

General Information

Location: MOSCOW RUS
ICAO/IATA: UDD / 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: 0524 Z
Sunset: 1400 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: 122.950 Non-English

ATIS: 128.300

Domodedovo-Tower 1 Tower: 118.600

Domodedovo-Tower 2 Tower: 119.700

Domodedovo Apron 1 Ground: 119.000

Domodedovo Apron 2 Ground: 123.750

Domodedovo Clearance Delivery: 129.150

Moscow Approach: 129.000 Secondary

Moscow Approach: 124.400 Secondary

Moscow Approach: 119.450 Secondary

Domodedovo Radar: 127.700 Between 33561432 ft and 1400 ft

Domodedovo De-Icing Operations: 130.600

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1. GENERAL

1.1. ATIS

ATIS 128.3
122.950 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES

1.3.1. GENERAL

- Preparation: RVR 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 vacuation. 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 vacuation to DOMODEDOVO Tower only after passing the last yellow light of TWY centerline that means the vacuation of ILS critical area.

After landing on RWY 14R the flight crew must vacate the RWY along TWY A7, A8, A9 or A11:

- When vacating RWY along TWY A7:

After report to DOMODEDOVO Tower about the vacuation 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 Taxiroute 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 vacuation 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 Taxiroute 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 Taxiroute) and the availability of the Follow-me car in front of the ACFT using the following phraseology:

"DOMODEDOVO Apron + ACFT callsign + TWY or Taxiroute + 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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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 Taxi-route 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.

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

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1. GENERAL

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.

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. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure, the pilot can:

- Use the mobile communication:
 - Flight Control Officer (Moscow TMA Control Center)
 - Tel: +7 495 956 87 33
 - +7 495 436 25 36
 - +7 915 091 50 90
 - Flight Control Officer (Moscow ACC)
 - Tel: +7 495 956 87 34
 - +7 495 436 26 62
 - +7 916 043 36 16
- Monitor LOM frequency for ATC instructions.

1.8. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. RADIO COMMUNICATION FAILURE AFTER ENTRY INTO MOSCOW TMA

In case of radio communication failure after entry into Moscow TMA the pilot shall continue flight at last assigned and acknowledged flight level towards the holding area over Aksinyino NDB 'AO' along the established routes:

- Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Bogdanovo NDB 'BD' - BD 2D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- NAMIN - NAMIN 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Gagarin NDB 'FK' - FK 2D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Sukhotino NDB 'IN' - IN 1D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Sukhotino NDB 'IN' - IN 2D - Skurygino NDB 'DR' - Aksinyino NDB 'AO';
- Sukhotino NDB 'IN' - IN 3D - Aksinyino NDB 'AO';
- Oktyabrskiy NDB 'FE' - FE 1D - Aksinyino NDB 'AO';
- TIKBI 2D - Aksinyino NDB 'AO';
- RELTO - RELTO 2D - Aksinyino NDB 'AO';
- Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Larionovo NDB 'MF' - MF 2D - Maryino NDB 'RW' - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO'.

Join the holding area, continue to fly in the holding area for the time necessary for fuel burning, then descend to FL60 and continue the flight along the following STAR:

- For RWY 32R - AO 32A;
- For RWY 32L - AO 32F;
- For RWY 14R/L - AO 14A

then execute approach to land at Moscow (Domodedovo) aerodrome according to the established procedure.

2.1.2. RADIO COMMUNICATION FAILURE AFTER MISSED APPROACH

In case of radio communication failure after missed approach, the flight crew shall proceed to Aksinyino NDB 'AO' climbing to 3550' (2956'), join the holding area, continue to fly in the holding area for the time necessary for fuel burning and continue the flight along the following STAR:

- For RWY 32R - AO 32A;
- For RWY 32L - AO 32F;
- for RWY 14R/L - AO 14A

then execute approach to land at Moscow (Domodedovo) aerodrome according to the established procedure.

In cases when landing at Moscow (Domodedovo) aerodrome is not possible, proceed to the alternate aerodrome:

- Moscow (Vnukovo) aerodrome climbing to FL70 along SID via Klimovsk NDB 'LO' (LO 32D, LO 14D, LO 14W, LO 32W), carry out descending and approach to land at Moscow (Vnukovo) aerodrome according to the established procedure for runway-in-use;

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- Moscow (Sheremetyevo) aerodrome climbing to FL70 along SID via Kartino NDB 'WT' (WT 32D, WT 14E, WT 14W, WT 32W) via GEKLA - RUGEL - BESTA, carry out descending and approach to land at Moscow (Sheremetyevo) aerodrome according to the established procedure for runway-in-use;
- To the alternate aerodrome located outside Moscow TMA, chosen when making the decision for departure, at lower safe level or at the flight levels FL140, FL150 or FL240, FL250 established for the flights without radio communication depending on flight direction;
- To the destination aerodrome climbing to flight level indicated in the flight plan along departure route in accordance with the ATC clearance.

2.2. 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.

2.3. 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.

2.4. SPEED RESTRICTIONS

- 250 KT +/- 10 KT below FL 100;
- 220 KT +/- 10 KT after passing AO, DR, GEKLA, LO and RW to 11.9NM 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 FL 250;
- 270 KT +/- 10 KT below FL 250 to FL 100;
- 250 KT +/- 10 KT below FL 100 to TL.

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

If unable to maintain the above mentioned IAS, or requiring an earlier landing gear or flap configuration due to meteorological conditions, ACFT performance or company procedures, the flight crew shall report it to ATS unit.

If unable due to meteorological conditions, flight crew shall advise ATC of the ACFT's recommended speeds or configuration.

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPATION TIME

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

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

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

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

RWY	TWY	Angle of taxiing off	ACFT	Distance from RWY extremity to taxiing off TWY, ft/m
14L	B8	90°	all	7776'/2370m
14R	A11	90°	all	11,480'/3500m
	A9	30°		8708'/2655m
	A8	30°		7216'/2200m
	A7	30°	light/medium	5740'/1750m
32L	A2	90°	all	11,480'/3500m
	A4	30°		8708'/2655m
	A5	30°		7216'/2200m
	A6	30°	light/medium	5740'/1750m
32R	B2	90°	all	7776'/2370m

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

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

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2. ARRIVAL

2.6. TAXI PROCEDURES

2.6.1. TAXI ROUTINGS TO VACATE RWY

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

After landing on RWY 14L:

- vacate the RWY to the Right along rapid exit TWY B4, then turn Right along TWY B5 to TWY T2 towards the apron;
- vacate the RWY to the Right along rapid exit TWY B6, then turn Right along TWY B7 to TWY T2 towards the apron;
- vacate the RWY to the Right along TWY B8, then turn Right to TWY T2 towards the apron.

After landing on RWY 14R:

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

After landing on RWY 32L:

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

After landing on RWY 32R:

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

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 vacated 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.

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2. ARRIVAL

2.6.2. 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.

2.7. OTHER INFORMATION

2.7.1. GENERAL

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

At night and also when visibility is 2000m or less during RWY 14R or 14L approaches the lighted highway shall not be confused with the RWY lights.

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

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3. DEPARTURE

3.1. DE-ICING

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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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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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.

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

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

The conditional clearances shall be used when the appropriate ACFT are visible to both DOMODEDOVO Tower and the flight crew. An ACFT, due to which a conditional clearance is issued, is the first ACFT to proceed before another relevant ACFT. The conditional clearance shall be issued in all cases in the following sequence and includes the following: "ACFT identification, instructions, clearance + short repetition of the instruction".

This means that the flight crew getting a conditional clearance is required to identify the ACFT, due to which a conditional clearance is issued.

3.4. NOISE ABATEMENT PROCEDURES

3.4.1. TAKE-OFF AND CLIMBING PROCEDURE

RWY 14L/R are noise preferential RWYs which shall be used to the maximum degree possible. Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Restrictions

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

Change of flight direction (course) after take-off is permitted only after reaching 990' (396').

Noise Abatement Procedures NADP1

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

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3. DEPARTURE

3.5. COMMUNICATION FAILURE PROCEDURES

3.5.1. RADIO COMMUNICATION FAILURE AFTER TAKE-OFF

In case of radio communication failure after take-off and communication with 'Domodedovo Radar' on frequency 127.7MHz is not established, the pilot shall continue to carry out SID climbing to 3550' (2956').

After passing SID end point (when departing via Kamenka NDB 'WZ' up to Domodedovo 'DMD' 15.7NM (29km) DME, via OKREM up to RAMEK, via RUGEL up to Domodedovo 'DMD' 13.7NM (25.4km) DME):

- a. When the decision to land at Moscow (Domodedovo) aerodrome has been made, proceed to the holding area over Aksinyino NDB 'AO' along the following routes:
 - Kartino NDB 'WT' - climb to FL70 - SF 1D - Cherusti NDB 'SF' - turn LEFT - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' - climb to FL70 - NOGTI 1D - NOGTI - turn LEFT - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' (or Domodedovo 'DMD' 13.7NM (25.4km) DME when departing via RUGEL) - climb to FL70 - TIMIG 1D - TIMIG - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' - climb to FL70 - NE 1D - Nerl NDB 'NE' - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' - climb to FL70 - OBELU 1D - OBELU - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' - climb to FL70 - BELAG 1D - BELAG - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Kartino NDB 'WT' - climb to FL70 - BG 1D - Karmanovo NDB 'BG' - turn LEFT - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Domodedovo 'DMD' 13.7NM (25.4km) DME (when departing via RUGEL) - climb to FL70 - RUGEL - TIMIG 1D - TIMIG - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Domodedovo 'DMD' 13.7NM (25.4km) DME (when departing via RUGEL) - climb to FL70 - RUGEL - NE 1D - Nerl NDB 'NE' - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Domodedovo 'DMD' 13.7NM (25.4km) DME (when departing via RUGEL) - climb to FL70 - RUGEL - OBELU 1D - OBELU - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Domodedovo 'DMD' 13.7NM (25.4km) DME (when departing via RUGEL) - climb to FL70 - RUGEL - BELAG 1D - BELAG - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Domodedovo 'DMD' 13.7NM (25.4km) DME (when departing via RUGEL) - climb to FL70 - RUGEL - BG 1D - Karmanovo NDB 'BG' - turn LEFT - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';

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- Klimovsk NDB 'LO' - climb to FL70 - SUGIR 1D - SUGIR - R11 - Oktyabrskiy NDB 'FE' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - ROLUN 1D - ROLUN - turn LEFT - SUGIR - R11 - Oktyabrskiy NDB 'FE' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - SODRU 1D - SODRU - turn LEFT - SUGIR - R11 - Oktyabrskiy NDB 'FE' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - BG 1D - Karmanovo NDB 'BG' - turn LEFT - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - BELAG 1D - BELAG - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - OBELU 1D - OBELU - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - NE 2D - Nerl NDB 'NE' - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- Klimovsk NDB 'LO' - climb to FL70 - NE 2D - Kostino NDB 'KN' - TIMIG 1D - TIMIG - turn LEFT - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- RAMEK - climb to FL70 - Cherusti NDB 'SF' - turn LEFT - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- OKREM - climb to FL70 - SF 2D - Cherusti NDB 'SF' - turn LEFT - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- OKREM - climb to FL70 - RELTO 1D - RELTO - turn LEFT - Cherusti NDB 'SF' - turn LEFT - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
- OKREM - climb to FL70 - TIKBI 1D - turn RIGHT - Oktyabrskiy NDB 'FE' - FE 1D - Aksinyino NDB 'AO';
- Glotayevo NDB 'DK' - climb to FL70 - FV 1D - Oktyabrskiy NDB 'FE' - FE 1D - Aksinyino NDB 'AO';
- Domodedovo 'DMD' 15.7NM (29km) DME (when departing via Kamenka NDB 'WZ') - climb to FL70 - Kamenka NDB 'WZ' - SUGIR 1D - SUGIR - R11 - Oktyabrskiy NDB 'FE' - Aksinyino NDB 'AO'.

After passing Aksinyino NDB 'AO' join the holding area, continue to fly in the holding area for the time necessary for fuel burning and continue the flight along the following STAR routes:

- For RWY 32R - AO 32A;
- For RWY 32L - AO 32F;
- For RWY 14R/L - AO 14A

and carry out landing at Moscow (Domodedovo) aerodrome.

- b. When the decision to proceed to the destination aerodrome has been made, continue climbing to flight level (height) along the departure route in accordance with the flight plan.

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(30-1P14)

Eff 15 Aug

MOSCOW, RUSSIA
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3. DEPARTURE

3.5.2. RADIO COMMUNICATION FAILURE DURING CLIMBING

In case of radio communication failure during climbing to flight level (height) continue the flight according to the established SID maintaining the last flight level (height) assigned by ATC till passing NDB (CRP) on Moscow TMA boundary. After passing this NDB (CRP):

- a. When the decision to land at Moscow (Domodedovo) aerodrome has been made, the flight crew shall proceed without changing the last flight level (height) assigned by ATC to the holding area over Aksinyino NDB 'AO' along the following routes:
 - TIMIG - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Nerl NDB 'NE' - Bogdanovo NDB 'BD' - BD 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - OBEU - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - BELAG - turn LEFT - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Karmanovo NDB 'BG' - Gagarin NDB 'FK' - FK 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - SODRU - turn LEFT - SUGIR - Sukhotino NDB 'IN' - IN 1D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - ROLUN - turn LEFT - SUGIR - Sukhotino NDB 'IN' - IN 1D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - ADETI - turn LEFT - SUGIR - Sukhotino NDB 'IN' - IN 1D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - SUGIR - Sukhotino NDB 'IN' - IN 1D - Klimovsk NDB 'LO' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - Venev NDB 'FV' - Oktyabrskiy NDB 'FE' - FE 1D - Aksinyino NDB 'AO';
 - TIKBI - turn LEFT - Aksinyino NDB 'AO';
 - RELTO - turn RIGHT - Aksinyino NDB 'AO';
 - Cherusti NDB 'SF' - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO';
 - NOGTI - Larionovo NDB 'MF' - MF 1D - GEKLA - Kartino NDB 'WT' - Glotayevo NDB 'DK' - Aksinyino NDB 'AO'.
- b. Join the holding area, continue to fly in the holding area for the time necessary for fuel burning, then descend to FL60 and continue the flight along the STAR routes:
 - For RWY 32R - AO 32A;
 - For RWY 32L - AO 32F;
 - For RWY 14R/L - AO 14A
 and carry out landing at Moscow (Domodedovo) aerodrome.
- c. When the decision to proceed to the destination aerodrome has been made, continue climbing to flight level (height) along the departure route in accordance with the flight plan

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

MOSCOW, RUSSIA

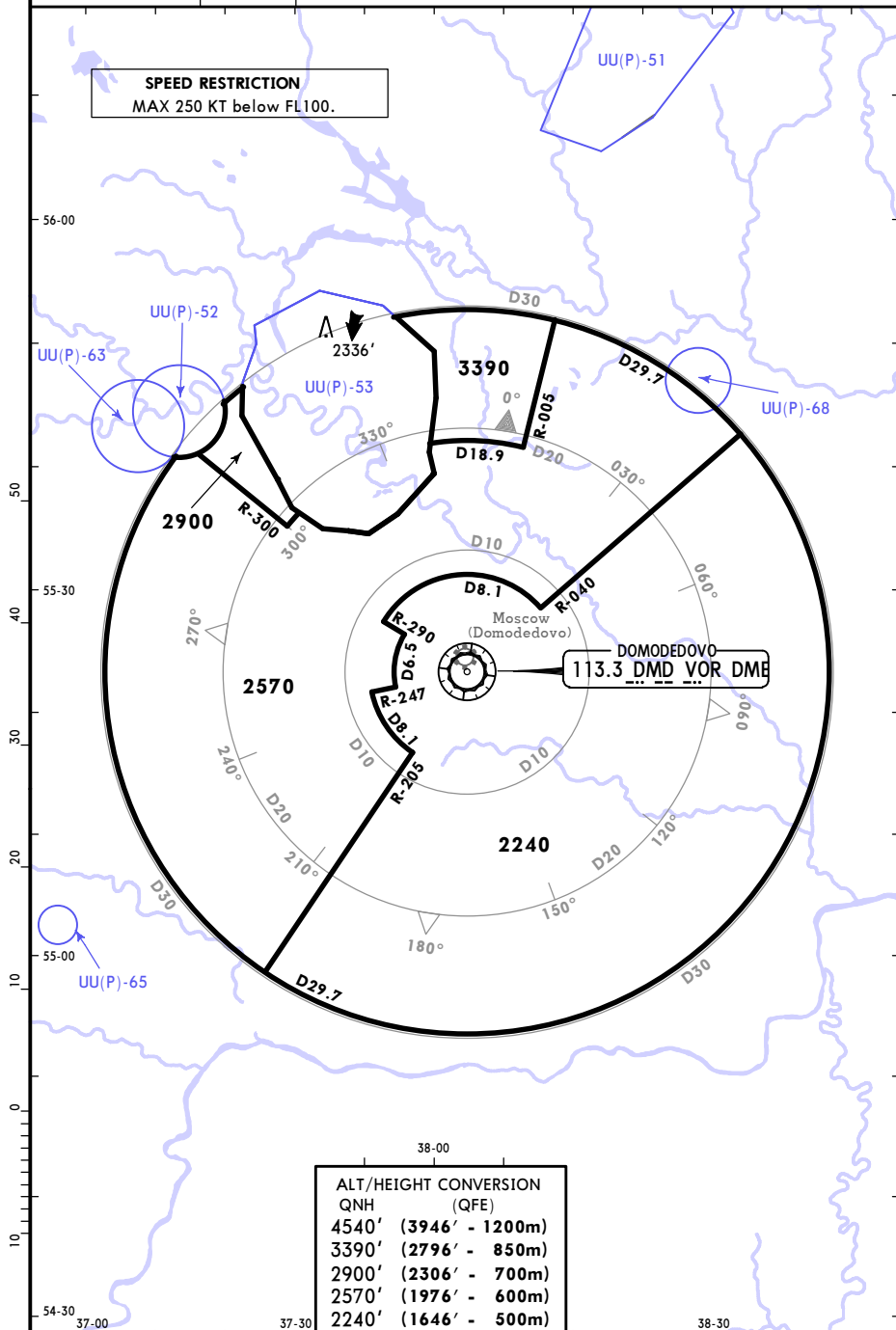
RADAR MINIMUM ALTITUDES

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.



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DOMODEDOVO

JEPPesen
 2 AUG 19 (30-2) Eff 15 Aug

MOSCOW, RUSSIA
STAR

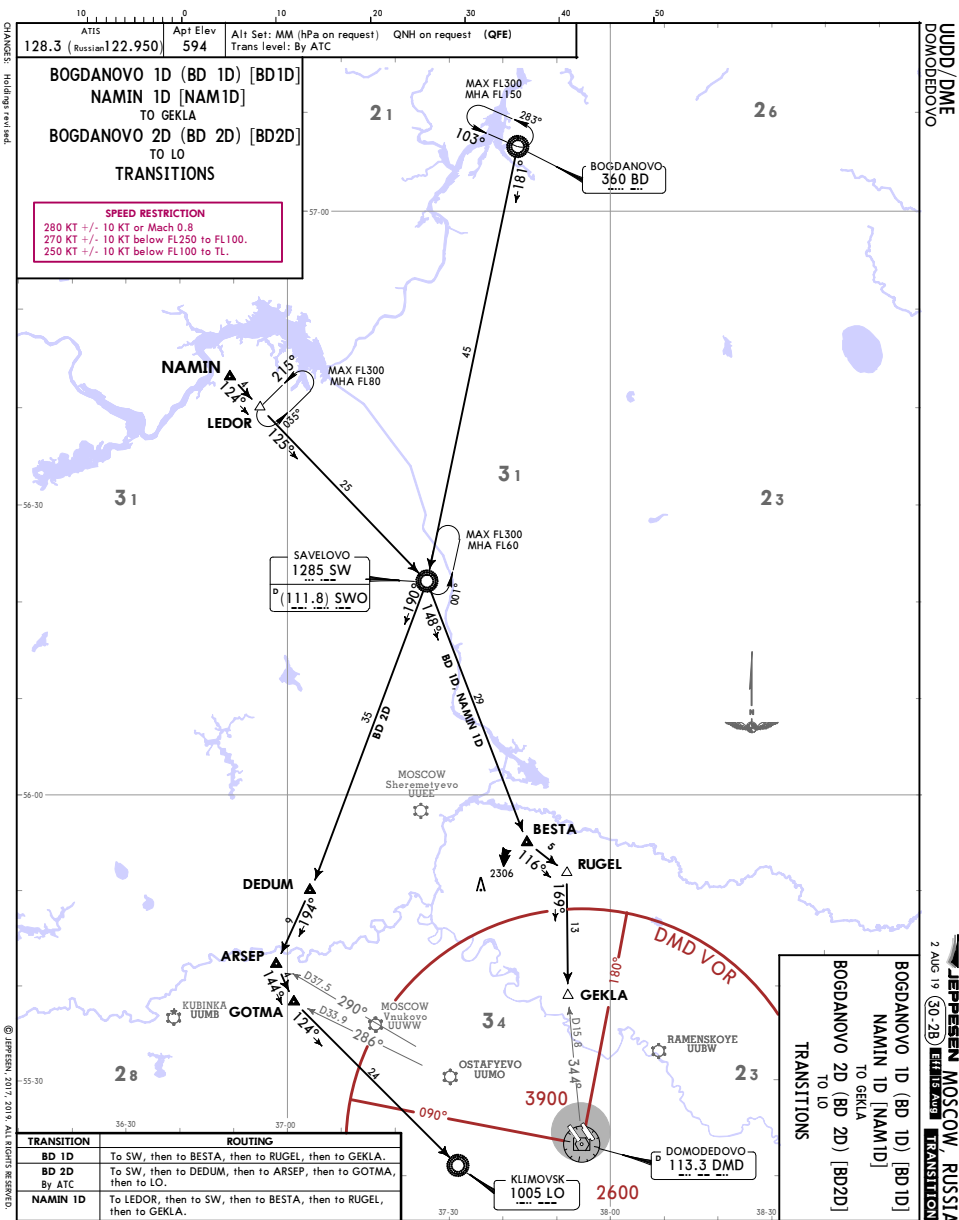
TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1D, 2D, NAMIN 1D	30-2B
LARIONOVO 1D, 2D, RELTO 2D, 3D, TIKBI 2D	30-2C
OKTYABRSKIY 1D, SUKHOTINO 1D, 2D, 3D	30-2D
GAGARIN 1D, 2D	30-2E
RNAV STAR DESIGNATION	REFER TO CHART
AKSINYINO 1A	30-2F
AKSINYINO 2A	30-2G
AKSINYINO 3A	30-2G1
AKSINYINO 1B	30-2H
AKSINYINO 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

UDD/DME
DOMODEDOVO

 **JEPPesen**
2 AUG 19 **(30-2A)** **Eff 15 Aug**

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



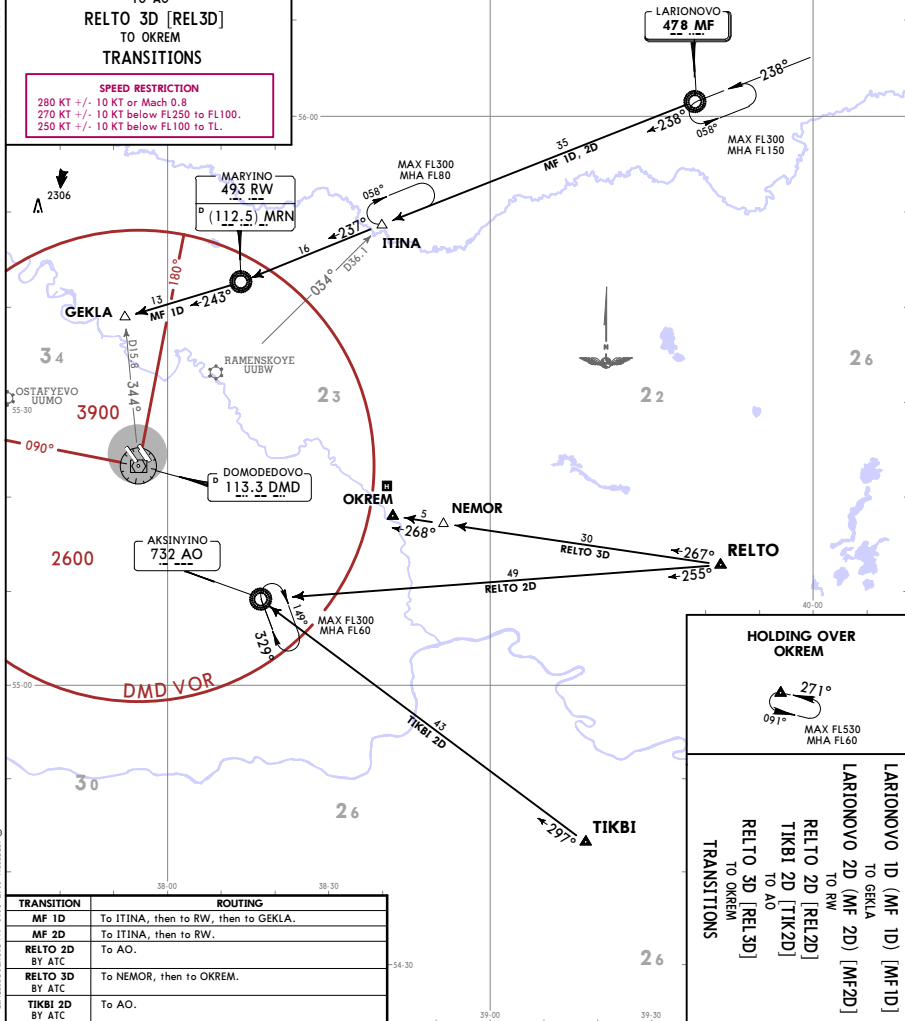
UUD/DME
DOMODEOVO

JEPPSEN MOSCOW, RUSSIA
2 AUG 19 (30-28) EET 13 AUG
TRANSITION

LARIONOVO 1D (MF 1D) [MF1D]
TO GEKLA
LARIONOVO 2D (MF 2D) [MF2D]
TO RW
RELTO 2D [REL2D]
TIKBI 2D [TIK2D]
TO AO
RELTO 3D [REL3D]
TO OKREM
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
MF 1D	To ITINA, then to RW, then to GEKLA.
MF 2D	To ITINA, then to RW.
RELTO 2D BY ATC	To AO.
RELTO 3D BY ATC	To NEMOR, then to OKREM.
TIKBI 2D BY ATC	To AO.

**HOLDING OVER
OKREM**

A diagram showing a curved arrow indicating a clockwise rotation of 271° .

MAX FL530
MHA FL600

LARIONOV 2D (MF 2D)
TO RW
RELTO 2D (REL2D)
TIKB1 2D (TIK2D)
TO AO
RELTO 3D (REL3D)
TO OKREM
TRANSITIONS

UDD/DME
DOMODEVO

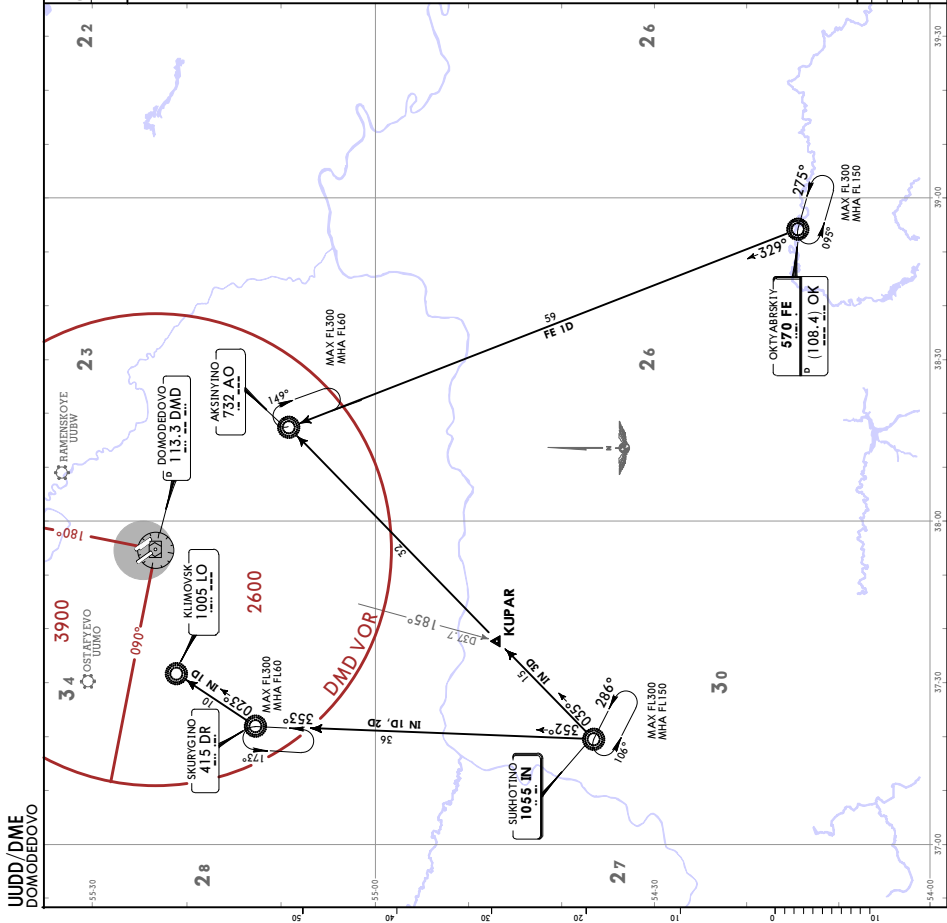
JEPPSEN MOSCOW, RUSSIA
2 AUG 19 (30-2C) Eff 15 Aug
TRANSITION

JEPPESSEN MOSCOW, RUSSIA
2 AUG 19 (30-2D) **EF 18 AUG TRANSITION**

NAME
128.3
(Russian 122.950)
Alt Elev
594
Alt Set: MSL (ftPa on request)
QNT on request (QFE)
Trans. Issued By: ATC

OKTYABRSKIY 1D (FE 1D)
SUKHOTINO 3D (IN 3D)
To AO
SUKHOTINO 1D (IN 1D)
To LO
SUKHOTINO 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.



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	

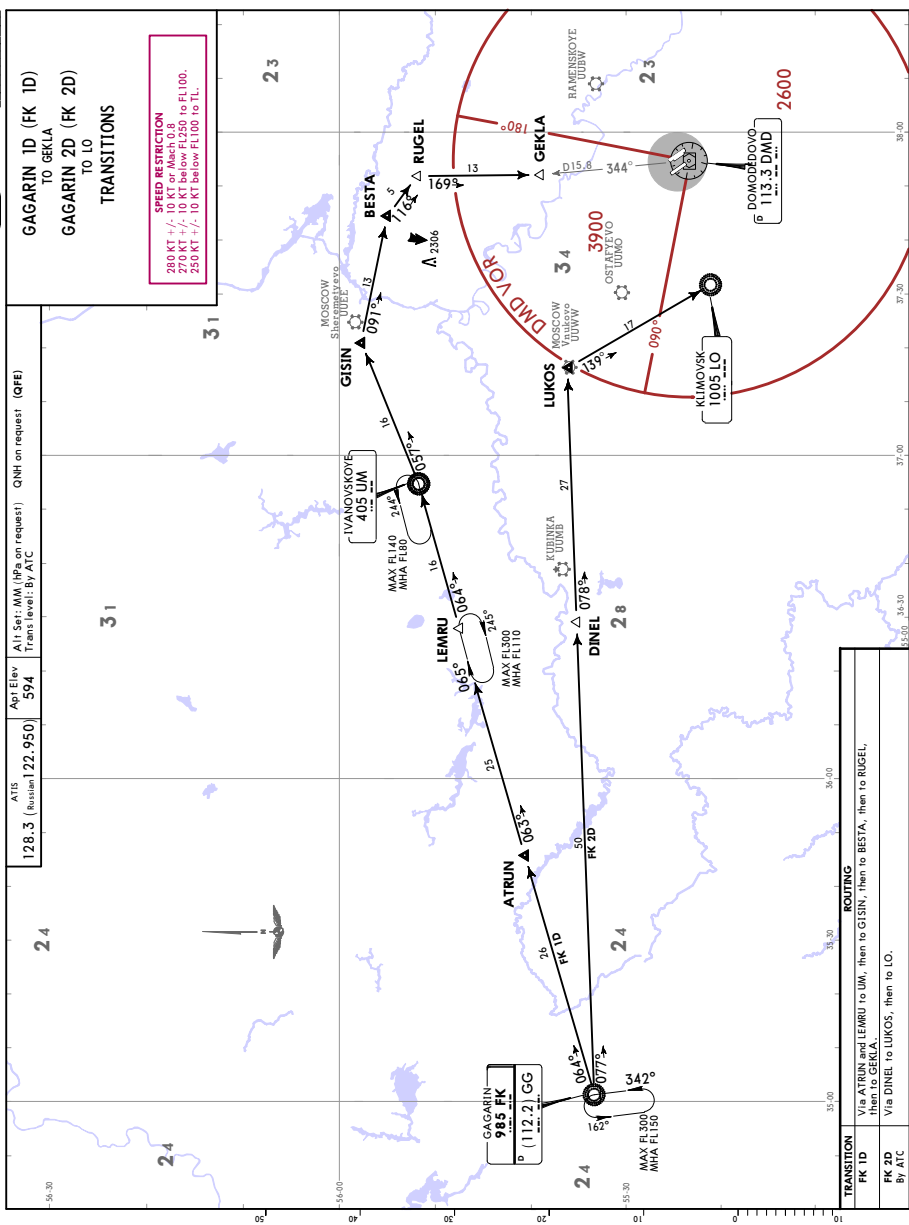
JEPPESEN MOSCOW, RUSSIA
2 AUG 19 **30-2E** **Eff 15 Aug** **TRANSITION**

LUDD / DME
DOMODOVO

ATIS	Apt Elev	Alt Set: MM (hPa on request)	QNH on request (QFE)
1000 7	1000 050		

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.



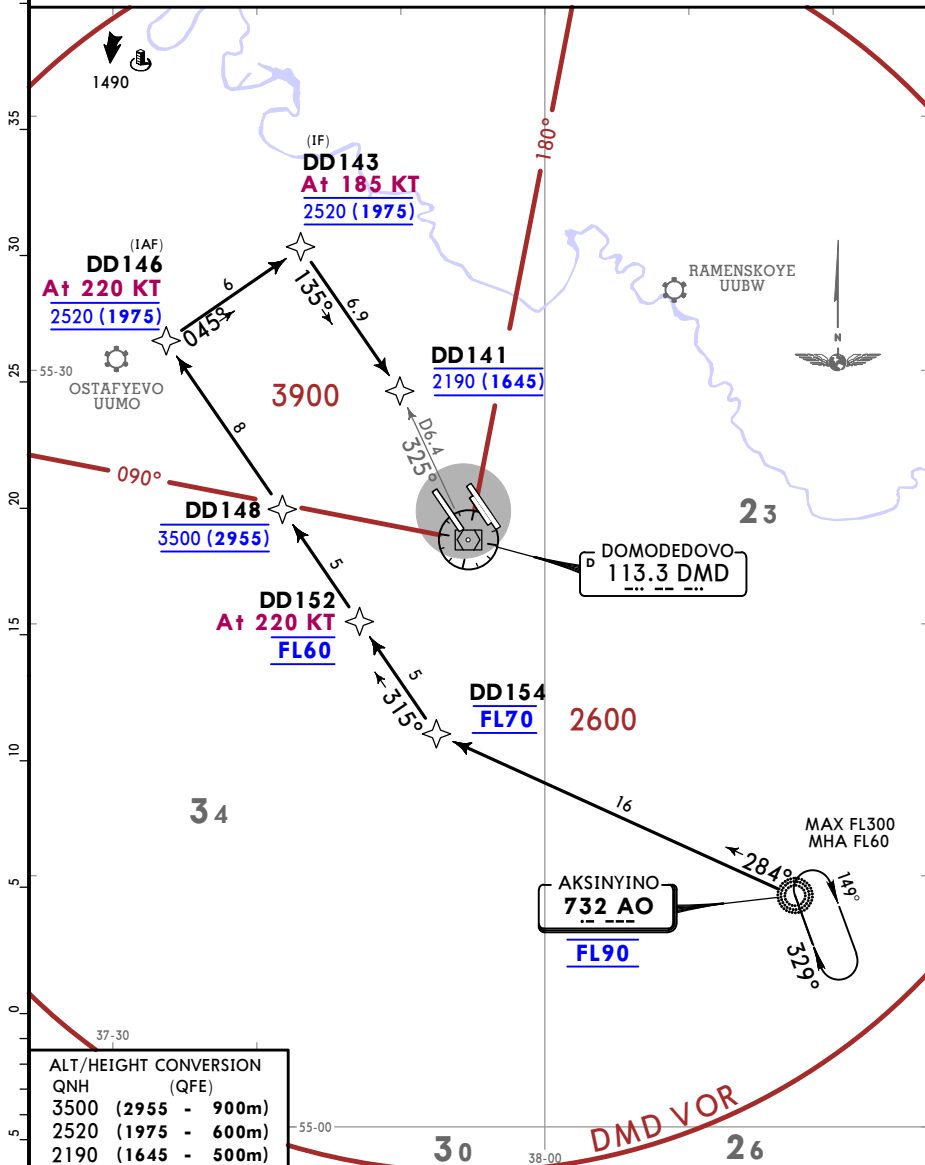
ROUTING	
FK 1D	Via ATRUN and LEMRU to UM, then to GISEN, then to BESTA, then to RUEGL, then to GERLA.
FK 2D By ATC	Via DINEL to LUKOS, then to LO.

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DOMODEDOVO
JEPPESSEN
 2 AUG 19 **(30-2G)** **Eff 15 Aug**
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
 Execute noise abatement procedures according to ICAO DOC 8168.

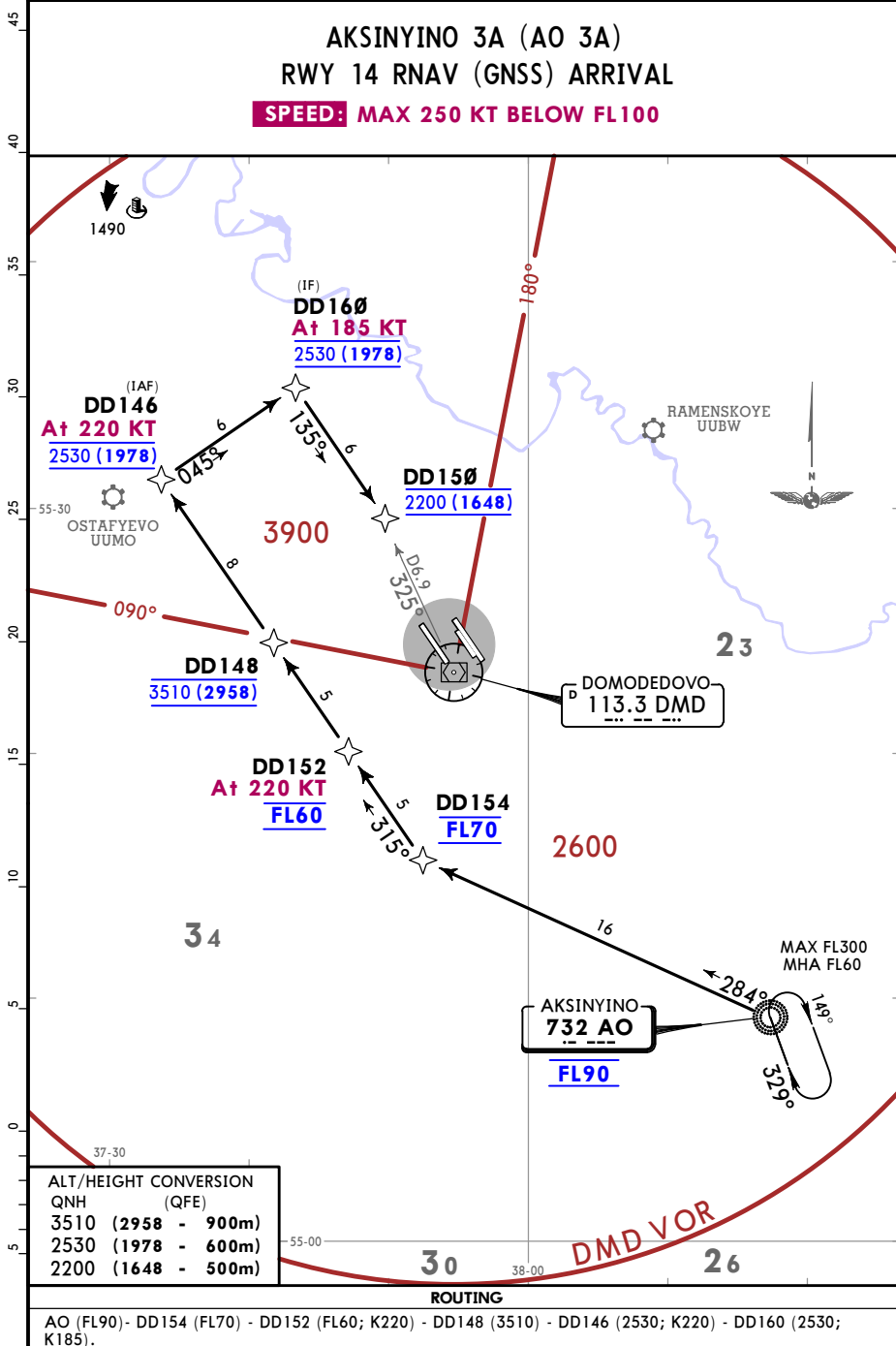
AKSINYINO 2A (AO 2A)
RWY 14L RNAV (GNSS) ARRIVAL
SPEED: MAX 250 KT BELOW FL100


UDD/DME
DOMODEDOVO
JEPPESSEN
 2 AUG 19 **(30-2G1)** Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR

 ATIS
128.3
 (Russian 122.950)

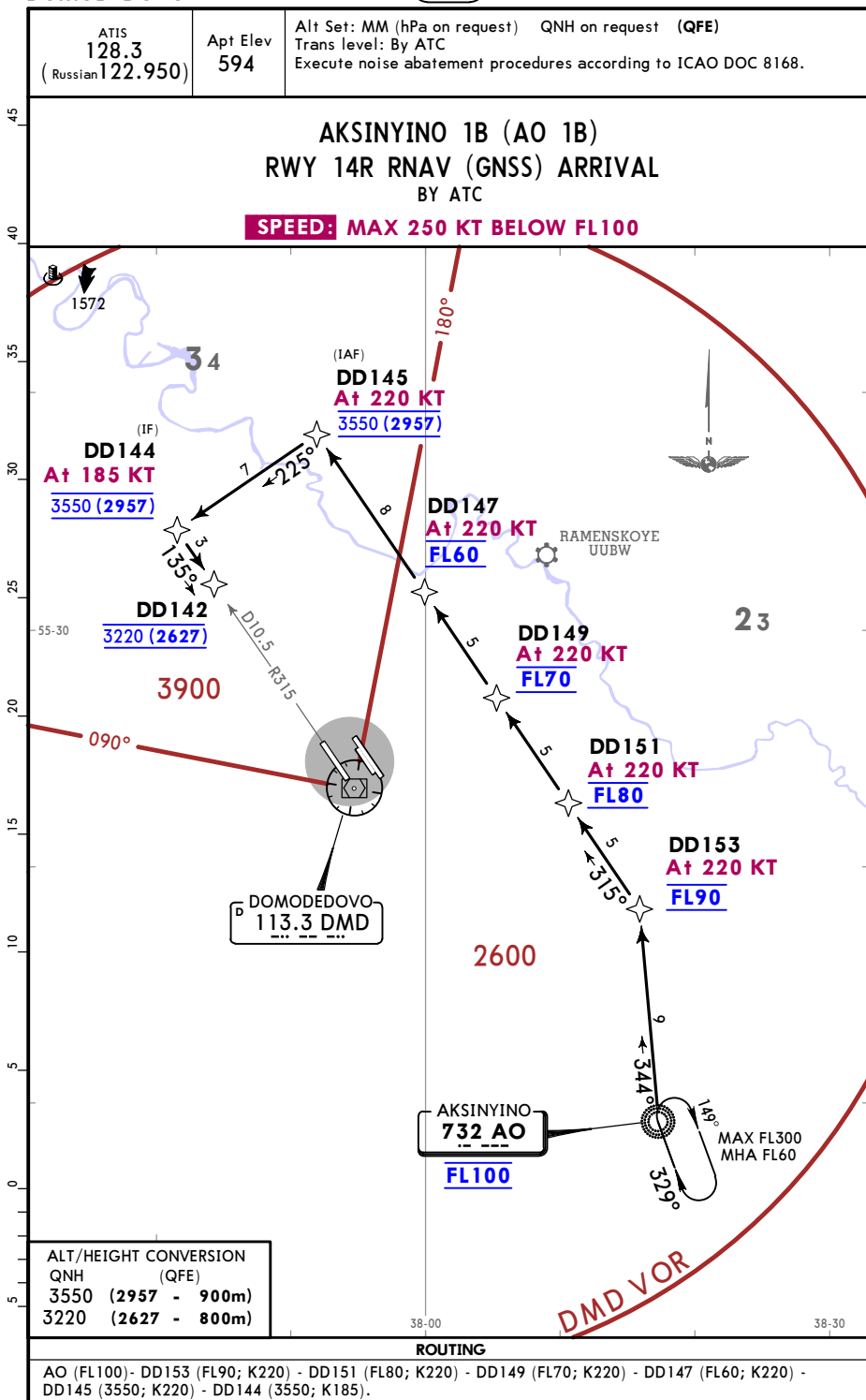
 Apt Elev
594

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


UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2H) Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR

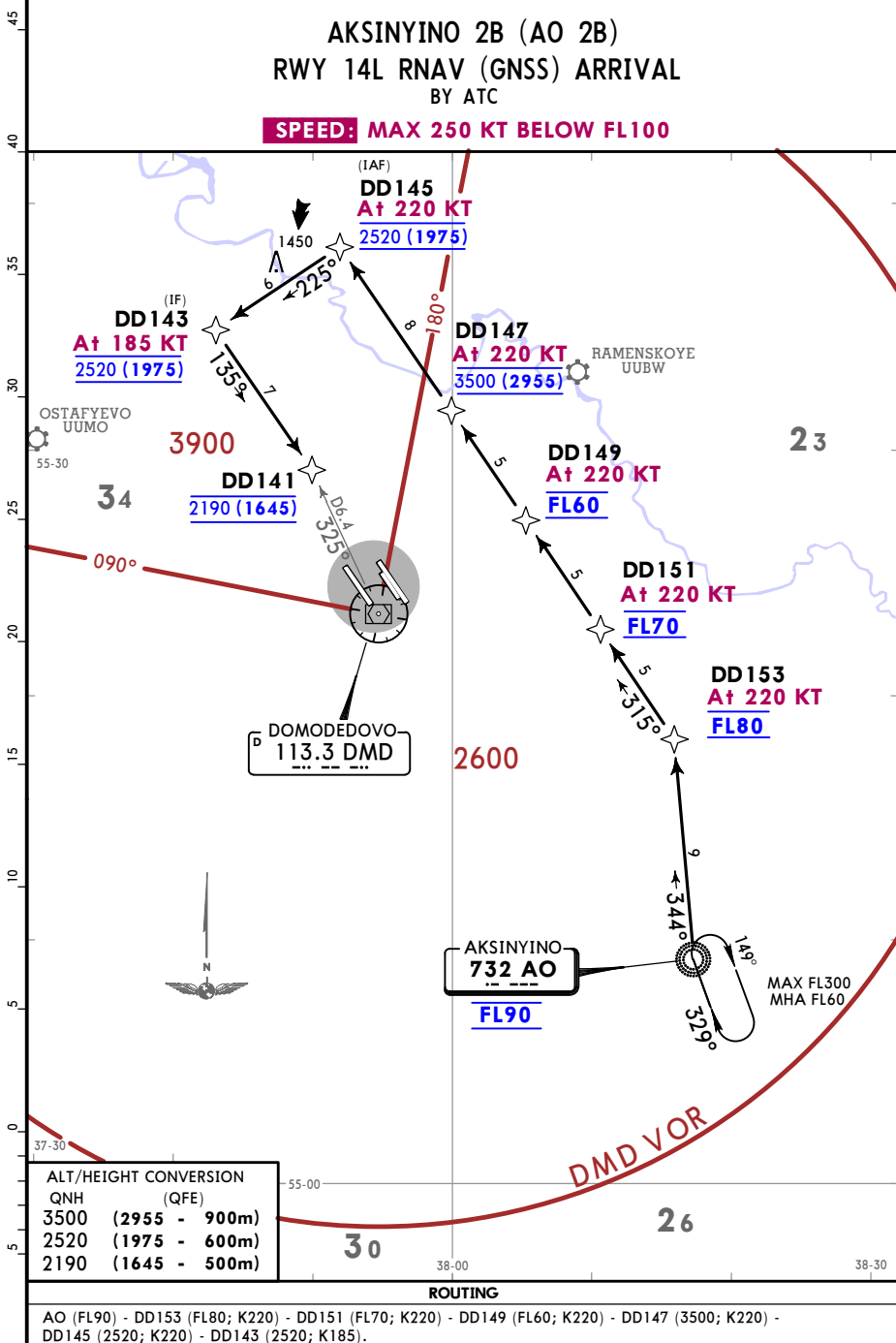


UDD/DME
DOMODEDOVO
JEPPESSEN
 2 AUG 19 **(30-2J)** Eff 15 Aug

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
 Execute noise abatement procedures according to ICAO DOC 8168.


UDD/DME
DOMODEDOVO

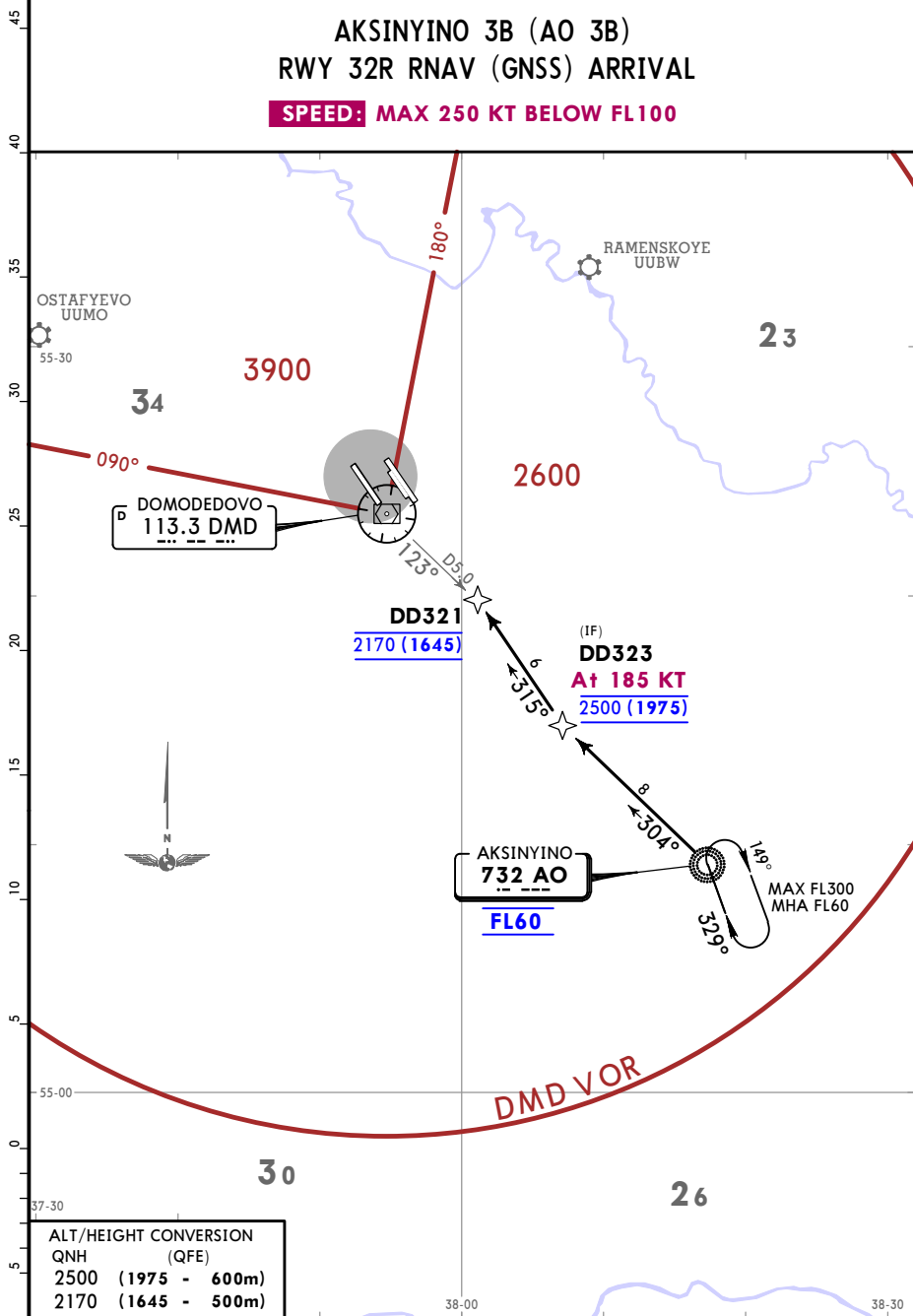
JEPPESSEN
2 AUG 19 (30-2J1) Eff 15 Aug

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
Execute noise abatement procedures according to ICAO DOC 8168.



ROUTING
AO (FL60) - DD323 (2500; K185).

CHANGES: Holdings revised & withdrawn.

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UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2J2) Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR

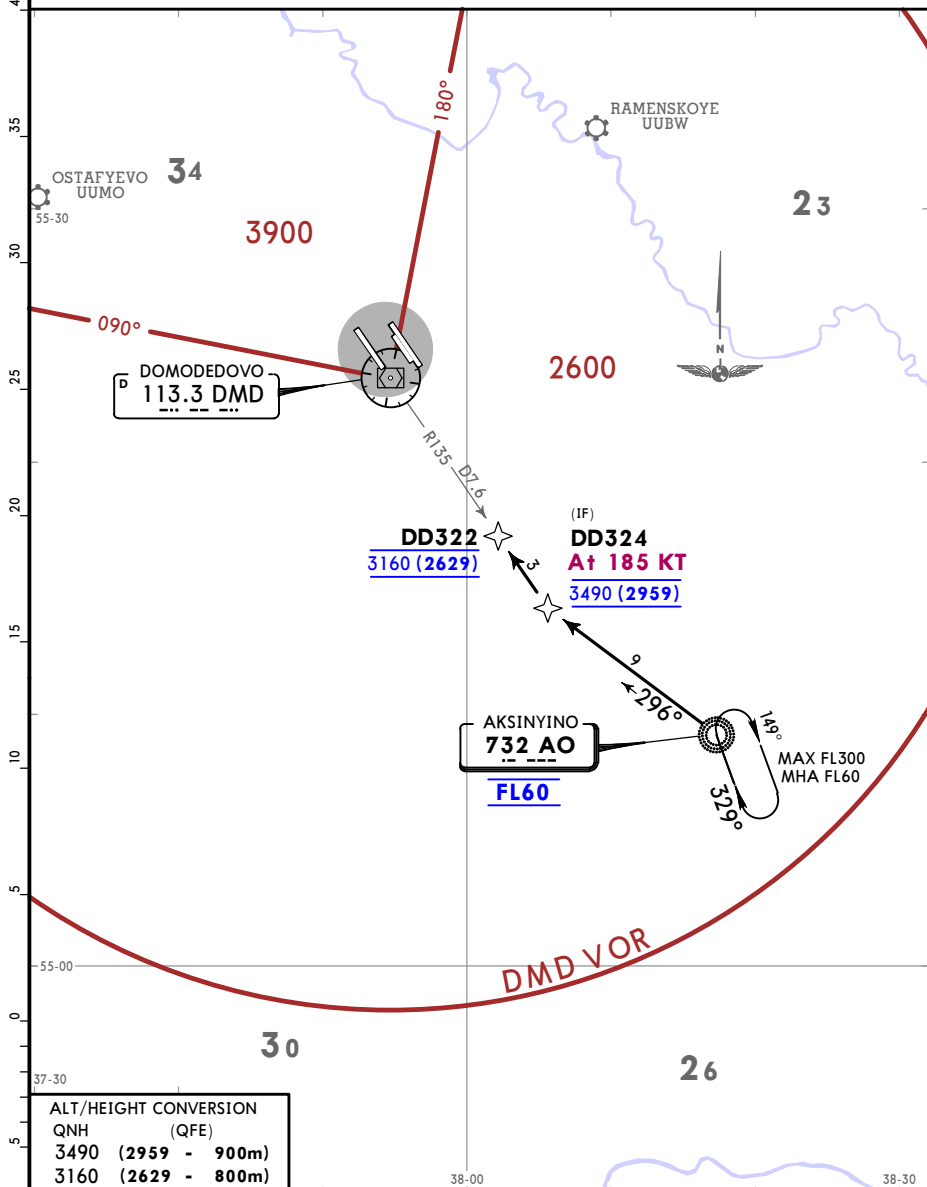
ATIS
128.3
(Russian 122.950)

Apt Elev
594

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

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

SPEED: MAX 250 KT BELOW FL100



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

CHANGES: Holdings revised & withdrawn.

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UDD/DME
DOMODEDOVO

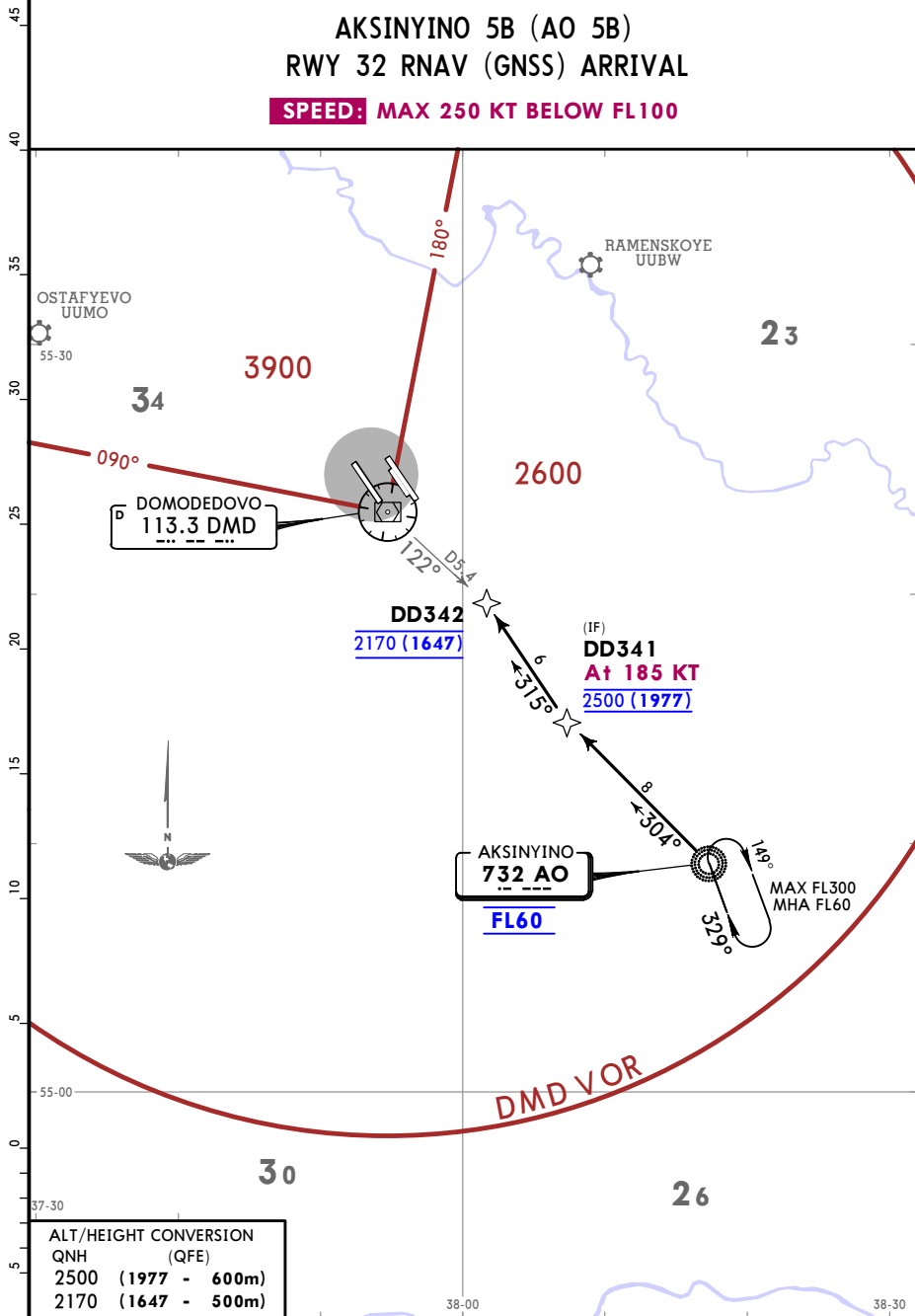
JEPPESSEN
2 AUG 19 **(30-2J3)** Eff 15 Aug

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
Execute noise abatement procedures according to ICAO DOC 8168.



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

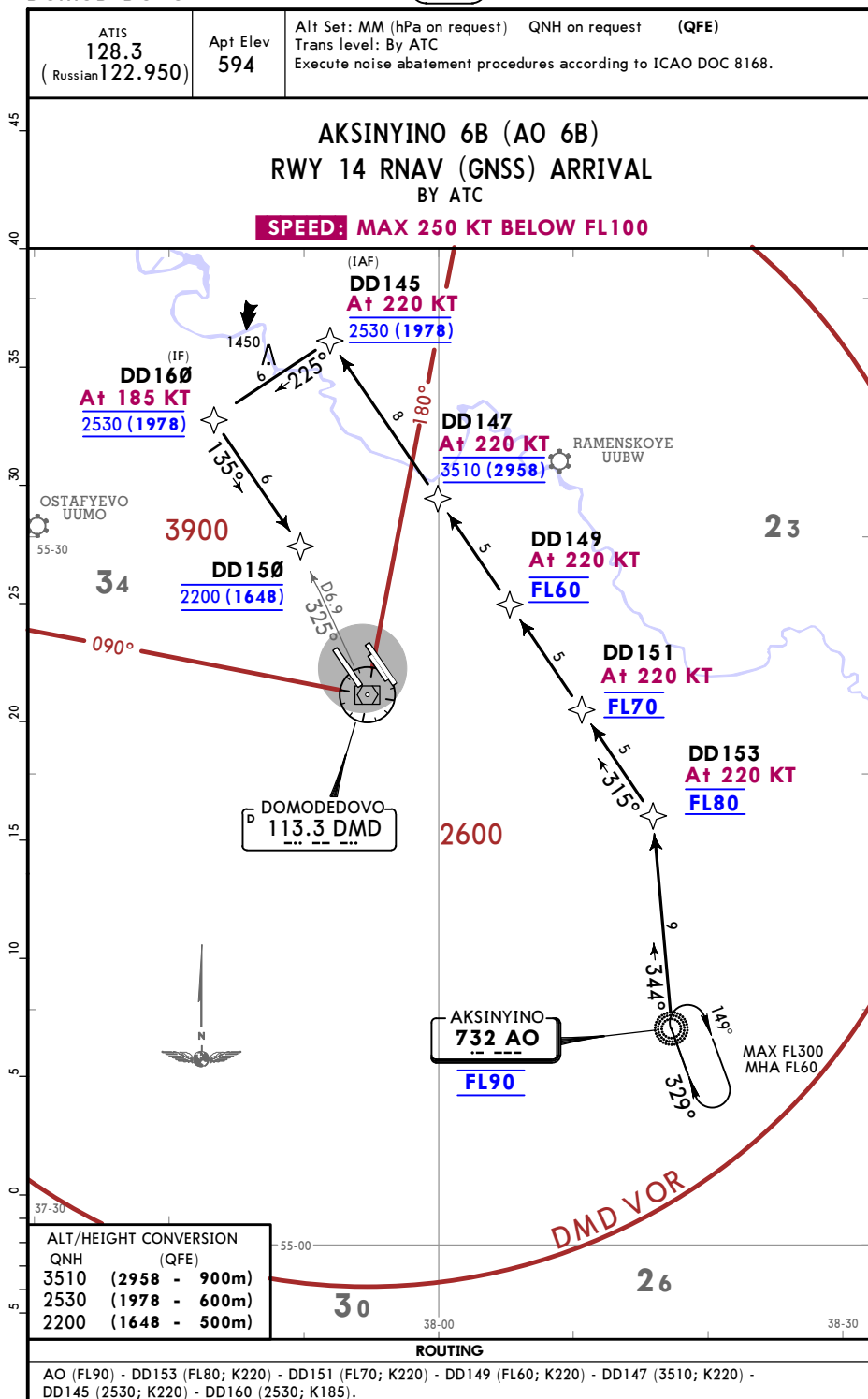
CHANGES: Holdings revised & withdrawn.

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UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2J4) Eff 15 Aug

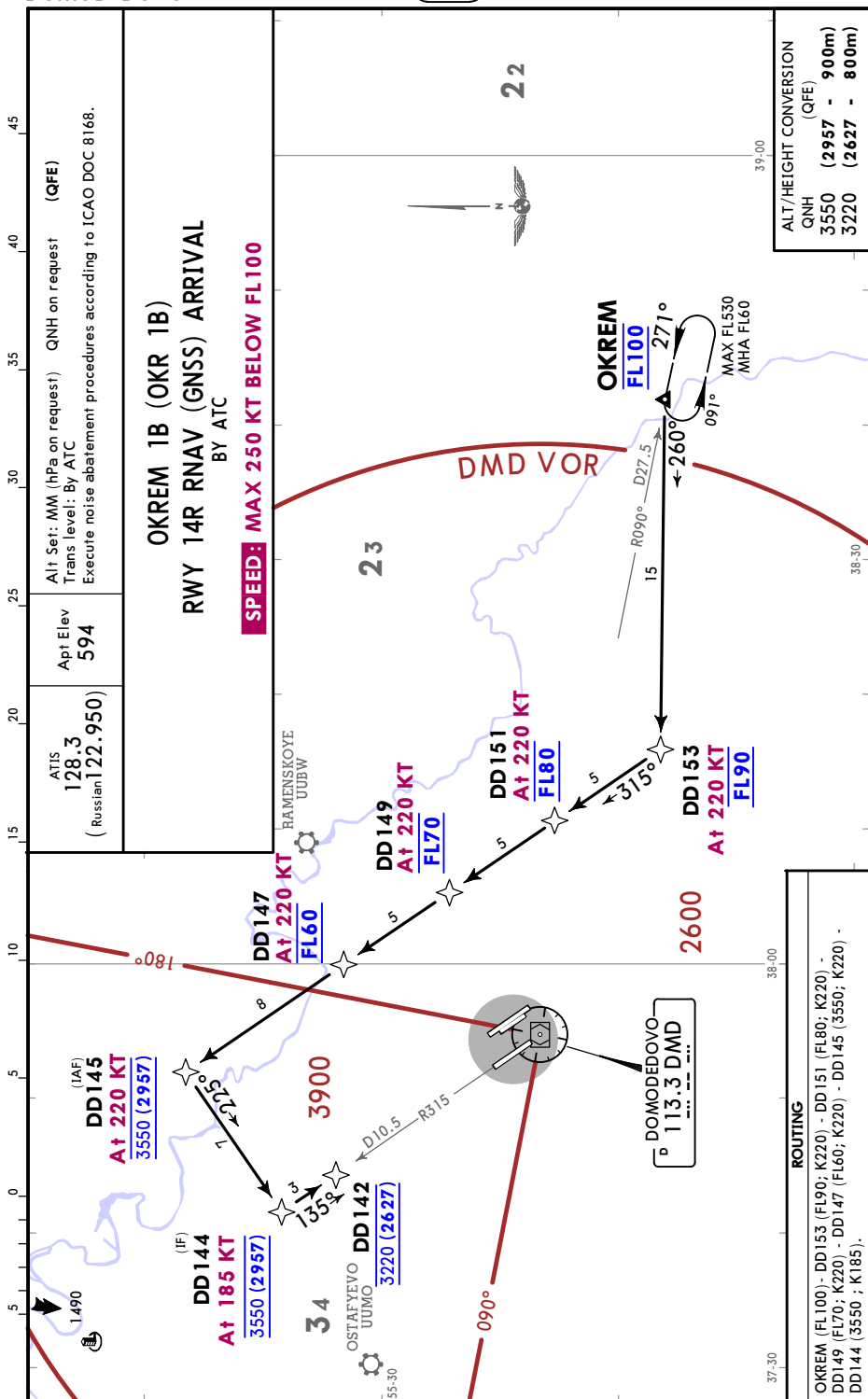
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPesen
2 AUG 19 (30-2K) Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR



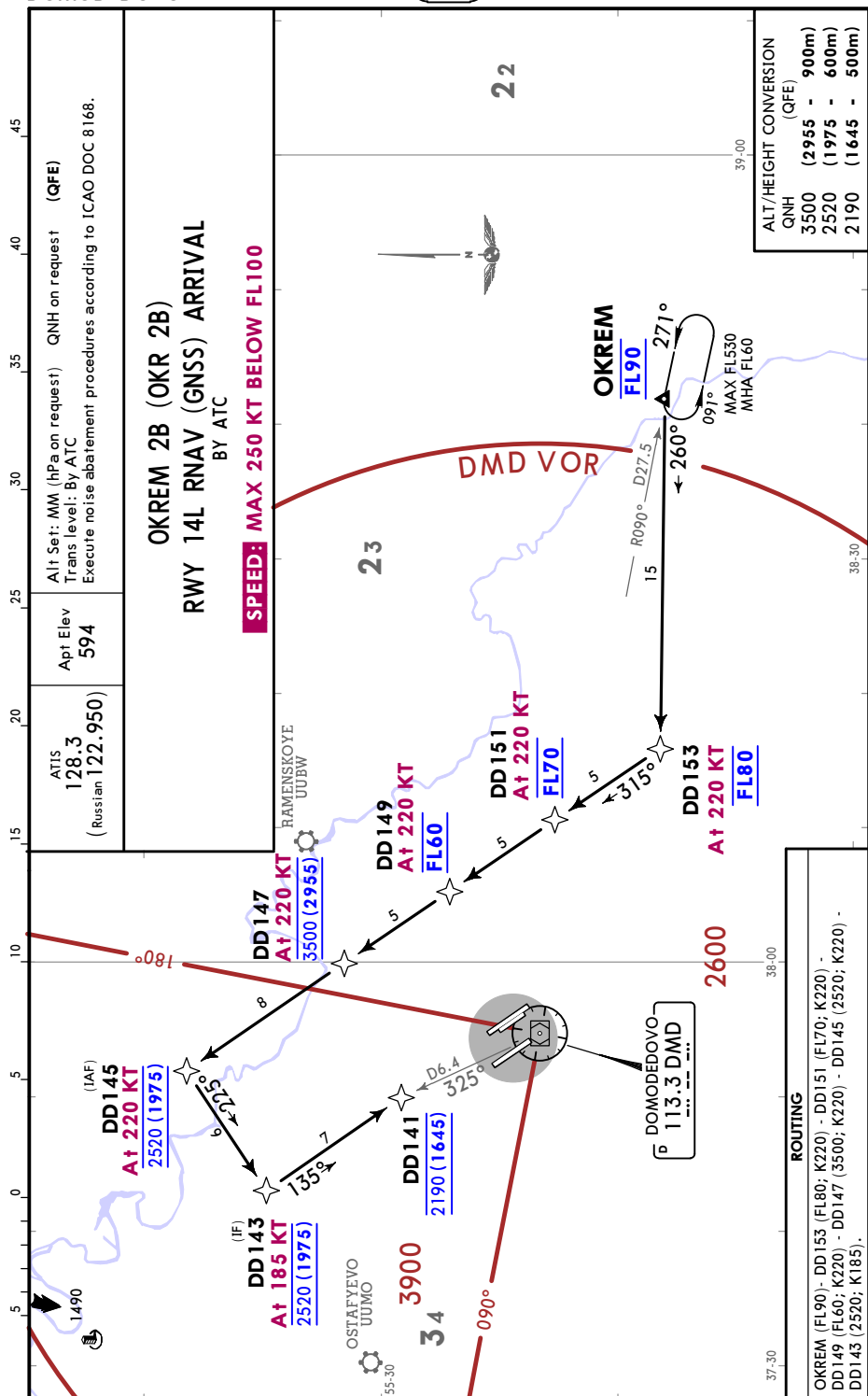
CHANGES: Holding revised.

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UDD/DME
DOMODEDOVO

JEPPesen
2 AUG 19 (30-2L) Eff 15 Aug

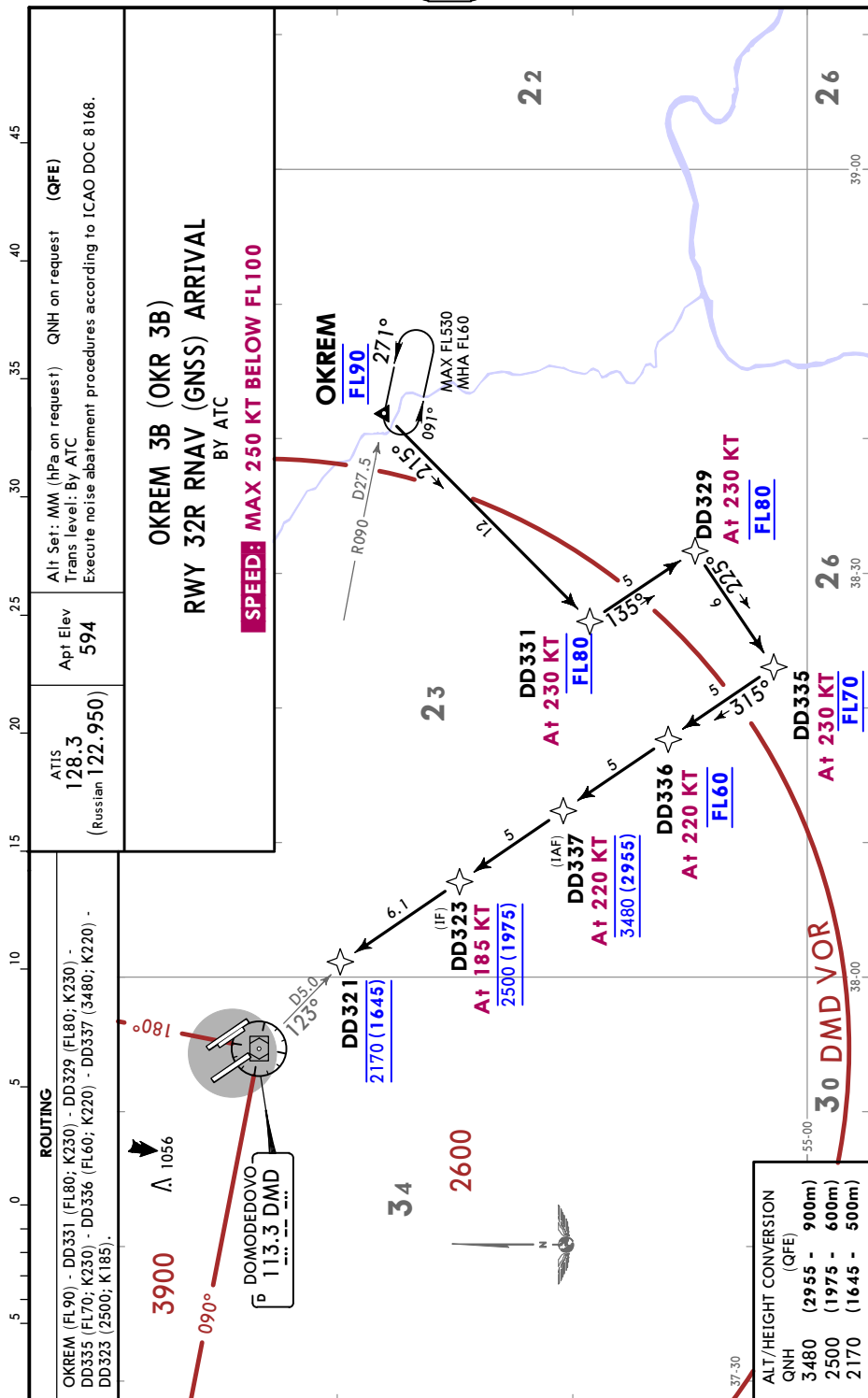
MOSCOW, RUSSIA
RNAV STAR

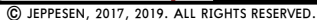


UDD/DME
DOMODEDOVO

JEPPesen
2 AUG 19 **30-2M** Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR

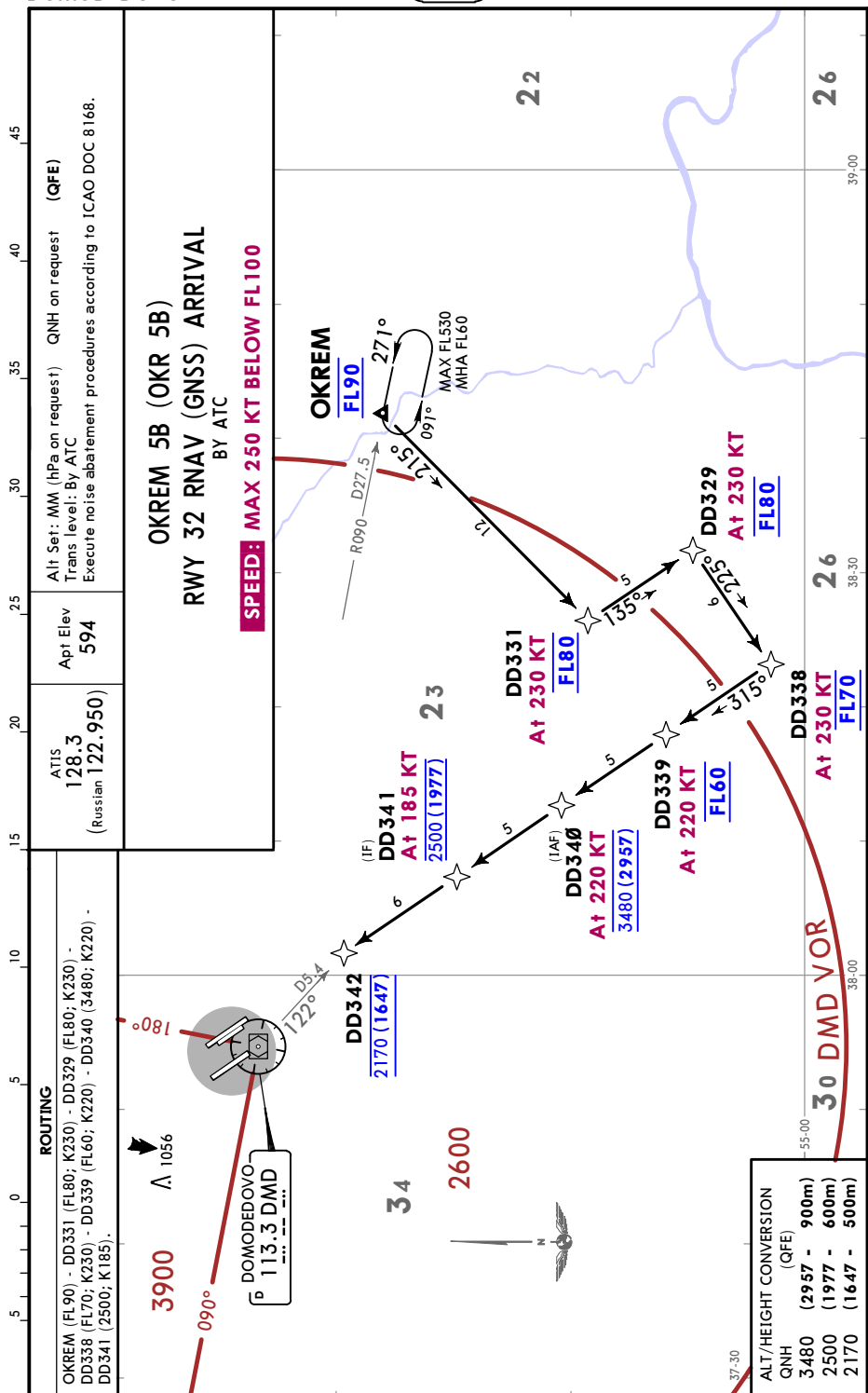




UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2N1) Eff 15 Aug

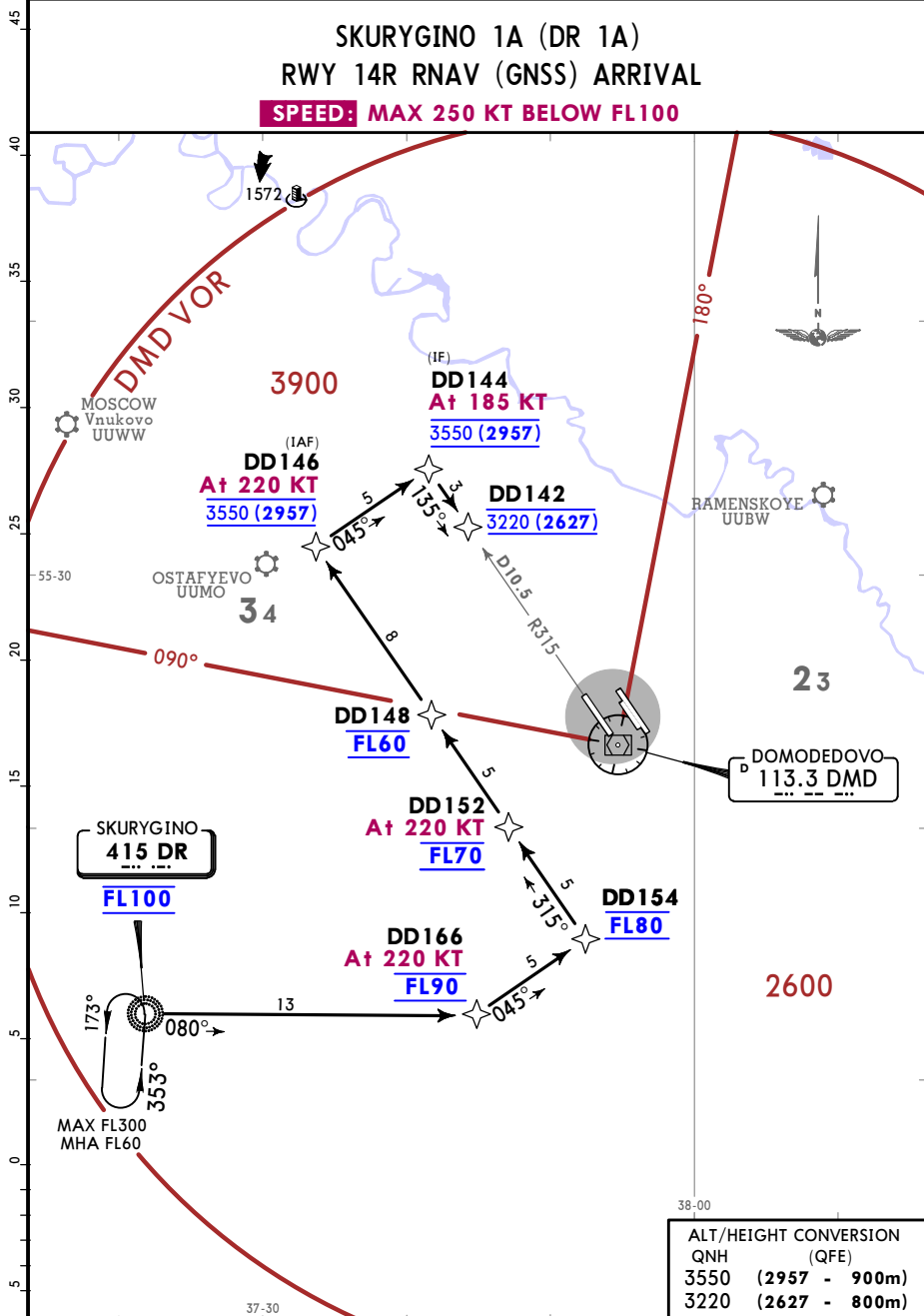
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO
JEPPESSEN
 2 AUG 19 **(30-2P)** **Eff 15 Aug**
MOSCOW, RUSSIA
RNAV STAR

 ATIS
128.3
 (Russian 122.950)

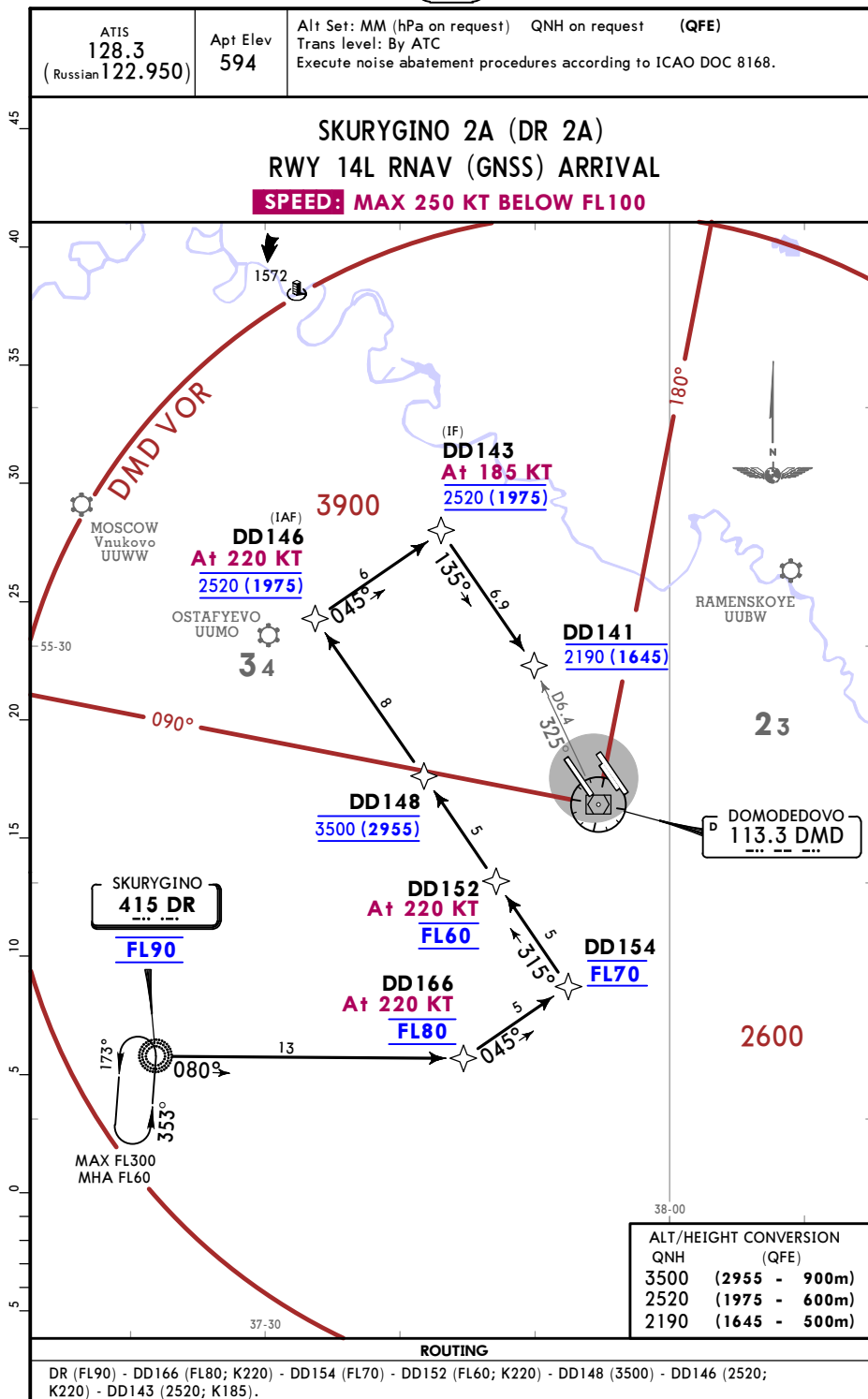
 Apt Elev
594

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

ROUTING

DR (FL100) - DD166 (FL90; K220) - DD154 (FL80) - DD152 (FL70; K220) - DD148 (FL60) - DD146 (3550; K220) - DD144 (3550; K185).

CHANGES: Holding revised.

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UDD/DME
DOMODEDOVO
JEPPesen
 2 AUG 19 **(30-2Q)** **Eff 15 Aug**
MOSCOW, RUSSIA
RNAV STAR


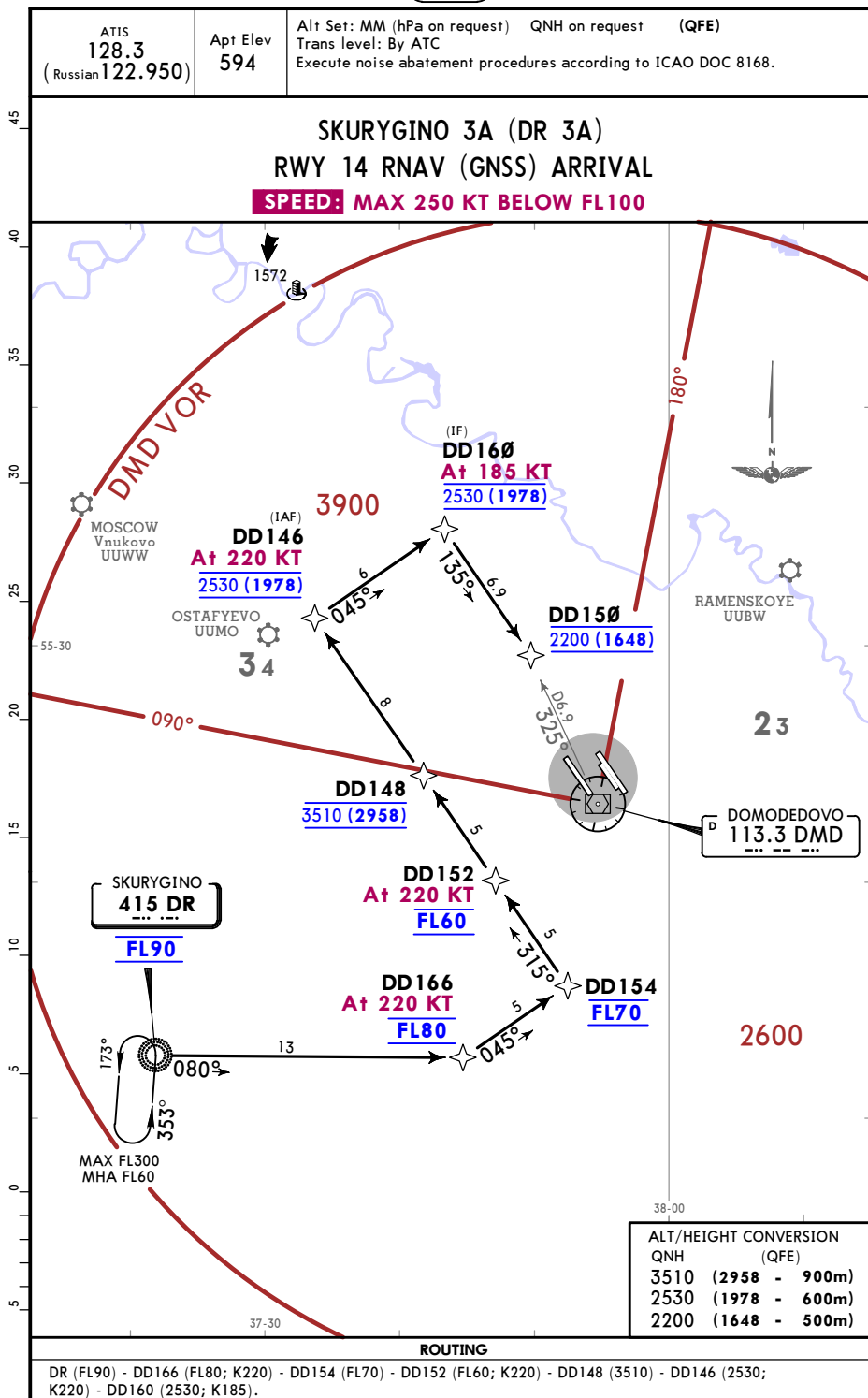
CHANGES: Holding revised.

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UDD/DME
DOMODEDOVO

JEPPesen
2 AUG 19 (30-2Q1) Eff 15 Aug

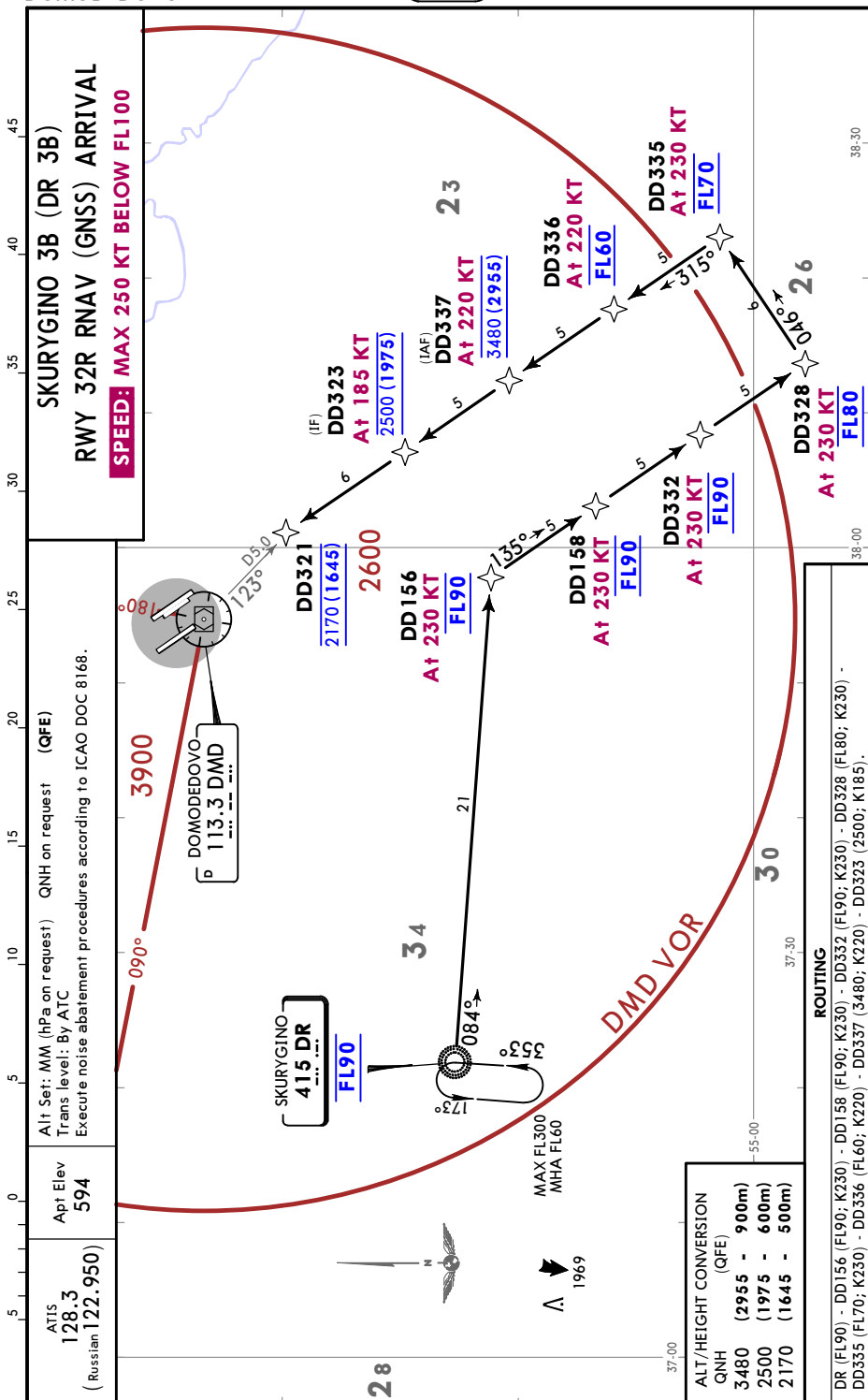
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESEN
2 AUG 19 (30-2Q2) Eff 15 Aug

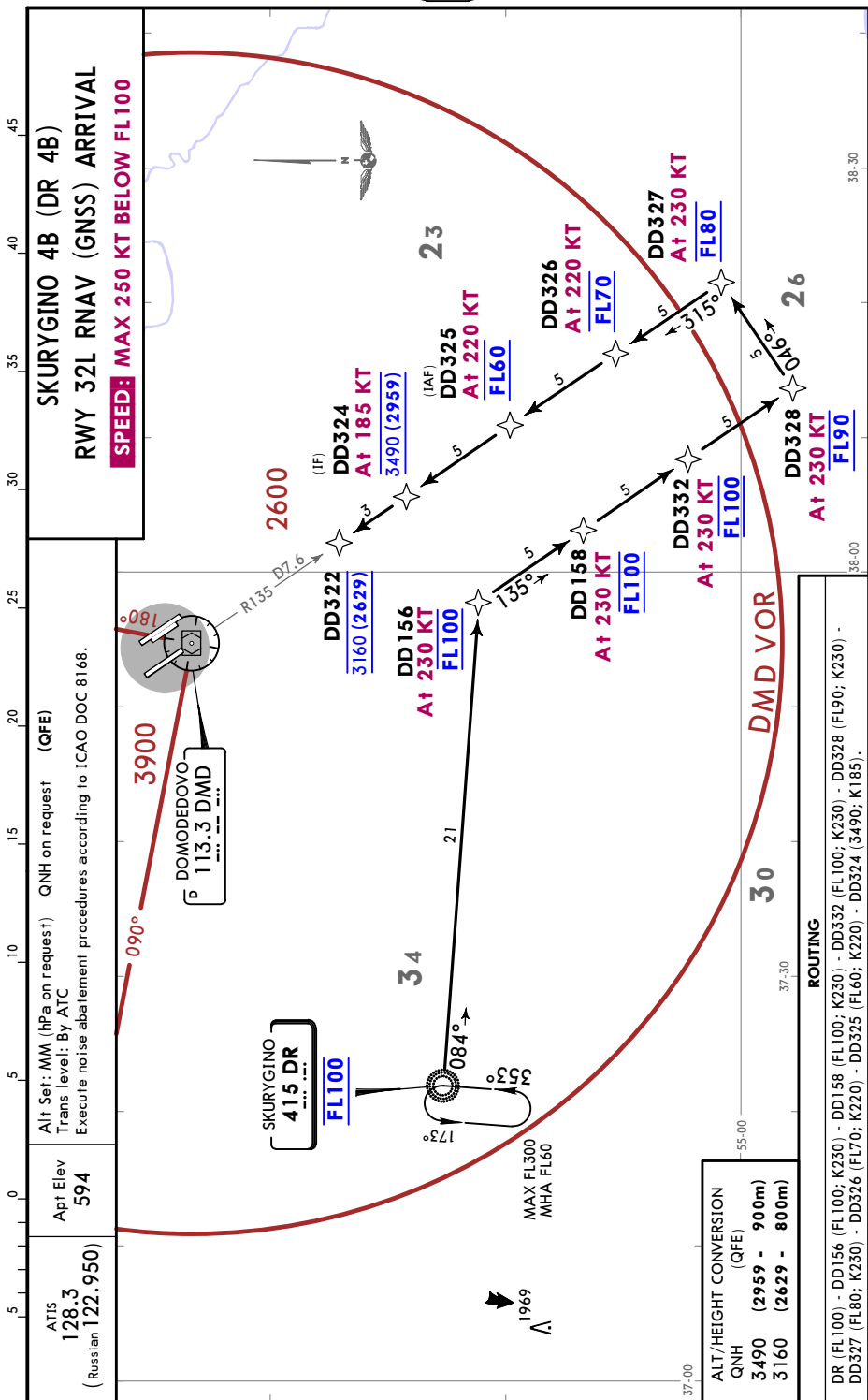
MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-25) Eff 15 Aug

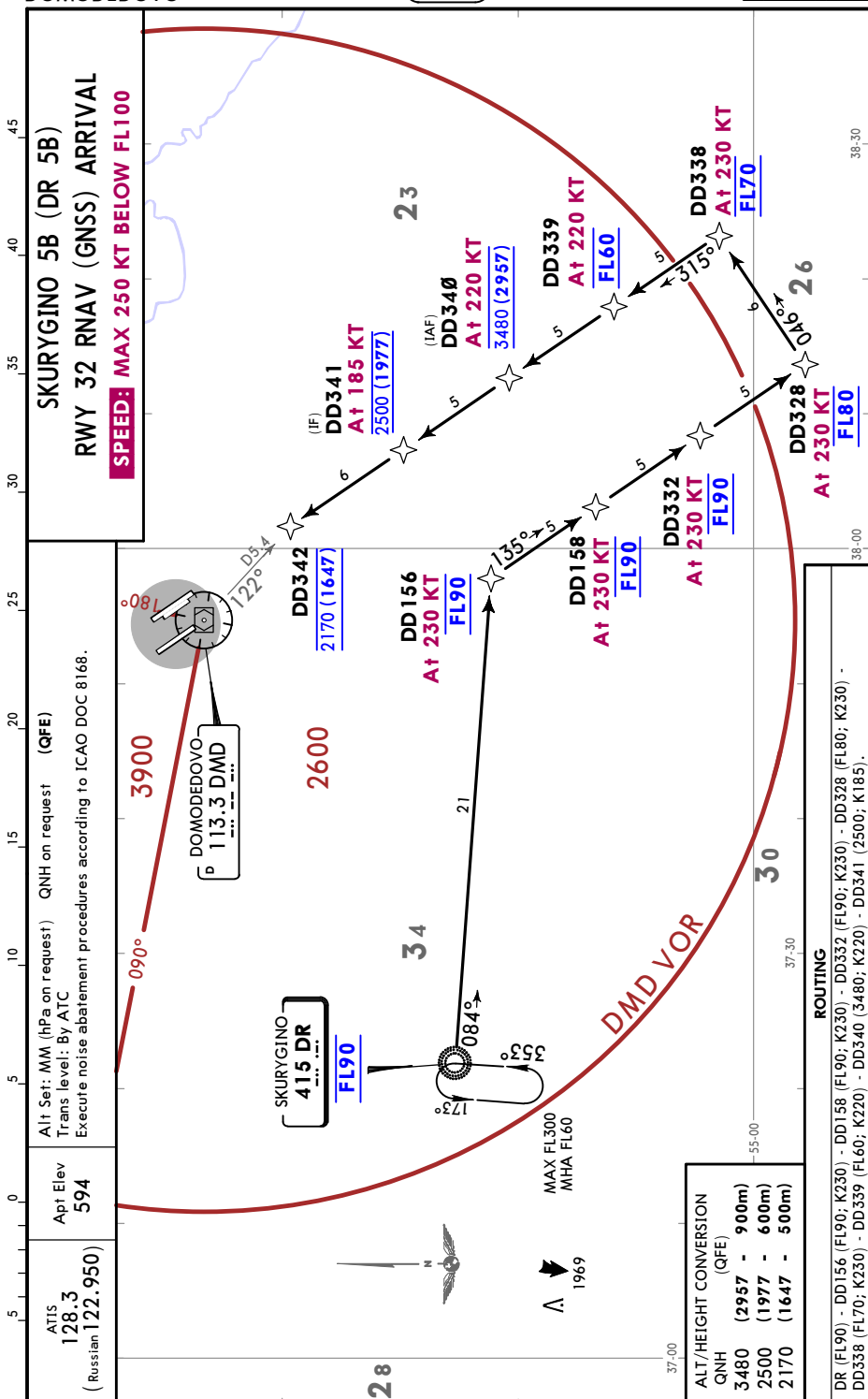
MOSCOW, RUSSIA
RNAV STAR

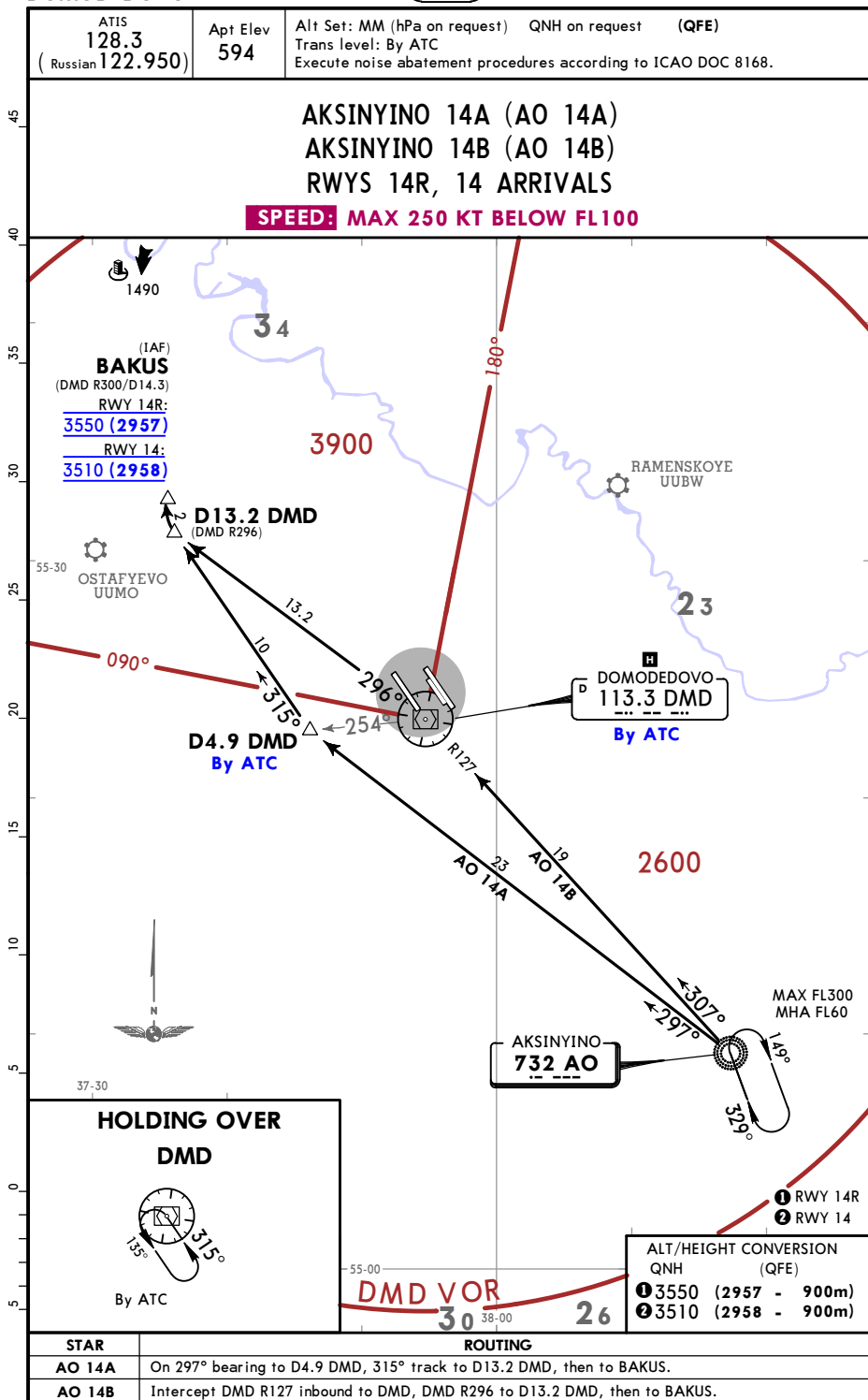


UUDD/DME
DOMODEDOVO

JEPPESEN
2 AUG 19 (30-2T) Eff 15 Aug

MOSCOW, RUSSIA
RNAV STAR



UDD/DME
DOMODEDOVO
JEPPESSEN
 2 AUG 19 **(30-2T)** **Eff 15 Aug**
MOSCOW, RUSSIA
STAR


UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2T2) Eff 15 Aug

MOSCOW, RUSSIA
STAR

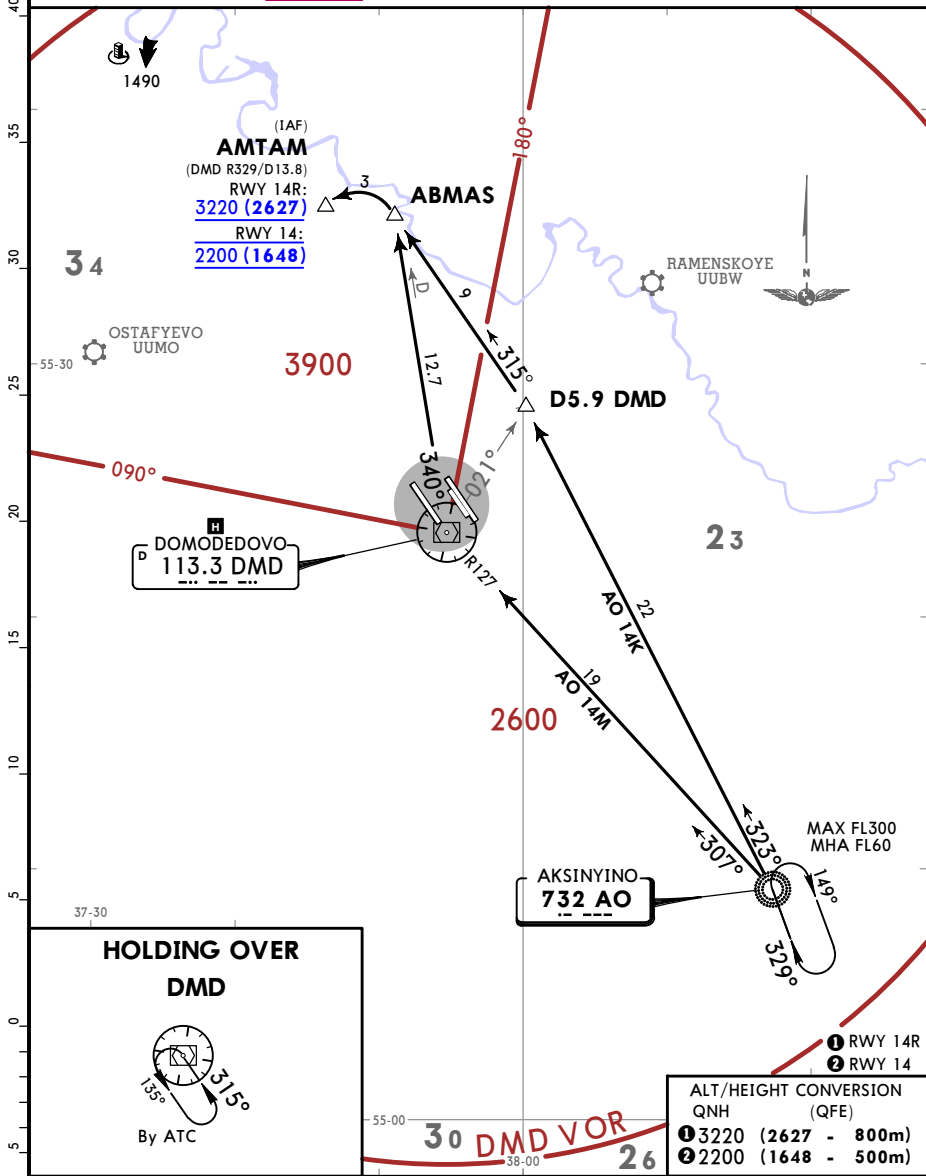
ATIS
128.3
(Russian 122.950)

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.

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

SPEED: MAX 250 KT BELOW FL100



UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2T3) Eff 15 Aug

MOSCOW, RUSSIA
STAR

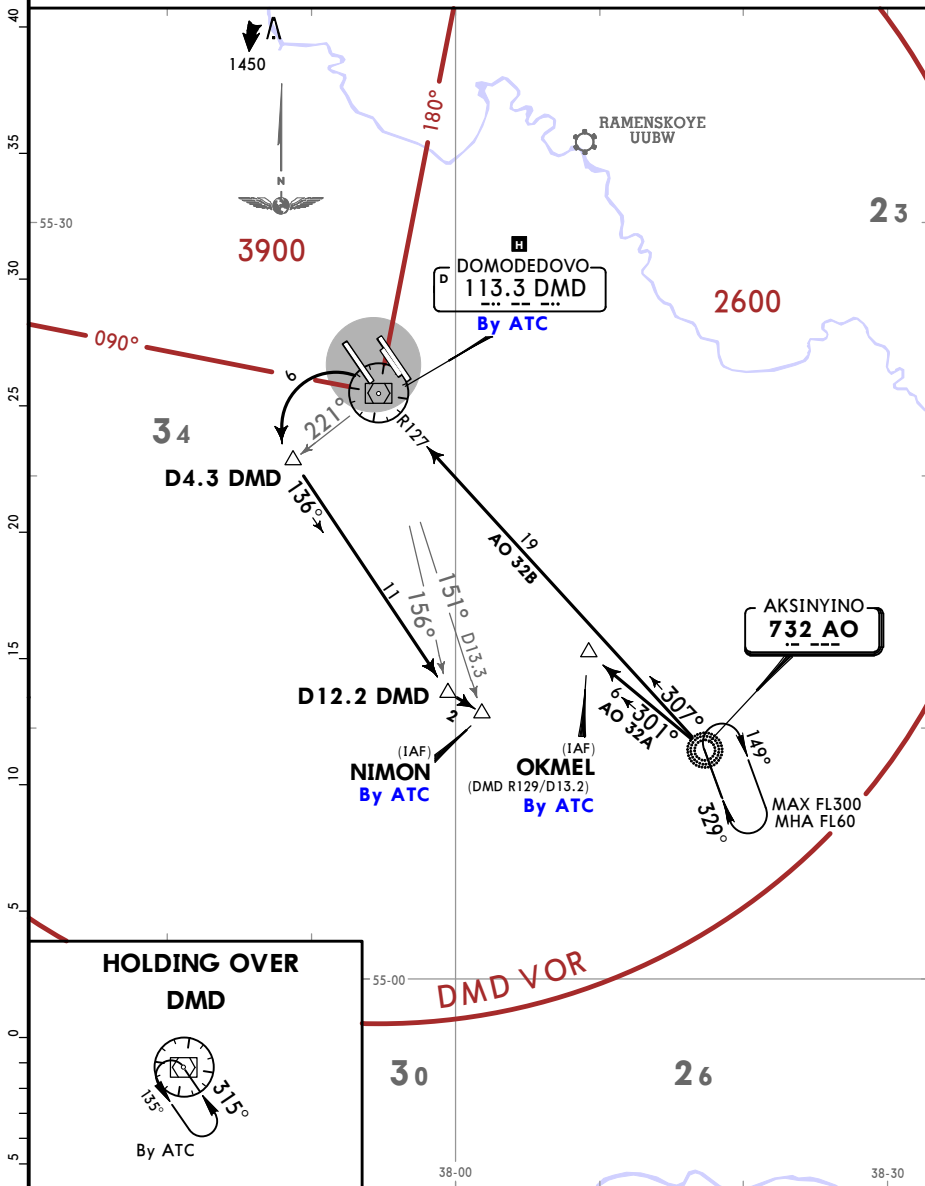
ATIS
128.3
(Russian 122.950)

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.

AKSINYINO 32A (AO 32A)
AKSINYINO 32B (AO 32B)
RWYS 32L, 32 ARRIVALS

SPEED: MAX 250 KT BELOW FL100

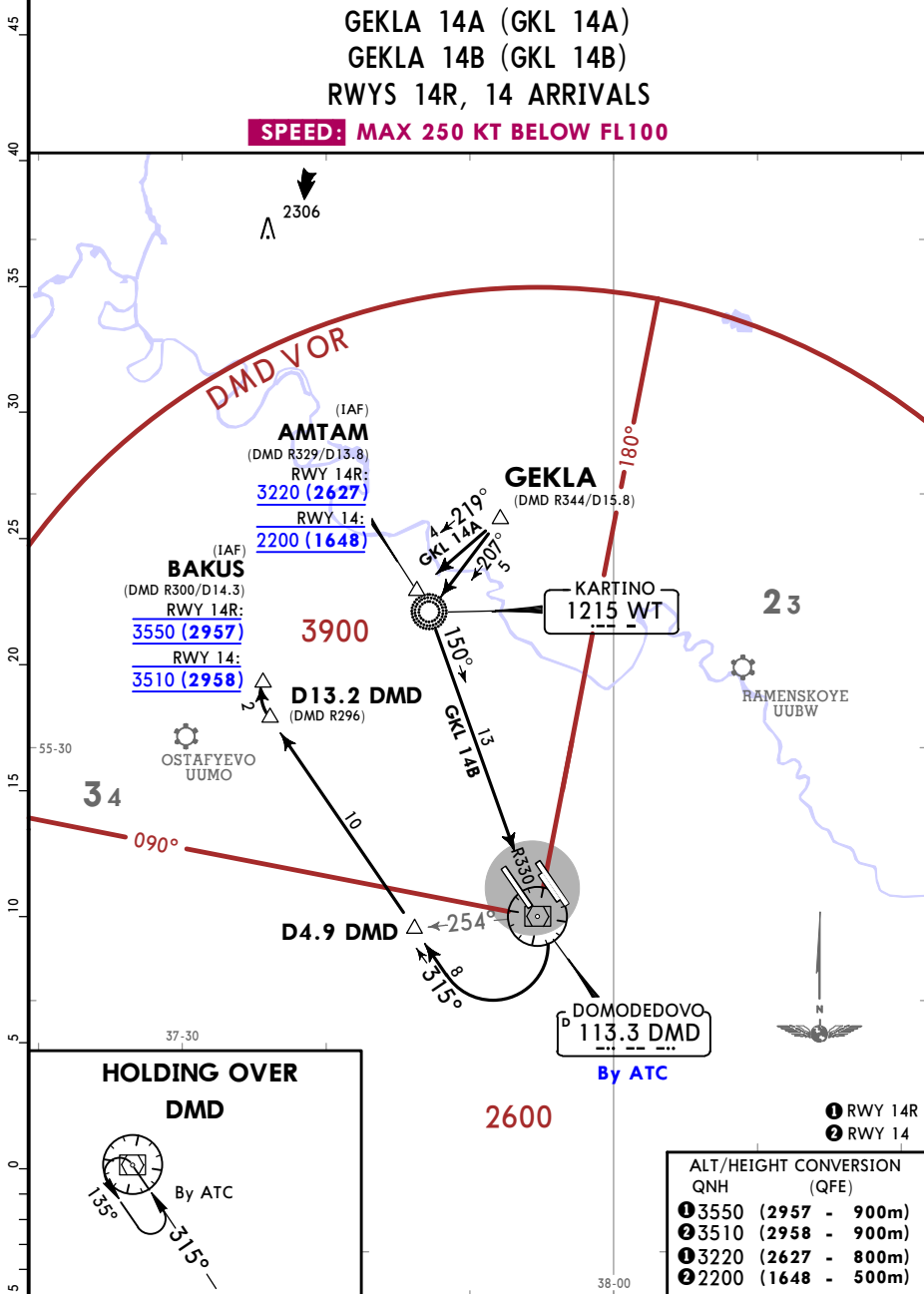


STAR	ROUTING
AO 32A	On 301° bearing to OKMEL.
AO 32B	Intercept DMD R127 inbound to DMD, turn LEFT, 136° track to D12.2 DMD, then to NIMON.

UDD/DME
DOMODEDOVO
JEPPESSEN
 8 JUN 18 **(30-2T5)** **Eff 11 Jun**
MOSCOW, RUSSIA
STAR

 ATIS
128.3
 (Russian **122.950**)

 Apt Elev
594

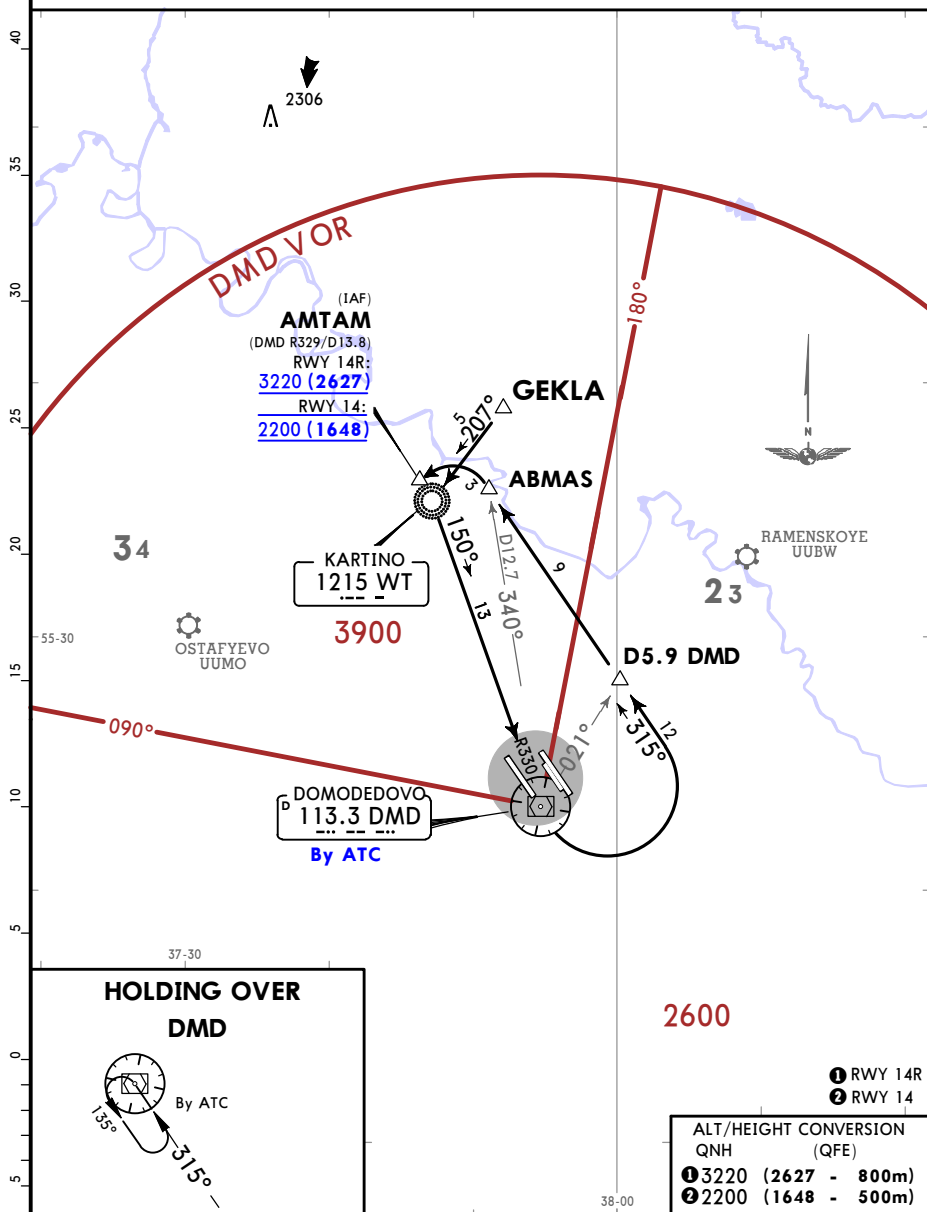
 Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: By ATC
 Execute noise abatement procedures according to ICAO DOC 8168.


UDD/DME
DOMODEDOVO
JEPPESEN
 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.

GEKLA 14M (GKL 14M)
RWYS 14R, 14 ARRIVAL
SPEED: MAX 250 KT BELOW FL100

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

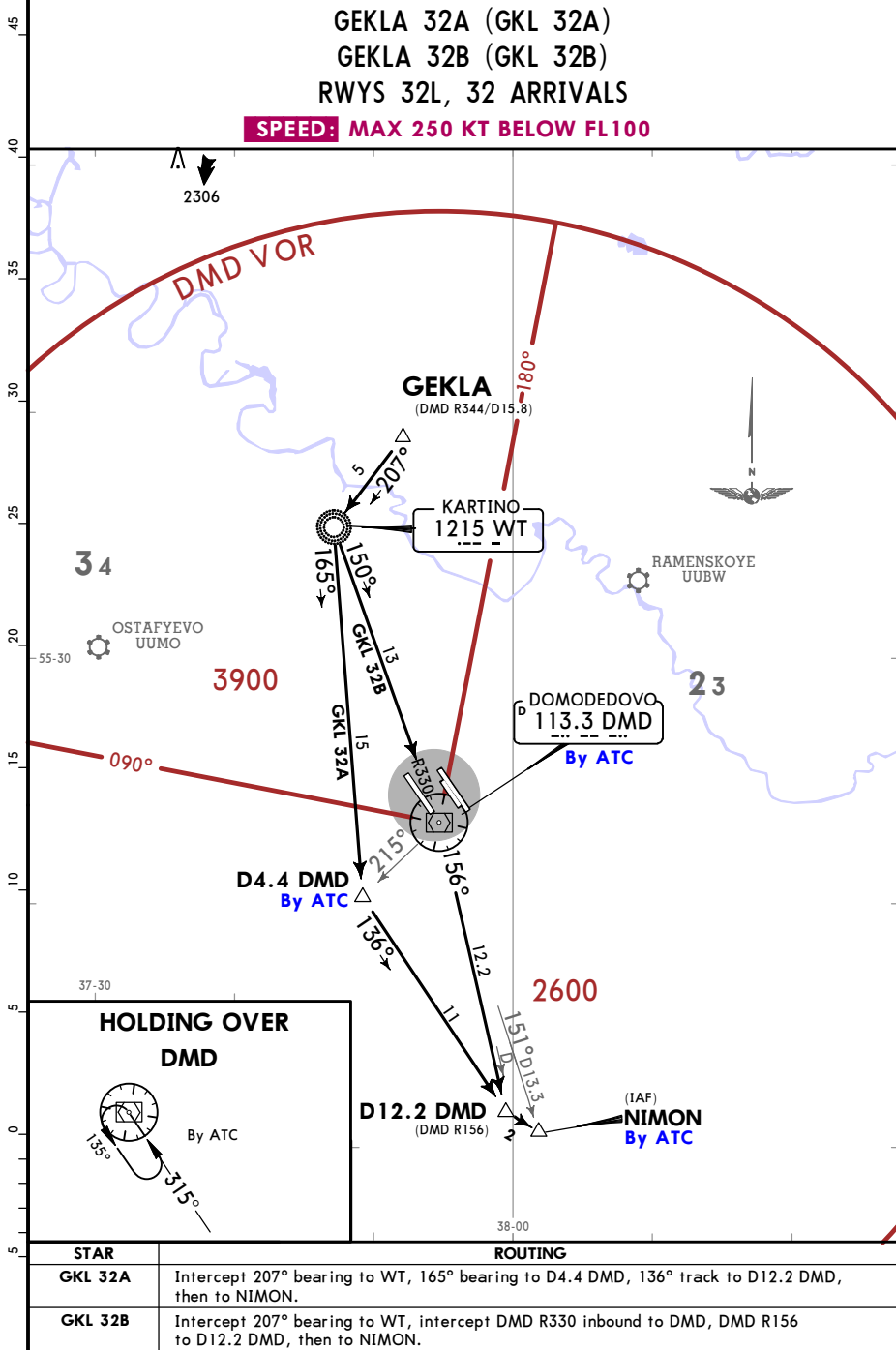
CHANGES: New runway established; DW NDB decommissioned.

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UDD/DME
DOMODEDOVO
JEPPesen
 8 JUN 18 **(30-2T)** **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.


UDD/DME
DOMODEDOVO

JEPPesen
8 JUN 18 (30-2T8) Eff 11 Jun

MOSCOW, RUSSIA
STAR

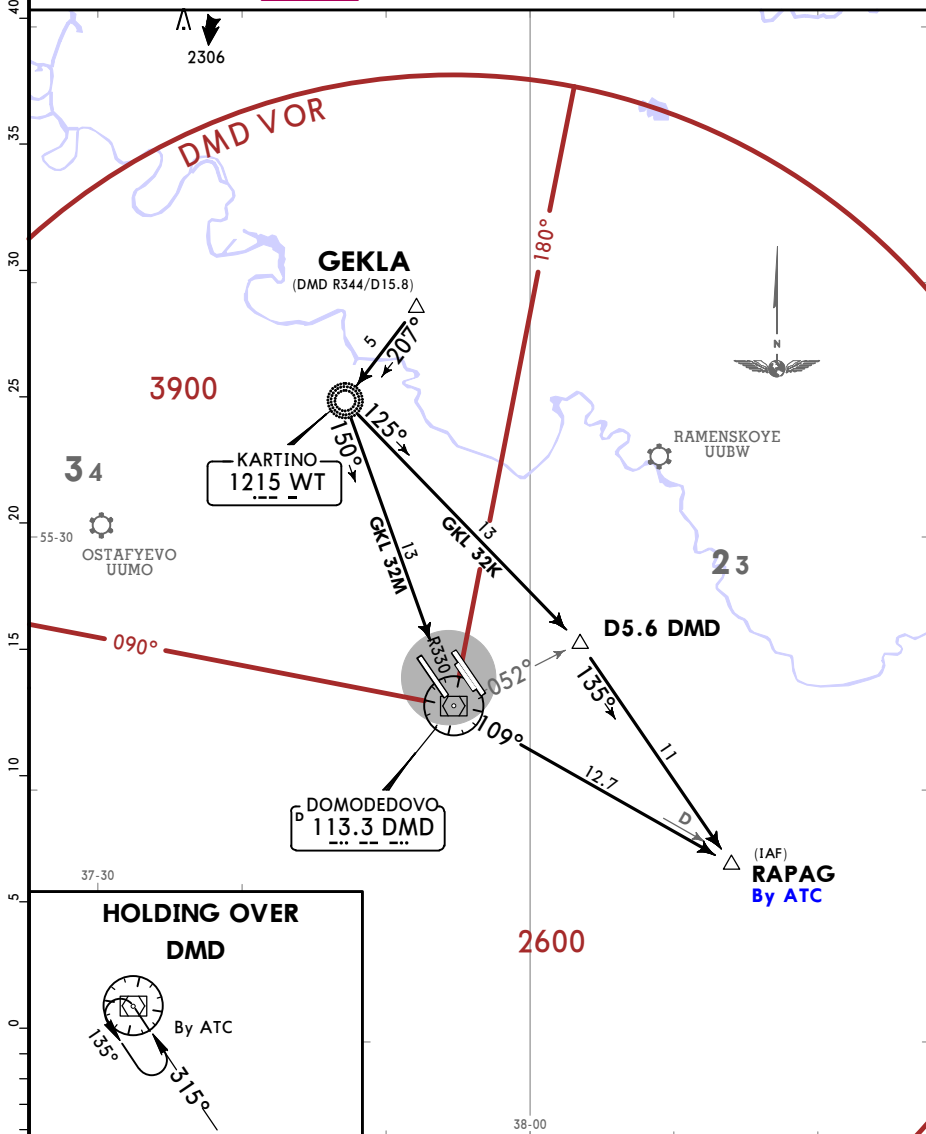
ATIS
128.3
(Russian 122.950)

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.

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

SPEED: MAX 250 KT BELOW FL100



UUDD/DME
DOMODEDOVO

JEPPESSEN
8 JUN 18 (30-2T9) Eff 11 Jun

MOSCOW, RUSSIA

STAR

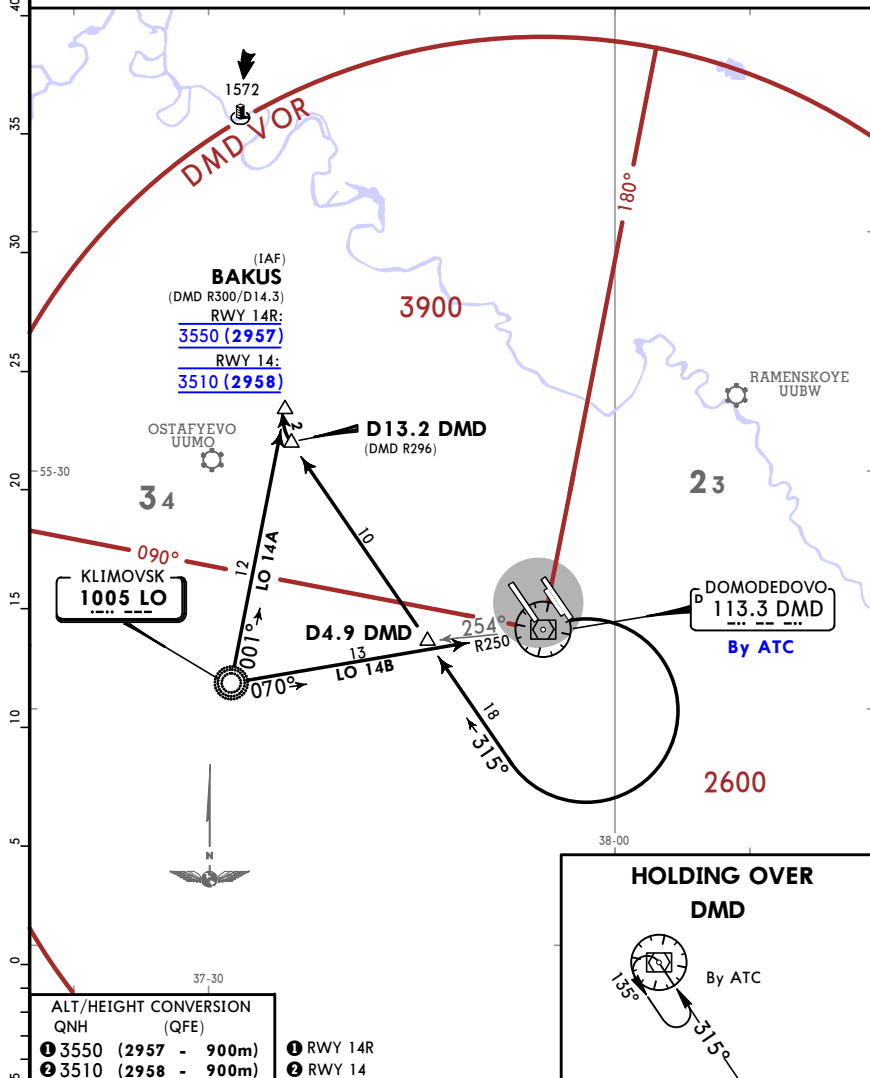
ATIS
128.3
(Russian 122.950)

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



ALT/HEIGHT CONVERSION
QNH (QFE)

① 3550 (2957 - 900m)
② 3510 (2958 - 900m)

① RWY 14R
② RWY 14

HOLDING OVER DMD

By ATC

STAR

LO 14A

LO 14B

ROUTING

On 001° bearing to BAKUS.

Intercept DMD R250 inbound to DMD, turn RIGHT, 315° track to D13.2 DMD, then to BAKUS.

UDD/DME
DOMODEDOVO

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

MOSCOW, RUSSIA
STAR

ATIS
128.3
(Russian 122.950)

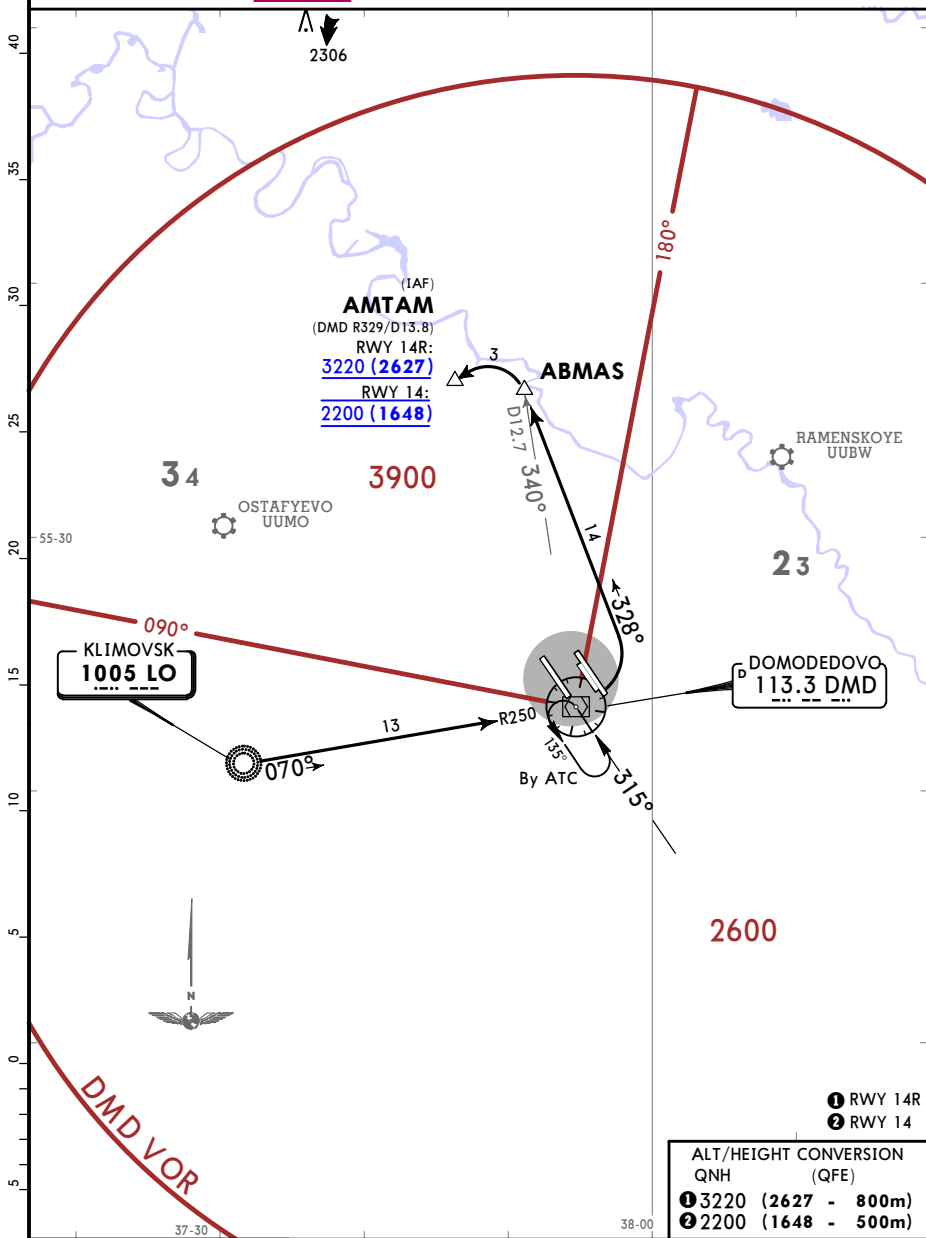
Apt Elev
594

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.

UDD/DME
DOMODEDOVO

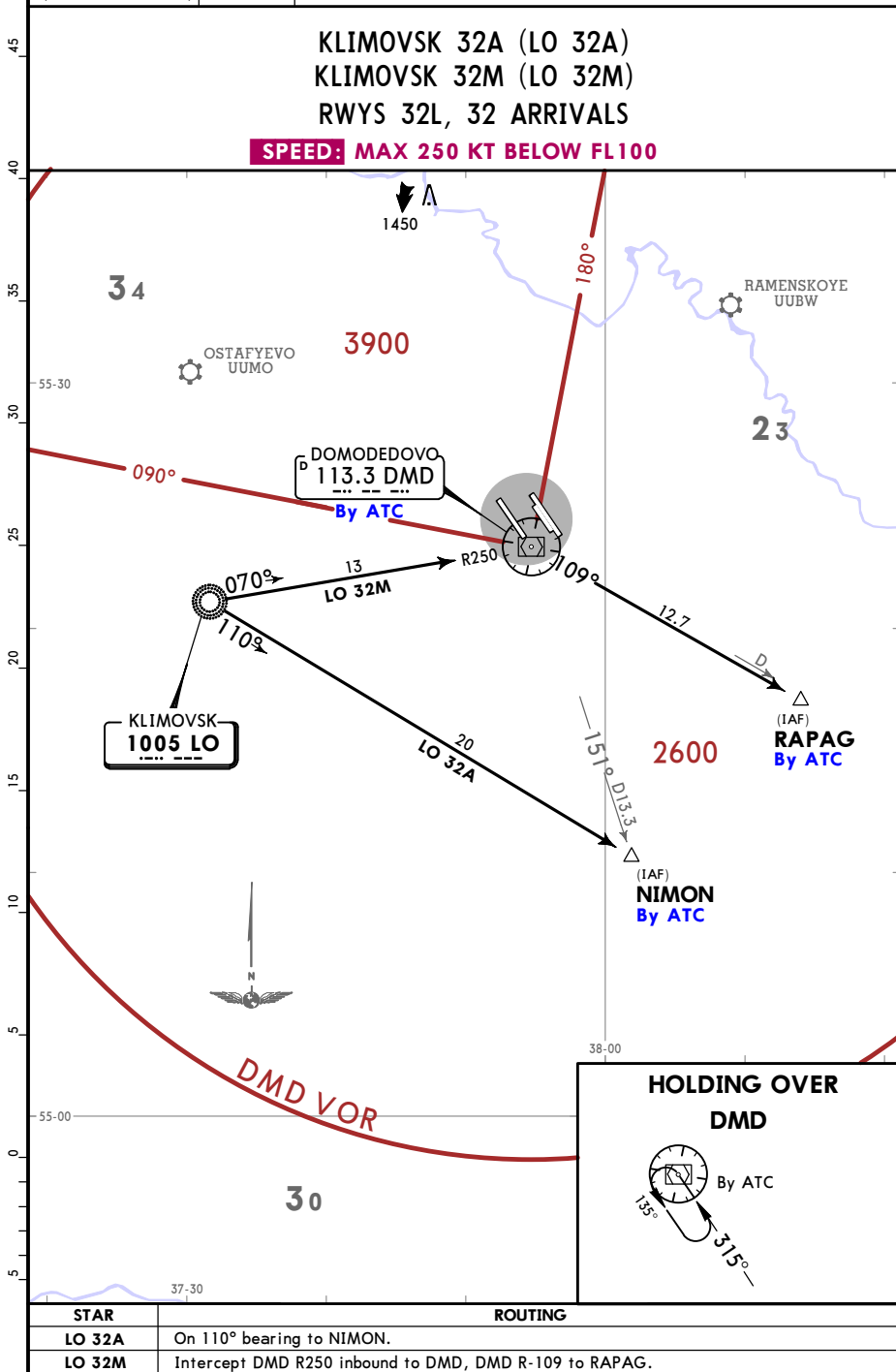
JEPPESSEN
8 JUN 18 (30-2V) Eff 11 Jun

MOSCOW, RUSSIA
STAR

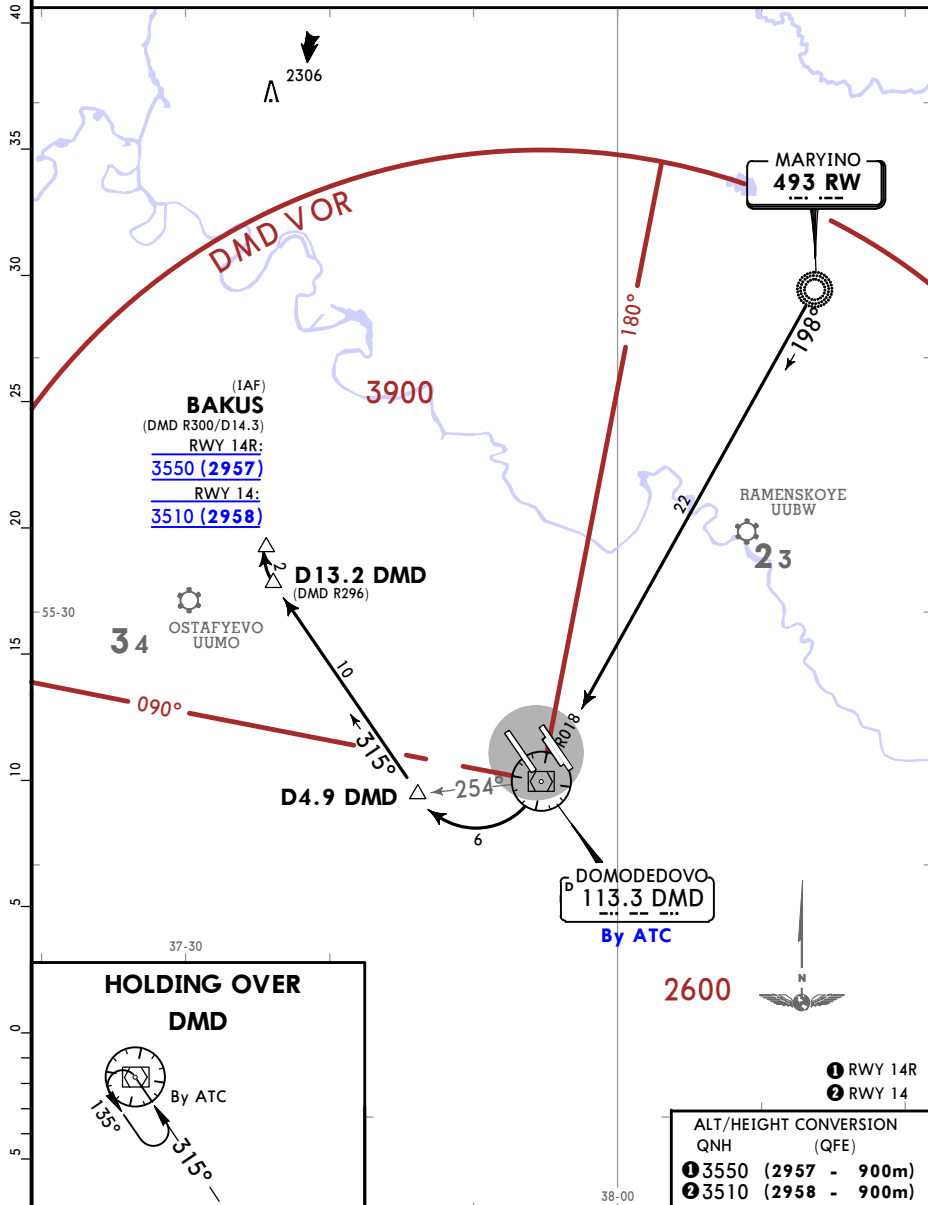
ATIS
128.3
(Russian 122.950)

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.



UDD/DME
DOMODEDOVO
JEPPesen
8 JUN 18 **(30-2V1)** **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.
MARYINO 14B (RW 14B)
RWYS 14R, 14 ARRIVAL
BY ATC
SPEED: MAX 250 KT BELOW FL100


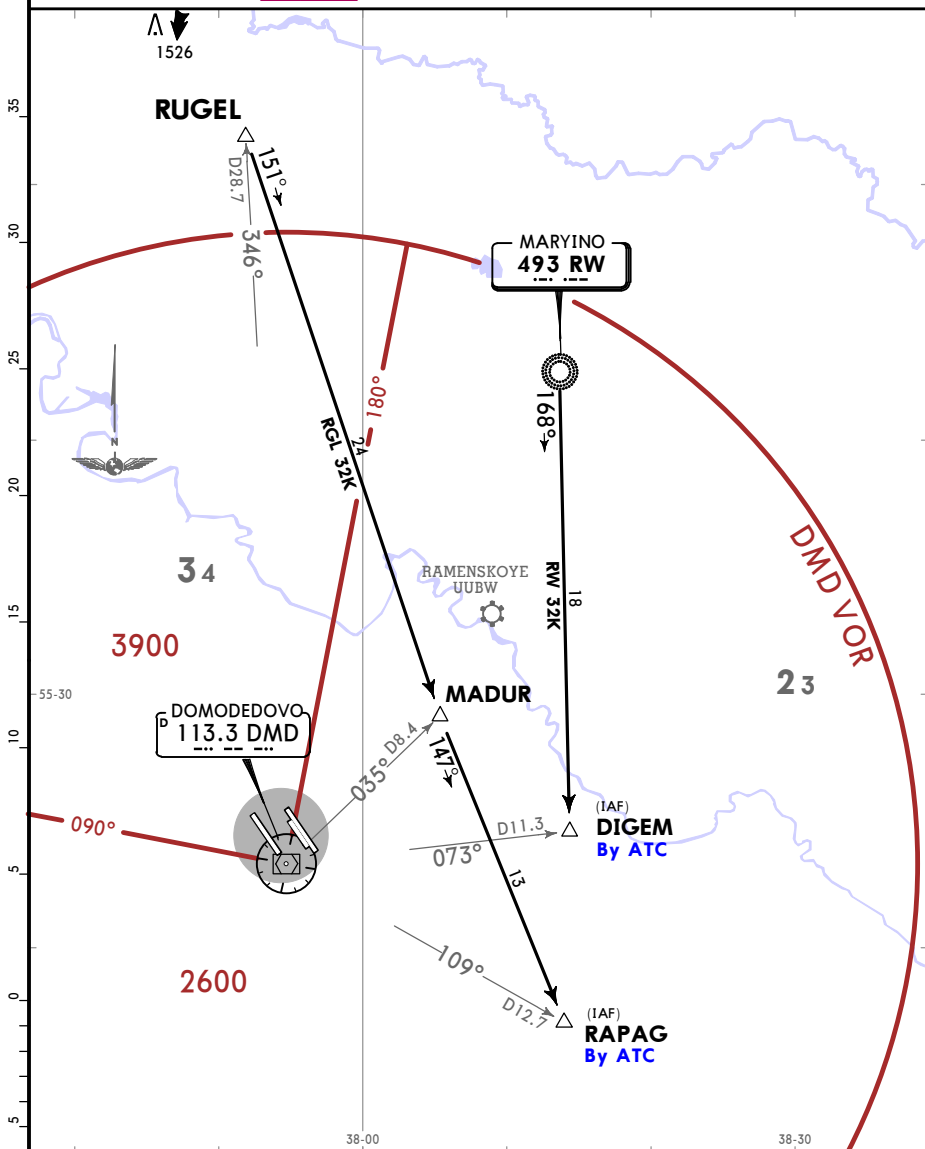
UDD/DME
DOMODEDOVO
JEPPESSEN
 8 JUN 18 (30-2V2) Eff 11 Jun

MOSCOW, RUSSIA
STAR

 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 32K (RW 32K)
RUGEL 32K (RGL 32K)
RWYS 32L, 32 ARRIVALS
BY ATC
SPEED: MAX 250 KT BELOW FL100


STAR	ROUTING
RW 32K	On 168° bearing to DIGEM.
RGL 32K	On 151° track to MADUR, 147° track to RAPAG.

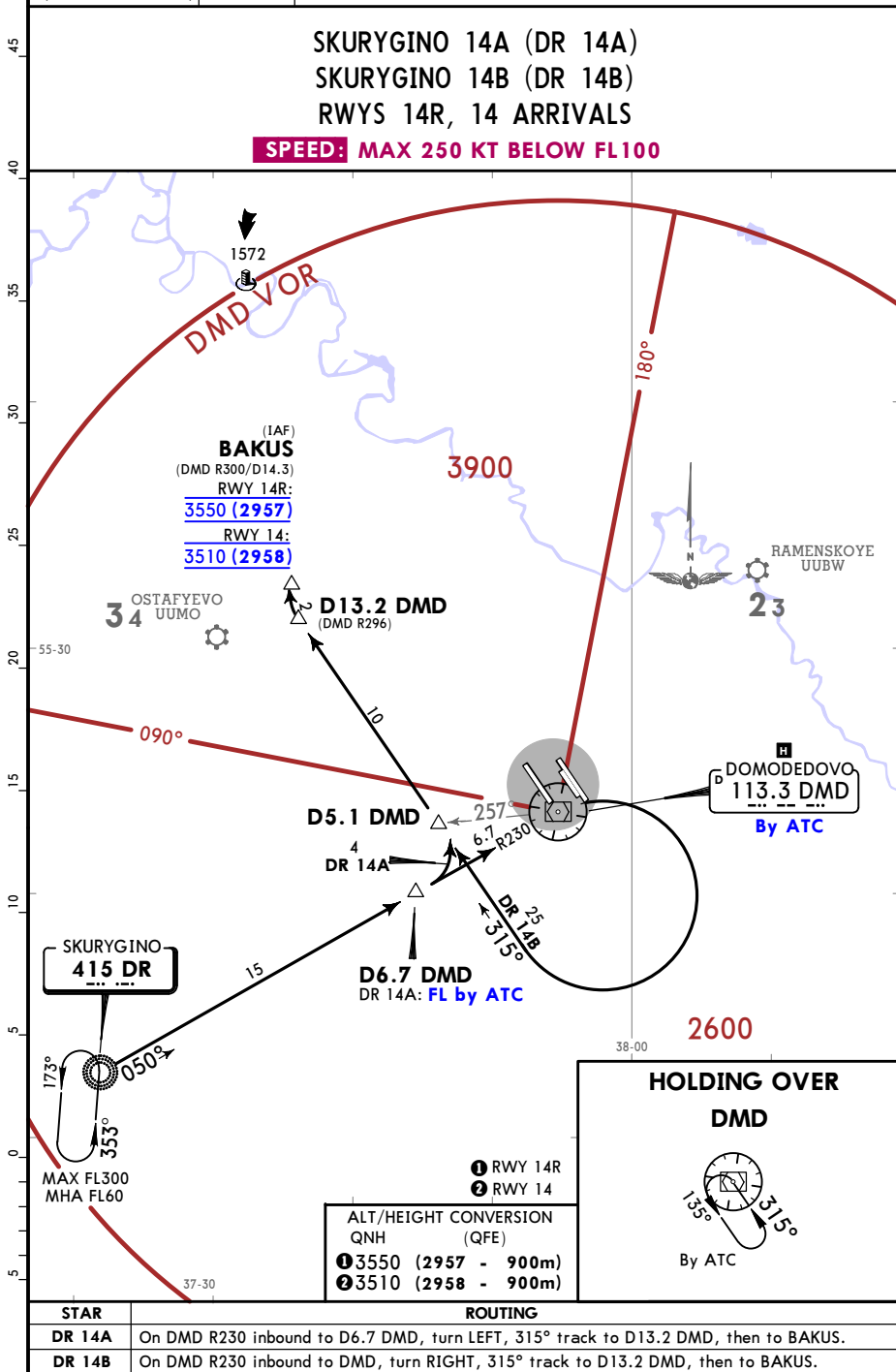
CHANGES: New runway established; DE NDB decommissioned.

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UDD/DME
DOMODEDOVO
JEPPesen
 2 AUG 19 **(30-2V3)** **Eff 15 Aug**
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.


UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2V4) Eff 15 Aug

MOSCOW, RUSSIA
STAR

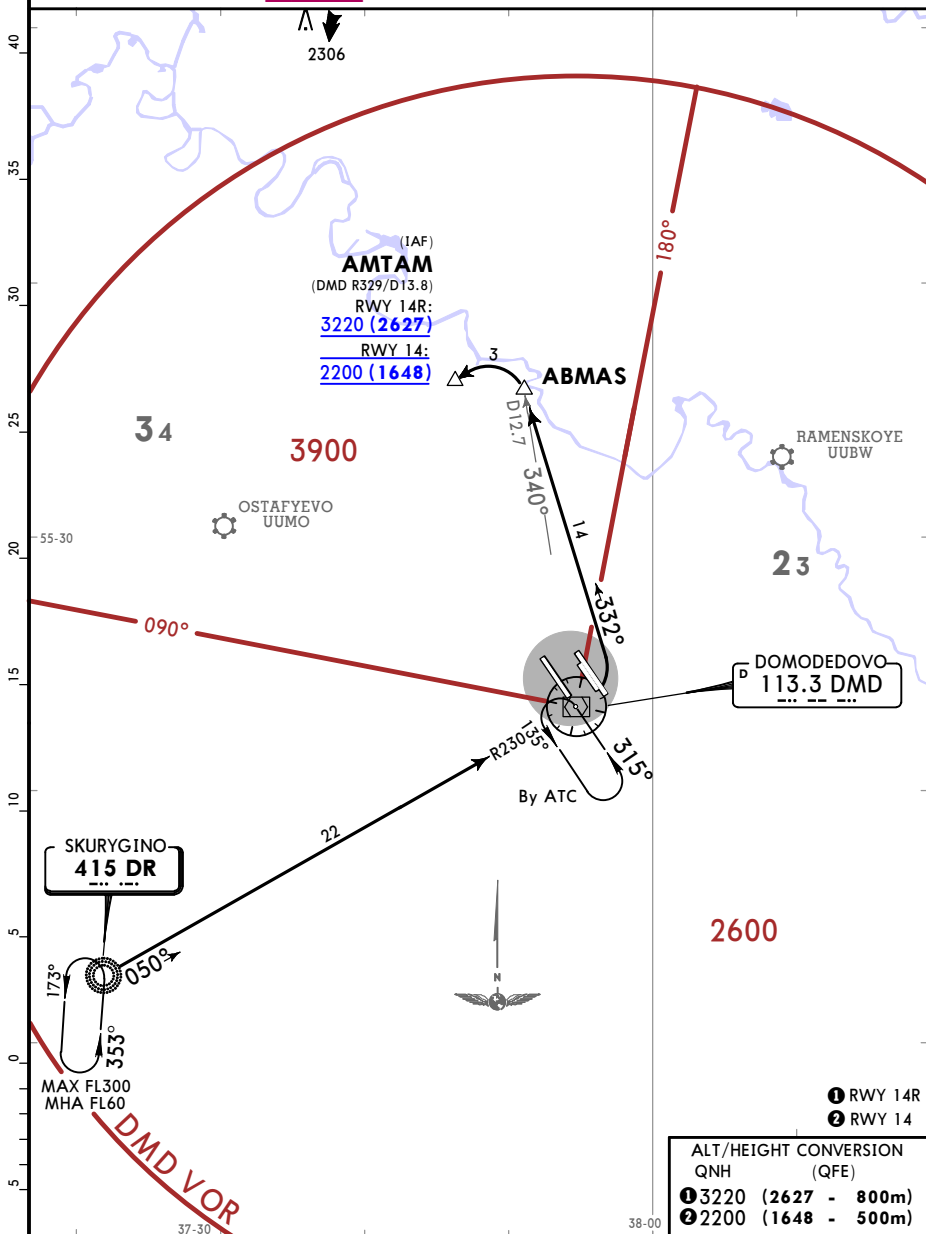
ATIS
128.3
(Russian 122.950)

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.

SKURYGINO 14M (DR 14M)
RWYS 14R, 14 ARRIVAL

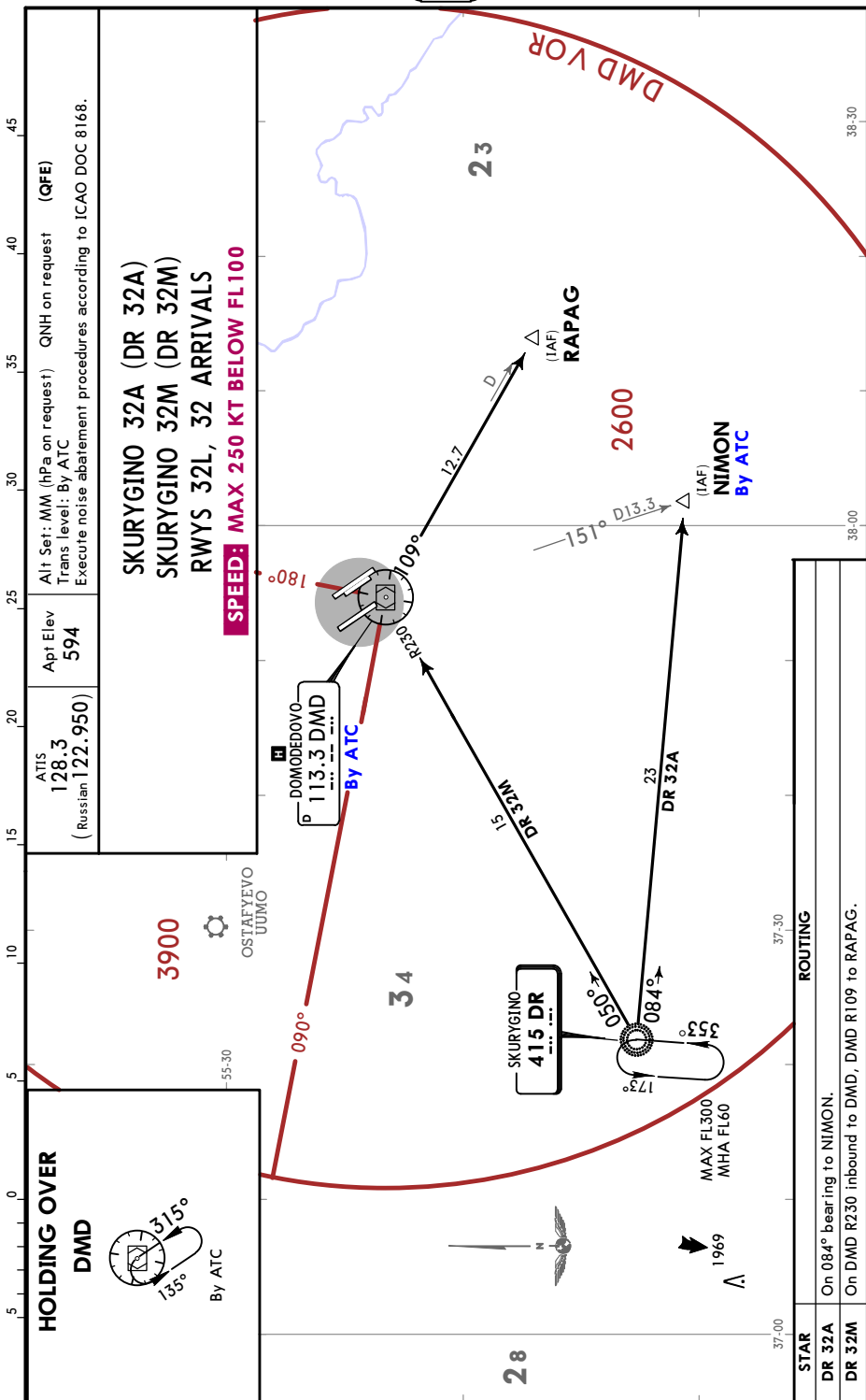
SPEED: MAX 250 KT BELOW FL100



UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (30-2V5) Eff 15 Aug

MOSCOW, RUSSIA
STAR

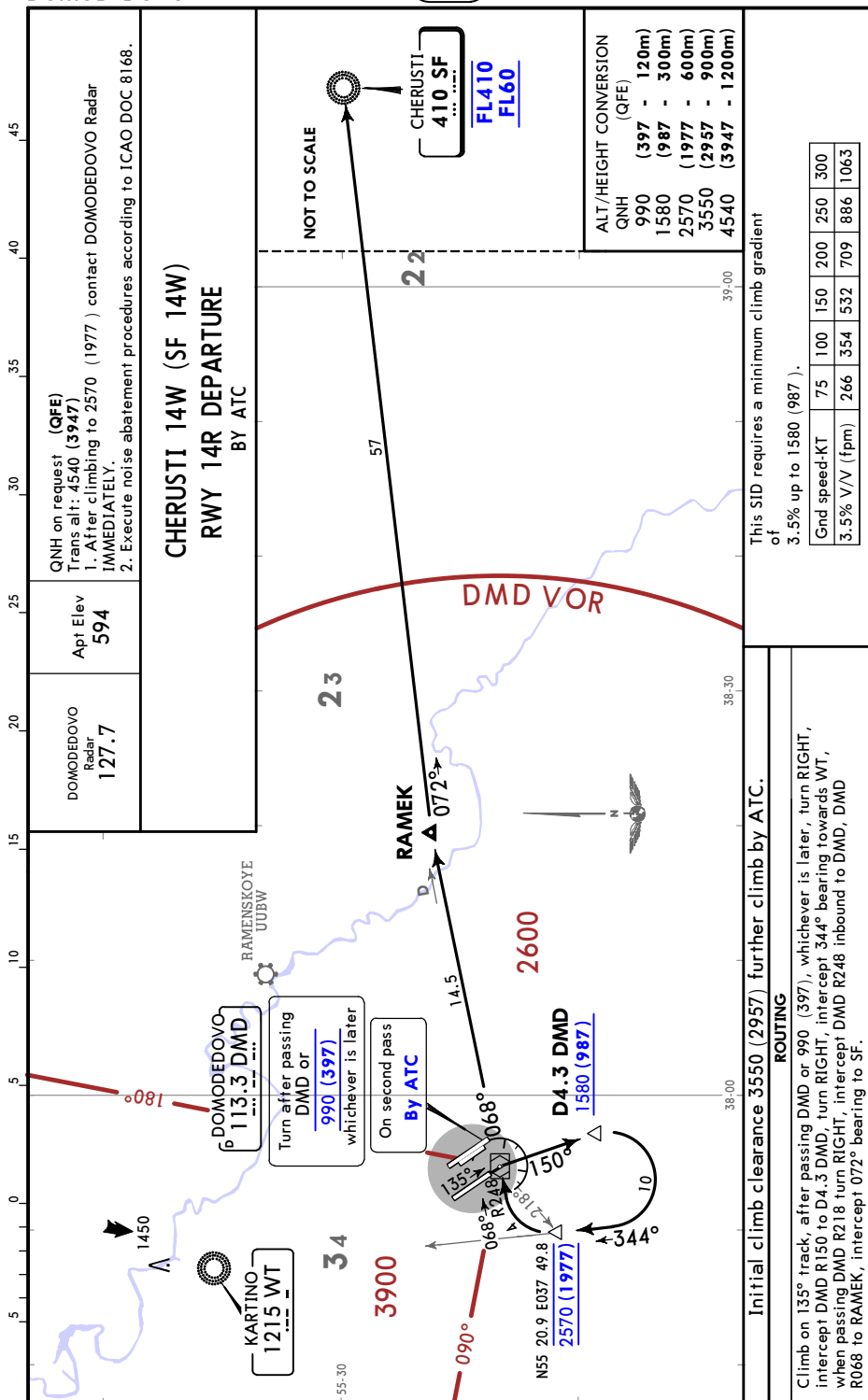


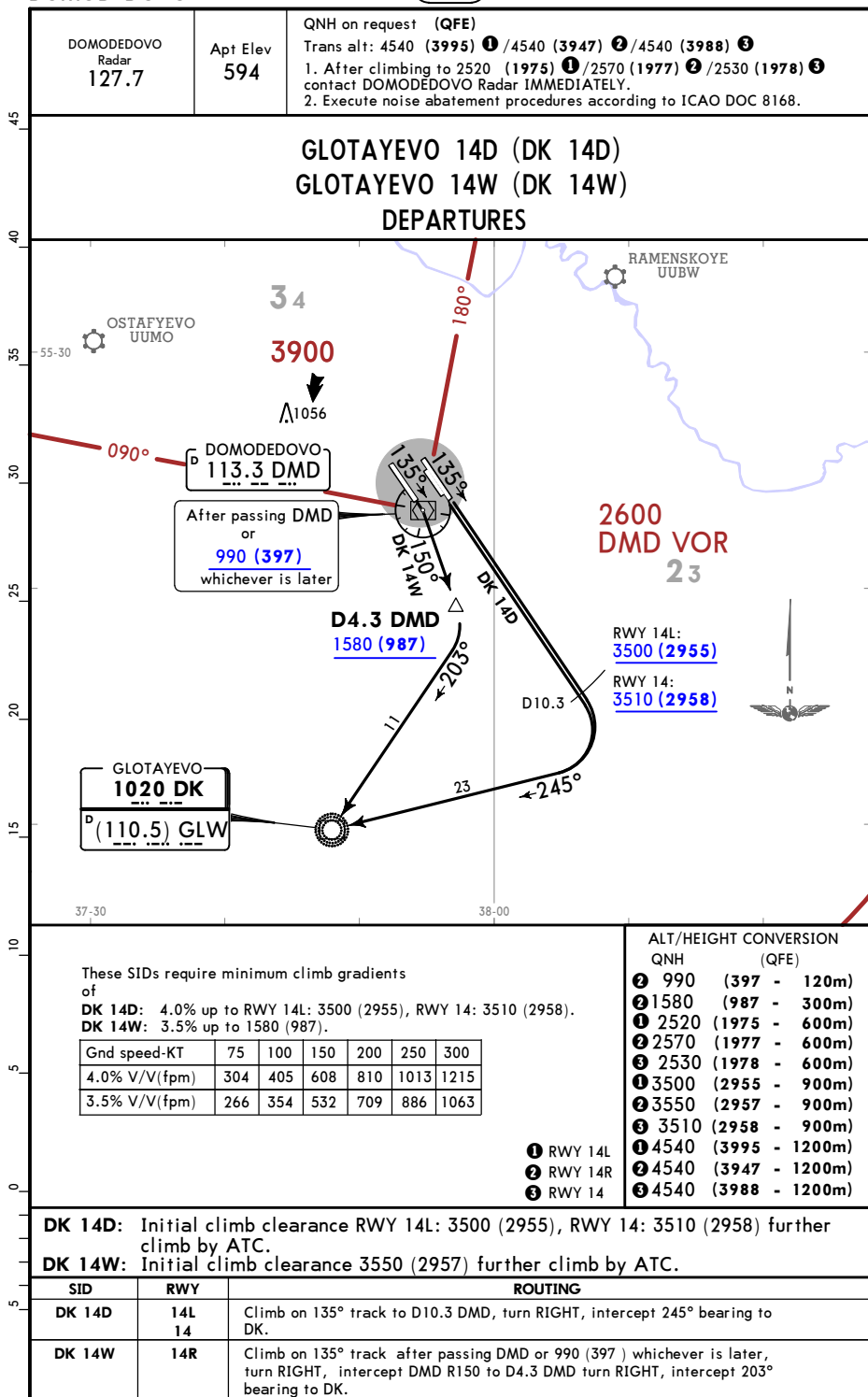
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UDD/DME
DOMODEDOVO

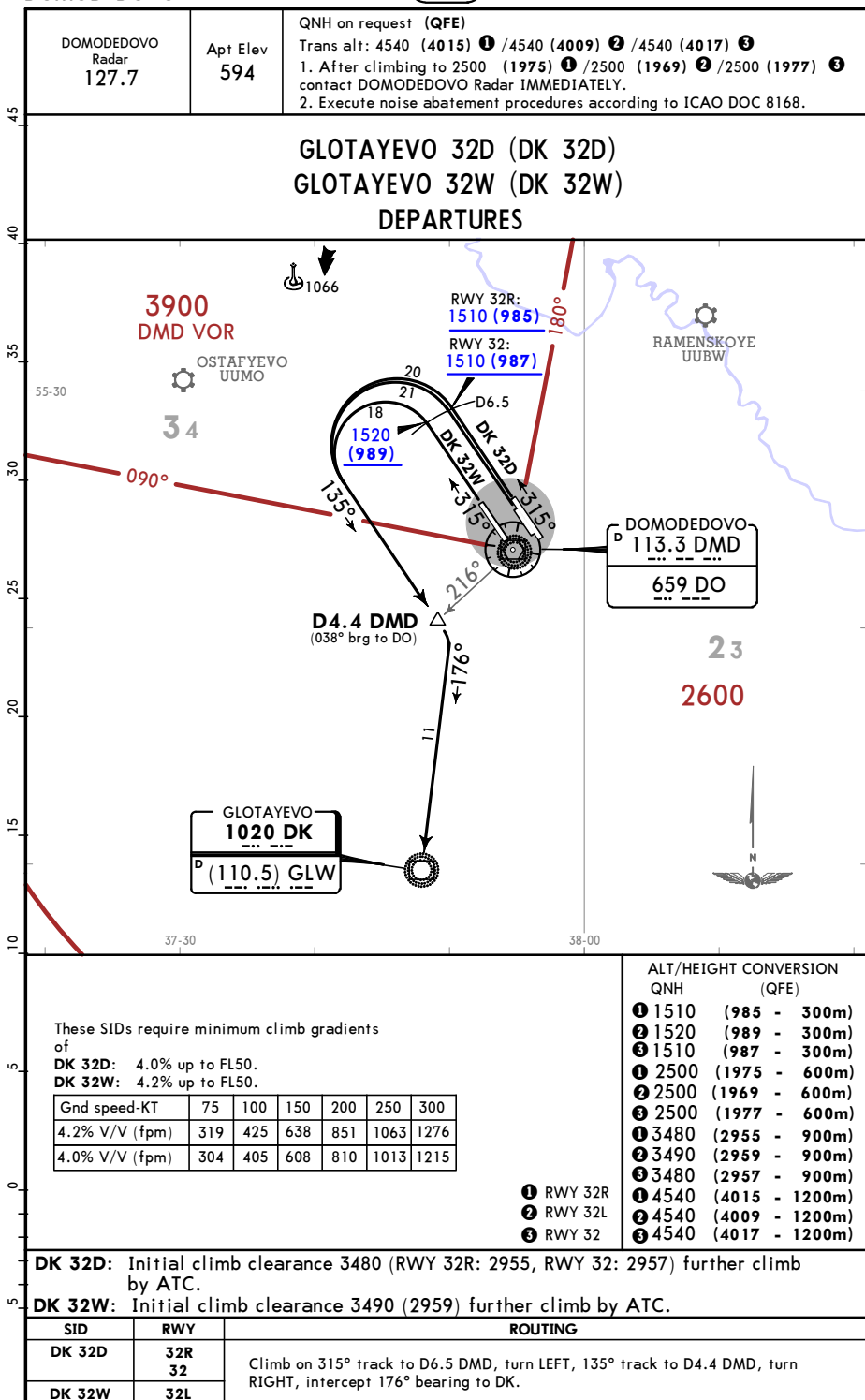
JEPPesen
8 JUN 18 30-3 Eff 11 Jun

MOSCOW, RUSSIA
SID



UDD/DME
DOMODEDOVO
JEPPesen
 8 JUN 18 **(30-3B)** **Eff 11 Jun**
MOSCOW RUSSIA
SID


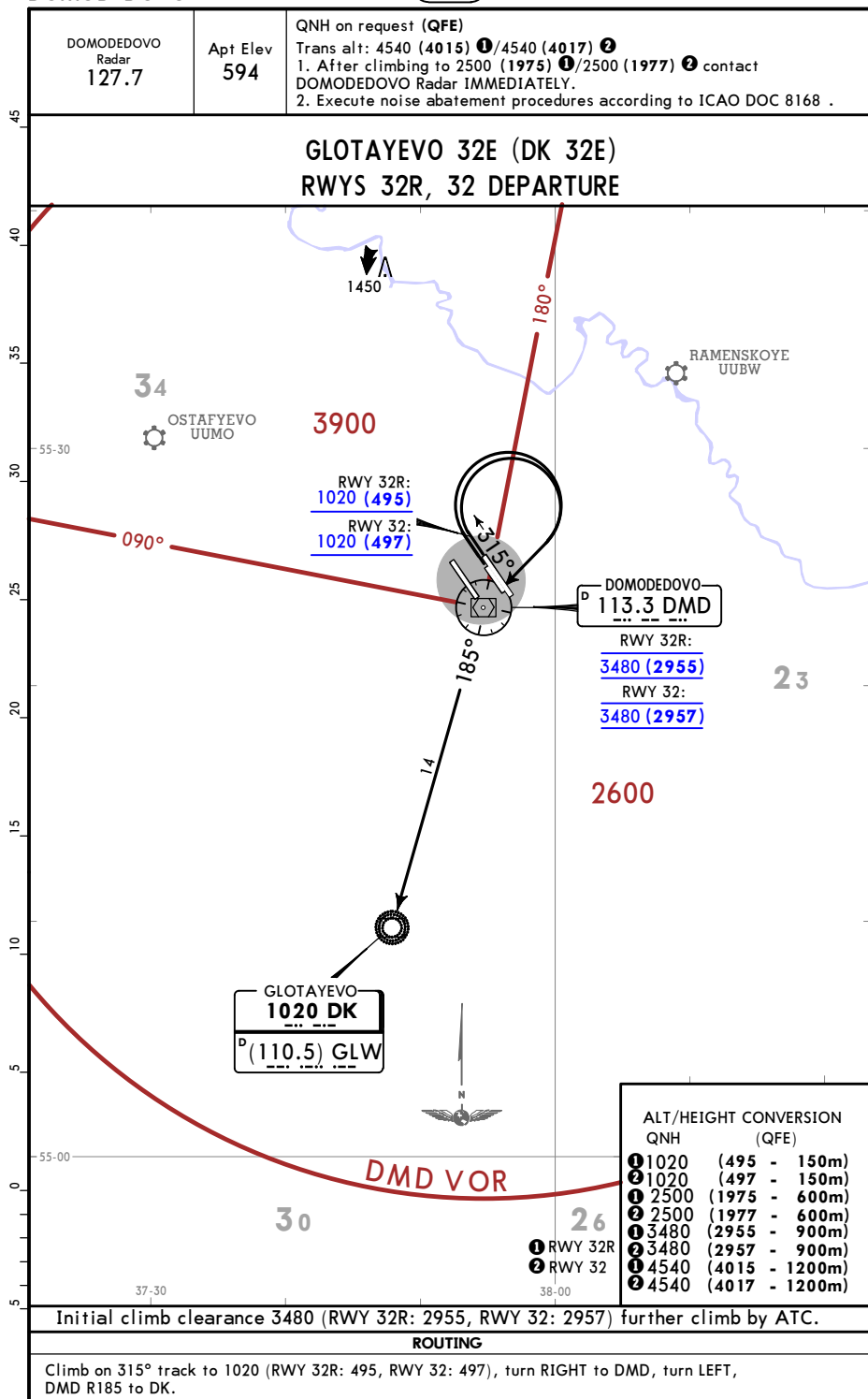
UDD/DME
DOMODEDOVO
JEPPesen
8 JUN 18 **(30-3C)** Eff 11 Jun

MOSCOW, RUSSIA
SID


UDD/DME
DOMODEDOVO

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

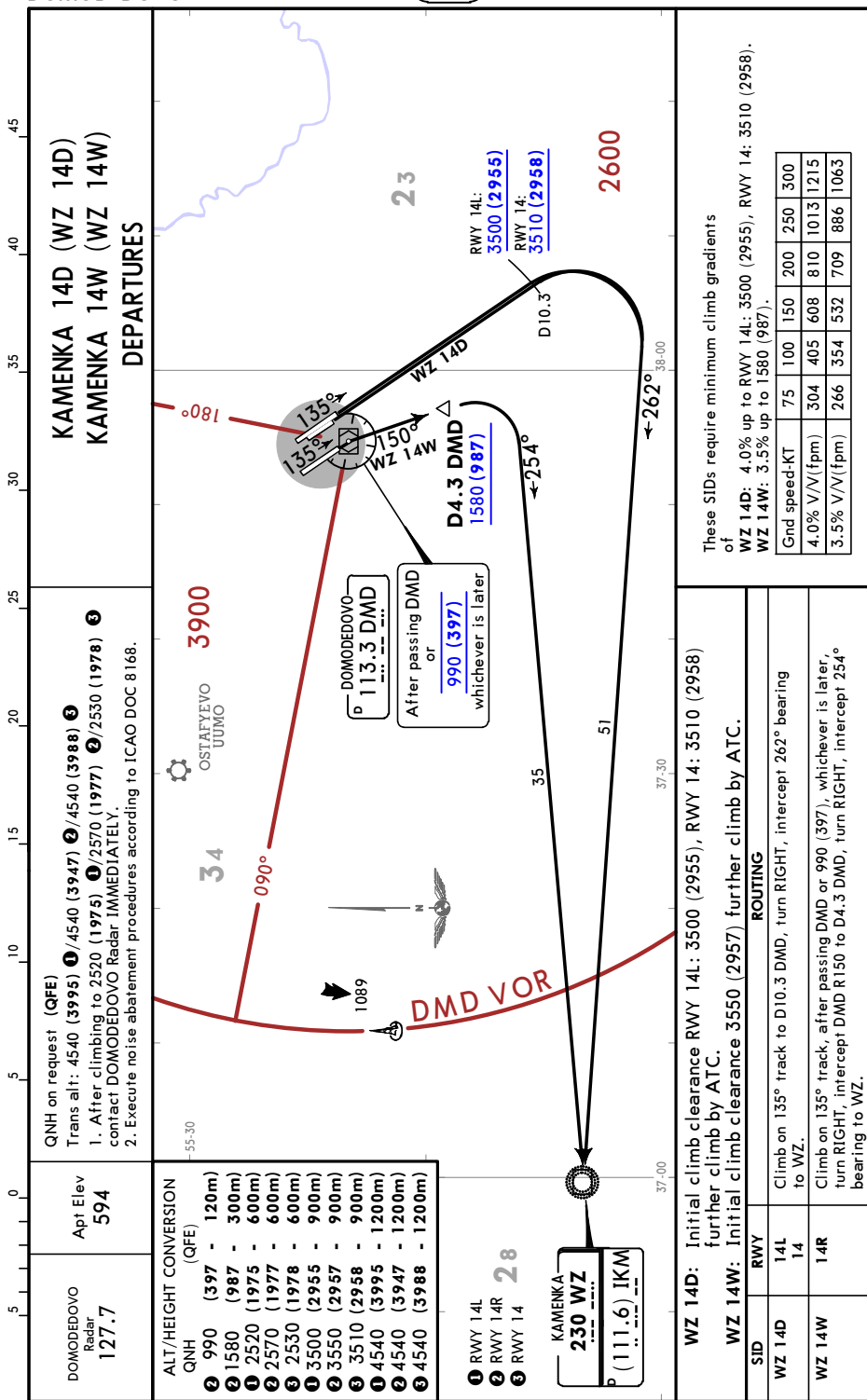
MOSCOW, RUSSIA
SID



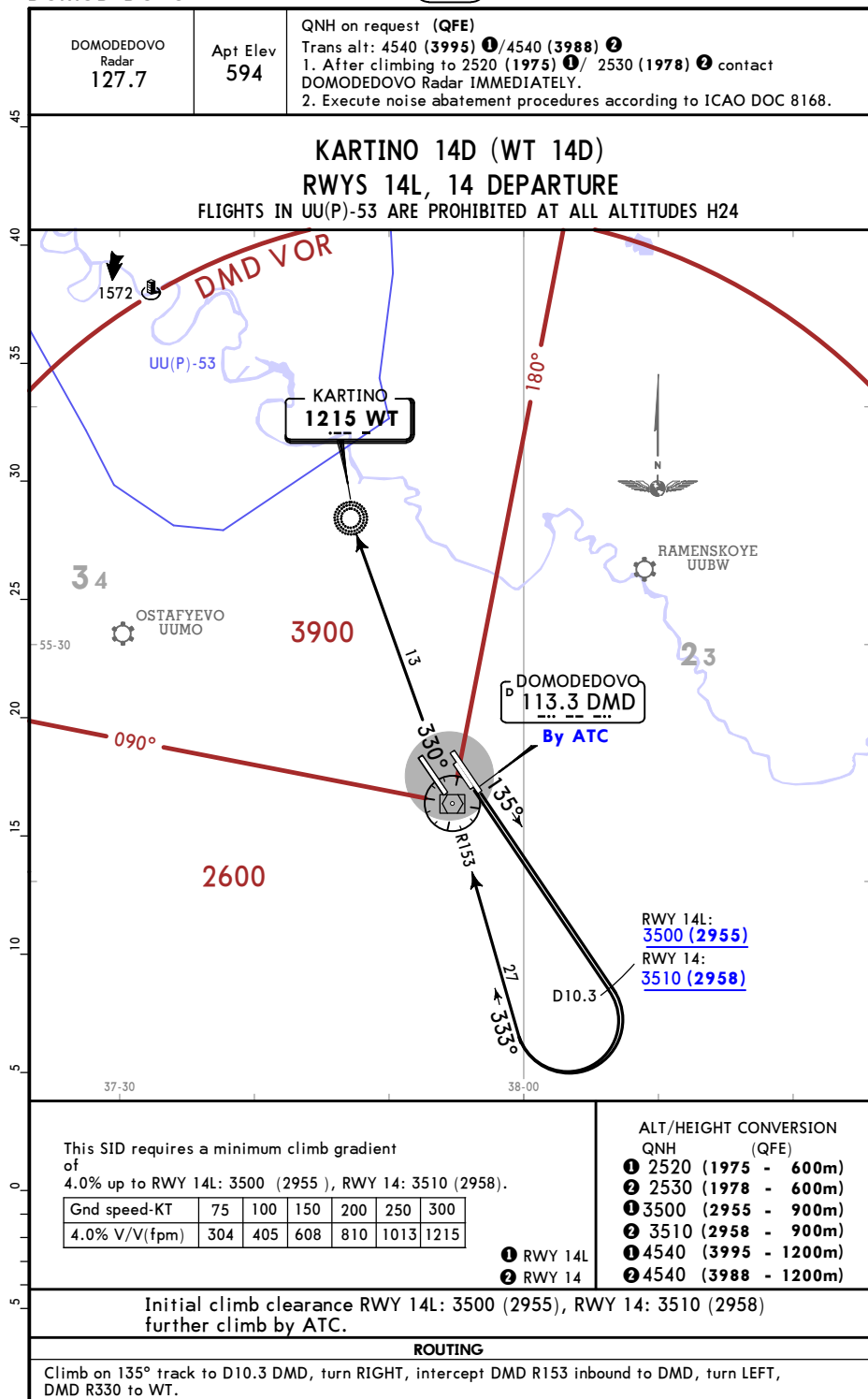
UDD/DME
DOMODEDOVO

JEPPesen
8 JUN 18 (30-3E) Eff 11 Jun

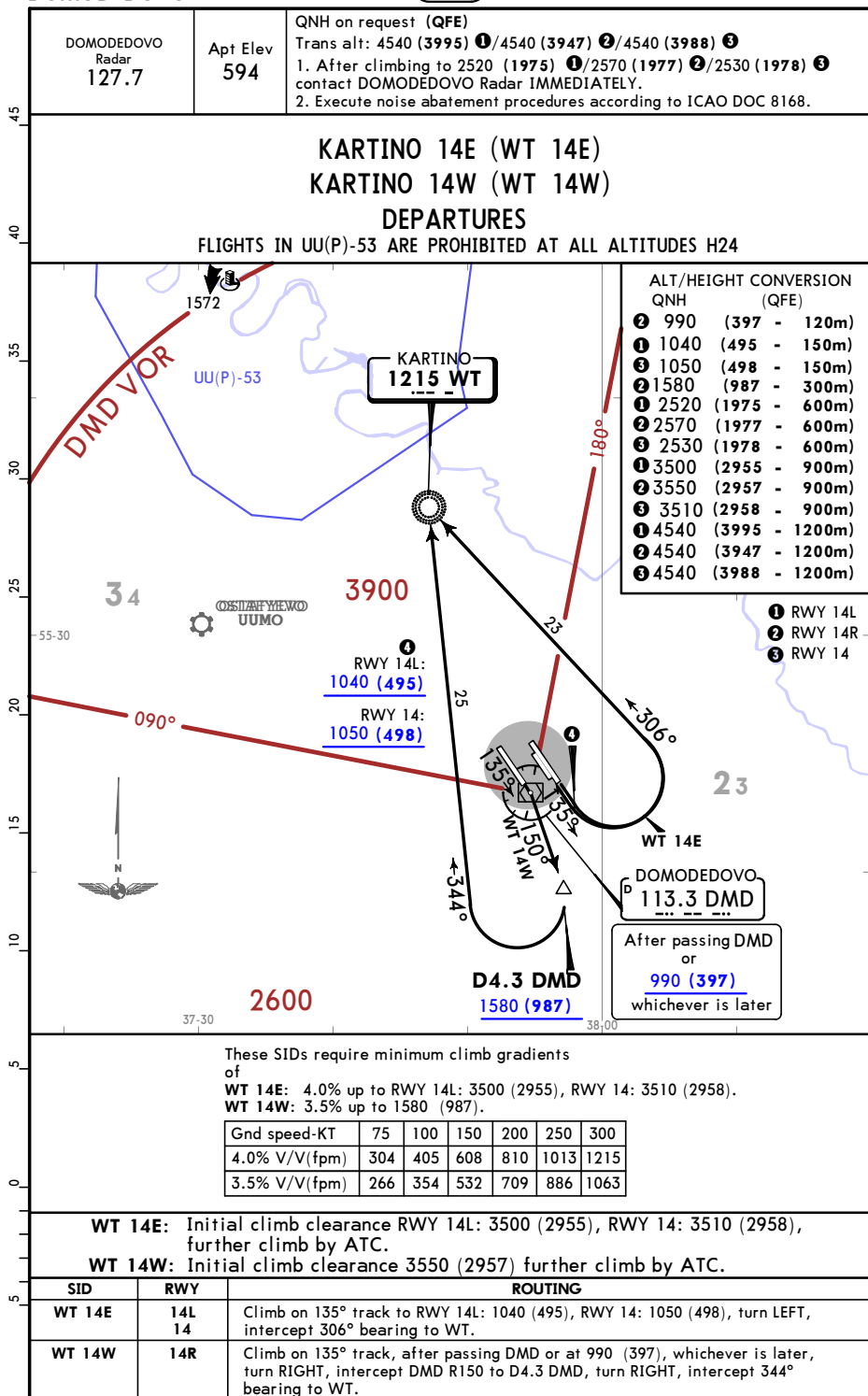
MOSCOW, RUSSIA
SID



CHANGES: New RWY established.

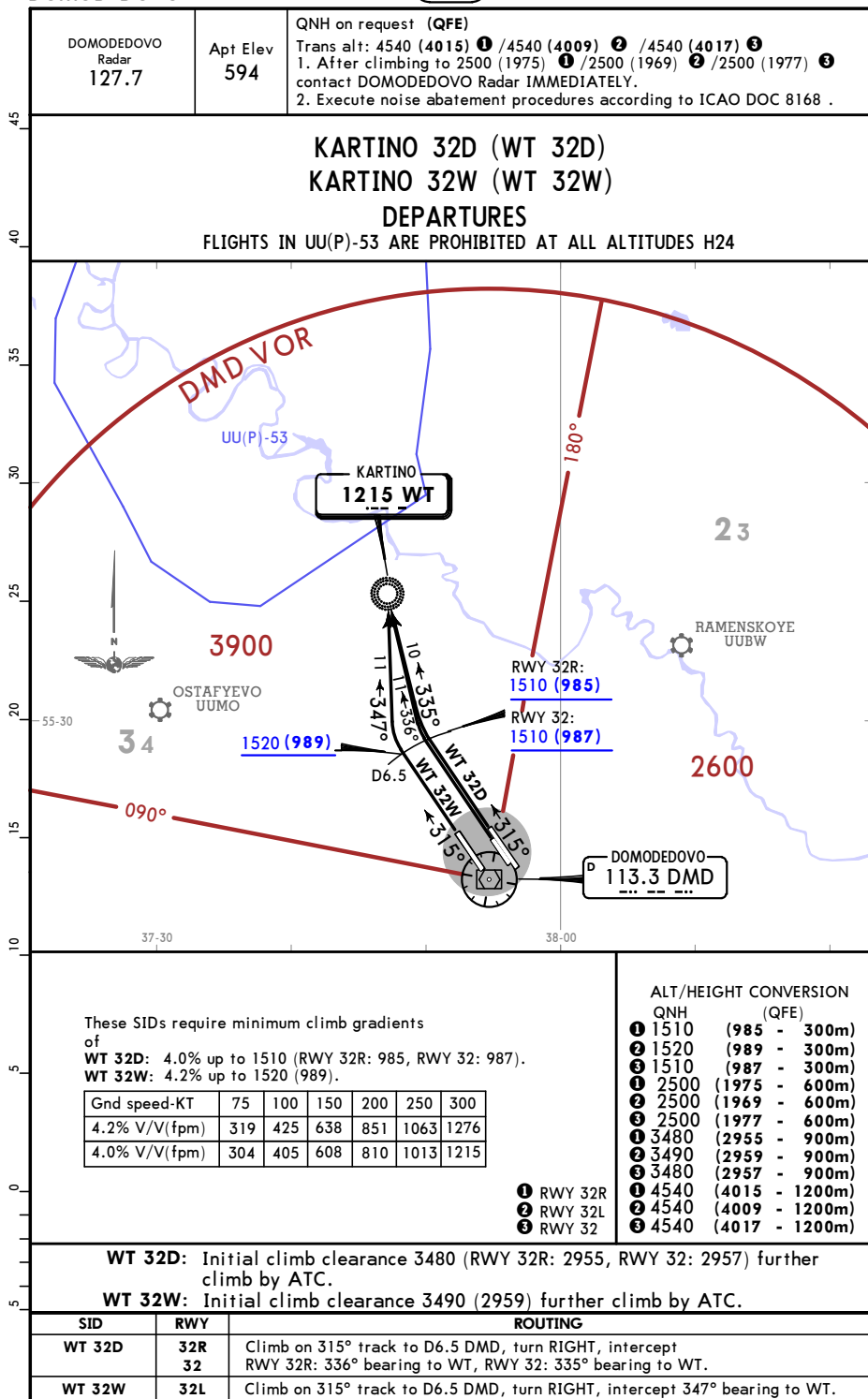
UDD/DME
DOMODEDOVO
JEPPESSEN
 8 JUN 18 **(30-3F)** **Eff 11 Jun**
MOSCOW, RUSSIA
SID


UUDD/DME
DOMODEDOVO
JEPPesen
8 JUN 18 **(30-3G)** Eff 11 Jun

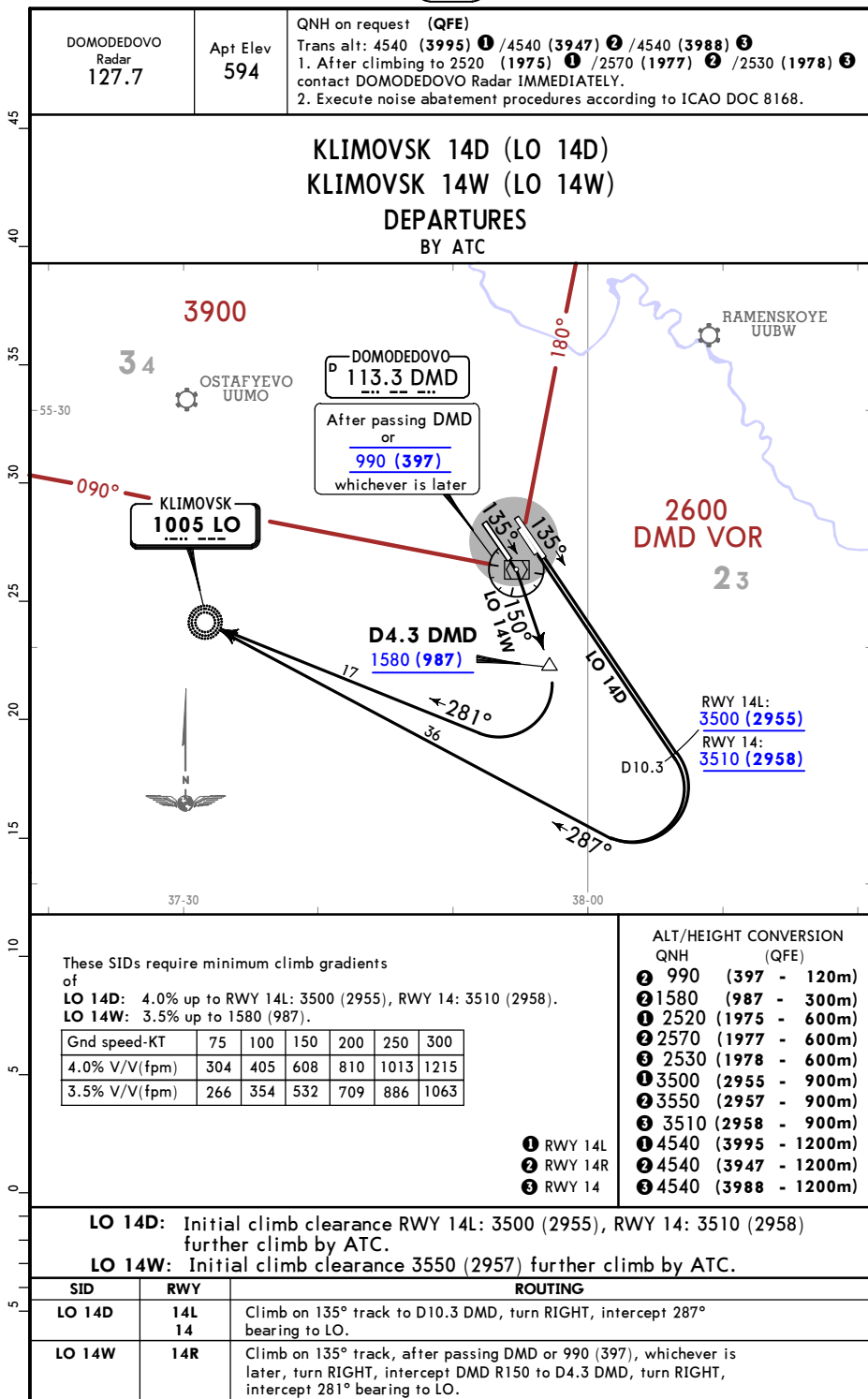
MOSCOW, RUSSIA
SID


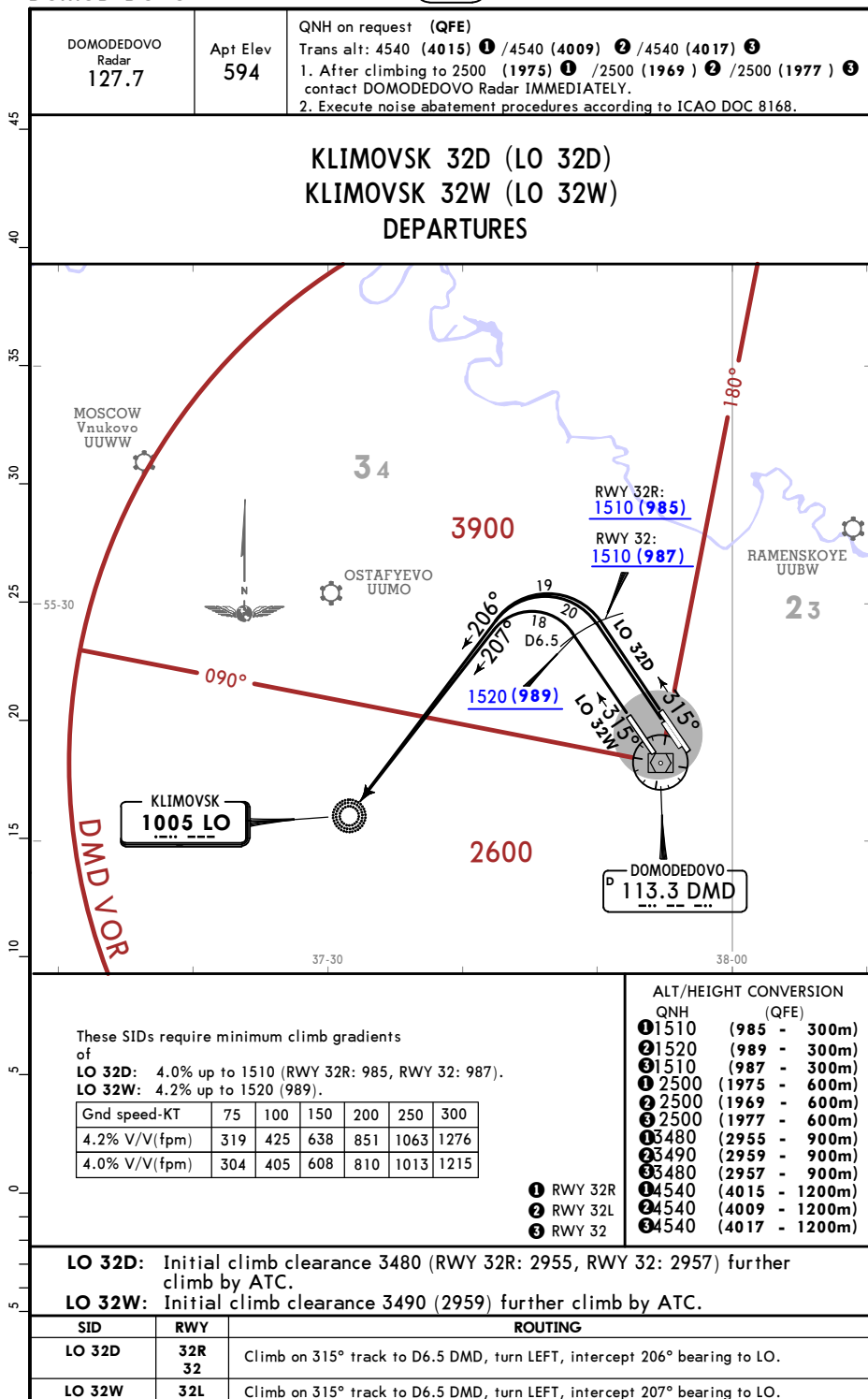
CHANGES: New RWY established.

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UDD/DME
DOMODEDOVO
JEPPESSEN
 9 NOV 18 **(30-3H)**
MOSCOW, RUSSIA
SID


UDD/DME
DOMODEDOVO
JEPPesen
 9 NOV 18 (30-3J)

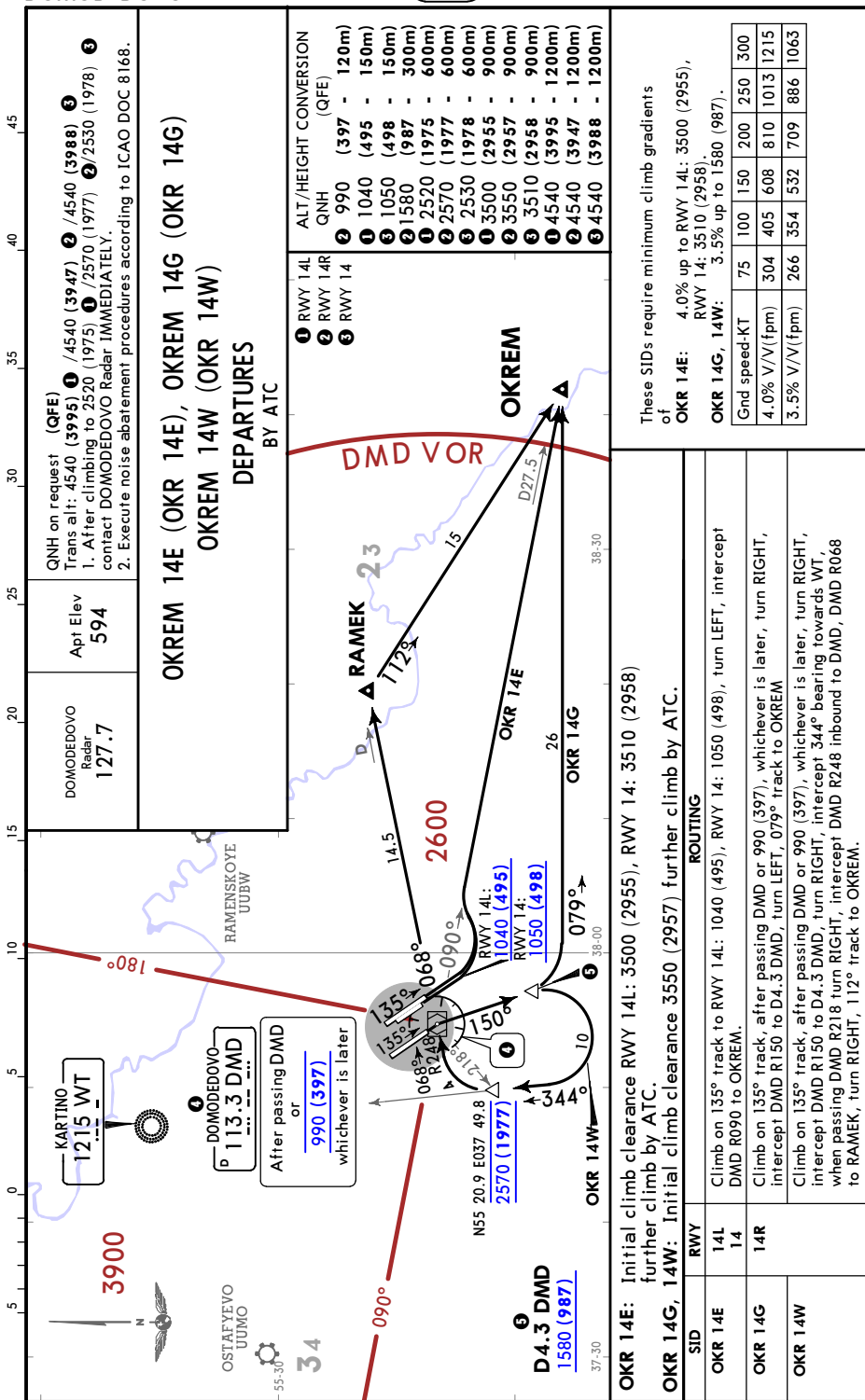
MOSCOW, RUSSIA
SID


UDD/DME
DOMODEDOVO
JEPPESSEN
 8 JUN 18 **(30-3K)** **Eff 11 Jun**
MOSCOW, RUSSIA
SID


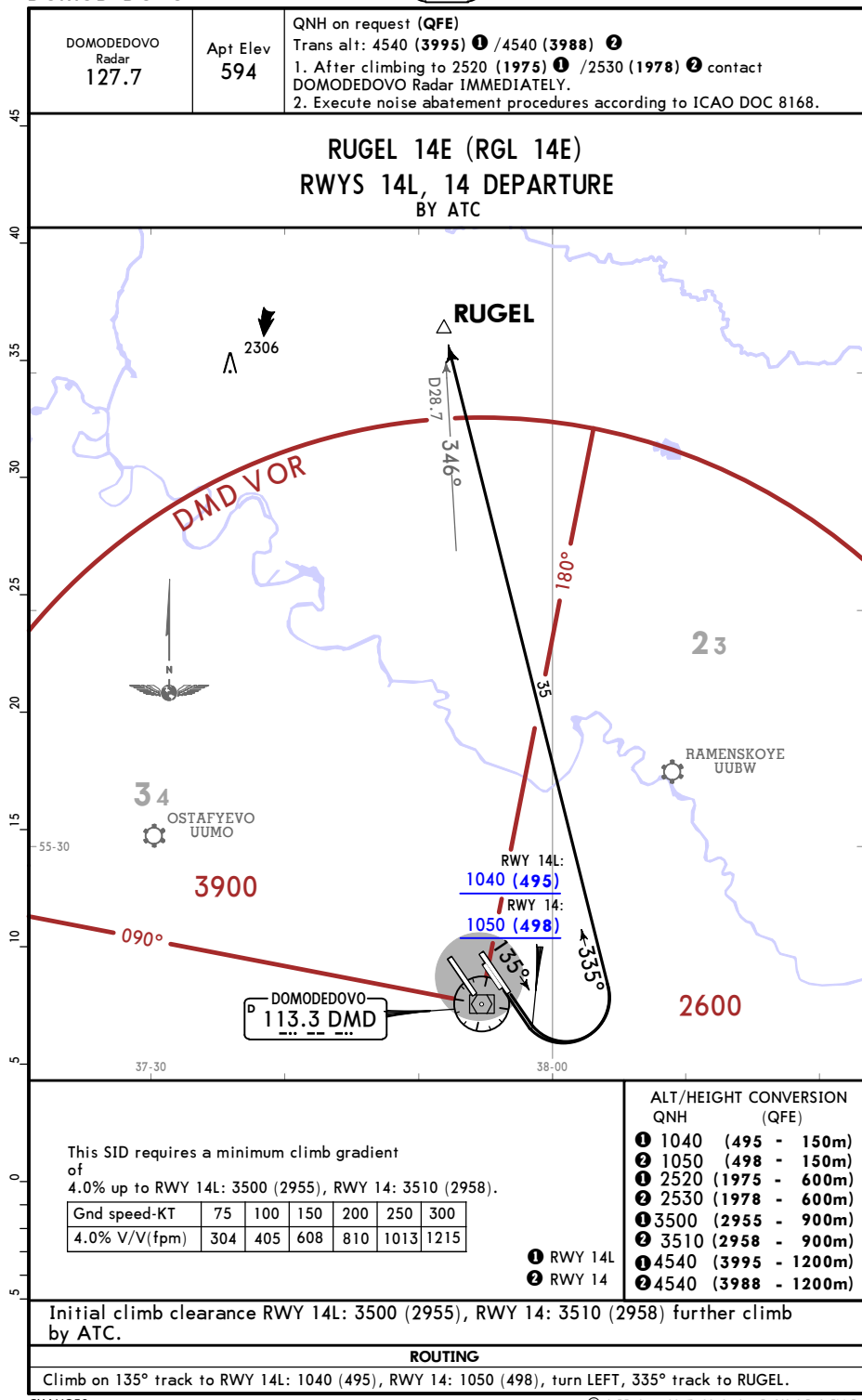
UDD/DME
DOMODEDOVO

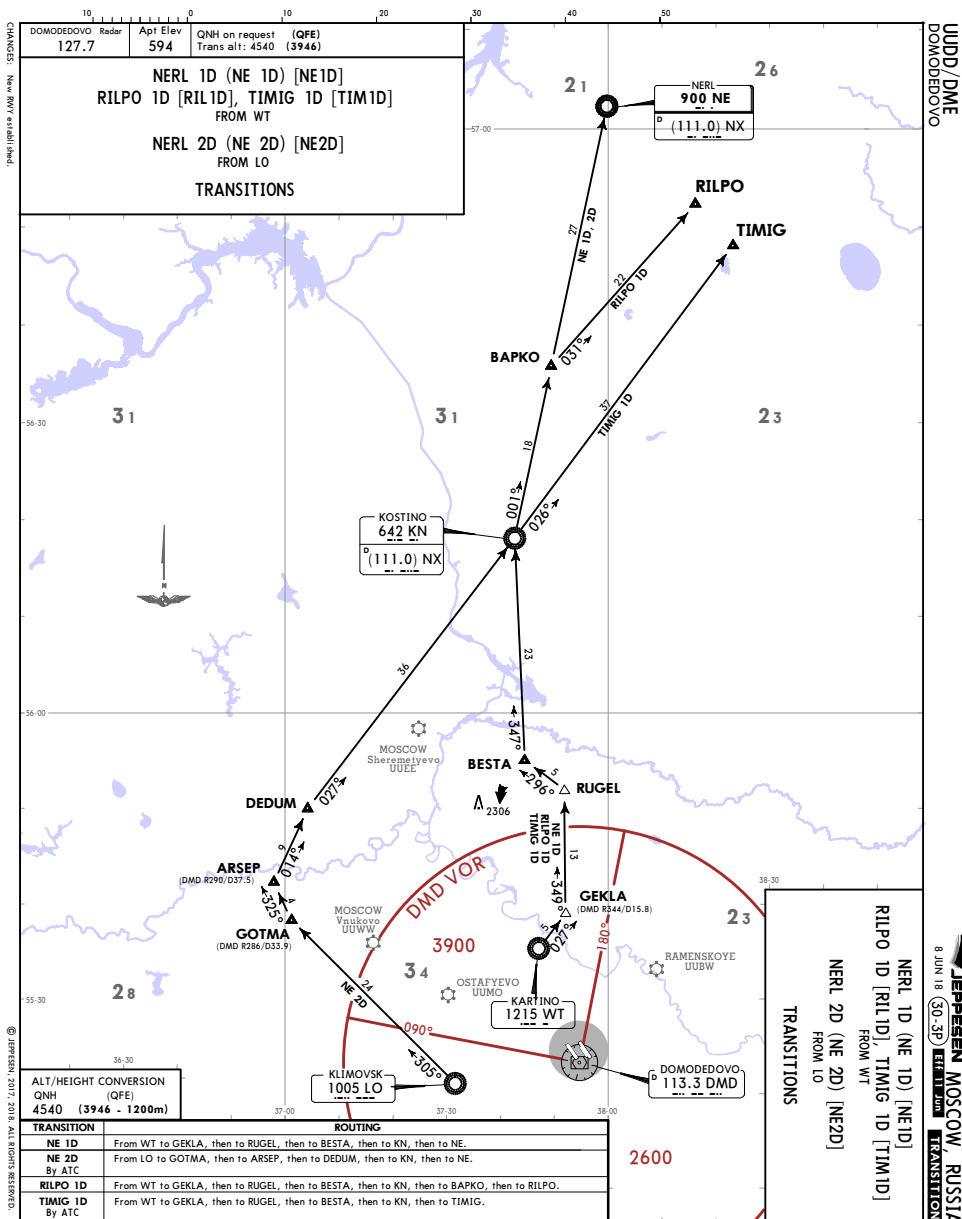
JEPPESEN
8 JUN 18 (30-3L) Eff

MOSCOW, RUSSIA



CHANGES: New RWY established.

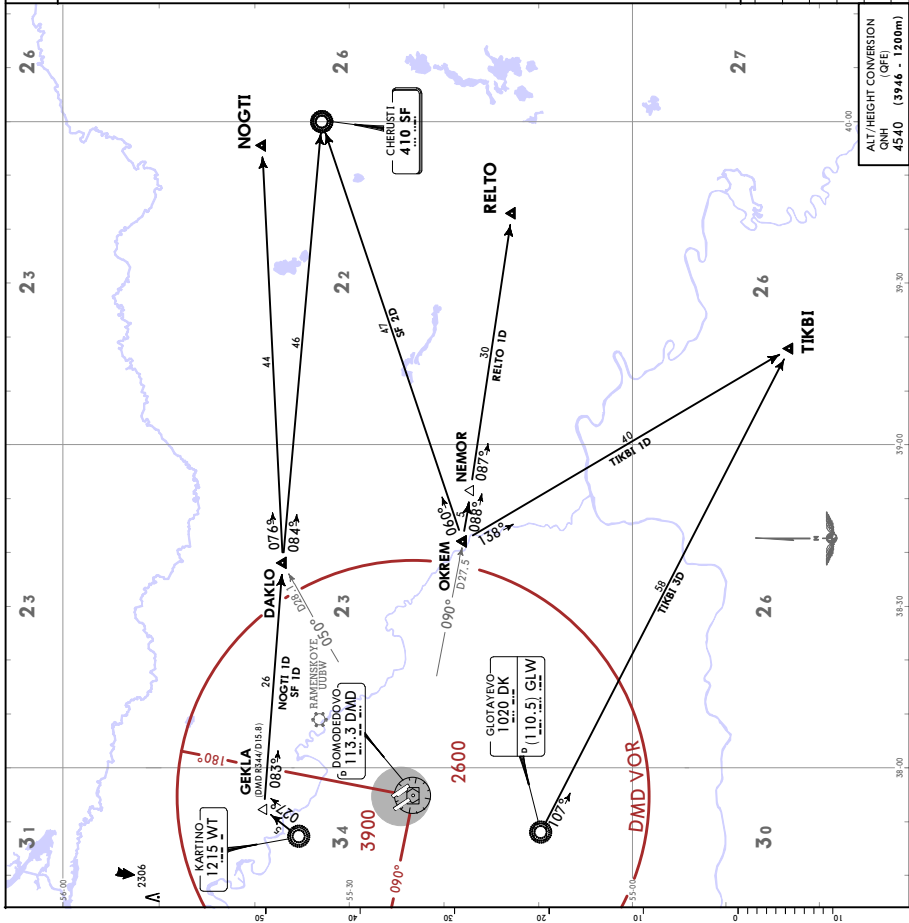
UDD/DME
DOMODEDOVO
JEPPesen
 7 DEC 18 **(30-3N)**
MOSCOW, RUSSIA
SID




JEPPESN MOSCOW, RUSSIA
8 JUN 18 30-30 **ENR 11 20m** **TRANSITION**

UDD/DME
DOMODEDOVO

DOMODEDOVO Elev: 127.7	QNH on request Trans alt: 4540 (3946)
Apt Elev 594	



CHERUSTI 1D [SF 1D] [SF 1D]
NOGTI 1D [NOGT 1D]
FROM WT

CHERUSTI 2D [SF 2D] [SF 2D]
RELTO 1D [REL 1D]
TIKBI 1D [TIK 1D]
FROM OKREM

TIKBI 3D [TIK 3D]
FROM DK

TRANSITIONS

TRANSITION	ROUTING
NOGTI 1D By ATC	From WT to GEKLA, then to DAKLO, then to NOGTI.
RELTO 1D By ATC	From OKREM to NEMOR, then to RELTO.
SF 1D By ATC	From WT to GEKLA, then to DAKLO, then to SF.
SF 2D By ATC	From OKREM to SF.
TIKBI 1D By ATC	From OKREM to TIKBI.
TIKBI 3D	From DK to TIKBI.

JEPPESSEN MOSCOW, RUSSIA
8 JUN 18 (30-35) **ENR 11 20m** **TRANSITION**

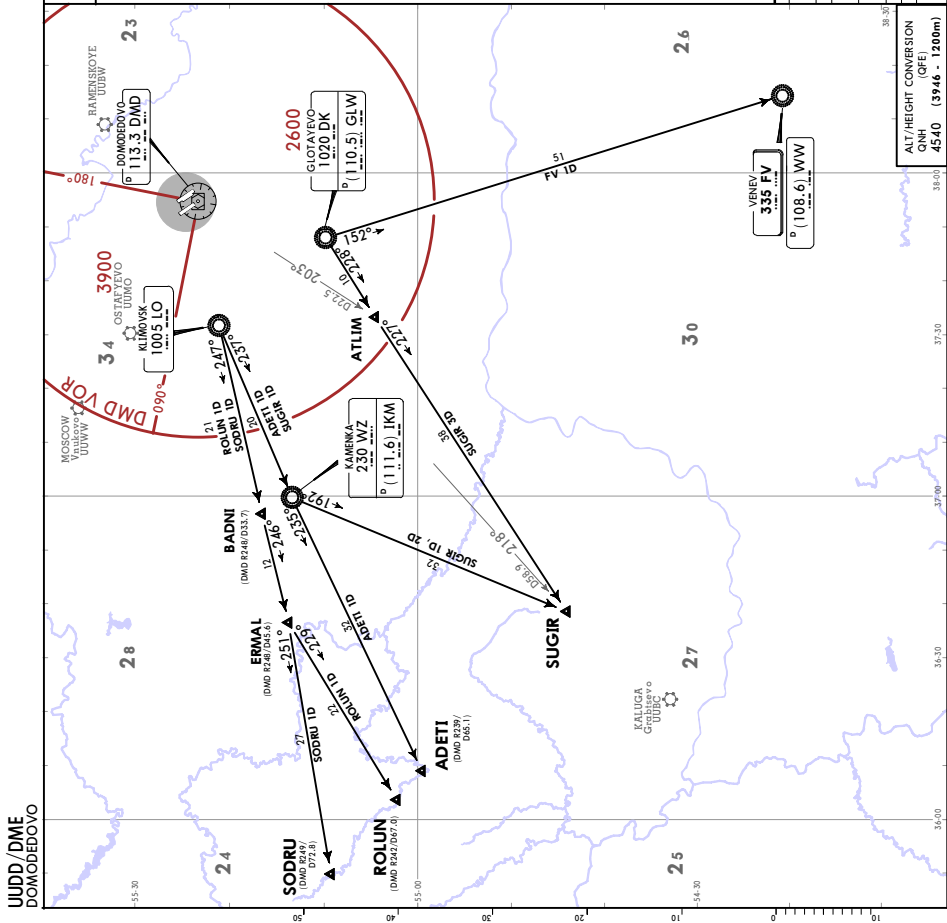
DOMODÉDOVO	QNH on request (QFE)
127.7	Trans alt: 4540 (3946)
Api Elev	594

ADETI ID	[ADE ID]
ROLUN ID	[ROL ID]
SODRU ID	[SOD ID]
SUGIR ID	[SUG ID]
SUGIR 2D	[SUG2D]
SUGIR 3D	[SUG3D]
VENEV ID	[FV ID] [FVID]

FROM LO
FROM WZ
FROM DK

TRANSITIONS

TRANSITION	ROUTING
ADETI ID	From LO to WZ, then to ADETI.
FV ID	From DK to FV.
ROLUN ID	From LO to BADNI, then to ERMAL, then to ROLUN.
SODRU ID	From SUGIR 2D, then to ERMAL, then to SODRU.
SUGIR ID	From LO to WZ, then to SUGIR.
SUGIR 3D	From WZ to ATLUM, then to SUGIR.
SUGIR 3D	From DK to ATLUM, then to SUGIR.

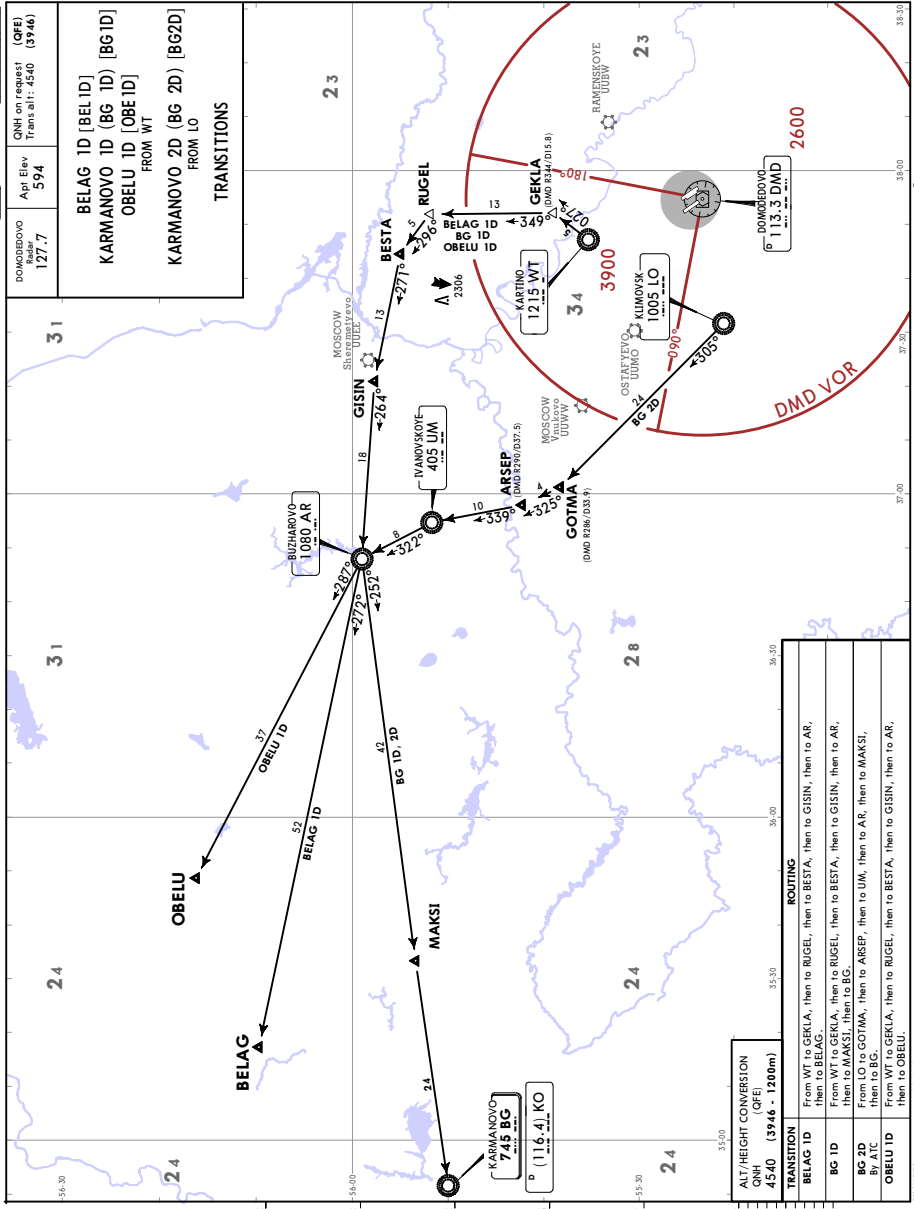


LUDD/DME
DOMODÉDOVO

JEPPesen MOSCOW, RUSSIA
8 JUN 18 (30-3T) **EST 1100m** **TRANSITION**

LUDD /DME
DOMODÉDOVO

DOMODÉDOVO	QNH on request (QFE)
127.7	Trans alt: 4540 (3946)
Api Elev 594	
TRANSITIONS	
BELAG 1D [BEL ID]	[BG ID]
KARMANOVO 1D [BG ID]	[BG ID]
OBEU 1D [OBE ID]	FROM WT
KARMANOVO 2D [BG 2D]	[BG2D]
	FROM LO



ALT/HEIGHT CONVERSION
QNH (QFE)
4540 (3946 - 1200m)

TRANSITION	ROUTING
BELAG 1D	From WT to GEKLA, then to RUGEL, then to GINIS, then to AR, then to BELAG.
BG 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GINIS, then to AR, then to MAKSI, then to BG.
BG 2D	From WT to GEKLA, then to RUGEL, then to ARSEP, then to ULM, then to AR, then to MAKSI, then to BG.
OBEU 1D	From WT to GEKLA, then to RUGEL, then to BESTA, then to GINIS, then to AR, then to OBEU.

UDD/DME

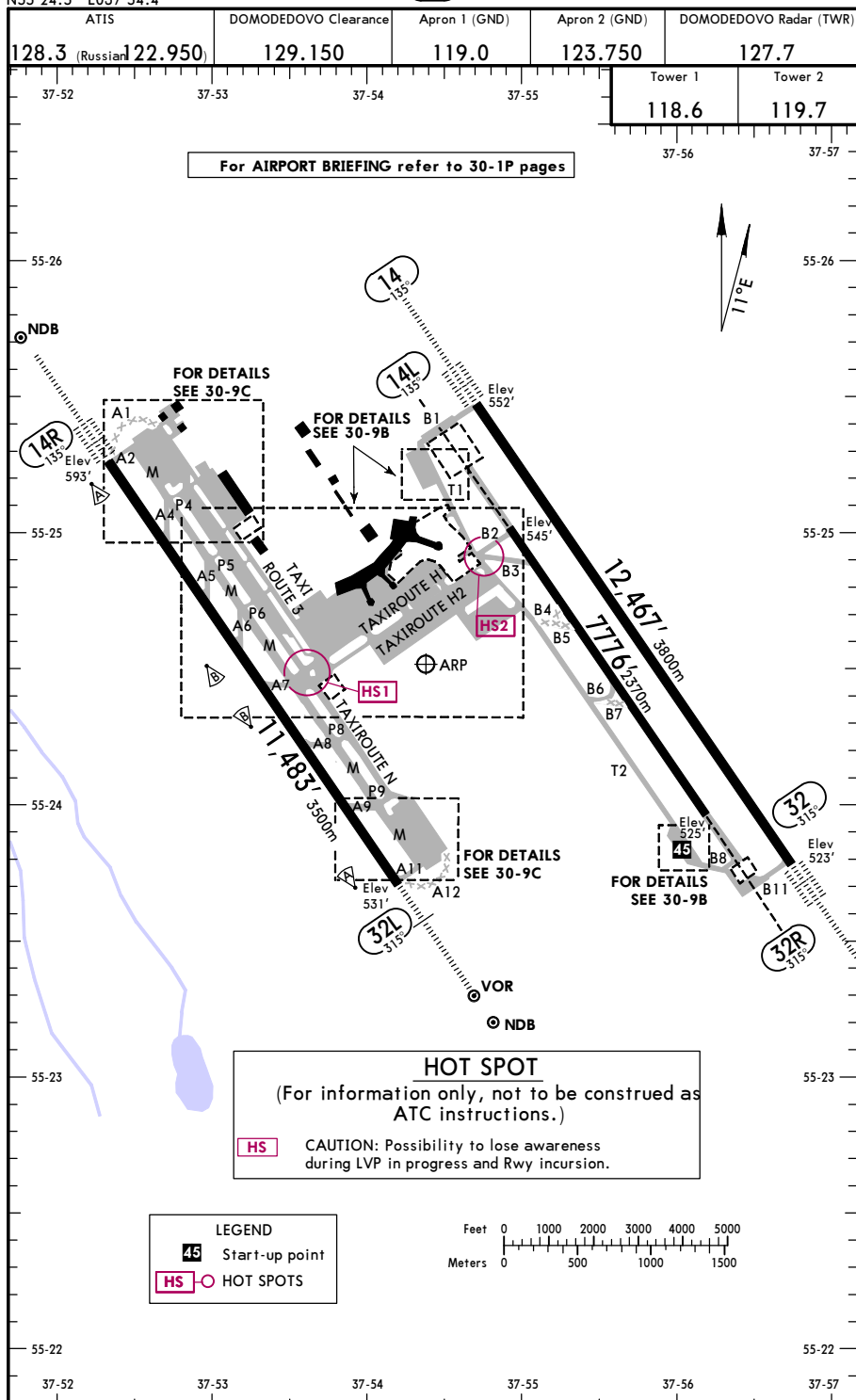
Apt Elev **594'**
N55 24.5 E037 54.4

JEPPSEN

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

MOSCOW, RUSSIA

DOMODEDOVO



ADDITIONAL RUNWAY INFORMATION										
RWY							USABLE LENGTHS		TAKE-OFF	WIDTH
							Threshold	Glide Slope		
14	32	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI- L ①		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 ①	RVR	10,389' 3167m	②	197' 60m
		HIRL (60m)	CL (15m)	HIALS	PAPI- L ①		RVR			

① Angle 3.0° .

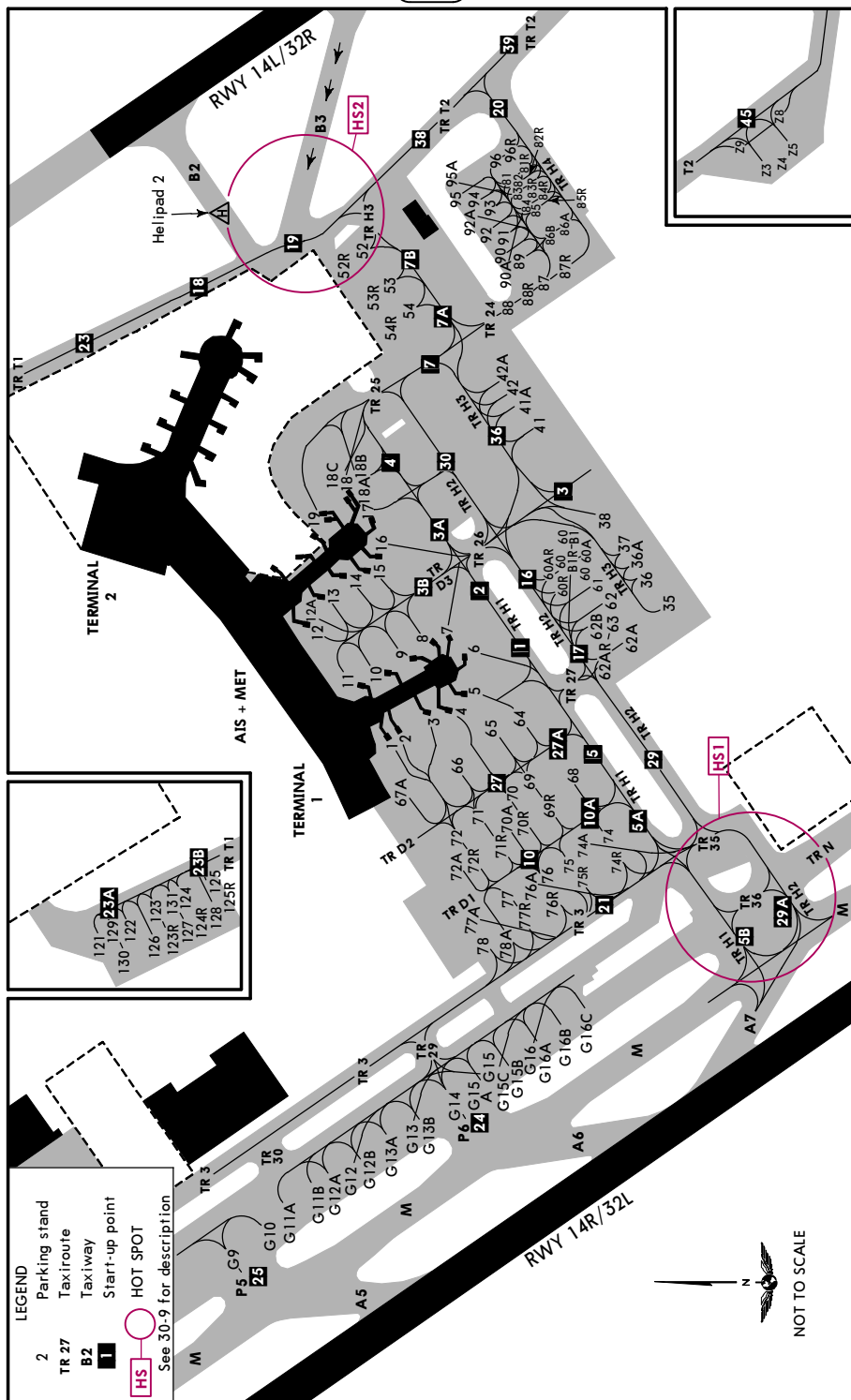
② TAKE-OFF RUN AVAILABLE

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 Rwy's		
LVP must be in force		
	RL & CL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		
D	250m (200m)	300m
		400m

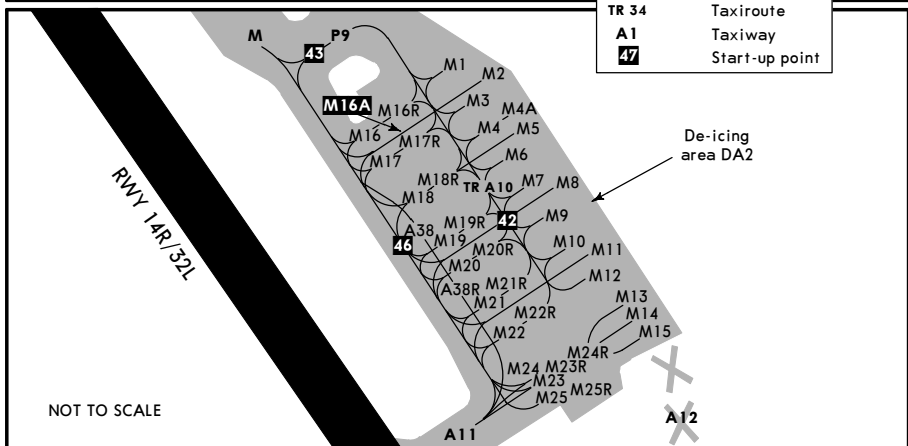
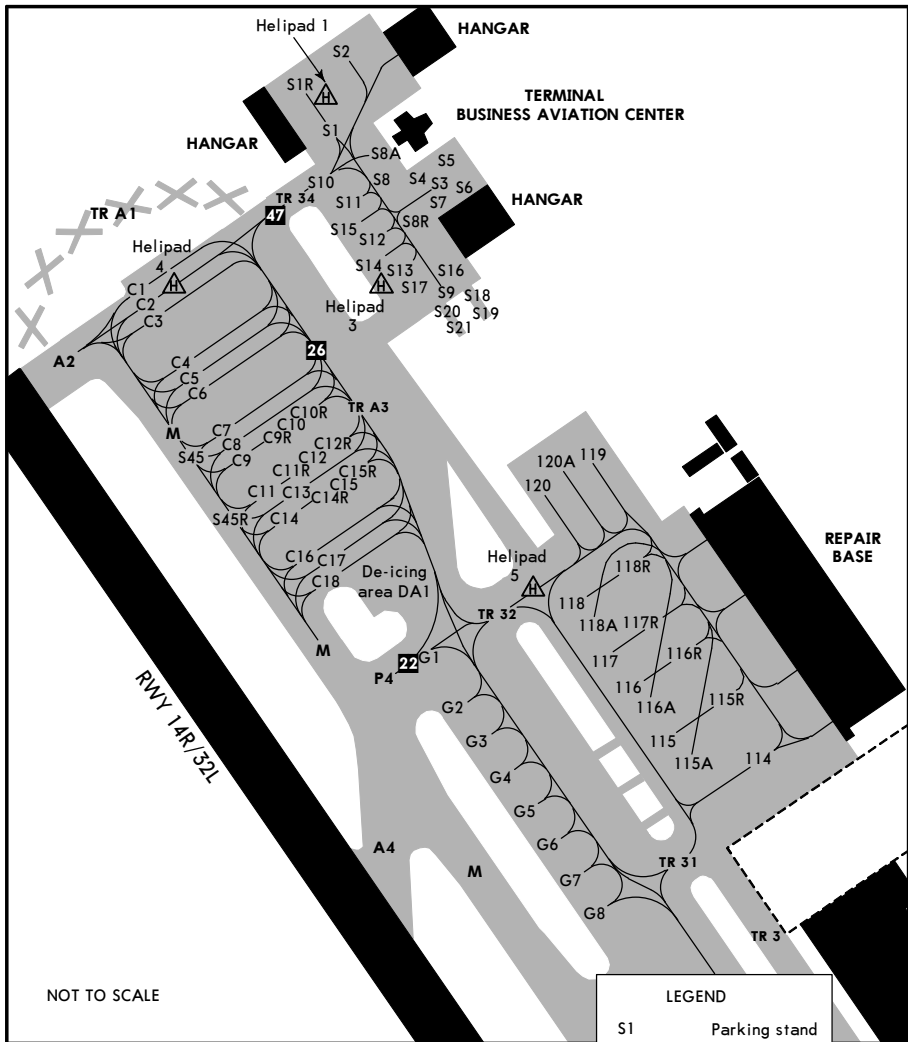
RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.



UDD/DME

JEPPesen
5 JUL 19 (30-9C) Eff 18 Jul

MOSCOW, RUSSIA
DOMODEDOVO



UDD/DME


JEPPesen

5 JUL 19

(30-9D)

Eff 18 Jul

MOSCOW, RUSSIA

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	Z3 thru Z5	N55 23.8 E037 56.0
86A, 86B	N55 24.6 E037 54.7	Z8, Z9	N55 23.8 E037 56.0
87, 87R	N55 24.6 E037 54.6		
88, 88R	N55 24.7 E037 54.6		
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



JEPPESSEN

8 JUN 18

(30-9S)

Eff 11 Jun

Standard

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	ALS out	R1500m	R1500m	R2300m	R2300m
	② RNAV (GNSS)	1040' (495')	1040' (495')	1040' (495')	1040' (495')
14R		R1500m	R1500m	R2300m	R2300m
	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.

UUDD/DME


JEPPESSEN
 8 JUN 18 **(30-9S1)** **Eff 11 Jun**
Standard
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
	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') R1300m	960' (437') R1300m	960' (437') R1300m	960' (437') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
32L	ILS	731' (200')	731' (200')	731' (200')	731' (200')
		① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
	ALS out				
	GLS	731' (200')	731' (200')	731' (200')	731' (200')
		① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	② RNAV (GNSS)	960' (429') R1300m	960' (429') R1300m	960' (429') R1300m	960' (429') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	② VOR	870' (339') R800m	870' (339') R800m	870' (339') R800m	870' (339') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
32R	② RNAV (GNSS)	910' (385') R1500m	910' (385') R1500m	910' (385') R1800m	910' (385') R1800m

① W/o HUD/AP/FD: R750m.**②** Continuous Descent Final Approach.**TAKE-OFF**

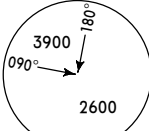
	Low Visibility Take-off				Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL		
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

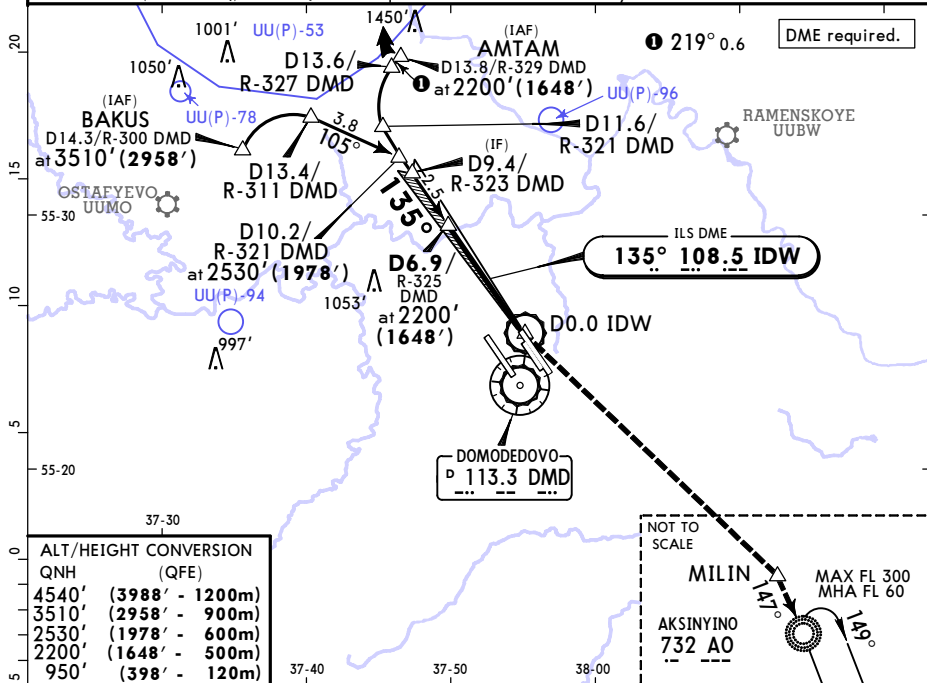
UDD/DME DOMODEDOVO

JEPPESEN
2 AUG 19 (31-1) Eff 15 Aug

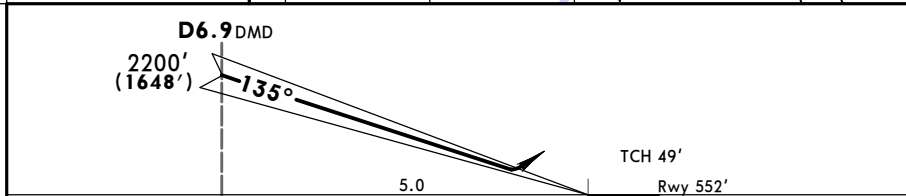
MOSCOW, RUSSIA
ILS Rwy 14

BRIEFING STRIP

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			



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	HIALS-11	950' (398')	D0.0 IDW	2530' (1978')	MILIN
GS	3.00°	372	478	531	637	743	849				

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

PANS OPS

CHANGES: Holding.

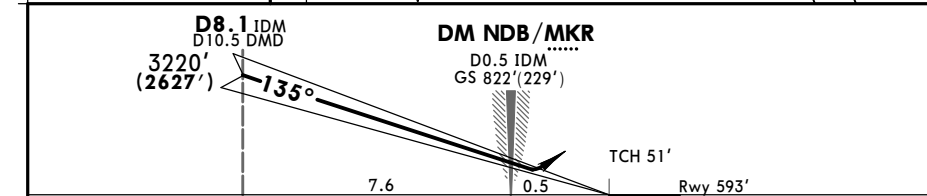
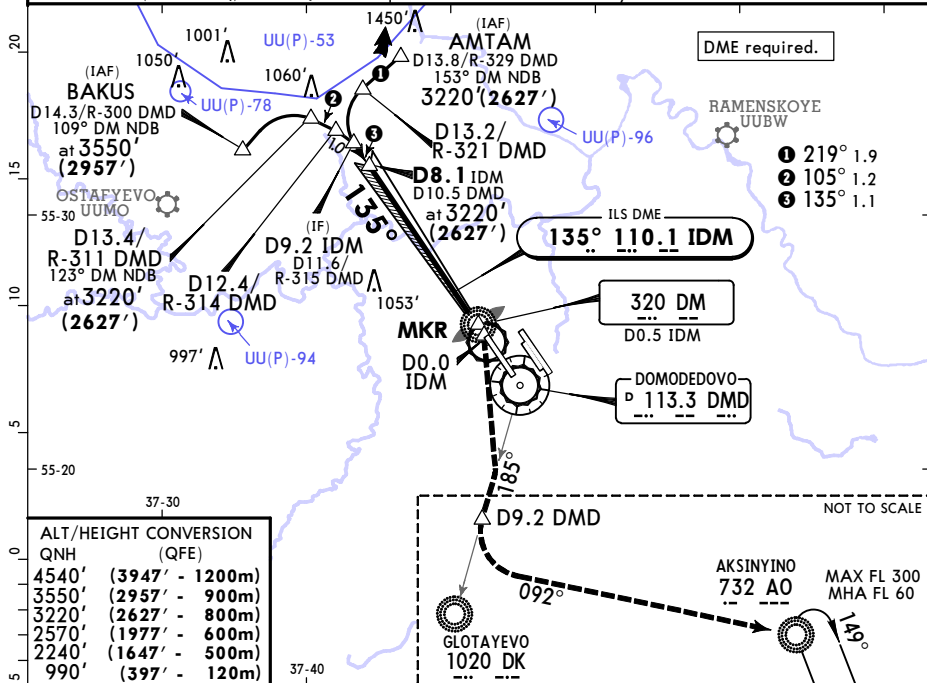
UDD/DME DOMODEDOVO

JEYPESEN
 2 AUG 19 **(31-2)** Eff 15 Aug

MOSCOW, RUSSIA
ILS Rwy 14R

BRIEFING STRIP

ATIS		DOMODEDOVO Radar (TWR)		DOMODEDOVO Tower 1		Ground	
128.3 (Russian) 122.950		127.7		118.6		119.0	123.750
LOC IDM 110.1	Final Apch Crs 135°	GS D8.1 IDM 3220'(2627')		ILS DA(H) 793'(200')	Apt Elev 594'	<div><div><div>180°</div><div>3900</div><div>2600</div><div>090°</div></div><div>MSA DMD VOR</div></div>	
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.					Rwy 593'		
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540' (3947')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-11	990' (397')	D0.0 IDM	RT	DMD
GS	3.00°	372	478	531	637	743	849	↑	↑	↑	113.3 R-185

STRAIGHT-IN LANDING RWY 14R				LOC (GS out)	
ILS		DA(H) 793' (200')		NOT AUTHORIZED	
FULL		TDZ or CL out		ALS out	
A					
B					
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		
D					

CHANGES: Holding.

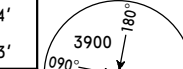
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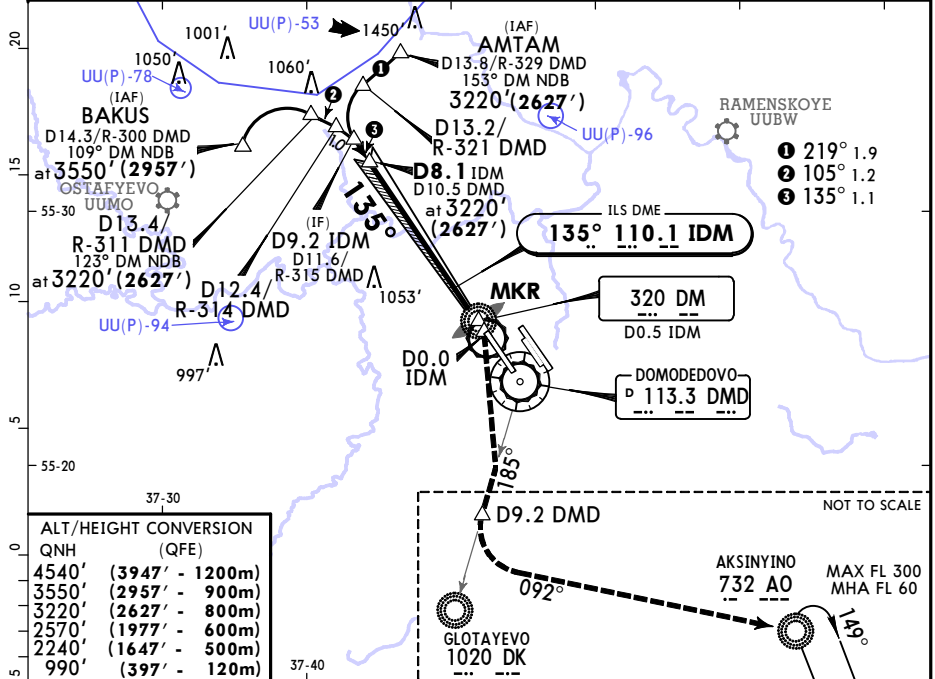
UDD/DME
DOMODEDOVO

JEYPESEN

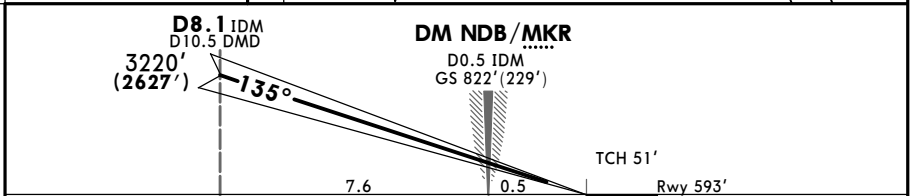
MOSCOW, RUSSIA
CAT II ILS Rwy 14R

2 AUG 19
Eff 15 Aug (31-2A)

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 Appch 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.						MSA DMD VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4540'(3947')	
1. DME required. 2. 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	990' (397')	D0.0 IDM	RT	DMD 113.3 R-185
GS	3.00°	372	478	531	637	743	849	PAPI	whichever is later		

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

RVR 300m

CHANGES: Holding.

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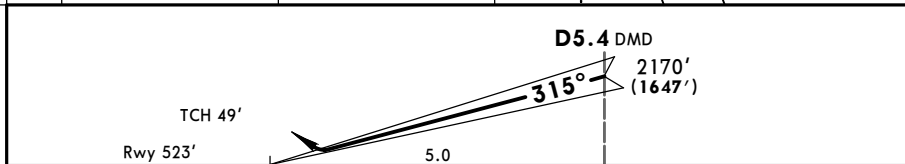
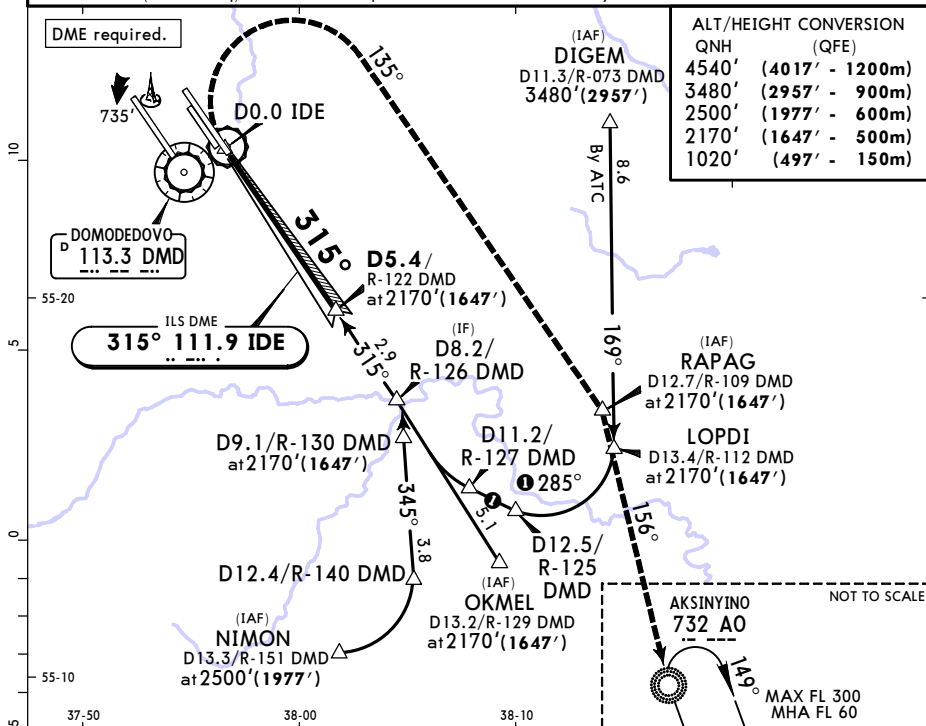
UDD/DME
DOMODEDOVO

JEPPesen

2 AUG 19 (31-3) Eff 15 Aug

MOSCOW, RUSSIA
ILS Rwy 32

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower 2	Ground
128.3 (Russian)	122.950	127.7	119.7
LOC IDE 111.9	Final Appch 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)			Trans alt: 4540' (4017')
QNH on req (QFE)		Trans level: By ATC	



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	800m		1200m		NOT AUTHORIZED		
B							
C							
D							

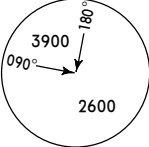
CHANGES: Holding.

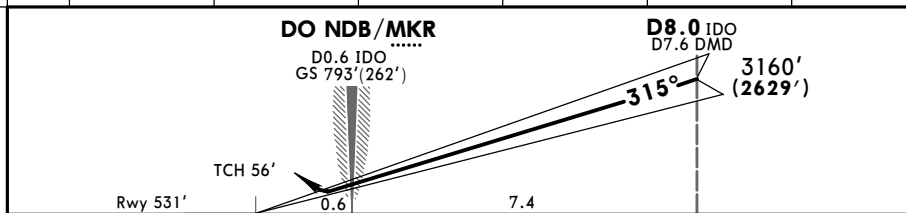
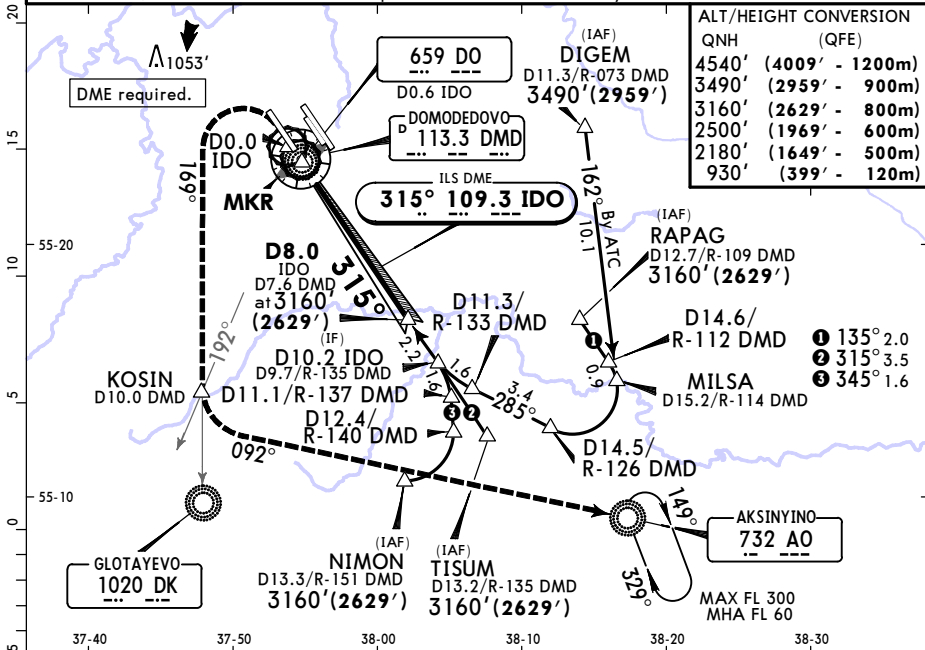
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UDD/DME
DOMODOVO

JEPPESSEN
2 AUG 19 (31-4) Eff 15 Aug

MOSCOW, RUSSIA
ILS Rwy 32L

ATIS		DOMODOVO Radar (TWR)	DOMODOVO Tower 1	Ground
128.3 (Russian) 122.950		127.7	118.6	119.0 123.750
LOC IDO 109.3	Final Appch Crs 315°	GS D8.0 IDO 3160' (2629')	ILS DA(H) 731' (200')	Apt Elev 594' Rwy 531'
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	930' (399')	D0.0 IDO	169°	2180' (1649')
GS	3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑

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

PANS OPS

CHANGES: Holding.

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UDD/DME
DOMODEDOVO

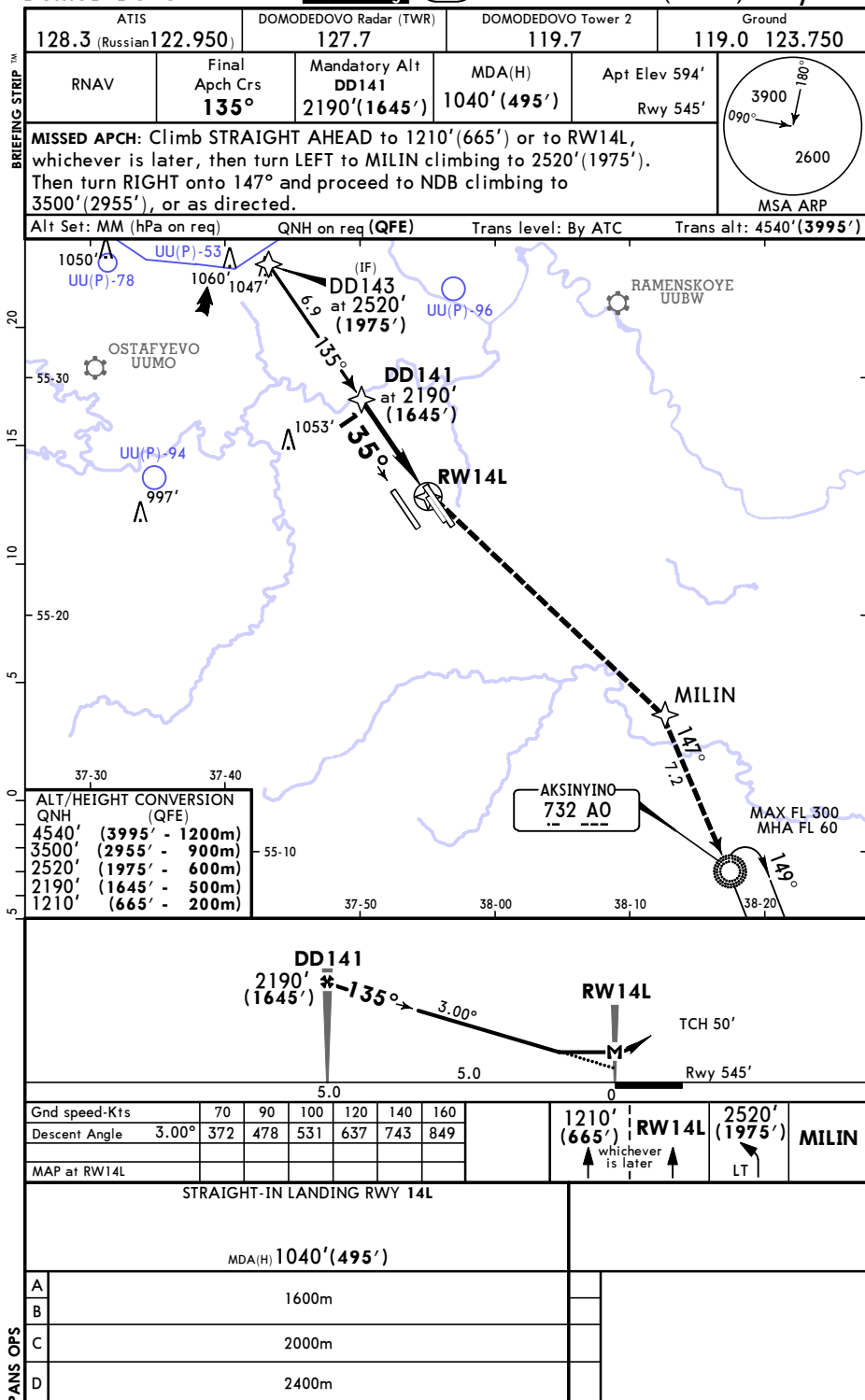
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2 AUG 19

Eff 15 Aug

32-2

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14L



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DOMODEDOVO

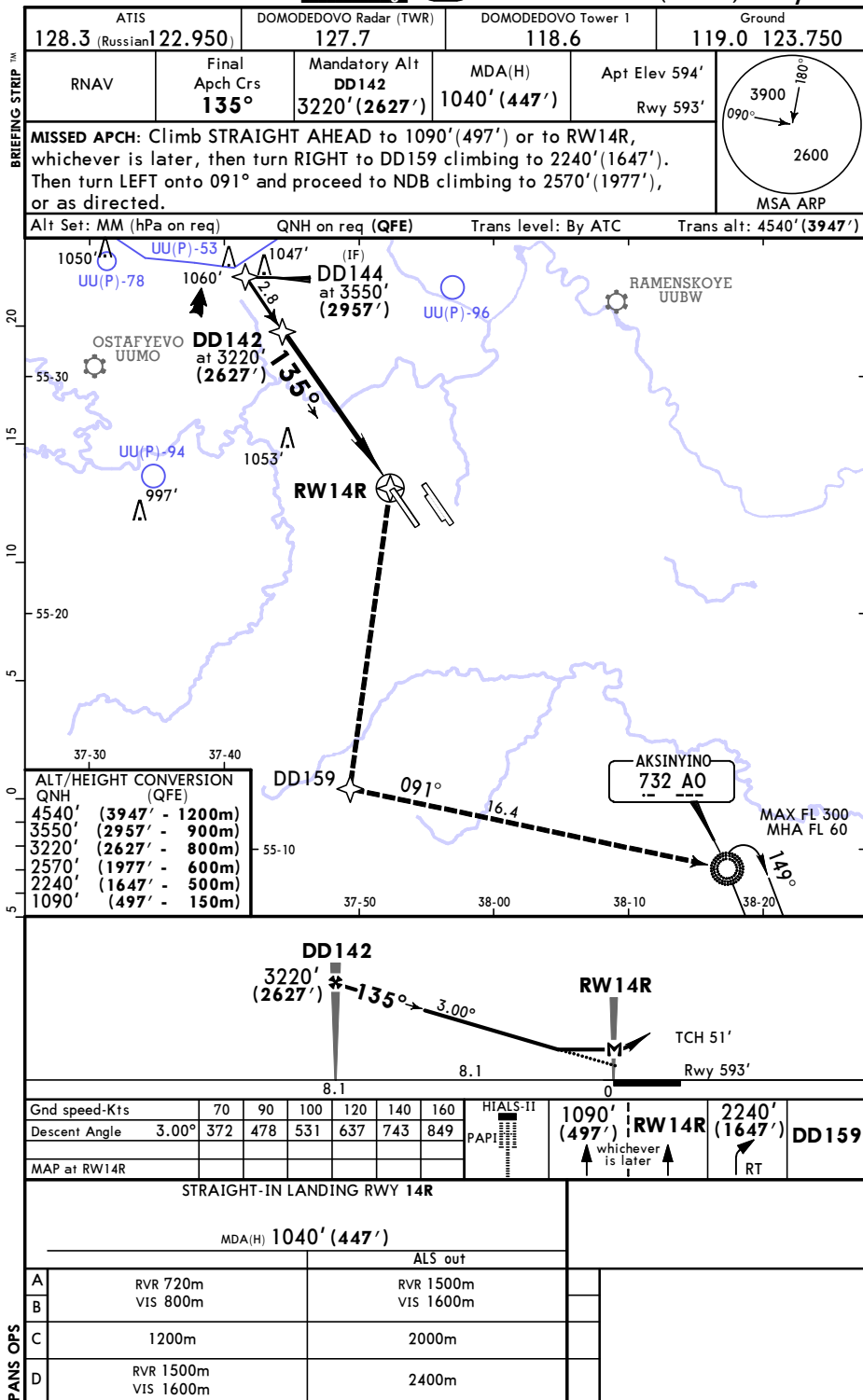
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2 AUG 19

Eff 15 Aug

32-3

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 14R

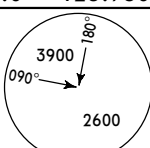


UUDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (32-4) Eff 15 Aug

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32

BREEFING 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°	Mandatory 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.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4540'(4017')							

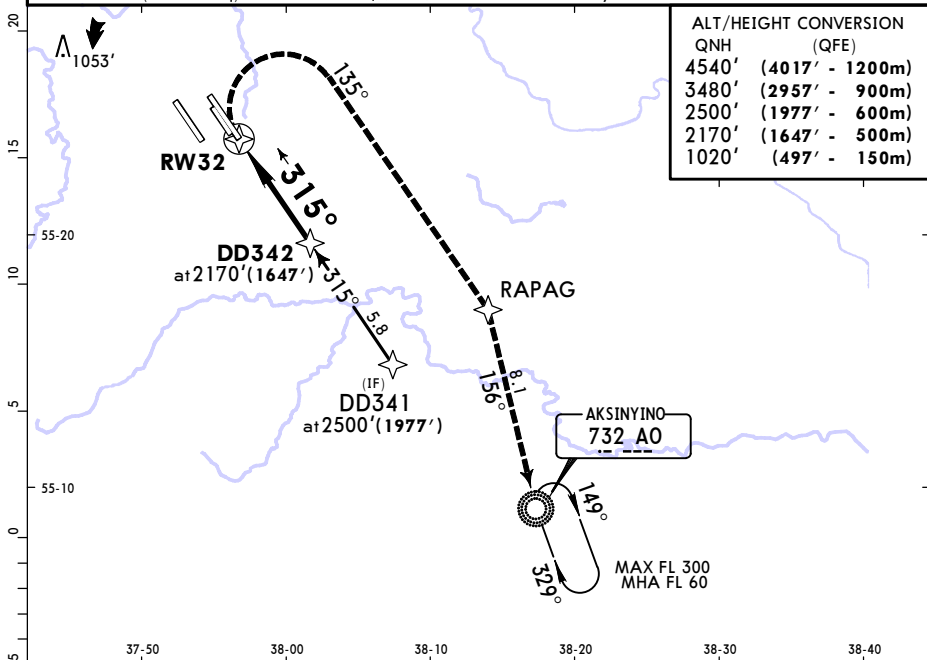


Diagram illustrating the approach for RW32. The diagram shows a 3D perspective of the runway and the approach path. Key elements include:

- RW32**: Runway 32, indicated by a vertical line and the label "RW32".
- TCH 49'**: Threshold Crossing Height, indicated by a vertical line and the label "TCH 49'".
- DD342**: Obstacle, indicated by a vertical line and the label "DD342".
- 2170' (1647')**: Elevation of the obstacle, indicated by a vertical line and the label "2170' (1647')".
- 315°**: Heading of the approach, indicated by an arrow and the label "315°".
- 3.00°**: Descent angle, indicated by an arrow and the label "3.00°".
- Rwy 523'**: Runway length, indicated by a horizontal line and the label "Rwy 523'".
- 0**: Distance from the runway start to the obstacle, indicated by a horizontal line and the label "0".
- 5.0**: Distance from the obstacle to the runway end, indicated by a horizontal line and the label "5.0".

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	1020'	RW32	135°	RAPAG
Descent Angle	3.00°	372	478	531	637	743	849	PAP1	(497')	which ever is later	↑
MAP at RW32										RT	↑

STRAIGHT-IN LANDING RWY 32											
MDA(H) 960'(437')											
ALS out											

A	800m	1600m	
B			
C	1200m	2000m	
D	1600m	2400m	

PANS OPS

PANS OPS

CHANGES: Holding.

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UDD/DME
DOMODEDOVO

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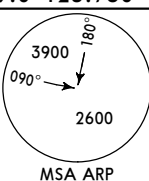
2 AUG 19

Eff 15 Aug

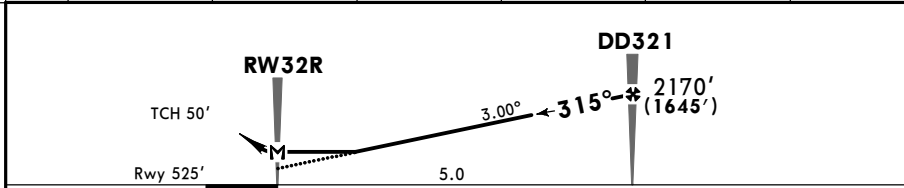
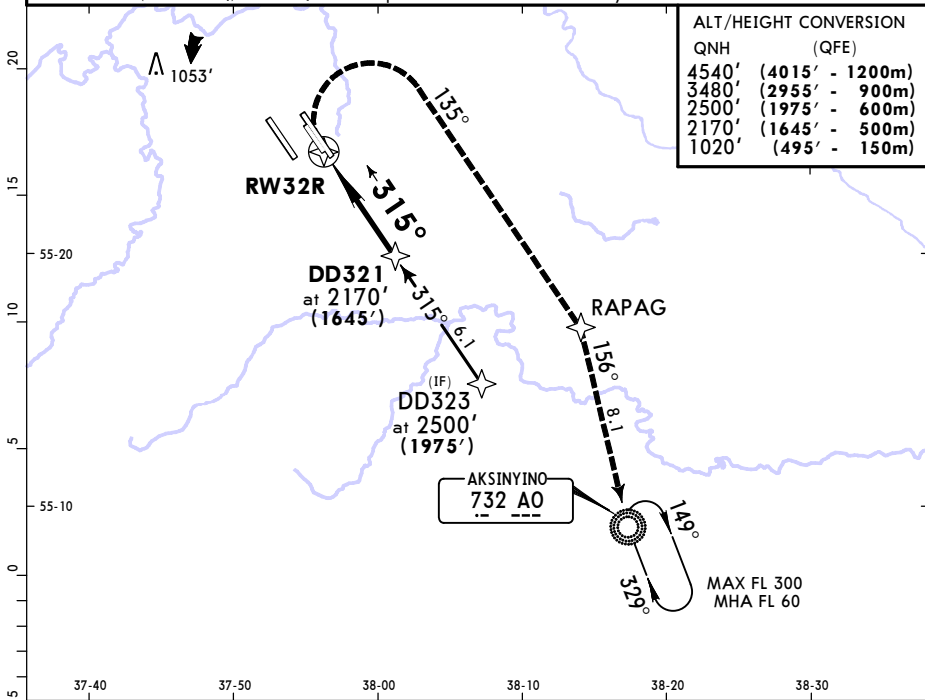
32-6

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 32R

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower 2	Ground
128.3 (Russian)	122.950	127.7	119.7
RNAV	Final Aptch Crs 315°	Mandatory 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')			



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4540'	(4015' - 1200m)
3480'	(2955' - 900m)
2500'	(1975' - 600m)
2170'	(1645' - 500m)
1020'	(495' - 150m)



Gnd speed-Kts	70	90	100	120	140	160		1020' (495')	RW32R	RAPAG	2170' (1645')
Descent Angle	3.00°	372	478	531	637	743	849		↑	↑	↑
MAP at RW32R											

STRAIGHT-IN LANDING RWY 32R

MDA(H) 910' (385')

A	
B	1600m
C	
D	2000m

CHANGES: Holding.

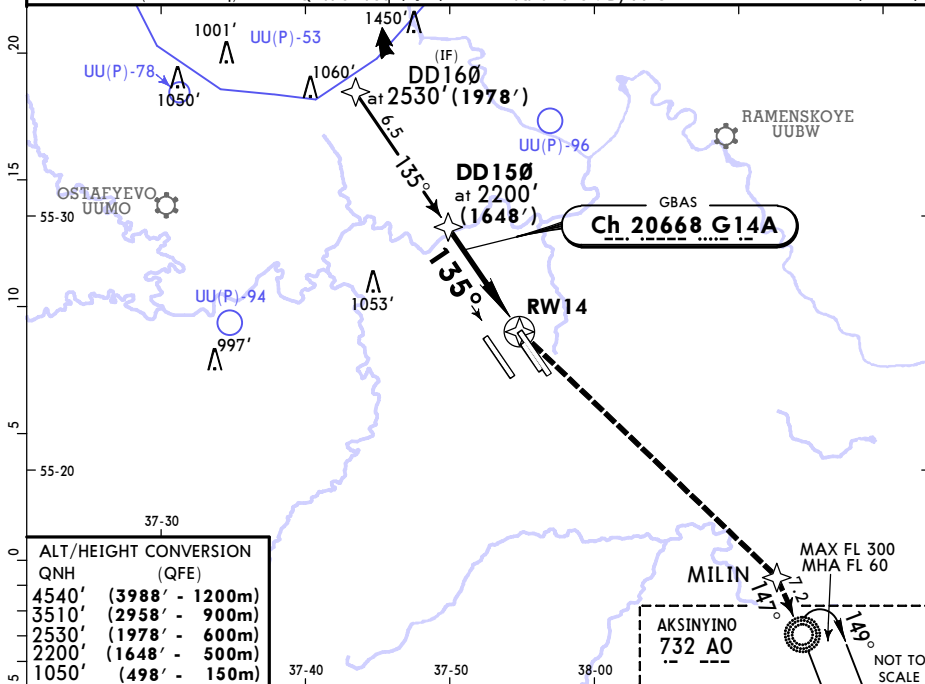
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UUDD/DME
DOMODEDOVO

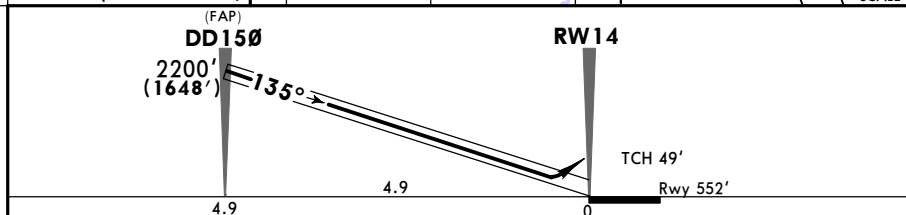
JEPPESSEN
2 AUG 19 (32-40) Eff 15 Aug

MOSCOW, RUSSIA
GLS Rwy 14

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower 2	Ground
128.3 (Russian) 122.950	127.7	119.7	119.0 123.750
GBAS Ch 20668 G14A	Final Apch Crs 135°	Mandatory 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.			<p>MSA ARP</p>
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)	
1050' (498' - 150m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-11	1050' (498')	RW 14	2530' (1978')	MILIN
Glide Path Angle	3.00°	372	478	531	637	743	849	PAP1	↑ whichever is later ↑	↑	LT
MAP at DA											

STRAIGHT-IN LANDING RWY 14

DA(H) 752' (200')		
FULL	TDZ or CL out	ALS out
A	800m	1200m
B		
C		
D		

PANS OPS

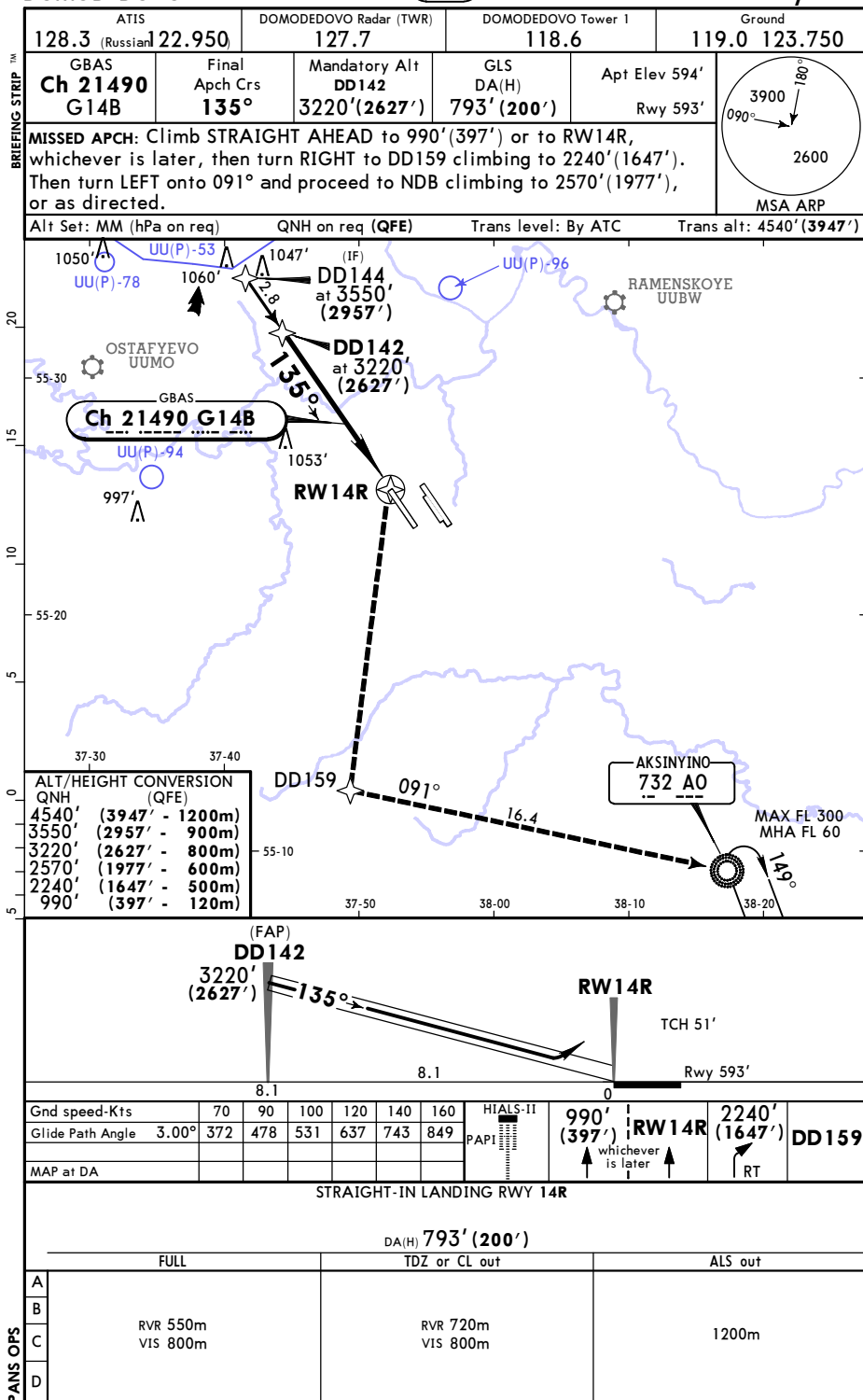
CHANGES: Holding.

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DOMODEDOVO

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2 AUG 19 (32-41) Eff 15 Aug

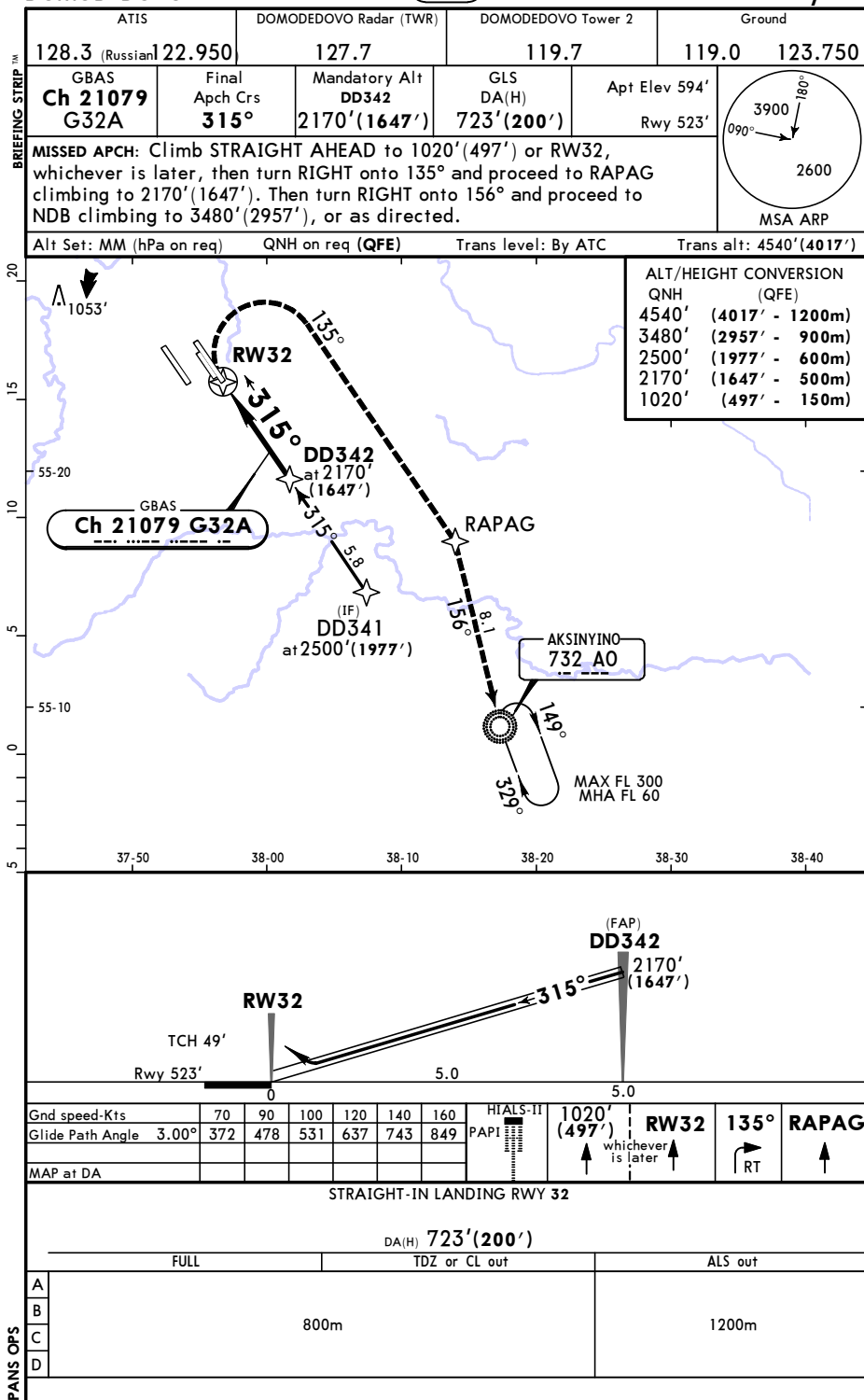
MOSCOW, RUSSIA
GLS Rwy 14R



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JEPPesen
2 AUG 19 (32-42) Eff 15 Aug

MOSCOW, RUSSIA
GLS Rwy 32

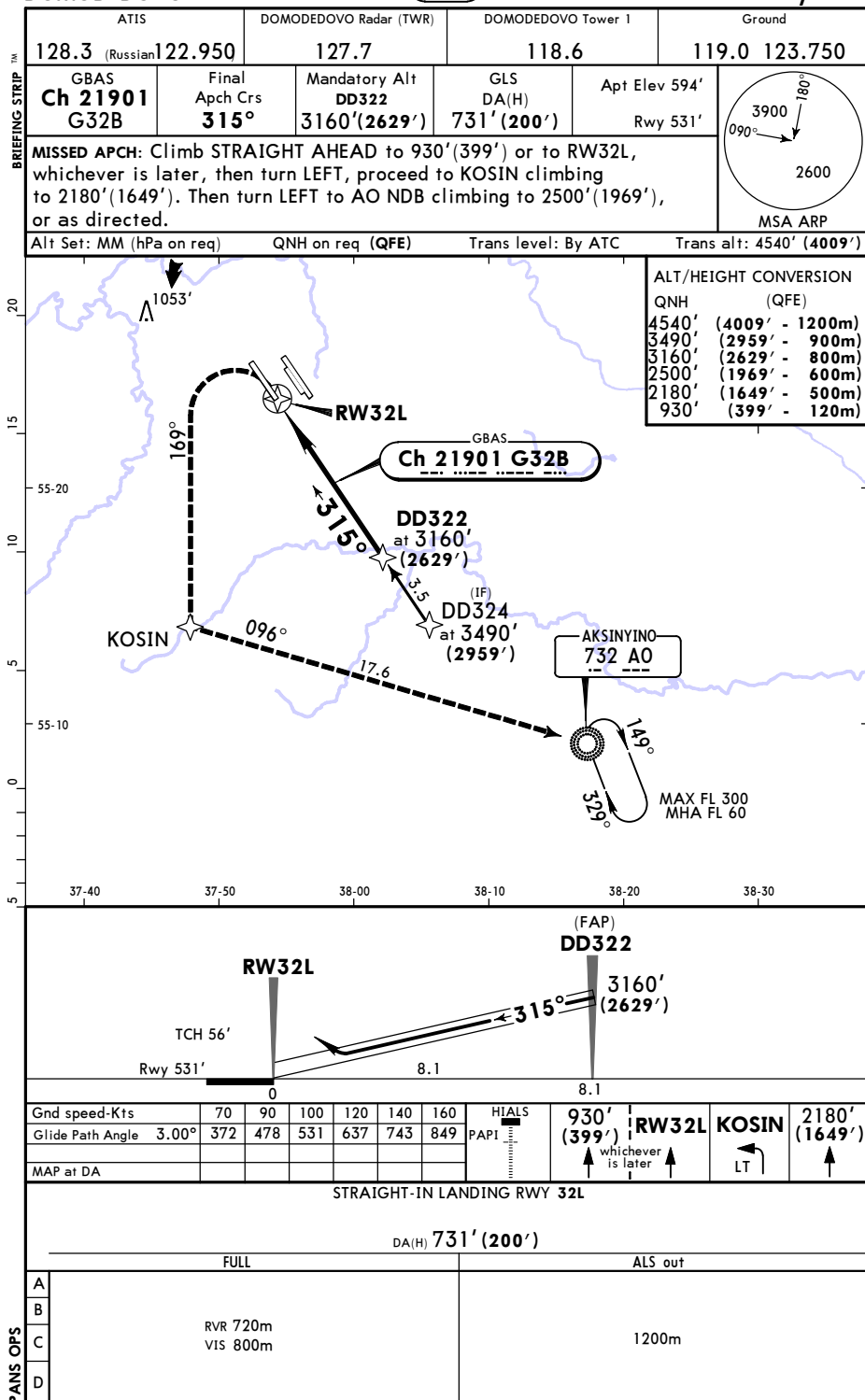


CHANGES: Holding.

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DOMODEDOVO

2 AUG 19 **JEPPESSEN**
(32-43) Eff 15 Aug

MOSCOW, RUSSIA
GLS Rwy 32L



UDD/DME
DOMODEDOVO

JEPPESSEN
2 AUG 19 (33-1) Eff 15 Aug

MOSCOW, RUSSIA
VOR Rwy 14R

