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Revision Letter For Cycle 08-2013

Change Notices

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General Information

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

Airport Use: Public  
Magnetic Variation: 10.4°E

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

Sunrise: 0226 Z  
Sunset: 1632 Z,

Runway Information

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

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

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

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

Communication Information

- ATIS 128.3
- ATIS 122.95 Non-English
- Domodedovo-Tower 2 Tower 119.7
- Domodedovo-Tower 1 Tower 129.0 Secondary
- Domodedovo-Tower 1 Tower 124.4 Secondary
- Domodedovo-Tower 1 Tower 119.45
- Domodedovo-Tower 1 Tower 118.6
- Domodedovo Apron 2 Ramp/Taxi Control 123.75
- Domodedovo Apron 1 Ramp/Taxi Control 129.0 Secondary
- Domodedovo Apron 1 Ramp/Taxi Control 124.4 Secondary
- Domodedovo Apron 1 Ramp/Taxi Control 119.0
- Domodedovo Clearance Delivery 129.15
- Domodedovo Approach Control 129.0 Secondary
- Domodedovo Approach Control 124.4 Secondary
- Domodedovo Approach Control 120.6
- Domodedovo Approach Control 119.45 Secondary
- 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

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**1. GENERAL**

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**1.1. ATIS**

ATIS 128.3  
122.95 (Russian)

**1.2. NOISE ABATEMENT PROCEDURES**

Noise abatement procedures shall be executed by all ACFT.

**1.3. LOW VISIBILITY PROCEDURES****1.3.1. GENERAL**

- Preparation: RVR less than 800m at least at one of the three measuring points and/or CEILING is 80m or below.
- Activation: RVR less than 600m at least at one of the three measuring points and/or CEILING is 60m or below.
- Termination: RVR TDZ is more than 800m at all three measuring points and CEILING is above 80m.

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

**1.3.2. ARRIVING ACFT**

After landing, pilots shall choose the nearest suitable TWY for the RWY 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

## 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. RWY OPERATIONS

Only RWY 14R/32L available for take-off and landing of A380 ACFT.

### 1.5. TAXI PROCEDURES

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 14 is prohibited.

Taxiing of ACFT with wingspan exceeding 157'/48m along Taxiroute H3 (TR H3) on segment from start-up point 14 to stand 61 is prohibited.

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

Do not stop on TWY T2 between TWYs B3 and B4.

Taxiing to stand 18C along Taxiroute H2 (TR H2) via Taxiroute 25 (TR 25).

Taxiing on apron with outer engines power after Follow-me car.

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

## 1. GENERAL

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.

Taxiing of A380 ACFT along TWYs A5 thru A8 with inner engines power.

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.

### 1.6. 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.

### 1.7. OTHER INFORMATION

Birds.

ACFT crew shall switch on transponder mode S after beginning of taxiing out of stand and turn off transponder mode S after taxiing into stand.

## 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 below FL100 to TL;

220 KT after passing RW, AO, DR, GEKLA and LO up to 3550'(2957');

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

160 KT from completing turn onto final to FAF.

## 2. ARRIVAL

Speed restriction after entry MOSCOW TMA from the moment of commencing descent from FL:

MAX 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250;

MAX 270 KT +/- 10 KT below FL250 to FL100;

MAX 250 KT +/- 10 KT below FL100 to TL.

- below transition level - IAS shall be as in accordance with the Aeroplane Flight Manual without exceeding IAS indicated in limitations section. The above mentioned IAS shall be maintained by the flight crew unless otherwise instructed by ATS unit or by the established approach procedure.

If unable to maintain the above mentioned IAS, the flight crew shall report it to ATS unit.

### 2.4. RWY OPERATIONS

#### 2.4.1. MINIMUM RWY OCCUPATION TIME

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

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

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

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

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

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

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

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

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

If due to any reasons the flight crew cannot vacate the RWY along the nearest TWY, then this must be reported to DOMODEDOVO Tower on final before reaching the distance 2.2NM from RWY extremity.

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

## 2. ARRIVAL

### 2.5. TAXI PROCEDURES

#### 2.5.1. GENERAL

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

#### 2.5.2. TAXI ROUTINGS TO VACATE RWY

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

After landing on RWY 14L:

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

After landing on RWY 14R:

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

After landing on RWY 32L:

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

After landing on RWY 32R:

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

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

#### 2.5.3. FREQUENCY CHANGE

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

- after landing on RWY 14L - on TWY T2 opposite TWY B5 or at the end of TWY B2 (for light ACFT);
- after landing on RWY 14R - at the end of TWY A7 or on TWY M in front of Taxi Route H2;
- after landing on RWY 32L - on TWY M in front of Taxi Route H1;
- after landing on RWY 32R - at the end of TWY B5, B3, B2 or B1 and also during RWY vacation along TWY B7 (for light ACFT) - on TWY T2 opposite TWY B5.

## 2. ARRIVAL

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

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

### 2.6. OTHER

#### 2.6.1. GENERAL

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

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

### 3. DEPARTURE

#### 3.1. DE-ICING

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

- at engines start-up positions,
- on ACFT stands and points of temporary parking,
- on de-icing areas DA1 and 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 later than 10 min before estimated time of engines start-up 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.

A380 ACFT shall use start-up points 7 and 14.

### 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 Taxiroute T1 to TWY B1;
- for RWY 14R - along Taxiroute H1/H2, then along TWY M to TWY A2;
- for RWY 32L - along Taxiroute 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.

### 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.

**3. DEPARTURE****3.3.2. INTERSECTION DEPARTURES**

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

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

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

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

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

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

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

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

**Restrictions**

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

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

**Noise Abatement Procedures NADP1 and NADP2**

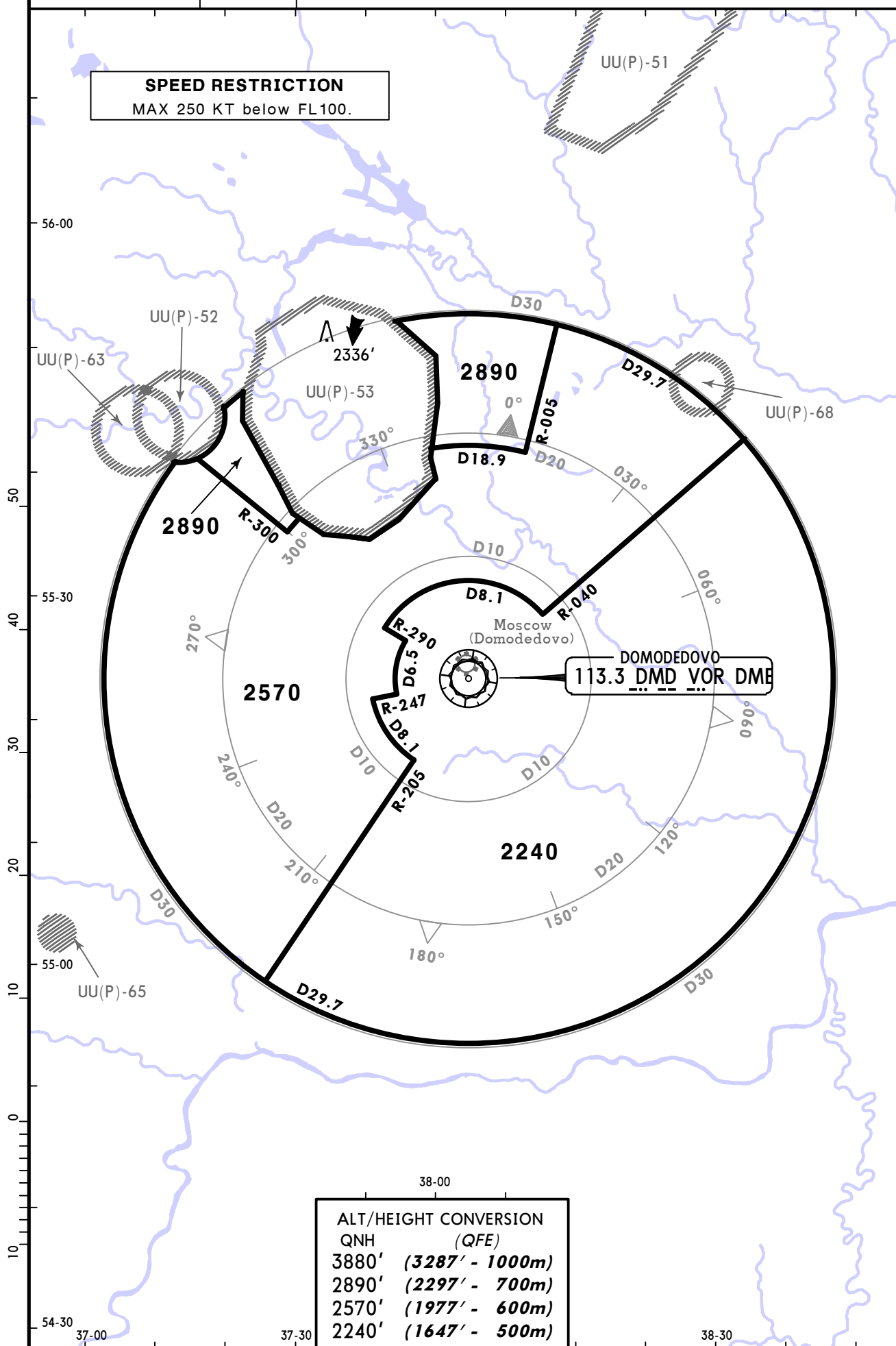
Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

DOMODEDOVO Radar  
127.7

Apt Elev  
593'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')  
The published minimum altitudes integrate a correction for low temperatures.

**SPEED RESTRICTION**  
MAX 250 KT below FL100.



| TRANSITION DESIGNATION               | REFER TO CHART |
|--------------------------------------|----------------|
| BOGDANOVO 1D, 2D, NAMIN 1D           | 30-2A          |
| LARIONOVO 1D, 2D                     | 30-2B          |
| OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D | 30-2C          |
| GAGARIN 1D, 2D                       | 30-2D          |
|                                      |                |
| STAR DESIGNATION                     | REFER TO CHART |
| AKSINYINO 14A, 14B, 14K, 14M         | 30-2E          |
| AKSINYINO 32A, 32B, 32F, 32M         | 30-2F          |
| GEKLA 14A, 14B, 14M                  | 30-2G          |
| GEKLA 32A, 32B, 32K, 32M             | 30-2H          |
| KLIMOVSK 14A, 14B, 14M               | 30-2J          |
| KLIMOVSK 32A, 32M                    | 30-2K          |
| MARYINO 14B                          | 30-2L          |
| MARYINO 32K, RUGEL 32K               | 30-2M          |
| SKURYGINO 14A, 14B, 14M              | 30-2N          |
| SKURYGINO 32A, 32M                   | 30-2P          |
| ARRIVALS TO DMD                      | 30-2S          |
| ARRIVALS TO DM & DO                  | 30-2T          |
|                                      |                |
| RNAV APCH TRANS DESIGNATION          | REFER TO CHART |
| AKSINYINO 1A                         | 30-2U          |
| AKSINYINO 2A                         | 30-2V          |
| AKSINYINO 1B                         | 30-2W          |
| AKSINYINO 2B                         | 30-2X          |
| OKREM 1B                             | 30-2X1         |
| OKREM 2B                             | 30-2X2         |
| OKREM 3B                             | 30-2X3         |
| OKREM 4B                             | 30-2X4         |
| SKURYGINO 1A                         | 30-2X5         |
| SKURYGINO 2A                         | 30-2X6         |
| SKURYGINO 3B                         | 30-2X7         |
| SKURYGINO 4B                         | 30-2X8         |
|                                      |                |
| COMMUNICATION FAILURE                | REFER TO CHART |
| AKSINYINO 14D, DOMODEDOVO 14         | 30-2X9         |
| AKSINYINO 32D, DOMODEDOVO 32         | 30-2X10        |

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

BOGDANOVO 1D (BD 1D)

NAMIN 1D [NAM1D]

TO GEKLA

BOGDANOVO 2D (BD 2D)

TO LO

## 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.

**NAMIN**

N56 43.1 E036 49.3

**LEDOR**

N56 40.0 E036 54.9

**SAVELOVO**  
1285 SW

N56 22.1 E037 25.9

**BOGDANOVO**  
360 BD

N57 06.5 E037 42.7

### ALT/HEIGHT CONVERSION

QNH (QFE)  
3880' (3287' - 1000m)



**DEDUM**  
N55 50.0 E037 04.2

**ARSEP**  
N55 42.3 E036 57.9

**GOTMA**  
N55 38.3 E037 01.2

**KLIMOVSK**  
1005 LO  
N55 21.1 E037 31.6

**BESTA**  
N55 55.0 E037 44.5

**RUGEL**  
N55 51.9 E037 51.9

**GEKLA**  
N55 39.0 E037 52.1

**DOMODEDOVO**  
D(H) 113.3 DMD  
N55 23.3 E037 54.7

| TRANSITION | ROUTING                                                            |
|------------|--------------------------------------------------------------------|
| BD 1D      | To SW, then to BESTA, then to RUGEL, then to GEKLA.                |
| BD 2D      | To SW, then to DEDUM, then to ARSEP, then to GOTMA, then to LO.    |
| NAMIN 1D   | To LEDOR, then to SW, then to BESTA, then to RUGEL, then to GEKLA. |

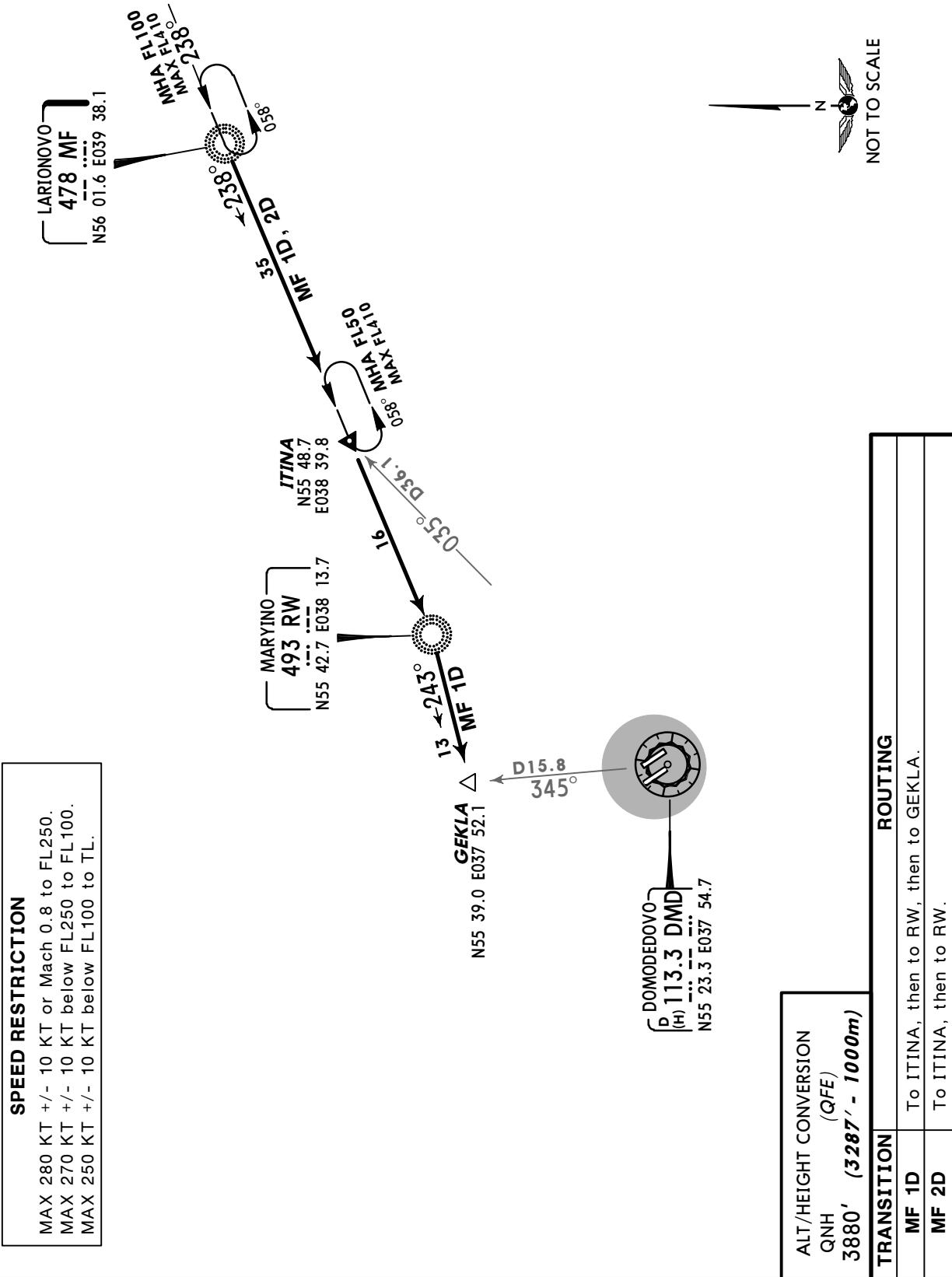
ATIS  
128.3 (Russian 122.95)

Apt Elev  
593'

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

(QFE)

LARIONOVO 1D (MF 1D), LARIONOVO 2D (MF 2D)  
TO GEKLA TO RW  
TRANSITIONS

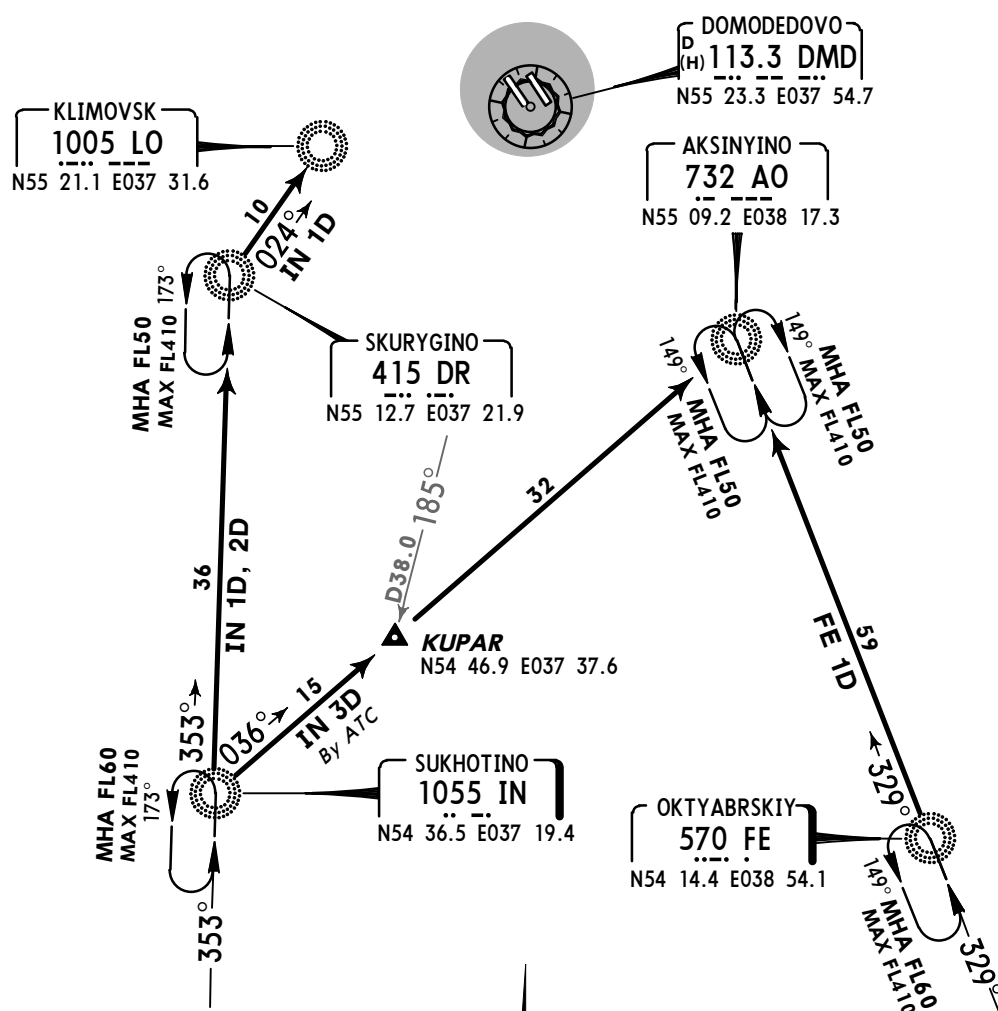


ATIS  
128.3 (Russian 122.95) Apt Elev 593' Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')

OKTYABRSKIY 1D (FE 1D), SUKHOTINO 3D (IN 3D)  
TO AO  
SUKHOTINO 1D (IN 1D), SUKHOTINO 2D (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)



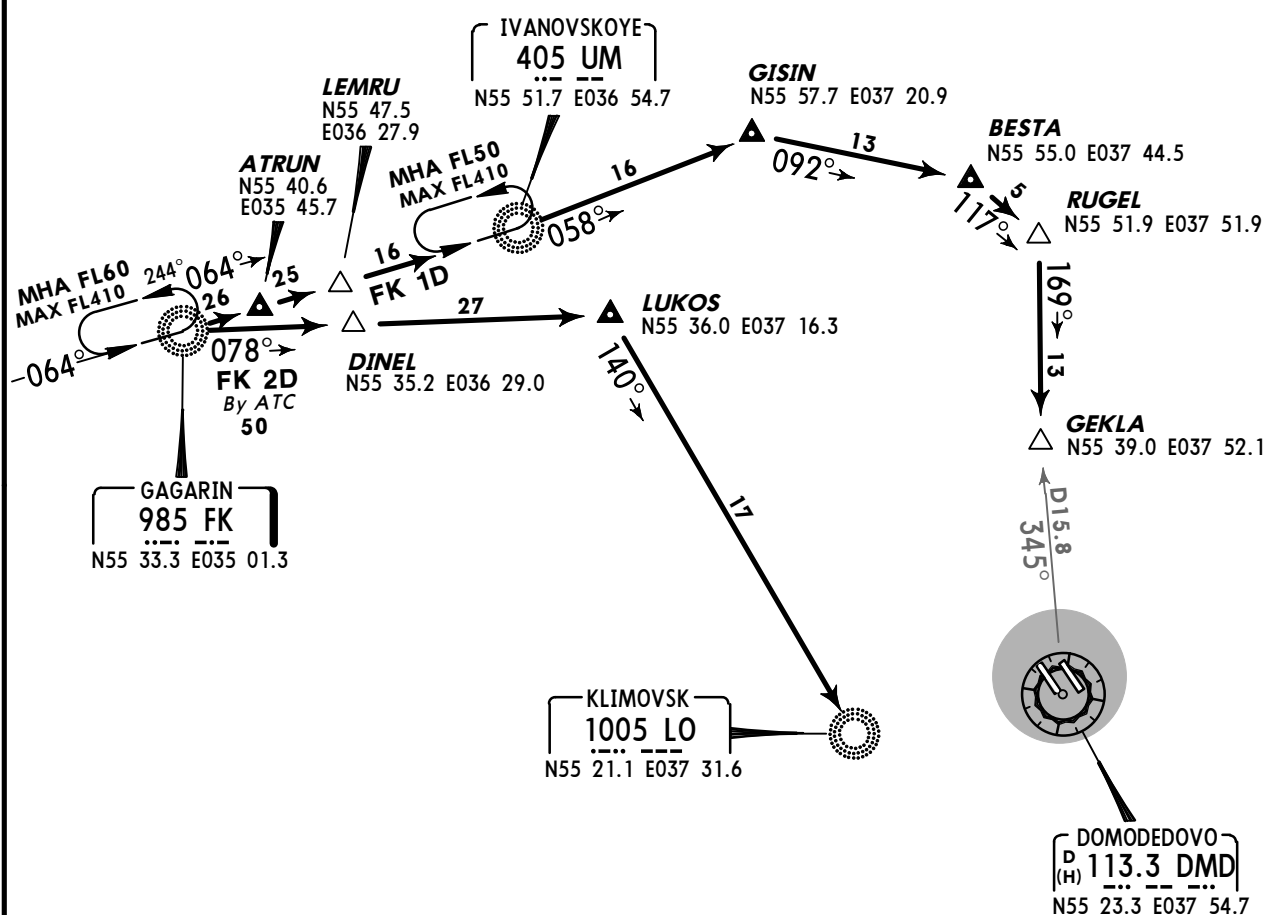
| TRANSITION | ROUTING               |
|------------|-----------------------|
| FE 1D      | To AO.                |
| IN 1D      | To DR, then to LO.    |
| IN 2D      | To DR.                |
| IN 3D      | To KUPAR, then to AO. |

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

# GAGARIN 1D (FK 1D), GAGARIN 2D (FK 2D) TO GEKLA TO LO 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)

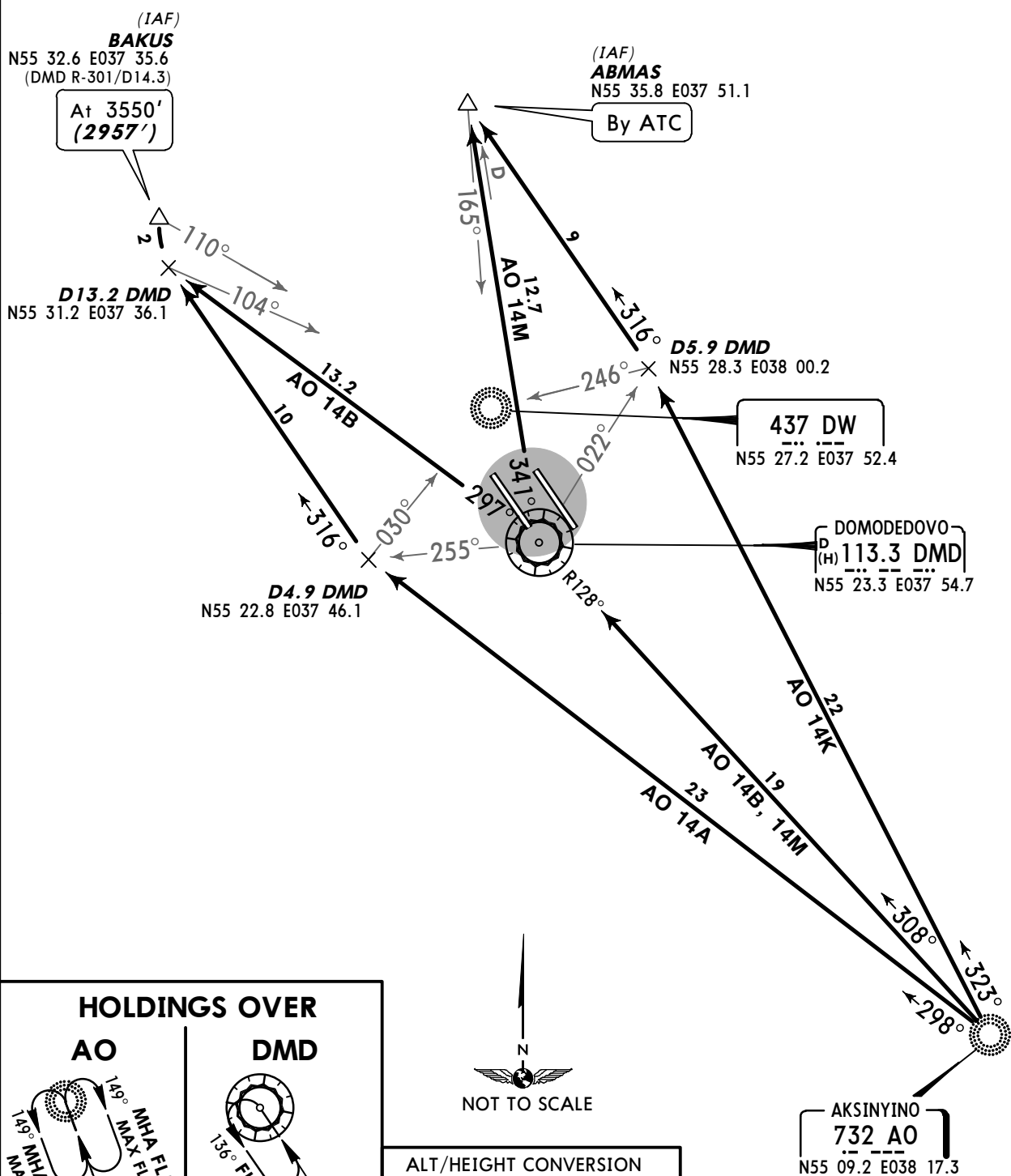
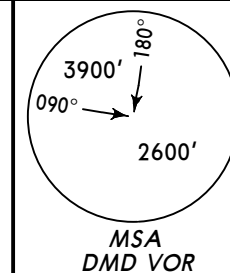
| TRANSITION | ROUTING                                                                                |
|------------|----------------------------------------------------------------------------------------|
| FK 1D      | Via ATRUN and LEMRU to UM, then to GISIN, then to BESTA, then to RUGEL, then to GEKLA. |
| FK 2D      | Via DINEL to LUKOS, then to LO.                                                        |

ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

AKSINYINO 14 ALPHA (AO 14A)  
AKSINYINO 14 BRAVO (AO 14B)  
AKSINYINO 14 KILO (AO 14K)  
AKSINYINO 14 MIKE (AO 14M)  
RWYS 14R/L ARRIVALS  
**~~SPEED~~ MAX 250 KT BELOW FL100**

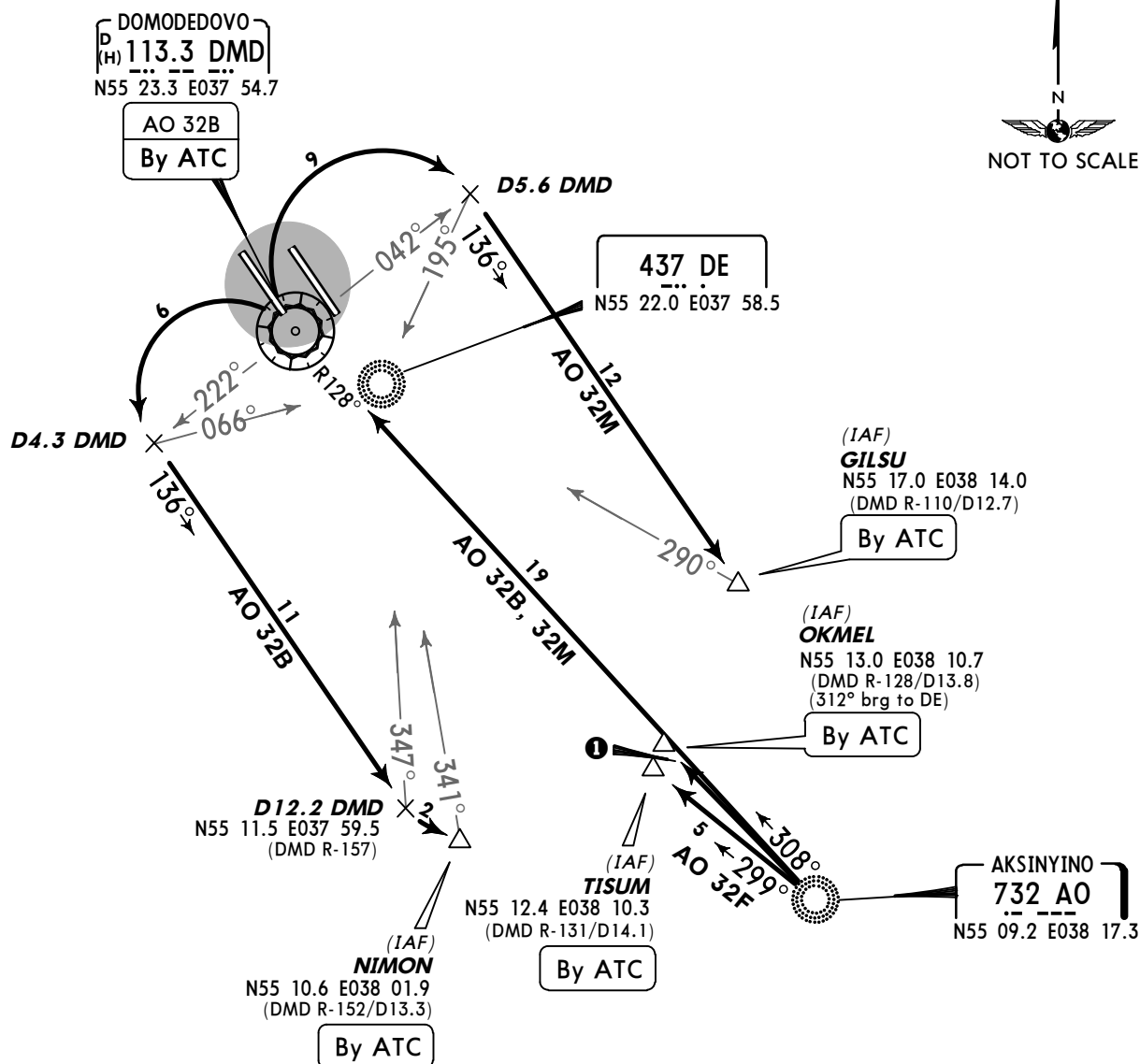
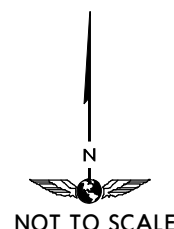
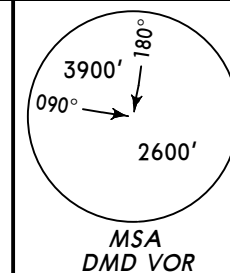


ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

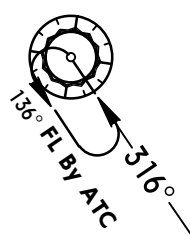
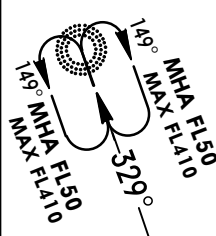
AKSINYINO 32 ALPHA (AO 32A)  
AKSINYINO 32 BRAVO (AO 32B)  
AKSINYINO 32 FOXTROT (AO 32F)  
AKSINYINO 32 MIKE (AO 32M)  
RWYS 32L/R ARRIVALS  
**~~SPEED~~ MAX 250 KT BELOW FL100**



### HOLDINGS OVER

AO

DMD

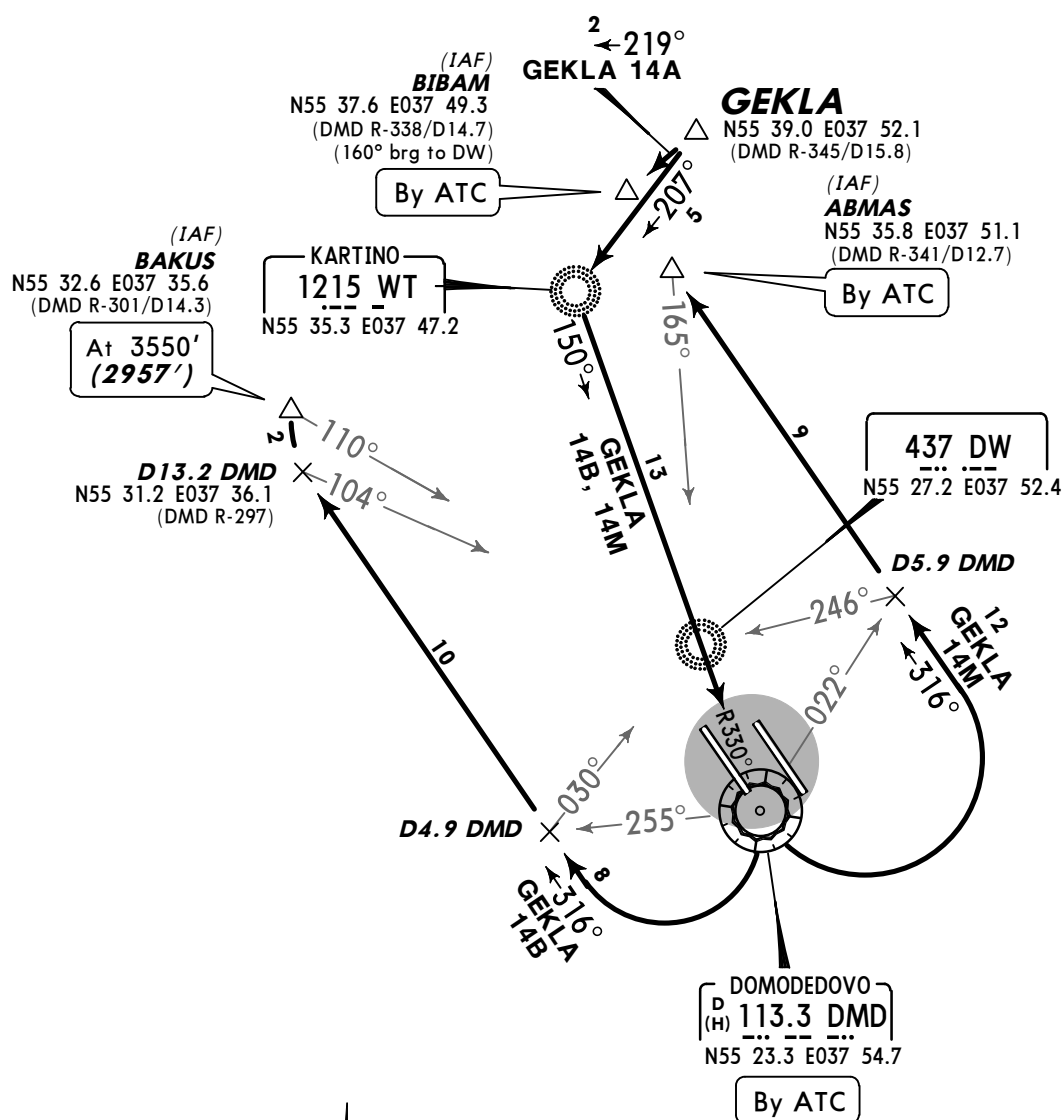
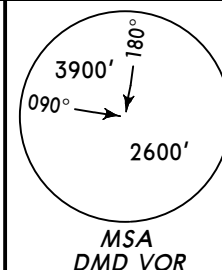


① 5  
← 306°  
AO 32A

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

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

**SPEED: MAX 250 KT BELOW FL100**



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

ATIS  
128.3  
(Russian 122.95)

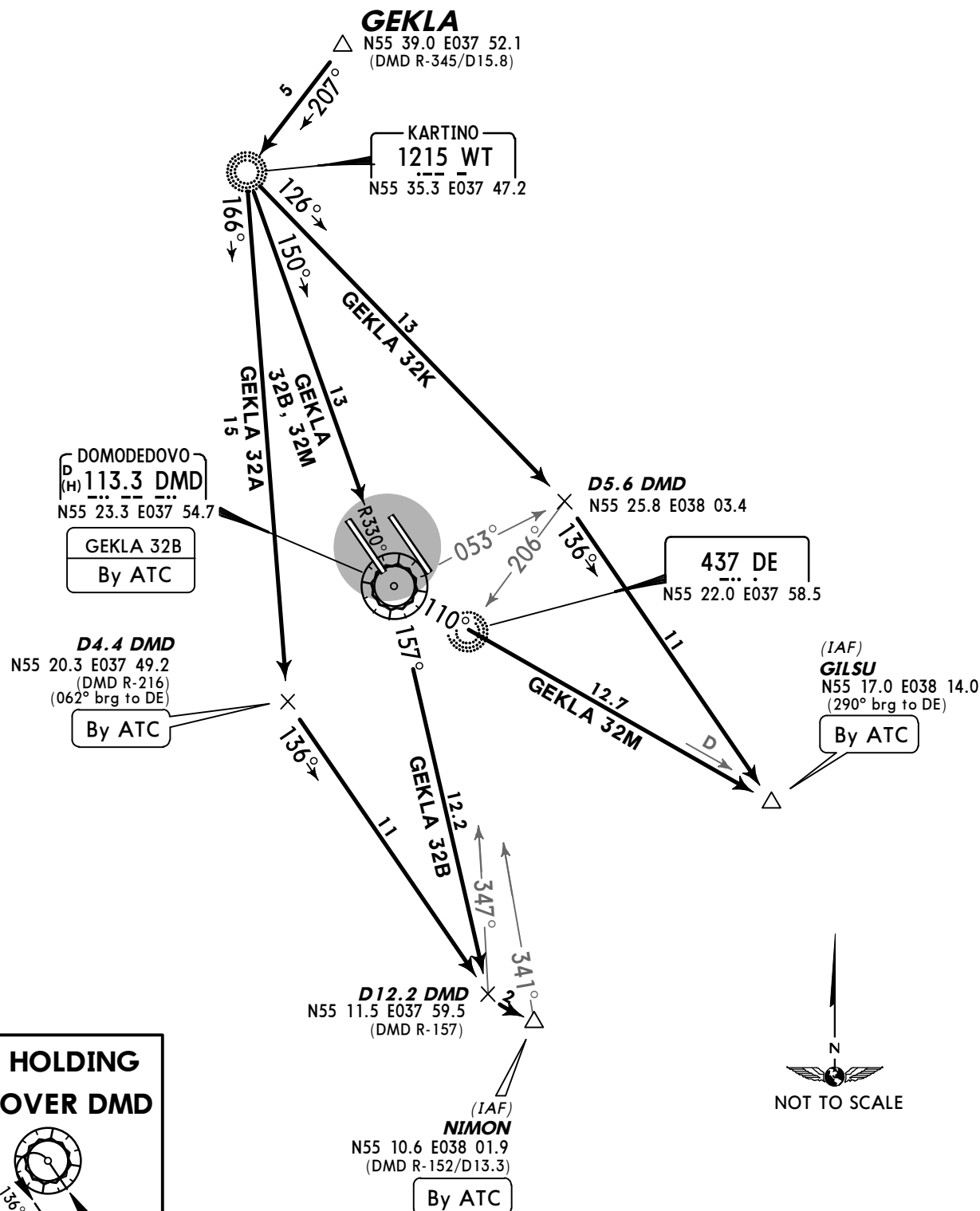
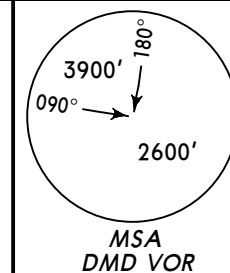
Apt Elev  
593'

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

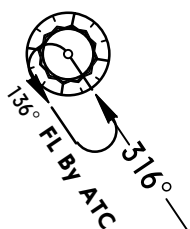
GEKLA 32 ALPHA (GEKLA 32A) [GEK32A]  
GEKLA 32 BRAVO (GEKLA 32B) [GEK32B]  
GEKLA 32 KILO (GEKLA 32K) [GEK32K]  
GEKLA 32 MIKE (GEKLA 32M) [GEK32M]

RWYS 32L/R ARRIVALS

**SPEED MAX 250 KT BELOW FL100**



**HOLDING  
OVER DMD**



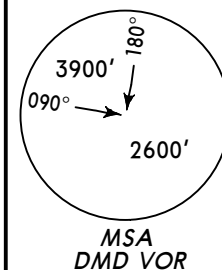
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3880' (3287' - 1000m)

ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

KLIMOVSK 14 ALPHA (LO 14A)  
KLIMOVSK 14 BRAVO (LO 14B)  
KLIMOVSK 14 MIKE (LO 14M)  
RWYS 14R/L ARRIVALS  
**SPEED MAX 250 KT BELOW FL100**



(IAF)  
**BAKUS**  
N55 32.6 E037 35.6  
(DMD R-301/D14.3)  
(110° brg to DW)

At 3550'  
(2957')

**D13.2 DMD**  
N55 31.2 E037 36.1  
(DMD R-297)

(IAF)  
**ABMAS**  
N55 35.8 E037 51.1  
(DMD R-341/D12.7)

By ATC

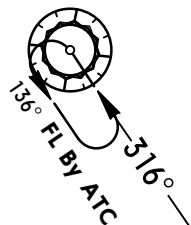
**437 DW**  
N55 27.2 E037 52.4

**DOMODEDOVO**  
D(H) 113.3 DMD  
N55 23.3 E037 54.7

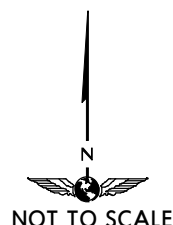
LO 14B  
By ATC

KLIMOVSK  
1005 LO  
N55 21.1 E037 31.6

**HOLDING  
OVER DMD**



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

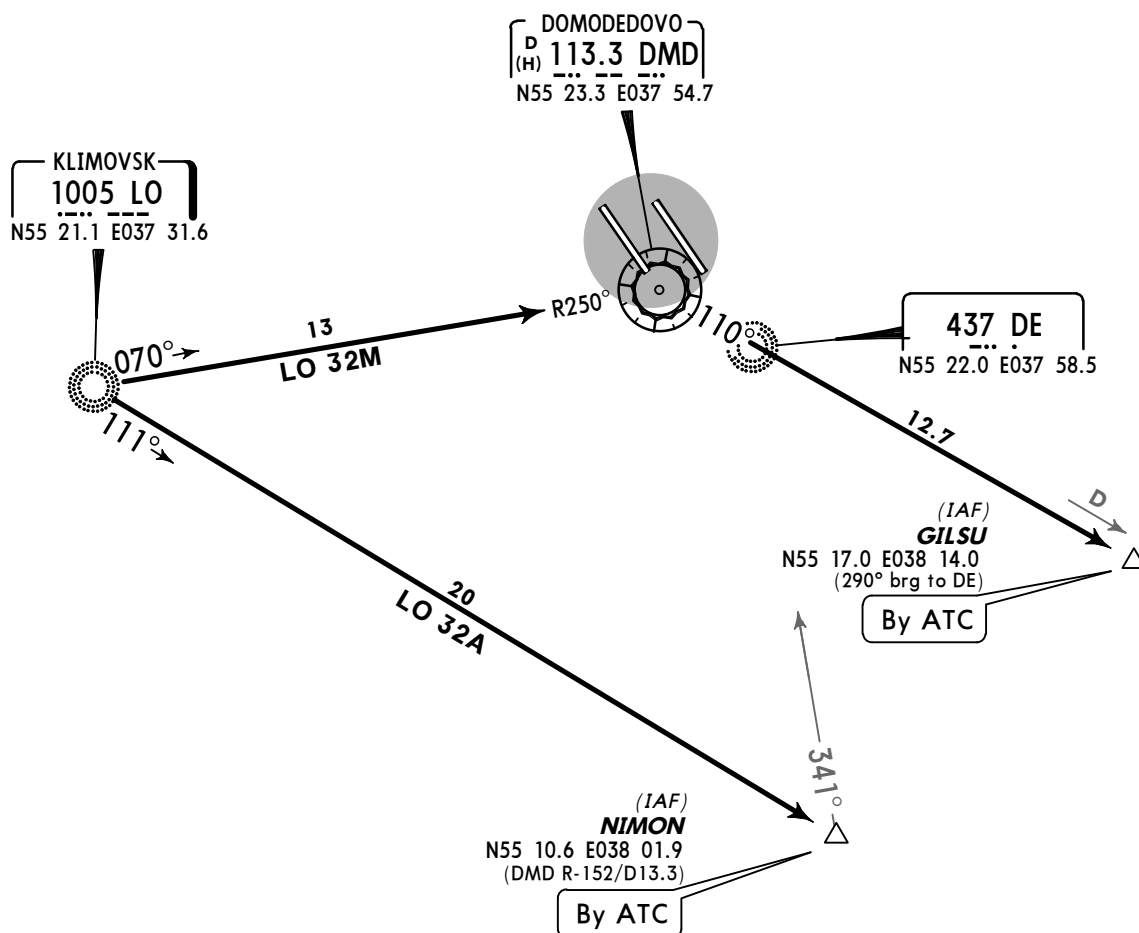
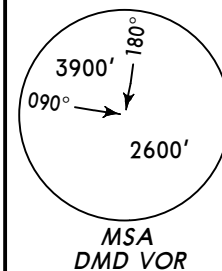


ATIS  
128.3  
( Russian 122.95 )

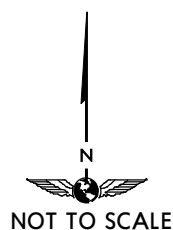
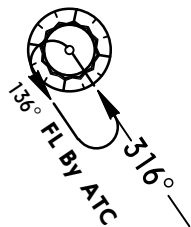
Apt Elev  
593'

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

KLIMOVSK 32 ALPHA (LO 32A)  
KLIMOVSK 32 MIKE (LO 32M)  
RWYS 32L/R ARRIVALS  
**~~SPEED~~ MAX 250 KT BELOW FL100**



HOLDING  
OVER DMD



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

ATIS  
128.3  
( Russian 122.95)

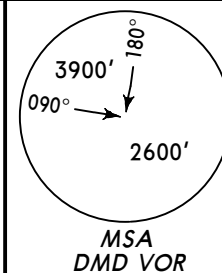
Apt Elev  
593'

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

MARYINO 14 BRAVO (RW 14B)  
RWYS 14R/L ARRIVAL

BY ATC

~~SPEED~~ MAX 250 KT BELOW FL100



(IAF)  
**BAKUS**  
N55 32.6 E037 35.6  
(DMD R-301/D14.3)

Alt 3550'  
(2957')

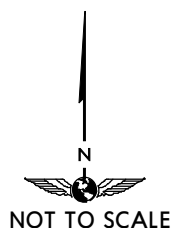
D13.2 DMD  
N55 31.2 E037 36.1  
(DMD R-297)

437 DW  
N55 27.2 E037 52.4

MARYINO  
493 RW  
N55 42.7 E038 13.7

DOMODEDOVO  
D (H) 113.3 DMD  
N55 23.3 E037 54.7

By ATC



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

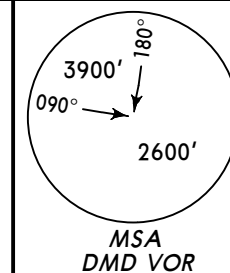
ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

MARYINO 32 KILO (RW 32K)  
RUGEL 32 KILO (RUGEL 32K) [RUG32K]  
RWYS 32L/R ARRIVALS  
BY ATC

**SPEED MAX 250 KT BELOW FL100**



**RUGEL**  
N55 51.9 E037 51.9



RUGEL 32K  
24

MARYINO  
493 RW  
N55 42.7 E038 13.7

169°  
RW 32K  
18

MADUR  
N55 29.2 E038 05.4

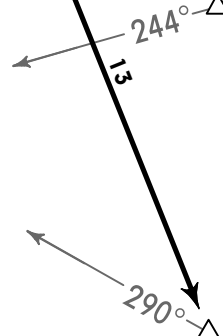


(IAF)  
**DIGEM**  
N55 24.6 E038 14.4  
(DMD R-073/D11.3)

By ATC

DOMODEDOVO  
D(H) 113.3 DMD  
N55 23.3 E037 54.7

437 DE  
N55 22.0 E037 58.5



(IAF)  
**GILSU**  
N55 17.0 E038 14.0  
(DMD R-110/D12.7)

By ATC

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

ATIS  
128.3  
(Russian 122.95)

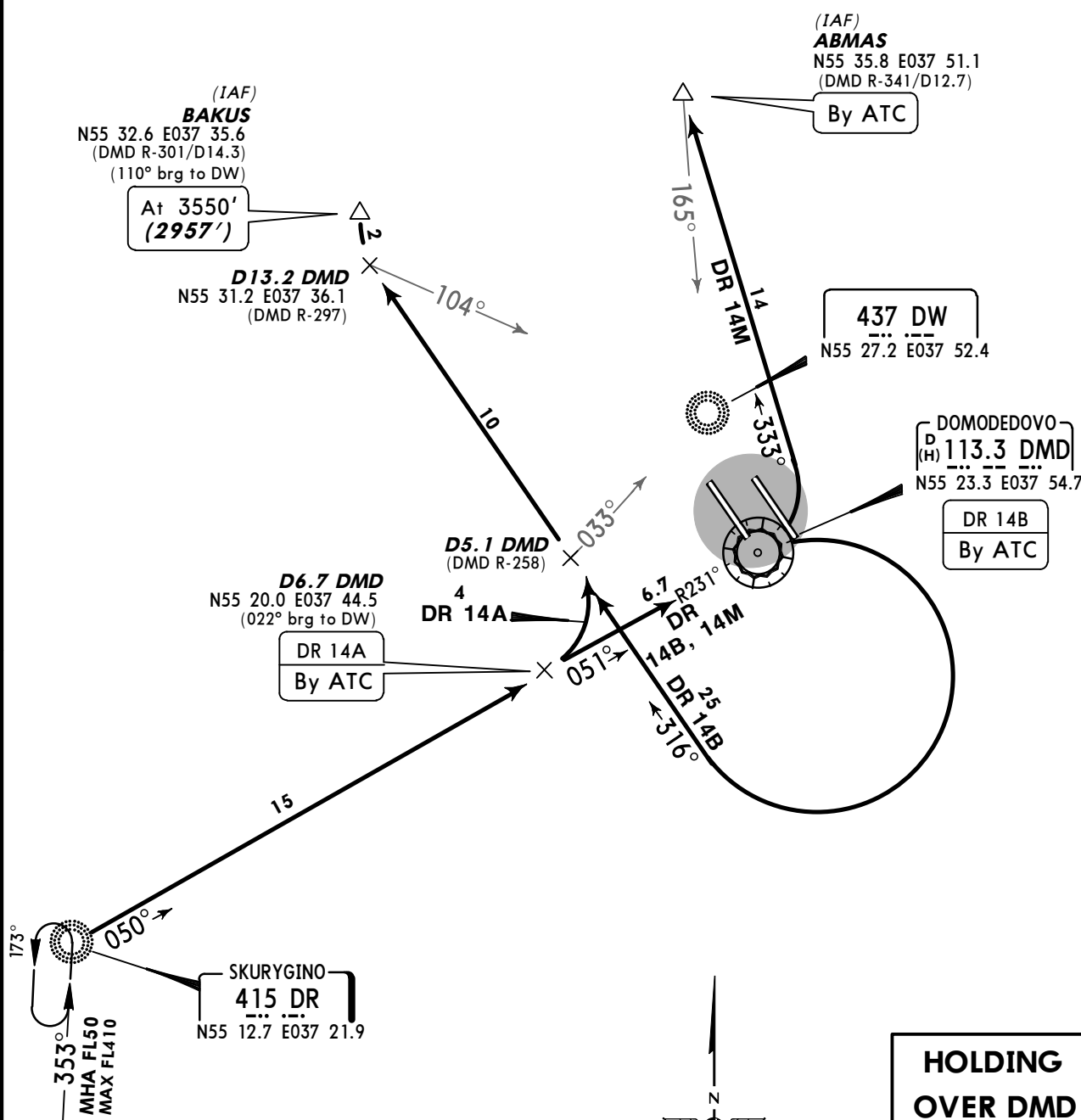
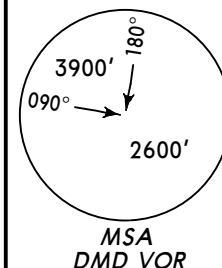
Apt Elev  
593'

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

SKURYGINO 14 ALPHA (DR 14A)  
SKURYGINO 14 BRAVO (DR 14B)  
SKURYGINO 14 MIKE (DR 14M)

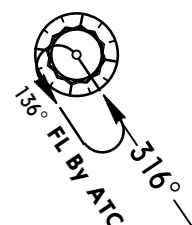
RWYS 14R/L ARRIVALS

**SPEED MAX 250 KT BELOW FL100**



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

**HOLDING  
OVER DMD**

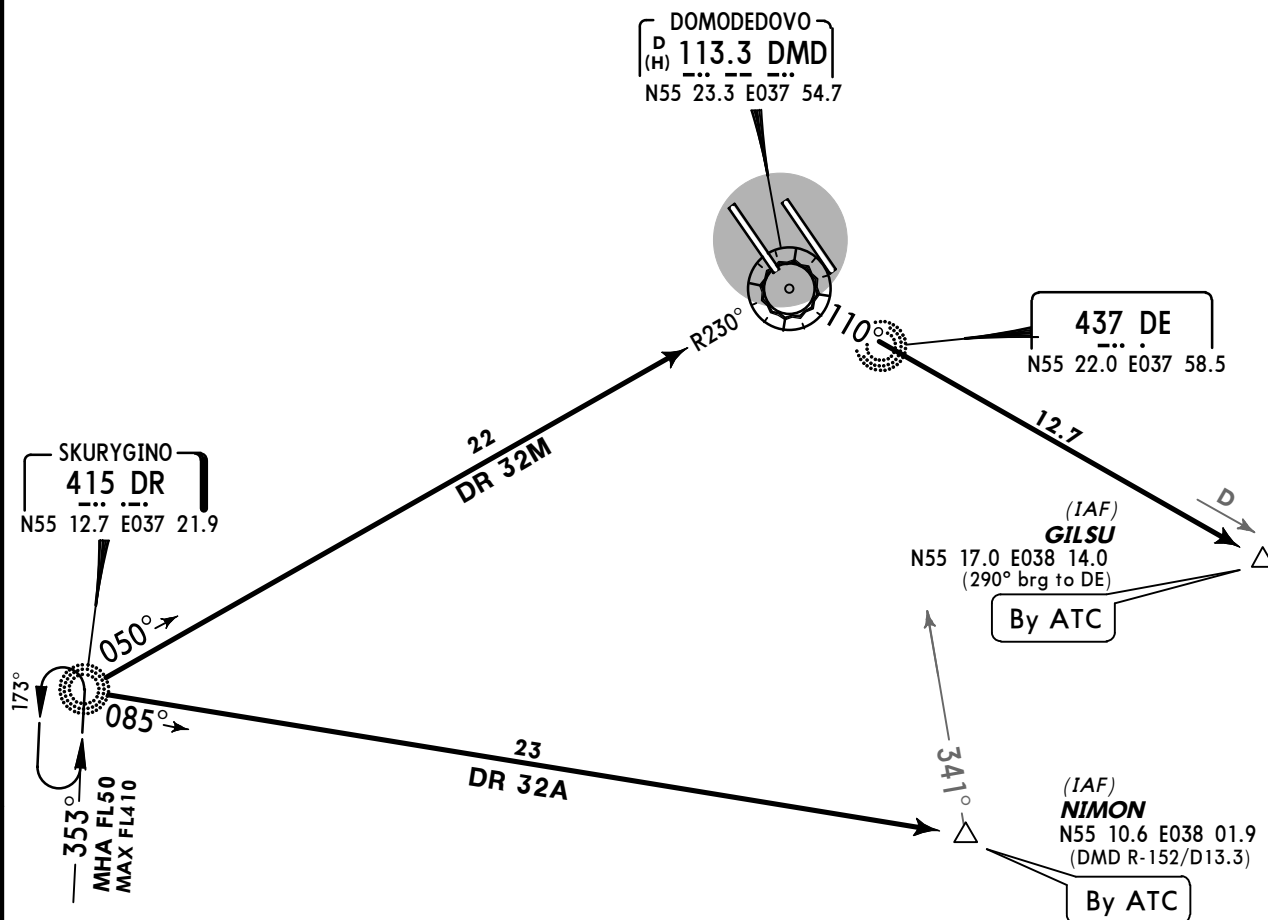
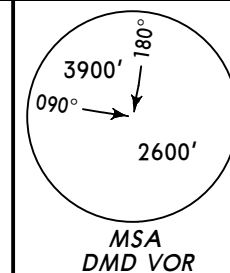


ATIS  
128.3  
(Russian 122.95)

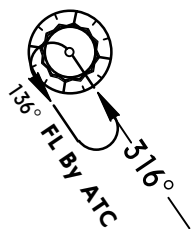
Apt Elev  
593'

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

SKURYGINO 32 ALPHA (DR 32A)  
SKURYGINO 32 MIKE (DR 32M)  
RWYS 32L/R ARRIVALS  
**~~SPEED~~ MAX 250 KT BELOW FL100**



HOLDING  
OVER DMD



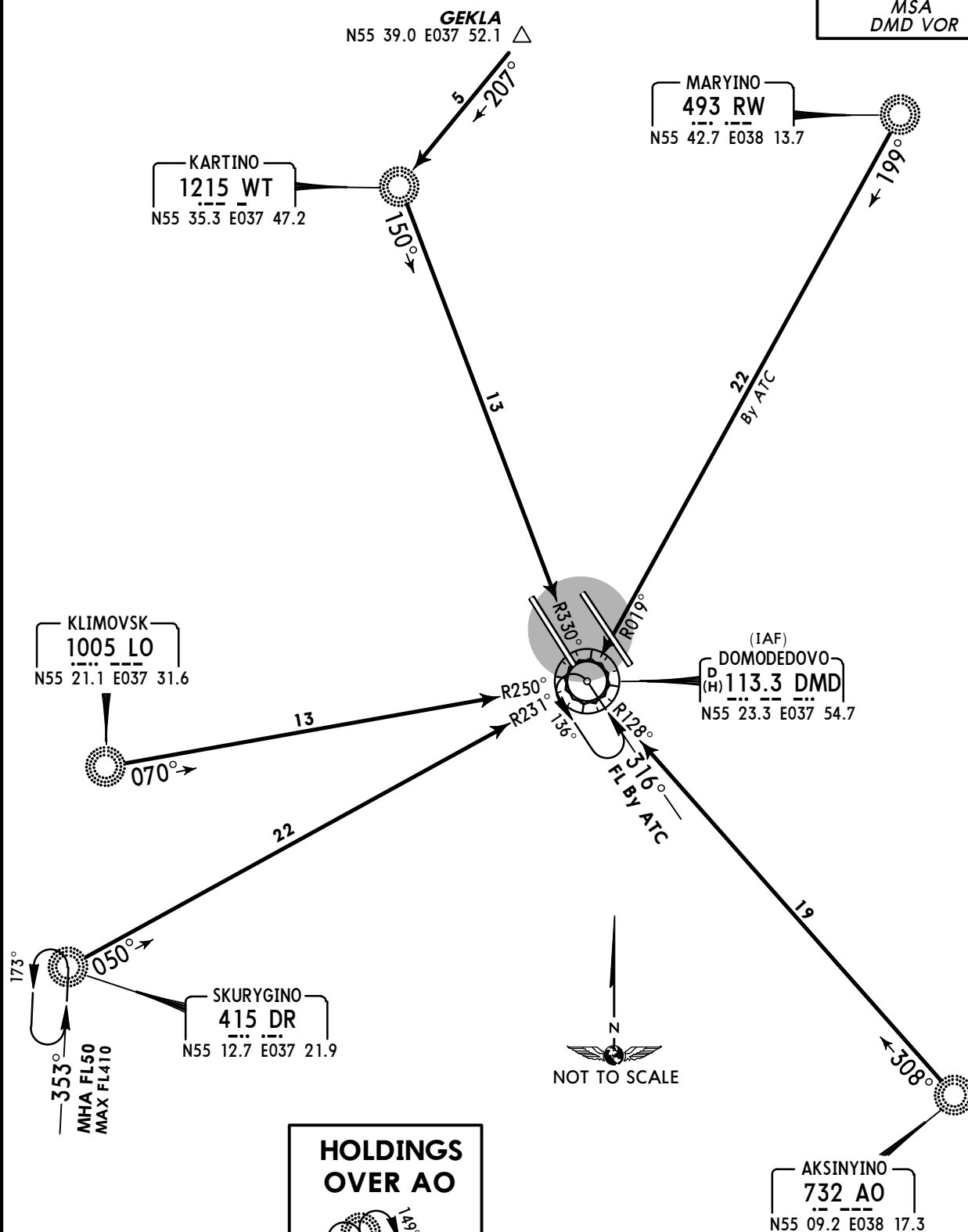
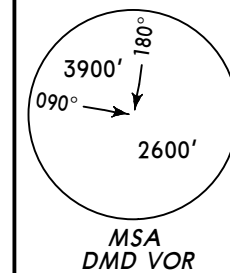
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3880' (3287' - 1000m)

ATIS  
128.3  
(Russian 122.95)

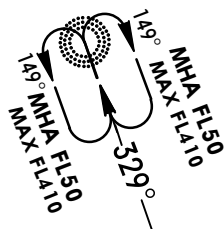
Apt Elev  
593'

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

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



**HOLDINGS  
OVER AO**



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

ATIS  
128.3  
(Russian 122.95)

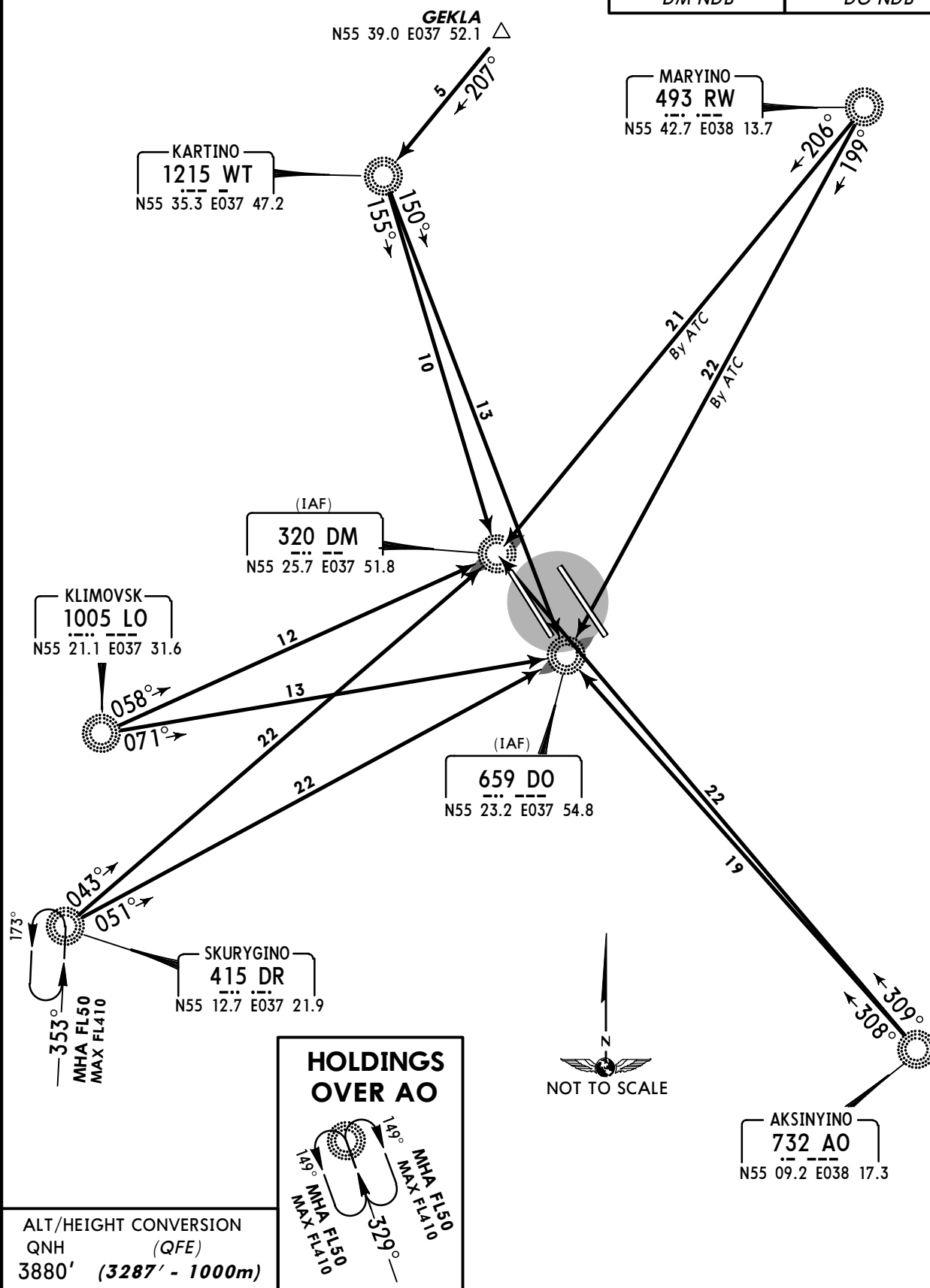
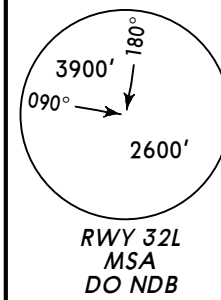
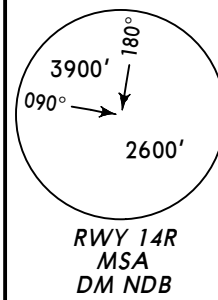
Apt Elev  
593'

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

RWY 14R ARRIVALS  
TO DM

RWY 32L ARRIVALS  
TO DO

**SPEED: MAX 250 KT BELOW FL100**



|                                                     |                                 |                                                                                                                                                                                     |
|-----------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>128.3</b><br/>( Russian 122.95 )</p> | <p>Apt Elev<br/><b>593'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request (QFE)<br/>Trans level: By ATC Trans alt: 3880' (<b>3287'</b>)<br/>Execute noise abatement procedures according to ICAO DOC 8168.</p> |
|-----------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

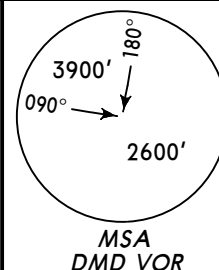
# AKSINYINO 1A (AO 1A)

## RWY 14R

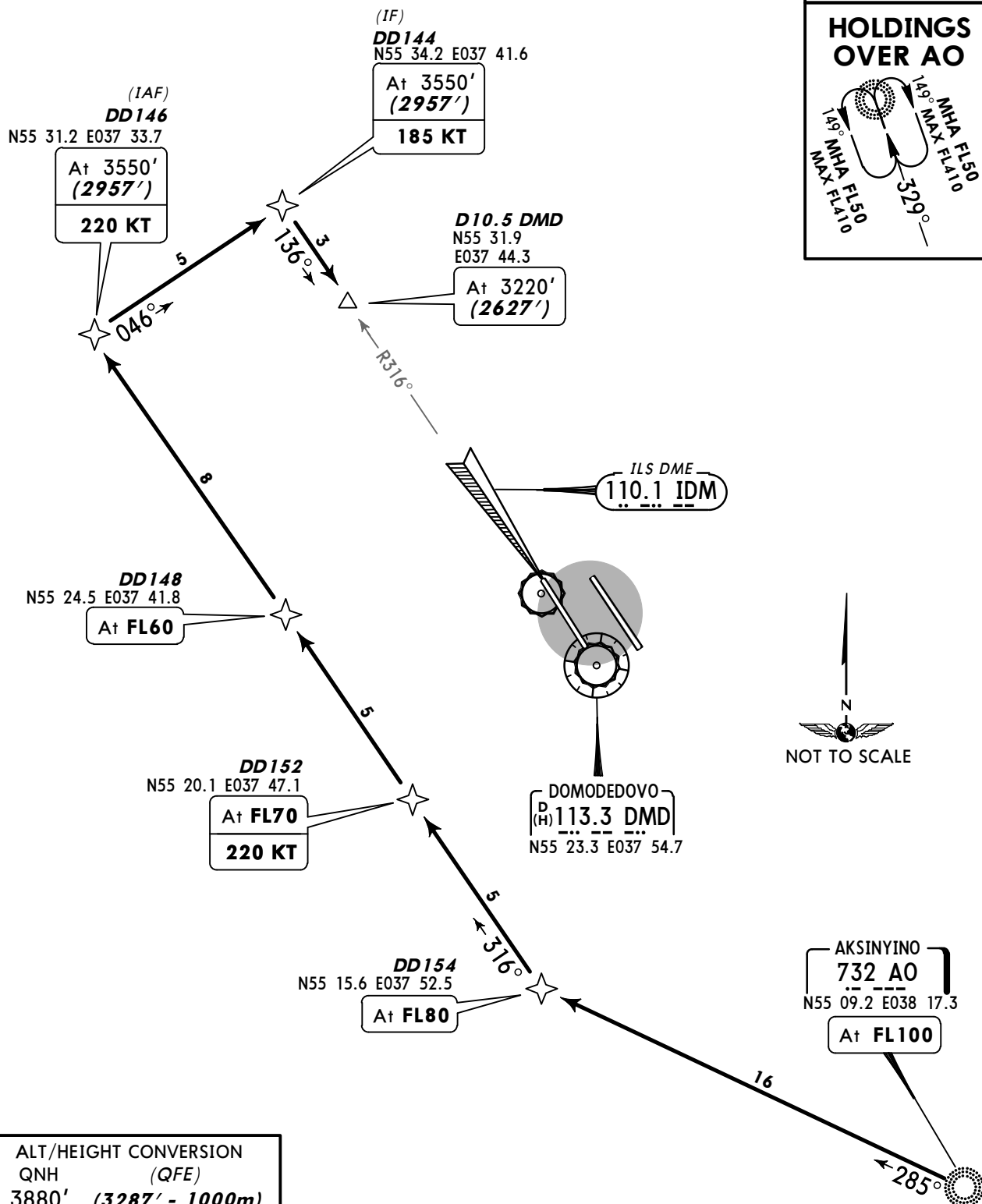
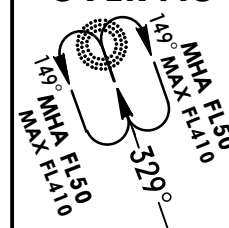
## RNAV APPROACH TRANSITION

RNAV (GNSS)

**SPEED MAX 250 KT BELOW FL100**



## HOLDINGS OVER AO



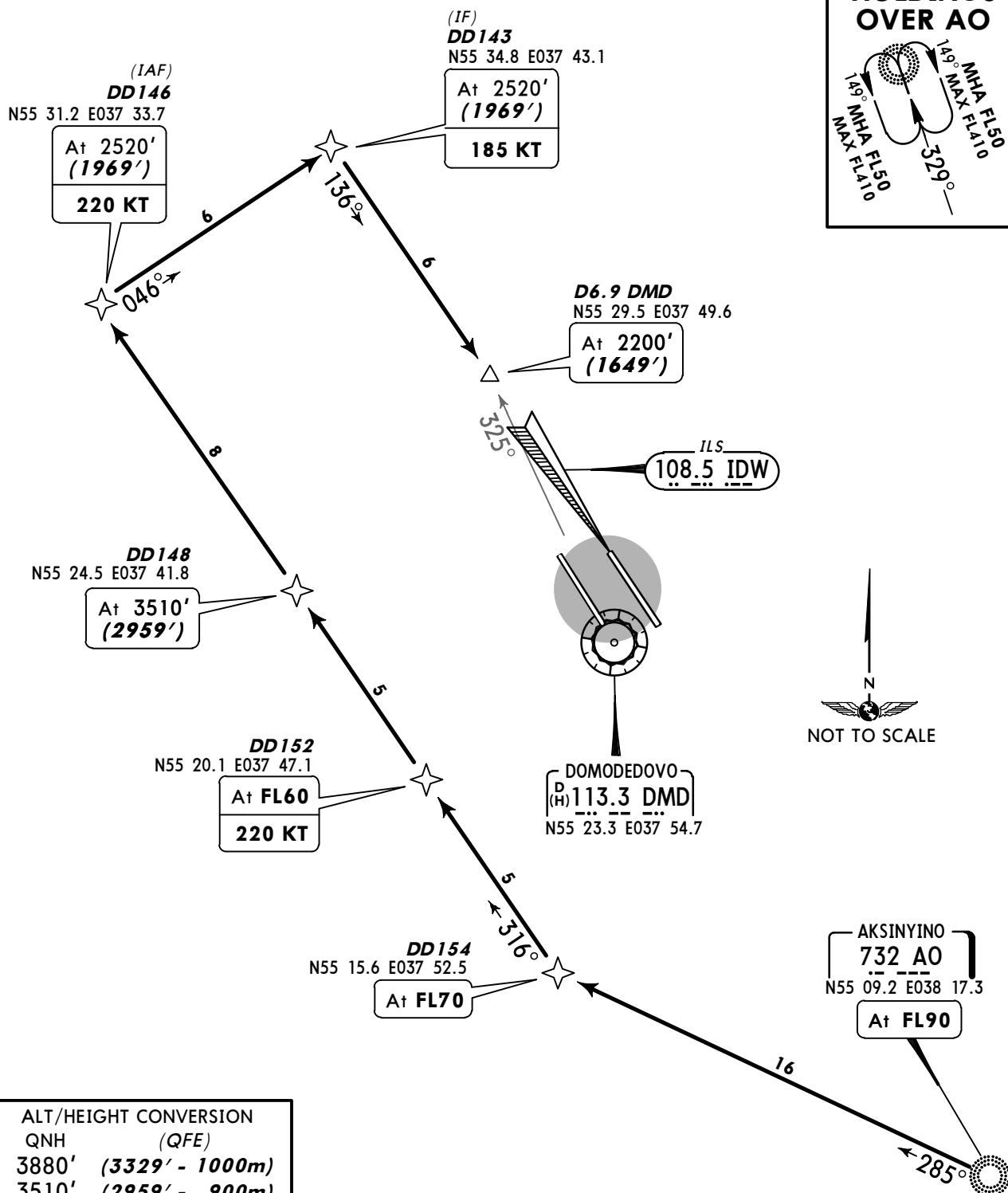
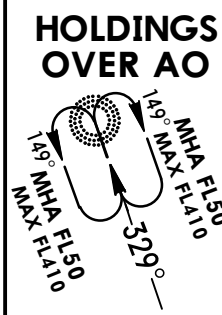
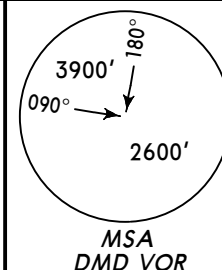
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3287' - 1000m) |
| 3550'                 | (2957' - 900m)  |
| 3220'                 | (2627' - 800m)  |

## ROUTING

AO (FL100)- DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550'; K220) - DD144 (3550'; K185), then continue to carry out ILS approach.

|                                                     |                                 |                                                                                                                                                                                     |
|-----------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ATIS<br/><b>128.3</b><br/>( Russian 122.95 )</p> | <p>Apt Elev<br/><b>593'</b></p> | <p>Alt Set: MM (hPa on request) QNH on request (QFE)<br/>Trans level: By ATC Trans alt: 3880' (<b>3329'</b>)<br/>Execute noise abatement procedures according to ICAO DOC 8168.</p> |
|-----------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**AKSINYINO 2A (AO 2A)**  
**RWY 14L**  
**RNAV APPROACH TRANSITION**  
RNAV (GNSS)  
**~~SPEED~~ MAX 250 KT BELOW FL100**



**ROUTING**

AO (FL90)- DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510') - DD146 (2520'; K220) - DD143 (2520'; K185), then continue to carry out ILS approach.

ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

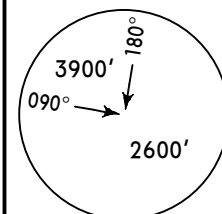
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')  
Execute noise abatement procedures according to ICAO DOC 8168.

# AKSINYINO 1B (AO 1B) RWY 14R RNAV APPROACH TRANSITION

RNAV (GNSS)

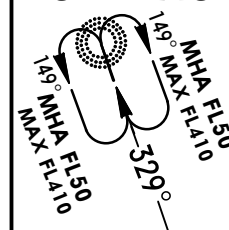
BY ATC

**~~SPEED~~ MAX 250 KT BELOW FL100**



MSA  
DMD VOR

## HOLDINGS OVER AO



(IF)  
DD144  
N55 34.2 E037 41.6

At 3550'  
(2957')  
185 KT

(IAF)  
DD145  
N55 38.2 E037 51.9

At 3550'  
(2957')  
220 KT

D10.5 DMD  
N55 31.9  
E037 44.3

At 3220'  
(2627')

DD147  
N55 31.6 E037 59.9

At FL60  
220 KT

DD149  
N55 27.1 E038 05.3

At FL70  
220 KT

DD151  
N55 22.7  
E038 10.6

At FL80  
220 KT

DD153  
N55 18.2 E038 15.9

At FL90  
220 KT

AKSINYINO  
732 AO  
N55 09.2 E038 17.3

At FL100

DOMODEDOVO  
D  
(H) 113.3 DMD  
N55 23.3 E037 54.7

ILS DME  
110.1 IDM

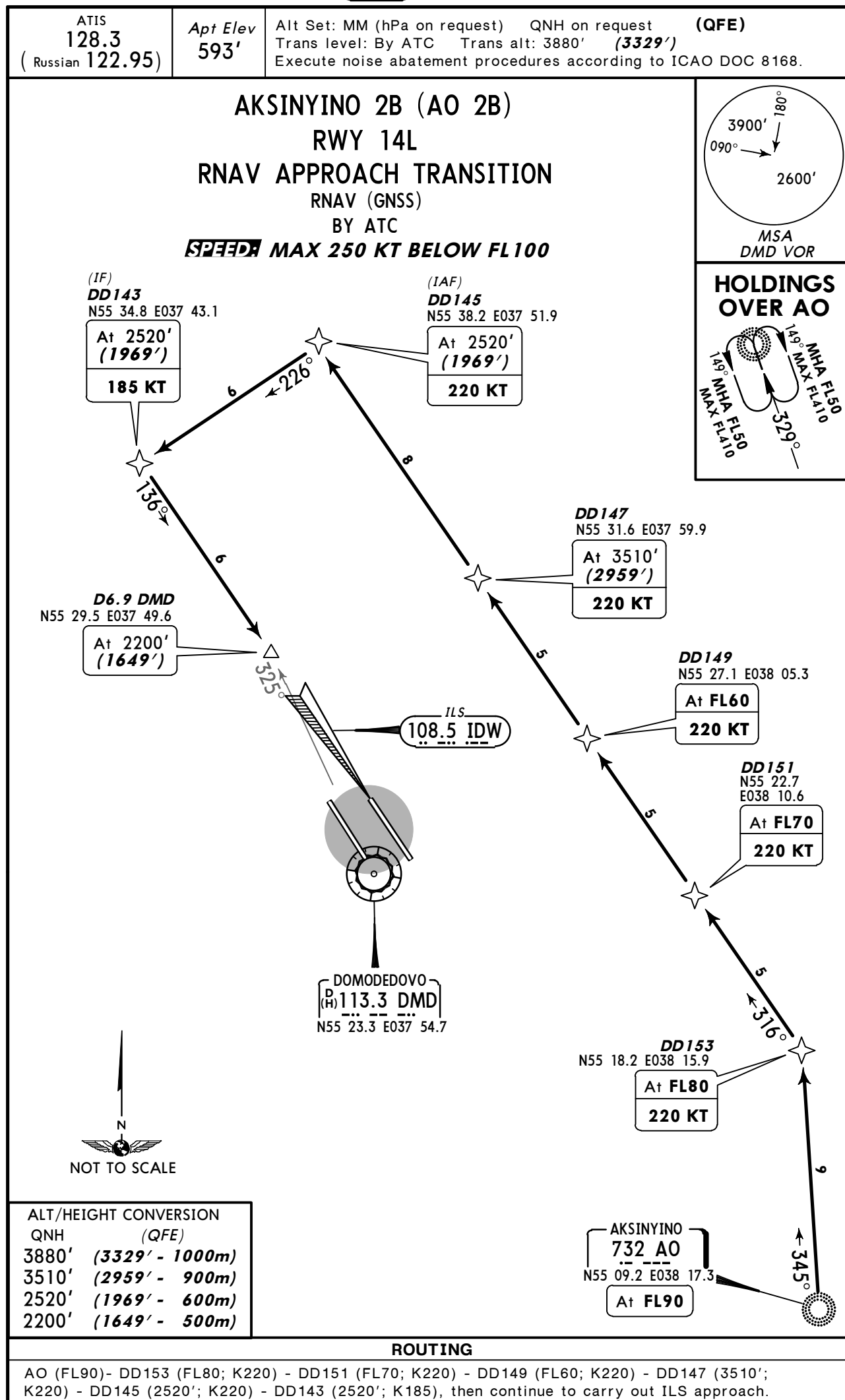


NOT TO SCALE

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3287' - 1000m) |
| 3550'                 | (2957' - 900m)  |
| 3220'                 | (2627' - 800m)  |

## ROUTING

AO (FL100) - DD153 (FL90; K220) - DD151 (FL80; K220) - DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550'; K220) - DD144 (3550'; K185), then continue to carry out ILS approach.



ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

ROUTING

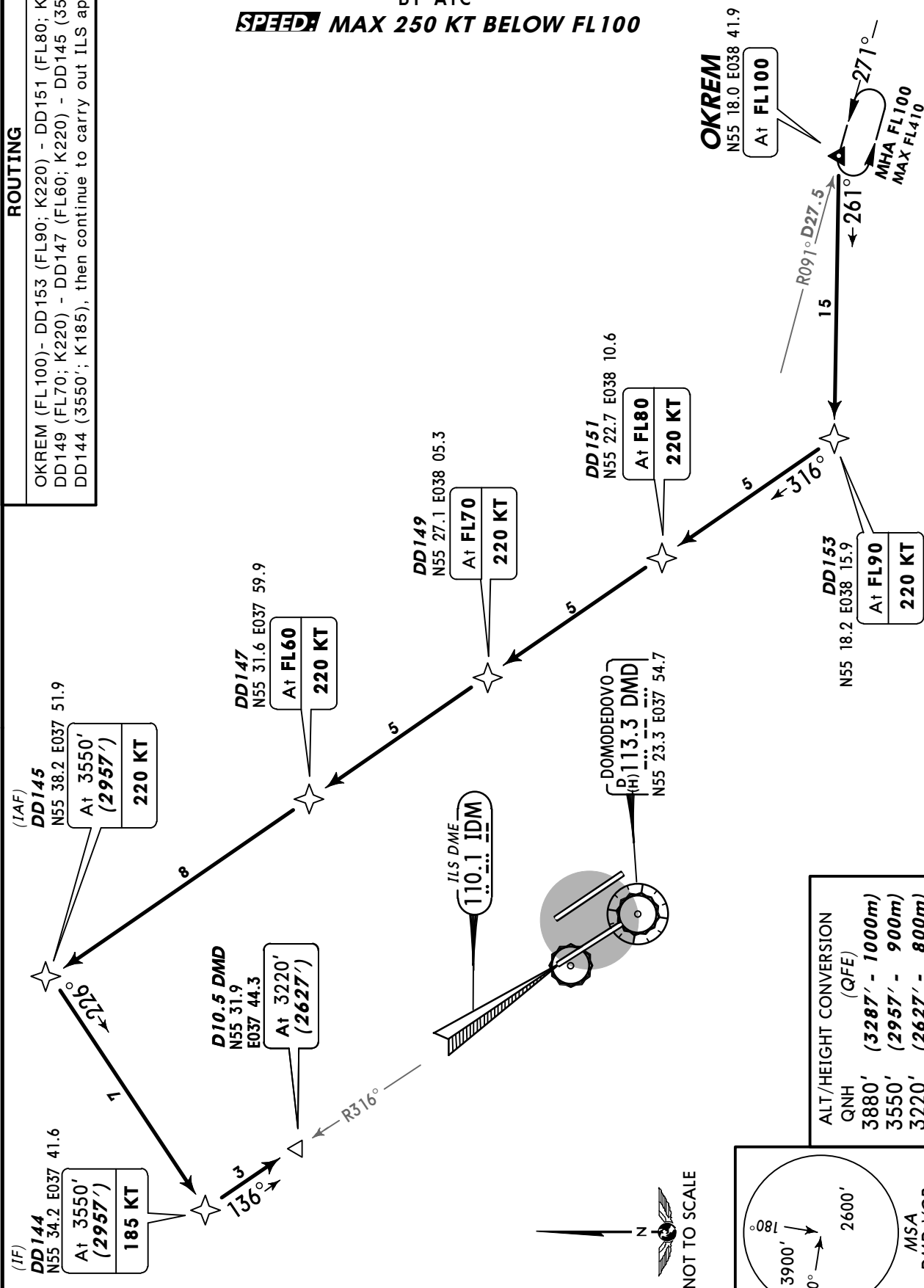
OKREM (FL100) - DD153 (FL90; K220) - DD151 (FL80; K220) -  
DD149 (FL70; K220) - DD147 (FL60; K220) - DD145 (3550'; K220) -  
DD144 (3550'; K185), then continue to carry out ILS approach.

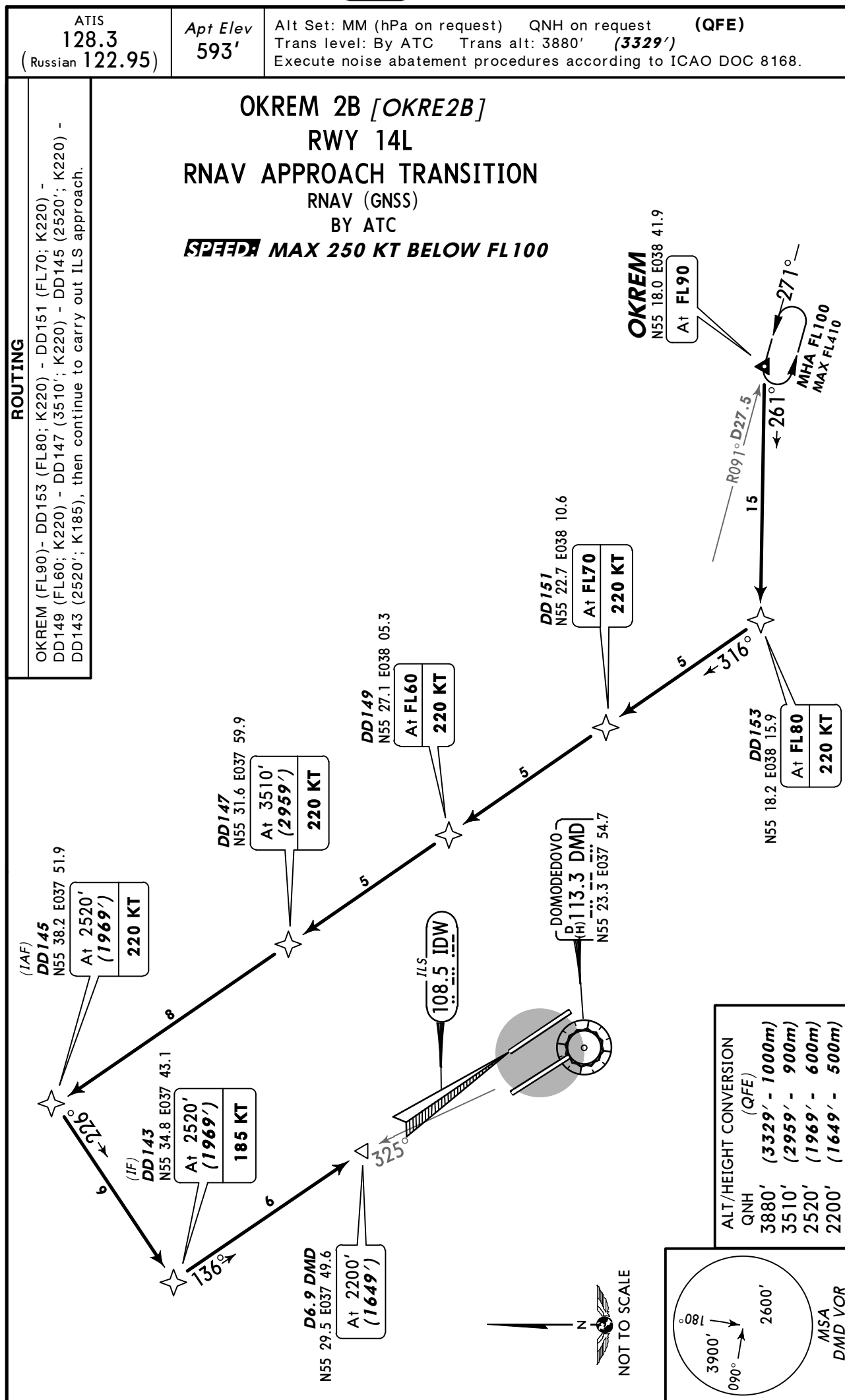
OKREM 1B [OKRE1B]  
RWY 14R RNAV APPROACH TRANSITION

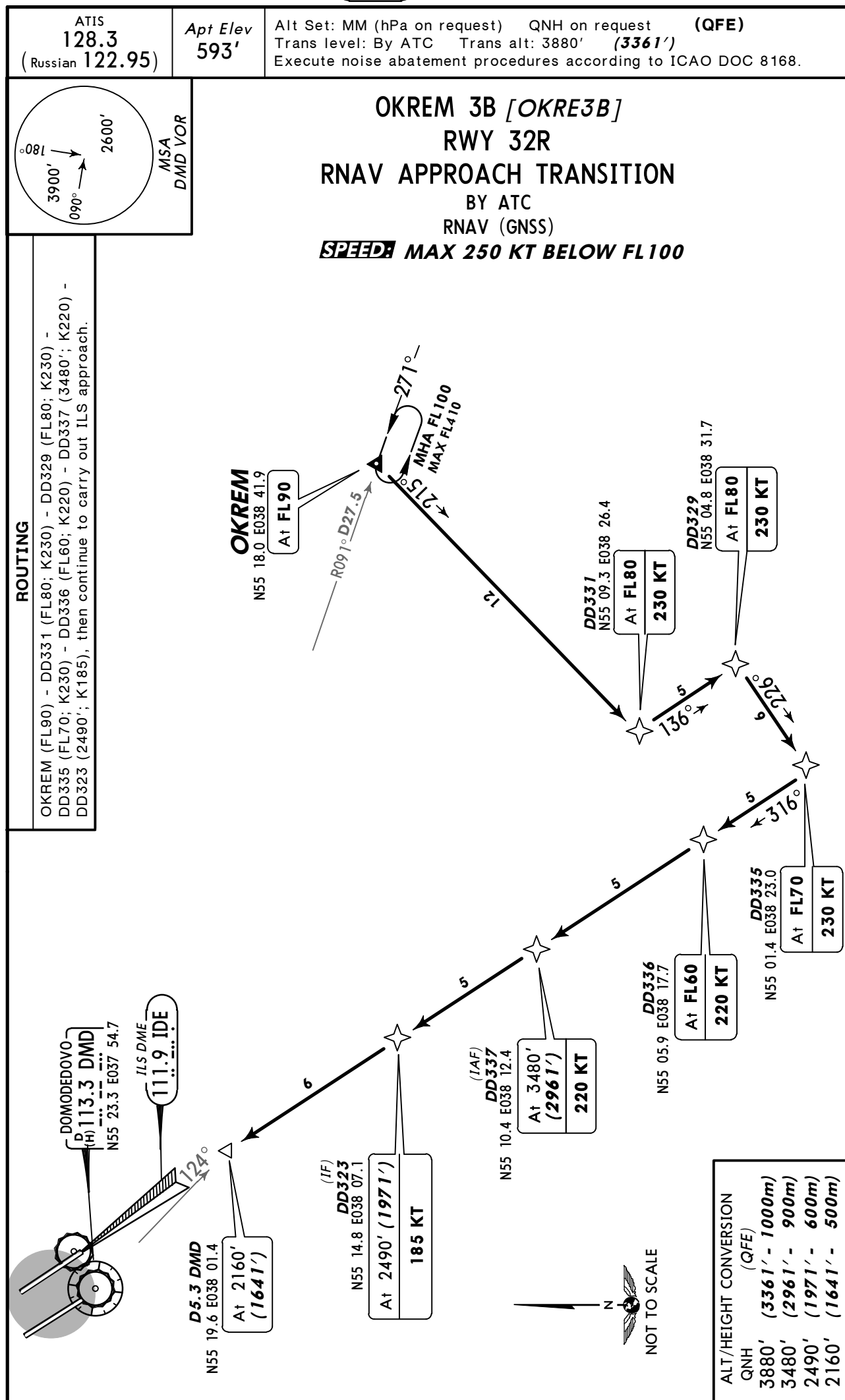
RNAV (GNSS)

BY ATC

**SPEED: MAX 250 KT BELOW FL100**



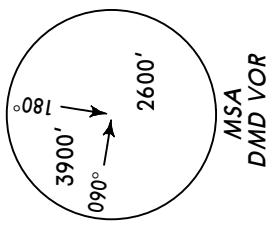




ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3349')  
Execute noise abatement procedures according to ICAO DOC 8168.



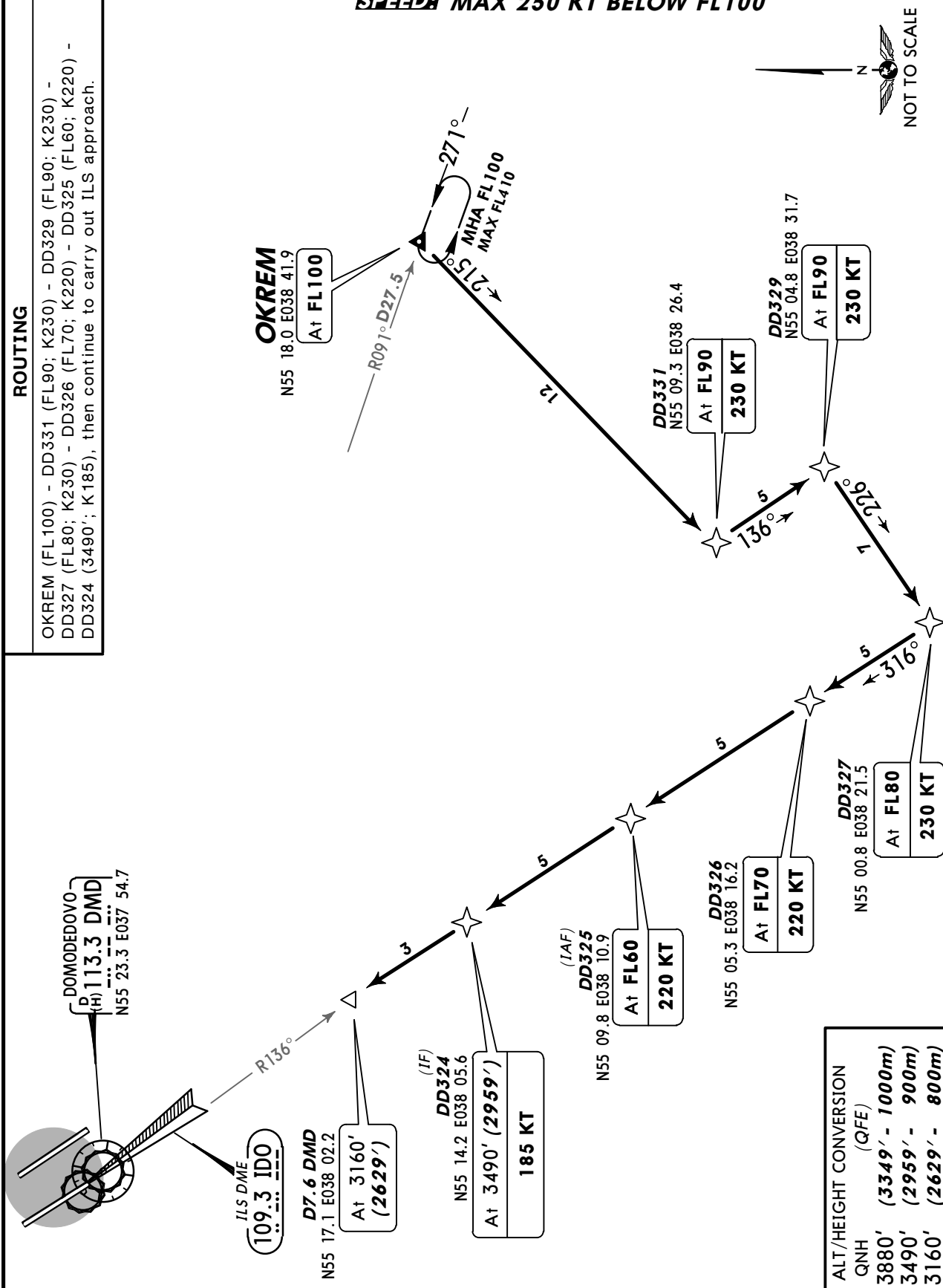
# OKREM 4B [OKRE4B] RWY 32L RNAV APPROACH TRANSITION

BY ATC  
RNAV (GNSS)

**SPEED: MAX 250 KT BELOW FL100**

## ROUTING

OKREM (FL100) - DD331 (FL90; K230) - DD329 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490'; K185), then continue to carry out ILS approach.



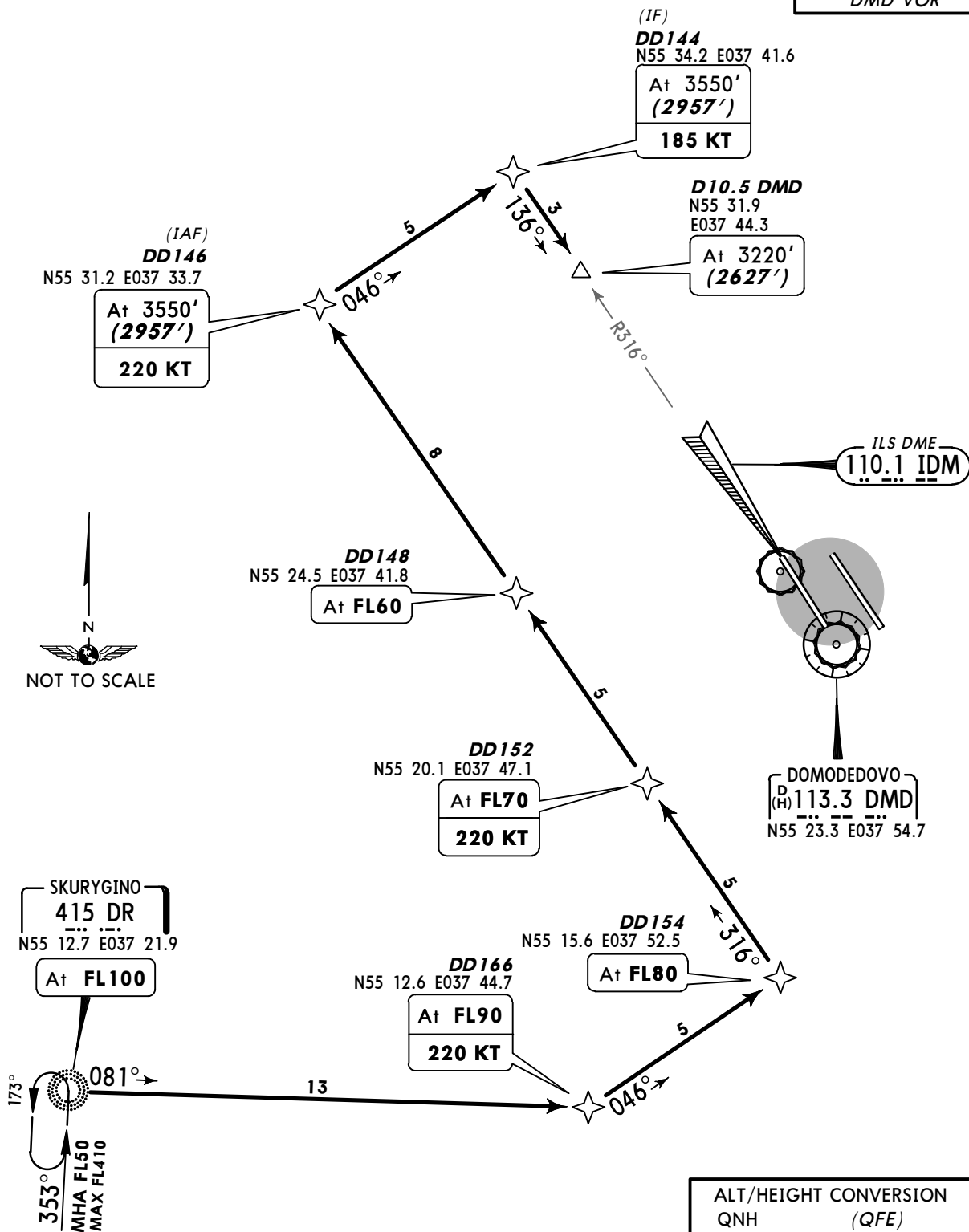
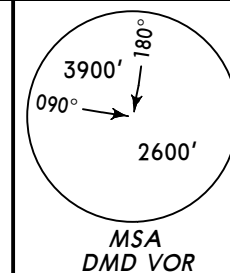
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3349' - 1000m) |
| 3490'                 | (2959' - 900m)  |
| 3160'                 | (2629' - 800m)  |

ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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

SKURYGINO 1A (DR 1A)  
RWY 14R  
RNAV APPROACH TRANSITION  
RNAV (GNSS)  
**SPEED MAX 250 KT BELOW FL100**



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3287' - 1000m) |
| 3550'                 | (2957' - 900m)  |
| 3220'                 | (2627' - 800m)  |

ROUTING

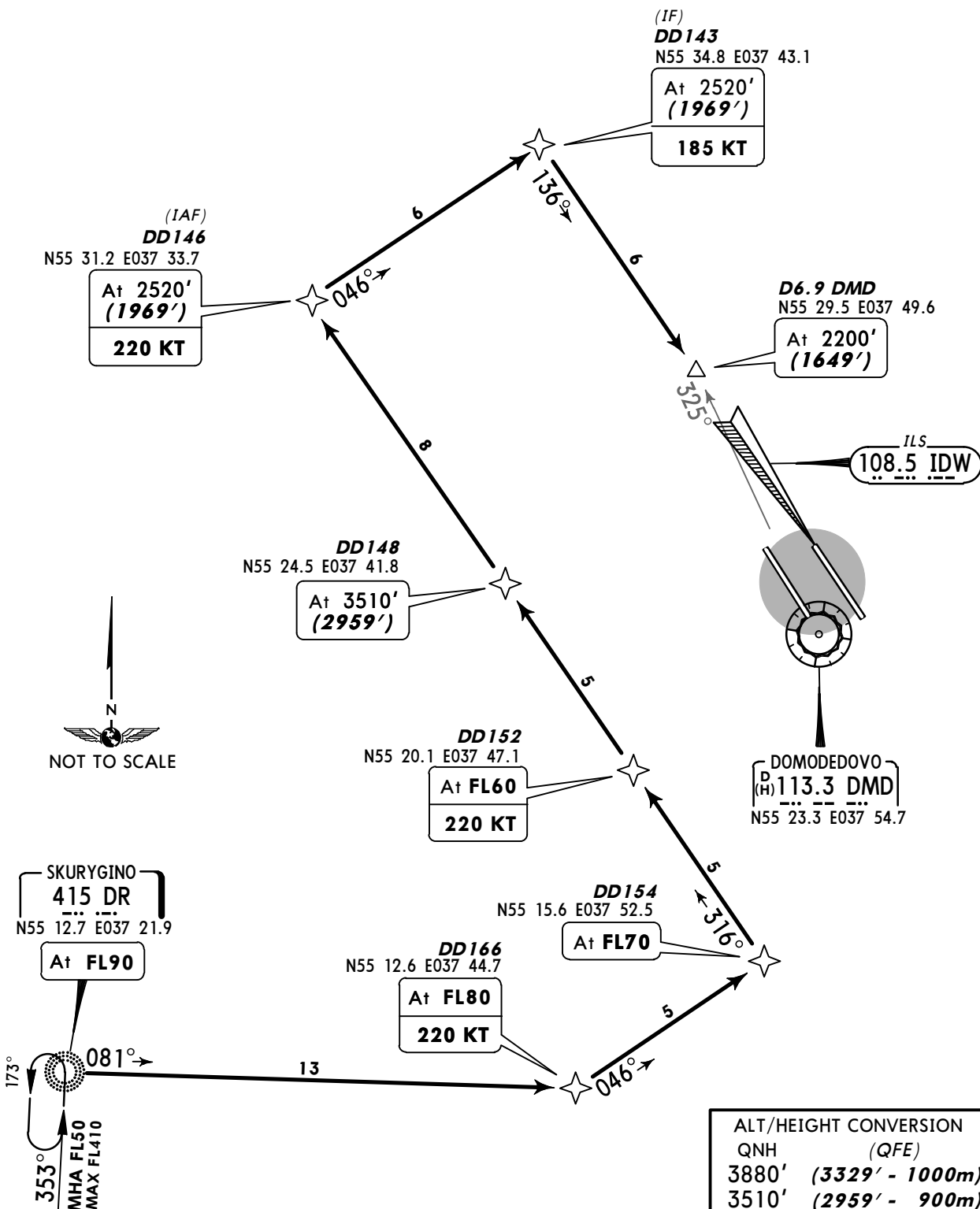
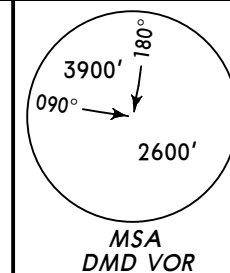
DR (FL100) - DD166 (FL90; K220) - DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550'; K220) - DD144 (3550'; K185), then continue to carry out ILS approach.

ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3329')  
Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 2A (DR 2A)  
RWY 14L  
RNAV APPROACH TRANSITION  
RNAV (GNSS)  
**SPEED: MAX 250 KT BELOW FL100**



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3329' - 1000m) |
| 3510'                 | (2959' - 900m)  |
| 2520'                 | (1969' - 600m)  |
| 2200'                 | (1649' - 500m)  |

ROUTING

DR (FL90) - DD166 (FL80; K220) - DD154 (FL70) - DD152 (FL60; K220) - DD148 (3510') - DD146 (2520'; K220) - DD143 (2520'; K185), then continue to carry out ILS approach.

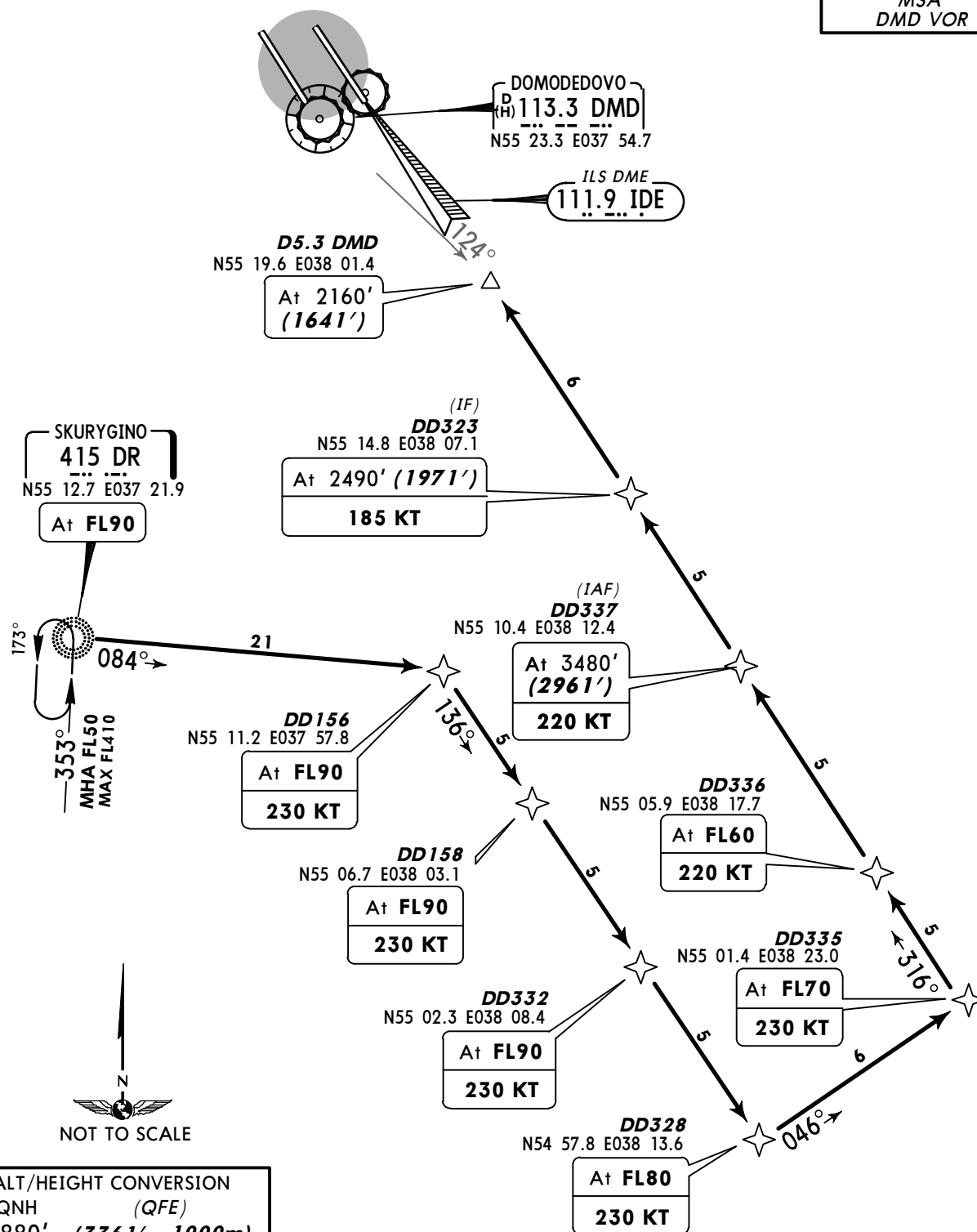
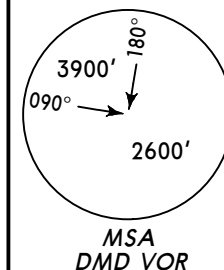
ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3361')  
Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 3B (DR 3B)  
RWY 32R RNAV APPROACH TRANSITION  
RNAV (GNSS)

**SPEED MAX 250 KT BELOW FL100**



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 3880'                 | (3361' - 1000m) |
| 3480'                 | (2961' - 900m)  |
| 2490'                 | (1971' - 600m)  |
| 2160'                 | (1641' - 500m)  |

ROUTING

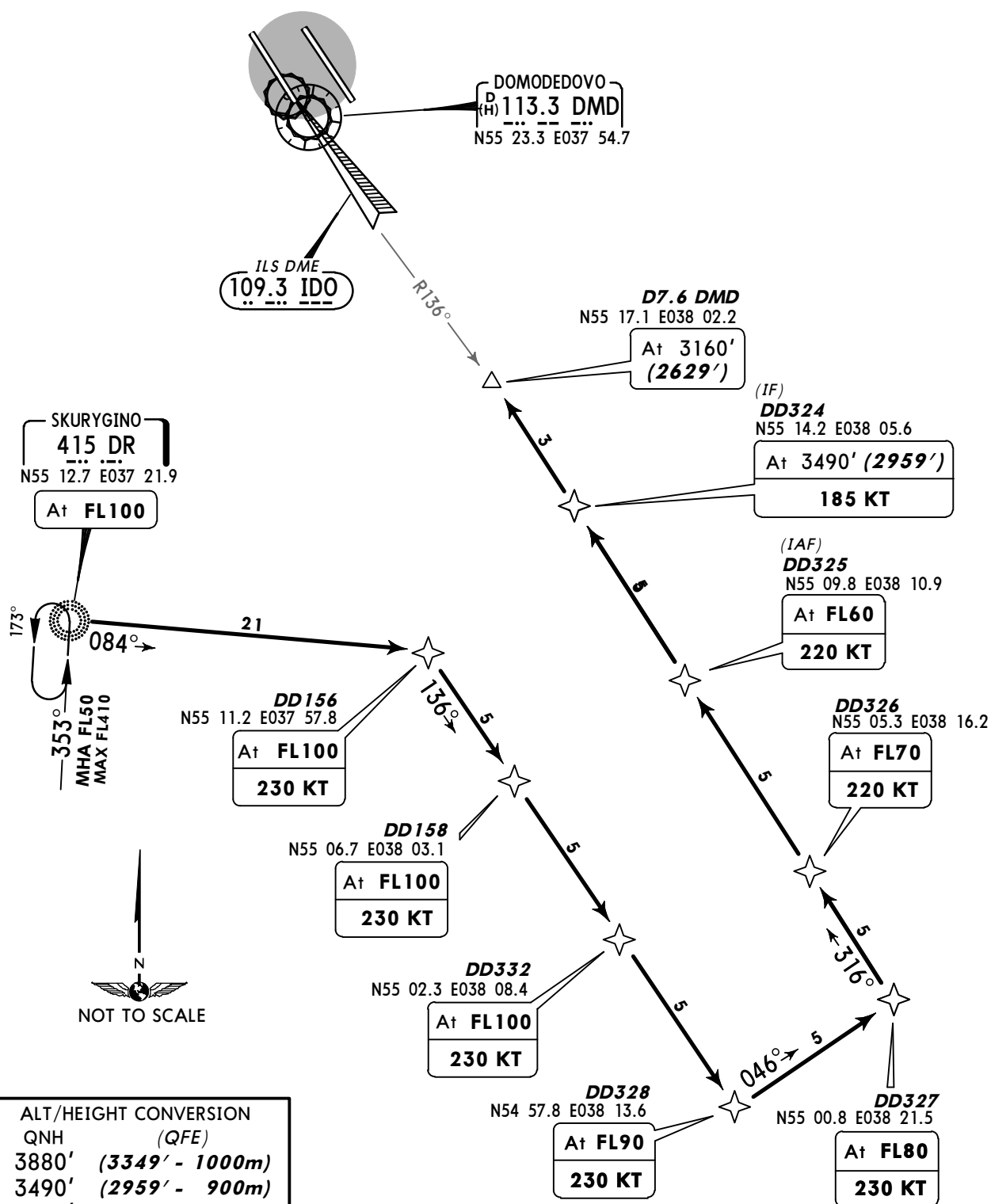
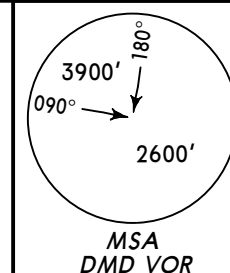
DR (FL90) - DD156 (FL90; K230) - DD158 (FL90; K230) - DD332 (FL90; K230) - DD328 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480'; K220) - DD323 (2490'; K185), then continue to carry out ILS approach.

*Apt Elev*  
**593'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: By ATC Trans alt: 3880' **(3349')**  
Execute noise abatement procedures according to ICAO DOC 8168.

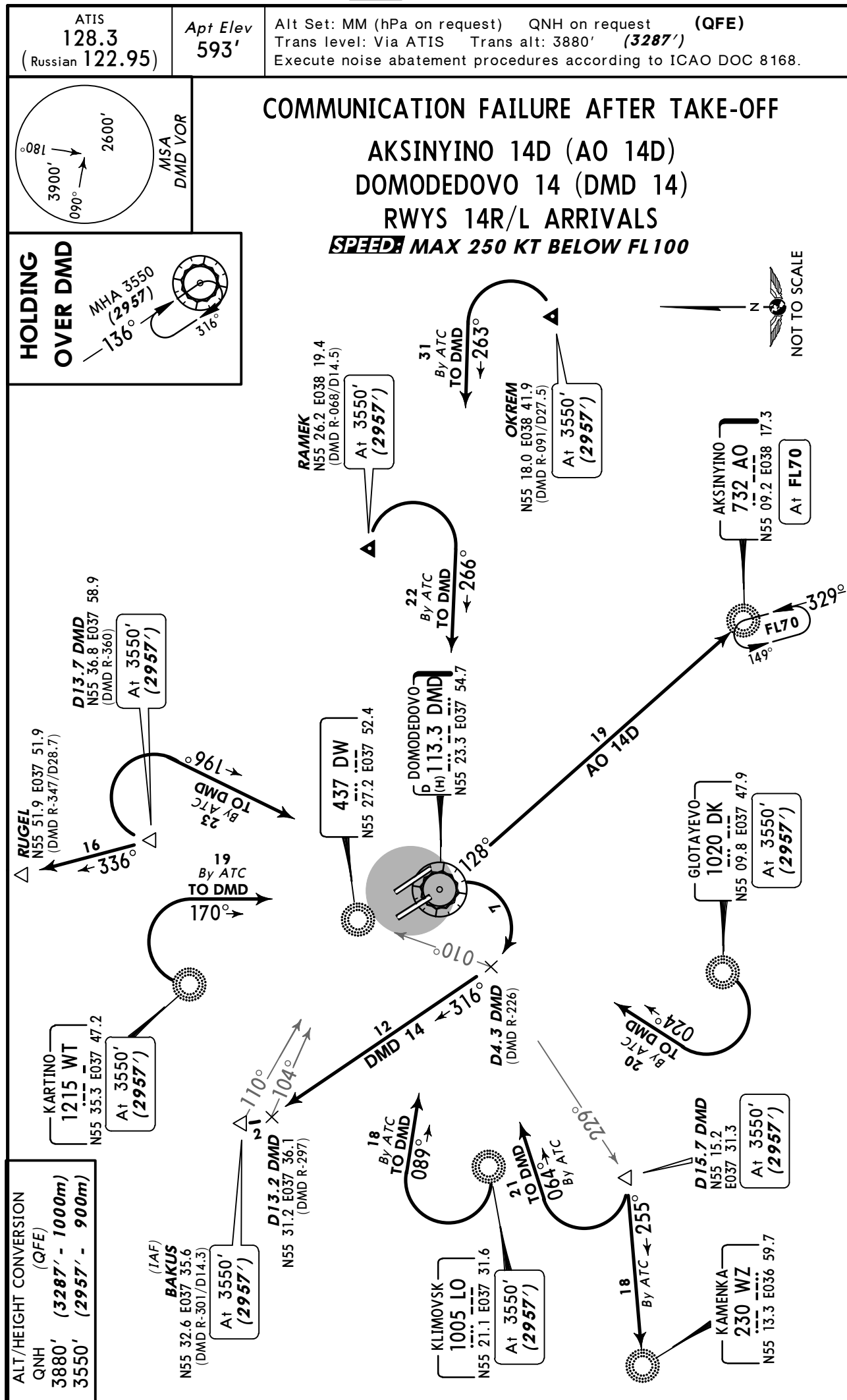
## RNAV (GNSS)

**SPEED:** MAX 250 KT BELOW FL100



## ROUTING

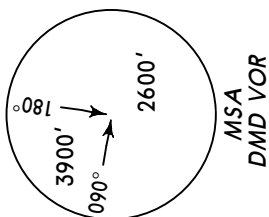
DR (FL100) - DD156 (FL100; K230) - DD158 (FL100; K230) - DD332 (FL100; K230) - DD328 (FL90; K230) - DD327 (FL80; K230) - DD326 (FL70; K220) - DD325 (FL60; K220) - DD324 (3490'; K185), then continue to carry out ILS approach.



ATIS  
128.3  
(Russian 122.95)

Apt Elev  
593'

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



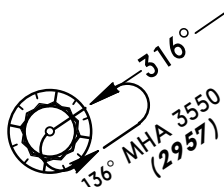
# COMMUNICATION FAILURE AFTER TAKE-OFF

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

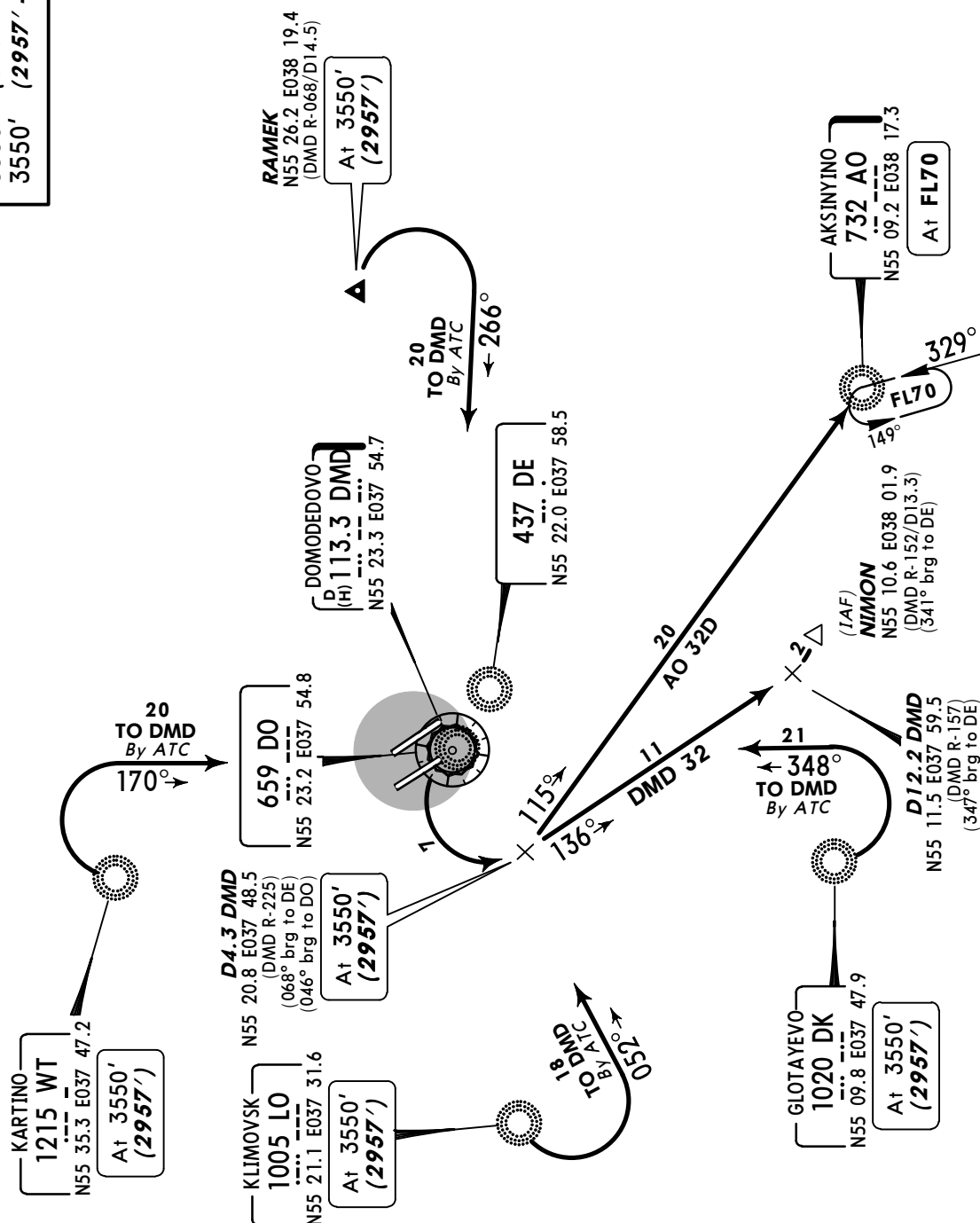
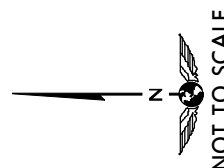
RWYS 32L/R ARRIVALS

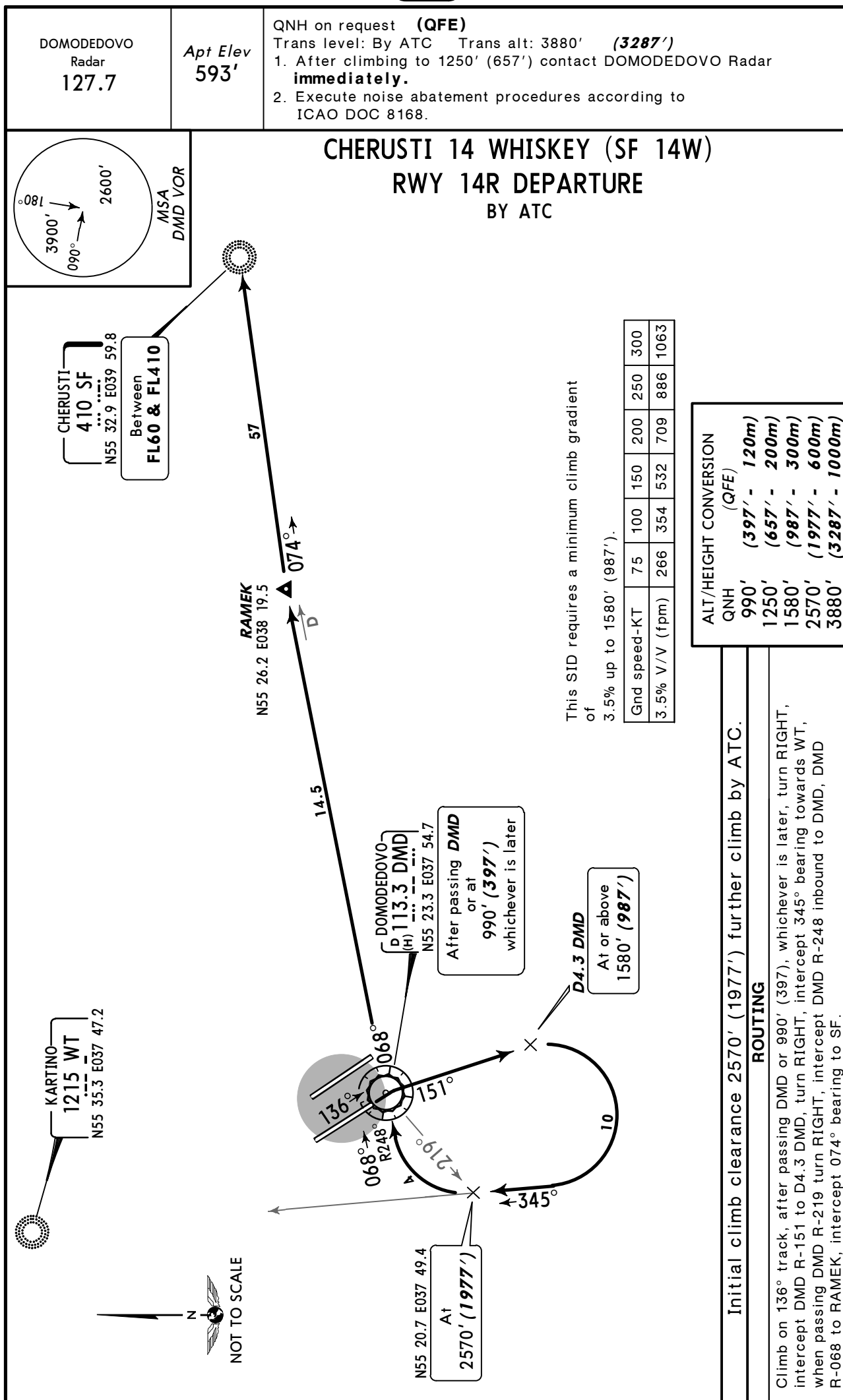
**SPEED MAX 250 KT BELOW FL100**

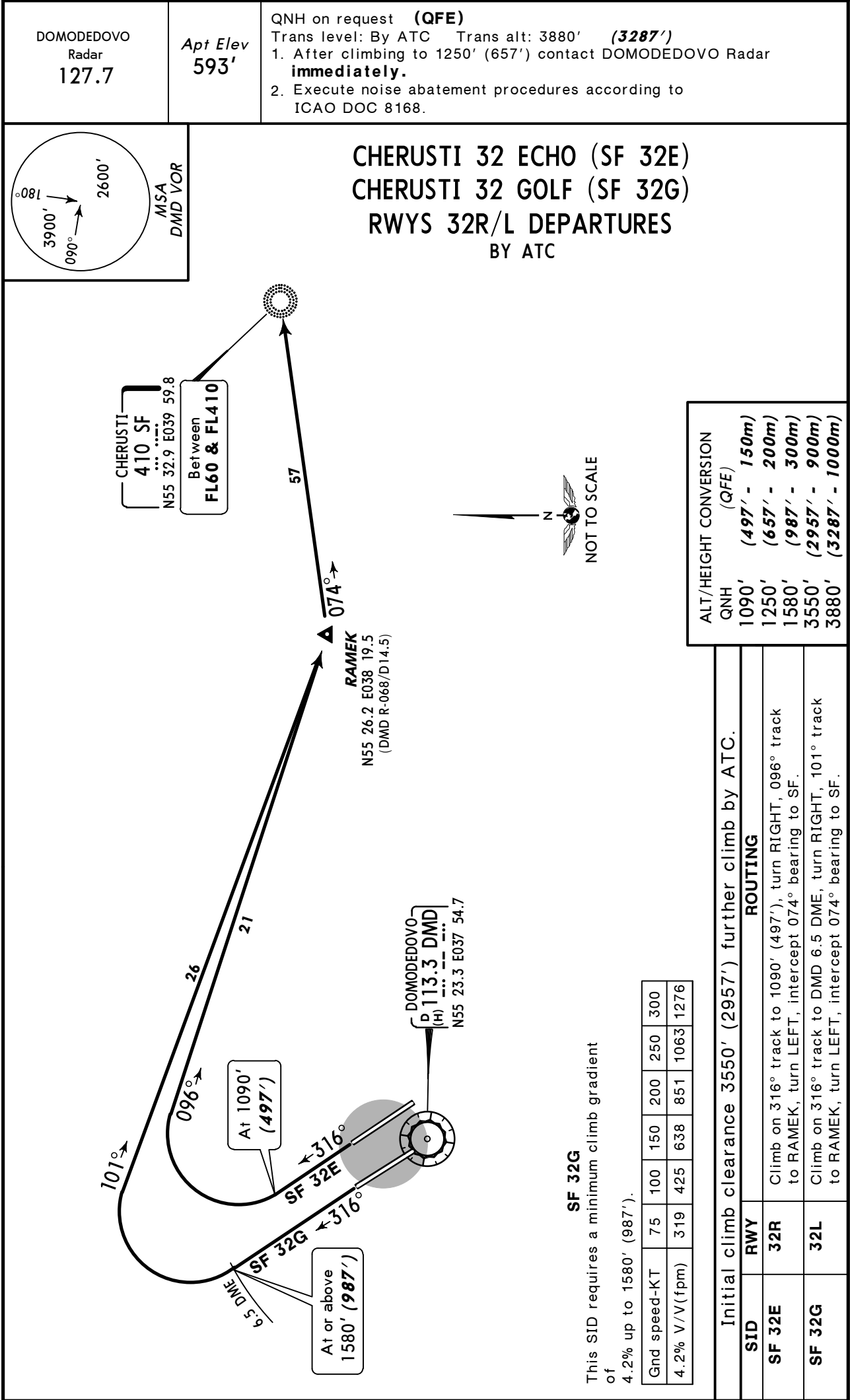
**HOLDING  
OVER DMD**



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





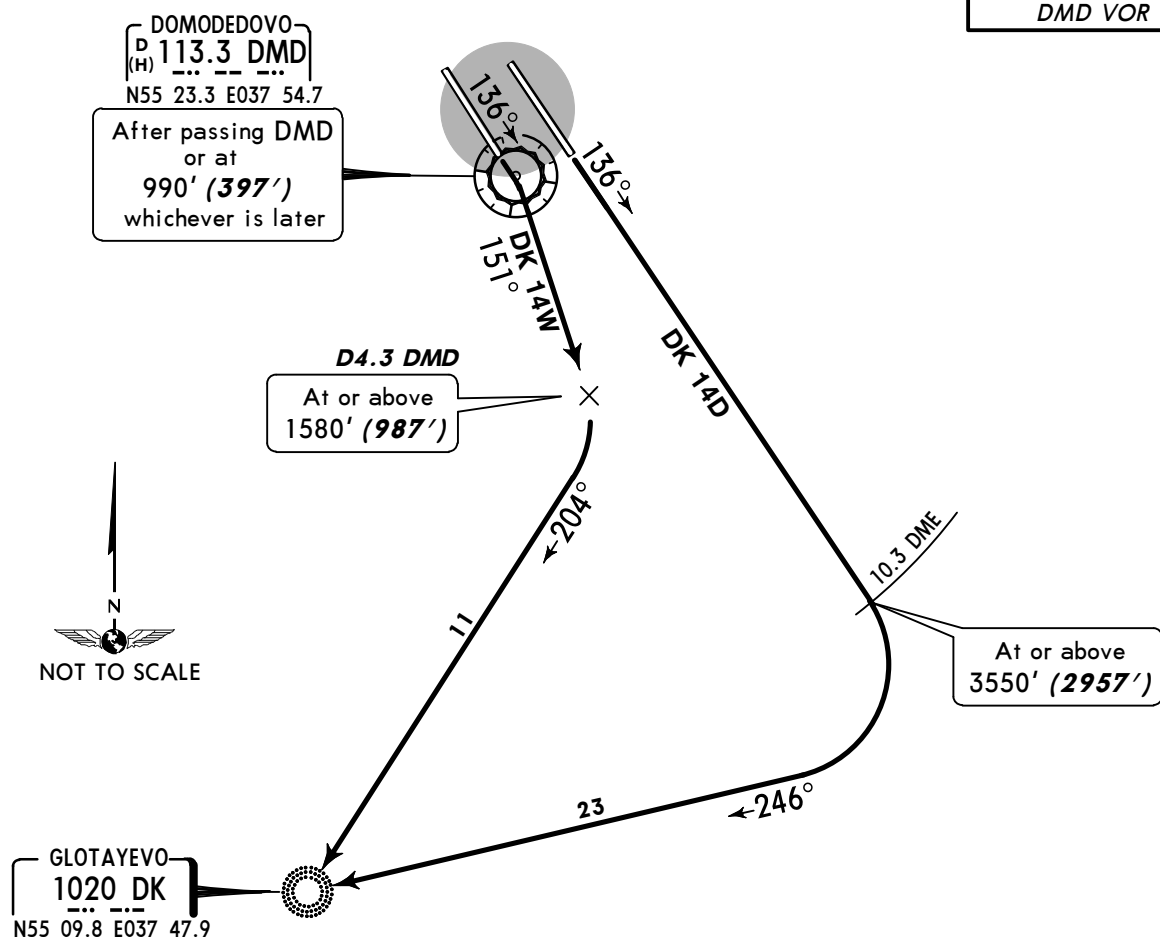
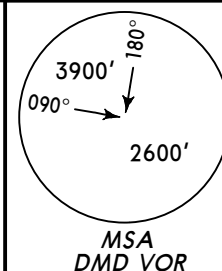


DOMODEDOVO  
Radar  
127.7

Apt Elev  
593'

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

GLOTAYEVO 14 DELTA (DK 14D)  
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 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 |

| QNH   | ALT/HEIGHT CONVERSION (QFE) |
|-------|-----------------------------|
| 990'  | (397' - 120m)               |
| 1250' | (657' - 200m)               |
| 1580' | (987' - 300m)               |
| 2570' | (1977' - 600m)              |
| 3550' | (2957' - 900m)              |
| 3880' | (3287' - 1000m)             |

DK 14D: 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 DMD 10.3 DME, turn RIGHT, intercept 246° 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 204° bearing to DK. |

DOMODEDOVO  
Radar  
127.7

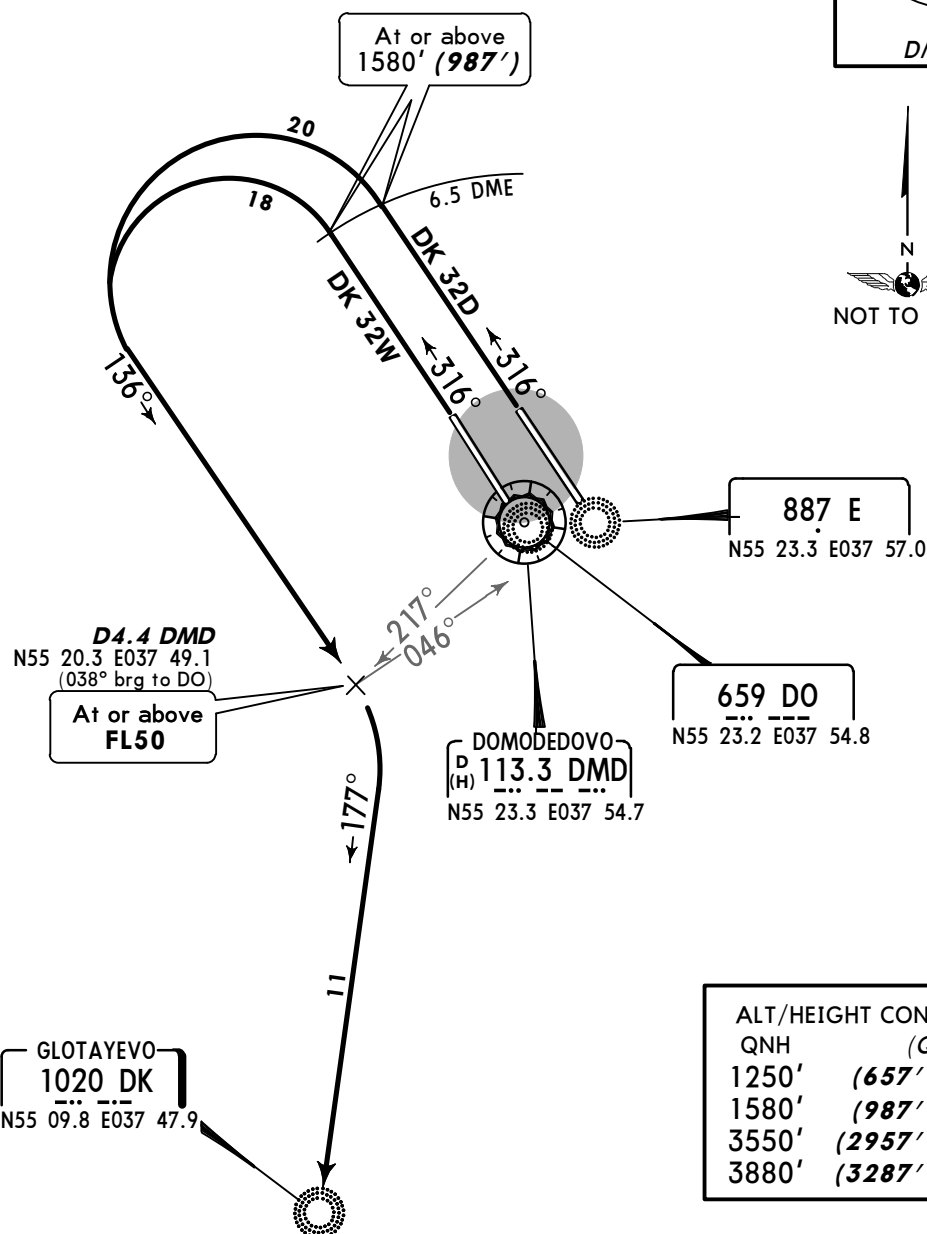
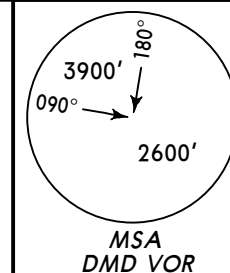
Apt Elev  
593'

QNH on request (QFE)

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

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

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



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

These SIDs require minimum climb gradients of

**DK 32D:** 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                                                      |
|---------------|------------|--------------------------------------------------------------|
| <b>DK 32D</b> | <b>32R</b> | Climb on 316° track to DMD 6.5 DME, turn LEFT, 136° track to |
| <b>DK 32W</b> | <b>32L</b> | D4.4 DMD, turn RIGHT, intercept 177° bearing to DK.          |

DOMODEDOVO  
Radar  
127.7

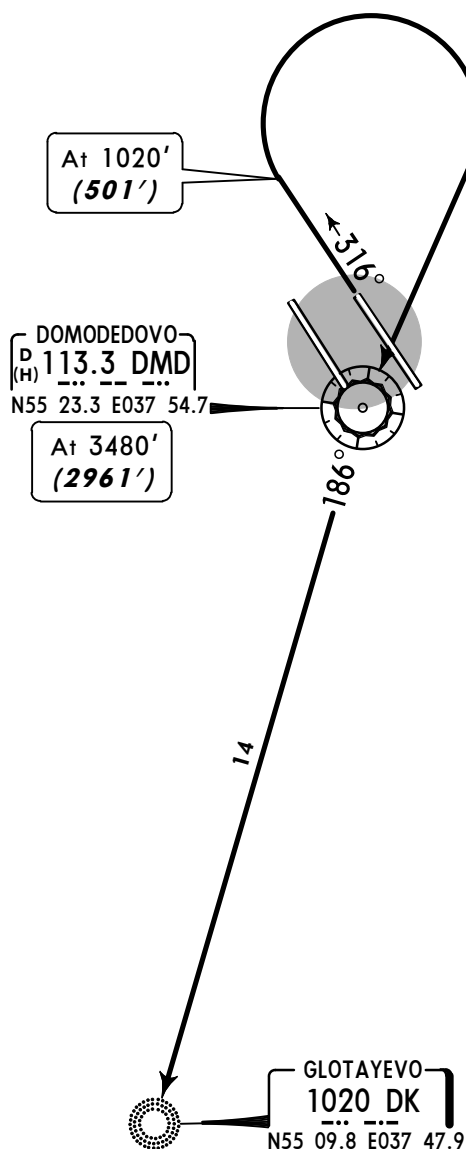
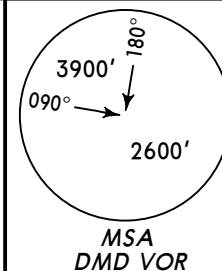
Apt Elev  
593'

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



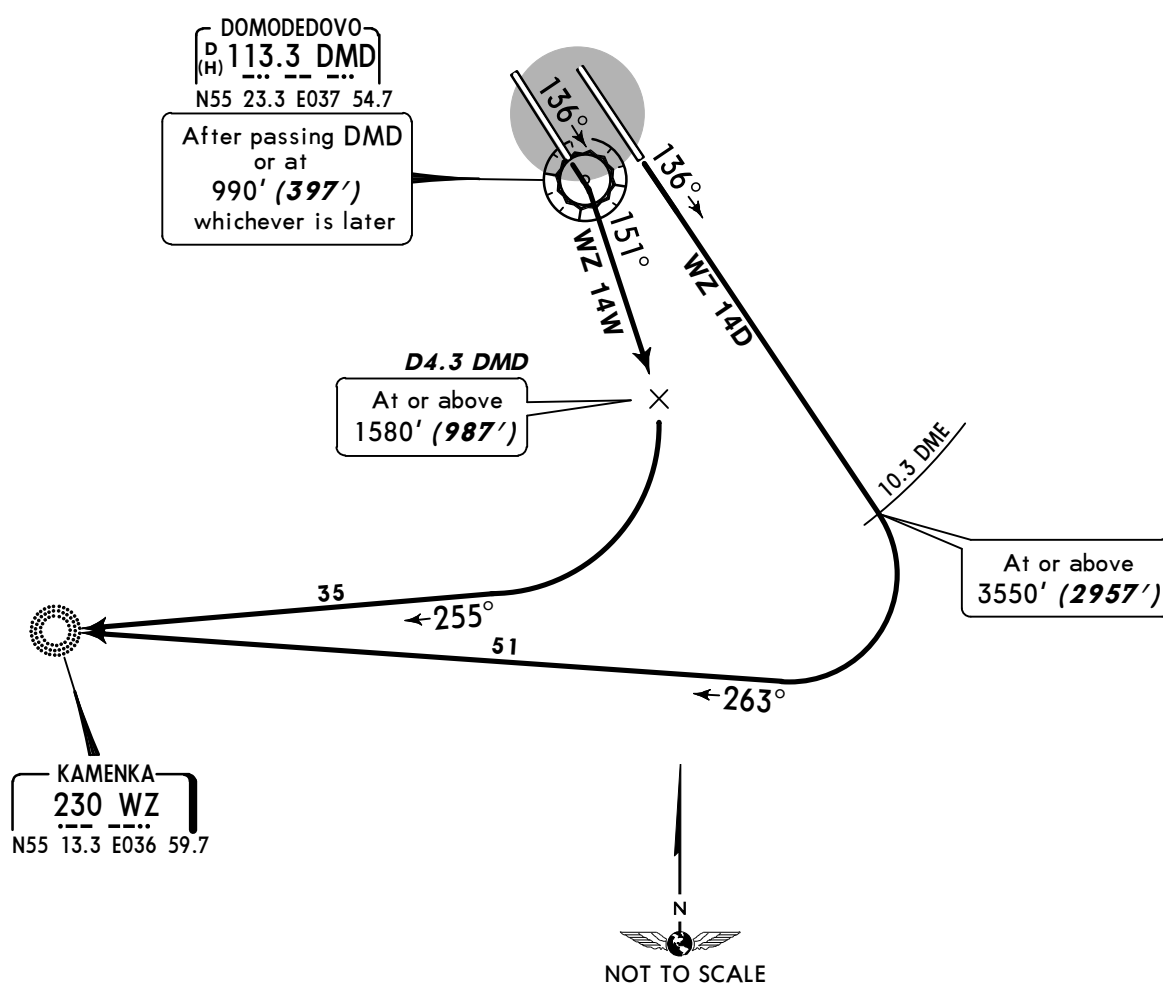
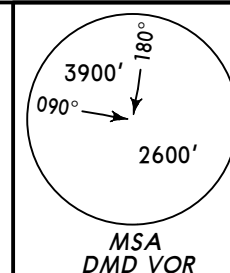
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 1020'                 | (501' - 150m)   |
| 1180'                 | (661' - 200m)   |
| 3480'                 | (2961' - 900m)  |
| 3880'                 | (3361' - 1000m)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

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.

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



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

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

| SID    | RWY | ROUTING                                                                                                                                                           |
|--------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WZ 14D | 14L | Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 263° 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. |

DOMODEDOVO  
Radar  
127.7

Apt Elev  
593'

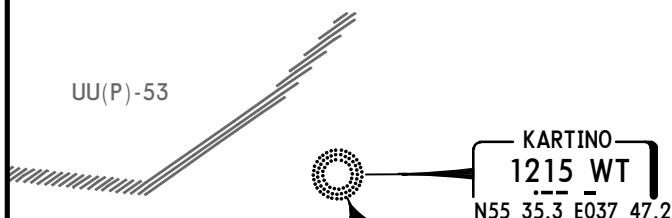
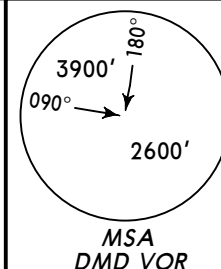
QNH on request (QFE)

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.

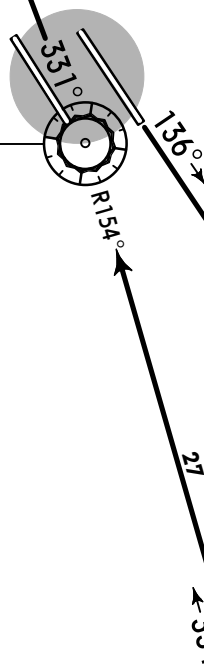
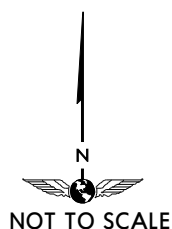
# KARTINO 14 DELTA (WT 14D) RWY 14L DEPARTURE

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



| QNH   | (QFE)           |
|-------|-----------------|
| 1210' | (659' - 200m)   |
| 3510' | (2959' - 900m)  |
| 3880' | (3329' - 1000m) |

DOMODEDOVO  
D(H) 113.3 DMD  
N55 23.3 E037 54.7



At or above  
3510' (2959')

This SID requires a minimum climb gradient of 4.0% up to 3510' (2959').

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.0% V/V(fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

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

## ROUTING

Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept DMD R-154 inbound to DMD, turn LEFT, DMD R-331 to WT.

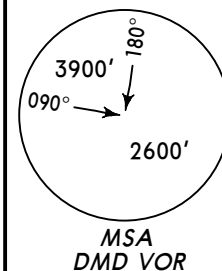
DOMODEDOVO  
Radar  
127.7

Apt Elev  
593'

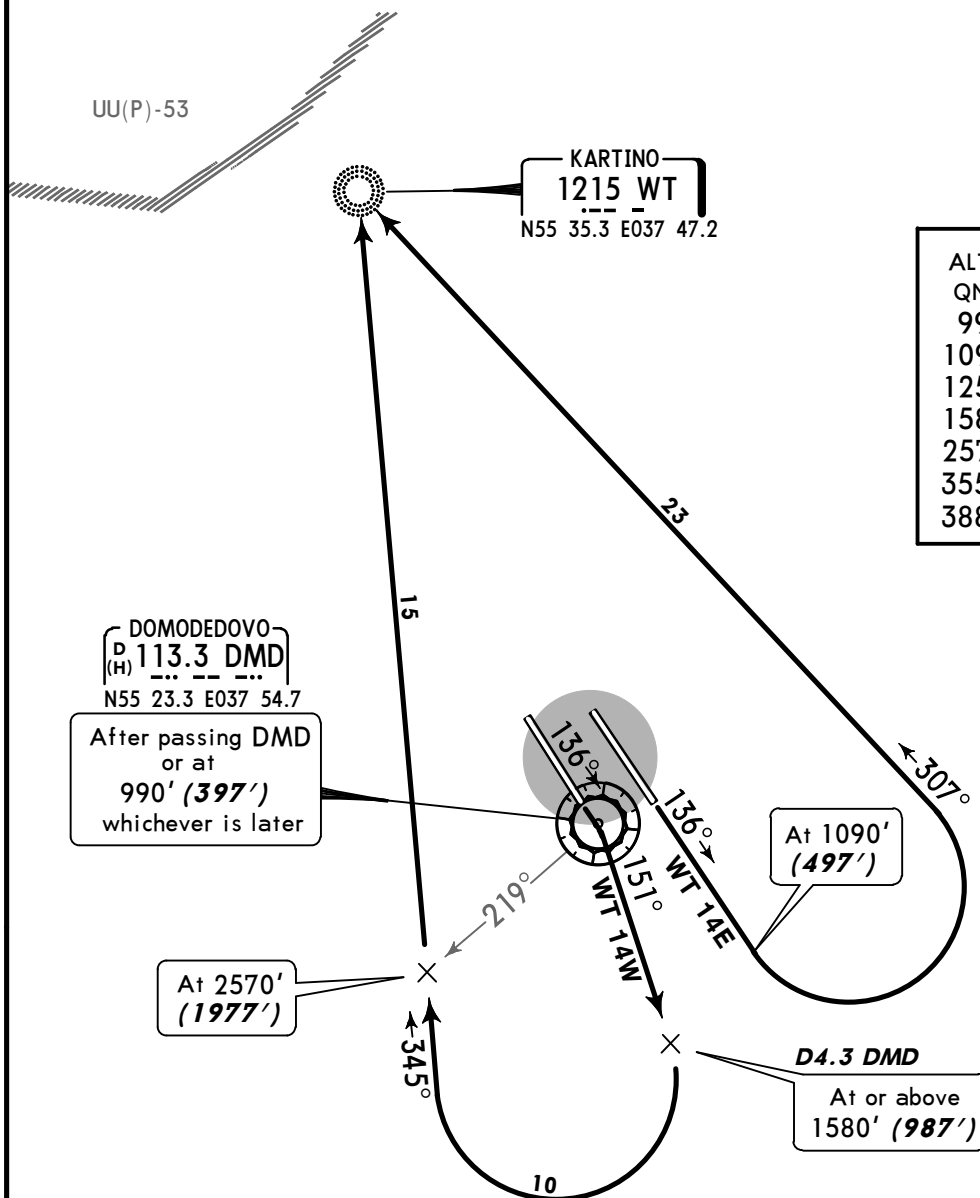
QNH on request (QFE)  
Trans level: By ATC Trans alt: 3880' (3287')  
1. After climbing to 1250' (657') contact DOMODEDOVO Radar immediately.  
2. Execute noise abatement procedures according to ICAO DOC 8168.

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

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



| 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 |

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. |

DOMODEDOVO  
Radar  
127.7

Apt Elev  
593'

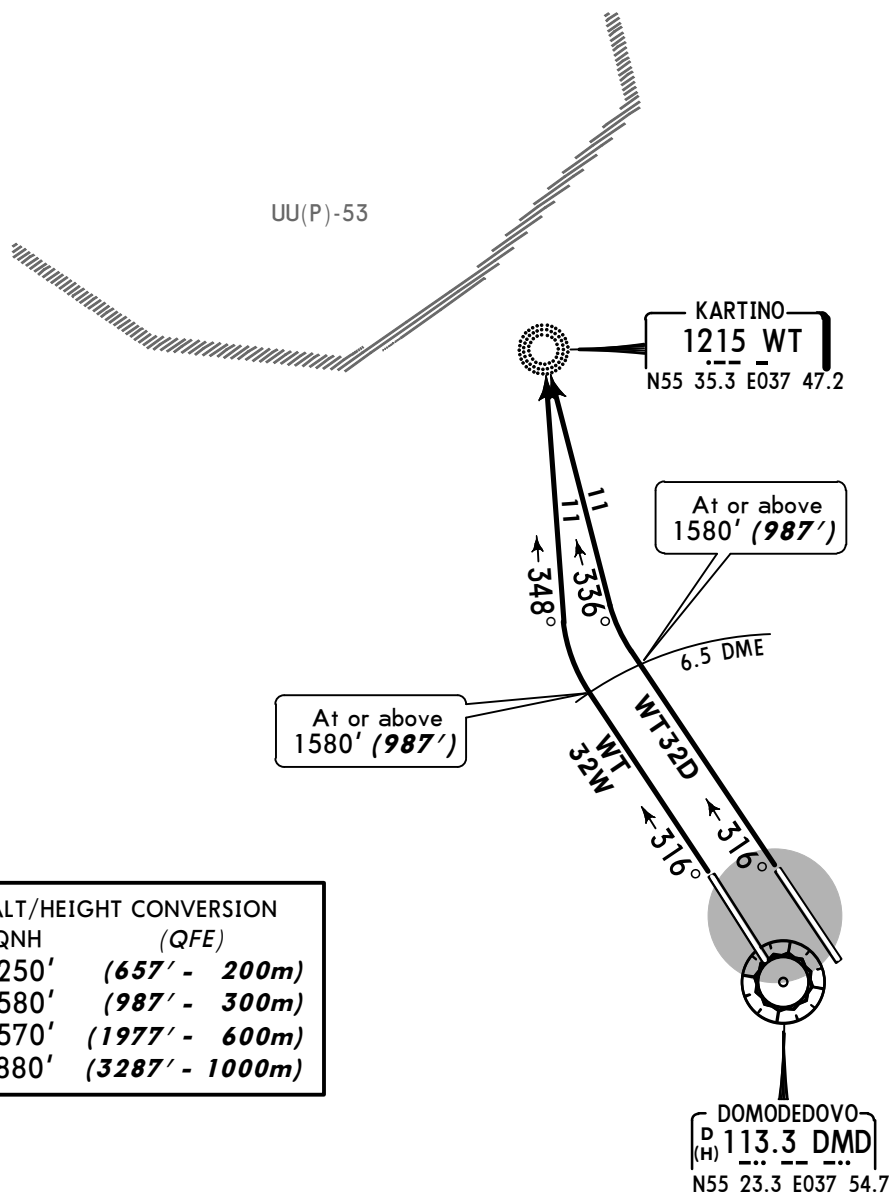
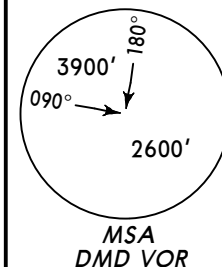
QNH on request (QFE)

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                                                                       |
|---------------|------------|-------------------------------------------------------------------------------|
| <b>WT 32D</b> | <b>32R</b> | Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 336° bearing to WT. |
| <b>WT 32W</b> | <b>32L</b> | Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 348° bearing to WT. |

DOMODEDOVO  
Radar  
127.7

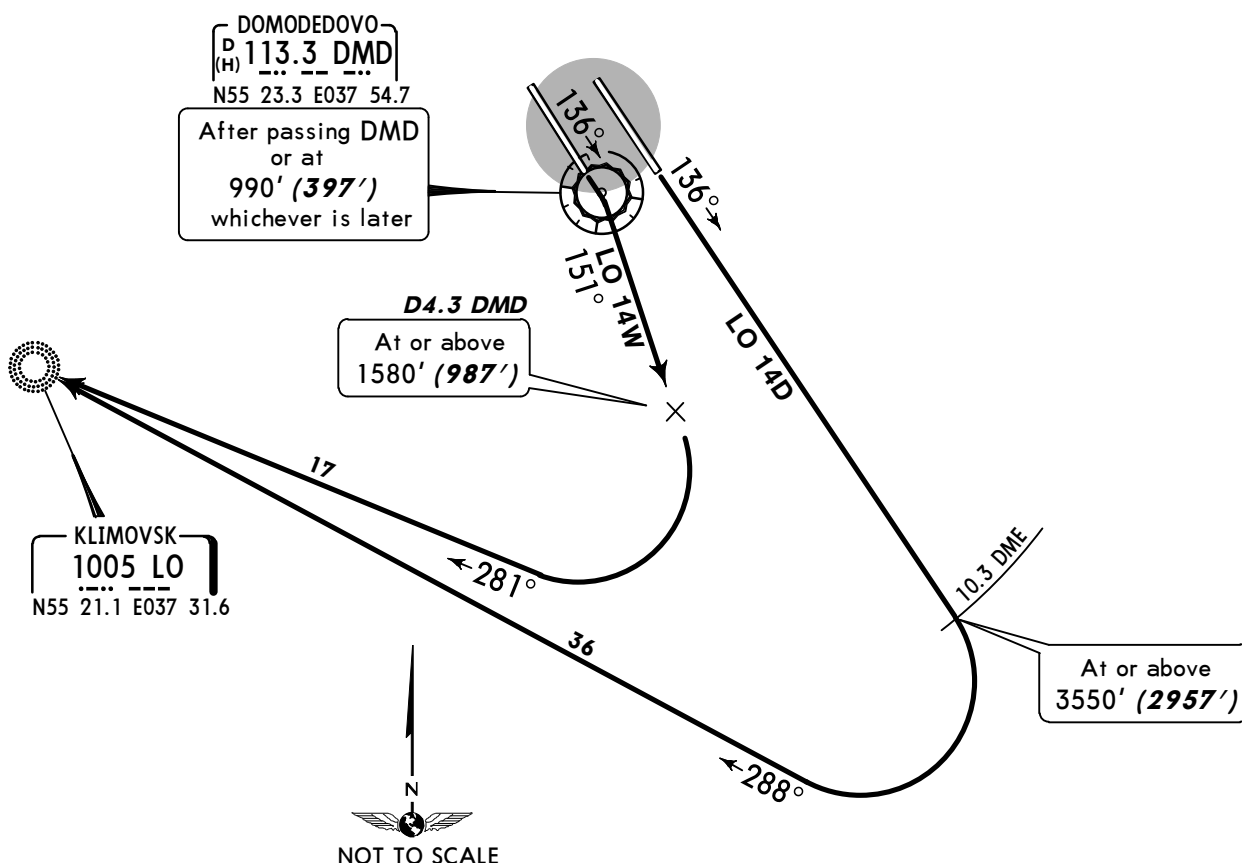
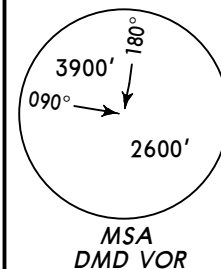
Apt Elev  
593'

QNH on request (QFE)

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

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

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



These SIDs require minimum climb gradients of

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

**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 |
| 3.5% 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)  |
| 3550' | (2957' - 900m)  |
| 3880' | (3287' - 1000m) |

**LO 14D:** Initial climb clearance 3550' (2957') further climb by ATC.

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

| SID           | RWY        | ROUTING                                                                                                                                                           |
|---------------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>LO 14D</b> | <b>14L</b> | Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 288° bearing to LO.                                                                                    |
| <b>LO 14W</b> | <b>14R</b> | Climb on 136° track, after passing DMD or 990' (397'), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 281° bearing to LO. |

DOMODEDOVO  
Radar  
127.7

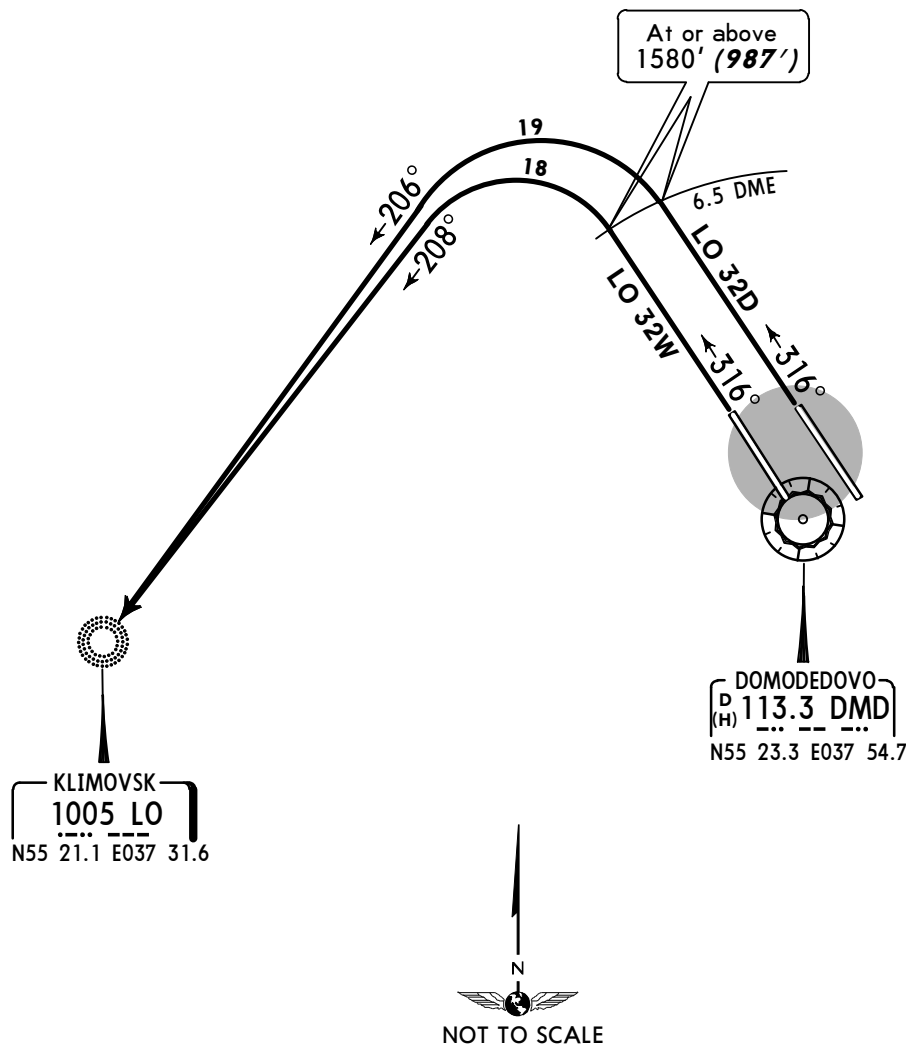
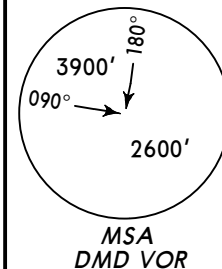
Apt Elev  
593'

QNH on request (QFE)

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

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

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



These SIDs require minimum climb gradients  
of

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

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

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

ALT/HEIGHT CONVERSION

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

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

| SID    | RWY | ROUTING                                                                      |
|--------|-----|------------------------------------------------------------------------------|
| LO 32D | 32R | Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 206° bearing to LO. |
| LO 32W | 32L | Climb on 316° track to DMD 6.5 DME, turn LEFT, intercept 208° bearing to LO. |

DOMODEDOVO  
Radar  
127.7

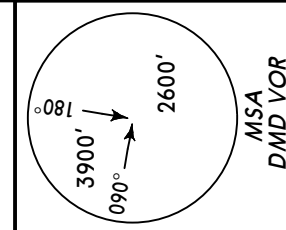
Apt Elev  
593'

QNH on request (QFE)

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

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

OKREM 14 ECHO  
(OKREM 14E) [OKR14E]  
OKREM 14 GOLF  
(OKREM 14G) [OKR14G]  
OKREM 14 WHISKEY  
(OKREM 14W) [OKR14W]  
RWYS 14L/R DEPARTURES  
BY ATC



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 |

DOMODEDOVO  
D 113.3 DMD  
(H) --- -- ...  
N55 23.3 E037 54.7

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

KARTINO  
1215 WT  
N55 35.3 E037 47.2

At  
2570' (1977')

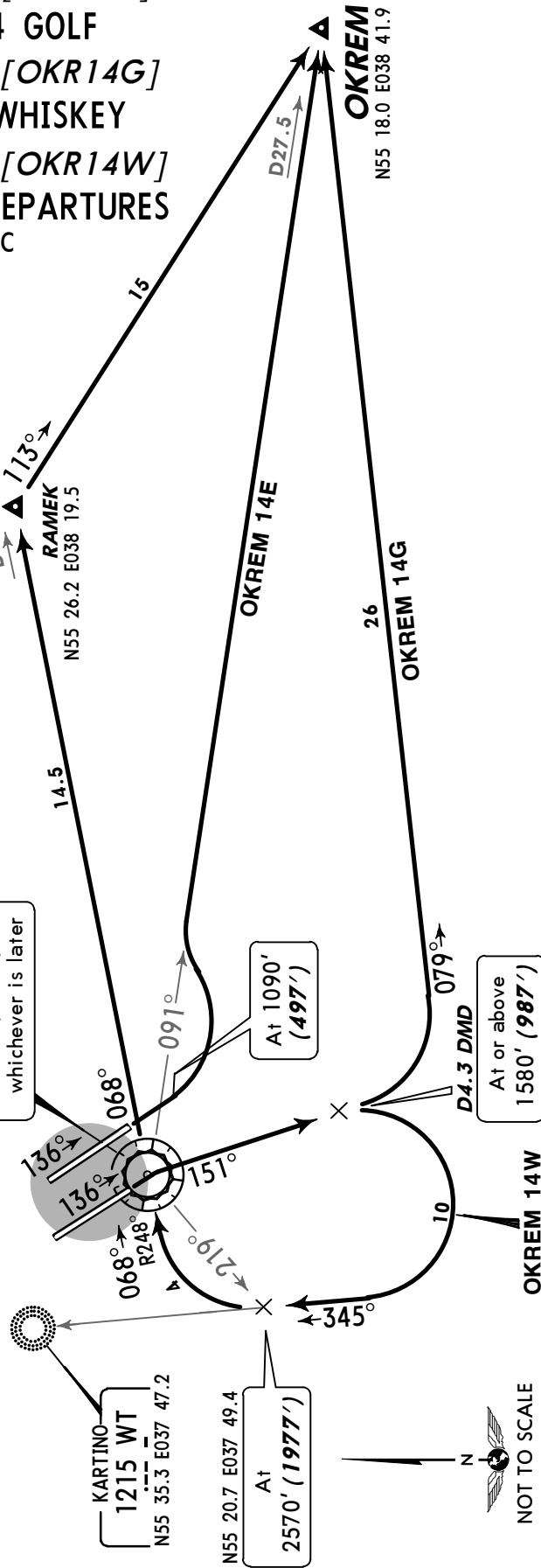
At or above  
1580' (987')

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

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

#### ROUTING

| SID       | RWY | 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: None. © JEPPESEN, 2012. ALL RIGHTS RESERVED.

DOMODEDOVO  
Radar  
127.7

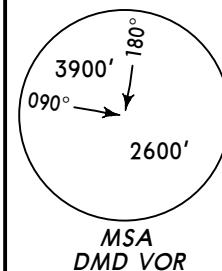
Apt Elev  
593'

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.

RUGEL 14 ECHO (RUGEL 14E) [RUG14E]  
RWY 14L DEPARTURE  
BY ATC



**RUGEL**

N55 51.9 E037 51.9



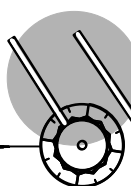
D28.7

347°

ALT/HEIGHT CONVERSION

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

DOMODEDOVO  
D 113.3 DMD  
(H) ... ..  
N55 23.3 E037 54.7



136°

At 1050'  
(499')

35

336°



NOT TO SCALE

This SID requires a minimum climb gradient  
of  
4.0% up to 3510' (2959').

| Gnd speed-KT  | 75  | 100 | 150 | 200 | 250  | 300  |
|---------------|-----|-----|-----|-----|------|------|
| 4.0% V/V(fpm) | 304 | 405 | 608 | 810 | 1013 | 1215 |

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

**ROUTING**

Climb on 136° track to 1050' (499'), turn LEFT, 336° track to RUGEL.

DOMODEDOVO Radar  
127.7

Apt Elev  
593'

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

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

NERL  
900 NE  
N57 02.3 E037 59.7

CHERUSTI 1D (SF 1D)

NERL 1D (NE 1D)

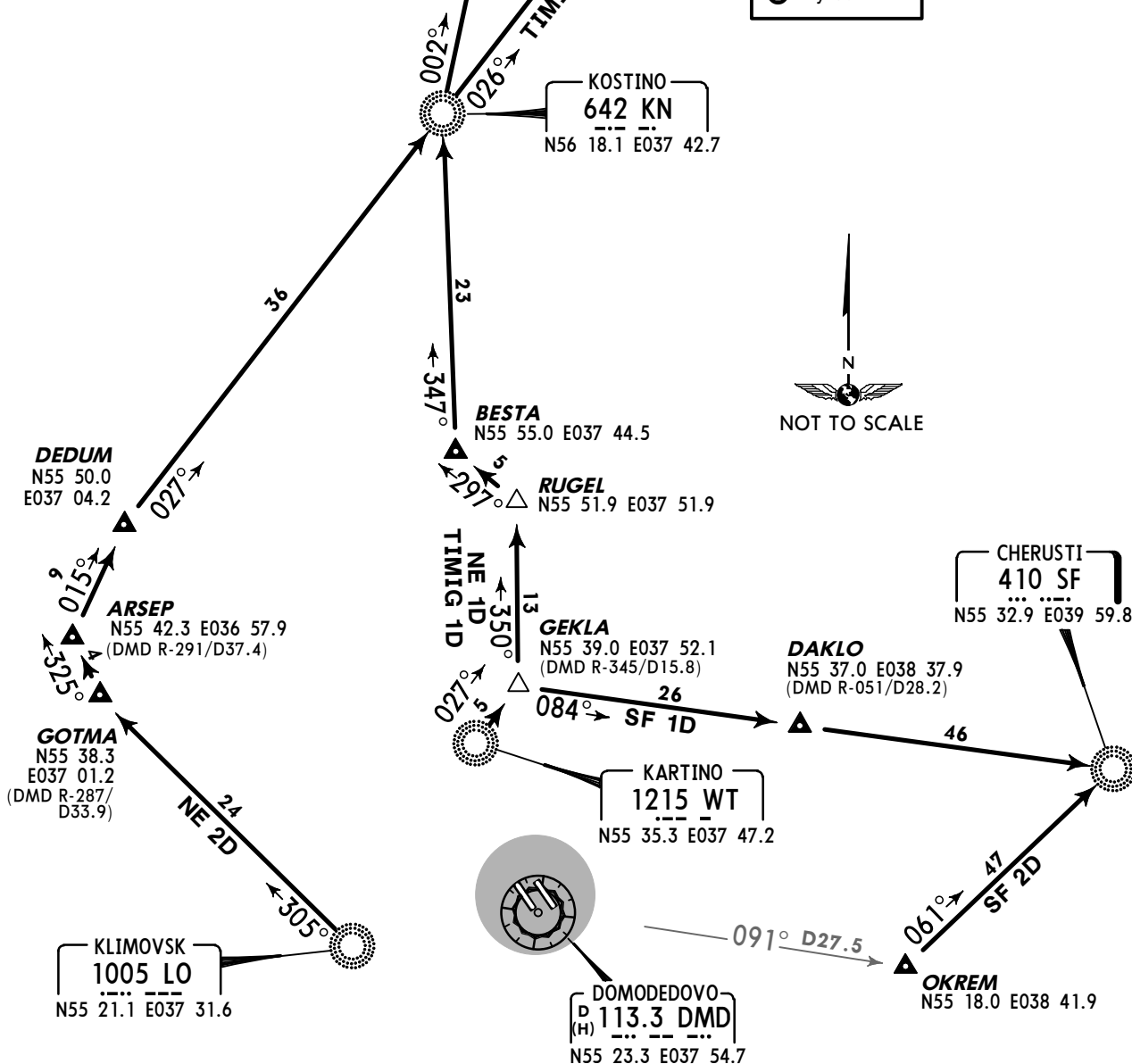
TIMIG 1D [TIM1D] ①  
FROM WT

CHERUSTI 2D (SF 2D) ①  
FROM OKREM

NERL 2D (NE 2D) ①  
FROM LO

TRANSITIONS

① By ATC.



TRANSITION

ROUTING

NE 1D

From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.

NE 2D ①

From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.

SF 1D

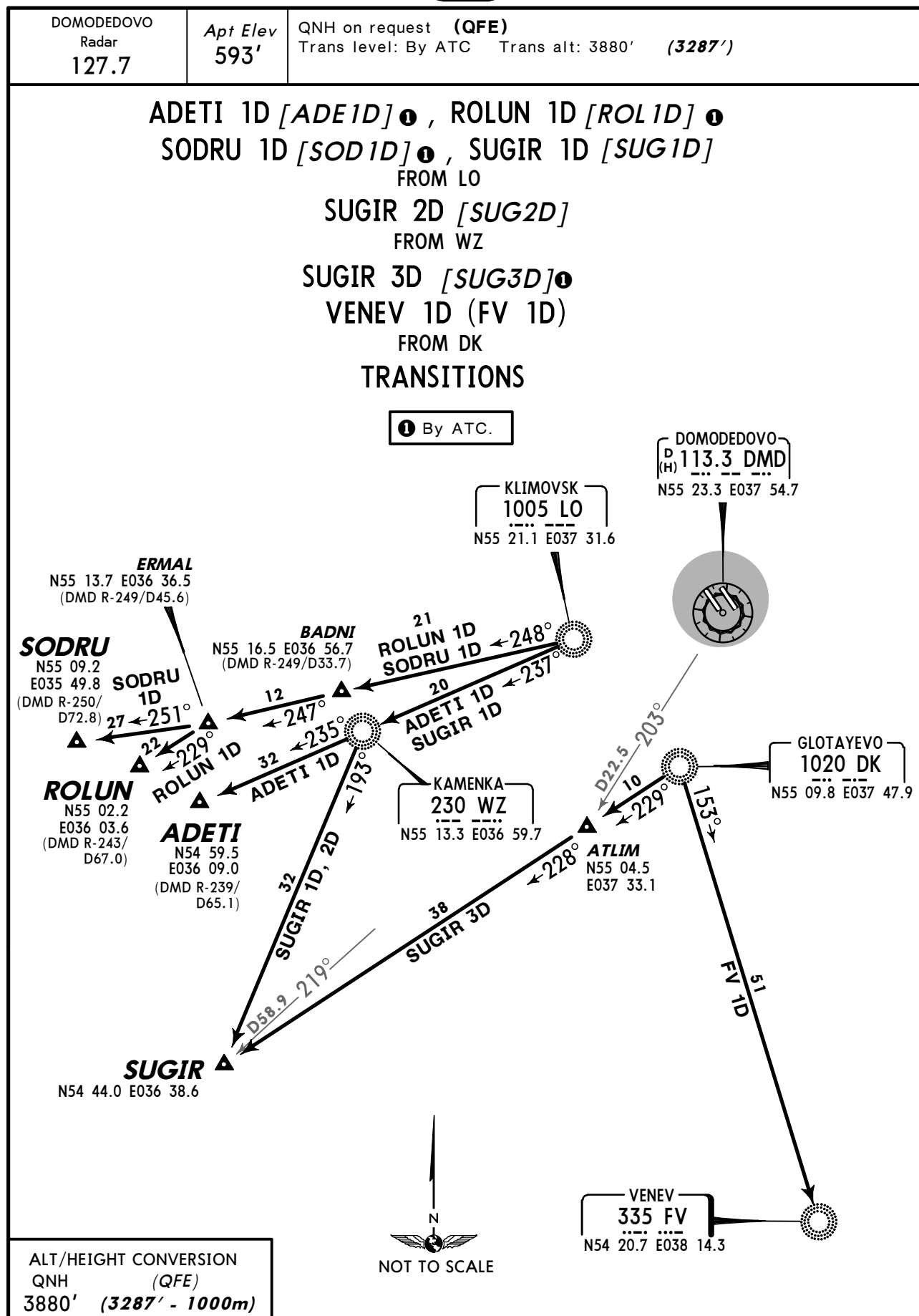
From WT to GEKLA, then to DAKLO, then to SF.

SF 2D ①

From OKREM to SF.

TIMIG 1D ①

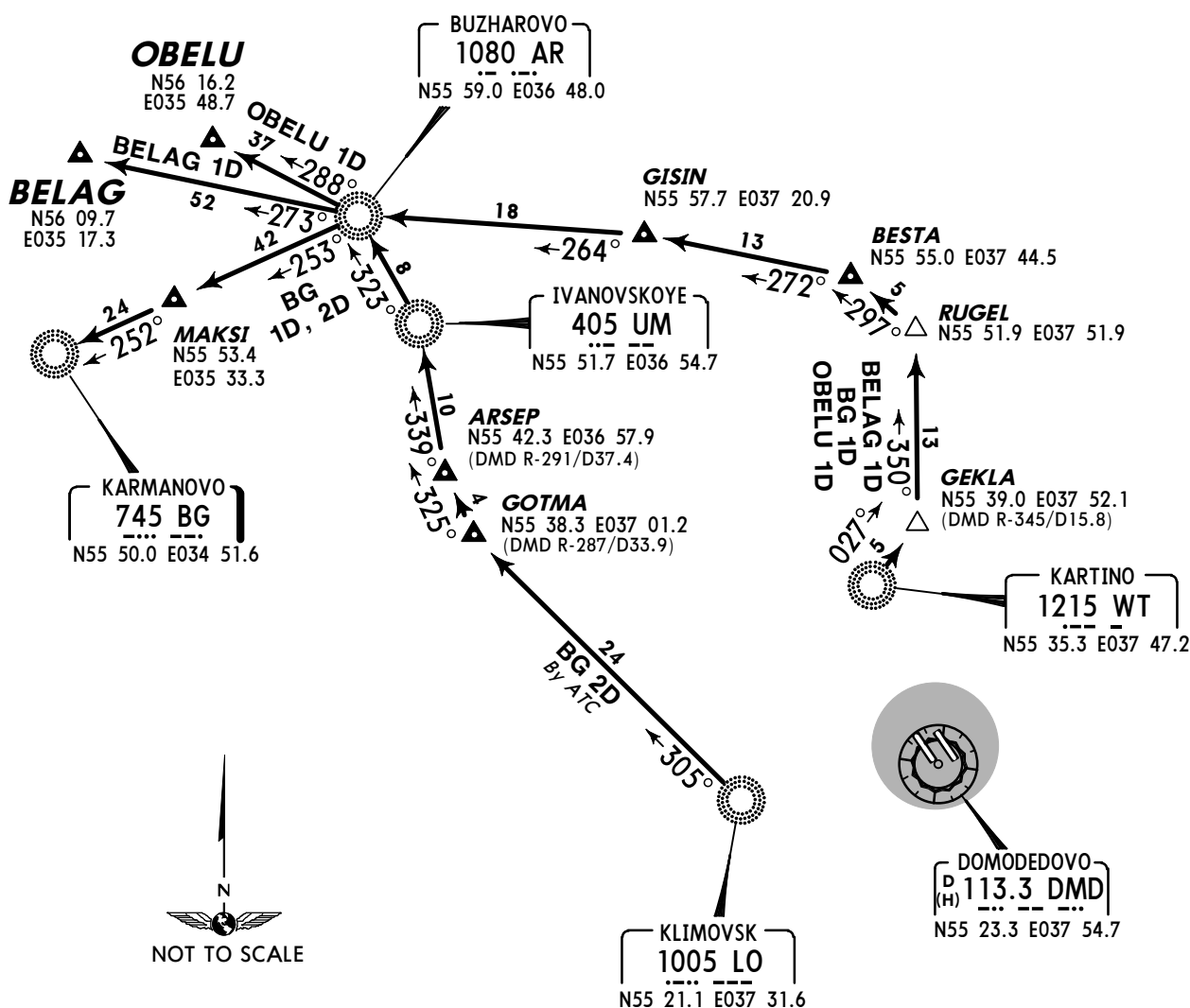
From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to TIMIG.



| TRANSITION        | ROUTING                                         |
|-------------------|-------------------------------------------------|
| <b>ADETI 1D ①</b> | From LO to WZ, then to ADETI.                   |
| <b>FV 1D</b>      | From DK to FV.                                  |
| <b>ROLUN 1D ①</b> | From LO to BADNI, then to ERMAL, then to ROLUN. |
| <b>SODRU 1D ①</b> | From LO to BADNI, then to ERMAL, then to SODRU. |
| <b>SUGIR 1D</b>   | From LO to WZ, then to SUGIR.                   |
| <b>SUGIR 2D</b>   | From WZ to SUGIR.                               |
| <b>SUGIR 3D ①</b> | From DK to ATLIM, then to SUGIR.                |

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

BELAG 1D [BEL1D]  
KARMANOVO 1D (BG 1D)  
OBELU 1D [OBE1D]  
FROM WT  
KARMANOVO 2D (BG 2D)  
FROM LO  
TRANSITIONS



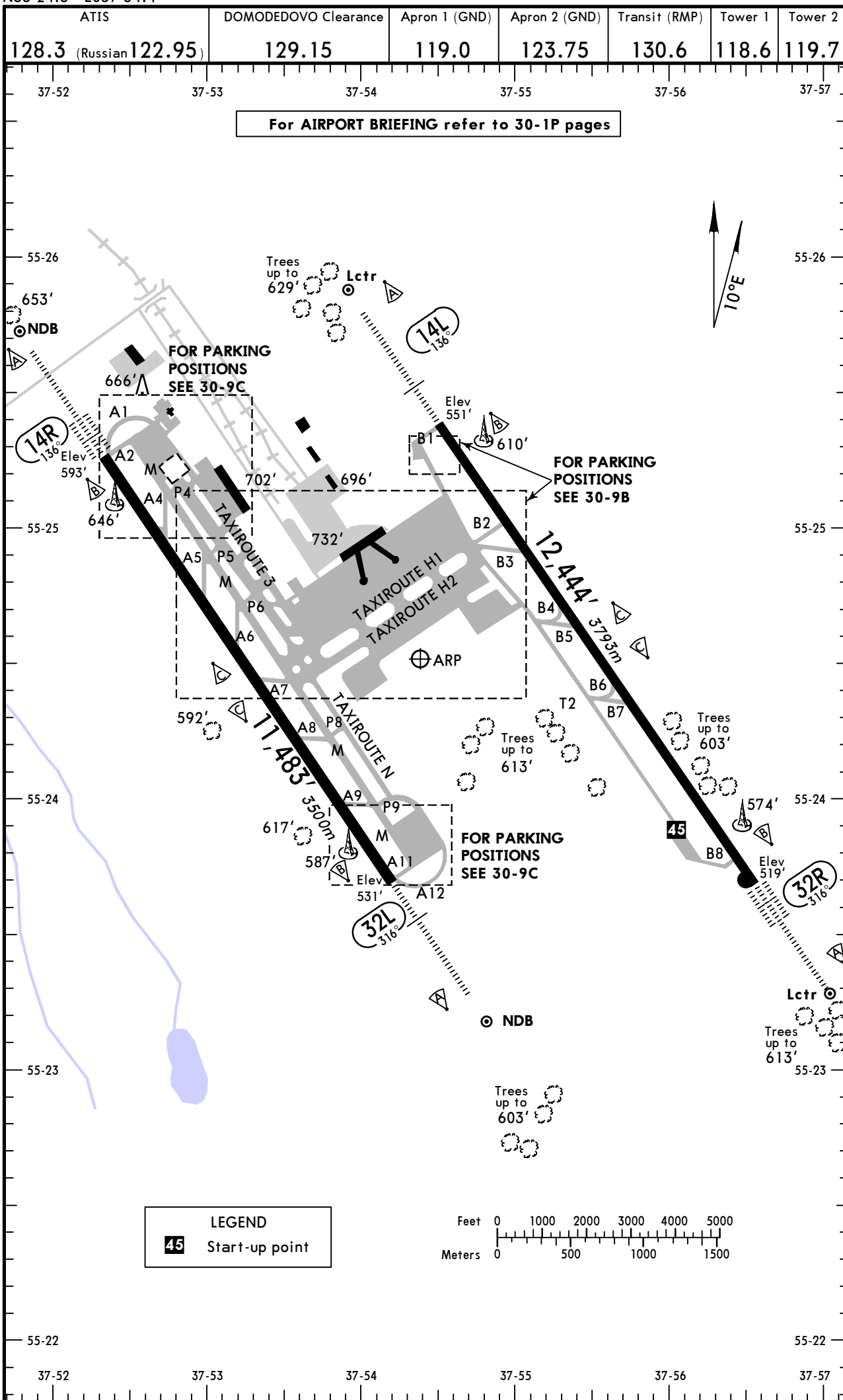
ALT/HEIGHT CONVERSION  
QNH (QFE)  
3880' (3287' - 1000m)

| TRANSITION      | ROUTING                                                                                               |
|-----------------|-------------------------------------------------------------------------------------------------------|
| BELAG 1D        | From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to BELAG.             |
| BG 1D           | From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to MAKSI, then to BG. |
| BG 2D<br>By ATC | From LO to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.                   |
| OBELU 1D        | From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to OBELU.             |

UDD/DME  
Apt Elev 593'  
N55 24.5 E037 54.4

JEPPESEN  
23 MAR 12 30-9 Eff 5 Apr

MOSCOW, RUSSIA  
DOMODEDOVO



## ADDITIONAL RUNWAY INFORMATION

| ADDITIONAL RUNWAY INFORMATION |                                                |  |  |  |  | USABLE LENGTHS |               | TAKE-OFF | WIDTH       |
|-------------------------------|------------------------------------------------|--|--|--|--|----------------|---------------|----------|-------------|
| RWY                           |                                                |  |  |  |  | LANDING BEYOND |               |          |             |
|                               |                                                |  |  |  |  | Threshold      | Glide Slope   |          |             |
| 14L                           | HIRL (60m) CL (15m) HIALS PAPI- L ❶ RVR        |  |  |  |  |                | 11,350' 3459m | ❷        | 174'<br>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'<br>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)

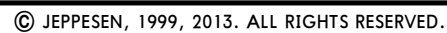
RWY 32L: From rwy head 11,483' (3500m)  
 twy A9 int 8711' (2655m)  
 twy A8 int 7218' (2200m)  
 twy A7 int 5741' (1750m)

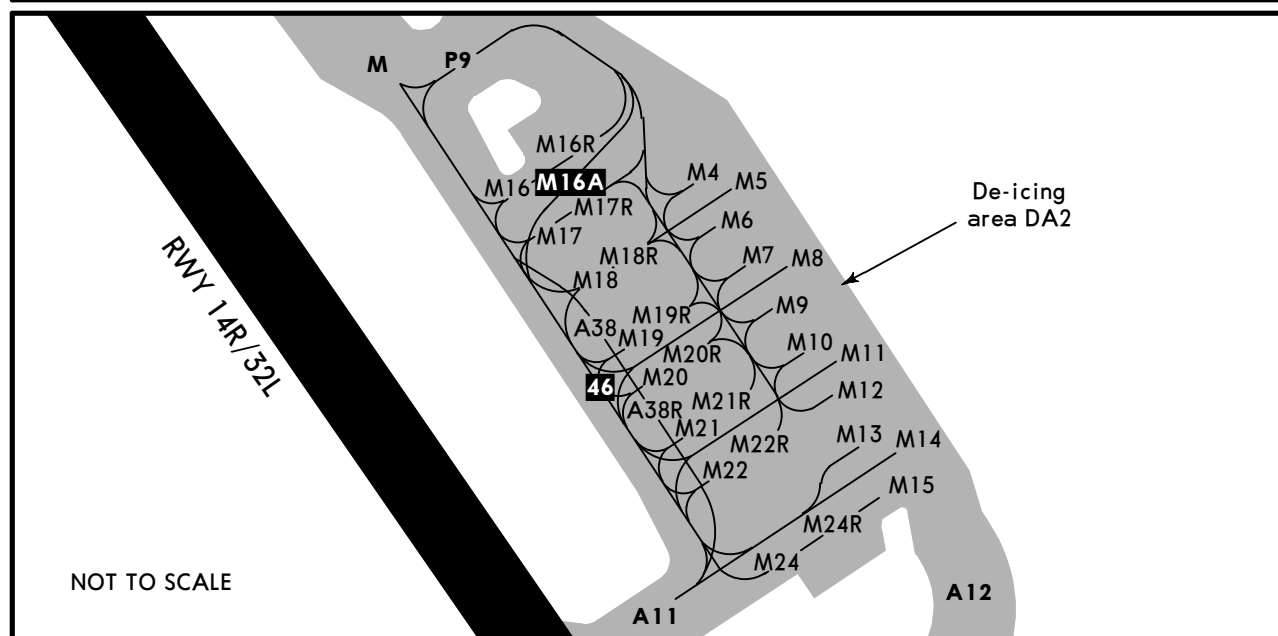
## TAKE-OFF

 AIR CARRIER (JAA)  
 All Rwys

## LVP must be in force

|   | RL & CL     | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL |
|---|-------------|--------------------------|--------------------------|
| A |             |                          | 400m                     |
| B | 200m (150m) | 250m                     |                          |
| C |             |                          |                          |
| D | 250m (200m) | 300m                     |                          |





| INS COORDINATES |                    |               |                    |
|-----------------|--------------------|---------------|--------------------|
| STAND No.       | COORDINATES        | STAND No.     | COORDINATES        |
| 1, 2            | N55 24.8 E037 53.9 | 86            | N55 24.6 E037 54.8 |
| 3 thru 5        | N55 24.7 E037 54.0 | 87            | N55 24.6 E037 54.6 |
| 6 thru 8        | N55 24.7 E037 54.1 | 88            | N55 24.7 E037 54.6 |
| 9               | N55 24.7 E037 54.0 | 112, 113      | N55 25.0 E037 53.1 |
| 10 thru 11A     | N55 24.8 E037 54.0 | 114           | N55 25.1 E037 53.2 |
| 12              | N55 24.8 E037 54.1 | 115, 115A     | N55 25.1 E037 53.1 |
| 13 thru 16      | N55 24.8 E037 54.2 | 116, 116A     | N55 25.1 E037 53.1 |
| 17 thru 19      | N55 24.8 E037 54.3 | 117, 117A     | N55 25.1 E037 53.0 |
| 20              | N55 24.8 E037 54.2 | 118, 118A     | N55 25.1 E037 53.0 |
| 21, 21A, 22     | N55 24.9 E037 54.2 | 119 thru 120A | N55 25.2 E037 53.0 |
| 22A             | N55 24.8 E037 54.4 | 121           | N55 25.3 E037 54.3 |
| 23 thru 25      | N55 24.9 E037 54.4 | 122           | N55 25.2 E037 54.3 |
| 26              | N55 24.9 E037 54.3 | 123 thru 125  | N55 25.2 E037 54.4 |
| 28 thru 28B     | N55 24.9 E037 54.6 | 126, 127      | N55 25.2 E037 54.3 |
| 29 thru 30B     | N55 24.9 E037 54.5 | 128           | N55 25.1 E037 54.4 |
| 31              | N55 25.0 E037 54.5 | 129, 130      | N55 25.2 E037 54.3 |
| 31A thru 33     | N55 25.0 E037 54.4 | 131           | N55 25.2 E037 54.4 |
| 35              | N55 24.5 E037 54.1 | C1            | N55 25.3 E037 52.6 |
| 36              | N55 24.5 E037 54.2 | C2 thru C6    | N55 25.3 E037 52.7 |
| 37              | N55 24.6 E037 54.2 | C7            | N55 25.2 E037 52.7 |
| 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 48      | 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 | G25           | N55 24.9 E037 53.3 |
| 62B             | N55 24.6 E037 54.1 | M4            | N55 24.0 E037 54.3 |
| 63              | N55 24.6 E037 54.0 | M5 thru M7    | N55 23.9 E037 54.3 |
| 64              | N55 24.7 E037 54.0 | M8 thru M12   | N55 23.9 E037 54.4 |
| 64A thru 66     | N55 24.7 E037 53.9 | M13           | N55 23.8 E037 54.4 |
| 67A             | N55 24.8 E037 53.8 | M14, M15      | N55 23.8 E037 54.5 |
| 68              | N55 24.6 E037 53.9 | M16           | N55 24.0 E037 54.2 |
| 69              | N55 24.6 E037 53.8 | M17, M18      | N55 23.9 E037 54.2 |
| 70 thru 72      | N55 24.7 E037 53.8 | M19, M20      | N55 23.9 E037 54.3 |
| 74              | N55 24.6 E037 53.8 | M21, M22      | N55 23.8 E037 54.3 |
| 74A thru 76A    | N55 24.6 E037 53.7 | M24           | N55 23.8 E037 54.4 |
| 77              | N55 24.7 E037 53.7 | S47           | N55 25.3 E037 52.6 |
| 77A, 78         | N55 24.7 E037 53.6 | S48           | N55 25.3 E037 52.5 |
| 81              | N55 24.6 E037 54.7 | S49           | N55 25.4 E037 52.6 |
| 82, 83          | N55 24.7 E037 54.7 |               |                    |
| 84, 85          | N55 24.7 E037 54.8 |               |                    |

## DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### GENERAL

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

The display unit shows the following information types:

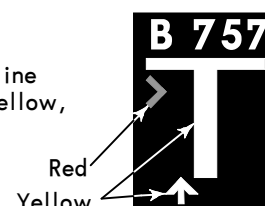
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the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

### PILOT INSTRUCTIONS

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



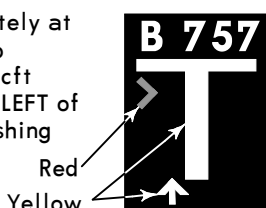
- DOCKING  
Follow the LEDs line.  
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.



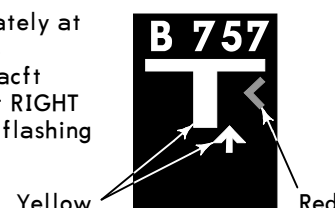
### 3. IDENTIFICATION

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

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

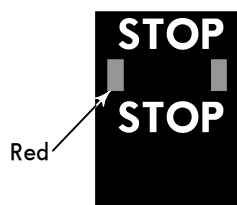


The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



### 4. STOP

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

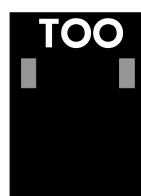


### 5. DOCKING ON

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

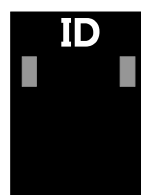


- If the acft has overshoot the stop position, "TOO FAR" will be displayed.



### 7. IDENTIFICATION FAILURE

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



### 8. SLOW DOWN

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



| STRAIGHT-IN RWY |                | A                   | B                   | C                   | D                   |
|-----------------|----------------|---------------------|---------------------|---------------------|---------------------|
| 14L             | ILS            | <b>751'</b> (200')  | <b>751'</b> (200')  | <b>751'</b> (200')  | <b>751'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | NDB ❶          | <b>980'</b> (429')  | <b>980'</b> (429')  | <b>980'</b> (429')  | <b>980'</b> (429')  |
| 14R             | <i>ALS out</i> | <b>R1300m</b>       | <b>R1300m</b>       | <b>R1300m</b>       | <b>R1300m</b>       |
|                 |                | R1500m              | R1500m              | R2000m              | R2000m              |
|                 | CAT 3A ILS     | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  |
|                 | CAT 2 ILS      | <b>693'</b> (100')  | <b>693'</b> (100')  | <b>693'</b> (100')  | <b>693'</b> (100')  |
|                 |                | <b>RA107' R350m</b> | <b>RA107' R350m</b> | <b>RA107' R350m</b> | <b>RA107' R350m</b> |
|                 | ILS            | <b>793'</b> (200')  | <b>793'</b> (200')  | <b>793'</b> (200')  | <b>793'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | VOR ❶          | <b>970'</b> (377')  | <b>970'</b> (377')  | <b>970'</b> (377')  | <b>970'</b> (377')  |
|                 | <i>ALS out</i> | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1000m</b>       |
|                 |                | R1500m              | R1500m              | R1700m              | R1700m              |
|                 | NDB ❶❷         | <b>1380'</b> (787') | <b>1380'</b> (787') | <b>1380'</b> (787') | <b>1380'</b> (787') |
|                 | <i>ALS out</i> | <b>R1500m</b>       | <b>R1500m</b>       | <b>C2400m</b>       | <b>C2400m</b>       |
|                 |                | R1500m              | R1500m              | C2400m              | C2400m              |
|                 | NDB ❸          | <b>1380'</b> (787') | <b>1380'</b> (787') | <b>1380'</b> (787') | <b>1380'</b> (787') |
|                 | <i>ALS out</i> | <b>C3100m</b>       | <b>C3100m</b>       | <b>C3300m</b>       | <b>C3300m</b>       |
| 32L             |                | C3800m              | C3800m              | C4000m              | C4000m              |
|                 | ILS            | <b>731'</b> (200')  | <b>731'</b> (200')  | <b>731'</b> (200')  | <b>731'</b> (200')  |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1200m              | R1200m              | R1200m              | R1200m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | VOR ❶          | <b>880'</b> (349')  | <b>880'</b> (349')  | <b>880'</b> (349')  | <b>880'</b> (349')  |
|                 | <i>ALS out</i> | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        | <b>R900m</b>        |
|                 |                | R1500m              | R1500m              | R1600m              | R1600m              |
|                 | NDB ❶❷         | <b>1230'</b> (699') | <b>1230'</b> (699') | <b>1230'</b> (699') | <b>1230'</b> (699') |
|                 | <i>ALS out</i> | <b>R1500m</b>       | <b>R1500m</b>       | <b>C2400m</b>       | <b>C2400m</b>       |
|                 |                | R1500m              | R1500m              | C2400m              | C2400m              |
|                 | NDB ❸          | <b>1230'</b> (699') | <b>1230'</b> (699') | <b>1230'</b> (699') | <b>1230'</b> (699') |
|                 | <i>ALS out</i> | <b>C2700m</b>       | <b>C2700m</b>       | <b>C2900m</b>       | <b>C2900m</b>       |
|                 |                | C3400m              | C3400m              | C3600m              | C3600m              |

❶ Continuous Descent Final Approach.

❷ with FMS.

❸ w/o FMS.

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

❶ Continuous Descent Final Approach.

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

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

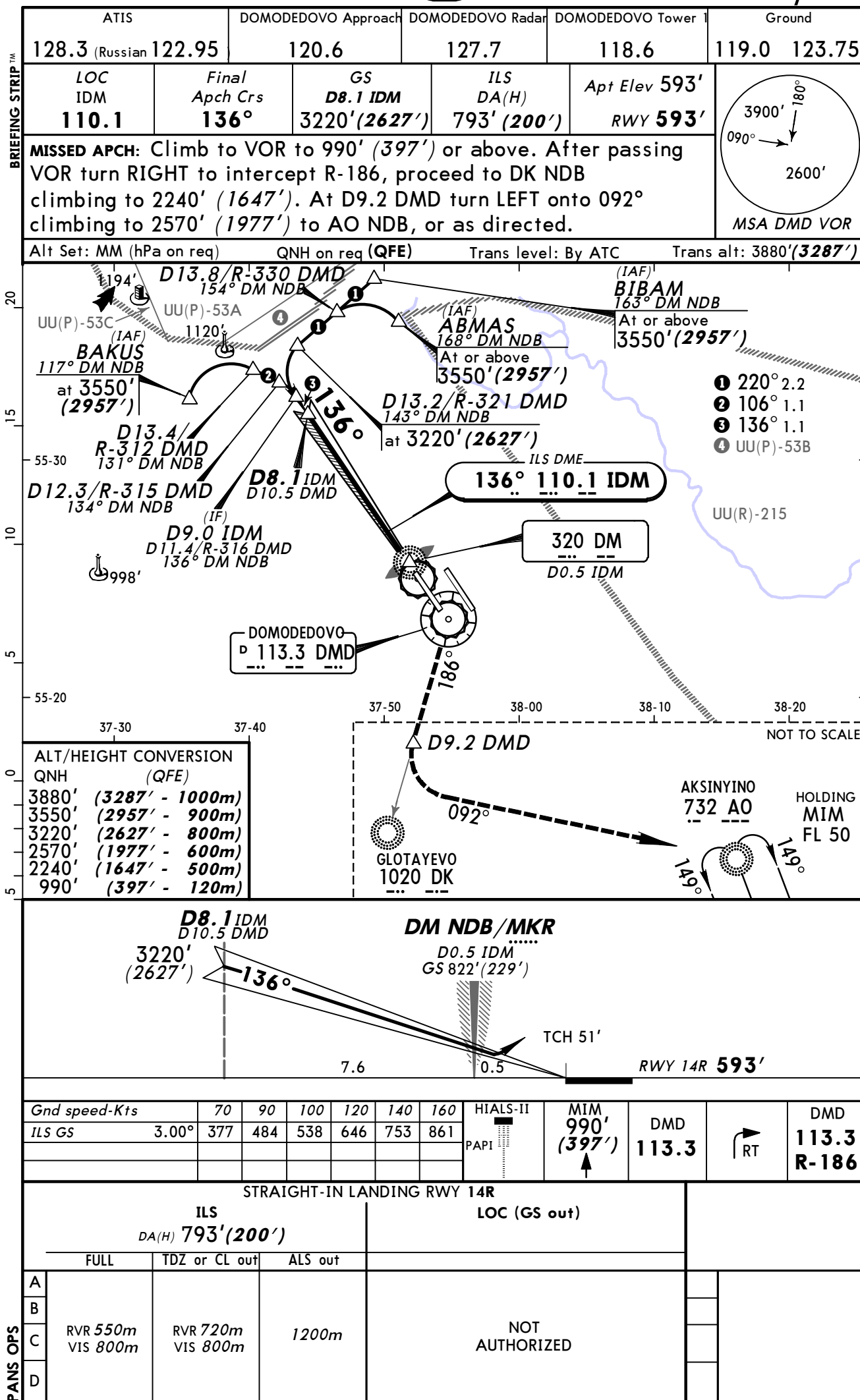
| Month     | Number of People |
|-----------|------------------|
| January   | 10               |
| February  | 12               |
| March     | 15               |
| April     | 18               |
| May       | 20               |
| June      | 18               |
| July      | 15               |
| August    | 12               |
| September | 10               |
| October   | 8                |
| November  | 6                |
| December  | 4                |

## SPANS OPS

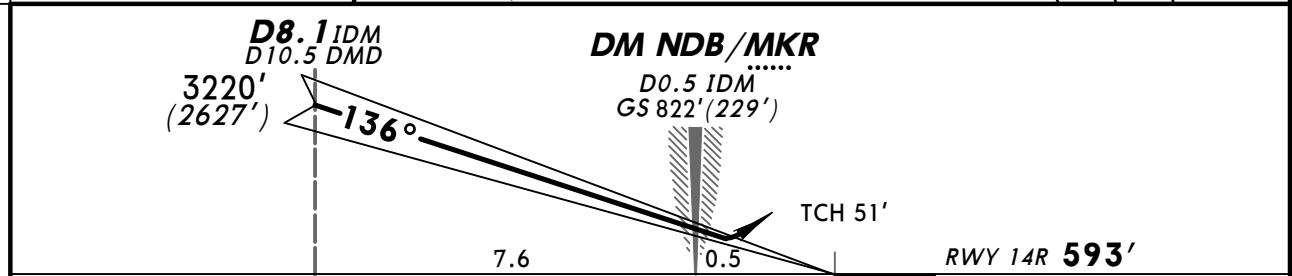
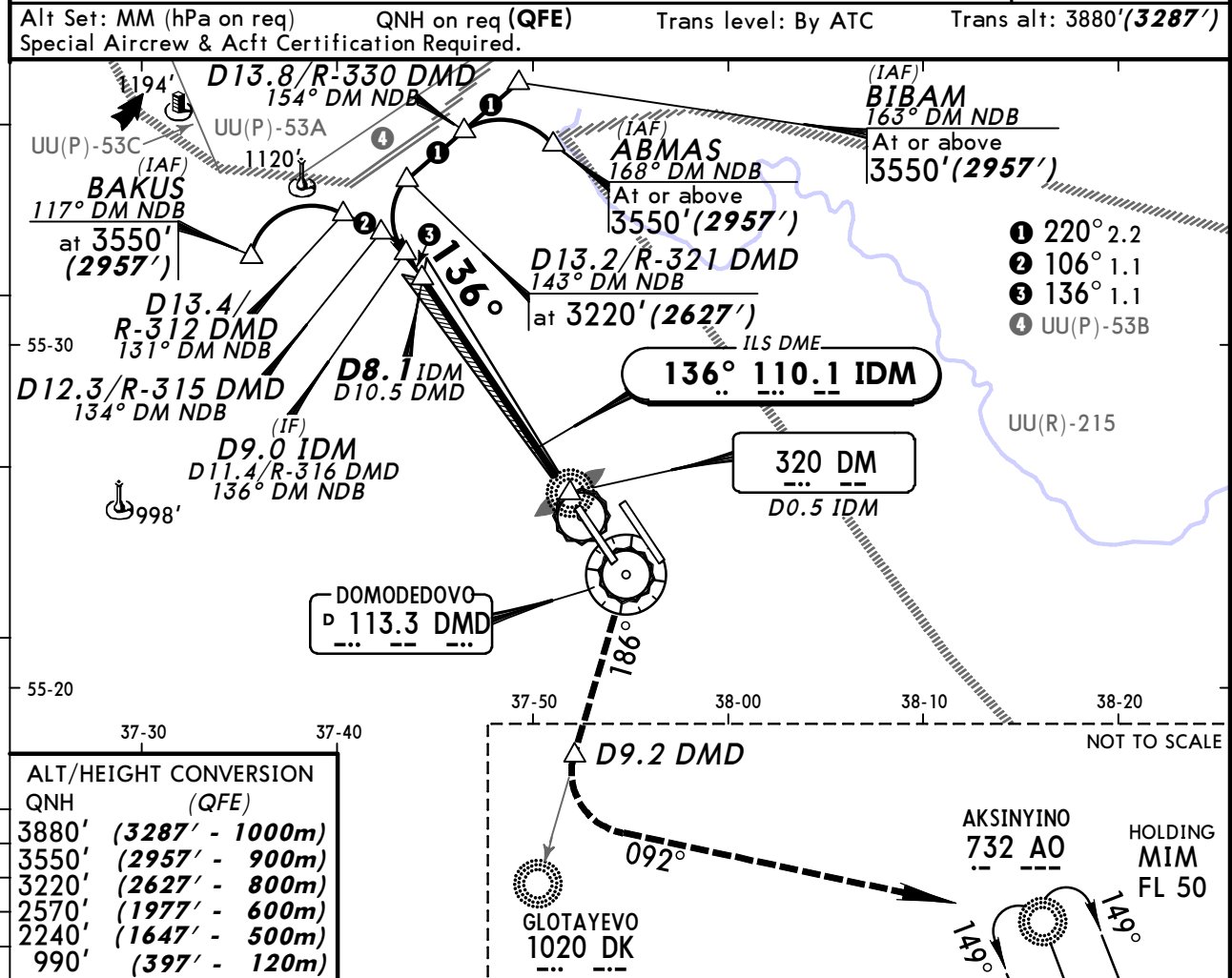
**TRANS OPS**

**PANS OPS**

**F**



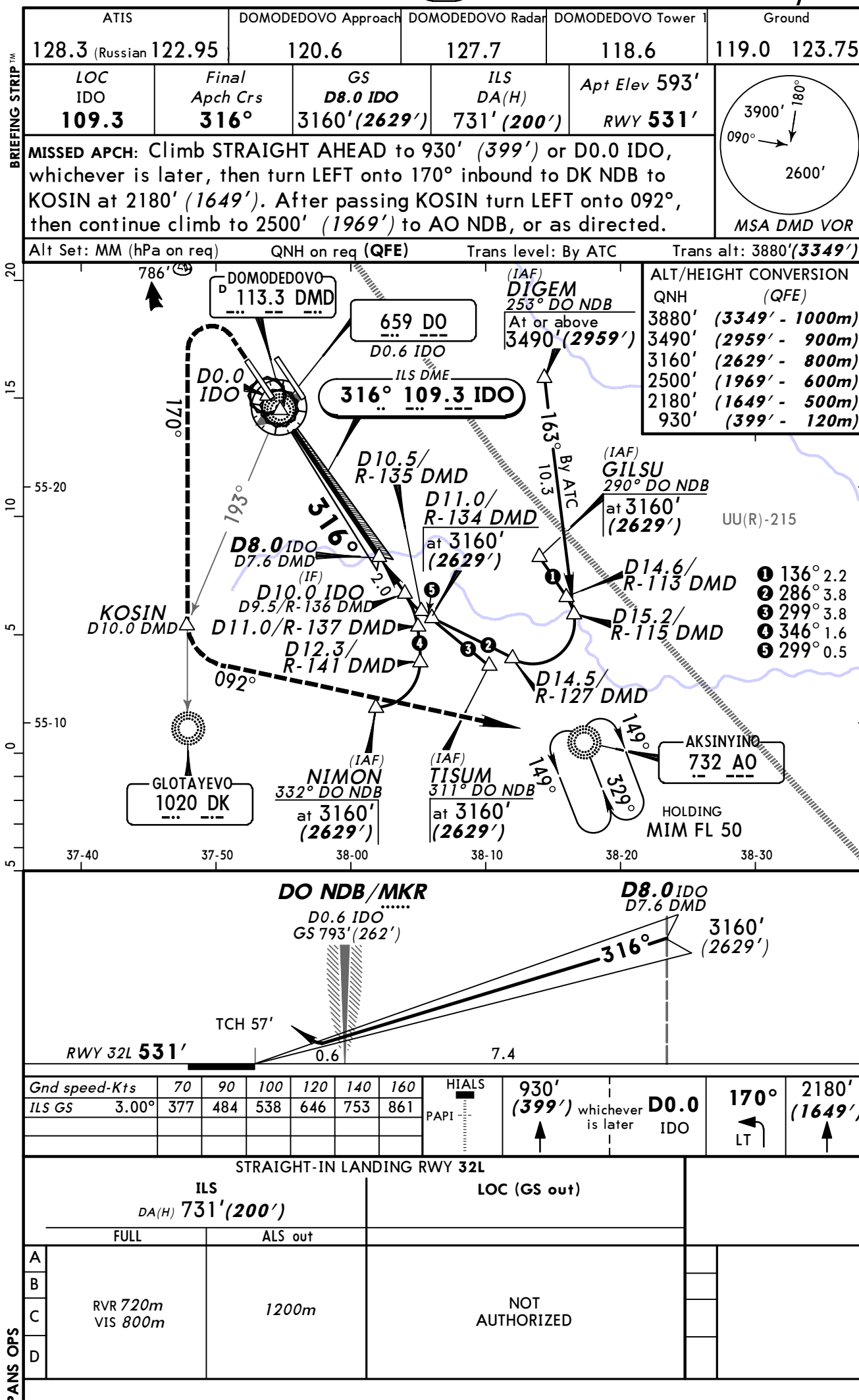
|                                                                                                                                                                                                                                              |                              |                                |                                              |                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|--------------------------------|----------------------------------------------|---------------------------|
| ATIS<br>128.3 (Russian 122.95)                                                                                                                                                                                                               | DOMODEDOVO Approach<br>120.6 | DOMODEDOVO Radar<br>127.7      | DOMODEDOVO Tower 1<br>118.6                  | Ground<br>119.0 123.75    |
| LOC<br>IDM<br>110.1                                                                                                                                                                                                                          | Final<br>Apch Crs<br>136°    | GS<br>D8.1 IDM<br>3220'(2627') | CAT II ILS<br>RA 107'<br>DA(H)<br>693'(100') | Apt Elev 593'<br>RWY 593' |
| <b>MISSED APCH:</b> Climb to VOR to 990' (397') or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240' (1647'). At D9.2 DMD turn LEFT onto 092° climbing to 2570' (1977') to AO NDB, or as directed. |                              |                                |                                              |                           |
| Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: By ATC    Trans alt: 3880'(3287')<br>Special Aircrew & Acft Certification Required.                                                                                             |                              |                                |                                              |                           |



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

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

RVR 350m



A diagram of a circular area. A horizontal line segment from the left edge to the center is labeled 3900'. A vertical line segment from the center to the bottom edge is labeled 2600'. An angle of 090° is indicated at the center between the horizontal and vertical lines. An angle of 180° is indicated at the center between the horizontal line and a line extending to the right edge.

MSA  
DMD VOR

2010

5.

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**SP**

**BRIDGE-STRIP™**

20



- 10

O.



RA 106'

RVR **350m**

**CHANGES:** Procedure.

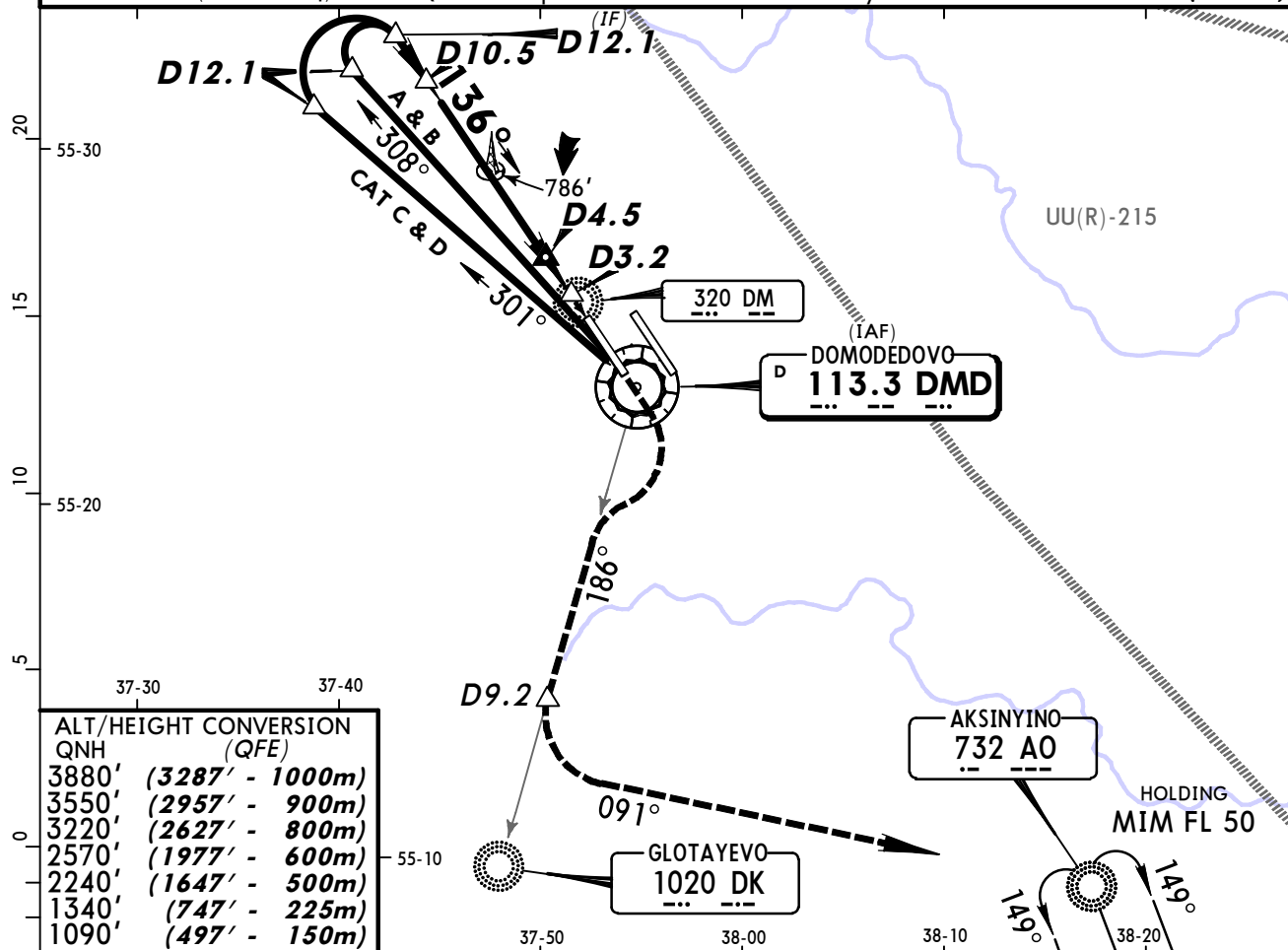
UDD/DME  
DOMODEDOVO

JEPPESEN  
29 MAR 13 (33-1) Eff 4 Apr

MOSCOW, RUSSIA  
VOR DME Rwy 14R

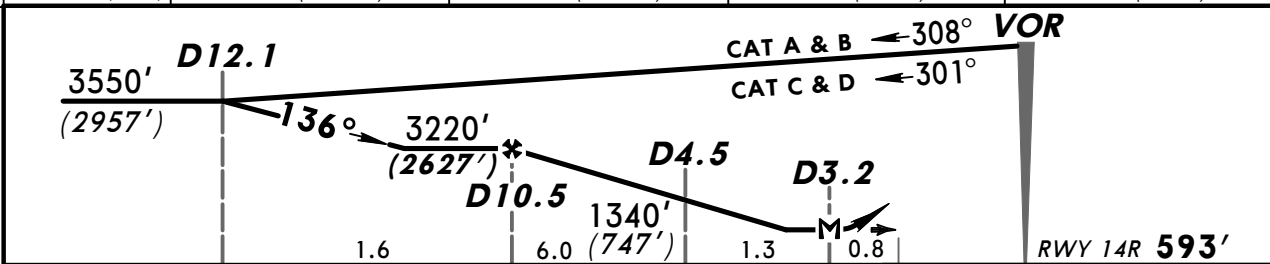
|                                                                                                                                                                                                                                       |                              |                                       |                             |                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------|-----------------------------|---------------------------|
| ATIS<br>128.3 (Russian 122.95)                                                                                                                                                                                                        | DOMODEDOVO Approach<br>120.6 | DOMODEDOVO Radar<br>127.7             | DOMODEDOVO Tower 1<br>118.6 | Ground<br>119.0 123.75    |
| VOR<br>DMD<br>113.3                                                                                                                                                                                                                   | Final<br>Apch Crs<br>136°    | Minimum Alt<br>D10.5<br>3220' (2627') | MDA(H)<br>970' (377')       | Apt Elev 593'<br>RWY 593' |
| <b>MISSED APCH:</b> 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 onto 091° continue climb to 2570' (1977') to AO NDB, or as directed. |                              |                                       |                             |                           |

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) |       |
| 3550'                 | (2957' - 900m)  |       |
| 3220'                 | (2627' - 800m)  |       |
| 2570'                 | (1977' - 600m)  |       |
| 2240'                 | (1647' - 500m)  |       |
| 1340'                 | (747' - 225m)   |       |
| 1090'                 | (497' - 150m)   |       |

|                |               |               |              |              |
|----------------|---------------|---------------|--------------|--------------|
| DMD DME        | 7.0           | 5.9           | 4.9          | 3.8          |
| ALTITUDE (HAT) | 2120' (1527') | 1780' (1187') | 1430' (837') | 1090' (497') |

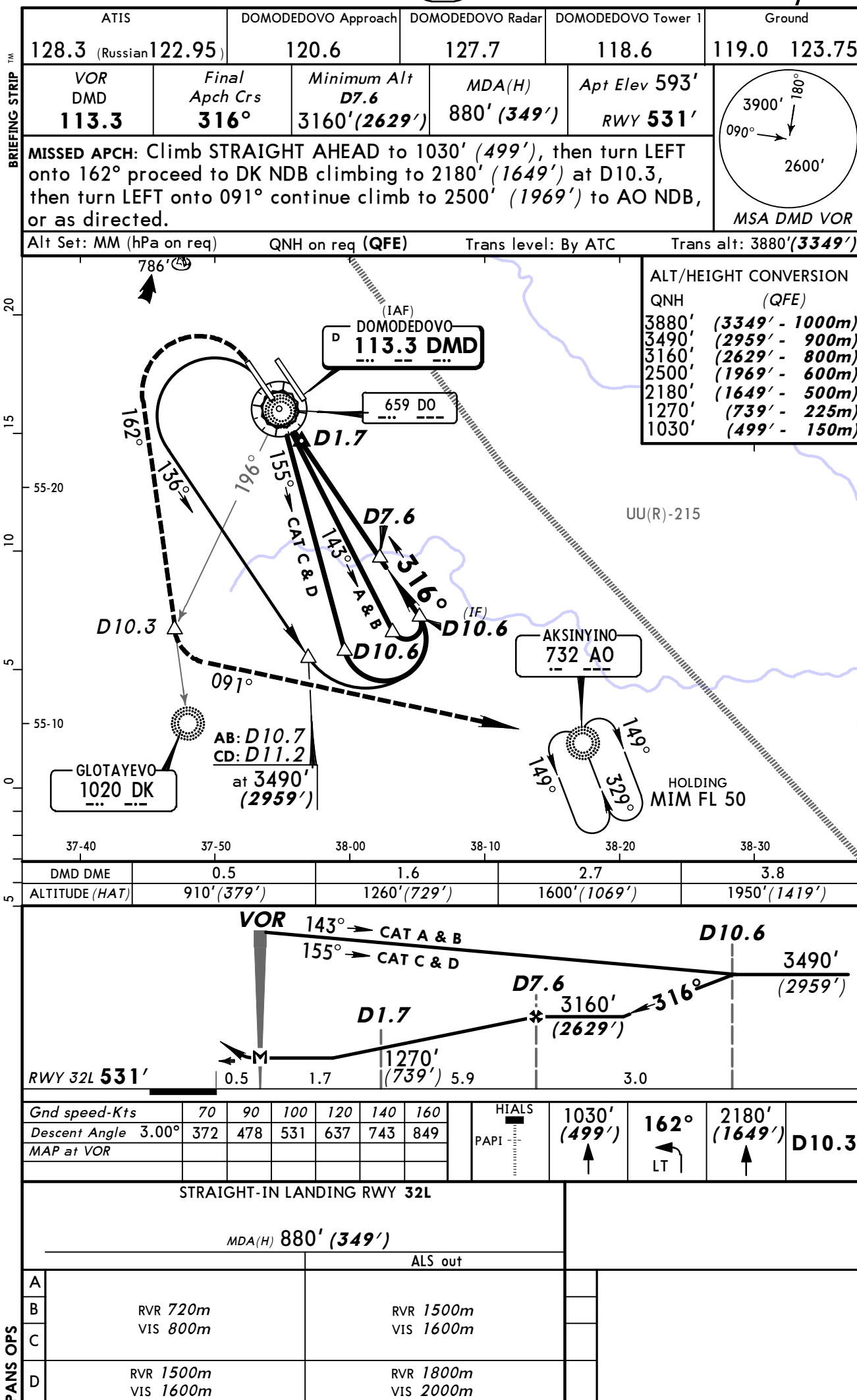


|               |       |     |     |     |     |     |          |              |    |           |               |
|---------------|-------|-----|-----|-----|-----|-----|----------|--------------|----|-----------|---------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HIALS-II | 1090' (497') | RT | DMD 113.3 | 2240' (1647') |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849      | PAPI         |    | R-186     |               |
| MAP at D3.2   |       |     |     |     |     |     |          |              |    |           |               |

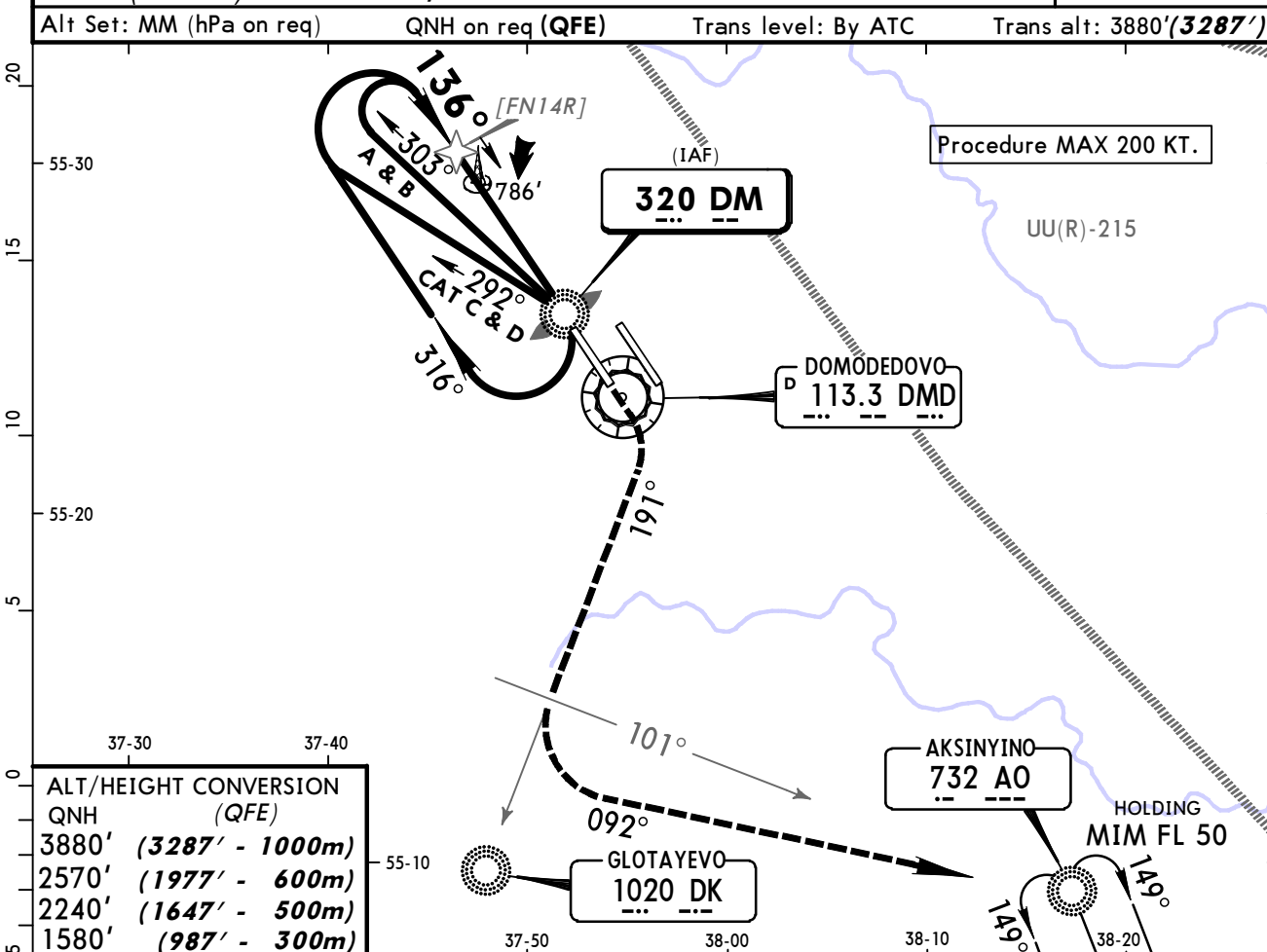
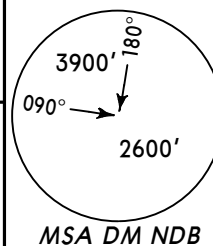
|                             |                        |  |  |                        |  |  |  |
|-----------------------------|------------------------|--|--|------------------------|--|--|--|
| STRAIGHT-IN LANDING RWY 14R |                        |  |  |                        |  |  |  |
| MDA(H) 970'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

CHANGES: Procedure.

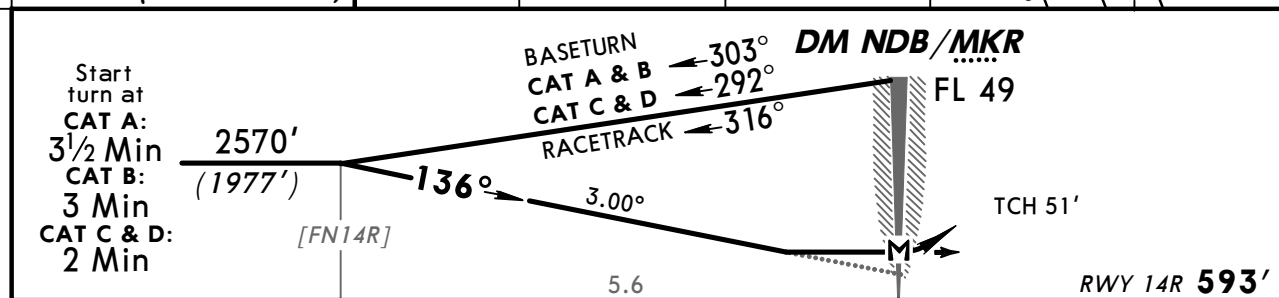
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|                                                                                                                                                                                                                                    |                                  |                           |                               |                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------|-------------------------------|-----------------------------------------|
| ATIS<br>128.3<br>(Russian 122.95)                                                                                                                                                                                                  | DOMODEDOVO Approach<br>120.6     | DOMODEDOVO Radar<br>127.7 | DOMODEDOVO Tower 1<br>118.6   | Ground<br>119.0 123.75                  |
| NDB<br>DM<br><b>320</b>                                                                                                                                                                                                            | Final<br>Apch Crs<br><b>136°</b> | No FAF                    | MDA(H)<br><b>1380' (787')</b> | Apt Elev <b>593'</b><br>RWY <b>593'</b> |
| <b>MISSED APCH:</b> 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 onto 092° continue climb to 2570' (1977') to AO NDB, or as directed. |                                  |                           |                               |                                         |
| Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: By ATC    Trans alt: 3880' ( <b>3287'</b> )                                                                                                                           |                                  |                           |                               |                                         |

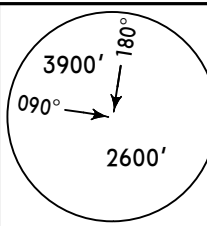


| ALT/HEIGHT CONVERSION | QNH             | (QFE) |
|-----------------------|-----------------|-------|
| 3880'                 | (3287' - 1000m) |       |
| 2570'                 | (1977' - 600m)  |       |
| 2240'                 | (1647' - 500m)  |       |
| 1580'                 | (987' - 300m)   |       |

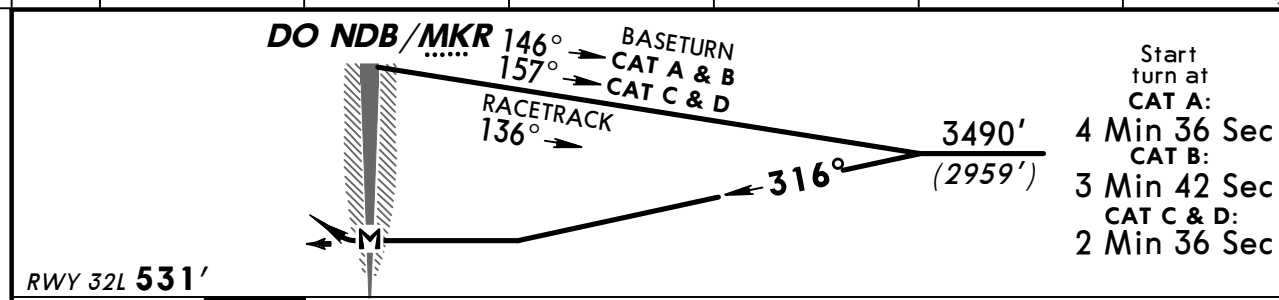
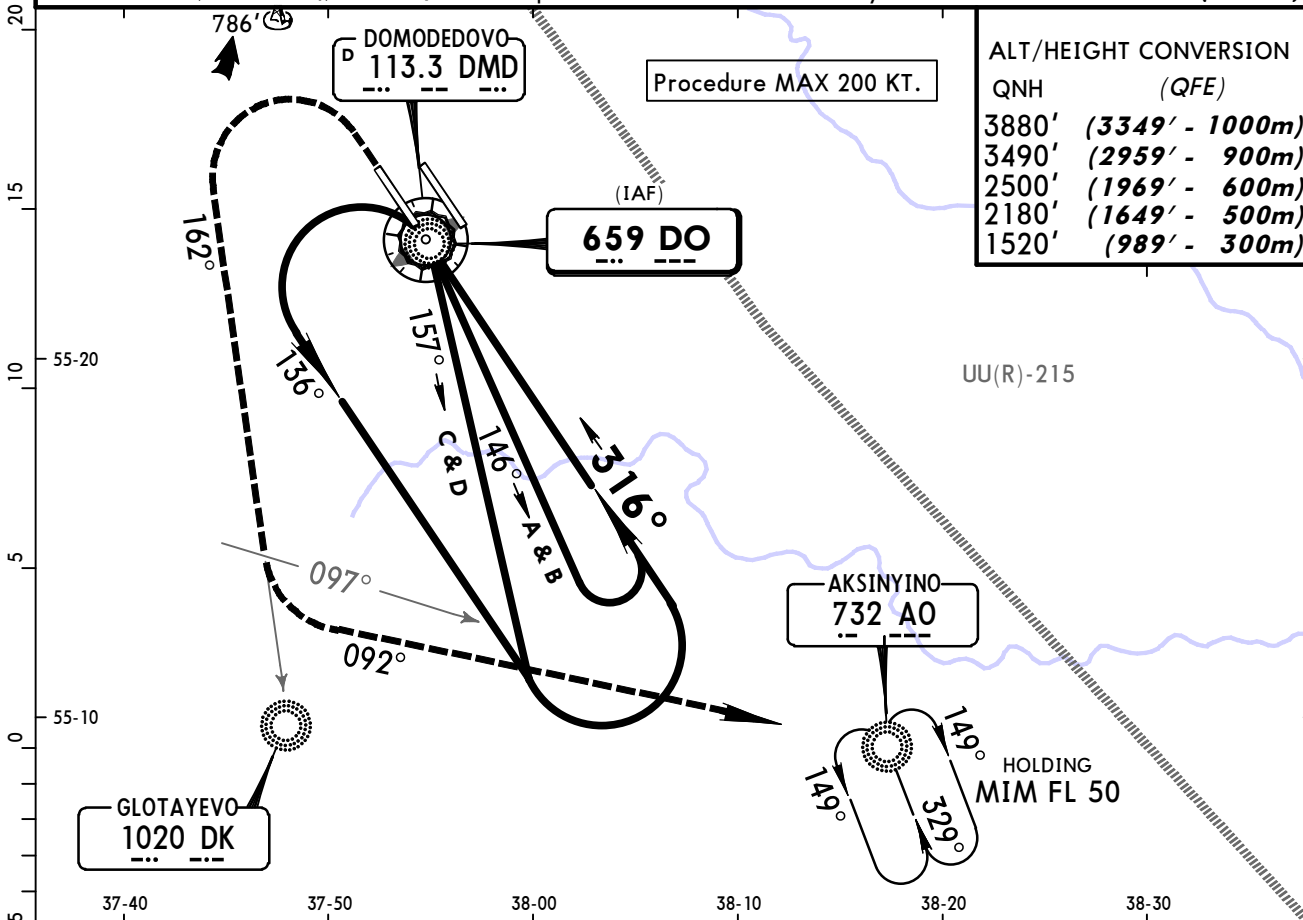


| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II | 1580' (987') | 191° | 2240' (1647') | AO 732 |
|---------------------|-----|-----|-----|-----|-----|-----|----------|--------------|------|---------------|--------|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI     | ↑            | RT   | ↑             | 101°   |
| MAP at DM NDB/MKR   |     |     |     |     |     |     |          |              |      |               |        |

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

|                                                                                                                                                                                                                                    |                                  |                           |                             |                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------|-----------------------------|---------------------------------------------------------------------------------------------------|
| ATIS<br>128.3 (Russian 122.95)                                                                                                                                                                                                     | DOMODEDOVO Approach<br>120.6     | DOMODEDOVO Radar<br>127.7 | DOMODEDOVO Tower 1<br>118.6 | Ground<br>119.0 123.75                                                                            |
| NDB<br>DO<br><b>659</b>                                                                                                                                                                                                            | Final<br>Apch Crs<br><b>316°</b> | No FAF                    | MDA(H)<br>1230' (699')      | Apt Elev 593'<br>RWY <b>531'</b>                                                                  |
| <b>MISSED APCH:</b> 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 onto 092° continue climb to 2500' (1969') to AO NDB, or as directed. |                                  |                           |                             | <br>MSA DO NDB |

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



|                   |       |              |      |               |             |
|-------------------|-------|--------------|------|---------------|-------------|
| MAP at DO NDB/MKR | HIALS | 1520' (989') | 162° | 2180' (1649') | AO 732 097° |
|                   | PAPI  |              | LT   |               |             |

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

## Chart changes since cycle 07-2013

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

| ACT                               | PROCEDURE IDENT              | INDEX  | REV DATE    | EFF DATE    |
|-----------------------------------|------------------------------|--------|-------------|-------------|
| <b>MOSCOW, (DOMODEDOVO - UDD)</b> |                              |        |             |             |
| REV                               | AIRPORT BRIEFING (GEN)       | 30-1P  | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | AIRPORT BRIEFING (GEN CON... | 30-1P1 | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | AIRPORT BRIEFING (GEN CON... | 30-1P2 | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | AIRPORT BRIEFING (ARR CON... | 30-1P3 | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | AIRPORT BRIEFING (DEP)       | 30-1P6 | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | AIRPORT BRIEFING (DEP CON... | 30-1P7 | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | RADAR MNM ALTS               | 30-1R  | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | TRANS, ARR & RNAV APP TRA... | 30-2   | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | BOGDANOVO 1D & 2D, NAMIN ... | 30-2A  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | BOGDANOVO 1D & 2D, SAVELO... | 30-2A  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | LARIONOVO 1D & 2D TRANS      | 30-2B  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | LARIONOVO 1D, 2D, 3D & 4D... | 30-2B  | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | OKTYABRSKIY 1D, SUKHOTINO... | 30-2C  | 29 Mar 2013 | 04 Apr 2013 |
| REV                               | GAGARIN 1D & 2D TRANS        | 30-2D  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | AKSINYINO 14A, 14B, 14K &... | 30-2E  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | TRANS TO AO, DR & OKREM      | 30-2E  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 14A, 14B & 14F ... | 30-2F  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | AKSINYINO 32A, 32B, 32F &... | 30-2F  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 32A, 32B & 32F ... | 30-2G  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | GEKLA 14A, 14B & 14M ARRS    | 30-2G  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 14I & 14K ARRS     | 30-2H  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | GEKLA 32A, 32B, 32K & 32M... | 30-2H  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 32I ARR            | 30-2J  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | KLIMOVSK 14A, 14B & 14M A... | 30-2J  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 14N ARR            | 30-2K  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | KLIMOVSK 32A & 32M ARRS      | 30-2K  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KARTINO 14A & 14B ARRS       | 30-2L  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | MARYINO 14B ARR              | 30-2L  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KARTINO 32A & 32B ARRS       | 30-2M  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | MARYINO 32K & RUGEL 32K A... | 30-2M  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KARTINO 14I ARR              | 30-2N  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | SKURYGINO 14A, 14B & 14M ... | 30-2N  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KARTINO 32I & 32K ARRS       | 30-2P  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | SKURYGINO 32A & 32M ARRS     | 30-2P  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KLIMOVSK 14A & 14B ARRS      | 30-2Q  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | ARRS TO DMD                  | 30-2S  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KLIMOVSK 32A & 32I ARRS      | 30-2S  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | ARRS TO DM & DO              | 30-2T  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | KLIMOVSK 14I ARR             | 30-2T  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | MARYINO 14B ARR              | 30-2U  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | AKSINYINO 1A RNAV APCH TR... | 30-2U  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | MARYINO 32K ARR              | 30-2V  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | AKSINYINO 2A RNAV APCH TR... | 30-2V  | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | OKREM 14N ARR                | 30-2V1 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | OKREM 32M & 32N ARRS         | 30-2V2 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | SKURYGINO 14A & 14B ARRS     | 30-2V3 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | SKURYGINO 32A & 32I ARRS     | 30-2V4 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | SKURYGINO 14F & 14I ARRS     | 30-2V5 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | SKURYGINO 32F & 32P ARRS     | 30-2V6 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | ARRS TO DMD                  | 30-2V7 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | ARRS TO DM & DO              | 30-2V8 | 29 Mar 2013 | 04 Apr 2013 |
| DEL                               | AKSINYINO 1A & 2A RNAV AP... | 30-2W  | 29 Mar 2013 | 04 Apr 2013 |
| ADD                               | AKSINYINO 1B RNAV APCH TR... | 30-2W  | 29 Mar 2013 | 04 Apr 2013 |

|     |                               |         |             |             |
|-----|-------------------------------|---------|-------------|-------------|
| DEL | AKSINYINO 1B & 2B RNAV AP...  | 30-2X   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | AKSINYINO 2B RNAV APCH TR...  | 30-2X   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | OKREM 1B & 2B RNAV APCH T...  | 30-2X1  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | OKREM 1B RNAV APCH TRANS      | 30-2X1  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | LOST COMMS, AKSINYINO 32D...  | 30-2X10 | 29 Mar 2013 | 04 Apr 2013 |
| ADD | OKREM 2B RNAV APCH TRANS      | 30-2X2  | 29 Mar 2013 | 04 Apr 2013 |
| DEL | OKREM 3B & 4B RNAV APCH T...  | 30-2X2  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | OKREM 3B RNAV APCH TRANS      | 30-2X3  | 29 Mar 2013 | 04 Apr 2013 |
| DEL | SKURYGINO 1A & 2A RNAV AP...  | 30-2X3  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | OKREM 4B RNAV APCH TRANS      | 30-2X4  | 29 Mar 2013 | 04 Apr 2013 |
| DEL | SKURYGINO 3B & 4B RNAV AP...  | 30-2X4  | 29 Mar 2013 | 04 Apr 2013 |
| DEL | LOST COMMS, AKSINYINO 14D...  | 30-2X5  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | SKURYGINO 1A RNAV APCH TR...  | 30-2X5  | 29 Mar 2013 | 04 Apr 2013 |
| DEL | LOST COMMS, AKSINYINO 32D...  | 30-2X6  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | SKURYGINO 2A RNAV APCH TR...  | 30-2X6  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | SKURYGINO 3B RNAV APCH TR...  | 30-2X7  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | SKURYGINO 4B RNAV APCH TR...  | 30-2X8  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | LOST COMMS, AKSINYINO 14D...  | 30-2X9  | 29 Mar 2013 | 04 Apr 2013 |
| ADD | GLOTAYEVO 14D & 14W DEPS      | 30-3B   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | GLOTAYEVO 14D, 14L & 14W ...  | 30-3B   | 29 Mar 2013 | 04 Apr 2013 |
| REV | GLOTAYEVO 32D & 32W DEPS      | 30-3C   | 29 Mar 2013 | 04 Apr 2013 |
| REV | GLOTAYEVO 32E DEP             | 30-3D   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | KAMENKA 14D & 14W DEPS        | 30-3E   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | KAMENKA 14D, 14L & 14W DE...  | 30-3E   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | KARTINO 14D & 14L DEPS        | 30-3F   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | KARTINO 14D DEP               | 30-3F   | 29 Mar 2013 | 04 Apr 2013 |
| REV | KARTINO 14E & 14W DEPS        | 30-3G   | 29 Mar 2013 | 04 Apr 2013 |
| REV | KARTINO 32D & 32W DEPS        | 30-3H   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | KLIMOVSK 14D & 14W DEPS       | 30-3J   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | KLIMOVSK 14D, 14L & 14W D...  | 30-3J   | 29 Mar 2013 | 04 Apr 2013 |
| REV | OKREM 32E & 32G DEPS          | 30-3M   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | CHERUSTI 1D & 2D, NERL 1D...  | 30-3N   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | RUGEL 14E DEP                 | 30-3N   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | CHERUSTI & NERL 1D & 2D, ...  | 30-3P   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | SODRU, VENEV & YUKHNOV 1D...  | 30-3P   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | ADETI, ROLUN, SODRU, FV 1...  | 30-3Q   | 29 Mar 2013 | 04 Apr 2013 |
| DEL | BUZHAROVO 1D, KARMANOVO 1...  | 30-3Q   | 29 Mar 2013 | 04 Apr 2013 |
| ADD | BELAG & OBELU 1D, KARMANO...  | 30-3S   | 29 Mar 2013 | 04 Apr 2013 |
| REV | PARKING STANDS                | 30-9B   | 29 Mar 2013 | 04 Apr 2013 |
| REV | PARKING STANDS CONTD          | 30-9C   | 29 Mar 2013 | 04 Apr 2013 |
| REV | INS COORDINATES               | 30-9D   | 29 Mar 2013 | 04 Apr 2013 |
| REV | DOCKING GUIDANCE SYSTEM (...) | 30-9E   | 29 Mar 2013 | 04 Apr 2013 |
| REV | ILS OR 2 NDB RWY 14L          | 31-1    | 29 Mar 2013 | 04 Apr 2013 |
| REV | ILS DME RWY 14R               | 31-2    | 29 Mar 2013 | 04 Apr 2013 |
| REV | CAT II ILS DME RWY 14R        | 31-2A   | 29 Mar 2013 | 04 Apr 2013 |
| REV | ILS DME RWY 32L               | 31-3    | 29 Mar 2013 | 04 Apr 2013 |
| REV | ILS DME OR 2 NDB RWY 32R      | 31-4    | 29 Mar 2013 | 04 Apr 2013 |
| REV | CAT II ILS DME RWY 32R        | 31-4A   | 29 Mar 2013 | 04 Apr 2013 |
| REV | VOR DME RWY 14R               | 33-1    | 29 Mar 2013 | 04 Apr 2013 |
| REV | VOR DME RWY 32L               | 33-2    | 29 Mar 2013 | 04 Apr 2013 |
| REV | NDB RWY 14R                   | 36-1    | 29 Mar 2013 | 04 Apr 2013 |
| REV | NDB RWY 32L                   | 36-2    | 29 Mar 2013 | 04 Apr 2013 |

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UDD**