

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

STAR

JEPPESEN

19 APR 02

30-2

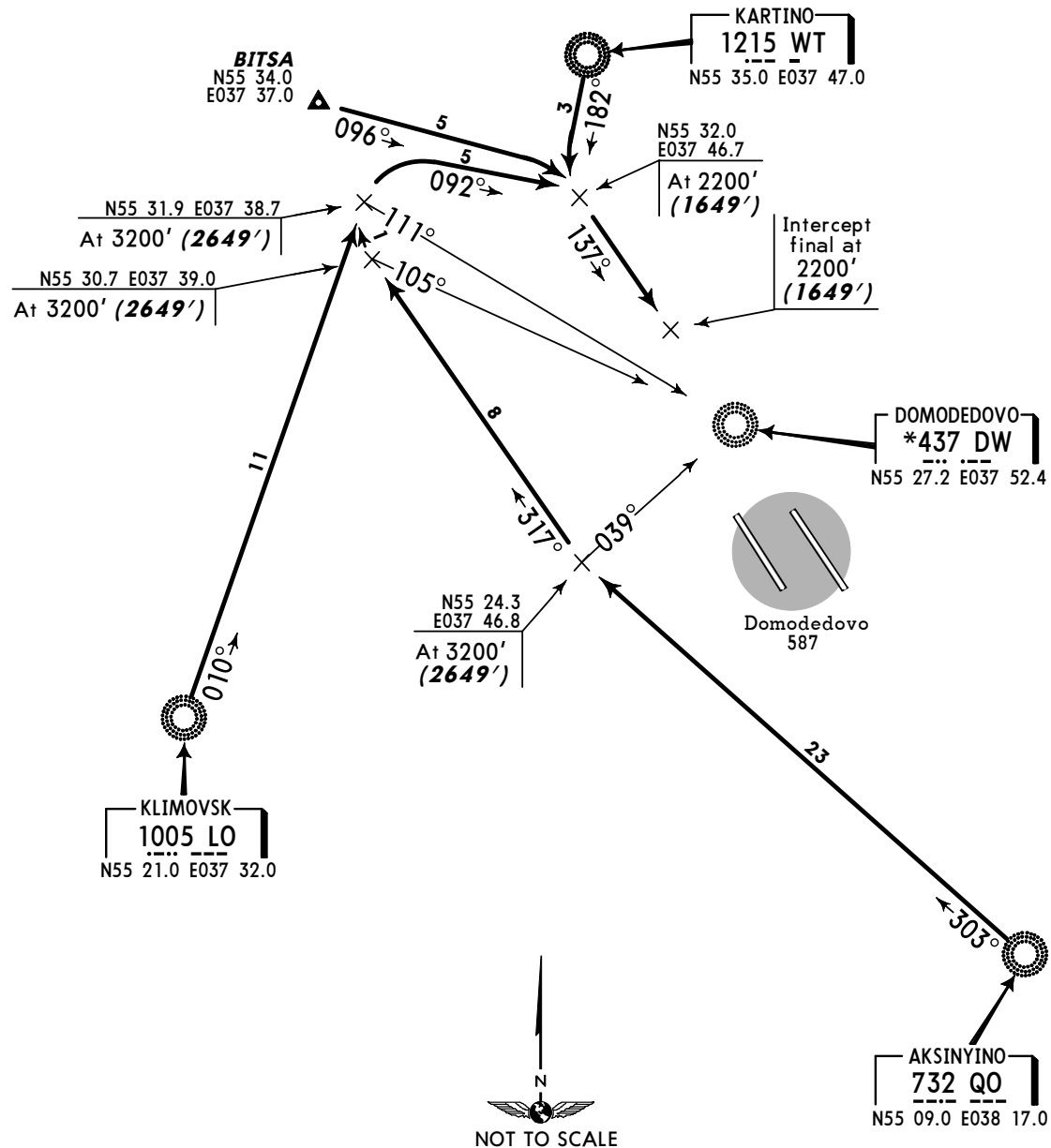
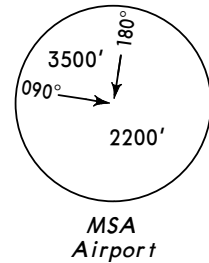
MOSCOW, RUSSIA
DOMODEDOVO

ATIS 128.3

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (2649')

ARRIVAL PROCEDURES (RWY 14L)

FL by ATC



ALT/HEIGHT CONVERSION

QNH (QFE)

3200' (2649' - 800m)

2200' (1649' - 500m)

CHANGES: Procedures revised.

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JEPPESEN 19 APR 02 **(30-2A)**

STAR

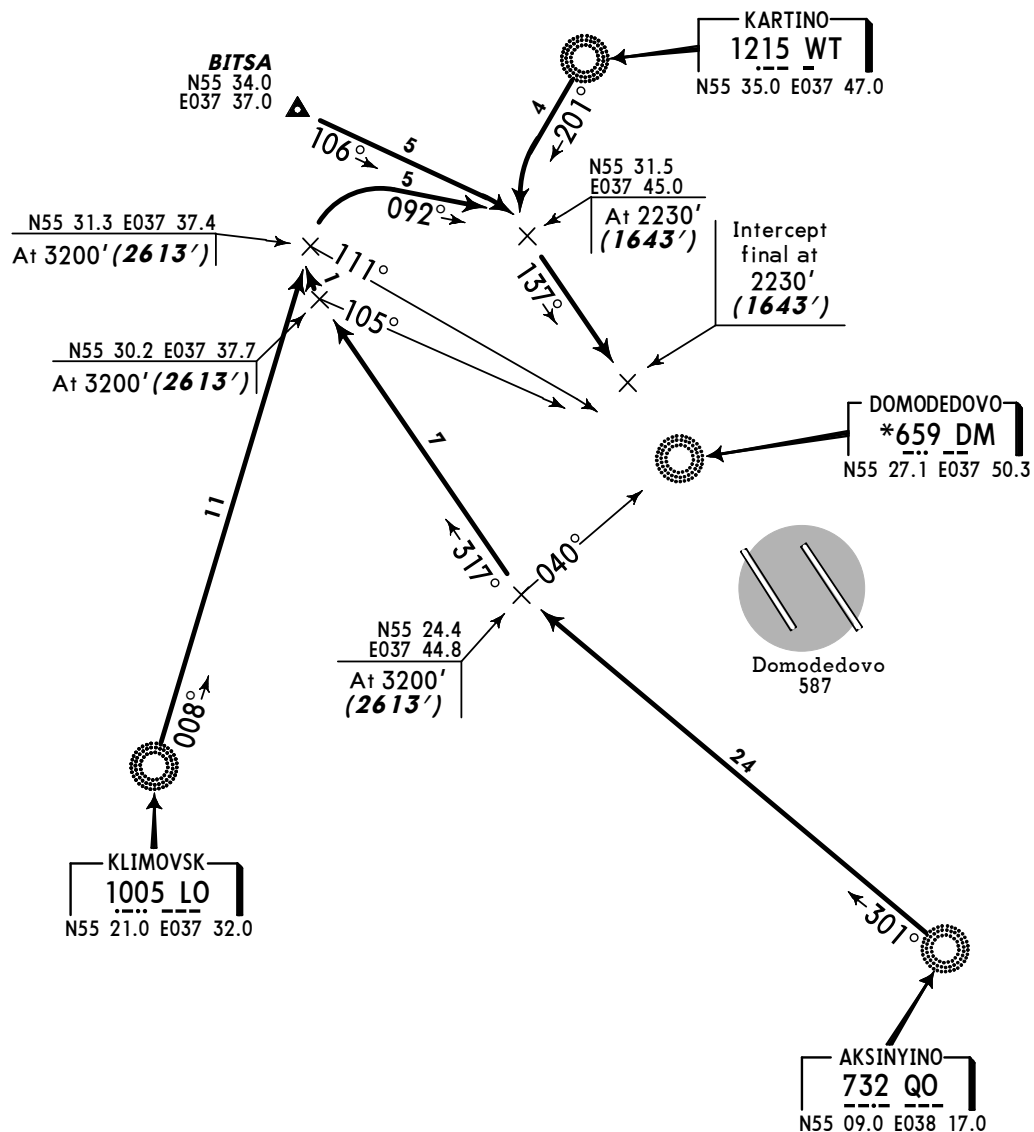
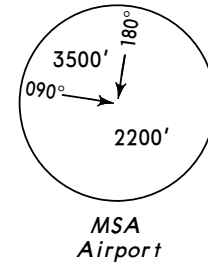
MOSCOW, RUSSIA
DOMODEDOVO

ATIS **128.3**

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (**2613'**)

ARRIVAL PROCEDURES (RWY 14R)

FL by ATC



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3200'	(2613' - 800m)	
2230'	(1643' - 500m)	

CHANGES: Procedures revised.

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JEPPESEN

19 APR 02

(30-2B)

STAR

MOSCOW, RUSSIA
DOMODEDOVO

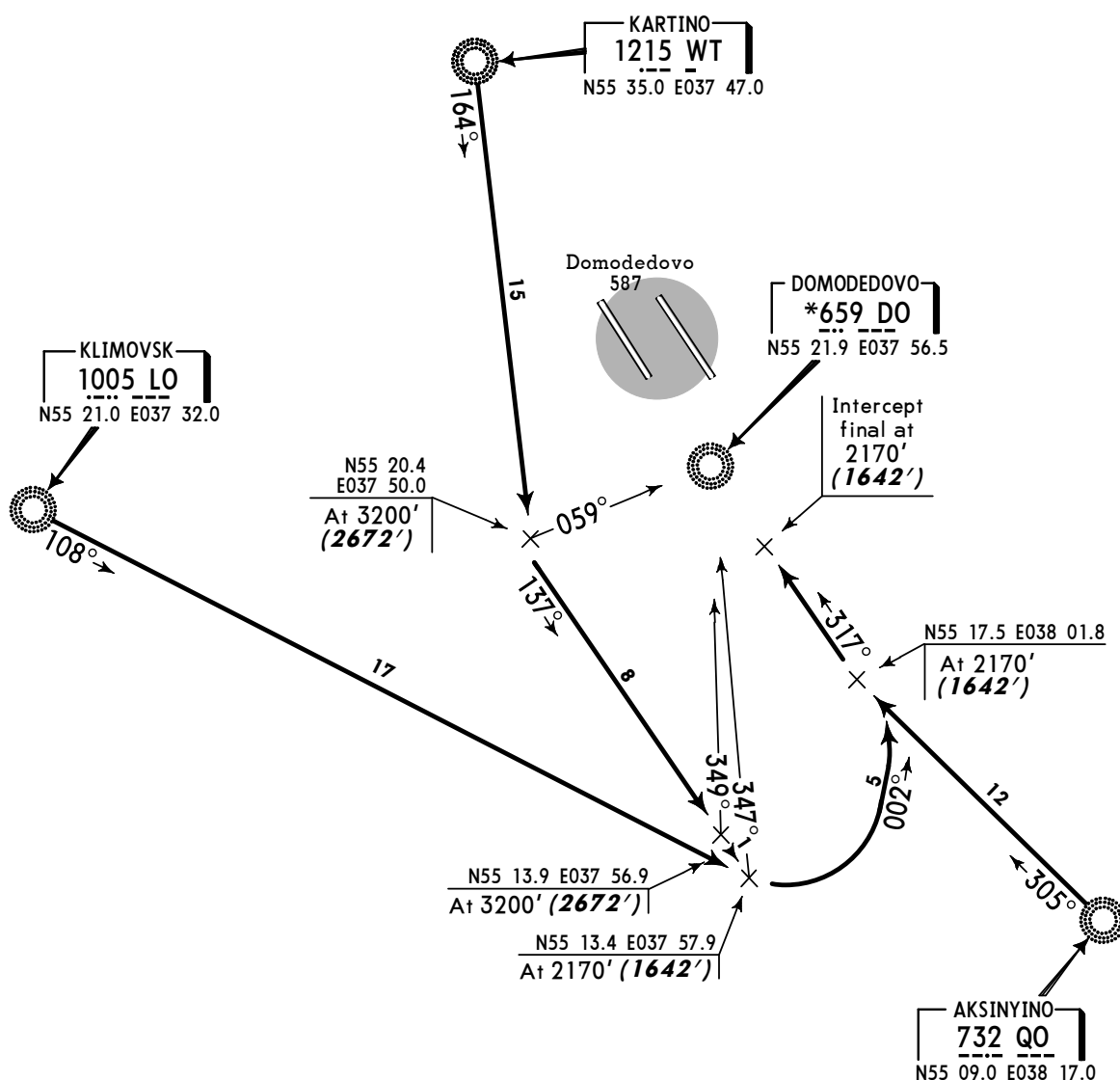
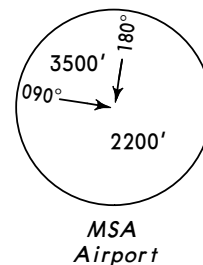
ATIS **128.3**

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (2672')

ARRIVAL PROCEDURES

(RWY 32L)

FL by ATC



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3200'	(2672' -	800m)
2170'	(1642' -	500m)

CHANGES: Procedures revised.

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JEPPESEN

19 APR 02

(30-2C)

STAR

MOSCOW, RUSSIA
DOMODEDOVO

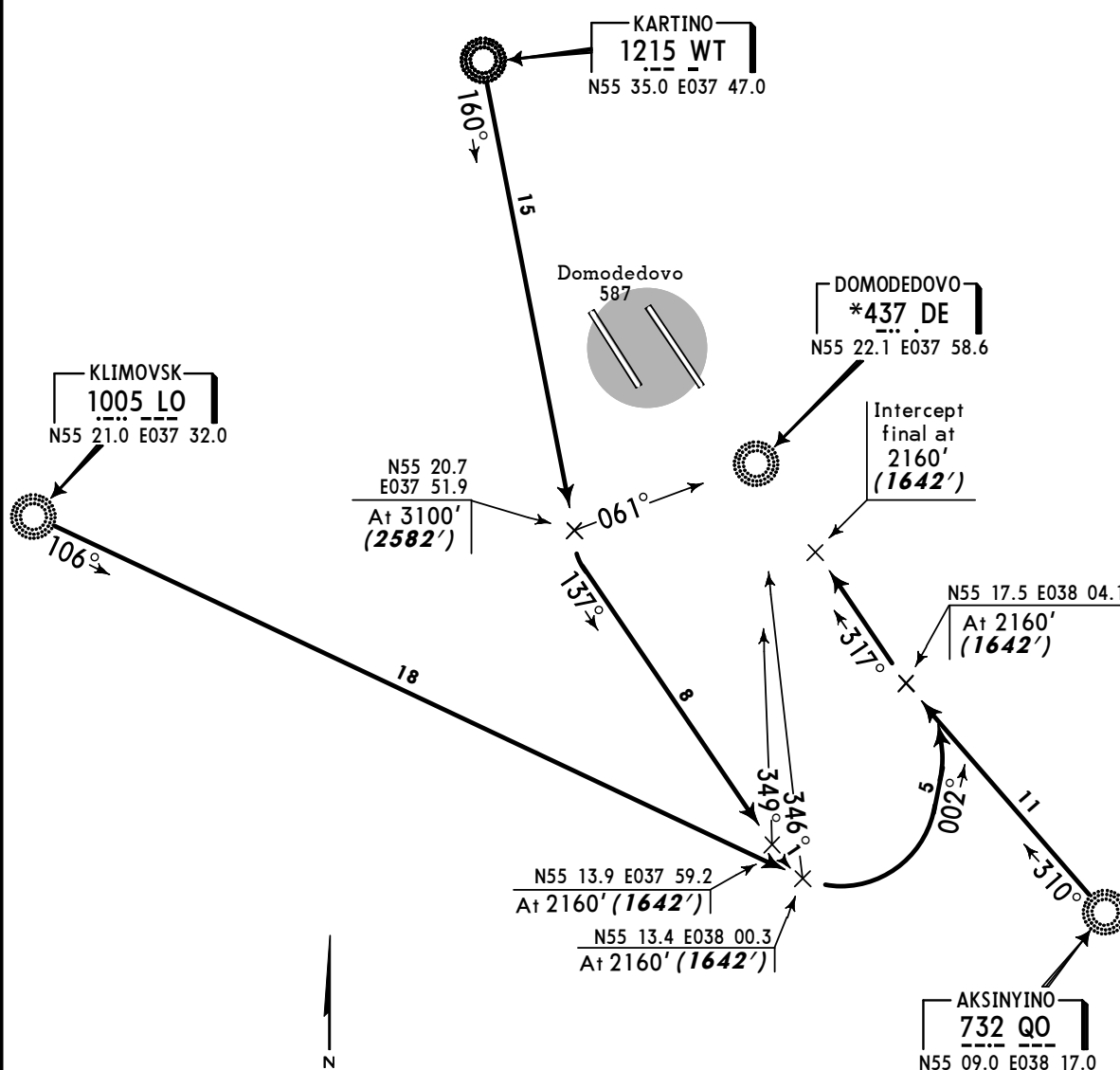
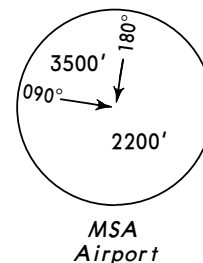
ATIS **128.3**

TRANS LEVEL: BY ATC
TRANS ALT: 3100' (**2582'**)

ARRIVAL PROCEDURES

(RWY 32R)

FL by ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3100'	(2582' - 800m)
2160'	(1642' - 500m)

CHANGES: Procedures revised.

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JEPPesen

19 APR 02

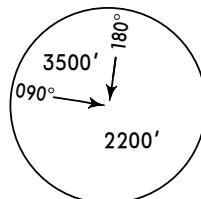
30-3

SID

MOSCOW, RUSSIA
DOMODEDOVO

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (2649')

DEPARTURE PROCEDURES
(RWY 14L)



MSA
Airport

BITSA
N55 34.0 E037 37.0
At or above
FL49

Crossings at airway
entry points by ATC.

KARTINO
1215 WT
N55 35.0 E037 47.0
At or above
FL49

DOMODEDOVO
*437 DW
N55 27.2 E037 52.4

Domodedovo
587

At 1210'
(659')

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above
FL49

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
At or above
FL49

ALT/HEIGHT CONVERSION
QNH (QFE)
1210' (659' - 200m)
3200' (2649' - 800m)

FL CONVERSION
FL49 FL1500m



JEPPesen

19 APR 02

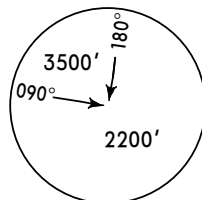
(30-3A)

SID

MOSCOW, RUSSIA
DOMODEDOVO

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (2613')

DEPARTURE PROCEDURES
(RWY 14R)



MSA
Airport

BITSA
N55 34.0 E037 37.0
At or above
FL49

Crossings at airway
entry points by ATC.

KARTINO
1215 WT
N55 35.0 E037 47.0
At or above
FL49

DOMODEDOVO
***659 DM**
N55 27.1 E037 50.3

Domodedovo
587

At 1250'
(663')

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above
FL49

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
At or above
FL49

ALT/HEIGHT CONVERSION
QNH (QFE)
1250' (663' - 200m)
3200' (2613' - 800m)

FL CONVERSION
FL49 FL1500m



SID

JEPPesen

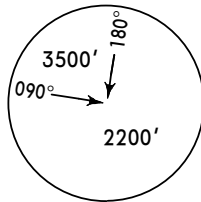
19 APR 02

30-3B

MOSCOW, RUSSIA
DOMODEDOVO

TRANS LEVEL: BY ATC
TRANS ALT: 3200' (2672')

DEPARTURE PROCEDURES
(RWY 32L)



MSA
Airport

BITSA
N55 34.0 E037 37.0
At or above
FL49

Crossings at airway
entry points by ATC.

KARTINO
1215 WT
N55 35.0 E037 47.0
At or above
FL49

At 1520' (992')
but not before
crossing M Lctr

DOMODEDOVO
*320 M
N55 25.8 E037 51.9

Domodedovo
587

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above
FL49



ALT/HEIGHT CONVERSION
QNH (QFE)
1520' (992' - 300m)
3200' (2672' - 800m)

FL CONVERSION
FL49 FL1500m

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JEPPesen

19 APR 02

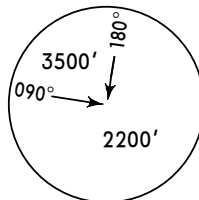
(30-3C)

SID

MOSCOW, RUSSIA
DOMODEDOVO

TRANS LEVEL: BY ATC
TRANS ALT: 3100' (2582')

DEPARTURE PROCEDURES
(RWY 32R)



MSA
Airport

BITSA
N55 34.0 E037 37.0
At or above
FL49

Crossings at airway
entry points by ATC.

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above
FL49

KARTINO
1215 WT
N55 35.0 E037 47.0
At or above
FL49

At 1510' (992')
but not before
crossing W Lctr

DOMODEDOVO
*887 W
N55 25.9 E037 54.0

Domodedovo
587



GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
At or above
FL49

ALT/HEIGHT CONVERSION
QNH (QFE)
1510' (992' - 300m)
3100' (2582' - 800m)

FL CONVERSION
FL49 FL1500m

CHANGES: Track towards Ledni Int withdrawn.

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UDD

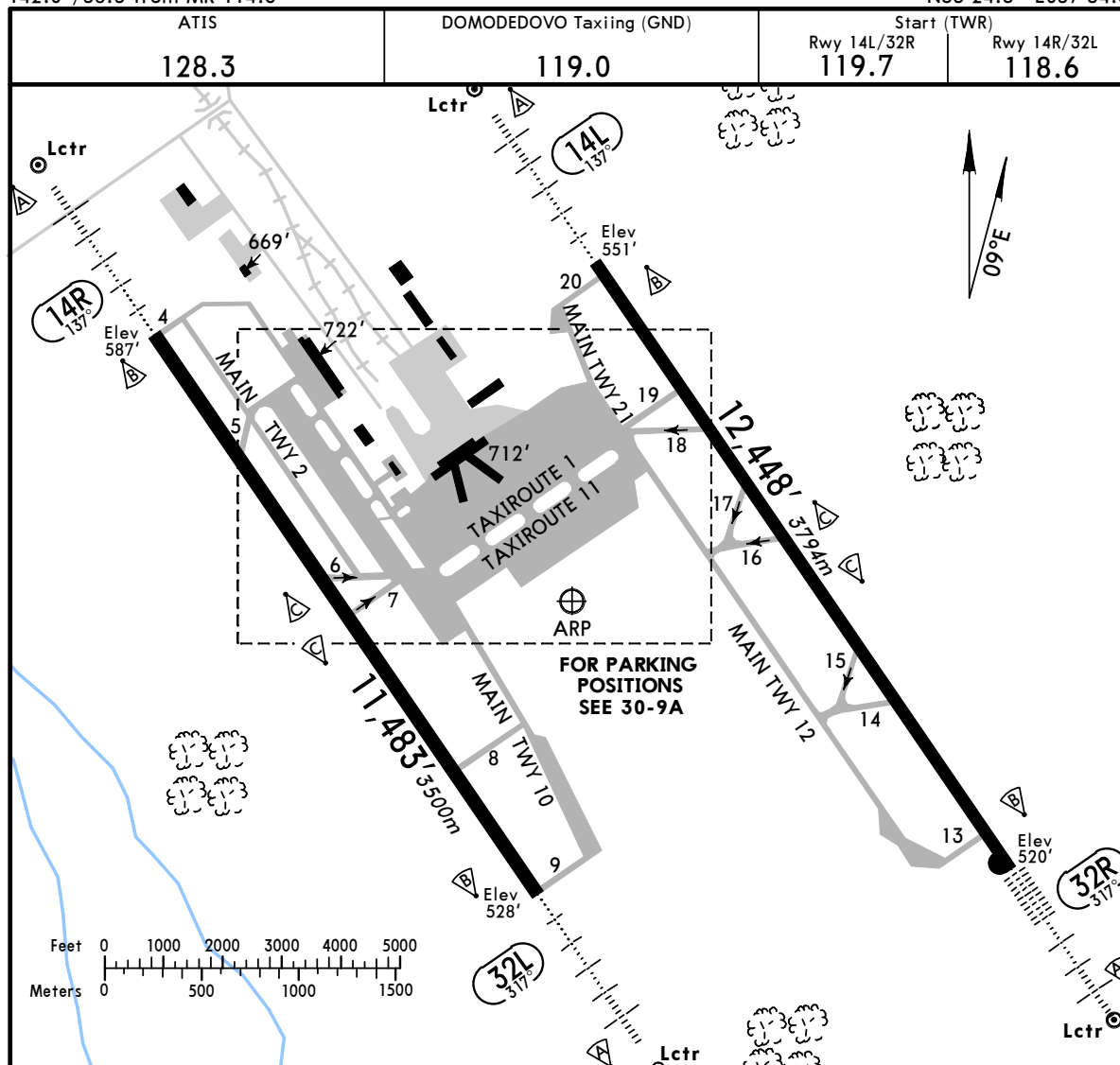
Apt Elev **587'**
142.0°/38.3 from MR 114.6

JEPPesen

26 JUL 02 **(30-9)**

MOSCOW, RUSSIA

DOMODEDOVO
N55 24.5 E037 54.5



GENERAL

Rwy 32R approved for CAT II operations, special aircrew and aircraft certification required.
Taxi at decreased speed strictly along centerline with extreme care and inner engines power.
Use Main Twy 12 between Twy 17 and Taxiroute 11 only with follow-me car by towing.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
RWY					— LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
14L	HIRL (60m) CL	HIALS		RVR		11,903' 3628m	12,119' ①	197'
32R	HIRL (60m) CL	HIALS	TDZ	RVR		11,936' 3638m	3694m	60m
14R	HIRL	HIALS		RVR		10,742' 3274m	11,155' ①	230'
32L						10,643' 3244m	3400m	70m

① First 328'/100m unusable for take-off.

TAKE-OFF

	AIR CARRIER (JAA)	
	Rwy 14L/32R	All Rwys
	LVP must be in force	LVP must be in force
	RL & CL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		
D	250m (200m)	300m

CHANGES: Rwy elev. Notes.

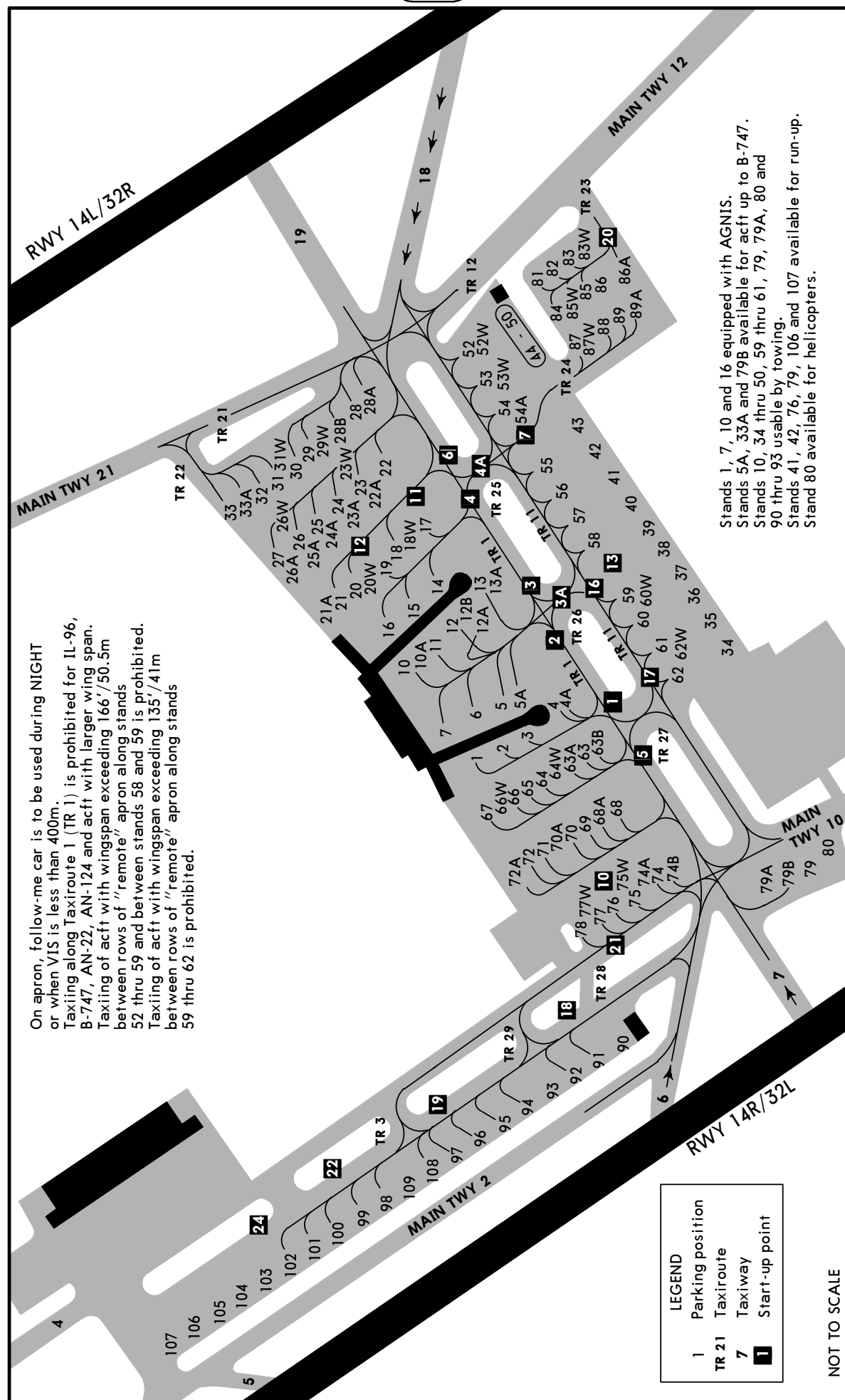
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UDD

26 JUL 02

30-9A

MOSCOW, RUSSIA
DOMODEDOVO



NOT TO SCALE

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

UUDD

JEPPesen

26 JUL 02

(30-9B)

MOSCOW, RUSSIA
DOMODEDOVO

INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
4	N55 24.7	E037 54.2	60, 61	N55 24.6	E037 54.3
13	N55 24.8	E037 54.4	63	N55 24.7	E037 54.1
17	N55 24.8	E037 54.5	67	N55 24.8	E037 54.0
21	N55 24.9	E037 54.4	74	N55 24.6	E037 53.9
28	N55 24.9	E037 54.8	79	N55 24.3	E037 53.8
30, 31	N55 25.0	E037 54.6	79A	N55 24.4	E037 53.8
35, 36	N55 24.5	E037 54.3	81	N55 24.7	E037 55.0
38	N55 24.6	E037 54.4	82	N55 24.7	E037 55.1
39, 40	N55 24.6	E037 54.5	83	N55 24.6	E037 55.0
41	N55 24.6	E037 54.6	84	N55 24.6	E037 54.9
42	N55 24.7	E037 54.6	91	N55 24.6	E037 53.6
43	N55 24.7	E037 54.7	92	N55 24.7	E037 53.6
45, 46	N55 24.7	E037 54.8	93	N55 24.7	E037 53.5
47	N55 24.8	E037 54.9	94	N55 24.8	E037 53.5
52	N55 24.8	E037 54.8	95, 96	N55 24.8	E037 53.4
53	N55 24.7	E037 54.7	97	N55 24.8	E037 53.3
54 thru 56	N55 24.7	E037 54.6	98, 99	N55 24.9	E037 53.3
57	N55 24.7	E037 54.5	100 thru 102	N55 24.9	E037 53.2
58	N55 24.6	E037 54.5			
59	N55 24.6	E037 54.4			

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMs.

UUDD

JEPPesen

5 APR 02

30-9X1

JAA MINIMUMS

MOSCOW, RUSSIA
DOMODEDOVO

Take-off **RWY 14R, 32L**

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UDD

JEPPesen

JAA MINIMUMS

5 APR 02

30-9X

MOSCOW, RUSSIA

DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	751' (200') R550m	751' (200') R550m	751' (200') R550m	751' (200') R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	1300' (749') R1200m	1300' (749') R1400m	1300' (749') R1400m	1300' (749') R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
14R	ILS	787' (200') R550m	787' (200') R550m	787' (200') R550m	787' (200') R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	970' (383') R900m	970' (383') R1000m	970' (383') R1000m	970' (383') R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
32L	ILS	728' (200') R550m	728' (200') R550m	728' (200') R550m	728' (200') R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	920' (392') R900m	920' (392') R1000m	920' (392') R1000m	920' (392') R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
32R	CAT 2 ILS	618' (100') RA109' - R300m	618' (100') RA109' - R300m	618' (100') RA109' - R300m	618' (100') RA109' - R300m
	ILS	718' (200') R550m	718' (200') R550m	718' (200') R550m	718' (200') R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	910' (392') R900m	910' (392') R1000m	910' (392') R1000m	910' (392') R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

Take-off **RWY 14L, 32R**

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

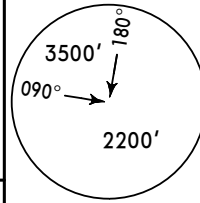
Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

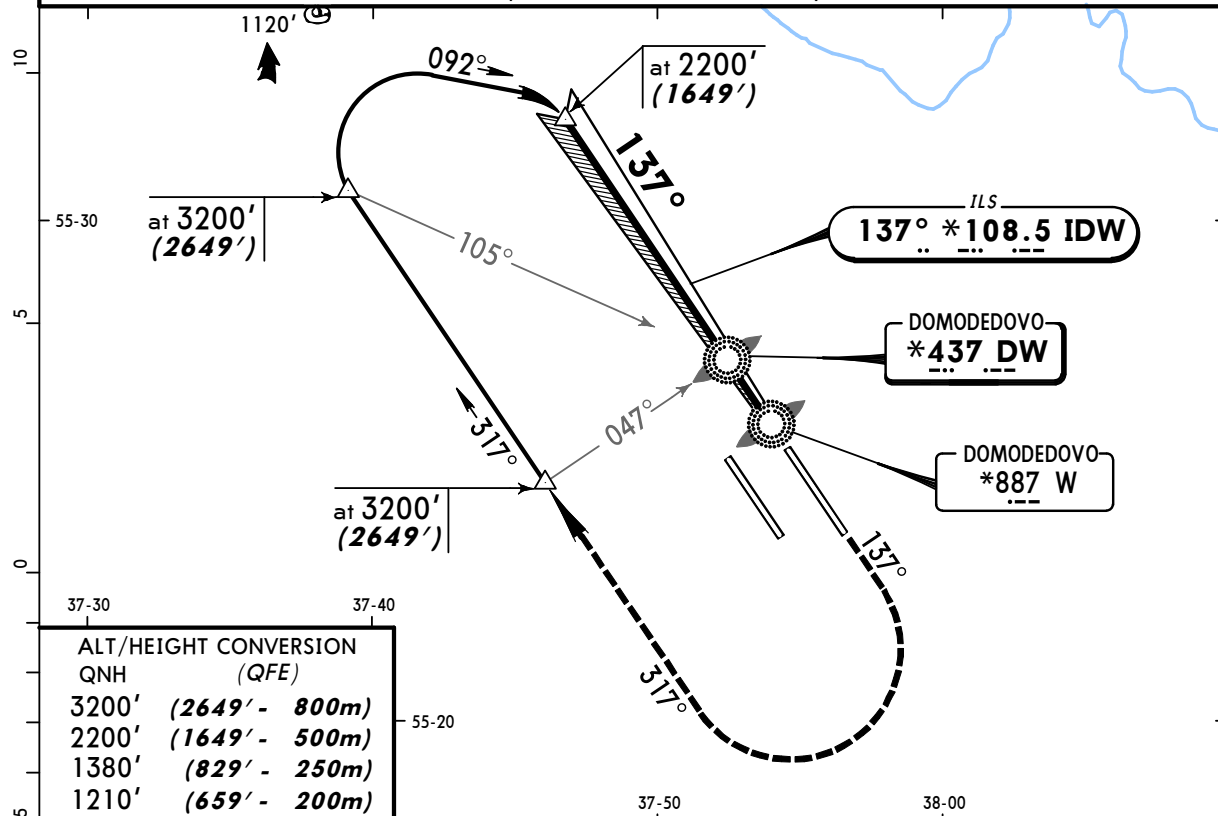
UDD
DOMODEDOVO
JEPPesen
 26 JUL 02 (31-1)

MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14L

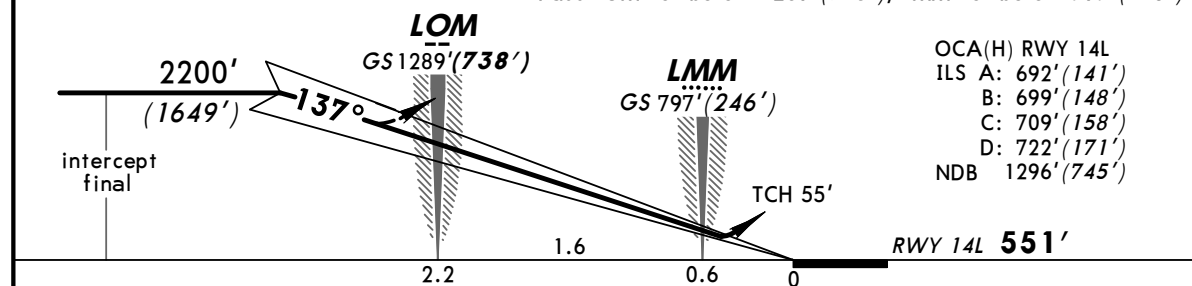
ATIS	DOMODEDOVO APP	DOMODEDOVO Krug (SRE)	DOMODEDOVO Tower (SRE)	DOMODEDOVO Start (TWR)	Ground
128.3	120.6	127.7	119.7	119.7	119.0

BRIEFING STRIP

LOC IDW *108.5	Final Apch Crs 137°	GS LOM 1289'(738')	ILS DA(H) 751'(200')	Apt Elev 587' RWY 551'	
NDB DW *437		Minimum Alt No FAF	NDB MDA(H) 1300'(749')		
MISSED APCH: Climb on 137° to ILS: 1210'(659') NDB: 1380'(829'), then turn RIGHT onto 317° climbing to 3200'(2649'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3200'(2649')					



Pass LOM not below 1289'(738'), LMM not below 797'(246').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
ILS GS 3.00° or	377	484	538	646	753	861		
NDB Descent Gradient 5.2%								

STRAIGHT-IN LANDING RWY 14L							
ILS DA(H) 751'(200')		LOC (GS out)		NDB MDA(H) 1300'(749')			
FULL		ALS out				ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	3200m			
B							
C				3200m	3600m		
D				3600m	4000m		

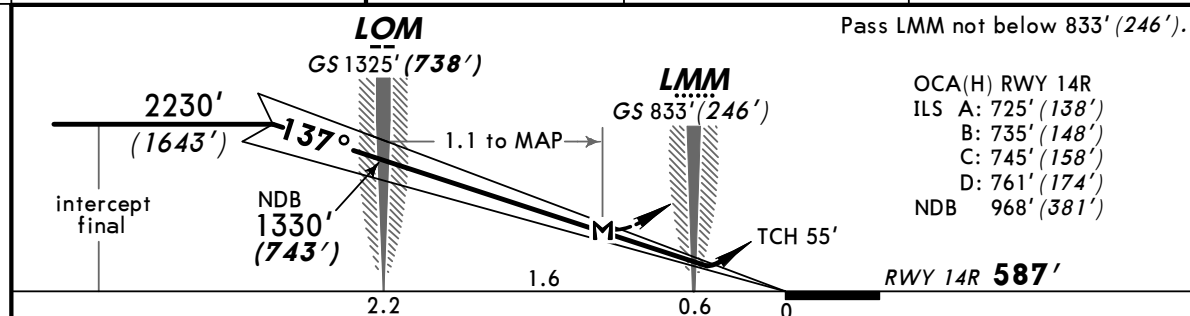
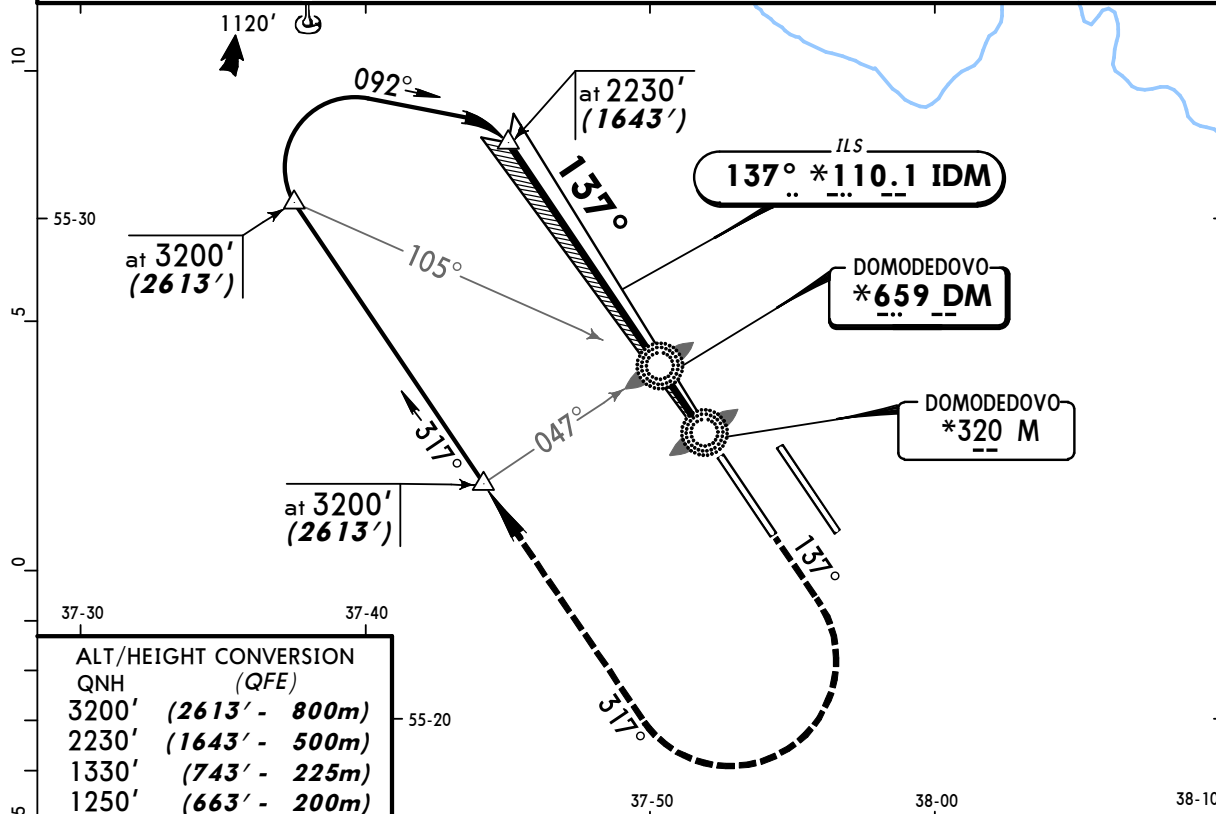
CHANGES: Missed approach.

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MOSCOW, RUSSIA
ILS or 2 NDB Rwy 14R

26 JUL 02 (31-2)

BRIEFING STRIP™

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3200'(**2613'**)

<i>Gnd speed-Kts</i>	70	90	100	120	140	160	<div>HIALS</div> <div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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STRAIGHT-IN LANDING RWY 14R						
ILS DA(H) 787'(200')		LOC (GS out)	NDB MDA(H) 970'(383')			
FULL		ALS out		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m	
B						
C						
D				RVR 1500m VIS 1600m		

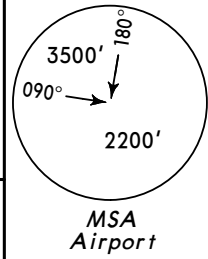
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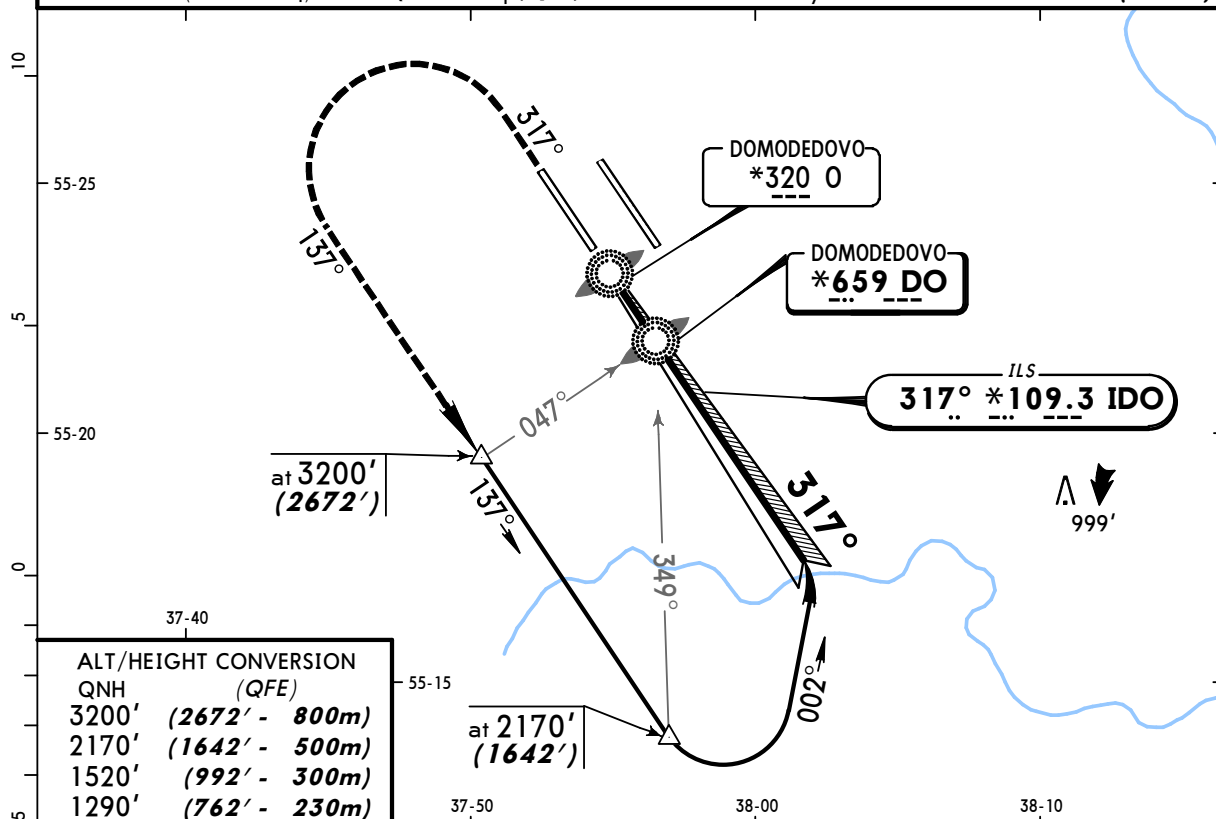
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UDD
DOMODEDOVO

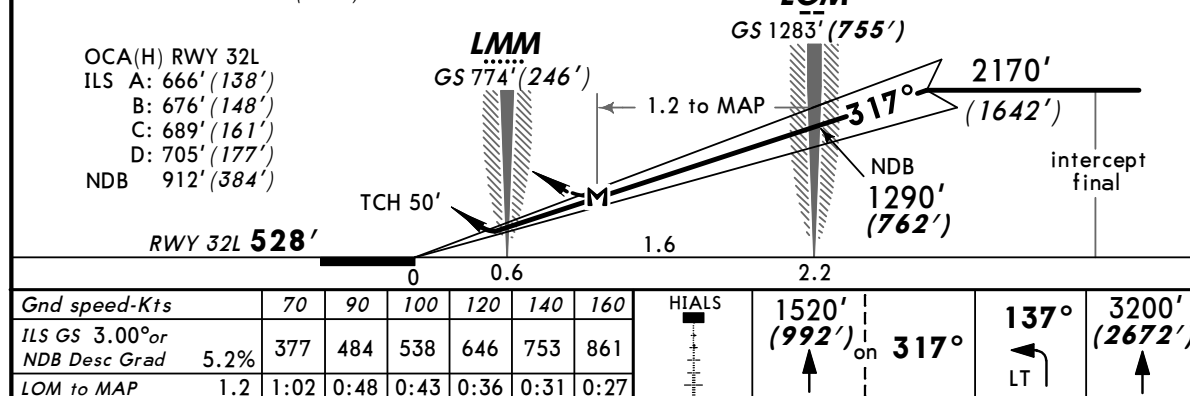
JEPPESEN
26 JUL 02 **(31-3)**

MOSCOW, RUSSIA
ILS or 2 NDB Rwy 32L

ATIS 128.3	DOMODEDOVO APP 120.6	DOMODEDOVO Krug (SRE) 127.7	DOMODEDOVO Tower (SRE) 118.6	DOMODEDOVO Start (TWR) 118.6	Ground 119.0	
LOC IDO *109.3	Final Apch Crs 317°	GS LOM 1283'(755')	ILS DA(H) 728'(200')	Apt Elev 587' RWY 528'		
NDB DO *659		Minimum Alt LOM 1290'(762')	NDB MDA(H) 920'(392')			
MISSED APCH: Climb on 317° to 1520' (992'), then turn LEFT onto 137° climbing to 3200'(2672'), then according to chart.						MSA Airport
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: By ATC	Trans alt: 3200'(2672')		



Pass LMM not below 774' (246').



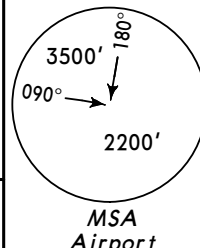
STRAIGHT-IN LANDING RWY 32L					
ILS DA(H) 728'(200')		LOC (GS out)		NDB MDA(H) 920'(392')	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	1900m
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

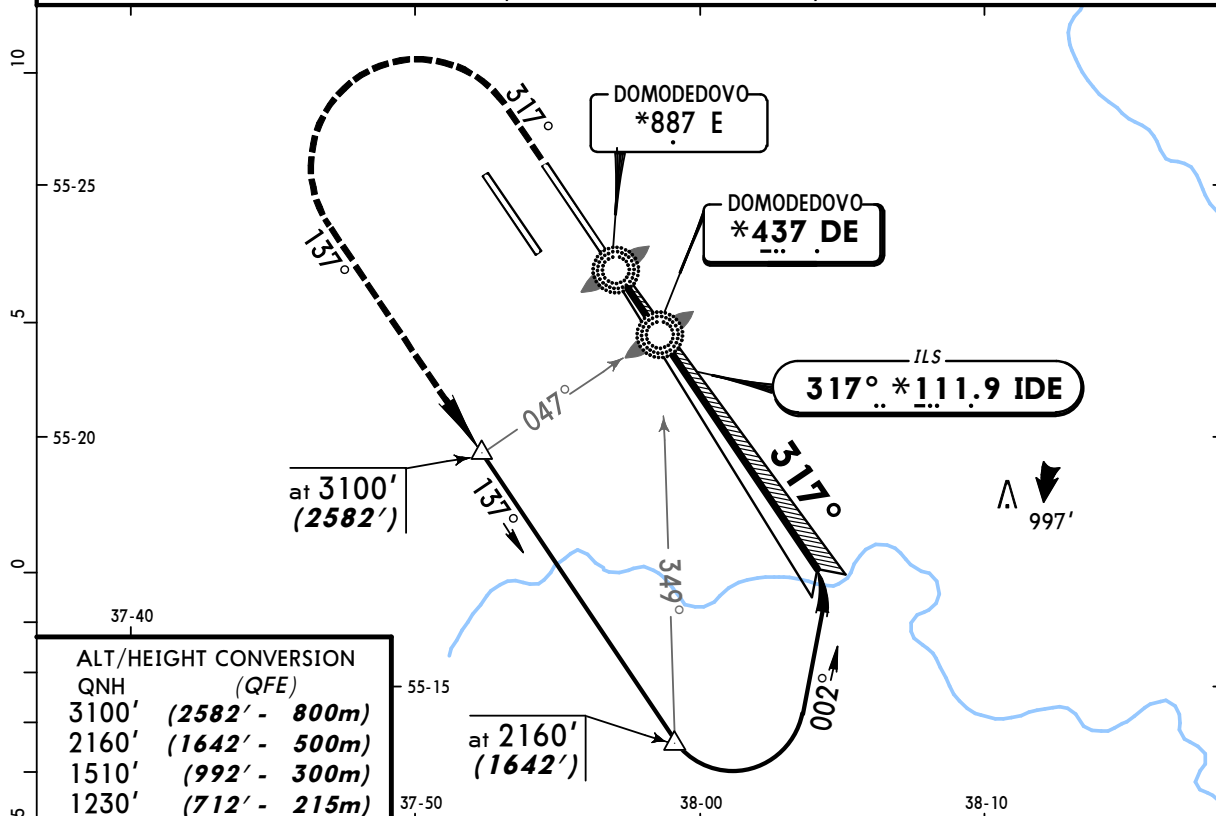
Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

UDD
DOMODEDOVO

JEPPesen
5 APR 02 **(31-4)**

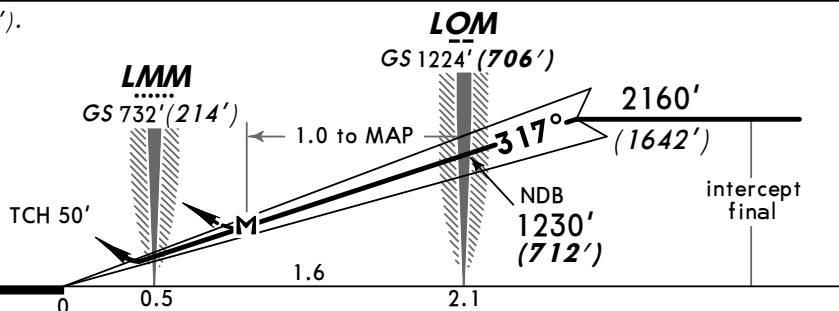
MOSCOW, RUSSIA
ILS or 2 NDB Rwy 32R


ATIS	DOMODEDOVO APP	DOMODEDOVO Krug (SRE)	DOMODEDOVO Tower (SRE)	DOMODEDOVO Start (TWR)	Ground
128.3	120.6	127.7	119.7	119.7	119.0
LOC IDE *111.9	Final Apch Crs 317°	GS LOM 1224'(706')	ILS DA(H) 718'(200')	Apt Elev 587' RWY 518'	
NDB DE *437		Minimum Alt LOM 1230'(712')	NDB MDA(H) 910'(392')		
MISSED APCH: Climb on 317° to 1510' (992'), then turn LEFT onto 137° climbing to 3100' (2582'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
Trans alt: 3100'(2582')					



Pass LMM not below 732' (214').

OCA(H) RWY 32R
ILS A: 663' (145')
B: 673' (155')
C: 686' (168')
D: 709' (191')
NDB 909' (391')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1510' (992') on 317°	137° LT	3100' (2582')
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861				
LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23			

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 718' (200')		LOC (GS out)		NDB MDA(H) 910' (392')	
	FULL	TDZ or CL out	ALS out		ALS out	
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
D					RVR 1500m VIS 1600m	

Notice: After 28.11.2002 0901Z this chart should not be used without first checking JeppView or NOTAMS.

UDD
DOMODEDOVO

JEPPESEN

5 APR 02 **(31-4A)**

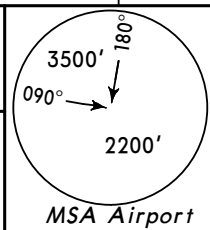
MOSCOW, RUSSIA
CAT II ILS Rwy 32R

ATIS	DOMODEDOVO APP	DOMODEDOVO Krug (SRE)	DOMODEDOVO Tower (SRE)	DOMODEDOVO Start (TWR)	Ground
128.3	120.6	127.7	119.7	119.7	119.0

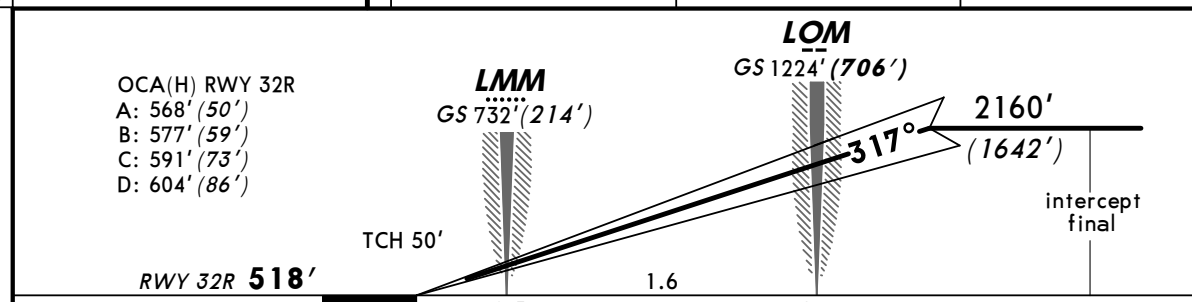
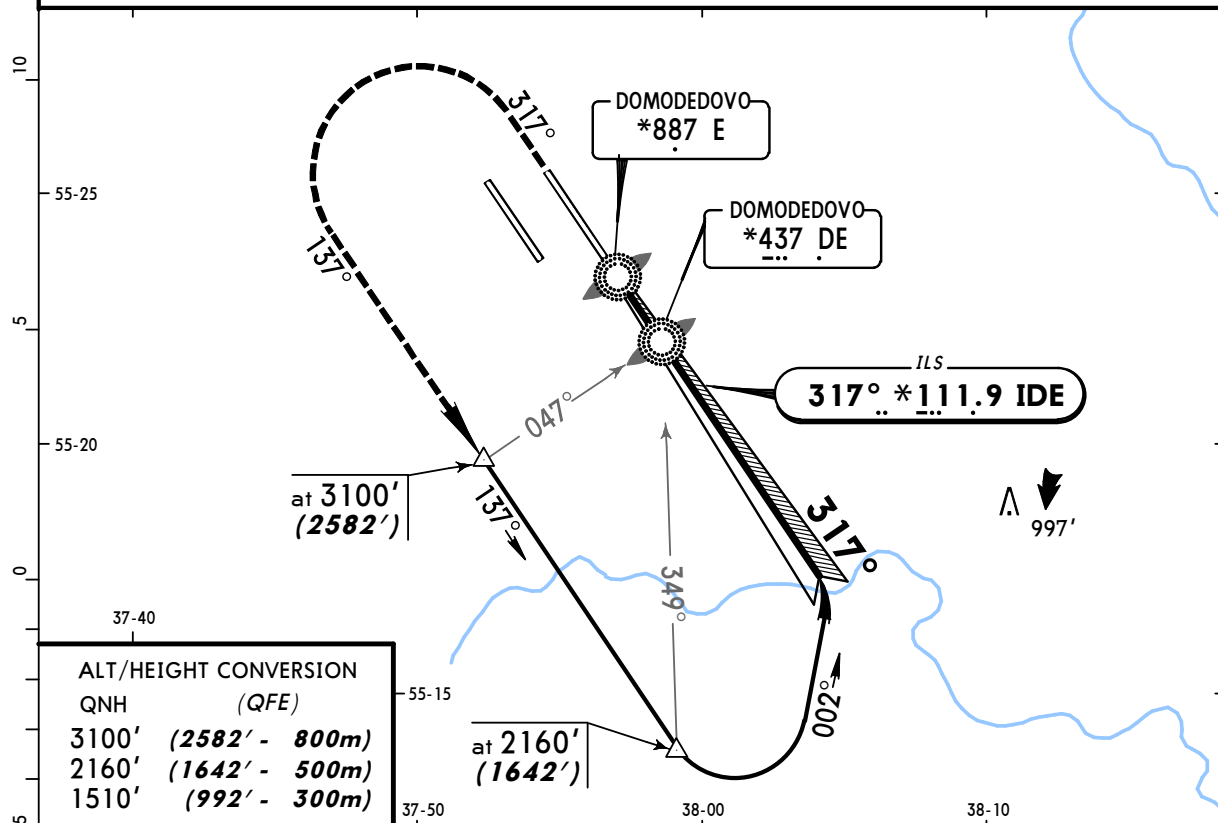
BRIEFING STRIP™

LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA 109' DA(H) 618'(100')	Apt Elev 587' RWY 518'	
*111.9	317°	1224'(706')			

MISSED APCH: Climb on 317° to 1510' (992'), then turn LEFT onto 137° climbing to 3100' (2582'), then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3100' (2582')
Special Aircrew & Acft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1510' (992') on 317°	137° LT	3100' (2582')
Gs	3.00°	377	484	538	646	753	861			

STRAIGHT-IN LANDING RWY 32R
CAT II ILS

RA 109' DA(H) 618'(100')	RA 166' DA(H) 668'(150')
RVR 350m	RVR 500m

PANS OPS

CHANGES: Procedure. RA.

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