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General Information

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

Airport Use: Public
Magnetic Variation: 10.6°E

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

Sunrise: 0554 Z
Sunset: 1312 Z,

Runway Information

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

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

Communication Information

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

1. GENERAL

FOR RUSSIAN USERS ONLY

1.1. ATIS

*ATIS 127.75X

2. ARRIVAL

FOR RUSSIAN USERS ONLY

2.1. SPEED RESTRICTIONS

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. NOISE ABATEMENT APPROACH PROCEDURES

General

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

Restrictions

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

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

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

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2. ARRIVAL

Straight-in approach RWY 30

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

Approach RWY 12

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

2.3. LOST COMMS

General

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

Radio communication failure after TMA entry

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

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

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2. ARRIVAL

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

3. DEPARTURE

FOR RUSSIAN USERS ONLY

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF AND CLIMBING PROCEDURE

General

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

Restrictions

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

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

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3. DEPARTURE

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

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

During take-off

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

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

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).
NADP1 is the main method for departure RWY 30.

3.2. LOST COMMS

General

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

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3. DEPARTURE

Radio Communication Failure immediately after Take-off or after Missed Approach

If at 1060′ communication with ATC not established:

- Continue climb to 2050′ and execute racetrack approach according to IAC, without descent at (500)m.
- During the climb and circling execute the following: Carry out at least one circuit flight at 2050′, circuit width shall not exceed 4.3 NM.
- After go-around - execute missed approach procedure, and depending on the meteorological conditions and landing weight, shall carry out landing at APT Ramenskoye or proceed to alternate APT.
- If meteorological conditions below minima, proceed to alternate APT.
- Take-off from RWY 12 for landing RWY 30, at 1060′ turn onto 156° climbing 2050′ proceed to base leg for RWY 30. After reaching 2050′, carry out approach for RWY 30 without descent.

In case of ACFT weight exceeding landing weight and conditions provide for fuel use (dumping) before landing at departure APT, crew must:

- After passing LOM RWY 30 at 2050′ carry out the procedure of entering the holding area climbing 5905′/1800m and continue fly in it within a period of time necessary for fuel dumping (jettisoning). Fuel dumping shall be carried out on track 122°.
- After completed fuel dumping, proceed to LOM RWY 30, carry out priority approach to land in accordance with the published chart.

a) To the destination aerodrome climbing to altitude (flight level), indicated in the flight plan, along the route as in accordance with the flight plan and land at the destination aerodrome with minimum deviations from the time indicated in FPL.

b) Proceed to alternate APTs Moscow Area:

- To alternate Vnukovo APT climbing FL 070 on departure route and then:
  LOM RWY 30 - RW NDB - GEKLA - BITSA - LOM RWY in use Vnukovo APT and then descent and approach according to facility used and to approach chart;
- To alternate Domodedovo APT climbing FL 070 on departure route and then:
  LOM RWY 30 - RW NDB - GEKLA - WT NDB - DMD VORDME and then descent and approach according to facility used and to approach chart;
- To alternate Sheremetyevo APT climbing FL 070 on departure route and then:
  LOM RWY 30 - RW NDB - GEKLA - RUGEL - BESTA - LOM/LMM RWY in use Sheremetyevo APT and then descent and approach according to facility used and approach chart;
- To the alternate aerodrome located outside Moscow Area at MEL or at flight level specially established for a flight without radio communication depending on flight direction Fl140, FL150 or FL240, FL250 along departure route climbing to the indicated flight level.

Radio Communication Failure after Departure on Airways.

In case of radio communications failure before leaving last point of SID, crew may:

a) Proceed to destination APT climbing (altitude) FL indicated in FPL, along the route in accordance with FPL. Climbing FL assigned in FPL only after passing last SID exit point, land at the destination aerodrome with minimum deviations from the time indicated in FPL.

b) Return to Ramenskoye APT:

- Proceed at last assigned FL to LOM RWY 30.
- After passing LOM RWY 30, join to holding pattern and execute one standard procedure turn at last assigned FL. If necessary, continue to fly in it within a period of time necessary for fuel dumping (jettisoning).
- After completed fuel dumping, carry out priority approach to land in accordance with published chart.

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3. DEPARTURE

If due to metrological conditions or other reasons landing at Ramenskoye APT is not possible, then after executing the missed approach a pilot-in-command has the right to proceed to alternate APT according to the main procedures.

In case of radio communications failure after last point of SID, crew must maintain last (altitude) FL assigned by controller and confirmed by crew until passing last point of route in Moscow Area. After passing last exit point of Moscow Area, pilot-in-command may:

a) Proceed to destination APT in accordance with FPL. Climb FL indicated in FPL, carried out after passing exit point of Moscow Area. Land at the destination APT with minimum deviations from the time indicated in FPL.

b) Return to Ramenskoye APT:
- Without change proceed at last assigned (altitude) FL by ATC and confirmed by crew, on route till exit point of Moscow area;
- The flight crew shall continue flight via exit route to TMA exit at last assigned by ATC and confirmed by captain FL;
- After exit from TMA, proceed to Ramenskoye APT via nearest entry WPT in TMA via following routes:
  - NE NDB - BD NDB - SW NDB - BESTA - RUGEL - RW NDB - LOM RWY30 Ramenskoye;
  - BG NDB - FK NDB - UM NDB - GISIN - BESTA - RUGEL - RW NDB - LOM RWY30 Ramenskoye;
  - IP NDB - IN NDB - NDB SKURYGINO - VORDME DOMODEDOVO - LOM RWY30 RAMENSKOYE;
  - NDB VENEV - DR NDB - FV NDB - LOM RWY30 Ramenskoye;
  - SF NDB - CW NDB - MF NDB - ITINA - LOM RWY30 Ramenskoye.

After passing LOM RWY 30 Ramenskoye, execute entering the holding area and carry out one standard flight at the last FL (altitude) [2] assigned. If necessary, period of time for fuel dumping (jettisoning) can be extended.

Radio Communication Failure after passing last Point of Departure Route
The flight crew shall continue flight in accordance with FPL at last assigned by ATC and confirmed by captain FL to Ramenskoye APT via following entry routes:
- BD NDB - SW NDB - BESTA - RUGEL - RW NDB - LOM RWY 30 Ramenskoye;
- FK NDB - UM NDB - GISIN - BESTA - RUGEL - RW NDB - LOM RWY30 Ramenskoye;
- IN NDB - DR NDB - DMD VORDME - LOM RWY30 Ramenskoye;
- FE NDB - AO NDB - LOM RWY30 Ramenskoye;
- MF NDB - ITINA - LOM RWY30 Ramenskoye.

After passing LOM RWY 30, execute entering the holding area and carry out one standard flight at the last FL(altitude) [3] assigned. If necessary, period of time for fuel dumping (jettisoning) can be extended;
- After holding completed, carry out priority approach to land;
- Execute approach to land in accordance with published chart.

If due to meteorological conditions or other reasons landing at Ramenskoye APT is not possible, captain, then after executing the missed approach procedure, has the right proceed to alternate APT.
- After holding completed, carry out priority approach to land;
- Execute approach to land in accordance with published chart.

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2. If flight level (altitude) at holding pattern above than FL140 to LOM RWY30.
After passing LOM carry out one holding pattern standard flight at FL140.
- After holding completed, carry out priority approach to land;
- Execute approach to land in accordance with published chart.

If due to meteorological conditions or other reasons landing at Ramenskoye APT is not possible, captain, then after executing the missed approach procedure, has the right to proceed to alternate AD.

3. If flight level (altitude) at holding pattern above than FL140 - after entry to holding pattern, on track 122° begin descent to $H = (H_{init.} + 4250)/2$. After reaching assigned altitude, make a left turn descending to FL140 (4250m) to LOM RWY30. After passing LOM, carry out one holding pattern standard flight at FL140.
If due to meteorological conditions or other reasons landing at Ramenskoye APT is not possible, captain, then after executing the missed approach procedure, has the right to proceed to alternate APT.

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STAR TRANS DESIGNATION	REFER TO CHART
BOGDANOVO 2R, 4R, SAVELOVO 2R	10-2A
LARIONOVO 2R, 4R	10-2B
OKTYABRSKIY 2R, 4R, SUKHOTINO 2AR, 2BR, 4R, TIKBI 2R	10-2C
GAGARIN 4AR, 4BR, 2R	10-2D
STAR DESIGNATION	**REFER TO CHART**
RW 2A	10-2E
RW 2B, 2C	10-2F
RW 4A	10-2G
RW 4B, 4C, 4D	10-2H
ITINA 2A	10-2J
ITINA 2B, 2C	10-2K
ITINA 4A	10-2L
ITINA 4B, 4C, 4D	10-2M
OKREM 2A, RELTO 2A, TIKBI 2A	10-2N
OKREM 2B, RELTO 2B, TIKBI 2B	10-2P
OKREM 4A, RELTO 4A, TIKBI 4A	10-2Q
OKREM 4B, RELTO 4B, TIKBI 4B	10-2S
AO 2A	10-2T
AO 2B	10-2U
AO 4A	10-2V
AO 4B, 4C	10-2W
DMD 2A	10-2X
DMD 2B	10-2X1
DMD 4A	10-2X2
DMD 4B, 4C	10-2X3
RNAV STAR DESIGNATION	**REFER TO CHART**
IT 12S, RE 12S, RW 12S	10-2X4
IT 30S, RE 30S, RW 30S	10-2X5
AO 12S, DMD 12S, OK 12S	10-2X6
AO 30S, DMD 30SA, 30SB, TI 30S	10-2X7
LOST COMMS	**REFER TO CHART**
LOST COMMS	10-2X8

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CHANGES: RNAV STARs established.

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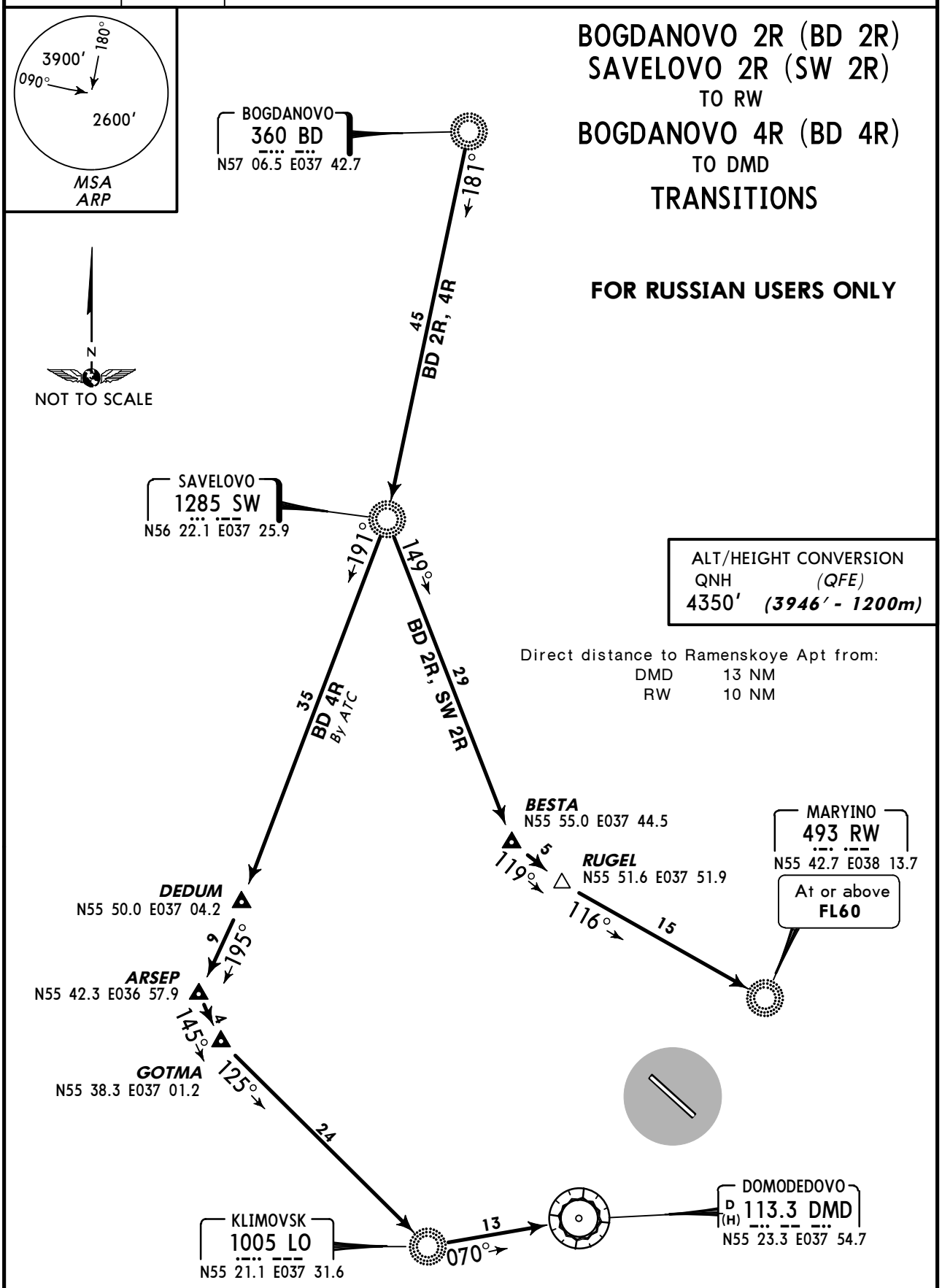
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***



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

CHANGES: None.

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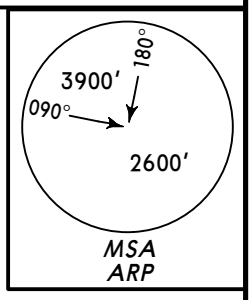
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

LARIONOVO 2R (MF 2R)
TO RW
LARIONOVO 4R (MF 4R)
TO ITINA
TRANSITIONS



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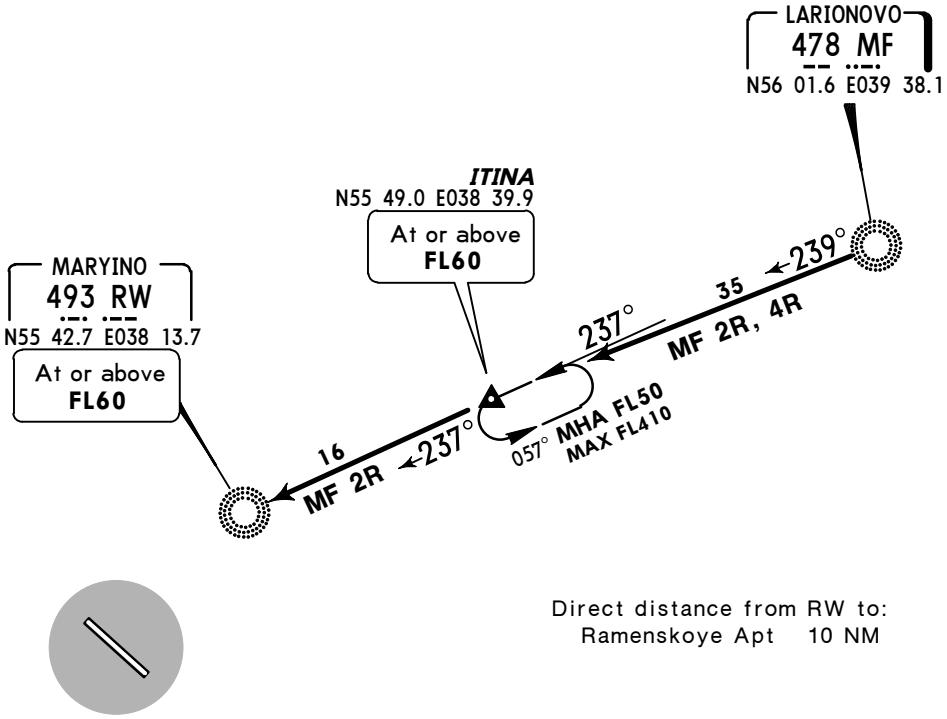

Direct distance from RW to:
Ramenskoye Apt 10 NM

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

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

CHANGES: MF & RW INS coordinates.

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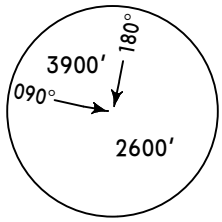
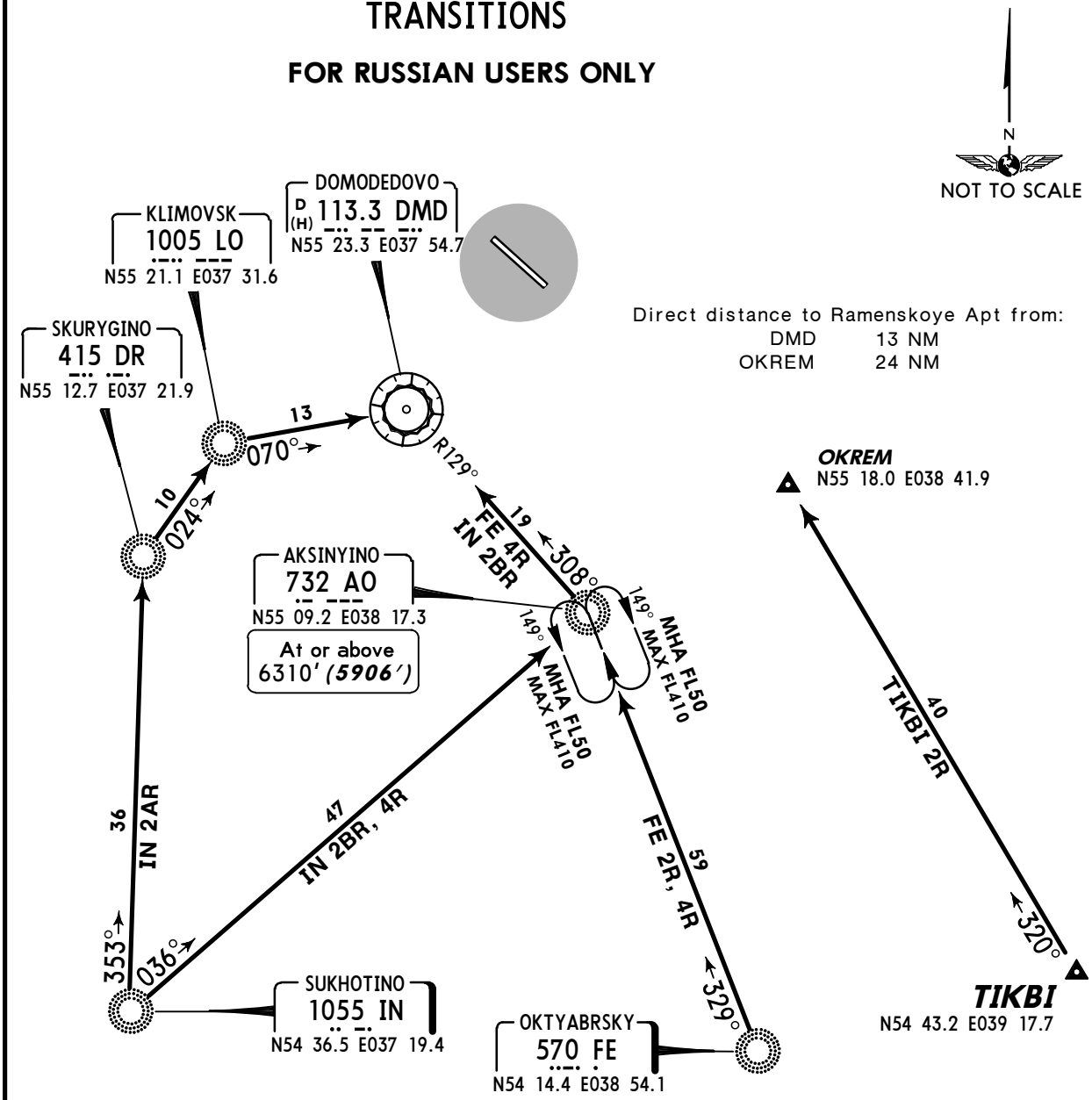
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

OKTYABRSKIY 2R (FE 2R), SUKHOTINO 4R (IN 4R)
TO AO
OKTYABRSKIY 4R (FE 4R), SUKHOTINO 2AR (IN 2AR)
SUKHOTINO 2BR (IN 2BR)
TO DMD
TIKBI 2R *[TIK2R]*
TO OKREM
TRANSITIONS

FOR RUSSIAN USERS ONLY



MSA
ARP



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3946′ - 1200m)***
6310′	***(5906′ - 1800m)***

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

CHANGES: Transitions revised.

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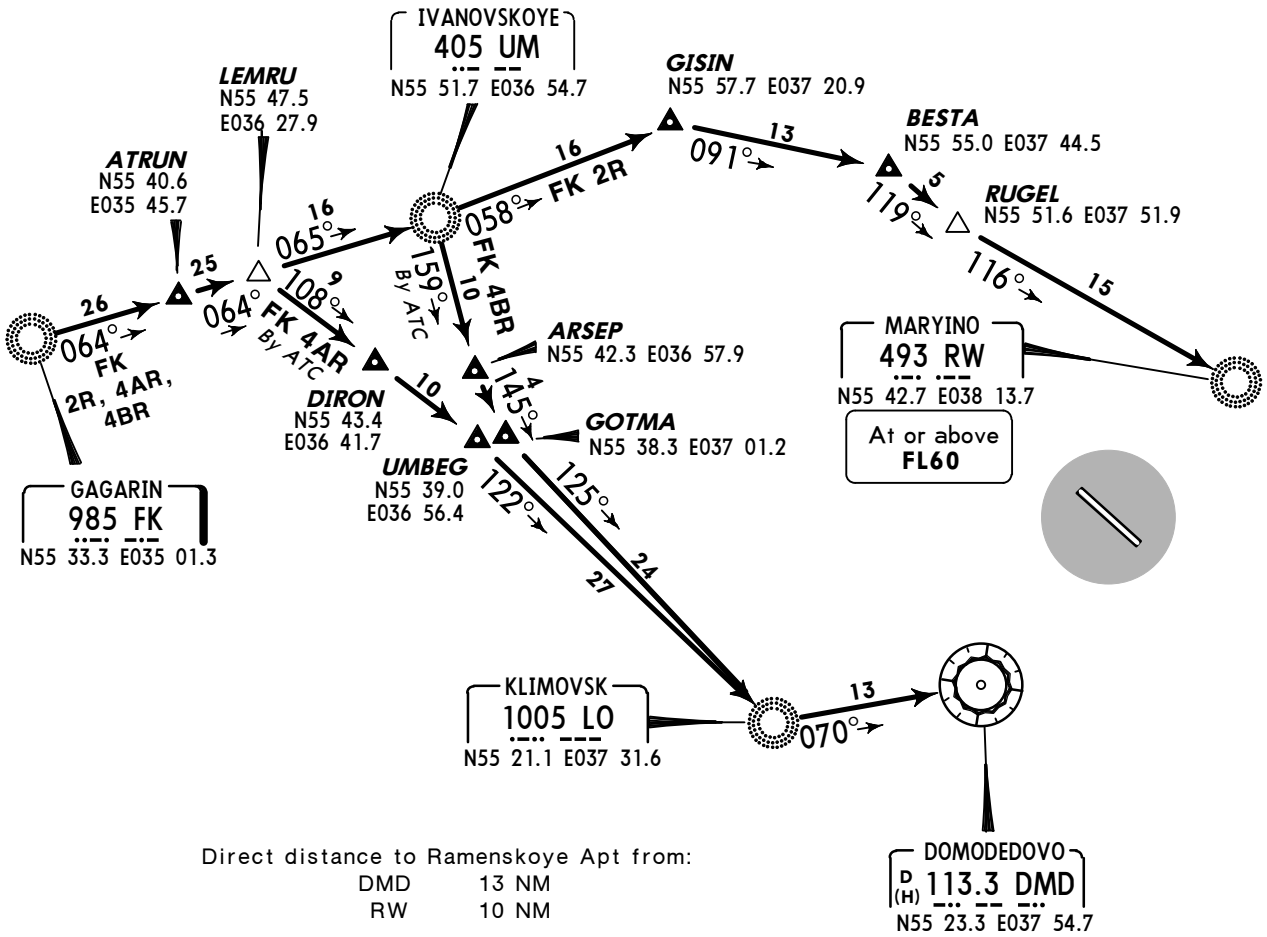
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hpa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

GAGARIN 4AR (FK 4AR), GAGARIN 4BR (FK 4BR)
TO DMD
GAGARIN 2R (FK 2R)
TO RW
TRANSITIONS
FOR RUSSIAN USERS ONLY

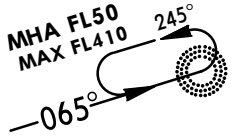


Direct distance to Ramenskoye Apt from:

DMD	13 NM
RW	10 NM

N
NOT TO SCALE

HOLDING OVER UM



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3946′ - 1200m)***

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

CHANGES: INS coordinates.

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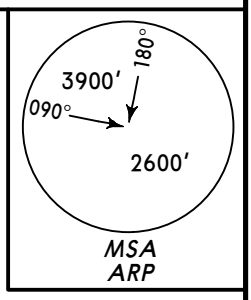
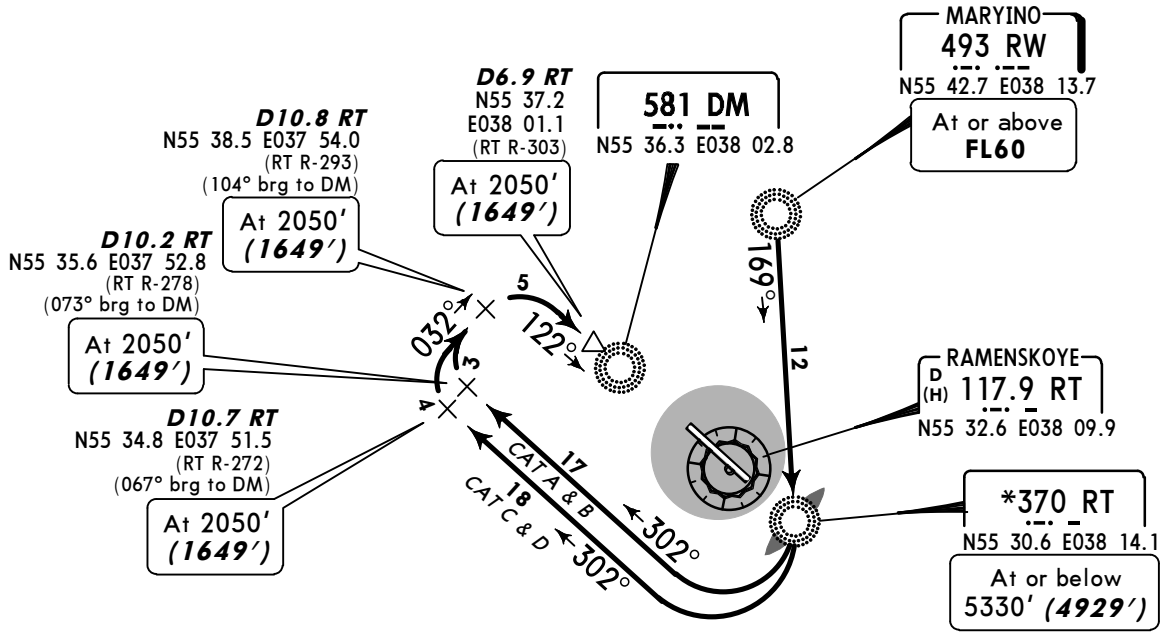
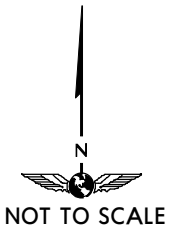
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

RW 2A
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY







HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	(QFE)
5330′	***(4929′ - 1500m)***
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: RW INS coordinates; crossing at RT revised.

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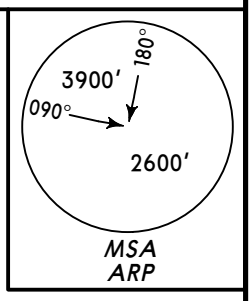
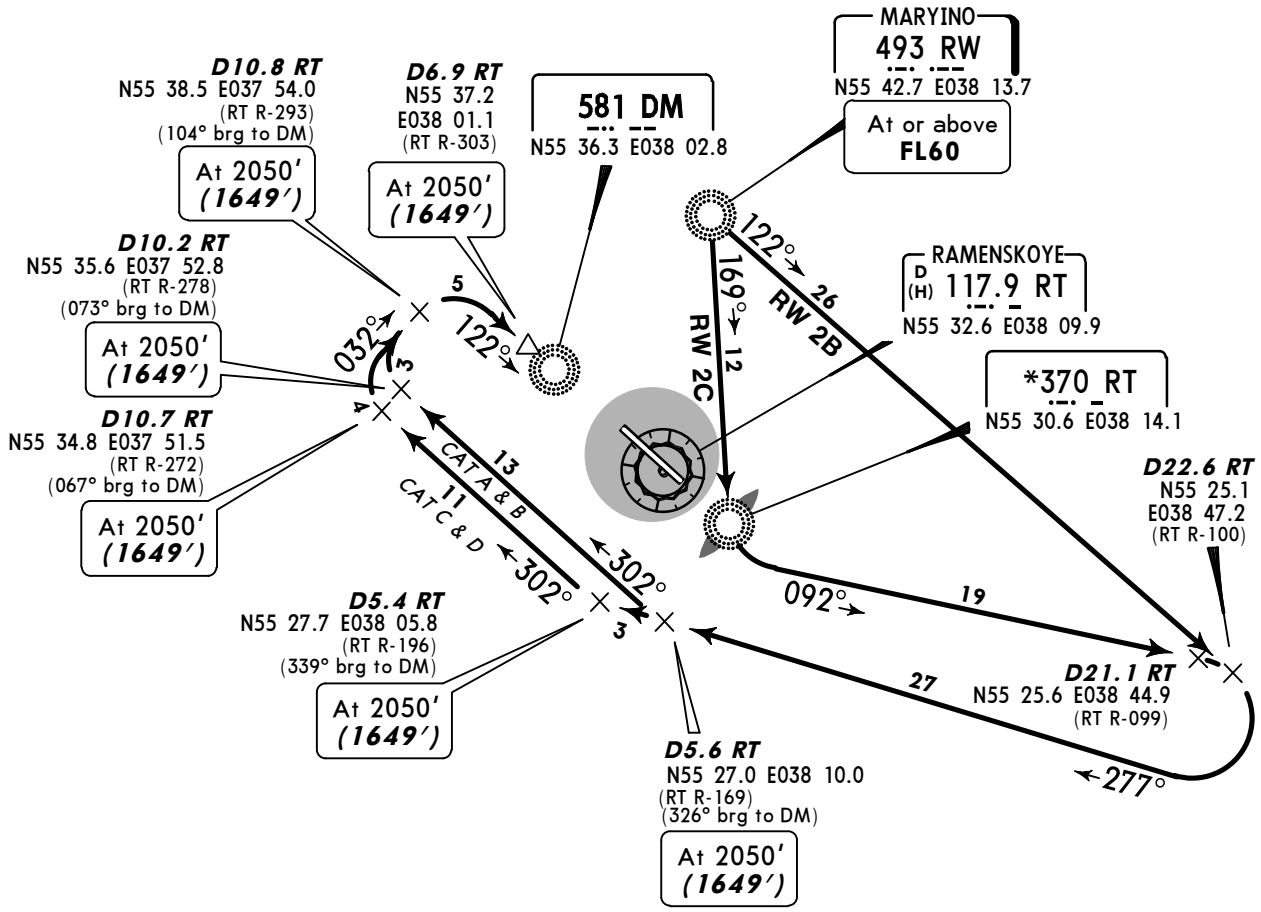
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

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

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: RW INS coordinates.

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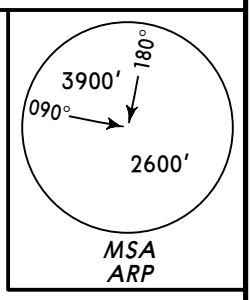
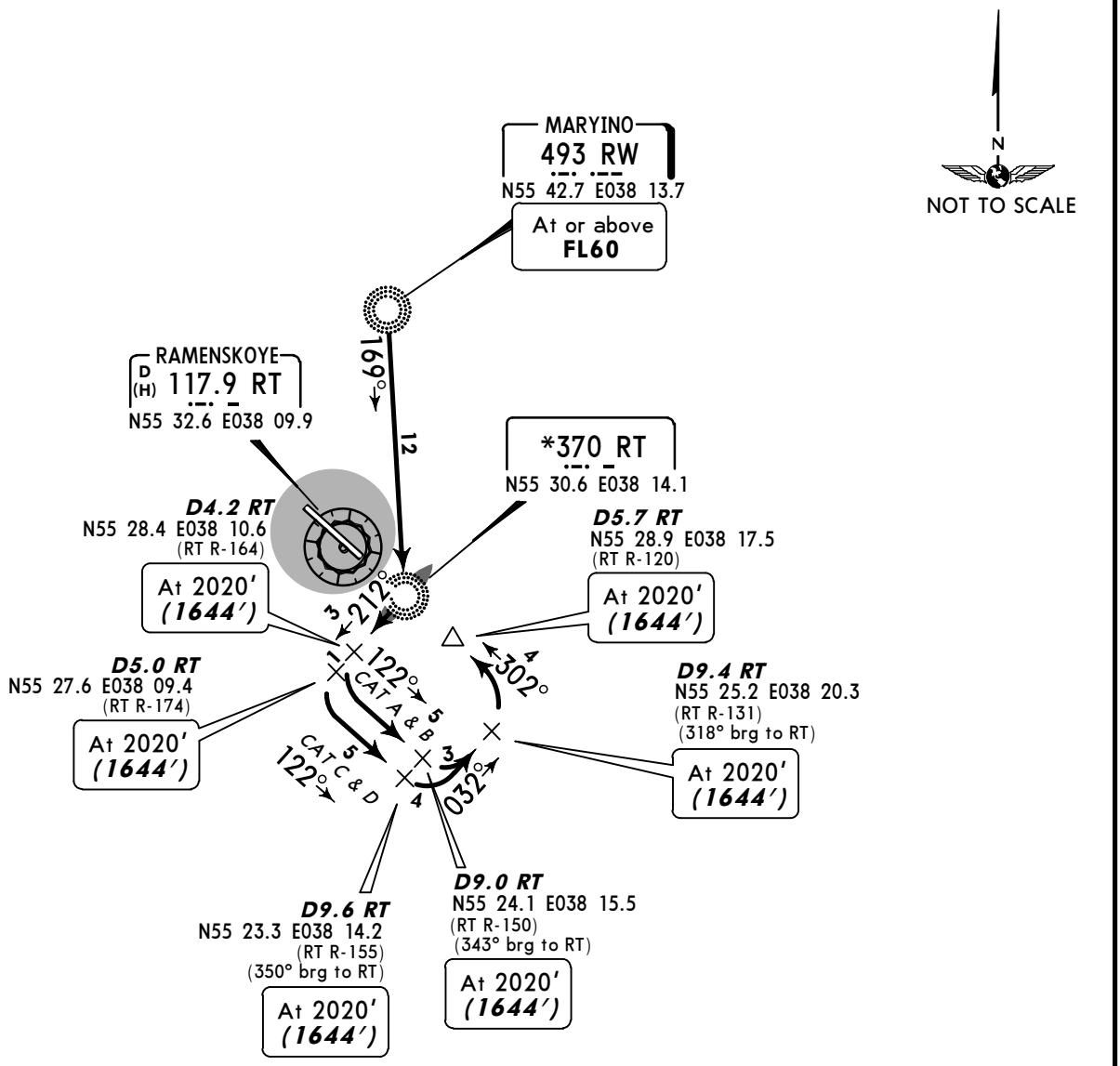
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

RW 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

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

CHANGES: RW INS coordinates.

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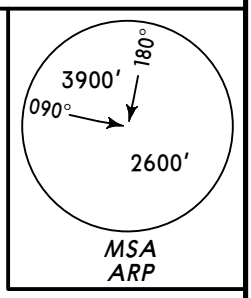
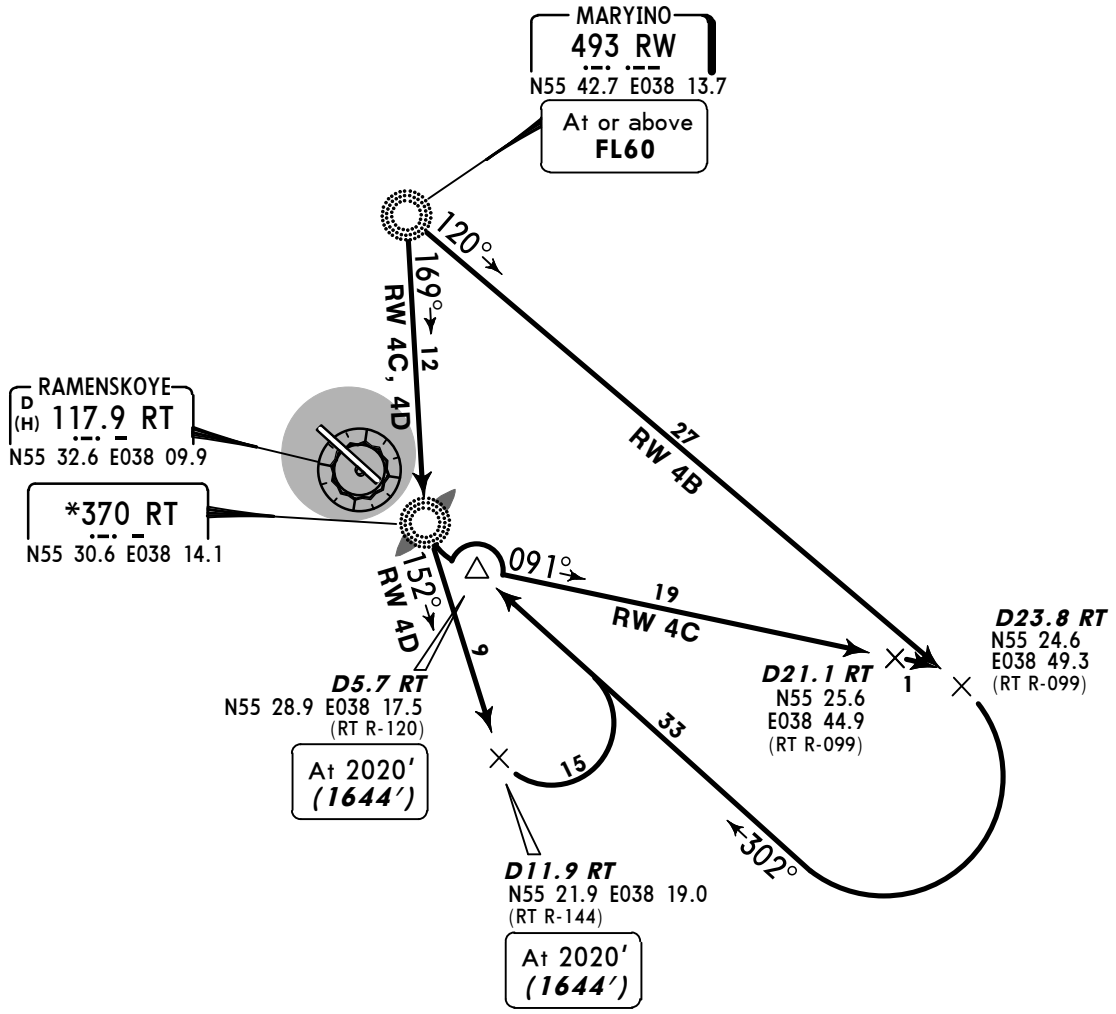
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

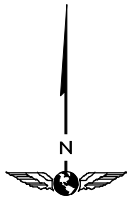
RW 4B, RW 4C, RW 4D
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





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



NOT TO SCALE

CHANGES: RW INS coordinates.

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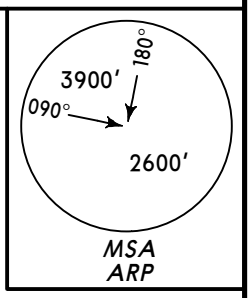
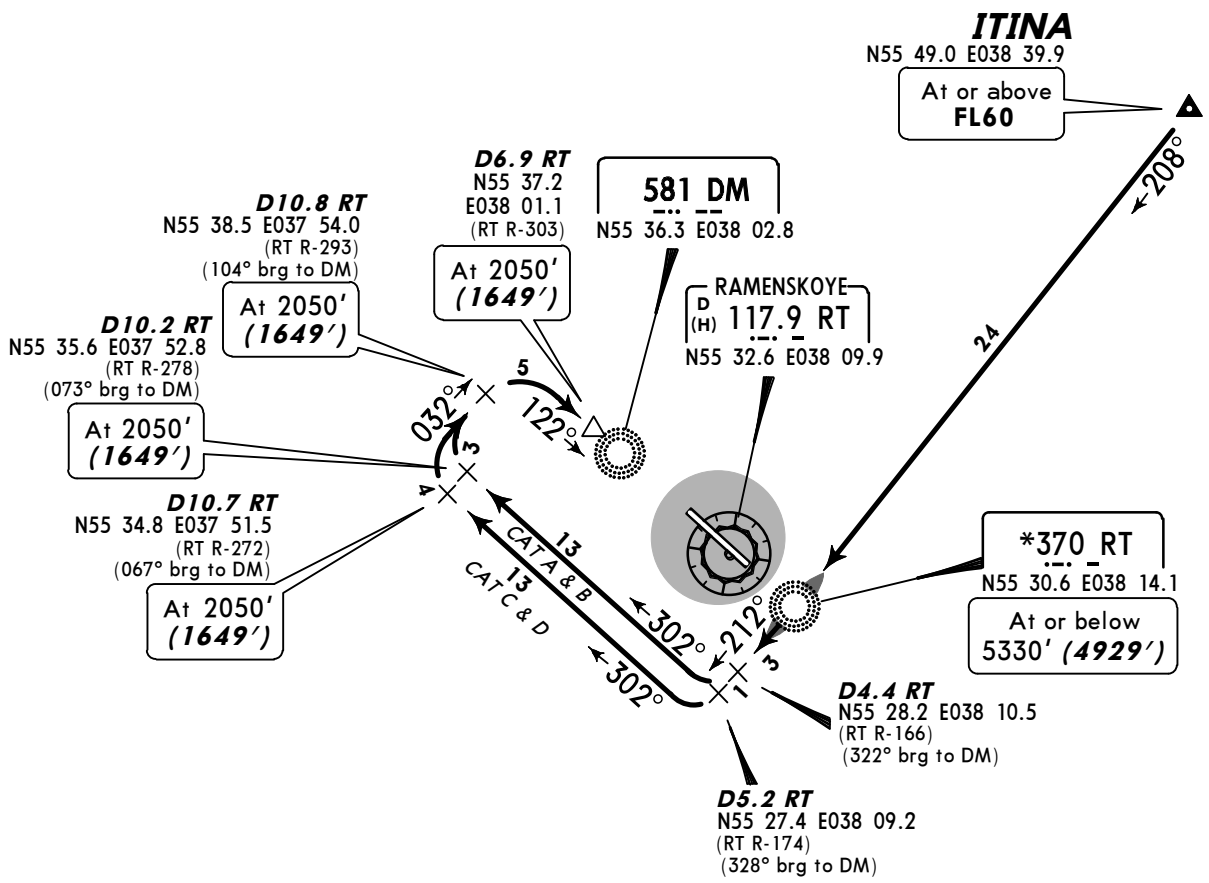
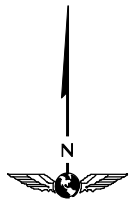
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

ITINA 2A *[ITIN2A]*
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY







NOT TO SCALE

HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5330′	***(4929′ - 1500m)***
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: Crossing at RT revised.

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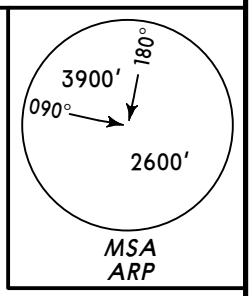
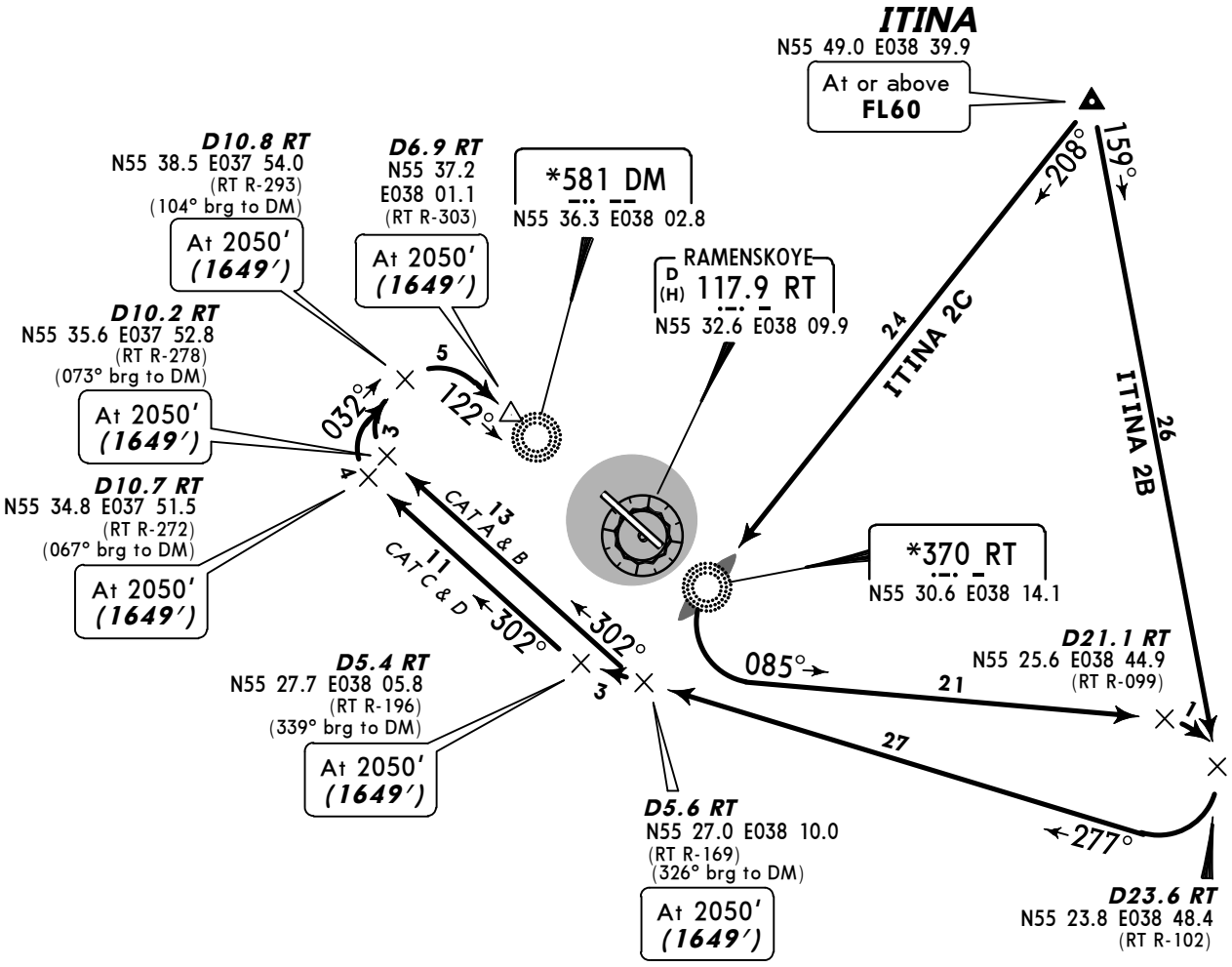
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

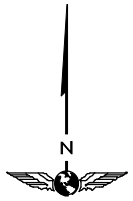
ITINA 2B *[ITIN2B]*, ITINA 2C *[ITIN2C]*
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





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



NOT TO SCALE

CHANGES: FL conversion.

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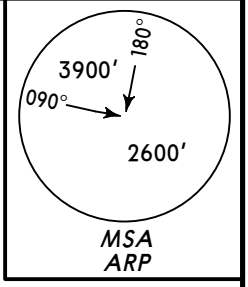
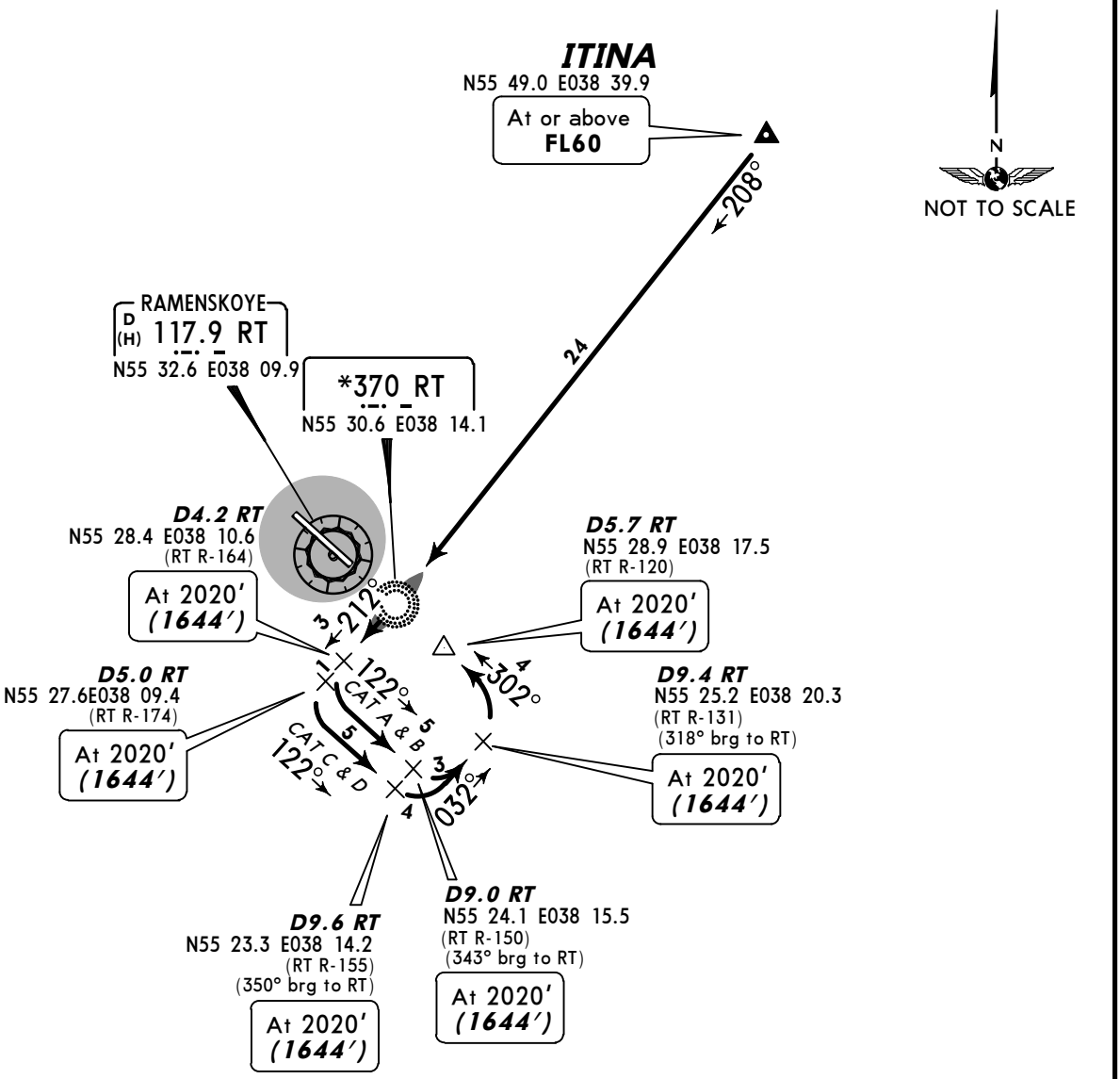
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

ITINA 4A *[ITIN4A]*
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR

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

CHANGES: FL conversion.

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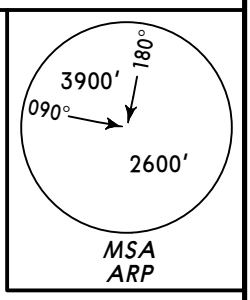
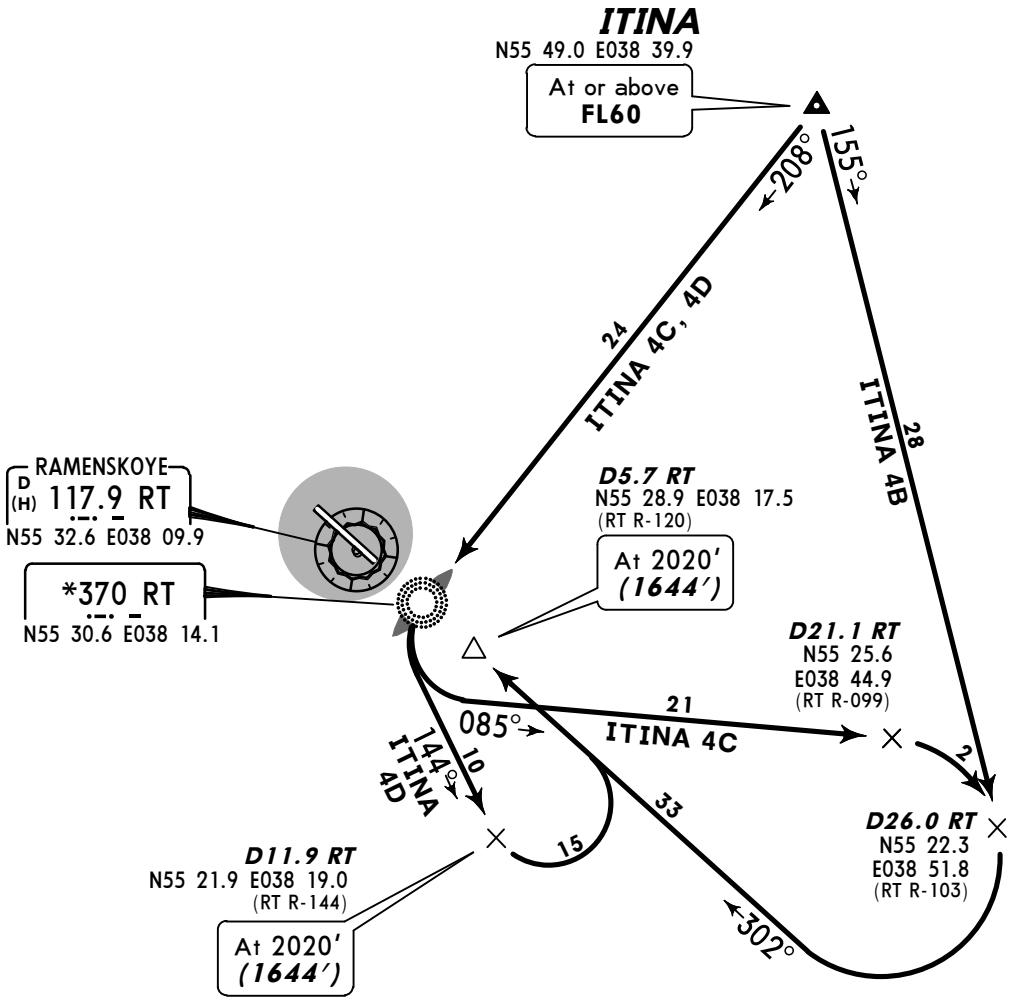
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

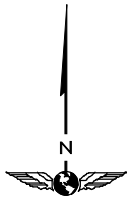
ITINA 4B *[ITIN4B]*, ITINA 4C *[ITIN4C]*
ITINA 4D *[ITIN4D]*
RWY 30 ARRIVALS
BY ATC



FOR RUSSIAN USERS ONLY



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



NOT TO SCALE

CHANGES: None.

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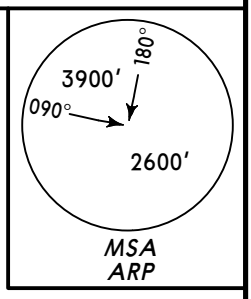
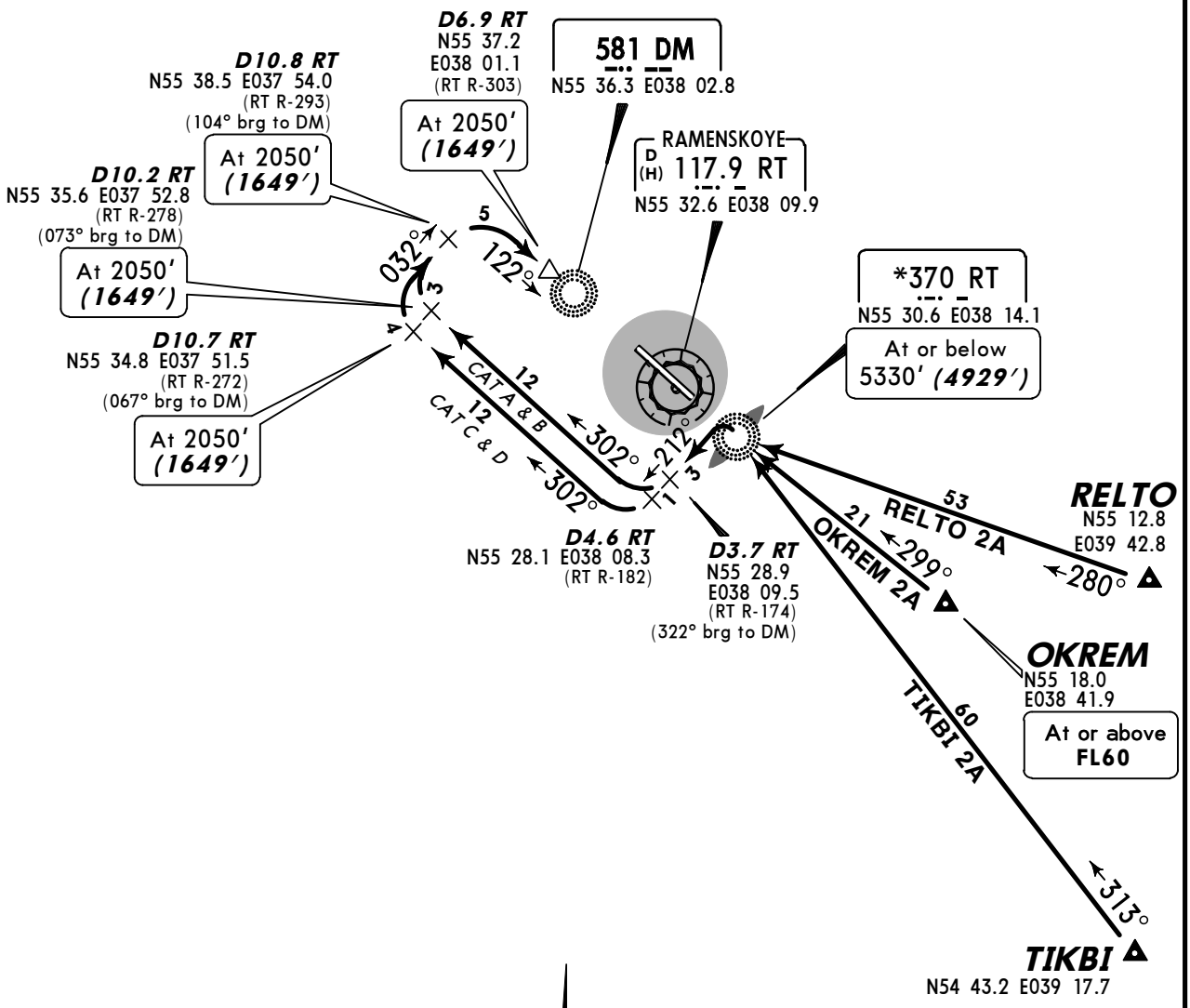
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** RELTO and TIKBI: crossings at airway exit points by ATC.

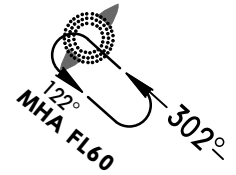
OKREM 2A *[OKRE2A]*
RELTO 2A *[RELT2A]*
TIKBI 2A *[TIKB2A]*
RWY 12 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5330′	***(4929′ - 1500m)***
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***

CHANGES: Crossing at OKREM.

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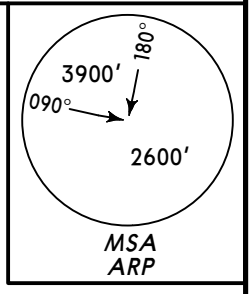
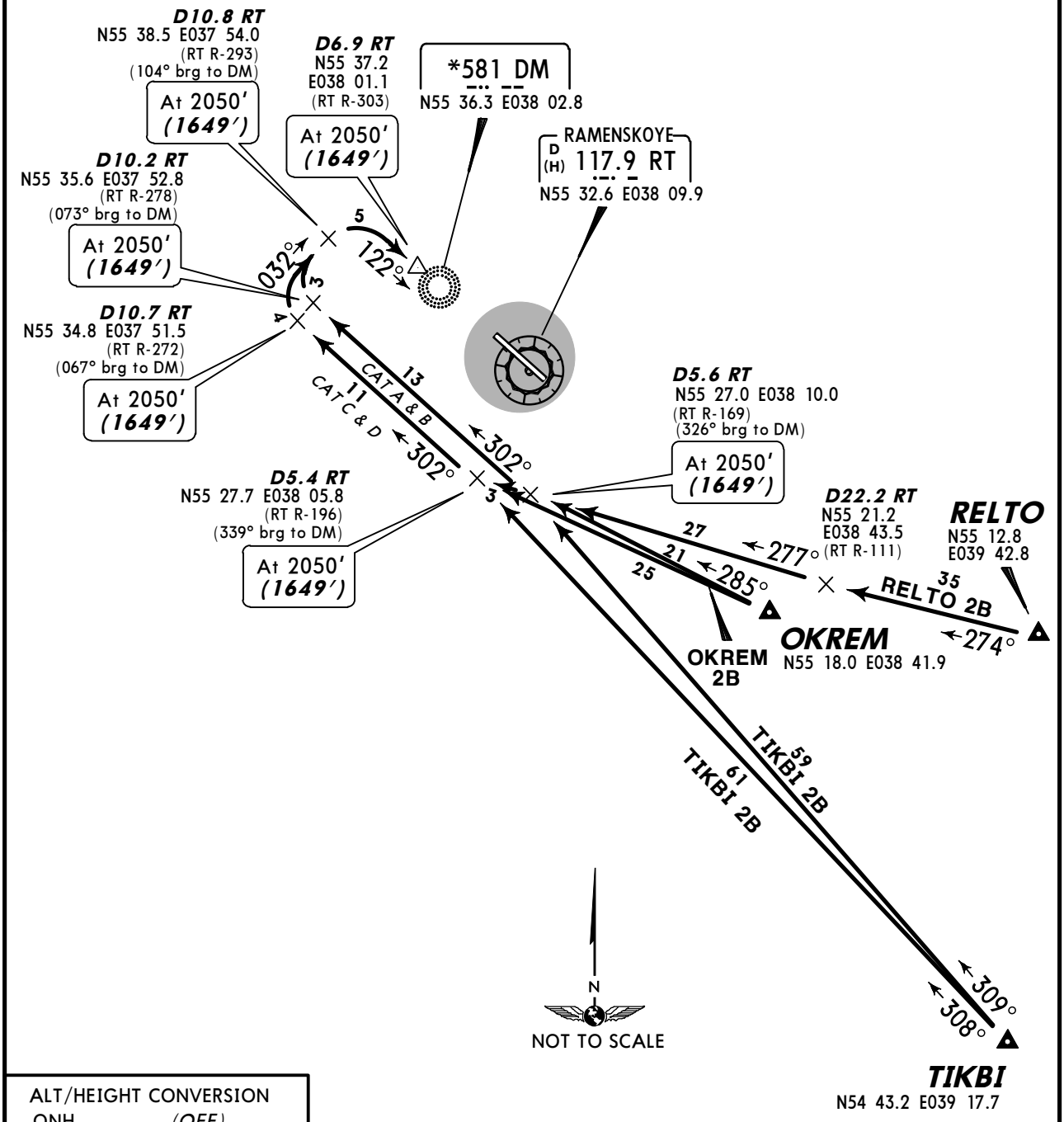
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway exit points by ATC.

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

FOR RUSSIAN USERS ONLY





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

CHANGES: Trans level.

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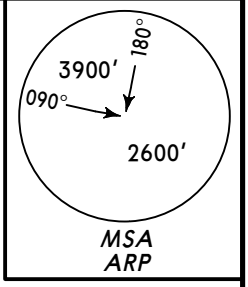
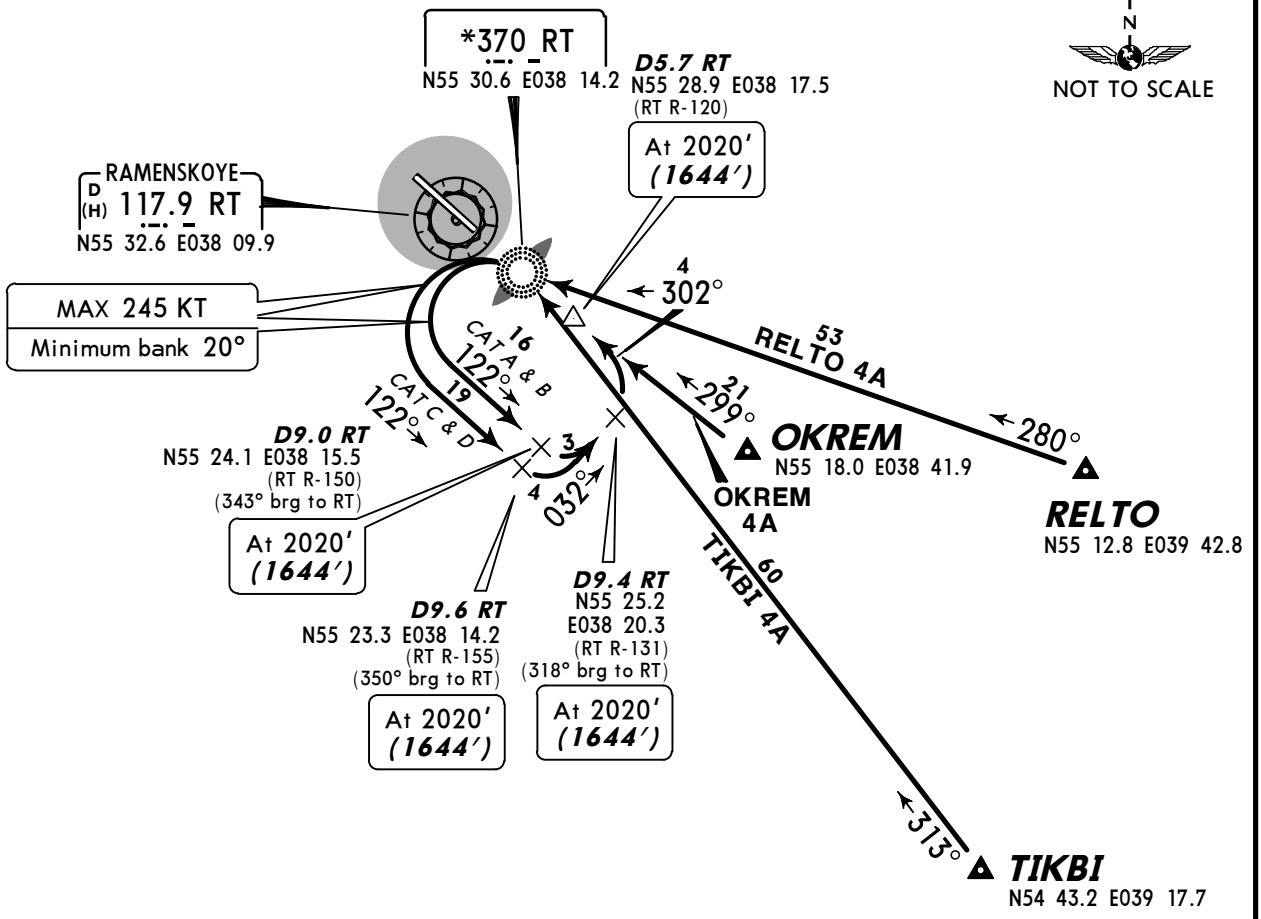
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway exit points by ATC.

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

FOR RUSSIAN USERS ONLY





HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

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

CHANGES: FL conversion.

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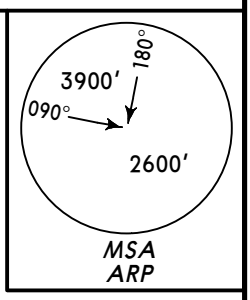
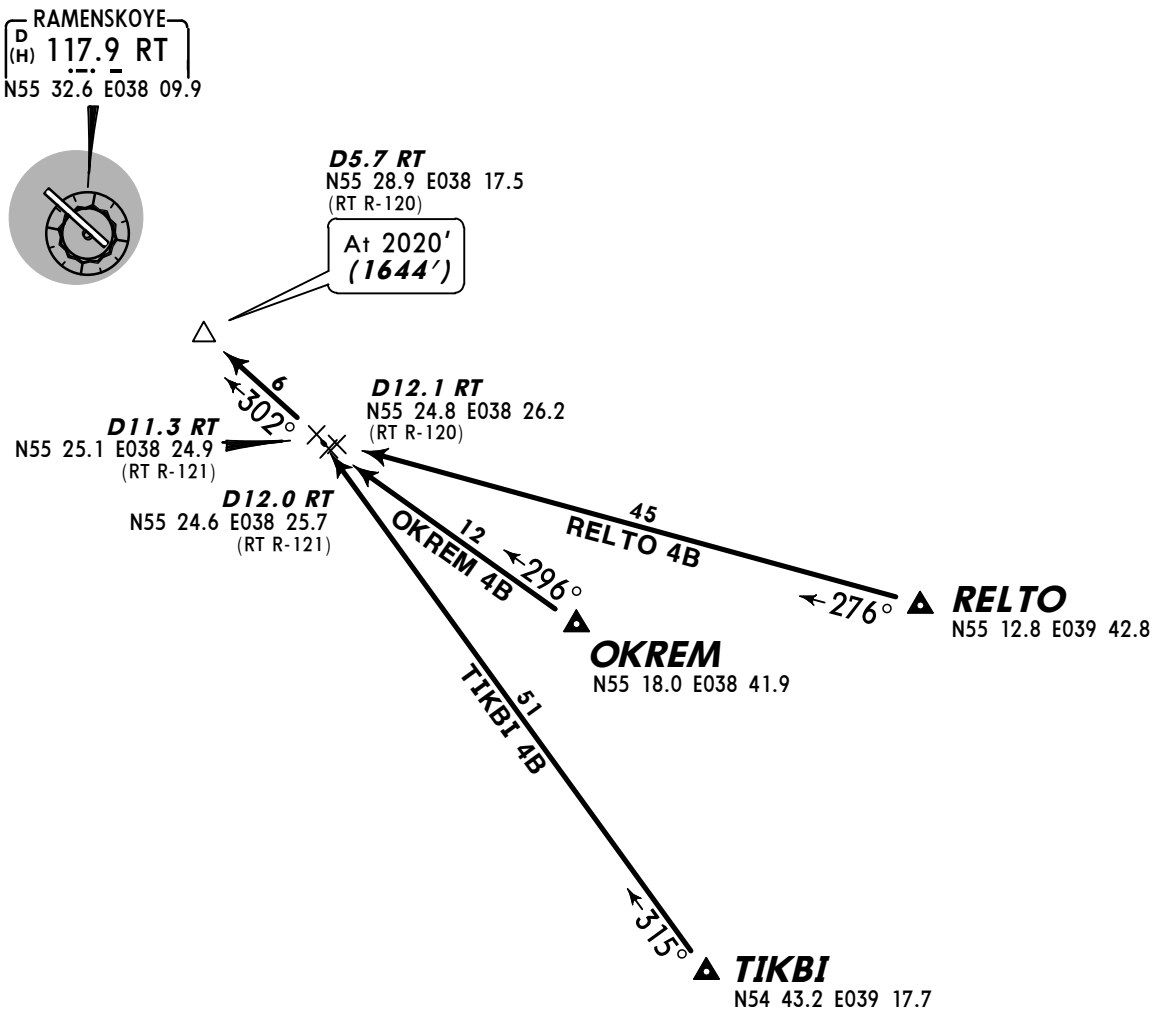
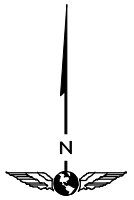
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

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



FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: None.

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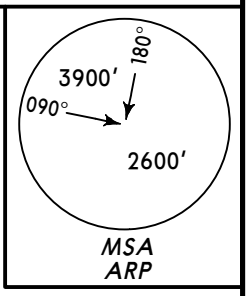
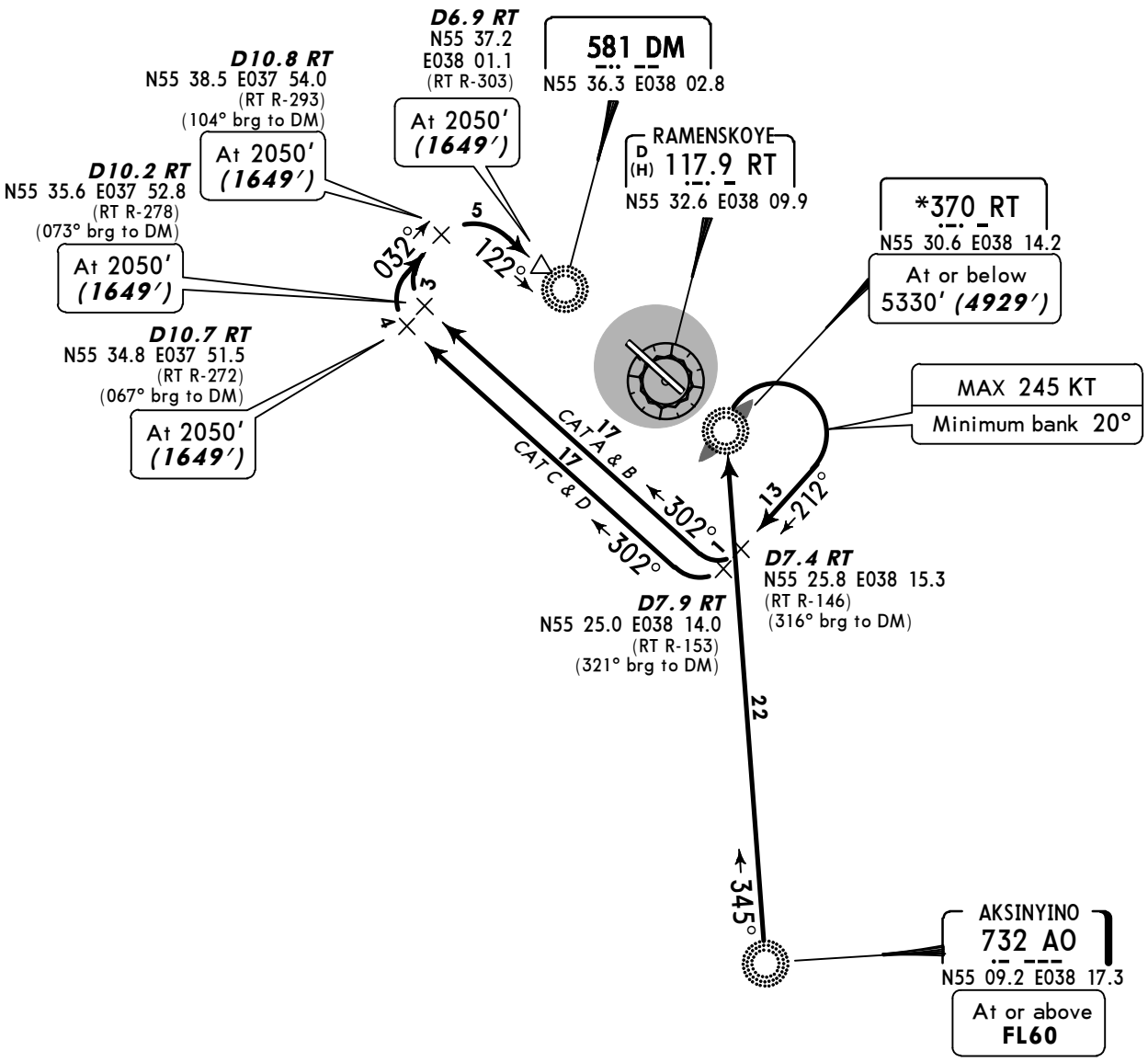
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

AO 2A
RWY 12 ARRIVAL

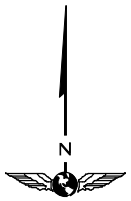
FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION

QNH	(QFE)
5330′	***(4929′ - 1500m)***
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***



NOT TO SCALE

HOLDING OVER RT LCTR

CHANGES: AO INS coordinates.

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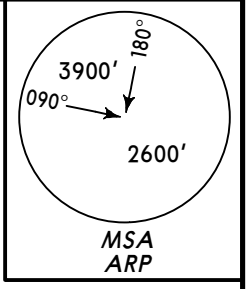
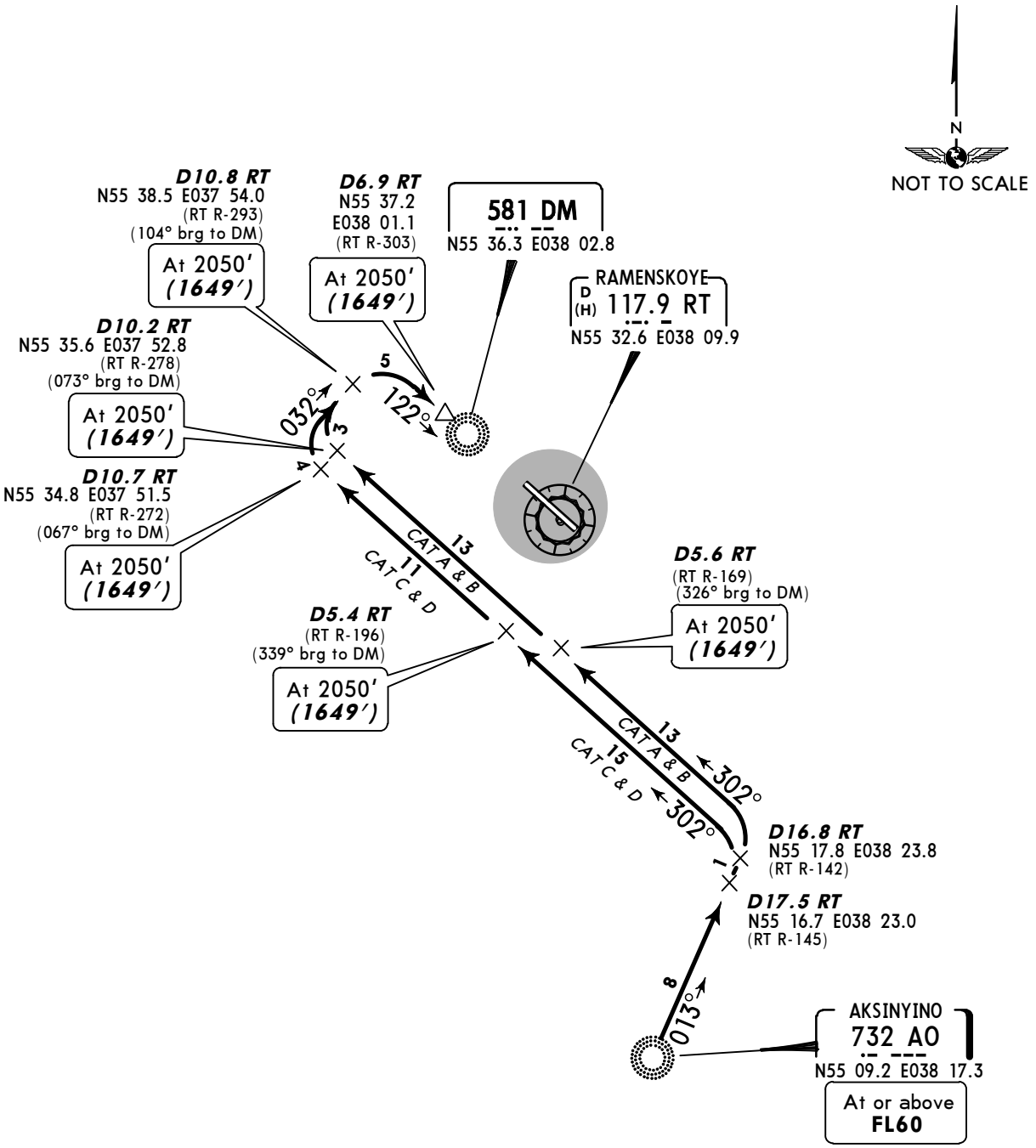
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

AO 2B
RWY 12 ARRIVAL
BY ATC

FOR RUSSIAN USERS ONLY





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

CHANGES: AO INS coordinates.

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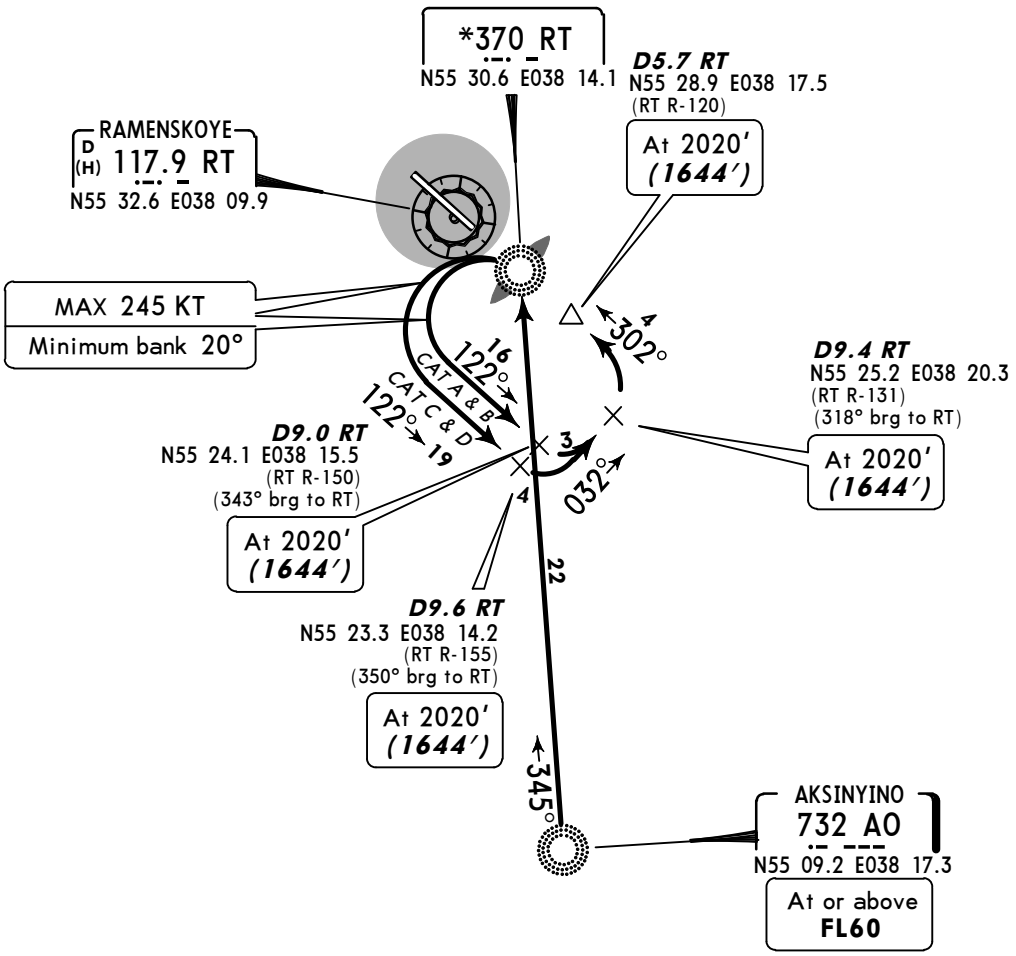
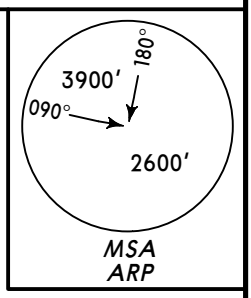
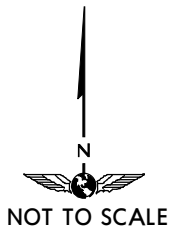
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

AO 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY







HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

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

CHANGES: AO INS coordinates.

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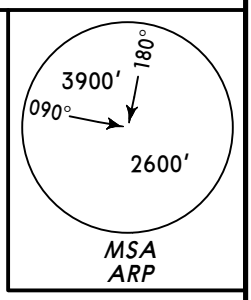
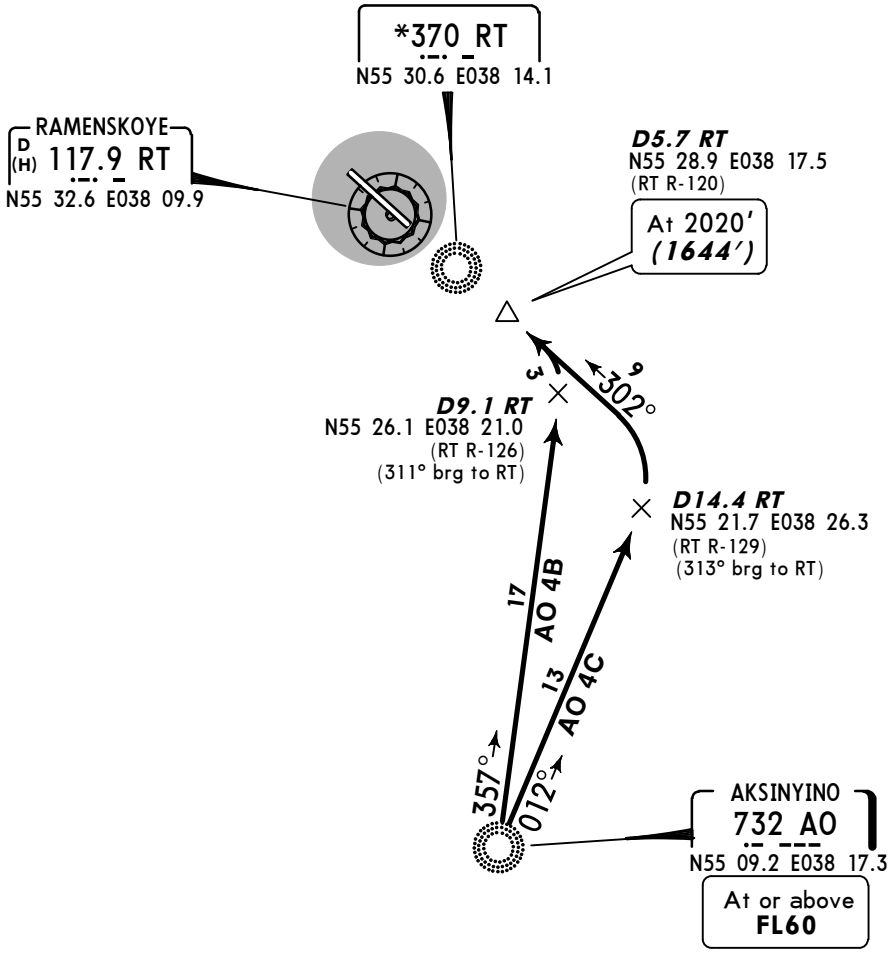
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

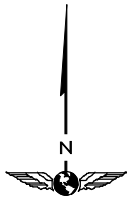


AO 4B, AO 4C
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY



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



NOT TO SCALE

CHANGES: AO INS coordinates.

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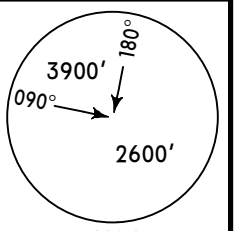
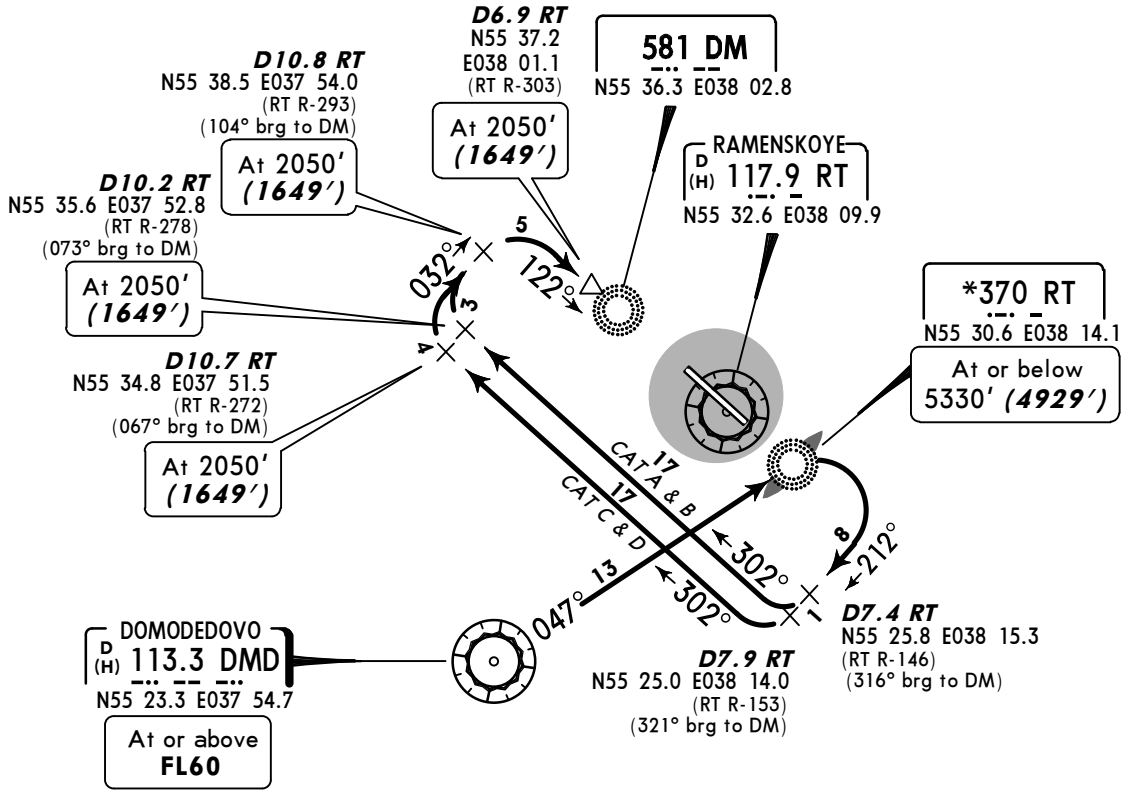
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

DMD 2A
RWY 12 ARRIVAL

FOR RUSSIAN USERS ONLY

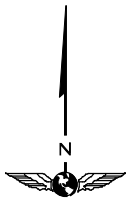




HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

QNH	(QFE)
5330′	***(4929′ - 1500m)***
4350′	***(3949′ - 1200m)***
2050′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: Crossing at RT revised.

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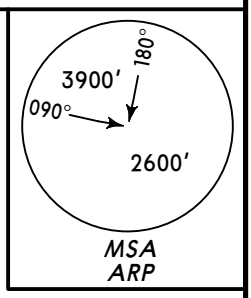
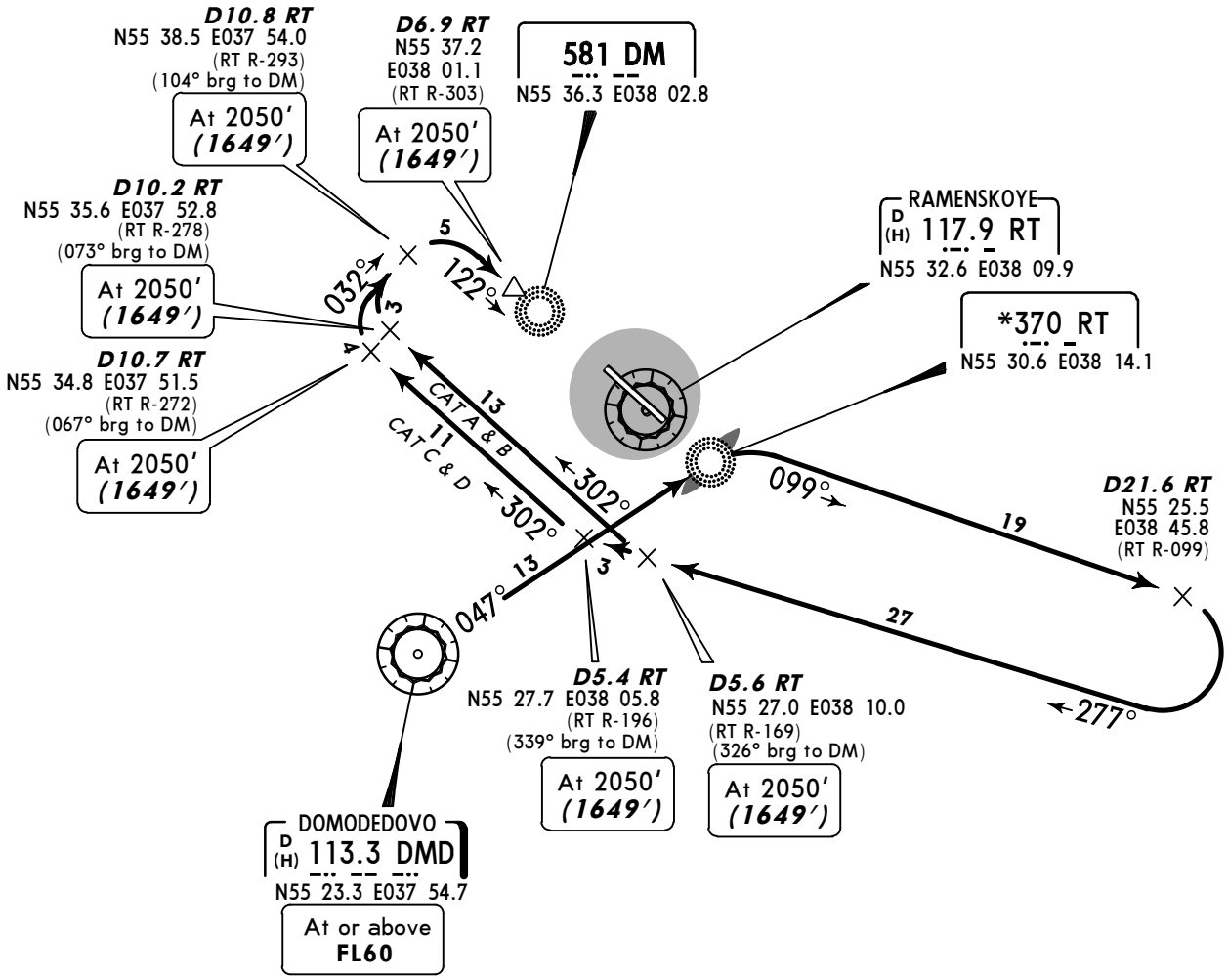
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

DMD 2B
RWY 12 ARRIVAL
BY ATC

FOR RUSSIAN USERS ONLY





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

N

NOT TO SCALE

CHANGES: Crossing at DMD.

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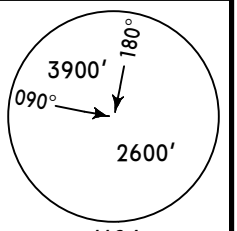
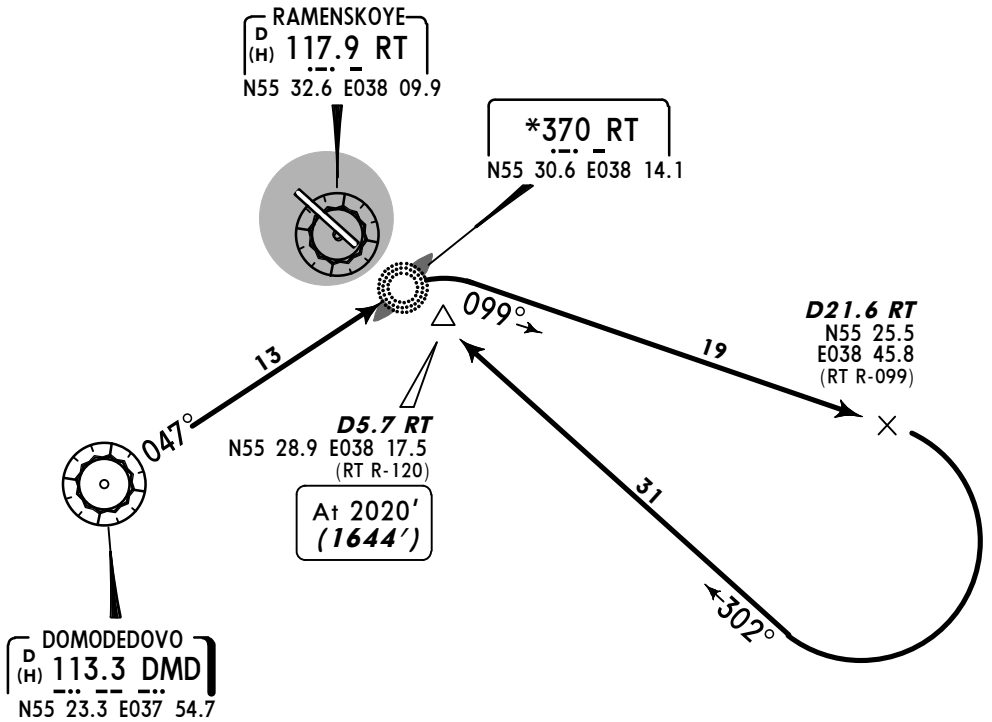
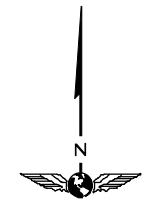
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

DMD 4A
RWY 30 ARRIVAL

FOR RUSSIAN USERS ONLY







NOT TO SCALE

HOLDING OVER RT LCTR

ALT/HEIGHT CONVERSION

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

CHANGES: None.

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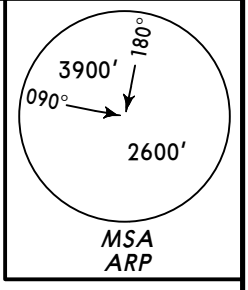
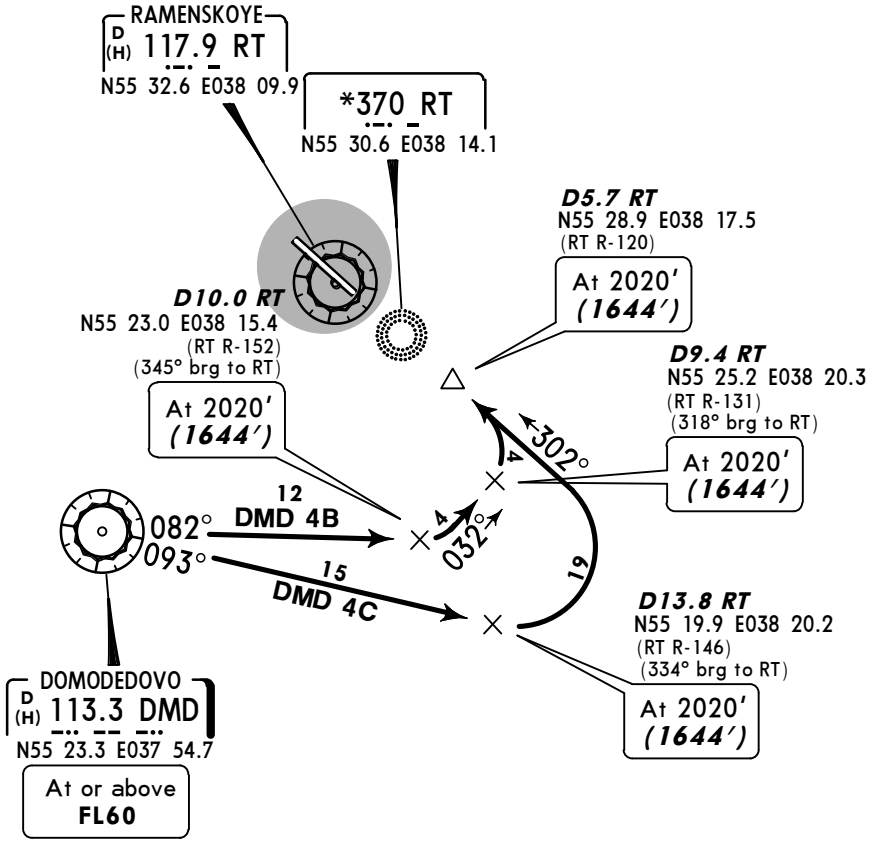
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

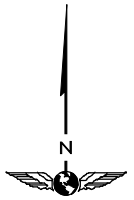
DMD 4B, DMD 4C
RWY 30 ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY





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



NOT TO SCALE

CHANGES: Crossing at DMD revised.

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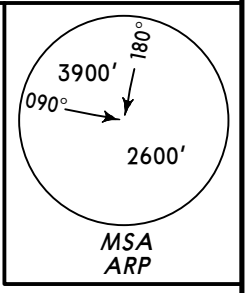
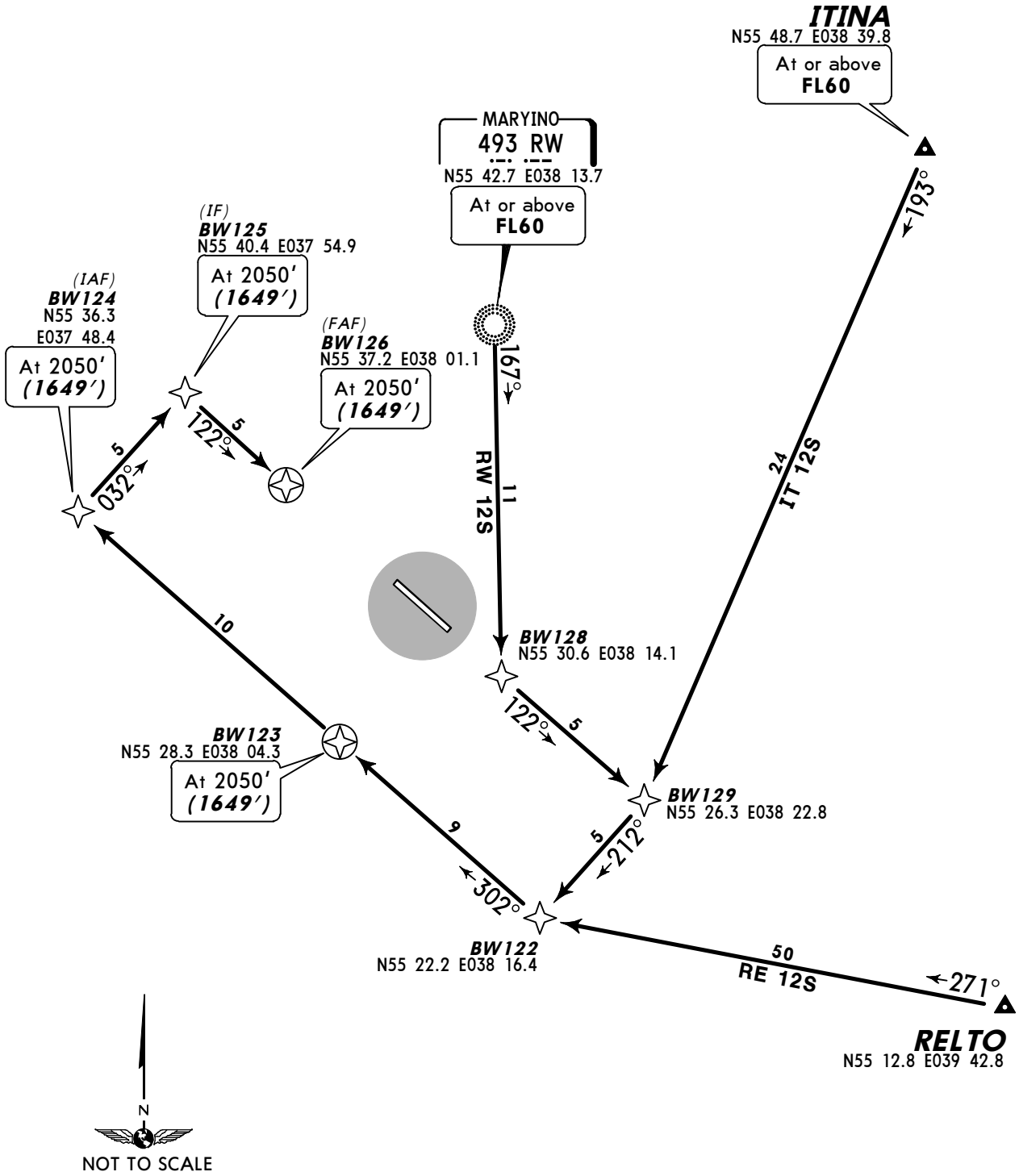
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

IT 12S, RE 12S, RW 12S
RWY 12 RNAV ARRIVALS
RNAV (GNSS)

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION

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

CHANGES: New procedures.

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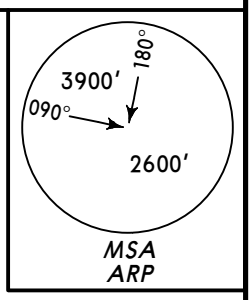
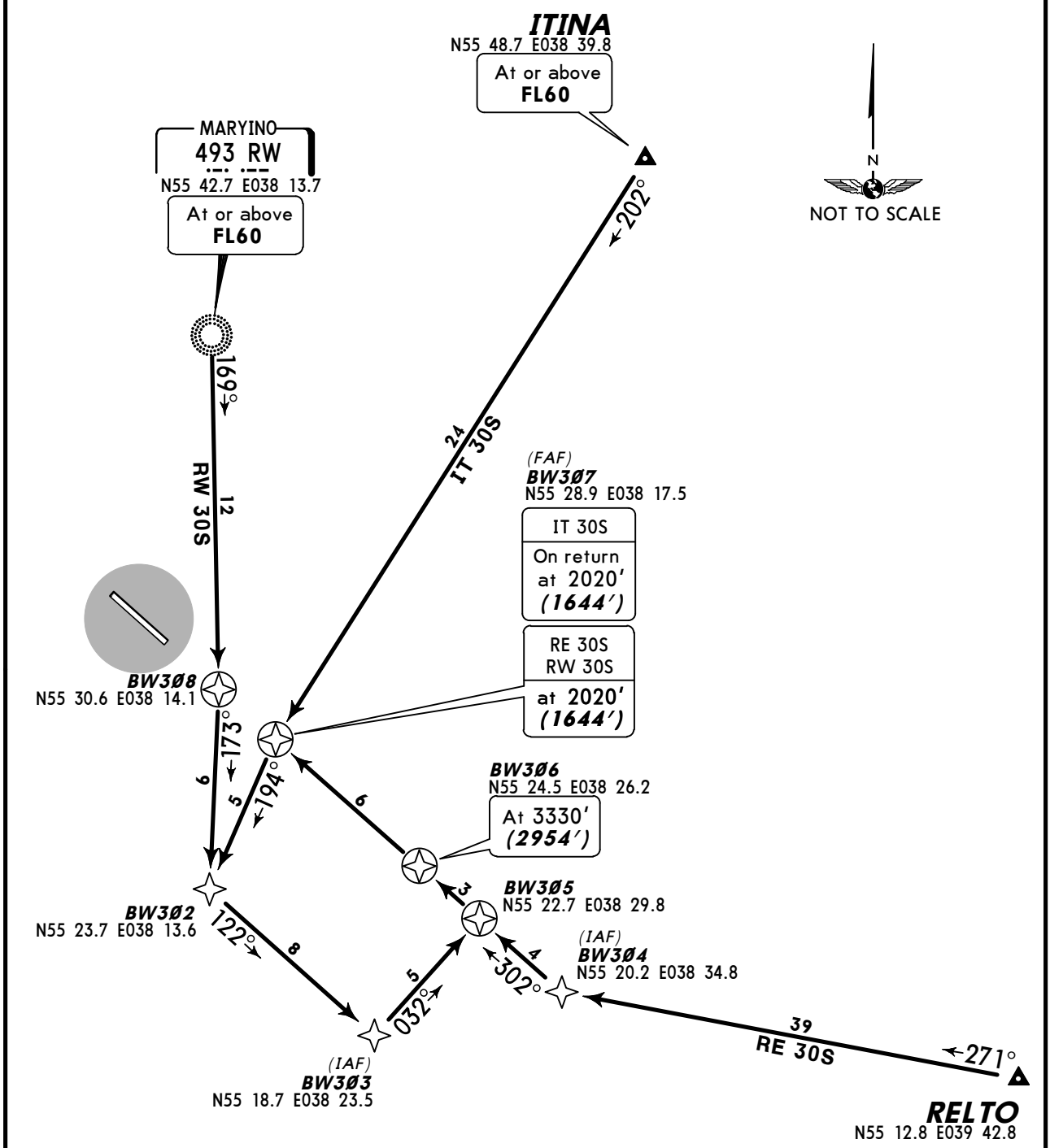
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

IT 30S, RE 30S, RW 30S
RWY 30 RNAV ARRIVALS
RNAV (GNSS)
FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3974′ - 1200m)***
3330′	***(2954′ - 900m)***
2020′	***(1644′ - 500m)***

CHANGES: New chart.

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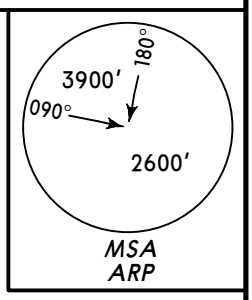
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)***

AO 12S, DMD 12S, OK 12S
RWY 12 RNAV ARRIVALS
RNAV (GNSS)
FOR RUSSIAN USERS ONLY



(IF)
BW125
N55 40.4 E037 54.9
At 2050′
(1649′)

(IAF)
BW124
N55 36.3
E037 48.4
At 2050′
(1649′)

(FAF)
BW126
N55 37.2 E038 01.1
At 2050′
(1649′)

5
032°
5
122°
10
12
DMD 12S
9
BW128
N55 30.6 E038 14.1
122°
5
BW129
N55 26.3 E038 22.8
5
212°
BW123
N55 28.3 E038 04.3
At 2050′
(1649′)
047°
BW122
N55 22.2 E038 16.4
15
OK 12S
276°
10
302°
OKREM
N55 18.0 E038 41.9
BW121
N55 16.2 E038 28.5
9
AO 12S
032°
DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7
AKSINYINO
732 AO
N55 09.2 E038 17.3
At or above
FL60
N
NOT TO SCALE

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

CHANGES: New chart.

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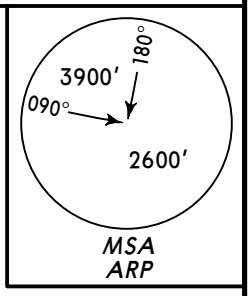
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)***

AO 30S, DMD 30SA, DMD 30SB, TI 30S
RWY 30 RNAV ARRIVALS
RNAV (GNSS)
FOR RUSSIAN USERS ONLY



(FAF)
BW3Ø7
N55 28.9 E038 17.5
At 2020′
(1644′)

BW3Ø1
N55 28.0 E038 05.1

BW3Ø6
N55 24.5 E038 26.2
At 3330′
(2954′)

042° 6 DM 30SA
122° 7
078° 10 DM 30SB

BW3Ø2
N55 23.7 E038 13.6

6
3
BW3Ø5
N55 22.7 E038 29.8

8
5 032°
4 302°

(IAF)
BW3Ø4
N55 20.2 E038 34.8

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

(IAF)
BW3Ø3
N55 18.7 E038 23.5

13 AO 30S
44 TI 30S

AKSINYINO
732 AO
N55 09.2 E038 17.3
At or above
FL60

032°
317°

TIKBI
N54 43.2 E039 17.7

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4350′	***(3974′ - 1200m)***
3330′	***(2954′ - 900m)***
2020′	***(1644′ - 500m)***

CHANGES: New chart.

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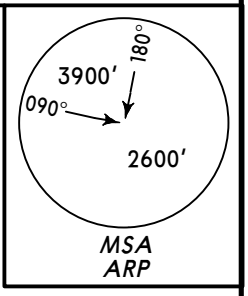
*ATIS	Apt Elev	
127.75X	404′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

LOST COMMS PROCEDURES AFTER TAKE-OFF, CLIMB AND EXIT FROM TMA RWYS 12, 30

FOR RUSSIAN USERS ONLY



MARYINO
493 RW
N55 42.7 E038 13.7

At or above **FL60**

MAX 270 KT
Bank 30°

RAMENSKOYE
D (H) 117.9 RT
N55 32.6 E038 09.9

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

At or above **FL60**

CHERUSTI
410 SF
N55 32.9 E039 59.8

MAX 270 KT
Bank 30°

MAX 270 KT
Bank 30°

*370 RT
N55 30.6 E038 14.1

122°

MAX 245 KT
Bank 30°

MAX 270 KT
Bank 30°

MAX 270 KT
Bank 30°

302°

RELTO
N55 12.8 E039 42.8

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

MAX 245 KT
Bank 30°

MAX 270 KT
Bank 30°

TIKBI
N54 43.2 E039 17.7

N

NOT TO SCALE

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

CHANGES: New chart (procedures transferred, RW coordinates).

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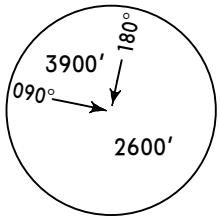
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



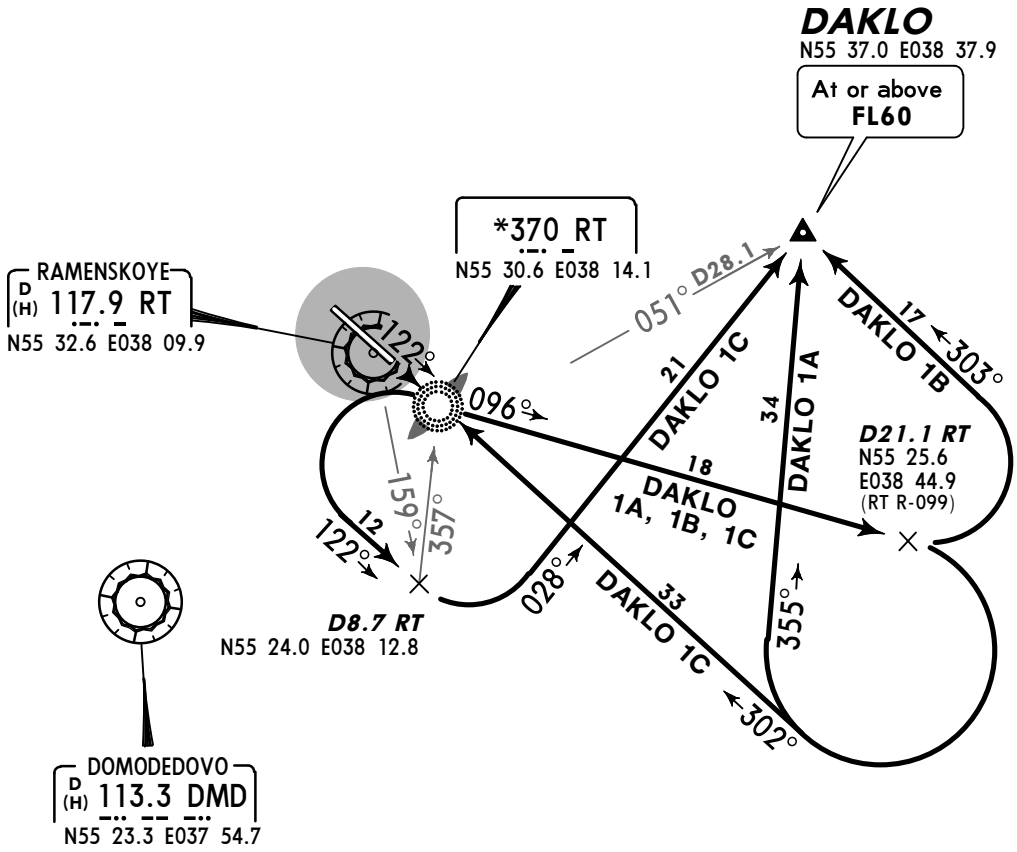
MSA ARP

DAKLO 1A *[DAKL1A]*

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

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY



NOT TO SCALE

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

CHANGES: FL conversion.

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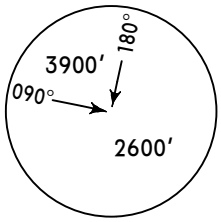
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



MSA
ARP

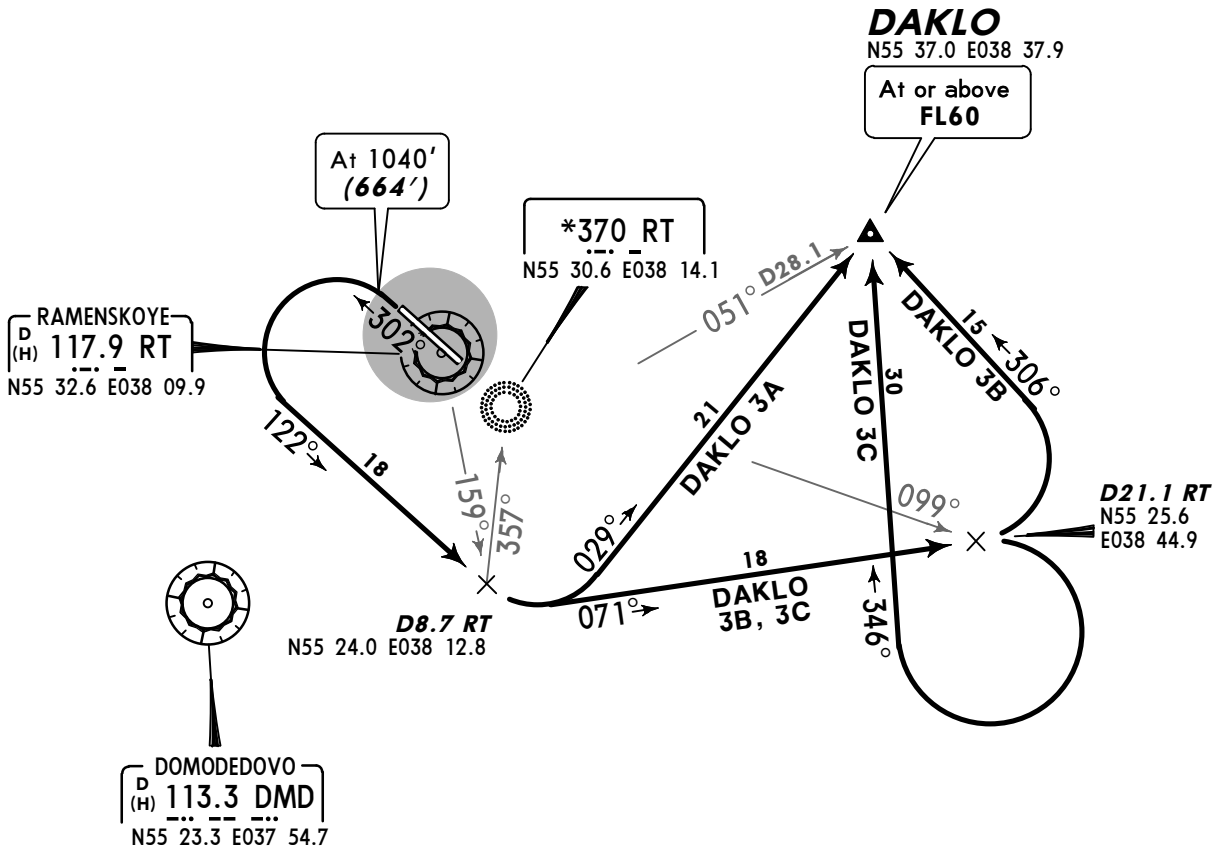
DAKLO 3A *[DAKL3A]*

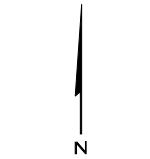
DAKLO 3B *[DAKL3B]*, DAKLO 3C *[DAKL3C]*

BY ATC

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: FL conversion.

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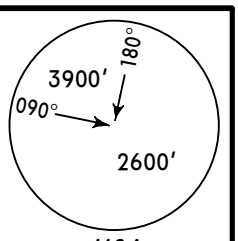
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

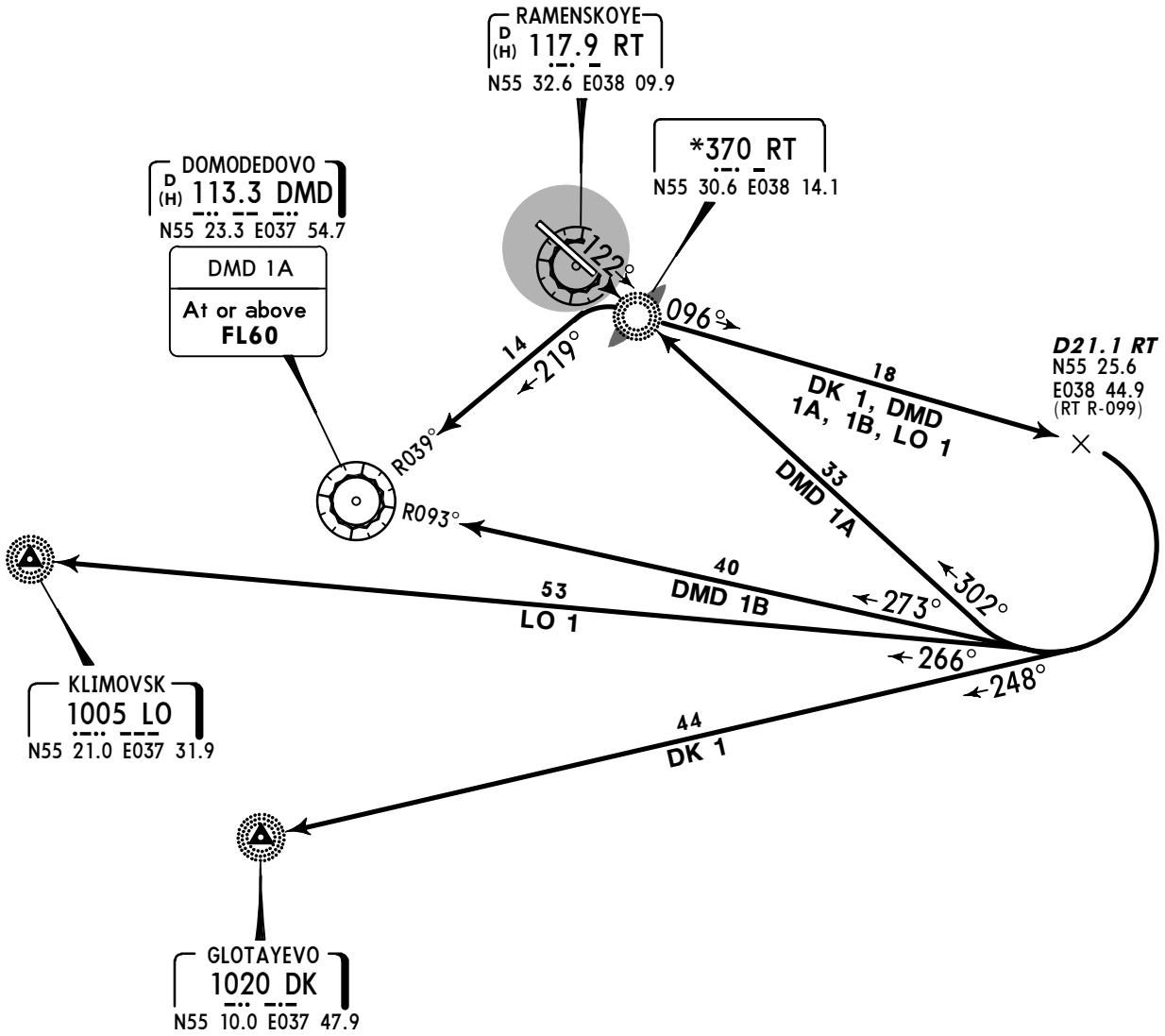


DMD 1A

DK 1, DMD 1B, LO 1
BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
4350′	***(3949′ - 1200m)***

CHANGES: FL conversion.

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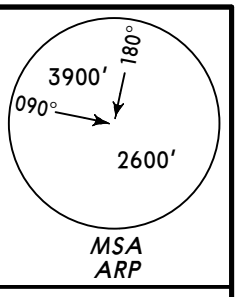
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.

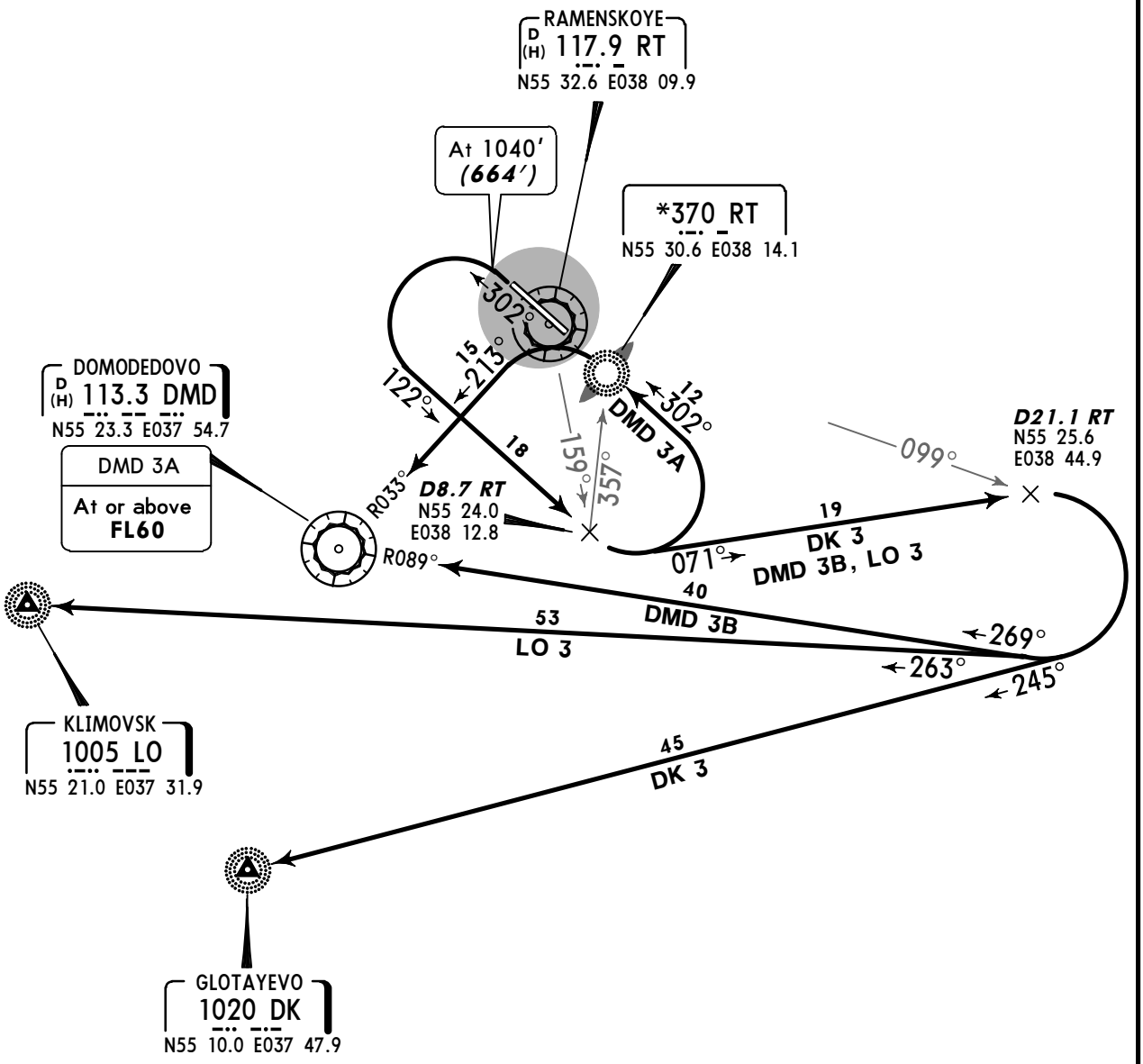


DMD 3A

DK 3, DMD 3B, LO 3
BY ATC

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY



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

CHANGES: FL conversion.

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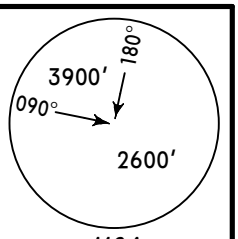
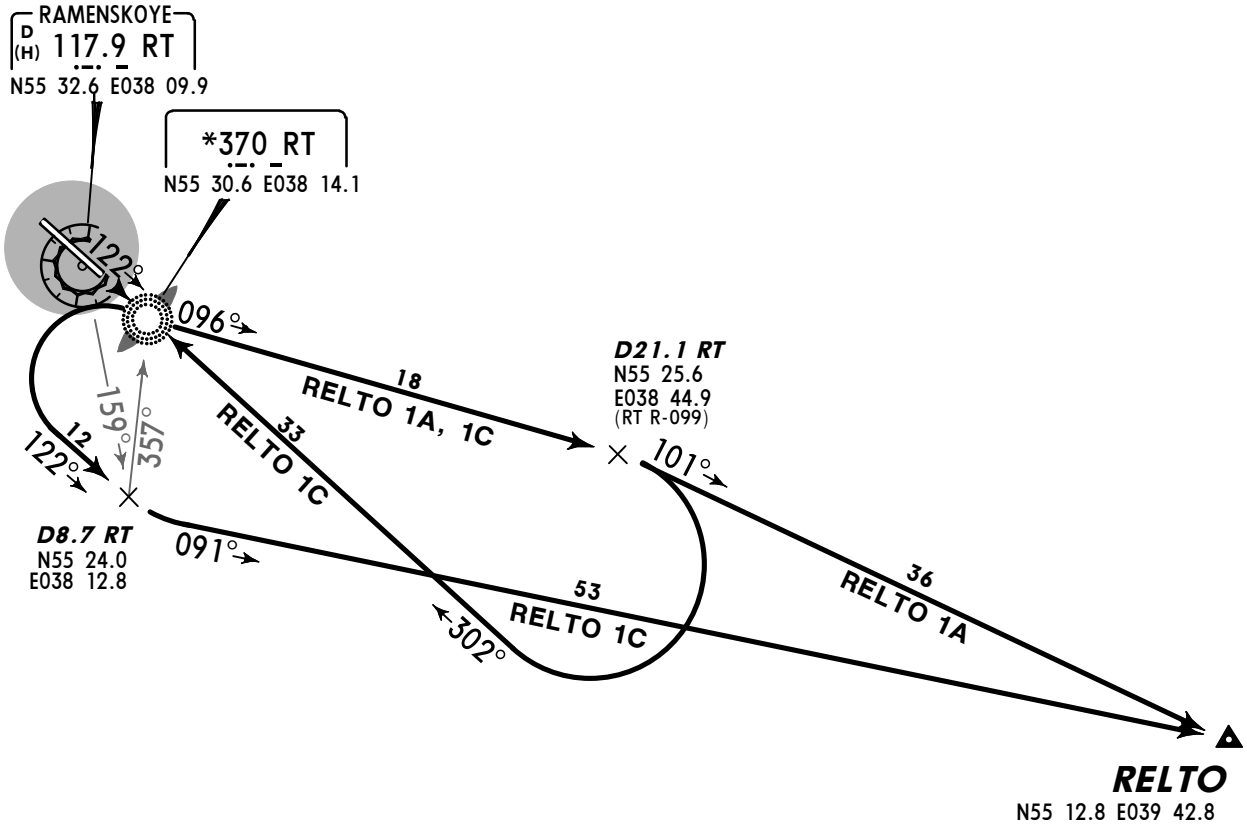
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

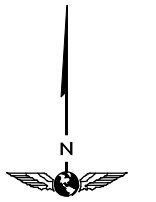


MSA
ARP

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

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: Trans level.

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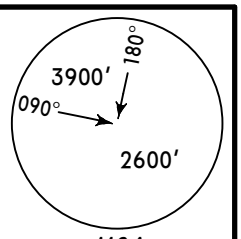
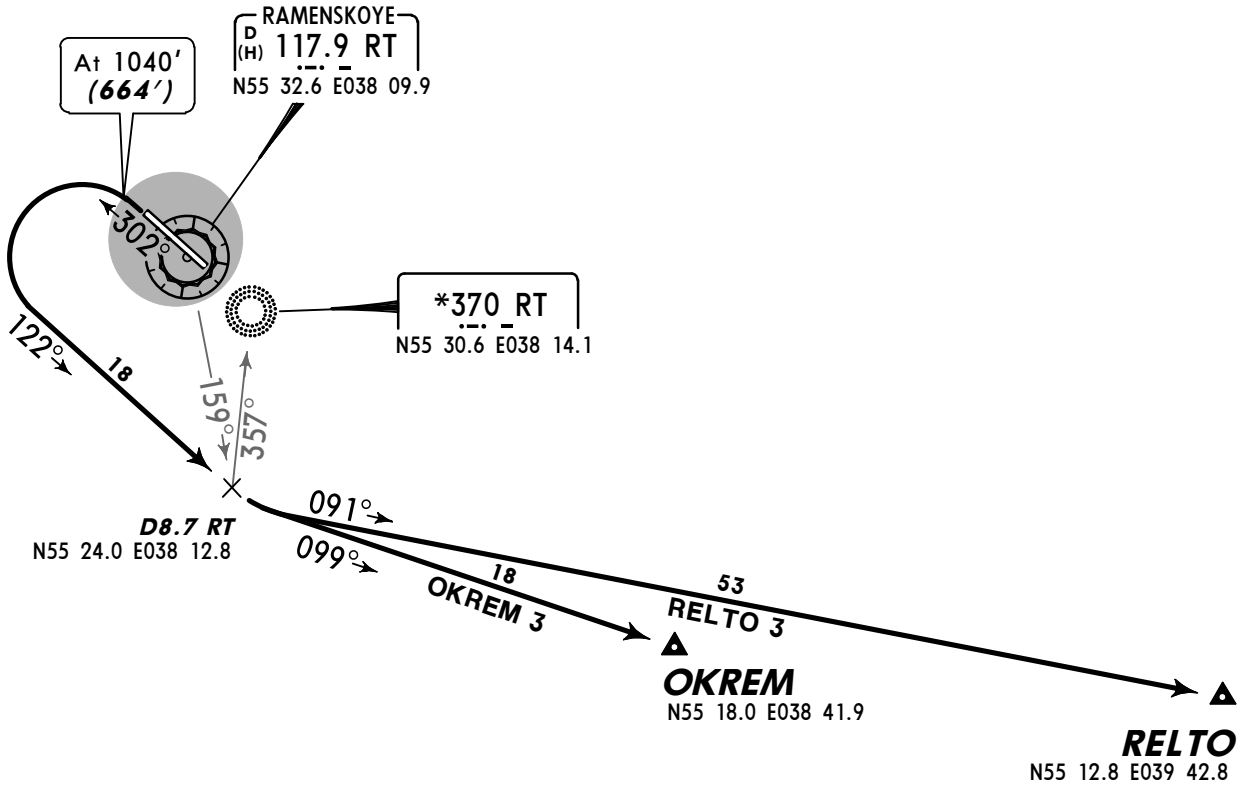
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.

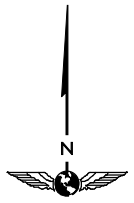


MSA
ARP

OKREM 3
BY ATC
RELTO 3
RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

ALT/HEIGHT CONVERSION

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

CHANGES: Trans level.

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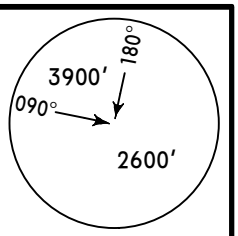
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.

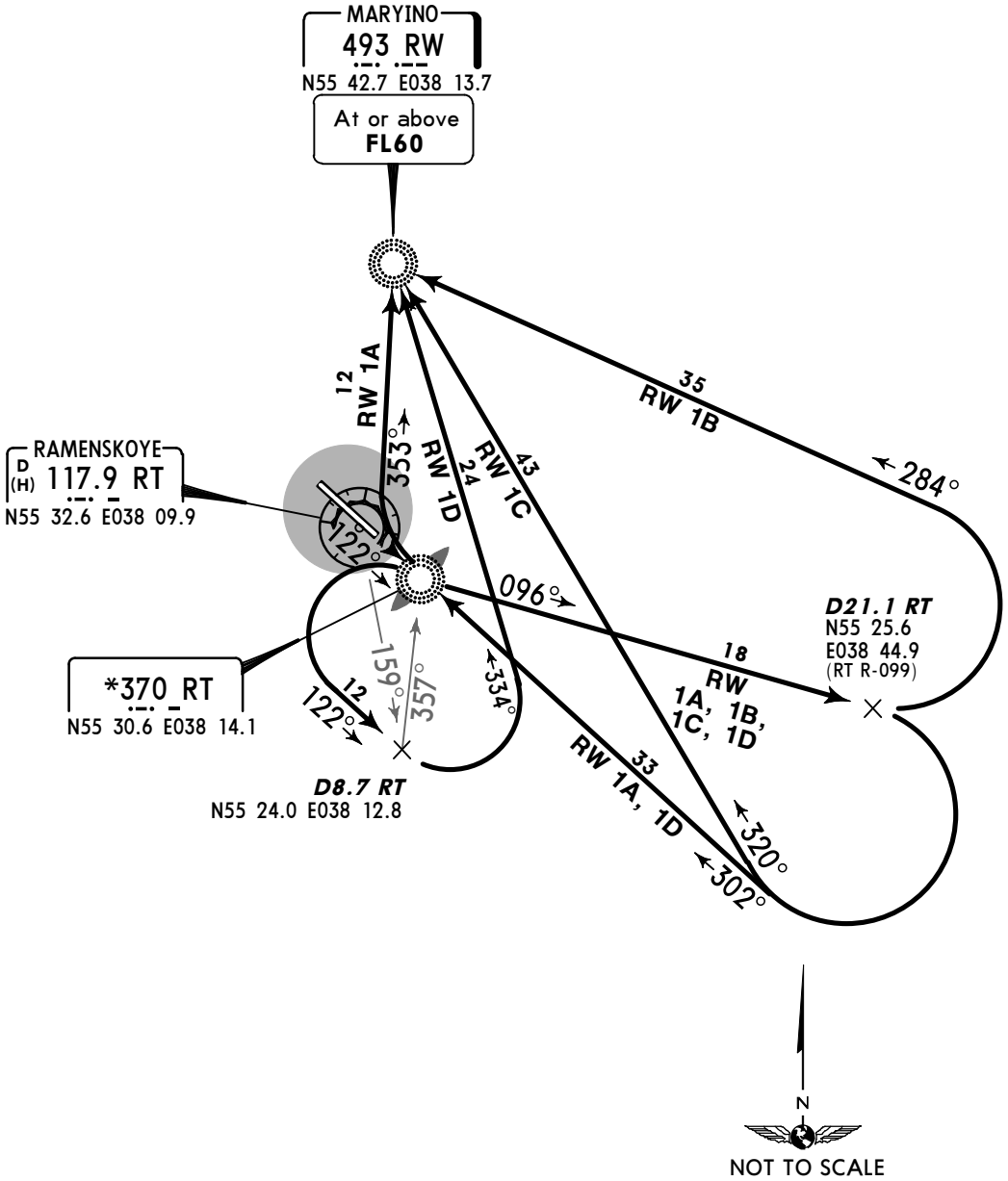


RW 1A

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

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY



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

CHANGES: INS coords.

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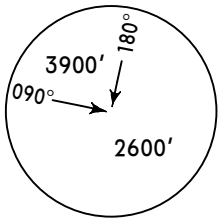
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



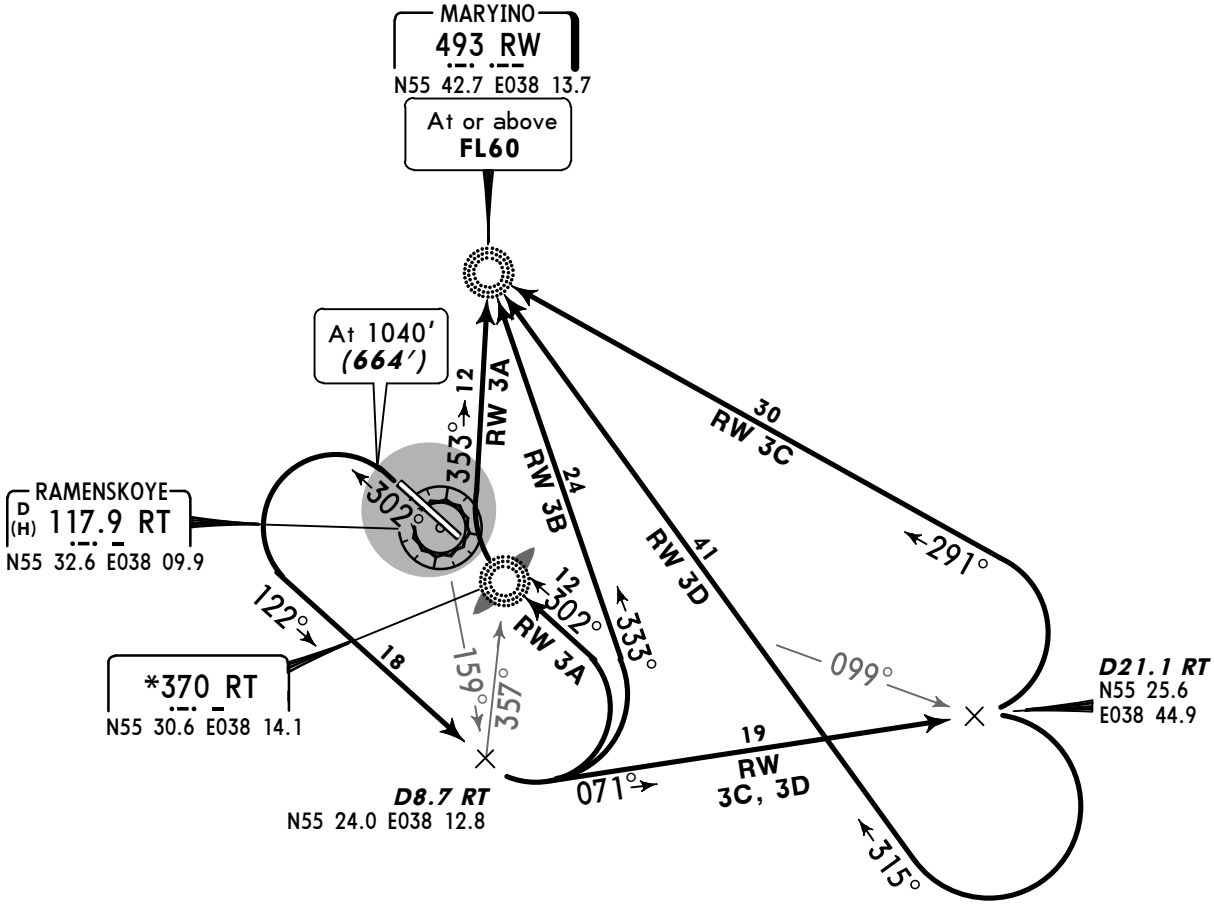
MSA ARP

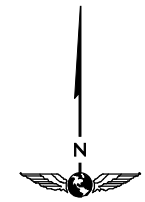
RW 3A

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

RWY 30 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: INS coords.

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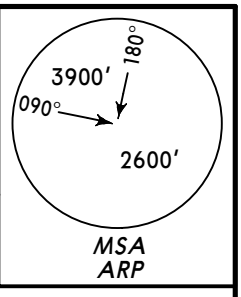
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



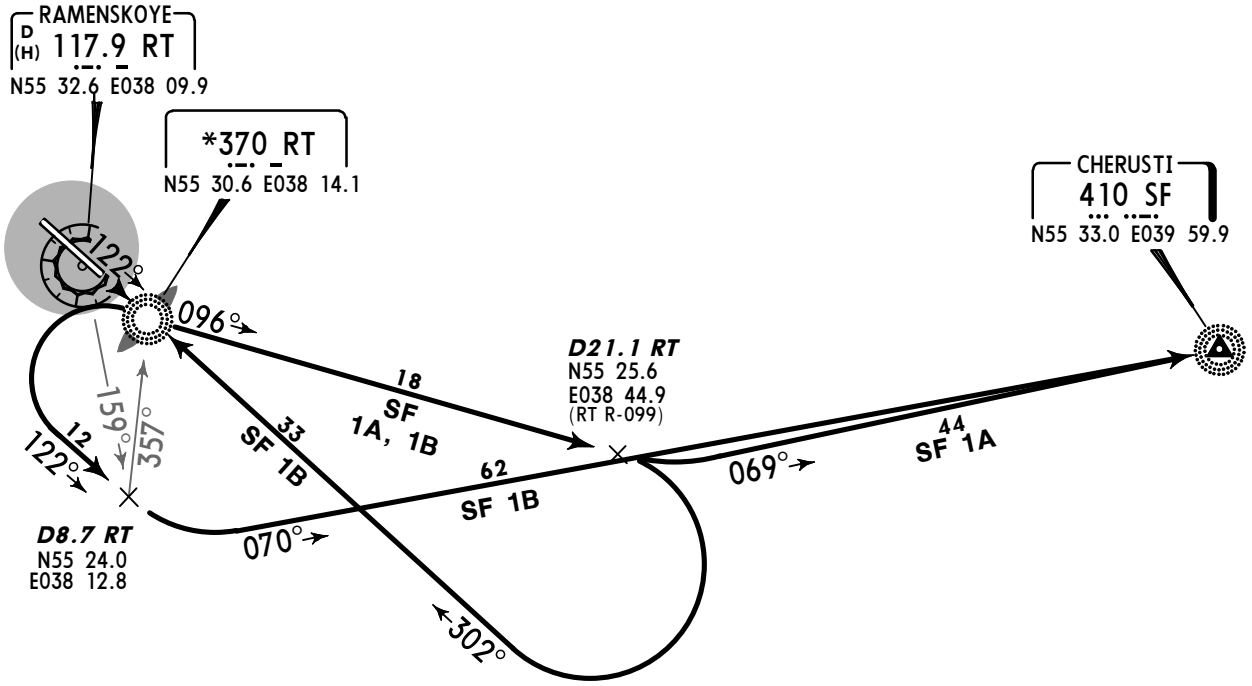
SF 1A

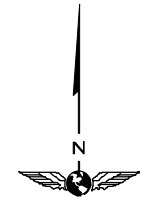
SF 1B

BY ATC

RWY 12 DEPARTURES

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: Trans level.

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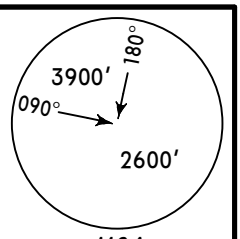
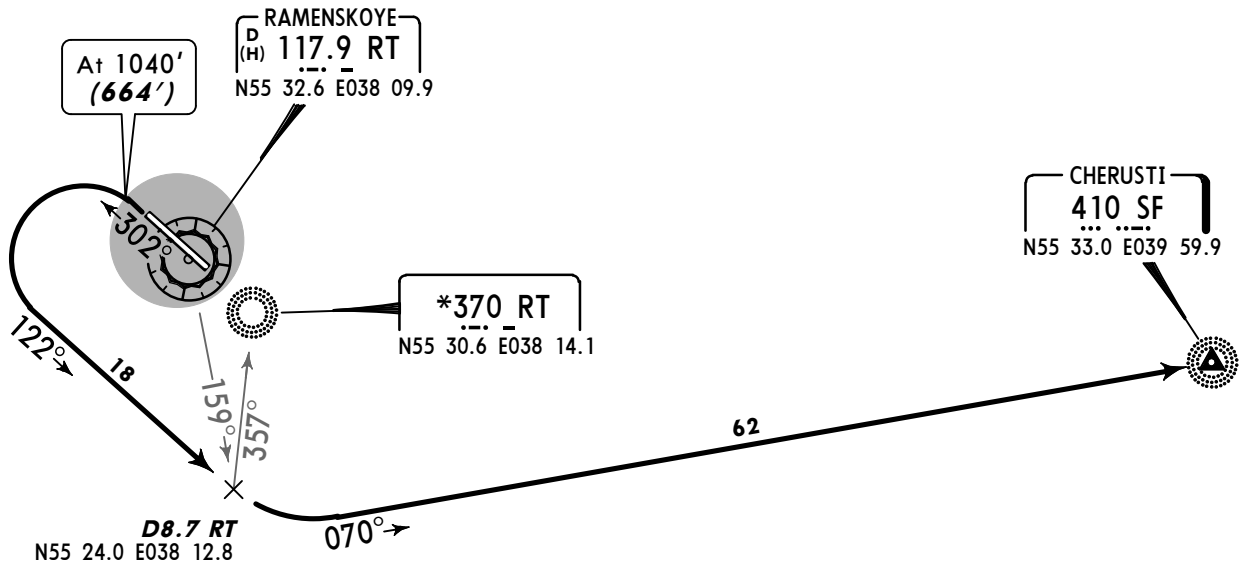
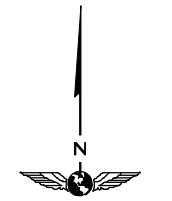
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



SF 3
RWY 30 DEPARTURE

FOR RUSSIAN USERS ONLY





NOT TO SCALE

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

CHANGES: Trans level.

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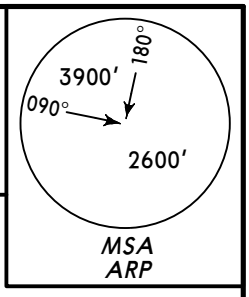
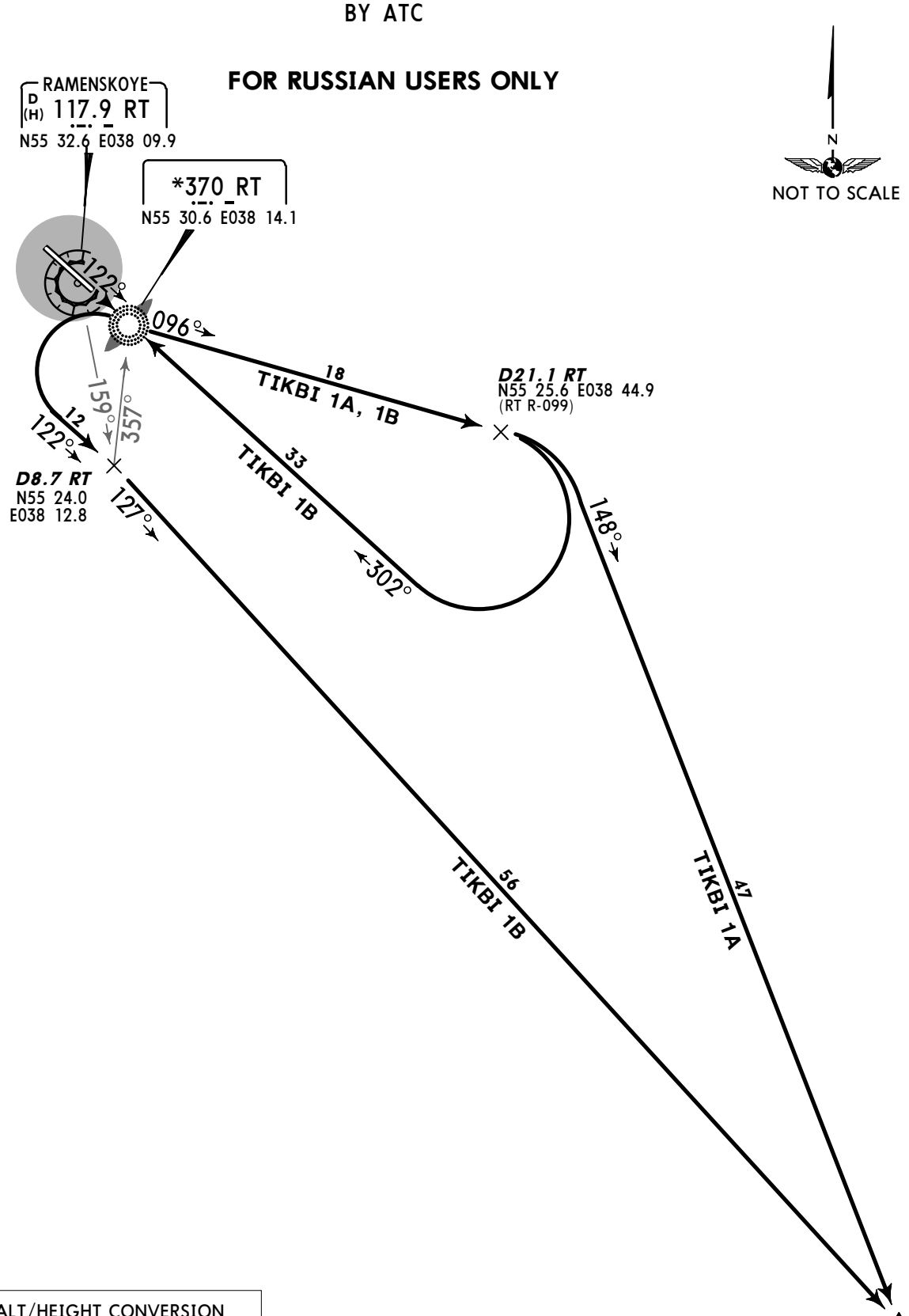
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3949′)*** Crossings at airway entry points by ATC.



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

FOR RUSSIAN USERS ONLY



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

CHANGES: Trans level.

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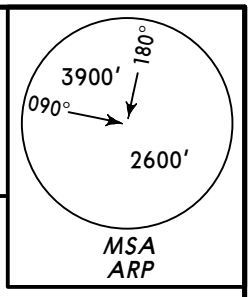
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3974′)*** Crossings at airway entry points by ATC.



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

FOR RUSSIAN USERS ONLY

RAMENSKOYE
D (H) 117.9 RT
N55 32.6 E038 09.9

At 1040′
(664′)

*370 RT
N55 30.6 E038 14.1

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

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

CHANGES: Trans level.

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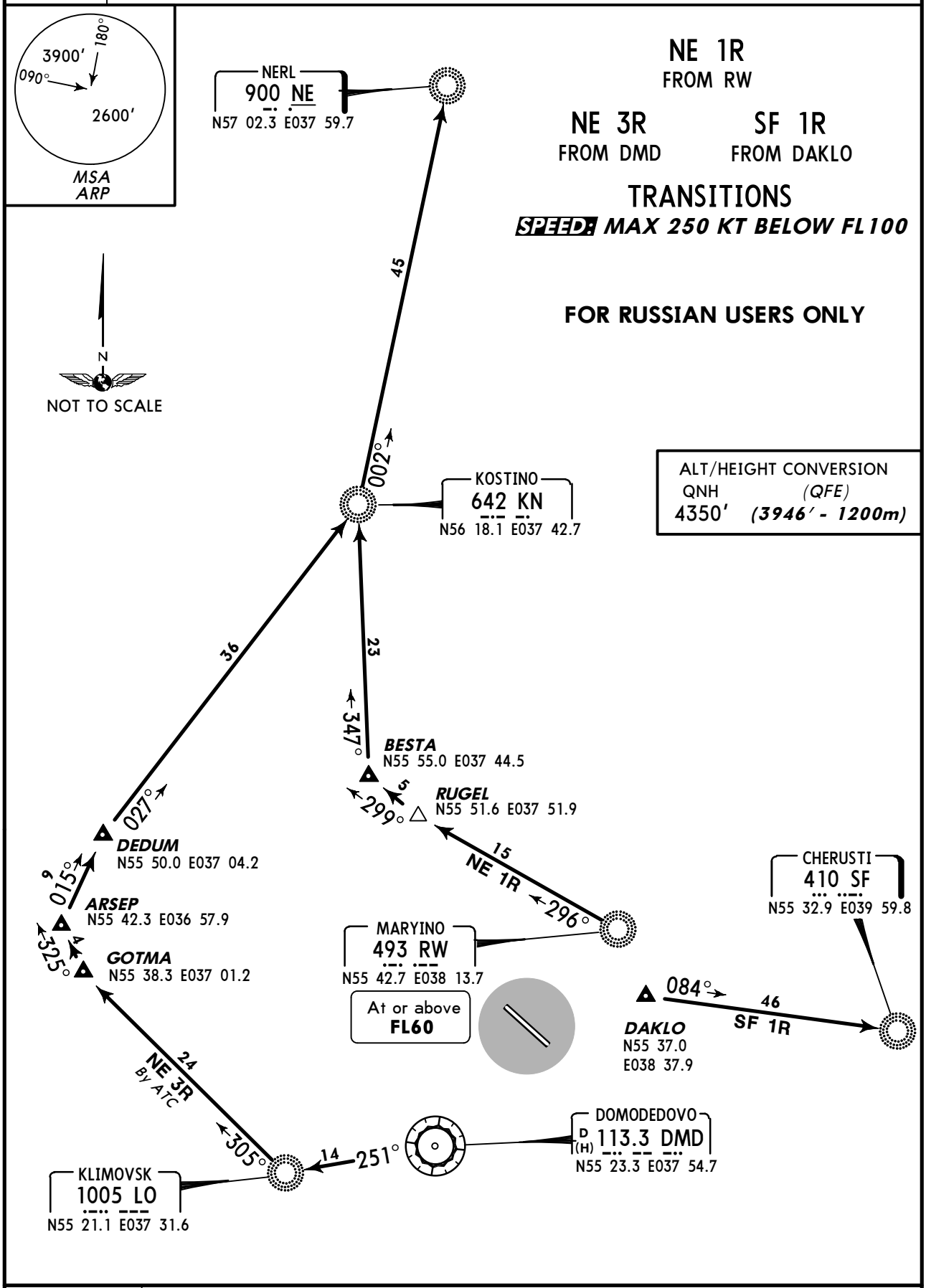
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***



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

CHANGES: Transitions revised.

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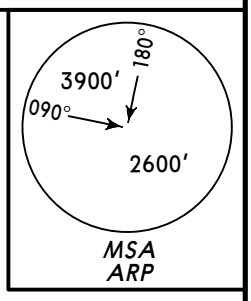
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

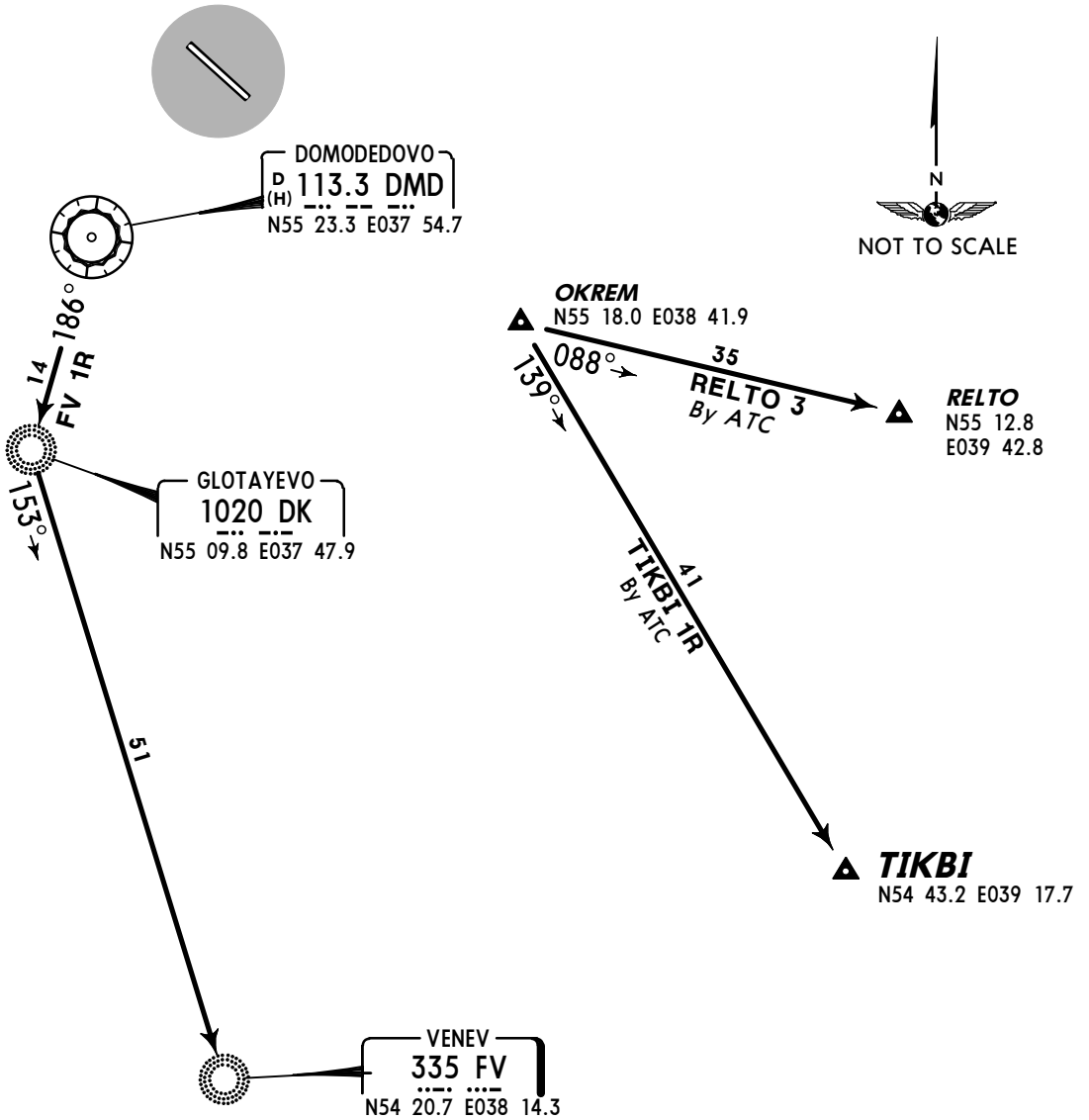
FV 1R
FROM DMD

RELTO 3, TIKBI 1R *[TIK1R]*
FROM OKREM

TRANSITIONS
SPEED: MAX 250 KT BELOW FL100

FOR RUSSIAN USERS ONLY





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

TRANSITION	ROUTING
FV 1R	From DMD to DK, then to FV.
TIKBI 1R *By ATC*	From OKREM to TIKBI.
RELTO 3 *By ATC*	From OKREM to RELTO.

CHANGES: INS coords.

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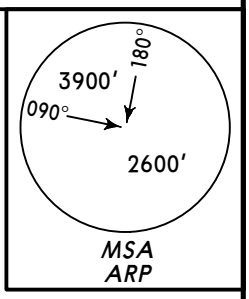
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

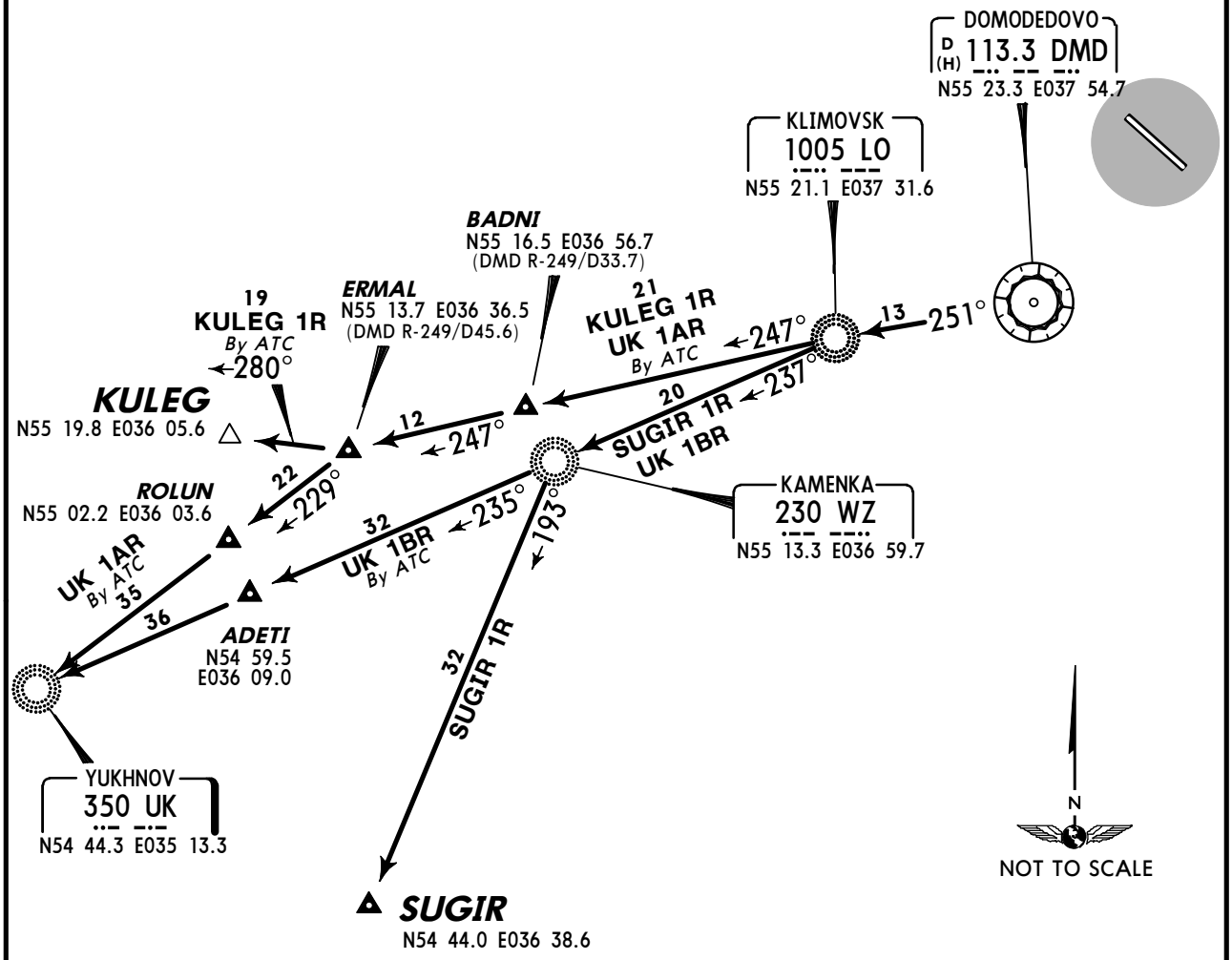
KULEG 1R *[KUL1R]*
SUGIR 1R *[SUG1R]*
UK 1AR, UK 1BR
TRANSITIONS

FROM DMD

SPEED: *MAX 250 KT BELOW FL100*

FOR RUSSIAN USERS ONLY





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

TRANSITION	ROUTING
KULEG 1R By ATC	From DMD to LO, then to BADNI, then to to ERMAL, then to KULEG.
SUGIR 1R	From DMD to LO, then to WZ, then to SUGIR.
UK 1AR By ATC	From DMD to LO, then to BADNI, then to ERMAL, then to ROLUN, then to UK.
UK 1BR By ATC	From DMD to LO, then to WZ, then to ADETI, then to UK.

CHANGES: Transition IP 1R replaced by SUGIR 1R.

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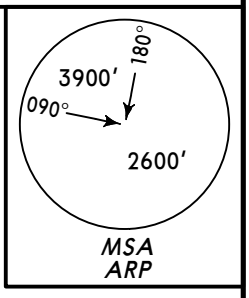
Apt Elev 404′	QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 748mm (997.3 hPa) FL80 if pressure is less than 721mm (961.3 hPa) Trans alt (hgt): 4350′ ***(3946′)***

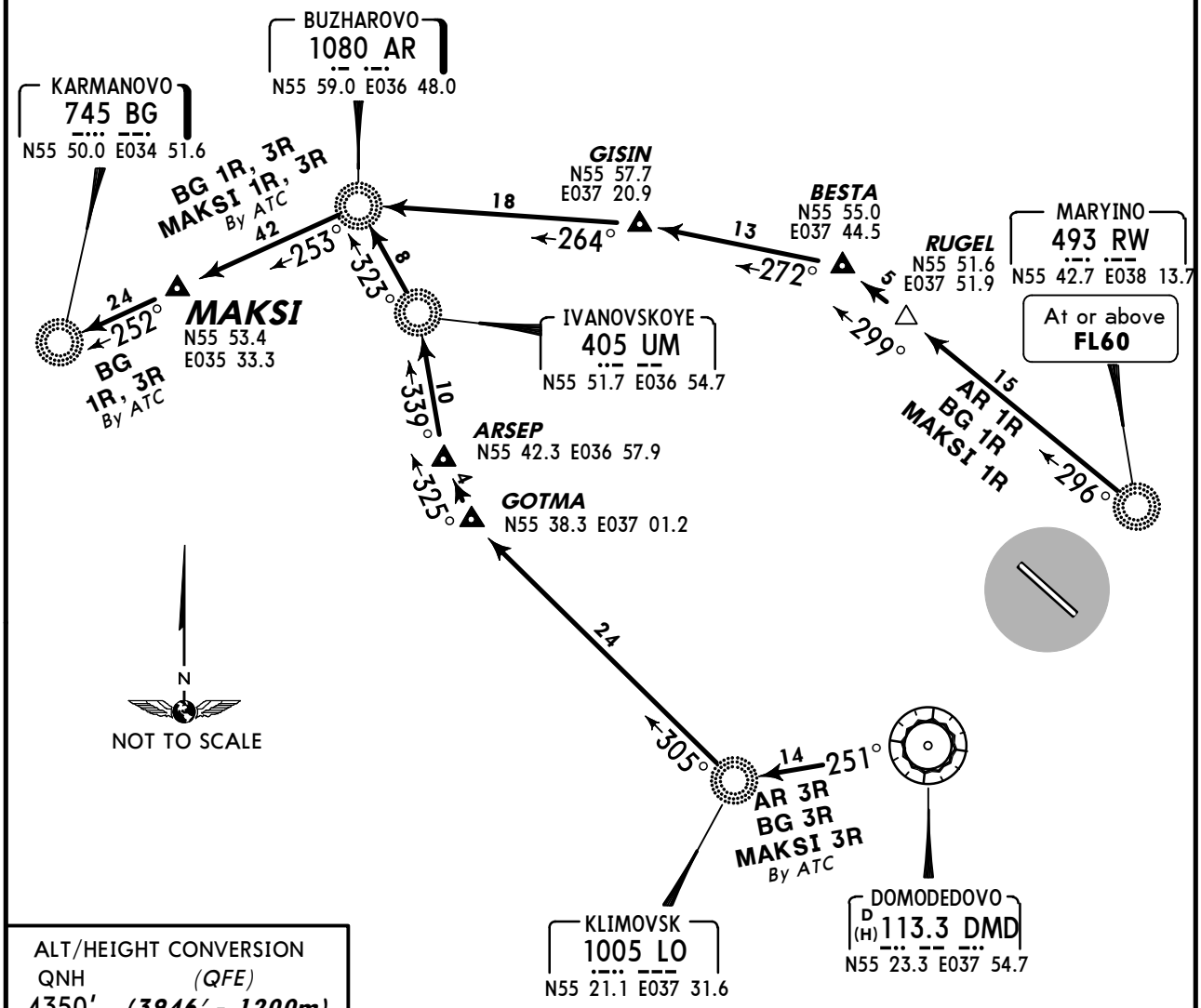
AR 1R, BG 1R, MAKSI 1R *[MAK1R]*
FROM RW

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

TRANSITIONS
SPEED: MAX 250 KT BELOW FL100

FOR RUSSIAN USERS ONLY





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

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

CHANGES: INS coords.

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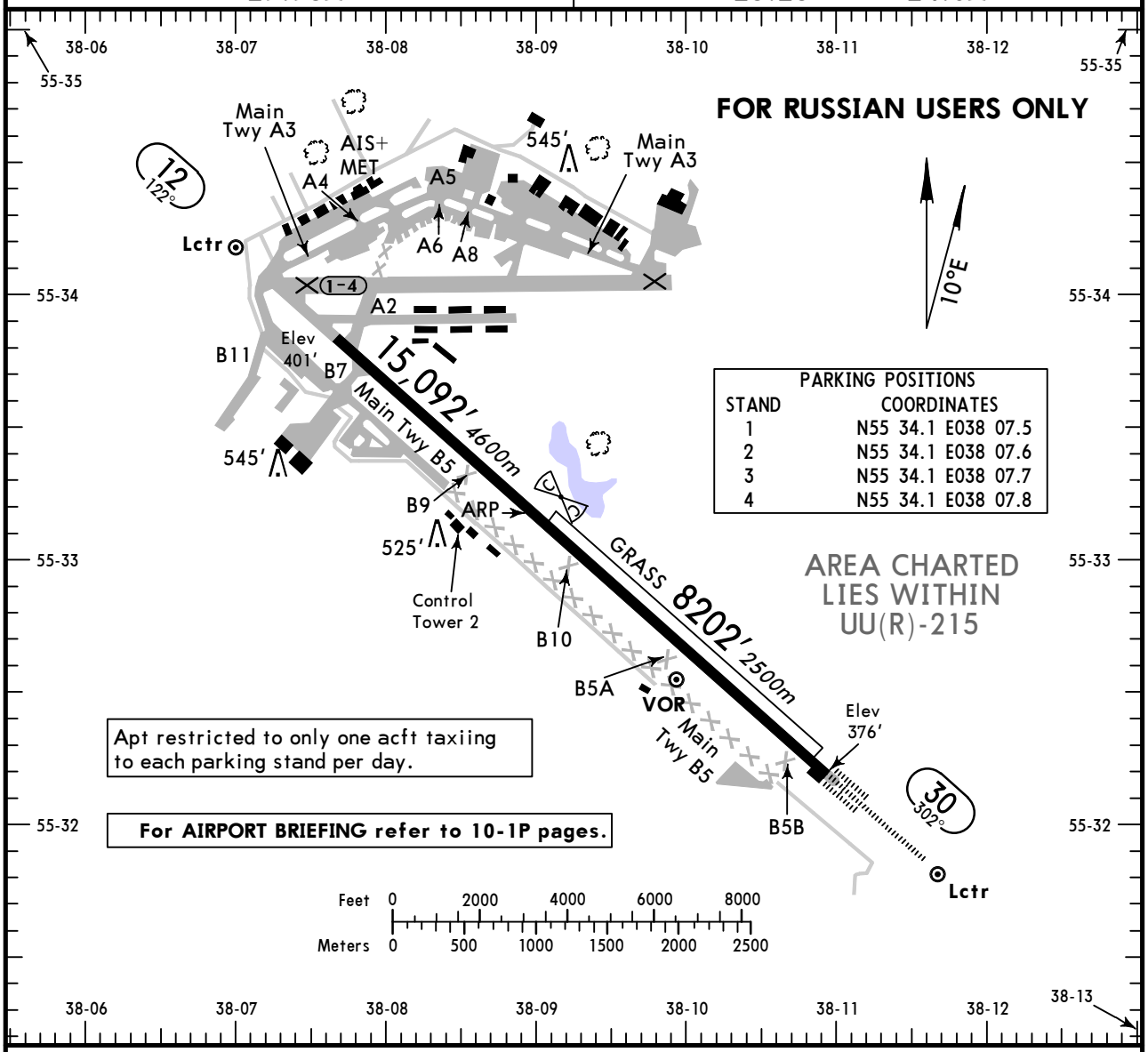
*ATIS Russian only	*GORDY Ground Russian only	
127.75X	125.25	124.0X



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Communications.

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STRAIGHT-IN RWY		A	B	C	D
12	RNAV ❶	**830**′(429′) **R1500m**	**830**′(429′) **R1500m**	**830**′(429′) **R2000m**	**830**′(429′) **R2000m**
	VOR ❶	**1060**′(659′) **R1500m**	**1060**′(659′) **R1500m**	**1390**′(989′) **C4500m**	**1390**′(989′) **C4500m**
	PAR	**1057**′(656′) **R1500m**	**1057**′(656′) **R1500m**	**1057**′(656′) **C2400m**	**1057**′(656′) **C2400m**
	NDB ❶❷	**1060**′(659′) **R1500m**	**1060**′(659′) **R1500m**	**1060**′(659′) **C2400m**	**1060**′(659′) **C2400m**
	NDB ❶❸	**1060**′(659′) **C3000m**	**1060**′(659′) **C3000m**	**1060**′(659′) **C3000m**	**1060**′(659′) **C3000m**
30	ILS	**1032**′(656′) **R1500m**	**1032**′(656′) **R1500m**	**1032**′(656′) **C2300m**	**1032**′(656′) **C2300m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**740**′(364′) **R1000m**	**740**′(364′) **R1000m**	**740**′(364′) **R1000m**	**740**′(364′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ❶	**1040**′(664′) **R1500m**	**1040**′(664′) **R1500m**	**1360**′(984′) **C3800m**	**1360**′(984′) **C3800m**
	ALS out	R1500m	R1500m	C4500m	C4500m
	PAR	**1040**′(664′) **R1500m**	**1040**′(664′) **R1500m**	**1360**′(984′) **C3800m**	**1360**′(984′) **C3800m**
	ALS out	R1500m	R1500m	C4500m	C4500m
	NDB ❶❷	**1040**′(664′) **R1500m**	**1040**′(664′) **R1500m**	**1040**′(664′) **C2400m**	**1040**′(664′) **C2400m**
	NDB ❶❸	**1140**′(764′) **C2900m**	**1140**′(764′) **C2900m**	**1140**′(764′) **C2900m**	**1140**′(764′) **C2900m**
	ALS out	C3600m	C3600m	C3600m	C3600m

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

TAKE-OFF RWY 12, 30

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

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BRIEFING STRIP

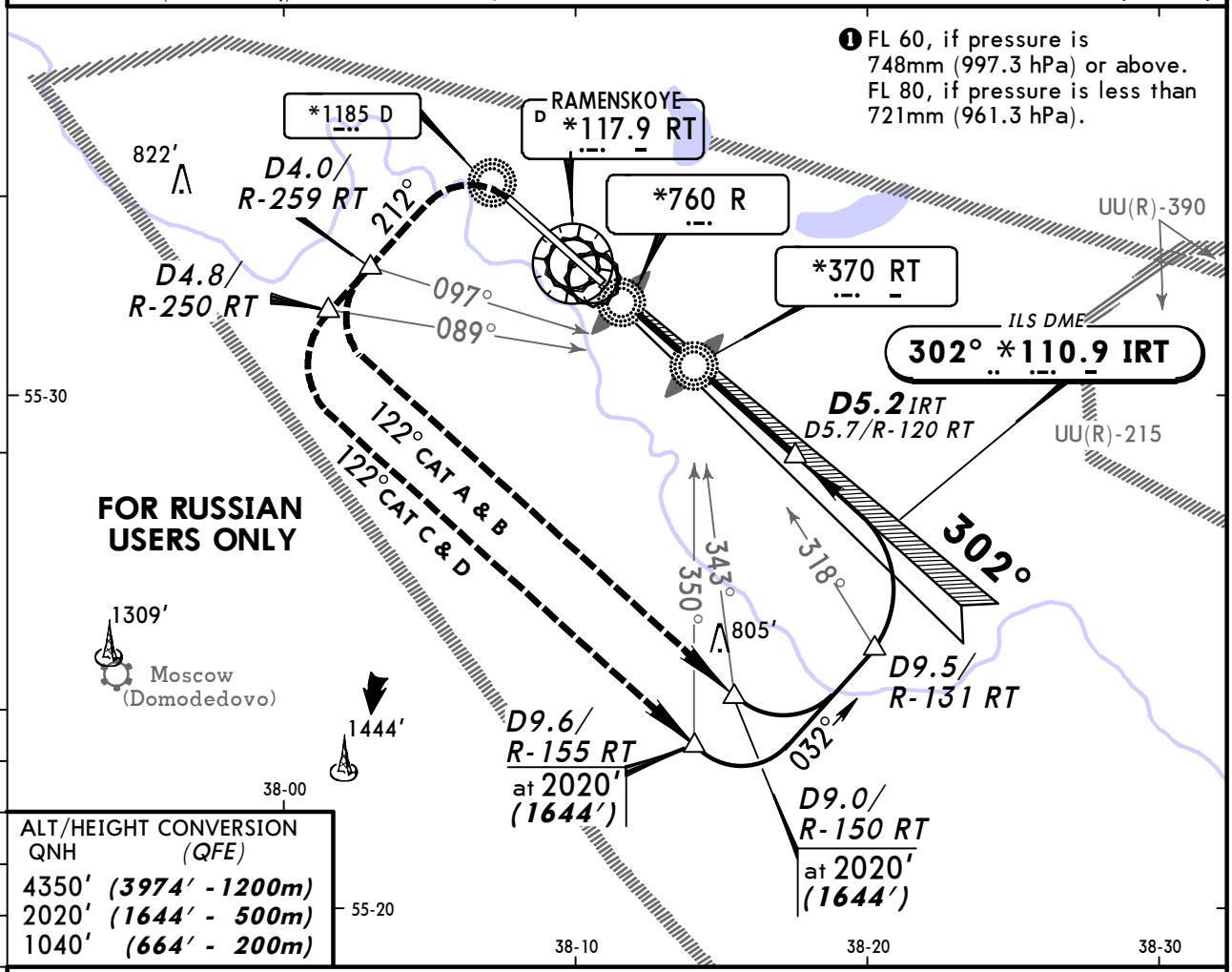
*ATIS Russian only	*Ground Russian only	
127.75X	125.25	124.0X

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

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

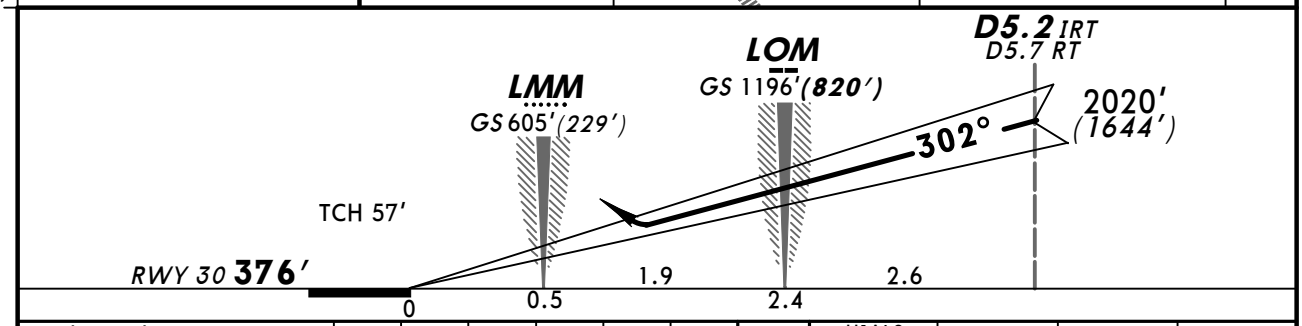
3900' 180° 090° 2600'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350' (3974')



ALT/HEIGHT CONVERSION

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



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

HIALS PAPI PAPI 1040' (664') 212° LT 2020' (1644')

STRAIGHT-IN LANDING RWY 30

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

PANS OPS: A, B, C, D

CHANGES: Communications. TCH.

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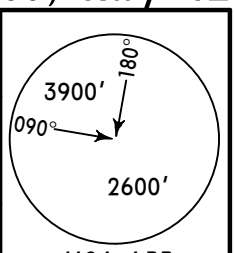
BRIEFING STRIP

*ATIS Russian only	*Ground Russian only	
127.75X	125.25	124.0X

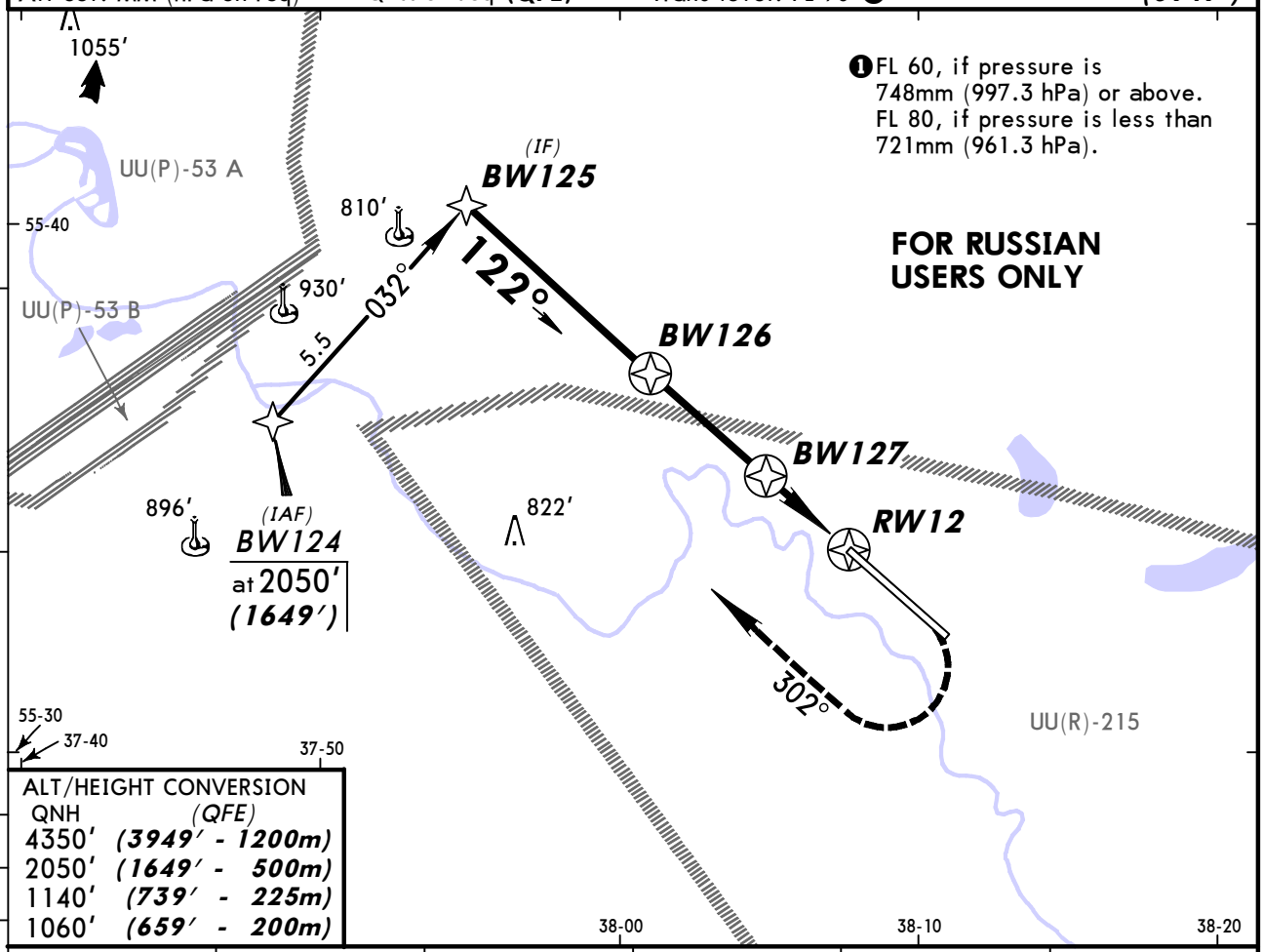
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 404'
	122°	BW126 2050'(1649')	830'(429')	RWY 401'

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



MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350'(3949')



❶ FL 60, if pressure is 748mm (997.3 hPa) or above. FL 80, if pressure is less than 721mm (961.3 hPa).

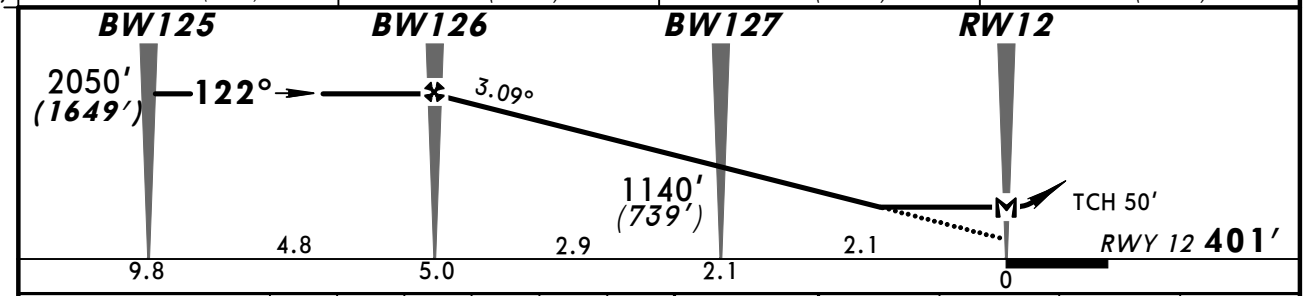
FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

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

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

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



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

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

STRAIGHT-IN LANDING RWY 12

MDA(H) 830'(429')

PANS OPS

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

CHANGES: Note.

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BRIEFING STRIP

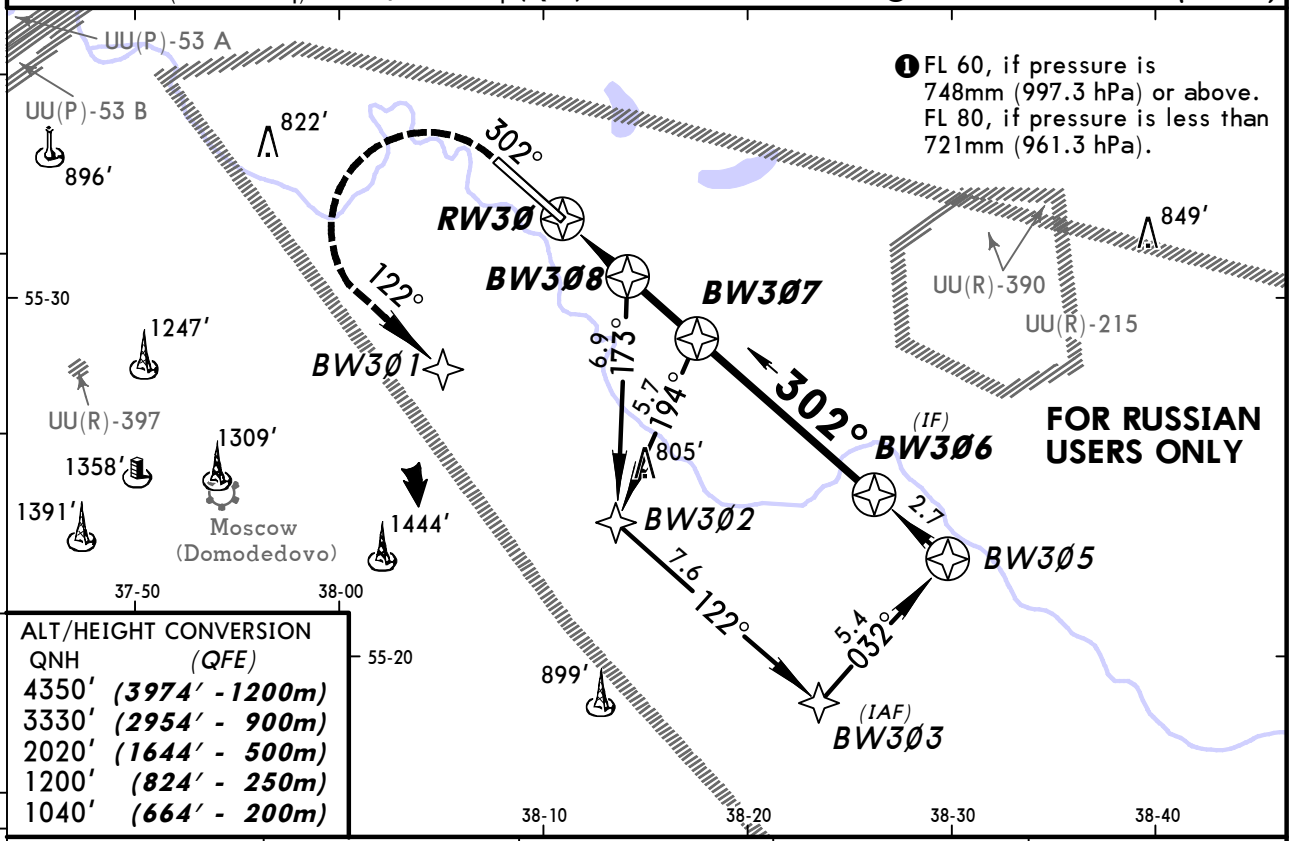
*ATIS Russian only	*Ground Russian only	
127.75X	125.25	124.0X

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

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

3900' 180° 090° 2600'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350' (3974')



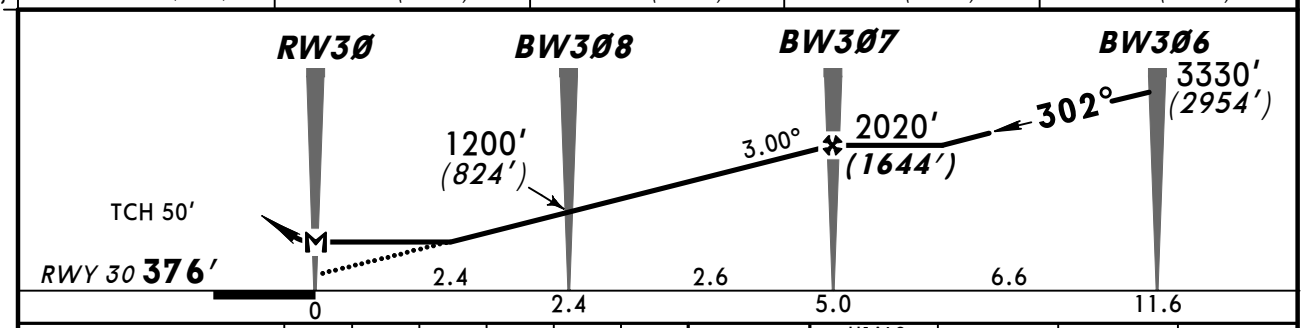
❶ FL 60, if pressure is 748mm (997.3 hPa) or above. FL 80, if pressure is less than 721mm (961.3 hPa).

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION

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

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



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

HIALS PAPI PAPI

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

STRAIGHT-IN LANDING RWY 30

MDA(H) 740' (364')

PANS OPS

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

CHANGES: Procedure.

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BRIEFING STRIP

*ATIS Russian only	*Ground Russian only	
127.75X	125.25	124.0X

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

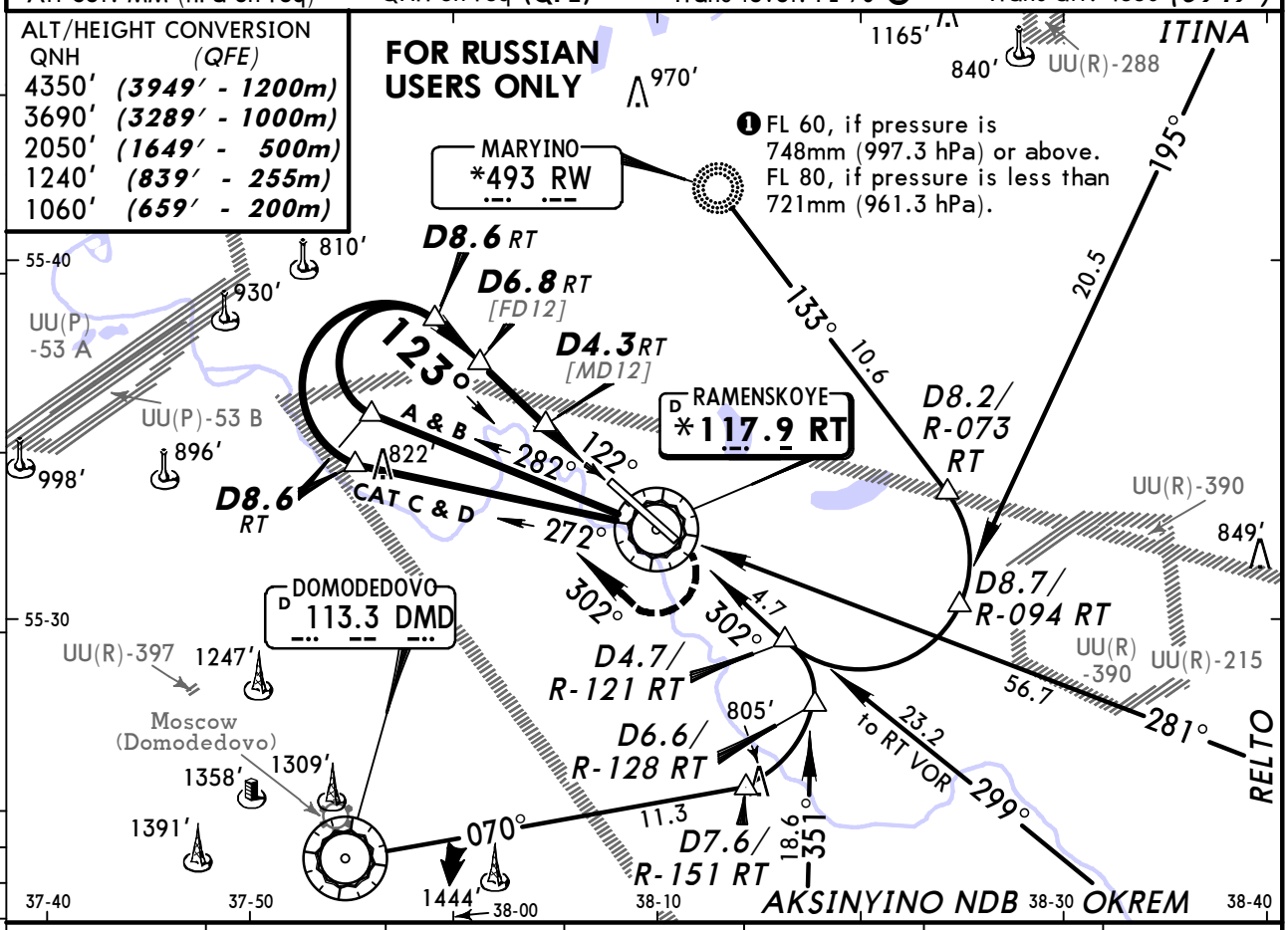
MISSED APCH: Climb to 1060'(659'), then turn RIGHT onto 302°, then as directed.

MSA ARP: 3900' 090° 180° 2600'

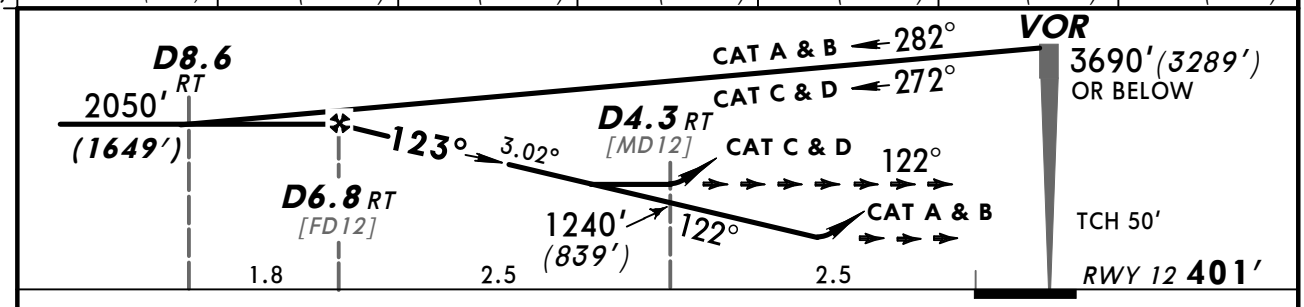
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 70 ❶ | Trans alt: 4350'(3949')

ALT/HEIGHT CONVERSION

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



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



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

PAPI: Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 12

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

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: Communications.

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BRIEFING STRIP

*ATIS Russian only	*Ground Russian only	
127.75X	125.25 124.0X	

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

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

3900' 180° 090° 2600'
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350' (3974')

ALT/HEIGHT CONVERSION

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

FOR RUSSIAN USERS ONLY

MARYINO *493 RW

RAMENSKOYE *117.9 RT
FL 53 OR BELOW

❶ FL 60, if pressure is 748mm (997.3 hPa) or above.
FL 80, if pressure is less than 721mm (961.3 hPa).

❷ CAT A & B: 140°
CAT C & D: 152°

❸ CAT A & B: 131°
CAT C & D: 143°

DOMODEDOVO 113.3 DMD

D3.6 RT [MD3Ø]
D5.7 RT [FD3Ø]
D8.6/R-120 RT at 2020' (1644')
D10.7/R-126 RT at 2020' (1644')
D8.7/R-148 RT at 2020' (1644')
D9.7/R-149 RT at 2020' (1644')
D10.9/R-142 RT at 2020' (1644')

ITINA 216° 23.7
182° 10.4
RELTO 281°
AKSINYINO NDB 298° 14.6
OKREM 002° 16.2
122° 13.8 081°
300° 2.9 56.7
302°

UU(R)-288 UU(R)-390 UU(R)-215 UU(R)-397 UU(P)-53 A UU(P)-53 B
970' 810' 930' 896' 998' 822' 849' 1247' 1358' 1309' 1391' 1444' 805'
Moscow (Domodedovo)

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

VOR
D5.7 RT [FD3Ø] 2020' (1644')
D3.6 RT [MD3Ø] 1360' (984')
CAT C & D 302° 3.00° 300°
A & B 302°
TCH 50'
RWY 30 376'
2.9 2.1

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

HIALS PAPI PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 30

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

ALS out

PANS OPS

A	3200m	
B		
C	4000m	4800m
D		

CHANGES: Communications. Procedure.

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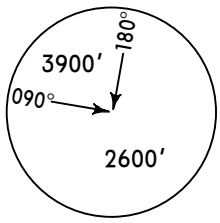
BRIEFING STRIP

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

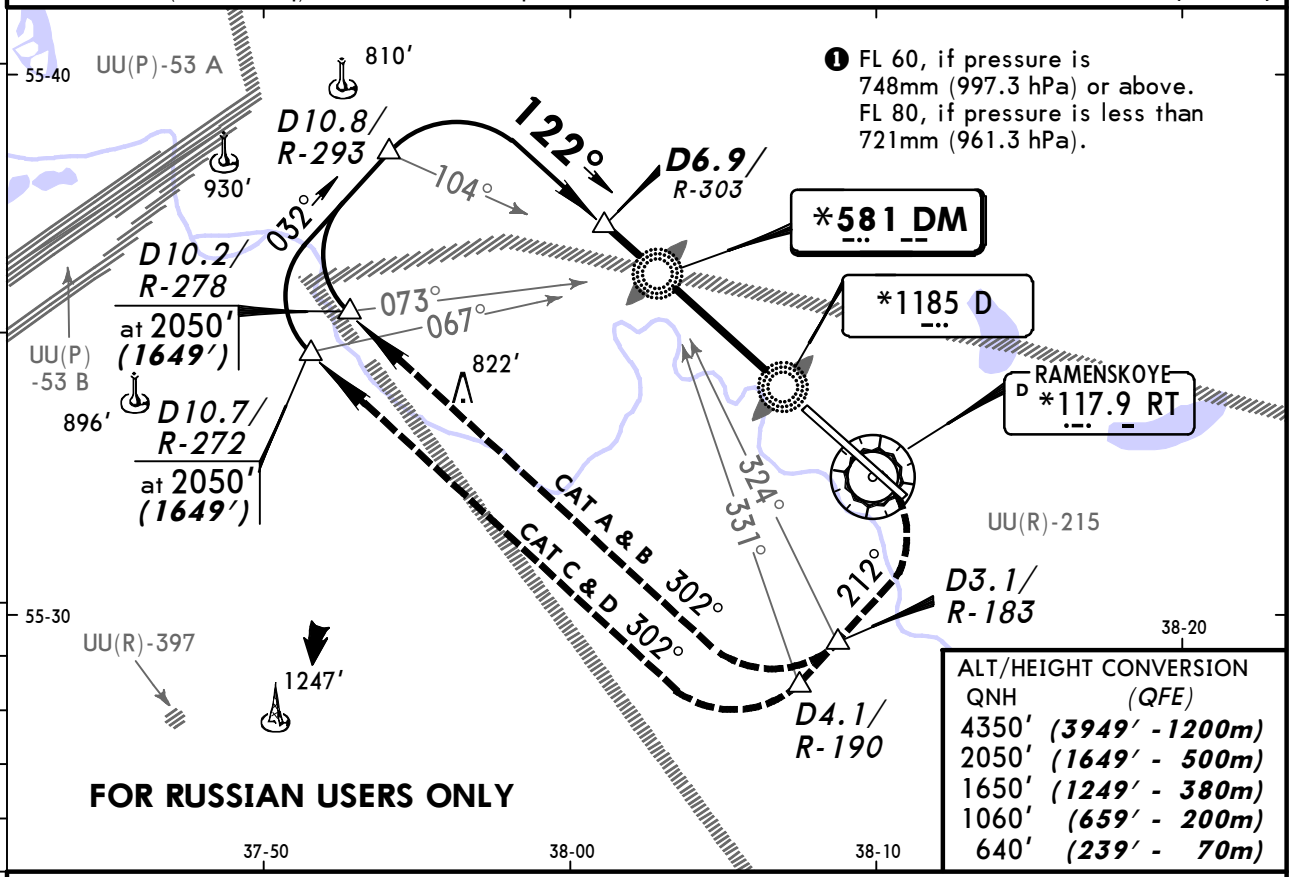
RADAR	Final Apch Crs 122°	PAR GS LOM 1648′ (1247′)	PAR DA(H) 1057′ (656′)	Apt Elev 404′
NDB DM *581		Minimum Alt D6.9 2050′ (1649′)	NDB MDA(H) 1060′ (659′)	RWY 401′

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



MSA ARP

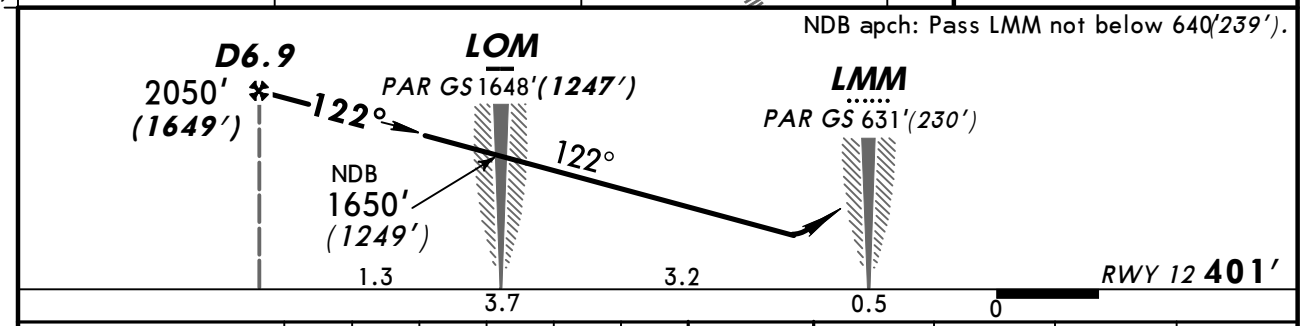
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350′ (3949′)



ALT/HEIGHT CONVERSION

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

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



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

PAPI 1060′ (659′) 212° RT 2050′ (1649′)

STRAIGHT-IN LANDING RWY 12

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

PANS OPS

A	3200m	3200m
B		
C	3500m	
D		

CHANGES: Communications.

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BRIEFING STRIP

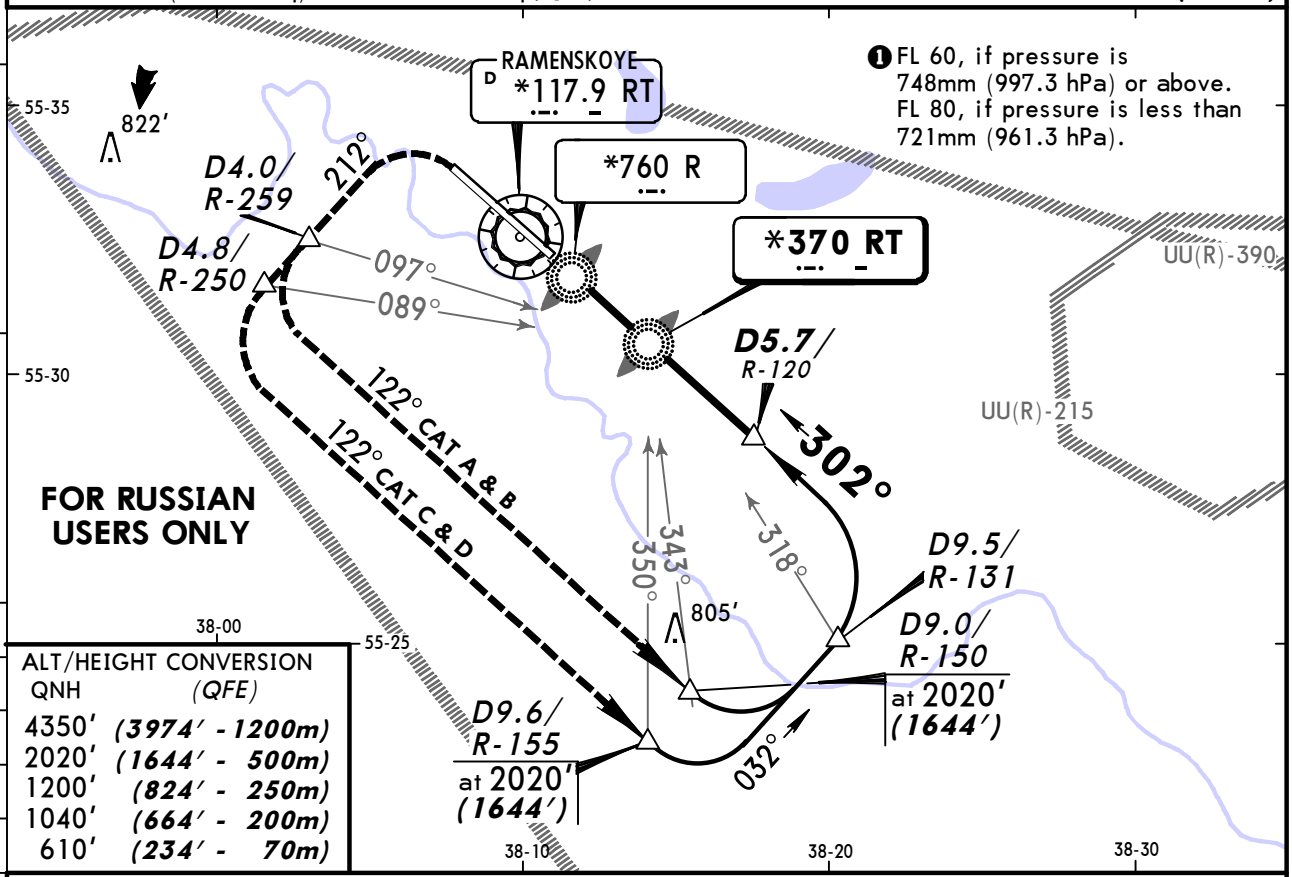
*ATIS Russian only	*GORDY Radar Russian only		*Ground Russian only	
127.75X	125.25	124.0X	125.25	124.0X

RADAR	Final Apch Crs **302°**	PAR GS LOM 1196′ (820′)	PAR DA(H) 1032′ (656′)	Apt Elev 404′
NDB RT *370		Minimum Alt D5.7 2020′ (1644′)	NDB MDA(H) (CONDITIONAL) 1040′ (664′)	RWY 376′

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

MSA ARP: 3900′ 090° 180° 2600′

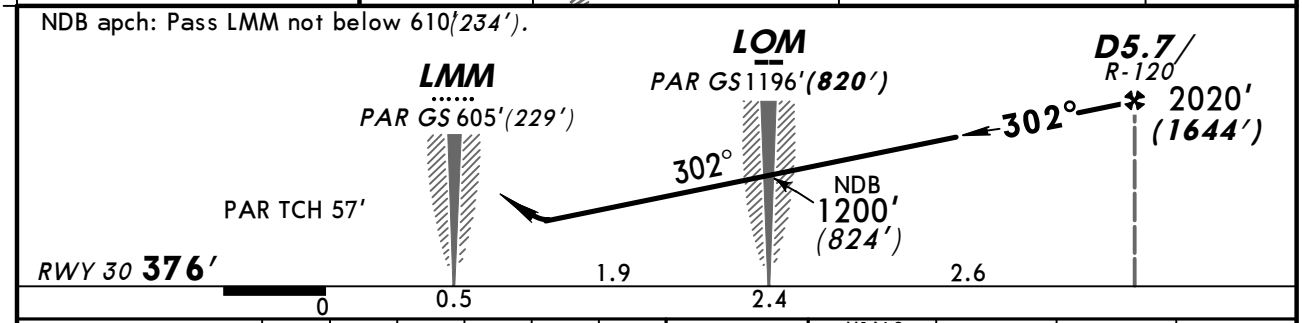
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 ❶ Trans alt: 4350′ (3974′)



ALT/HEIGHT CONVERSION

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

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



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

HIALS PAPI PAPI 1040′ (664′) 212° LT 2020′ (1644′)

STRAIGHT-IN LANDING RWY 30

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

PANS OPS

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

CHANGES: Communications. TCH.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

RAMENSKOYE, (RAMENSKOYE - UUBW)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUBW