

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UDD

Terminal Charts For UDD

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Moscow Rus
IATA Code: DME
Lat/Long: N55° 24.5' E037° 54.4'
Elevation: 593 ft

Airport Use: Public
Magnetic Variation: 10.3°E

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

Sunrise: 0213 Z
Sunset: 1642 Z,

Runway Information

Runway: 14L
Length x Width: 12444 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 551 ft
Lighting: Edge, ALS, Centerline

Runway: 14R
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 593 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32L
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 531 ft
Lighting: Edge, ALS, Centerline

Runway: 32R
Length x Width: 12444 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 519 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS 128.3
ATIS 122.95 Non-English
Domodedovo-Tower 2 Tower 119.7
Domodedovo-Tower 1 Tower 129.0 Secondary
Domodedovo-Tower 1 Tower 124.4 Secondary
Domodedovo-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 Secondary
Domodedovo Apron 1 Ramp/Taxi Control 124.4 Secondary
Domodedovo Apron 1 Ramp/Taxi Control 119.0
Domodedovo Clearance Delivery 129.15
Domodedovo Approach Control 129.0 Secondary
Domodedovo Approach Control 124.4 Secondary
Domodedovo Approach Control 120.6
Domodedovo Radar 129.0 Secondary
Domodedovo Radar 127.7 MF
Domodedovo Radar 124.4 Secondary
Domodedovo Radar 119.45 Secondary
Domodedovo De-Icing Operations 130.6

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 less than 800m at least at one of the three measuring points and/or CEILING is 80m or below.
- Activation: RVR less than 600m at least at one of the three measuring points and/or CEILING is 60m or below.
- Termination: RVR TDZ is more than 800m at all three measuring points 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 vacate. 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 vacate to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacate of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A11.

- When vacating RWY along TWY A7:

After report to DOMODEDOVO Tower about the vacate 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 H2, 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.

- When vacating RWY along TWY A8, A9 or A11:

After report to DOMODEDOVO Tower about the vacate of ILS critical area, the flight crew 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 the ACFT position (TWY or Taxi Route) and 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 of the stand by the ACFT shall be reported by the flight crew to DOMODEDOVO Apron using the following phraseology: "ACFT callsign + on 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 and after report to DOMODEDOVO Tower about the vacate of ILS critical area, the flight crew shall continue to proceed to

1. GENERAL

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 and after report to DOMODEDOVO Tower about the vacation of ILS critical area, the flight crew 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.

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.

During taxiing on the apron and on the manoeuvring area, the flight crew 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 14L (TWY B1), RWY 14R (TWY A2), RWY 32L (TWY A11), 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. TAXI PROCEDURES

1.4.1. GENERAL

Taxiroute 32 (TR 32) MAX wingspan 128'/39m.

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 TWYs B3 and B4.

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

Taxiing along Taxiroutes H2 (TR H2) and 25 (TR 25) strictly along centerline with outer engines power.

Use Taxiroute H1 (TR H1) at reduced speed with Follow-me car.

1. GENERAL

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

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

1.4.2. A380

Taxiing along TWYs A5 thru A8 and Taxi route H2 (TR H2) with outer engines power. Taxiing to stand 18C along Taxi route H2 (TR H2) via Taxi route 25 (TR 25) strictly along centerline with outer engines power after Follow-me car.

Towing from stand 18C along Taxi route 25 (TR 25) and Taxi route H2 (TR H2) to engines start up point 13.

Outer engines start up at engines start up point 13.

Inner engines start up while taxiing along TWY M for take-off RWY 32L.

Inner engines start up on TWY A2 for take-off RWY 14R.

1.5. PARKING INFORMATION

Stands 1 thru 22 equipped with visual docking guidance system SAFEDOCK.

Stands 41, 41A, 42 and 86 available for run-up.

1.6. 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 FL100;

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.

2. ARRIVAL

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.

2.4. 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 shall 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 before reaching the distance 2.2NM from RWY extremity.

After landing the flight crew must vacate the RWY without delays at safe speed of taxiing off the RWY along the TWY designated beforehand. 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).

2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. GENERAL

Signs of exit from RWY 14L/R and 32L/R are located 98'/30m thru 115'/35m before RWY exit points.

2.5.2. 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;
- vacate the RWY to the Left along rapid exit TWY 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.

2.5.3. 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 - at the end of TWY A7 or 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.

2. ARRIVAL

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.

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".

3. DEPARTURE

3.1. DE-ICING

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,

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.

When de-icing treatment is carried out at start-up position, engine start-up is possible with the permission of DOMODEDOVO Apron and marshaller after finishing treatment of ACFT tail part and during winter treatment.

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 shall contact DOMODEDOVO Clearance not earlier than 15 min before planned departure 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.

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. DEPARTURE

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 his readiness for take-off, 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.

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 be used 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: "ACFT callsign + do you have ACFT type on final?"

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 + Behind landing ACFT type line up and wait".

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.

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').

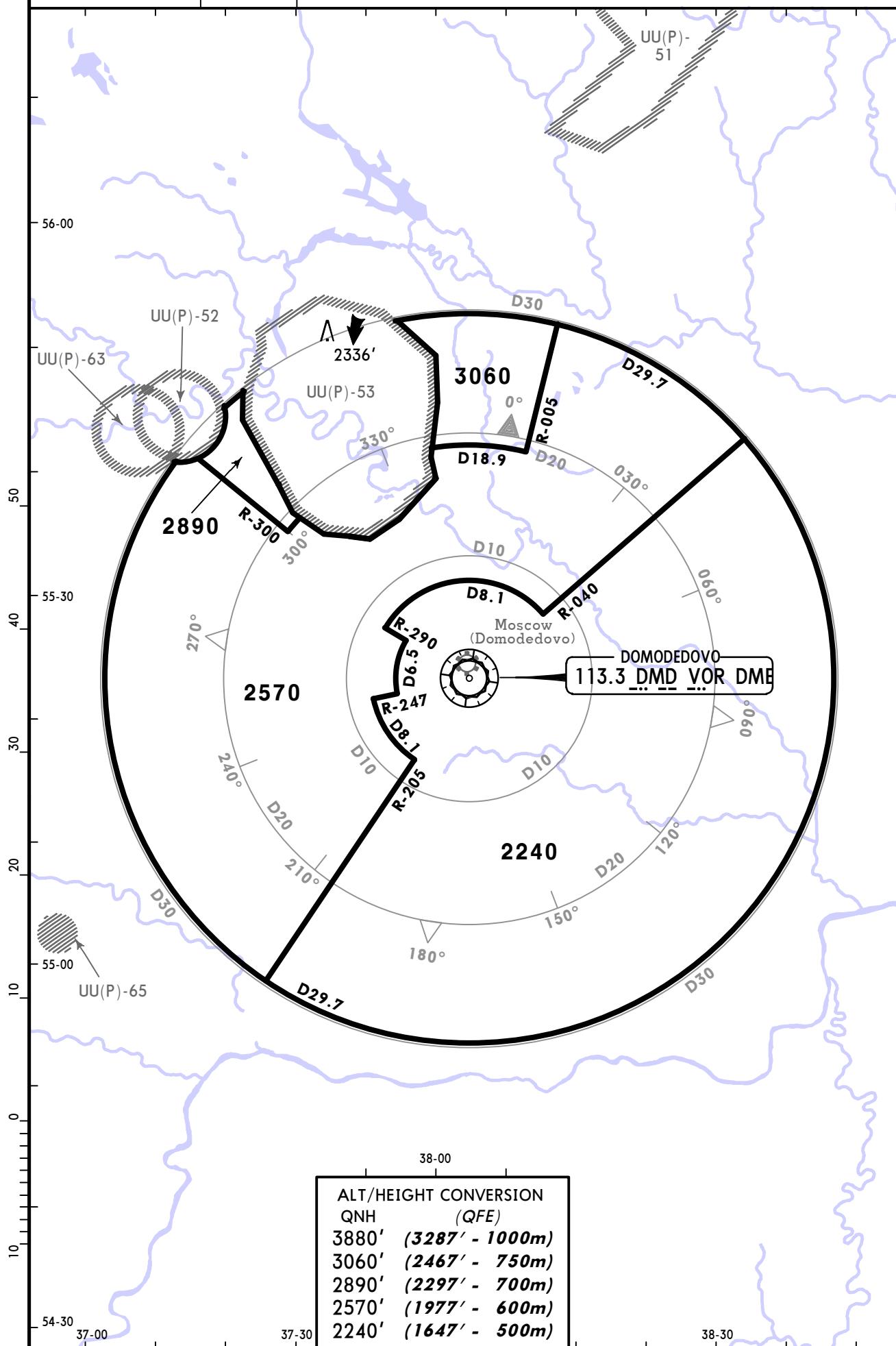
Noise Abatement Procedures NADP1 and NADP2

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

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 FL100.
2. The published minimum altitudes integrate a correction for low temperatures.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3060'	(2467' - 750m)
2890'	(2297' - 700m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)

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')

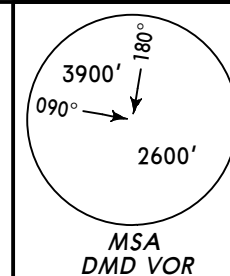
(QFE)

BD 1D, SW 1D
TO WT

BD 2D
TO LO

TRANSITIONS

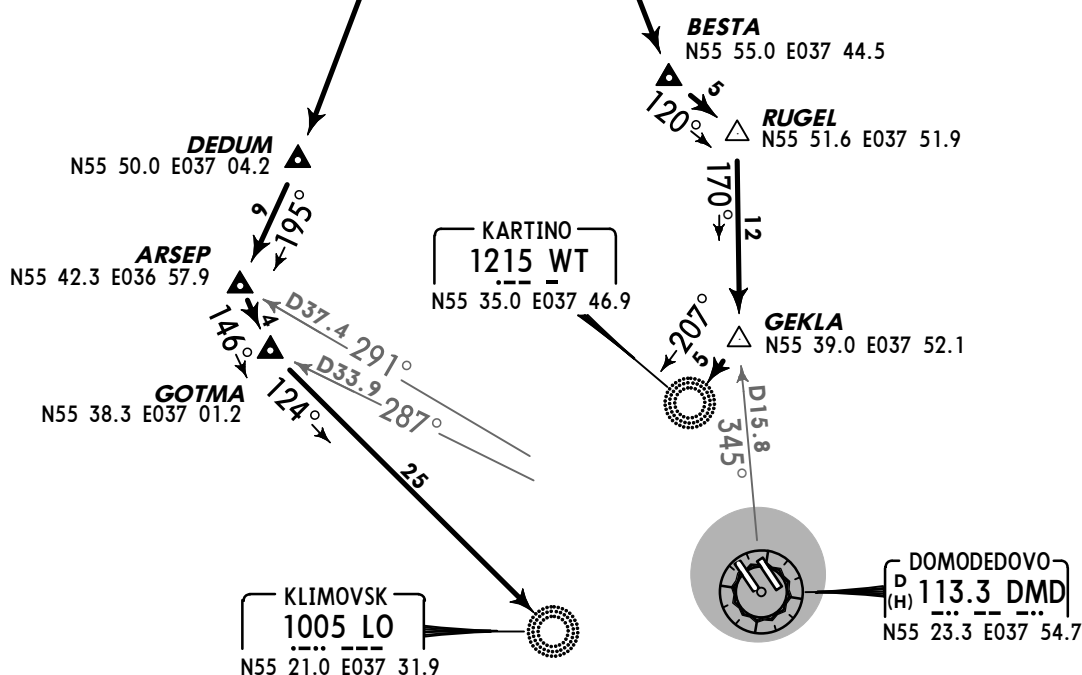
SPEED: MAX 250 KT BELOW FL100



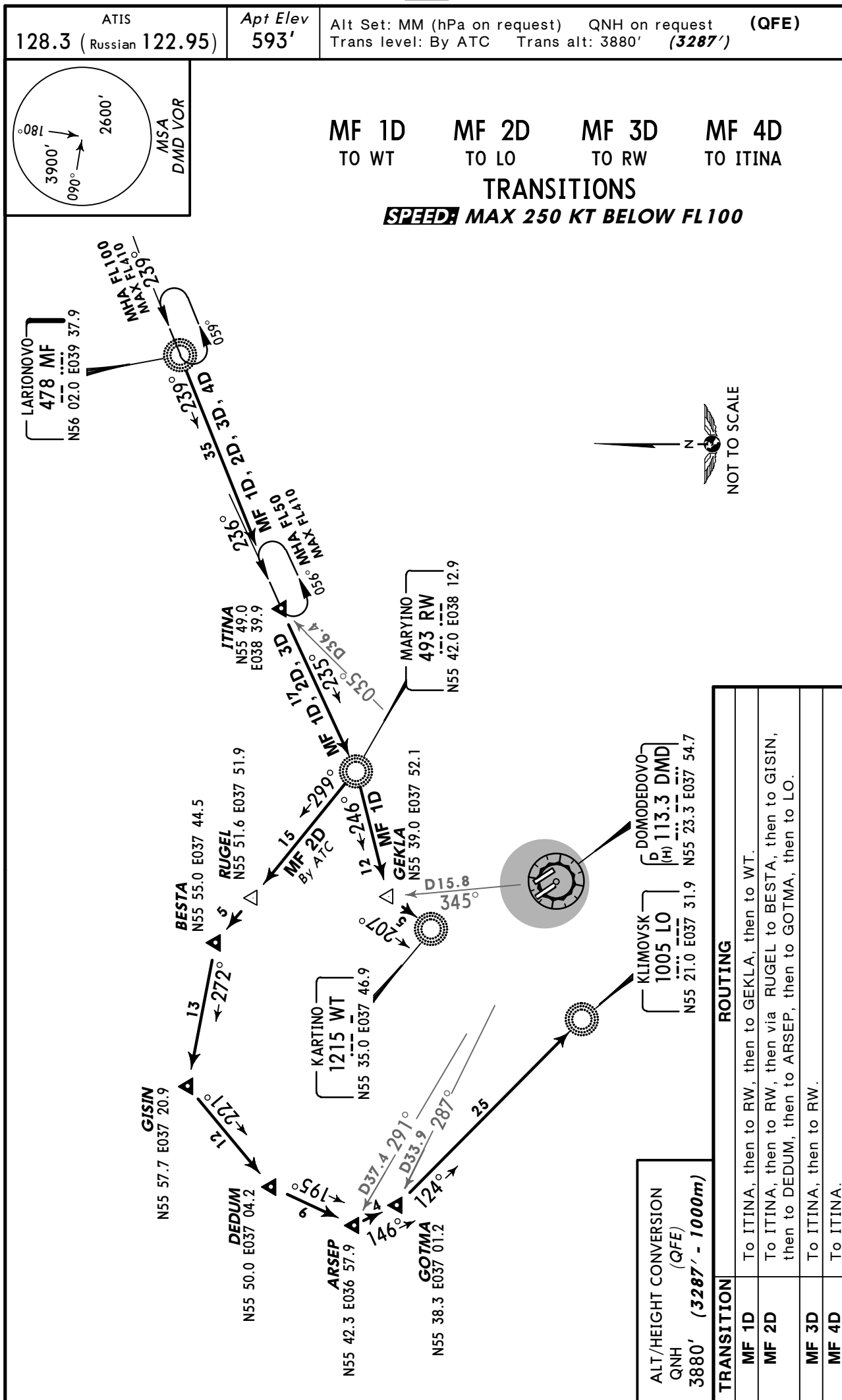
SAVELOVO
1285 SW
N56 22.0 E037 25.9

BOGDANOVO
360 BD
N57 06.0 E037 42.9

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.
SW 1D	To BESTA, then to RUGEL, then to GEKLA, then to WT.



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')

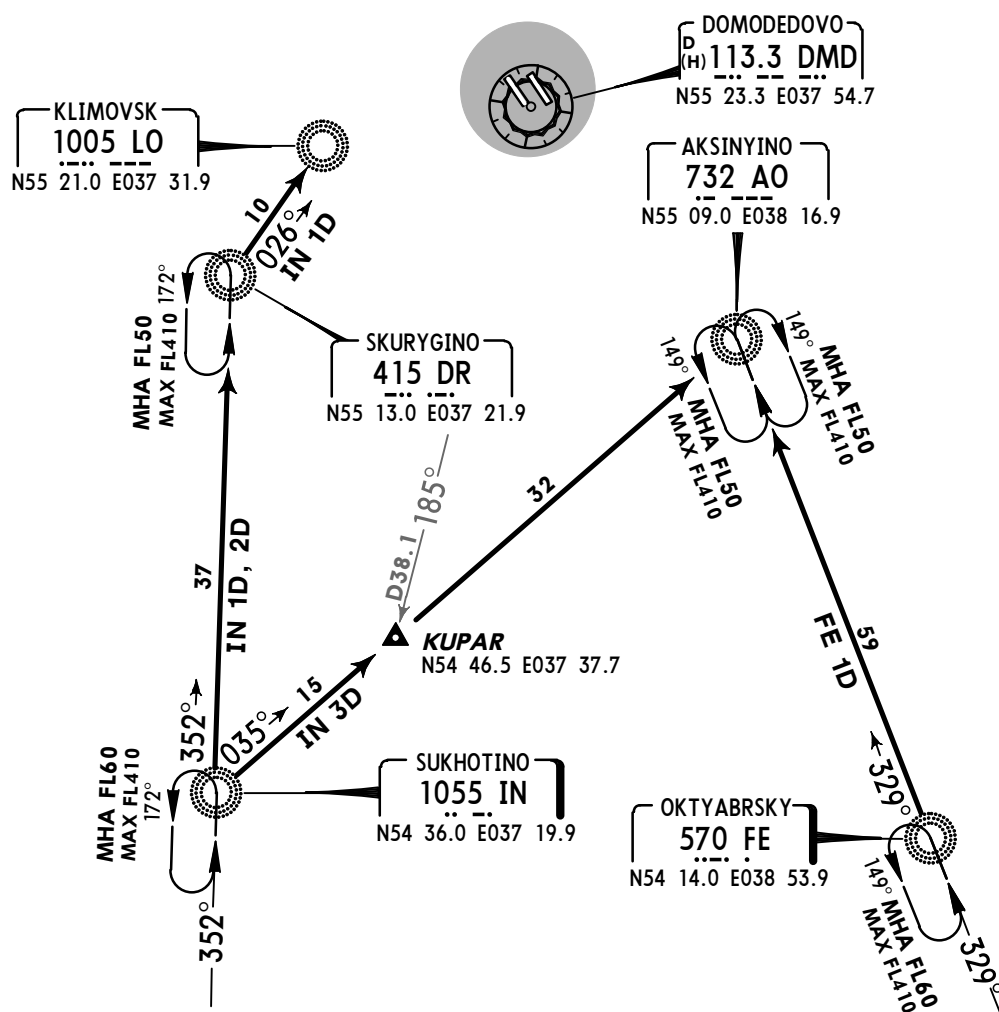
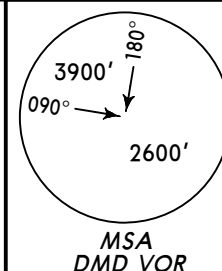
FE 1D, IN 3D
TO AO

IN 1D
TO LO

IN 2D
TO DR

TRANSITIONS

~~SPEED~~ MAX 250 KT BELOW FL100



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 KUPAR, then to AO.

ATIS
128.3 (Russian 122.95)

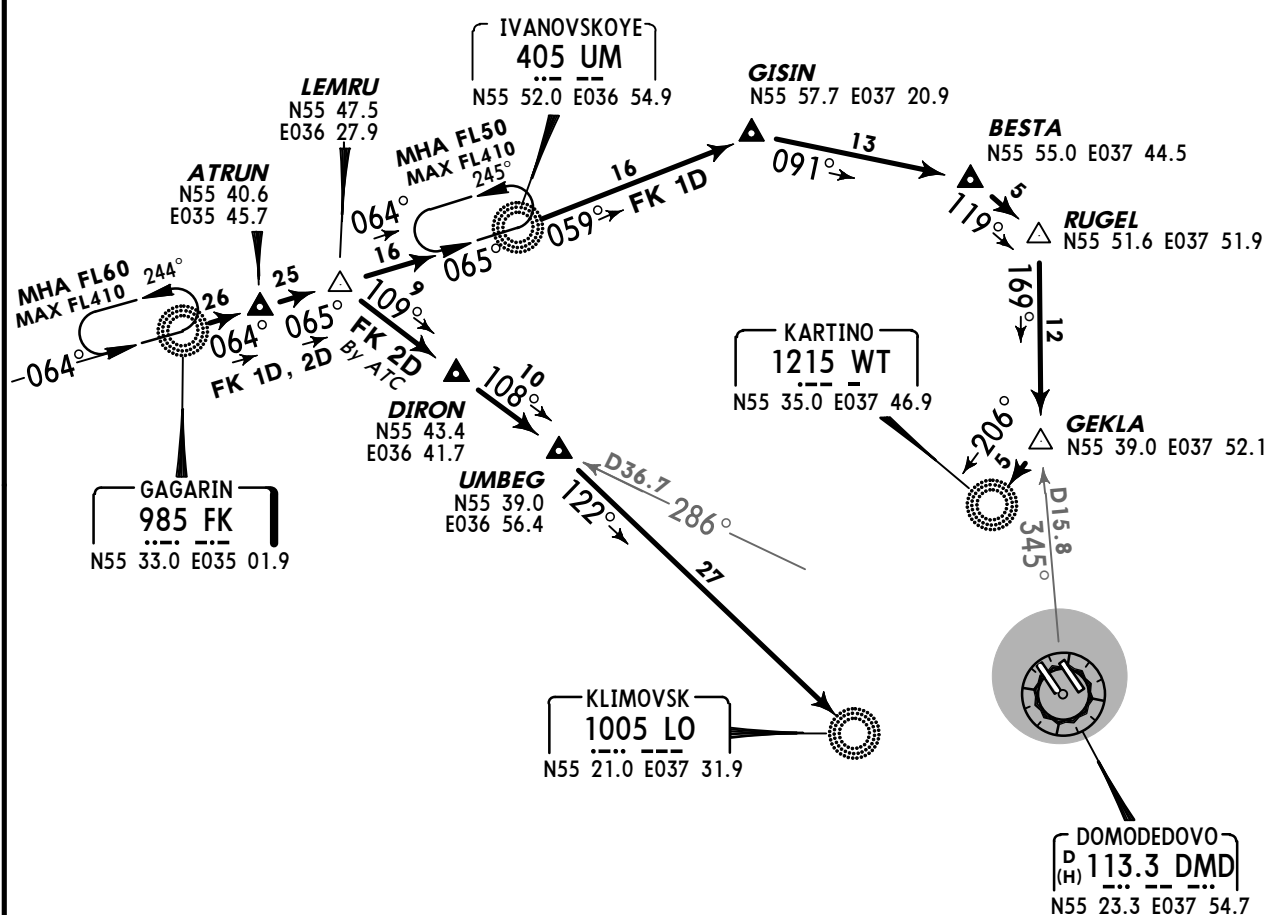
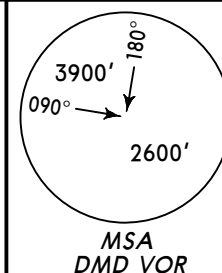
Apt Elev
593'

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

FK 1D TO WT
FK 2D TO LO

TRANSITIONS

SPEED MAX 250 KT BELOW FL100

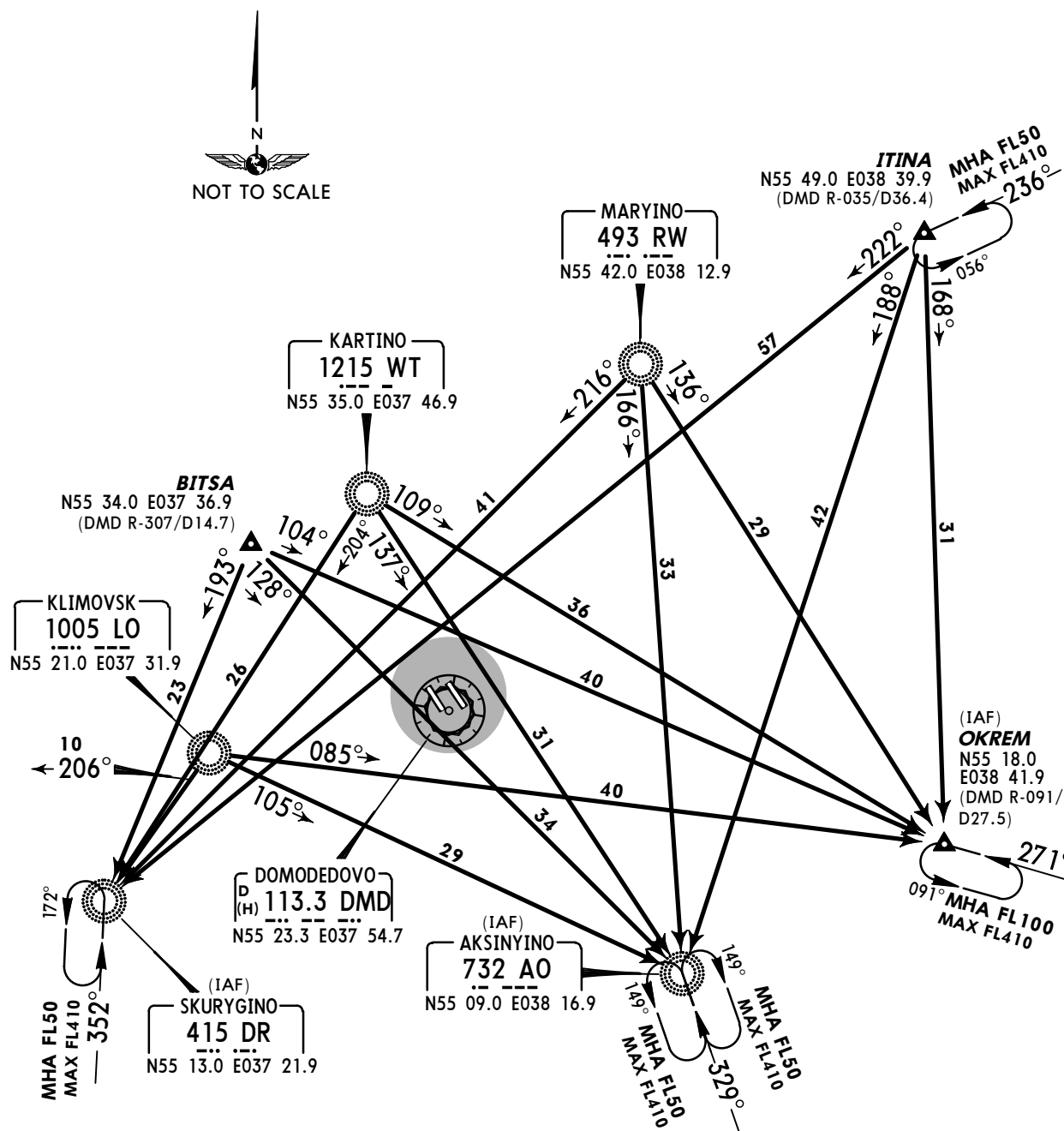
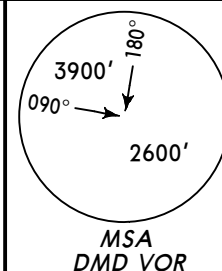


ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

TRANSITION	ROUTING
FK 1D	To ATRUN, then to LEMRU, then to UM, then to GISIN, then to BESTA, then to RUGEL, then to GEKLA, then to WT.
FK 2D	To ATRUN, then to LEMRU, then to DIRON, then to UMBEG, then to LO.

(QFE)

SPEED: MAX 250 KT BELOW FL100



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

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.

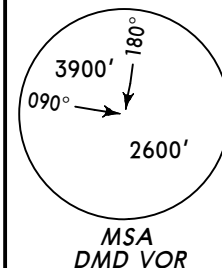
AKSINYINO 14A (AO 14A)

AKSINYINO 14B (AO 14B)

AKSINYINO 14F (AO 14F)

RWYS 14R/L ARRIVALS

SPEED MAX 250 KT BELOW FL100



D12.5 DMD
N55 30.6 E037 36.8
(DMD R-296)
(110° brg to DM)

At 3550'
(2957')

D12.0 DMD
N55 30.2 E037 37.4
(109° brg to DM)

At 3550'
(2957')

D11.9 DMD
N55 29.0 E037 36.3
(DMD R-289)
(101° brg to DM)
(097° brg to W)

At 3550'
(2957')

D4.9 DMD
N55 22.8 E037 46.1
(DMD R-255)

D6.2 DMD
(DMD R-254)
(046° brg to DM)
(051° brg to W)

D4.5 DMD
N55 22.3 E037 46.9
(030° brg to DM)

D8.0 DMD
N55 15.4 E037 53.3
(352° brg to W)

VIDKA
N55 32.8 E037 42.5
(DMD R-314/D11.8)
(133° brg to DM)
(127° brg to W)

BULAT
N55 32.5 E037 40.2
(DMD R-308/D12.4)
(126° brg to DM)
(121° brg to W)

320 DM
N55 25.7 E037 51.8

887 W
N55 25.9 E037 53.9

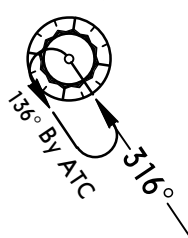
DOMODEDOVO
D(H) 113.3 DMD
N55 23.3 E037 54.7



HOLDINGS OVER

AO

DMD



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

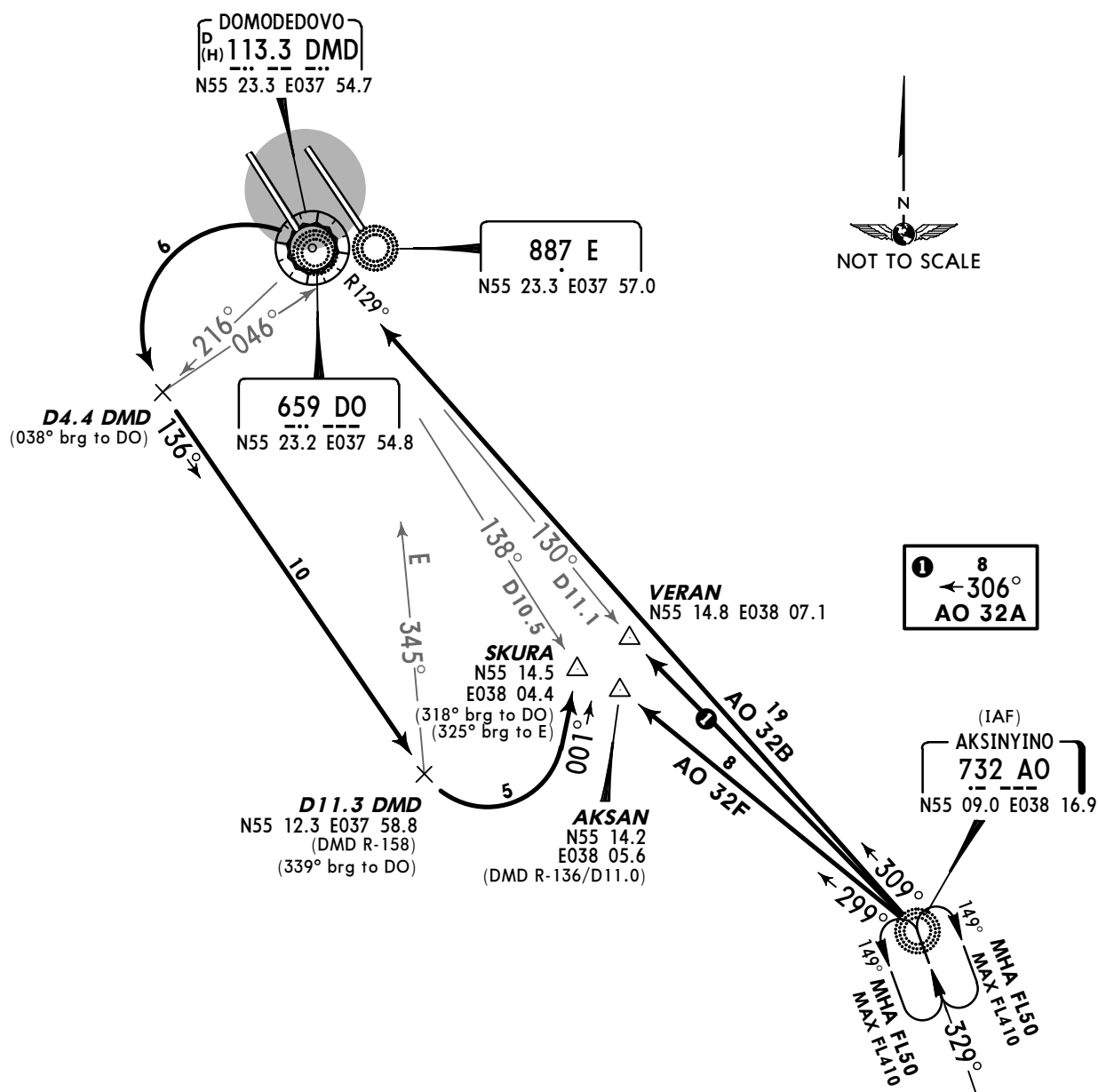
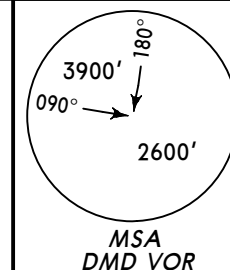
(IAF)
AKSINYINO
732 AO
N55 09.0 E038 16.9

ATIS
128.3
(Russian 122.95)

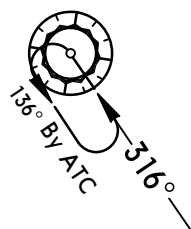
Apt Elev
593'

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 FL100



**HOLDING
OVER DMD**



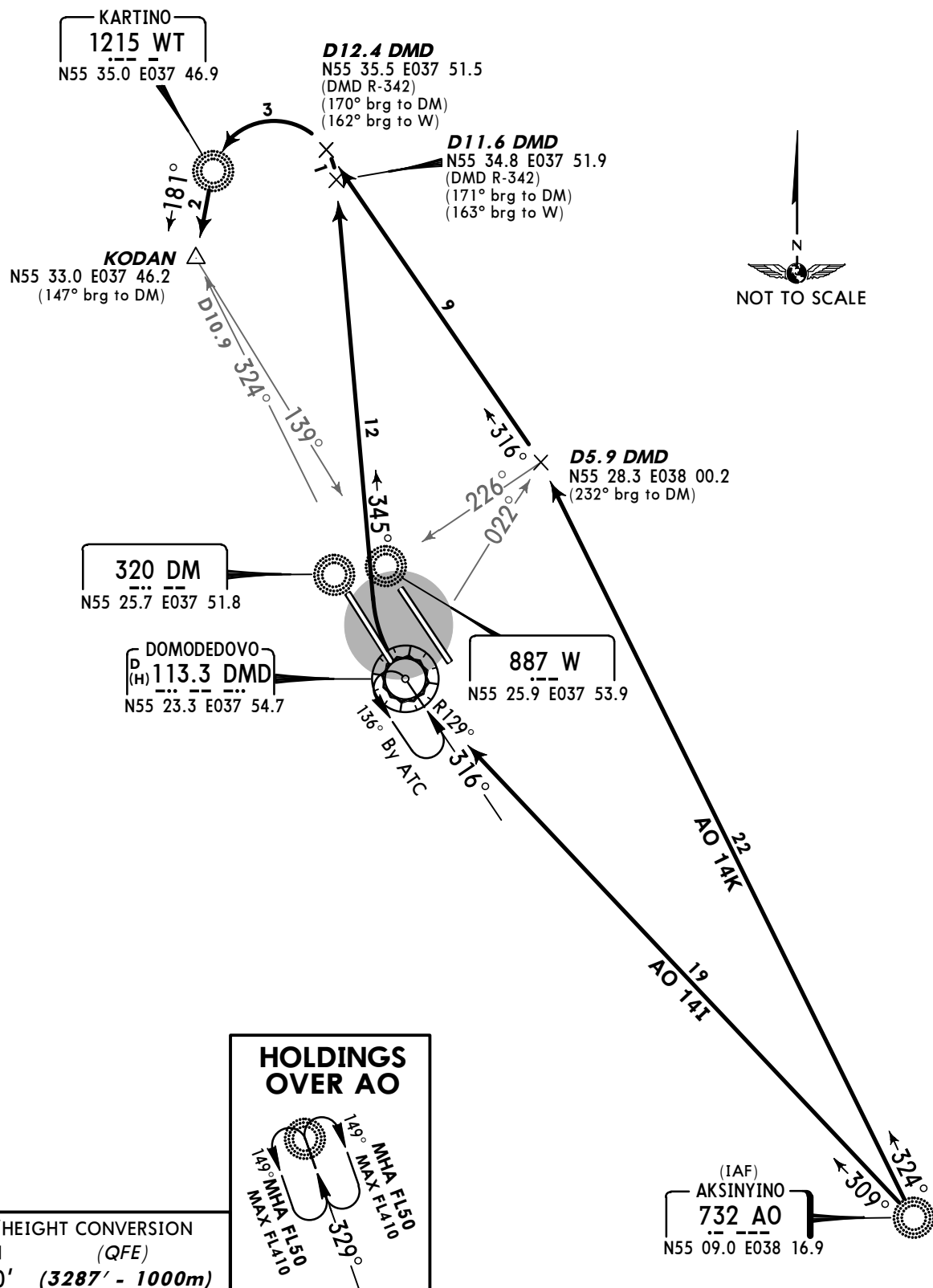
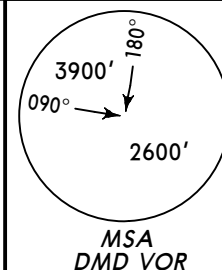
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

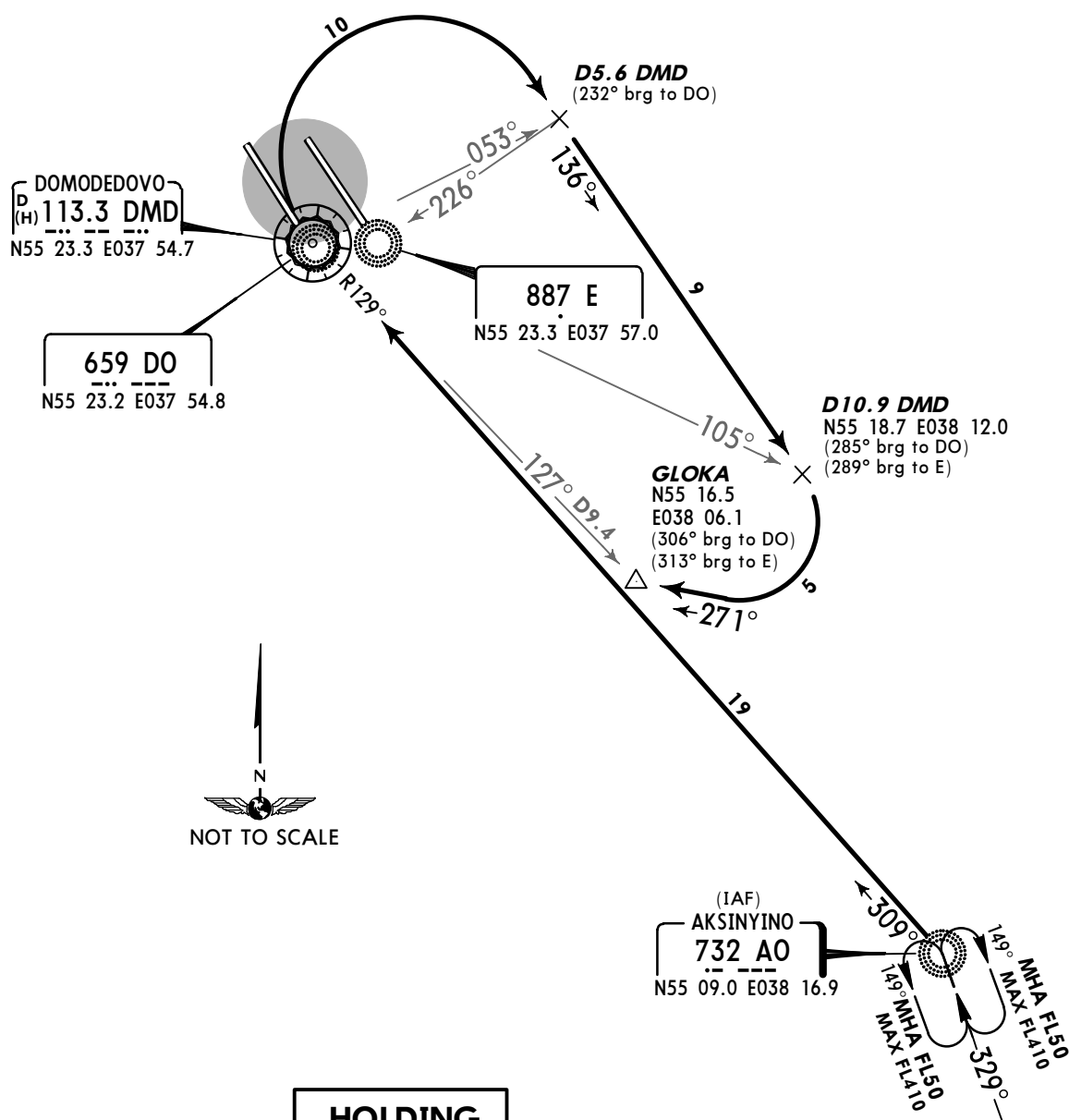
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14I (AO 14I)
AKSINYINO 14K (AO 14K)
RWYS 14R/L ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100



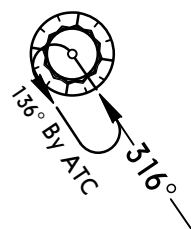
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

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.



NOT TO SCALE

HOLDING OVER DMD



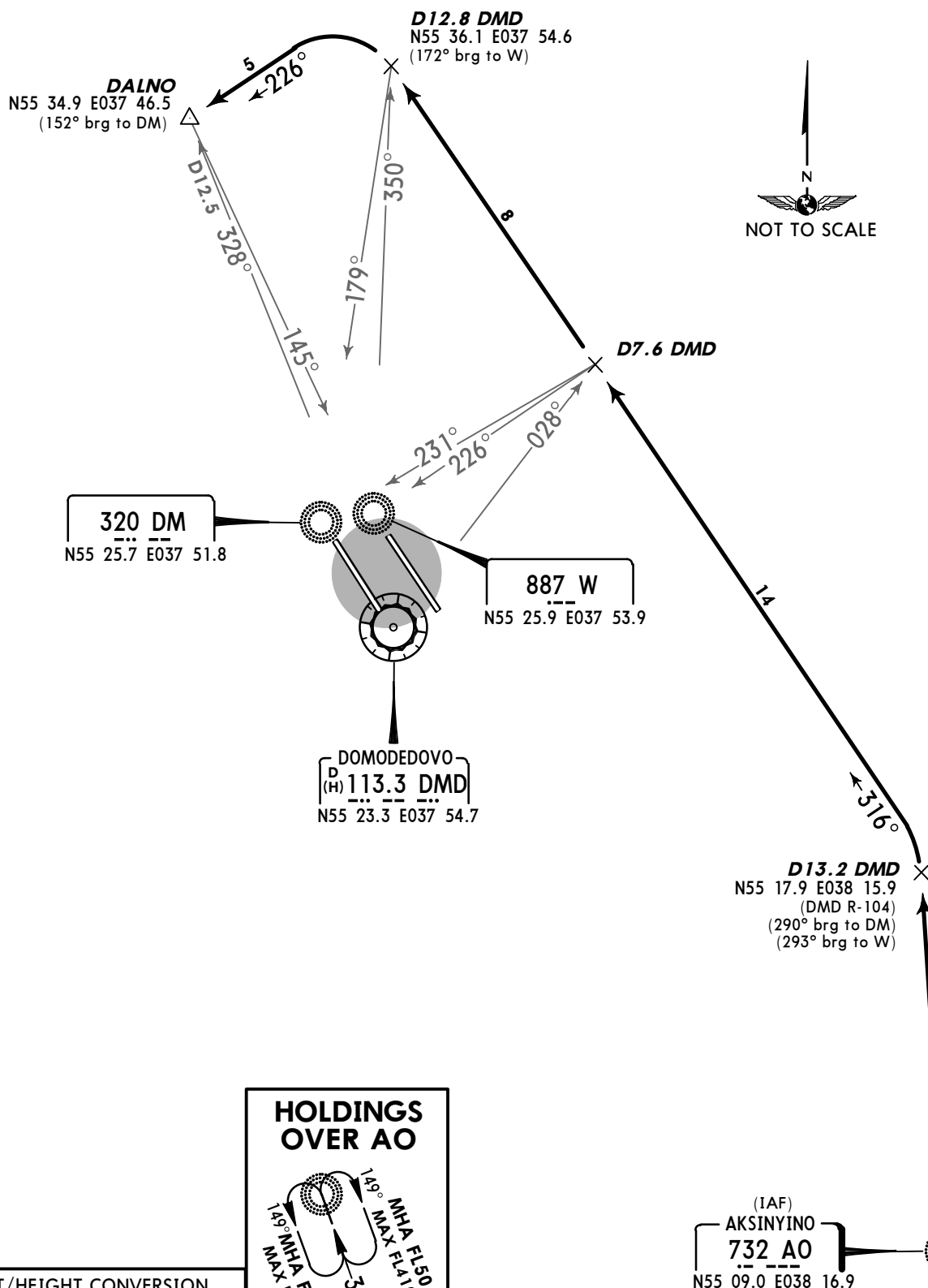
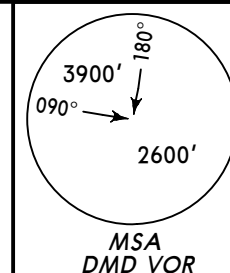
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

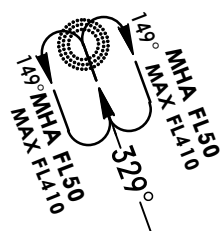
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14N (AO 14N)
RWYS 14R/L ARRIVAL
BY ATC
~~SPEED~~ MAX 250 KT BELOW FL100



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

HOLDINGS
OVER AO



(IAF)
AKSINYINO
732 AO
N55 09.0 E038 16.9

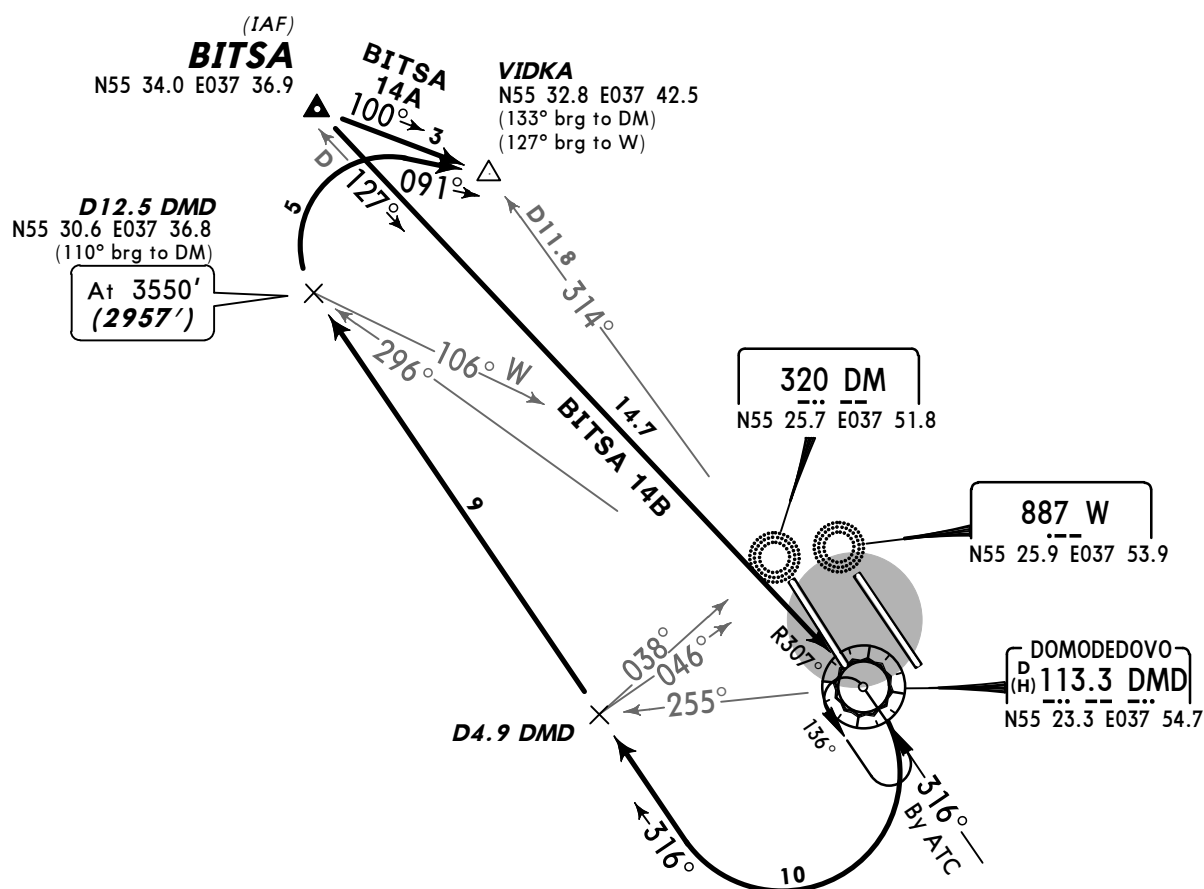
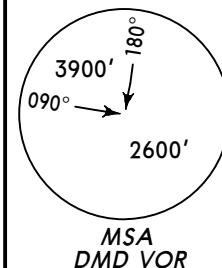
ATIS
128.3
(Russian 122.95)

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 FL100



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



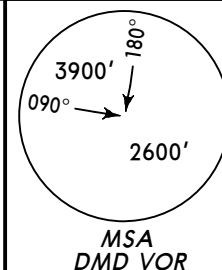
ATIS
128.3
(Russian 122.95)

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 FL100

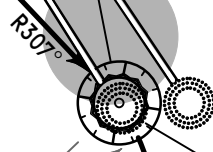


(IAF)
BITSA
N55 34.0 E037 36.9



BITSA 32B
14.7
BITSA 32A
16

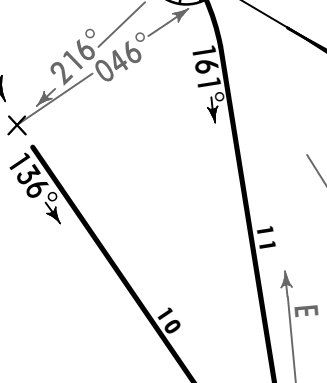
DOMODEDOVO
D 113.3 DMD
(H) N55 23.3 E037 54.7



887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

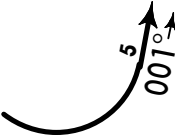
D4.4 DMD
N55 20.3 E037 49.2
(038° brg to DO)



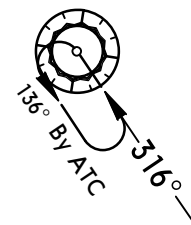
D10.6 DMD
N55 12.9 E037 58.3
(DMD R-159)
(339° brg to DO)
(346° brg to E)

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

SKURA
N55 14.5 E038 04.4
(318° brg to DO)
(325° brg to E)



**HOLDING
OVER DMD**



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

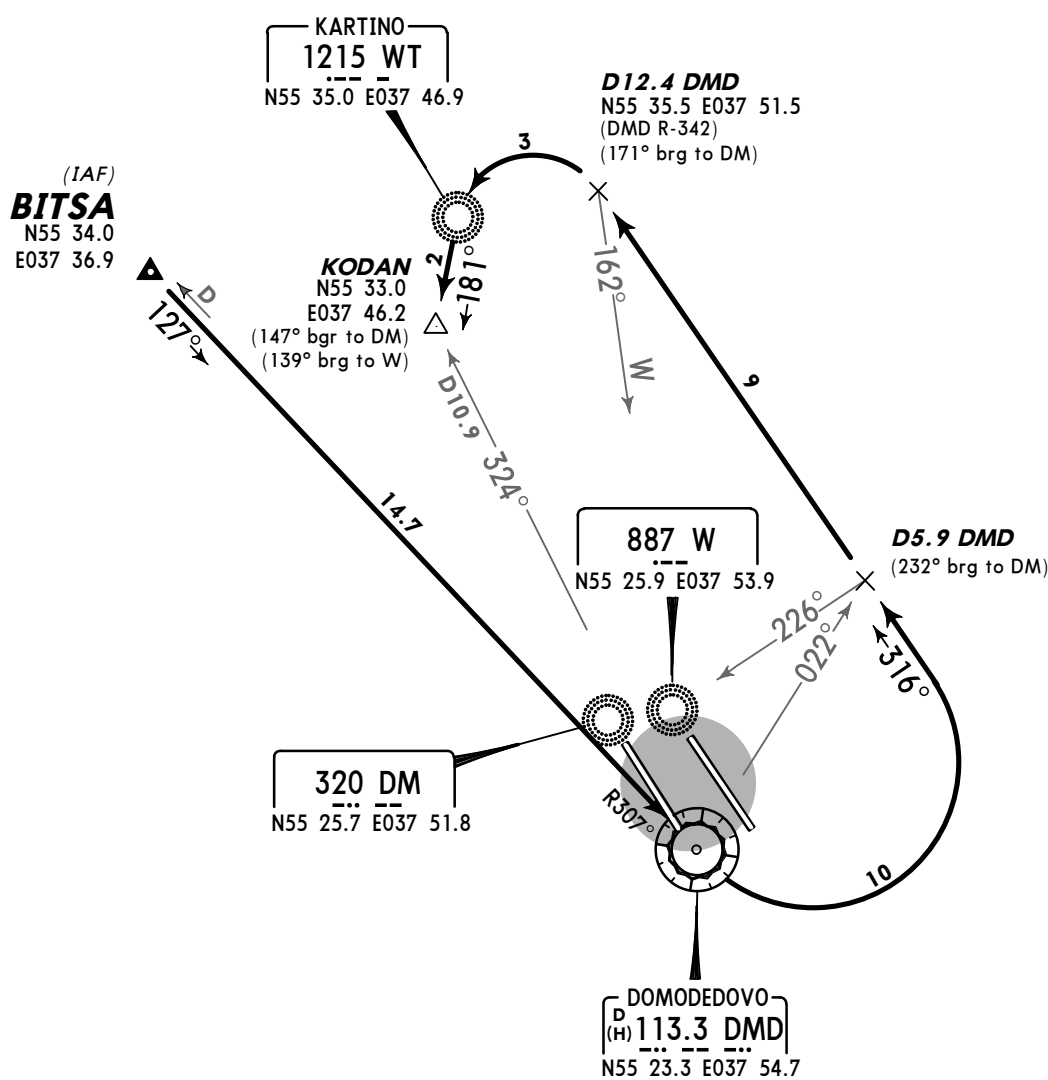
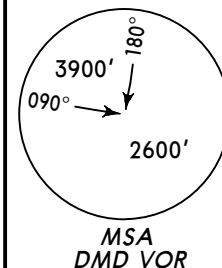
ATIS
128.3
(Russian 122.95)

Apt Elev
593'

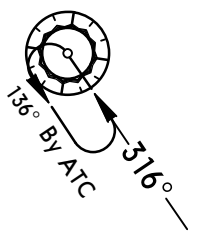
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED MAX 250 KT BELOW FL100



**HOLDING
OVER DMD**



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



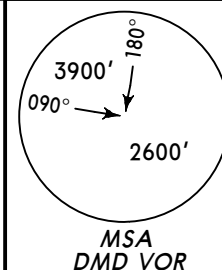
ATIS
128.3
(Russian 122.95)

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 FL100



(IAF)
BITSA
N55 34.0 E037 36.9



BITSA 32K
16
BITSA 32I
14.7

DOMODEDOVO
D(H) 113.3 DMD
N55 23.3 E037 54.7

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)

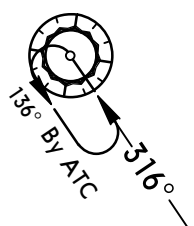
D5.6 DMD
N55 25.8 E038 03.4
(DMD R-053)
(232° brg to DO)

D10.2 DMD
N55 19.2 E038 11.1
(284° brg to DO)
(287° brg to E)

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

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

**HOLDING
OVER DMD**



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

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

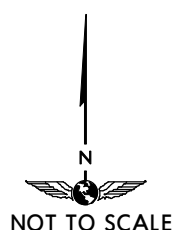
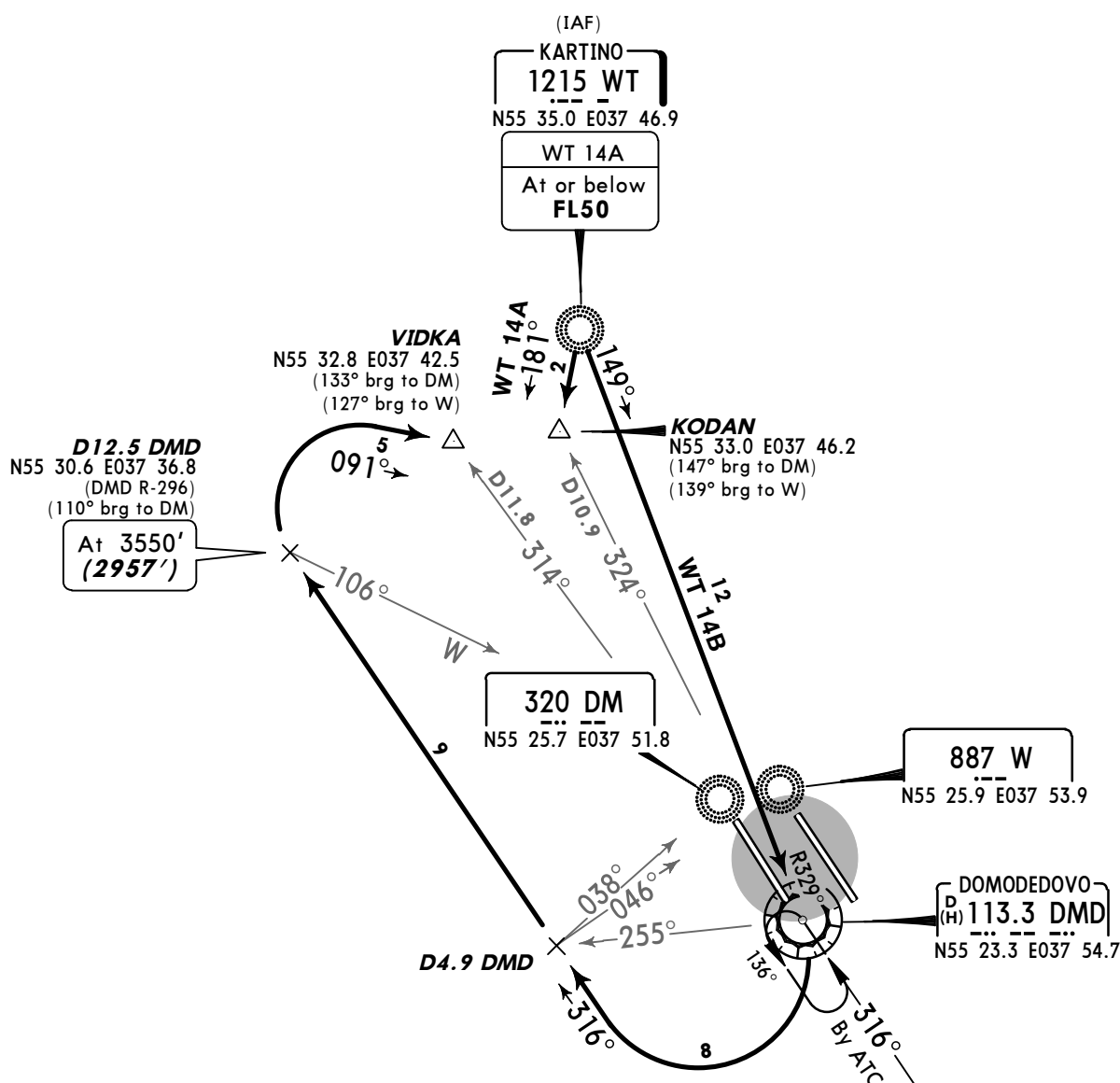
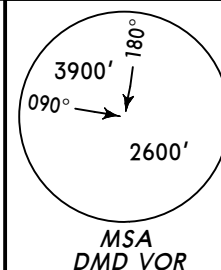
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14A (WT 14A)

KARTINO 14B (WT 14B)

RWYS 14R/L ARRIVALS

SPEED MAX 250 KT BELOW FL100



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

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

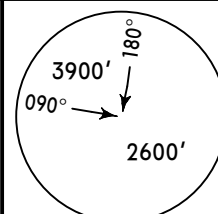
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32A (WT 32A)

KARTINO 32B (WT 32B)

RWYS 32L/R ARRIVALS

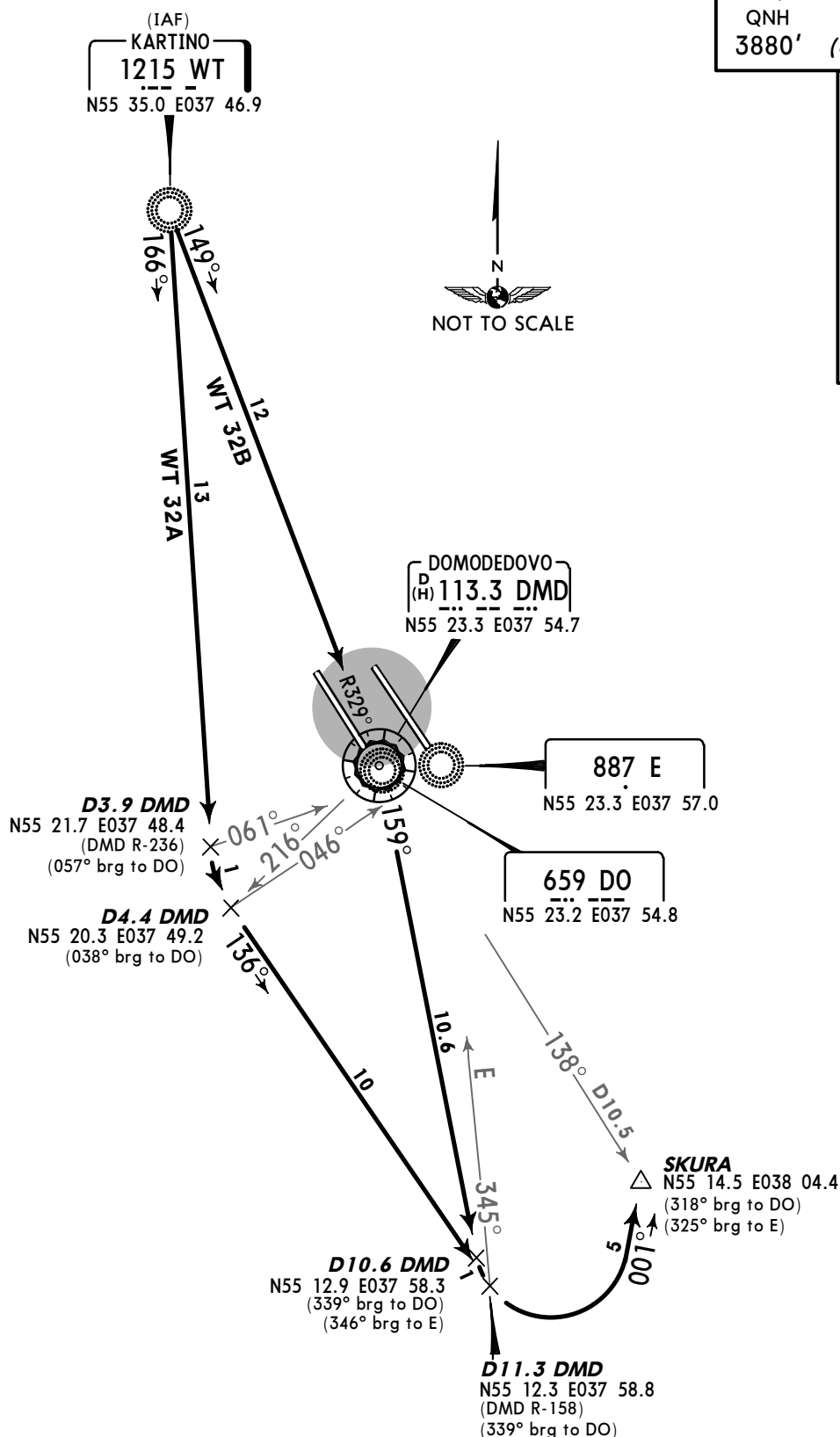
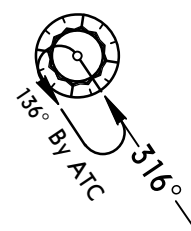
SPEED MAX 250 KT BELOW FL100



MSA
DMD VOR

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

**HOLDING
OVER DMD**

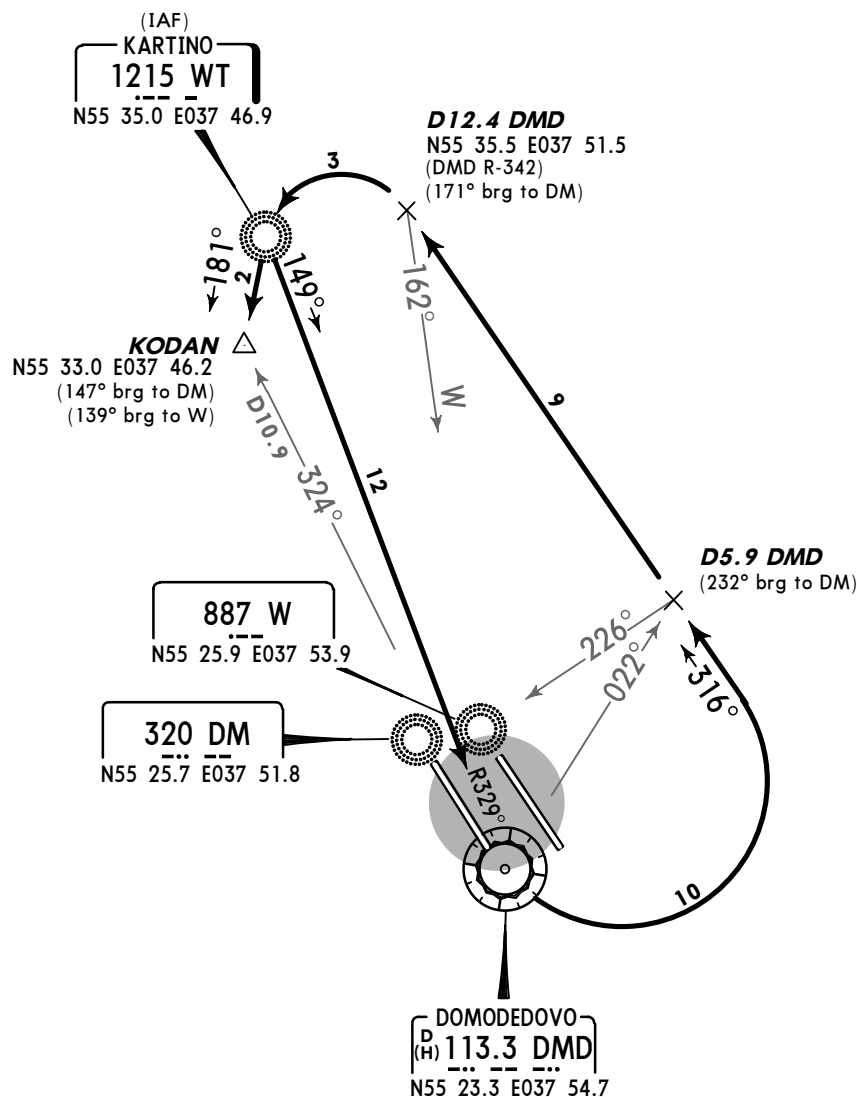
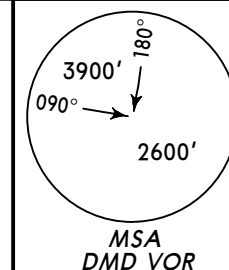


ATIS
128.3
(Russian 122.95)

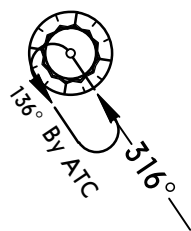
Apt Elev
593'

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
~~SPEED~~ MAX 250 KT BELOW FL100



**HOLDING
OVER DMD**



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

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

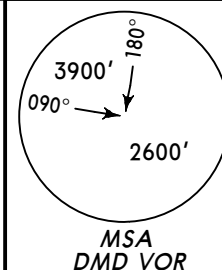
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 32I (WT 32I)

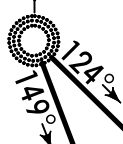
KARTINO 32K (WT 32K)

RWYS 32L/R ARRIVALS

SPEED MAX 250 KT BELOW FL100



(IAF)
KARTINO
1215 WT
N55 35.0 E037 46.9



WT 32I
12

WT 32K
13

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)

DOMODEDOVO
D(H) 113.3 DMD
N55 23.3 E037 54.7

659 DO

N55 23.2 E037 54.8

887 E

N55 23.3 E037 57.0

D10.2 DMD

N55 19.2 E038 11.1
(284° brg to DO)
(287° brg to E)

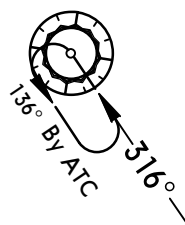
D10.9 DMD

N55 18.7 E038 12.0
(DMD R-105)
(285° brg to DO)
(289° brg to E)

GLOKA

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

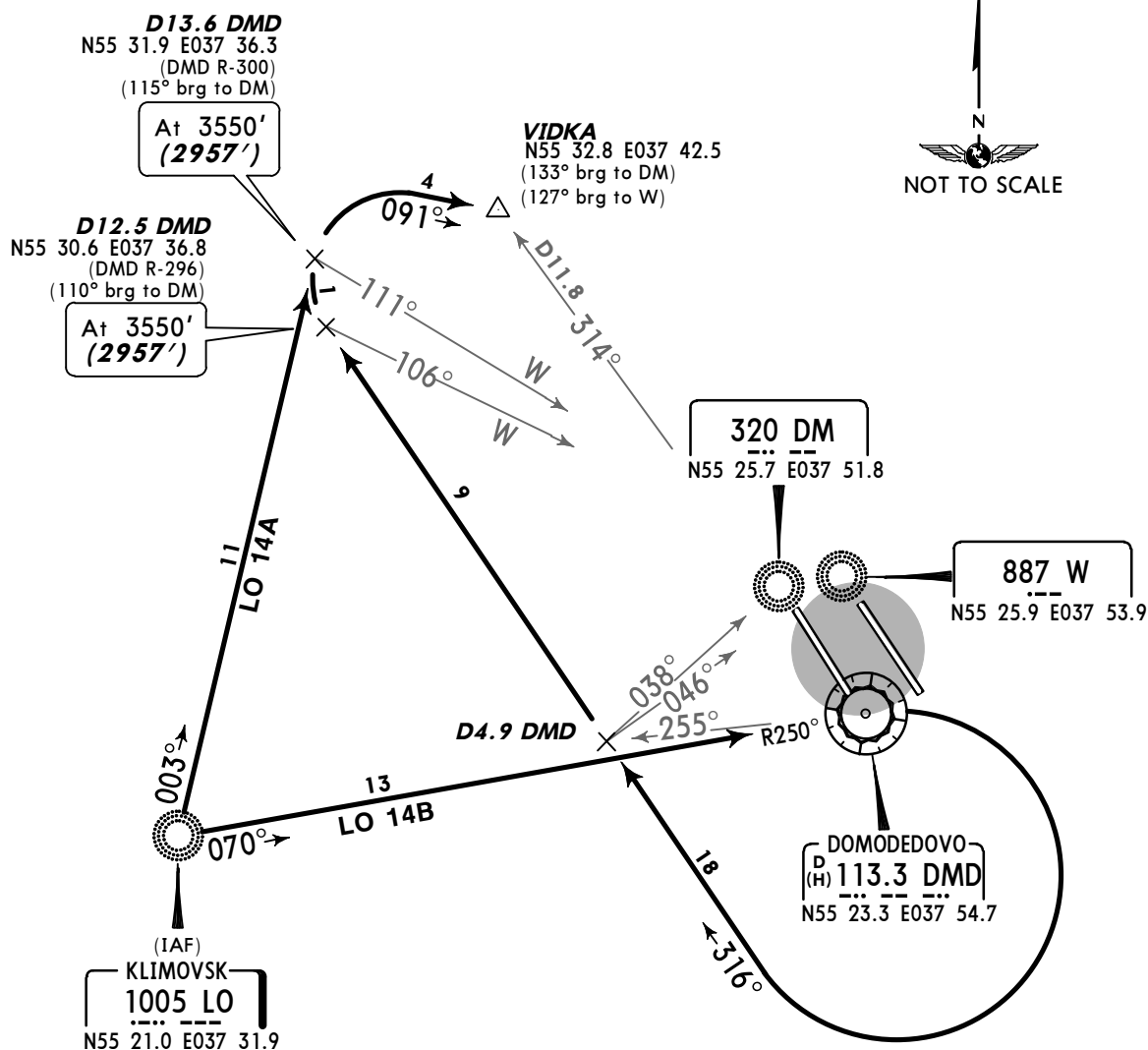
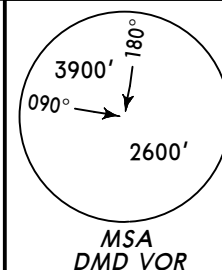
**HOLDING
OVER DMD**



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

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.

SPEED: MAX 250 KT BELOW FL100



HOLDING OVER DMD



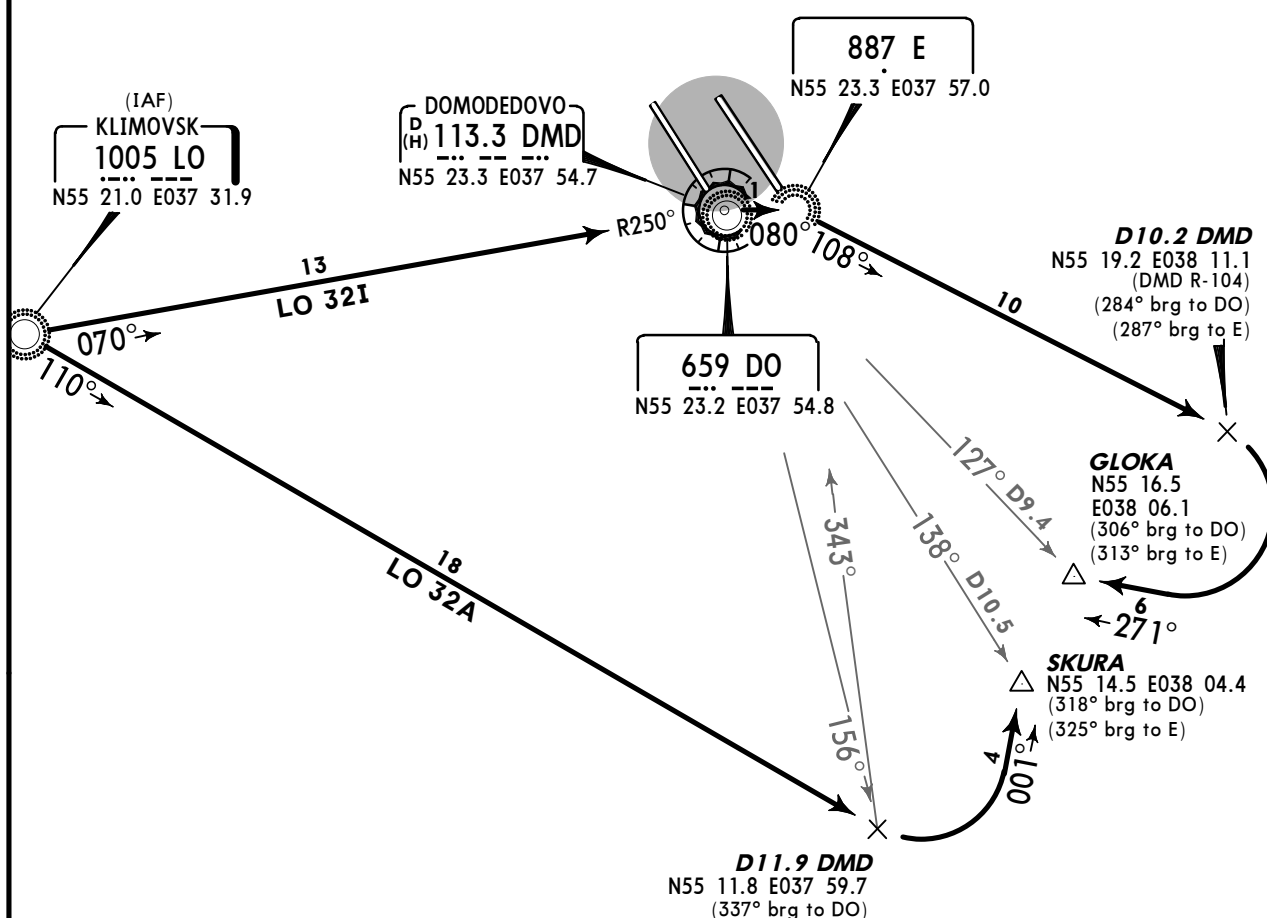
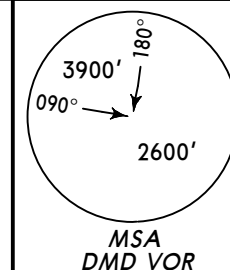
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

ATIS
128.3
(Russian 122.95)

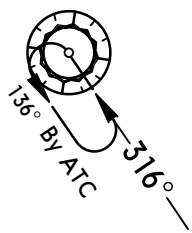
Apt Elev
593'

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.

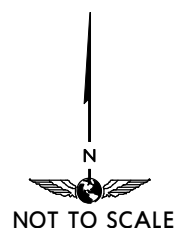
KLIMOVSK 32A (LO 32A)
KLIMOVSK 32I (LO 32I)
RWYS 32L/R ARRIVALS
~~SPEED~~ MAX 250 KT BELOW FL100



**HOLDING
OVER DMD**



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



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.

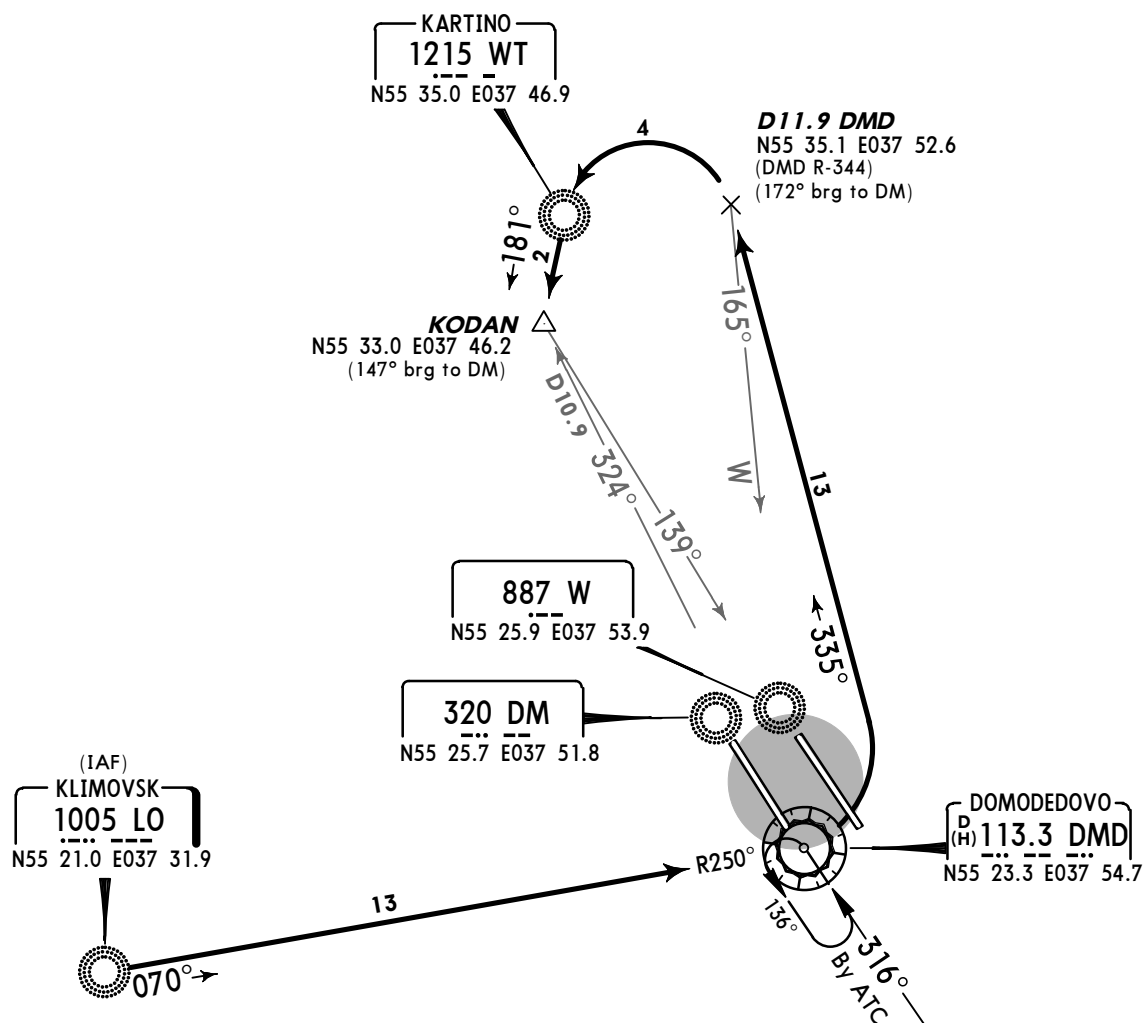
3900'

090°

180°

2600'

MSA
DMD VOR



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

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

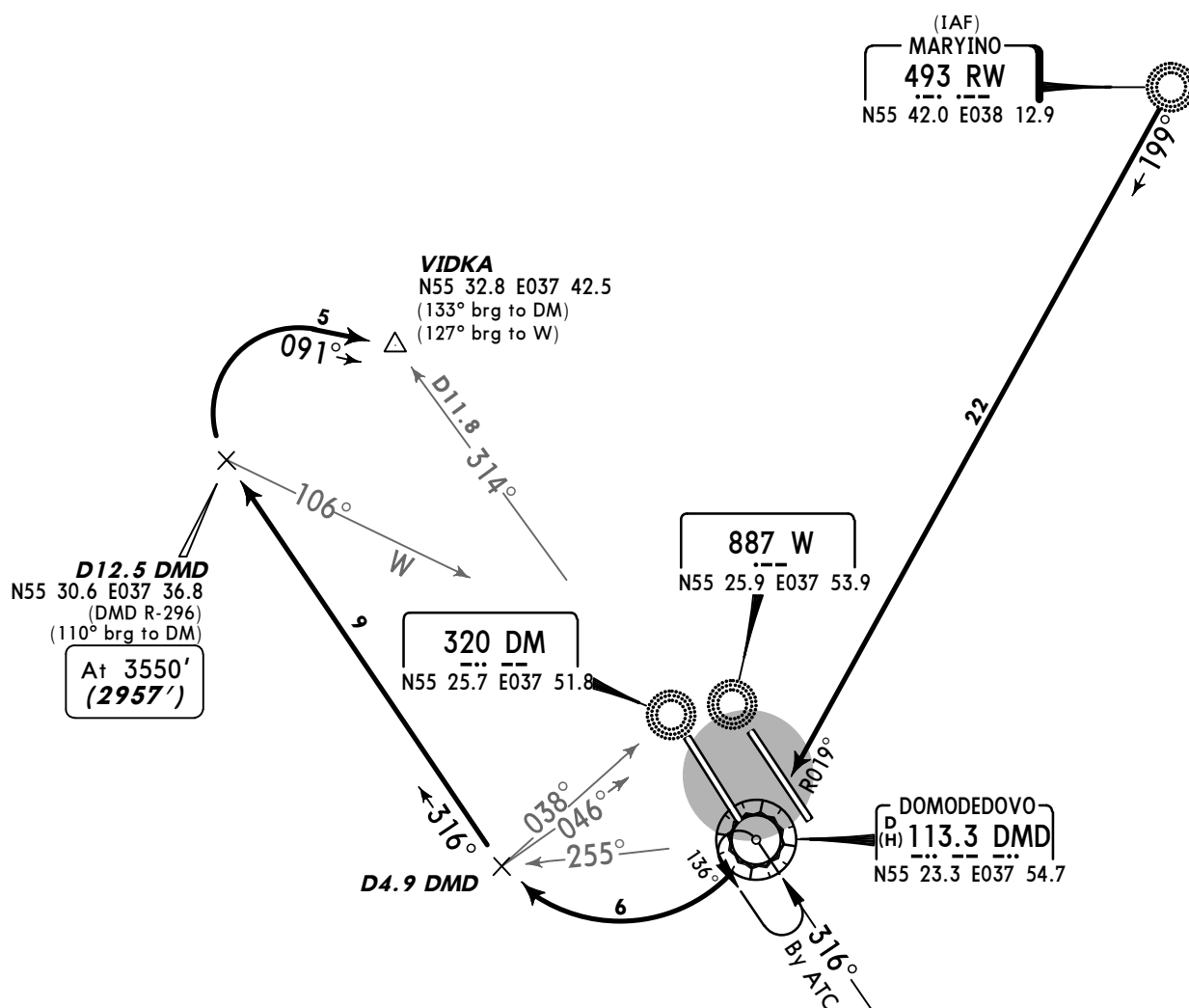
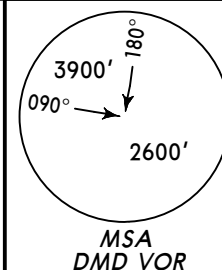
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 14B (RW 14B)

RWYS 14R/L ARRIVAL

BY ATC

SPEED MAX 250 KT BELOW FL100



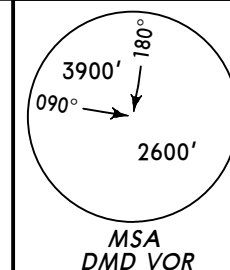
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

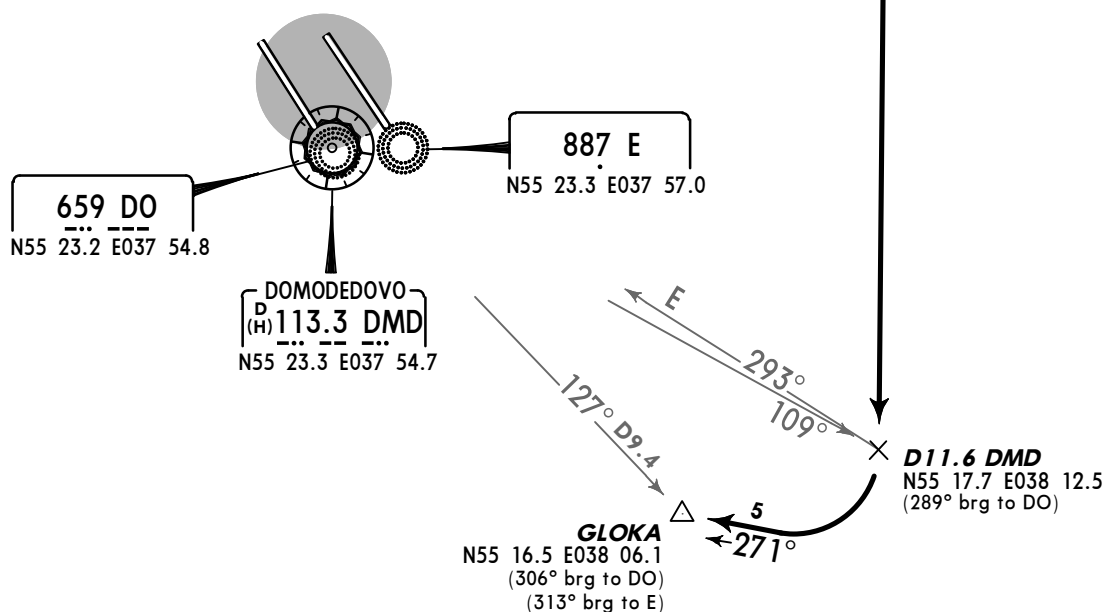
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.

MARYINO 32K (RW 32K)
RWYS 32L/R ARRIVAL
BY ATC
SPEED MAX 250 KT BELOW FL100



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

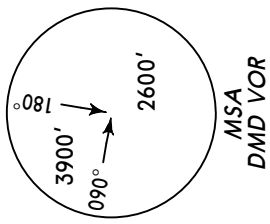
(IAF)
MARYINO
493 RW
N55 42.0 E038 12.9



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.

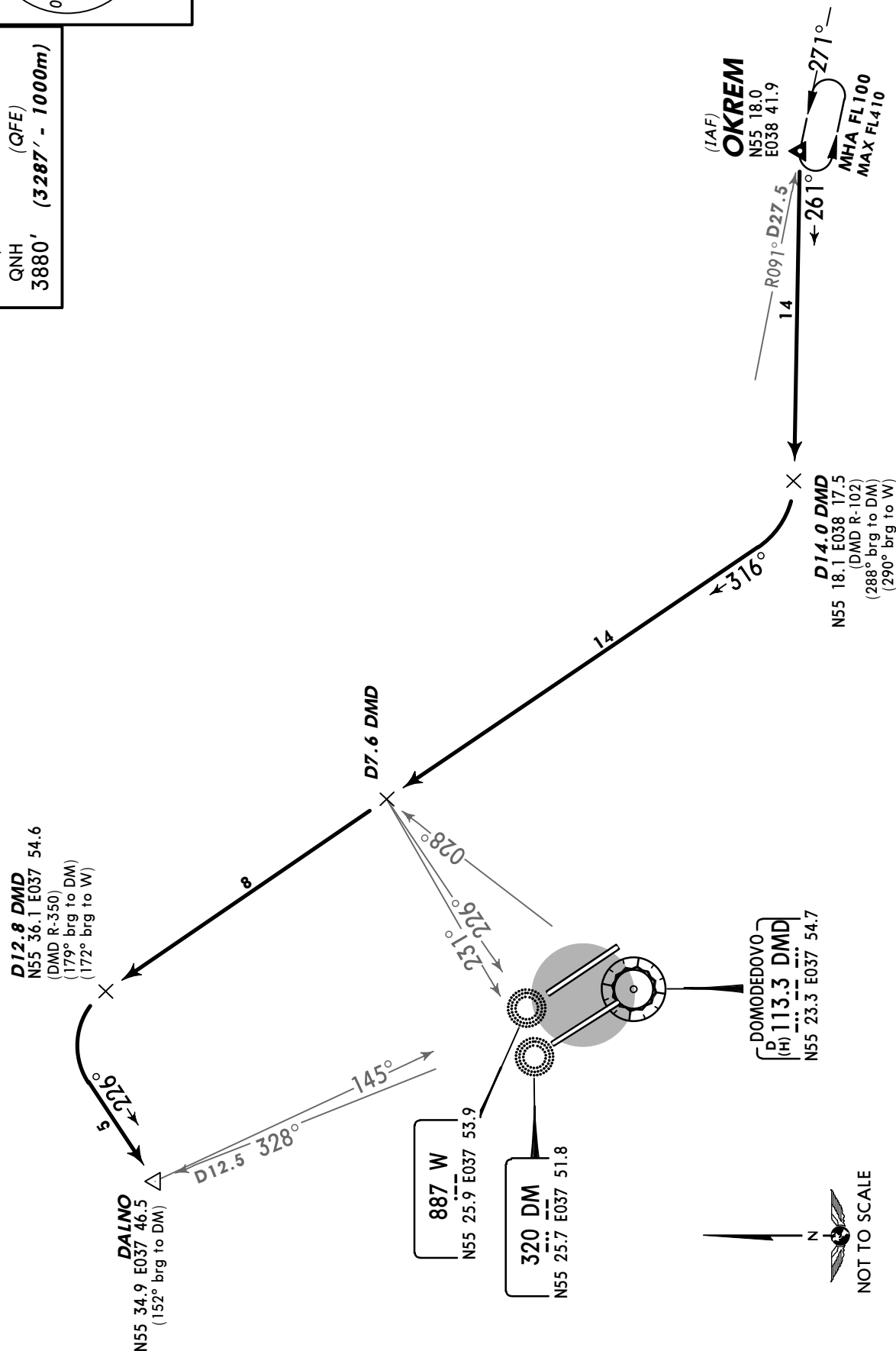


OKREM 14N [OKR14N]
RWYS 14R/L ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)

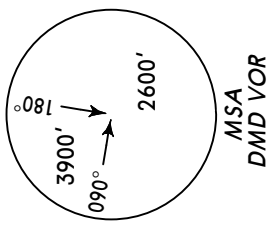
QNH 3880' (3287' - 1000m)



ATIS
128.3
(Russian 122.95)

Apt Elev
593'

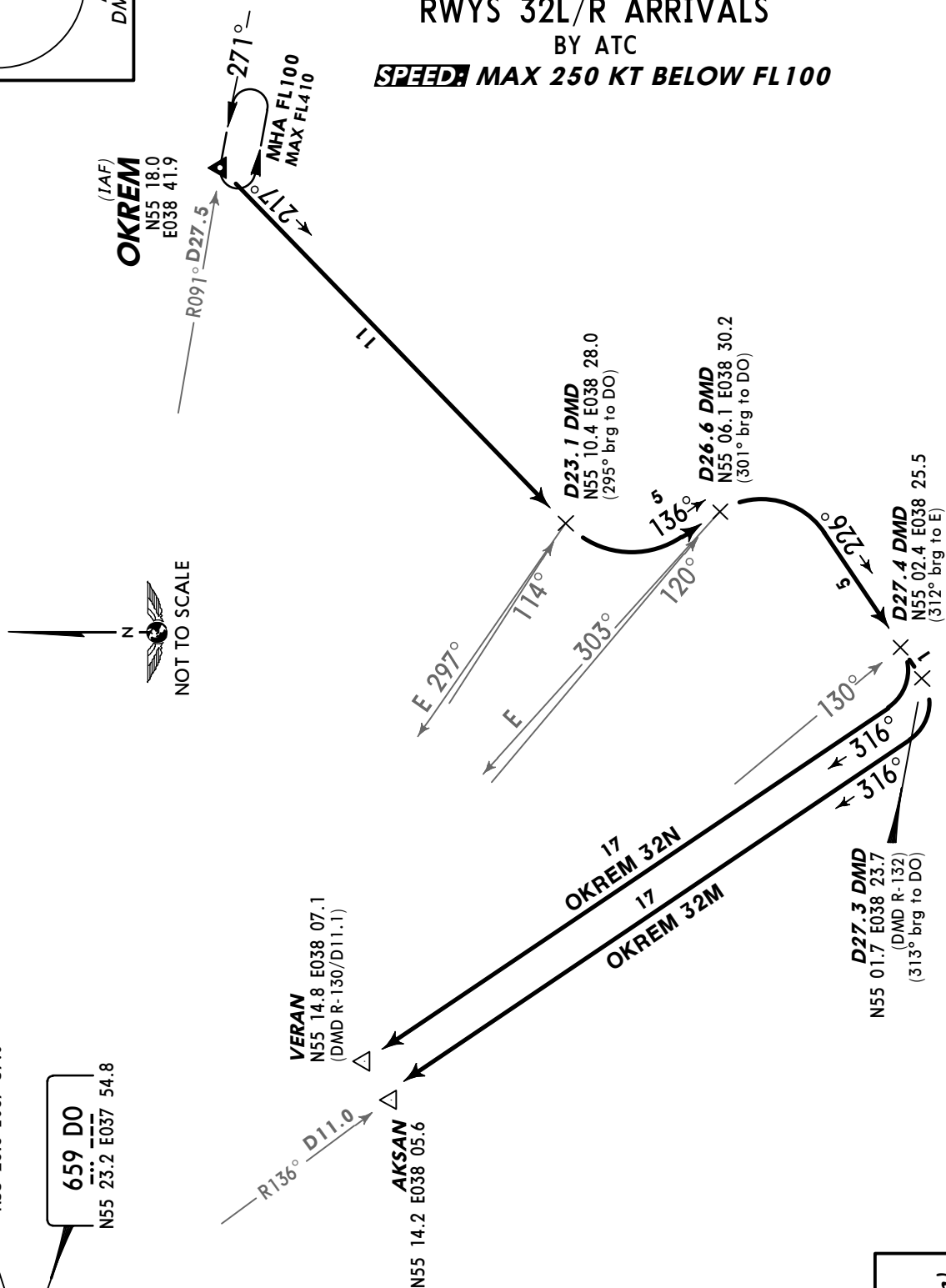
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3880' (3287')
Execute noise abatement procedures according to ICAO DOC 8168.



OKREM 32M [OKR32M]
OKREM 32N [OKR32N]
RWYS 32L/R ARRIVALS

BY ATC

SPEED: MAX 250 KT BELOW FL100



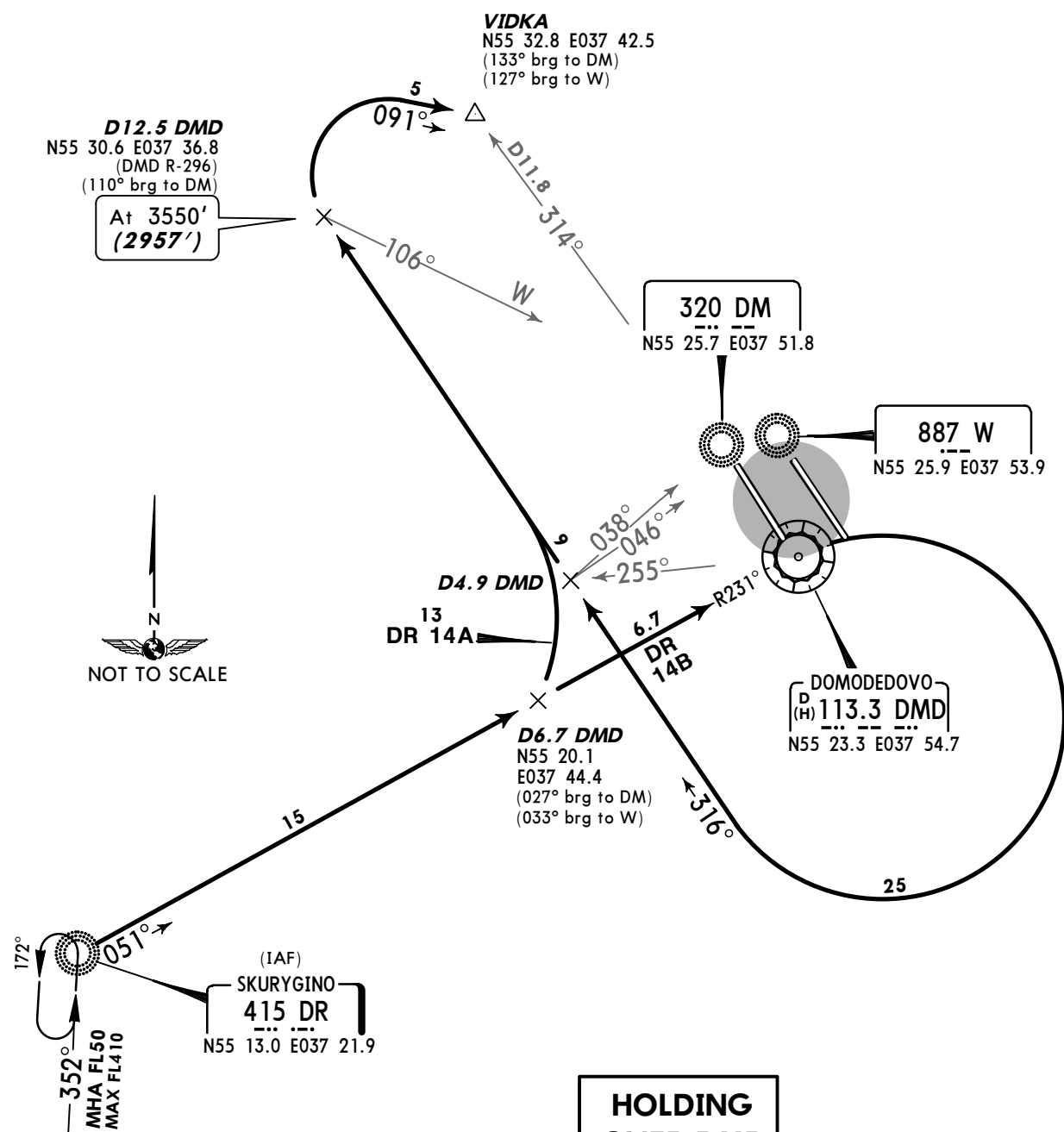
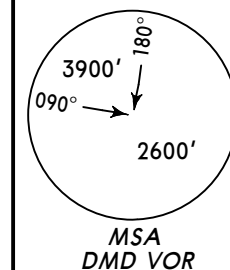
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

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 FL100



**HOLDING
OVER DMD**

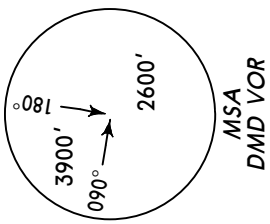


ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)
3550' (2957' - 900m)

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.

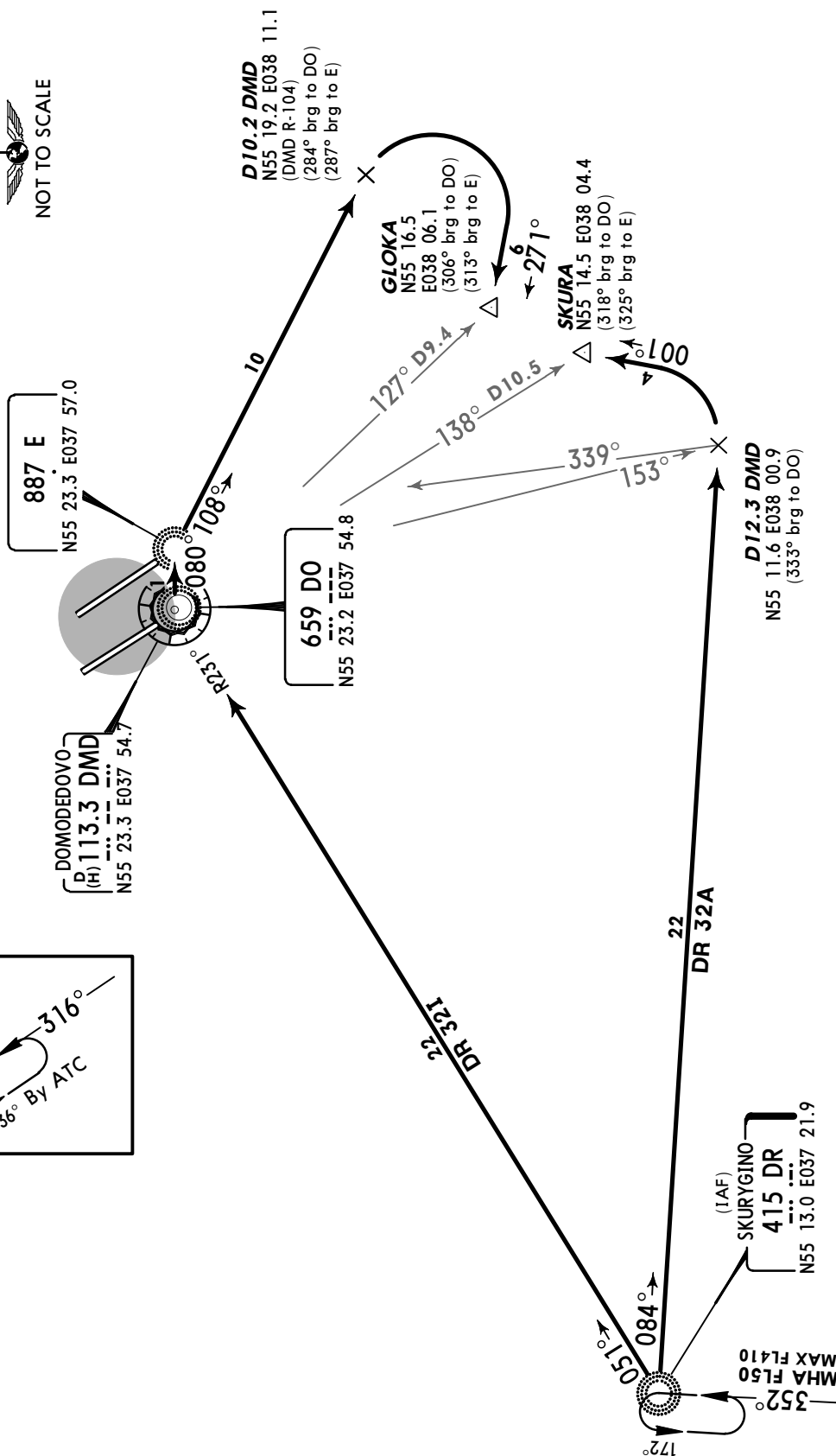
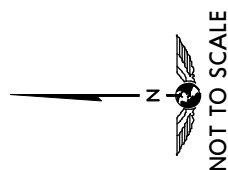


SKURYGINO 32A (DR 32A)

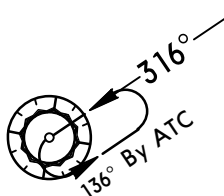
SKURYGINO 32I (DR 32I)

RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100



**HOLDING
OVER DMD**



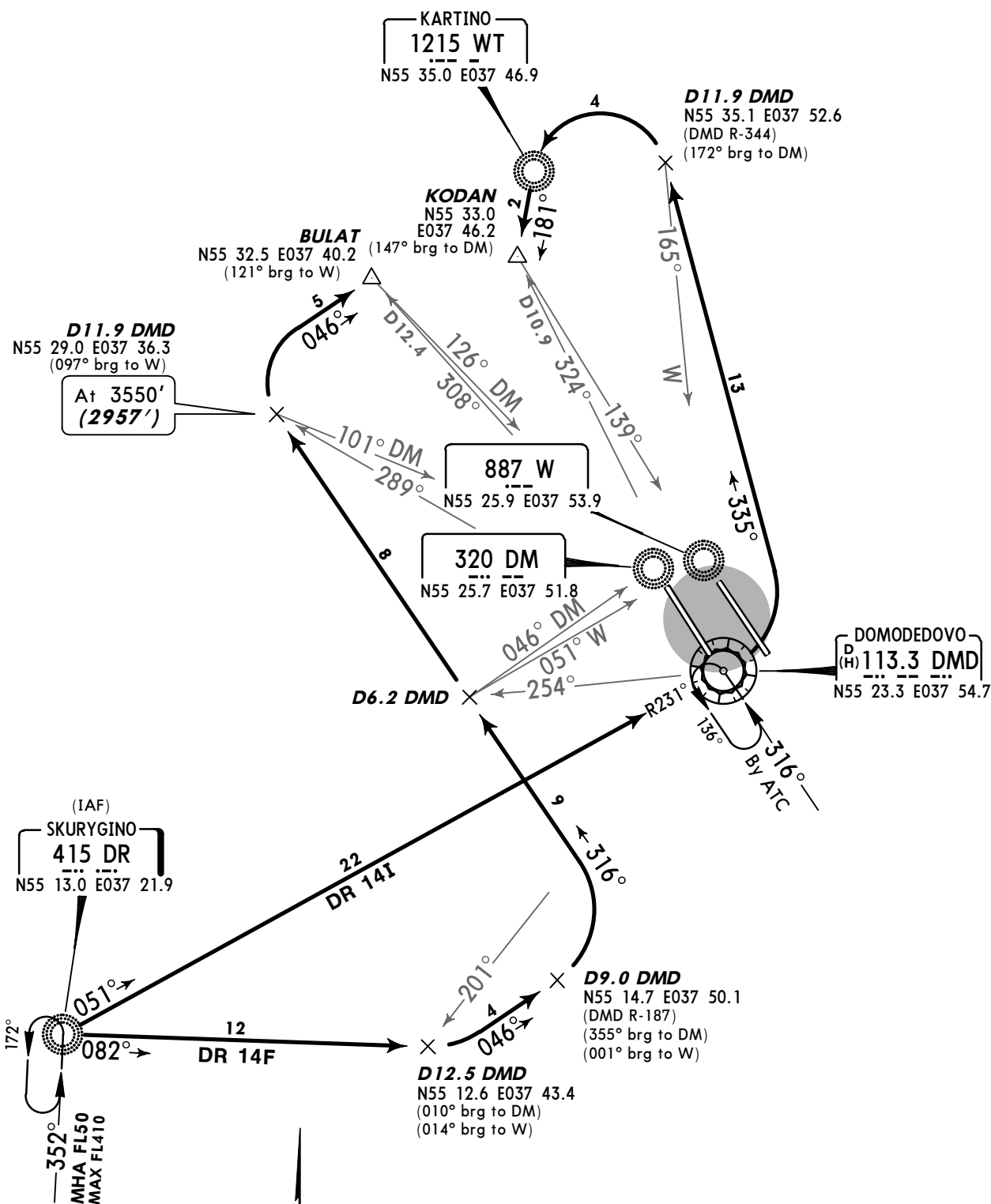
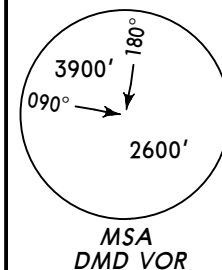
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

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 FL100

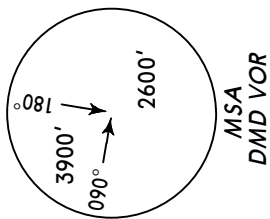


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3287' - 1000m)
3550'	(2957' - 900m)

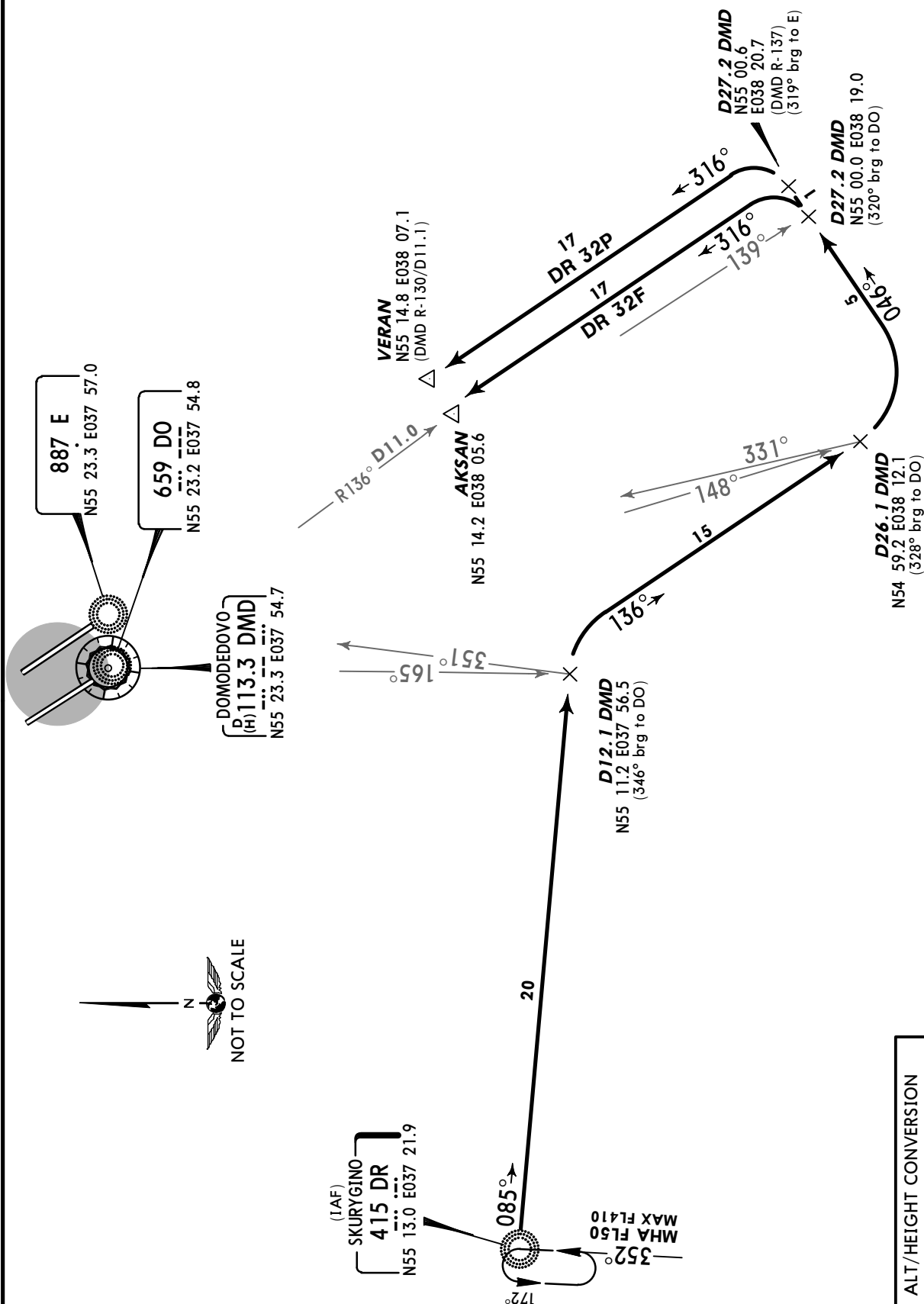
ATIS
128.3
(Russian 122.95)

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 FL100



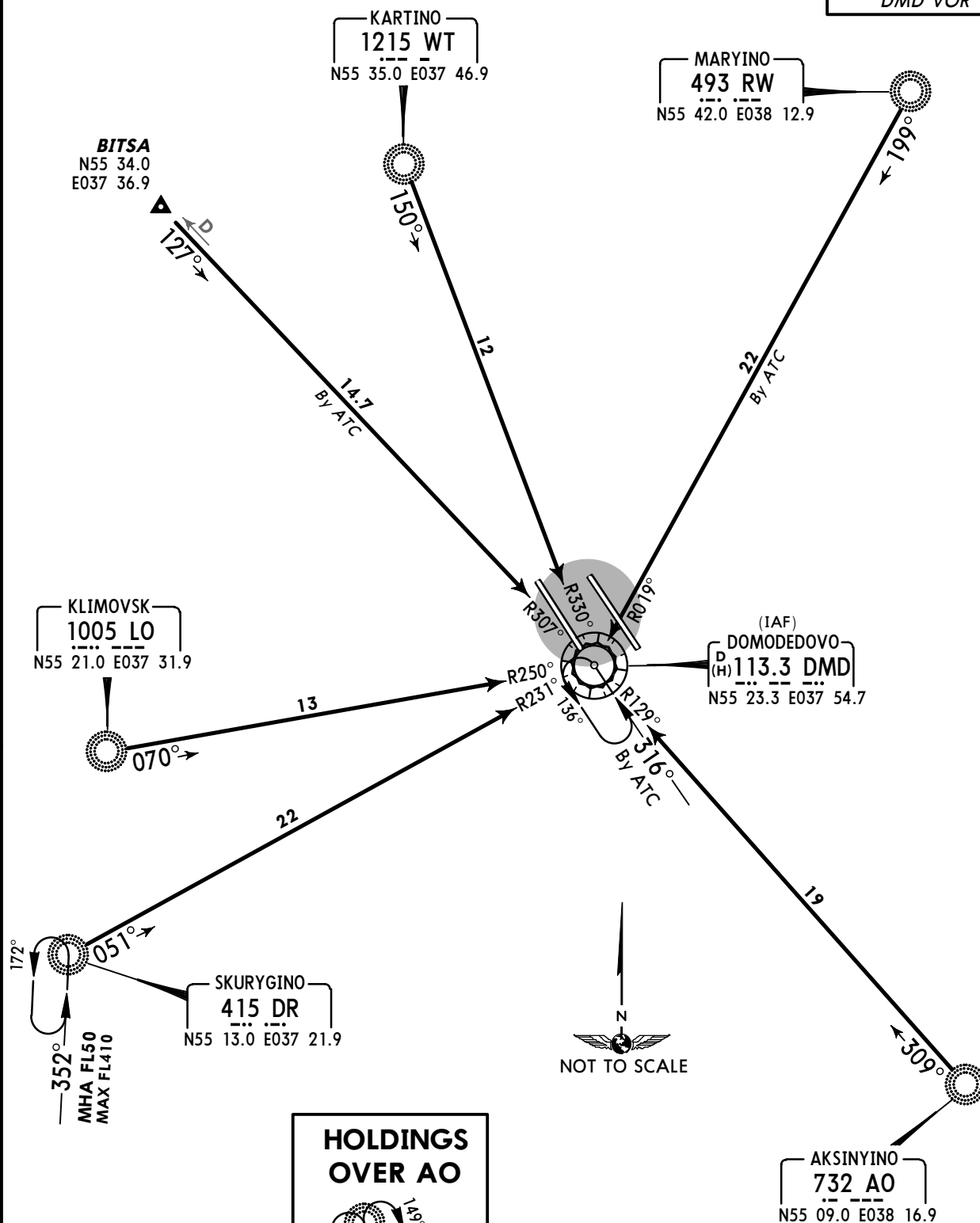
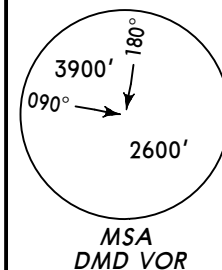
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

ATIS
128.3
(Russian 122.95)

Apt Elev
593'

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

RWYS 14R, 32L ARRIVALS
TO DMD
~~SPEED~~ MAX 250 KT BELOW FL100



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

ATIS
128.3
(Russian 122.95)

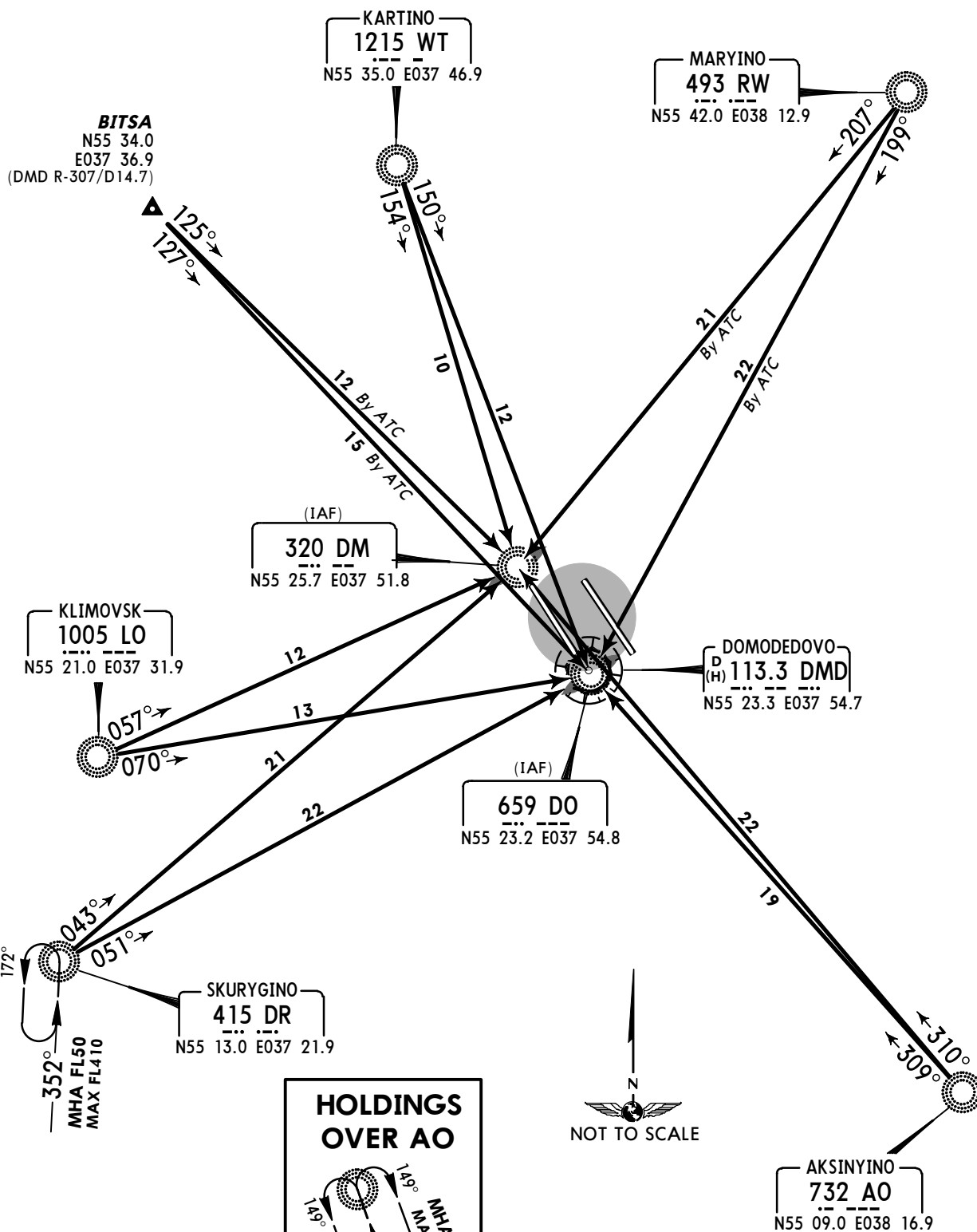
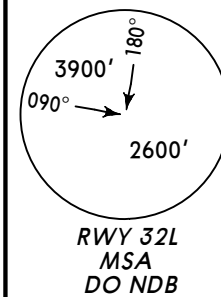
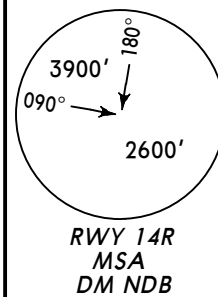
Apt Elev
593'

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

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100



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 1A (AO 1A)

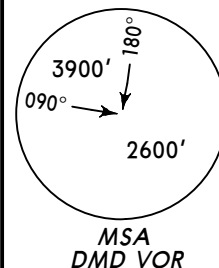
AKSINYINO 2A (AO 2A)

RWYS 14R/L

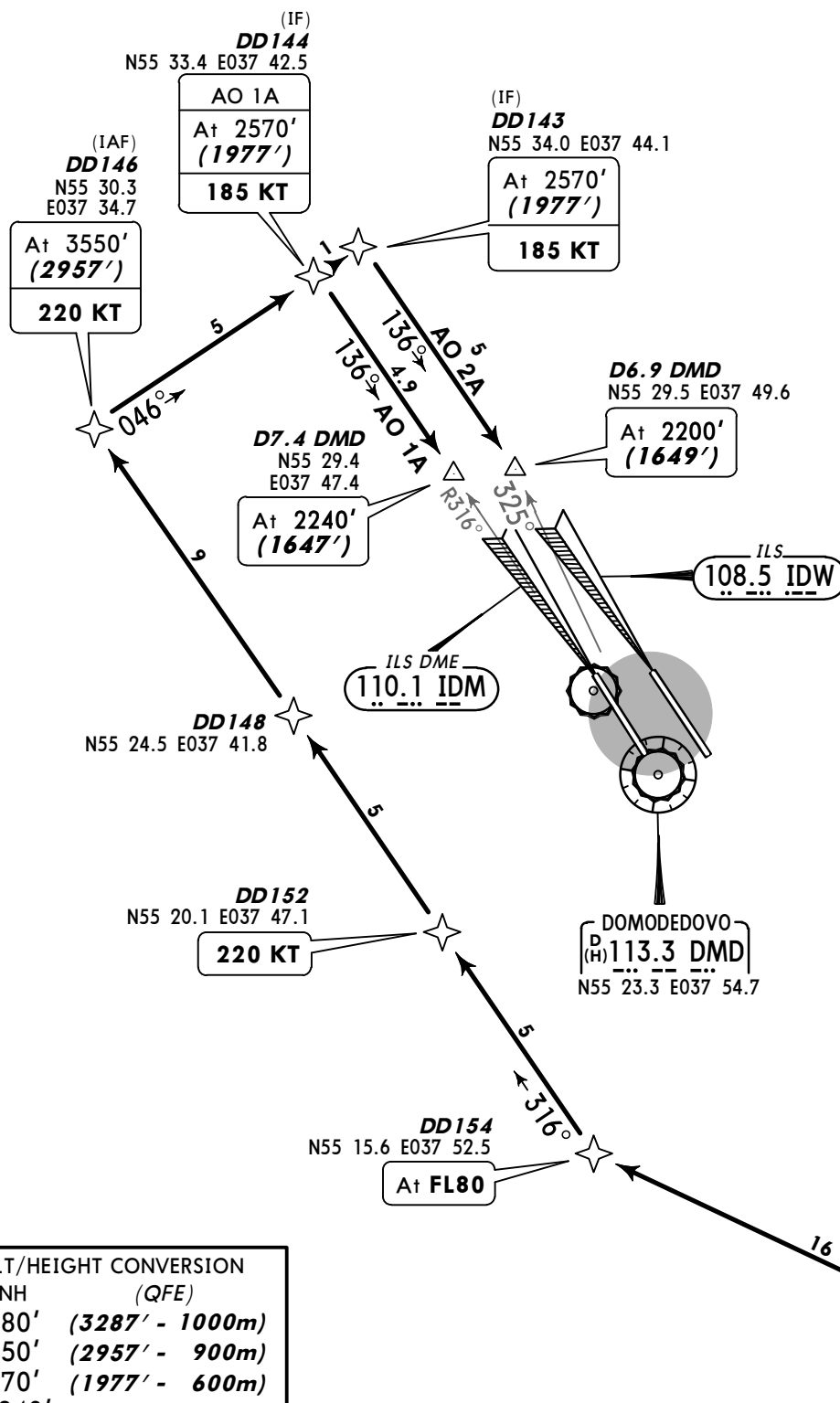
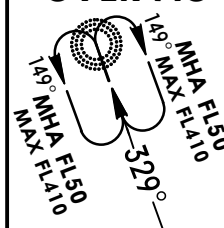
RNAV APPROACH TRANSITIONS

RNAV (GNSS)

SPEED MAX 250 KT BELOW FL100



HOLDINGS OVER AO



ALT/HEIGHT CONVERSION
QNH (QFE)

3880' (3287' - 1000m)

3550' (2957' - 900m)

2570' (1977' - 600m)

① 2240' (1647' - 500m)

② 2200' (1649' - 500m)

① RWY 14R

② RWY 14L

STAR

RWY

ROUTING

AO 1A

14R

AO (FL100) - DD154 (FL80) - DD152 (K220) - DD148 - DD146 (3550'; K220) -

AO 2A

14L

DD144 (14R; 2570'; K185)/DD143 (14L; 2570'; K185), then continue to carry out ILS approach.

ATIS
128.3
(Russian 122.95)

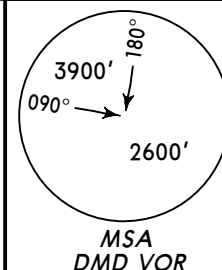
Apt Elev
593'

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.

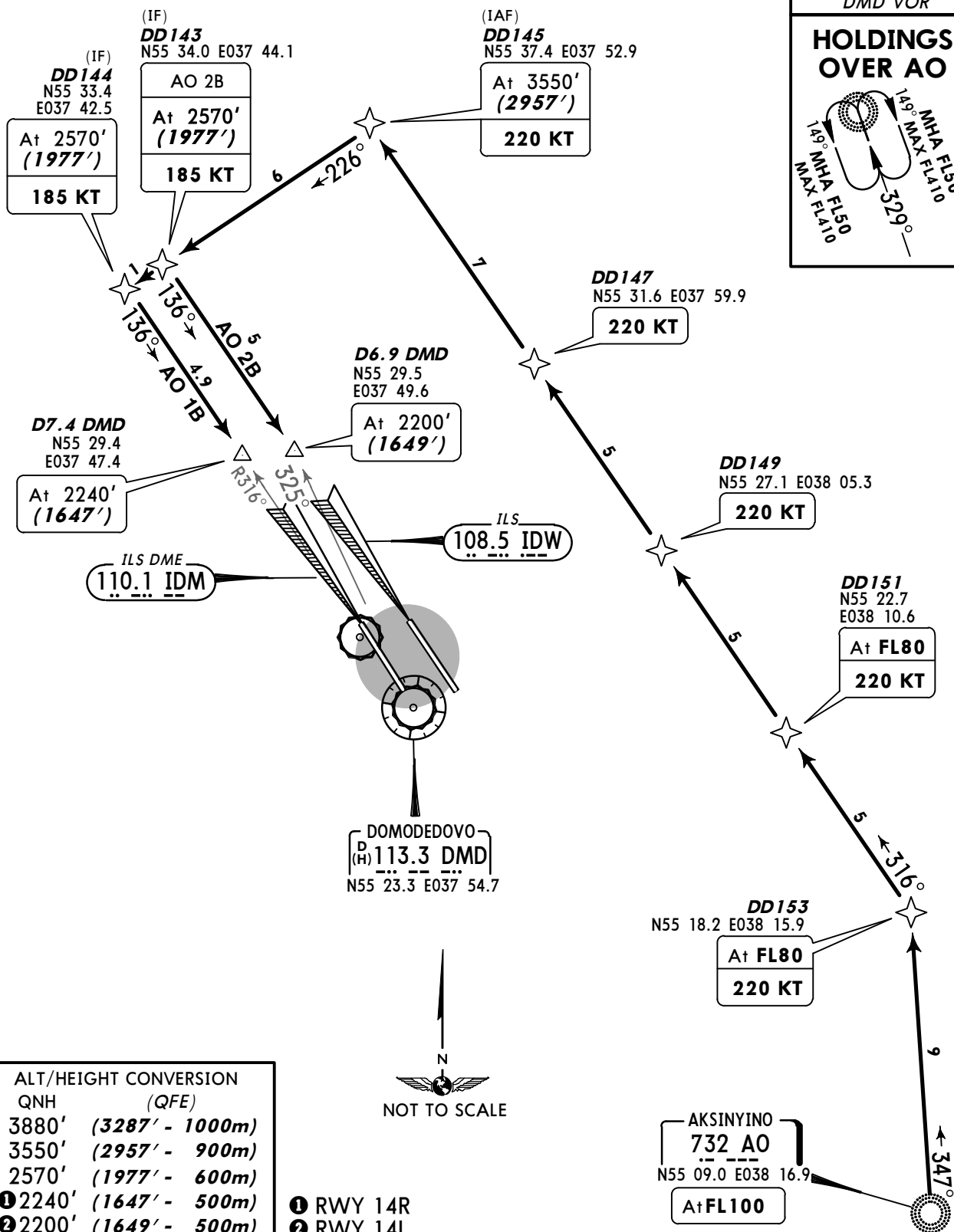
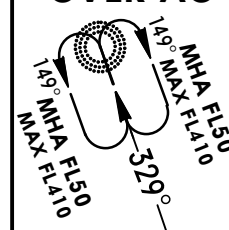
**AKSINYINO 1B (AO 1B), AKSINYINO 2B (AO 2B)
RWYS 14R/L RNAV APPROACH TRANSITIONS**

RNAV (GNSS)
BY ATC

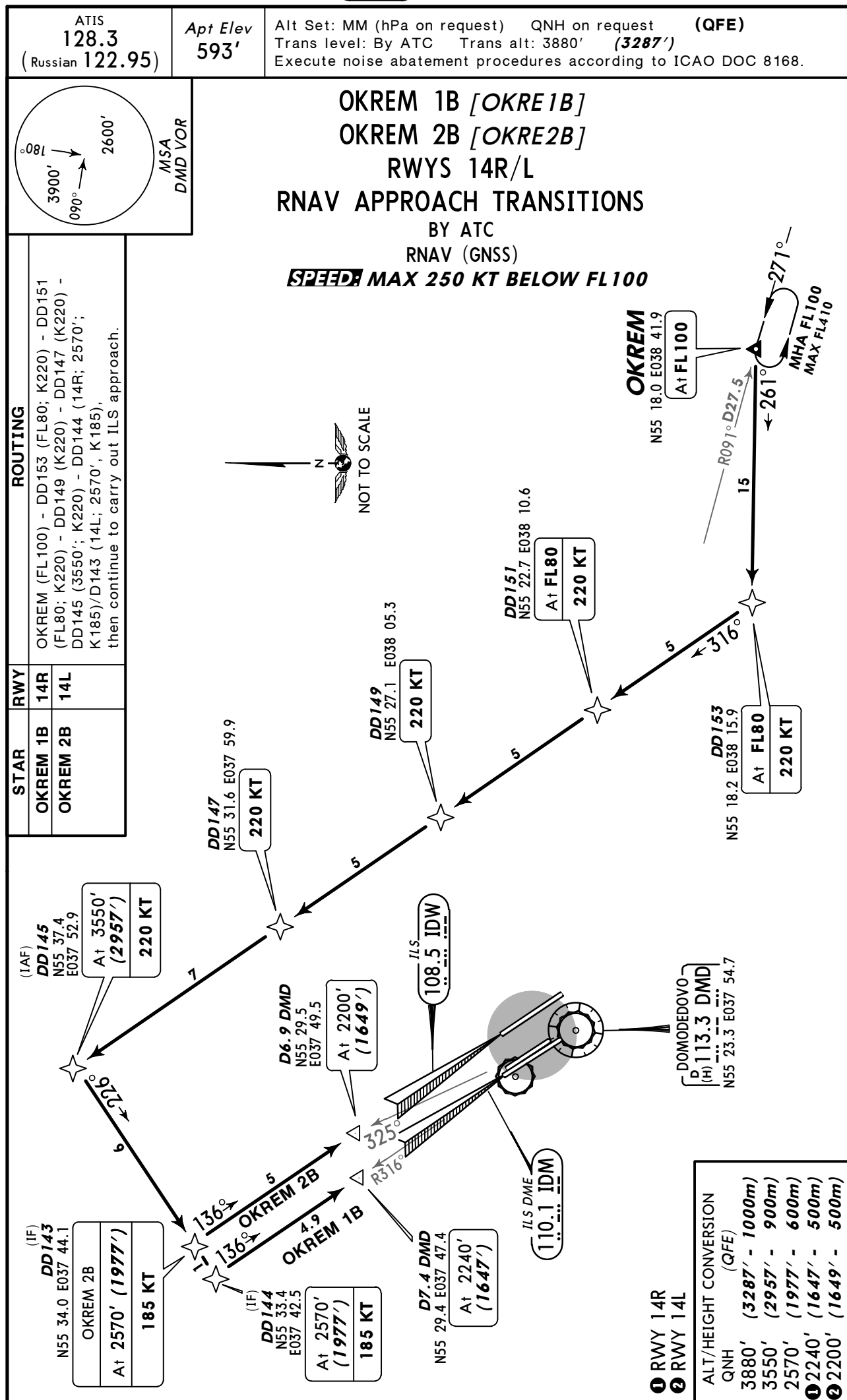
~~SPEED~~ MAX 250 KT BELOW FL100



**HOLDINGS
OVER AO**



STAR	RWY	ROUTING
AO 1B	14R	AO (FL100) - DD153 (FL80; K220) - DD151 (FL80; 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	



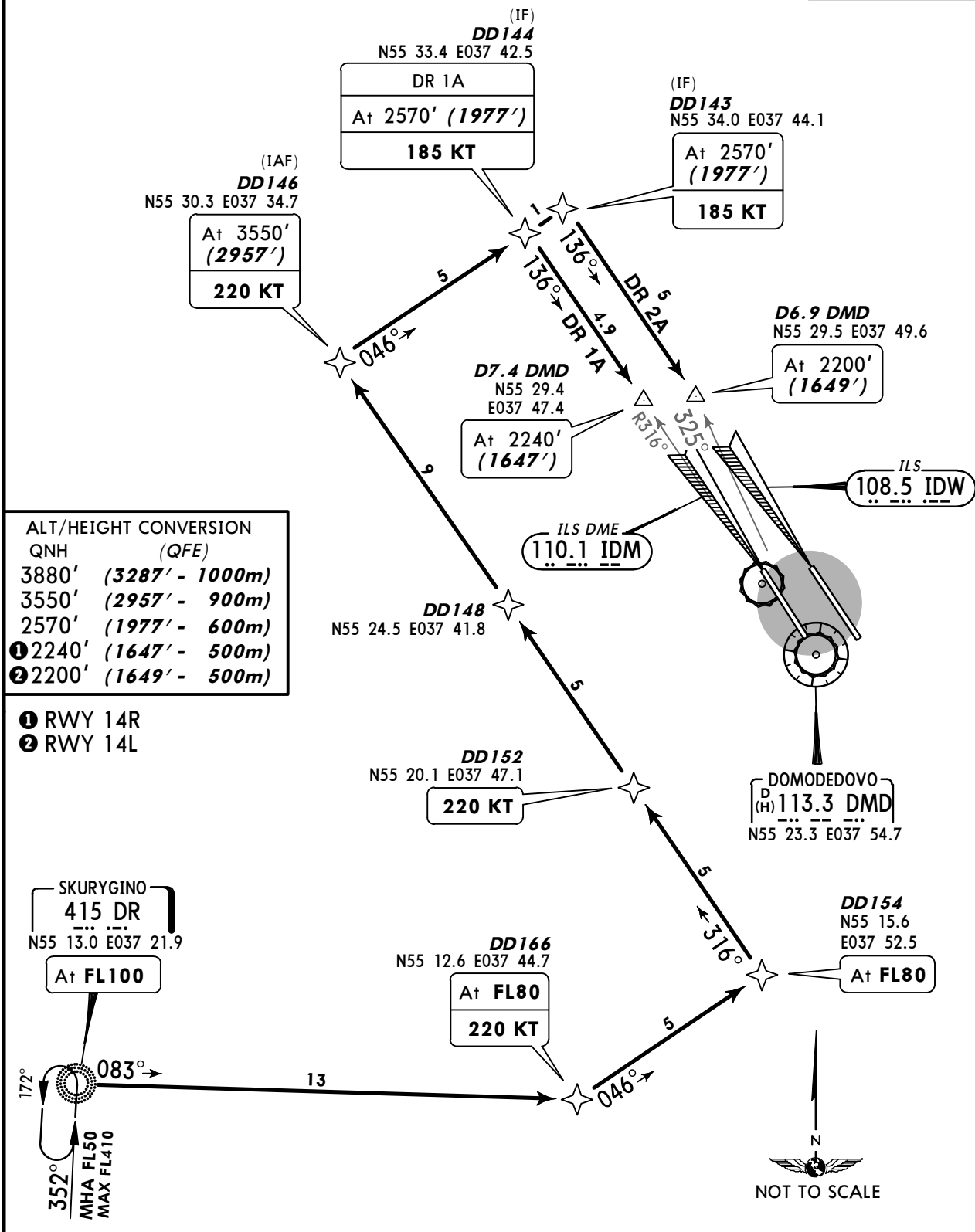
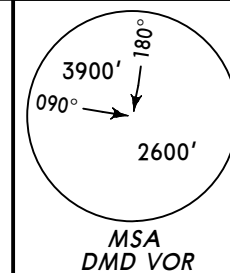
© JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

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.

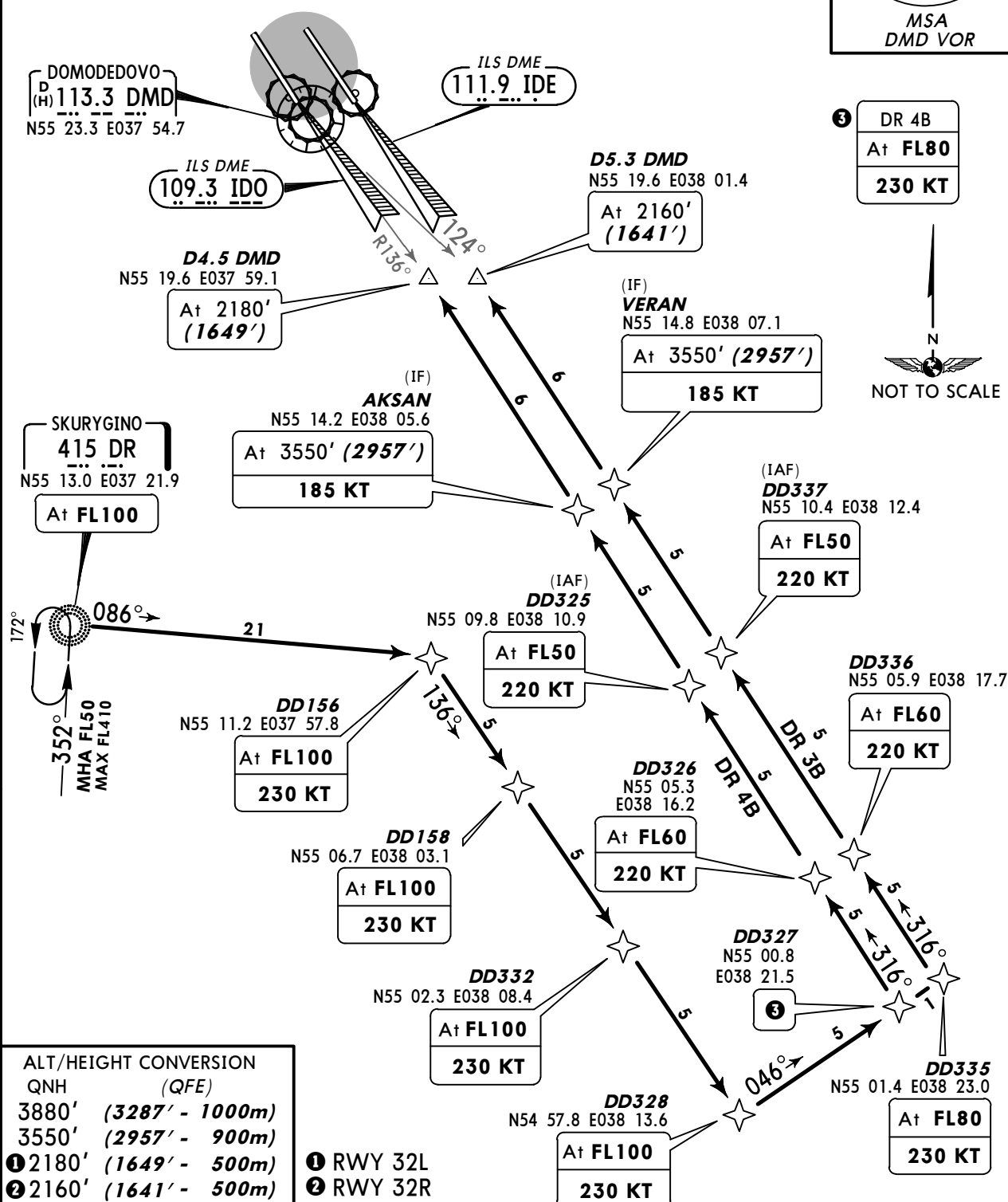
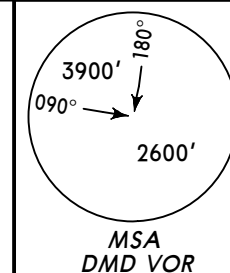
SKURYGINO 1A (DR 1A)
SKURYGINO 2A (DR 2A)
RWYS 14R/L RNAV APPROACH TRANSITIONS
RNAV (GNSS)
~~SPEED~~ MAX 250 KT BELOW FL100



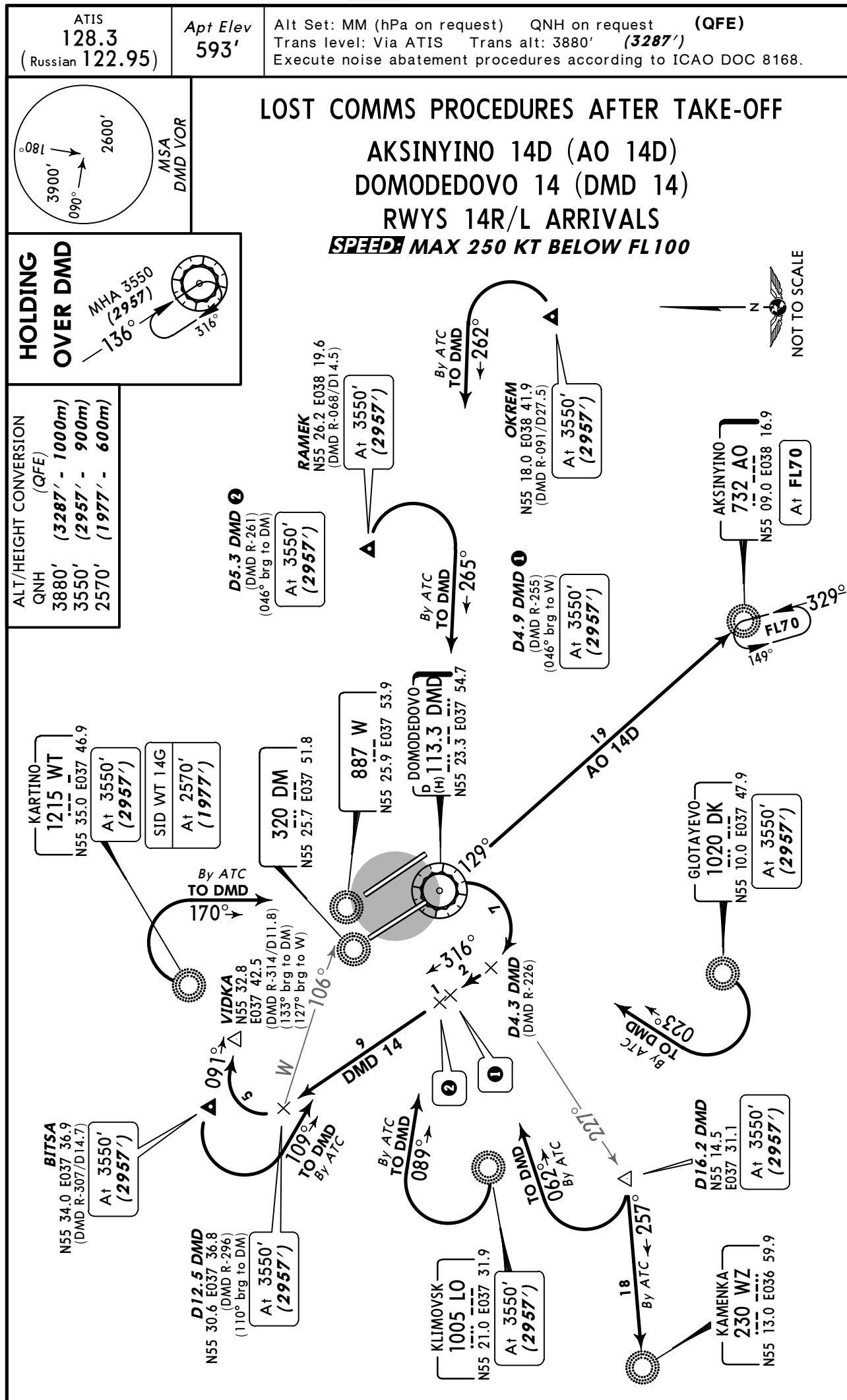
STAR	RWY	ROUTING
DR 1A	14R	DR (FL100) - DD166 (FL80; K220) - DD154 (FL80) - DD152 (K220) - DD148 - DD146 (3550'; K220) - DD144 (14R; 2570'; K185)/DD143 (14L; 2570'; K185), then continue to carry out ILS approach.
DR 2A	14L	

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.

SPEED: MAX 250 KT BELOW FL100



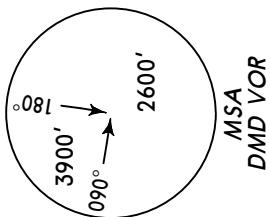
STAR	RWY	ROUTING
DR 3B	32R	DR (FL100) - DD156 (FL100; K230) - DD158 (FL100; K230) - DD332 (FL100; K230) - DD328 (FL100; K230) - DD335 (FL80; K230) - DD336 (FL60; K220) - DD337 (FL50; K220) - VERAN (3550'; K185), then continue to carry out ILS approach.
DR 4B	32L	DR (FL100) - DD156 (FL100; K230) - DD158 (FL100; K230) - DD332 (FL100; K230) - DD328 (FL100; K230) - DD327 (FL80; K230) - DD326 (FL60; K220) - DD325 (FL50; K220) - AKSAN (3550'; K185), then continue to carry out ILS approach.



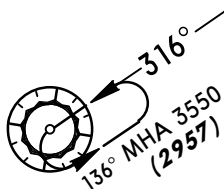
ATIS
128.3
(Russian 122.95)

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.



**HOLDING
OVER DMD**



LOST COMMS PROCEDURES AFTER TAKE-OFF

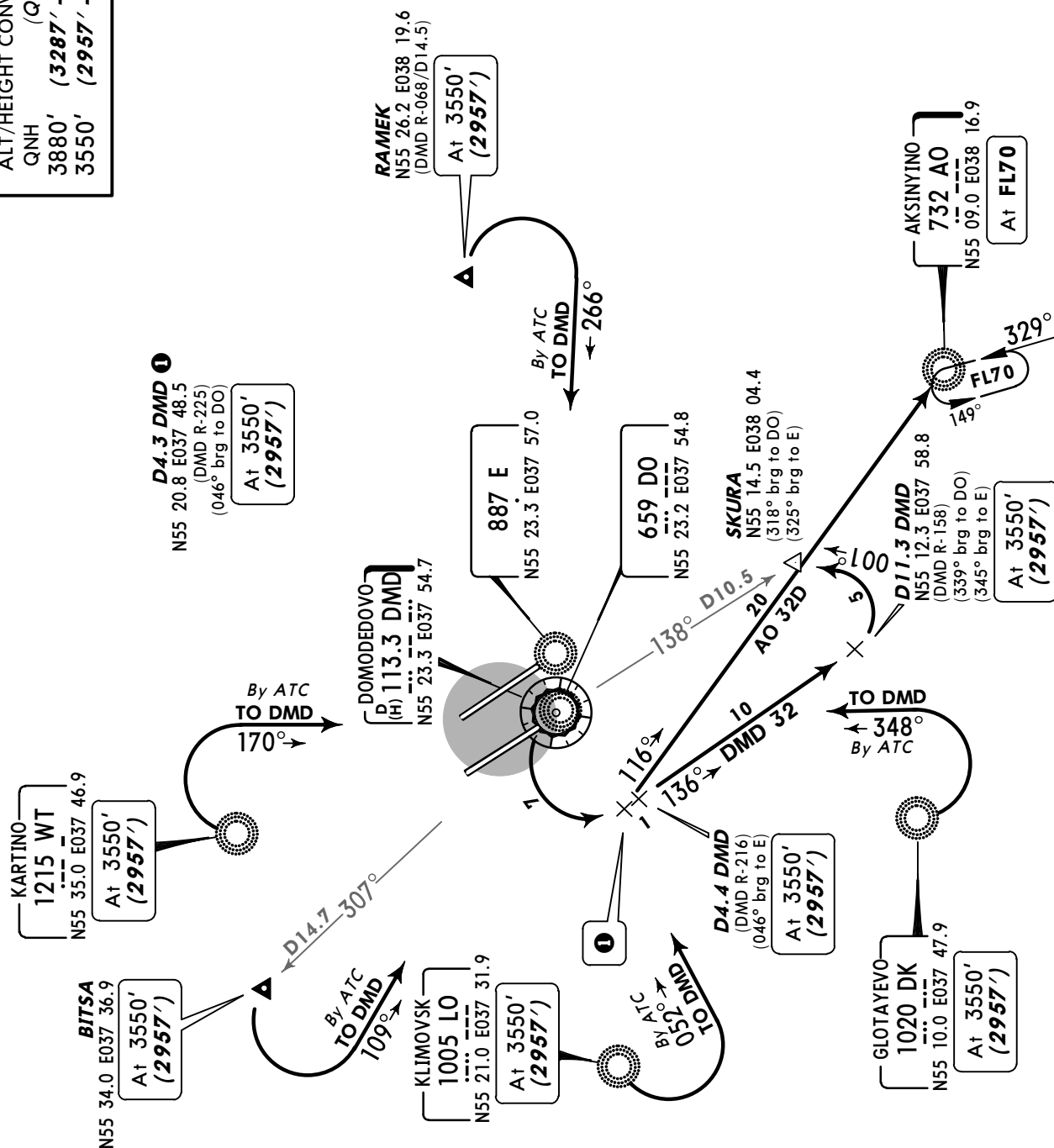
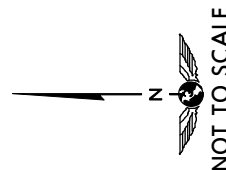
AKSINYINO 32D (AO 32D)
DOMODEDOVO 32 (DMD 32)

RWYS 32L/R ARRIVALS

SPEED MAX 250 KT BELOW FL100

ALT/HEIGHT CONVERSION
(QFE)

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

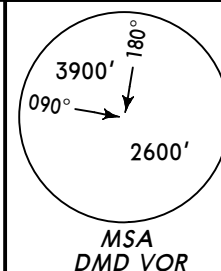


DOMODEDOVO
Radar
127.7

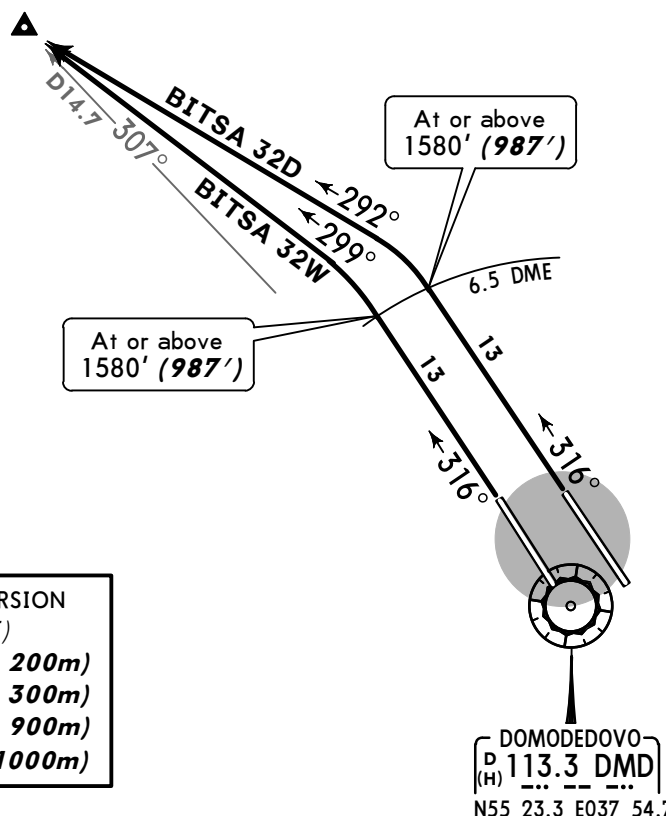
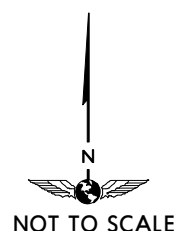
Apt Elev
593'

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 DEPARTURES
BY ATC



BITSA
N55 34.0 E037 36.9



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

These SIDs require minimum climb gradients of

BITSA 32D
243' per NM (4.0%) up to 1580' (987').
BITSA 32W
255' per NM (4.2%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 3550' (2957') further climb by ATC.

SID	RWY	ROUTING
BITSA 32D	32R	Climb on 316° track to DMD 6.5 DME and at or above 1580' (987'), turn LEFT, 292° track to BITSA.
BITSA 32W	32L	Climb on 316° track to DMD 6.5 DME and at or above 1580' (987'), turn LEFT, 299° track to BITSA.

DOMODEDOVO
Radar
127.7

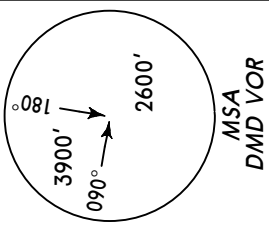
Apt Elev
593'

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 14W (SF 14W) RWY 14R DEPARTURE BY ATC



CHERUSTI
410 SF
N55 33.0 E039 59.9
Between
FL60 & FL410

RAMEK
N55 26.2 E038 19.6

073°

D

14.5

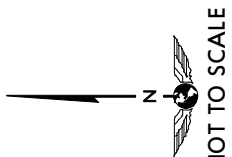
DOMODEDOVO
D 113.3 DMD
(H)
N55 23.3 E037 54.7

After passing DMD
or at
990' (397')
whichever is later

D4.3 DMD

At or above
1580' (987')

KARTINO
1215 WT
N55 35.0 E037 46.9



N55 20.6 E037 49.2
At
2570' (1977')

This SID requires a minimum climb gradient
of
213' per NM (3.5%) up to 1580' (987').

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

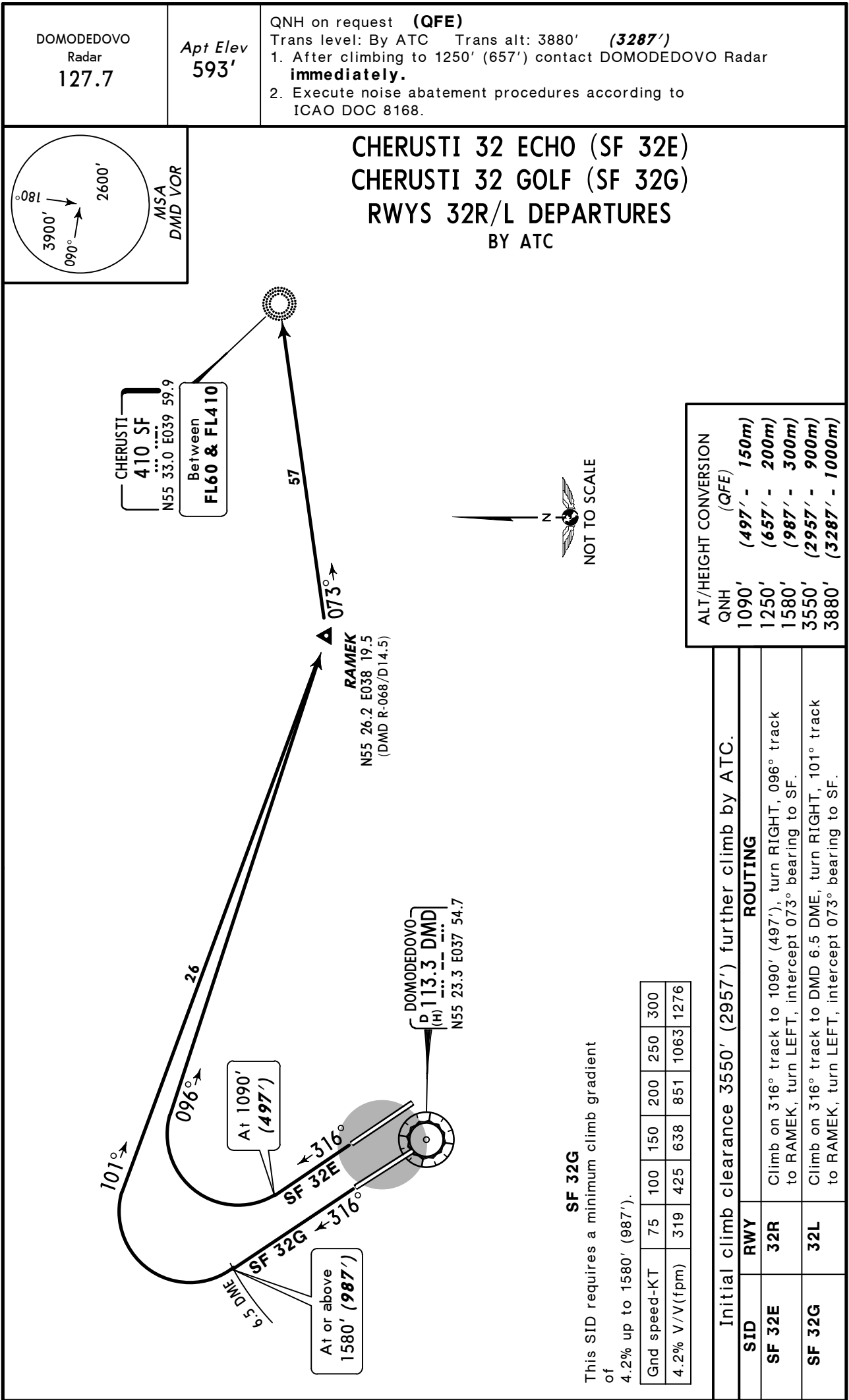
ALT/HEIGHT CONVERSION (QFE)

QNH	(397' - 120m)
990'	(397' - 120m)
1250'	(657' - 200m)
1580'	(987' - 300m)
2570'	(1977' - 600m)
3880'	(3287' - 1000m)

Initial climb clearance 2570' (1977') further climb by ATC.

ROUTING

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 towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 inbound to DMD, DMD R-068 to RAMEK, intercept 073° bearing to SF.



DOMODEDOVO
Radar
127.7

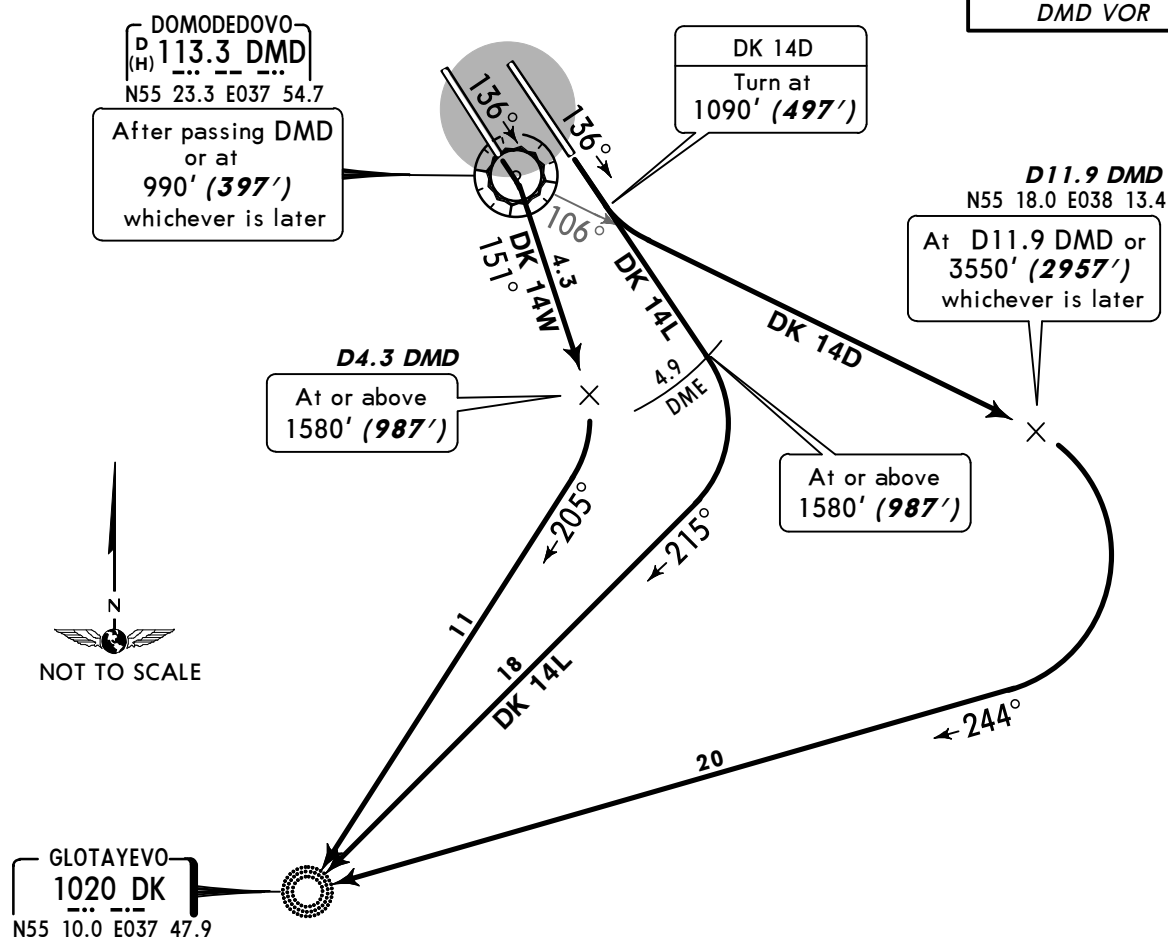
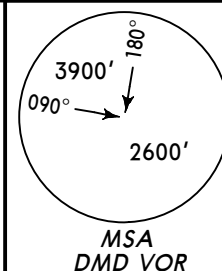
Apt Elev
593'

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 14 DELTA (DK 14D)
GLOTAYEVO 14 LIMA (DK 14L)
GLOTAYEVO 14 WHISKEY (DK 14W)
RWYS 14L/R DEPARTURES



These SIDs require minimum climb gradients
of

DK 14D: 4.0% up to 3550' (2957').

DK 14L: 3.7% up to 1580' (987').

DK 14W: 3.5% up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.7% V/V(fpm)	281	375	562	749	937	1124
3.5% V/V(fpm)	266	354	532	709	886	1063

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)

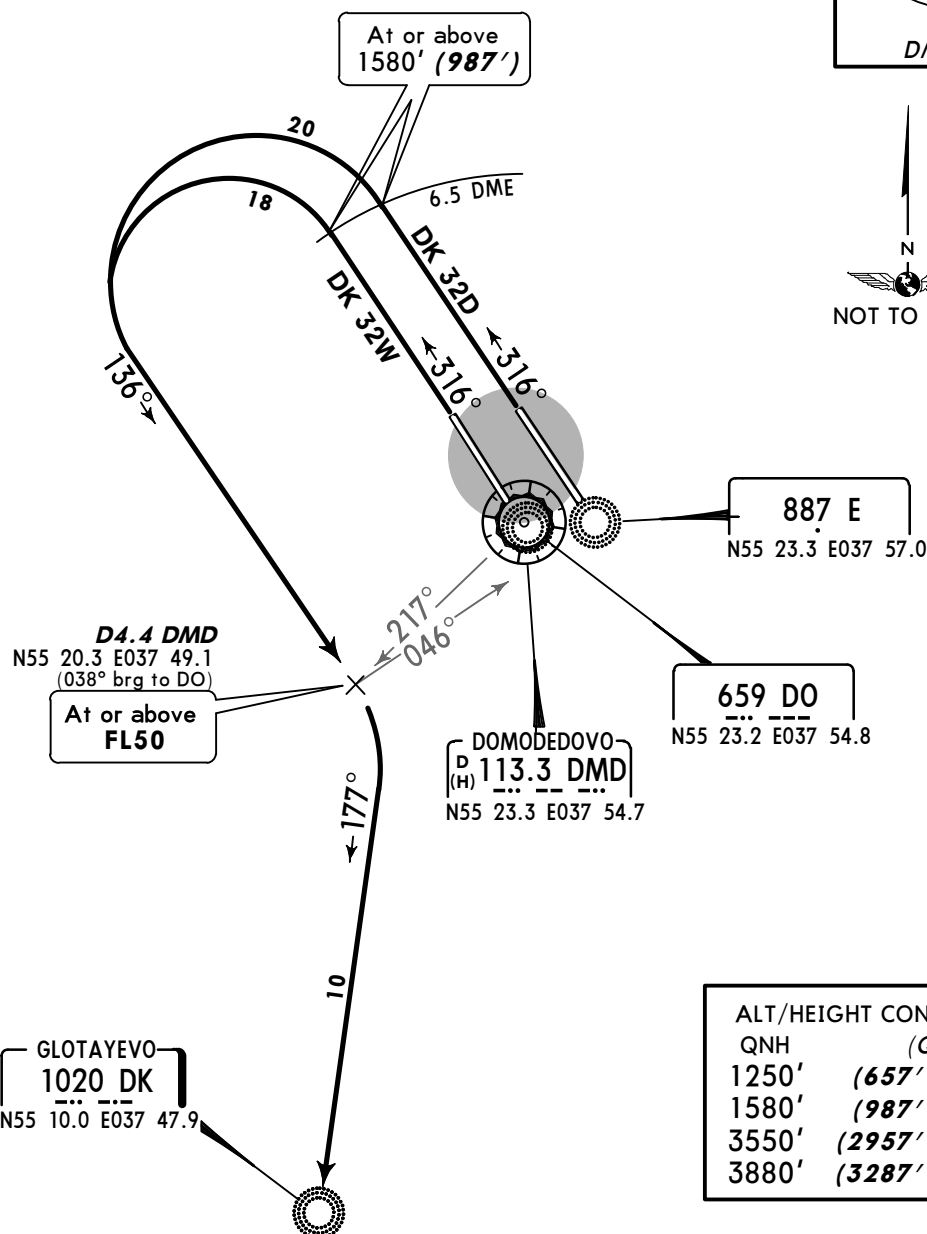
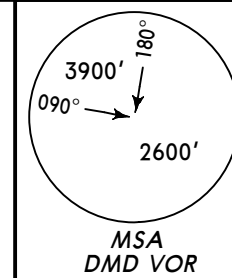
DK 14D, 14L: Initial climb clearance 3550' (2957') further climb by ATC.

DK 14W: Initial climb clearance 2570' (1977') further climb by ATC.

SID	RWY	ROUTING
DK 14D	14L	Climb on 136° track to 1090' (497'), intercept DMD R-106 to D11.9 DMD or 3550' (2957') whichever is later, turn RIGHT, intercept 244° bearing to DK.
DK 14L	14L	Climb on 136° track to DMD 4.9 DME, turn RIGHT, intercept 215° bearing to DK.
DK 14W	14R	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 205° bearing to DK.

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 DEPARTURES



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

These SIDs require minimum climb gradients of

DK 32D

243' per NM (4.0%) up to FL50.

DK 32W

255' per NM (4.2%) up to FL50.

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276
243' per NM	304	405	608	810	1013	1215

Initial climb clearance 3550' (2957') further climb by ATC.

SID	RWY	ROUTING
DK 32D	32R	Climb on 316° track to DMD 6.5 DME and at or above 1580' (987'), turn LEFT, 136° track to D4.4 DMD, turn RIGHT, intercept 177° bearing to DK.
DK 32W	32L	

DOMODEDOVO
Radar
127.7

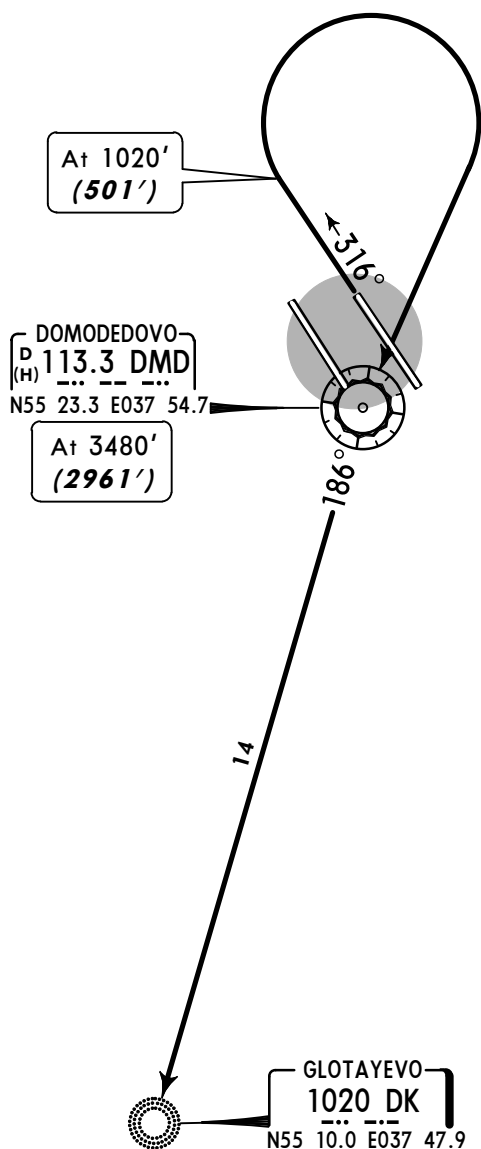
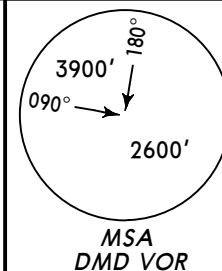
Apt Elev
593'

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



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

Initial climb clearance 3480' (2961') further climb by ATC.

ROUTING

Climb on 316° track to 1020' (501'), turn RIGHT to DMD, turn LEFT, DMD R-186 to DK.

DOMODEDOVO
Radar
127.7

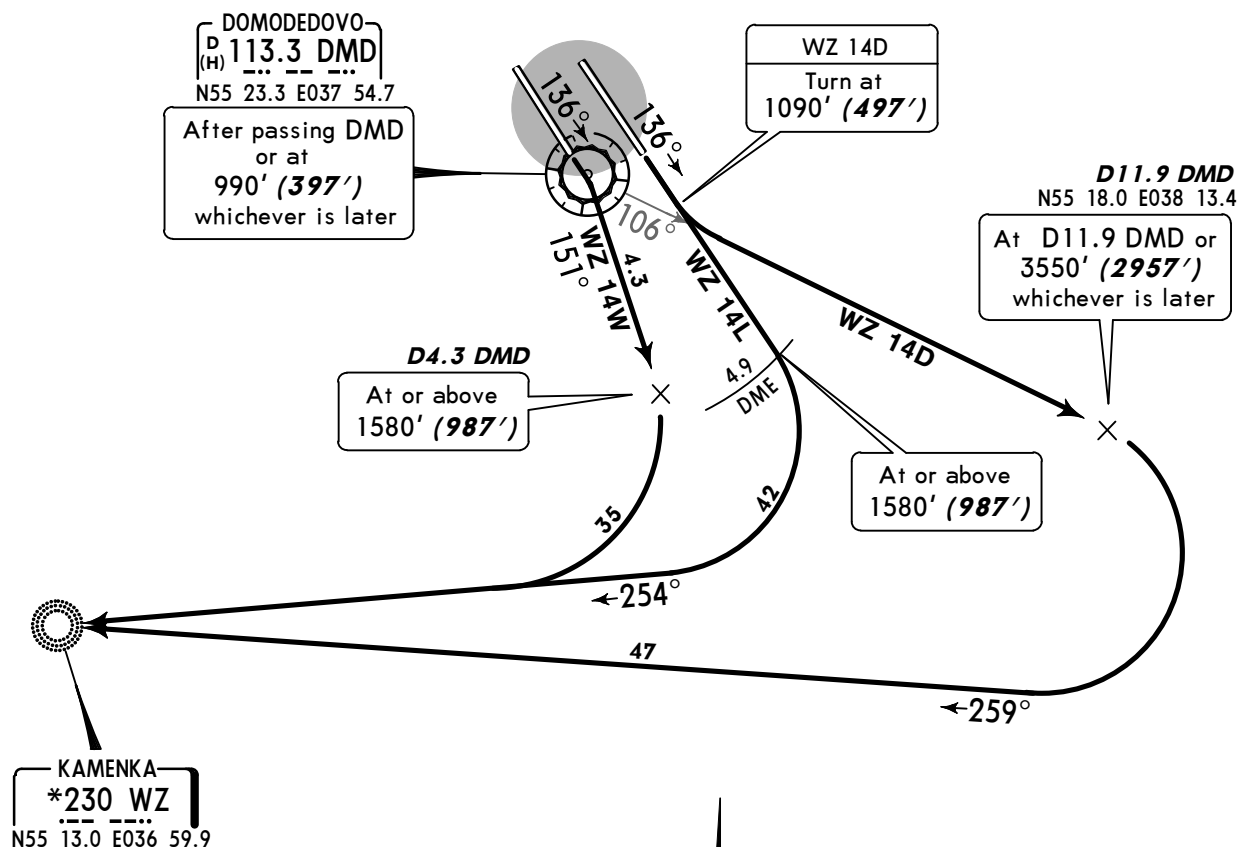
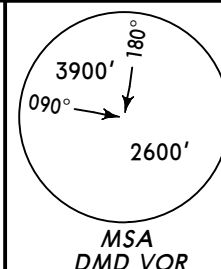
Apt Elev
593'

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 14 DELTA (WZ 14D)
KAMENKA 14 LIMA (WZ 14L)
KAMENKA 14 WHISKEY (WZ 14W)
RWYS 14L/R DEPARTURES



These SIDs require minimum climb gradients of

WZ 14D: 4.0% up to 3550' (2957').

WZ 14L: 3.7% up to 1580' (987').

WZ 14W: 3.5% up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.7% V/V(fpm)	281	375	562	749	937	1124
3.5% V/V(fpm)	266	354	532	709	886	1063

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)

WZ 14D, 14L: Initial climb clearance 3550' (2957') further climb by ATC.

WZ 14W: Initial climb clearance 2570' (1977') further climb by ATC.

SID	RWY	ROUTING
WZ 14D	14L	Climb on 136° track to 1090' (497'), intercept DMD R-106 to D11.9 DMD or 3550' (2957') whichever is later, turn RIGHT, intercept 259° bearing to WZ.
WZ 14L		Climb on 136° track to DMD 4.9 DME, turn RIGHT, intercept 254° bearing to WZ.
WZ 14W	14R	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.

DOMODEDOVO
Radar
127.7

Apt Elev
593'

QNH on request (QFE)

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

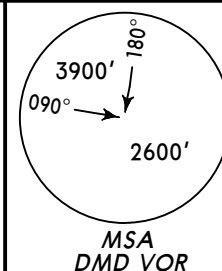
1. After climbing to 1210' (659') contact DOMODEDOVO Radar **immediately**.
2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 DELTA (WT 14D)

KARTINO 14 LIMA (WT 14L)

RWY 14L DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



UU(P)-53

KARTINO
1215 WT
N55 35.0 E037 46.9

ALT/HEIGHT CONVERSION

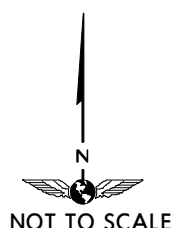
QNH	(QFE)
1050'	(499' - 150m)
1210'	(659' - 200m)
1540'	(989' - 300m)
3510'	(2959' - 900m)
3880'	(3329' - 1000m)

DOMODEDOVO
(H) 113.3 DMD
N55 23.3 E037 54.7

WT 14D
Turn at
1050' (499')

D11.9 DMD
N55 18.0 E038 13.4

At D11.9 DMD or
3510' (2959')
whichever is later



These SIDs require minimum climb gradients of

WT 14D: 4.0% up to 3510' (2959').

WT 14L: 3.7% up to 1540' (989').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.7% V/V(fpm)	281	375	562	749	937	1124

Initial climb clearance 3510' (2959') further climb by ATC.

SID

ROUTING

WT 14D

Climb on 136° track to 1050' (499'), intercept DMD R-106 to D11.9 DMD or 3510' (2959'), whichever is later, turn RIGHT, intercept DMD R-127 inbound to DMD, turn RIGHT, DMD R-329 to WT.

WT 14L

Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept DMD R-154 inbound to DMD, turn LEFT, DMD R-329 to WT.

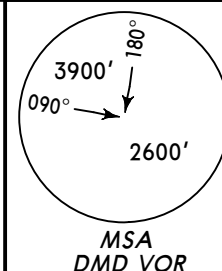
DOMODEDOVO
Radar
127.7

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 14 ECHO (WT 14E)
KARTINO 14 WHISKEY (WT 14W)
RWYS 14L/R DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



UU(P)-53

KARTINO
1215 WT
N55 35.0 E037 46.9

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

DOMODEDOVO
D(H) 113.3 DMD
N55 23.3 E037 54.7

After passing DMD
or at
990' (397')
whichever is later

At 2570'
(1977')

At 1090'
(497')

D4.3 DMD
At or above
1580' (987')

These SIDs require minimum climb gradients
of

WT 14E: 4.0% up to 3550' (2957').

WT 14W: 3.5% up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% V/V(fpm)	266	354	532	709	886	1063

WT 14E: Initial climb clearance 3550' (2957') further climb by ATC.

WT 14W: Initial climb clearance 2570' (1977') further climb by ATC.

SID

RWY

ROUTING

WT 14E

14L

Climb on 136° track to 1090' (497'), turn LEFT, intercept 306° bearing to WT.

WT 14W

14R

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.



DOMODEDOVO
Radar
127.7

Apt Elev
593'

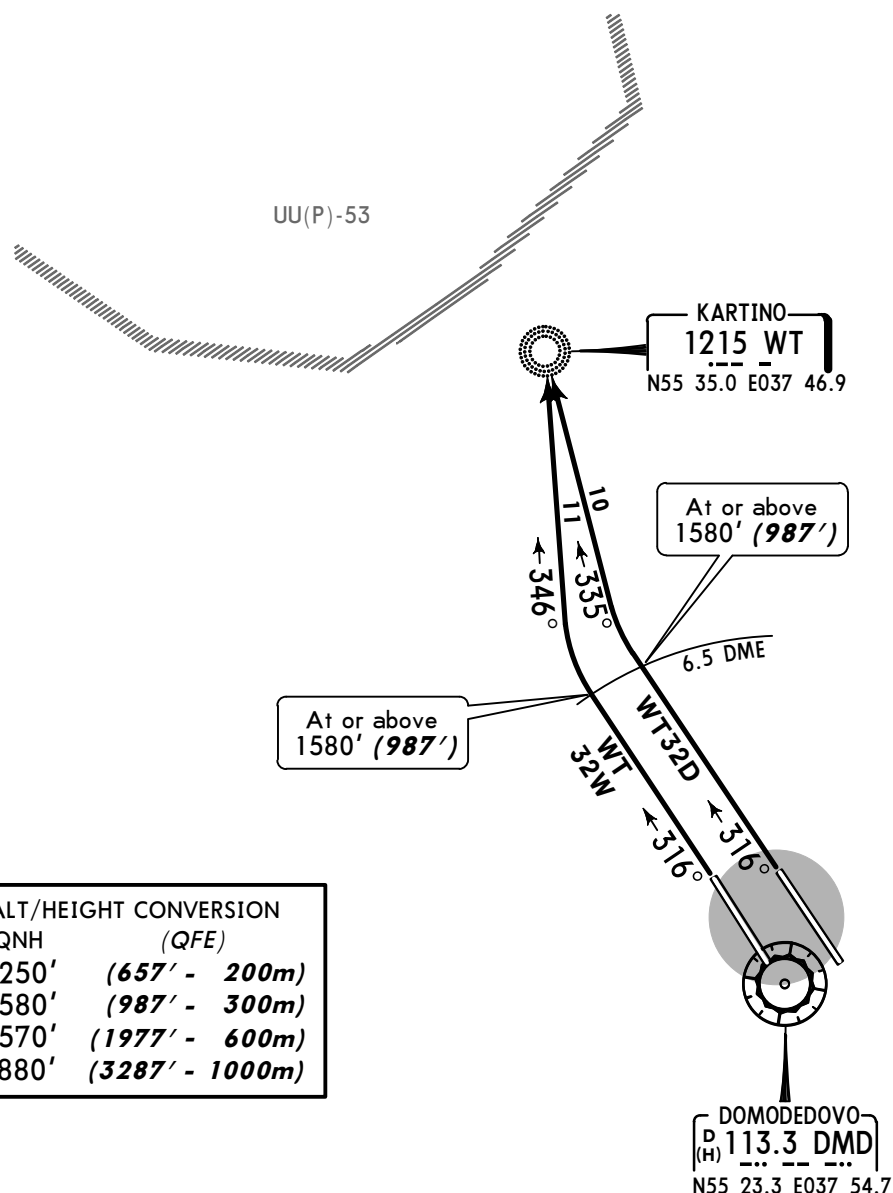
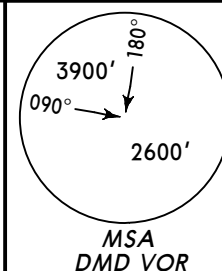
QNH on request (QFE)

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 32 DELTA (WT 32D)
KARTINO 32 WHISKEY (WT 32W)
RWYS 32R/L DEPARTURES

FLIGHTS IN UU(P)-53 ARE PROHIBITED AT ALL ALTITUDES H24



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

These SIDs require minimum climb gradients of

WT 32D: 4.0% up to 1580' (987').

WT 32W: 4.2% up to 1580' (987').

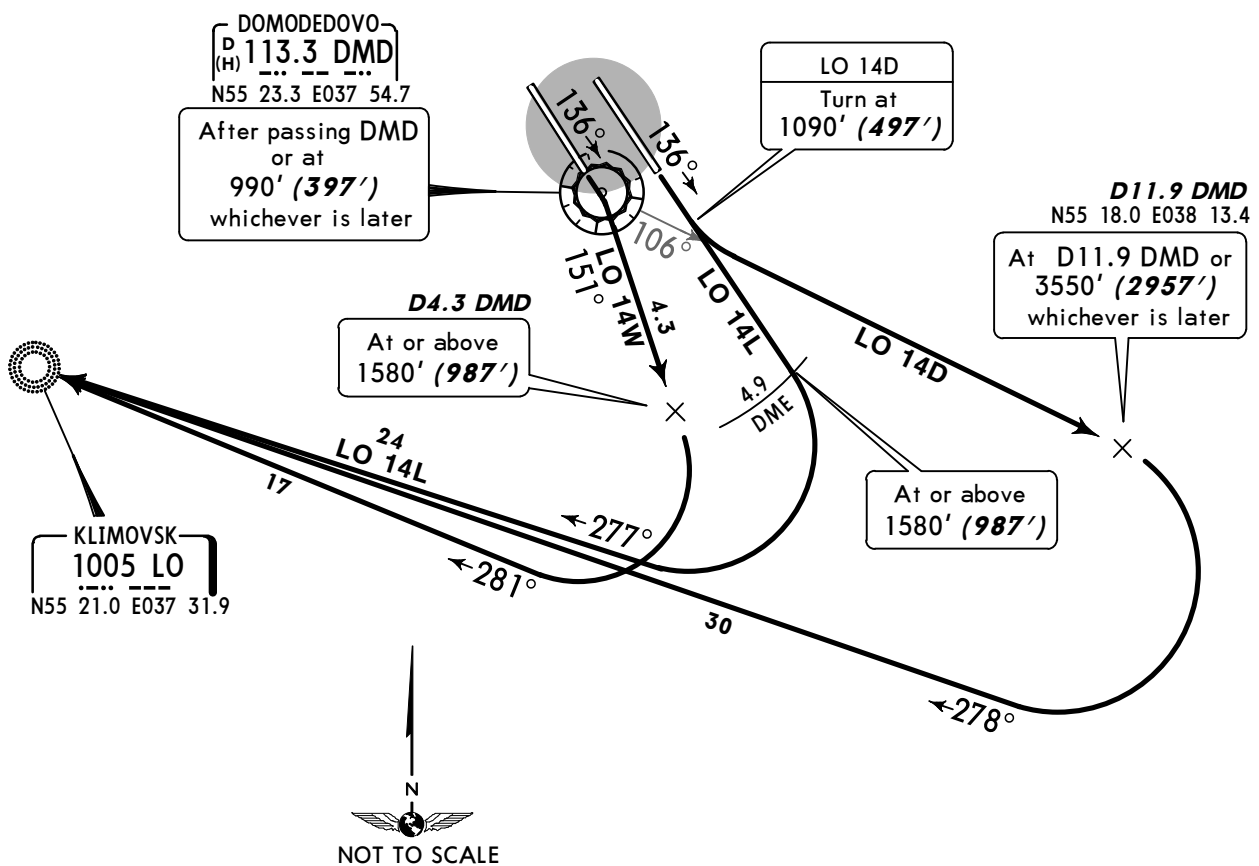
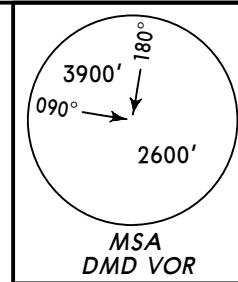
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

Initial climb clearance 2570' (1977') further climb by ATC.

SID	RWY	ROUTING
WT 32D	32R	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 335° bearing to WT.
WT 32W	32L	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 346° bearing to WT.

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 14 DELTA (LO 14D)
KLIMOVSK 14 LIMA (LO 14L)
KLIMOVSK 14 WHISKEY (LO 14W)
RWYS 14L/R DEPARTURES



These SIDs require minimum climb gradients of

- LO 14D: 4.0% up to 3550' (2957').
- LO 14L: 3.7% up to 1580' (987').
- LO 14W: 3.5% up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.7% V/V(fpm)	281	375	562	749	937	1124
3.5% V/V(fpm)	266	354	532	709	886	1063

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)

LO 14D, 14L: Initial climb clearance 3550' (2957') further climb by ATC.
LO 14W: Initial climb clearance 2570' (1977') further climb by ATC.

SID	RWY	ROUTING
LO 14D	14L	Climb on 136° track to 1090' (497'), intercept DMD R-106 to D11.9 DMD or 3550' (2957') whichever is later, turn RIGHT, intercept 278° bearing to LO.
LO 14L		Climb on 136° track to DMD 4.9 DME, turn RIGHT, intercept 277° bearing to LO.
LO 14W	14R	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 281° bearing to LO.

DOMODEDOVO
Radar
127.7

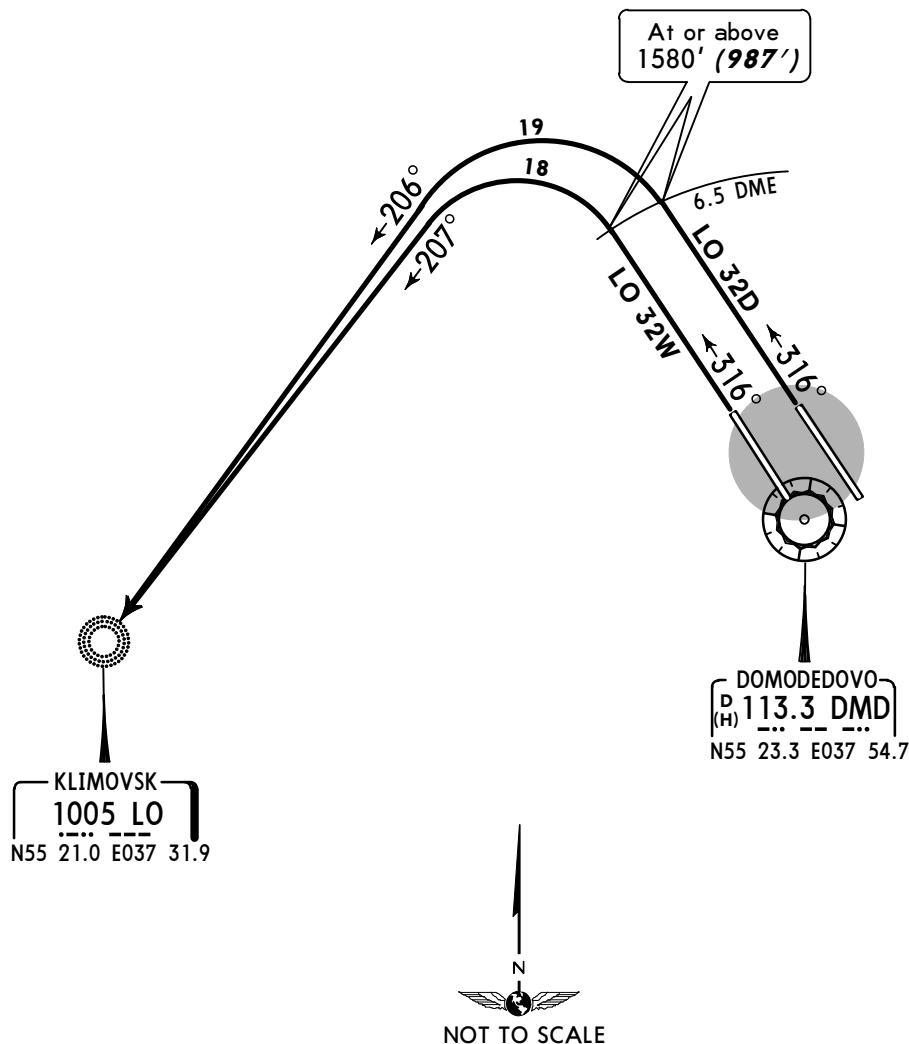
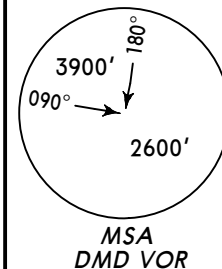
Apt Elev
593'

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 32 DELTA (LO 32D)
KLIMOVSK 32 WHISKEY (LO 32W)
RWYS 32R/L DEPARTURES



These SIDs require minimum climb gradients
of

LO 32D: 4.0% up to 1580' (987').

LO 32W: 4.2% up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215

ALT/HEIGHT CONVERSION

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

Initial climb clearance 3550' (2957') further climb by ATC.

SID	RWY	ROUTING
LO 32D	32R	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 206° bearing to LO.
LO 32W	32L	Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 207° bearing to LO.

DOMODEDOVO
Radar
127.7

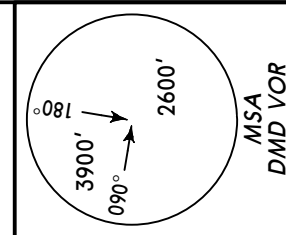
Apt Elev
593'

QNH on request (QFE)

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

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

OKREM 14E [OKR14E]
OKREM 14G [OKR14G]
OKREM 14W [OKR14W]
RWYS 14L/R DEPARTURES
BY ATC



These SIDs require minimum climb gradients of

OKREM 14E

243' per NM (4.0%) up to 3550' (2957').

OKREM 14G, 14W

213' per NM (3.5%) up to 1580' (987').

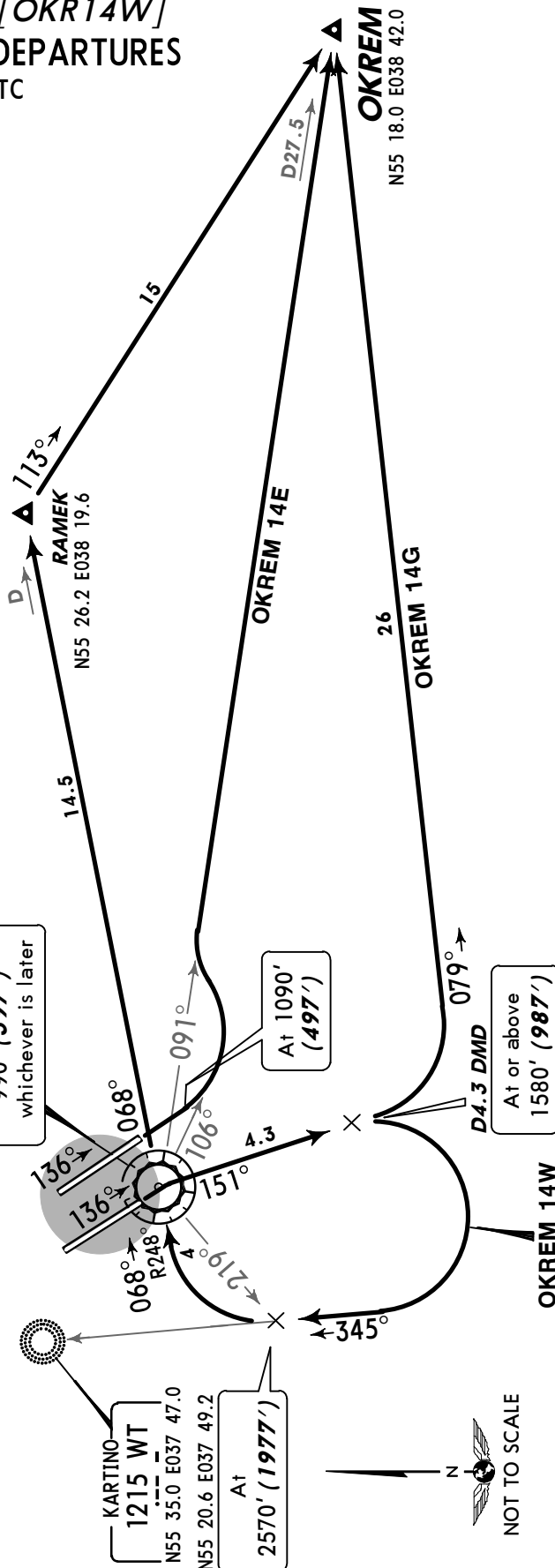
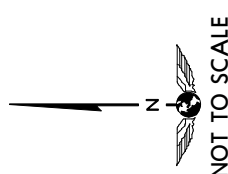
Gnd speed-KT	75	100	150	200	250	300
243' per NM	304	405	608	810	1013	1215
213' per NM	266	354	532	709	886	1063

DOMODEDOVO
113.3 DMD
N55 23.3 E037 54.7

After passing DMD
or at
990' (397')
whichever is later

KARTINO
1215 WT
N55 35.0 E037 47.0
N55 20.6 E037 49.2

At
2570' (1977')



OKREM 14E: Initial climb clearance 3550' (2957') further climb by ATC.
OKREM 14G, 14W: Initial climb clearance 2570' (1977') further climb by ATC.

ROUTING

SID RWY

OKREM 14E 14L

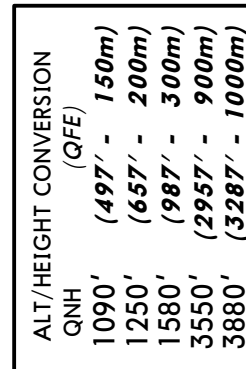
OKREM 14G 14R

OKREM 14W

Climb on 136° track to 1090' (497'), turn LEFT, intercept DMD R-091 to OKREM.

Climb on 136° track, after passing DMD or 990' (397'), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn LEFT, 079° track to OKREM

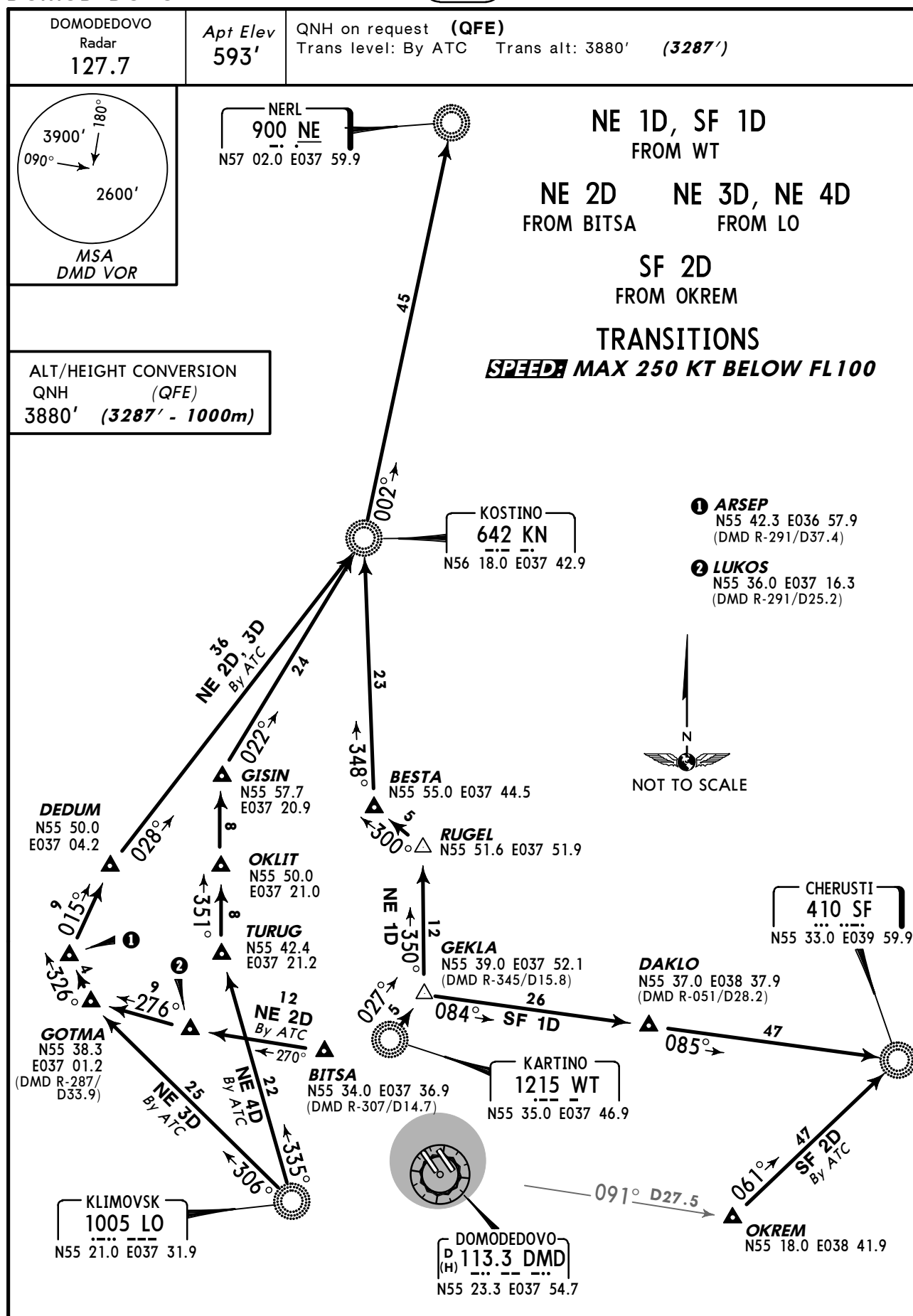
Climb on 136° track, after passing DMD or 990' (397'), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 inbound to DMD, DMD R-068 to RAMEK, turn RIGHT, 113° track to OKREM.



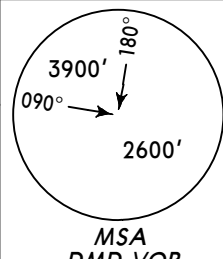
Initial climb clearance 3550' (2957') further climb by ATC.		
SID	RWY	ROUTING
OKREM 32E	32R	Climb on 316° track to 1090' (497'), turn RIGHT, 096° track to RAMEK, turn RIGHT, 113° track to OKREM.
OKREM 32G	32L	Climb on 316° track to DMD 6.5 DME and at or above 1580' (987'), turn RIGHT 101° track to RAMEK; turn RIGHT, 113° track to OKREM.

OKREM 32G
This SID requires a minimum climb gradient of 255' per NM (4.2%) up to 1580' (987').

Gnd speed-KT	75	100	150	200	250	300
255' per NM	319	425	638	851	1063	1276



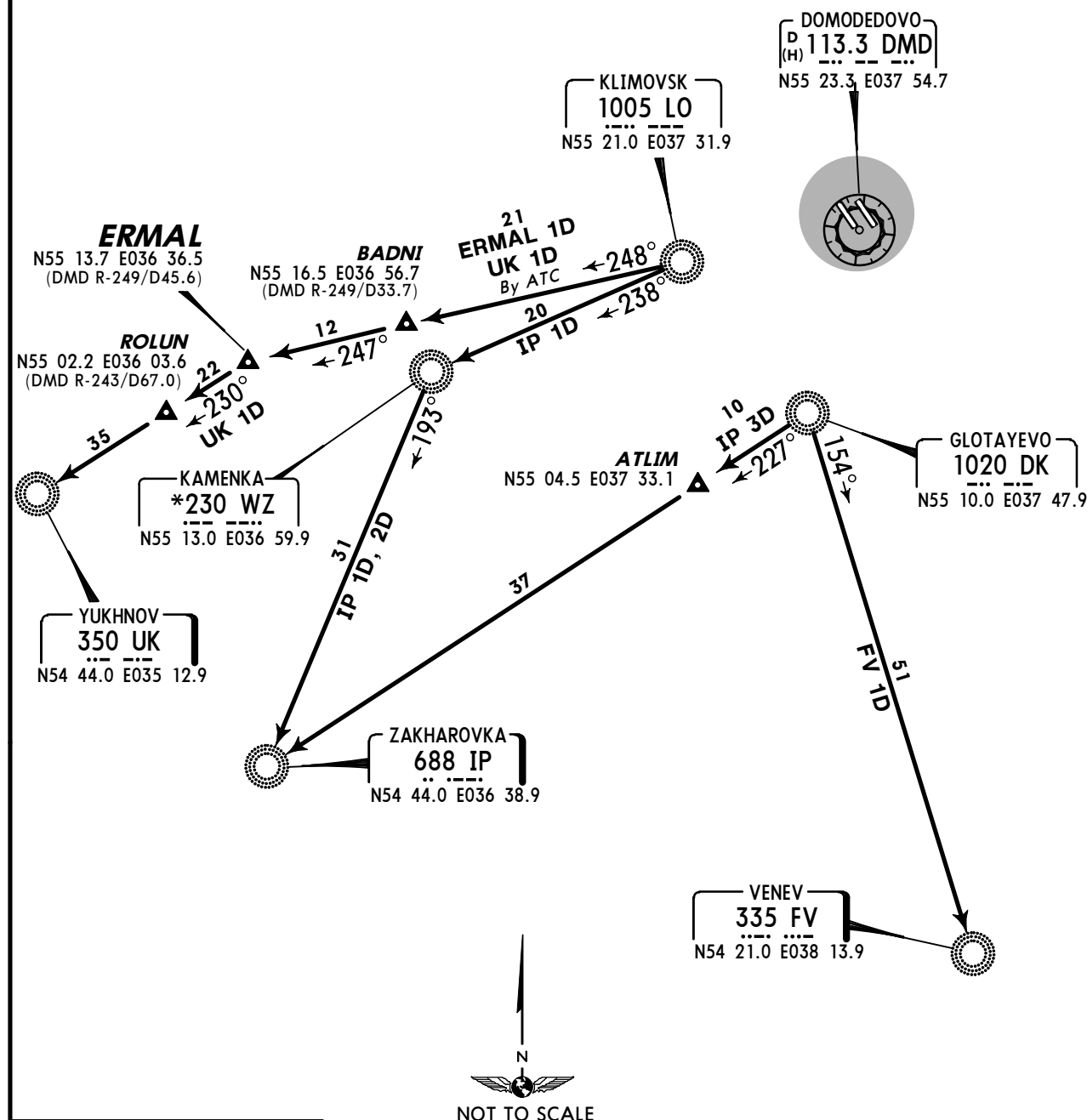
TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.
NE 2D	From BITSA to LUKOS, then to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
NE 3D	From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
NE 4D	From LO to TURUG, then to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

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

ERMAL 1D FV 1D
IP 1D, UK 1D IP 3D IP 2D
FROM LO FROM DK FROM WZ

TRANSITIONS

~~SPEED~~ MAX 250 KT BELOW FL100



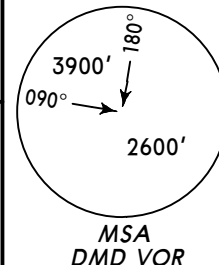
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

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

DOMODEDOVO
Radar
127.7

Apt Elev
593'

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



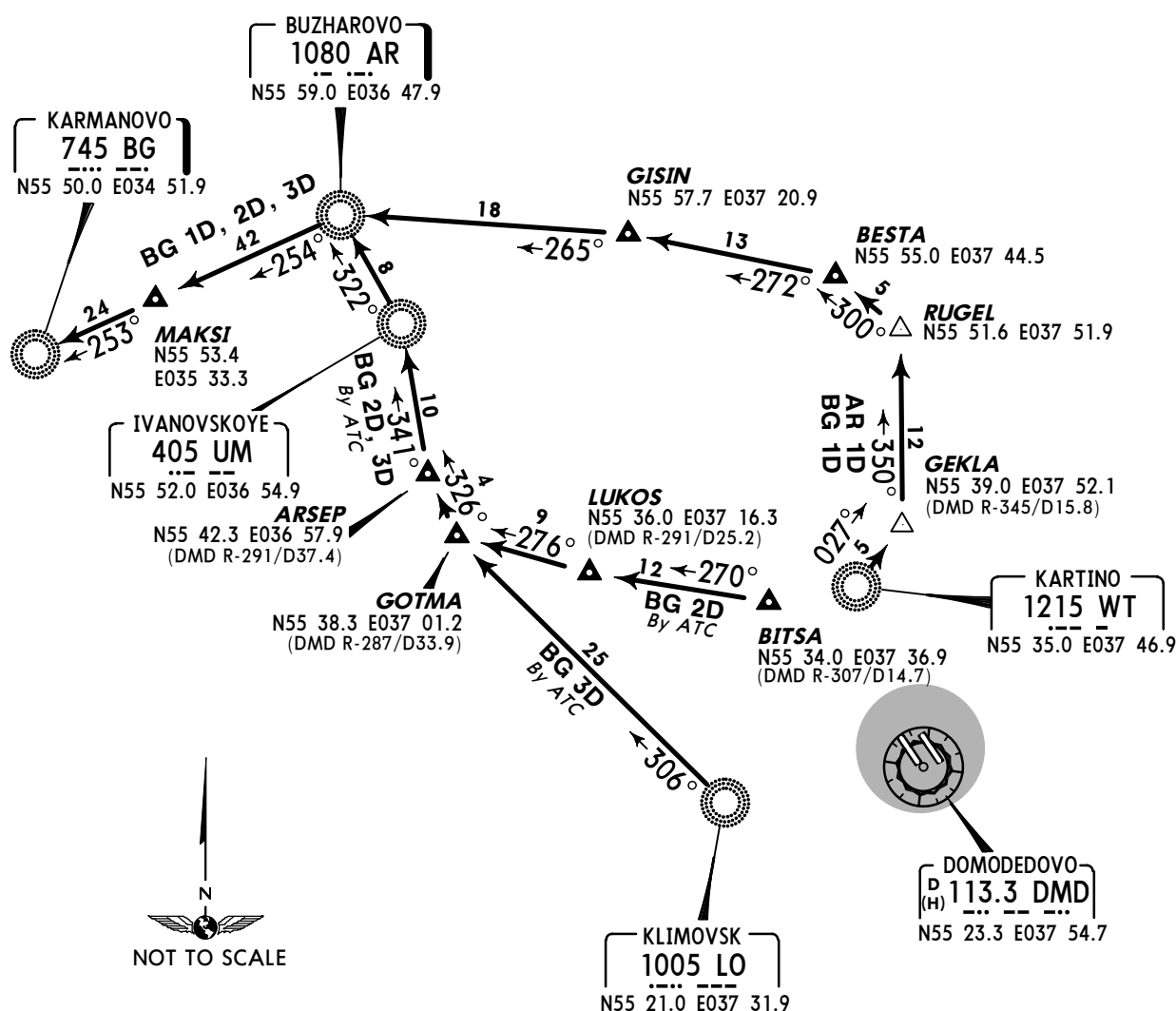
AR 1D
BG 1D
FROM WT

BG 2D
FROM BITSA

BG 3D
FROM LO

TRANSITIONS

~~SPEED~~ MAX 250 KT BELOW FL100



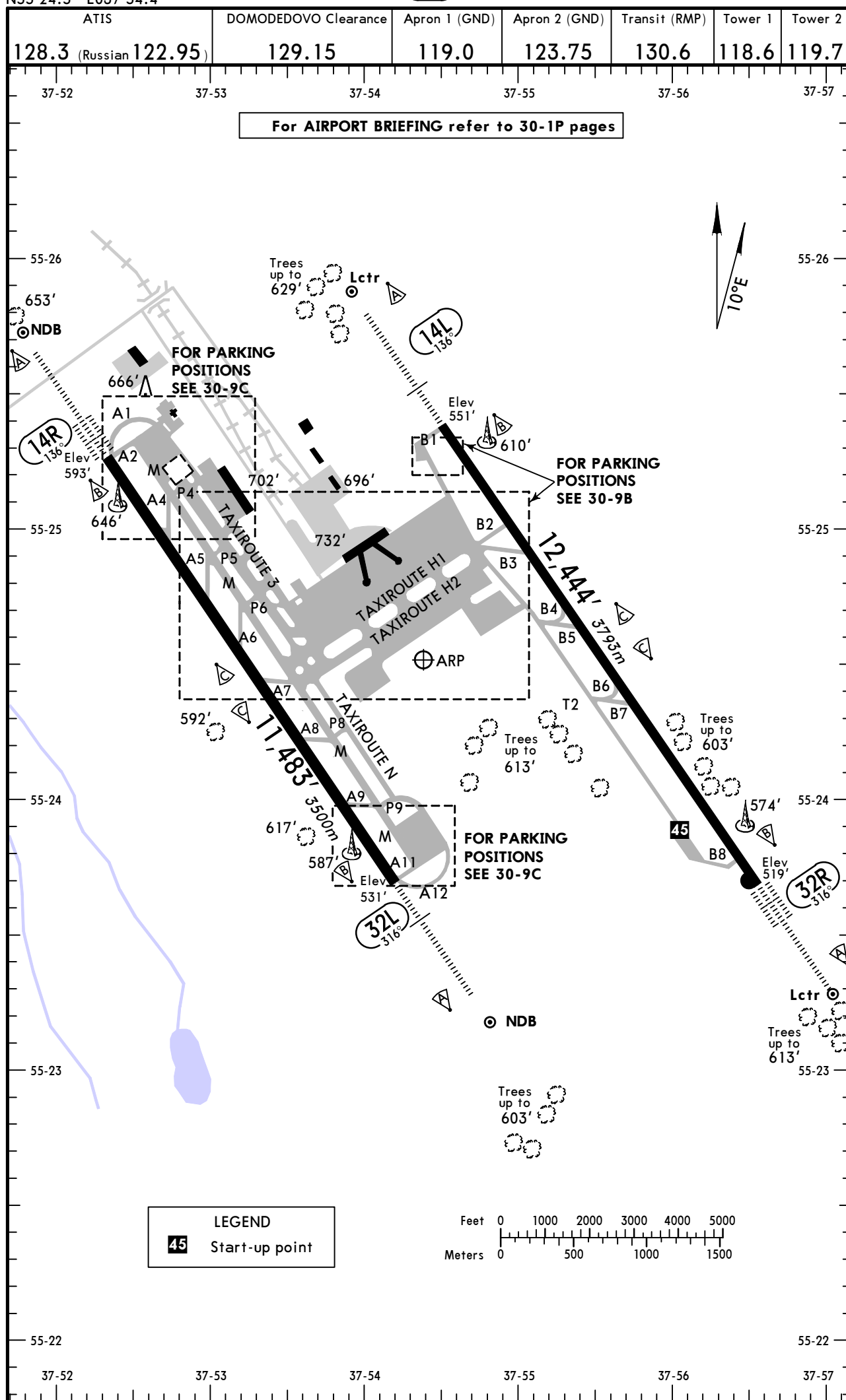
ALT/HEIGHT CONVERSION
QNH (QFE)
3880' (3287' - 1000m)

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

UDD/DME
Apt Elev 593'
N55 24.5 E037 54.4

JEPPESEN
23 MAR 12 30-9 Eff 5 Apr

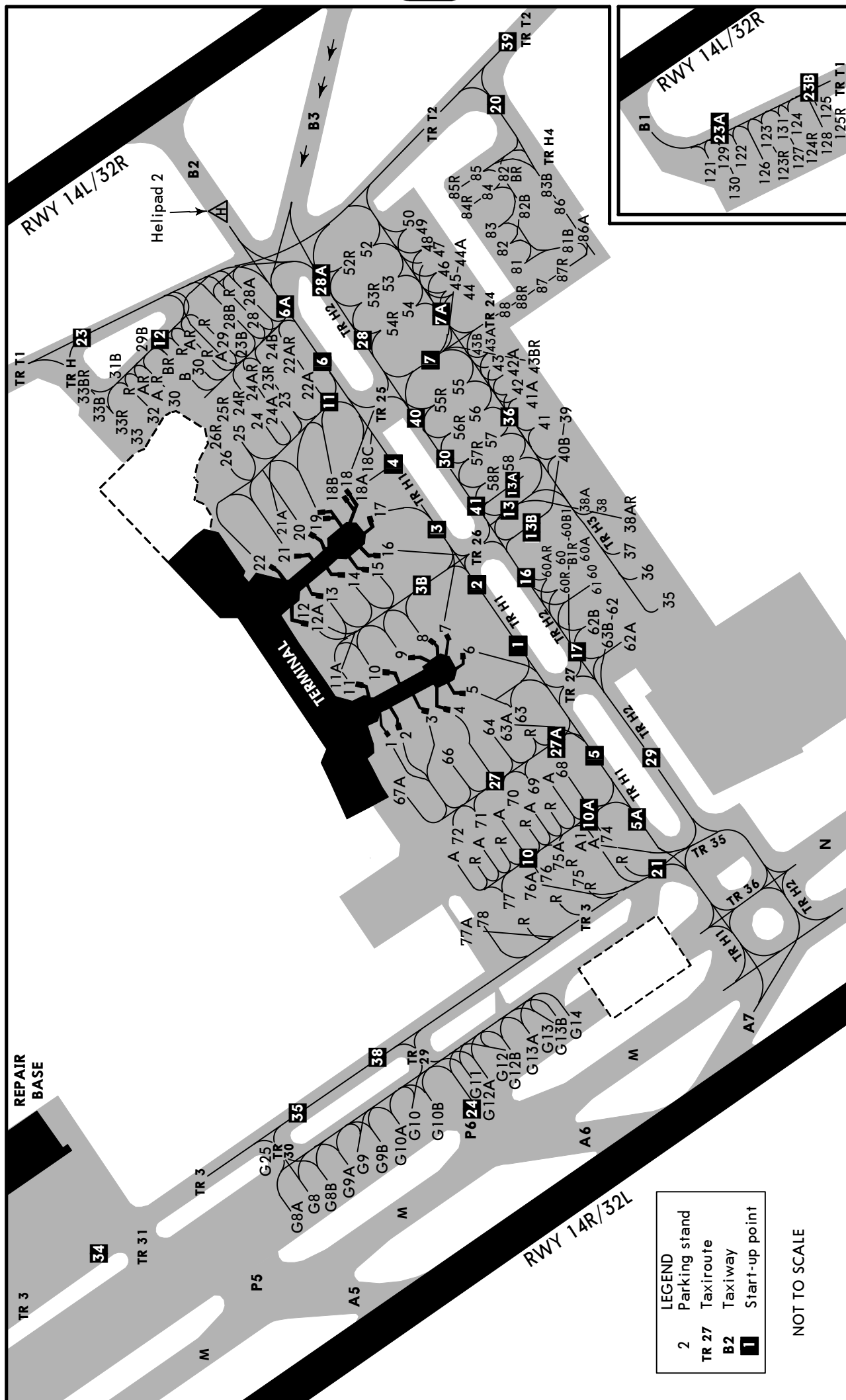
MOSCOW, RUSSIA
DOMODEDOVO



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

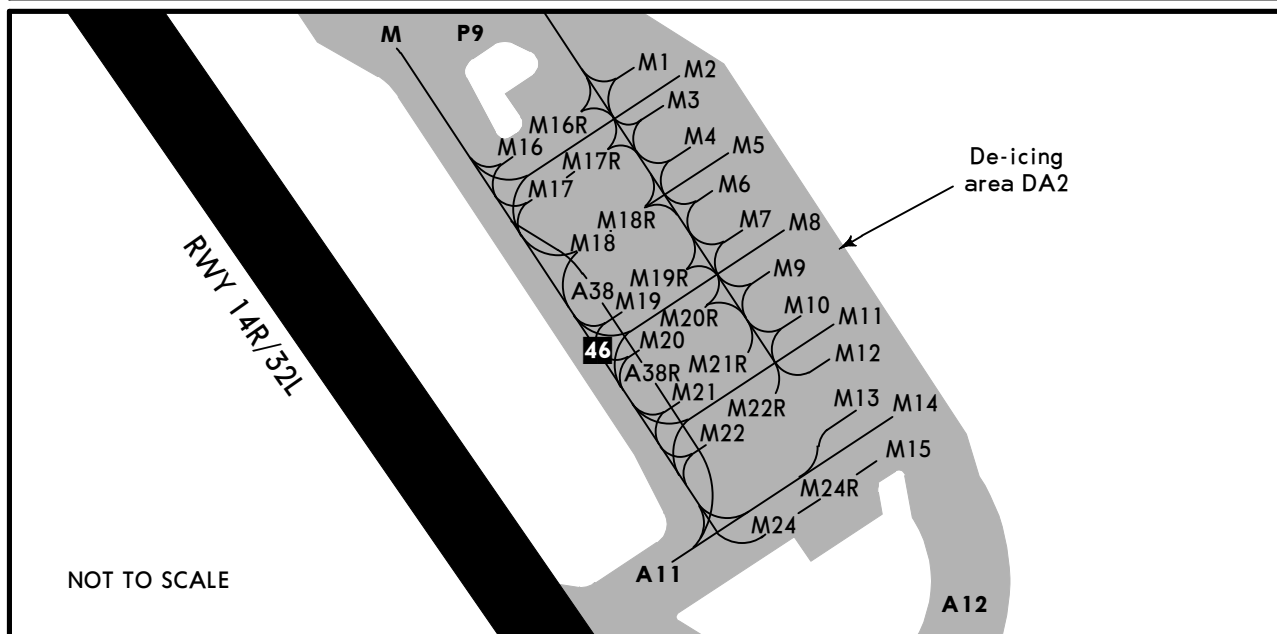
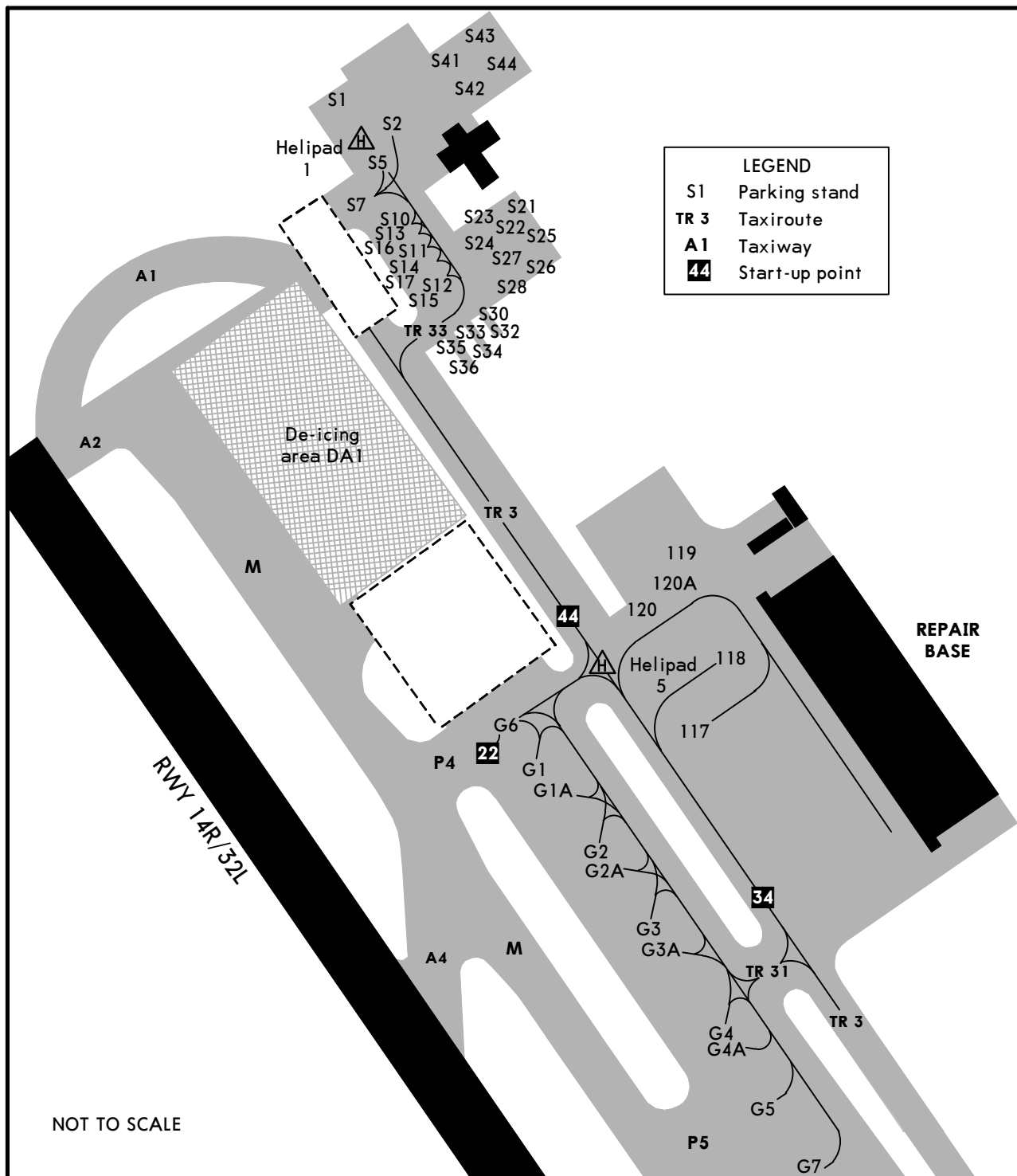
300m

© JEPPESEN, 2007, 2012. ALL RIGHTS RESERVED.



CHANGES: Parking stands G8 thru G14. Start-up point 24.

© JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
G1, G1A, G2	N55 25.1 E037 52.9	38, 38A, 39	N55 24.6 E037 54.3
G2A thru G4	N55 25.0 E037 53.0	40B, 41	N55 24.6 E037 54.4
G4A, G5	N55 24.9 E037 53.1	41A	N55 24.6 E037 54.5
G6	N55 25.1 E037 52.9	42 thru 43B	N55 24.7 E037 54.5
G7, G8, G8A	N55 24.9 E037 53.2	44, 44A, 45	N55 24.7 E037 54.6
G8B	N55 24.8 E037 53.2	46 thru 50	N55 24.7 E037 54.7
G9	N55 24.8 E037 53.3	52	N55 24.8 E037 54.7
G9A	N55 24.8 E037 53.2	53	N55 24.8 E037 54.6
G9B thru G10B	N55 24.8 E037 53.3	54	N55 24.7 E037 54.6
G12 thru G13A	N55 24.7 E037 53.4	55	N55 24.7 E037 54.5
G13B	N55 24.6 E037 53.4	56, 57	N55 24.7 E037 54.4
G14	N55 24.6 E037 53.5	58	N55 24.6 E037 54.4
G25	N55 24.9 E037 53.3	60 thru 61	N55 24.6 E037 54.2
M1	N55 23.5 E037 53.4	62	N55 24.6 E037 54.1
M2 thru M4	N55 24.0 E037 54.3	62A	N55 24.5 E037 54.1
M5 thru M7	N55 23.9 E037 54.3	62B	N55 24.6 E037 54.1
M8 thru M12	N55 23.9 E037 54.4	63	N55 24.7 E037 54.0
M13	N55 23.8 E037 54.4	63A	N55 24.7 E037 53.9
M14, M15	N55 23.8 E037 54.5	63B	N55 24.6 E037 54.0
M16	N55 24.0 E037 54.2	64, 66	N55 24.7 E037 53.9
M17, M18	N55 23.9 E037 54.2	67A	N55 24.8 E037 53.8
M19, M20	N55 23.9 E037 54.3	68	N55 24.6 E037 53.9
M21, M22	N55 23.8 E037 54.3	69	N55 24.6 E037 53.8
M24	N55 23.8 E037 54.4	70 thru 72	N55 24.7 E037 53.8
1, 2	N55 24.8 E037 53.9	74	N55 24.6 E037 53.8
3 thru 5	N55 24.7 E037 54.0	74A1 thru 76A	N55 24.6 E037 53.7
6 thru 8	N55 24.7 E037 54.1	77	N55 24.7 E037 53.7
9	N55 24.7 E037 54.0	77A, 78	N55 24.7 E037 53.6
10 thru 11A	N55 24.8 E037 54.0	81	N55 24.6 E037 54.7
12	N55 24.8 E037 54.1	82, 83	N55 24.7 E037 54.7
12A	N55 24.9 E037 54.1	84, 85	N55 24.7 E037 54.8
13 thru 16	N55 24.8 E037 54.2	86	N55 24.6 E037 54.8
17 thru 19	N55 24.8 E037 54.3	87	N55 24.6 E037 54.6
20	N55 24.8 E037 54.2	88	N55 24.7 E037 54.6
21, 21A, 22	N55 24.9 E037 54.2	120, 120A	N55 25.2 E037 53.0
22A	N55 24.8 E037 54.4	121	N55 25.3 E037 54.3
23 thru 25	N55 24.9 E037 54.4	122	N55 25.2 E037 54.3
26	N55 24.9 E037 54.3	123 thru 125	N55 25.2 E037 54.4
28 thru 28B	N55 24.9 E037 54.6	126, 127	N55 25.2 E037 54.3
29 thru 30B	N55 24.9 E037 54.5	128	N55 25.1 E037 54.4
31	N55 25.0 E037 54.5	129	N55 25.2 E037 54.3
31A thru 33	N55 25.0 E037 54.4	131	N55 25.2 E037 54.4
35	N55 24.5 E037 54.1		
36	N55 24.5 E037 54.2		
37	N55 24.6 E037 54.2		

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:

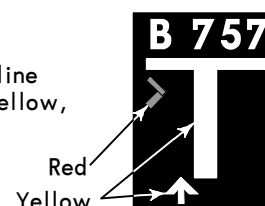
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the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



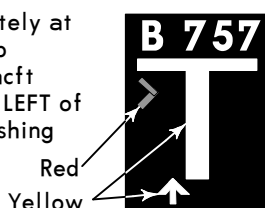
- DOCKING
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.



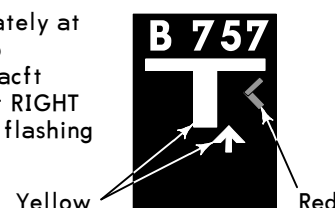
3. IDENTIFICATION

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.

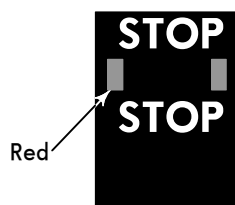


The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



4. STOP

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

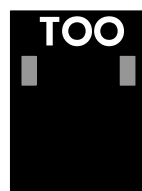


5. DOCKING ON

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".



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')
14R	<i>ALS out</i>	R1300m	R1300m	R1300m	R1300m
		R1500m	R1500m	R2000m	R2000m
	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')
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m
	NDB ❶❷	1380' (787')	1380' (787')	1380' (787')	1380' (787')
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
		R1500m	R1500m	C2400m	C2400m
	NDB ❸	1380' (787')	1380' (787')	1380' (787')	1380' (787')
	<i>ALS out</i>	C3100m	C3100m	C3300m	C3300m
32L		C3800m	C3800m	C4000m	C4000m
	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')
	<i>ALS out</i>	R900m	R900m	R900m	R900m
		R1500m	R1500m	R1600m	R1600m
	NDB ❶❷	1230' (699')	1230' (699')	1230' (699')	1230' (699')
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
		R1500m	R1500m	C2400m	C2400m
	NDB ❸	1230' (699')	1230' (699')	1230' (699')	1230' (699')
	<i>ALS out</i>	C2700m	C2700m	C2900m	C2900m
		C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

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')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	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
	ALS out	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					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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')
14R		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	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
32L	NDB	1380' (787')	1380' (787')	1380' (787')	1380' (787')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ILS	731' (200')	731' (200')	731' (200')	731' (200')
		R550m	R550m	R550m	R550m
32R	<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
	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')
32R		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	880' (361')	880' (361')	880' (361')	880' (361')
	<i>ALS out</i>	R900m	R1000m	R1000m	R1400m
32R		R1500m	R1500m	R1800m	R2000m

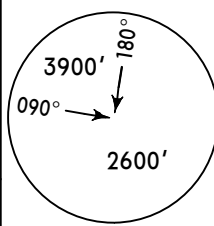
TAKE-OFF RWY 14L, 14R, 32L, 32R

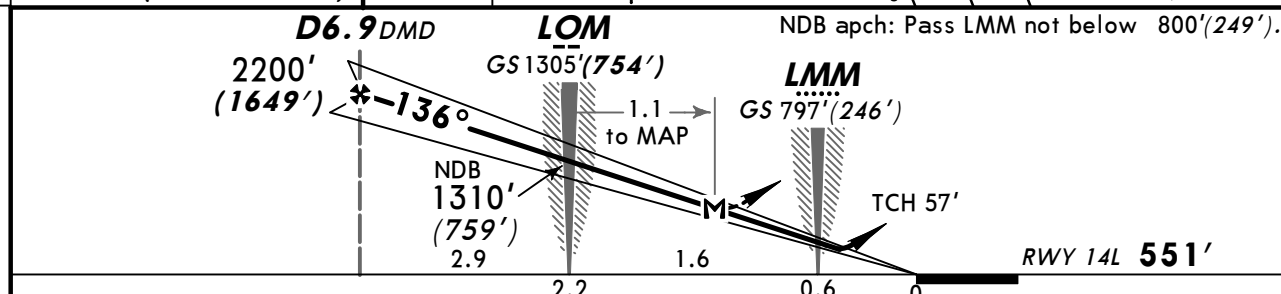
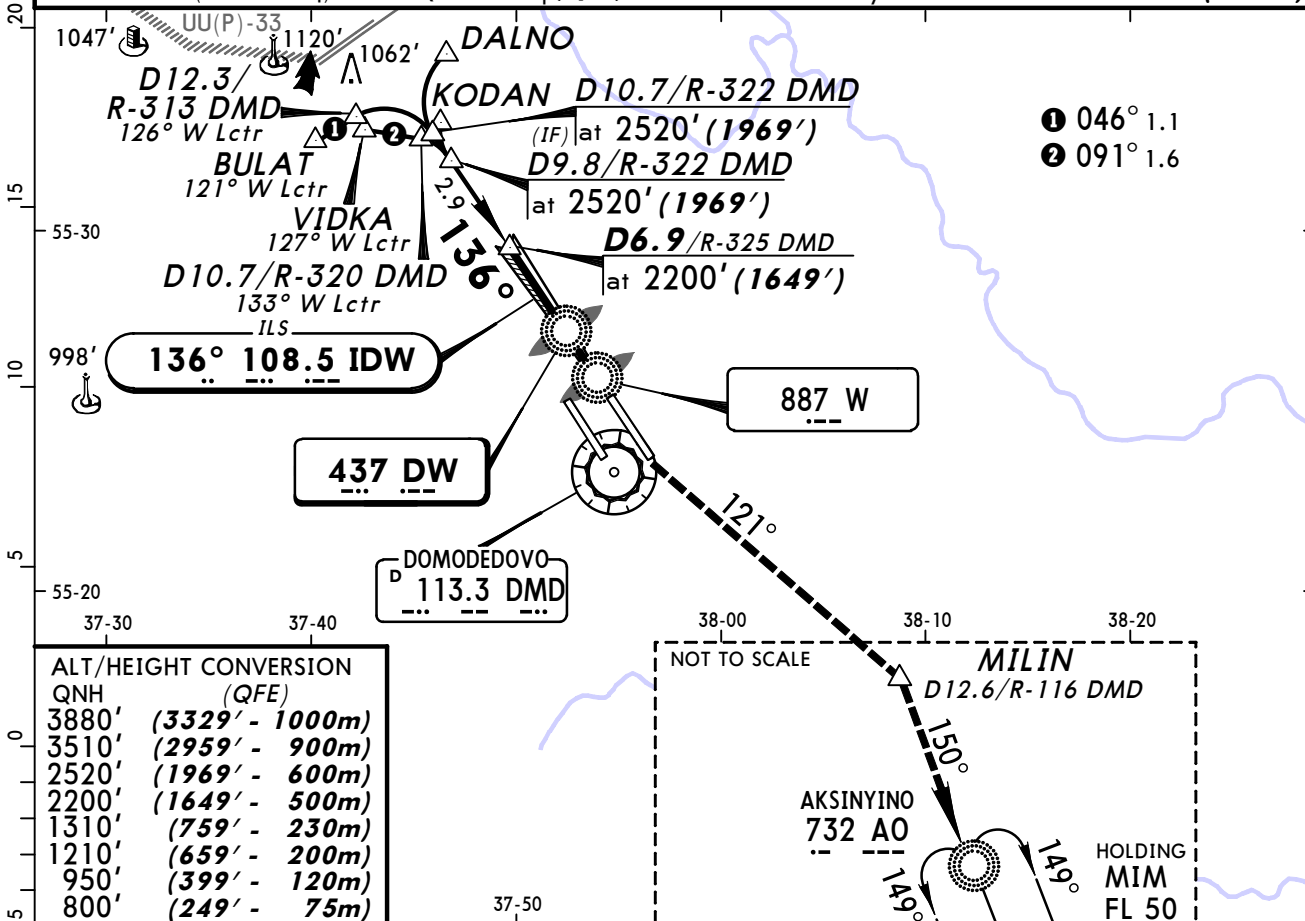
	Approved Operators	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

TAKE-OFF RWY 14C, 32C

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

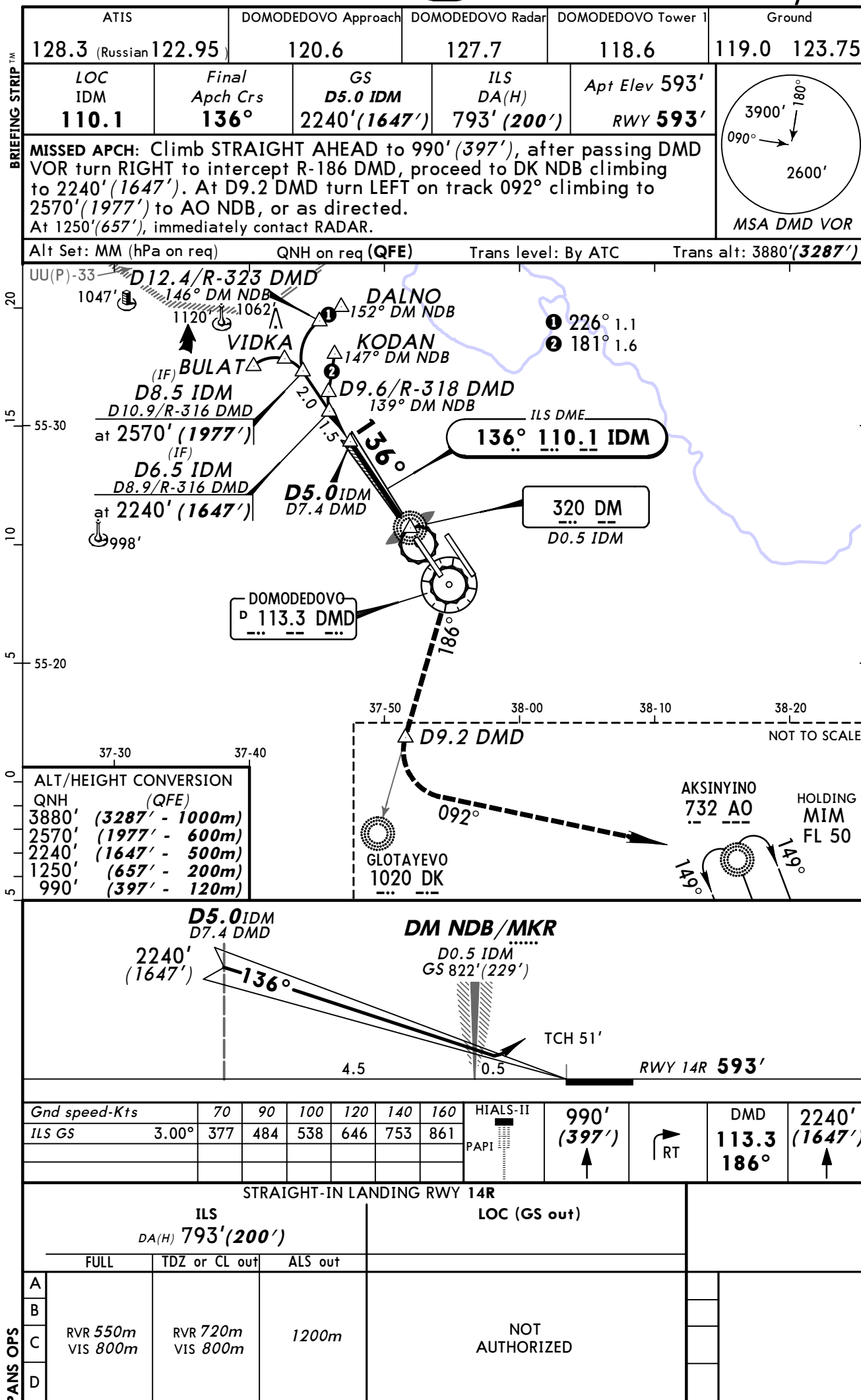
BRIEFING STRIP™

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'), 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.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	



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

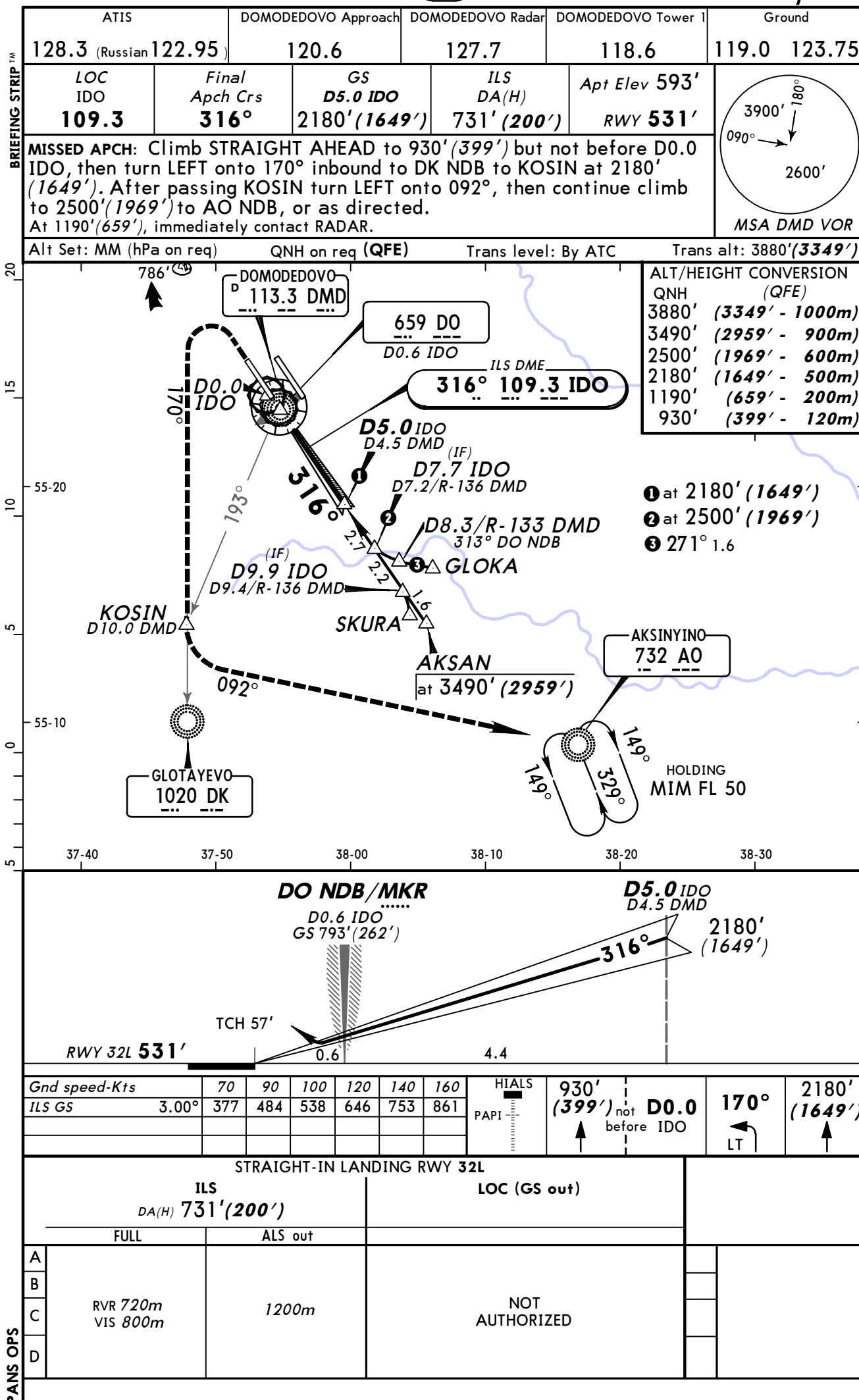
STRAIGHT-IN LANDING RWY 14L					
ILS DA(H) 751'(200')		LOC (GS out)		NDB MDA(H) 980'(429')	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
D				RVR 1800m VIS 2000m	2400m



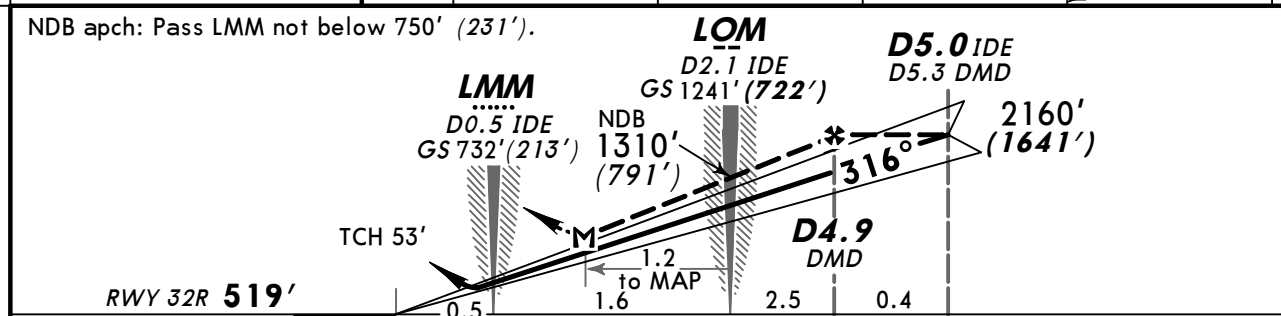
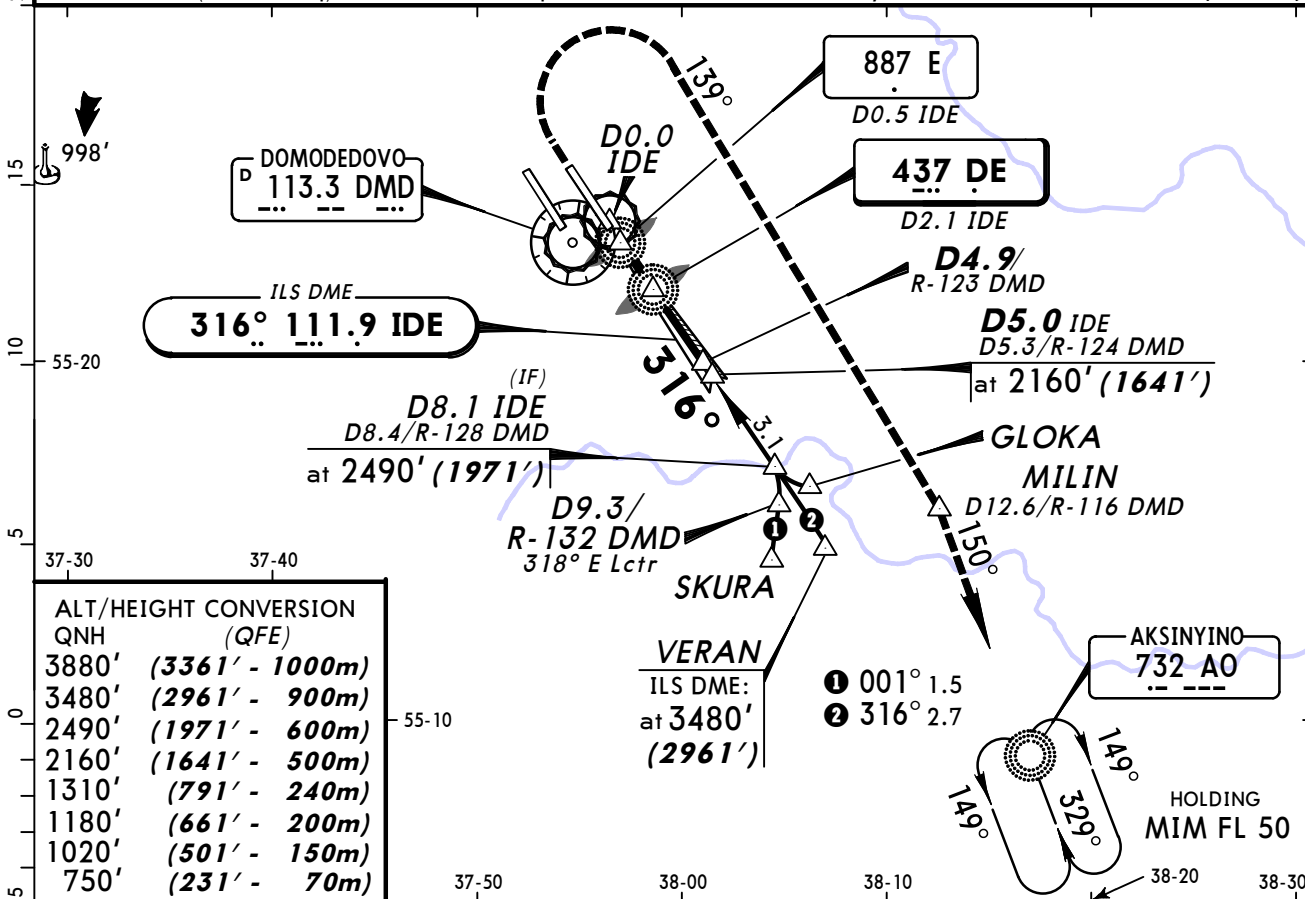
MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

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')	ILS DA(H) 719' (200')	Apt Elev 593'
NDB DE 437		Minimum Alt D4.9 DMD 2160' (1641')	NDB MDA(H) 880' (361')	RWY 519'
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (501') but not before D0.0 IDE, then turn RIGHT onto 139° climbing to 2490' (1971') to MILIN, then proceed on 150° climbing to 3480' (2961') to AO NDB, or as directed. At 1180' (661'), immediately contact RADAR.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880' (3361')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020' (501')	not before D0.0	139°	2490' (1971')
ILS GS	3.00°	377	484	538	646	753	PAPI				
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				NDB	
ILS		LOC (GS out)		NDB	
DA(H) 719' (200')				MDA(H) 880' (361')	
FULL	TDZ or CL out	ALS out		ALS out	
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m RVR 1500m VIS 1600m
D					RVR 1500m VIS 1600m RVR 1800m VIS 2000m

UDD/DME DOMODEDOVO

23 MAR 12
Eff 5 Apr

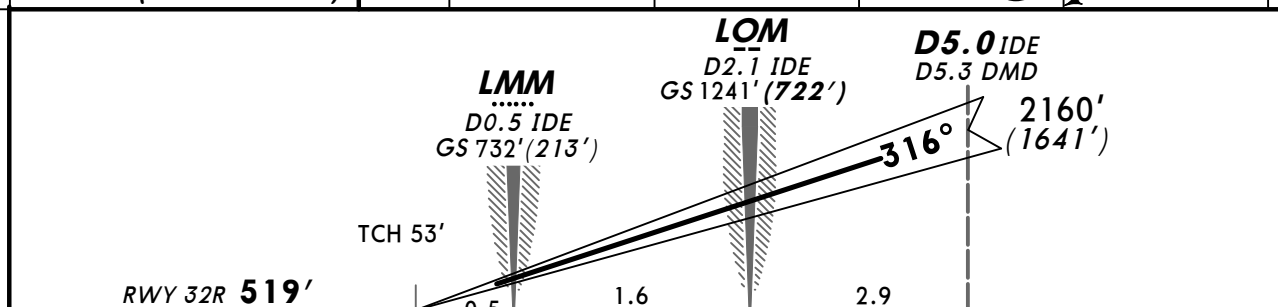
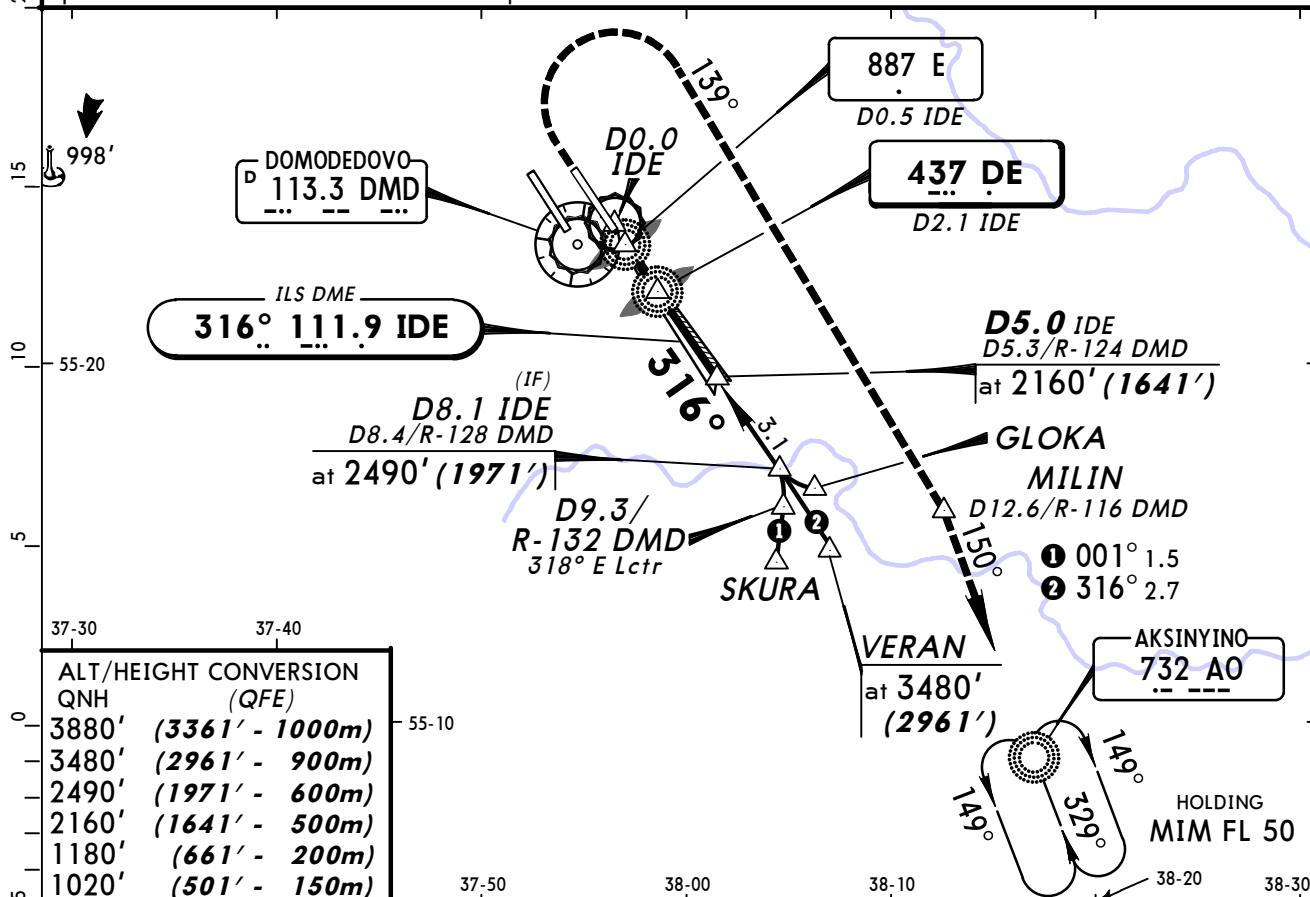
31-4A

MOSCOW, RUSSIA
CAT II ILS DME Rwy 32R

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 1020' (501') but not before D0.0 IDE, then turn RIGHT onto 139° climbing to 2490' (1971') to MILIN, then proceed on 150° climbing to 3480' (2961') to AO NDB, or as directed. At 1180' (661'), immediately contact RADAR.					MSA DMD VOR

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

Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020' (501') not before IDE	D0.0	139°	2490' (1971')
GS	3.00°	377	484	538	646	753	PAPI	↑	↑	RT	↑

STRAIGHT-IN LANDING RWY 32R

CAT II ILS

ABCD

RA 106'

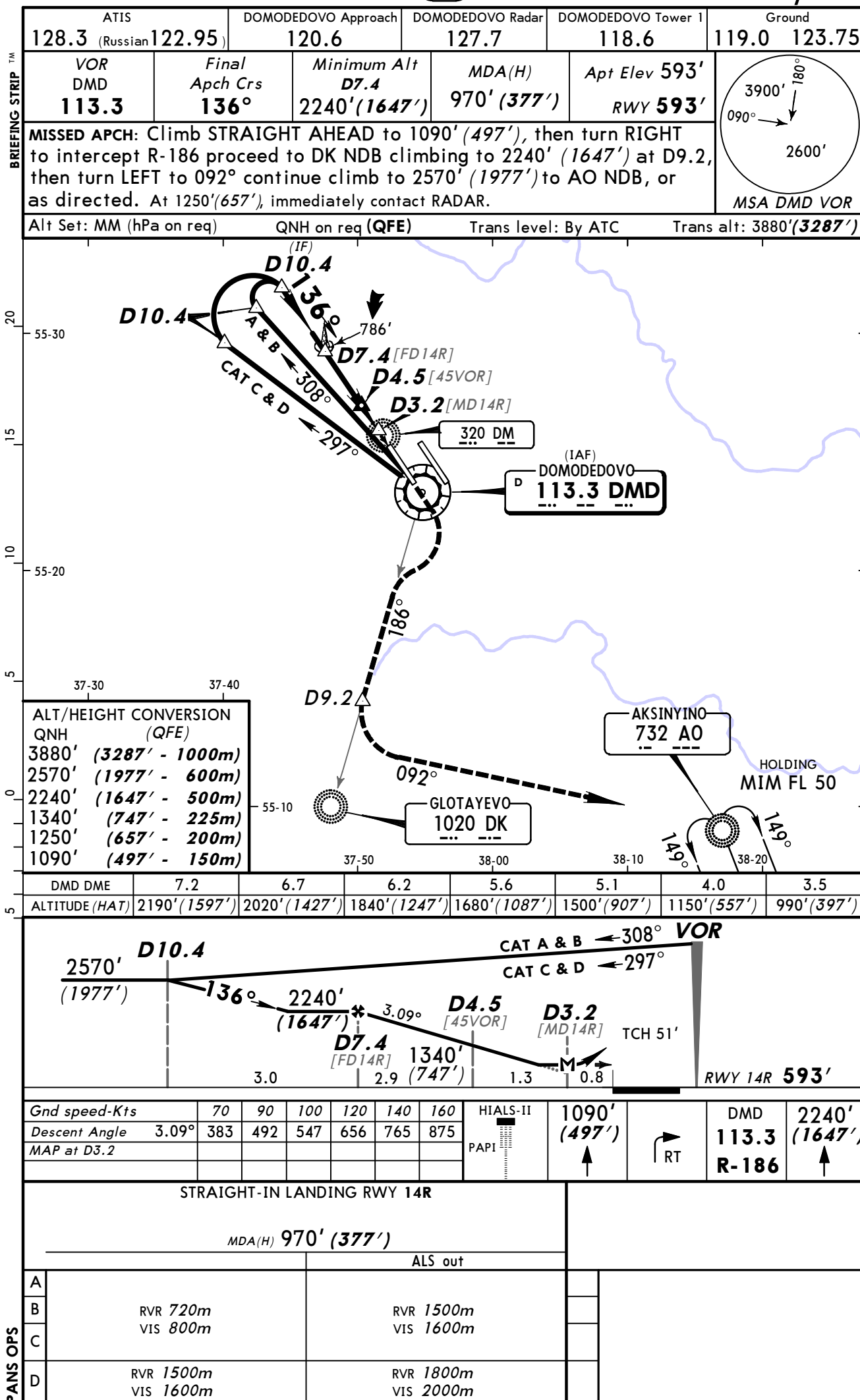
DA(H) 619' (100')

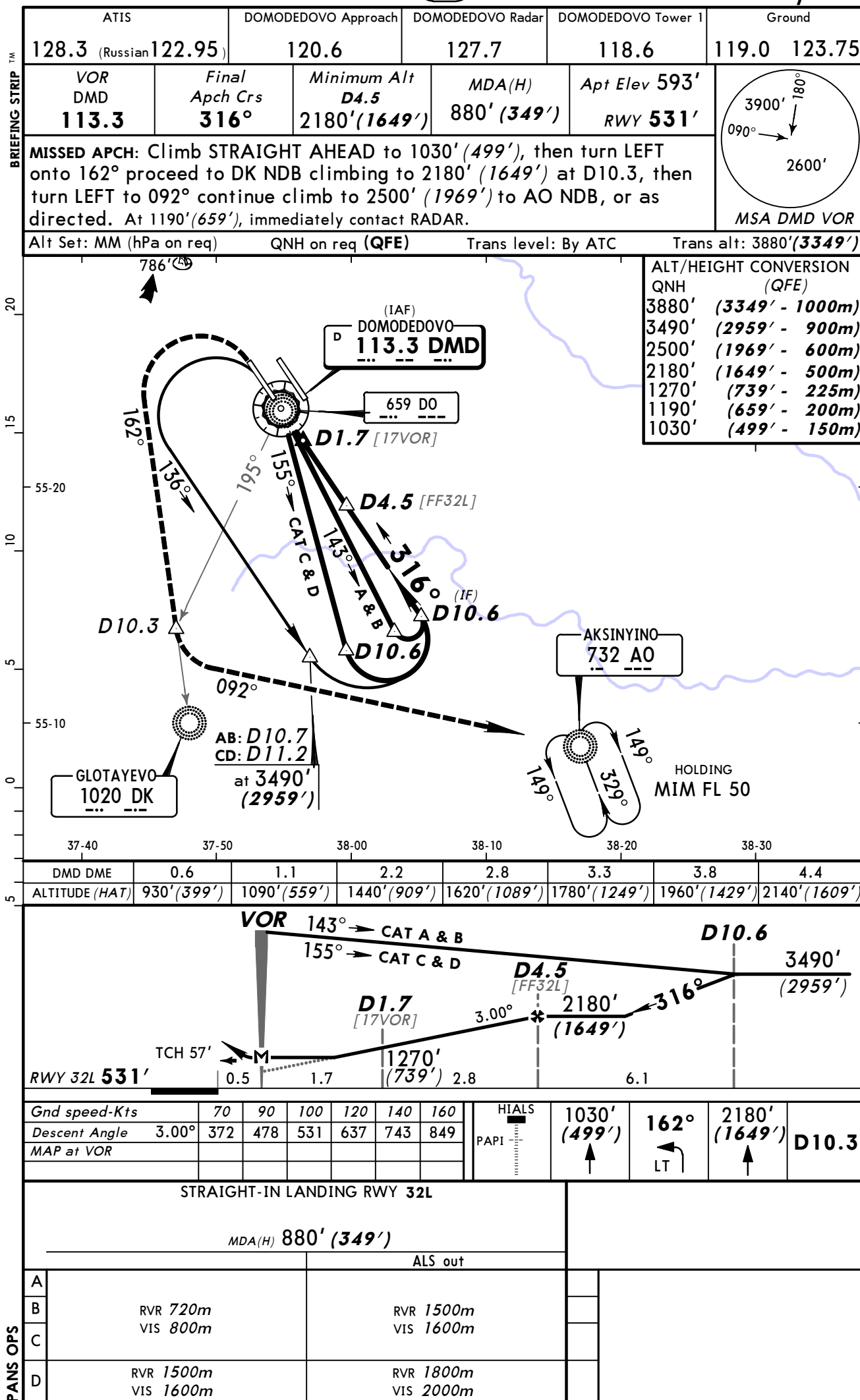
RVR 350m

UDD/DME DOMODEDOVO

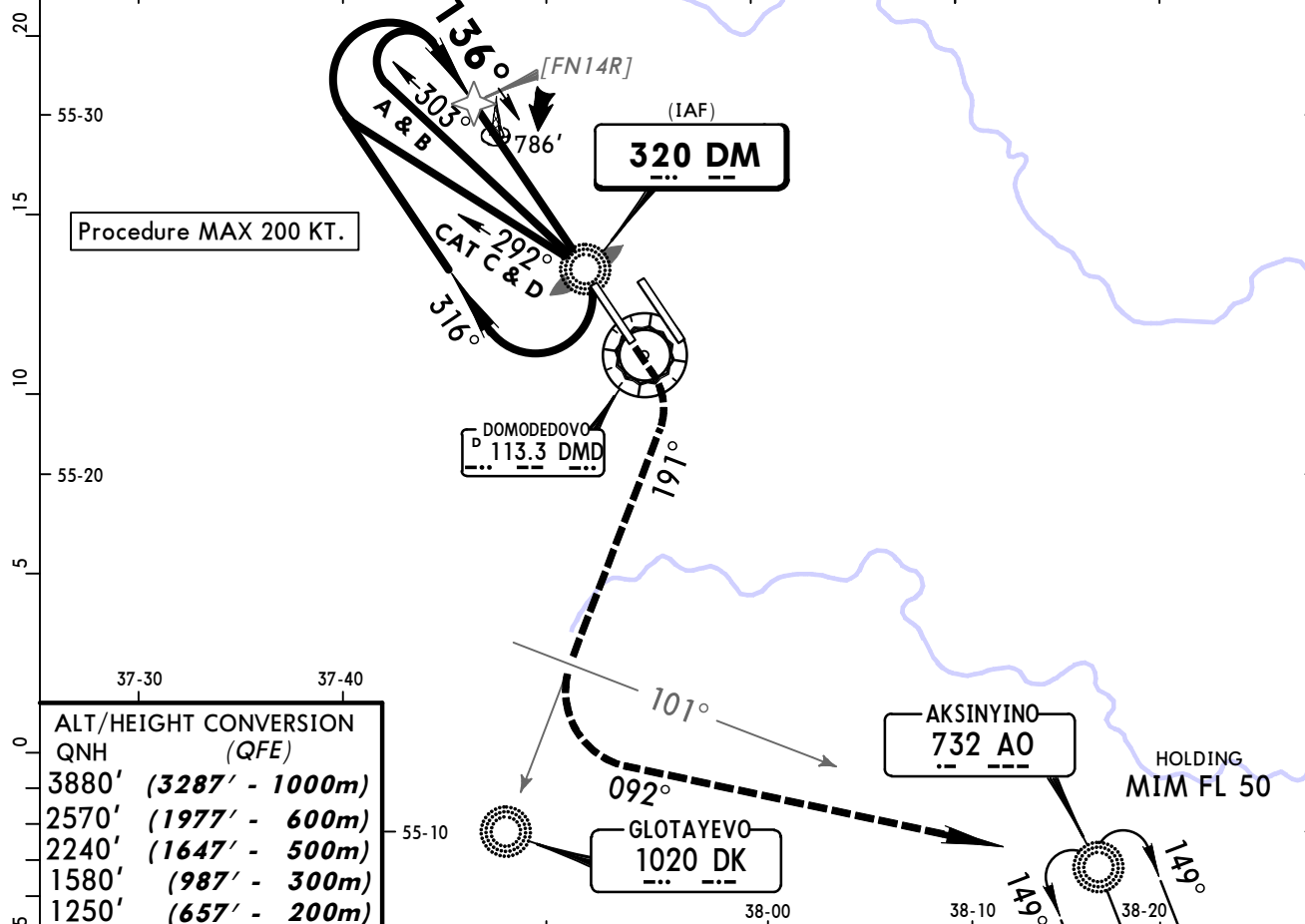
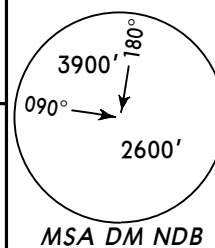
JEPPESSEN
9 MAR 12 (33-1)

MOSCOW, RUSSIA
VOR DME Rwy 14R

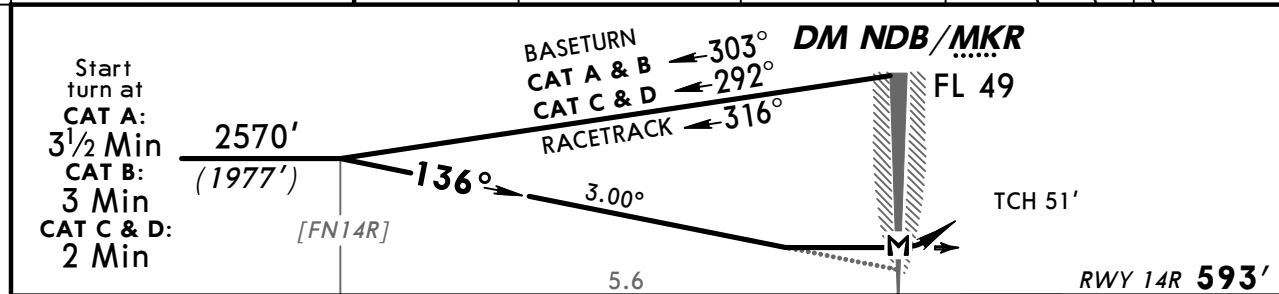




ATIS 128.3 (Russian 122.95)	DOMODEDOVO Approach 120.6	DOMODEDOVO Radar 127.7	DOMODEDOVO Tower 1 118.6	Ground 119.0 123.75
NDB DM 320	Final Apch Crs 136°	Minimum Alt No FAF	MDA(H) 1380' (787')	Apt Elev 593' RWY 593'
MISSED APCH: Climb STRAIGHT AHEAD to 1580' (987'), then turn RIGHT to 191°, proceed to 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	

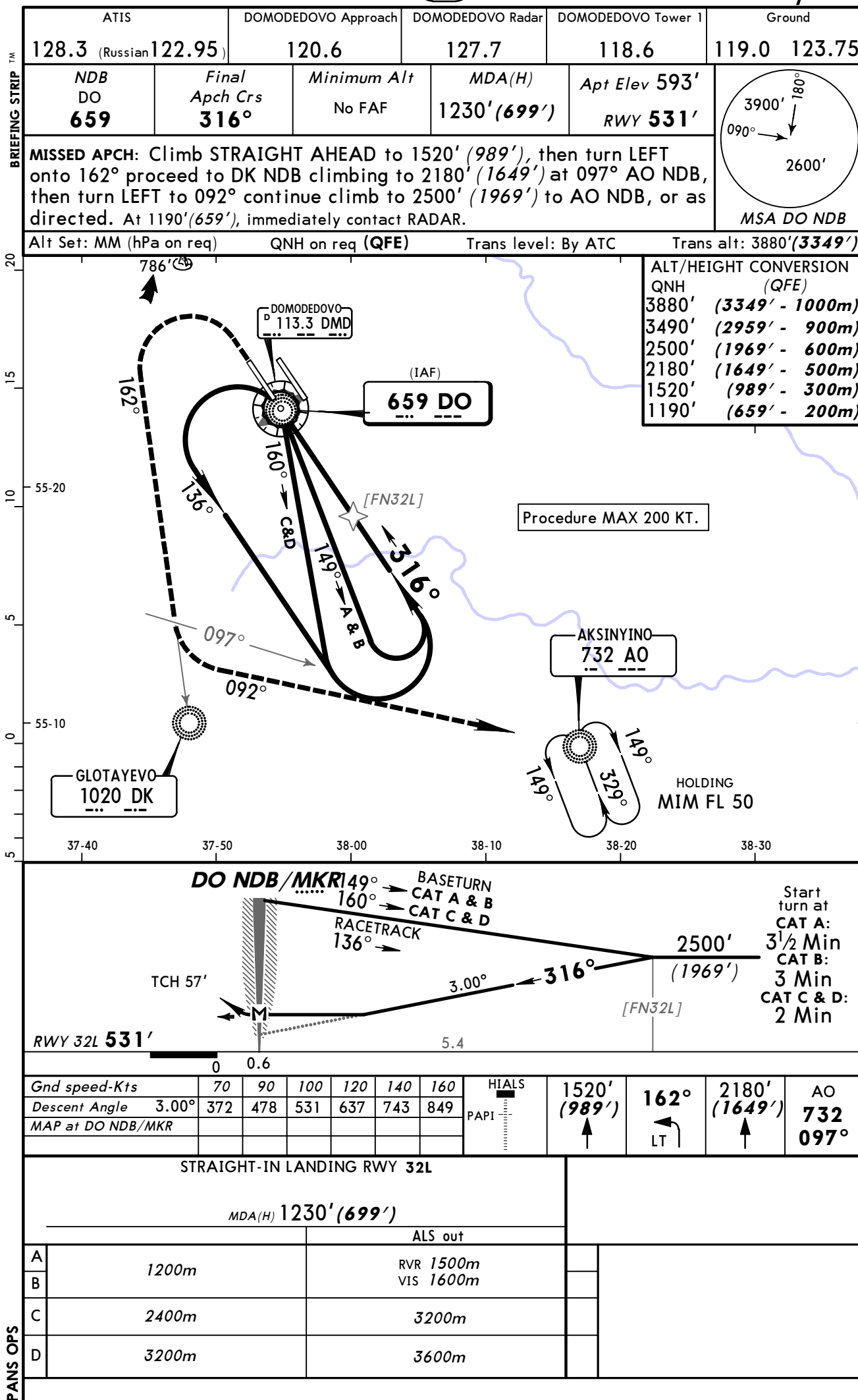


Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (DOMODEDOVO - UDD)				
REV	AIRPORT BRIEFING (GEN)	30-1P	23 Mar 2012	05 Apr 2012
REV	AIRPORT BRIEFING (GEN CON...	30-1P1	23 Mar 2012	05 Apr 2012
REV	AIRPORT BRIEFING (GEN CON...	30-1P2	23 Mar 2012	05 Apr 2012
REV	AIRPORT BRIEFING (ARR CON...	30-1P3	23 Mar 2012	05 Apr 2012
REV	AIRPORT BRIEFING (ARR CON...	30-1P4	23 Mar 2012	05 Apr 2012
REV	AIRPORT BRIEFING (ARR CON...	30-1P5	23 Mar 2012	05 Apr 2012
REV	CHERUSTI 32E & 32G DEPS	30-3B	23 Mar 2012	05 Apr 2012
DEL	GLOTAYEVO 14D & 14W DEPS	30-3C	23 Mar 2012	05 Apr 2012
ADD	GLOTAYEVO 14D, 14L & 14W ...	30-3C	23 Mar 2012	05 Apr 2012
DEL	KAMENKA 14D & 14W DEPS	30-3F	23 Mar 2012	05 Apr 2012
ADD	KAMENKA 14D, 14L & 14W DE...	30-3F	23 Mar 2012	05 Apr 2012
ADD	KARTINO 14D & 14L DEPS	30-3G	23 Mar 2012	05 Apr 2012
DEL	KARTINO 14E & 14W DEPS	30-3G	23 Mar 2012	05 Apr 2012
ADD	KARTINO 14E & 14W DEPS	30-3H	23 Mar 2012	05 Apr 2012
DEL	KARTINO 32D & 32W DEPS	30-3H	23 Mar 2012	05 Apr 2012
DEL	KARTINO 14D DEP	30-3J	23 Mar 2012	05 Apr 2012
ADD	KARTINO 32D & 32W DEPS	30-3J	23 Mar 2012	05 Apr 2012
DEL	KLIMOVSK 14D & 14W DEPS	30-3K	23 Mar 2012	05 Apr 2012
ADD	KLIMOVSK 14D, 14L & 14W D...	30-3K	23 Mar 2012	05 Apr 2012
REV	KLIMOVSK 32D & 32W DEPS	30-3L	23 Mar 2012	05 Apr 2012
REV	AIRPORT	30-9	23 Mar 2012	05 Apr 2012
REV	AIRPORT INFO, TAKE-OFF MN...	30-9A	23 Mar 2012	05 Apr 2012
REV	PARKING STANDS	30-9B	23 Mar 2012	05 Apr 2012
REV	PARKING STANDS CONTD	30-9C	23 Mar 2012	05 Apr 2012
REV	INS COORDINATES	30-9D	23 Mar 2012	05 Apr 2012
REV	DOCKING GUIDANCE SYSTEM (...)	30-9E	23 Mar 2012	05 Apr 2012
REV	ILS OR 2 NDB RWY 14L	31-1	23 Mar 2012	05 Apr 2012
REV	ILS DME RWY 14R	31-2	23 Mar 2012	05 Apr 2012
REV	CAT II ILS DME RWY 14R	31-2A	23 Mar 2012	05 Apr 2012
REV	ILS DME RWY 32L	31-3	23 Mar 2012	05 Apr 2012
REV	ILS DME OR 2 NDB RWY 32R	31-4	23 Mar 2012	05 Apr 2012
REV	CAT II ILS DME RWY 32R	31-4A	23 Mar 2012	05 Apr 2012

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UDD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(30-3, 30-3P, 30-3S) Transitions BG 2D, BG 3D, NE 2D, NE 3D, NE 4D and SIDs BITSA 32D and 32W not avbl.

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.jepesen.com/eurasiachange.