Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
Moscow, (Domodedovo - UUDD)				
REV	LARIONOVO 1D, 2D, 3D & 4D T...	30-2B	28 äåê 2012	10 ÿíâ 2013
REV	OKTYABRSKIY 1D, SUKHOTINO...	30-2C	28 äåê 2012	10 ÿíâ 2013
REV	KARTINO 32I & 32K ARRS	30-2P	28 äåê 2012	10 ÿíâ 2013
REV	KLIMOVSK 14A & 14B ARRS	30-2Q	28 äåê 2012	10 ÿíâ 2013
REV	SKURYGINO 1A & 2A RNAV AP...	30-2X3	28 äåê 2012	10 ÿíâ 2013
REV	SKURYGINO 3B & 4B RNAV AP...	30-2X4	28 äåê 2012	10 ÿíâ 2013
REV	OKREM 32E & 32G DEPS	30-3M	28 äåê 2012	10 ÿíâ 2013
REV	CHERUSTI 1D & 2D, NERL 1D, 3...	30-3N	28 äåê 2012	10 ÿíâ 2013
REV	SODRU, VENEV & YUKHNOV 1...	30-3P	28 äåê 2012	10 ÿíâ 2013
REV	BUZHAROVO 1D, KARMANOVO...	30-3Q	28 äåê 2012	10 ÿíâ 2013

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UUDD

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.

General Info
Moscow, RUS
N 55° 24.5' E 37° 54.4' Mag Var: 8.7°E
Elevation: 593'

Public, IFR, Control Tower, Customs, Landing Fee,
Jet Starting Unit available
Fuel: Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+4:00 no DST

Runway Info
Runway 14L-32R 12444' x 174' concrete
Runway 14R-32L 11483' x 197' concrete

Runway 14L (136.0°M) TDZE 551'
  Lights: Edge, ALS, Centerline
Runway 14R (136.0°M) TDZE 593'
  Lights: Edge, ALS, Centerline, TDZ
Runway 32L (316.0°M) TDZE 531'
  Lights: Edge, ALS, Centerline
Runway 32R (316.0°M) TDZE 519'
  Lights: Edge, ALS, Centerline, TDZ

Communications Info
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**

Notebook Info

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 responsibilty for the unsanctioned incursion onto the RWY and non-adherence to the assigned taxi routes on the manoeuvring area shall be placed on the flight crew.

1.3.2. ARRIVING ACFT

After landing, pilots shall choose the nearest suitable TWY for the RWY vacation. Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) and from RWY 32R towards the apron (via TWYs B3 or B1) are equipped with color coded (alternating yellow/green) TWY centerline lights.
The ACFT must vacate the ILS critical area as soon as possible.
The flight crew shall report the RWY vacation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A11.
- When vacating RWY along TWY A7:
After report to DOMODEDOVO Tower about the vacation of ILS critical area, shall by his instruction, change over to communication with DOMODEDOVO Apron and under his control continue to proceed to the last green light of the centerline of Taxi Route 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 vacation 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 vacation of ILS critical area, the flight crew shall continue to proceed to the last green light of TWY centerline where the flight crew must stop and wait

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1. GENERAL

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
Taxiing of ACFT with wingspan exceeding 213 '/65m along Taxiroute 3 to start-up point 34 is prohibited.
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.

During taxiing on apron and into/out of stands, ACFT shall not stop at turning.
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.

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1. GENERAL

Taxiing of wide-body ACFT along TWY P4 and P6 shall be carried out under inboard engines power.
Outboard engines power of B747 ACFT should not be above idle power.
Use Taxiroute T2 (TR T2) between TWY B5 and Taxiroute H2 (TR H2) at reduced speed with Follow-me car.
TWYs B5 and B7 MAX turn radius 82'/25m before take-off from RWY 32R and from RWY 14L after landing.

1.4.2. A380

Taxiing along TWYs A5 thru A8 with inner engines power.
Taxiing to stand 18C along Taxiroute H2 (TR H2) via Taxiroute 25 (TR 25) strictly along centerline with outer engines power after Follow-me car.
Towing from stand 18C along Taxiroute 25 (TR 25) and Taxiroute 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, 86 and 119 thru 120A available for run-up.

Commercial and technical service on stands C1 thru C13, S48 and S49 shall be carried out in daylight hours.

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

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165 KT from completing turn onto final to FAF.
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 medium (JET) medium (PROP) / light (JET) light (PROP)	B8** B6 B4 B2**	11,463'/ 3495m 7134'/ 2175m 5182'/ 1580m 2709'/ 826m
14R	heavy medium (JET) medium (PROP)/ light	A9 A8 A7	8708'/ 2655m 7216'/ 2200m 5740'/ 1750m
32L	heavy medium (JET) medium (PROP) / light	A4 A5 A6	8708'/ 2655m 7216'/ 2200m 5740'/ 1750m
32R	heavy medium/ light (JET) light (PROP)	B3 B5 B7	7970'/ 2430m 6068'/ 1850m 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).

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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.

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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".

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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,
- on de-icing area DA2.

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 de-icing treatment dispatcher after finishing treatment of ACFT tail part and during wing 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.

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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 Taxi Route H1/H2, then along TWY M to TWY A2;
- for RWY 32L - along Taxi Route H1/H2, then along TWY M to TWY A11;
- for RWY 32R - along TWY T2 to TWY B8.

When taxiing to RWY holding position along other taxi routes, different from the standard ones, the flight crew must request for occupation of TWY M from DOMODEDOVO Tower.

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 departure".

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

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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 in sight?"
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.

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

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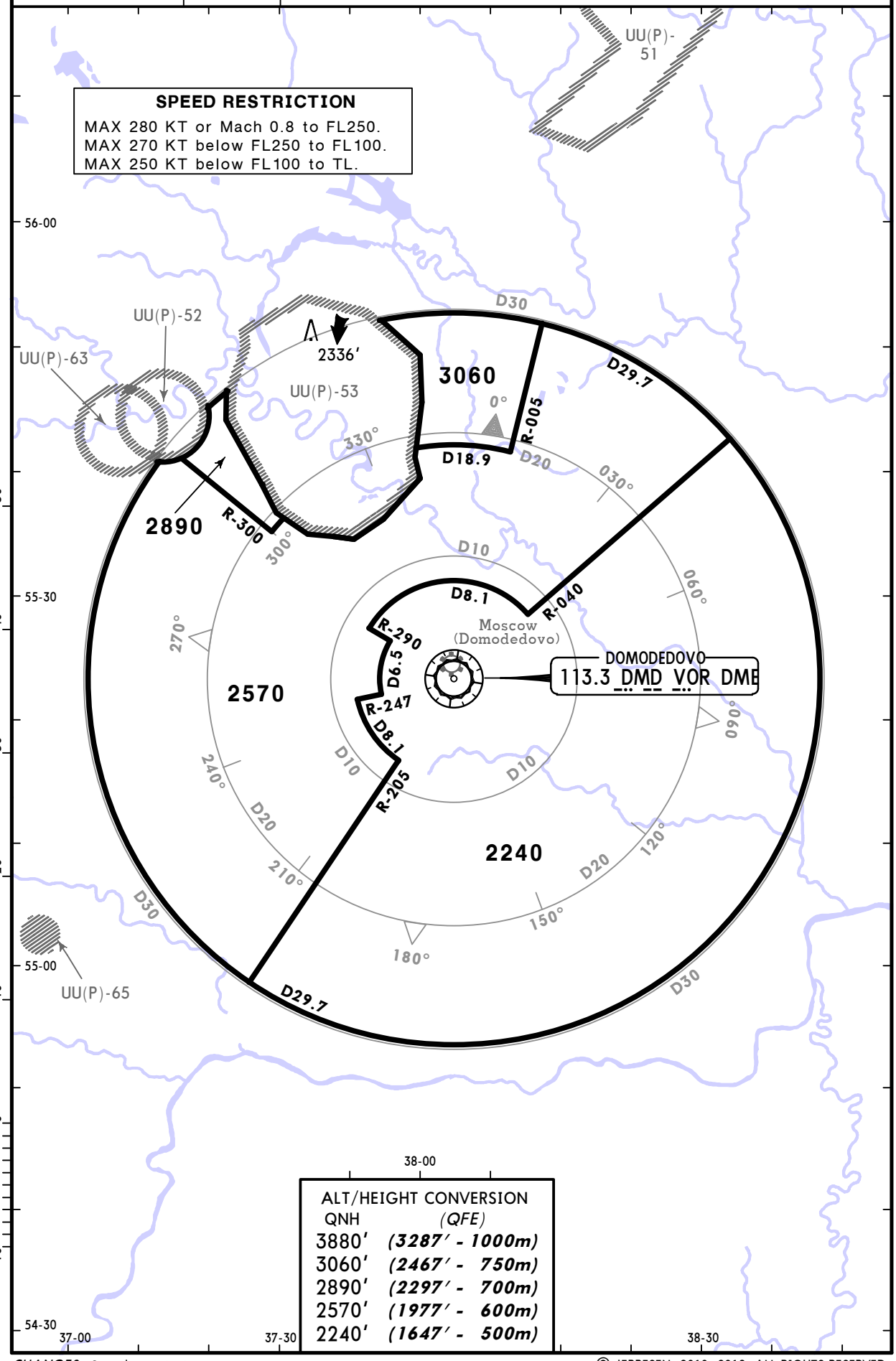
UUDD/DME DOMODEDOVO

JEPPESEN 13 JUL 12 (30-1R) Eff 26 Jul

MOSCOW, RUSSIA

RADAR MINIMUM ALTITUDES

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

CHANGES: Speed restriction.

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TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, SAVELOVO 1D	30-2A
LARIONOVO 1D, 2D, 3D, 4D	30-2B
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2C
GAGARIN 1D, 2D	30-2D
TRANSITIONS TO HLDG AREAS AO, DR, OKREM	30-2E
STAR DESIGNATION	**REFER TO CHART**
AKSINYINO 14A, 14B, 14F	30-2F
AKSINYINO 32A, 32B, 32F	30-2G
AKSINYINO 14I, 14K	30-2H
AKSINYINO 32I	30-2J
AKSINYINO 14N	30-2K
KARTINO 14A, 14B	30-2L
KARTINO 32A, 32B	30-2M
KARTINO 14I	30-2N
KARTINO 32I, 32K	30-2P
KLIMOVSK 14A, 14B	30-2Q
KLIMOVSK 32A, 32I	30-2S
KLIMOVSK 14I	30-2T
MARYINO 14B	30-2U
MARYINO 32K	30-2V
OKREM 14N	30-2V1
OKREM 32M, 32N	30-2V2
SKURYGINO 14A, 14B	30-2V3
SKURYGINO 32A, 32I	30-2V4
SKURYGINO 14F, 14I	30-2V5
SKURYGINO 32F, 32P	30-2V6
ARRIVALS TO DMD	30-2V7
ARRIVALS TO DM & DO	30-2V8
RNAV APPCH TRANS DESIGNATION	**REFER TO CHART**
AKSINYINO 1A, 2A	30-2W
AKSINYINO 1B, 2B	30-2X
OKREM 1B, 2B	30-2X1
OKREM 3B, 4B	30-2X2
SKURYGINO 1A, 2A	30-2X3
SKURYGINO 3B, 4B	30-2X4
COMMUNICATION FAILURE	**REFER TO CHART**
AKSINYINO 14D, DOMODEDOVO 14	30-2X5
AKSINYINO 32D, DOMODEDOVO 32	30-2X6

CHANGES: Index page established; transitions transferred.

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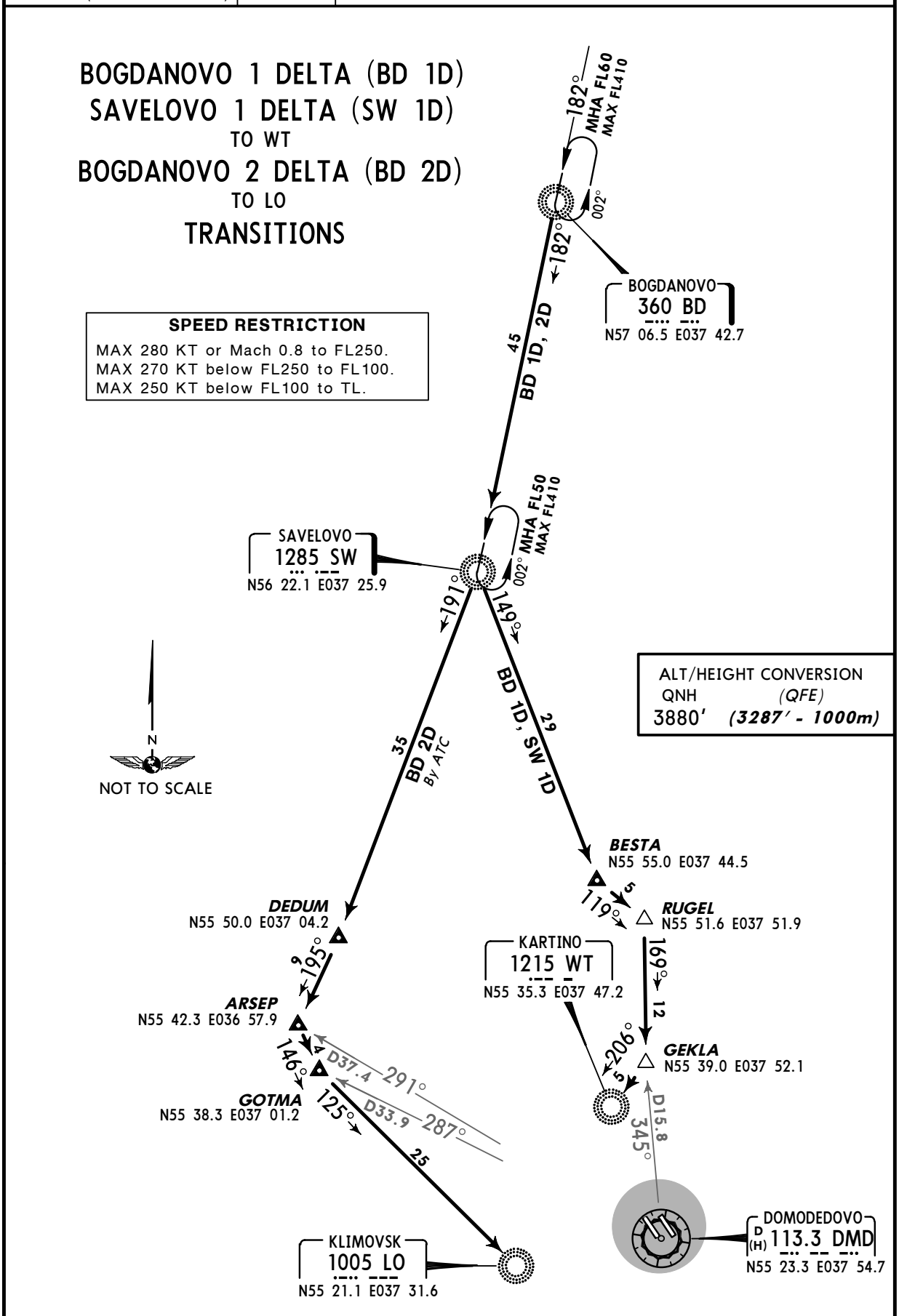
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 30-2A

MOSCOW, RUSSIA
TRANSITION

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



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.

CHANGES: BD INS coords; chart reindexed.

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UUDD/DME
DOMODEDOVO

JEPPESEN
28 DEC 12 (30-2B) Eff 10 Jan

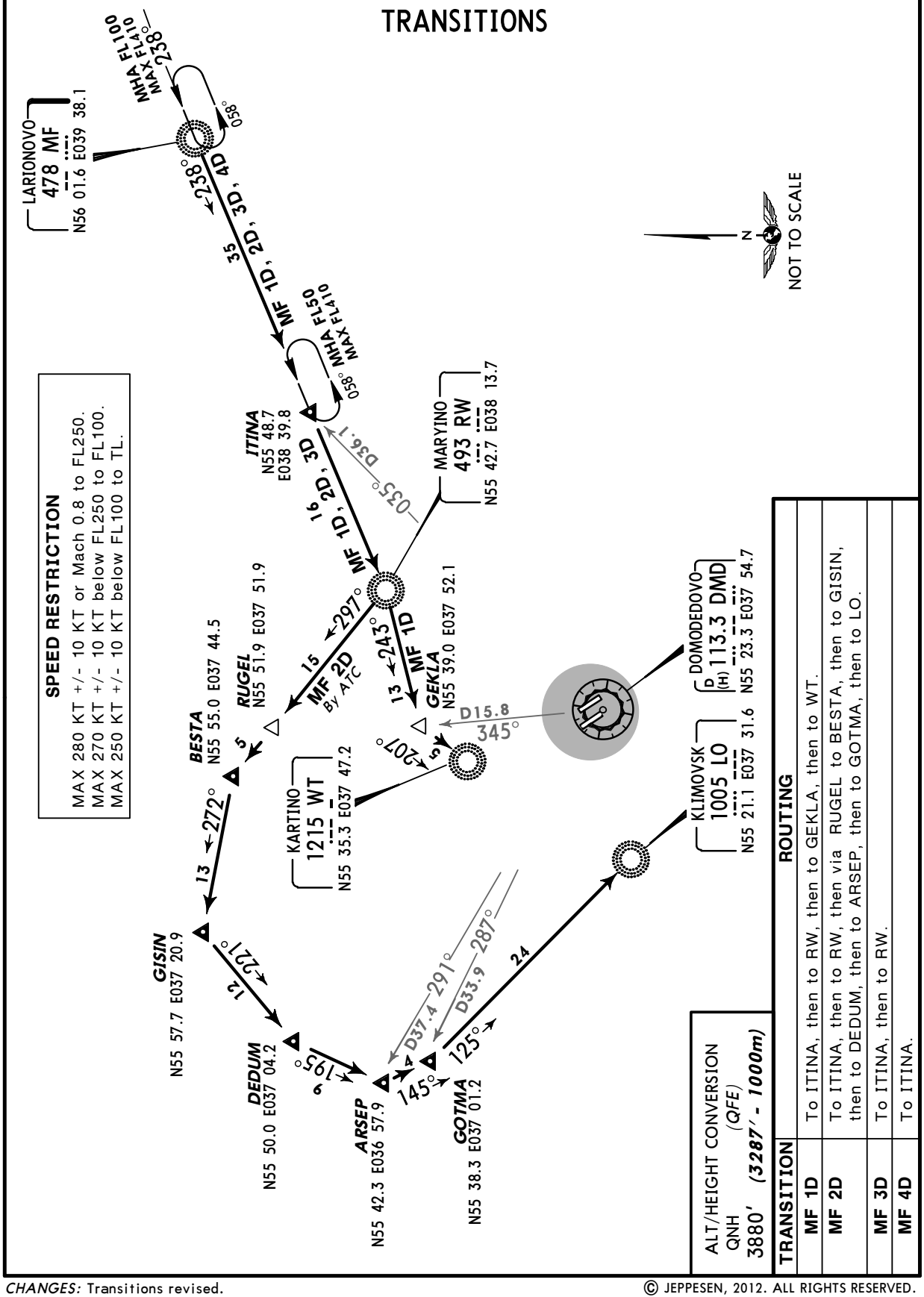
MOSCOW, RUSSIA
TRANSITION

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

LARIONOVO 1 DELTA (MF 1D), LARIONOVO 2 DELTA (MF 2D)
TO WT TO LO

LARIONOVO 3 DELTA (MF 3D), LARIONOVO 4 DELTA (MF 4D)
TO RW TO ITINA

TRANSITIONS



CHANGES: Transitions revised.

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UUDD/DME DOMODEDOVO

JEPPESEN

28 DEC 12 (30-2C) Eff 10 Jan

MOSCOW, RUSSIA

TRANSITION

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

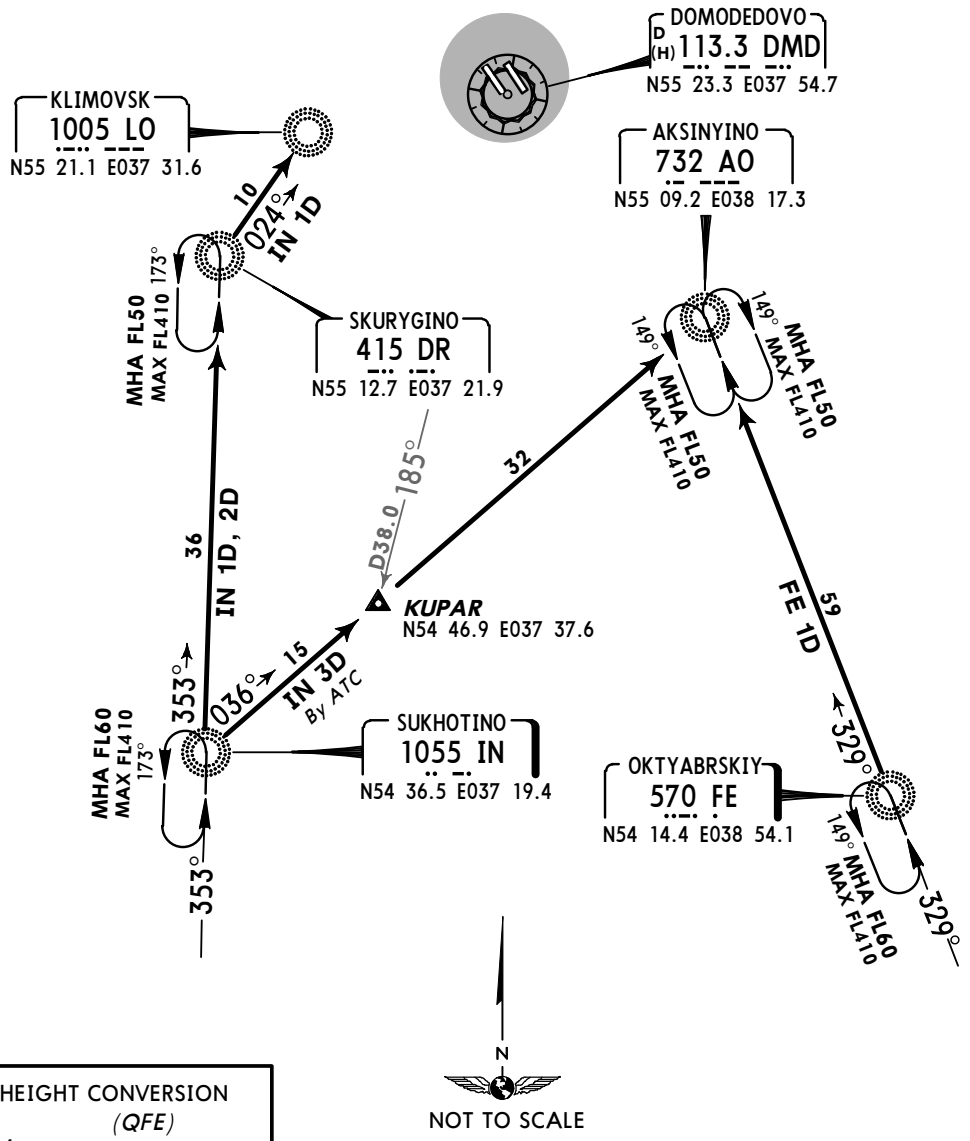
OKTYABRSKIY 1 DELTA (FE 1D), SUKHOTINO 3 DELTA (IN 3D) TO AO

SUKHOTINO 1 DELTA (IN 1D), SUKHOTINO 2 DELTA (IN 2D) TO LO TO DR

TRANSITIONS

SPEED RESTRICTION

MAX 280 KT +/- 10 KT or Mach 0.8 to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.



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.

CHANGES: KUPAR INS coordinates; IN 3D availability.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2D

MOSCOW, RUSSIA

TRANSITION

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

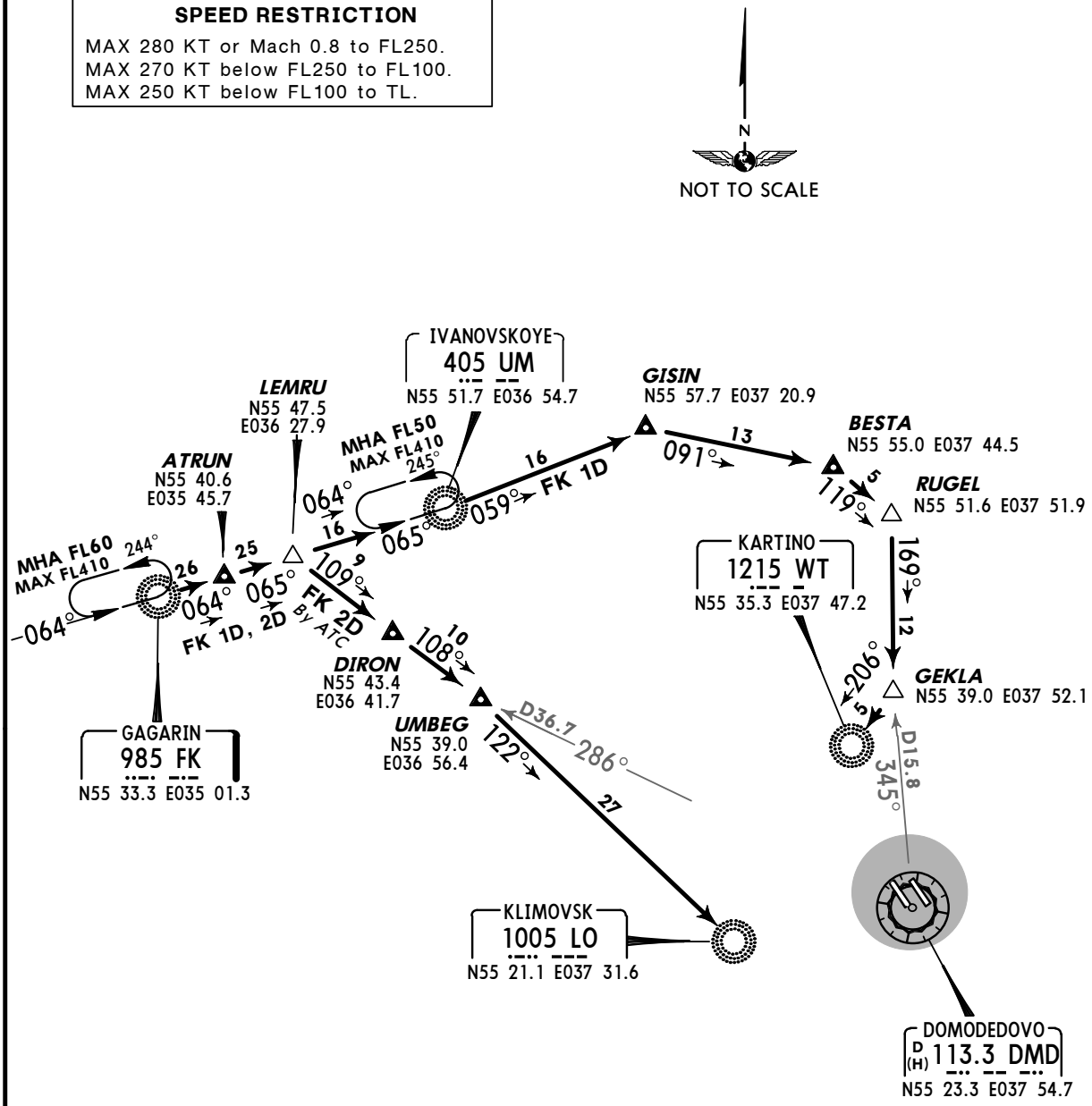
GAGARIN 1 DELTA (FK 1D), GAGARIN 2 DELTA (FK 2D)

TO WT TO LO

TRANSITIONS

SPEED RESTRICTION

MAX 280 KT or Mach 0.8 to FL250.
MAX 270 KT below FL250 to FL100.
MAX 250 KT below FL100 to TL.



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.

CHANGES: FK INS coords; chart reindexed.

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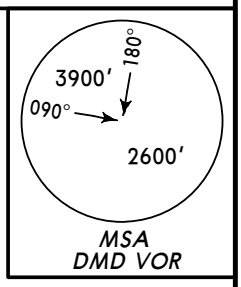
UUDD/DME
DOMODEDOVO

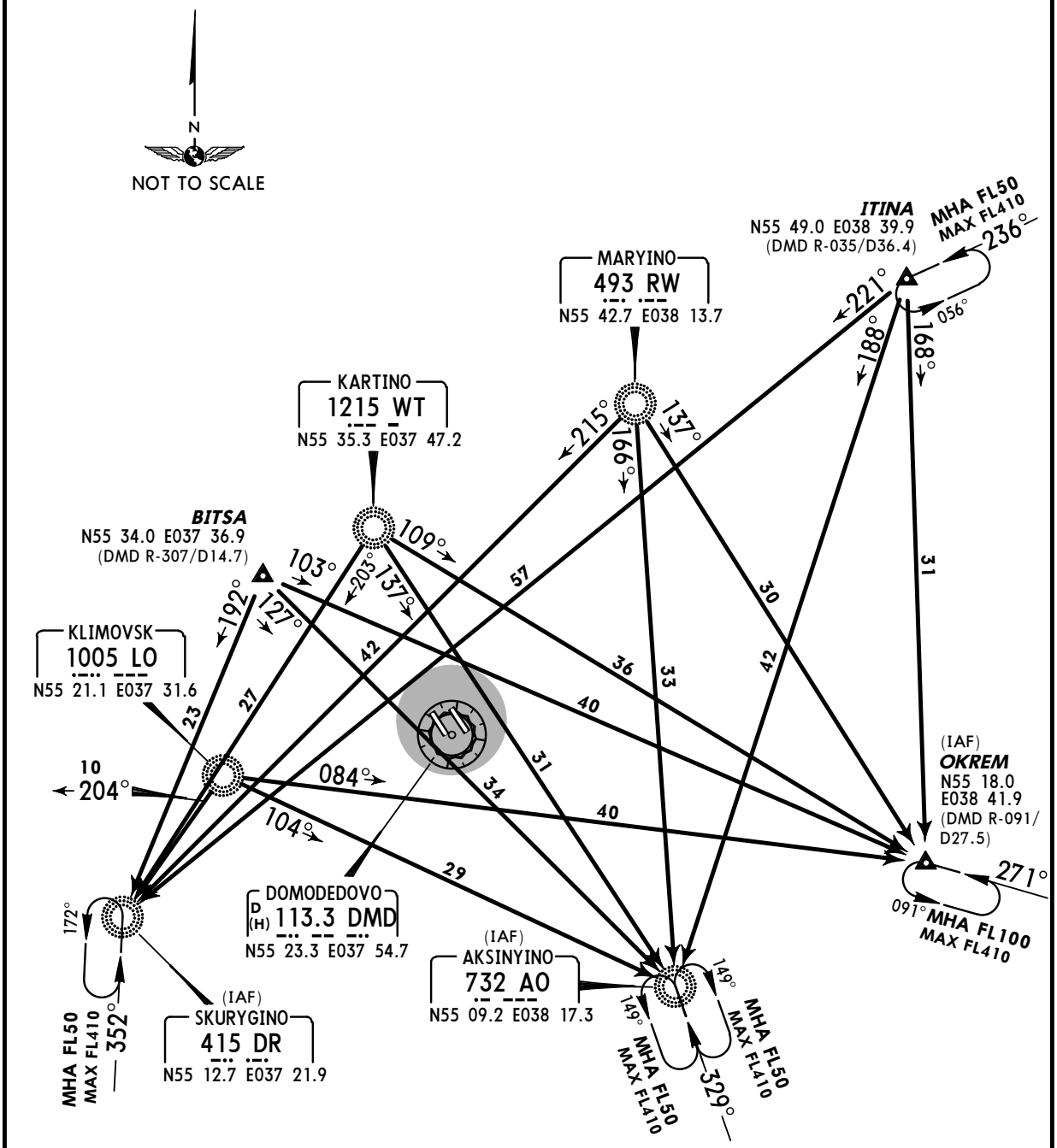
JEPPESEN
16 NOV 12 30-2E

MOSCOW, RUSSIA
TRANSITION

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

TRANSITIONS TO HOLDING AREAS AO, DR & OKREM
BY ATC





SPEED RESTRICTION

MAX 280 KT or Mach 0.8 to FL250.
MAX 270 KT below FL250 to FL100.
MAX 250 KT below FL100 to TL.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: AO & RW INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2F

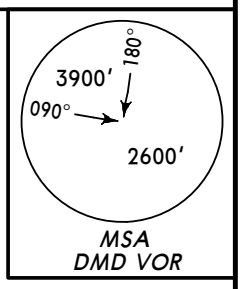
MOSCOW, RUSSIA

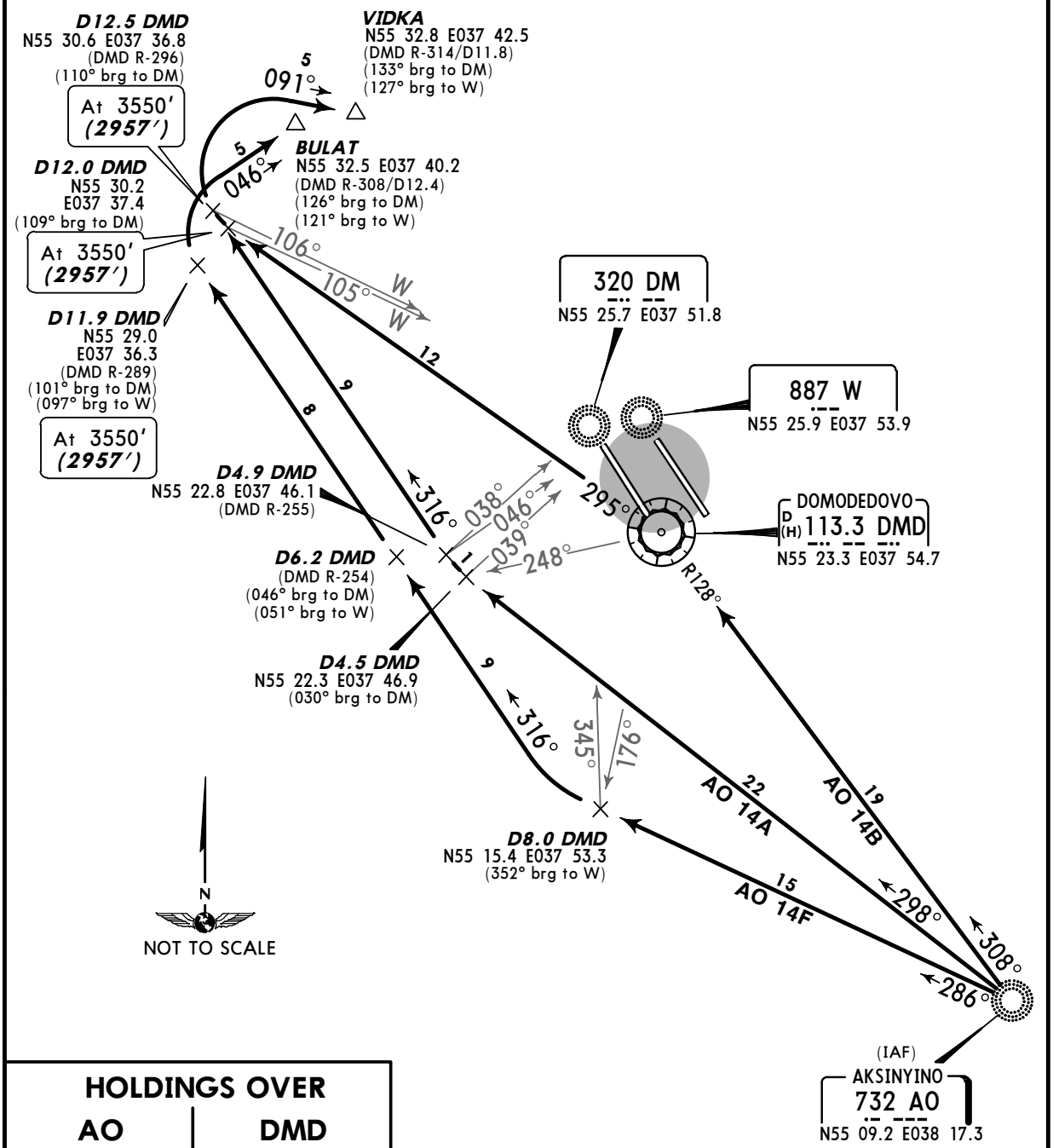
STAR

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

AKSINYINO 14A (AO 14A)
AKSINYINO 14B (AO 14B)
AKSINYINO 14F (AO 14F)
RWYS 14R/L ARRIVALS

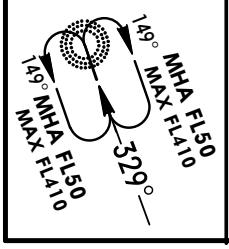
SPEED: MAX 250 KT BELOW FL100



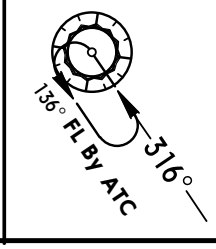


HOLDINGS OVER

AO



DMD



ALT/HEIGHT CONVERSION

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

CHANGES: AO INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 (30-2G)

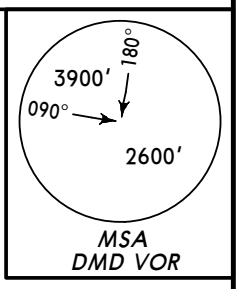
MOSCOW, RUSSIA

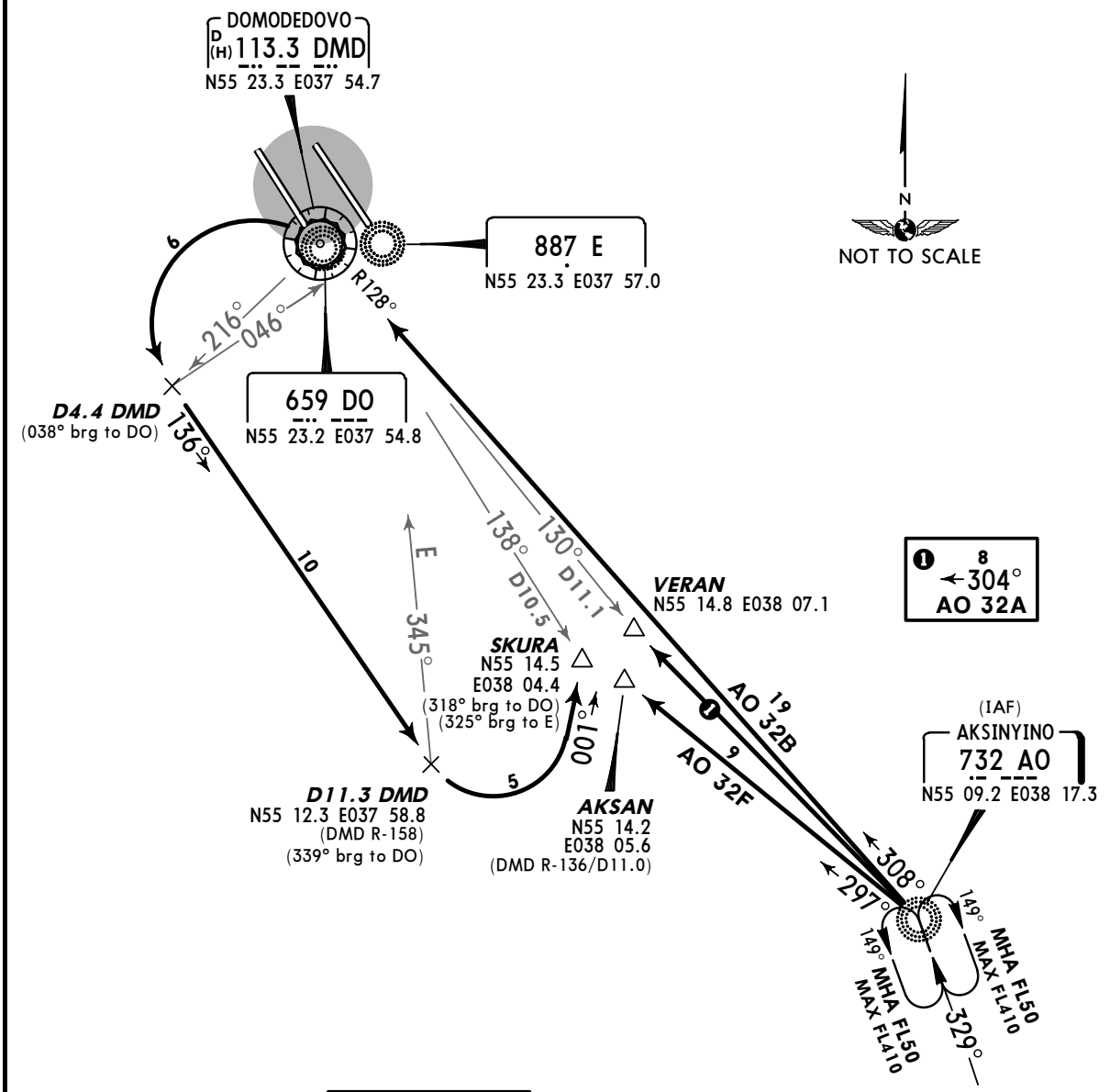
STAR

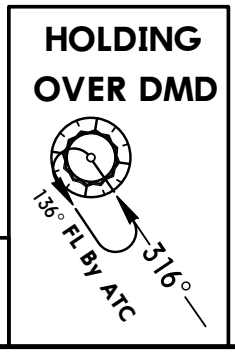
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32A (AO 32A)
AKSINYINO 32B (AO 32B)
AKSINYINO 32F (AO 32F)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100







ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: AO INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-2H)

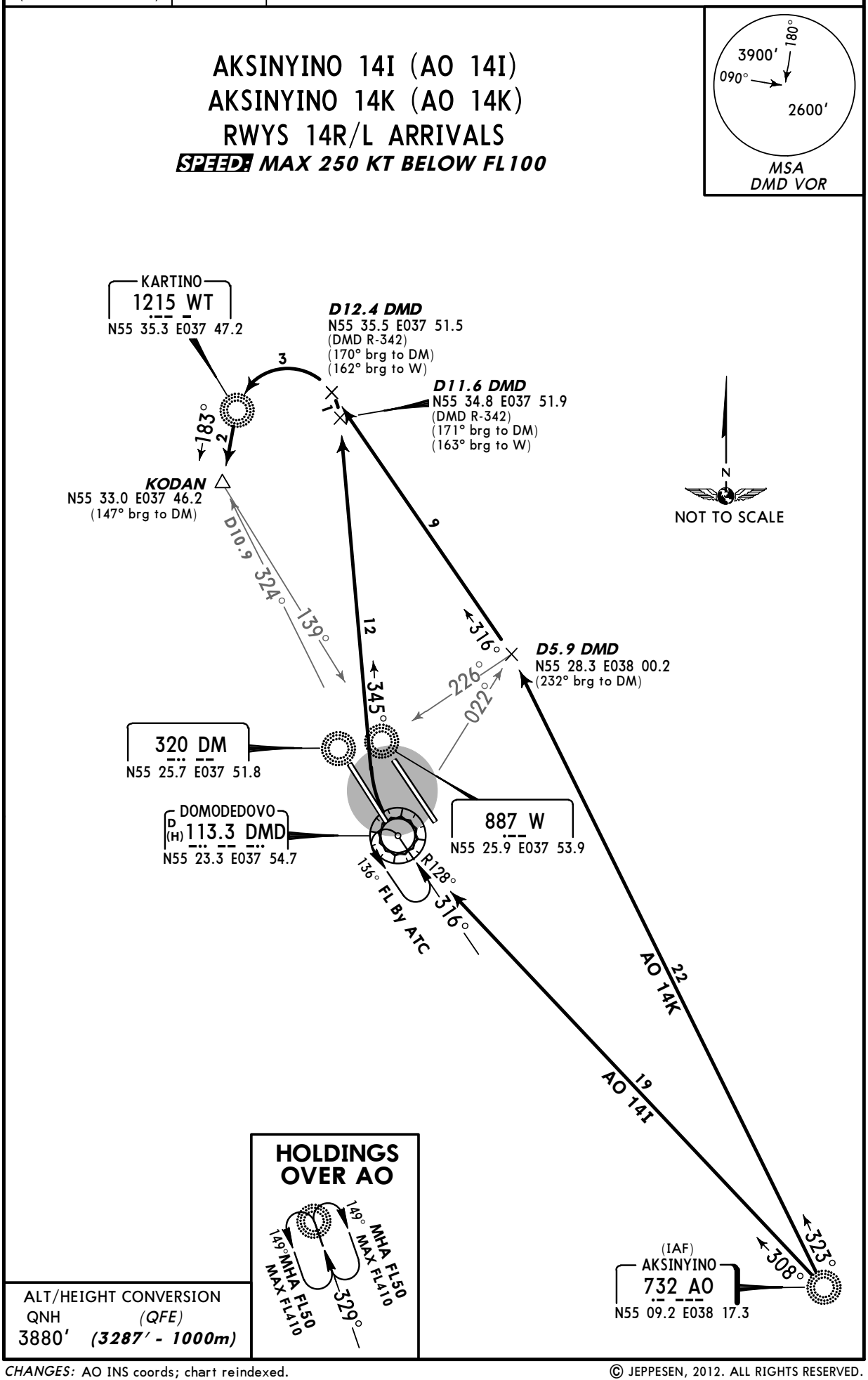
MOSCOW, RUSSIA

STAR

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

AKSINYINO 14I (AO 14I)
AKSINYINO 14K (AO 14K)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: AO INS coords; chart reindexed.

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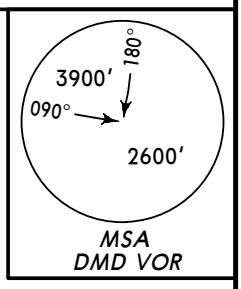
UUDD/DME
DOMODEDOVO

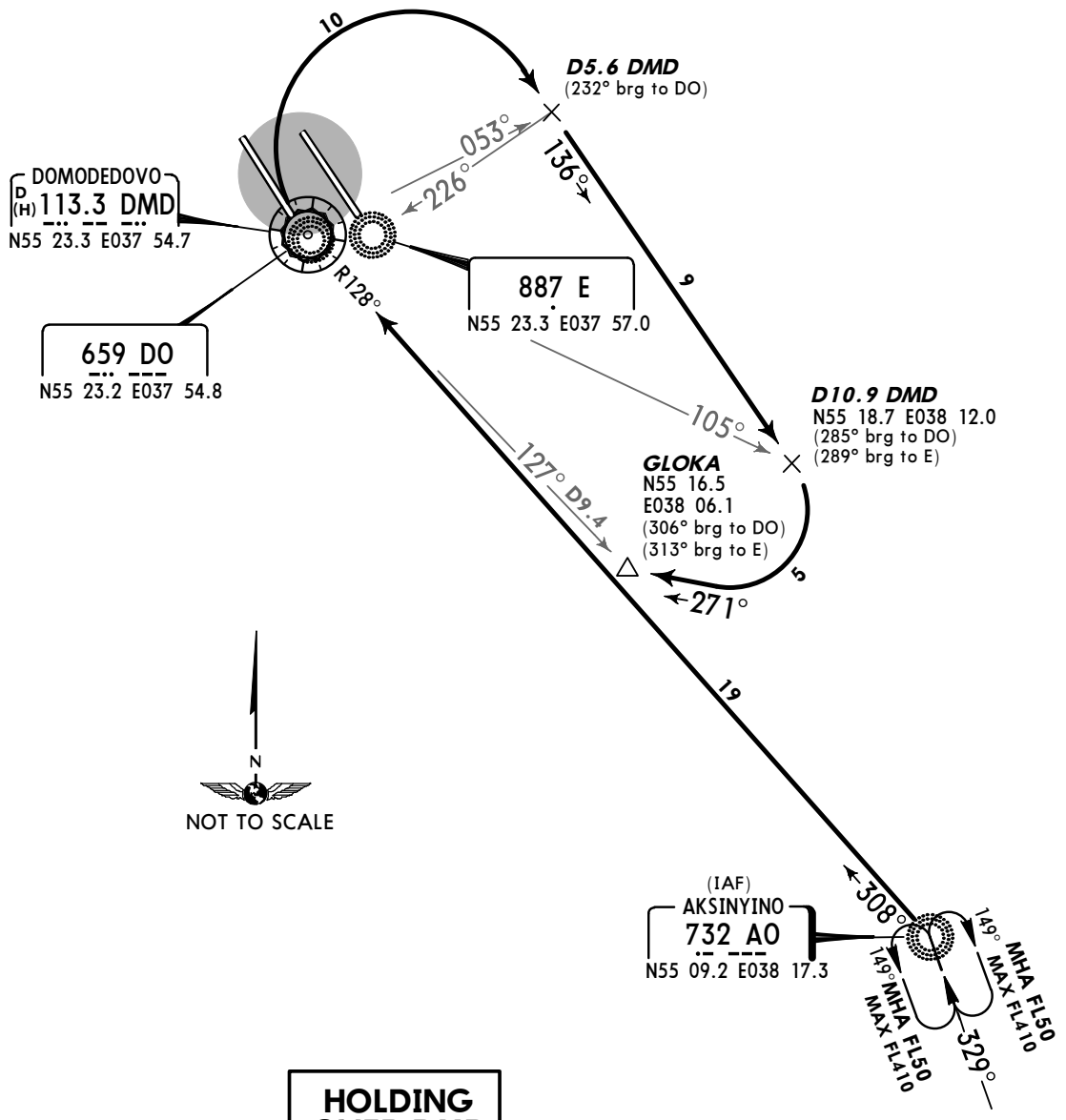
JEPPESEN
16 NOV 12 30-2J

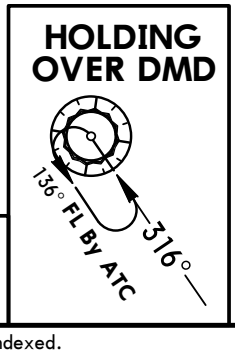
MOSCOW, RUSSIA
STAR

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

AKSINYINO 32I (AO 32I)
RWYS 32L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100







ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: AO INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2K

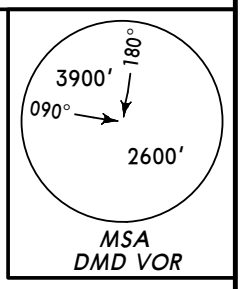
MOSCOW, RUSSIA

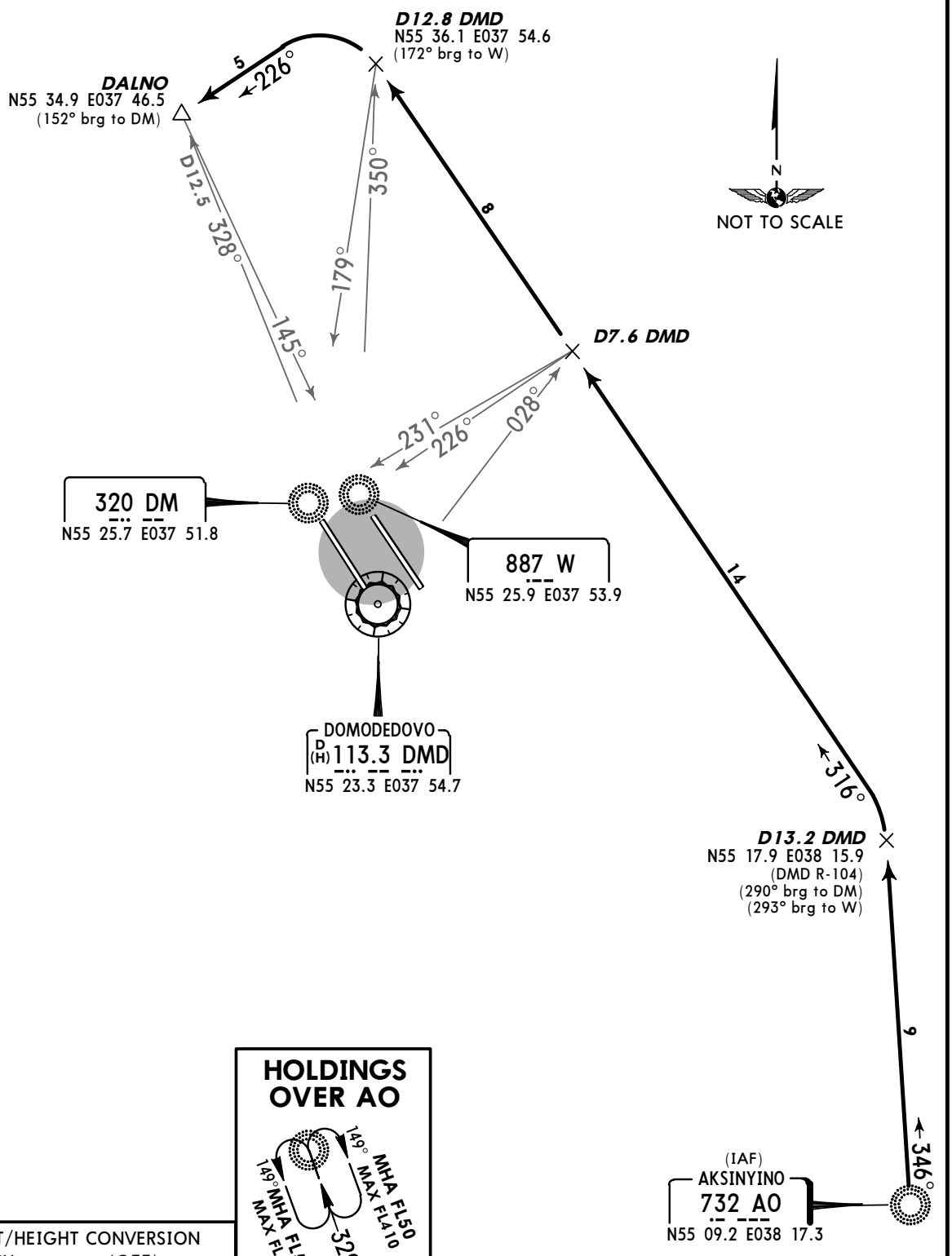
STAR

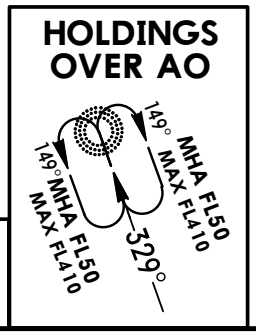
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 14N (AO 14N)
RWYS 14R/L ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100







ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: AO INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-2L)

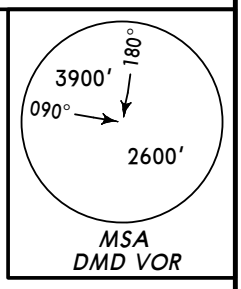
MOSCOW, RUSSIA

STAR

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

KARTINO 14A (WT 14A)
KARTINO 14B (WT 14B)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100



(IAF)
KARTINO
1215 WT
N55 35.3 E037 47.2

WT 14A
At or below
FL50

VIDKA
N55 32.8 E037 42.5
(133° brg to DM)
(127° brg to W)

KODAN
N55 33.0 E037 46.2
(147° brg to DM)
(139° brg to W)

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

At 3550′
(2957′)

WT 14A 2 183° 150°
WT 14B 13
5 091°
D11.8 314°
D10.9 324°
106°
W
9
320 DM
N55 25.7 E037 51.8
887 W
N55 25.9 E037 53.9
R330°
038°
046°
255°
136°
D4.9 DMD
316°
8
316°
FL BY ATC
DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

N
NOT TO SCALE

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

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2M

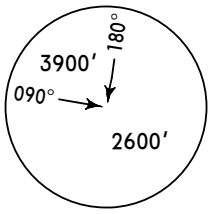
MOSCOW, RUSSIA

STAR

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

KARTINO 32A (WT 32A)
KARTINO 32B (WT 32B)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100

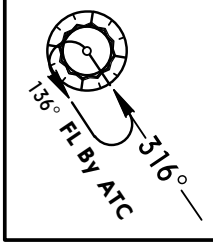


MSA
DMD VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

HOLDING OVER DMD



(IAF)
KARTINO
1215 WT
N55 35.3 E037 47.2

166°
150°
13
WT 32B
13
WT 32A

N
NOT TO SCALE

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

R330°

887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

D3.9 DMD
N55 21.7 E037 48.4
(DMD R-236)
(057° brg to DO)

061°
216°
046°
159°
1

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

136°
10
10.6
E
138°
D10.5

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

345°
100°
5

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

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

CHANGES: Chart reindexed.

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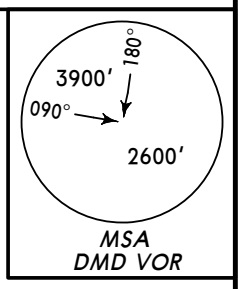
UUDD/DME
DOMODEDOVO

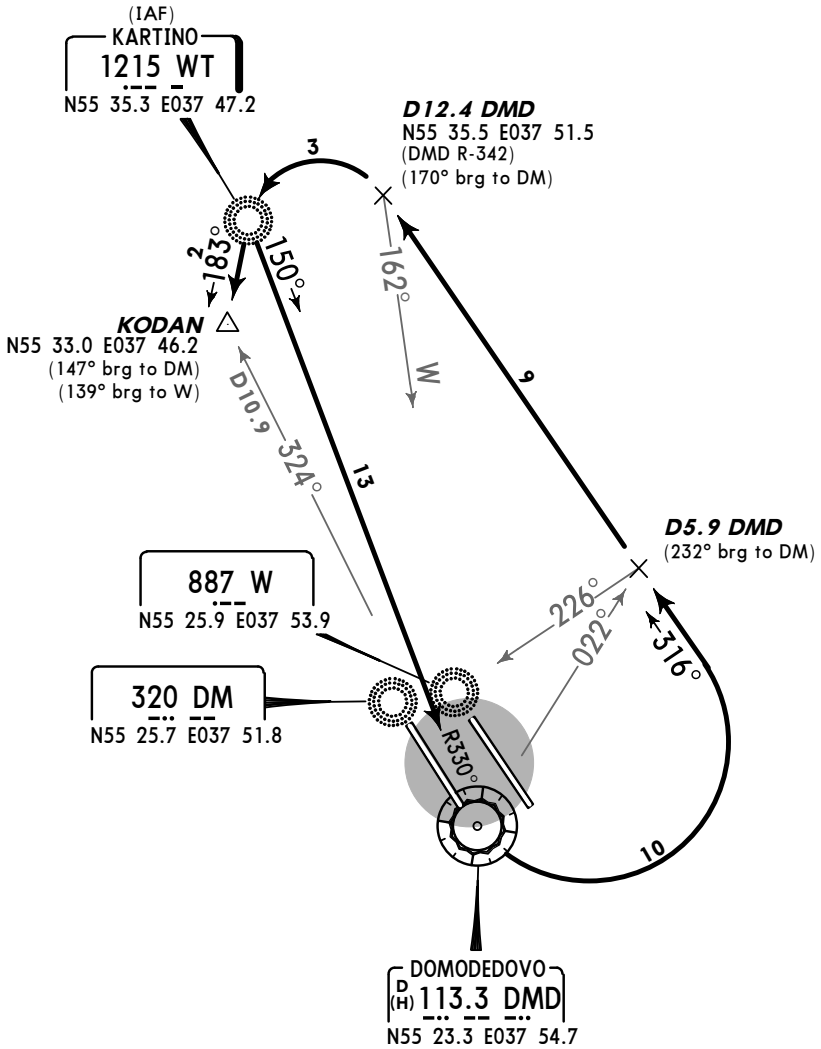
JEPPESEN
16 NOV 12 (30-2N)

MOSCOW, RUSSIA
STAR

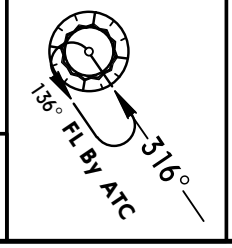
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14I (WT 14I)
RWYS 14R/L ARRIVAL
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
28 DEC 12 30-2P Eff 10 Jan

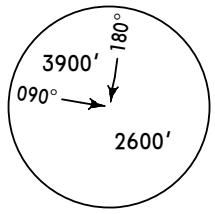
MOSCOW, RUSSIA

STAR

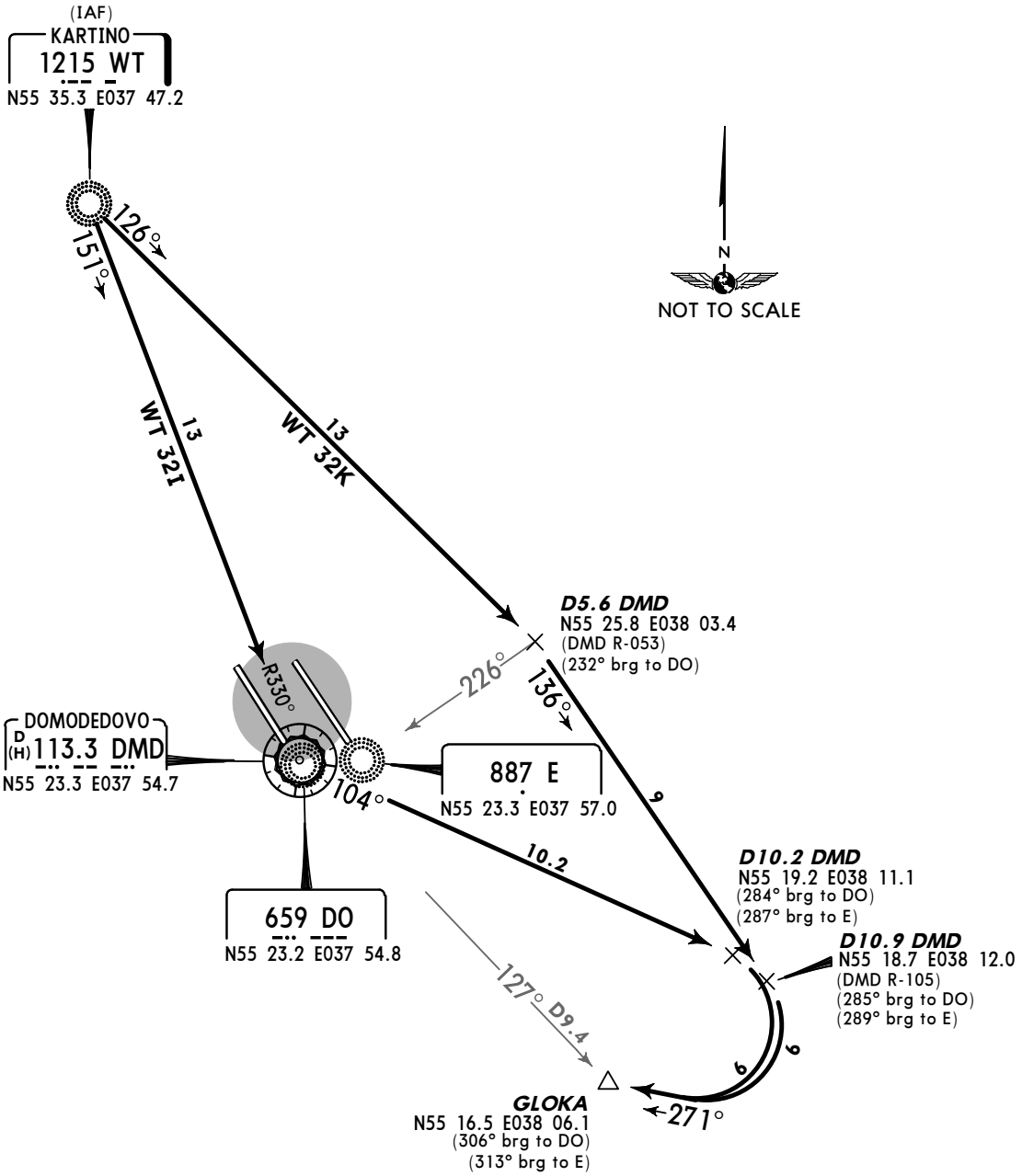
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

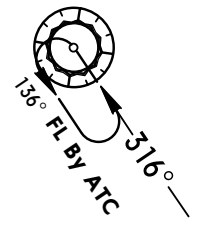
SPEED: MAX 250 KT BELOW FL100



MSA
DMD VOR



HOLDING OVER DMD



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: STAR WT 32K revised.

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UUDD/DME DOMODEDOVO

JEPPESEN
28 DEC 12 30-2Q Eff 10 Jan

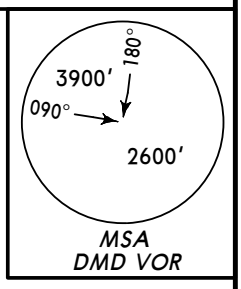
MOSCOW, RUSSIA

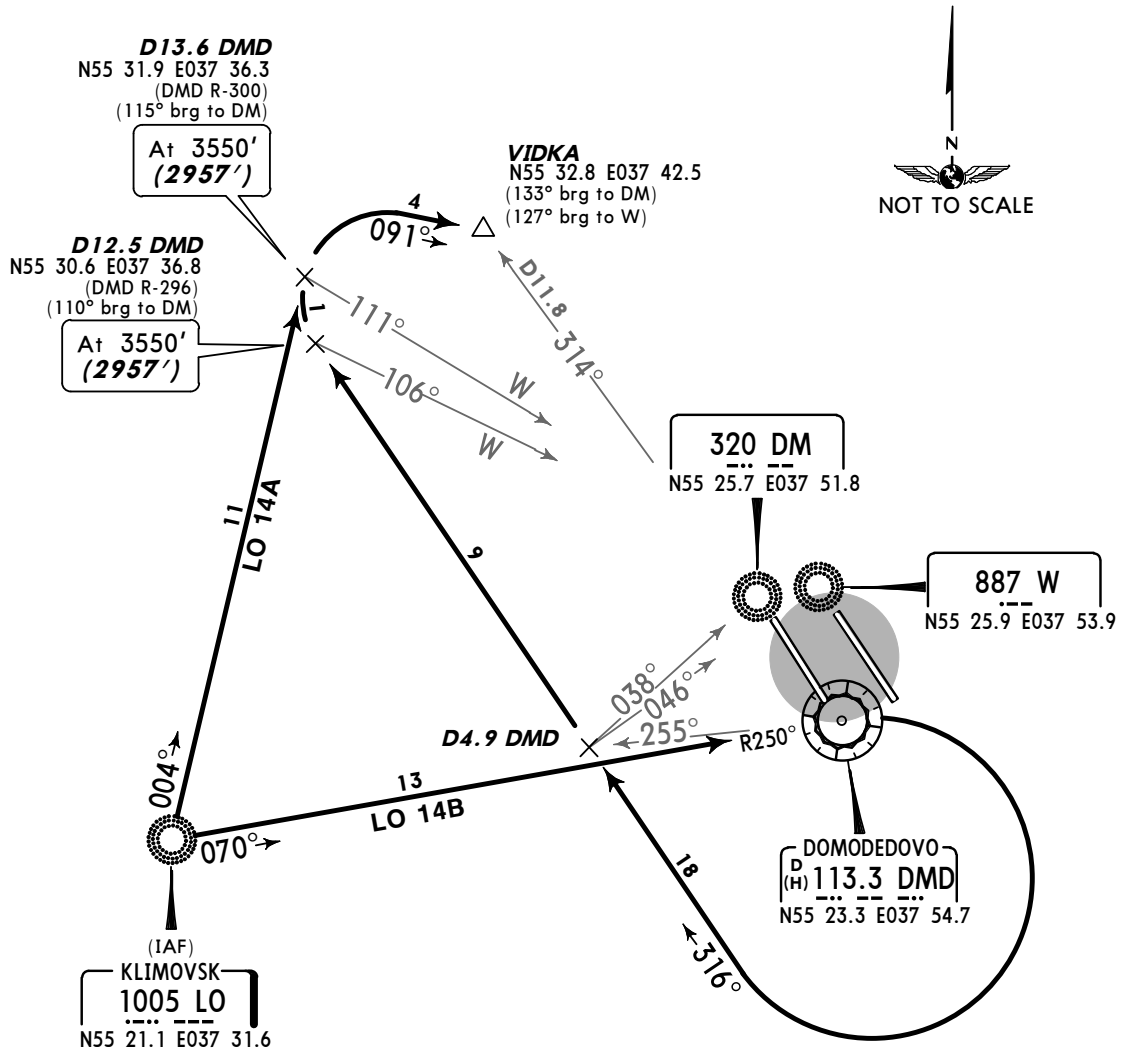
STAR

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

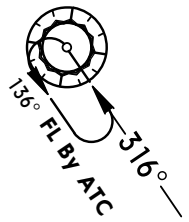
KLIMOVSK 14A (LO 14A)
KLIMOVSK 14B (LO 14B)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD



ALT/HEIGHT CONVERSION

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

CHANGES: None.

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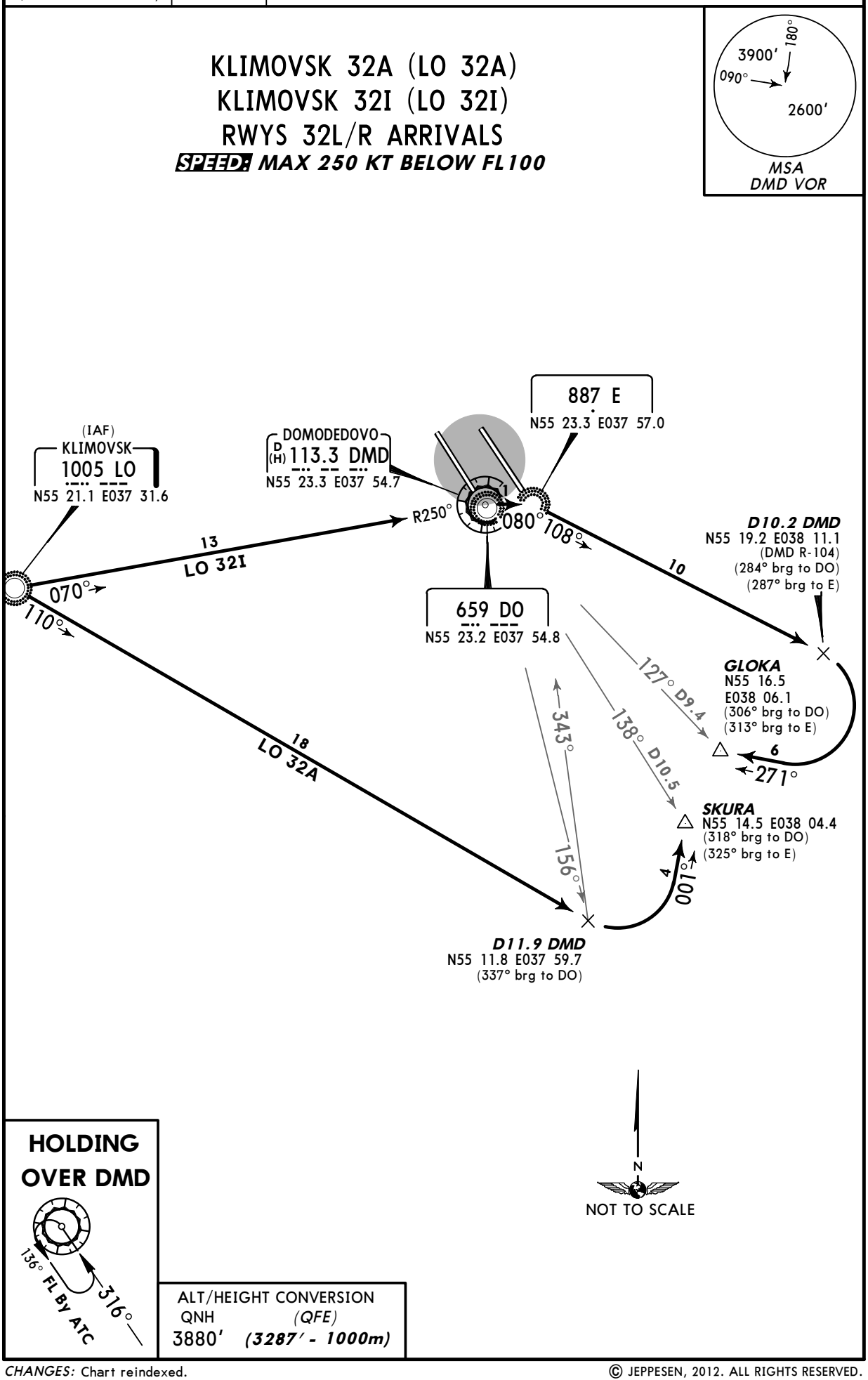
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 (30-2S)

MOSCOW, RUSSIA
STAR

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



CHANGES: Chart reindexed.

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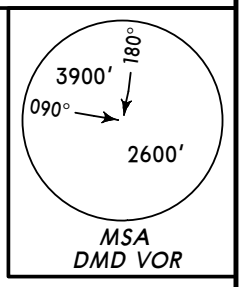
UUDD/DME
DOMODEDOVO

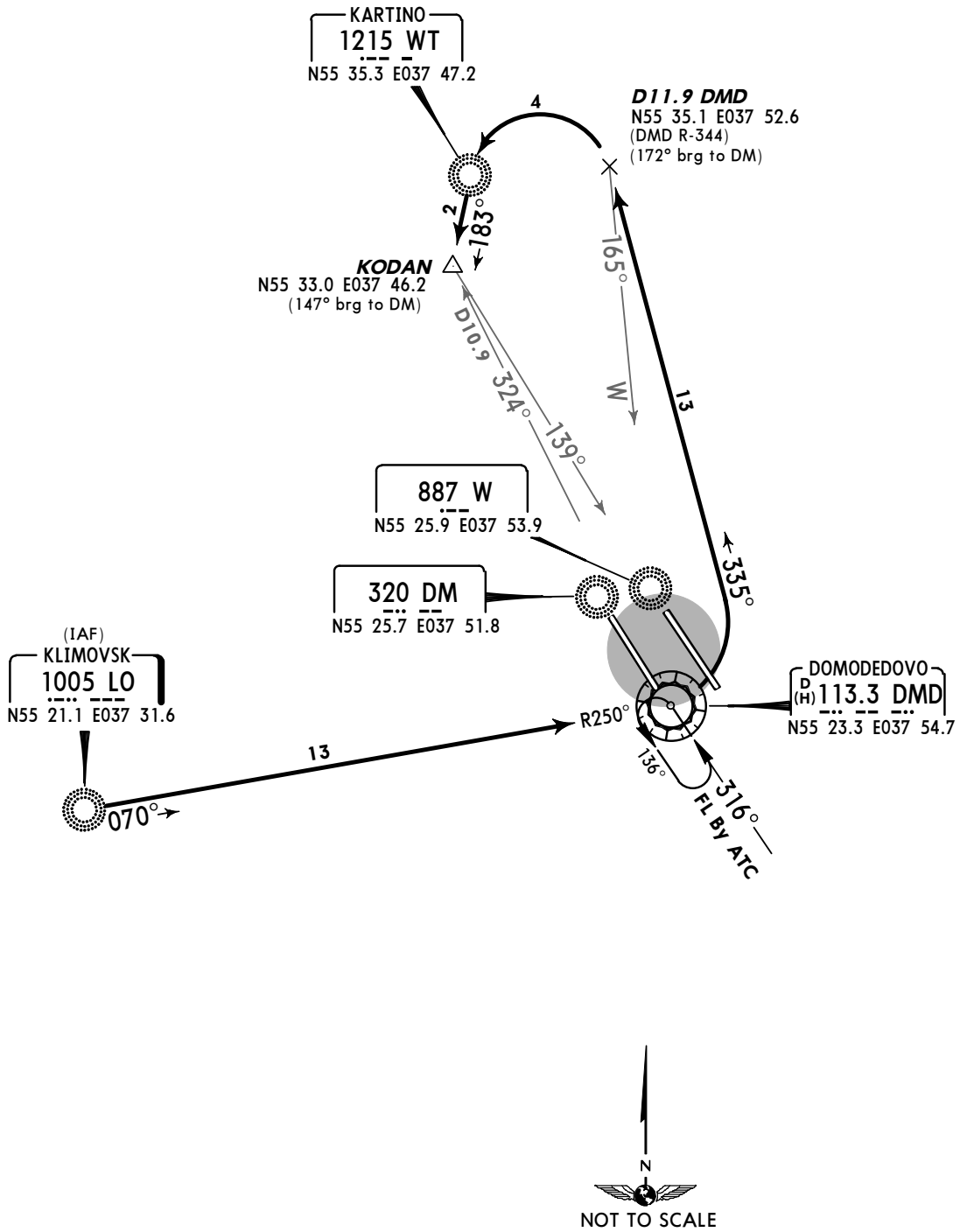
JEPPESEN
16 NOV 12 (30-2T)

MOSCOW, RUSSIA
STAR

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

KLIMOVSK 14I (LO 14I)
RWYS 14R/L ARRIVAL
SPEED: MAX 250 KT BELOW FL100





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

CHANGES: Chart reindexed.

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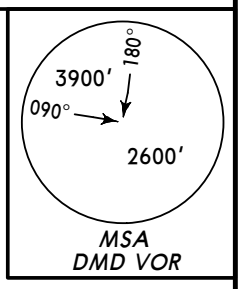
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 30-2U

MOSCOW, RUSSIA
STAR

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

MARYINO 14B (RW 14B)
RWYS 14R/L ARRIVAL
BY ATC
SPEED: MAX 250 KT BELOW FL100



(IAF)
MARYINO
493 RW
N55 42.7 E038 13.7

199°

22

VIDKA
N55 32.8 E037 42.5
(133° brg to DM)
(127° brg to W)

5
091°

D11.8
314°

106°
W

D12.5 DMD
N55 30.6 E037 36.8
(DMD R-296)
(110° brg to DM)
At 3550′
(2957′)

9

887 W
N55 25.9 E037 53.9

320 DM
N55 25.7 E037 51.8

R019°

316°

038°
046°
255°

136°

D4.9 DMD

6

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

316°
FL BY ATC

N
NOT TO SCALE

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

CHANGES: RW INS coords; chart reindexed.

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UUDD/DME
DOMODEDOVO

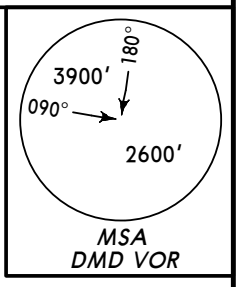
JEPPESEN
16 NOV 12 30-2V

MOSCOW, RUSSIA
STAR

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

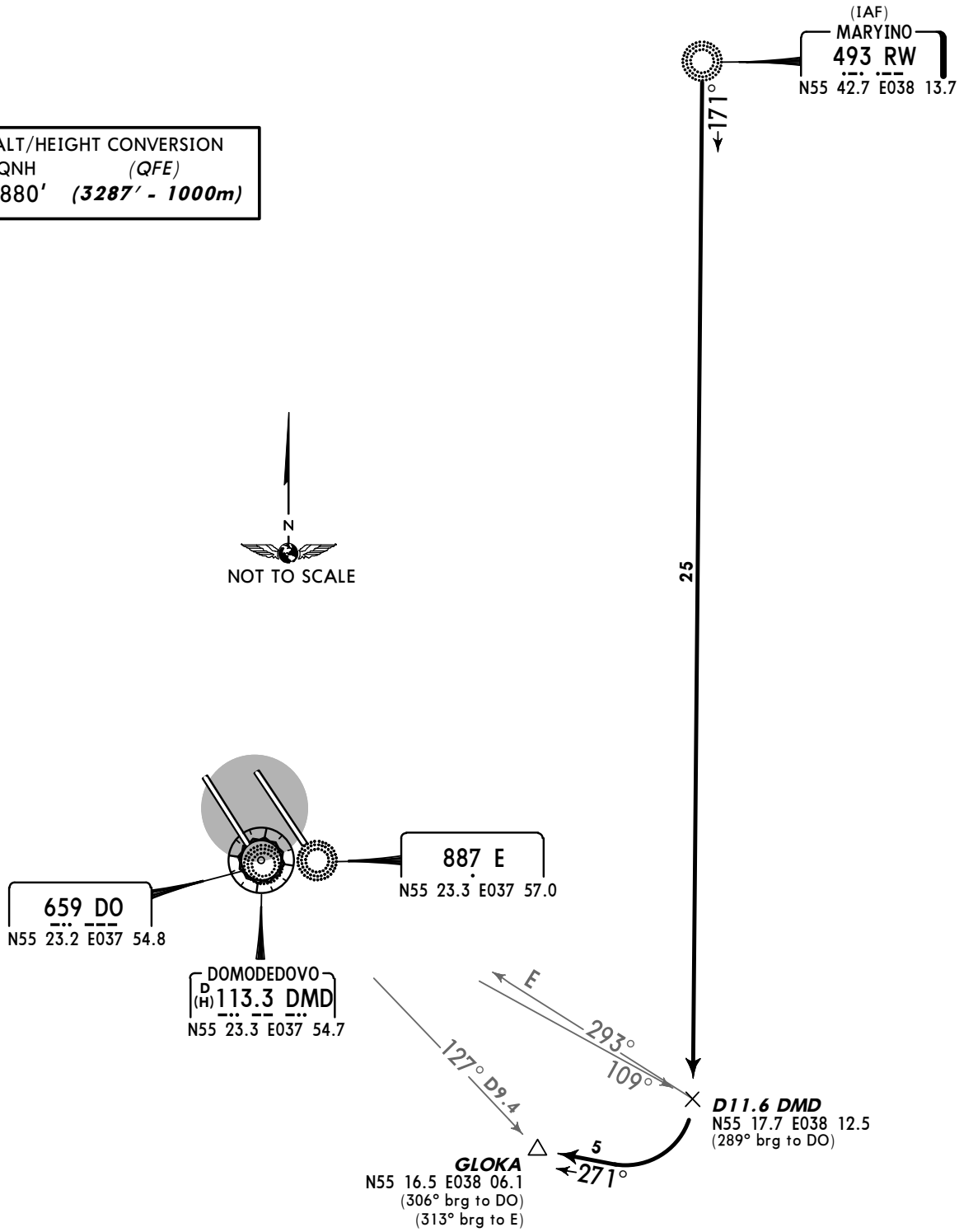
MARYINO 32K (RW 32K)
RWYS 32L/R ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***



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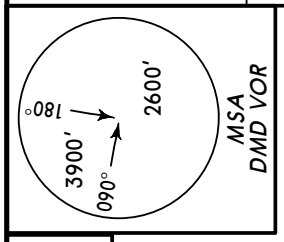
UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2V1

MOSCOW, RUSSIA

STAR

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



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

OKREM 14N *[OKR14N]*
RWYS 14R/L ARRIVAL
BY ATC
SPEED: MAX 250 KT BELOW FL100

(IAF) **OKREM** N55 18.0 E038 41.9
271°
MHA FL100
MAX FL410
261°
R091° D27.5
14
D14.0 DMD N55 18.1 E038 17.5 (DMD R-102) (288° brg to DM) (290° brg to W)
316°
14
D7.6 DMD
028°
226°
231°
8
D12.8 DMD N55 36.1 E037 54.6 (DMD R-350) (179° brg to DM) (172° brg to W)
226°
5
145°
D12.5 328°
DALNO N55 34.9 E037 46.5 (152° brg to DM)
887 W N55 25.9 E037 53.9
320 DM N55 25.7 E037 51.8
DOMODEDOVO D (H) 113.3 DMD N55 23.3 E037 54.7
N
NOT TO SCALE

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

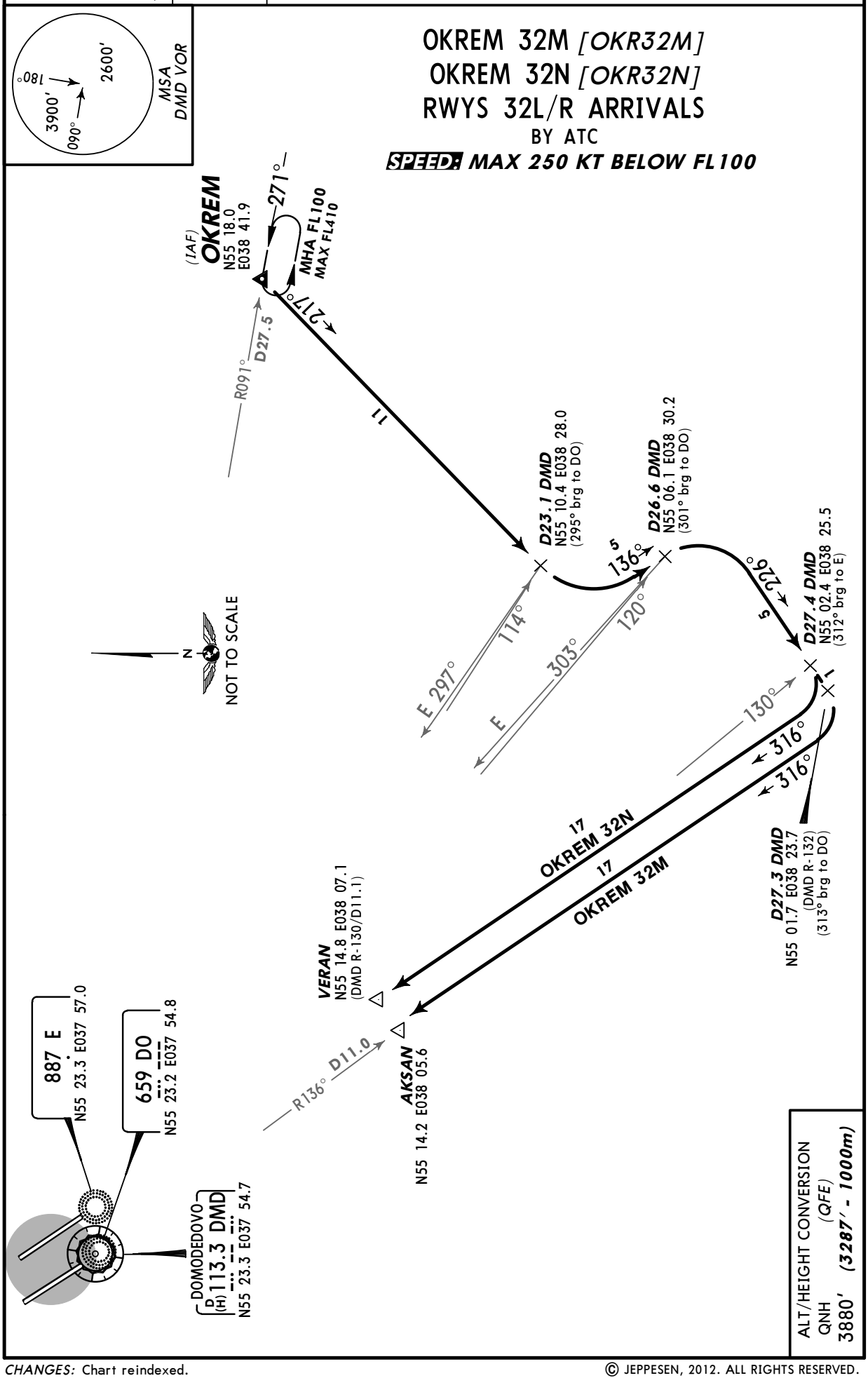
JEPPESEN

16 NOV 12 30-2V2

MOSCOW, RUSSIA

STAR

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



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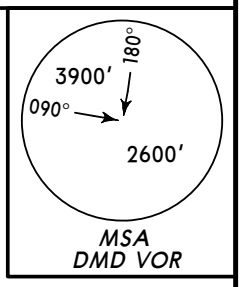
UUDD/DME
DOMODEDOVO

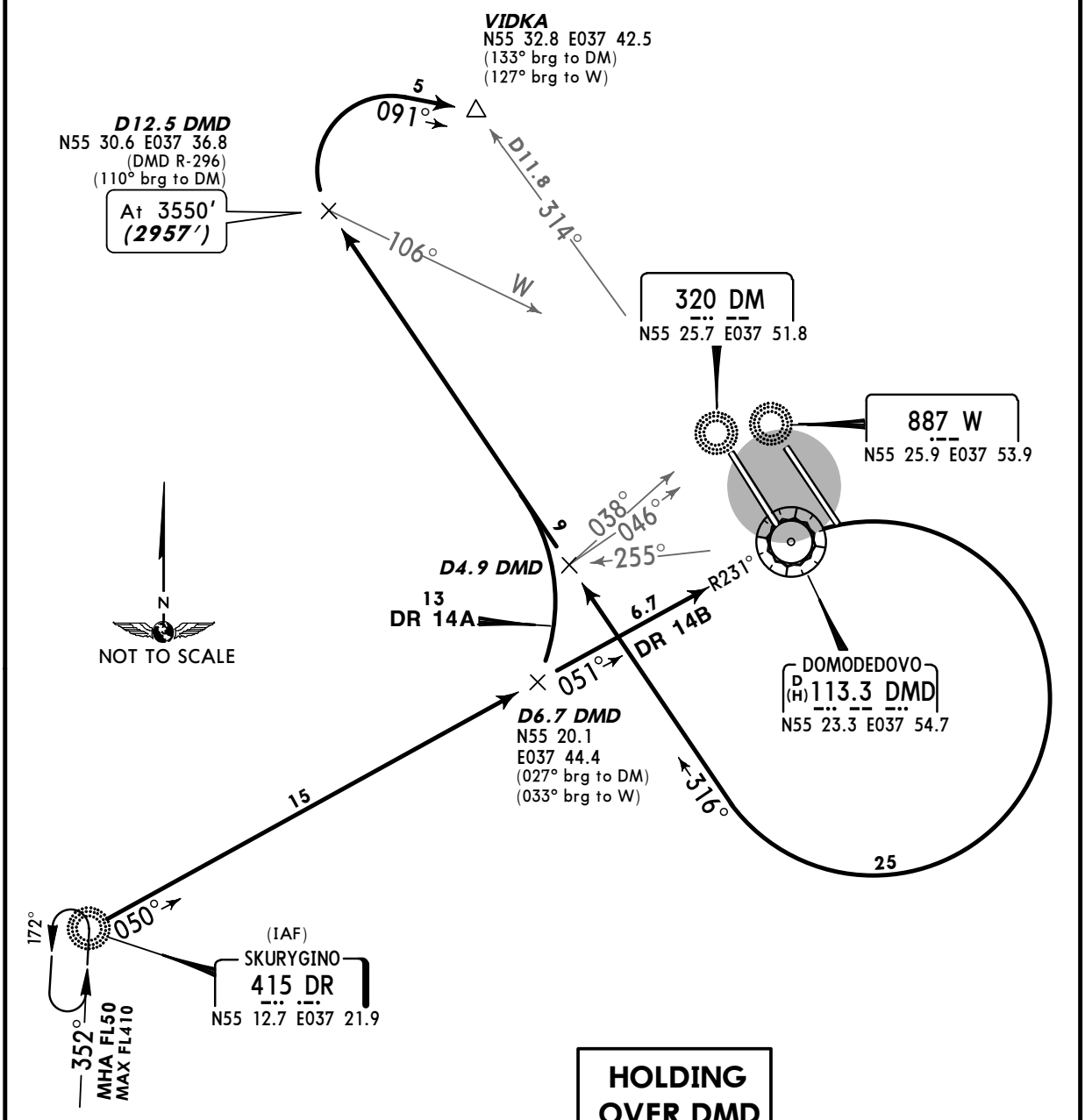
JEPPESEN
16 NOV 12 30-2V3

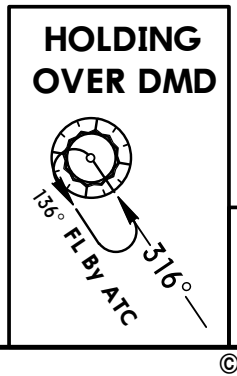
MOSCOW, RUSSIA
STAR

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

SKURYGINO 14A (DR 14A)
SKURYGINO 14B (DR 14B)
RWYS 14R/L ARRIVALS
SPEED: MAX 250 KT BELOW FL100







ALT/HEIGHT CONVERSION

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

CHANGES: Chart reindexed.

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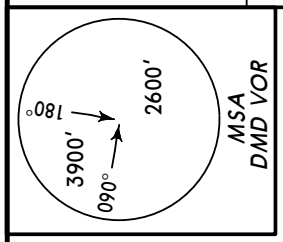
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 (30-2V4)

MOSCOW, RUSSIA
STAR

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



SKURYGINO 32A (DR 32A)
SKURYGINO 32I (DR 32I)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100

NOT TO SCALE

D10.2 DMD
N55 19.2 E038 11.1
(DMD R-104)
(284° brg to DO)
(287° brg to E)

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

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

D12.3 DMD
N55 11.6 E038 00.9
(333° brg to DO)

887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

DOMODEDOVO
(H) 113.3 DMD
N55 23.3 E037 54.7

(IAF)
SKURYGINO
415 DR
N55 12.7 E037 21.9

10 — 108° — 080° — 127° D9.4 — 138° D10.5 — 6 — 271° — 4 — 001° — 339° — 153° — 22 DR 32A — 050° — 080° — 172° — 352° — 22 DR 32I — R231°

MHA FL50
MAX FL410

HOLDING OVER DMD
316°
136° FL By ATC

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

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2V5

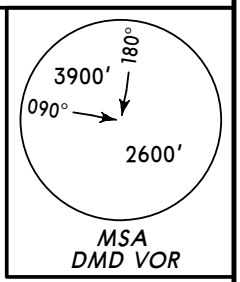
MOSCOW, RUSSIA

STAR

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

SKURYGINO 14F (DR 14F)
SKURYGINO 14I (DR 14I)
RWYS 14R/L ARRIVALS

SPEED: MAX 250 KT BELOW FL100



KARTINO
1215 WT
N55 35.3 E037 47.2

D11.9 DMD
N55 35.1 E037 52.6
(DMD R-344)
(172° brg to DM)

KODAN
N55 33.0
E037 46.2
(147° brg to DM)

BULAT
N55 32.5 E037 40.2
(121° brg to W)

D11.9 DMD
N55 29.0 E037 36.3
(097° brg to W)

At 3550′
(2957′)

887 W
N55 25.9 E037 53.9

320 DM
N55 25.7 E037 51.8

D6.2 DMD

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

(IAF)
SKURYGINO
415 DR
N55 12.7 E037 21.9

D9.0 DMD
N55 14.7 E037 50.1
(DMD R-187)
(355° brg to DM)
(001° brg to W)

D12.5 DMD
N55 12.6 E037 43.4
(010° brg to DM)
(014° brg to W)

DR 14I
DR 14F

352°
MHA FL50
MAX FL410

FL BY ATC

N
NOT TO SCALE

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

CHANGES: Chart reindexed.

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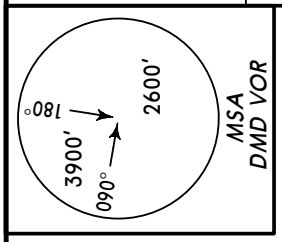
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 30-2V6

MOSCOW, RUSSIA
STAR

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



SKURYGINO 32F (DR 32F)
SKURYGINO 32P (DR 32P)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100

887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

DOMODEDOVO
P (H) 113.3 DMD
N55 23.3 E037 54.7

R136° D11.0

VERAN
N55 14.8 E038 07.1
(DMD R-130/D11.1)

AKSAN
N55 14.2 E038 05.6

17 DR 32P
17 DR 32F

316°
316°
139°

D27.2 DMD
N55 00.6 E038 20.7
(DMD R-137)
(319° brg to E)

D27.2 DMD
N55 00.0 E038 19.0
(320° brg to DO)

046°
5

331°
148°

D26.1 DMD
N54 59.2 E038 12.1
(328° brg to DO)

15
136°

351°
165°

D12.1 DMD
N55 11.2 E037 56.5
(346° brg to DO)

20

NOT TO SCALE
N

(IAF)
SKURYGINO
415 DR
N55 12.7 E037 21.9

084°
172°
352°
MHA FL50
MAX FL410

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

CHANGES: Chart reindexed.

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JeppView 3.7.4.0

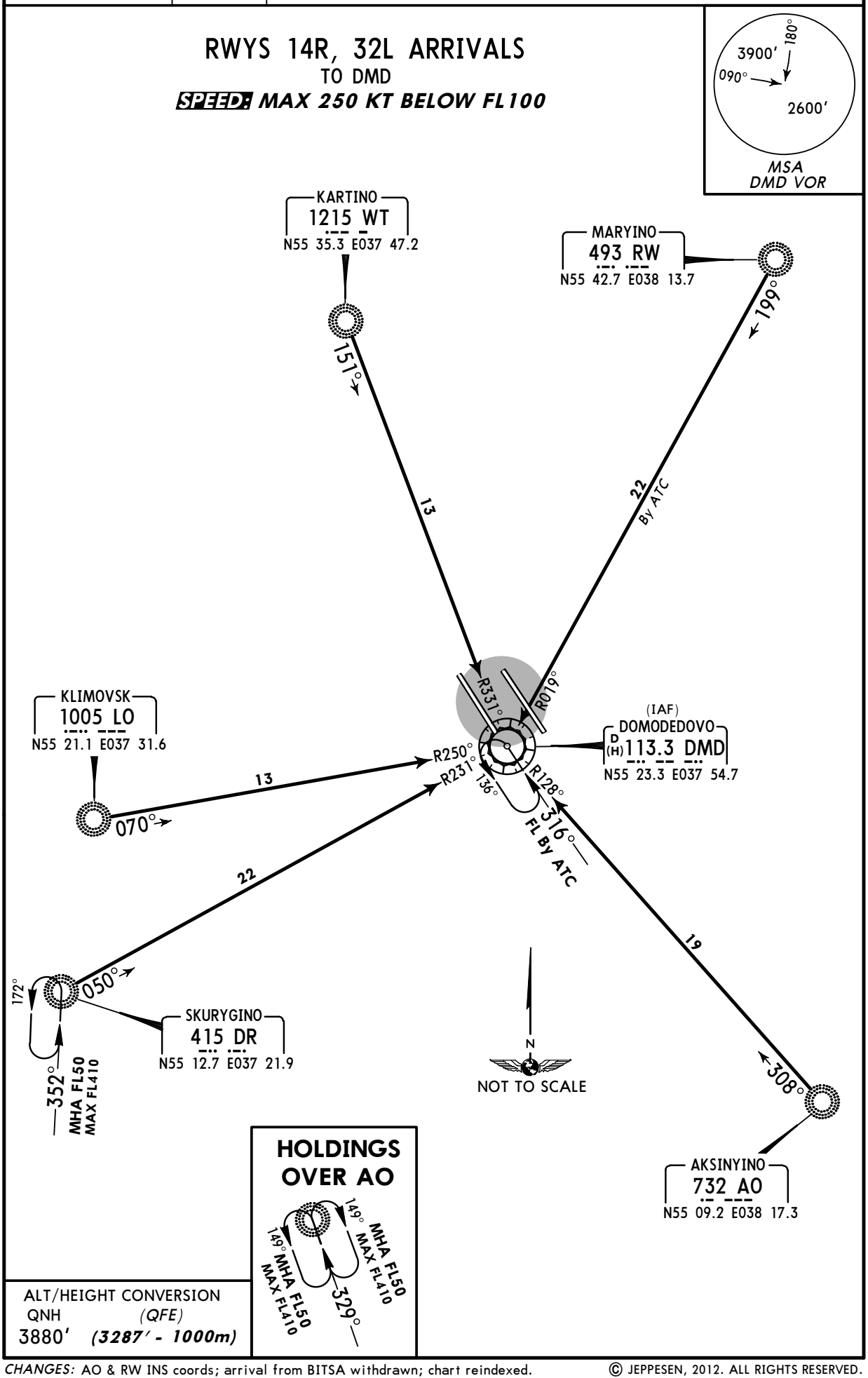
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 (30-2V7)

MOSCOW, RUSSIA
STAR

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

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: AO & RW INS coords; arrival from BITSA withdrawn; chart reindexed.

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JeppView 3.7.4.0

UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 (30-2V8)

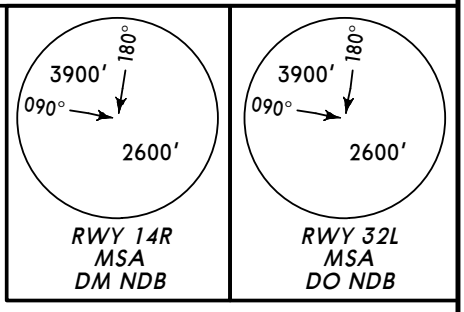
MOSCOW, RUSSIA
STAR

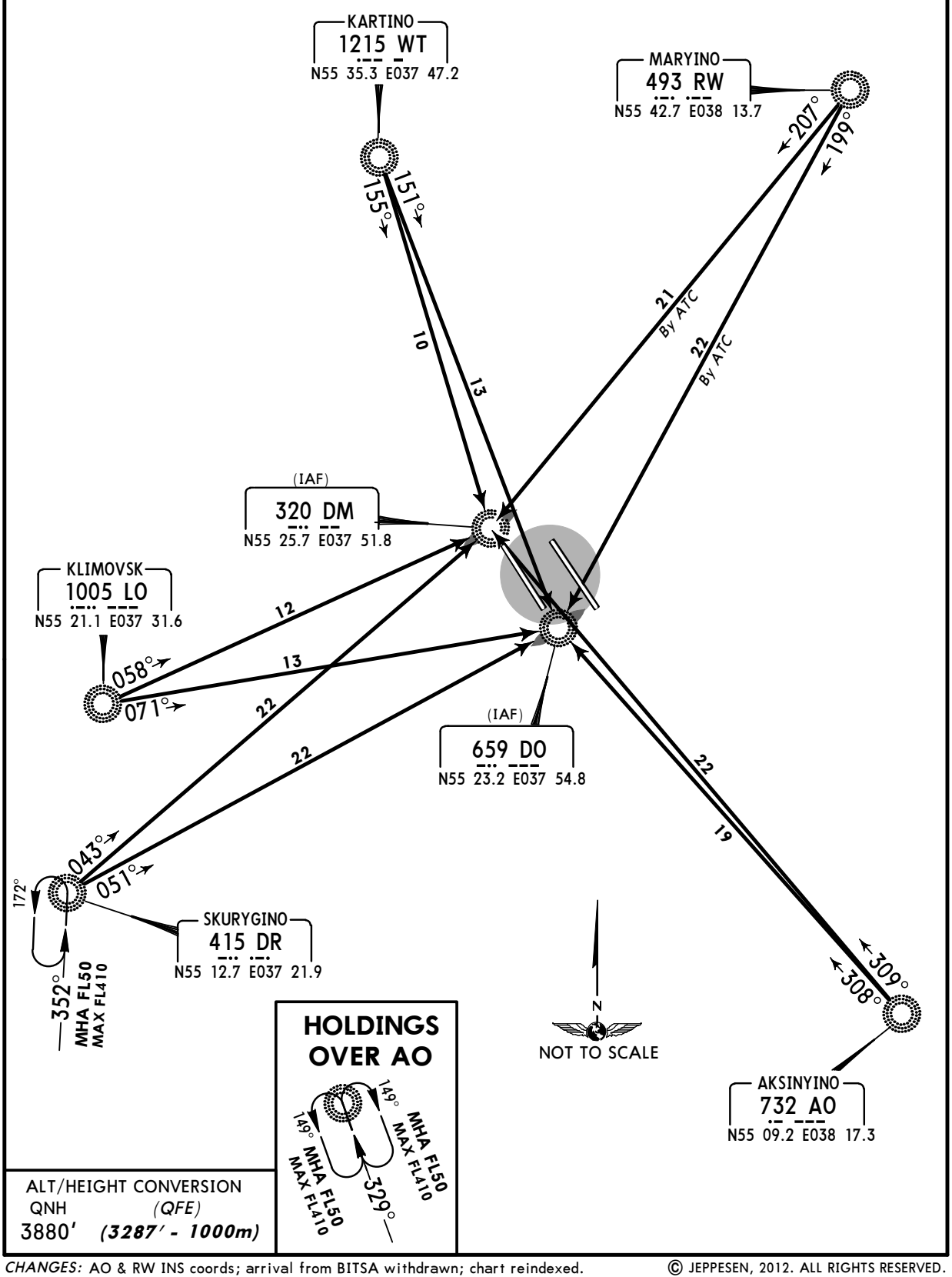
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3880′	***(3287′ - 1000m)***

CHANGES: AO & RW INS coords; arrival from BITSA withdrawn; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-2W)

MOSCOW, RUSSIA

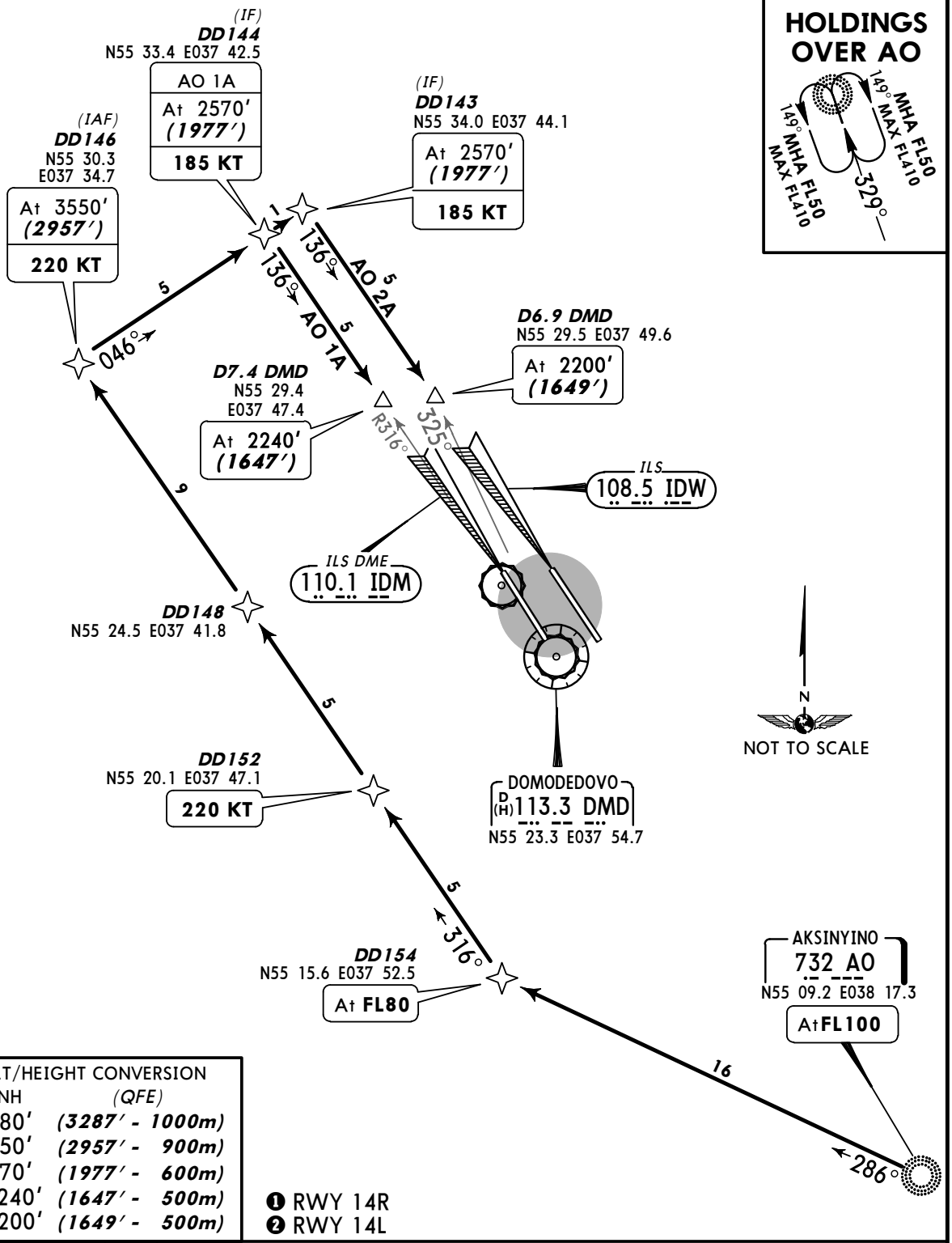
RNAV APPROACH TRANSITION

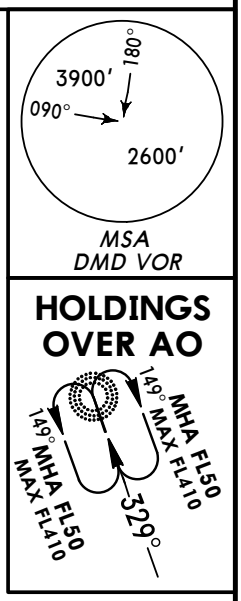
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

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

❶ RWY 14R
❷ RWY 14L

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

CHANGES: AO INS coords; chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-2X)

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

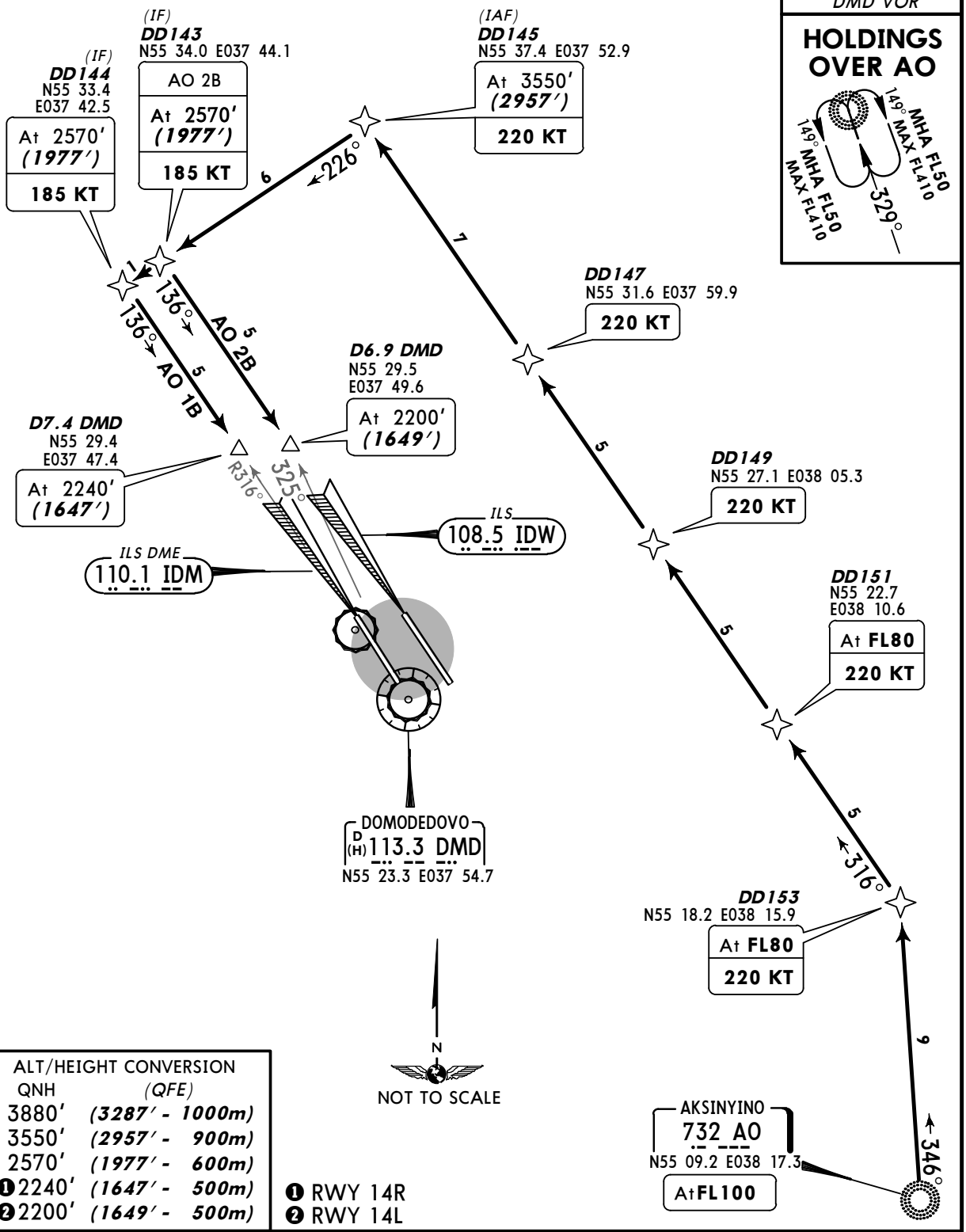
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

RNAV (GNSS)

BY ATC

SPEED: MAX 250 KT BELOW FL100



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

❶ RWY 14R
❷ RWY 14L

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	

CHANGES: AO INS coords; track update; chart reindexed.

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UUDD/DME DOMODEDOVO

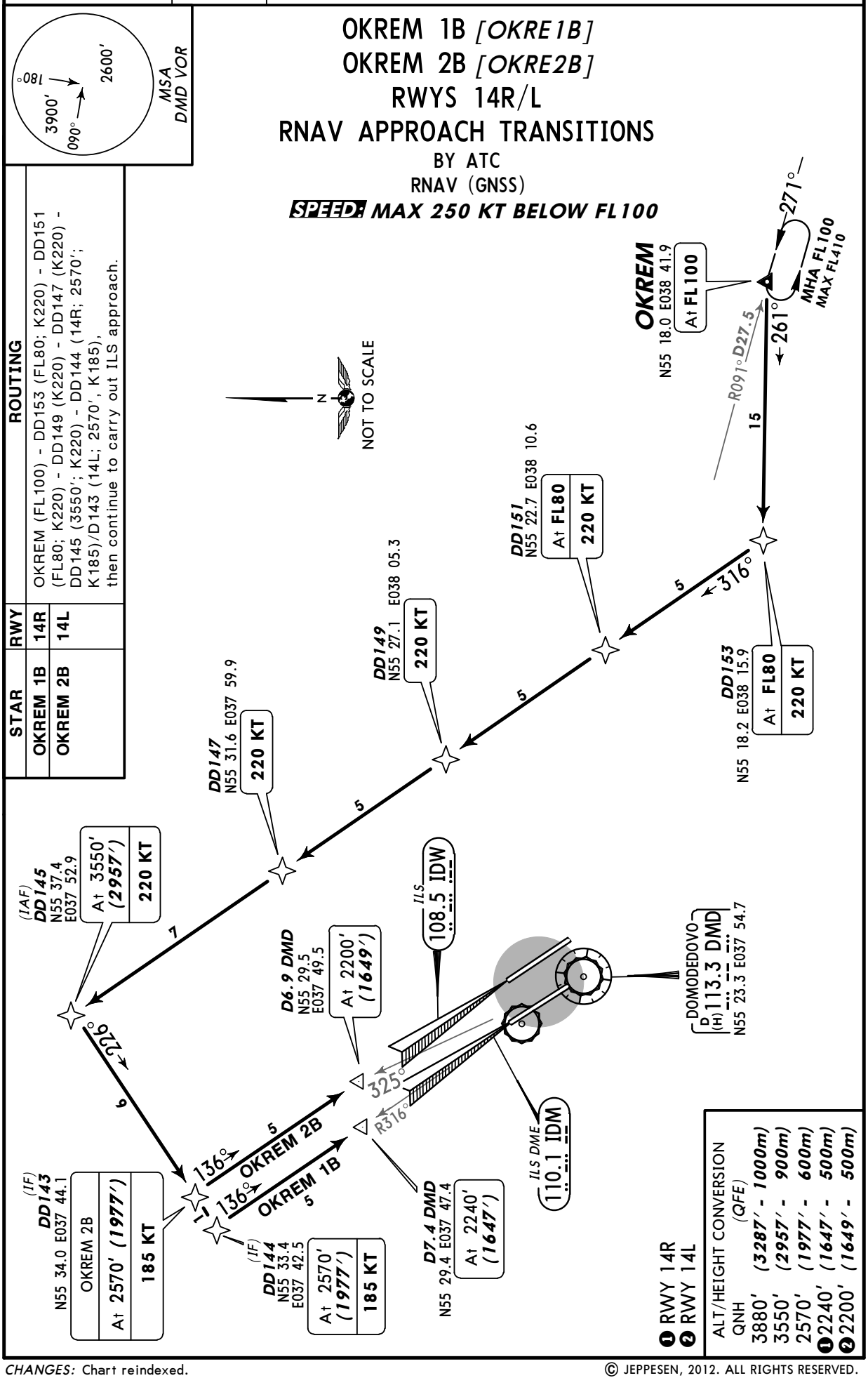
JEPPESEN

16 NOV 12 (30-2X1)

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

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



STAR	RWY	ROUTING
OKREM 1B	14R	OKREM (FL100) - DD153 (FL80; K220) - DD151 (FL80; K220) - DD149 (K220) - DD147 (K220) - DD145 (3550′; K220) - DD144 (14R; 2570′; K185)/D143 (14L; 2570′, K185), then continue to carry out ILS approach.
OKREM 2B	14L	

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-2X2)

MOSCOW, RUSSIA

RNAV APPROACH TRANSITION

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

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

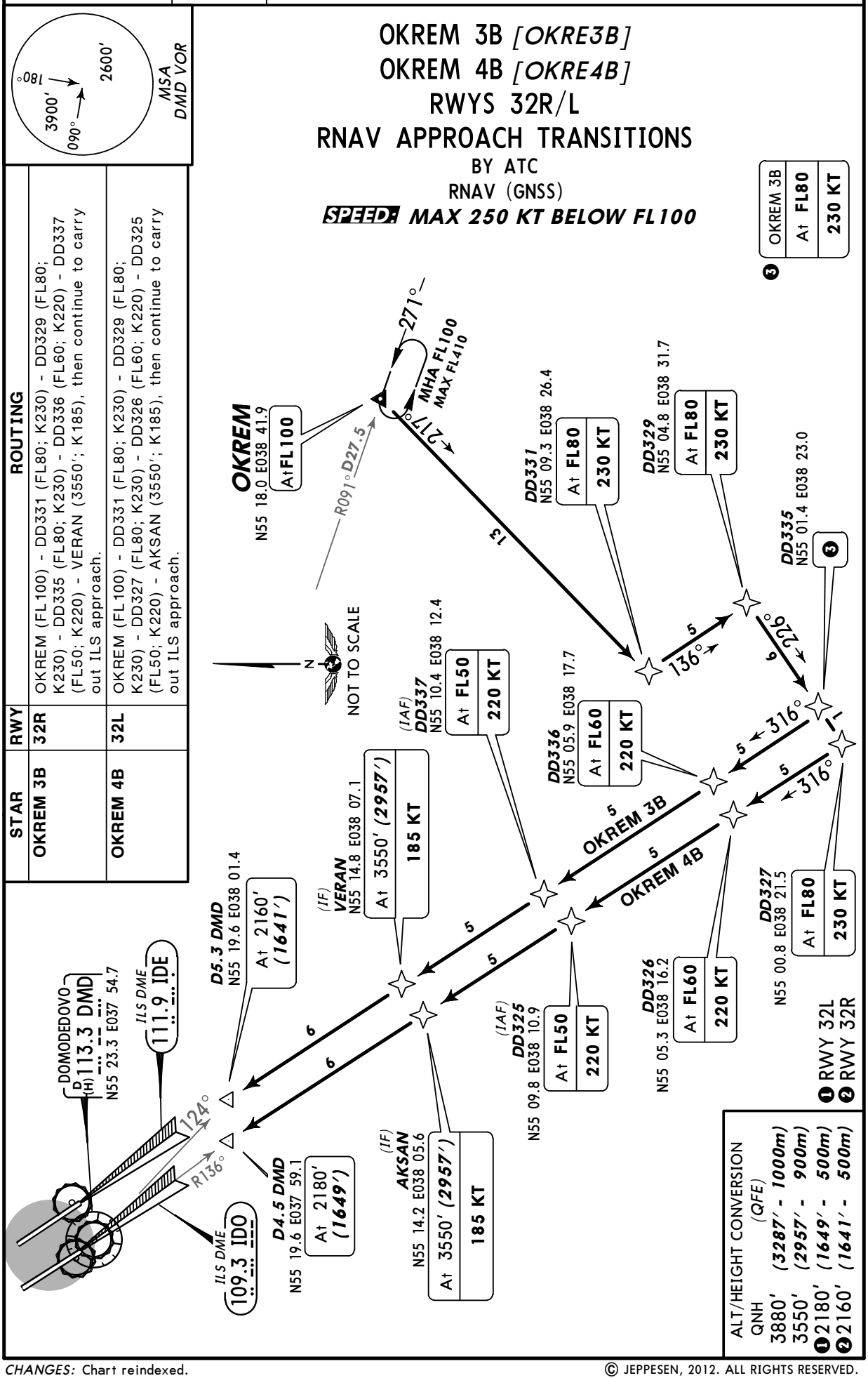
BY ATC

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100

ROUTING

STAR	RWY	
OKREM 3B	32R	OKREM (FL100) - DD331 (FL80; K230) - DD329 (FL80; K230) - DD335 (FL80; K230) - DD336 (FL60; K220) - DD337 (FL50; K220) - VERAN (3550′; K185), then continue to carry out ILS approach.
OKREM 4B	32L	OKREM (FL100) - DD331 (FL80; K230) - DD329 (FL80; K230) - DD327 (FL80; K230) - DD326 (FL60; K220) - DD325 (FL50; K220) - AKSAN (3550′; K185), then continue to carry out ILS approach.



CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

28 DEC 12 (30-2X3) Eff 10 Jan

MOSCOW, RUSSIA

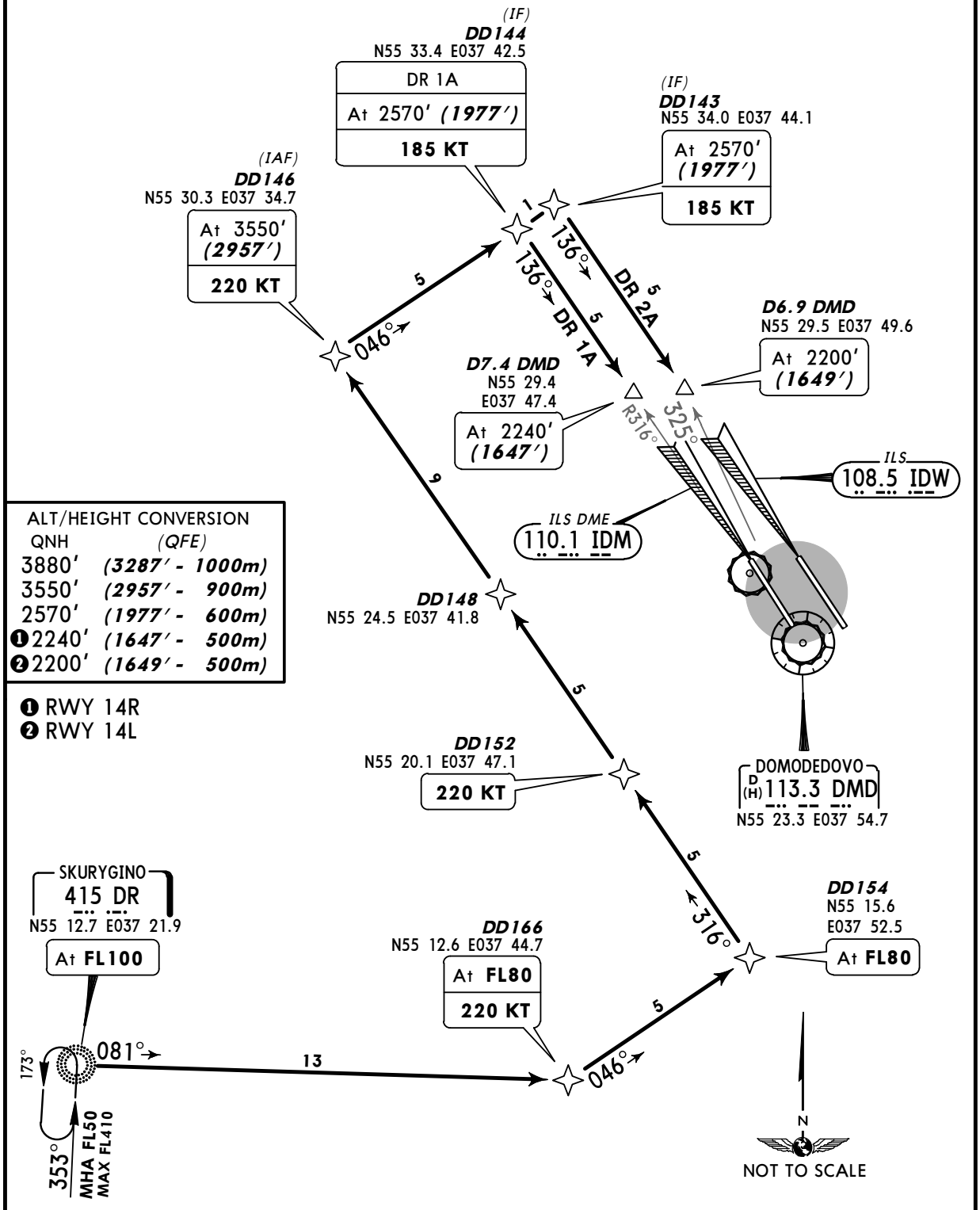
RNAV APPROACH TRANSITION

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

SKURYGINO 1A (DR 1A)
SKURYGINO 2A (DR 2A)
RWYS 14R/L RNAV APPROACH TRANSITIONS

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



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

❶ RWY 14R
❷ RWY 14L

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	

CHANGES: Holding at DR.

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UUDD/DME DOMODEDOVO

JEPPESEN

28 DEC 12 (30-2X4) Eff 10 Jan

MOSCOW, RUSSIA

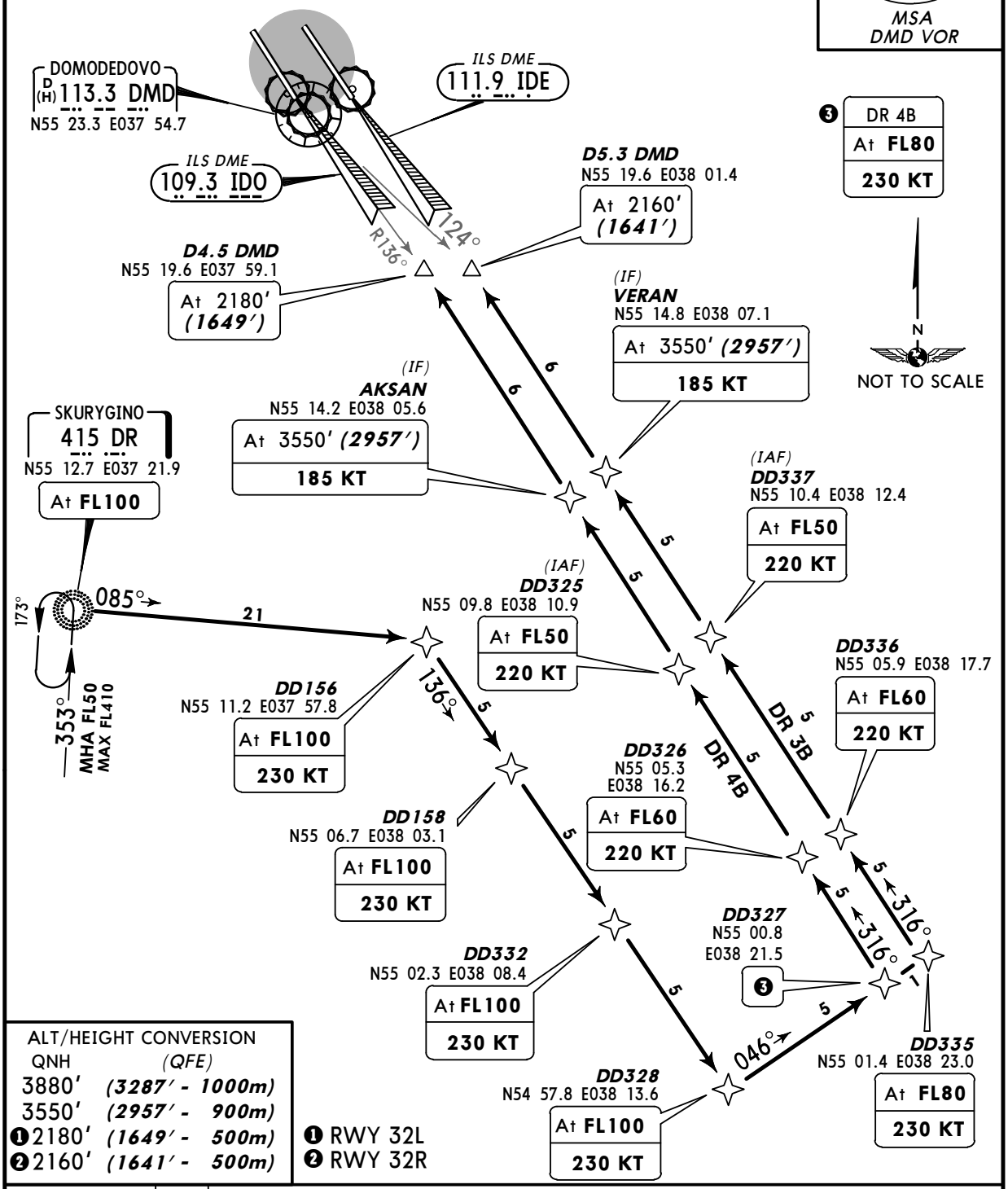
RNAV APPROACH TRANSITION

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

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

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



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

❶ RWY 32L
❷ RWY 32R

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.

CHANGES: Holding at DR.

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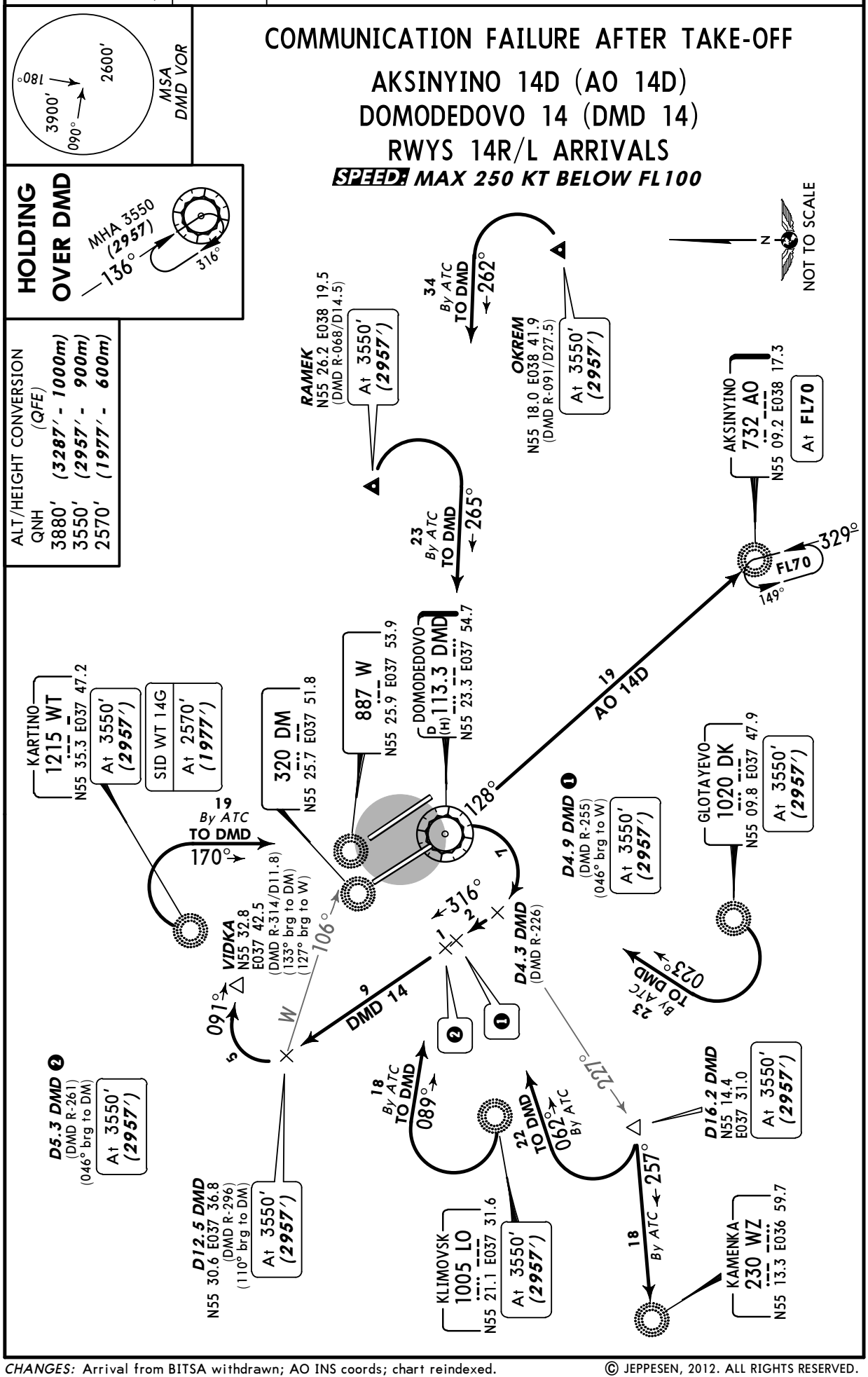
UUDD/DME DOMODEDOVO

JEPPESEN 16 NOV 12 30-2X5

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.



CHANGES: Arrival from BITSA withdrawn; AO INS coords; chart reindexed.

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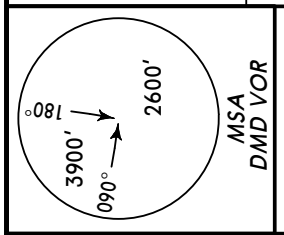
UUDD/DME DOMODEDOVO

JEPPESEN
16 NOV 12 30-2X6

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3 (Russian 122.95)	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.



COMMUNICATION FAILURE AFTER TAKE-OFF

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

SPEED: MAX 250 KT BELOW FL100

HOLDING OVER DMD

316°
136° MHA 3550 ***(2957)***

ALT/HEIGHT CONVERSION (QFE)

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

NOT TO SCALE

RAMEK
N55 26.2 E038 19.5
(DMD R-068/D14.5)
At 3550′ ***(2957′)***

20 TO DMD By ATC 266°

887 E
N55 23.3 E037 57.0

659 DO
N55 23.2 E037 54.8

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

19 TO DMD By ATC 170°

KARTINO
1215 WT
N55 35.3 E037 47.2
At 3550′ ***(2957′)***

D4.3 DMD
N55 20.8 E037 48.5
(DMD R-225)
(046° brg to DO)
At 3550′ ***(2957′)***

KLIMOVSK
1005 LO
N55 21.1 E037 31.6
At 3550′ ***(2957′)***

17 TO DMD By ATC 052°

D4.4 DMD
(DMD R-216)
(046° brg to E)
At 3550′ ***(2957′)***

1 116° 136° 1 10 DMD 32

138° D10.5

20 AO 32D

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

5 100

D11.3 DMD
N55 12.3 E037 58.8
(DMD R-158)
(339° brg to DO)
(345° brg to E)
At 3550′ ***(2957′)***

21 TO DMD By ATC 348°

GLOTAYEVO
1020 DK
N55 09.8 E037 47.9
At 3550′ ***(2957′)***

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL70**

FL70 329° 149°

CHANGES: Arrival from BITSA withdrawn; AO INS coords; chart reindexed.

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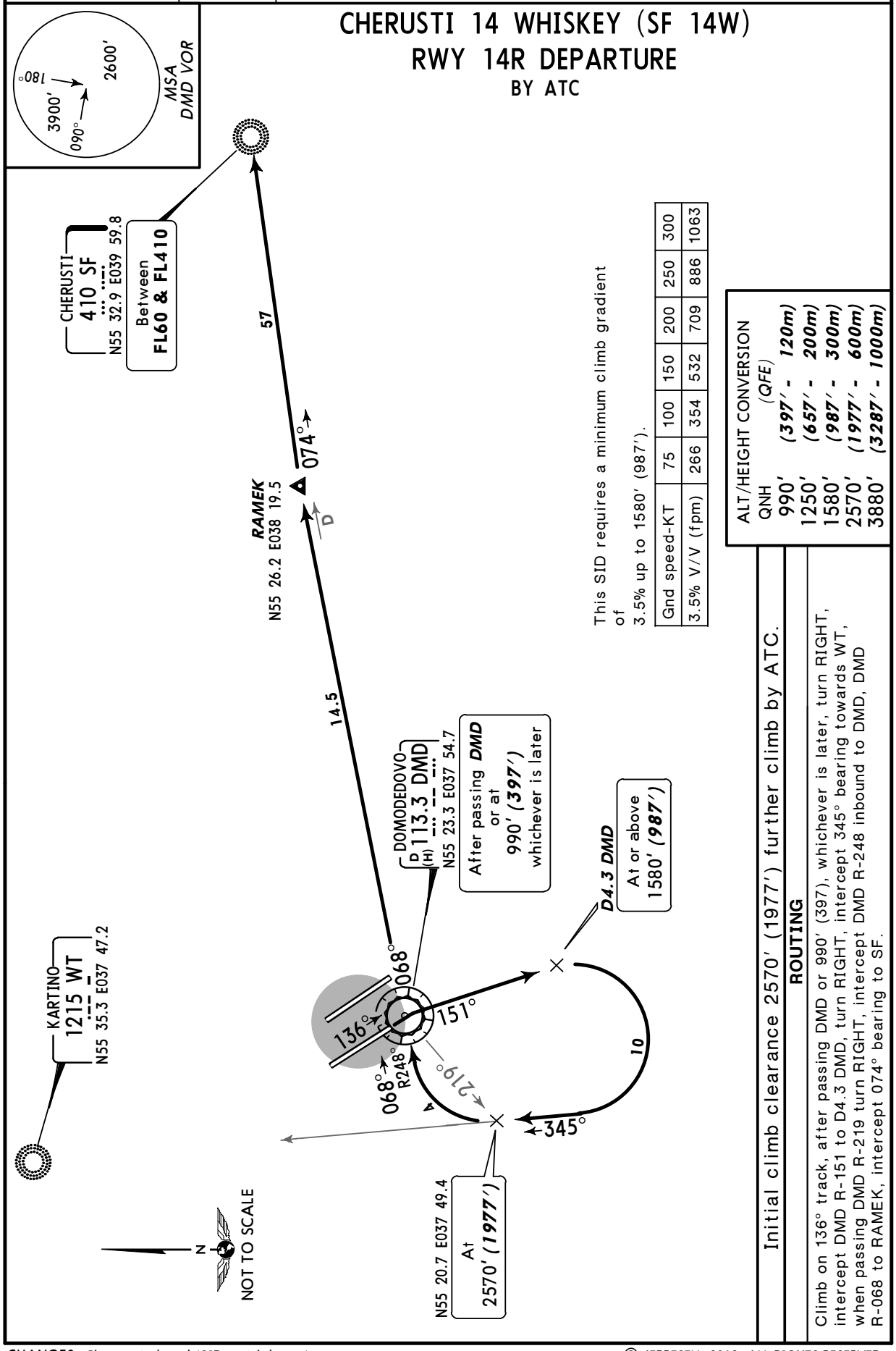
UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
SID

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

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



This SID requires a minimum climb gradient of 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
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 074° bearing to SF.

CHANGES: Chart reindexed (SIDs withdrawn).

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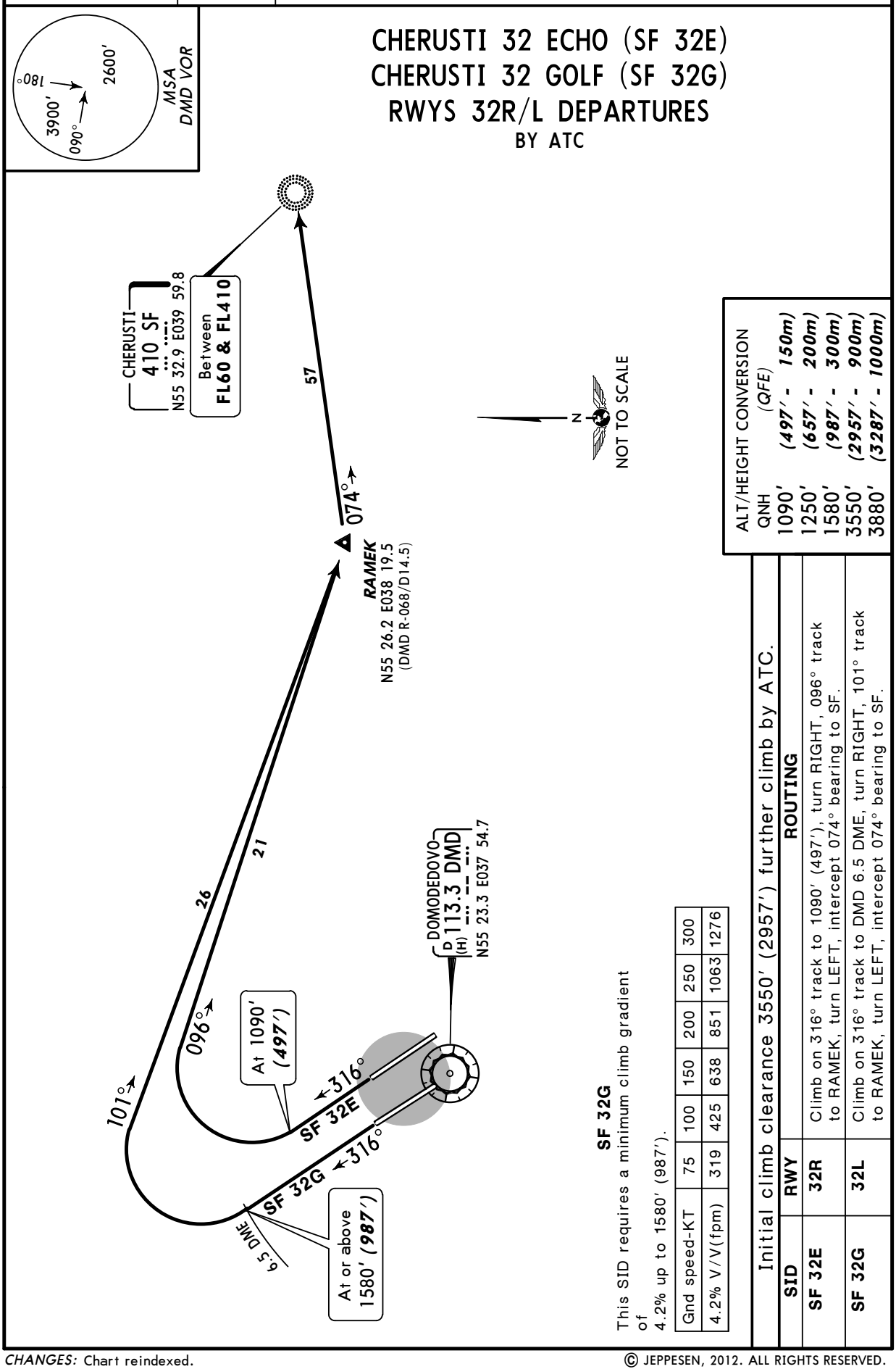
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 30-3A

MOSCOW, RUSSIA
SID

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



CHANGES: Chart reindexed.

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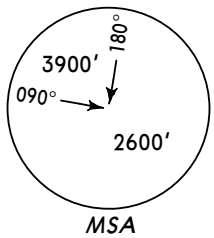
UUDD/DME
DOMODEDOVO

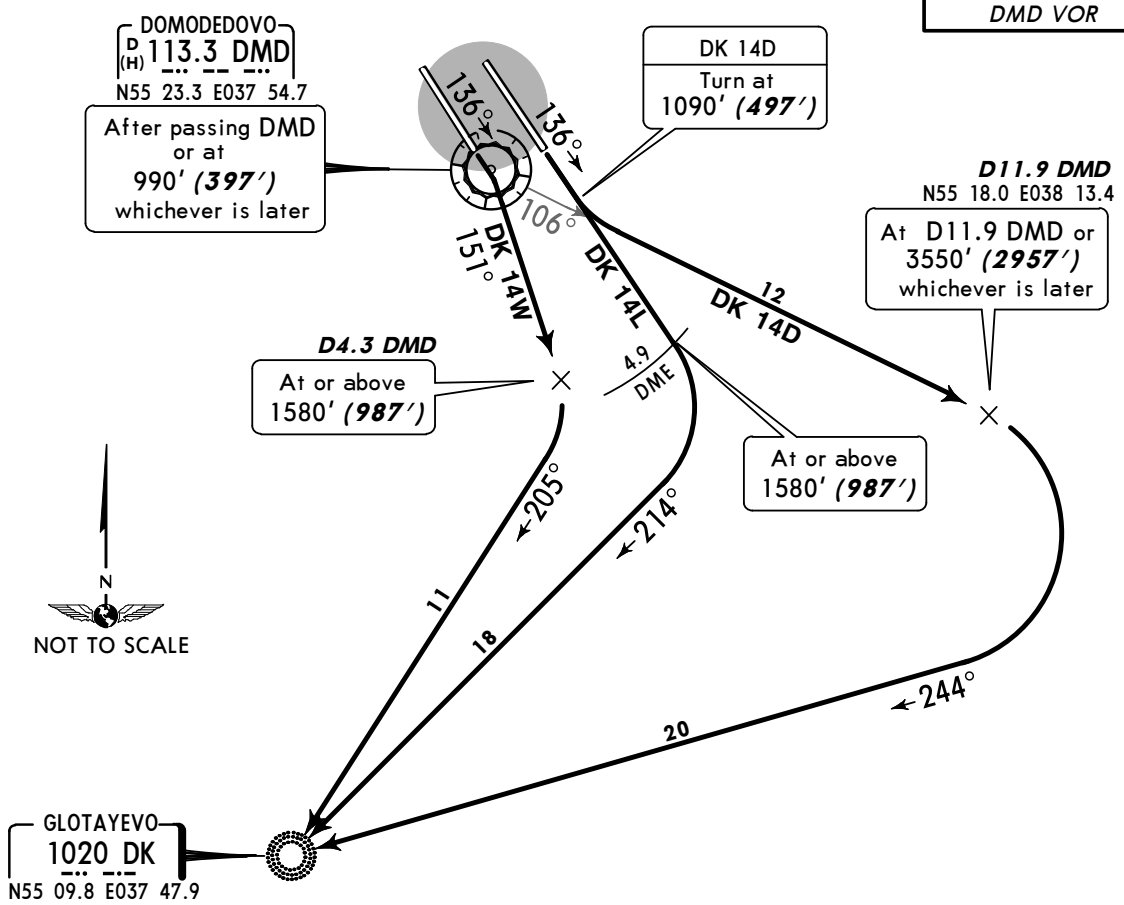
JEPPESEN
16 NOV 12 30-3B

MOSCOW, RUSSIA
SID

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

GLOTAYEVO 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		Climb on 136° track to DMD 4.9 DME, turn RIGHT, intercept 214° 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.

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

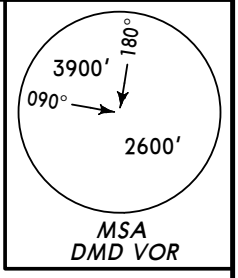
JEPPESEN
16 NOV 12 30-3C

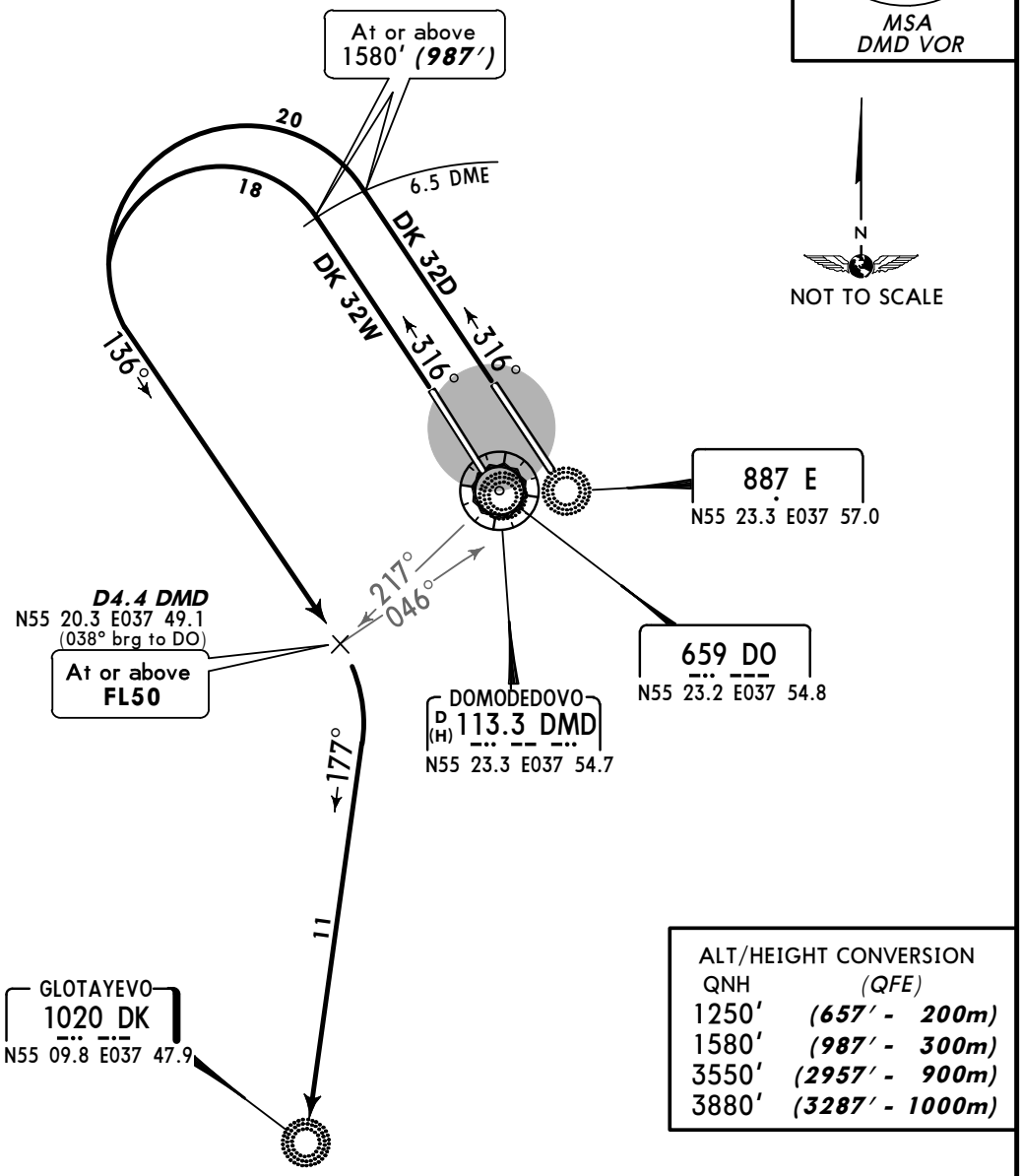
MOSCOW, RUSSIA

SID

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

GLOTAYEVO 32 DELTA (DK 32D)
GLOTAYEVO 32 WHISKEY (DK 32W)
RWYS 32R/L DEPARTURES





ALT/HEIGHT CONVERSION

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

These SIDs require minimum climb gradients of
DK 32D: 4.0% up to FL50.
DK 32W: 4.2% up to FL50.

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 3550′ (2957′) further climb by ATC.

SID	RWY	ROUTING
DK 32D	32R	Climb on 316° track to DMD 6.5 DME, turn LEFT, 136° track to D4.4 DMD, turn RIGHT, intercept 177° bearing to DK.
DK 32W	32L	

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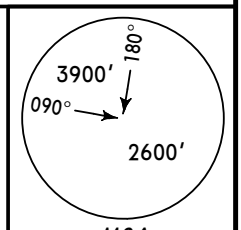
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 30-3D

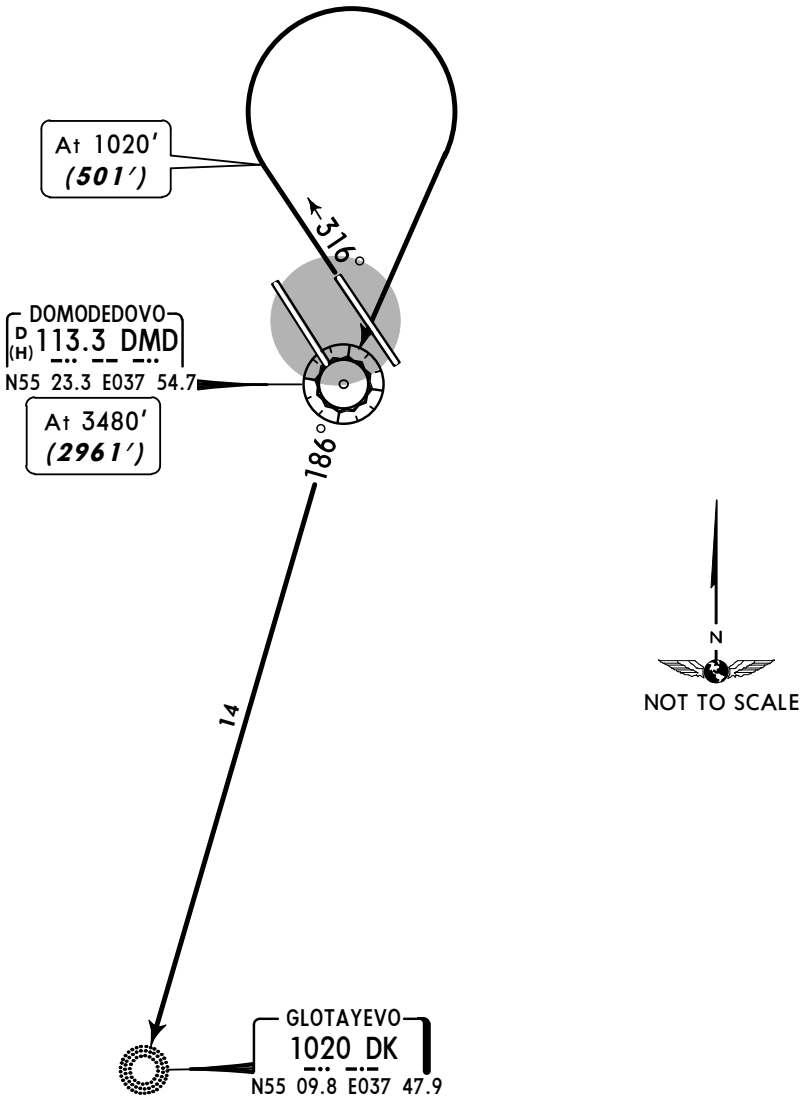
MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** 1. After climbing to 1180′ (661′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32 ECHO (DK 32E)
RWY 32R DEPARTURE



MSA
DMD VOR



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.

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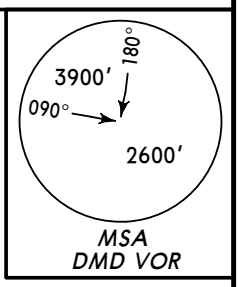
UUDD/DME
DOMODEDOVO

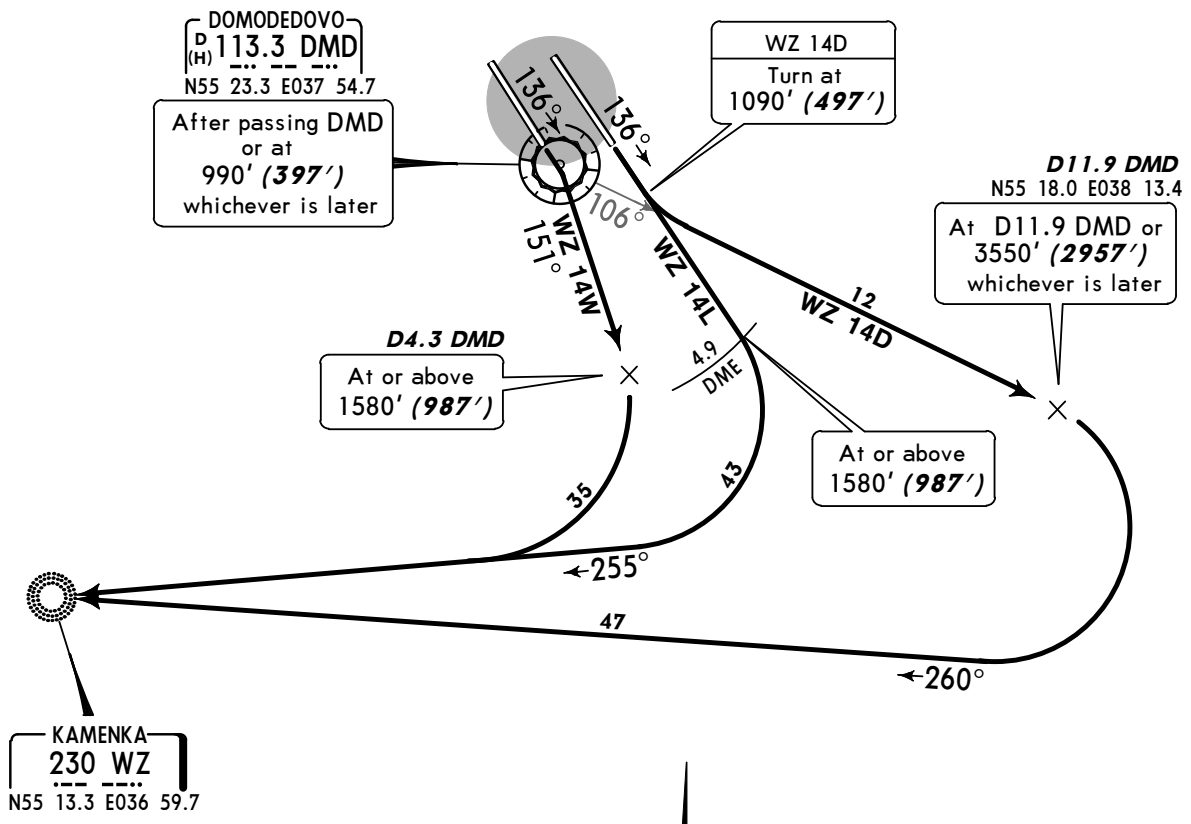
JEPPESEN
16 NOV 12 30-3E

MOSCOW, RUSSIA
SID

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

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





NOT TO SCALE

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 260° bearing to WZ.
WZ 14L		Climb on 136° track to DMD 4.9 DME, turn RIGHT, intercept 255° 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 255° bearing to WZ.

CHANGES: Chart reindexed.

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UUDD/DME
DOMODEDOVO

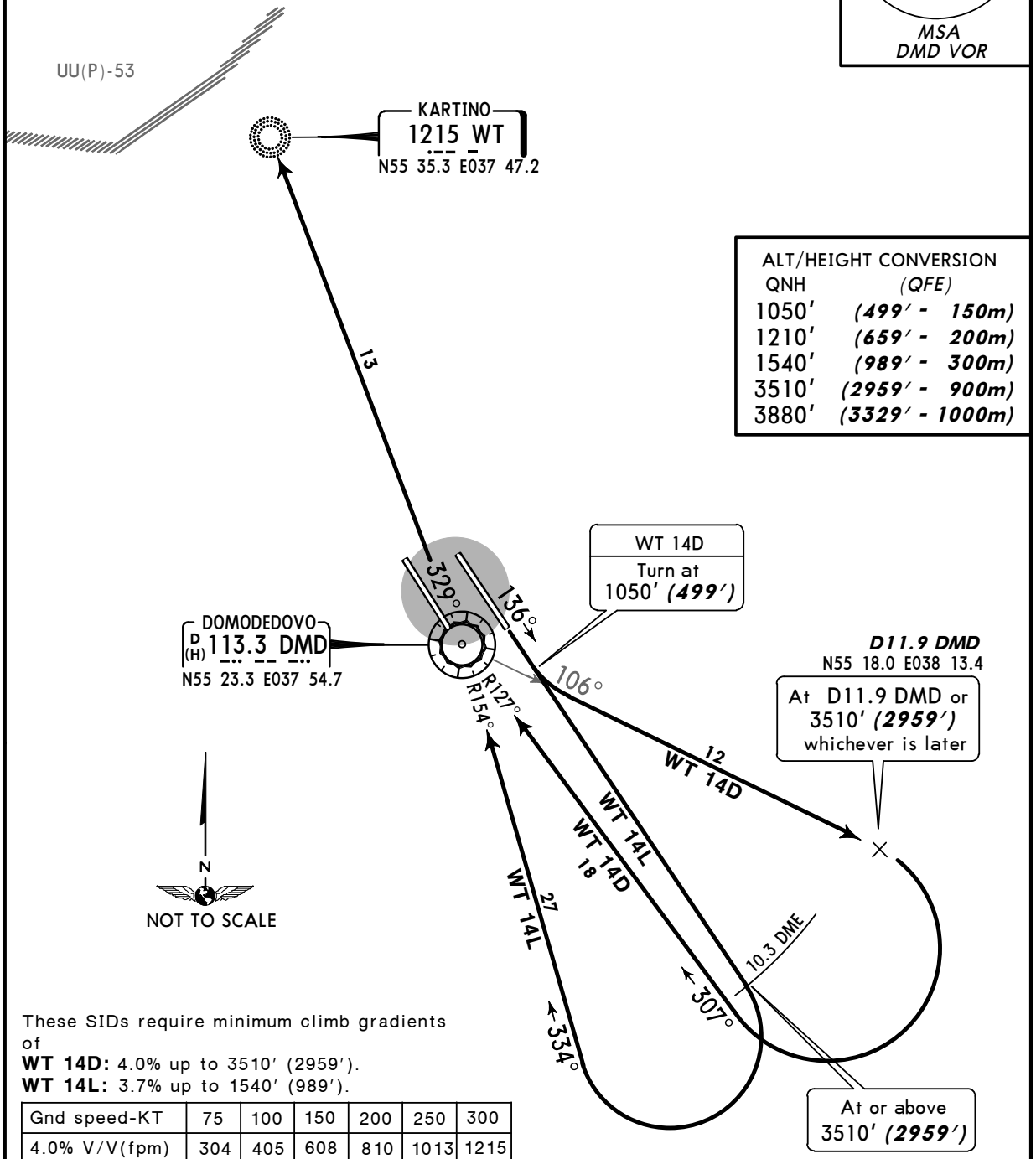
JEPPESEN
16 NOV 12 30-3F

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14 DELTA (WT 14D)
KARTINO 14 LIMA (WT 14L)
RWY 14L DEPARTURES

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



ALT/HEIGHT CONVERSION

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

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.

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UUDD/DME
DOMODEDOVO

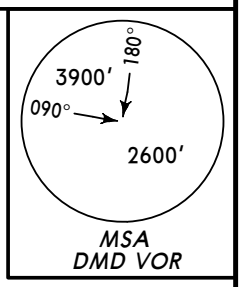
JEPPESEN
16 NOV 12 30-3G

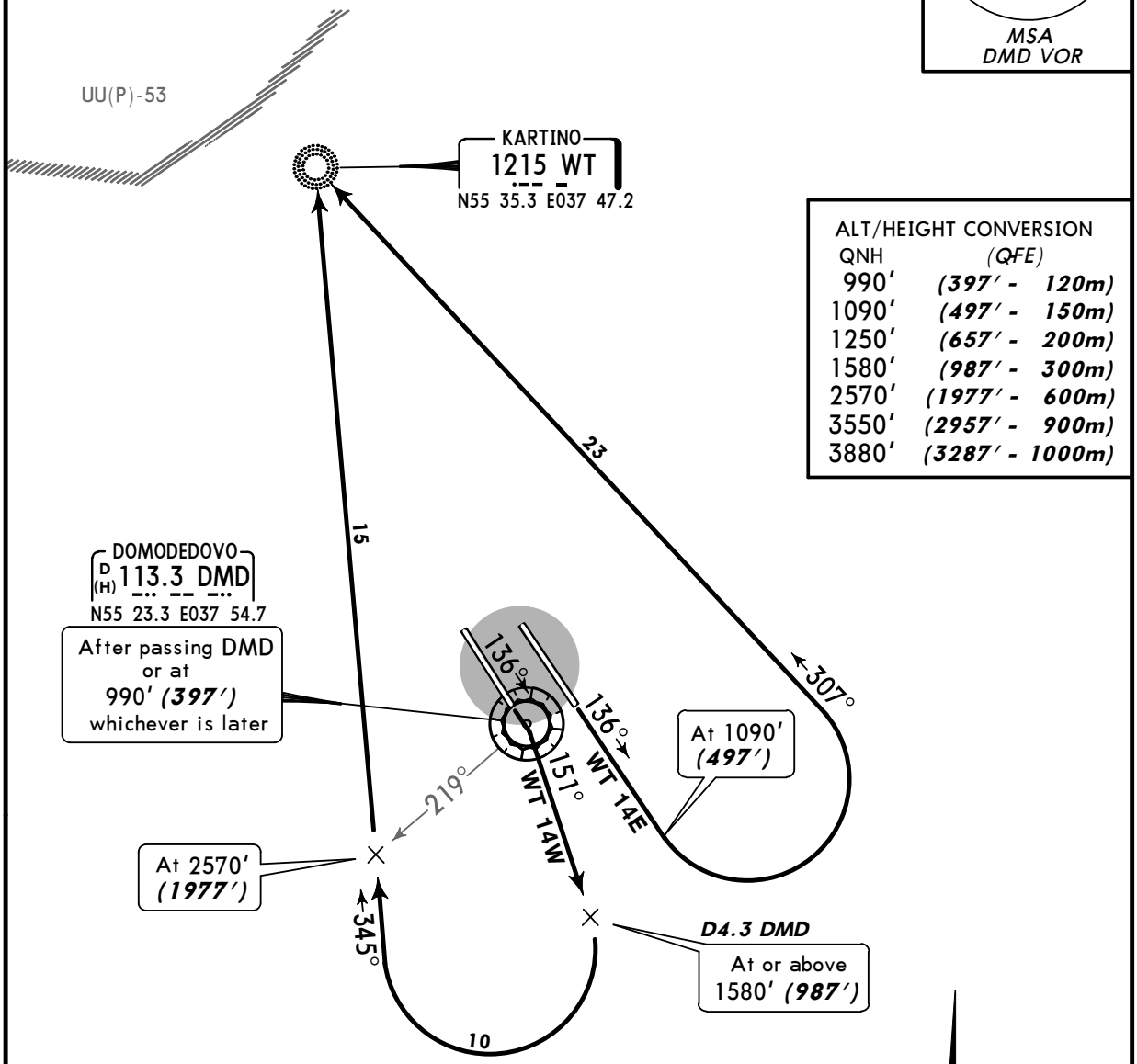
MOSCOW, RUSSIA
SID

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

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

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





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)***

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

N
NOT TO SCALE

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 307° 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.

CHANGES: Chart reindexed.

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UUDD/DME DOMODEDOVO

JEPPESEN

16 NOV 12 (30-3H)

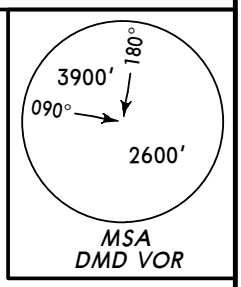
MOSCOW, RUSSIA

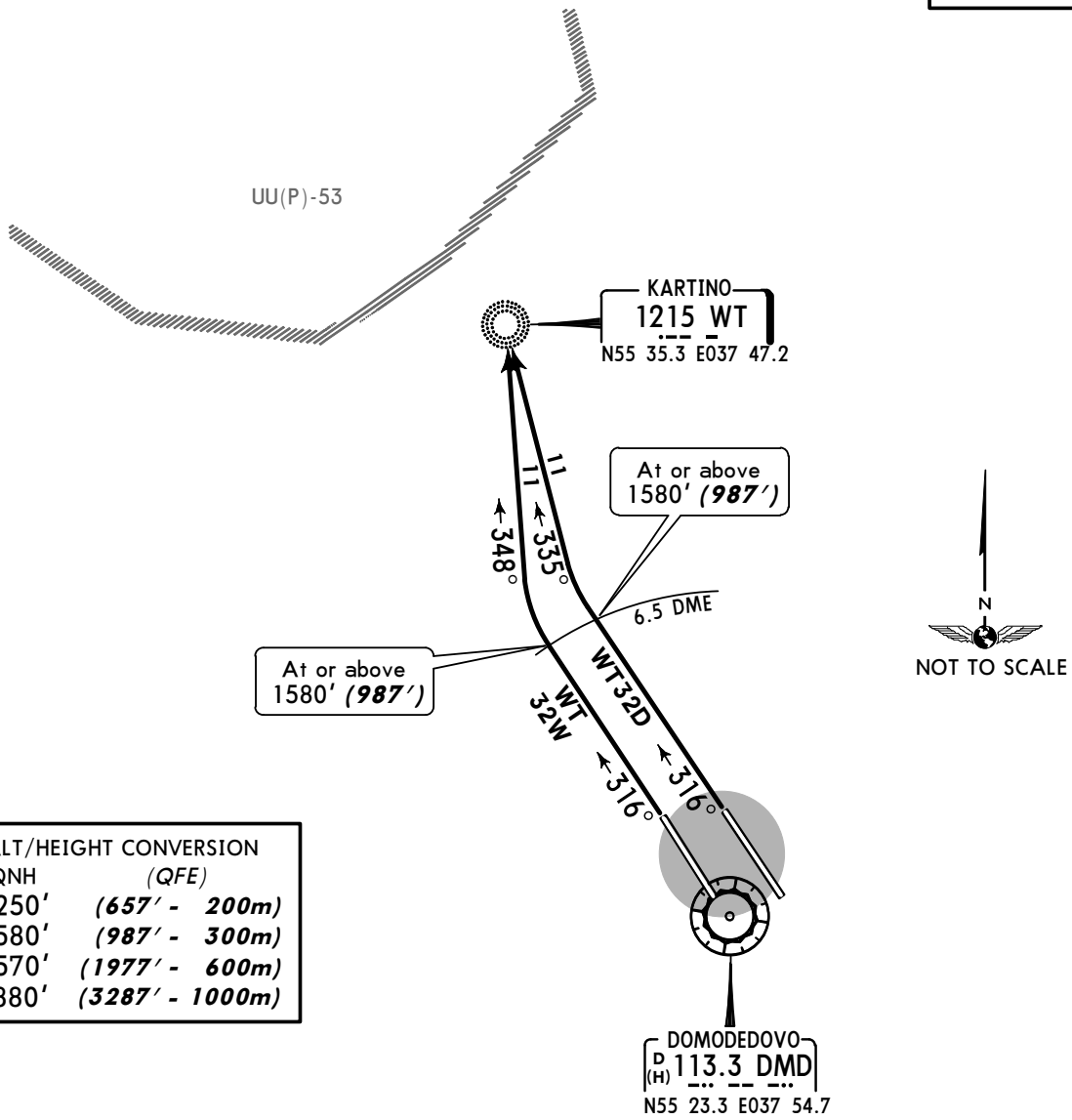
SID

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

KARTINO 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 348° bearing to WT.

CHANGES: Chart reindexed.

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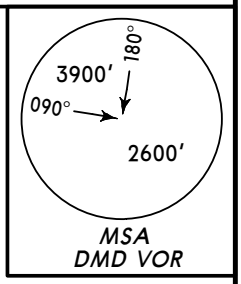
UUDD/DME
DOMODEDOVO

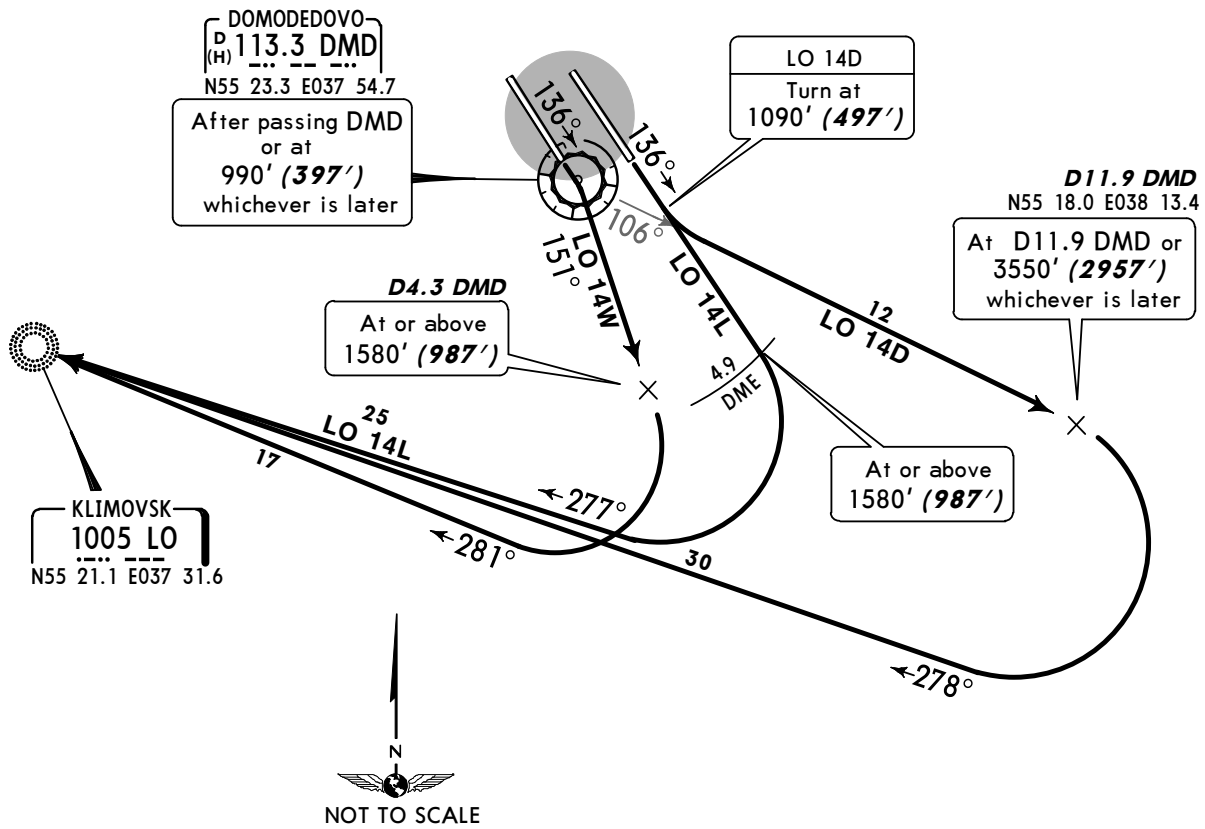
JEPPESEN
16 NOV 12 (30-3J)

MOSCOW, RUSSIA
SID

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

KLIMOVSK 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.

CHANGES: Chart reindexed.

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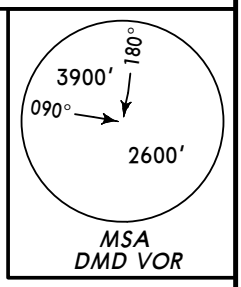
UUDD/DME
DOMODEDOVO

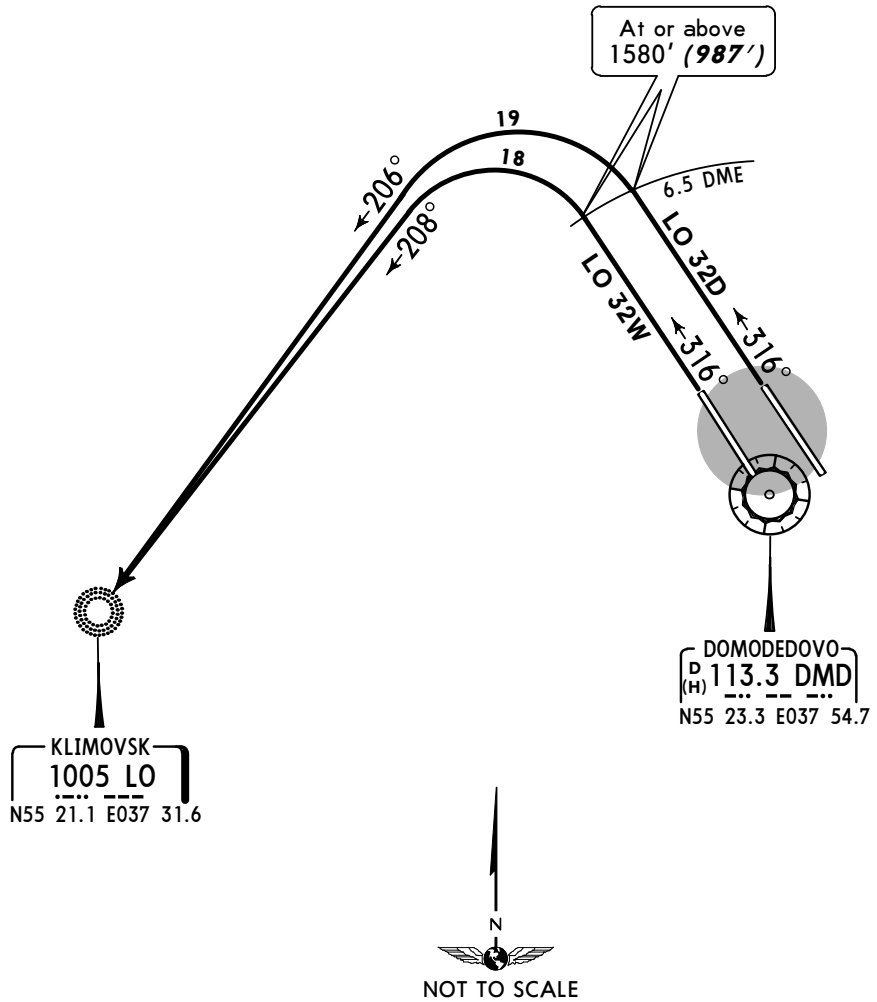
JEPPESEN
16 NOV 12 30-3K

MOSCOW, RUSSIA
SID

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

KLIMOVSK 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 208° bearing to LO.

CHANGES: Chart reindexed.

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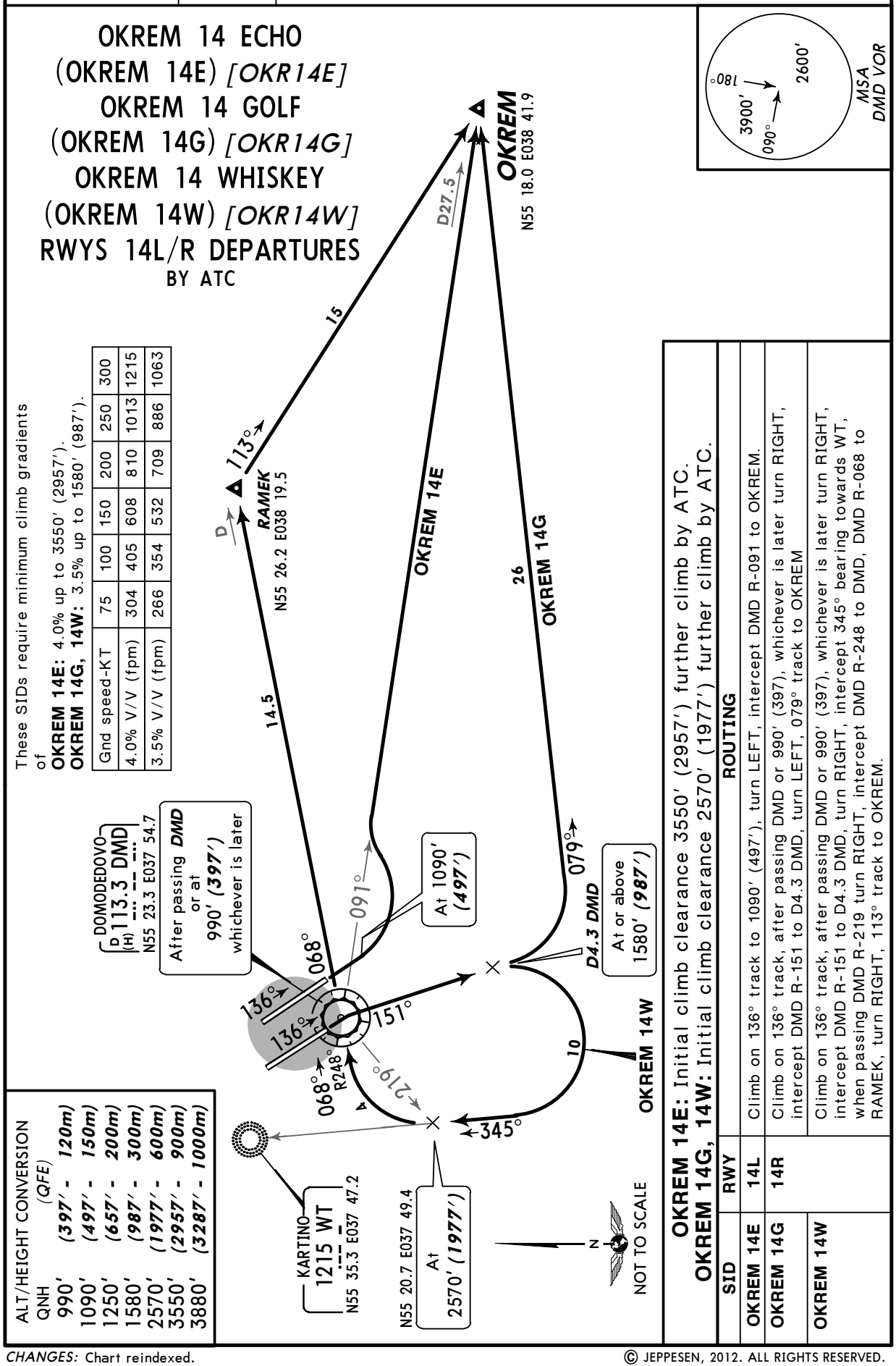
UUDD/DME
DOMODEDOVO

JEPPESEN
16 NOV 12 (30-3L)

MOSCOW, RUSSIA
SID

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



These SIDs require minimum climb gradients of
OKREM 14E: 4.0% up to 3550′ (2957′).
OKREM 14G, 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

ALT/HEIGHT CONVERSION (QFE)

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

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

SID	RWY	ROUTING
OKREM 14E	**14L**	Climb on 136° track to 1090′ (497′), turn LEFT, intercept DMD R-091 to OKREM.
OKREM 14G	**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 LEFT, 079° track to OKREM
OKREM 14W		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 to DMD, DMD R-068 to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: Chart reindexed.

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JEPPESEN
JeppView 3.7.4.0

UUDD/DME DOMODEDOVO

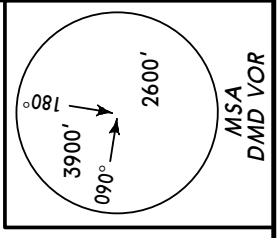
JEPPESEN
28 DEC 12 30-3M Eff 10 Jan

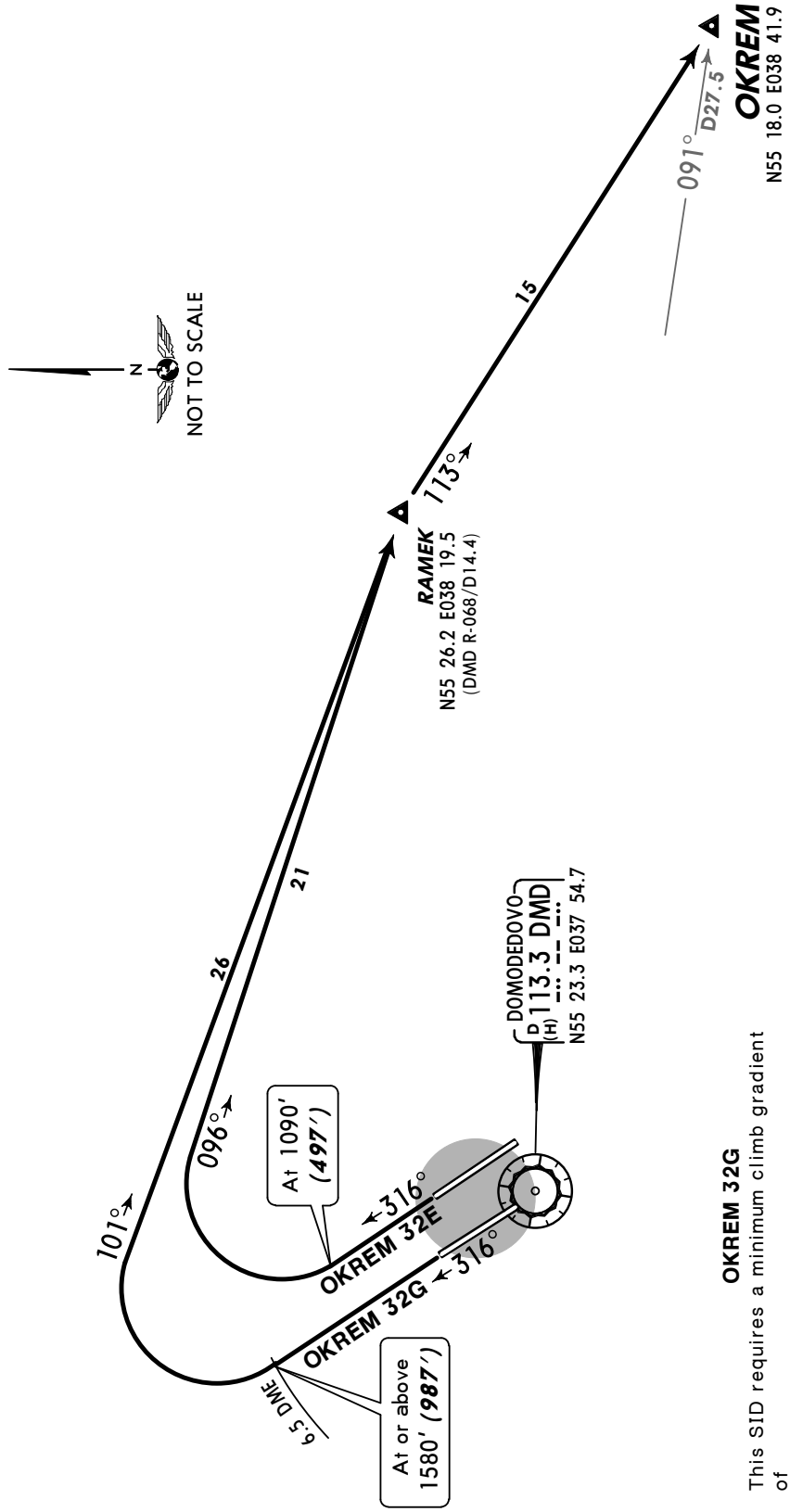
MOSCOW, RUSSIA

SID

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

OKREM 32 ECHO (OKREM 32E) *[OKR32E]*
OKREM 32 GOLF (OKREM 32G) *[OKR32G]*
RWYS 32R/L DEPARTURES
BY ATC





ALT/HEIGHT CONVERSION	(QFE)
QNH	
1090′	(497′ - 150m)
1250′	(657′ - 200m)
1580′	(987′ - 300m)
3550′	(2957′ - 900m)
3880′	(3287′ - 1000m)

OKREM 32G
This SID requires a minimum climb gradient of 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

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, turn RIGHT, 101° track to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: None.

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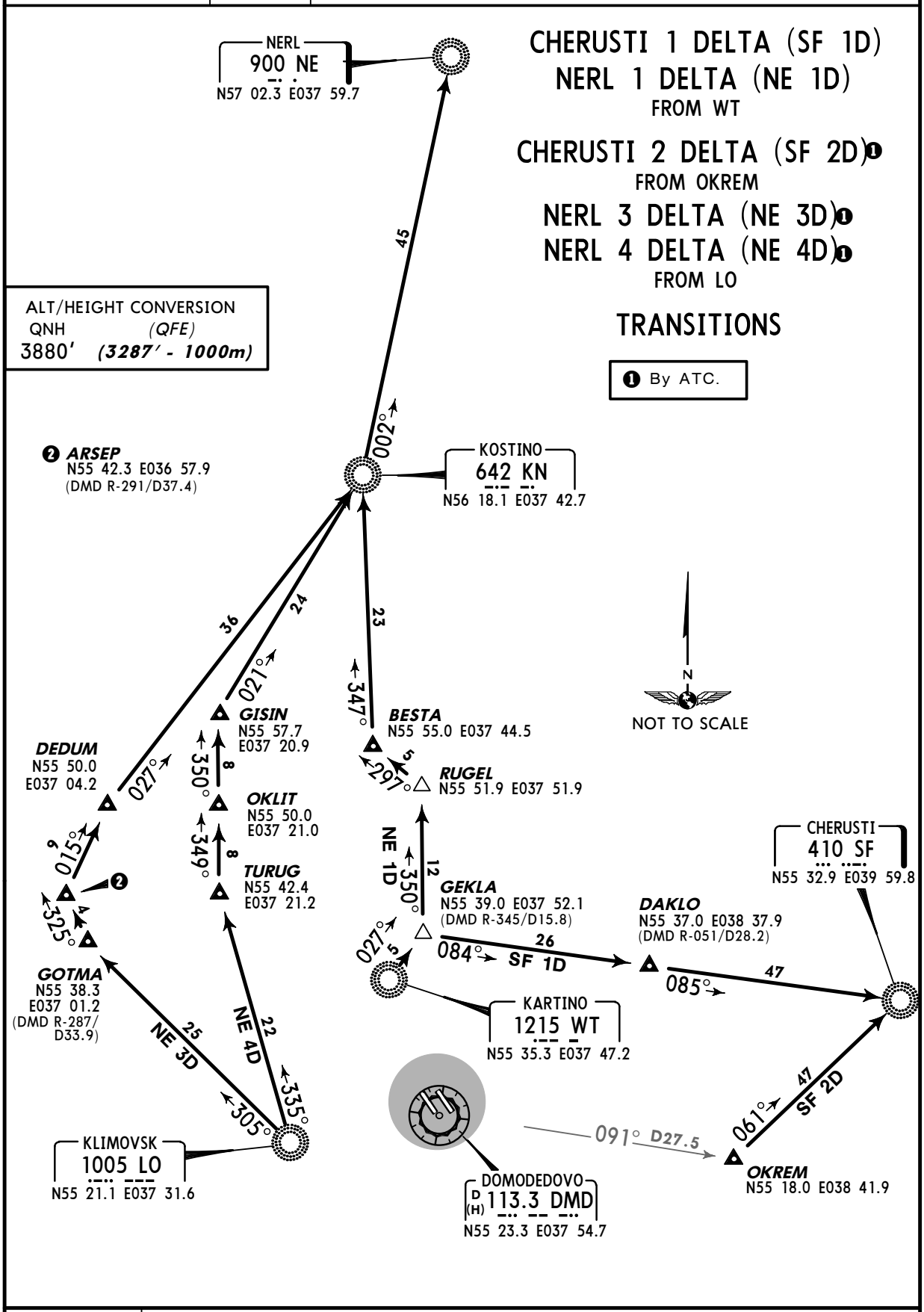
UUDD/DME
DOMODEDOVO

JEPPESEN

28 DEC 12 (30-3N) Eff 10 Jan

MOSCOW, RUSSIA
TRANSITION

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



TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.
NE 3D ❶	From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
NE 4D ❶	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 ❶	From OKREM to SF.

CHANGES: Transition NE 2D withdrawn.

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UUDD/DME DOMODEDOVO

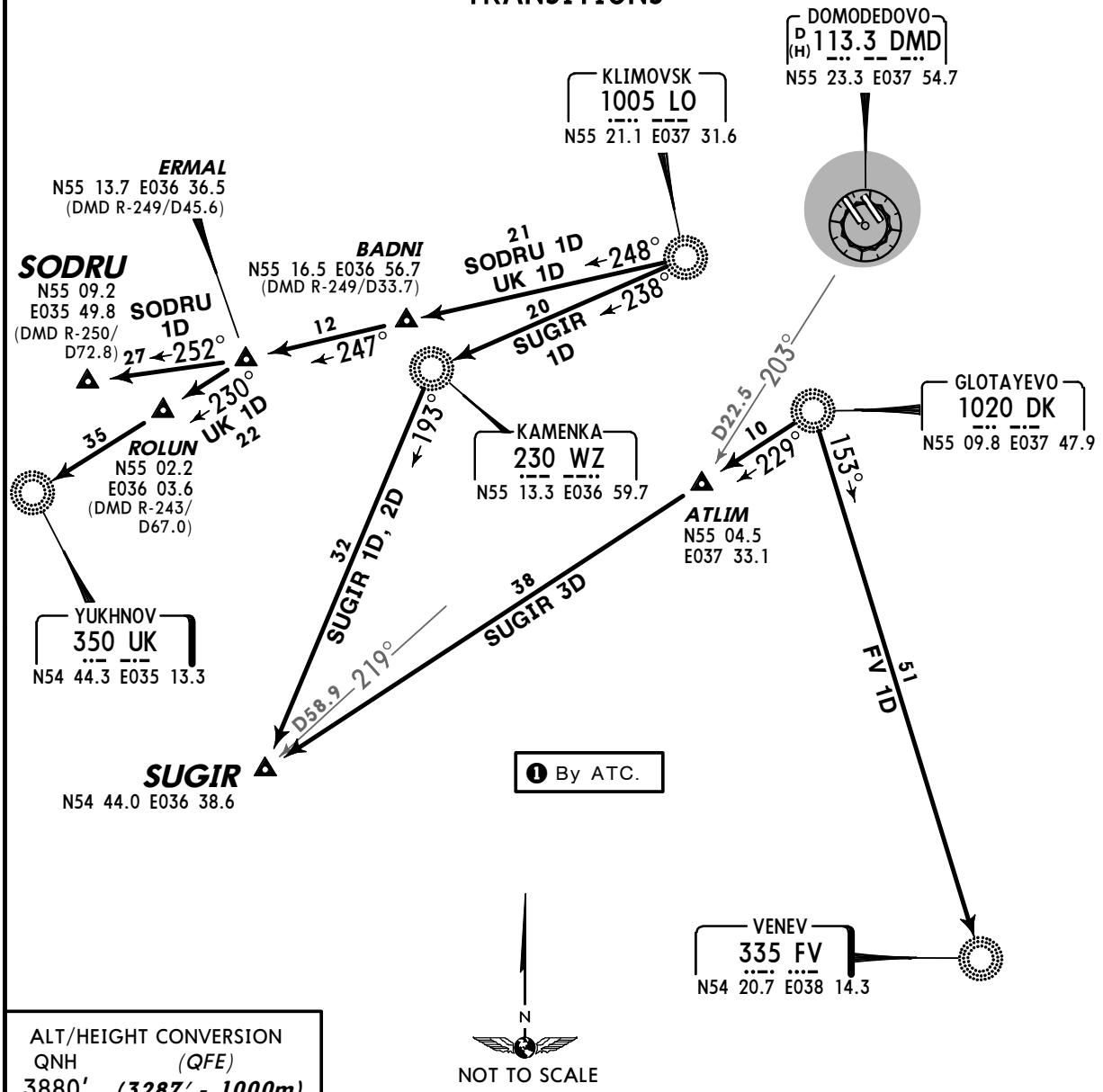
JEPPESEN
28 DEC 12 30-3P Eff 10 Jan

MOSCOW, RUSSIA

TRANSITION

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

SODRU 1 DELTA (SODRU 1D) [SOD1D] ❶
SUGIR 1 DELTA (SUGIR 1D) [SUG1D]
YUKHNOV 1 DELTA (UK 1D)❶
FROM LO
SUGIR 2 DELTA (SUGIR 2D) [SUG2D]
FROM WZ
SUGIR 3 DELTA (SUGIR 3D) [SUG3D]❶
VENEV 1 DELTA (FV 1D)
FROM DK
TRANSITIONS



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

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

CHANGES: Transition SUGIR 3D availability.

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JeppView 3.7.4.0

UUDD/DME DOMODEDOVO

JEPPESEN
28 DEC 12 30-3Q Eff 10 Jan

MOSCOW, RUSSIA

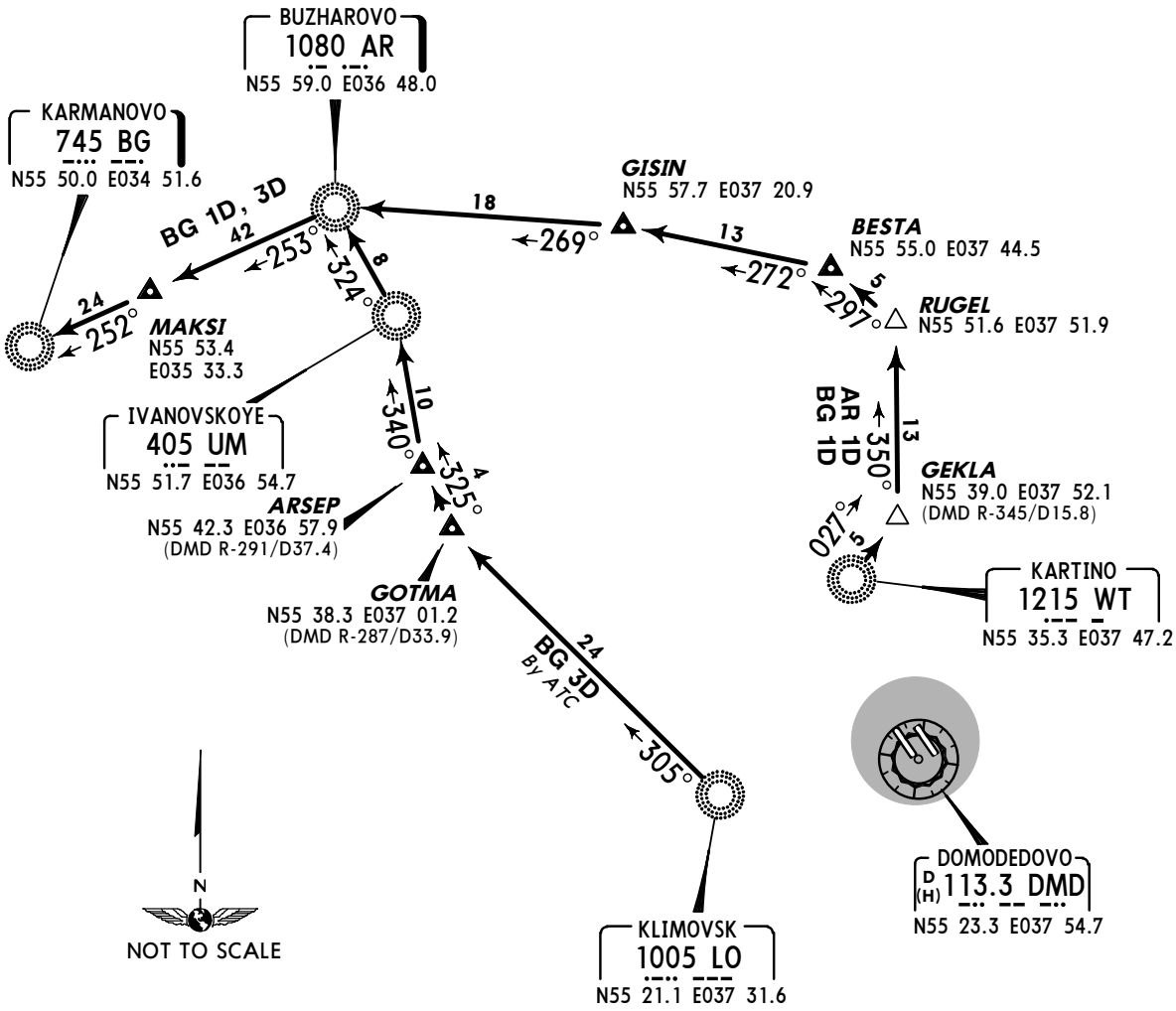
TRANSITION

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

BUZHAROVO 1 DELTA (AR 1D), KARMANOVO 1 DELTA (BG 1D)
FROM WT

KARMANOVO 3 DELTA (BG 3D)
FROM LO

TRANSITIONS



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 3D	From LO to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.

CHANGES: Transition BG 2D withdrawn.

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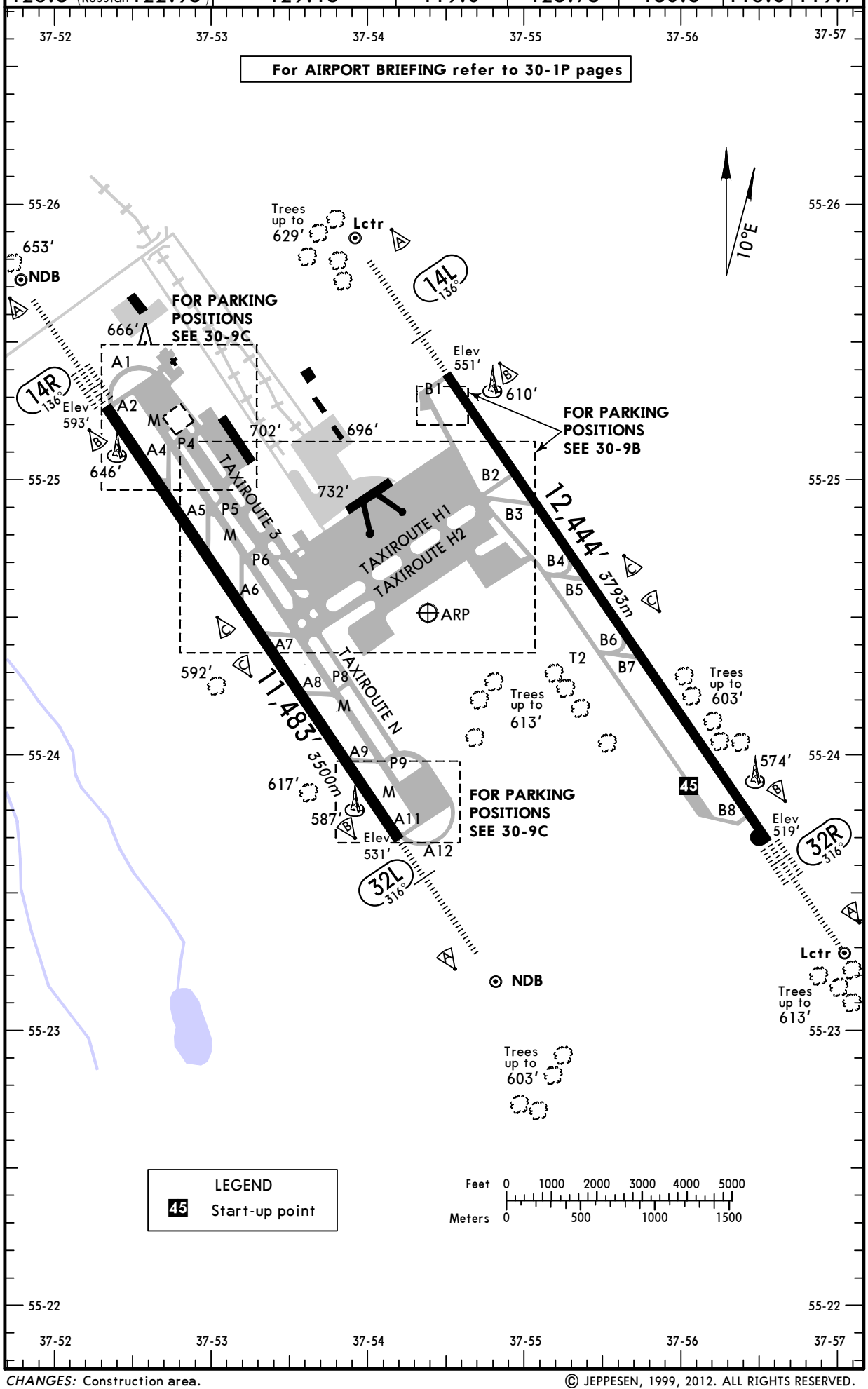
UUDD/DME

Apt Elev **593′**
N55 24.5 E037 54.4

JEPPESEN
23 MAR 12 (30-9) **Eff 5 Apr**

MOSCOW, RUSSIA
DOMODEDOVO

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



CHANGES: Construction area.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❶ RVR		11,350′ *3459m*	❷	174′ *53m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- R ❶ RVR		11,411′ *3478m*		

❶ Angle 3.0°.
❷ TAKE-OFF RUN AVAILABLE
RWY 14L: From rwy head 12,444′ (3793m)
twy B2 int 9547′ (2910m)
twy B3 int 7972′ (2430m)

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

14R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- L ❸ RVR		10,389′ *3167m*	❹	197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❸ RVR				

❸ Angle 3.0°.
❹ TAKE-OFF RUN AVAILABLE
RWY 14R: From rwy head 11,483′ (3500m)
twy A4 int 8711′ (2655m)
twy A5 int 7218′ (2200m)
twy A6 int 5741′ (1750m)

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: Usable lengths.

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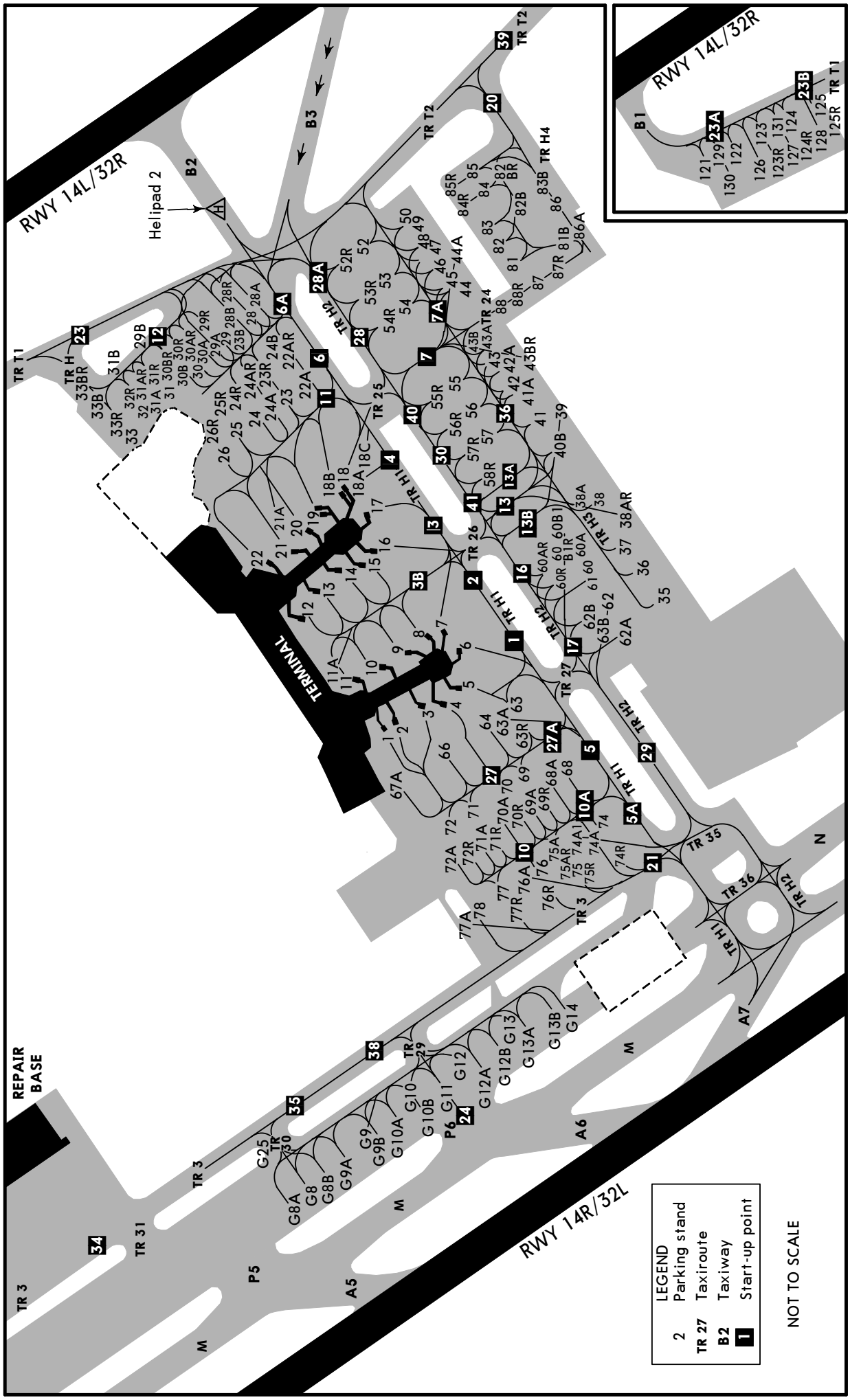
UUDD/DME

JEPPESEN

2 NOV 12 (30-9B) Eff 15 Nov

MOSCOW, RUSSIA
DOMODEDOVO



CHANGES: Stand 58 withdrawn.

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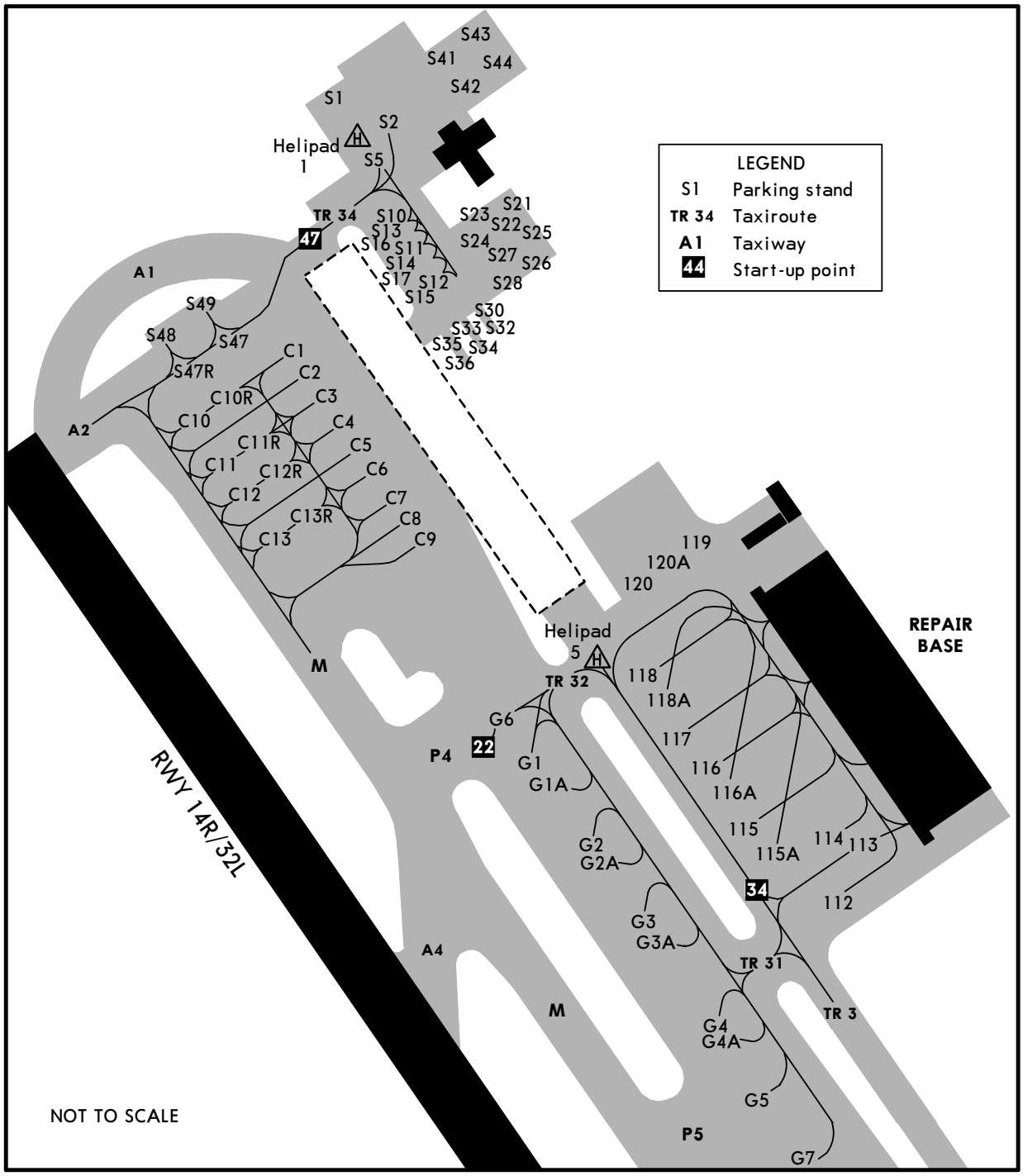
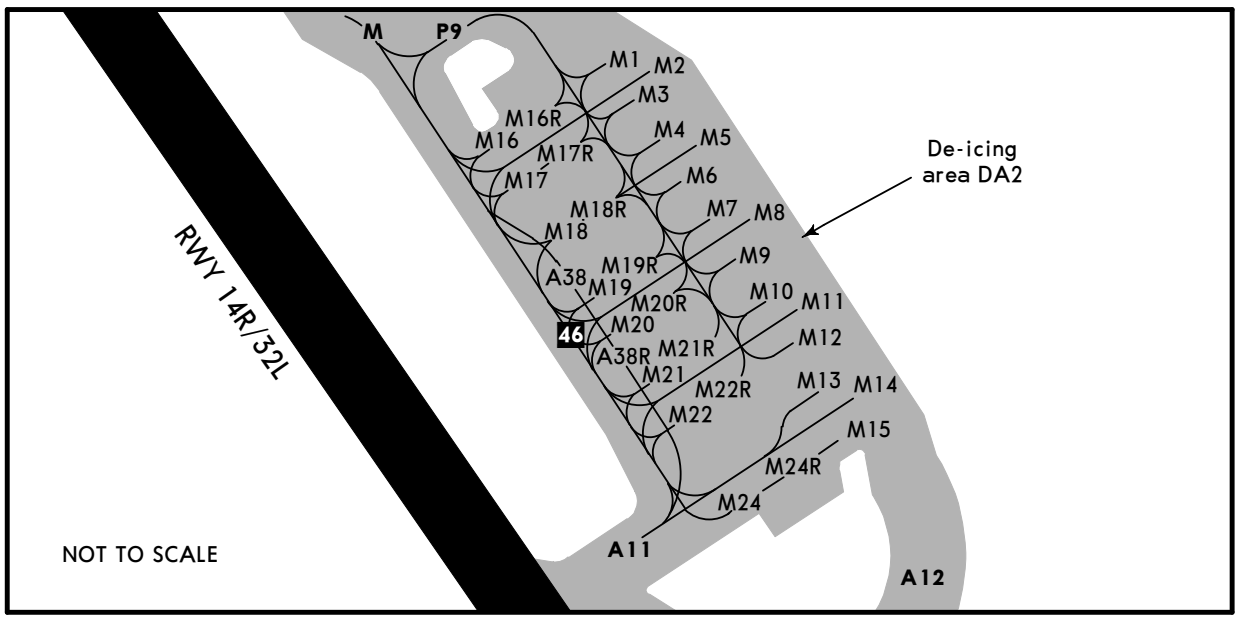
UUDD/DME

JEPPESEN

2 NOV 12 30-9C **Eff 15 Nov**

MOSCOW, RUSSIA
DOMODEDOVO





CHANGES: Stands 112 thru 119 added.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	84, 85	N55 24.7 E037 54.8
3 thru 5	N55 24.7 E037 54.0	86	N55 24.6 E037 54.8
6 thru 8	N55 24.7 E037 54.1	87	N55 24.6 E037 54.6
9	N55 24.7 E037 54.0	88	N55 24.7 E037 54.6
10 thru 11A	N55 24.8 E037 54.0	112, 113	N55 25.0 E037 53.1
12	N55 24.8 E037 54.1	114	N55 25.1 E037 53.2
13 thru 16	N55 24.8 E037 54.2	115 thru 116A	N55 25.1 E037 53.1
17 thru 19	N55 24.8 E037 54.3	117 thru 118A	N55 25.1 E037 53.0
20	N55 24.8 E037 54.2	119 thru 120A	N55 25.2 E037 53.0
21, 21A, 22	N55 24.9 E037 54.2	121	N55 25.3 E037 54.3
22A	N55 24.8 E037 54.4	122	N55 25.2 E037 54.3
23 thru 25	N55 24.9 E037 54.4	123 thru 125	N55 25.2 E037 54.4
26	N55 24.9 E037 54.3	126, 127	N55 25.2 E037 54.3
28 thru 28B	N55 24.9 E037 54.6	128	N55 25.1 E037 54.4
29 thru 30B	N55 24.9 E037 54.5	129	N55 25.2 E037 54.3
31	N55 25.0 E037 54.5	131	N55 25.2 E037 54.4
31A thru 33	N55 25.0 E037 54.4	C1	N55 25.3 E037 52.6
35	N55 24.5 E037 54.1	C2 thru C6	N55 25.3 E037 52.7
36	N55 24.5 E037 54.2	C7, C8	N55 25.2 E037 52.7
37	N55 24.6 E037 54.2	C9	N55 25.2 E037 52.8
38, 38A, 39	N55 24.6 E037 54.3	C10, C11, C12	N55 25.3 E037 52.6
40B, 41	N55 24.6 E037 54.4	C13	N55 25.2 E037 52.7
41A	N55 24.6 E037 54.5	G1, G1A, G2	N55 25.1 E037 52.9
42 thru 43B	N55 24.7 E037 54.5	G2A thru G4	N55 25.0 E037 53.0
44, 44A, 45	N55 24.7 E037 54.6	G4A, G5	N55 24.9 E037 53.1
46 thru 50	N55 24.7 E037 54.7	G6	N55 25.1 E037 52.9
52	N55 24.8 E037 54.7	G7, G8, G8A	N55 24.9 E037 53.2
53	N55 24.8 E037 54.6	G8B	N55 24.8 E037 53.2
54	N55 24.7 E037 54.6	G9	N55 24.8 E037 53.3
55	N55 24.7 E037 54.5	G9A	N55 24.8 E037 53.2
56	N55 24.7 E037 54.4	G9B thru G10B	N55 24.8 E037 53.3
57	N55 24.6 E037 54.3	G11	N55 24.7 E037 53.3
60 thru 61	N55 24.6 E037 54.2	G12 thru G13A	N55 24.7 E037 53.4
62	N55 24.6 E037 54.1	G13B	N55 24.6 E037 53.4
62A	N55 24.5 E037 54.1	G14	N55 24.6 E037 53.5
62B	N55 24.6 E037 54.1	G25	N55 24.9 E037 53.3
63	N55 24.7 E037 54.0	M1	N55 23.5 E037 53.4
63A	N55 24.7 E037 53.9	M2 thru M4	N55 24.0 E037 54.3
63B	N55 24.6 E037 54.0	M5 thru M7	N55 23.9 E037 54.3
64, 66	N55 24.7 E037 53.9	M8 thru M12	N55 23.9 E037 54.4
67A	N55 24.8 E037 53.8	M13	N55 23.8 E037 54.4
68	N55 24.6 E037 53.9	M14, M15	N55 23.8 E037 54.5
69	N55 24.6 E037 53.8	M16	N55 24.0 E037 54.2
70 thru 72	N55 24.7 E037 53.8	M17, M18	N55 23.9 E037 54.2
74	N55 24.6 E037 53.8	M19, M20	N55 23.9 E037 54.3
74A1 thru 76A	N55 24.6 E037 53.7	M21, M22	N55 23.8 E037 54.3
77	N55 24.7 E037 53.7	M24	N55 23.8 E037 54.4
77A, 78	N55 24.7 E037 53.6	S47	N55 25.3 E037 52.6
81	N55 24.6 E037 54.7	S48	N55 25.3 E037 52.5
82, 83	N55 24.7 E037 54.7	S49	N55 25.4 E037 52.6

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

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

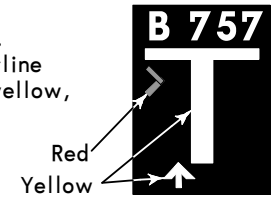
The display unit shows the following information types:

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

PILOT INSTRUCTIONS

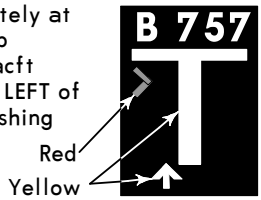
1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

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

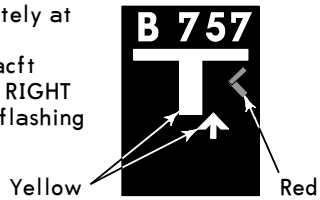


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

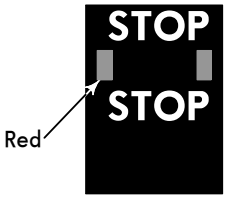
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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

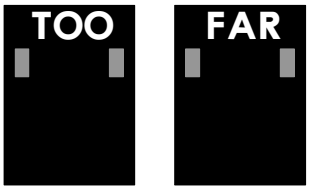


4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

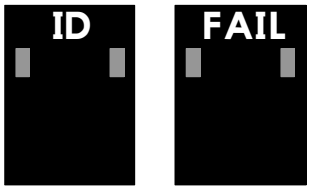


5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.

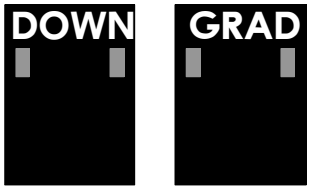
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



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



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



CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751′**(200′)	**751′**(200′)	**751′**(200′)	**751′**(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 ❶	**980′**(429′)	**980′**(429′)	**980′**(429′)	**980′**(429′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
14R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**693′**(100′)	**693′**(100′)	**693′**(100′)	**693′**(100′)
		RA107′ R350m	**RA107′ R350m**	**RA107′ R350m**	**RA107′ R350m**
	ILS	**793′**(200′)	**793′**(200′)	**793′**(200′)	**793′**(200′)
	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
	VOR ❶	**970′**(377′)	**970′**(377′)	**970′**(377′)	**970′**(377′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶❷	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❸	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)
		C3100m	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
32L	ILS	**731′**(200′)	**731′**(200′)	**731′**(200′)	**731′**(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
	VOR ❶	**880′**(349′)	**880′**(349′)	**880′**(349′)	**880′**(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶❷	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❸	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		C2700m	**C2700m**	**C2900m**	**C2900m**
	ALS out	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.
❷ with FMS.
❸ w/o FMS.

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**619′**(100′) **RA106′R350m**	**619′**(100′) **RA106′R350m**	**619′**(100′) **RA106′R350m**	**619′**(100′) **RA106′R350m**
	ILS *FULL* *Limited* *ALS out*	**719′**(200′) **R550m** R750m R1200m	**719′**(200′) **R550m** R750m R1200m	**719′**(200′) **R550m** R750m R1200m	**719′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ *ALS out*	**880′**(361′) **R1000m** R1500m	**880′**(361′) **R1000m** R1500m	**880′**(361′) **R1000m** R1700m	**880′**(361′) **R1000m** R1700m

❶ 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 C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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UUDD/DME

JEPPESEN

22 OCT 10 30-9X Eff 1 Nov

JAA MINIMUMS

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751′**(200′)	**751′**(200′)	**751′**(200′)	**751′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**980′**(429′)	**980′**(429′)	**980′**(429′)	**980′**(429′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
14R	CAT 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**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**970′**(377′)	**970′**(377′)	**970′**(377′)	**970′**(377′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
32L	ILS	**731′**(200′)	**731′**(200′)	**731′**(200′)	**731′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**880′**(349′)	**880′**(349′)	**880′**(349′)	**880′**(349′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′R200m**
	CAT 2 ILS	**619′**(100′)	**619′**(100′)	**619′**(100′)	**619′**(100′)
		RA106′ R350m	**RA106′ R350m**	**RA106′ R350m**	**RA106′R350m**
	ILS	**719′**(200′)	**719′**(200′)	**719′**(200′)	**719′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**880′**(361′)	**880′**(361′)	**880′**(361′)	**880′**(361′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: Minimums.

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

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

TAKE-OFF RWY 14C, 32C

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

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JeppView 3.7.4.0

UUDD/DME DOMODEDOVO

JEPPESEN

2 NOV 12
Eff 15 Nov
(31-1)

MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

BRIEFING STRIP™

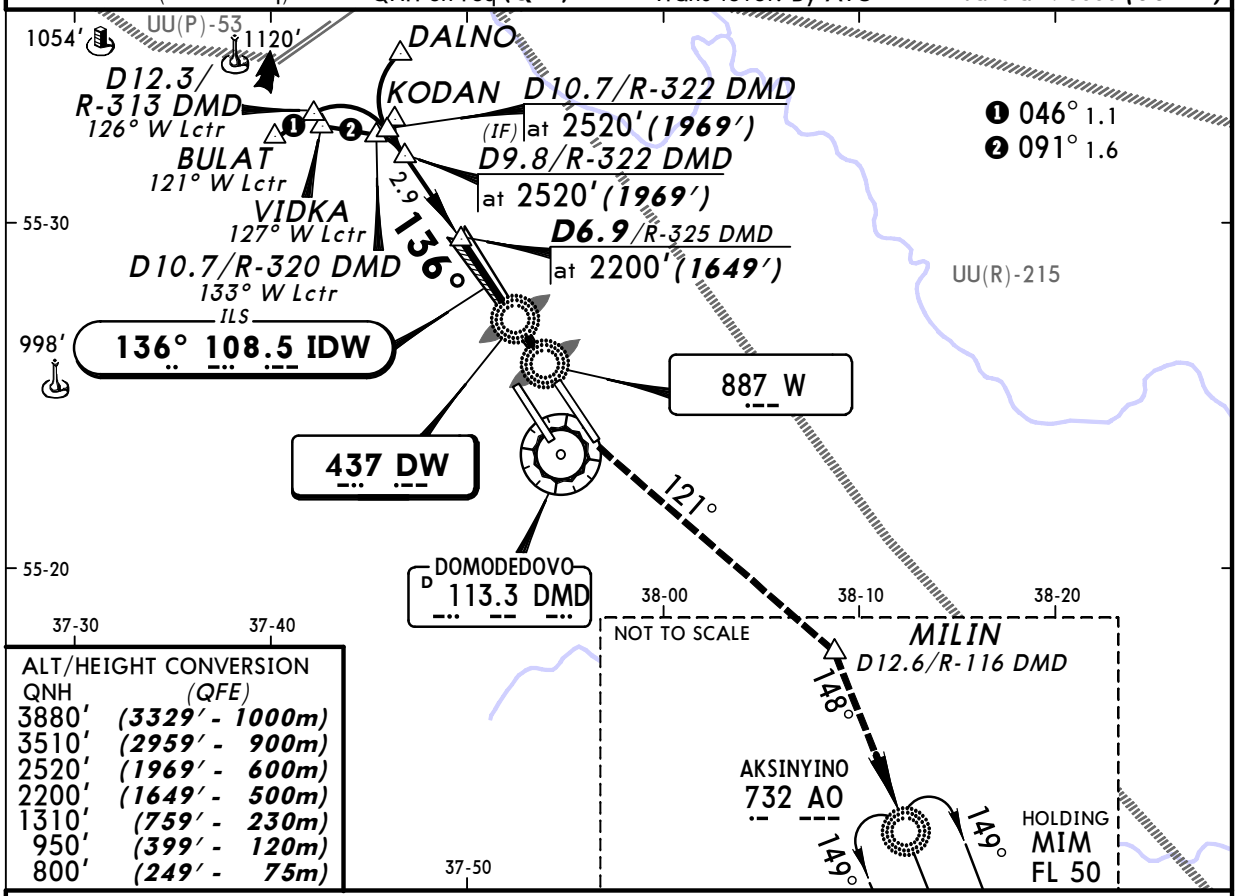
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.95)	120.6	127.7	119.7	119.0 123.75

LOC IDW 108.5	Final Apch Crs 136°	GS LOM 1305′(754′)	ILS DA(H) 751′(200′)	Apt Elev 593′
NDB DW 437		Minimum Alt D6.9 DMD 2200′(1649′)	NDB MDA(H) 980′(429′)	RWY 551′

MISSED APCH: Climb STRAIGHT AHEAD to 950′ (399′), then turn LEFT onto 121° climbing to 2520′ (1969′) to MILIN, then turn RIGHT onto 148° climbing to 3510′ (2959′) to AO NDB, or as directed.

3900′ 180° 090° 2600′
MSA DMD VOR

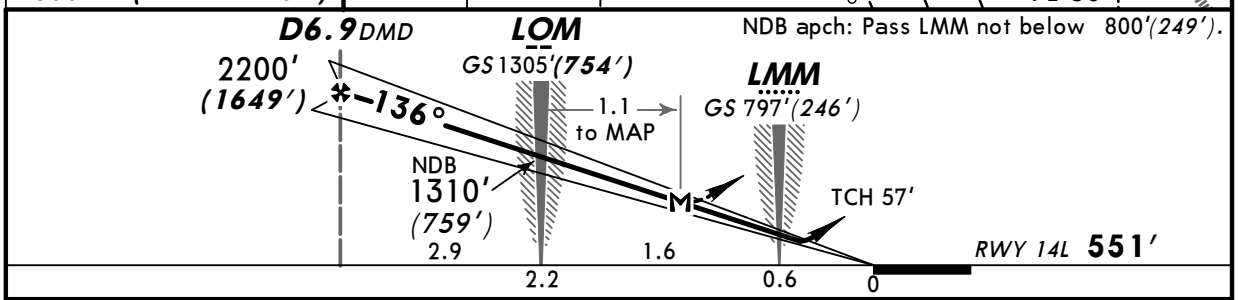
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3329′)



ALT/HEIGHT CONVERSION

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

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	377	484	538	646	753	861
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS | PAPI | 950′ (399′) | 121° LT | 2520′ (1969′) | MILIN

STRAIGHT-IN LANDING RWY 14L

PANS OPS

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

CHANGES: Missed apch.

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JeppView 3.7.4.0

UUDD/DME DOMODEDOVO

JEPPESEN
15 JUN 12 (31-2) Eff 28 Jun

MOSCOW, RUSSIA 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

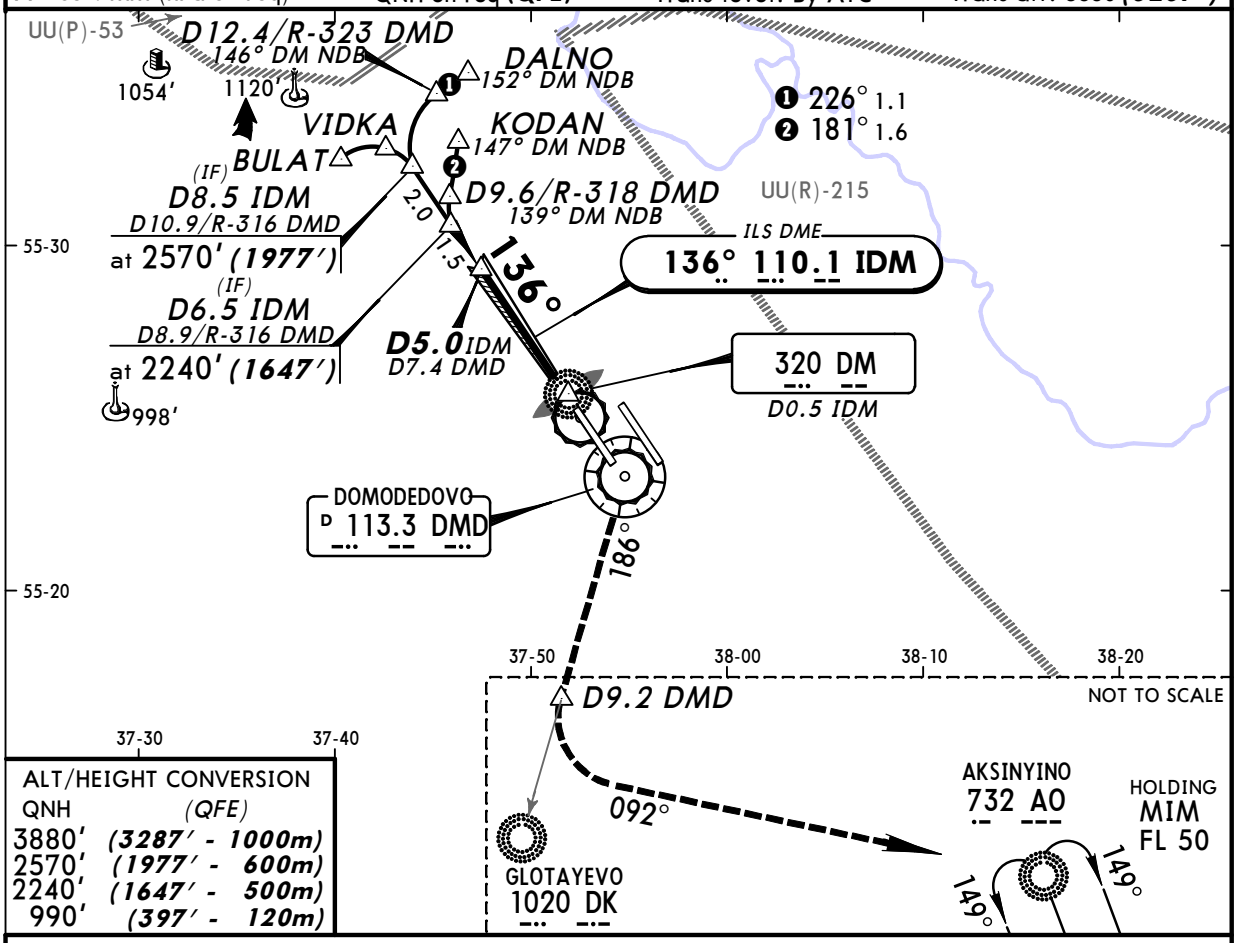
BRIEFING STRIP™

LOC IDM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 593'
110.1	136°	D5.0 IDM 2240'(1647')	793' (200')	RWY 593'

MISSED APCH: Climb STRAIGHT AHEAD to 990' (397'), after passing DMD VOR turn RIGHT to intercept R-186 DMD, proceed to DK NDB climbing to 2240' (1647'). At D9.2 DMD turn LEFT on track 092° climbing to 2570' (1977') to AO NDB, or as directed.

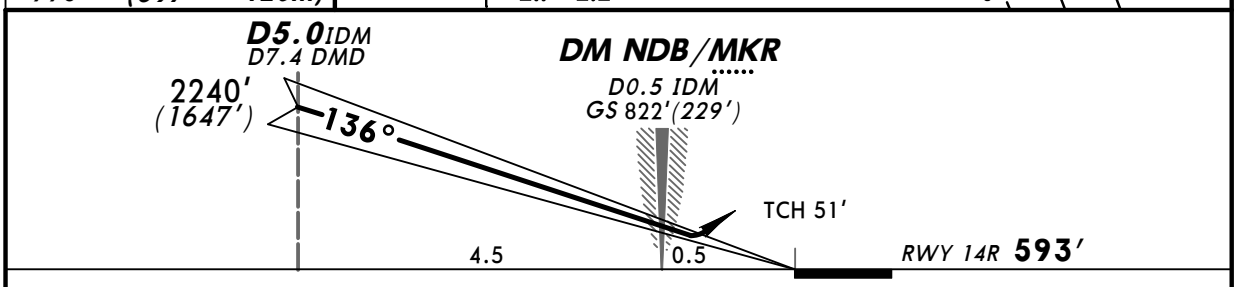
MSA DMD VOR: 3900' (180°), 090°, 2600'

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
990'	(397' - 120m)



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

HIALS-II
PAPI

990' (397')

RT

DMD 113.3 186°

2240' (1647')

STRAIGHT-IN LANDING RWY 14R

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

PANS OPS

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN

15 JUN 12
Eff 28 Jun
31-2A

MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

BRIEFING STRIP ™

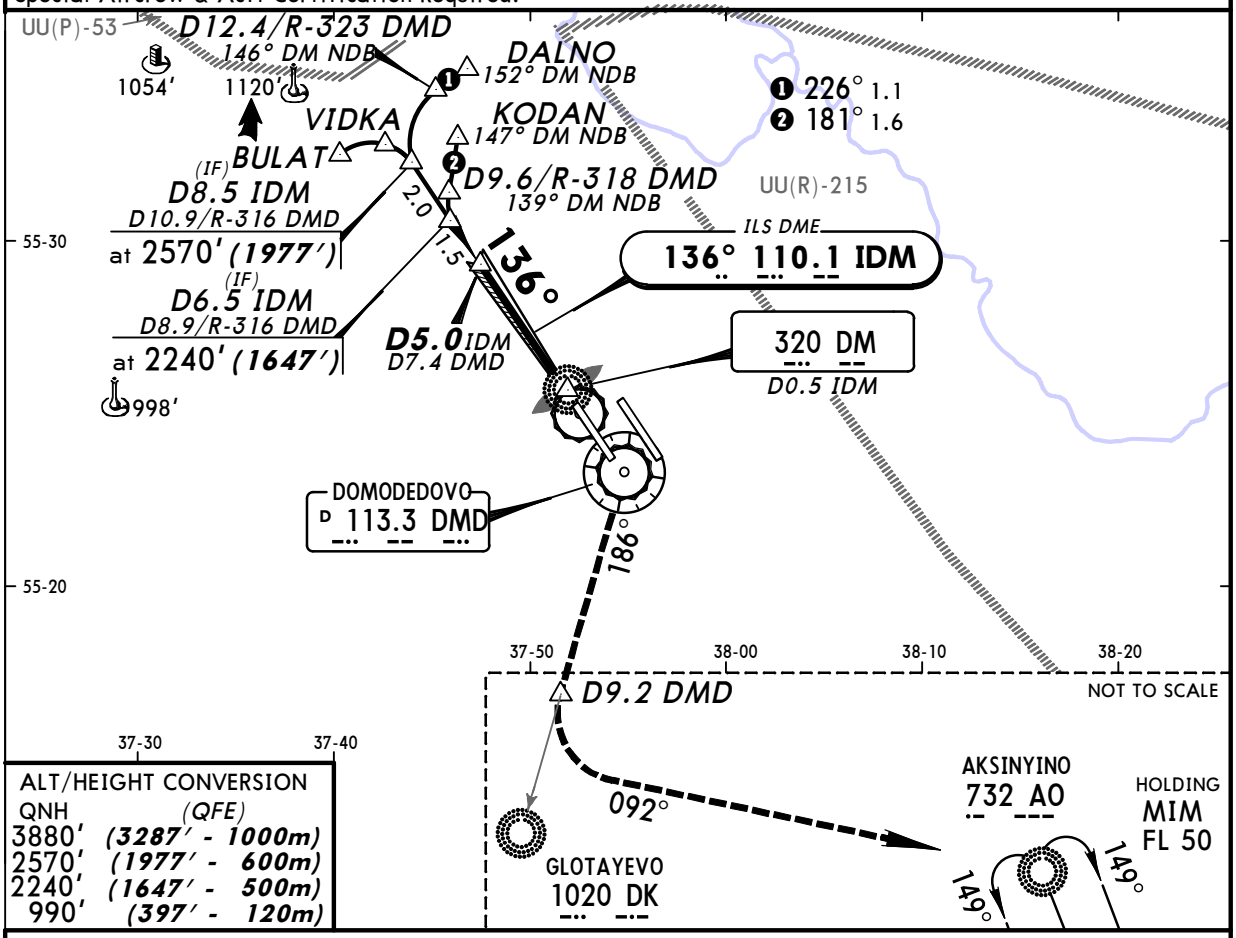
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 593'
110.1	136°	D5.0 IDM 2240'(1647')	RA 107' DA(H) 693'(100')	RWY 593'

MISSED APCH: Climb STRAIGHT AHEAD to 990' (397'), after passing DMD VOR turn RIGHT to intercept R-186 DMD, proceed to DK NDB climbing to 2240' (1647'). At D9.2 DMD turn LEFT on track 092° climbing to 2570' (1977') to AO NDB, or as directed.

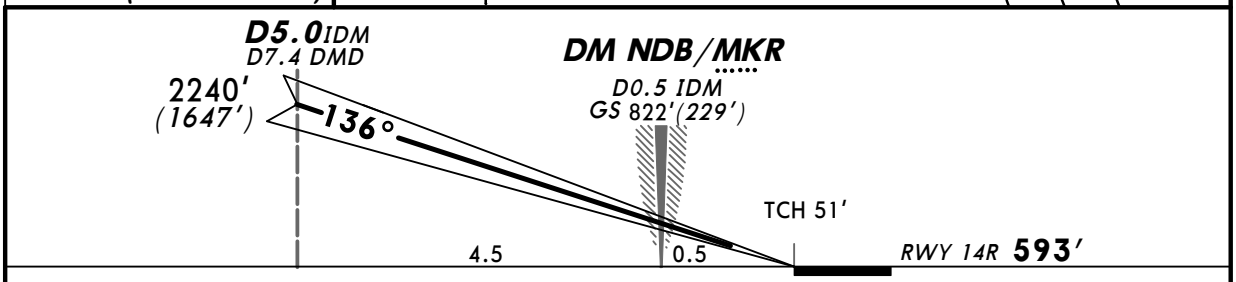
3900' 180° 090° 2600'
MSA DMD VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
990'	(397' - 120m)



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

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

PANS OPS

RVR 350m

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN
15 JUN 12 (31-3) Eff 28 Jun

MOSCOW, RUSSIA ILS DME Rwy 32L

BRIEFING STRIP™

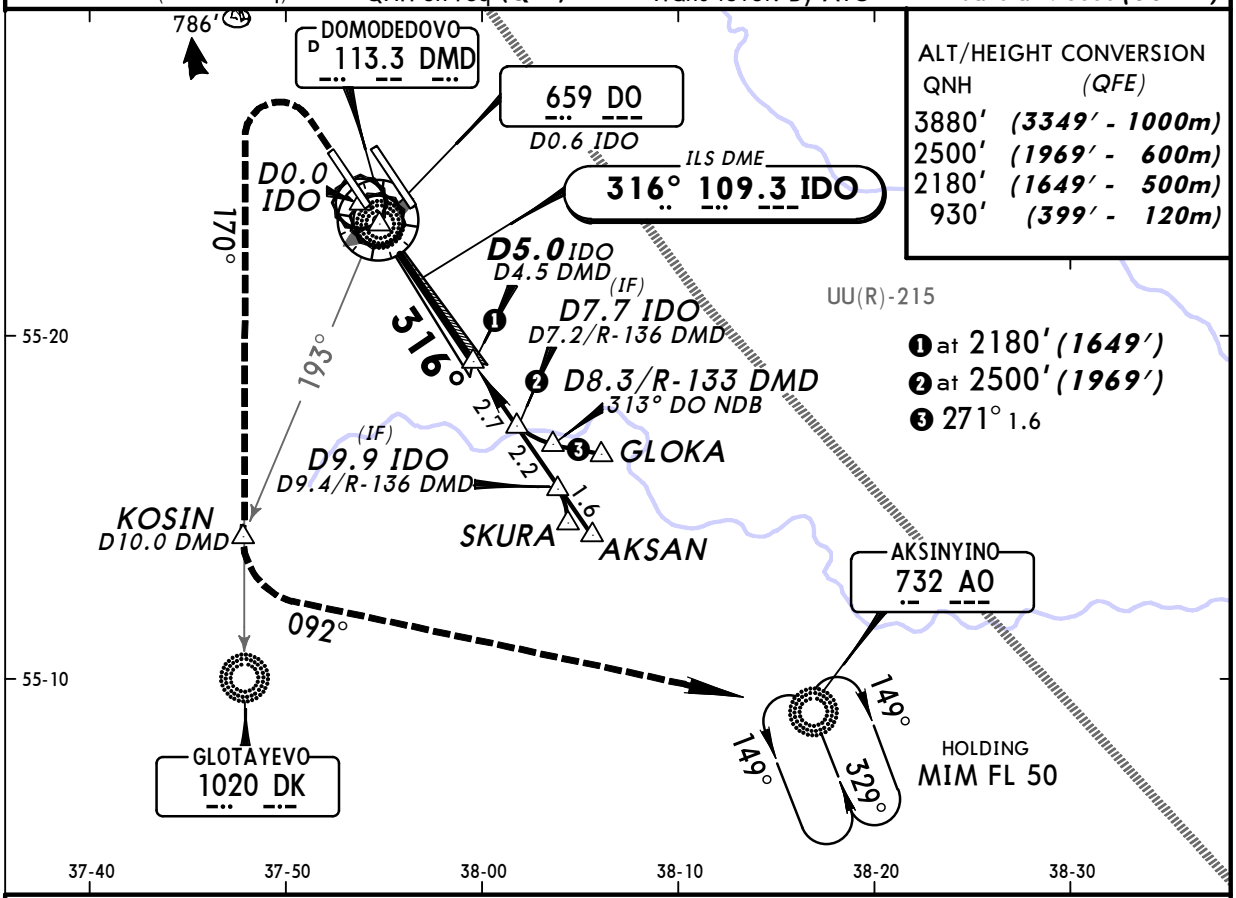
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

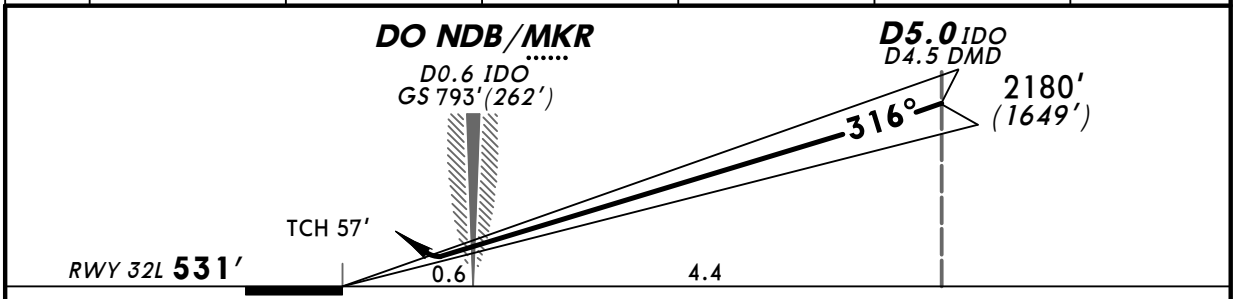
LOC IDO	Final Apch Crs	GS D5.0 IDO	ILS DA(H)	Apt Elev 593'
109.3	316°	2180' (1649')	731' (200')	RWY 531'

MISSED APCH: Climb STRAIGHT AHEAD to 930' (399') or D0.0 IDO, whichever is later, then turn LEFT onto 170° inbound to DK NDB to KOSIN at 2180' (1649'). After passing KOSIN turn LEFT onto 092°, then continue climb to 2500' (1969') to AO NDB, or as directed.

3900' 180° 090° 2600'
MSA DMD VOR

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





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

HIALS
PAPI

930' (399') whichever is later D0.0 IDO

170° LT

2180' (1649')

STRAIGHT-IN LANDING RWY 32L

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

PANS OPS

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN

2 NOV 12
Eff 15 Nov

(31-4)

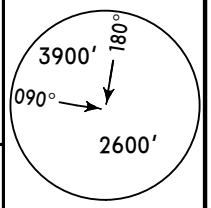
MOSCOW, RUSSIA
ILS DME or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.95)	120.6	127.7	119.7	119.0 123.75

BRIEFING STRIP™

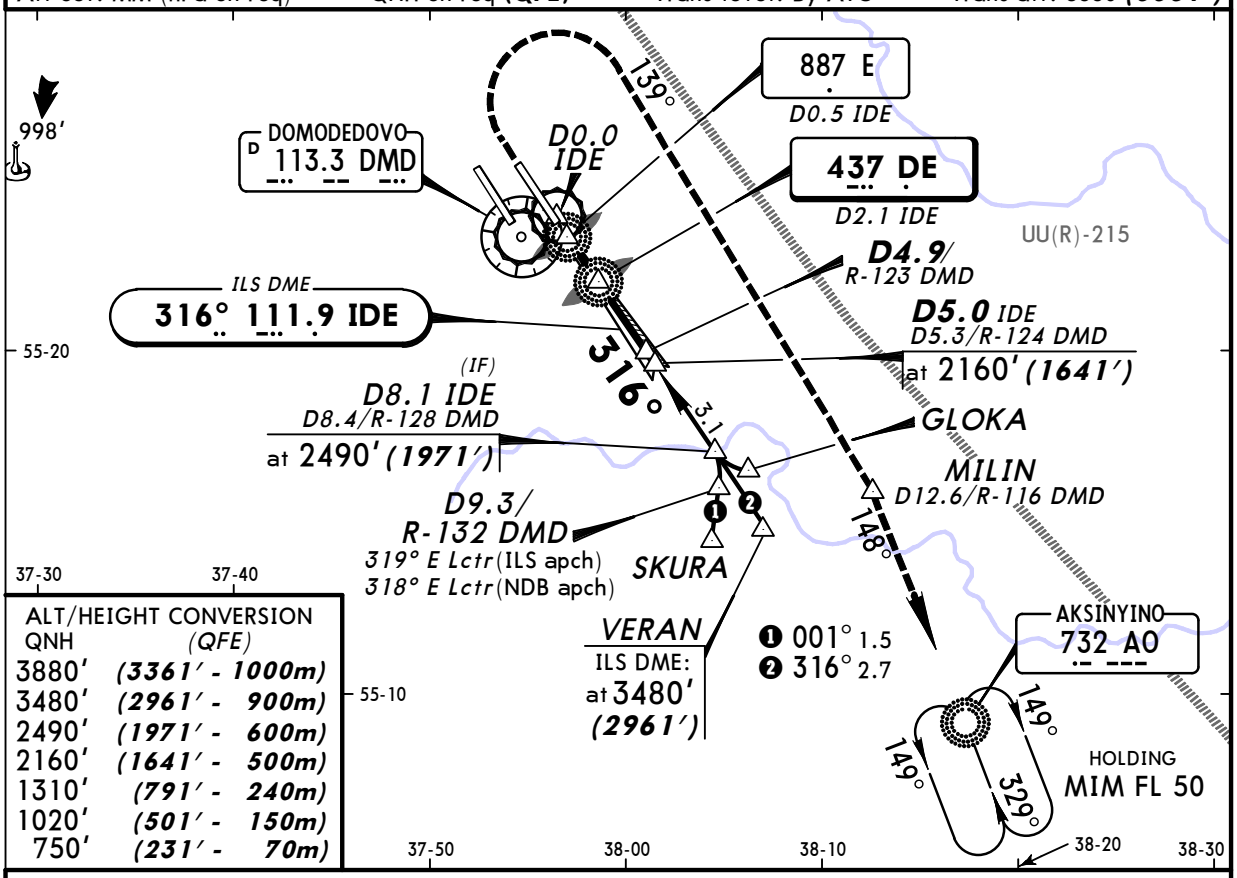
LOC IDE 111.9	Final Apch Crs 316°	GS LOM 1241′(722′)	ILS DA(H) 719′(200′)	Apt Elev 593′
NDB DE 437		Minimum Alt D4.9 DMD 2160′(1641′)	NDB MDA(H) 880′(361′)	RWY 519′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′ (501′) (ILS: or D0.0 IDE whichever is later), then turn RIGHT onto 139° climbing to 2490′(1971′) to MILIN, then proceed on 148° climbing to 3480′(2961′) to AO NDB, or as directed.



MSA DMD VOR

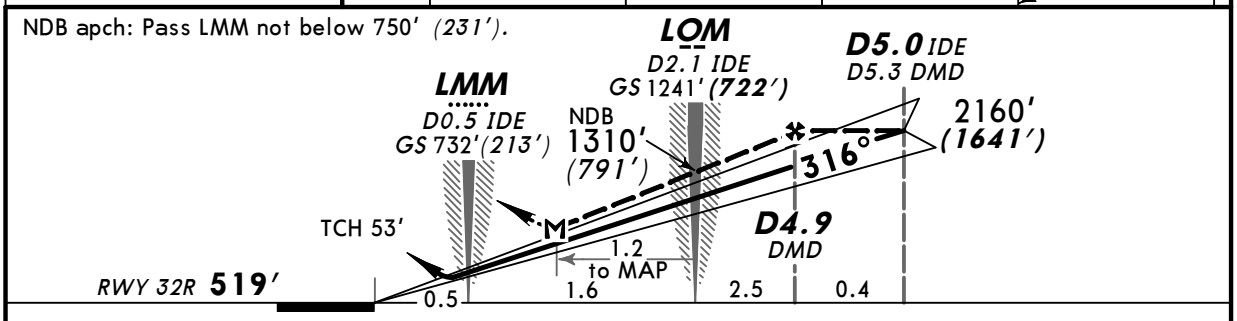
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3361′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3361′ - 1000m)
3480′	(2961′ - 900m)
2490′	(1971′ - 600m)
2160′	(1641′ - 500m)
1310′	(791′ - 240m)
1020′	(501′ - 150m)
750′	(231′ - 70m)

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



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
NDB Desc Angle	3.32°	411	529	587	705	822	940
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

PANS OPS

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

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN

2 NOV 12
Eff 15 Nov
31-4A

MOSCOW, RUSSIA
CAT II ILS DME Rwy 32R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.95)	120.6	127.7	119.7	119.0 123.75

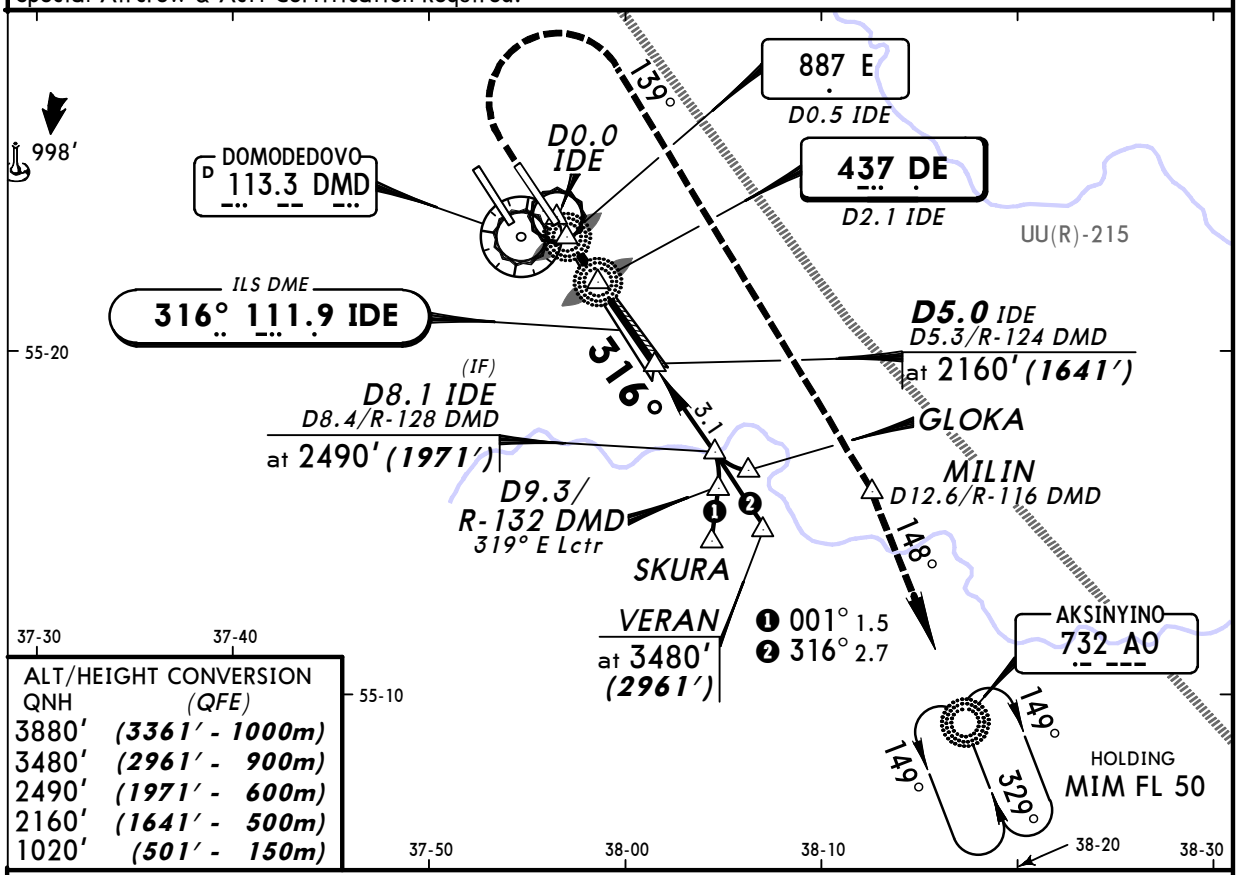
BRIEFING STRIP ™

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 593′
IDE 111.9	316°	LOM 1241′(722′)	RA 106′ DA(H) 619′(100′)	RWY 519′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′ *(501′)* or D0.0 IDE, whichever is later, then turn RIGHT onto 139° climbing to 2490′*(1971′)* to MILIN, then proceed on 148° climbing to 3480′*(2961′)* to AO NDB, or as directed.

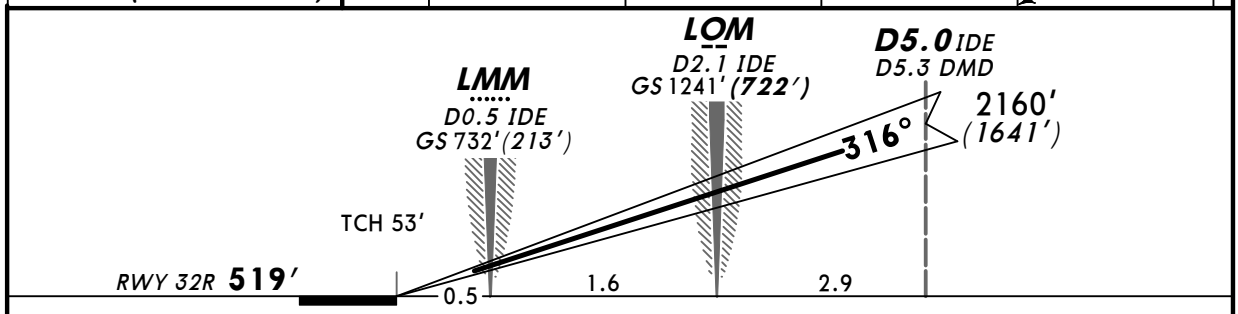
3900′ 180° 090° 2600′
MSA DMD VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3361′ - 1000m)***
3480′	***(2961′ - 900m)***
2490′	***(1971′ - 600m)***
2160′	***(1641′ - 500m)***
1020′	***(501′ - 150m)***



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

HIALS-II PAPI

1020′ ***(501′)*** whichever is later **D0.0** IDE

139° RT

2490′ ***(1971′)***

STRAIGHT-IN LANDING RWY **32R**
CAT II ILS

RA 106′
DA(H) 619′***(100′)***

RVR *350m*

PANS OPS

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN
15 JUN 12 (33-1) Eff 28 Jun

MOSCOW, RUSSIA VOR DME Rwy 14R

BRIEFING STRIP ™

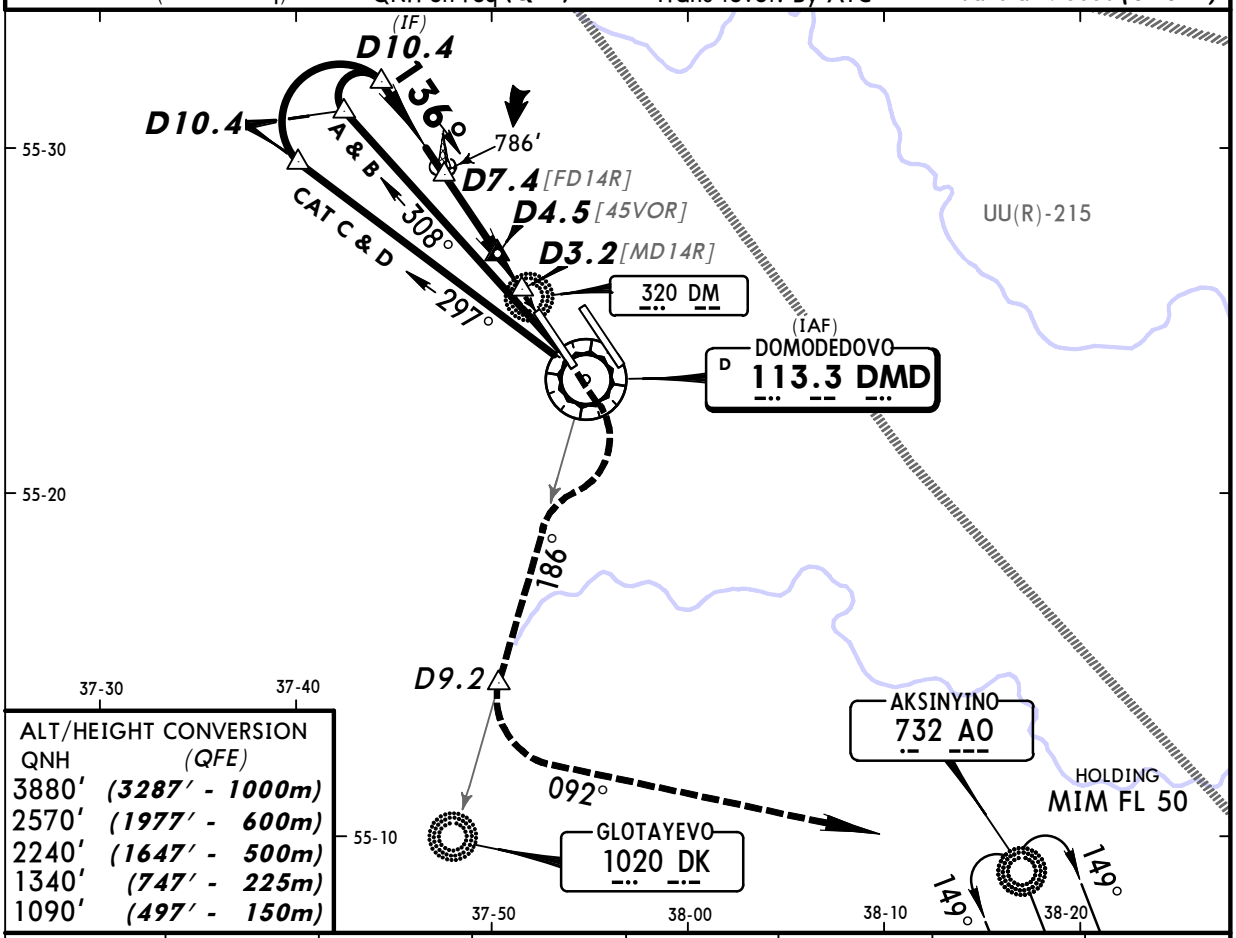
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
DMD 113.3	136°	D7.4 2240' (1647')	970' (377')	RWY 593'

MISSED APCH: Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240' (1647') at D9.2, then turn LEFT to 092° continue climb to 2570' (1977') to AO NDB, or as directed.

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

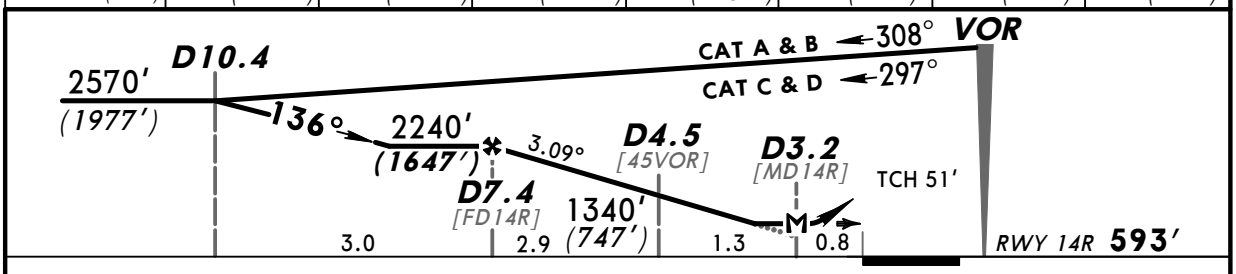
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880' (3287')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3287' - 1000m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
1340'	(747' - 225m)
1090'	(497' - 150m)

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
MAP at D3.2							

HIALS-II
PAPI
1090' (497')
RT
DMD 113.3 R-186
2240' (1647')

STRAIGHT-IN LANDING RWY 14R

MDA(H) 970' (377')

PANS OPS

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

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN
15 JUN 12 (33-2) Eff 28 Jun

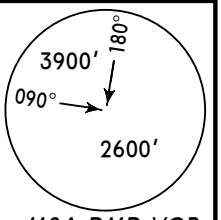
MOSCOW, RUSSIA VOR DME Rwy 32L

BRIEFING STRIP ™

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

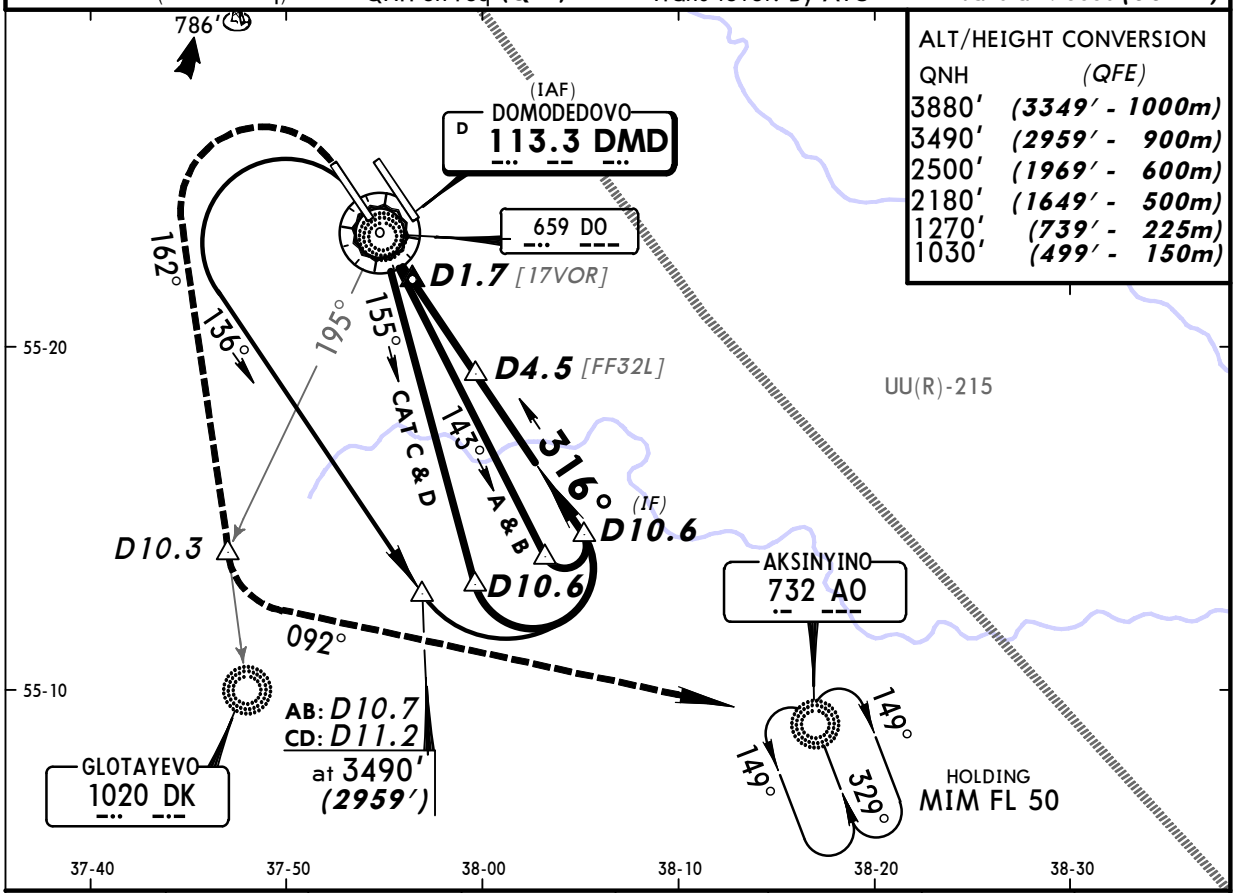
VOR DMD	Final Apch Crs	Minimum Alt D4.5	MDA(H)	Apt Elev 593'
113.3	316°	2180'(1649')	880' (349')	RWY 531'

MISSED APCH: Climb STRAIGHT AHEAD to 1030' (499'), then turn LEFT onto 162° proceed to DK NDB climbing to 2180' (1649') at D10.3, then turn LEFT to 092° continue climb to 2500' (1969') to AO NDB, or as directed.



MSA DMD VOR

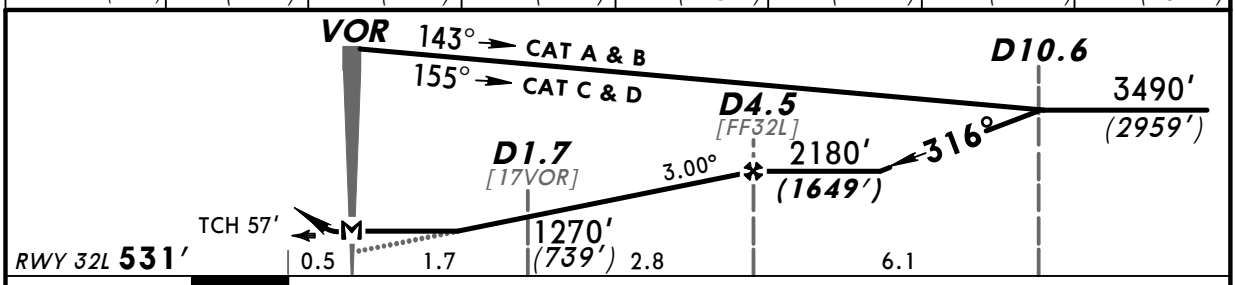
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3349')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3349' - 1000m)
3490'	(2959' - 900m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
1270'	(739' - 225m)
1030'	(499' - 150m)

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



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

HIALS
PAPI

1030' (499')	162° LT	2180' (1649')	D10.3

STRAIGHT-IN LANDING RWY 32L

MDA(H) 880' (349')

PANS OPS

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

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN 2 NOV 12 (36-1) Eff 15 Nov

MOSCOW, RUSSIA NDB Rwy 14R

BRIEFING STRIP ™

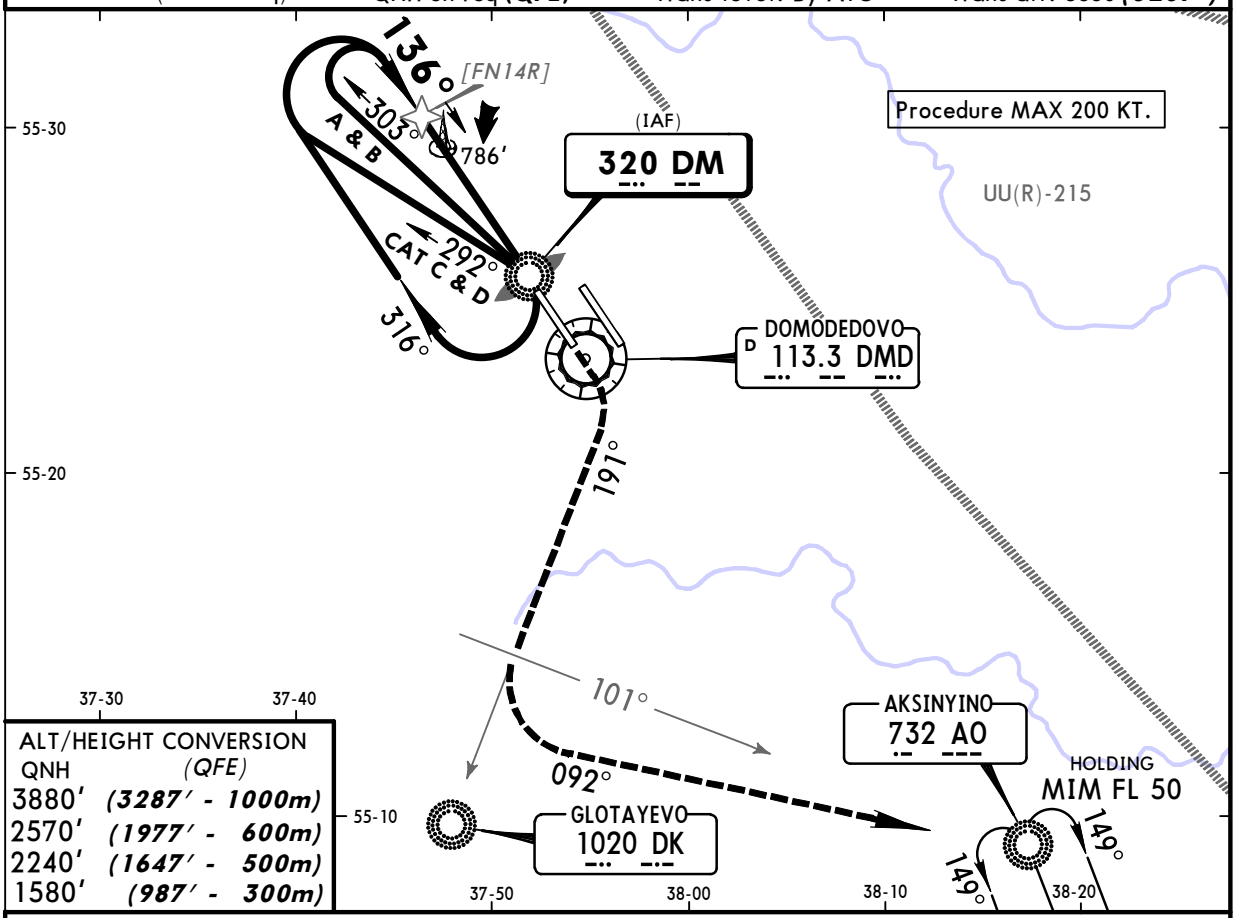
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

NDB DM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593′
320	136°	No FAF	1380′(787′)	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.

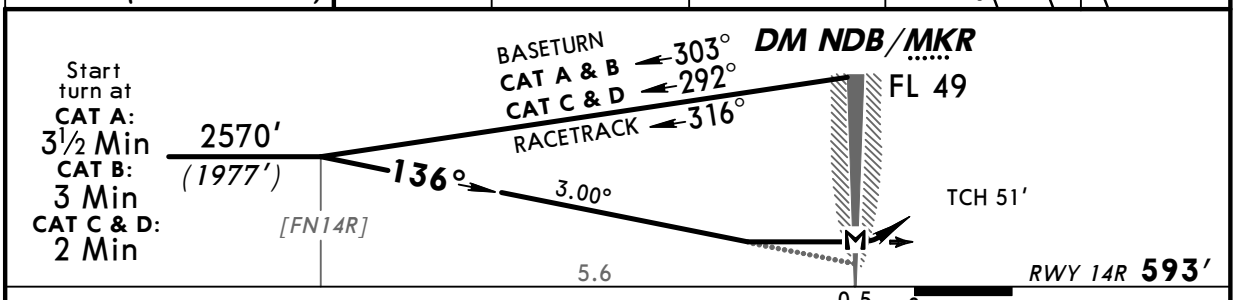
3900′ 180° 090° 2600′
MSA DM NDB

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)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DM NDB/MKR						

HIALS-II PAPI | 1580′ (987′) | 191° RT | 2240′ (1647′) | AO 732 101°

STRAIGHT-IN LANDING RWY 14R

MDA(H) 1380′(787′)

PANS OPS

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		RVR 1800m VIS 2000m
C	2800m	3600m
D	3600m	4000m

CHANGES: MSA.

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UUDD/DME DOMODEDOVO

JEPPESEN

2 NOV 12 (36-2) Eff 15 Nov

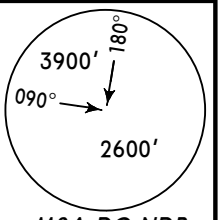
MOSCOW, RUSSIA NDB Rwy 32L

BRIEFING STRIP ™

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

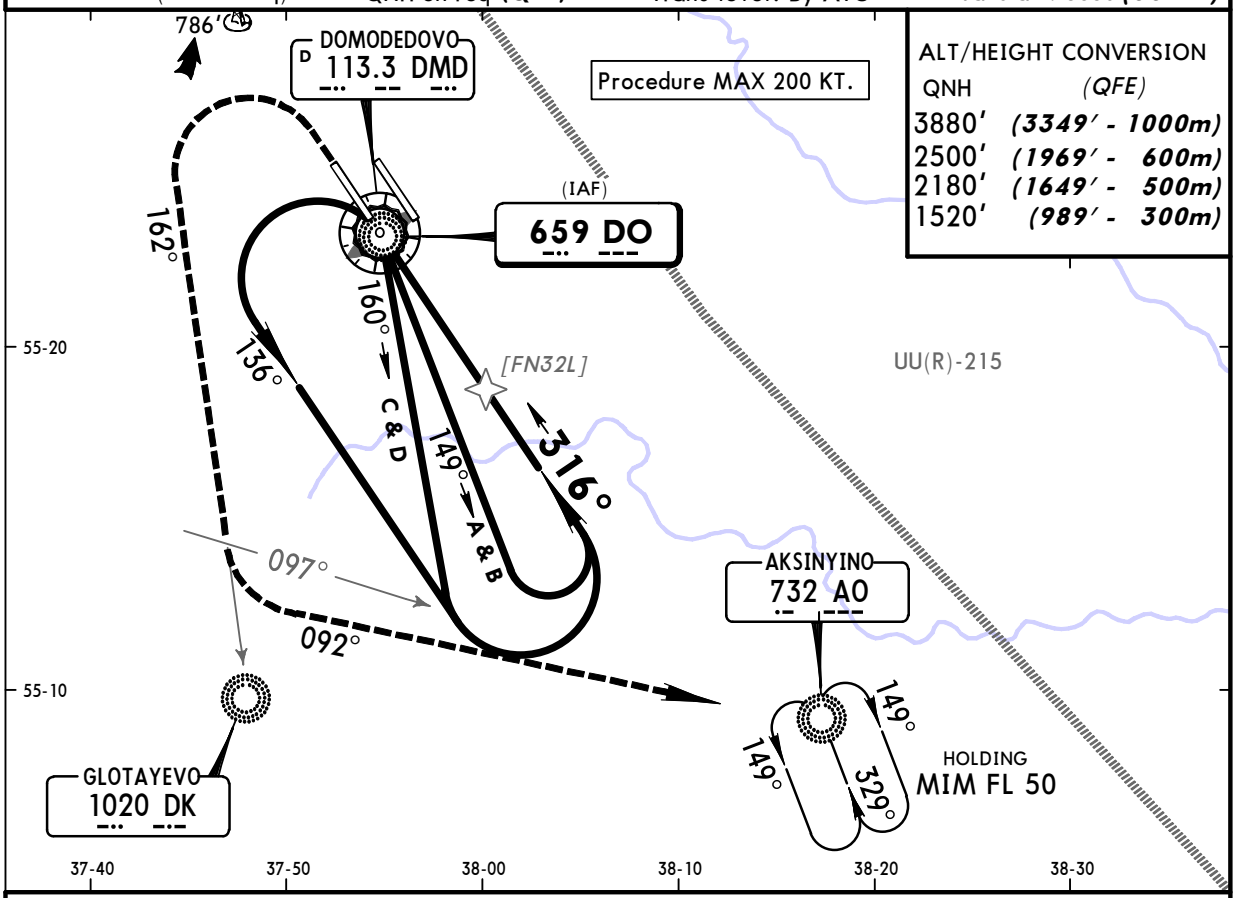
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593′
DO 659	316°	No FAF	1230′(699′)	RWY 531′

MISSED APCH: Climb STRAIGHT AHEAD to 1520′ (989′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at 097° AO NDB, then turn LEFT to 092° continue climb to 2500′ (1969′) to AO NDB, or as directed.



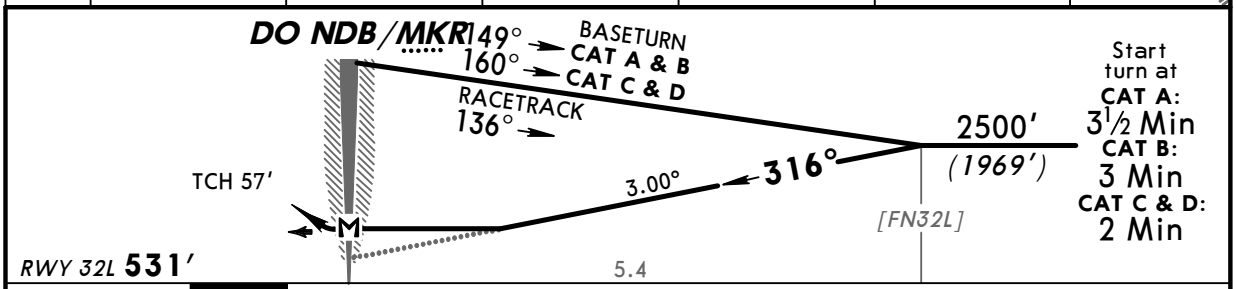
MSA DO NDB

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
1520′	(989′ - 300m)



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

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at DO NDB/MKR						

HIALS
PAPI

1520′ (989′)	162° LT	2180′ (1649′)	AO 732 097°

PANS OPS

STRAIGHT-IN LANDING RWY 32L

MDA(H) 1230′(699′)

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

CHANGES: MSA.

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