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Changed chart(s) since Disc 04-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Moscow, (Domodedovo - UDD)

REV	AIRPORT	30-9	04 à 2011	10 à 2011
REV	AIRPORT INFO, TAKE-OFF MN...	30-9A	04 à 2011	10 à 2011
REV	PARKING STANDS	30-9B	04 à 2011	10 à 2011
REV	PARKING STANDS & COORDS	30-9C	04 à 2011	10 à 2011
ADD	INS COORDINATES	30-9D	04 à 2011	10 à 2011
DEL	DOCKING GUIDANCE SYSTEM ...	30-9D	04 à 2011	10 à 2011
ADD	DOCKING GUIDANCE SYSTEM ...	30-9E	04 à 2011	10 à 2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UDD

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(30-3) EFF 1 NOV 10 reference note in chart heading should read: FOR TRANSITIONS FROM BITSA REFER TO CHARTS 30-3P & 30-3S.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(30-3K/30-3L) EFF 1 NOV 10 reference note in chart heading should read: FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3P thru 30-3S.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Rwy 14C/32C renamed twy M, all respective SIDs withdrawn.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(30-3G) reference note in chart heading should read: FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3P & 30-3S.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 18 NOV 10 following MAX speeds shall apply: from commencing descent to FL246 280KT or 0.8M (whichever is less); 270KT from FL246m to FL98; 250KT from FL98 to TL; adhere to these speed restrictions until established on approach - if unable to comply report to ATC.

UUDD (Domodedovo)**General Info**

Moscow, RUS

N 55° 24.5' E 37° 54.4' Mag Var: 8.7°E

Elevation: 593'

Public, IFR, Control Tower, Customs, Landing Fee,

Jet Starting Unit available

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 14L-32R 12444' x 174' concrete

Runway 14R-32L 11483' x 197' concrete

Runway 14L (136.0°M) TDZE 551'

Lights: Edge, ALS, Centerline

Runway 14R (136.0°M) TDZE 593'

Lights: Edge, ALS, Centerline, TDZ

Runway 32L (316.0°M) TDZE 531'

Lights: Edge, ALS, Centerline

Runway 32R (316.0°M) TDZE 519'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoATIS **128.3**ATIS **122.95** Non-EnglishDomodedovo-Tower 2 Tower **119.7**Domodedovo-Tower 1 Tower **129.0** SecondaryDomodedovo-Tower 1 Tower **124.4** SecondaryDomodedovo-Tower 1 Tower **119.45**Domodedovo-Tower 1 Tower **118.6**Domodedovo Apron 2 Ramp/Taxi Control **123.75**Domodedovo Apron 1 Ramp/Taxi Control **129.0** SecondaryDomodedovo Apron 1 Ramp/Taxi Control **124.4** SecondaryDomodedovo Apron 1 Ramp/Taxi Control **119.0**Domodedovo Clearance Delivery **129.15**Domodedovo Approach Control **129.0** SecondaryDomodedovo Approach Control **124.4** SecondaryDomodedovo Approach Control **120.6**Domodedovo Radar **129.0** SecondaryDomodedovo Radar **127.7** MFDomodedovo Radar **124.4** SecondaryDomodedovo Radar **119.45** SecondaryDomodedovo Transit Operations **130.6****Notebook Info**

UDD/DME
DOMODEDOVO

22 OCT 10

JEPPESEN

30-1P

Eff 1 Nov

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**1.3.1. GENERAL**

- Preparation: RVR TDZ less than or equal to 800m and/or CEILING is 80m or below.
- Activation: RVR TDZ less than or equal to 600m and/or CEILING is 60m or below.
- Termination: RVR TDZ is more than 800m and CEILING is above 80m.

Taxiing of ACFT shall be carried out only along TWYs with CL lights switched on.
The responsibility for the unsanctioned incursion onto the RWY and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

1.3.2. ARRIVING ACFT

After landing, pilots shall choose the nearest suitable TWY for the RWY vacation.
Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) and from RWY 32R towards the apron (via TWYs B3 or B1) are equipped with color coded (alternating yellow/green) TWY centerline lights.

The ACFT must vacate the ILS critical area as soon as possible.

The flight crew shall report the RWY vacation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A11. The flight crew, after report to DOMODEDOVO Tower about the vacation of ILS critical area, shall continue to proceed under their control along TWY M to the last green light of the TWY centerline of Taxi Route H2, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Tower. By the instruction of DOMODEDOVO Tower the flight crew shall change over to communication with DOMODEDOVO Apron and report about the ACFT position (TWY or Taxi Route) and about the availability of the "Follow-me" vehicle in front of the ACFT stating: "DOMODEDOVO Apron" + ACFT callsign + TWY or Taxiroute + "Follow-me vehicle is in front of us".

Further taxiing of ACFT shall be carried under control of DOMODEDOVO Apron.

Reaching the stand by the ACFT shall be reported by the flight crew to DOMODEDOVO Apron using the following phraseology: "ACFT callsign + stand number".

After landing on RWY 32R the flight crew must vacate the RWY only along TWY B3 or TWY B1:

- when vacating RWY 32R along TWY B3 the flight crew, after report to DOMODEDOVO Tower about the vacation of ILS critical area, shall continue to proceed to the last green light of TWY centerline where the flight crew must stop and wait unless otherwise instructed by Tower. Further taxiing of ACFT shall be carried out under control of DOMODEDOVO Apron and only after the "Follow-me" vehicle.
- when vacating RWY 32R along TWY B1 the flight crew, after report to DOMODEDOVO Tower about the vacation of ILS critical area, shall, by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route T1, where the flight crew must stop and wait unless otherwise instructed by DOMODEDOVO Apron. Further taxiing of ACFT shall be carried out only after the "Follow-me" vehicle.

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Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING**1. GENERAL****1.3.3. DEPARTING ACFT**

The flight crew of departing ACFT shall carry out taxiing only along the TWYs equipped with TWY centerline lights. In case of a failure of TWY centerline lights or the stop bars the flight crew must carry out taxiing only after the "Follow-me" vehicle.

Taxiing of ACFT on the apron shall be carried out only after the "Follow-me" vehicle under control of DOMODEDOVO Apron.

The flight crew during taxiing on the apron and on the manoeuvring area should constantly check the ACFT position, especially at TWY intersections, to be sure that taxiing is carried out under the conditions of complete safety. In case of difficulty or doubt in determining the ACFT position, it is necessary to stop taxiing and report this to DOMODEDOVO Apron or to DOMODEDOVO Tower.

The RWY holding positions at RWY 14R (TWY A2), RWY 32L (TWY A11), RWY 14L (TWY B1), RWY 32R (TWY B8) are designated by stop bars. Each stop bar consists of eight lights located across the TWY with equal intervals between the lights of 10'/3 m, showing red in the intended direction of approach to the RWY holding position.

The flight crew should repeat all instructions of Tower concerning holding at the RWY.

After receiving the line-up clearance, the flight crew must start taxiing only after switching off the stop bar. Crossing the switched on stop bar by the ACFT is prohibited.

During the operation of LVP the following is prohibited:

- take-off from intersections of TWY and RWY;
- take-off without stopping at the line-up position after taxiing to the RWY.

1.4. RWY OPERATIONS

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

1.5. TAXI PROCEDURES

Taxiroute 34 (TR 34) MAX wingspan 72'/22m.

Helipad 5 to Taxiroute 33 (TR 33) MAX wingspan 98'/30m.

Taxiroutes H4 (TR H4) and 24 (TR 24) MAX wingspan 126'/38.5m.

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

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

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

Taxiing of ACFT with wingspan exceeding 157'/48m along Taxiroute H3 (TR H3) on segment from start-up point 13 to stand 61 is prohibited.

Taxiing of ACFT with wingspan exceeding 142'/43.3m along Taxiroute H3 (TR H3) on segment from stand 61 to the point of temporary parking 61B is prohibited.

Do not stop on TWY T2 between Taxiroutes H3 (TR H3) and H4 (TR H4).

Taxiing along Taxiroutes T1 (TR T1) and T2 (TR T2) and TWYs A5 thru A8, B1 thru B8, M and T2 strictly along centerline with inner engines power.

Use Taxiroute T2 (TR T2) between TWY B5 and Taxiroute H2 (TR H2) at reduced speed with Follow-me car.

TWYs B5 and B7 MAX turn radius 82'/25m after landing on RWY 14L and before take-off from RWY 32R.

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Eff 1 Nov

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 and 42 available for run-up.

Stand 109A available for helicopter.

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. 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 32L/R are noise preferential RWYs and shall be used to the greatest extent possible.

If special meteorological conditions are present in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

Limitations

Immediately prior to the final approach pilots should avoid excessive rates of descent.

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 GS. 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.

2.2. CAT II/III OPERATIONS

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

2.3. SPEED RESTRICTIONS

250 KT at or below FL98;

225 KT after passing WT, RW, AO, DR, LO, OKREM and BITSA up to 3550'(2957');

180 KT from 3550'(2957') to completing turn onto final;

165 KT from completing turn onto final to FAF.

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JEPPESEN**30-1P3****Eff 1 Nov****MOSCOW, RUSSIA**
AIRPORT BRIEFING**2. ARRIVAL****2.4. RWY OPERATIONS****2.4.1. MINIMUM RWY OCCUPATION TIME**

To reduce the time of RWY occupation the flight crews of landing ACFT are required to determine the nearest rapid exit TWY for safe and quick RWY vacation.

For the purpose of reducing the time of RWY occupation, the flight crew, executing landing, can be given the following instructions by DOMODEDOVO Tower:

- to vacate the RWY along the indicated TWY,
- to expedite the RWY vacation.

Taking into account the meteorological conditions and the condition of the RWY, RWY vacation along the rapid exit TWYs must be planned by a flight crew taking into consideration the declared distances indicated in the following table:

RWY	Acft	Turn off intersection	Dist from THR ft/m*
14L	heavy	B8**	11,463' / 3495m
	medium (JET)	B6	7134' / 2175m
	medium (PROP) / light (JET)	B4	5182' / 1580m
	light (PROP)	B2**	2709' / 826m
14R	heavy	A9	8708' / 2655m
	medium (JET)	A8	7216' / 2200m
	medium (PROP)/ light	A7	5740' / 1750m
32L	heavy	A4	8708' / 2655m
	medium (JET)	A5	7216' / 2200m
	medium (PROP) / light	A6	5740' / 1750m
32R	heavy	B3	7970' / 2430m
	medium/ light (JET)	B5	6068' / 1850m
	light (PROP)	B7	4165' / 1270m

* Distance from the extremity of the appropriate RWY up to exit TWY.

** TWY for turning off the RWY at 90° angle.

When RWY 32R is in use for take-off and landing, to avoid the conflict opposite movement during taxiing, the flight crew shall vacate the RWY after landing along TWY B7 or TWY B5 only in such case when on final DOMODEDOVO Tower has recommended this TWY to vacate the RWY.

The flight crew is required to plan the RWY vacation along the nearest TWY only in case when safe turning off is guaranteed.

If due to any reasons the flight crew cannot vacate the RWY along the nearest TWY, then this must be reported to DOMODEDOVO Tower on final during the first radio contact.

After landing the flight crew must vacate the RWY without delays along the TWY designated beforehand at safe speed of turning off. The speed of RWY vacation along rapid exit TWYs shall not exceed 50 KT at the point of turning (TWY centerline adjoins the RWY centerline).

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Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING**2. ARRIVAL****2.5. TAXI PROCEDURES****2.5.1. TAXI ROUTINGS TO VACATE RWY**

The flight crew shall use the following taxi routes unless otherwise instructed by DOMODEDOVO Tower:

After landing on RWY 14L:

- vacate the RWY to the Right along TWY B2 (for light ACFT);
- vacate the RWY to the Right along rapid exit TWY B4, then turn Right along TWY B5 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B5 (with restriction of the radius of turn), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along rapid exit TWY B6, then turn Right along TWY B7 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B7 (with restriction of the radius of turn), then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B8, then turn Right to TWY T2 towards the apron.

After landing on RWY 14R:

- vacate the RWY to the Left along rapid exit TWY A7, A8 or A9, then turn Left to TWY M and proceed to Taxi Route H2;
- vacate the RWY to the Left along TWY A11, then turn Left to TWY M and proceed to Taxi Route H2.

After landing on RWY 32L:

- vacate the RWY to the Right along rapid exit TWY A6, A5 or A4, then turn Right to TWY M and proceed to Taxi Route H1;
- vacate the RWY to the Right along TWY A2, then turn Right to TWY M and proceed to Taxi Route H1.

After landing on RWY 32R:

- vacate the RWY to the Left along rapid exit TWY B7 (for light ACFT) or B5, then turn Right to TWY T2 towards the apron;
- vacate the RWY to the Left along the rapid exit TWY B3;
- vacate the RWY to the Left along TWY B2;
- vacate the RWY to the Left along TWY B1.

After the RWY vacation the ACFT shall not stop on TWY for the purpose of expecting for the instructions of DOMODEDOVO Tower, but shall continue taxiing along the established taxi routes unless otherwise instructed by DOMODEDOVO Tower.

2.5.2. FREQUENCY CHANGE

A change of frequency during taxiing shall be carried out by a flight crew only by request. Unless otherwise instructed by DOMODEDOVO Tower, the flight crew must stop and request for a change of frequency as follows:

- after landing on RWY 14L - on TWY T2 opposite TWY B5 or at the end of TWY B2 (for light ACFT);
- after landing on RWY 14R - on TWY M in front of Taxi Route H2;
- after landing on RWY 32L - on TWY M in front of Taxi Route H1;
- after landing on RWY 32R - at the end of TWY B5, B3, B2 or B1 and also during RWY vacation along TWY B7 (for light ACFT) - on TWY T2 opposite TWY B5.

A change of frequency shall be carried out when approaching the transfer of control limit between DOMODEDOVO Tower and DOMODEDOVO Apron.

The instruction about the change of frequency shall be carried out immediately with mandatory confirmation.

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30-1P5

Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.6. OTHER

2.6.1. GENERAL

On initial radio contact DOMODEDOVO Radar and DOMODEDOVO Tower the flight crew of ACFT having the category of turbulence wake as heavy, shall pronounce the word "Heavy" after the callsign of the ACFT. At night and also when visibility is 2000 m or less during RWY 14R or 14L approaches the lighted highway shall not be confused with the RWY lights.

On initial radio contact with DOMODEDOVO Tower the flight crew, shall report only the ACFT callsign using the following phraseology: "Domodedovo-Tower + ACFT callsign".

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JEPPESEN

30-1P6

Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.1. DE-ICING****3.1.1. GENERAL**

The procedure of de-icing treatment of ACFT shall be carried out:

- at engines start-up positions,
- on ACFT stands and at points of temporary parking, except stands 2-22,
- on specially designated pads which are located in the vicinity of RWY 14R extremity (pad NR 1), RWY 32L extremity (pad NR 2) and are within the area of responsibility of DOMODEDOVO Tower.

When de-icing treatment is carried out on specially designated pads NR 1 and NR 2, the flight crew, by the instruction of DOMODEDOVO Tower, shall change over to communication with DOMODEDOVO Apron and shall remain under his control till the end of de-icing treatment.

De-icing treatment of turbojet ACFT shall be carried out with operating engines and APU switched off.

De-icing treatment of propeller-driven ACFT with operating engines on pads NR 1 and NR 2 is prohibited.

3.1.2. PROCEDURE

DOMODEDOVO Apron shall be notified by the flight crew about the necessity of de-icing treatment when making a request for towing (engines start-up) clearance.

The order of getting the requests for de-icing treatment does not influence the order of priority of de-icing treatment itself. The priority shall be established by DOMODEDOVO Apron.

Taxiing into/out of pads NR 1 and NR 2 shall be carried out only under minimum engines power. The flight crew must stop the ACFT on the pad in front of the clearance limit and follow the instructions of the marshaller. The flight crew, by the instruction of DOMODEDOVO Apron, must establish contact on the appropriate frequency with the team carrying out the deicing treatment. During the procedure the flight crew shall watch the frequency of DOMODEDOVO Apron and after the completion of the procedure report DOMODEDOVO Apron about readiness for taxiing.

By the instruction of DOMODEDOVO Apron the flight crew shall change over to communication with DOMODEDOVO Tower.

Taxiing out of the pad shall be carried out only after getting the permission of DOMODEDOVO Tower.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES**3.2.1. GENERAL**

On first radio contact with DOMODEDOVO Clearance, DOMODEDOVO Apron and DOMODEDOVO Tower the flight crew of ACFT, having the category of turbulence wake as heavy, shall pronounce the word "Heavy" after the callsign of the ACFT.

The flight crews of departing ACFT not later than at 10 minutes before the estimated time of engines start-up shall establish contact with DOMODEDOVO Clearance in order to:

- report the ACFT callsign, the destination aerodrome, the ACFT type, stand number, the code of the confirmed ATIS information, the necessity of de-icing treatment;
- receive ATC clearance, RWY for take-off, QNH (by request);
- receive the information relating to the procedure of simultaneous independent departures from the parallel RWYs.

After complete readiness for departure the flight crew shall change over to communication with DOMODEDOVO Apron, by the instruction of DOMODEDOVO Clearance, to get clearance for engines start-up and taxiing (towing), indicating the stand number.

Engines start-up can be carried out by a flight crew in the process of towing if this procedure is envisaged by the Aeroplane Flight Manual (AFM) and coordinated with the technical personnel of the tow team.

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JEPPESEN

30-1P7

Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE**

ACFT completely ready for departure means that all passengers are on board, the entrance and cargo doors are closed, the stairs are taken away (the aerobridge is disconnected and is in a retracted position), a tow bar is connected (when towing is required), ground personnel is ready for towing (taxiing) and has established radio contact with the flight crew.

The flight crew shall carry out towing, engines start-up and taxiing to the RWY holding position by the permission of DOMODEDOVO Apron.

After engines start-up the flight crew shall report DOMODEDOVO Apron about readiness to taxi using the following phraseology: "ACFT callsign + Ready to taxi" and receive the instructions about the taxi procedure on the apron.

3.2.2. TAXIING DURING WINTER CONDITIONS

The taxi guide lines may be invisible because of snow. Assistance from "Follow-me" vehicle may be requested via DOMODEDOVO Apron.

3.2.3. FREQUENCY CHANGE

The flight crew shall change over to communication with DOMODEDOVO Tower, by the instruction of DOMODEDOVO Apron, at the established transfer of control limit. When giving taxi instructions on the apron, DOMODEDOVO Apron can assign the transfer of control limit to change over to communication with DOMODEDOVO Tower. In this case the flight crew shall change over to communication with DOMODEDOVO Tower independently at the established limit stating: "ACFT callsign + RWY + Taxi routing + Tower frequency".

After changing over from frequency of DOMODEDOVO Apron to the frequency of DOMODEDOVO Tower, the flight crew shall watch his frequency without calling DOMODEDOVO Tower (except for LVP procedures) and carry out taxiing to the RWY holding position. The flight crew must be ready for getting further instructions and permissions from DOMODEDOVO Tower.

3.2.4. TAXI ROUTINGS

The standard taxi routes to the RWY holding position (holding position in front of the RWY) are as follows:

- for RWY 14L - along Taxi Route T1 to TWY B1;
- for RWY 14R - along TWY M to TWY A2;
- for RWY 32L - along TWY M to TWY A11;
- for RWY 32R - along TWY T2 to TWY B8.

After reaching the RWY holding position the flight crew shall report DOMODEDOVO Tower about it, using the following phraseology: "ACFT callsign + At holding position + Ready for take-off".

The flight crew which requires backtracking (including the line-up position on RWY 32R from TWY B8) must report DOMODEDOVO Tower about it on reaching the RWY holding position.

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JEPPESEN

30-1P8

Eff 1 Nov

MOSCOW, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.3. RWY OPERATIONS****3.3.1. MINIMUM RWY OCCUPATION TIME**

Prior to reaching the line-up position the flight crew shall inform DOMODEDOVO Tower if unable to carry out the instruction to reduce the time of the RWY occupation.

The instruction to line up shall be carried out by the flight crew without delay.

If take-off is executed from the RWY beginning, the manoeuvre to line-up shall be carried out either immediately after the ACFT, which has started take-off run, or after the ACFT, which has crossed the RWY THR before landing.

If take-off is executed from the intersection of TWY and the RWY, the flight crew must start the manoeuvre to line-up immediately after the taking off (landing) ACFT has passed abeam the RWY holding position where the ACFT is getting ready for take-off from the intersection.

Pre-flight checks in the crew cabin must be completed by the flight crew prior to occupation of the line-up. The checks to be executed during the ACFT stay on the RWY shall be reduced to a minimum.

The flight crew shall execute take-off immediately after receiving take-off clearance.

The conditional clearances shall not be used with respect to movement connected with the active RWY, except for cases when the appropriate ACFT are visible to both DOMODEDOVO Tower and the flight crew. When the conditional clearance relates to departing and arriving ACFT, it is important that the flight crew of the departing ACFT shall identify correctly the arriving ACFT, on which this conditional clearance is based.

The indication of the type of the arriving ACFT may not be enough, and the description of colour and the name of the airline may be required additionally to provide the correct identification. The conditional clearance shall include the callsign, condition, clearance and repeated summary of the condition: "ACFT callsign + After airbus landing taxi to line-up and hold".

Due to conditions of the air and ground situation, the execution of take-off immediately after reaching the line-up may be demanded. In this case DOMODEDOVO Tower may give the instruction to taxi to line-up and get ready to the immediate take-off using the following phraseology: "ACFT callsign + RWY (number) + Surface wind (direction and speed) + Line-up and be ready for immediate take-off".

The flight crew, which is not ready to carry out this instruction, shall inform DOMODEDOVO Tower about it.

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JEPPESEN**30-1P9****Eff 1 Nov****MOSCOW, RUSSIA**
AIRPORT BRIEFING**3. DEPARTURE****3.3.2. INTERSECTION DEPARTURES**

Depending on the air and ground situation, it is allowed to execute take-off from the intersection of TWY and the RWY by flight crew's request or by request of DOMODEDOVO Tower.

On initial radio contact with DOMODEDOVO Tower the flight crew can report about its readiness to taxi to the RWY along suitable TWY and execution of the non-stop take-off, after that receive the instructions on further taxiing from DOMODEDOVO Tower.

The absence of such report shall mean for DOMODEDOVO Tower that the flight crew of the given ACFT intends to execute take-off from the RWY beginning.

The flight crew can execute take-off from the intersection of TWY and the RWY using the following take-off run distances available:

RWY	Acft	Intersection of TWY and RWY	TORA
14L	heavy/ medium (JET)	B1	12,441' / 3793m
	heavy/ medium (JET)	B2	9544' / 2910m
	medium/ light	B3	7970' / 2430m
14R	heavy/ medium (JET)	A2	11,480' / 3500m
	heavy/ medium (JET)	A4	8708' / 2655m
	medium/ light (JET)	A5	7216' / 2200m
	medium (PROP)/ light	A6	5740' / 1750m
32L	heavy/ medium (JET)	A11	11,480' / 3500m
	heavy/ medium (JET)	A9	8708' / 2655m
	medium/ light (JET)	A8	7216' / 2200m
	medium (PROP)/ light	A7	5740' / 1750m
32R	heavy	From RWY head	12,441' / 3793m
	heavy/ medium (JET)	B8	11,463' / 3495m
	heavy/ medium (JET)	B7	8249' / 2515m
	medium (JET)	B6	7134' / 2175m
	medium (PROP)/ light (JET)	B5	6363' / 1940m
	light	B4	5182' / 1580m

The flight crew of the ACFT, which is at the RWY holding position, must be ready to line-up and start take-off run immediately after receiving the clearance. If the flight crew is unable to carry out the abovementioned requirement, the pilots must inform DOMODEDOVO Tower about it prior to taxiing to the RWY and inform him about the time necessary for preparation.

3.4. NOISE ABATEMENT PROCEDURES**3.4.1. TAKE-OFF AND CLIMBING PROCEDURE**

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

Restrictions

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

Change of flight direction (course) after take-off is permitted only after reaching 1090' (497').

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).

UUDD/DME DOMODEDOVO

23 APR 10 **(30-1R)** Eff 6 May

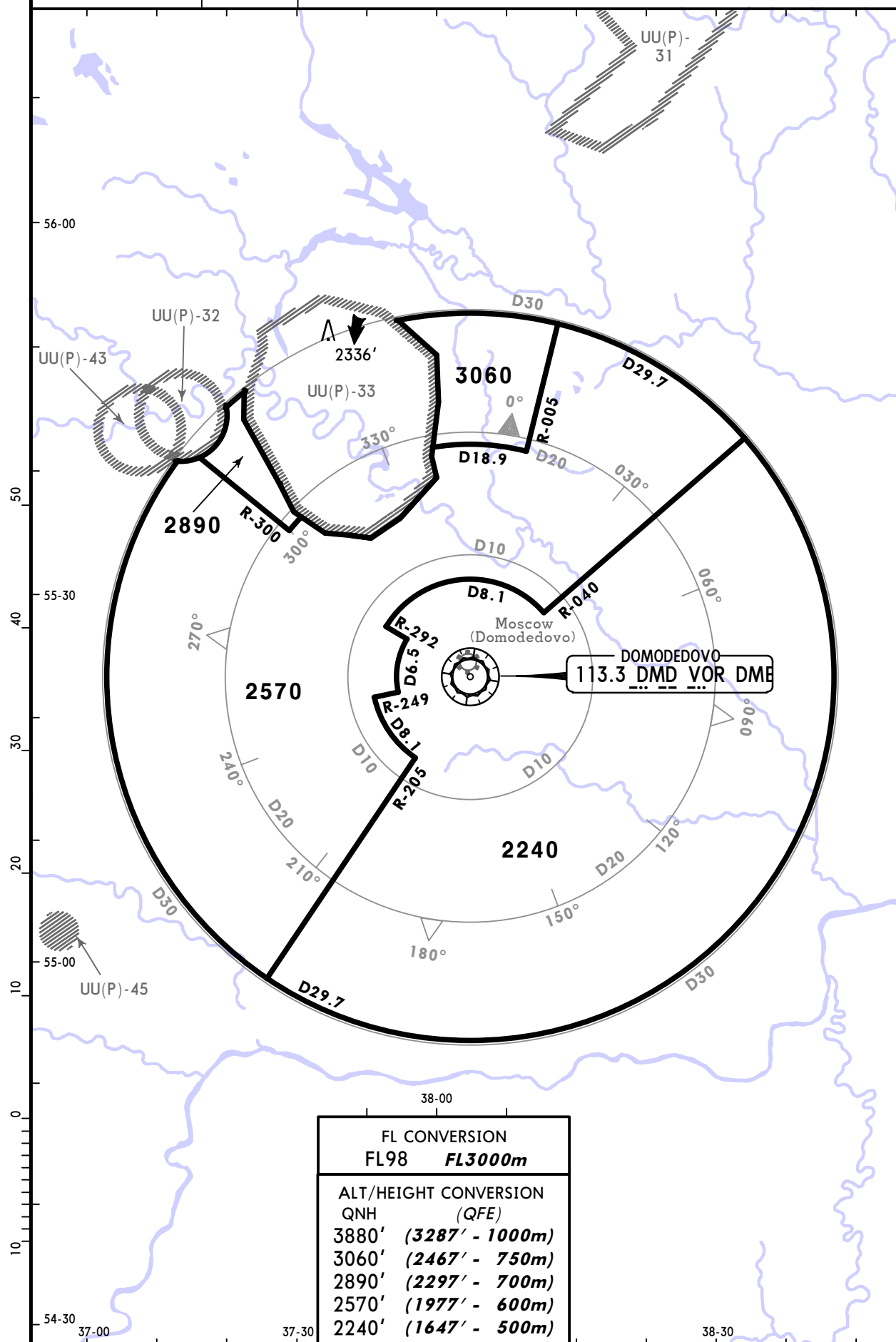
MOSCOW, RUSSIA

RADAR MINIMUM ALTITUDES

DOMODEDOVO Radar
127.7

Apt Elev
593'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
1. MAX 270 KT below FL98.
2. The published minimum altitudes integrate a correction for low temperatures.



UDD/DME
DOMODEDOVO

JEPPESEN
31 DEC 10 **30-2** Eff 13 Jan

MOSCOW, RUSSIA
TRANSITION

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

BD 1D
TO WT

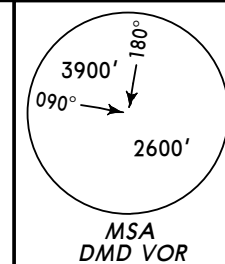
BD 2D
TO LO

TRANSITIONS

FROM NORTH

FOR TRANSITIONS TO HOLDING AREAS
AO, DR & OKREM REFER TO CHART 30-2C1
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 30-2W & 30-2X

SPEED MAX 250 KT BELOW FL98

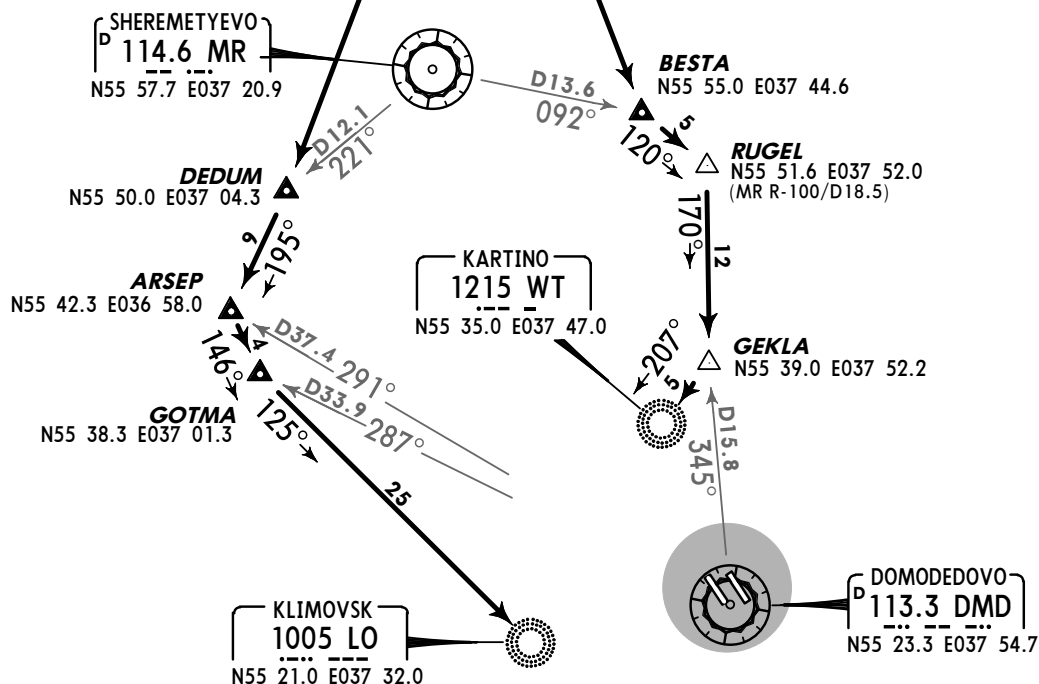


SAVELOVO
1285 SW
N56 22.0 E037 26.0

BOGDANOVO
360 BD
N57 06.0 E037 43.0

FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL59	FL1800m
FL49	FL1500m

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

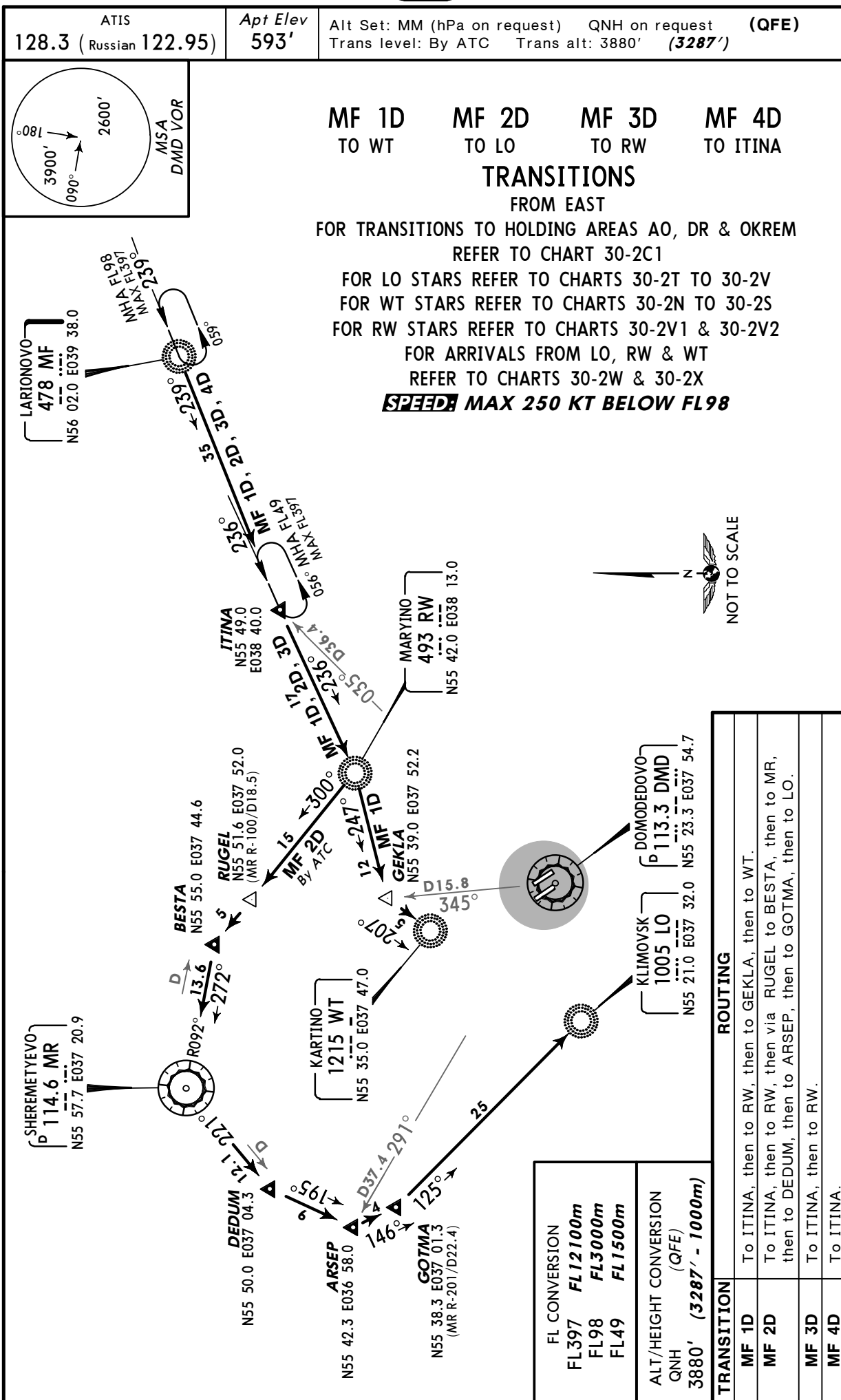


TRANSITION	ROUTING
BD 1D	To SW, then to BESTA, then to RUGEL, then to GEKLA, then to WT.
BD 2D	To SW, then to DEDUM, then to ARSEP, then to GOTMA, then to LO.

UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2A)** Eff 13 Jan

MOSCOW, RUSSIA
TRANSITION



UDD/DME
DOMODEDOVO

JEPPESEN
31 DEC 10 **(30-2B)** **Eff 13 Jan**

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)
---------------------------------------	-------------------------	--	-------

FE 1D, IN 3D **IN 1D** **IN 2D**
TO AO **TO LO** **TO DR**

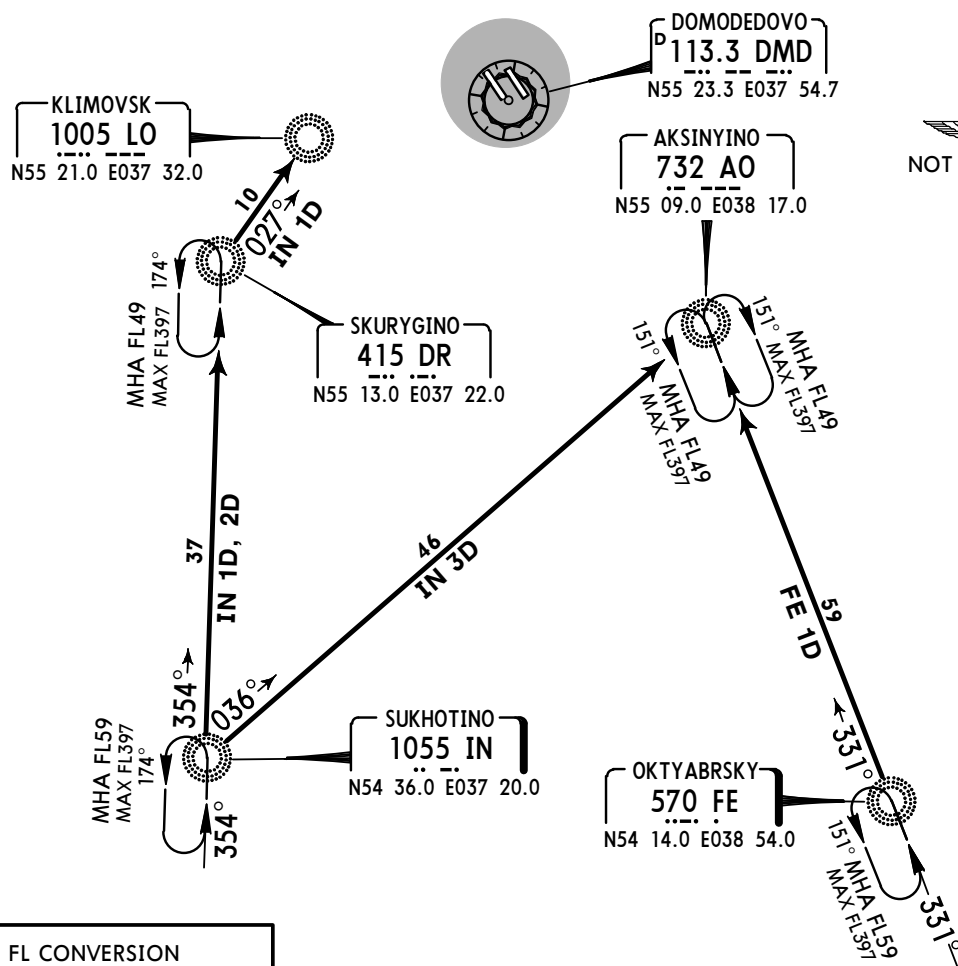
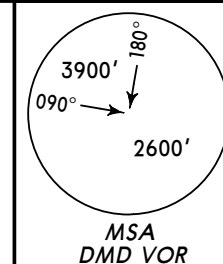
TRANSITIONS
FROM SOUTH

FOR TRANSITIONS TO HOLDING AREAS AO, DR & OKREM
REFER TO CHART 30-2C1

FOR AO STARS REFER TO CHARTS 30-2D TO 30-2H
FOR DR STARS REFER TO CHARTS 30-2V5 TO 30-2V8
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V

FOR ARRIVALS FROM AO, DR & LO
REFER TO CHARTS 30-2W & 30-2X

SPEED MAX 250 KT BELOW FL98



FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL59 **FL1800m**
FL49 **FL1500m**

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

TRANSITION	ROUTING
FE 1D	To AO.
IN 1D	To DR, then to LO.
IN 2D	To DR.
IN 3D	To AO.

UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2C)** Eff 13 Jan

MOSCOW, RUSSIA
TRANSITION

ATIS
128.3 (Russian 122.95)

Apt Elev
593'

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

FK 1D **FK 2D**
TO WT TO LO

TRANSITIONS

FROM WEST

FOR TRANSITIONS TO HOLDING AREAS AO, DR & OKREM
REFER TO CHART 30-2C1

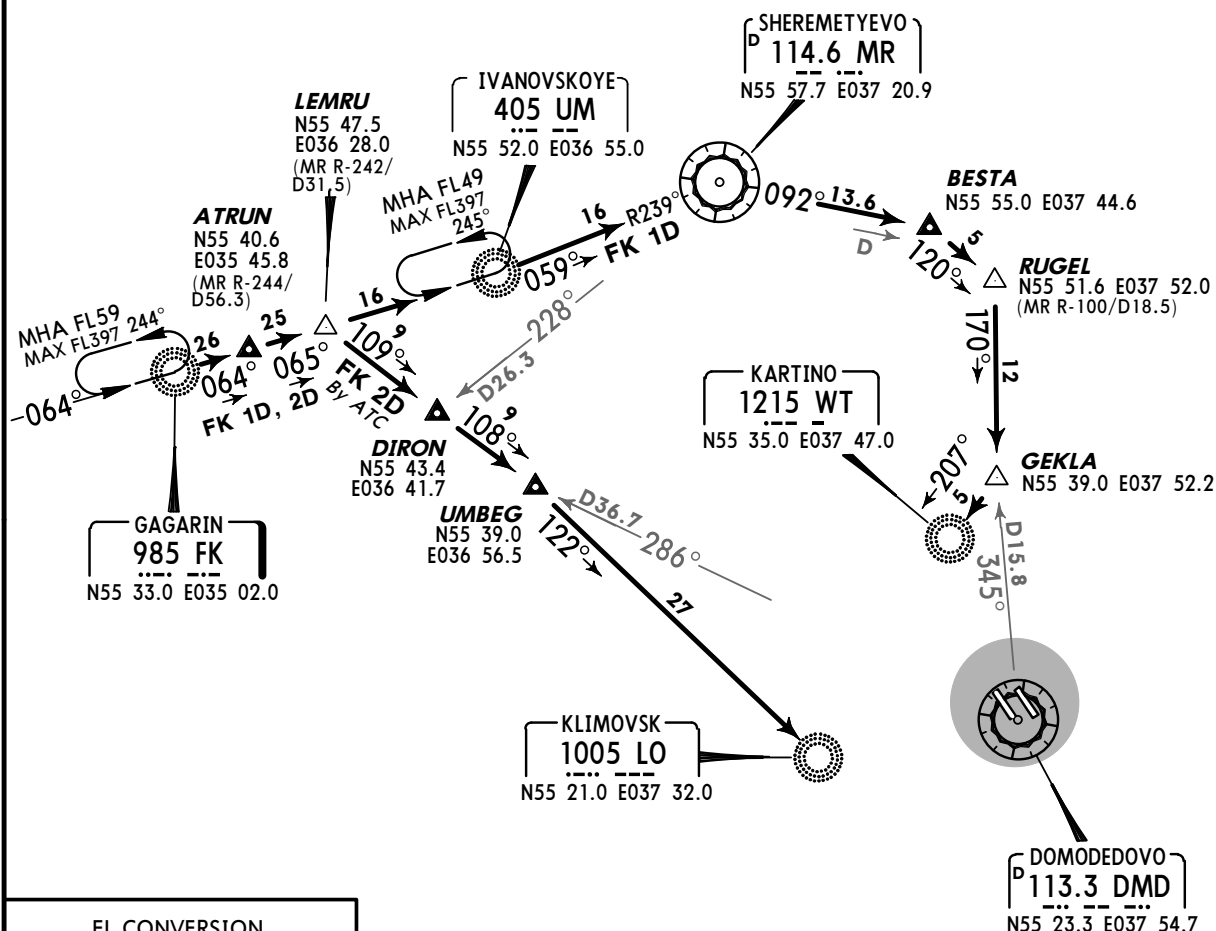
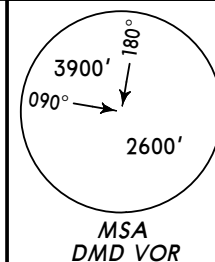
FOR LO STARS REFER TO CHARTS 30-2T TO 30-2V

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

FOR ARRIVALS FROM LO & WT

REFER TO CHARTS 30-2W & 30-2X

~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL59 **FL1800m**
FL49 **FL1500m**

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

TRANSITION

ROUTING

FK 1D

To ATRUN, LEMRU, then via UM, MR, BESTA, RUGEL and GEKLA to WT.

FK 2D

To ATRUN, LEMRU, then via DIRON and UMBEG to LO.

UUDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 (30-2C1) Eff 13 Jan

MOSCOW, RUSSIA
TRANSITION

ATIS
128.3 (Russian 122.95)

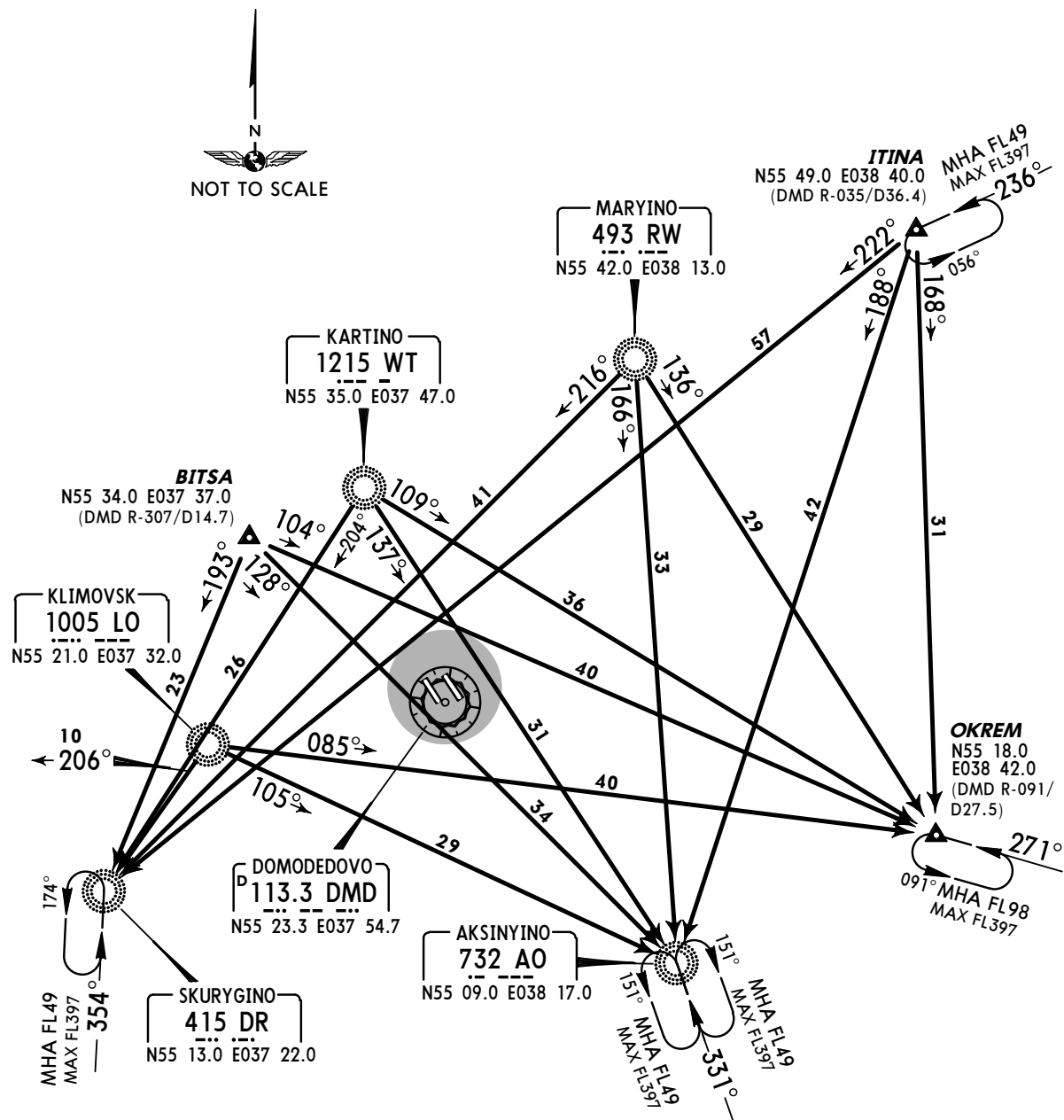
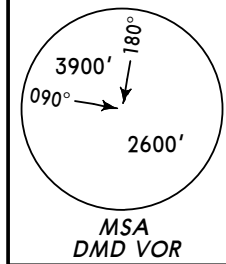
Apt Elev
593'

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

(QFE)

TRANSITIONS TO HOLDING AREAS AO, DR & OKREM BY ATC

FOR AO STARS REFER TO CHARTS 30-2D TO 30-2H
FOR DR STARS REFER TO CHARTS 30-2V5 TO 30-2V8
FOR OKREM STARS REFER TO CHARTS 30-2V3 & 30-2V4
SPEED: MAX 250 KT BELOW FL98



FL CONVERSION

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

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

UDD/DME
DOMODEDOVO

JEPPESEN
31 DEC 10 **(30-2D)** **Eff 13 Jan**

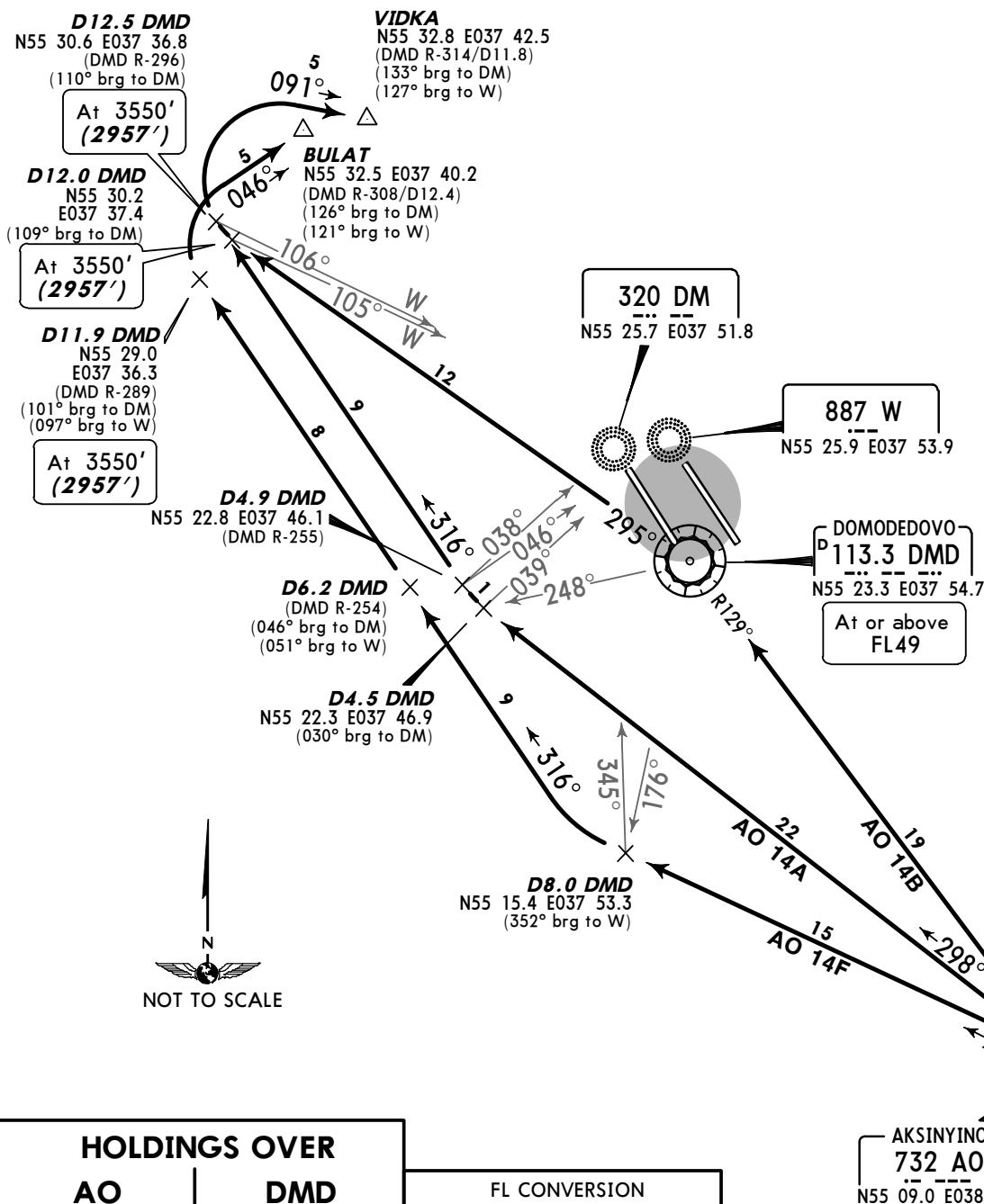
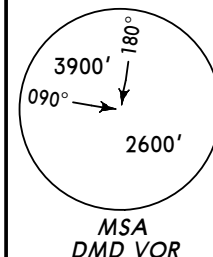
MOSCOW, RUSSIA
STAR

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 (AO 14A)
AKSINYINO 14B (AO 14B)
AKSINYINO 14F (AO 14F)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL98



NOT TO SCALE

UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2E)** **Eff 13 Jan**

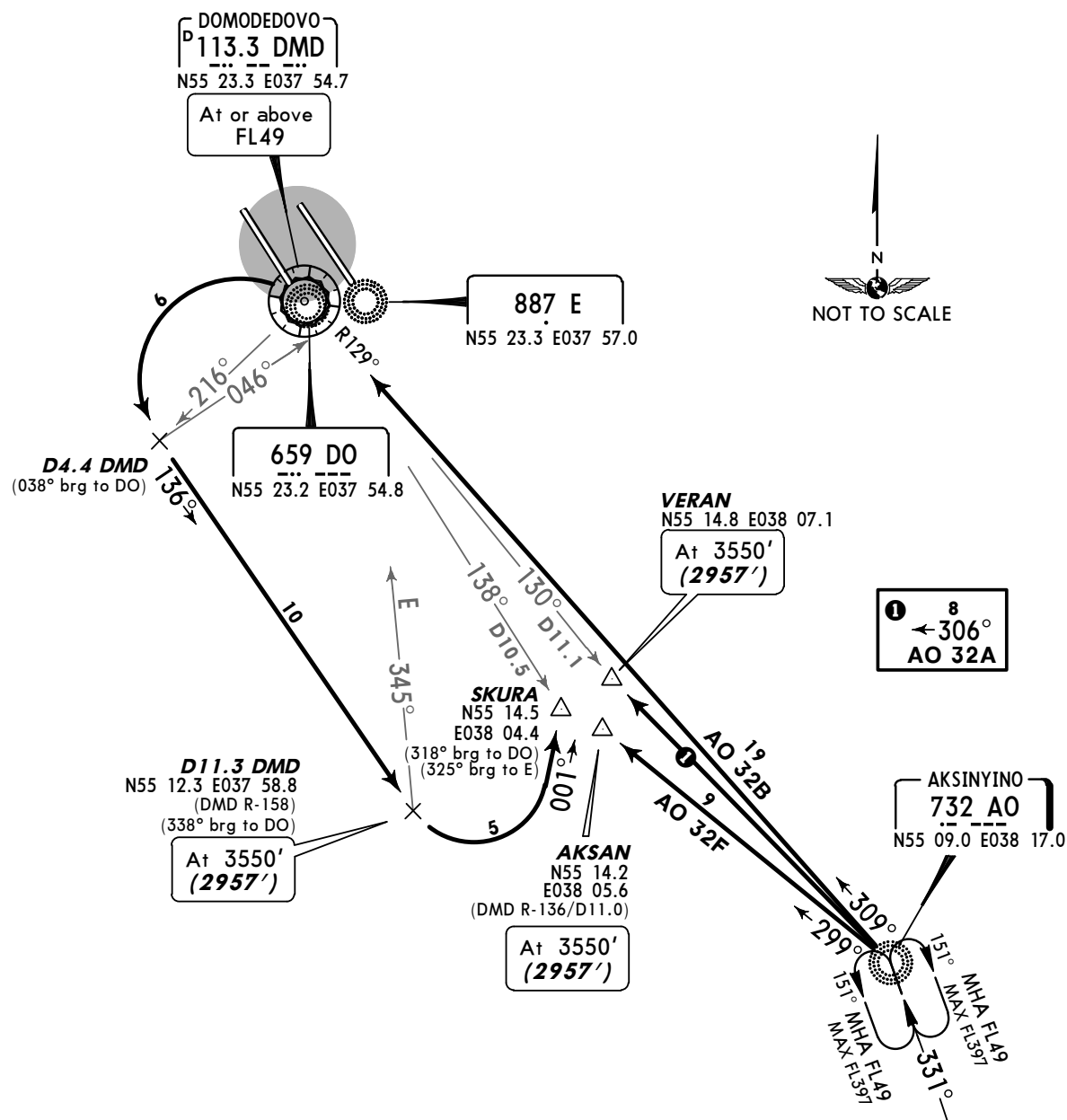
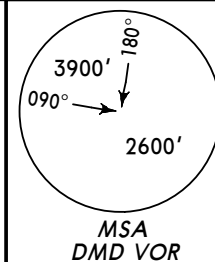
MOSCOW, RUSSIA
STAR

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.

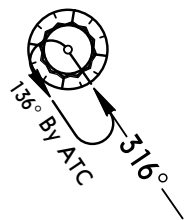
AKSINYINO 32A (AO 32A)
AKSINYINO 32B (AO 32B)
AKSINYINO 32F (AO 32F)
RWYS 32L/R ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

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

HOLDING
OVER DMD



UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2F)** **Eff 13 Jan**

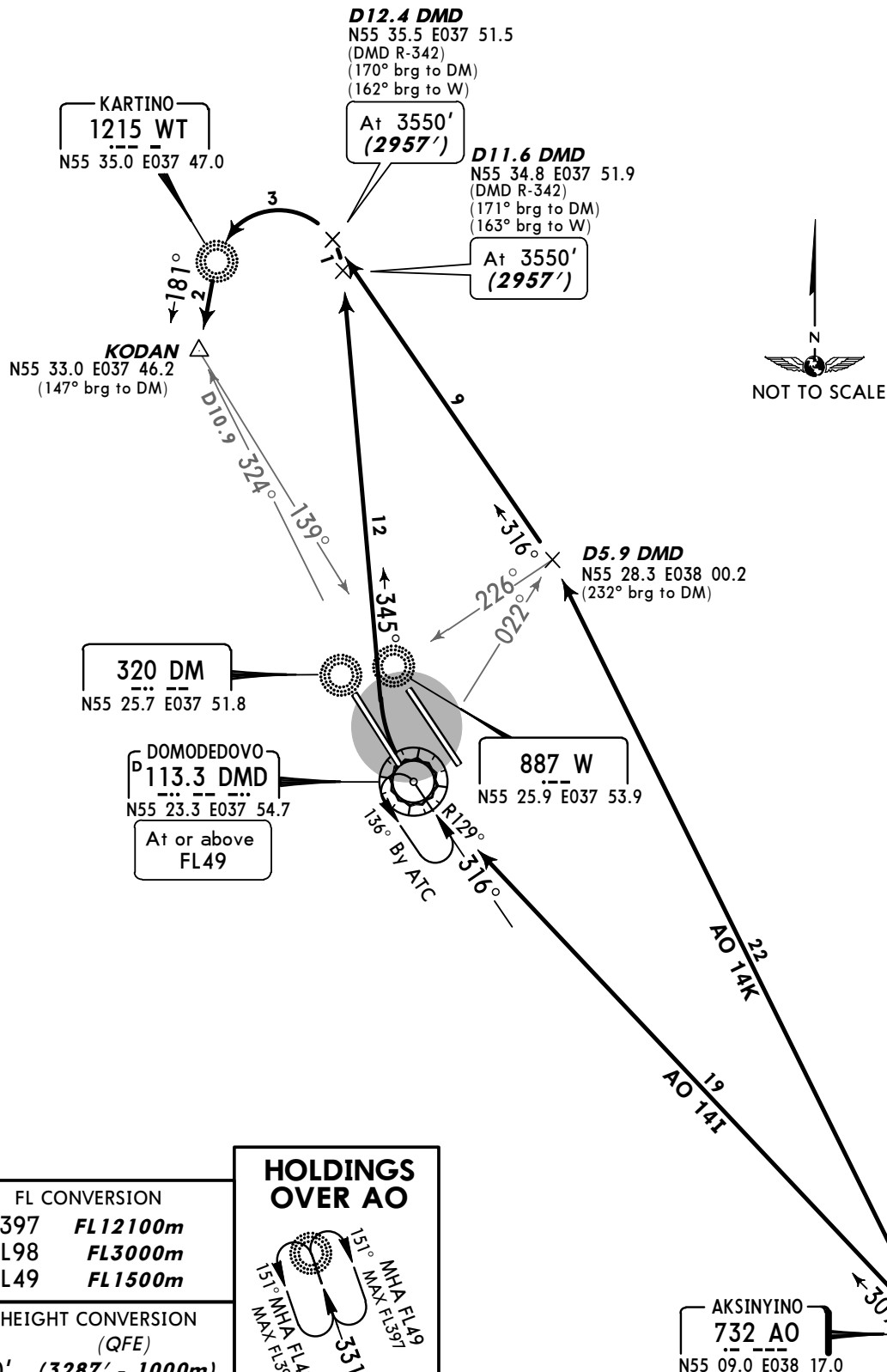
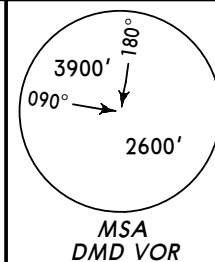
MOSCOW, RUSSIA
STAR

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 (AO 14I)
AKSINYINO 14K (AO 14K)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL98



UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2G)** **Eff 13 Jan**

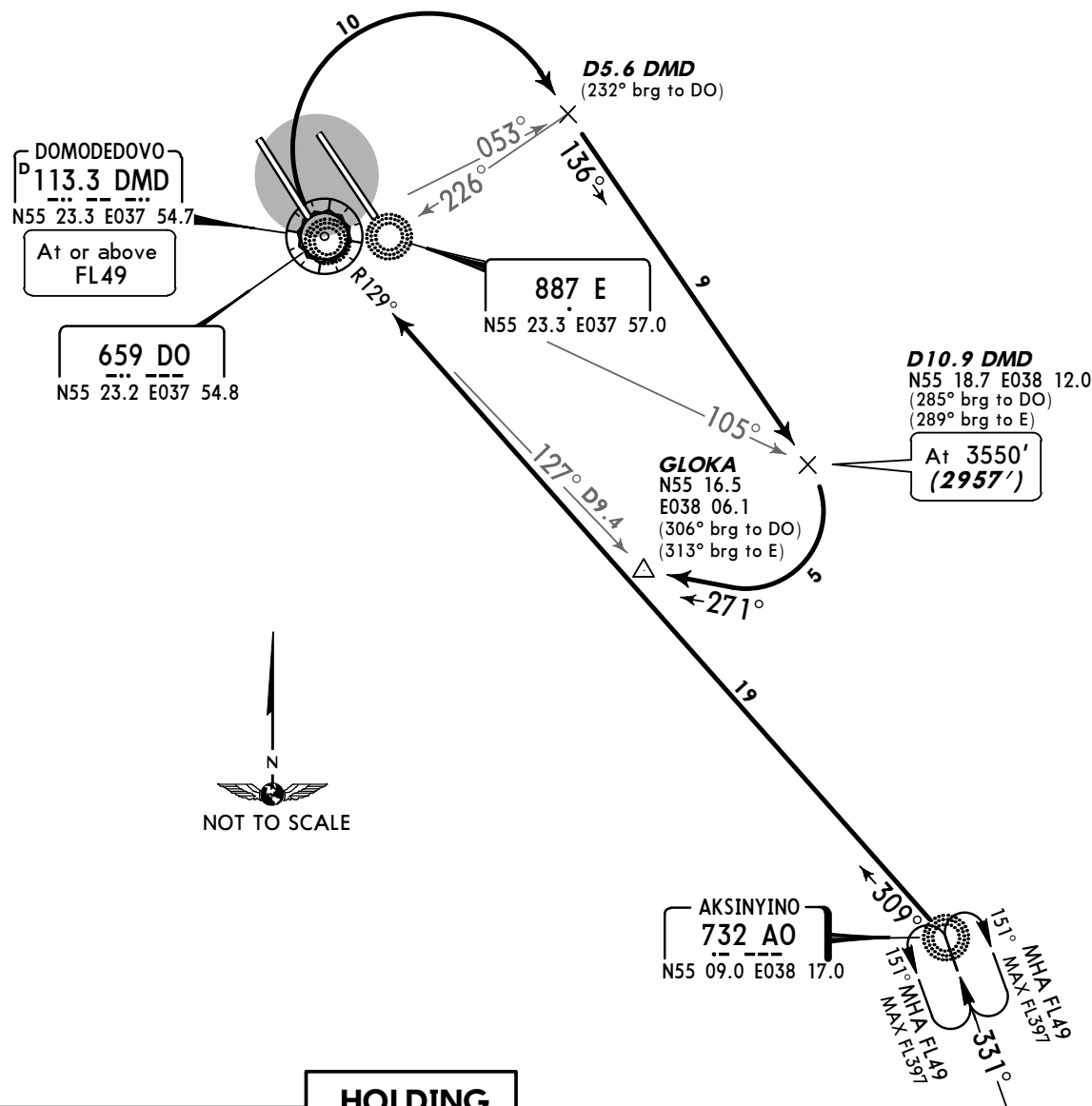
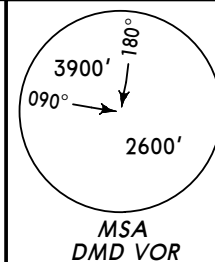
MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

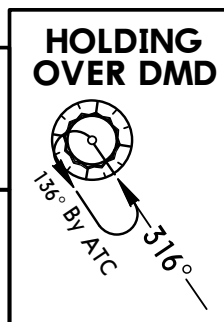
Apt Elev
593'

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 (AO 32I)
RWYS 32L/R ARRIVAL
~~SPEED~~ MAX 250 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)



UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2H)** **Eff 13 Jan**

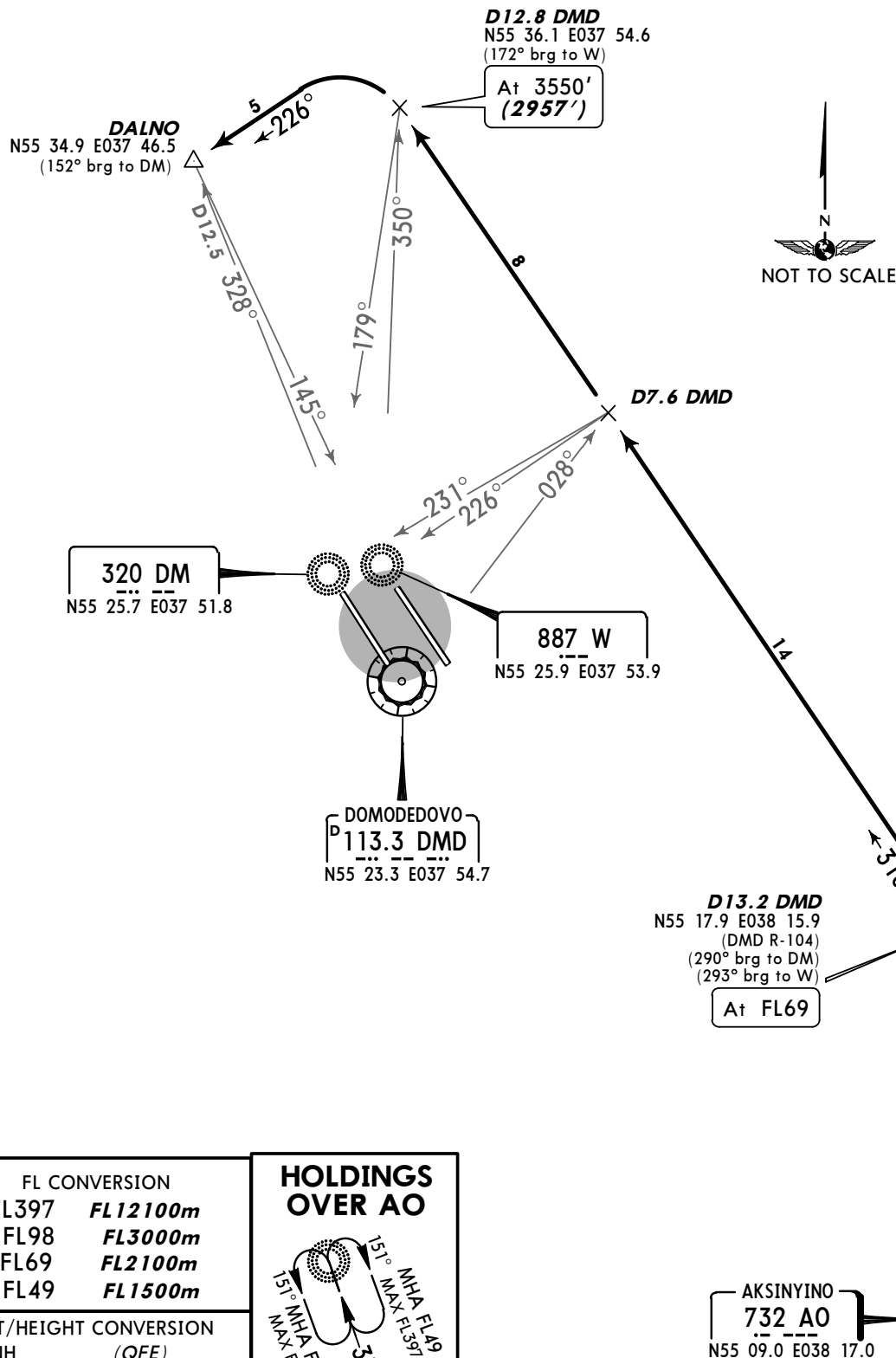
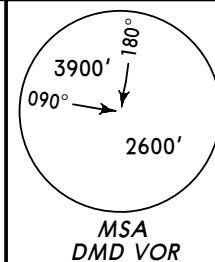
MOSCOW, RUSSIA
STAR

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.

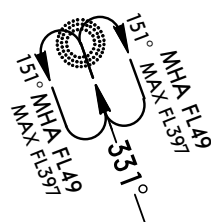
AKSINYINO 14N (AO 14N)
RWYS 14R/L ARRIVAL
BY ATC
~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL69 **FL2100m**
FL49 **FL1500m**

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

HOLDINGS
OVER AO



AKSINYINO
732 AO
N55 09.0 E038 17.0

UUDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2J)** **Eff 13 Jan**

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.

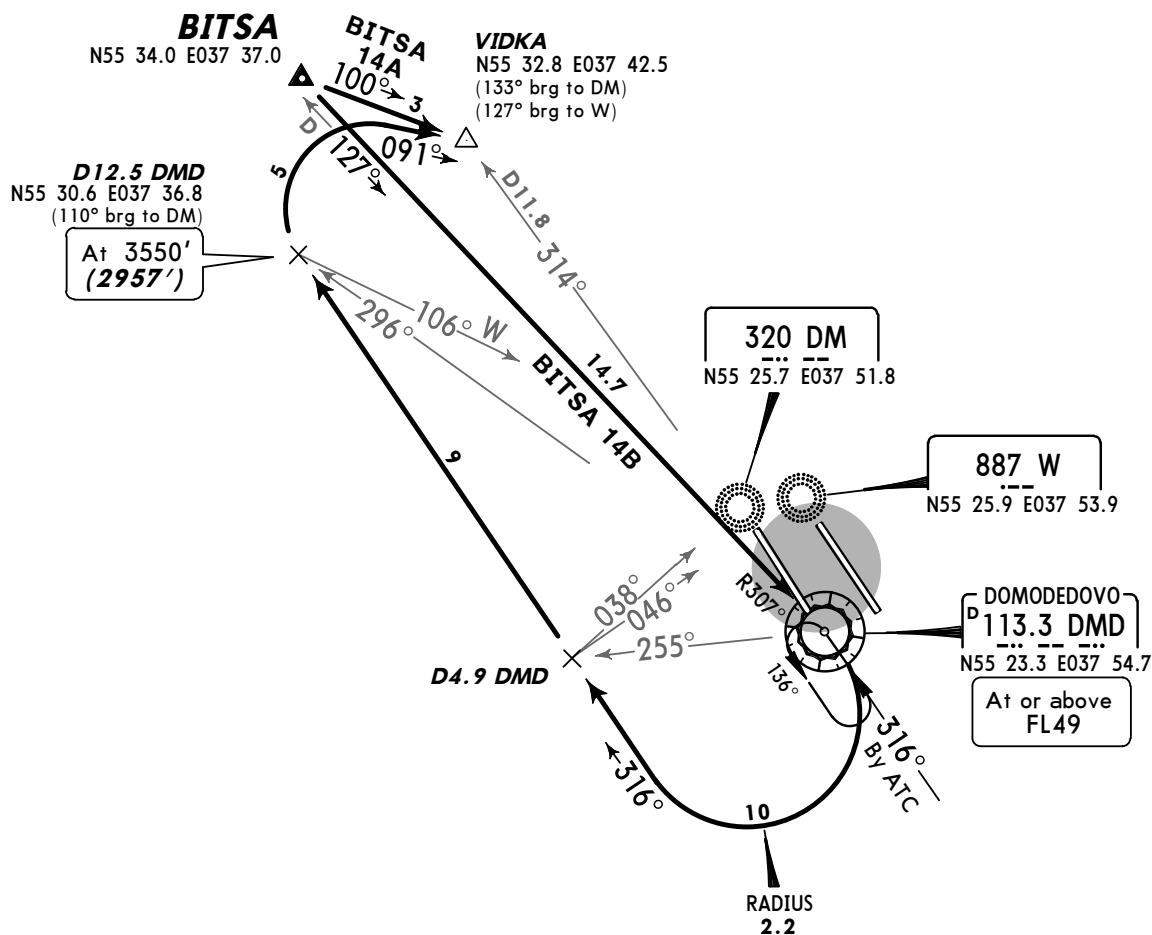
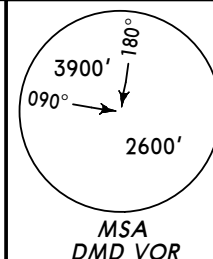
BITSA 14A [*BIT14A*]

BITSA 14B [*BIT14B*]

RWYS 14R/L ARRIVALS

BY ATC

SPEED: MAX 250 KT BELOW FL98



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



UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 **(30-2K)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

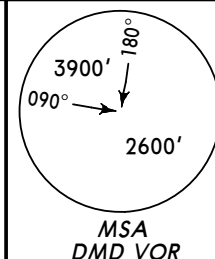
ATIS
128.3
(Russian **122.95**)

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.

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

~~SPEED~~ MAX 250 KT BELOW FL98



BITSA

N55 34.0 E037 37.0

127°

143°

BITSA 32B
14.7
BITSA 32A
16

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.7
At or above
FL49



887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

D4.4 DMD
N55 20.3 E037 49.2
(038° brg to DO)

D10.6 DMD
N55 12.9 E037 58.3
(DMD R-159)
(339° brg to DO)
(346° brg to E)

At 3550'
(2957')

D11.3 DMD
N55 12.3 E037 58.8
(DMD R-158)
(339° brg to DO)

At 3550'
(2957')

SKURA
N55 14.5 E038 04.4
(318° brg to DO)
(325° 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
22 OCT 10 **(30-2L)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

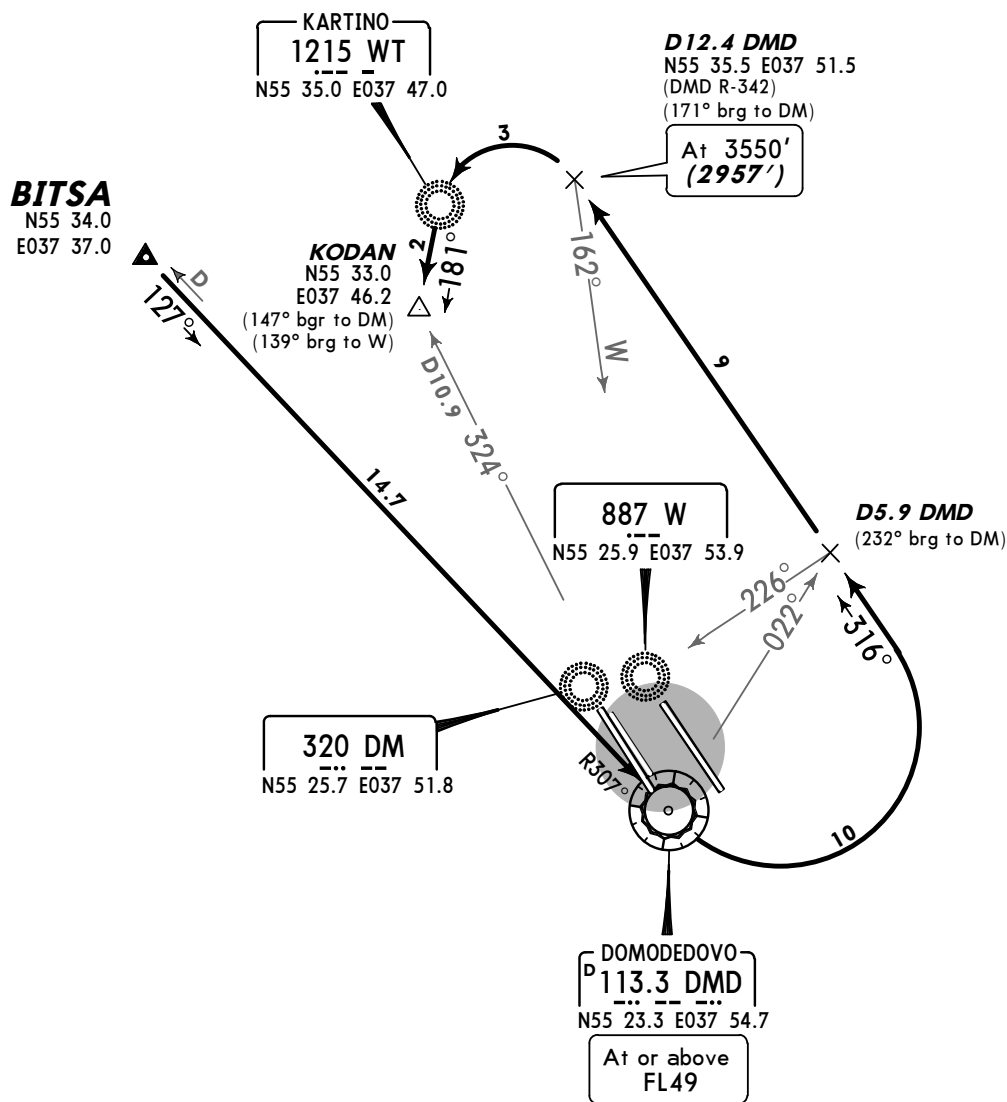
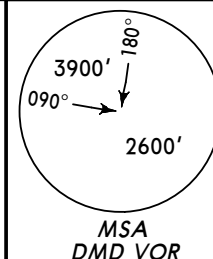
ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

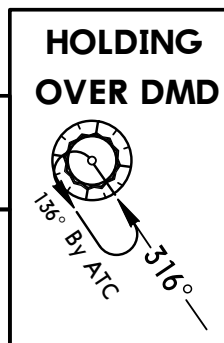
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

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

~~SPEED~~ MAX 250 KT BELOW FL98



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



UDD/DME
DOMODEDOVO

JEPPesen
22 OCT 10 **(30-2M)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

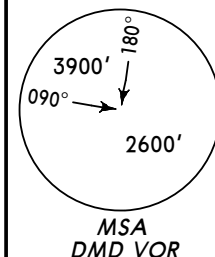
ATIS
128.3
(Russian **122.95**)

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.

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

~~SPEED~~ MAX 250 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 54.7
At or above
FL49

659 DO
N55 23.2 E037 54.8

887 E
N55 23.3 E037 57.0

D5.3 DMD
N55 26.5 E038 02.1
(DMD R-043)
(222° brg to DO)

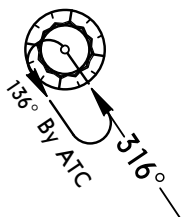
D5.6 DMD
N55 25.8 E038 03.4
(DMD R-053)
(232° brg to DO)

D10 DMD
N55 19.2 E038 10.7
(284° brg to DO)
(288° brg to E)
At 3550'
(2957')

D10.9 DMD
N55 18.7 E038 12.0
(DMD R-105)
(285° brg to DO)
(289° brg to E)
At 3550'
(2957')

GLOKA
N55 16.5 E038 06.1
(306° brg to DO)
(313° 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

JEPPESSEN
22 OCT 10 **(30-2N)** **Eff 1 Nov**

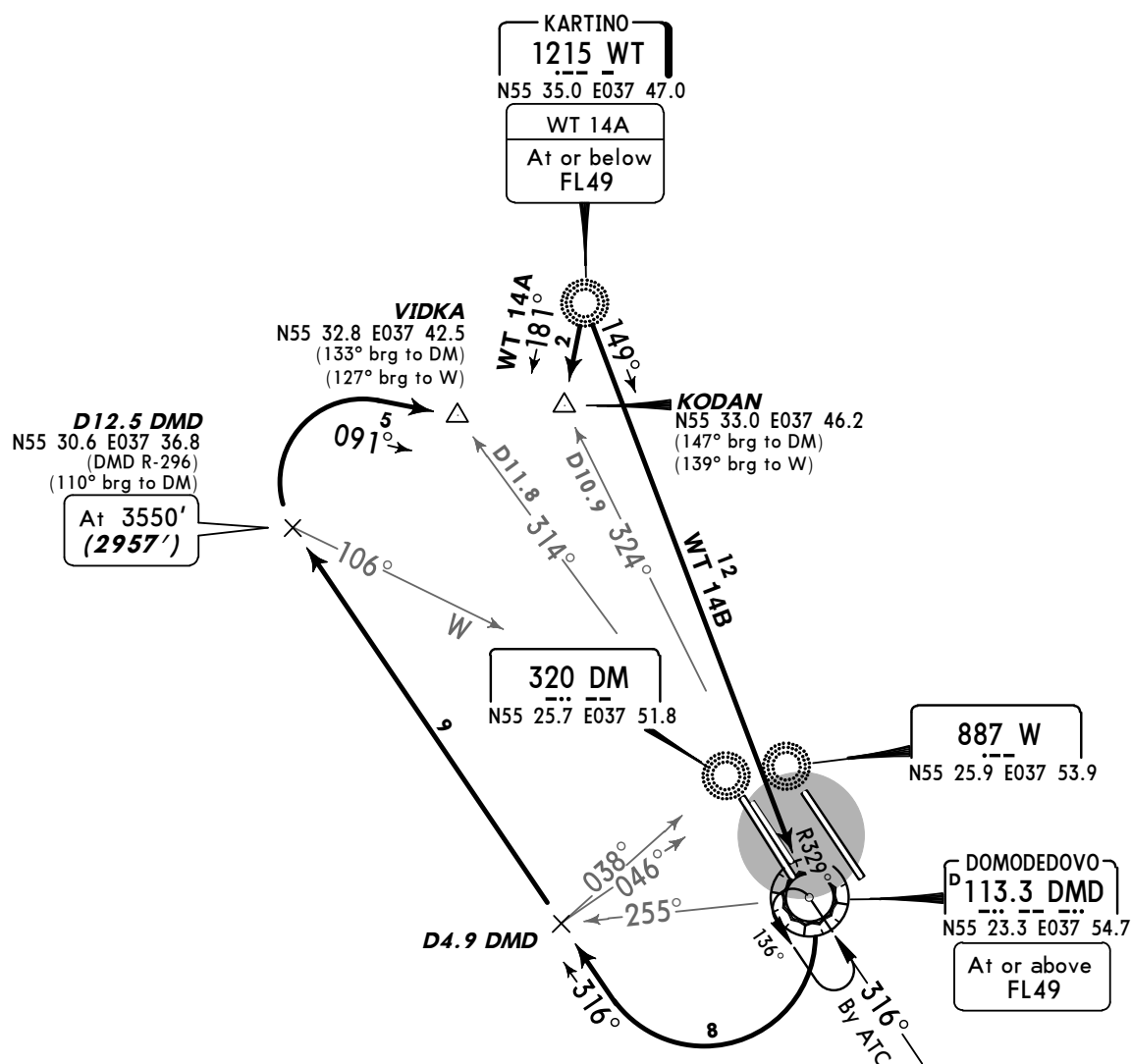
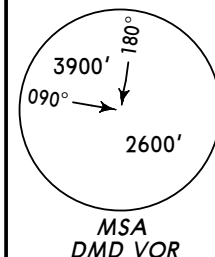
MOSCOW, RUSSIA
STAR

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.

KARTINO 14A (WT 14A)
KARTINO 14B (WT 14B)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL98



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

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



UUDD/DME
DOMODEDOVO

JEPPESSEN
22 OCT 10 (30-2P) Eff 1 Nov

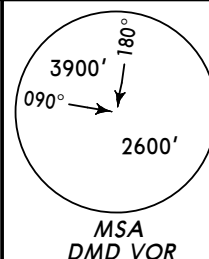
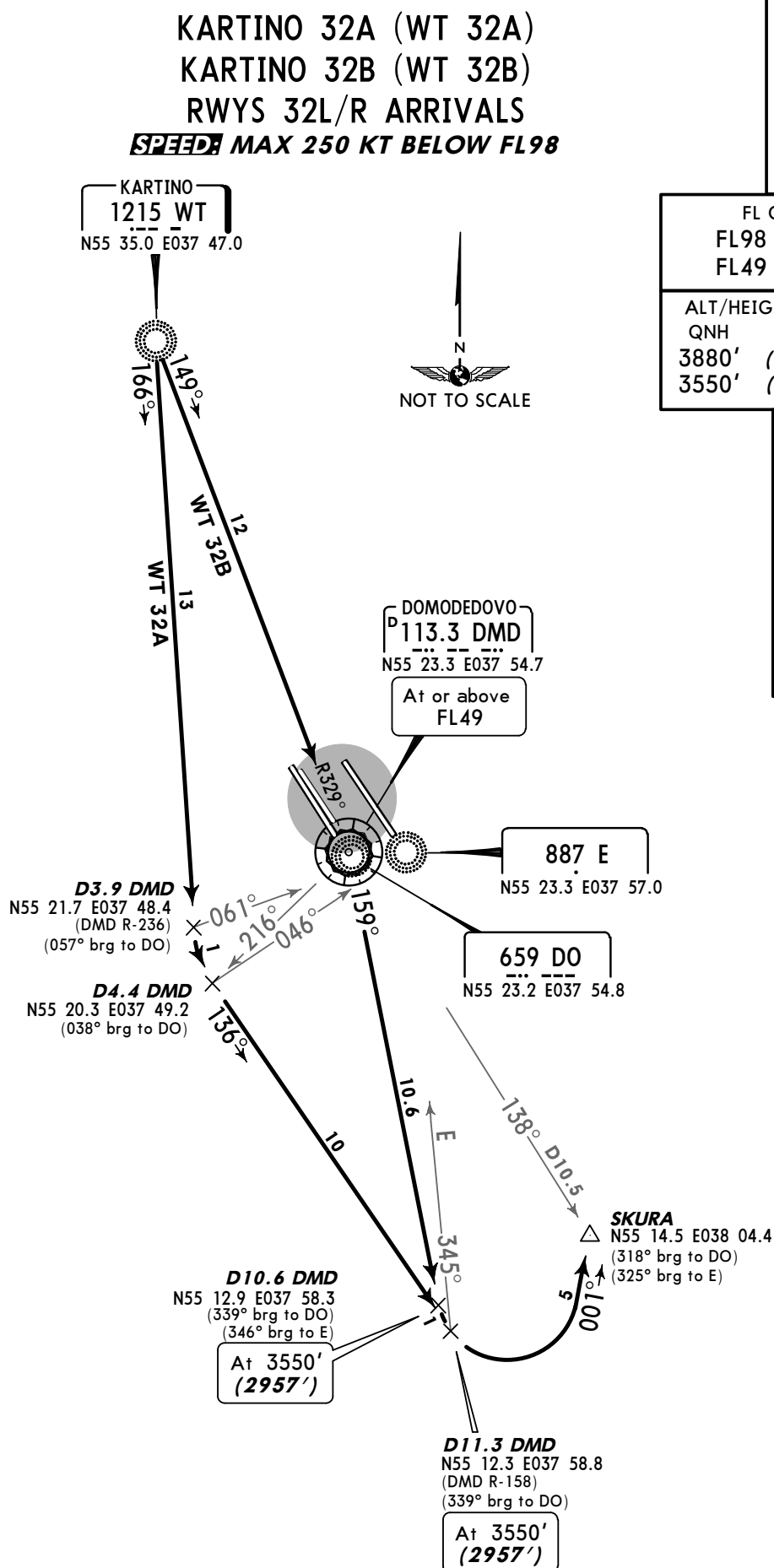
MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

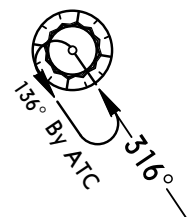
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.



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

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

HOLDING OVER DMD



UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 **(30-2Q)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

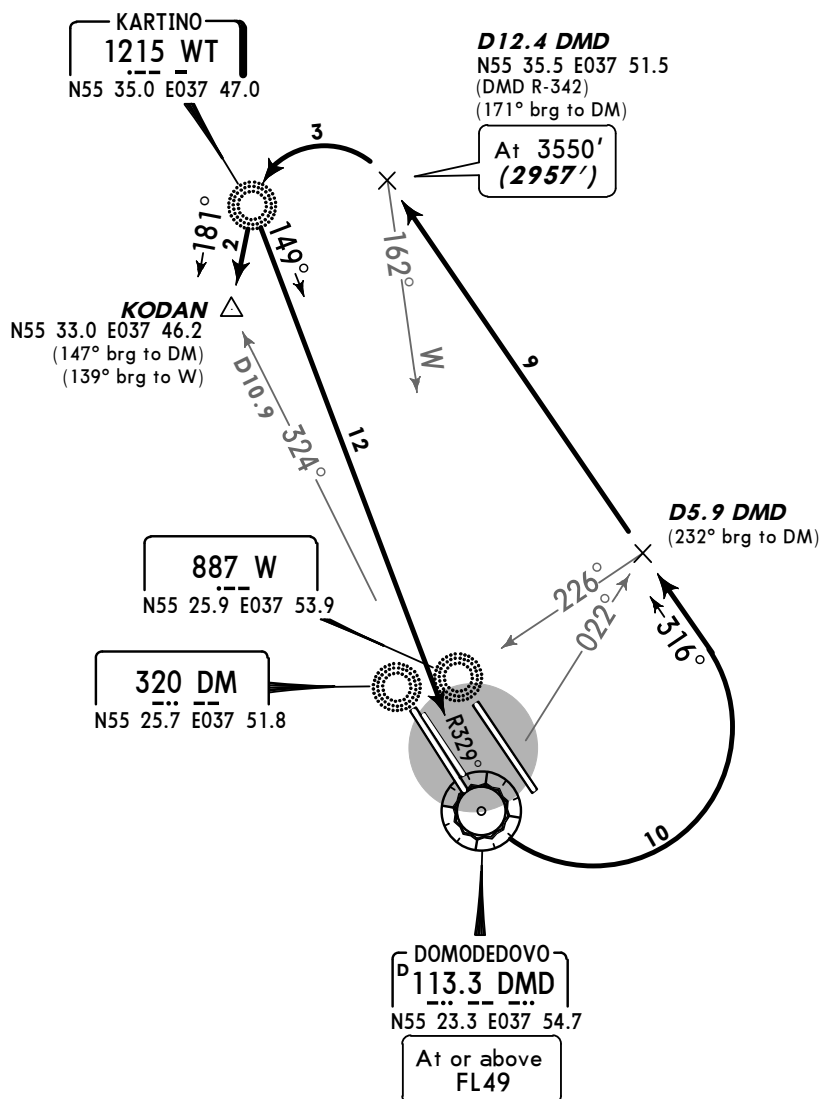
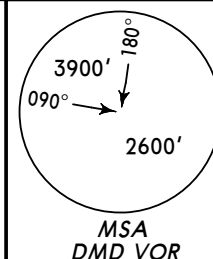
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14I (WT 14I)

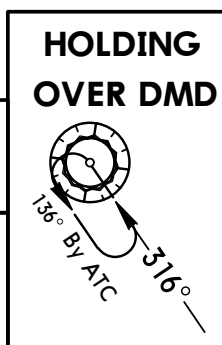
RWYS 14R/L ARRIVAL

BY ATC

~~SPEED~~ MAX 250 KT BELOW FL98



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



UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 **30-2S** **Eff 1 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.

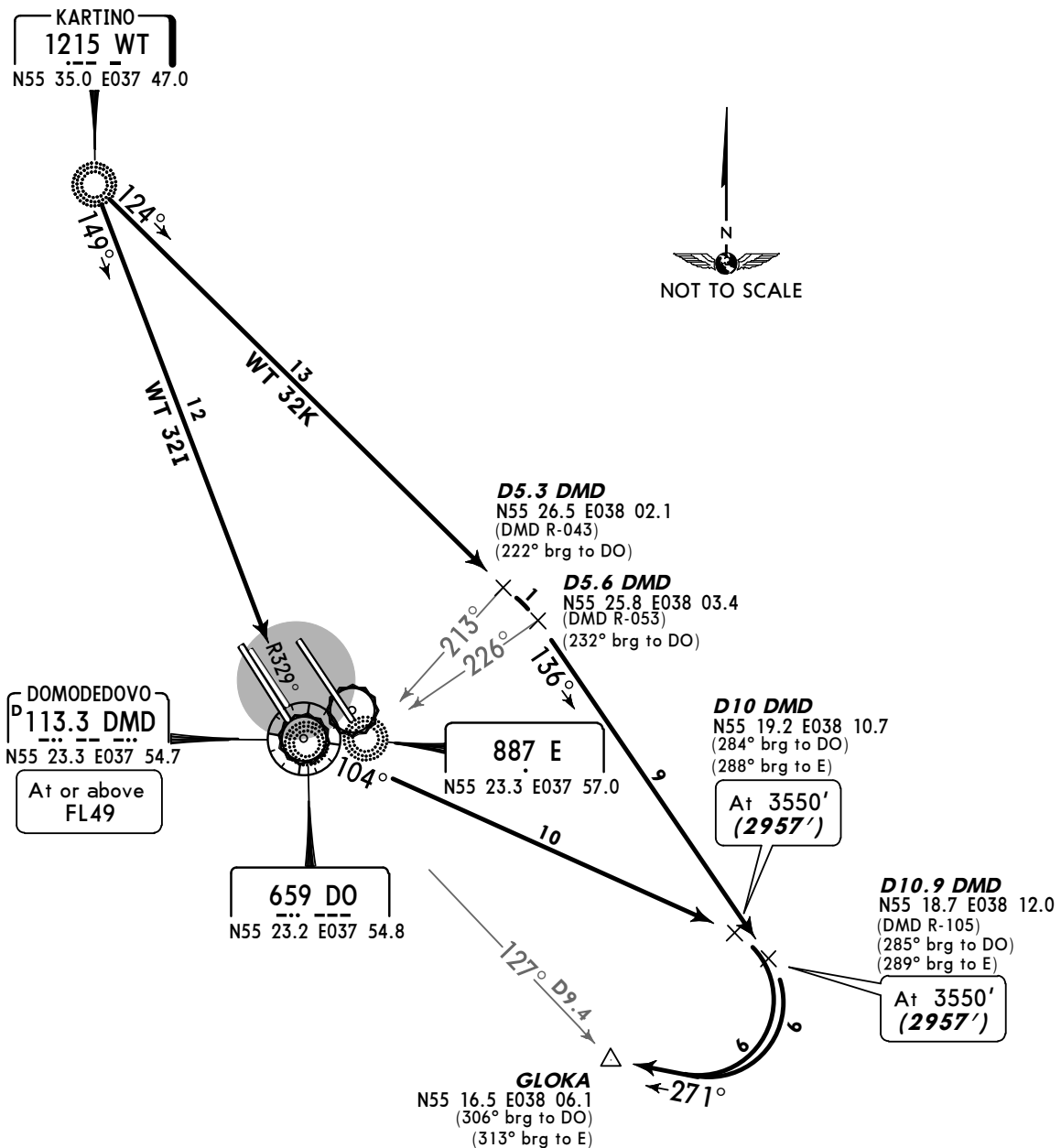
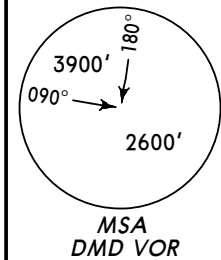
KARTINO 32I (WT 32I)

KARTINO 32K (WT 32K)

RWYS 32L/R ARRIVALS

BY ATC

SPEED: MAX 250 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
22 OCT 10 **(30-2T)** **Eff 1 Nov**

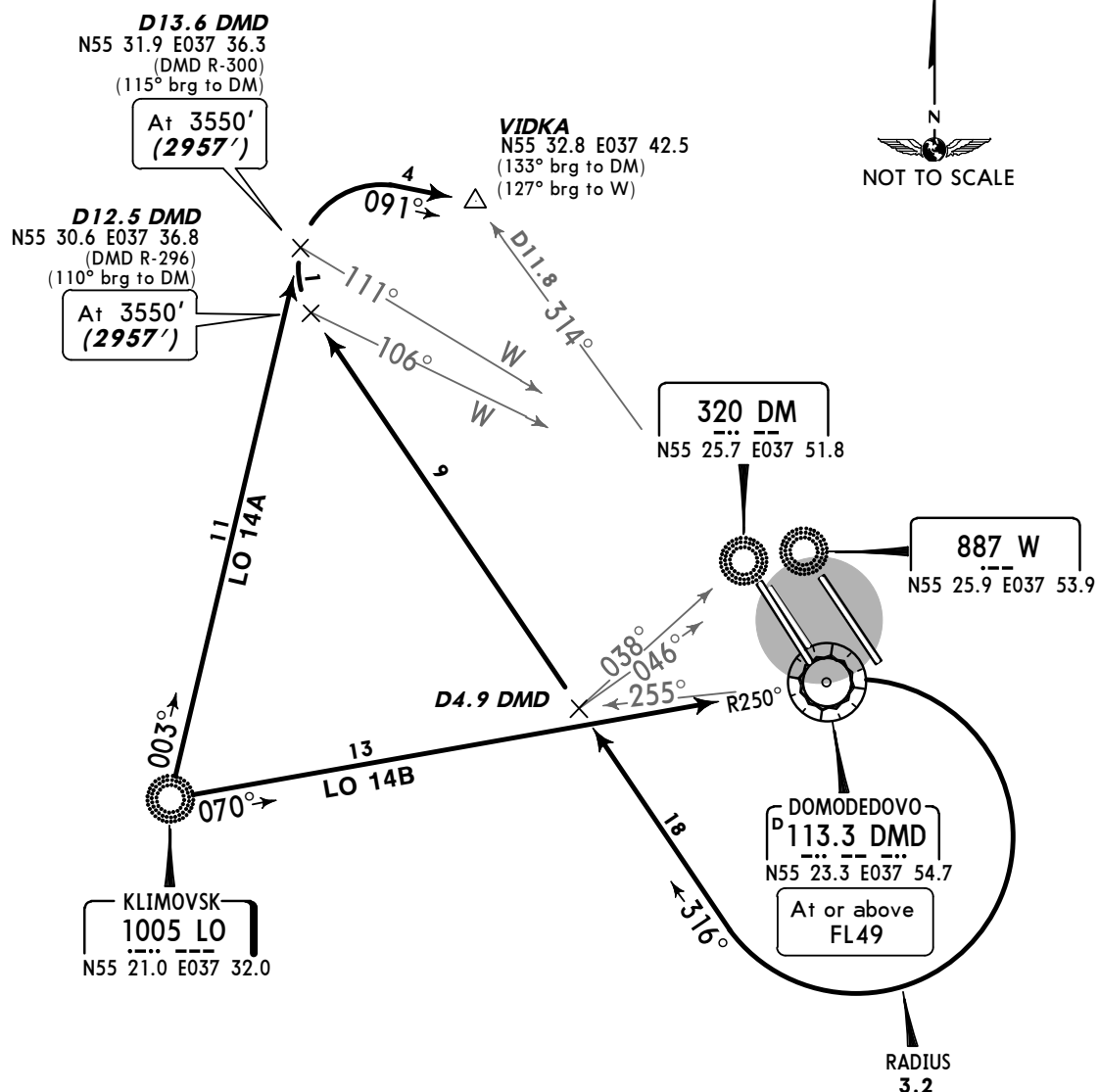
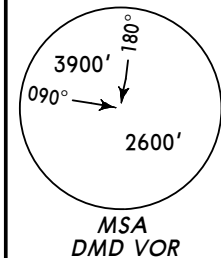
MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

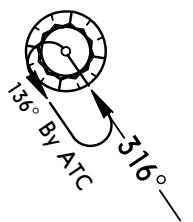
Apt Elev
593'

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.

KLIMOVSK 14A (LO 14A)
KLIMOVSK 14B (LO 14B)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 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

JEPPESSEN
22 OCT 10 **(30-2U)** **Eff 1 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.

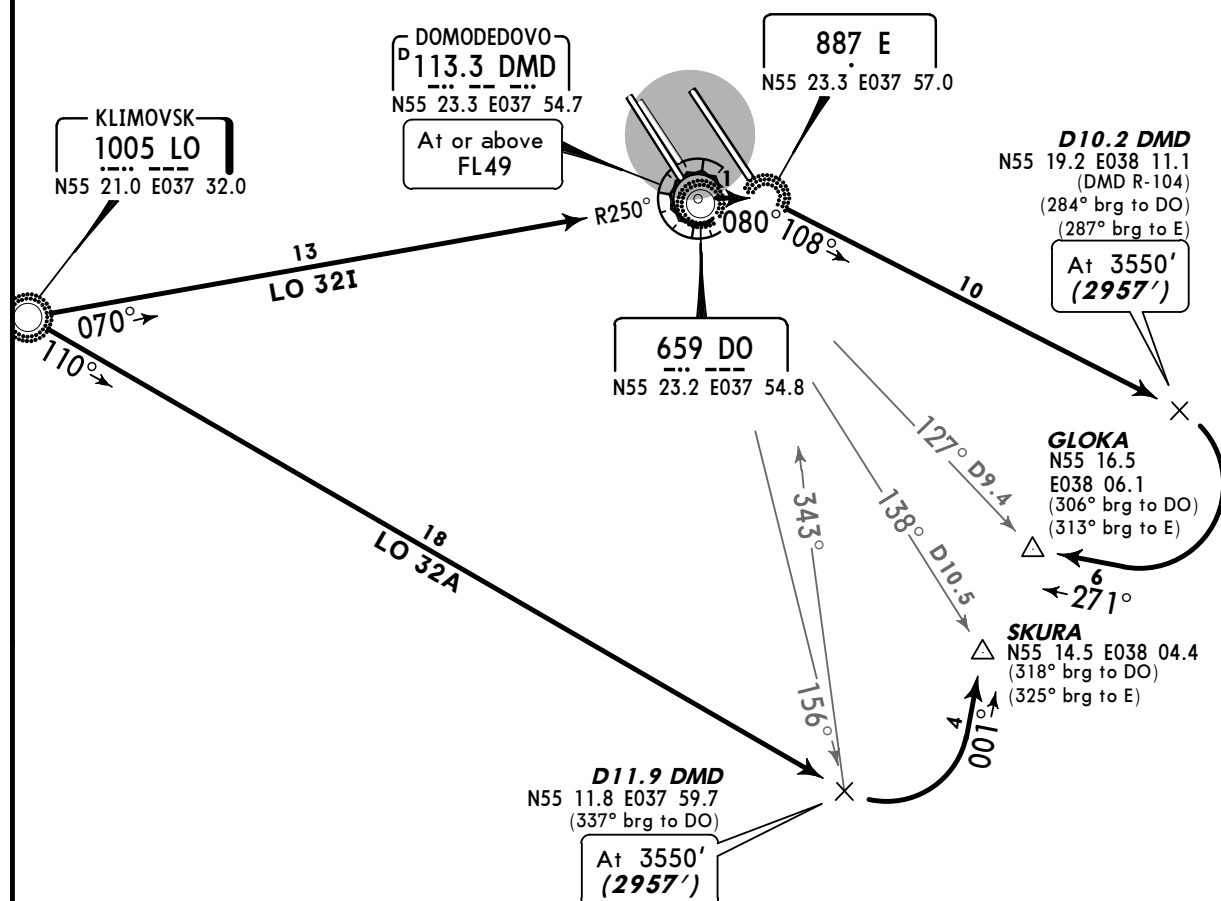
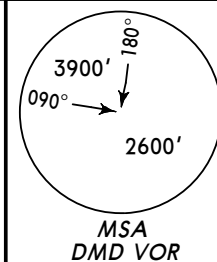
KLIMOVSK 32A (LO 32A)

KLIMOVSK 32I (LO 32I)

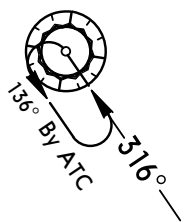
BY ATC

RWYS 32L/R ARRIVALS

~~SPEED~~ MAX 250 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
22 OCT 10 **(30-2V)** **Eff 1 Nov**

MOSCOW, RUSSIA

STAR

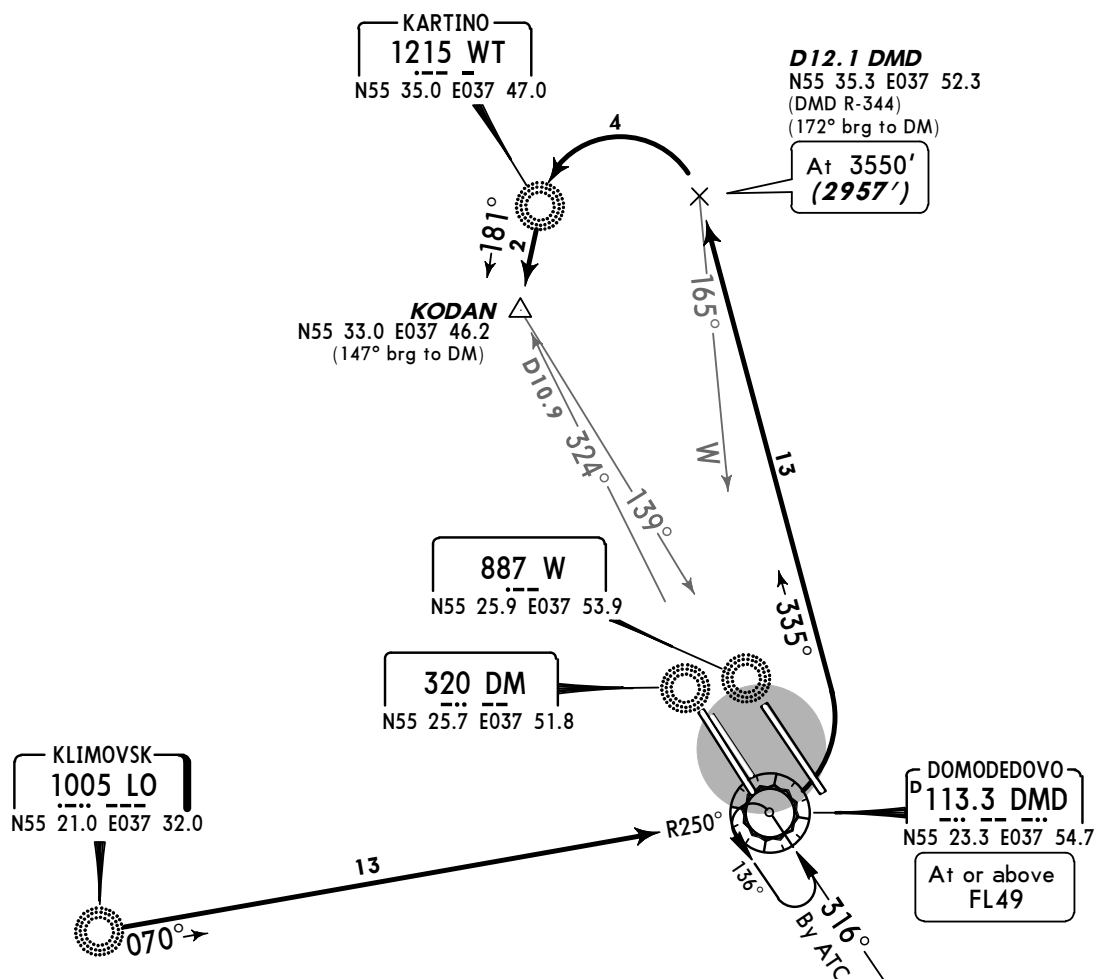
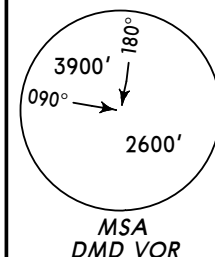
ATIS
128.3
(Russian **122.95**)

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.

KLIMOVSK 14I (LO 14I)
RWYS 14R/L ARRIVAL
BY ATC

~~SPEED~~ MAX 250 KT BELOW FL98



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

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



UDD/DME
DOMODEDOVO

JEPPesen
22 OCT 10 **(30-2V1)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

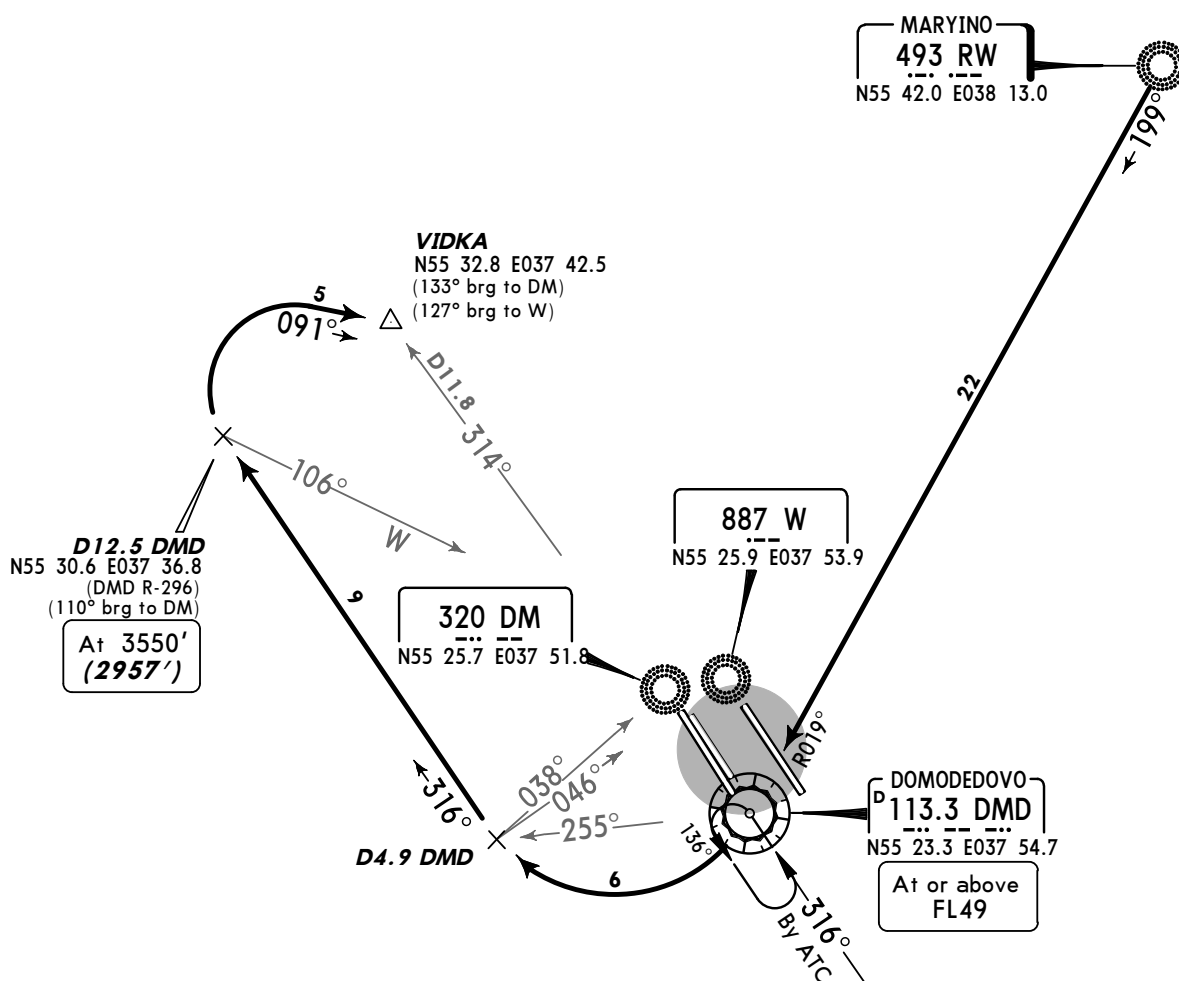
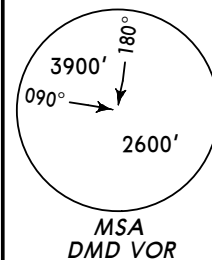
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 14B (RW 14B)

RWYS 14R/L ARRIVAL

BY ATC

~~SPEED~~ MAX 250 KT BELOW FL98



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

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



UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 **(30-2V2)** **Eff 1 Nov**

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

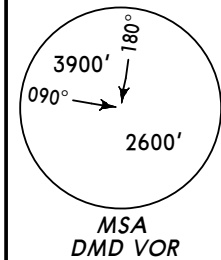
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 32K (RW 32K)

RWYS 32L/R ARRIVAL

BY ATC

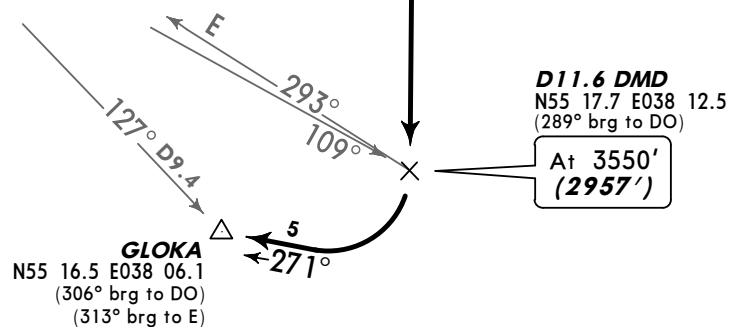
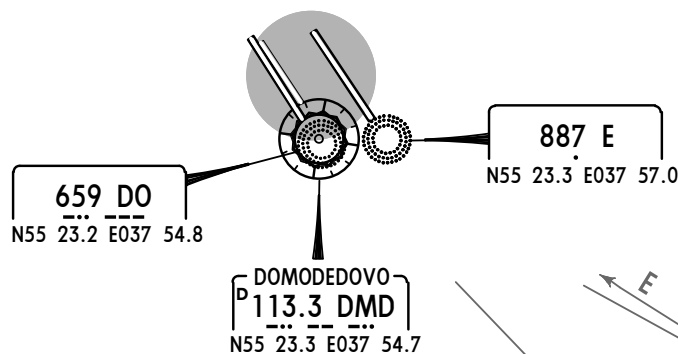
~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION
FL98 **FL3000m**

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

MARYINO
493 RW
N55 42.0 E038 13.0



UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 (30-2V3) Eff 1 Nov

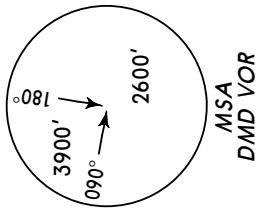
MOSCOW, RUSSIA

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.



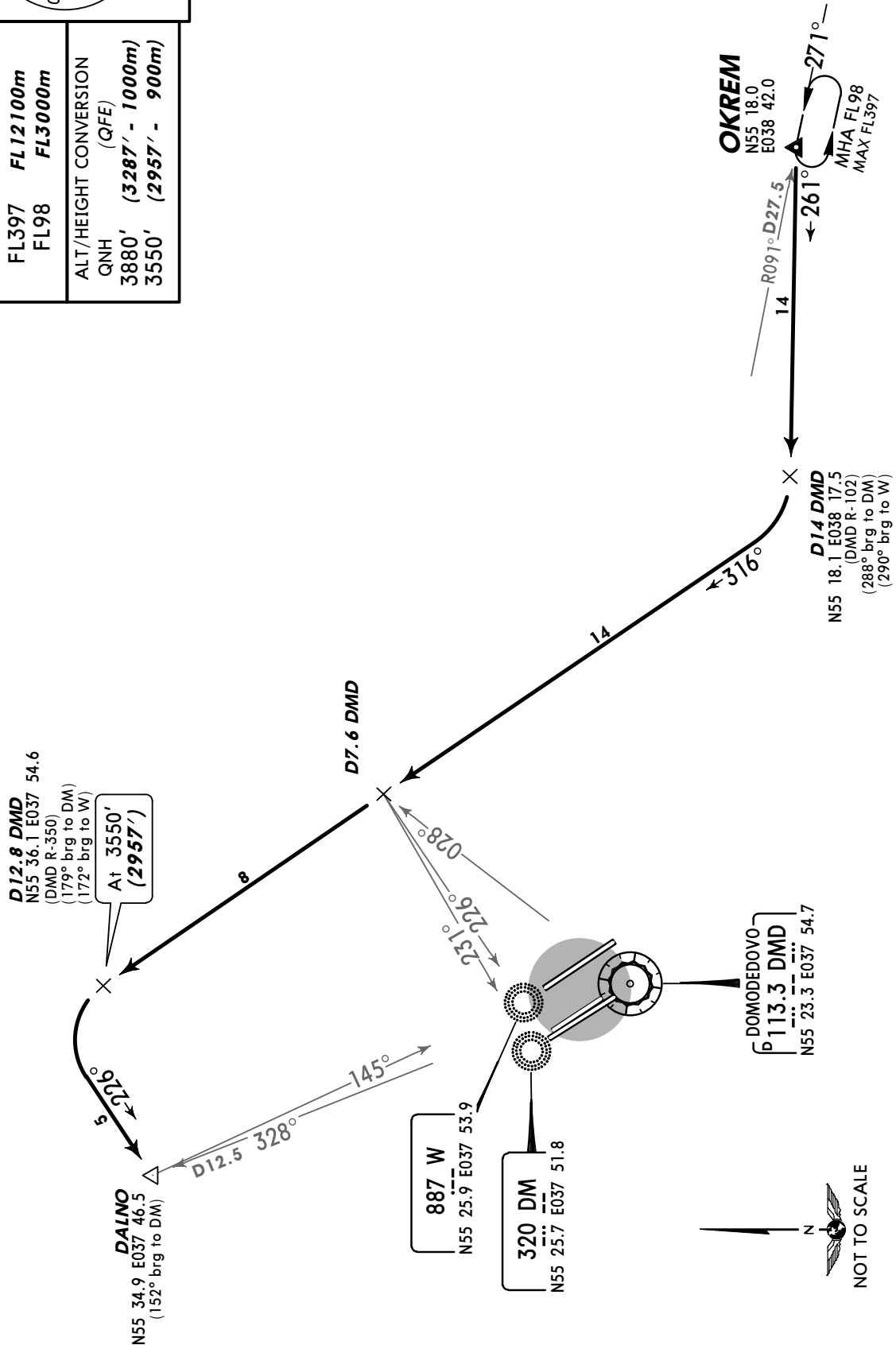
OKREM 14N [OKR14N]

RWYS 14R/L ARRIVAL

BY ATC

SPEED: MAX 250 KT BELOW FL98

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



NOT TO SCALE

UDD/DME
DOMODEDOVO

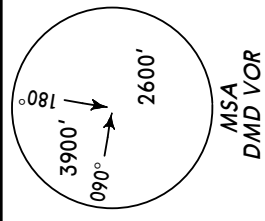
JEPPESSEN
22 OCT 10 **(30-2V4)** Eff 1 Nov

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.



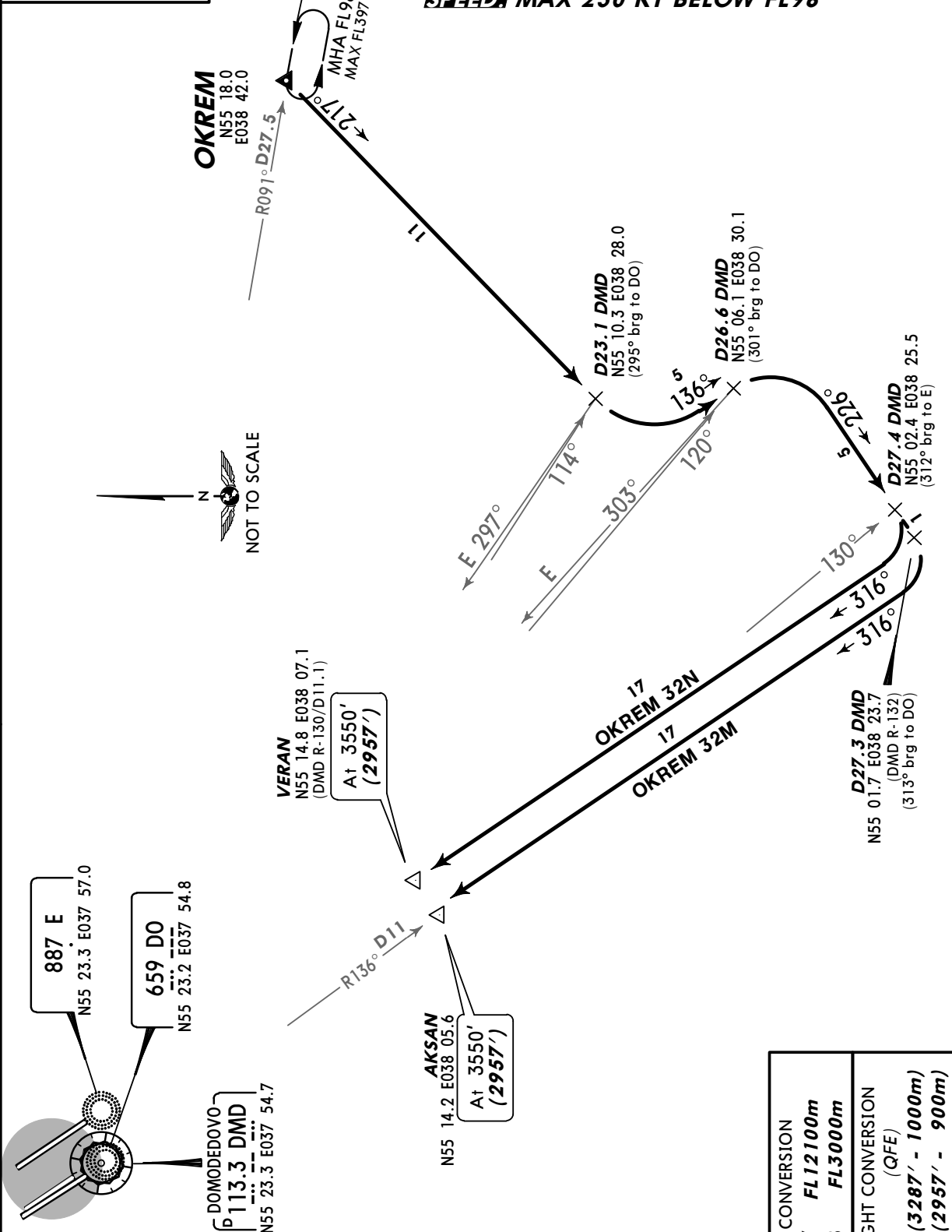
OKREM 32M [OKR32M]

OKREM 32N [OKR32N]

RWYS 32L/R ARRIVALS

BY ATC

SPEED MAX 250 KT BELOW FL98



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

UUDD/DME
DOMODEDOVO

JEPPESEN
31 DEC 10 (30-2V5) Eff 13 Jan

MOSCOW, RUSSIA

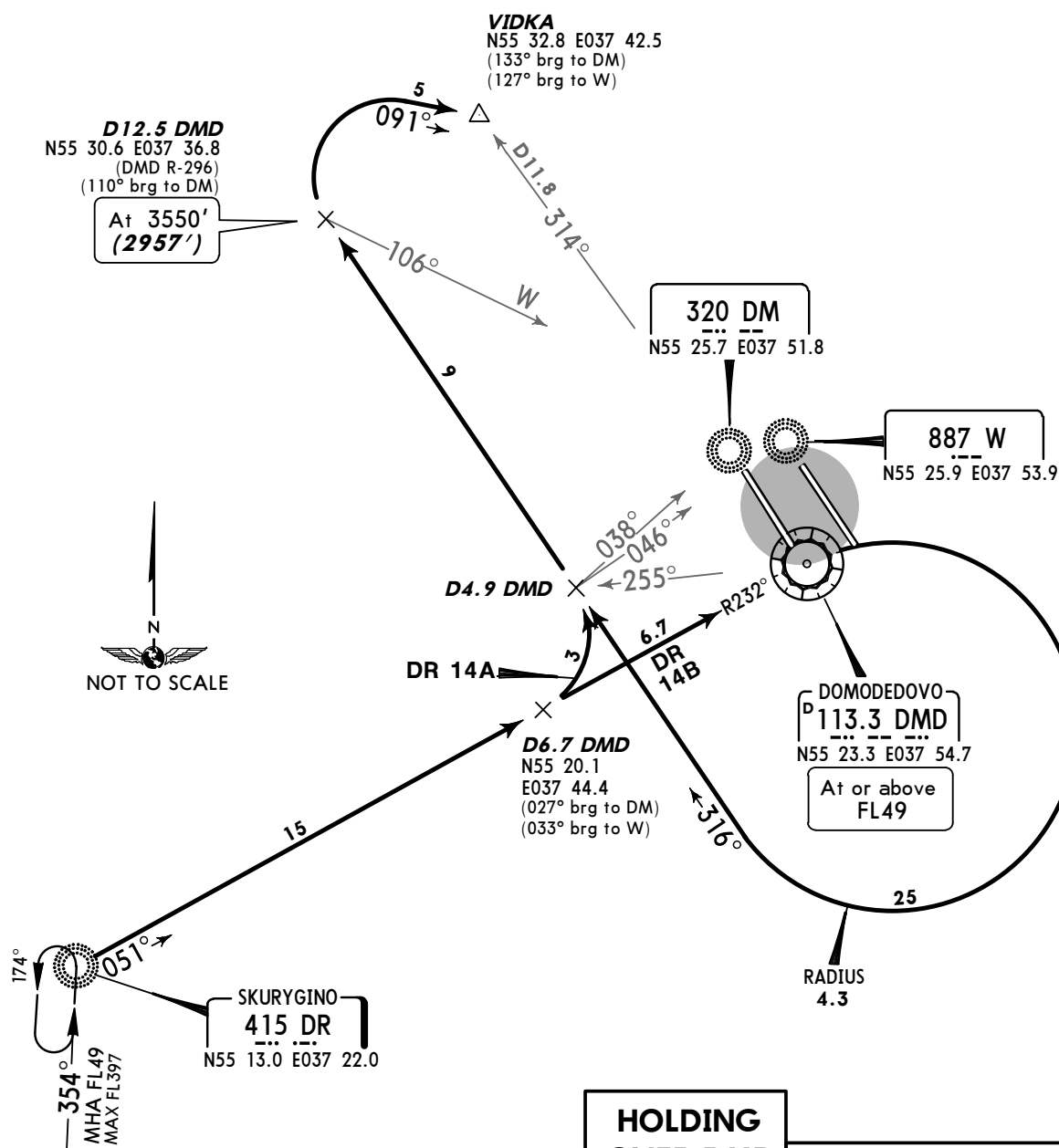
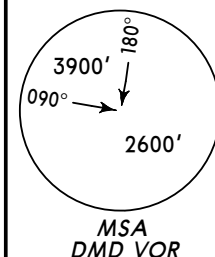
STAR

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 250 KT BELOW FL98



HOLDING OVER DMD



136° BY ATC

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

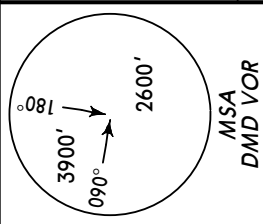
JEPPESSEN
31 DEC 10 **(30-2V6)** Eff 13 Jan

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian **122.95**)

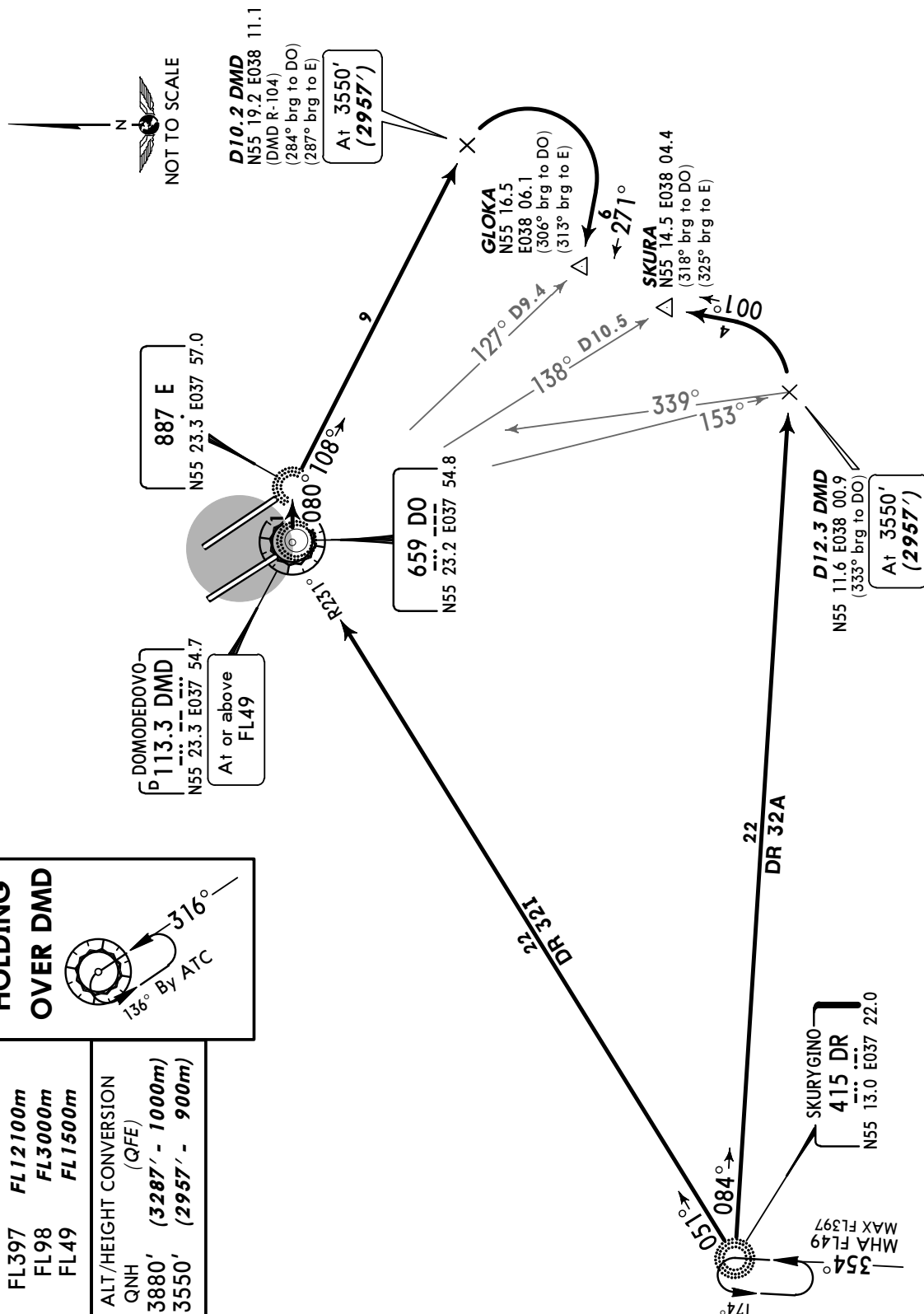
Apt Elev
593'

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)
RWYS 32L/R ARRIVALS

SPEED MAX 250 KT BELOW FL98



HOLDING
OVER DMD
136° By ATC

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

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

UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2V7)** Eff 13 Jan

MOSCOW, RUSSIA

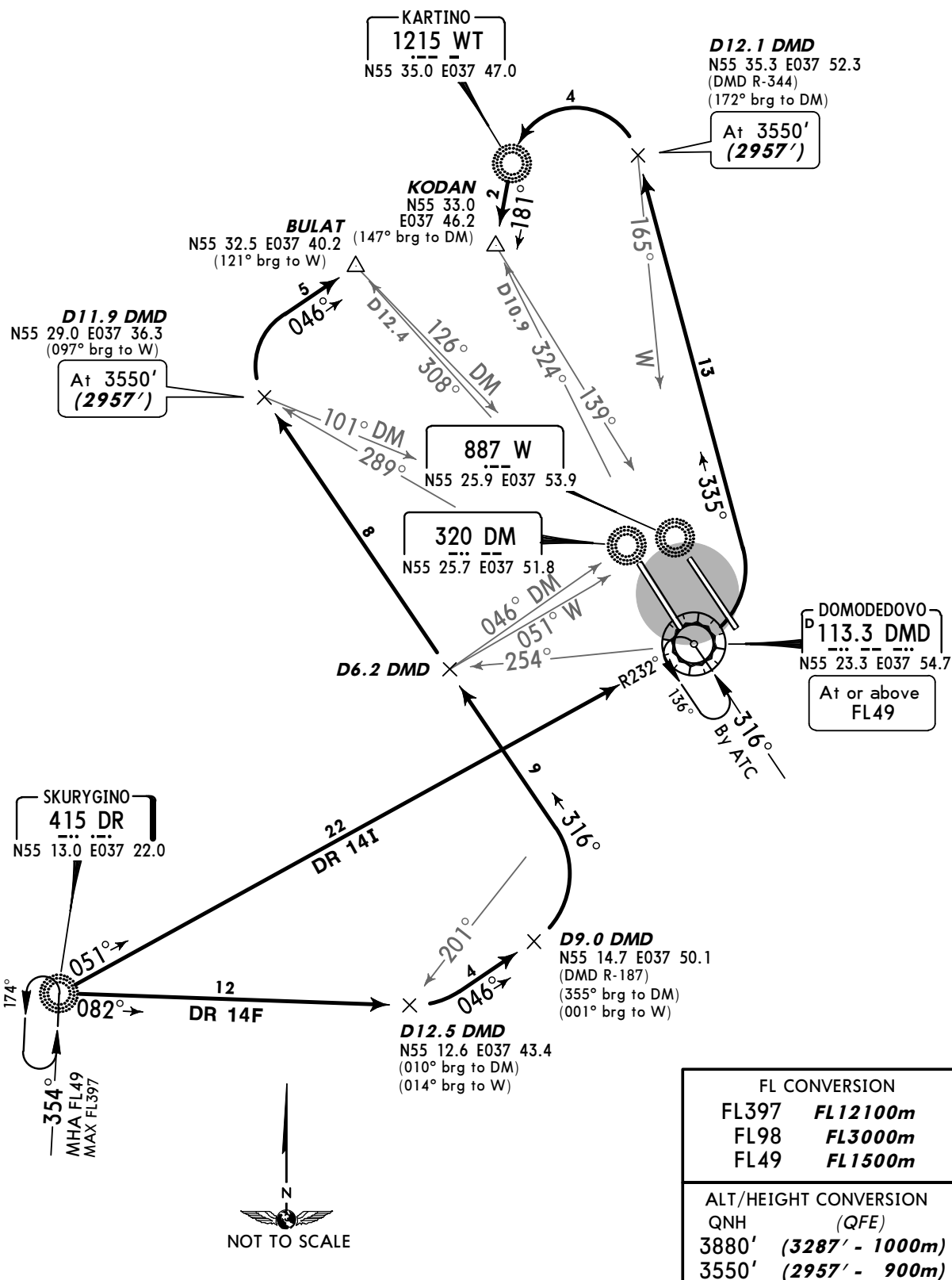
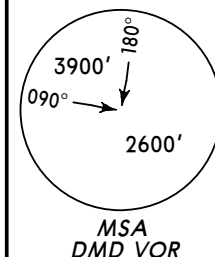
STAR

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 14F (DR 14F)
SKURYGINO 14I (DR 14I)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL98



UUDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 (30-2V8) Eff 13 Jan

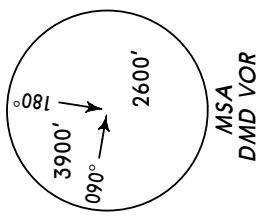
MOSCOW, RUSSIA

STAR

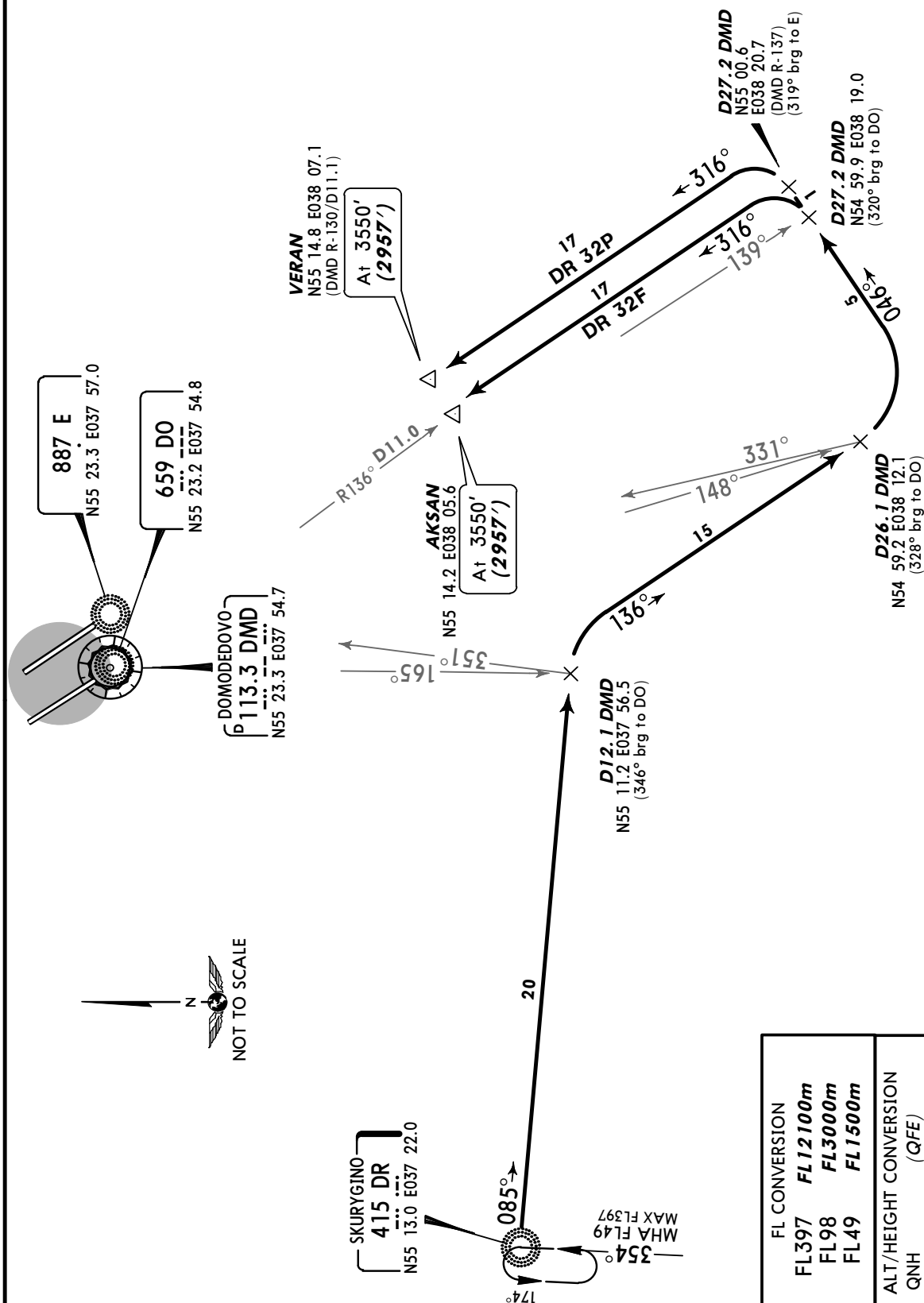
ATIS
128.3
(Russian 122.95)

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 32F (DR 32F)
SKURYGINO 32P (DR 32P)
RWYS 32L/R ARRIVALS
SPEED: MAX 250 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL49	FL1500m

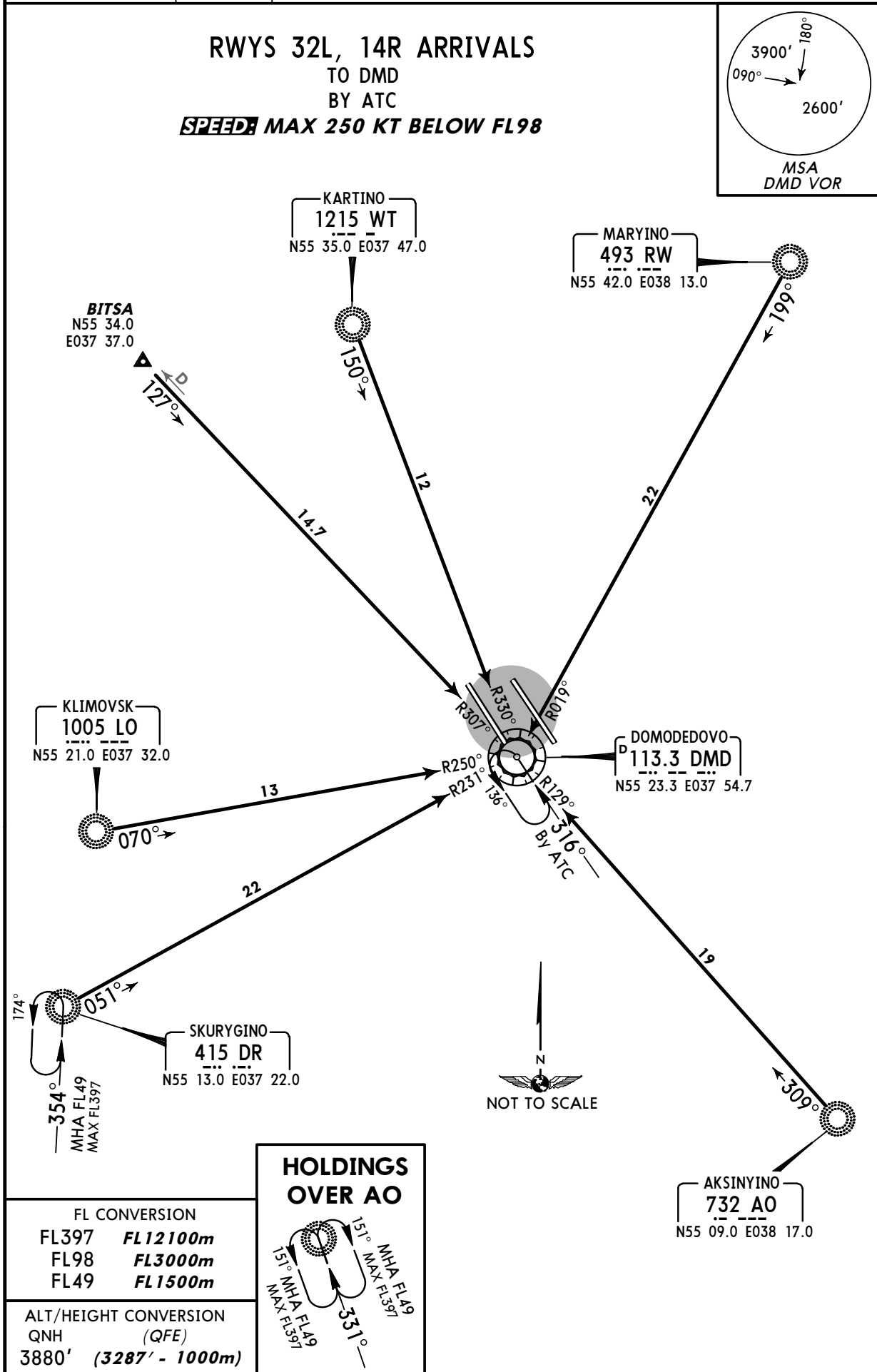
ALT/HEIGHT CONVERSION (QFE)	
QNH	
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2W)** **Eff 13 Jan**

MOSCOW, RUSSIA
STAR

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

JEPPESSEN
31 DEC 10 **(30-2X)** **Eff 13 Jan**

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

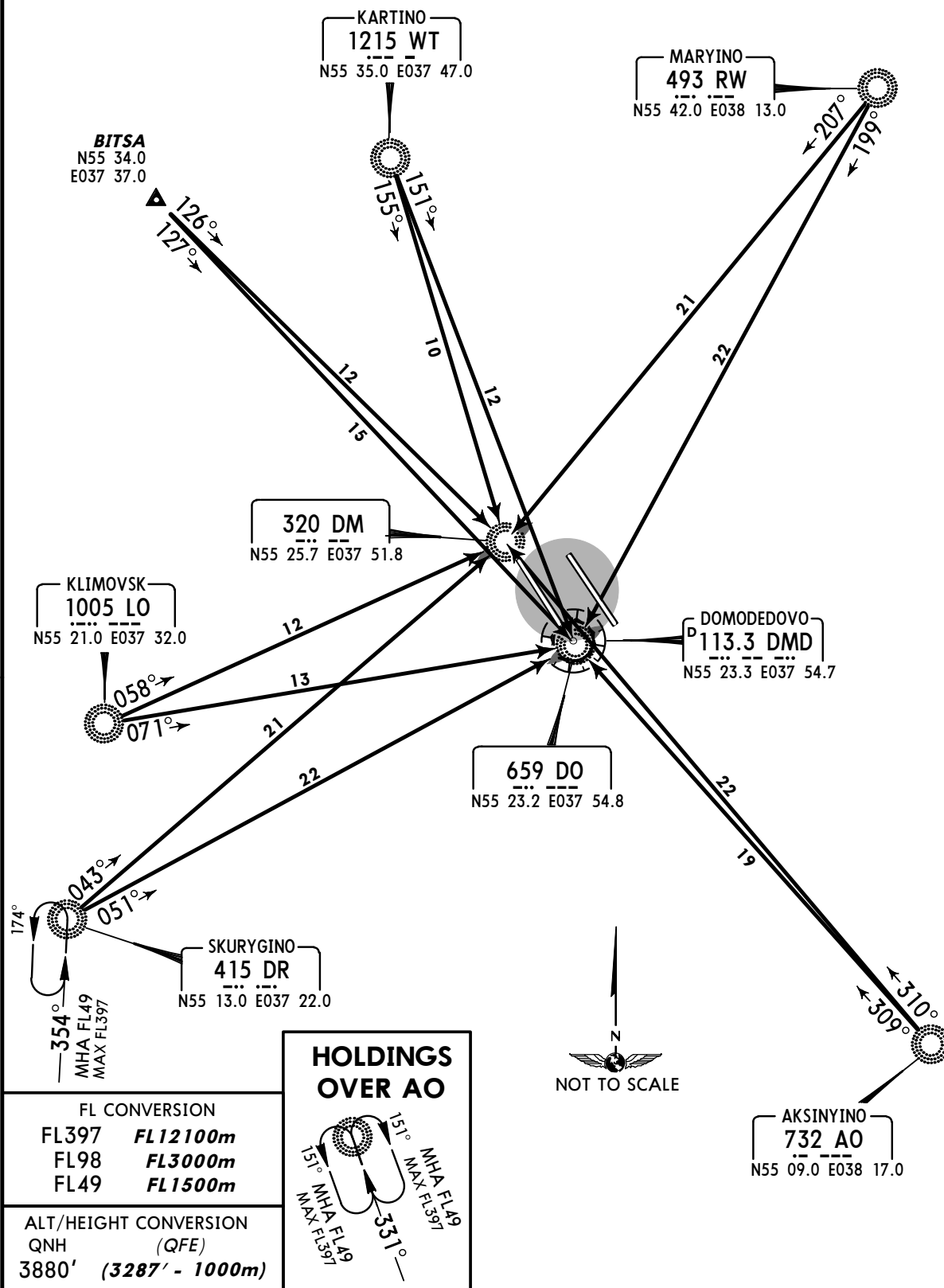
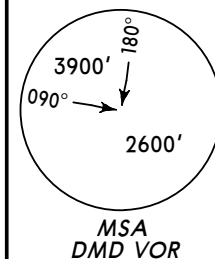
BY ATC

RWY 32L ARRIVALS

TO DO

BY ATC

~~SPEED~~ MAX 250 KT BELOW FL98



UDD/DME
DOMODEDOVO

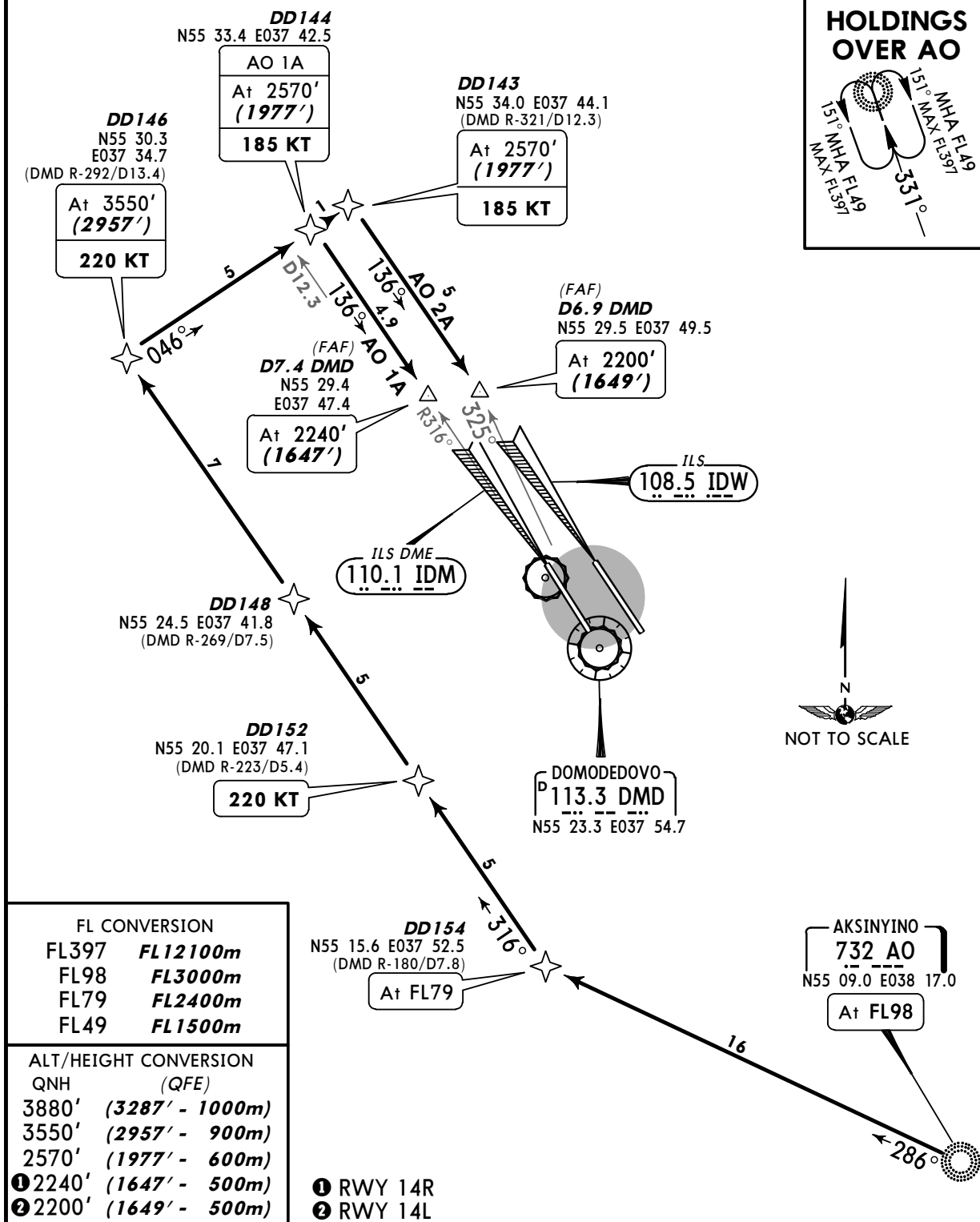
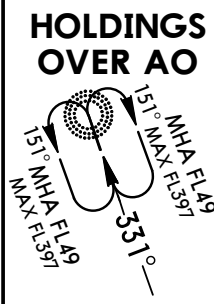
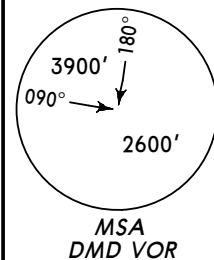
JEPPESSEN
31 DEC 10 **(30-2X1)**

Eff 13 Jan 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.
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AKSINYINO 1A (AO 1A)
AKSINYINO 2A (AO 2A)
RWYS 14R/L
RNAV APPROACH TRANSITIONS
RNAV (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL98



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)
2570'	(1977' - 600m)
① 2240'	(1647' - 500m)
② 2200'	(1649' - 500m)

TRANSITION	RWY	ROUTING
AO 1A	14R	AO (FL98) - DD154 (FL79) - DD152 (K220) - DD148 - DD146 (3550'; K220) - DD144 (14R; 2570'; K185)/DD143 (14L; 2570'; K185), then continue to carry out ILS approach.
AO 2A	14L	

UDD/DME
DOMODEDOVO

31 DEC 10

(30-2X2)

Eff 13 Jan

RNAV APPROACH TRANSITION

JEPPESSEN

MOSCOW, RUSSIA

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

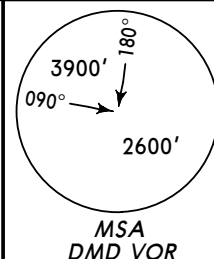
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3880' **(3287')**
Execute noise abatement procedures according to ICAO DOC 8168.

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

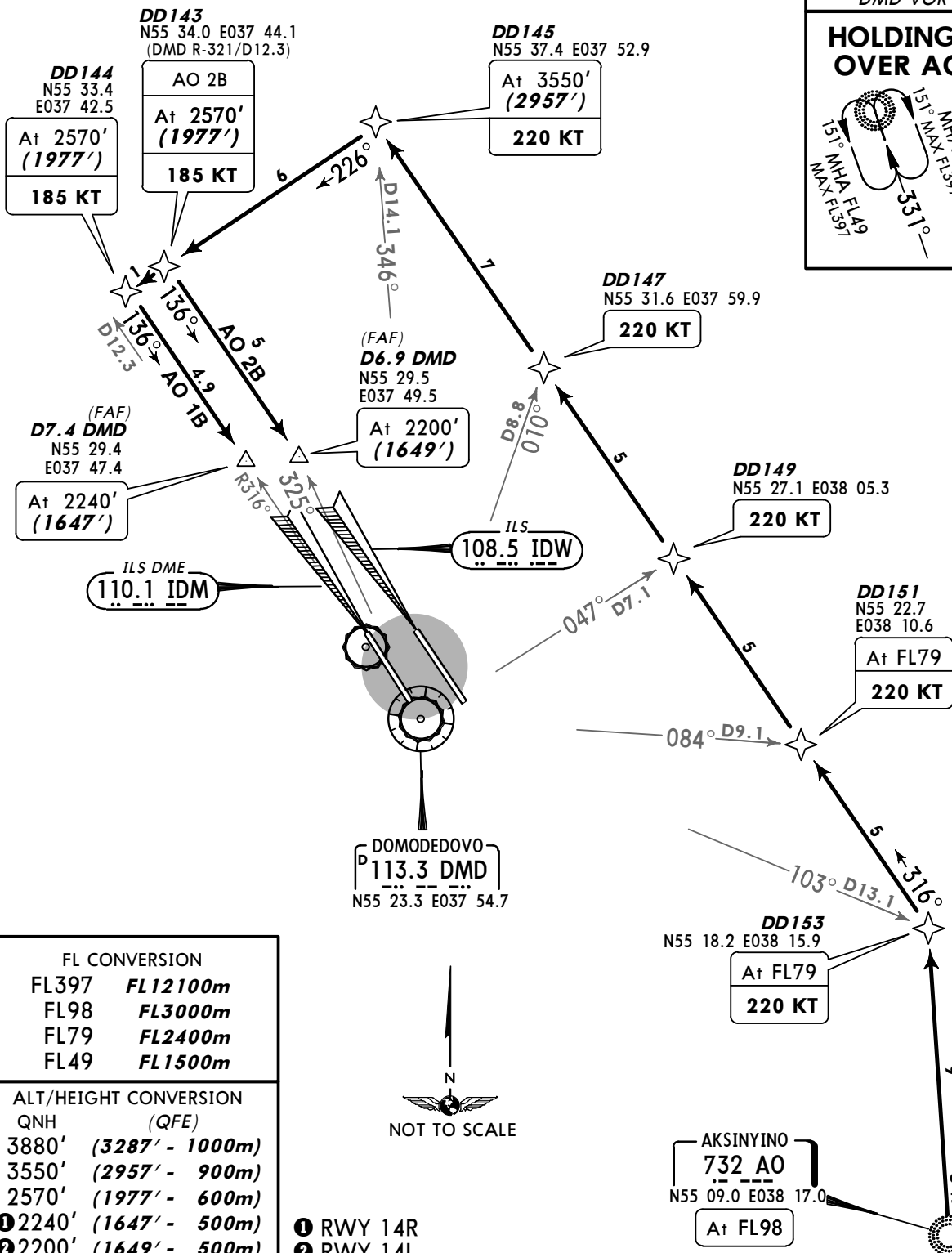
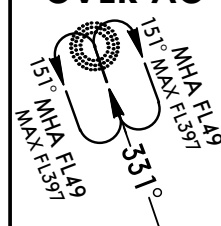
RNAV (GNSS)

BY ATC

~~SPEED~~ MAX 250 KT BELOW FL98



HOLDINGS OVER AO



FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
FL49	FL1500m

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

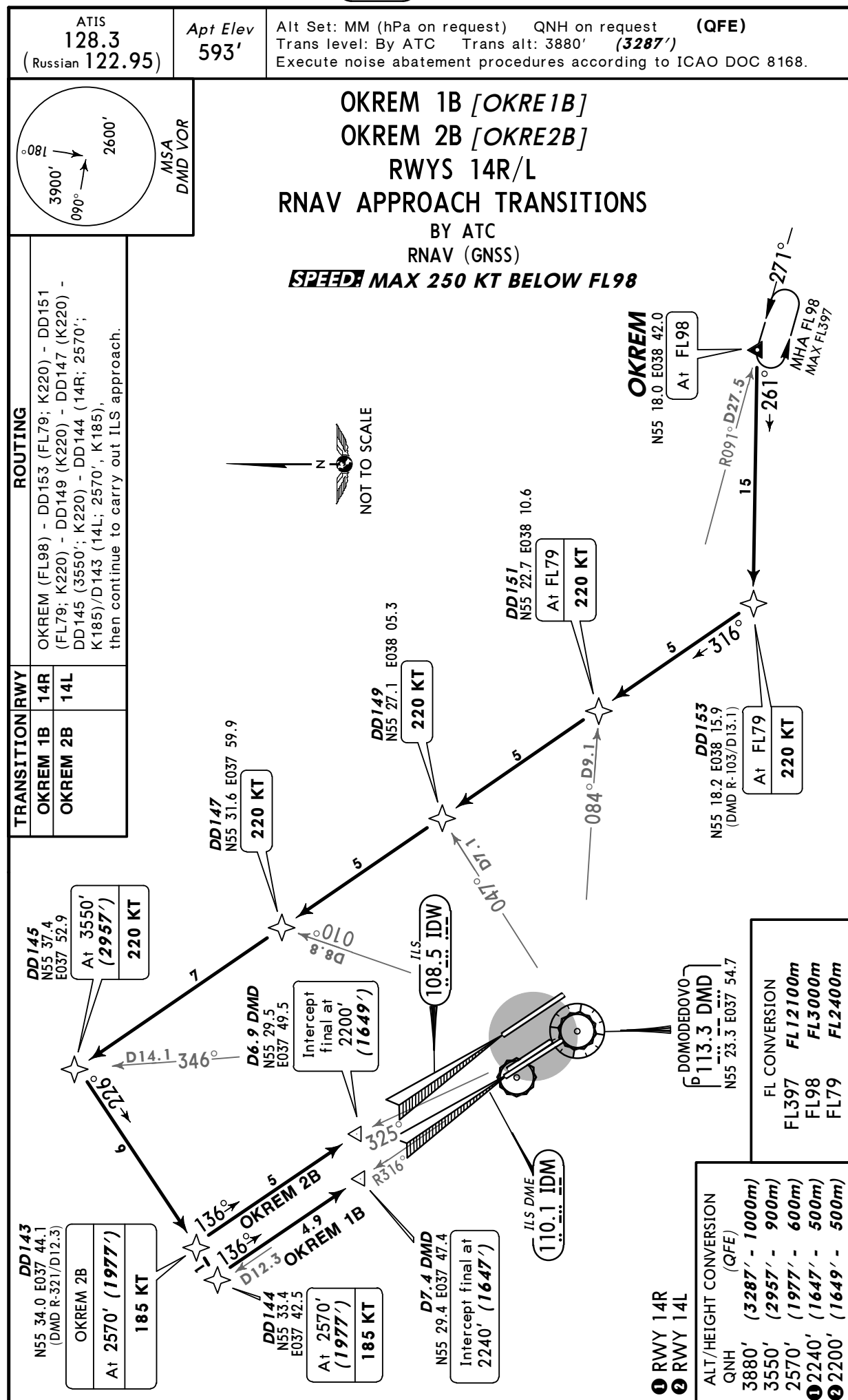
TRANSITION	RWY	ROUTING
AO 1B	14R	AO (FL98) - DD153 (FL79; K220) - DD151 (FL79; K220) - DD149 (K220) - DD147 (K220) - DD145 (3550'; K220) - DD144 (14R; 2570'; K185)/DD143 (14L; 2570'; K185), then continue to carry out ILS approach.
AO 2B	14L	

UDD/DME
DOMODEDOVO

JEPPesen
 22 OCT 10 **(30-2X3)** **Eff 1 Nov**

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION



UUDD/DME
DOMODEDOVO

22 OCT 10



(30-2X4)

Eff 1 Nov

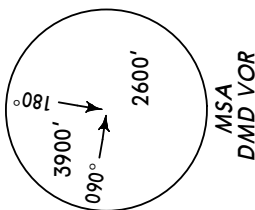
RNAV APPROACH TRANSITION

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.



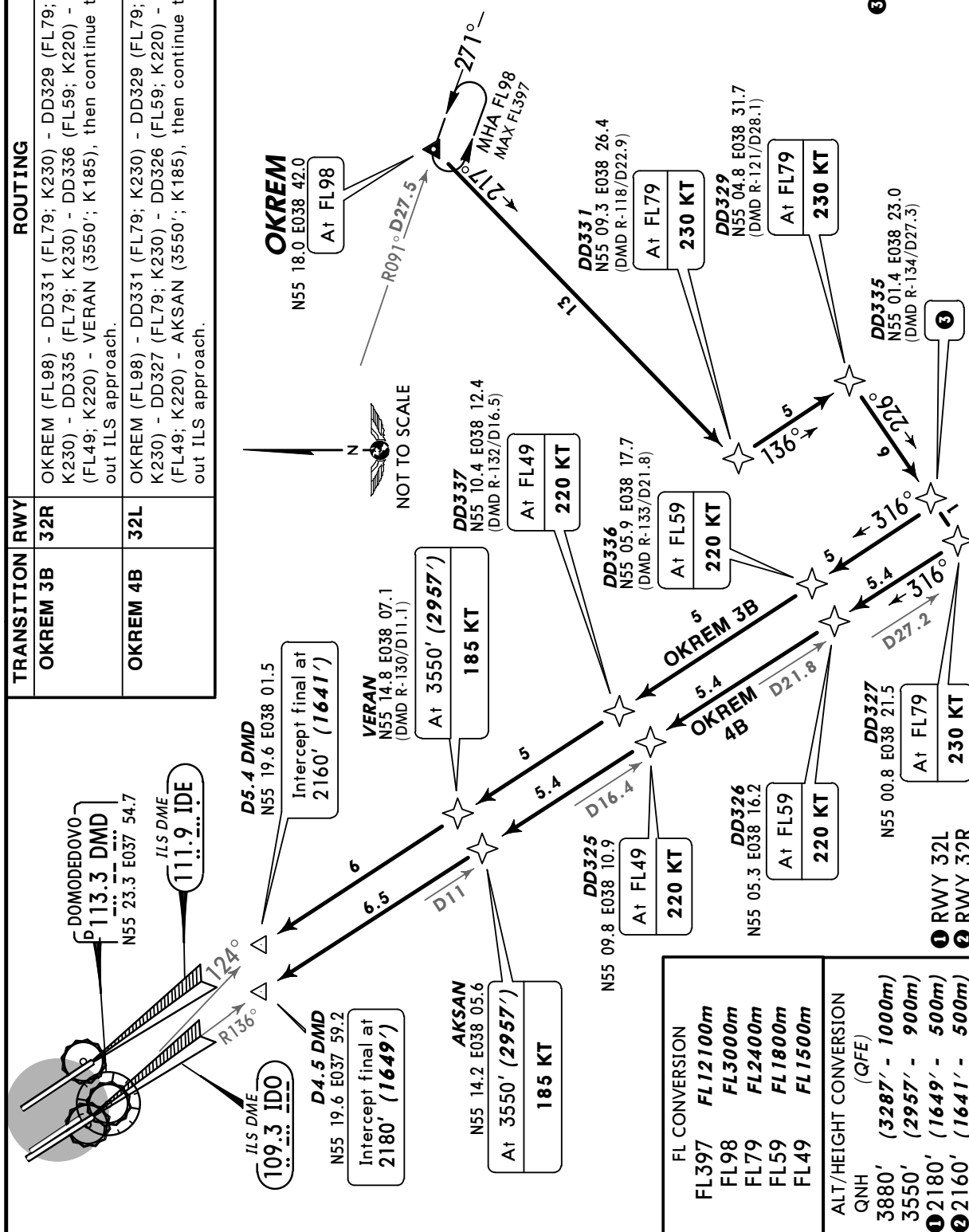
OKREM 3B [OKRE3B]
OKREM 4B [OKRE4B]
RWYS 32R/L
RNAV APPROACH TRANSITIONS

BY ATC
RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL98

OKREM 3B
A+ FL79
230 KT

TRANSITION	RWY	ROUTING
OKREM 3B	32R	OKREM (FL98) - DD331 (FL79; K230) - DD329 (FL79; K230) - DD335 (FL79; K230) - DD336 (FL59; K220) - DD337 (FL49; K220) - VERAN (3550'; K185), then continue to carry out ILS approach.
OKREM 4B	32L	OKREM (FL98) - DD331 (FL79; K230) - DD329 (FL79; K230) - DD327 (FL79; K230) - DD326 (FL59; K220) - DD325 (FL49; K220) - AKSAN (3550'; K185), then continue to carry out ILS approach.



UDD/DME
DOMODEDOVO

JEPPESSEN
31 DEC 10 **(30-2X5)** Eff 13 Jan

MOSCOW, RUSSIA

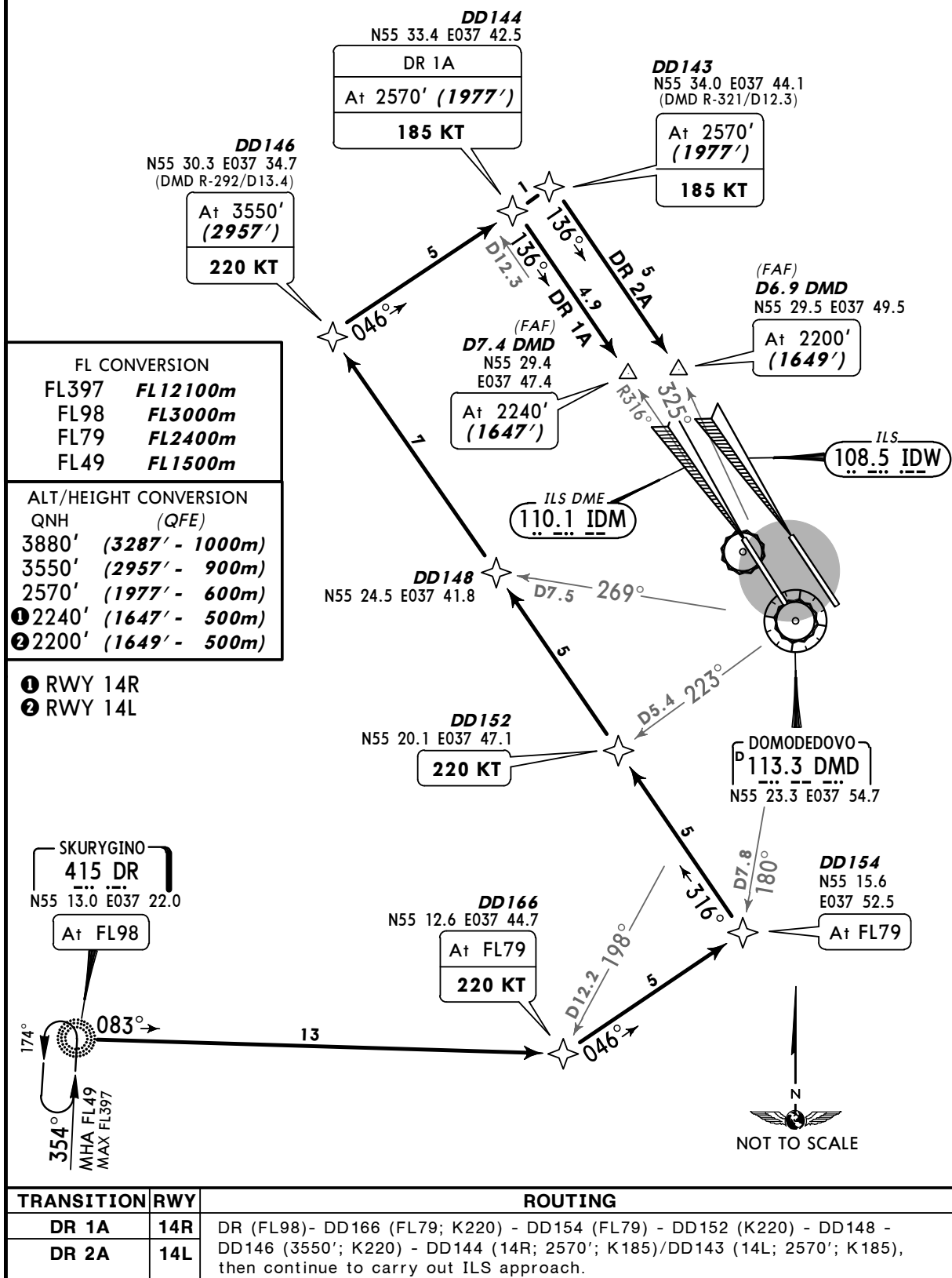
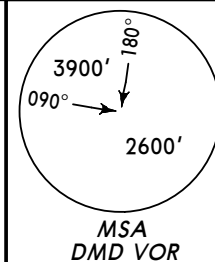
RNAV APPROACH TRANSITION

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

SKURYGINO 1A (DR 1A)
SKURYGINO 2A (DR 2A)
RWYS 14R/L RNAV APPROACH TRANSITIONS
RNAV (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL98



UDD/DME
DOMODEDOVO

31 DEC 10

(30-2X6)

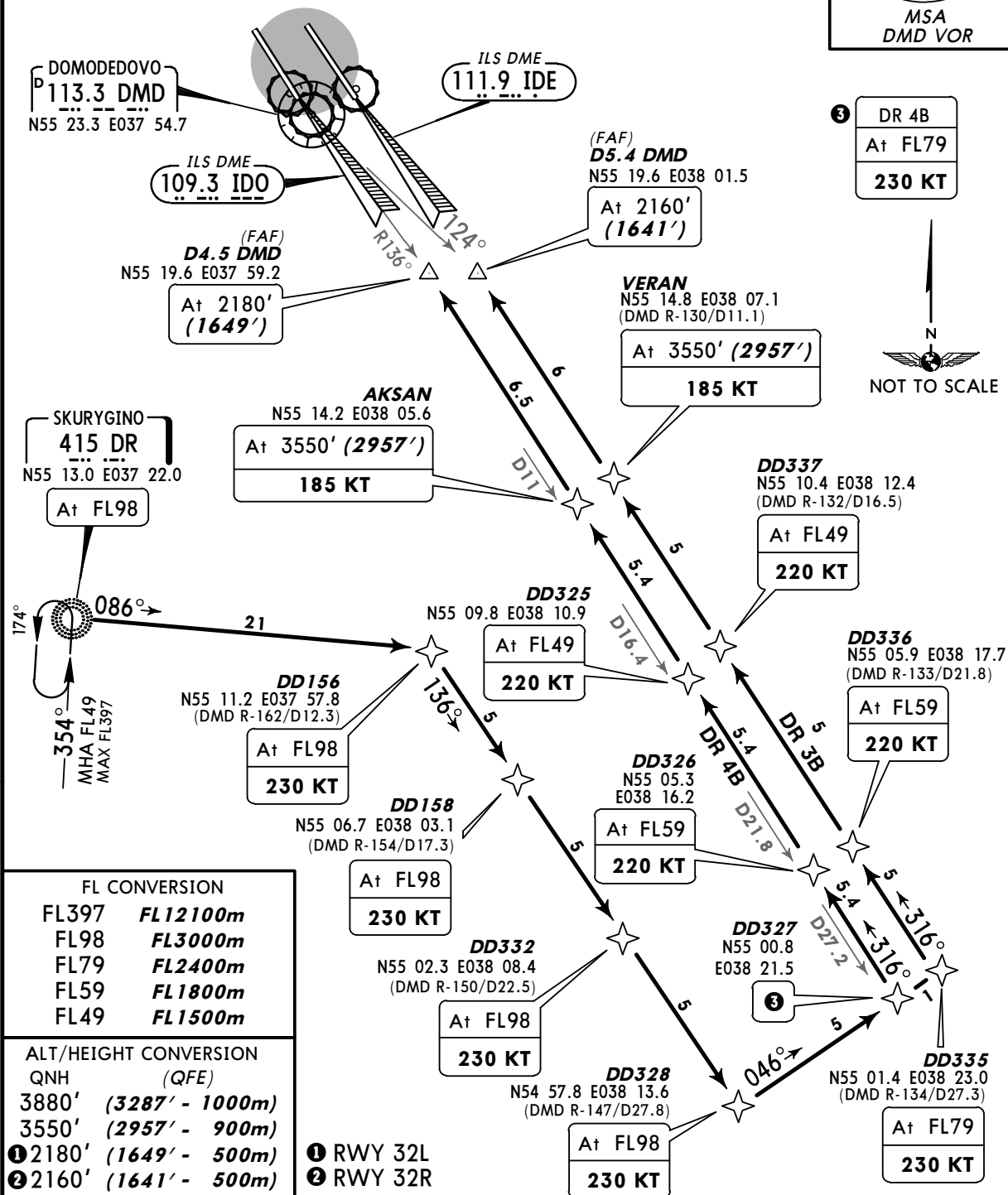
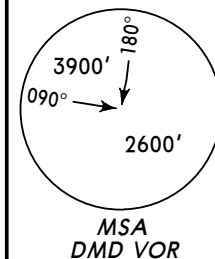
Eff 13 Jan

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.SKURYGINO 3B (DR 3B), SKURYGINO 4B (DR 4B)
RWYS 32R/L RNAV APPROACH TRANSITIONS

RNAV (GNSS)

~~SPEED~~ MAX 250 KT BELOW FL98

FL CONVERSION	
FL397	FL12100m
FL98	FL3000m
FL79	FL2400m
FL59	FL1800m
FL49	FL1500m

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

① RWY 32L
② RWY 32R

TRANSITION	RWY	ROUTING
DR 3B	32R	DR (FL98) - DD156 (FL98; K230) - DD158 (FL98; K230) - DD332 (FL98; K230) - DD328 (FL98; K230) - DD335 (FL79; K230) - DD336 (FL59; K220) - DD337 (FL49; K220) - VERAN (3550'; K185), then continue to carry out ILS approach.
DR 4B	32L	DR (FL98) - DD156 (FL98; K230) - DD158 (FL98; K230) - DD332 (FL98; K230) - DD328 (FL98; K230) - DD327 (FL79; K230) - DD326 (FL59; K220) - DD325 (FL49; K220) - AKSAN (3550'; K185), then continue to carry out ILS approach.

UDD/DME
DOMODEDOVO

22 OCT 10

(30-2X7)

Eff 1 Nov

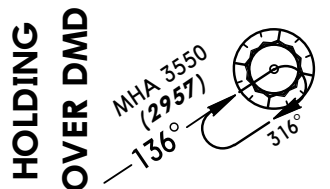
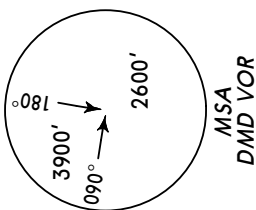
MOSCOW, RUSSIA

STAR

ATIS
128.3
 (Russian **122.95**)

Apt Elev
593'

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



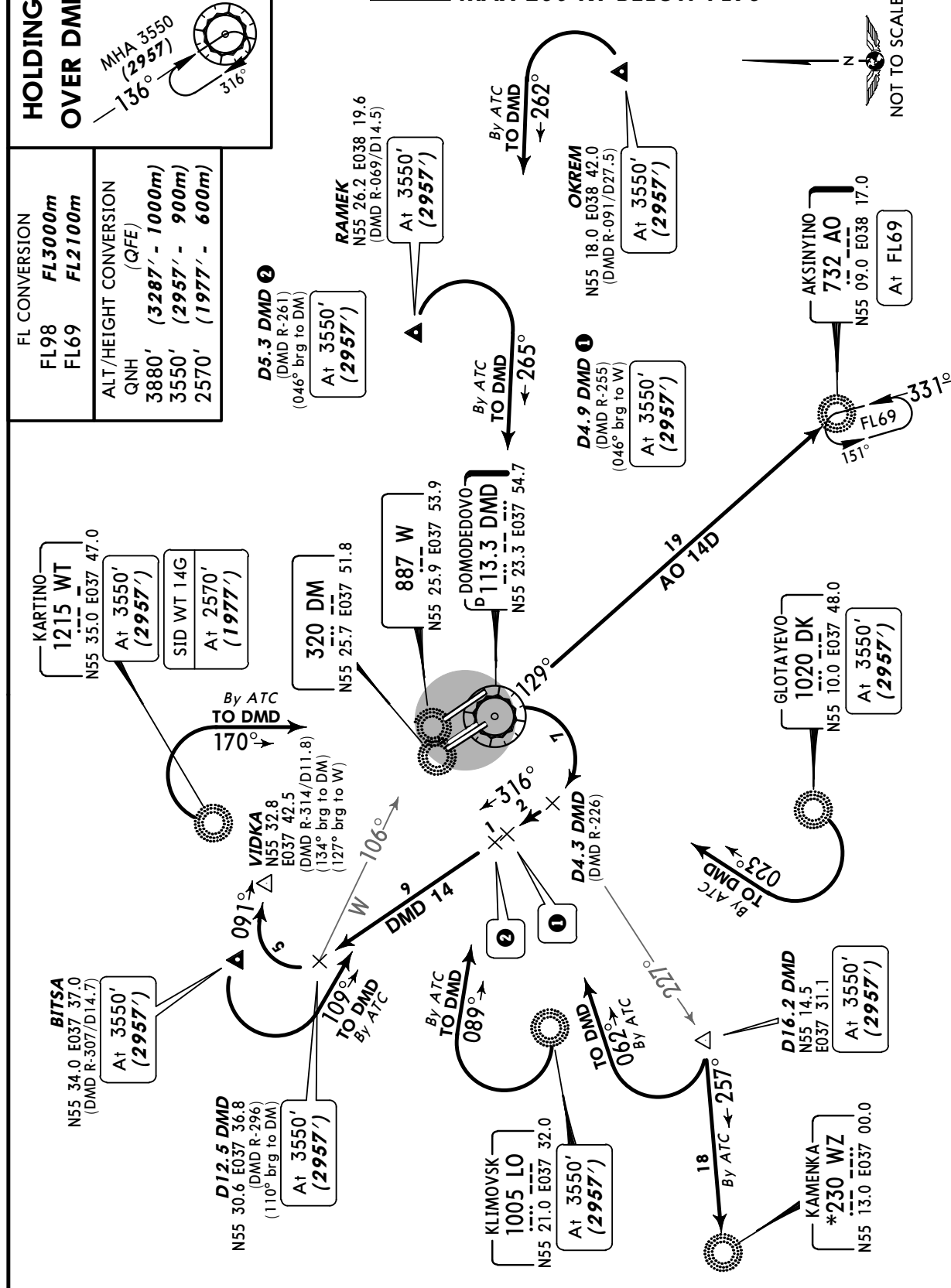
FL CONVERSION	ALT/HEIGHT CONVERSION
FL98 FL3000m	QNH (QFE)
FL69 FL2100m	3880' (3287' - 1000m)
	3550' (2957' - 900m)
	2570' (1977' - 600m)

LOST COMMS PROCEDURES AFTER TAKE-OFF

AKSINYINO 14D (AO 14D)
DOMODEDOVO 14 (DMD 14)

RWYS 14R/L ARRIVALS

~~SPEED~~ MAX 250 KT BELOW FL98



UDD/DME
DOMODEDOVO

22 OCT 10

(30-2X8)

Eff 1 Nov

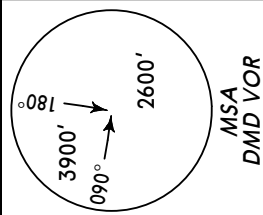
MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian **122.95**)

Apt Elev
593'

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

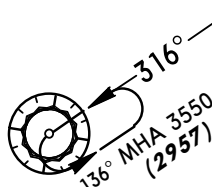


LOST COMMS PROCEDURES AFTER TAKE-OFF

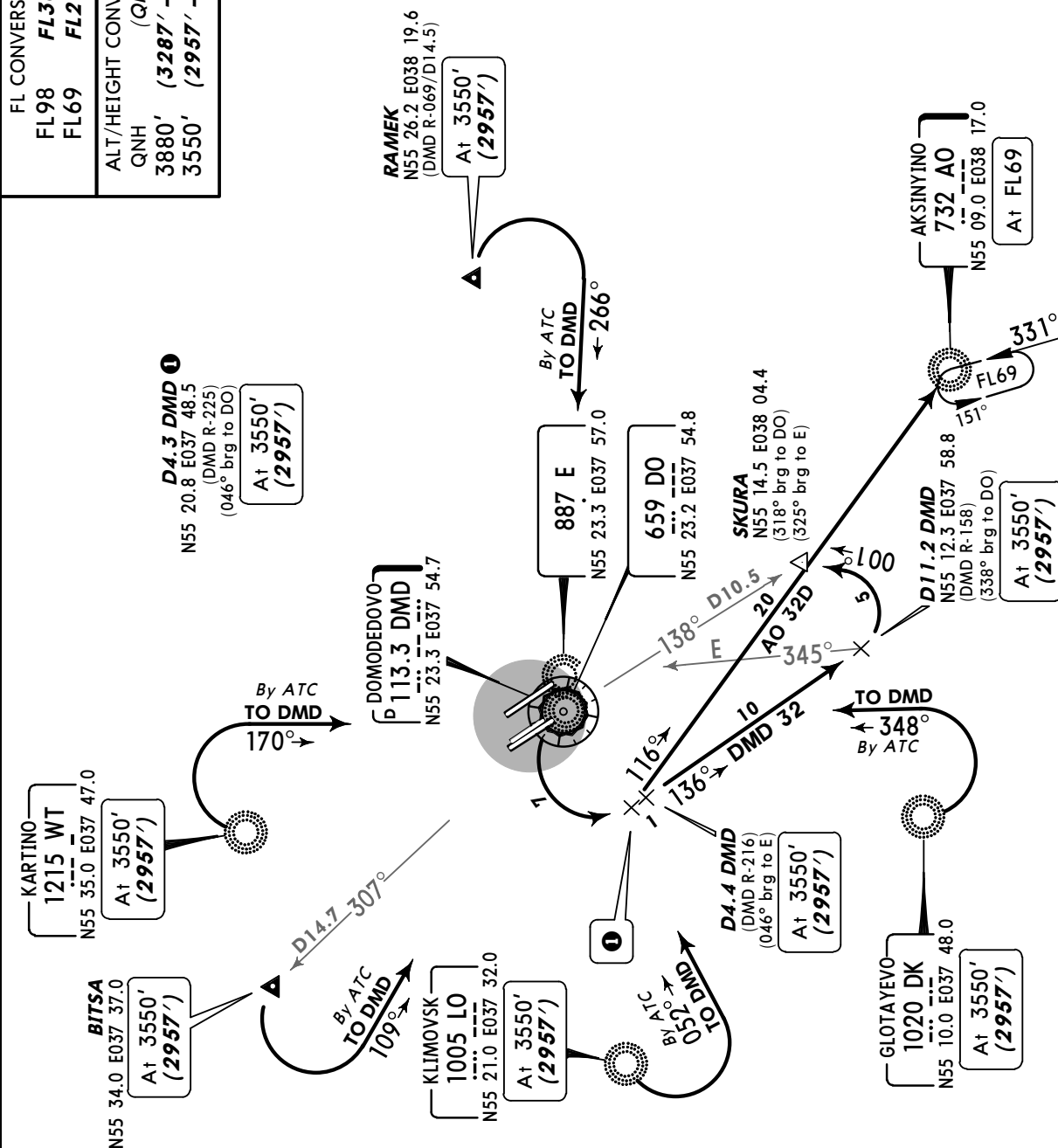
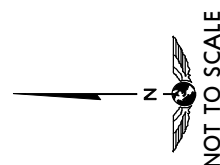
AKSINYINO 32D (AO 32D)
DOMODEDOVO 32 (DMD 32)
RWYS 32L/R ARRIVALS

~~SPEEDS~~ MAX 250 KT BELOW FL98

**HOLDING
OVER DMD**



FL CONVERSION	FL98	FL3000m
	FL69	FL2100m
ALT/HEIGHT CONVERSION	QNH	(QFE)
	3880' (3287' - 1000m)	3550' (2957' - 900m)



UDD/DME
DOMODEDOVO

JEPPESSEN
4 DEC 09 **30-3** **Eff 17 Dec**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

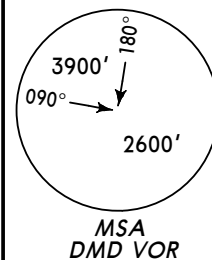
QNH on request **(QFE)**

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.

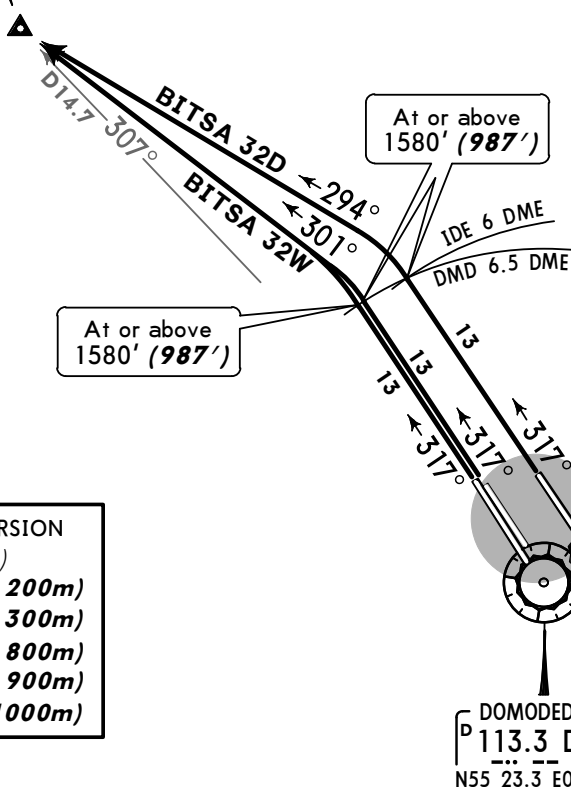
BITSA 32D [BIT32D]
BITSA 32W [BIT32W]
RWYS 32R/L/C DEPARTURES
BY ATC

FOR TRANSITIONS FROM BITSA REFER TO CHARTS 30-3P & 30-3Q
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



BITSA
N55 34.0 E037 37.0

At or above
3220' (2627')



ALT/HEIGHT CONVERSION

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

BITSA 32W

This SID requires a minimum climb gradient of 243' per NM (4%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 3550' (2957')

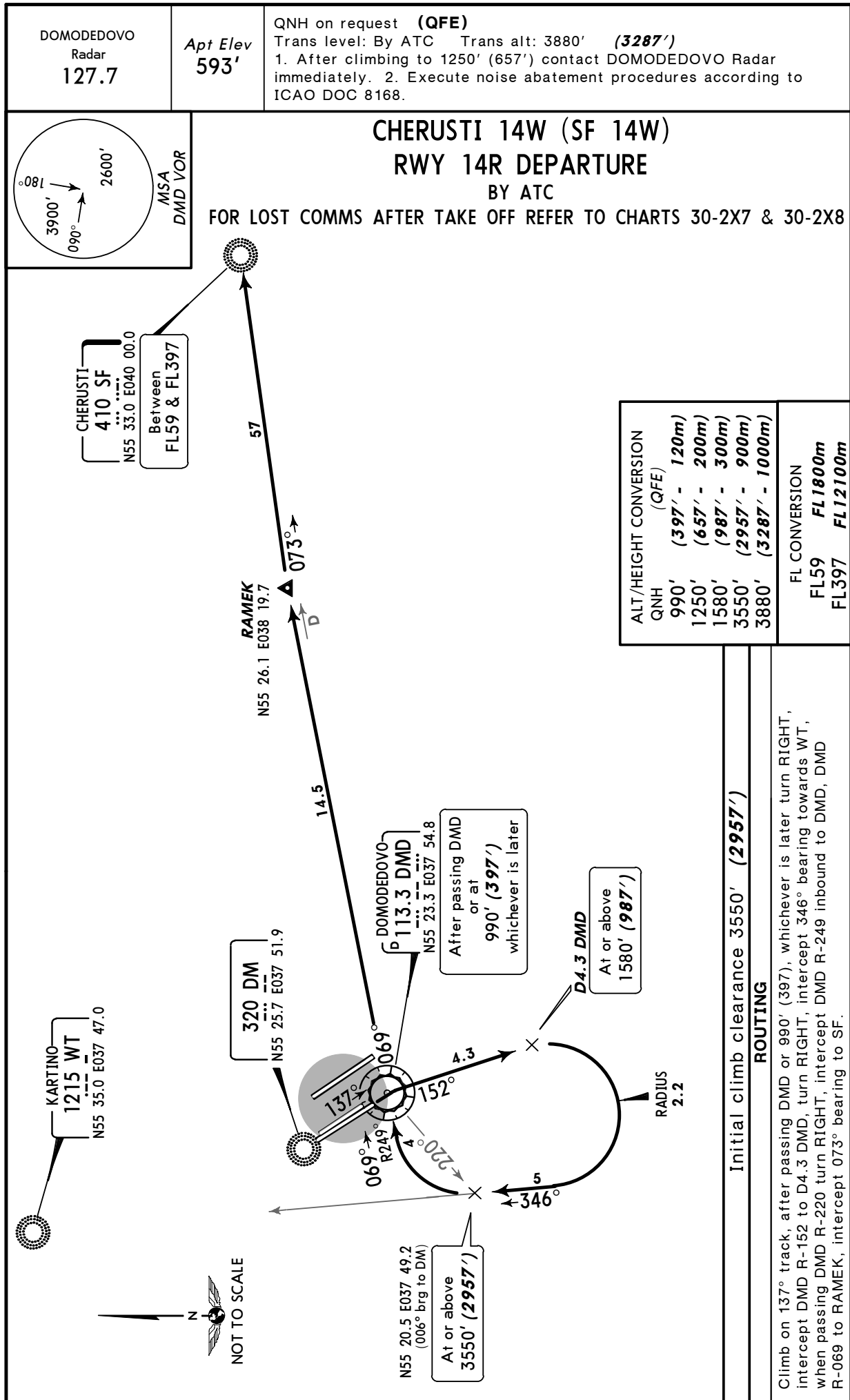
SID	RWY	ROUTING
BITSA 32D	32R	Climb on 317° track to DMD 6.5 DME (IDE 6 DME) and at or above 1580' (987'), turn LEFT, 294° track to BITSA.
BITSA 32W	32L/C	Climb on 317° track to DMD 6.5 DME and at or above 1580' (987'), turn LEFT, 301° track to BITSA.

UDD/DME
DOMODEDOVO

JEPPESEN
4 DEC 09 (30-3A) Eff 17 Dec

MOSCOW, RUSSIA

SID



CHANGES: SID SF 14W established; SID BITSA 32 D transferred.

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UUDD/DME
DOMODEDOVO

JEPPESSEN
4 DEC 09 (30-3B) Eff 17 Dec

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) CHERUSTI 32G (SF 32G) RWYS 32R/L DEPARTURES BY ATC FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8

ALT/HEIGHT CONVERSION

QNH	(QFE)
1090'	(497' - 150m)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

FL CONVERSION

FL	Altitude
FL59	FL1800m
FL397	FL12100m

SF 32G

This SID requires a minimum climb gradient of 243' per NM (4%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 3550' (2957')

SID	RWY	ROUTING
SF 32E	32R	Climb on 317° track to 1090' (497'), turn RIGHT, 100° track to RAMEK, turn LEFT, intercept 073° bearing to SF.
SF 32G	32L	Climb on 317° track to DMD 6.5 DME and at or above 1580' (987'), turn RIGHT, 102° track to RAMEK, turn LEFT, intercept 073° bearing to SF.

NOT TO SCALE

CHERUSTI 410 SF
N55 33.0 E040 00.0
Between FL59 & FL397

RAMEK
N55 26.1 E038 19.7
(DMD R-069/D14.5)

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.8

6.5 DME

At or above 1580' (987')

At 1090' (497')

SF 32E

SF 32G

102°

100°

25

19

073°

57

3900'

2600'

081

090°

MSA
DMD VOR

CHANGES: SIDs established & revised.

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UDD/DME
DOMODEDOVO

JEPPESEN
4 DEC 09 **(30-3C)** **Eff 17 Dec**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request **(QFE)**

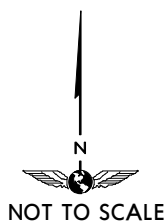
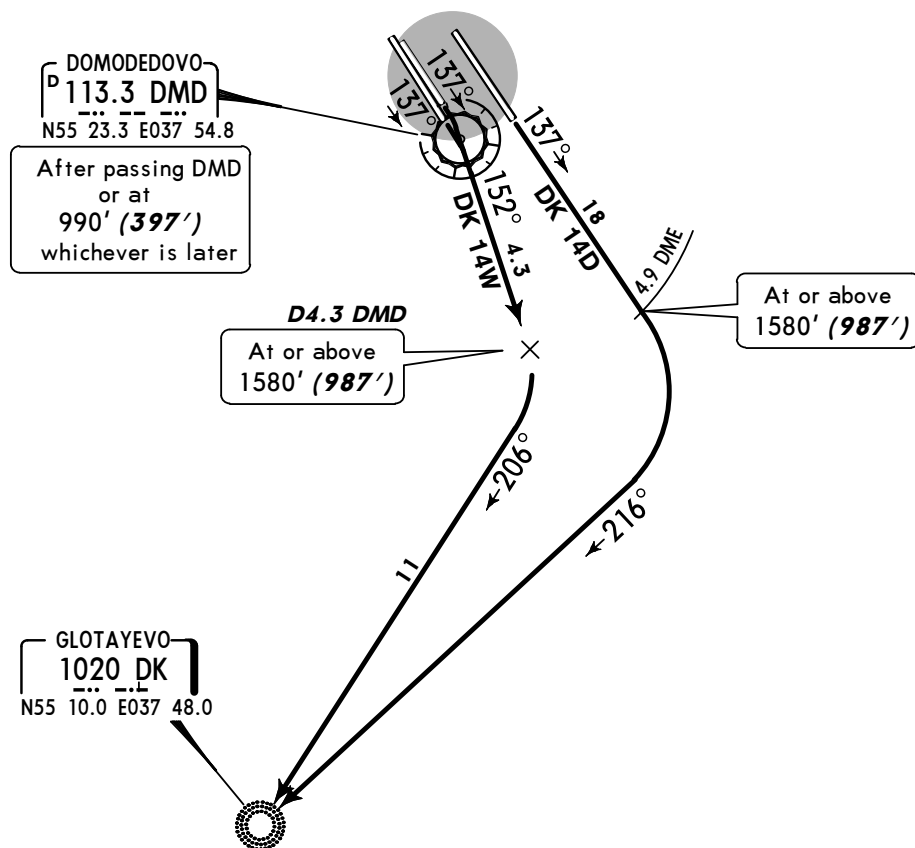
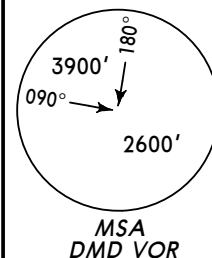
Trans level: By ATC Trans alt: 3880' **(3287')**

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 14W (DK 14W)
RWYS 14L/R/C DEPARTURES

FOR TRANSITION FROM DK REFER TO CHART 30-3Q

FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



ALT/HEIGHT CONVERSION	
QNH	(QFE)
990'	(397' - 120m)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

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

SID	RWY	ROUTING
DK 14D	14L	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 216° bearing to DK.
DK 14W	14R/C	Climb on 137° track, after passing DMD or 990' (397'), whichever is later, turn RIGHT, intercept DMD R-152 to D4.3 DMD, turn RIGHT, intercept 206° bearing to DK.

UDD/DME
DOMODEDOVO

JEPPESSEN
4 DEC 09 **(30-3D)** **Eff 17 Dec**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

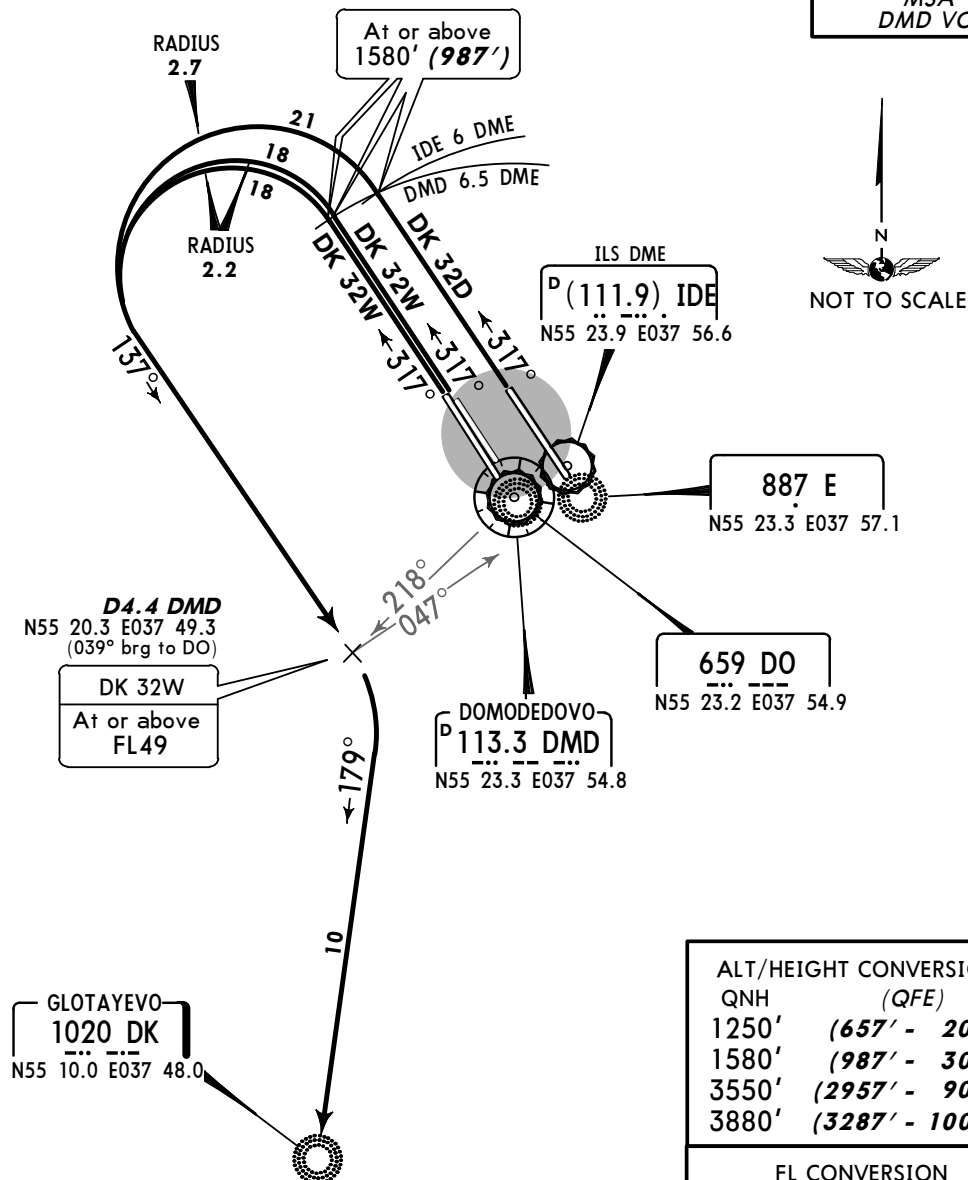
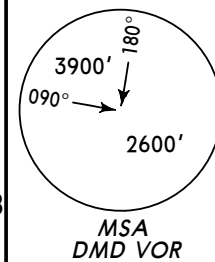
Apt Elev
593'

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 32D (DK 32D)
GLOTAYEVO 32W (DK 32W)
RWYS 32R/L/C DEPARTURES
FOR TRANSITION FROM DK REFER TO CHART 30-3Q
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



These SIDs require minimum climb gradients of

DK 32D

219' per NM (3.6%) up to FL49.

DK 32W

243' per NM (4%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
243' per NM	327	435	653	871	1089	1306
219' per NM	273	365	547	729	911	1094

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

FL CONVERSION	
FL49	FL1500m

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

SID	RWY	ROUTING
DK 32D	32R	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.
DK 32W	32L/C	

UDD/DME
DOMODEDOVO

JEPPESEN
4 DEC 09 **(30-3E)** **Eff 17 Dec**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request **(QFE)**

Trans level: By ATC Trans alt: 3880' **(3361')**

1. After climbing to 1180' (661') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

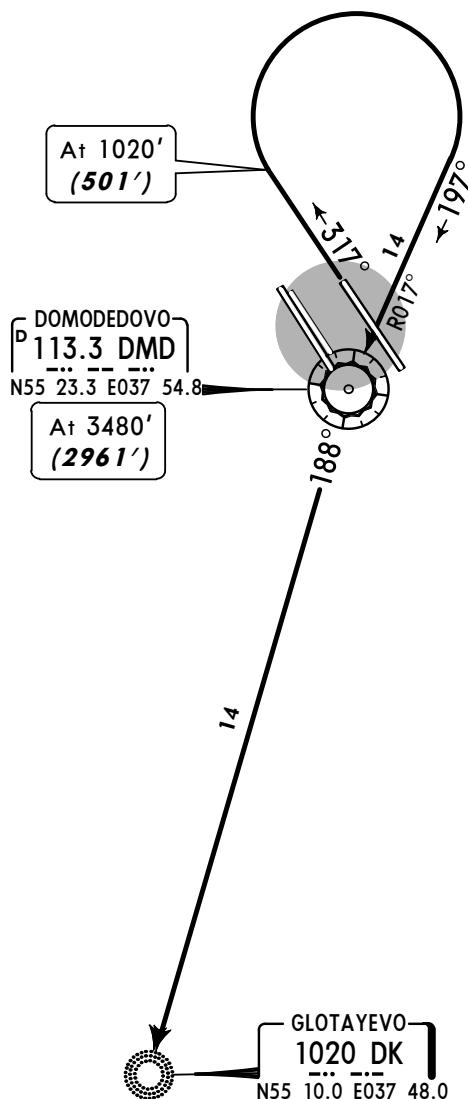
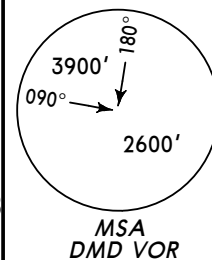
GLOTAYEVO 32E (DK 32E)

RWY 32R DEPARTURE

BY ATC

FOR TRANSITION FROM DK REFER TO CHART 30-3Q

FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020'	(501' - 150m)
1180'	(661' - 200m)
3480'	(2961' - 900m)
3880'	(3361' - 1000m)

Initial climb clearance 3480' (2961')

ROUTING

Climb on 317° track to 1020' (501'), turn RIGHT, intercept DMD R-017 inbound to DMD, turn LEFT, DMD R-188 to DK.

UDD/DME
DOMODEDOVO

JEPPESSEN
18 JUN 10 **(30-3F)**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

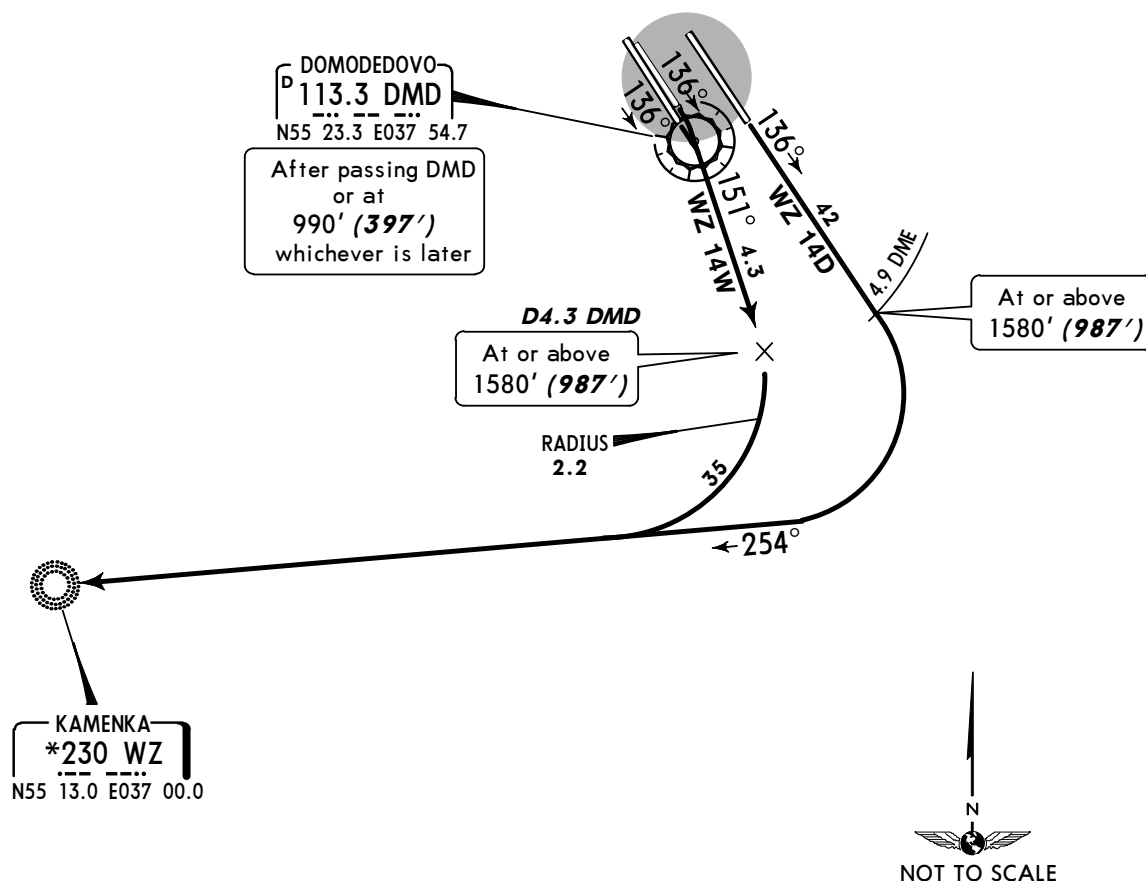
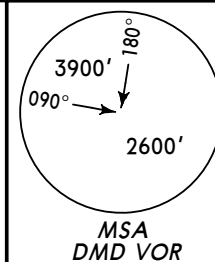
Apt Elev
593'

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.

KAMENKA 14D (WZ 14D)
KAMENKA 14W (WZ 14W)
RWYS 14L/R/C DEPARTURES
FOR TRANSITION FROM WZ REFER TO CHART 30-3Q
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



WZ 14D
This SID requires a minimum climb gradient of 225' per NM (3.7%) up to 1580' (987').

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
990'	(397' - 120m)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

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

SID	RWY	ROUTING
WZ 14D	14L	Climb on 136° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 254° bearing to WZ.
WZ 14W	14R/C	Climb on 136° track, after passing DMD or 990' (397'), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 254° bearing to WZ.

CHANGES: None.

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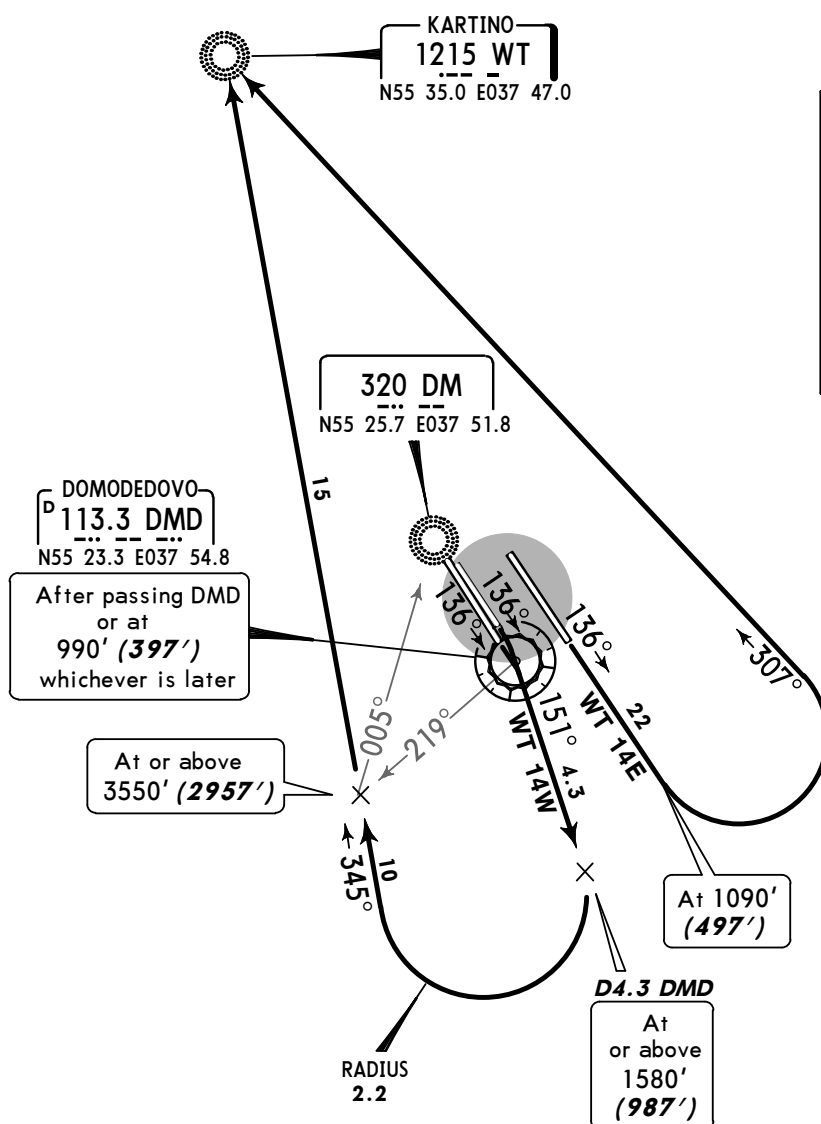
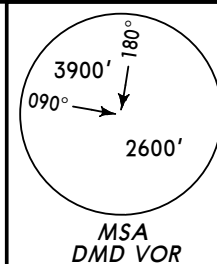
UUDD/DME
DOMODEDOVO

JEPPESEN
18 JUN 10 (30-3G)

MOSCOW, RUSSIA

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)
KARTINO 14W (WT 14W)
RWYS 14L/R/C DEPARTURES
FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3P & 30-3Q
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



ALT/HEIGHT CONVERSION

QNH	(QFE)
990'	(397' - 120m)
1090'	(497' - 150m)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)



WT 14E: Initial climb clearance 2570' (**1977'**)
WT 14W: Initial climb clearance 3550' (**2957'**)

SID	RWY	ROUTING
WT 14E	14L	Climb on 136° track to 1090' (497'), turn LEFT, intercept 307° bearing to WT.
WT 14W	14R/C	Climb on 136° track, after passing DMD or 990' (397'), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing to WT.

UDD/DME
DOMODEDOVO

JEPPESEN
 31 DEC 10 **(30-3H)** **Eff 13 Jan**

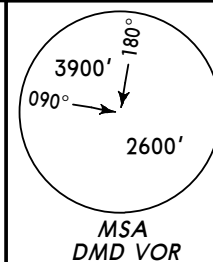
MOSCOW, RUSSIA
SID

DOMODEDOVO
 Radar
127.7

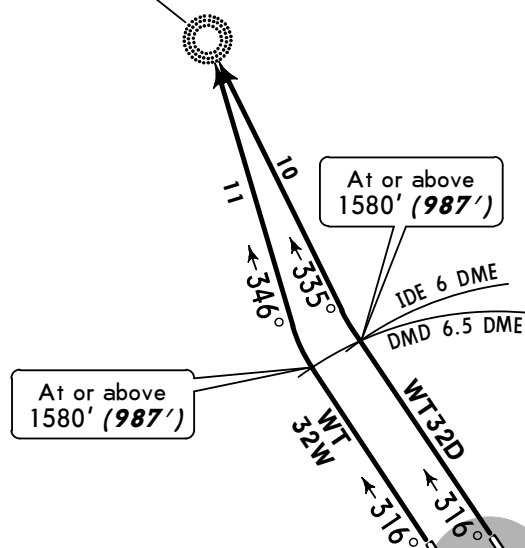
Apt Elev
593'

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.

KARTINO 32D (WT 32D)
KARTINO 32W (WT 32W)
RWYS 32R/L DEPARTURES
 FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3P & 30-3S
 FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



KARTINO
1215 WT
 N55 35.0 E037 47.0
 At or above
2570' (1977')



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

ILS DME
 DOMODEDOVO
 P (111.9) IDE
 N55 23.9 E037 56.5

DOMODEDOVO
 P 113.3 DMD
 N55 23.3 E037 54.7

WT 32W

This SID requires a minimum climb gradient of 243' per NM (4%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 3550' (2957')

SID	RWY	ROUTING
WT 32D	32R	Climb on 316° track to DMD 6.5 DME (IDE 6 DME) and at or above 1580' (987'), turn RIGHT, intercept 335° bearing to WT.
WT 32W	32L	Climb on 316° track to DMD 6.5 DME and at or above 1580' (987'), turn RIGHT, intercept 346° bearing to WT.

UDD/DME
DOMODEDOVO

31 DEC 10

(30-3J)

Eff 13 Jan

MOSCOW, RUSSIA

SID

DOMODEDOVO
Radar
127.7

Apt Elev
593'

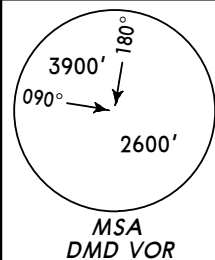
QNH on request (QFE)

Trans level: By ATC Trans alt: 3880' (3329')

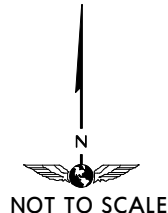
1. After climbing to 1210' (659') contact DOMODEDOVO Radar immediately. 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14D (WT 14D)
RWY 14L DEPARTURE

FOR TRANSITIONS FROM WT REFER TO CHARTS 30-3P & 30-3S
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8

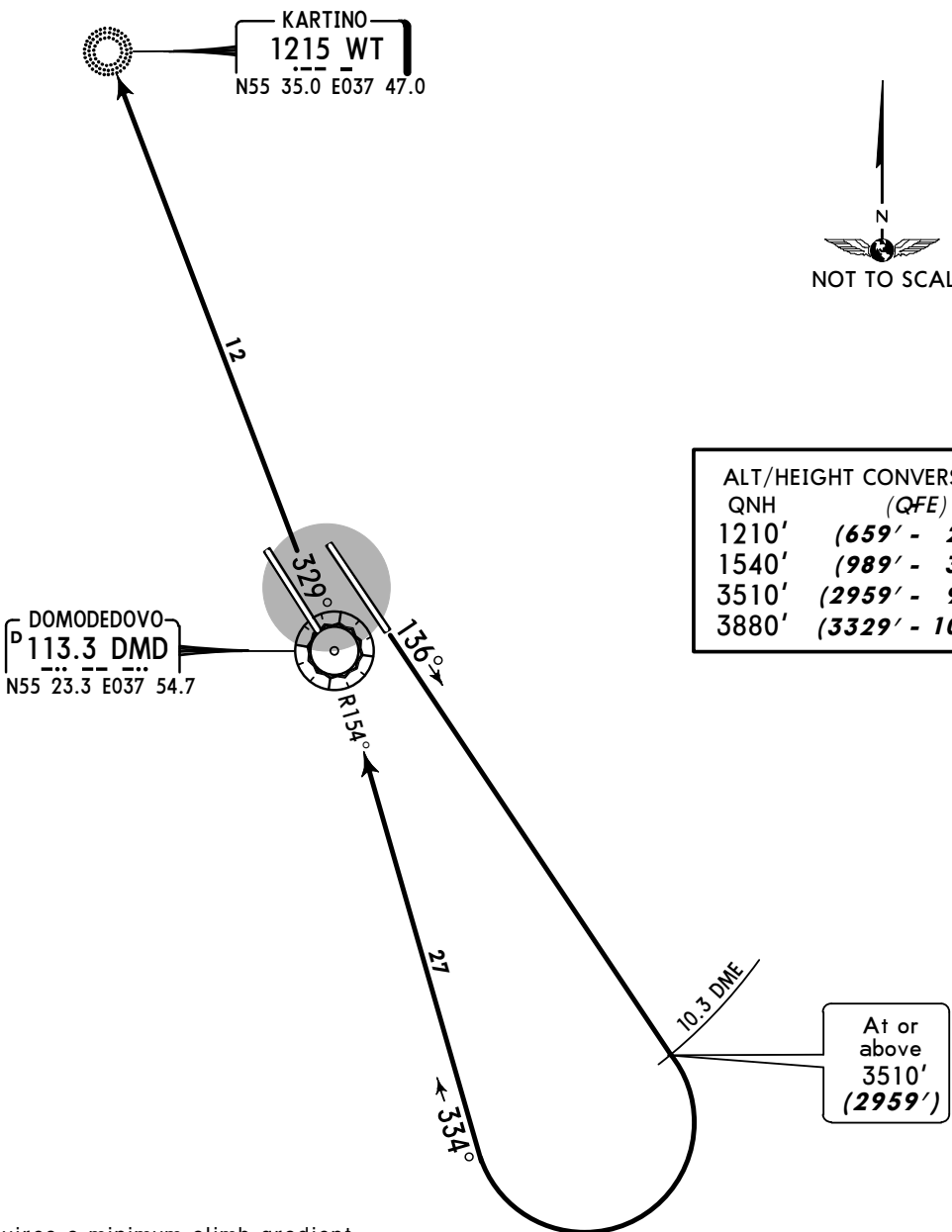


KARTINO
1215 WT
N55 35.0 E037 47.0



DOMODEDOVO
P 113.3 DMD
N55 23.3 E037 54.7

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(659' - 200m)
1540'	(989' - 300m)
3510'	(2959' - 900m)
3880'	(3329' - 1000m)



At or
above
3510'
(2959')

This SID requires a minimum climb gradient
of
225' per NM (3.7%) up to 1540' (989').

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

Initial climb clearance 3510' (2959')

ROUTING

Climb on 136° track to DMD 10.3 DME and at or above 3510' (2959'), turn RIGHT, intercept DMD R-154 inbound to DMD, turn LEFT, DMD R-329 to WT.

UUDD/DME
DOMODEDOVO

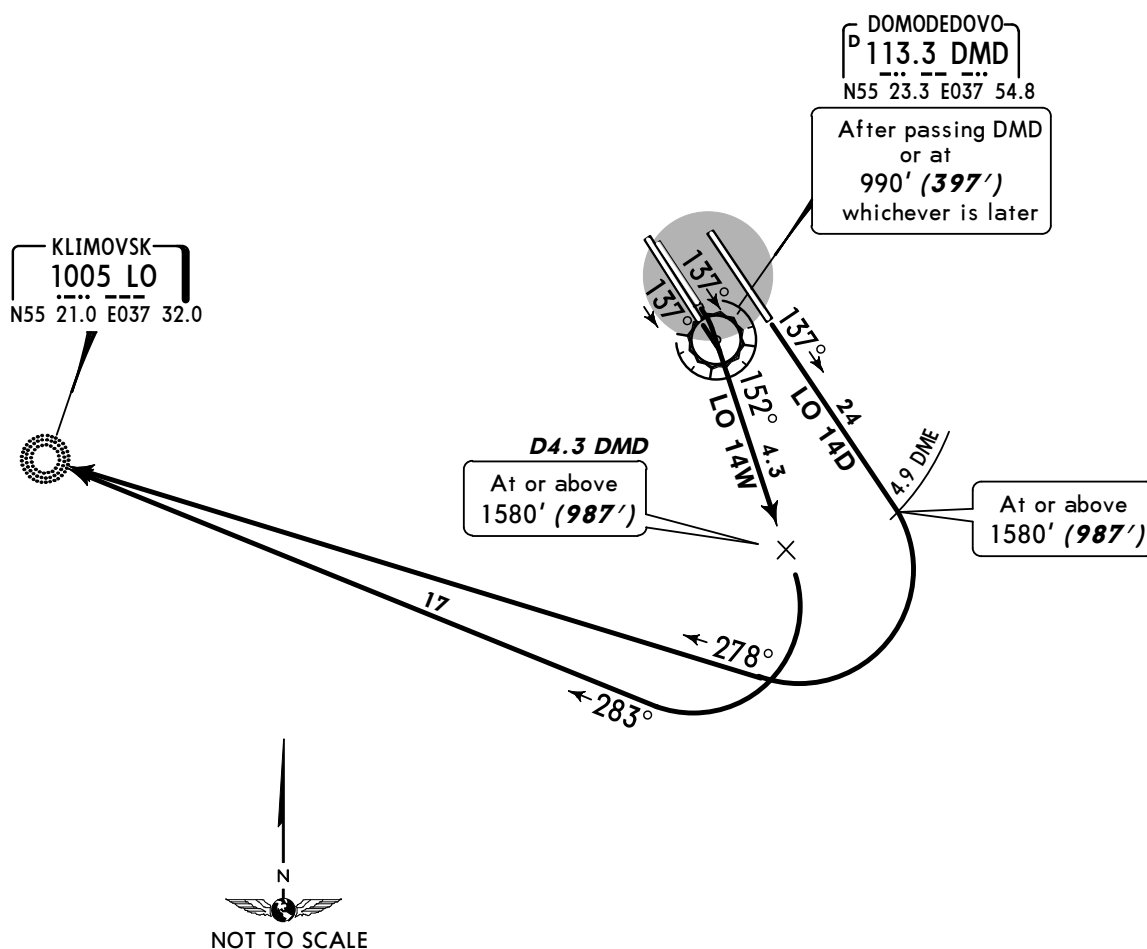
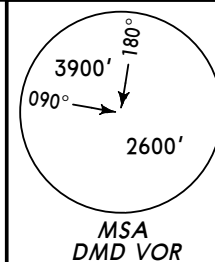
JEPPESSEN
4 DEC 09 (30-3K) Eff 17 Dec

MOSCOW, RUSSIA

SID

DOMODEDOVO Radar 127.7	<i>Apt E/lev</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 14D (LO 14D)
KLIMOVSK 14W (LO 14W)
RWYS 14L/R/C DEPARTURES
 FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3P & 30-3Q
 FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



LO 14D

This SID requires a minimum climb gradient of 225' per NM (3.7%) up to 1580' (987').

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

ALT/HEIGHT CONVERSION

QNH	(QFE)
990'	(397' - 120m)
1250'	(657' - 200m)
1580'	(987' - 300m)
3550'	(2957' - 900m)
3880'	(3287' - 1000m)

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

SID	RWY	ROUTING
LO 14D	14L	Climb on 137° track to DMD 4.9 DME and at or above 1580' (987'), turn RIGHT, intercept 278° bearing to LO.
LO 14W	14R/C	Climb on 137° track, after passing DMD or 990' (397'), whichever is later, turn RIGHT, intercept DMD R-152 to D4.3 DMD, turn RIGHT, intercept 283° bearing to LO.

UDD/DME
DOMODEDOVO

JEPPesen
4 DEC 09 **(30-3L)** **Eff 17 Dec**

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

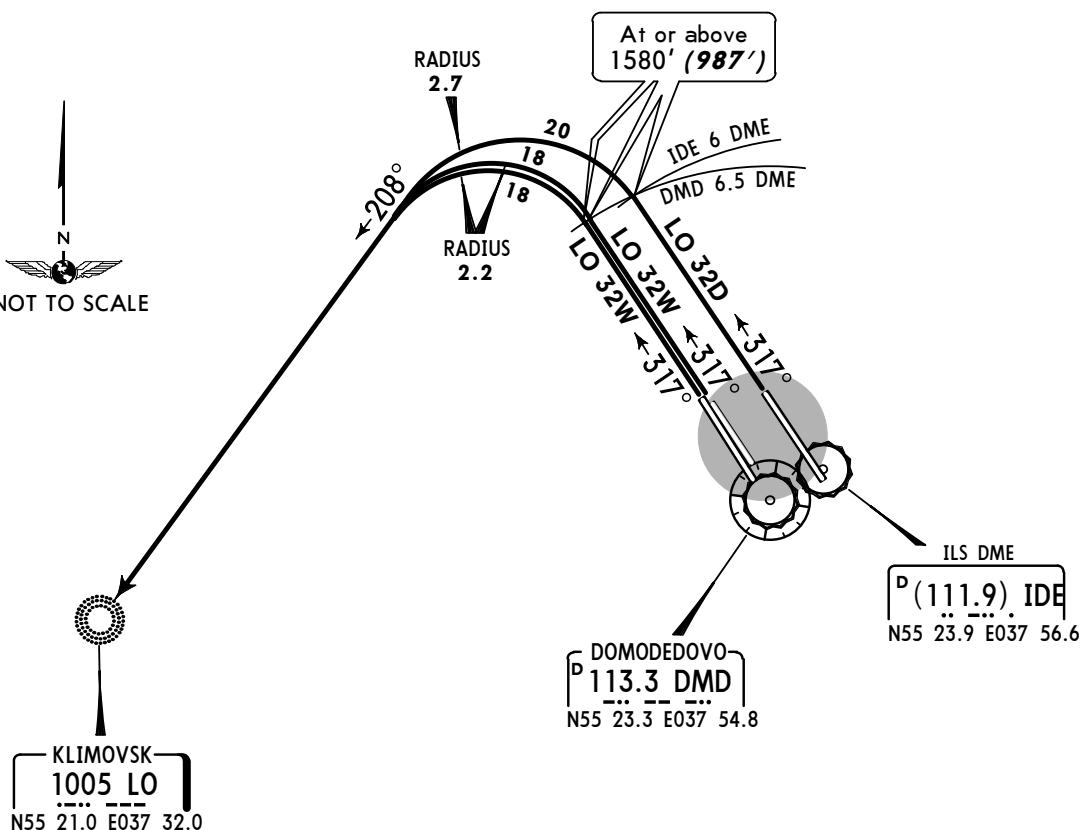
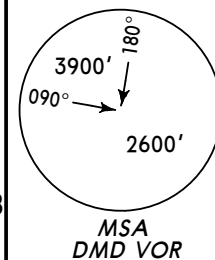
Apt Elev
593'

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.

KLIMOVSK 32D (LO 32D)
KLIMOVSK 32W (LO 32W)
RWYS 32R/L/C DEPARTURES
FOR TRANSITIONS FROM LO REFER TO CHARTS 30-3P & 30-3Q
FOR LOST COMMS AFTER TAKE OFF REFER TO CHARTS 30-2X7 & 30-2X8



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

LO 32W

This SID requires a minimum climb gradient of 243' per NM (4%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
243' per NM	327	435	653	871	1089	1306

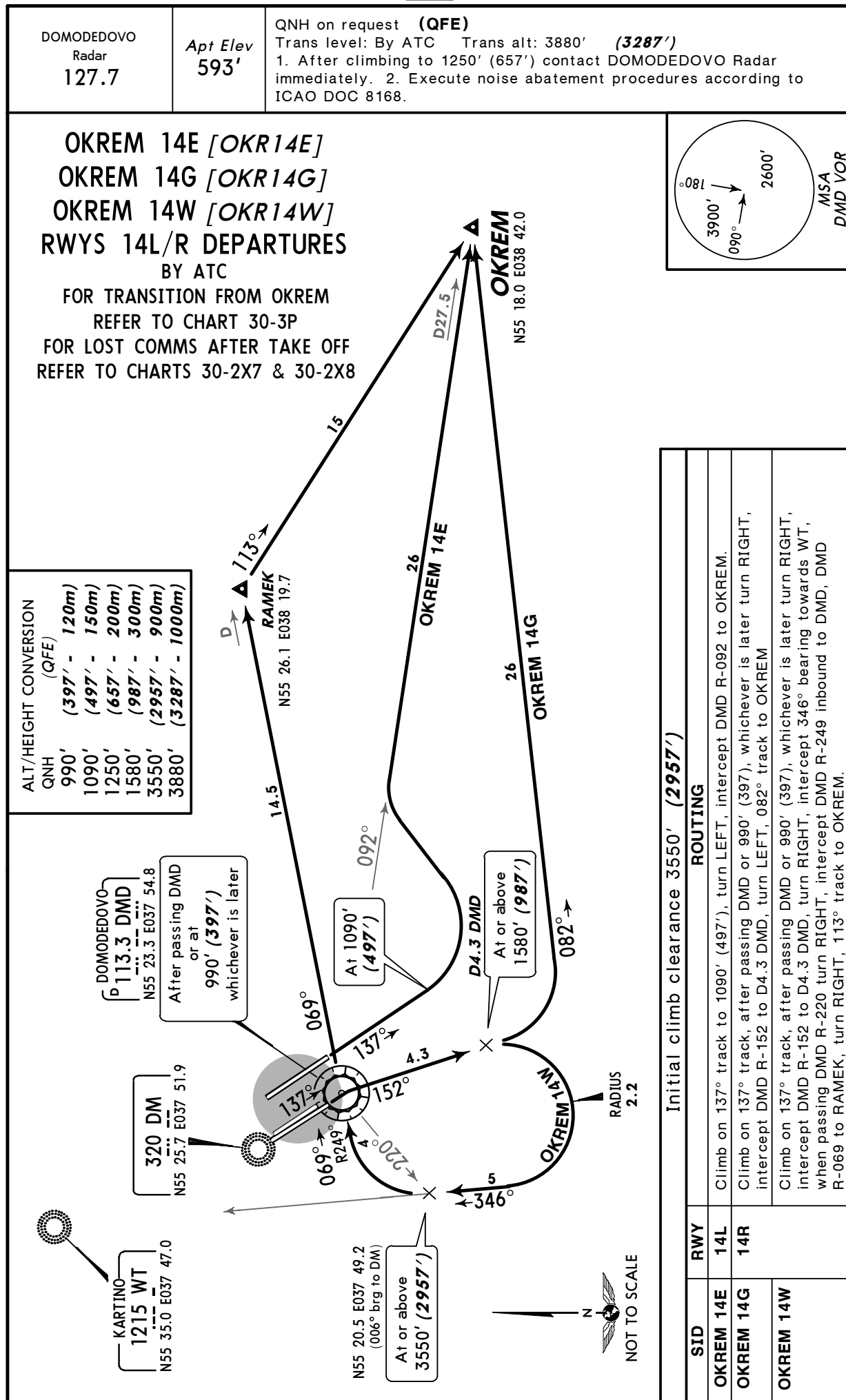
Initial climb clearance 3550' **(2957')**

SID	RWY	ROUTING
LO 32D	32R	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.
LO 32W	32L/C	

UDD/DME
DOMODEDOVO

JEPPESSEN
4 DEC 09 **(30-3M)** **Eff 17 Dec**

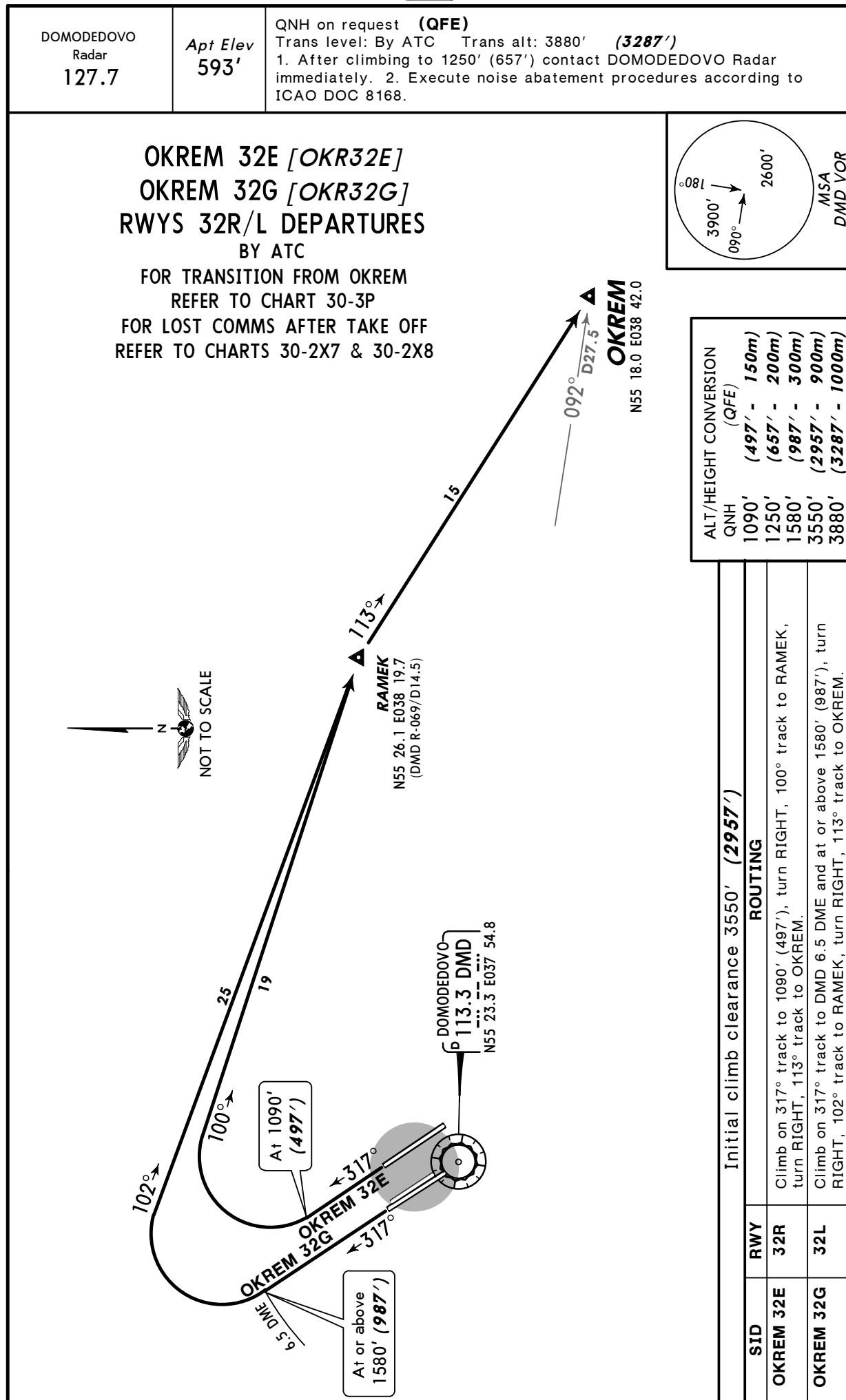
MOSCOW, RUSSIA
SID



UDD/DME
DOMODEDOVO

JEPPESSEN
4 DEC 09 **(30-3N)** **Eff 17 Dec**

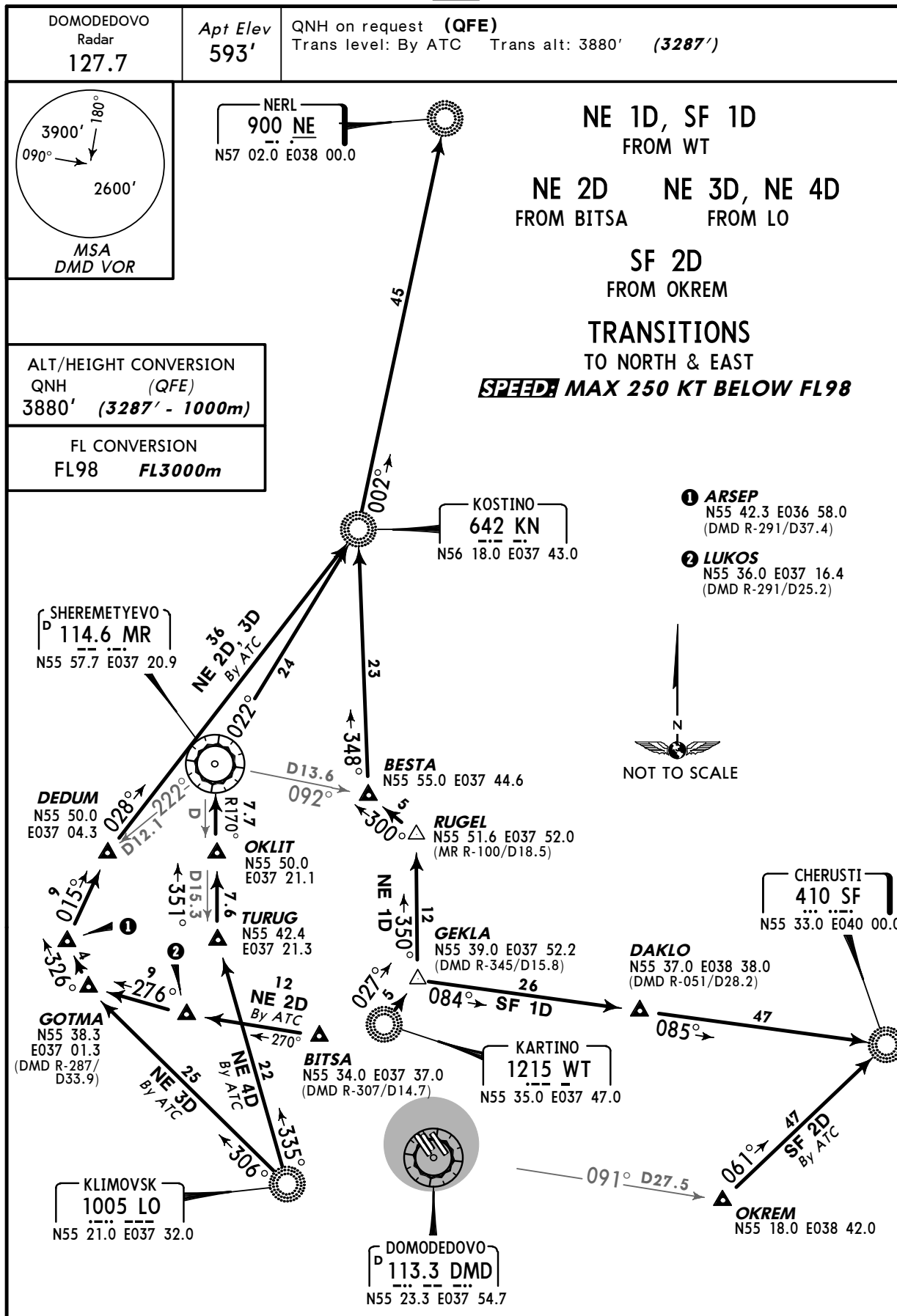
MOSCOW, RUSSIA
SID



UUDD/DME
DOMODEDOVO

JEPPESSEN
22 OCT 10 **30-3P** **Eff 1 Nov**

MOSCOW, RUSSIA



TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then via RUGEL, BESTA and KN to NE.
NE 2D	From BITSA to LUKOS, then via GOTMA, ARSEP, DEDUM and KN to NE.
NE 3D	From LO to GOTMA, ARSEP then via DEDUM and KN to NE.
NE 4D	From LO to TURUG, OKLIT then via MR and KN to NE.
SF 1D	From WT to GEKLA, then via DAKLO to SF.
SF 2D	From OKREM to SF.

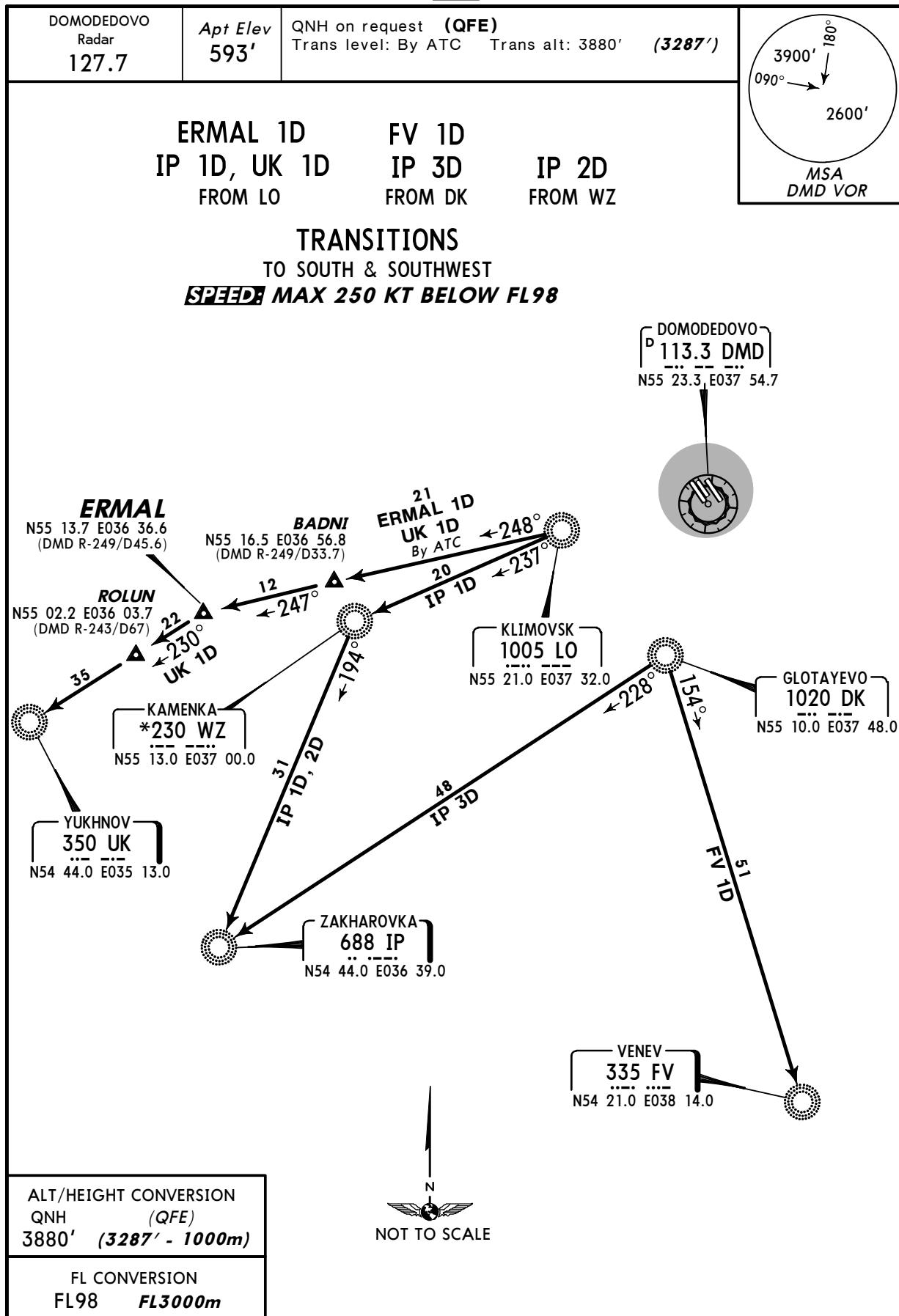
CHANGES: Transitions redesignated; speed restriction.

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UDD/DME
DOMODEDOVO

JEPPESEN
 22 OCT 10 **(30-3Q)** **Eff 1 Nov**

MOSCOW, RUSSIA
TRANSITION

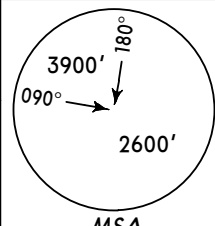


TRANSITION	ROUTING
ERMAL 1D	From LO via BADNI to ERMAL.
FV 1D	From DK to FV.
IP 1D	From LO via WZ to IP.
IP 2D	From WZ to IP.
IP 3D	From DK to IP.
UK 1D	From LO to BADNI, ERMAL, then via ROLUN to UK.

UDD/DME
DOMODEDOVO

JEPPESEN
22 OCT 10 **(30-3S)** **Eff 1 Nov**

MOSCOW, RUSSIA
TRANSITION

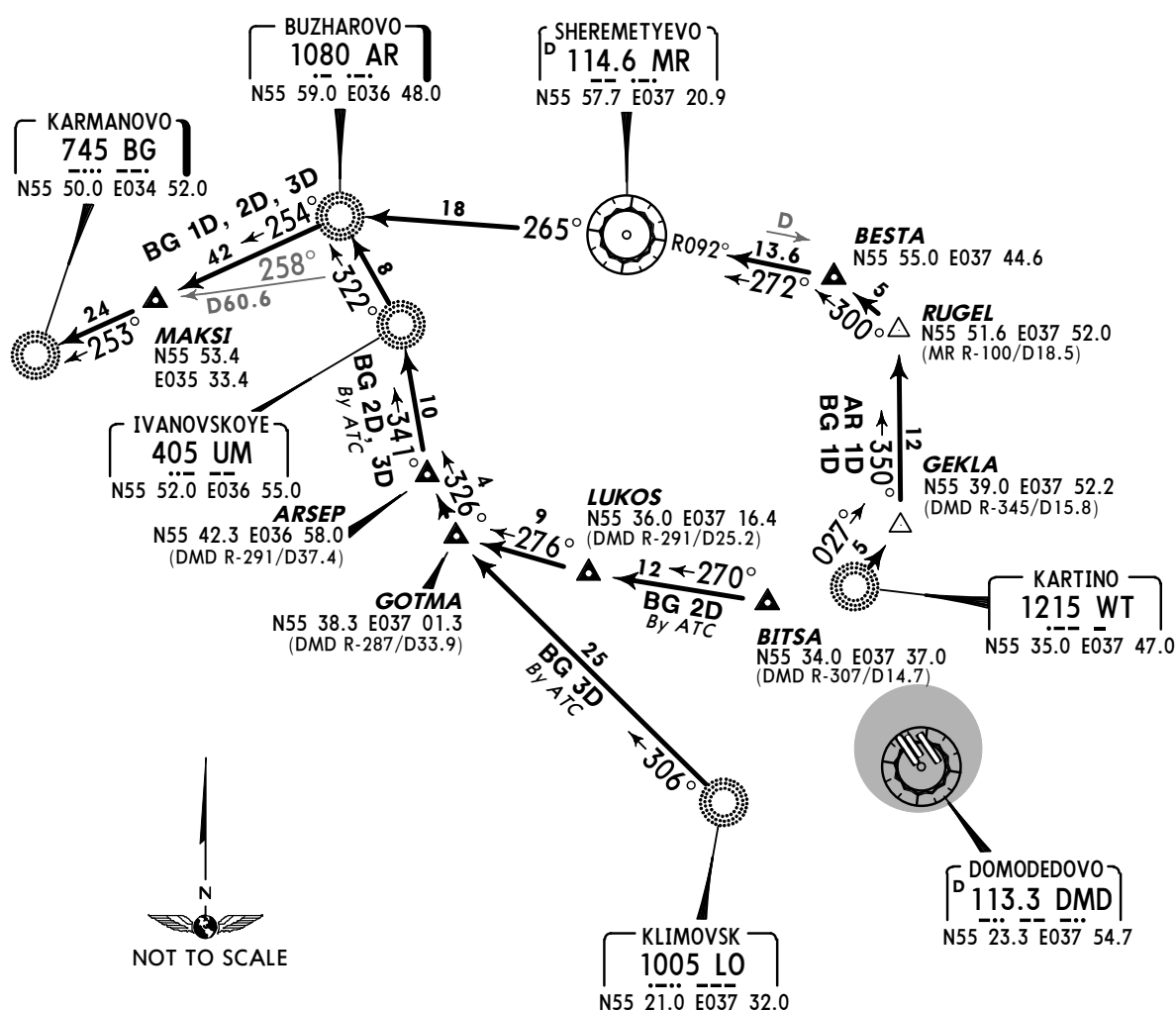
DOMODEDOVO Radar 127.7	Apt Elev 593'	QNH on request (QFE) Trans level: By ATC Trans alt: 3880' (3287')	 MSA DMD VOR
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AR 1D
BG 1D
FROM WT

BG 2D
FROM BITSA

BG 3D
FROM LO

TRANSITIONS
TO WEST
SPEED MAX 250 KT BELOW FL98



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

FL CONVERSION
FL98 FL3000m

TRANSITION	ROUTING
AR 1D	From WT to GEKLA, then via RUGEL, BESTA and MR to AR.
BG 1D	From WT to GEKLA, then via RUGEL, BESTA, MR, AR and MAKSI to BG.
BG 2D	From BITSA to LUKOS, then via GOTMA, ARSEP, UM, AR and MAKSI to BG.
BG 3D	From LO to GOTMA, ARSEP then via UM, AR and MAKSI to BG.

UDD/DME

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

JEPPESEN

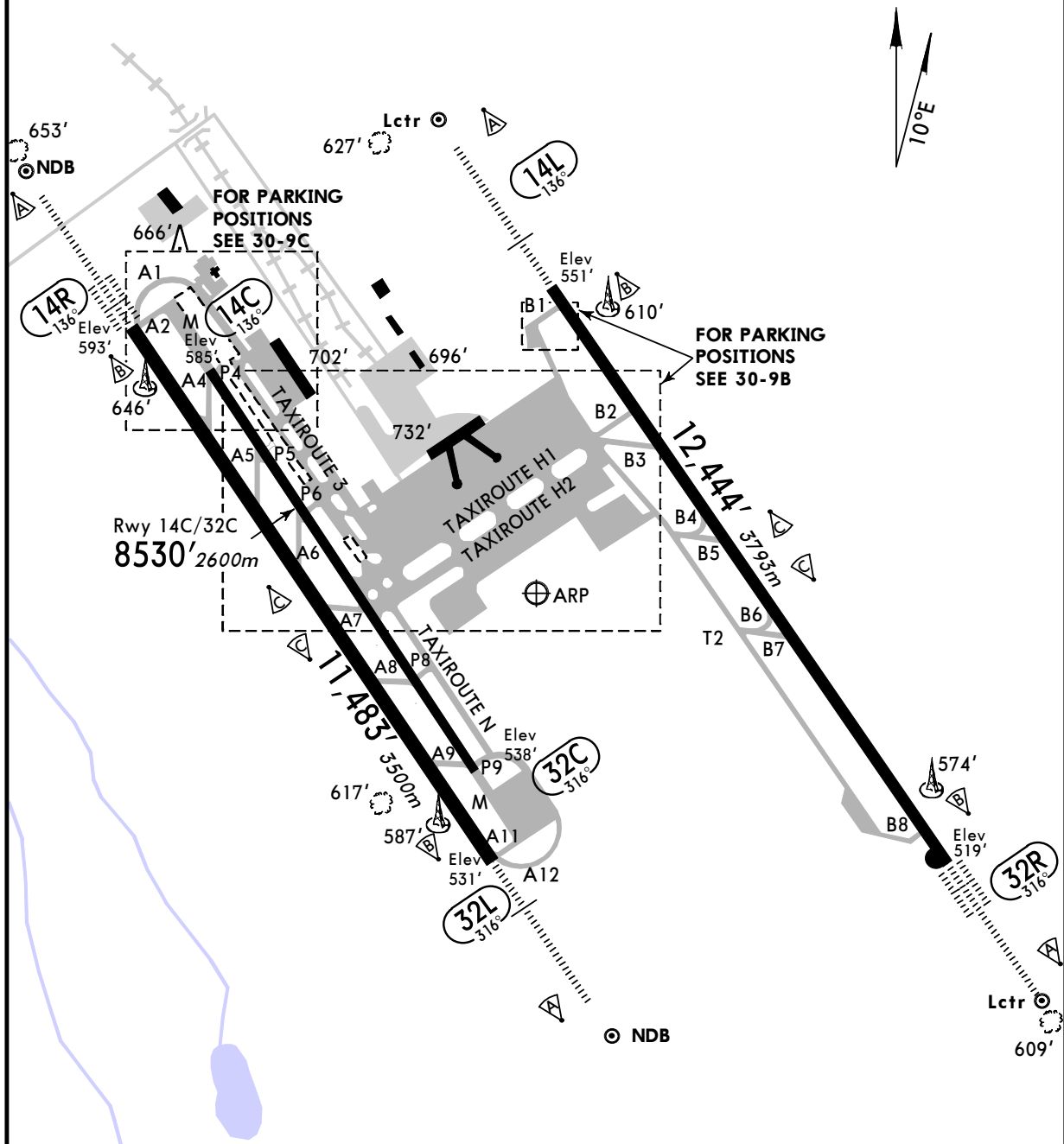
30 JUL 10 **(30-9)**

MOSCOW, RUSSIA

DOMODEDOVO

ATIS	DOMODEDOVO Clearance	Apron 1 (GND)	Apron 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



UDD/DME

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

JEPPESEN

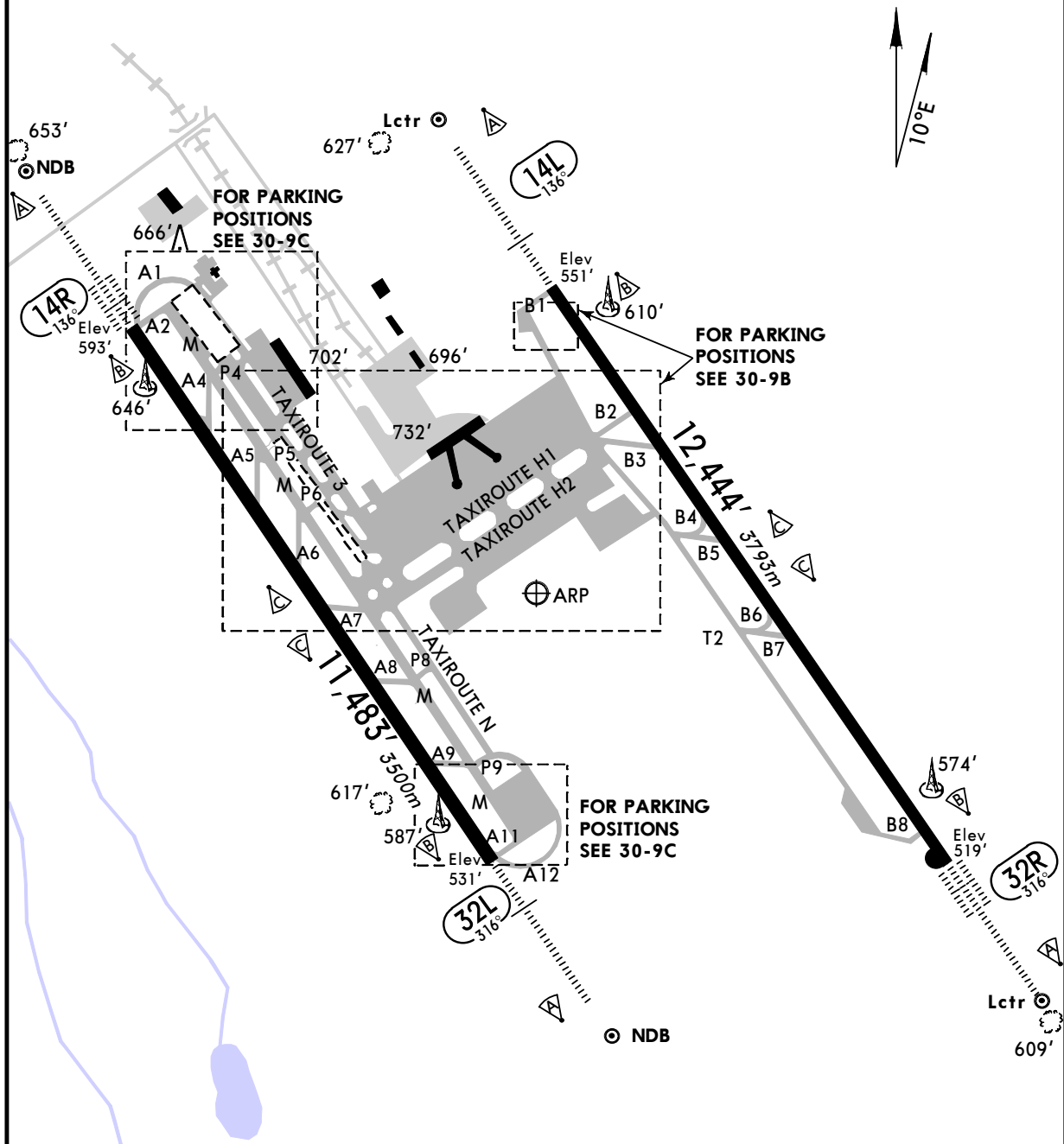
4 MAR 11 **(30-9)** Eff 10 Mar

MOSCOW, RUSSIA

DOMODEDOVO

ATIS	DOMODEDOVO Clearance	Apron 1 (GND)	Apron 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



UDD/DME


JEPPESEN
30 JUL 10 (30-9A)
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		11,168' 3404m	②	174'
32R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- R ① RVR		11,411' 3478m		53m

① Angle 3.0°.

② TAKE-OFF RUN AVAILABLE

RWY 14L: From rwy head 12,444' (3793m)
 twy B2 int 9547' (2910m)
 twy B3 int 7972' (2430m)

RWY 32R: From rwy head 12,444' (3793m)
 twy B8 int 11,467' (3495m)
 twy B7 int 8251' (2515m)
 twy B6 int 7136' (2175m)
 twy B5 int 6365' (1940m)
 twy B4 int 5184' (1580m)

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

14R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ③ RVR		10,268' 3130m	④	197'
32L	HIRL (60m) CL (15m) HIALS PAPI- L ③ RVR		10,389' 3167m		60m

③ Angle 3.0°.

④ TAKE-OFF RUN AVAILABLE

RWY 14R: From rwy head 11,483' (3500m)
 twy A4 int 8711' (2655m)
 twy A5 int 7218' (2200m)
 twy A6 int 5741' (1750m)

RWY 32L: From rwy head 11,483' (3500m)
 twy A9 int 8711' (2655m)
 twy A8 int 7218' (2200m)
 twy A7 int 5741' (1750m)

TAKE-OFF

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

UDD/DME



MOSCOW, RUSSIA

4 MAR 11

(30-9A)

Eff 10 Mar

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		11,168' 3404m	②	174' 53m
32R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- R ① RVR		11,411' 3478m		

① Angle 3.0°.

② TAKE-OFF RUN AVAILABLE

RWY 14L: From rwy head 12,444' (3793m)
 twy B2 int 9547' (2910m)
 twy B3 int 7972' (2430m)

RWY 32R: From rwy head 12,444' (3793m)
 twy B8 int 11,467' (3495m)
 twy B7 int 8251' (2515m)
 twy B6 int 7136' (2175m)
 twy B5 int 6365' (1940m)
 twy B4 int 5184' (1580m)

14R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ③ RVR		10,268' 3130m	④	197' 60m
32L	HIRL (60m) CL (15m) HIALS PAPI- L ③ RVR		10,389' 3167m		

③ Angle 3.0°.

④ TAKE-OFF RUN AVAILABLE

RWY 14R: From rwy head 11,483' (3500m)
 twy A4 int 8711' (2655m)
 twy A5 int 7218' (2200m)
 twy A6 int 5741' (1750m)

RWY 32L: From rwy head 11,483' (3500m)
 twy A9 int 8711' (2655m)
 twy A8 int 7218' (2200m)
 twy A7 int 5741' (1750m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	200m (150m)	250m	400m
B			
C			
D	250m (200m)	300m	

UDD/DME

JEPPesen

MOSCOW, RUSSIA

DOMODEDOVO

22 OCT 10

30-9B

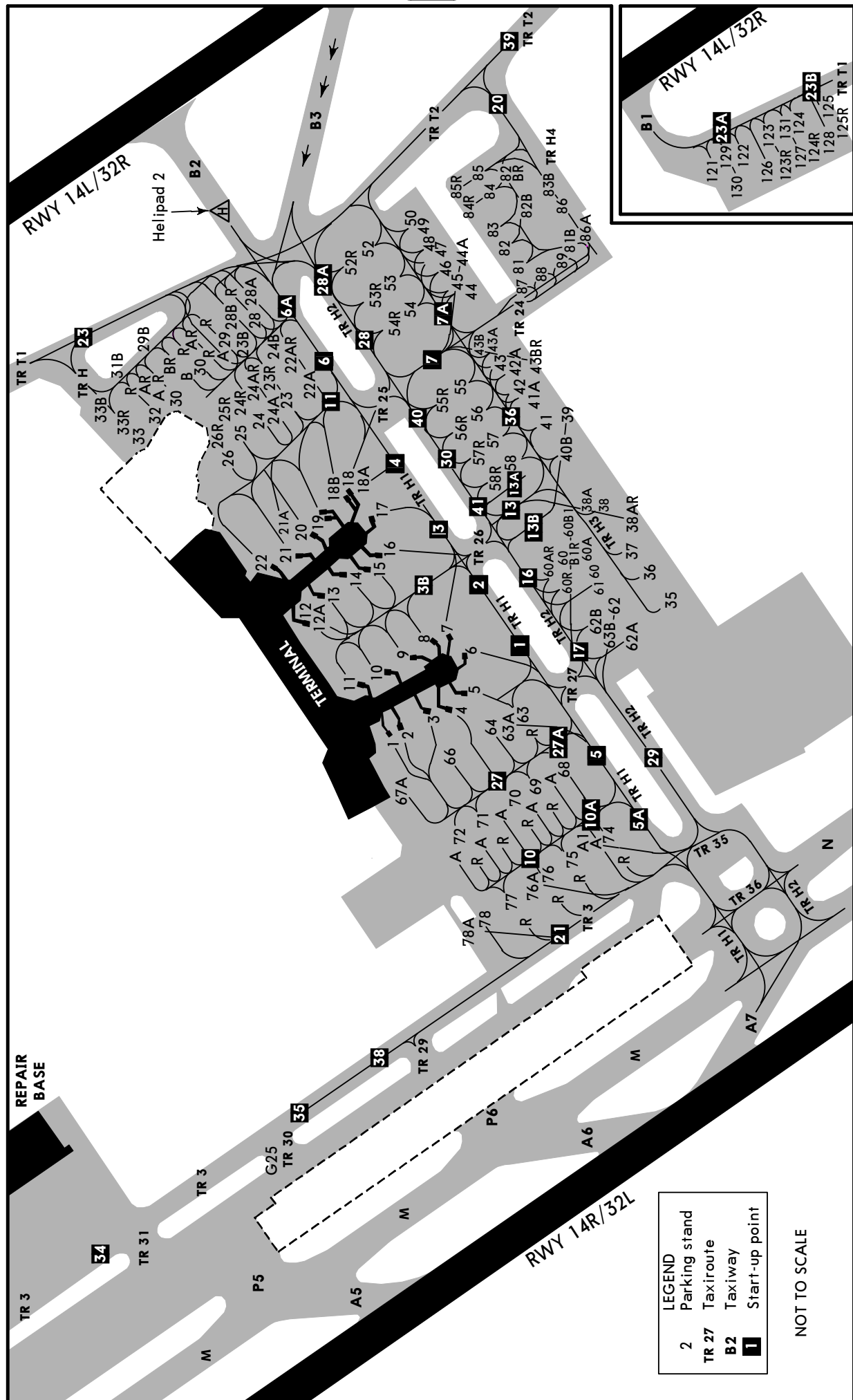
Eff 1 Nov



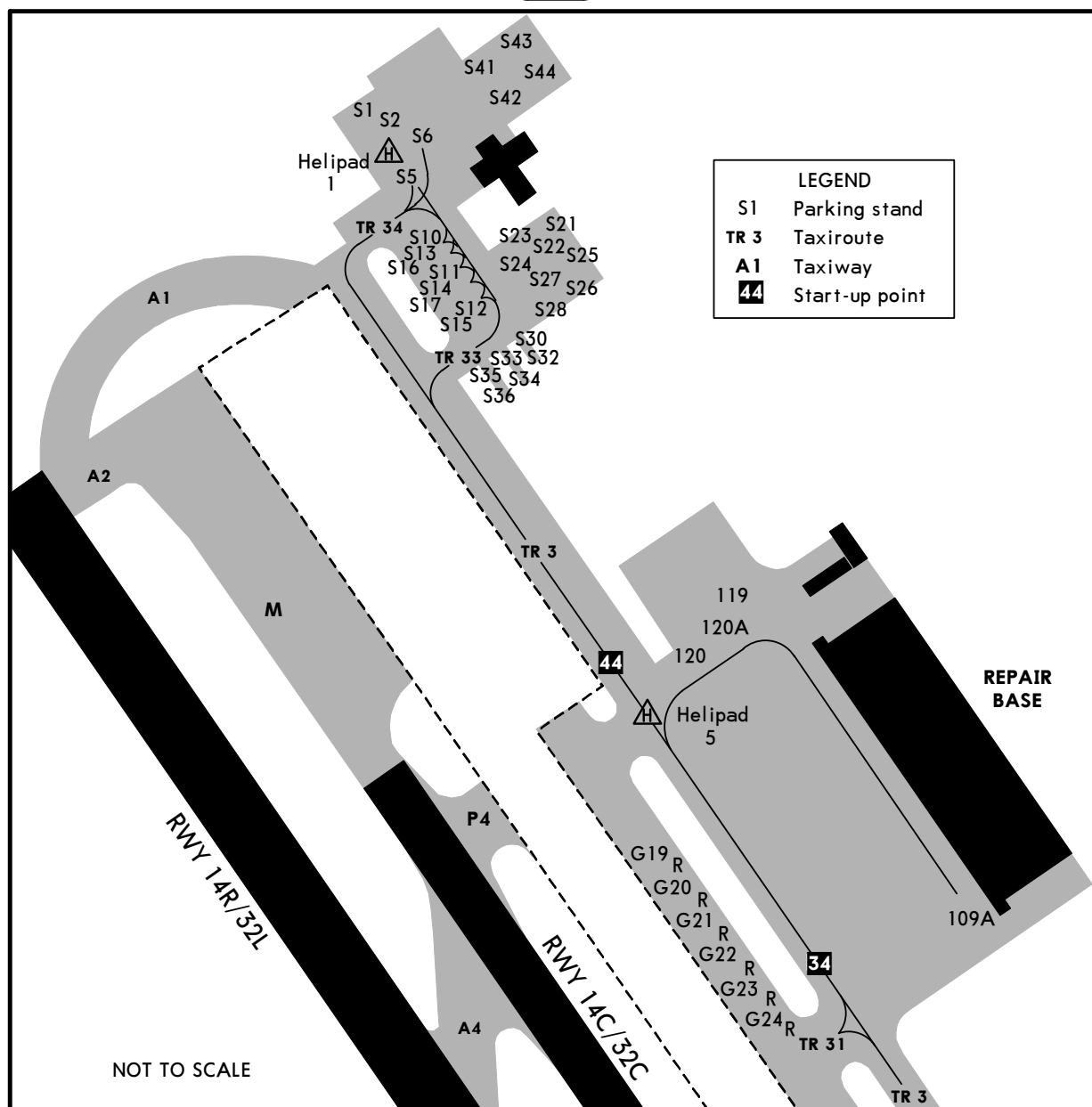
UDD/DME

4 MAR 11 **30-9B** Eff 10 Mar

MOSCOW, RUSSIA
DOMODEDOVO



UDD/DME

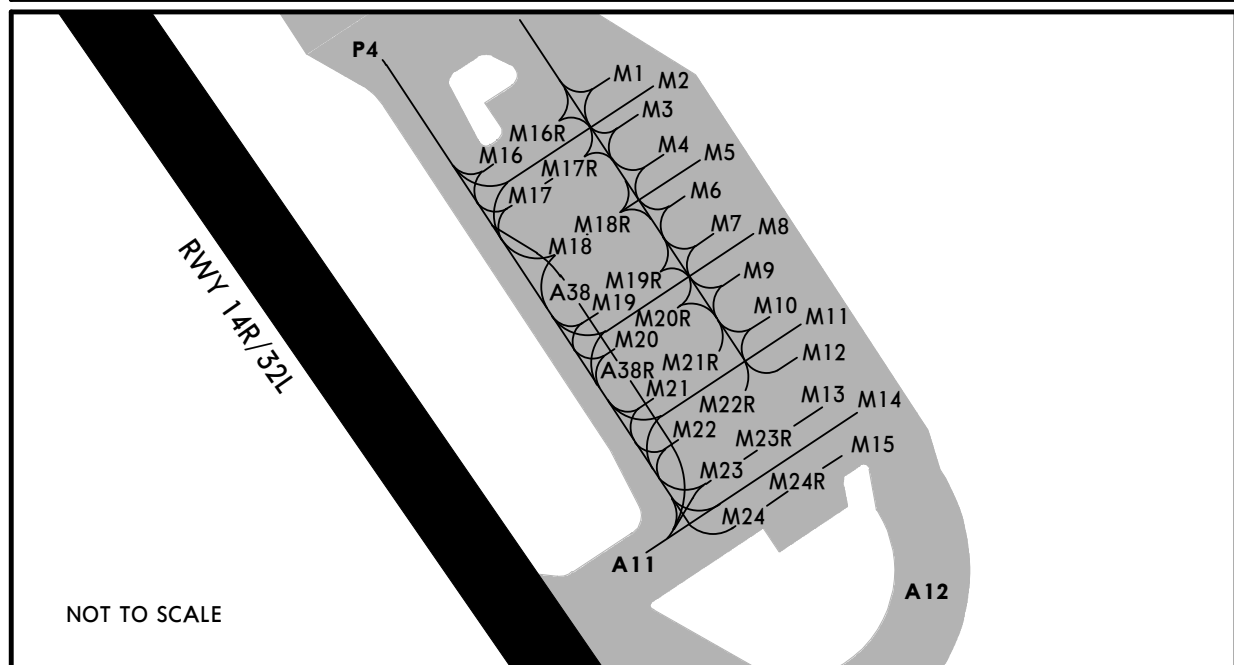
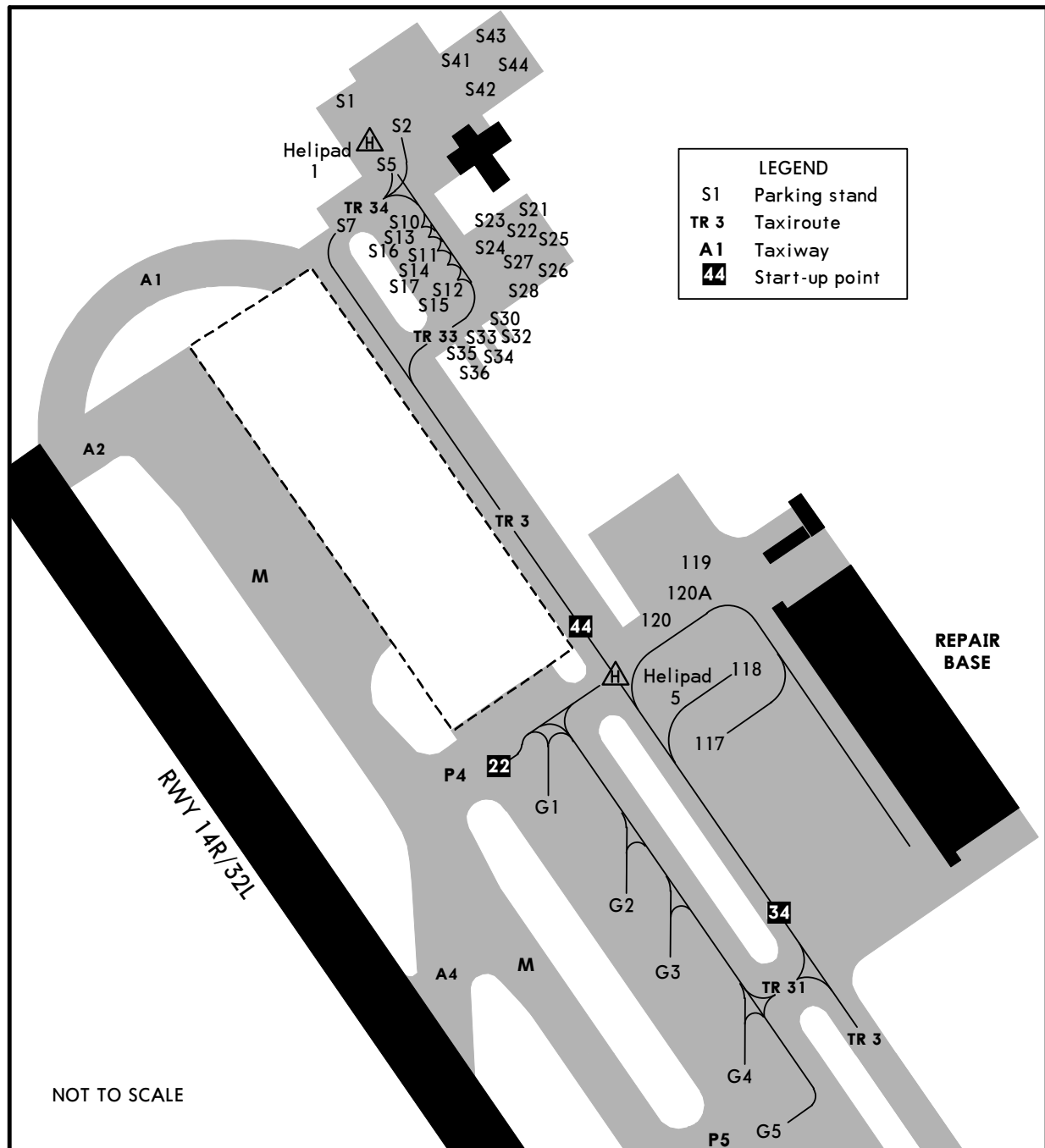
JEPPESEN
22 OCT 10 (30-9C) Eff 1 Nov**MOSCOW, RUSSIA**
DOMODEDOVO**INS COORDINATES**

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	60, 60R, 61	N55 24.6 E037 54.3
12, 12A, 13	N55 24.8 E037 54.1	63, 63A	N55 24.7 E037 54.1
14 thru 16	N55 24.8 E037 54.2	74 thru 74R	N55 24.6 E037 53.9
17 thru 19	N55 24.8 E037 54.3	81	N55 24.7 E037 55.0
20, 21	N55 24.8 E037 54.2	82	N55 24.7 E037 55.1
22	N55 24.9 E037 54.2	83	N55 24.6 E037 55.0
28 thru 28R	N55 24.9 E037 54.8	84	N55 24.6 E037 54.9
30 thru 31R	N55 25.0 E037 54.6		
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
4 MAR 11 **(30-9C)** Eff 10 Mar

MOSCOW, RUSSIA
DOMODEDOVO



UDD/DME **JEPPESEN**
4 MAR 11 (30-9D) Eff 10 Mar**MOSCOW, RUSSIA**
DOMODEDOVO

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
G25	N55 24.9 E037 53.3	62A	N55 24.5 E037 54.1
2	N55 24.8 E037 53.9	62B	N55 24.6 E037 54.1
3 thru 5	N55 24.7 E037 54.0	63	N55 24.7 E037 54.0
6 thru 8	N55 24.7 E037 54.1	63A	N55 24.7 E037 53.9
9	N55 24.7 E037 54.0	63B	N55 24.6 E037 54.0
10, 11	N55 24.8 E037 54.0	64, 66	N55 24.7 E037 53.9
12	N55 24.8 E037 54.1	67A	N55 24.8 E037 53.8
12A	N55 24.9 E037 54.1	68	N55 24.6 E037 53.9
13 thru 16	N55 24.8 E037 54.2	69	N55 24.6 E037 53.8
17 thru 19	N55 24.8 E037 54.3	70 thru 72	N55 24.7 E037 53.8
20	N55 24.8 E037 54.2	74	N55 24.6 E037 53.8
21, 21A, 22	N55 24.9 E037 54.2	74A1 thru 76A	N55 24.6 E037 53.7
22A	N55 24.8 E037 54.4	77	N55 24.7 E037 53.7
23 thru 25	N55 24.9 E037 54.4	78, 78A	N55 24.7 E037 53.6
26	N55 24.9 E037 54.3	81	N55 24.6 E037 54.7
28 thru 28B	N55 24.9 E037 54.6	82, 83	N55 24.7 E037 54.7
29 thru 30B	N55 24.9 E037 54.5	84, 85	N55 24.7 E037 54.8
31	N55 25.0 E037 54.5	86	N55 24.6 E037 54.8
31A thru 33	N55 25.0 E037 54.4	87	N55 24.7 E037 54.6
35, 36	N55 24.5 E037 54.2	88	N55 24.6 E037 54.6
37	N55 24.6 E037 54.2	89	N55 24.6 E037 54.7
38, 38A, 39	N55 24.6 E037 54.3	119, 120, 120A	N55 25.2 E037 53.0
40B, 41	N55 24.6 E037 54.4	121	N55 25.3 E037 54.3
41A	N55 24.6 E037 54.5	122	N55 25.2 E037 54.3
42 thru 43B	N55 24.7 E037 54.5	123 thru 125	N55 25.2 E037 54.4
44, 44A, 45	N55 24.7 E037 54.6	126, 127	N55 25.2 E037 54.3
46 thru 50	N55 24.7 E037 54.7	128	N55 25.1 E037 54.4
52	N55 24.8 E037 54.7	129	N55 25.2 E037 54.3
53	N55 24.8 E037 54.6	131	N55 25.2 E037 54.4
54	N55 24.7 E037 54.6		
55	N55 24.7 E037 54.5		
56, 57	N55 24.7 E037 54.4		
58	N55 24.6 E037 54.4		
60 thru 61	N55 24.6 E037 54.2		
62	N55 24.6 E037 54.1		

UDD/DME

21 NOV 08 **JEPPESEN**
(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:

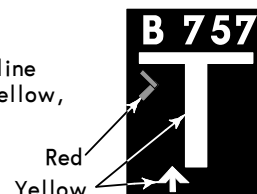
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the 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.

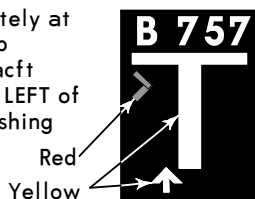


- DOCKING
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

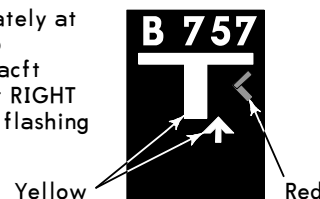
**3. IDENTIFICATION**

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.

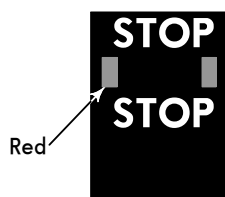
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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**

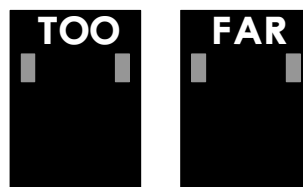
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

**5. DOCKING ON**

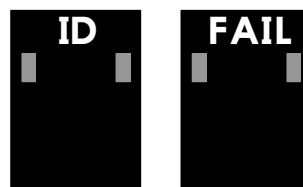
When the acft is correctly parked, the display unit will show "OK" some seconds later.



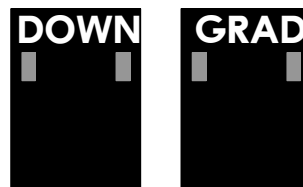
- If the acft has overshot the stop position, "TOO FAR" will be displayed.

**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

JEPPESSEN
4 MAR 11 **30-9E** **Eff 10 Mar****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:

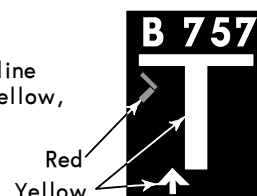
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the 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.

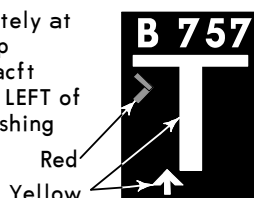


- DOCKING
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

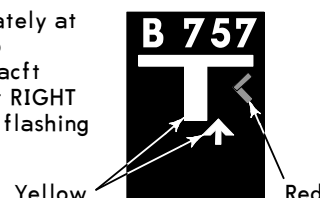
**3. IDENTIFICATION**

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.

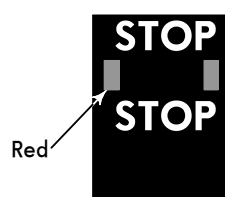
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



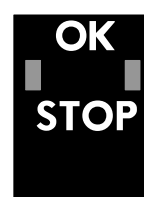
The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.

**4. STOP**

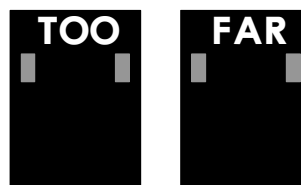
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

**5. DOCKING ON**

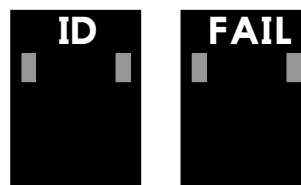
When the acft is correctly parked, the display unit will show "OK" some seconds later.



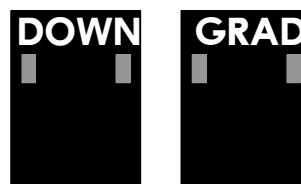
- If the acft has overshot the stop position, "TOO FAR" will be displayed.

**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
 22 OCT 10 **30-9S** **Eff 1 Nov**
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 ❶	980' (429')	980' (429')	980' (429')	980' (429')
	<i>ALS out</i>	R1300m R1500m	R1300m R1500m	R1300m R2000m	R1300m R2000m
14R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	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 ❶	970' (377')	970' (377')	970' (377')	970' (377')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	NDB ❶❷	1380' (787')	1380' (787')	1380' (787')	1380' (787')
		R1500m	R1500m	C2400m	C2400m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❸	1380' (787')	1380' (787')	1380' (787')	1380' (787')
		C3100m	C3100m	C3300m	C3300m
	<i>ALS out</i>	C3800m	C3800m	C4000m	C4000m
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 ❶	880' (349')	880' (349')	880' (349')	880' (349')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	NDB ❶❷	1230' (699')	1230' (699')	1230' (699')	1230' (699')
		R1500m	R1500m	C2400m	C2400m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❸	1230' (699')	1230' (699')	1230' (699')	1230' (699')
		C2700m	C2700m	C2900m	C2900m
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

UUDD/DME

 **JEPPESEN**
22 OCT 10 **30-9S1** Eff 1 Nov

Standard
MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
32R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	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	880'(361')	880'(361')	880'(361')	880'(361')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m

① Continuous Descent Final Approach.

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
B					
C					
D	150m	200m	250m	300m	500m

UDD/DME


JEPPESEN
 22 OCT 10 **(30-9X)** **Eff 1 Nov**
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
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	980' (429')	980' (429')	980' (429')	980' (429')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
14R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	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')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	970' (377')	970' (377')	970' (377')	970' (377')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1380' (787')	1380' (787')	1380' (787')	1380' (787')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
32L	ILS	731' (200')	731' (200')	731' (200')	731' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	880' (349')	880' (349')	880' (349')	880' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	1230' (699')	1230' (699')	1230' (699')	1230' (699')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
32R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	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
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	880' (361')	880' (361')	880' (361')	880' (361')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

UDD/DME

JEPPESEN
22 OCT 10 **30-9X1** **Eff 1 Nov**

JAA MINIMUMS
MOSCOW, RUSSIA
DOMODEDOVO

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

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

UDD/DME DOMODEDOVO

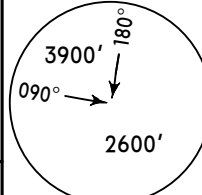
23 APR 10

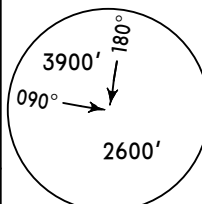
Eff 6 May

(31-1)

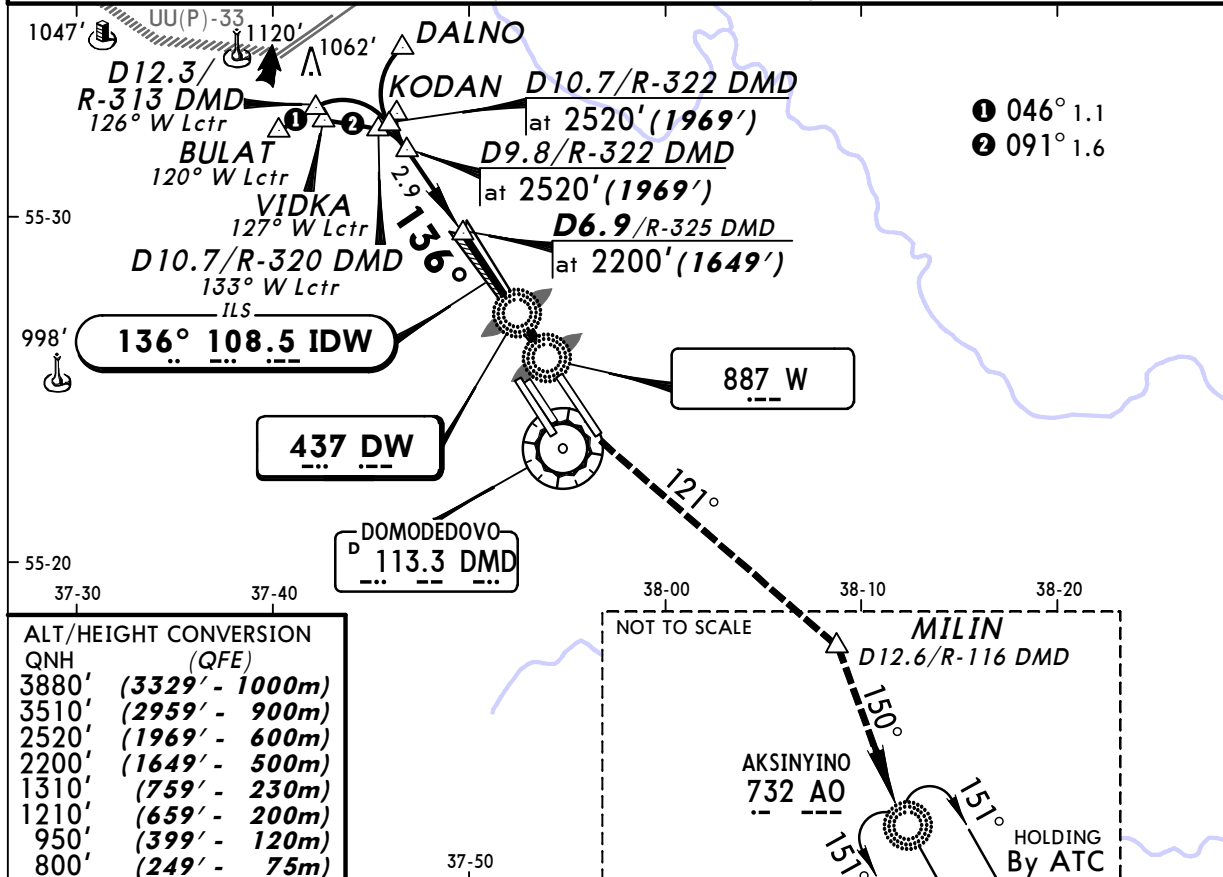
MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

BRIEFING STRIP™

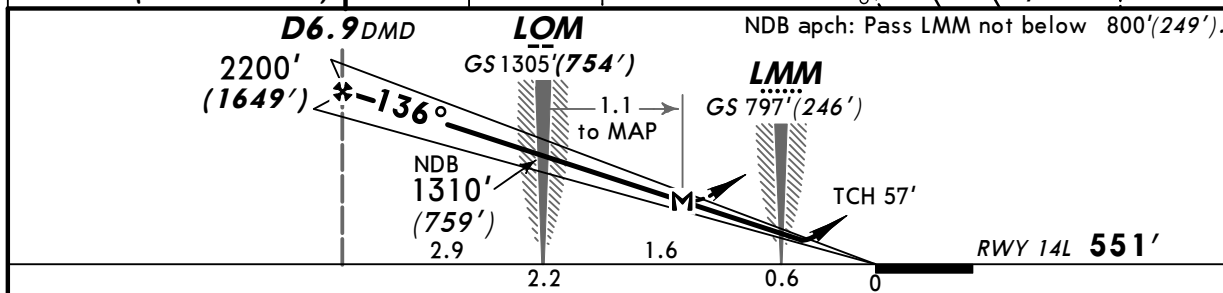
ATIS 128.3 (Russian) 122.95		DOMODEDOVO Approach 120.6		DOMODEDOVO Radar 127.7		DOMODEDOVO Tower 2 119.7		Ground 119.0 123.75		
LOC IDW 108.5		Final Apch Crs 136°	GS LOM 1305'(754')		ILS DA(H) 751'(200')		Apt Elev 593' RWY 551'			
NDB DW 437			Minimum Alt D6.9 DMD 2200'(1649')		NDB MDA(H) 980'(429')					
MISSED APCH: Climb STRAIGHT AHEAD to 950'(399') or above, then turn LEFT onto 121° climbing to 2520'(1969') to MILIN, then turn RIGHT onto 150° climbing to 3510'(2959') to AO NDB, or as directed. At 1210'(659'), immediately contact RADAR.									MSA DMD VOR	



MSA
DMD VOR



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)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	121°	2520'	MILIN
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861	PAPI	950' (399')	LT	(1969')	
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25				

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

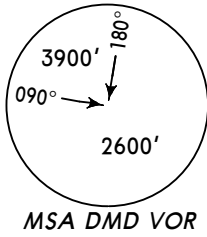
PANS OPS

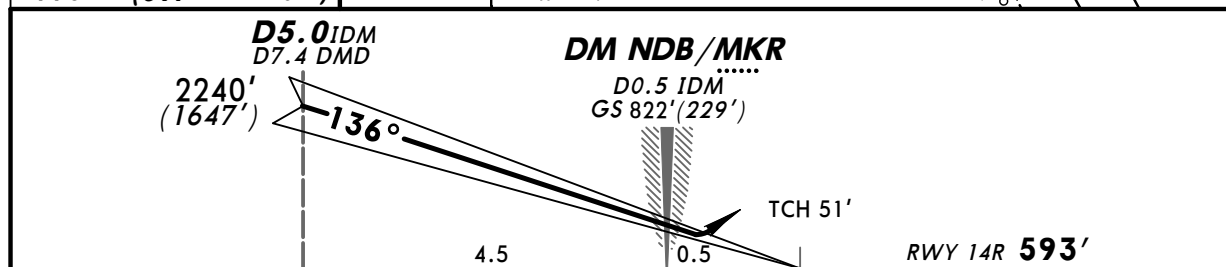
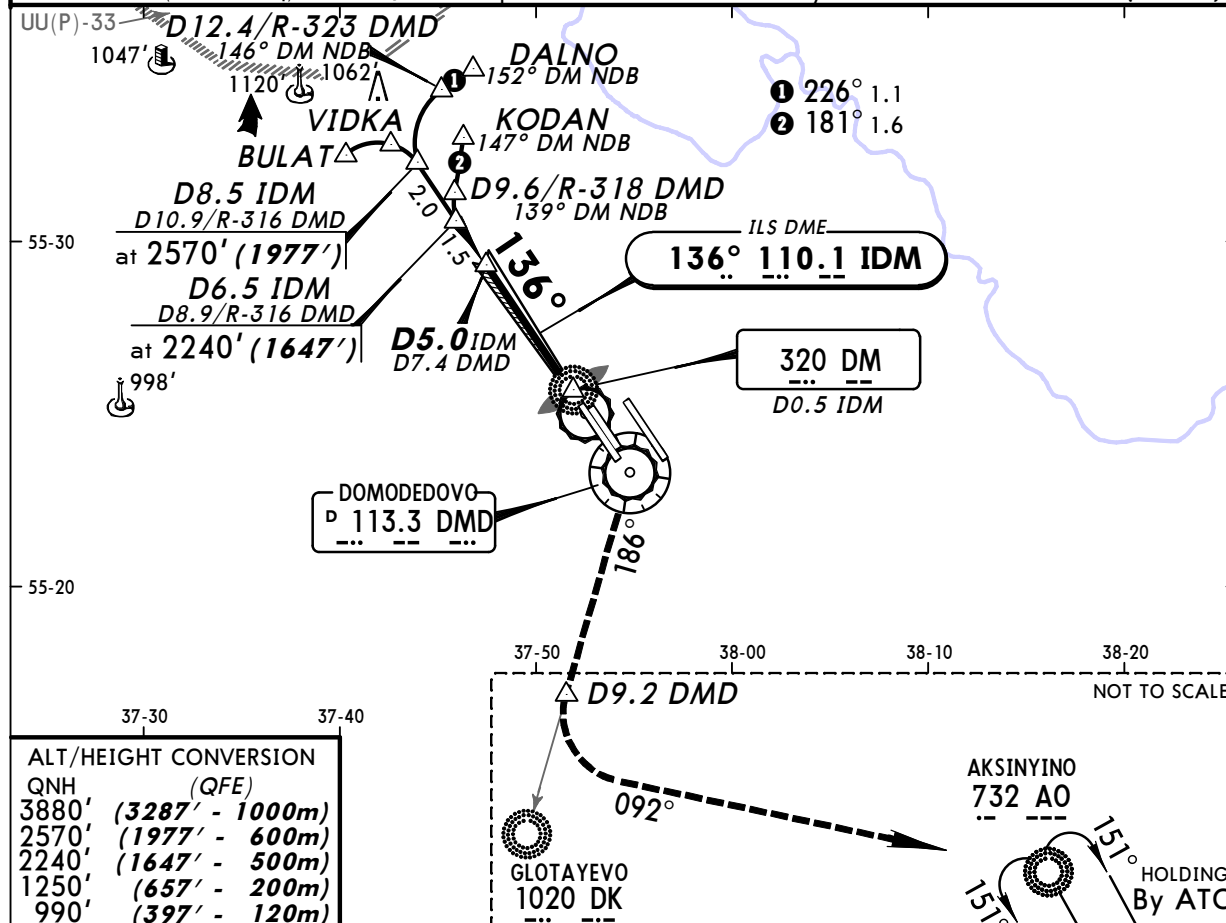
UDD/DME DOMODEDOVO

JEPPESSEN
23 APR 10 **(31-2)** Eff 6 May

MOSCOW, RUSSIA ILS DME Rwy 14R

BRIEFING STRIP™

ATIS 128.3 (Russian)	DOMODEDOVO Approach 122.95	DOMODEDOVO Radar 120.6	DOMODEDOVO Tower 1 127.7	Ground 118.6	119.0 123.75
LOC IDM 110.1	Final Apch Crs 136°	GS D5.0 IDM 2240' (1647')	ILS DA(H) 793' (200')	Apt Elev 593' RWY 593'	
MISSED APCH: Climb STRAIGHT AHEAD to 990' (397') or above, after passing DMD VOR turn RIGHT to intercept R-186 DMD, proceed to DK NDB climbing to 2240' (1647'). At D9.2 DMD turn LEFT on track 092° climbing to 2570' (1977') to AO NDB, 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')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM 990' (397')	RT	DMD 113.3 186°	2240' (1647')
ILS GS	3.00°	377	484	538	646	753	861	PAPI			

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

PANS OPS

UDD/DME DOMODEDOVO

23 APR 10
Eff 6 May

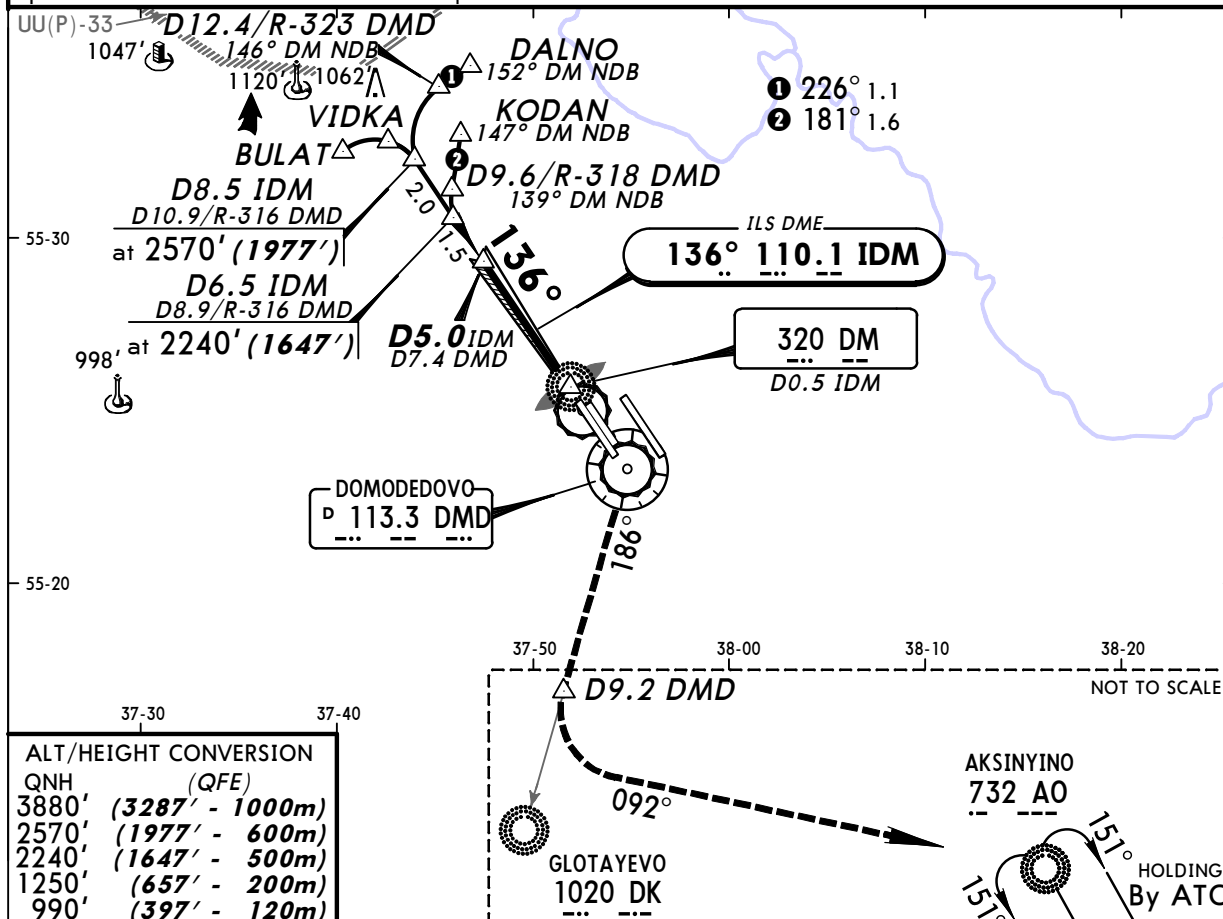
31-2A

MOSCOW, RUSSIA CAT II ILS DME Rwy 14R

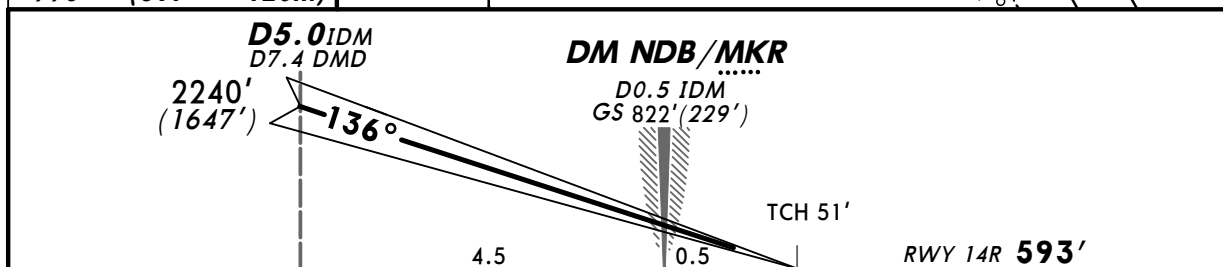
BRIEFING STRIP

ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 1 118.6	Ground 119.0
LOC IDM 110.1	Final Apch Crs 136°	GS D5.0 IDM 2240' (1647')	CAT II ILS RA 107' DA(H) 693' (100')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 990' (397') or above, after passing DMD VOR turn RIGHT to intercept R-186 DMD, proceed to DK NDB climbing to 2240' (1647'). At D9.2 DMD turn LEFT on track 092° climbing to 2570' (1977') to AO NDB, 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')
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 990' (397')	RT	DMD 113.3 186°	2240' (1647')
GS	3.00°	377	484	538	646	753	861	PAPI			

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

RVR 350m

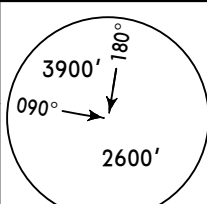
PANS OPS

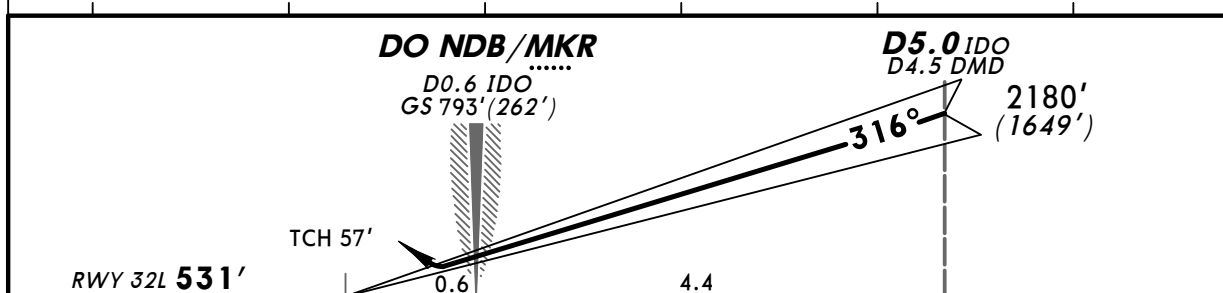
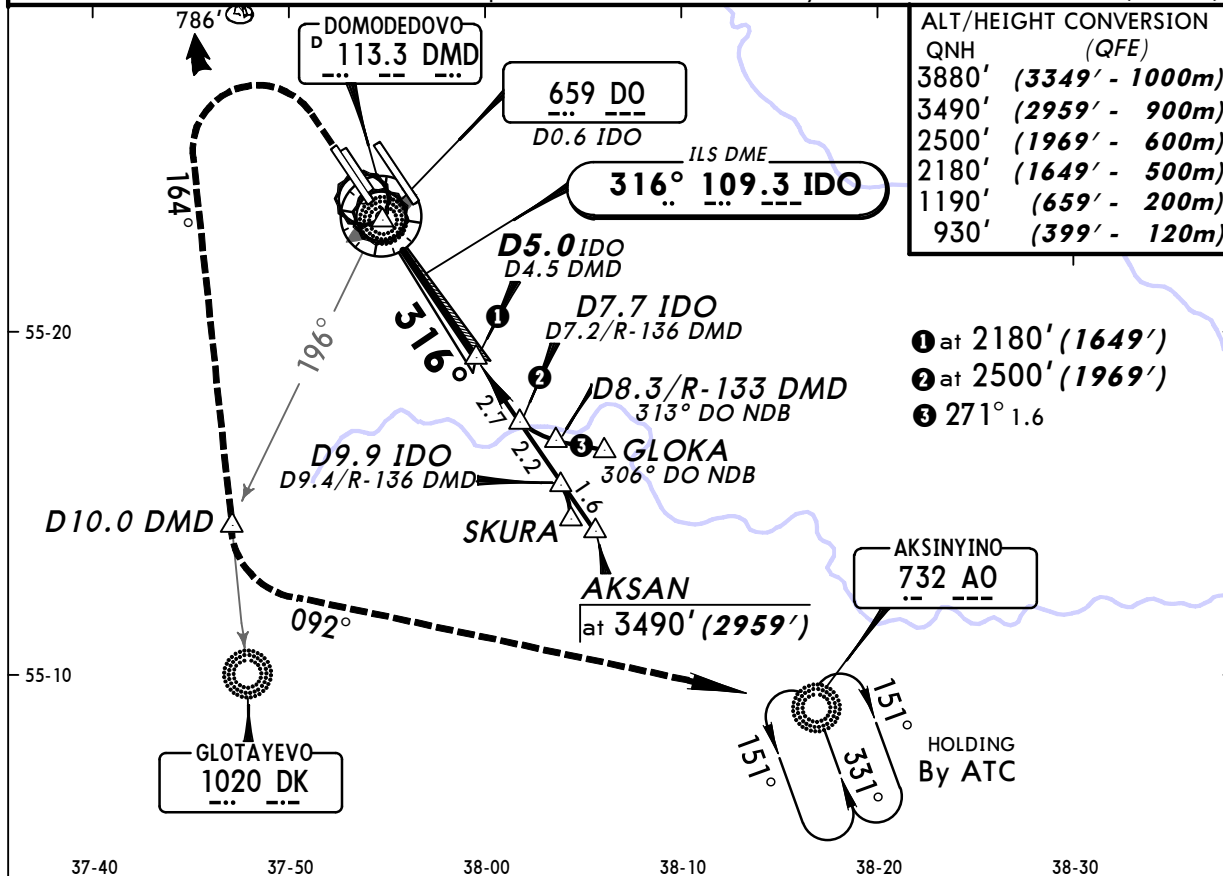
UDD/DME DOMODEDOVO

JEPPESEN
23 APR 10 **(31-3)** Eff 6 May

MOSCOW, RUSSIA ILS DME Rwy 32L

BRIEFING STRIP™

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian)	122.95	120.6	127.7	118.6
LOC IDO 109.3	Final Apch Crs 316°	GS D5.0 IDO 2180' (1649')	ILS DA(H) 731' (200')	Apt Elev 593' RWY 531'
MISSED APCH: Climb STRAIGHT AHEAD to 930' (399') or above, then turn LEFT onto 164° and proceed to DK NDB to D10.0 DMD at 2180' (1649'). After passing D10.0 DMD turn LEFT onto 092°, then continue climb to 2500' (1969') to AO NDB, 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')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIM	164°	2180'	D10.0
ILS GS	3.00°	377	484	538	646	753	861	930' (399')	LT	(1649')	DMD

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

PANS OPS

UDD/DME DOMODEDOVO

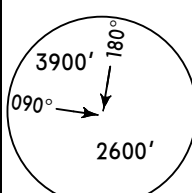
22 OCT 10
Eff 1 Nov

(31-4)

ILS DME or 2 NDB Rwy 32R

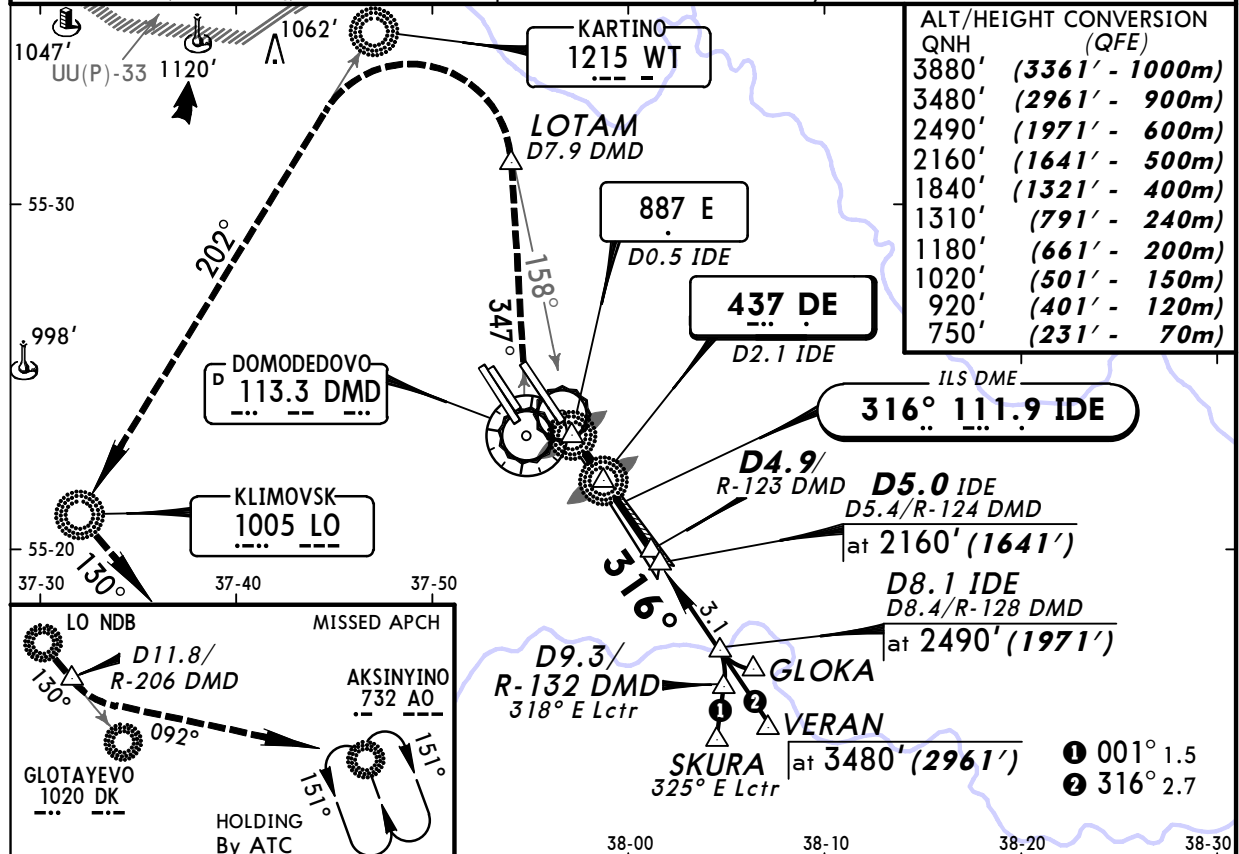
MOSCOW, RUSSIA

BRIEFING STRIP

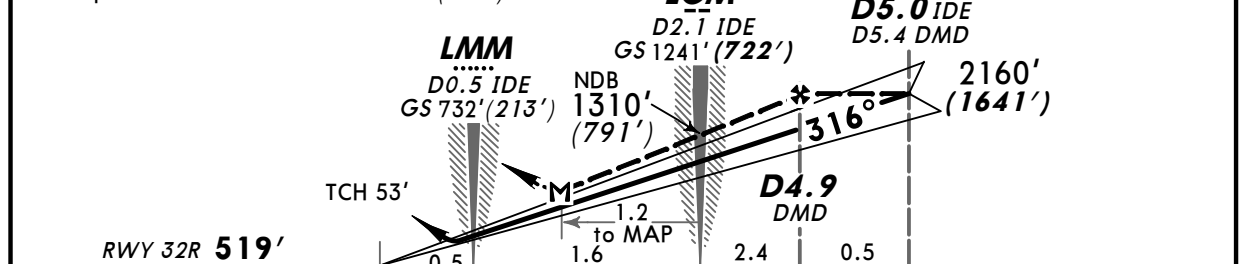
ATIS 128.3 (Russian)	122.95	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 2 119.7	Ground 119.0 123.75
LOC IDE 111.9	Final Aptch Crs 316°	GS LOM 1241' (722')	ILS DA(H) 719' (200')	Apt Elev 593' RWY 519'	
NDB DE 437		Minimum Alt D4.9 DMD 2160' (1641')	NDB MDA(H) 880' (361')		

MISSED APCH: Climb STRAIGHT AHEAD to 920' (401') (NDB: 1020' (501')) or above, then turn RIGHT to intercept R-347 climbing to 1840' (1321') or above to LOTAM, then turn LEFT onto 202° to LO NDB climbing to 3480' (2961'). Turn LEFT onto 130°, proceed to DK NDB, after passing D11.8 DMD turn LEFT on track 092° to AO NDB. At 1180' (661'), immediately contact RADAR.

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



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
ILS GS	3.00°	377	484	538	646	753	
NDB Desc Angle	3.32°	411	529	587	705	822	
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	

STRAIGHT-IN LANDING RWY 32R

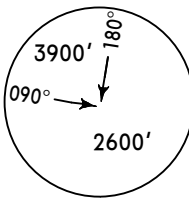
ILS				LOC (GS out)	NDB			
DA(H) 719'(200')					MDA(H) 880'(361')			
FULL		TDZ or CL out	ALS out			ALS out		
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m		
B								
C								
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

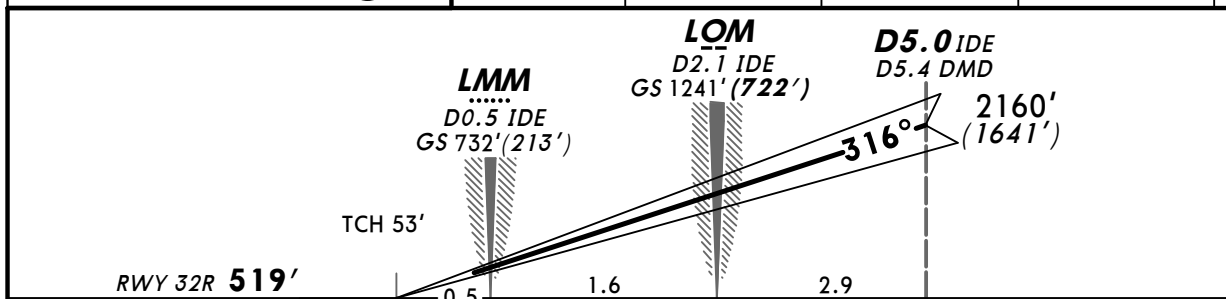
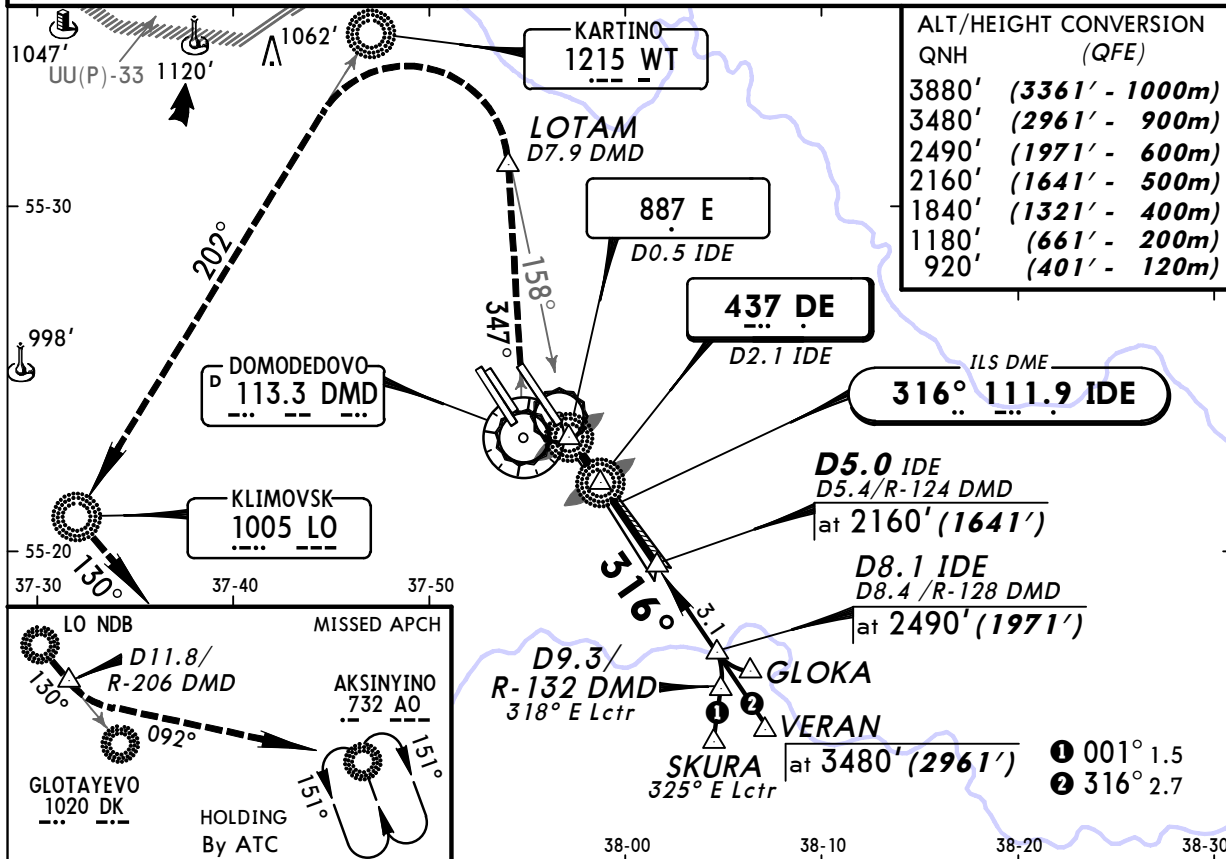
UDD/DME DOMODEDOVO

22 OCT 10
Eff 1 Nov **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 316°		GS LOM 1241'(722')		CAT II ILS RA 106' DA(H) 619'(100')		Apt Elev 593' RWY 519'	
MISSED APCH: Climb STRAIGHT AHEAD to 920'(401') or above, then turn RIGHT to intercept R-347 climbing to 1840'(1321') above to LOTAM, then turn LEFT onto 202° to LO NDB climbing to 3480'(2961'). Turn LEFT onto 130°, proceed to DK NDB, after passing D11.8 DMD turn LEFT on track 092° to AO NDB. At 1180'(661'), immediately contact RADAR.									
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 3880'(3361')			
Special Aircrew & Acft Certification Required.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIM	DMD	1840'
GS	3.00°	377	484	538	646	753	PAPI	920' (401')	113.3 R-347	(1321')

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

PANS OPS

RVR 350m

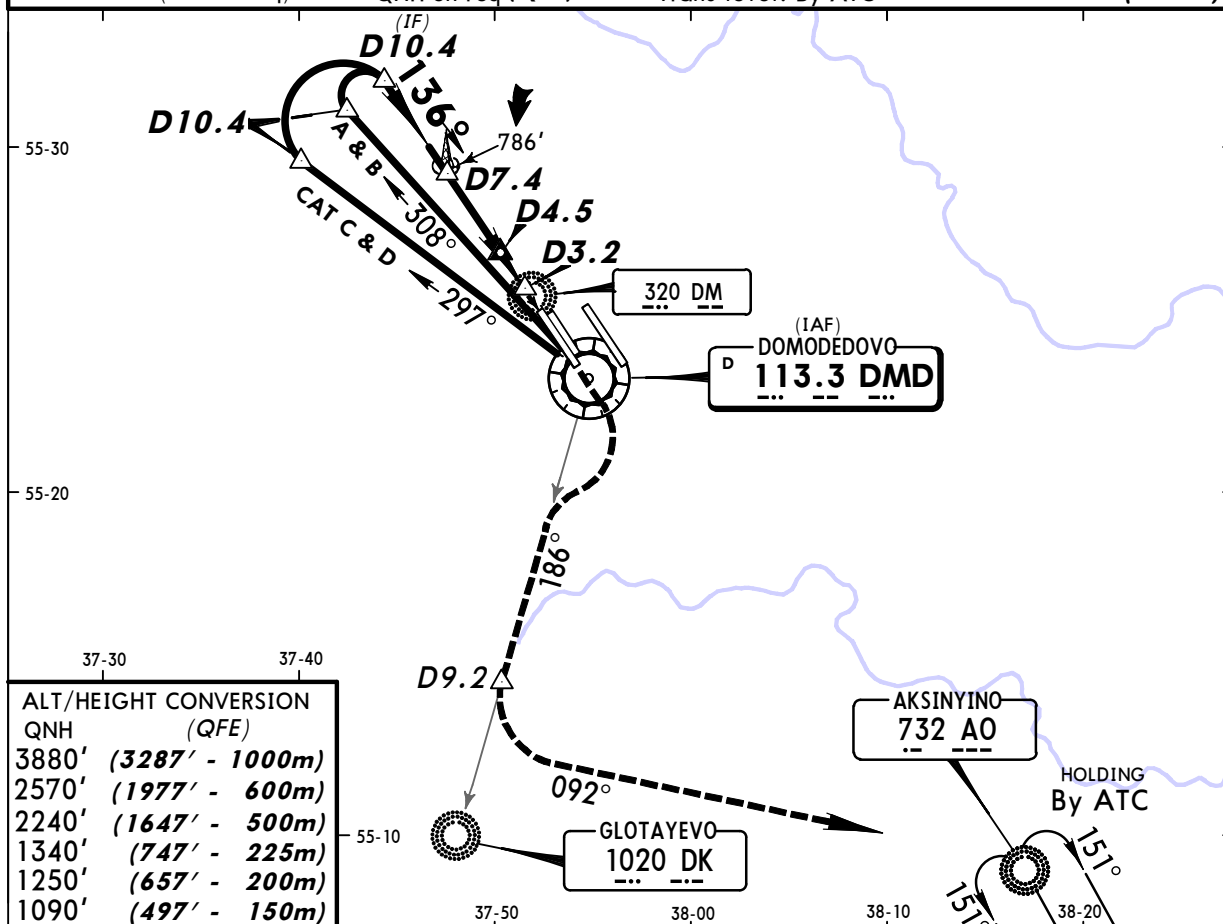
UDD/DME DOMODEDOVO

JEPPesen
23 APR 10 **(33-1)** Eff 6 May

MOSCOW, RUSSIA
VOR DME Rwy 14R

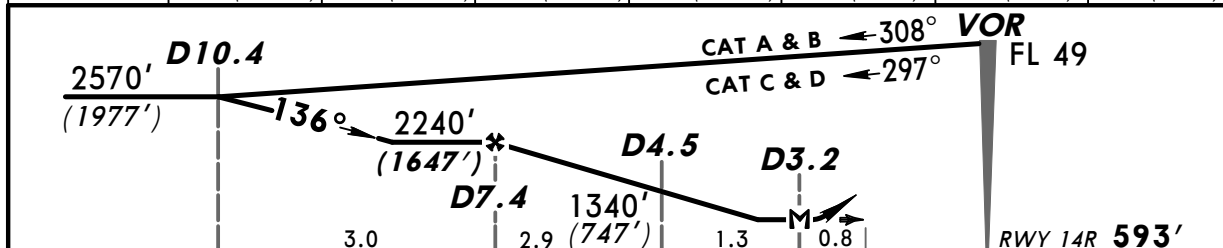
BRIEFING STRIP

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 136°	Minimum Alt D7.4 2240' (1647')	MDA(H) 970' (377')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240' (1647') at D9.2, then turn LEFT to 092° continue climb to 2570' (1977') to AO 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)
1340'	(747' - 225m)
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')	DMD	2240' (1647')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	113.3	
MAP at D3.2									R-186	

STRAIGHT-IN LANDING RWY 14R				
MDA(H) 970' (377')				
		ALS out		
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m		
B				
C				
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

PANS OPS

UDD/DME DOMODEDOVO

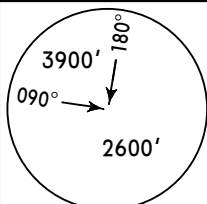
23 APR 10

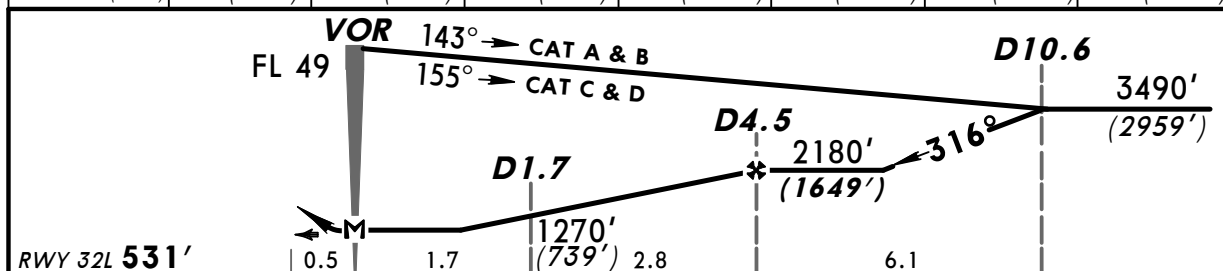
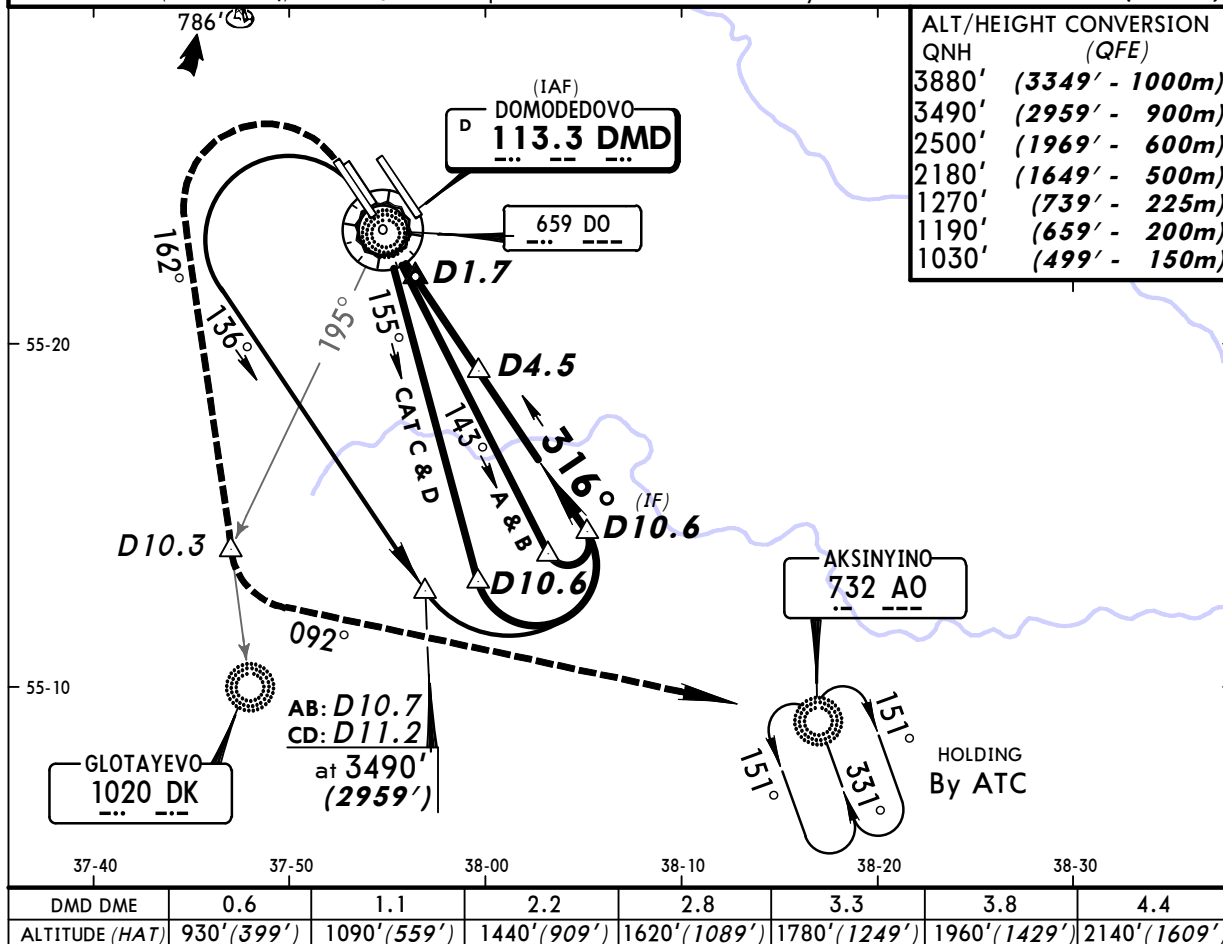
(33-2)

Eff 6 May

MOSCOW, RUSSIA VOR DME 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
VOR DMD	Final Apch Crs	Minimum Alt D4.5	MDA(H)	Apt Elev 593' RWY 531'
113.3	316°	2180' (1649')	880' (349')	
MISSED APCH: Climb STRAIGHT AHEAD to 1030' (499'), then turn LEFT onto 162° proceed to DK NDB climbing to 2180' (1649') at D10.3, then turn LEFT to 092° continue climb to 2500' (1969') to AO NDB, or as directed. At 1190' (659'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3349')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1030' (499')	162°	2180' (1649')	D10.3
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑	
MAP at VOR											

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

PANS OPS

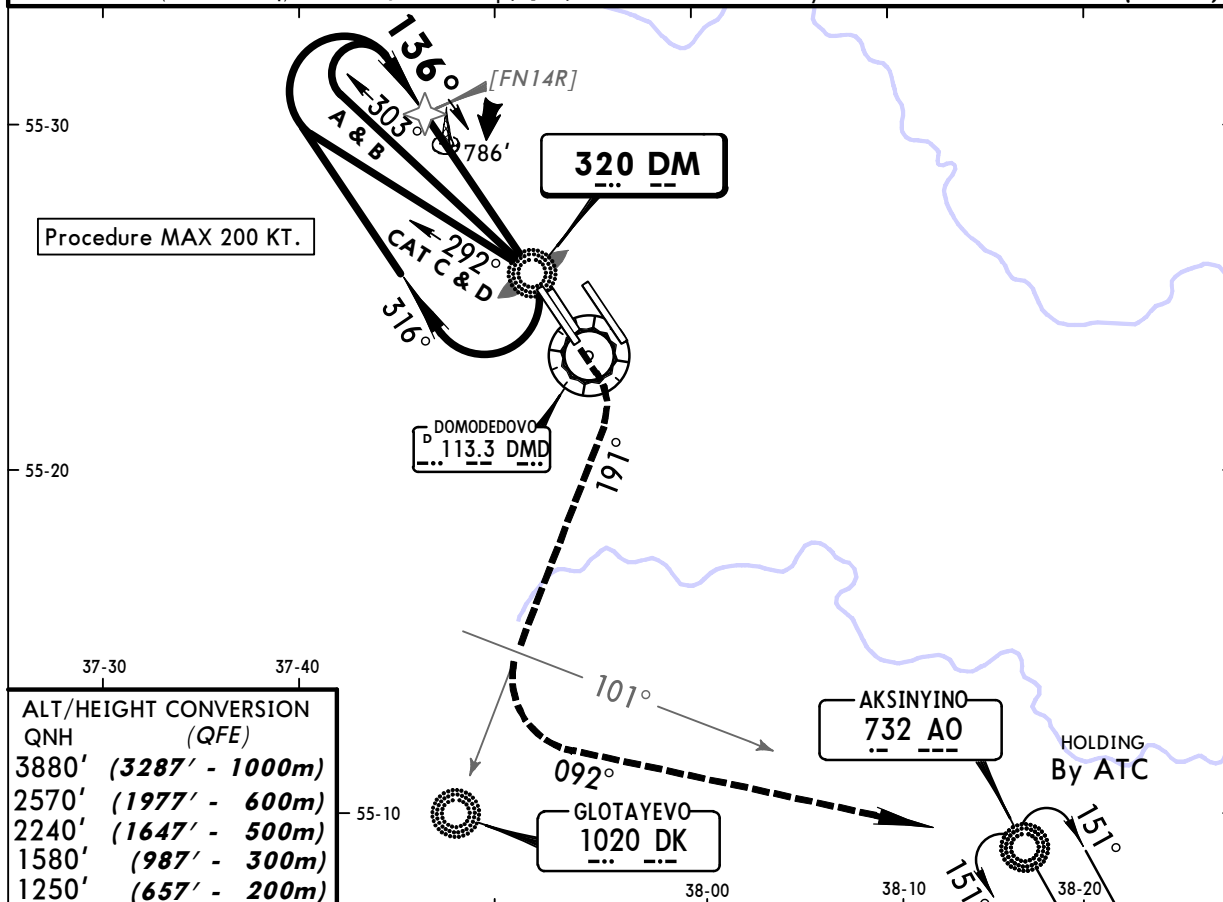
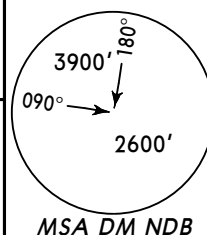
UDD/DME DOMODEDOVO

22 OCT 10 **(36-1)** Eff 1 Nov

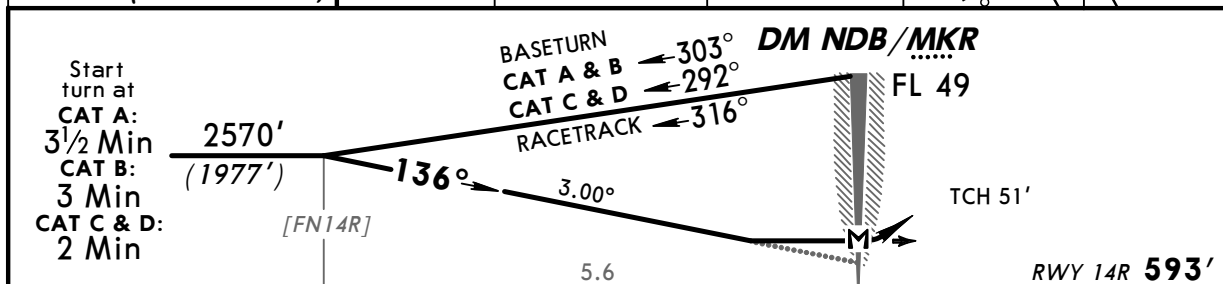
MOSCOW, RUSSIA
NDB Rwy 14R

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 136°	Minimum Alt No FAF	MDA(H) 1380' (787')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1580' (987'), then turn RIGHT to 191°, proceed to DK NDB climbing to 2240' (1647') at 101° AO NDB, then turn LEFT to 092° continue climb to 2570' (1977') to AO 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')	191°	2240' (1647')	AO 732
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	RT	↑	101°
MAP at DM NDB/MKR											

STRAIGHT-IN LANDING RWY 14R			
MDA(H) 1380' (787')			
ALS out			
A	1200m	RVR 1500m	VIS 1600m
B		RVR 1800m	VIS 2000m
C	2800m	3600m	
D	3600m	4000m	

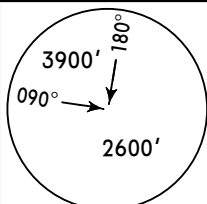
PANS OPS

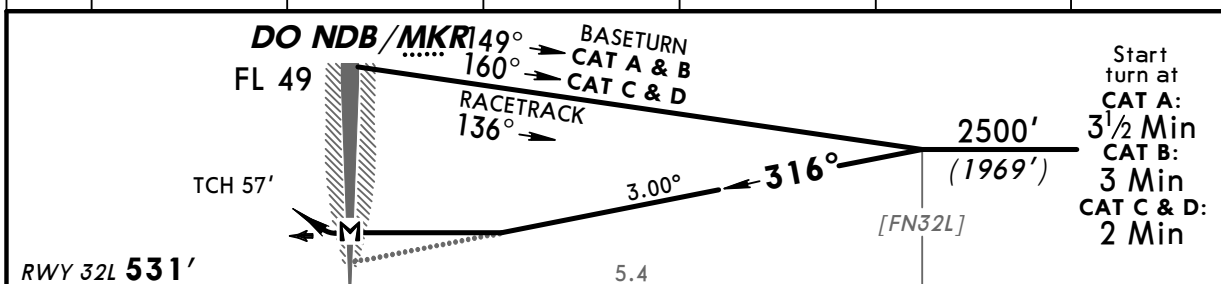
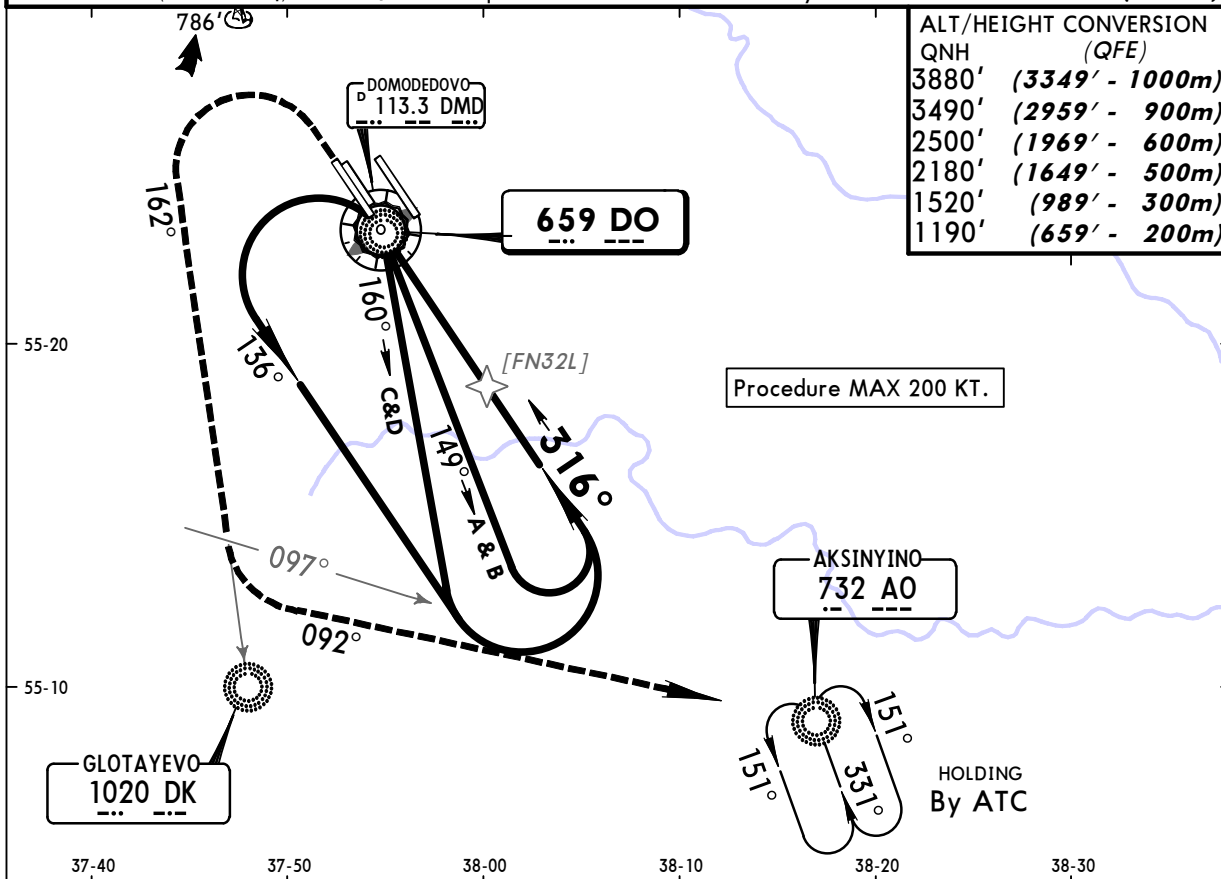
UDD/DME DOMODEDOVO

JEPPESSEN
22 OCT 10 **(36-2)** Eff 1 Nov

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 316°	Minimum Alt No FAF	MDA(H) 1230' (699')	Apt Elev 593' RWY 531'
MISSED APCH: Climb STRAIGHT AHEAD to 1520' (989'), then turn LEFT onto 162° proceed to DK NDB climbing to 2180' (1649') at 097° AO NDB, then turn LEFT to 092° continue climb to 2500' (1969') to AO NDB, or as directed. At 1190' (659'), immediately contact RADAR.				
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 3880' (3349')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1520' (989')	162°	2180' (1649')	AO 732 097°
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	LT	↑	
MAP at DO NDB/MKR											

STRAIGHT-IN LANDING RWY 32L							
MDA(H) 1230' (699')							
ALS out							
A	1200m		RVR 1500m VIS 1600m				
B							
C	2400m		3200m				
D	3200m		3600m				

PANS OPS