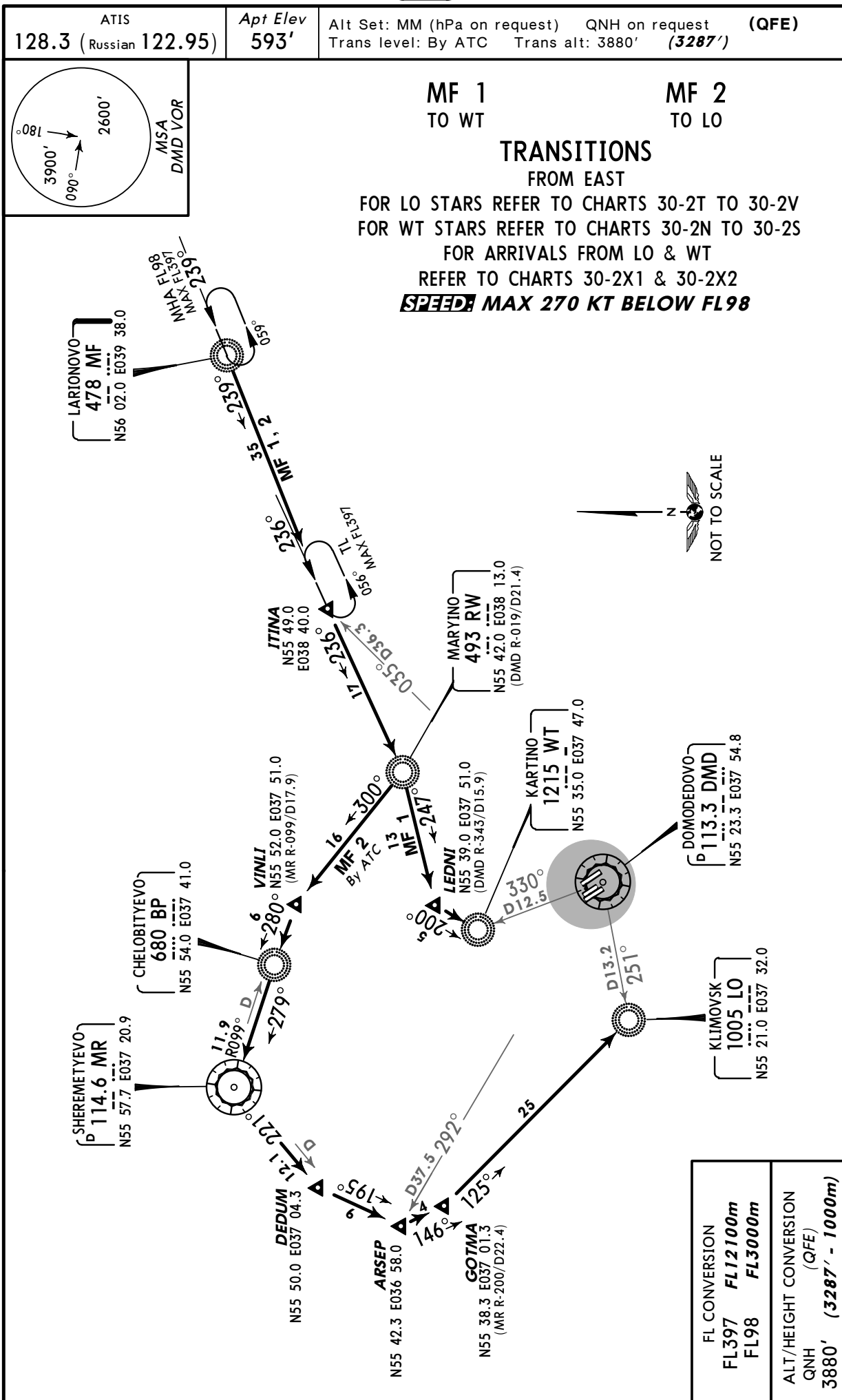
FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL59 **FL1800m**

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

UDD/DME
 DOMODEDOVO

JEPPESSEN
 1 MAY 09 (30-2A) Eff 7 May

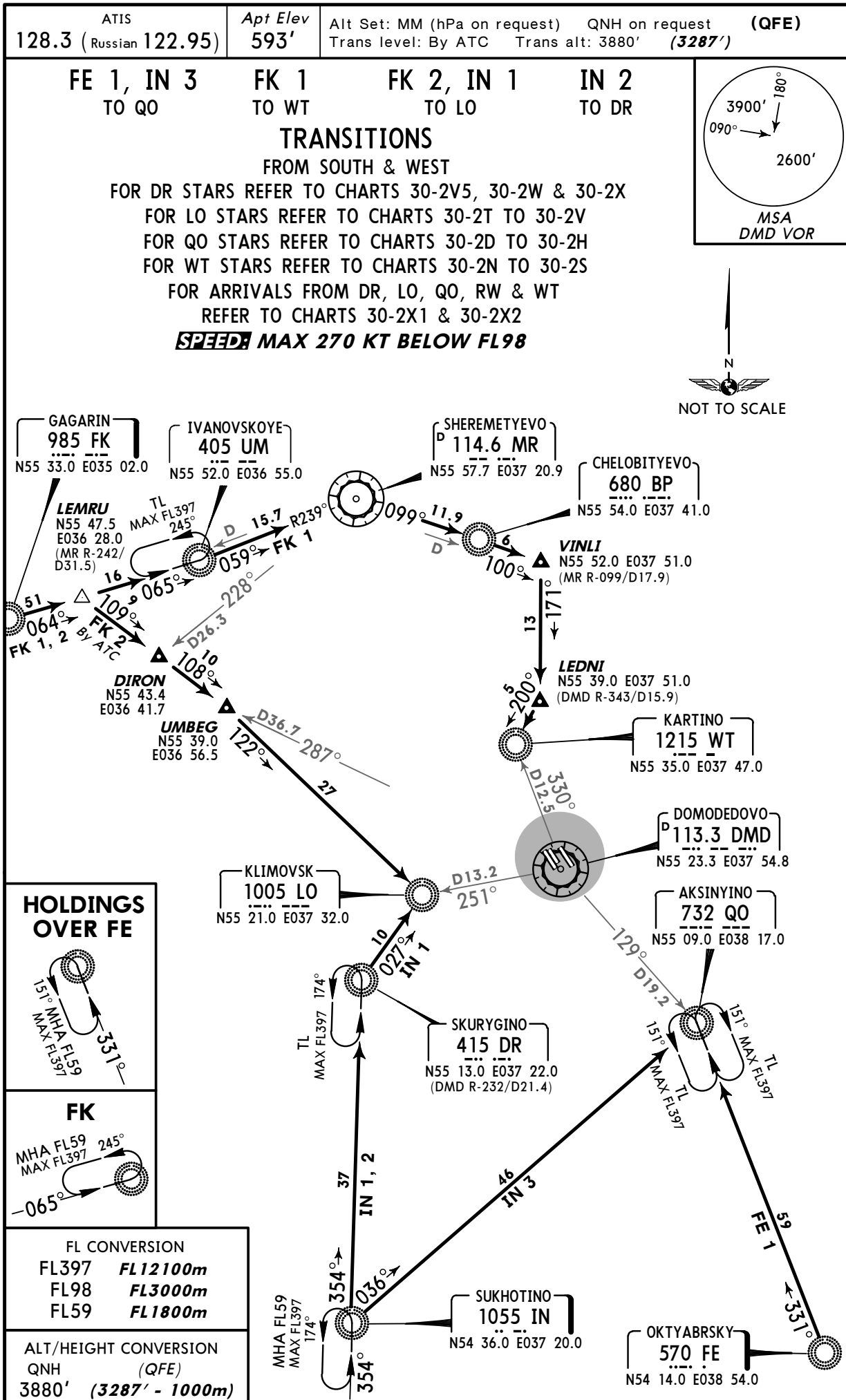
MOSCOW, RUSSIA
 TRANSITION



UUDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 (30-2B) Eff 7 May

MOSCOW, RUSSIA



UUDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 (30-2C) Eff 7 May

MOSCOW, RUSSIA
TRANSITION

ATIS 128.3 (Russian 122.95)	<i>Apt Elev</i> 593'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287')
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TRANSITIONS

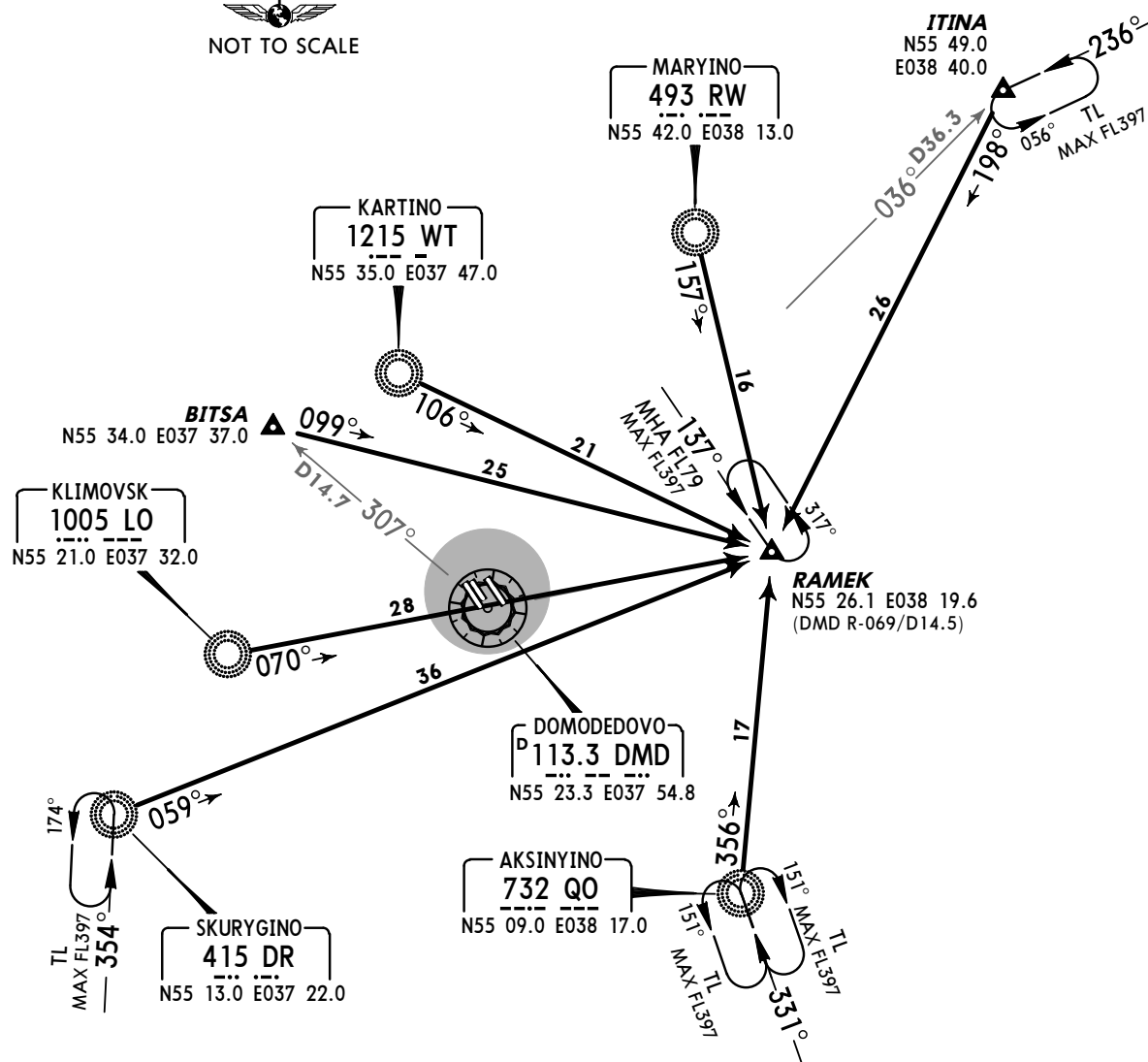
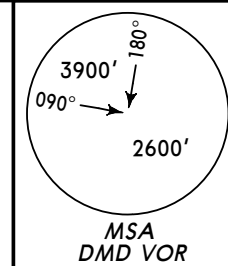
TO RAMEK

BY ATC

FROM NORTH, SOUTH & WEST

FOR RAMEK STARS REFER TO CHARTS 30-2V3 & 30-2V4

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION

FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL79	<i>FL2400m</i>

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

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 **(30-2D)** Eff 7 May

MOSCOW, RUSSIA

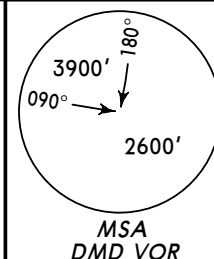
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

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

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



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

At 3550'
(2957')

VIDKA
N55 32.8 E037 42.6
(134° brg to DM)

D12 DMD
N55 30.2 E037 37.5
(110° brg to DM)

At 3550'
(2957')

320 DM
N55 25.7 E037 51.9

887 W
N55 25.9 E037 54.0

D4.9 DMD
N55 22.8 E037 46.2
(DMD R-256)

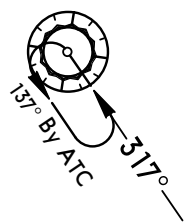
D4.5 DMD
N55 22.3 E037 47.0
(031° brg to DM)

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8
At or above
FL49



HOLDINGS OVER

DMD



QO



FL CONVERSION

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

ALT/HEIGHT CONVERSION

QNH (QFE)
3880' **(3287' - 1000m)**
3550' **(2957' - 900m)**

AKSINYINO
732 QO
N55 09.0 E038 17.0

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2E) Eff 7 May

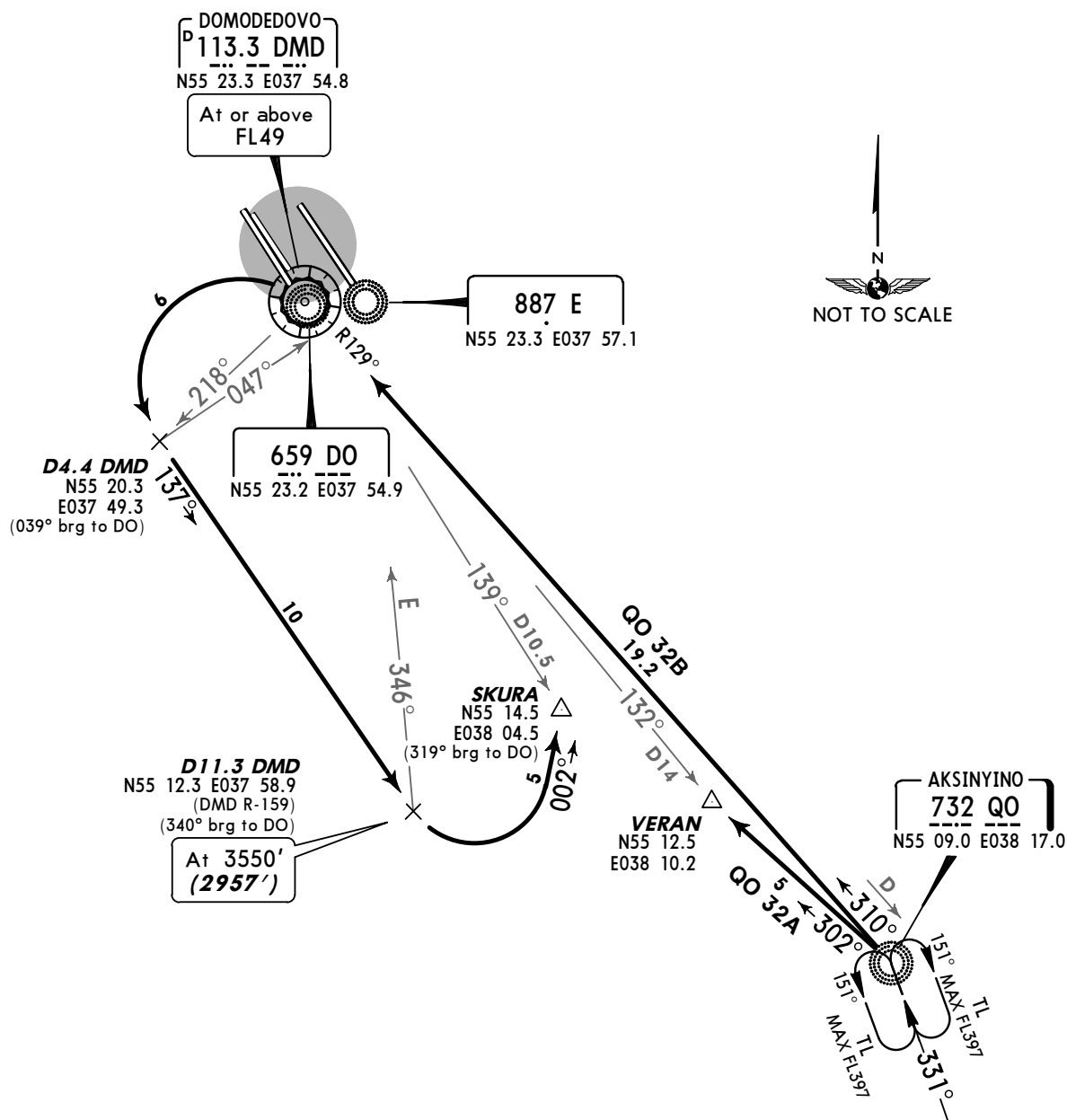
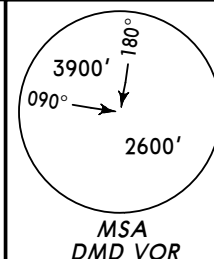
MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian 122.95)

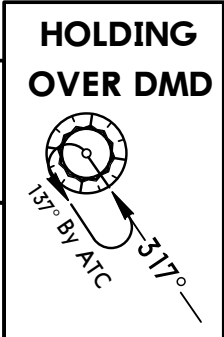
Apt Elev
593'

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

AKSINYINO 32A (QO 32A)
AKSINYINO 32B (QO 32B)
RWYS 32L/R ARRIVALS
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)



UDD/DME
DOMODEDOVO

JEPPesen
1 MAY 09 **30-2F** Eff 7 May

MOSCOW, RUSSIA

STAR

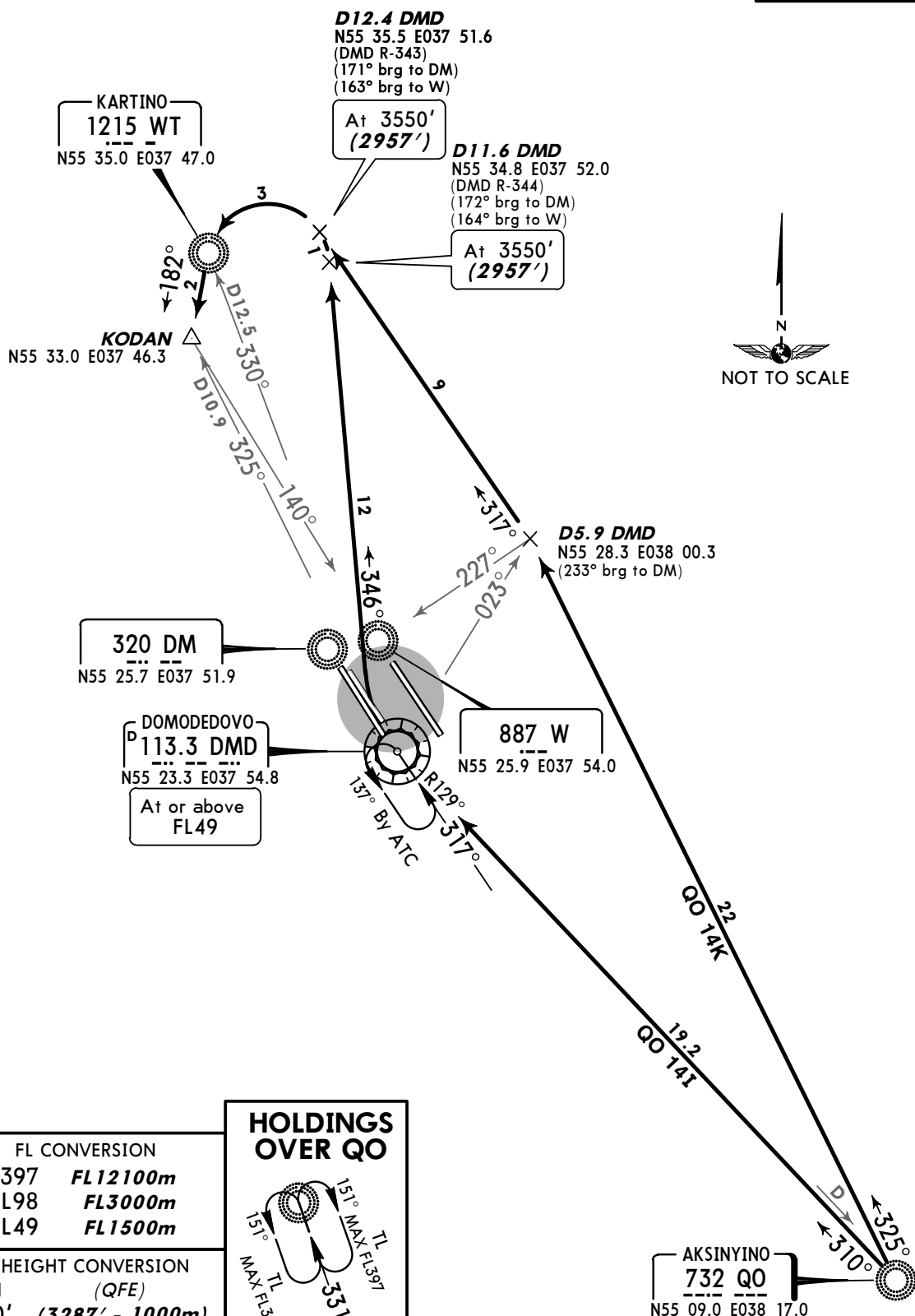
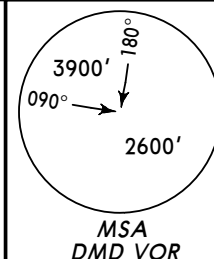
ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

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

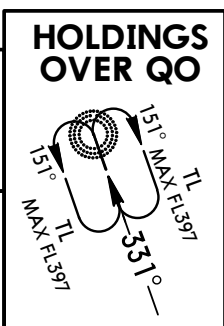
AKSINYINO 14I (QO 14I)
AKSINYINO 14K (QO 14K)
RWYS 14R/L ARRIVALS
BY ATC

~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2G) Eff 7 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

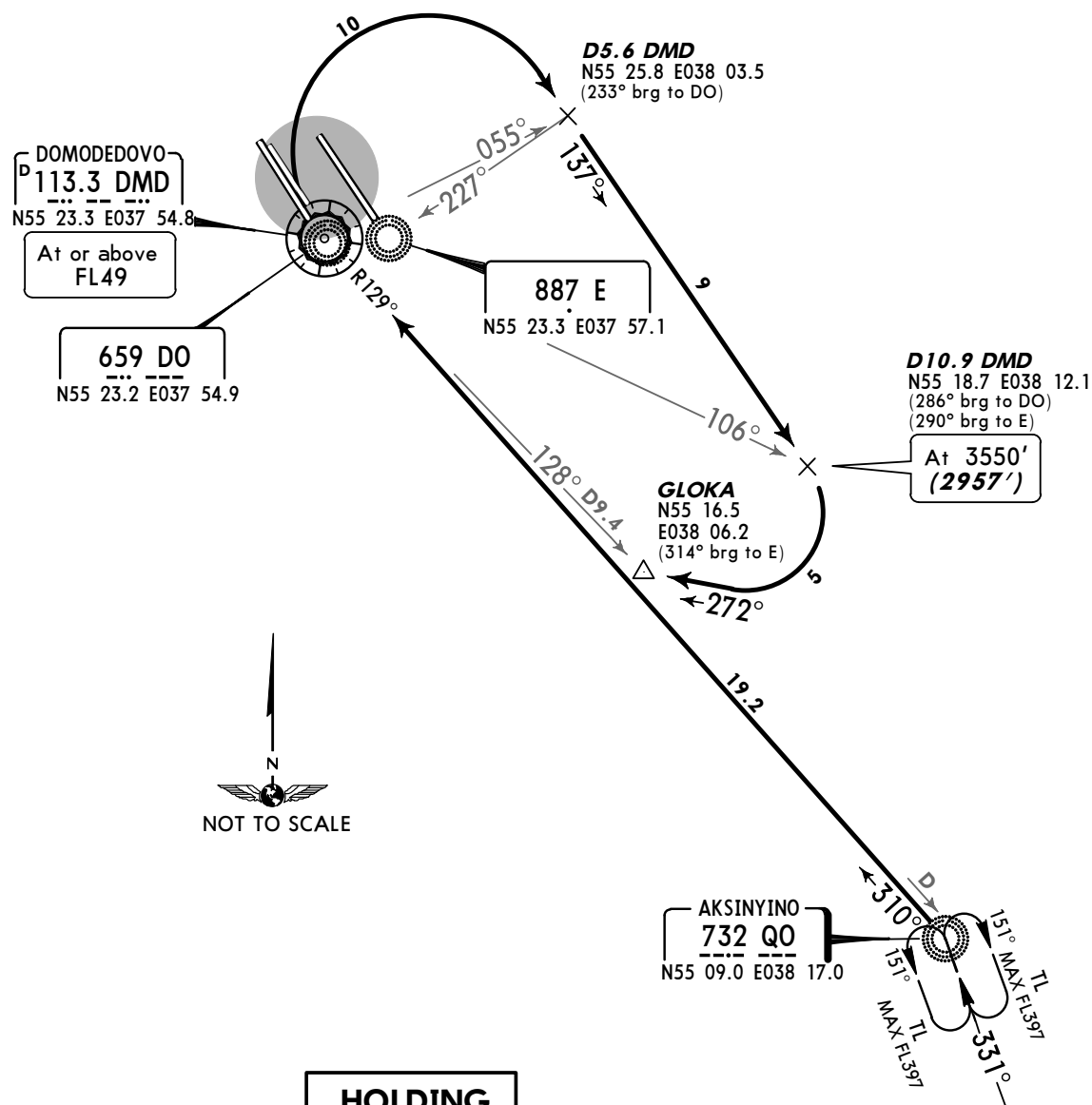
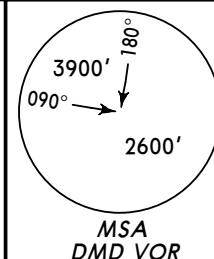
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32I (QO 32I)

RWYS 32L/R ARRIVAL

BY ATC

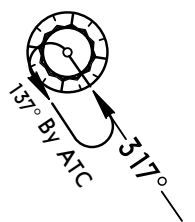
SPEEDS MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL 12100m
FL98	FL 3000m
FL49	FL 1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

HOLDING OVER DMD



UDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 (30-2H) Eff 7 May

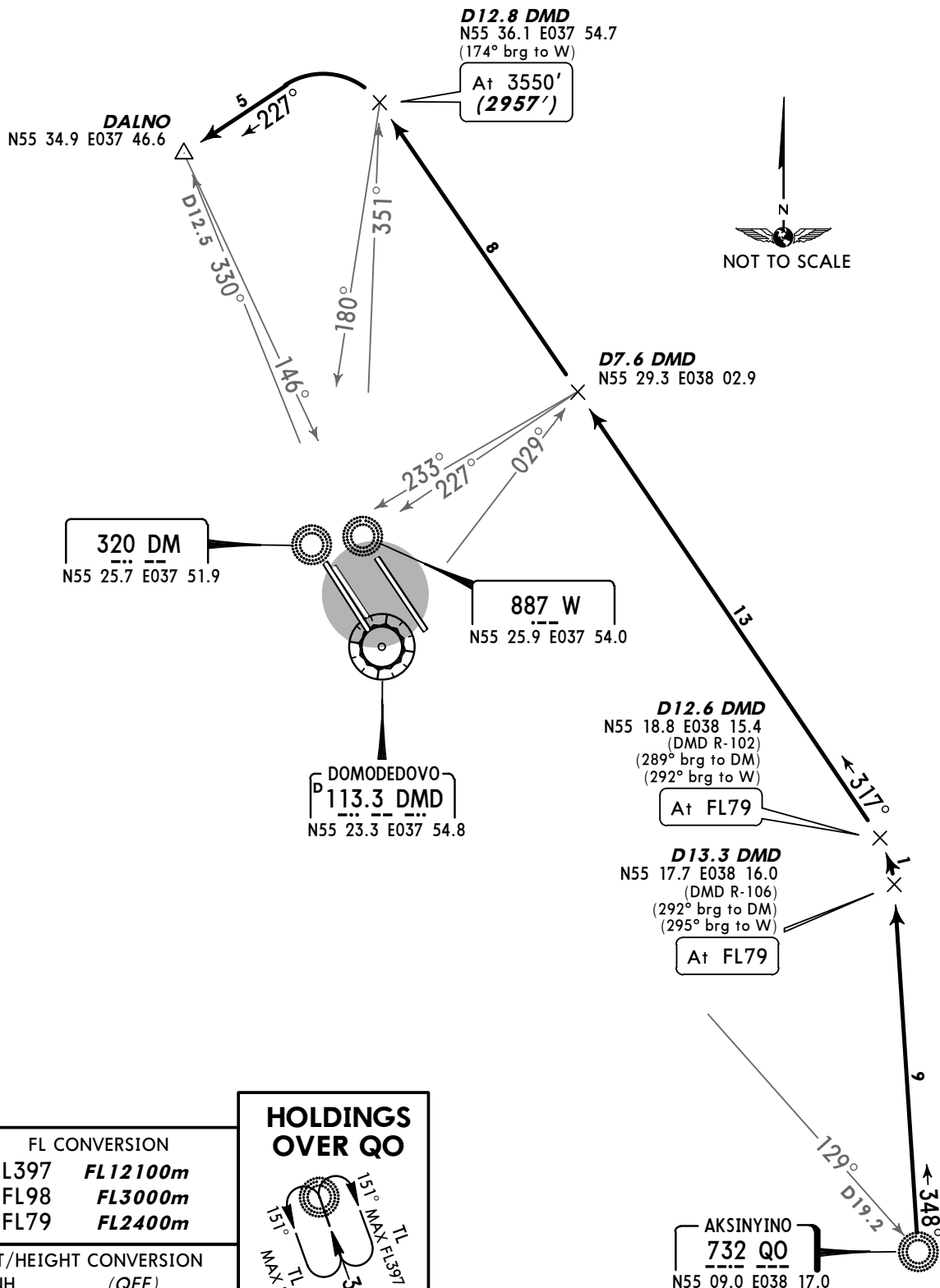
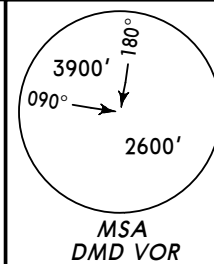
MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian 122.95)

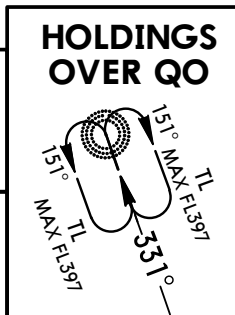
Apt Elev
593'

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

AKSINYINO 14M (QO 14M)
RWYS 14R/L ARRIVAL
BY ATC
SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2J) Eff 7 May

MOSCOW, RUSSIA

STAR

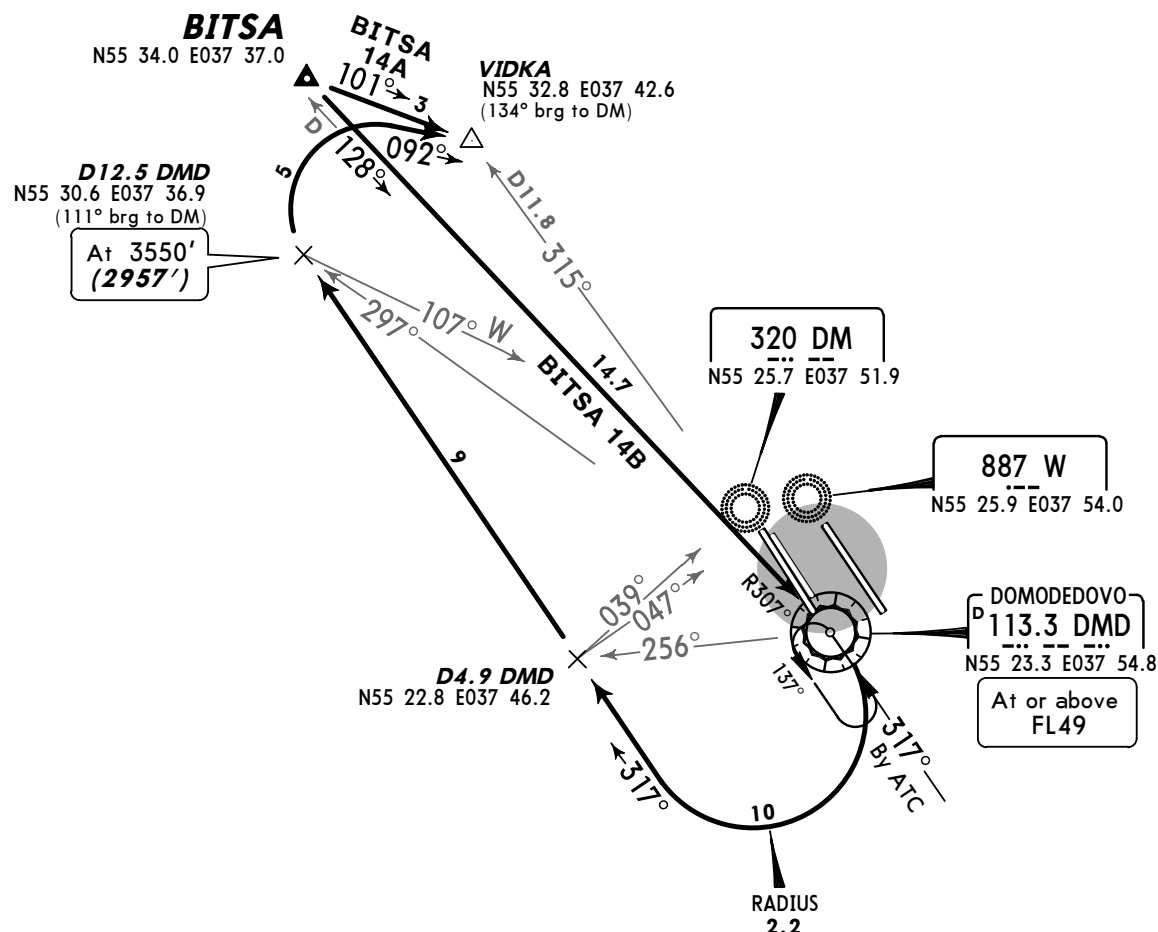
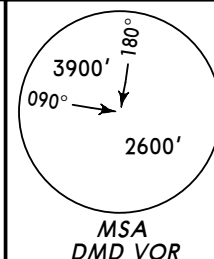
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

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

SPEEDS MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 **(30-2K)** Eff 7 May

MOSCOW, RUSSIA

STAR

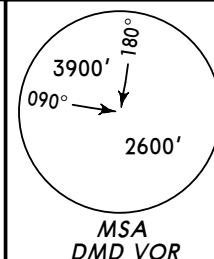
ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

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

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

SPEED MAX 270 KT BELOW FL98



BITSA

N55 34.0 E037 37.0

128°

144°

BITSA 32B
14.7
BITSA 32A
16

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8

At or above
FL49



887 E
N55 23.3 E037 57.1

659 DO
N55 23.2 E037 54.9

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

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

At 3550'
(2957')

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

At 3550'
(2957')

SKURA
N55 14.5 E038 04.5
(319° brg to DO)

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

ALT/HEIGHT CONVERSION
QNH **(QFE)**
3880' **(3287' - 1000m)**
3550' **(2957' - 900m)**

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2L) Eff 7 May

MOSCOW, RUSSIA
STAR

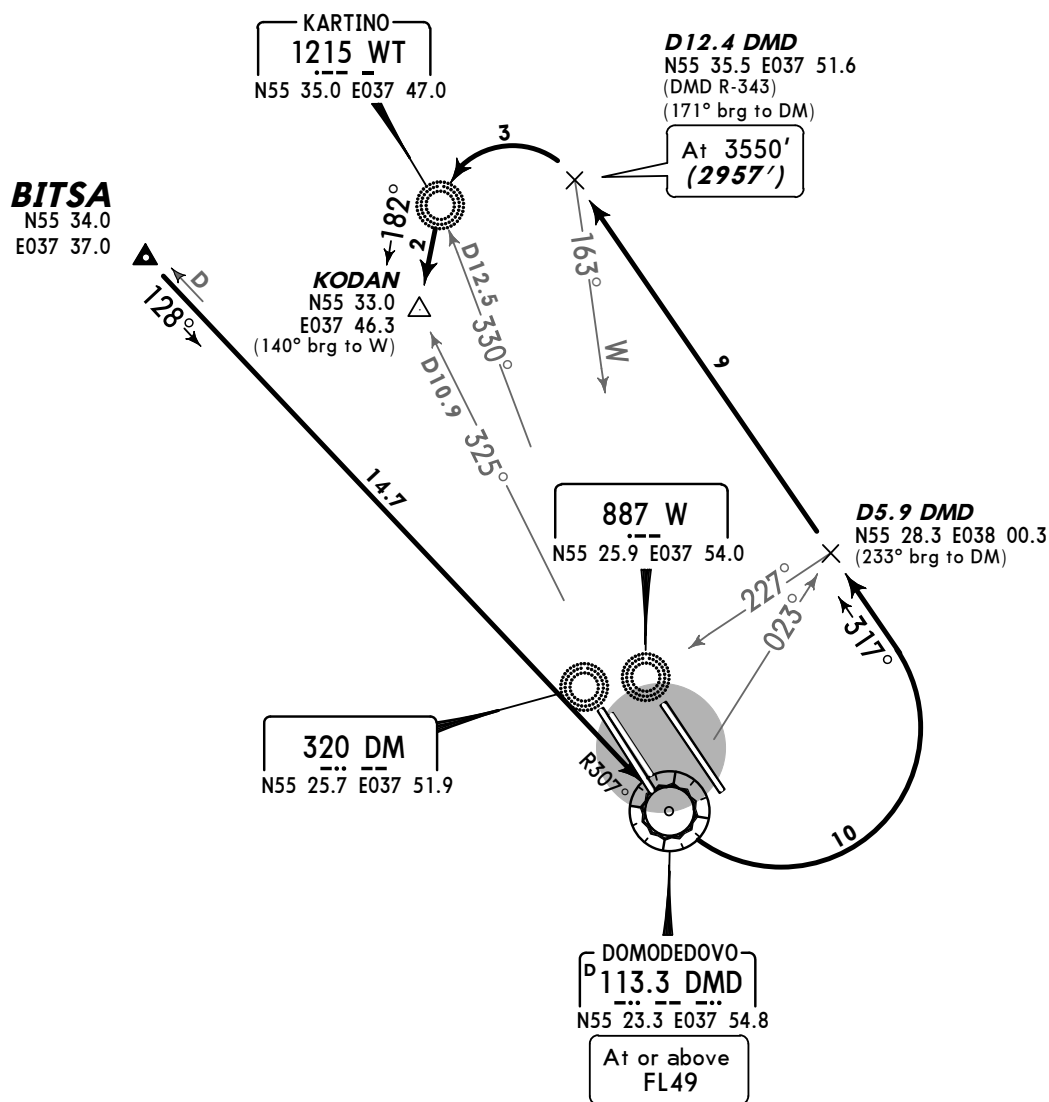
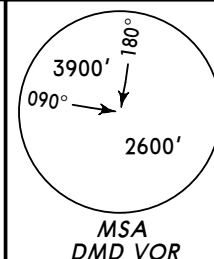
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

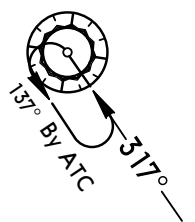
BITSA 14I [BIT14I]
RWYS 14R/L ARRIVAL
BY ATC

SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2M) Eff 7 May

MOSCOW, RUSSIA

STAR

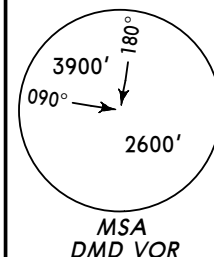
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

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

SPEED MAX 270 KT BELOW FL98



BITSA

N55 34.0 E037 37.0



BITSA 32I
14.7

BITSA 32K
16

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8
At or above
FL49

659 DO
N55 23.2 E037 54.9

887 E
N55 23.3 E037 57.1

D5.3 DMD
N55 26.5 E038 02.2
(DMD R-044)
(223° brg to DO)

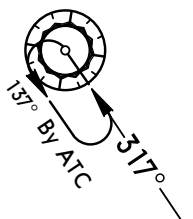
D5.6 DMD
N55 25.8 E038 03.5
(DMD R-055)
(233° brg to DO)

D10 DMD
N55 19.2 E038 10.8
(285° brg to DO)
(289° brg to E)
At 3550'
(2957')

D10.9 DMD
N55 18.7 E038 12.1
(DMD R-106)
(286° brg to DO)
(290° brg to E)
At 3550'
(2957')

GLOKA
N55 16.5 E038 06.2
(314° brg to E)

**HOLDING
OVER DMD**



FL CONVERSION
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 **(30-2N)** Eff 7 May

MOSCOW, RUSSIA

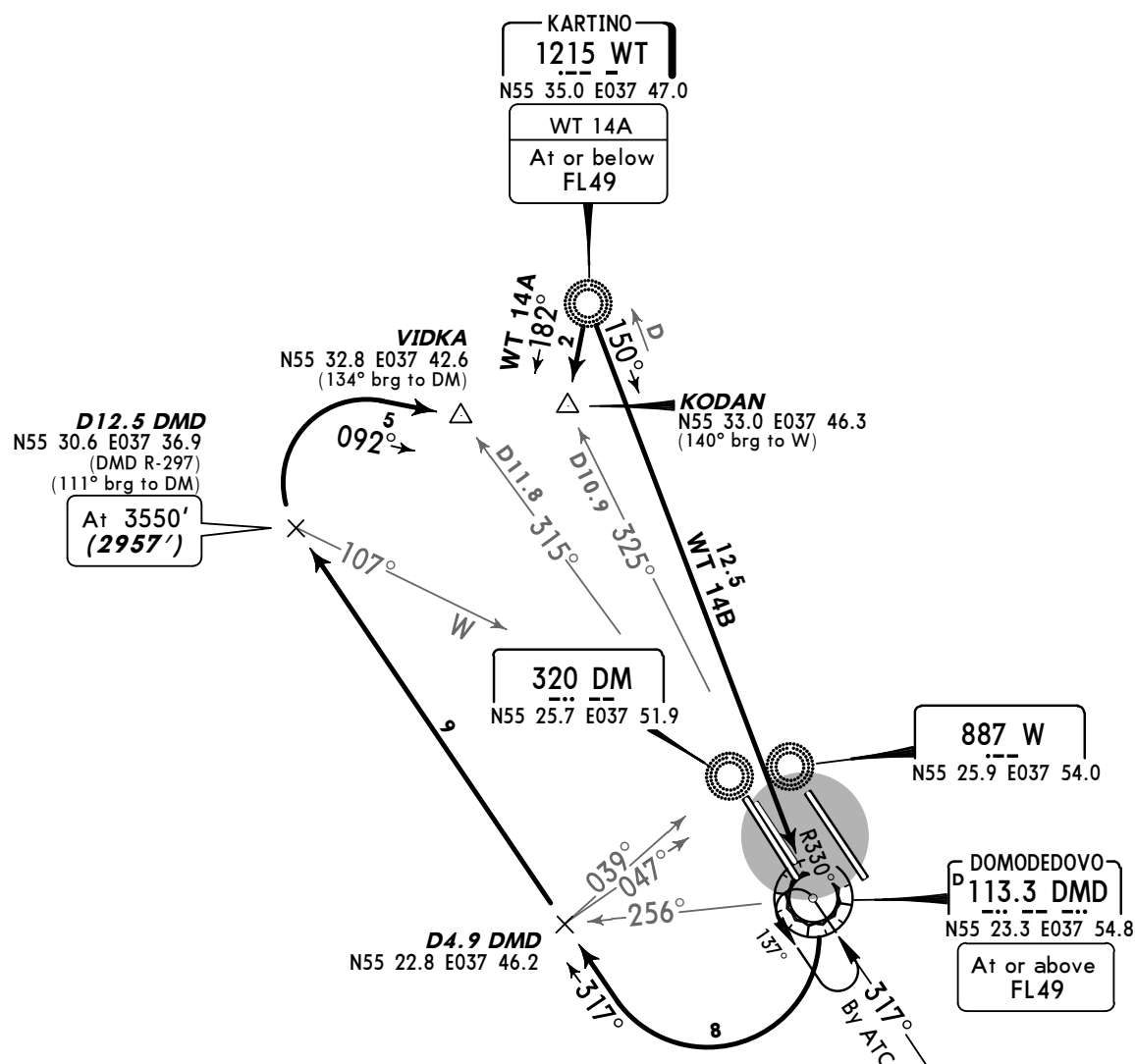
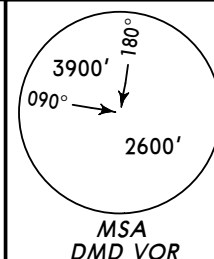
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

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

KARTINO 14A (WT 14A)
KARTINO 14B (WT 14B)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2P) Eff 7 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

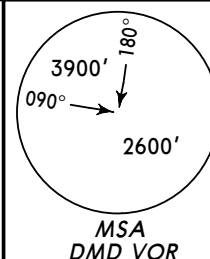
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32A (WT 32A)

KARTINO 32B (WT 32B)

RWYS 32L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



FL CONVERSION

FL98 FL3000m

FL49 FL1500m

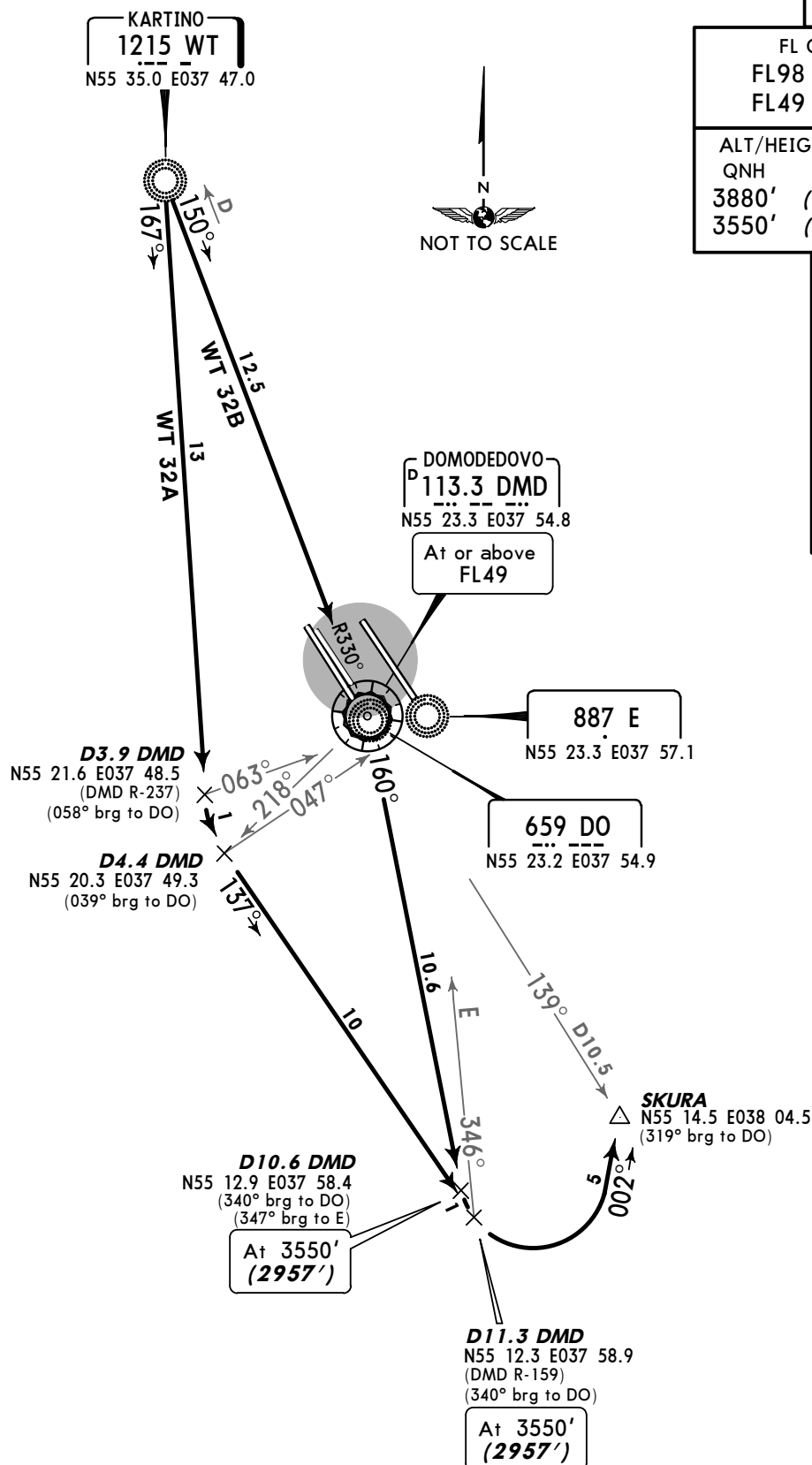
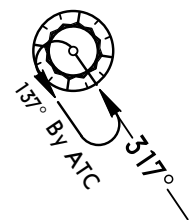
ALT/HEIGHT CONVERSION

QNH (QFE)

3880' (3287' - 1000m)

3550' (2957' - 900m)

**HOLDING
OVER DMD**



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 **(30-2Q)** Eff 7 May

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

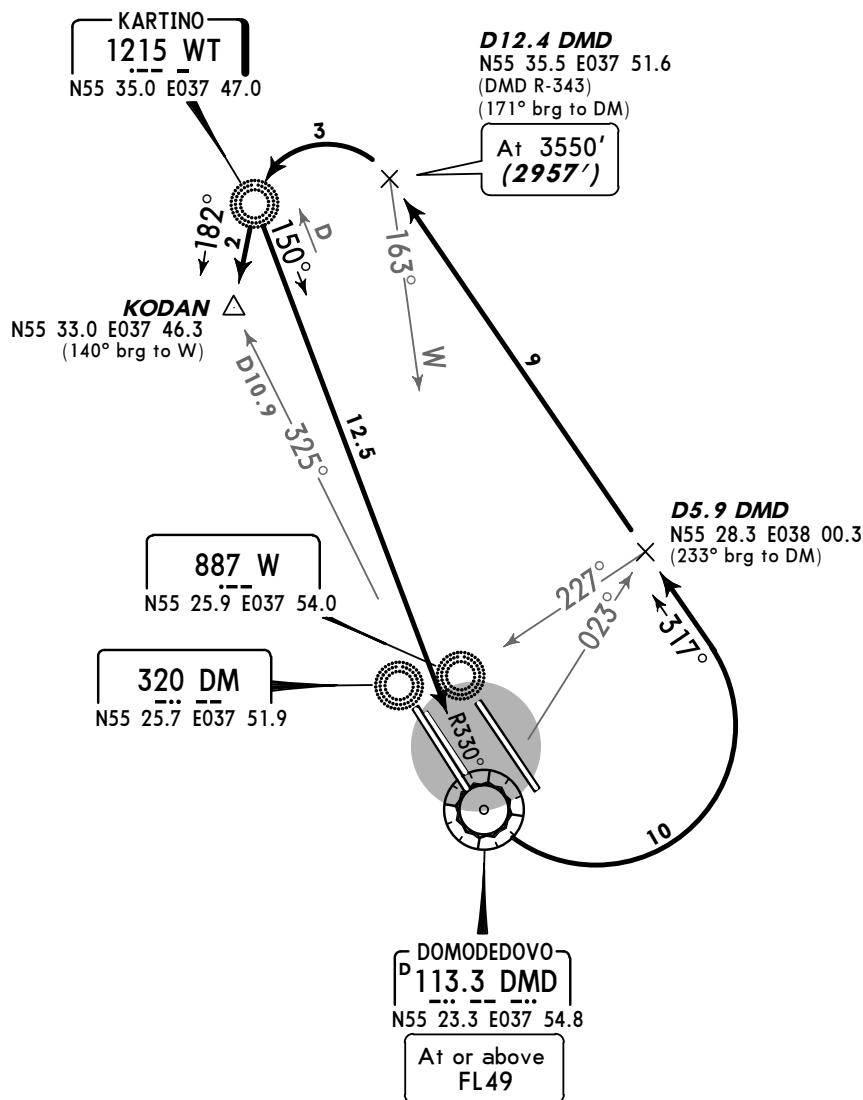
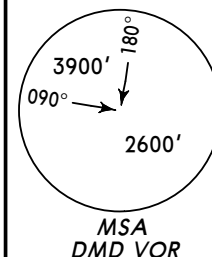
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14I (WT 14I)

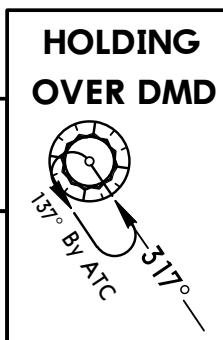
RWYS 14R/L ARRIVAL

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)



UDD/DME
DOMODEDOVO

1 MAY 09 **30-2S** Eff 7 May

MOSCOW, RUSSIA

STAR

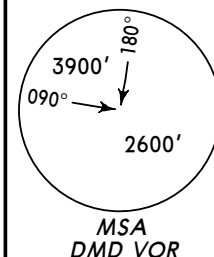
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

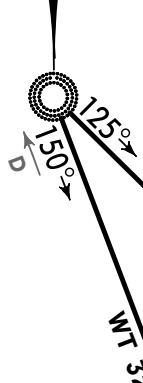
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED MAX 270 KT BELOW FL98



KARTINO
1215 WT
N55 35.0 E037 47.0



DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8
At or above
FL49

659 DO
N55 23.2 E037 54.9

D5.3 DMD
N55 26.5 E038 02.2
(DMD R-044)
(223° brg to DO)

D5.6 DMD
N55 25.8 E038 03.5
(DMD R-055)
(233° brg to DO)

D10 DMD
N55 19.2 E038 10.8
(285° brg to DO)
(289° brg to E)
At 3550'
(2957')

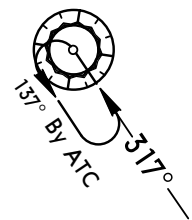
D10.9 DMD
N55 18.7 E038 12.1
(DMD R-106)
(286° brg to DO)
(290° brg to E)
At 3550'
(2957')

GLOKA
N55 16.5 E038 06.2
(314° brg to E)

FL CONVERSION
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

HOLDING
OVER DMD



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2T) Eff 7 May

MOSCOW, RUSSIA

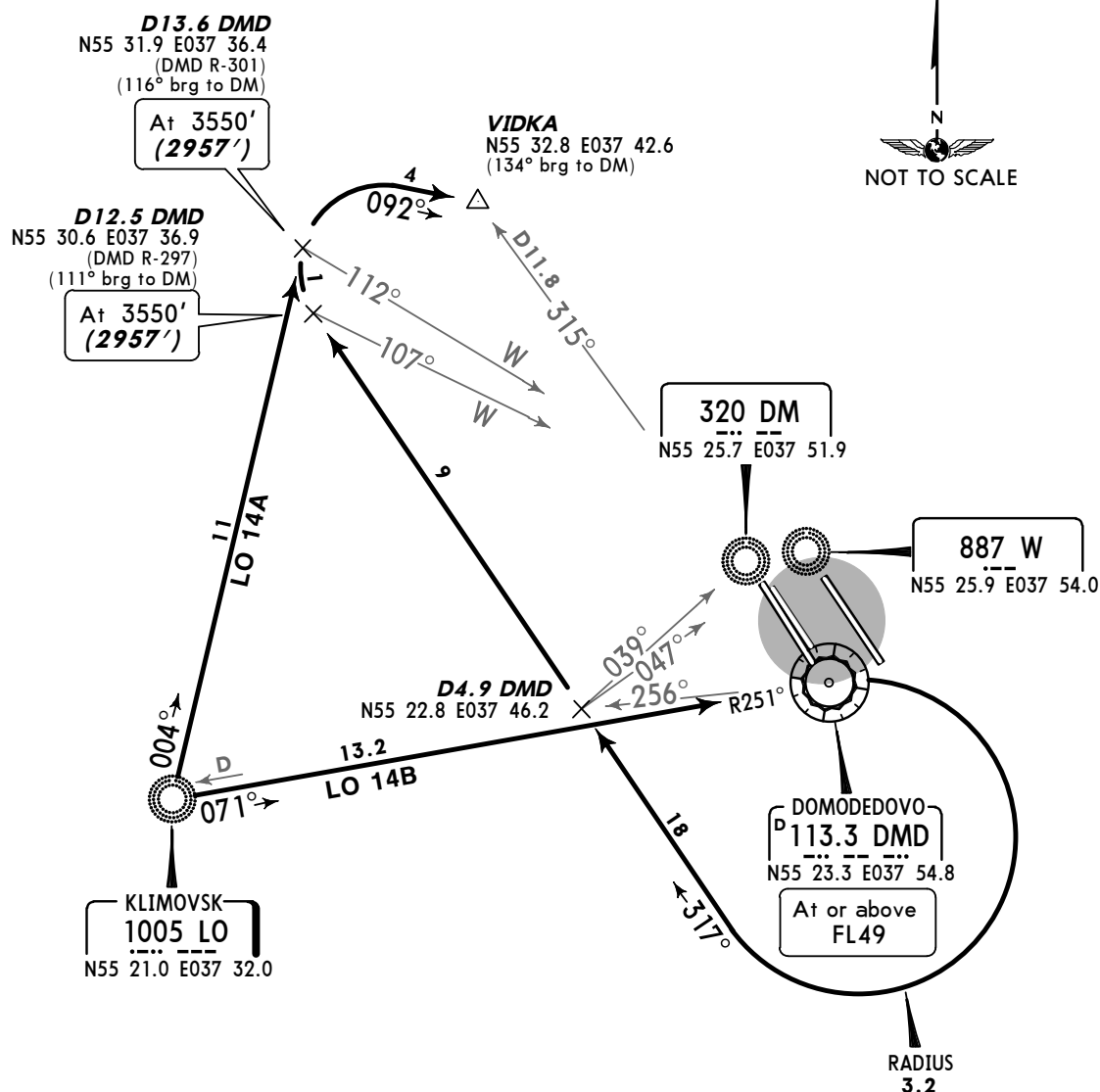
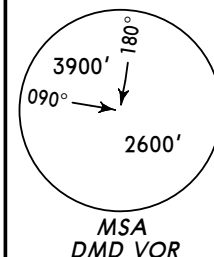
STAR

ATIS
128.3
(Russian 122.95)

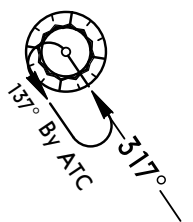
Apt Elev
593'

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

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)

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2U) Eff 7 May

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

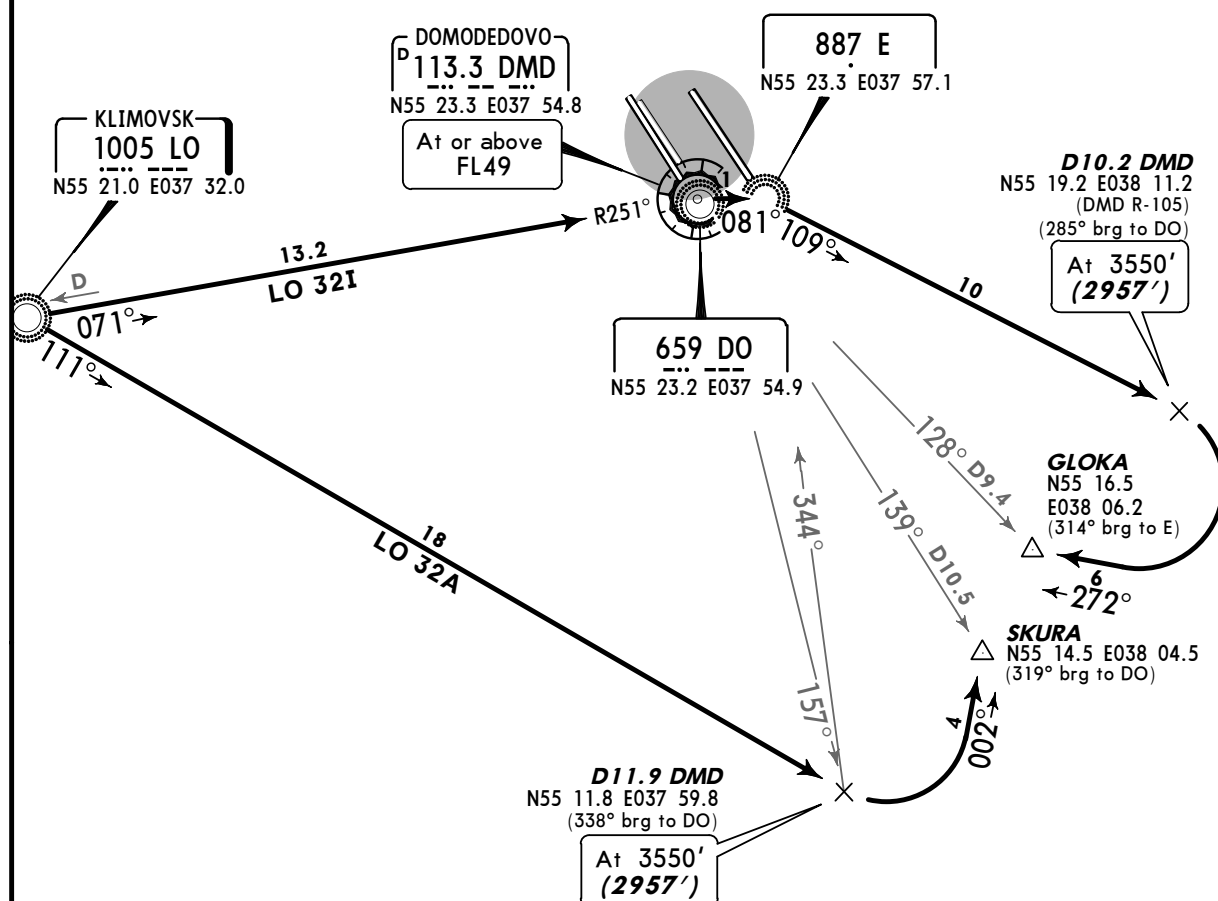
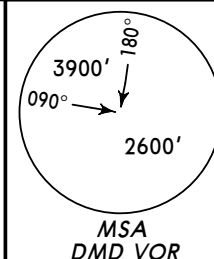
KLIMOVSK 32A (LO 32A)

KLIMOVSK 32I (LO 32I)

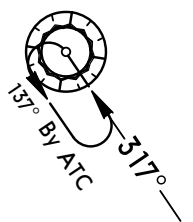
BY ATC

RWYS 32L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



**HOLDING
OVER DMD**



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

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)



UDD/DME
 DOMODEDOVO

JEPPESEN
 1 MAY 09 **30-2V** **Eff 7 May**

MOSCOW, RUSSIA

STAR

ATIS
128.3
 (Russian **122.95**)

Apt Elev
593'

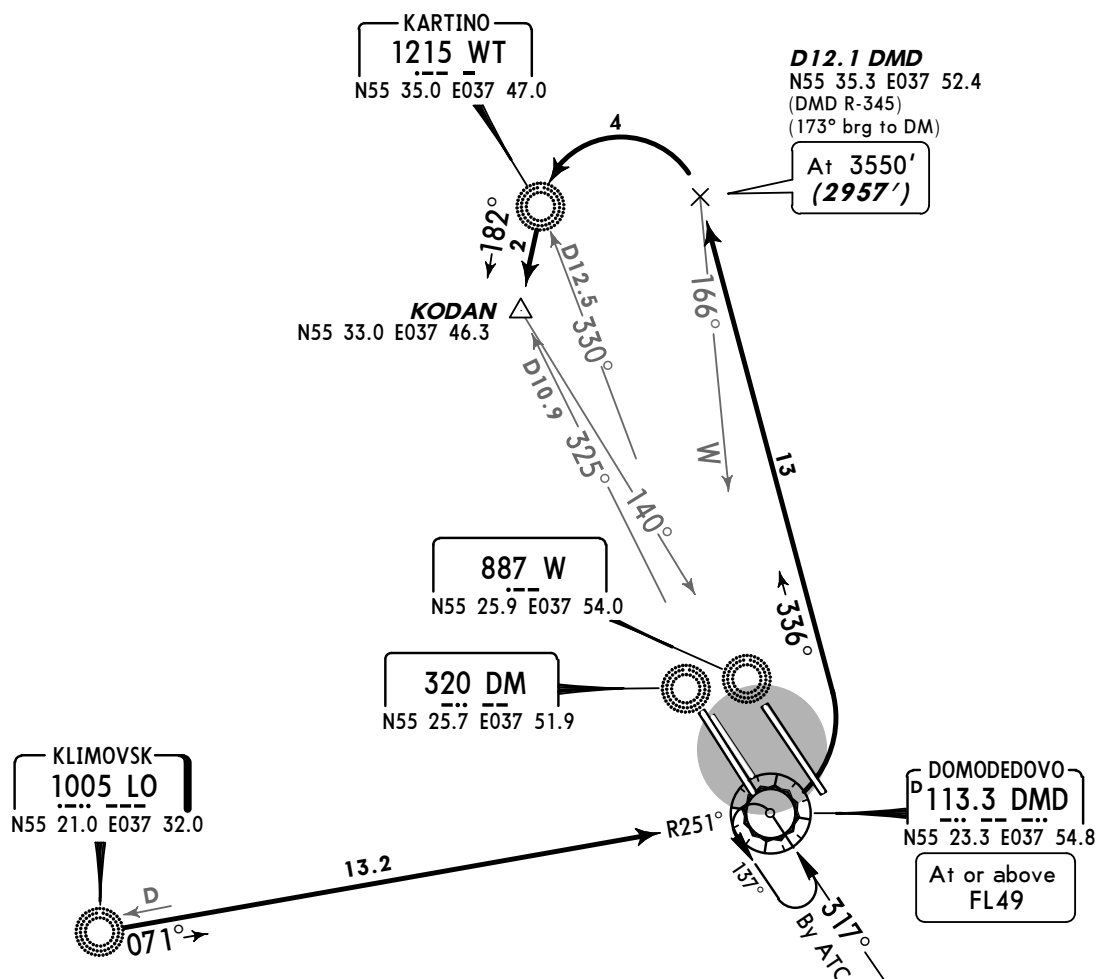
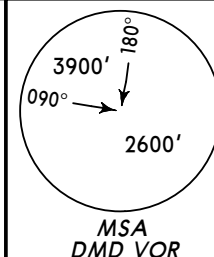
Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: By ATC Trans alt: 3880' **(3287')**
 Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 14I (LO 14I)

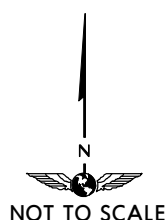
RWYS 14R/L ARRIVAL

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)



UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2V1) Eff 7 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

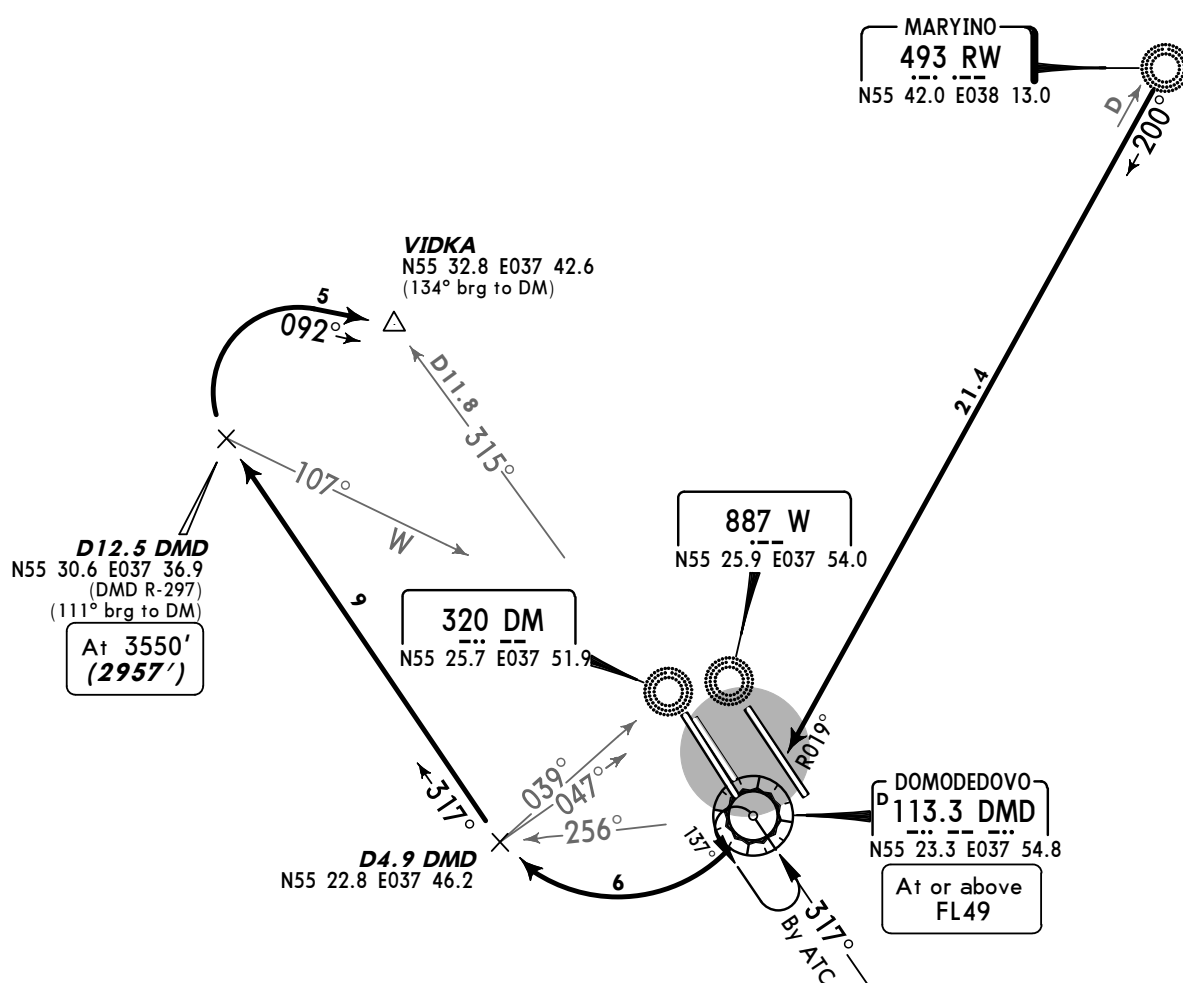
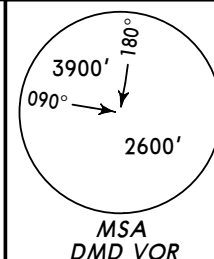
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

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)



UUDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2V2) Eff 7 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

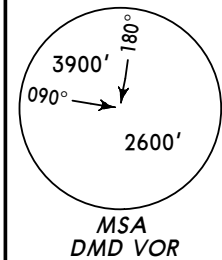
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 32K (RW 32K)

RWYS 32L/R ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION
FL98 ***FL3000m***

ALT/HEIGHT CONVERSION
QNH (QFE)

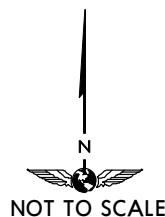
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

— MARYINO —
493 RW

N55 42.0 E038 13.0

019° D21.4

24



659 D0
N55 23.2 E037 54.9

887 E
N55 23.3 E037 57.1

DOMODEDOVO
P 113.3 DMD
N55 23.3 E037 54.8

D11.6 DMD
N55 17.7 E038 12.6
(290° brg to DO)

At 3550'
(2957')

GLOKA
N55 16.5 E038 06.2
(314° brg to E)

UDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 **(30-2V3)** Eff 7 May

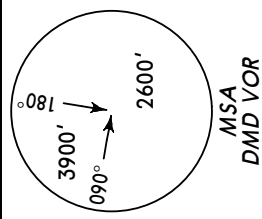
MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

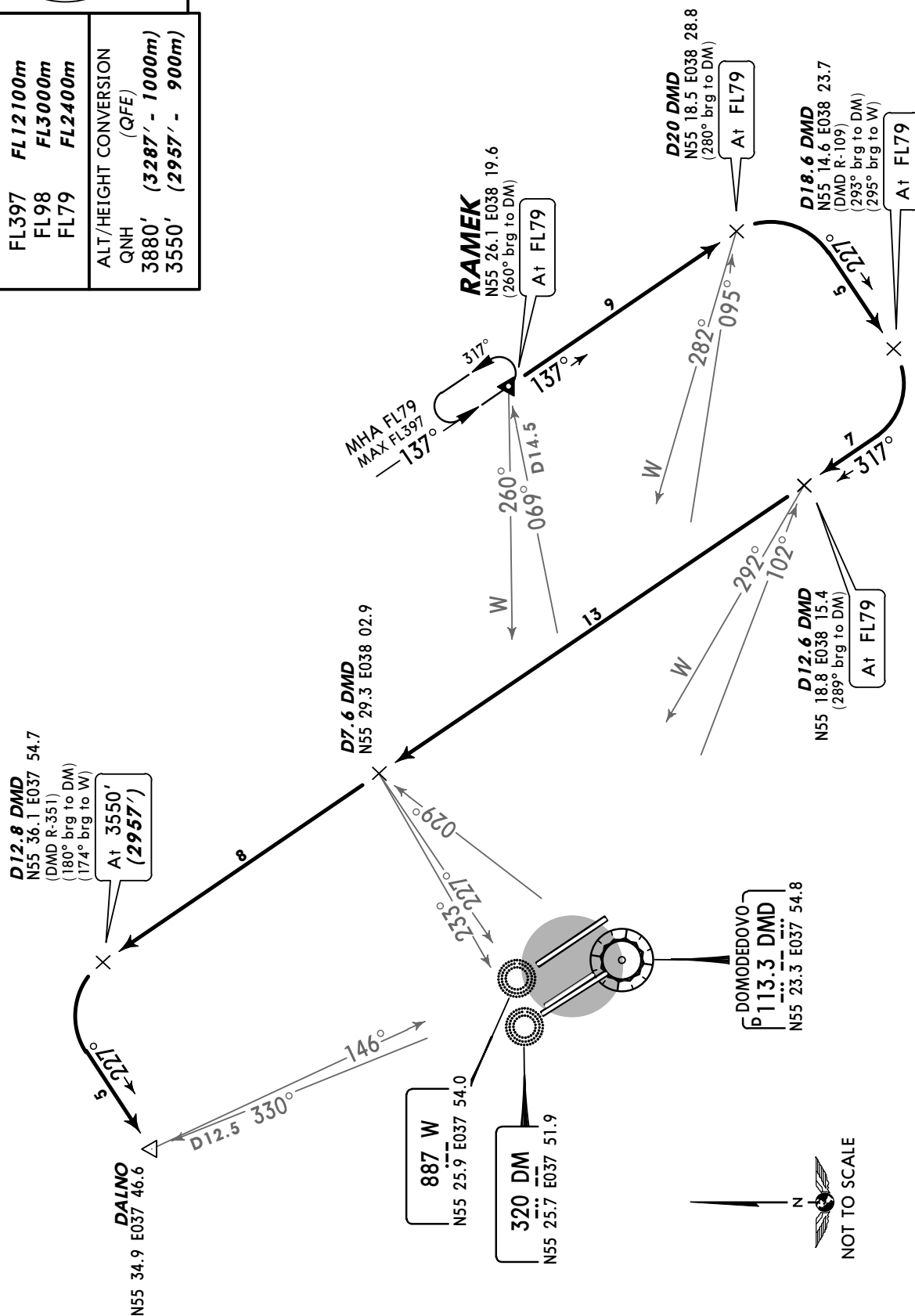
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (**3287'**)
Execute noise abatement procedures according to ICAO DOC 8168.



FL CONVERSION	FL397	FL12100m
	FL98	FL3000m
	FL79	FL2400m
ALT/HEIGHT CONVERSION	QNH	(QFE)
	3880'	(3287' - 1000m)
	3550'	(2957' - 900m)

RAMEK 14I [RAM14I]
RWYS 14R/L ARRIVAL
BY ATC

SPEED: MAX 270 KT BELOW FL98



UUDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 (30-2V4) Eff 7 May

MOSCOW, RUSSIA

STAR

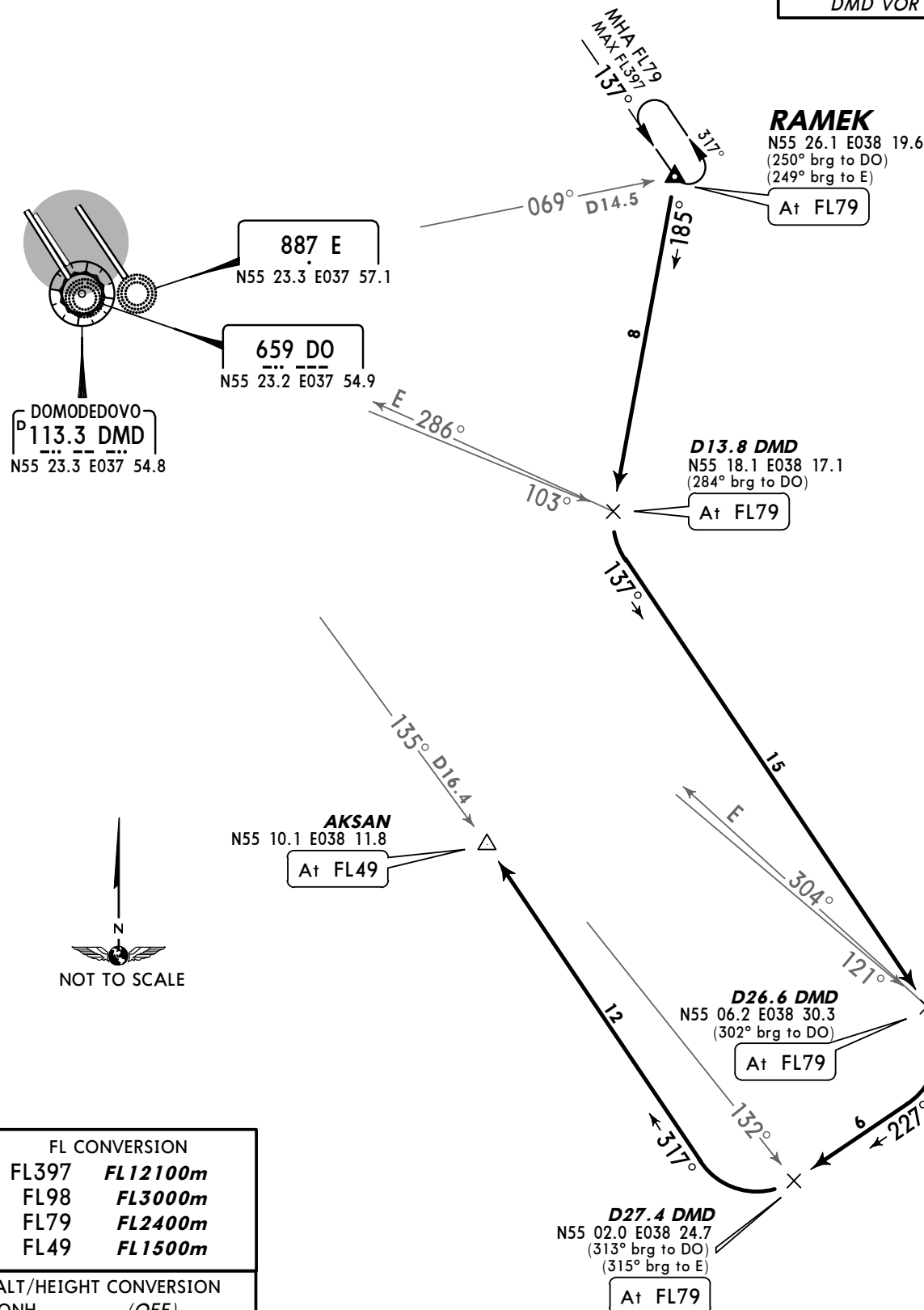
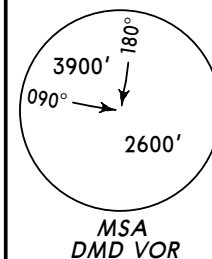
ATIS 128.3 (Russian 122.95)	<i>Apt Elev</i> 593'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287') Execute noise abatement procedures according to ICAO DOC 8168.
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RAMEK 32I [*RAM32I*]

RWYS 32L/R ARRIVAL

BY ATC

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	<i>FL12100m</i>
FL98	<i>FL3000m</i>
FL79	<i>FL2400m</i>
FL49	<i>FL1500m</i>
ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
3880'	<i>(3287' - 1000m)</i>

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2V5) Eff 7 May

MOSCOW, RUSSIA

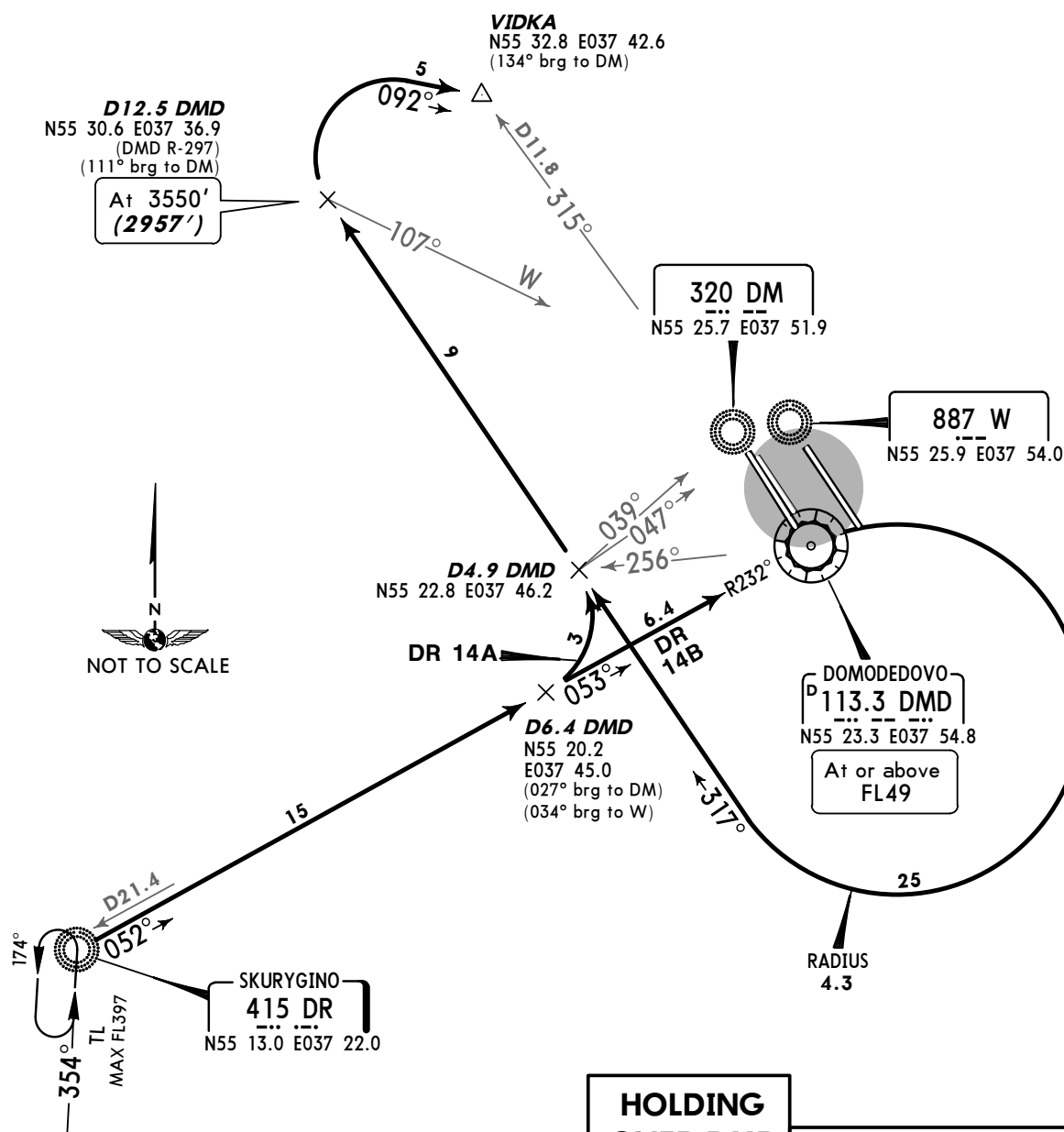
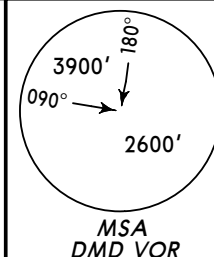
STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

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)

UDD/DME
DOMODEDOVO

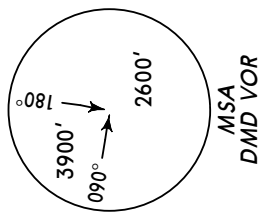
JEPPESEN
1 MAY 09 (30-2W) Eff 7 May

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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



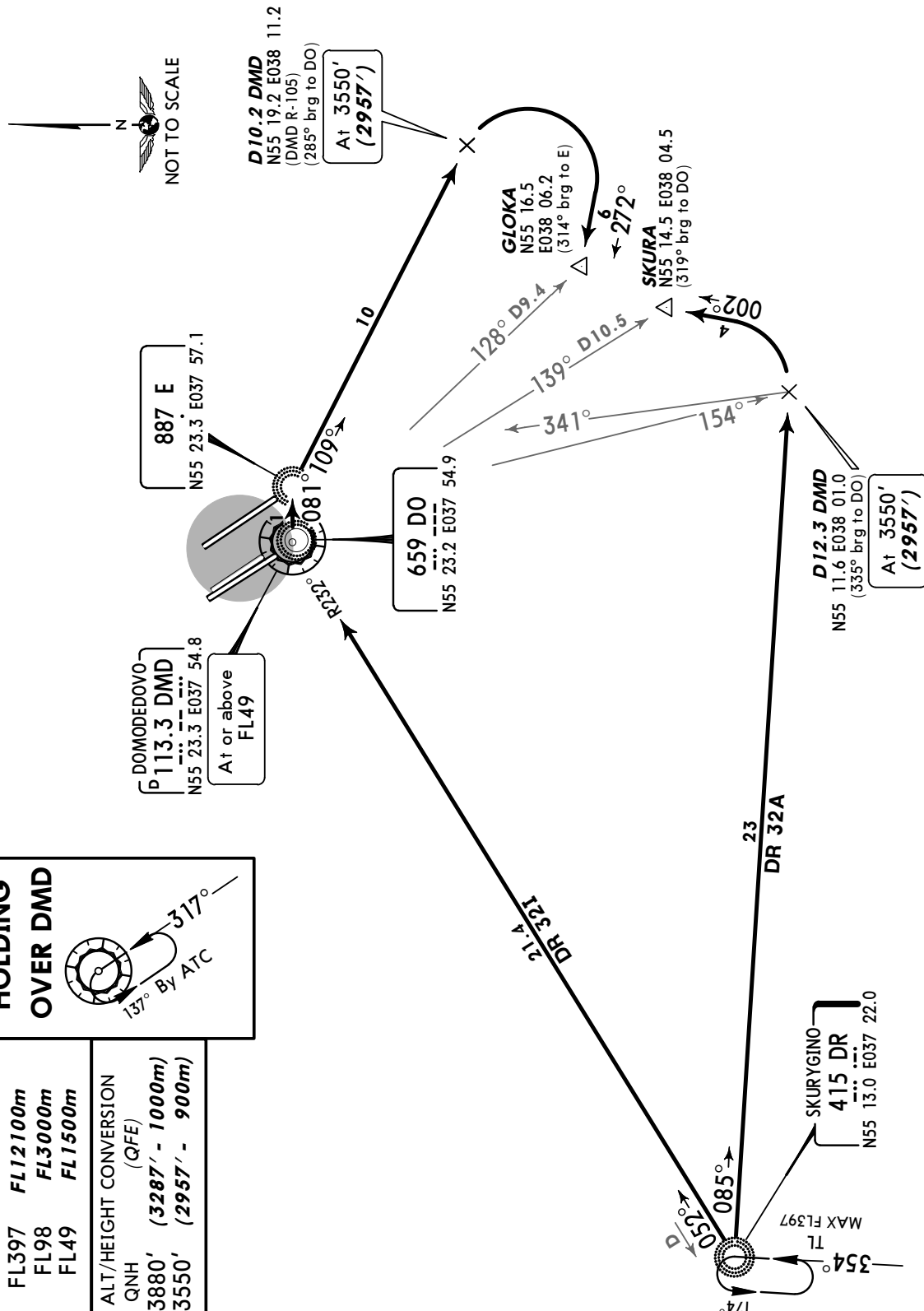
SKURYGINO 32A (DR 32A)

SKURYGINO 32I (DR 32I)

BY ATC

RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



**HOLDING
OVER DMD**
137° By ATC

FL CONVERSION

FL397 FL12100m
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION

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

UUDD/DME
DOMODEDOVO

JEPPESSEN
1 MAY 09 (30-2X) Eff 7 May

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

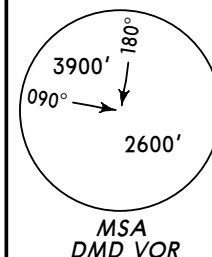
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 14I (DR 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')

KODAN
N55 33.0 E037 46.3

887 W
N55 25.9 E037 54.0

320 DM
N55 25.7 E037 51.9

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8
At or above
FL49



SKURYGINO
415 DR
N55 13.0 E037 22.0

FL CONVERSION

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

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

(30-2X1)

Eff 22 Nov

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

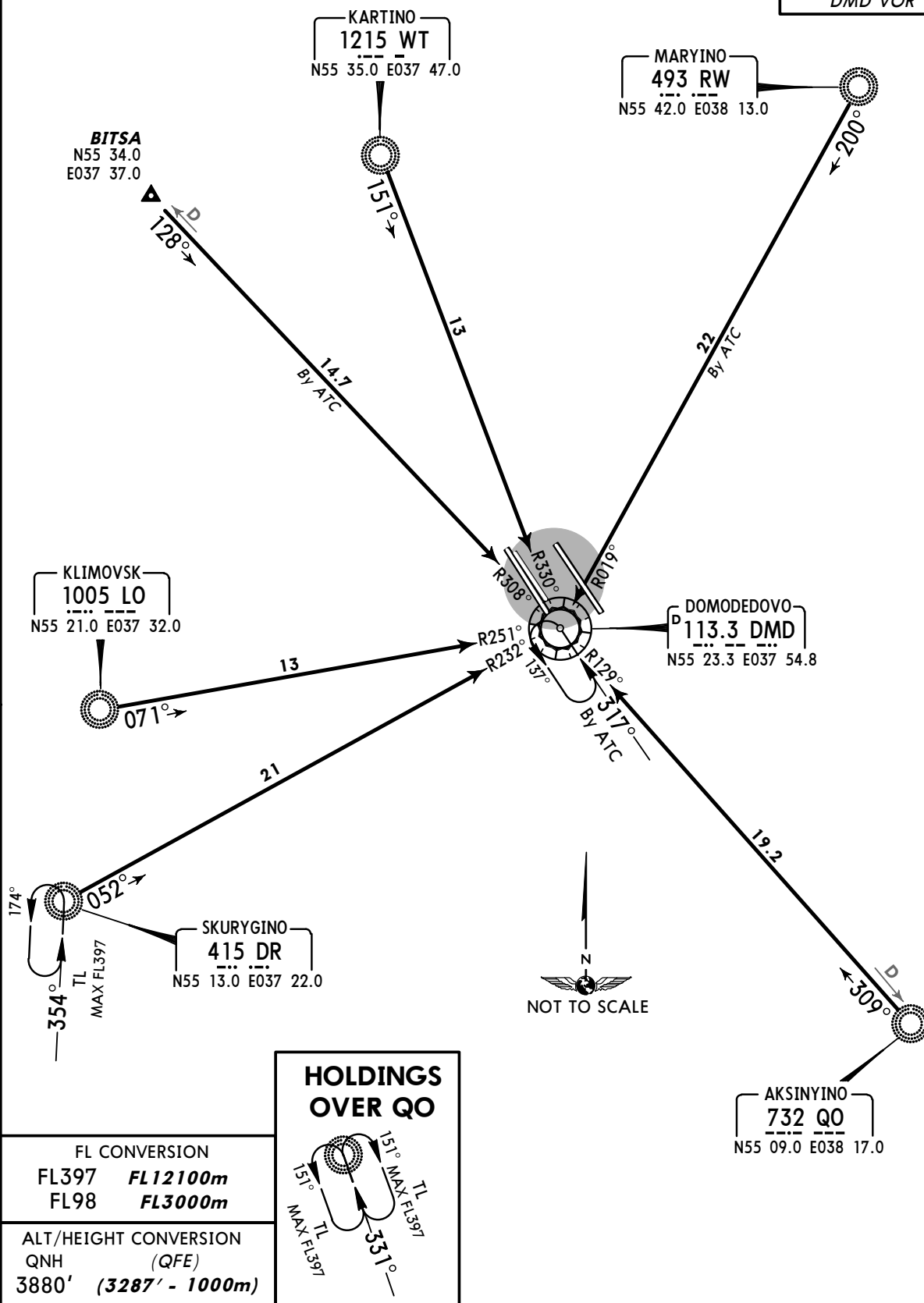
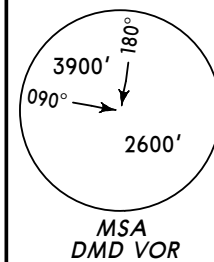
Apt Elev
593'

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

RWYS 32L, 14R ARRIVALS

TO DMD

SPEED MAX 270 KT BELOW FL98



UDD/DME
DOMODEDOVO

JEPPESEN

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

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

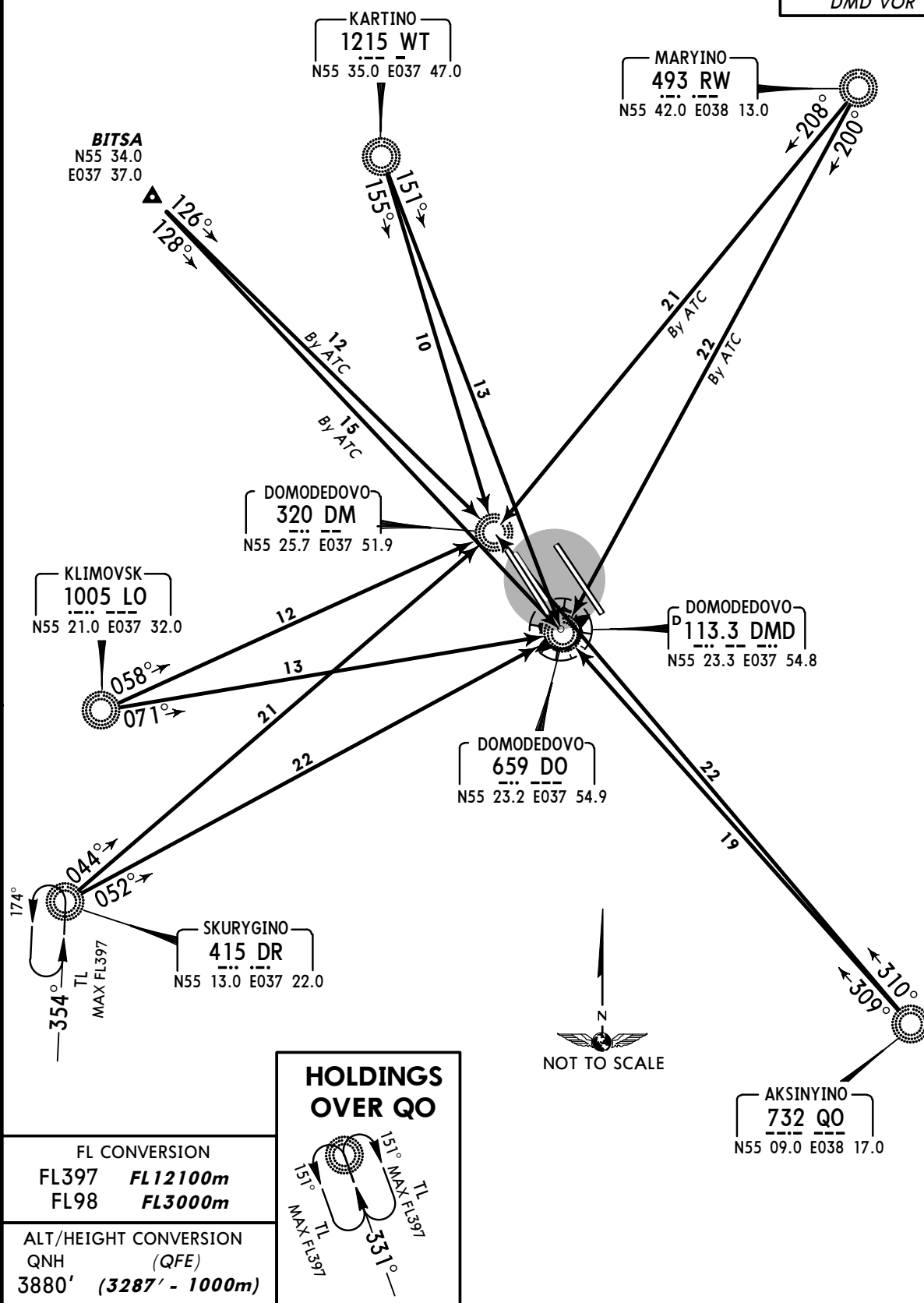
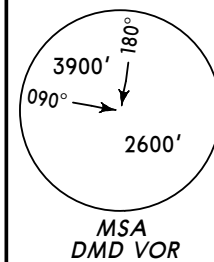
RWY 14R ARRIVALS

TO DM

RWY 32L ARRIVALS

TO DO

SPEED: MAX 270 KT BELOW FL98



UDD/DME
DOMODEDOVO

20 JUN 08

JEPPESSEN

(30-2X3)

Eff 3 Jul

RNAV APPROACH TRANSITION

MOSCOW, RUSSIA

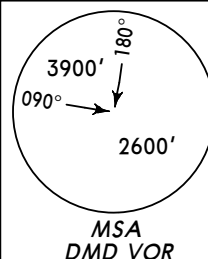
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

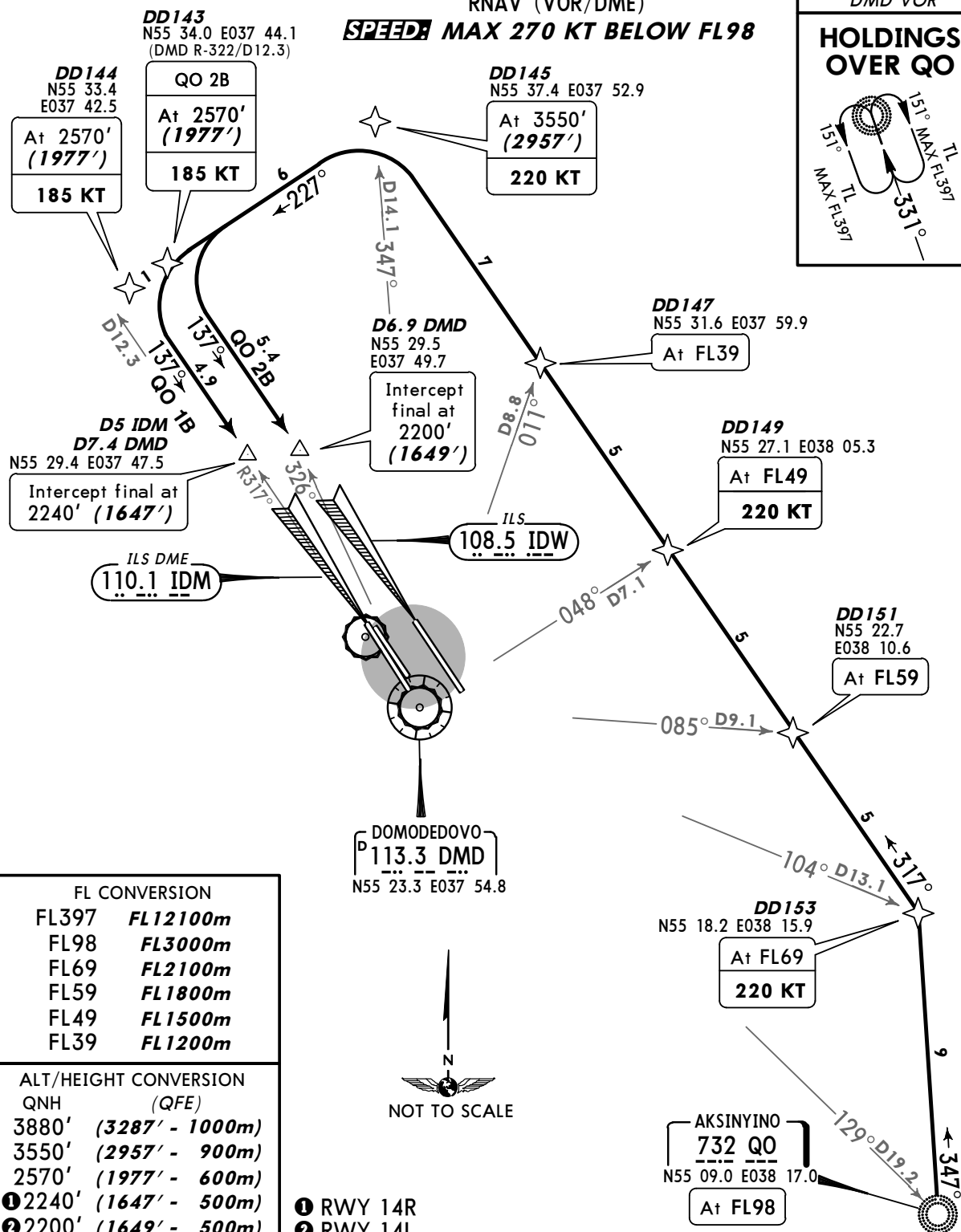
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

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



**HOLDINGS
OVER QO**



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)
① 2240'	(1647' - 500m)
② 2200'	(1649' - 500m)

- ① RWY 14R
- ② 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	

UDD/DME
DOMODEDOVO

20 JUN 08

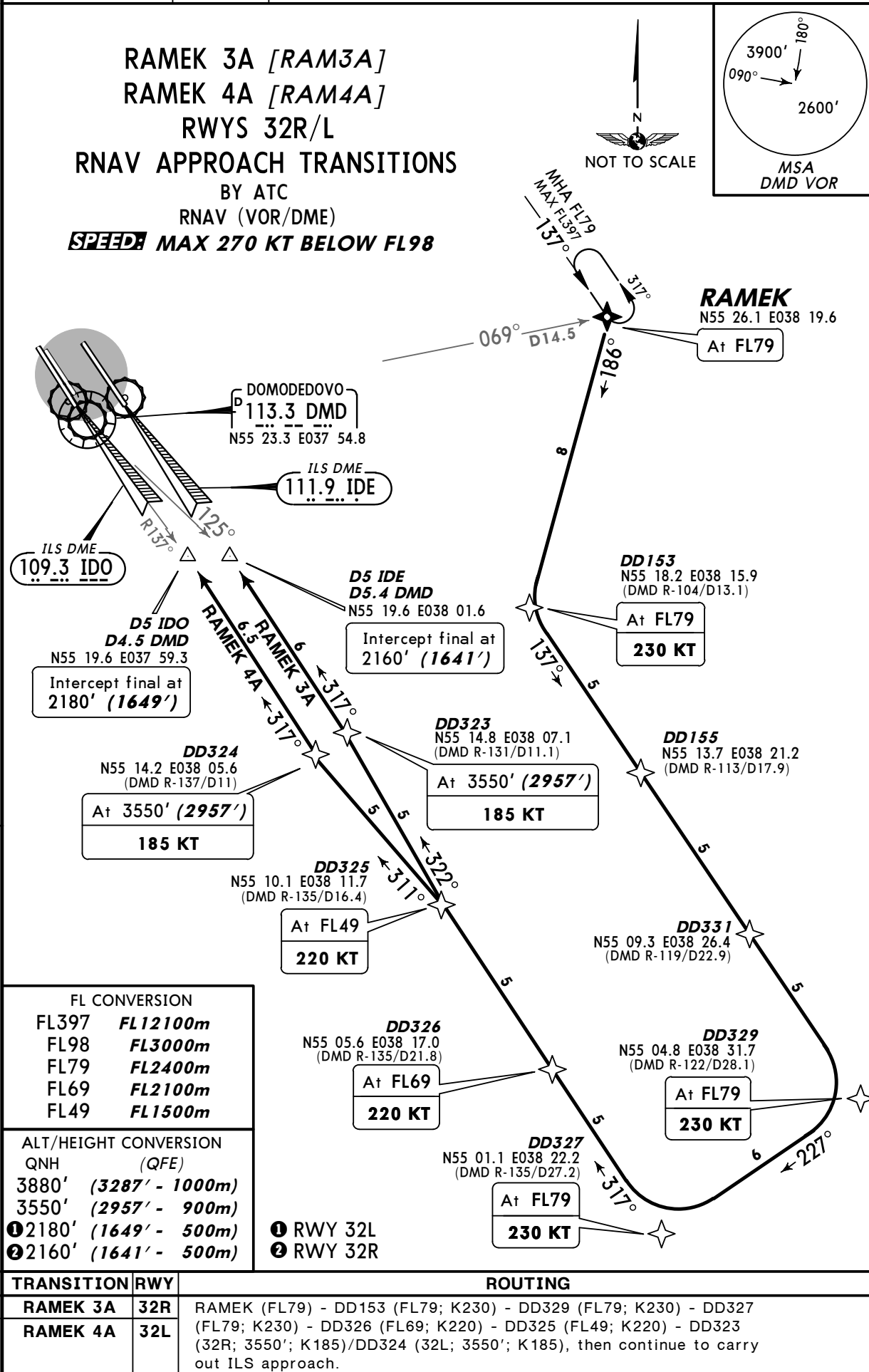
JEPPesen

(30-2X4)

Eff 3 Jul

RNAV APPROACH TRANSITION

MOSCOW, RUSSIA

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

UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09 (30-2X8) Eff 7 May

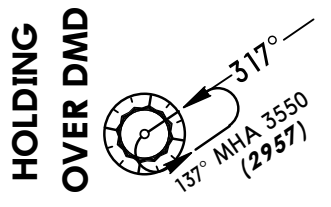
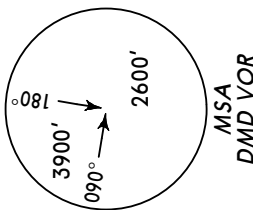
MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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



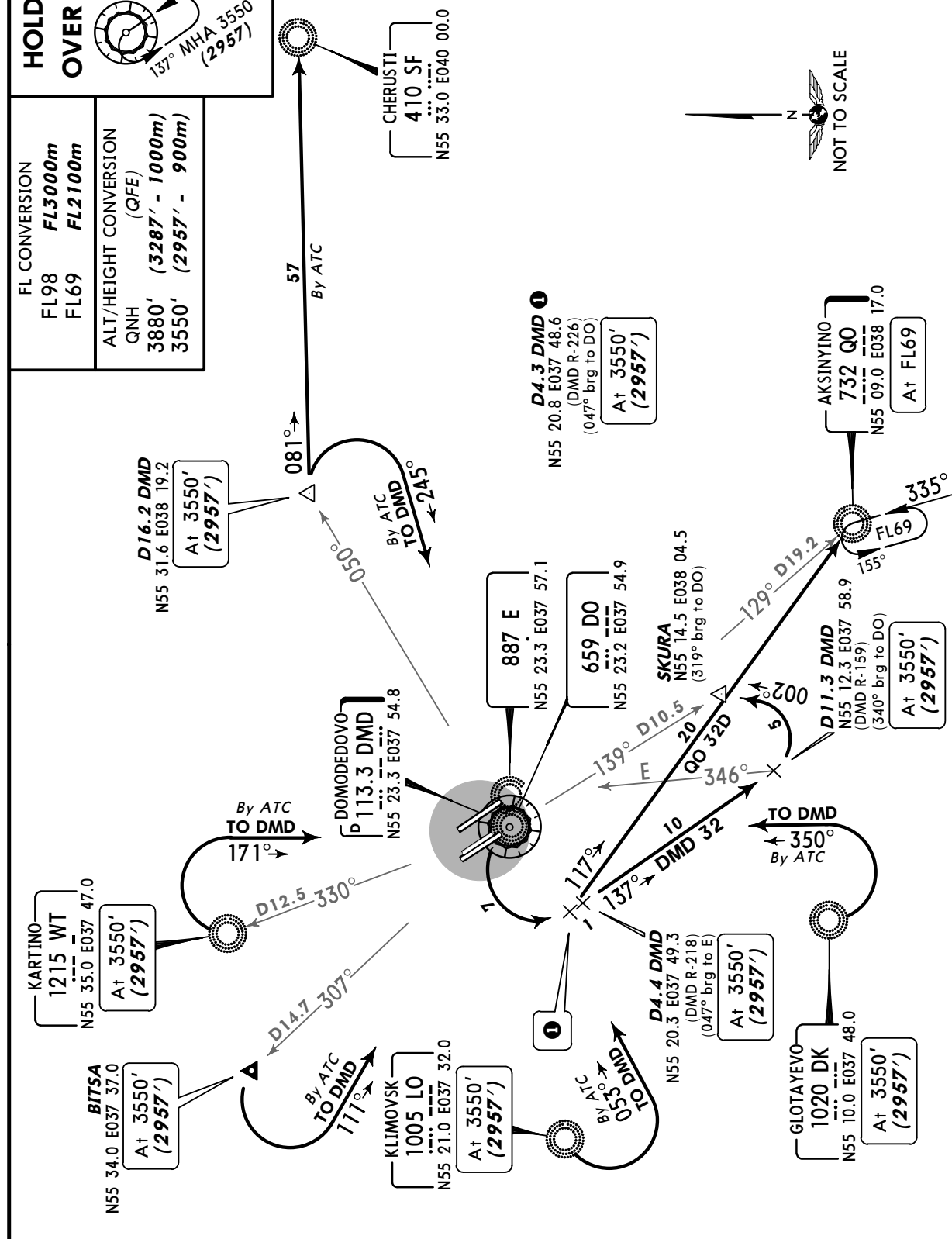
FL CONVERSION
FL98 FL3000m
FL69 FL2100m

ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287') - 1000m
3550' (2957') - 900m

LOST COMMS PROCEDURES AFTER TAKE-OFF

AKSINYINO 32D (QO 32D)
DOMODEDOVO 32 (DMD 32)
RWYS 32L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

30-3

Eff 22 Nov

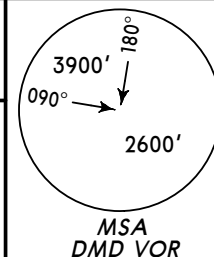
MOSCOW, RUSSIA

SID

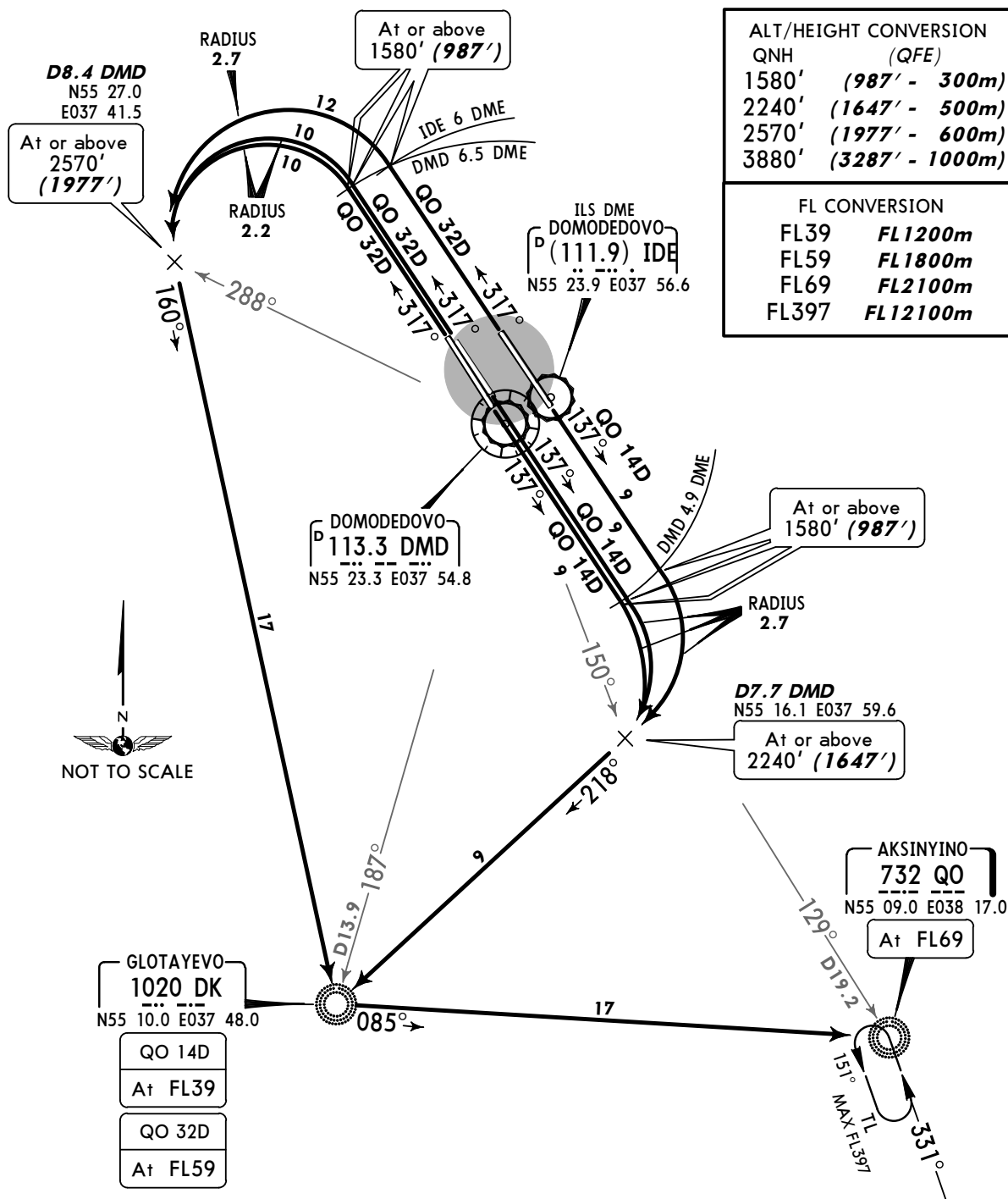
DOMODEDOVO
Radar
127.7

Apt Elev
593'

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



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	FL 1200m
FL59	FL 1800m
FL69	FL 2100m
FL397	FL 12100m

UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

(30-3A)

Eff 22 Nov

MOSCOW, RUSSIA

SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

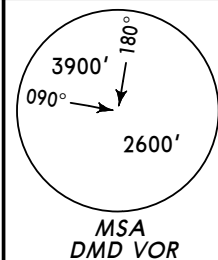
QNH on request (QFE)

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

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

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

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



BITSA
N55 34.0 E037 37.0

At or above
3220' (2627')



At or above
1580' (987')

At or above
1580' (987')

IDE 6 DME
DMD 6.5 DME

ALT/HEIGHT CONVERSION

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

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

DOMODEDOVO
P 113.3 DMD
N55 23.3 E037 54.8

RWY 32L

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

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

Initial climb clearance 3550' (2957')

ROUTING

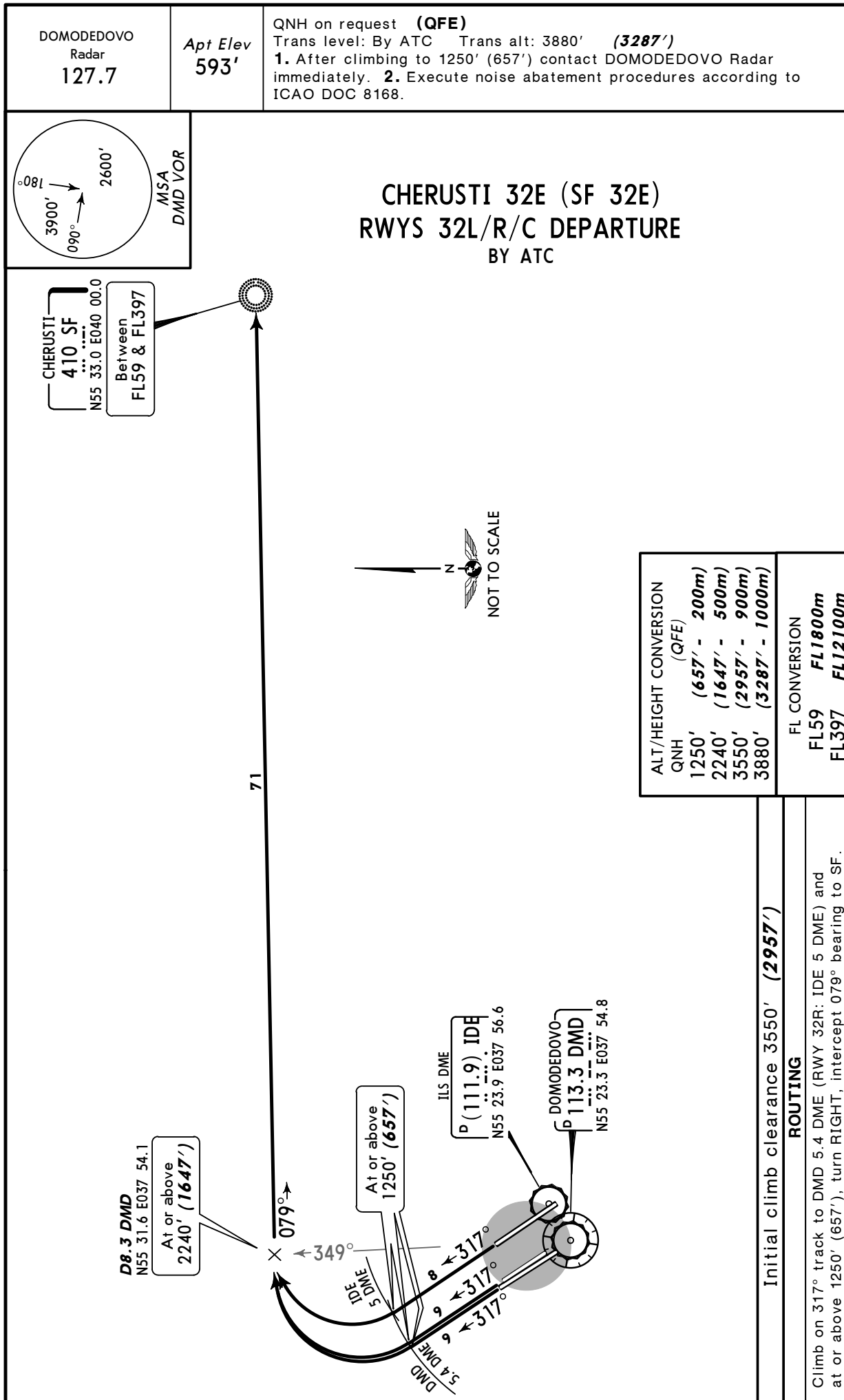
Climb on 317° track to DMD 6.5 DME (RWY 32R: IDE 6 DME) and at or above 1580' (987'), turn LEFT to BITSA.

UDD/DME
 DOMODEDOVO

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

MOSCOW, RUSSIA

SID



UDD/DME
DOMODEDOVO

30 JAN 09

JEPPESEN

30-3C

Eff 12 Feb

MOSCOW, RUSSIA

SID

DOMODEDOVO
Radar
127.7

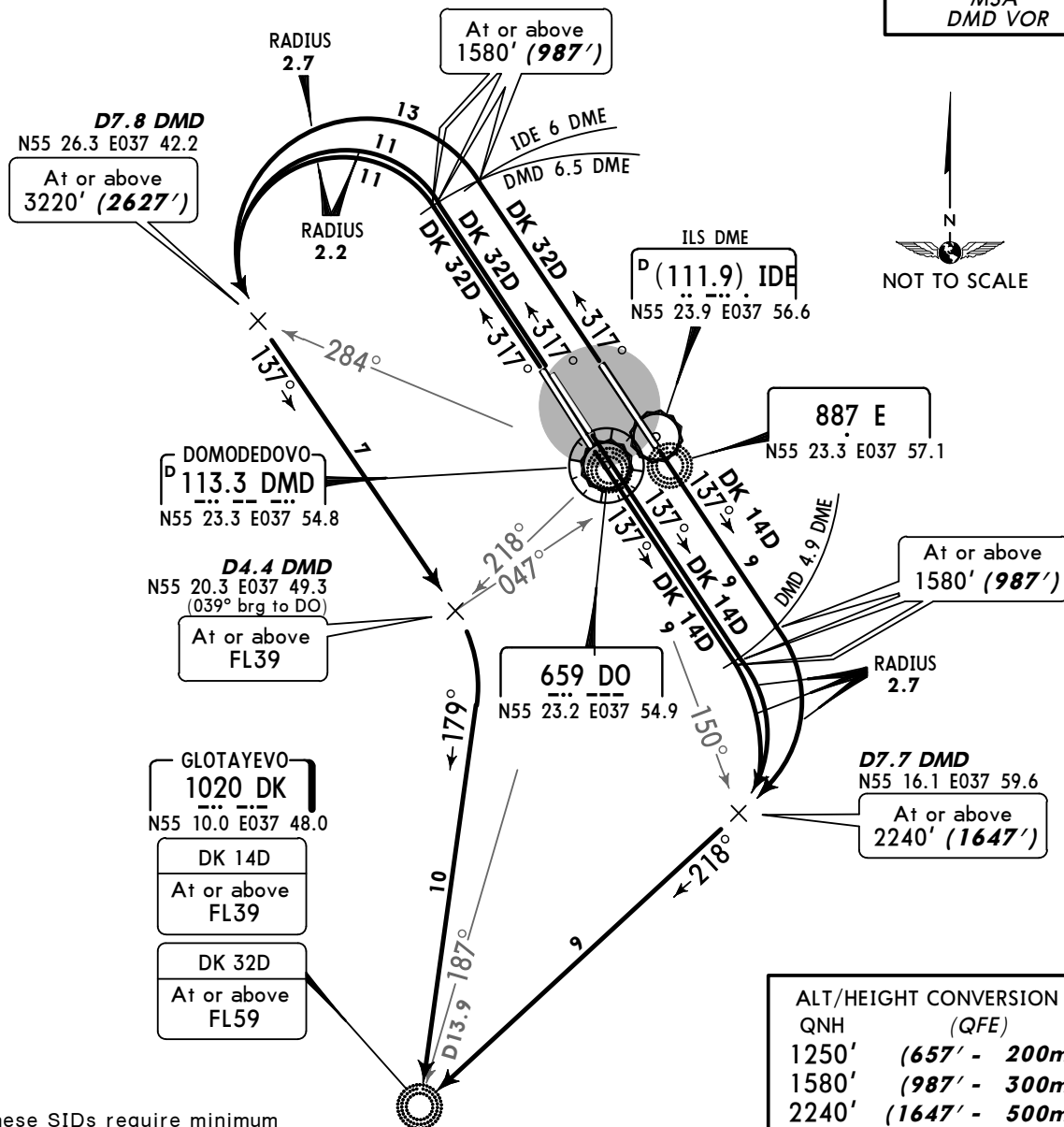
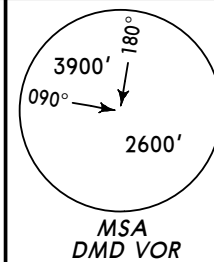
Apt Elev
593'

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.

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



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	FL 1200m
FL59	FL 1800m

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.

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3D)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

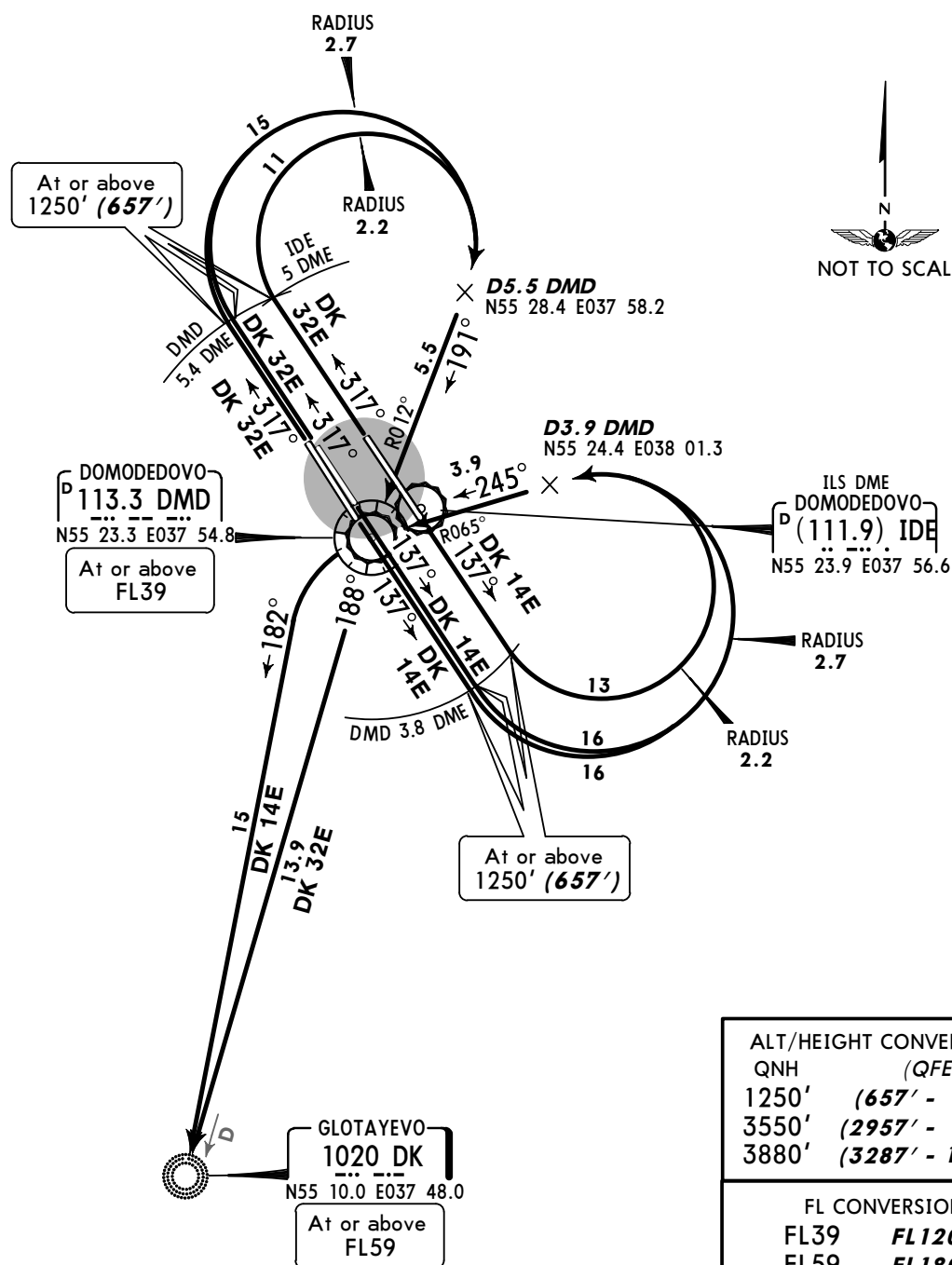
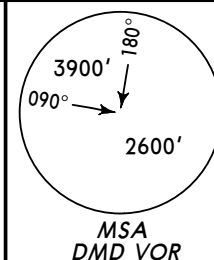
Apt Elev
593'

QNH on request (QFE)

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

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

GLOTAYEVO 14E (DK 14E)
GLOTAYEVO 32E (DK 32E)
RWYS 14R/L/C, 32L/R/C DEPARTURES
BY ATC
FOR TRANSITION FROM DK REFER TO CHART 30-3N



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

FL CONVERSION
FL39 FL1200m
FL59 FL1800m

Initial climb clearance 3550' (2957')

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

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3E)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

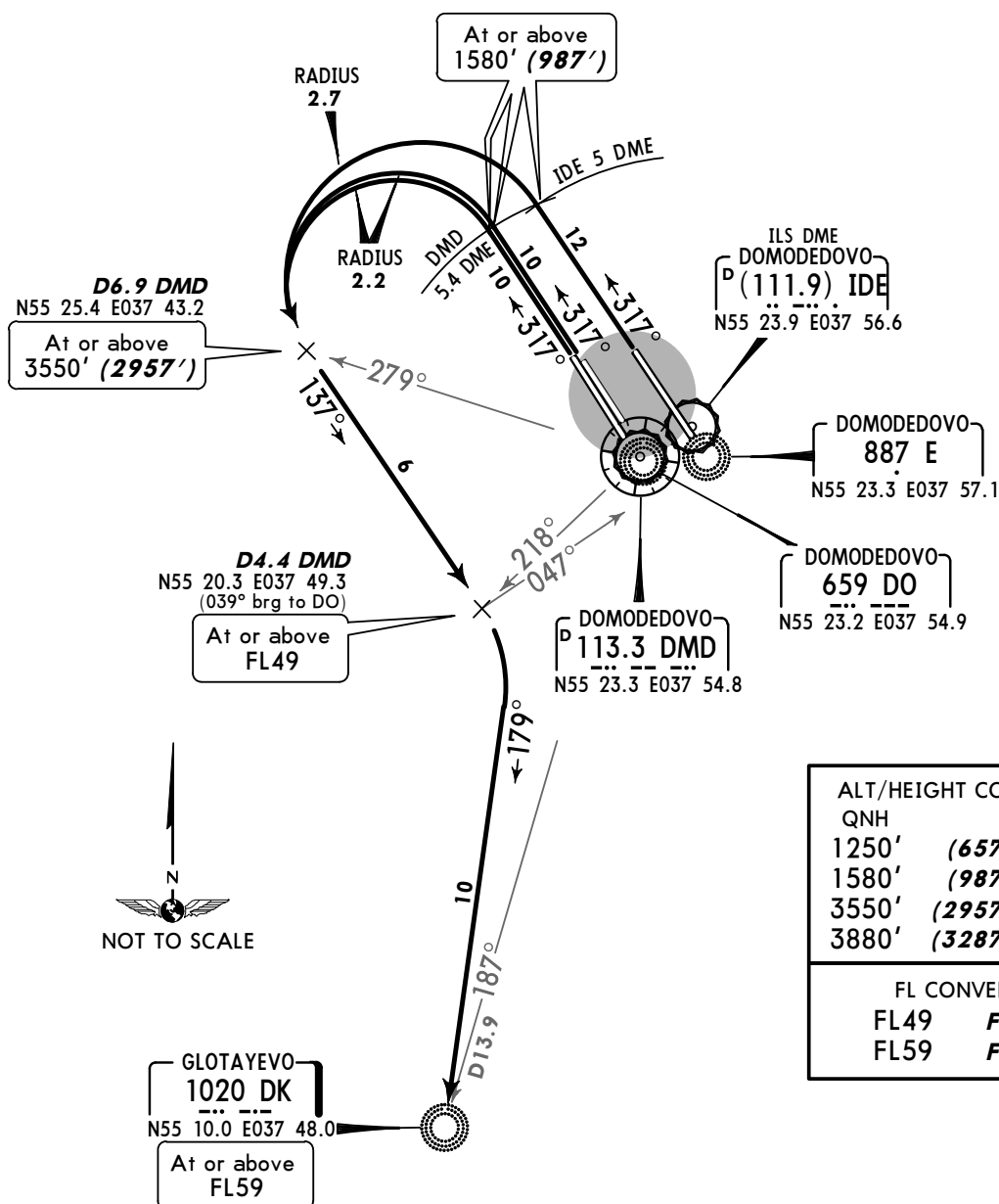
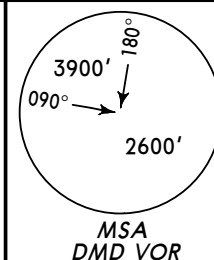
Apt Elev
593'

QNH on request (QFE)

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

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

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



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

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m

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

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

Initial climb clearance 3550' (2957')

ROUTING

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

UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

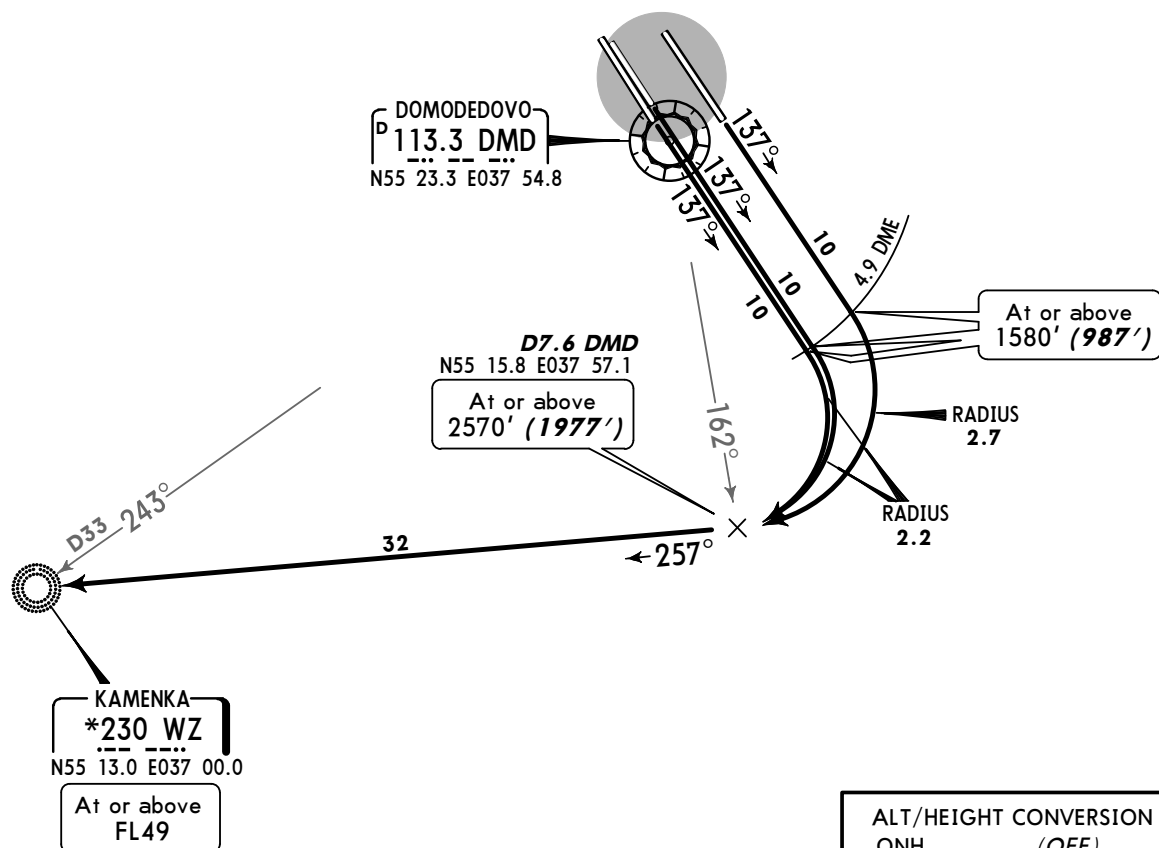
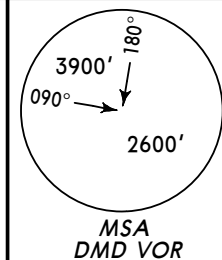
16 NOV 07

30-3F

Eff 22 Nov**SID**

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



ALT/HEIGHT CONVERSION

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

FL CONVERSION
FL49 *FL1500m*

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

ROUTING

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

UDD/DME
DOMODEDOVO

JEPPESEN

16 NOV 07

(30-3G)

Eff 22 Nov

MOSCOW, RUSSIA

SID

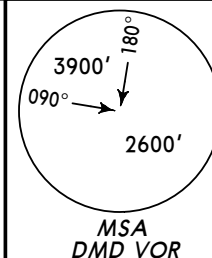
DOMODEDOVO
Radar
127.7Apt Elev
593'

QNH on request (QFE)

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

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

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



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

WT 14D
At or above
FL49

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

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

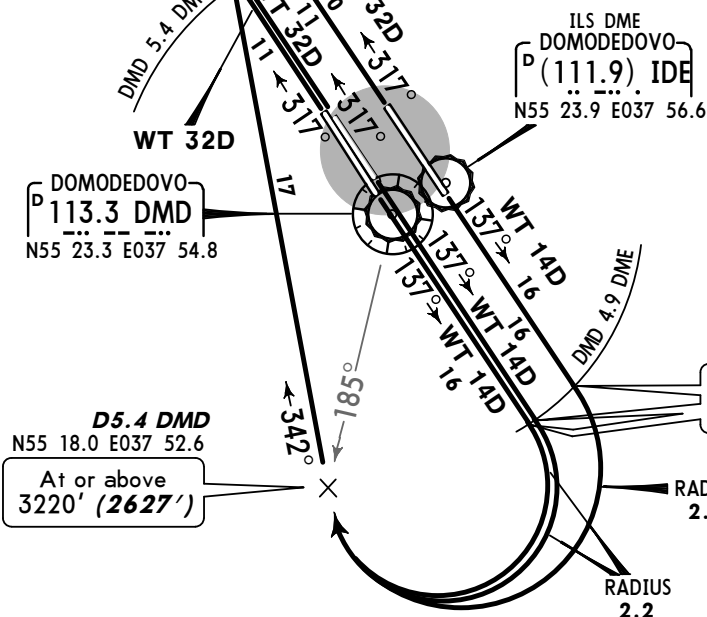
NOT TO SCALE

ALT/HEIGHT CONVERSION

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

FL CONVERSION

FL49 FL1500m



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.

UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

SID

16 NOV 07

30-3H

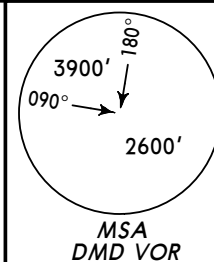
Eff 22 Nov

DOMODEDOVO Radar 127.7	<i>Apt Elev</i> 593'	QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287') 1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.
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KARTINO 14E (WT 14E)
RWYS 14R/L/C DEPARTURE

BY ATC

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



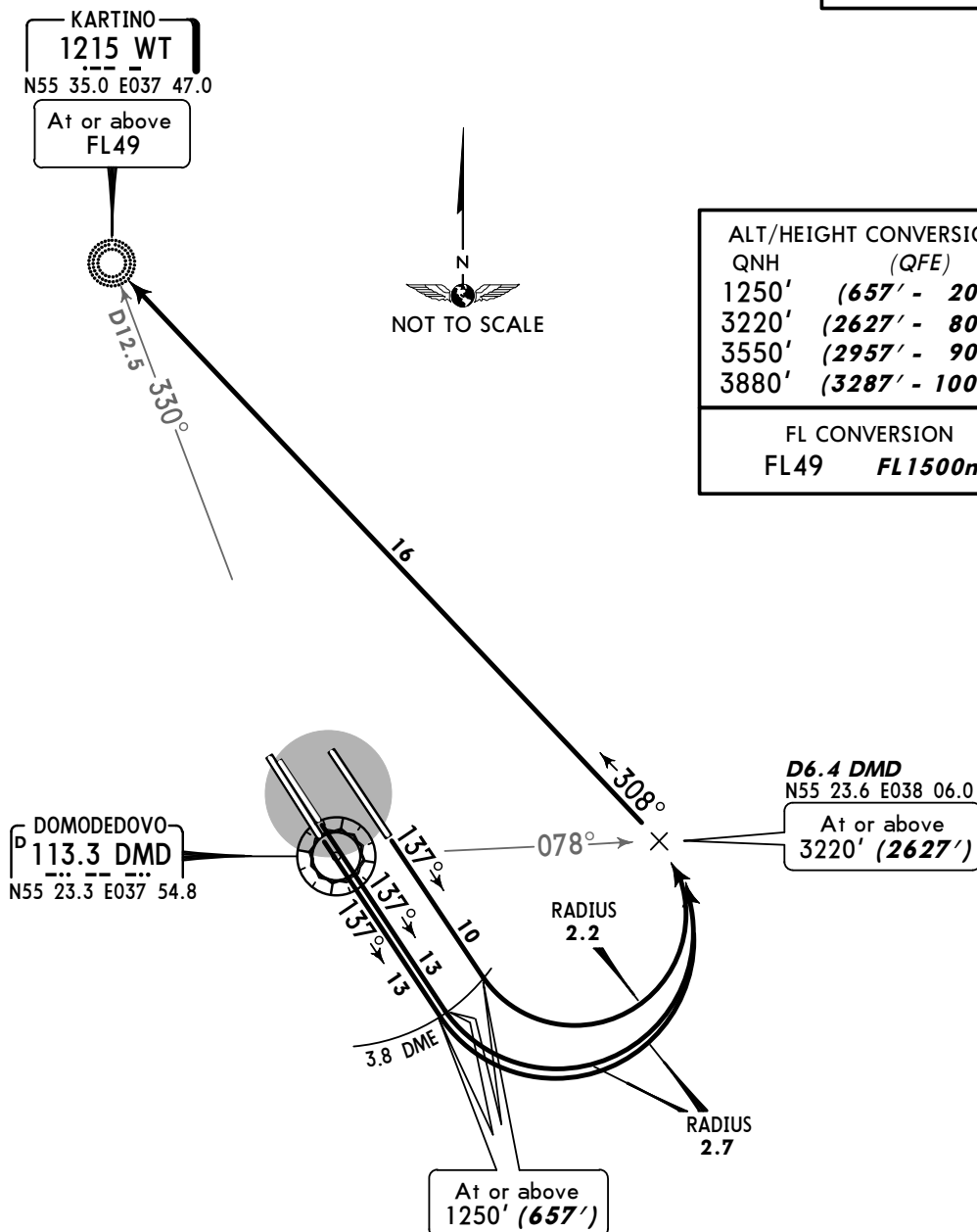
KARTINO
1215 WT
N55 35.0 E037 47.0

At or above
FL49

ALT/HEIGHT CONVERSION

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

FL CONVERSION
FL49 ***FL1500m***



RWY 14L

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

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

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

ROUTING

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

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07 (30-3J) Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

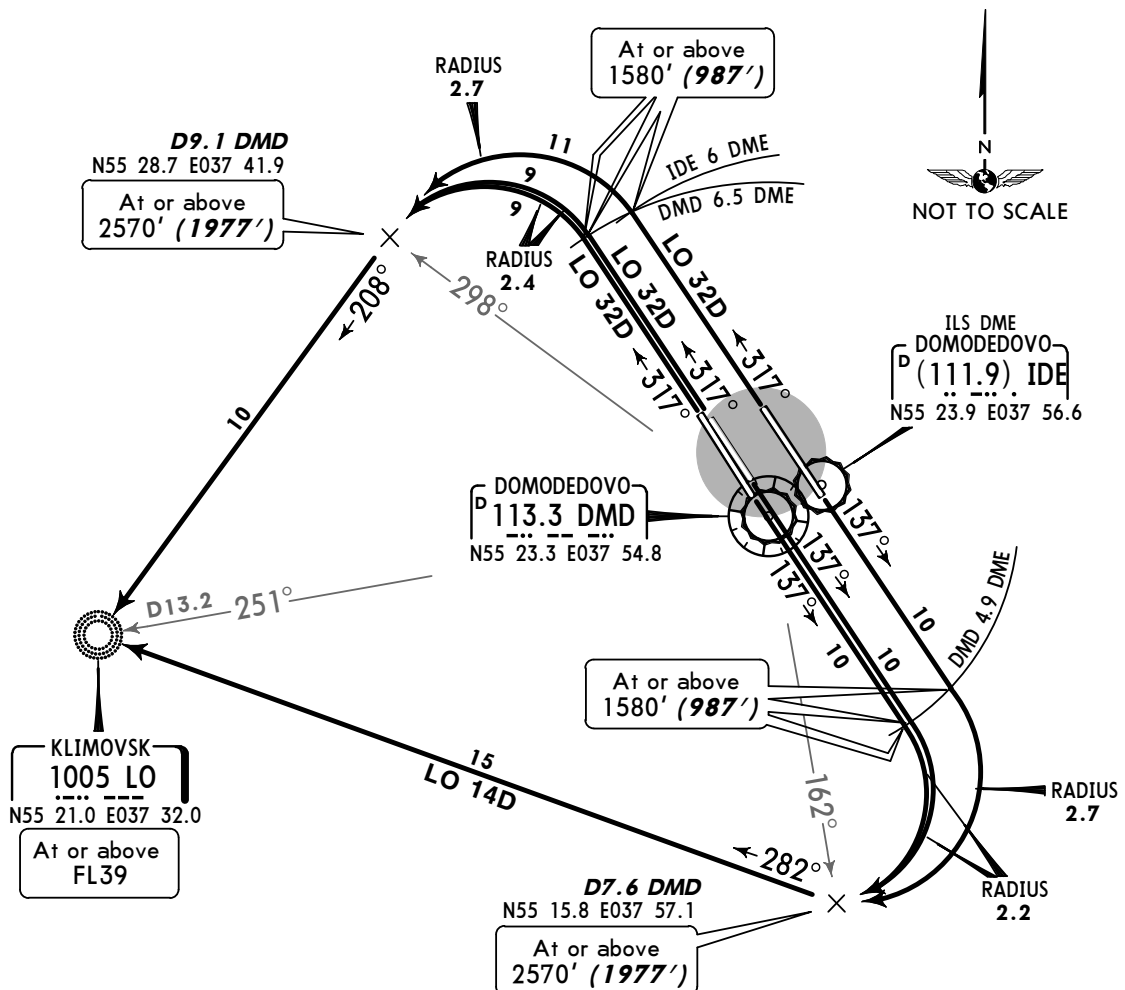
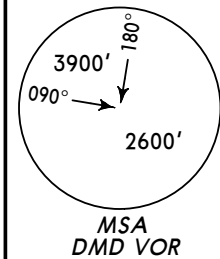
Apt Elev
593'

QNH on request (QFE)

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

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

KLIMOVSK 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.

UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA

16 NOV 07

30-3K

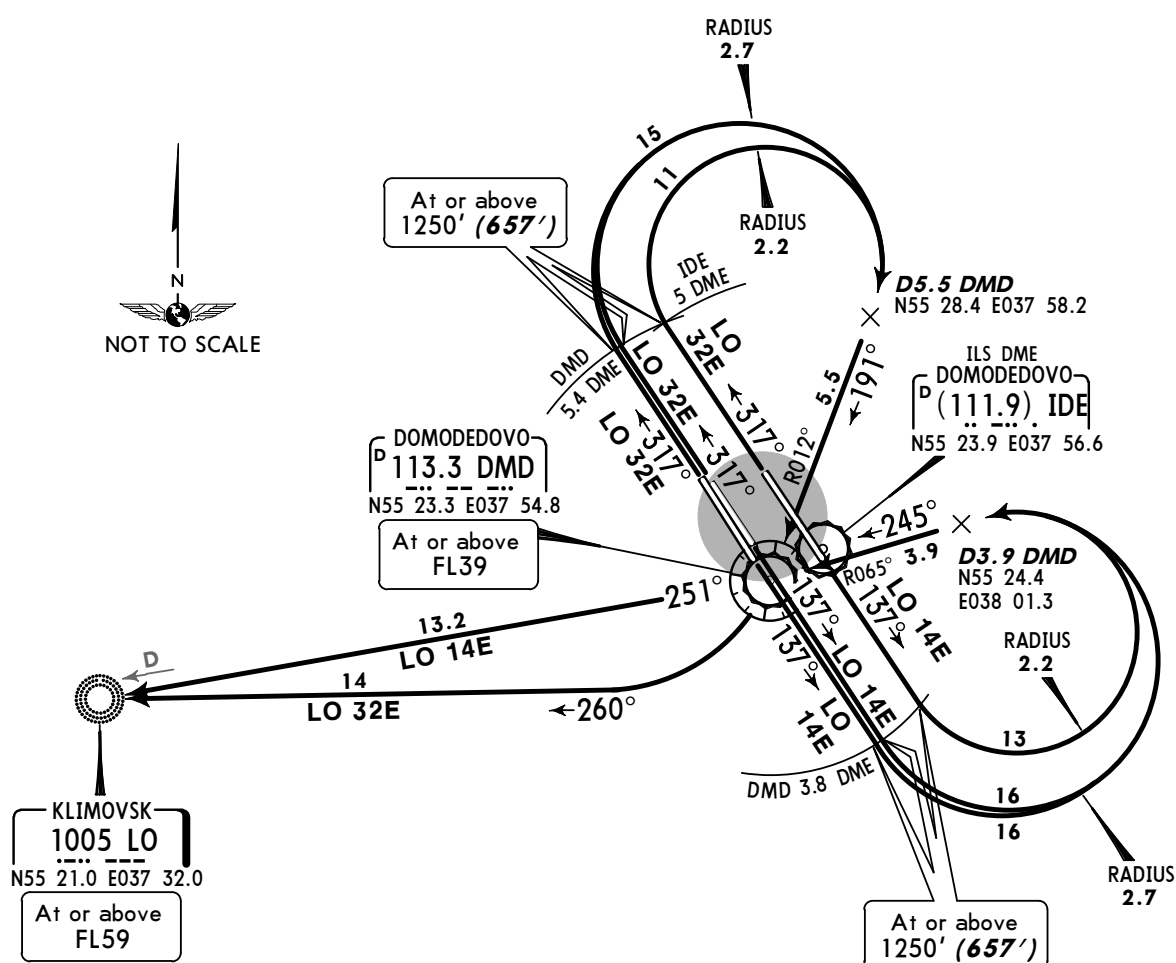
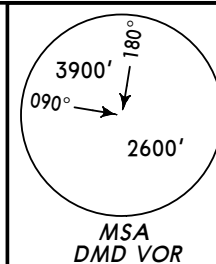
Eff 22 Nov

SID

DOMODEDOVO Radar 127.7	<i>Apt Elev</i> 593'	QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287') 1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.
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KLIMOVSK 14E (LO 14E)
KLIMOVSK 32E (LO 32E)
RWYS 14R/L/C, 32L/R/C DEPARTURES
BY ATC

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



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

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

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

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

UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

16 NOV 07

(30-3L)

Eff 22 Nov

SID

DOMODEDOVO
Radar
127.7

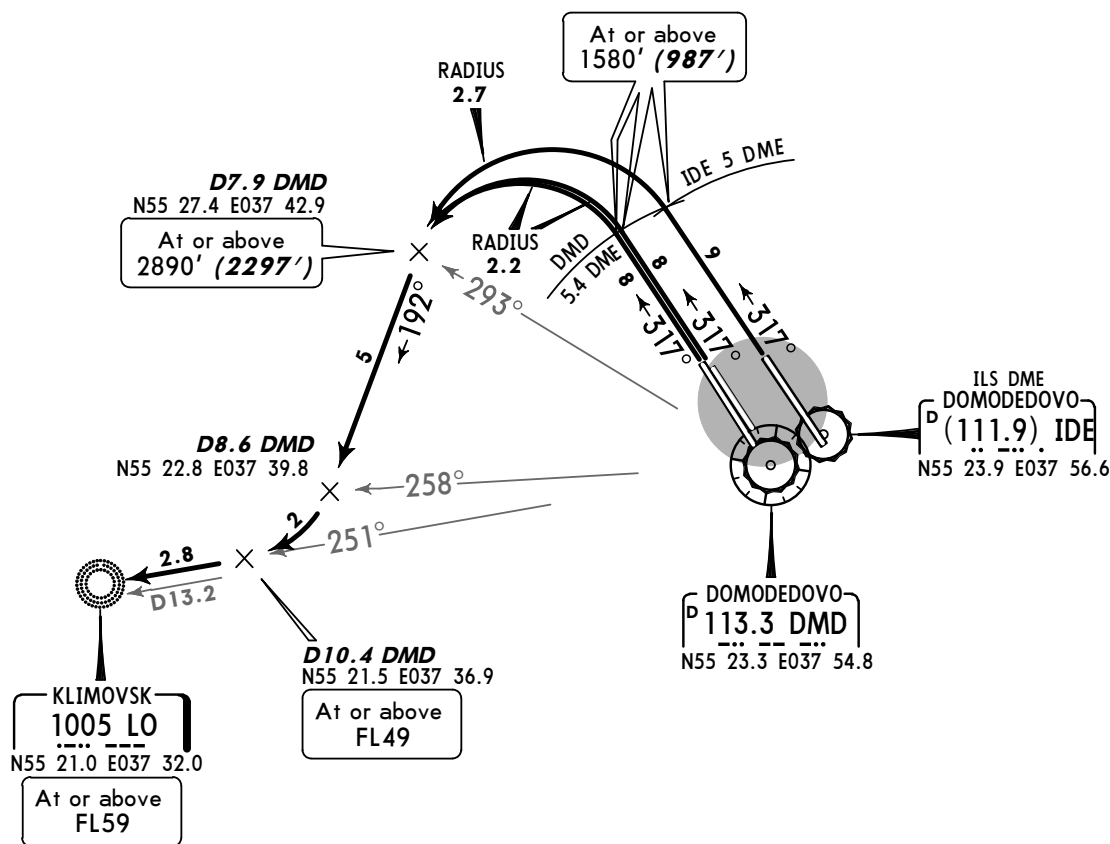
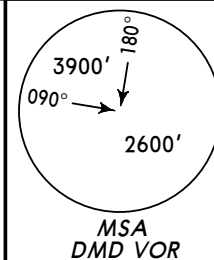
Apt Elev
593'

QNH on request (QFE)

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

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

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



ALT/HEIGHT CONVERSION

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

FL CONVERSION

FL49	FL 1500m
FL59	FL 1800m

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

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

Initial climb clearance 3550' (2957')

ROUTING

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

UDD/DME
DOMODEDOVO

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

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

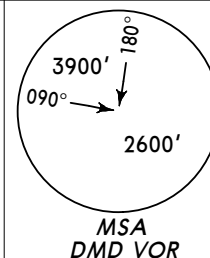
Apt Elev
593'

QNH on request (QFE)

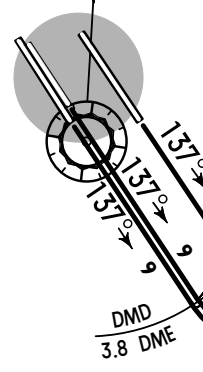
Trans level: By ATC Trans alt: 3880' (3287')

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

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



DOMODEDOVO
D 113.3 DMD
N55 23.3 E037 54.8



At or above
1250' (657')

D7.3 DMD
N55 19.2 E038 05.4

At or above
1910' (1317')

OKREM
N55 18.0 E038 42.0

At or above
FL49

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

FL CONVERSION	
FL49	FL1500m

Initial climb clearance 3550' (2957')

ROUTING

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

UDD/DME DOMODEDOVO

JEPPESEN

30 JAN 09

30-3P

Eff 12 Feb

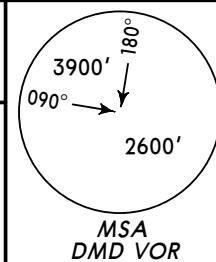
MOSCOW, RUSSIA

TRANSITION

DOMODEDOVO
Radar
127.7

Apt Elev
593'

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



NE 1, SF 1
FROM WT

NE 2
FROM BITSA

NE 3
FROM LO

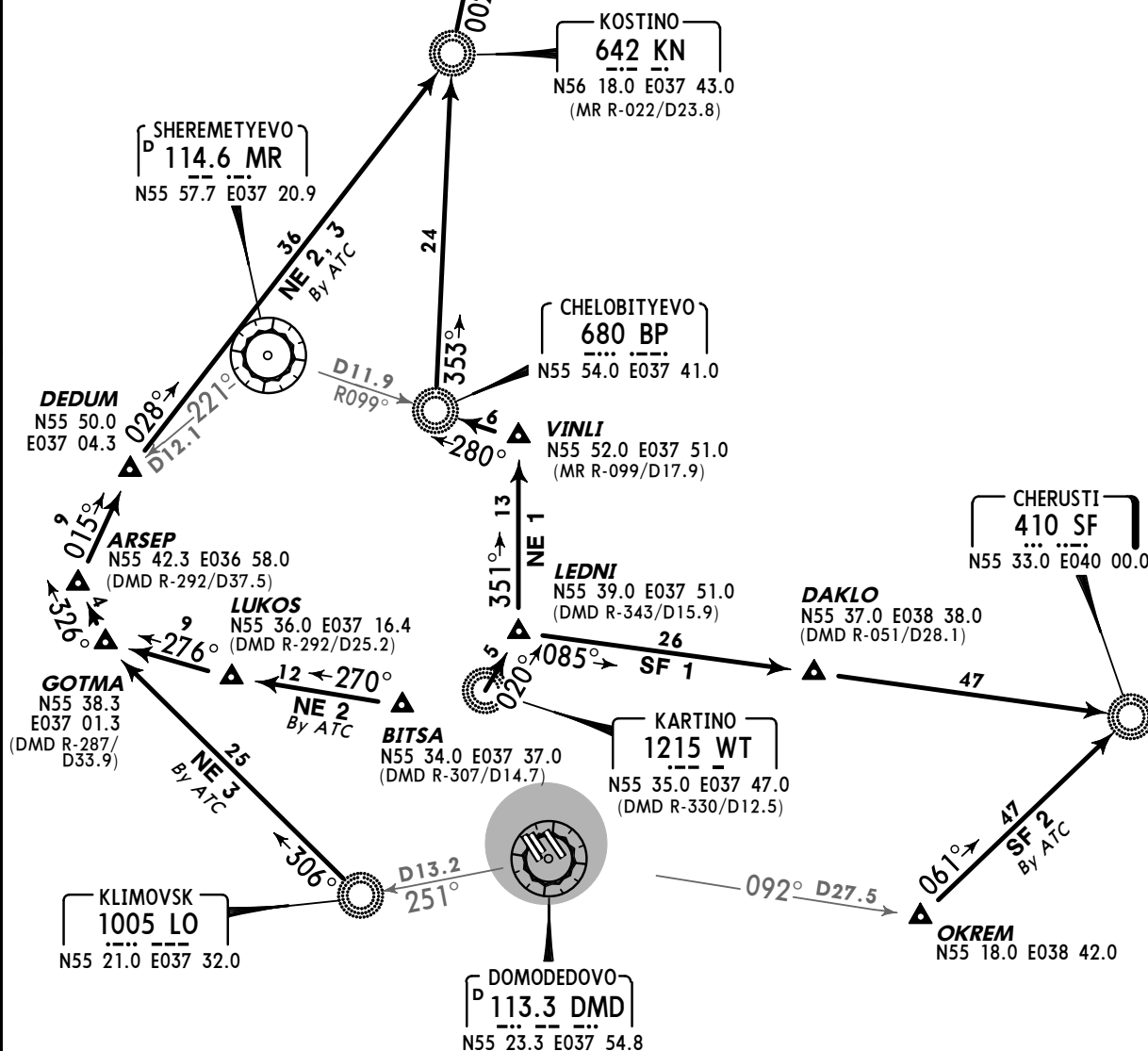
SF 2
FROM OKREM

TRANSITIONS
TO NORTH & EAST

SPEED: MAX 270 KT BELOW FL98

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

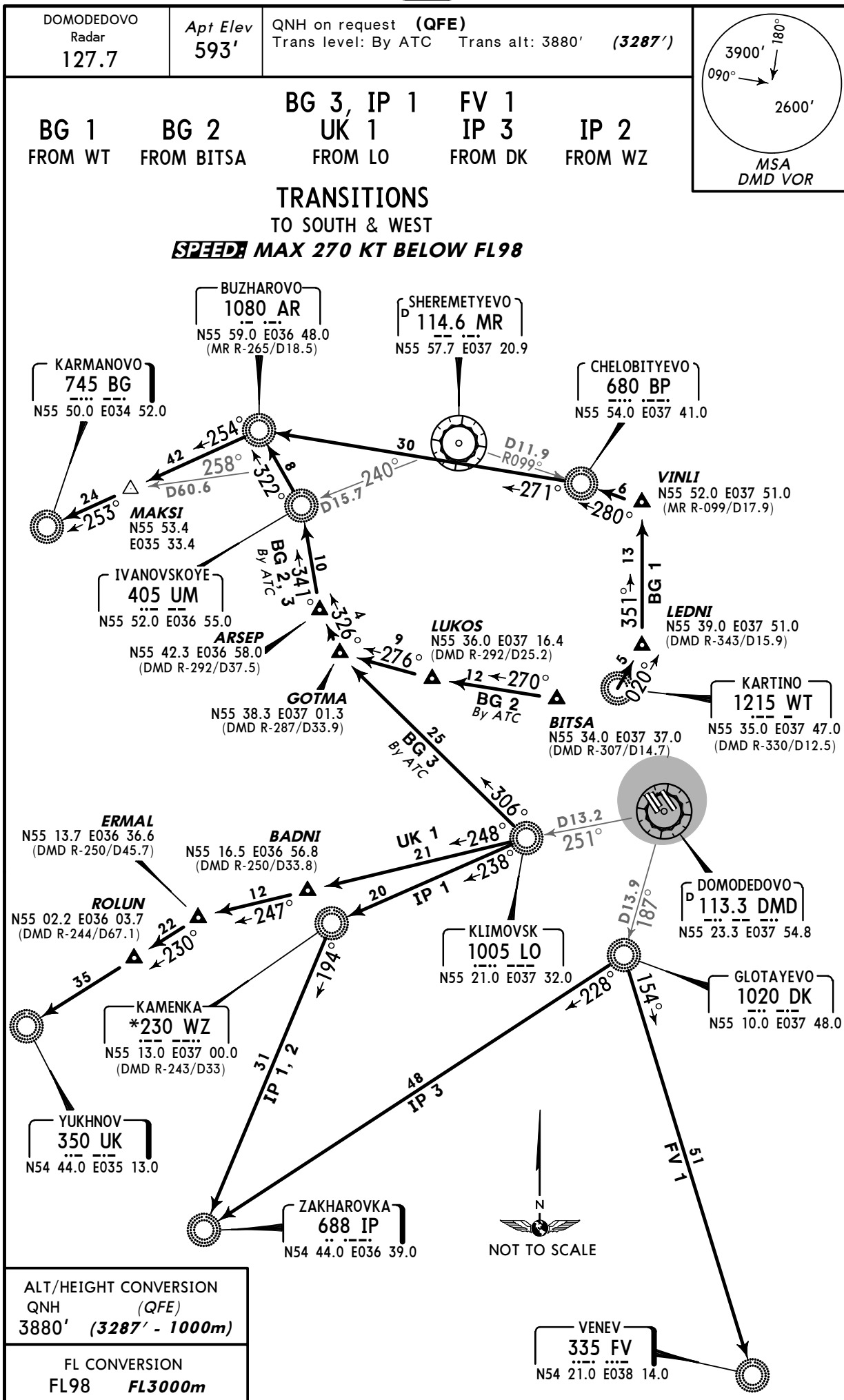
FL CONVERSION
FL98 FL3000m



UDD/DME
DOMODEDOVO

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

MOSCOW, RUSSIA
TRANSITION



UDD/DME

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

JEPPESEN

12 DEC 08

(30-9)

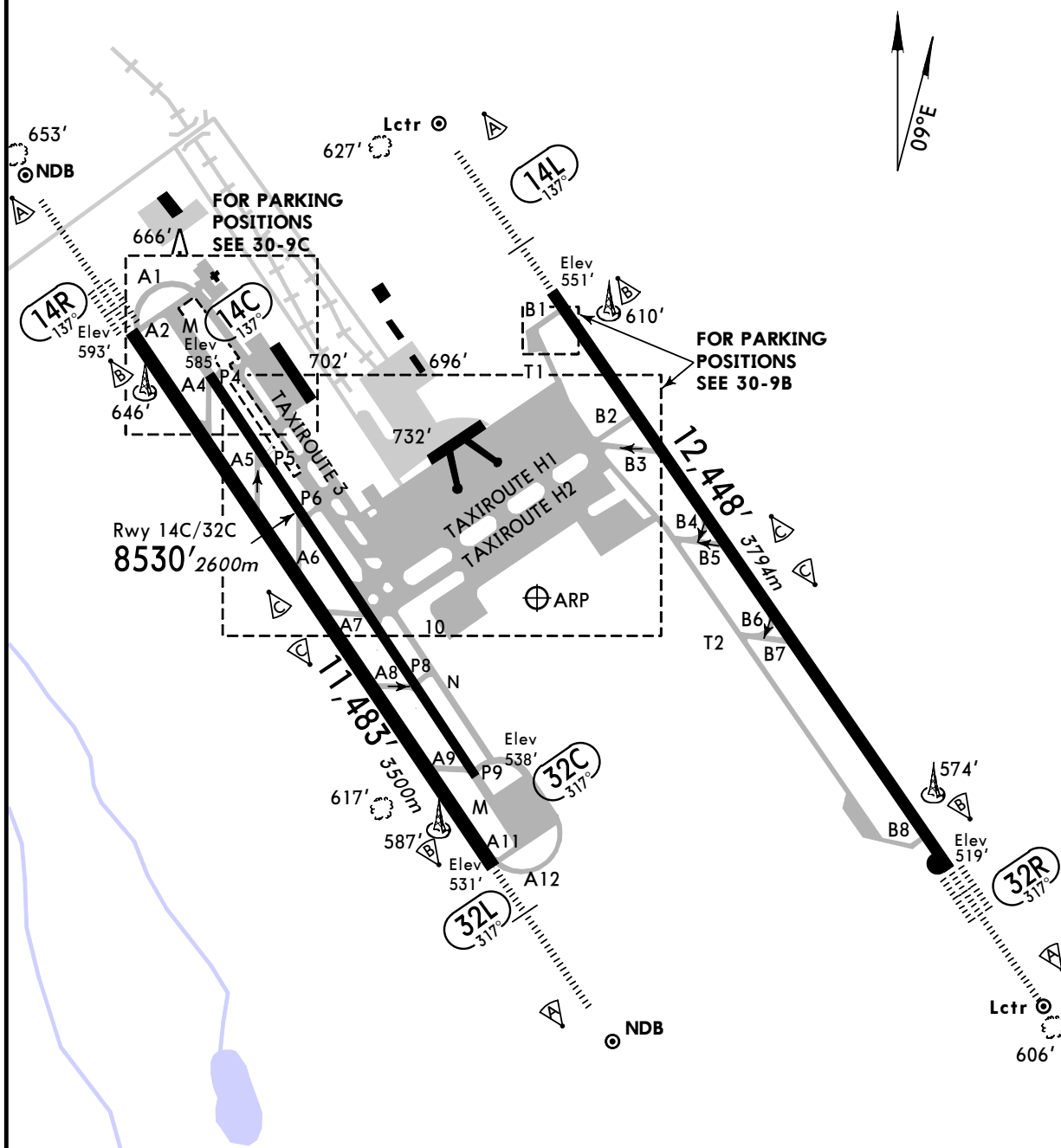
Eff 18 Dec

MOSCOW, RUSSIA

DOMODEDOVO

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

For AIRPORT BRIEFING refer to 30-1P pages



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

UDD/DME

JEPPESEN

12 DEC 08

(30-9A)

Eff 18 Dec

MOSCOW, RUSSIA

DOMODEDOVO

ADDITIONAL RUNWAY INFORMATION

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

① Angle 3.0°.

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

③ TAKE-OFF RUN AVAILABLE

RWY 14L:

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

twy B2 int 9252' (2820m)

RWY 32R:

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

twy B8 int 11,450' (3490m)

twy B7 int 8530' (2600m)

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

14R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ④ RVR		9782' 2982m	⑤ ⑥	197' 60m
32L	HIRL (60m) CL (15m) HIALS PAPI- L ④ RVR		10,207' 3111m		

④ Angle 3.0°.

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

⑥ TAKE-OFF RUN AVAILABLE

RWY 14R:

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

twy A4 int 8694' (2650m)

RWY 32L:

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

twy A9 int 8694' (2650m)

TAKE-OFF

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

UDD/DME

JEPPESSEN

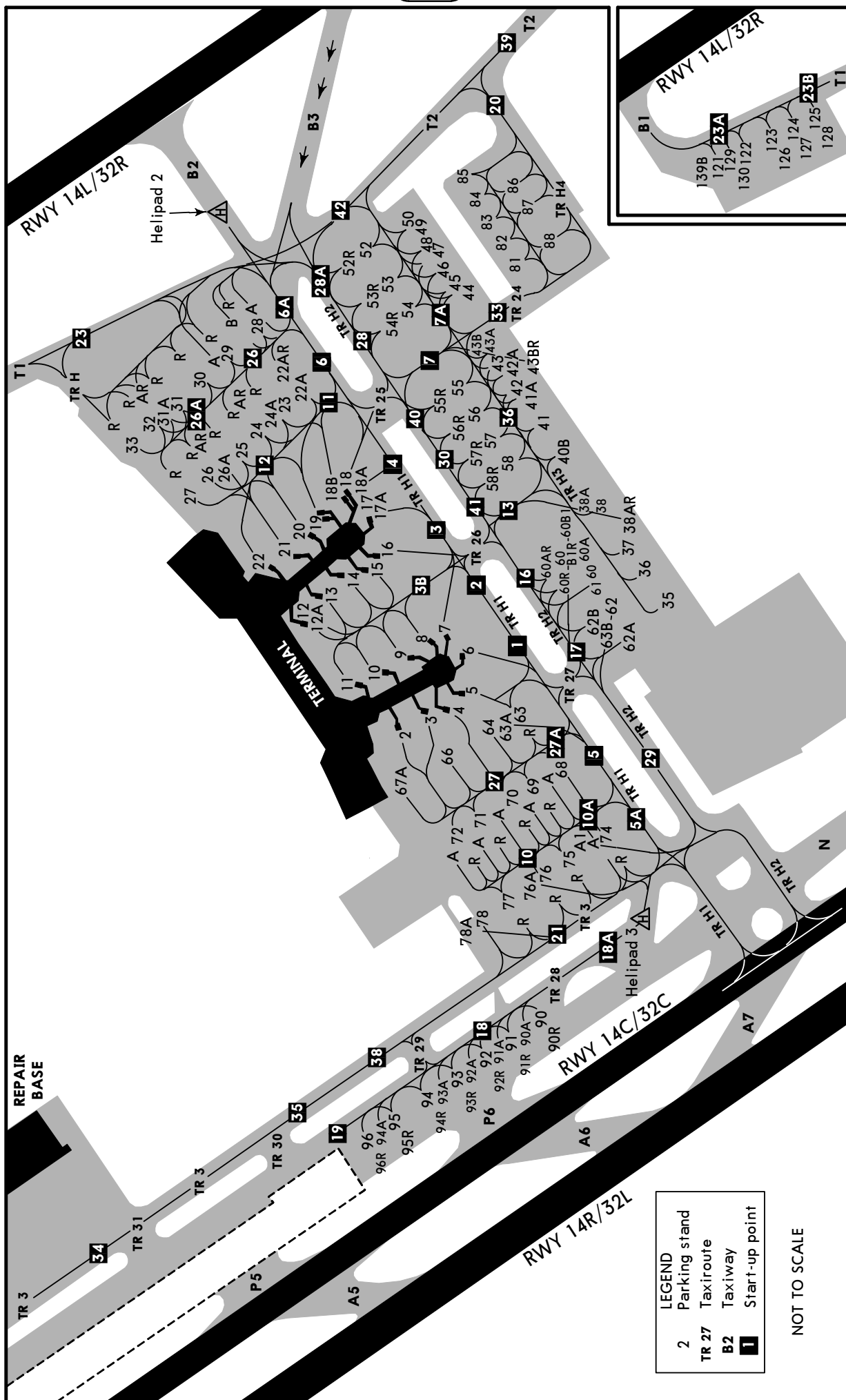
MOSCOW, RUSSIA

30 JAN 09

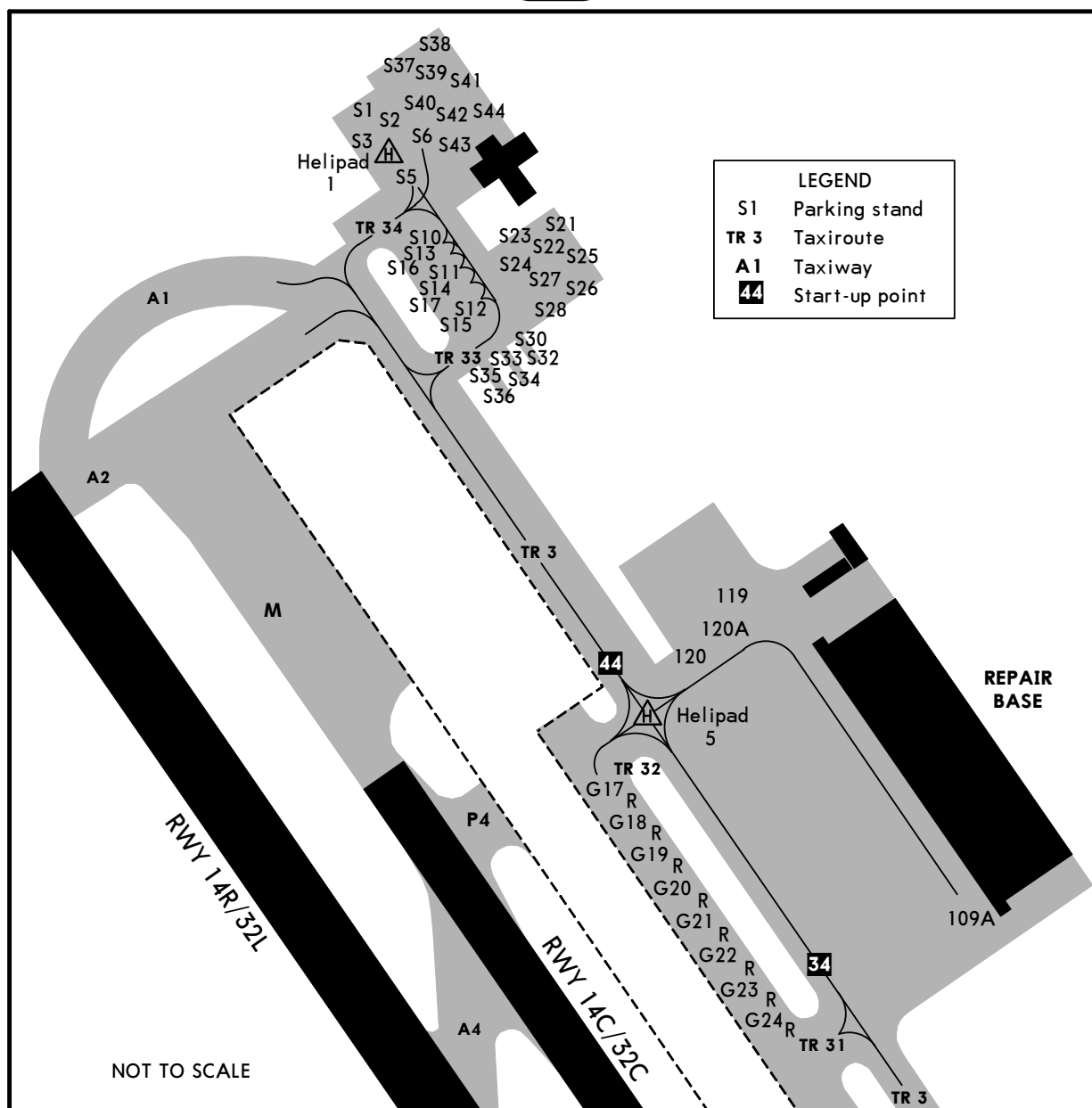
30-9B

Eff 12 Feb

DOMODEDOVO



UDD/DME

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

INS COORDINATES

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

UDD/DME


JEPPESEN
 21 NOV 08 **(30-9D)**
MOSCOW, RUSSIA
DOMODEDOVO**DOCKING GUIDANCE SYSTEM (SAFEDOCK)****GENERAL**

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

The display unit shows the following information types:

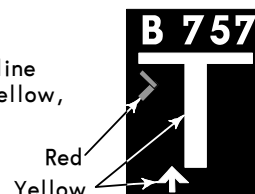
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the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

PILOT INSTRUCTIONS

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

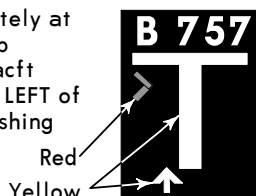


- DOCKING**
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

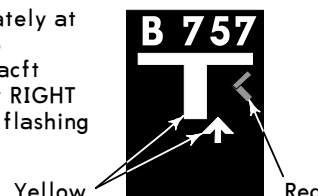
**3. IDENTIFICATION**

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

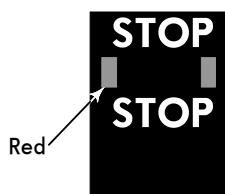
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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

**4. STOP**

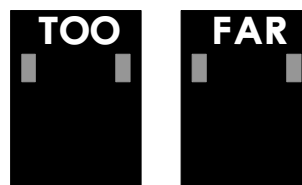
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

**5. DOCKING ON**

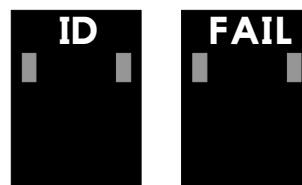
When the acft is correctly parked, the display unit will show "OK" some seconds later.



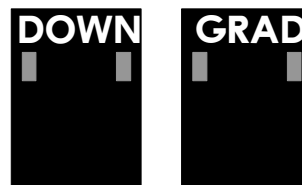
- If the acft has overshot the stop position, "TOO FAR" will be displayed.

**7. IDENTIFICATION FAILURE**

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

**8. SLOW DOWN**

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



UDD/DME


JEPPESEN
 15 MAY 09 **30-9S**
Standard
MOSCOW, RUSSIA
 DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	751' (200')	751' (200')	751' (200')	751' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	980' (429')	980' (429')	980' (429')	980' (429')
	<i>ALS out</i>	R1300m R1500m	R1300m R1500m	R1300m R2000m	R1300m R2000m
14R	CAT 2 ILS	693' (100')	693' (100')	693' (100')	693' (100')
		RA107' R350m	RA107' R350m	RA107' R350m	RA107' R350m
	ILS	793' (200')	793' (200')	793' (200')	793' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	960' (367')	960' (367')	960' (367')	960' (367')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB	1290' (697')	1290' (697')	1290' (697')	1290' (697')
		C2700m	C2700m	C2900m	C2900m
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
32L	ILS	731' (200')	731' (200')	731' (200')	731' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	880' (349')	880' (349')	880' (349')	880' (349')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB	1220' (689')	1220' (689')	1220' (689')	1220' (689')
		C2700m	C2700m	C2900m	C2900m
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
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')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	870' (351')	870' (351')	870' (351')	870' (351')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m

① Continuous Descent Final Approach.

UDD/DME

 **JEPPESEN**
 15 MAY 09 **(30-9S1)**

Standard
MOSCOW, RUSSIA
 DOMODEDOVO

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

	LVP must be in Force					
	Approved Operators 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		

UDD/DME

JEPPESEN

18 JUL 08

30-9X

Eff 31 Jul

JAA MINIMUMS

MOSCOW, RUSSIA

DOMODEDOVO

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

UDD/DME



JAA MINIMUMS
MOSCOW, RUSSIA
DOMODEDOVO

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

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

TAKE-OFF RWY 14C, 32C

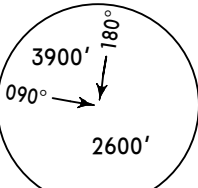
	LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A				
B	250m		400m	500m
C				
D	300m			

UDD/DME DOMODEDOVO

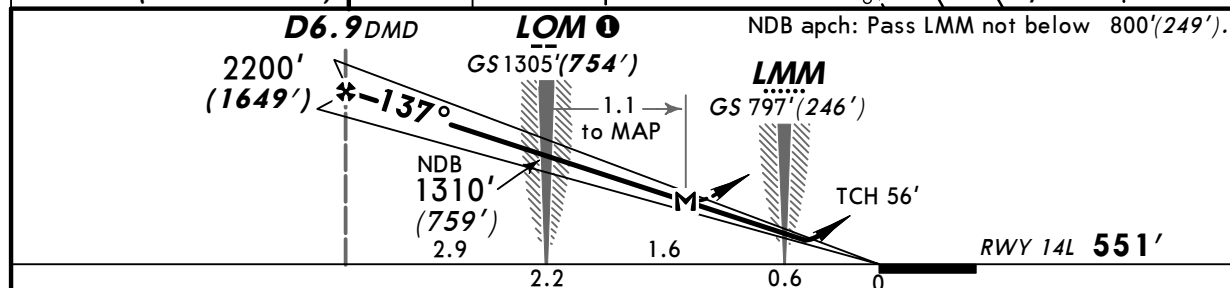
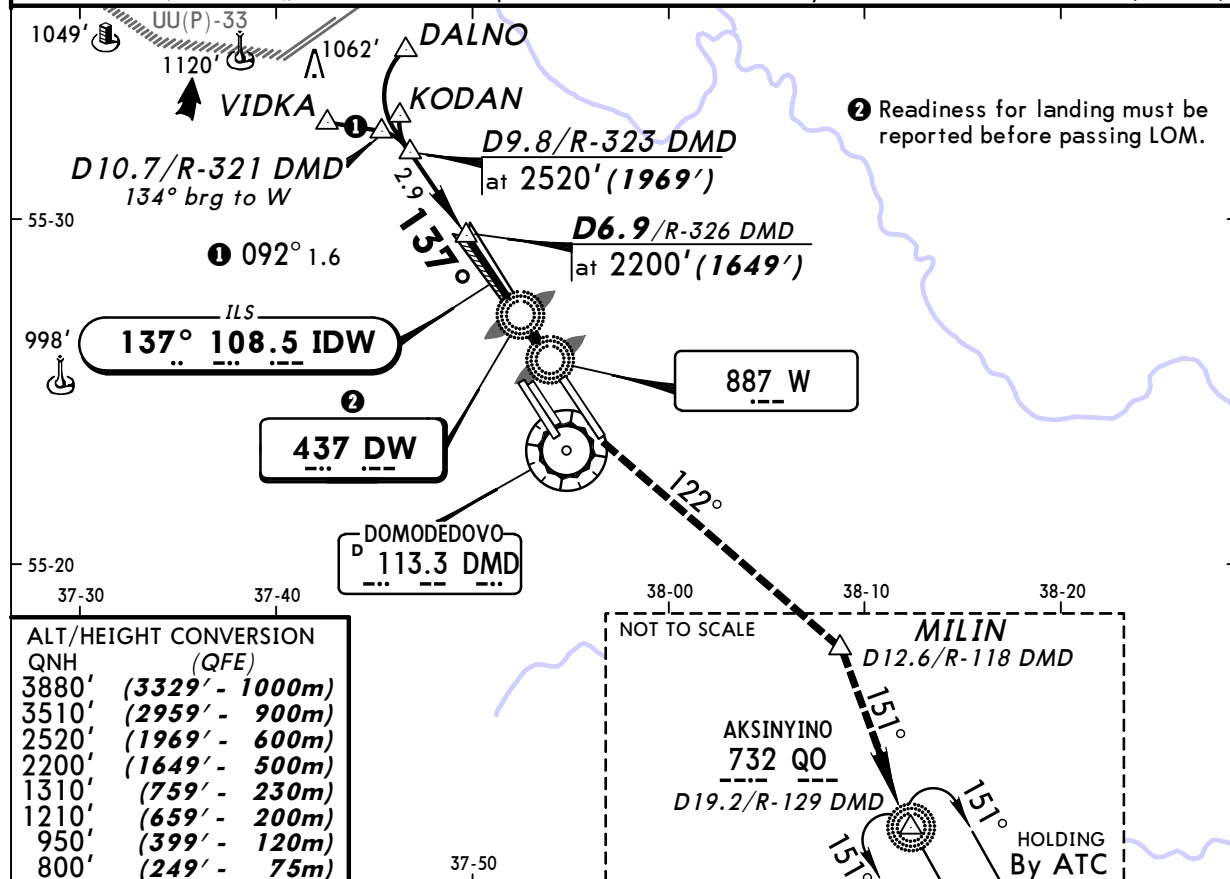
JEPPESEN
1 MAY 09
Eff 7 May (31-1)

MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

BRIEFING STRIP™

ATIS 128.3 (Russian 122.95)		DOMODEDOVO Approach 120.6		DOMODEDOVO Radar 127.7		DOMODEDOVO Tower 2 119.7		Ground 119.0 123.75	
LOC IDW 108.5		Final Aptch Crs 137°	GS LOM 1305' (754')		ILS DA(H) 751' (200')		Apt Elev 593' RWY 551'		
NDB DW 437			Minimum Alt D6.9 DMD 2200' (1649')		NDB MDA(H) 980' (429')				
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.									

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



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

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

PANS OPS

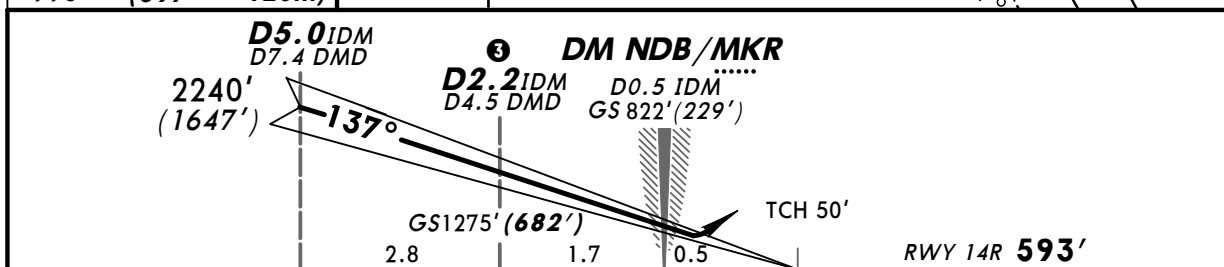
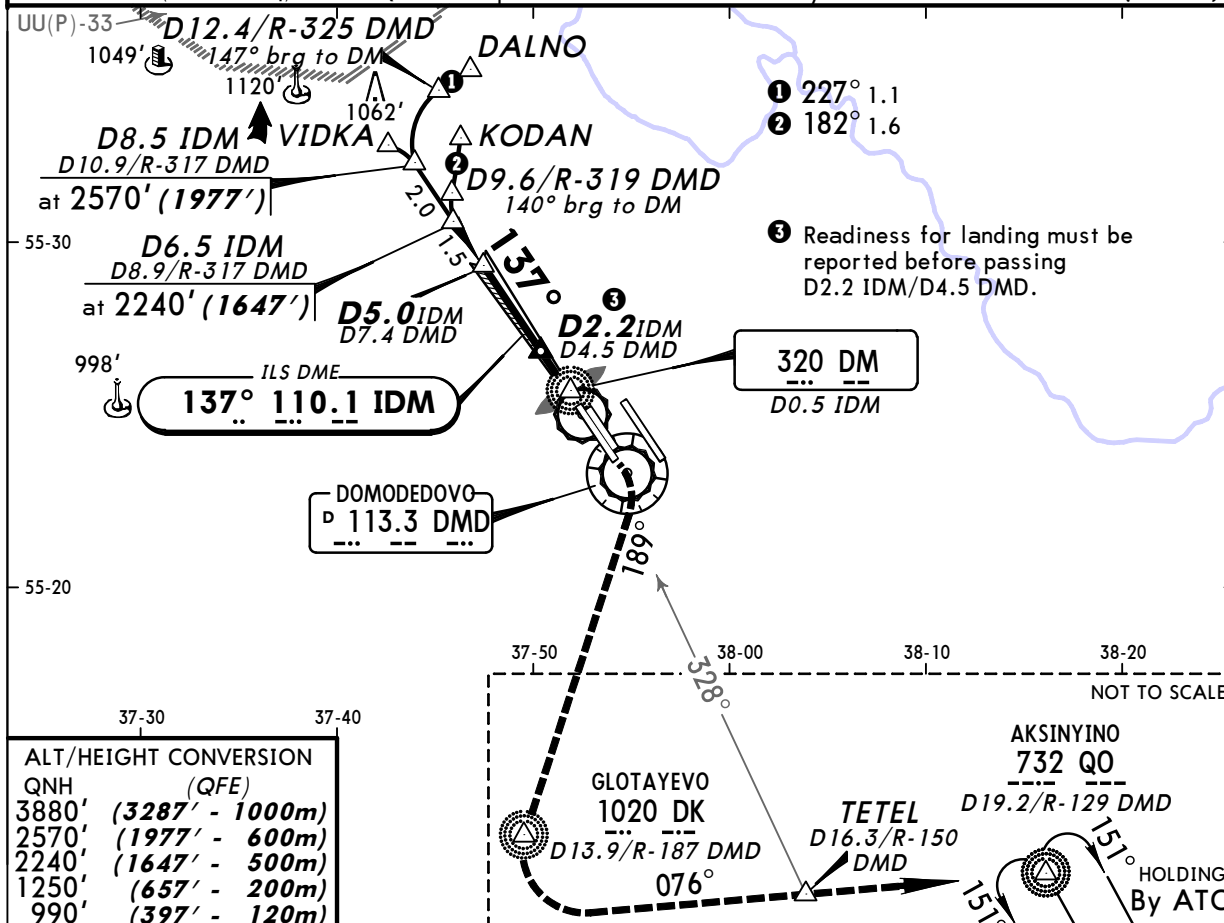
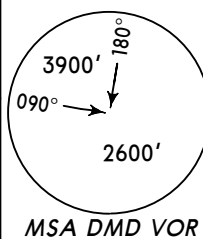
UDD/DME DOMODEDOVO

JEPPESSEN
1 MAY 09
Eff 7 May (31-2)

MOSCOW, RUSSIA ILS DME Rwy 14R

BRIEFING STRIP

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



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

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

PANS OPS

UDD/DME
DOMODEDOVO

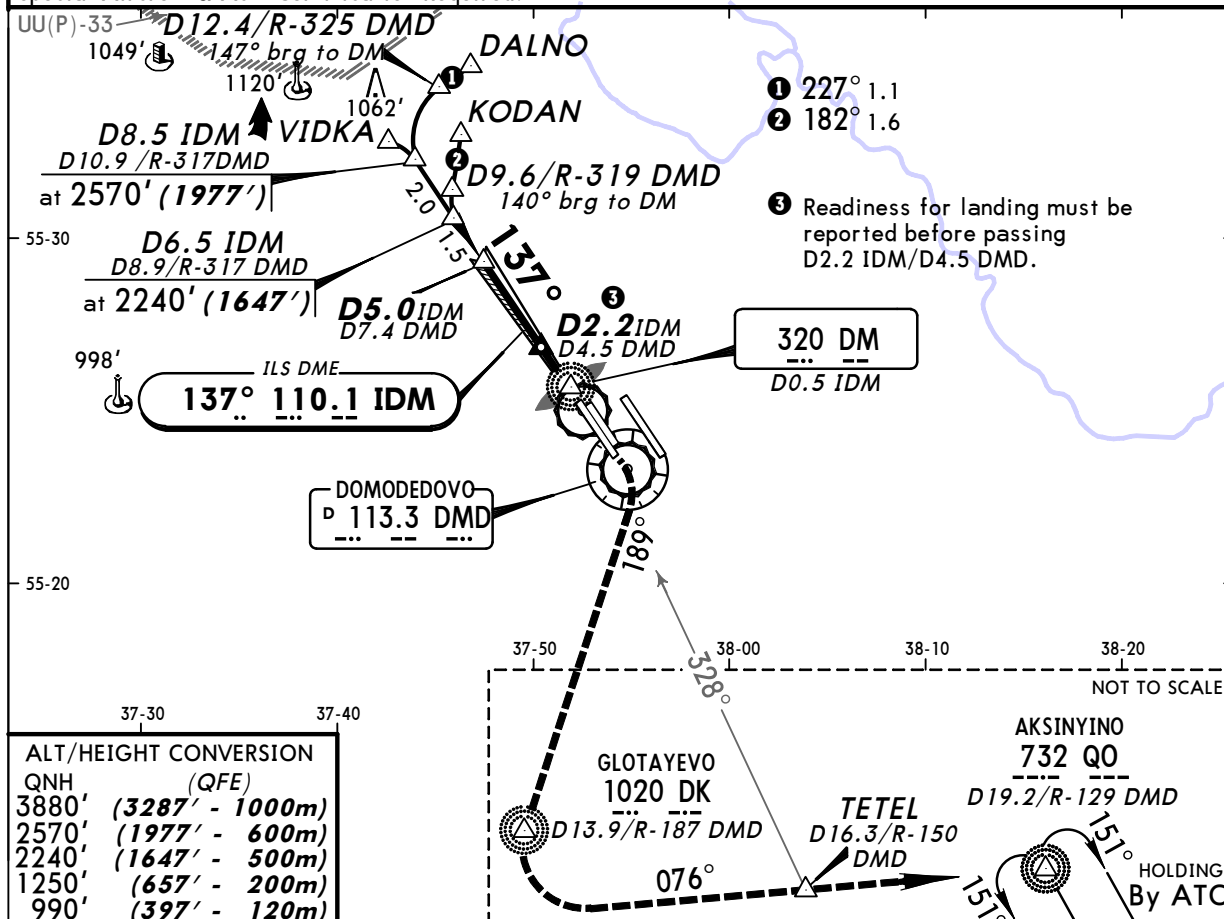
JEPPESEN
1 MAY 09
Eff 7 May (31-2A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

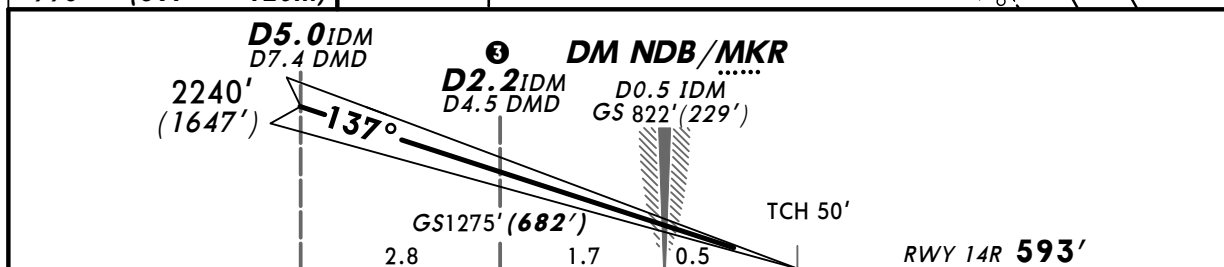
BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 1 118.6	Ground 119.0 123.75
LOC IDM 110.1	Final Apch Crs 137°	GS D2.2 IDM 1275' (682')	CAT II ILS RA 107' DA(H) 693' (100')	Apt Elev 593' RWY 593'
MISSED APCH: After passing DM NDB/MKR climb STRAIGHT AHEAD to 990' (397') or above, then turn RIGHT onto 189° climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')
Special Aircrew & Acft Certification Required.



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



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

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

RVR 350m

PANS OPS

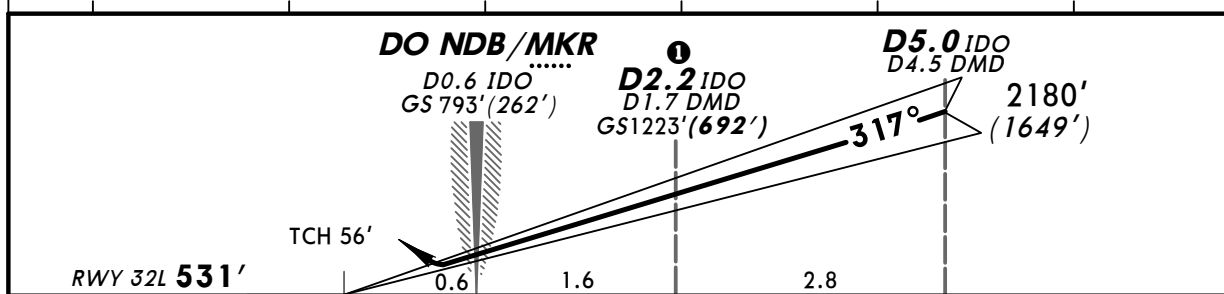
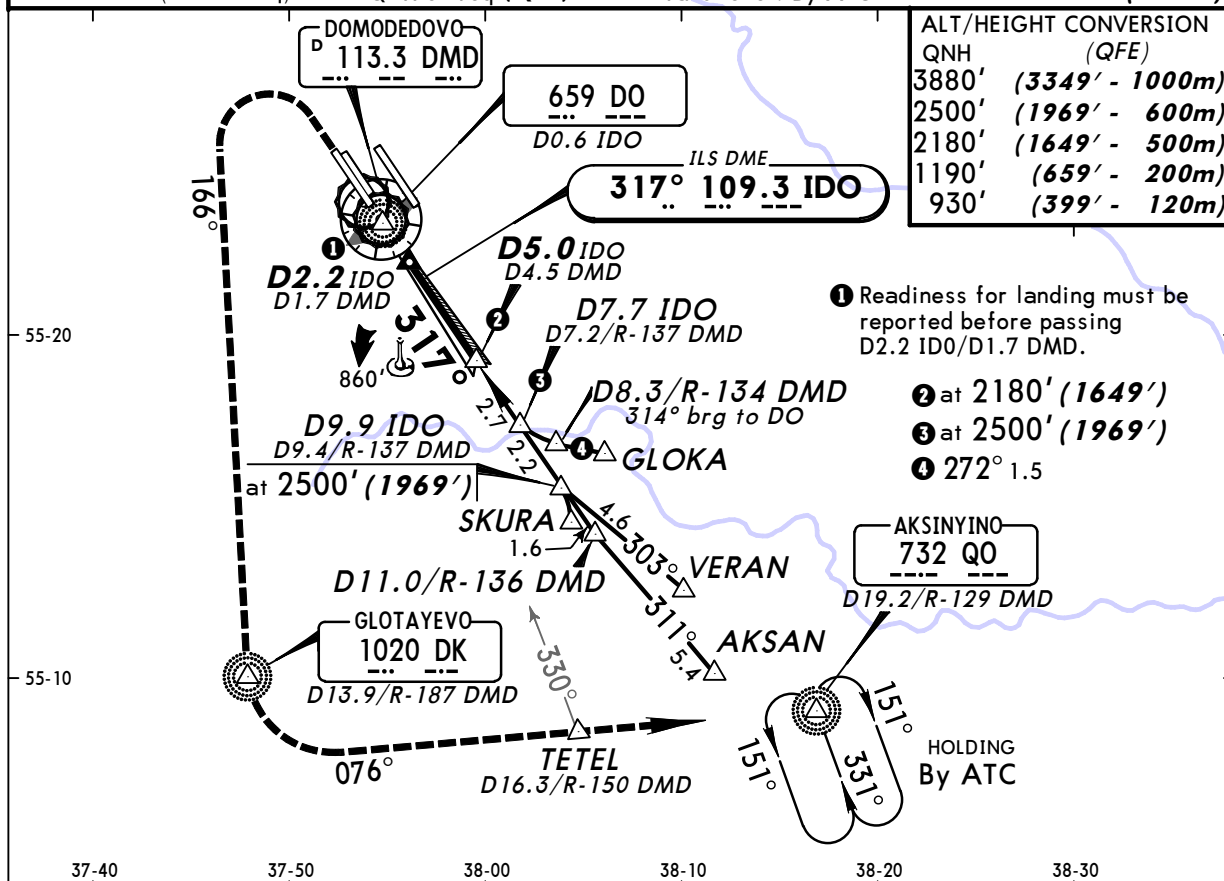
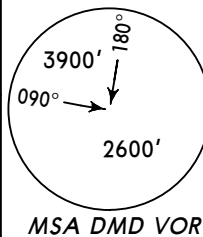
UDD/DME DOMODEDOVO

JEPPESEN
1 MAY 09 **31-3** Eff 7 May

MOSCOW, RUSSIA ILS DME Rwy 32L

BRIEFING STRIP™

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



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

STRAIGHT-IN LANDING RWY 32L			LOC (GS out)		
ILS					
DA(H) 731' (200')					
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m	1200m			
D					

PANS OPS

UDD/DME DOMODEDOVO

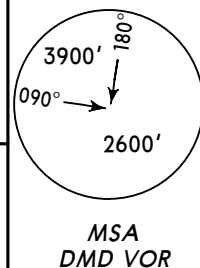
JEPPESEN
1 MAY 09
Eff 7 May (31-4)

MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

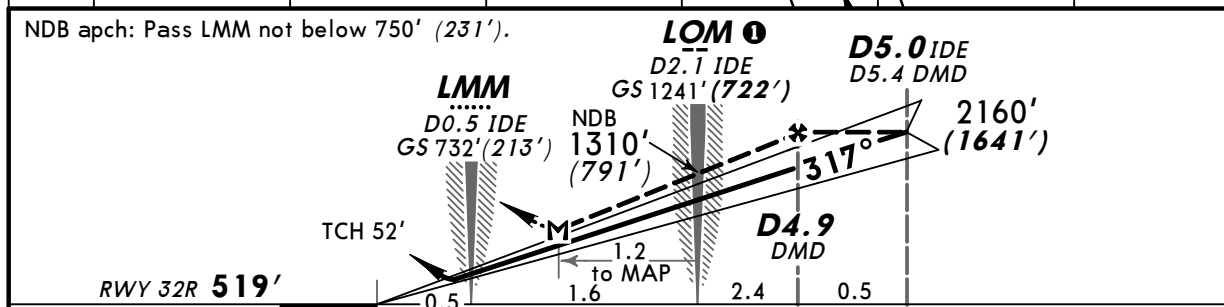
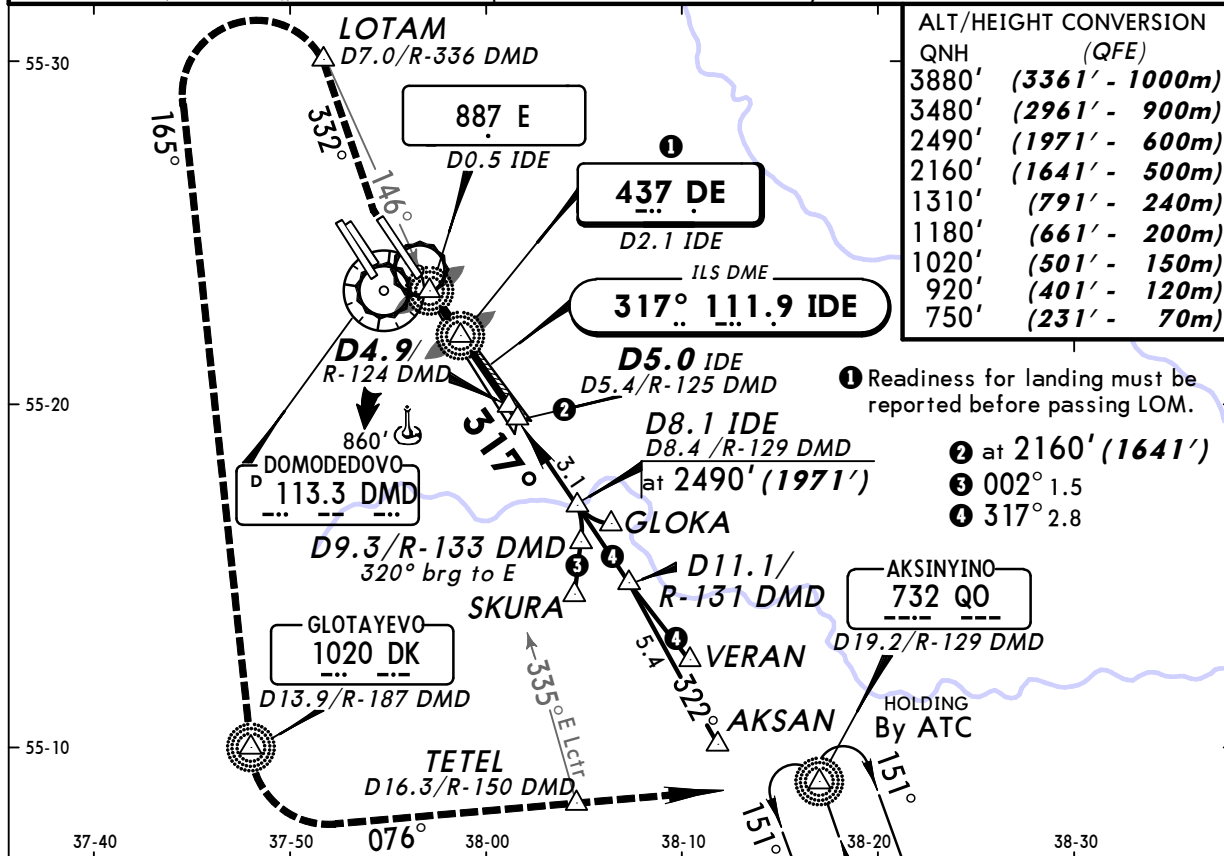
BRIEFING STRIP

ATIS 128.3 (Russian) 122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 2 119.7	Ground 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: 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, after passing TETEL continue climb to 2490' (1971'), or as directed. At 1180' (661'), immediately contact RADAR.



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



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	Refer to Missed Apch above
ILS GS	3.00°	377	484	538	646	753	861	PAPI	
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		

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						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		RVR 1500m VIS 1600m	
D			NOT AUTH		RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

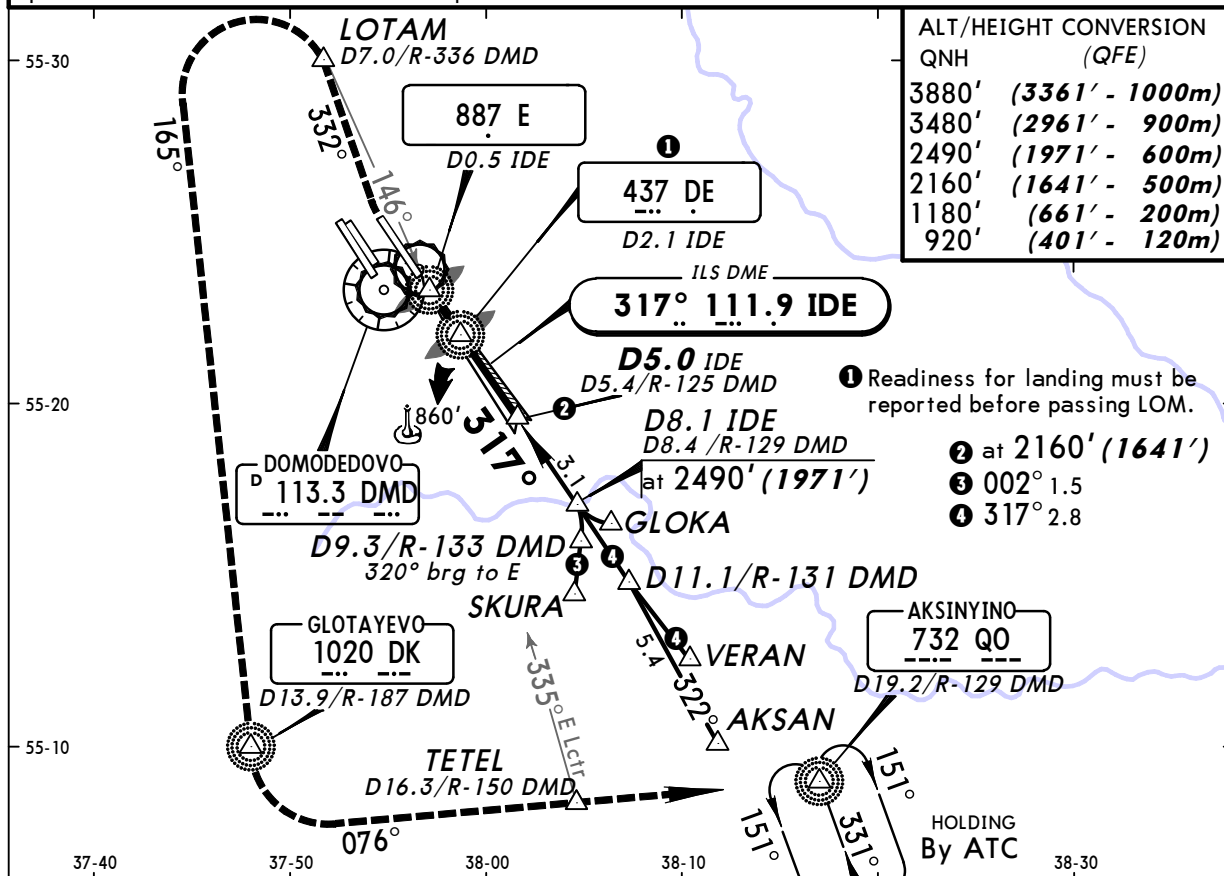
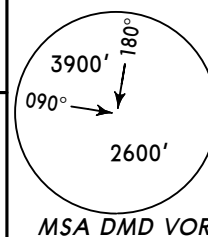
UDD/DME DOMODEDOVO

JEPPESEN
1 MAY 09
Eff 7 May (31-4A)

MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

BRIEFING STRIP

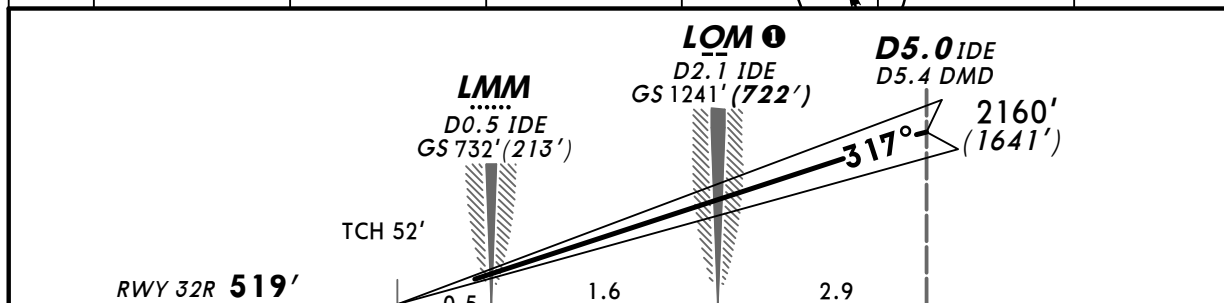
ATIS 128.3 (Russian) 122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 2 119.7	Ground 119.0 123.75
LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241' (722')	CAT II ILS RA 106' DA(H) 619' (100')	Apt Elev 593' RWY 519'
MISSED APCH: After passing LMM climb STRAIGHT AHEAD to 920' (401') or above, then turn RIGHT onto 332° climbing to 2160' (1641') to LOTAM, then turn LEFT onto 165° to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2490' (1971'), or as directed. At 1180' (661'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3361') Special Aircrew & Acft Certification Required.				



ALT/HEIGHT CONVERSION	QNH	(QFE)
3880'	(3361' - 1000m)	
3480'	(2961' - 900m)	
2490'	(1971' - 600m)	
2160'	(1641' - 500m)	
1180'	(661' - 200m)	
920'	(401' - 120m)	

① Readiness for landing must be reported before passing LOM.

- ② at 2160' (1641')
- ③ 002° 1.5
- ④ 317° 2.8



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

STRAIGHT-IN LANDING RWY 32R

CAT II ILS
ABCD
RA **106'**
DA(H) **619' (100')**

RVR **350m**

PANS OPS

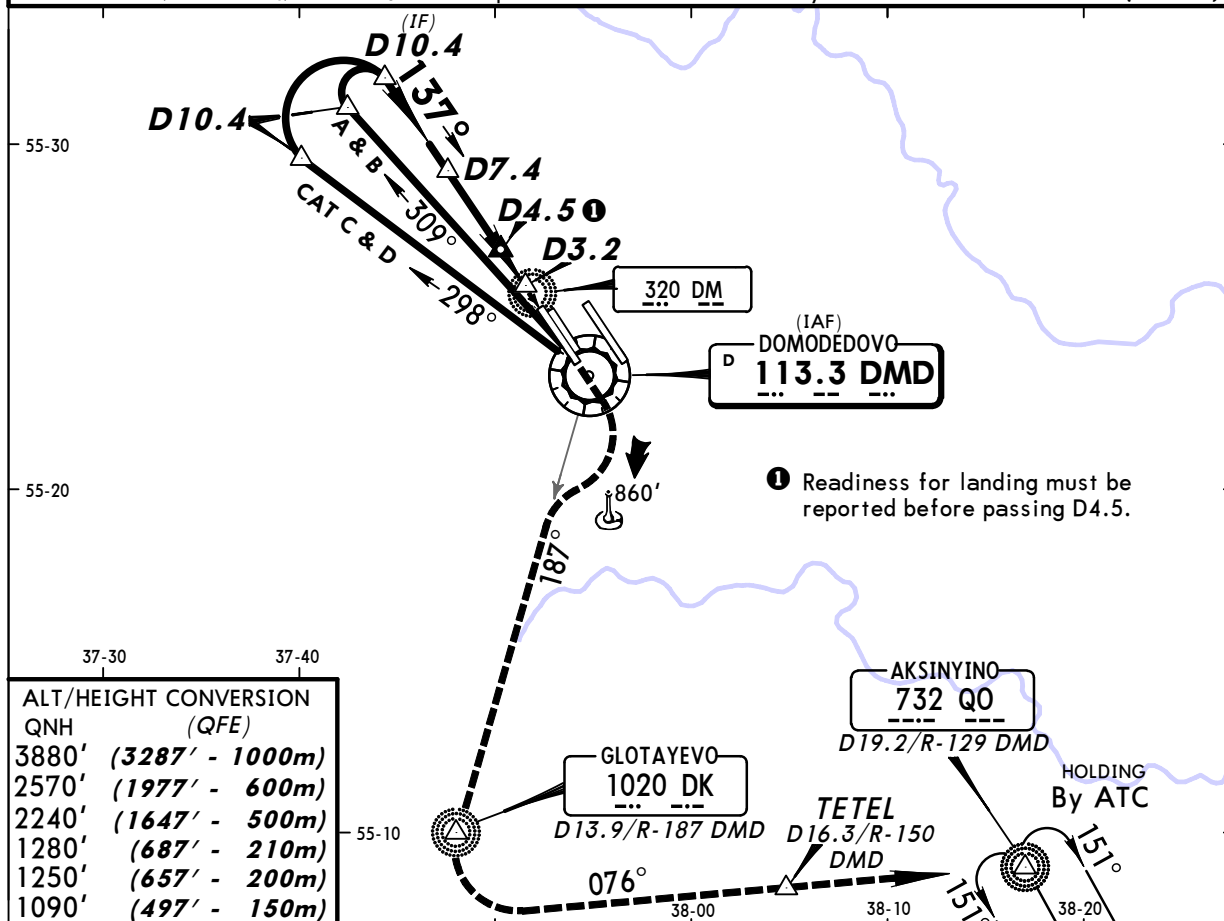
UDD/DME DOMODEDOVO

JEPPESEN
1 MAY 09
Eff 7 May (33-1)

MOSCOW, RUSSIA VOR DME Rwy 14R

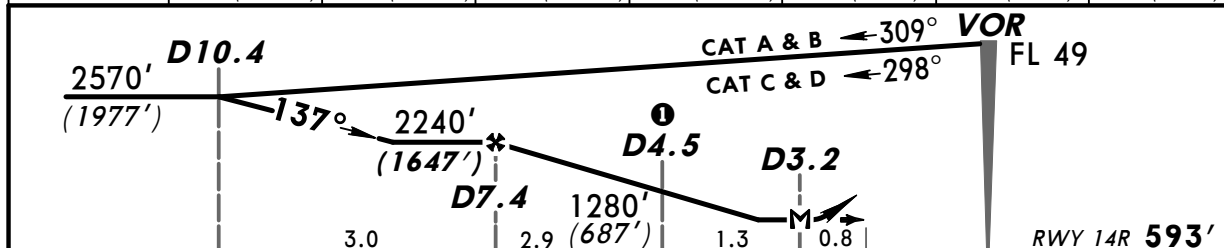
BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 1 118.6	Ground 119.0 123.75
VOR DMD 113.3	Final Apch Crs 137°	Minimum Alt D7.4 2240' (1647')	MDA(H) 960' (367')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-187 climbing to 2240' (1647') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3287')				



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

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



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

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

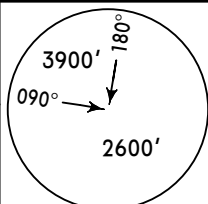
PANS OPS

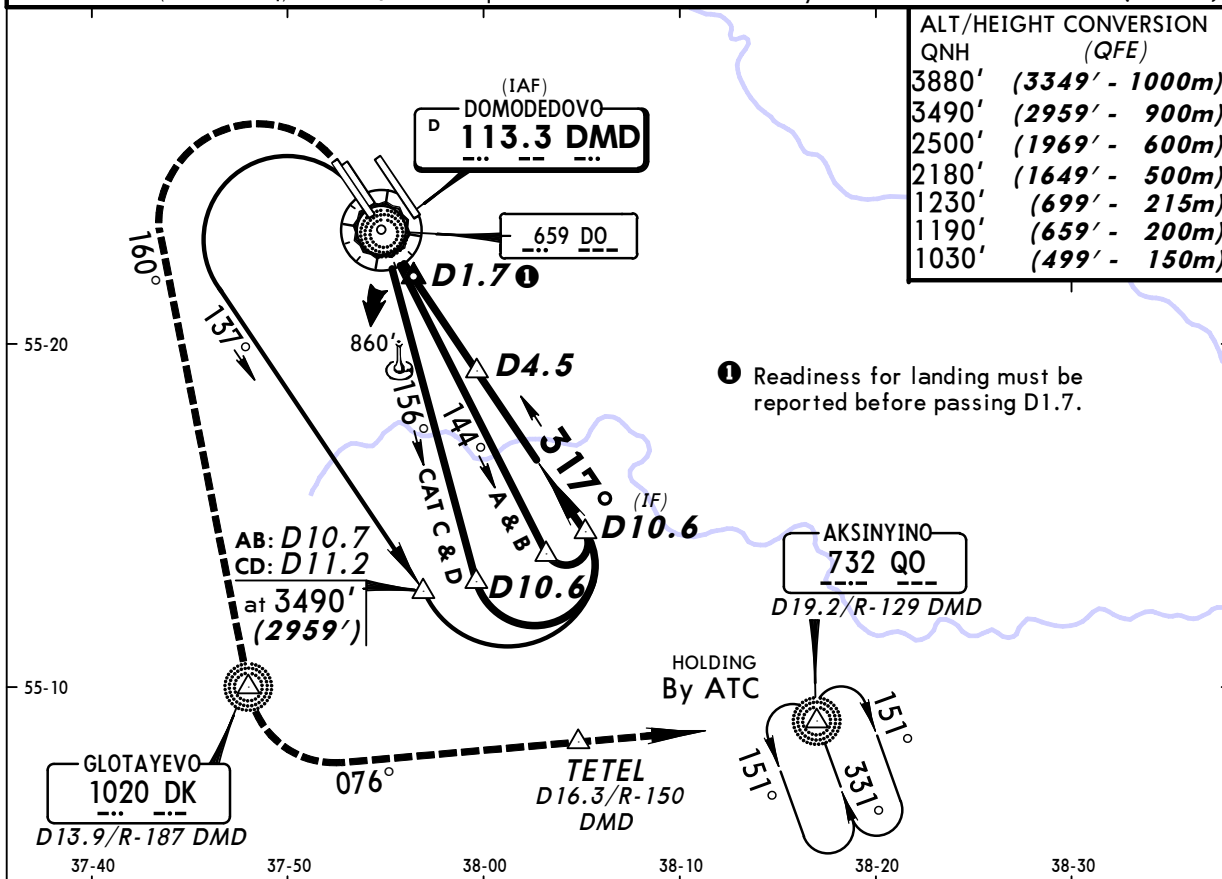
UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09
Eff 7 May (33-2)

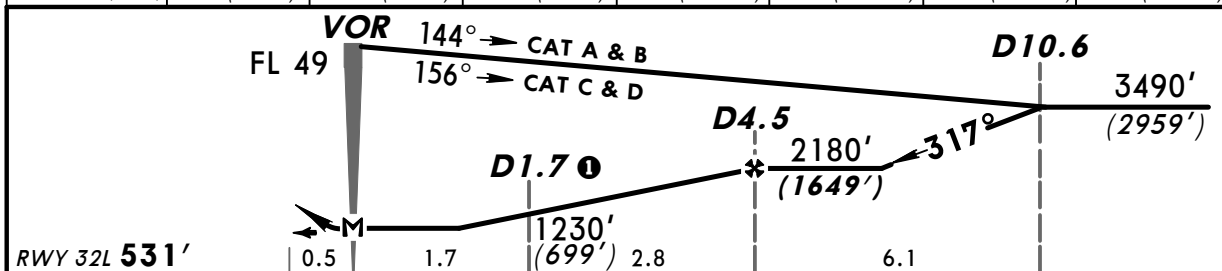
MOSCOW, RUSSIA
VOR DME Rwy 32L

BRIEFING STRIP

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



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



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

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

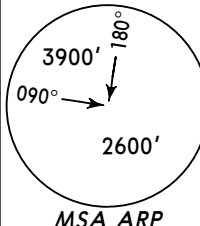
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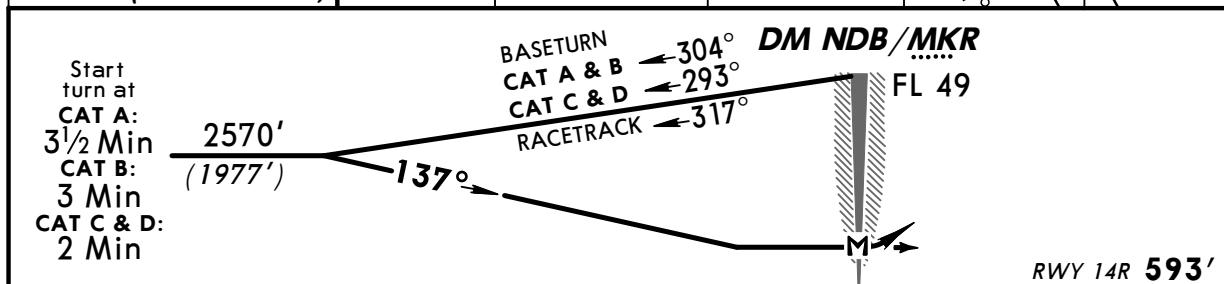
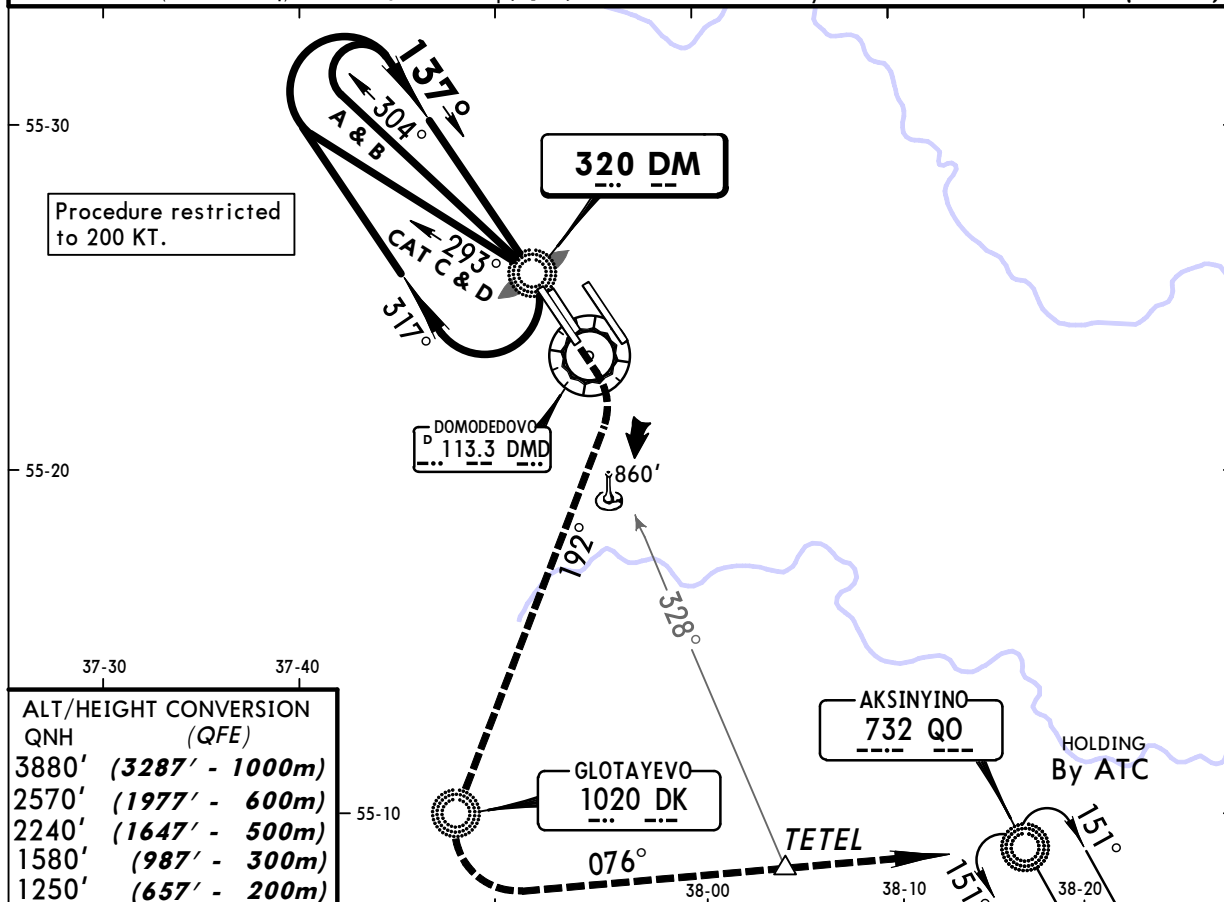
UDD/DME
DOMODEDOVO

JEPPESEN
1 MAY 09
Eff 7 May (36-1)

MOSCOW, RUSSIA
NDB Rwy 14R

BRIEFING STRIP

ATIS 128.3 (Russian)	122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 1 118.6	Ground 119.0 123.75
NDB DM 320	Final Apch Crs 137°	Minimum Alt No FAF	MDA(H) 1290' (697')	Apt Elev 593' RWY 593'	 MSA ARP
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, after passing TETEL continue climb to 2570' (1977'), or as directed. At 1250' (657'), immediately contact RADAR.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 3880' (3287')	



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

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

PANS OPS

UDD/DME
DOMODEDOVO

JEPPESEN

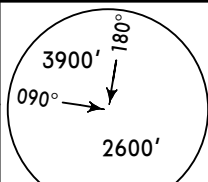
1 MAY 09

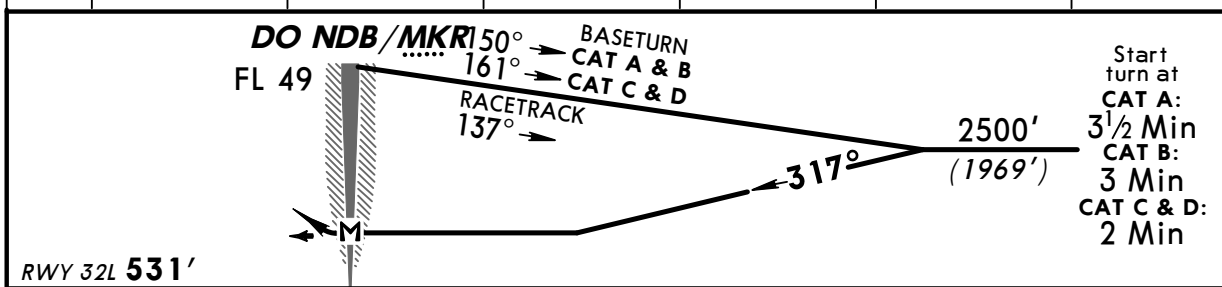
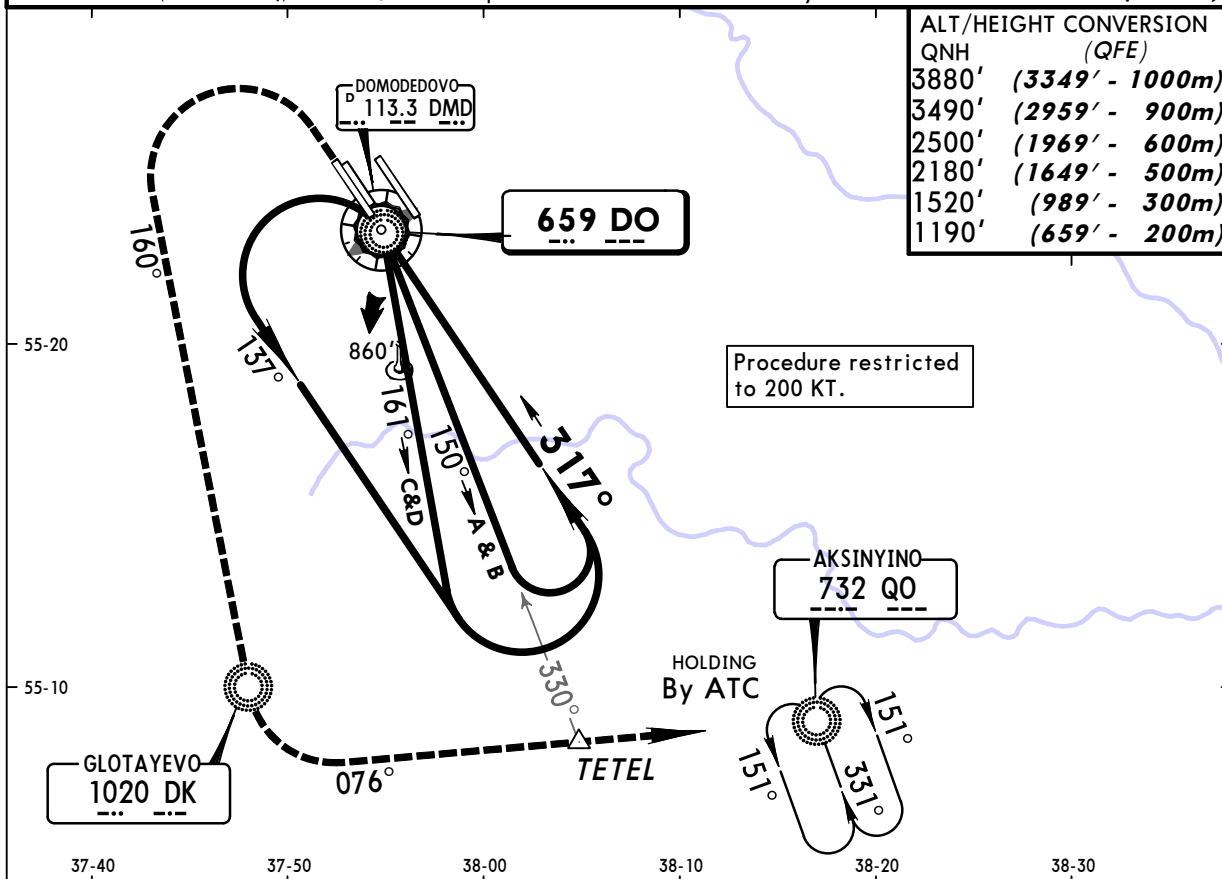
Eff 7 May

(36-2)

MOSCOW, RUSSIA
NDB Rwy 32L

BRIEFING STRIP

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75
NDB DO 659	Final Apch Crs 317°	Minimum Alt No FAF	MDA(H) 1220' (689')	Apt Elev 593' RWY 531'
MISSED APCH: Climb STRAIGHT AHEAD to 1520' (989'), then turn LEFT onto 160° climbing to 2180' (1649') to DK NDB, then turn LEFT onto 076° to QO NDB, after passing TETEL continue climb to 2500' (1969'), 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')	



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

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

PANS OPS