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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UUDD
Terminal Charts For UUDD
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: MOSCOW RUS
ICAO/IATA: UUDD / DME
Lat/Long: N55° 24.52', E037° 54.38'
Elevation: 594 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° 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: 1814 Z

Runway Information

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

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

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

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

Communication Information

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ATIS: 122.950 Non-English
ATIS: 128.300
Domodedovo-Tower 1 Tower: 124.400 Secondary
Domodedovo-Tower 2 Tower: 119.700
Domodedovo Radar Tower: 127.700
Domodedovo-Tower 1 Tower: 129.000 Secondary
Domodedovo-Tower 1 Tower: 119.450
Domodedovo-Tower 1 Tower: 118.600
Domodedovo Apron 1 Ramp/Taxi: 129.000 Secondary
Domodedovo Apron 1 Ramp/Taxi: 124.400 Secondary
Domodedovo Apron 2 Ramp/Taxi: 123.750
Domodedovo Apron 1 Ramp/Taxi: 119.000
Domodedovo Clearance Delivery: 129.150
Domodedovo De-Icing Operations: 130.600

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1. GENERAL

1.1. ATIS

ATIS 128.3
122.950 (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 below 80m.
- Activation: RVR less than 600m at least at one of the three measuring points and/or CEILING is below 60m.
- 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

1.5.1. GENERAL

TWY P4 and Taxi Routes 25 (TR 25), 35 (TR 35), 36 (TR 36), A3 (TR A3), H1 (TR H1) from Taxi Route 35 (TR 35) to Taxi Route 36 (TR 36), H2 (TR H2) from Taxi Route 35 (TR 35) to Taxi Route 26 (TR 26) and H3 (TR H3) from start-up point 7 to start-up point 3 MAX wingspan 262'/80m.

Taxi Routes T1 (TR T1) and T2 (TR T2) and H2 (TR H2) from Taxi Route 25 (TR 25) to TWY B3 MAX wingspan 240'/73.3m.

Taxi Routes 3 (TR 3) from stand 74 to Taxi Route 31 (TR 31), 26 (TR 26), 27 (TR 27), 31 (TR 31), 32 (TR 32) and H1 (TR H1) from Taxi Route T1 (TR T1) to Taxi Route 25 (TR 25) and from Taxi Route 26 (TR 26) to Taxi Route 35 (TR 35) MAX wingspan 213'/65m.

Taxi Route H3 (TR H3)from Taxi Route T2 (TR T2) to start-up point 7 MAX wingspan 166'/50.5m.

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

Taxiing along Taxi Route 3 (TR3) from Taxi Route 31 (TR 31) to 32 (TR 32) with a wingspan of more than 138'/42m under own engines power is prohibited.

Taxiing along Taxi Routes 29 (TR 29) and 32 (TR 32) with a wingspan of more than 128'/39m under own engines power is prohibited.

Taxiing along Taxi Route 3 (TR 3) from Taxi Route 29 (TR 29) to TWY P4, 30 (TR 30), 31 (TR 31), H (TR H), and hangar apron 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 P5 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).

1.5.2. TAXI ROUTINGS

When RWY 14R or RWY 32L is in use both for take-off and landing, the following order of using Taxi Route H1 and Taxi Route H2 shall be applied for the purpose of movement regulation during ACFT taxiing:

- When RWY in use is RWY 14R - Taxi Route H1 shall be used for departing ACFT, Taxi Route H2 shall be used for arriving ACFT;
- When RWY in use is RWY 32L - Taxi Route H2 shall be used for departing ACFT, Taxi Route H1 shall be used for arriving ACFT.

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1. GENERAL

1.6. PARKING INFORMATION

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

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

Parking of helicopters onto stands and helipads by towing.

Use of stands 12A, G2 thru G13, G15 and G16 by towing.

Exit stands G1 and G14 by towing.

Enter stands G11A, G11B, G12A, G12B, G13A, G13B, G15A, G15B, G16A and G16B 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.
Speed specified below to be observed within accuracy of 11 KT.

2.3. SPEED RESTRICTIONS

- 250 KT +/- 10 KT below FL100;
- 220 KT +/- 10 KT after passing AO, DR, GEKLA, LO and RW to 11.9 NM from RWY;
- 160 KT +/- 10 KT from 11.9NM to RWY, flaps in intermediate position, landing gear retracted;
- Immediately before or at 4.3NM from RWY lower landing gear, flaps in landing position, ACFT stabilized at safe APCH speed. No speed control applied when on final from 4.3NM on to RWY.

Speed restriction after entry MOSCOW TMA from the moment of commencing descent from FL:
- 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250;
- 270 KT +/- 10 KT below FL250 to FL100;
- 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, or requiring an earlier landing gear or flap configuration due to meteorological conditions, ACFT performance or company procedures, the flight crew shall report it to ATS unit.
If unable due to meteorological conditions, flight crew shall advise ATC of the ACFT's recommended speeds or configuration.

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 strictly 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.

To obtain ATC clearance the flight crews of departing ACFT shall contact DOMODEDOVO Clearance 10 MIN before estimated time of engines start-up under condition that ACFT is completely ready for 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, SID and transit routes;
- ATC clearance is valid 30 MIN from clearance receipt.

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 and report about listening to ATIS information.

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 indicated limit.

During departure from RWY 32R, after changing over from frequency of DOMODEDOVO Apron to the frequency of DOMODEDOVO Tower, the flight crew shall watch his frequency and without calling for DOMODEDOVO Tower (except for LVP) carry out taxiing to the RWY holding position on TWY B8. The flight crew must be ready for getting further instructions and permissions from DOMODEDOVO Tower.

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3. DEPARTURE

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 TWY M to TWY A2;
- For RWY 32L - along TWY M to TWY A11;
- For RWY 32R - along TWY T2 to TWY B8.

A flight crew must always request DOMODEDOVO Tower for occupation of TWY M while taxiing from the apron to the RWY holding position at RWY 14R/32L.

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 available:

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 their 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 extremity.

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 extremity, 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

RWY 14L/R are noise preferential RWYs which shall be used to the maximum degree possible. 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 990'(396').

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).

Control of ACFT Noise within the Aerodrome Area

Control over ACFT noise shall be maintained via the noise monitoring points. Noise level must not exceed 85 dB 0700-2300LT and 75 dB 2300-0700LT.

Noise Monitoring Points

N55 33.7 E037 52.5
N55 33.3 E037 43.9
N55 33.8 E037 38.7
N55 26.7 E037 44.9
N55 27.2 E037 44.6
N55 25.5 E037 45.7
N55 25.7 E037 48.5
N55 20.7 E037 55.5
N55 17.8 E037 57.2
N55 26.2 E037 45.6

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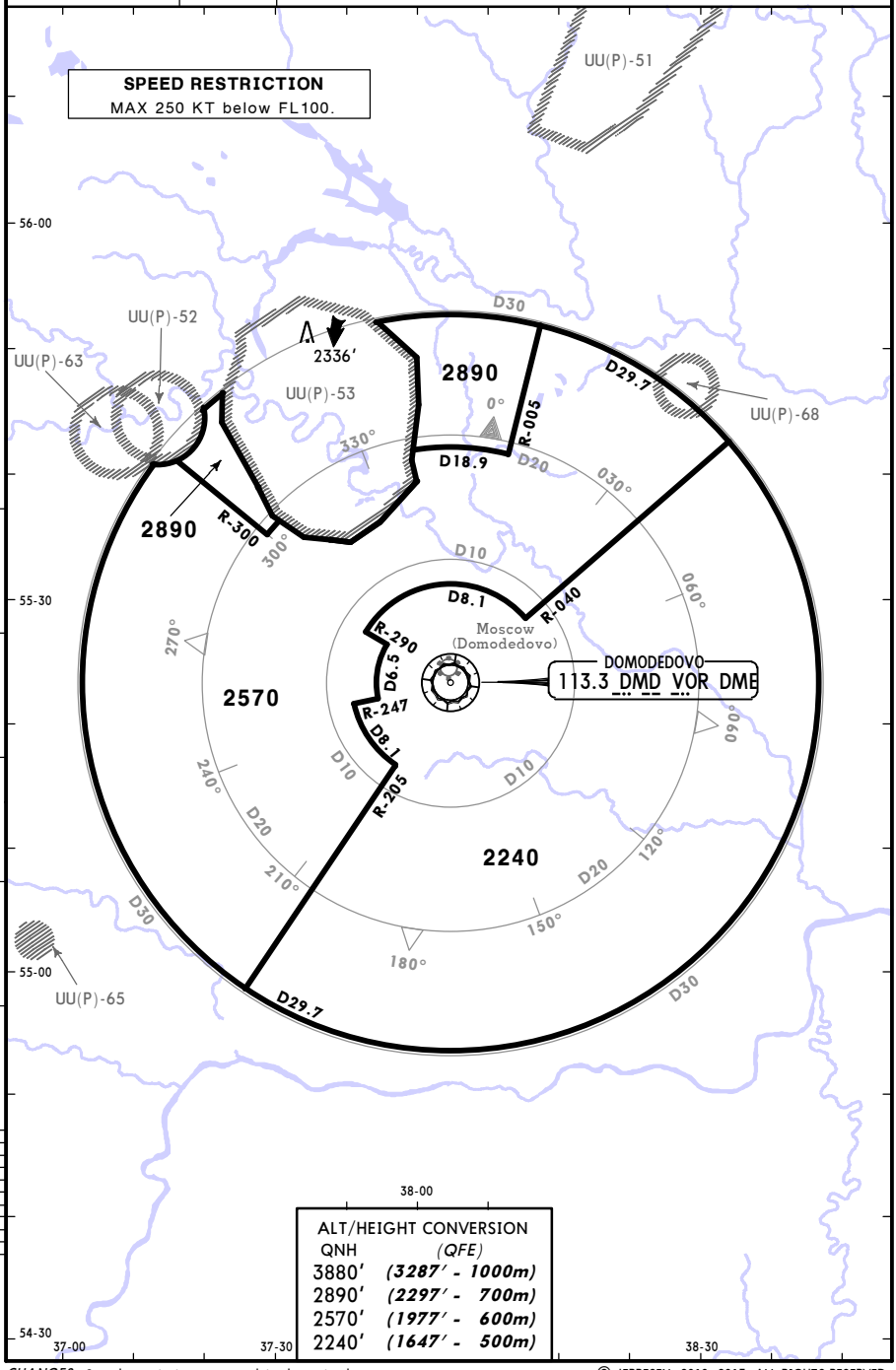
DOMODEDOVO Radar	Apt Elev	
127.7	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** The published minimum altitudes integrate a correction for low temperatures.



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: None.

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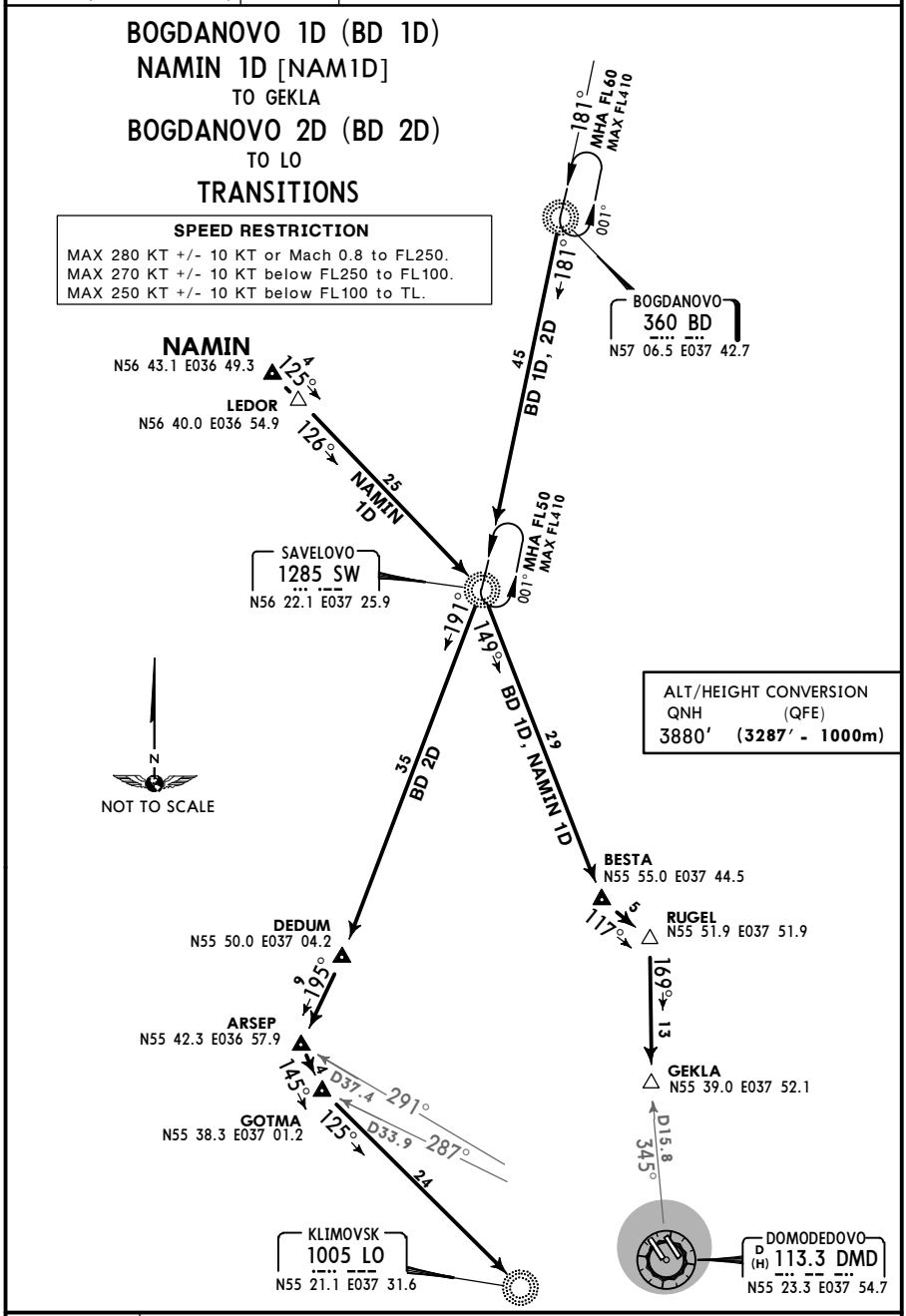
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)

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 By ATC	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: Reissue.

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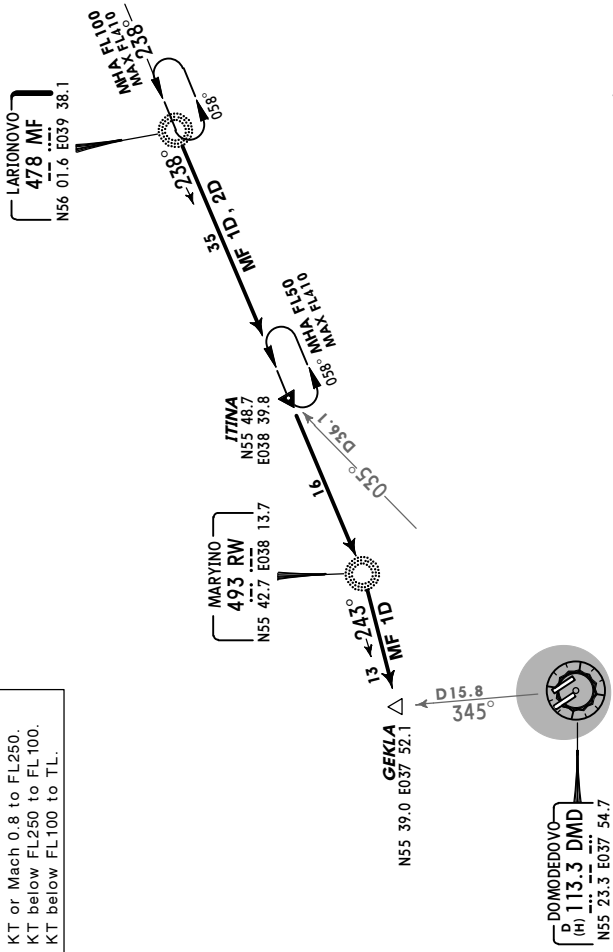
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

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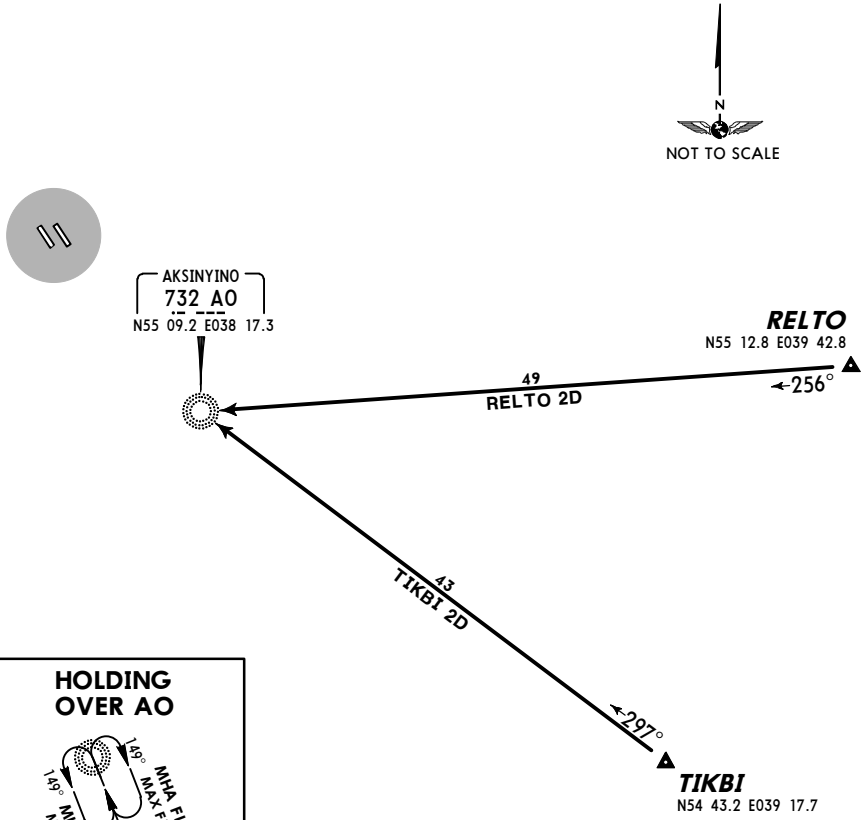
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)*

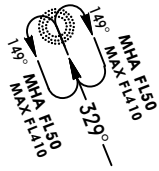
RELTO 2D *[REL2D]*
TIKBI 2D *[TIK2D]*
TRANSITIONS
TO AO
BY ATC

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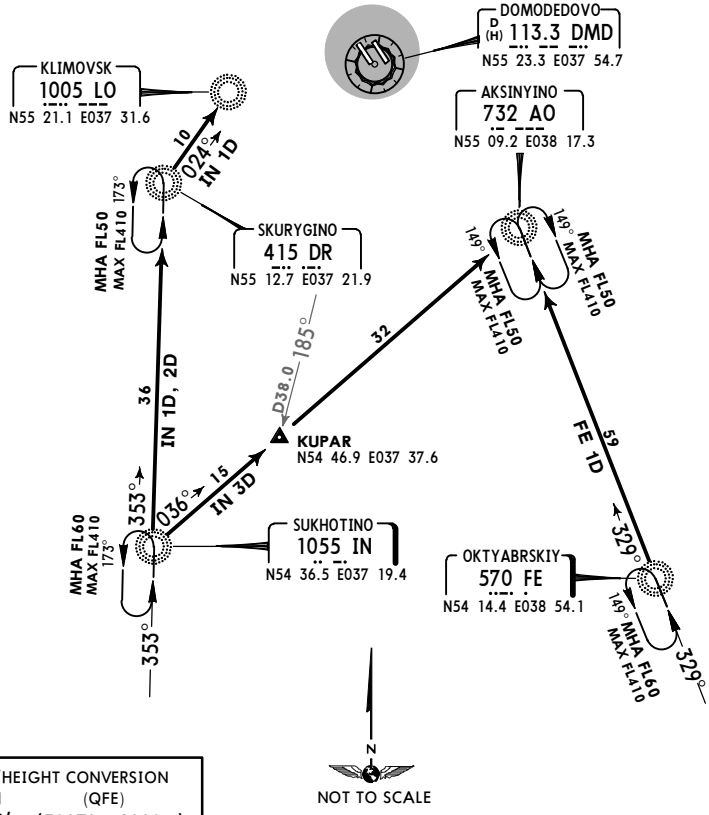
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)

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: Reissue.

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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′)**

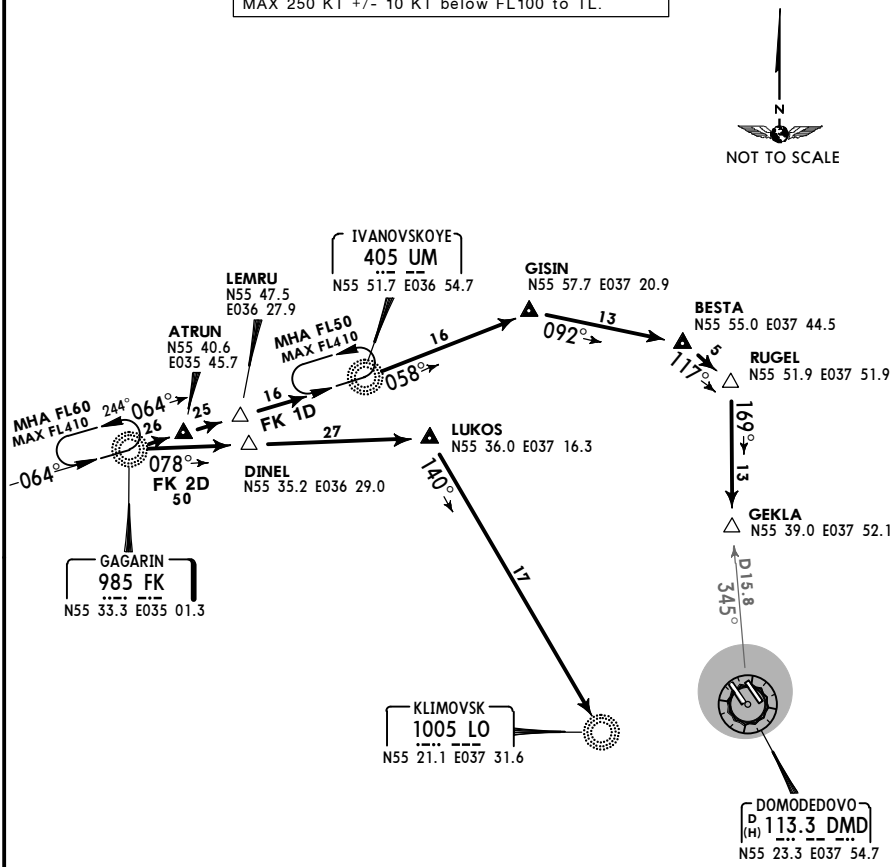
GAGARIN 1D (FK 1D), GAGARIN 2D (FK 2D)

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 By ATC	Via DINEL to LUKOS, then to LO.

CHANGES: Reissue.

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UUDD/DME
DOMODEDOVO

JEPPESEN

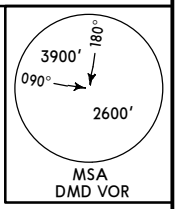
26 JUN 15 (30-2E)

MOSCOW, RUSSIA
STAR

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



(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′**)

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

At 3550′
(**2956′**)

ABMAS
N55 35.8 E037 51.1

NOT TO SCALE

D13.2 DMD
N55 31.2 E037 36.1

D5.9 DMD
N55 28.3 E038 00.2

D4.9 DMD
N55 22.8 E037 46.1

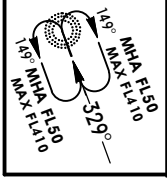
437 DW
N55 27.2 E037 52.4

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

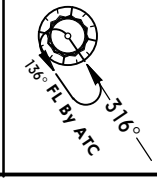
AKSINYINO
732 AO
N55 09.2 E038 17.3

HOLDINGS OVER

AO



DMD



ALT/HEIGHT CONVERSION

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

CHANGES: None.

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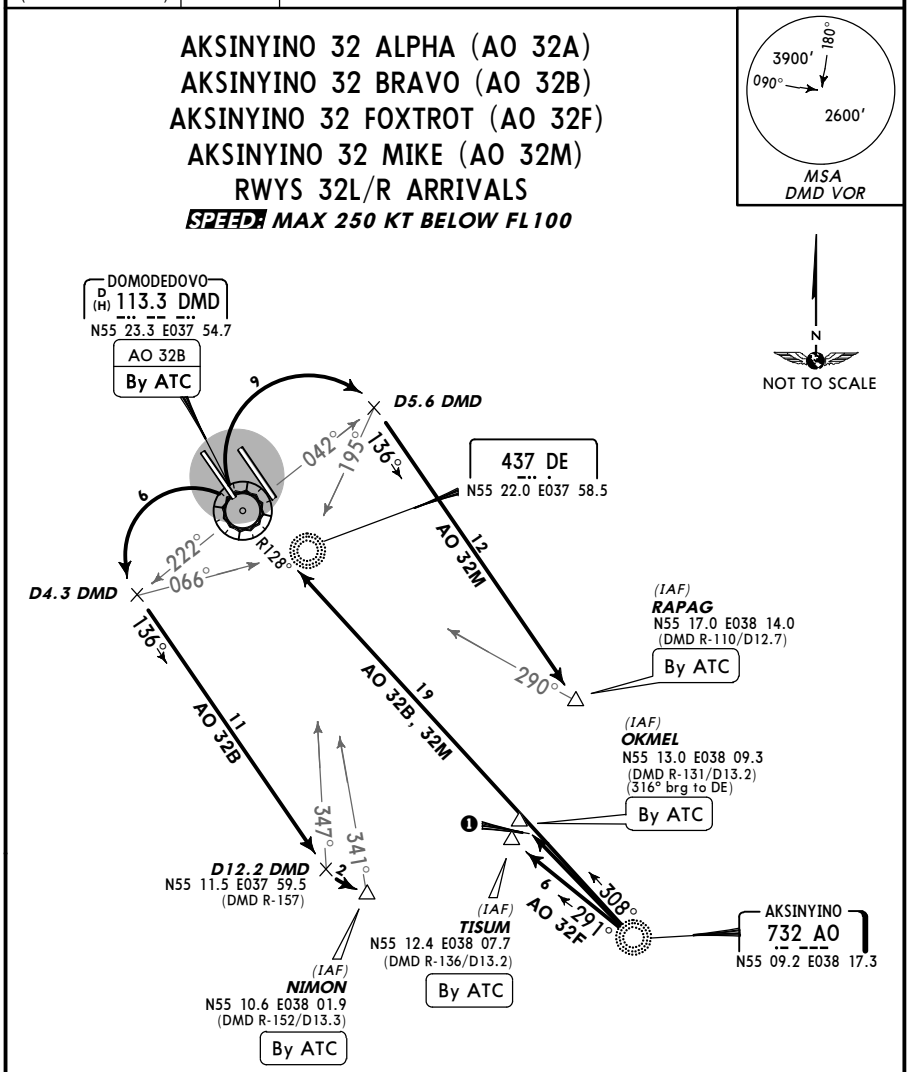
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 32 ALPHA (AO 32A)
AKSINYINO 32 BRAVO (AO 32B)
AKSINYINO 32 FOXTROT (AO 32F)
AKSINYINO 32 MIKE (AO 32M)
RWYS 32L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100



HOLDINGS OVER

AO

149° MHA FL50 MAX FL410
149° MHA FL50 MAX FL410
329°

DMD

136° FL By ATC
316°

❶ 6
300°
AO 32A

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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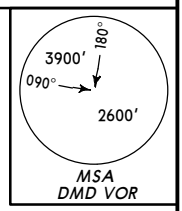
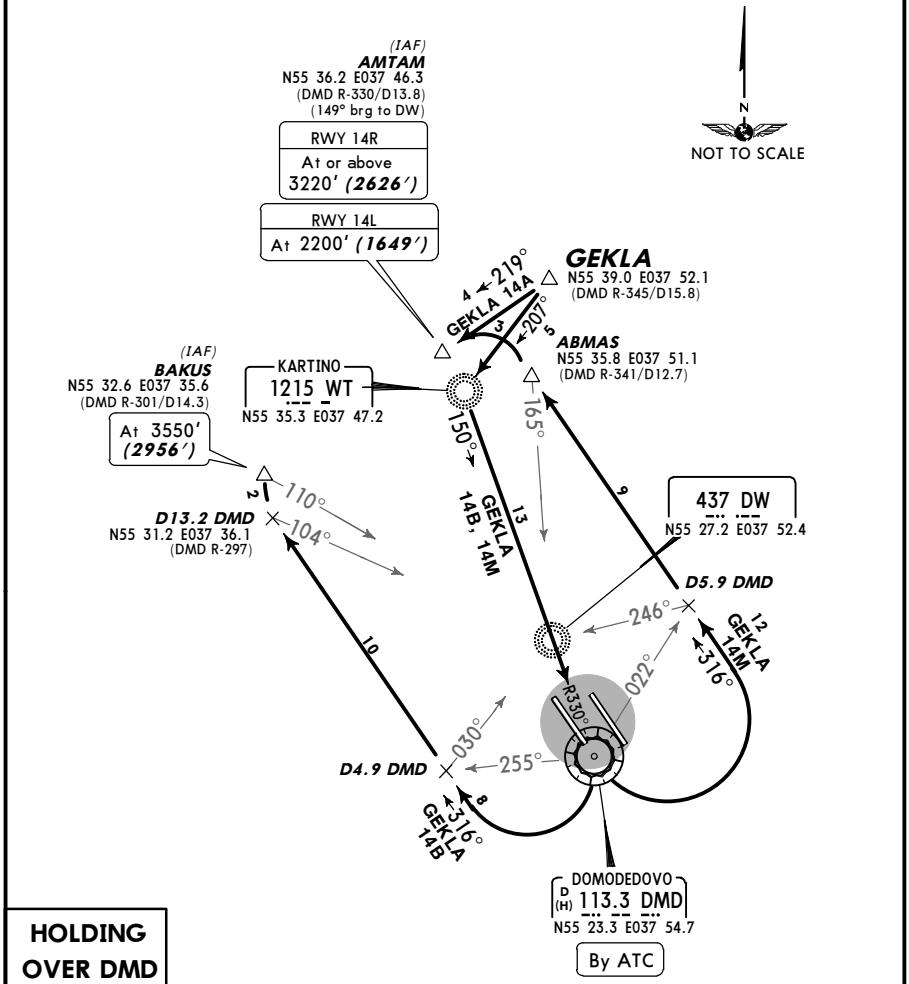
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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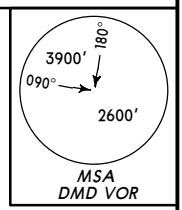
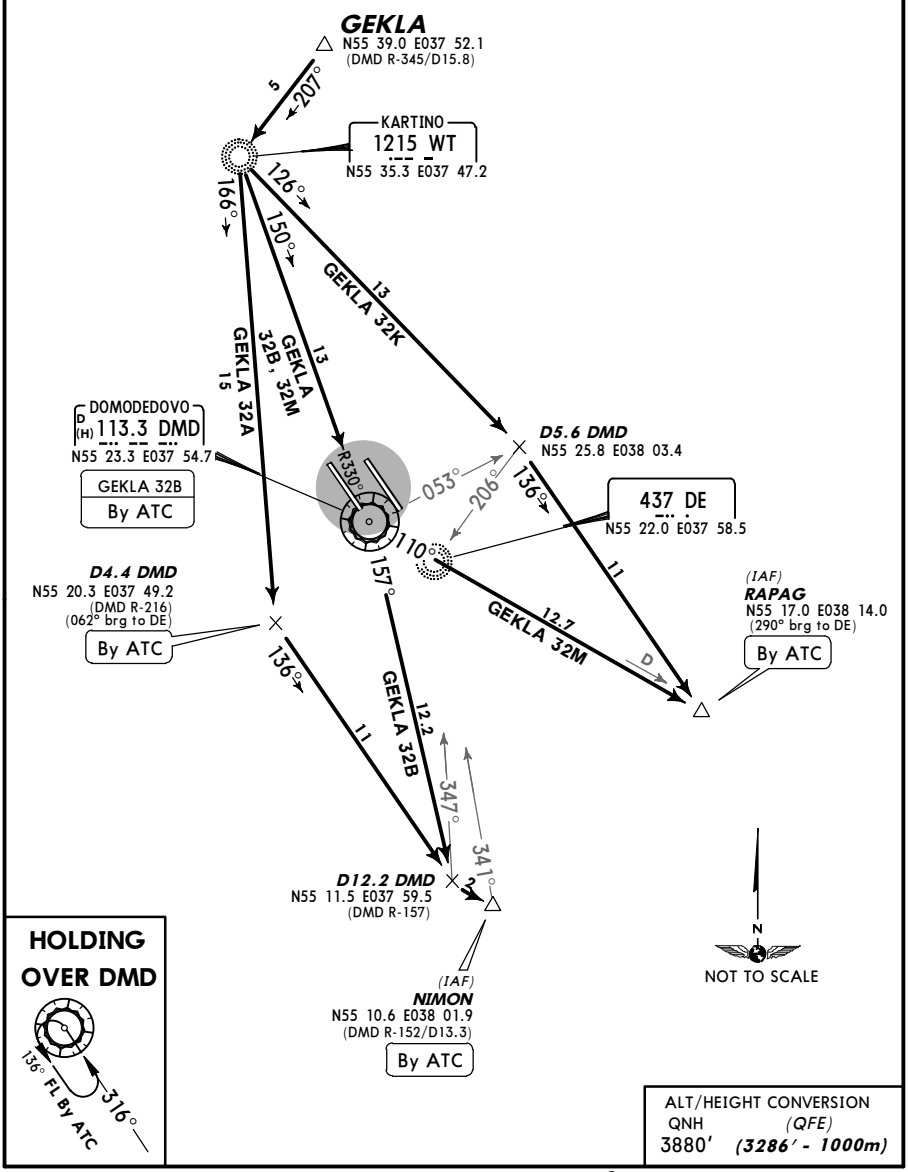
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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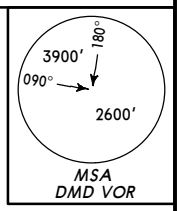
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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)

149°
165°
14
LO 14M

(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)

104°

437 DW
N55 27.2 E037 52.4

329°

12
LO 14A

10

D4.9 DMD
(DMD R-255)

030°

R250°

001°

070°
LO 14B, 14M
13

18
LO 14B

316°

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

LO 14B
By ATC

KLIMOVSK
1005 LO
N55 21.1 E037 31.6

HOLDING OVER DMD

ALT/HEIGHT CONVERSION

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

N
NOT TO SCALE

CHANGES: Final approach.

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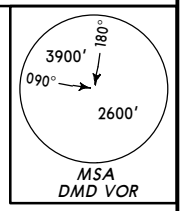
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100



DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

KLIMOVSK
1005 LO
N55 21.1 E037 31.6

070°
13
LO 32M
R250°
110°
437 DE
N55 22.0 E037 58.5
12.7
D
(IAF)
RAPAG
N55 17.0 E038 14.0
(290° brg to DE)
By ATC
111°
20
LO 32A
341°
(IAF)
NIMON
N55 10.6 E038 01.9
(DMD R-152/D13.3)
By ATC

HOLDING OVER DMD

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	***(3286′ - 1000m)***

CHANGES: GILSU replaced by RAPAG.

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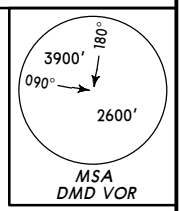
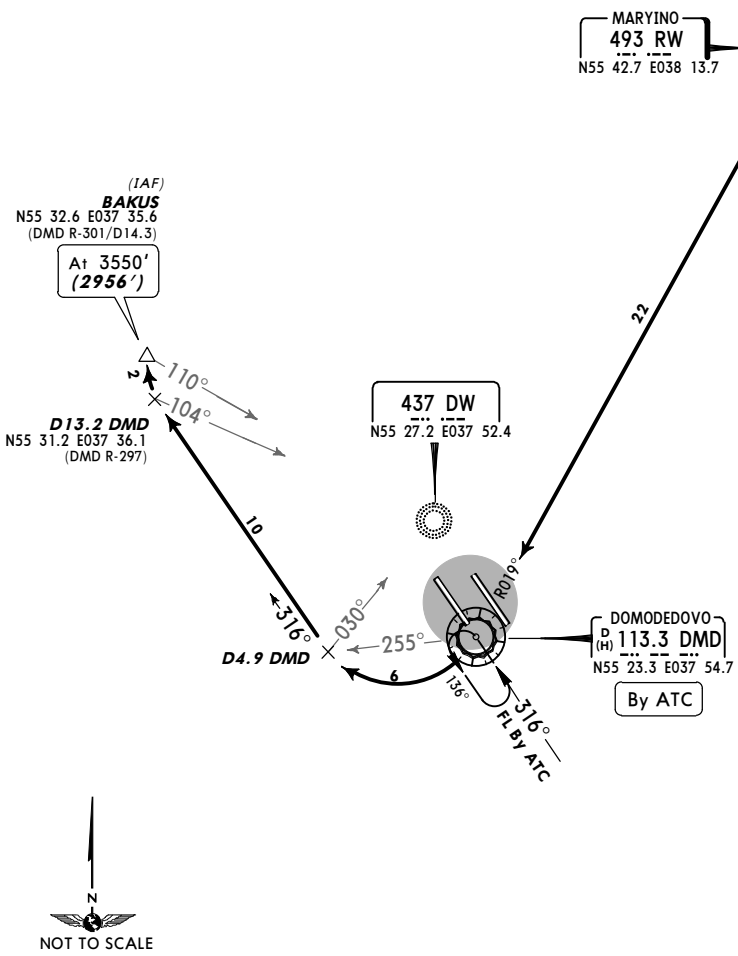
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100





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

CHANGES: None.

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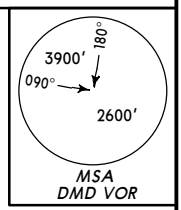
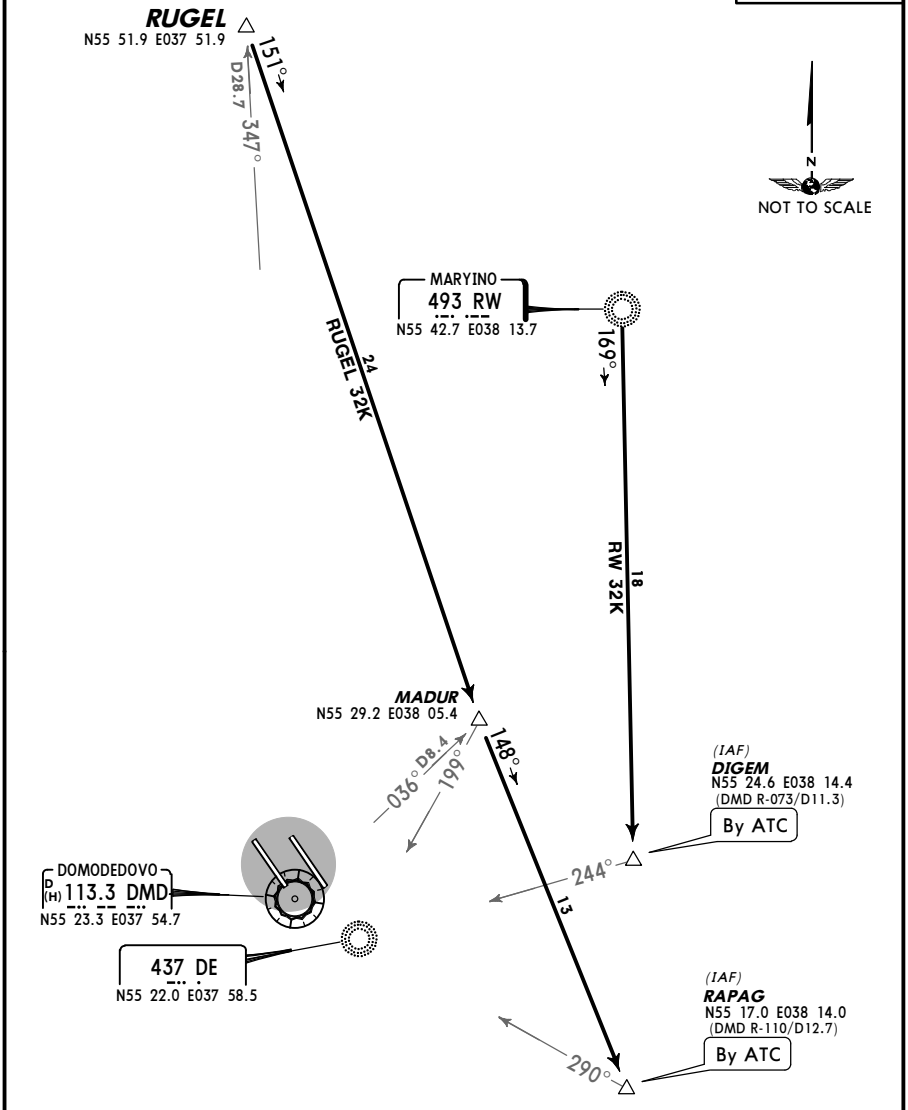
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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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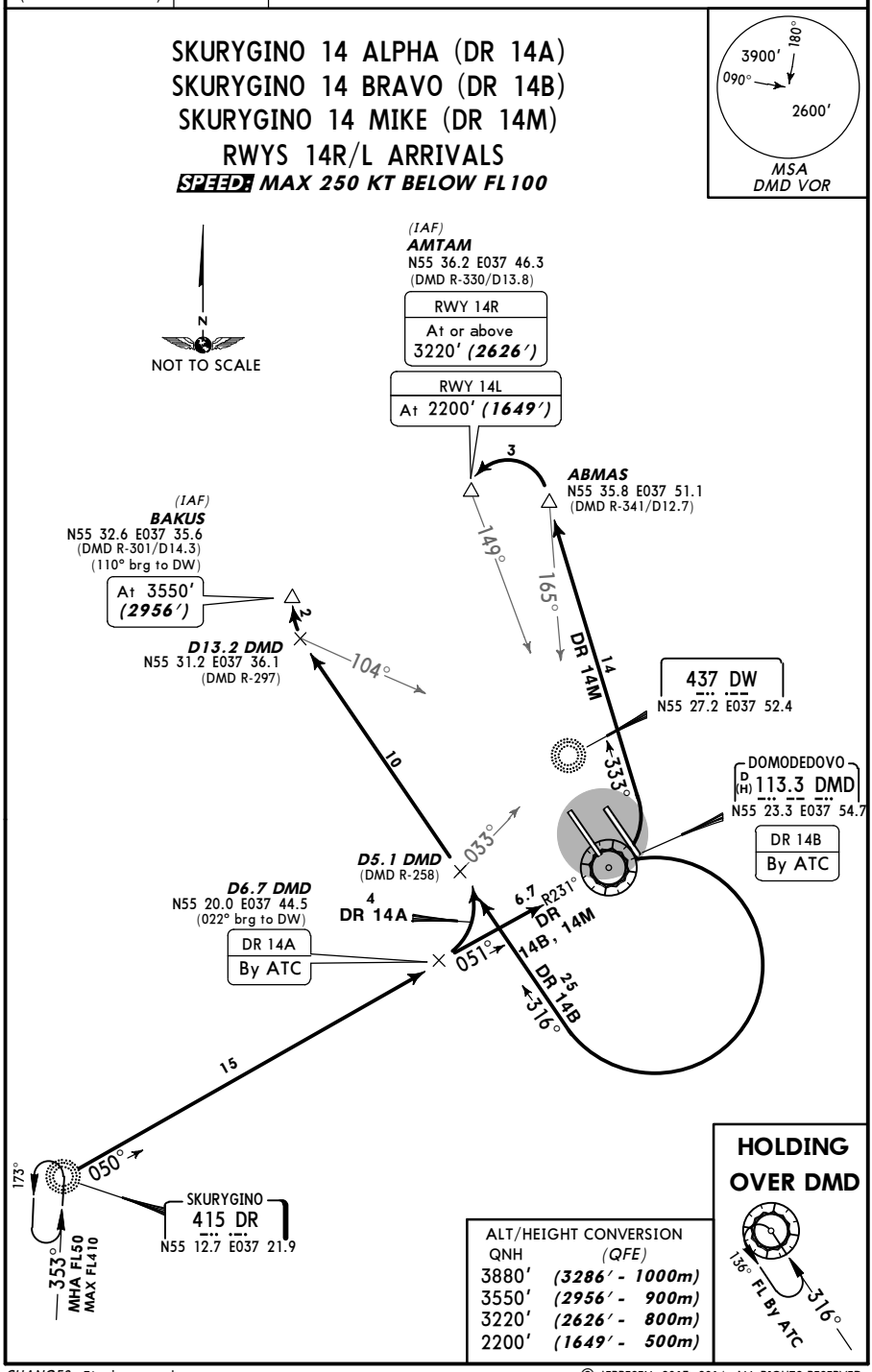
UUDD/DME
DOMODEDOVO

JEPPESEN

16 MAY 14 (30-2N) Eff 29 May

MOSCOW, RUSSIA
STAR

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



CHANGES: Final approach.

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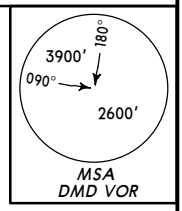
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3286′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100



DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

R230°

110°

437 DE
N55 22.0 E037 58.5

12.7

D

(IAF)
RAPAG
N55 17.0 E038 14.0
(290° brg to DE)

By ATC

22
DR 32M

SKURYGINO
415 DR
N55 12.7 E037 21.9

050°

173°

085°

23
DR 32A

341°

(IAF)
NIMON
N55 10.6 E038 01.9
(DMD R-152/D13.3)

By ATC

353°
MHA FL50
MAX FL410

HOLDING OVER DMD

N

NOT TO SCALE

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

CHANGES: GILSU replaced by RAPAG.

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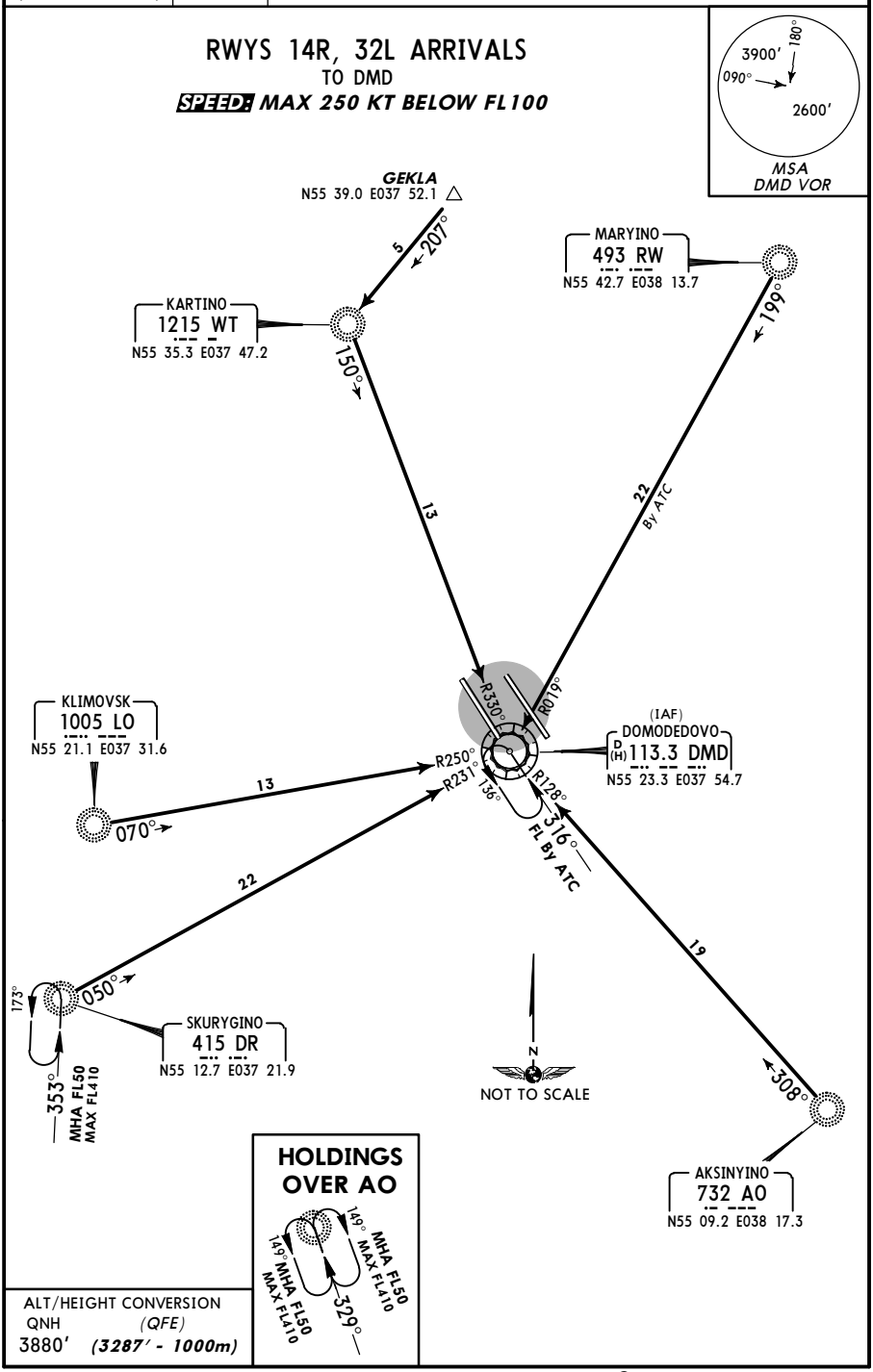
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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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UUDD/DME
DOMODEDOVO

JEPPESEN

29 MAR 13 (30-2T) Eff 4 Apr

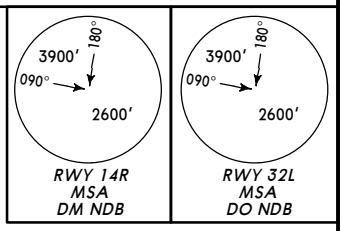
MOSCOW, RUSSIA
STAR

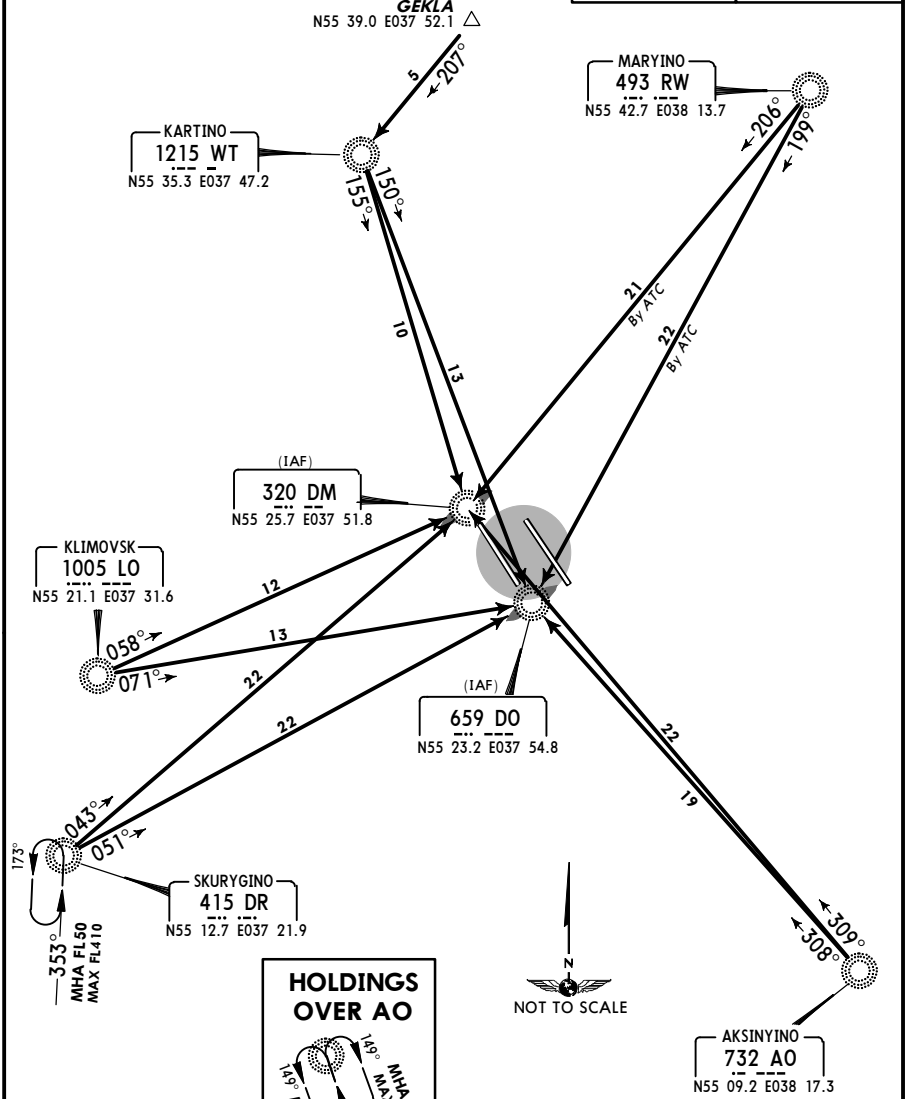
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

RWY 14R ARRIVALS
TO DM

RWY 32L ARRIVALS
TO DO

SPEED: MAX 250 KT BELOW FL100





ALT/HEIGHT CONVERSION

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

CHANGES: Arrival GEKLA - WT established; chart reindexed.

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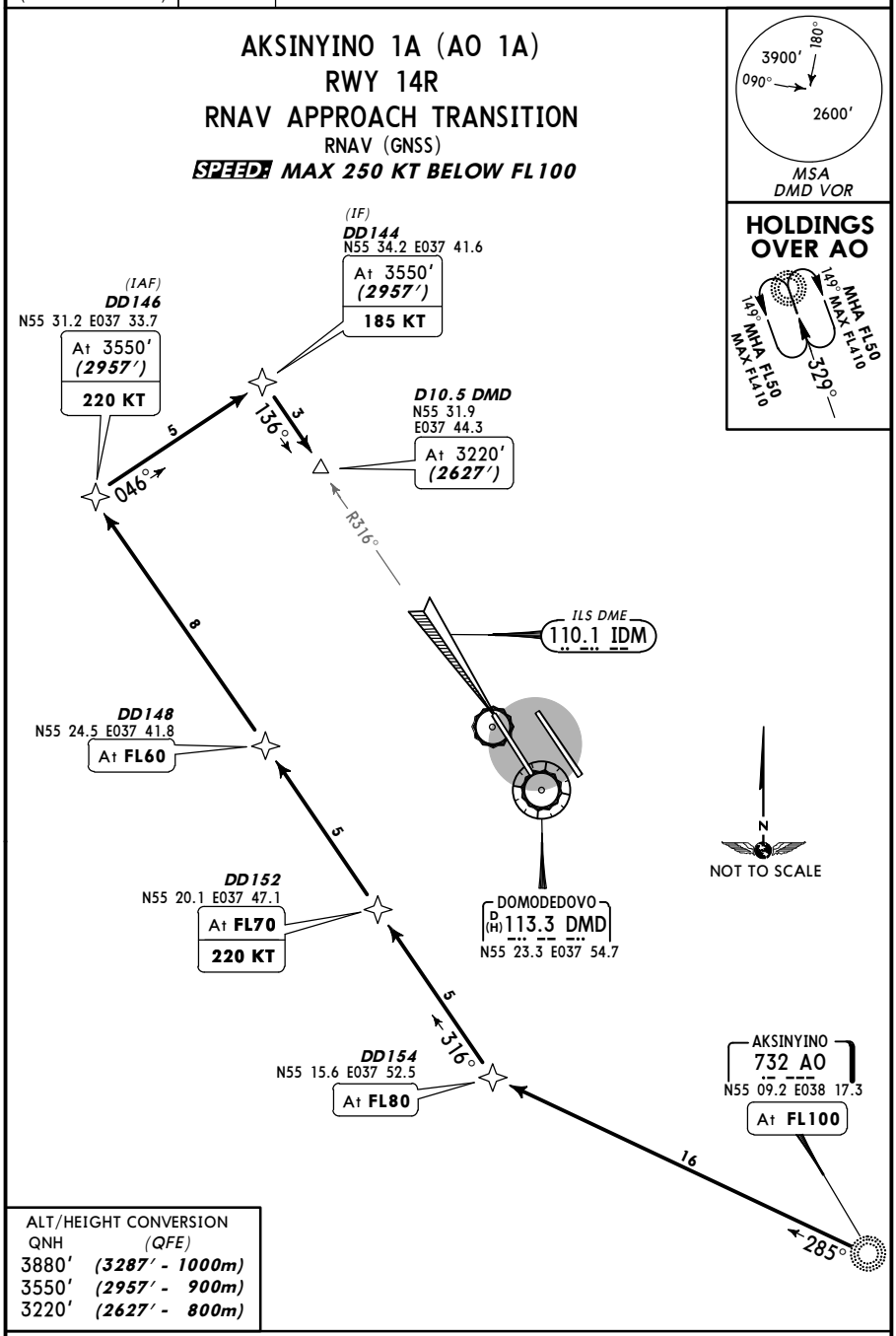
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3287′)* Execute noise abatement procedures according to ICAO DOC 8168.

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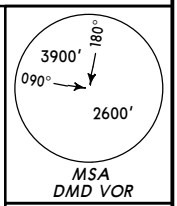
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2A (AO 2A)
RWY 14L
RNAV APPROACH TRANSITION

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD143
N55 34.8 E037 43.1
At 2520′ *(1969′)*
185 KT

(IAF)
DD146
N55 31.2 E037 33.7
At 2520′ *(1969′)*
220 KT

136°
6
046°
6
8

D6.9 DMD
N55 29.5 E037 49.6
At 2200′ *(1649′)*

325°
ILS
108.5 IDW

DD148
N55 24.5 E037 41.8
At 3510′ *(2959′)*

5

DD152
N55 20.1 E037 47.1
At **FL60**
220 KT

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

N
NOT TO SCALE

5
316°

DD154
N55 15.6 E037 52.5
At **FL70**

AKSINYINO
732 AO
N55 09.2 E038 17.3
At **FL90**

16
285°

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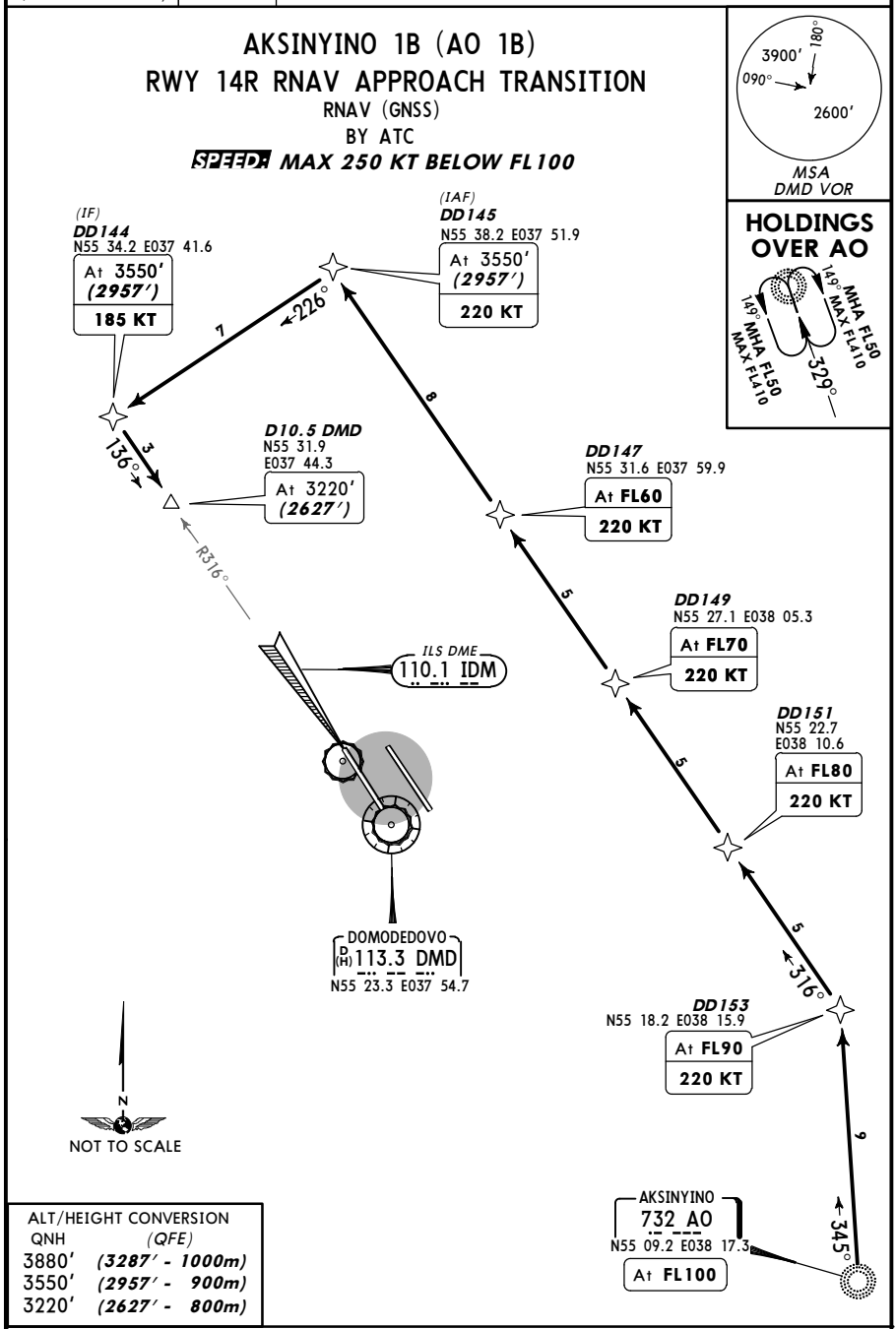
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′) Execute noise abatement procedures according to ICAO DOC 8168.

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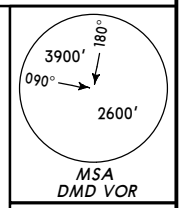
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2B (AO 2B)
RWY 14L
RNAV APPROACH TRANSITION
RNAV (GNSS)
BY ATC
SPEED: MAX 250 KT BELOW FL100



(IF)
DD143
N55 34.8 E037 43.1
At 2520′ (1969′)
185 KT

(IAF)
DD145
N55 38.2 E037 51.9
At 2520′ (1969′)
220 KT

6 226°
8
136°
6

DD147
N55 31.6 E037 59.9
At 3510′ (2959′)
220 KT

D6.9 DMD
N55 29.5 E037 49.6
At 2200′ (1649′)

5
325°

DD149
N55 27.1 E038 05.3
At FL60
220 KT

ILS
108.5 IDW

DD151
N55 22.7
E038 10.6
At FL70
220 KT

5
5
5
316°

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

DD153
N55 18.2 E038 15.9
At FL80
220 KT

9
345°

AKSINYINO
732 AO
N55 09.2 E038 17.3
At FL90

N
NOT TO SCALE

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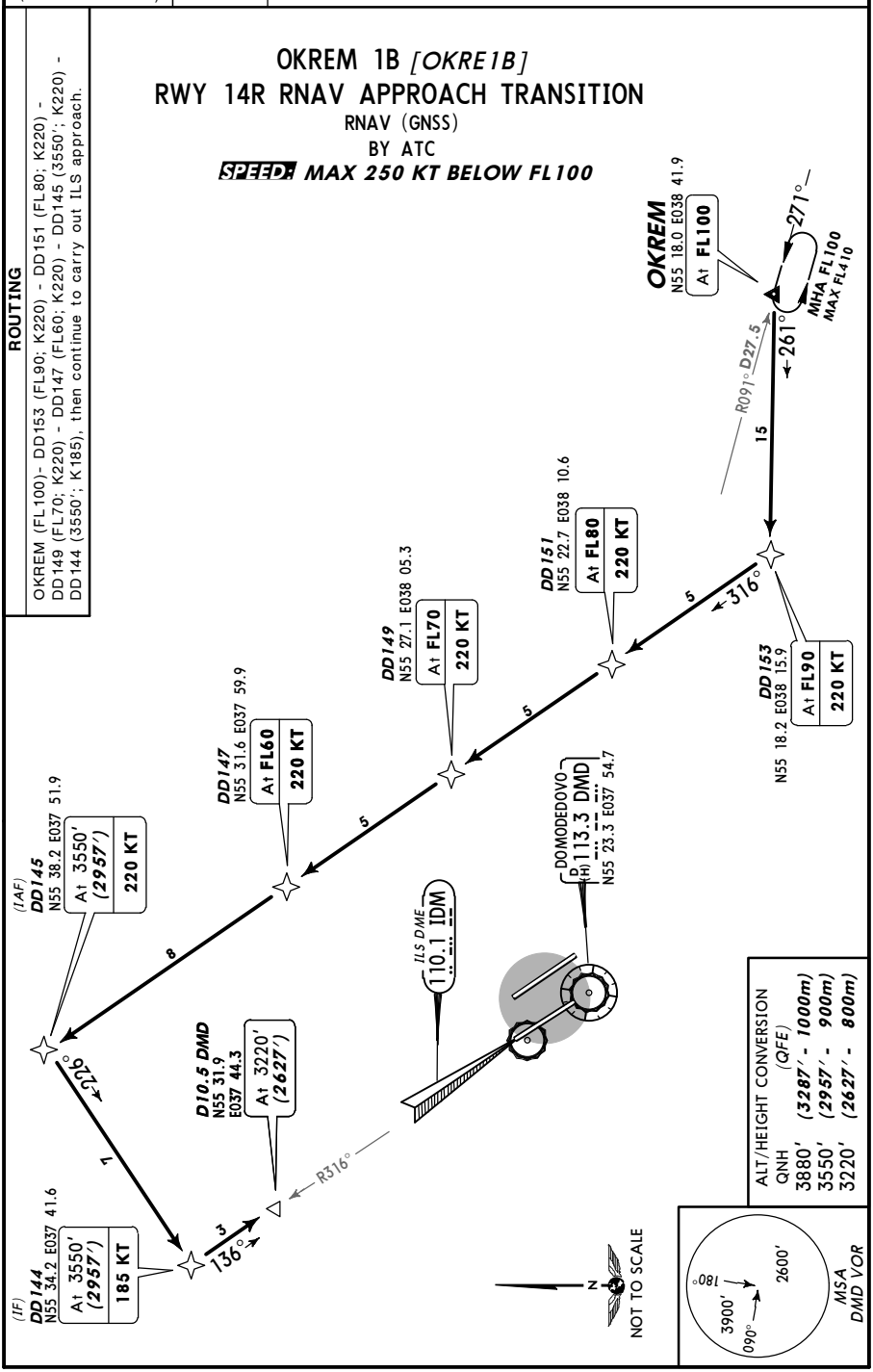
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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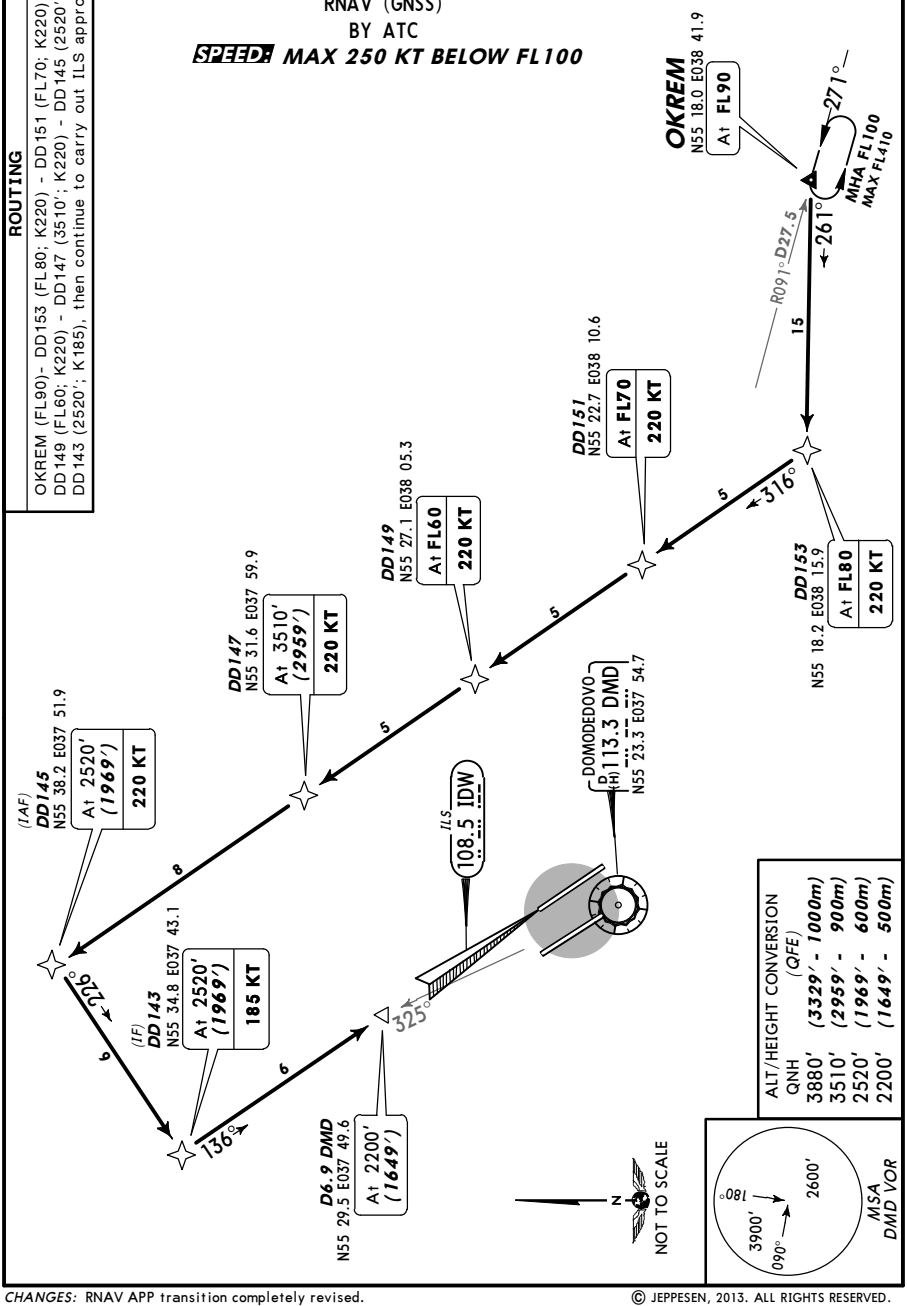
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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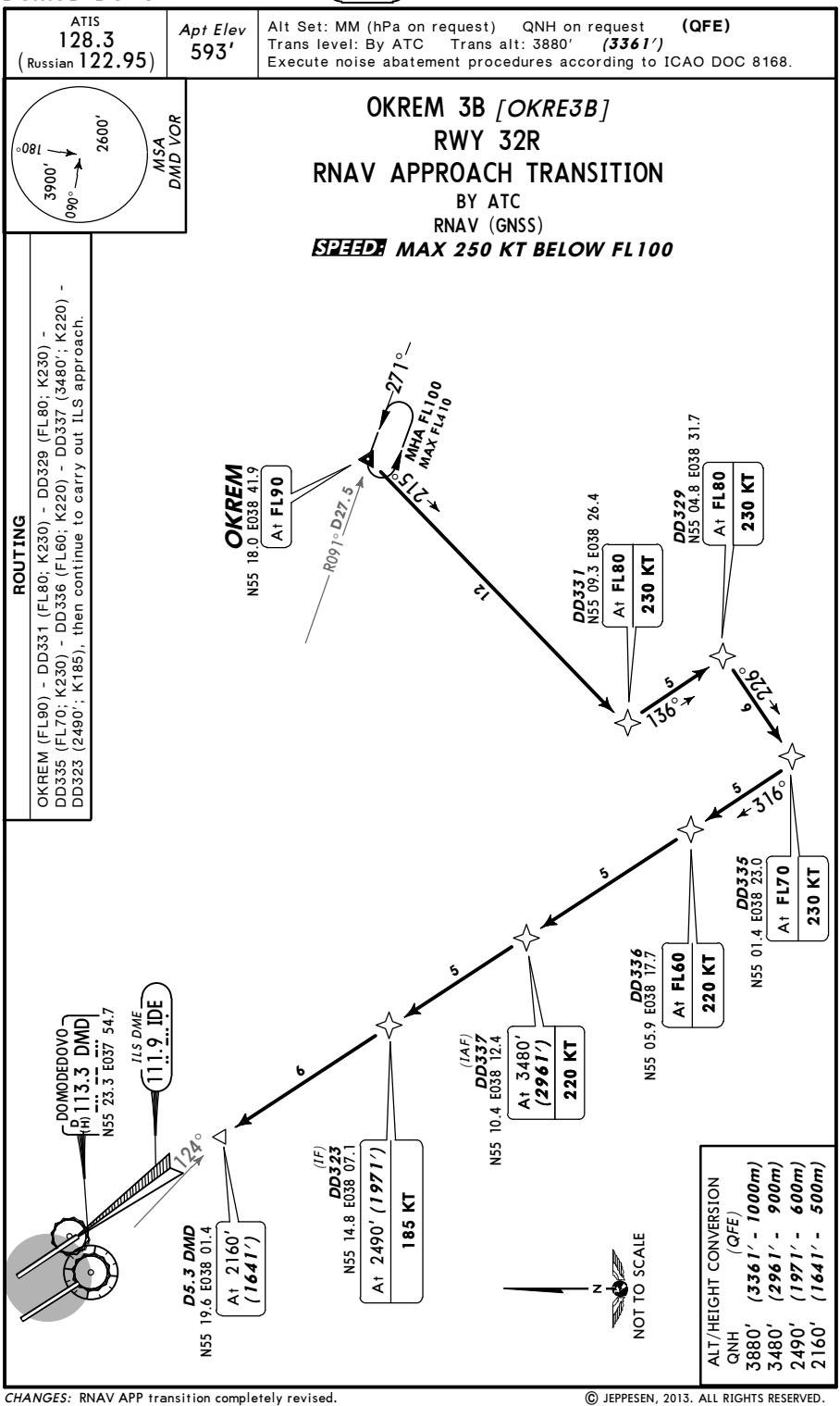
ATIS	Apt Elev	
128.3 (Russian 122.95)	593'	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880' ***(3361')*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100



CHANGES: RNAV APP transition completely revised.

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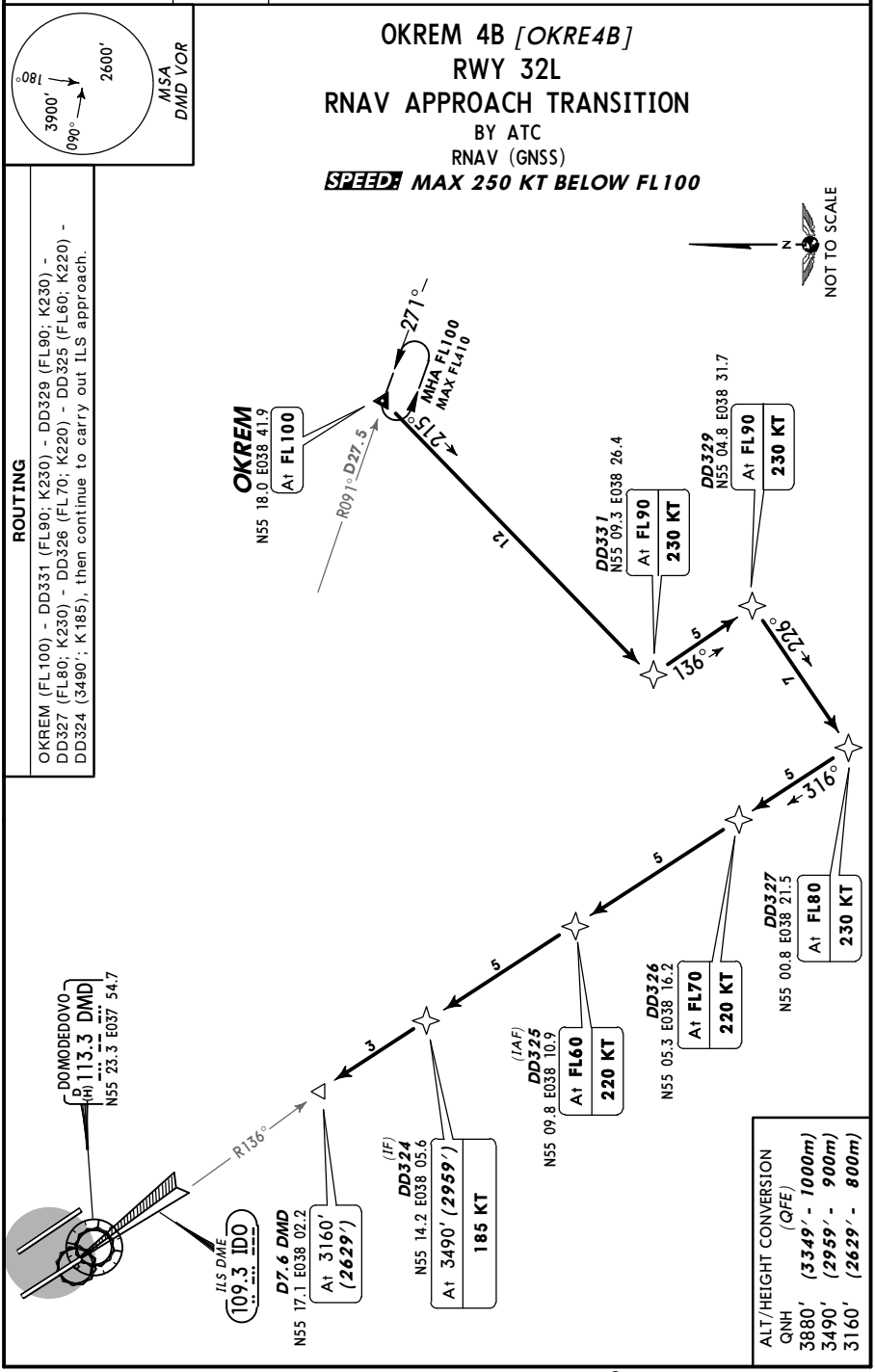
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3349′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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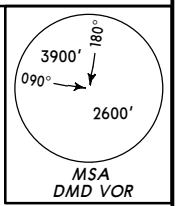
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 1A (DR 1A)
RWY 14R
RNAV APPROACH TRANSITION

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100



(IF)
DD144
N55 34.2 E037 41.6
At 3550′
(2957′)
185 KT

D10.5 DMD
N55 31.9
E037 44.3
At 3220′
(2627′)

(IAF)
DD146
N55 31.2 E037 33.7
At 3550′
(2957′)
220 KT

5 046° 3 136° R316°

8

ILS DME
110.1 IDM

DD148
N55 24.5 E037 41.8
At **FL60**

N
NOT TO SCALE

5

DD152
N55 20.1 E037 47.1
At **FL70**
220 KT

DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

5 316°

SKURYGINO
415 DR
N55 12.7 E037 21.9
At **FL100**

DD154
N55 15.6 E037 52.5
At **FL80**

DD166
N55 12.6 E037 44.7
At **FL90**
220 KT

5 046°

173° 081° 13

353°
MHA FL50
MAX FL410

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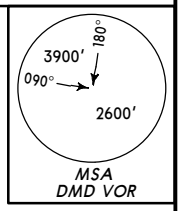
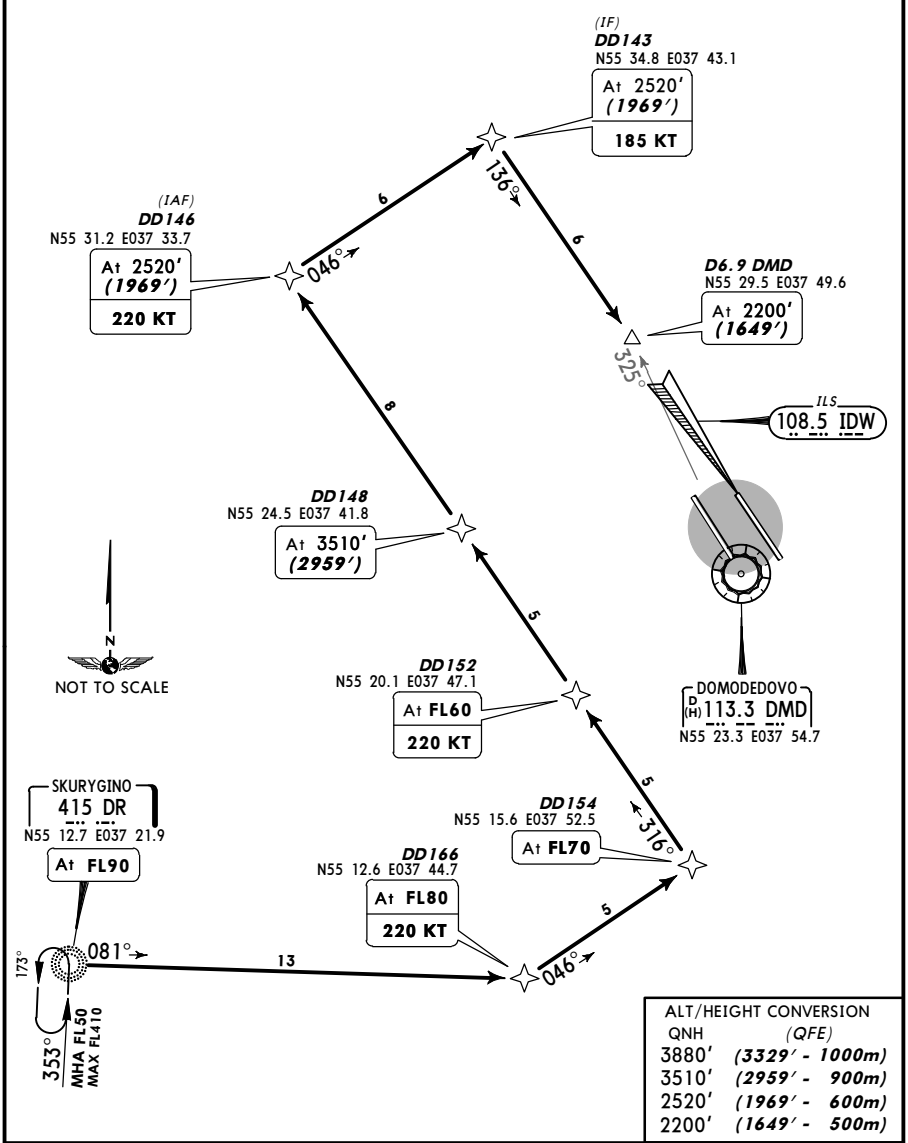
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3329′) Execute noise abatement procedures according to ICAO DOC 8168.

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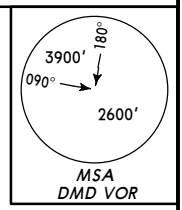
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: MAX 250 KT BELOW FL100



DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

ILS DME
111.9 IDE

124°

D5.3 DMD
N55 19.6 E038 01.4
At 2160′
(1641′)

6

(IF)
DD323
N55 14.8 E038 07.1
At 2490′ ***(1971′)***
185 KT

SKURYGINO
415 DR
N55 12.7 E037 21.9
At **FL90**

5

(IAF)
DD337
N55 10.4 E038 12.4
At 3480′
(2961′)
220 KT

173°
084°
21
353°
MHA FL50
MAX FL410

DD156
N55 11.2 E037 57.8
At **FL90**
230 KT

136°
5

DD336
N55 05.9 E038 17.7
At **FL60**
220 KT

5

DD158
N55 06.7 E038 03.1
At **FL90**
230 KT

5

DD335
N55 01.4 E038 23.0
At **FL70**
230 KT

316°
5

DD332
N55 02.3 E038 08.4
At **FL90**
230 KT

5

6

046°

DD328
N54 57.8 E038 13.6
At **FL80**
230 KT

N
NOT TO SCALE

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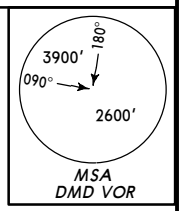
ATIS	Apt Elev	
128.3 (Russian 122.95)	593′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ *(3349′)* Execute noise abatement procedures according to ICAO DOC 8168.

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

SPEED: *MAX 250 KT BELOW FL100*



DOMODEDOVO
D (H) 113.3 DMD
N55 23.3 E037 54.7

ILS DME
109.3 IDO

R136°

D7.6 DMD
N55 17.1 E038 02.2
At 3160′ *(2629′)*

(IF)
DD324
N55 14.2 E038 05.6
At 3490′ *(2959′)*
185 KT

(IAF)
DD325
N55 09.8 E038 10.9
At FL60
220 KT

DD326
N55 05.3 E038 16.2
At FL70
220 KT

DD327
N55 00.8 E038 21.5
At FL80
230 KT

DD328
N54 57.8 E038 13.6
At FL90
230 KT

DD332
N55 02.3 E038 08.4
At FL100
230 KT

DD158
N55 06.7 E038 03.1
At FL100
230 KT

DD156
N55 11.2 E037 57.8
At FL100
230 KT

SKURYGINO
415 DR
N55 12.7 E037 21.9
At FL100

173°
084°
353°
MHA FL50
MAX FL410

3 5 5 5 5 5 5 5 5 5 21

316° 046°

N
NOT TO SCALE

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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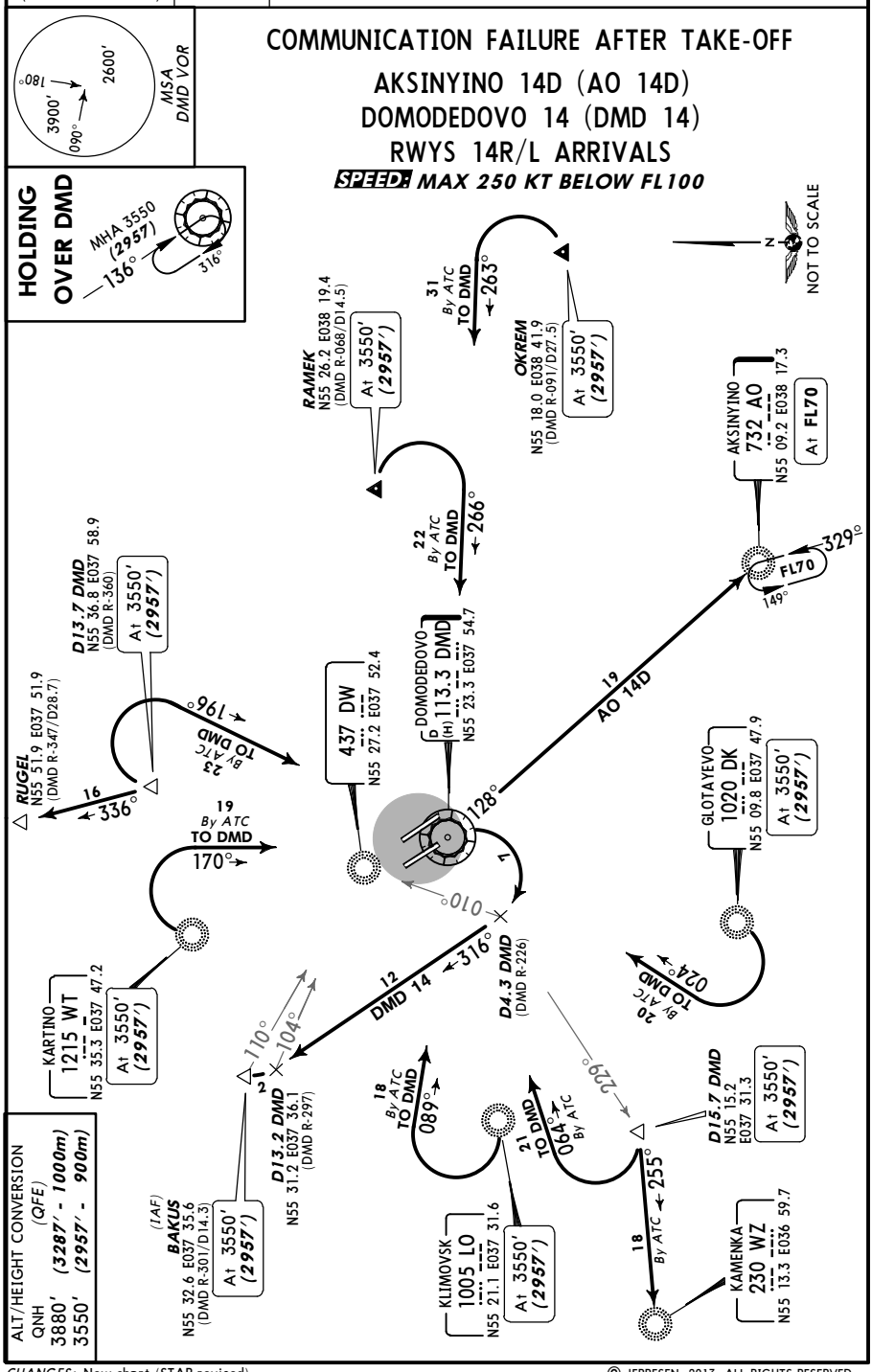
UUDD/DME
DOMODEDOVO

JEPPESEN

29 MAR 13 (30-2X9) Eff 4 Apr

MOSCOW, RUSSIA
STAR

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



CHANGES: New chart (STAR revised).

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UUDD/DME DOMODEDOVO

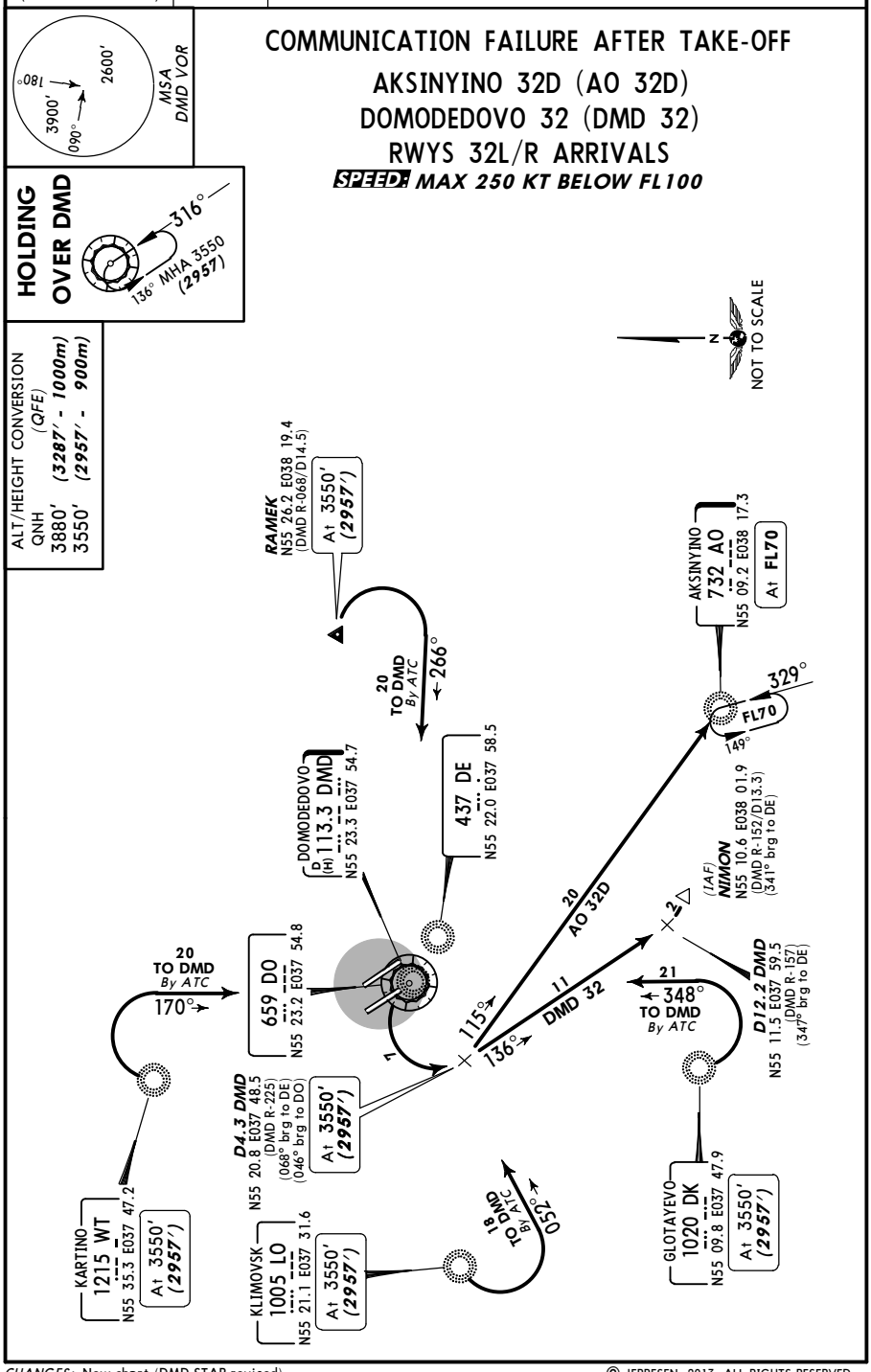
JEPPESEN

29 MAR 13 (30-2X10) Eff 4 Apr

MOSCOW, RUSSIA

STAR

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



CHANGES: New chart (DMD STAR revised).

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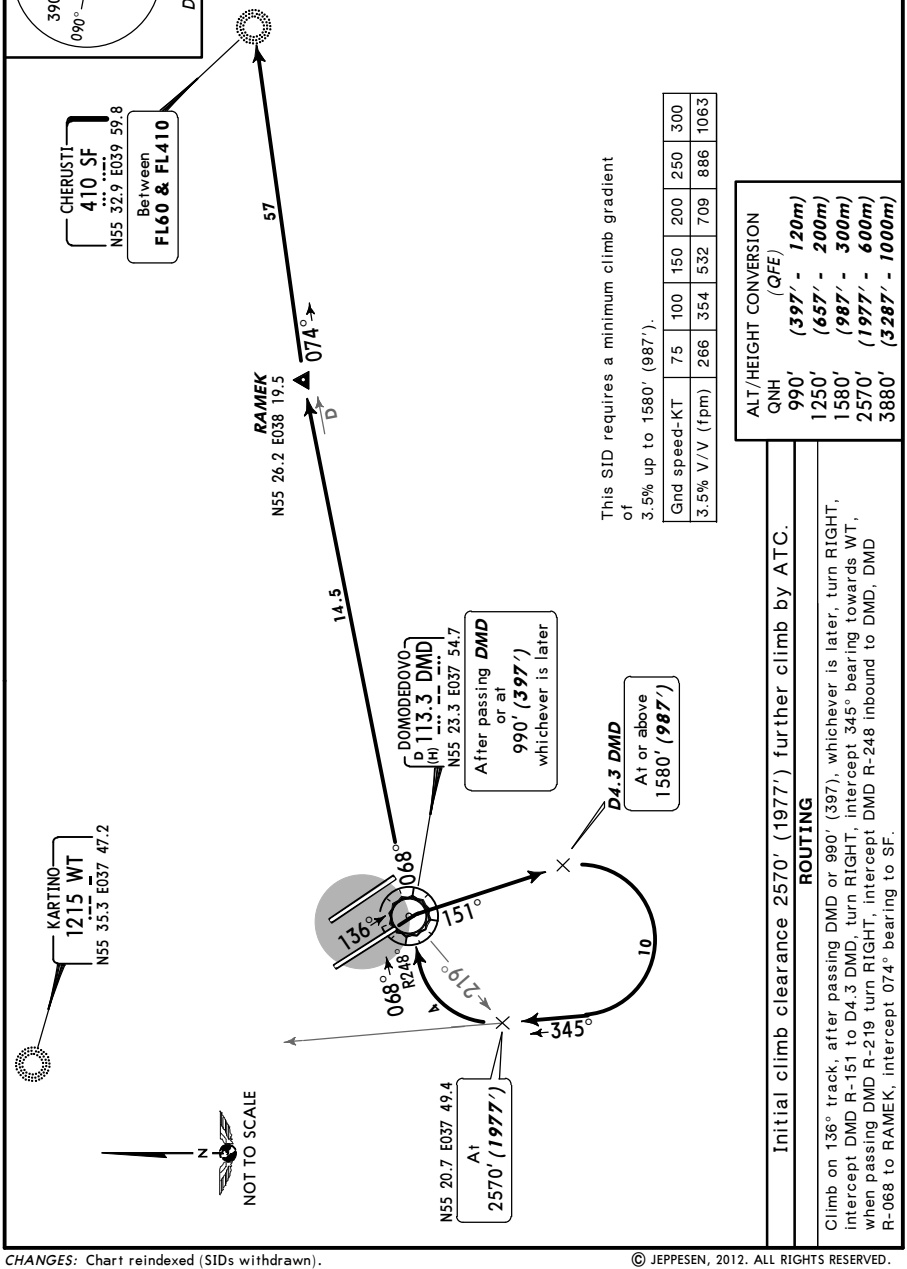
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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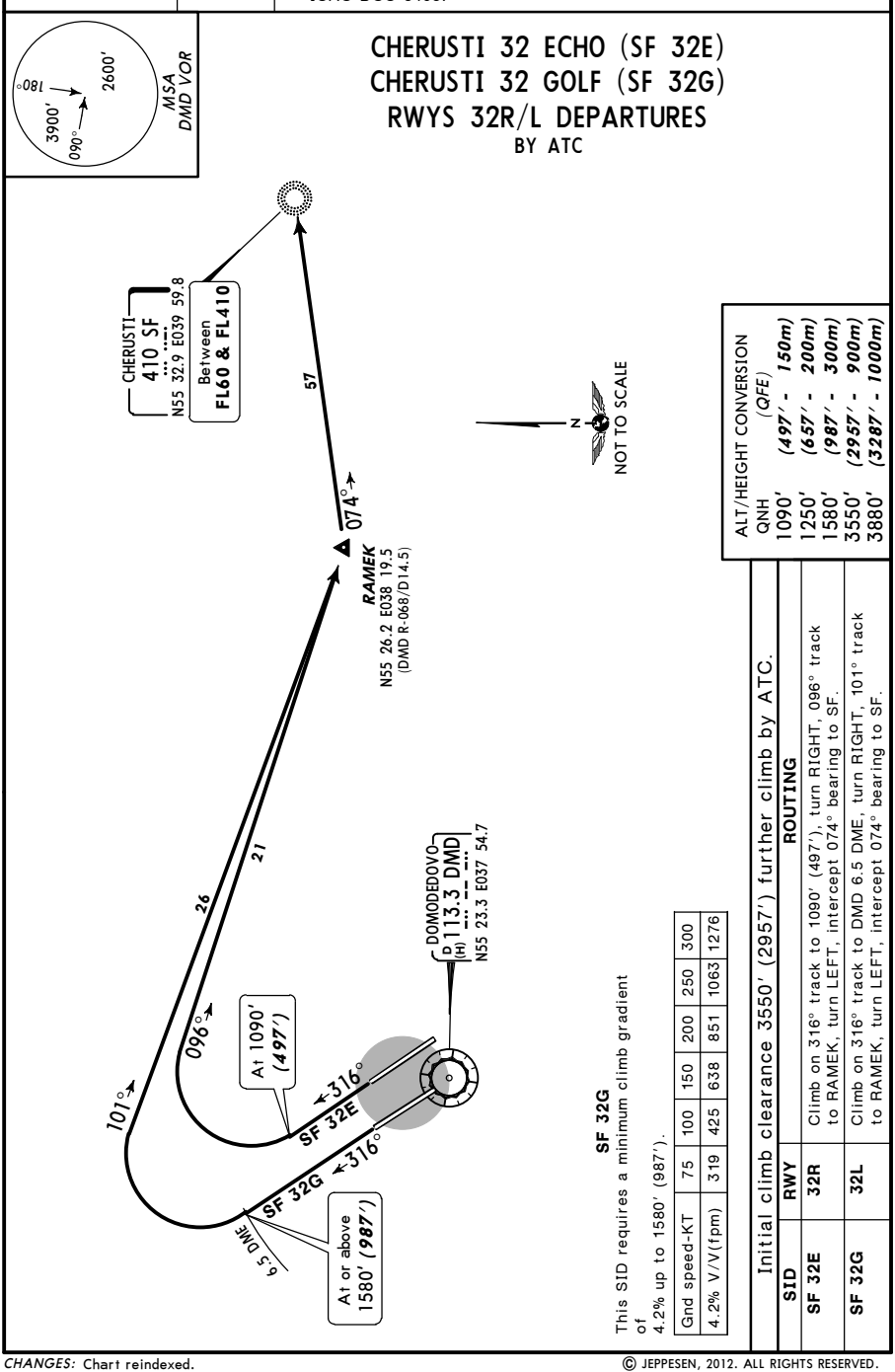
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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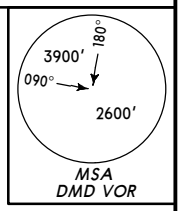
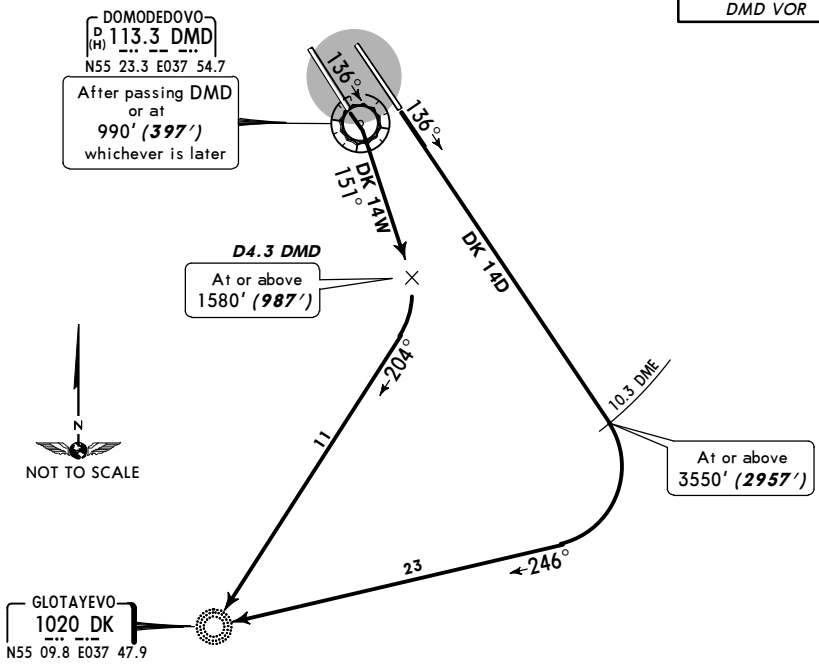
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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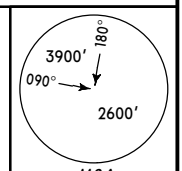
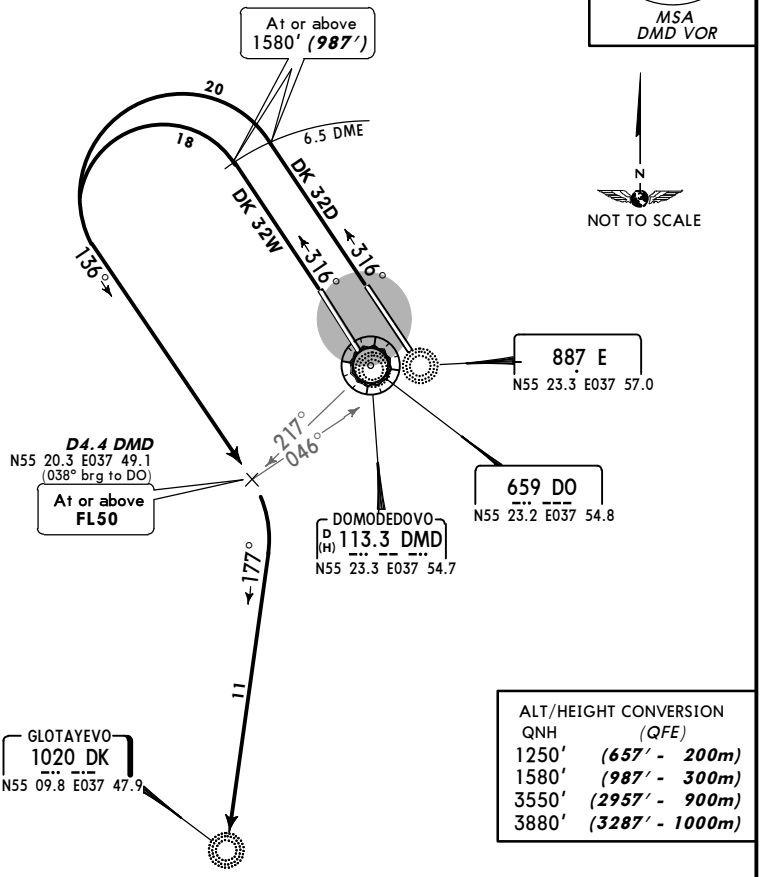
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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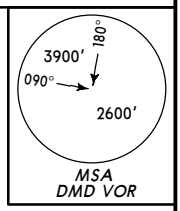
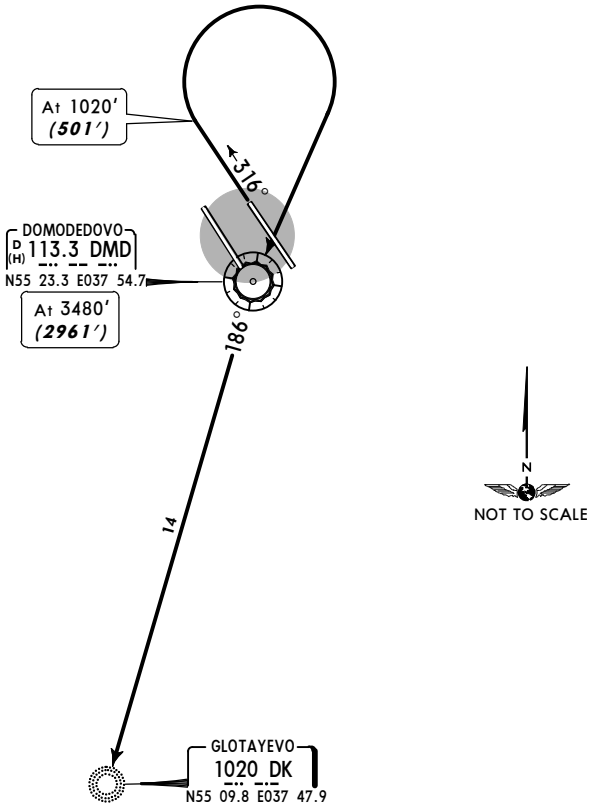
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3361′)*** 1. After climbing to 1180′ (661′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





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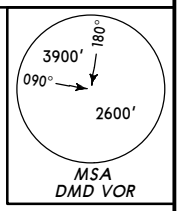
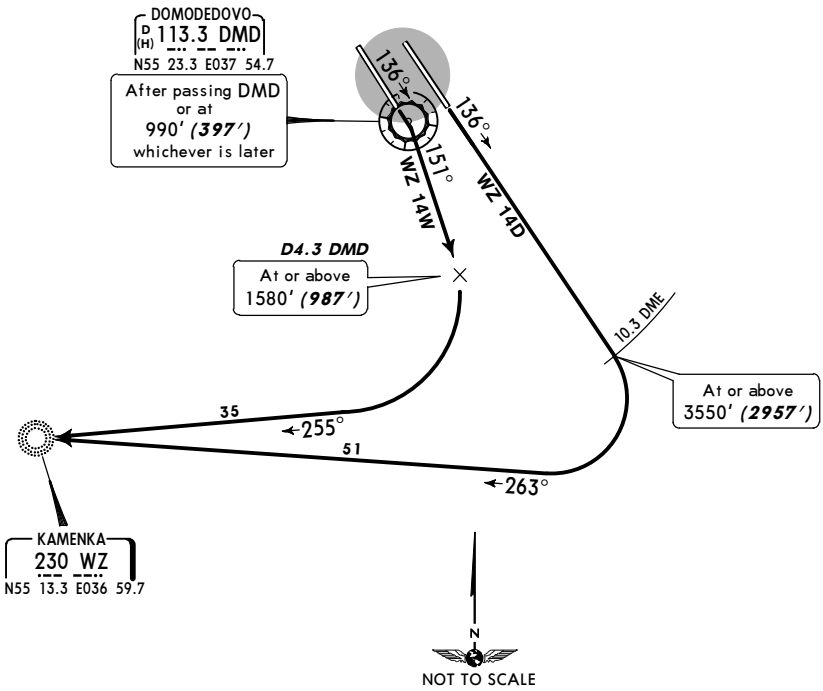
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





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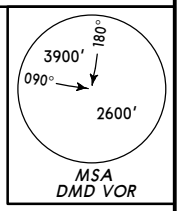
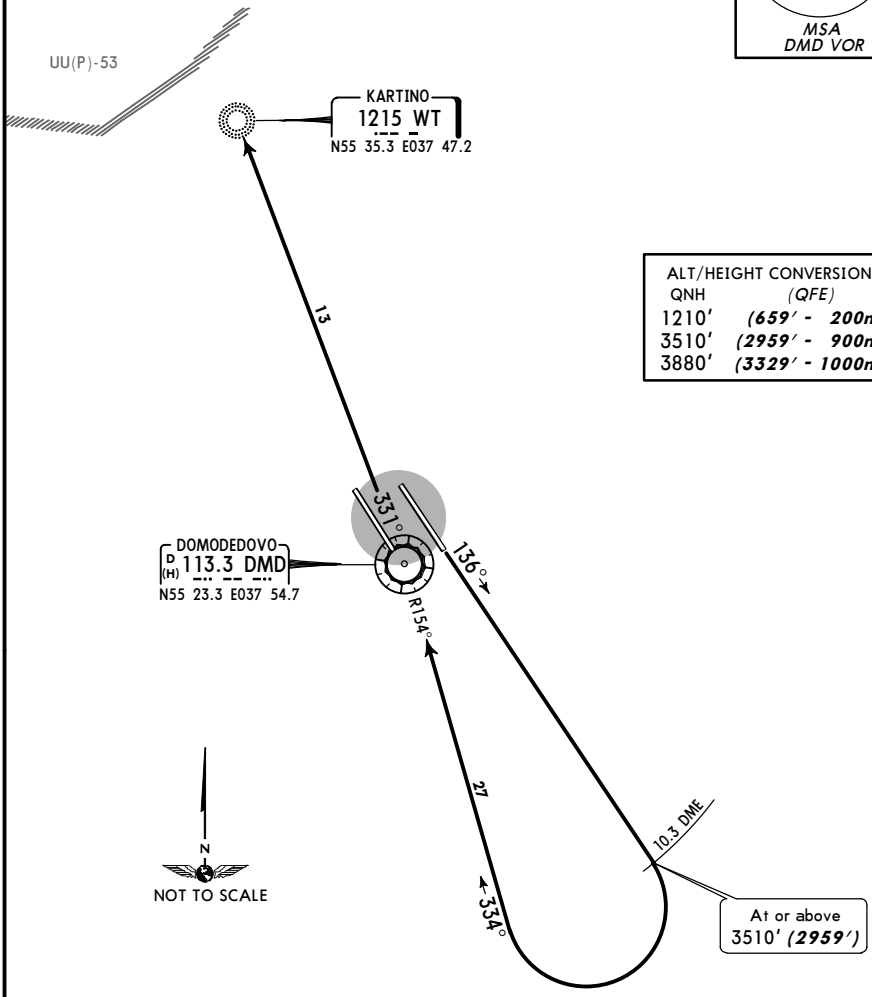
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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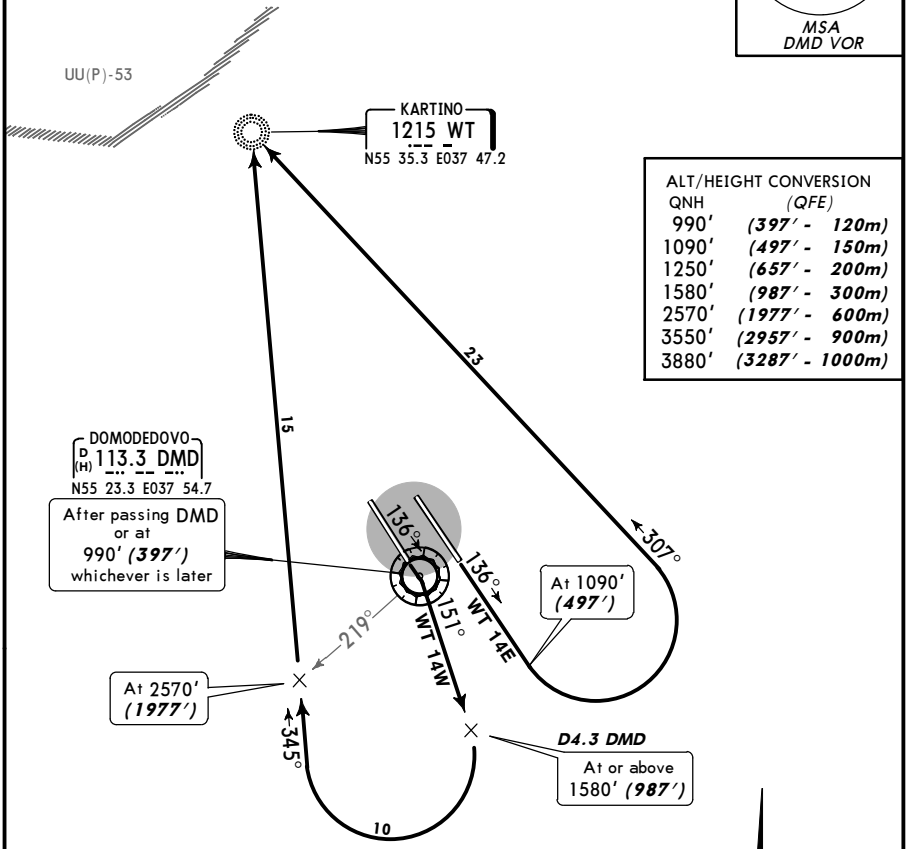
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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



ALT/HEIGHT CONVERSION

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

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

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

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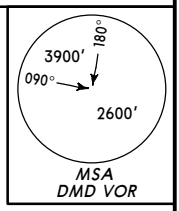
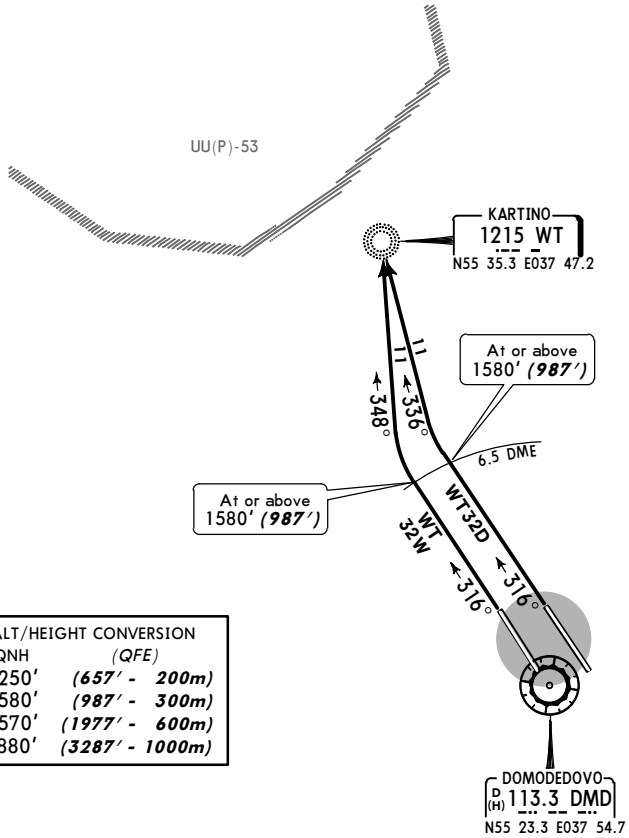
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





NOT TO SCALE

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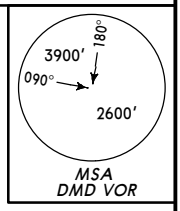
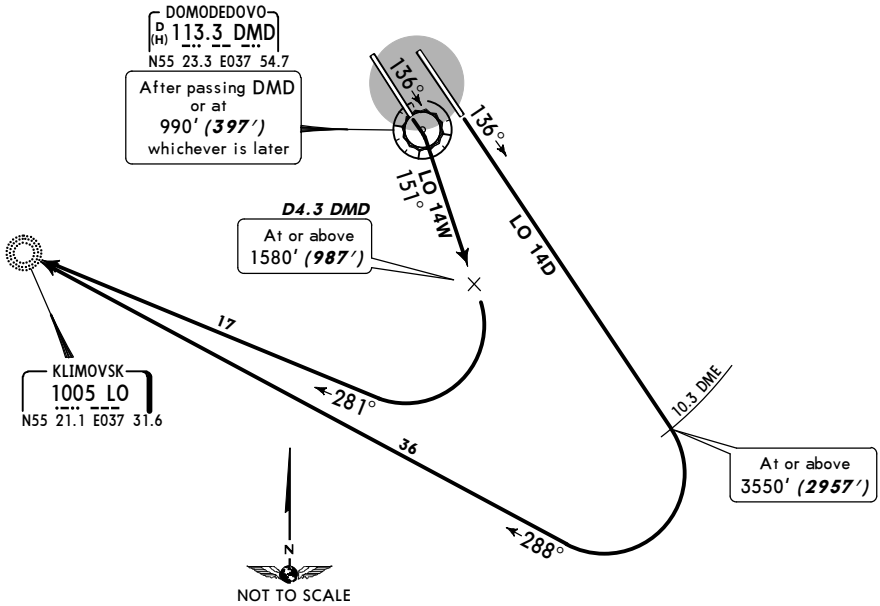
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





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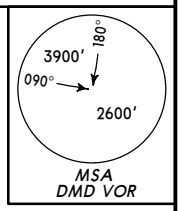
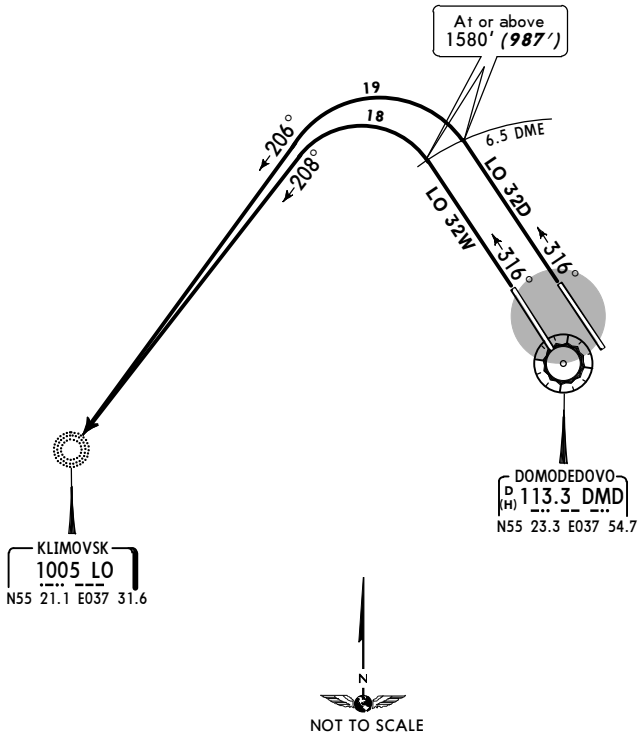
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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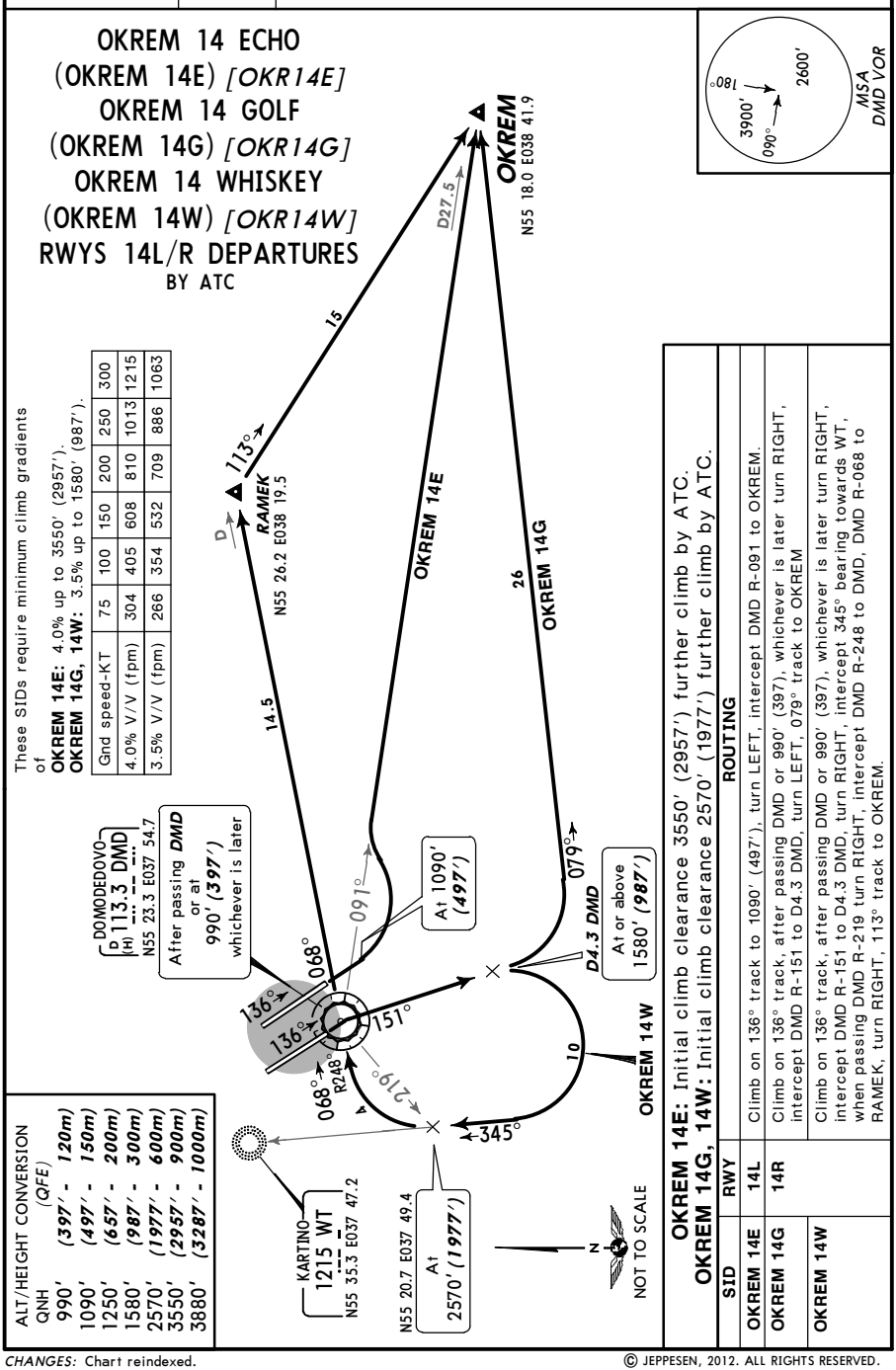
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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

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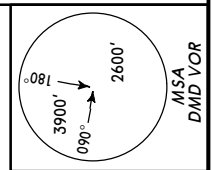
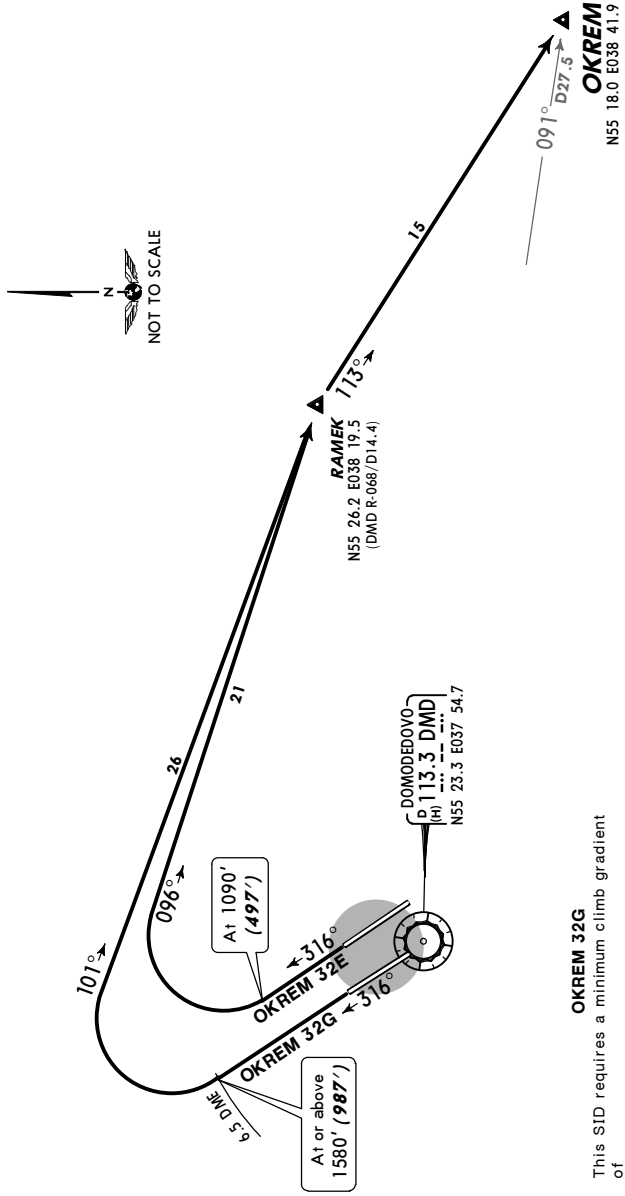
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3287′)*** 1. After climbing to 1250′ (657′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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





ALT/HEIGHT CONVERSION

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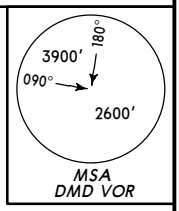
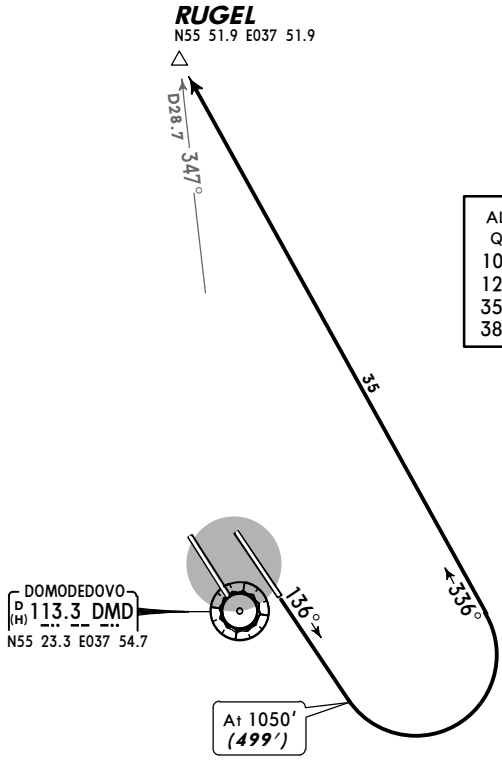
DOMODEDOVO Radar 127.7	Apt Elev 593′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3880′ ***(3329′)*** 1. After climbing to 1210′ (659′) contact DOMODEDOVO Radar **immediately.** 2. Execute noise abatement procedures according to ICAO DOC 8168.

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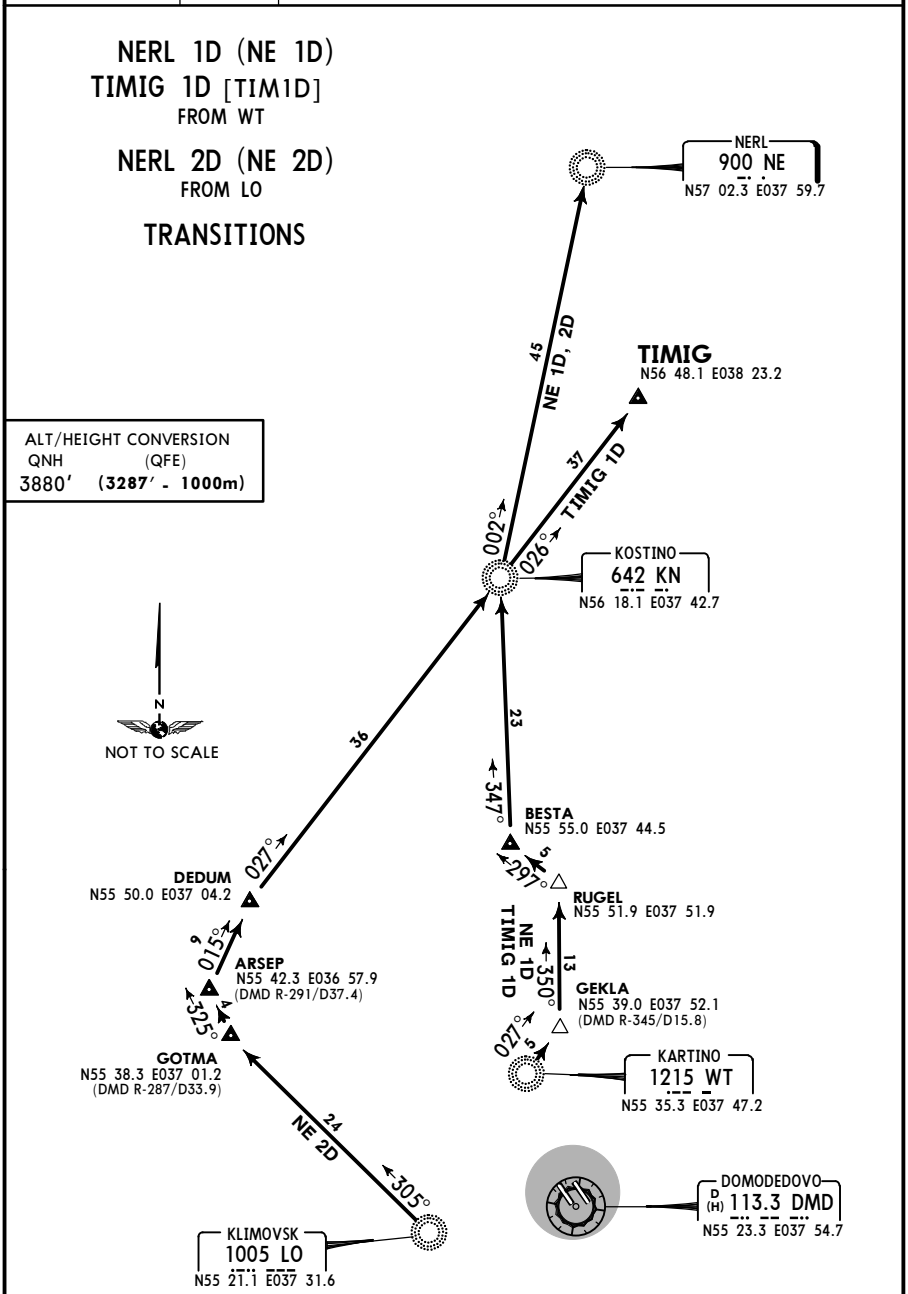
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)
127.7	593′	



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

CHANGES: Reissue.

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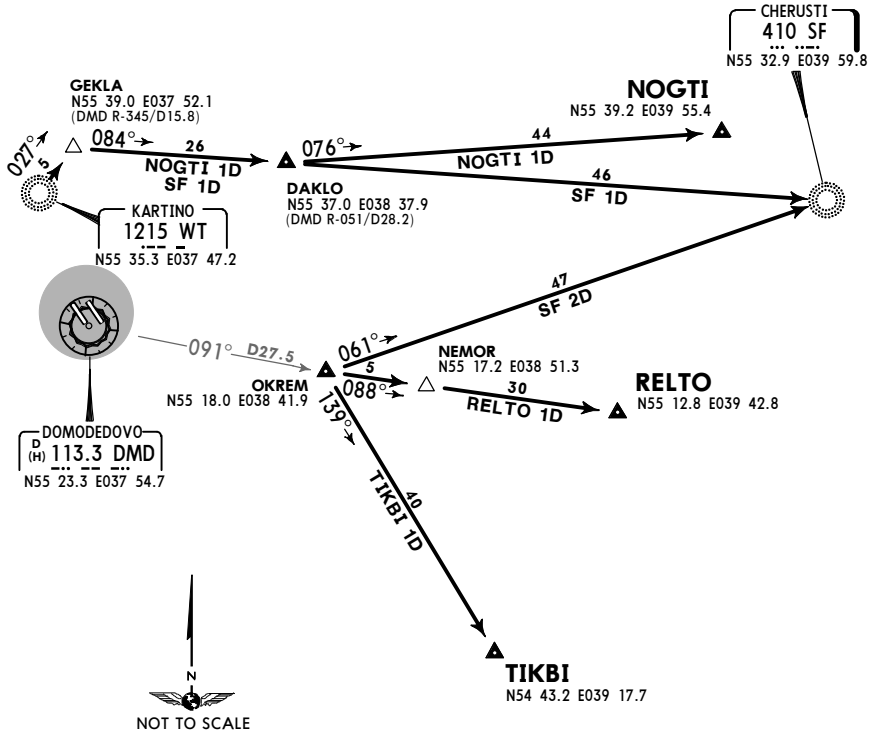
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)
127.7	593′	

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: Reissue.

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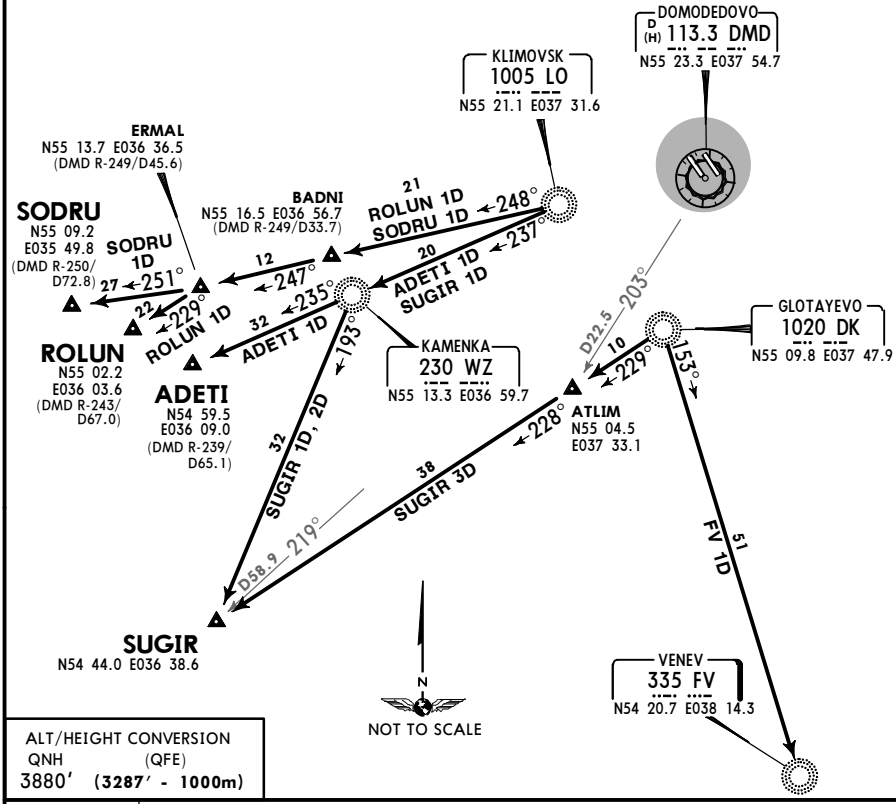
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)
127.7	593′	

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 By ATC	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: Reissue.

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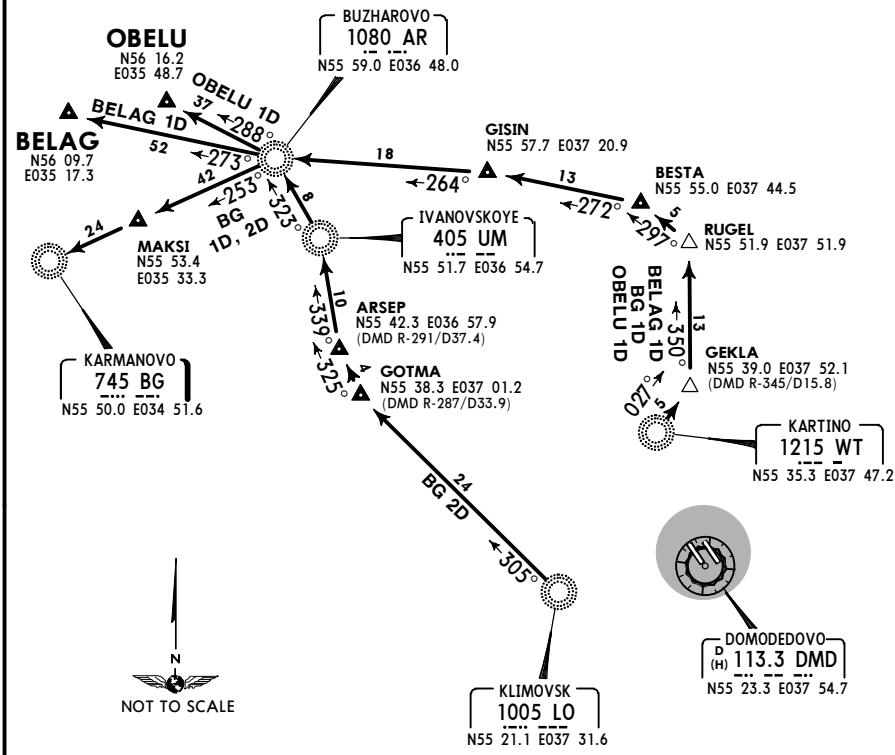
DOMODEDOVO Radar	Apt Elev	QNH on request (QFE) Trans level: By ATC Trans alt: 3880′ (3287′)
127.7	593′	

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 By ATC	From LO to GOTMA, then to ARSEP, then to UM, then to AR, then to MAKSI, then to BG.
OBELU 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GISIN, then to AR, then to OBELU.

CHANGES: Reissue.

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UUDD/DME

Apt Elev **594′**

N55 24.5 E037 54.4

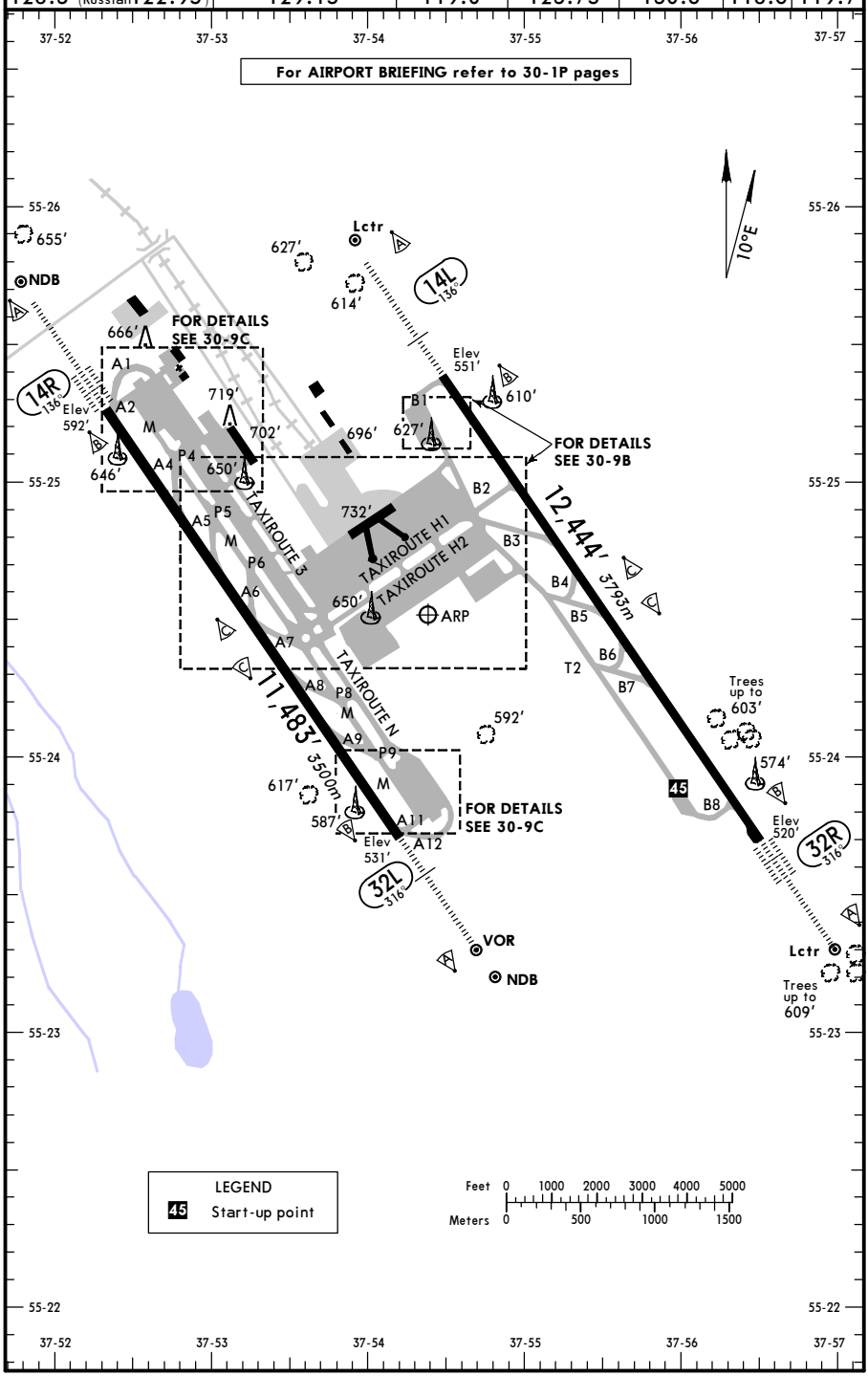
JEPPESEN

31 JAN 14 (30-9) **Eff 6 Feb**

MOSCOW, RUSSIA

DOMODEDOVO

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



CHANGES: 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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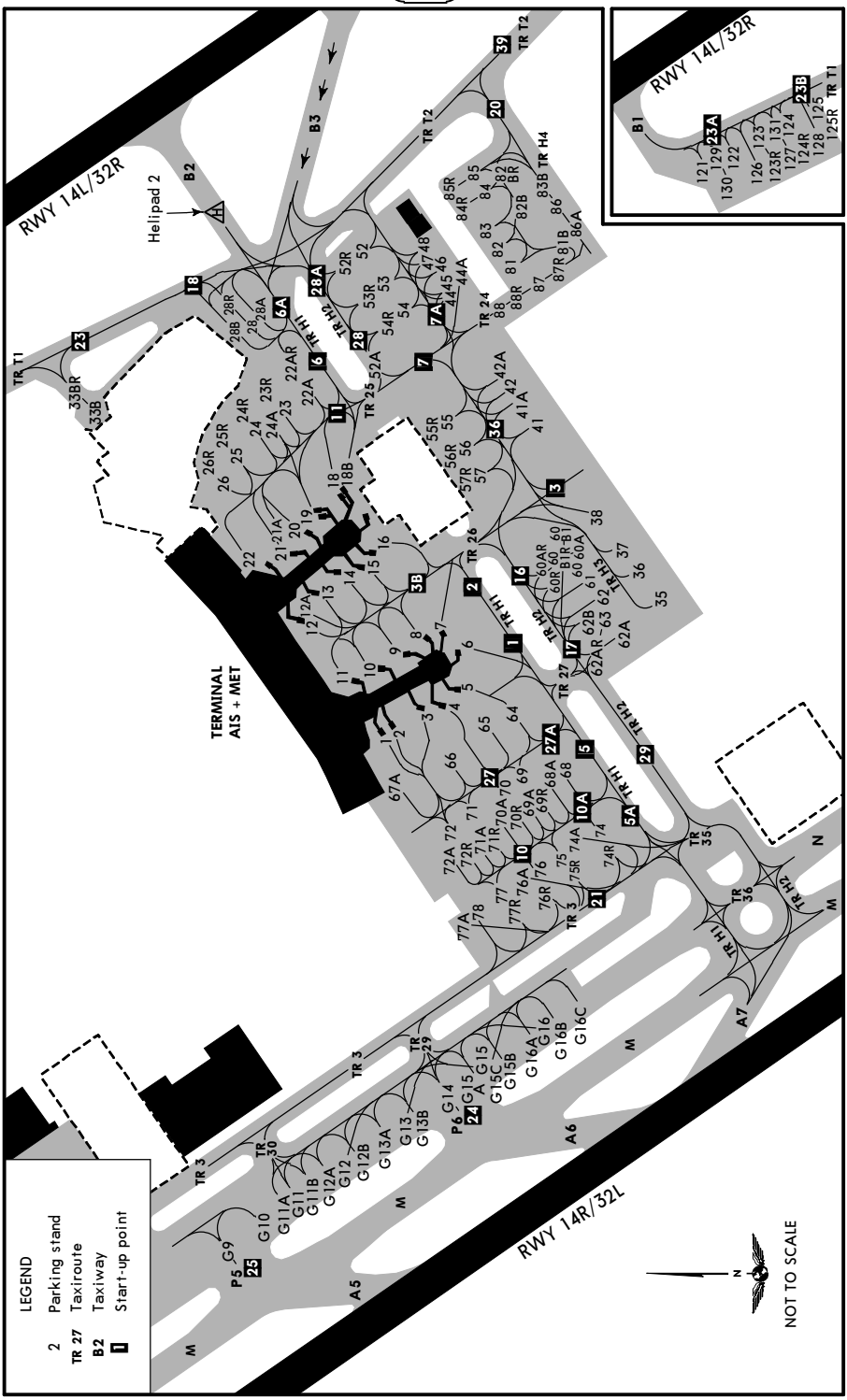
UUDD/DME

JEPPESEN

29 JAN 16 (30-9B) Eff 4 Feb

MOSCOW, RUSSIA

DOMODEDOVO



CHANGES: Stands. Start-up points.

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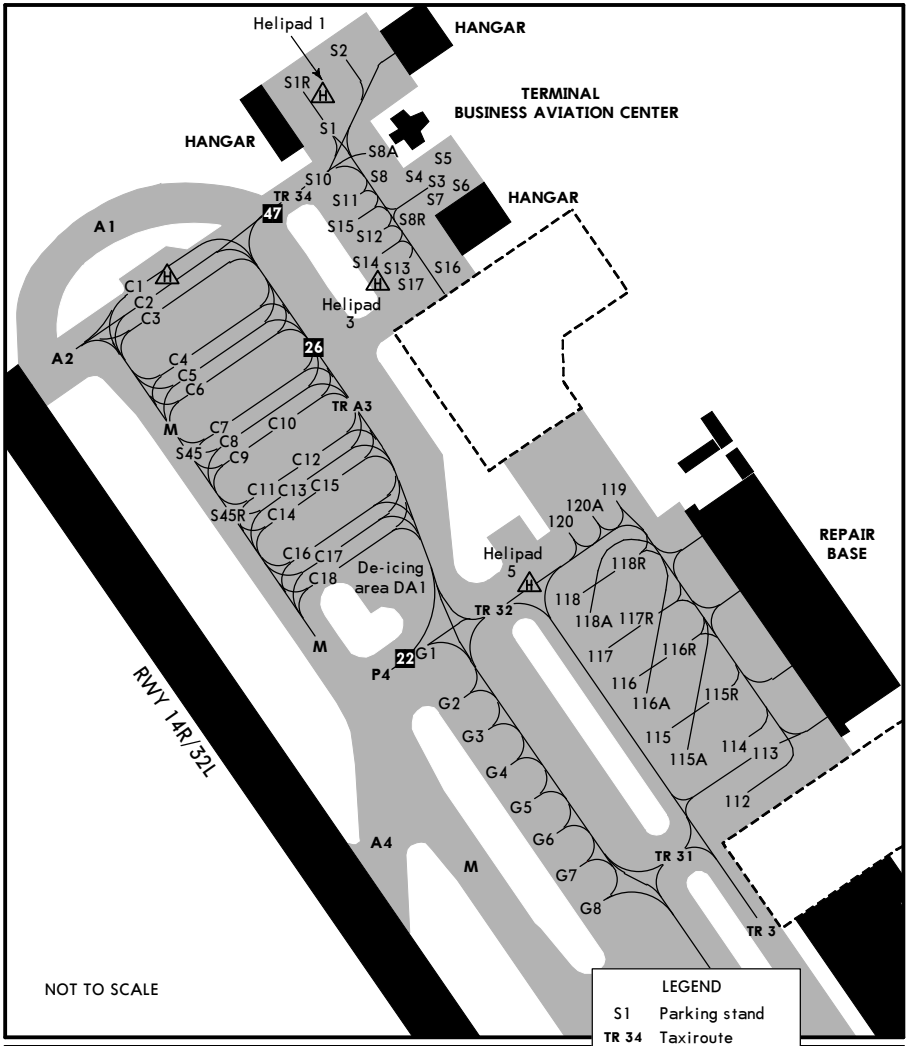
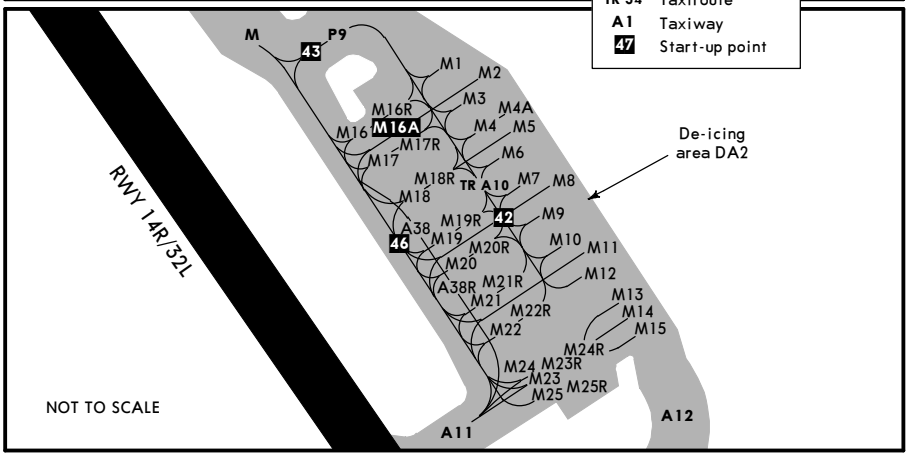
UUDD/DME

JEPPESEN

29 JAN 16 (30-9C) Eff 4 Feb

MOSCOW, RUSSIA
DOMODEDOVO





CHANGES: Stands. Start-up point.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	112, 113	N55 25.0 E037 53.1
3 thru 5	N55 24.7 E037 54.0	114	N55 25.1 E037 53.2
6 thru 8	N55 24.7 E037 54.1	115 thru 116A	N55 25.1 E037 53.1
9	N55 24.7 E037 54.0	117 thru 118A	N55 25.1 E037 53.0
10, 11	N55 24.8 E037 54.0	119 thru 120A	N55 25.2 E037 53.0
12	N55 24.8 E037 54.1	121	N55 25.3 E037 54.3
12A	N55 24.9 E037 54.1	122	N55 25.2 E037 54.3
13 thru 16	N55 24.8 E037 54.2	123 thru 125	N55 25.2 E037 54.4
18 thru 19	N55 24.8 E037 54.3	126, 127	N55 25.2 E037 54.3
20	N55 24.8 E037 54.2	128	N55 25.1 E037 54.4
21, 21A, 22	N55 24.9 E037 54.2	129, 130	N55 25.2 E037 54.3
22A	N55 24.8 E037 54.4	131	N55 25.2 E037 54.4
23 thru 25	N55 24.9 E037 54.4	C1	N55 25.4 E037 52.5
26	N55 24.9 E037 54.3	C2	N55 25.3 E037 52.5
28 thru 28B	N55 24.9 E037 54.6	C3 thru C8	N55 25.3 E037 52.6
35	N55 24.5 E037 54.1	C9	N55 25.2 E037 52.7
36	N55 24.5 E037 54.2	C10	N55 25.3 E037 52.7
37	N55 24.6 E037 54.2	C11 thru C18	N55 25.2 E037 52.7
38	N55 24.6 E037 54.3	G2 thru G4	N55 25.1 E037 52.9
41	N55 24.6 E037 54.4	G5 thru G8	N55 25.0 E037 53.0
41A	N55 24.6 E037 54.5	G9	N55 24.9 E037 53.1
42, 42A	N55 24.7 E037 54.5	G10 thru G11A	N55 24.9 E037 53.2
44 thru 45	N55 24.7 E037 54.6	G11B	N55 24.8 E037 53.2
46 thru 48	N55 24.7 E037 54.7	G12	N55 24.8 E037 53.3
52	N55 24.8 E037 54.7	G12A	N55 24.8 E037 53.2
53	N55 24.8 E037 54.6	G12B thru G13B	N55 24.8 E037 53.3
54	N55 24.7 E037 54.6	G14	N55 24.7 E037 53.3
55, 56	N55 24.7 E037 54.4	G15 thru G16A	N55 24.7 E037 53.4
57	N55 24.7 E037 54.3	G16B	N55 24.6 E037 53.4
60 thru 61	N55 24.6 E037 54.2	G16C	N55 24.6 E037 53.5
62	N55 24.6 E037 54.1	M1	N55 23.5 E037 54.3
62A	N55 24.5 E037 54.1	M2 thru M4	N55 24.0 E037 54.3
62B	N55 24.6 E037 54.1	M5 thru M7	N55 23.9 E037 54.3
63	N55 24.6 E037 54.0	M8 thru M12	N55 23.9 E037 54.4
64	N55 24.7 E037 54.0	M13	N55 23.8 E037 54.4
65, 66	N55 24.7 E037 53.9	M14, M15	N55 23.8 E037 54.5
67A	N55 24.8 E037 53.8	M16	N55 24.0 E037 54.2
68	N55 24.6 E037 53.9	M17, M18	N55 23.9 E037 54.2
69	N55 24.6 E037 53.8	M19, M20	N55 23.9 E037 54.3
70 thru 72	N55 24.7 E037 53.8	M21, M22	N55 23.8 E037 54.3
74	N55 24.6 E037 53.8	M23, M24, M25	N55 23.8 E037 54.4
74A thru 76A	N55 24.6 E037 53.7		
77	N55 24.7 E037 53.7		
77A, 78	N55 24.7 E037 53.6		
81	N55 24.6 E037 54.7		
82, 83	N55 24.7 E037 54.7		
84, 85	N55 24.7 E037 54.8		
86	N55 24.6 E037 54.8		
87	N55 24.6 E037 54.6		
88	N55 24.7 E037 54.6		

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.

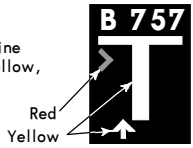
The display unit shows the following information types:

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

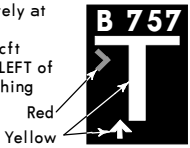
1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

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

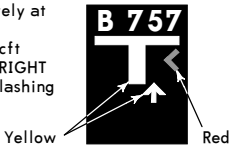


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

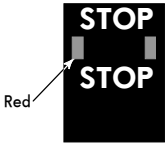
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



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.

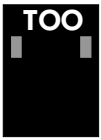


4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.

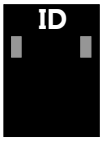


5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.

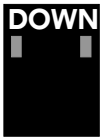
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



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".



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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
	GLS	**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
	RNAV ❶	**980′**(429′)	**980′**(429′)	**980′**(429′)	**980′**(429′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	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
	GLS	**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
	RNAV ❶	**970′**(376′)	**970′**(376′)	**970′**(376′)	**970′**(376′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ❶	**970′**(376′)	**970′**(376′)	**970′**(376′)	**970′**(376′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**1380′**(786′)	**1380′**(786′)	**1380′**(786′)	**1380′**(786′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB	**1380′**(786′)	**1380′**(786′)	**1380′**(786′)	**1380′**(786′)
		C3100m	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

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STRAIGHT-IN RWY		A	B	C	D
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
	GLS	**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
	RNAV ❶	**880′**(349′)	**880′**(349′)	**880′**(349′)	**880′**(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**880′**(349′)	**880′**(349′)	**880′**(349′)	**880′**(349′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	NDB	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)	**1230′**(699′)
		C2700m	**C2700m**	**C2900m**	**C2900m**
	ALS out	C3400m	C3400m	C3600m	C3600m
32R	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**618′**(100′)	**618′**(100′)	**618′**(100′)	**618′**(100′)
		RA106′R300m	**RA106′R300m**	**RA106′R300m**	**RA106′R300m**
	ILS	**718′**(200′)	**718′**(200′)	**718′**(200′)	**718′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**718′**(200′)	**718′**(200′)	**718′**(200′)	**718′**(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
	RNAV ❶	**880′**(362′)	**880′**(362′)	**880′**(362′)	**880′**(362′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**880′**(362′)	**880′**(362′)	**880′**(362′)	**880′**(362′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	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, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

CHANGES: RNAV rwy 32L.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (31-1)

MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

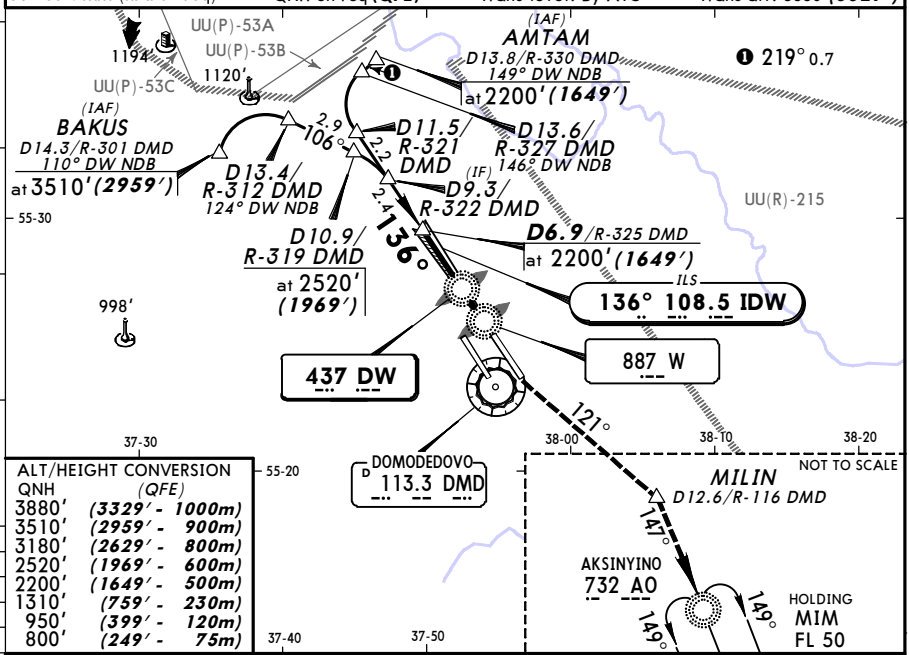
BRIEFING STRIP™

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′

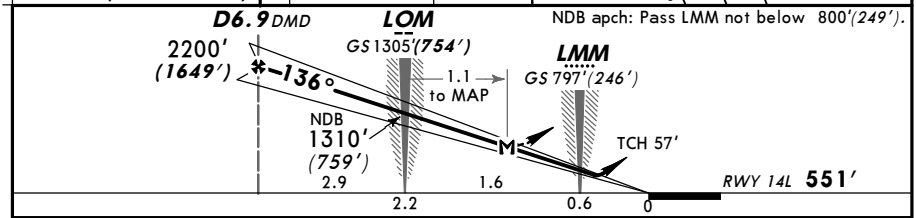
MISSED APCH: Climb STRAIGHT AHEAD to 950′ (399′) or W LMM, whichever is later, turn LEFT onto 121° climbing to 2520′ (1969′) to MILIN, then turn RIGHT onto 147° climbing to 3510′ (2959′) to AO NDB, or as directed.

MSA DMD VOR: 3900′ 180° / 090° / 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: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (31-2)

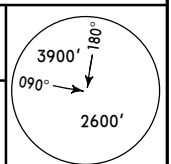
MOSCOW, RUSSIA
ILS DME Rwy 14R

BRIEFING STRIP™

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

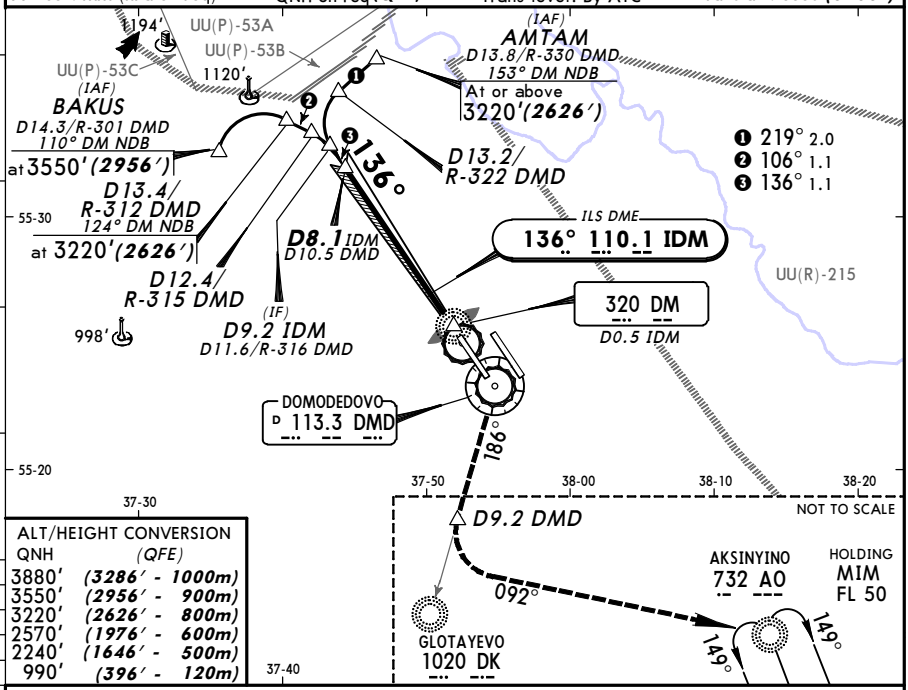
LOC IDM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 594′
110.1	136°	D8.1 IDM 3220′(2626′)	794′(200′)	RWY 594′

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.



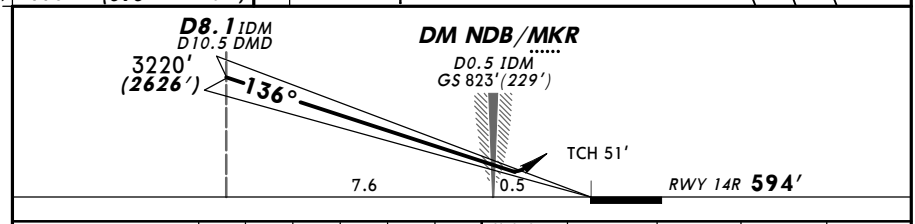
MSA DMD VOR

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′)		LOC (GS out)
	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (31-2A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

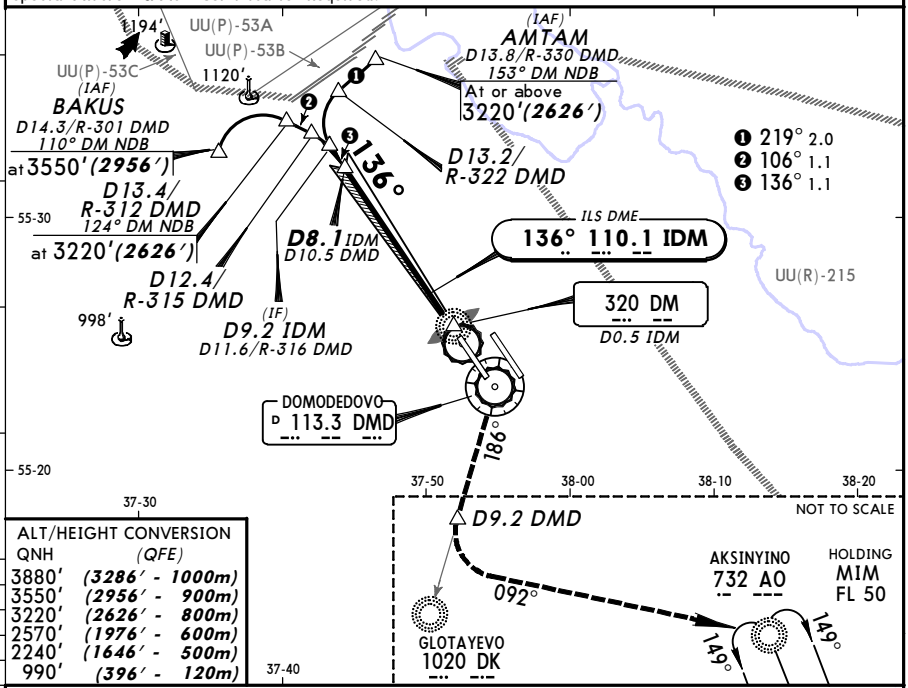
BRIEFING STRIP™

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 594′
IDM 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.

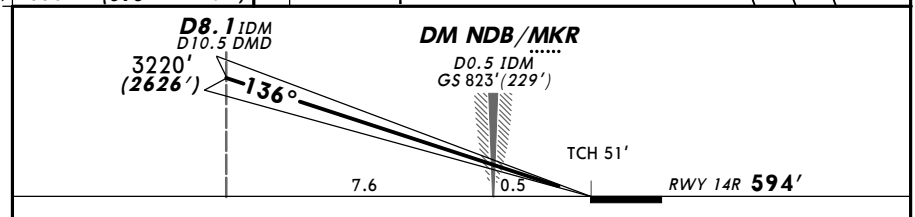
180° 3900′ 090° 2600′ MSA DMD VOR

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: Communications.

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UUDD/DME
DOMODEDOVO

JEPPESEN

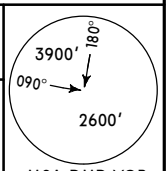
6 MAR 15 (31-3)

MOSCOW, RUSSIA
ILS DME Rwy 32L

BRIEFING STRIP™

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

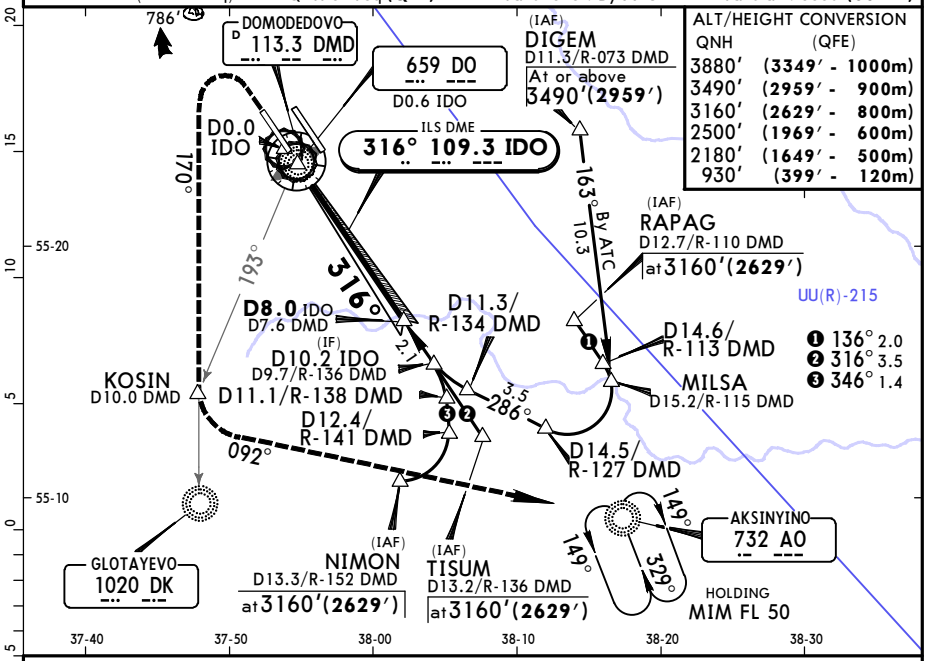
LOC IDO	Final Apch Crs	GS D8.0 IDO	ILS DA(H)	Apt Elev 594′
109.3	316°	3160′(2629′)	731′(200′)	RWY 531′



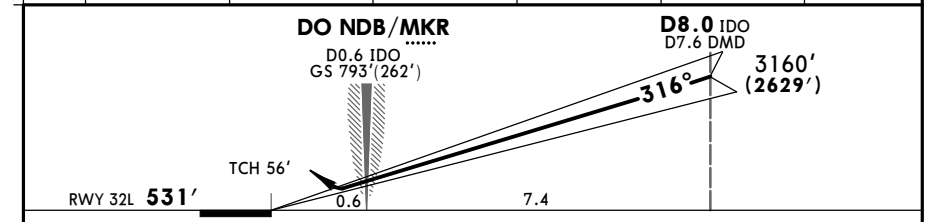
MSA DMD VOR

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.

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: Fix MILSA.

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UUDD/DME
DOMODEDOVO

JEPPESEN

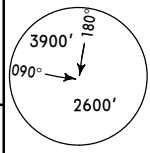
6 MAR 15 (31-4)

MOSCOW, RUSSIA
ILS DME or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

BRIEFING STRIP™

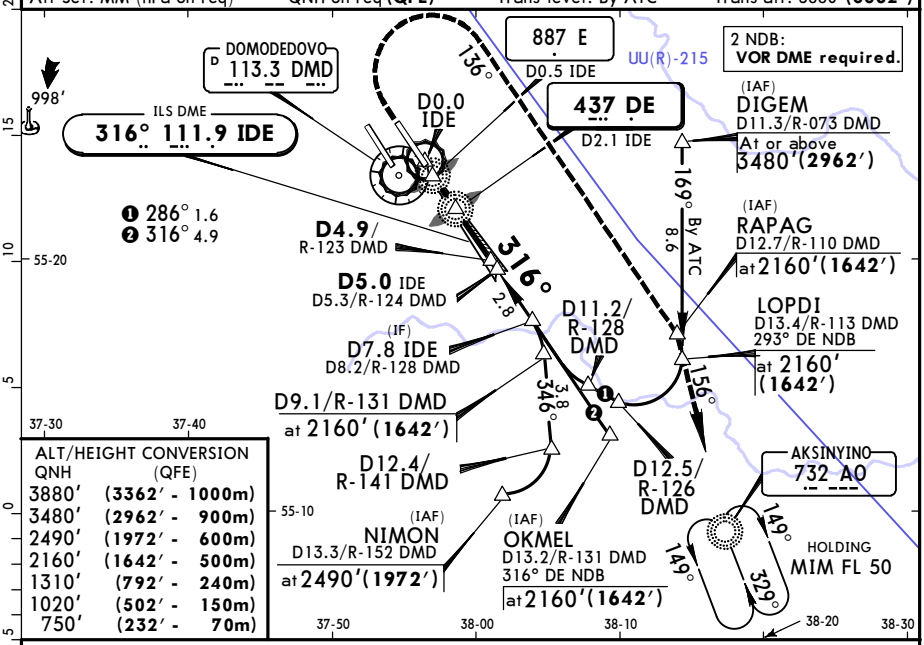
LOC IDE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 594′
111.9	316°	1240′(722′)	718′(200′)	
NDB DE		Minimum Alt D4.9 DMD	NDB MDA(H)	RWY 518′
437		2160′(1642′)	880′(362′)	



MSA DMD VOR

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.

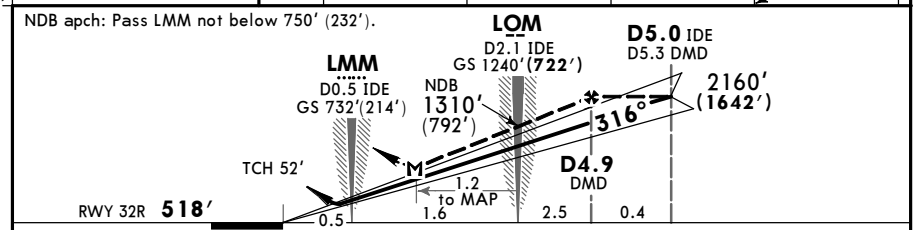
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3362′)



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						
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Fix LOPDI.

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UUDD/DME
DOMODEDOVO

JEPPESEN

6 MAR 15 (31-4A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 32R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian) 122.950	127.7	119.7	119.0 123.750

BRIEFING STRIP™

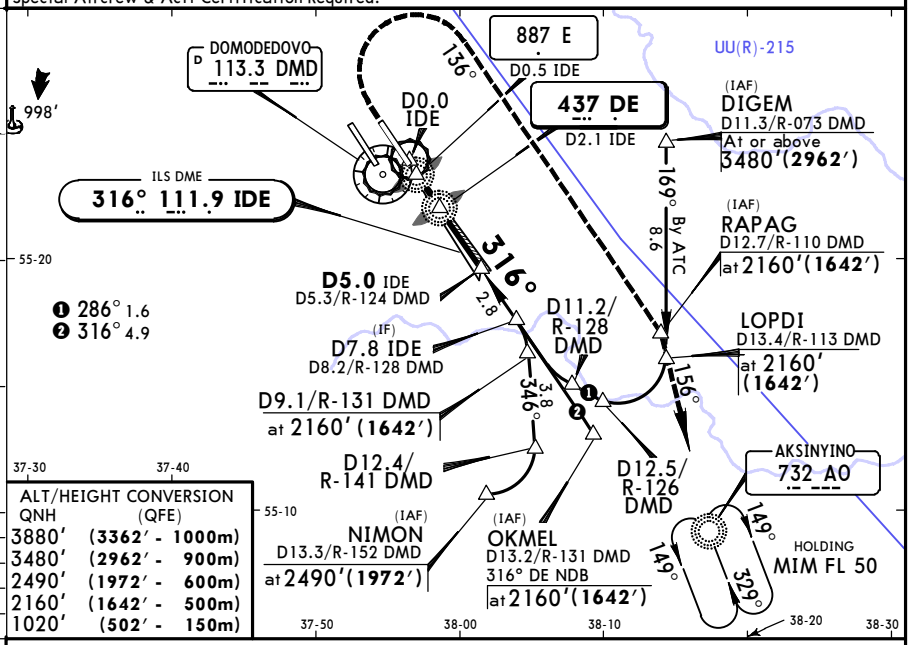
LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA 106′ DA(H) 618′(100′)	Apt Elev 594′ RWY 518′
111.9	316°	1240′(722′)		

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.

3900′ 180° 090° 2600′ MSA DMD VOR

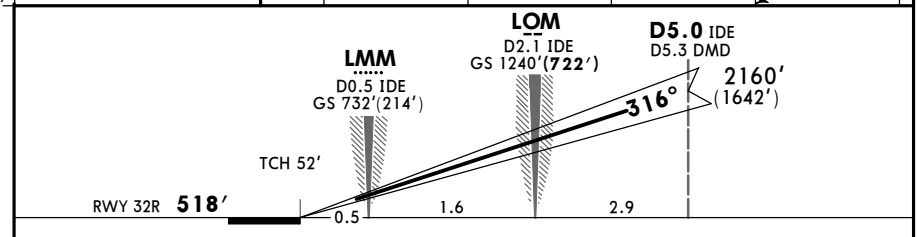
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′ (3362′)

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: Fix LOPDI.

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UUDD/DME
DOMODEDOVO

JEPPESEN
12 FEB 16 (32-1)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14L

BRIEFING STRIP ™

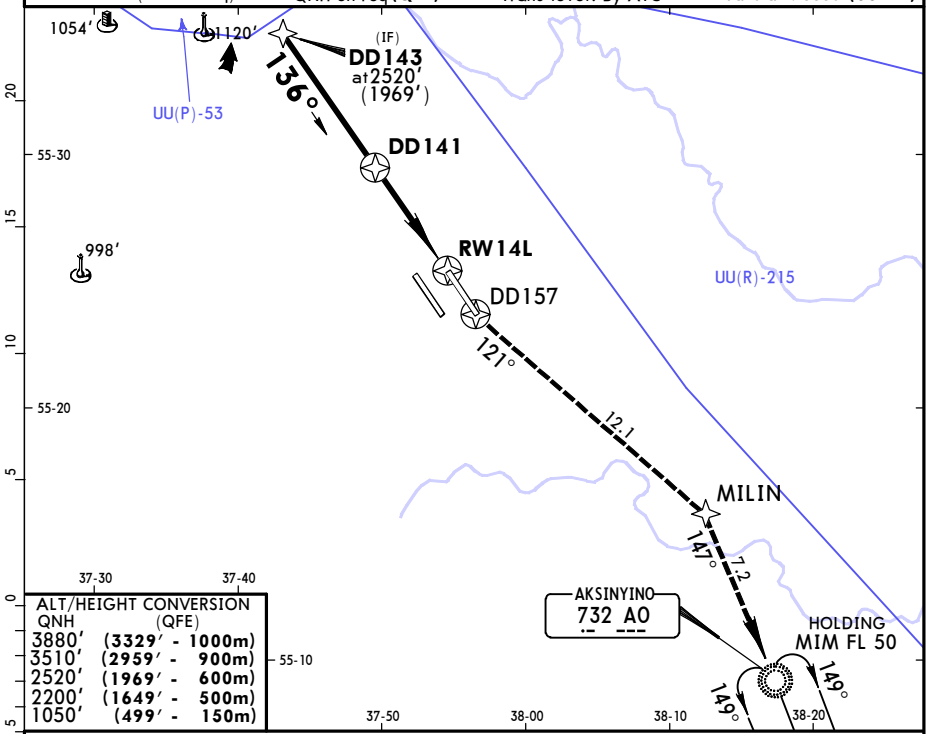
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
	136°	**DD141** 2200′(**1649′**)	980′(**429′**)	Rwy 551′

MISSED APCH: Climb STRAIGHT AHEAD to 1050′(499′) or above to DD157, then turn LEFT onto 121°, proceed to MILIN climbing to 2520′(1969′). Then turn RIGHT onto 147° and proceed to NDB climbing to 3510′(2959′), or as directed.

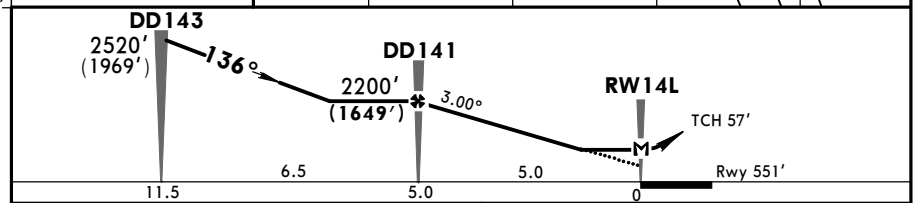
MSA ARP: 3900′ (180°), 090°, 2600′

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**)
2520′	(**1969′ - 600m**)
2200′	(**1649′ - 500m**)
1050′	(**499′ - 150m**)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW14L							

HIALS	MIM	DD157	2520′ (1969′)	MILIN
PAPI	1050′ (499′)		LT	

STRAIGHT-IN LANDING RWY **14L**

MDA(H) 980′(**429′**)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: Altitude.

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UUDD/DME
DOMODEDOVO

JEPPESEN

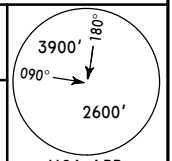
12 FEB 16 (32-2)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14R

BRIEFING STRIP TM

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

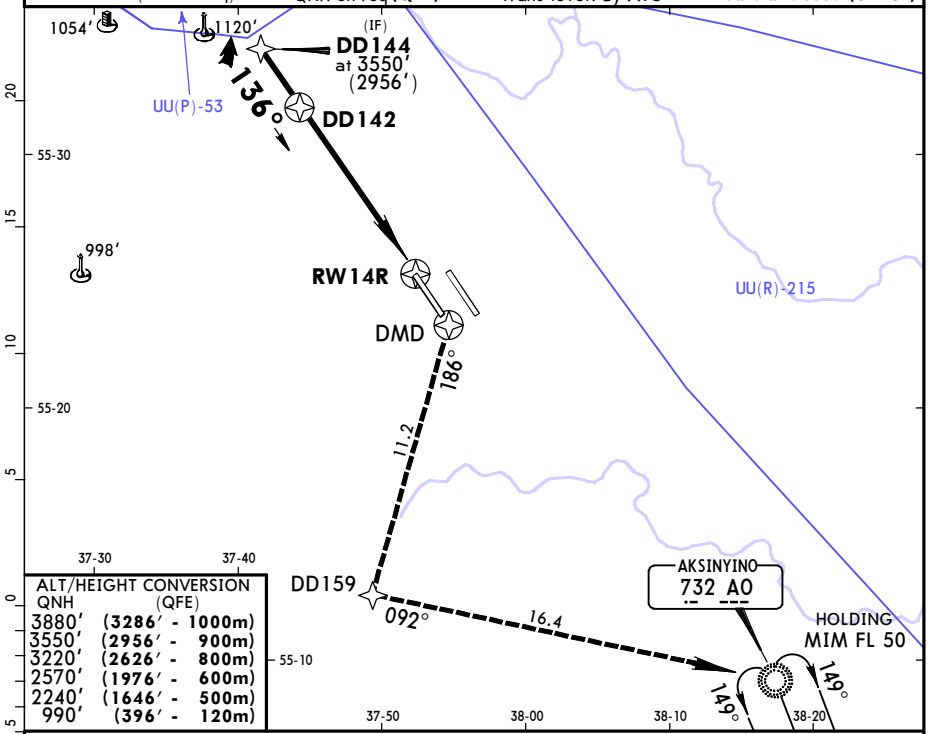
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
	136°	**DD142** 3220′(**2626′**)	970′(**376′**)	Rwy 594′



MSA ARP

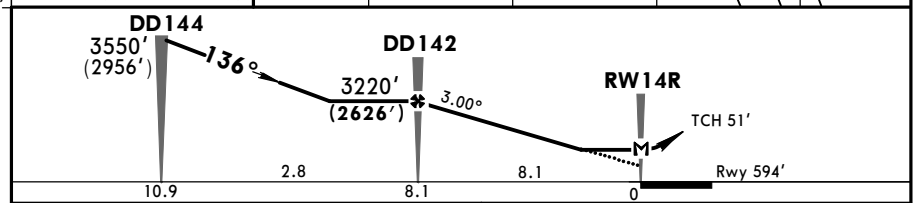
MISSED APCH: Climb to DMD to 990′(396′) or above, then turn RIGHT onto 186° to DD159 climbing to 2240′(1646′). Then turn LEFT onto 092° and proceed to NDB climbing to 2570′(1976′), or as directed.

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW14R							

HIALS-II PAPI

MIM	DMD	2240′ (1646′)	DD159
990′ (396′)		RT	

STRAIGHT-IN LANDING RWY **14R**

MDA(H) 970′(**376′**)

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: None.

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UUDD/DME
DOMODEDOVO

JEPPESEN

15 APR 16
Eff 28 Apr

(32-3)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32L

BRIEFING STRIP TM

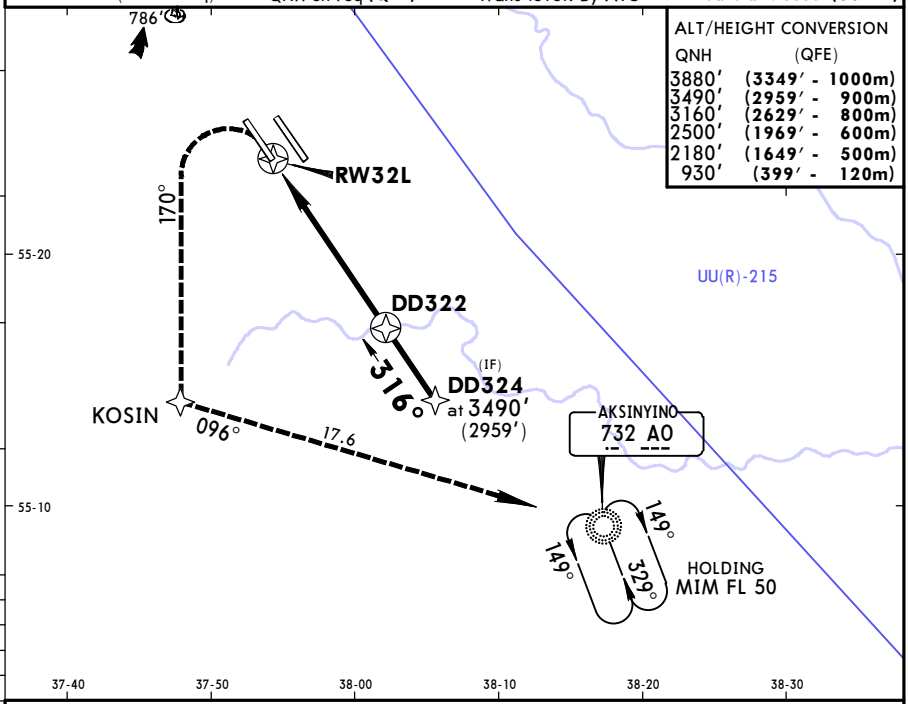
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
	316°	**DD322** 3160′(**2629′**)	880′(**349′**)	Rwy 531′

3900′ 180° 090° 2600′ MSA ARP

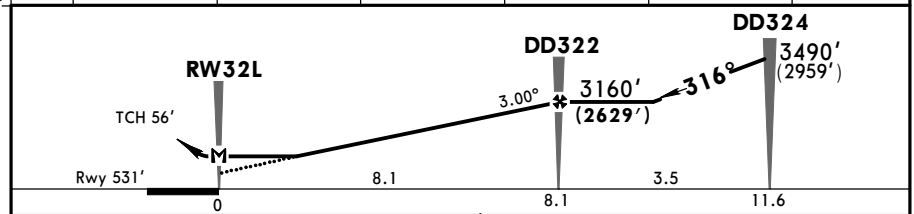
MISSED APCH: Climb STRAIGHT AHEAD to 930′(399′) or above to RW32L, then turn LEFT to KOSIN climbing to 2180′(1649′). Then turn LEFT to NDB climbing to 2500′(1969′), or as directed.

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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW32L							

HIALS PAPI MIM 930′ (399′) RW32L KOSIN LT 2180′ (1649′)

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: None.

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UUDD/DME DOMODEDOVO

JEPPESEN

15 APR 16
Eff 28 Apr

(32-4)

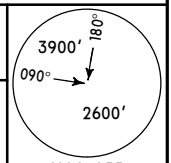
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32R

BRIEFING STRIP TM

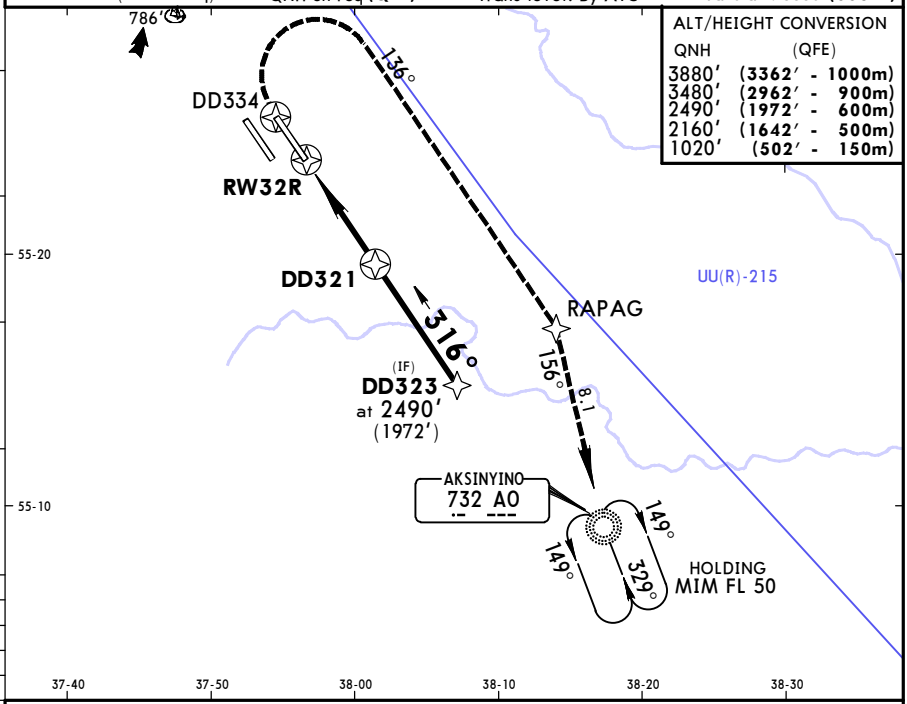
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
	316°	**DD321** 2160′(**1642′**)	880′(**362′**)	Rwy 518′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′(502′) or above to DD334, then turn RIGHT onto 136° and proceed to RAPAG climbing to 2160′(1642′). Then turn RIGHT onto 156° and proceed to NDB climbing to 3480′(2962′), or as directed.

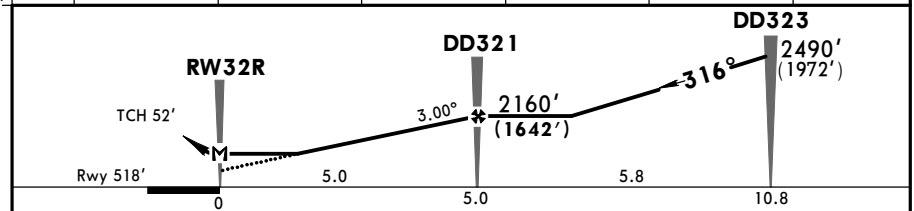


Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3880′(**3362′**)



ALT/HEIGHT CONVERSION

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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW32R							

HIALS-II PAPI | MIM 1020′ (**502′**) | DD334 | RAPAG RT | 2160′ (**1642′**)

STRAIGHT-IN LANDING RWY **32R**

MDA(H) 880′(**362′**)

PANS OPS

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

CHANGES: Missed apch.

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UUDD/DME
DOMODEDOVO

JEPPESEN

15 APR 16 (32-40) Eff 28 Apr

MOSCOW, RUSSIA
GLS Rwy 14L

BRIEFING STRIP ™

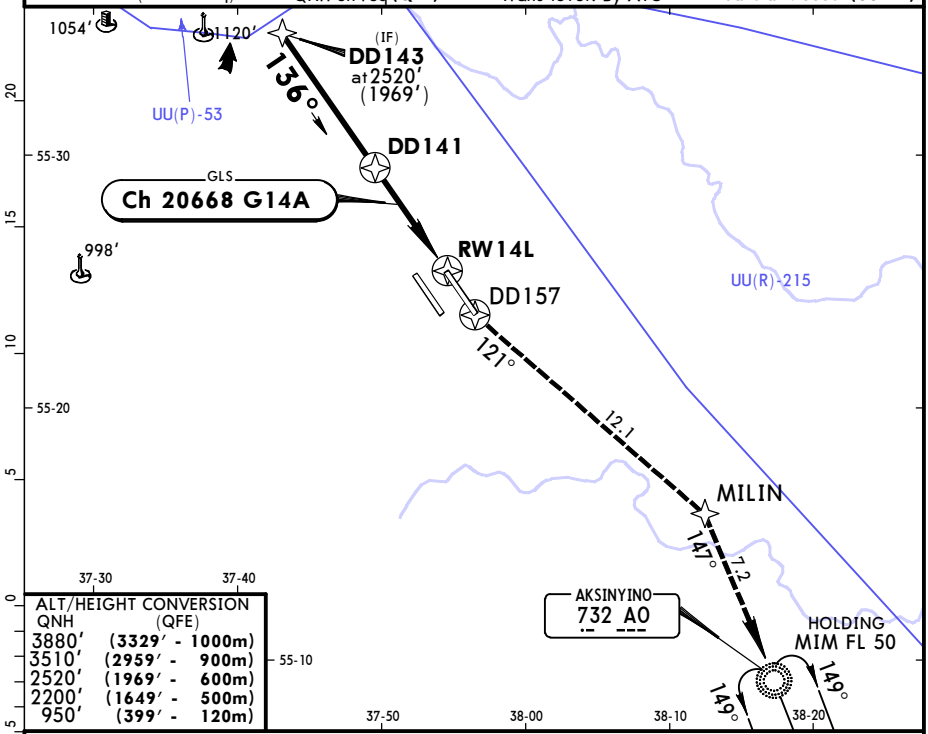
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

GLS	Final	Minimum Alt	GLS	Apt Elev 594′
Ch 20668 G14A	Apch Crs **136°**	DD141 2200′(**1649′**)	DA(H) 751′(**200′**)	Rwy 551′

MISSED APCH: Climb STRAIGHT AHEAD to 950′(399′) or above to DD157, then turn LEFT onto 121°, proceed to MILIN climbing to 2520′(1969′). Then turn RIGHT onto 147° and proceed to NDB climbing to 3510′(2959′), or as directed.

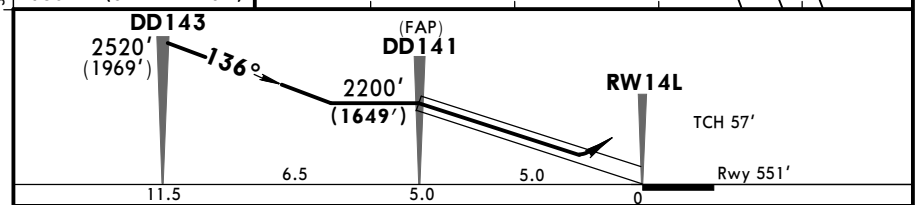
3900′ 180° 090° 2600′ MSA ARP

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(**3329′ - 1000m**)
3510′	(**2959′ - 900m**)
2520′	(**1969′ - 600m**)
2200′	(**1649′ - 500m**)
950′	(**399′ - 120m**)



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

HIALS PAPI | MIM 950′ (**399′**) | **DD157** | 2520′ (**1969′**) LT | **MILIN**

STRAIGHT-IN LANDING RWY **14L**

DA(H) 751′(**200′**)

PANS OPS

	FULL	ALS out
A		
B		
C	RVR 720m VIS 800m	1200m
D		

CHANGES: Procedure designation.

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UUDD/DME
DOMODEDOVO

JEPPESEN

15 APR 16 (32-41) Eff 28 Apr

MOSCOW, RUSSIA
GLS Rwy 14R

BRIEFING STRIP ™

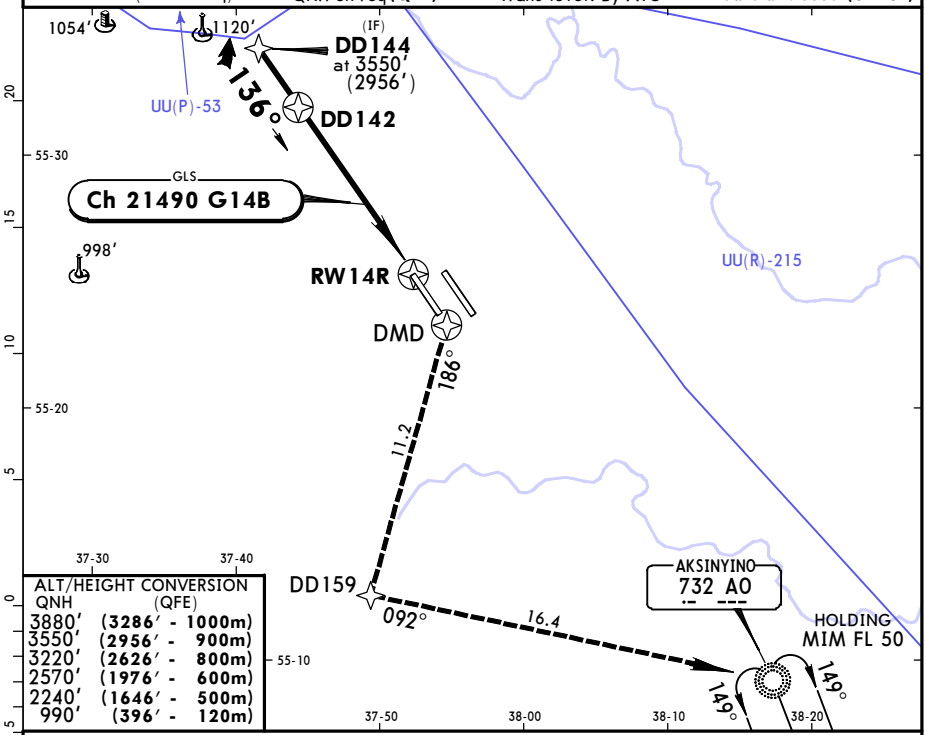
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

GLS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 594′
Ch 21490 G14B	**136°**	DD142 3220′(**2626′**)	794′(**200′**)	Rwy 594′

MISSED APCH: Climb to DMD to 990′(396′) or above, then turn RIGHT onto 186° to DD159 climbing to 2240′(1646′). Then turn LEFT onto 092° and proceed to NDB climbing to 2570′(1976′), or as directed.

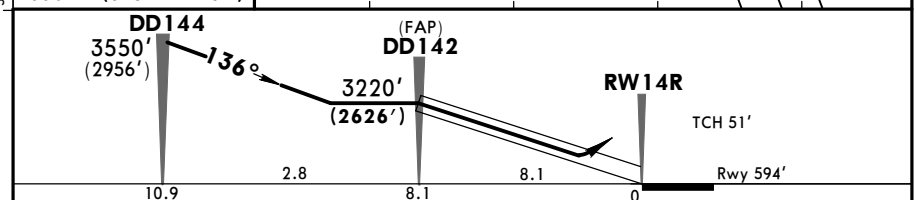
3900′ 180° 090° 2600′ MSA ARP

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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS-II PAPI | MIM 990′ (396′) | DMD | 2240′ (1646′) RT | DD159

STRAIGHT-IN LANDING RWY **14R**

DA(H) 794′(**200′**)

PANS OPS

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CHANGES: Procedure designation.

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UUDD/DME DOMODEDOVO

JEPPESEN

15 APR 16 (32-42) Eff 28 Apr

MOSCOW, RUSSIA GLS Rwy 32L

BRIEFING STRIP ™

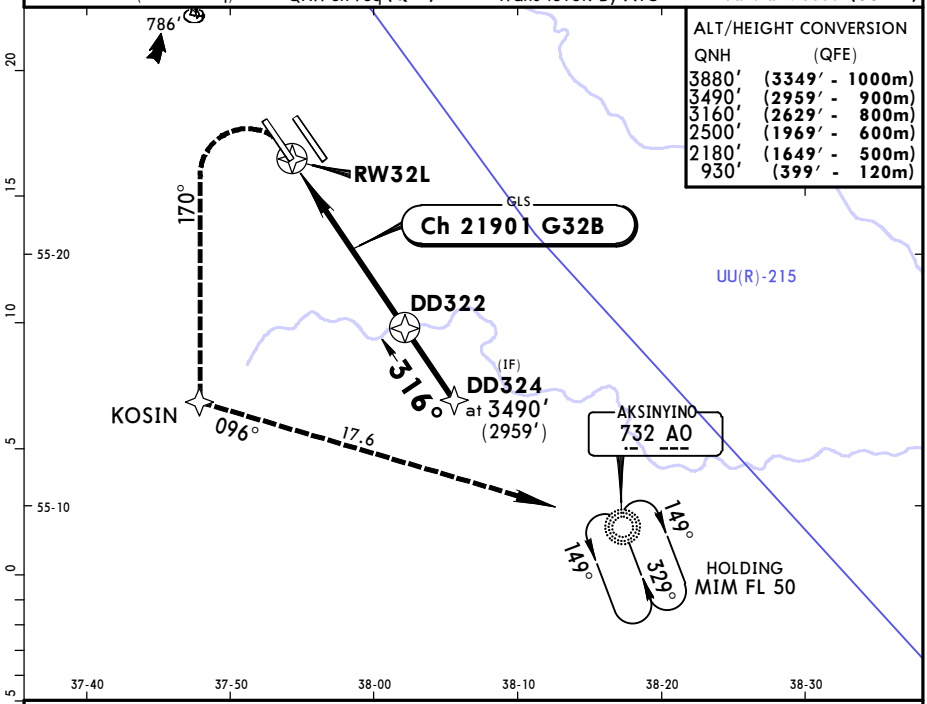
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950	127.7	118.6	119.0 123.750

GLS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 594′
Ch 21901 G32B	**316°**	**DD322** 3160′(**2629′**)	731′(**200′**)	Rwy 531′

MISSED APCH: Climb STRAIGHT AHEAD to 930′(399′) or above to RW32L, then turn LEFT to KOSIN climbing to 2180′(1649′). Then turn LEFT to NDB climbing to 2500′(1969′), or as directed.

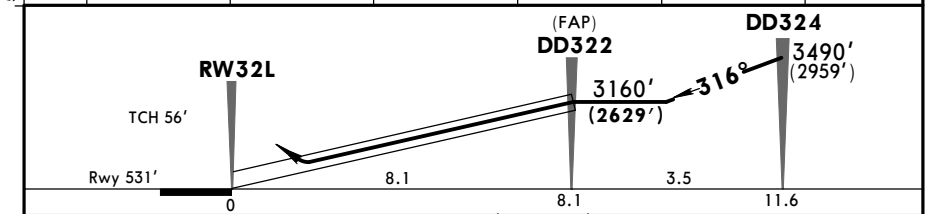
MSA ARP: 3900′ (180°), 090°, 2600′

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
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

HIALS PAPI | MIM 930′ (**399′**) | **KOSIN** LT | 2180′ (**1649′**)

STRAIGHT-IN LANDING RWY **32L**

DA(H) 731′(**200′**)

PANS OPS

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CHANGES: Procedure designation.

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UUDD/DME
DOMODEDOVO

JEPPESEN

15 APR 16 (32-43) Eff 28 Apr

MOSCOW, RUSSIA
GLS Rwy 32R

BRIEFING STRIP

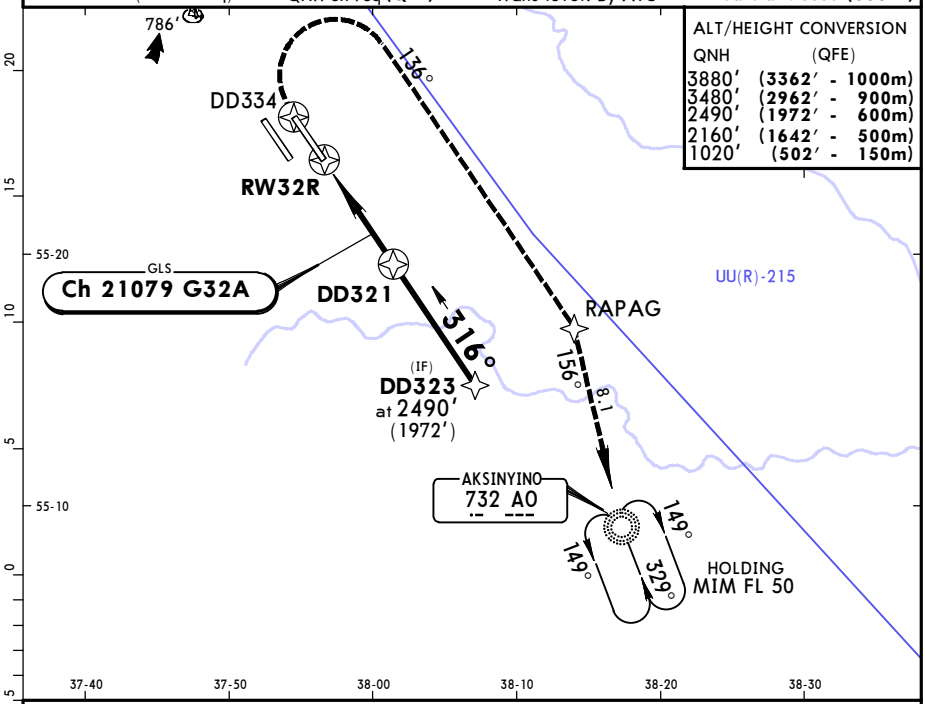
ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 2	Ground
128.3 (Russian 122.950)	127.7	119.7	119.0 123.750

GLS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 594′
Ch 21079 G32A	316°	DD321 2160′(1642′)	718′(200′)	Rwy 518′

MISSED APCH: Climb STRAIGHT AHEAD to 1020′(502′) or above to DD334, then turn RIGHT onto 136° and proceed to RAPAG climbing to 2160′(1642′). Then turn RIGHTonto 156° and proceed to NDB climbing to 3480′(2962′), or as directed.

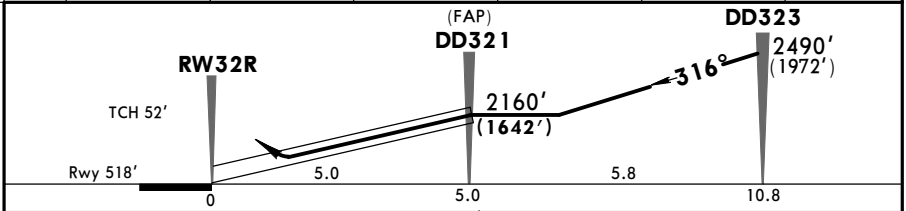
MSA ARP: 3900′ (180°), 090°, 2600′

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)
1020′	(502′ - 150m)



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

HIALS-II PAPI | MIM 1020′ (502′) | DD334 | RAPAG RT | 2160′ (1642′)

STRAIGHT-IN LANDING RWY 32R

DA(H) 718′(200′)

PANS OPS

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CHANGES: Procedure designation. Missed apch.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (33-1)

MOSCOW, RUSSIA
VOR DME Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950)	127.7	118.6	119.0 123.750

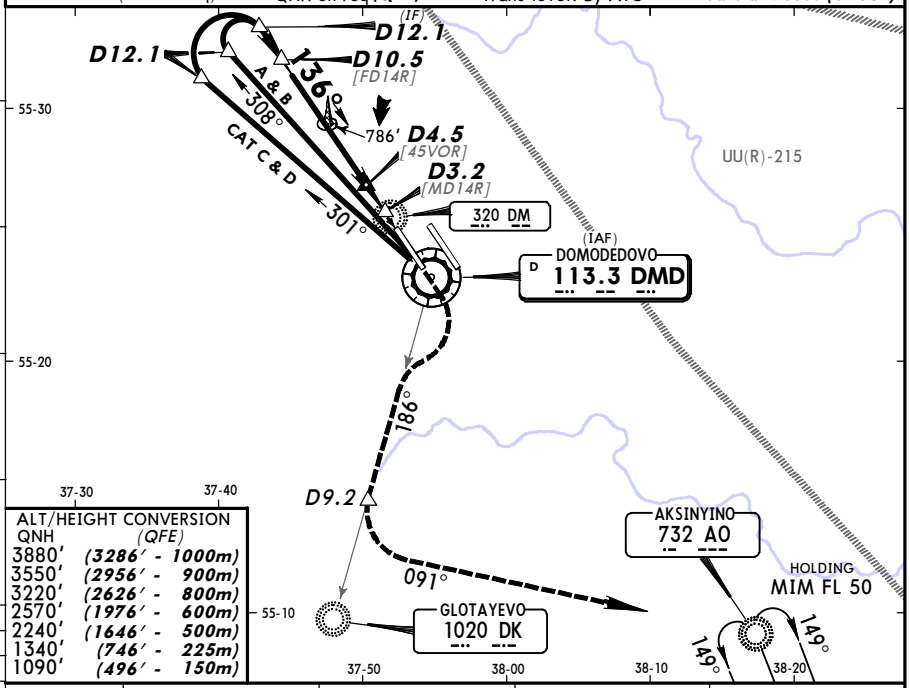
BRIEFING STRIP TM

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
DMD 113.3	136°	D10.5 3220′(2626′)	970′ (376′)	RWY 594′

MISSED APCH: Climb STRAIGHT AHEAD to 1090′ (496′), then turn RIGHT to intercept R-186 proceed to DK NDB climbing to 2240′ (1646′) at D9.2, then turn LEFT onto 091° continue climb to 2570′ (1976′) to AO NDB, or as directed.

MSA DMD VOR: 180° 3900′; 090° 2600′

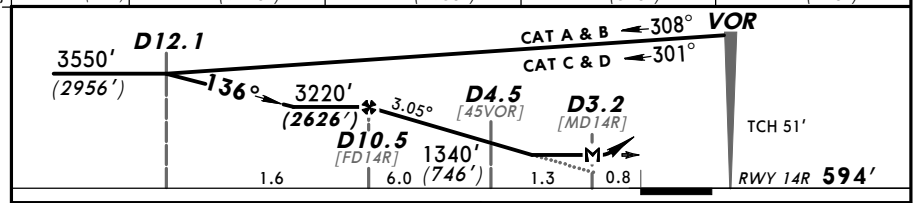
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3286′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3286′ - 1000m)
3550′	(2956′ - 900m)
3220′	(2626′ - 800m)
2570′	(1976′ - 600m)
2240′	(1646′ - 500m)
1340′	(746′ - 225m)
1090′	(496′ - 150m)

DMD DME	7.0	5.9	4.9	3.8
ALTITUDE (HAT)	2120′(1526′)	1780′(1186′)	1430′(836′)	1090′(496′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D3.2							

HIALS-II PAPI

1090′ (496′) | RT | DMD 113.3 R-186 | 2240′ (1646′)

STRAIGHT-IN LANDING RWY 14R

MDA(H) 970′ (376′)

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: Communications. Descent angle.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (33-2)

MOSCOW, RUSSIA
VOR DME Rwy 32L

BRIEFING STRIP TM

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian 122.950	127.7	118.6	119.0 123.750

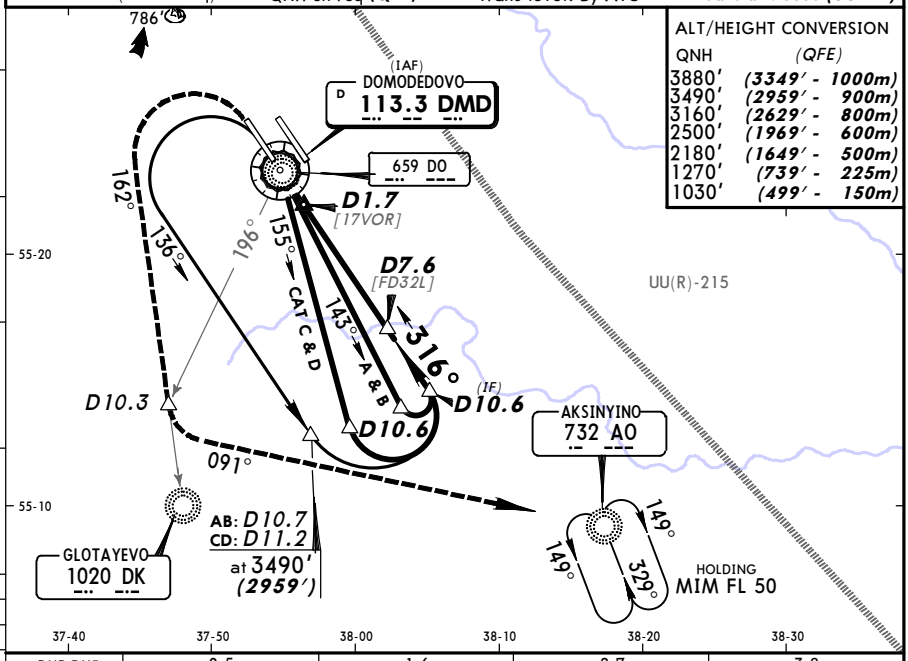
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 594′
DMD 113.3	316°	D7.6 3160′(2629′)	880′ (349′)	RWY 531′

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.

3900′ 180° 090° 2600′

MSA DMD VOR

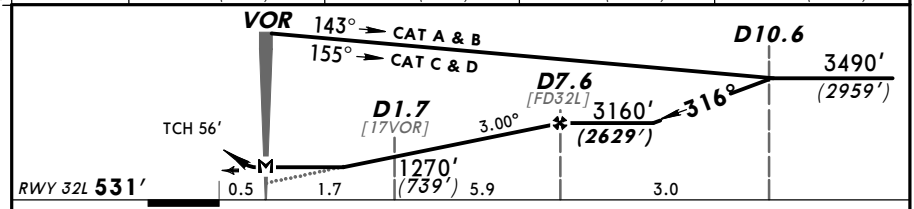
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3880′(3349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3880′	(3349′ - 1000m)
3490′	(2959′ - 900m)
3160′	(2629′ - 800m)
2500′	(1969′ - 600m)
2180′	(1649′ - 500m)
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: Communications. VNAV.

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UUDD/DME
DOMODEDOVO

JEPPESEN

14 NOV 14 (36-1)

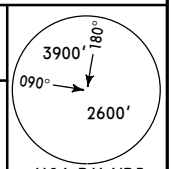
MOSCOW, RUSSIA
NDB Rwy 14R

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian) 122.950	127.7	118.6	119.0 123.750

BRIEFING STRIP

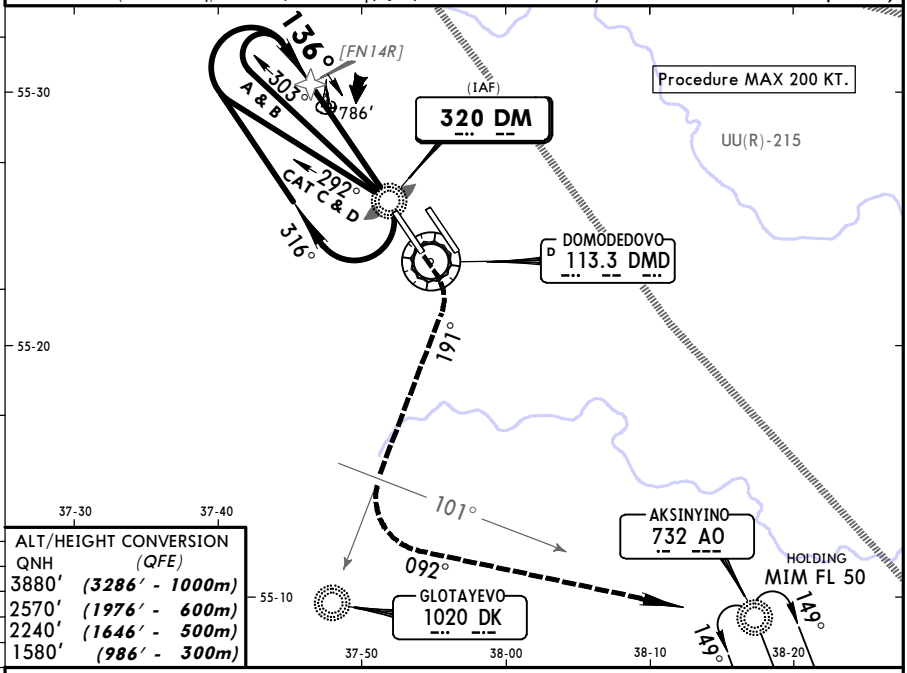
NDB	Final Apch Crs		MDA(H)	Apt Elev 594′
DM **320**	**136°**	No FAF	1380′ *(786′)*	RWY **594′**

MISSED APCH: Climb STRAIGHT AHEAD to 1580′ *(986′)*, then turn RIGHT to 191°, proceed to DK NDB climbing to 2240′ *(1646′)* at 101° AO NDB, then turn LEFT onto 092° continue climb to 2570′ *(1976′)* to AO NDB, or as directed.



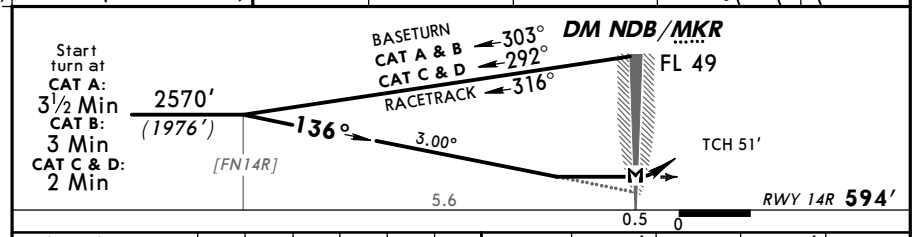
MSA DM NDB

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)*
2570′	*(1976′ - 600m)*
2240′	*(1646′ - 500m)*
1580′	*(986′ - 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′ *(986′)*	191° RT	2240′ *(1646′)*	AO **732** **101°**

STRAIGHT-IN LANDING RWY **14R**

MDA(H) 1380′ ***(786′)***

PANS OPS

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

CHANGES: Communications.

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Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

UUDD/DME
DOMODEDOVO

JEPPESEN

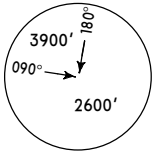
14 NOV 14 (36-2)

MOSCOW, RUSSIA
NDB Rwy 32L

BRIEFING STRIP TM

ATIS	DOMODEDOVO Radar	DOMODEDOVO Tower 1	Ground
128.3 (Russian) 122.950	127.7	118.6	119.0 123.750

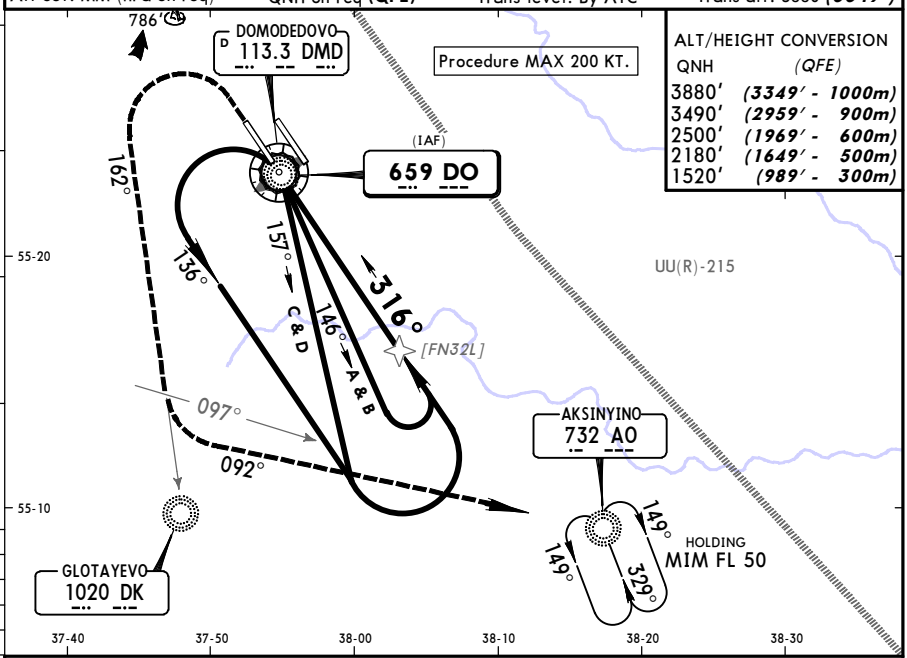
NDB	Final Apch Crs		MDA(H)	Apt Elev 594′
DO 659	316°	No FAF	1230′ (699′)	RWY 531′



MSA DO NDB

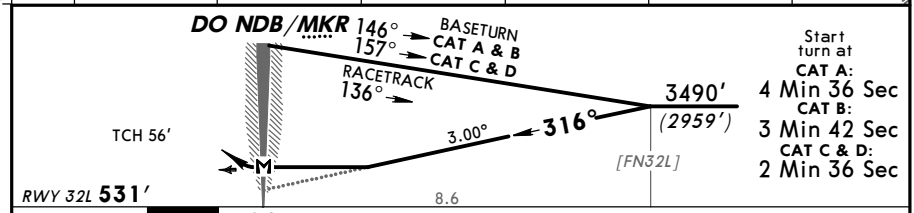
MISSED APCH: Climb STRAIGHT AHEAD to 1520′ (989′), then turn LEFT onto 162° proceed to DK NDB climbing to 2180′ (1649′) at 097° AO NDB, then turn LEFT onto 092° continue climb to 2500′ (1969′) to AO NDB, or as directed.

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

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

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

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: Communications. Descent angle.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (DOMODEDOVO - UUDD)				
REV	TRANS, ARR & RNAV APP TRA...	30-2	17 Jun 2016	23 Jun 2016
REV	BOGDANOVO 1D & 2D, NAMIN ...	30-2A	17 Jun 2016	23 Jun 2016
REV	LARIONOVO 1D & 2D TRANS	30-2B	17 Jun 2016	23 Jun 2016
REV	RELTO & TIKBI 2D TRANS	30-2C	17 Jun 2016	23 Jun 2016
REV	OKTYABRSKIY 1D, SUKHOTINO...	30-2C1	17 Jun 2016	23 Jun 2016
REV	GAGARIN 1D & 2D TRANS	30-2D	17 Jun 2016	23 Jun 2016
REV	AKSINYINO 14A, 14B, 14K &...	30-2E	17 Jun 2016	23 Jun 2016
REV	SKURYGINO 32A & 32M ARRS	30-2P	17 Jun 2016	23 Jun 2016
ADD	ARRS TO DMD	30-2Q	17 Jun 2016	23 Jun 2016
DEL	ARRS TO DMD	30-2S	17 Jun 2016	23 Jun 2016
ADD	AKSINYINO 1A RNAV ARR	30-2S	17 Jun 2016	23 Jun 2016
DEL	ARRS TO DM & DO	30-2T	17 Jun 2016	23 Jun 2016
ADD	AKSINYINO 2A RNAV ARR	30-2T	17 Jun 2016	23 Jun 2016
DEL	AKSINYINO 1A RNAV APCH TR...	30-2U	17 Jun 2016	23 Jun 2016
ADD	AKSINYINO 1B RNAV ARR	30-2U	17 Jun 2016	23 Jun 2016
DEL	AKSINYINO 2A RNAV APCH TR...	30-2V	17 Jun 2016	23 Jun 2016
ADD	AKSINYINO 2B RNAV ARR	30-2V	17 Jun 2016	23 Jun 2016
DEL	AKSINYINO 1B RNAV APCH TR...	30-2W	17 Jun 2016	23 Jun 2016
ADD	OKREM 1B RNAV ARR	30-2W	17 Jun 2016	23 Jun 2016
DEL	AKSINYINO 2B RNAV APCH TR...	30-2X	17 Jun 2016	23 Jun 2016
ADD	OKREM 2B RNAV ARR	30-2X	17 Jun 2016	23 Jun 2016
DEL	OKREM 1B RNAV APCH TRANS	30-2X1	17 Jun 2016	23 Jun 2016
ADD	OKREM 3B RNAV ARR	30-2X1	17 Jun 2016	23 Jun 2016
DEL	LOST COMMS, AKSINYINO 32D...	30-2X10	17 Jun 2016	23 Jun 2016
DEL	OKREM 2B RNAV APCH TRANS	30-2X2	17 Jun 2016	23 Jun 2016
ADD	OKREM 4B RNAV ARR	30-2X2	17 Jun 2016	23 Jun 2016
DEL	OKREM 3B RNAV APCH TRANS	30-2X3	17 Jun 2016	23 Jun 2016
ADD	SKURYGINO 1A RNAV ARR	30-2X3	17 Jun 2016	23 Jun 2016
DEL	OKREM 4B RNAV APCH TRANS	30-2X4	17 Jun 2016	23 Jun 2016
ADD	SKURYGINO 2A RNAV ARR	30-2X4	17 Jun 2016	23 Jun 2016
DEL	SKURYGINO 1A RNAV APCH TR...	30-2X5	17 Jun 2016	23 Jun 2016
ADD	SKURYGINO 3B RNAV ARR	30-2X5	17 Jun 2016	23 Jun 2016
DEL	SKURYGINO 2A RNAV APCH TR...	30-2X6	17 Jun 2016	23 Jun 2016
ADD	SKURYGINO 4B RNAV ARR	30-2X6	17 Jun 2016	23 Jun 2016
ADD	LOST COMMS, AKSINYINO 14D...	30-2X7	17 Jun 2016	23 Jun 2016
DEL	SKURYGINO 3B RNAV APCH TR...	30-2X7	17 Jun 2016	23 Jun 2016
ADD	LOST COMMS, AKSINYINO 32D...	30-2X8	17 Jun 2016	23 Jun 2016
DEL	SKURYGINO 4B RNAV APCH TR...	30-2X8	17 Jun 2016	23 Jun 2016
DEL	LOST COMMS, AKSINYINO 14D...	30-2X9	17 Jun 2016	23 Jun 2016
REV	NERL 1D & 2D, TIMIG 1D TR...	30-3P	17 Jun 2016	23 Jun 2016
REV	CHERUSTI 1D & 2D, NOGTI, ...	30-3Q	17 Jun 2016	23 Jun 2016
REV	ADETI, ROLUN, SODRU, FV 1...	30-3S	17 Jun 2016	23 Jun 2016
REV	BELAG & OBELU 1D, KARMANO...	30-3T	17 Jun 2016	23 Jun 2016
REV	AIRPORT	30-9	17 Jun 2016	23 Jun 2016
REV	AIRPORT INFO, TAKE-OFF MN...	30-9A	17 Jun 2016	23 Jun 2016
REV	STANDARD MNMS	30-9S	17 Jun 2016	23 Jun 2016
REV	STANDARD MNMS CONTD	30-9S1	17 Jun 2016	23 Jun 2016
REV	ILS OR 2 NDB RWY 14L	31-1	17 Jun 2016	23 Jun 2016
REV	ILS DME RWY 14R	31-2	17 Jun 2016	23 Jun 2016
REV	CAT II ILS DME RWY 14R	31-2A	17 Jun 2016	23 Jun 2016
REV	ILS DME RWY 32L	31-3	17 Jun 2016	23 Jun 2016
REV	ILS DME OR 2 NDB RWY 32R	31-4	17 Jun 2016	23 Jun 2016
REV	CAT II ILS DME RWY 32R	31-4A	17 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 14L	32-1	17 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 14R	32-2	17 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 32L	32-3	17 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 32R	32-4	17 Jun 2016	23 Jun 2016

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REV	GLS RWY 14L	32-40	17 Jun 2016	23 Jun 2016
REV	GLS RWY 14R	32-41	17 Jun 2016	23 Jun 2016
REV	GLS RWY 32L	32-42	17 Jun 2016	23 Jun 2016
REV	GLS RWY 32R	32-43	17 Jun 2016	23 Jun 2016
REV	VOR DME RWY 14R	33-1	17 Jun 2016	23 Jun 2016
REV	VOR DME RWY 32L	33-2	17 Jun 2016	23 Jun 2016
DEL	NDB RWY 14R	36-1	17 Jun 2016	23 Jun 2016
DEL	NDB RWY 32L	36-2	17 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUDD