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Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: MOSCOW RUS
ICAO/IATA: UUDD / DME
Lat/Long: N55° 24.5', E037° 54.4'
Elevation: 594 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 11.0° 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: No
LLWS Alert: No
Beacon: No

Sunrise: 0129 Z
Sunset: 1721 Z

Runway Information

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: 14L
Length x Width: 7776 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 545 ft
Lighting: Edge

Runway: 32R
Length x Width: 7776 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 525 ft
Lighting: Edge

Runway: 14
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 552 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 523 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 128.300
ATIS: 122.950 Non-English
Domodedovo-Tower 1 Tower: 118.600 At or below 2000 ft
Domodedovo-Tower 2 Tower: 119.700 At or below 2000 ft
Domodedovo Apron 1 Ground: 119.000
Domodedovo Apron 2 Ground: 123.750
Domodedovo Clearance Delivery: 129.150
Moscow Approach: 124.400 Secondary
Moscow Approach: 119.450 Secondary
Moscow Approach: 129.000 Secondary
Domodedovo Radar: 127.700
Domodedovo De-Icing Operations: 130.600

UDD/DME
DOMODEDOVO

JEPPESEN

26 APR 19

30-1P

MOSCOW, RUSSIA
AIRPORT BRIEFING

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 is 600m or less at least at one of the three measuring points and/or CEILING is below 60m.
- Activation: RVR less than 550m at least at one of the three measuring points and/or CEILING is below 60m.
- Termination: RVR is more than 600m at all of the three measuring points and/or CEILING is above 60m.

Taxiing of ACFT shall be carried out only along TWYs with CL lights switched on. The responsibility for the unsanctioned incursion onto the RWY and non-adherence to the assigned taxi routes on the maneuvering 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 vacate. Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) are equipped with color-coded (alternating yellow/green) TWY center-line lights.

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

The flight crew shall report the RWY vacate to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacate 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 vacate 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 Taxiway 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 vacate 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 Taxiway 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 Taxiway) and the availability of the Follow-me car in front of the ACFT using the following phraseology:

"DOMODEDOVO Apron + ACFT callsign + TWY or Taxiway + Follow-me car is in front of us".

Further taxiing of ACFT shall be carried out 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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MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

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 maneuvering 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 B2), 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 onto the RWY.

1.4. RWY OPERATIONS

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

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY P4 and Taxiroutes 25 (TR 25), 35 (TR 35), 36 (TR 36), A3 (TR A3), H1 (TR H1) from Taxiroute 35 (TR 35) to Taxiroute 36 (TR 36), H2 (TR H2) from Taxiroute 35 (TR 35) to Taxiroute 25 (TR 25) MAX wingspan 262'/80m.

Taxiroutes T1 (TR T1) and T2 (TR T2) and H3 (TR H3) from route T2 (TR T2) to start-up point 7 MAX wingspan 240'/73.3m.

Taxiroute 3 (TR 3) from stand 74 to Taxiroute 30 (TR 30), Taxiroutes 26 (TR 26), 27 (TR 27), 29 (TR 29), 30 (TR 30), 31 (TR 31), 32 (TR 32) and H1 (TR H1) from Taxiroute 25 (TR 25) to Taxiroute 35 (TR 35) and H3 (TR H3) from start-up point 7 to start-up point 3 MAX wingspan 213'/65m.

Taxiroute D4 (TR D4) MAX wingspan 213'/64.8 m.

Taxiroute D3 (TR D3) MAX wingspan 200'/60.9m.

Taxiroute D1 (TR D1) from Taxiroute H1 (TR H1) to stand 75 MAX wingspan 144'/43.9m.

Taxiroutes H3 (TR H3) from start-up point 3 to stand 35, H4 (TR H4), 3 (TR 3) from Taxiroute 31 (TR 31) to Taxiroute 32 (TR 32) MAX wingspan 138'/42m.

Taxiroute D1 (TR D1) from stand 75 to stand 78A, D2 (TR D2) MAX wingspan 125'/38m.

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

Taxiroute 34 (TR 34) MAX wingspan 118'/35.8m.

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AIRPORT BRIEFING

1. GENERAL

Taxiing along Taxi Route 29 (TR 29) 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, from Route 31 (TR 31) to Route 32 (TR 32) along the joint apron, 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 Route T1 (TR T1) and TWYs A5 thru A8 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.

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.

1.6. PARKING INFORMATION

Stands 1 thru 19 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands 41, 41A and 42 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

RWY 14R 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.

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2. ARRIVAL

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.

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.

2.5.2. 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;
- 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 or B2 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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30-1P6

Eff 28 Mar

MOSCOW, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

During de-icing treatment of ACFT, the crew shall maintain listening watch on 119.0 MHz of "DOMODEDOVO Apron" controller.

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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Eff 28 Mar

MOSCOW, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.2. START-UP, PUSH-BACK AND 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 15 minutes before estimated time of engines start-up under condition that ACFT is completely ready for departure:

- Report the flight number (ACFT callsign), the destination aerodrome, the ACFT type, stand number, RWY for take-off;
- Receive ATC clearance, RWY for take-off, SSR squawk, departure instructions, SID designator and transit route or other procedures by TWR controller's instruction (Sector DR, "Domodedovo-Radar", control unit of Moscow TMA Control Center).
- In case of ACFT departure delay for 30 minutes or more, DLA message concerning the time of departure must be submitted to MATMC and the addresses indicated in ENR 1.10 - ENR 1.11 sections of AIP Russia.
- ATC clearance is valid 30 minutes 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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15 MAR 19 **30-1P8**

Eff 28 Mar

MOSCOW, RUSSIA
AIRPORT BRIEFING

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 TWY T2 to TWY B2;
- 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
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

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 beginning.

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

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 must be reduced to a minimum.

If take-off is executed from the RWY beginning, the manoeuvre to line-up shall be carried out either immediately after the ACFT, which has started take-off run, or after the ACFT, which has crossed the RWY THR before landing.

If take-off is executed from the intersection of TWY and the RWY, the flight crew must start the manoeuvre to line-up immediately after the taking off (landing) ACFT has passed abeam the RWY holding position where the ACFT is getting ready for take-off from the intersection.

The flight crew shall execute take-off immediately after receiving take-off clearance.

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15 MAR 19 30-1P9 Eff 28 Mar

MOSCOW, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

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

NADP1 is applied for take-off and climb procedures (ICAO Doc 8168, Volume I, 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

UUDD/DME
DOMODEDOVO

JEPPesen
21 JUL 17 **(30-1R)**

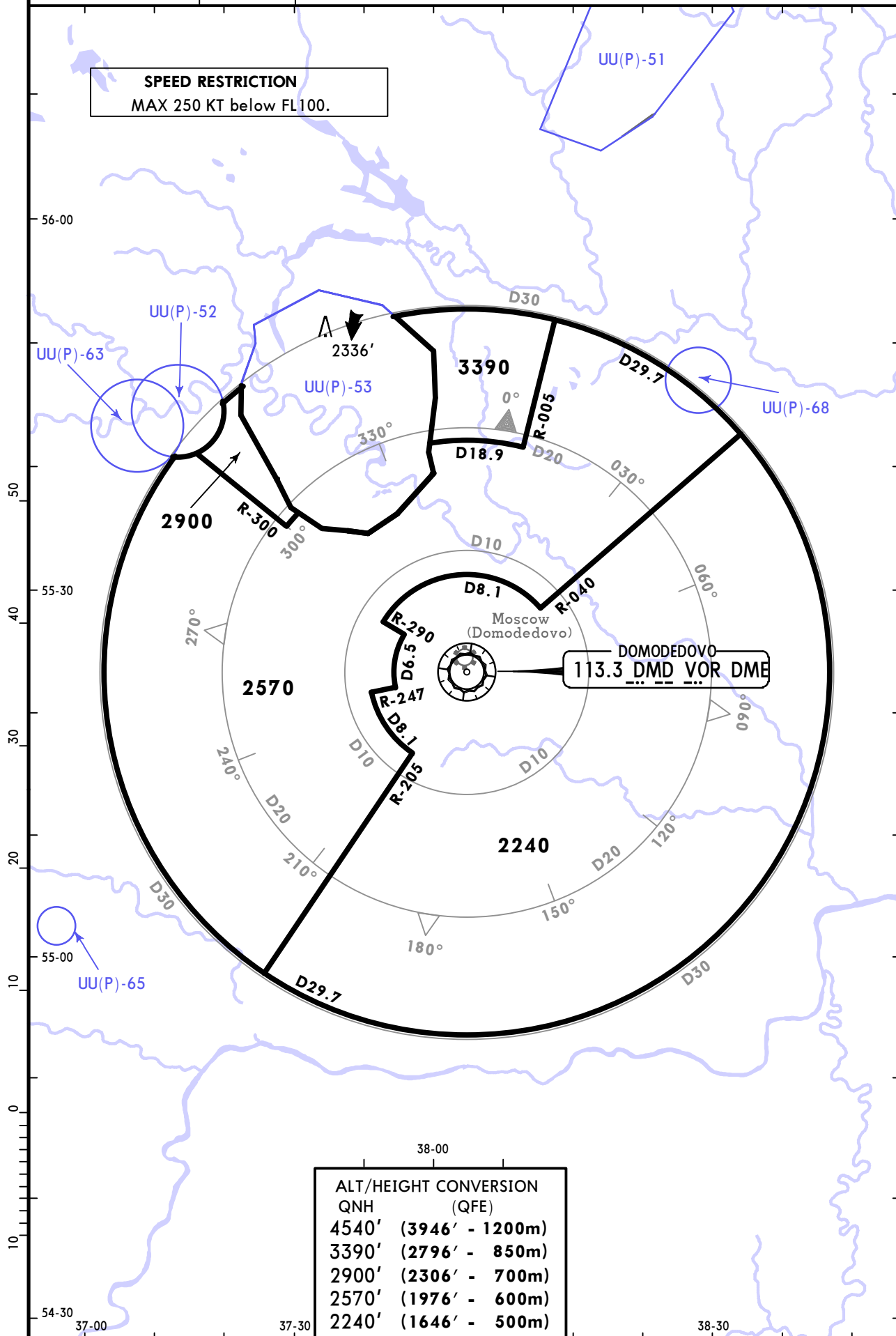
MOSCOW, RUSSIA
RADAR MINIMUM ALTITUDES

DOMODEDOVO Radar
127.7

Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 4540' (**3946'**)
The published minimum altitudes integrate a correction for low temperatures.

SPEED RESTRICTION
MAX 250 KT below FL100.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(3946' - 1200m)
3390'	(2796' - 850m)
2900'	(2306' - 700m)
2570'	(1976' - 600m)
2240'	(1646' - 500m)

CHANGES: Trans alt.

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 **JEPPesen**

8 JUN 18

30-2

Eff 11 Jun

MOSCOW, RUSSIA

STAR

TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, NAMIN 1D	30-2B
LARIONOVO 1D, 2D, RELTO 2D, TIKBI 2D	30-2C
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2D
GAGARIN 1D, 2D	30-2E
RNAV STAR DESIGNATION	REFER TO CHART
AKSINYINO 1A	30-2F
AKSINYINO 2A	30-2G
AKSINYINO 3A	30-2G1
AKSINYINO 1B	30-2H
AKSINYINO 2B	30-2J
AKSINYINO 3B	30-2J1
AKSINYINO 4B	30-2J2
AKSINYINO 5B	30-2J3
AKSINYINO 6B	30-2J4
OKREM 1B	30-2K
OKREM 2B	30-2L
OKREM 3B	30-2M
OKREM 4B	30-2N
OKREM 5B	30-2N1
OKREM 6B	30-2N2
SKURYGINO 1A	30-2P
SKURYGINO 2A	30-2Q
SKURYGINO 3A	30-2Q1
SKURYGINO 3B	30-2Q2
SKURYGINO 4B	30-2S
SKURYGINO 5B	30-2T

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UDD/DME
DOMODEDOVO

 **JEPPesen**
8 JUN 18 **30-2A** **Eff 11 Jun**

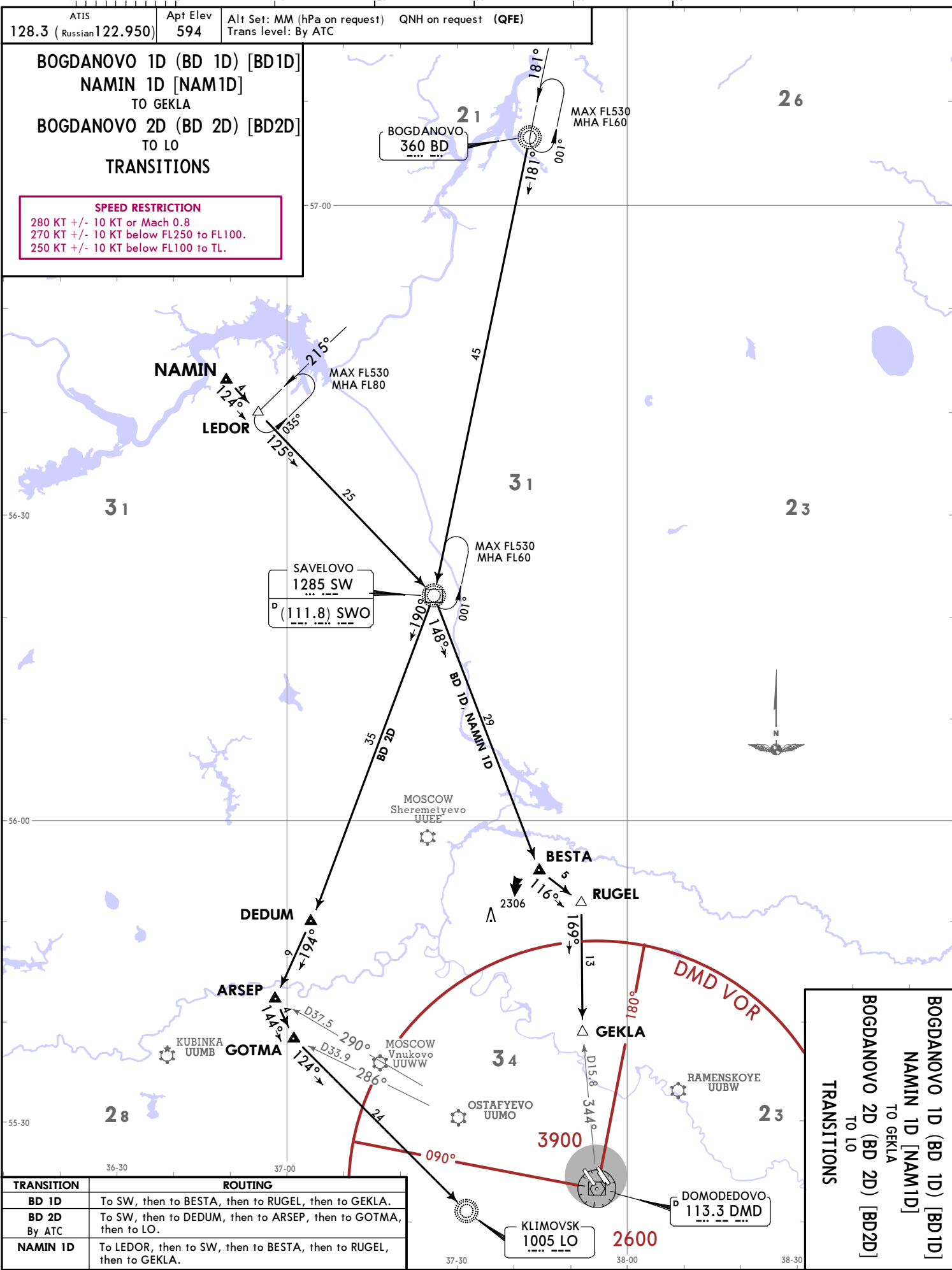
MOSCOW, RUSSIA
STAR

STAR DESIGNATION	REFER TO CHART
AKSINYINO 14A, 14B	30-2T1
AKSINYINO 14K, 14M	30-2T2
AKSINYINO 32A, 32B	30-2T3
AKSINYINO 32F, 32M	30-2T4
GEKLA 14A, 14B	30-2T5
GEKLA 14M	30-2T6
GEKLA 32A, 32B	30-2T7
GEKLA 32K, 32M	30-2T8
KLIMOVSK 14A, 14B	30-2T9
KLIMOVSK 14M	30-2U
KLIMOVSK 32A, 32M	30-2V
MARYINO 14B	30-2V1
MARYINO 32K, RUGEL 32K	30-2V2
SKURYGINO 14A, 14B	30-2V3
SKURYGINO 14M	30-2V4
SKURYGINO 32A, 32M	30-2V5
ARRIVALS TO DMD	30-2V6

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CHANGES: New runway established.

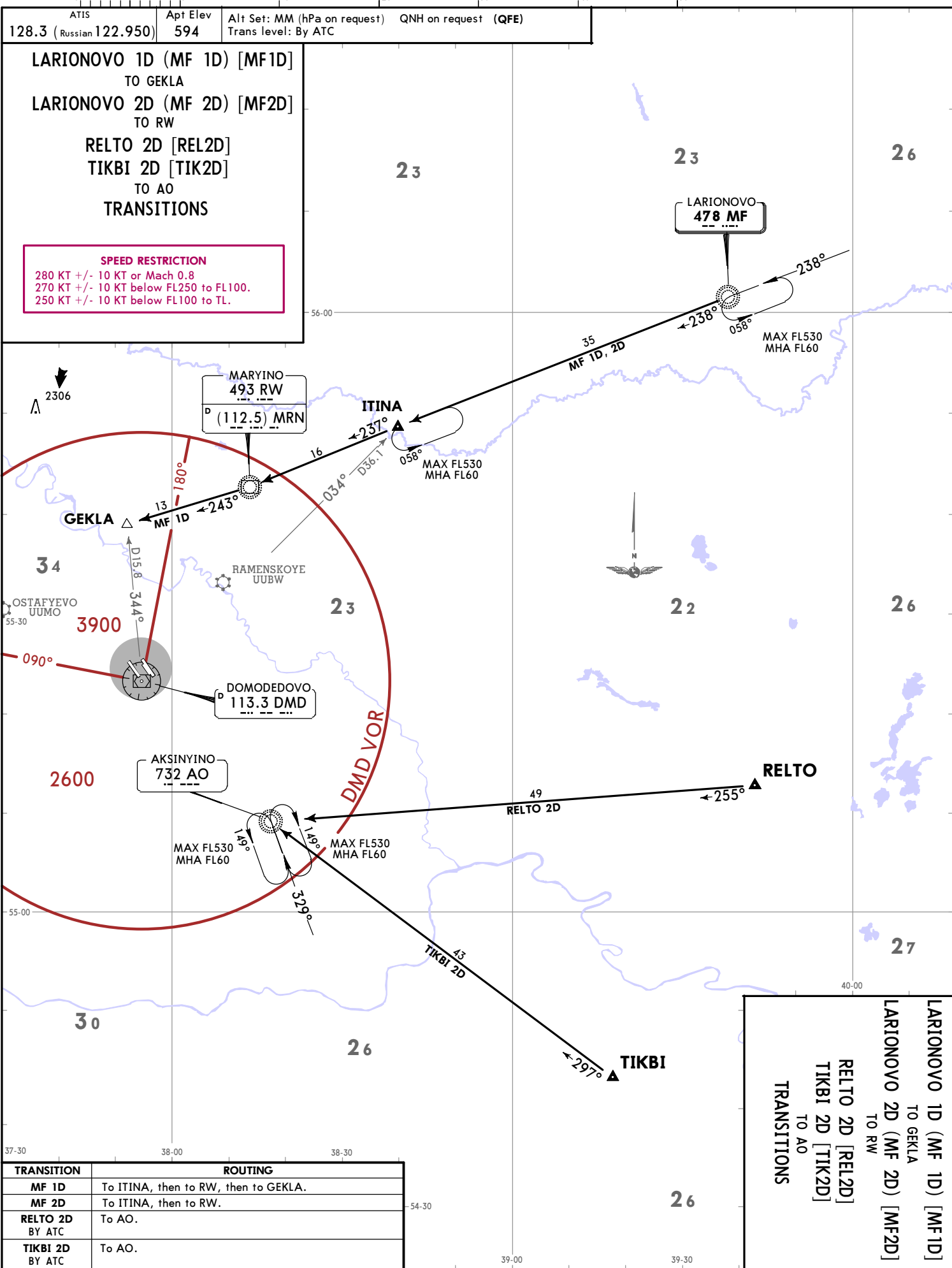
UDD/DME
DOMODEDOVO



JEPPESSEN MOSCOW, RUSSIA
8 JUN 18 (30-2B) EFF 11 Jun
TRANSITION

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CHANGES: New runway established.



ATIS
128.3
(Russian 122.950)
Apt Elev
594

Alt Set: MM (hPa on request)
QNH on request (QFE)
Trans level: By ATC

OKTYABRSKIY 1D (FE 1D)
SUHOTINO 3D (IN 3D)
TO AO
SUHOTINO 1D (IN 1D)
TO LO
SUHOTINO 2D (IN 2D)
TO DR
TRANSITIONS

SPEED RESTRICTION

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

The chart displays a terminal area with several airports and navigation aids. Key features include:

- OKTYABRSKIY (570 FE, 108.4 OK):** Located at the top right, with a maximum altitude of 570 feet. It has a 329° heading and a 149° heading.
- SUHOTINO (1055 IN):** Located in the center, with a maximum altitude of 1055 feet. It has a 271° heading and a 253° heading.
- KUPAR:** Located in the center, with a maximum altitude of 59 feet. It has a 581° heading and a 53° heading.
- Other Airports:** RAMENSKOYE (UUBW), DOMODEDOVO (113.3 DMD), AKSINYINO (732 AO), KLIMOVSK (1005 LO), and SKURYGINO (415 DR).
- Navigation Aids:** DMD VOR, D2, D1 N, D2, D1 N, D2, D1 N.
- Altitudes:** 3900, 2600, 59, 1055, 415, 113.3, 732, 1005, 570, 253, 581, 53, 271, 253, 59, 149, 329.
- Map Features:** A compass rose, a scale bar, and a grid system.

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

UDD/DME
DOMODEDOVO

CHANGES: New runway established.
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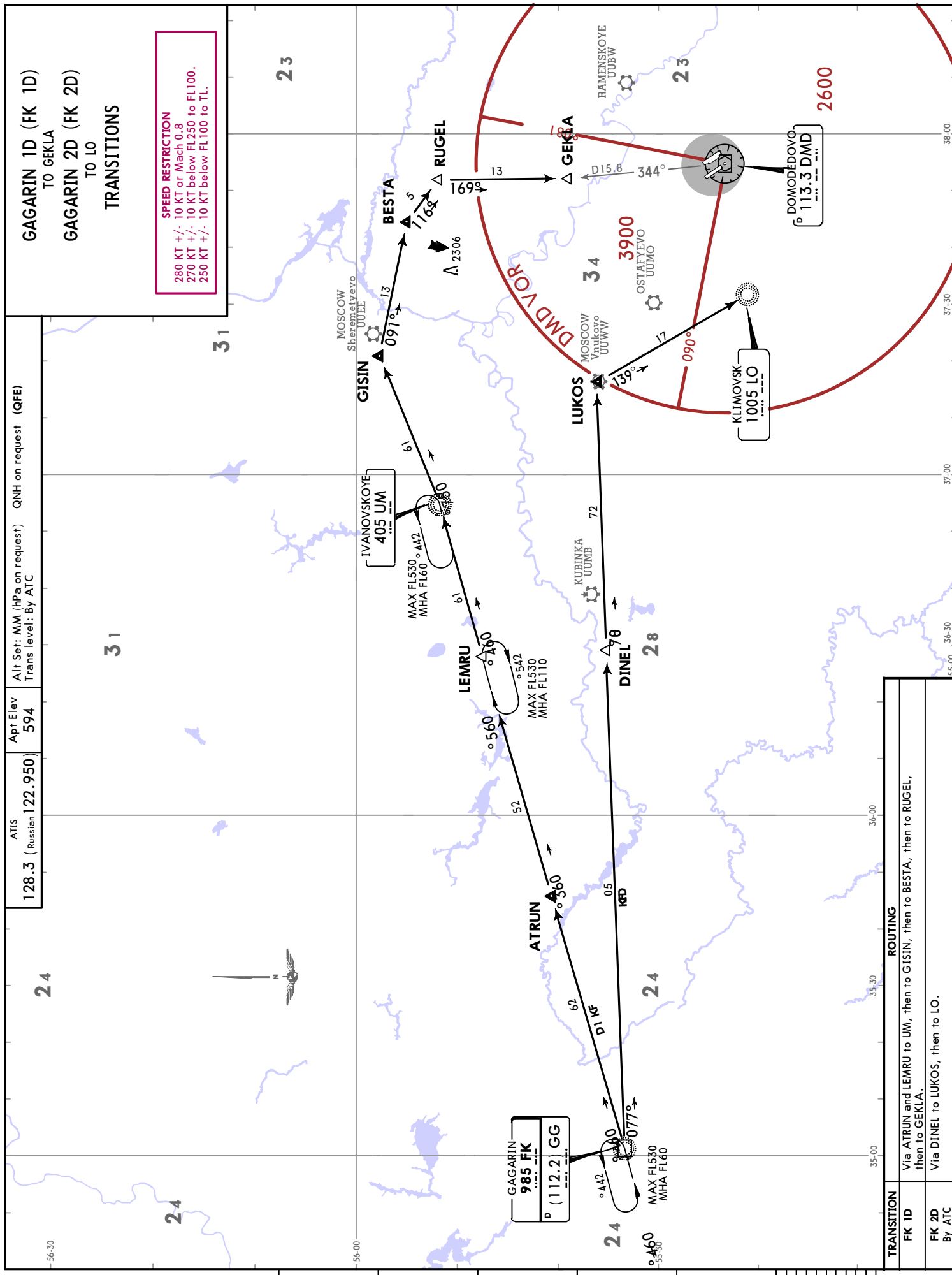
JEPPesen MOSCOW, RUSSIA
8 JUN 18 (30-2E) Eff 11 Jun TRANSITION

UDD/DME
DOMODEDOVO

ATIS 128.3 (Russian 122.950) Apt Elev 594 Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC

GAGARIN 1D (FK 1D)
TO GEKLA
GAGARIN 2D (FK 2D)
TO LO
TRANSITIONS

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



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.

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2F)

Eff 11 Jun

RNAV STAR

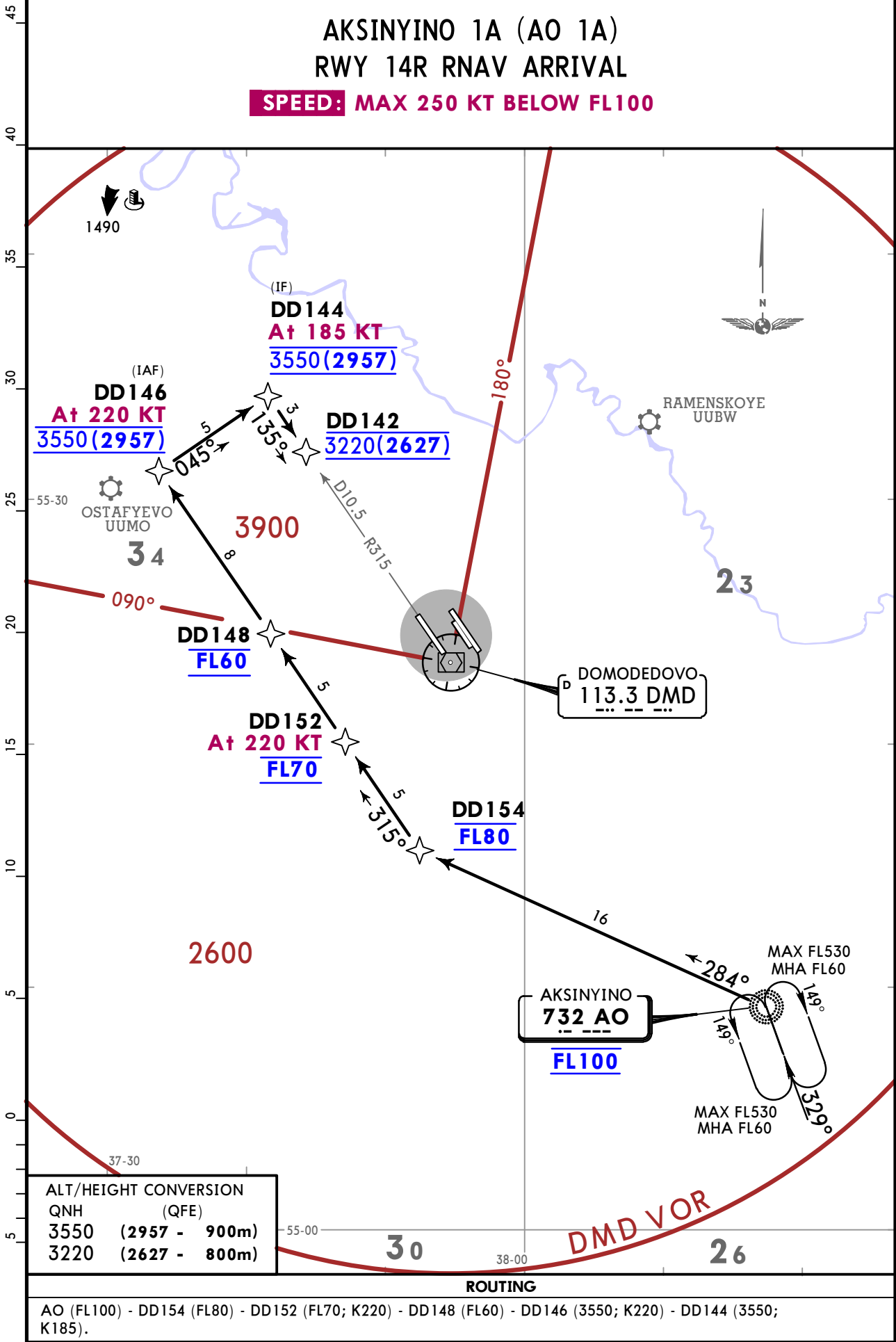
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1A (AO 1A)
RWY 14R RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100



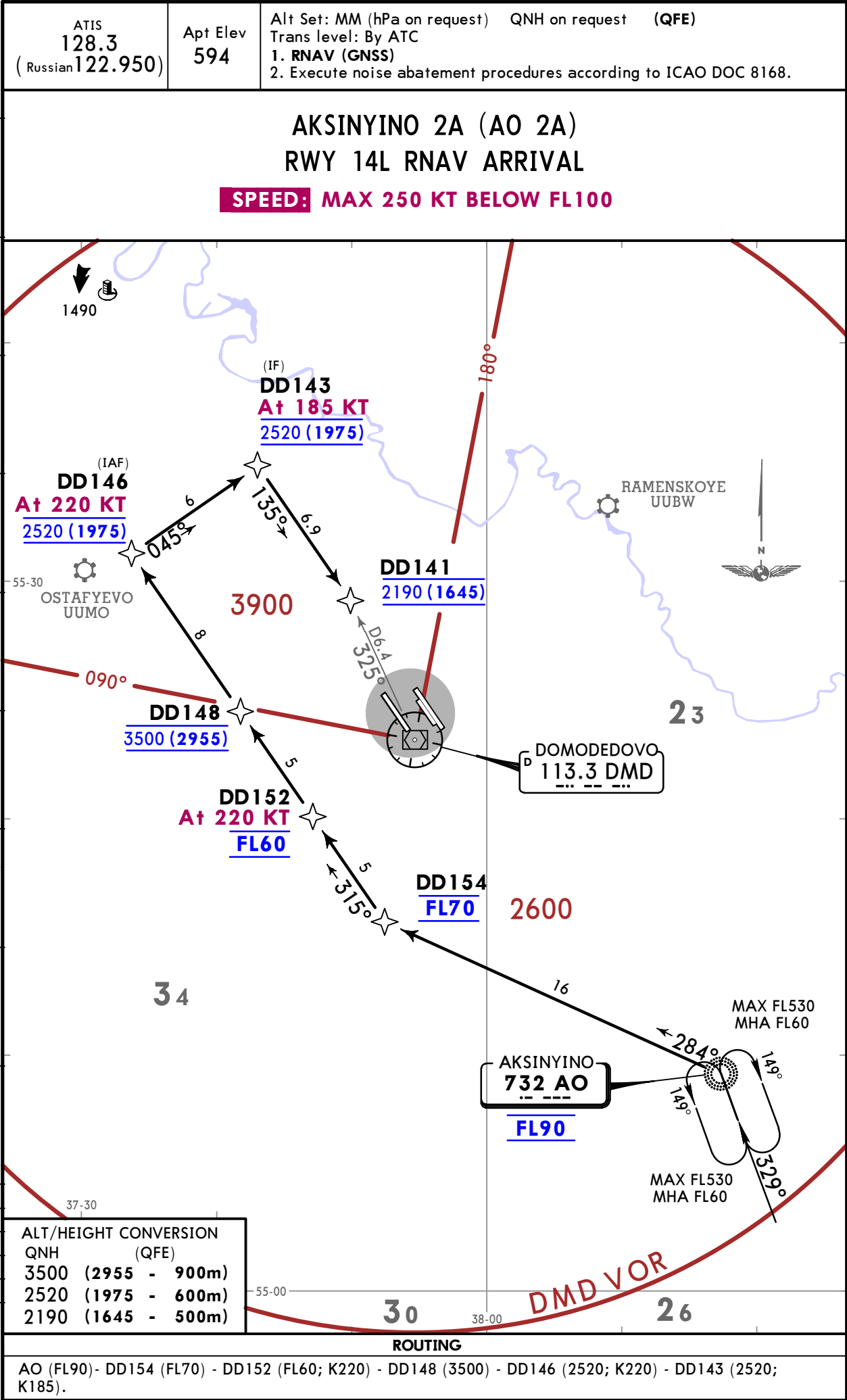
CHANGES: New runway established.

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UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2G) Eff 11 Jun

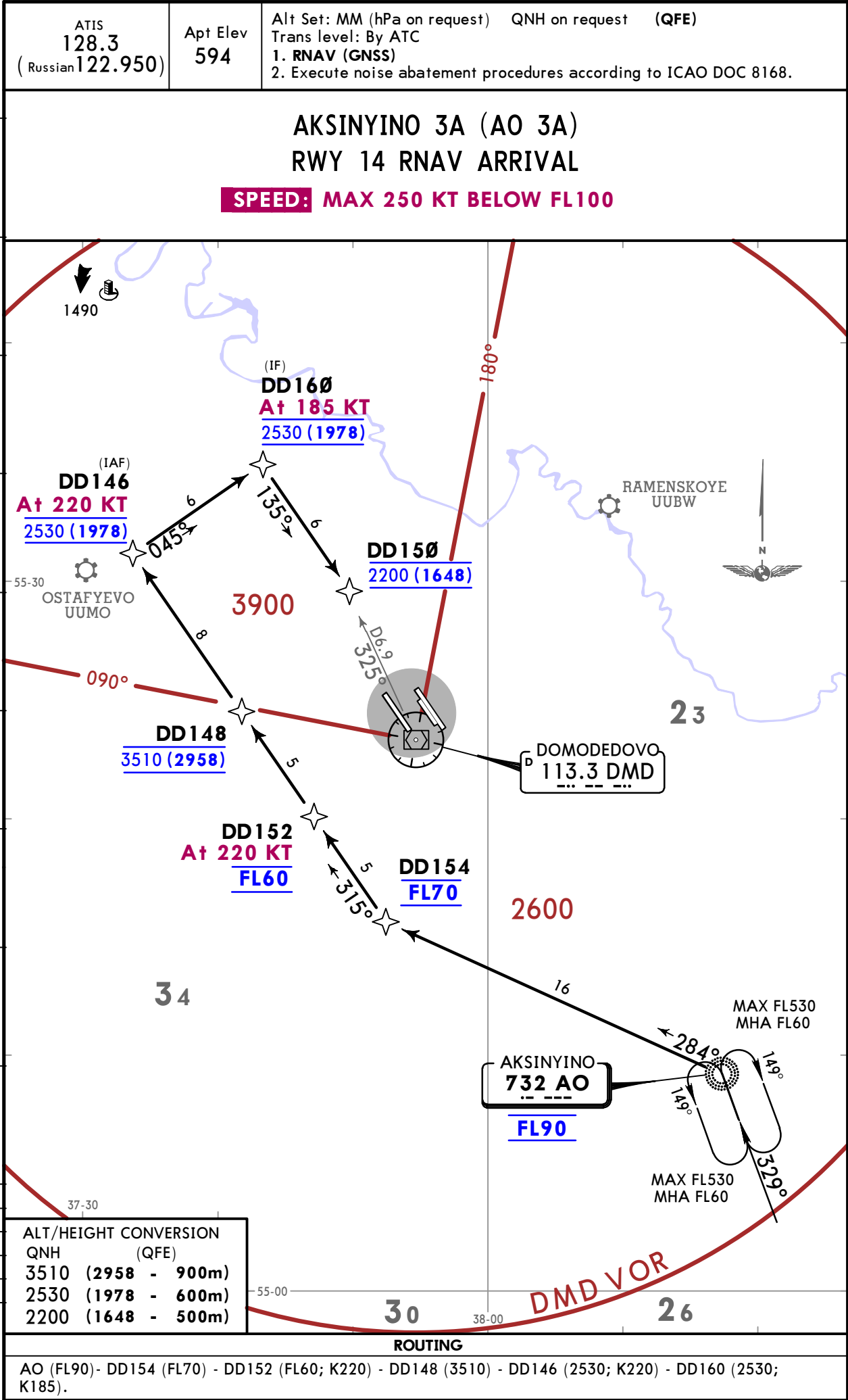
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2G1) Eff 11 Jun

MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2H

Eff 11 Jun

RNAV STAR

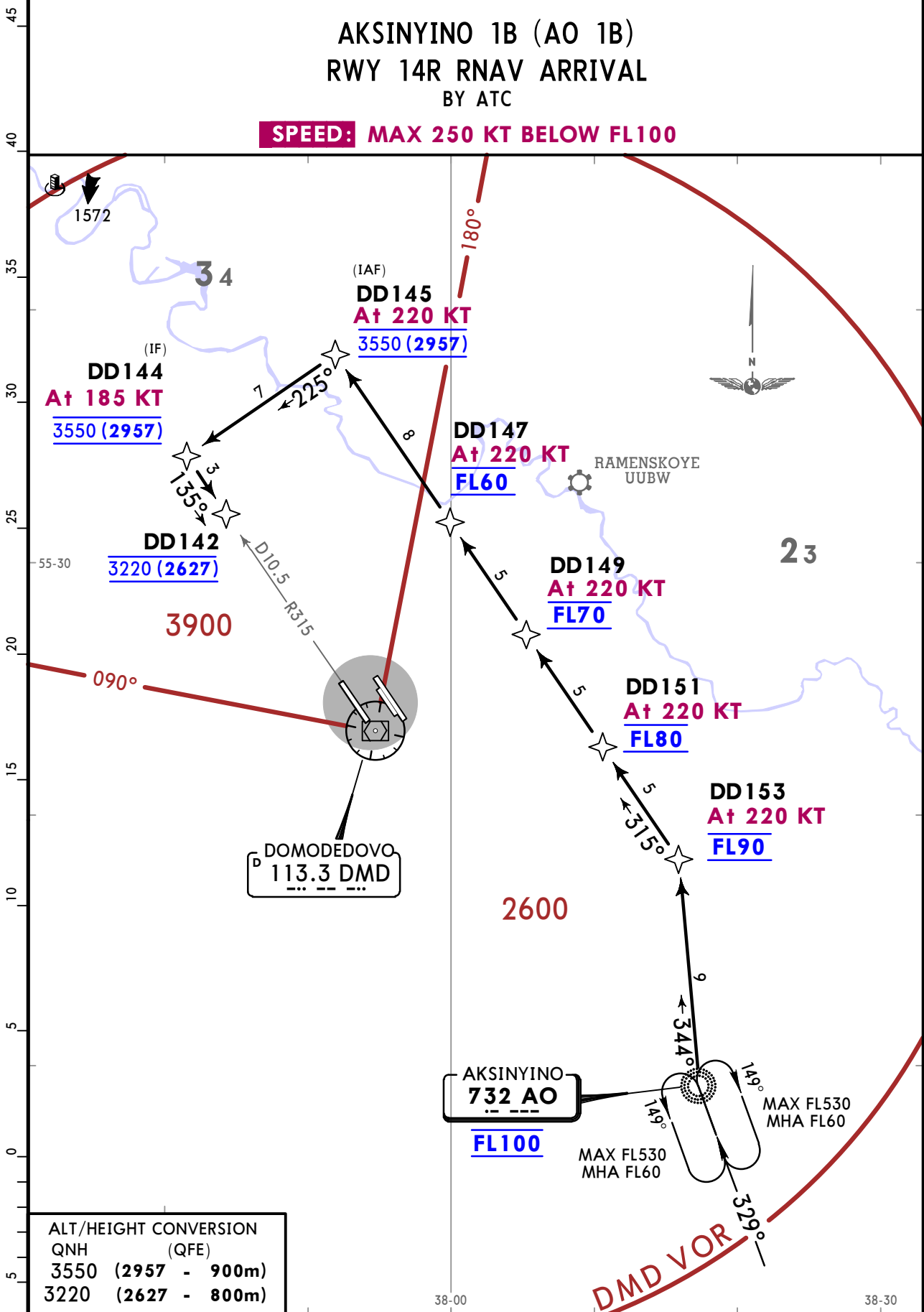
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 1B (AO 1B)
RWY 14R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
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).

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2J)

Eff 11 Jun

RNAV STAR

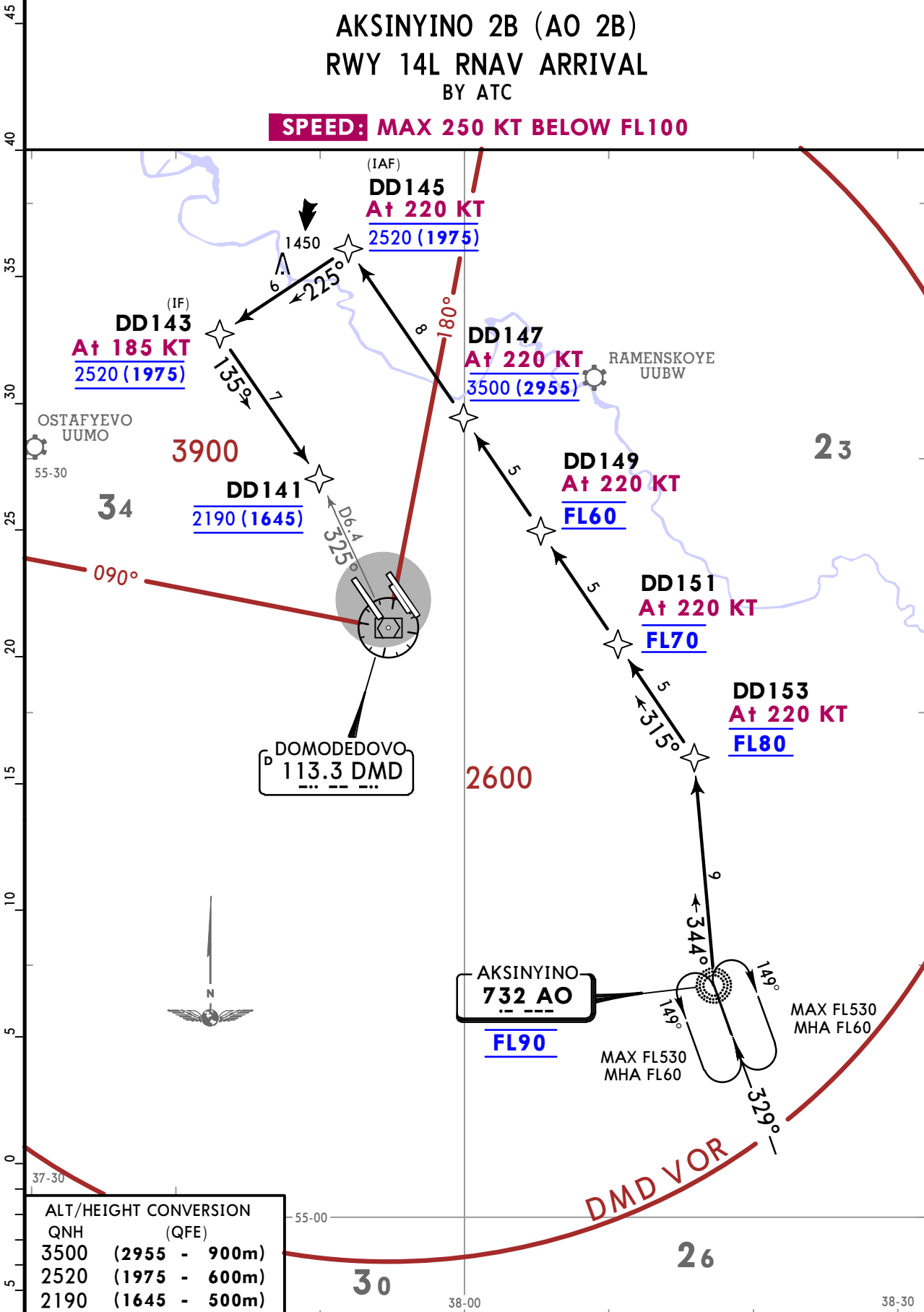
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 2B (AO 2B)
RWY 14L RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



ROUTING
AO (FL90) - DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3500; K220) - DD145 (2520; K220) - DD143 (2520; K185).

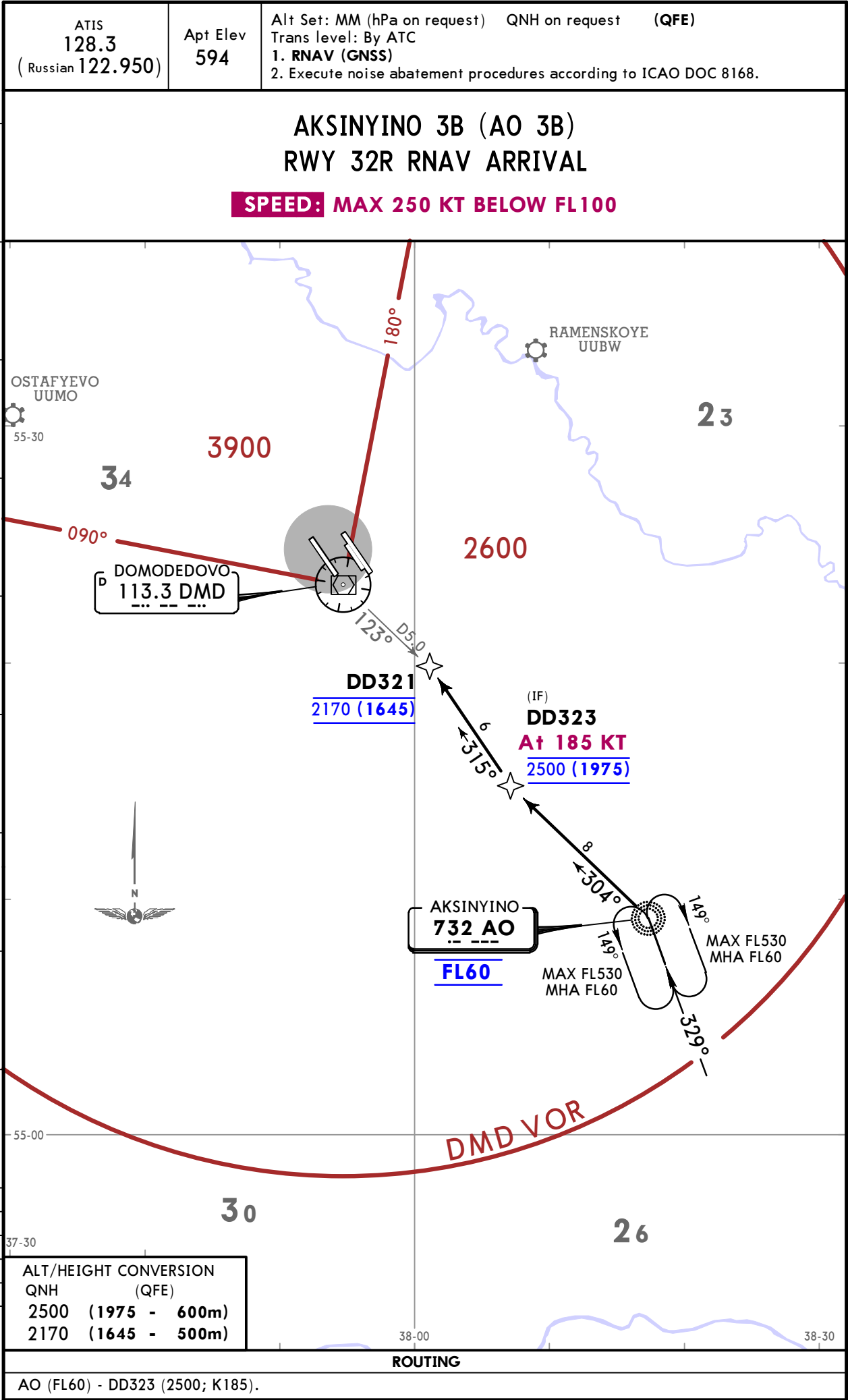
CHANGES: New runway established.

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DOMODEDOVO

JEPPESSEN
8 JUN 18 30-2J1 Eff 11 Jun

MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2J2

Eff 11 Jun

RNAV STAR

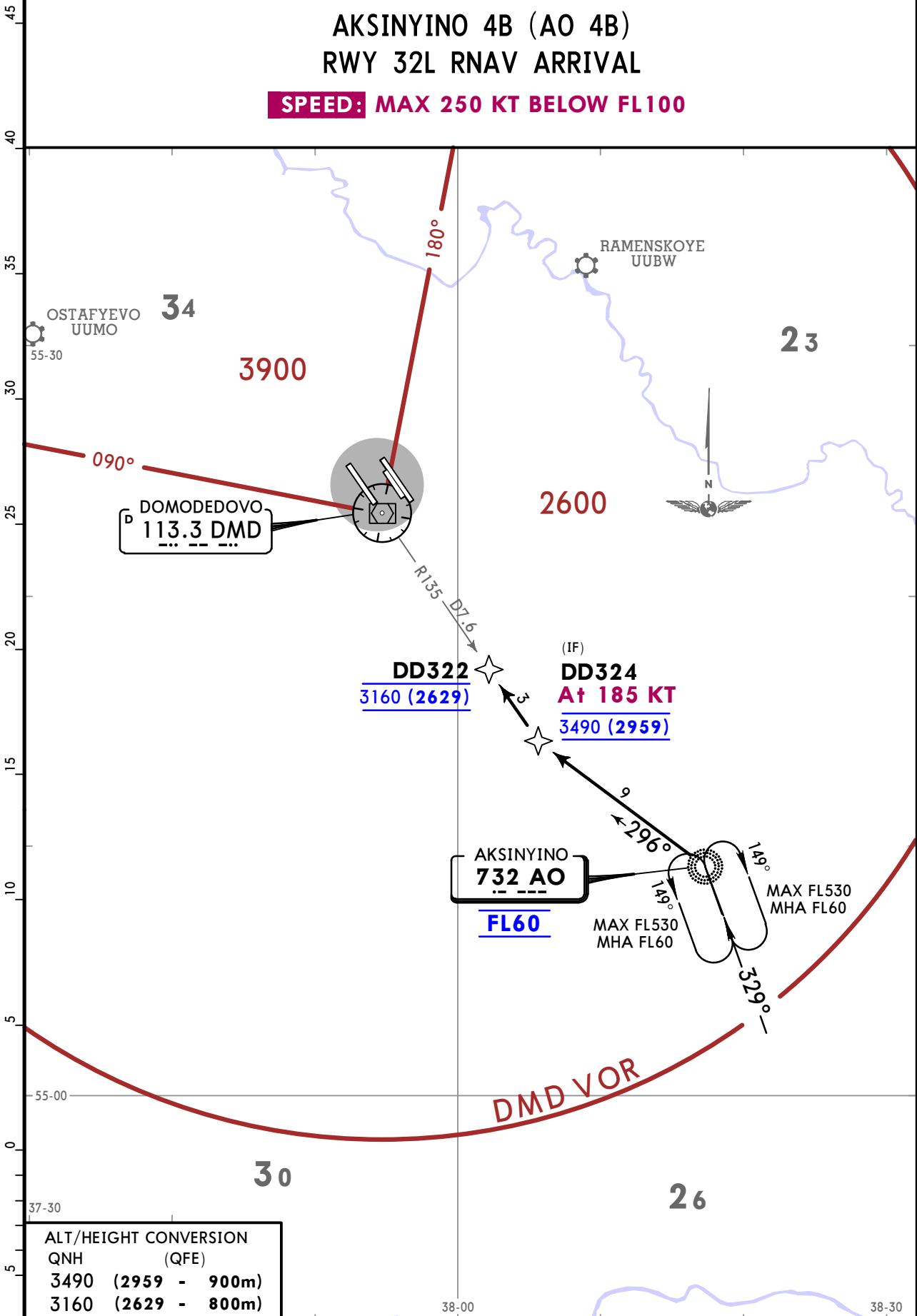
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 4B (AO 4B)
RWY 32L RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3490	(2959 - 900m)
3160	(2629 - 800m)

ROUTING

AO (FL60) - DD324 (3490; K185).

CHANGES: New runway established.

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UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2J3

Eff 11 Jun

RNAV STAR

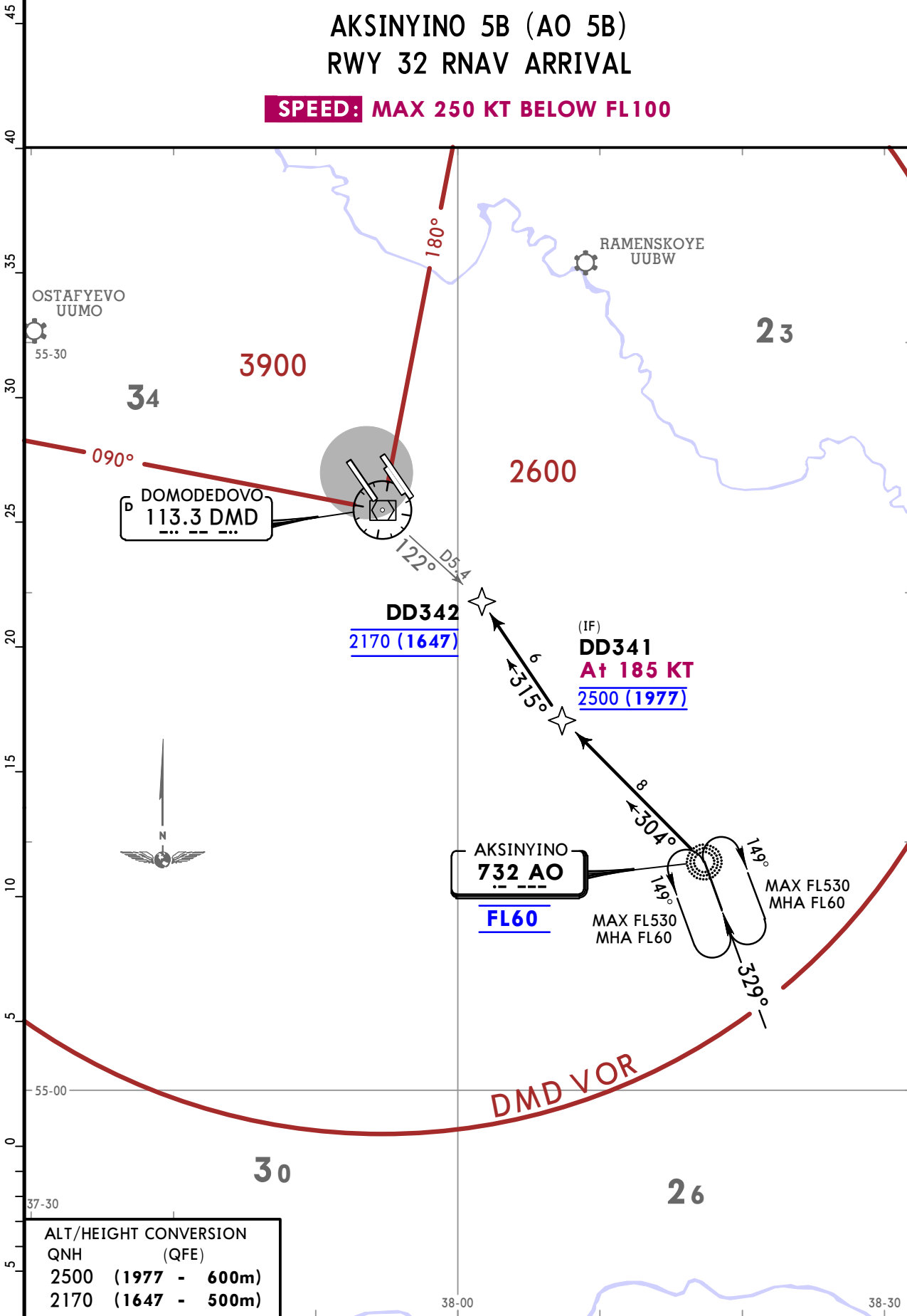
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 5B (AO 5B)
RWY 32 RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100



ROUTING
AO (FL60) - DD341 (2500; K185).

UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2J4) Eff 11 Jun

MOSCOW, RUSSIA
RNAV STAR

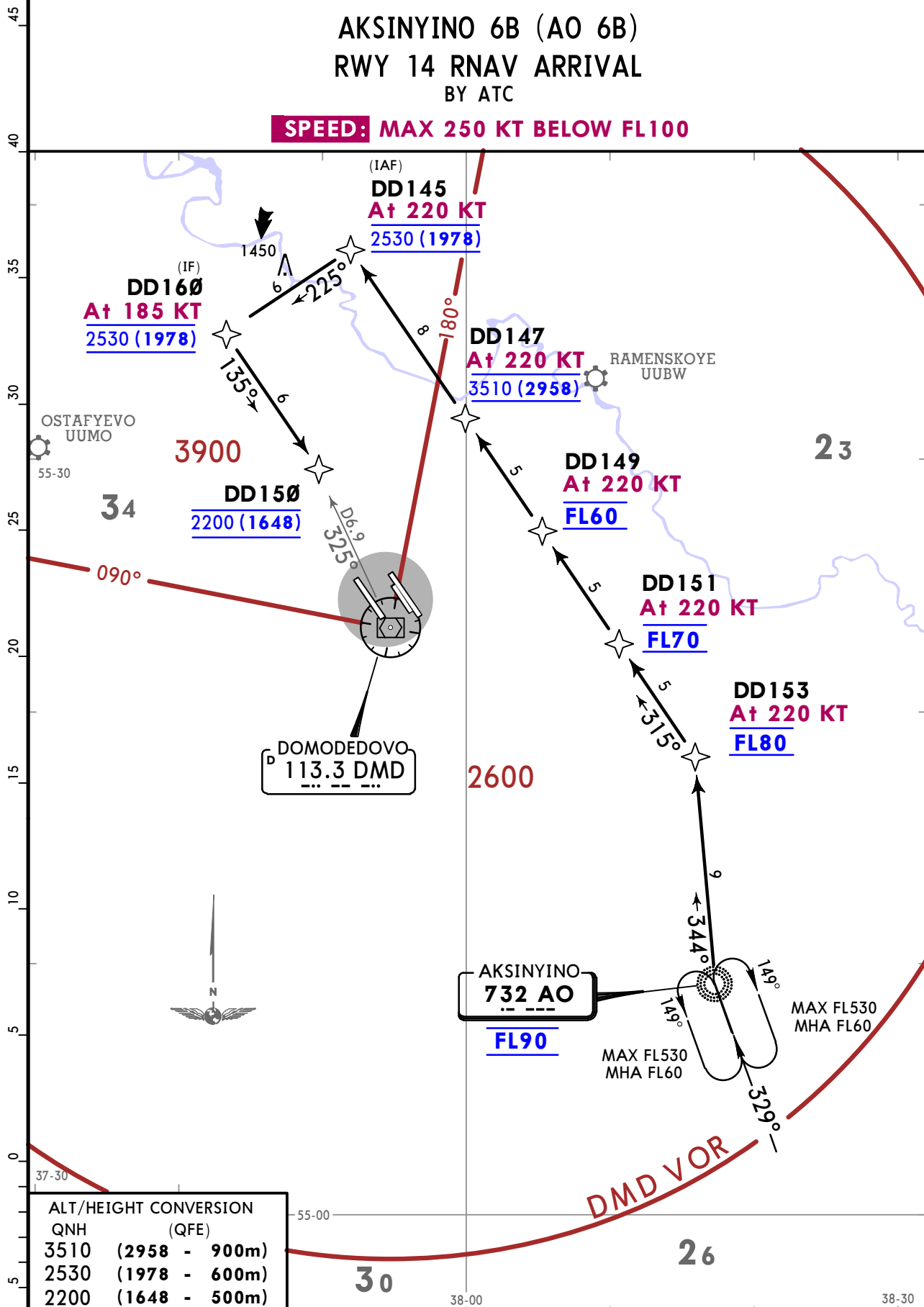
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

AKSINYINO 6B (AO 6B)
RWY 14 RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT BELOW FL100



ROUTING

AO (FL90) - DD153 (FL80; K220) - DD151 (FL70; K220) - DD149 (FL60; K220) - DD147 (3510; K220) - DD145 (2530; K220) - DD160 (2530; K185).

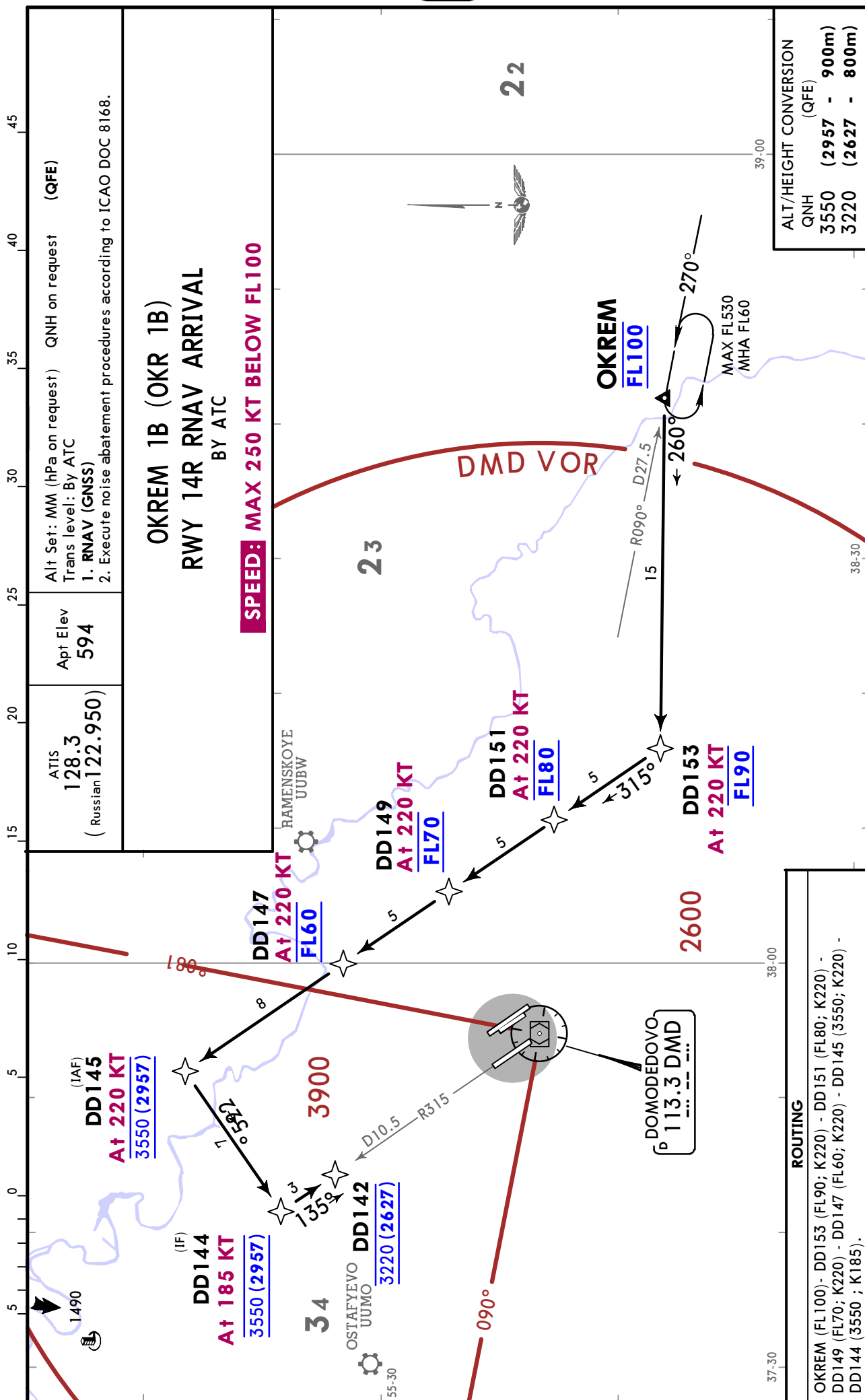
CHANGES: New chart (new RNAV STAR at this airport).

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UDD/DME
DOMODEDOVO

JEPPESSEN
13 JUL 18 (30-2K)

MOSCOW, RUSSIA
RNAV STAR



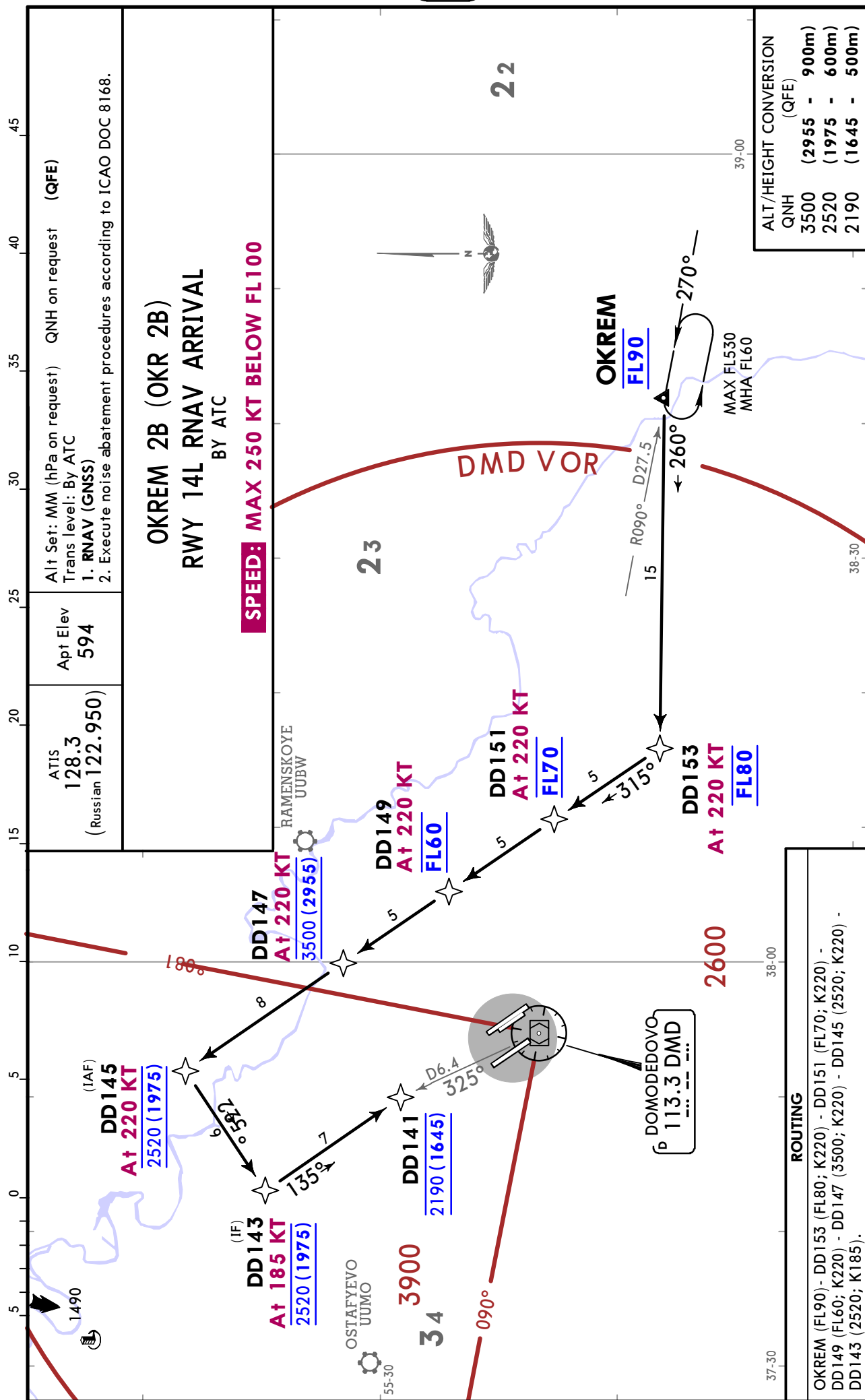
CHANGES: Reissue (OKREM NCRP changed to CRP).

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UUDD/DME
DOMODEDOVO

JEPPESEN
13 JUL 18 (30-2L)

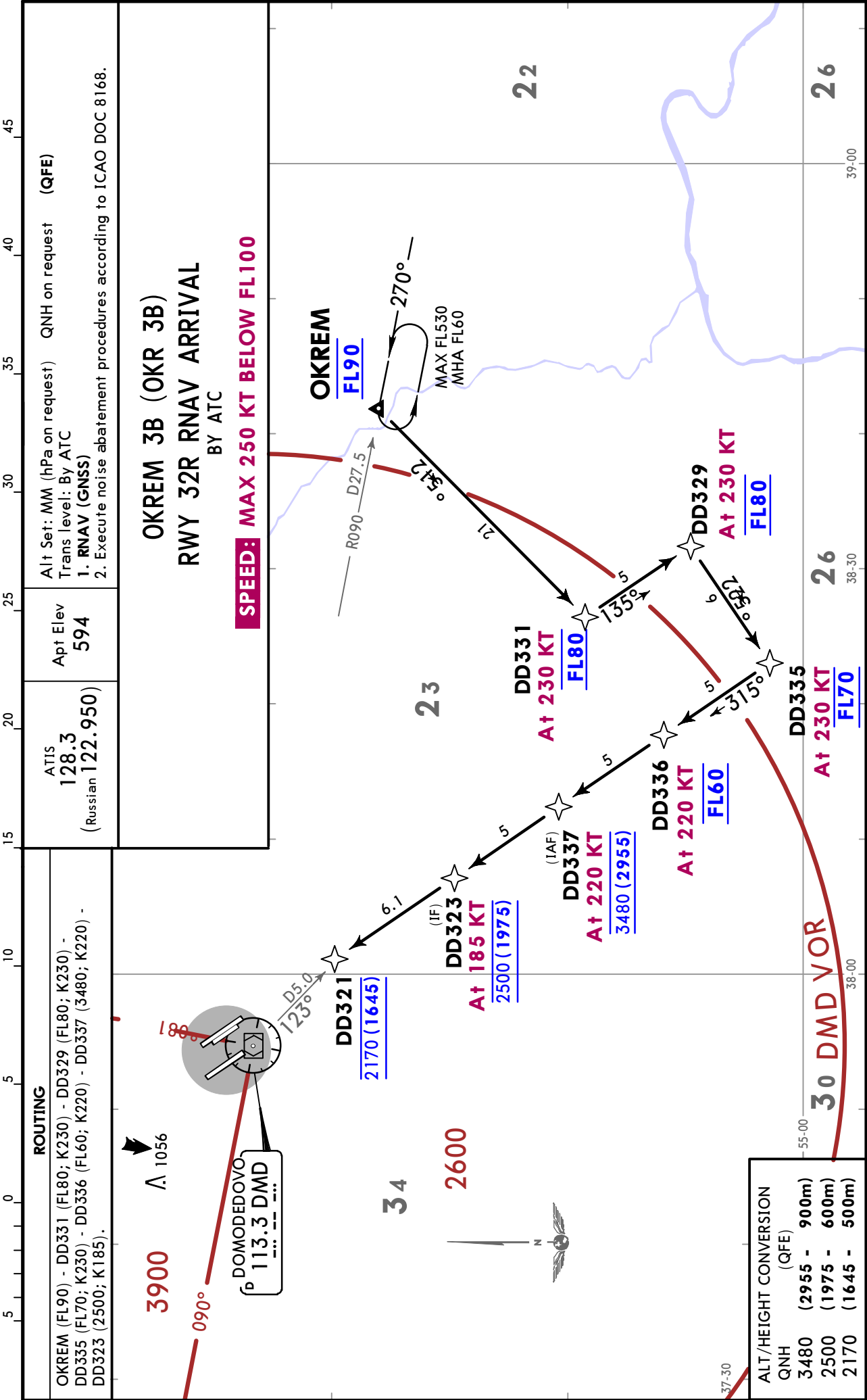
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2M) Eff 11 Jun

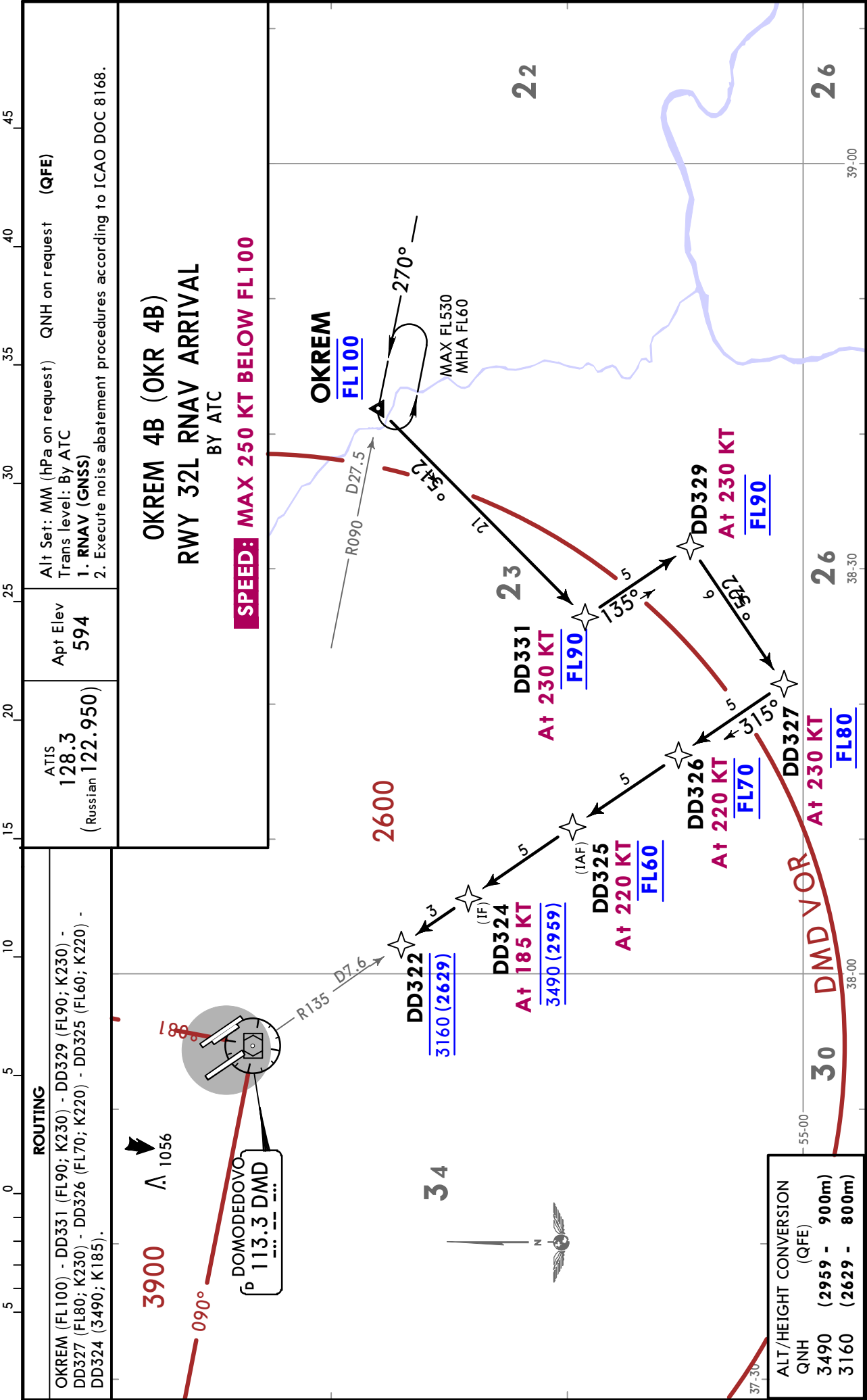
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 30-2N Eff 11 Jun

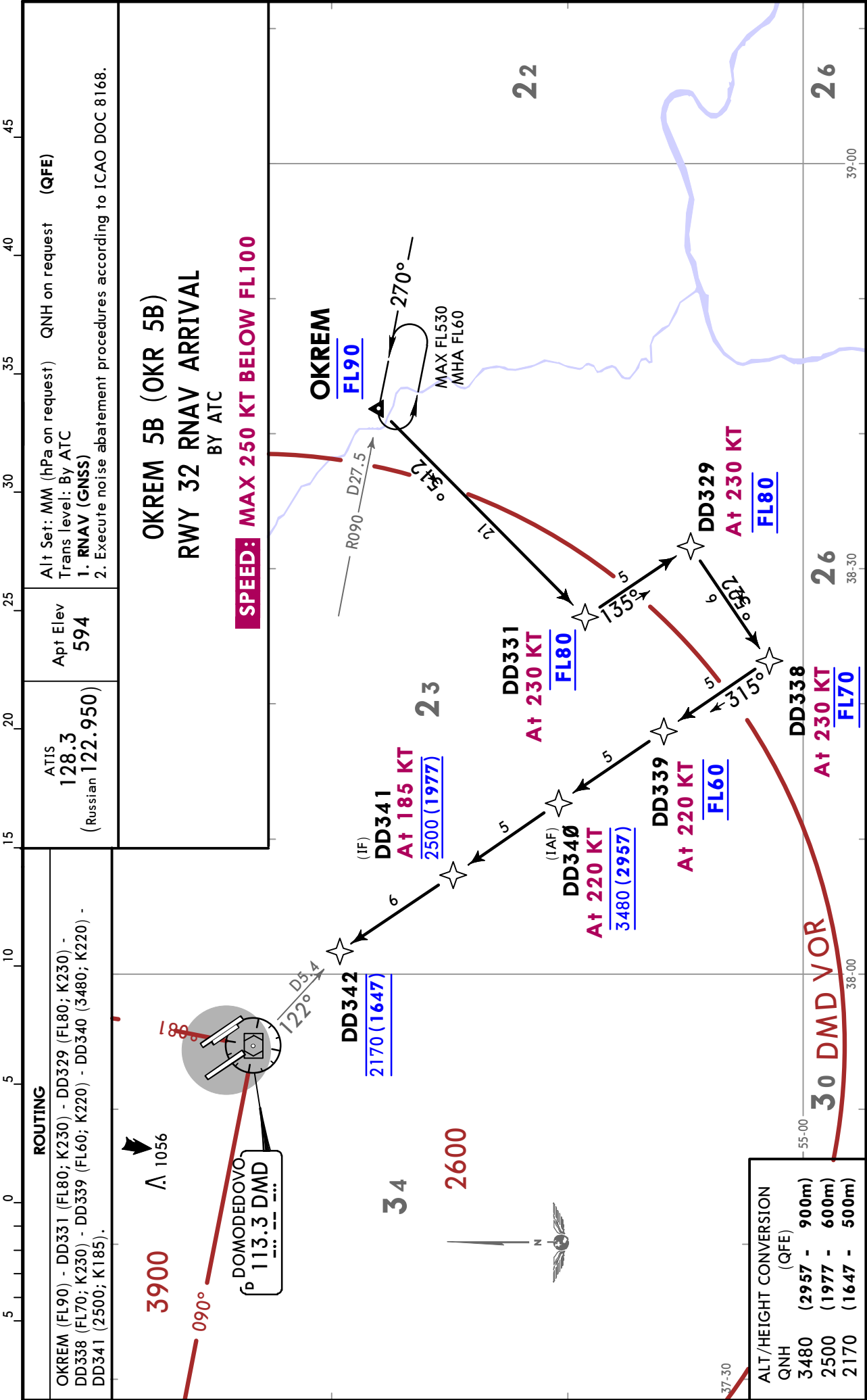
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2N1) Eff 11 Jun

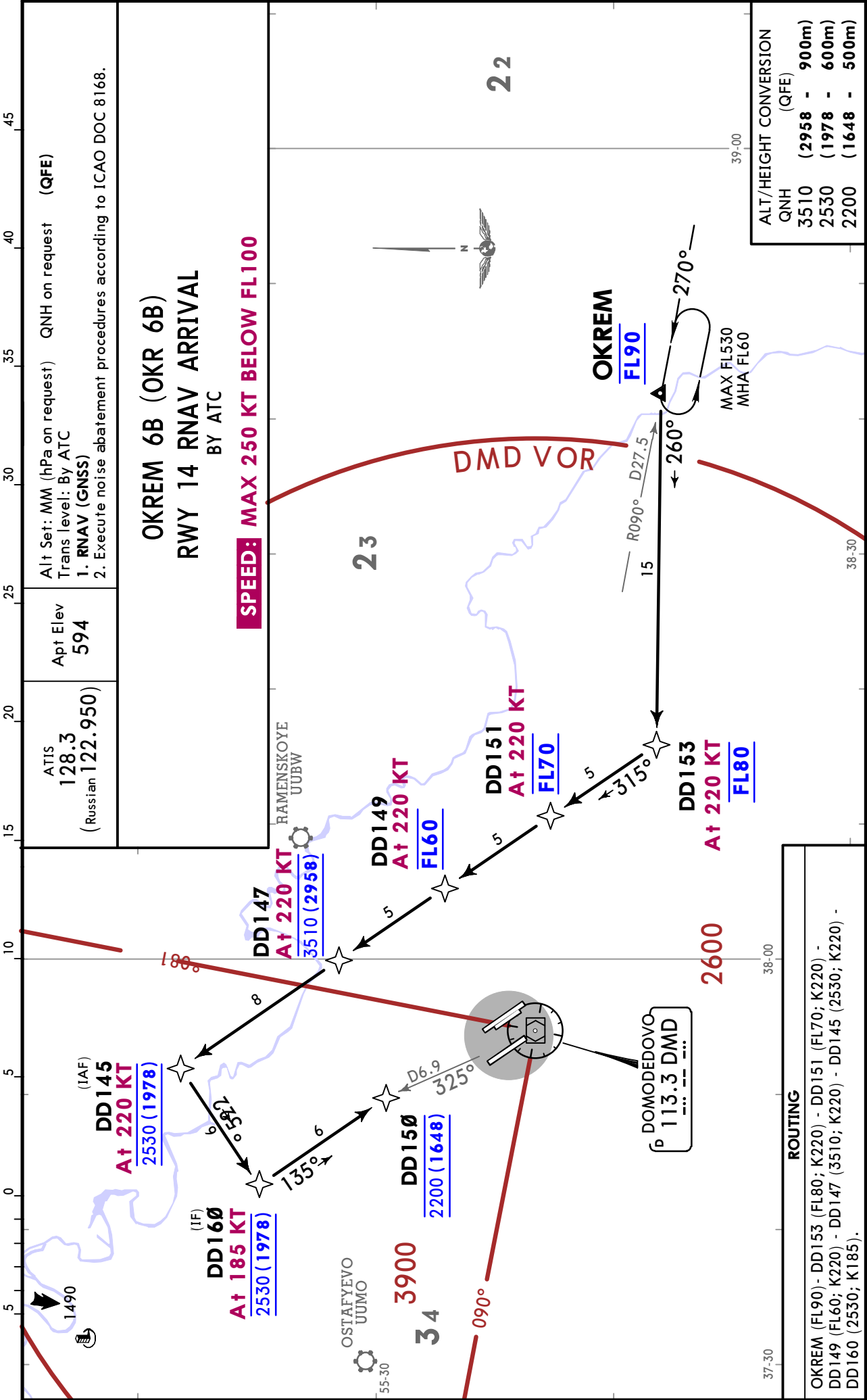
MOSCOW, RUSSIA
RNAV STAR



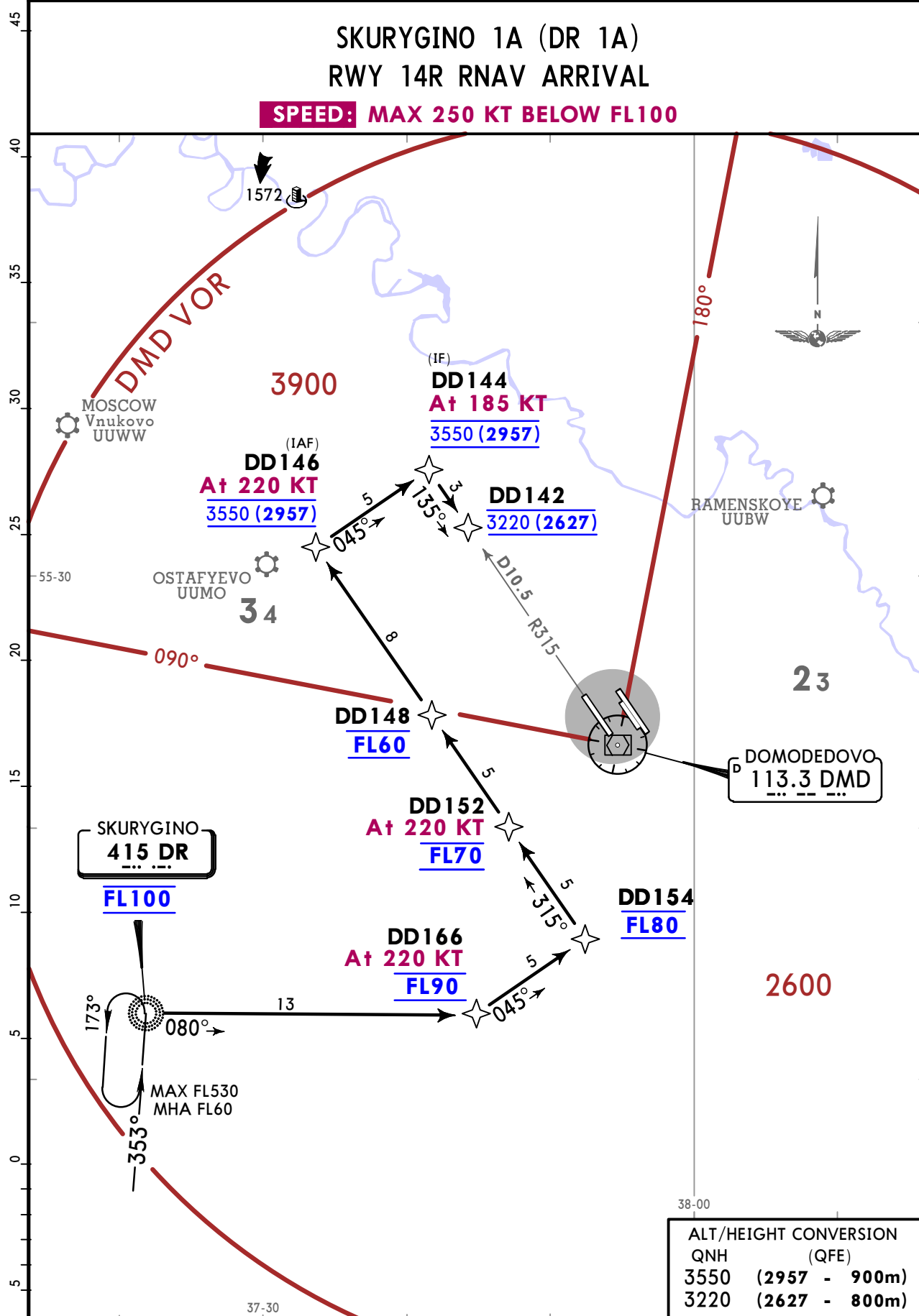
UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2N2) Eff 11 Jun

MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO
JEPPESSEN
8 JUN 18 **(30-2P)** **Eff 11 Jun**
MOSCOW, RUSSIA
RNAV STAR
ATIS
128.3
(Russian **122.950**)

Apt Elev
594
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.
SKURYGINO 1A (DR 1A)
RWY 14R RNAV ARRIVAL
SPEED: MAX 250 KT BELOW FL100

ROUTING
DR (FL100) - DD166 (FL90; K220) - DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550; K220) - DD144 (3550; K185).
CHANGES: New runway established.

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UDD/DME
DOMODEDOVO

JEPPESEN

MOSCOW, RUSSIA

8 JUN 18

(30-2Q)

Eff 11 Jun

RNAV STAR

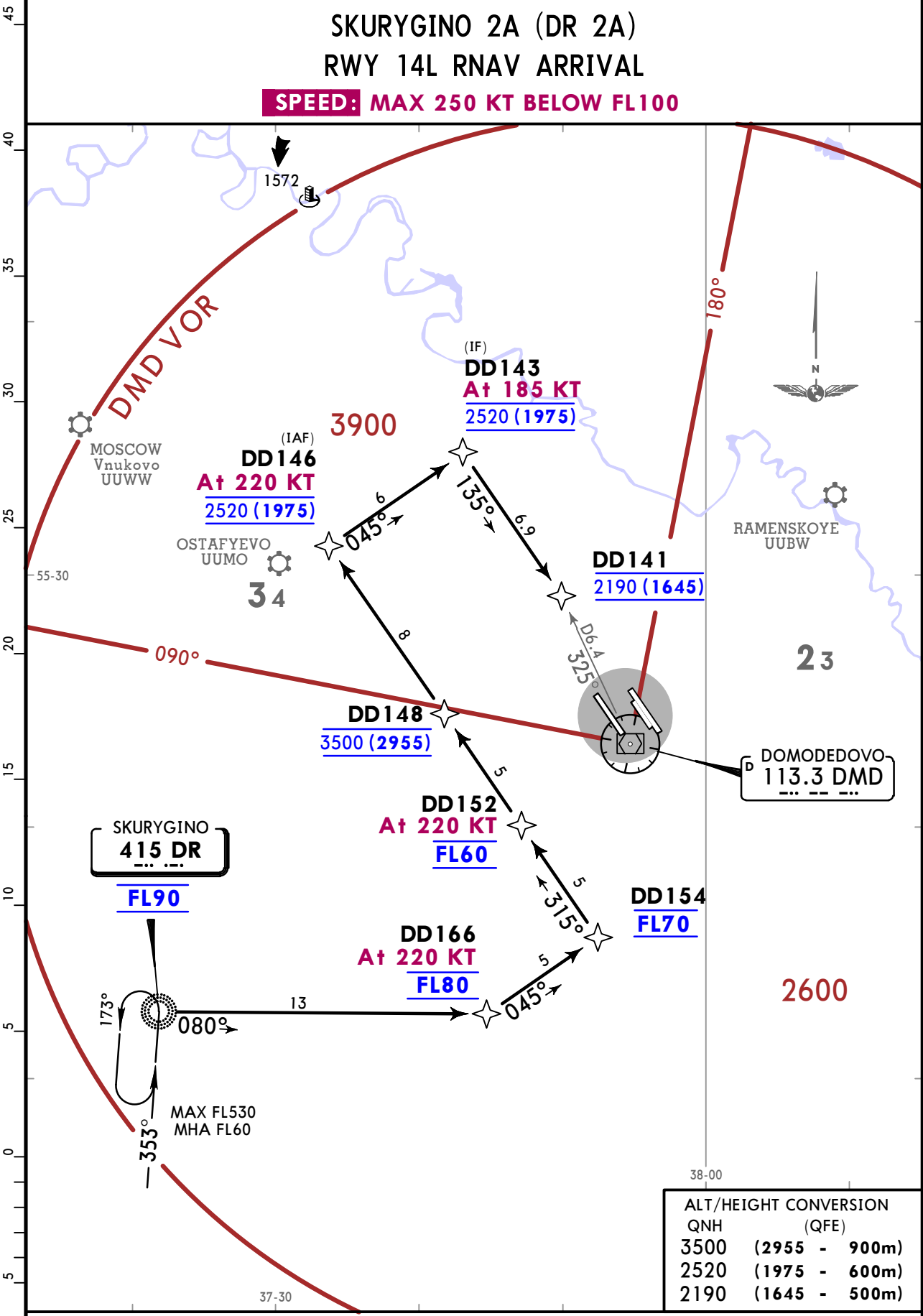
ATIS
128.3
(Russian 122.950)

Apt Elev
594

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
1. RNAV (GNSS)
2. Execute noise abatement procedures according to ICAO DOC 8168.

SKURYGINO 2A (DR 2A)
RWY 14L RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100

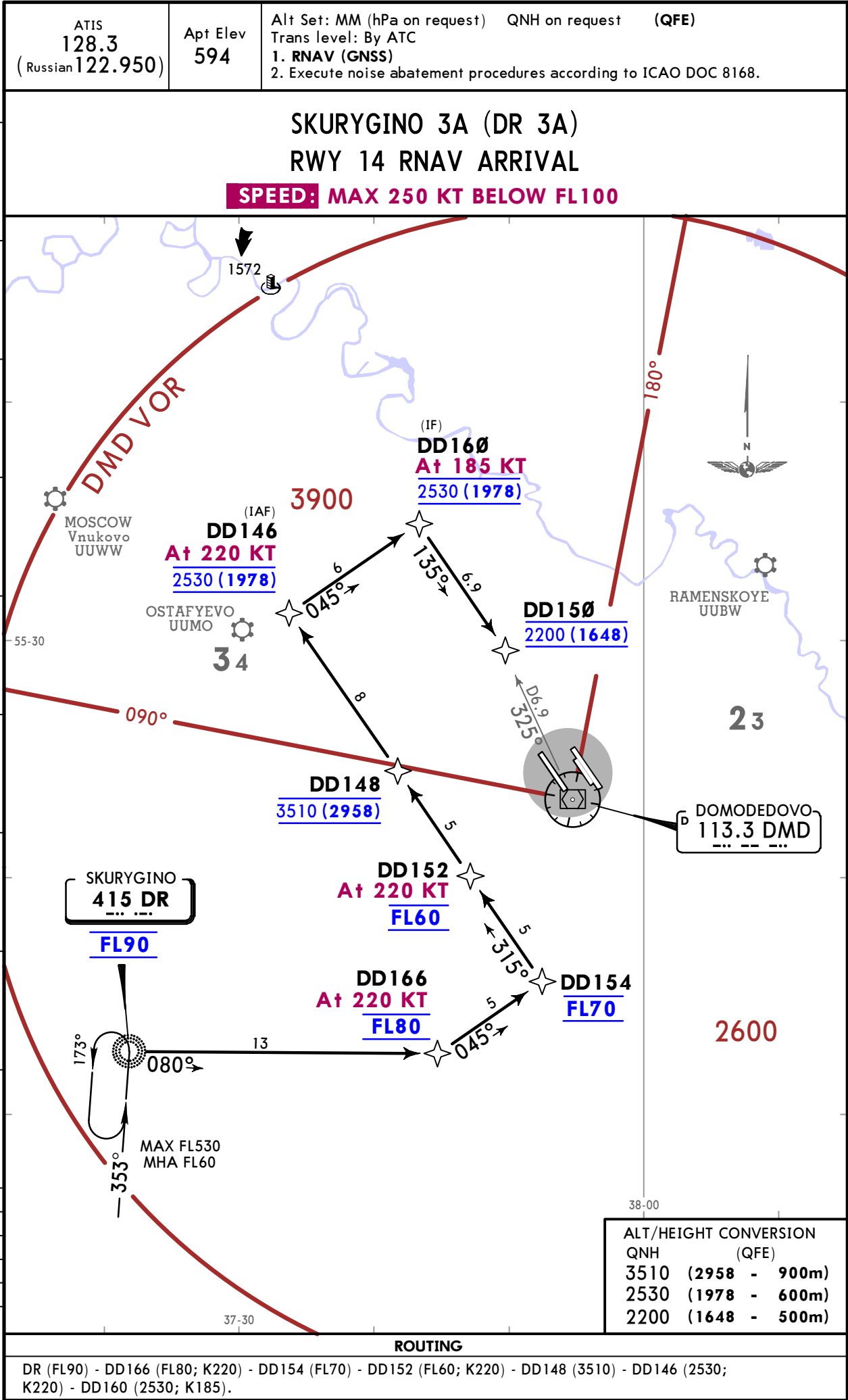


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3500	(2955 -	900m)
2520	(1975 -	600m)
2190	(1645 -	500m)

UDD/DME
DOMODEDOVO

JEPPESEN
8 JUN 18 (30-2Q1) Eff 11 Jun

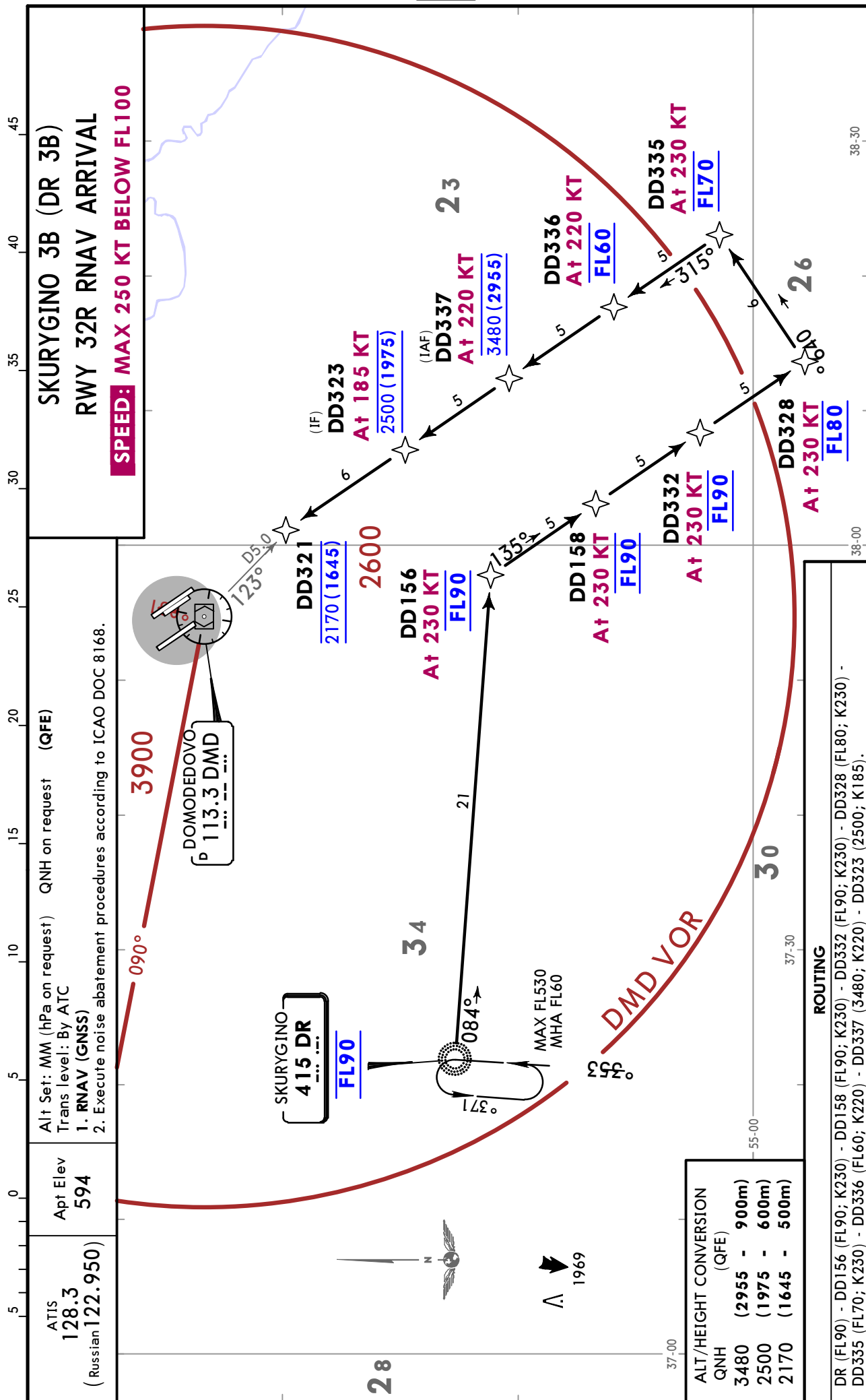
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2Q2) Eff 11 Jun

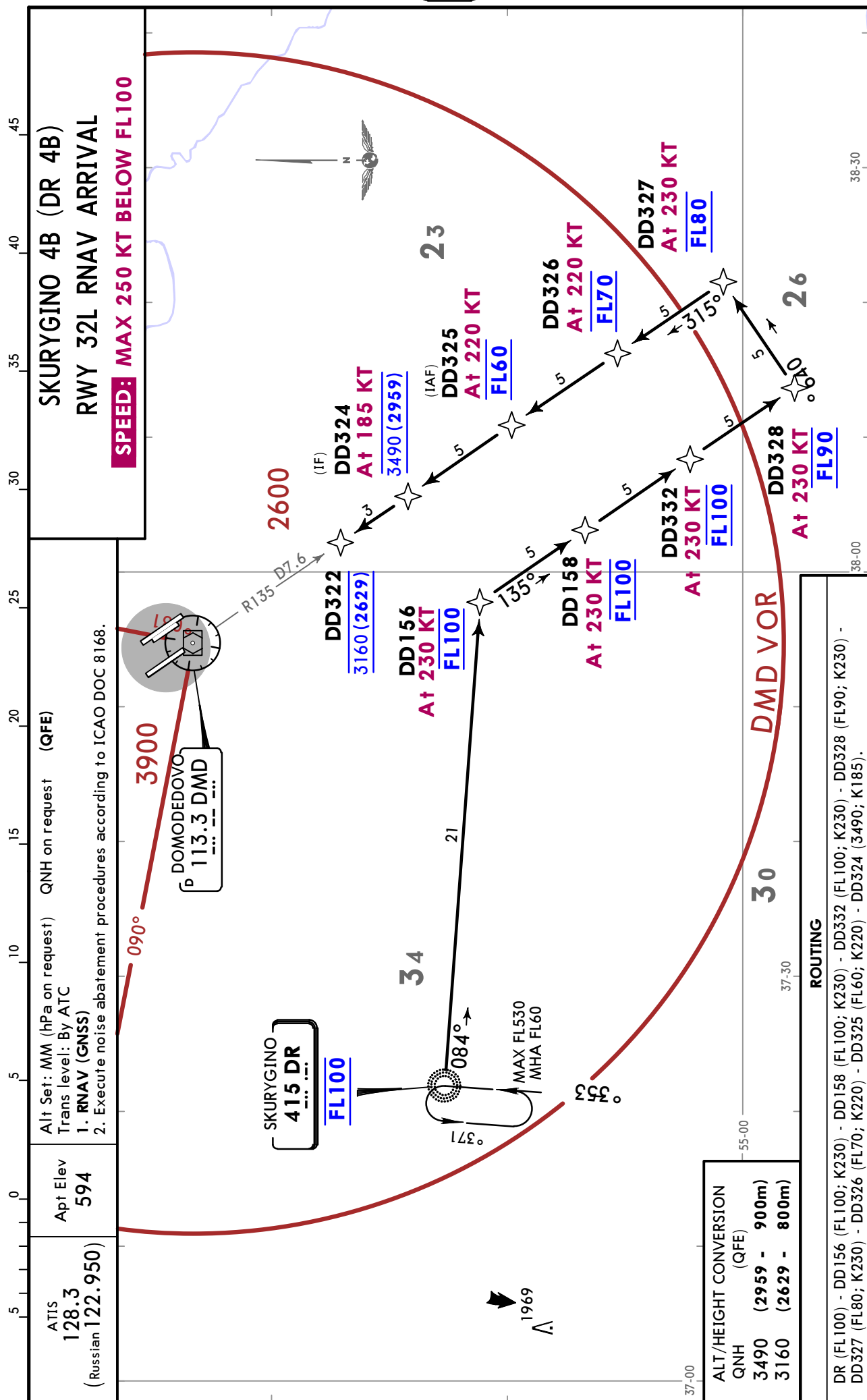
MOSCOW, RUSSIA
RNAV STAR



UUDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2S) Eff 11 Jun

MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

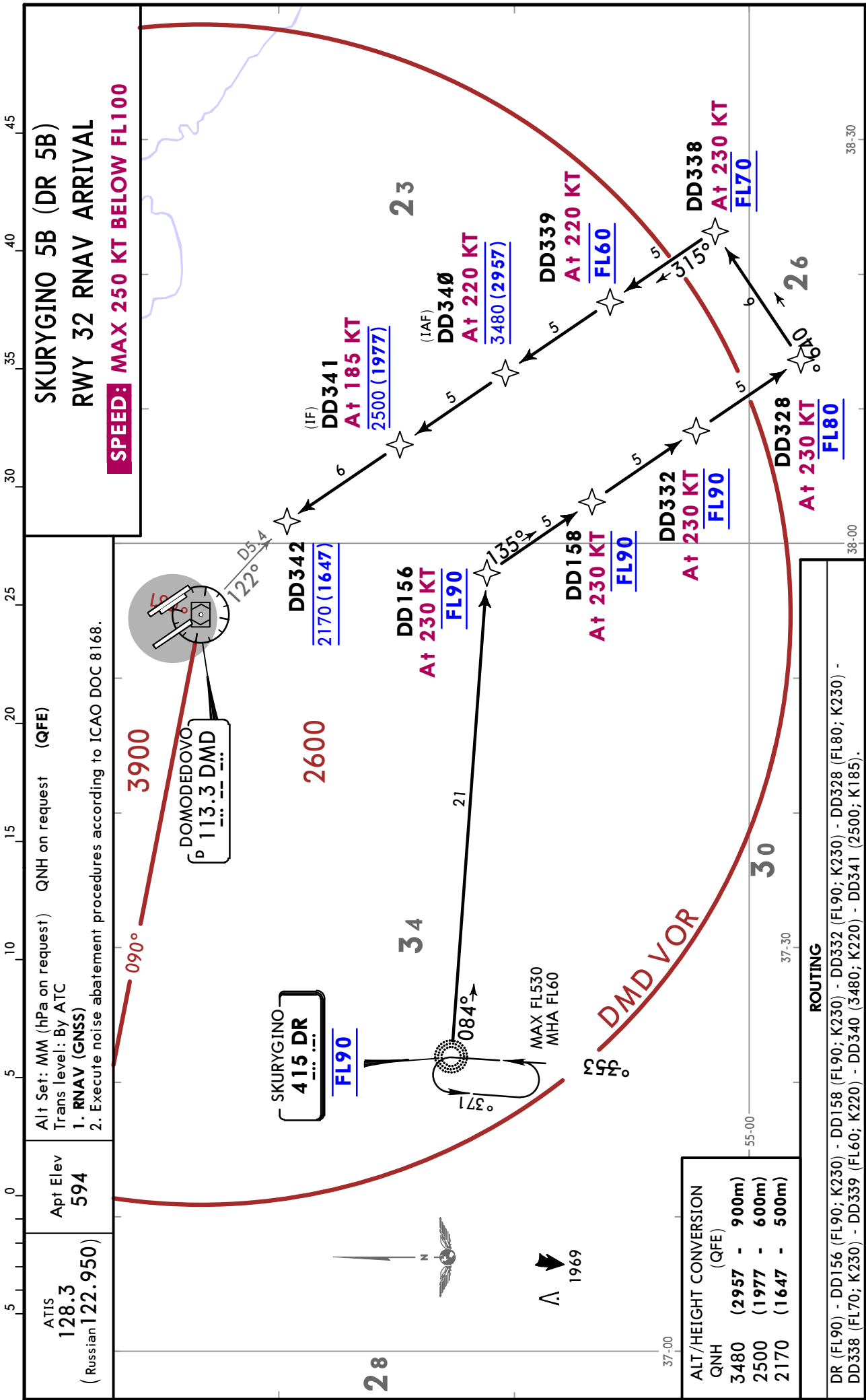
8 JUN 18

30-2T

Eff 11 Jun

MOSCOW, RUSSIA

RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN

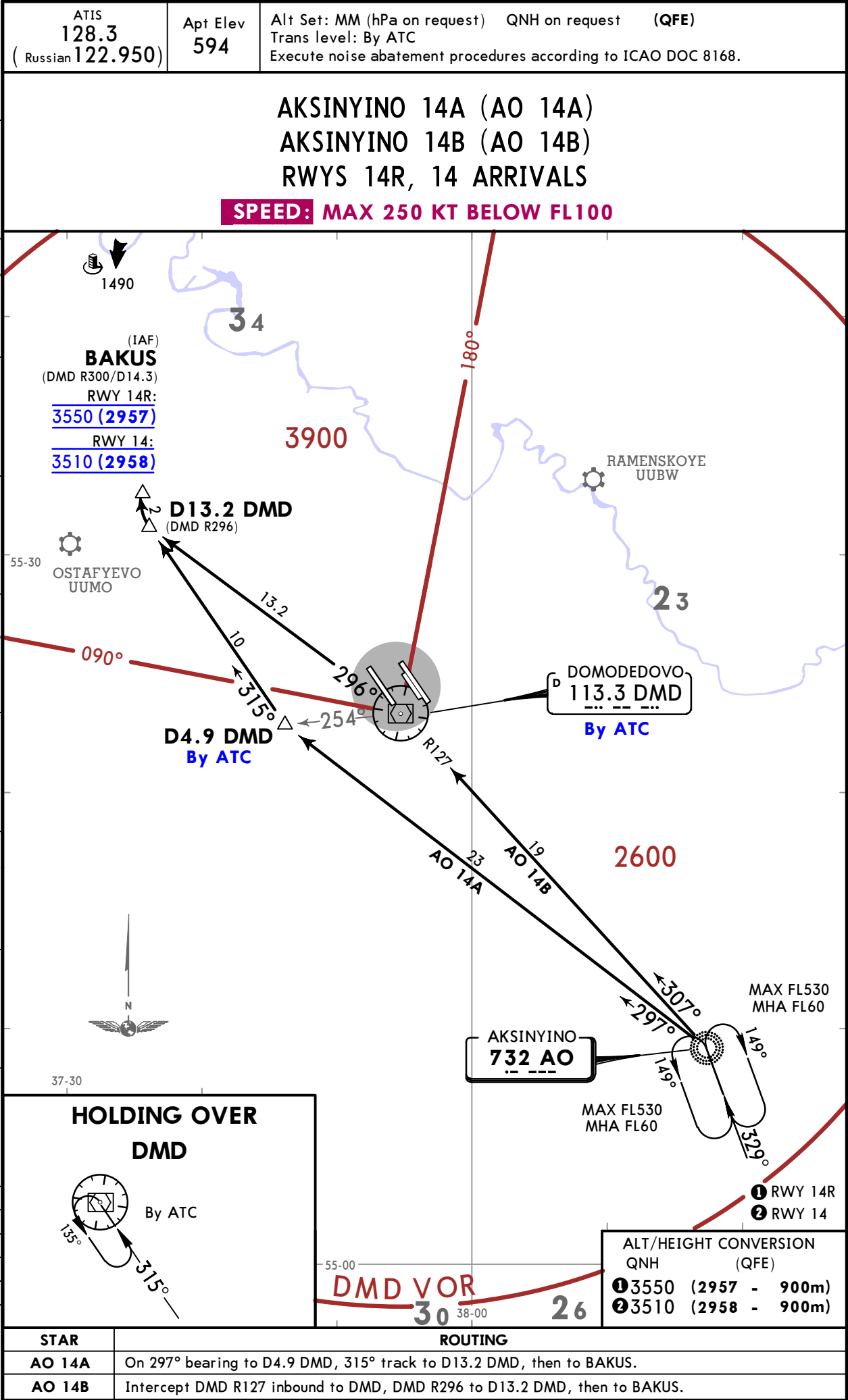
MOSCOW, RUSSIA

8 JUN 18

30-2T1

Eff 11 Jun

STAR



UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2T2

Eff 11 Jun

STAR

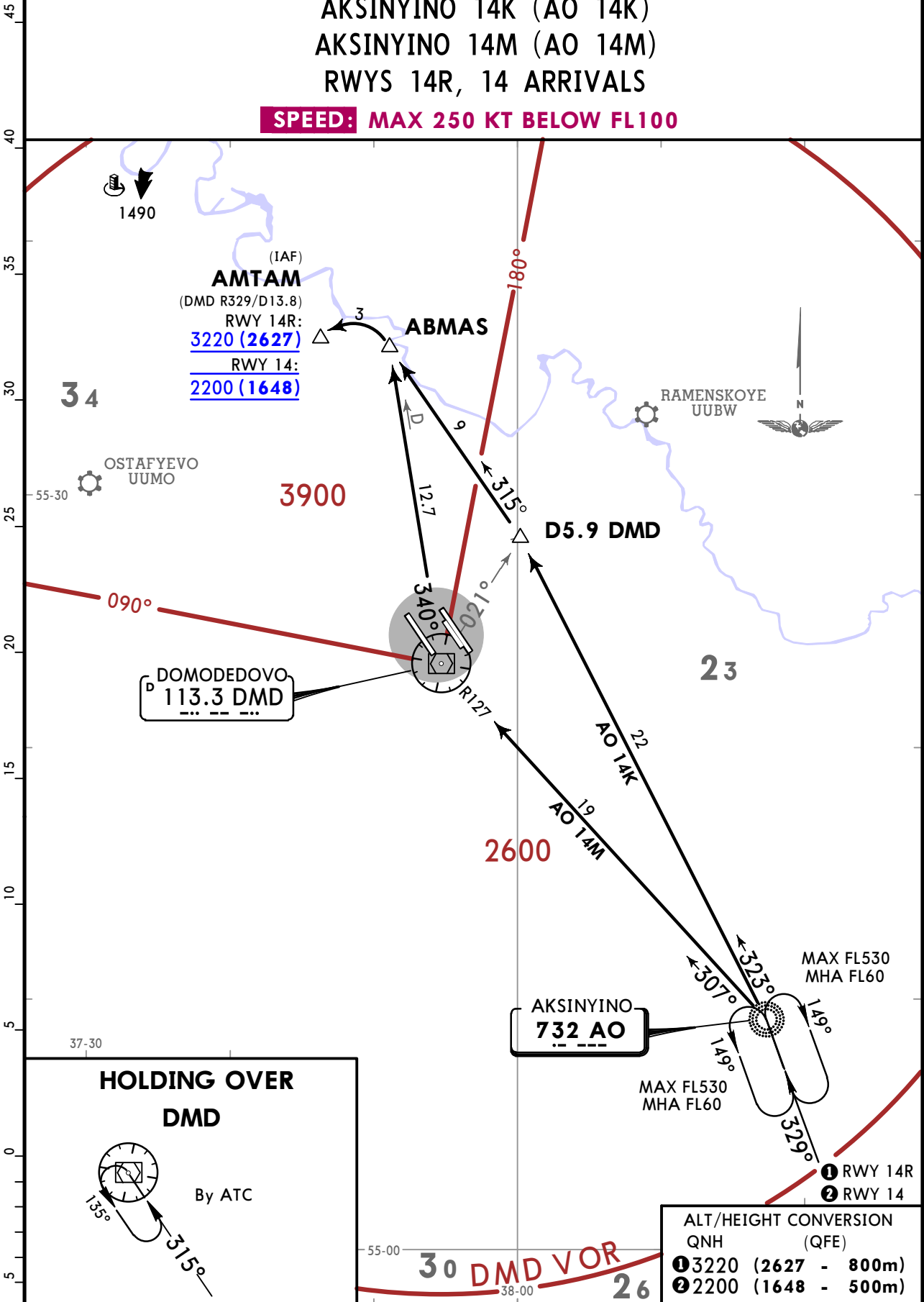
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

AKSINYINO 14K (AO 14K)
AKSINYINO 14M (AO 14M)
RWYS 14R, 14 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
AO 14K	On 323° bearing to D5.9 DMD, 315° track to ABMAS, then to AMTAM.
AO 14M	Intercept DMD R127 inbound to DMD, DMD R340 to ABMAS, then to AMTAM.

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UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2T4)

Eff 11 Jun

STAR

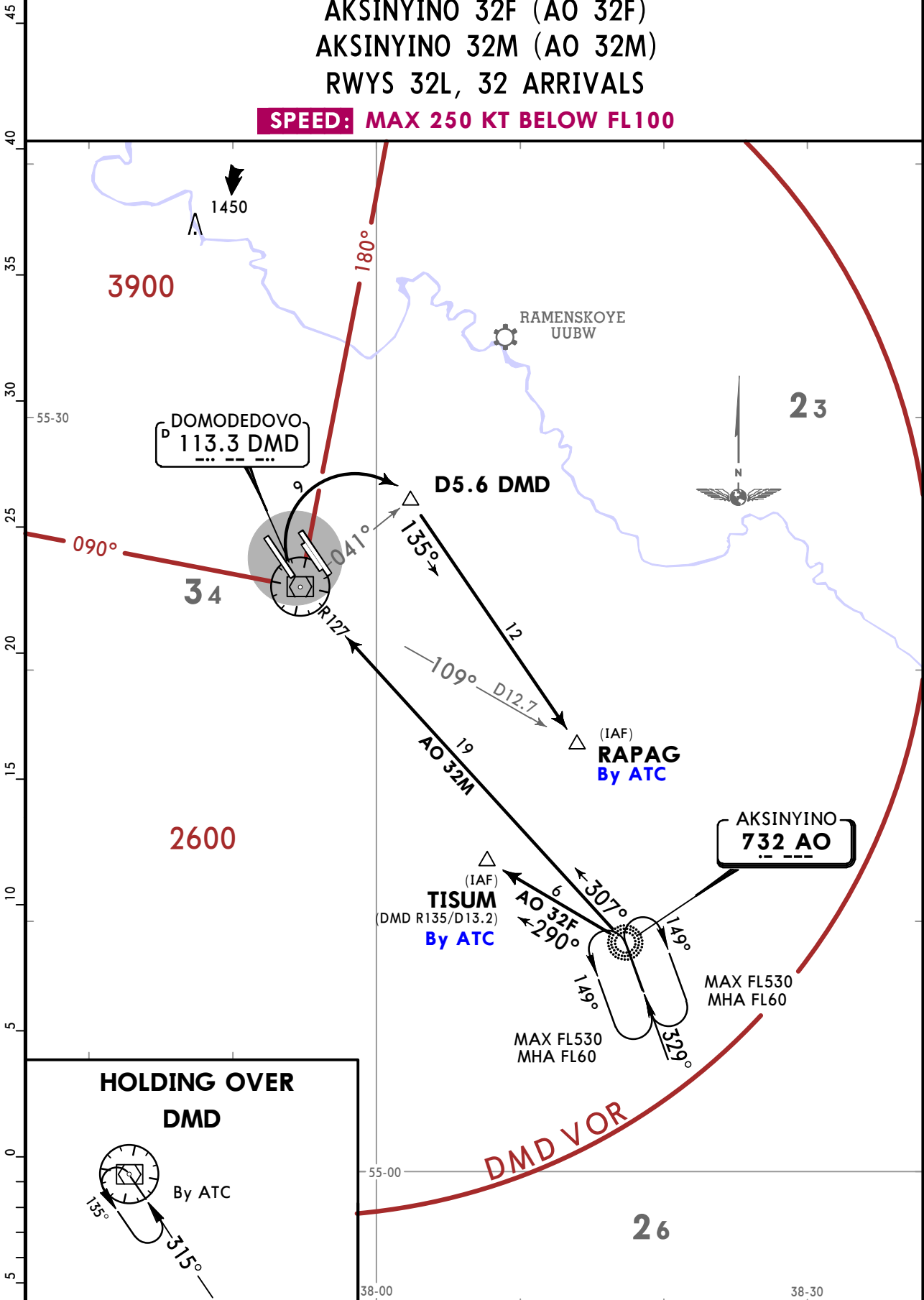
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

AKSINYINO 32F (AO 32F)
AKSINYINO 32M (AO 32M)
RWYS 32L, 32 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

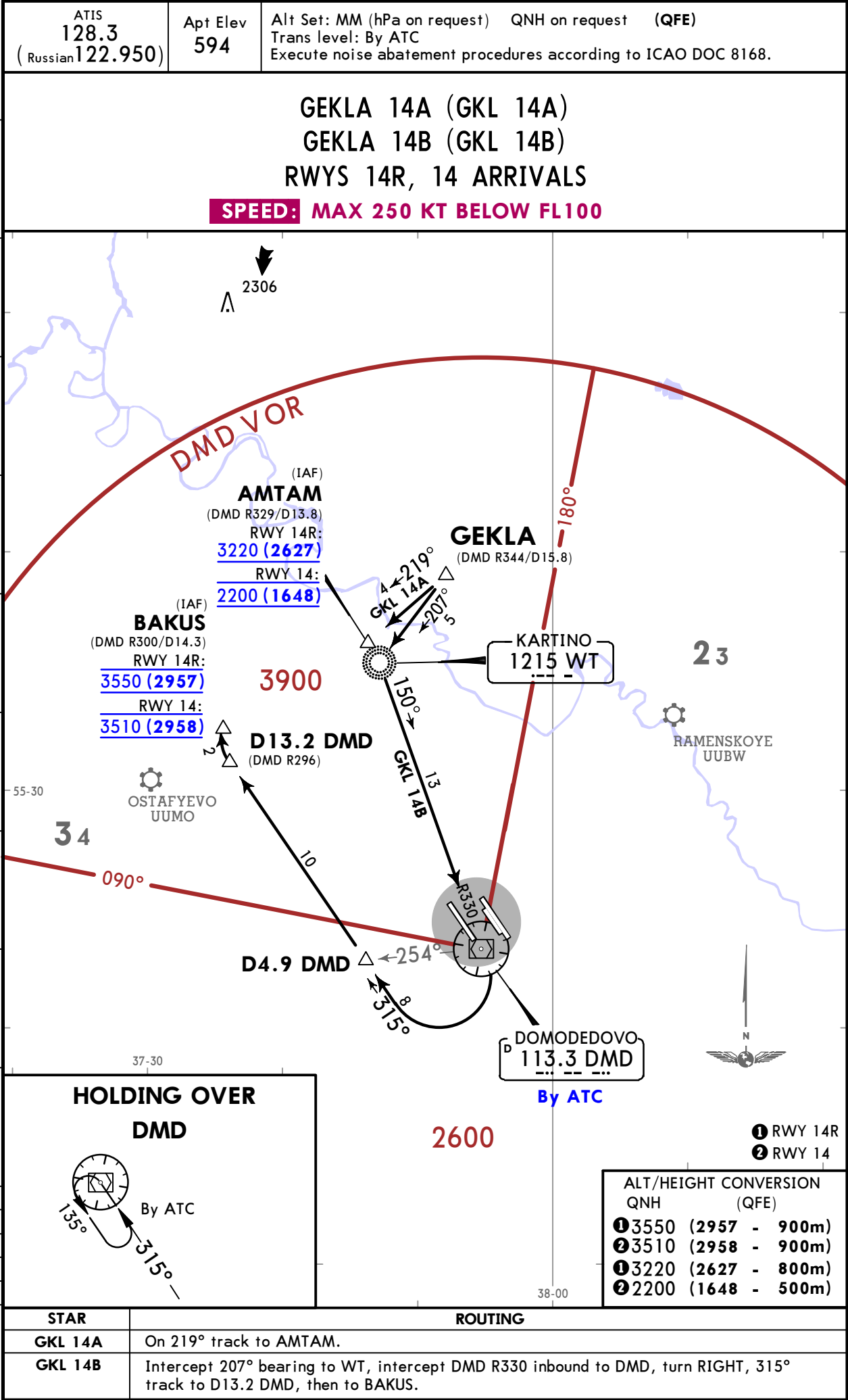


STAR	ROUTING
AO 32F	On 290° bearing to TISUM.
AO 32M	Intercept DMD R127 inbound to DMD, turn RIGHT, 135° track to RAPAG.

UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2T5) Eff 11 Jun

MOSCOW, RUSSIA
STAR



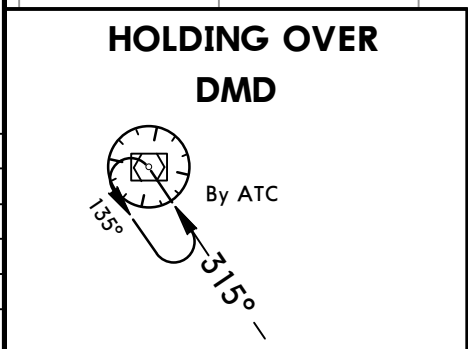
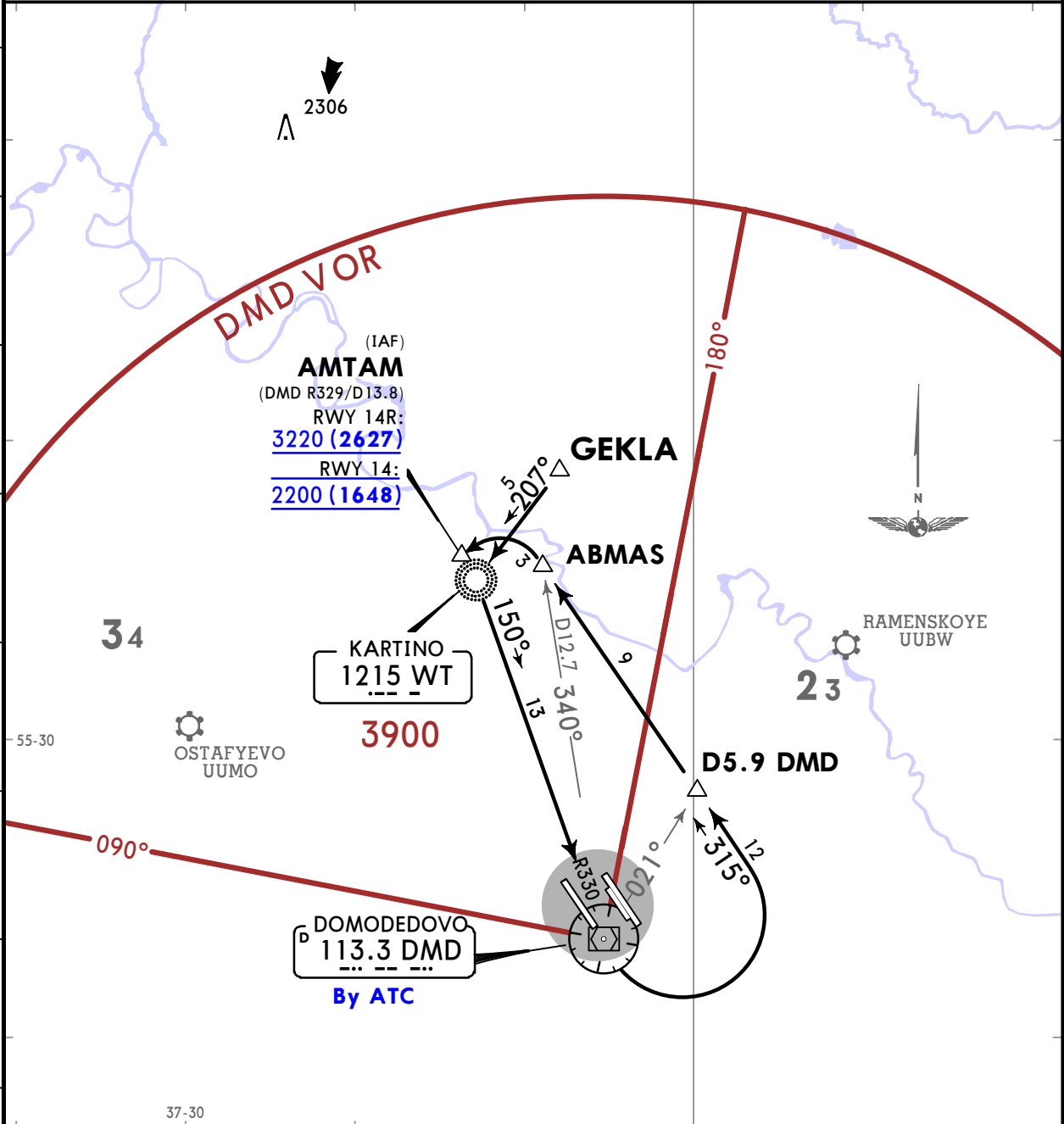
UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2T6) Eff 11 Jun

MOSCOW, RUSSIA
STAR

ATIS 128.3 (Russian 122.950)	Apt Elev 594	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Execute noise abatement procedures according to ICAO DOC 8168.
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GEKLA 14M (GKL 14M)
RWYS 14R, 14 ARRIVAL
SPEED: MAX 250 KT BELOW FL100



1 RWY 14R
2 RWY 14
ALT/HEIGHT CONVERSION
QNH (QFE)
1 3220 (2627 - 800m)
2 2200 (1648 - 500m)

ROUTING

Intercept 207° bearing to WT, intercept DMD R330 inbound to DMD, turn LEFT, 315° track to ABMAS, then to AMTAM.

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2T7)

Eff 11 Jun

STAR

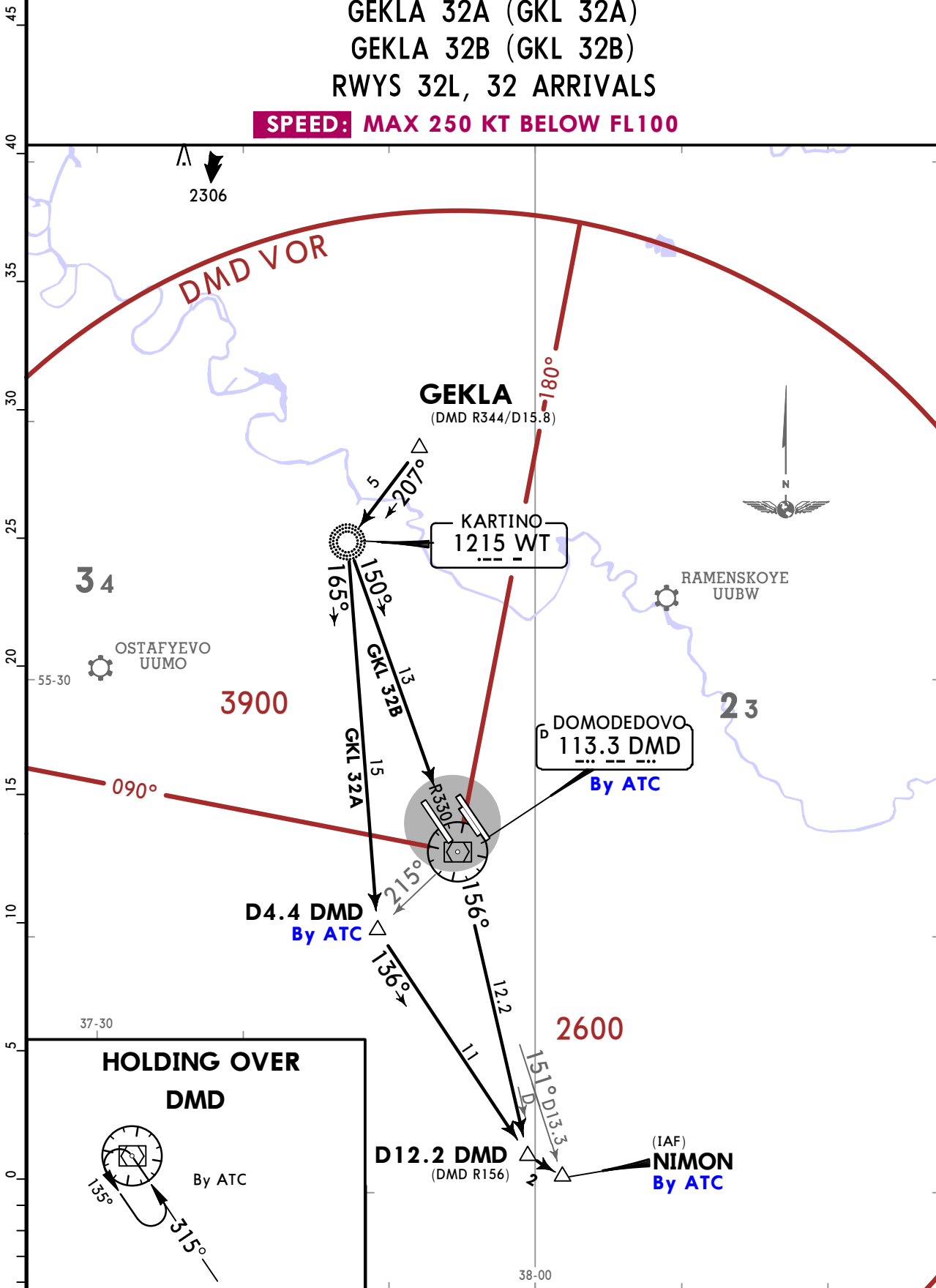
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

GEKLA 32A (GKL 32A)
GEKLA 32B (GKL 32B)
RWYS 32L, 32 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
GKL 32A	Intercept 207° bearing to WT, 165° bearing to D4.4 DMD, 136° track to D12.2 DMD, then to NIMON.
GKL 32B	Intercept 207° bearing to WT, intercept DMD R330 inbound to DMD, DMD R156 to D12.2 DMD, then to NIMON.

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2T8

Eff 11 Jun

STAR

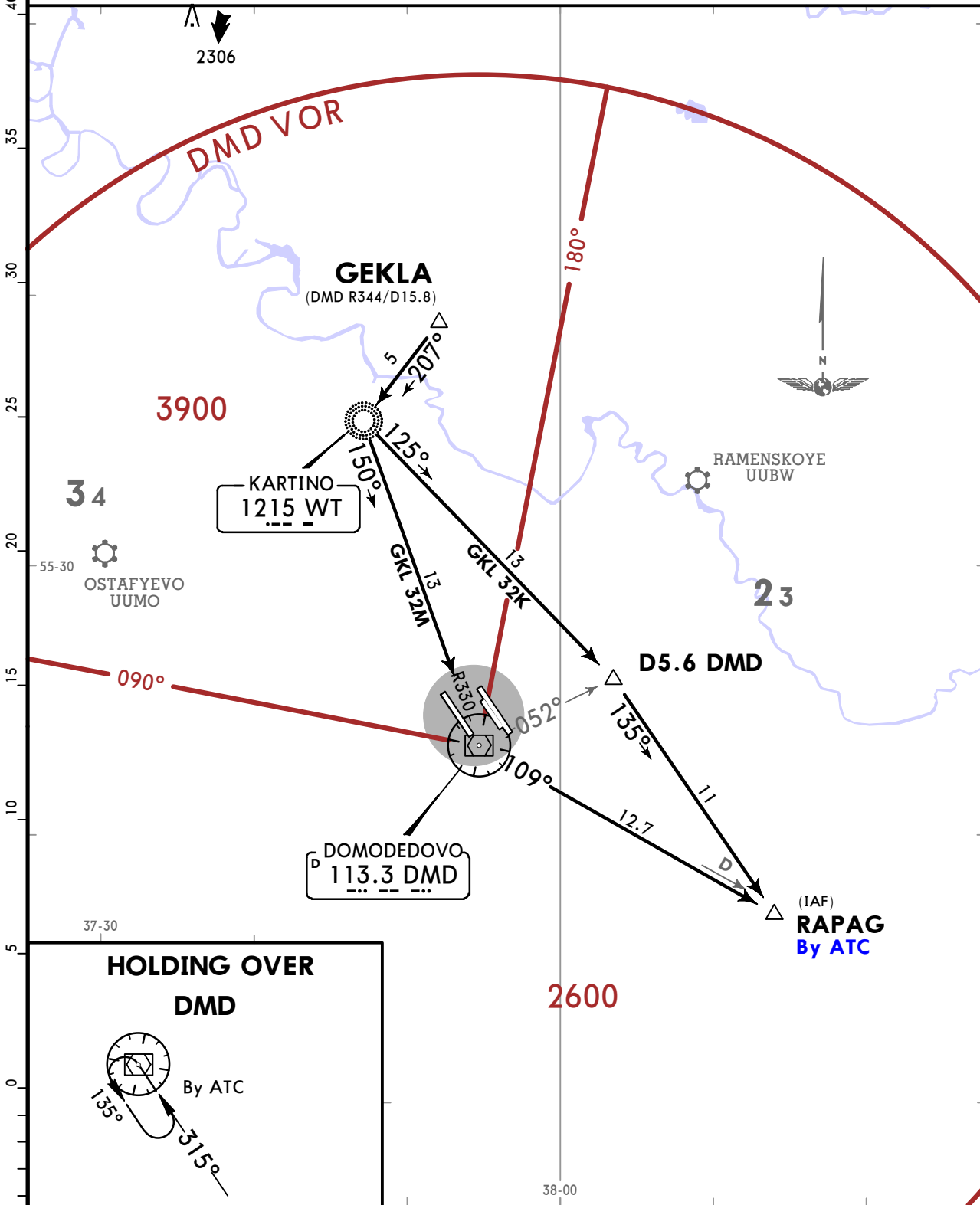
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

GEKLA 32K (GKL 32K)
GEKLA 32M (GKL 32M)
RWYS 32L, 32 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
GKL 32K	Intercept 207° bearing to WT, 125° bearing to D5.6 DMD, turn RIGHT, 135° track to RAPAG.
GKL 32M	Intercept 207° bearing to WT, intercept DMD R330 inbound to DMD, DMD R109 to RAPAG.

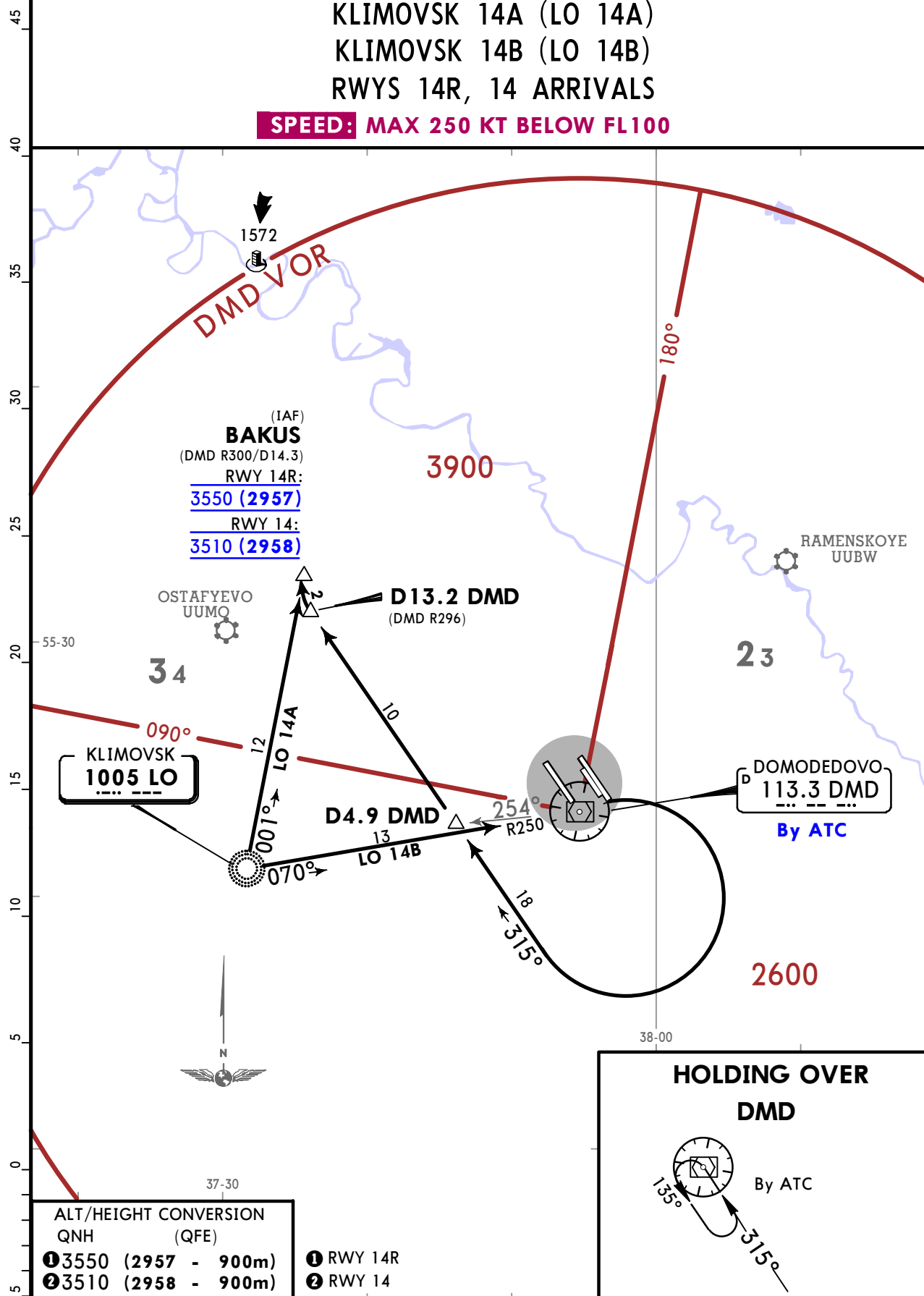
UDD/DME
DOMODEDOVO
JEPPESEN
 8 JUN 18 (30-2T9) Eff 11 Jun

MOSCOW, RUSSIA
STAR

 ATIS
128.3
 (Russian 122.950)

 Apt Elev
594

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

KLIMOVSK 14A (LO 14A)
KLIMOVSK 14B (LO 14B)
RWYS 14R, 14 ARRIVALS
SPEED: MAX 250 KT BELOW FL100


UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2U) Eff 11 Jun

MOSCOW, RUSSIA

STAR

ATIS
128.3
(Russian 122.950)

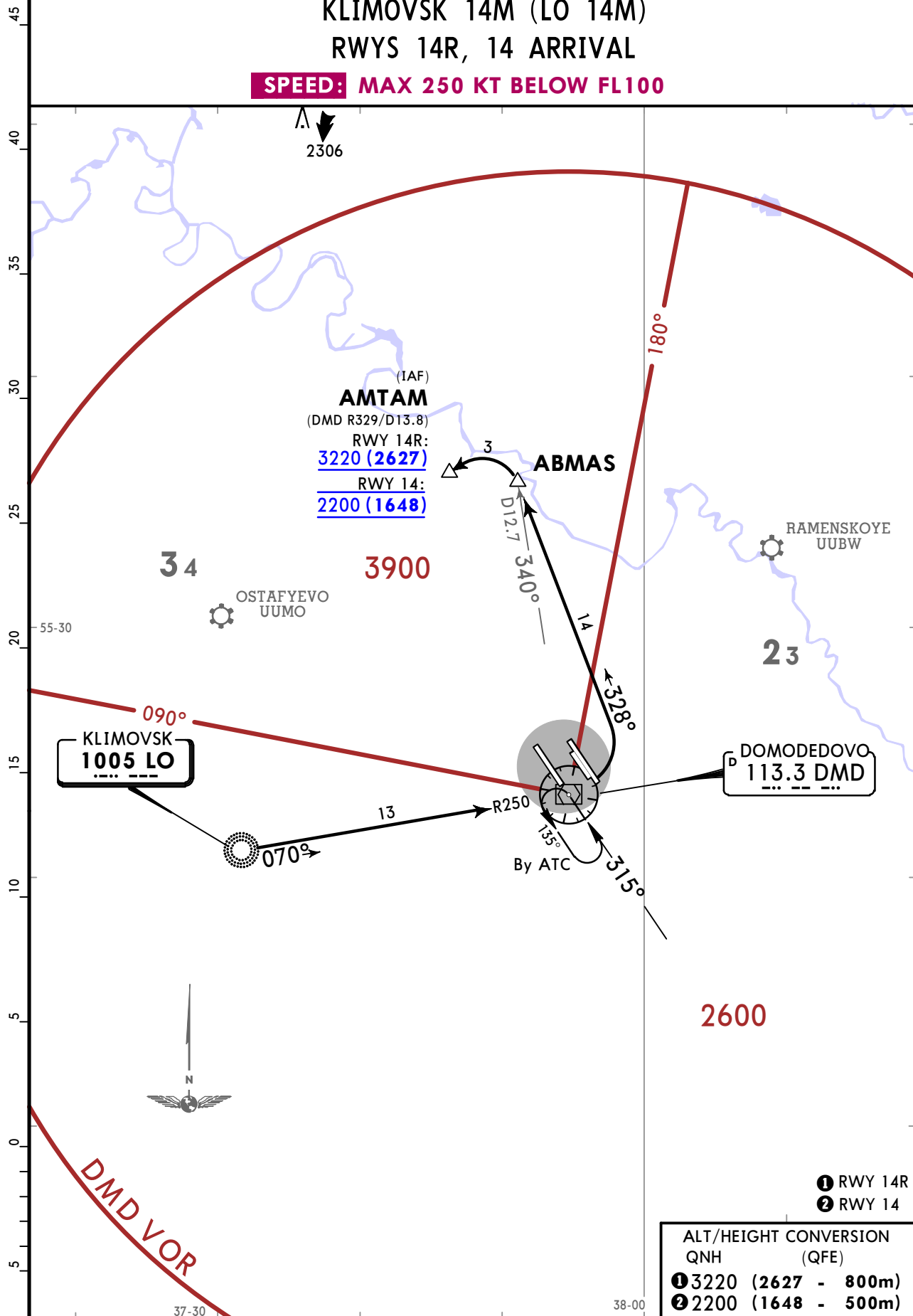
Apt Elev
594

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

KLIMOVSK 14M (LO 14M)

RWYS 14R, 14 ARRIVAL

SPEED: MAX 250 KT BELOW FL100



ROUTING
Intercept DMD R-250 inbound to DMD, turn LEFT, 328° track to ABMAS, then to AMTAM.

CHANGES: New runway established; DW NDB decommissioned.

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UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2V)

Eff 11 Jun

STAR

ATIS
128.3
(Russian 122.950)

Apt Elev
594

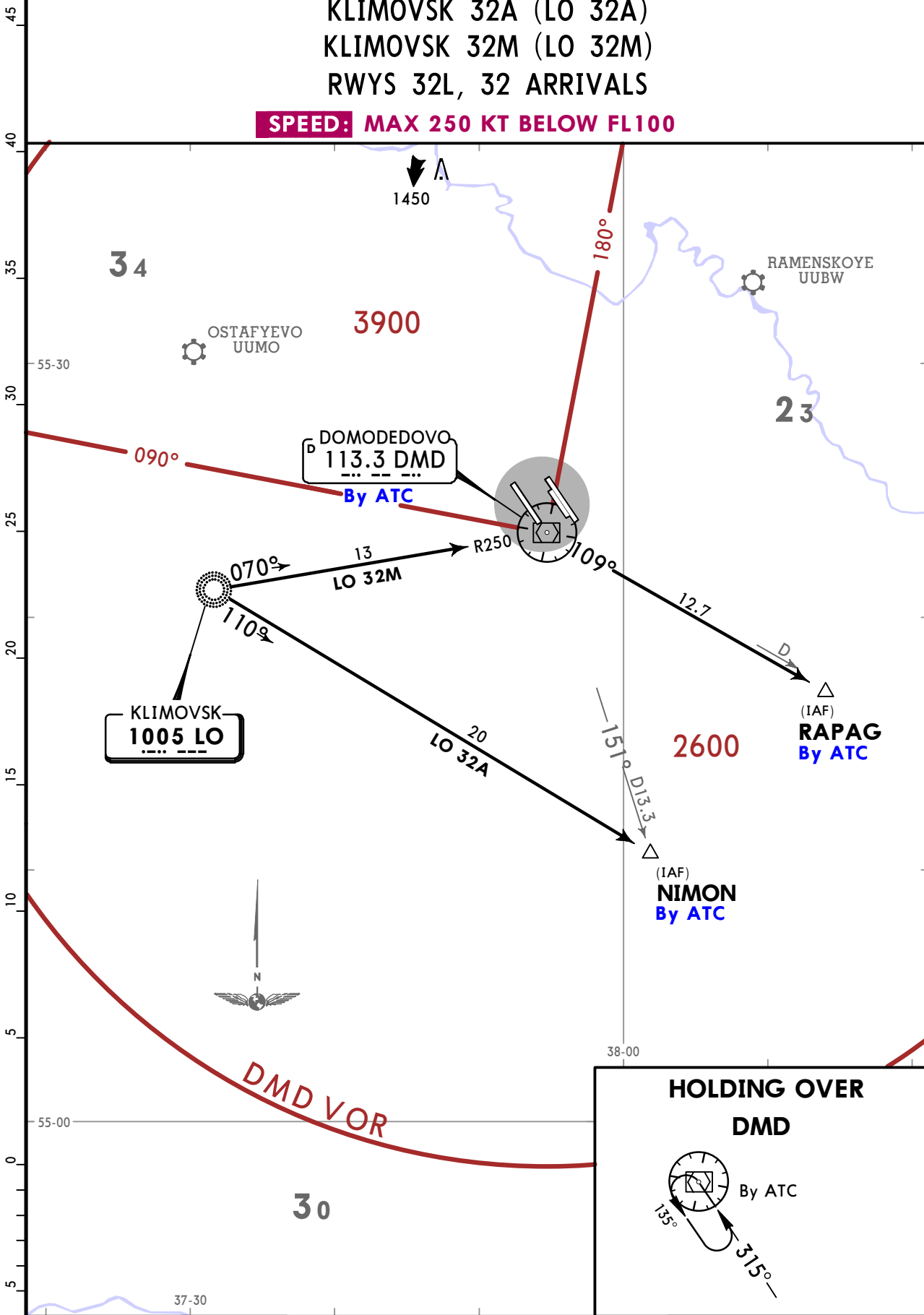
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32A (LO 32A)

KLIMOVSK 32M (LO 32M)

RWYS 32L, 32 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
LO 32A	On 110° bearing to NIMON.
LO 32M	Intercept DMD R-250 inbound to DMD, DMD R-109 to RAPAG.

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-2V1

Eff 11 Jun

STAR

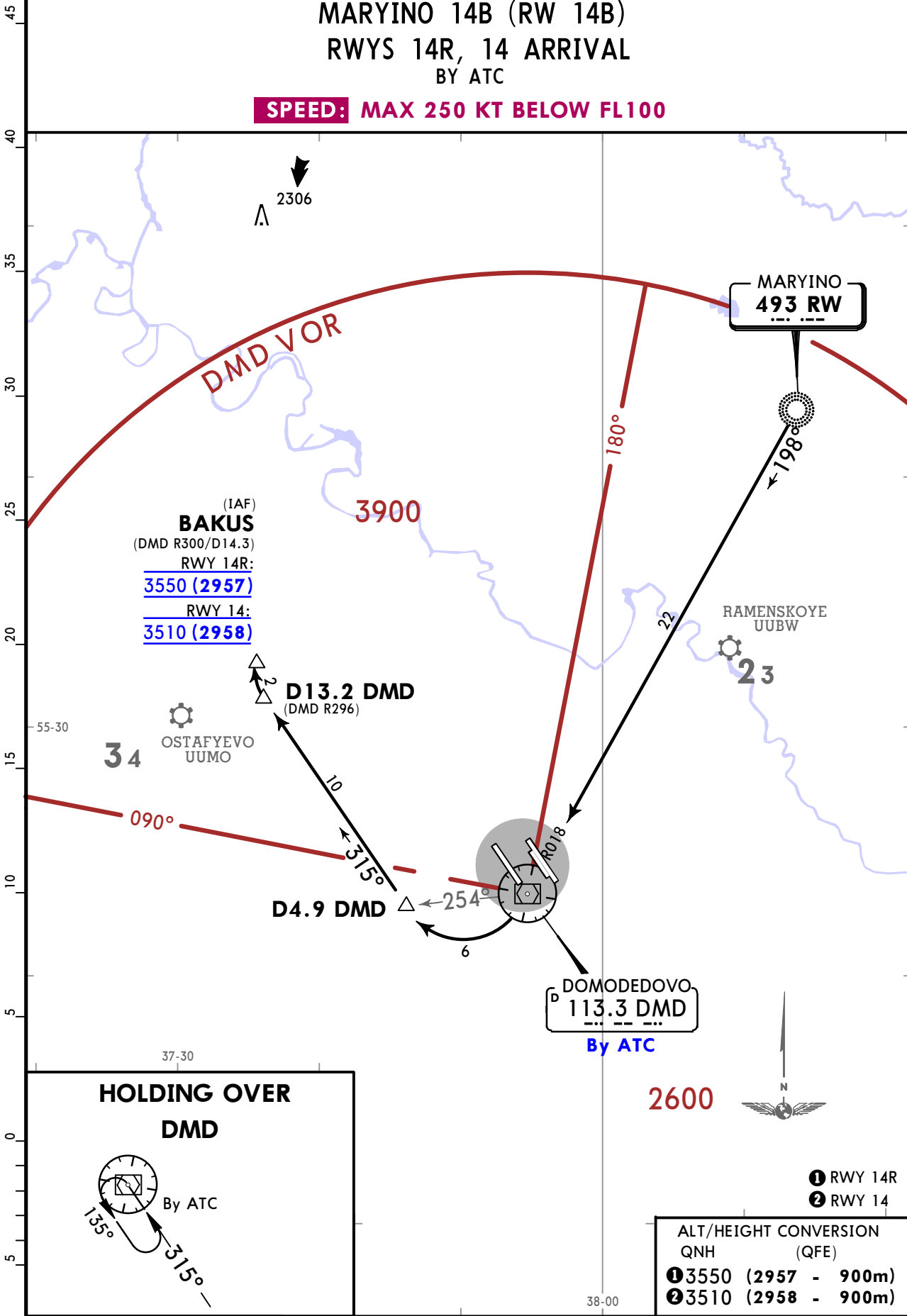
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

MARYINO 14B (RW 14B)
RWYS 14R, 14 ARRIVAL
BY ATC

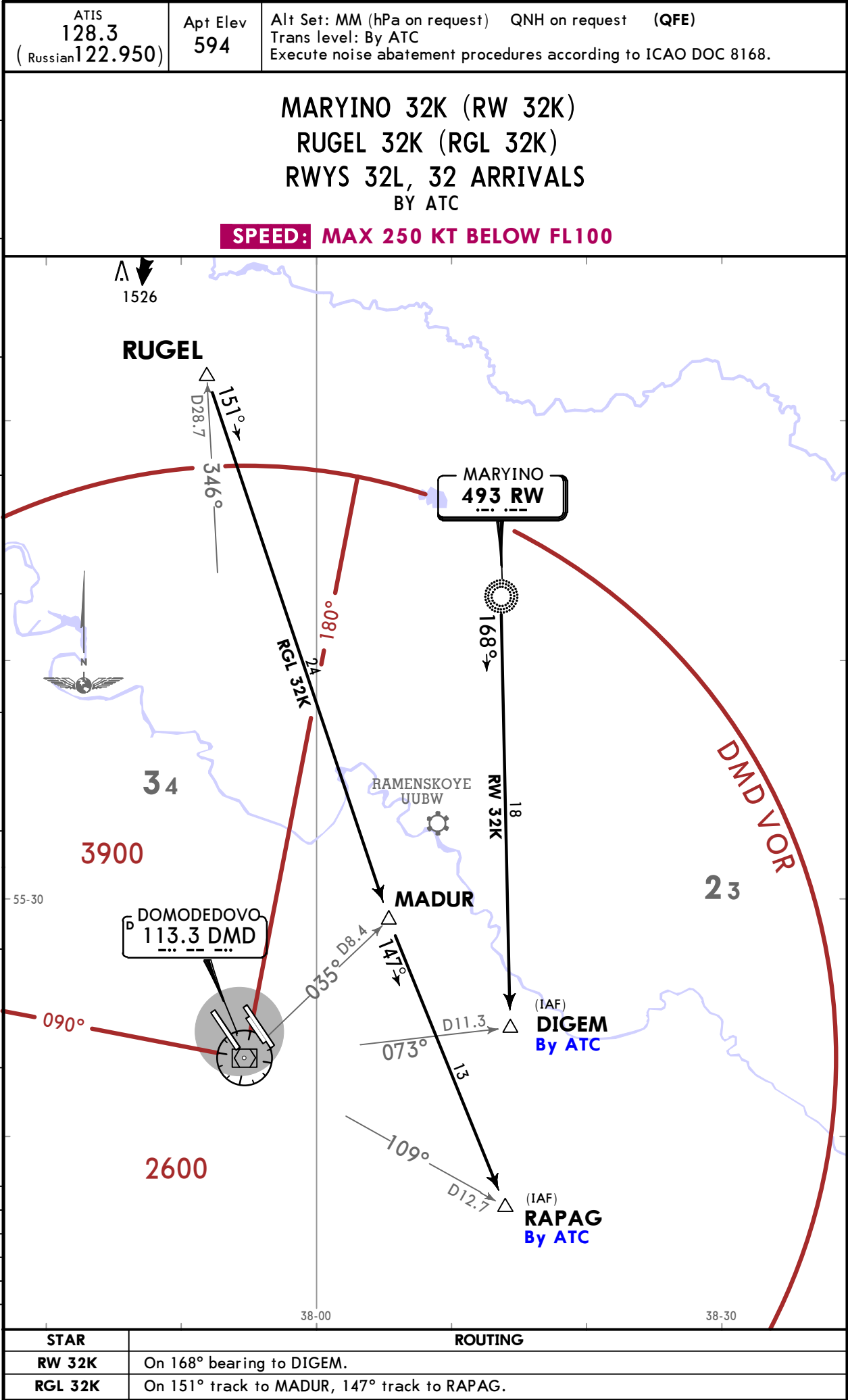
SPEED: MAX 250 KT BELOW FL100



UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2V2) Eff 11 Jun

MOSCOW, RUSSIA
STAR



UUDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-2V3)

Eff 11 Jun

STAR

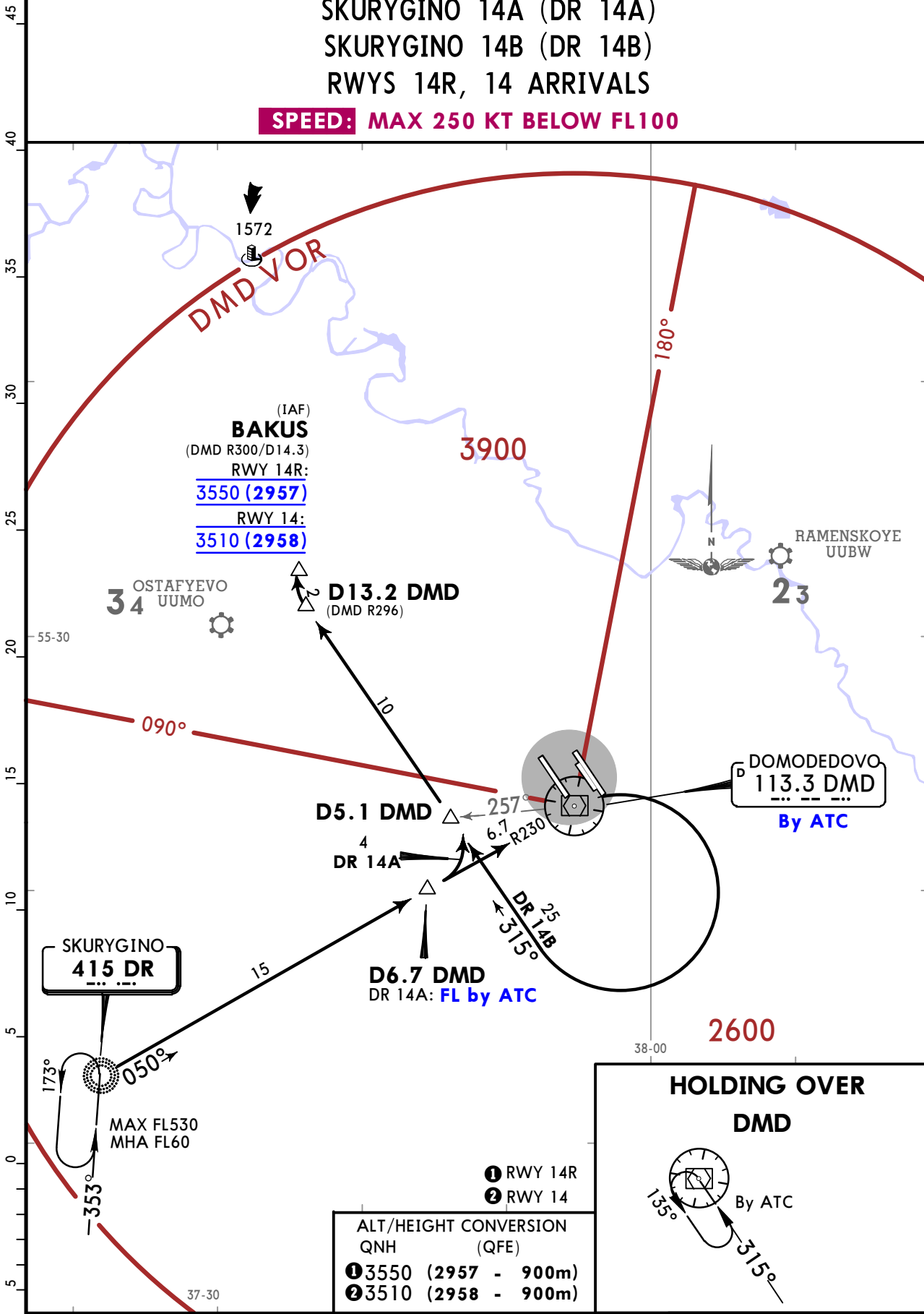
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

SKURYGINO 14A (DR 14A)
SKURYGINO 14B (DR 14B)
RWYS 14R, 14 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

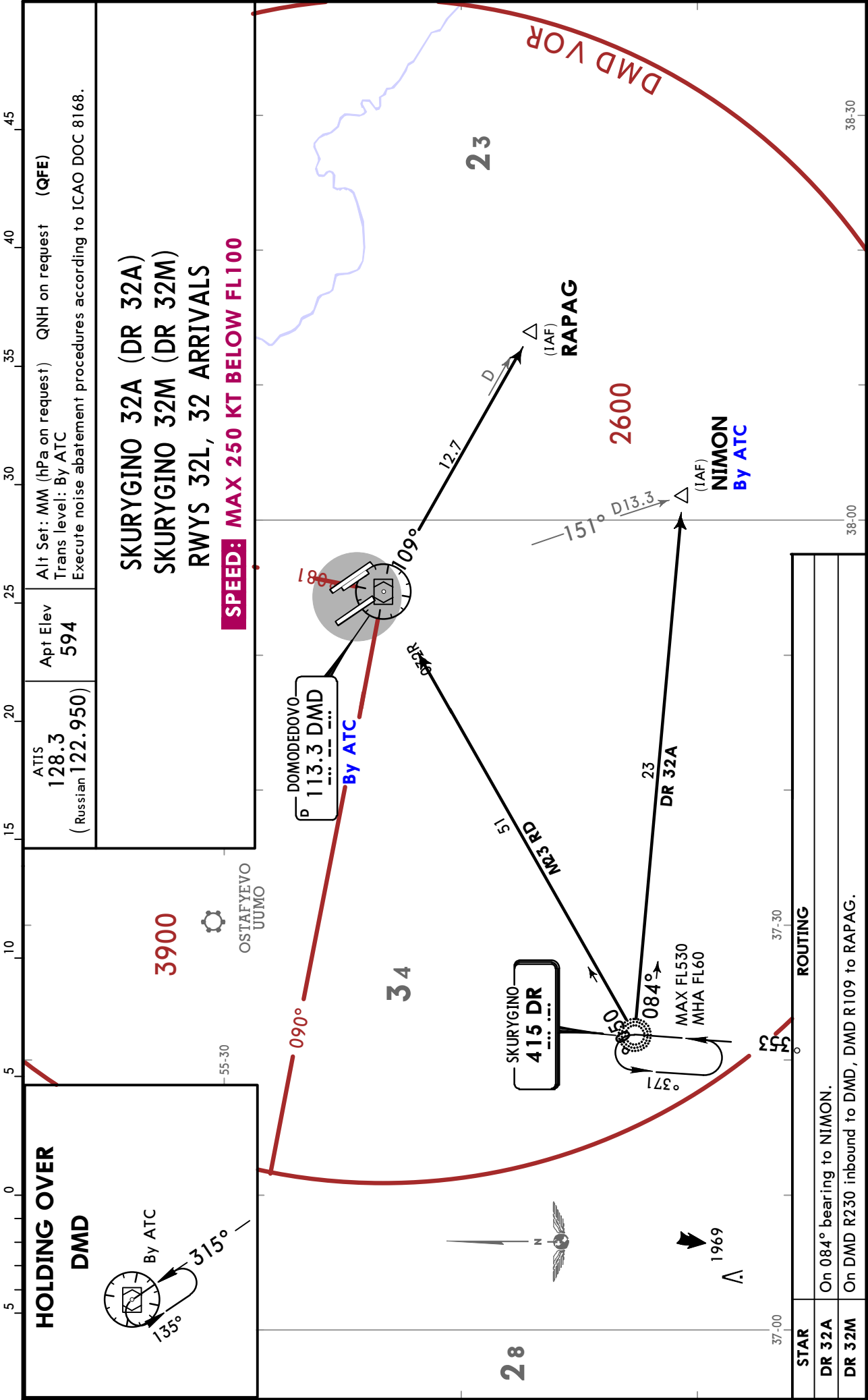


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UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2V5) Eff 11 Jun

MOSCOW, RUSSIA
STAR



UDD/DME
DOMODEDOVO

JEPPESEN
8 JUN 18 **(30-2V6)** **Eff 11 Jun**

MOSCOW, RUSSIA
STAR

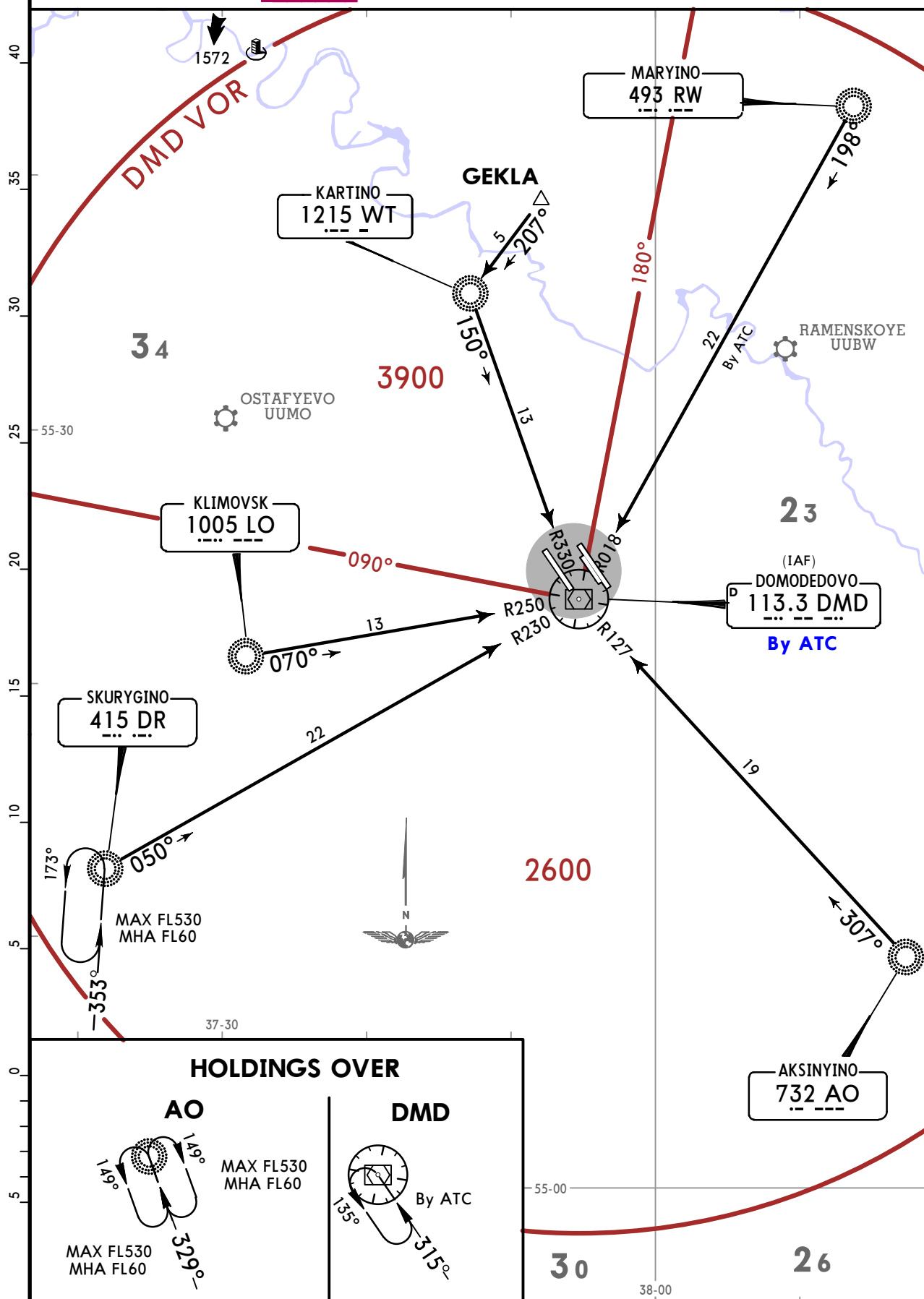
ATIS
128.3
(Russian **122.950**)

Apt Elev
594

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

RWYS 14R, 32L ARRIVALS
TO DMD

SPEED: MAX 250 KT BELOW FL100



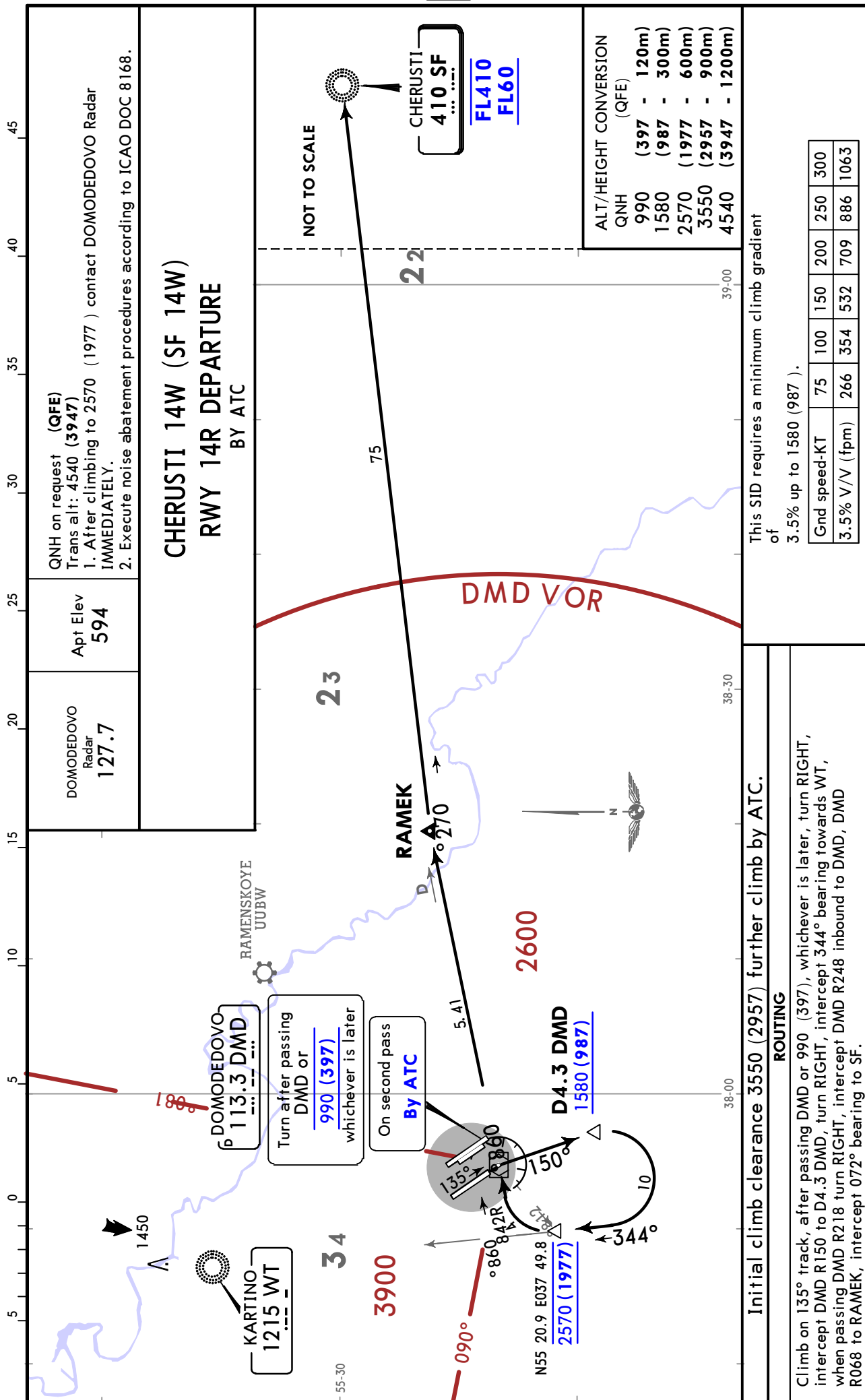
CHANGES: New runway established.

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UUDD / DME
DOMODEDOVO

JEPPESEN
8 JUN 18 (30-3) Eff 11 Jun

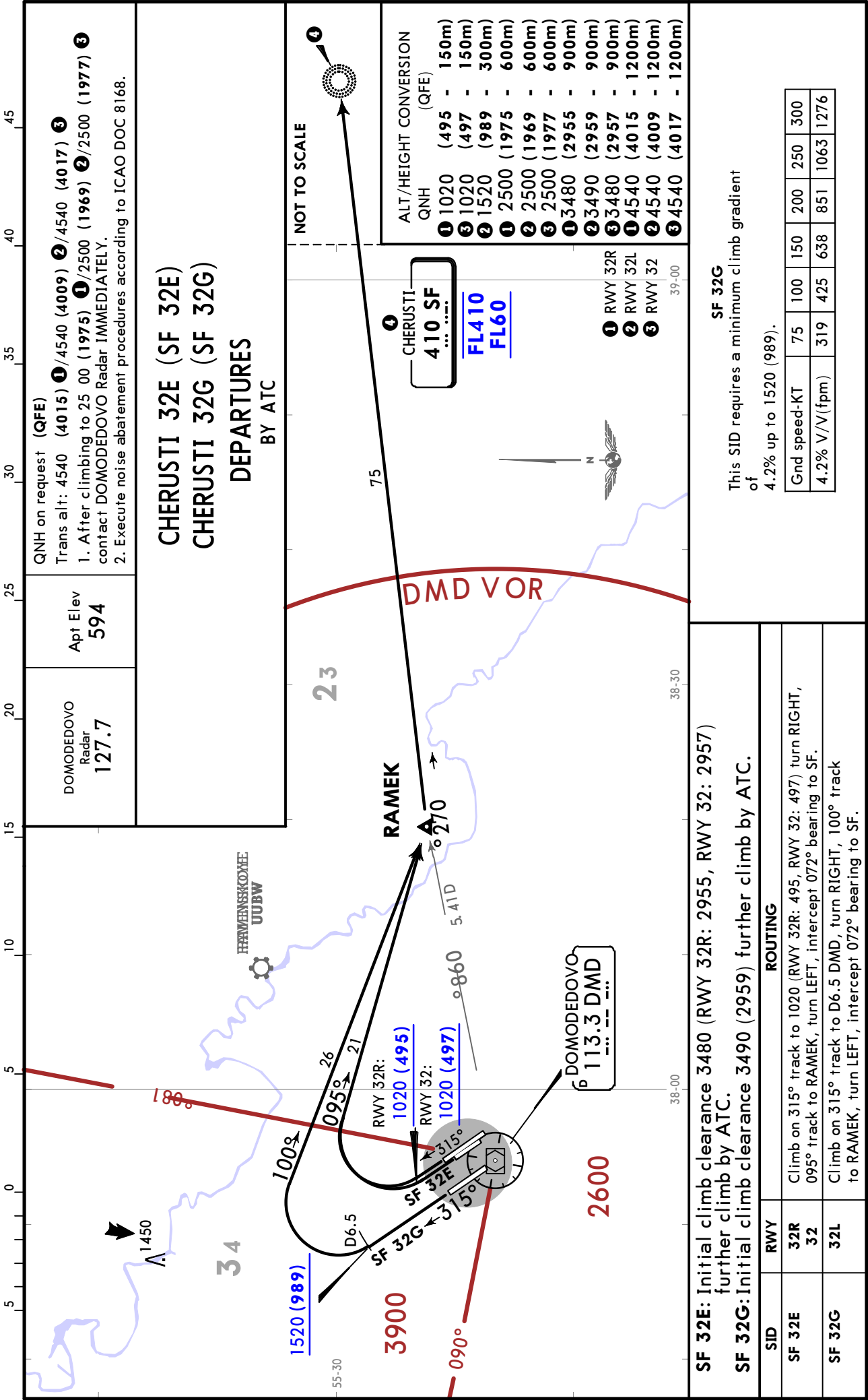
MOSCOW, RUSSIA

SID

UDD/DME
DOMODEDOVO

JEPPesen
8 JUN 18 30-3A Eff 11 Jun

MOSCOW, RUSSIA
SID



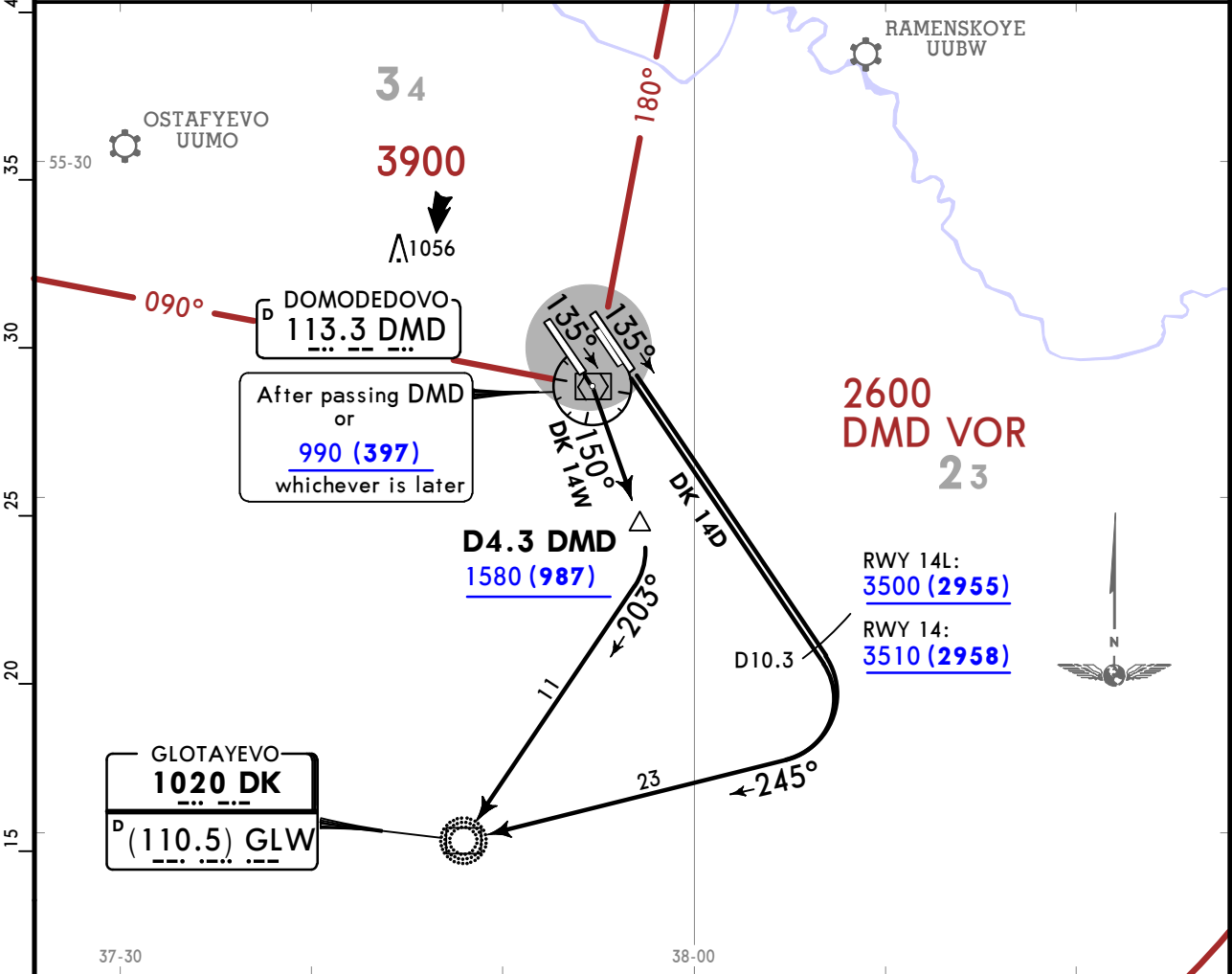
UUDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-3B) Eff 11 Jun

MOSCOW RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 594	QNH on request (QFE) Trans alt: 4540 (3995) ① /4540 (3947) ② /4540 (3988) ③ 1. After climbing to 2520 (1975) ① /2570 (1977) ② /2530 (1978) ③ contact DOMODEDOVO Radar IMMEDIATELY. 2. Execute noise abatement procedures according to ICAO DOC 8168.
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GLOTAYEVO 14D (DK 14D)
GLOTAYEVO 14W (DK 14W)
DEPARTURES



These SIDs require minimum climb gradients
of
DK 14D: 4.0% up to RWY 14L: 3500 (2955), RWY 14: 3510 (2958).
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)

②	990	(397)	-	120m)
②	1580	(987)	-	300m)
①	2520	(1975)	-	600m)
②	2570	(1977)	-	600m)
③	2530	(1978)	-	600m)
①	3500	(2955)	-	900m)
②	3550	(2957)	-	900m)
③	3510	(2958)	-	900m)
①	4540	(3995)	-	1200m)
②	4540	(3947)	-	1200m)
③	4540	(3988)	-	1200m)

- ① RWY 14L
- ② RWY 14R
- ③ RWY 14

DK 14D: Initial climb clearance RWY 14L: 3500 (2955), RWY 14: 3510 (2958) further climb by ATC.
DK 14W: Initial climb clearance 3550 (2957) further climb by ATC.

SID	RWY	ROUTING
DK 14D	14L 14	Climb on 135° track to D10.3 DMD, turn RIGHT, intercept 245° bearing to DK.
DK 14W	14R	Climb on 135° track after passing DMD or 990 (397) whichever is later, turn RIGHT, intercept DMD R150 to D4.3 DMD turn RIGHT, intercept 203° bearing to DK.

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

30-3C

Eff 11 Jun

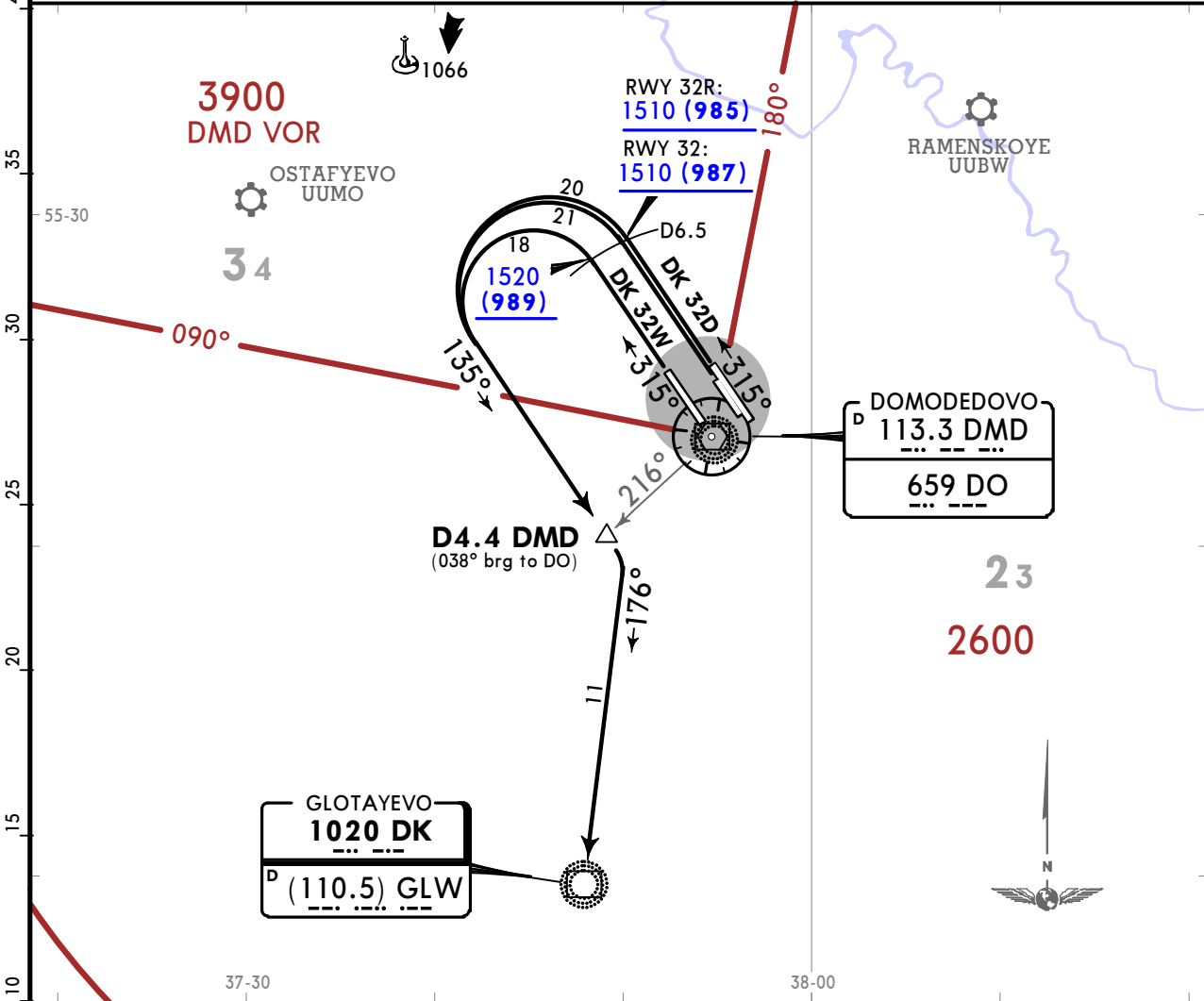
SID

DOMODEDOVO
Radar
127.7

Apt Elev
594

QNH on request (QFE)
Trans alt: 4540 (4015) ① /4540 (4009) ② /4540 (4017) ③
1. After climbing to 2500 (1975) ① /2500 (1969) ② /2500 (1977) ③
contact DOMODEDOVO Radar IMMEDIATELY.
2. Execute noise abatement procedures according to ICAO DOC 8168.

GLOTAYEVO 32D (DK 32D)
GLOTAYEVO 32W (DK 32W)
DEPARTURES



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

ALT/HEIGHT CONVERSION
QNH (QFE)

①	1510	(985 - 300m)
②	1520	(989 - 300m)
③	1510	(987 - 300m)
①	2500	(1975 - 600m)
②	2500	(1969 - 600m)
③	2500	(1977 - 600m)
①	3480	(2955 - 900m)
②	3490	(2959 - 900m)
③	3480	(2957 - 900m)
①	4540	(4015 - 1200m)
②	4540	(4009 - 1200m)
③	4540	(4017 - 1200m)

① RWY 32R
② RWY 32L
③ RWY 32

DK 32D: Initial climb clearance 3480 (RWY 32R: 2955, RWY 32: 2957) further climb
by ATC.

DK 32W: Initial climb clearance 3490 (2959) further climb by ATC.

SID	RWY	ROUTING
DK 32D	32R 32	Climb on 315° track to D6.5 DMD, turn LEFT, 135° track to D4.4 DMD, turn RIGHT, intercept 176° bearing to DK.
DK 32W	32L	

UDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-3D)

Eff 11 Jun

SID

DOMODEDOVO
Radar
127.7

Apt Elev
594

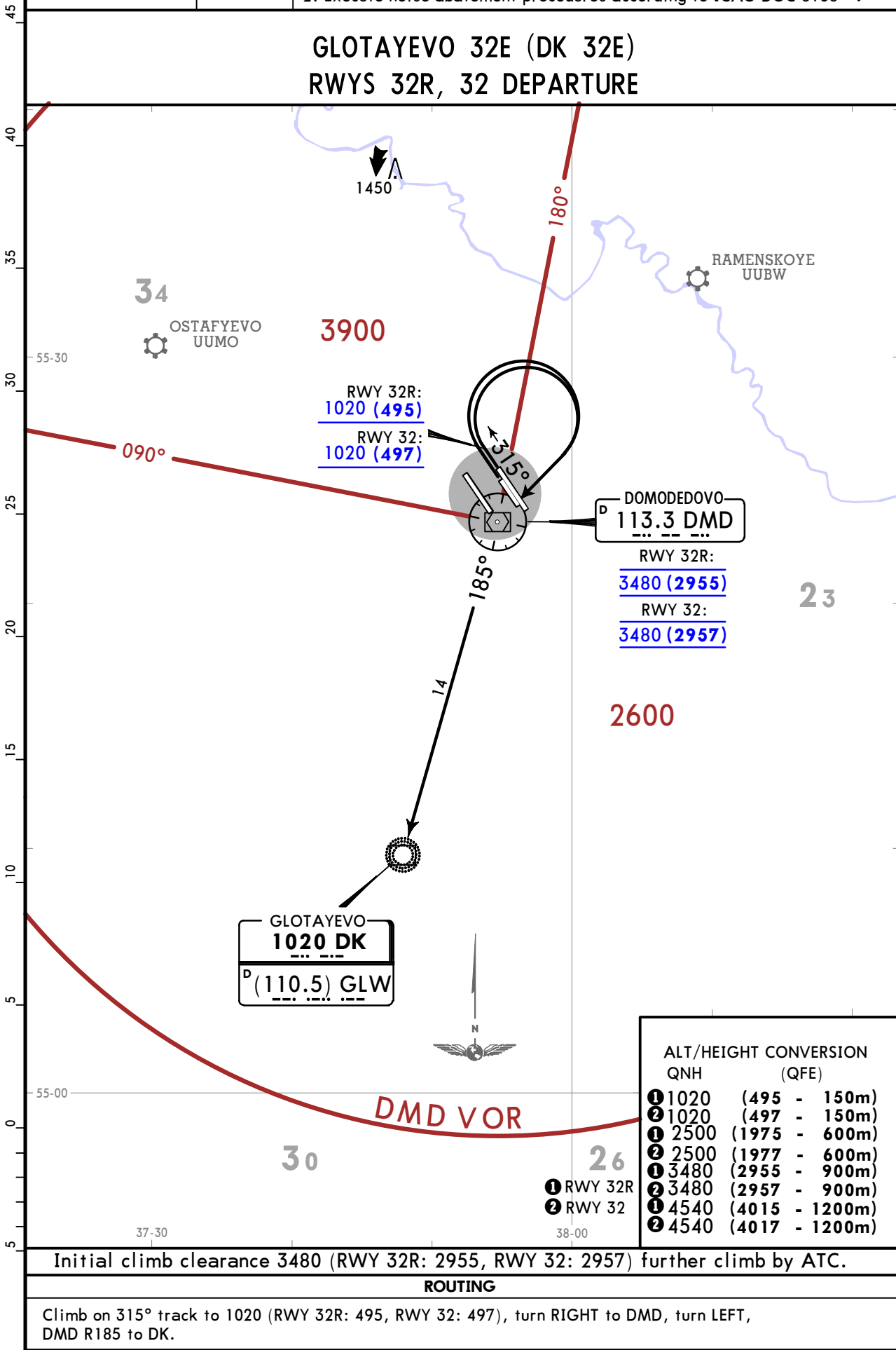
QNH on request (QFE)

Trans alt: 4540 (4015) ①/4540 (4017) ②

1. After climbing to 2500 (1975) ①/2500 (1977) ② contact
DOMODEDOVO Radar IMMEDIATELY.

2. Execute noise abatement procedures according to ICAO DOC 8168 .

GLOTAYEVO 32E (DK 32E)
RWYS 32R, 32 DEPARTURE



UUDD/DME
DOMODEDOVO

JEPPESSEN

MOSCOW, RUSSIA

8 JUN 18

(30-3F)

Eff 11 Jun

SID

DOMODEDOVO
Radar
127.7

Apt Elev
594

QNH on request (QFE)

Trans alt: 4540 (3995) ①/4540 (3988) ②

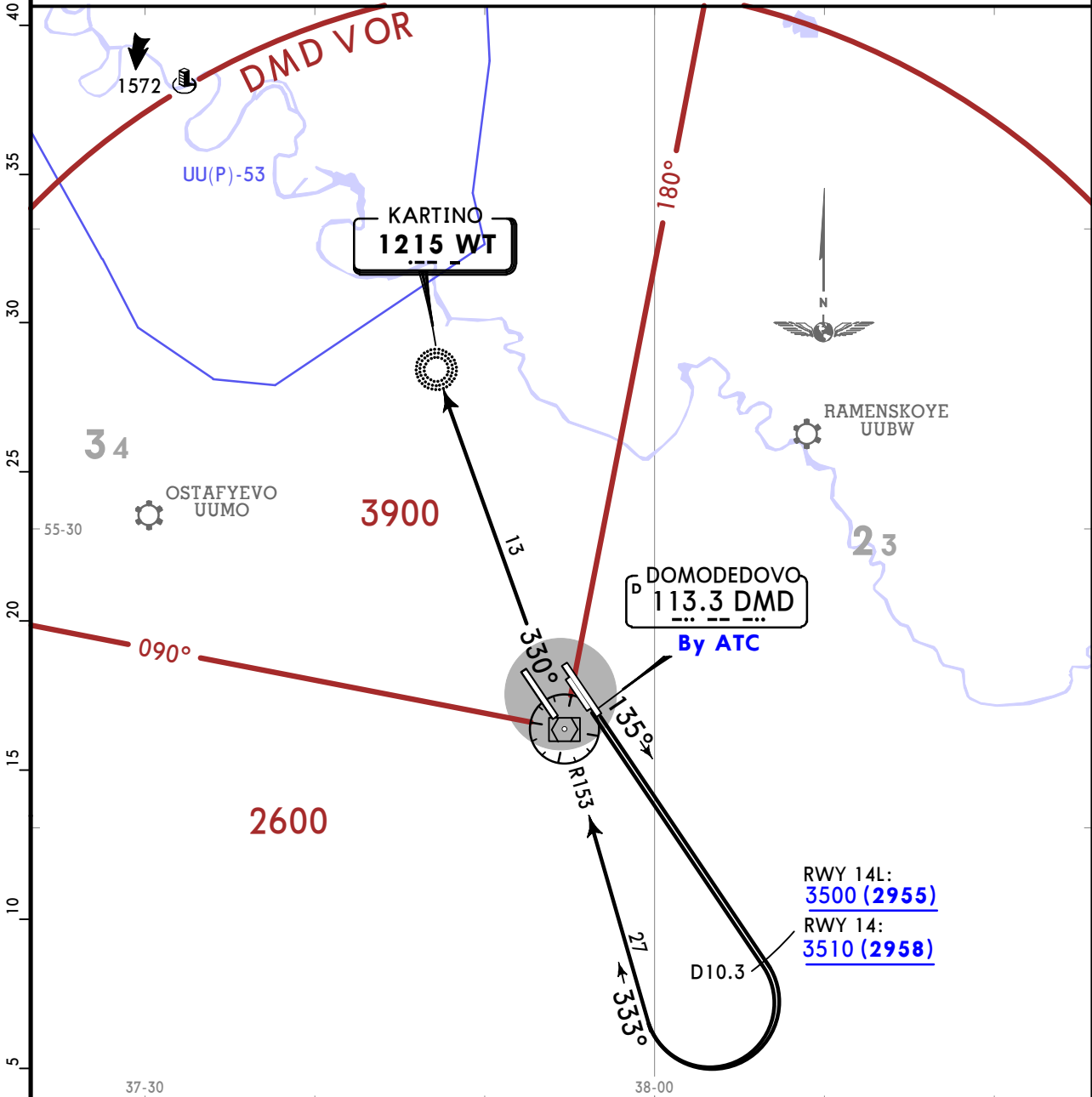
1. After climbing to 2520 (1975) ①/ 2530 (1978) ② contact
DOMODEDOVO Radar IMMEDIATELY.

2. Execute noise abatement procedures according to ICAO DOC 8168.

KARTINO 14D (WT 14D)

RWYS 14L, 14 DEPARTURE

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



This SID requires a minimum climb gradient
of
4.0% up to RWY 14L: 3500 (2955), RWY 14: 3510 (2958).

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

① RWY 14L
② RWY 14

ALT/HEIGHT CONVERSION
QNH (QFE)

① 2520 (1975 - 600m)
② 2530 (1978 - 600m)
① 3500 (2955 - 900m)
② 3510 (2958 - 900m)
① 4540 (3995 - 1200m)
② 4540 (3988 - 1200m)

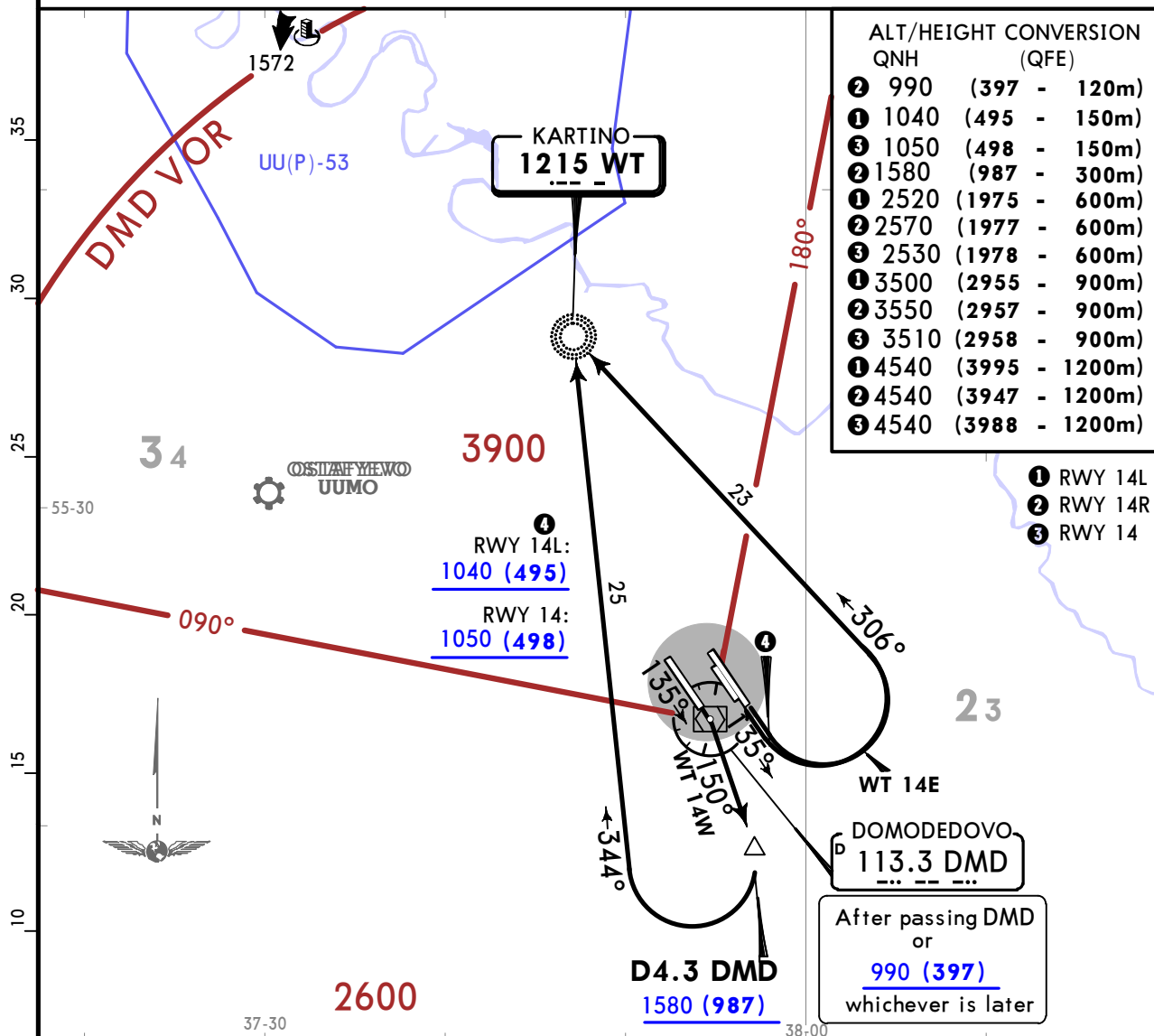
Initial climb clearance RWY 14L: 3500 (2955), RWY 14: 3510 (2958)
further climb by ATC.

ROUTING

Climb on 135° track to D10.3 DMD, turn RIGHT, intercept DMD R153 inbound to DMD, turn LEFT,
DMD R330 to WT.

Trans alt: 4540 (3995) ①/4540 (3947) ②/4540 (3988) ③
1. After climbing to 2520 (1975) ①/2570 (1977) ②/2530 (1978) ③
contact DOMODEDOVO Radar IMMEDIATELY.
2. Execute noise abatement procedures according to ICAO DOC 8168.

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



These SIDs require minimum climb gradients
of
WT 14E: 4.0% up to RWY 14L: 3500 (2955), RWY 14: 3510 (2958).
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 14W: Initial climb clearance 3550 (2957) further climb by ATC.

SID	RWY	ROUTING
WT 14E	14L 14	Climb on 135° track to RWY 14L: 1040 (495), RWY 14: 1050 (498), turn LEFT, intercept 306° bearing to WT.
WT 14W	14R	Climb on 135° track, after passing DMD or at 990 (397), whichever is later, turn RIGHT, intercept DMD R150 to D4.3 DMD, turn RIGHT, intercept 344° bearing to WT.

UDD/DME
DOMODEDOVO

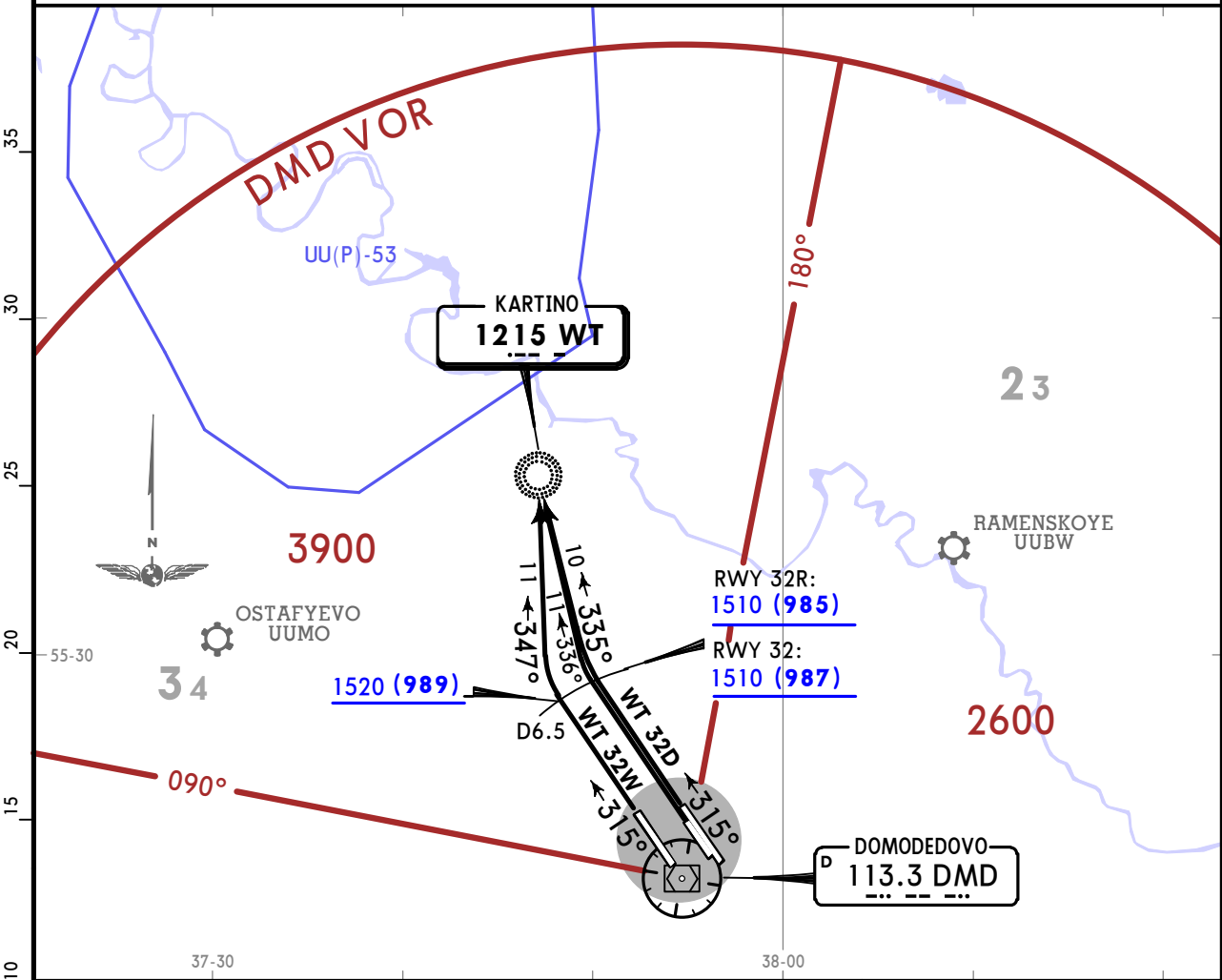
JEPPESSEN
9 NOV 18 30-3H

MOSCOW, RUSSIA
SID

DOMODEDOVO Radar 127.7	Apt Elev 594	QNH on request (QFE) Trans alt: 4540 (4015) ① /4540 (4009) ② /4540 (4017) ③ 1. After climbing to 2500 (1975) ① /2500 (1969) ② /2500 (1977) ③ contact DOMODEDOVO Radar IMMEDIATELY. 2. Execute noise abatement procedures according to ICAO DOC 8168 .
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KARTINO 32D (WT 32D)
KARTINO 32W (WT 32W)
DEPARTURES

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



These SIDs require minimum climb gradients
of
WT 32D: 4.0% up to 1510 (RWY 32R: 985, RWY 32: 987).
WT 32W: 4.2% up to 1520 (989).

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)	
① 1510	(985 - 300m)	
② 1520	(989 - 300m)	
③ 1510	(987 - 300m)	
① 2500	(1975 - 600m)	
② 2500	(1969 - 600m)	
③ 2500	(1977 - 600m)	
① 3480	(2955 - 900m)	
② 3490	(2959 - 900m)	
③ 3480	(2957 - 900m)	
① 4540	(4015 - 1200m)	
② 4540	(4009 - 1200m)	
③ 4540	(4017 - 1200m)	

- ① RWY 32R
- ② RWY 32L
- ③ RWY 32

WT 32D: Initial climb clearance 3480 (RWY 32R: 2955, RWY 32: 2957) further climb by ATC.
WT 32W: Initial climb clearance 3490 (2959) further climb by ATC.

SID	RWY	ROUTING
WT 32D	32R 32	Climb on 315° track to D6.5 DMD, turn RIGHT, intercept RWY 32R: 336° bearing to WT, RWY 32: 335° bearing to WT.
WT 32W	32L	Climb on 315° track to D6.5 DMD, turn RIGHT, intercept 347° bearing to WT.

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UUDD/DME
DOMODEDOVO

JEPPESEN
8 JUN 18 (30-3K) Eff 11 Jun

MOSCOW, RUSSIA
SID

DOMODEDOVO
Radar
127.7

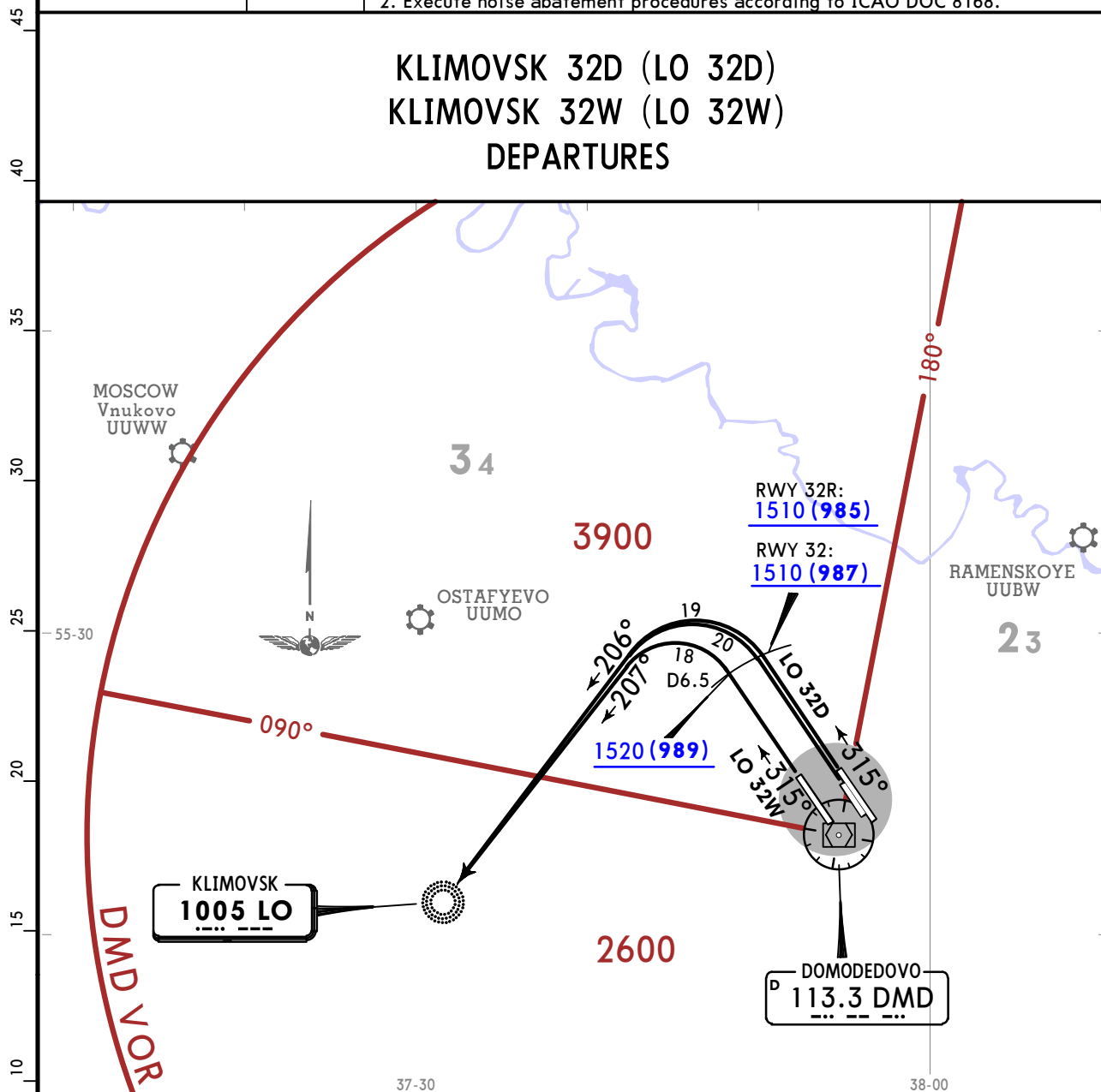
Apt Elev
594

QNH on request (QFE)

Trans alt: 4540 (4015) ① /4540 (4009) ② /4540 (4017) ③

1. After climbing to 2500 (1975) ① /2500 (1969) ② /2500 (1977) ③ contact DOMODEDOVO Radar IMMEDIATELY.
2. Execute noise abatement procedures according to ICAO DOC 8168.

KLIMOVSK 32D (LO 32D)
KLIMOVSK 32W (LO 32W)
DEPARTURES



These SIDs require minimum climb gradients
of

LO 32D: 4.0% up to 1510 (RWY 32R: 985, RWY 32: 987).
LO 32W: 4.2% up to 1520 (989).

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)	
①1510	(985 - 300m)	
②1520	(989 - 300m)	
③1510	(987 - 300m)	
①2500	(1975 - 600m)	
②2500	(1969 - 600m)	
③2500	(1977 - 600m)	
①3480	(2955 - 900m)	
②3490	(2959 - 900m)	
③3480	(2957 - 900m)	
①4540	(4015 - 1200m)	
②4540	(4009 - 1200m)	
③4540	(4017 - 1200m)	

- ① RWY 32R
- ② RWY 32L
- ③ RWY 32

LO 32D: Initial climb clearance 3480 (RWY 32R: 2955, RWY 32: 2957) further climb by ATC.
LO 32W: Initial climb clearance 3490 (2959) further climb by ATC.

SID	RWY	ROUTING
LO 32D	32R 32	Climb on 315° track to D6.5 DMD, turn LEFT, intercept 206° bearing to LO.
LO 32W	32L	Climb on 315° track to D6.5 DMD, turn LEFT, intercept 207° bearing to LO.

CHANGES: New RWY established.

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UDD/DME
DOMODEDOVO

JEPPESSEN

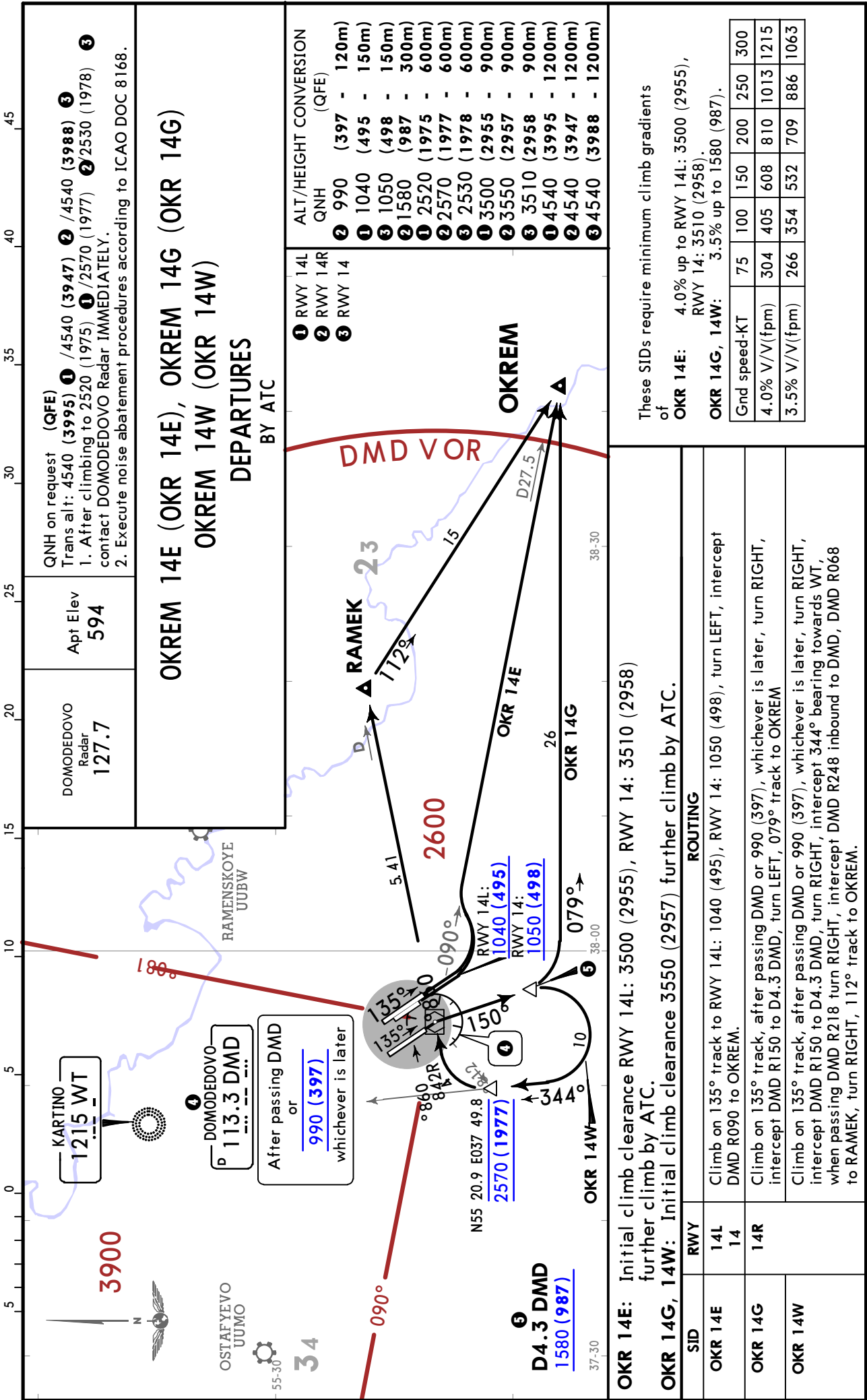
MOSCOW, RUSSIA

8 JUN 18

30-31

Eff 11 Jun

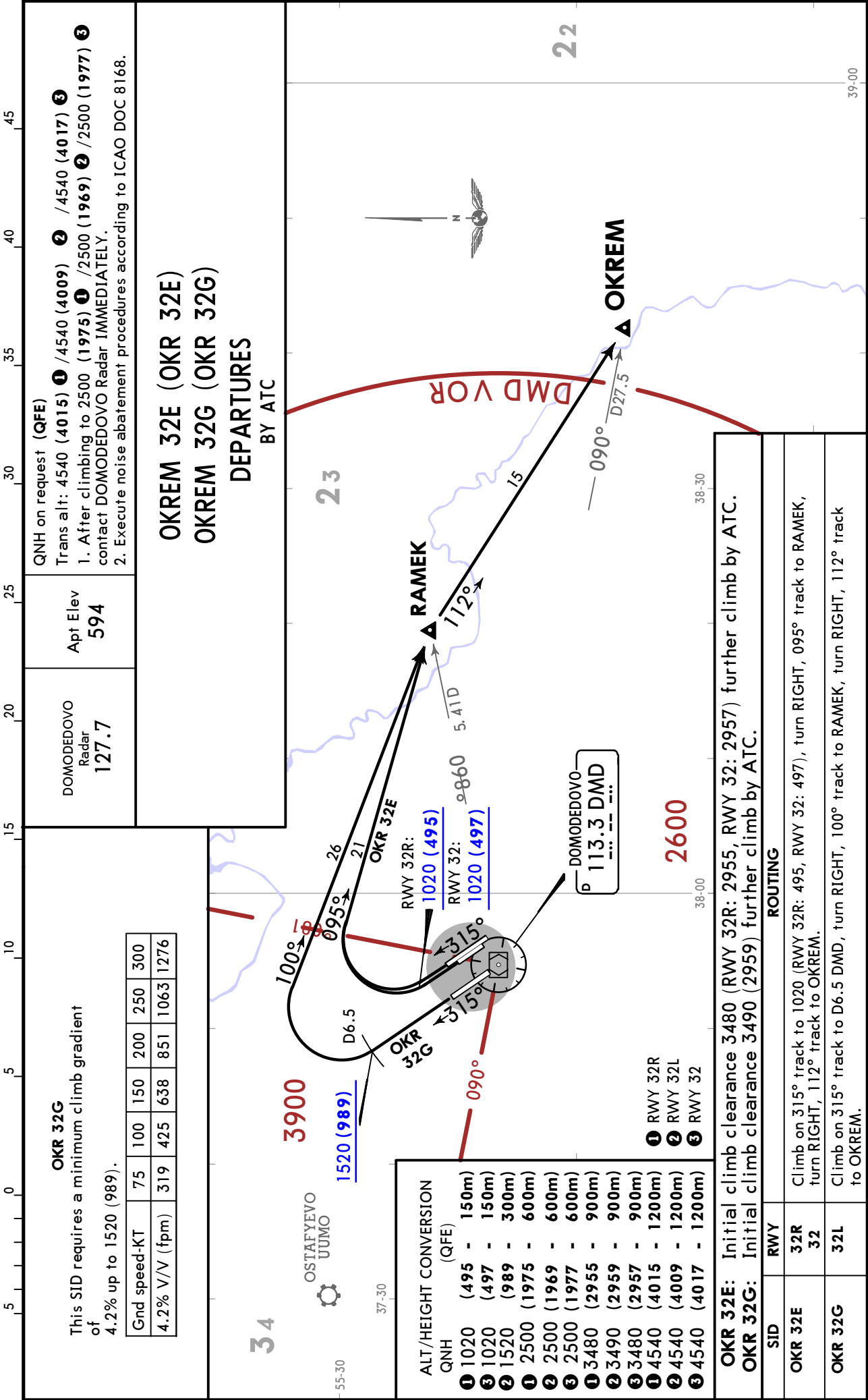
SID



UUDD/DME
DOMODEDOVO

JEPPESSEN
7 DEC 18 (30-3M)

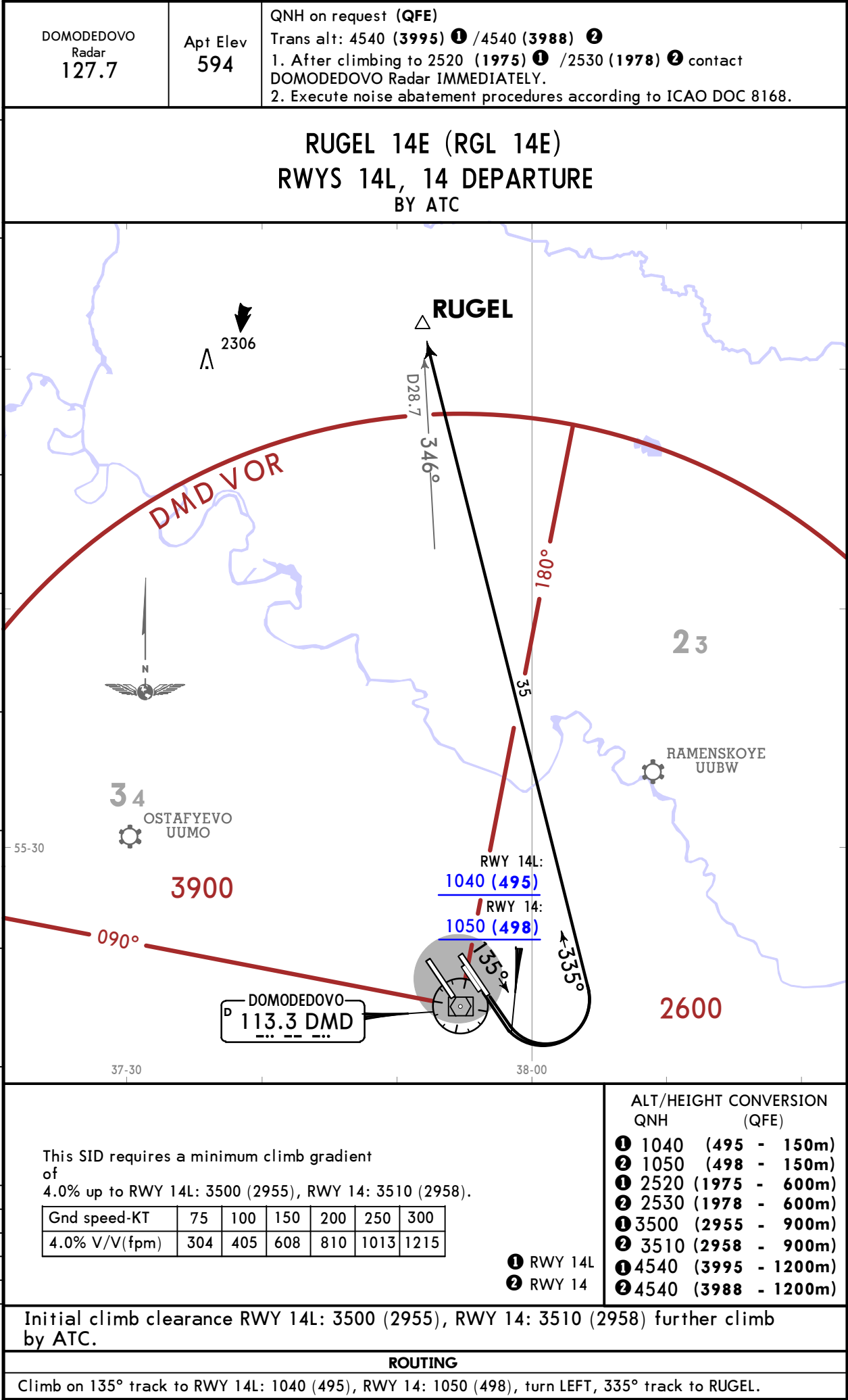
MOSCOW, RUSSIA
SID

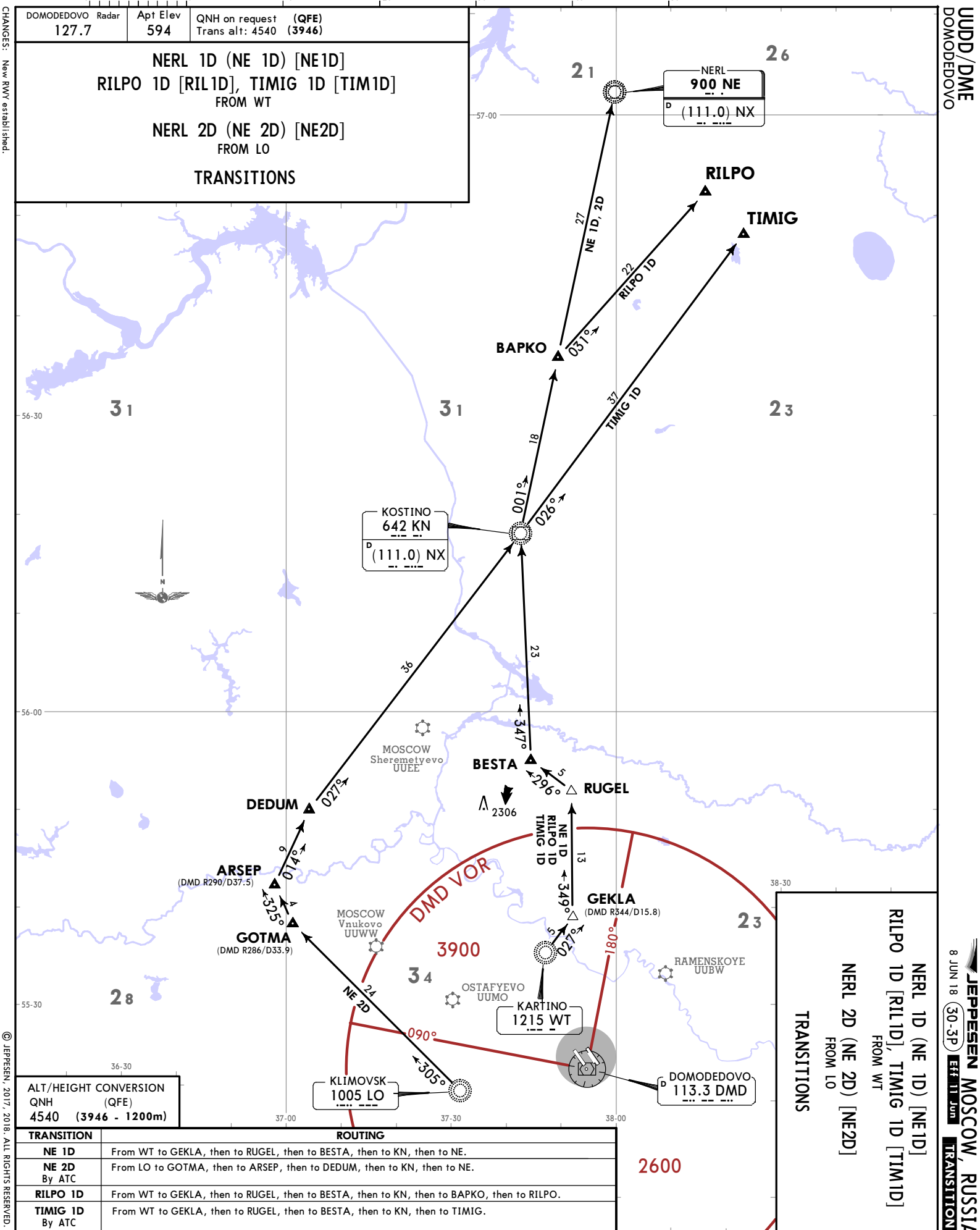


UDD/DME
DOMODEDOVO

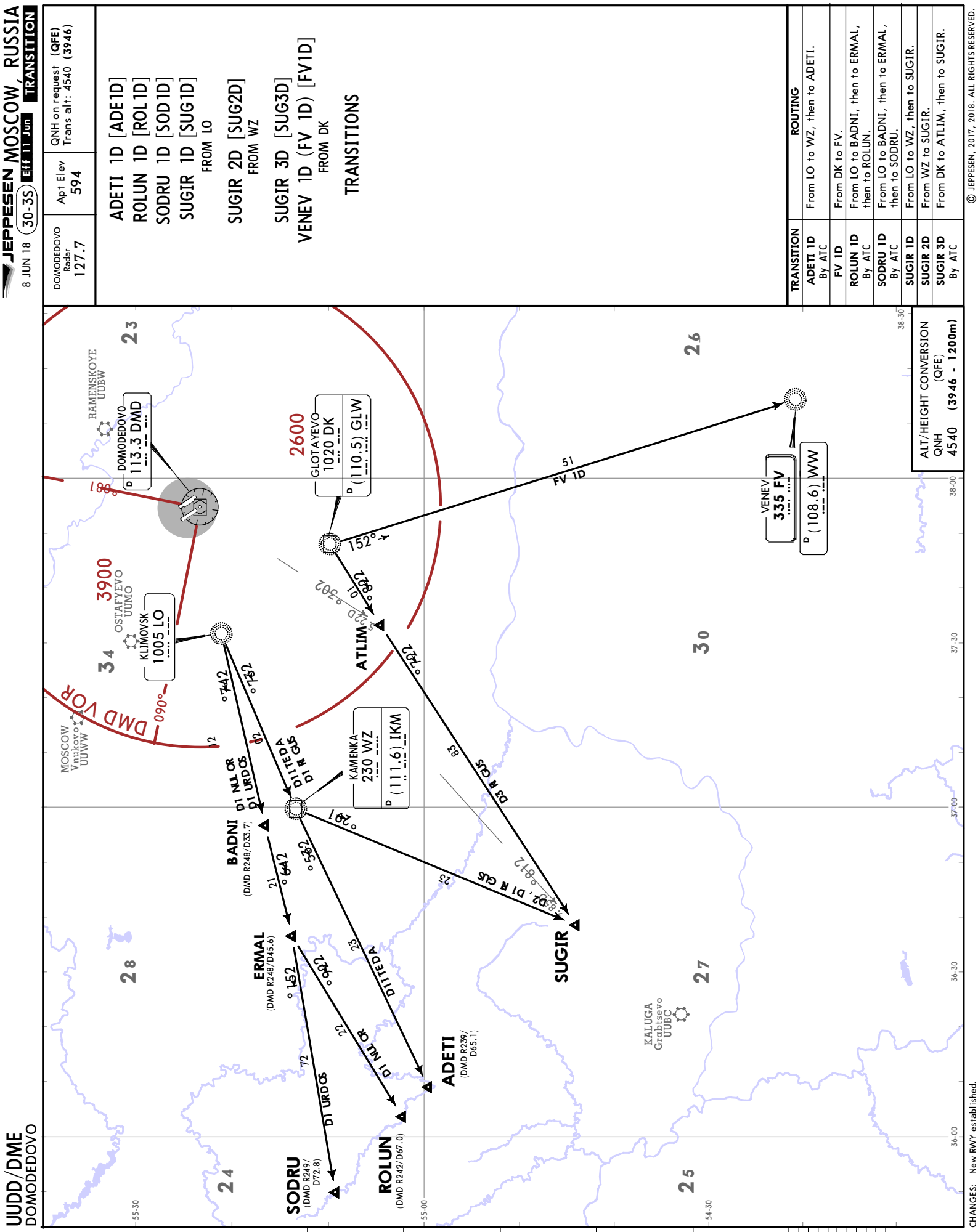
JEPPesen
7 DEC 18 (30-3N)

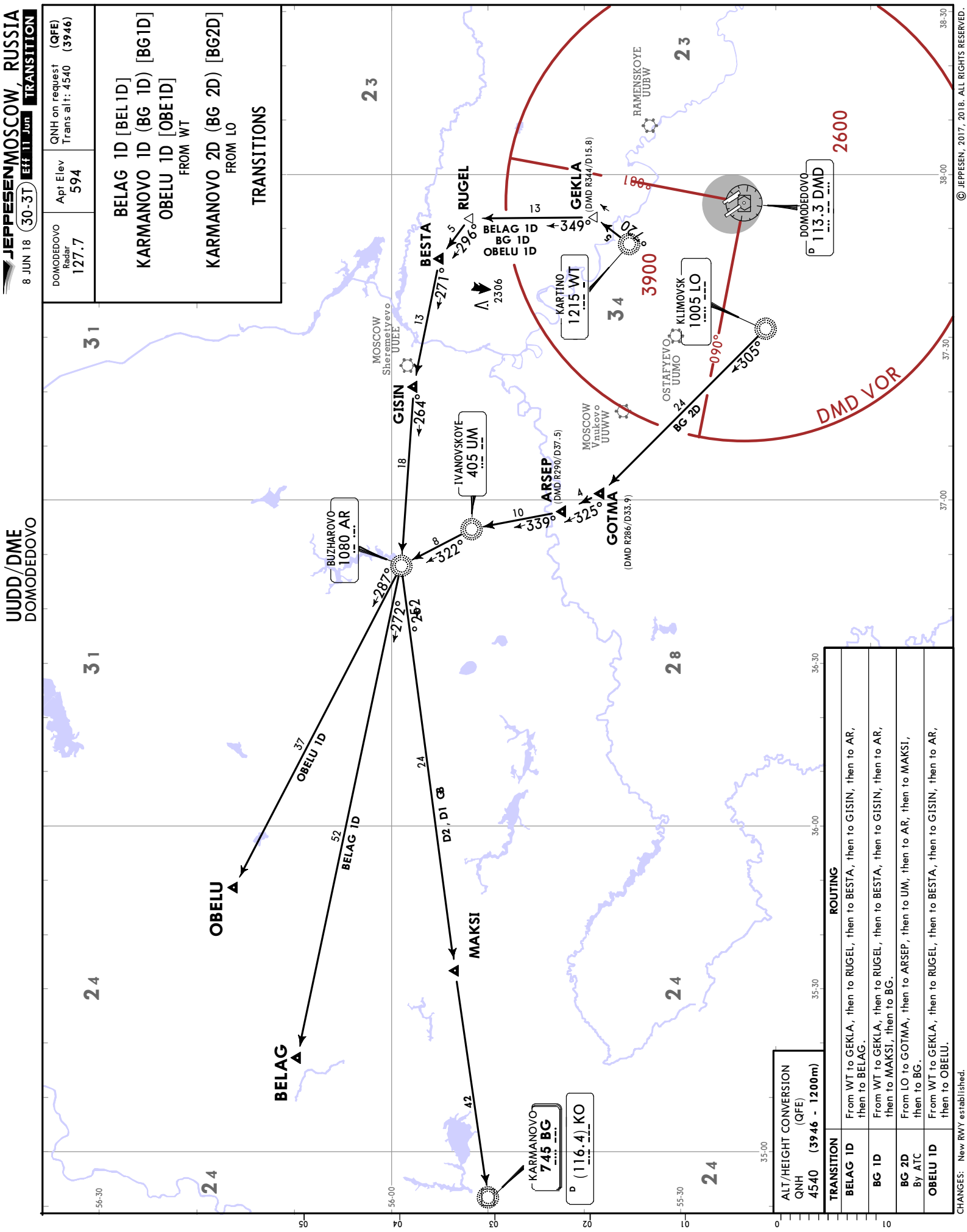
MOSCOW, RUSSIA
SID











UDD/DME

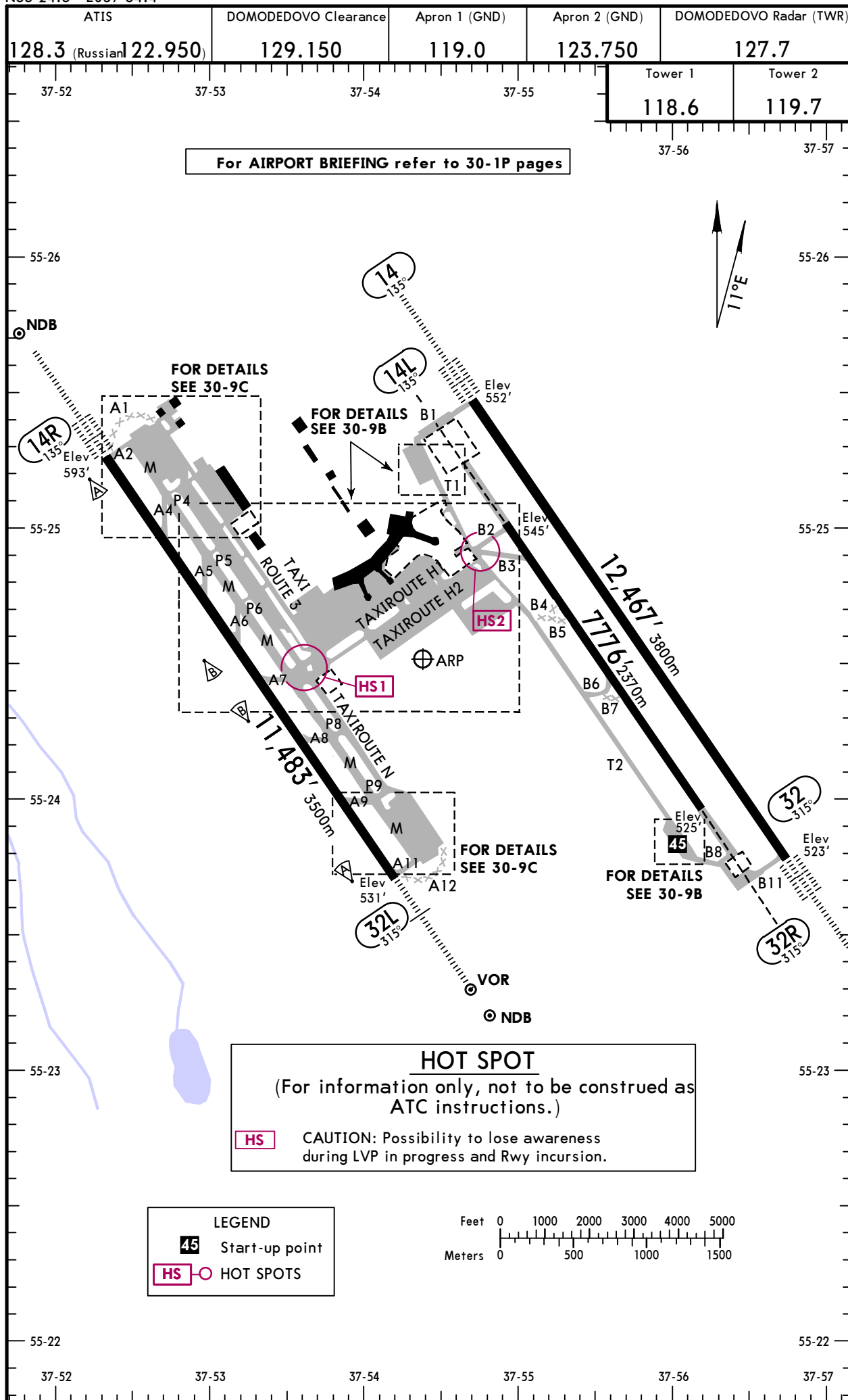
Apt Elev **594'**
N55 24.5 E037 54.4

JEPPESSEN

15 MAR 19 **(30-9)** Eff 28 Mar

MOSCOW, RUSSIA

DOMODEDOVO



UDD/DME

 **JEPPESEN**

15 MAR 19

30-9A

Eff 28 Mar

MOSCOW, RUSSIA
DOMODEDOVO

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
14 32	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ❶		11,374' 3467m		197' 60m
			11,434' 3485m		
14L 32R	HIRL (60m)				174' 53m
14R 32L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI- L ❶ RVR		10,389' 3167m	❷	197' 60m
	HIRL (60m) CL (15m) HIALS PAPI- L ❶ RVR				

❶ Angle 3.0°.

❷ 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		RCLM (DAY only) or RL
	RL & CL	RCLM (DAY only) or RL	
	A		
	B	200m (150m)	
	C	250m	
D	250m (200m)	300m	400m
RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.			

UDD/DME

JEPPESEN

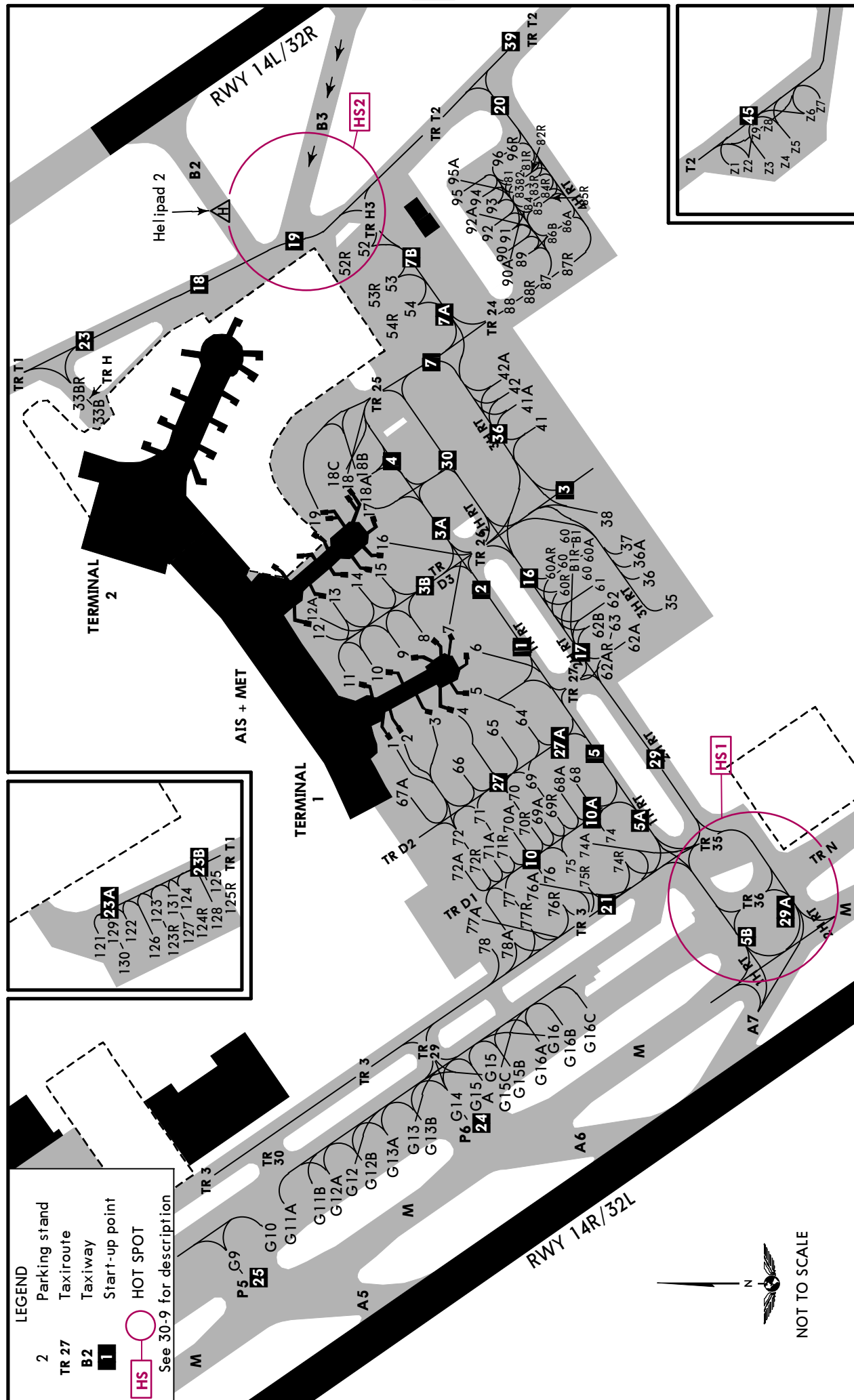
MOSCOW, RUSSIA

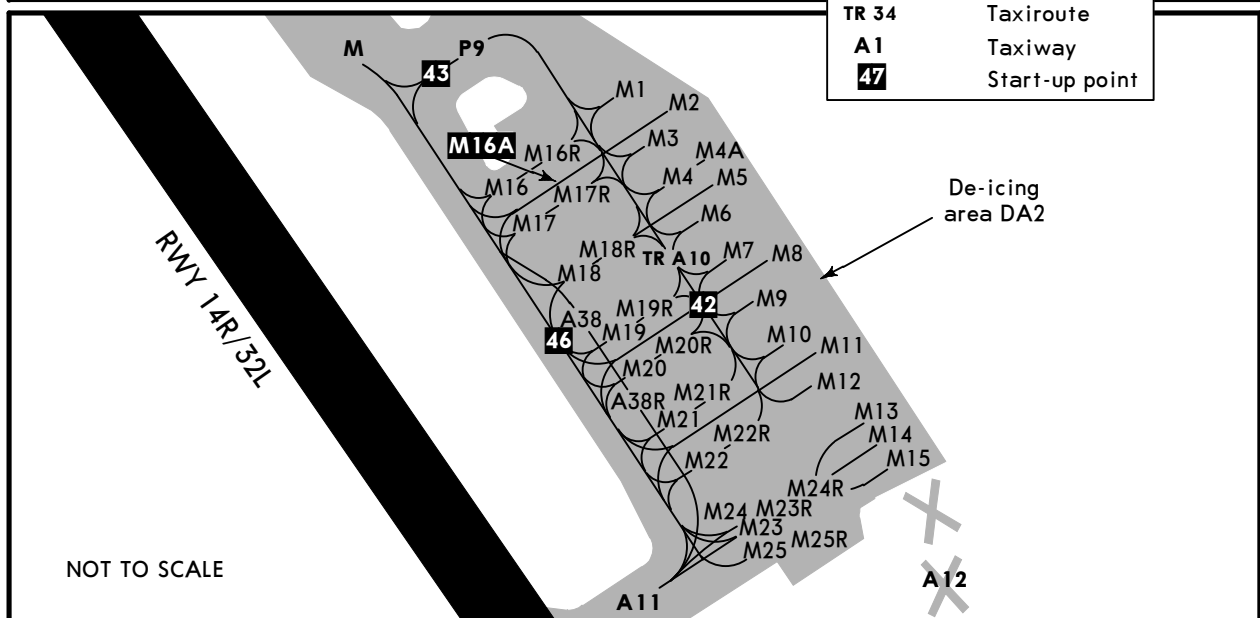
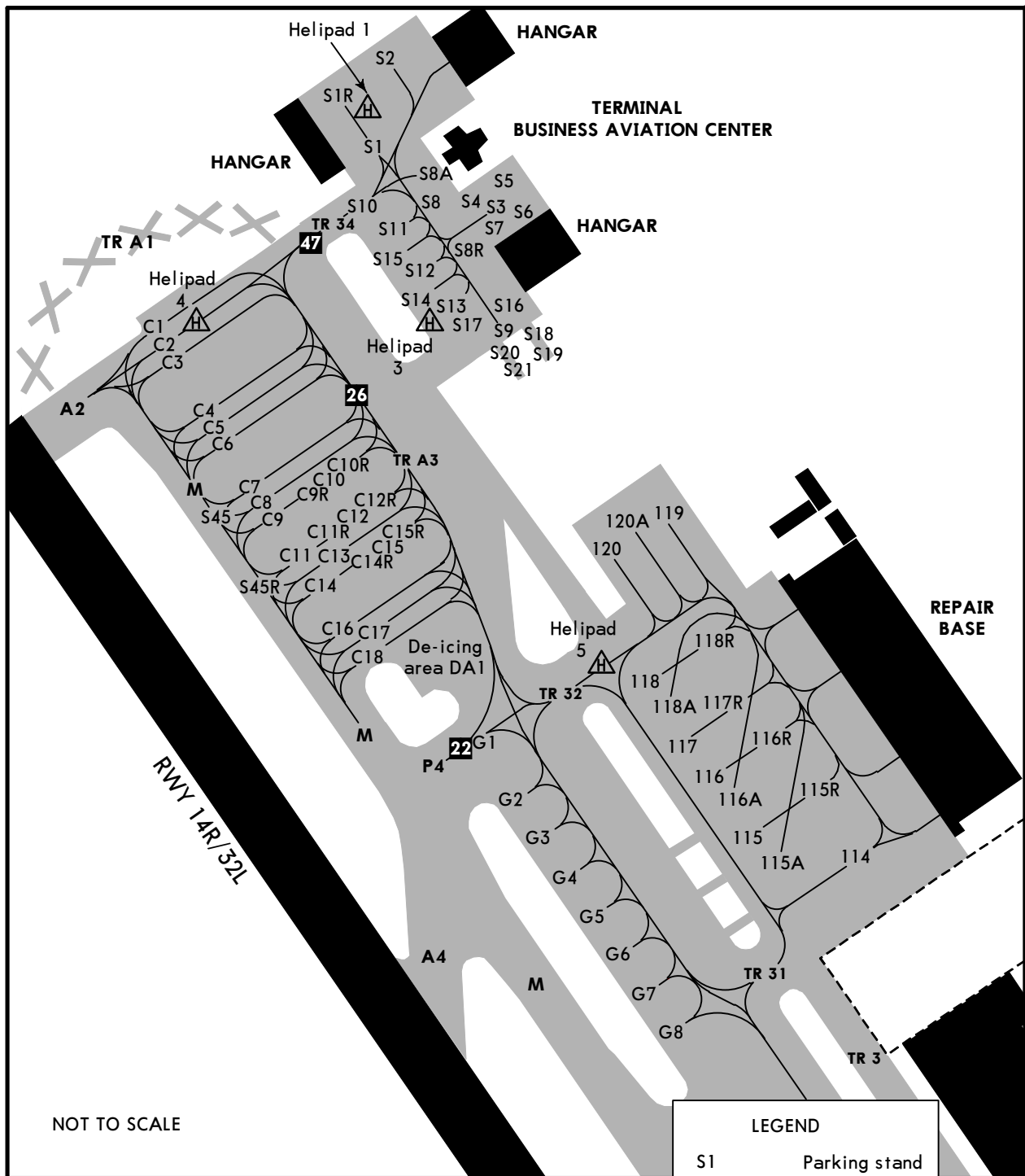
15 MAR 19

30-9B

Eff 28 Mar

DOMODEDOVO





UDD/DME
 **JEPPESEN**
MOSCOW, RUSSIA

15 MAR 19

(30-9D)

Eff 28 Mar
DOMODEDOVO

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	119 thru 120A	N55 25.2 E037 53.0
3 thru 5	N55 24.7 E037 54.0	121	N55 25.3 E037 54.3
6 thru 8	N55 24.7 E037 54.1	122	N55 25.2 E037 54.3
9	N55 24.7 E037 54.0	123 thru 125	N55 25.2 E037 54.4
10, 11	N55 24.8 E037 54.0	126, 127	N55 25.2 E037 54.3
12	N55 24.8 E037 54.1	128	N55 25.1 E037 54.4
12A	N55 24.9 E037 54.1	129, 130	N55 25.2 E037 54.3
13 thru 16	N55 24.8 E037 54.2	131	N55 25.2 E037 54.4
17 thru 19	N55 24.8 E037 54.3	C1	N55 25.4 E037 52.5
35	N55 24.5 E037 54.1	C2	N55 25.3 E037 52.5
36, 36A	N55 24.5 E037 54.2	C3 thru C8	N55 25.3 E037 52.6
37	N55 24.6 E037 54.2	C9, C9R	N55 25.2 E037 52.7
38	N55 24.6 E037 54.3	C10, C10R	N55 25.3 E037 52.7
41	N55 24.6 E037 54.4	C11 thru C15	N55 25.2 E037 52.7
41A	N55 24.6 E037 54.5	C15R	N55 25.2 E037 52.8
42, 42A	N55 24.7 E037 54.5	C16 thru C18	N55 25.2 E037 52.7
52	N55 24.8 E037 54.7	G2 thru G4	N55 25.1 E037 52.9
53	N55 24.8 E037 54.6	G5 thru G8	N55 25.0 E037 53.0
54	N55 24.7 E037 54.6	G9	N55 24.9 E037 53.1
60 thru 61	N55 24.6 E037 54.2	G10, G11A	N55 24.9 E037 53.2
62	N55 24.6 E037 54.1	G11B	N55 24.8 E037 53.2
62A	N55 24.5 E037 54.1	G12	N55 24.8 E037 53.3
62B	N55 24.6 E037 54.1	G12A	N55 24.8 E037 53.2
63	N55 24.6 E037 54.0	G12B thru G13B	N55 24.8 E037 53.3
64	N55 24.7 E037 54.0	G14	N55 24.7 E037 53.3
65, 66	N55 24.7 E037 53.9	G15 thru G16A	N55 24.7 E037 53.4
67A	N55 24.8 E037 53.8	G16B	N55 24.6 E037 53.4
68	N55 24.6 E037 53.9	G16C	N55 24.6 E037 53.5
69	N55 24.6 E037 53.8	M1	N55 23.5 E037 54.3
70 thru 72	N55 24.7 E037 53.8	M2 thru M4	N55 24.0 E037 54.3
74	N55 24.6 E037 53.8	M5 thru M7	N55 23.9 E037 54.3
74A thru 76A	N55 24.6 E037 53.7	M8 thru M12	N55 23.9 E037 54.4
77	N55 24.7 E037 53.7	M13	N55 23.8 E037 54.4
77A thru 78A	N55 24.7 E037 53.6	M14, M15	N55 23.8 E037 54.5
81	N55 24.7 E037 54.8	M16	N55 24.0 E037 54.2
81R	N55 24.6 E037 54.8	M17, M18	N55 23.9 E037 54.2
82	N55 24.7 E037 54.8	M19, M20	N55 23.9 E037 54.3
82R	N55 24.6 E037 54.8	M21, M22	N55 23.8 E037 54.3
83	N55 24.7 E037 54.8	M23, M24, M25	N55 23.8 E037 54.4
83R thru 85R	N55 24.6 E037 54.8	Z1, Z2	N55 23.9 E037 56.0
86A, 86B	N55 24.6 E037 54.7	Z3 thru Z6	N55 23.8 E037 56.0
87, 87R	N55 24.6 E037 54.6	Z7	N55 23.8 E037 56.1
88, 88R	N55 24.7 E037 54.6	Z8, Z9	N55 23.8 E037 56.0
89	N55 24.6 E037 54.7		
90 thru 92A	N55 24.7 E037 54.7		
93 thru 96	N55 24.7 E037 54.8		
96R	N55 24.7 E037 54.9		
114	N55 25.1 E037 53.2		
115 thru 116A	N55 25.1 E037 53.1		
117 thru 118A	N55 25.1 E037 53.0		

UDD/DME

JEPPESEN

MOSCOW, RUSSIA

15 MAR 19 30-9E Eff 28 Mar

DOMODEDOVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

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

The display unit shows the following information types:

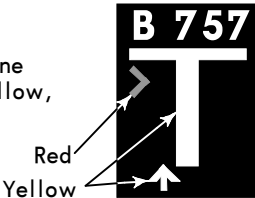
- Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
- Indication of activated system: It is shown by mobile yellow arrows.
- Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the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

PILOT INSTRUCTIONS

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



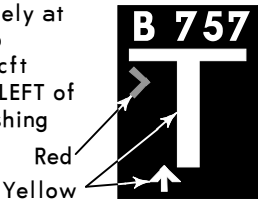
- DOCKING
Follow the LEDs line.
When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.



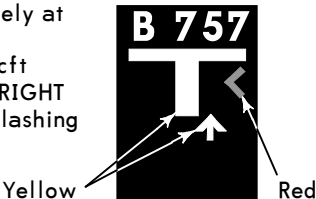
3. IDENTIFICATION

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

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

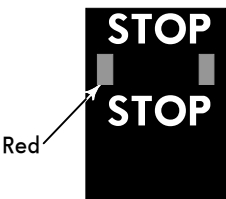


The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



4. STOP

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

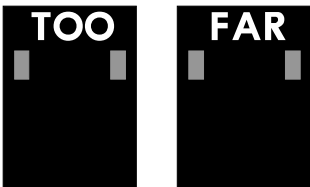


5. DOCKING ON

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

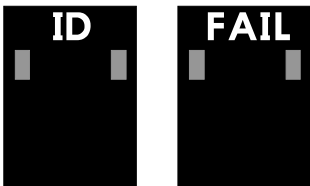


- If the acft has overshoot the stop position, "TOO FAR" will be displayed.



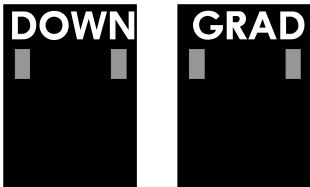
7. IDENTIFICATION FAILURE

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



8. SLOW DOWN

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



UDD/DME
JEPPESEN
Standard

8 JUN 18

30-9S
Eff 11 Jun
MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14	ILS	752' (200')	752' (200')	752' (200')	752' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	752' (200')	752' (200')	752' (200')	752' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	1040' (488')	1040' (488')	1040' (488')	1040' (488')
14L	② RNAV (GNSS)	1040' (495')	1040' (495')	1040' (495')	1040' (495')
		R1500m	R1500m	R2300m	R2300m
14R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	693' (100')	693' (100')	693' (100')	693' (100')
		RA107' R300m	RA107' R300m	RA107' R300m	RA107' R300m
	ILS	793' (200')	793' (200')	793' (200')	793' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	793' (200')	793' (200')	793' (200')	793' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	1040' (447')	1040' (447')	1040' (447')	1040' (447')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	② VOR	930' (337')	930' (337')	930' (337')	930' (337')
		R800m	R800m	R800m	R800m
	ALS out	R1500m	R1500m	R1500m	R1500m

① W/o HUD/AP/FD: R750m.

② Continuous Descent Final Approach.

UDD/DME



Standard

8 JUN 18

30-9S1

Eff 11 Jun

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
32	ILS	723'(200')	723'(200')	723'(200')	723'(200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	723'(200')	723'(200')	723'(200')	v(200')
	FULL	R550m	R550m	R550m	R550m
32L	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	960'(437')	960'(437')	960'(437')	960'(437')
	ALS out	R1300m	R1300m	R1300m	R1300m
		R1500m	R1500m	R2000m	R2000m
32R	ILS	731'(200')	731'(200')	731'(200')	731'(200')
	ALS out	① R550m	① R550m	① R550m	① R550m
	GLS	731'(200')	731'(200')	731'(200')	731'(200')
	ALS out	① R550m	① R550m	① R550m	① R550m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	960'(429')	960'(429')	960'(429')	960'(429')
32R	ALS out	R1300m	R1300m	R1300m	R1300m
		R1500m	R1500m	R2000m	R2000m
	② VOR	870'(339')	870'(339')	870'(339')	870'(339')
	ALS out	R800m	R800m	R800m	R800m
		R1500m	R1500m	R1500m	R1500m
	② RNAV (GNSS)	910'(385')	910'(385')	910'(385')	910'(385')
32R	ALS out	R1500m	R1500m	R1800m	R1800m

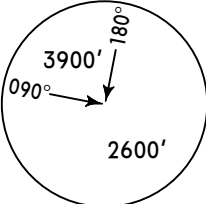
① W/o HUD/AP/FD: R750m.
② Continuous Descent Final Approach.

TAKE-OFF						
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

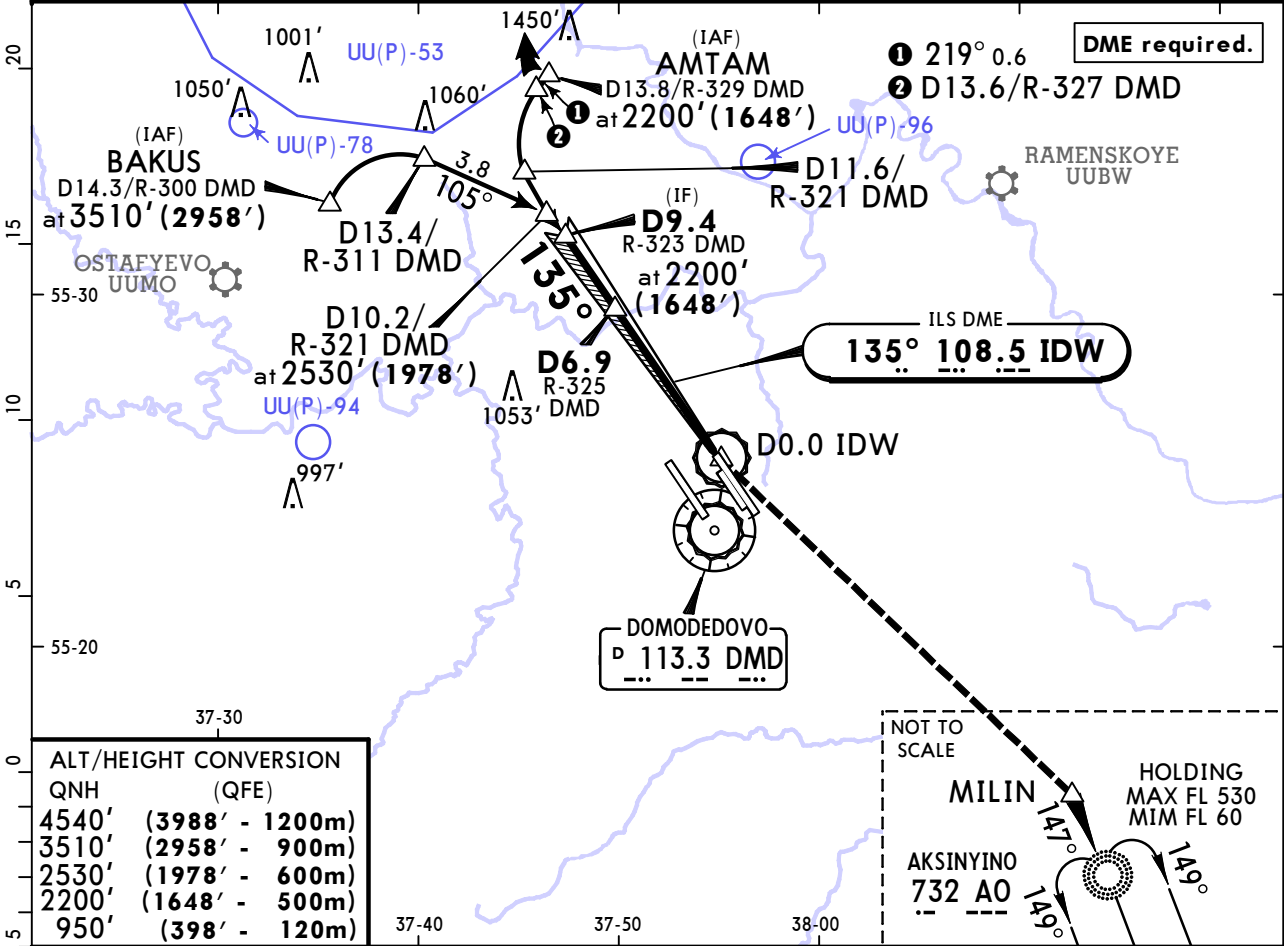
UUDD/DME
DOMODEDOVO

JEPPESSEN
12 APR 19 (31-1)

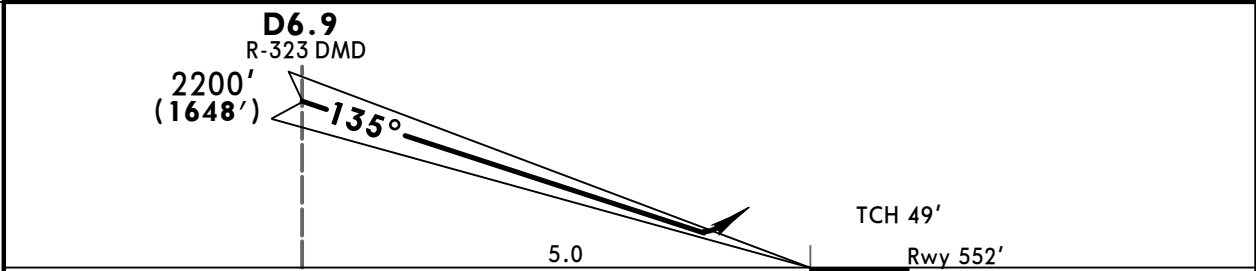
MOSCOW, RUSSIA
ILS Rwy 14

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian) 122.950		127.7		119.7		119.0 123.750	
LOC IDW 108.5	Final Apch Crs 135°	GS D6.9 DMD 2200' (1648')	ILS DA(H) 752' (200')	Apt Elev 594' Rwy 552'		 MSA DMD VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 950' (398') or D0.0 IDW, whichever is later, then turn LEFT to MILIN climbing to 2530' (1978'), after passing MILIN turn RIGHT onto 147° and proceed to NDB climbing to 3510' (2958'), or as directed.							

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540' (3988')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(3988' - 1200m)
3510'	(2958' - 900m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)
950'	(398' - 120m)



Gnd speed-Kts	70	90	100	120	140	160		950' (398')	D0.0 IDW	2530' (1978')	MILIN
GS	3.00°	372	478	531	637	849		↑	↑	↑	

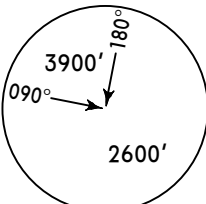
STRAIGHT-IN LANDING RWY 14				LOC (GS out)	
ILS		LOC (GS out)			
DA(H) 752' (200')					
FULL	TDZ or CL out	ALS out			
A					
B					
C	800m		1200m	NOT AUTHORIZED	
D					

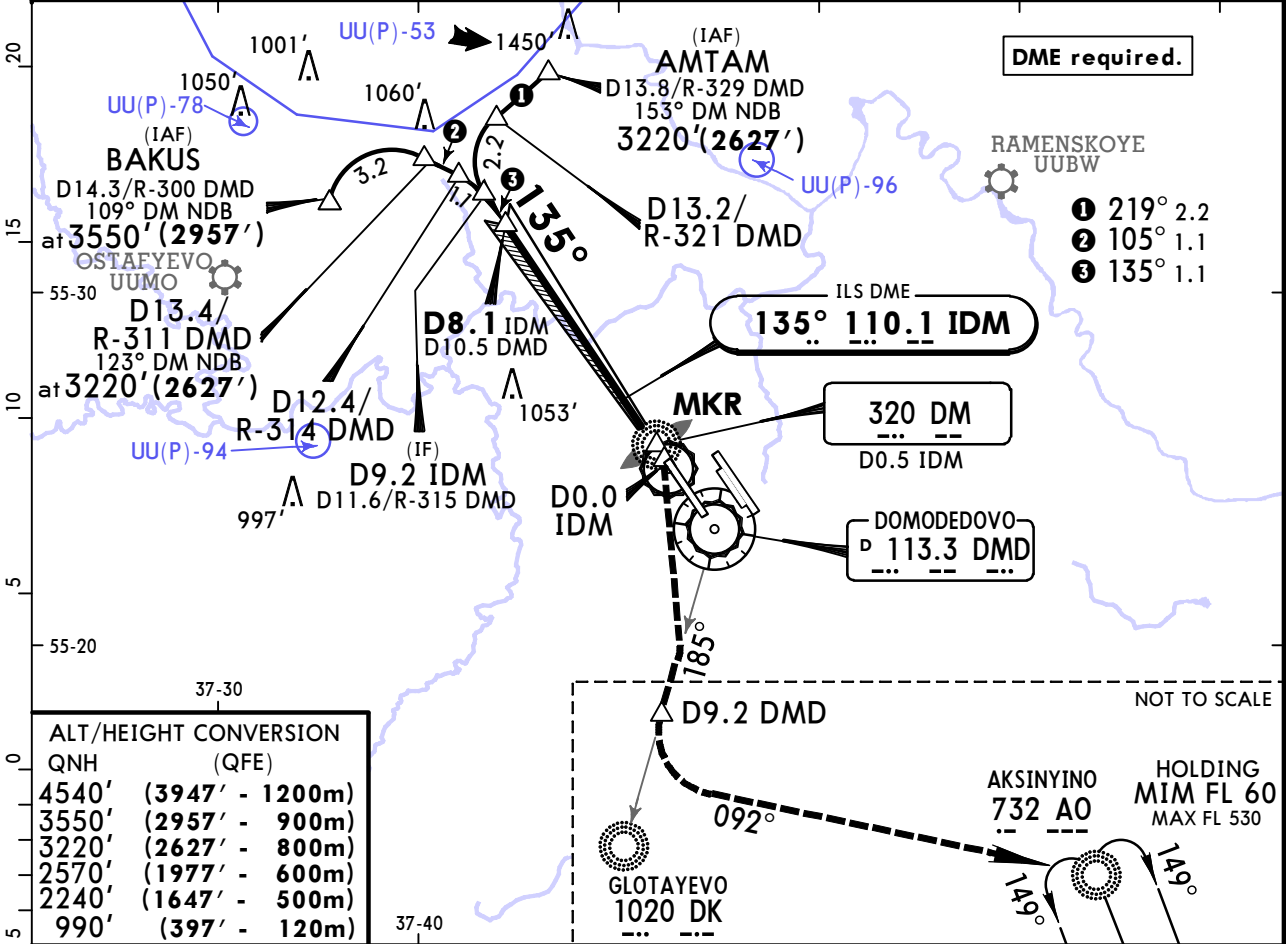
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UUDD/DME
DOMODEDOVO

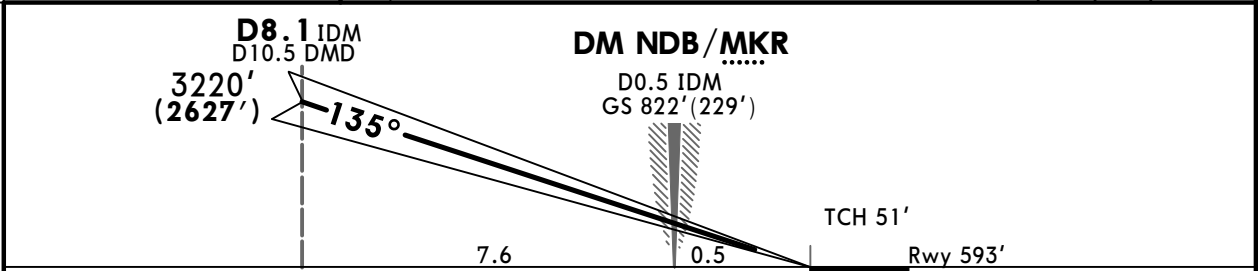
JEPPESSEN
8 JUN 18
Eff 11 Jun 31-2A

MOSCOW, RUSSIA
CAT II ILS Rwy 14R

ATIS 128.3 (Russian) 122.950)		DOMODEDOVO Radar (TWR) 127.7		DOMODEDOVO Tower 1 118.6		Ground 119.0 123.750	
LOC IDM 110.1	Final Apch Crs 135°	GS D8.1 IDM 3220'(2627')	CAT II ILS RA 107' DA(H) 693'(100')		Apt Elev 594' Rwy 593'		
MISSED APCH: Climb STRAIGHT AHEAD to 990'(397') or D0.0 IDM, whichever is later, then turn RIGHT to intercept R-185 DMD, proceed to DK NDB to D9.2 DMD climbing to 2240'(1647'). Then turn LEFT onto 092° and proceed to AO NDB climbing to 2570'(1977'), or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3947')	
Special Aircrew & Acft Certification Required.							



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(3947' - 1200m)
3550'	(2957' - 900m)
3220'	(2627' - 800m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
990'	(397' - 120m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	990' (397')	D0.0 IDM	RT	DMD 113.3 R-185
GS	3.00°	372	478	531	637	743		↑ whichever is later	↑		

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

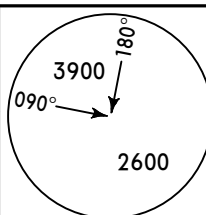
PANS OPS
RVR 300m

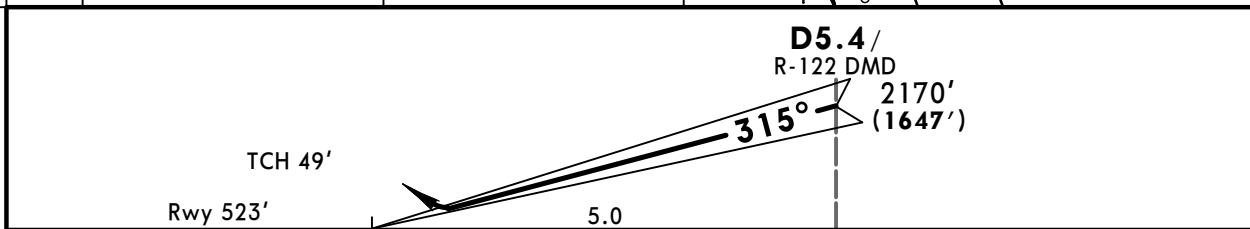
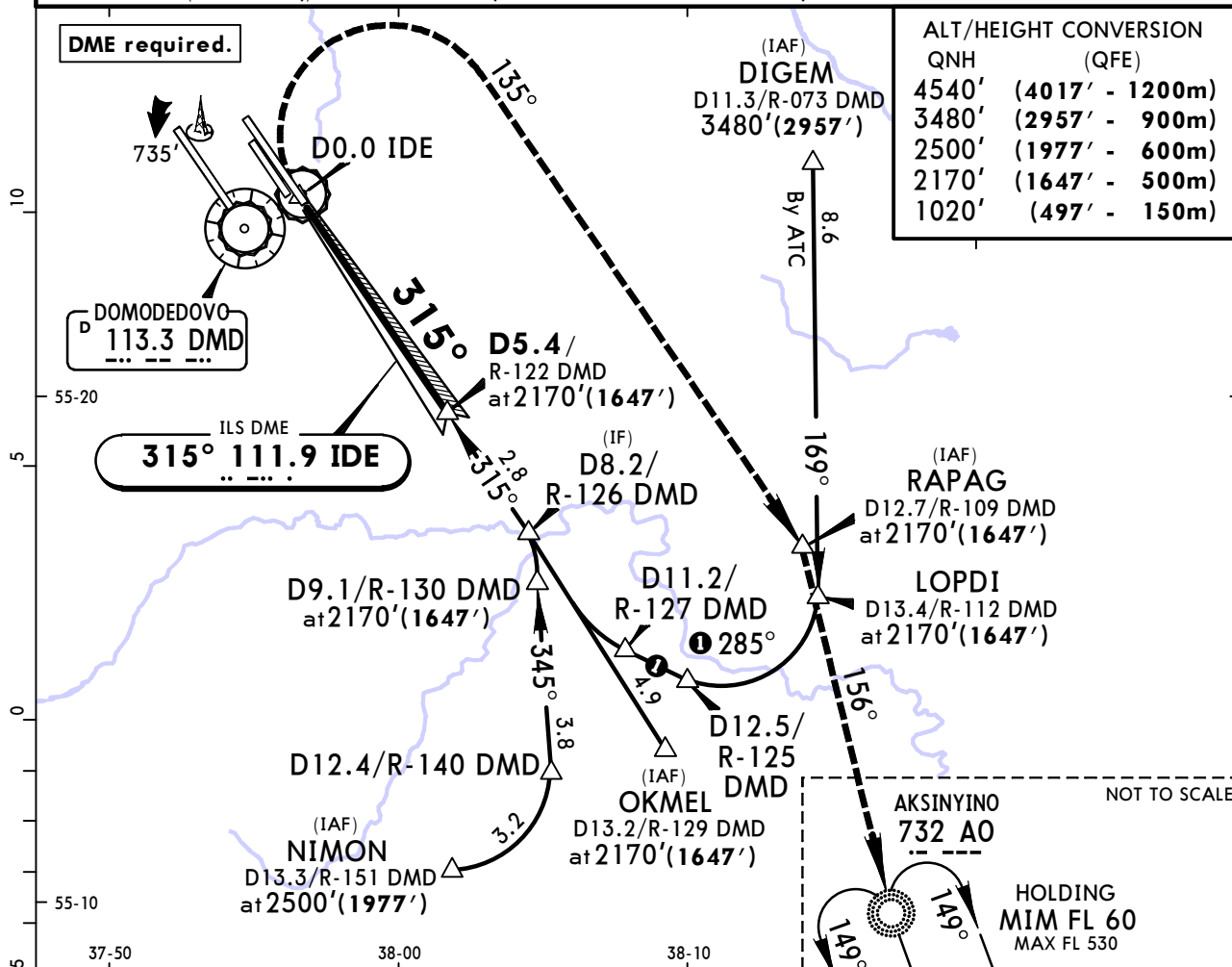
UDD/DME
DOMODEDOVO
JEPPESSEN
 8 JUN 18 **(31-3)** Eff 11 Jun

MOSCOW, RUSSIA
ILS Rwy 32

TH

BRIEFING STRIP

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian)		122.950	127.7		119.7		119.0 123.750
LOC IDE 111.9	Final Apch Crs 315°	GS D5.4 DMD 2170'(1647')	ILS DA(H) 723'(200')	Apt Elev 594' Rwy 523'			
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(497') or D0.0 IDE, whichever is later, then turn RIGHT onto 135° and proceed to RAPAG climbing to 2170'(1647'). Then turn RIGHT onto 156° and proceed to NDB climbing to 3480'(2957'), or as directed.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540' (4017')							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020' (497')	D0.0 IDE	135°	RAPAG
GS	3.00°	372	478	531	637	743	PAPI	↑	↑	RT	↑
								↑	↑		

STRAIGHT-IN LANDING RWY 32							
ILS		LOC (GS out)					
DA(H) 723' (200')							
FULL	TDZ or CL out	ALS out					
A							
B							
C							
D							

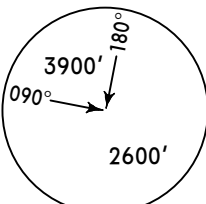
CHANGES: New procedure.

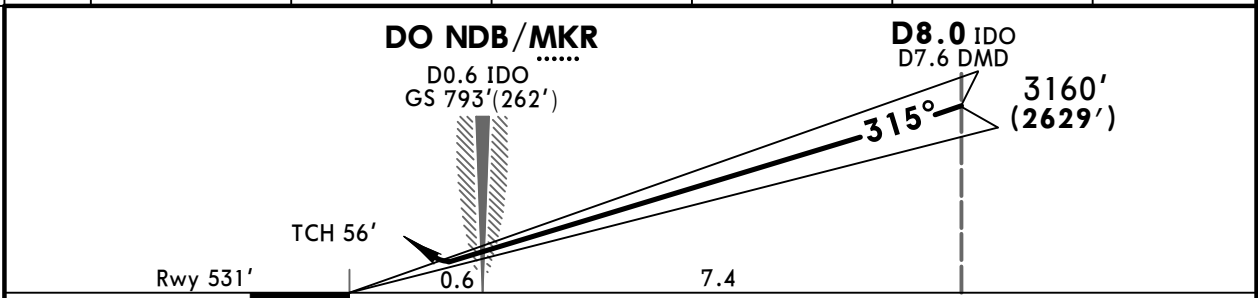
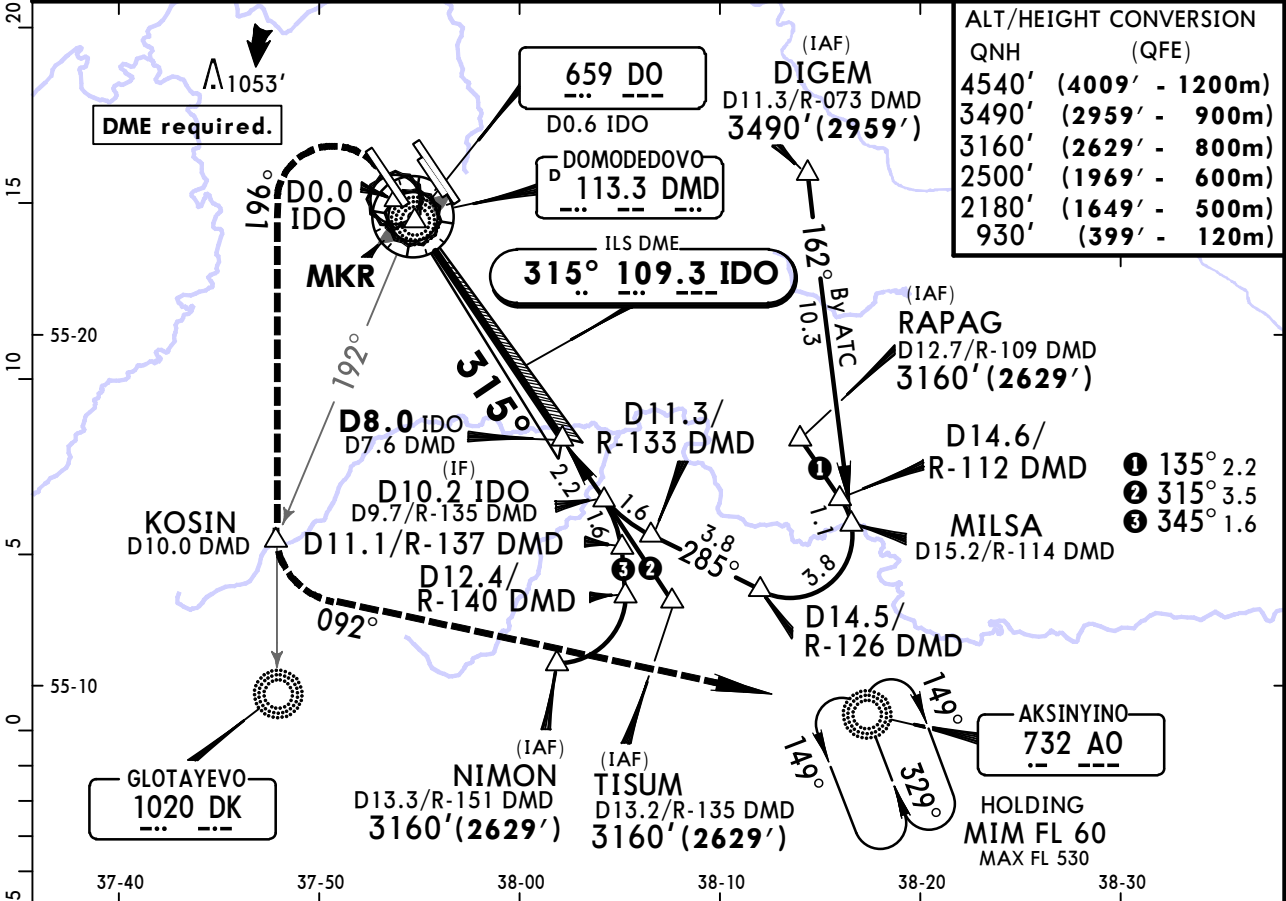
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UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (31-4) Eff 11 Jun

MOSCOW, RUSSIA
ILS Rwy 32L

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 1		Ground	
128.3 (Russian) 122.950		127.7		118.6		119.0 123.750	
LOC IDO 109.3	Final Apch Crs 315°	GS D8.0 IDO 3160'(2629')	ILS DA(H) 731'(200')	Apt Elev 594' Rwy 531'		 MSA DMD VOR	
MISSED APCH: Climb STRAIGHT AHEAD to 930'(399') or D0.0 IDO, whichever is later, then turn LEFT onto 169° inbound to DK NDB, proceed to KOSIN climbing to 2180'(1649'). Then turn LEFT onto 092° and proceed to AO NDB climbing to 2500'(1969'), or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540' (4009')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	930' (399')	D0.0 IDO	169°	2180' (1649')
GS	3.00°	372	478	531	637	743		↑ whichever is later	↑	LT	↑

STRAIGHT-IN LANDING RWY 32L					
ILS DA(H) 731'(200')			LOC (GS out)		
FULL		ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B					
C					
D					

UUDD/DME
DOMODEDOVO

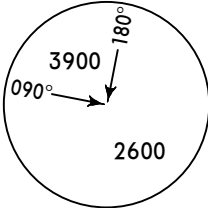
JEPPESSEN

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14

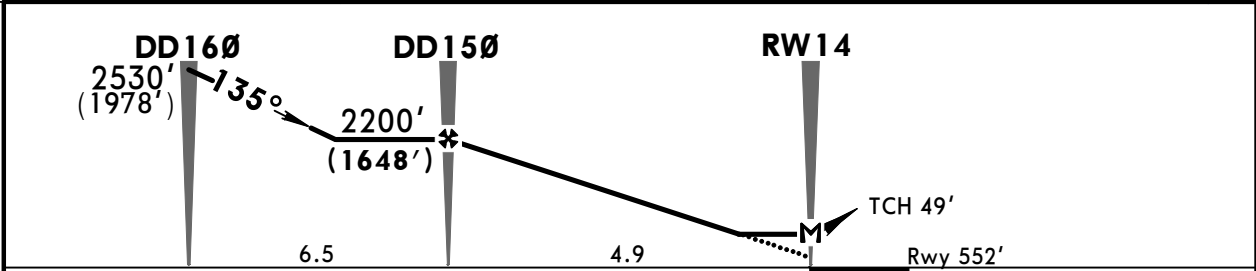
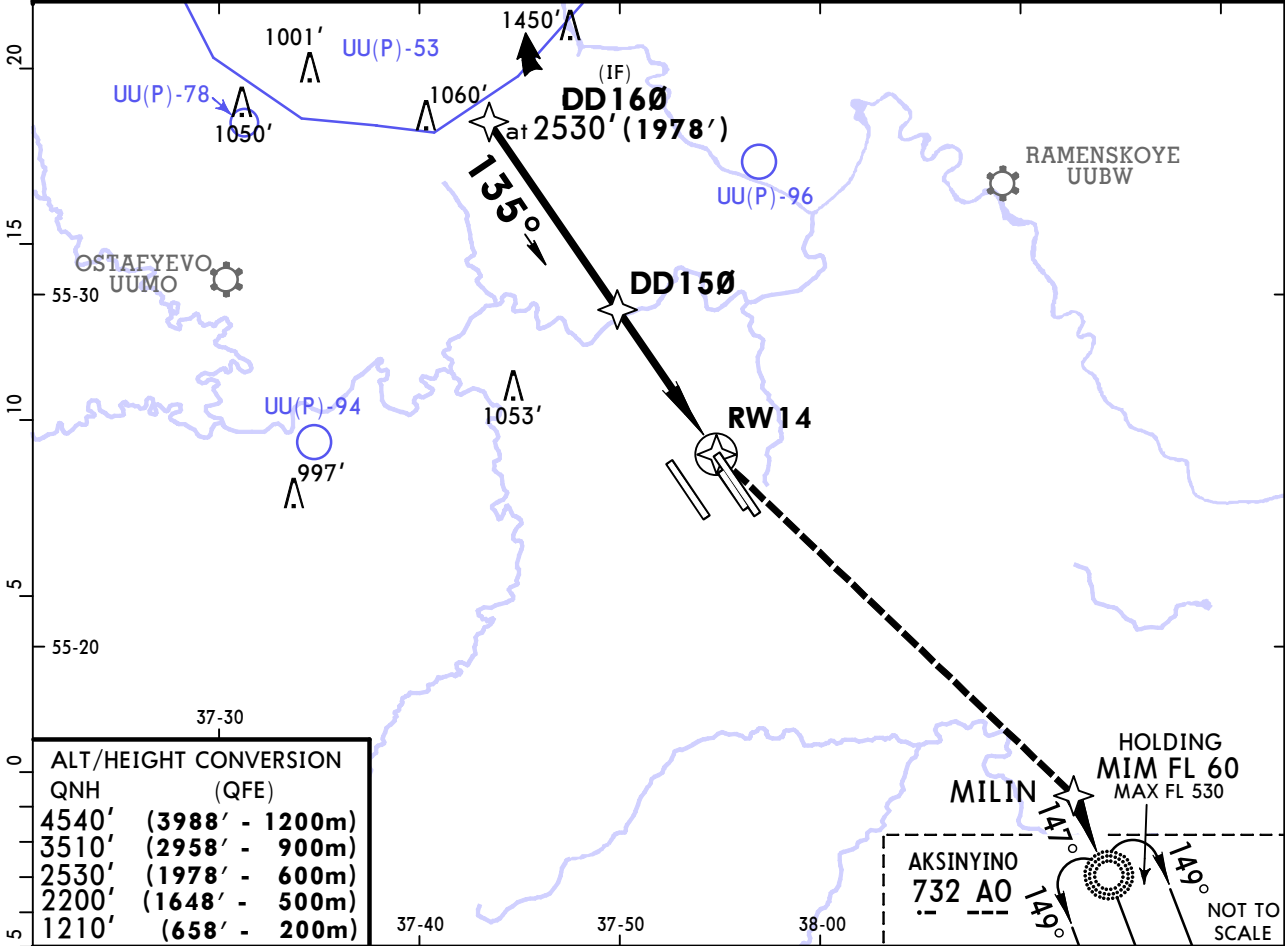
8 JUN 18 (32-1)

Eff 11 Jun

BRIEFING STRIP™

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian)		122.950		127.7		119.0 123.750	
RNAV	Final Apch Crs 135°	Minimum Alt DD150 2200' (1648')		MDA(H) 1040' (488')	Apt Elev 594' Rwy 552'		
MISSED APCH: Climb STRAIGHT AHEAD to 1210' (658') or RW14, whichever is later, then turn RIGHT to MILIN climbing to 2530' (1978'), after passing MILIN turn RIGHT onto 147° and proceed to NDB climbing to 3510' (2958'), or as directed.							MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540' (3988')



Gnd speed-Kts	70	90	100	120	140	160		1210' (658')	RW14	2530' (1978')	MILIN
Descent Angle 3.00°	372	478	531	637	743	849		↑ whichever is later ↑	↑	↑	
MAP at RW14											

STRAIGHT-IN LANDING RWY 14							
MDA(H) 1040' (488')				ALS out			
A	800m			1600m			
B							
C	1200m			2000m			
D	1600m			2400m			

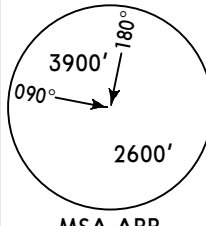
CHANGES: New procedure.

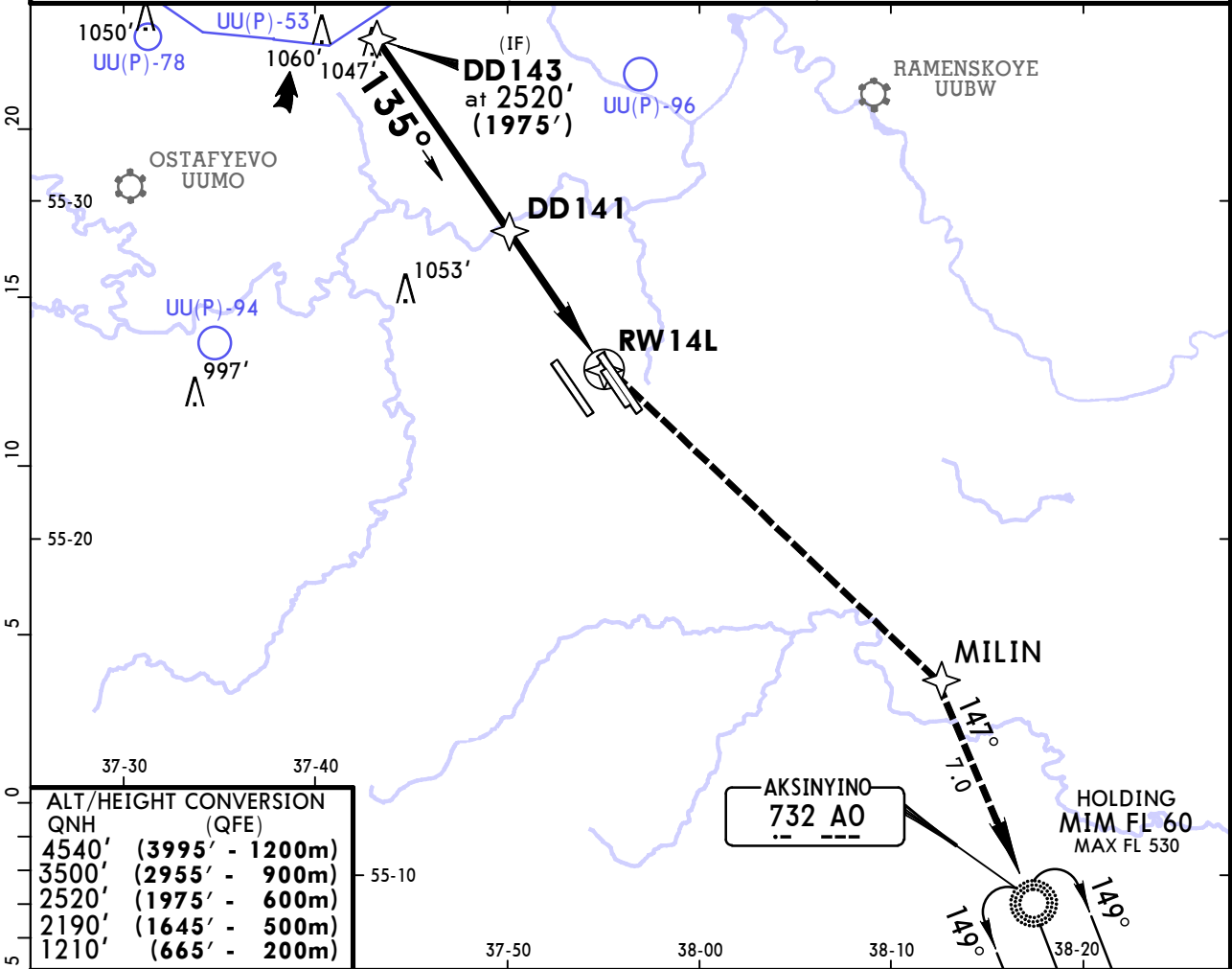
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UDD/DME
DOMODEDOVO

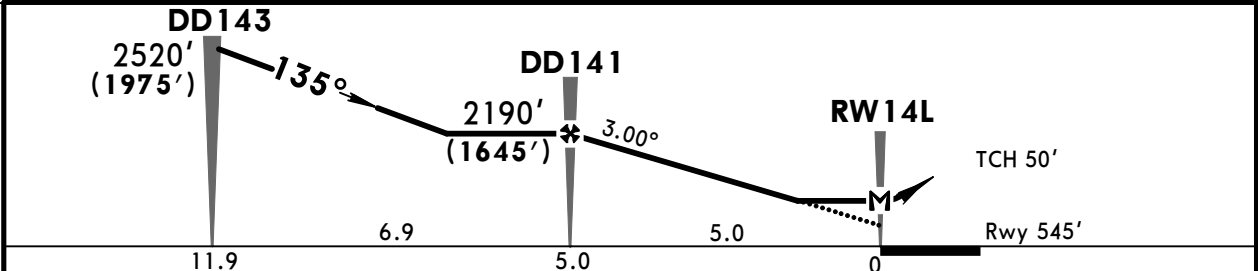
JEPPESSEN
8 JUN 18
Eff 11 Jun (32-2)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14L

ATIS 128.3 (Russian) 122.950)		DOMODEDOVO Radar (TWR) 127.7		DOMODEDOVO Tower 2 119.7		Ground 119.0 123.750	
RNAV	Final Apch Crs 135°	Minimum Alt DD141 2190'(1645')	MDA(H) 1040'(495')	Apt Elev 594' Rwy 545'			
MISSED APCH: Climb STRAIGHT AHEAD to 1210'(665') or to RW14L, whichever is later, then turn LEFT to MILIN climbing to 2520'(1975'). Then turn RIGHT onto 147° and proceed to NDB climbing to 3500'(2955'), or as directed.						MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3995')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(3995' - 1200m)
3500'	(2955' - 900m)
2520'	(1975' - 600m)
2190'	(1645' - 500m)
1210'	(665' - 200m)



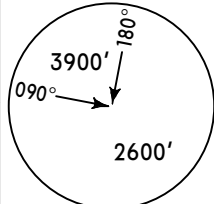
Gnd speed-Kts	70	90	100	120	140	160	1210' (665') RW14L 2520' (1975') MILIN
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW14L							

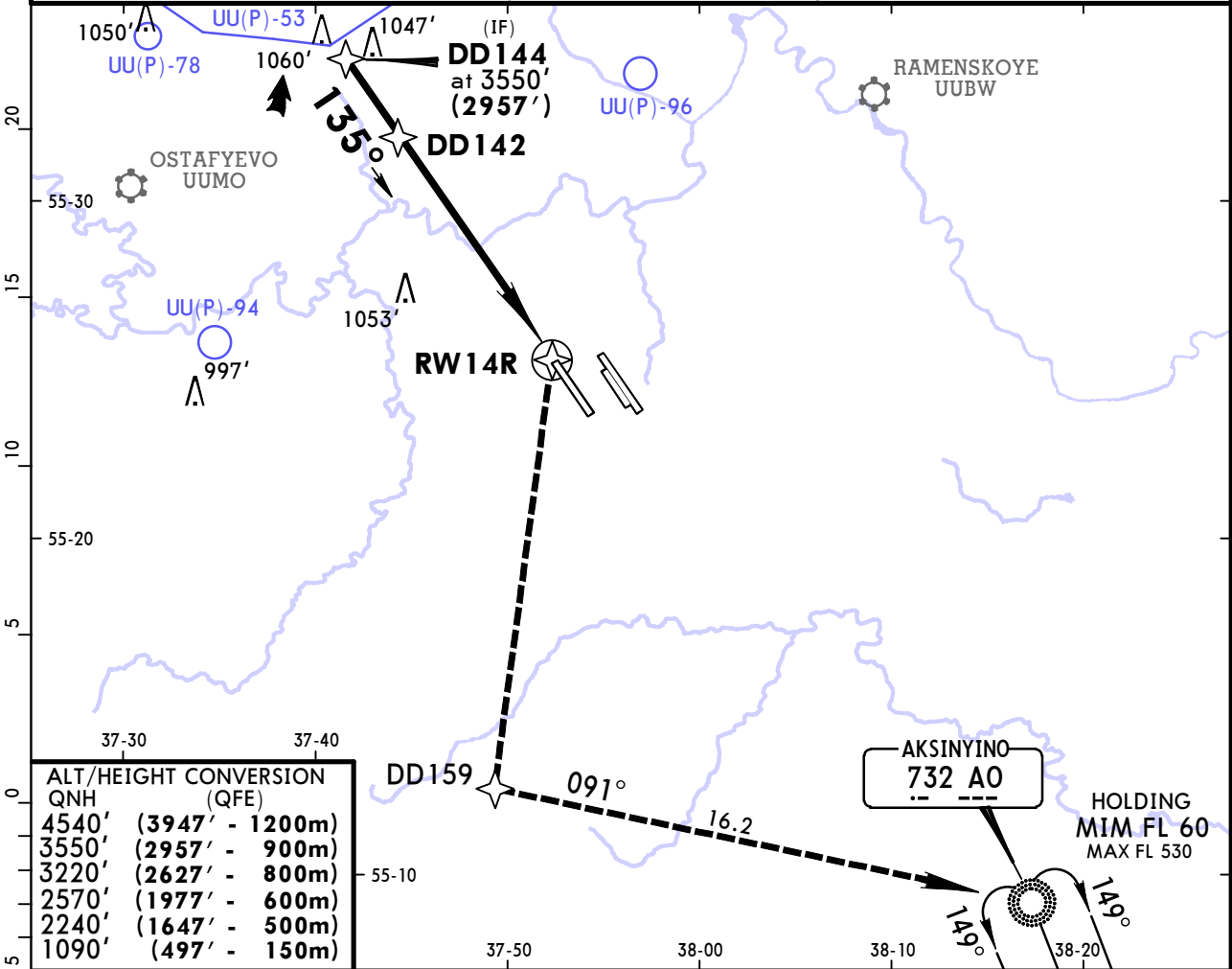
STRAIGHT-IN LANDING RWY 14L			
MDA(H) 1040'(495')			
A	1600m		
B			
C	2000m		
D	2400m		

UDD/DME
DOMODEDOVO

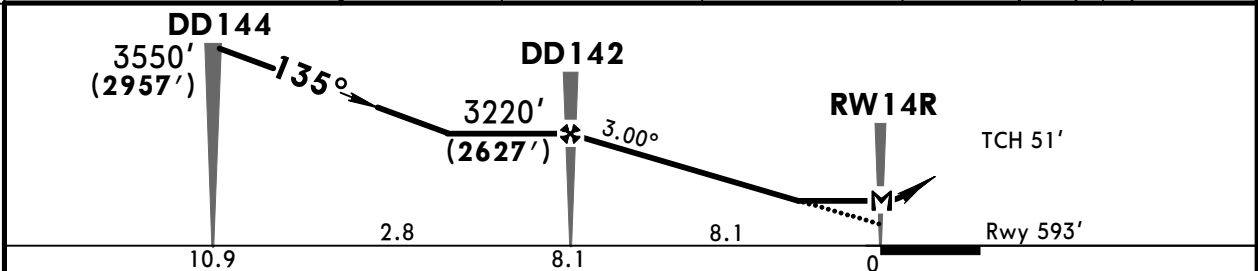
JEPPESSEN
8 JUN 18
Eff 11 Jun 32-3

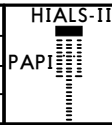
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14R

ATIS 128.3 (Russian) 122.950		DOMODEDOVO Radar (TWR) 127.7		DOMODEDOVO Tower 1 118.6		Ground 119.0 123.750	
RNAV	Final Apch Crs 135°	Minimum Alt DD142 3220'(2627')	MDA(H) 1040'(447')	Apt Elev 594' Rwy 593'			
MISSED APCH: Climb STRAIGHT AHEAD to 1090'(497') or to RW14R, whichever is later, then turn RIGHT to DD159 climbing to 2240'(1647'). Then turn LEFT onto 091° and proceed to NDB climbing to 2570'(1977'), or as directed.						MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3947')	



ALT/HEIGHT CONVERSION QNH (QFE)	
4540'	(3947' - 1200m)
3550'	(2957' - 900m)
3220'	(2627' - 800m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
1090'	(497' - 150m)



Gnd speed-Kts	70	90	100	120	140	160		1090' (497')	RW14R	2240' (1647')	DD159
Descent Angle	3.00°	372	478	531	637	743		↑ whichever is later ↑	↑	↑ RT	
MAP at RW14R											

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 1040' (447')							
				ALS out			
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
B							
C	1200m			2000m			
D	RVR 1500m VIS 1600m			2400m			

UDD/DME
DOMODEDOVO

JEPPESEN

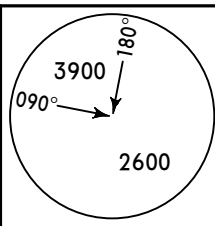
8 JUN 18

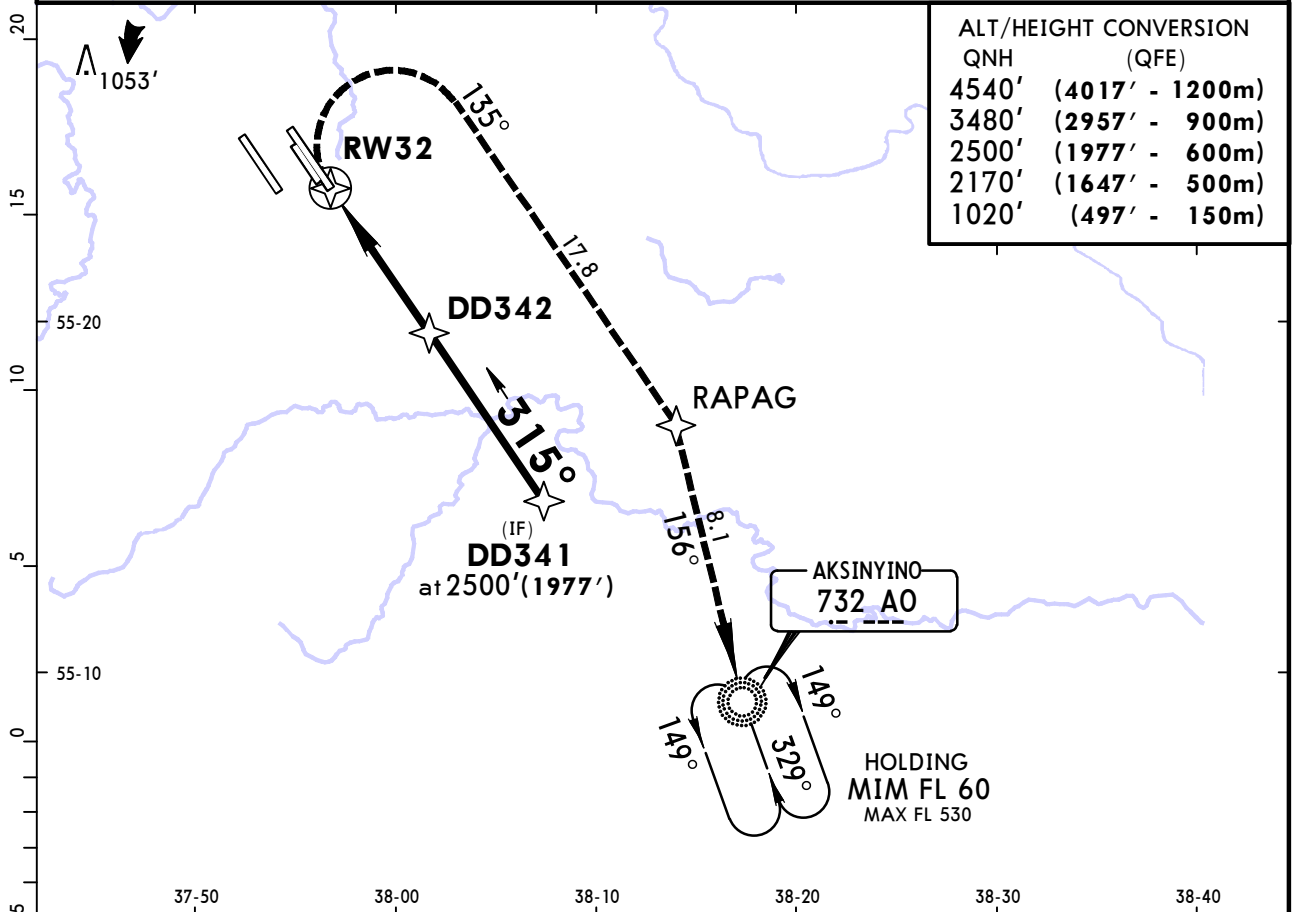
(32-4)

Eff 11 Jun

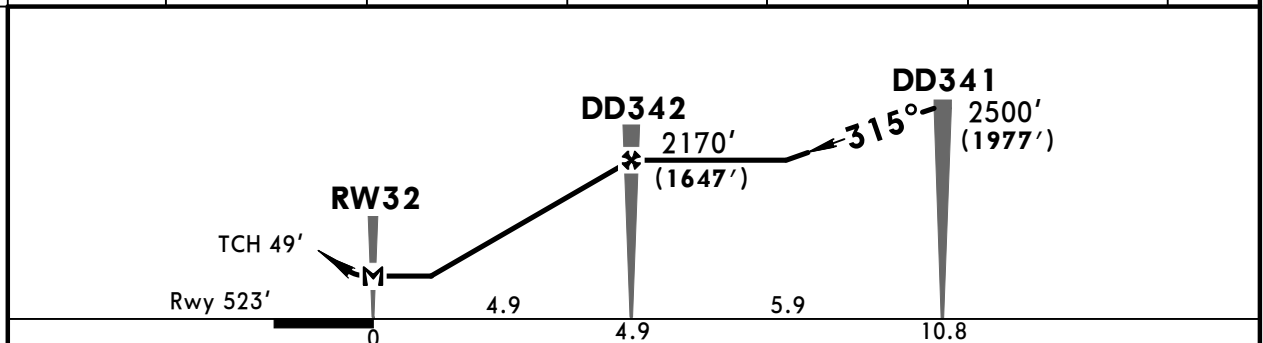
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32

BRIEFING STRIP™

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian)		122.950	127.7		119.7		119.0 123.750
RNAV	Final Apch Crs 315°	Minimum Alt DD342 2170'(1647')		MDA(H) 960'(437')	Apt Elev 594' Rwy 523'		
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(497') or RW32, whichever is later, then turn RIGHT onto 135° and proceed to RAPAG climbing to 2170'(1647'). Then turn RIGHT onto 156° and proceed to NDB climbing to 3480'(2957'), or as directed.						MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540' (4017')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(4017' - 1200m)
3480'	(2957' - 900m)
2500'	(1977' - 600m)
2170'	(1647' - 500m)
1020'	(497' - 150m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020' (497')	RW32	135°	RAPAG
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑ whichever is later ↑	↑	RT	↑
MAP at RW32											

STRAIGHT-IN LANDING RWY 32							
MDA(H) 960' (437')							
				ALS out			
A	800m			1600m			
B							
C	1200m			2000m			
D	1600m			2400m			

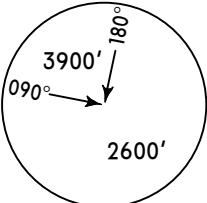
CHANGES: New procedure.

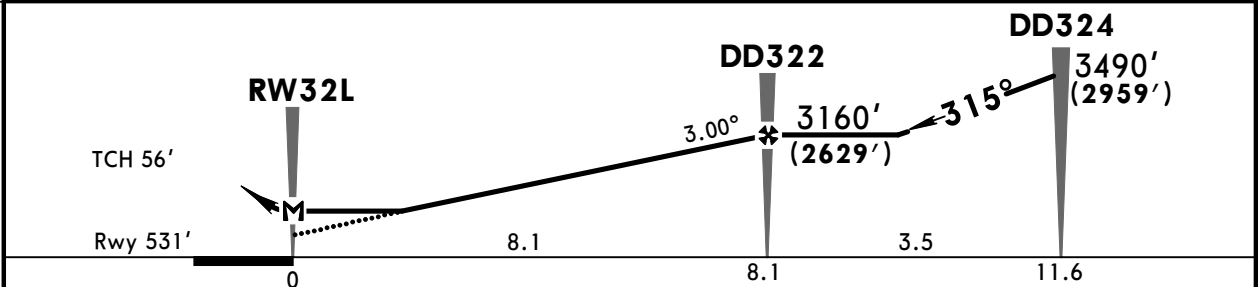
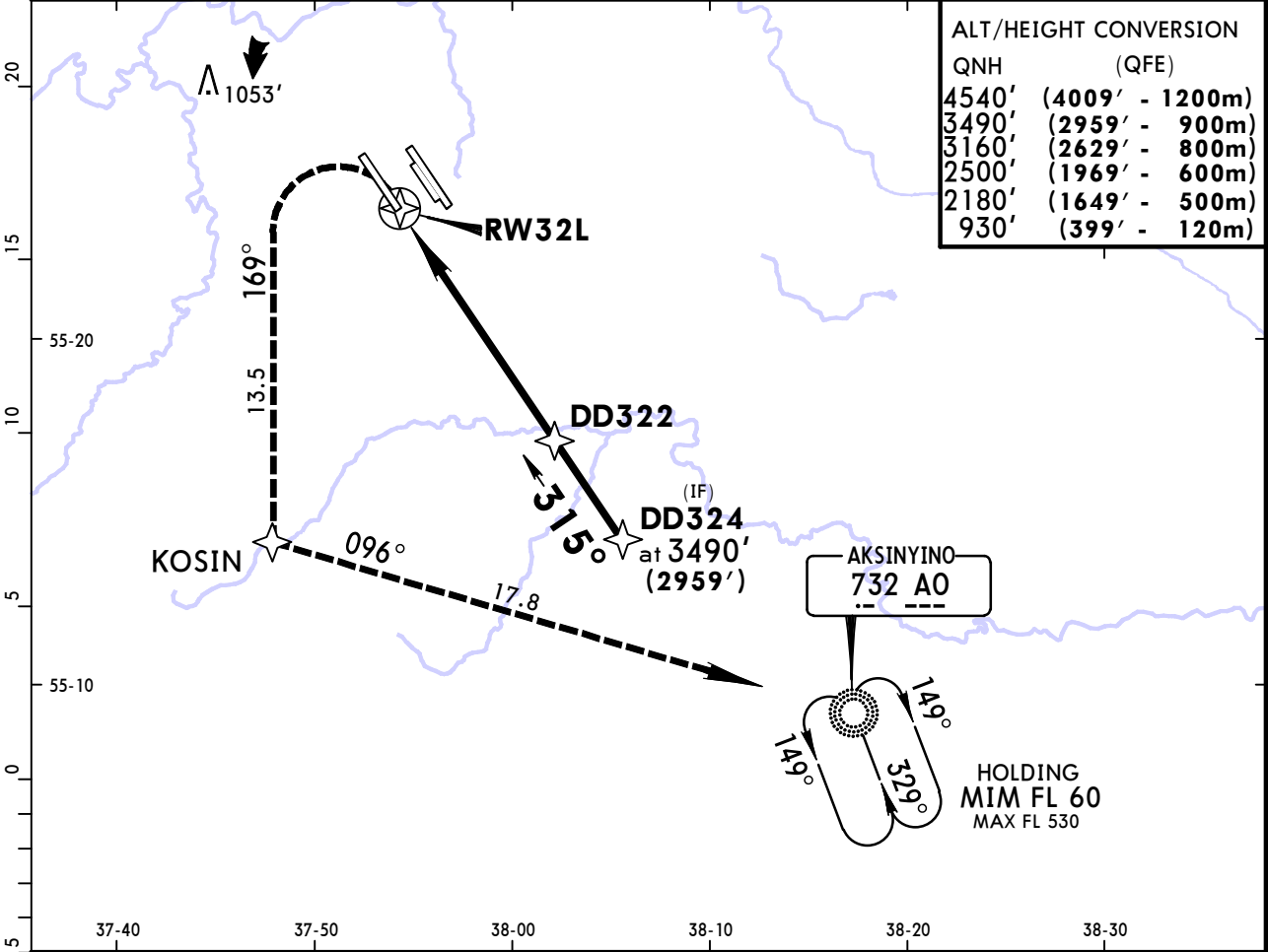
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UDD/DME
DOMODEDOVO

8 JUN 18
Eff 11 Jun (32-5)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32L

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower 1	Ground
128.3 (Russian) 122.950	127.7	118.6	119.0 123.750
RNAV	Final Apch Crs 315°	Minimum Alt DD322 3160'(2629')	MDA(H) 960'(429')
Apt Elev 594' Rwy 531'			
MISSED APCH: Climb STRAIGHT AHEAD to 930'(399') or to RW32L, whichever is later, then turn LEFT, proceed to KOSIN climbing to 2180'(1649'). Then turn LEFT to NDB climbing to 2500'(1969'), climbing or as directed.			MSA ARP
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 4540'(4009')



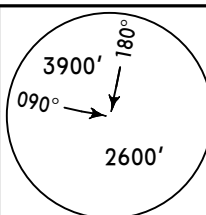
Gnd speed-Kts	70	90	100	120	140	160	HIALS	930'(399')	RW32L	KOSIN	2180'(1649')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑
MAP at RW32L									↑	↑	↑

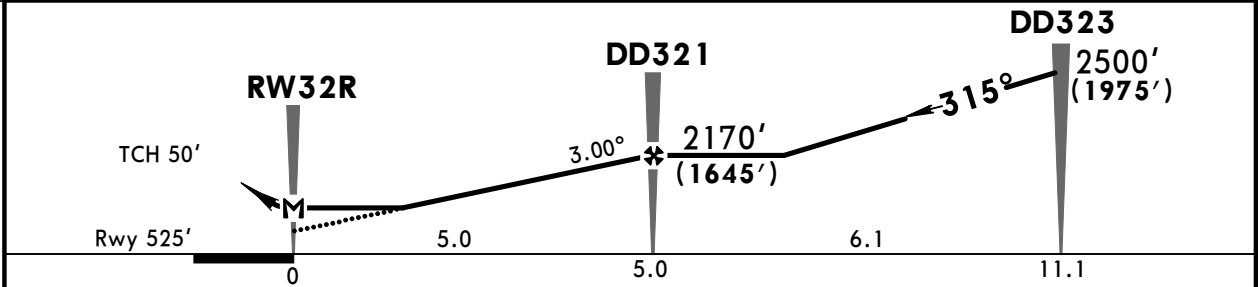
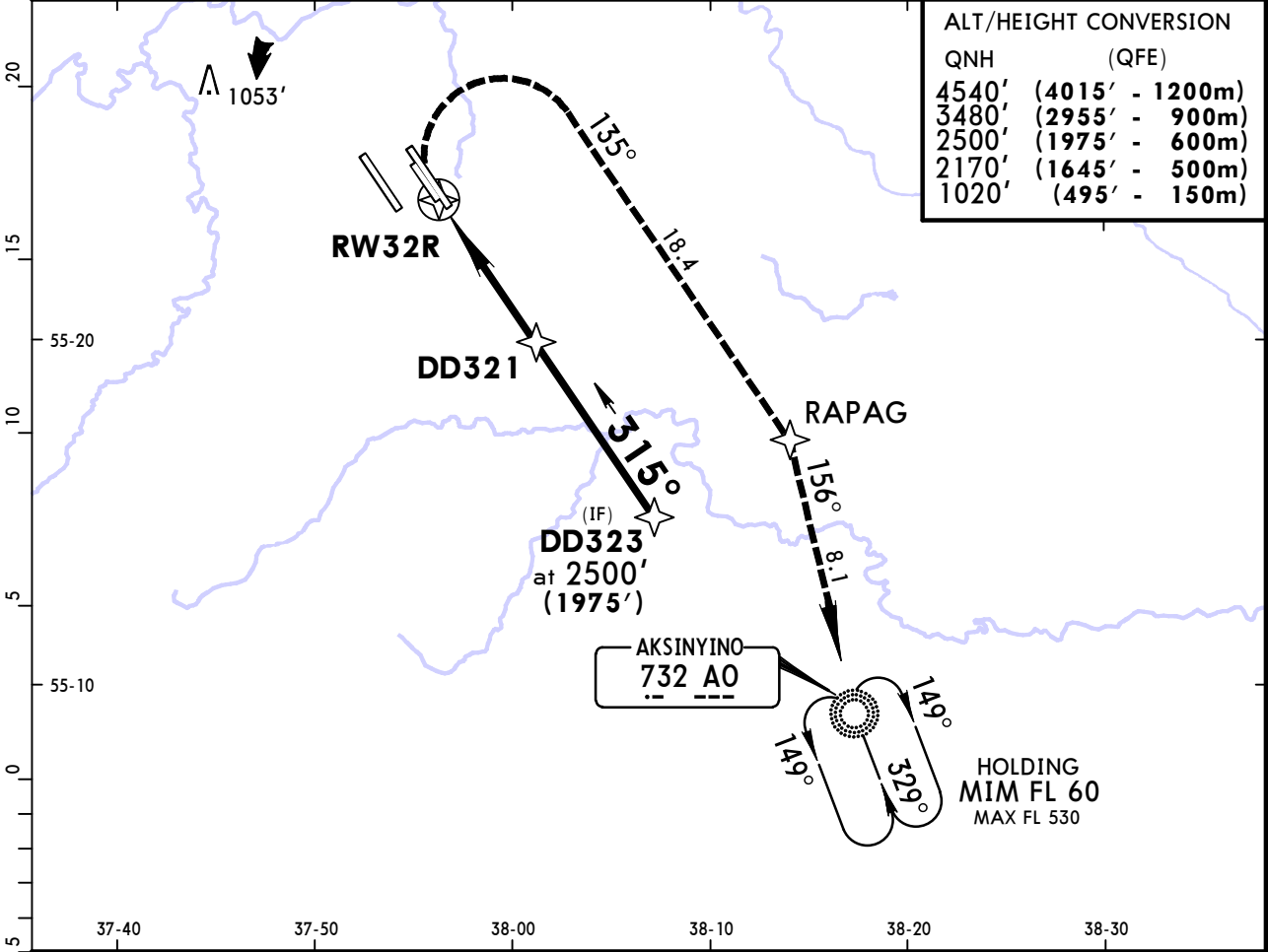
STRAIGHT-IN LANDING RWY 32L											
MDA(H) 960'(429')											
						ALS out					
A	RVR 720m VIS 800m					RVR 1500m VIS 1600m					
B											
C	1200m					2000m					
D	RVR 1500m VIS 1600m					2400m					

UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18
Eff 11 Jun (32-6)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32R

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian) 122.950		127.7		119.7		119.0 123.750	
RNAV	Final Apch Crs 315°	Minimum Alt DD321 2170'(1645')	MDA(H) 910'(385')	Apt Elev 594' Rwy 525'			
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(495') or to RW32R, whichever is later, then turn RIGHT onto 135° and proceed to RAPAG climbing to 2170'(1645'). Then turn RIGHT onto 156° and proceed to NDB climbing to 3480'(2955'), or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(4015')	



1020' (495')	RW32R	RAPAG	2170' (1645')
↑ whichever is later ↑	↑	RT	↑

STRAIGHT-IN LANDING RWY 32R

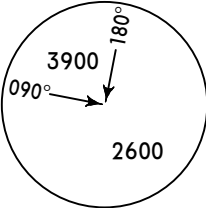
MDA(H) 910' (385')

A	
B	1600m
C	
D	2000m

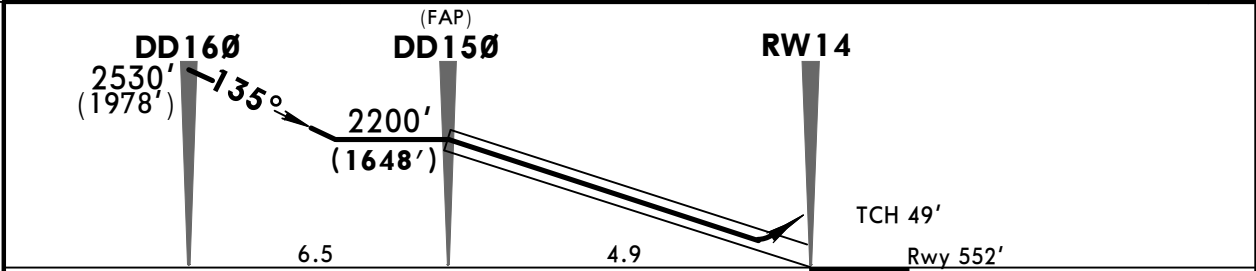
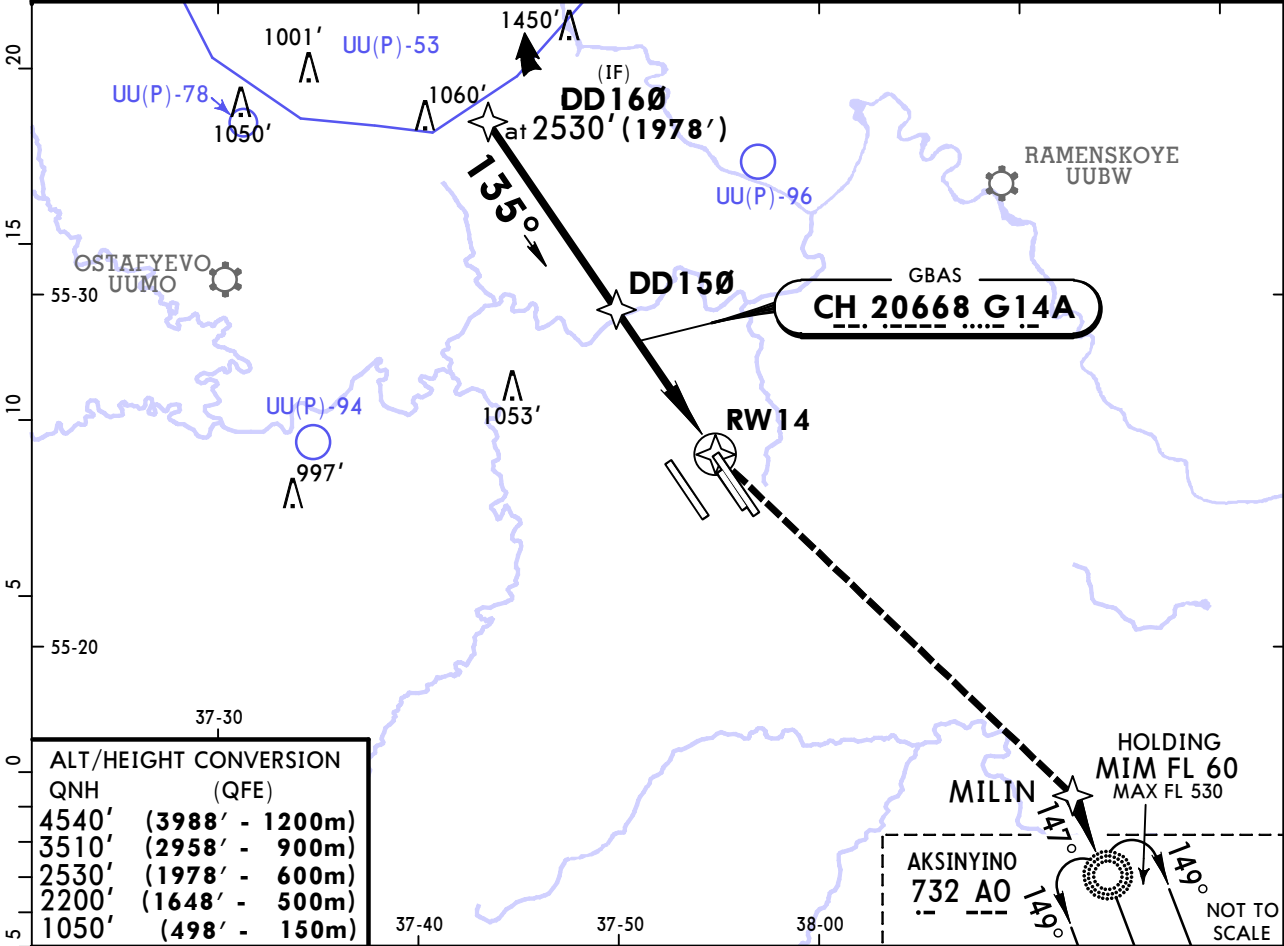
UUDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 32-40 Eff 11 Jun

MOSCOW, RUSSIA
GLS Rwy 14

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian) 22.950		127.7		119.7		119.0 123.750	
GBAS CH20668 G14A	Final Apch Crs 135°	Minimum Alt DD150 2200' (1648')	GLS DA(H) 752' (200')	Apt Elev 594' Rwy 552'			
MISSED APCH: Climb STRAIGHT AHEAD to 1050'(498') or RW14, whichever is later, then turn RIGHT to MILIN climbing to 2530'(1978'), after passing MILIN turn RIGHT onto 147° and proceed to NDB climbing to 3510'(2958'), or as directed.							
MSA ARP							

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540' (3988')



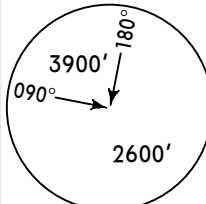
MAP at DA							HIALS-II PAPI	1050' (498') ↑ which ever is later	RW14	2530' (1978') ↑ LT	MILIN
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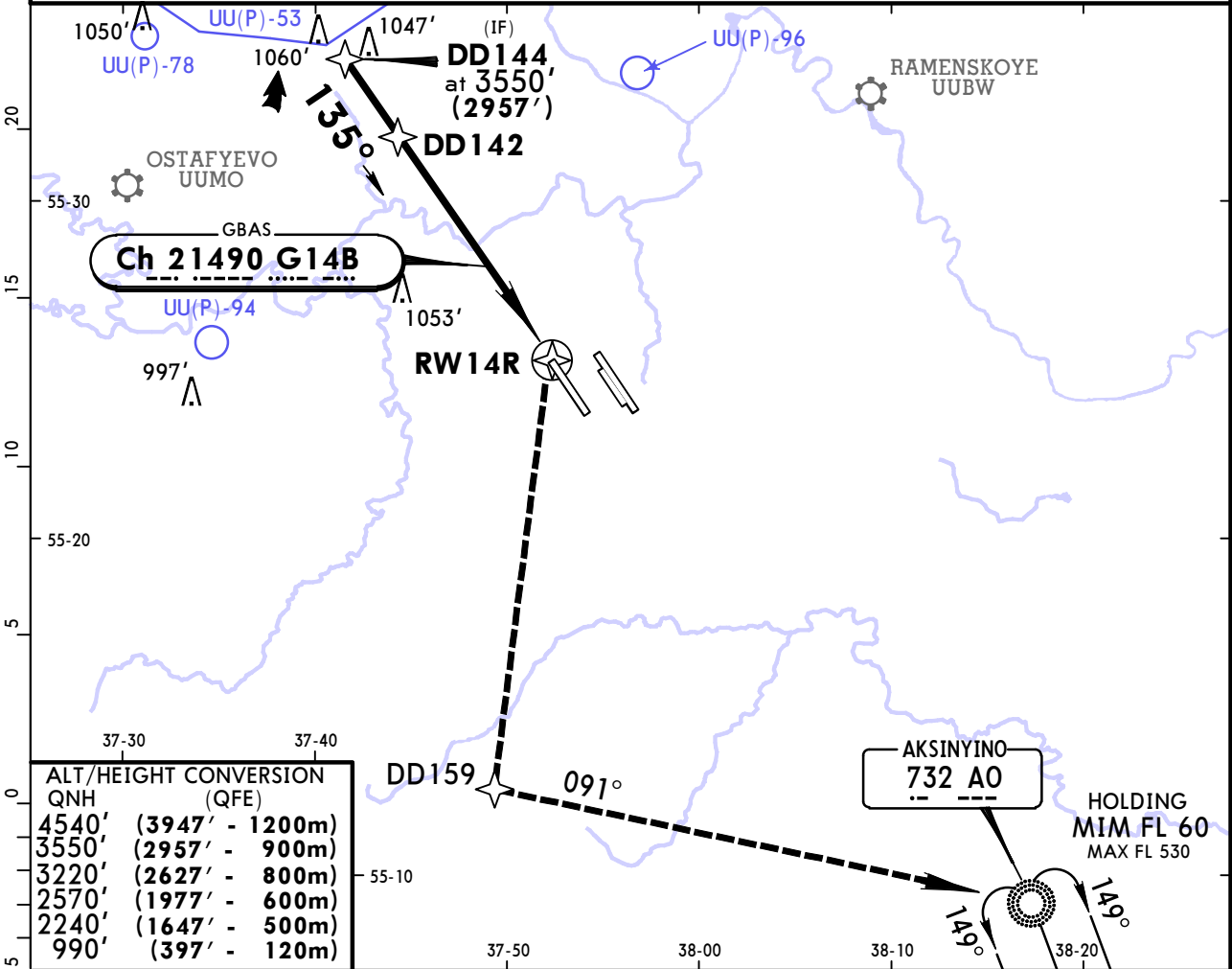
STRAIGHT-IN LANDING RWY 14											
DA(H) 752' (200')											
FULL				TDZ or CL out				ALS out			
A											
B											
C	800m										
D					1200m						

UDD/DME
DOMODEDOVO

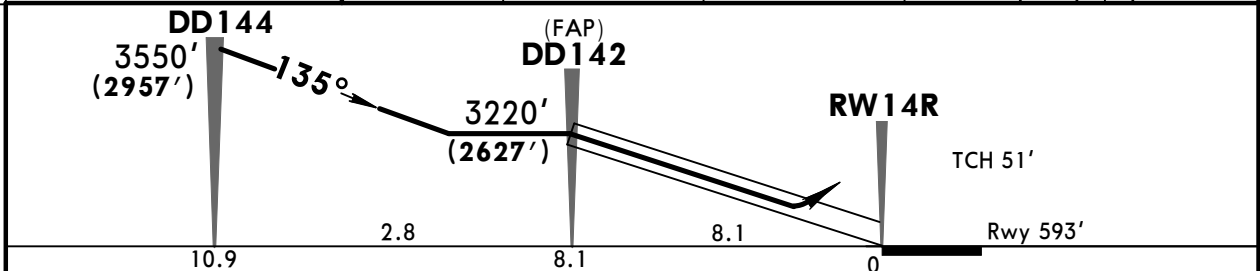
JEPPESSEN
8 JUN 18 (32-41) Eff 11 Jun

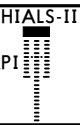
MOSCOW, RUSSIA
GLS Rwy 14R

ATIS 128.3 (Russian) 122.950		DOMODEDOVO Radar (TWR) 127.7		DOMODEDOVO Tower 1 118.6		Ground 119.0 123.750	
GBAS Ch 21490 G14B		Final Apch Crs 135°		Minimum Alt DD142 3220'(2627')		GLS DA(H) 793'(200')	
				Apt Elev 594'		Rwy 593'	
MISSED APCH: Climb STRAIGHT AHEAD to 990'(397') or to RW14R, whichever is later, then turn RIGHT to DD159 climbing to 2240'(1647'). Then turn LEFT onto 091° and proceed to NDB climbing to 2570'(1977'), or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3947')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(3947' - 1200m)
3550'	(2957' - 900m)
3220'	(2627' - 800m)
2570'	(1977' - 600m)
2240'	(1647' - 500m)
990'	(397' - 120m)



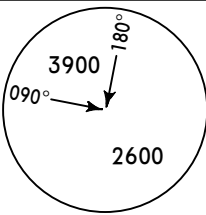
Gnd speed-Kts	70	90	100	120	140	160		990' (397')	RW14R	2240' (1647')	DD159
Glide Path Angle	3.00°	372	478	531	637	743		↑	↑	↑	↑
MAP at DA								↑	↑	↑	↑

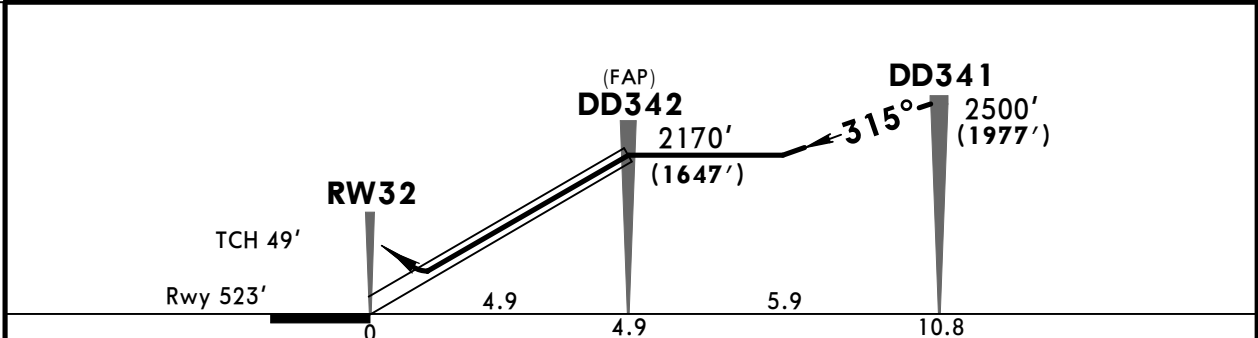
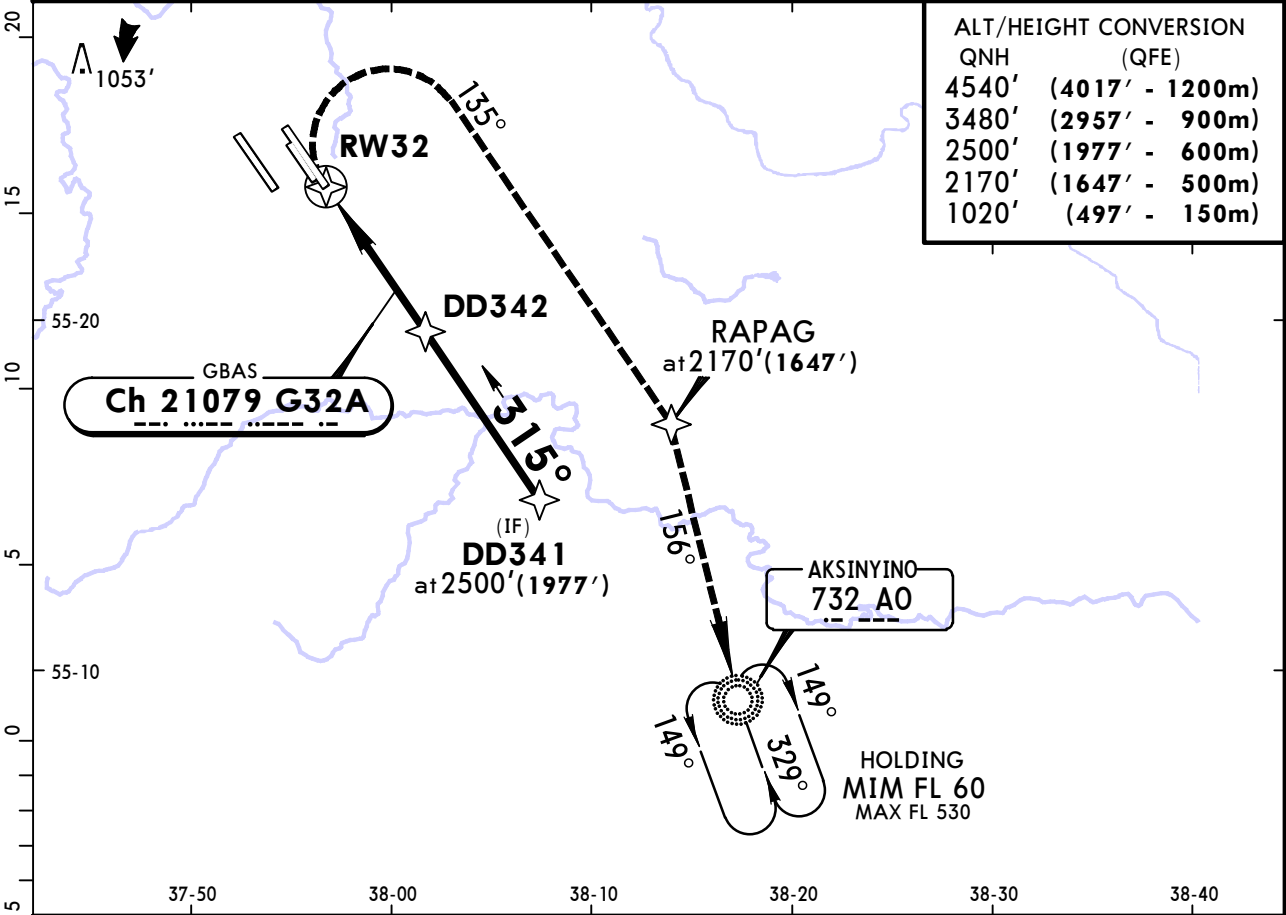
STRAIGHT-IN LANDING RWY 14R											
DA(H) 793' (200')											
FULL				TDZ or CL out				ALS out			
A											
B											
C	RVR 550m VIS 800m			RVR 720m VIS 800m			1200m				
D											

UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (32-42) Eff 11 Jun

MOSCOW, RUSSIA
GLS Rwy 32

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 2		Ground	
128.3 (Russian)		122.950	127.7		119.7		119.0 123.750
GBAS Ch 21079 G32A		Final Apch Crs 315°	Minimum Alt DD342 2170'(1647')	GLS DA(H) 723'(200')	Apt Elev 594' Rwy 523'		
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(497') or RW32, whichever is later, then turn RIGHT onto 135° and proceed to RAPAG climbing to 2170'(1647'). Then turn RIGHT onto 156° and proceed to NDB climbing to 3480'(2957'), or as directed.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(4017')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020' (497')	RW32	135°	RAPAG
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑ whichever is later ↑	↑	↑ RT	↑
MAP at DA											

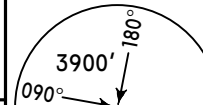
STRAIGHT-IN LANDING RWY 32											
DA(H) 723'(200')											
FULL				TDZ or CL out				ALS out			
A	800m							1200m			
B											
C											
D											

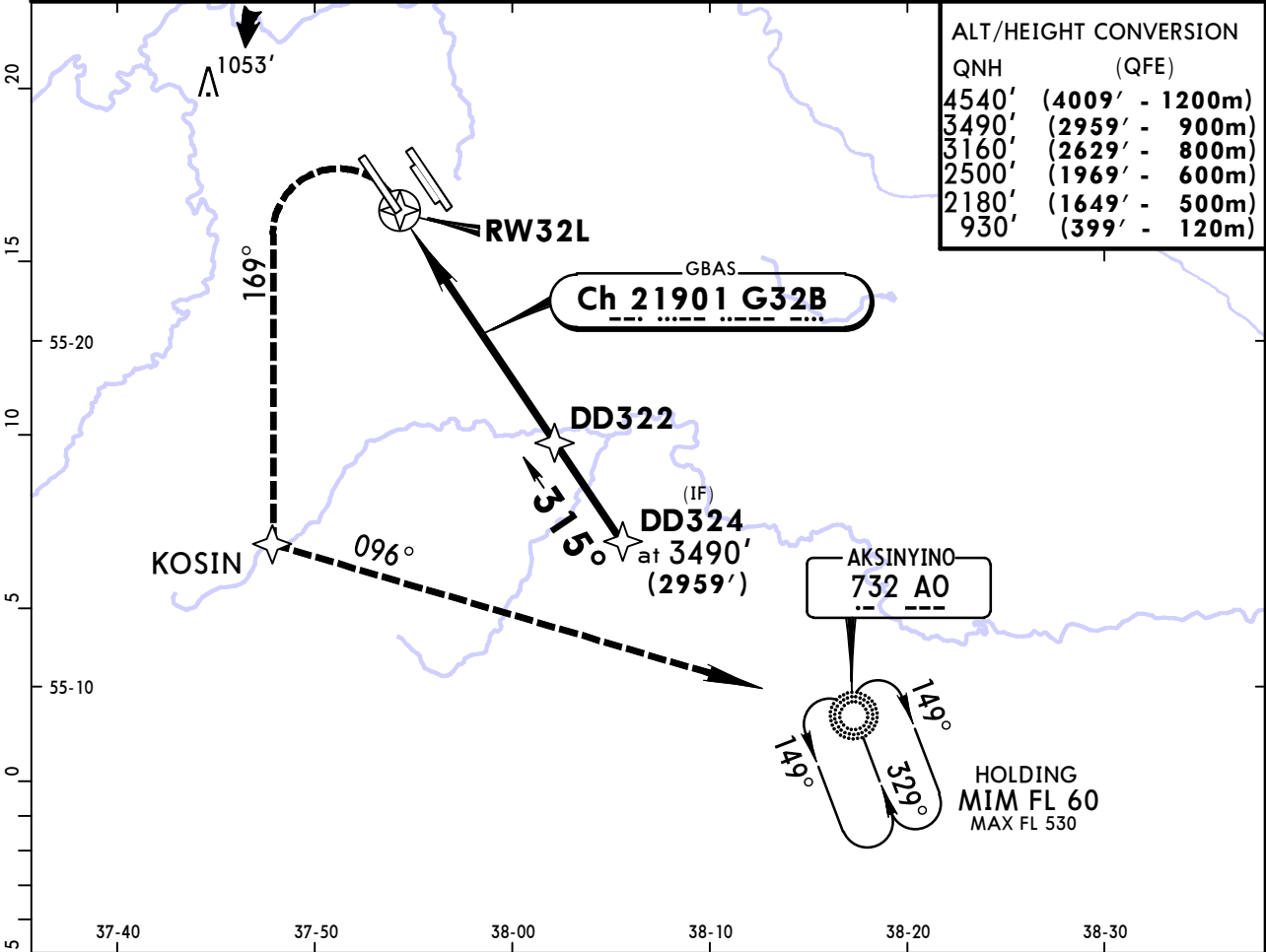
UDD/DME
DOMODEDOVO



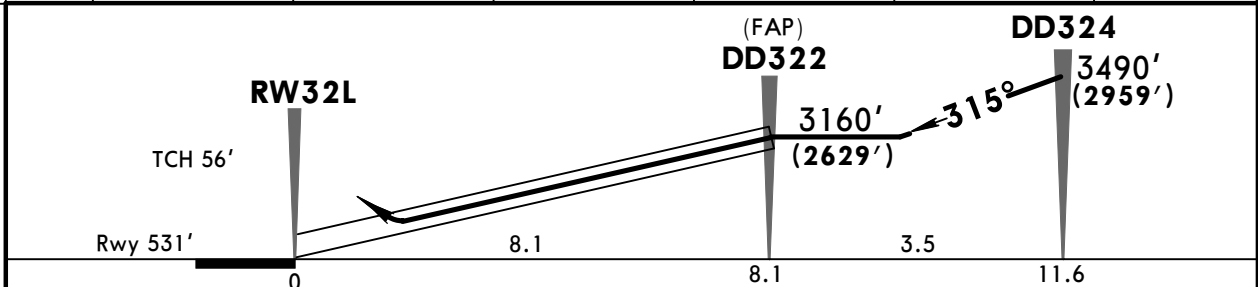
MOSCOW, RUSSIA
GLS Rwy 32L

8 JUN 18 (32-43) Eff 11 Jun

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 1		Ground			
128.3 (Russian)		122.950		127.7		118.6		119.0 123.750	
GBAS Ch 21901 G32B		Final Apch Crs 315°		Minimum Alt DD322 3160'(2629')		GLS DA(H) 731'(200')		Apt Elev 594' Rwy 531'	
MISSED APCH: Climb STRAIGHT AHEAD to 930'(399') or to RW32L, whichever is later, then turn LEFT, proceed to KOSIN climbing to 2180'(1649'). Then turn LEFT to AO NDB climbing to 2500'(1969'), or as directed.									
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540' (4009')								MSA ARP	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(4009' - 1200m)
3490'	(2959' - 900m)
3160'	(2629' - 800m)
2500'	(1969' - 600m)
2180'	(1649' - 500m)
930'	(399' - 120m)



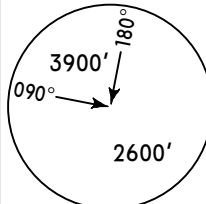
Gnd speed-Kts	70	90	100	120	140	160	HIALS	930' (399')	RW32L	KOSIN	2180' (1649')
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑
MAP at DA											

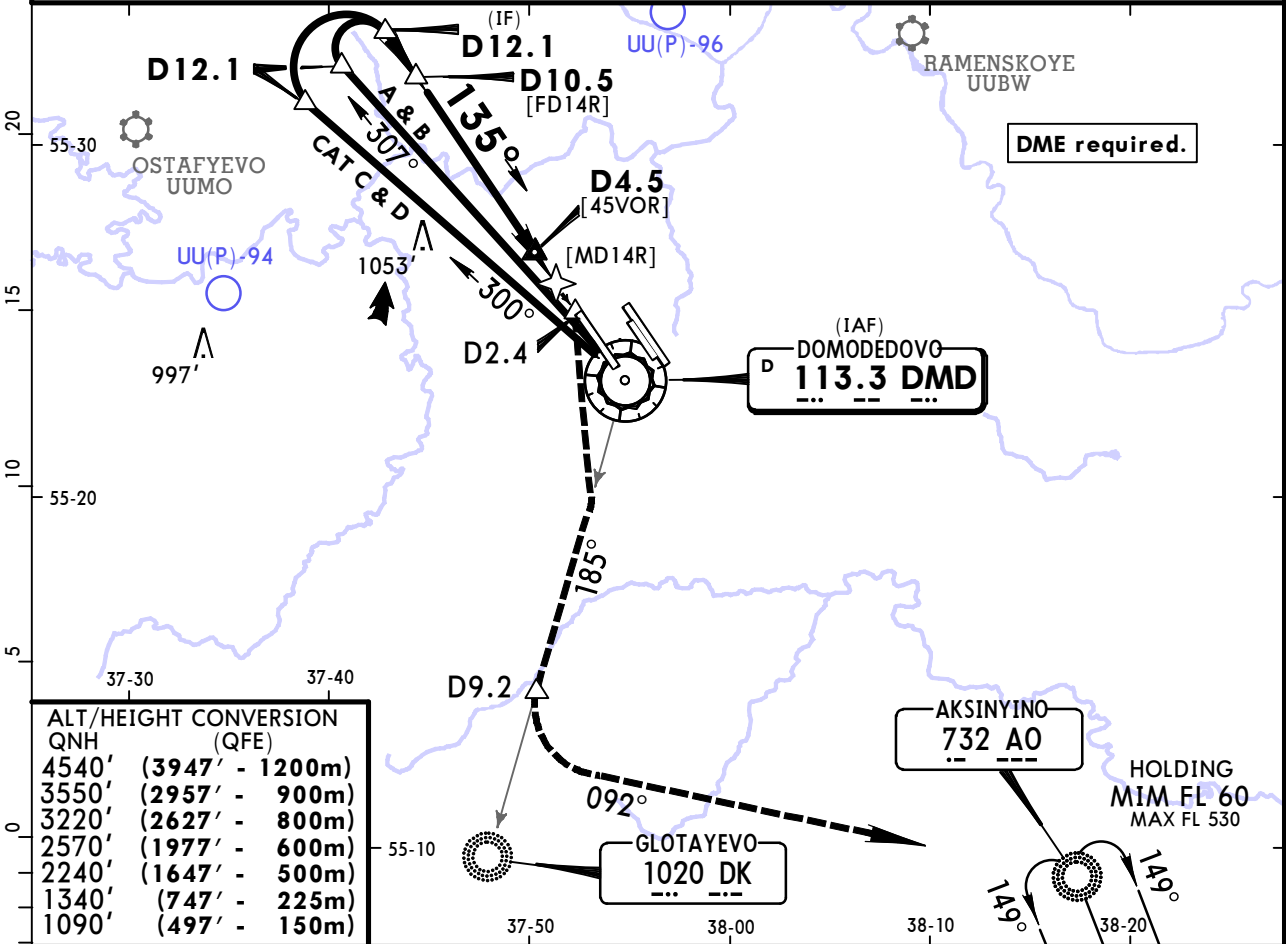
STRAIGHT-IN LANDING RWY 32L											
DA(H) 731'(200')											
FULL						ALS out					
A											
B											
C	RVR 720m VIS 800m					1200m					
D											

UDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (33-1) Eff 11 Jun

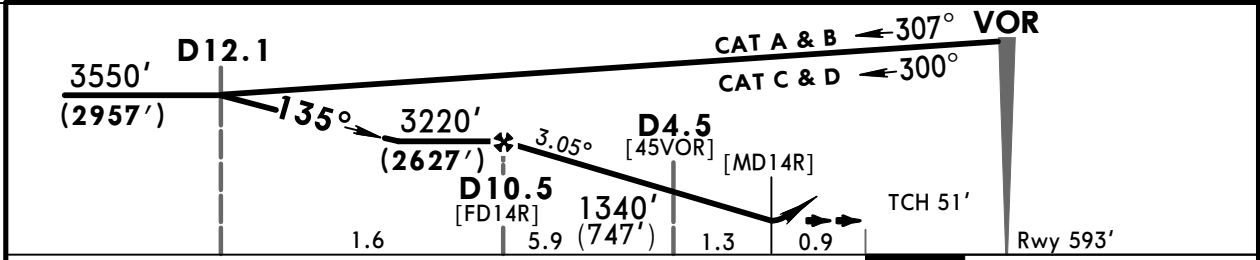
MOSCOW, RUSSIA
VOR Rwy 14R

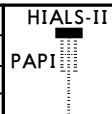
ATIS 128.3 (Russian) 122.950		DOMODEDOVO Radar (TWR) 127.7		DOMODEDOVO Tower 1 118.6		Ground 119.0 123.750	
VOR DMD 113.3	Final Apch Crs 135°	Minimum Alt D10.5 3220'(2627')	MDA(H) 930'(337')	Apt Elev 594' Rwy 593'			
MISSED APCH: Climb STRAIGHT AHEAD to 1090'(497') or D2.4, whichever is later, then turn RIGHT to intercept R-185 and proceed to DK NDB to D9.2 climbing to 2240'(1647'). Then turn LEFT onto 092° and proceed to AO NDB climbing to 2570'(1977'), or as directed.						MSA DMD VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3947')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540' (3947' - 1200m)	
3550' (2957' - 900m)	
3220' (2627' - 800m)	
2570' (1977' - 600m)	
2240' (1647' - 500m)	
1340' (747' - 225m)	
1090' (497' - 150m)	

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



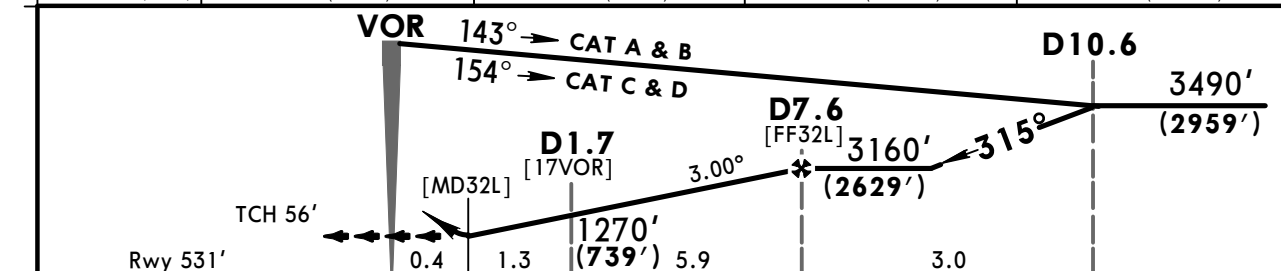
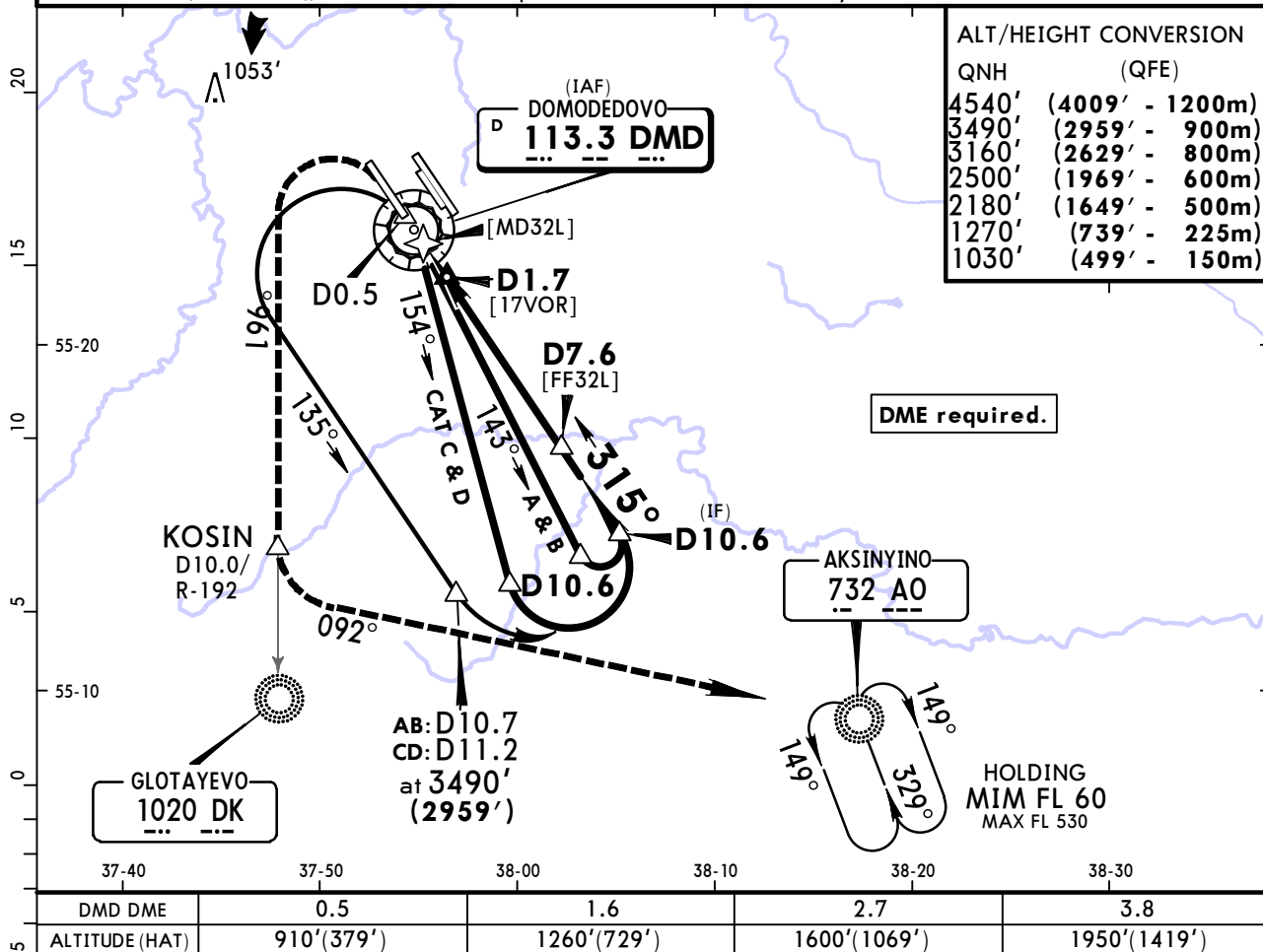
Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	1090' (497') D2.4 ↑ whichever is later ↑	RT	DMD 113.3 R-185
Descent Angle	3.05°	378	486	540	648	755					

STRAIGHT-IN LANDING RWY 14R							
MDA(H) 930' (337')				ALS out			
A	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
B							
C	RVR 1500m VIS 1600m						
D							

UDD/DME
DOMODEDOVO
JEPPESSEN
8 JUN 18 **(33-2)** Eff 11 Jun

MOSCOW, RUSSIA
VOR Rwy 32L

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower 1	Ground
128.3 (Russian) 122.950	127.7	118.6	119.0 123.750
VOR DMD 113.3	Final Apch Crs 315°	Minimum Alt D7.6 3160' (2629')	MDA(H) 870' (339')
MISSED APCH: After passing VOR, climb STRAIGHT AHEAD to 1030' (499') or D0.5, whichever is later, then turn LEFT onto 169° inbound to DK NDB, proceed to KOSIN climbing to 2180' (1649'). Then turn LEFT onto 092° and proceed to AO NDB climbing to 2500' (1969'), or as directed.		Apt Elev 594' Rwy 531'	MSA DMD VOR
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 4540' (4009')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1030' (499')	D0.5	169°	2180' (1649')
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑ whichever is later ↑	LT	↑

STRAIGHT-IN LANDING RWY 32L				ALS out			
MDA(H) 870' (339')							
A							
B	RVR 720m VIS 800m			RVR 1500m VIS 1600m			
C							
D	RVR 1500m VIS 1600m						

CHANGES: Rwy 14/32 established.

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (DOMODEDOVO - UDD)				
REV	AIRPORT BRIEFING (GEN)	30-1P	26 Apr 2019	
REV	AIRPORT BRIEFING (GEN CON...	30-1P1	26 Apr 2019	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UDD