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List of pages in this Trip Kit

General Information

Location: MOSCOW RUS
ICAO/IATA: UUDD / DME
Lat/Long: N55° 24.55', E037° 54.45'
Elevation: 592 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: 0223 Z
Sunset: 1634 Z

Runway Information

Runway: 14C
Length x Width: 7776 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 544 ft
Lighting: Edge

Runway: 14L
Length x Width: 12467 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 543 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14R
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 592 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32C
Length x Width: 7776 ft x 174 ft
Surface Type: concrete
TDZ-Elev: 524 ft
Lighting: Edge

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

Runway: 32R
Length x Width: 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: 129.000 Secondary
Domodedovo Tower: 127.300 At or below 1500 ft
Domodedovo Tower: 119.700 At or below 3000 ft
Domodedovo Tower: 119.450 Secondary
Domodedovo Tower: 118.600 At or below 3000 ft
Domodedovo Apron Ground: 119.000
Domodedovo Apron Ground: 123.750 Secondary
Domodedovo Clearance Delivery: 129.150
Moscow Approach: 134.000
Moscow Approach: 131.200
Moscow Approach: 130.375
Moscow Approach: 129.000 Secondary
Moscow Approach: 127.200
Moscow Approach: 124.400 Secondary
Moscow Approach: 124.200
Moscow Approach: 119.450 Secondary
Moscow Approach: 118.950
Moscow Approach: 118.550
Moscow Approach: 128.000
Domodedovo De-Icing Operations: 130.600
Domodedovo Radar: 134.675
Domodedovo Radar: 132.050
Domodedovo Radar: 129.800
Domodedovo Radar: 129.000 Secondary
Domodedovo Radar: 127.700
Domodedovo Radar: 125.300
Domodedovo Radar: 119.400

1. GENERAL

1.1. ATIS

ATIS 128.3
122.950 (Russian)

1.2. COMMUNICATION FAILURE PROCEDURES

In all cases it is possible to use mobile communication:

Flight Control Officer (Moscow TMA Control Center)

+7 (495) 956-87-33,

+7 (495) 436-25-36,

+7 (916) 043-35-90

Flight Control Officer (Moscow ACC):

+7 (495) 956-87-34,

+7 (495) 436-26-62,

+7 (916) 043-36-16

Flight Control Officer of the Moscow/Domodedovo aerodrome

+7 (495) 967-83-84

Monitor the aerodrome NDB for information and controller instructions.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP shall be applied when RVR is less than 550m and/or ceiling is less than 60m at least at one of the three observation points.

The flight crew shall be informed when LVP are in progress by ATIS or ATS unit by phrase: "Low visibility procedures in progress, check your minimum".

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

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

1.3.2. ARRIVAL

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

Exits from the ILS critical area from RWY 14R towards TWY M (via TWYs A7, A8, A9 or A11) 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 vacation to TWR only after passing the last yellow light of TWY centerline that means the vacation of ILS critical area.

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

- When vacating RWY along TWY A7:

  After report to TWR about the vacation of ILS critical area, the flight crew shall, by his instruction, change over to communication with APRON controller and under his control continue to proceed to the last green light of the center-line of taxi route H2, where the flight crew must stop and wait unless otherwise instructed by APRON controller. Further taxiing shall be carried out only after the Follow-me car.

1. GENERAL

- When vacating RWY along TWY A8, A9 or A11:

After report to TWR about the vacation of ILS critical area, the flight crew shall continue to proceed under their control along TWY M to the last green light of the TWY centerline of taxi route H2, where the flight crew must stop and wait unless otherwise instructed by TWR. By the instruction of TWR the flight crew shall change over to communication with APRON controller and report the ACFT position (TWY or taxi route) and the availability of the Follow-me car in front of the ACFT using the following phraseology:

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

Further taxiing shall be carried out by APRON controller. Reaching of the stand by the ACFT shall be reported by the flight crew to APRON controller using the following phraseology: "ACFT callsign + on stand number".

1.3.3. DEPARTURE

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 on the apron shall be carried out only after the Follow-me car by APRON controller.

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 APRON controller or to TWR.

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 TWR 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

Taxi route H2 (TR H2) from taxi route 25 (TR 25) to taxi route 35 (TR 35), taxiroutes 25 (TR 25), 35 (TR 35), 36 (TR 36), taxi route H1 (TR H1) from taxiroute 35 (TR 35) to taxi route 36 (TR 36), taxi route A3 (TR A3) and TWY P4 MAX wingspan 262'/80m.

Taxi route T2 (TR T2) MAX wingspan 240'/73.3m.

TWYs P5 and P6 MAX wingspan 225'/68.5m.

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Taxi route A10 (TR A10) from TWY P9 to abeam stand M16A, taxi route H1 (TR H1) from taxi route 25 (TR 25) to taxi route 26 (TR 26), taxi routes 26 (TR 26), 29 (TR 29), 30 (TR 30), 31 (TR 31), 32 (TR 32) and TWY P9 MAX wingspan 213'/65m.

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

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

Taxi route H3 (TR H3) from route T2 (TR 2) to start-up point 7 MAX wingspan 167'/50.9m.

Taxi route H3 (TR H3) from start-up point 7 to start-up point 3 MAX wingspan 157'/48m.

H4 (TR H4) and 24 (TR 24) MAX wingspan 138'/42m.

Taxi route D2 (TR D2) MAX wingspan 125'/38.1m.

Taxi route A10 (TR A10) from abeam stand M16A to abeam stand M22 and taxi route A10 (TR A10) MAX wingspan 118'/36m.

Taxi routes 33 (TR 33) and 34 (TR 34) MAX wingspan 118'/36m.

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

Taxiing via route 30 (TR 30), 32 (TR 32), from route 31 (TR 31) to route 32 (TR 32) along the combined apron and along 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 via taxi routes A10 (TR A10), H2 (TR H2), H3 (TR H3) between stands 65 and 66 and between stands 66 and 67A shall be carried out strictly along the TWY guidance line.

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

If unable to taxi not exceeding idle power, flight crew must request towing assistance via APRON controller.

Taxiing of wide-bodied ACFT along TWYs P5 and P6 under inner engines power. Outer engines power not above IDLE.

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).

During taxiing of A380 via TWY M, the landing minima are:

- Ceiling 60m, RVR 800m for RWY 14R;
- Ceiling 75m, RVR 900m for RWY 32L.

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. GENERAL

1.6. PARKING INFORMATION

Parking on stands located on TWY is prohibited, if vacant stands are available on the apron.

Stands 1 thru 21 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands M7 thru M15 available for run-up.

Stands 119, 120 and 120A are available for commercial servicing and maintenance of ACFT.

When A380 is parked on stand 18C, the following restrictions are applied:

- Route H1 (TR H1) from start-up position 4 to route 25 is closed;
- Start-up position 4 is not available.

Commercial servicing of ACFT on closed stands is prohibited.

Stands M14 (primarily), C5 and 47 are available as sanitary stands.

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. RADIO COMMUNICATION FAILURE DURING ARRIVAL

Follow route and profile of cleared (shortest basic) RNAV STAR to the maximum extent.

Execute IAP according to established procedure.

If necessary to deviate from indicated procedure, set transponder to 7700.

2.1.2. RADIO COMMUNICATION FAILURE DURING AND AFTER MISSED APPROACH

Continue maintaining the route and profile of missed approach procedure to the nearest holding area to the maximum extent.

Enter holding area at the upper published altitude at IAF, burn out fuel, if necessary.

After taking the decision to land at Moscow/Domodedovo:

- Execute IAP according to established procedure.

After taking the decision to proceed to the alternate AD in Moscow TMA:

- Proceed to DMD climbing to transition altitude 10000'.
- Proceed to IAF of the alternate AD in Moscow TMA via the following waypoints:
  - Moscow/Sheremetyevo: GEKLA - RUGEL - BESTA - SORET - RIMDE - KN - EE043 - EE044 - AGMER - EE045 - TAFAZ - KEZVU (IAF)
  - Moscow/Vnukovo: KIBUR - LO - BEMAS - TEBDI - TEPTA - RONEZ - TOLKE - TADUT - FIDOT - RORUK (IAF)
  - Ostafyevo: KIBUR - LO - BEMAS - TEBDI - TEPTA - RONEZ - TOLKE - TADUT - FIDOT - RORUK (IAF)
  - Ramenskoye: GENKE - RT - BW316 - BW317 - BW318 - BW319 - ODLOR (IAF)
- At IAF enter the published, if available, or standard holding area.
- In the holding descend from transition altitude 10000' to the upper published approach procedure altitude at IAF.
- Execute IAP according to established procedure.

2. ARRIVAL

After taking the decision to proceed to the alternate AD outside Moscow TMA:

- Execute approach according to the established procedure to IF.
- Proceed to the initiation point of the basic RNAV SID of the same RWY.
- Maintain the route and flight profile of the basic RNAV SID till leaving Moscow TMA to the maximum extent.
- Continue climbing to the flight level specially established for flight without radio communication (FL 140, FL 150, FL 240, FL 250) after leaving Moscow TMA.

After taking the decision to proceed to destination:

- Execute approach to IF.
- Proceed to the initation point of the basic RNAV SID of the same RWY.
- Maintain route and profile of RNAV SID to the full extend until leaving Moscow TMA.
- Climb to flight level indicated in the flight plan.

If deviation from procedure is necessary, set transponder to 7700.

2.2. NOISE ABATEMENT PROCEDURES

Maintain the prescribed STAR routes and in case of deviation from them join the assigned track immediately.

RWY 32L/R are noise preferential RWYs.

In case of dangerous weather conditions in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

Excessive descent speeds should be avoided if possible immediately prior to final approach segment.

Noise level must not exceed 85 dB 0700-2300LT and 75 dB 2300-0700LT.

Limitations

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 exceeding 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. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPATION TIME

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

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

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

2. ARRIVAL

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

RWY	TWY	Angle of taxiing off	ACFT	Distance from RWY extremity to taxiing off TWY, ft/m
14L	B1	90^	all	12,467'/3800m
14C	B8			7776'/2370m
14R	A11			11,480'/3500m
	A9	30^		8708'/2655m
	A8			7216'/2200m
	A7		light/medium	5740'/1750m
32L	A2	90^	all	11,480'/3500m
	A4	30^		8708'/2655m
	A5			7216'/2200m
	A6		light/medium	5740'/1750m
32C	B2	90^	all	7776'/2370m
32R	B11			12,467'/3800m

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

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

2.5. TAXI PROCEDURES

2.5.1. 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 via TWY B11, then turn Right onto TWY T2 towards apron.

After landing on RWY 14C:

- vacate the RWY to the Right along rapid exit TWY B6, then turn Right onto TWYT2 towards the apron;
- vacate the RWY to the Right along TWY B8, then turn Right onto 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 onto TWY M and proceed to taxi route H2;
- vacate the RWY to the Left along TWY A11, then turn Left onto 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 onto TWY M and proceed to taxi route H1;
- vacate the RWY to the Right along TWY A2, then turn Right onto TWY M and proceed to taxi route H1.

2. ARRIVAL

After landing on RWY 32C:

- vacate the RWY to the Left along the rapid exit TWY B3;
- vacate the RWY to the Left along TWY B2.

After landing on RWY 32R:

- vacate the RWY to the Left via TWY B1.

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 14C - 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 32C - at the end of TWY B3 or B2.

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 with DOMODEDOVO Tower the flight crew of ACFT having the category of turbulence wake as heavy, shall pronounce the wo rd "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 ".

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 points;

Engines start-up point	MAX wingspan for de-icing treatment
3 and 30	262'/80m
10	125'/38.1m
24	225'/68.5m
25	226'/68.8m
30A and 30B	213'/65m

- On ACFT stands and points of temporary parking;
- On stands 76, 76R, 77, 77R, 81 thru 85R, 89 thru 96R, C1 thru C18, M16, M16A, M17 and M18 thru M25R;
- On de-icing areas DA1 and DA2.

Engines-start-up points 30, 30A and 30B are is available for de-icing treatment of class E and F ACFT only, when engines-start-up point 3 is occupied.

Engines start-up points 24 and 25 are available for de-icing treatment of class E and F ACFT only.

De-icing treatment of ACFT with started engines is permitted on stands C2, C5, C8, C13, C17, M16A, M18, M21 and M22.

When stands M16A, M18, M21, M22 are occupied by A321 type ACFT, taxiing/ towing via route A10 (TR A10) abeam these stands is prohibited.

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.

3. DEPARTURE

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.

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

3.2.1. GENERAL

On first radio contact with DOMODEDOVO Delivery, 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 Delivery 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;
- 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.

After complete readiness for departure the flight crew shall change over to communication with DOMODEDOVO Apron, by the instruction of DOMODEDOVO Delivery, to get clearance for engines start-up and taxiing (towing), indicating the stand number and report about listening to ATIS information.

After engines start-up flight crew informs DOMODEODOV Apron controller on 119.0 that ACFT is ready for taxiing, indicating ACFT position on apron.

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.

ACFT starting engines on start-up positions 22, 24, 25 and 43 must have priority for taxiing over other ACFT.

Taxiing via TWY M behind ACFT holding at RWY 14R/32L RWY holding positions on TWY A4 thru A9 is prohibited.

3. DEPARTURE

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.

3.2.3. TAXI ROUTINGS

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

- For RWY 14L - along taxi route T1 to TWY B1;
- For RWY 14C - along taxi route T1 to TWY B2, along taxi route H1 to TWY B2;
- For RWY 14R - along TWY M to TWY A2;
- For RWY 32L - along TWY M to TWY A11;
- For RWY 32C - along TWY T2 to TWY B8;
- For RWY 32R - along TWY T2 to TWY B11.

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.

If ACFT requires backtracking the flight crew must report it to DOMODEDOVO Tower controller 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. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPATION TIME

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

Pre-flight checks in the crew cabin must be completed by the flight crew prior to occupation of the line-up. The checks to be executed during the ACFT stay on the RWY must be reduced to a minimum.

If take-off is executed from the RWY beginning, the maneuver 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 maneuver 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

Noise abatement procedures during take-off and climb shall be executed by all ACFT but not at the expense of flight safety.

Maintain the prescribed SID routes and in case of deviation from them join the assigned track immediately. Noise level must not exceed 85 dB 0700-2300LT and 75 dB 2300-0700LT.

Take-off and Climbing Procedure

RWY 14L/R are noise preferential RWYs.

Noise Abatement Procedures NADP1

NADP1 is applied for take-off and climb procedures.

Restrictions

Change of flight direction (course) after take-off is permitted only after reaching 400' AAL.

3.5. COMMUNICATION FAILURE PROCEDURES

Radio Communication Failure after Take-off

Continue route and profile of the cleared RNAV SID to the most extent.

When taking the decision to return to Moscow/Domodedovo:

- proceed to SID termination point;
- then to the initial point of the shortest RNAV STAR;
- follow route and profile of RNAV STAR to the most extent;
- execute IAP.

When taking the decision to proceed to destination AD:

- continue climbing to the FL indicated in the FPL after leaving Moscow TMA.

If necessary to deviate from indicated procedure, set transponder to 7700.

UUDD/DME
DOMODEDOVO

JEPPESEN

25 NOV 22 (30-1R) .Eff.1.Dec.

MOSCOW, RUSSIA
.RADAR.MINIMUM.ALTITUDES.

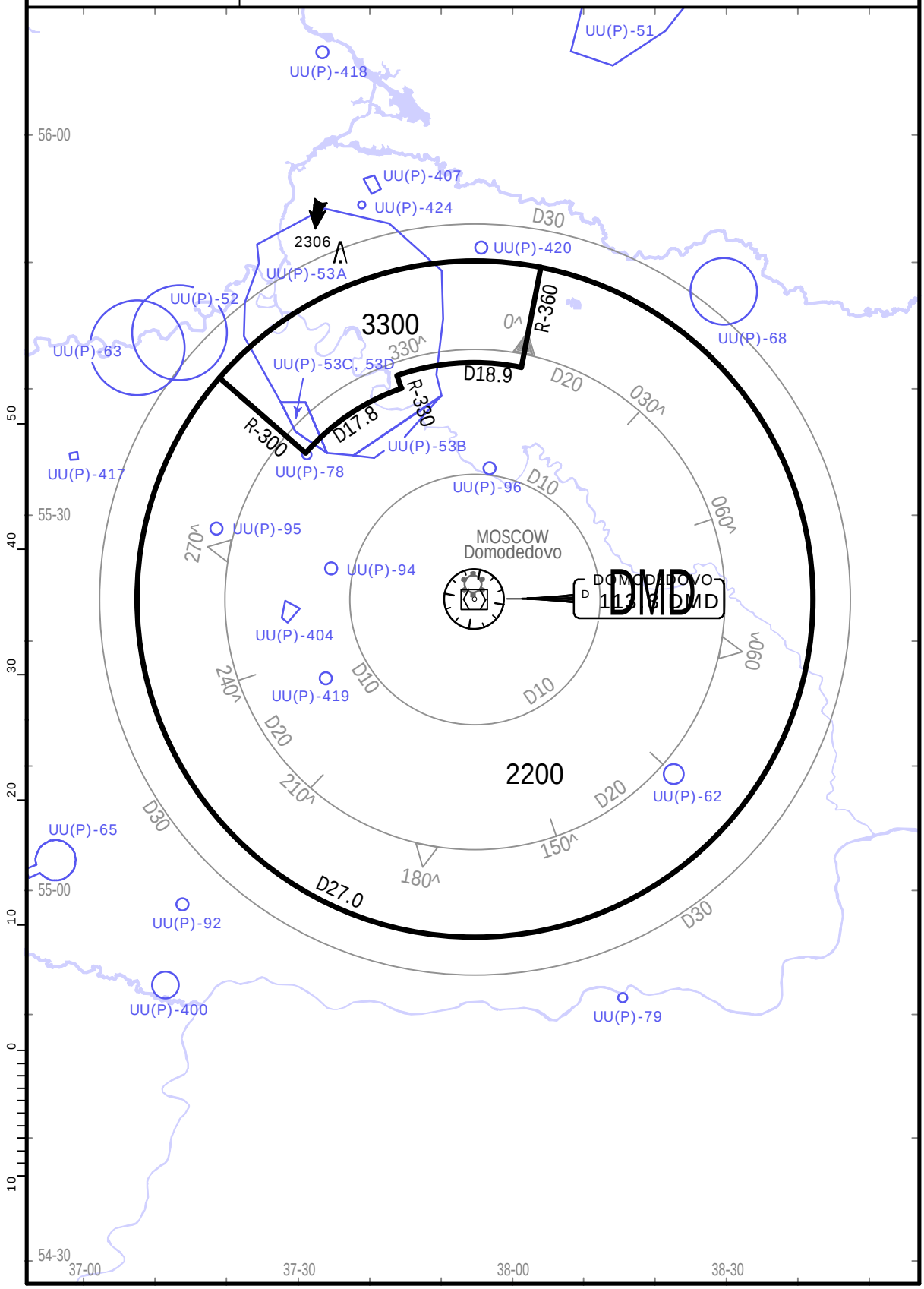
Apt Elev
592

DOMODEDOVO-Radar (TWR)

Sector DD1	Sector DD2
127.7	132.050
Sector D6	Sector A6
119.4	125.3
Sector D8	Sector A8
129.8	134.675

Alt Set: hPa (MM on request) QNH (QFE on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
Trans alt: 10000

1. Chart only to be used for cross-checking of altitudes assigned while under vectoring control.
2. When vectoring is carried out in low temperature conditions, minimum vectoring altitudes for IFR flights must be corrected by altimeter temperature correction.



CHANGES: P - areas revised.

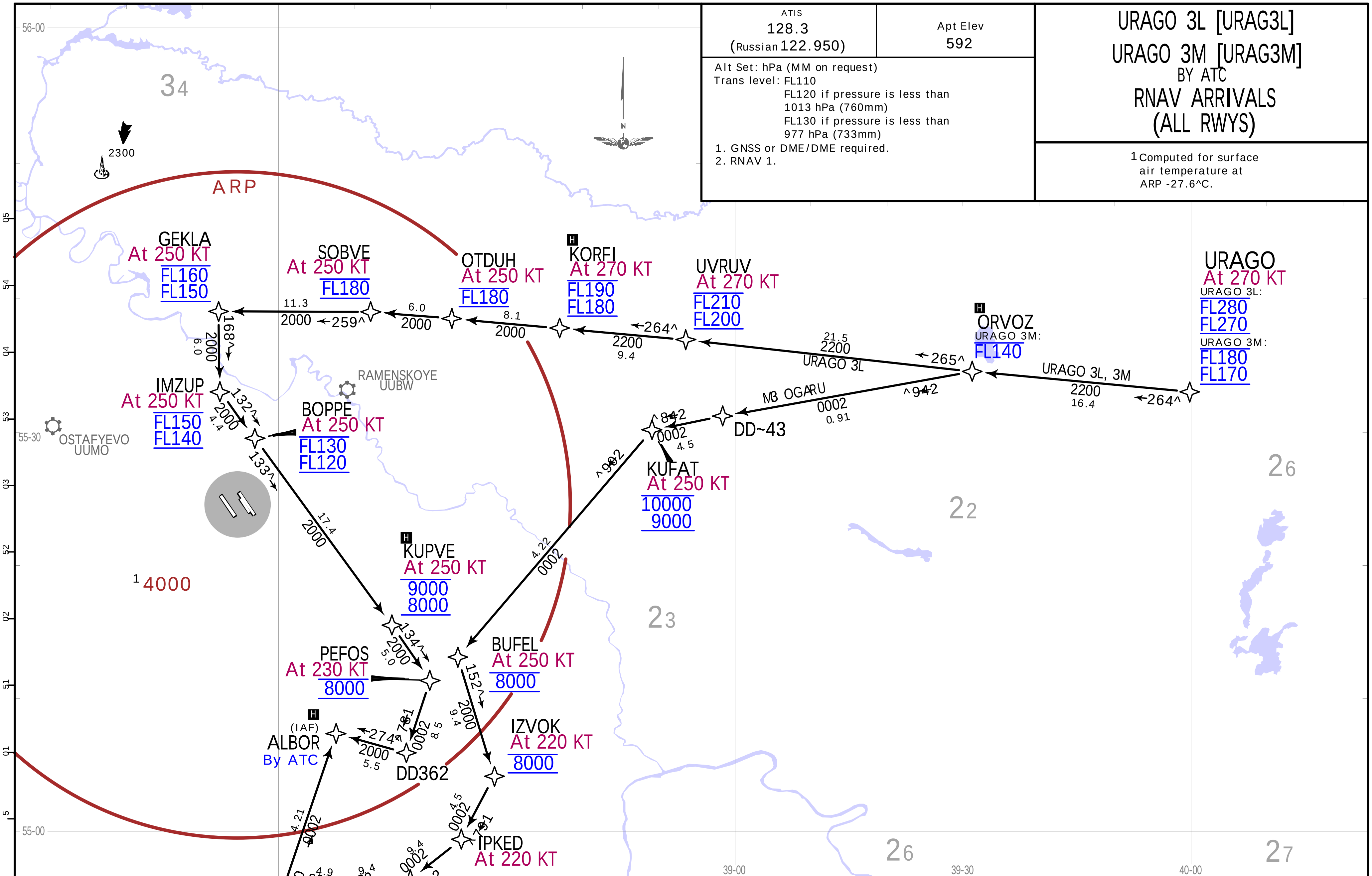
ATIS	Apt Elev
128.3 (Russian 122.950)	592

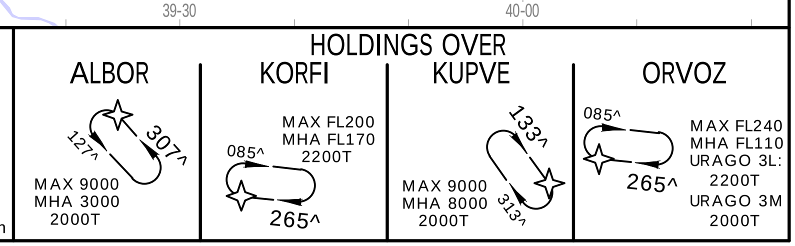
Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)

1. GNSS or DME/DME required.
2. RNAV 1.

URAGO 3L [URAG3L]
URAGO 3M [URAG3M]
BY ATC
RNAV ARRIVALS (ALL RWYS)

1 Computed for surface air temperature at ARP -27.6^C.





FEET	METERS
QNH	(QFE)
9000	(2585)
8000	(2280)
3000	(755)
2200	(515)
2000	(450)

QFE values based on RWY 32R THR elevation

CHANGES: New RWY 14L/32R added.

UUDD/DME
DOMODEDOVO

JEPPESEN
26 NOV 21 (30-2A) .Eff.2.Dec.

MOSCOW, RUSSIA
.RNAV.STAR.

ATIS 128.3 (Russian 122.950)

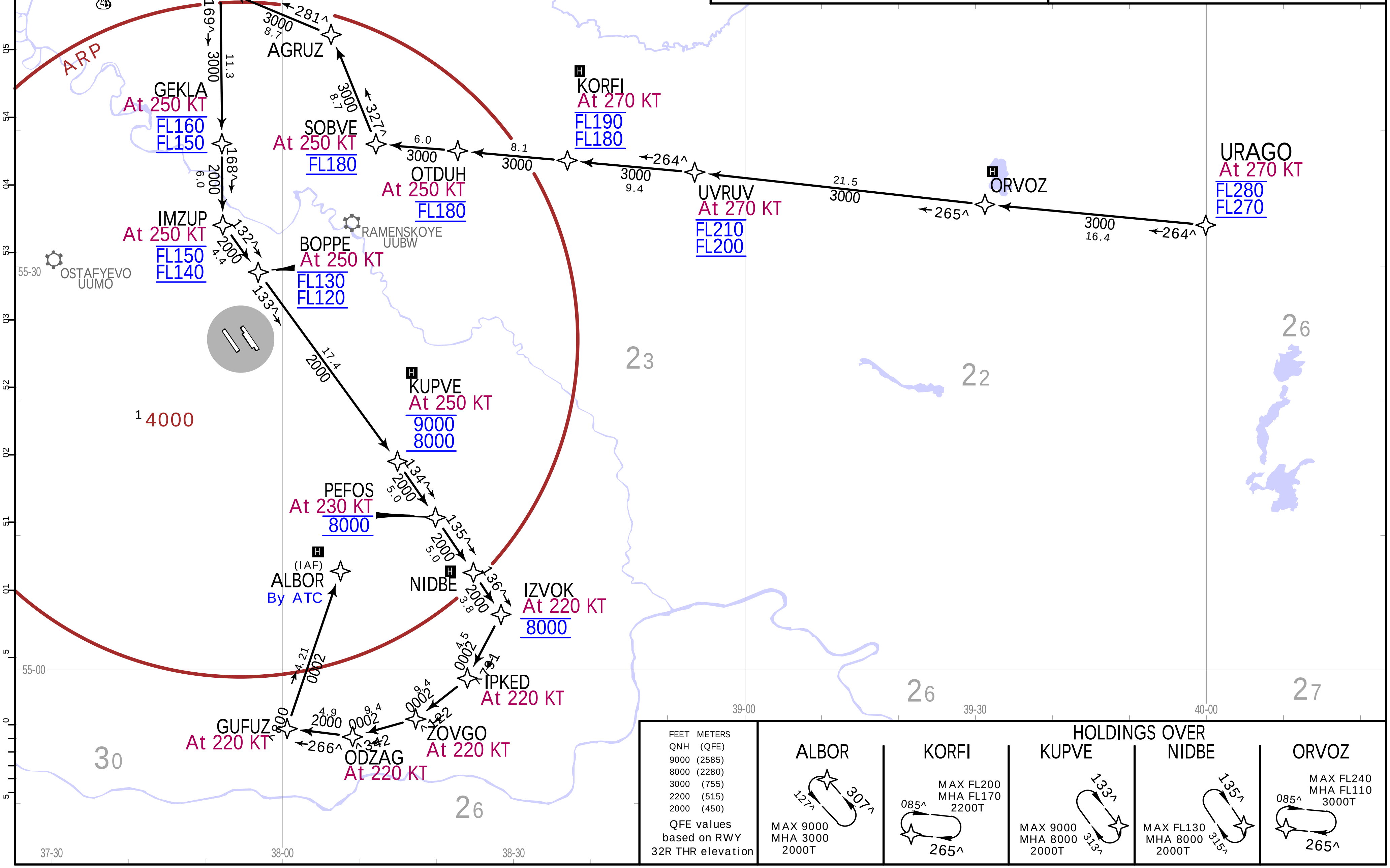
Apt Elev 592

URAGO 3N [URAG3N] RNAV ARRIVAL (ALL RWYS)

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)

1. GNSS or DME/DME required.
2. RNAV 1.

1 Computed for surface air temperature at ARP -27.6^C.



UGNOV
AGRUZ
GEKLA At 250 KT FL160 FL150
SOBVE At 250 KT FL180
OTDUH At 250 KT FL180
KORFI At 270 KT FL190 FL180
UVRUV At 270 KT FL210 FL200
ORVOZ
URAGO At 270 KT FL280 FL270
IMZUP At 250 KT FL150 FL140
BOPPE At 250 KT FL130 FL120
RAMENSKOYE UUBW
OSTAFYEVO UUMO
KUPVE At 250 KT 9000 8000
PEFOS At 230 KT 8000
(IAF) ALBOR By ATC
NIDBE
IZVOK At 220 KT 8000
IPKED At 220 KT
ZOVGO At 220 KT
ODZAG At 220 KT
GUFUZ At 220 KT
ARP
1 4000
2300
HOLDINGS OVER
ALBOR 127^ 307^ MAX 9000 MHA 3000 2000T
KORFI 085^ 265^ MAX FL200 MHA FL170 2200T
KUPVE 133^ 313^ MAX 9000 MHA 8000 2000T
NIDBE 135^ 315^ MAX FL130 MHA 8000 2000T
ORVOZ 085^ 265^ MAX FL240 MHA FL110 3000T

FEET QNH	METERS (QFE)
9000	(2585)
8000	(2280)
3000	(755)
2200	(515)
2000	(450)

QFE values based on RWY 32R THR elevation

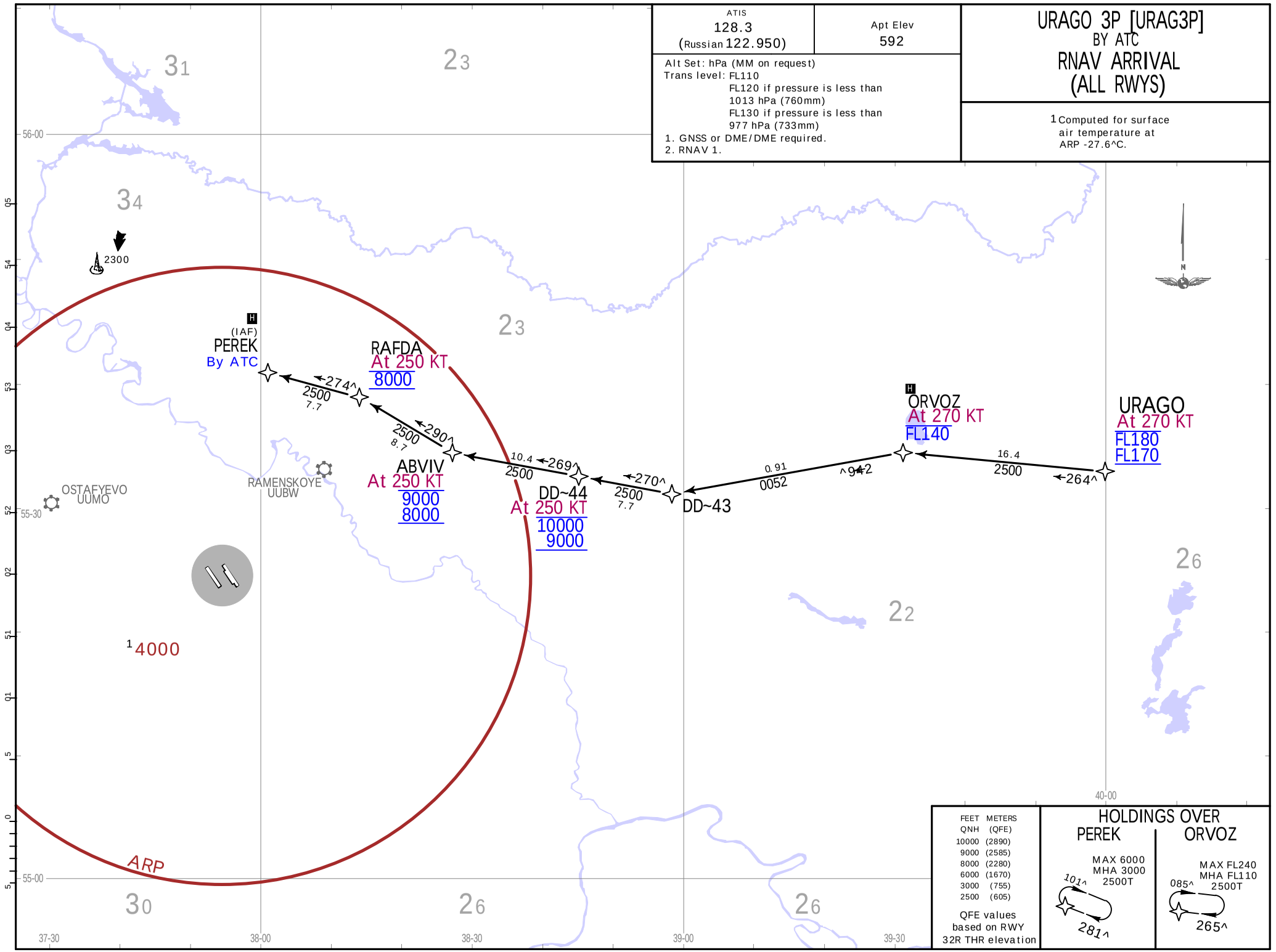
CHANGES: New RWY 14L/32R added.

ATIS	Apt Elev
128.3 (Russian 122.950)	592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

URAGO 3P [URAG3P]
BY ATC
RNAV ARRIVAL (ALL RWYS)

1 Computed for surface air temperature at ARP -27.6^C.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
8000	(2280)
6000	(1670)
3000	(755)
2500	(605)

QFE values based on RWY 32R THR elevation

HOLDINGS OVER

PEREK
MAX 6000
MHA 3000
2500T
101^
281^

ORVOZ
MAX FL240
MHA FL110
2500T
085^
265^

CHANGES: New RWY 14L/32R added.

CHANGES: New RWY 14L/32R added.

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
8000	(2280)
7000	(1975)
6000	(1670)
3000	(755)
2000	(450)

QFE values based on RWY 32R THR elevation

ATIS 128.3 (Russian 122.950)

Apt Elev 592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

1 Computed for surface air temperature at ARP -27.6^C.

OLOPI 3L [OLOP3L]
TENRI 3L [TENR3L]
RNAV ARRIVALS
(ALL RWYS)

OSTAFYEVO
UUMO

ARP

1 4000

(IAF)
ALBOR
By ATC
MAX 9000
MHA 3000
2000T

GUFUZ

BUNZI
At 230 KT
7000

POZUK
At 230 KT
6000

OKPEN
At 240 KT
8000
7000

MAX 10000
MHA 7000
2000T

RIFMA

MAX FL150
MHA FL130
2000T

OLOPI
At 270 KT
FL200

TENRI
At 270 KT
FL140
FL130

127^ 12.4 2000 008^
307^ 18.4 2000
002^ 2000 5.2
142^ 8.0 2000 322^
142^ 16.2 2000 322^
322^ OLOPI 3L 2000 17.3
032^ TENRI 3L 2000 24.2

UUDD/DME
DOMODEDOVO

JEPPESEN MOSCOW, RUSSIA
26 NOV 21 (30-2C) .Eff.2.Dec. .RNAV.STAR.

OLOPI 3L [OLOP3L]
TENRI 3L [TENR3L]
RNAV ARRIVALS
(ALL RWYS)

CHANGES: New RWY 14L/32R added.

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
8000	(2280)
7000	(1975)
6000	(1670)
3000	(755)
2000	(450)

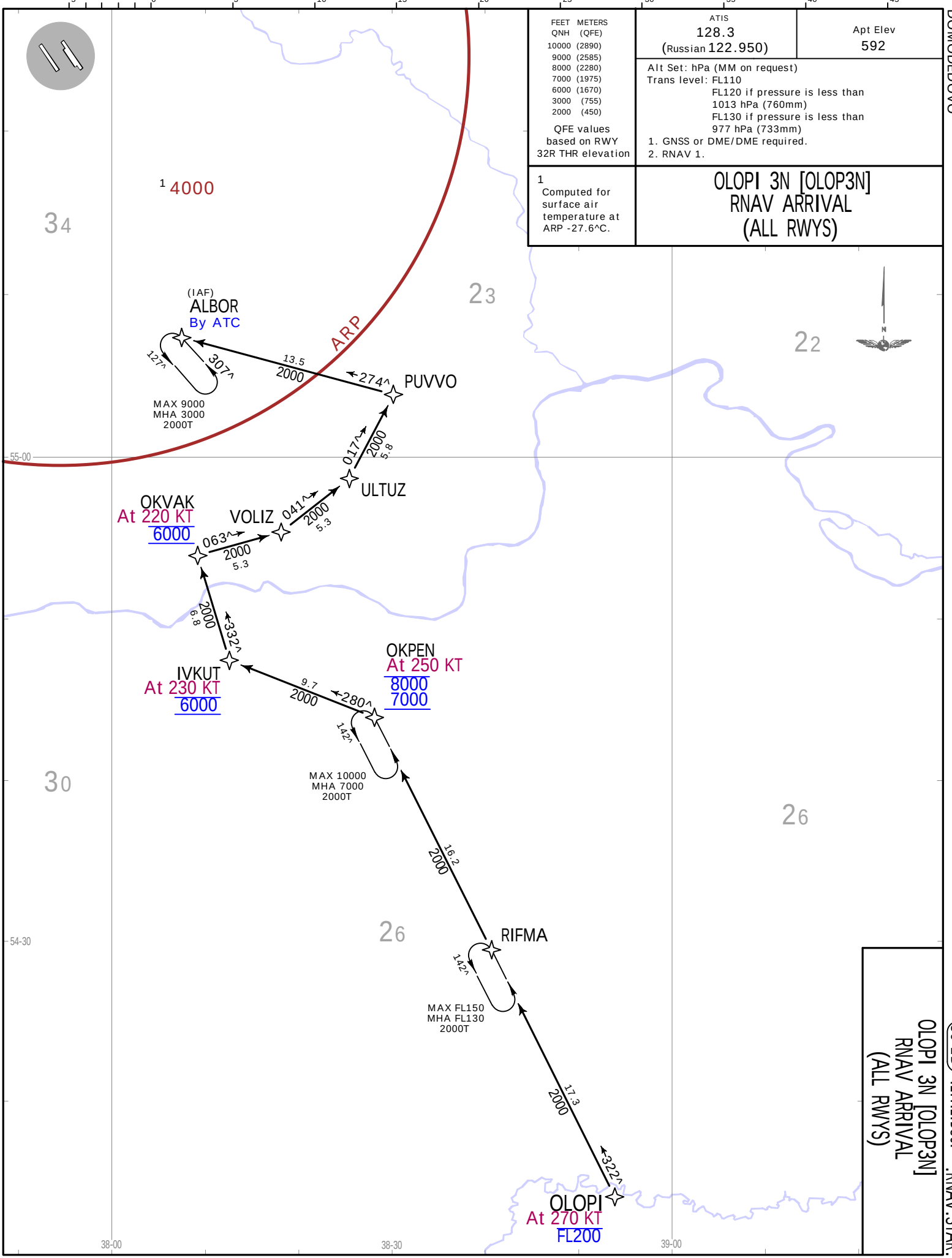
QFE values based on RWY 32R THR elevation

ATIS	Apt Elev
128.3 (Russian 122.950)	592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

1 Computed for surface air temperature at ARP -27.6^C.

OLOPI 3N [OLOP3N]
RNAV ARRIVAL
(ALL RWYS)



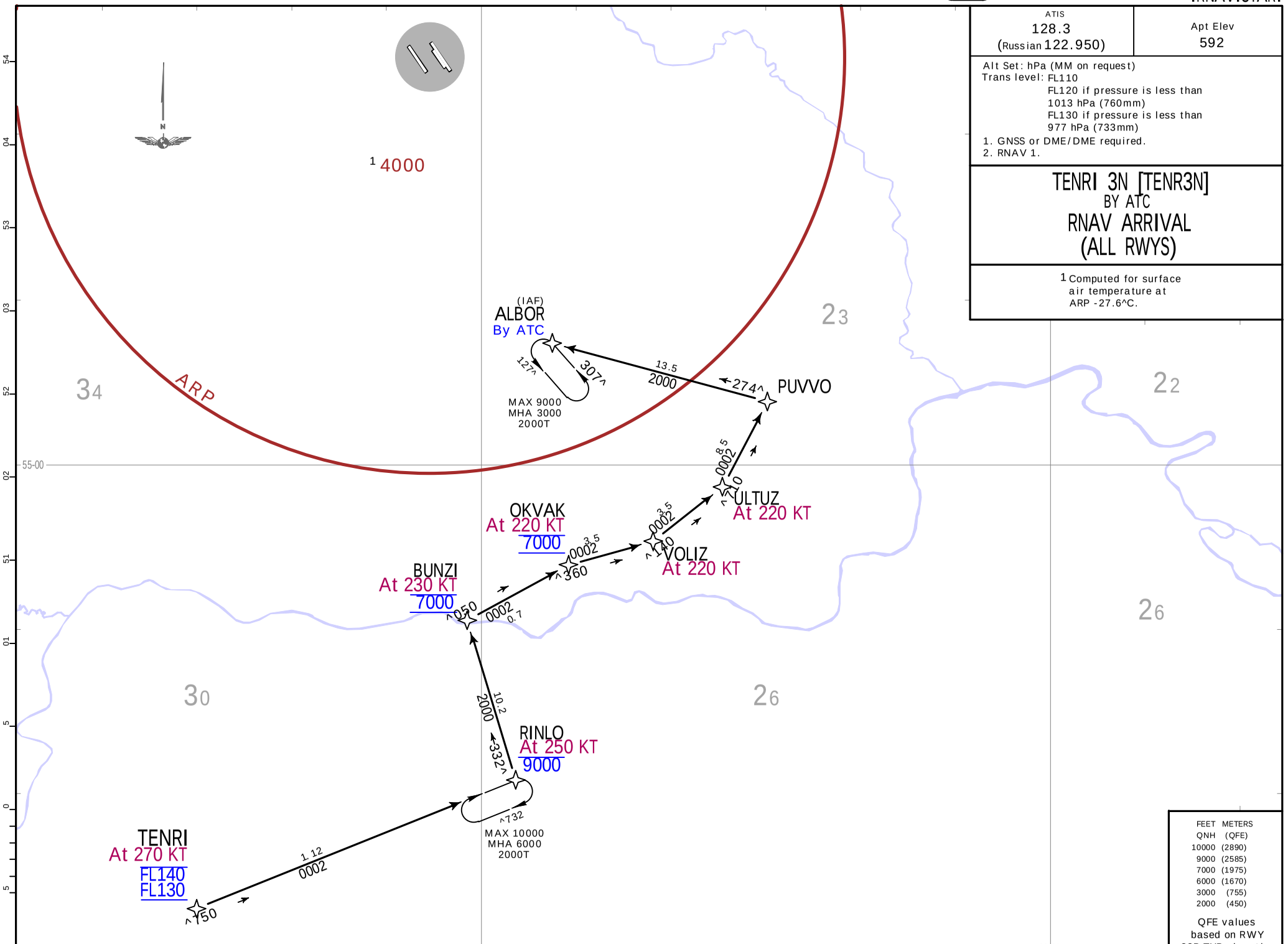
JEPPESEN MOSCOW, RUSSIA
26 NOV 21 (30-2D) .Eff.2.Dec. .RNAV.STAR.
OLOPI 3N [OLOP3N]
RNAV ARRIVAL
(ALL RWYS)

ATIS	Apt Elev
128.3 (Russian 122.950)	592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

TENRI 3N [TENR3N]
BY ATC
RNAV ARRIVAL
(ALL RWYS)

[1] Computed for surface air temperature at ARP -27.6^C.



FEET	METERS QNH (QFE)
10000	(2890)
9000	(2585)
7000	(1975)
6000	(1670)
3000	(755)
2000	(450)

QFE values based on RWY 32R THR elevation

CHANGES: New RWY 14L/32R added.

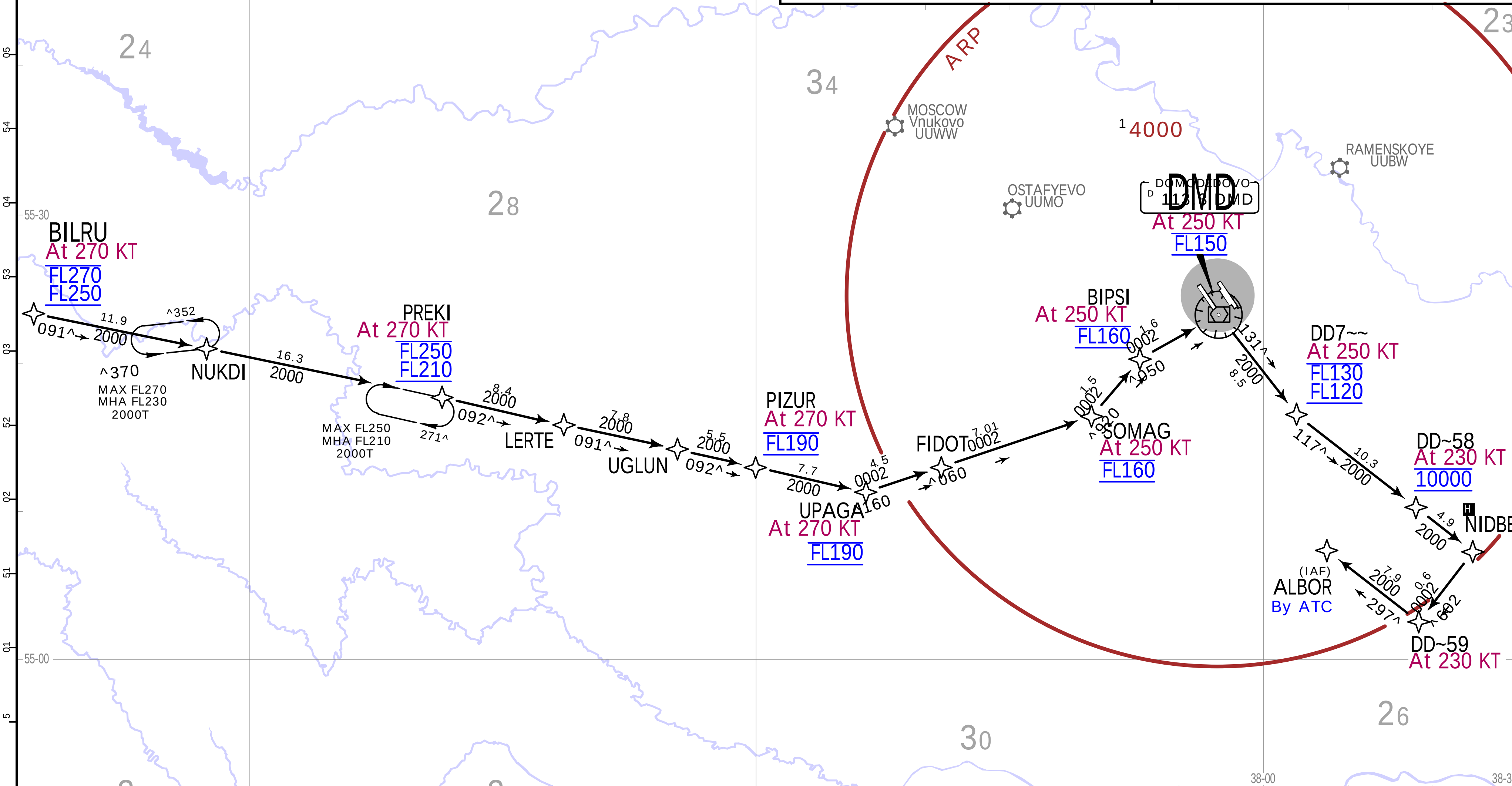
ATIS 128.3 (Russian 122.950)	Apt Elev 592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)

1. GNSS or DME/DME required.
2. RNAV 1.

BILRU 3L [BILR3L] RNAV ARRIVAL (ALL RWYS)

1 Computed for surface air temperature at ARP -27.6^C.

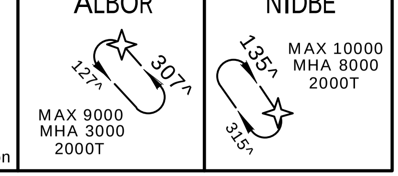

BILRU
At 270 KT
FL270
FL250
091^
11.9
2000
^352
^370
MAX FL270
MHA FL230
2000T
NUKDI
16.3
2000
PREKI
At 270 KT
FL250
FL210
MAX FL250
MHA FL210
2000T
271^
8.4
2000
092^
LERTE
7.8
2000
091^
UGLUN
5.5
2000
092^
PIZUR
At 270 KT
FL190
7.7
2000
UPAGA
At 270 KT
FL190
4.5
2000
160
FIDOT
7.01
2000
060
SOMAG
At 250 KT
FL160
1.5
2000
050
BIPSI
At 250 KT
FL160
1.6
2000
DOMODEDOVO
113.6 DMD
DMD
At 250 KT
FL150
131^
2000
8.5
DD7~~
At 250 KT
FL130
FL120
117^
10.3
2000
DD~58
At 230 KT
10000
4.9
2000
NIDBE
DD~59
At 230 KT
0.6
2000
7.9
2000
297^
(IAF)
ALBOR
By ATC
1 4000
ARP
MOSCOW
Vnukovo
UUWW
OSTAFYEVO
UUMO
RAMENSKOYE
UUBW
24
28
34
23
25
27
30
26
55-30
55-00
36-00
36-30
37-00
37-30
38-00
38-30

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
8000	(2280)
3000	(755)
2000	(450)

QFE values based on RWY 32R THR elevation

HOLDINGS OVER

ALBOR | NIDBE



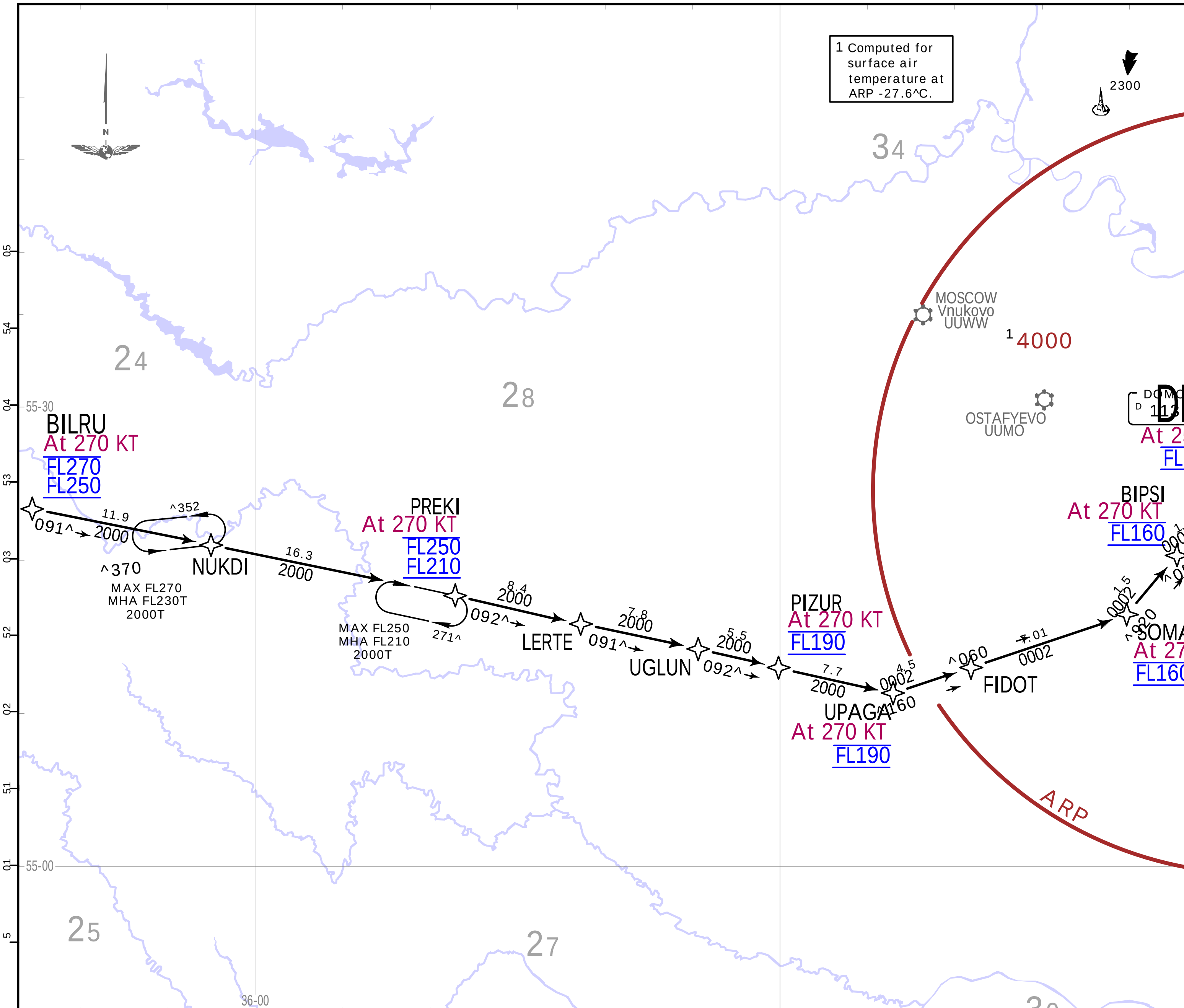
CHANGES: New RWY 14L/32R added.

ATIS	Apt Elev
128.3 (Russian 122.950)	592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)

1. GNSS or DME/DME required.
2. RNAV 1.

BILRU 3N [BILR3N] RNAV ARRIVAL (ALL RWYS)
BY ATC


1 Computed for surface air temperature at ARP -27.6^C.
2300
MOSCOW Vnukovo UUWW
1 4000
OSTAFYEVO UUMO
DOMODEDOVO D 113.8 DMD
DMD
At 250 KT
FL150
BILRU
At 270 KT
FL270
FL250
091^ 11.9 2000
^352
^370
NUKDI
MAX FL270
MHA FL230T
2000T
16.3 2000
PREKI
At 270 KT
FL250
FL210
MAX FL250
MHA FL210
2000T
271^
092^ 8.4 2000
LERTE
091^ 7.8 2000
UGLUN
092^ 5.5 2000
PIZUR
At 270 KT
FL190
7.7 2000
UPAGA
At 270 KT
FL190
4.5 2000 060
^060
FIDOT
10.1 2000
SOMAG
At 270 KT
FL160
^020 1.5 2000
BIPSI
At 270 KT
FL160
^050 1.6 2000
131^ 8.5 2000
DD7~~
At 250 KT
FL130
FL120
117^ 10.3 2000
DD~58
At 230 KT
10000
4.9 2000
NIDBE
136^ 2000 3.8
IZVOK
At 220 KT
9000
4.5 2000 201
IPKED
^122 2000 9.4
ZOVGO
At 220 KT
^266 ^342 2000 4.9
ODZAG
At 220 KT
GUFUZ
At 220 KT
021 2000
(IAF)
ALBOR
By ATC
ARP
24
28
34
23
25
27
30
26
55-30
55-00
36-00
36-30
37-00
37-30
38-00
38-30
HOLDINGS OVER
ALBOR
127^ 307^
MAX 9000
MHA 3000
2000T
NIDBE
135^ 315^
MAX 10000
MHA 8000
2000T

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
8000	(2280)
3000	(755)
2000	(450)

QFE values based on RWY 32R THR elevation

CHANGES: New RWY 14L/32R added.

CHANGES: New RWY 14L/32R added.

ATIS 128.3 (Russian 122.950)

Apt Elev 592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

ESOLO 3L [ESOL3L]
ROMTA 3L [ROMT3L]
RNAV ARRIVALS
(ALL RWYS)

1 Computed for surface air temperature at ARP -27.6^C.

ROMTA
At 270 KT
FL280
FL260

KAZAR
At 270 KT
FL260

ESOLO
At 270 KT
FL270
FL250

SUBOD
At 270 KT
FL250

FILZI

LOPLO

RATKE
At 270 KT
FL190

URRIZ
At 270 KT
FL180
FL170

PIZOT
At 270 KT
FL170

RUGEL
At 250 KT
FL170

GEKLA
At 250 KT
FL160
FL150

IMZUP
At 250 KT
FL150
FL140

BOPPE
At 250 KT
FL130
FL120

KUPVE
At 250 KT
9000
8000

PEFOS
At 230 KT
8000

(IAF)
ALBOR
By ATC

DD362

MAX FL280
MHA FL250
3000T

MAX FL270
MHA FL210
3000T

ARP

MOSCOW
Sheremetyevo
UUEE

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

1 4000

FEET METERS
QNH (QFE)
9000 (2585)
8000 (2280)
3000 (755)
2000 (450)
QFE values based on RWY 32R THR elevation

HOLDINGS OVER

ALBOR
MAX 9000
MHA 3000
2000T

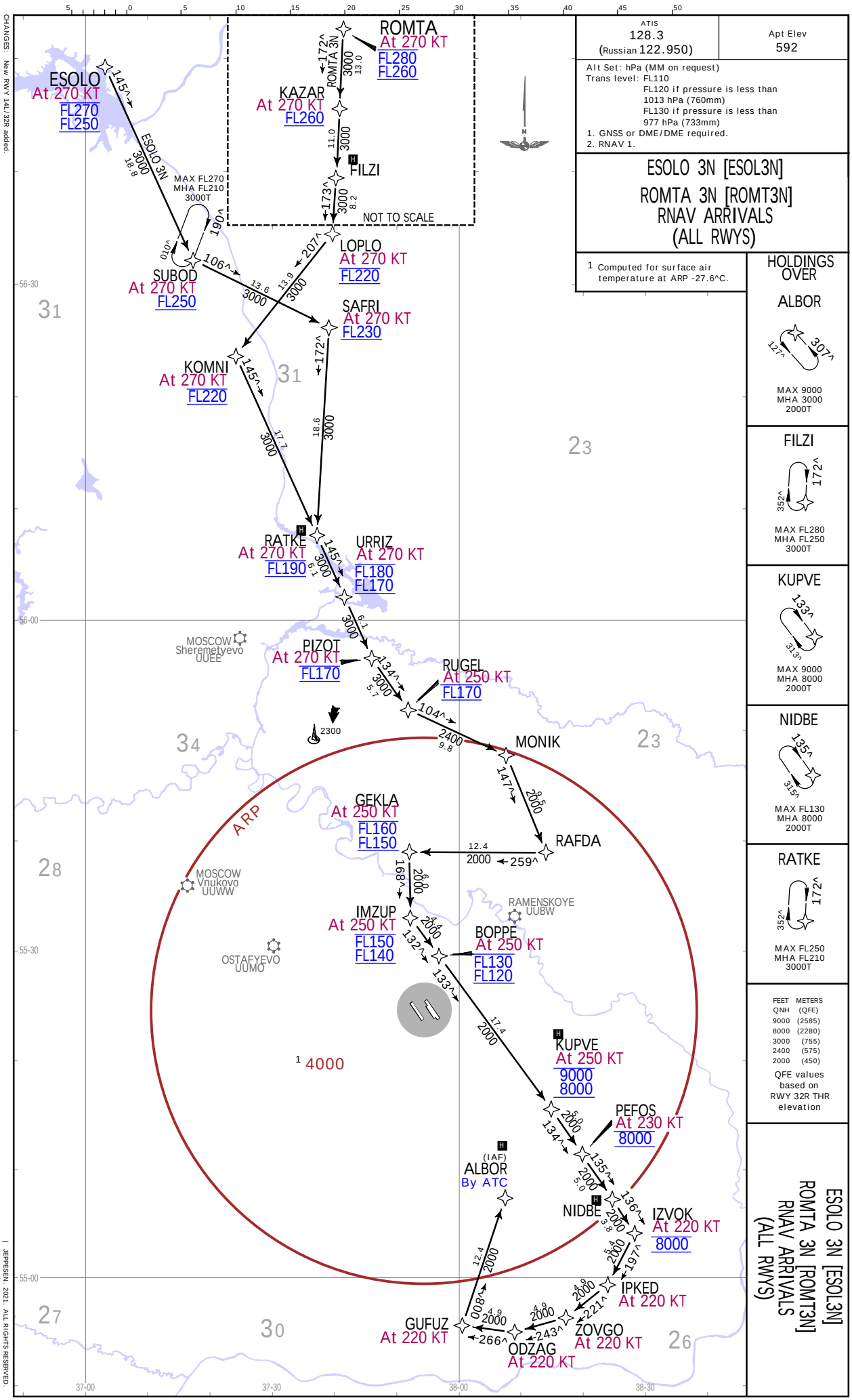
KUPVE
MAX 9000
MHA 8000
2000T

RATKE
MAX FL250
MHA FL210
3000T

UUDD/DME
DOMODEDOVO

ESOLO 3L [ESOL3L]
ROMTA 3L [ROMT3L]
RNAV ARRIVALS
(ALL RWYS)

JEPPESEN MOSCOW, RUSSIA
26 NOV 21 (30-2H) .Eff.2.Dec. .RNAV.STAR.



ATIS
128.3
(Russian 122.950)

Apt Elev
592

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
1. GNSS or DME/DME required.
2. RNAV 1.

ESOLO 3N [ESOL3N]
ROMTA 3N [ROMT3N]
RNAV ARRIVALS
(ALL RWYS)

[1] Computed for surface air temperature at ARP -27.6^C.

HOLDINGS OVER

ALBOR
MAX 9000
MHA 3000
2000T

FILZI
MAX FL280
MHA FL250
3000T

KUPVE
MAX 9000
MHA 8000
2000T

NIDBE
MAX FL130
MHA 8000
2000T

RATKE
MAX FL250
MHA FL210
3000T

FEET	METERS
QNH	(QFE)
9000	(2585)
8000	(2280)
3000	(755)
2400	(575)
2000	(450)

QFE values based on RWY 32R THR elevation

UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
.RNAV.STAR.

ESOLO 3N [ESOL3N]
ROMTA 3N [ROMT3N]
RNAV ARRIVALS
(ALL RWYS)

JEPPESEN
26 NOV 21
30-2J
.Eff.2.Dec.

CHANGES: New RWY 14L/32R added.

UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

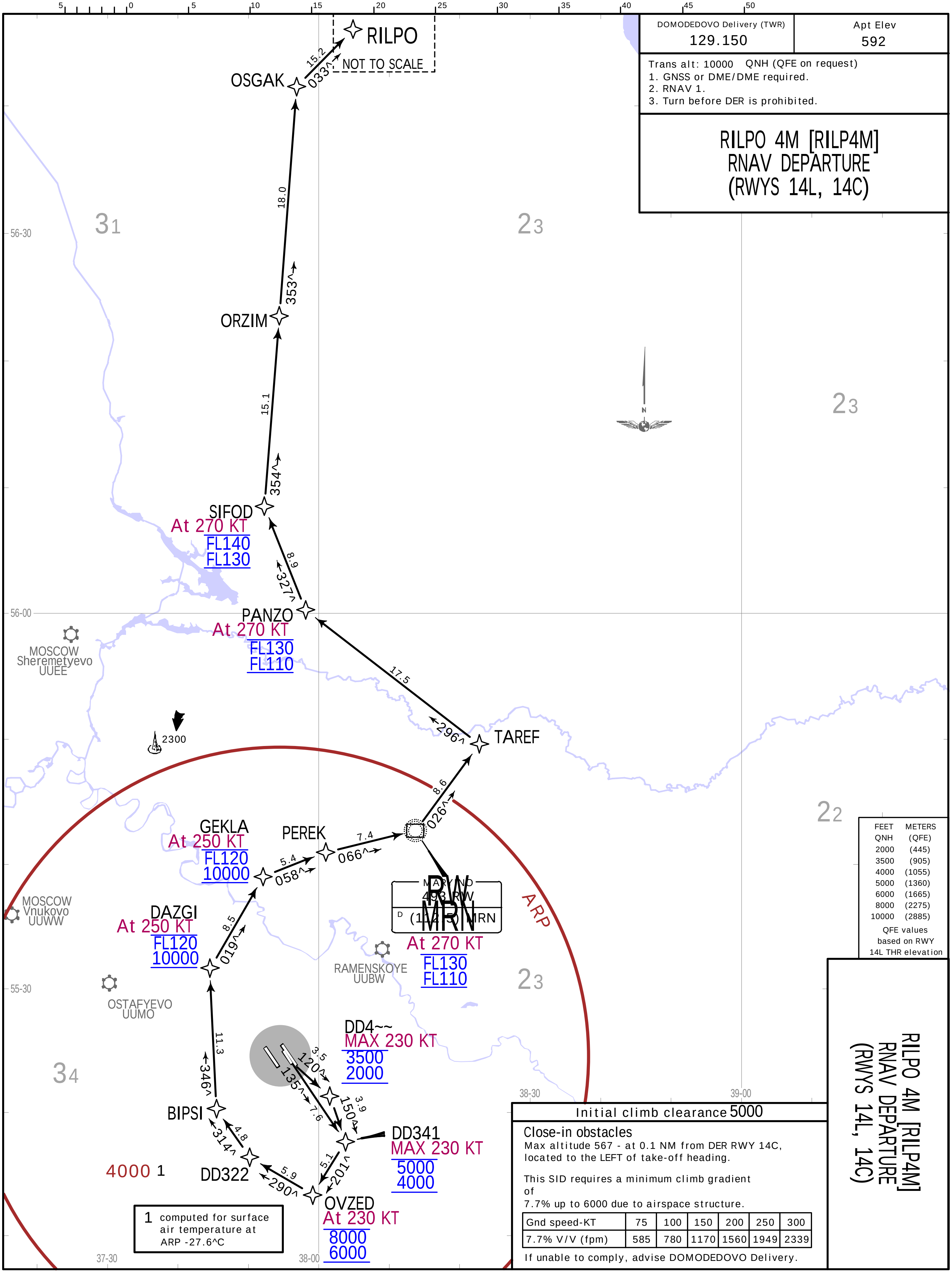
JEPPESEN 25 NOV 22 30-3 .Eff.1.Dec. .RNAV.SID.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)

1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

RILPO 4M [RILP4M] RNAV DEPARTURE (RWYS 14L, 14C)



FEET QNH	METERS (QFE)
2000	(445)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
8000	(2275)
10000	(2885)

QFE values based on RWY 14L THR elevation

1 computed for surface air temperature at ARP -27.6^C

Initial climb clearance 5000

Close-in obstacles

Max altitude 567 - at 0.1 NM from DER RWY 14C, located to the LEFT of take-off heading.

This SID requires a minimum climb gradient of 7.7% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply, advise DOMODEDOVO Delivery.

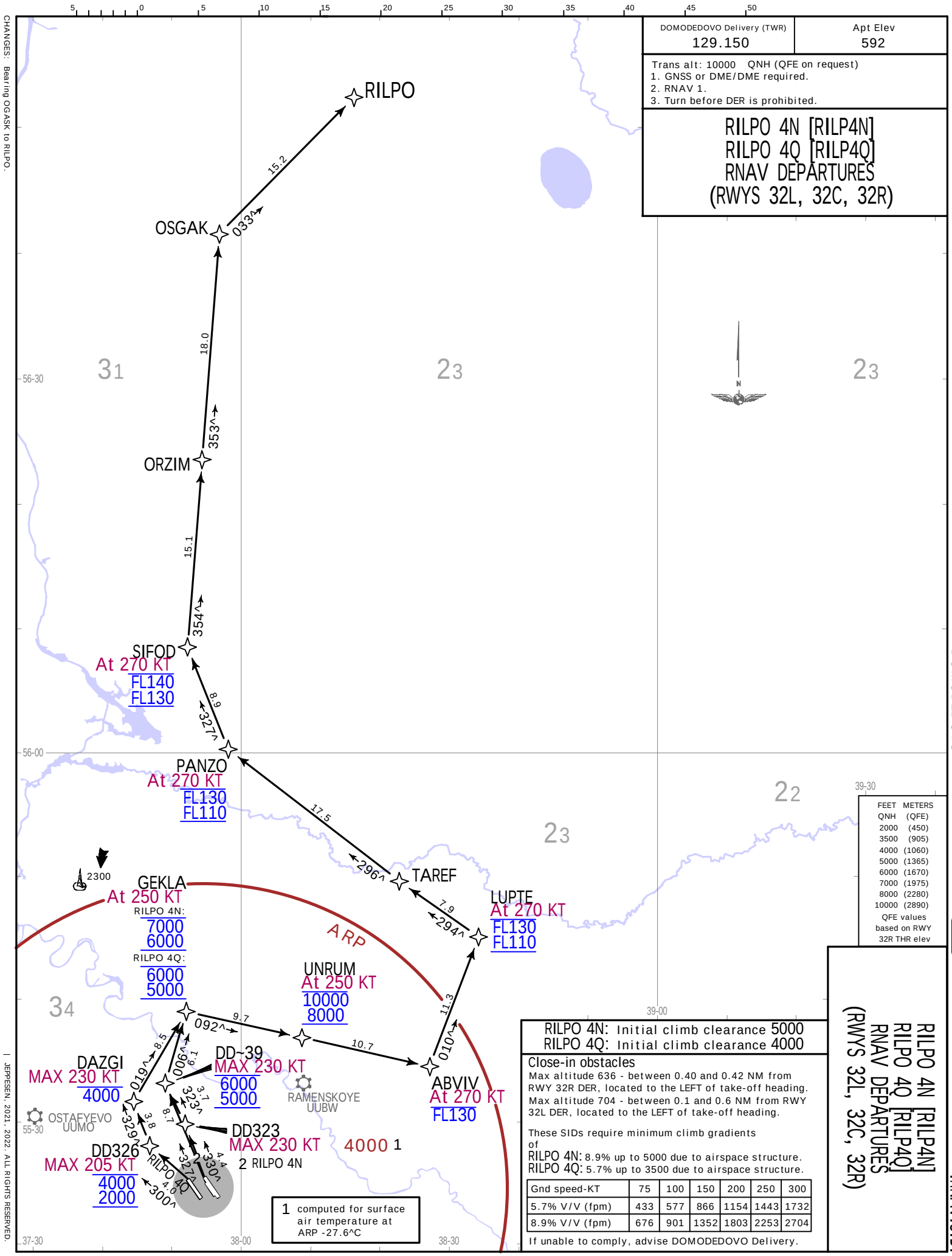
CHANGES: None.

CHANGES: Bearing OGASK to RILPO.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

RILPO 4N [RILP4N]
RILPO 4Q [RILP4Q]
RNAV DEPARTURES
(RWYS 32L, 32C, 32R)



FEET	METERS
QNH	(QFE)
2000	(450)
3500	(905)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
10000	(2890)

QFE values based on RWY 32R THR elev

RILPO 4N: Initial climb clearance 5000
RILPO 4Q: Initial climb clearance 4000

Close-in obstacles
Max altitude 636 - between 0.40 and 0.42 NM from RWY 32R DER, located to the LEFT of take-off heading.
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER, located to the LEFT of take-off heading.

These SIDs require minimum climb gradients of
RILPO 4N: 8.9% up to 5000 due to airspace structure.
RILPO 4Q: 5.7% up to 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DOMODEDOVO Delivery.

UUDD/DME
DOMODEDOVO

25 NOV 22 (30-3A) Eff.1.Dec.

JEPPESEN

RILPO 4N [RILP4N]
RILPO 4Q [RILP4Q]
RNAV DEPARTURES
(RWYS 32L, 32C, 32R)

MOSCOW, RUSSIA
.RNAV.SID.

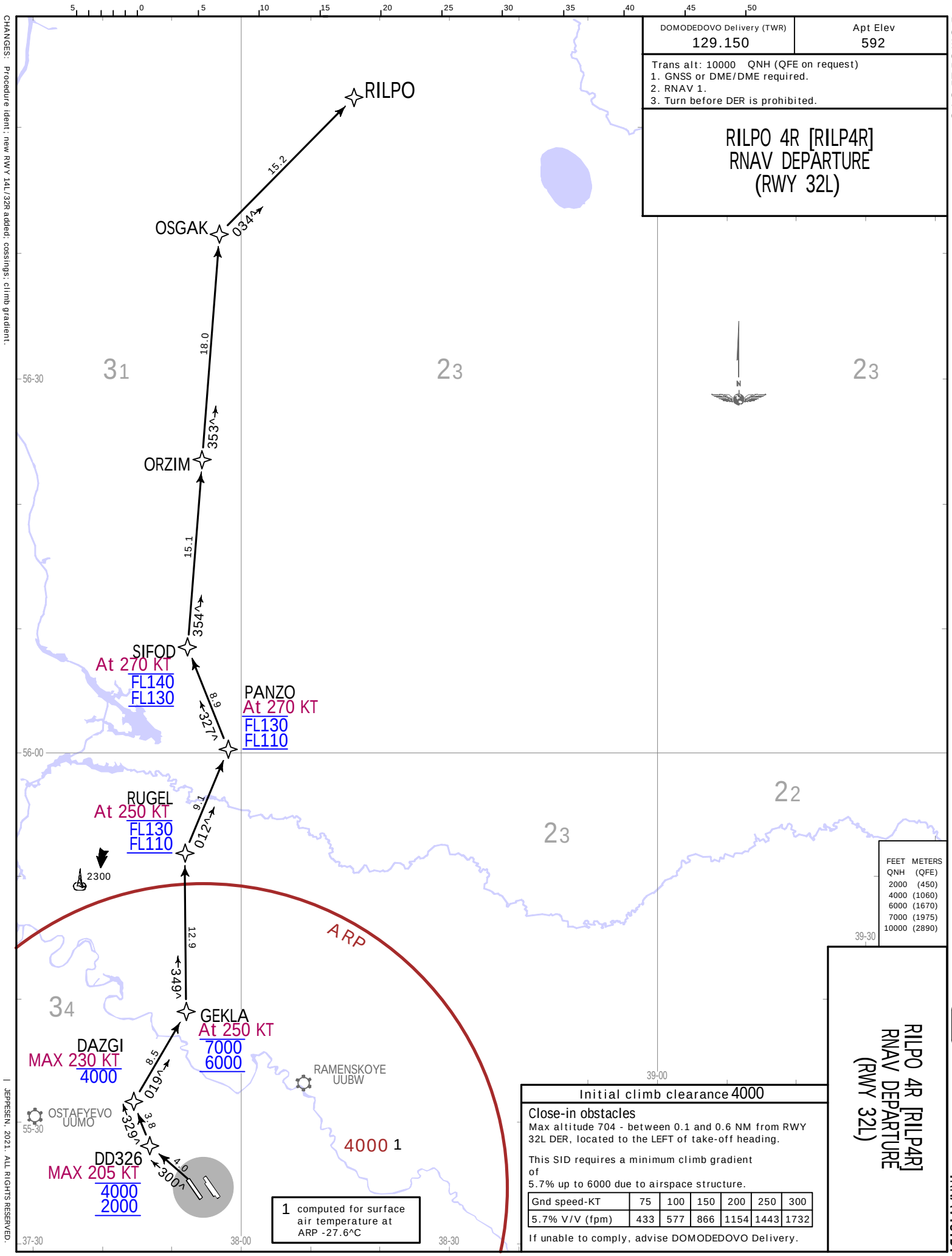
CHANGES: Procedure ident; new RWY 14L/32R added; cossings; climb gradient.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

RILPO 4R [RILP4R] RNAV DEPARTURE (RWY 32L)

UUDD/DME
DOMODEDOVO



FEET	METERS
QNH	(QFE)
2000	(450)
4000	(1060)
6000	(1670)
7000	(1975)
10000	(2890)

1 computed for surface air temperature at ARP -27.6^C

Initial climb clearance 4000

Close-in obstacles
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER, located to the LEFT of take-off heading.

This SID requires a minimum climb gradient of 5.7% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply, advise DOMODEDOVO Delivery.

RILPO 4R [RILP4R]
RNAV DEPARTURE
(RWY 32L)

JEPPESEN MOSCOW, RUSSIA
26 NOV 21 (30-3B) .Eff.2.Dec. .RNAV.SID.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

RILPO 4S [RILP4S]
RILPO 4T [RILP4T]
RNAV DEPARTURES
(RWY 14R)

RILPO
NOT TO SCALE
15.2
033^
OSGAK
18.0
353^
ORZIM
15.1
354^
SIFOD
At 270 KT
FL140
FL130
8.9
327^
PANZO
At 270 KT
FL130
FL110
17.5
296^
TAREF
MOSCOW
Sheremetyevo
UUEE
RUGEL
At 270 KT
FL130
FL110
9.1
012^
2300
RILPO 4T
12.9
349^
GEKLA
At 250 KT
FL120
10000
5.4
057^
RILPO 4S
7.4
066^
PEREK
8.6
026^
MOSCOW
Vnukovo
UUWW
DAZGI
At 250 KT
FL120
10000
8.5
019^
MOSCOW
NAVIGATION
493 RW
At 270 KT
FL130
FL110
ARP
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
55-30
56-30
56-00
4000 1
1 computed for surface air temperature at ARP -27.6^C
11.3
346^
BIPSI
At 240 KT
8000
7000
150^
5.4
4.8
314^
4.7
233^
DD4~1
MAX 230 KT
4000
3000
DD322
MAX 230 KT
6000
5000
37-30
38-00
38-30
39-00

FEET QNH	METERS (QFE)
3000	(735)
4000	(1040)
5000	(1345)
6000	(1650)
6800	(1895)
7000	(1955)
8000	(2260)
10000	(2870)

Initial climb clearance 4000

These SIDs require a minimum climb gradient of 7.5% up to 6800 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

If unable to comply, advise DOMODEDOVO Delivery.

UUDD/DME
DOMODEDOVO

JEPPESEN
26 NOV 21
30-3C
.Eff.2.Dec.

RILPO 4S [RILP4S]
RILPO 4T [RILP4T]
RNAV DEPARTURES
(RWY 14R)

MOSCOW, RUSSIA
.RNAV.SID.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

KOGOM 4M [KOGO4M]
KOGOM 4S [KOGO4S]
OLMUN 4M [OLMU4M]
OLMUN 4S [OLMU4S]
RNAV DEPARTURES
(RWYS 14L, 14C, 14R)

FEET	METERS
QNH	(QFE)
2000	(445)
3000	(750)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
7000	(1970)
8000	(2275)
9000	(2580)
10000	(2885)

QFE values based on RWY 14L THR elev

OLMUN
KOGOM
BINPL
UDZOK
At 270 KT
FL210
FL170
MEFED
At 270 KT
FL170
KORFI
At 270 KT
FL160
ABVIV
At 270 KT
FL140
FL130
UNRUM
At 270 KT
FL130
GEKLA
At 250 KT
FL120
10000
DAZGI
At 250 KT
FL120
10000
ARP
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
2300
4000 1
3 KOGOM 4M
OLMUN 4M
4 KOGOM 4S
OLMUN 4S
DD4~~
MAX 230 KT
3500
2000
DD341
MAX 230 KT
5000
4000
DD4~1
MAX 230 KT
4000
3000
OVZED
At 230 KT
8000
6000
BIPSI
KOGOM 4S,
OLMUN 4S:
At 240 KT
8000
7000
DD322
KOGOM 4S, OLMUN 4S:
At 230 KT
6000
5000

1 computed for surface air temperature at ARP -27.6^C

KOGOM 4M, OLMUN 4M: Initial climb clearance 5000
KOGOM 4S, OLMUN 4S: Initial climb clearance 4000

Close-in obstacles
Max altitude 567 - at 0.1 NM from RWY 14C DER located to the LEFT of take-off heading.

These SIDs require a minimum climb gradient of
KOGOM 4M, OLMUN 4M: 7.7% up to 6000 due to airspace structure.
KOGOM 4S, OLMUN 4S: 7.5% up to 7000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: Procedure titel; procedure idents; new RWY 14L/32R with route segment added; crossings, climb gradients; Close-In OBST.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

KOGOM 4N [KOGO4N]
KOGOM 4Q [KOGO4Q]
OLMUN 4N [OLMU4N]
OLMUN 4Q [OLMU4Q]
RNAV DEPARTURES
(RWYS 32L, 32C, 32R)

FEET	METERS
QNH	(QFE)
2000	(450)
3500	(905)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
10000	(2890)

QFE values based on RWY 32R THR elev

OLMUN
KOGOM
BINPL
UDZOK
At 270 KT
FL210
FL170
MEFED
At 270 KT
FL170
KOREI
At270 KT
FL160
UNRUM
At 250 KT
10000
8000
ABVIV
At 270 KT
FL130
DD~39
MAX 230 KT
6000
5000
DAZGI
MAX 230 KT
4000
DD323
MAX 230 KT
DD326
MAX 205 KT
4000
2000
GEKLA
At 250 KT
KOGOM 4N, OLMUN 4N:
7000
6000
KOGOM 4Q, OLMUN 4Q:
6000
5000
2300
ARP
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
2 KOGOM 4N
OLMUN 4N
4000 1
1 computed for surface air temperature at ARP -27.6^C

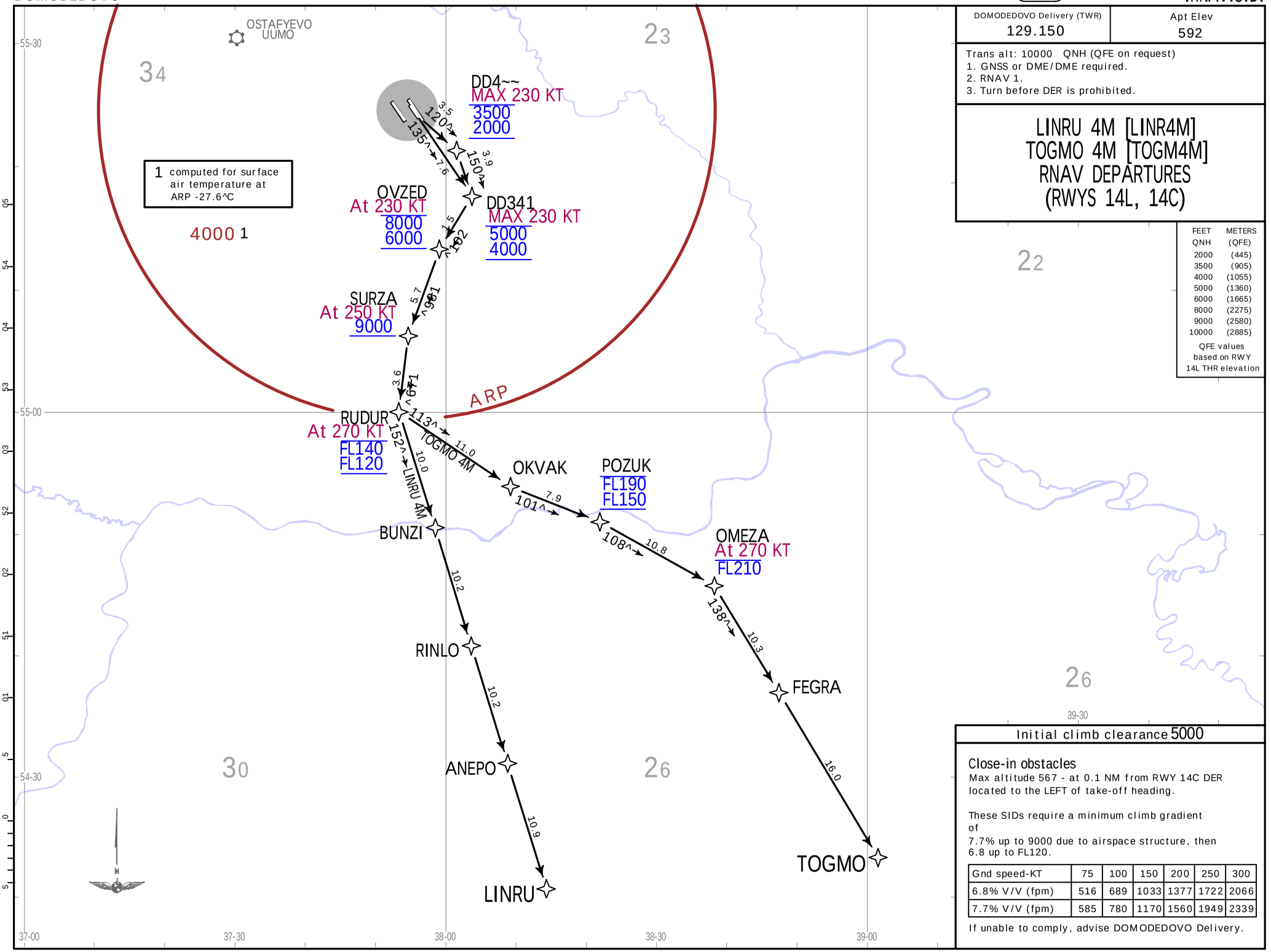
KOGOM 4N, OLMUN 4N: Initial climb clearance 5000
KOGOM 4Q, OLMUN 4Q: Initial climb clearance 4000

Close-in obstacles
Max altitude 636 - between 0.40 and 0.42 NM from RWY 32R DER, located to the LEFT of take-off heading.
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER, located to the LEFT of take-off heading.

These SIDs require minimum climb gradients of
KOGOM 4N, OLMUN 4N: 8.9% up to 5000 due to airspace structure.
KOGOM 4Q, OLMUN 4Q: 5.7% up to 3500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DOMODEDOVO Delivery.



DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

LINRU 4M [LINR4M]
TOGMO 4M [TOGM4M]
RNAV DEPARTURES
(RWYS 14L, 14C)

FEET QNH	METERS (QFE)
2000	(445)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
8000	(2275)
9000	(2580)
10000	(2885)

QFE values based on RWY 14L THR elevation

Initial climb clearance 5000

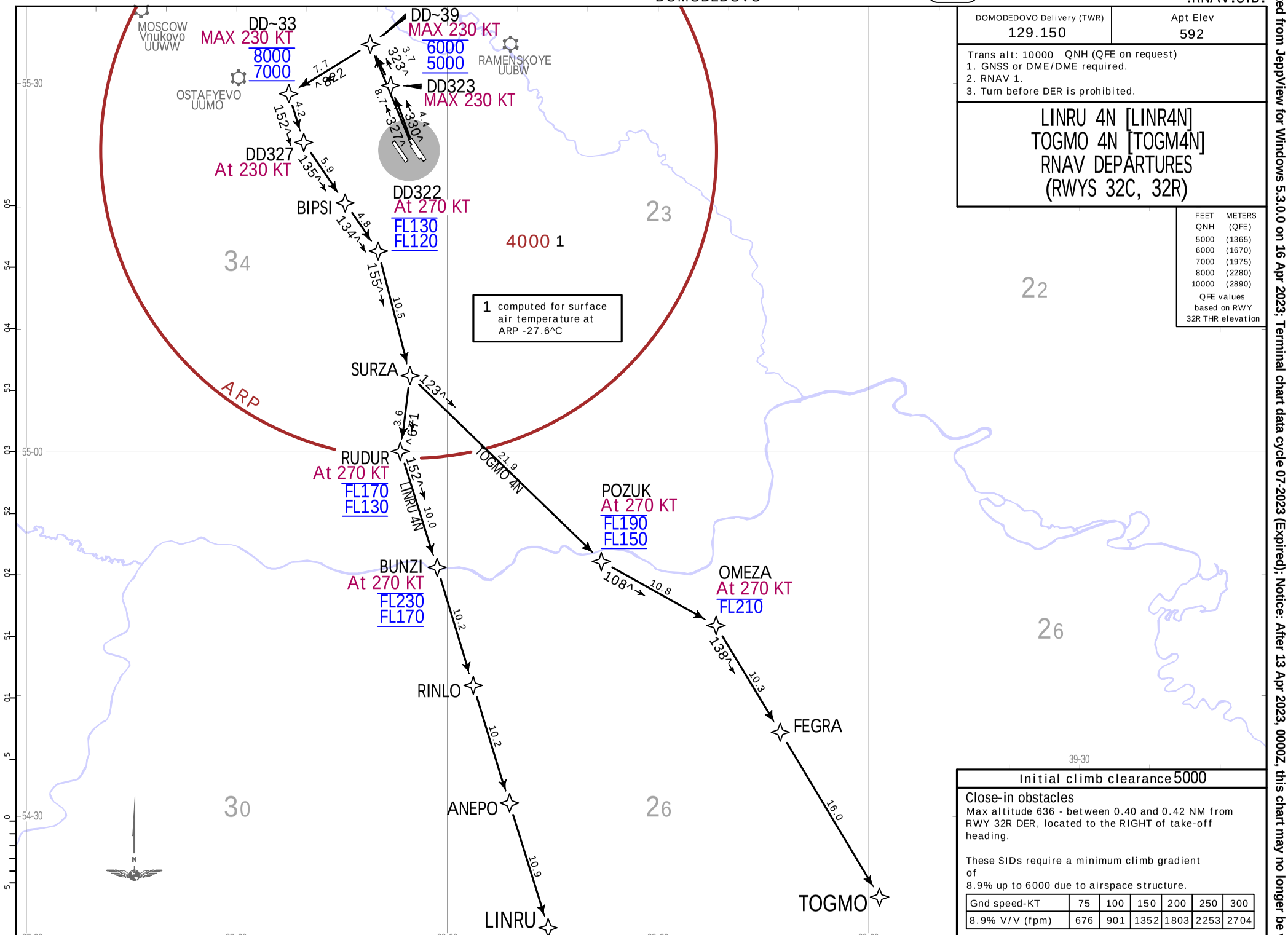
Close-in obstacles
Max altitude 567 - at 0.1 NM from RWY 14C DER located to the LEFT of take-off heading.

These SIDs require a minimum climb gradient of
7.7% up to 9000 due to airspace structure, then 6.8 up to FL120.

Gnd speed-KT	75	100	150	200	250	300
6.8% V/V (fpm)	516	689	1033	1377	1722	2066
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: Procedure titel; procedure idents; new RWY 14L/32R with route segment added; note; climb gradients; Close-In OBST.



DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

LINRU 4N [LINR4N]
TOGMO 4N [TOGM4N]
RNAV DEPARTURES
(RWYS 32C, 32R)

FEET QNH	METERS (QFE)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
10000	(2890)

QFE values based on RWY 32R THR elevation

Initial climb clearance 5000

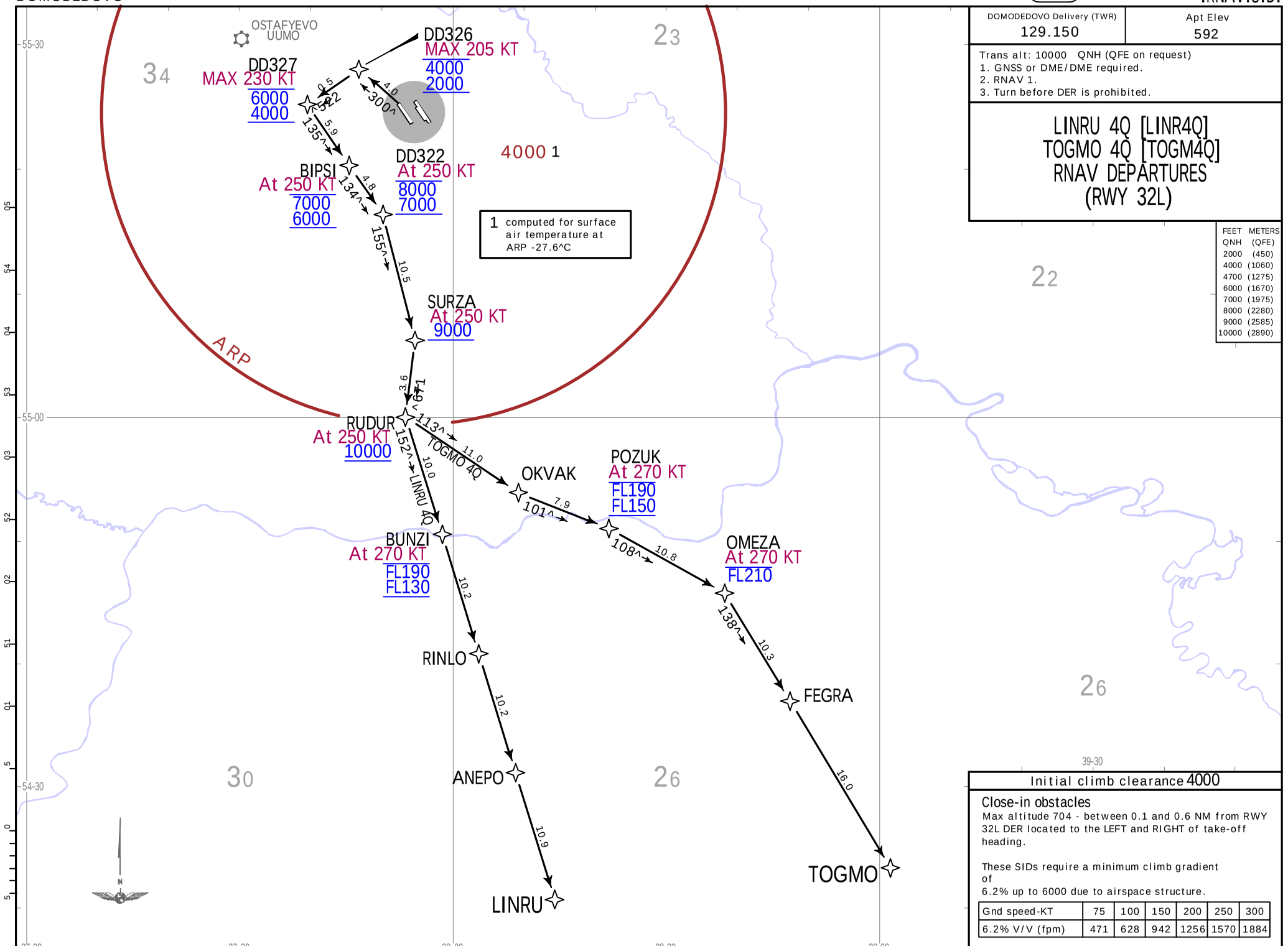
Close-in obstacles
Max altitude 636 - between 0.40 and 0.42 NM from RWY 32R DER, located to the RIGHT of take-off heading.

These SIDs require a minimum climb gradient of 8.9% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DODOMEDOVO Delivery.

CHANGES: Procedure titel; procedure idents; new RWY 14L/32R with route segment added; climb gradient; Close-In OBST.



DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

LINRU 4Q [LINR4Q]
TOGMO 4Q [TOGM4Q]
RNAV DEPARTURES
(RWY 32L)

FEET QNH	METERS (QFE)
2000	(450)
4000	(1060)
4700	(1275)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

Initial climb clearance 4000

Close-in obstacles
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER located to the LEFT and RIGHT of take-off heading.

These SIDs require a minimum climb gradient of
6.2% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

If unable to comply, advise DOMODEDOVO Delivery.

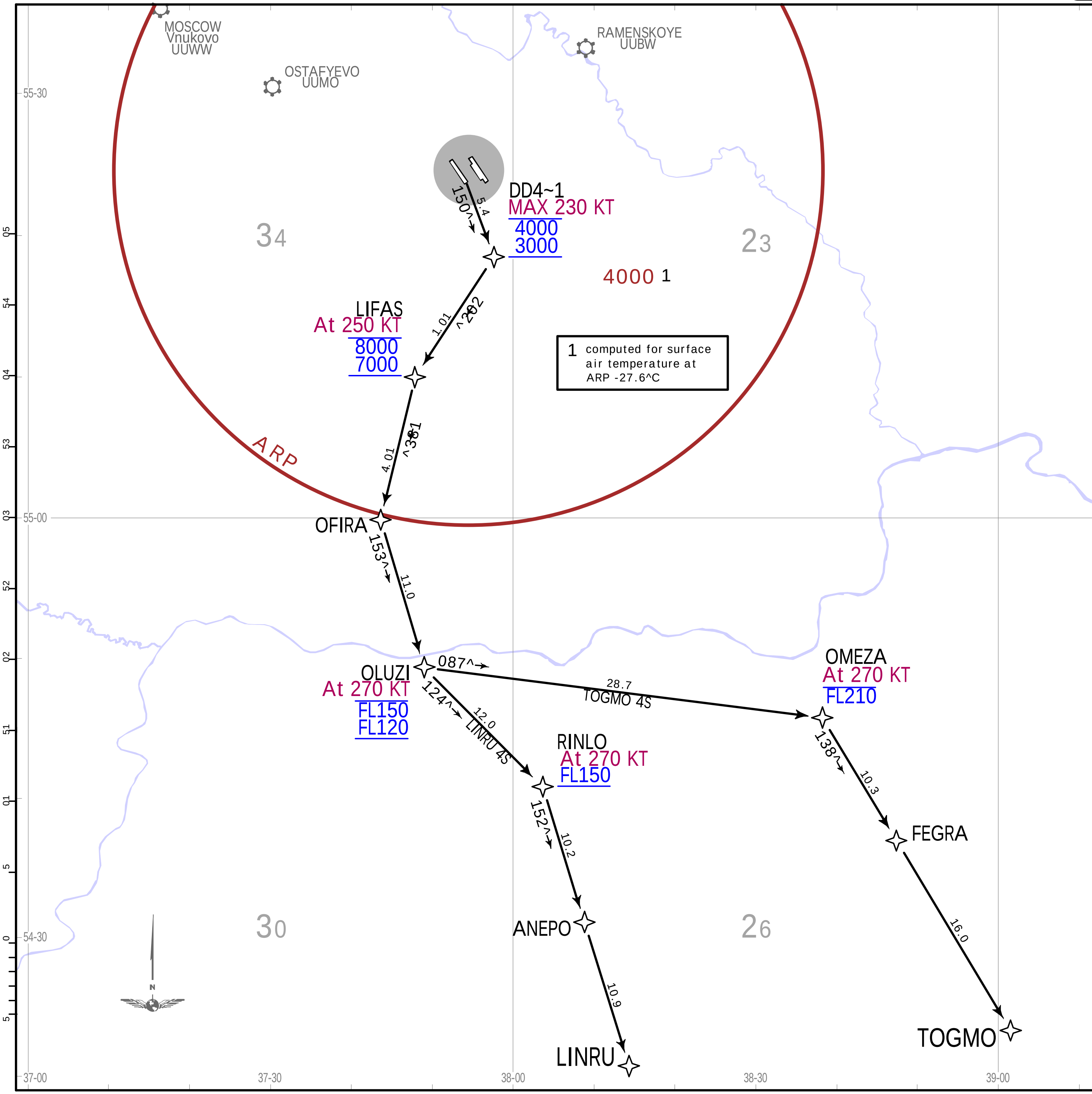
CHANGES: Procedure idents; new RWY 14L/32R added; DD326 cossing; climb gradient.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

LINRU 4S [LINR4S]
TOGMO 4S [TOGM4S]
RNAV DEPARTURES
(RWY 14R)

FEET QNH	METERS (QFE)
3000	(735)
4000	(1040)
7000	(1955)
8000	(2260)
10000	(2870)



Initial climb clearance 4000

These SIDs require a minimum climb gradient of
7.5% up to 7000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: procedure idents; new RWY 14L/32R added; DD321 renamed DD401; bearing,; distance; climb gradient.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

SOTOG 4M [SOTO4M]
SOTOG 4S [SOTO4S]
RNAV DEPARTURES
(RWYS 14L, 14C, 14R)

1 computed for surface air temperature at ARP -27.6^C

OSTAFYEVO
UUMO

2 SOTOG 4M

DD4~~
MAX 230 KT
3500
2000

DD4~1
MAX 230 KT
4000
3000

DD341
MAX 230 KT
5000
4000

LIFAS
At 250 KT
8000
7000

OVZED
At 230 KT
8000
6000

SURZA
At 250 KT
9000

OFIRA

NIBLA
At 270 KT
FL140
FL130

OZLER
At 270 KT
FL160
FL140

SOFON

PAFEN
At 270 KT
FL200
FL160

SOTOG

4000 1

ARP

KALUGA
Grabtsevo
UUBC

FEET	METERS
QNH	(QFE)
2000	(445)
3000	(750)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
7000	(1970)
8000	(2275)
9000	(2580)
10000	(2885)

QFE values based on RWY 14L THR elev

SOTOG 4M: Initial climb clearance 5000
SOTOG 4S: Initial climb clearance 4000

Close-in obstacles
Max altitude 567 - at 0.1 NM from RWY 14C DER located to the LEFT of take-off heading.

These SIDs require minimum climb gradients of
SOTOG 4M: 7.7% up to 9000 due to airspace structure.
SOTOG 4S: 7.5% up to 7000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

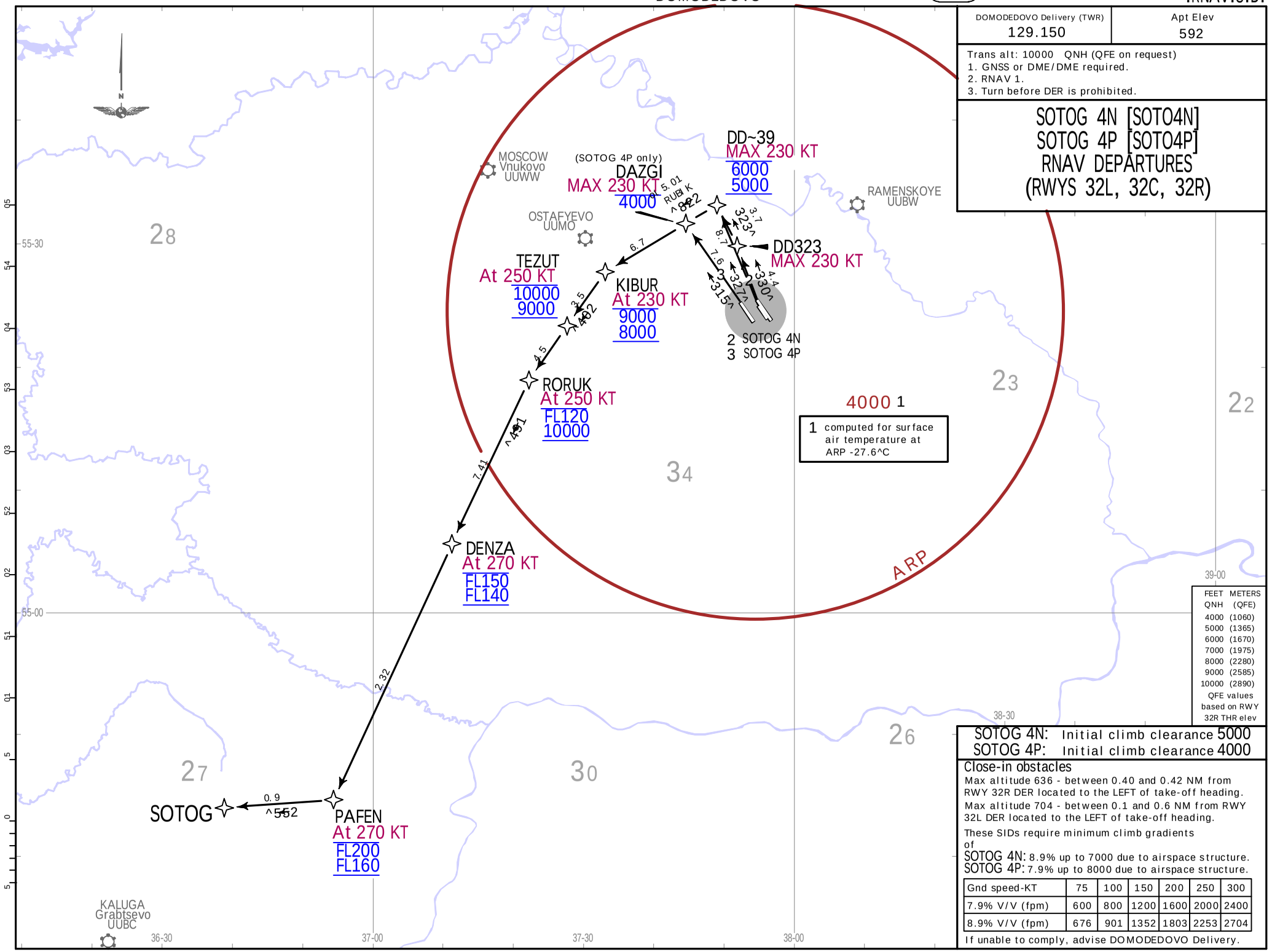
If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: Procedure titel; procedure idents; new RWY 14L/32R with route segment added; DD321 renamed DD401; bearing; distance; climb gradients; Close-In OBST.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

SOTOG 4N [SOTO4N]
SOTOG 4P [SOTO4P]
RNAV DEPARTURES
(RWYS 32L, 32C, 32R)



FEET	METERS
QNH	(QFE)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

QFE values based on RWY 32R THR elev

SOTOG 4N: Initial climb clearance 5000
SOTOG 4P: Initial climb clearance 4000

Close-in obstacles

Max altitude 636 - between 0.40 and 0.42 NM from RWY 32R DER located to the LEFT of take-off heading.

Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER located to the LEFT of take-off heading.

These SIDs require minimum climb gradients of
SOTOG 4N: 8.9% up to 7000 due to airspace structure.
SOTOG 4P: 7.9% up to 8000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

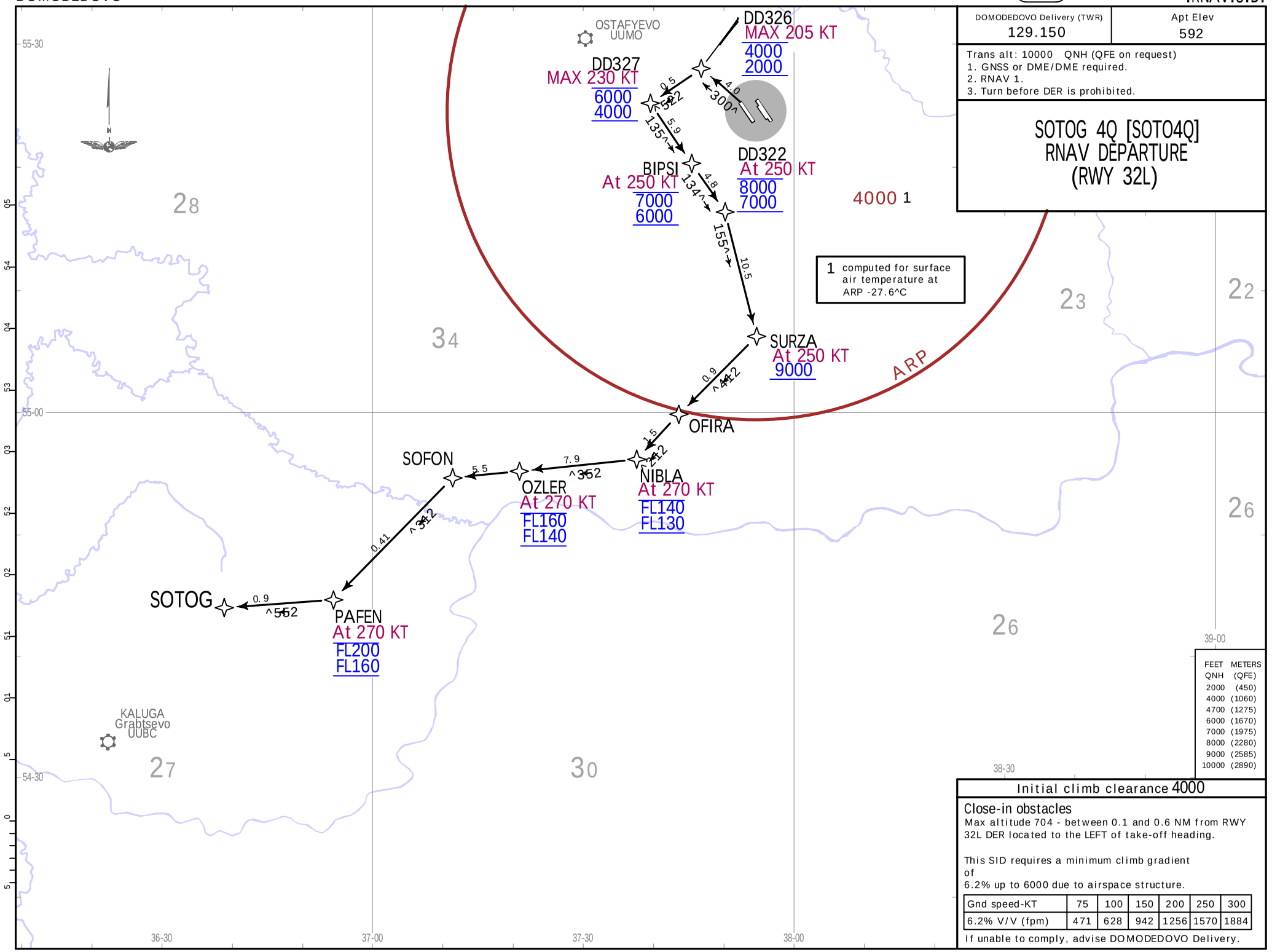
If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: Procedure titel; procedure idents; new RWY 32R with route segment added; crossings, speed limits, climb gradients; Close-In OBST.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

SOTOG 4Q [SOTO4Q]
RNAV DEPARTURE
(RWY 32L)



FEET	METERS (QFE)
QNH	
2000	(450)
4000	(1060)
4700	(1275)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

Initial climb clearance 4000

Close-in obstacles
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER located to the LEFT of take-off heading.

This SID requires a minimum climb gradient of
6.2% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: Procedure idents; new RWY 14L/32R added; DD362 crossing; climb gradient.

FEET	METERS (QFE)
QNH	
2000	(445)
3000	(750)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
7000	(1970)
8000	(2275)
9000	(2580)
10000	(2885)

QFE values based on RWY 14L THR elev

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

POKAG 4L [POKA4L]
POKAG 4M [POKA4M]
SUNUN 4L [SUNU4L]
SUNUN 4M [SUNU4M]
RNAV DEPARTURES
(RWYS 14L, 14C, 14R)

POKAG 4L, SUNUN 4L:
Initial climb clearance 4000
POKAG 4M, SUNUN 4M:
Initial climb clearance 5000

Close-in obstacles
Max altitude 567 - at 0.1 NM from DER RWY 14C, located to the LEFT of take-off heading.

These SIDs require minimum climb gradients of
POKAG 4L, SUNUN 4L: 7.5% up to 7000 due to airspace structure.
POKAG 4M, SUNUN 4M: 7.7% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
7.7% V/V (fpm)	585	780	1170	1560	1949	2339

If unable to comply, advise DOMODEDOVO Delivery.

SUNUN
ROLAZ
ITVIN
POKAG
MUZKE
At 270 KT
FL200
AMNON
At 270 KT
FL170
FL160
SODLE
At 270 KT
FL150
FL120
RORUK
At 250 KT
FL120
10000
TEZUT
At 250 KT
10000
9000
KIBUR
At 250 KT
9000
8000
KETFI
BIPSI
POKAG 4L, SUNUN 4L:
At 240 KT
8000
7000
DD322
POKAG 4L, SUNUN 4L:
At 230 KT
6000
5000
OVZED
At 230 KT
8000
6000
DD341
MAX 230 KT
5000
4000
DD4~1
MAX 230 KT
4000
3000
DD4~~
MAX 230 KT
3500
2000
ARP
4000 2
MOSCOW Sheremetyevo UUEE
MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO
RAMENSKOYE UUBW
2300

2 computed for surface air temperature at ARP -27.6^C

3 POKAG 4L
SUNUN 4L
4 POKAG 4M
SUNUN 4M

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

POKAG 4N [POKA4N]
POKAG 4P [POKA4P]
SUNUN 4N [SUNU4N]
SUNUN 4P [SUNU4P]
RNAV DEPARTURES
(RWYS 32L, 32C, 32R)

POKAG 4N, SUNUN 4N:
Initial climb clearance 5000
POKAG 4P, SUNUN 4P:
Initial climb clearance 4000

Close-in obstacles

Max altitude 636 - between 0.40 and 0.42 NM from RWY 32R DER located to the LEFT of take-off heading.
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER located to the LEFT of take-off heading.

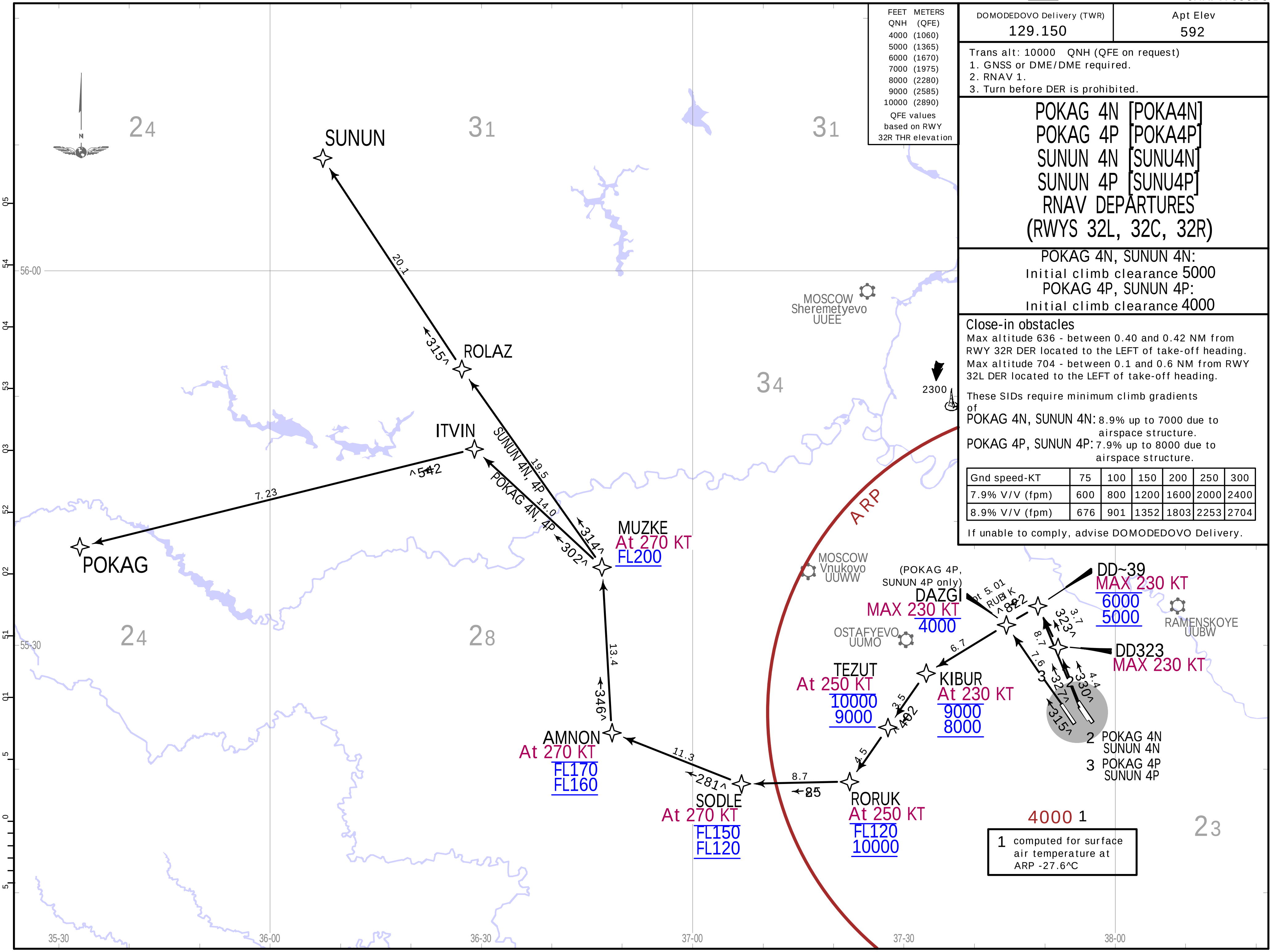
These SIDs require minimum climb gradients of
POKAG 4N, SUNUN 4N: 8.9% up to 7000 due to airspace structure.
POKAG 4P, SUNUN 4P: 7.9% up to 8000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DOMODEDOVO Delivery.

FEET QNH	METERS (QFE)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

QFE values based on RWY 32R THR elevation



DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)
1. GNSS or DME/DME required.
2. RNAV 1.
3. Turn before DER is prohibited.

POKAG 4Q [POKA4Q]
SUNUN 4Q [SUNU4Q]
RNAV DEPARTURES
(RWY 32L)

Initial climb clearance 4000

Close-in obstacles
Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER located to the LEFT of take-off heading.

These SIDs require a minimum climb gradient of
6.2% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.2% V/V (fpm)	471	628	942	1256	1570	1884

If unable to comply, advise DOMODEDOVO Delivery.

FEET QNH	METERS (QFE)
2000	(450)
4000	(1060)
4700	(1275)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

SUNUN
NOT TO SCALE
20.1
315^
ROLAZ
ITVIN
19.5
SUNUN 4Q
14.0
POKAG 4Q
314^
302^
542^
7.23
POKAG
MUZKE
At 270 KT
FL200
13.4
346^
AMNON
At 270 KT
FL170
FL160
8.8
341^
UGLUN
At 270 KT
FL160
10.2
305^
MEZER
15.6
308^
OZLER
At 270 KT
FL160
FL140
7.9
352^
NIBLA
At 270 KT
FL140
FL130
1.5
342^
OFIRA
0.9
442^
SURZA
At 250 KT
9000
10.5
155^
BIPSI
At 250 KT
7000
6000
4.8
134^
DD322
At 250 KT
8000
7000
5.9
135^
DD327
MAX 230 KT
6000
4000
0.5
342^
DD326
MAX 205 KT
4000
2000
4.0
300^
4000 1
ARP
1 computed for surface air temperature at ARP -27.6^C
MOSCOW Sheremetyevo UUEE
MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO
RAMENSKOYE UUBW
2300
24
31
31
24
28
34
25
27
30
23
26
56-00
55-30
55-00
35-30
36-00
36-30
37-00
37-30
38-00

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Turn before DER is prohibited.

SUNUN 4R [SUNU4R] RNAV DEPARTURE (RWY 32L)

FEET	METERS
QNH	(QFE)
2000	(450)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
10000	(2890)

SUNUN

13.6
274^

RIZNO
At 270 KT
FL150

28.2
272^

SHEREMETYEVO
D 114.35 MR
MR
At 270 KT
FL150

MOSCOW
Sheremetyevo
UUEE

6.9
278^

FUKAS

7.6
270^

BESTA
At 270 KT
FL140
FL120

5.2
296^

RUGEL
At 250 KT
FL130
FL110

2300

12.9
349^

GEKLA
At 250 KT
7000
6000

5.8
013^

DAZGI
MAX 230 KT
4000

3.8
329^

DD326
MAX 205 KT
4000
2000

4.0
300^

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

4000 1

1 computed for surface air temperature at ARP -27.6^C

Initial climb clearance 4000

Close-in obstacles

Max altitude 704 - between 0.1 and 0.6 NM from RWY 32L DER, located to the LEFT of take-off heading.

This SID requires a minimum climb gradient of 5.7% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: MR frequency.

CHANGES: None.

DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Turn before DER is prohibited.

POKAG 4S [POKA4S]
SUNUN 4S [SUNU4S]
RNAV DEPARTURES
(RWY 14R)

FEET	METERS
QNH	(QFE)
3000	(735)
4000	(1040)
7000	(1955)
8000	(2260)
10000	(2870)

SUNUN

20.1

315^

ROLAZ

ITVIN

NOT TO SCALE

32.7

245^

POKAG

SUNUN 4S 19.5

POKAG 4S 14.0

314^

302^

MUZKE
At 270 KT
FL200

13.4

346^

AMNON
At 270 KT
FL170
FL160

8.8

341^

UGLUN
At 270 KT
FL160

10.2

305^

MEZER

15.6

308^

OZLER
At 270 KT
FL160
FL140

9.7

253^

NIBLA
At 270 KT
FL140
FL130

5.1

212^

OFIRA

10.4

183^

LIFAS
At 250 KT
8000
7000

10.1

202^

5.4

150^

DD401
MAX
230 KT
4000
3000

4000 1

1 computed for surface air temperature at ARP -27.6^C

ARP

2300

MOSCOW
Sheremetyevo
UUEE

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

31 31 34 28 23 27 30

56-00 55-30 36-00 55-00 36-30 37-00 37-30 38-00

Initial climb clearance 4000

These SIDs require a minimum climb gradient of 7.3% up to 7000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

If unable to comply, advise DOMODEDOVO Delivery.

UUDD/DME
DOMODEDOVO

JEPPESEN
25 NOV 22
30-3T
.Eff.1.Dec.

POKAG 4S [POKA4S]
SUNUN 4S [SUNU4S]
RNAV DEPARTURES
(RWY 14R)

MOSCOW, RUSSIA
.RNAV.SID.

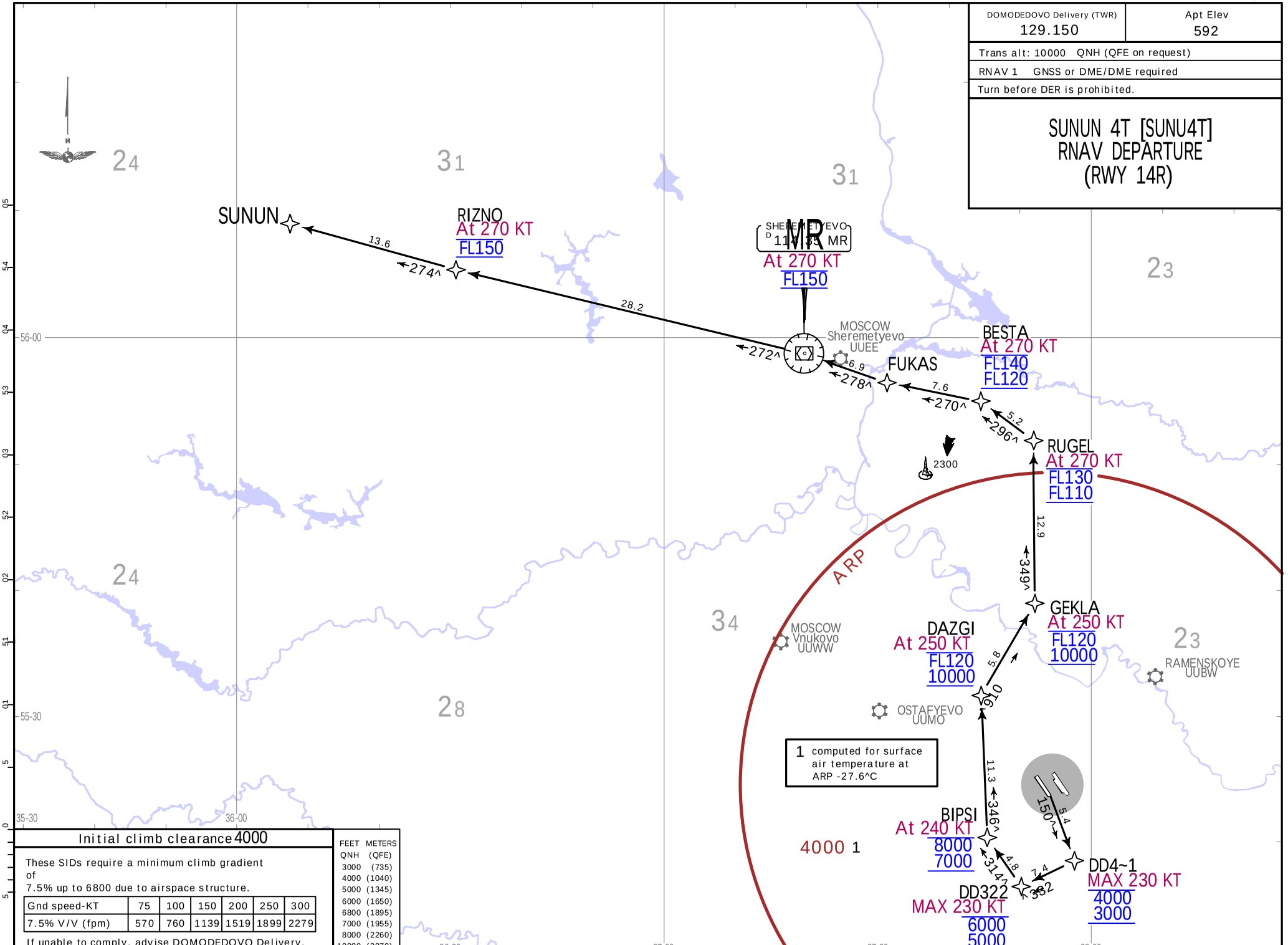
DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

Trans alt: 10000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Turn before DER is prohibited.

SUNUN 4T [SUNU4T]
RNAV DEPARTURE
(RWY 14R)



Initial climb clearance 4000

These SIDs require a minimum climb gradient of 7.5% up to 6800 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

If unable to comply, advise DOMODEDOVO Delivery.

FEET QNH	METERS (QFE)
3000	(735)
4000	(1040)
5000	(1345)
6000	(1650)
6800	(1895)
7000	(1955)
8000	(2260)
10000	(2870)

CHANGES: MR frequency.

Apt Elev	
592	Trans alt: 10000 QNH (QFE on request)

FLIGHT ROUTES BETWEEN AERODROMES WITHIN MOSCOW TMA

1. Departure instructions provide ACFT vectoring to the significant point on the route (the first waypoint in the flight plan);
2. Flights within CTRs shall be carried out via waypoints, separated by letters DCT in the flight plan, to IAF of the destination aerodrome (in accordance with the information published in AIP in the text description of the appropriate departure aerodrome);
3. Approach shall be executed from IAF of the destination aerodrome:
   - Moscow/Sheremetyevo - KEZVU (IAF)
   - Moscow/Domodedovo - ALBOR (IAF)
   - Moscow/Vnukovo - RORUK (IAF)
   - Ostafyevo - RORUK (IAF)
   - Ramenskoye - ODLOR (IAF).

Departure To	ROUTING
Moscow/ Sheremetyevo	GEKLA - RUGEL - BESTA - SORET - RIMDE - KN - EE~43 - EE~44 - AGMER - EE~45 - TAFAZ - KEZVU (IAF).
Moscow/ Vnukovo	KIBUR - LO - BEMAS - TEBDI - TEPTA - RONEZ - TOLKE - TADUT - FIDOT - RORUK (IAF).
Ostafyevo	KIBUR - LO - BEMAS - TEBDI - TEPTA - RONEZ - TOLKE - TADUT - FIDOT - RORUK (IAF).
Ramenskoye	GENKE - RT - BW316 - BW317 - BW318 - BW319 - ODLOR (IAF).

UUDD/DME

Apt Elev 592'
N55 24.6 E037 54.5

JEPPESEN
25 NOV 22 (30-9) .Eff.1.Dec.

MOSCOW, RUSSIA
DOMODEDOVO

ATIS	DOMODEDOVO Delivery	Apron
128.3 (Russian 122.950)	129.150	119.0

DOMODEDOVO Tower

Rwy 14C/32C, 14L/32R	Rwy 14R/32L
119.7	118.6

37-52 37-53 37-54 37-55 37-56 37-57

55-26 55-25 55-24 55-23 55-22

For AIRPORT BRIEFING refer to 30-1P pages

11^E

NDB

14C 135°

14L 135° Elev 543'

14R 135° Elev 592'

32R 315° Elev 523'

32L 315° Elev 531'

32C 315°

FOR DETAILS SEE 30-9C

FOR DETAILS SEE 30-9B

FOR DETAILS SEE 30-9C

FOR DETAILS SEE 30-9C

FOR DETAILS SEE 30-9B

A2 M P4 A4 P5 A5 M P6 A6 M A7 P8 A8 M P9 A9 M A11

TAXI ROUTE 3

TAXIROUTE H1

TAXIROUTE H2

TAXIROUTE N

B1 T1 B2 B3 B4 B5 B6 B7 T2 B8 B11

Elev 544'

Elev 524'

45

HS1 HS2

ARP

12,467' 3800m

7776' 2370m

11,483' 3500m

VOR

NDB

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS CAUTION: Risk of losing awareness and RWY incursion when LVP are in force.

LEGEND

45 Start-up point

HS HOT SPOTS

Feet 0 1000 2000 3000 4000 5000

Meters 0 500 1000 1500

CHANGES: Construction areas. Twy B6 closed.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
14L 32R	HIRL (60m) CL(15m) HIALS-II TDZ PAPI-L 1				197' 60m
14C 32C	HIRL (60m)				174' 53m
14R	HIRL (60m) CL(15m) HIALS-II TDZ PAPI-L 1 RVR		10,450' 3185m	2	197' 60m
32L	HIRL (60m) CL(15m) HIALS PAPI-L 1 RVR		10,390' 3167m		

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)

.Std.

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: None.

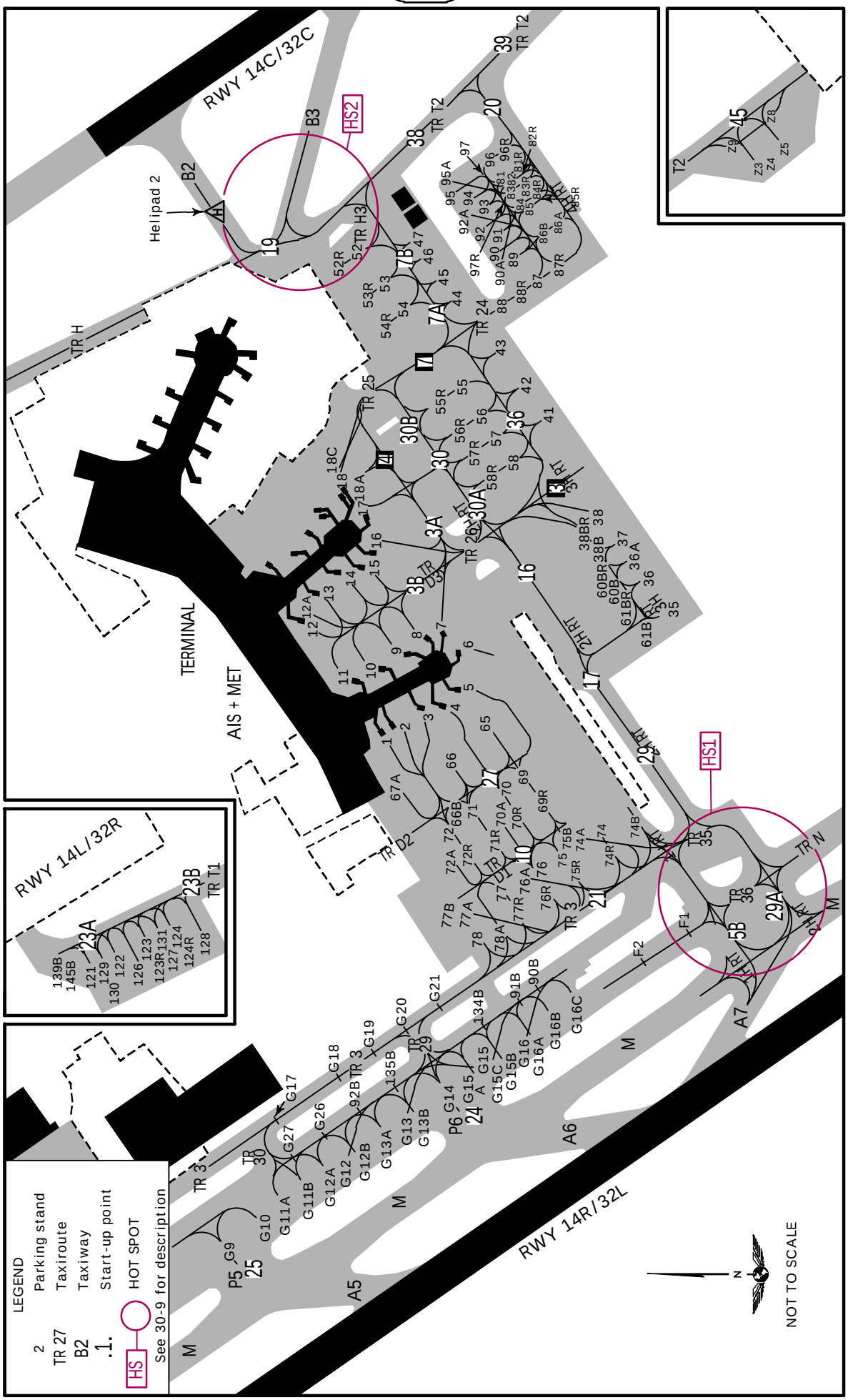
UUDD/DME

JEPPESEN

MOSCOW, RUSSIA

25 NOV 22 (30-9B) .Eff.1.Dec.

DOMODEDOVO



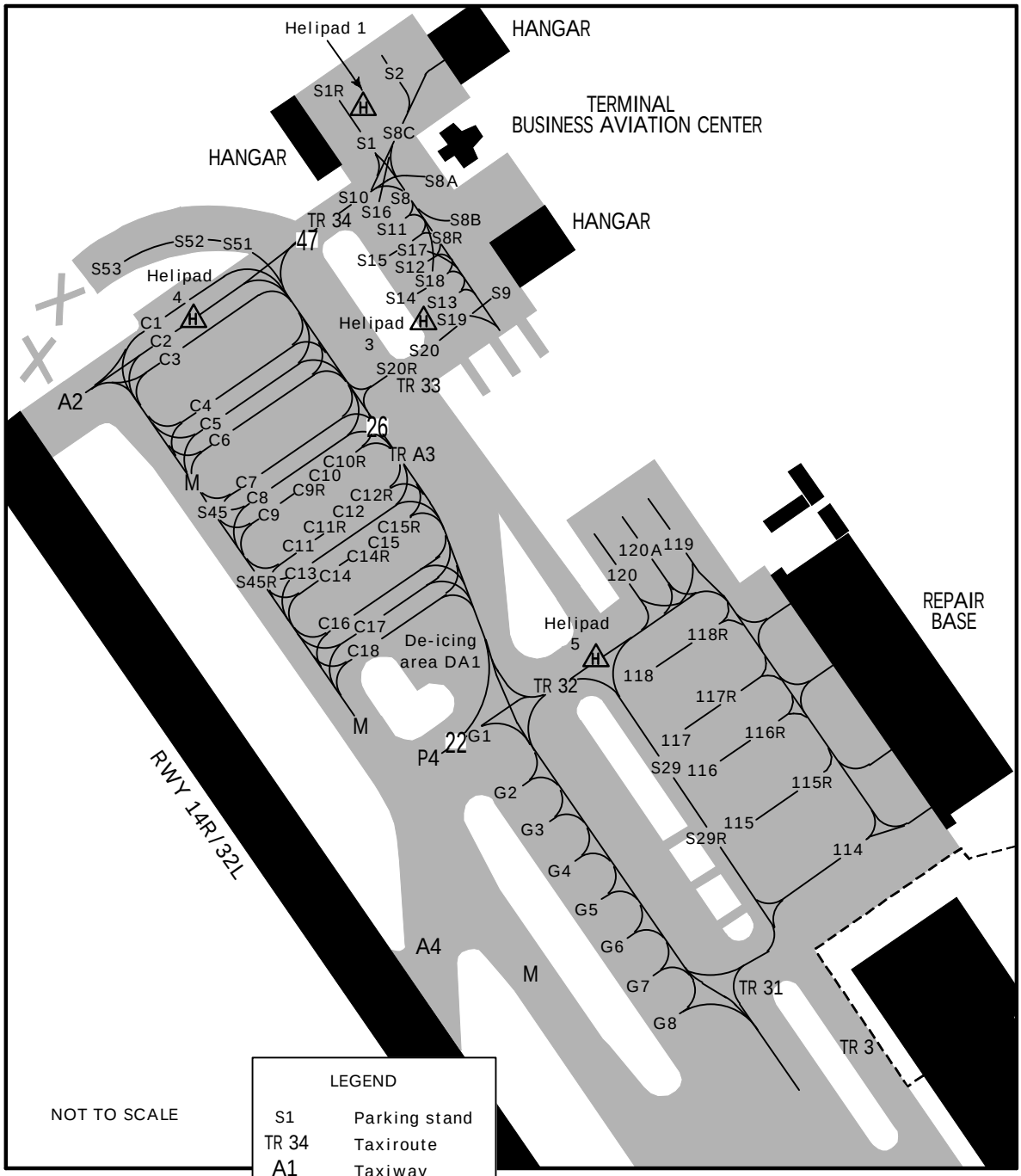
UUDD/DME

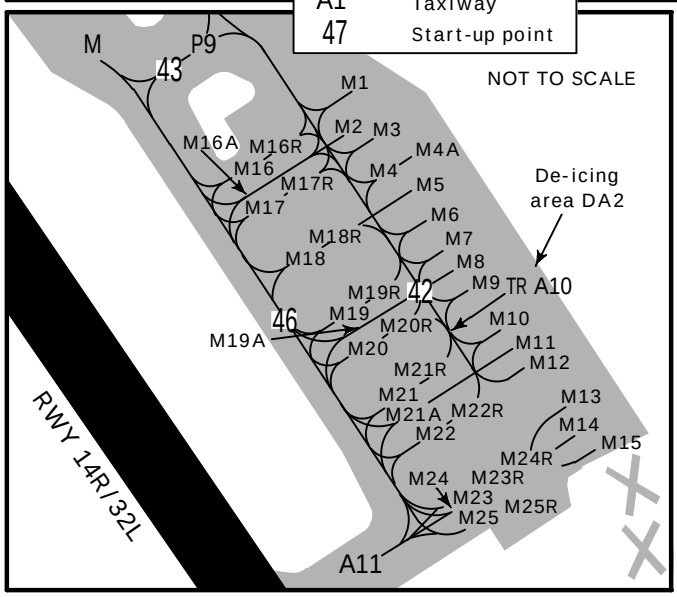
JEPPESEN

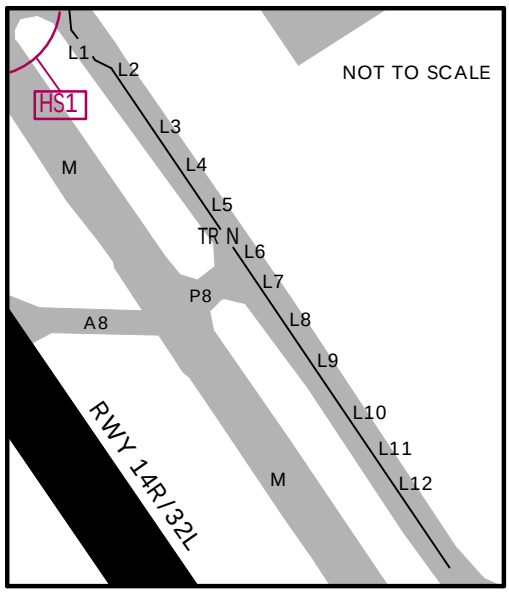
25 NOV 22 (30-9C) .Eff.1.Dec.

MOSCOW, RUSSIA

DOMODEDOVO







UUDD/DME

JEPPESEN

25 NOV 22 (30-9D) .Eff.1.Dec.

MOSCOW, RUSSIA

DOMODEDOVO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	96R	N55 24.7 E037 54.9
3 thru 5	N55 24.7 E037 54.0	97	N55 24.7 E037 54.8
6 thru 8	N55 24.7 E037 54.1	114	N55 25.1 E037 53.2
9	N55 24.7 E037 54.0	115 thru 116R	N55 25.1 E037 53.1
10, 11	N55 24.8 E037 54.0	117	N55 25.1 E037 53.0
12	N55 24.8 E037 54.1	117R	N55 25.1 E037 53.1
12A	N55 24.9 E037 54.1	118	N55 25.1 E037 53.0
13 thru 16	N55 24.8 E037 54.2	118R	N55 25.2 E037 53.1
17 thru 18C	N55 24.8 E037 54.3	119 thru 120A	N55 25.2 E037 53.0
35	N55 24.5 E037 54.1	123R, 124R	N55 25.2 E037 54.3
36, 36A	N55 24.5 E037 54.2	C1	N55 25.4 E037 52.5
37, 38B, 38BR	N55 24.6 E037 54.2	C2	N55 25.3 E037 52.5
38	N55 24.6 E037 54.3	C3 thru C8	N55 25.3 E037 52.6
41	N55 24.6 E037 54.4	C9, C9R	N55 25.2 E037 52.7
42, 43	N55 24.7 E037 54.5	C10, C10R	N55 25.3 E037 52.7
44, 45	N55 24.7 E037 54.6	C11 thru C15	N55 25.2 E037 52.7
46, 47	N55 24.7 E037 54.7	C15R	N55 25.2 E037 52.8
52, 52R	N55 24.8 E037 54.7	C16 thru C18	N55 25.2 E037 52.7
53, 53R	N55 24.8 E037 54.6	G1	N55 25.1 E037 52.8
54	N55 24.7 E037 54.6	G2 thru G4	N55 25.1 E037 52.9
54R	N55 24.8 E037 54.6	G5 thru G8	N55 25.0 E037 53.0
55, 55R	N55 24.7 E037 54.5	G9	N55 24.9 E037 53.1
56 thru 58	N55 24.7 E037 54.4	G10 thru G11A	N55 24.9 E037 53.2
58R	N55 24.7 E037 54.3	G11B	N55 24.8 E037 53.2
60B, 60BR	N55 24.5 E037 54.2	G12	N55 24.8 E037 53.3
61B	N55 24.5 E037 54.1	G12A	N55 24.8 E037 53.2
61BR	N55 24.5 E037 54.2	G12B thru G13B	N55 24.8 E037 53.3
65, 66	N55 24.7 E037 53.9	G14	N55 24.7 E037 53.3
67A	N55 24.8 E037 53.8	G15 thru G16A	N55 24.7 E037 53.4
69, 69R	N55 24.6 E037 53.8	G16B	N55 24.6 E037 53.4
70, 70A	N55 24.7 E037 53.8	G16C	N55 24.6 E037 53.5
70R	N55 24.6 E037 53.8	M1	N55 24.0 E037 54.2
71, 71R, 72	N55 24.7 E037 53.8	M2 thru M4	N55 24.0 E037 54.3
72A, 72R	N55 24.7 E037 53.7	M5 thru M7	N55 23.9 E037 54.3
74	N55 24.6 E037 53.8	M8 thru M12	N55 23.9 E037 54.4
74A thru 76A	N55 24.6 E037 53.7	M13	N55 23.8 E037 54.4
76R	N55 24.6 E037 53.6	M14, M15	N55 23.8 E037 54.5
77	N55 24.7 E037 53.7	M16,	N55 24.0 E037 54.2
77A	N55 24.7 E037 53.6	M16A	N55 23.9 E037 54.2
77R	N55 24.6 E037 53.6	M16R	N55 24.0 E037 54.2
78, 78A	N55 24.7 E037 53.6	M17	N55 23.9 E037 54.2
81	N55 24.7 E037 54.8	M17R	N55 24.0 E037 54.2
81R	N55 24.6 E037 54.8	M18	N55 23.9 E037 54.2
82	N55 24.7 E037 54.8	M18R thru M20R	N55 23.9 E037 54.3
82R	N55 24.6 E037 54.8	M21	N55 23.8 E037 54.3
83	N55 24.7 E037 54.8	M21R	N55 23.9 E037 54.4
83R thru 85R	N55 24.6 E037 54.8	M22	N55 23.8 E037 54.3
86A, 86B	N55 24.6 E037 54.7	M22R thru M25R	N55 23.8 E037 54.4
87	N55 24.6 E037 54.6	S1, S1R	N55 25.4 E037 52.7
87R	N55 24.6 E037 54.7	S2	N55 25.5 E037 52.7
88	N55 24.7 E037 54.6	S8 thru S9	N55 25.4 E037 52.8
88R	N55 24.6 E037 54.6	S10, S11	N55 25.4 E037 52.7
89	N55 24.6 E037 54.7	S12 thru S14	N55 25.4 E037 52.8
90 thru 92A	N55 24.7 E037 54.7	S15	N55 25.4 E037 52.7
93 thru 96	N55 24.7 E037 54.8	Z3 thru Z9	N55 23.8 E037 56.0

CHANGES: Stands withdrawn.

STRAIGHT-IN RWY		A	B	C	D
14L	GLS Z or Y	755'(212') R550m	768'(225') R550m	776'(233') R550m	786'(243') R550m
	TDZ or CL out	1 R550m	1 R550m	1 R550m	1 R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	RNP Z or Y	843'(300')	853'(310')	853'(310')	863'(320')
	LNAV/VNAV	2 R750m	3 R750m	3 R750m	3 R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	4 RNP Z or Y	950'(407')	950'(407')	950'(407')	950'(407')
	LNAV	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
14C	RNP Z or Y	864'(320')	877'(333')	885'(341')	895'(351')
	LNAV/VNAV	R1400m	R1500m	R1600m	R1600m
	4 RNP Z or Y	1000'(456')	1000'(456')	1000'(456')	1000'(456')
	LNAV	R1500m	R1500m	R2100m	R2100m
14R	CAT 3A ILS Z or Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS Z or Y	692'(100') RA107' R300m	692'(100') RA107' R300m	692'(100') RA107' R300m	692'(100') RA107' R300m
	ILS Z or Y	792'(200')	792'(200')	792'(200')	792'(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 Z or Y	792'(200') R550m	792'(200') R550m	792'(200') R550m	792'(200') 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
	RNP Z or Y	861'(269')	874'(282')	882'(290')	892'(300')
	LNAV/VNAV	5 R750m	2 R750m	2 R750m	2 R750m
	ALS out	R1300m	R1400m	R1400m	R1400m
	4 RNP Z or Y	960'(368')	960'(368')	960'(368')	960'(368')
	LNAV	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	4 VOR Z or Y	990'(398') R1100m	990'(398') R1100m	990'(398') R1100m	990'(398') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	4 NDB Z or Y	990'(398') R1100m	990'(398') R1100m	990'(398') R1100m	990'(398') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
32L	ILS	731'(200')	731'(200')	731'(200')	731'(200')
	FULL	1 R550m	1 R550m	1 R550m	1 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	731'(200') 1 R550m	731'(200') 1 R550m	731'(200') 1 R550m	731'(200') 1 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m

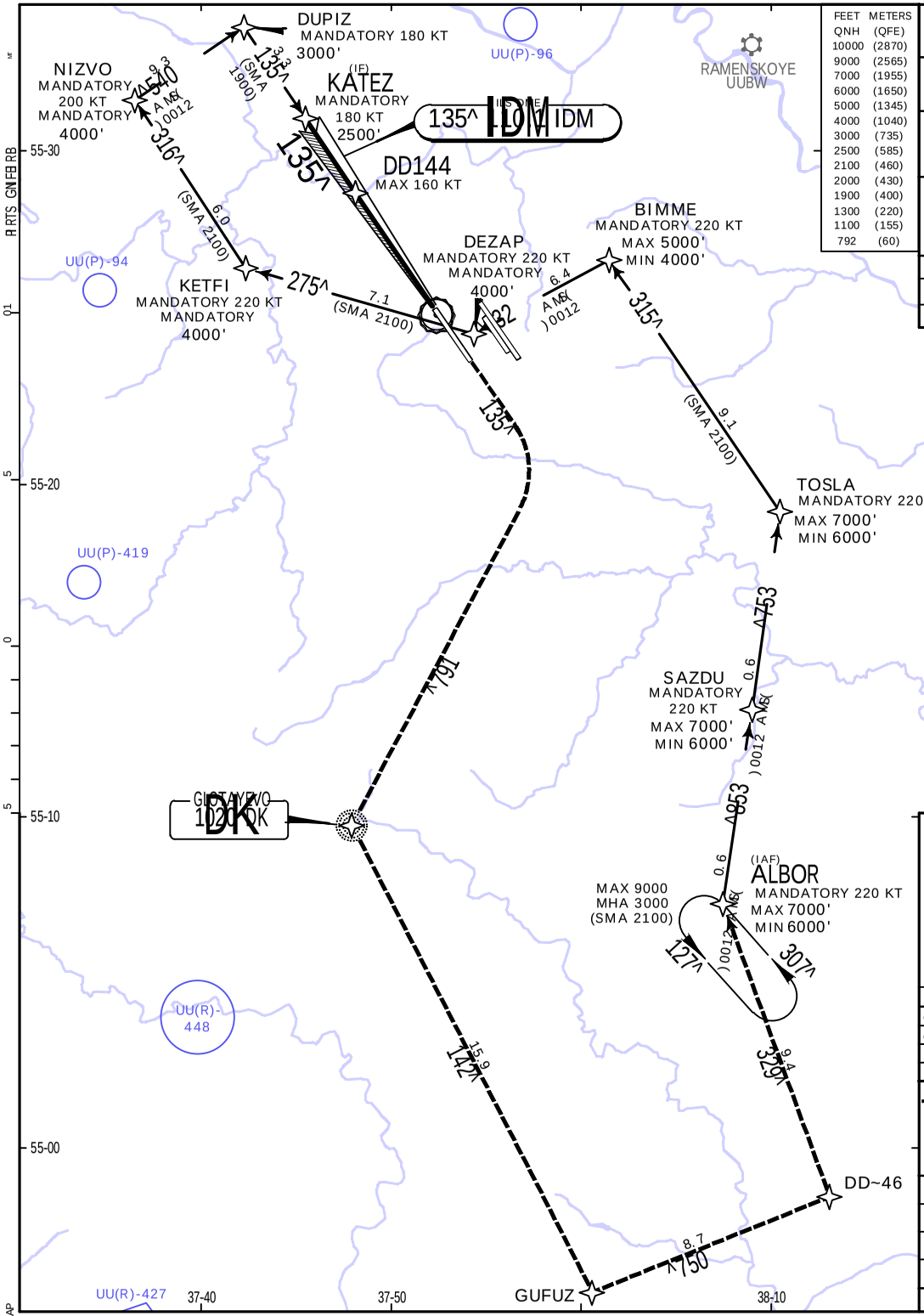
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 With TDZ & CL & HUD: R650m.
3 With TDZ & CL & HUD: R700m.
4 Continuous Descent Final Approach.
5 With TDZ & CL & HUD: R600m.

STRAIGHT-IN RWY		A	B	C	D
32L contd	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP LNAV/VNAV	792'(261') R750m	802'(271') R750m	810'(279') R750m	823'(292') R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	1 RNP LNAV	890'(359') R900m	890'(359') R900m	890'(359') R900m	890'(359') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	1 VOR with D2.1	930'(399') R1100m	930'(399') R1100m	930'(399') R1100m	930'(399') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	1 VOR w/o D2.1	1030'(499') R1500m	1030'(499') R1500m	1030'(499') R1500m	1030'(499') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	1 NDB with D2.1	930'(399') R1100m	930'(399') R1100m	930'(399') R1100m	930'(399') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	1 NDB w/o D2.1	1030'(499') R1500m	1030'(499') R1500m	1030'(499') R1500m	1030'(499') R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
32C	RNP LNAV/VNAV	824'(300') R1400m	837'(313') R1400m	845'(321') R1500m	855'(331') R1500m
	1 RNP LNAV	910'(386') R1500m	910'(386') R1500m	910'(386') R1800m	910'(386') R1800m
32R	GLS	723'(200') R550m	723'(200') R550m	727'(204') R550m	737'(214') R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	810'(287') 3 R750m	821'(298') 3 R750m	828'(305') 4 R750m	837'(314') 4 R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	1 RNP LNAV	920'(397') R1100m	920'(397') R1100m	920'(397') R1100m	920'(397') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m

1 Continuous Descent Final Approach.
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.
3 With TDZ & CL & HUD: R650m.
4 With TDZ & CL & HUD: R700m.

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1300	(220)
1100	(155)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

LOC	Final	DD144	DA(H)	Apt Elev 592'
IDM	Apch Crs	MANDATORY	792' (200')	Rwy 592'
110.1	135^	2000' (1408')		

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

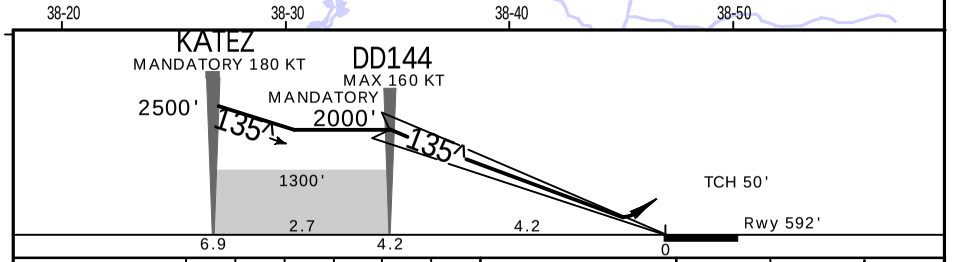
RNAV 1 for initial, intermediate and missed approach.

DME/DME or GNSS required.

4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



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

HIALS-II
PAPI
MIN 1100'
on 135^

.Std.

STRAIGHT-IN LANDING

ILS
DA(H) 792' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

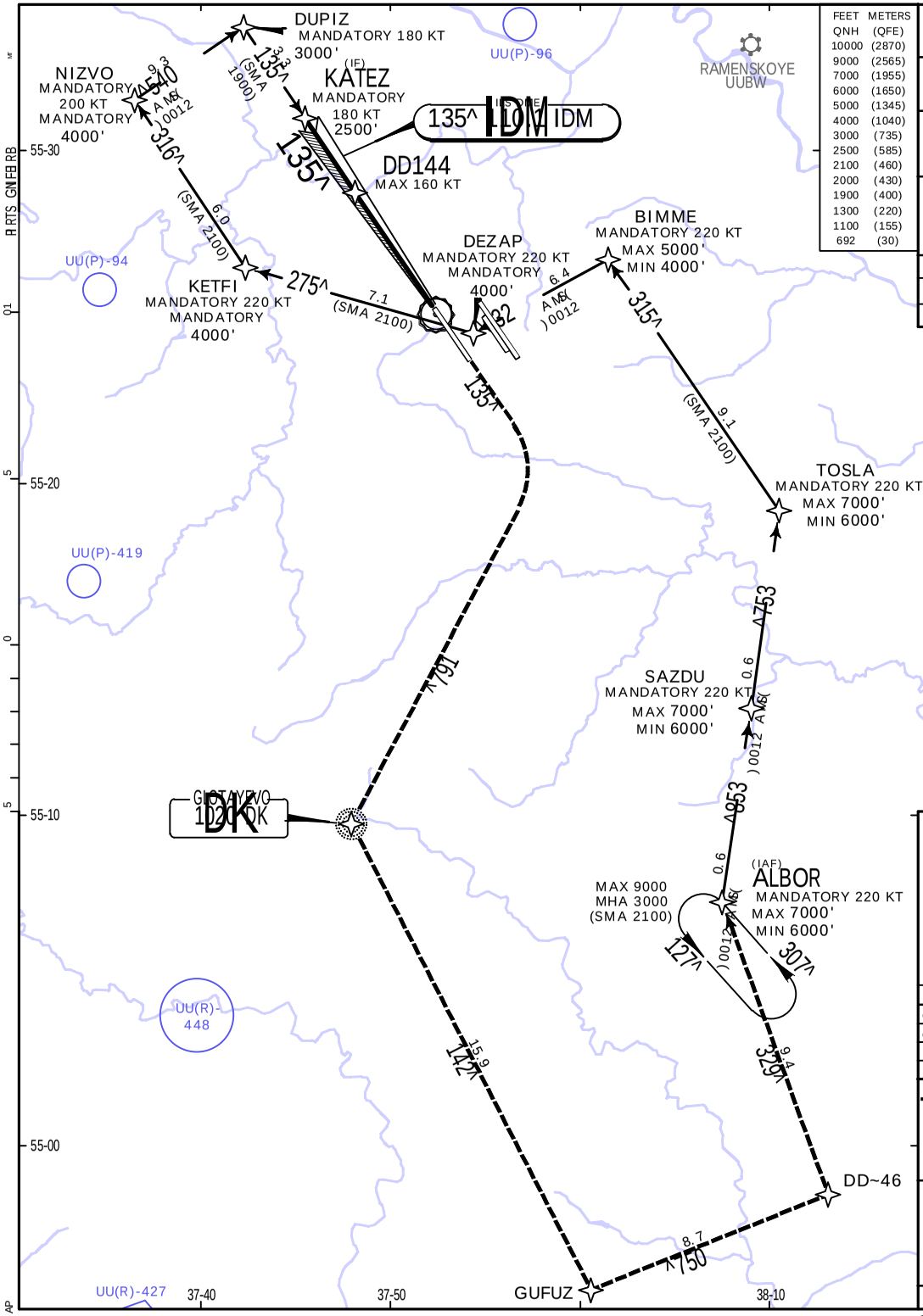
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (31-1A)

MOSCOW, RUSSIA
CAT II/III ILS Z Rwy 14R



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1300	(220)
1100	(155)
692	(30)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

LOC	Final	DD144	CAT IIIA ILS	CAT II ILS	Apt Elev 592'
IDM	Apch Crs	MANDATORY	Refer to	RA 107'	
110.1	135^	2000' (1408')	Minimums	DA(H) 692' (100')	Rwy 592'

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

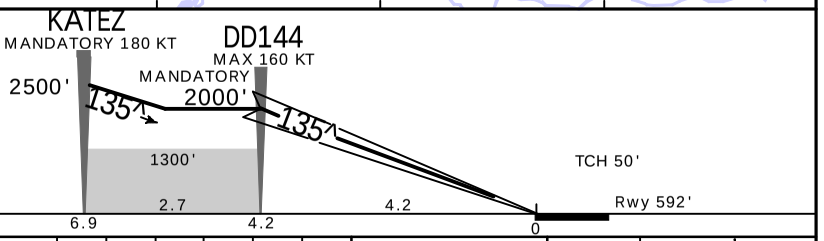
RNAV 1 for initial, intermediate and missed approach.

1. Special Aircrew & Acft Certification Required. 2. DME/DME or GNSS required.

4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



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

HIALS-II PAPI

MIN 1100' on 135^

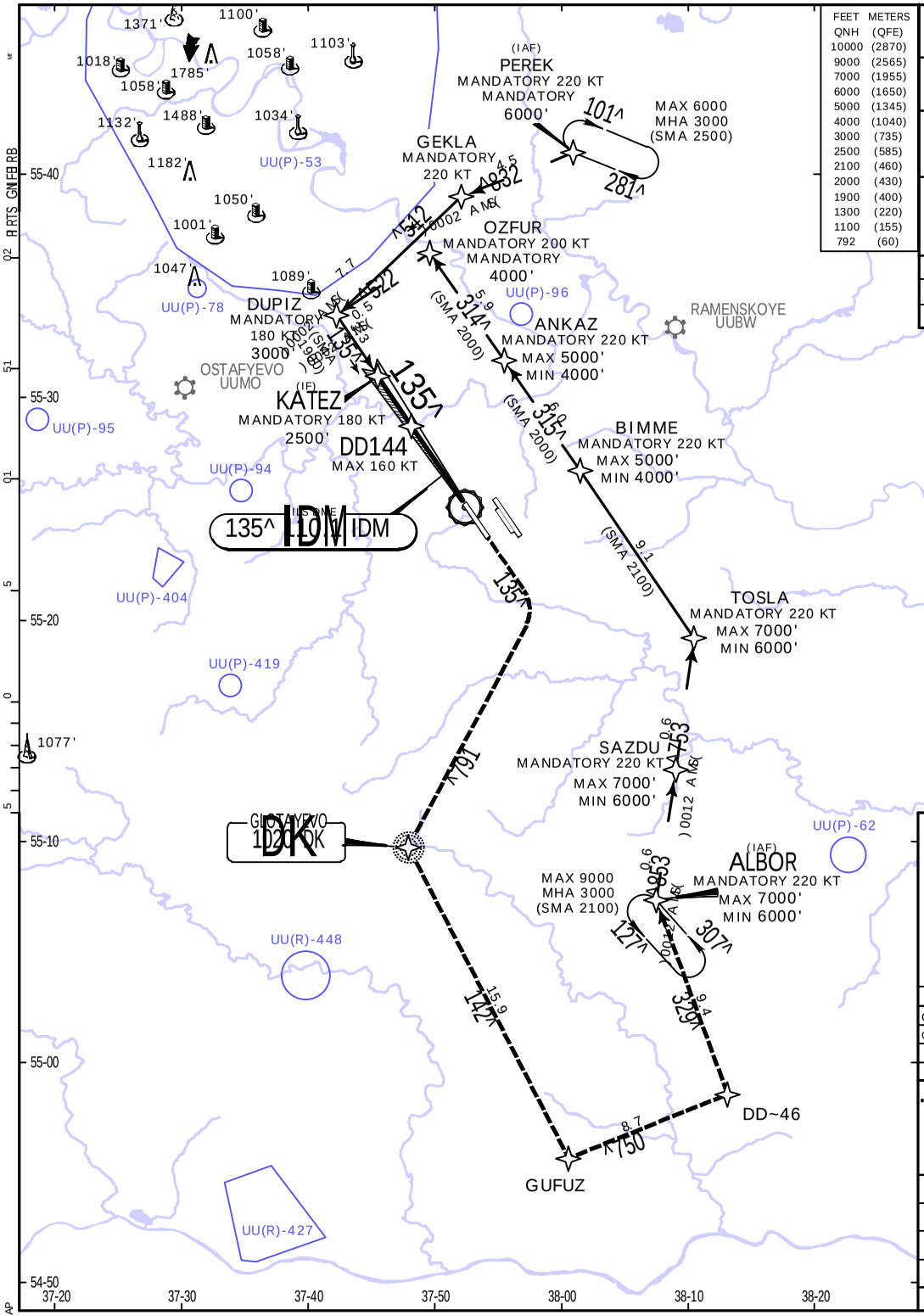
.Std.

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 100'	RA 107' DA(H) 692' (100')
R175m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: Prohibited area added.



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1300	(220)
1100	(155)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

LOC IDM	Final Apch Crs	DD144 MANDATORY	DA(H)	Apt Elev 592' Rwy 592'
110.1	135^	2000' (1408')	792' (200')	

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

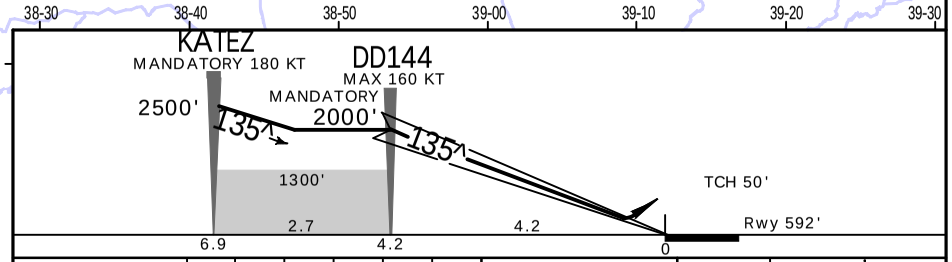
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

DME/DME or GNSS required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



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

HIALS-II
PAPI
MIN 1100' on 135^

.Std.
STRAIGHT-IN LANDING
ILS
DA(H) 792' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited areas added.

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower 118.6

LOC IDM	Final Apch Crs	DD144 MANDATORY	CAT IIIA ILS	CAT II ILS	Apt Elev 592'
110.1	135^	2000' (1408')	Refer to Minimums	RA 107' DA(H) 692' (100')	Rwy 592'

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

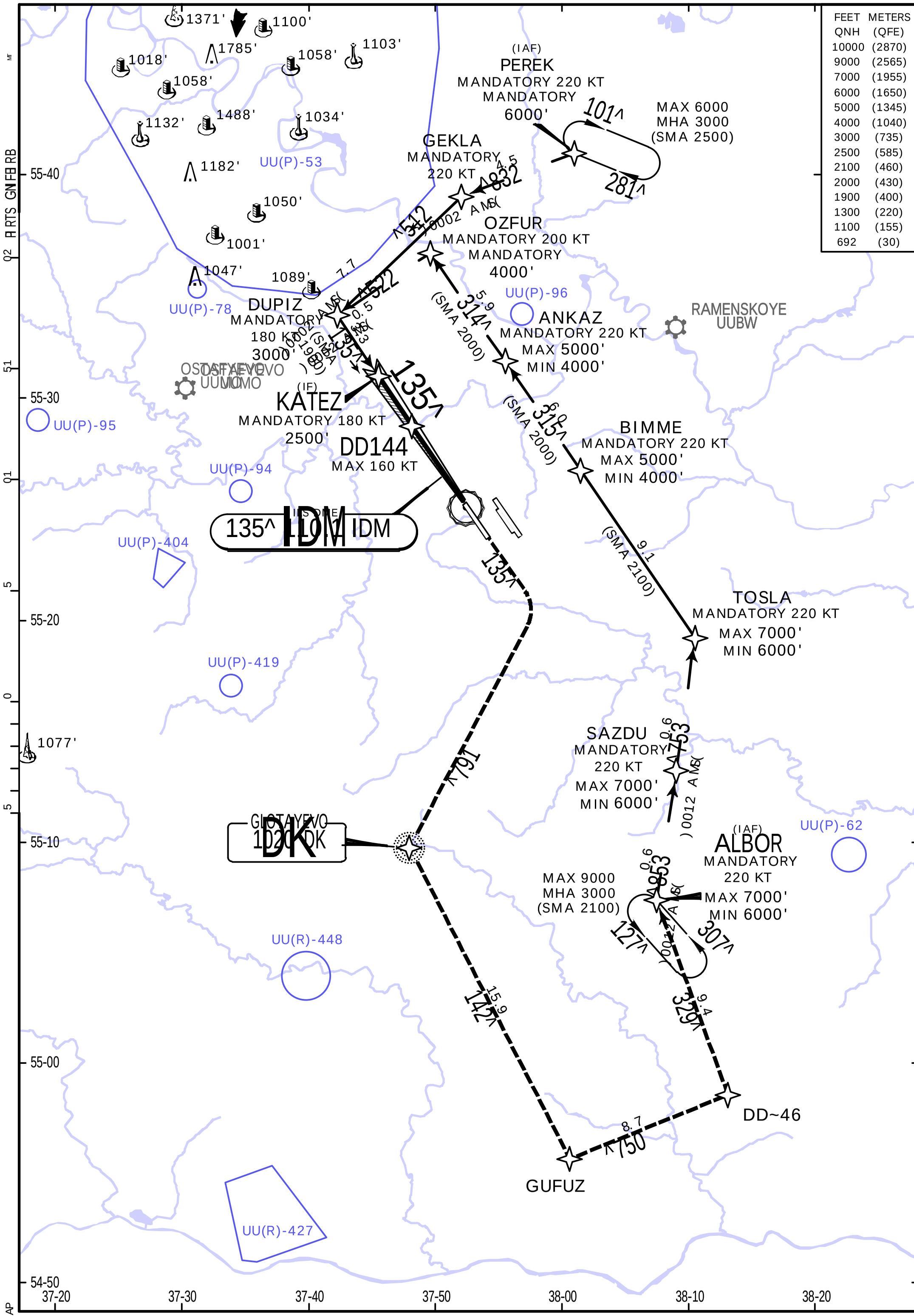
1. Special Aircrew & Acft Certification Required. 2. DME/DME or GNSS required.

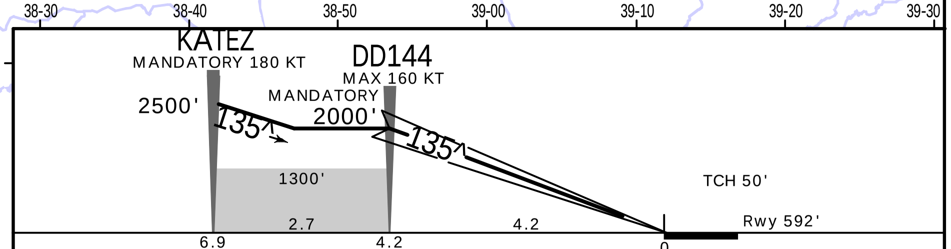
MSA ARP 4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1300	(220)
1100	(155)
692	(30)





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

HIALS-II PAPI

MIN 1100' on 135^

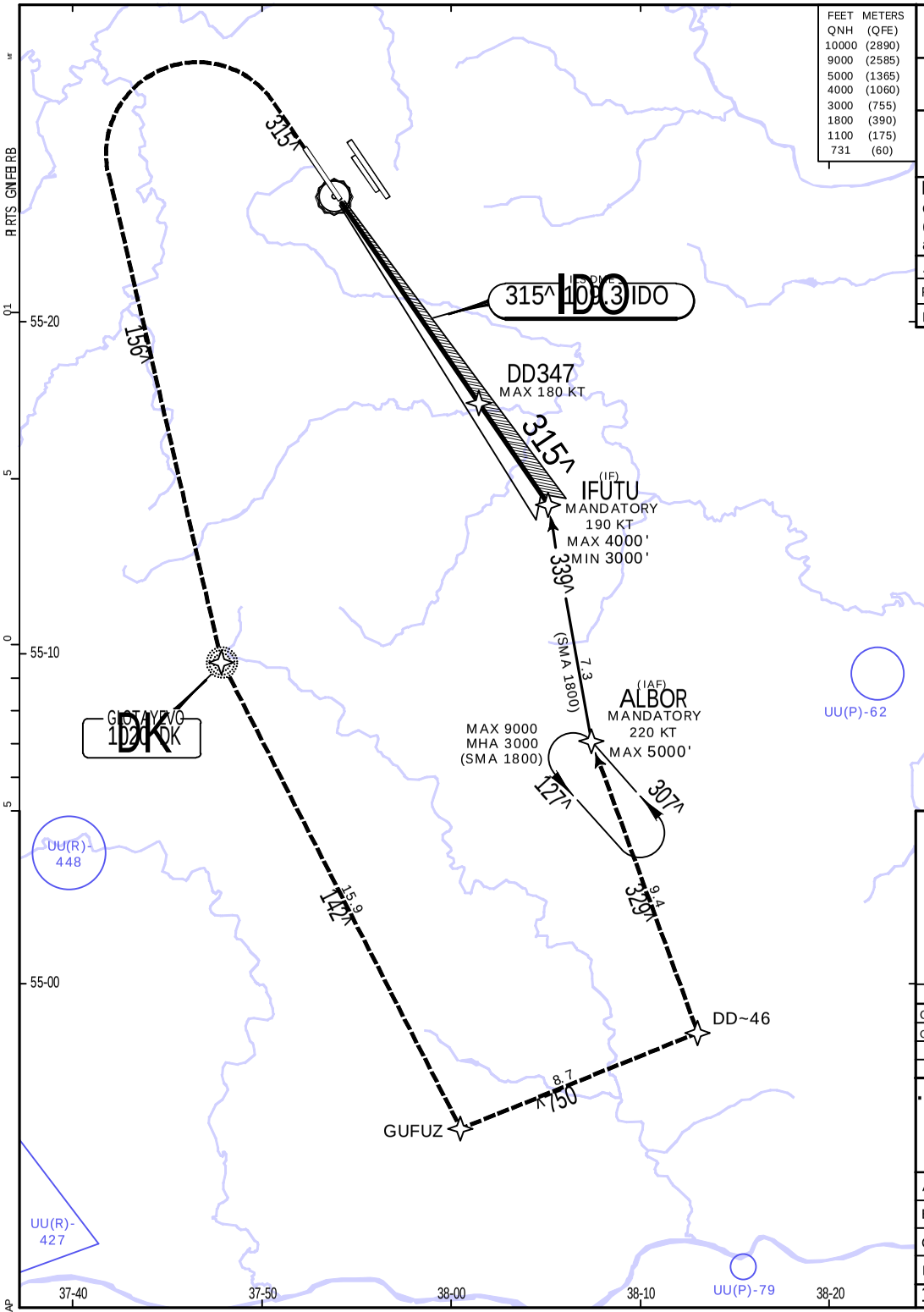
.Std.

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
DH 100'	RA 107' DA(H) 692' (100')
R175m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: Prohibited areas added.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
1800	(390)
1100	(175)
731	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

LOC	Final	DD347	DA(H)	Apt Elev 592'
IDO	Apch Crs	MANDATORY	731' (200')	Rwy 531'
109.3	315^	3000' (2469')		

MISSED APCH: Climb on 315^ (MAX 220 KT) to 1100' or above, then turn LEFT onto 156^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

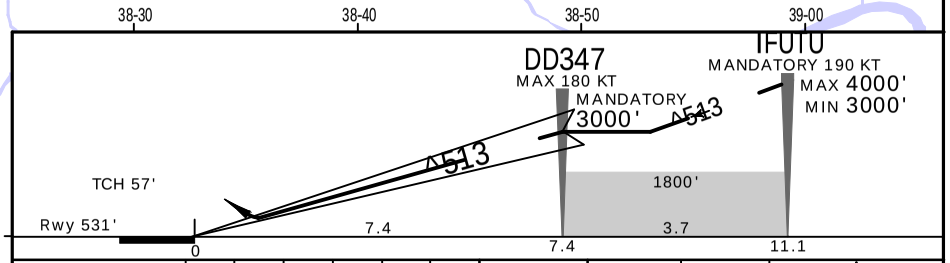
DME/DME or GNSS required.

4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1004'

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



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

HIALS
PAPI

220 KT MAX

MIN 1100' on 315^

.Std.

STRAIGHT-IN LANDING
ILS
DA(H) 731' (200')

	FULL	ALS out
A	1 R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-1)

MOSCOW, RUSSIA
RNP Z Rwy 14L

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower 119.7

RNAV	Final Apch Crs 135^	DD~7~ MANDATORY 2000' (1457')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 543'

MISSED APCH: Climb on 135^ to 1300' or above, then turn LEFT onto 120^ to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

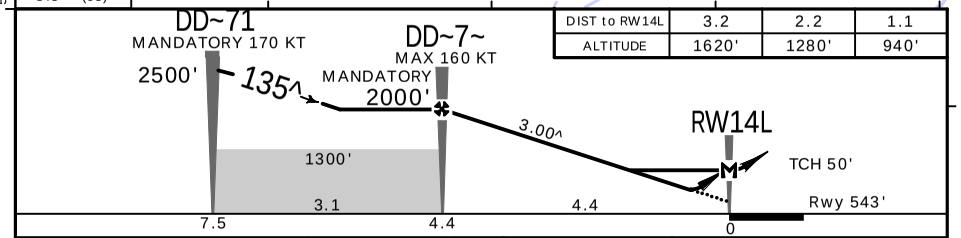
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 1 Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3000	(750)
2500	(600)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
950	(125)
940	(120)
863	(100)
853	(95)
843	(95)



DIST to RW14L	3.2	2.2	1.1
ALTITUDE	1620'	1280'	940'

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

HIALS-II PAPI

MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
A: 843' (300')	CDFA
DA(H) BC: 853' (310')	1 DA/MDA(H) 950' (407')
D: 863' (320')	

	ALS out		ALS out
A	R750m	R1400m	R1200m	R1500m
B				
C				R1900m
D				

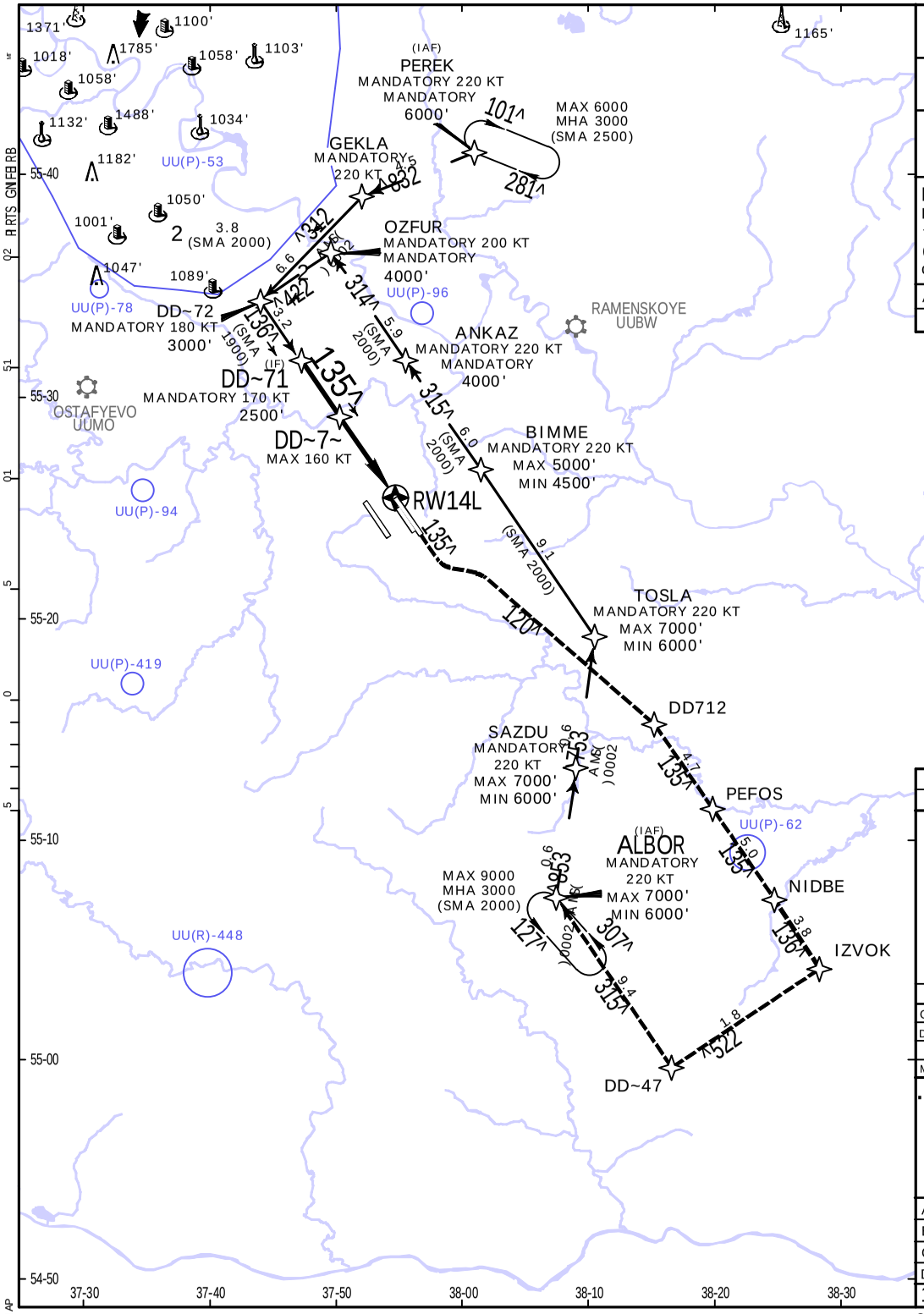
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-2)

MOSCOW, RUSSIA
RNP Y Rwy 14L



ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs	DD~7~ MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 543'
	135^	2000' (1457')		

MISSED APCH: Climb on 135^ to 1300' or above, then turn LEFT onto 120^ to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 1 Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

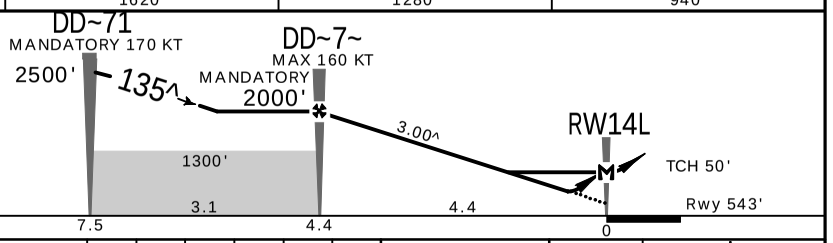
4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3000	(750)
2500	(600)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
950	(125)
940	(120)
863	(100)
853	(95)
843	(95)

	38-40	38-50	39-00	39-10	39-20	39-30
DIST to RW14L		3.2		2.2		1.1
ALTITUDE		1620'		1280'		940'



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

HIALS-II PAPI

MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
	A: 843' (300')	CDFA
DA(H)	BC: 853' (310')	1 DA/MDA(H) 950' (407')
	D: 863' (320')	

	ALS out		ALS out
A	R750m	R1400m	R1200m	R1500m
B				
C				R1900m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-3)

MOSCOW, RUSSIA
RNP Z Rwy 14C

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower 119.7

RNAV	Final Apch Crs 135^	DD141 MANDATORY 2000' (1456')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 544'

MISSED APCH: Climb on 135^ to 1300' or above, then turn LEFT to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

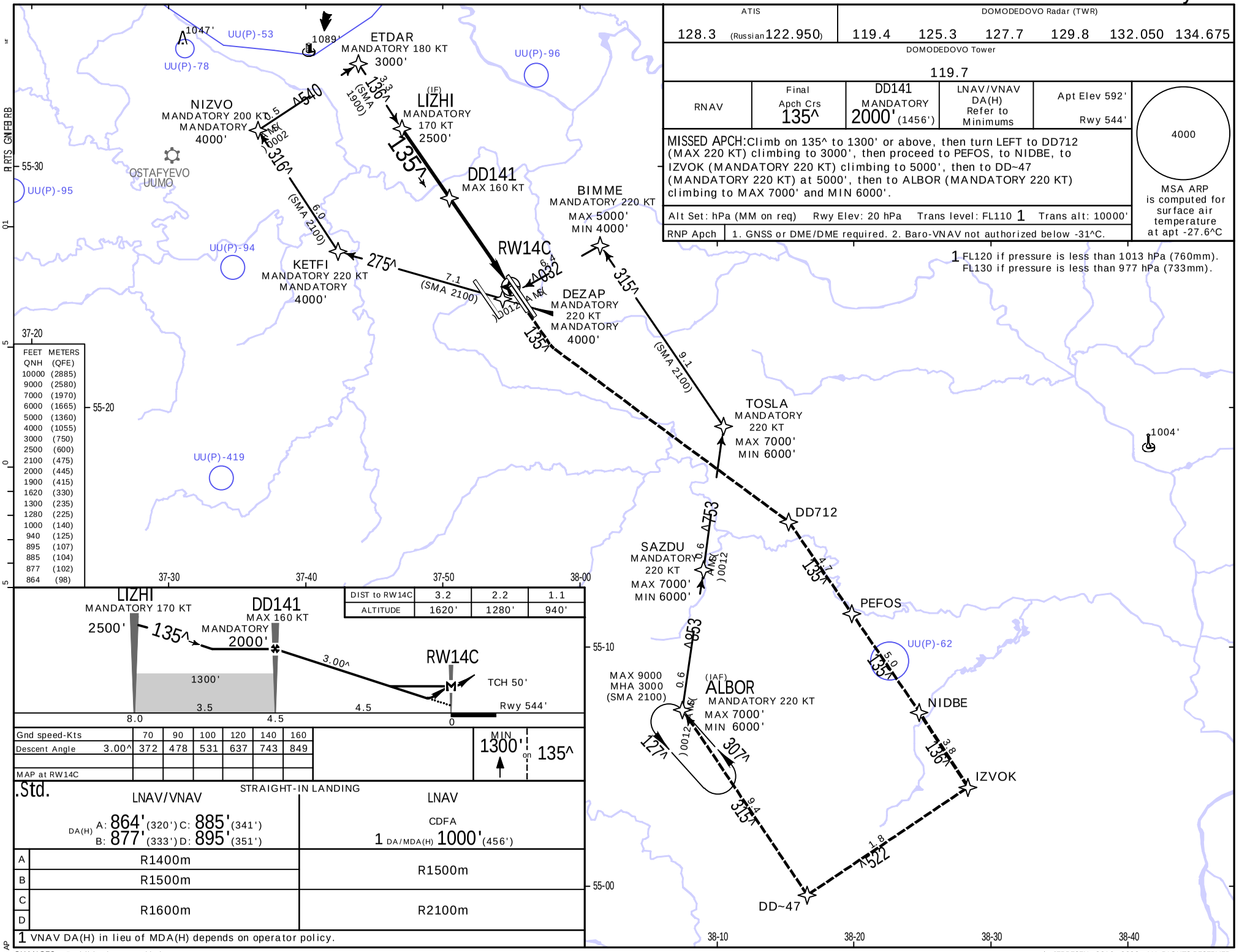
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 [1] Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

[1] FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4000	(1055)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
1000	(140)
940	(125)
895	(107)
885	(104)
877	(102)
864	(98)



DIST to RW14C	3.2	2.2	1.1
ALTITUDE	1620'	1280'	940'

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW14C							

MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
DA(H) A: 864' (320') C: 885' (341') B: 877' (333') D: 895' (351')	CDFA 1 DA/MDA(H) 1000' (456')
A R1400m	R1500m
B R1500m	
C R1600m	R2100m
D	

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-4)

MOSCOW, RUSSIA
RNP Y Rwy 14C

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower 119.7

RNAV	Final Apch Crs 135^	DD141 MANDATORY 2000' (1456')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 544'

MISSED APCH: Climb on 135^ to 1300' or above, then turn LEFT to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 [1] Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

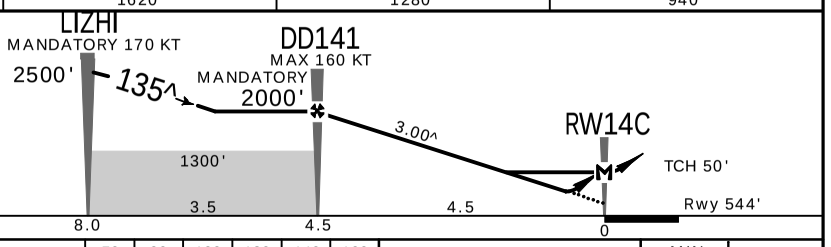
4000

MSA ARP is computed for surface air temperature at apt -27.6^C

[1] FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET	METERS
QNH	(QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4000	(1055)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
1000	(140)
940	(125)
895	(107)
885	(104)
877	(102)
864	(98)

	38-40	38-50	39-00	39-10	39-20	39-30
DIST to RW14C		3.2		2.2		1.1
ALTITUDE		1620'		1280'		940'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW14C							

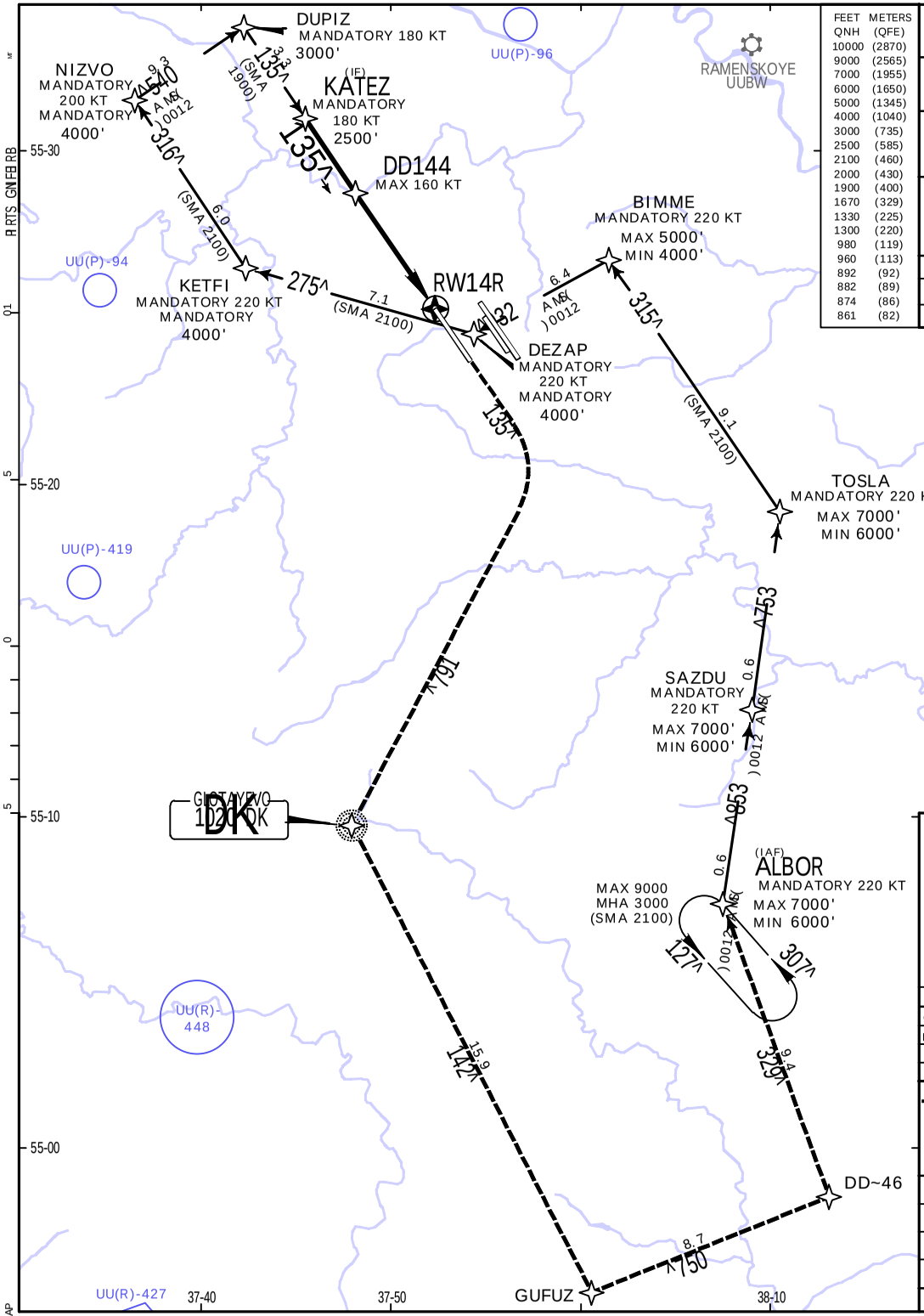
MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
DA(H)	A: 864' (320') C: 885' (341') B: 877' (333') D: 895' (351')	CDFA 1 DA/MDA(H) 1000' (456')
A	R1400m	R1500m
B	R1500m	
C D	R1600m	R2100m

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.



FEET	METERS (QFE)
QNH	
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(329)
1330	(225)
1300	(220)
980	(119)
960	(113)
892	(92)
882	(89)
874	(86)
861	(82)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

RNAV	Final Apch Crs 135^	DD144 MANDATORY 2000' (1408')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 592'

MISSED APCH: Climb on 135^ to 1300' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

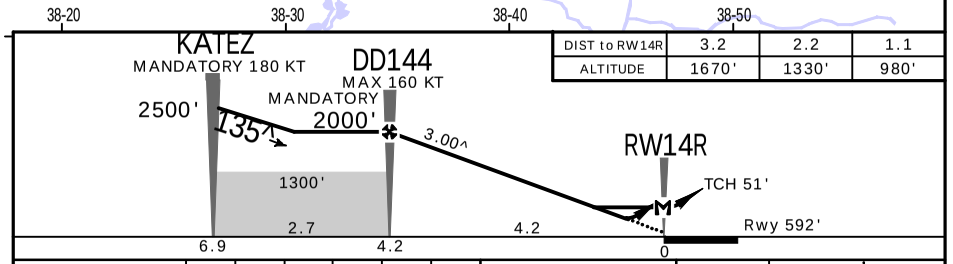
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNP Apch

1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

4000
MSA ARP
is computed for
surface air
temperature
at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



DIST to RW14R	3.2	2.2	1.1
ALTITUDE	1670'	1330'	980'

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW14R						

HIALS-II
PAPI
MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

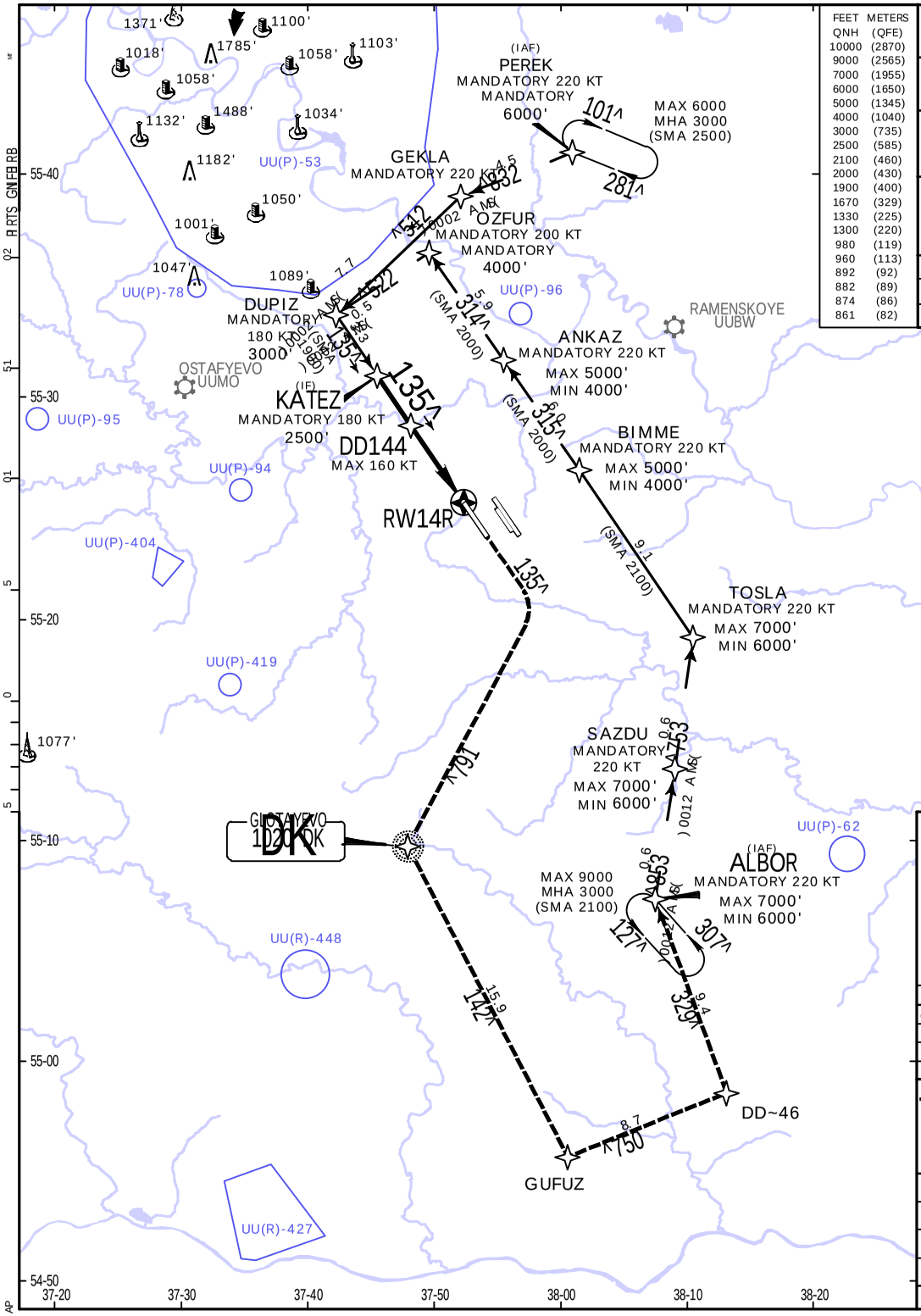
LNAV/VNAV
DA(H) A: 861' (269') C: 882' (290')
B: 874' (282') D: 892' (300')

LNAV
CDFA
1 DA/MDA(H) 960' (368')

	ALS out		ALS out
A	R750m	R1300m	R1000m
B			R1500m
C		R1400m	
D			R1700m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(329)
1330	(225)
1300	(220)
980	(119)
960	(113)
892	(92)
882	(89)
874	(86)
861	(82)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

RNAV	Final Apch Crs 135^	DD144 MANDATORY 2000' (1408')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 592'

MISSED APCH: Climb on 135^ to 1300' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

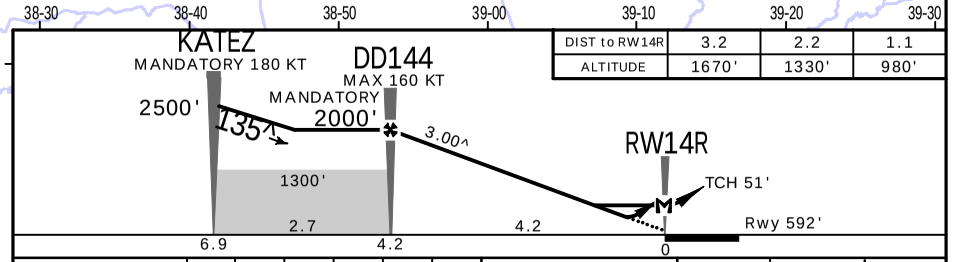
RNP Apch

1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



DIST to RW14R	3.2	2.2	1.1
ALTITUDE	1670'	1330'	980'

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW14R						

HIALS-II
PAPI
MIN 1300' on 135^

.Std. STRAIGHT-IN LANDING

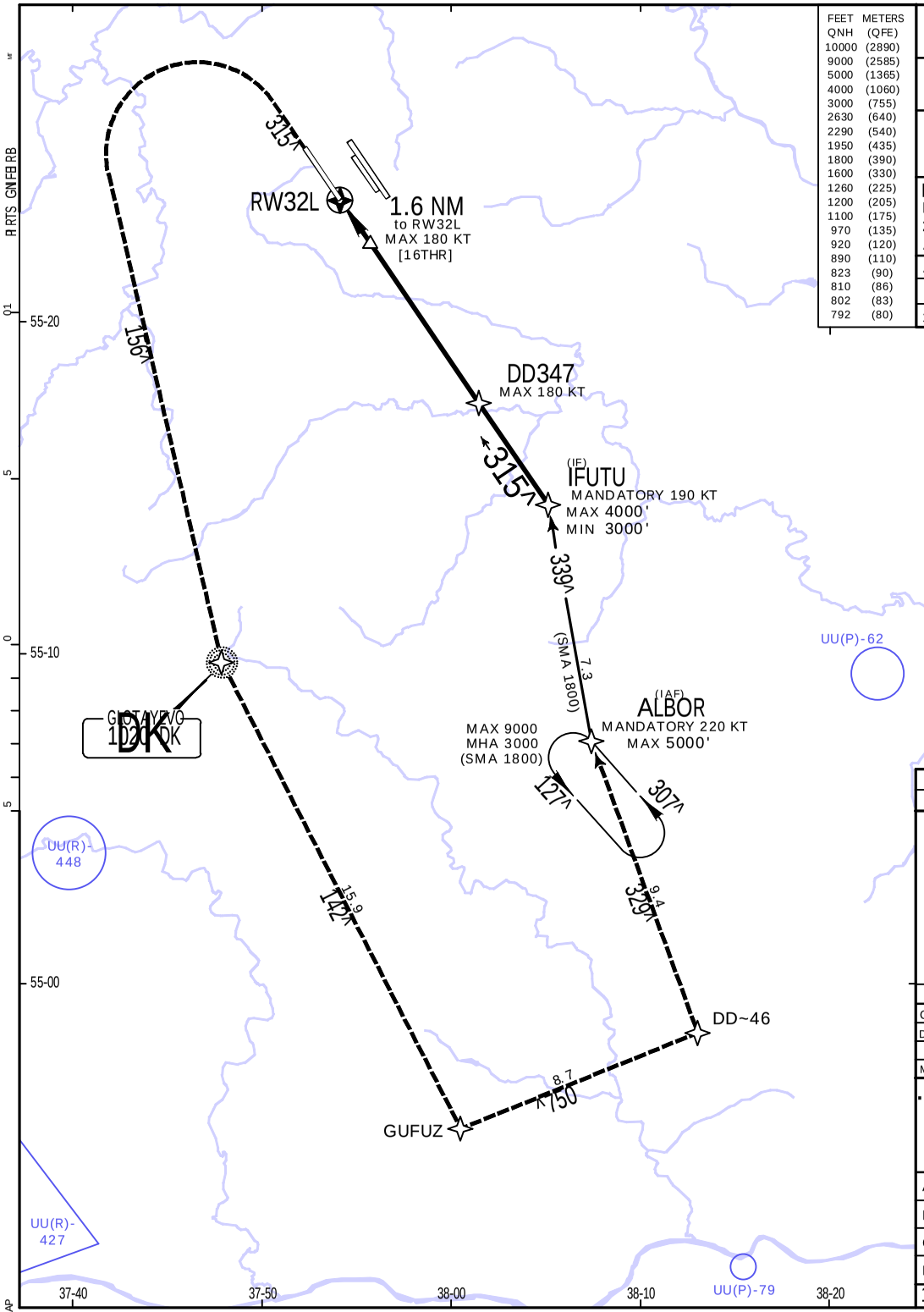
LNAV/VNAV	LNAV
DA(H) A: 861' (269') C: 882' (290') B: 874' (282') D: 892' (300')	CDFA 1 DA/MDA(H) 960' (368')

	ALS out		ALS out
A	R750m	R1300m	R1000m / R1500m
B			
C		R1400m	R1700m
D			

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.

MOSCOW, RUSSIA
RNP Rwy 32L



FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
2630	(640)
2290	(540)
1950	(435)
1800	(390)
1600	(330)
1260	(225)
1200	(205)
1100	(175)
970	(135)
920	(120)
890	(110)
823	(90)
810	(86)
802	(83)
792	(80)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

RNAV	Final Apch Crs 315^	DD347 MANDATORY 3000' (2469')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 531'

MISSED APCH: Climb on 315^ to 1200' or above, then turn LEFT onto 156^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 [1] Trans alt: 10000'

RNP Apch

1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

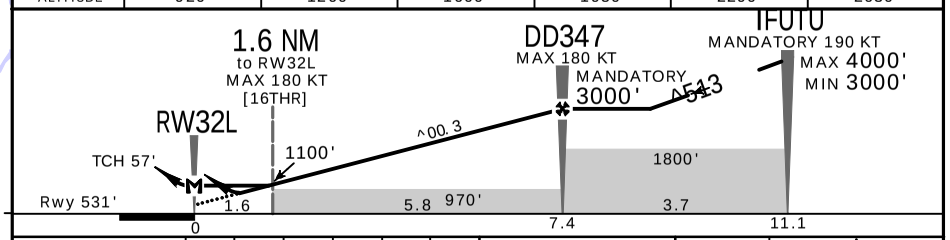
4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1004'

[1] FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-30	38-40	38-50	39-00
DIST to RW32L	1.1	2.2	3.2	4.3	5.4	6.4
ALTITUDE	920'	1260'	1600'	1950'	2290'	2630'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW32L							

HIALS
PAPI
MIN 1200' on 315^

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
DA(H)	A: 792' (261') C: 810' (279') B: 802' (271') D: 823' (292')	CDFA [1] DA/MDA(H) 890' (359')

	ALS out		ALS out
A	R750m	R1300m	R900m	R1500m
B				
C				R1600m
D		R1400m		

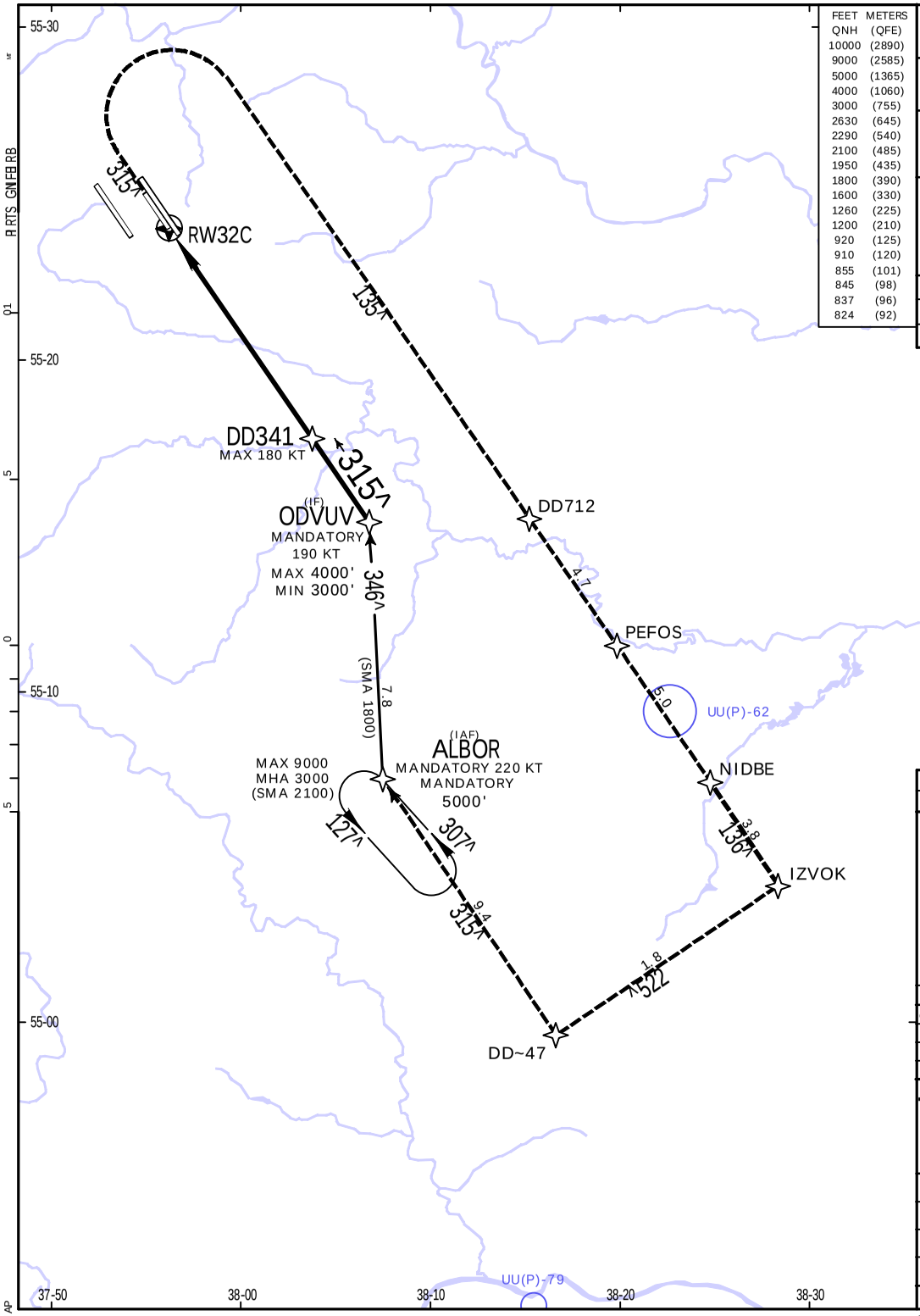
[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-8)

MOSCOW, RUSSIA
RNP Rwy 32C



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
2630	(645)
2290	(540)
2100	(485)
1950	(435)
1800	(390)
1600	(330)
1260	(225)
1200	(210)
920	(125)
910	(120)
855	(101)
845	(98)
837	(96)
824	(92)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs 315^	DD341 MANDATORY 3000' (2476')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 524'

MISSED APCH: Climb on 315^ to 1200' or above (MAX 185 KT), then turn RIGHT to DD712 (MAX 200 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) at 5000' to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR at 5000' (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNP Apch

1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

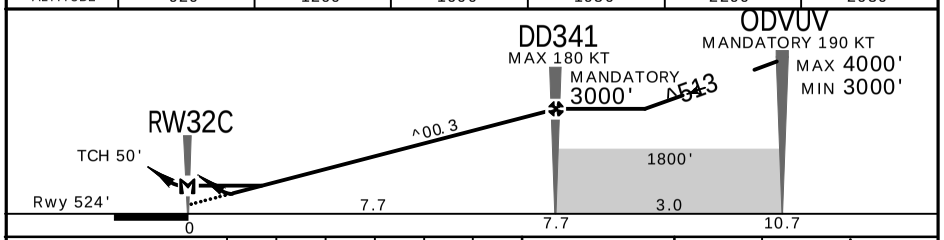
4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1004'

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-40	38-50	39-00	39-10		
DIST to RW32C	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	920'	1260'	1600'	1950'	2290'	2630'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW32C							

185 KT MAX

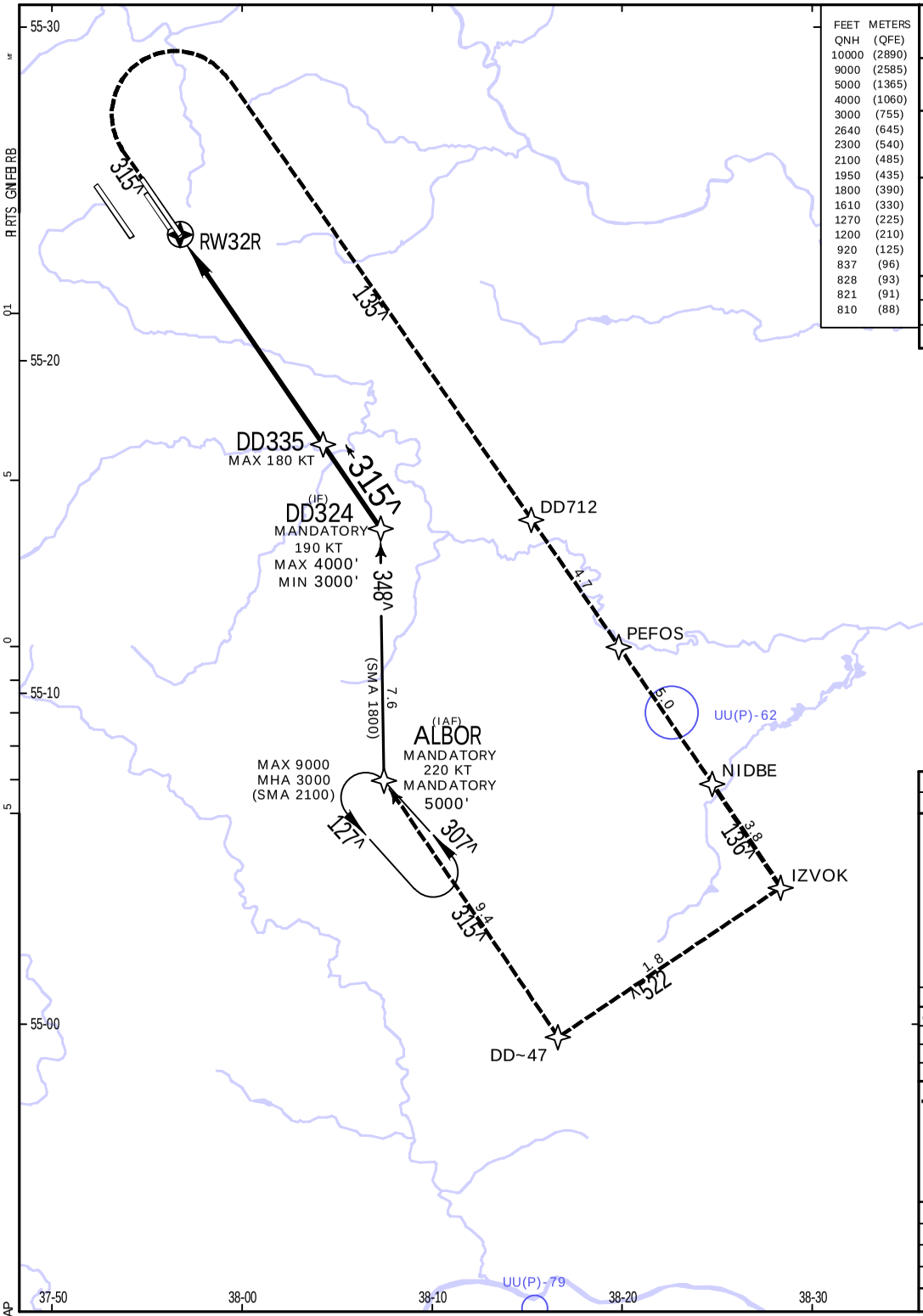
MIN 1200' on 315^

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
	DA(H) A: 824' (300') C: 845' (321') B: 837' (313') D: 855' (331')	CDFA 1 DA/MDA(H) 910' (386')
A B	R1400m	R1500m
C D	R1500m	R1800m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
2640	(645)
2300	(540)
2100	(485)
1950	(435)
1800	(390)
1610	(330)
1270	(225)
1200	(210)
920	(125)
837	(96)
828	(93)
821	(91)
810	(88)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs 315^	DD335 MANDATORY 3000' (2477')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 523'

MISSED APCH: Climb on 315^ to 1200' or above (MAX 185 KT), then turn RIGHT to DD712 (MAX 200 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) at 5000' to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR at 5000' (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNP Apch

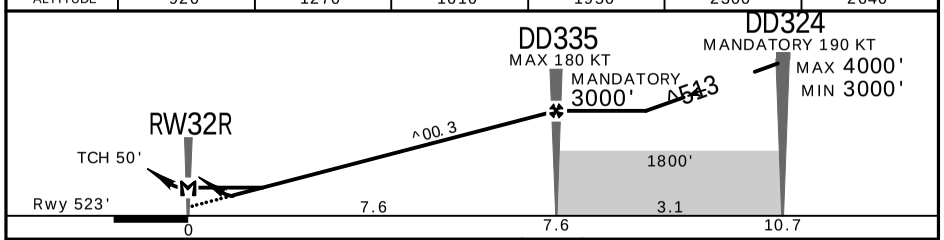
1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31^C.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1004'

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-40	38-50	39-00	39-10		
DIST to RW32R	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	920'	1270'	1610'	1950'	2300'	2640'



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

HIALS-II
PAPI
185 KT MAX
MIN 1200' on
315^

.Std. STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
DA(H) A: 810' (287') C: 828' (305') B: 821' (298') D: 837' (314')	CDFA 1 DA/MDA(H) 920' (397')

	ALS out		ALS out
A	R750m	R1400m	R1100m	R1500m
B				
C				R1800m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-40)

MOSCOW, RUSSIA
GLS Z Rwy 14L

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower 119.7

GBAS	Final	DD~7~	DA(H)	Apt Elev 592'
Ch 20668 G14A	Apch Crs 135^	MANDATORY 2000' (1457')	Refer to Minimums	Rwy 543'

MISSED APCH: Climb on 135^ to 1100' or above, then turn LEFT onto 120^ to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

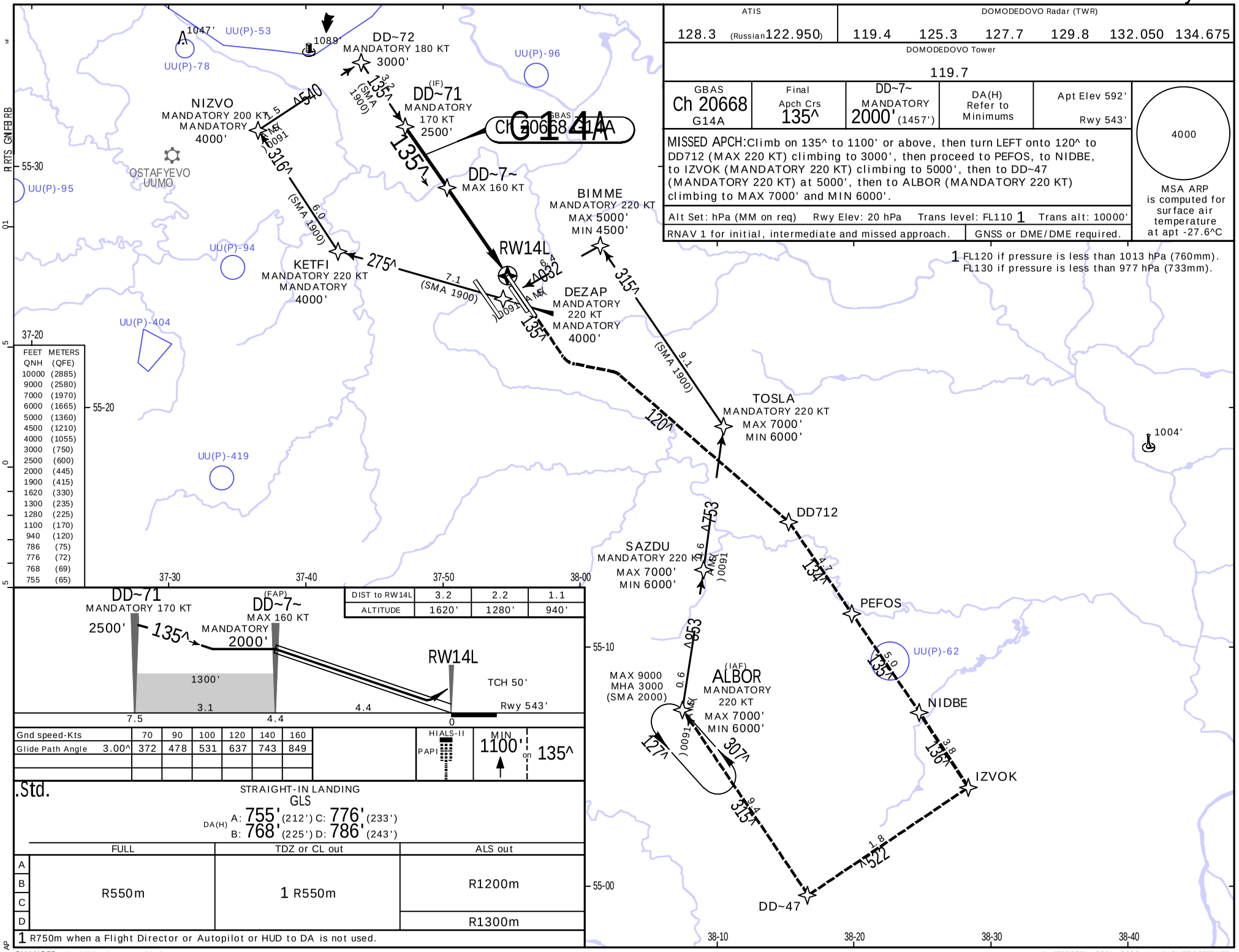
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 [1] Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach. GNSS or DME/DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

[1] FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3000	(750)
2500	(600)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
1100	(170)
940	(120)
786	(75)
776	(72)
768	(69)
755	(65)



DIST to RW14L	3.2	2.2	1.1
ALTITUDE	1620'	1280'	940'

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

HIALS-II
PAPI
MIN 1100' on 135^

.Std.

STRAIGHT-IN LANDING
GLS
DA(H) A: 755' (212') C: 776' (233')
B: 768' (225') D: 786' (243')

	FULL	TDZ or CL out	ALS out
A	R550m	[1] R550m	R1200m
B			
C			
D			R1300m

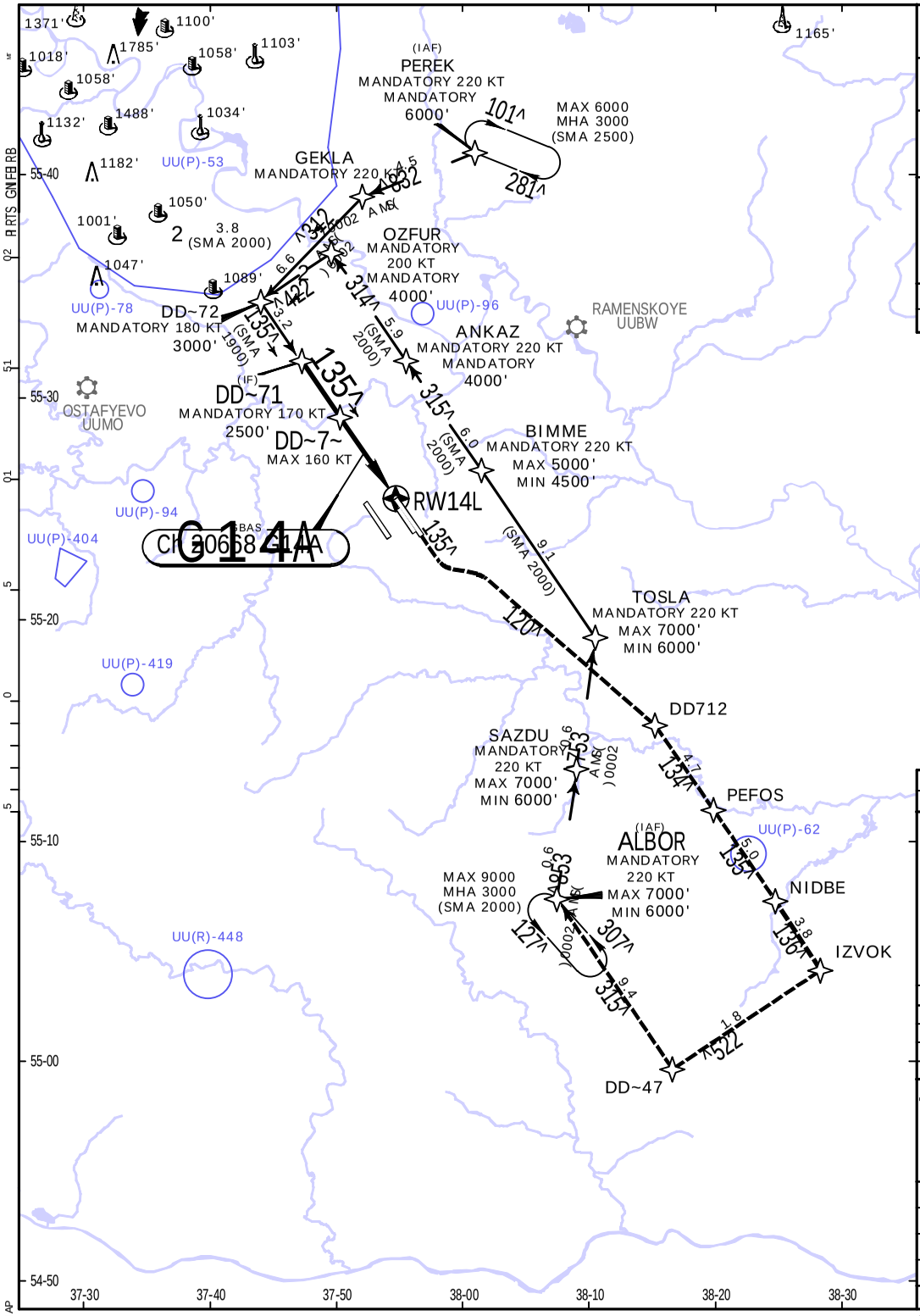
[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited areas added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-41)

MOSCOW, RUSSIA
GLS Y Rwy 14L



ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
119.7

GBAS	Final	DD~7~	DA(H)	Apt Elev 592'
Ch 20668 G14A	Apch Crs 135^	MANDATORY 2000' (1457')	Refer to Minimums	Rwy 543'

MISSED APCH: Climb on 135^ to 1100' or above, then turn LEFT onto 120^ to DD712 (MAX 220 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) climbing to 5000', then to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000' and MIN 6000'.

4000
MSA ARP
is computed for
surface air
temperature
at apt -27.6^C

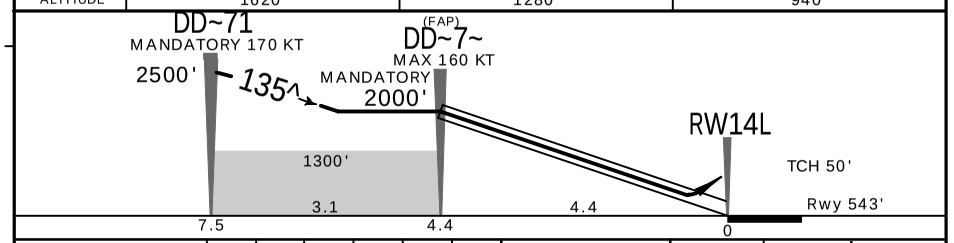
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach. GNSS or DME/DME required.

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

FEET	METERS
QNH	(QFE)
10000	(2885)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3000	(750)
2500	(600)
2000	(445)
1900	(415)
1620	(330)
1300	(235)
1280	(225)
1100	(170)
940	(120)
786	(75)
776	(72)
768	(69)
755	(65)

	38-40	38-50	39-00	39-10	39-20	39-30
DIST to RW14L		3.2		2.2		1.1
ALTITUDE		1620'		1280'		940'



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

HIALS-II
PAPI
MIN 1100' on 135^

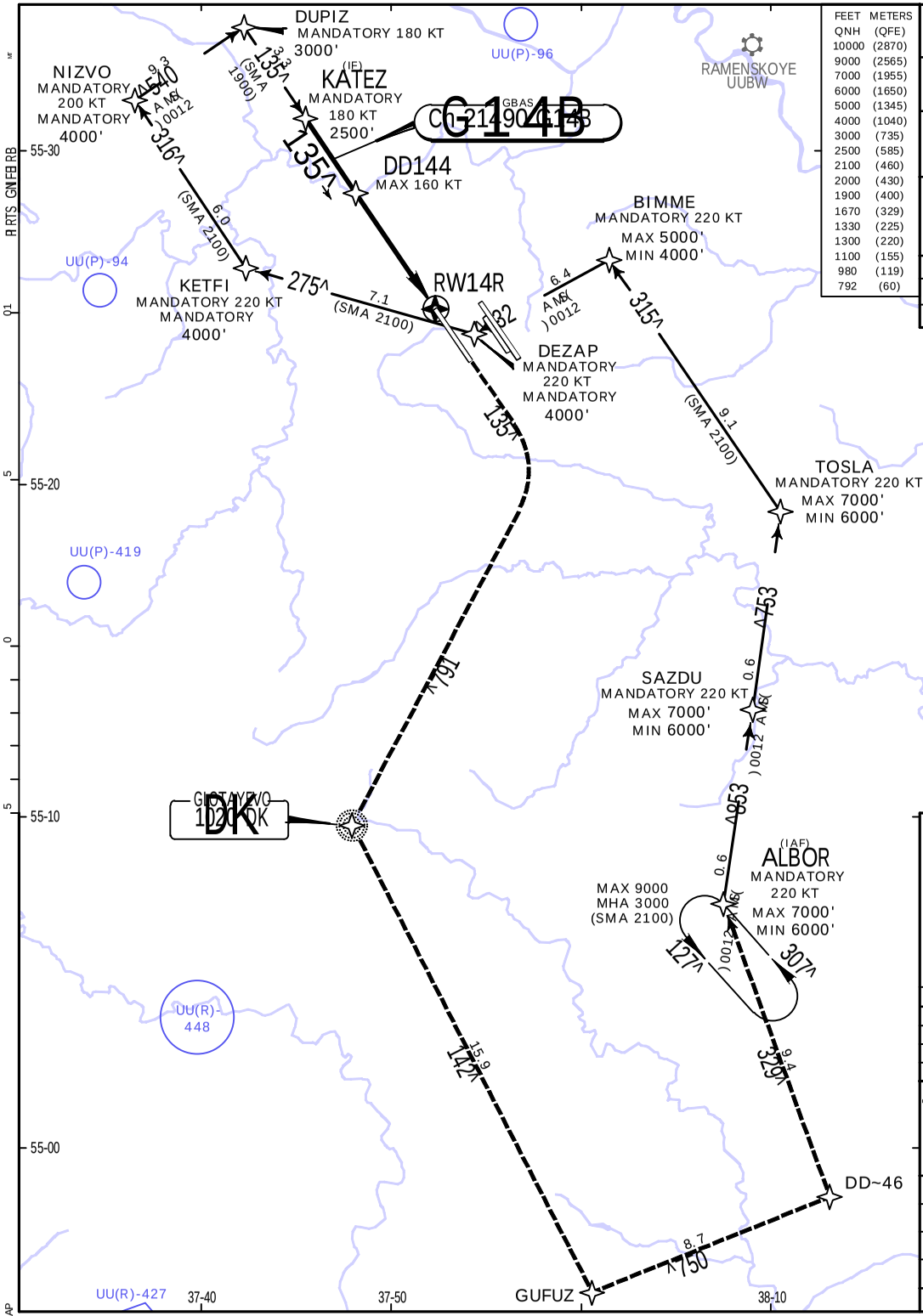
.Std.

STRAIGHT-IN LANDING
GLS
DA(H) A: 755' (212') C: 776' (233')
B: 768' (225') D: 786' (243')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			R1300m
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited areas added.



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(329)
1330	(225)
1300	(220)
1100	(155)
980	(119)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

GBAS	Final	DD144	DA(H)	Apt Elev 592'
Ch 21490 G14B	Apch Crs 135^	MANDATORY 2000' (1408')	792' (200')	Rwy 592'

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

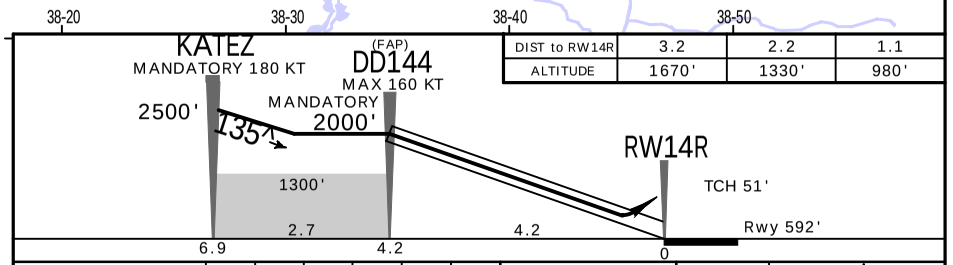
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

GNSS or DME/DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



DIST to RW14R	3.2	2.2	1.1
ALTITUDE	1670'	1330'	980'

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

HIALS-II PAPI
MIN 1100' on 135^

.Std.
STRAIGHT-IN LANDING
GLS
DA(H) 792' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

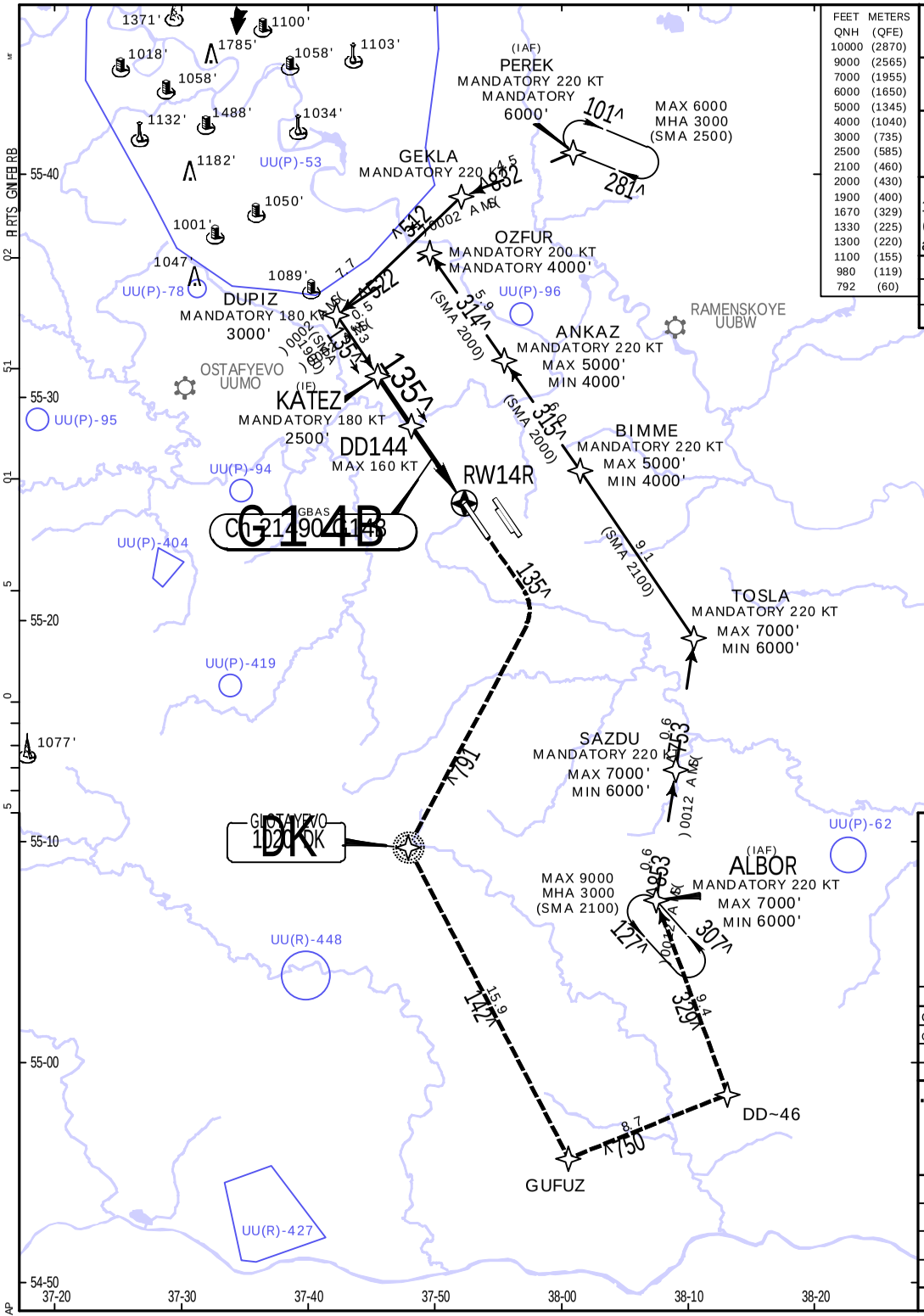
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (32-43)

MOSCOW, RUSSIA
GLS Y Rwy 14R



FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(329)
1330	(225)
1300	(220)
1100	(155)
980	(119)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

GBAS	Final Apch Crs	DD144	DA(H)	Apt Elev 592'
Ch 21490 G14B	135^	MANDATORY 2000' (1408')	792' (200')	Rwy 592'

MISSED APCH: Climb on 135^ to 1100' or above, then turn RIGHT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

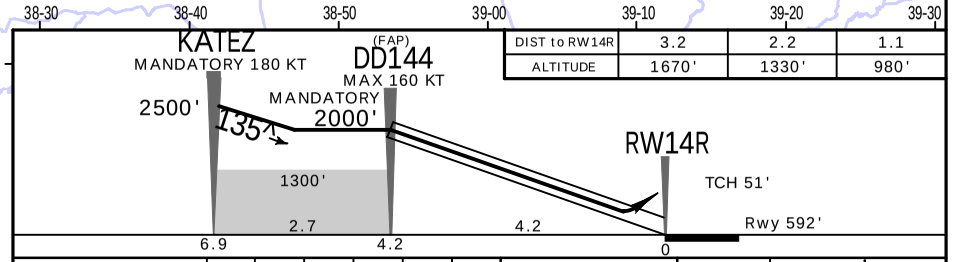
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

GNSS or DME/DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



DIST to RW14R	3.2	2.2	1.1
ALTITUDE	1670'	1330'	980'

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

HIALS-II
PAPI

MIN 1100' on 135^

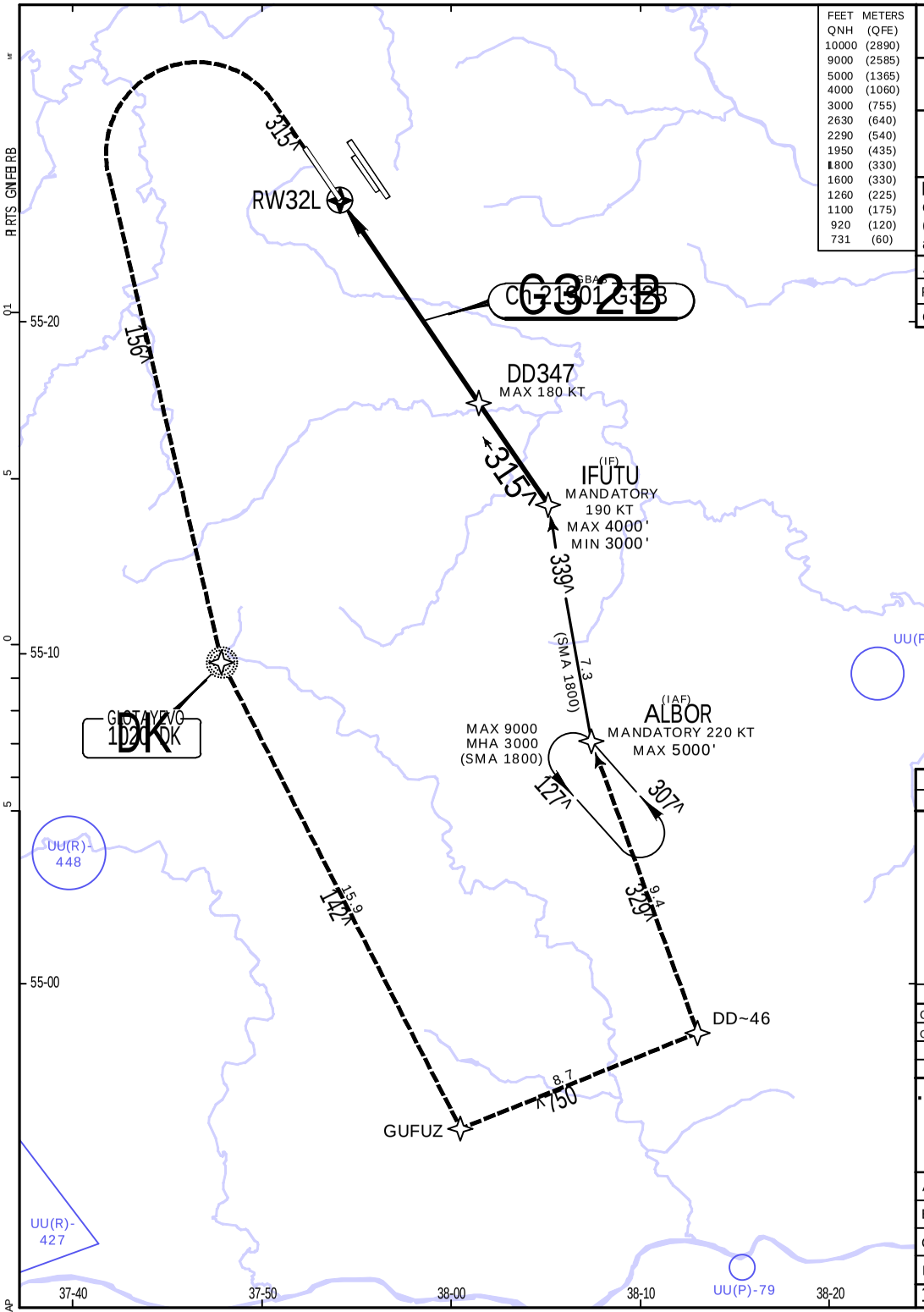
.Std.

STRAIGHT-IN LANDING
GLS
DA(H) 792' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited areas added.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
2630	(640)
2290	(540)
1950	(435)
1800	(330)
1600	(330)
1260	(225)
1100	(175)
920	(120)
731	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

GBAS	Final Apch Crs	DD347	DA(H)	Apt Elev 592'
CH 21901 G32B	315^	MANDATORY 3000' (2469')	731' (200')	Rwy 531'

MISSED APCH: Climb on 315^ (MAX 220 KT) to 1100' or above, then turn LEFT onto 197^ to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DD~46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

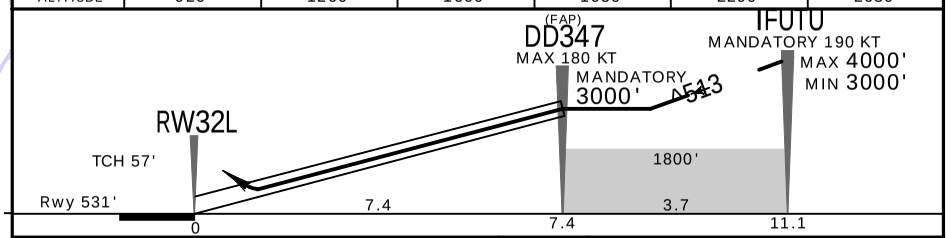
GNSS or DME/DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1004'

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-30	38-40	38-50	39-00		
DIST to RW32L	1.1	2.2	3.2	4.3	5.4	6.4
ALTITUDE	920'	1260'	1600'	1950'	2290'	2630'



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

HIALS
PAPI

220 KT MAX

MIN 1100' on 315^

.Std.

STRAIGHT-IN LANDING
GLS
DA(H) 731' (200')

	FULL	ALS out
A	1 R550m	R1200m
B		
C		
D		

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited area added.

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3000	(755)
2640	(645)
2300	(540)
2100	(485)
1950	(435)
1800	(390)
1610	(330)
1270	(225)
1200	(210)
920	(125)
737	(66)
727	(63)
723	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
119.7

GBAS	Final Apch Crs	DD335	DA(H) Refer to Minimums	Apt Elev 592'
CH 21079 G32A	315^	MANDATORY 3000' (2477')		Rwy 523'

MISSED APCH: Climb on 315^ to 1200' or above (MAX 185 KT), then turn RIGHT to DD712 (MAX 200 KT) climbing to 3000', then proceed to PEFOS, to NIDBE, to IZVOK (MANDATORY 220 KT) at 5000' to DD~47 (MANDATORY 220 KT) at 5000', then to ALBOR at 5000' (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

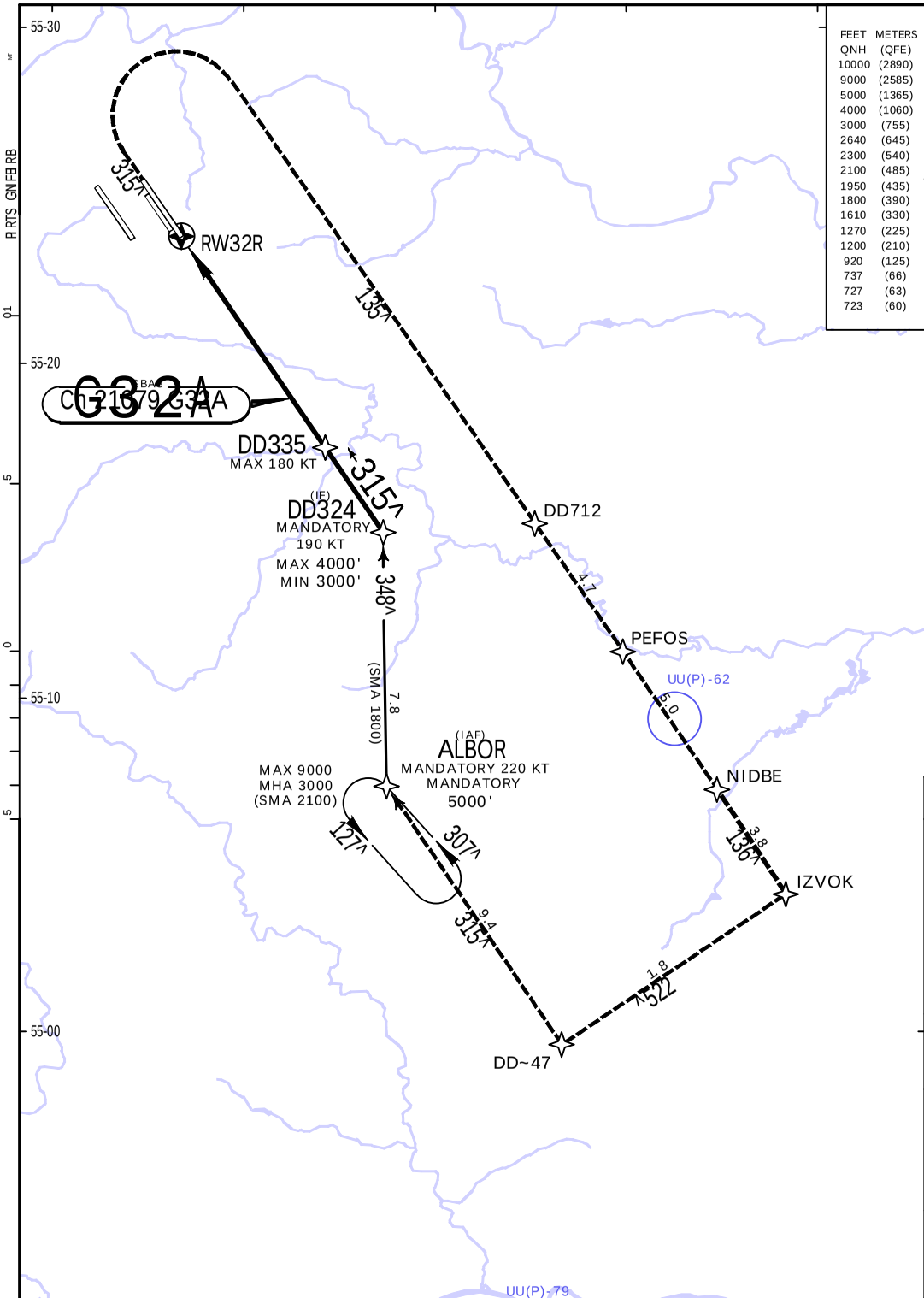
GNSS or DME/DME required.

4000

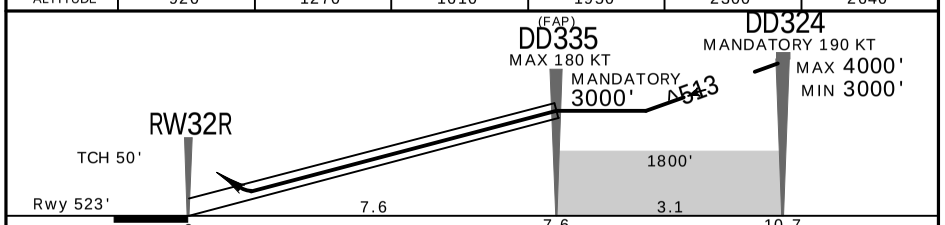
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

1004'



DIST to RW32R	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	920'	1270'	1610'	1950'	2300'	2640'



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

HIALS-II
PAPI

185 KT MAX

MIN 1200' on

315^

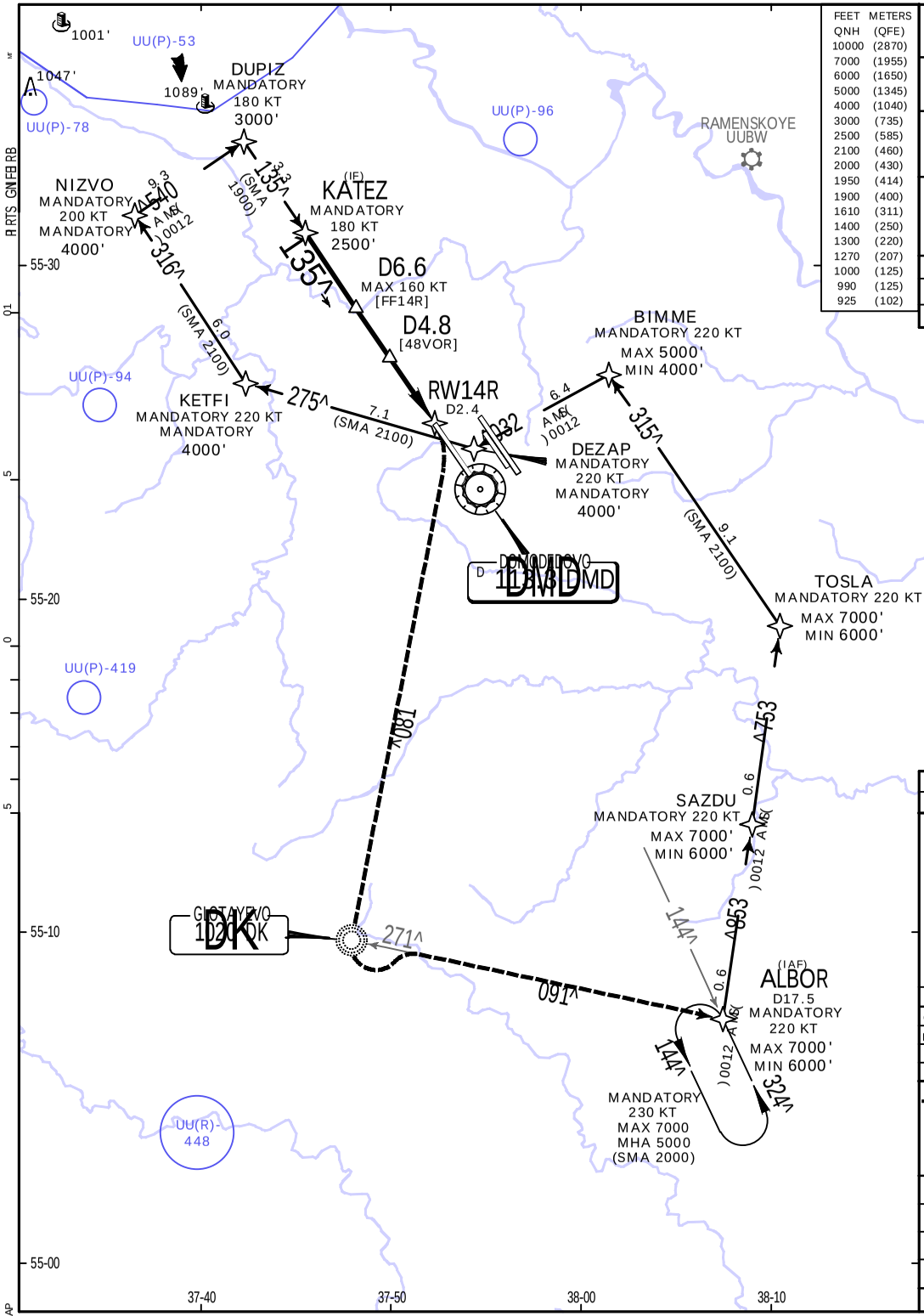
.Std.

STRAIGHT-IN LANDING
GLS
DA(H) AB: 723' (200')
C: 727' (204')
D: 737' (214')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Prohibited area added.



FEET	METERS
QNH	(QFE)
10000	(2870)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(414)
1900	(400)
1610	(311)
1400	(250)
1300	(220)
1270	(207)
1000	(125)
990	(125)
925	(102)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

VOR DMD 113.3	Final Apch Crs 135^	D6.6 MANDATORY 2000' (1408')	DA/MDA(H) 990' (398')	Apt Elev 592' Rwy 592'

MISSED APCH: At RW14R (D2.4) turn RIGHT onto 180^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial and intermediate approach.

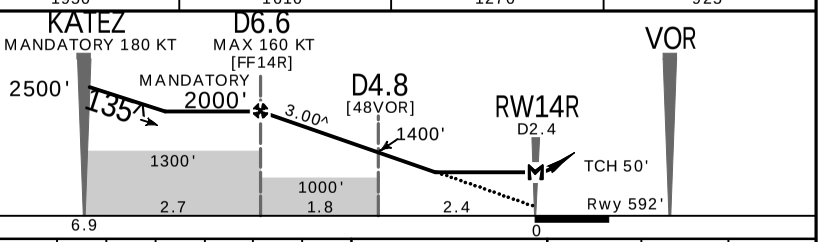
1. GNSS or DME/DME required. 2. DME required.

4000

MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-20	38-30	38-40	38-50
DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950'	1610'	1270'	925'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW14R/D2.4						

HIALS-II
PAPI
180^ RT
DK 1020

.Std. STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 990' (398')

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

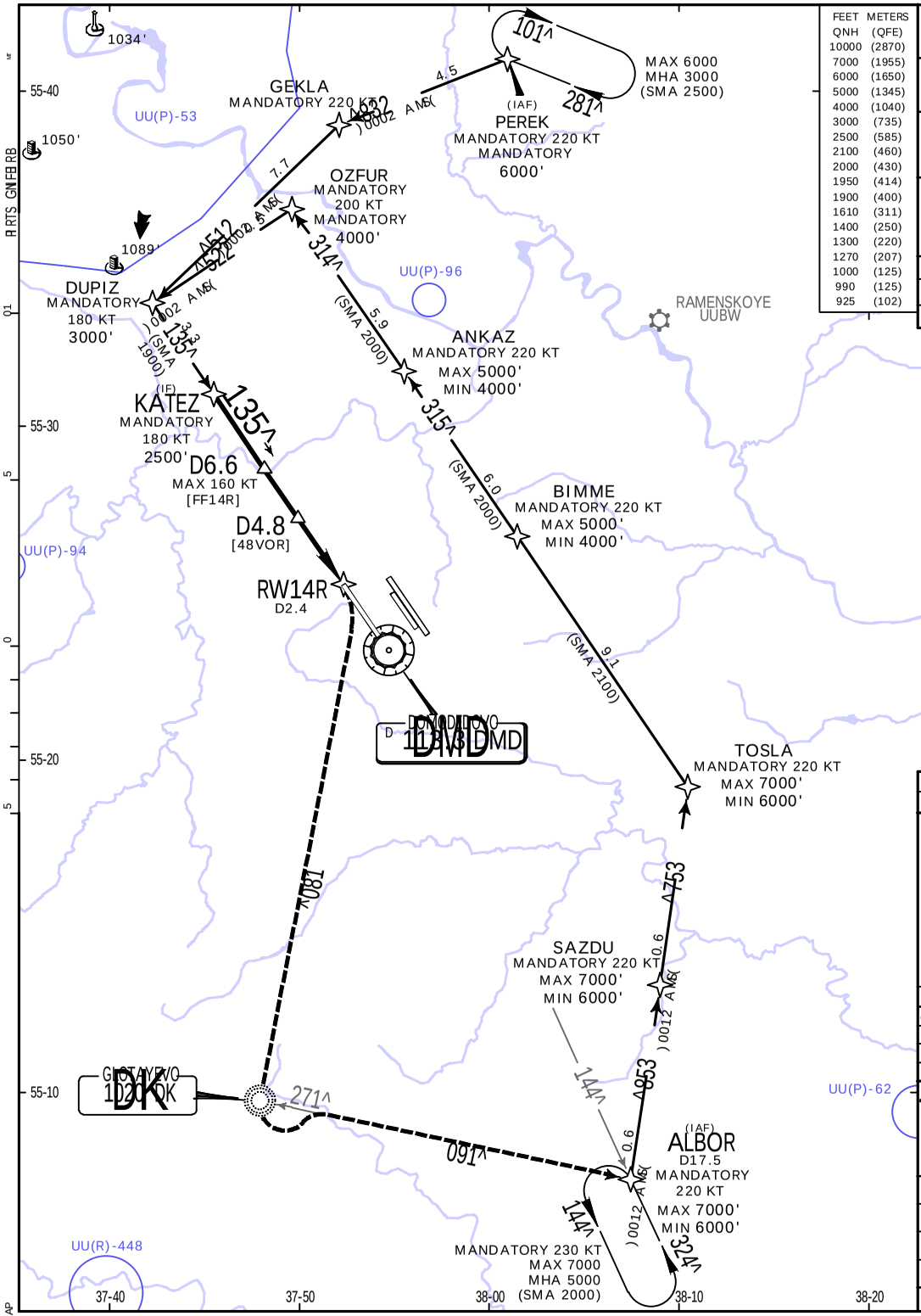
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (33-2)

MOSCOW, RUSSIA
VOR Y Rwy 14R



FEET	METERS
QNH	(QFE)
10000	(2870)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(414)
1900	(400)
1610	(311)
1400	(250)
1300	(220)
1270	(207)
1000	(125)
990	(125)
925	(102)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

VOR DMD	Final Apch Crs	D6.6 MANDATORY	DA/MDA(H)	Apt Elev 592' Rwy 592'
113.3	135^	2000' (1408')	990' (398')	

MISSED APCH: At RW14R (D2.4) turn RIGHT onto 180^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

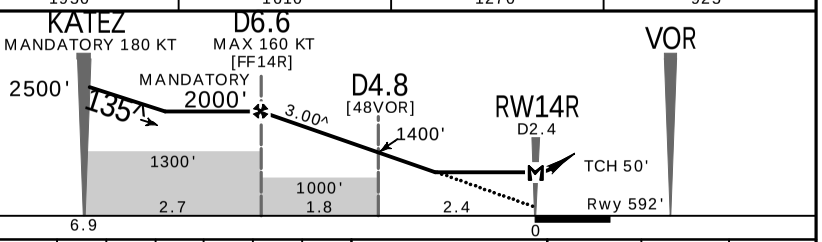
RNAV 1 for initial and intermediate approach.

1. GNSS or DME/DME required. 2. DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-30	38-40	38-50	39-00
DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950'	1610'	1270'	925'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW14R/D2.4						

HIALS-II
PAPI

180^ RT

DK 1020

Std.

STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 990' (398')

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (33-3)

MOSCOW, RUSSIA
VOR Rwy 32L

BRIEFING STRIP ™

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower
128.3 (Russian 122.950)	119.4 125.3 127.7 129.8 132.050 134.675	118.6

VOR DMD 113.3	Final Apch Crs 315^	D7.2 MANDATORY 3000' (2469')	DA/MDA(H) (CONDITIONAL) 930' (399')	Apt Elev 592' Rwy 531'

MISSED APCH: At VOR turn LEFT (MANDATORY 190 KT) onto 170^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR (MANDATORY 220 KT) or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

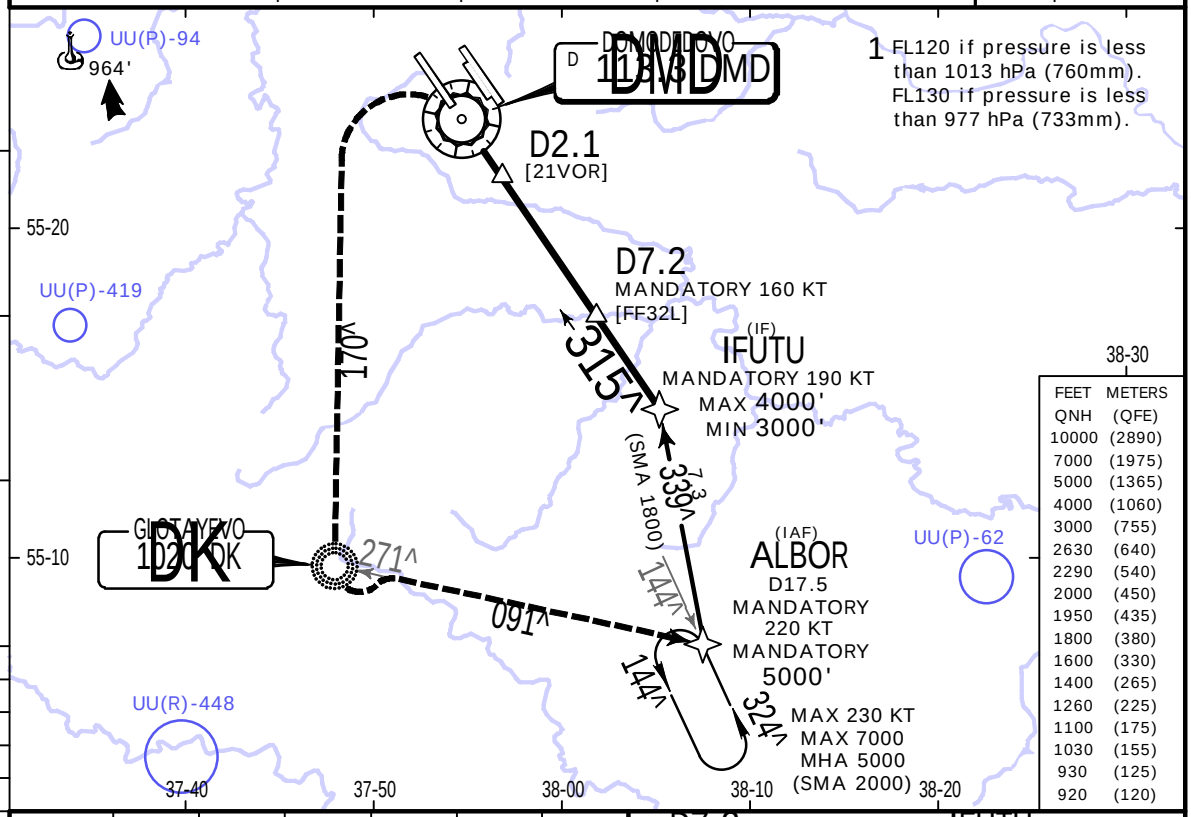
RNAV 1 for initial and intermediate approach.

1. GNSS or DME/DME required. 2. DME required. 3. Radar required.

4000

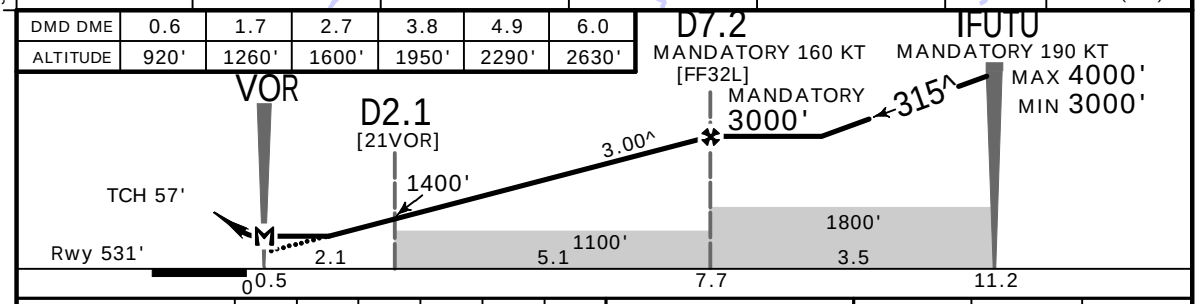
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2890)
7000	(1975)
5000	(1365)
4000	(1060)
3000	(755)
2630	(640)
2290	(540)
2000	(450)
1950	(435)
1800	(380)
1600	(330)
1400	(265)
1260	(225)
1100	(175)
1030	(155)
930	(125)
920	(120)

DMD DME	0.6	1.7	2.7	3.8	4.9	6.0
ALTITUDE	920'	1260'	1600'	1950'	2290'	2630'



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

HIALS
PAPI

170^
LT

DK
1020

.Std.

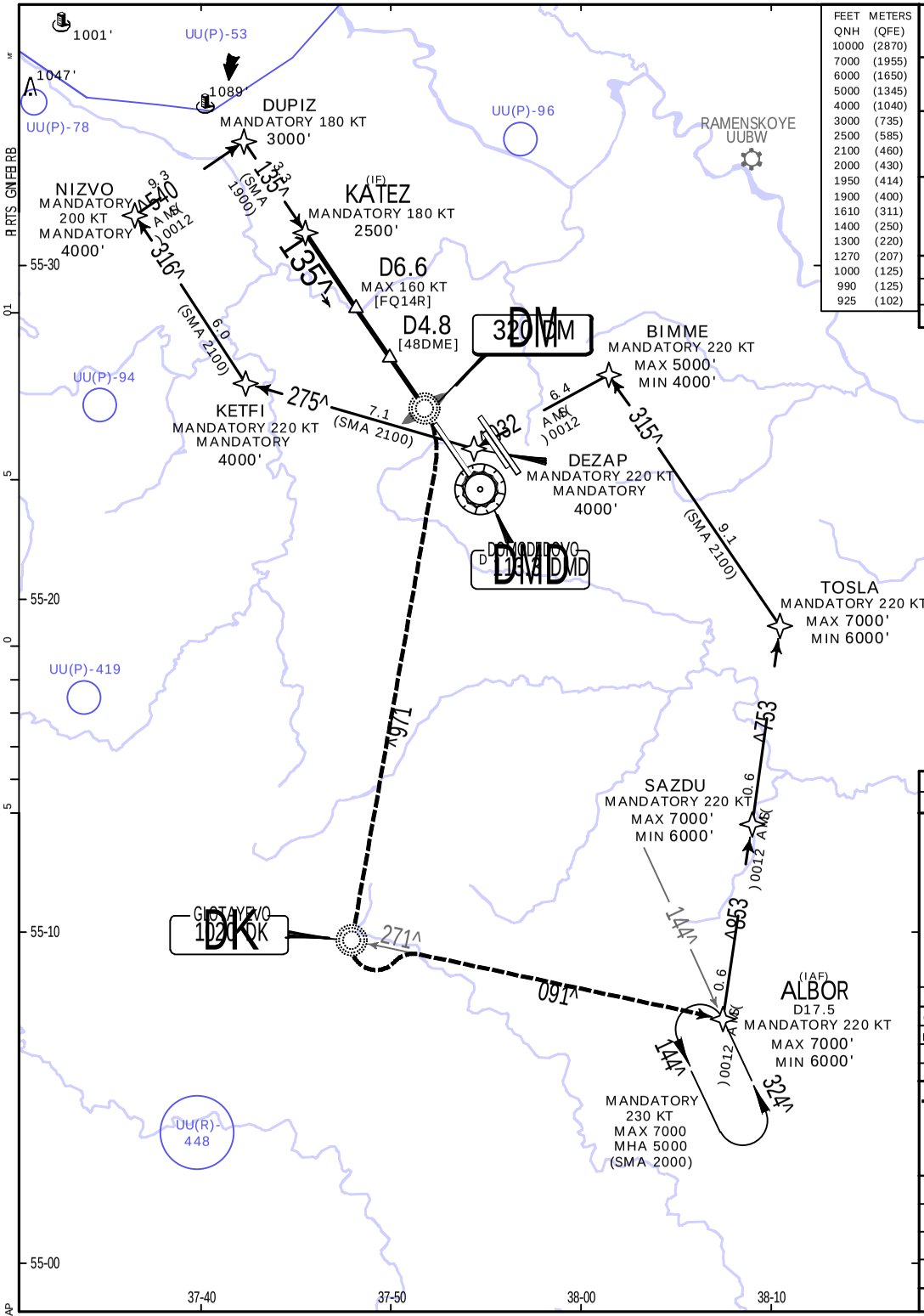
STRAIGHT-IN LANDING

with D2.1 CDFA 1 DA/MDA(H) 930' (399')		w/o D2.1 CDFA 1 DA/MDA(H) 1030' (499')	
	ALS out		ALS out
A	R1500m		R1500m
B			
C	R1100m	R1500m	
D	R1800m		R2300m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.



FEET	METERS
QNH	(QFE)
10000	(2870)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(414)
1900	(400)
1610	(311)
1400	(250)
1300	(220)
1270	(207)
1000	(125)
990	(125)
925	(102)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

NDB	Final	D6.6	DA/MDA(H)	Apt Elev 592'
DM	Apch Crs	MANDATORY	990' (398')	Rwy 592'
320	135^	2000' (1408')		

MISSED APCH: At DM NDB turn RIGHT onto 179^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR (MANDATORY 220 KT) or as directed.

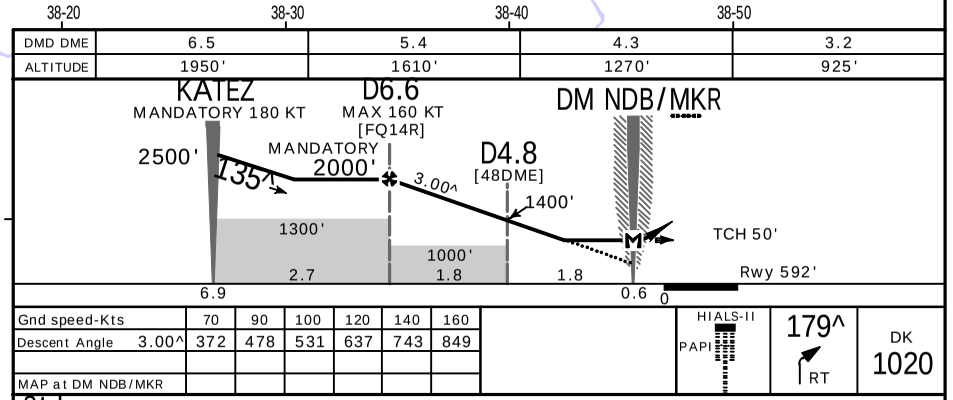
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial and intermediate approach.

1. GNSS or DME/DME required. 2. DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



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

HIALS-II
PAPI
179^ RT
DK 1020

.Std.
STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 990' (398')

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area added.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (36-2)

MOSCOW, RUSSIA
NDB Y Rwy 14R

FEET	METERS
QNH	(QFE)
10000	(2870)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(414)
1900	(400)
1610	(311)
1400	(250)
1300	(220)
1270	(207)
1000	(125)
990	(125)
925	(102)

ATIS	DOMODEDOVO Radar (TWR)					
128.3	(Russian 122.950)	119.4	125.3	127.7	129.8	132.050	134.675

DOMODEDOVO Tower
118.6

NDB	Final	D6.6	DA/MDA(H)	Apt Elev 592'
DM	Apch Crs	MANDATORY	990' (398')	Rwy 592'
320	135^	2000' (1408')		

MISSED APCH: At DM NDB turn RIGHT (MAX 190 KT) onto 179^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR (MANDATORY 220 KT) or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110 1 Trans alt: 10000'

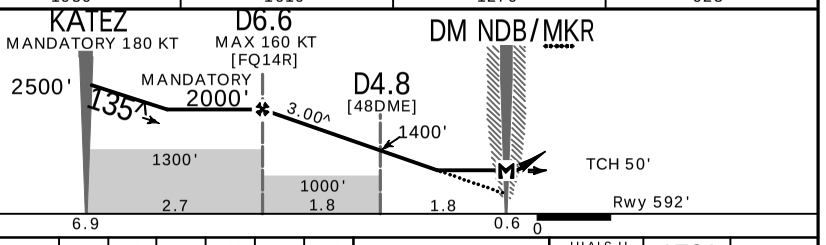
RNAV 1 for initial and intermediate approach.

1. GNSS or DME/DME required. 2. DME required.

4000
MSA ARP is computed for surface air temperature at apt -27.6^C

1 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).

	38-30	38-40	38-50	39-00
DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950'	1610'	1270'	925'



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

HIALS-II
PAPI
179^ RT
DK 1020

Std.
STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 990' (398')

		ALS out
A	R1100m	R1500m
B		
C		R1800m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited area aded.

UUDD/DME
DOMODEDOVO

JEPPESEN
9 DEC 22 (36-3)

MOSCOW, RUSSIA
NDB Rwy 32L

BRIEFING STRIP ™

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower
128.3 (Russian 122.950)	119.4 125.3 127.7 129.8 132.050 134.675	118.6

NDB DO	Final Apch Crs	D7.2 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 592' Rwy 531'
659	315^	3000' (2469')	930' (399')	

MISSED APCH: At DO NDB turn LEFT (MANDATORY 190 KT) onto 169^ inbound to DK NDB (MANDATORY 190 KT), then turn LEFT to intercept 091^ outbound DK NDB, then proceed to holding over ALBOR (MANDATORY 220 KT) or as directed.

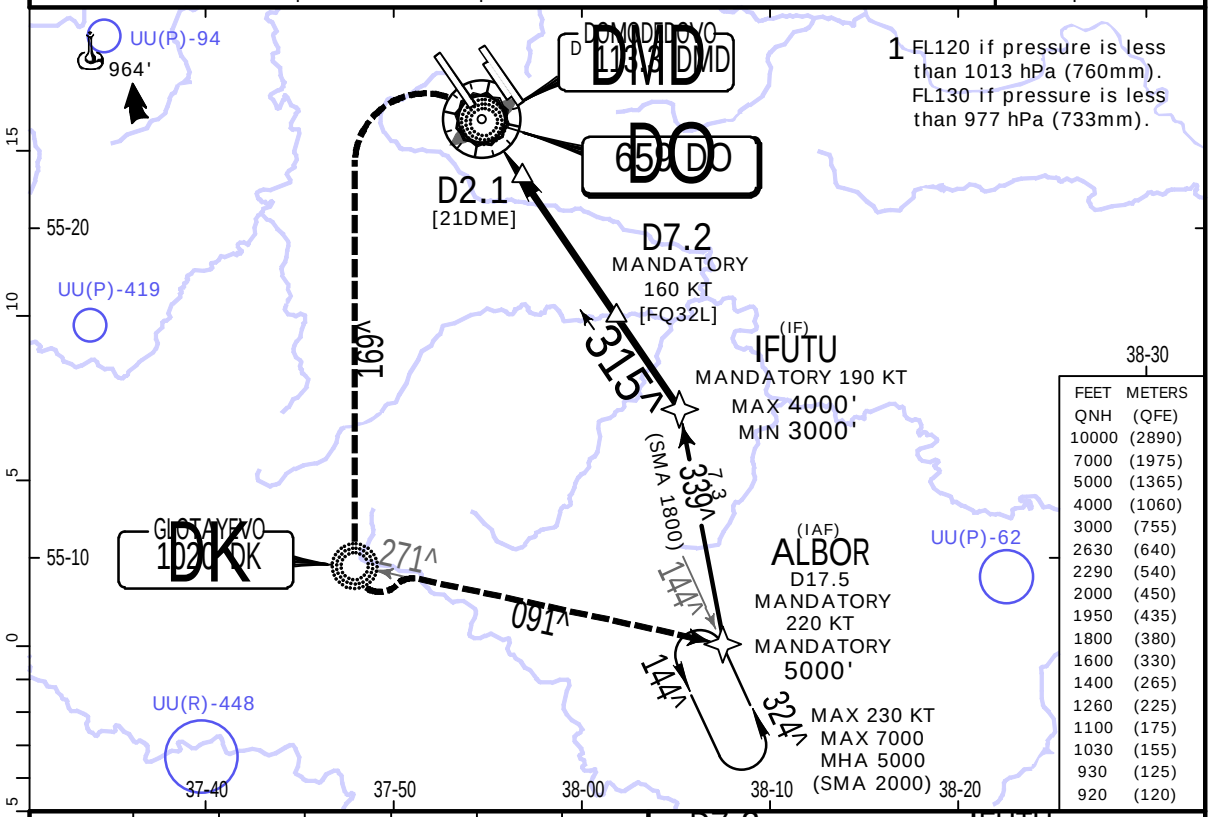
Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 1 Trans alt: 10000'

RNAV 1 for initial and intermediate approach.

1. GNSS or DME/DME required. 2. DME required.

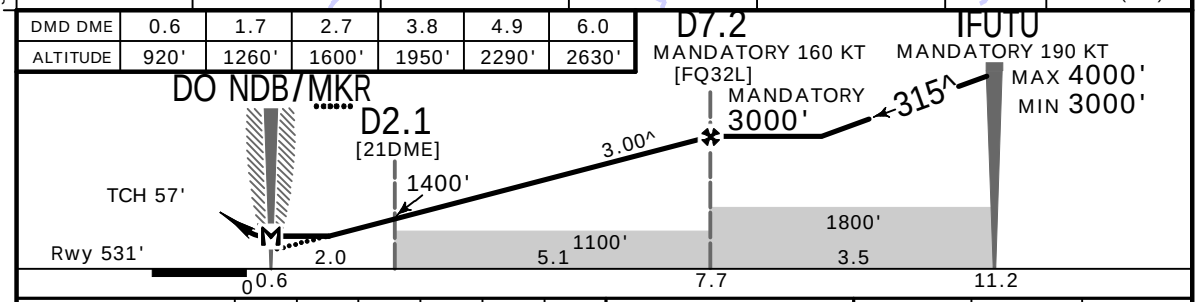
4000

MSA ARP is computed for surface air temperature at apt -27.6^C



FEET QNH	METERS (QFE)
10000	(2890)
7000	(1975)
5000	(1365)
4000	(1060)
3000	(755)
2630	(640)
2290	(540)
2000	(450)
1950	(435)
1800	(380)
1600	(330)
1400	(265)
1260	(225)
1100	(175)
1030	(155)
930	(125)
920	(120)

DMD DME	0.6	1.7	2.7	3.8	4.9	6.0
ALTITUDE	920'	1260'	1600'	1950'	2290'	2630'



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

HIALS
PAPI

169^
LT

DK
1020

PANS OPS

.Std. STRAIGHT-IN LANDING

	with D2.1 CDFA 1 DA/MDA(H) 930' (399')		w/o D2.1 CDFA 1 DA/MDA(H) 1030' (499')	
		ALS out		ALS out
A	R1100m	R1500m	R1500m	R1500m
B				
C		R1800m		R2300m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Prohibited areas added.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MOSCOW, (DOMODEDOVO - UUDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUDD