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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: 10.5°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: 0046 Z
Sunset: 1815 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

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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

1. GENERAL

1.1. ATIS

ATIS 128.3
122.95 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

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

Taxiing of ACFT shall be carried out only along TWYs with CL lights switched on.

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

1.3.2. ARRIVING ACFT

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

Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) and from RWY 32R towards the apron (via TWYs B3 or B1) are equipped with color coded (alternating yellow/green) TWY centerline lights.

The ACFT must vacate the ILS critical area as soon as possible.

The flight crew shall report the RWY vacation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A1:

- When vacating RWY along TWY A7:
  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 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 car.
- 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 car in front of the ACFT using the following phraseology:
  "DOMODEDOVO Apron + ACFT callsign + TWY or Taxi Route + Follow-me car 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".

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1. GENERAL

After landing on RWY 32R the flight crew must vacate the RWY only along TWY B3 or TWY B1:

- When vacating RWY along TWY B3:

  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 unless otherwise instructed by Tower. Further taxiing of ACFT shall be carried out under control of DOMODEDOVO Apron and only after the Follow-me car.
- When vacating RWY along TWY B1:
  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 car.

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 car.

Taxiing of ACFT on the apron shall be carried out only after the Follow-me car 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) and 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'/3m, 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.

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1. GENERAL

1.5. TAXI PROCEDURES

Taxi Routes 25 (TR 25), 35 (TR 35), 36 (TR 36) and H2 (TR H2) from Taxi Route 36 (TR 36) to Taxi Route 25 (TR 25) MAX wingspan 262'/80m.

Taxi Routes T1 (TR T1) and 2 (TR 2) and H2 (TR H2) from Taxi Route 25 (TR 25) to stand 52 MAX wingspan 240'/73.3m.

Taxi Routes 26 (TR 26), 27 (TR 27), 3 (TR 3) from stand 74 to start-up point 34 and H1 (TR H1) from Taxi Route T1 (TR T1) to Taxi Route 3 (TR 3) MAX wingspan 213'/65m.

Taxi Route H3 (TR H3)from Taxi Route T2 (TR T2) to start-up point 15 MAX wingspan 166'/50.5m.

Taxi Route H3 (TR H3) from start-up point 13 to stand 61 MAX wingspan 157'/48m.

Taxi Route H3 (TR H3) from stand 61 to the point of temporary parking 61B MAX wingspan 142'/43.3m.

Taxi Route A10 (TR A10) MAX wingspan 118'/36m.

Taxiing along Taxi Routes 30 (TR 30) and 31 (TR 31) under own engines power is prohibited.

Do not stop on Taxi Route T2 (TR T2) between TWYs B3 and B4.

Taxiing along Taxi Routes 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 Taxi Routes H2 (TR H2) and 25 (TR 25) with outer engines power, after Follow-me car.

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

TWYs B5 and B7 MAX turn radius 82'/25m before take-off from RWY 32R after landing on RWY 14L.

For safety reasons taxi along apron, not exceeding IDLE power.

Taxiing of wide-body ACFT along TWYs P4 and P6 under inner engines power. Outer engines power not above IDLE.

ACFT taxiing along TWY M shall give way to ACFT vacating the RWY.

ACFT shall give way to ACFT taxiing along TWY M (except the above-mentioned rule).

1.6. PARKING INFORMATION

Stands 1 thru 22 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands 41, 41A, 42, 86 and 119 thru 120A available for run-up.

Parking of helicopters onto stands and helipads by towing.

1.7. OTHER INFORMATION

Birds.

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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 from TL to 3550'(2957');
- 180 KT from 3550'(2957') to completing turn onto final;
- 160 KT from completing turn onto final to distance 3.8NM from RWY THR.

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.

In those cases when it is necessary or desirable to expedite traffic, the flight crew executing landing may be instructed by DOMODEDOVO Tower:

- To carry out landing beyond the RWY touchdown zone;
- To vacate the RWY along the indicated TWY;
- To expedite the RWY vacation.

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2. ARRIVAL

Depending on the meteorological conditions and RWY condition, RWY vacation along TWY must be planned by the flight crew considering the available distances shown in the table below:

RWY	TWY	Angle of taxiing off	ACFT	Distance from RWY extremity to taxiing off TWY, ft/m
14L	B8	90°	all	11,463′/3495m
	B7			8249′/2515m
	B6	40°		7134′/2175m
	B5		medium	6363′/1940m
	B4	40°	light/medium	5182′/1580m
	B2	90°	light	2709′/ 826m
14R	A11	90°	all	11,480′/3500m
	A9	30°		8708′/2655m
	A8	30°		7216′/2200m
	A7	30°	light/medium	5740′/1750m
32L	A2	90°	all	11,480′/3500m
	A4	30°		8708′/2655m
	A5	30°		7216′/2200m
	A6	30°	light/medium	5740′/1750m
32R	B1	90°	all	12,441′/3793m
	B2	90°		11,463′/3495m
	B3	40°		7970′/2430m
	B5	40°	light/medium	6068′/1850m
	B7	40°	light	4165′/1270m

After landing the flight crew is not obliged to report to Tower about executed landing and RWY vacation (with the exception of low visibility procedures) if the flight crew has not received such instruction from the controller.

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

2.5. 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 the radius of turn not more than 82′/25m), 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 the radius of turn not more than 82′/25m), 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.

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2. ARRIVAL

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.

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

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

Change of frequency during taxiing shall be carried out by the 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.

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.

Further taxiing on the apron to the assigned stand shall be carried out stricly by the instruction of DOMODEDOVO Apron.

2.6. OTHER INFORMATION

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 2000m or less during RWY 14R or 14L approaches the lighted highway shall not be confused with the RWY lights.

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

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3. DEPARTURE

3.1. DE-ICING

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

- at engines start-up positions;
- on ACFT stands and 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 on first radio contact.

The order of getting the requests for de-icing treatment does not influence the order of priority of de-icing treatment itself.

When de-icing treatment is carried out at engines start-up position, engines start-up is possible with the permission of DOMODEDOVO Apron and technical specialist responsible for engines start-up after completing the treatment of ACFT tail part and during wing treatment.

De-icing treatment of propeller-driven ACFT with operating engines is prohibited on de-icing areas DA1 and DA2.

In case when the safety of engines start-up is not provided or the safety of the ACFT movement with started up engines to de-icing areas DA1 and DA2 is not provided, then the flight crew has the right to cancel de-icing treatment of ACFT with started up engines.

After reaching the transfer of control limit, the flight crew shall change over to communication with DOMODEDOVO Tower.

The flight crew shall change over to communication with DOMODEDOVO Apron at junction of TWY M with DA1 and DA2, by the instruction of DOMODEDOVO Tower.

Taxiing into/out of de-icing areas DA1 and DA2 shall be carried out only under minimum engines power.

The flight crew must exercise extreme caution with regard to the personnel and transport facilities connected with execution of de-icing treatment. The control over the ACFT taxiing into de-icing areas shall be carried out by a specialist of the apron service.

After taxiing into the assigned stand on DA1 and DA2 the flight crew shall change over to communication with DOMODEDOVO De-icing on frequency 130.600 MHz, by the instruction of DOMODEDOVO Apron.

The flight crew must report DOMODEDOVO Apron about the commencement of de-icing treatment of ACFT.

After getting the code the flight crew shall change over to communication with DOMODEDOVO Apron and report about readiness for taxiing.

Taxiing out of de-icing area shall be carried out only after getting the permission of DOMODEDOVO Tower.

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3. DEPARTURE

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. GENERAL

On first radio contact with DOMODEDOVO Clearance, DOMODEDOVO Apron and DOMODEDOVO Tower the flight crew of ACFT, having the category of turbulence wake as heavy, shall pronounce the word "Heavy" after the callsign of the ACFT.

The flight crews of departing ACFT shall contact DOMODEDOVO Clearance not earlier than 15 min before estimated time of departure:

- 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.

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 switch on transponder mode S before towing or engines start-up request and switch off after taxiing into stand.

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.

After engines start-up the flight crew shall report DOMODEDOVO Apron about readiness to taxi using the following phraseology: ''ACFT callsign + Ready to taxi'' and receive the instructions about the taxi procedure on the apron.

3.2.2. FREQUENCY CHANGE

When giving taxi instructions on the apron, DOMODEDOVO Apron can assign the transfer of control limit to change over to communication with DOMODEDOVO Tower, using the following phraseology: "ACFT callsign + RWY + Taxi routing + Tower frequency".

The flight crew shall independently change over to communication with DOMODEDOVO Tower at the established limit.

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.

3.2.3. TAXI ROUTINGS

The standard taxi routes to the RWY holding position (holding position in front of the RWY) are as follows:

- for RWY 14L - along Taxi Route T1 to TWY B1;
- for RWY 14R - along Taxi Route H1/H2, then along TWY M to TWY A2;
- for RWY 32L - along Taxi Route H1/H2, then along TWY M to TWY A11;
- for RWY 32R - along TWY T2 to TWY B8.

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

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3. DEPARTURE

3.2.4. 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, using the following take-off run distances availabe:

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

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 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.

The flight crew of the ACFT, which is at the RWY holding, must be ready to line up and start take-off run immediately after receiving the clearance.

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3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPATION TIME

Prior to reaching the line-up position the flight crew shall inform DOMODEDOVO Tower if unable to carry out the instruction to reduce the time of the RWY occupation and about the required time for preparation.

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.

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.

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. An ACFT, due to which a conditional clearance is issued, is the first ACFT to proceed before another relevant ACFT. The conditional clearance shall be issued in all cases in the following sequence and includes the following: "ACFT identification, instructions, clearance + short repetition of the instruction".
This means that the flight crew getting a conditional clearance is required to identify the ACFT, due to which a conditional clearance is issued.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF AND CLIMBING PROCEDURE

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

Restrictions

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

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

Noise Abatement Procedures NADP1 and NADP2

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

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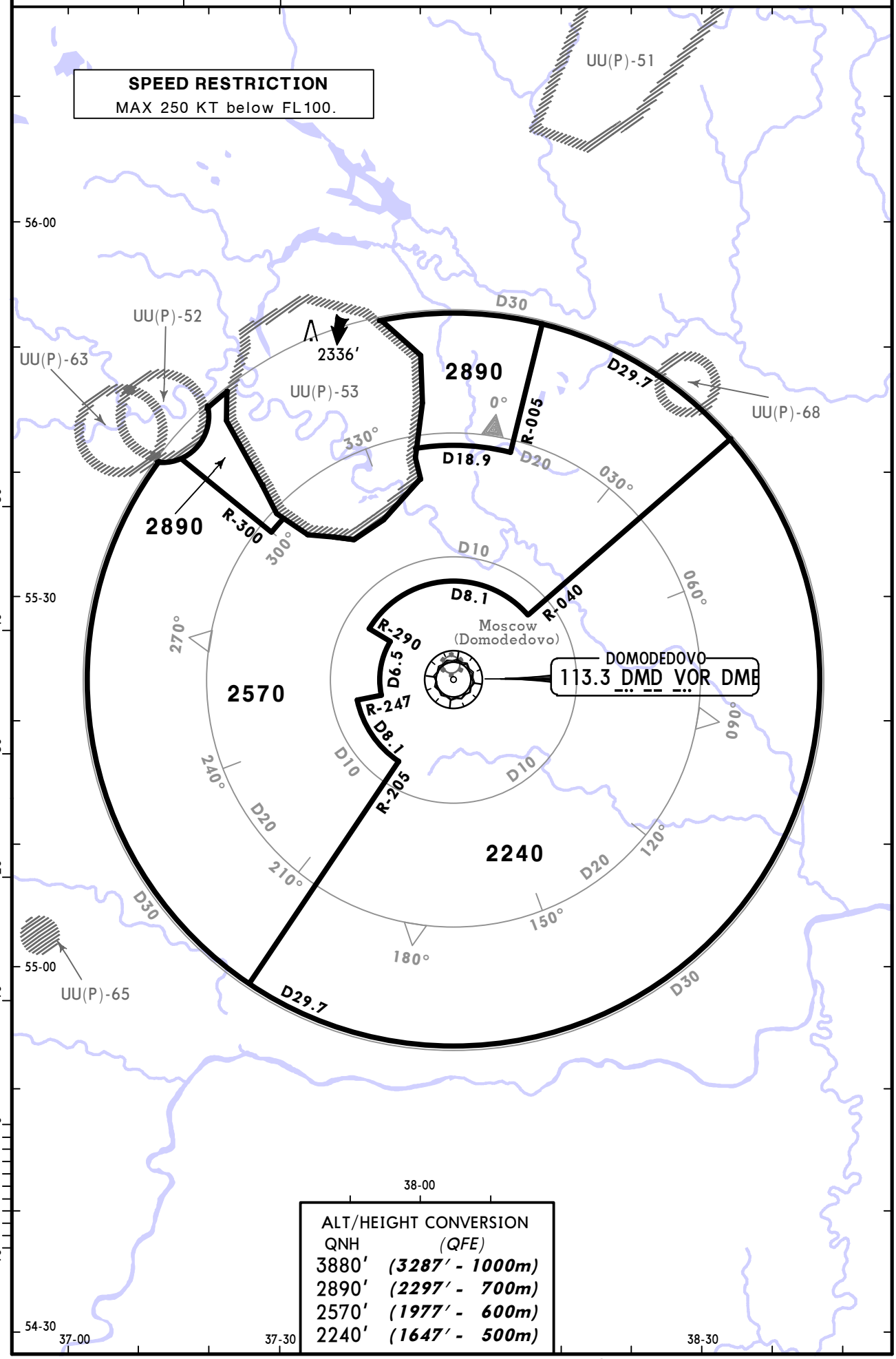
DOMODEDOVO Radar	Apt Elev	
127.7	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** The published minimum altitudes integrate a correction for low temperatures.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***
2890′	***(2297′ - 700m)***
2570′	***(1977′ - 600m)***
2240′	***(1647′ - 500m)***

CHANGES: Speed restriction; sector altitude revised.

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TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, NAMIN 1D	30-2A
LARIONOVO 1D, 2D	30-2B
RELTO 2D, TIKBI 2D	30-2C
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2C1
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

CHANGES: Index revised.

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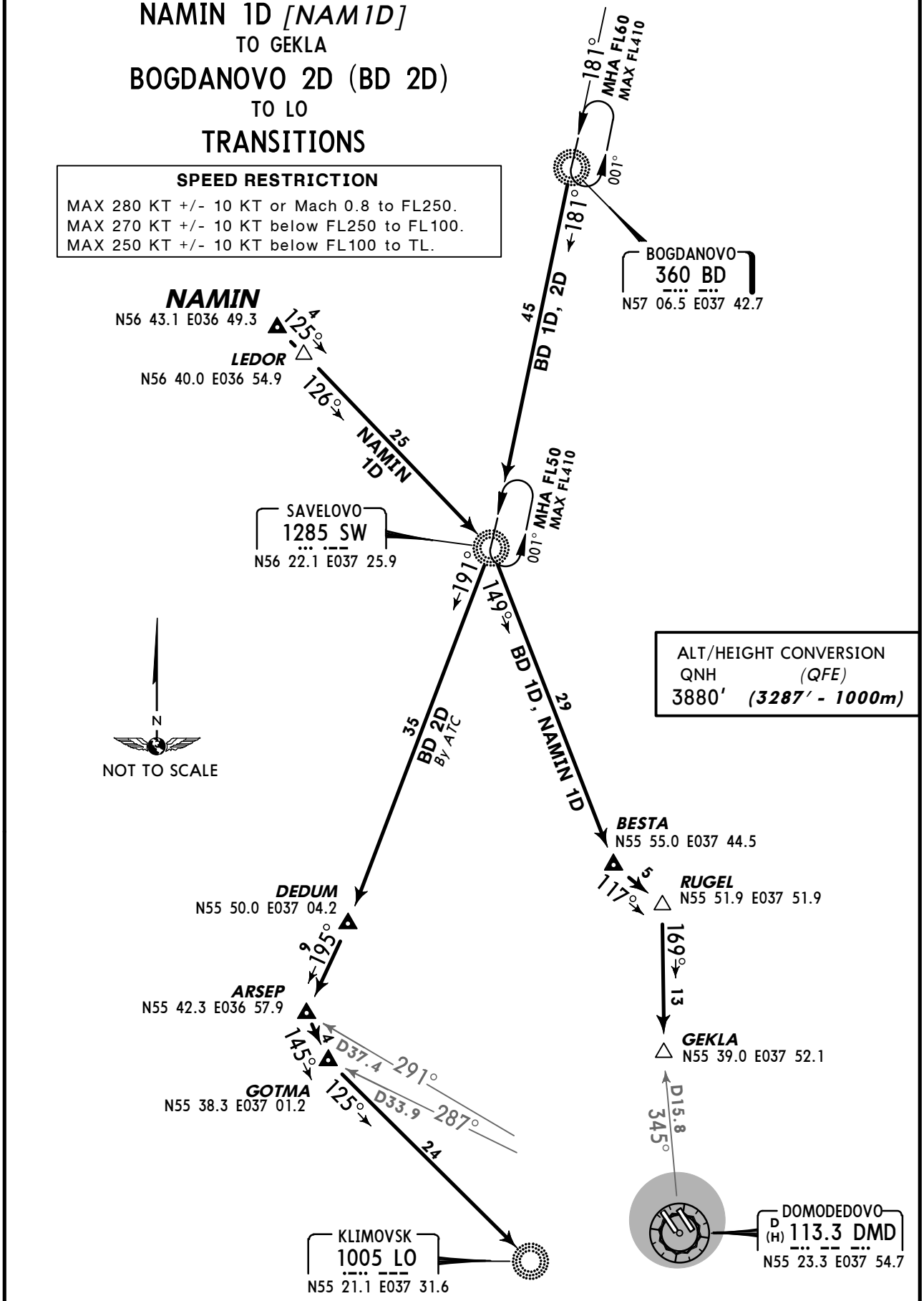
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)***

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.



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.

CHANGES: None.

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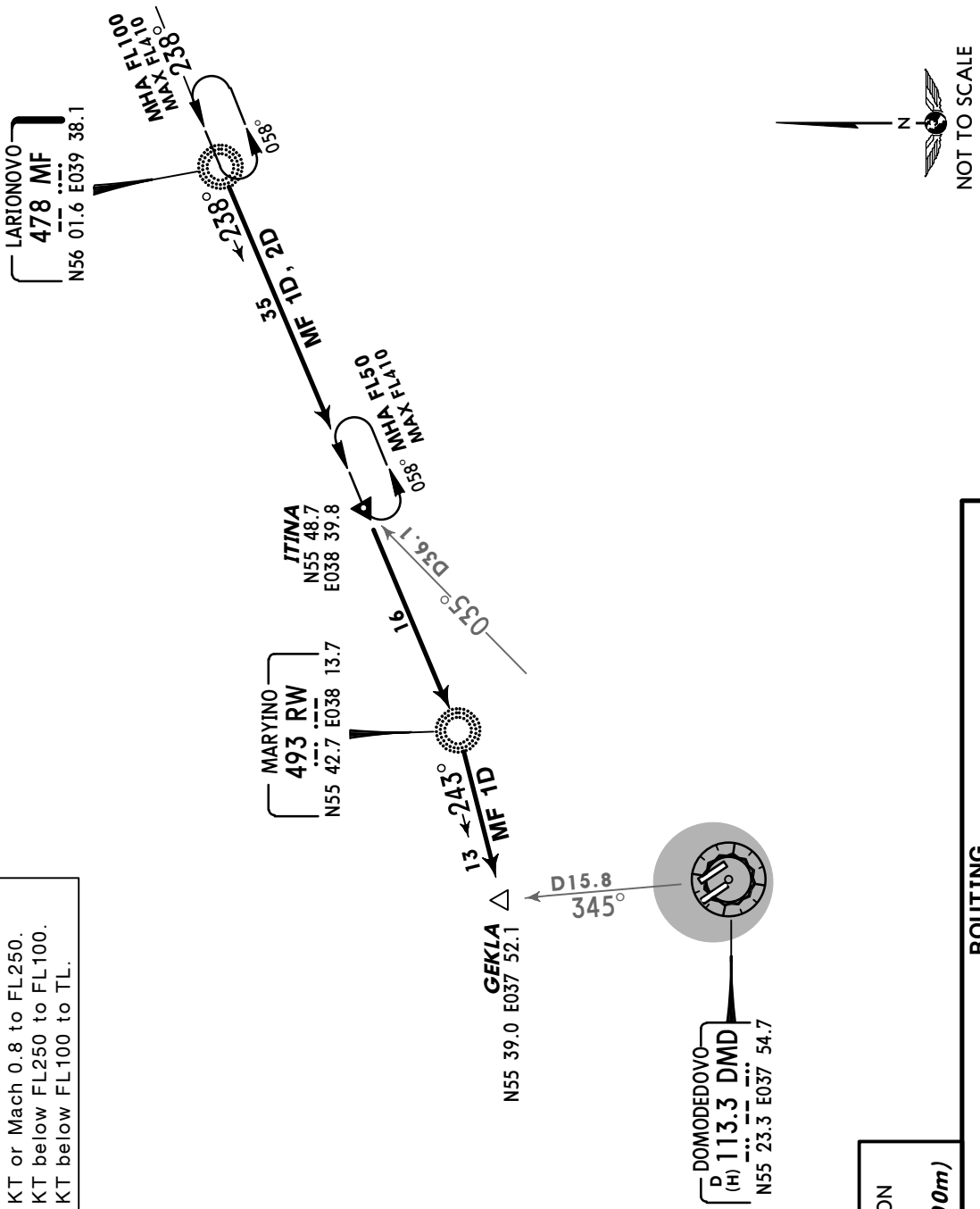
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

LARIONOVO 1D (MF 1D), LARIONOVO 2D (MF 2D)

TO GEKLA TO RW

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
MF 1D	To ITINA, then to RW, then to GEKLA.
MF 2D	To ITINA, then to RW.

CHANGES: None.

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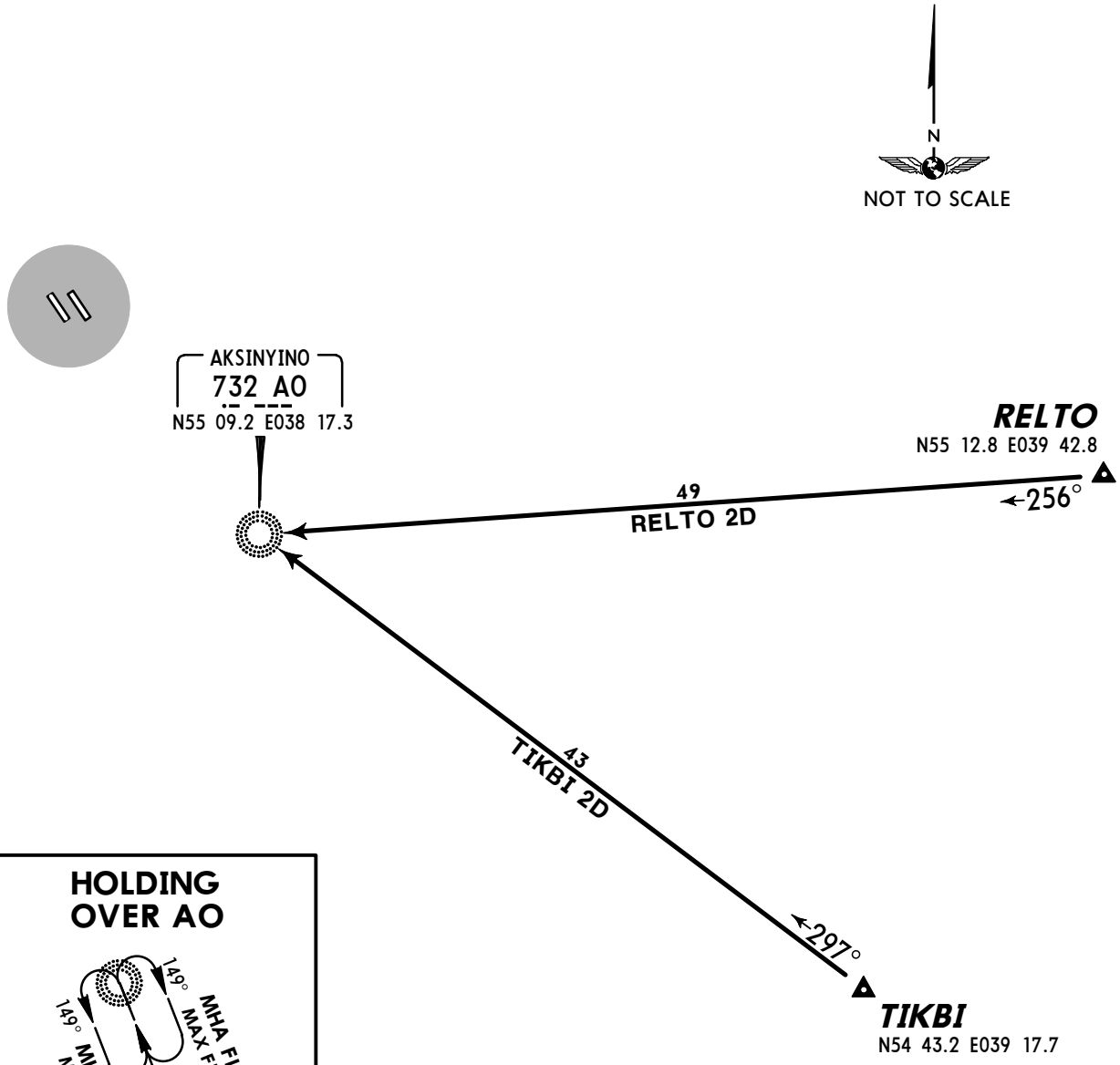
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)***

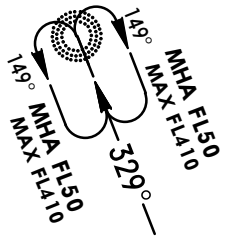
RELTO 2D *[REL2D]*
TIKBI 2D *[TIK2D]*
TRANSITIONS
TO AO
BY ATC

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.



HOLDING OVER AO



ALT/HEIGHT CONVERSION

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

TRANSITION	ROUTING
RELTO 2D	To AO.
TIKBI 2D	To AO.

CHANGES: Transitions established/transferred.

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

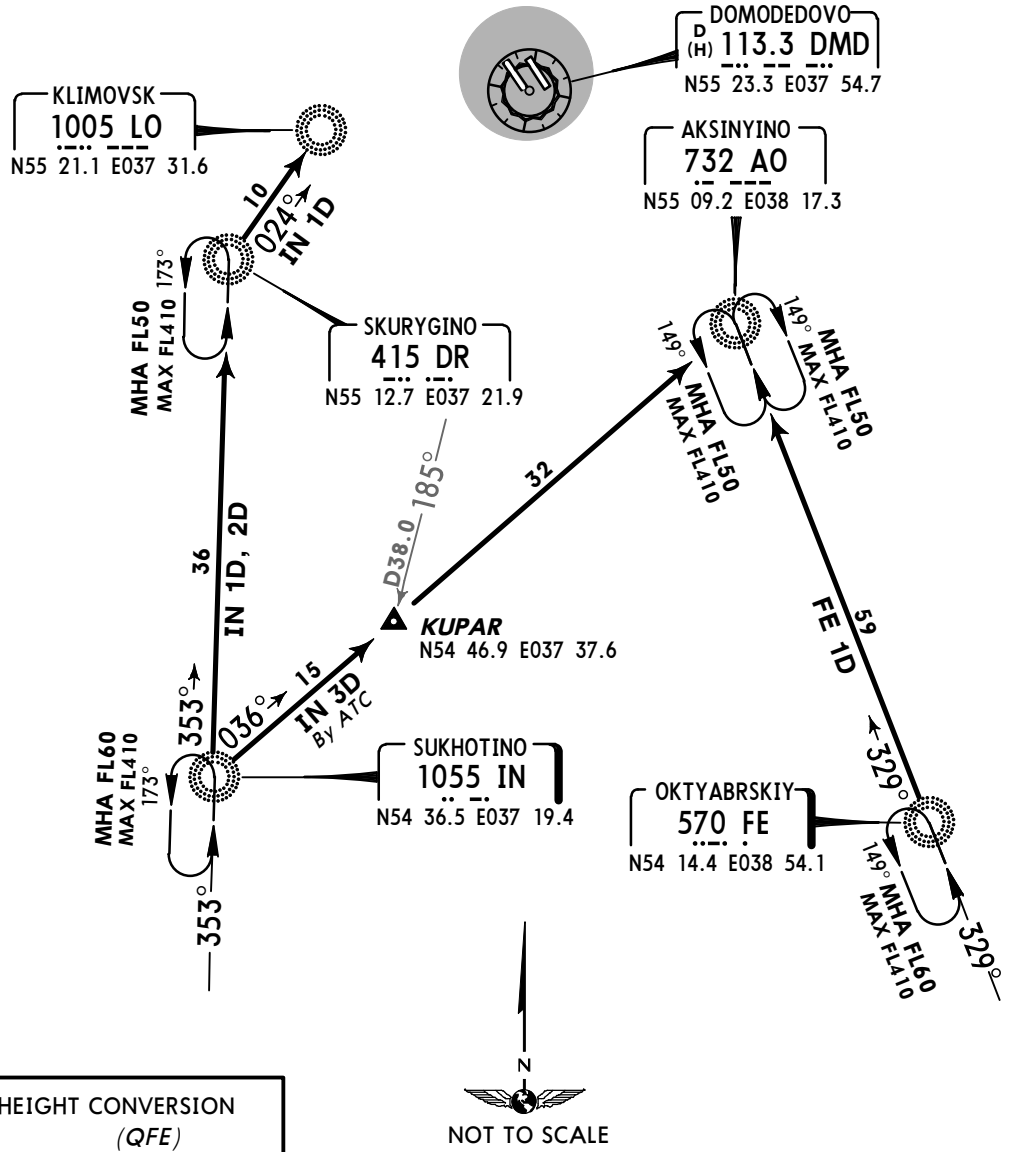
OKTYABRSKIY 1D (FE 1D), SUKHOTINO 3D (IN 3D)
TO AO

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 By ATC	To KUPAR, then to AO.

CHANGES: New chart. (Transitions transferred)

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ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3286′)*

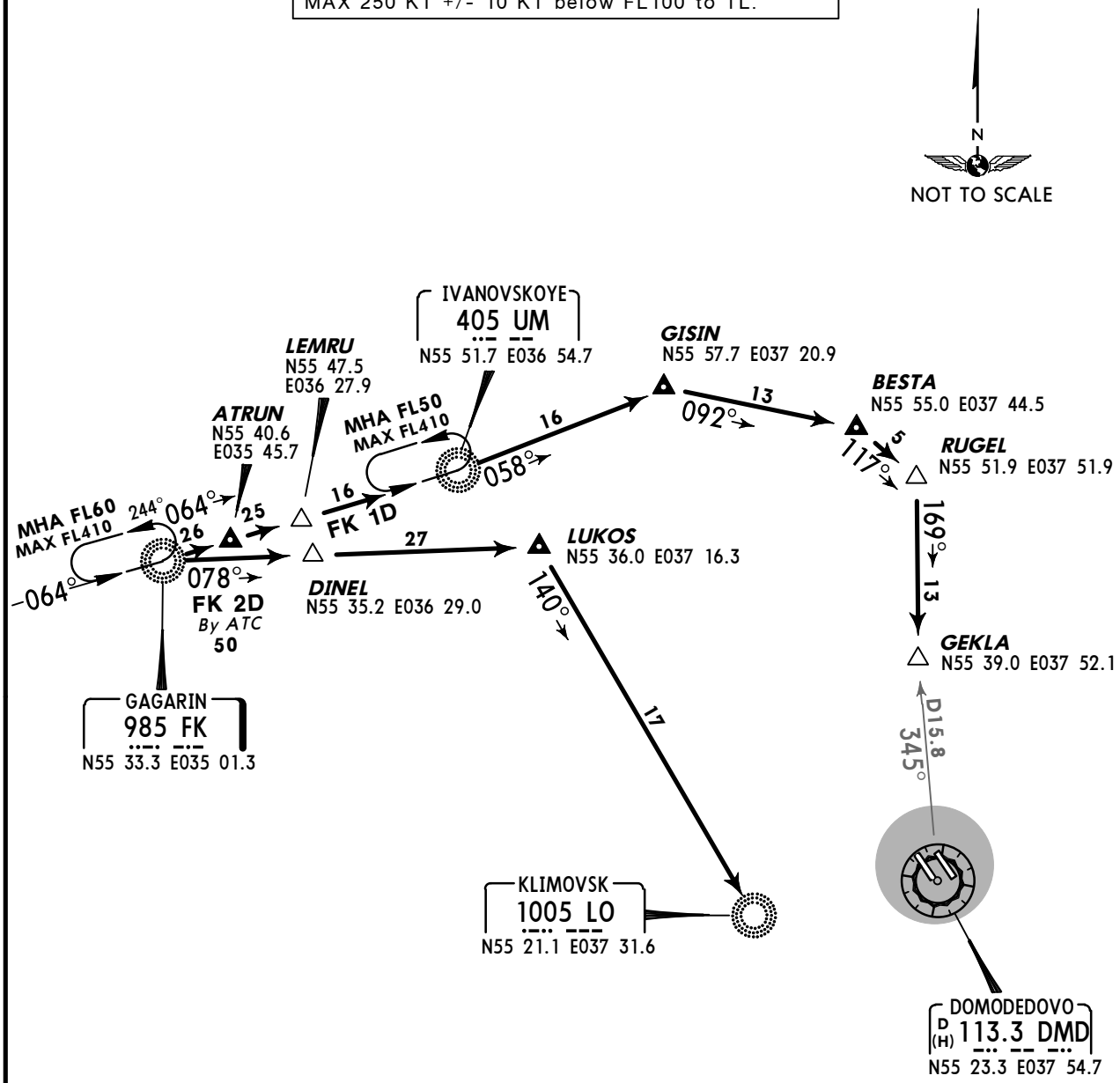
GAGARIN 1D (FK 1D), GAGARIN 2D (FK 2D)

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′ *(3286′ - 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.

CHANGES: None.

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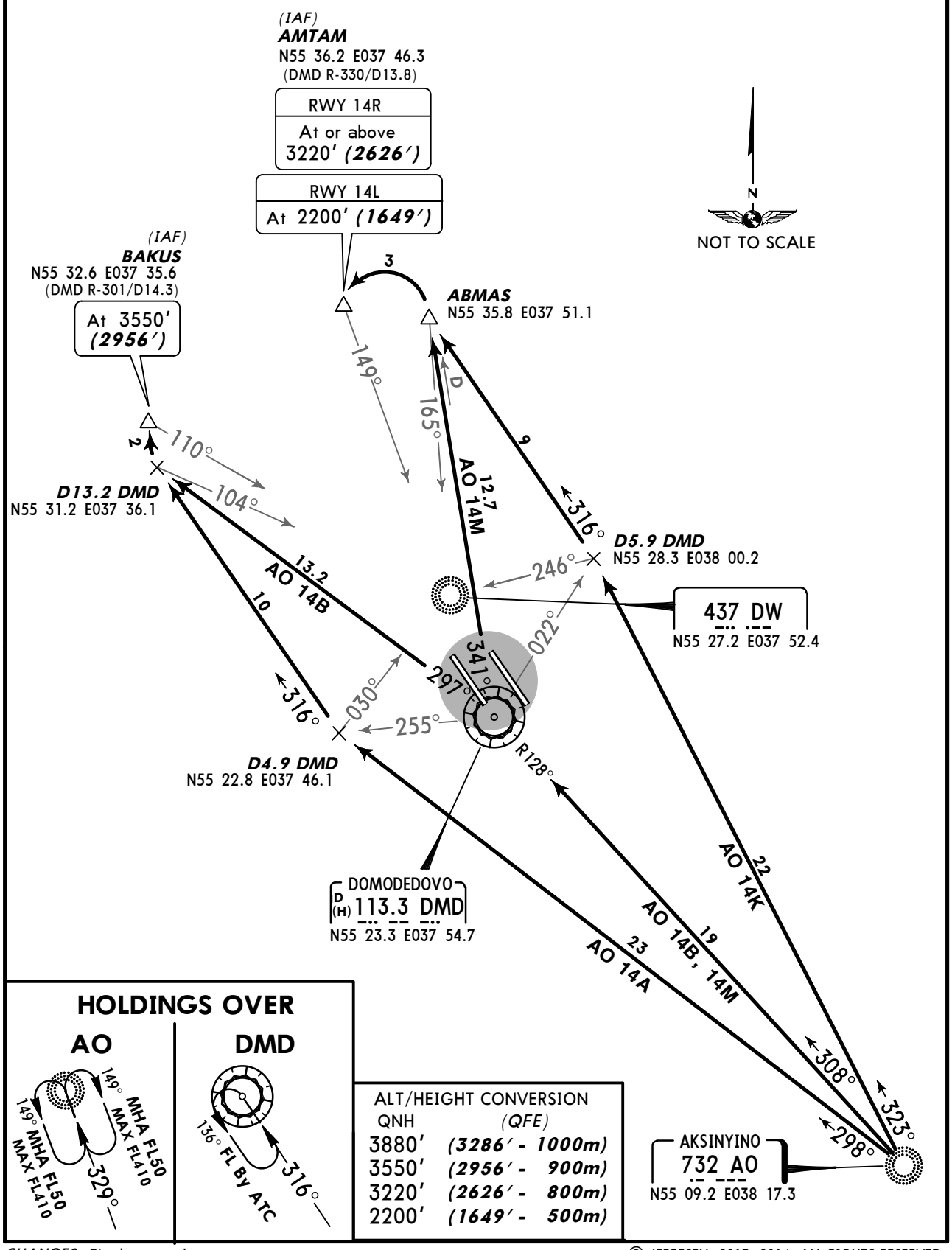
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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



CHANGES: Final approach.

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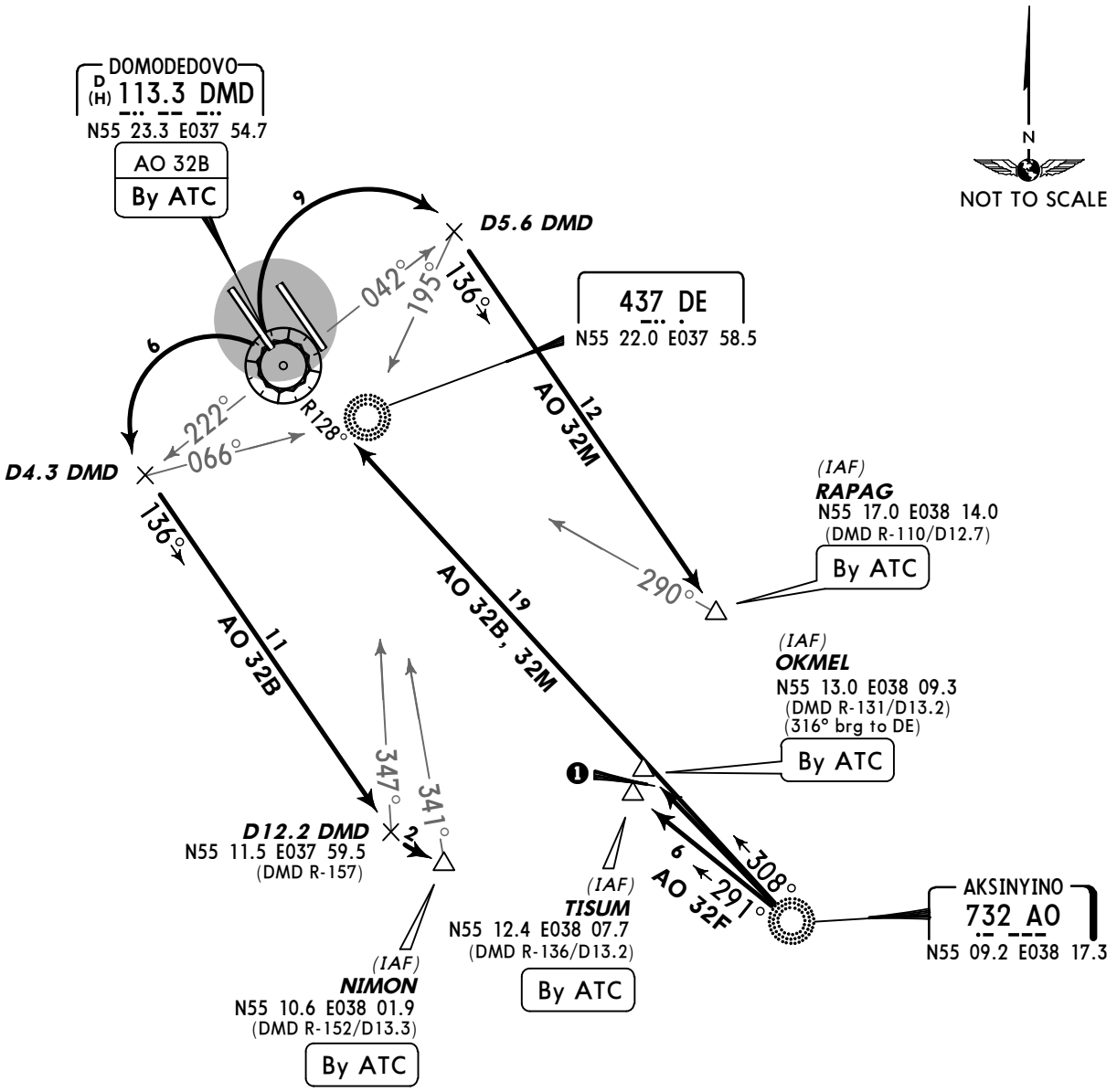
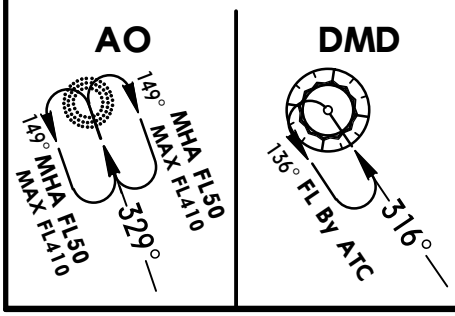
ATIS 128.3 (Russian 122.95)	Apt Elev 593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3286′)* Execute noise abatement procedures according to ICAO DOC 8168.

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



❶ 6 ←300° AO 32A

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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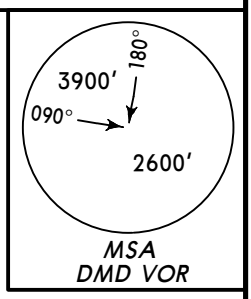
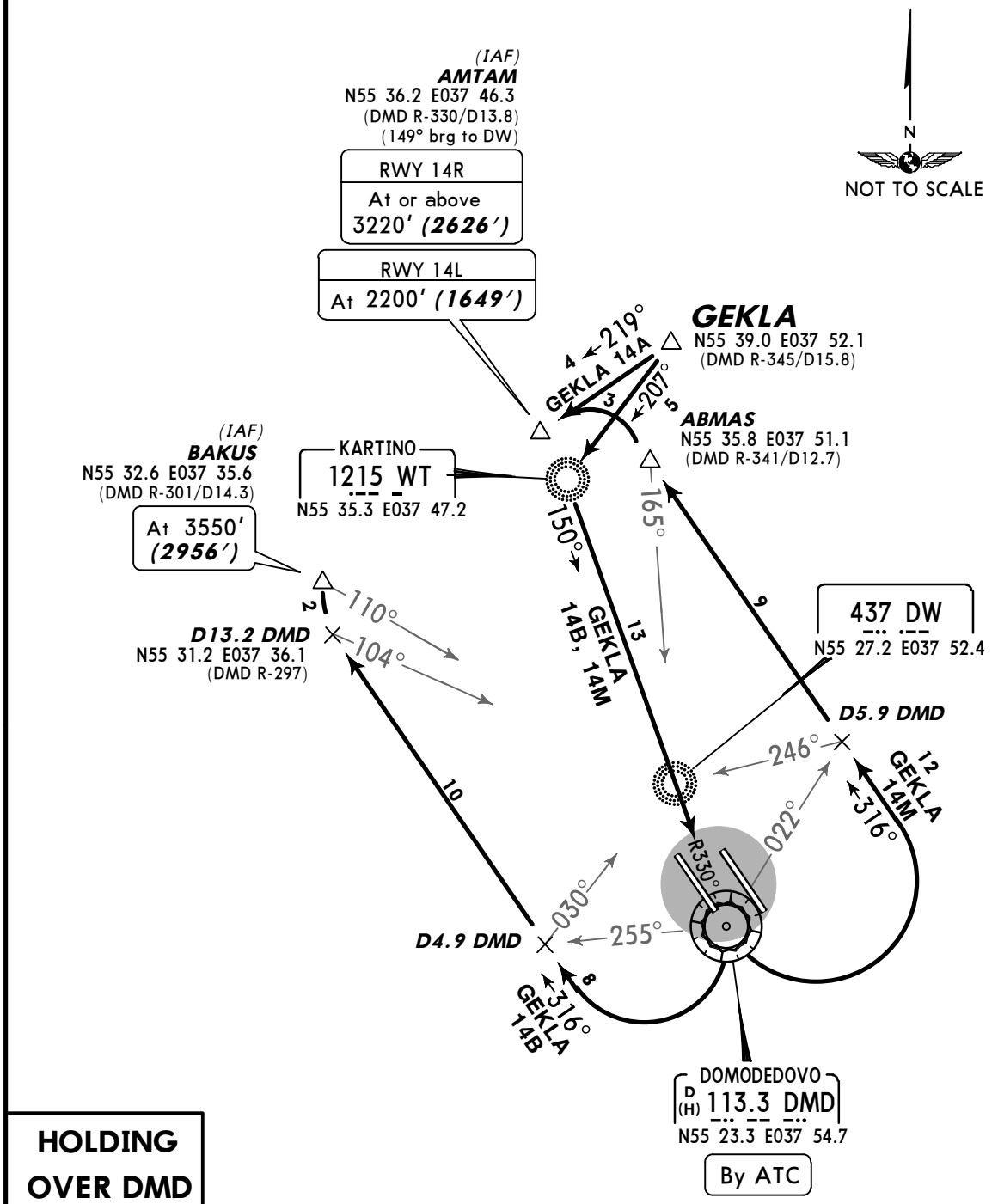
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

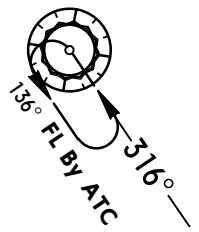
GEKLA 14 ALPHA (GEKLA 14A) *[GEK14A]*
GEKLA 14 BRAVO (GEKLA 14B) *[GEK14B]*
GEKLA 14 MIKE (GEKLA 14M) *[GEK14M]*
RWYS 14R/L ARRIVALS

SPEED: *MAX 250 KT BELOW FL100*





HOLDING OVER DMD



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

CHANGES: Initial approach.

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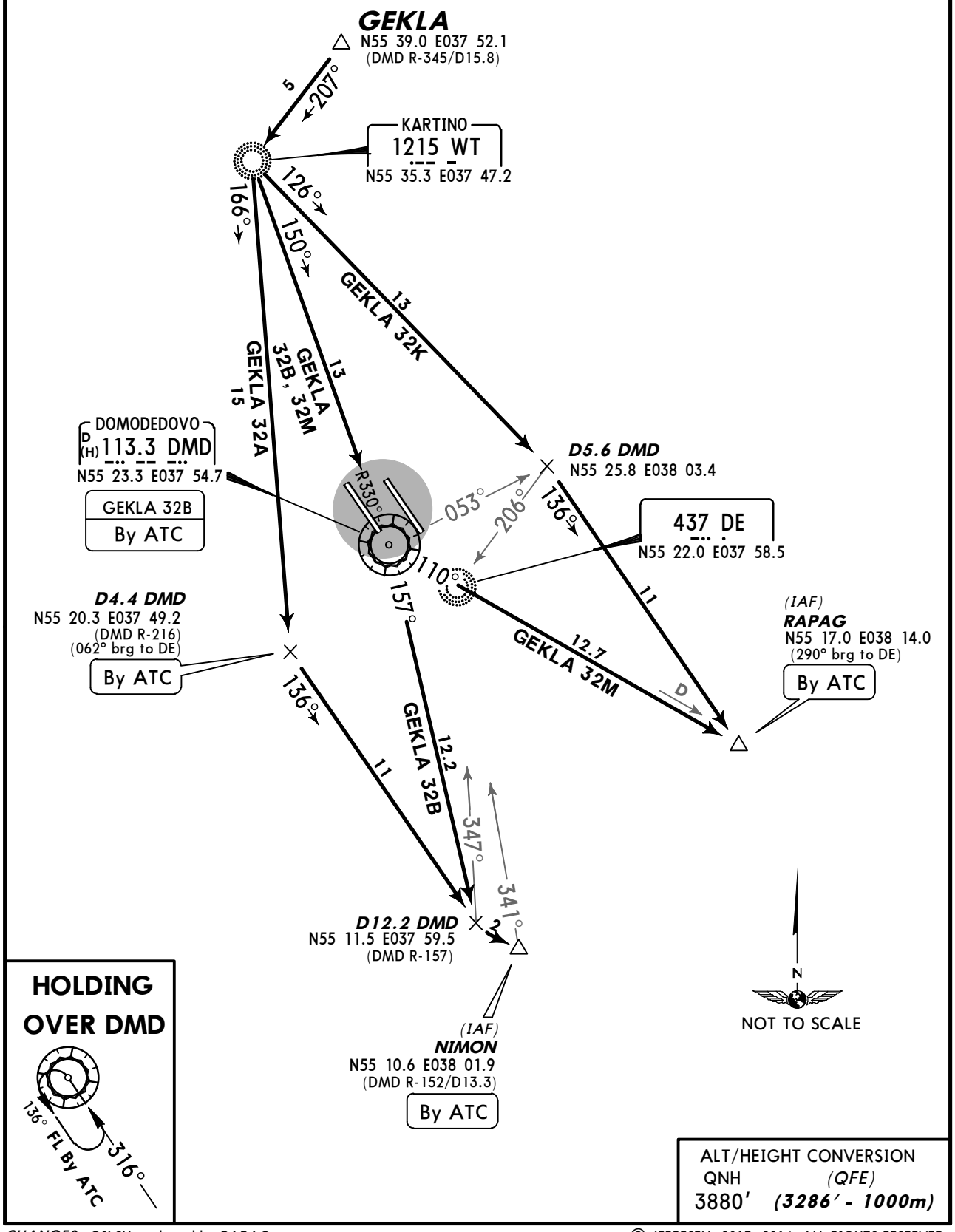
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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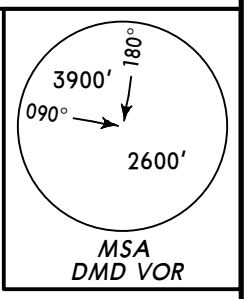
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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)
AMTAM
N55 36.2 E037 46.3
(DMD R-330/D13.8)

RWY 14R
At or above
3220′ ***(2626′)***

RWY 14L
At 2200′ ***(1649′)***

3
ABMAS
N55 35.8 E037 51.1
(DMD R-341/D12.7)

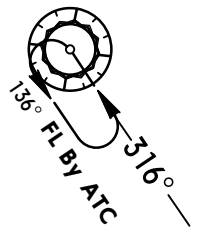
(IAF)
BAKUS
N55 32.6 E037 35.6
(DMD R-301/D14.3)
(110° brg to DW)

At 3550′
(2956′)

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

149°
165°
104°
LO 14M
14
437 DW
N55 27.2 E037 52.4
329°
12
LO 14A
10
030°
D4.9 DMD
(DMD R-255)
R250°
DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7
LO 14B
By ATC
001°
070°
LO 14B, 14M
13
18
LO 14B
316°
KLIMOVSK
1005 LO
N55 21.1 E037 31.6

HOLDING OVER DMD



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

N
NOT TO SCALE

CHANGES: Final approach.

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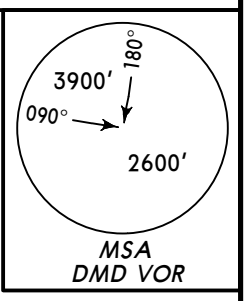
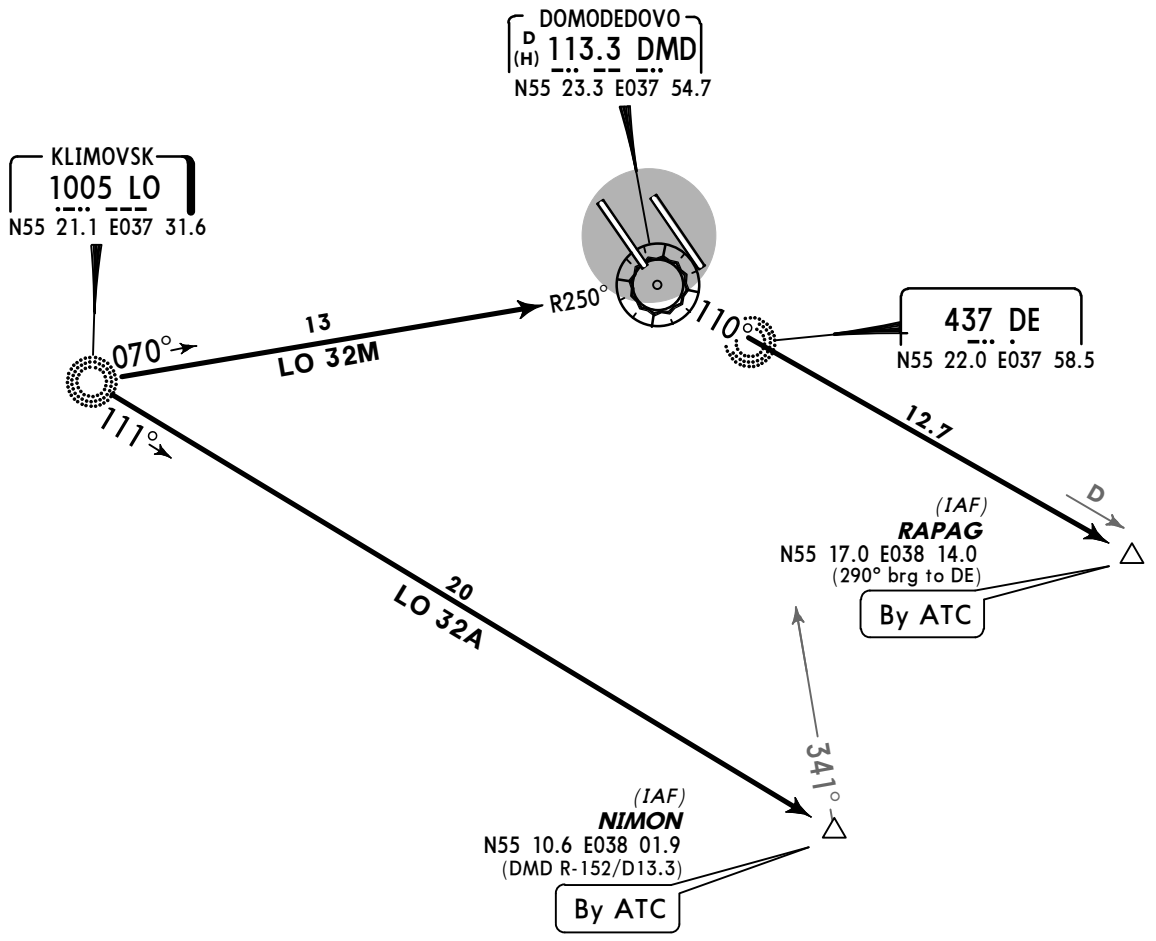
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

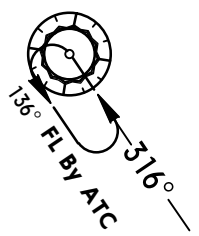
KLIMOVSK 32 ALPHA (LO 32A)
KLIMOVSK 32 MIKE (LO 32M)
RWYS 32L/R ARRIVALS

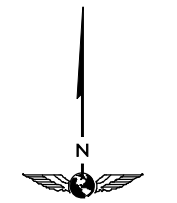
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD





NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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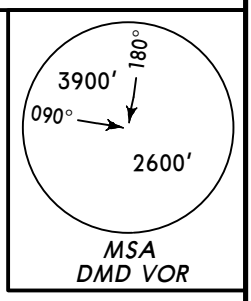
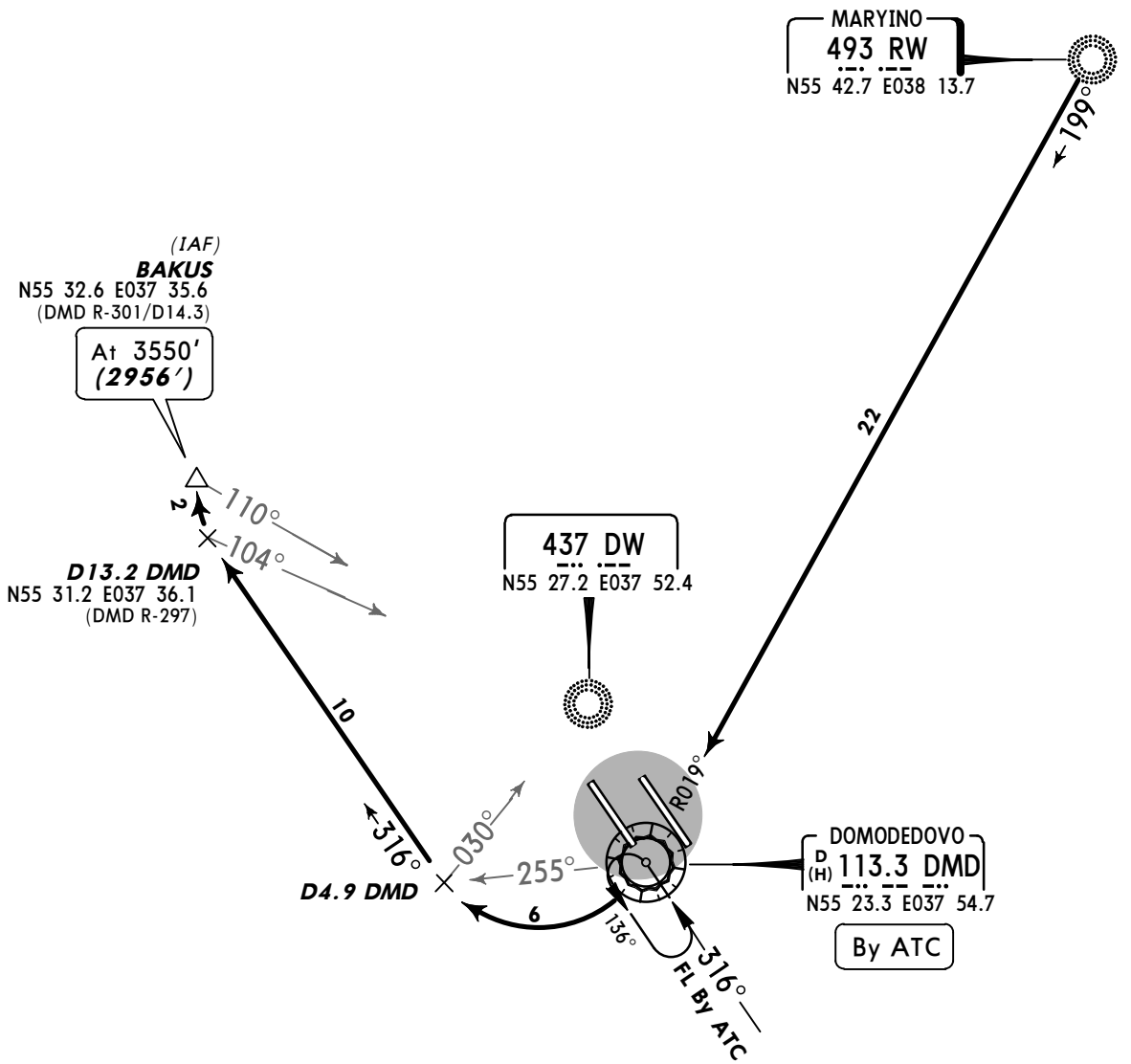
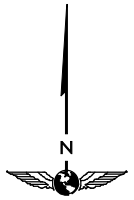
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100







NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***

CHANGES: None.

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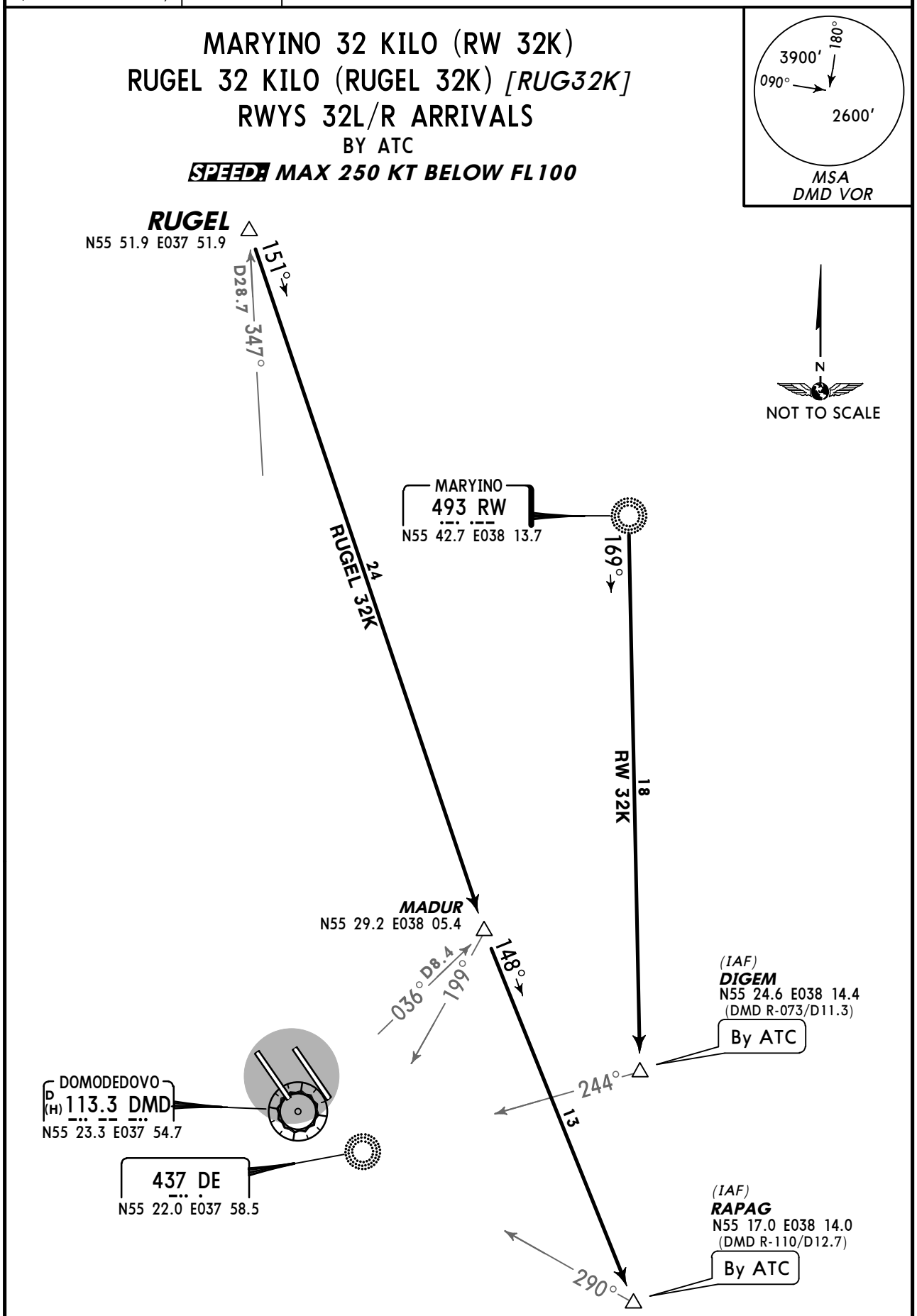
ATIS 128.3 (Russian 122.95)	Apt Elev 593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

BY ATC

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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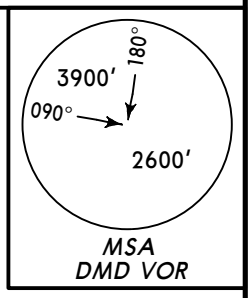
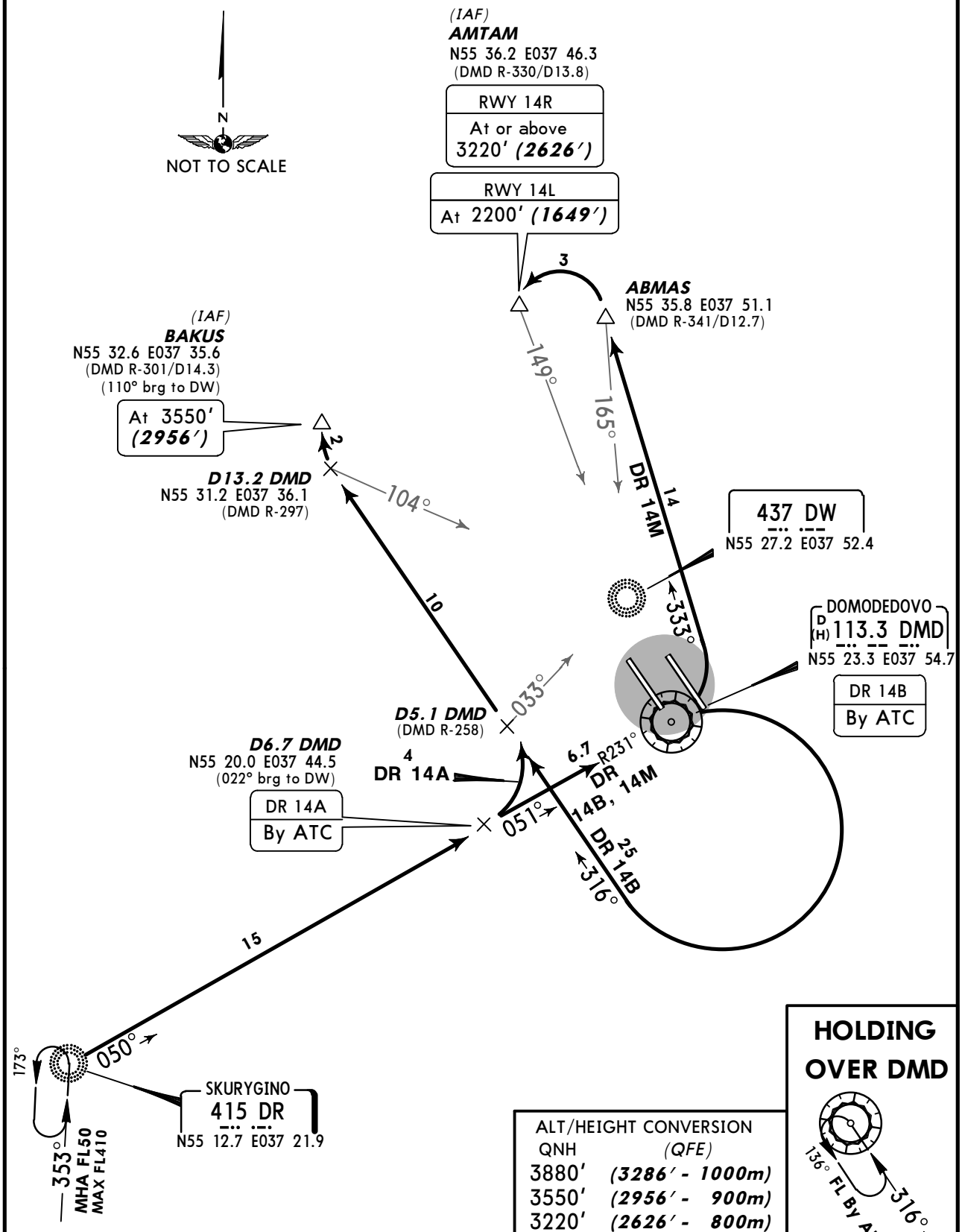
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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′	***(3286′ - 1000m)***
3550′	***(2956′ - 900m)***
3220′	***(2626′ - 800m)***
2200′	***(1649′ - 500m)***

CHANGES: Final approach.

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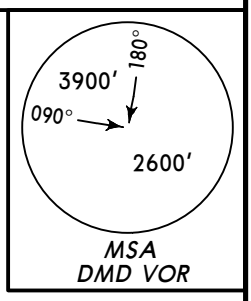
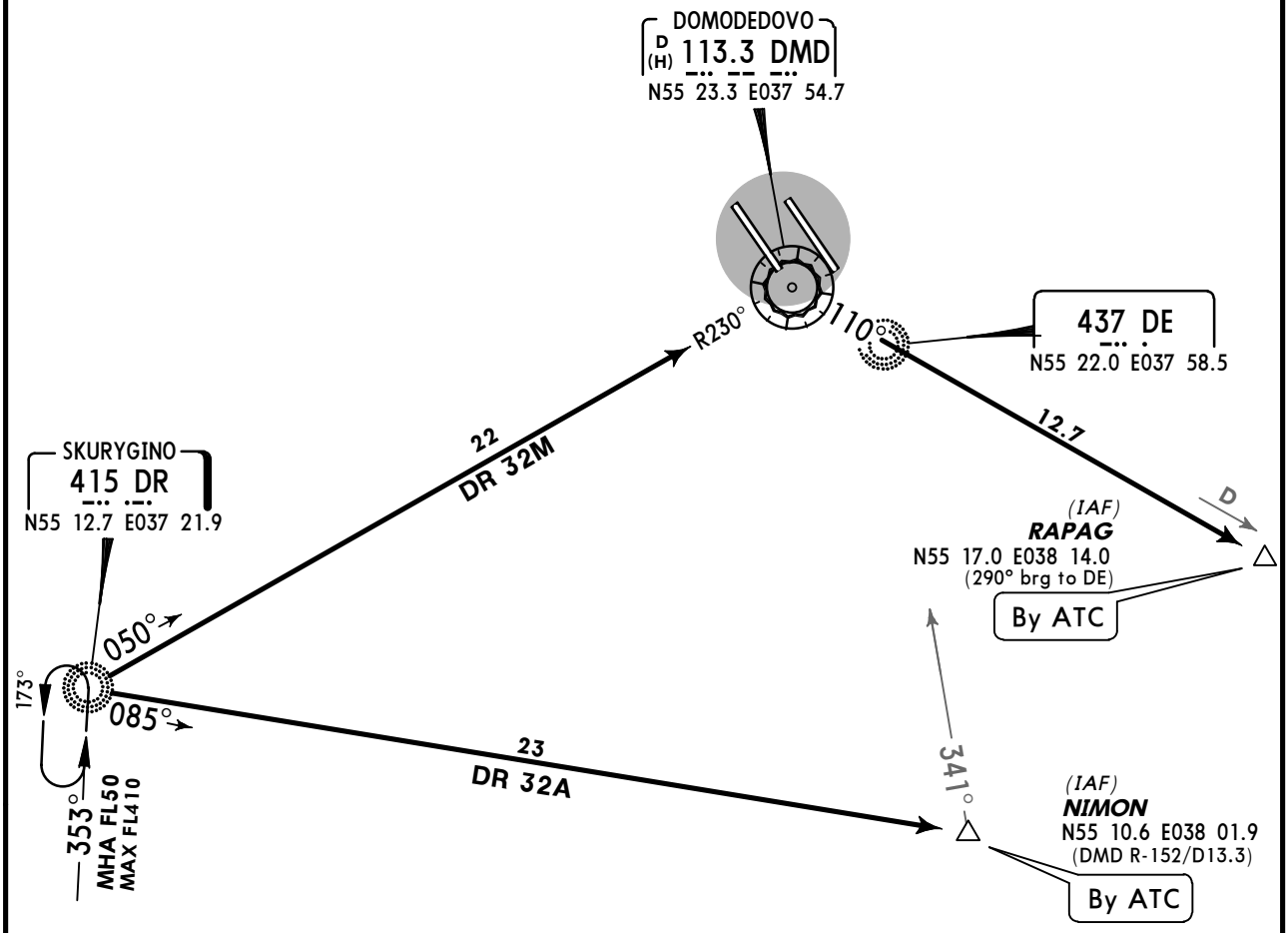
ATIS 128.3 (Russian 122.95)	Apt Elev 593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

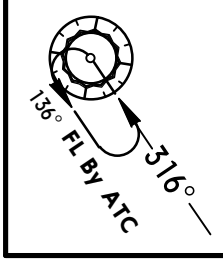
SKURYGINO 32 ALPHA (DR 32A)
SKURYGINO 32 MIKE (DR 32M)
RWYS 32L/R ARRIVALS

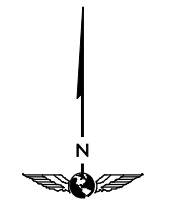
SPEED: MAX 250 KT BELOW FL100





HOLDING OVER DMD





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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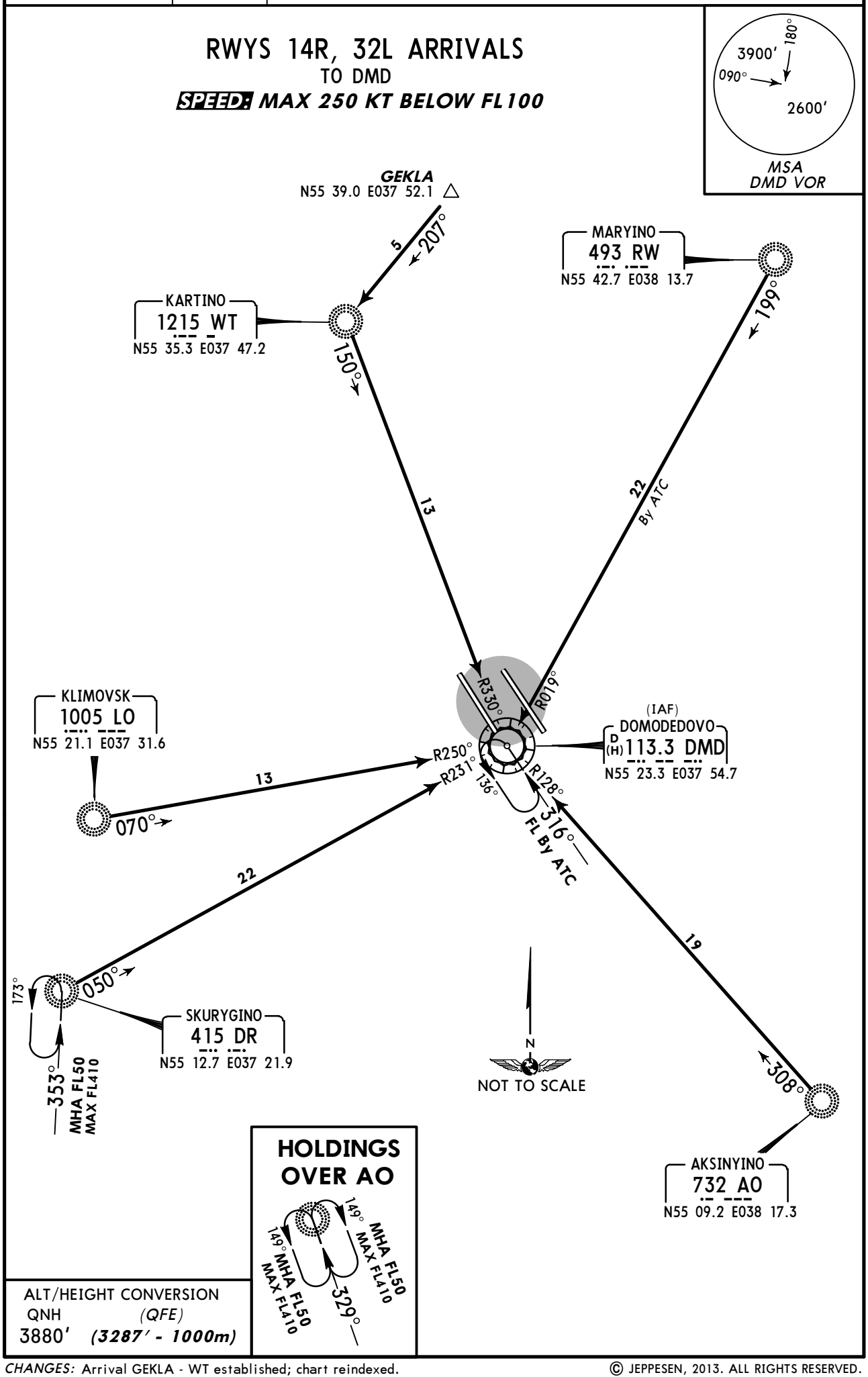
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWYS 14R, 32L ARRIVALS

TO DMD

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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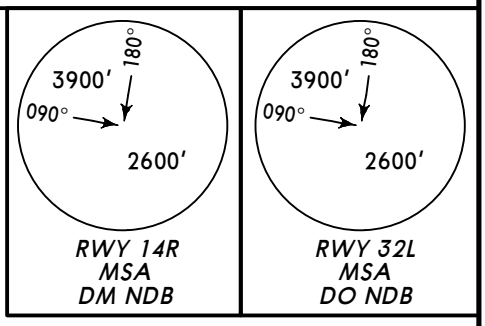
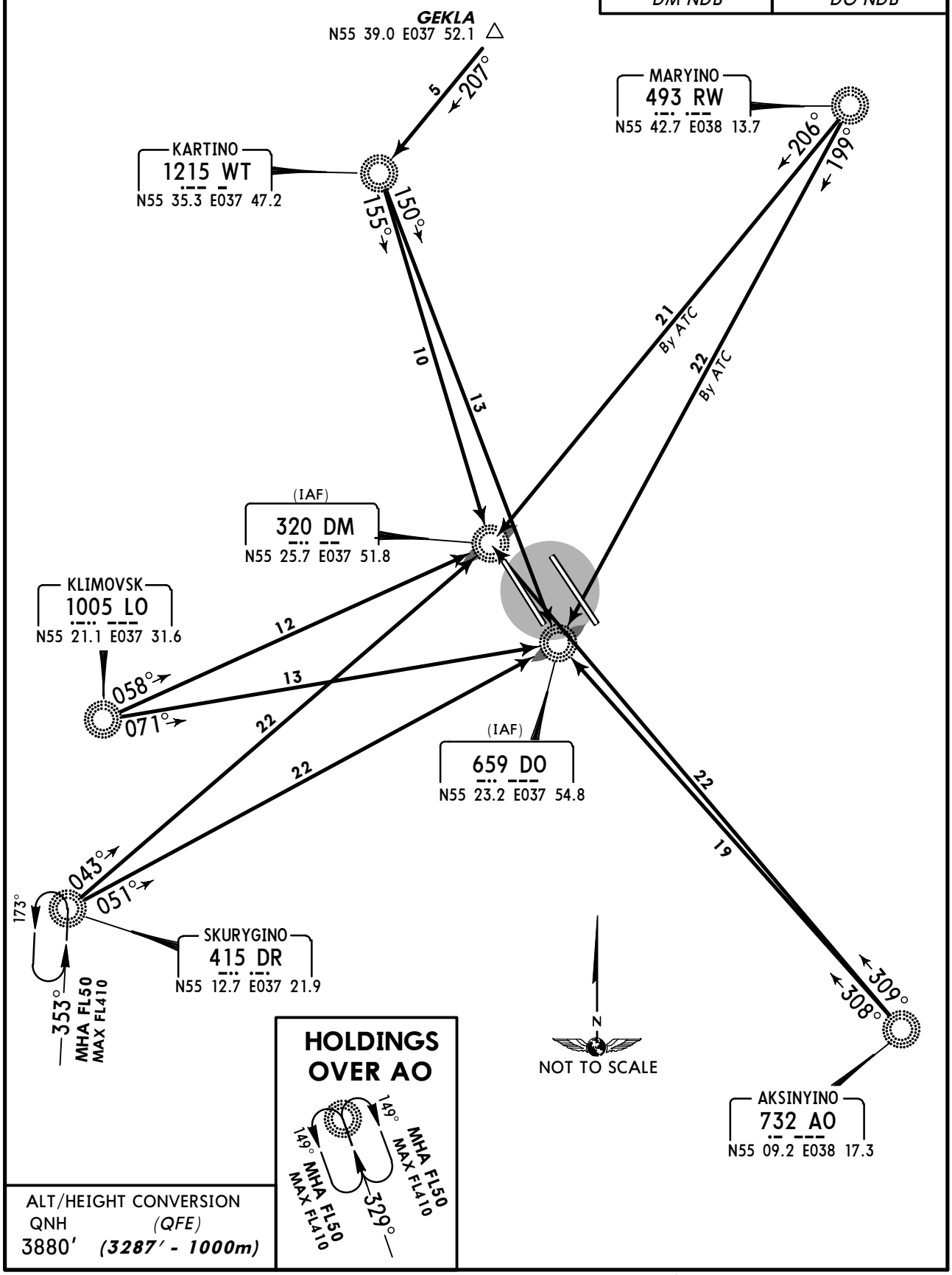
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3287′ - 1000m)***

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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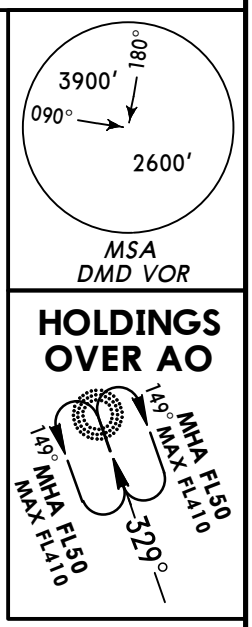
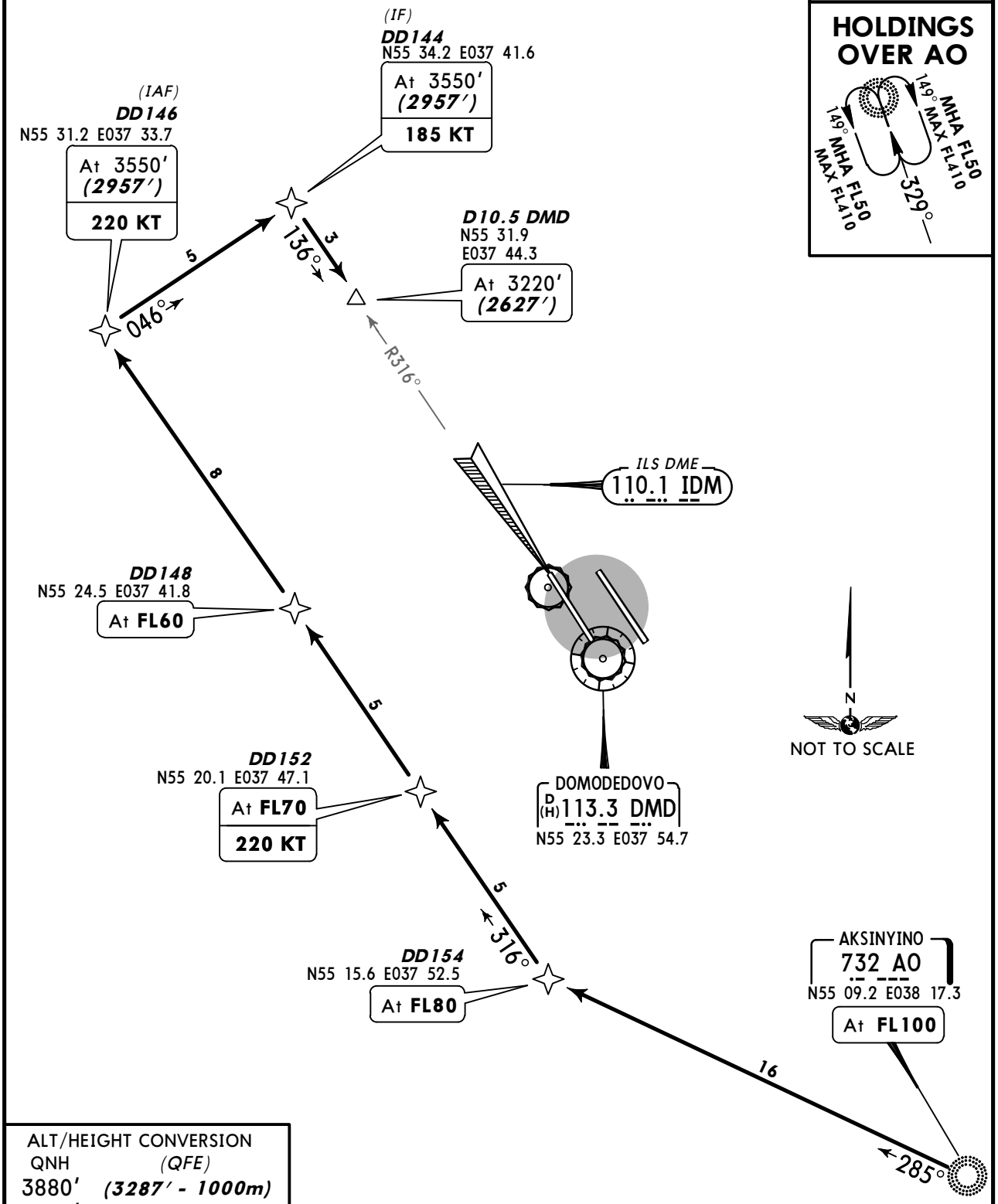
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1A (AO 1A)
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

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

CHANGES: RNAV APP transition completely revised.

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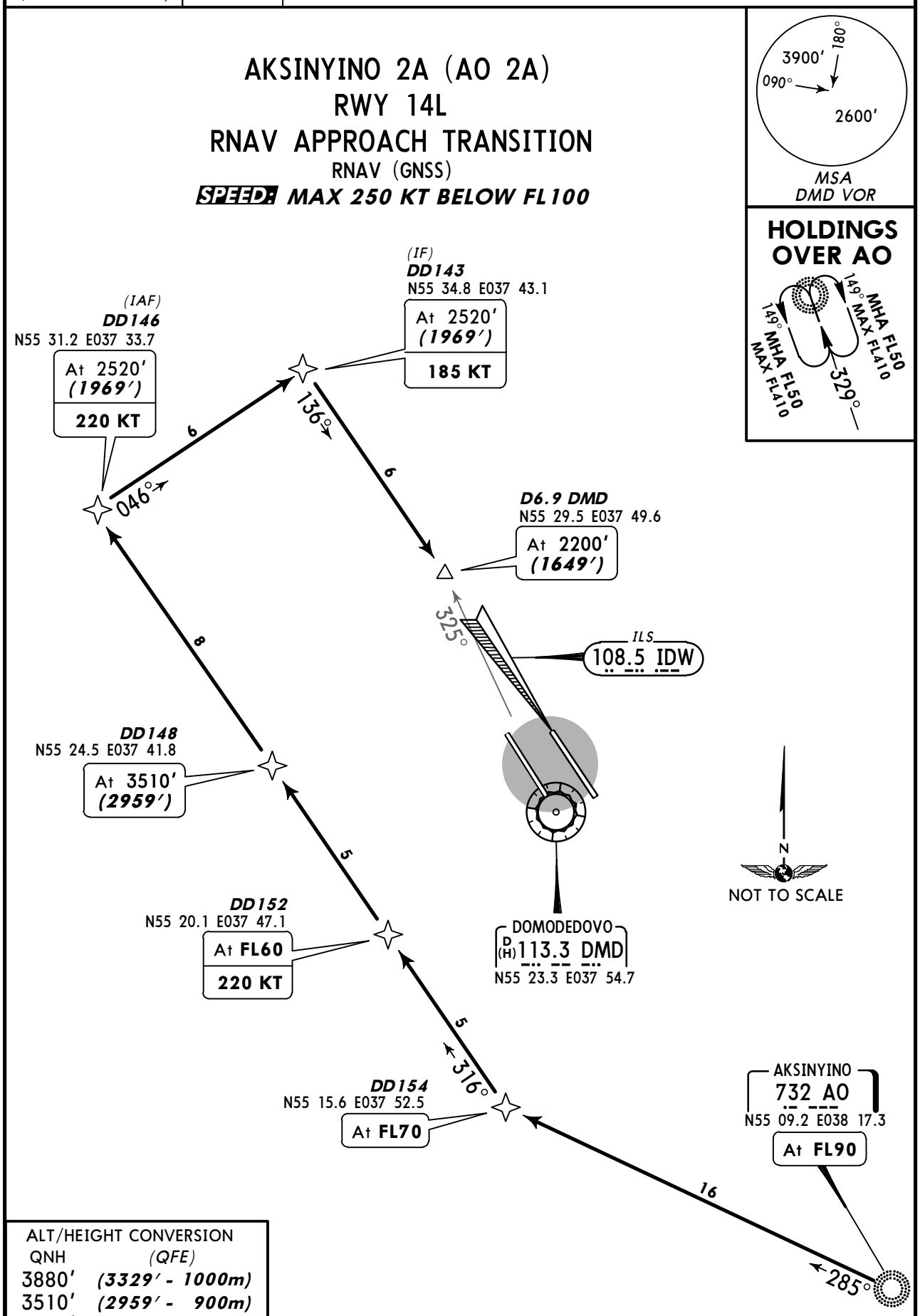
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2A (AO 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

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

CHANGES: RNAV APP transition completely revised.

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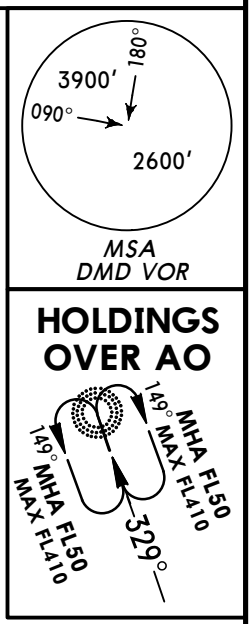
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

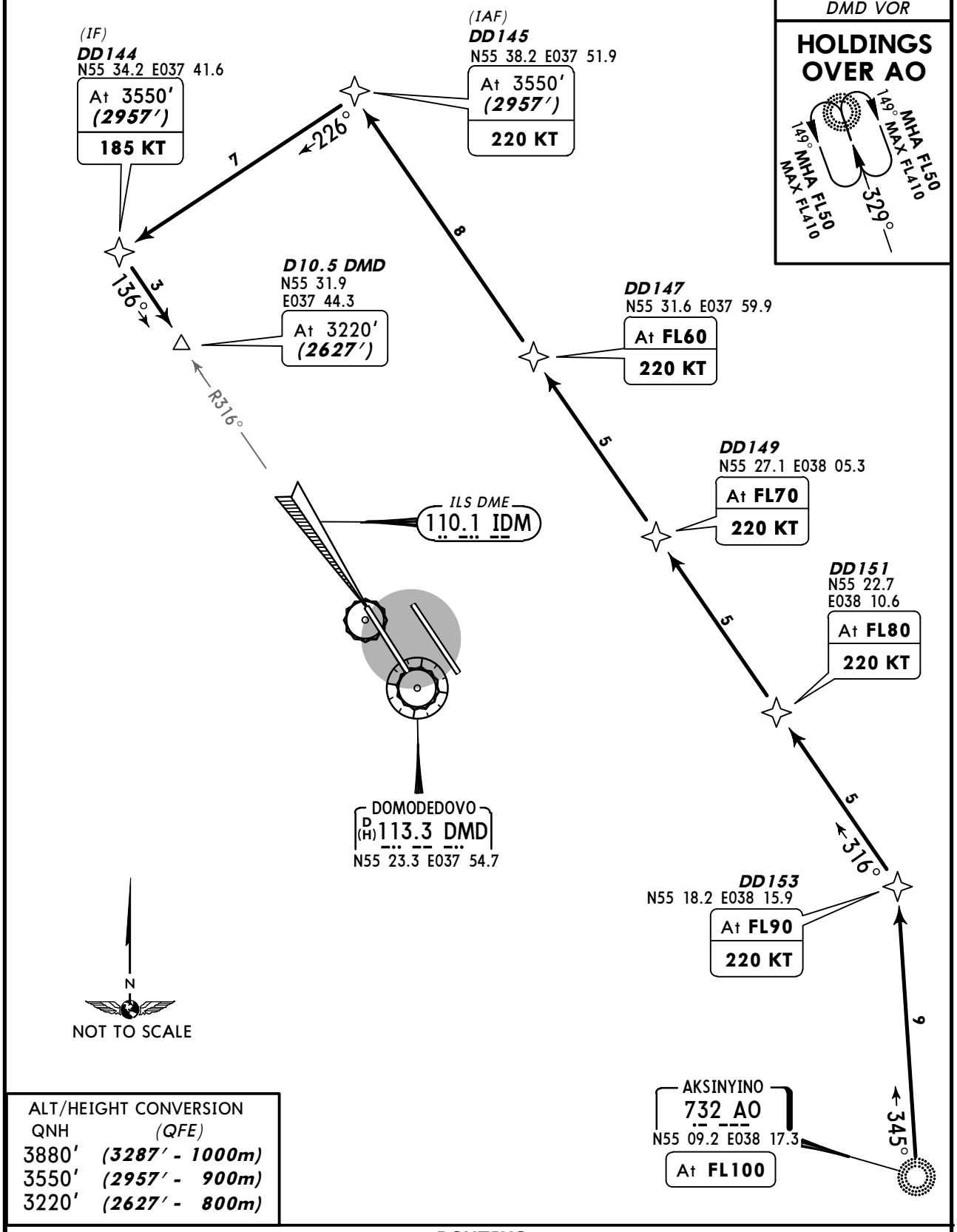
AKSINYINO 1B (AO 1B)
RWY 14R RNAV APPROACH TRANSITION

RNAV (GNSS)

BY ATC

SPEED: *MAX 250 KT BELOW FL100*





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.

CHANGES: RNAV APP transition completely revised.

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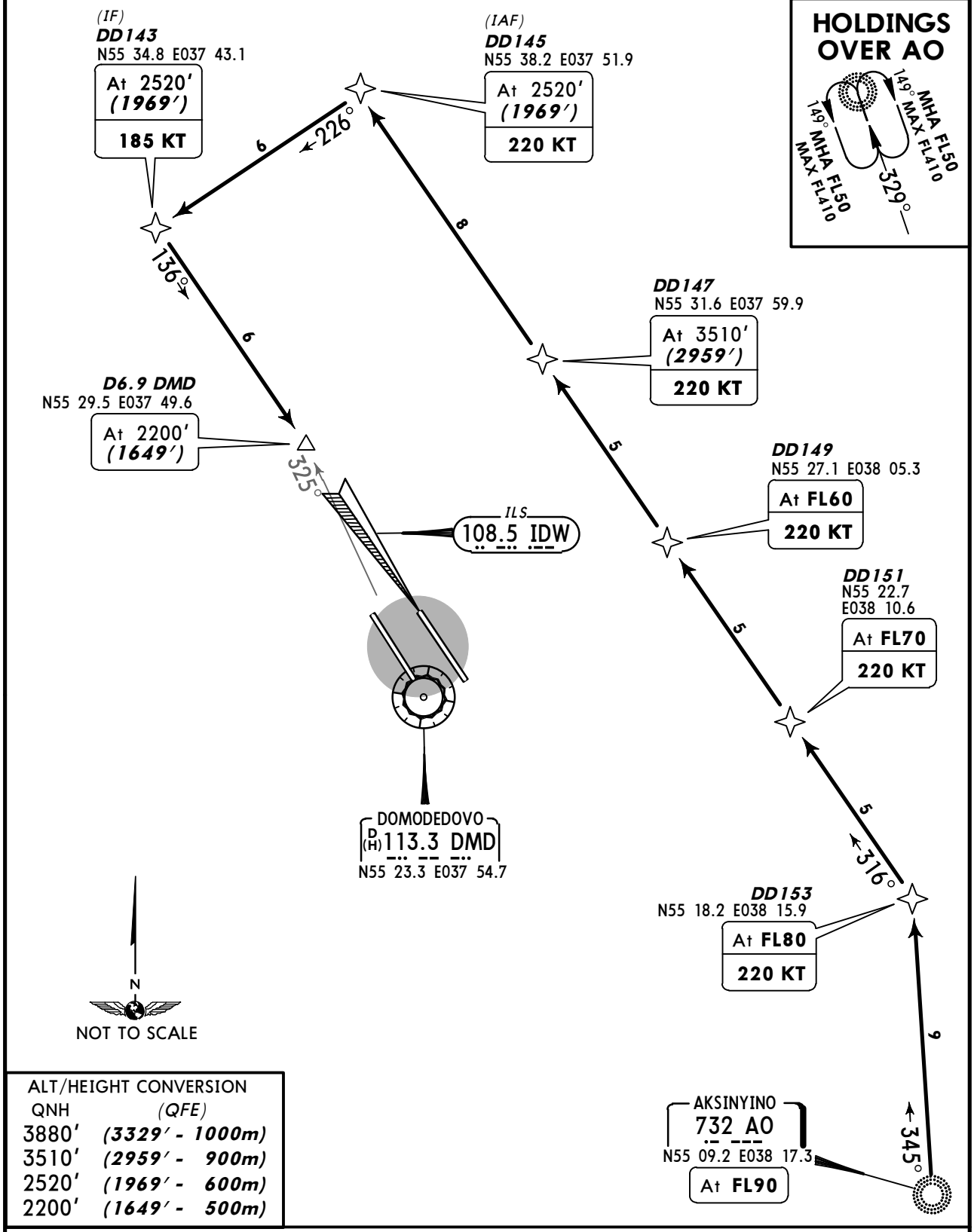
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2B (AO 2B)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)
BY ATC

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3329′ - 1000m)***
3510′	***(2959′ - 900m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

ROUTING

AO (FL90)- DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.

CHANGES: RNAV APP transition completely revised.

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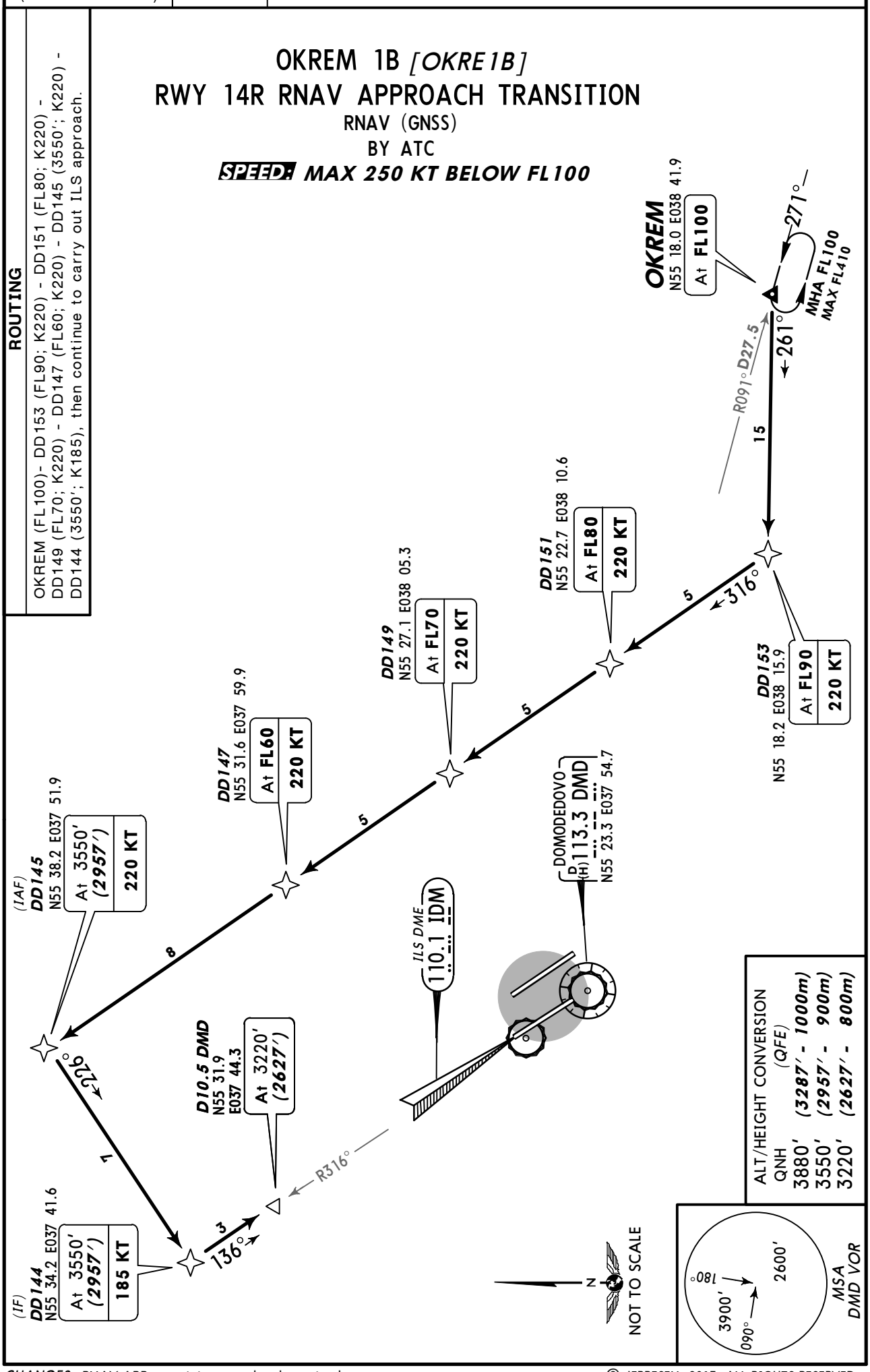
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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



CHANGES: RNAV APP transition completely revised.

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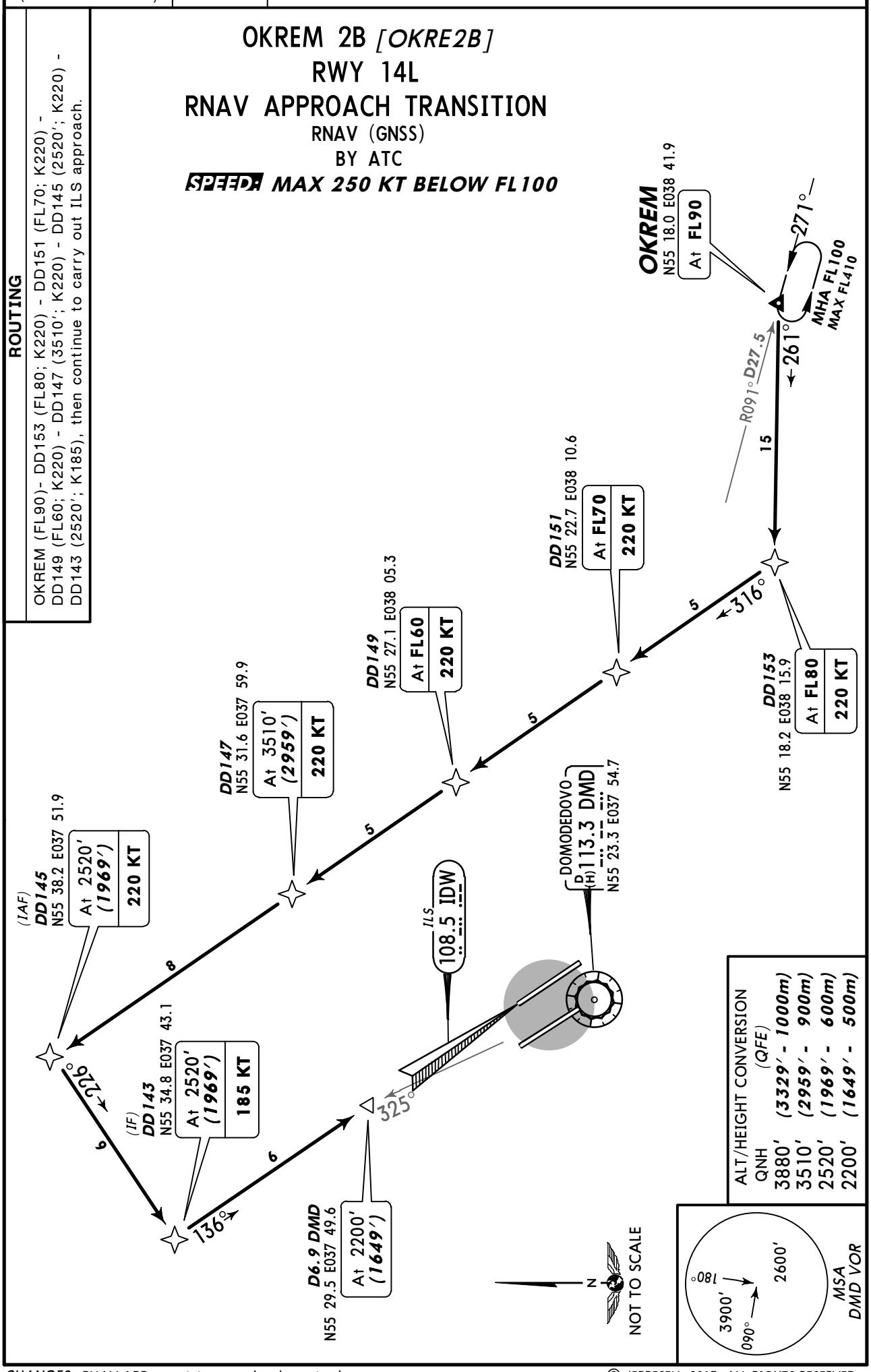
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

OKREM 2B *[OKRE2B]*
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100

ROUTING

OKREM (FL90)– DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510′; K220) - DD145 (2520′; K220) - DD143 (2520′; K185), then continue to carry out ILS approach.



CHANGES: RNAV APP transition completely revised.

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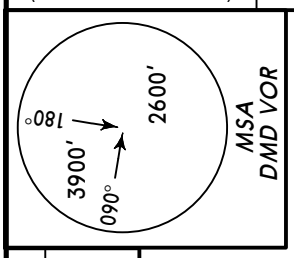
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** Execute noise abatement procedures according to ICAO DOC 8168.

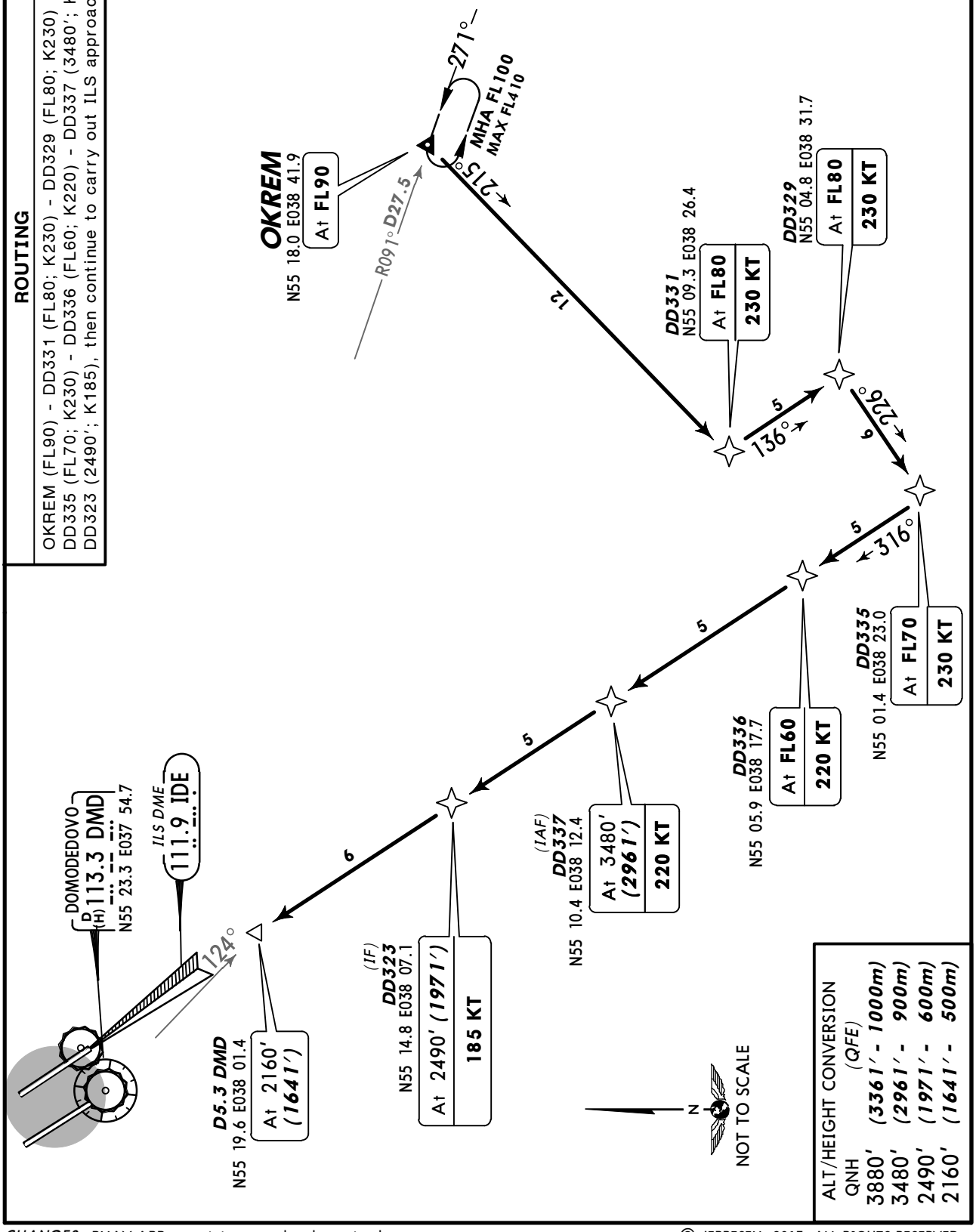


OKREM 3B *[OKRE3B]*
RWY 32R
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)

SPEED: *MAX 250 KT BELOW FL100*

ROUTING

OKREM (FL90) - DD331 (FL80; K230) - DD329 (FL80; K230) - DD335 (FL70; K230) - DD336 (FL60; K220) - DD337 (3480′; K220) - DD323 (2490′; K185), then continue to carry out ILS approach.



CHANGES: RNAV APP transition completely revised.

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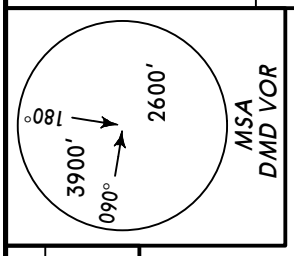
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

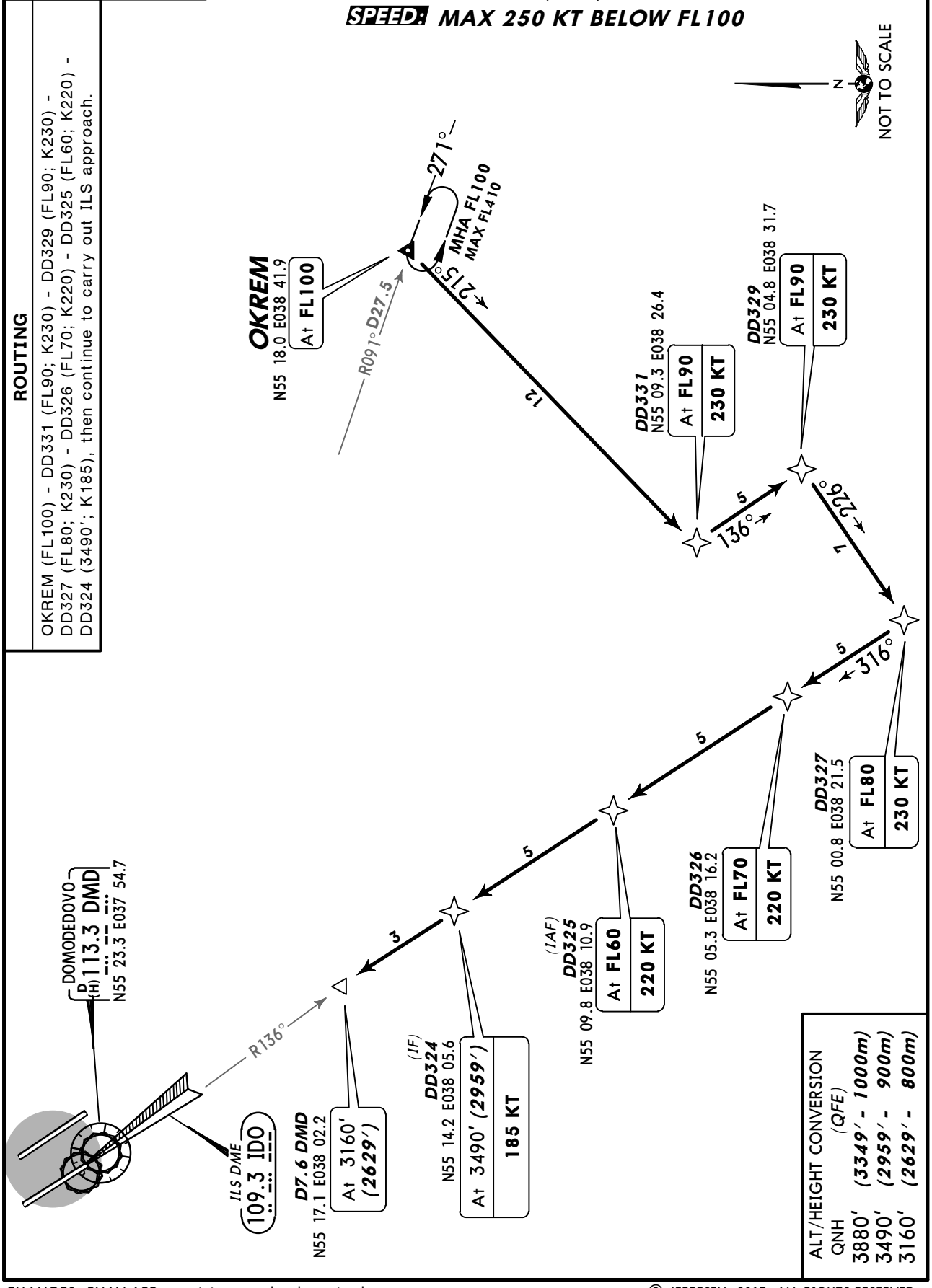


OKREM 4B *[OKRE4B]*
RWY 32L
RNAV APPROACH TRANSITION
BY ATC
RNAV (GNSS)

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.



CHANGES: RNAV APP transition completely revised.

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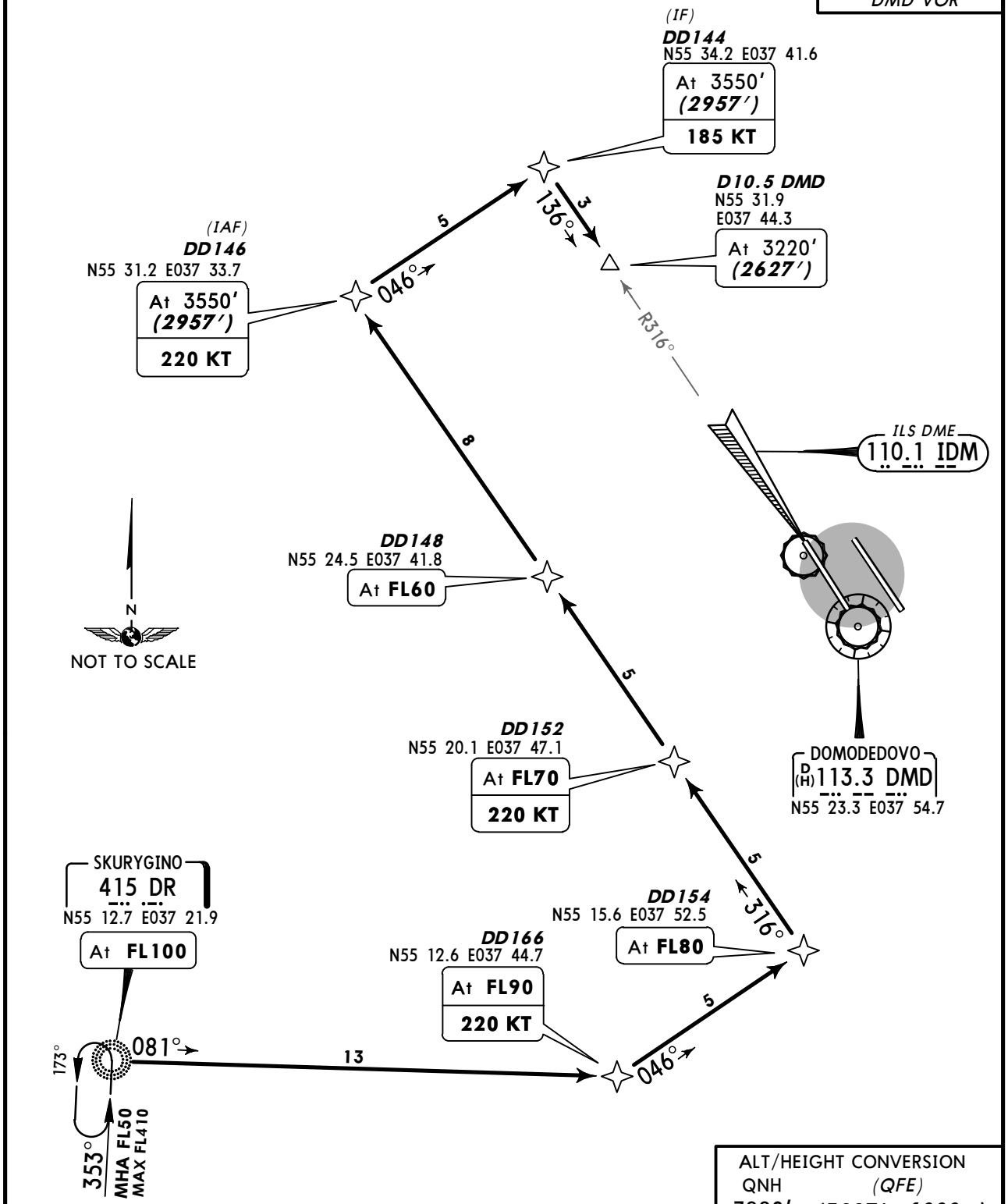
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 1A (DR 1A)
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.

CHANGES: RNAV APP transition completely revised.

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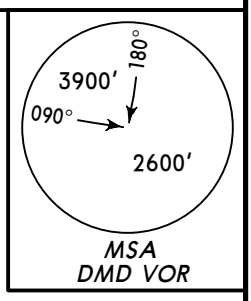
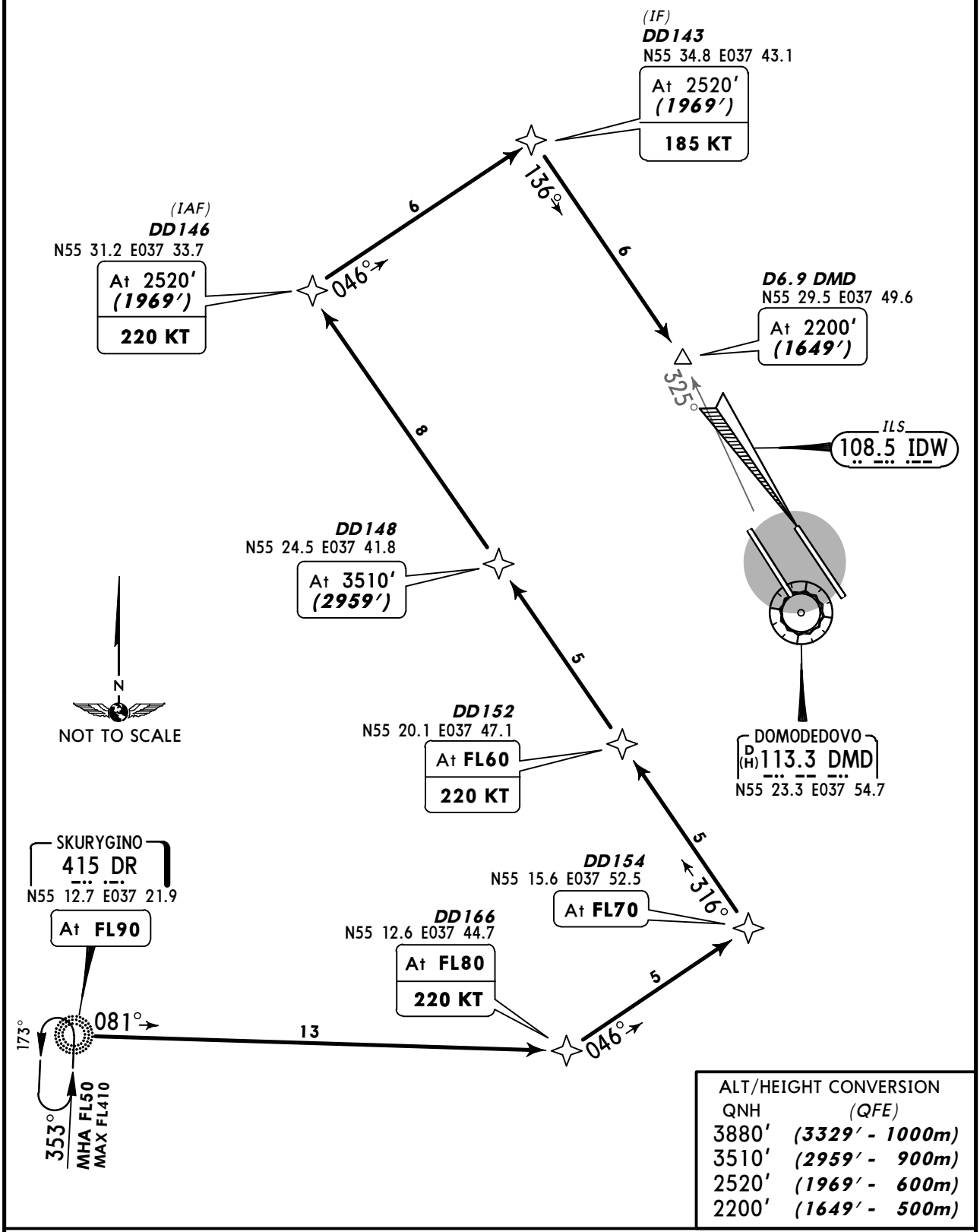
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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.

CHANGES: RNAV APP transition completely revised.

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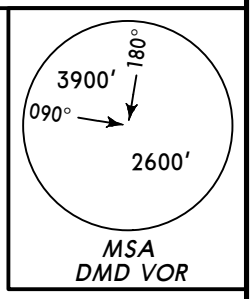
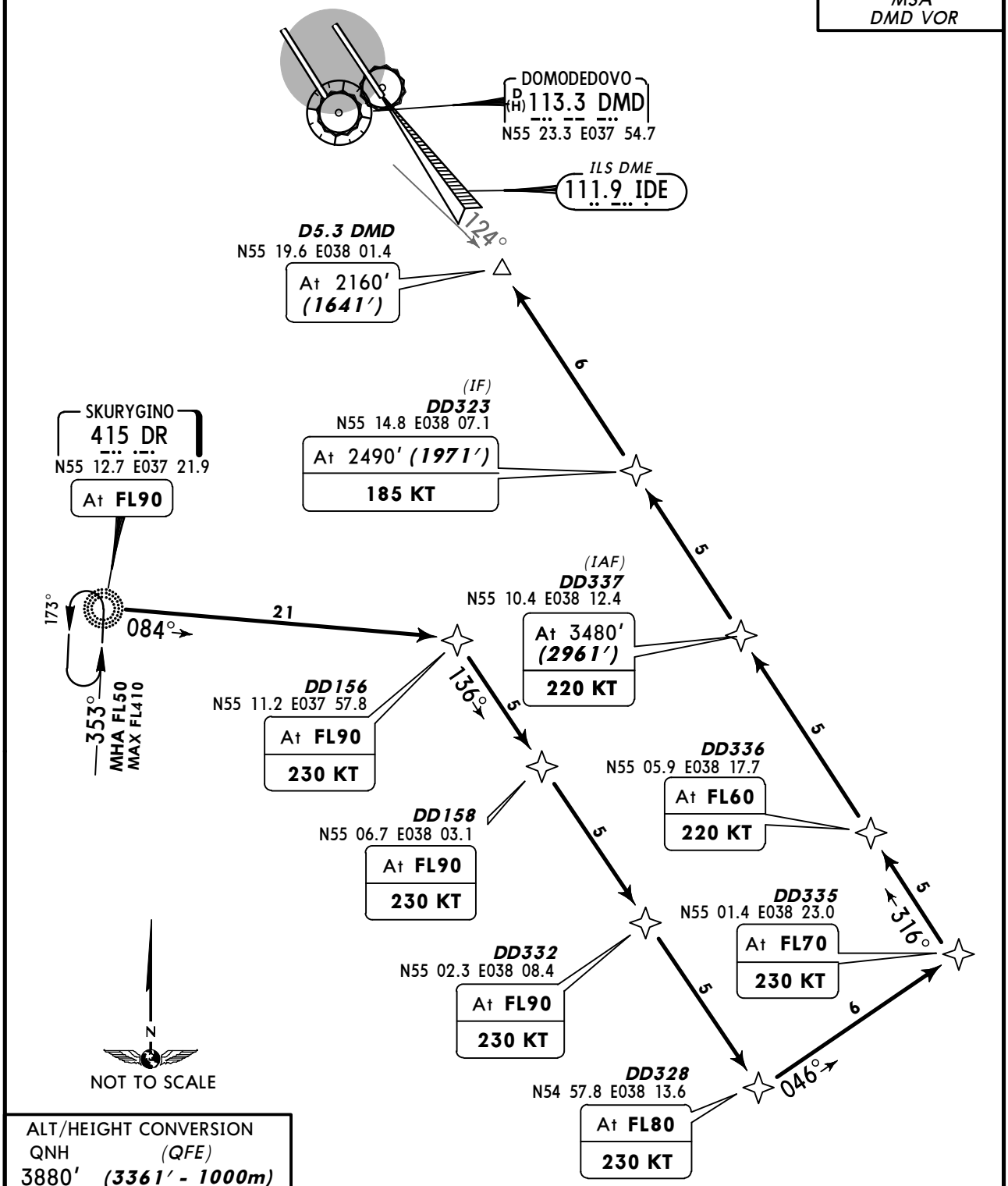
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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.

CHANGES: RNAV APP transition completely revised.

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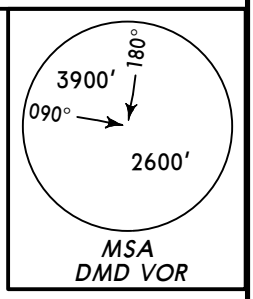
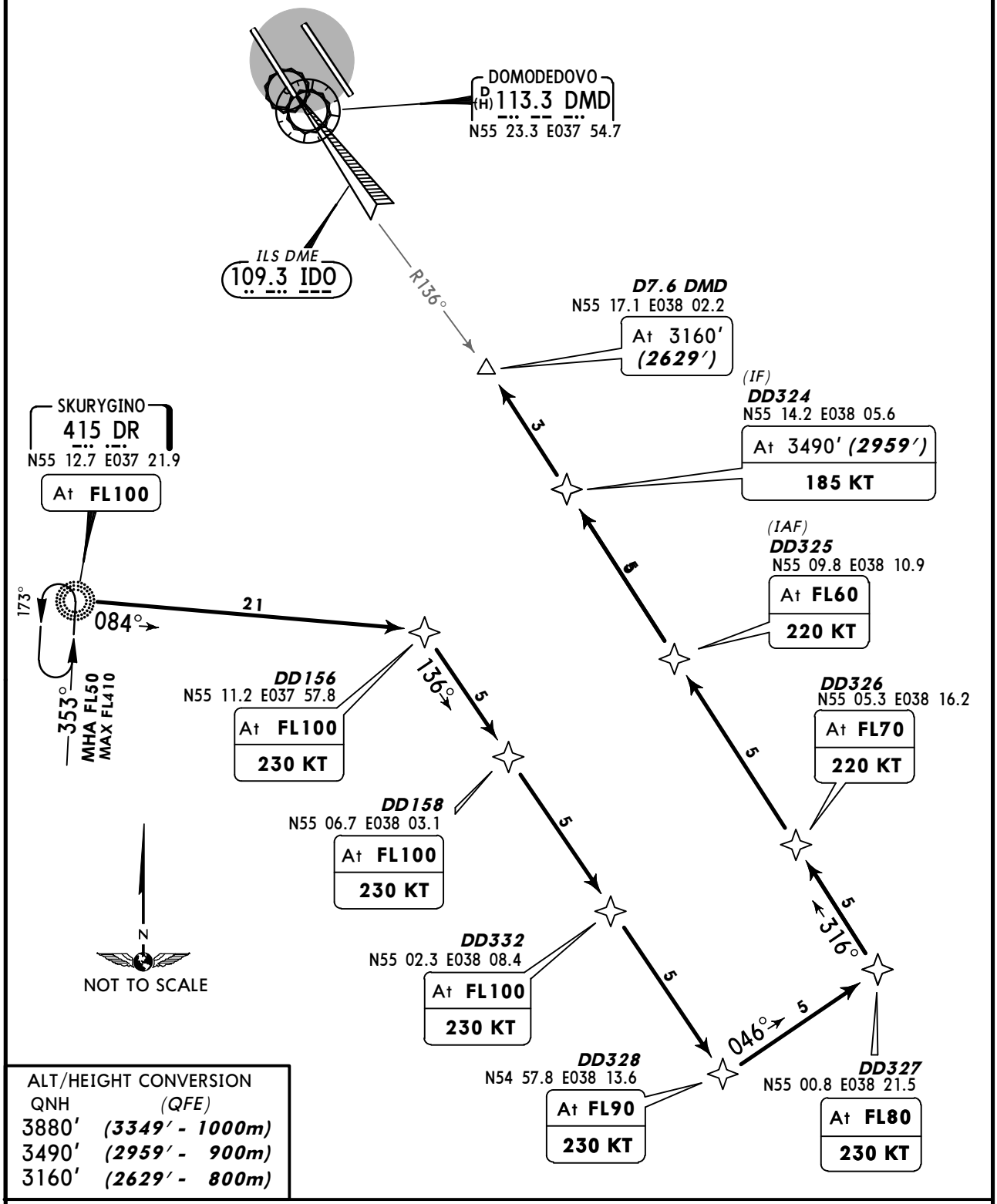
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 4B (DR 4B)
RWY 32L RNAV APPROACH TRANSITION
RNAV (GNSS)

SPEED: *MAX 250 KT BELOW FL100*





ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3349′ - 1000m)***
3490′	***(2959′ - 900m)***
3160′	***(2629′ - 800m)***

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.

CHANGES: RNAV APP transition completely revised.

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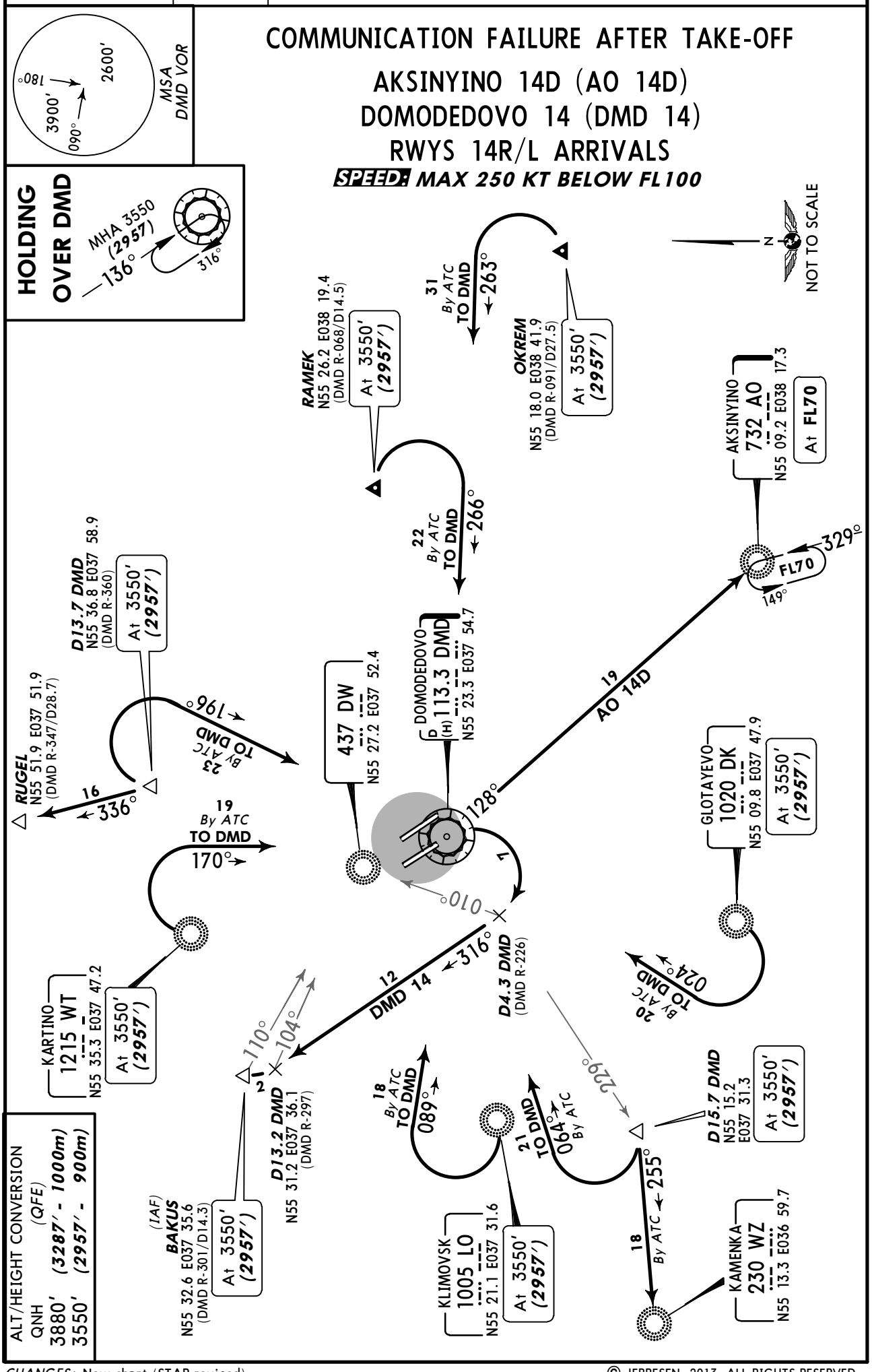
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.



CHANGES: New chart (STAR revised).

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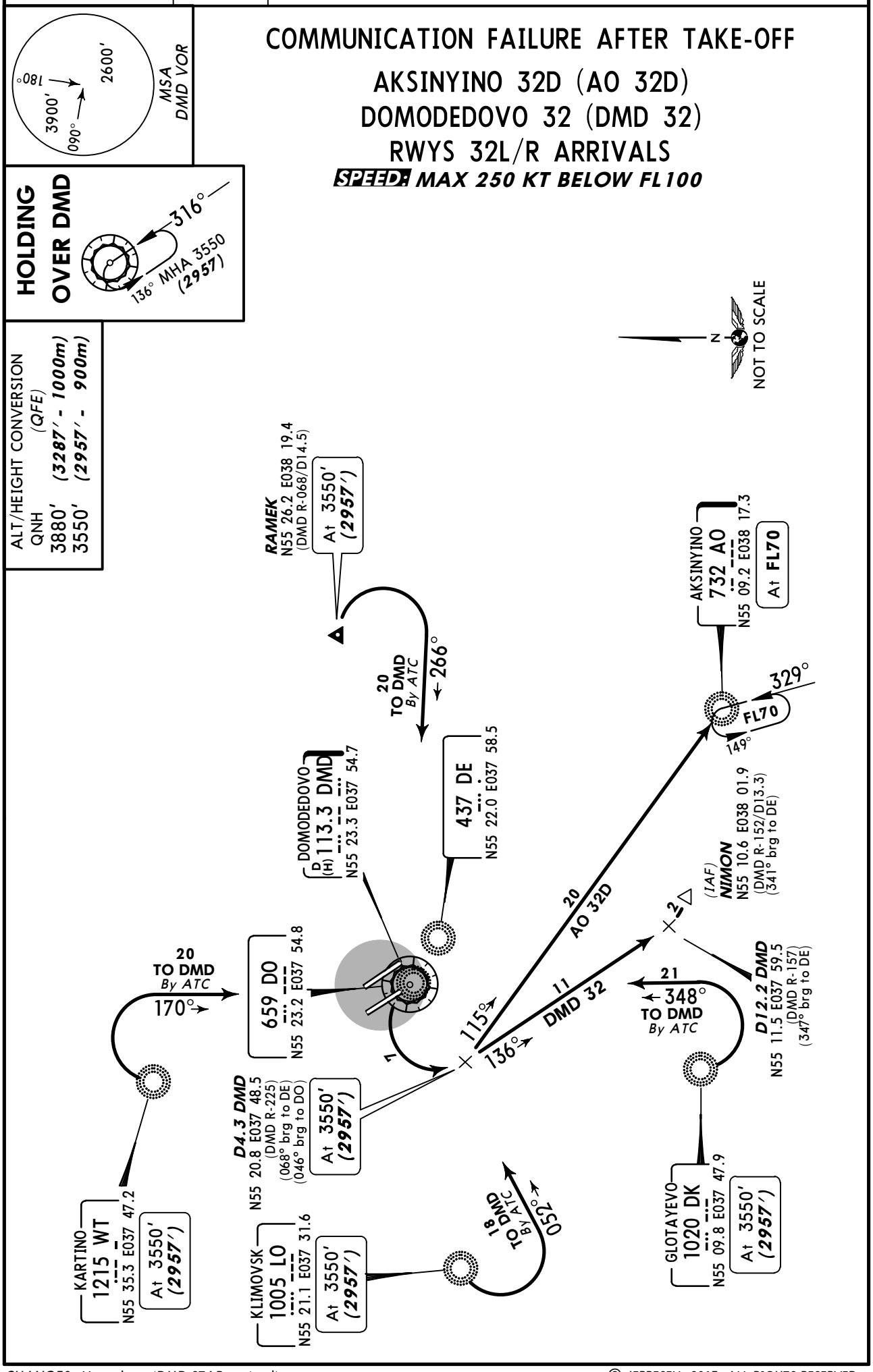
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: Via ATIS Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.



CHANGES: New chart (DMD STAR revised).

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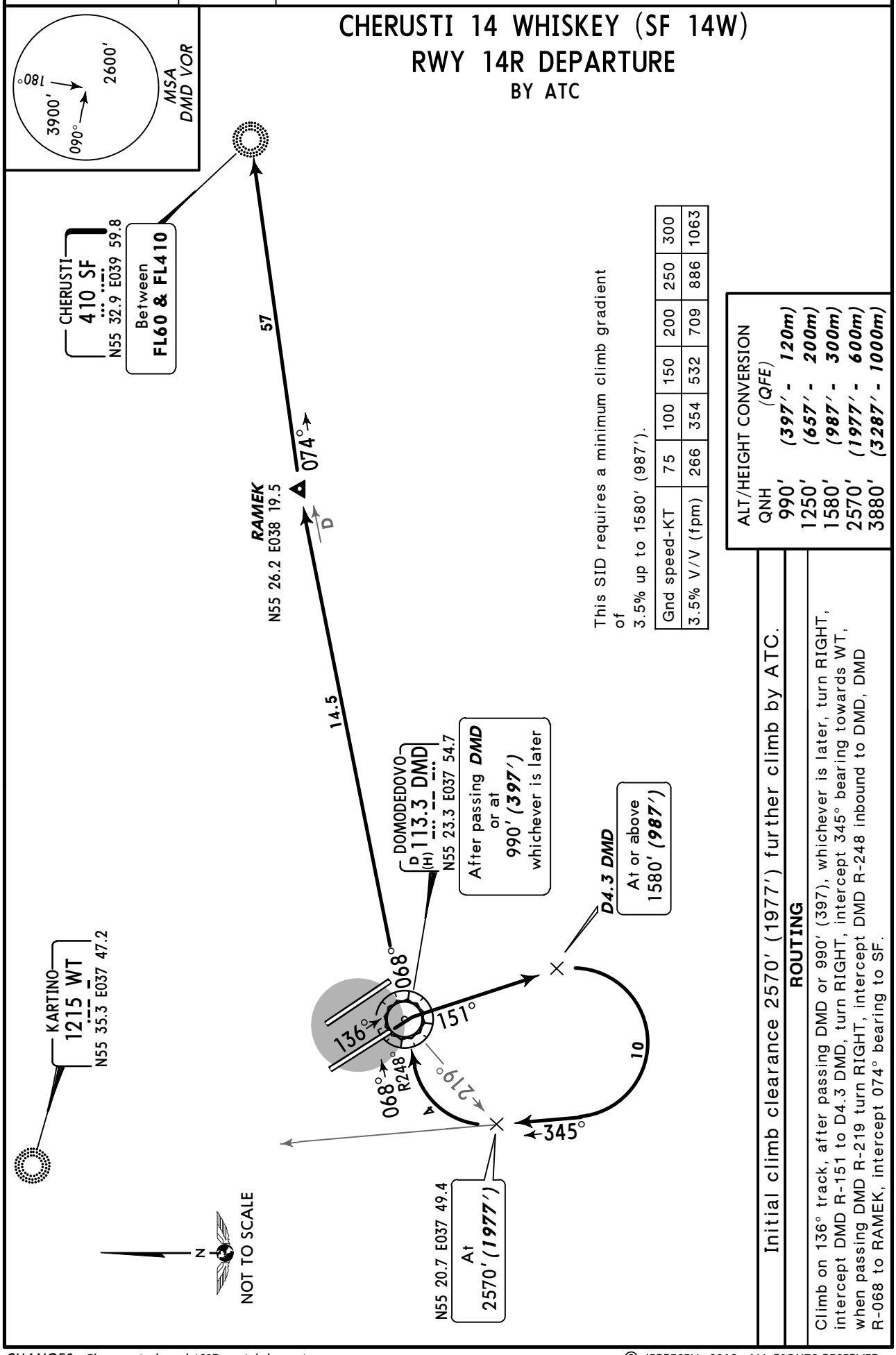
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



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

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

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
990′	***(397′ - 120m)***
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

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

ROUTING

Climb on 136° track, after passing DMD or 990′ (397), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 inbound to DMD, DMD R-068 to RAMEK, intercept 074° bearing to SF.

CHANGES: Chart reindexed (SIDs withdrawn).

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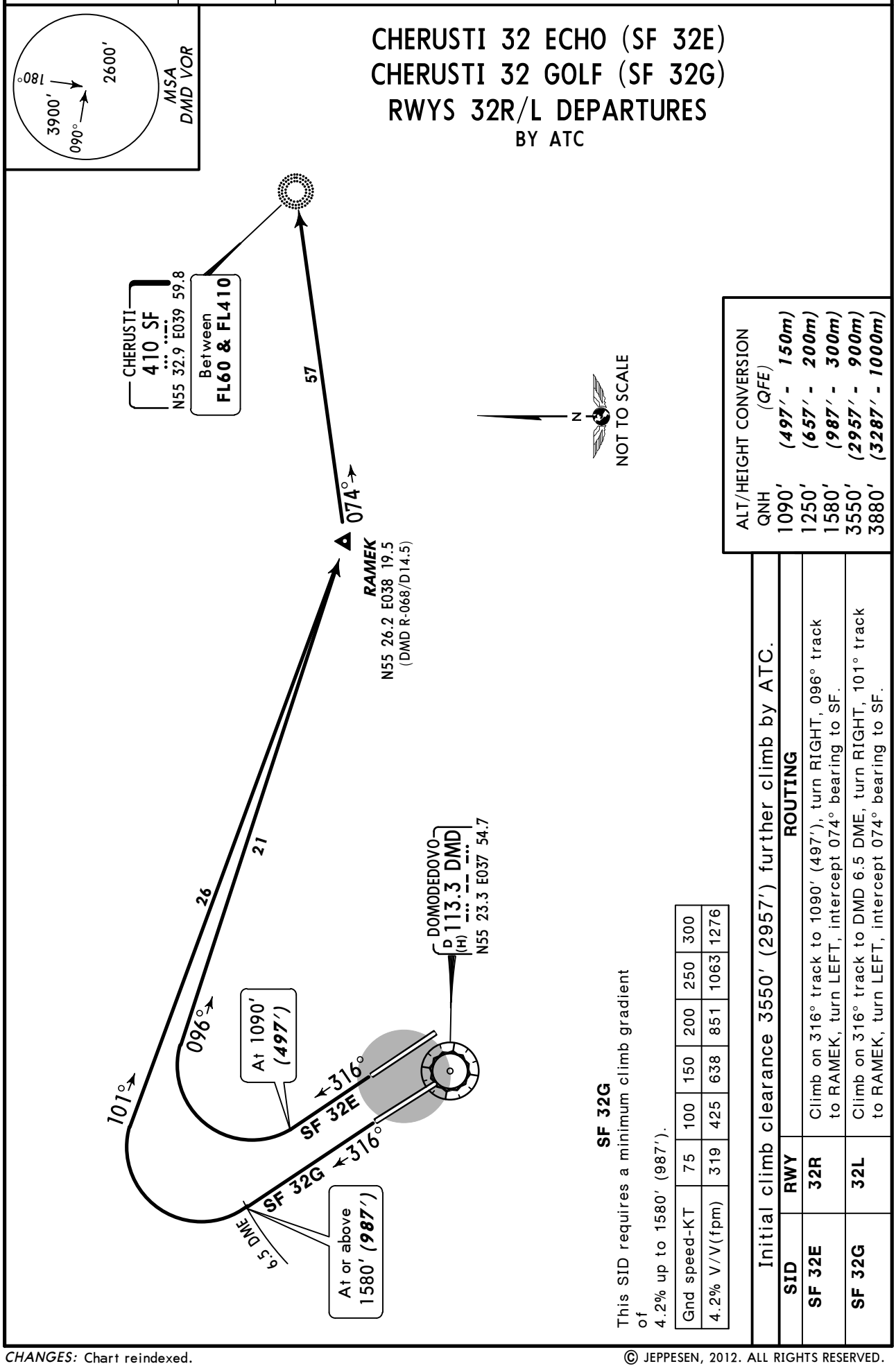
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

CHERUSTI 32 ECHO (SF 32E)
CHERUSTI 32 GOLF (SF 32G)
RWYS 32R/L DEPARTURES
BY ATC



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

SF 32G

This SID requires a minimum climb gradient of 4.2% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

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

SID	RWY	ROUTING
SF 32E	**32R**	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn LEFT, intercept 074° bearing to SF.
SF 32G	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn LEFT, intercept 074° bearing to SF.

CHANGES: Chart reindexed.

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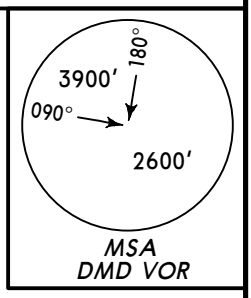
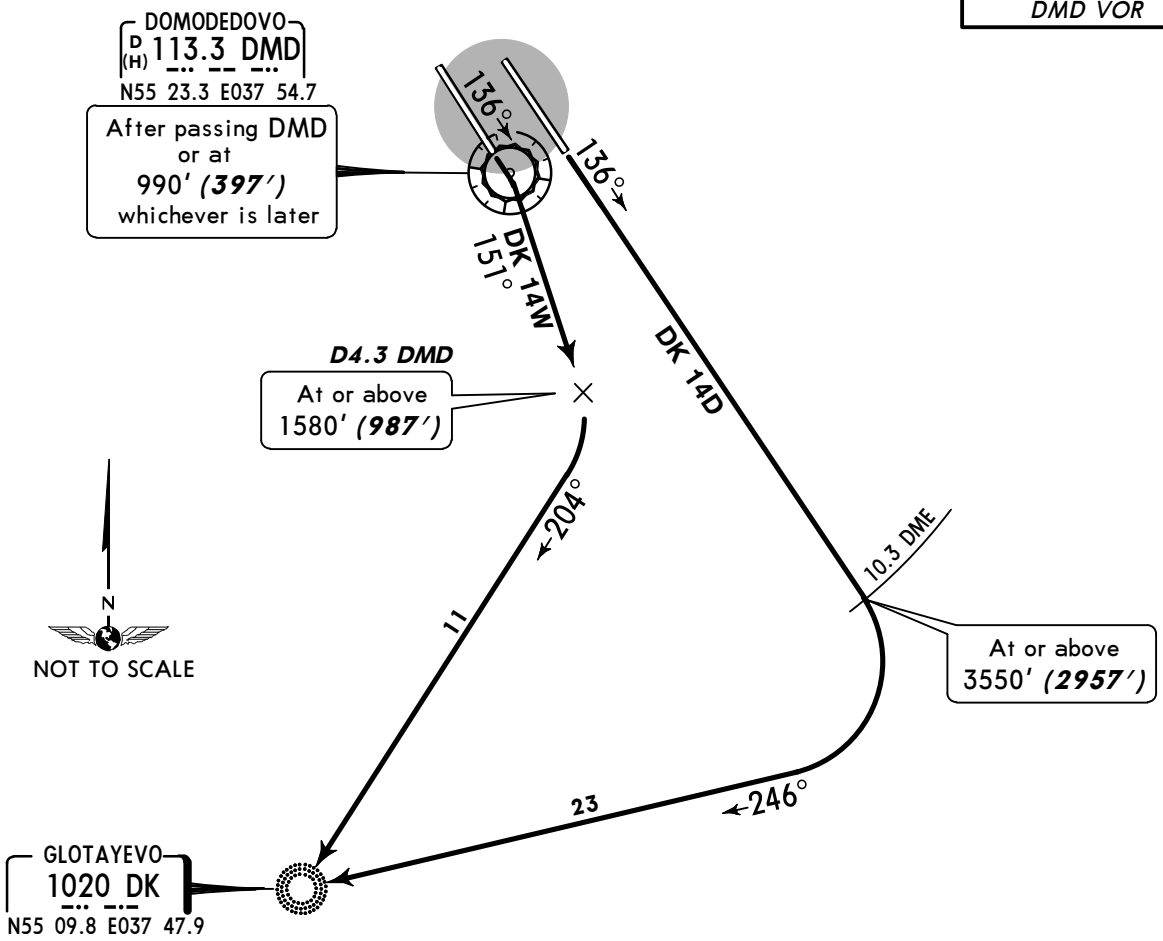
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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

ALT/HEIGHT CONVERSION

QNH	(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.

CHANGES: SIDs withdrawn & revised.

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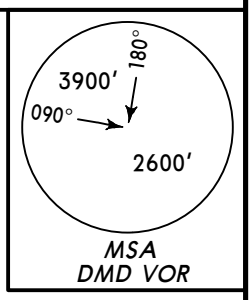
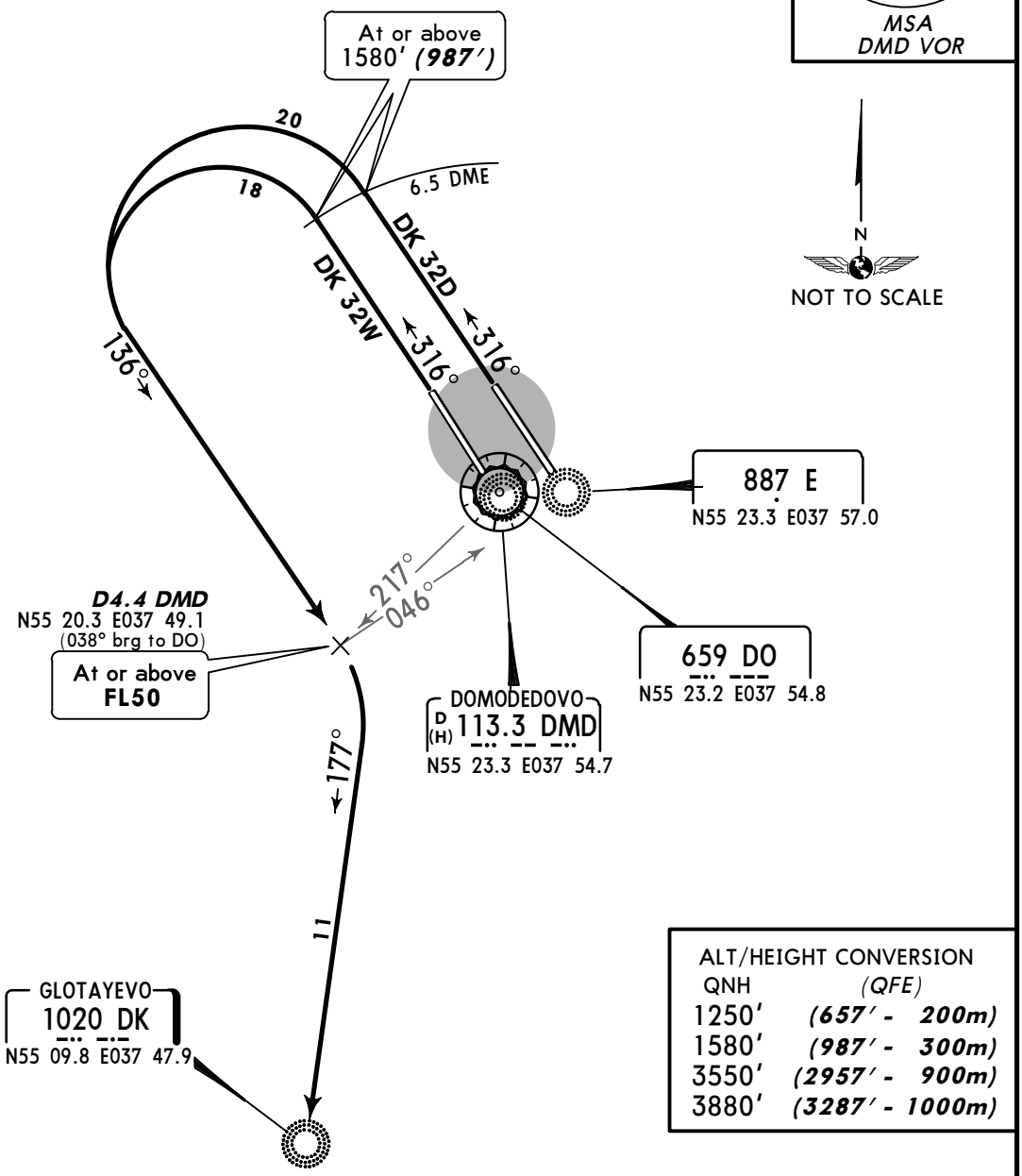
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





ALT/HEIGHT CONVERSION

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

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

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

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

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

CHANGES: None.

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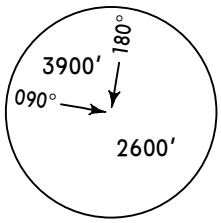
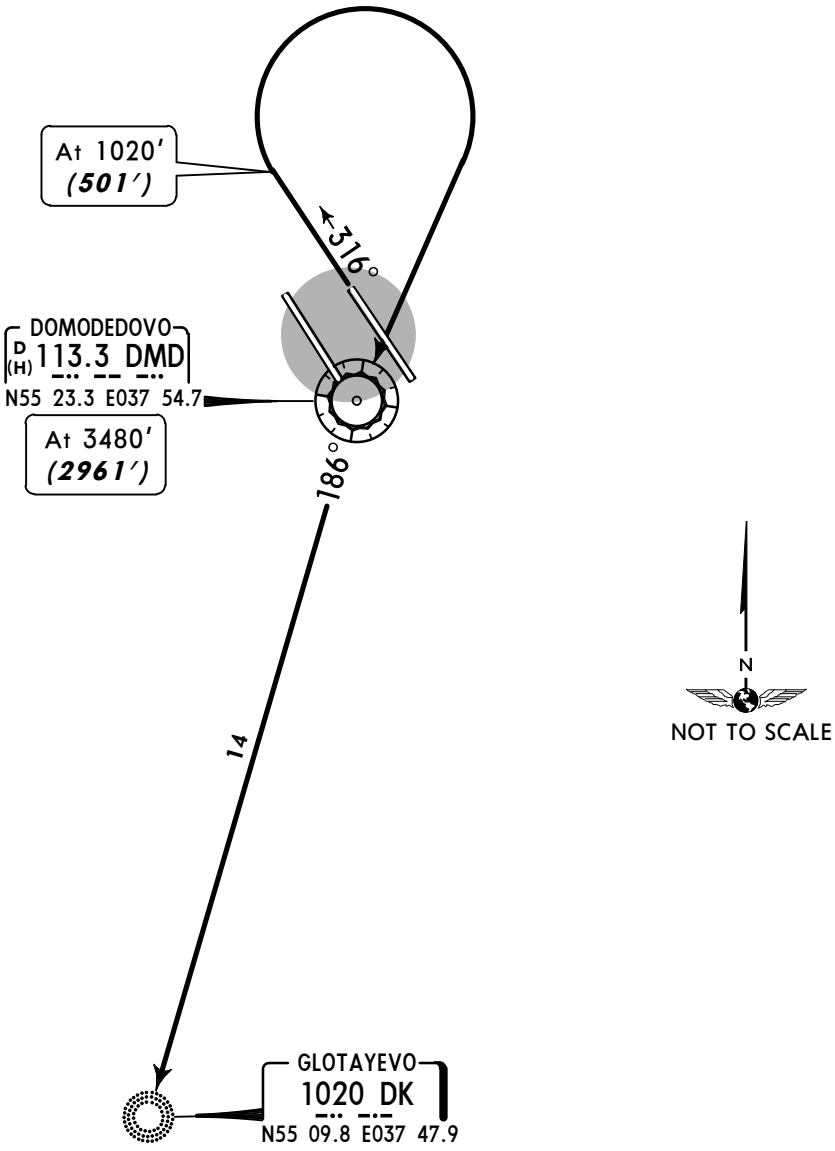
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** 1. After climbing to 1180′ (661′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



MSA
DMD VOR



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

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

ROUTING

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

CHANGES: None.

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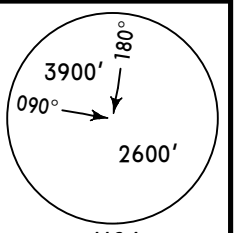
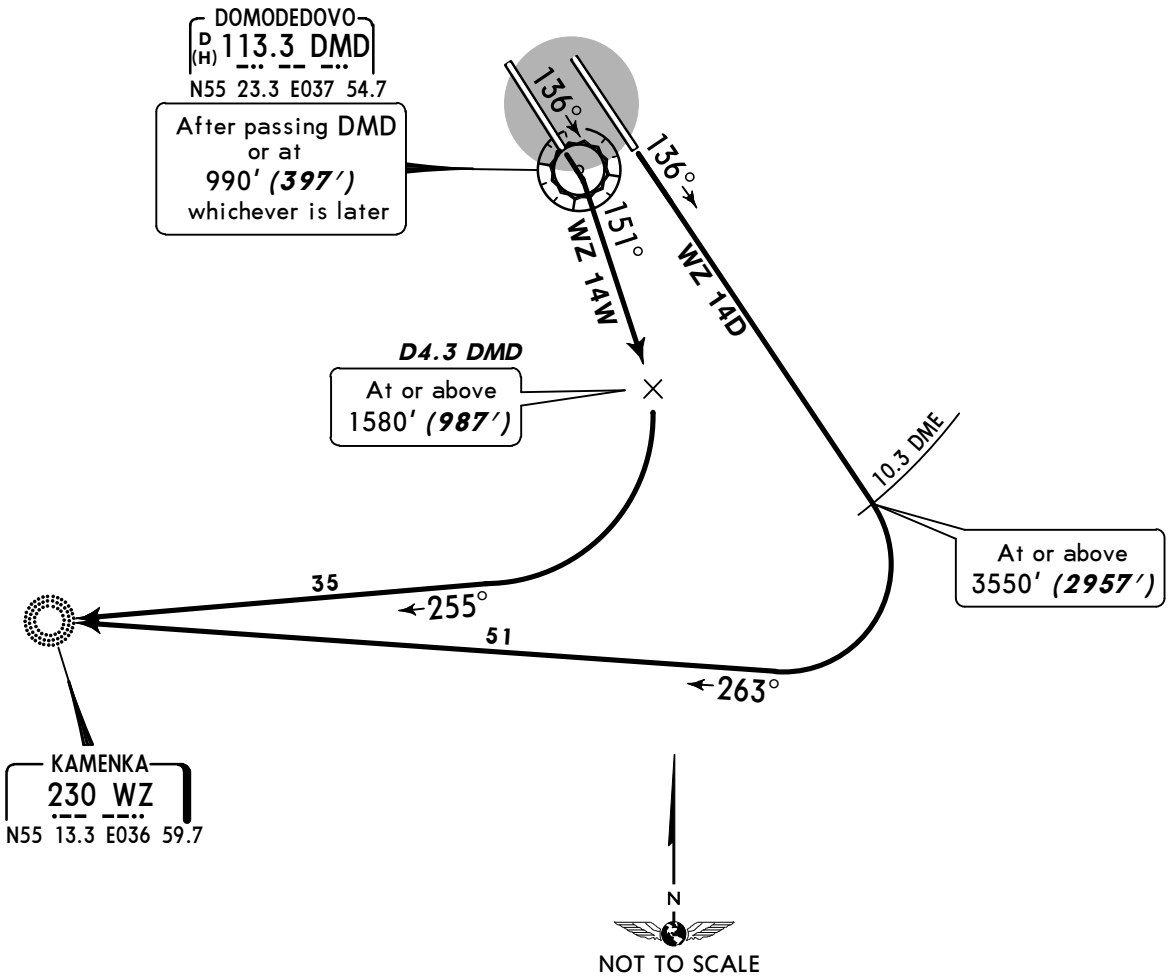
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



MSA DMD VOR



These SIDs require minimum climb gradients of
WZ 14D: 4.0% up to 3550′ (2957′).
WZ 14W: 3.5% up to 1580′ (987′).

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.5% 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 14D: Initial climb clearance 3550′ (2957′) further climb by ATC.
WZ 14W: Initial climb clearance 2570′ (1977′) further climb by ATC.

SID	RWY	ROUTING
WZ 14D	**14L**	Climb on 136° track to 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.

CHANGES: SIDs withdrawn & revised.

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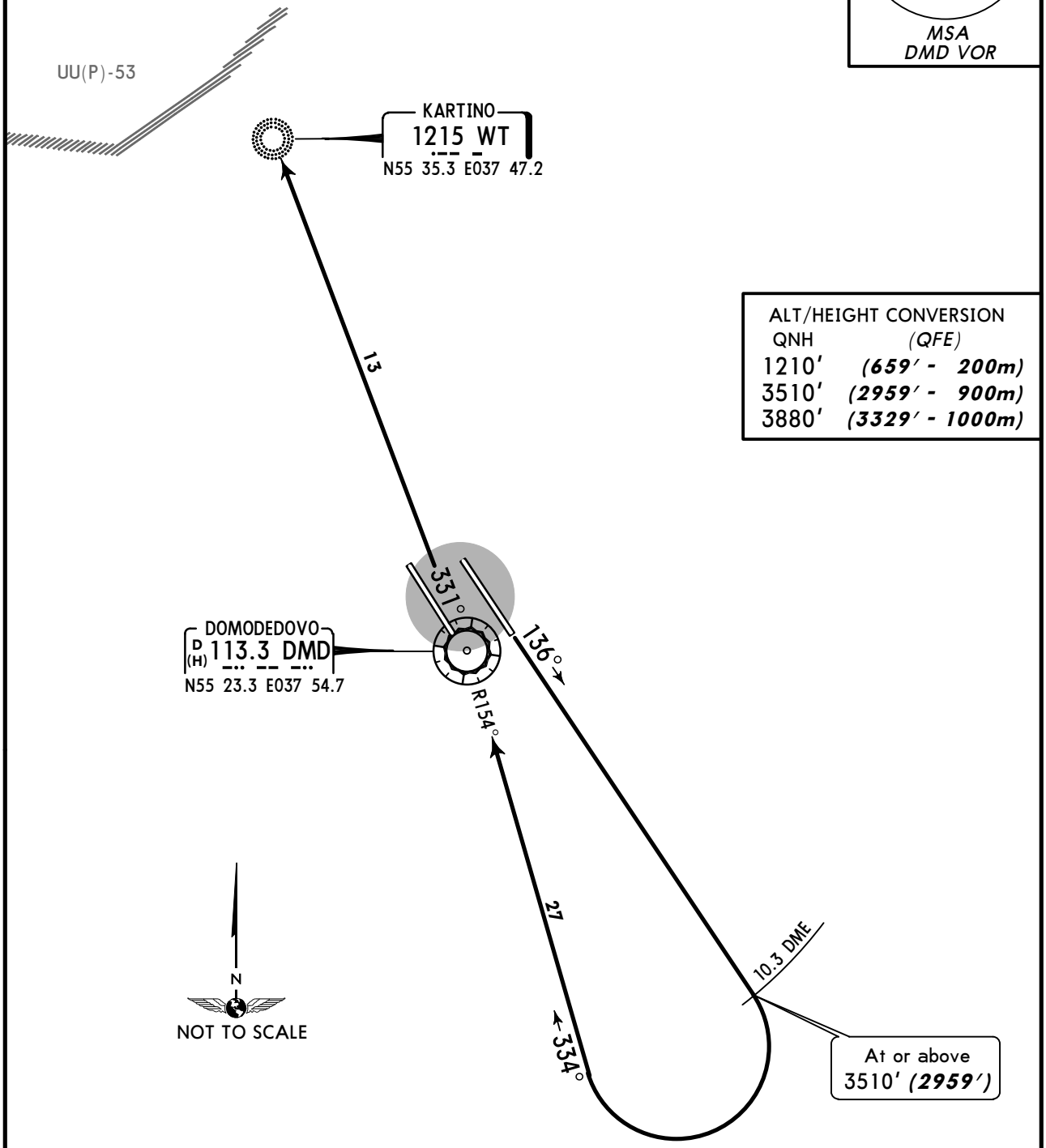
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***

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.

CHANGES: SIDs withdrawn & revised.

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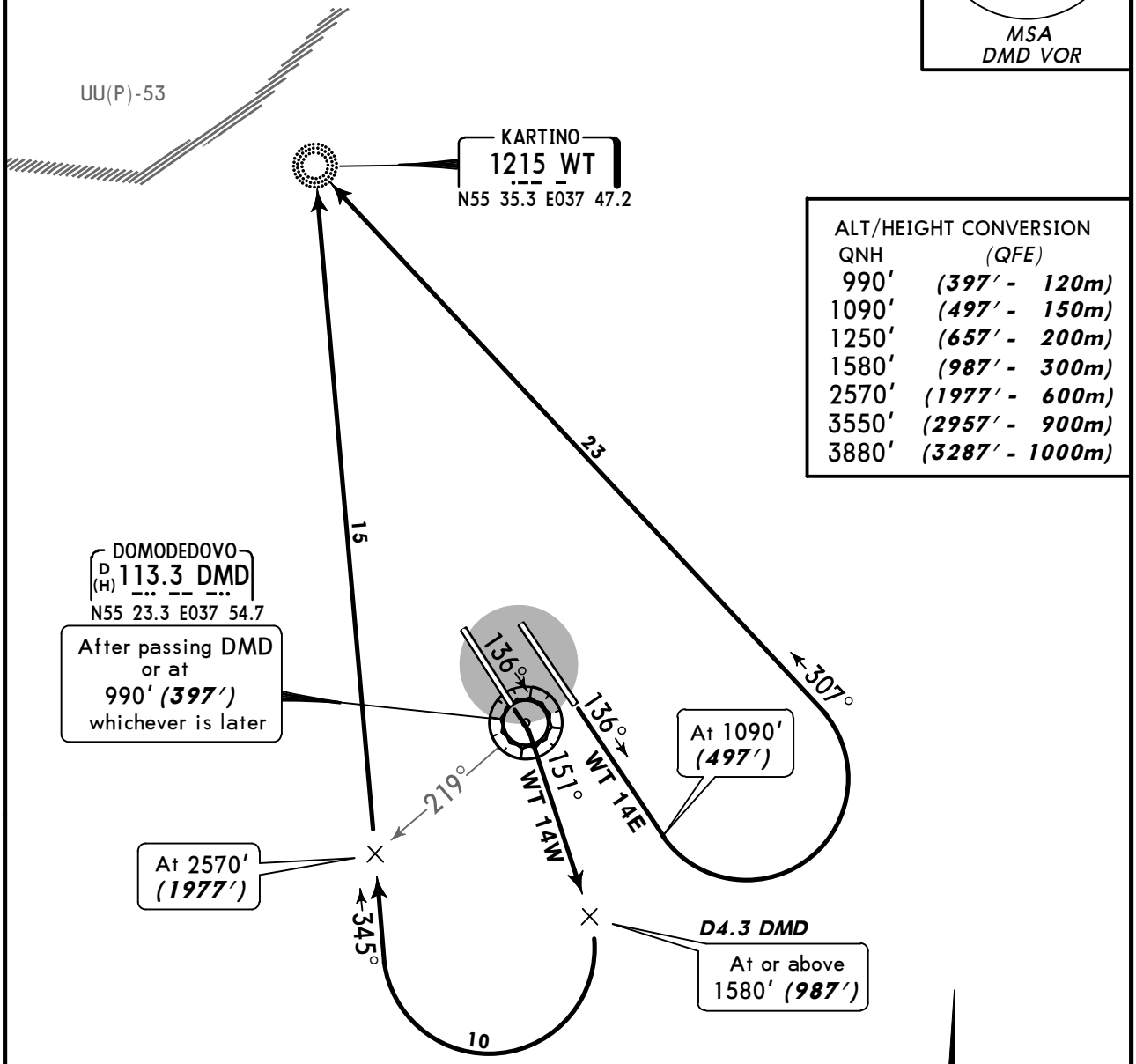
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



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.

CHANGES: None.

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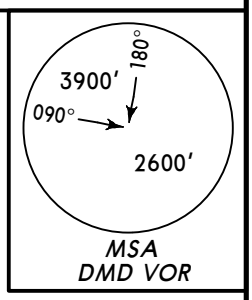
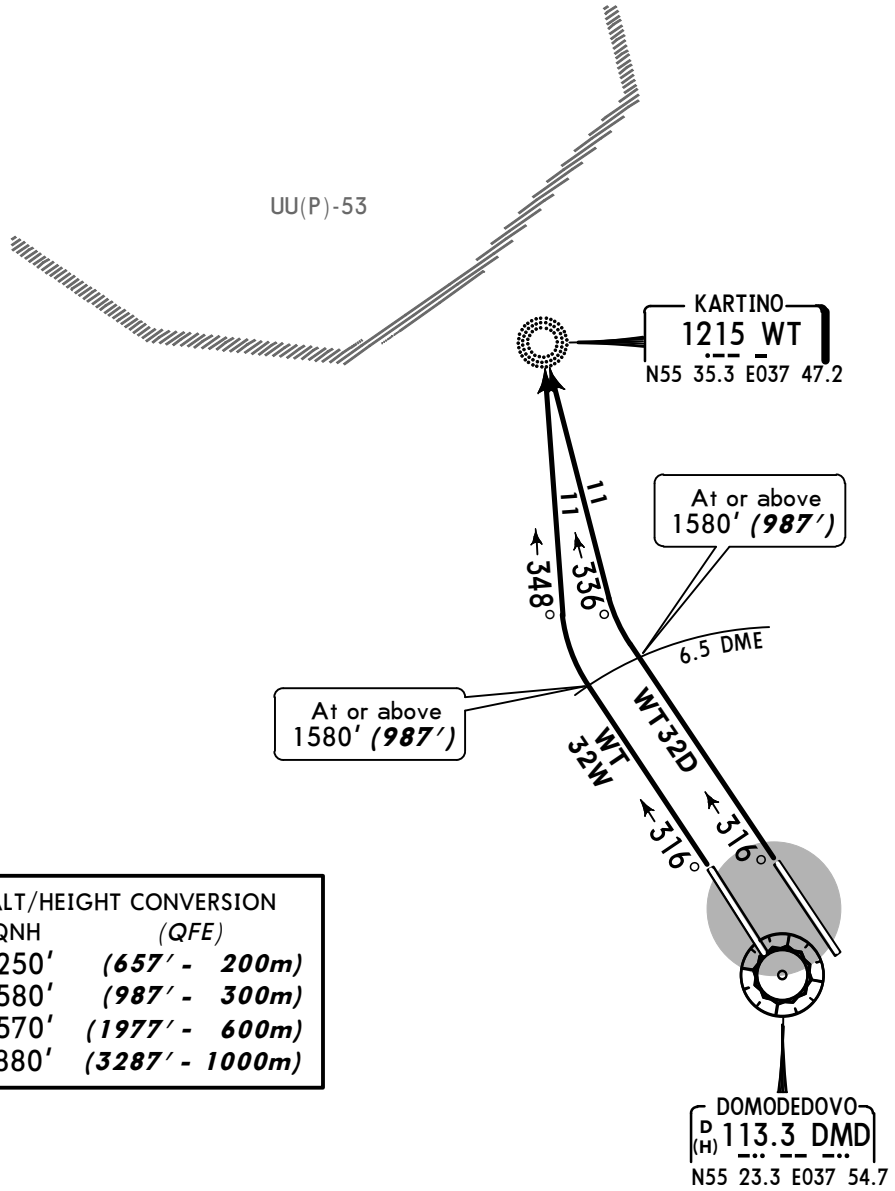
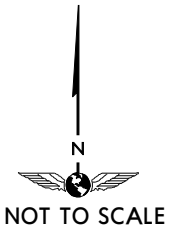
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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

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







ALT/HEIGHT CONVERSION

QNH	(QFE)
1250′	***(657′ - 200m)***
1580′	***(987′ - 300m)***
2570′	***(1977′ - 600m)***
3880′	***(3287′ - 1000m)***

These SIDs require minimum climb gradients of
WT 32D: 4.0% up to 1580′ (987′).
WT 32W: 4.2% up to 1580′ (987′).

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

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

SID	RWY	ROUTING
WT 32D	**32R**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 336° bearing to WT.
WT 32W	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, intercept 348° bearing to WT.

CHANGES: None.

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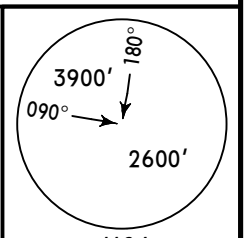
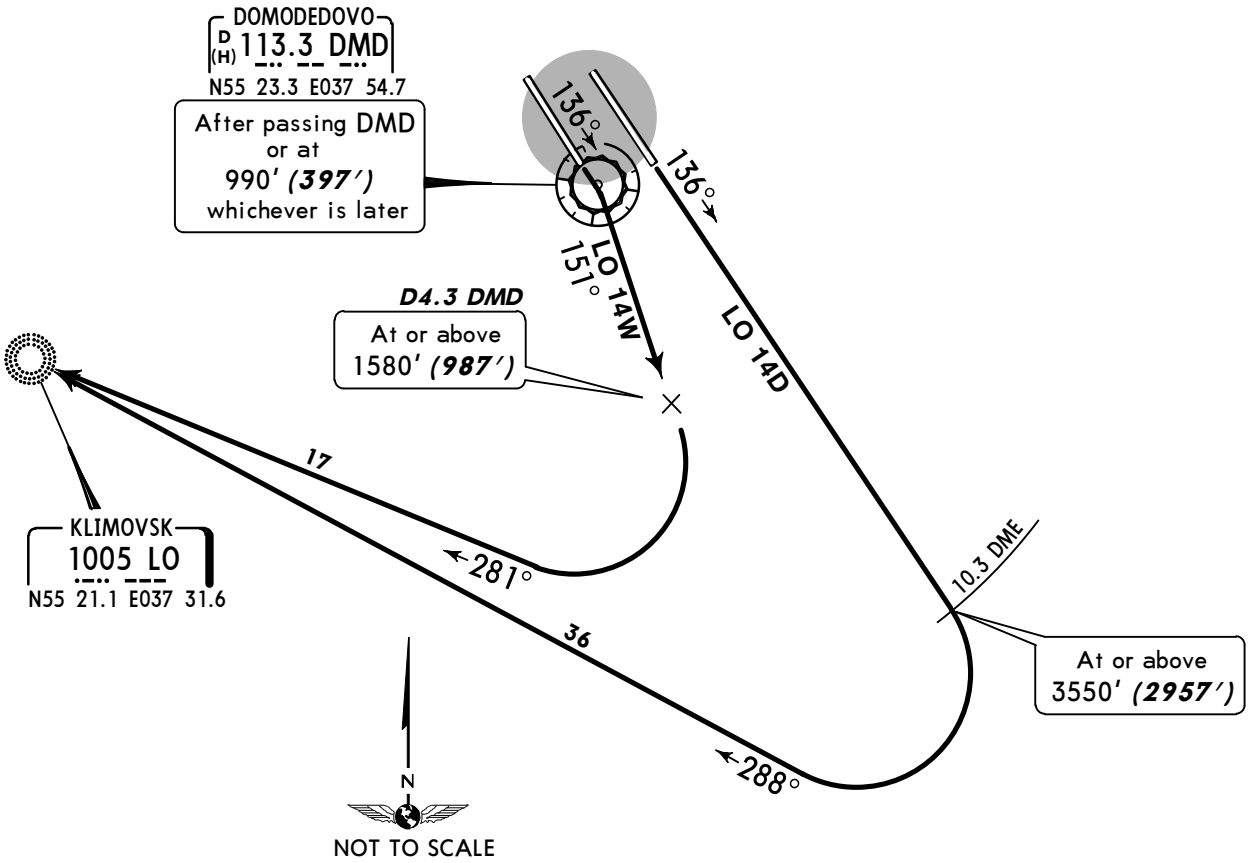
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



MSA
DMD VOR



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
LO 14D	**14L**	Climb on 136° track to DMD 10.3 DME, turn RIGHT, intercept 288° bearing to LO.
LO 14W	**14R**	Climb on 136° track, after passing DMD or 990′ (397′), whichever is later, turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 281° bearing to LO.

CHANGES: SIDs withdrawn & revised.

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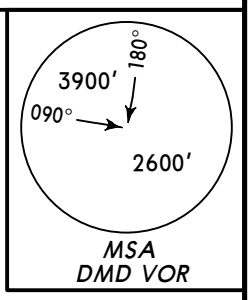
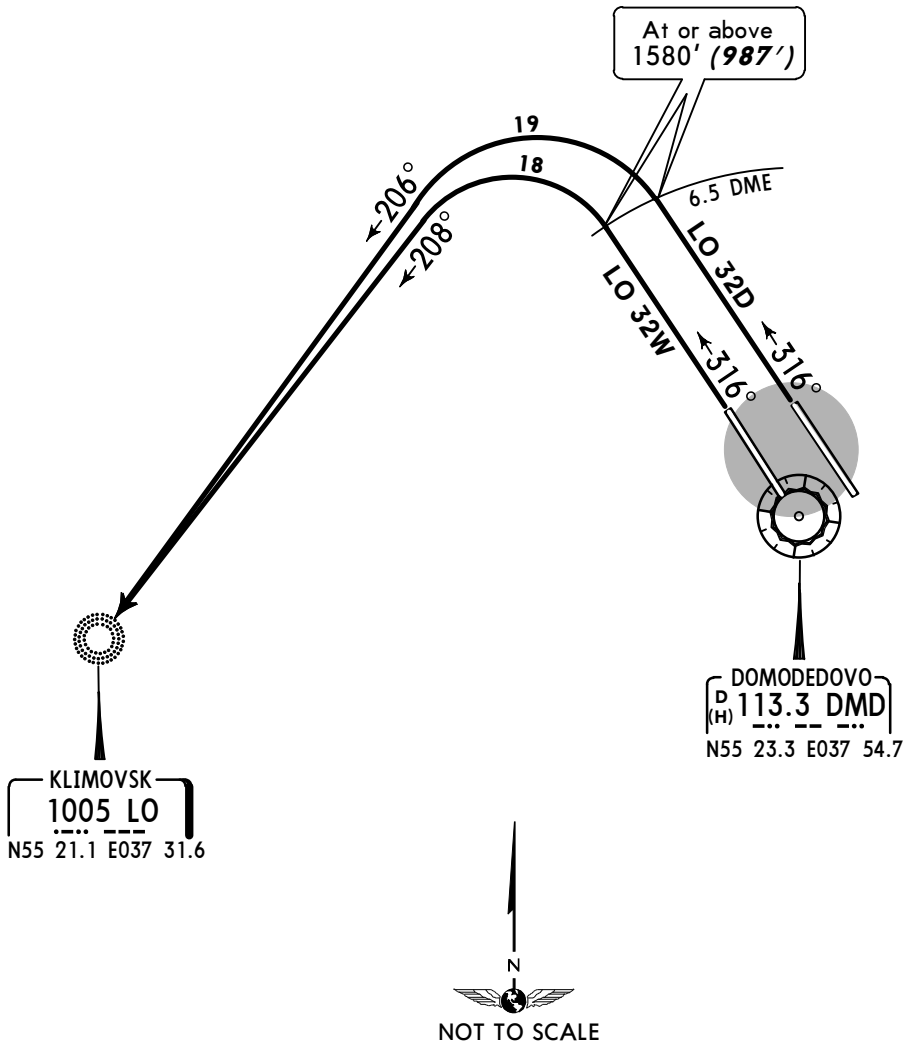
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





These SIDs require minimum climb gradients of
LO 32D: 4.0% up to 1580′ (987′).
LO 32W: 4.2% up to 1580′ (987′).

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

ALT/HEIGHT CONVERSION

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

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

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

CHANGES: Chart reindexed.

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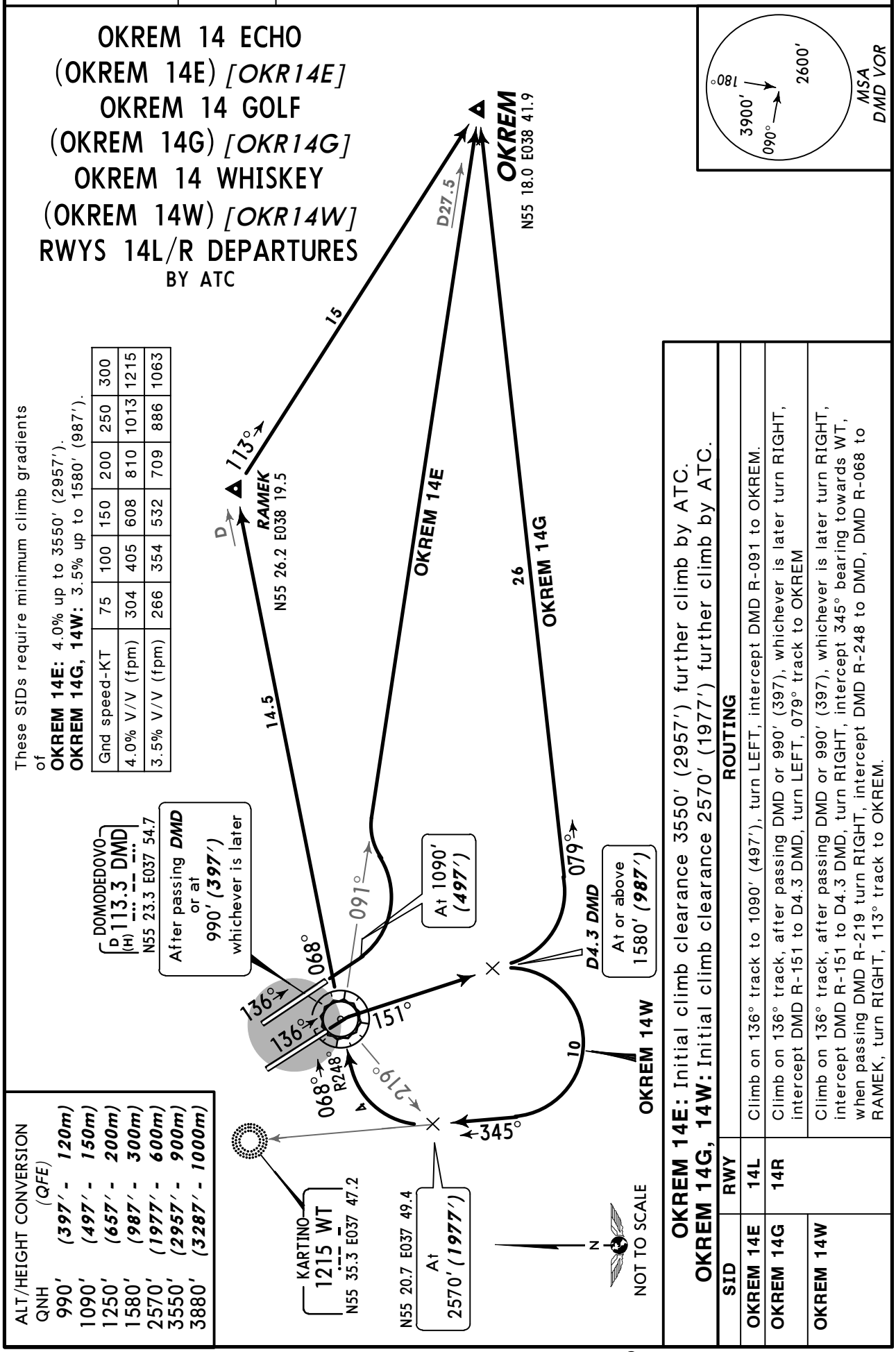
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



ALT/HEIGHT CONVERSION (QFE)

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

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

SID	RWY	ROUTING
OKREM 14E	14L	Climb on 136° track to 1090′ (497′), turn LEFT, intercept DMD R-091 to OKREM.
OKREM 14G	14R	Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn LEFT, 079° track to OKREM
OKREM 14W		Climb on 136° track, after passing DMD or 990′ (397), whichever is later turn RIGHT, intercept DMD R-151 to D4.3 DMD, turn RIGHT, intercept 345° bearing towards WT, when passing DMD R-219 turn RIGHT, intercept DMD R-248 to DMD, DMD R-068 to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: Chart reindexed.

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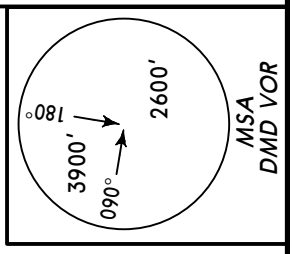
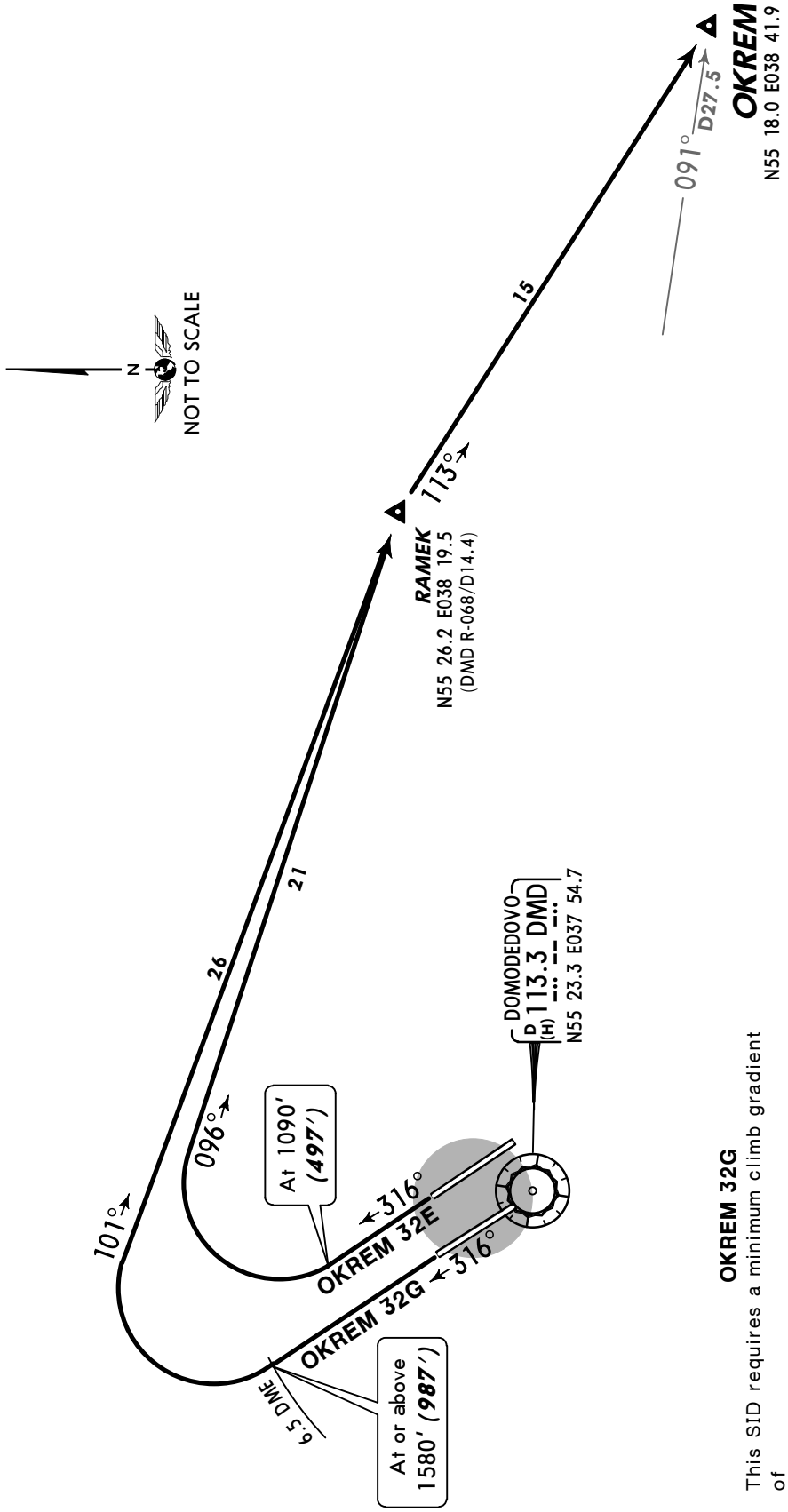
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



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



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

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

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

SID	RWY	ROUTING
OKREM 32E	**32R**	Climb on 316° track to 1090′ (497′), turn RIGHT, 096° track to RAMEK, turn RIGHT, 113° track to OKREM.
OKREM 32G	**32L**	Climb on 316° track to DMD 6.5 DME, turn RIGHT, 101° track to RAMEK, turn RIGHT, 113° track to OKREM.

CHANGES: None.

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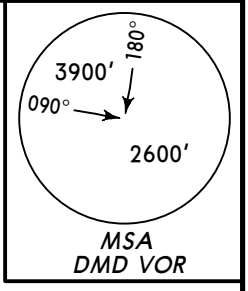
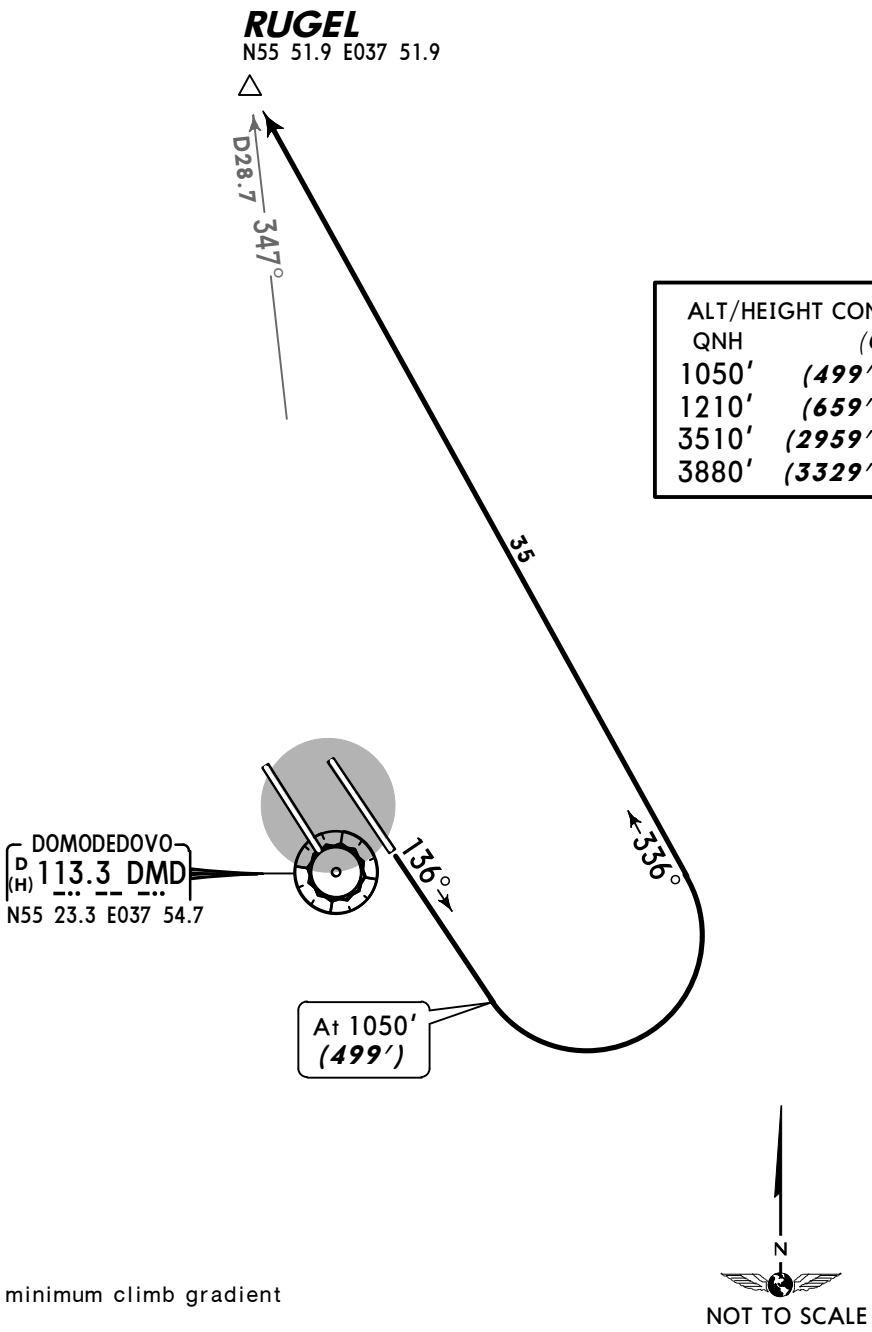
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(499′ - 150m)***
1210′	***(659′ - 200m)***
3510′	***(2959′ - 900m)***
3880′	***(3329′ - 1000m)***

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.

CHANGES: SID RUGEL 14E established; Transitions transferred.

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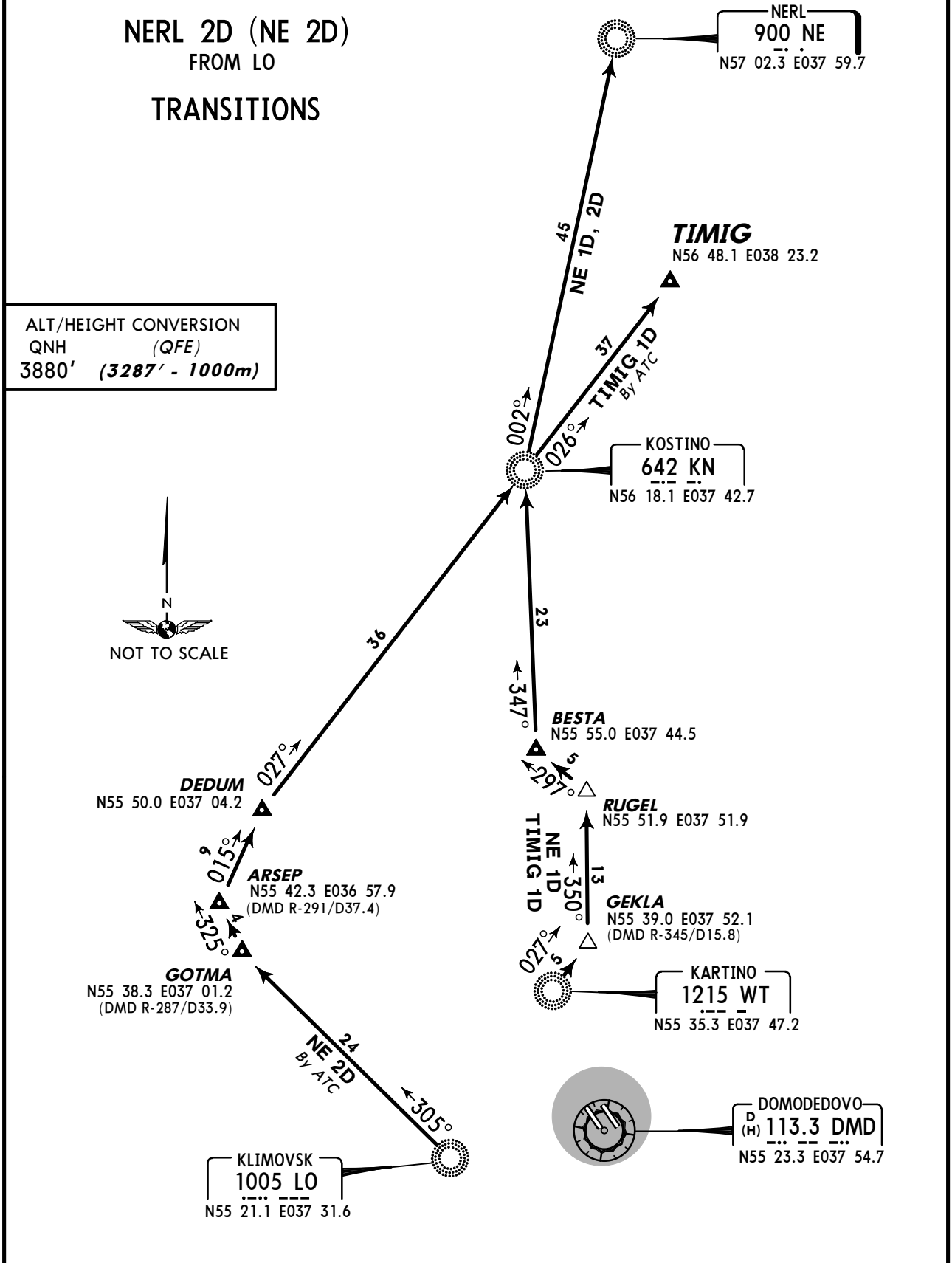
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE)
127.7	593′	Trans level: By ATC Trans alt: 3880′ *(3287′)*

NERL 1D (NE 1D)
TIMIG 1D *[TIM1D]*
FROM WT

NERL 2D (NE 2D)
FROM LO

TRANSITIONS



TRANSITION	ROUTING
NE 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to NE.
NE 2D	From LO to GOTMA, then to ARSEP, then to DEDUM, then to KN, then to NE.
TIMIG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to KN, then to TIMIG.

CHANGES: Transitions transferred.

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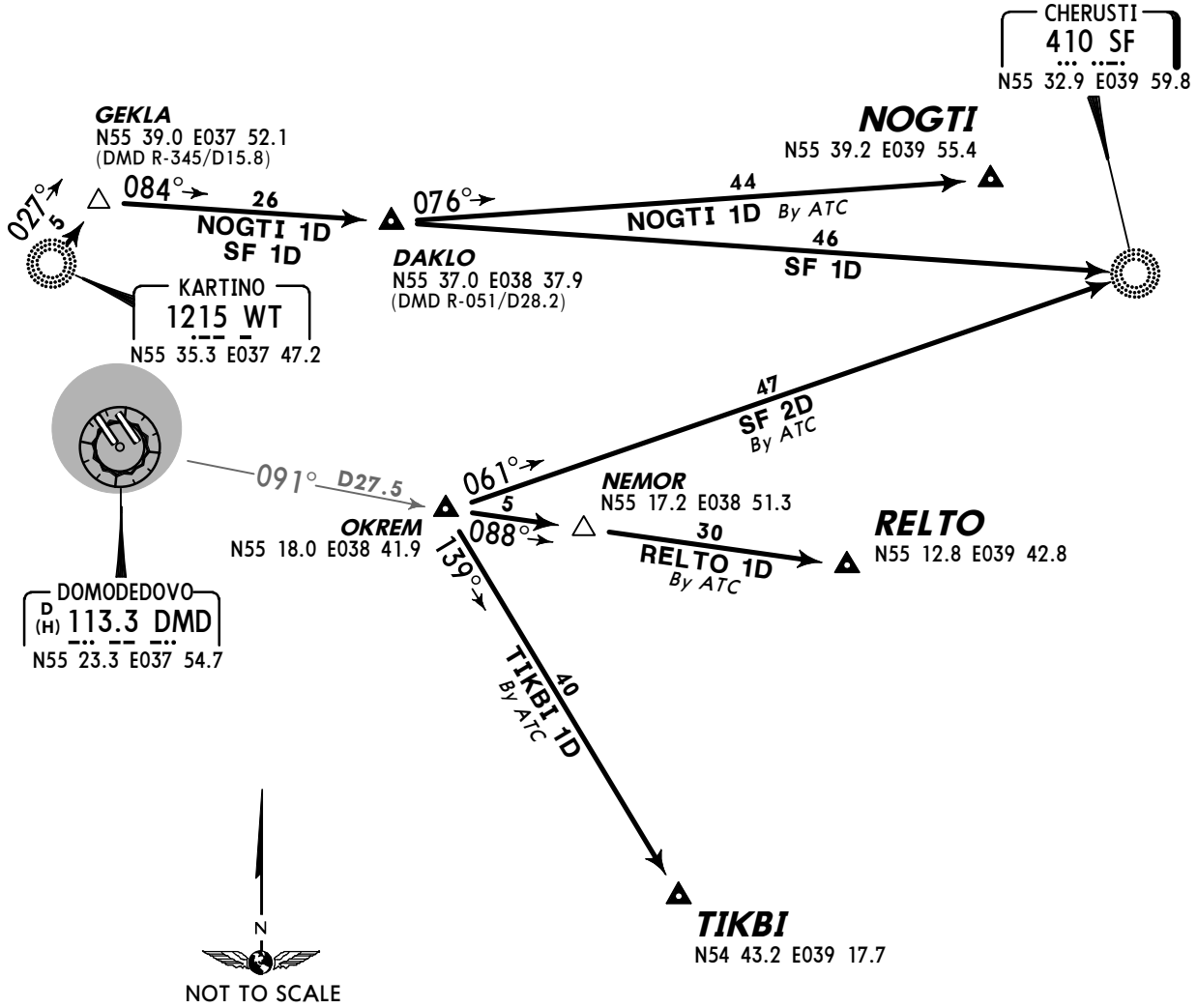
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE)
127.7	593′	Trans level: By ATC Trans alt: 3880′ *(3287′)*

CHERUSTI 1D (SF 1D)
NOGTI 1D *[NOG1D]*
FROM WT

CHERUSTI 2D (SF 2D)
RELTO 1D *[REL1D]*
TIKBI 1D *[TIK1D]*
FROM OKREM

TRANSITIONS



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

TRANSITION	ROUTING
NOGTI 1D By ATC	From WT to GEKLA, then to DAKLO, then to NOGTI.
RELTO 1D By ATC	From OKREM to NEMOR, then to RELTO.
SF 1D	From WT to GEKLA, then to DAKLO, then to SF.
SF 2D By ATC	From OKREM to SF.
TIKBI 1D By ATC	From OKREM to TIKBI.

CHANGES: Transitions established/transferred.

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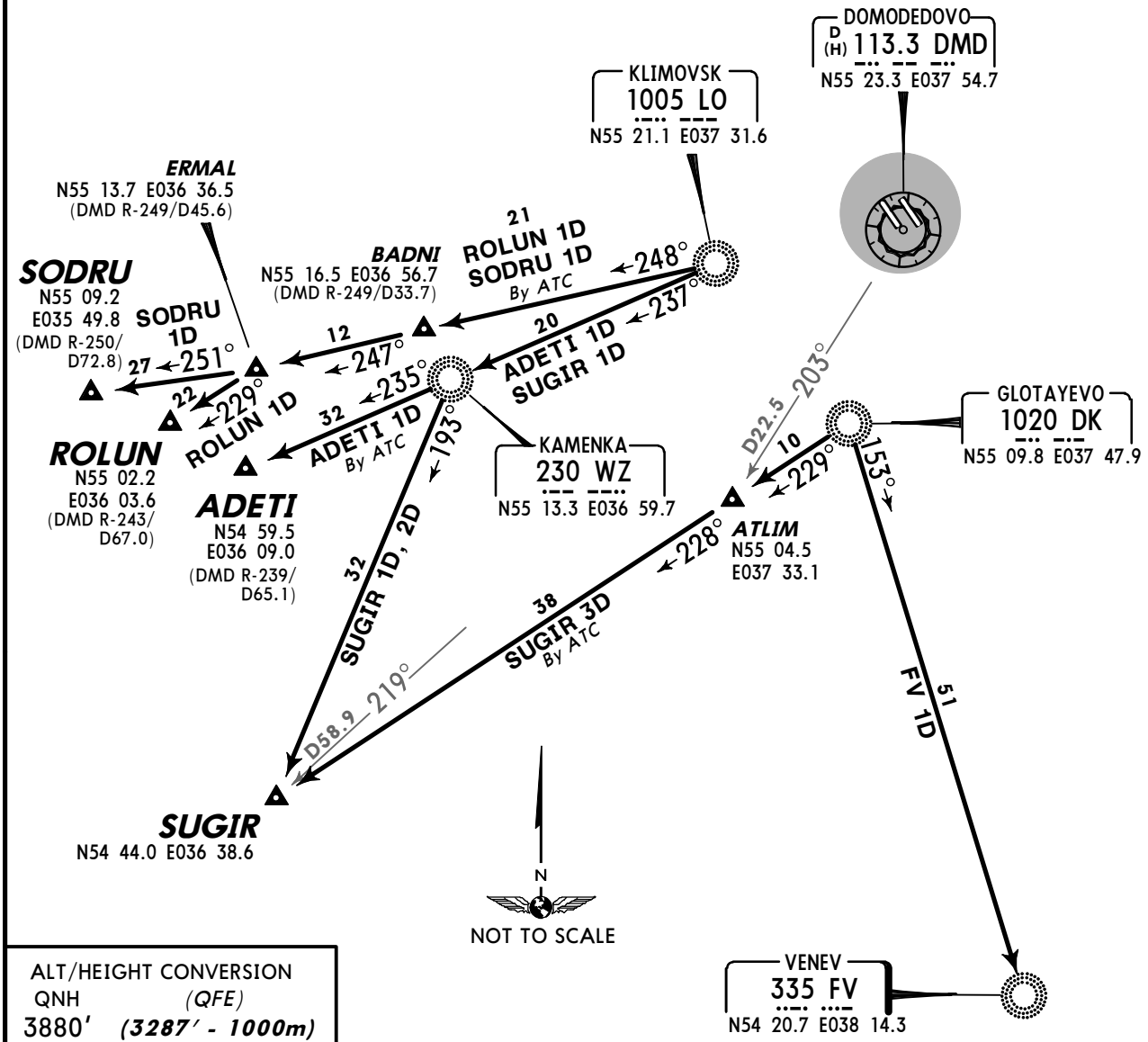
DOMODEDOVO Radar	Apt Elev	
127.7	593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)***

ADETI 1D *[ADE1D]*, ROLUN 1D *[ROL1D]*
SODRU 1D *[SOD1D]*, SUGIR 1D *[SUG1D]*
FROM LO

SUGIR 2D *[SUG2D]*
FROM WZ

SUGIR 3D *[SUG3D]*
VENEV 1D (FV 1D)
FROM DK

TRANSITIONS



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

TRANSITION	ROUTING
ADETI 1D	From LO to WZ, then to ADETI.
FV 1D	From DK to FV.
ROLUN 1D By ATC	From LO to BADNI, then to ERMAL, then to ROLUN.
SODRU 1D By ATC	From LO to BADNI, then to ERMAL, then to SODRU.
SUGIR 1D	From LO to WZ, then to SUGIR.
SUGIR 2D	From WZ to SUGIR.
SUGIR 3D By ATC	From DK to ATLIM, then to SUGIR.

CHANGES: Chart reindexed.

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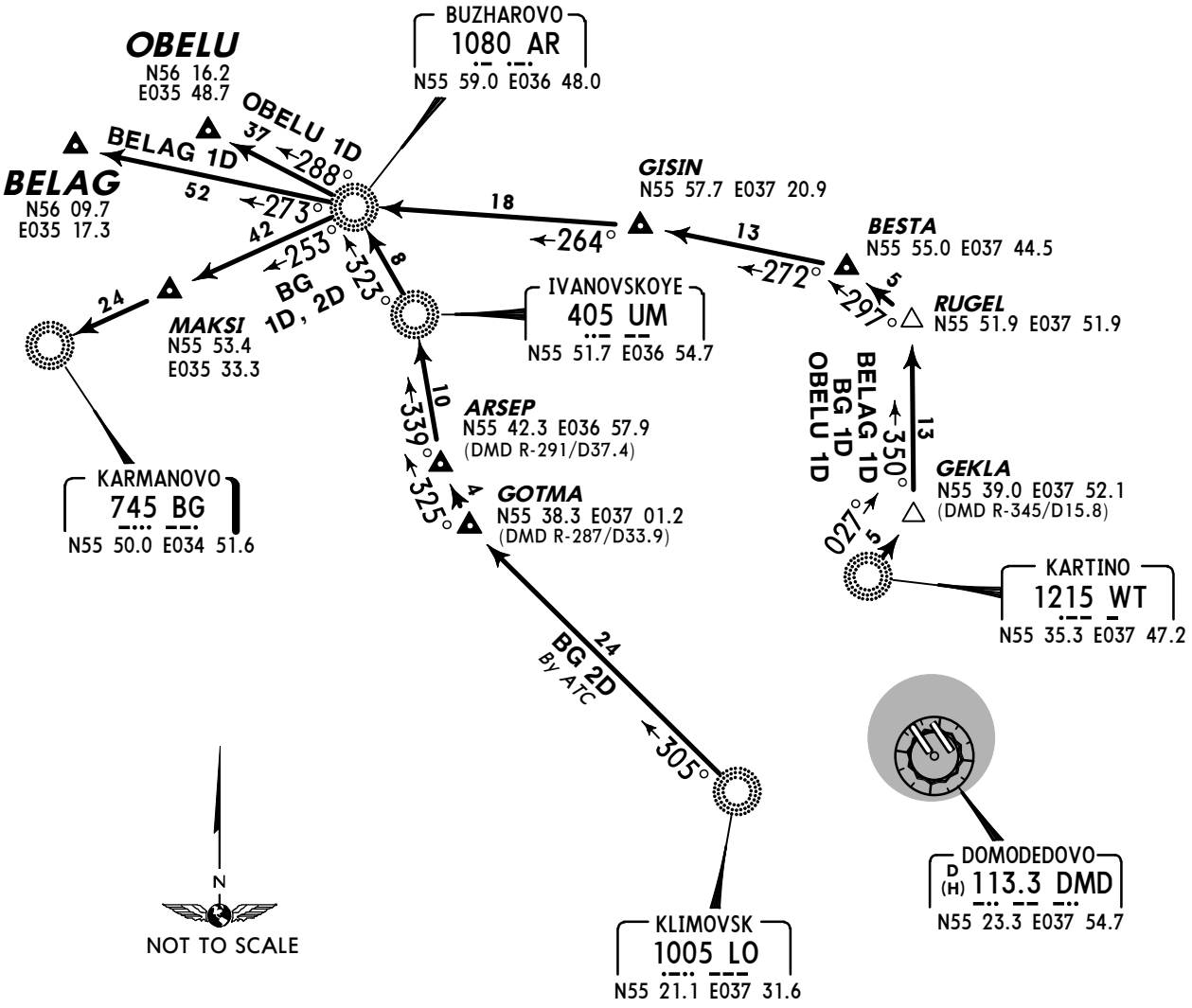
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE)
127.7	593′	Trans level: By ATC Trans alt: 3880′ *(3287′)*

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	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.

CHANGES: New chart (Transitions transferred).

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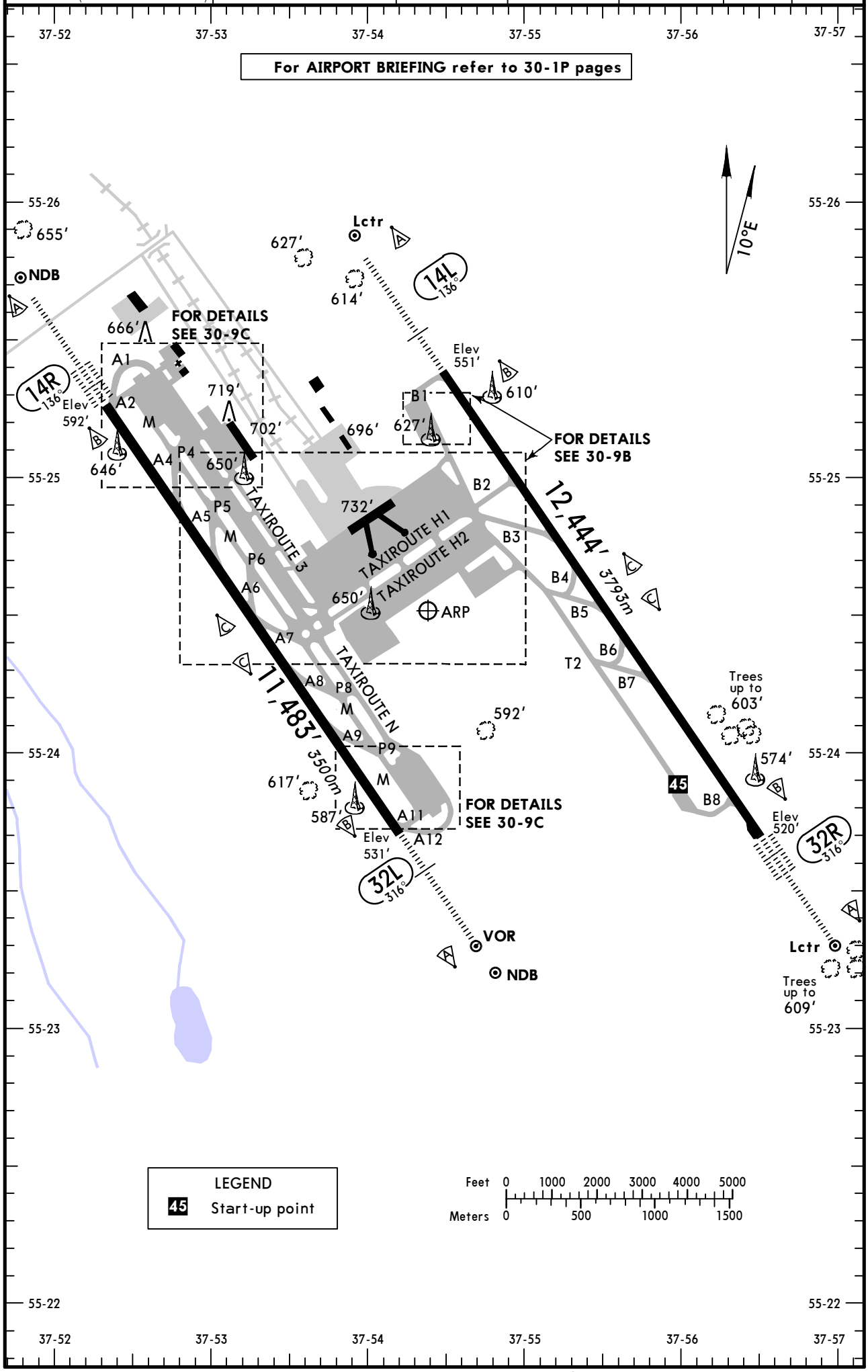
ATIS	DOMODEDOVO Clearance	Apron 1 (GND)	Apron 2 (GND)	Transit (RMP)	Tower 1	Tower 2
128.3 (Russian 122.95)	129.15	119.0	123.75	130.6	118.6	119.7



CHANGES: Elevations. Construction area withdrawn.

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ADDITIONAL RUNWAY INFORMATION

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

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

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

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

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

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

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

CHANGES: None.

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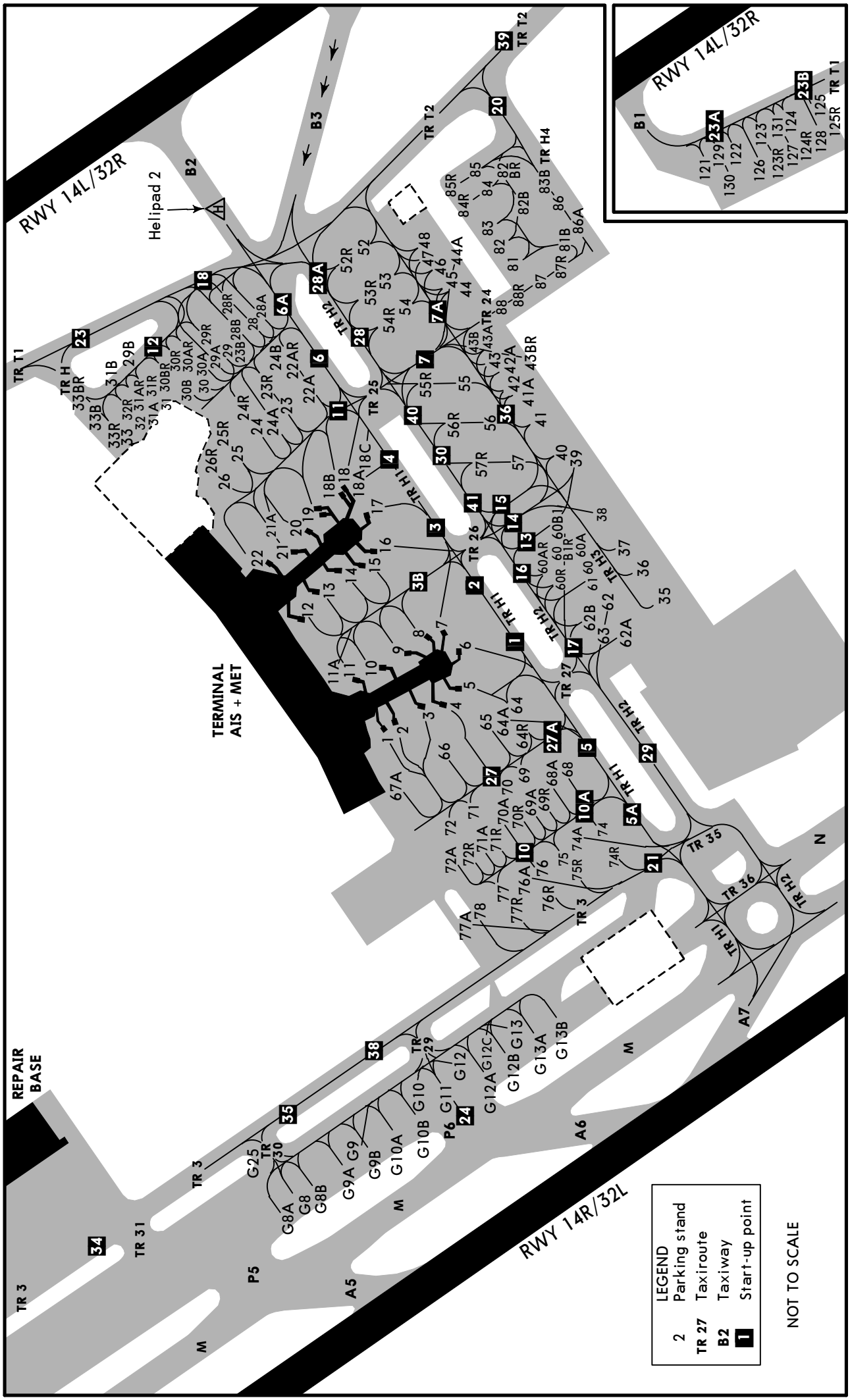

CHANGES: Stands.

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HANGAR
TERMINAL
BUSINESS AVIATION CENTER
HANGAR
REPAIR BASE
Helipad 1
Helipad 5
De-icing area DA1
RWY 14R/32L
LEGEND
S1 Parking stand
TR 34 Taxiroute
A1 Taxiway
47 Start-up point
NOT TO SCALE

De-icing area DA2
RWY 14R/32L
NOT TO SCALE

CHANGES: Stands. Start-up points.

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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	M23, M24, M25	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		

CHANGES: Stands. Coordinates.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

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

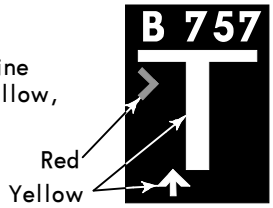
The display unit shows the following information types:

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

PILOT INSTRUCTIONS

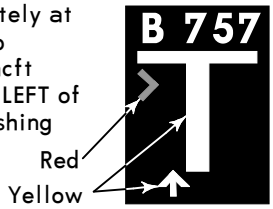
1. Check that the correct acft type is displayed.
   The mobile arrows indicate that the system is activated.

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

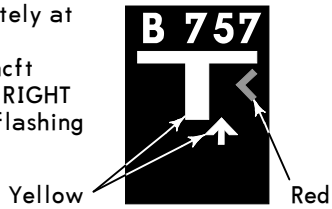


3. IDENTIFICATION
   When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

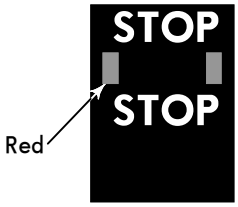
   The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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

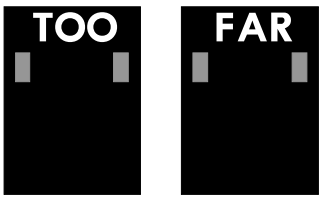


4. STOP
   When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

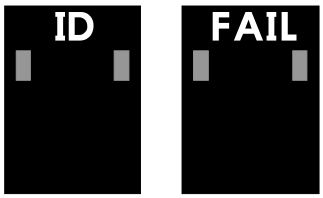


5. DOCKING ON
   When the acft is correctly parked, the display unit will show "OK" some seconds later.

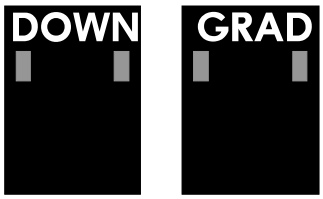
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



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



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



CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751′**(200′)	**751′**(200′)	**751′**(200′)	**751′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**980′**(429′)	**980′**(429′)	**980′**(429′)	**980′**(429′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
14R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**694′**(100′)	**694′**(100′)	**694′**(100′)	**694′**(100′)
		RA107′R300m	**RA107′R300m**	**RA107′R300m**	**RA107′R300m**
	ILS	**794′**(200′)	**794′**(200′)	**794′**(200′)	**794′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**970′**(377′)	**970′**(377′)	**970′**(377′)	**970′**(377′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)	**1380′**(787′)
		C3100m	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
32L	ILS	**731′**(200′)	**731′**(200′)	**731′**(200′)	**731′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**880′**(349′)	**880′**(349′)	**880′**(349′)	**880′**(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		C2700m	**C2700m**	**C2900m**	**C2900m**
	ALS out	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**	**618′**(100′) **RA106′R300m**
	ILS *FULL* *Limited* *ALS out*	**718′**(200′) **R550m** R750m R1200m	**718′**(200′) **R550m** R750m R1200m	**718′**(200′) **R550m** R750m R1200m	**718′**(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ *ALS out*	**880′**(362′) **R1000m** R1500m	**880′**(362′) **R1000m** R1500m	**880′**(362′) **R1000m** R1700m	**880′**(362′) **R1000m** R1700m

❶ Continuous Descent Final Approach.

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

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

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UUDD/DME
DOMODEDOVO

JEPPESEN
16 MAY 14
Eff 29 May
31-1

MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

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

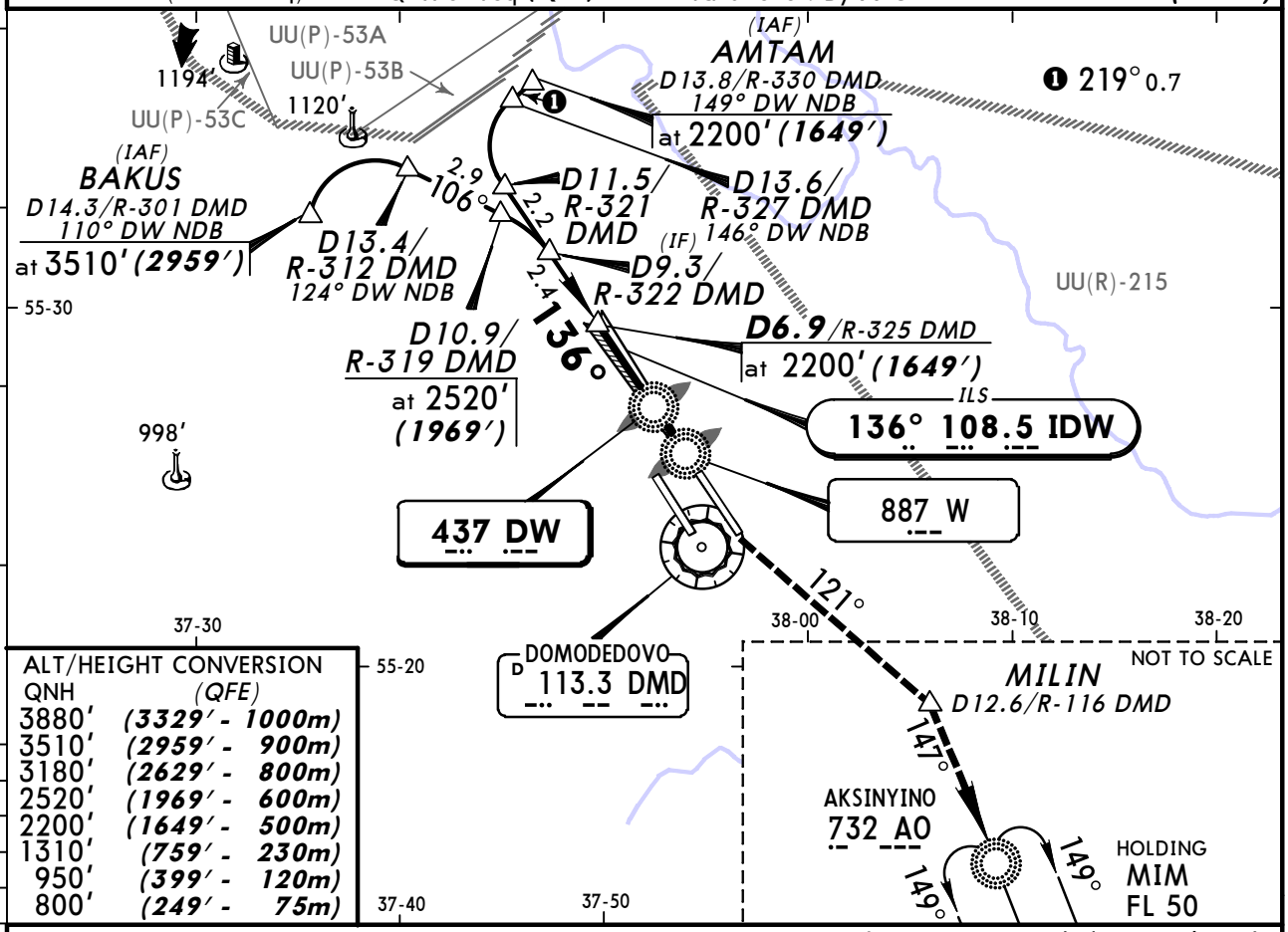
BRIEFING STRIP™

LOC IDW 108.5	Final Apch Crs 136°	GS LOM 1305′(754′)	ILS DA(H) 751′(200′)	Apt Elev 594′
NDB DW 437		Minimum Alt D6.9 DMD 2200′(1649′)	NDB MDA(H) 980′(429′)	RWY 551′

MISSED APCH: Climb STRAIGHT AHEAD to 950′ (399′) or W LMM, whichever is later, turn LEFT onto 121° climbing to 2520′ (1969′) to MILIN, then turn RIGHT onto 147° climbing to 3510′ (2959′) to AO NDB, or as directed.

MSA DMD VOR: 3900′ 090° 180° 2600′

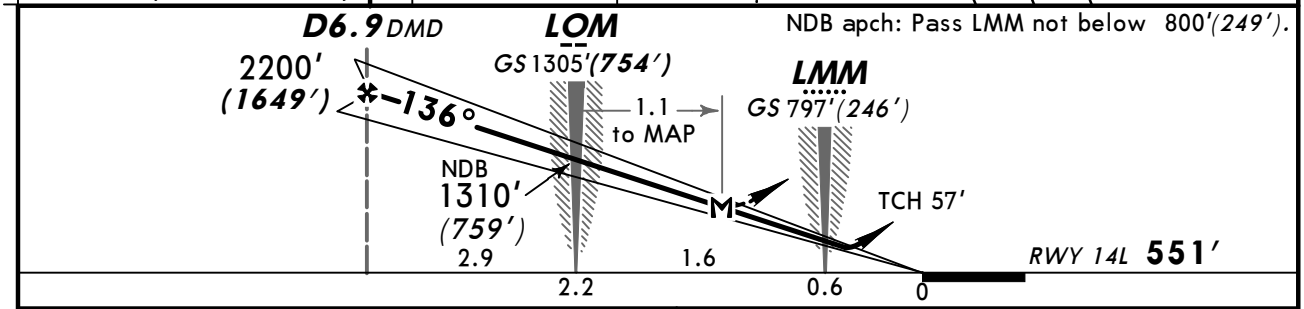
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880′(3329′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3329′ - 1000m)
3510′	(2959′ - 900m)
3180′	(2629′ - 800m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
950′	(399′ - 120m)
800′	(249′ - 75m)

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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.00°	372	478	531	637	743	849
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS PAPI | 950′ (399′) W 887 whichever is later | 121° LT | 2520′ (1969′)

STRAIGHT-IN LANDING RWY 14L

PANS OPS

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

CHANGES: Arrivals.

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UUDD/DME
DOMODEDOVO

JEPPESEN

16 MAY 14 (31-2) Eff 29 May

MOSCOW, RUSSIA
ILS DME Rwy 14R

BRIEFING STRIP™

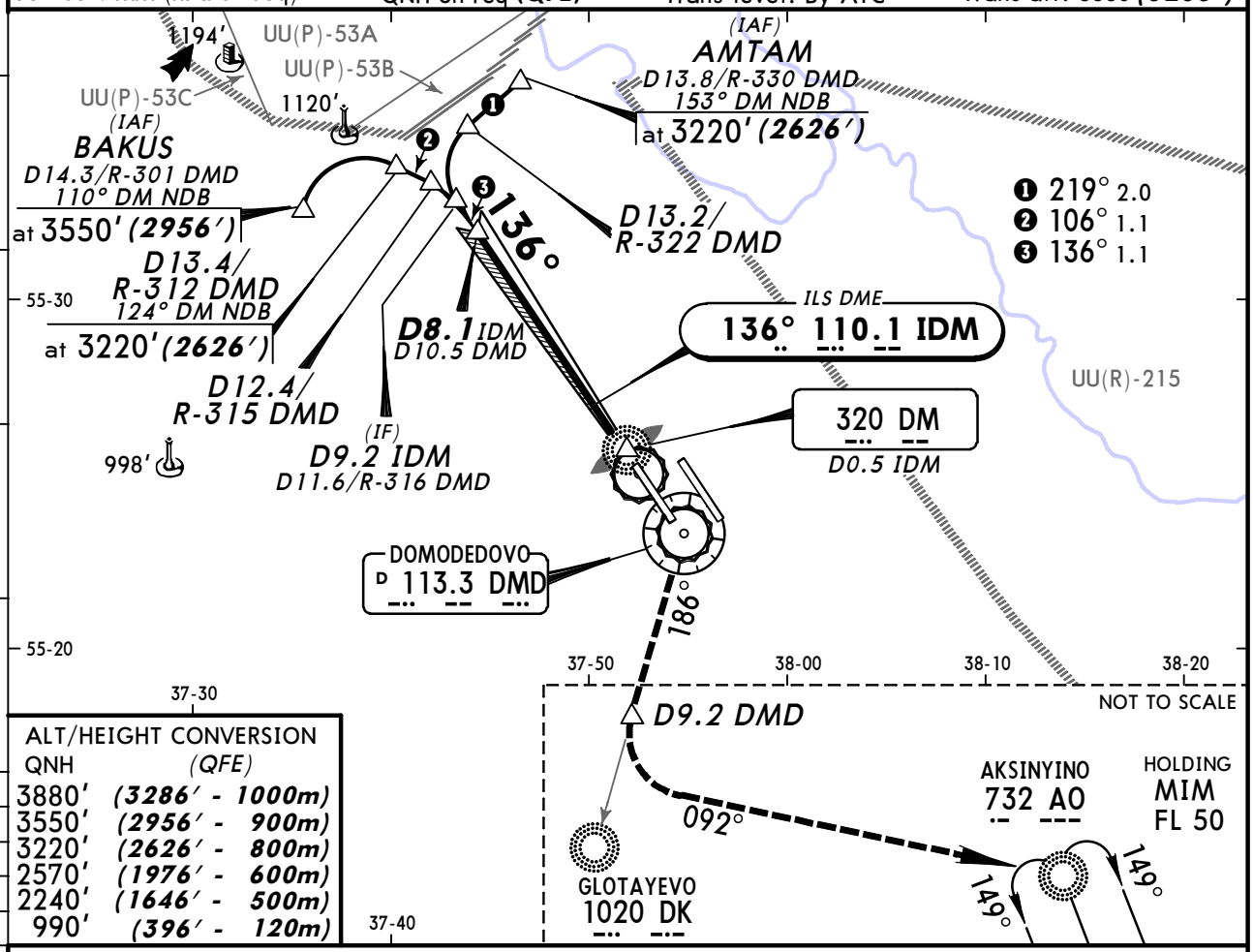
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95	120.6	127.7	118.6	119.0 123.75

LOC IDM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 594'
110.1	136°	D8.1 IDM 3220'(2626')	794' (200')	RWY 594'

MISSED APCH: Climb to VOR to 990' (396') or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240' (1646'). At D9.2 DMD turn LEFT onto 092° climbing to 2570' (1976') to AO NDB, or as directed.

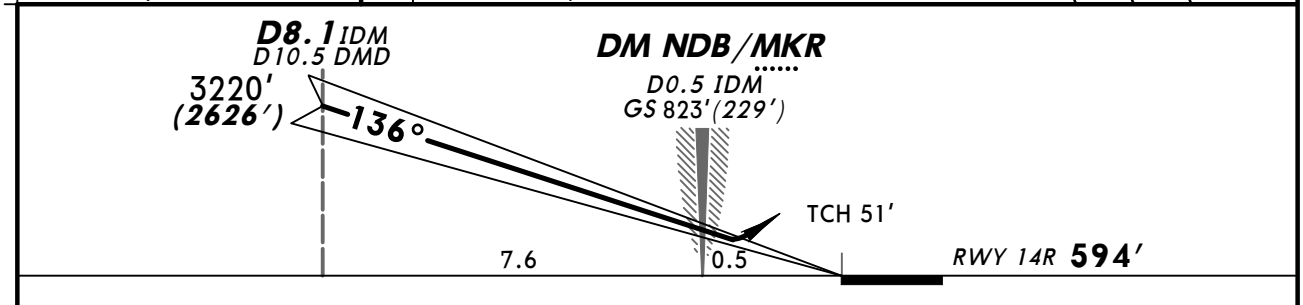
MSA DMD VOR: 3900' (180°), 090°, 2600'

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880'(3286')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3286' - 1000m)
3550'	(2956' - 900m)
3220'	(2626' - 800m)
2570'	(1976' - 600m)
2240'	(1646' - 500m)
990'	(396' - 120m)



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

HIALS-II | PAPI | MIM 990' (396') | DMD 113.3 | RT | DMD 113.3 R-186

STRAIGHT-IN LANDING RWY 14R

	ILS DA(H) 794'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

PANS OPS

CHANGES: Arrivals.

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UUDD/DME
DOMODEDOVO

JEPPESEN

16 MAY 14
Eff 29 May

(31-2A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

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

BRIEFING STRIP™

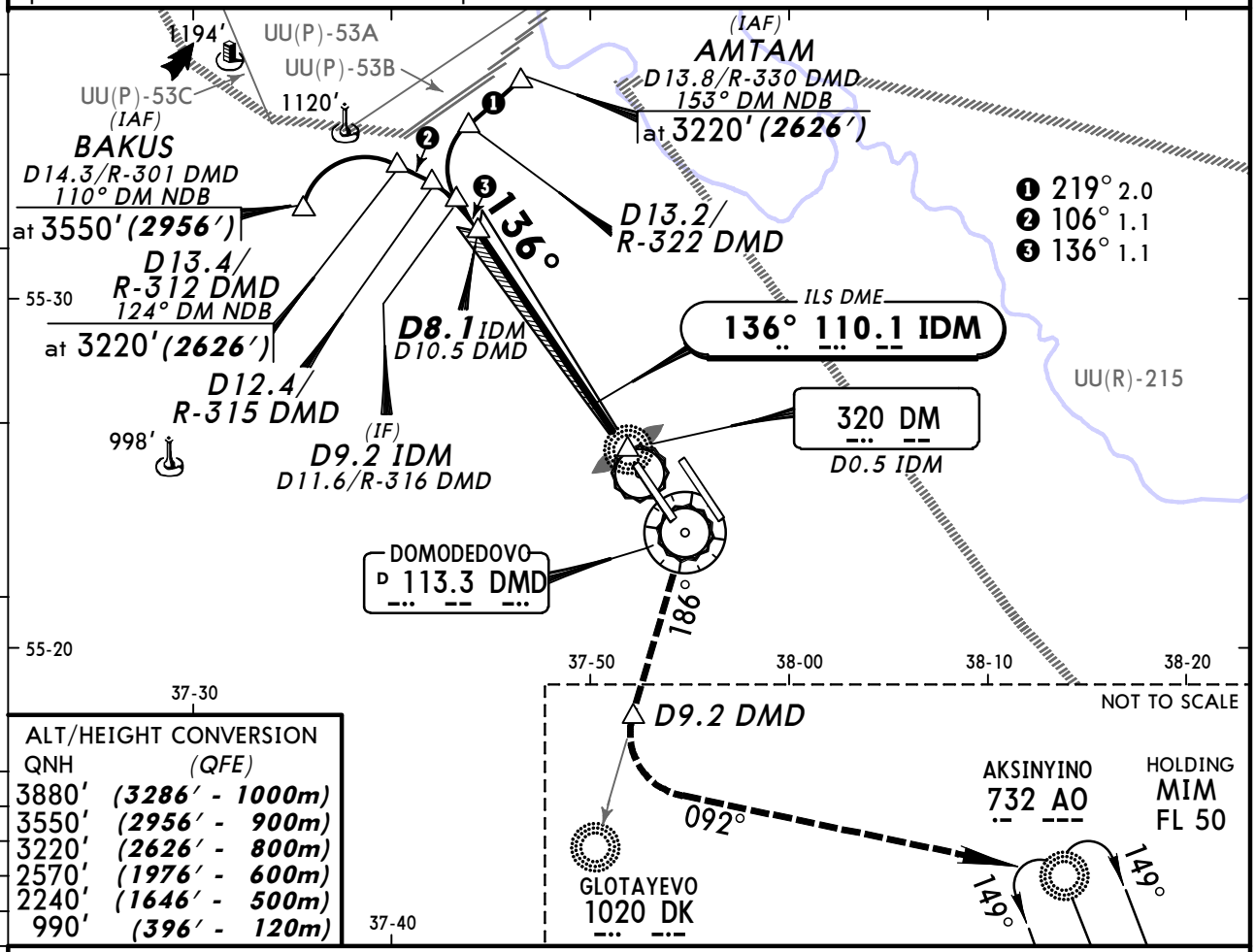
LOC IDM	Final Apch Crs	GS	CAT II ILS	Apt Elev 594'
110.1	136°	D8.1 IDM 3220'(2626')	RA 107' DA(H) 694'(100')	RWY 594'

MISSED APCH: Climb to VOR to 990' (396') or above. After passing VOR turn RIGHT to intercept R-186, proceed to DK NDB climbing to 2240' (1646'). At D9.2 DMD turn LEFT onto 092° climbing to 2570' (1976') to AO NDB, or as directed.

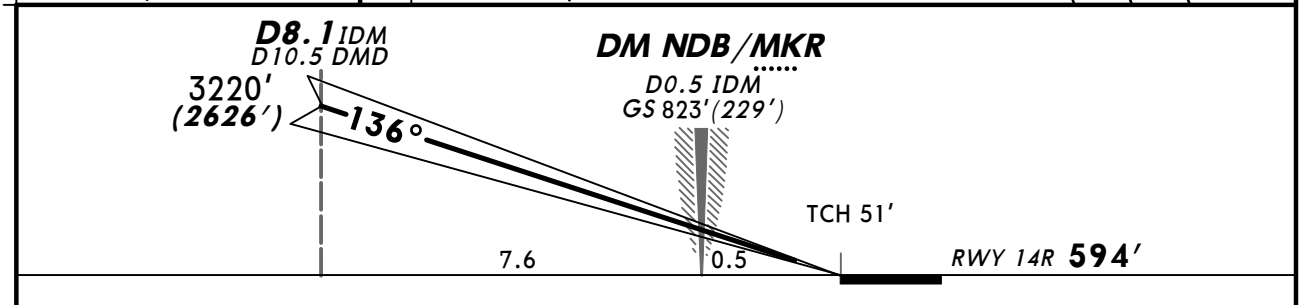
3900' 180° 090° 2600'

MSA DMD VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880'(3286')
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3880'	(3286' - 1000m)
3550'	(2956' - 900m)
3220'	(2626' - 800m)
2570'	(1976' - 600m)
2240'	(1646' - 500m)
990'	(396' - 120m)



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

HIALS-II
PAPI

MIM 990' (396')

DMD 113.3

RT

DMD 113.3 R-186

STRAIGHT-IN LANDING RWY 14R
CAT II ILS

RA 107'
DA(H) 694'(100')

PANS OPS

RVR 300m

CHANGES: Arrivals. Minimums.

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BRIEFING STRIP™

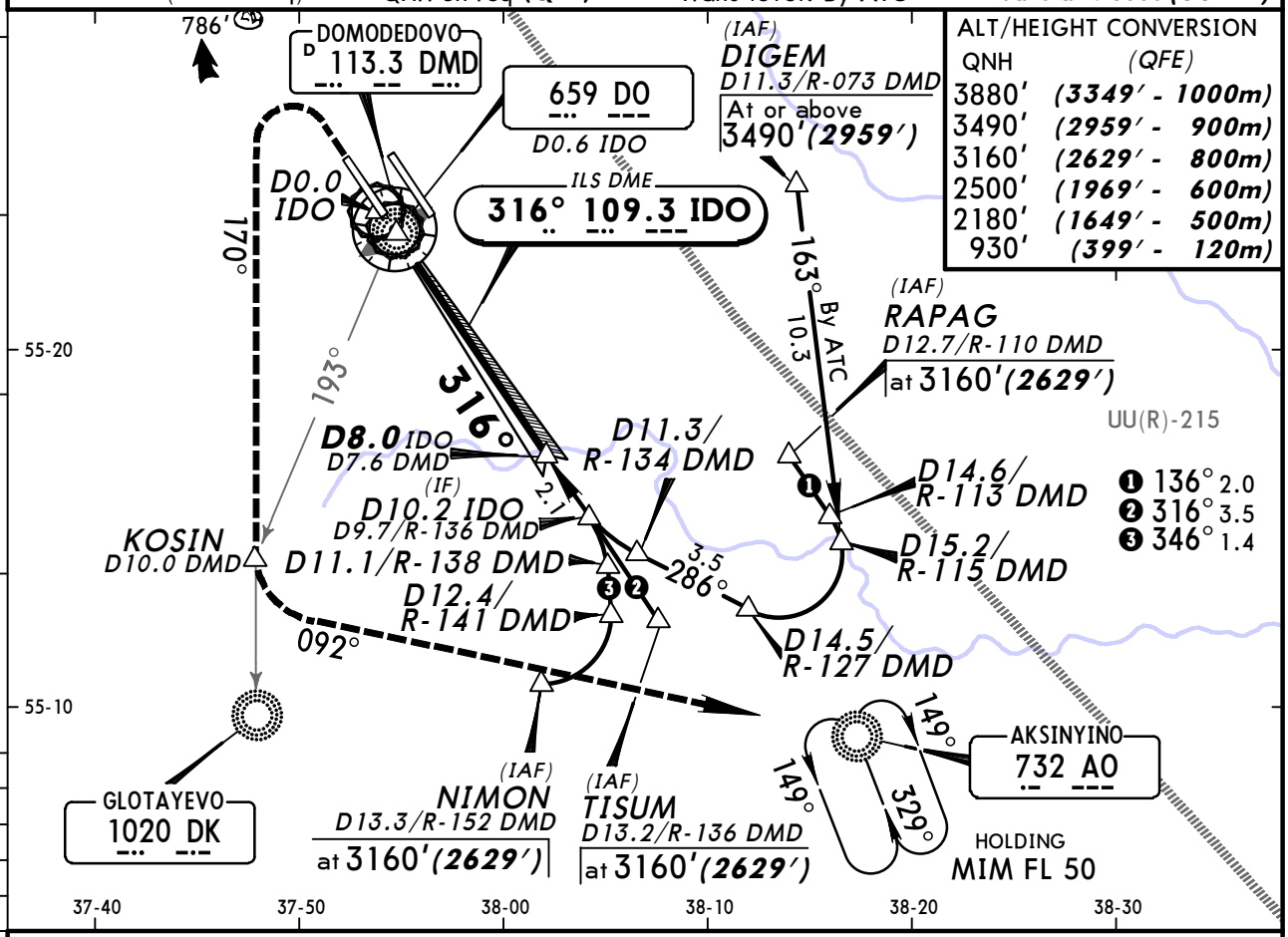
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95	120.6	127.7	118.6	119.0 123.75

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 594'
IDO 109.3	316°	D8.0 IDO 3160' (2629')	731' (200')	RWY 531'

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

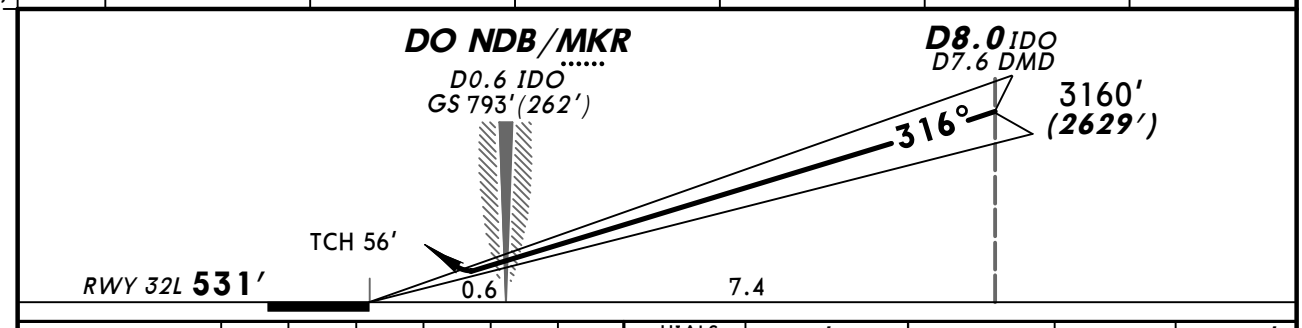
3900' 180° 090° 2600'
MSA DMD VOR

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3349' - 1000m)
3490'	(2959' - 900m)
3160'	(2629' - 800m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
930'	(399' - 120m)



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

HIALS
PAPI

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

170° LT

2180' (1649')

STRAIGHT-IN LANDING RWY 32L

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

PANS OPS

CHANGES: IAF.

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

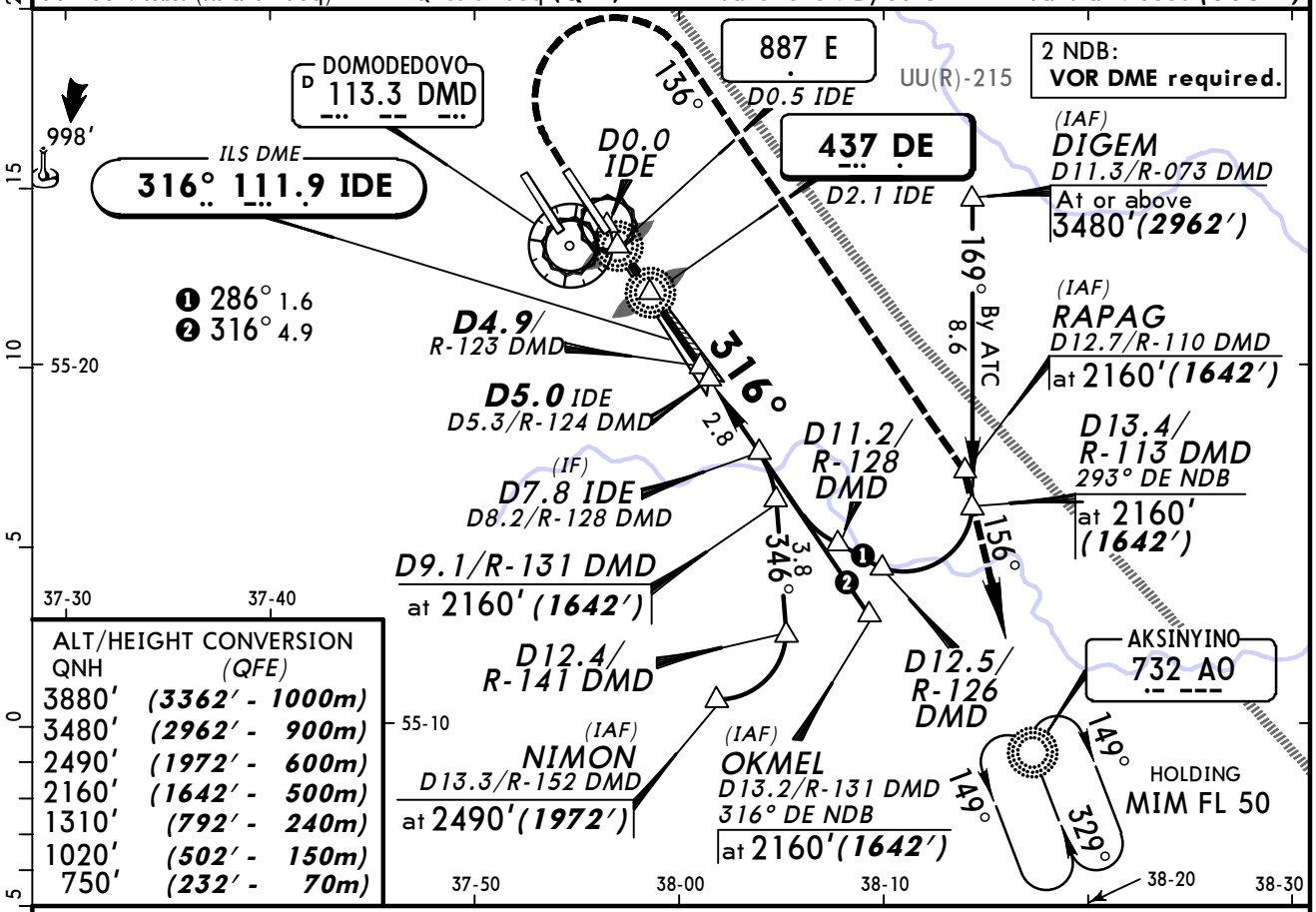
BRIEFING STRIP™

LOC IDE 111.9	Final Apch Crs 316°	GS LOM 1240′(722′)	ILS DA(H) 718′(200′)	Apt Elev 594′
NDB DE 437		Minimum Alt D4.9 DMD 2160′(1642′)	NDB MDA(H) 880′(362′)	RWY 518′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′ (502′) or ILS: D0.0 IDE 2 NDB: to E NDB, whichever is later, then turn RIGHT onto 136° climbing to 2160′ (1642′) to RAPAG, then proceed on 156° climbing to 3480′ (2962′) to AO NDB, or as directed.

MSA DMD VOR: 3900′ 090° 180° 2600′

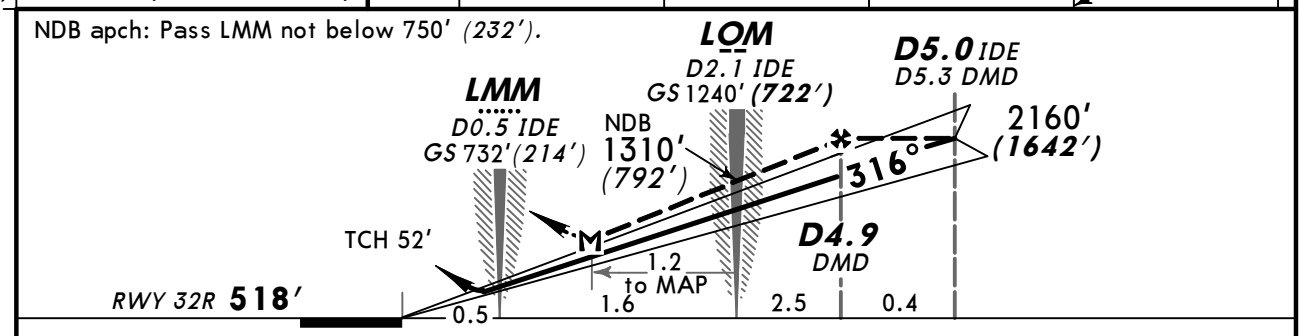
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3362′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3362′ - 1000m)
3480′	(2962′ - 900m)
2490′	(1972′ - 600m)
2160′	(1642′ - 500m)
1310′	(792′ - 240m)
1020′	(502′ - 150m)
750′	(232′ - 70m)

NDB apch: Pass LMM not below 750′ (232′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
NDB Desc Angle	3.32°	411	529	587	705	822	940
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

PANS OPS

	ILS DA(H) 718′(200′) FULL	ILS TDZ or CL out	ILS ALS out	LOC (GS out)	NDB MDA(H) 880′(362′)	NDB ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Missed apch.

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

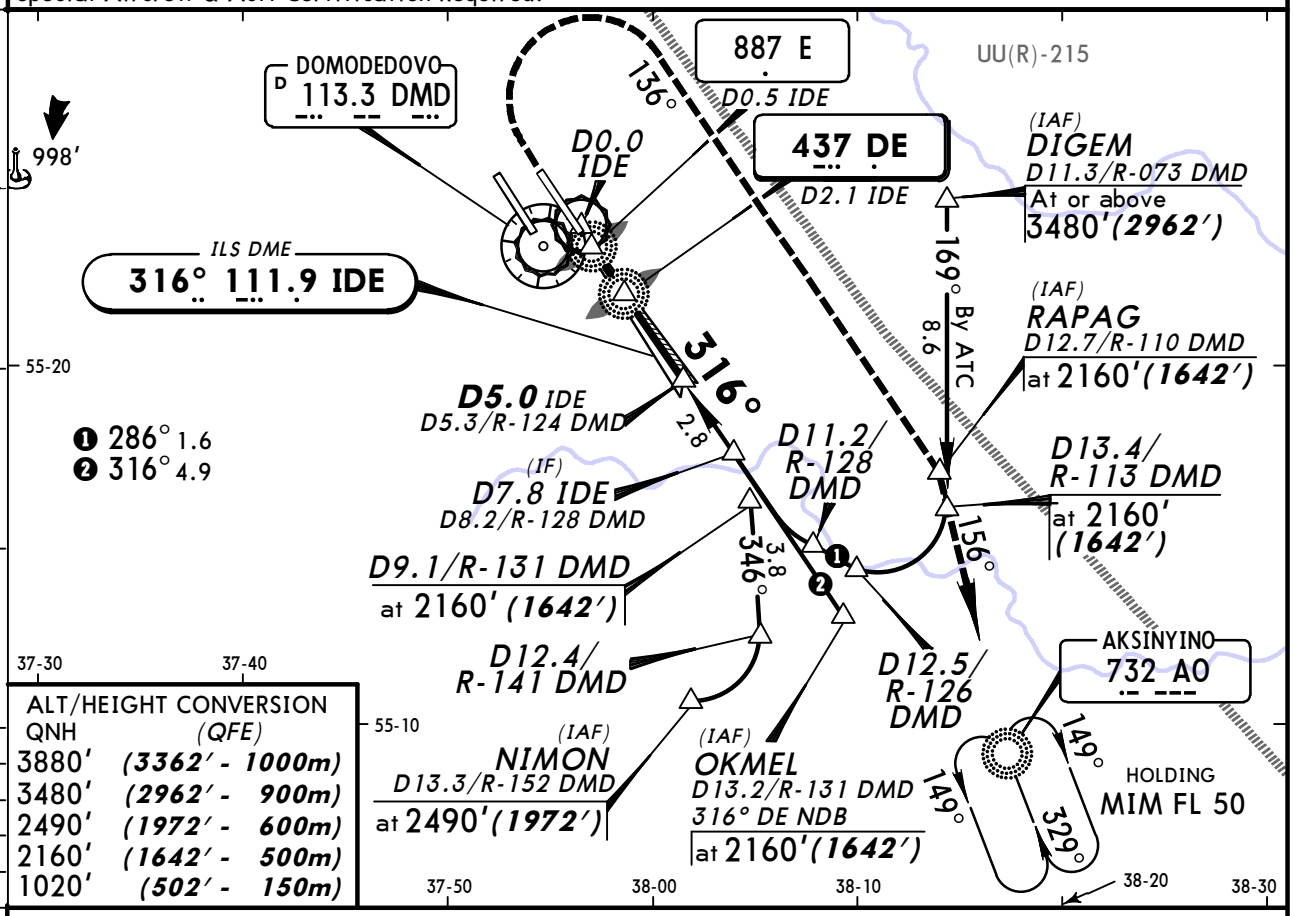
BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
IDE 111.9	316°	LOM 1240′(722′)	RA 106′ DA(H) 618′(100′)	RWY 518′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′ (502′) or D0.0 IDE, whichever is later, then turn RIGHT onto 136° climbing to 2160′(1642′) to RAPAG, then proceed on 156° climbing to 3480′(2962′) to AO NDB, or as directed.

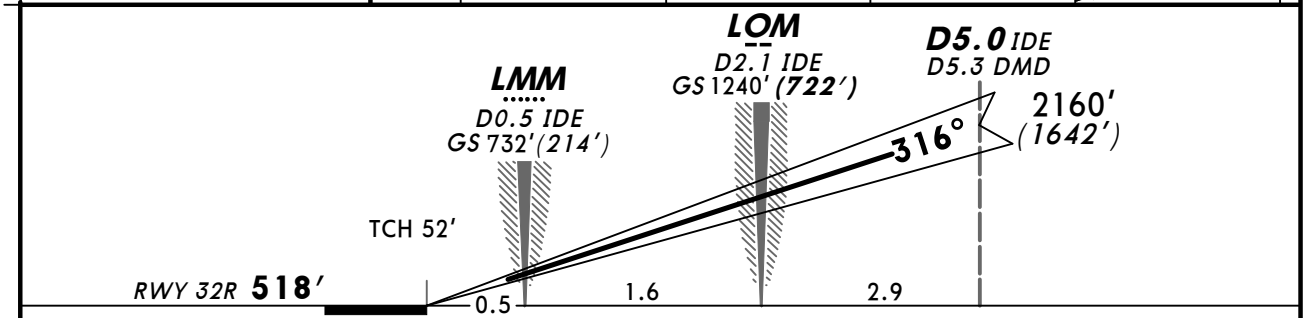
MSA DMD VOR: 3900′ (180°), 090°, 2600′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′ (3362′)
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3362′ - 1000m)
3480′	(2962′ - 900m)
2490′	(1972′ - 600m)
2160′	(1642′ - 500m)
1020′	(502′ - 150m)



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

HIALS-II PAPI | 1020′ (502′) whichever is later D0.0 IDE | 136° RT | 2160′ (1642′)

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

RA 106′
DA(H) 618′(100′)

PANS OPS

RVR 300m

CHANGES: Missed apch.

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UUDD/DME
DOMODEDOVO

JEPPESEN

29 MAR 13 (33-1) Eff 4 Apr

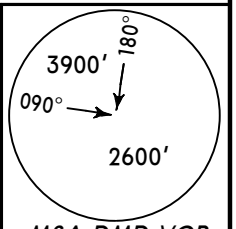
MOSCOW, RUSSIA
VOR DME Rwy 14R

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

BRIEFING STRIP ™

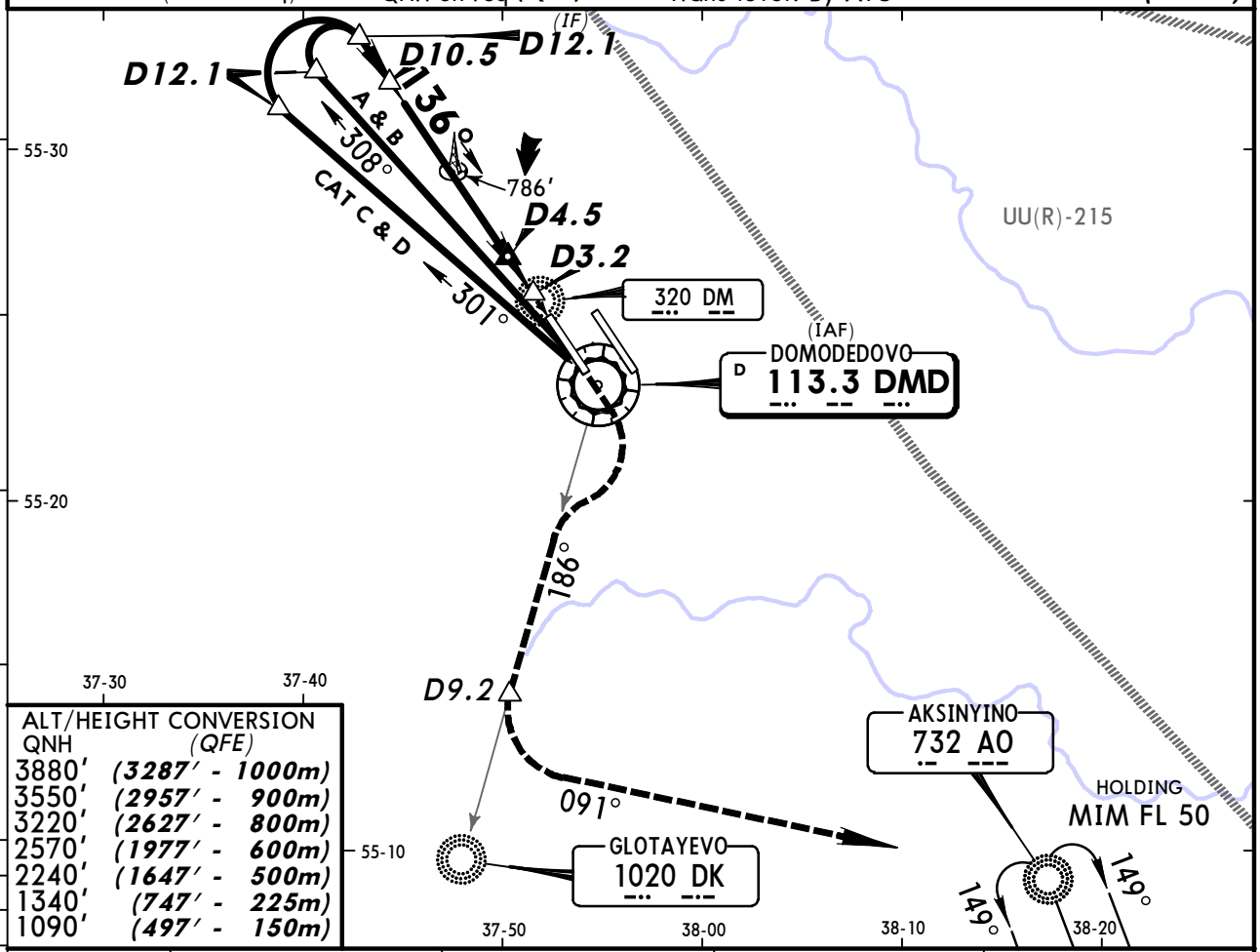
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
DMD 113.3	136°	D10.5 3220'(2627')	970' (377')	RWY 593'

MISSED APCH: Climb STRAIGHT AHEAD to 1090' (497'), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240' (1647') at D9.2, then turn LEFT onto 091° continue climb to 2570' (1977') to AO NDB, or as directed.



MSA DMD VOR

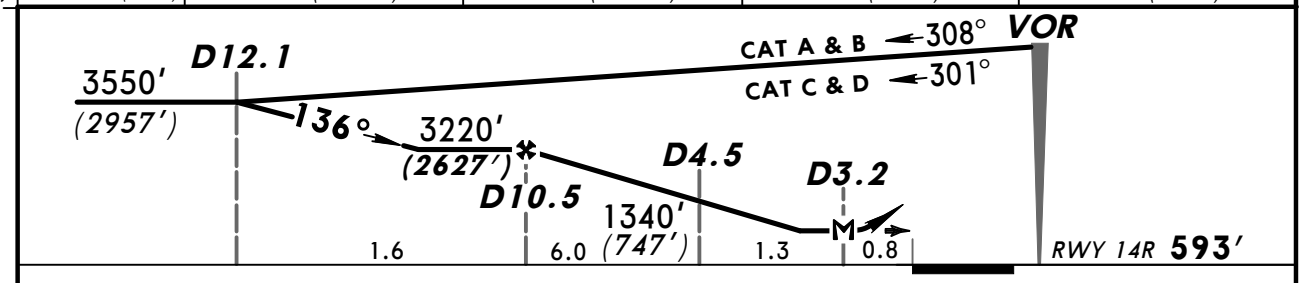
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880'(3287')



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.2							

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

STRAIGHT-IN LANDING RWY 14R

MDA(H) 970' (377')

PANS OPS

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

CHANGES: Procedure.

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UUDD/DME
DOMODEDOVO

JEPPESEN

29 MAR 13 (33-2) Eff 4 Apr

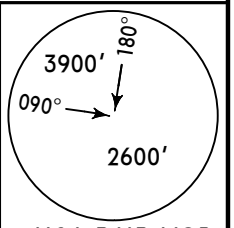
MOSCOW, RUSSIA
VOR DME Rwy 32L

BRIEFING STRIP ™

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

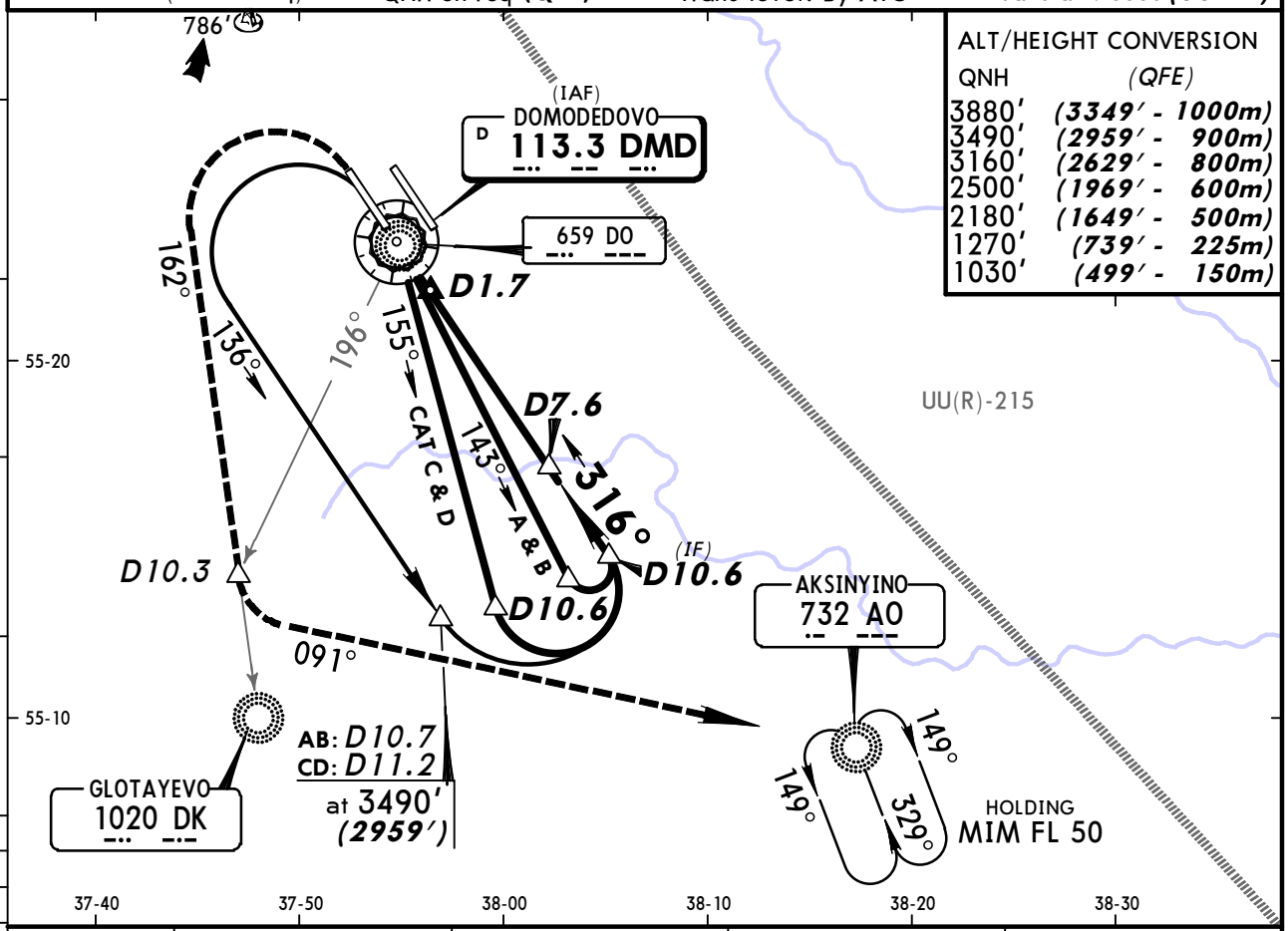
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 593'
DMD 113.3	316°	D7.6 3160' (2629')	880' (349')	RWY 531'

MISSED APCH: Climb STRAIGHT AHEAD to 1030' (499'), then turn LEFT onto 162° proceed to DK NDB climbing to 2180' (1649') at D10.3, then turn LEFT onto 091° continue climb to 2500' (1969') to AO NDB, or as directed.



MSA DMD VOR

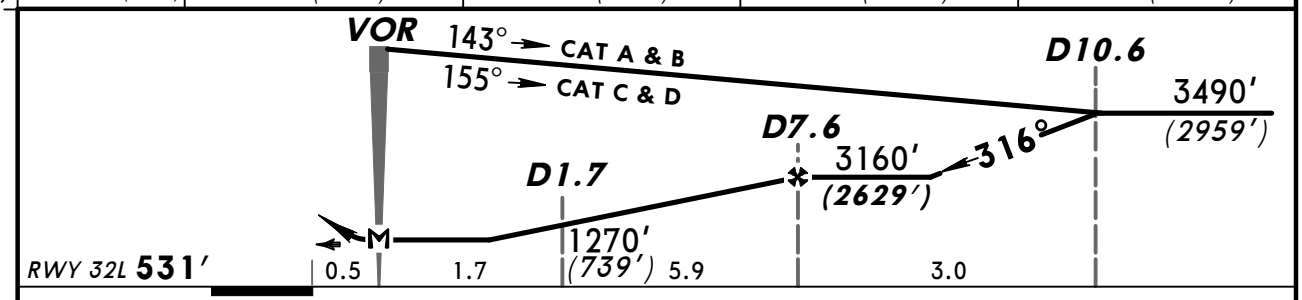
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3880' (3349')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3349' - 1000m)
3490'	(2959' - 900m)
3160'	(2629' - 800m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
1270'	(739' - 225m)
1030'	(499' - 150m)

DMD DME	0.5	1.6	2.7	3.8
ALTITUDE (HAT)	910' (379')	1260' (729')	1600' (1069')	1950' (1419')



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

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

STRAIGHT-IN LANDING RWY 32L

MDA(H) 880' (349')

PANS OPS

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

CHANGES: Procedure.

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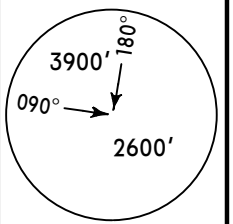
ATIS	DOMODEDOVO Approach	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.95)	120.6	127.7	118.6	119.0 123.75

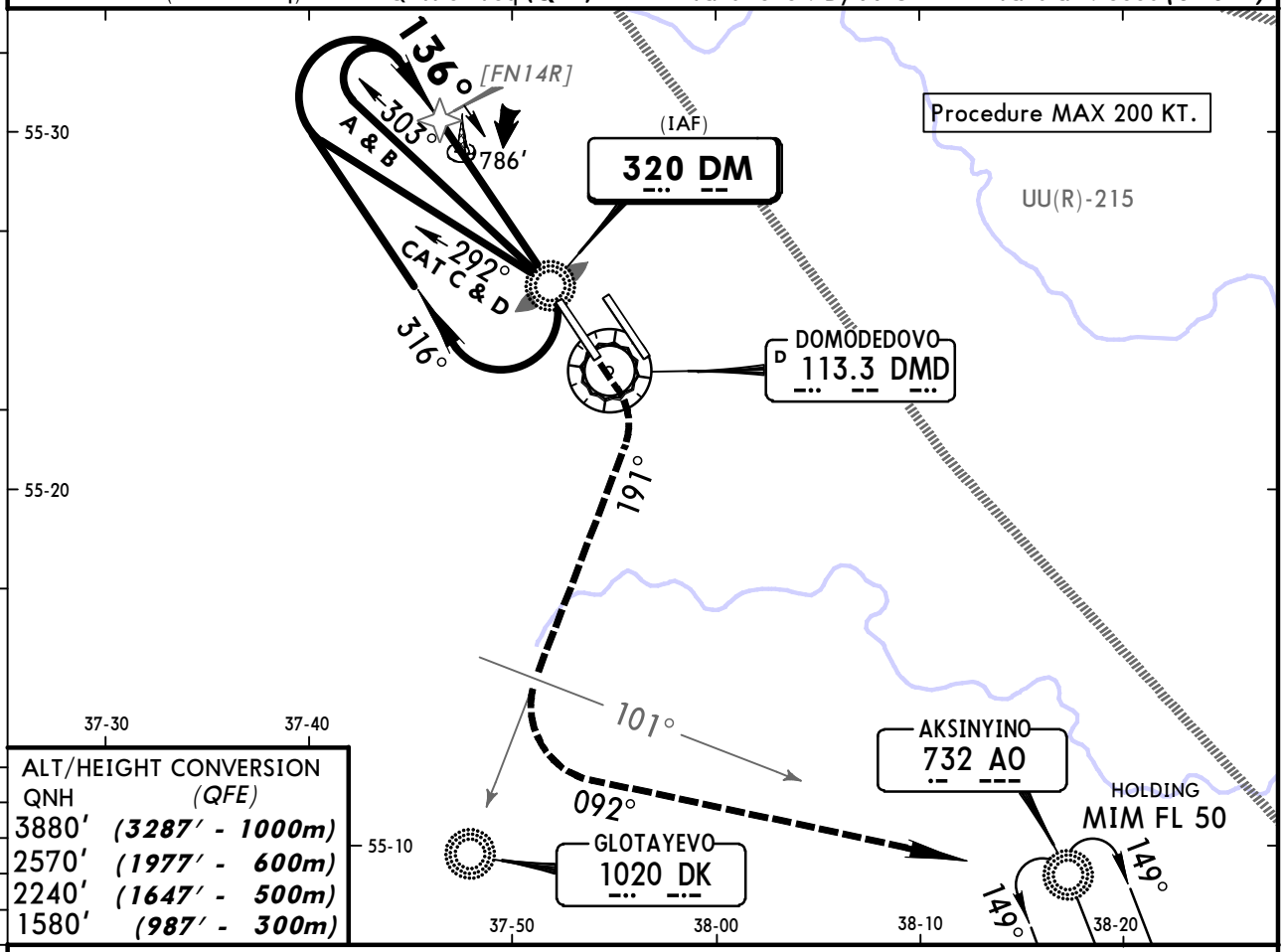
BRIEFING STRIP™

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

MISSED APCH: Climb STRAIGHT AHEAD to 1580′ (987′), then turn RIGHT to 191°, proceed to DK NDB climbing to 2240′ (1647′) at 101° AO NDB, then turn LEFT onto 092° continue climb to 2570′ (1977′) to AO NDB, or as directed.

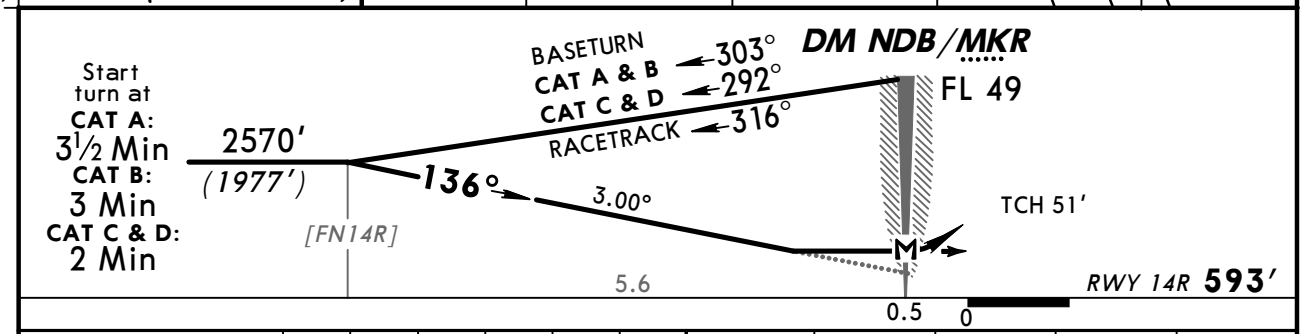


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3287′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3287′ - 1000m)
2570′	(1977′ - 600m)
2240′	(1647′ - 500m)
1580′	(987′ - 300m)



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

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

STRAIGHT-IN LANDING RWY 14R

MDA(H) 1380′ (787′)

PANS OPS

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

CHANGES: None.

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UUDD/DME
DOMODEDOVO

JEPPESEN

29 MAR 13 (36-2) Eff 4 Apr

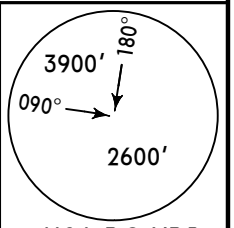
MOSCOW, RUSSIA
NDB Rwy 32L

BRIEFING STRIP ™

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

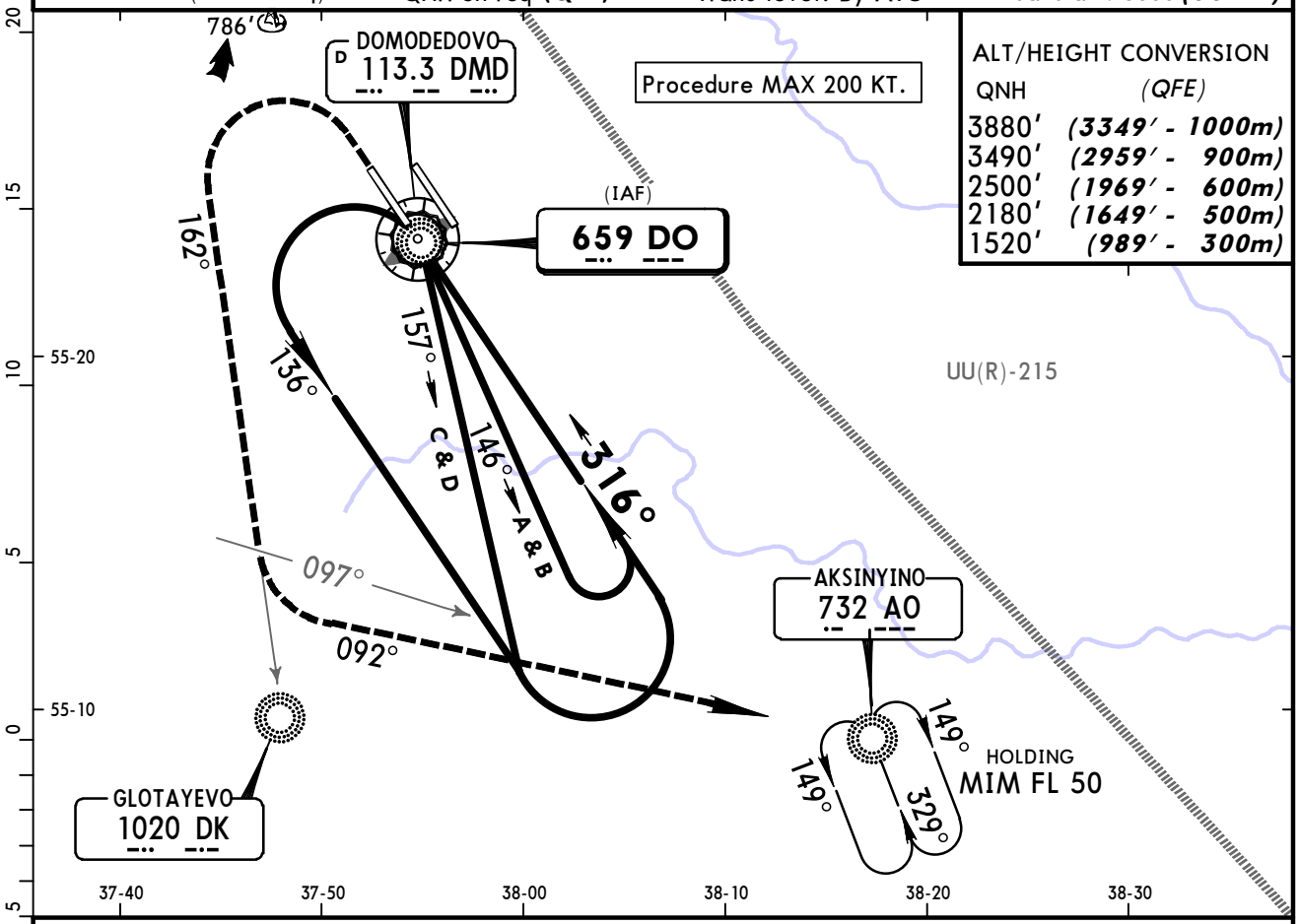
NDB DO	Final Apch Crs	No FAF	MDA(H)	Apt Elev 593'
659	316°		1230' (699')	RWY 531'

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



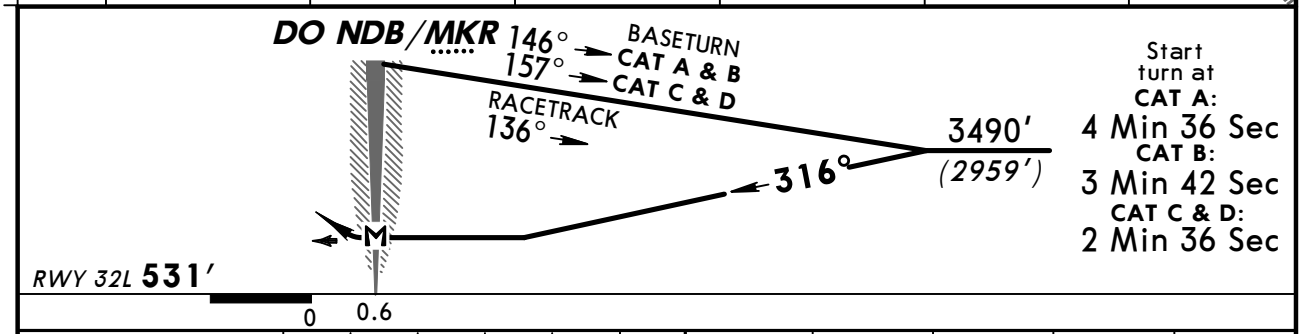
MSA DO NDB

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880'	(3349' - 1000m)
3490'	(2959' - 900m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
1520'	(989' - 300m)



Start turn at
CAT A: 4 Min 36 Sec
CAT B: 3 Min 42 Sec
CAT C & D: 2 Min 36 Sec

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

STRAIGHT-IN LANDING RWY 32L

MDA(H) 1230' (699')

PANS OPS

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

CHANGES: Procedure.

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Chart changes since cycle 12-2014

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (DOMODEDOVO - UUDD)				
REV	ILS DME OR 2 NDB RWY 32R	31-4	13 Jun 2014	
REV	CAT II ILS DME RWY 32R	31-4A	13 Jun 2014	

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUDD