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General Information

Location: Ramenskoye Rus
IATA Code:
Lat/Long: N55° 33.2' E038° 09.0'
Elevation: 404 ft

Airport Use: Public
Magnetic Variation: 10.4°E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0212 Z
Sunset: 1641 Z,

Runway Information

Runway: 12
Length x Width: 15092 ft x 230 ft
Surface Type: concrete
TDZ-Elev: 401 ft
Lighting: Edge

Runway: 30
Length x Width: 15092 ft x 230 ft
Surface Type: concrete
TDZ-Elev: 376 ft
Lighting: Edge, ALS
Stopway: 2132 ft

Communication Information

ATIS 127.75 Non-English
Gordy Ground Control 131.0 Non-English
Gordy Ground Control 124.0 Non-English
Gordy Radar 125.25 Non-English
Gordy Radar 124.0 Non-English
Gordy Transit Operations 123.9 Non-English

1. GENERAL

FOR RUSSIAN USERS ONLY

1.1. ATIS

*ATIS 127.75X

2. ARRIVAL

FOR RUSSIAN USERS ONLY

2.1. SPEED RESTRICTIONS

MAX 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250;
MAX 270 KT +/- 10 KT below FL250 to FL100;
MAX 250 KT +/- 10 KT below FL100 to TL.
- below transition level - IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.
If unable to maintain the above mentioned IAS, the flight crew shall report it to ATS unit.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. NOISE ABATEMENT APPROACH PROCEDURES

General

Noise abatement APCH procedures shall be executed by crews of all aircraft for RWYs 12/30.
RWY 30 is a noise preferential RWY which shall be used to the maximum degree.
When meteorological phenomena dangerous (strong wind, CB, etc.) for a flight of ACFT are present in arrival and APCH sectors. The ATC can deviate from procedure shown below by own intention or by crew request due to safety reason.
The crews shall maintain the prescribed STAR routes and in case of deviation from them - join the assigned track immediately.

Restrictions

Noise abatement procedure shall be not executed under following conditions:
- RWY surface covered (for example: snow, slush, ice, water, dust, rubber, oil and other obstructions) and friction coefficient at this is 0.4 or less;
- visibility less than 1800m;
- cross-wind component is more than 7m/sec;
- back-wind component is more than 2.5m/sec;
- forecast or reported windshear, or expected, that CB can be elected for APP/LDG performance.

Immediately prior to the APCH the crews should avoid (as far as possible) excessive rates of descent.The change of flight configuration and ACFT speed, connected with noise abatement procedures, shall be carried out according to the requirements of the AFM for the specific ACFT type.
In case of instrument APCH and also in case of visual APCH flying below the ILS GS is prohibited.
No noise abatement procedures shall envisage the exceeding of the indicated rate of descent.
A displaced RWY THR shall not be used as a noise abatement measure.
During the execution of noise abatement procedures air-ground communication should be kept to a minimum.
Landing of ACFT with tail/wind component up to 5m/sec is allowed under the following conditions:
- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- cross-wind component is not more than 5 m/sec.

Reverse thrust power (with the exception of reverse idle thrust) shall be used only for safety reasons.

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2. ARRIVAL

Straight-in approach RWY 30

The noise abatement procedures are as follows: by the moment of reaching by ACFT the distance of 13.5 NM from RWY THR the crew must conduct the flight at 3330′ maintaining 210 KT and flight direction enabling to intercept ILS LOC coverage area providing approach-to-land.
From distance of 11.9 NM the crew shall reduce IAS from 210 KT to 185 KT(+/-10KT) in order to intercept ILS LOC at distance 8.1 NM from RWY THR descending to 2020′.
At distance 8.1 NM from RWY THR gear down.
After GS interception at 2020′ the crew shall continue to reduce IAS in such way that by the moment of reaching 1690′ select speed for flaps/slats landing position. After this limit the speed shall be maintained as per the AFM.
REMARK: Flaps/slats must be selected in landing position, Stab.Trimm Setting must be completed before LOM overfly.

Approach RWY 12

Gear down execute before final turn.
Flaps/slats shall be selected after glide slope interception at 2050′ and continue descent, crew shall continue to reduce IAS in such way that by the moment of reaching 1720′ select speed for flaps/slats landing position.
REMARK: By APCH for RWY 12 with racetrack width 4.3 NM, gear down procedure shall be carried out before beginning turn base-leg, and flaps/slats setting before final turn.
Flaps/slats must be selected in landing position, Stab.Trimm Setting must be completed before LOM overfly.

2.3. LOST COMMS

General

In case of radio communication failure the crew take measures to re-establish lost communication using all available means, radio communication with other ACFT and ATS units.
If radio communication re-established impossible, crew must:
-switch on the distress signal
-when SSR transponder is available, mode ATC(UVD) - ″Avaria″, mode RBS set ″A″ switch on squawk 7600 periodically identify with push button ″ZNAK″ (identification);
-use all available channels (frequency) continue transpond information about location, actions and flight status, without confirmation by ATC;
-use emergency frequency 121.5;
-maintain communication watch on the aerodrome LOM frequency 370 RWY 30 ″RT″ for reception of information and instructions issued by ATS unit controller;
-by receiving information from controller comply instructions. Confirm receiving information with maneuver given by ATC and pushing button RBS ″ZNAK″ or ″Identification″.

Radio communication failure after TMA entry

The flight crew shall continue flight at flight level, last assigned by ATC and conrmed by crew to LOM RWY30 RAMENSKOYE along entry route:
- NE NDB - BD NDB - BESTA - RUGEL - RW NDB - LOM RWY 30 Ramenskoye;
- BG NDB - FK NDB - GISIN - BESTA - RUGEL - RW NDB - LOM RWY 30 RAMENSKOYE;
- IP NDB - IN NDB - DR NDB - DMD VORDME - LOM RWY 30 RAMENSKOYE;
- FV NDB - AO NDB - LOM RWY30 RAMENSKOYE;
- SF NDB - MF NDB - ITINA - LOM RWY 30 RAMENSKOYE.

After passing LOM RWY 30 execute entering the holding area and carry out one standard flight at the last FL (altitude)* assigned. If necessary period of time for fuel dumping (jettisoning) can be extended.
Then pilot-in-command shall carry out descending and approach-to-land procedure based on the navigation facility;
* If flight level (altitude) at holding pattern above than FL138 - after entry to holding pattern, on 122° track begin descent to $H = (H_{init} + FL138)$.

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2. ARRIVAL

After reach assigned altitude make a LEFT turn descending to FL138 to LOM RWY 30. After passing LOM carry out one holding pattern standard flight at FL138.
If it not possible to land at Ramenskoye flight crew has the right:
-to alternate Vnukovo AD with climb FL69 along departure route and then:
LOM RWY 30 RAMENSKOYE - RW NDB - GEKLA - LOM RWY-in-use VNUKOVO then pilot-in-command shall carry out descending and approach-to-land procedure based on the navigation facility;
-to alternate Domodedovo AD climb FL69 along departure route and then:
LOM RWY 30 RAMENSKOYE - RW NDB - GEKLA - WT NDB - DMD VORDME then pilot-in-command shall carry out descending and approach-to-land procedure based on the navigation facility;
-to alternate Sheremetyevo AD climb FL69 along departure route and then:
LOM RWY 30 RAMENSKOYE - RW NDB - RUGEL - BESTA - LOM/LMM RWY-in-use Sheremetyevo AD then pilot-in-command shall carry out descending and approach-to-land procedure based on the navigation facility;
-to alternate aerodrome located outside Moscow Area chosen when making a decision for departure at the lower safe flight level or at flight level (FL138, FL148, or FL237, FL246) specially established for a flight without radio communication depending on flight direction along the main departure route climbing to the indicated flight level.

3. DEPARTURE

FOR RUSSIAN USERS ONLY

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF AND CLIMBING PROCEDURE

General

Noise abatement procedure during take-off and climbing phase shall be executed by crews of all ACFT for departure RWYs 12/30.
When executing the noise abatement procedures, the provisions, concerning the responsibility of a pilot-in-command for carrying out a flight as in accordance with his duties to provide flight safety, shall remain in force.
Noise abatement procedures shall not be executed at the expense of reduction of flight safety. Noise abatement procedure shall not be executed in case of one of the ACFT engines failure during take-off phase.

Restrictions

Take-off of ACFT with tail-wind component up to 5m/sec is allowed under the following conditions:
- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- cross-wind component is not more than 5 m/sec.

The change of flight direction (course) of the ACFT after take-off shall be permitted only after reaching a flight altitude of 800'.
The minimum indicated air speed during steady climb shall not be less than V_2+ 10 KT or not less than that prescribed in the Aeoroplane Flight Manual if it has greater value.
The maintaining of the minimum indicated air speed of climb is not required if it brings to exceeding the maximum permissible angle of attack.

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3. DEPARTURE

Noise abatement procedure shall not be applied until:
- the ACFT reaches 1200'
- established standard power mode enables with the maximum certified TKOF mass to maintain the steady climb gradient of not less than 4% at a speed specified above;
- take-off path provides overflying all obstacles located under the flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and the time period necessary for the rest engines to develop full power.

Noise abatement procedure with reduced take-off thrusts shall be not executed under following conditions:
- RWY surface covered (for example: snow, slush, ice, water, dust, rubber and other obstructions) and friction coefficient at this is 0.4 or less;
- visibility less than 1800m;
- cross-wind component is more than 7m/sec;
- back-wind component is more than 2.5m/sec;
- forecast or reported windshear, or expected, that CB can be effected for TKOF/LDG performance. During take-off from RWY 30 climbing shall be performed with maximum possible climb gradient.

During take-off

RWY 12 is noise preferential RWY which shall be used to the maximum degree for ACFT take-off.
Take-off:
- take-off power
- take-off flaps/slats position

Reduced take-off thrust during take-off and climb shall be used according to OM ACFT.
The following two variants of take-off and climb procedures are applied:
NADP 1 is intended to provide noise reduction for noise-sensitive areas in close proximity to the departure and of the RWY- in- use;
NADP 2 provides noise reduction for noise areas more distant from the RWY end.
For both procedures, intermediate flap transitions required for specific performance related issues may be initiated prior to the prescribed minimum height; however, no power reduction can be initiated prior to attaining prescribed minimum altitude.
IAS for the initial portion of the departure prior to the acceleration segment is to be flown at a climb speed of V_2 +10-20 KT.

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).
NADP1 is the main method for departure RWY 30.

3.2. LOST COMMS

General

In case of radio communication failure the crew take measures to re-establish lost communication using all available means, radio communication with other ACFT and ATS units.
If radio communication re-established impossible, crew must:
-switch on the distress signal
-when SSR transponder is available, mode ATC(UVD) - "Avaria", mode RBS set "A" switch on squawk 7600 periodically identify with push button "ZNAK" (identification);
-use all available channels (frequency) continue transpond information about location, actions and flight status, without confirmation by ATC;
-use emergency frequency 121.5;
-maintain communication watch on the aerodrome LOM frequency 370 RWY 30 "RT" for reception of information and instructions issued by ATS unit controller;
-by receiving information from controller comply instructions. Confirm receiving information with maneuver given by ATC and pushing button RBS "ZNAK" or "Identification".

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3. DEPARTURE

Radio communication failure immediately after TKOF or after missed approach

If at 1060'communication with ATC not established, continue climb to 2050' and execute approach according to IAC. In case of radio communication failure immediately after TKOF or during missed APCH procedure;
-TKOF from RWY 30 for landing RWY 30, TKOF from RWY12 for landing RWY 12 carry out at least one circuit flight at 2050', and depending on the meteorological conditions and landing weight, shall carry out landing at AD Ramenskoye. Circuit width shall not exceed 5.4 NM.
-TKOF from RWY 12 for landing RWY 30, at 1060' turn onto 156° climbing 2050' proceed to base leg for RWY 30. After reach 2050' carry out APCH for RWY 30 without descent. After passing LOM RWY 30 carry out (STAR) and landing on RWY 30;

-after go around - execute missed APCH procedure, and depending on the meteorological conditions and landing weight, shall carry out landing at AD Ramenskoye. Circuit width shall not exceed 4.3 NM.
Cross-wind-leg shall be carried out not before passing opposite RWY THR.
In this cases crew has the right to land under conditions below landing minima.
In case of, ACFT weight exceed landing weight and conditions provides for fuel use (dumping) before landing at departure AD, crew must:
-after passing LOM RWY 30 at 2020' carry out the procedure of entering the holding area climbing FL59 and continue fly in it within a period of time necessary for fuel dumping (jettisoning).
Fuel dumping shall be carried out in zone after passing abeam LOM RWY 30, out of localities.
-after completed fuel dumping proceed to LOM RWY 30, carry out priority APCH to land in accordance to published chart.
If due to meteorological conditions or other reasons landing at Ramenskoye AD, and fuel dumping is not possible, then after executing the missed APCH procedure, crew has the right proceed:
- to alternate Vnukovo AD climbing FL69 on departure route and then:
LOM RWY 30 - RWNDB - GEKLA - WT NDB - LOM RWY in use Vnukovo AD and then descent and approach according to chart;
- to alternate Domodedovo AD climbing FL69 on departure route and then:
LOM RWY 30 - RW NDB - GEKLA - WT NDB - DMD VORDME and then descent and approach according to chart;
- to alternate Sheremetyevo AD climbing FL69 on departure route and then:
LOM RWY 30 - RW NDB - GEKLA - RUGEL -BESTA - LOM/LMM RWY in use Sheremetyevo AD and then descent and approach according to chart;
- to the alternate aerodrome located outside Moscow Area at MEL or at flight level specially established for a flight without radio communication depending on flight direction (FL138, FL148, or FL237, FL246) along departure route climbing to the indicated flight level;
- to the destination aerodrome climbing to altitude (flight level), indicated in the flight plan, along the route as in accordance with the flight plan and land at the destination aerodrome with minimum deviations from the time indicated in FPL.

Radio communication failure before leaving TMA

Carry out main procedures.
The flight crew shall continue flight at flight level, last assigned by ATC to LOM RWY 30. After passing LOM RWY 30 execute entering the holding area and carry out one standard flight at the last FL assigned. If necessary period of time for fuel dumping (jettisoning) can be extended. Then pilot-in-command shall carry out descending and APCH-to-land procedure based on the navigation facility.

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3. DEPARTURE

Radio communication failure after leaving TMA before passing last exit point

Carry out main procedures.
Make a 180° turn and continue flight at flight level, last assigned by ATC to LOM RWY 30. After passing LOM RWY 30 execute entering the holding area and carry out one standard flight at the last FL assigned. If necessary, period of time for fuel dumping (jettisoning) can be extended. Then pilot-in-command shall carry out descending and APCH-to-land procedure based on the navigation facility.

Radio communication failure after passing last point of departure route

Carry out main procedure.
The flight crew shall continue flight at flight level, last assigned by ATC and confirmed by crew till passing NDB of TMA exit corridor. After passing NDB of TMA exit corridor the flight crew has the right:
a) to proceed to destination AD climbing to flight level (altitude), indicated in the flight plan, along the route in accordance with flight plan and land at the destination AD with minimum deviations from the indicated time;
b) to return to the departure aerodrome of Ramenskoye without changing the last flight level (altitude) assigned by the controller via nearest TMA entry corridor along the following routes:
- NE NDB - BD NDB - SW NDB - BESTA - RUGEL - RW NDB - LOM RWY 30 Ramenskoye;
- BG NDB - FK NDB - GISIN - BESTA - RUGEL - RW NDB - LOM RWY 30 RAMENSKOYE;
- IP NDB - IN NDB - DR NDB - DMD VORDME - LOM RWY 30 RAMENSKOYE;
- FV NDB - FE NDB - AO NDB - LOM RWY 30 RAMENSKOYE;
- SF NDB - MF NDB - ITINA - LOM RWY 30 RAMENSKOYE.3

After passing LOM RWY 30 execute entering the holding area and carry out one standard flight at the last FL (altitude)* assigned. If necessary period of time for fuel dumping (jettisoning) can be extended. Then pilot-in-command shall carry out descending and APCH-to-land procedure based on the navigation facility;
* If flight level (altitude) at holding pattern above than FL138 - after entry to holding pattern, on 122° track begin descent to $H = (H_{init} + FL138)$.
After reach assigned altitude make a LEFT turn descending to FL138 to LOM RWY 30. After passing LOM carry out one holding pattern standard flight at FL138.

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STAR TRANS DESIGNATION	REFER TO CHART
BD 2R, 4R, SW 2R	10-2A
MF 2R, 4R	10-2B
FE 2R, 4R, IN 2AR, 2BR, 4R, TIKBI 2R	10-2C
FK 4AR, 4BR, 2R	10-2D

STAR DESIGNATION	REFER TO CHART
RW 2A	10-2E
RW 2B, 2C	10-2F
RW 4A	10-2G
RW 4B, 4C, 4D	10-2H
ITINA 2A	10-2J
ITINA 2B, 2C	10-2K
ITINA 4A	10-2L
ITINA 4B, 4C, 4D	10-2M
OKREM, RELTO & TIKBI 2A	10-2N
OKREM, RELTO & TIKBI 2B	10-2P
OKREM, RELTO & TIKBI 4A	10-2Q
OKREM, RELTO & TIKBI 4B	10-2S
AO 2A	10-2T
AO 2B	10-2U
AO 4A	10-2V
AO 4B, 4C	10-2W
DMD 2A	10-2X
DMD 2B	10-2X1
DMD 4A	10-2X2
DMD 4B, 4C	10-2X3
LOST COMMS	10-2X4

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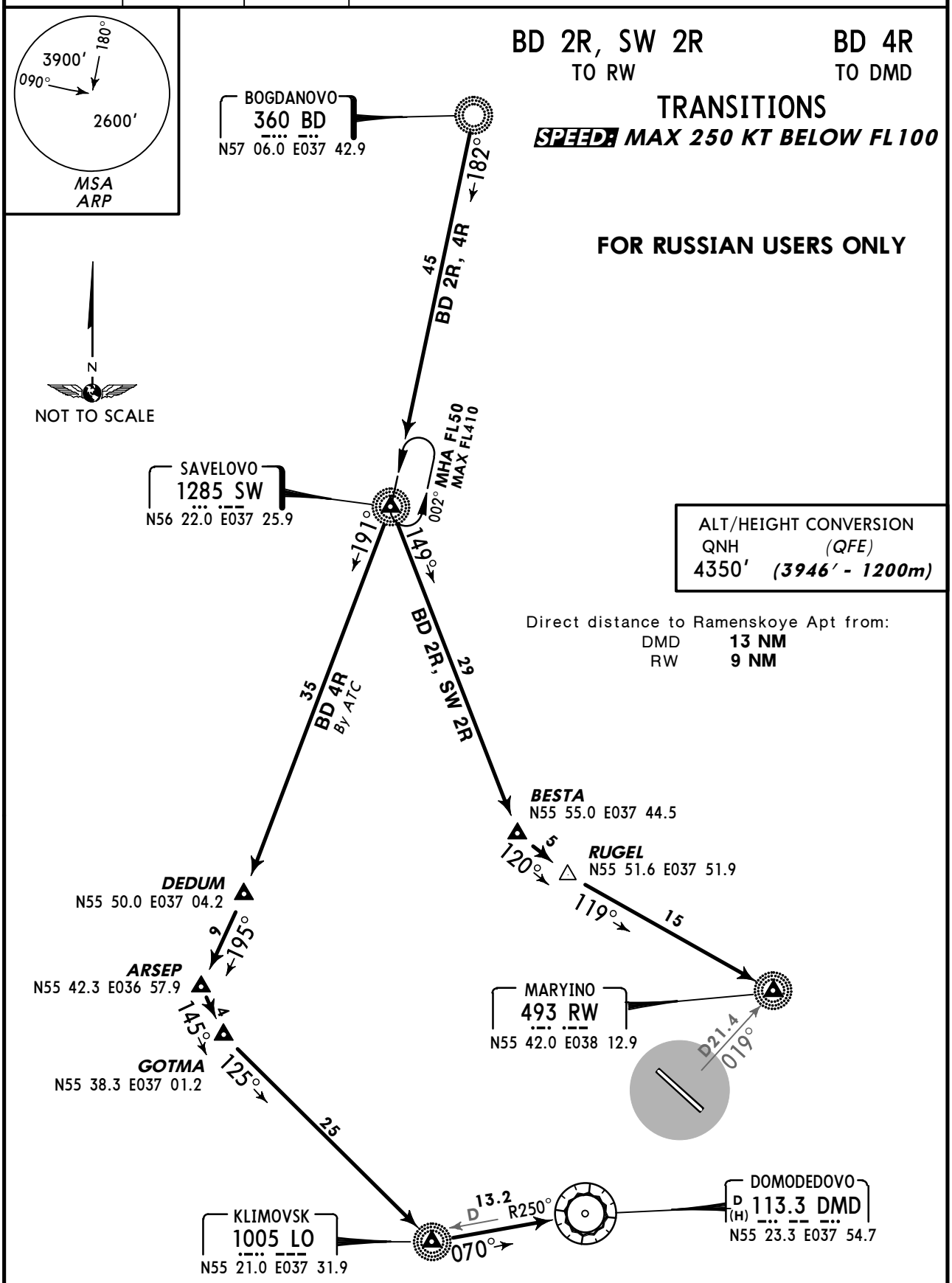
*ATIS	GORDY Approach	Apt Elev
127.75X	125.25	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt (hgt): 4350′ ***(3946′)***
ACFT shall be carried out communication check with GORDY Approach 30-40 min before ETA.



TRANSITION	ROUTING
BD 2R	To SW, then to BESTA, then to RUGEL, then to RW.
BD 4R	To SW, then to DEDUM, then to ARSEP, then to GOTMA, then to LO, then to DMD.
SW 2R	To BESTA, then to RUGEL, then to RW.

CHANGES: FL conversion.

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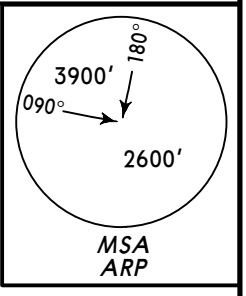
*ATIS	GORDY Approach	Apt Elev	
127.75X	125.25	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)*** ACFT shall be carried out communication check with GORDY Approach 30-40 min before ETA.



MF 2R TO RW — MF 4R TO ITINA
TRANSITIONS

SPEED: MAX 250 KT BELOW FL100

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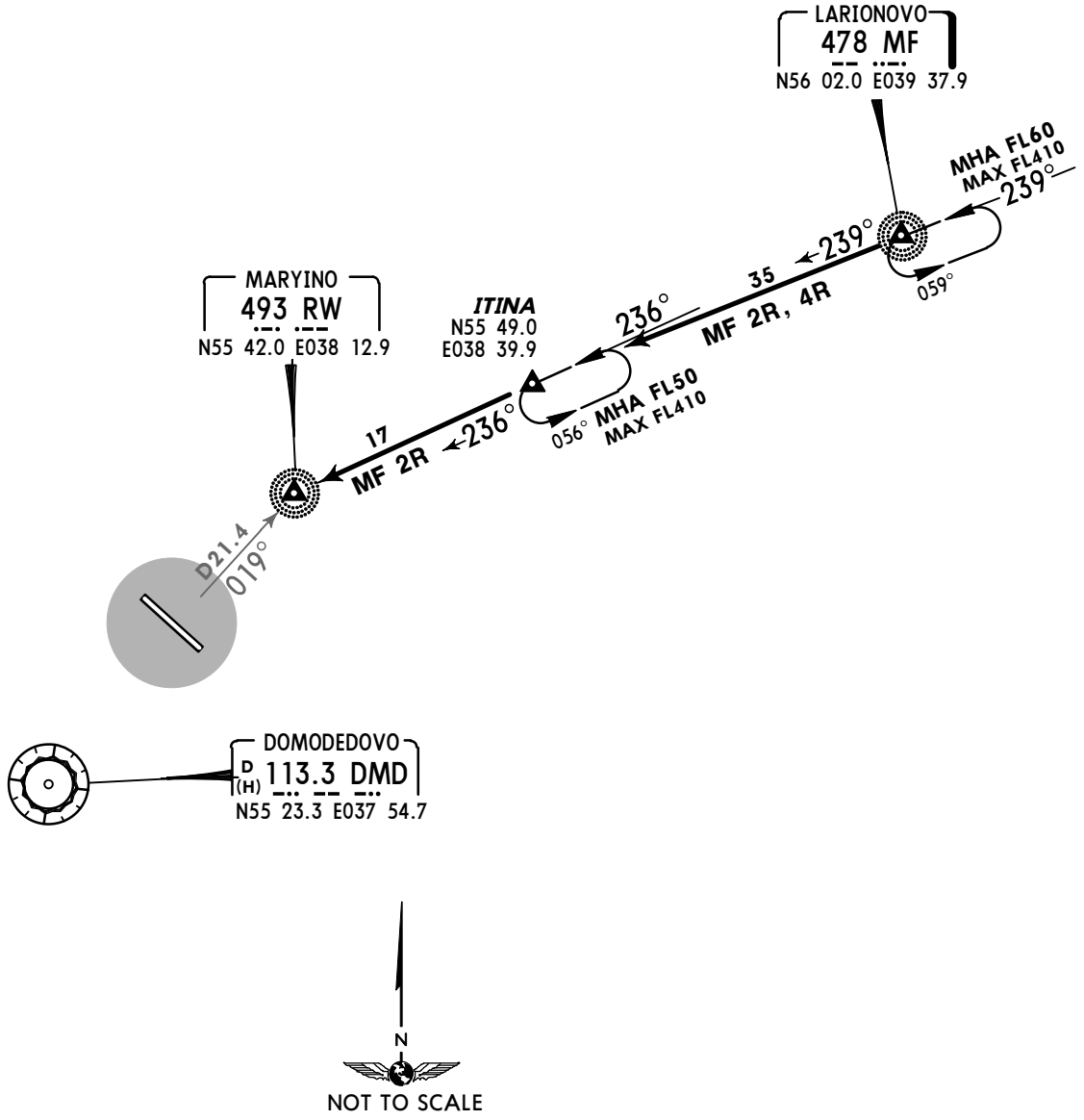

Direct distance from RW to:
Ramenskoye Apt **9 NM**

ALT/HEIGHT CONVERSION
QNH (QFE)
4350′ ***(3946′ - 1200m)***

TRANSITION	ROUTING
MF 2R	To ITINA, then to RW.
MF 4R	To ITINA.

CHANGES: FL conversion.

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*ATIS	GORDY Approach	Apt Elev
127.75X	125.25	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL60
FL70 if pressure is less than 748mm (997.3 hPa)
FL80 if pressure is less than 721mm (961.3 hPa)
Trans alt (hgt): 4350′ ***(3946′)***
ACFT shall be carried out communication check with GORDY Approach 30-40 min before ETA.

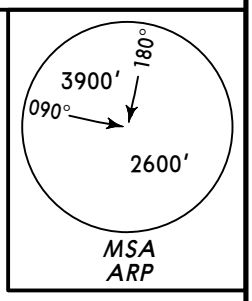
FE 2R
IN 4R
TO AO

FE 4R
IN 2AR, IN 2BR
TO DMD

TIKBI 2R
[TIK2R]
TO OKREM

TRANSITIONS

SPEED: MAX 250 KT BELOW FL100



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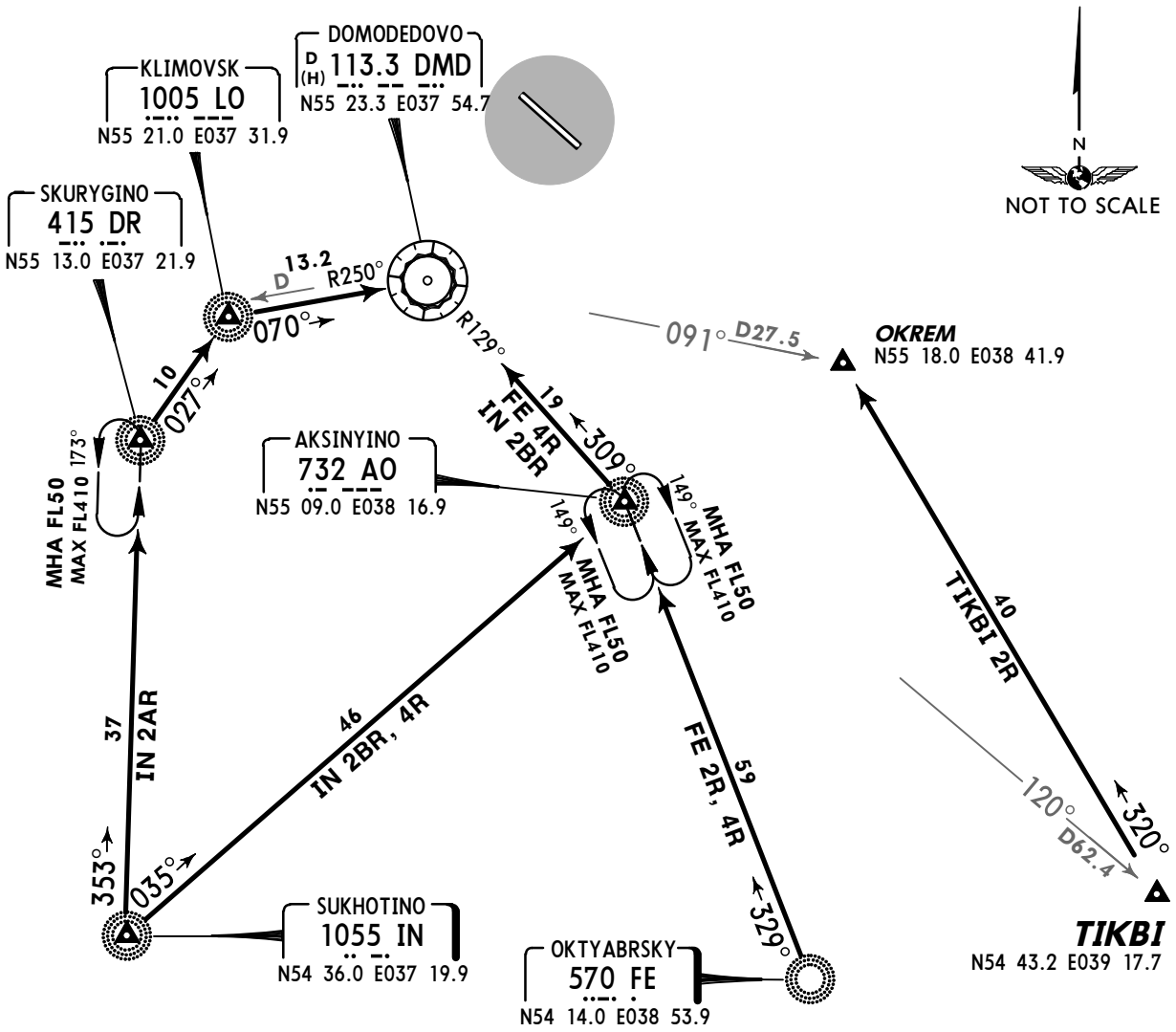

Direct distance to Ramenskoye Apt from:

DMD	**13 NM**
OKREM	**24 NM**

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3946′ - 1200m)***

TRANSITION	ROUTING
FE 2R, IN 4R	To AO.
FE 4R, IN 2BR	To AO, then to DMD.
IN 2AR	To DR, then to LO, then to DMD.
TIKBI 2R	To OKREM.

CHANGES: FL conversion.

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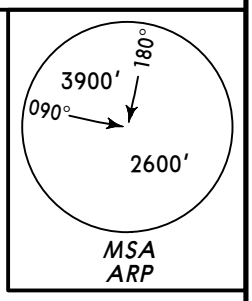
*ATIS	GORDY Approach	Apt Elev	
127.75X	125.25	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)*** ACFT shall be carried out communication check with GORDY Approach 30-40 min before ETA.

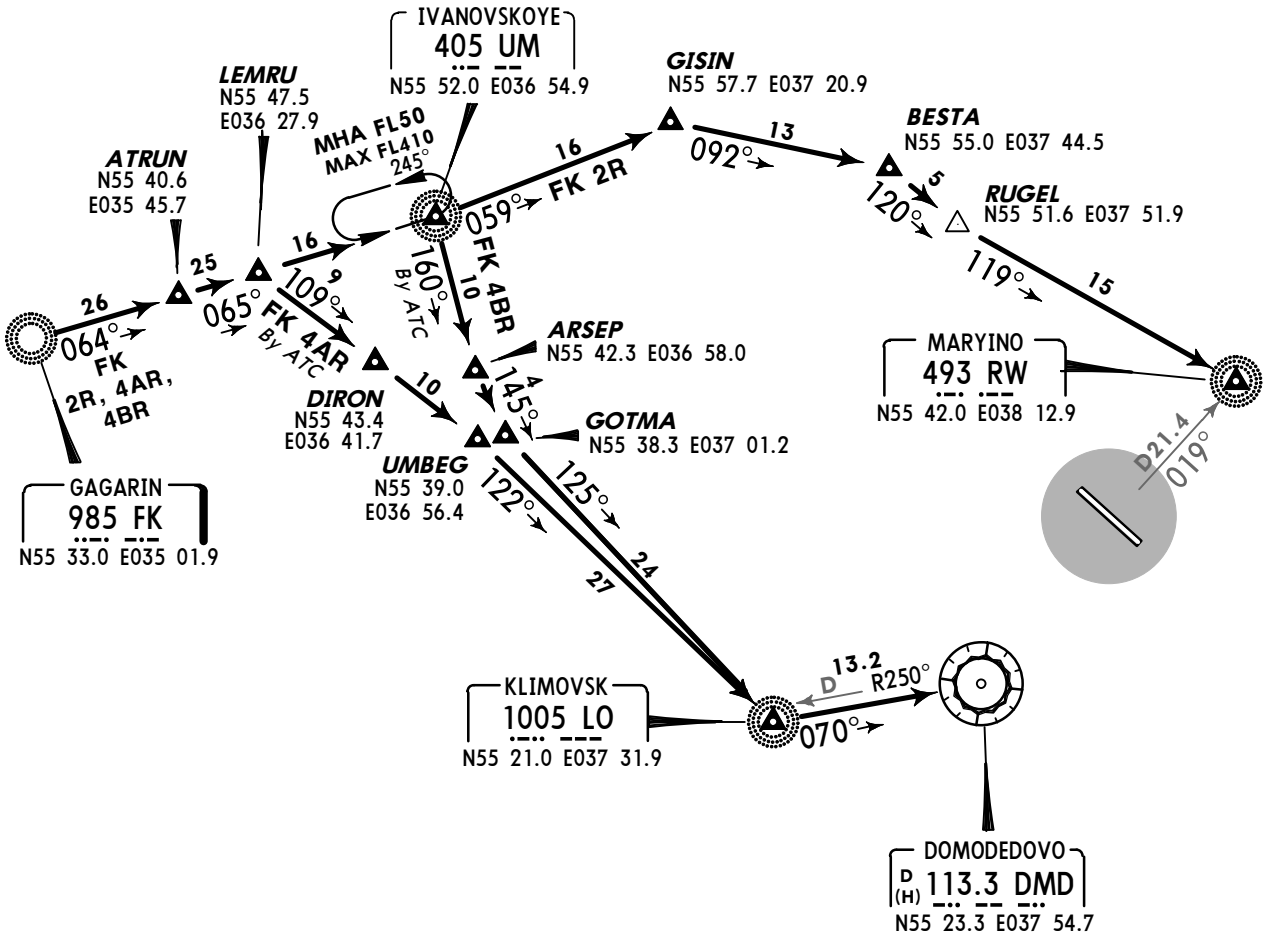
FK 4AR, FK 4BR — TO DMD
FK 2R — TO RW

TRANSITIONS

SPEED: MAX 250 KT BELOW FL100

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3946′ - 1200m)***

NOT TO SCALE

Direct distance to Ramenskoye Apt from:

DMD	**13 NM**
RW	**9 NM**

TRANSITION	ROUTING
FK 4AR	To ATRUN, then to LEMRU, then to DIRON, then to UMBEG, then to LO, then to DMD.
FK 4BR	To ATRUN, then to LEMRU, then to UM, then to ARSEP, then to GOTMA, then to LO, then to DMD.
FK 2R	To ATRUN, then to LEMRU, then to UM, then to GISIN, then to BESTA, then to RUGEL, then to RW.

CHANGES: FL conversion.

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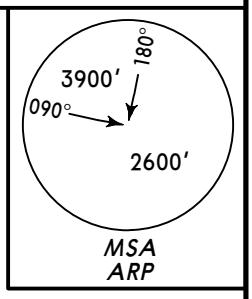
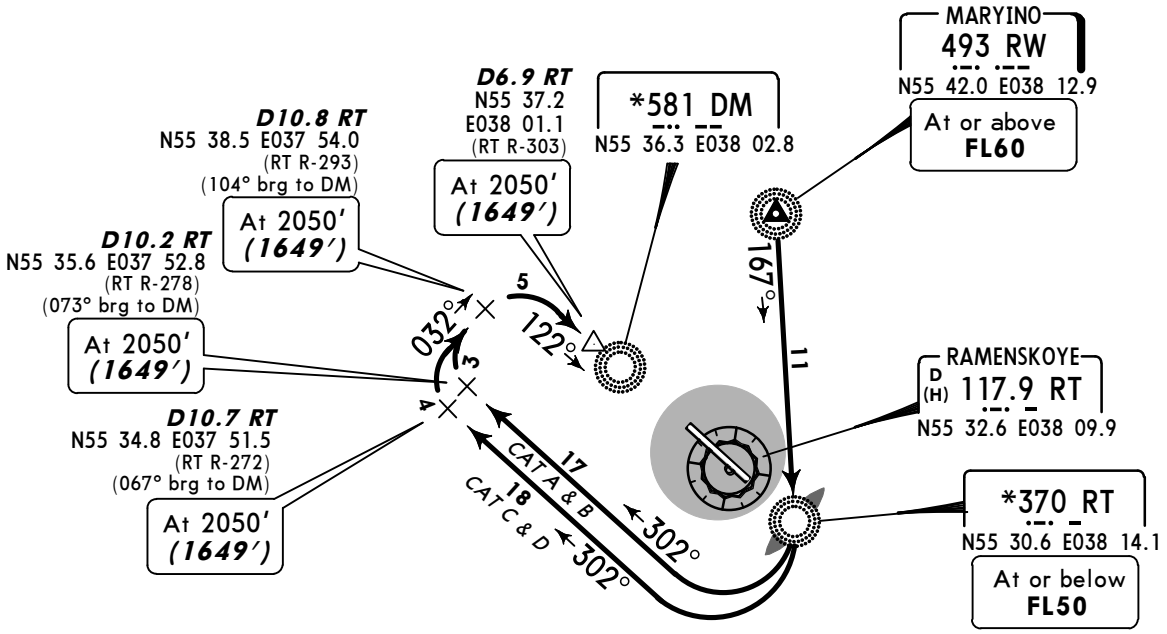
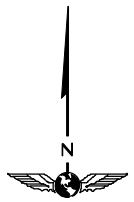
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

RW 2A
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY







NOT TO SCALE

HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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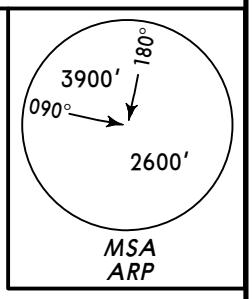
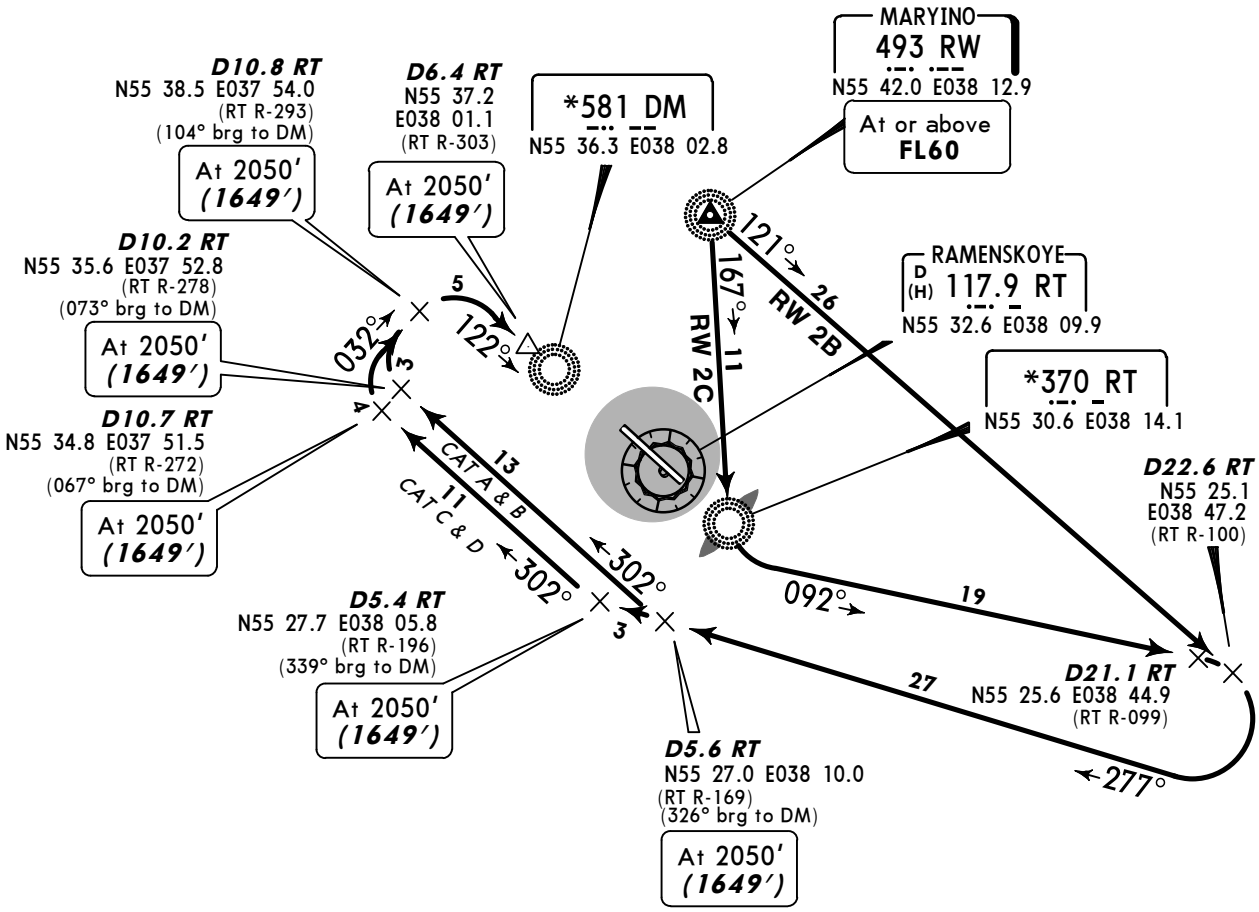
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

RW 2B, RW 2C
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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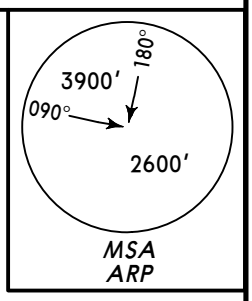
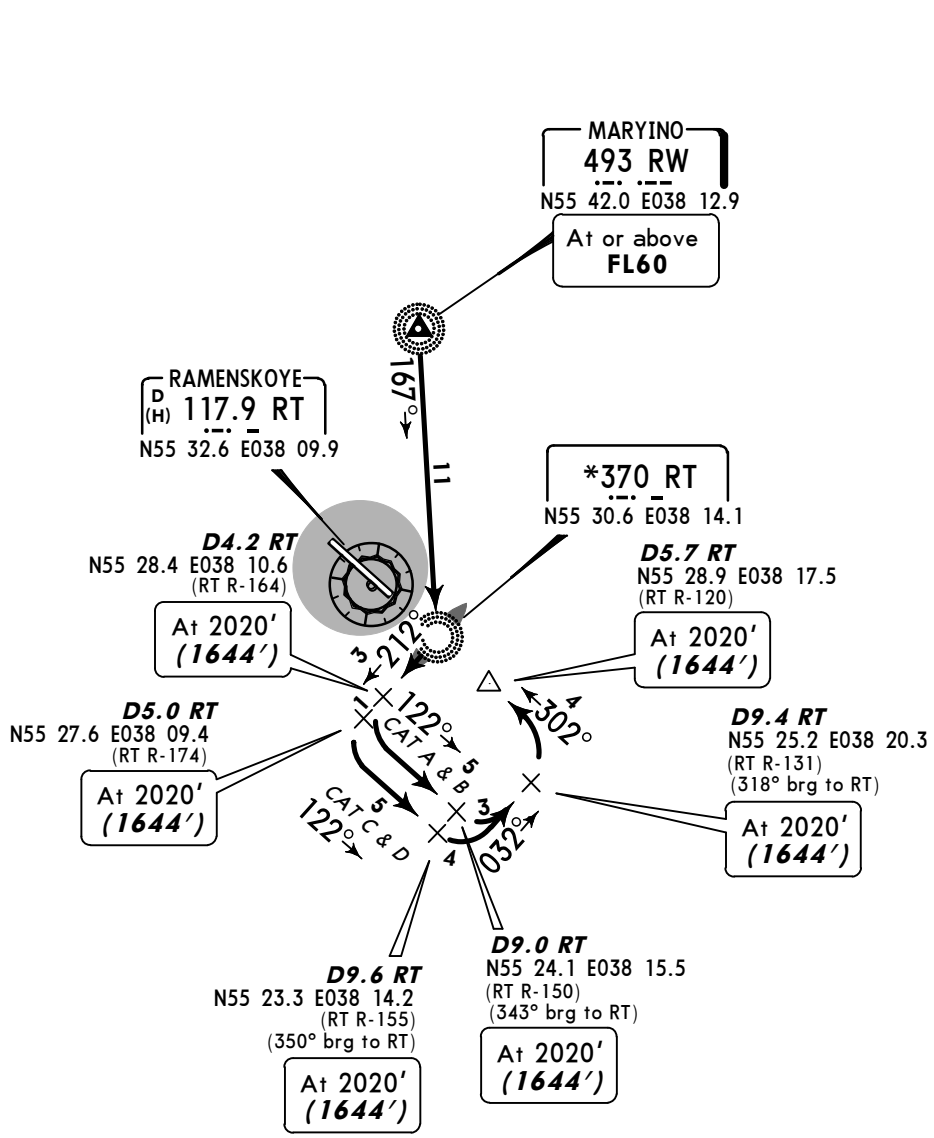
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

RW 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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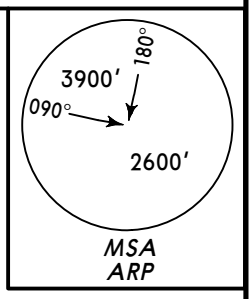
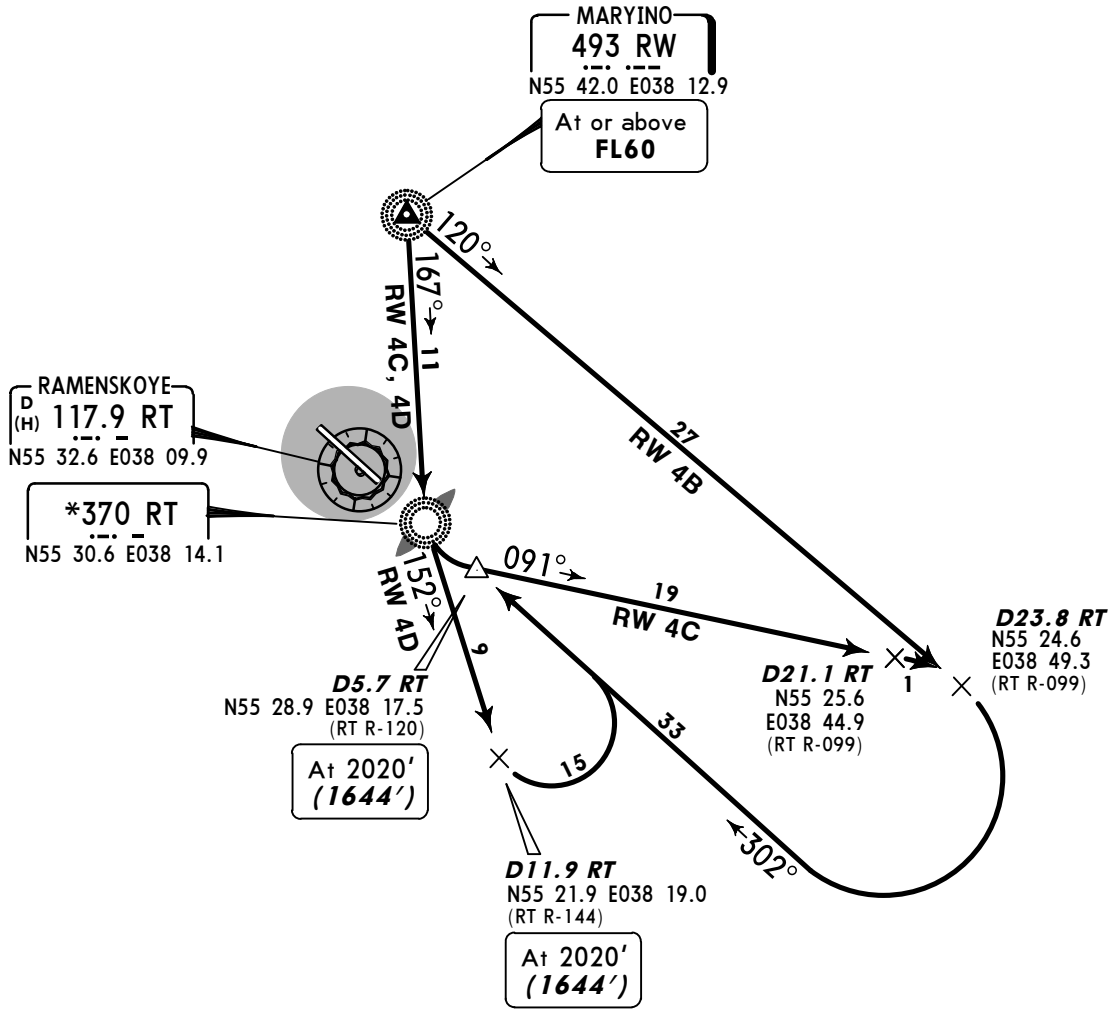
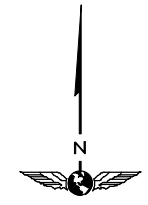
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

RW 4B, RW 4C, RW 4D
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY







NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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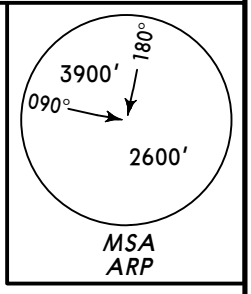
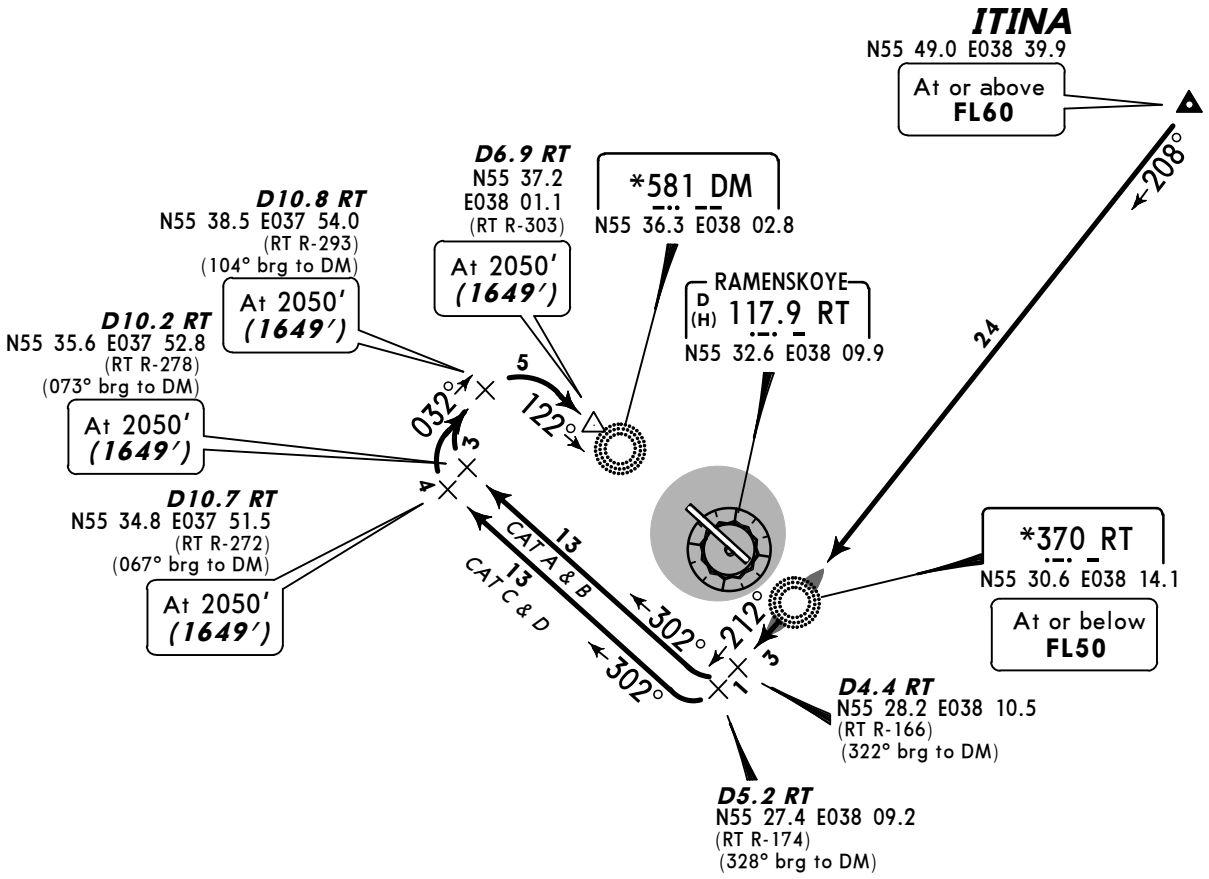
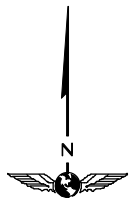
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

ITINA 2A *[ITIN2A]*
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY

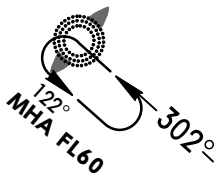






NOT TO SCALE

HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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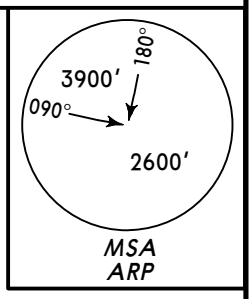
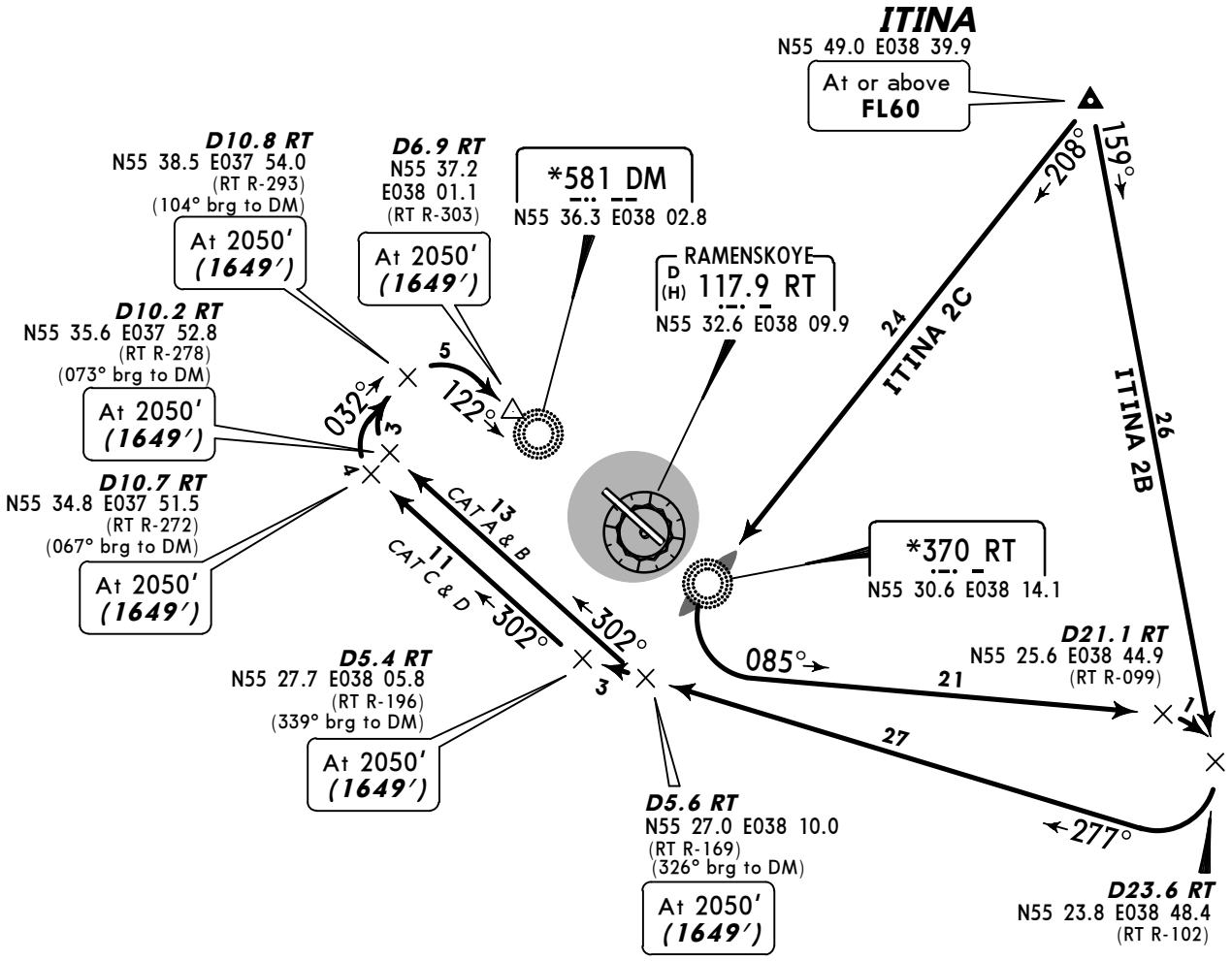
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

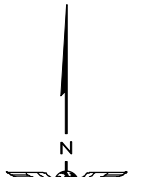
ITINA 2B *[ITIN2B]*, ITINA 2C *[ITIN2C]*
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: FL conversion.

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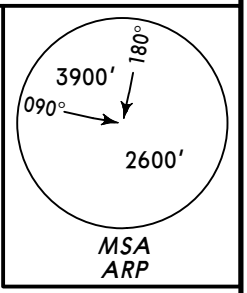
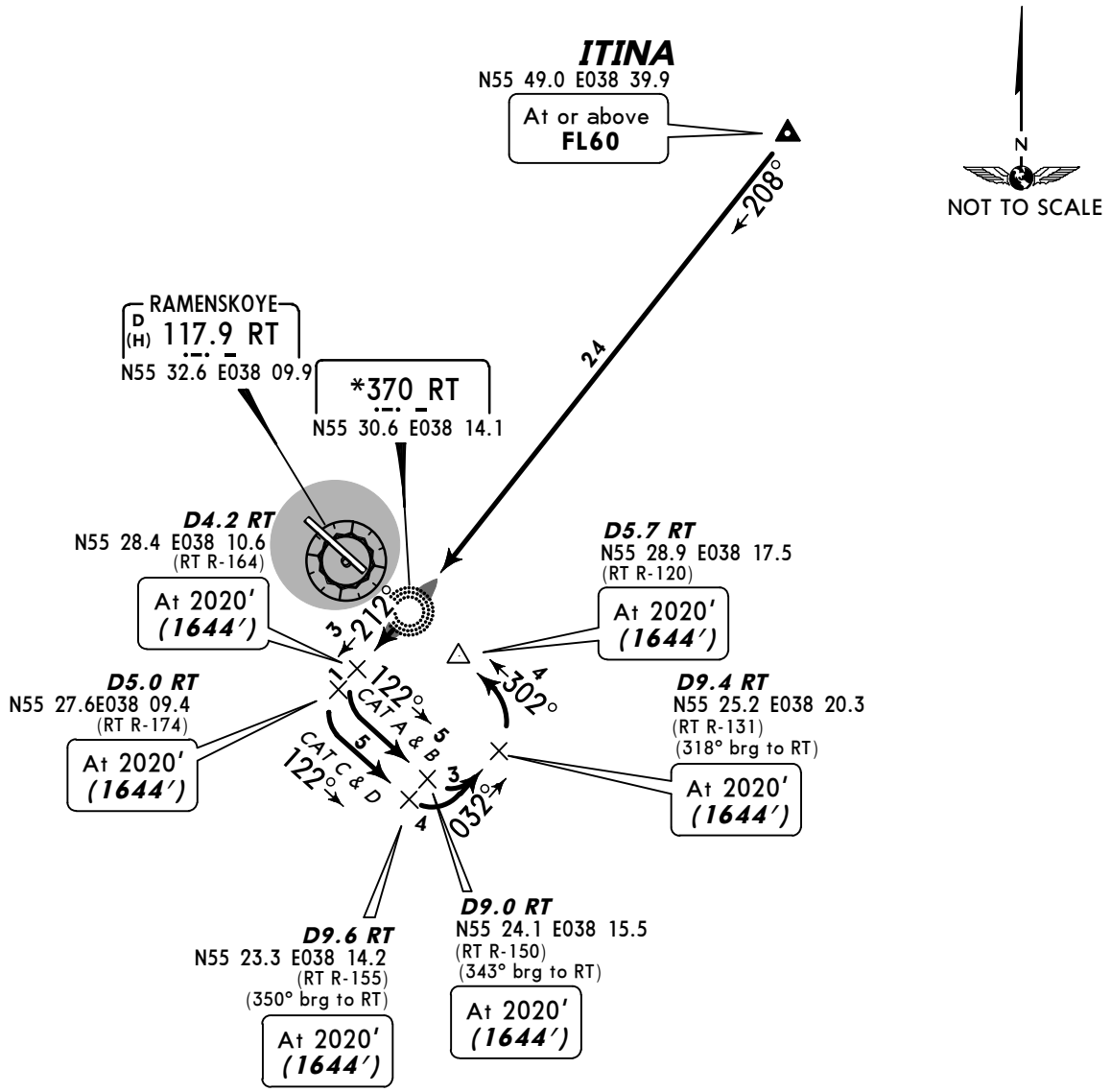
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

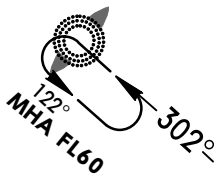
ITINA 4A *[ITIN4A]*
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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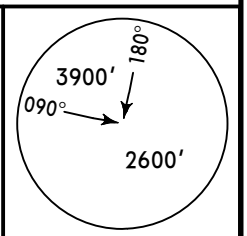
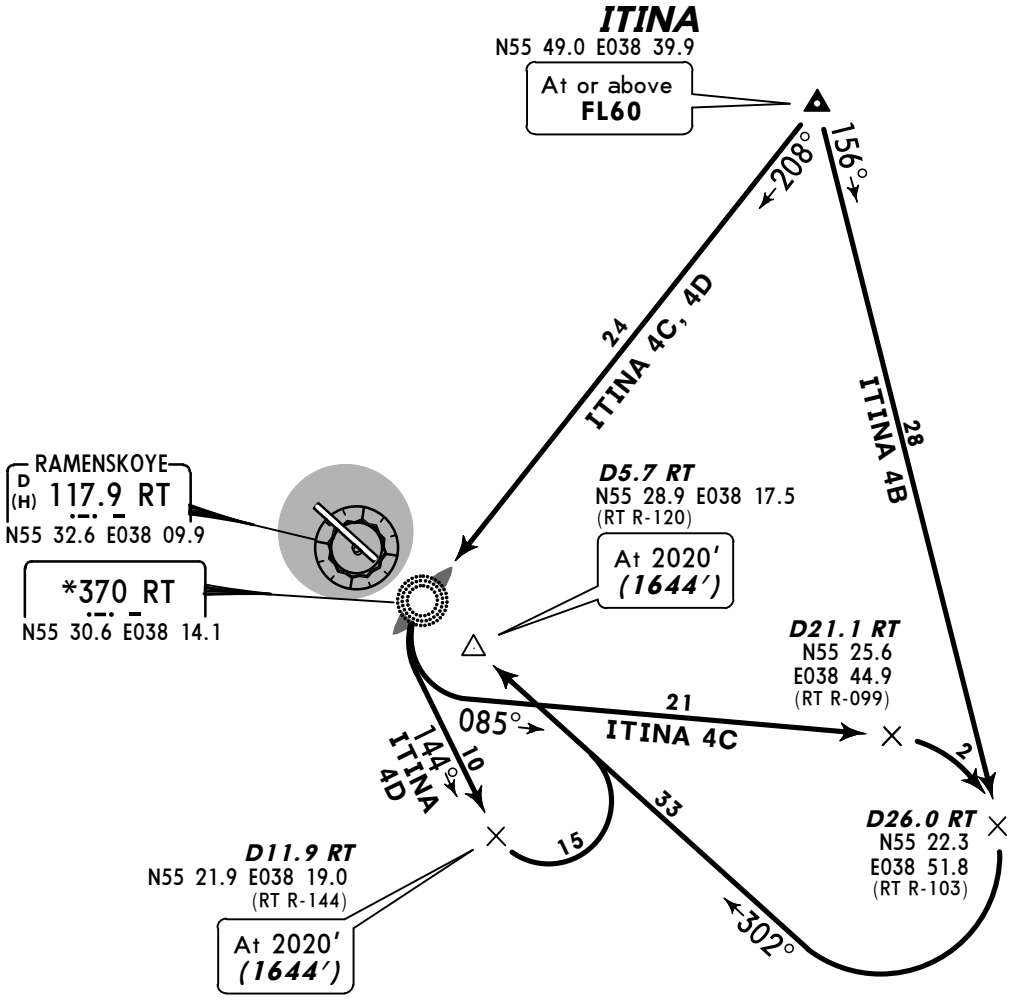
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

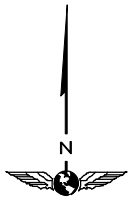
ITINA 4B *[ITIN4B]*, ITINA 4C *[ITIN4C]*
ITINA 4D *[ITIN4D]*
RWY 30 ARRIVALS
BY ATC



FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***



NOT TO SCALE

CHANGES: FL conversion.

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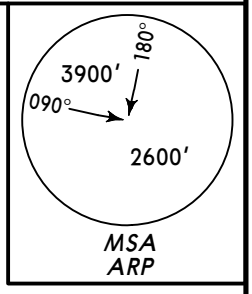
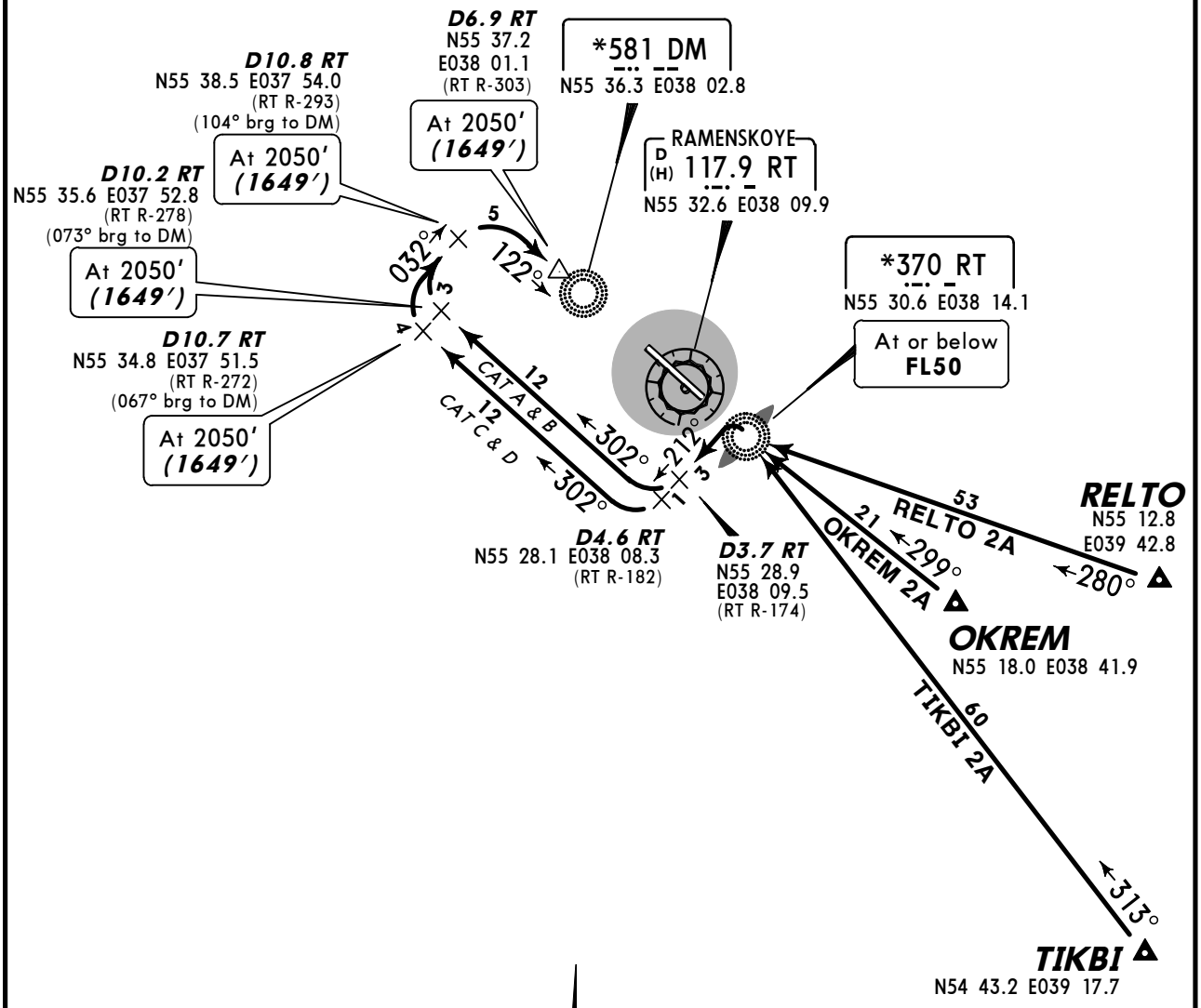
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

OKREM 2A *[OKRE2A]*
RELTO 2A *[RELT2A]*
TIKBI 2A *[TIKB2A]*
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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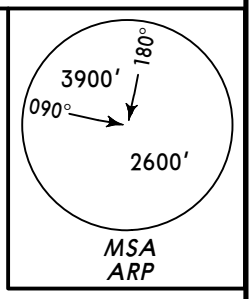
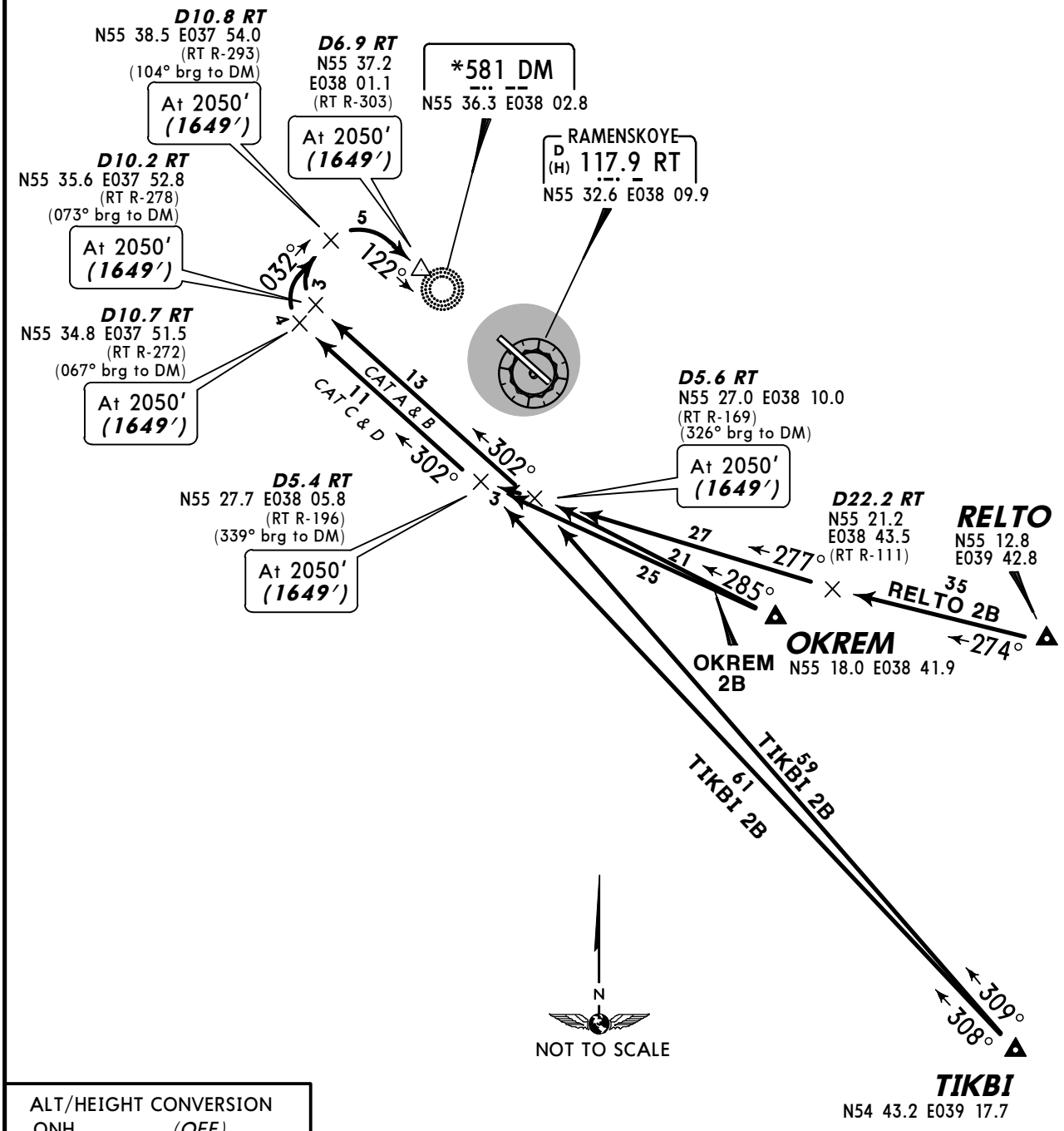
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

OKREM 2B *[OKRE2B]*
RELTO 2B *[RELT2B]*
TIKBI 2B *[TIKB2B]*
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: Trans level.

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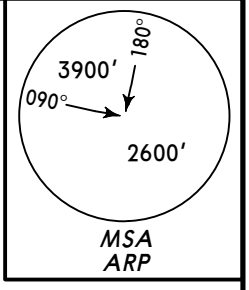
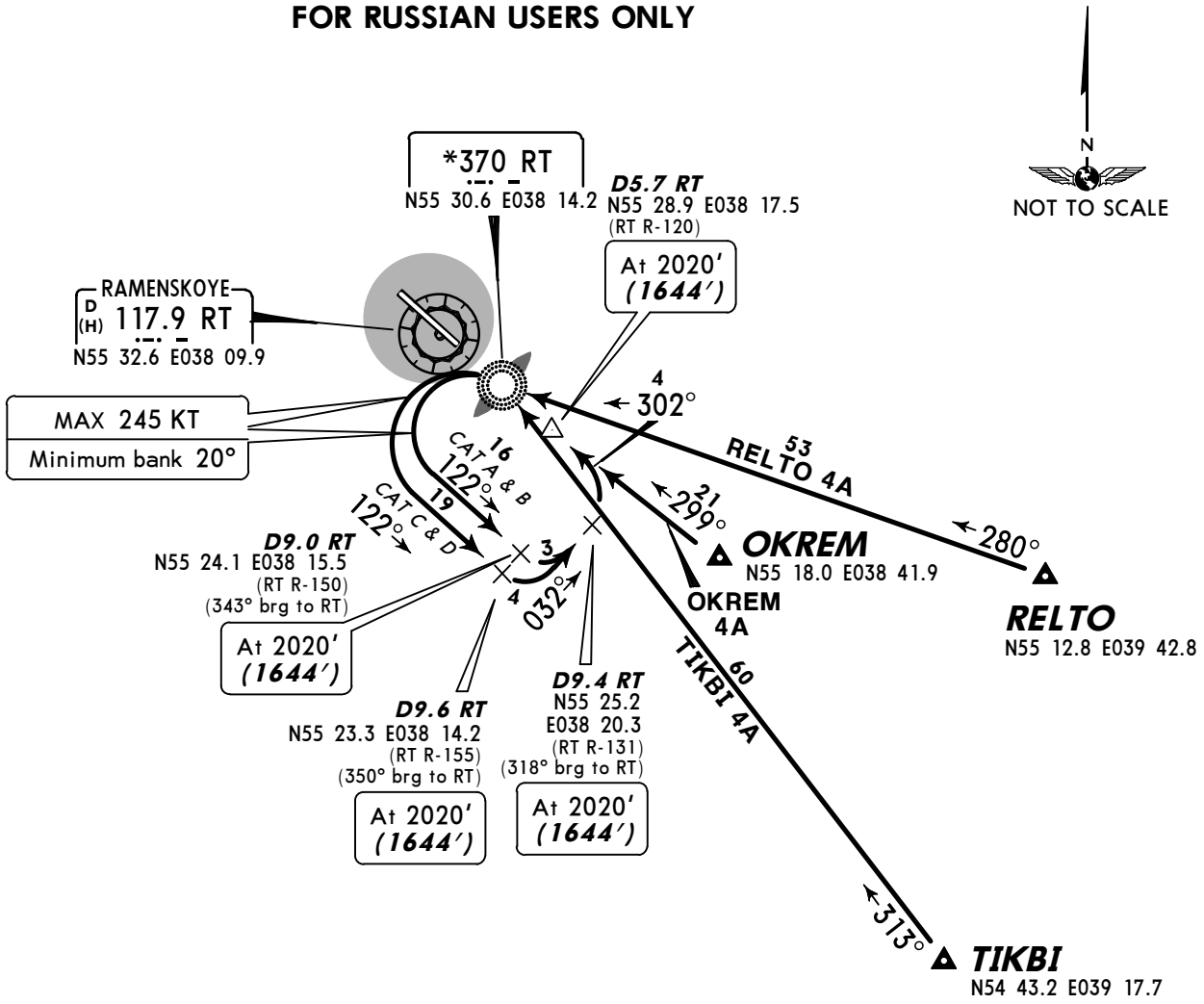
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

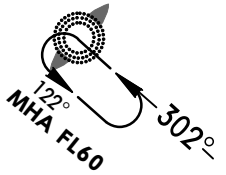
OKREM 4A *[OKRE4A]*
RELTO 4A *[RELT4A]*
TIKBI 4A *[TIKB4A]*
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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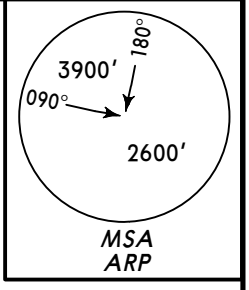
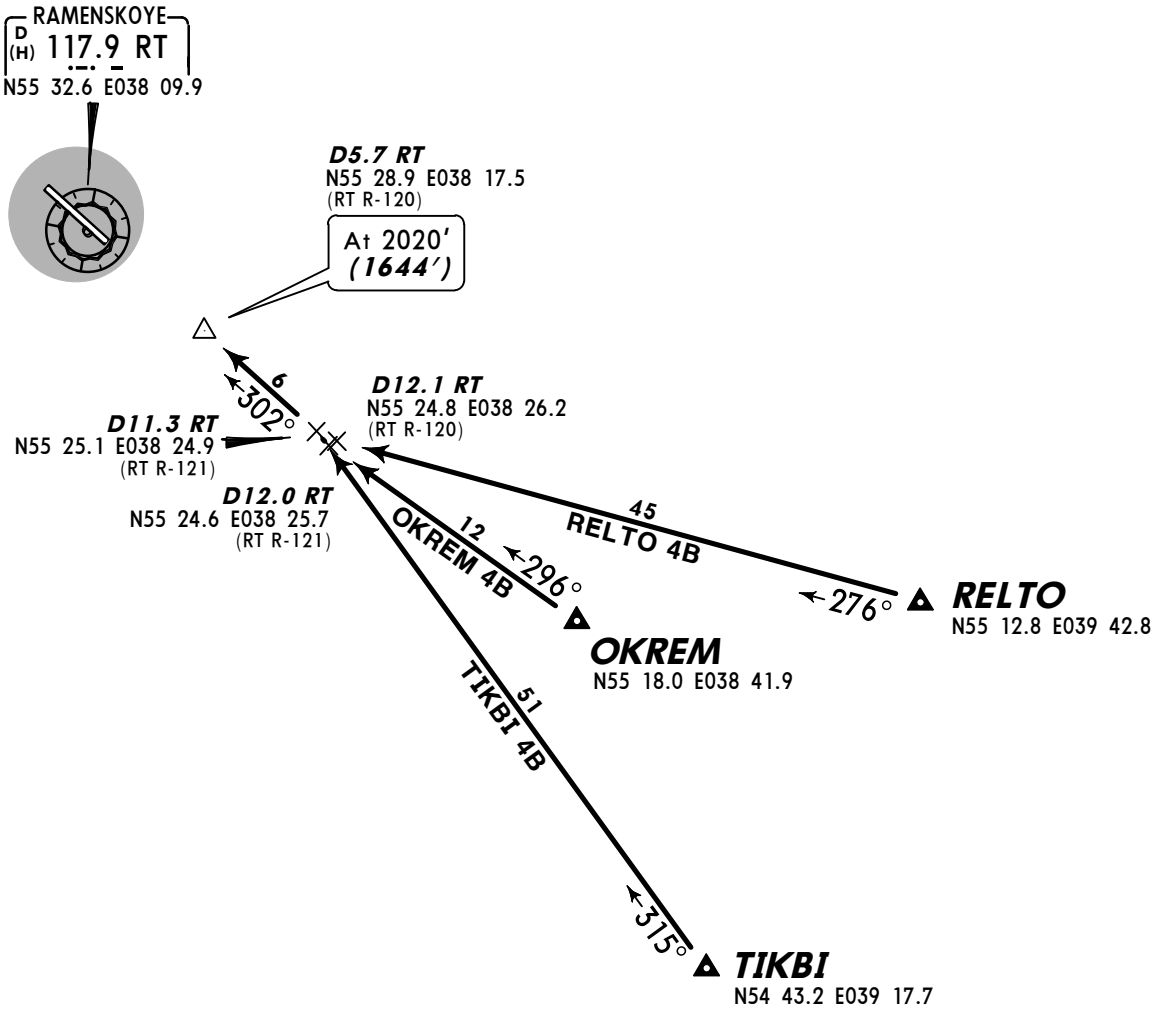
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

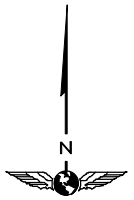
OKREM 4B *[OKRE4B]*
RELTO 4B *[RELT4B]*
TIKBI 4B *[TIKB4B]*
RWY 30 ARRIVALS
BY ATC



FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***



NOT TO SCALE

CHANGES: Trans level.

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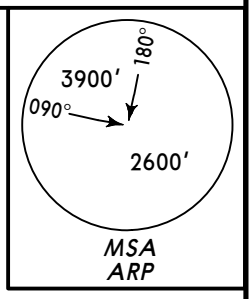
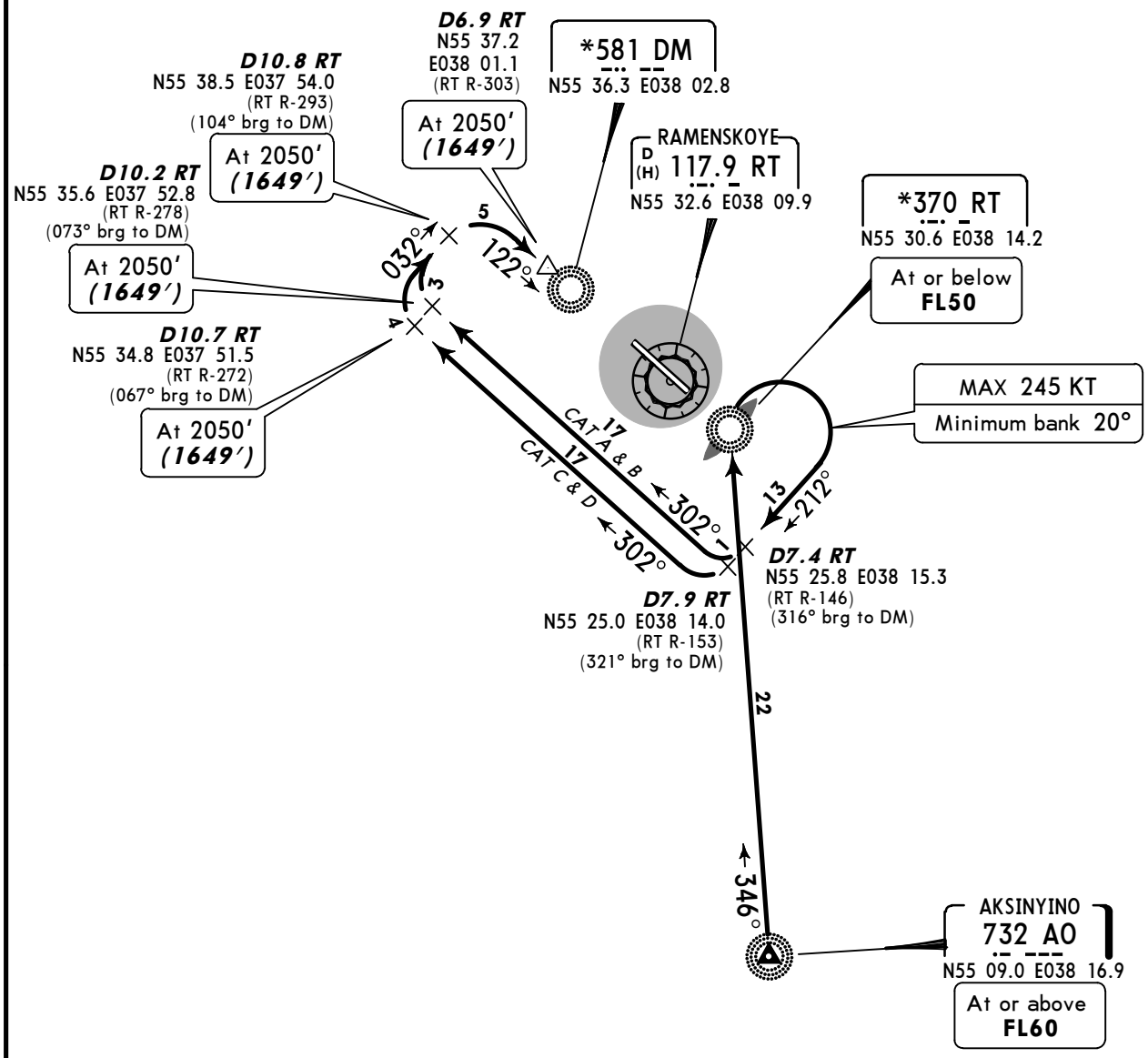
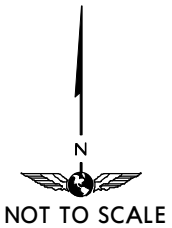
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

AO 2A
RWY 12 ARRIVAL

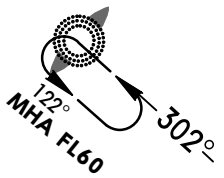
FOR RUSSIAN USERS ONLY







HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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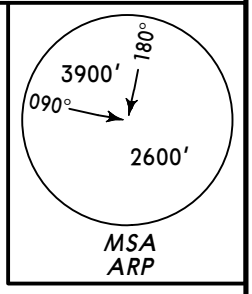
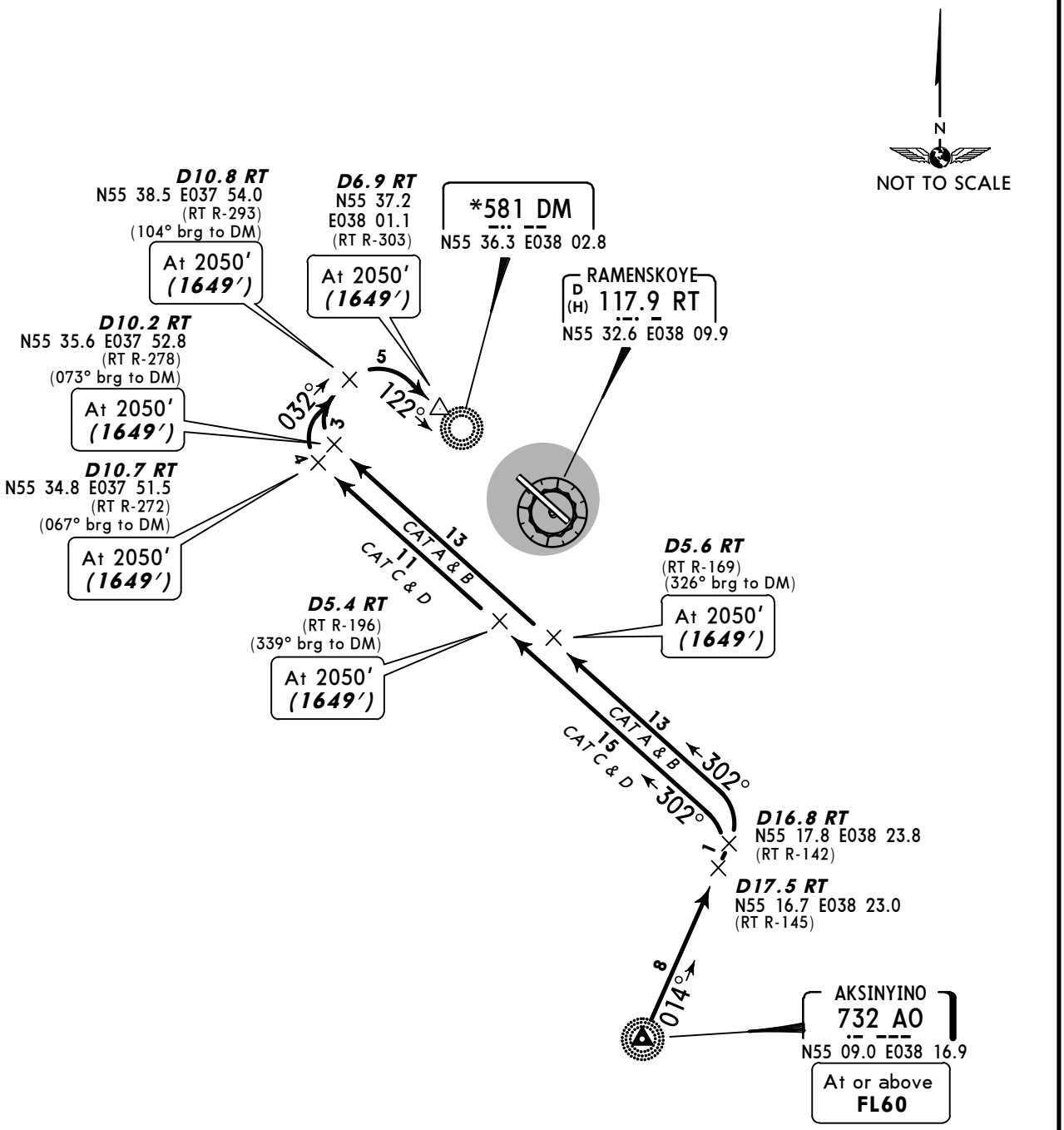
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

AO 2B
RWY 12 ARRIVAL
BY ATC

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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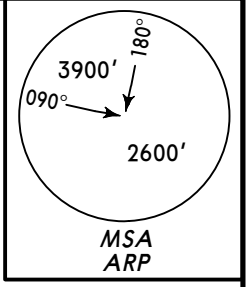
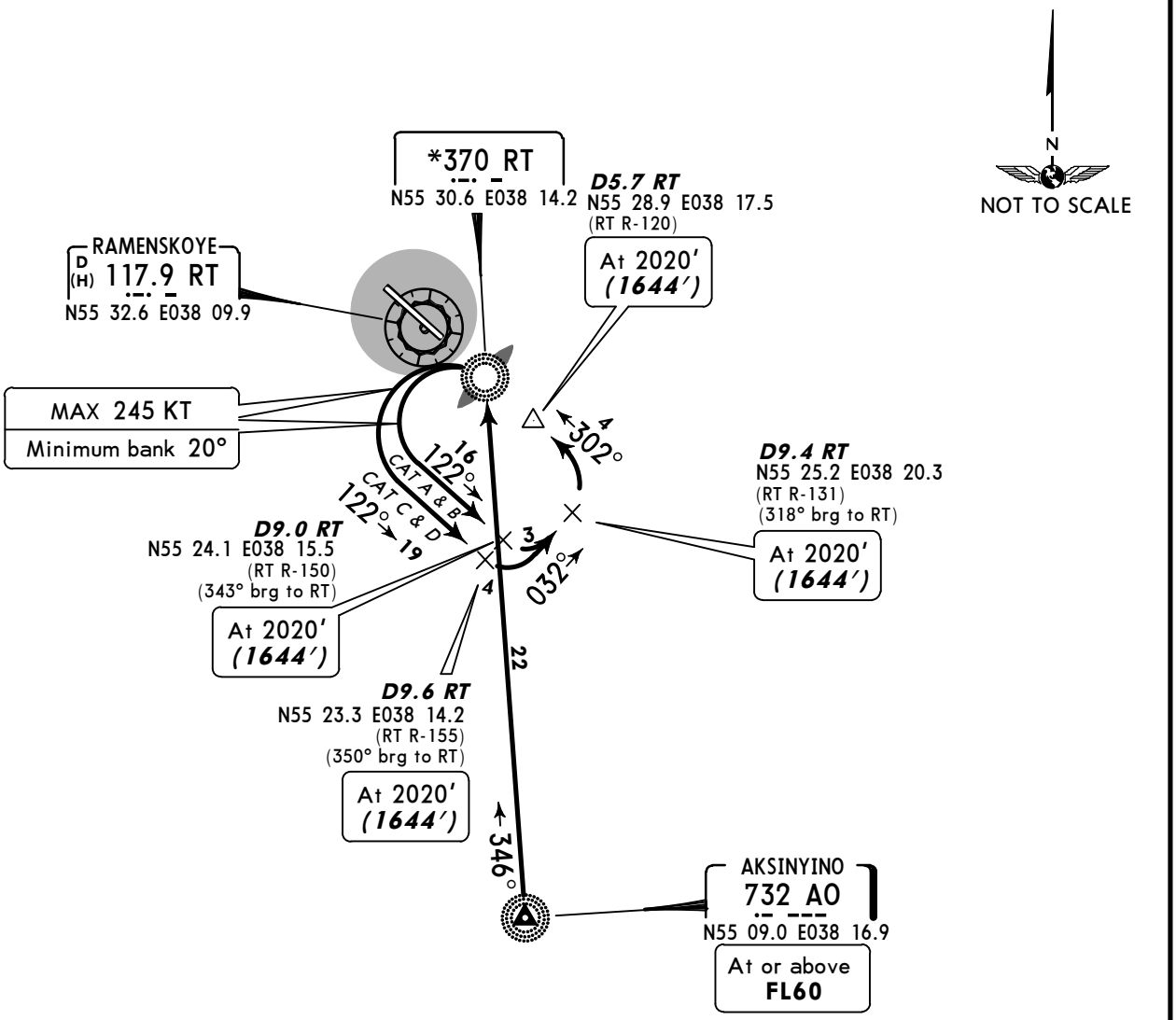
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

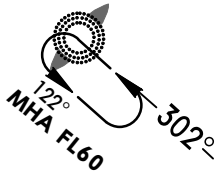
AO 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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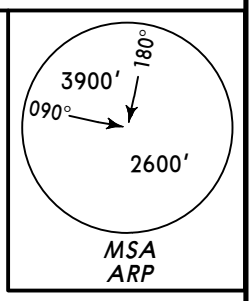
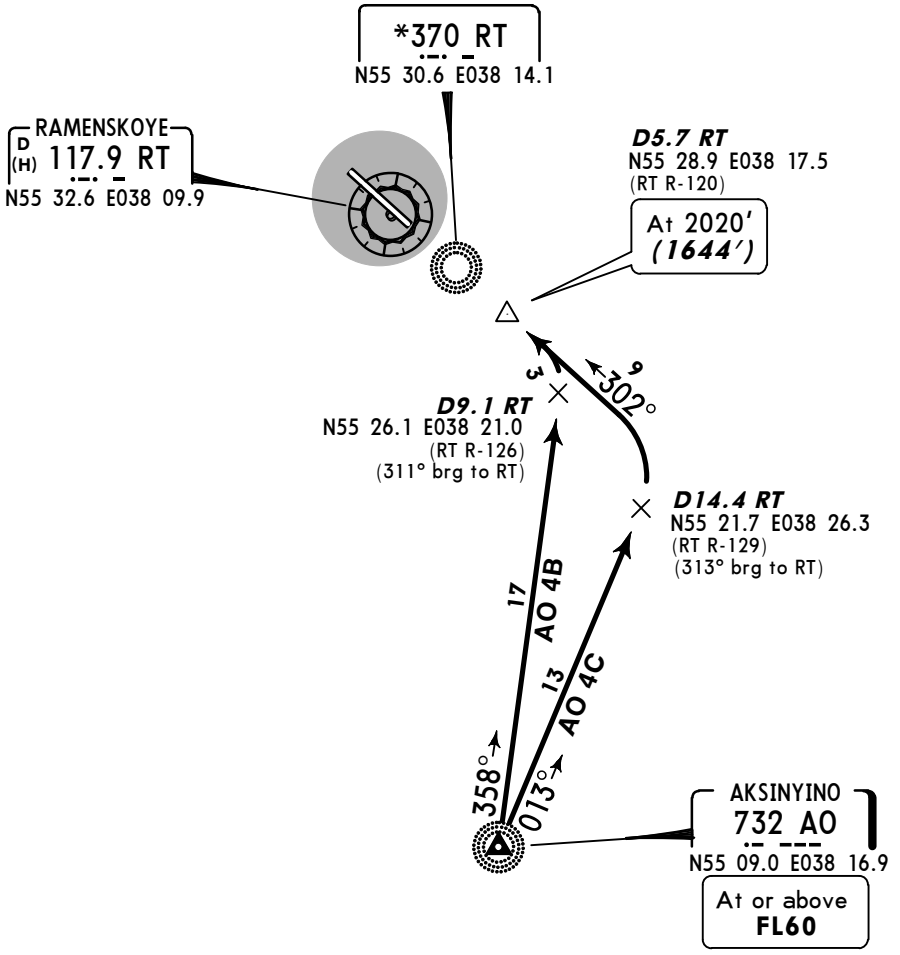
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

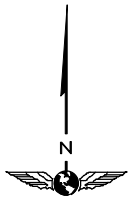


AO 4B, AO 4C
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***



NOT TO SCALE

CHANGES: FL conversion.

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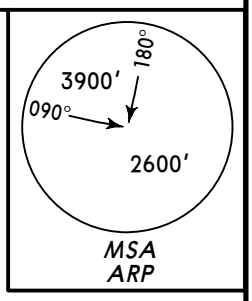
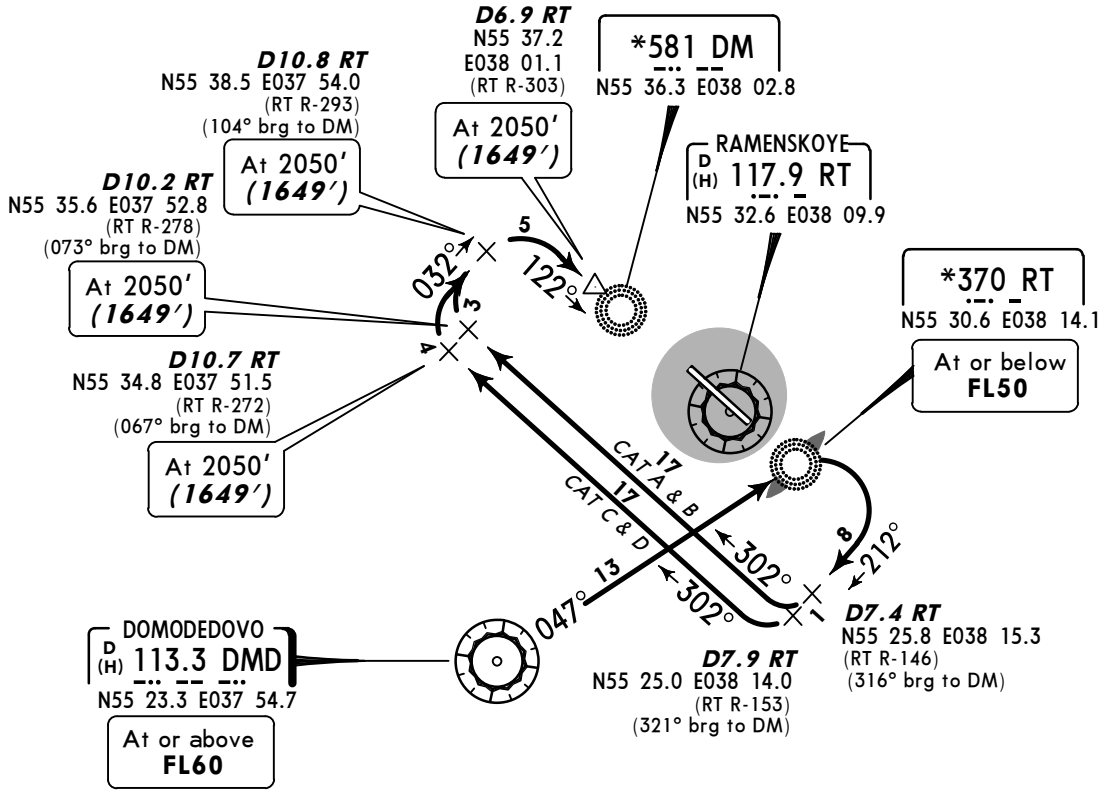
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

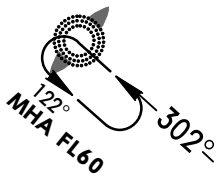
DMD 2A
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: FL conversion.

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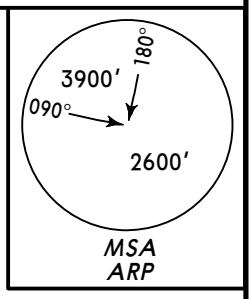
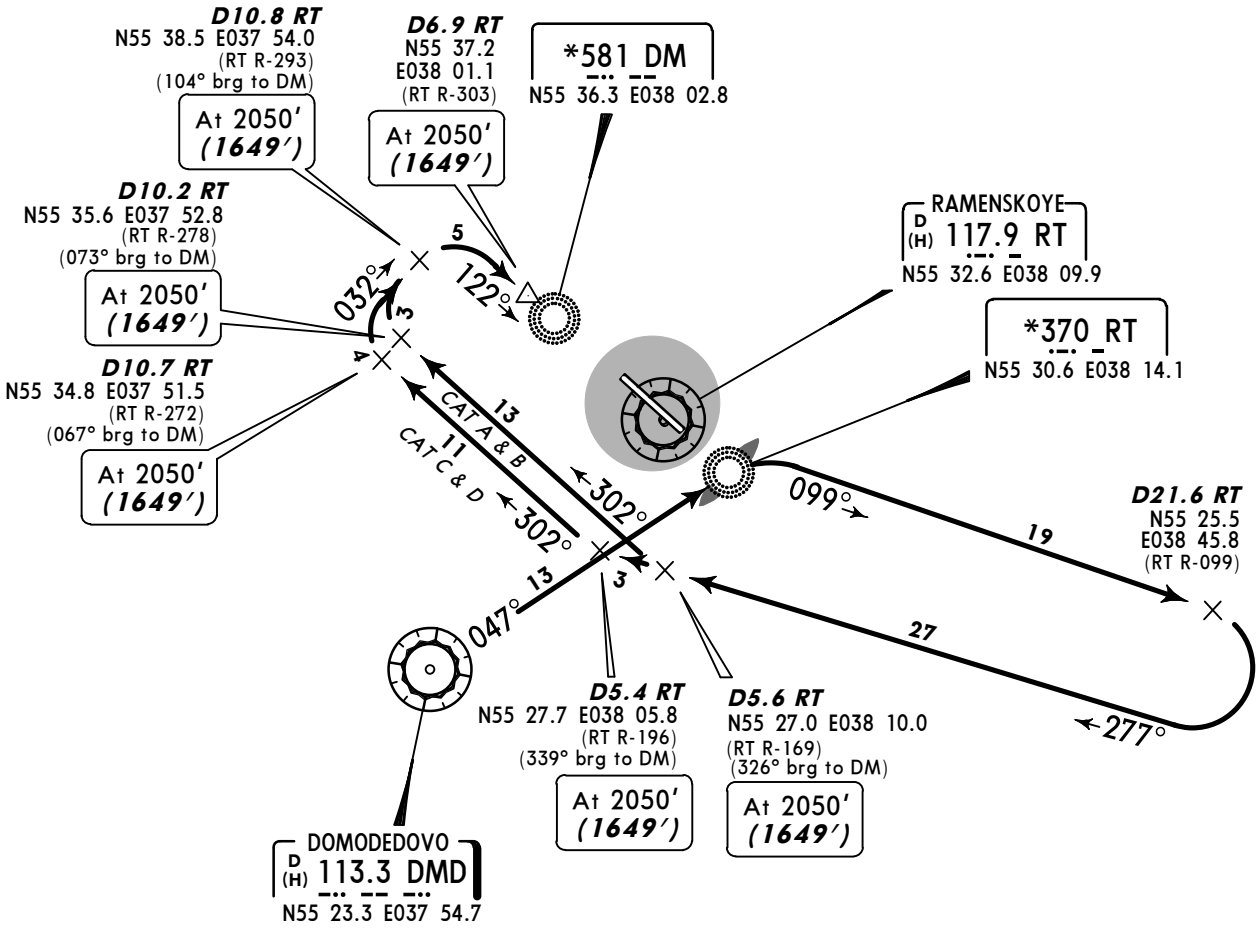
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

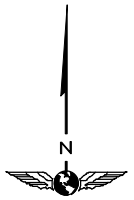
DMD 2B
RWY 12 ARRIVAL
BY ATC

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: Trans level.

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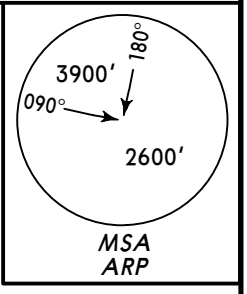
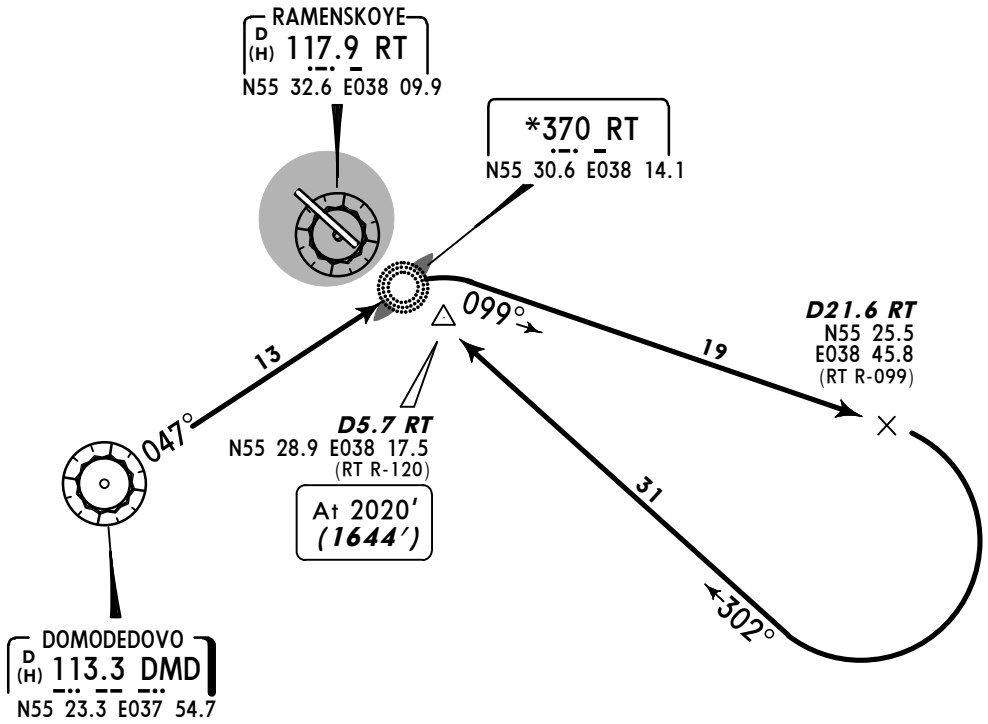
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.



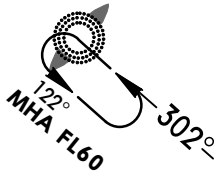
DMD 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY



NOT TO SCALE

HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***

CHANGES: FL conversion.

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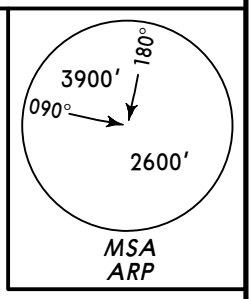
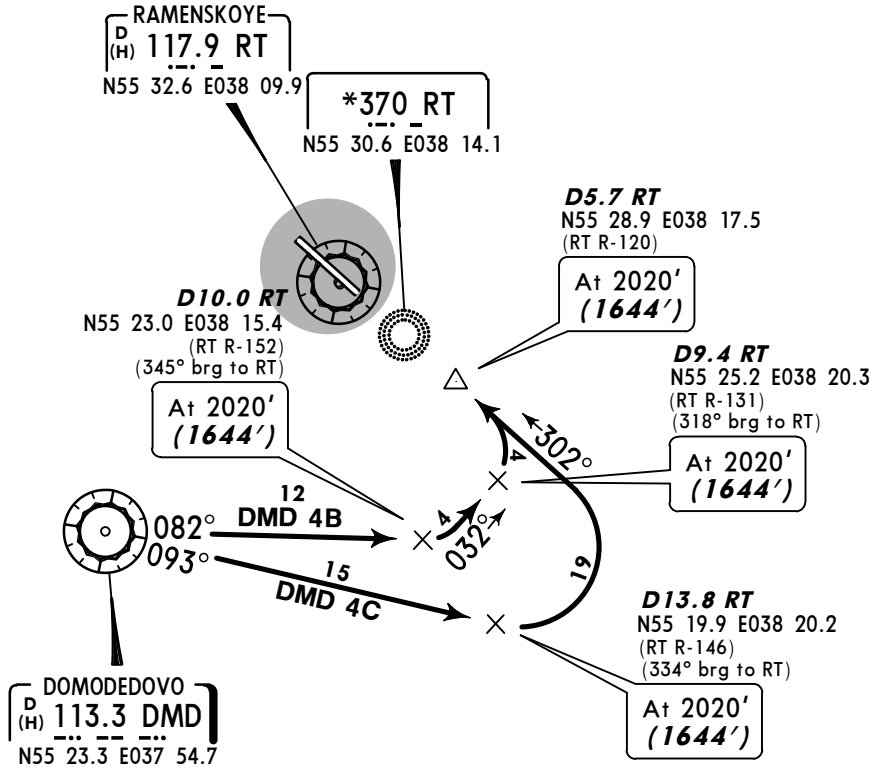
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

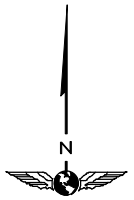


DMD 4B, DMD 4C
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
2020′	***(1644′ - 500m)***



NOT TO SCALE

CHANGES: Trans level.

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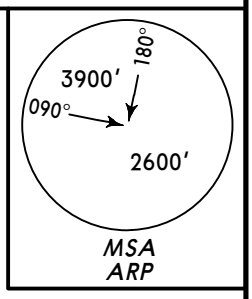
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)*** Crossings at airway exit points by ATC.

LOST COMMS PROCEDURES AFTER TAKE-OFF

FOR RUSSIAN USERS ONLY



MARYINO
493 RW
N55 42.0 E038 12.9

At or above **FL60**

MAX 270 KT
Bank 30°

RAMENSKOYE
D (H) 117.9 RT
N55 32.6 E038 09.9

DAKLO
N55 37.0 E038 37.9
(RT R-051/D28.1)

At or above **FL60**

CHERUSTI
410 SF
N55 33.0 E040 59.9

MAX 270 KT
Bank 30°

MAX 270 KT
Bank 30°

MAX 270 KT
Bank 30°

*370 RT
N55 30.6 E038 14.1

122°

MAX 245 KT
Bank 30°

MAX 270 KT
Bank 30°

MAX 270 KT
Bank 30°

302°

RELTO
N55 12.8 E039 42.8

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

MAX 245 KT
Bank 30°

MAX 270 KT
Bank 30°

TIKBI
N54 43.2 E039 17.7

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3946′ - 1200m)***

CHANGES: FL conversion.

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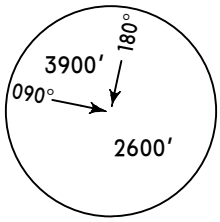
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



MSA ARP

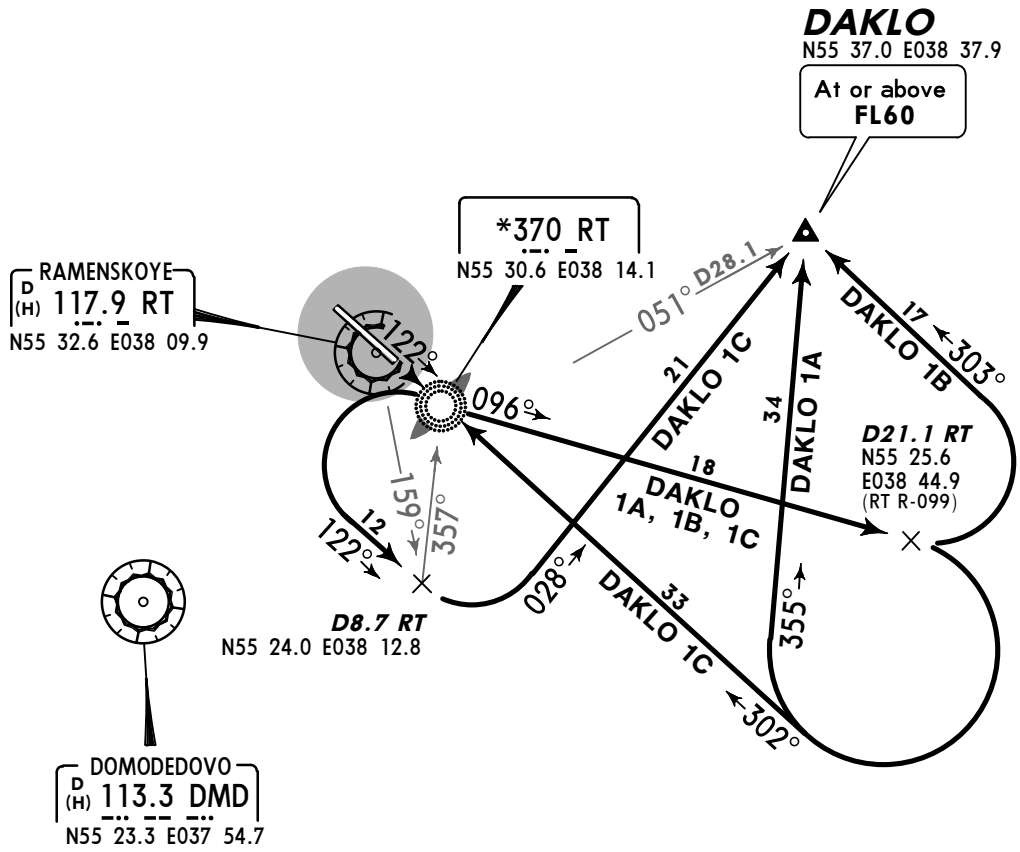
DAKLO 1A *[DAKL1A]*

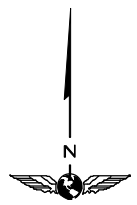
DAKLO 1B *[DAKL1B]*, DAKLO 1C *[DAKL1C]*

BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: FL conversion.

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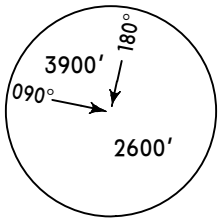
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



MSA
ARP

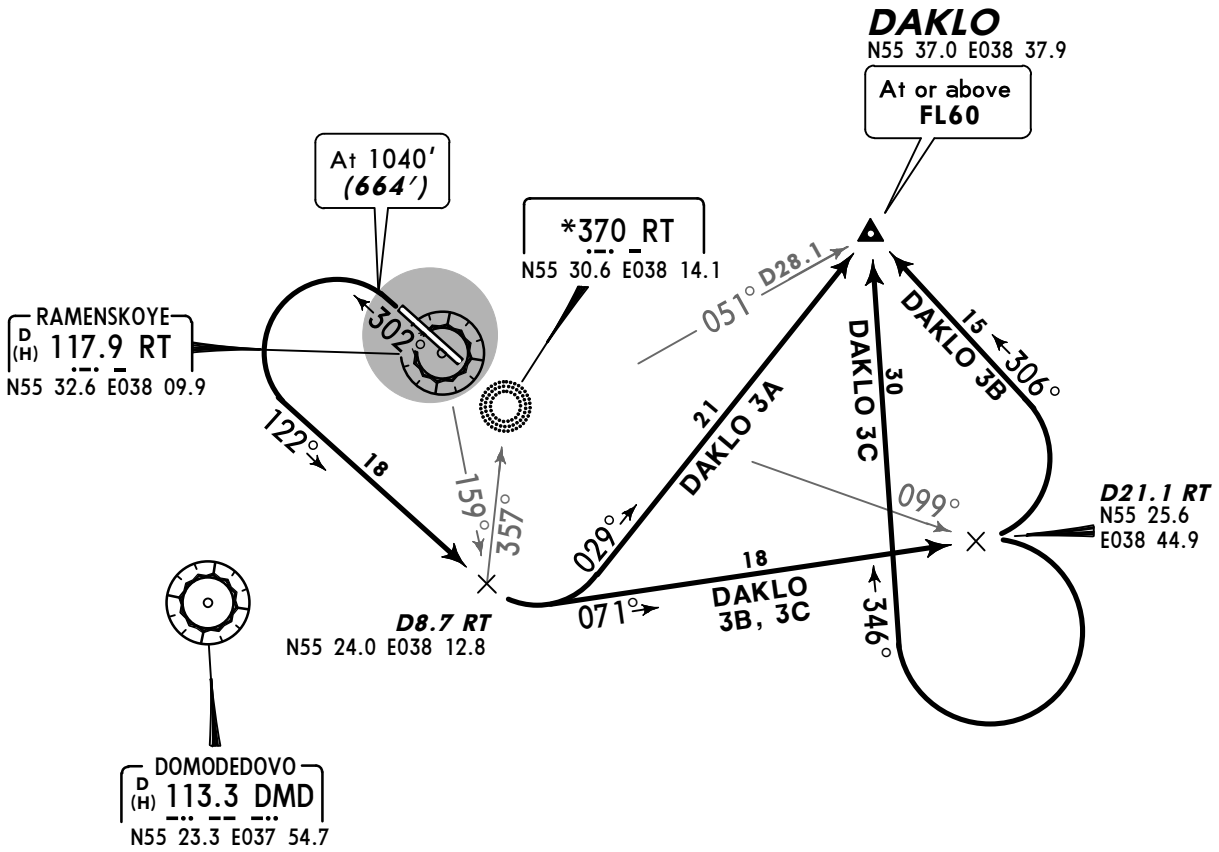
DAKLO 3A *[DAKL3A]*

DAKLO 3B *[DAKL3B]*, DAKLO 3C *[DAKL3C]*

BY ATC

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY



NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: FL conversion.

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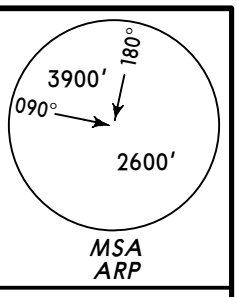
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

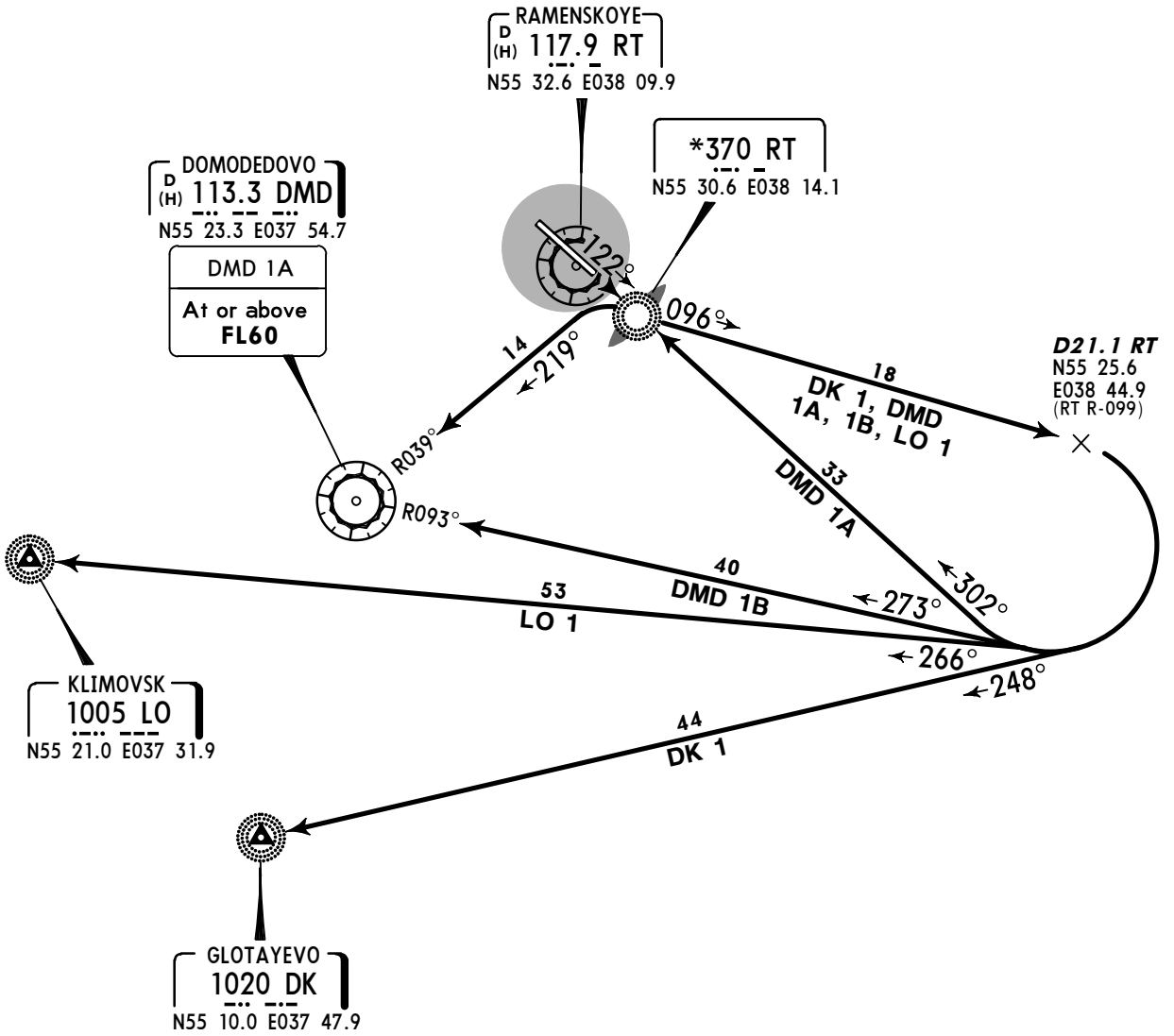


DMD 1A

DK 1, DMD 1B, LO 1
BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: FL conversion.

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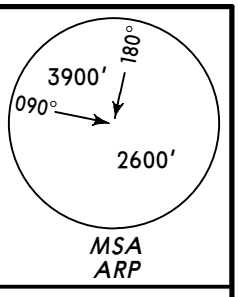
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.

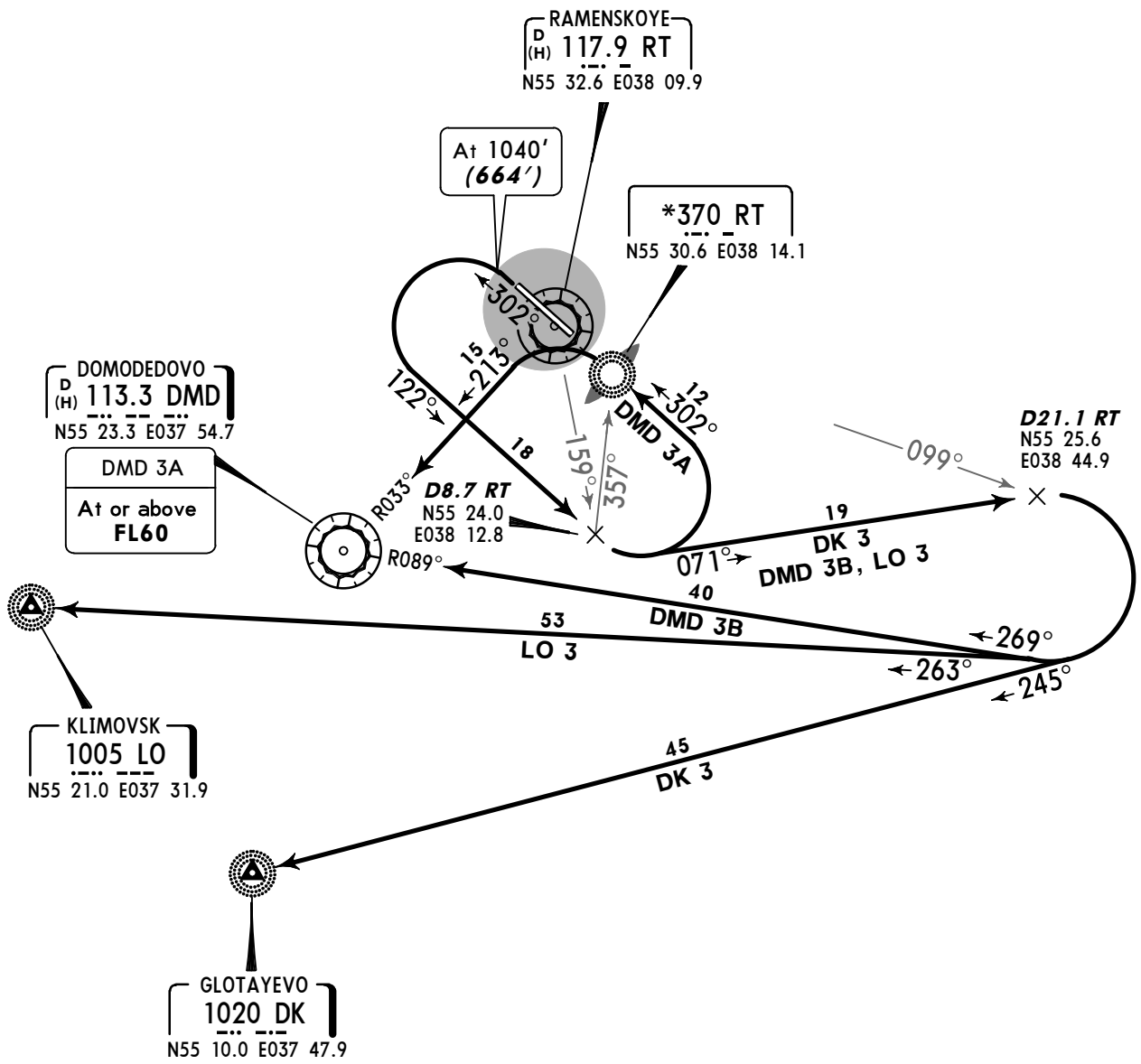


DMD 3A

DK 3, DMD 3B, LO 3
BY ATC

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: FL conversion.

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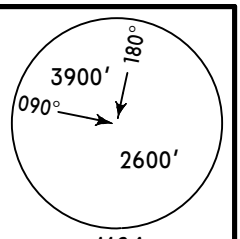
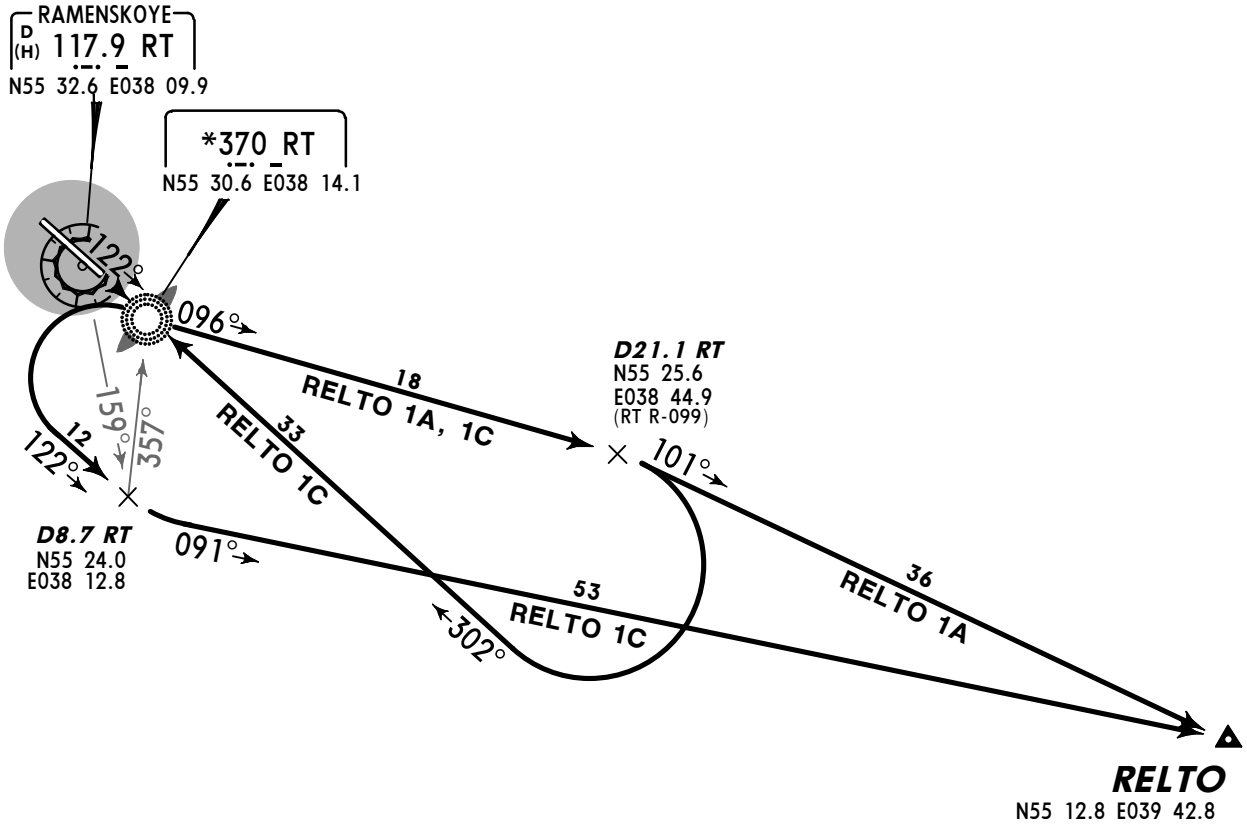
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

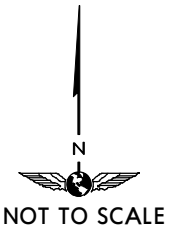


MSA
ARP

RELTO 1A *[RELT1A]*
RELTO 1C *[RELT1C]*
RWY 12 DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: Trans level.

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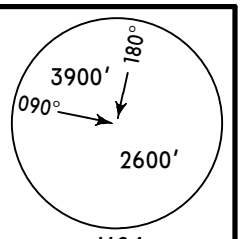
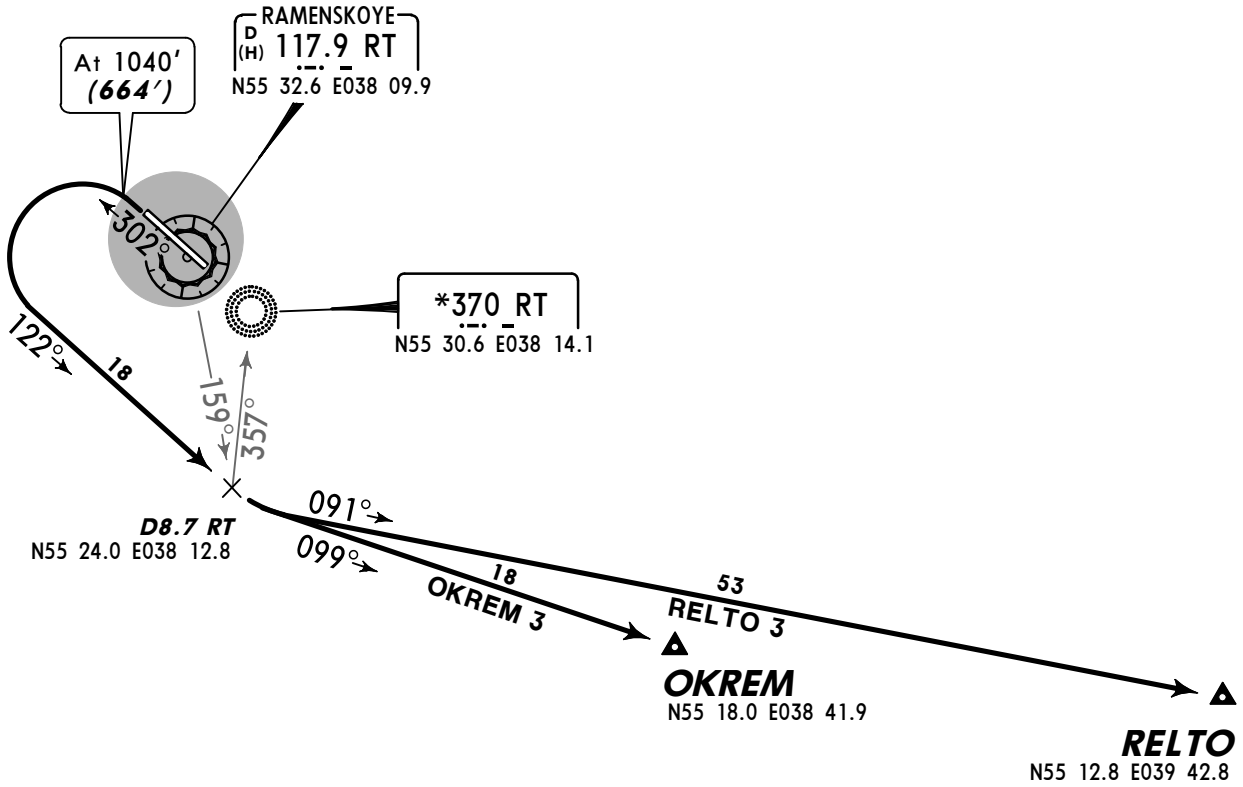
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



MSA
ARP

OKREM 3
BY ATC
RELTO 3
RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: Trans level.

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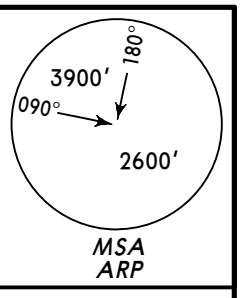
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

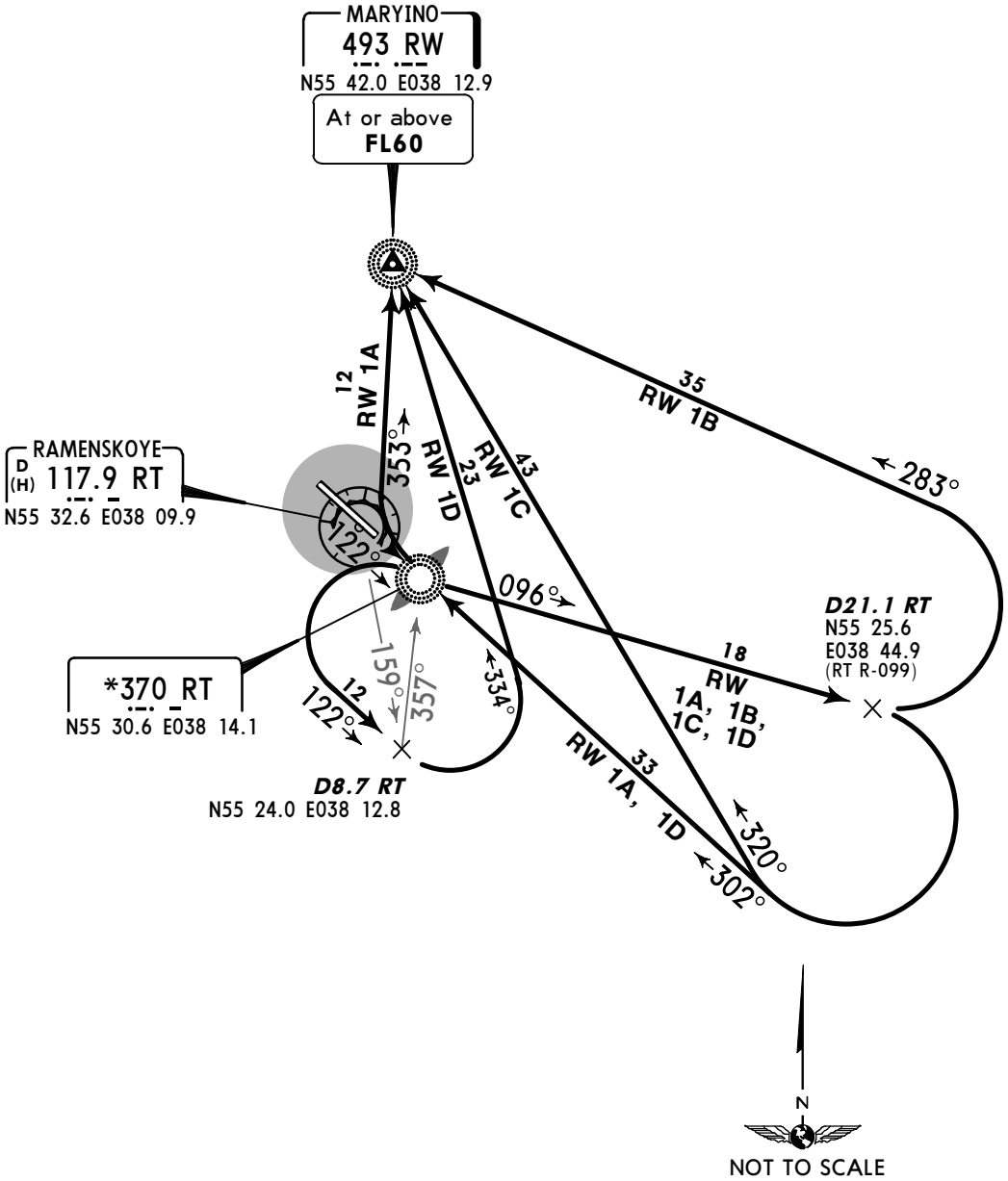


RW 1A

RW 1B, RW 1C, RW 1D
BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: FL conversion.

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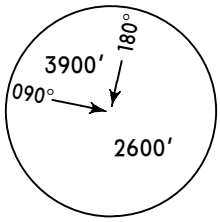
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



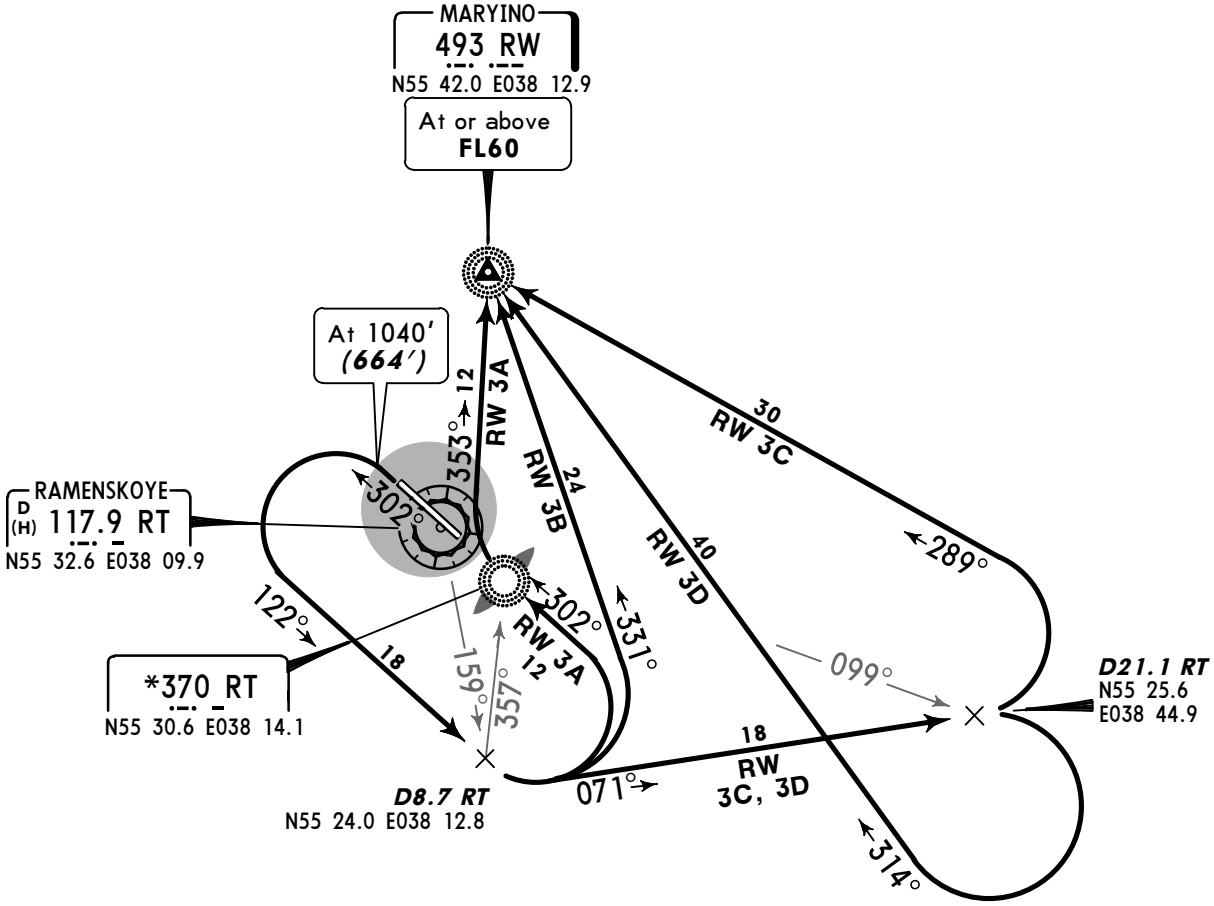
MSA ARP

RW 3A

RW 3B, RW 3C, RW 3D
BY ATC

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY



NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: FL conversion.

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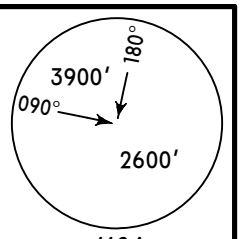
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



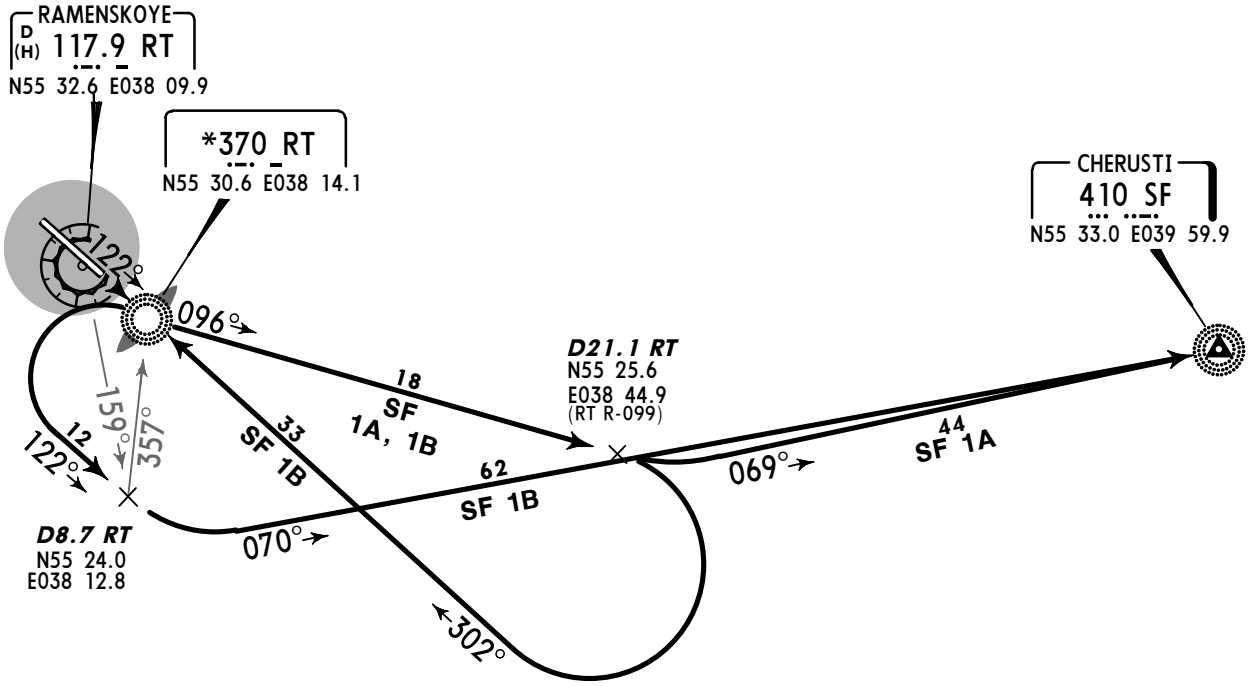
MSA
ARP

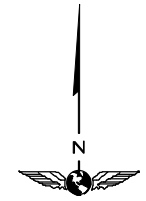
SF 1A

SF 1B
BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: Trans level.

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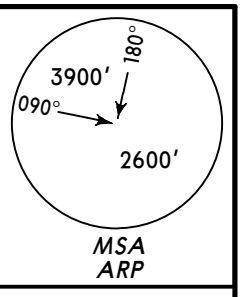
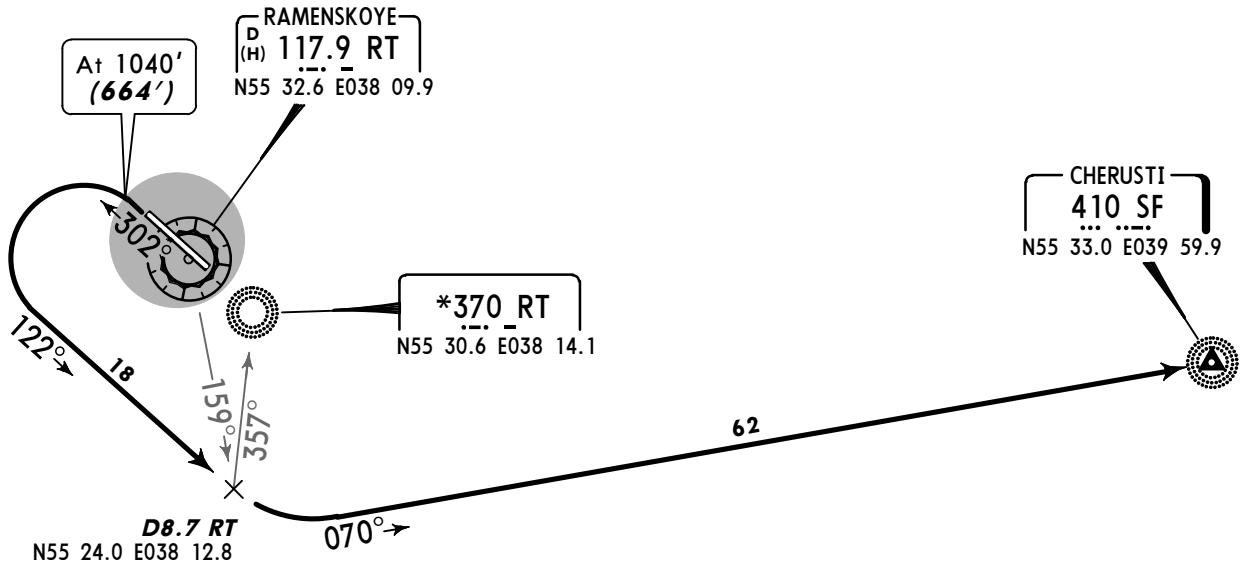
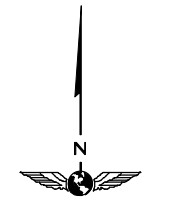
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



SF 3
RWY 30 DEPARTURE

FOR RUSSIAN USERS ONLY





NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: Trans level.

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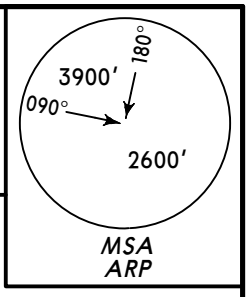
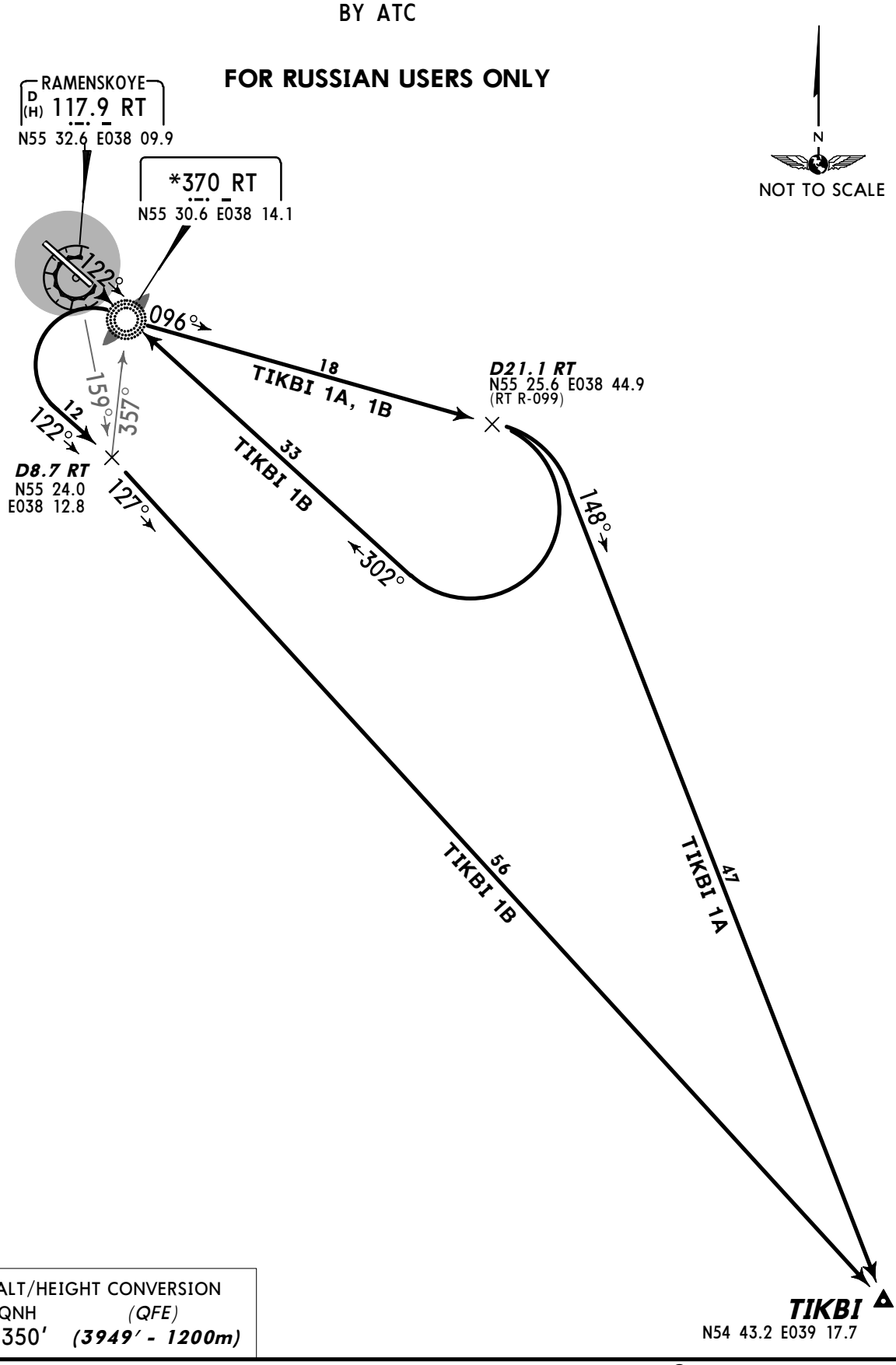
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



TIKBI 1A *[TIKB1A]*
TIKBI 1B *[TIKB1B]*
RWY 12 DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3949′ - 1200m)***

CHANGES: Trans level.

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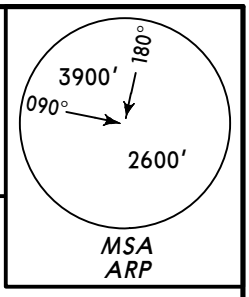
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



TIKBI 3A *[TIKB3A]*
TIKBI 3B *[TIKB3B]*
RWY 30 DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY

RAMENSKOYE
D (H) 117.9 RT
N55 32.6 E038 09.9

At 1040′
(664′)

*370 RT
N55 30.6 E038 14.1

302°
122°
18
159°
357°
099°
D21.1 RT
N55 25.6 E038 44.9
071°
19
TIKBI 3B
D8.7 RT
N55 24.0
E038 12.8
099°
18
TIKBI 3A
OKREM
N55 18.0 E038 41.9
149°
139°
48
40
N
NOT TO SCALE
TIKBI
N54 43.2 E039 17.7

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1040′	***(664′ - 200m)***
4350′	***(3974′ - 1200m)***

CHANGES: Trans level.

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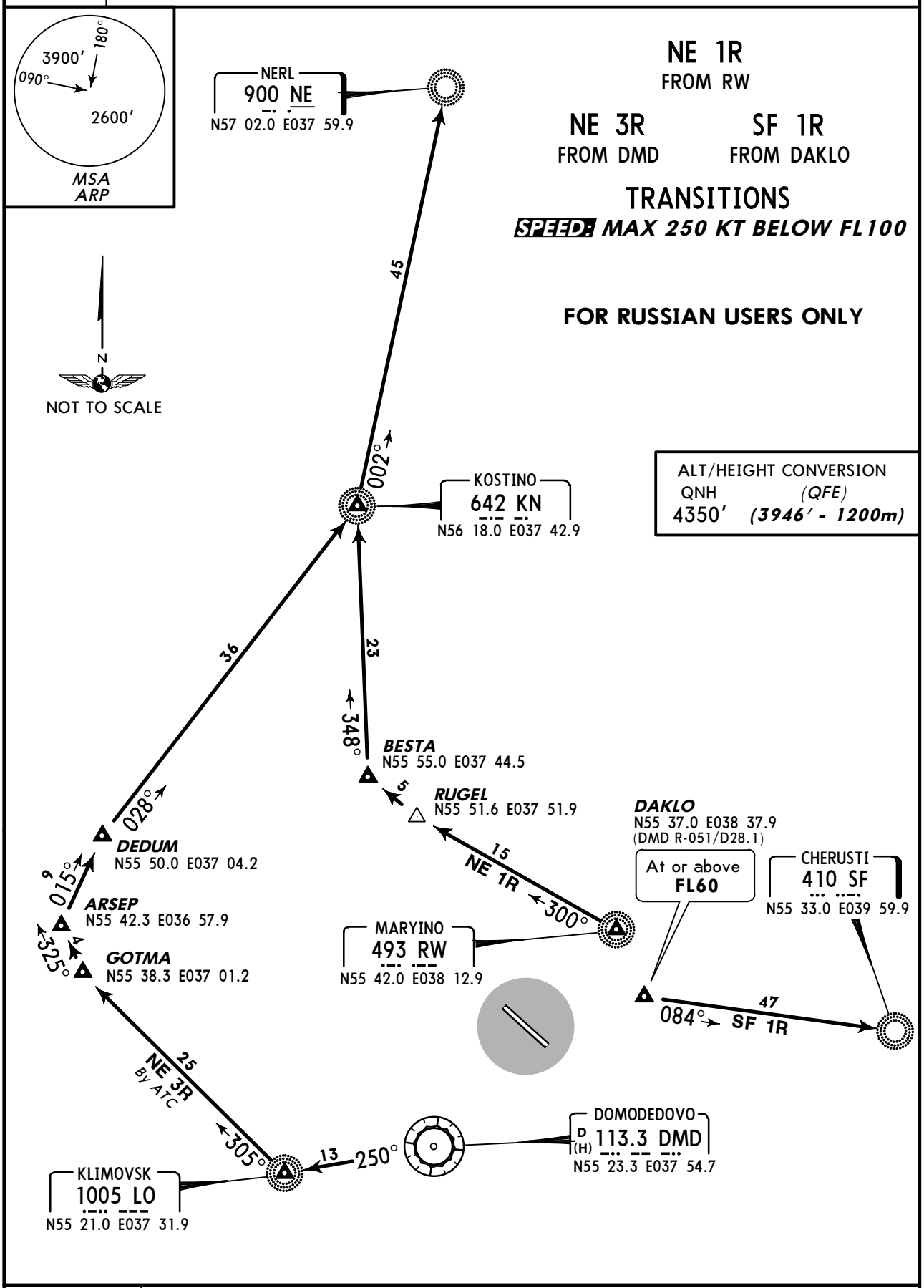
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***



TRANSITION	ROUTING
NE 1R	From RW to RUGEL, then to BESTA, then to KN, then to NE.
NE 3R	From DMD to LO, then to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
SF 1R	From DAKLO to SF.

CHANGES: FL conversion.

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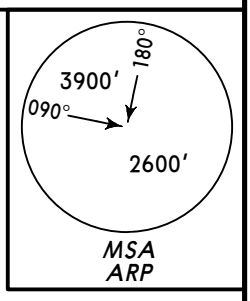
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

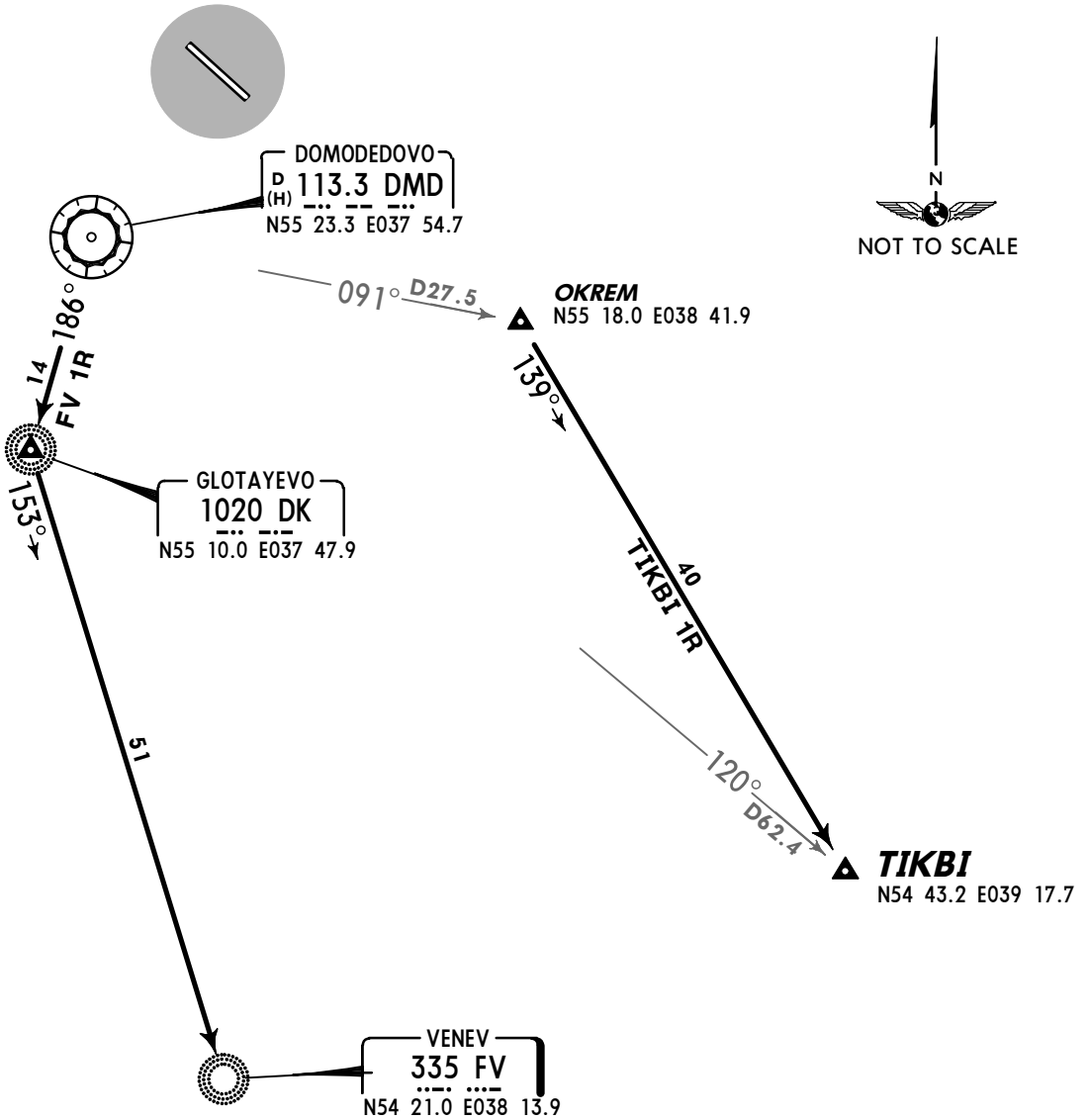
FV 1R
FROM DMD

TIKBI 1R *[TIK1R]*
FROM OKREM

TRANSITIONS
SPEED: MAX 250 KT BELOW FL100

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
QNH (QFE)
4350′ ***(3946′ - 1200m)***

TRANSITION	ROUTING
FV 1R	From DMD to DK, then to FV.
TIKBI 1R	From OKREM to TIKBI.

CHANGES: Trans level.

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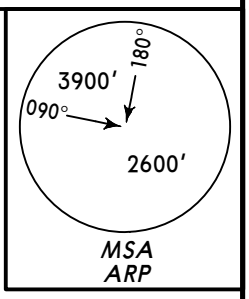
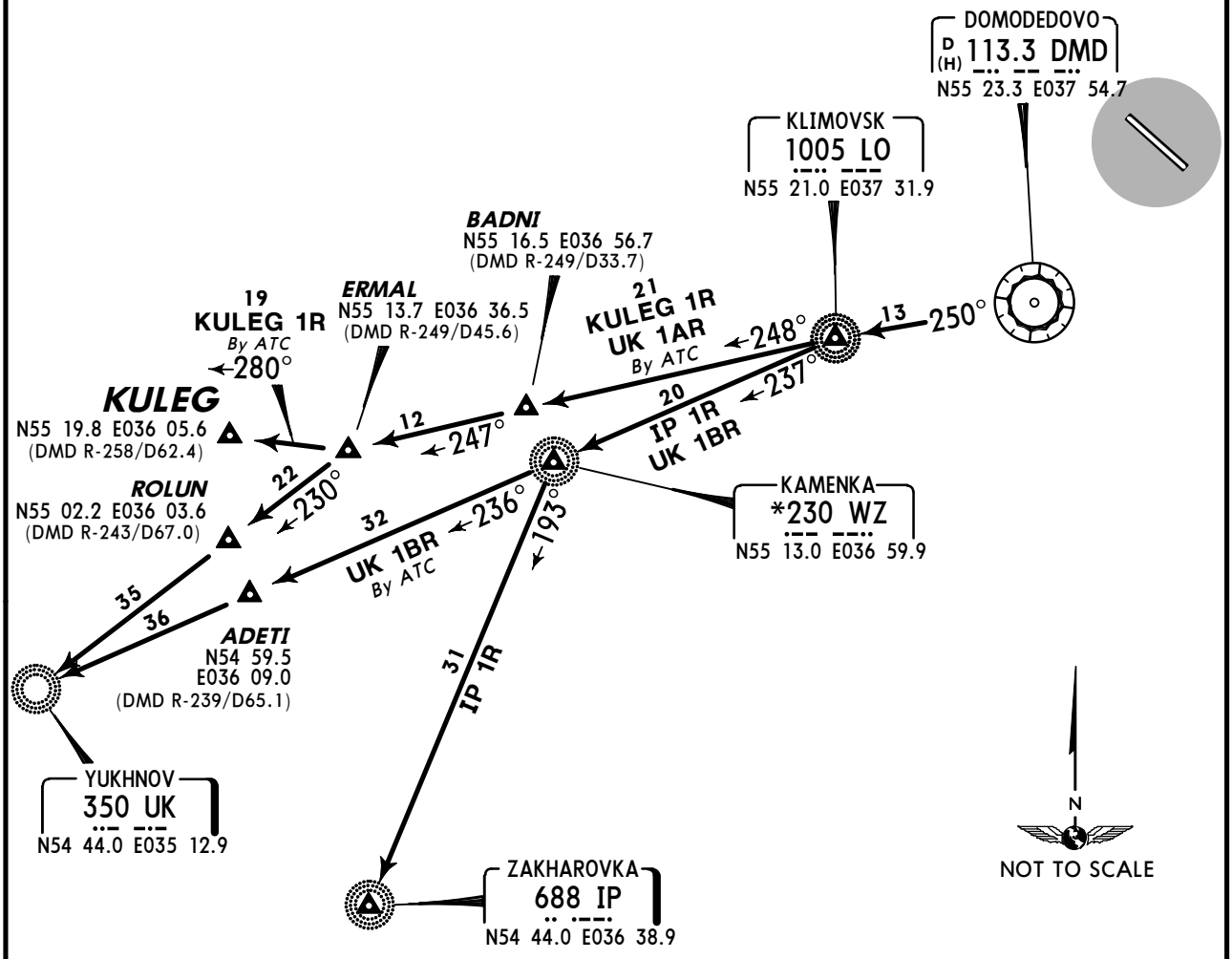
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

IP 1R
KULEG 1R *[KUL1R]*
UK 1AR, UK 1BR
TRANSITIONS
FROM DMD
SPEED: *MAX 250 KT BELOW FL100*

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION
QNH *(QFE)*
4350′ ***(3946′ - 1200m)***

TRANSITION	ROUTING
IP 1R	From DMD to LO, then to WZ, then to IP.
KULEG 1R	From DMD to LO, then to ERMAL, then to KULEG.
UK 1AR	From DMD to LO, then to ERMAL, then to ROLUN, then to UK.
UK 1BR	From DMD to LO, then to WZ, then to ADETI, then to UK.

CHANGES: Trans level.

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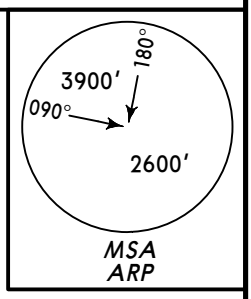
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

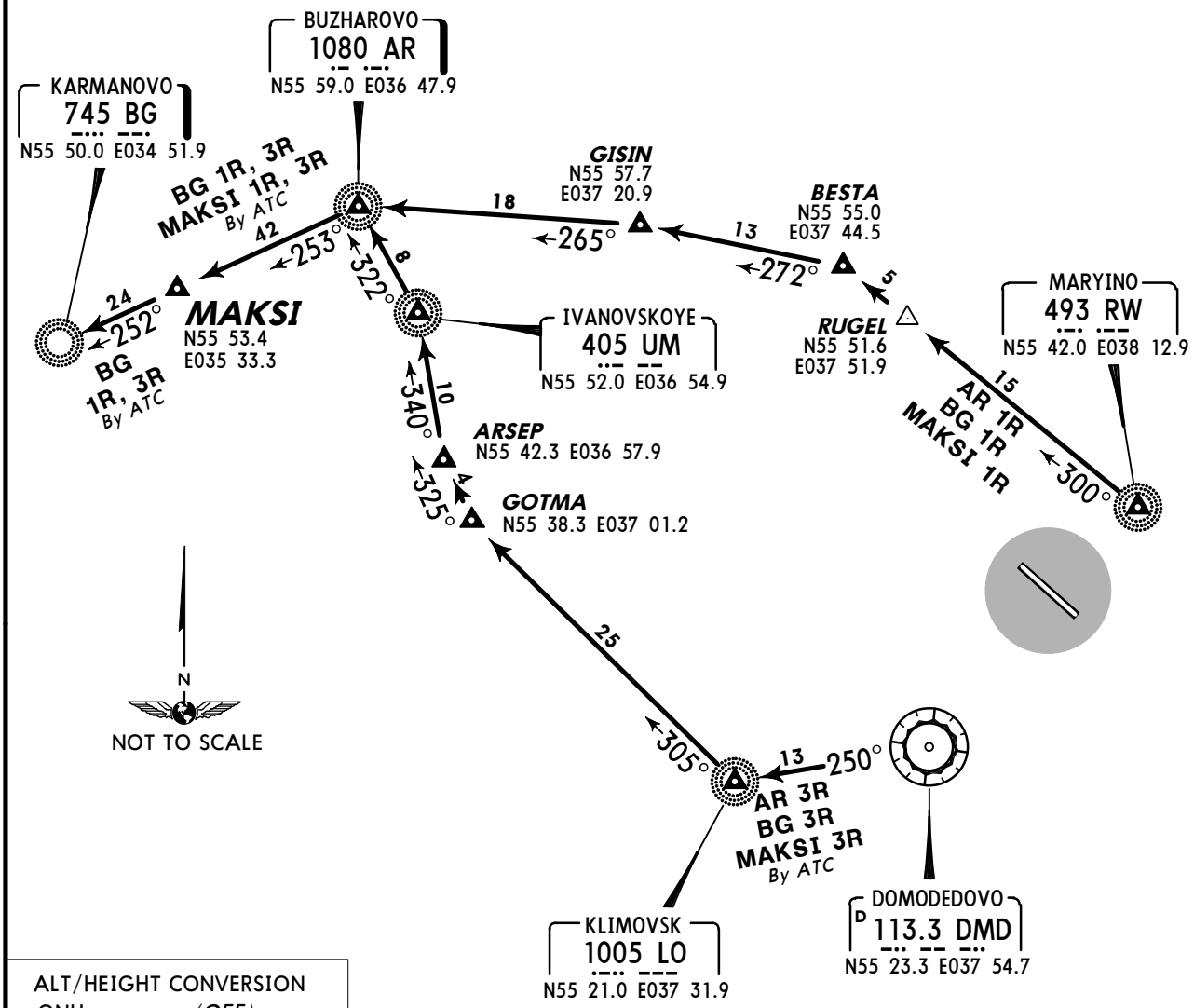
AR 1R, BG 1R, MAKSI 1R *[MAK1R]*
FROM RW

AR 3R, BG 3R, MAKSI 3R *[MAK3R]*
FROM DMD

TRANSITIONS
SPEED: MAX 250 KT BELOW FL100

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4350′	***(3946′ - 1200m)***

TRANSITION	ROUTING
AR 1R	From RW to RUGEL, then to BESTA, then to GISIN, then to AR.
AR 3R	From DMD to LO, then to GOTMA, then to ARSEP, then to UM, then to AR.
BG 1R	From RW to RUGEL, then to BESTA, then to GISIN, then to AR, then to MAKSI, then to BG.
BG 3R	From DMD to LO, then to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.
MAKSI 1R	From RW to RUGEL, then to BESTA, then to GISIN, then to AR, then to MAKSI.
MAKSI 3R	From DMD to LO, then to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI.

CHANGES: Trans level.

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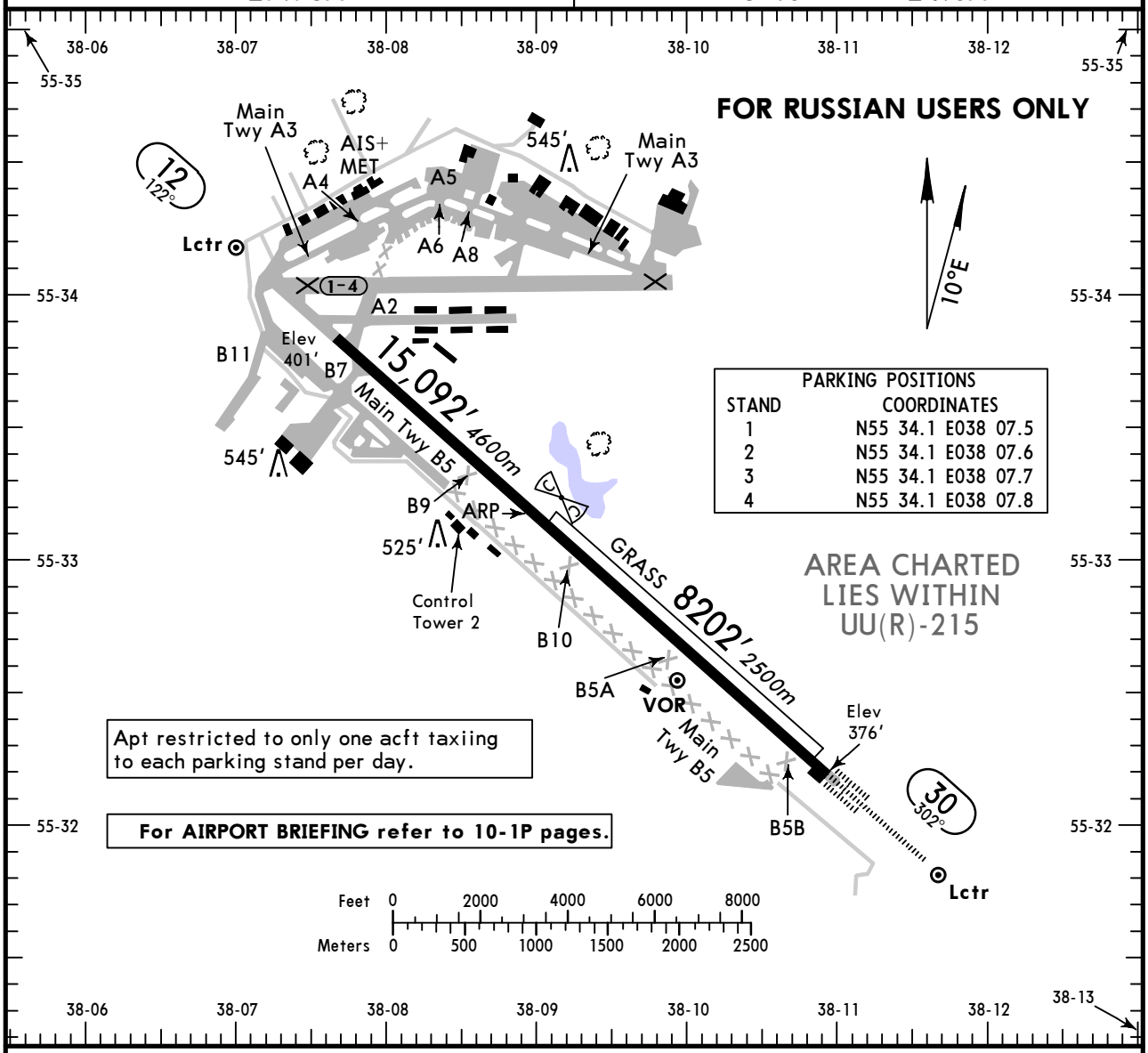
*ATIS Russian only	*GORDY Ground Russian only	
127.75X	131.0	124.0X



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL PAPI (angle 3.0°) RVR				230′ 70m
30	HIRL HIALS PAPI (angle 3.0°) RVR				
12 30	Grass runway				197′ 60m

TAKE-OFF

	AIR CARRIER (JAA) All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

CHANGES: None.

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BRIEFING STRIP ™

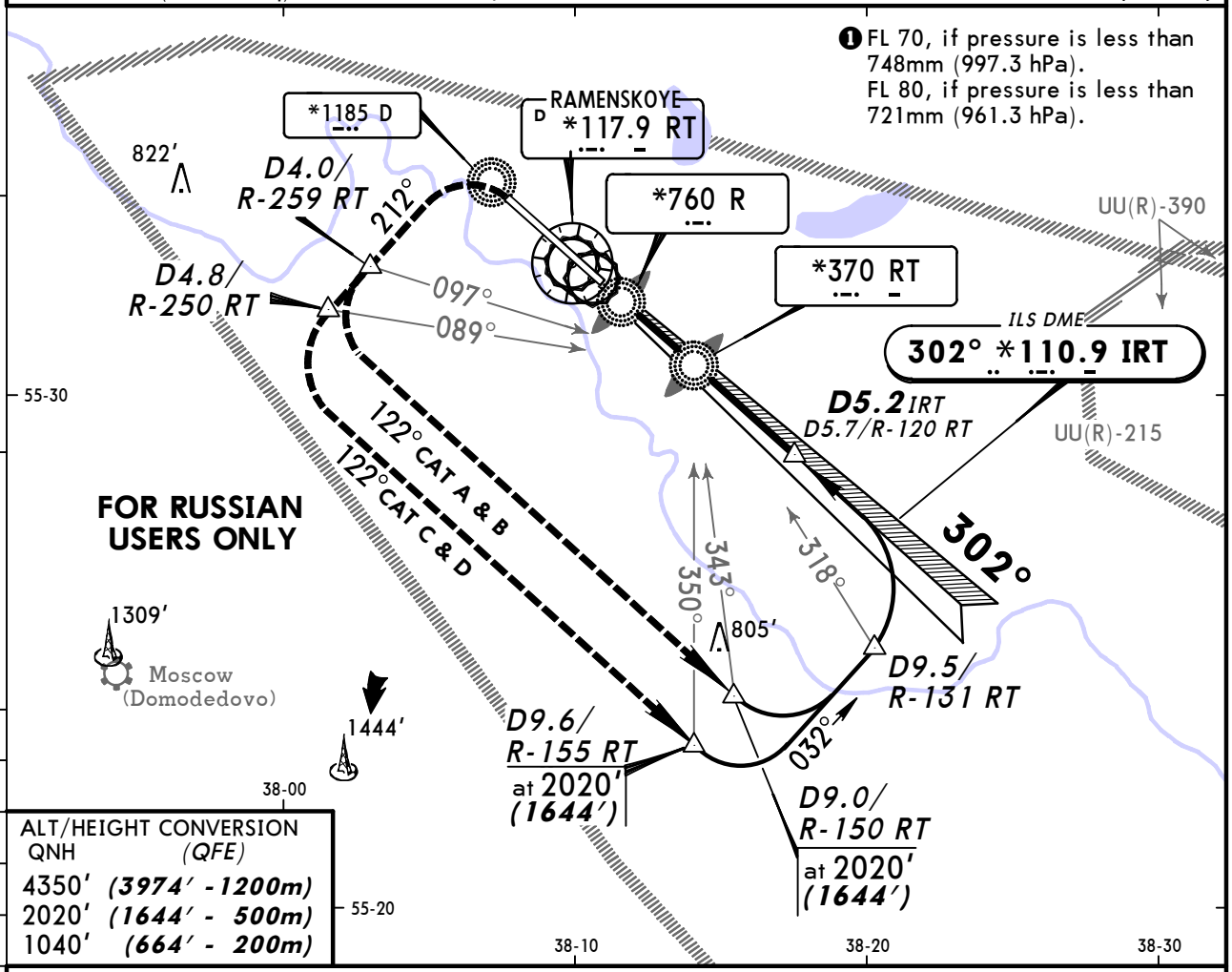
*ATIS Russian only	*Ground Russian only	
127.75X	131.0	124.0X

LOC IRT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 404'
*110.9	302°	1196' (820')	1032' (656')	RWY 376'

MISSED APCH: Climb to 1040' (664'), then turn LEFT onto 212° climbing to 2020' (1644'), then as directed.

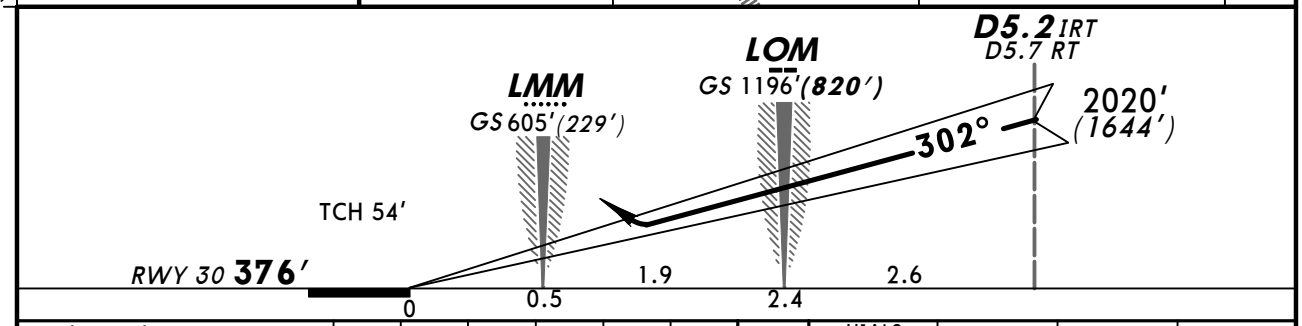
3900' 180° 090° 2600'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4350' (3974')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350'	(3974' - 1200m)
2020'	(1644' - 500m)
1040'	(664' - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS PAPI PAPI

1040' (664') | 212° LT | 2020' (1644')

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 1032' (656') FULL	ILS DA(H) 1032' (656') ALS out	LOC (GS out)
A	3200m		NOT AUTH
B			
C	3200m	3500m	
D			

PANS OPS

CHANGES: Procedure ident. Fix designation.

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BRIEFING STRIP ™

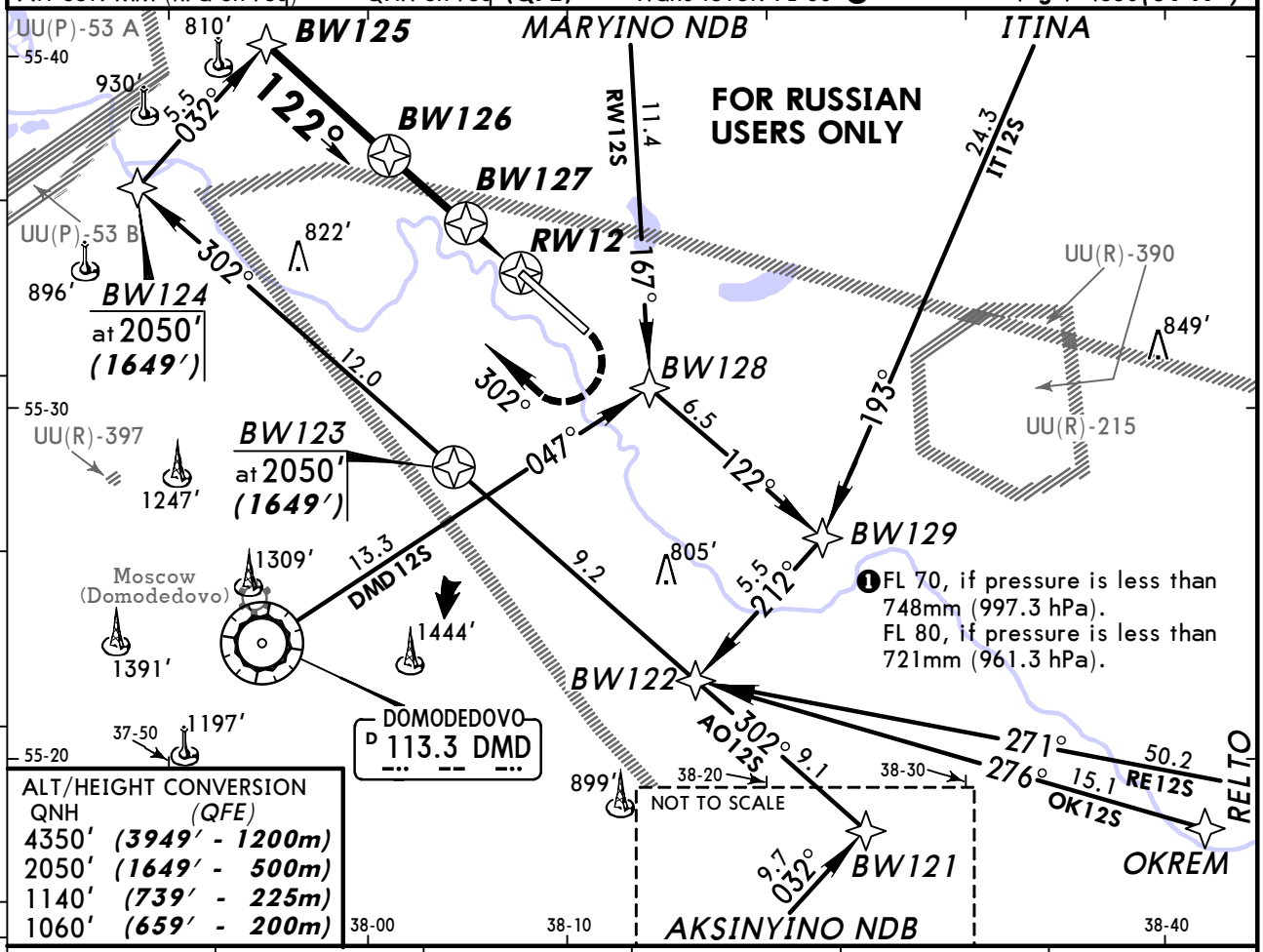
*ATIS Russian only	*Ground Russian only	
127.75X	131.0	124.0X

RNAV	Final Apch Crs	Minimum Alt BW126	MDA(H)	Apt Elev 404'
	122°	2050'(1649')	830'(429')	RWY 401'

MISSED APCH: Climb to 1060'(659'), then turn RIGHT onto 302° climbing to 2050'(1649'), then according to chart.

3900' 180° 090° 2600'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt (hgt): 4350'(3949')



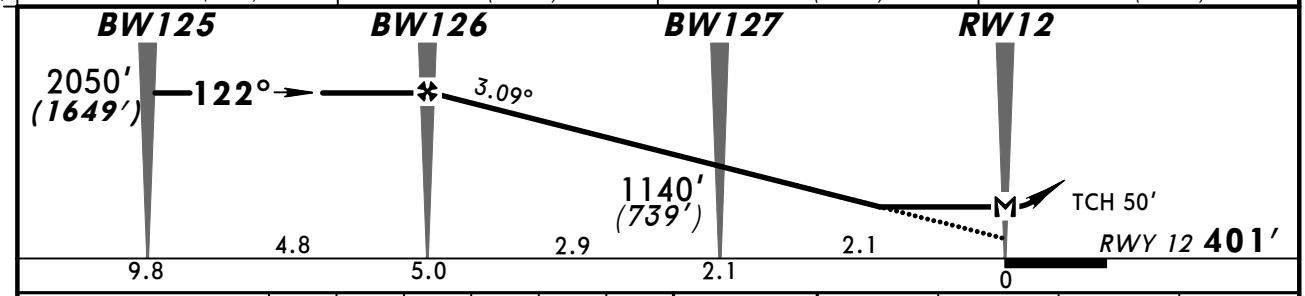
❶ FL 70, if pressure is less than 748mm (997.3 hPa).
FL 80, if pressure is less than 721mm (961.3 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4350'	(3949' - 1200m)
2050'	(1649' - 500m)
1140'	(739' - 225m)
1060'	(659' - 200m)

DIST to BW127	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2010'(1609')	1830'(1429')	1670'(1269')	1490'(1089')	1320'(919')

DIST to RW12	1.6	1.1	0.5
ALTITUDE (HAT)	980'(579')	800'(399')	640'(239')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.09°	383	492	547	656	765	875
MAP at RW12						

PAPI | 1060' (659') | 302° RT | 2050' (1649')

STRAIGHT-IN LANDING RWY 12

MDA(H) 830'(429')

PANS OPS

A	RVR 1500m VIS 1600m
B	
C	RVR 1800m VIS 2000m
D	2400m

CHANGES: Trans level.

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BRIEFING STRIP ™

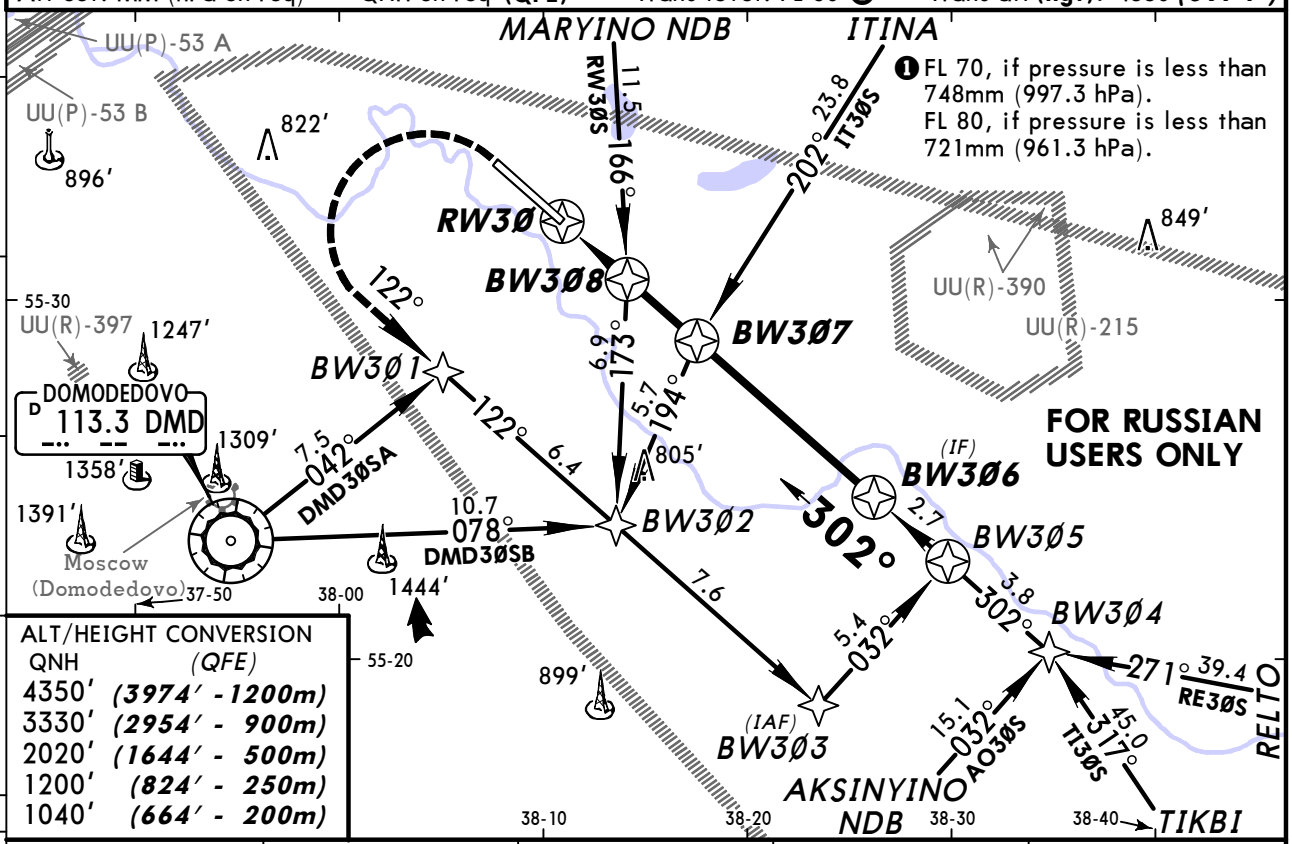
*ATIS Russian only	*Ground Russian only	
127.75X	131.0	124.0X

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 404'
	302°	BW3Ø7 2020'(1644')	740'(364')	RWY 376'

MISSED APCH: Climb to 1040'(664'), then turn LEFT onto 122° climbing to 2020'(1644'), then according to chart.

MSA ARP: 3900' (090°–180°), 2600'

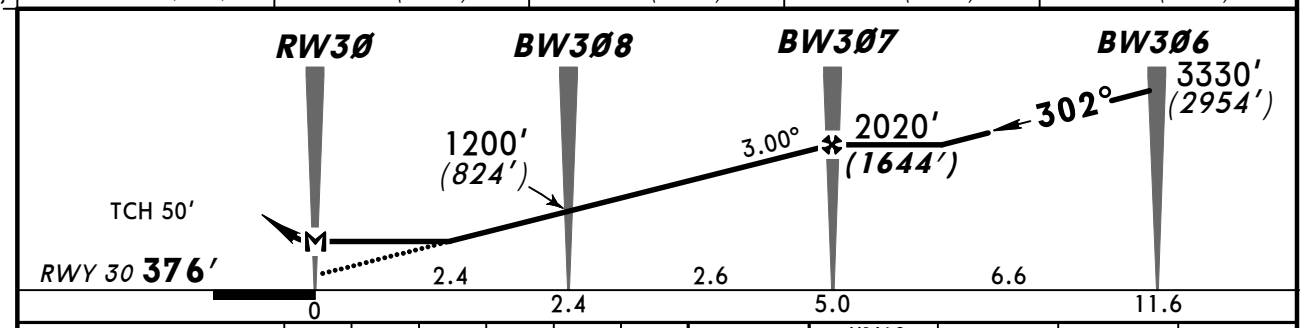
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt (hgt): 4350'(3974')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350'	(3974' - 1200m)
3330'	(2954' - 900m)
2020'	(1644' - 500m)
1200'	(824' - 250m)
1040'	(664' - 200m)

DIST to BW3Ø8	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1360'(984')	1550'(1174')	1730'(1354')	1890'(1514')
DIST to RW3Ø	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	610'(234')	770'(394')	950'(574')	1120'(744')



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849
MAP at RW3Ø							

HIALS PAPI PAPI | 1040' (664') | 122° LT | 2020' (1644')

STRAIGHT-IN LANDING RWY 30

MDA(H) 740'(364')

PANS OPS

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

CHANGES: Trans level.

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BRIEFING STRIP TM

*ATIS Russian only	*Ground Russian only	
127.75X	131.0	124.0X

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 404'
RT *117.9	123°	D6.8 RT 2050'(1649')	Refer to Minimums	RWY 401'

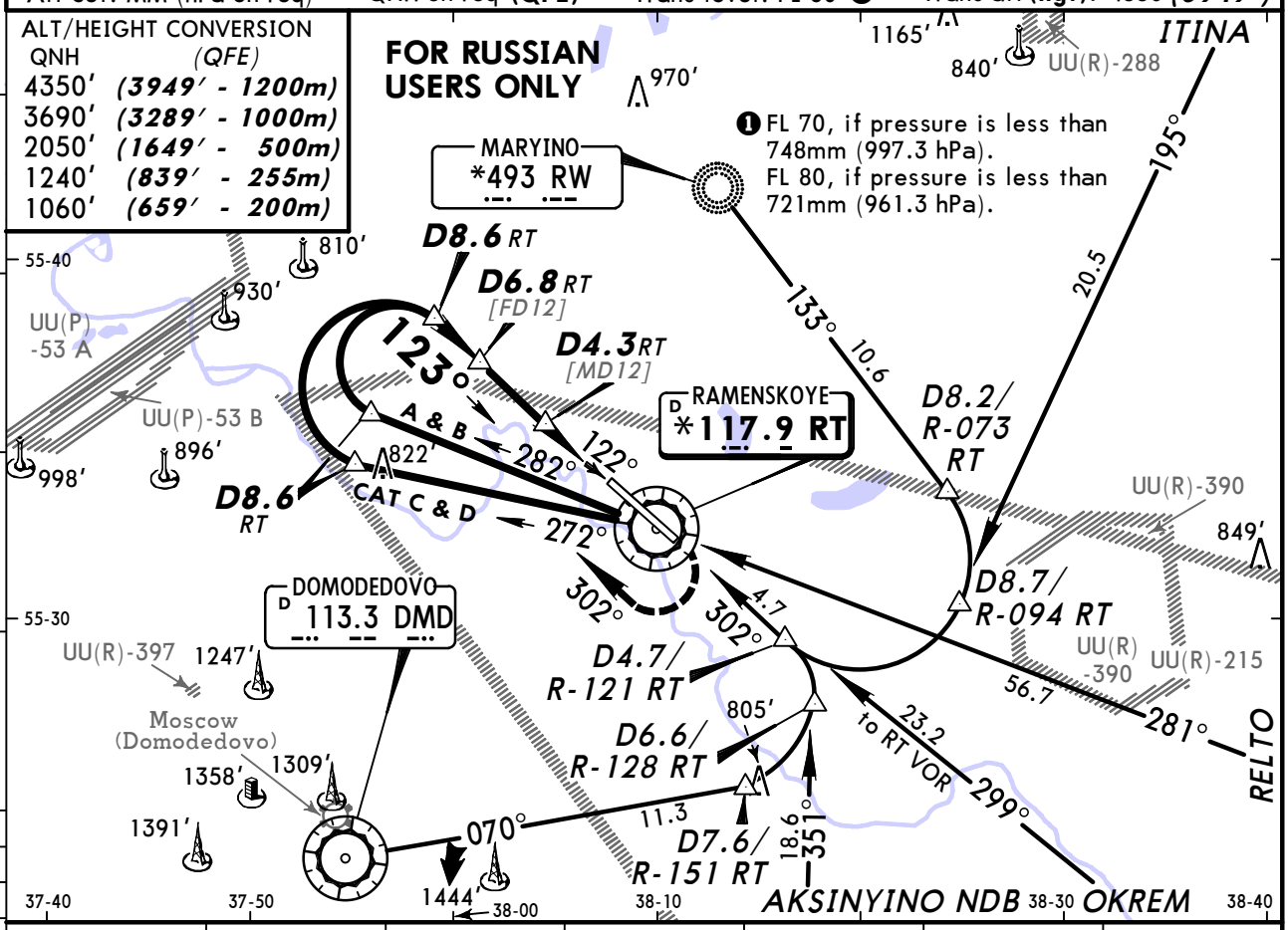
MISSED APCH: Climb to 1060'(659'), then turn RIGHT onto 302°, then as directed.

3900' 180° 090° 2600'
MSA ARP

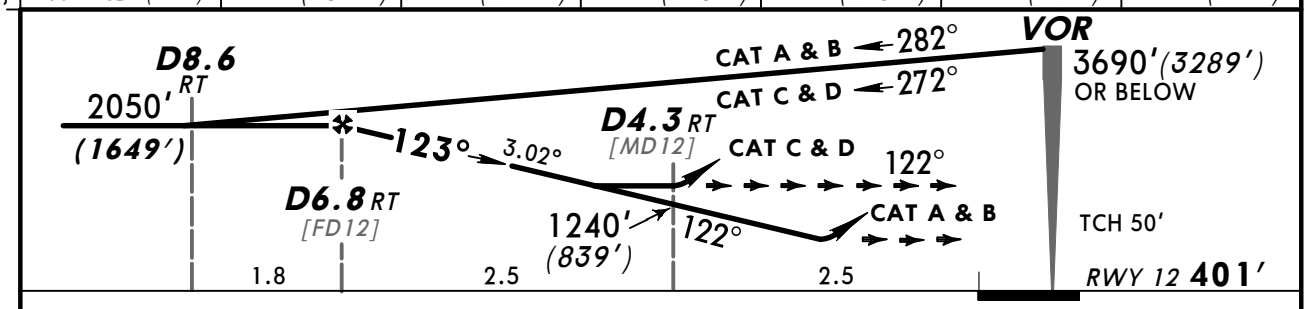
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt (hgt): 4350'(3949')

ALT/HEIGHT CONVERSION

QNH	(QFE)
4350'	(3949' - 1200m)
3690'	(3289' - 1000m)
2050'	(1649' - 500m)
1240'	(839' - 255m)
1060'	(659' - 200m)



RT DME	6.7	6.2	5.6	5.1	4.5	4.0
ALTITUDE (HAT)	2010'(1609')	1830'(1429')	1670'(1269')	1490'(1089')	1320'(919')	1140'(739')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.02°	374	481	534	641	748	855

PAPI: Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 12

MDA(H) AB: 1060'(659') CD: 1390'(989')

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: Trans level.

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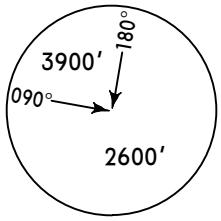
BRIEFING STRIP TM

*ATIS Russian only	*Ground Russian only	
127.75X	131.0	124.0X

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 404'
RT *117.9	300°	D5.7 RT 2020'(1644')	Refer to Minimums	RWY 376'

MISSED APCH: Climb to 1040'(664'), then turn LEFT onto 122° climbing to 2020' (1644'), then as directed.



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt (hgt): 4350'(3974')

ALT/HEIGHT CONVERSION

QNH	(QFE)
4350'	(3974' - 1200m)
2020'	(1644' - 500m)
1360'	(984' - 300m)
1040'	(664' - 200m)

FOR RUSSIAN USERS ONLY

MARYINO *493 RW

RAMENSKOYE *117.9 RT

FL 53 OR BELOW

❶ FL 70, if pressure is less than 748mm (997.3 hPa). FL 80, if pressure is less than 721mm (961.3 hPa).

❷ CAT A & B: 140° CAT C & D: 152°

❸ CAT A & B: 131° CAT C & D: 143°

DOMODEDOVO 113.3 DMD

D3.6 RT [MD3Ø]

D5.7 RT [FD3Ø]

D8.6/ R-120 RT at 2020' (1644')

D10.7/ R-126 RT at 2020' (1644')

D8.7 RT at 2020' (1644')

D9.7 RT at 2020' (1644')

D10.9/R-142 RT at 2020'(1644')

ITINA

RELTO

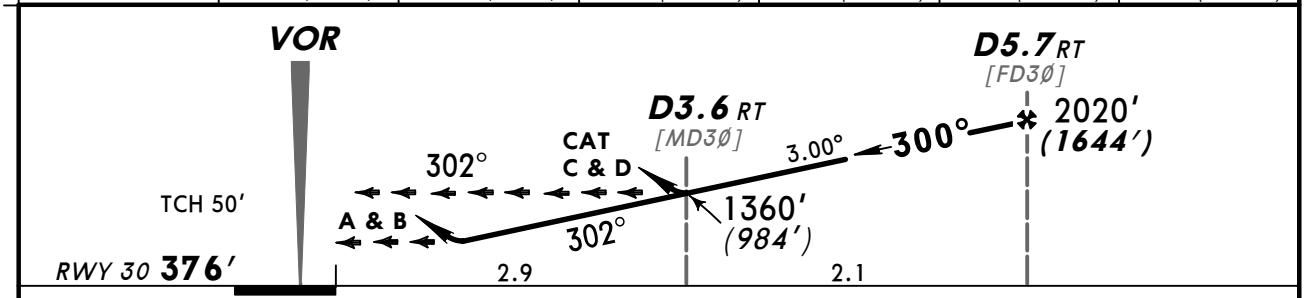
AKSINYINO NDB

OKREM

Moscow (Domodedovo)

UU(R)-288 UU(R)-390 UU(R)-397 UU(R)-215 UU(P)-53 A UU(P)-53 B

RT DME	2.9	3.4	3.9	4.5	5.0	5.6
ALTITUDE (HAT)	1120'(744')	1300'(924')	1460'(1084')	1640'(1264')	1810'(1434')	1990'(1614')



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.00°	372	478	531	637	743	849

HIALS PAPI PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 30

MDA(H) AB: 1040'(664') CD: 1360'(984')

ALS out

PANS OPS

A	3200m	
B		
C	4000m	4800m
D		

CHANGES: Trans level.

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BRIEFING STRIP ™

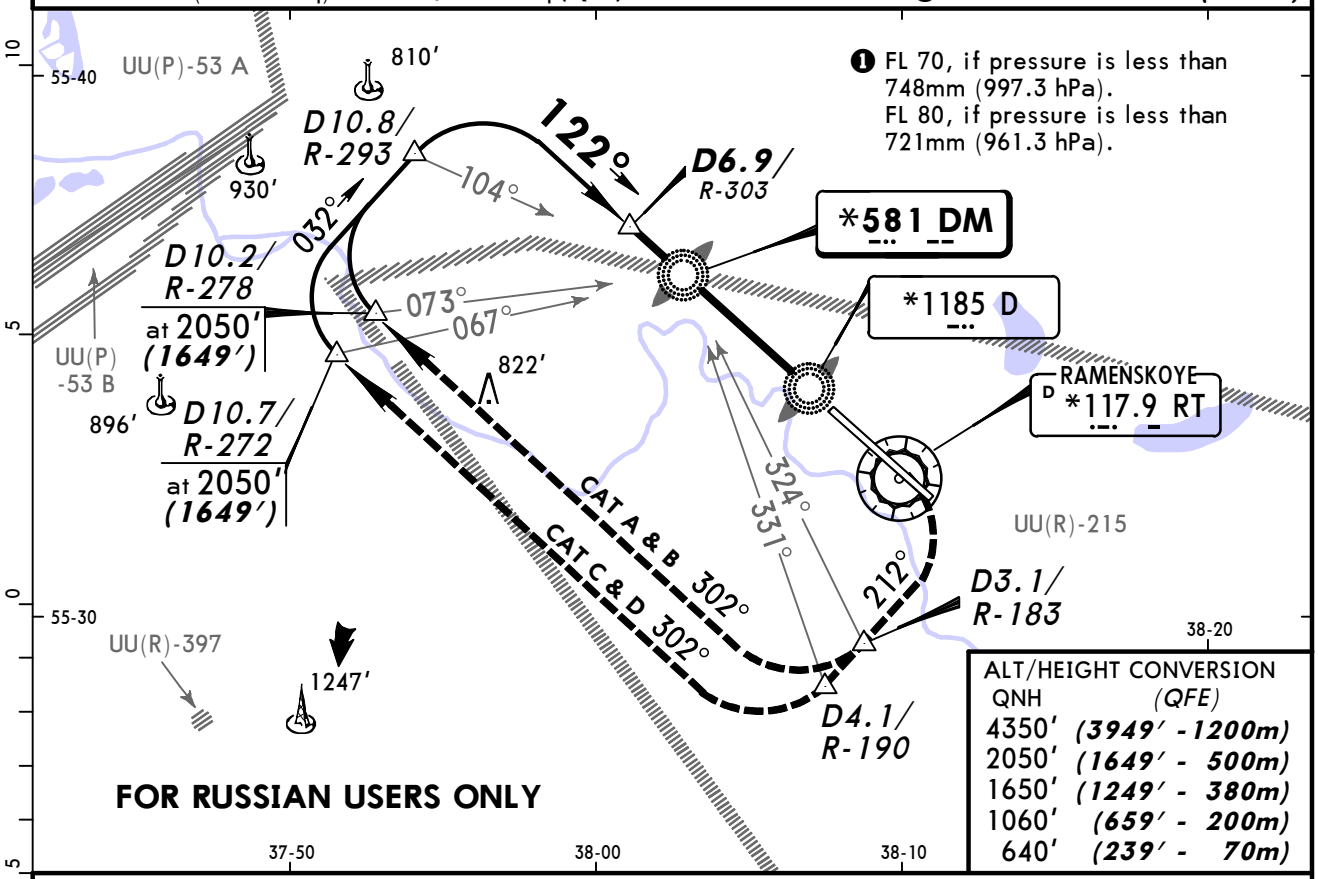
*ATIS Russian only	*GORDY Radar Russian only		*Ground Russian only	
127.75X	125.25	124.0X	131.0	124.0X

RADAR	Final Apch Crs **122°**	PAR GS LOM 1648′ (1247′)	PAR DA(H) 1057′ (656′)	Apt Elev 404′
NDB DM *581		Minimum Alt D6.9 2050′ (1649′)	NDB MDA(H) 1060′ (659′)	RWY 401′

MISSED APCH: Climb to 1060′(659′), then turn RIGHT onto 212° climbing to 2050′(1649′), then as directed.

MSA ARP: 3900′ 090° 180° 2600′

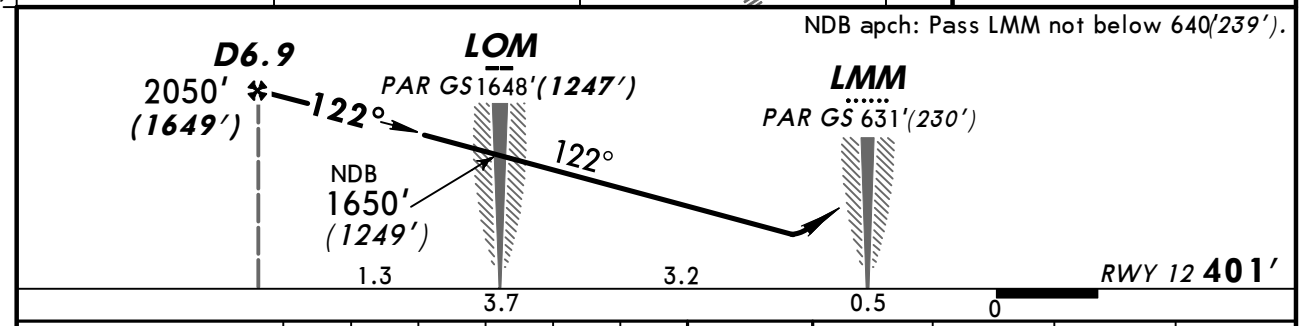
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4350′(3949′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	(3949′ - 1200m)
2050′	(1649′ - 500m)
1650′	(1249′ - 380m)
1060′	(659′ - 200m)
640′	(239′ - 70m)

NDB apch: Pass LMM not below 640′(239′).



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	3.00°	372	478	531	637	743	849

PAPI: 1060′ (659′) ↑ | 212° RT | 2050′ (1649′) ↑

STRAIGHT-IN LANDING RWY 12

PAR	NDB
DA(H) 1057′(656′)	MDA(H) 1060′(659′)

PANS OPS

A	3200m	3200m
B		
C	3500m	
D		

CHANGES: Bearings.

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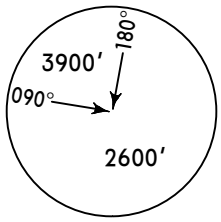
BRIEFING STRIP ™

*ATIS Russian only	*GORDY Radar Russian only		*Ground Russian only	
127.75X	125.25	124.0X	131.0	124.0X

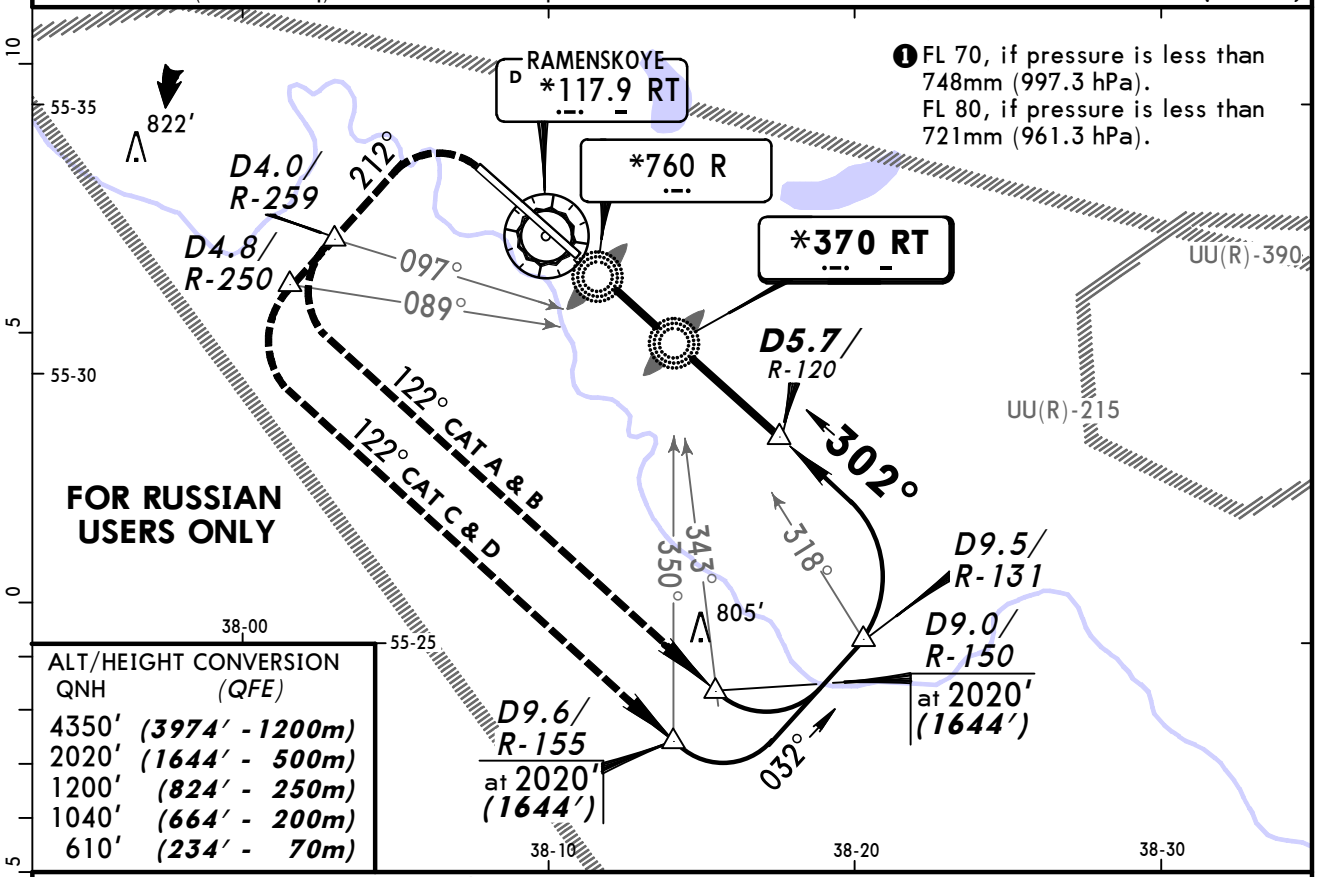
RADAR	Final Apch Crs **302°**	PAR GS **LOM** 1196′ (820′)	PAR DA(H) 1032′ (656′)	Apt Elev 404′
NDB RT ***370**		Minimum Alt **D5.7** 2020′ (1644′)	NDB MDA(H) Refer to Minimums	RWY **376′**

MISSED APCH: Climb to 1040′ (664′), then turn LEFT onto 212° climbing to 2020′ (1644′), then as directed.



MSA
ARP

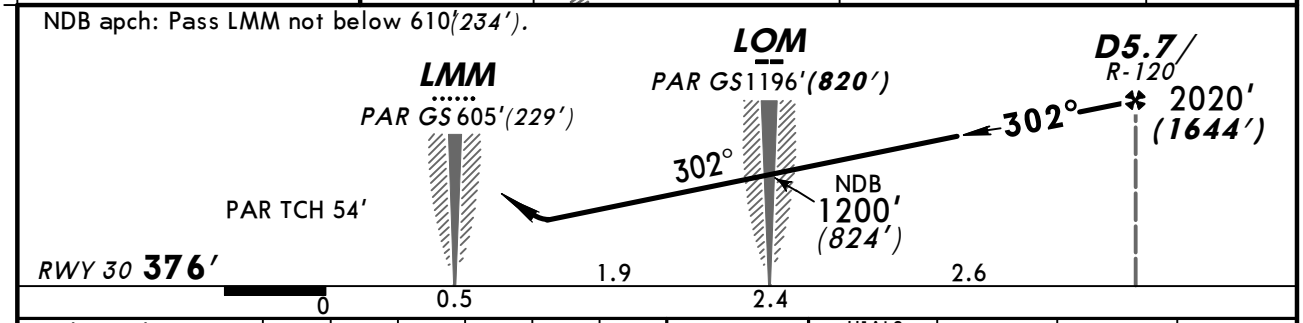
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4350′ (3974′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	(3974′ - 1200m)
2020′	(1644′ - 500m)
1200′	(824′ - 250m)
1040′	(664′ - 200m)
610′	(234′ - 70m)

NDB apch: Pass LMM not below 610′ (234′).



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	3.00°	372	478	531	637	743	849

HIALS
PAPI PAPI

1040′ (664′) ↑ | 212° LT | 2020′ (1644′) ↑

STRAIGHT-IN LANDING RWY **30**

PAR		NDB		
DA(H) 1032′ (656′)		with FAF MDA(H) 1040′ (664′)	w/o FAF MDA(H) 1140′ (764′)	
ALS out		ALS out	ALS out	

PANS OPS

A	3200m		3200m		
B					
C	3200m	3500m	3200m	3200m	3600m
D				3600m	4000m

CHANGES: None.

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JeppView for Windows

Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

RAMENSKOYE, (RAMENSKOYE - UUBW)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UUBW

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

(STARs and RNAV STARs) Following speed restriction applicable: MAX 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250; MAX 270 KT +/- 10 KT below FL250 to FL100; MAX 250 KT +/- KT below FL100 to TL.

Chart Change Notices for Country RUS

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011.Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.