JEPPESEN
JeppView for Windows

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: 0139 Z
Sunset: 1711 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: 128.300
ATIS: 122.950 Non-English
Domodedovo Tower: 127.300 At or below 1500 ft
Domodedovo Tower: 118.600 At or below 3000 ft
Domodedovo Tower: 119.450 Secondary
Domodedovo Tower: 119.700 At or below 3000 ft
Domodedovo Tower: 129.000 Secondary
Domodedovo Apron Ground: 123.750 Secondary
Domodedovo Apron Ground: 119.000
Domodedovo Clearance Delivery: 129.150
Moscow Approach: 124.400 Secondary
Moscow Approach: 127.200
Moscow Approach: 128.000
Moscow Approach: 124.200
Moscow Approach: 119.450 Secondary
Moscow Approach: 131.200
Moscow Approach: 118.950
Moscow Approach: 134.000
Moscow Approach: 118.550
Moscow Approach: 130.375
Moscow Approach: 129.000 Secondary
Domodedovo Radar: 134.675
Domodedovo Radar: 125.300
Domodedovo Radar: 127.700
Domodedovo Radar: 132.050
Domodedovo Radar: 129.000 Secondary
Domodedovo Radar: 129.800
Domodedovo De-Icing Operations: 130.600
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 Implementation

RVR value is below 550m at least at one of the three sites of visibility measurement and/or ceiling (vertical visibility) is below 60m.

ATS unit includes the following message in ATIS broadcast or advises the flight crew: "Low visibility procedures in progress, check your minimum."

ACFT shall taxi only along TWY with illuminated TWY centerline lights.

Flight crew is responsible for not following the assigned taxi routes on the maneuvering area and potential RWY incursion.

LVP Cancellation

RVR value is above 600m at all three sites of visibility measurement and ceiling (vertical visibility) is above 60m.

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 13R towards TWY M (TWYs A7, A8, A9 and A11) are equipped with color-coded (alternating yellow/green) TWY centerline lights.

The ACFT must vacate the ILS critical area as quick 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 13R the flight crew must vacate the RWY via TWY A7, A8, A9 or A11:

- When vacating RWY via 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 supervision continue to proceed to the last green light of taxi route H2 taxi guideline, 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.

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- When vacating RWY 13R via TWY A8, A9 or A11:

  After report to TWR about the vacation of ILS critical area, the flight crew shall continue to proceed under his supervision along TWY M to the last green light of the TWY centerline of taxi route H2 guideline, 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 presence 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 under the supervision of Apron controller. Flight crew shall report parking of ACFT onto the stand to Apron controller using the following phraseology: "ACFT callsign + on stand number".

1.3.3. DEPARTURE

The flight crew of departing ACFT shall taxi only via TWYs equipped with TWY centerline lights. In case of a failure of TWY centerline lights or the stop bars the flight crew must taxi only after the Follow-me car.

ACFT shall taxi on the apr on only under assistance of the Follow-me vehicle and supervision of DOMODEDOVO 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. 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 13L (TWY B2), RWY 13R (TWY A2), RWY 31L (TWY A11) and RWY 31R (TWY B11) are designated by stop bars. Each stop bar consists of eight lights located across the TWY spaced at uniform intervals between the lights of 10'/3m, using red color to show the direction to the RWY holding position.

The flight crew should read back all instructions of TWR when holding at the RWY holding position.

After receiving the line-up clearance, the flight crew must start taxiing only after stop bar lights switched off. ACFT are PROHIBITED to cross stop bar light, when they are illuminated.

When LVP are in force it is PROHIBITED:

- Take-off from TWY/RWY intersection;
- Take-off without stop at the line-up position.

1.4. RWY OPERATIONS

Only RWY 13R/31L available for take-off and landing of A380, AN-124 and B747-8/8F ACFT.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

Taxi and Tow Operations

- For ACFT with MAX wingspan of 262'/80m:
  - via route H2 from route 36 to route D4;
  - via route H1 from route 35 to route 36;
  - via route H1 from route T1 to route D4;
  - via routes 25, 35 and 36;
  - via route A3;
  - via TWY P4.

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- For ACFT with MAX wingspan of 224'/68.5m:
  - via TWYs P5 and P6.

  For ACFT with MAX wingspan of 213'/65m:
  - via route H1 from route 35 to route 27;
  - via route 3 from route 35 to temporary parking point G17;
  - via route T2;
  - via route T1;
  - via routes 27, 28, 29, 30, 31 and 32;
  - via TWY P9;
  - via route H.
- For ACFT with MAX wingspan of 137'/42m:
  - via route H3 from route T2 to temporary parking point 61B;
  - via route H4;
  - via route 24;
  - via routes D3 and D4.
- For ACFT with MAX wingspan of 124.83'/38.05m:
  - via route D2.
- For ACFT with MAX wingspan of 118'/36m:
  - via route A10 from TWY P9 to stand M22.
- For ACFT with MAX wingspan of 117.4'/35.8m:
  - via routes 33 and 34.
- **PROHIBITED is:**
  - Taxi operations under own engines power:
    - via route 29 for ACFT with a wingspan greater than 127.9'/39m;
    - via routes 32 and 30;
    - along the hangar apron;
    - along the Interim apron from temporary parking point G1 to stand G10.
  - Simultaneous taxi operations of ACFT with a wingspan greater than 213'/65m via TWY A7 and TWY M abeam route H1.
  - Stop of ACFT on route T2 between TWY B3 and TWY B4.

ACFT must taxi along the apron at power not exceeding idle power to ensure safety of operation. If unable to taxi at power not exceeding idle power, flight crew must request towing assistance via DOMODEDOVO Apron controller.

Wide-body ACFT shall taxi via TWY P5, P6 only under inboard engines power, power of outboard engines shall not exceed idle power.

ACFT taxiing via TWY M shall give way to ACFT vacating the RWY.

ACFT shall give way to ACFT taxiing via TWY M (with exception of the situation specified above).

1.5.2. TAXI ROUTINGS

When RWY 13R/31L is used in mixed mode (departures/approaches), to regulate ACFT movements, route H1 and route H2 are used as follows:

- During RWY 13R operations - Route H1 is used for departures, route H2 is used for arrivals;
- During RWY 31L operations - Route H2 is used for departures, route H1 is used for arrivals.

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 5, 8 thru 22, 20 thru 29, 30A, 31, 31B and 32 equipped with visual docking guidance system SAFEDOCK. Enter with MAX 4m/sec.

Stands 1 thru 5, 8 thru 18A, 20 thru 29, 29A, 30A, 31, 31A, 31B, 32 and 33A are equipped with aerobridges.

Stands 1 thru 33A shall not be used, if an INOP aerobridge remains on the stand occupying a position outside the working position limits.

Stands M7 thru M15 available for run-up.

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

Commercial servicing of ACFT on closed stands is prohibited.

Stands M14 (main), C5 and 47 are available as isolated stands.

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

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 31L/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 13R approved for CAT II/III operations.

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. Flight crew must inform the controller, if, for any reason, unable to vacate the RWY via the nearest TWY.

In those cases when it is necessary 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 specified exit TWY;
- To expedite the RWY vacation.

2. ARRIVAL

Depending on the weather 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
13L	B1	90°	all	12,467'/3800m
13C	B7	30°		7776'/2370m
13R	A11	90°		11,480'/3500m
	A9	30°		8708'/2655m
	A8			7216'/2200m
	A7		light/medium	5740'/1750m
31L	A2	90°	all	11,480'/3500m
	A4	30°		8708'/2655m
	A5			7216'/2200m
	A6		light/medium	5740'/1750m
31C	B2	90°	all	7776'/2370m
31R	B11			12,467'/3800m

After landing the flight crew is not required to report to Tower about executed landing and RWY vacation (except, when LVP are in place) 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 via the TWY assigned earlier. The speed of RWY vacation via 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 13L:

- vacate the RWY to the Right via TWY B11, then turn Right onto TWY T2 towards apron.

After landing on RWY 13C:

- perform a 180-degree turn on the area beyond RWY 31C extremity, then vacate the RWY to the left via TWY B7 to TWY T2 proceeding towards the apron.

After landing on RWY 13R:

- 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 31L:

- 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 31C:

- vacate the RWY to the Left along TWY B2.

After landing on RWY 31R:

- 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 13C - on TWY T2 opposite TWY B5;
- after landing on RWY 13R - at the end of TWY A7 or on TWY Mbefore route H2;
- after landing on RWY 31L - on TWY M before route H1;
- after landing on RWY 31C - at the end of TWY B2.

Frequency shall be changed, when ACFT reaches transfer of control limit between DOMODEDOVO Tower and DOMODEDOVO Apron.

Flight crew must change frequency immediately, if instructed, confirmation is required.

Further taxiing on the apron to the assigned stand shall be carried out strictly following the instruction of DOMODEDOVO Apron.

2.6. OTHER INFORMATION

2.6.1. GENERAL

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

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.

When approach to RWY 13R or RWY 13L is operated at NIGHT and in conditions, when visibility is 2000 m or below, highway lights should not be confused with the RWY lights.

3. DEPARTURE

3.1. DE-ICING

Flight crew must advise DOMODEDOVO Apron controller on initial radio contact, if ACFT de-icing/anti-icing treatment is required.

The order of submission of requests for de-icing treatment does not affect the order of priority of de-icing/anti-icing treatment.

During de-icing treatment of ACFT, the crew shall maintain listening watch 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, 6 and 30A	262'/80m
24 and 25	225'/68.5m

- On stands 52, 53, 76, 76R, 77, 77R, 81 thru 85R, 89 thru 96R, C1 thru C18, M16, M16A, M17 and M18 thru M25R;
- On temporary parking points 38B, 38BR, S8 and S8R.

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 running engines is permitted on stands 52, 53, C2, C5, C8, C 13, C17, M16A, M18, M19A, M21A and temporary parking points 86A, 86B, 97 and 97R.

When stands M19A or M21A are occupied by A321 type ACFT, taxiing/towing via route A10 (TR A10) abeam these stands is prohibited.

When de-icing treatment is conducted at engines start-up positions, engines can be started after treatment of the ACFT tail part is completed and wing treatment is in process, provided DOMODEDOVO Apron controller's clearance and approval of the ground handling specialist were obtained.

De-icing/anti-icing treatment of ACFT with running engines shall be conducted on de-icing aprons DA 1 and DA 2.

De-icing/anti-icing treatment of propeller-driven ACFT with running engines on de-icing aprons DA 1 and DA 2 is PROHIBITED.

DOMODEDOVO Apron controller determines, whether de-icing/anti-icing treatment of ACFT shall be performed on stands located on de-icing aprons DA 1 and DA 2.

If safety of start-up or taxi operations of ACFT with running engines to de-icing aprons DA 1 and DA 2 is not provided, flight crew has the right to cancel de-icing/anti-icing treatment of ACFT with running engines.

After reaching transfer of control limit, flight crew shall change over to communication with DOMODEDOVO Tower controller.

Flight crew shall change over to communication with DOMODEDOVO Apron controller at junction of TWY M and de-icing aprons DA 1 and DA 2 by the instruction of DOMODEDOVO Tower controller.

ACFT shall taxi onto/from de-icing aprons DA 1 and DA 2 only under minimum engines power.

Flight crew must exercise extreme caution with regard to personnel and transport facilities involved in ACFT de-icing treatment procedure. ACFT shall taxi into stands located on de-icing aprons DA 1 and DA 2 under the supervision of the ground handling service specialist.

3. DEPARTURE

After ACFT is parked on the assigned stand on de-icing aprons DA 1 and DA 2 flight crew, by the instruction of DOMODEDOVO Apron controller, shall change over to communication with DOMODEDOVO De-icing controller on frequency 130.600 MHz.

Flight crew must report start of de-icing treatment to DOMODEDOVO Apron controller.

After obtaining the co de flight crew shall change over to communication with DOMODEDOVO Apron controller and report ready to taxi.

ACFT are permitted to taxi out of the stands located on de-icing aprons DA 1 and DA 2 only after obtaining Domodedovo Tower controller's clearance.

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.

Flight crews of departing ACFT shall contact DOMODEDOVO Delivery 15 minutes before ETD specified in the flight plan, provided ACFT is fully ready for departure in order to:

- Report the flight number (ACFT callsign), the destination aerodrome, the ACFT type, stand number, RWY for take-off;
- Obtain ATC clearance, RWY for take-off, SSR squawk, departure instructions, SID designator.

In case ACFT departure is delayed for 30 minutes or more, DLA message must be submitted to MATMC and addresses specified in ENR 1.10 and 1.11 sections of AIP Russia.

When ACFT is fully ready for departure flight crew shall change over to communication with DOMODEDOVO Apron controller by the instruction of DOMODEDOVO Delivery controller to obtain start-up and taxi (tow) clearance, specified stand number and acknowledging receipt of the latest ATIS information.

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

ACFT fully ready for departure means that all passengers are on board, the entrance and cargo doors are closed, the stairs are removed (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 communication with the flight crew.

The flight crew shall switch transponder to Mode S before r equesting tow or start-up clearance and switch it off after ACFT is parked on the stand.

Engines start-up can be carried out by a flight crew under tow if this procedure is prescribed by the Aeroplane Flight Manual (AFM) and was approved by the technical personnel of the tow team.

After starting the engines, flight crew shall report ready to taxi to DOMODEDOVO Apron controller using the following phraseology: "ACFT call sign + Ready to taxi", and receive instructions regarding taxi operations on the apron.

ACFT starting engines on start-up positions 22, 24, 25 and 43 have the right to commence taxiing before other ACFT.

Taxiing via TWY M behind ACFT holding at RWY 13R/31L 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 change over to communication with DOMODE-DOVO Tower at own discretion at the specific limit.

If intended to take off from RWY 31R, after changing over from frequency of DOMODEDOVO Apron to the frequency of DOMODEDOVO Tower, the flight crew shall maintain a listening watch and taxi to the RWY holdding position on TWY B8 without contacting DOMODEDOVO Tower (except for LVP). The flight crew must standby to receive further instructions and clearances from DOMODEDOVO Tower.

3.2.3. TAXI ROUTINGS

The standard taxi routes to the RWY holding position are as follows:

- For RWY 13L - along taxi route T1 to TWY B1;
- For RWY 13C - along taxi route T1 to TWY B2, along taxi route H1 to TWY B2;
- For RWY 13R - along TWY M to TWY A2;
- For RWY 31L - along TWY M to TWY A11;
- For RWY 31C - along TWY T2 to TWY B7, then perform 180-degree turn on the area beyond RWY 31C extremity;
- For RWY 31R - along TWY T2 to TWY B11.

Flight crew must request DOMODEDOVO Tower c ontroller's clearance to taxi via TWY M from the apron to RWY 13R/31L RWY holding position at all times.

3.2.4. INTERSECTION DEPARTURES

Depending on air o r ground situation, take-off from intersections of TWY and RWY is permitted upon request of the flight crew or following the instruction of DOMODEDOVO Tower controller using the following take-off run distances available:

RWY	Intersection of TWY and RWY	TORA	ACFT
13R	A2	11,480'/3500m	all
	A4	8708'/2655m	
	A5	7216'/2200m	
	A6	5740'/1750m	light/medium
31L	A11	11,480'/3500m	all
	A9	8708'/2655m	
	A8	7216'/2200m	
	A7	5740'/1750m	light/medium

On initial radio contact with DOMODEDOV O Tower controller, flight crew may report ready to taxi to the RWY via a suitable TWY and execute non-stop take-off, after that controller shall provide instructions regarding further taxi operations. Absence of such report will be considered by the controller as an intention of the flight crew of the given ACFT to 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.

Flight crew of the ACFT holding at the RWY holding position must be ready to line up and start take-off run immediately after obtaining clearance.

3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPATION TIME

If unable to comply w ith instructions to reduce RWY occupancy time flight crew shall inform DOMODEDOVO Tower controller before ACFT reaches the line-up position and advise time required to prepare for take-off.

Pre-flight cockpit checks should be completed prior to line up. Any checks requiring completion whilst on the RWY should be kept to the minimum required.

If take-off is executed from the RWY beginning, ACFT shall line up either immediately after the ACFT, which has commenced take-off run, or after the landing ACFT, which has crossed RWY THR.

In the event of take-off from TWY/RWY intersection, flight crew must line up immediately after the departing (arriving) ACFT passes abeam the RWY holding position where the ACFT is preparing to take off from the intersection.

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

Conditional clearances are issued, when DOMODEDOVO Tower controller and flight crew have the appropriate ACFT in sight.

The ACFT causing the conditional clearance shall be the first ACFT to pass in front of the other relevant ACFT. In all cases conditional clearance is issued in the following order and consists of ACFT identification, instructions, clearance and a short repetition of the instruction.

This means that the flight crew obtaining a conditional clearance is required to identify the ACFT causing the conditional clearance.

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 13L/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

9 MAY 25 (30-1R) Eff 15 May

MOSCOW, ~~RUSSIA~~
RADAR MINIMUM ALTITUDES

DOMODEDOVO-Radar (TWR)

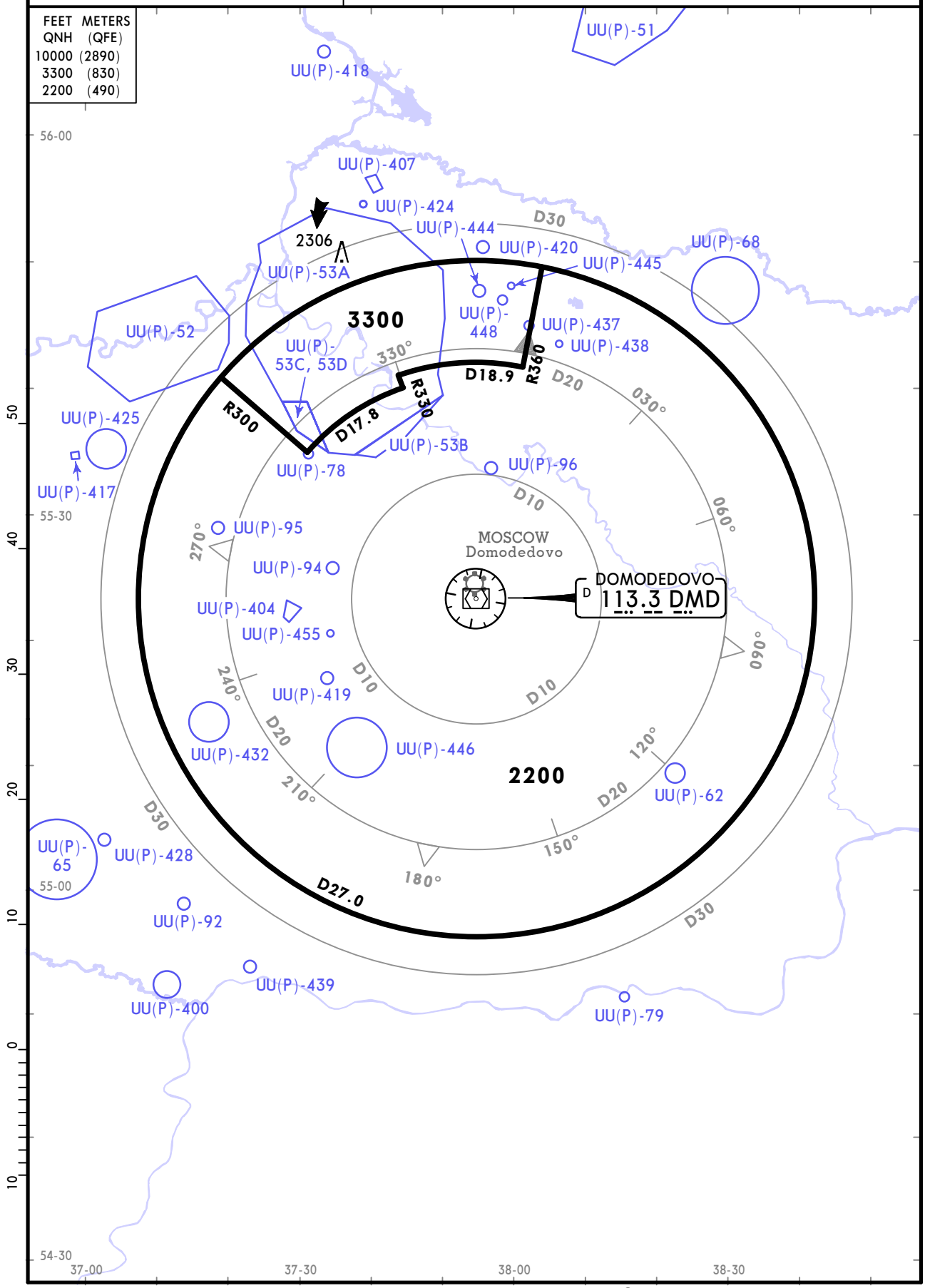
Sector A6	Sector A8
125.3	134.675
Sector D6	**Sector D8**
119.4	129.8
Sector DD1	**Sector DD2**
134.0	132.050

Apt Elev
592

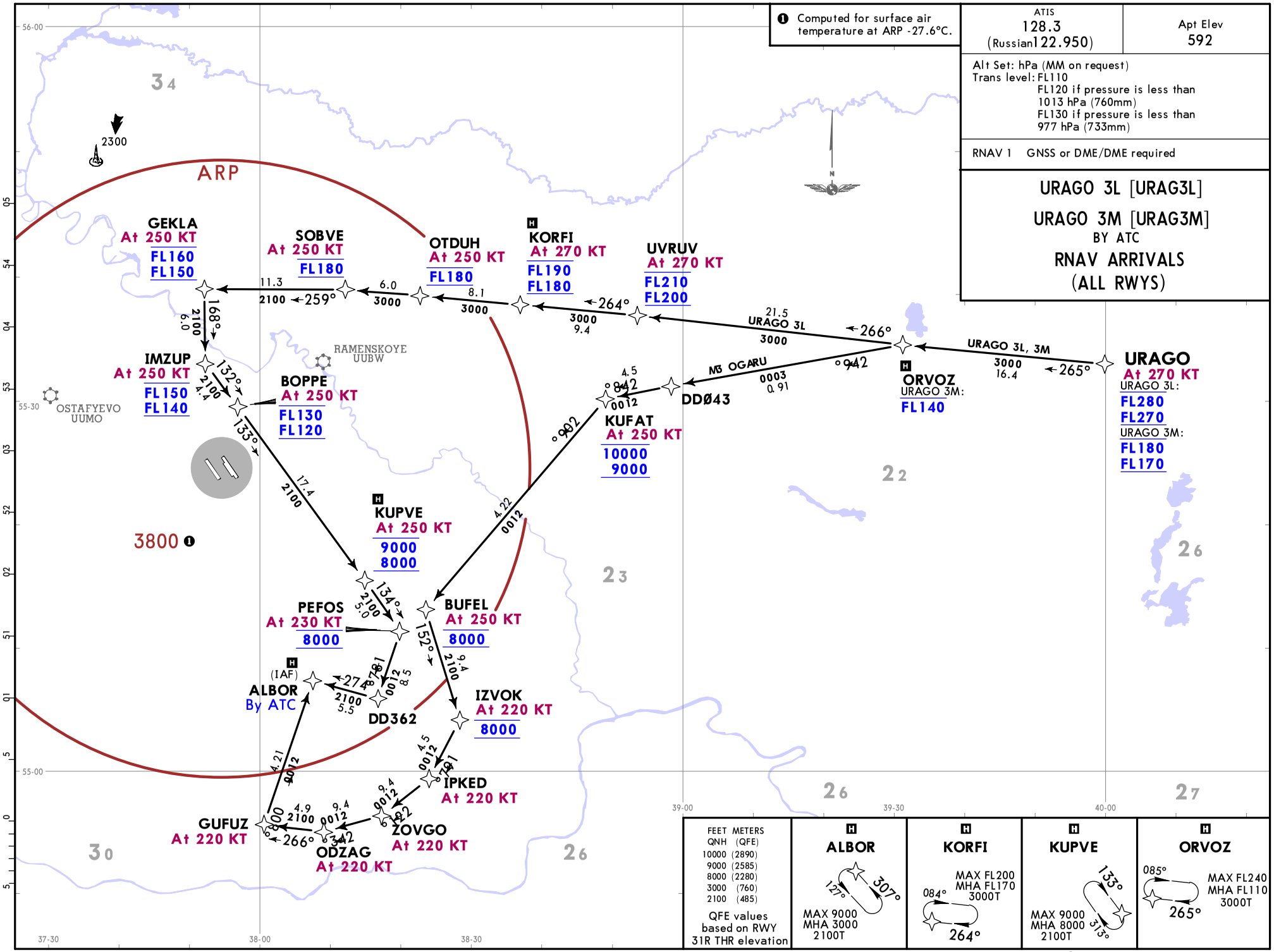
Alt Set: hPa (MM on request) QNH (QFE on request)
Trans level: FL110
FL120 if pressure is less than 1013 hPa (760mm)
FL130 if pressure is less than 977 hPa (733mm)
Trans alt: 10000

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.

FEET QNH	METERS (QFE)
10000	(2890)
3300	(830)
2200	(490)



CHANGES: Radar DD1 frequency, prohibited areas.



CHANGES: RWY 32R renumbered 31R.

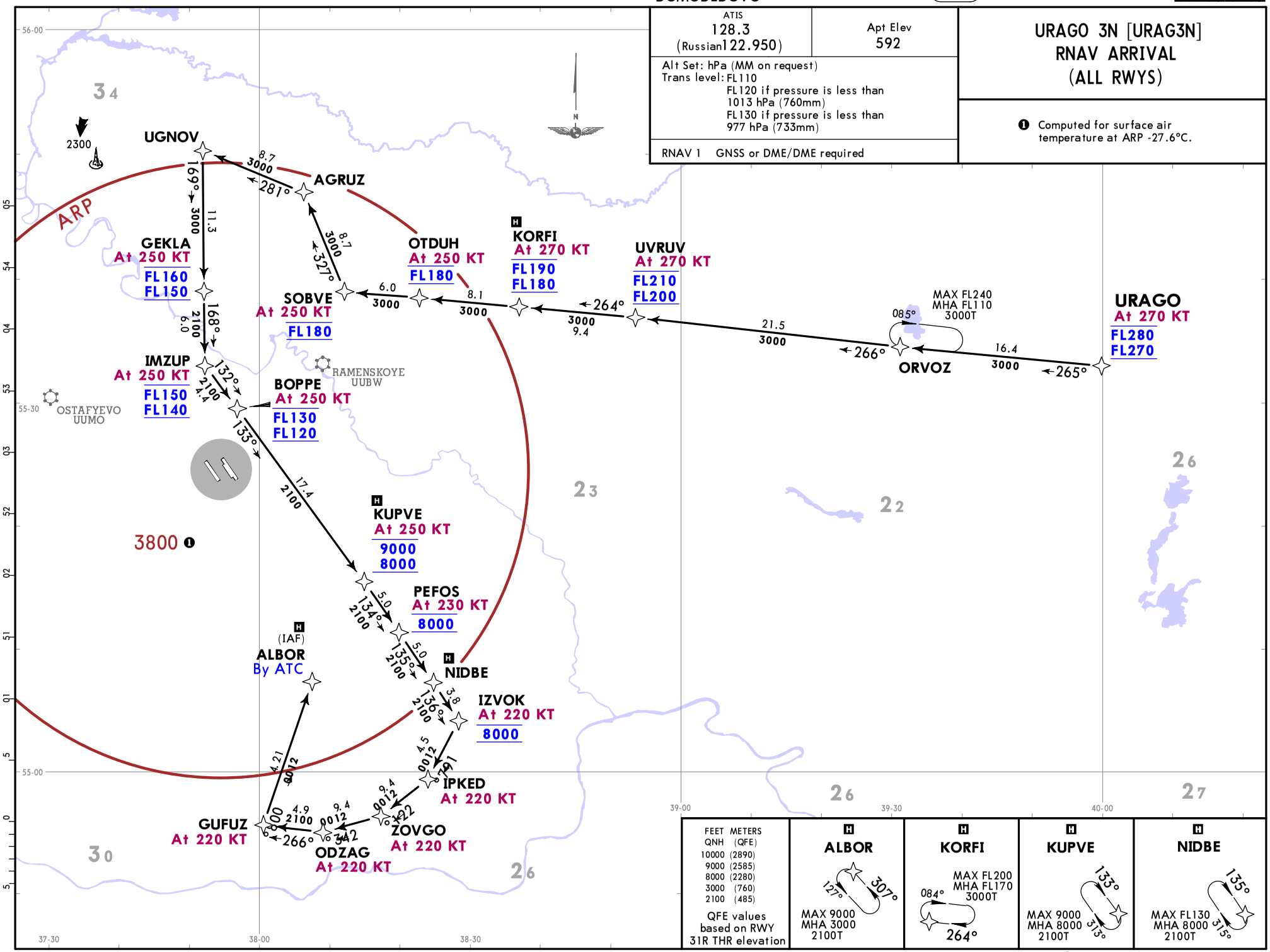
URAGO 3N [URAG3N]
RNAV ARRIVAL
(ALL RWYS)

ATIS	Apt Elev
128.3 (Russian122.950)	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)

RNAV 1 GNSS or DME/DME required

❶ Computed for surface air temperature at ARP -27.6°C.



CHANGES: RWY 32R renumbered 31R.

JEPPESEN MOSCOW, RUSSIA
20 JUN 25 (30-2B)
RNAV STAR

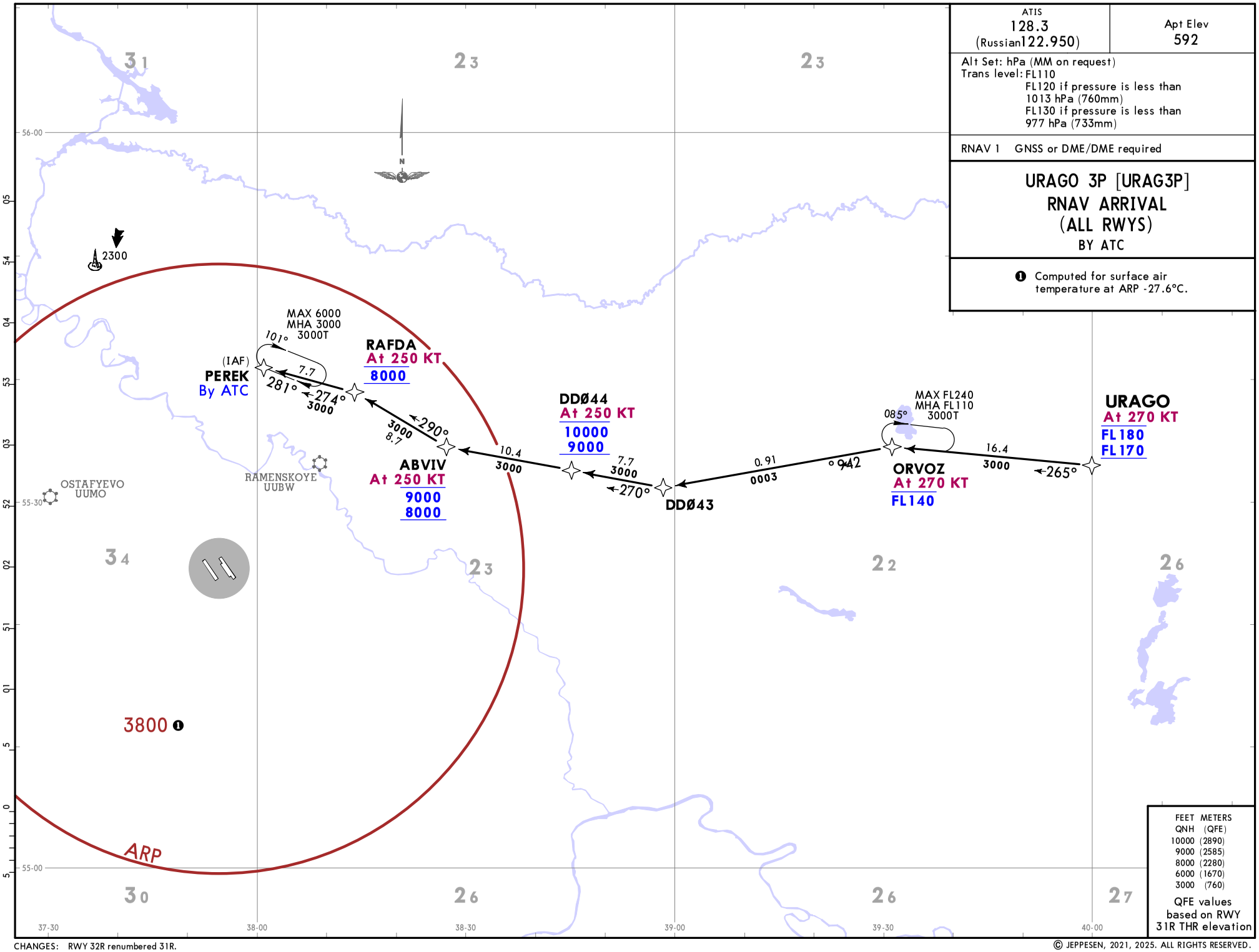
ATIS	Apt Elev
128.3 (Russian122.950)	592

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)

RNAV 1 GNSS or DME/DME required

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

❶ Computed for surface air temperature at ARP -27.6°C.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
8000	(2280)
6000	(1670)
3000	(760)

QFE values based on RWY 31R THR elevation

CHANGES: RWY 32R renumbered 31R.

CHANGES: RWY 32R renumbered 31R.

FEET	METERS (QNH)
10000	(2890)
9000	(2585)
8000	(2280)
7000	(1975)
6000	(1670)
3000	(760)
2100	(485)

QFE values based on RWY 31R 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)

RNAV 1 GNSS or DME/DME required

ⓘ Computed for surface air temperature at ARP -27.6°C.

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

OSTAFYEVO
UUMO

3800 ⓘ

ARP

(IAF)
ALBOR
By ATC
MAX 9000
MHA 3000
2100T

127°
307°
12.4
2100
008°
18.4
2100

GUFUZ

5.2
002°
2100

BUNZI
At 230 KT
7000

POZUK
At 230 KT
6000

8.0
2100
142°

OKPEN
At 240 KT
8000
7000

MAX 10000
MHA 7000
2100T

16.2
2100
322°

RIFMA

142°

MAX FL150
MHA FL130
2100T

OLOPI 3L
2100
17.3
323°

OLOPI
At 270 KT
FL200

TENRI 3L
2100
24.2
032°

TENRI
At 270 KT
FL140
FL130

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25
30-2C

MOSCOW, RUSSIA
RNAV STAR

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

CHANGES: RWY 32R renumbered 31R.

UUDD/DME
DOMODEDOVO

FEET	METERS (QFE)
QNH	
10000	(2890)
9000	(2585)
8000	(2280)
7000	(1975)
6000	(1670)
3000	(760)
2100	(485)

QFE values based on RWY 31R THR elevation

ATIS
128.3
(Russian122.950)

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)

RNAV 1 GNSS or DME/DME required

ⓘ Computed for surface air temperature at ARP -27.6°C.

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

3800 ⓘ

ARP

(IAF)
ALBOR
By ATC

127°
307°
13.5
2100
274°

PUVVO
At 220 KT

MAX 9000
MHA 3000
2100T

017°
2100
5.8

ULTUZ
At 220 KT

041°
2100
5.3

OKVAK
At 220 KT
6000

063°
2100
5.3

VOLIZ
At 220 KT

2100
6.8
332°

IVKUT
At 230 KT
6000

9.7
2100
280°

OKPEN
At 250 KT
8000
7000

142°

MAX 10000
MHA 7000
2100T

16.2
2100
322°

RIFMA

143°

MAX FL150
MHA FL130
2100T

17.3
2100
323°

OLOPI
At 270 KT
FL200

3 4
2 3
2 2
3 0
2 6
2 6

55-00
54-30
38-00
38-30
39-00

JEPPESEN MOSCOW, RUSSIA
RNAV STAR
20 JUN 25 (30-2D)

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

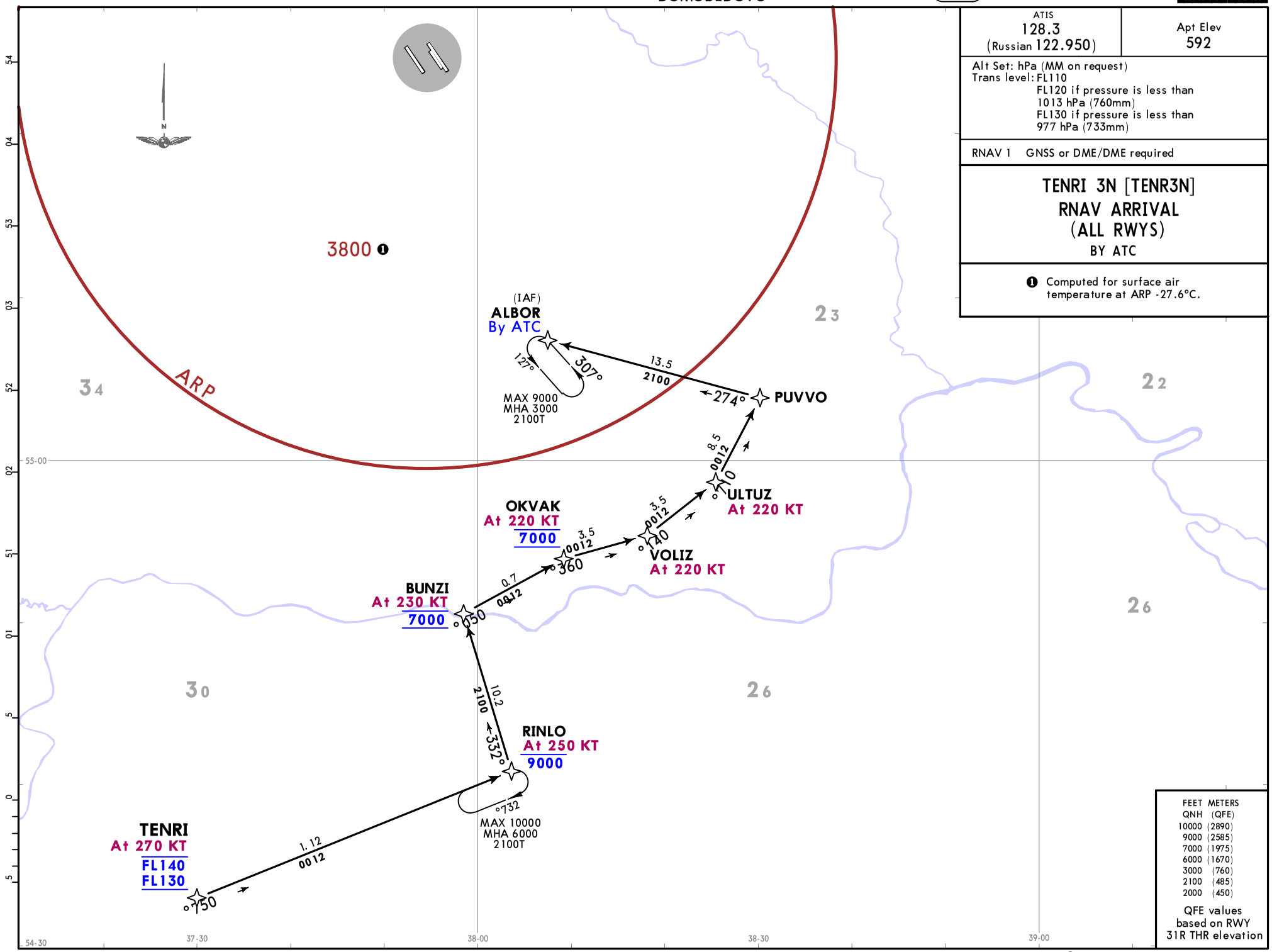
ATIS	Apt Elev
128.3 (Russian 122.950)	592

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)

RNAV 1 GNSS or DME/DME required

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

❶ Computed for surface air temperature at ARP -27.6°C.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
7000	(1975)
6000	(1670)
3000	(760)
2100	(485)
2000	(450)

QFE values based on RWY 31R THR elevation

CHANGES: RWY 32R renumbered 31R.

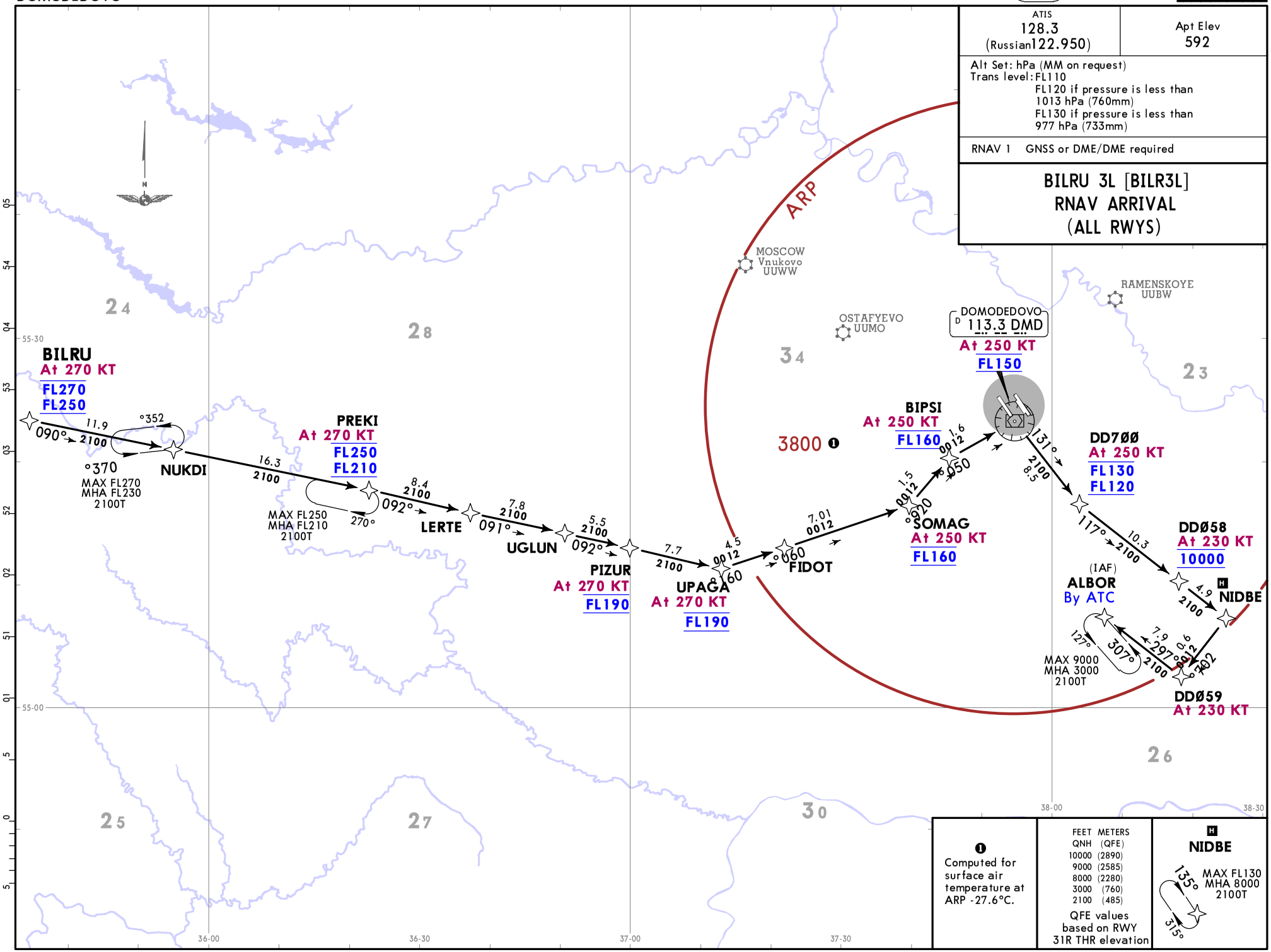
JEPPESEN MOSCOW, RUSSIA
20 JUN 25 (30-2F)
RNAV STAR

ATIS	Apt Elev
128.3 (Russian122.950)	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)

RNAV 1 GNSS or DME/DME required

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



❶ Computed for surface air temperature at ARP -27.6°C.

FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
8000	(2280)
3000	(760)
2100	(485)

QFE values based on RWY 31R THR elevation

NIDBE

135° 315°
MAX FL130
MHA 8000
2100T

CHANGES: RWY 32R renumbered 31R.

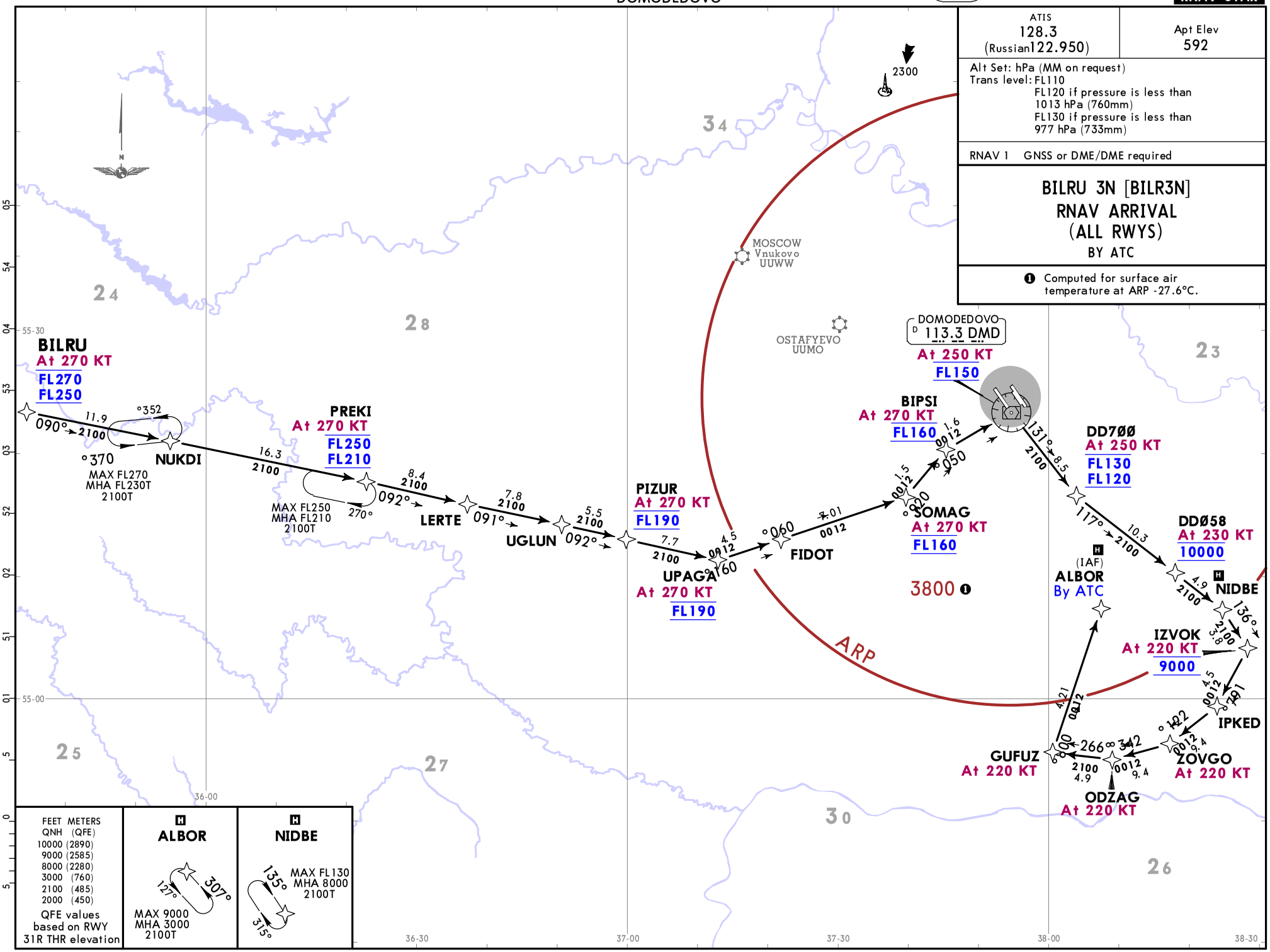
ATIS	Apt Elev
128.3 (Russian122.950)	592

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)

RNAV 1 GNSS or DME/DME required

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

❶ Computed for surface air temperature at ARP -27.6°C.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
8000	(2280)
3000	(760)
2100	(485)
2000	(450)

QFE values based on RWY 31R THR elevation

ALBOR
127°
307°
MAX 9000
MHA 3000
2100T

NIDBE
135°
315°
MAX FL130
MHA 8000
2100T

CHANGES: RWY 32R renumbered 31R.

CHANGES: RWY 32R renumbered 31R.

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)

RNAV 1 GNSS or DME/DME required

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

❶ Computed for surface air temperature at ARP -27.6°C.

ROMTA
At 270 KT
FL280
FL260

ROMTA 3L 172° 3000 13.0

KAZAR
At 270 KT
FL260

11.0 3000

ESOLO
At 270 KT
FL270
FL250

145° ESOLO 3L 3000 18.8

MAX FL280
MHA FL250
3000T

352°

FILZI

8.2 3000 173°

MAX FL270
MHA FL210
3000T

190° 010°

LOPLO

172° 27.0 3000

SUBOD
At 270 KT
FL250

27.0 3000

RATKE
At 270 KT
FL190

145° 3000 6.1

URRIZ
At 270 KT
FL180
FL170

6.1 3000

MOSCOW
Sheremetyevo
UUEE

PIZOT
At 270 KT
FL170

134° 3000 5.7

RUGEL
At 250 KT
FL170

2300

168° 3000 12.9

GEKLA
At 250 KT
FL160
FL150

2100 6.0

MOSCOW
Vnukovo
UUWW

IMZUP
At 250 KT
FL150
FL140

2100 4.4 132°

RAMENSKOYE
UUBW

BOPPE
At 250 KT
FL130
FL120

133° 17.4 2100

OSTAFYEVO
UUMO

ARP

3800 ❶

KUPVE
At 250 KT
9000
8000

2100 5.0 134°

PEFOS
At 230 KT
8000

(IAF)
ALBOR
By ATC

2100 5.8 187°

2100 5.5 274°

DD362

FEET	METERS
QNH	(QFE)
9000	(2585)
8000	(2280)
3000	(760)
2100	(485)

QFE values based on RWY 31R THR elevation

ALBOR
127° 307°
MAX 9000
MHA 3000
2100T

KUPVE
133° 313°
MAX 9000
MHA 8000
2100T

RATKE
MAX FL250
MHA FL210
3000T
352° 172°

UUDD/DME
DOMODEDOVO

20 JUN 25 (30-2H)

JEPPESEN MOSCOW, RUSSIA
RNAV STAR

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

CHANGES: RWY 32R renumbered 31R.

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)

RNAV 1 GNSS or DME/DME required

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

NOT TO SCALE

ESOLO At 270 KT FL270 FL250
ROMTA At 270 KT FL280 FL260
KAZAR At 270 KT FL260
FILZI
LOPLO At 270 KT FL220
SUBOD At 270 KT FL250
SAFRI At 270 KT FL230
KOMNI At 270 KT FL220
RATKE At 270 KT FL190
URRIZ At 270 KT FL180 FL170
PIZOT At 270 KT FL170
RUGEL At 250 KT FL170
MONIK
GEKLA At 250 KT FL160 FL150
RAFDA
IMZUP At 250 KT FL150 FL140
BOPPE At 250 KT FL130 FL120
KUPVE At 250 KT 9000 8000
PEFOS At 230 KT 8000
NIDBE
IZVOK At 220 KT 8000
IPKED At 220 KT
ZOVGO At 220 KT
GUFUZ At 220 KT
ODZAG At 220 KT
ALBOR By ATC (IAF)

MAX FL280 MHA FL250 3000T
MAX FL270 MHA FL210 3000T
ESOLO 3N 3000 18.8
ROMTA 3N 13.0 172° 3000
KAZAR 3000 11.0
FILZI 352° 8.2 173° 3000
LOPLO 207° 13.9 3000
SUBOD 010° 190° 105° 13.6 3000
SAFRI 172° 18.6 3000
KOMNI 145° 17.7 3000
RATKE 145° 3000 6.1
URRIZ 3000 6.1
PIZOT 134° 3000 5.7
RUGEL 104° 3000 9.8
MONIK 147° 2100 9.5
RAFDA 259° 2100 12.4
GEKLA 168° 2100 6.0
IMZUP 132° 2100 4.4
BOPPE 133° 2100 17.4
KUPVE 134° 2100 5.0
PEFOS 135° 2100 5.0
NIDBE 136° 2100 3.9
IZVOK 197° 2100 5.4
IPKED 221° 2100 4.9
ZOVGO 243° 2100 4.9
GUFUZ 266° 2100 4.9
ODZAG 008° 2100 12.4
ALBOR 307° 127°
KUPVE 133° 313°
NIDBE 135° 315°
RATKE 172° 352°
2300
3800 ❶

ARP

MOSCOW Sheremetyevo UUEE
MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO
RAMENSKOYE UUBW

56-30 56-00 55-30 55-00
37-00 37-30 38-00 38-30
31 34 28 27 30 23 26

❶ Computed for surface air temperature at ARP -27.6°C.

ALBOR MAX 9000 MHA 3000 2100T
KUPVE MAX 9000 MHA 8000 2100T
NIDBE MAX FL130 MHA 8000 2100T
RATKE MAX FL250 MHA FL210 3000T

FEET	METERS (QFE)
QNH	
9000	(2585)
8000	(2280)
3000	(760)
2100	(485)

QFE values based on RWY 31R THR elevation

UUDD/DME DOMODEDOVO

JEPPESEN 20 JUN 25 (30-2J)

MOSCOW, RUSSIA RNAV STAR

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

CHANGES: RWYS 14L/C renumbered 13L/C.

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

QFE values based on RWY 13L THR elevation

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.

RILPO 4M [RILP4M]
RNAV DEPARTURE
(RWY 13L/C)

Initial climb clearance **5000**

Close-in obstacles
Max altitude 628 - between 0.3 and 0.5 NM from DER RWY 13L, located to the LEFT and RIGHT of take-off heading.

This SID requires a minimum climb gradient of 7.5% 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

If unable to comply, advise DOMODEDOVO Delivery.

RILPO
NOT TO SCALE
OSGAK
033°
15.2
ORZIM
18.0
SIFOD
At 270 KT
FL140
FL130
353°
15.1
PANZO
At 270 KT
FL130
FL110
327°
8.9
TAREF
297°
17.5
GEKLA
At 250 KT
FL120
10000
PEREK
058°
5.4
065°
7.4
025°
8.6
DAZGI
At 250 KT
FL120
10000
019°
8.5
MARYINO
493 RW
D (112.5) MRN
At 270 KT
FL130
FL110
ARP
346°
11.3
BIPSI
314°
4.8
DD322
290°
5.9
DD4ØØ
MAX 230 KT
3500
2000
120°
135°
3.5
7.6
DD341
MAX 230 KT
5000
4000
150°
3.9
201°
5.1
OVZED
At 230 KT
8000
6000
3800 ❶
❶ computed for surface air temperature at ARP -27.6°C
MOSCOW
Sheremetyevo
UUEE
MOSCOW
Vnukovo
UUWW
OSTAFYEVO
UUMO
RAMENSKOYE
UUBW
2300
3 1
2 3
2 2
3 4
56-30
56-00
55-30
37-30
38-00
38-30
39-00

RILPO 4M [RILP4M]
RNAV DEPARTURE
(RWYS 13L/C)

20 JUN 25
30-3

JEPPESEN MOSCOW, RUSSIA
RNAV SID

CHANGES: RWYS 32L/C/R renumbered 31L/C/R.

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.

RILPO 4N [RILP4N]
RILPO 4Q [RILP4Q]
RNAV DEPARTURES
(RWYS 31L/C/R)

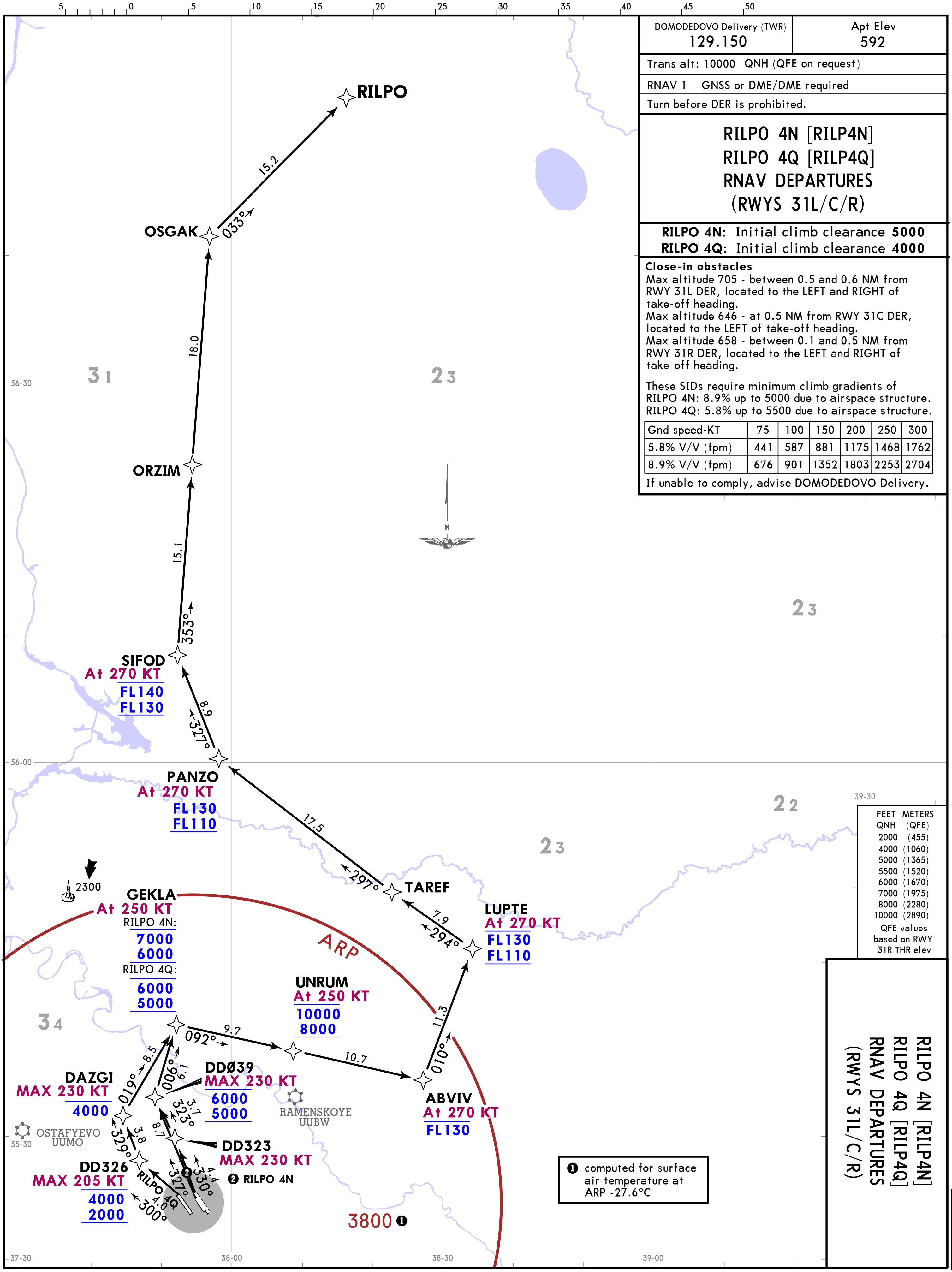
RILPO 4N: Initial climb clearance **5000**
RILPO 4Q: Initial climb clearance **4000**

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.
Max altitude 646 - at 0.5 NM from RWY 31C DER, located to the LEFT of take-off heading.
Max altitude 658 - between 0.1 and 0.5 NM from RWY 31R DER, located to the LEFT and RIGHT of take-off heading.

These SIDs require minimum climb gradients of
RILPO 4N: 8.9% up to 5000 due to airspace structure.
RILPO 4Q: 5.8% up to 5500 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DOMODEDOVO Delivery.



FEET QNH	METERS (QFE)
2000	(455)
4000	(1060)
5000	(1365)
5500	(1520)
6000	(1670)
7000	(1975)
8000	(2280)
10000	(2890)

QFE values based on RWY 31R THR elev

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

RILPO 4N [RILP4N]
RILPO 4Q [RILP4Q]
RNAV DEPARTURES
(RWYS 31L/C/R)

CHANGES: RWY 32L renumbered 31L.

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.

RILPO 4R [RILP4R] RNAV DEPARTURE (RWY 31L)

Initial climb clearance **4000**

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.

This SID requires a minimum climb gradient of 6.0% up to FL110 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply, advise DOMODEDOVO Delivery.

RILPO
15.2
053°
OSGAK
18.0
ORZIM
15.1
353°
SIFOD
At 270 KT
FL140
FL130
8.9
327°
PANZO
At 270 KT
FL130
FL110
9.1
012°
RUGEL
At 250 KT
FL130
FL110
2300
12.9
348°
GEKLA
At 250 KT
7000
6000
8.5
019°
DAZGI
MAX 230 KT
4000
3.8
329°
DD326
MAX 205 KT
4000
2000
4.0
300°
ARP
3800 ❶
❶ computed for surface air temperature at ARP -27.6°C
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
55-30
56-30
56-00
37-30
38-00
38-30
39-00
39-30
3 1
2 3
3 4
2 2

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

UUDD/DME
DOMODEDOVO

RILPO 4R [RILP4R]
RNAV DEPARTURE
(RWY 31L)

20 JUN 25
30-3B

JEPPESEN MOSCOW, RUSSIA
RNAV SID

CHANGES: RWYS 14R renumbered 13R.

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.

RILPO 4S [RILP4S]
RILPO 4T [RILP4T]
RNAV DEPARTURES
(RWY 13R)

FEET QNH	METERS (QFE)
3000	(735)
4000	(1040)
5000	(1345)
6000	(1650)
7000	(1955)
7900	(2230)
8000	(2260)
10000	(2870)

Initial climb clearance 4000

This SID requires a minimum climb gradient of 7.5% up to 7900 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.

RILPO
NOT TO SCALE
OSGAK
033°
15.2
ORZIM
18.0
SIFOD
At 270 KT
FL140
FL130
353°
15.1
PANZO
At 270 KT
FL130
FL110
327°
8.9
RUGEL
At 270 KT
FL130
FL110
012°
9.1
TAREF
297°
17.5
GEKLA
At 250 KT
FL120
10000
348°
12.9
RILPO 4T
PEREK
058°
5.4
RILPO 4S
065°
7.4
025°
8.6
MARYINO
493 RW
At 270 KT
FL130
FL110
DAZGI
At 250 KT
FL120
10000
019°
8.5
BIPSI
At 240 KT
8000
7000
346°
11.3
314°
4.8
DD322
MAX 230 KT
6000
5000
233°
4.7
DD401
MAX 230 KT
4000
3000
150°
5.4
3800 ❶
❶ computed for surface air temperature at ARP -27.6°C
ARP
MOSCOW
Sheremetyevo
UUEE
MOSCOW
Vnukovo
UUWW
OSTAFYEVO
UUMO
RAMENSKOYE
UUBW
2300
56-30
56-00
55-30
37-30
38-00
38-30
39-00
31
23
22
34

UUDD/DME
DOMODEDOVO

20 JUN 25
30-3C

RILPO 4S [RILP4S]
RILPO 4T [RILP4T]
RNAV DEPARTURES
(RWY 13R)

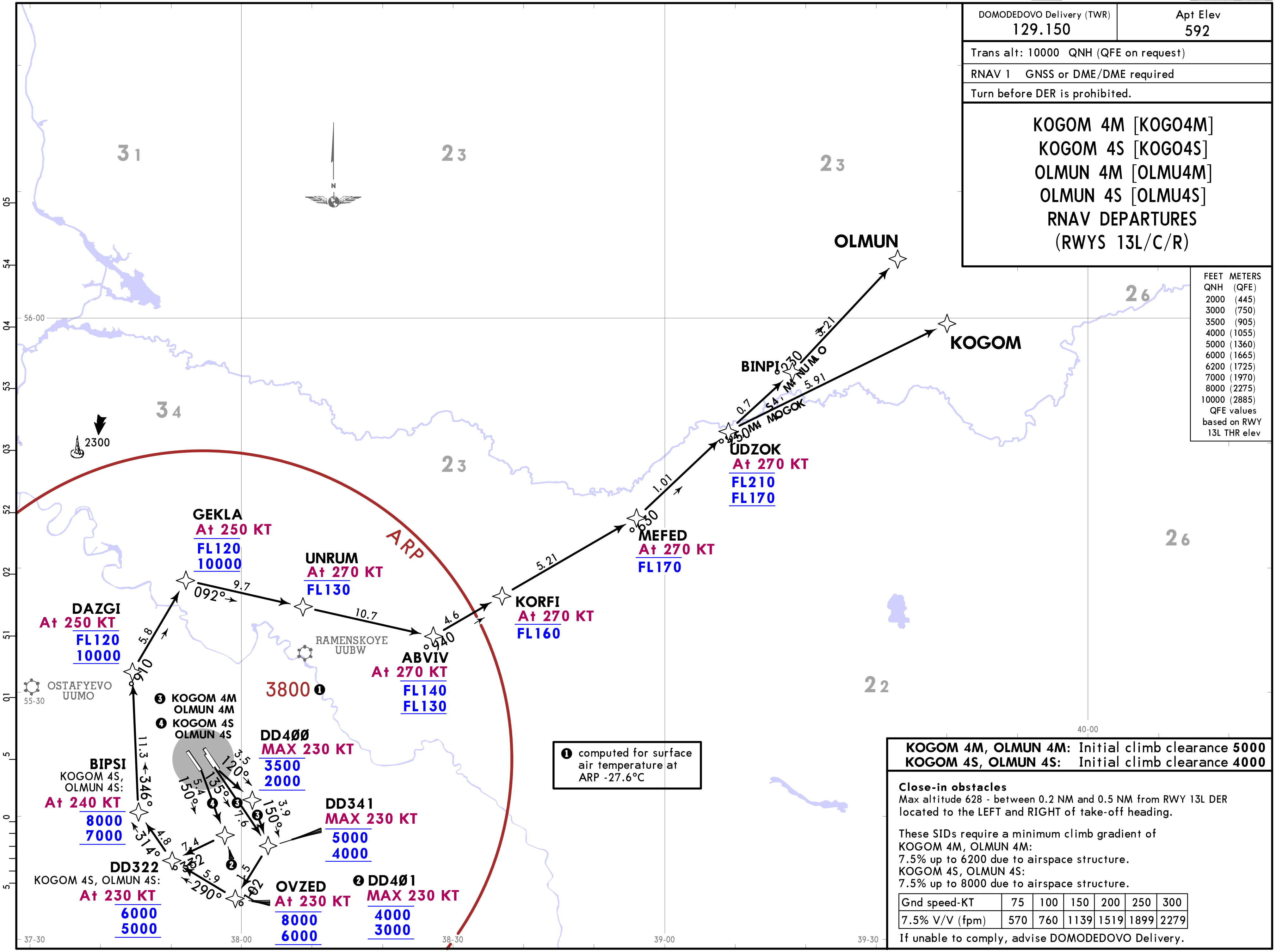
MOSCOW, RUSSIA
RNAV SID

DOMODEDOVO Delivery (TWR) 129.150	Apt Elev 592
Trans alt: 10000 QNH (QFE on request)	
RNAV 1 GNSS or DME/DME required	
Turn before DER is prohibited.	

KOGOM 4M [KOGO4M]
KOGOM 4S [KOGO4S]
OLMUN 4M [OLMU4M]
OLMUN 4S [OLMU4S]
RNAV DEPARTURES
(RWYS 13L/C/R)

FEET QNH	METERS (QFE)
2000	(445)
3000	(750)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
6200	(1725)
7000	(1970)
8000	(2275)
10000	(2885)

QFE values based on RWY 13L THR elev



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

Close-in obstacles
Max altitude 628 - between 0.2 NM and 0.5 NM from RWY 13L DER located to the LEFT and RIGHT of take-off heading.

These SIDs require a minimum climb gradient of
KOGOM 4M, OLMUN 4M:
7.5% up to 6200 due to airspace structure.
KOGOM 4S, OLMUN 4S:
7.5% up to 8000 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.

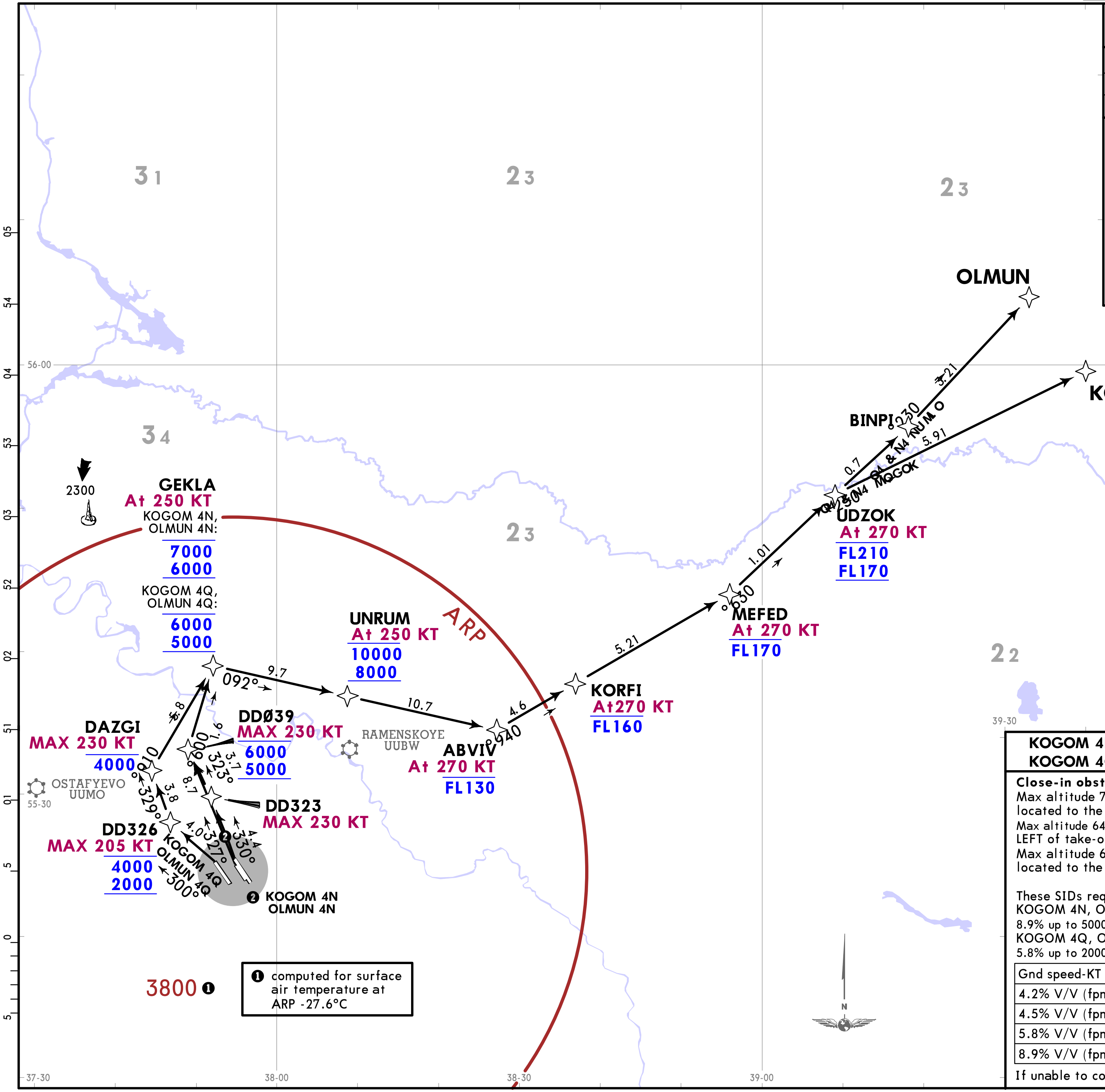
CHANGES: RWYS 14L/C/R renumbered 13L/C/R.

DOMODEDOVO Delivery (TWR) 129.150	Apt Elev 592
Trans alt: 10000 QNH (QFE on request)	
RNAV 1 GNSS or DME/DME required	
Turn before DER is prohibited.	

KOGOM 4N [KOGO4N]
KOGOM 4Q [KOGO4Q]
OLMUN 4N [OLMU4N]
OLMUN 4Q [OLMU4Q]
RNAV DEPARTURES
(RWYS 31L/C/R)

FEET QNH	METERS (QFE)
2000	(450)
4000	(1060)
5000	(1365)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2858)
10000	(2890)

QFE values based on RWY 31R THR elev



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

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.
Max altitude 646 - at 0.5 NM from RWY 31C DER, located to the LEFT of take-off heading.
Max altitude 658 - between 0.1 and 0.5 NM from RWY 31R DER, located to the LEFT and RIGHT of take-off heading.

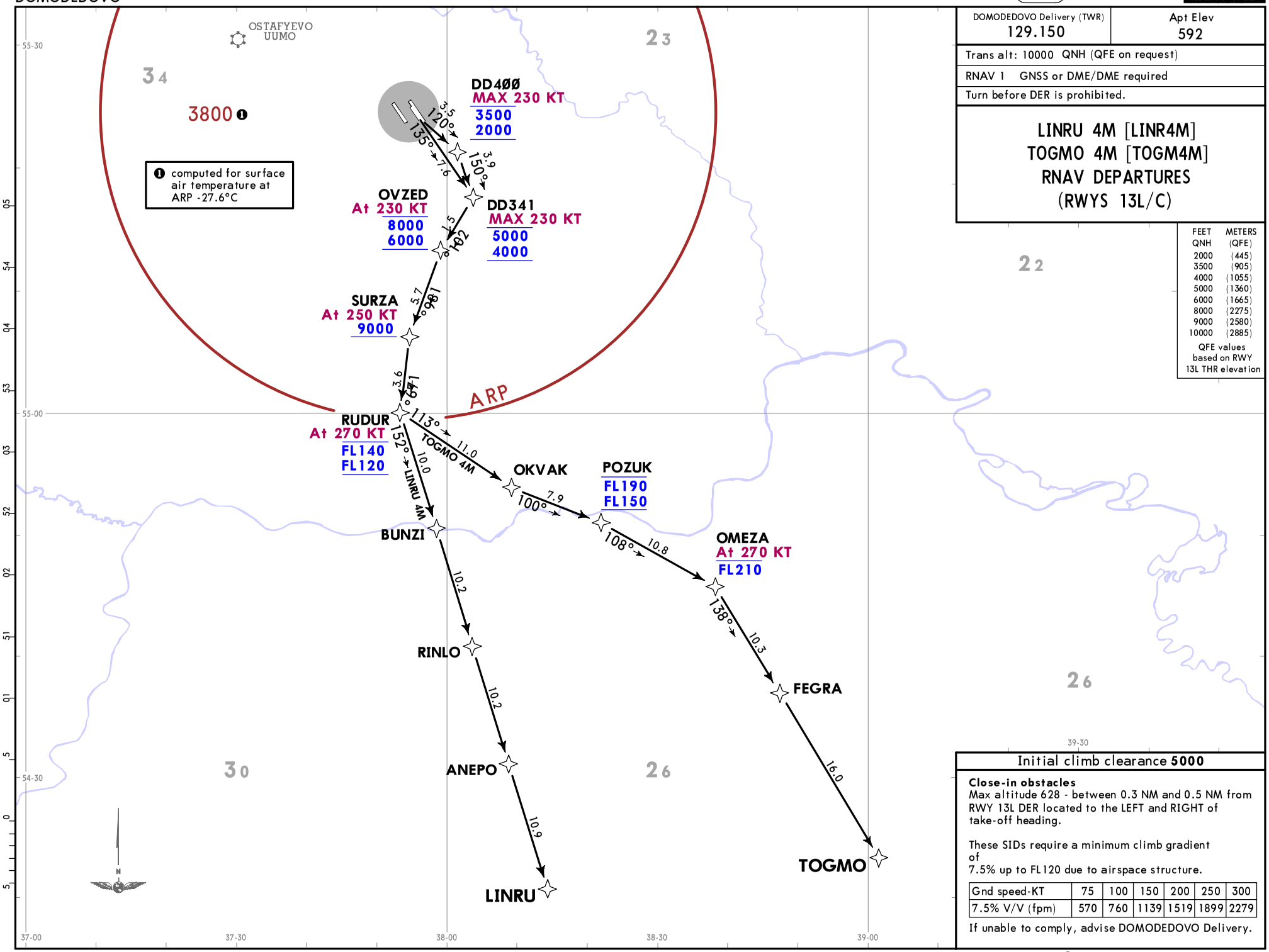
These SIDs require minimum climb gradients of
KOGOM 4N, OLMUN 4N:
8.9% up to 5000, then 4.2% up to 9000, due to airspace structure.
KOGOM 4Q, OLMUN 4Q:
5.8% up to 2000, then 4.5% up to FL110, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.8% V/V (fpm)	441	587	881	1175	1468	1762
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: RWYS 32L/C/R renumbered 31L/C/R.

JEPPESEN MOSCOW, RUSSIA
20 JUN 25 (30-3F)
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.

LINRU 4M [LINR4M]
TOGMO 4M [TOGM4M]
RNAV DEPARTURES
(RWYS 13L/C)

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 13L THR elevation

Initial climb clearance 5000

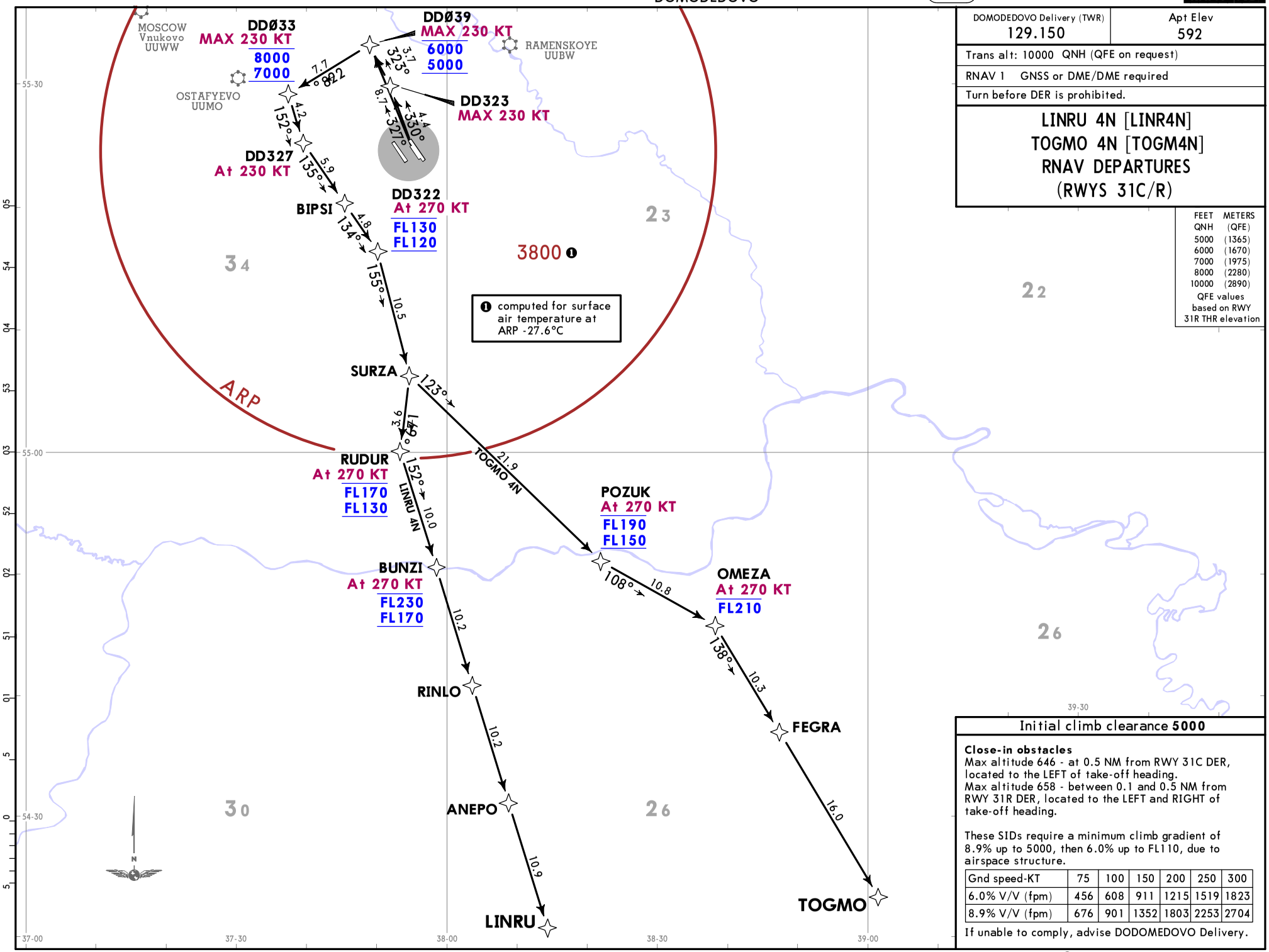
Close-in obstacles
Max altitude 628 - between 0.3 NM and 0.5 NM from RWY 13L DER located to the LEFT and RIGHT of take-off heading.

These SIDs require a minimum climb gradient of
7.5% up to FL120 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: RWYS 14L/C renumbered 13L/C.



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.

LINRU 4N [LINR4N]
TOGMO 4N [TOGM4N]
RNAV DEPARTURES
(RWYS 31C/R)

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

QFE values based on RWY 31R THR elevation

Initial climb clearance **5000**

Close-in obstacles
Max altitude 646 - at 0.5 NM from RWY 31C DER, located to the LEFT of take-off heading.
Max altitude 658 - between 0.1 and 0.5 NM from RWY 31R DER, located to the LEFT and RIGHT of take-off heading.

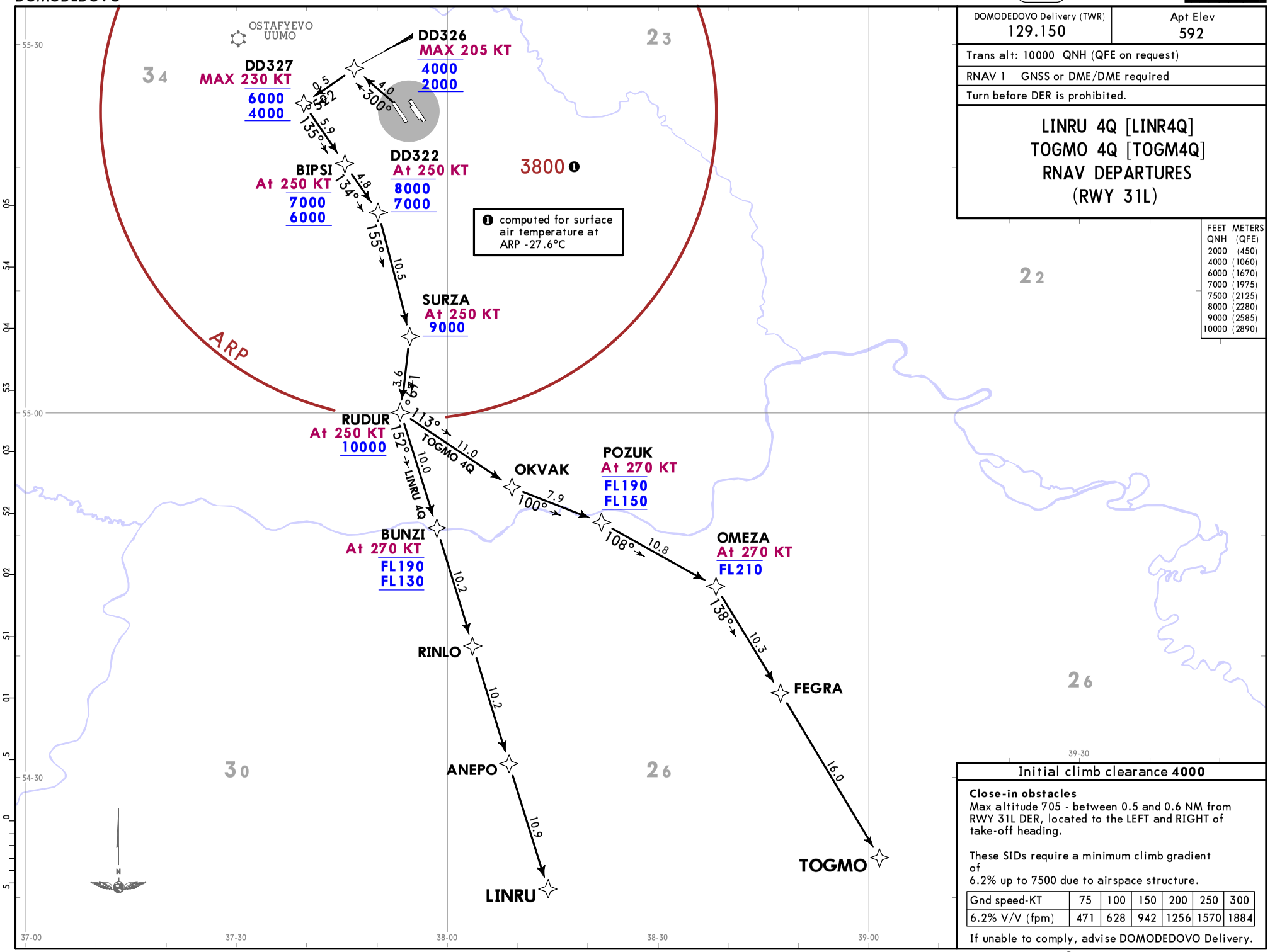
These SIDs require a minimum climb gradient of 8.9% up to 5000, then 6.0% up to FL110, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
8.9% V/V (fpm)	676	901	1352	1803	2253	2704

If unable to comply, advise DODOMEDOVO Delivery.

CHANGES: RWYs 32C/R renumbered 31C/R.

JEPPESEN MOSCOW, RUSSIA
20 JUN 25 (30-3H)
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.

LINRU 4Q [LINR4Q]
TOGMO 4Q [TOGM4Q]
RNAV DEPARTURES
(RWY 31L)

FEET	METERS
QNH	(QFE)
2000	(450)
4000	(1060)
6000	(1670)
7000	(1975)
7500	(2125)
8000	(2280)
9000	(2585)
10000	(2890)

Initial climb clearance 4000

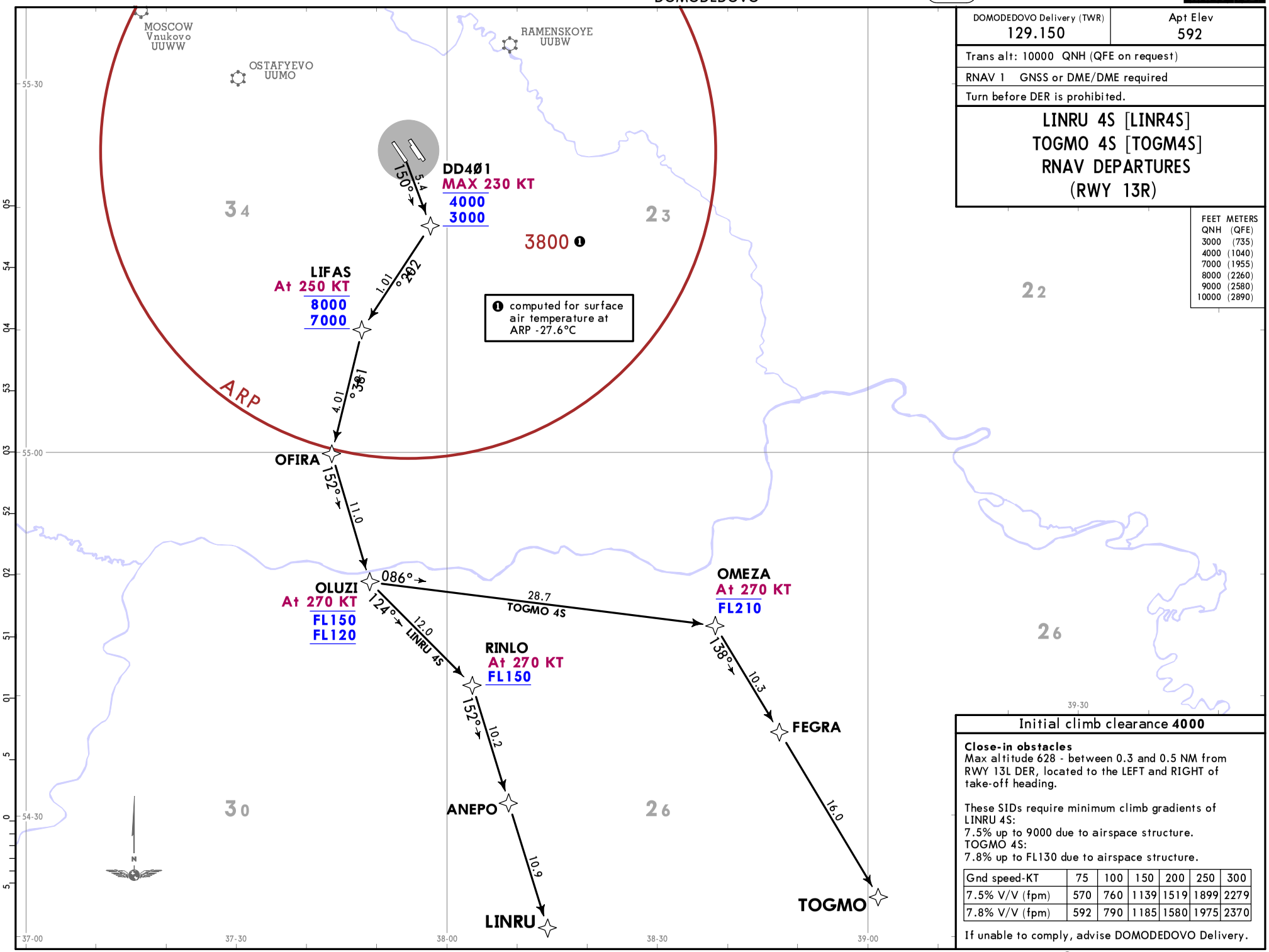
Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.

These SIDs require a minimum climb gradient of
6.2% up to 7500 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: RWY 32L renumbered 31L.



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.

LINRU 4S [LINR4S]
TOGMO 4S [TOGM4S]
RNAV DEPARTURES
(RWY 13R)

FEET QNH	METERS (QFE)
3000	(735)
4000	(1040)
7000	(1955)
8000	(2260)
9000	(2580)
10000	(2890)

Initial climb clearance 4000

Close-in obstacles
Max altitude 628 - between 0.3 and 0.5 NM from RWY 13L DER, located to the LEFT and RIGHT of take-off heading.

These SIDs require minimum climb gradients of
LINRU 4S:
7.5% up to 9000 due to airspace structure.
TOGMO 4S:
7.8% up to FL130 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: RWYs 14L/R renumbered 13L/R.

JEPPESEN MOSCOW, RUSSIA
20 JUN 25 (30-3K)
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.

SOTOG 4M [SOTO4M]
SOTOG 4S [SOTO4S]
RNAV DEPARTURES
(RWYS 13L/C/R)

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

Close-in obstacles
Max altitude 628 - between 0.3 and 0.5 NM from RWY 13L DER, located to the LEFT and RIGHT of take-off heading.

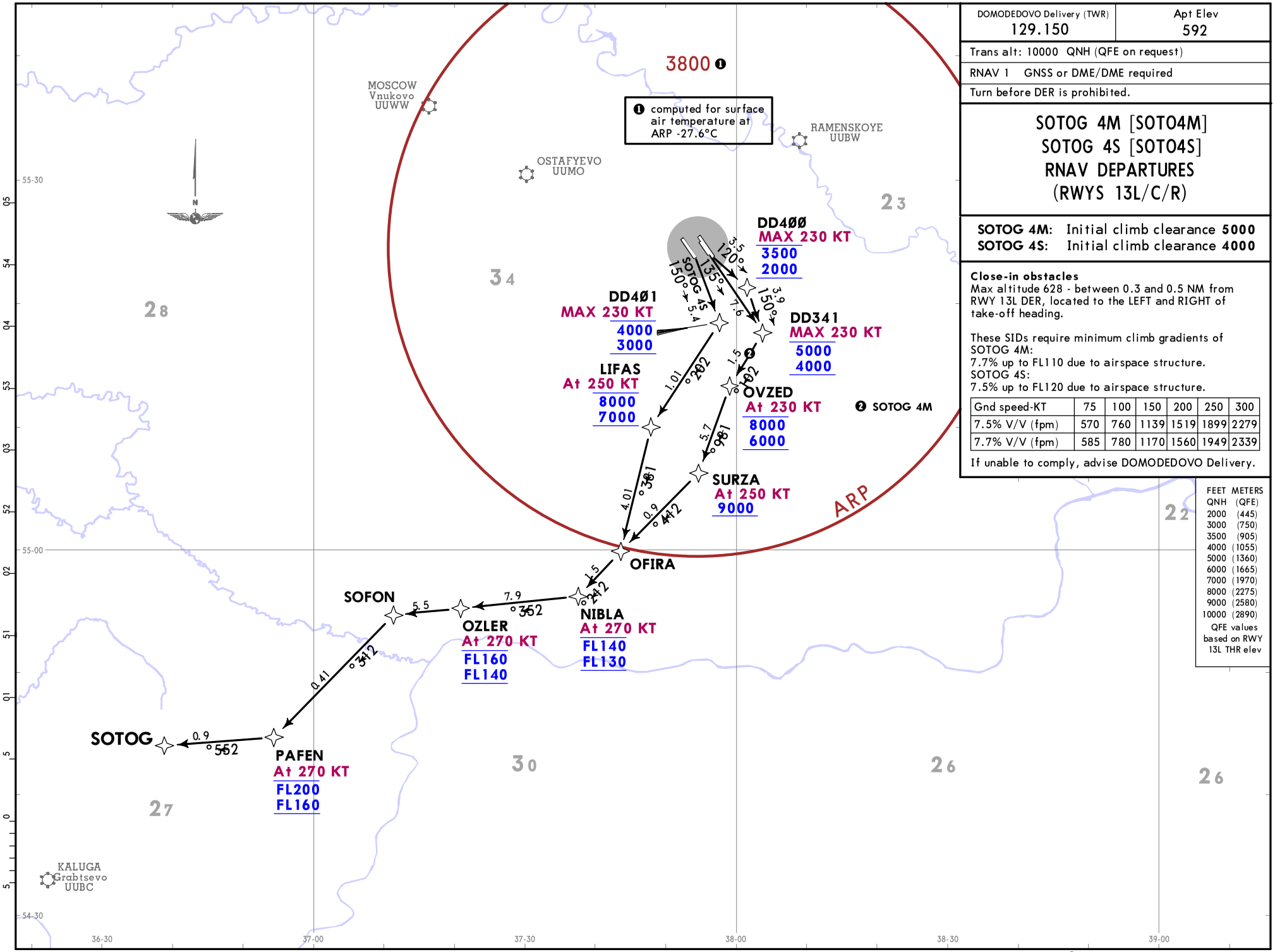
These SIDs require minimum climb gradients of
SOTOG 4M:
7.7% up to FL110 due to airspace structure.
SOTOG 4S:
7.5% up to FL120 due to airspace structure.

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.

FEET	METERS
QNH	(QFE)
2000	(445)
3000	(750)
3500	(905)
4000	(1055)
5000	(1360)
6000	(1665)
7000	(1970)
8000	(2275)
9000	(2580)
10000	(2890)

QFE values based on RWY 13L THR elev



CHANGES: RWYs 14L/C/R renumbered 13L/C/R.

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.

SOTOG 4N [SOTO4N]
SOTOG 4P [SOTO4P]
RNAV DEPARTURES
(RWYS 31L/C/R)

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

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.
Max altitude 646 - at 0.5 NM from RWY 31C DER, located to the LEFT of take-off heading.
Max altitude 658 - between 0.1 and 0.5 NM from RWY 31R DER, located to the LEFT and RIGHT of take-off heading.

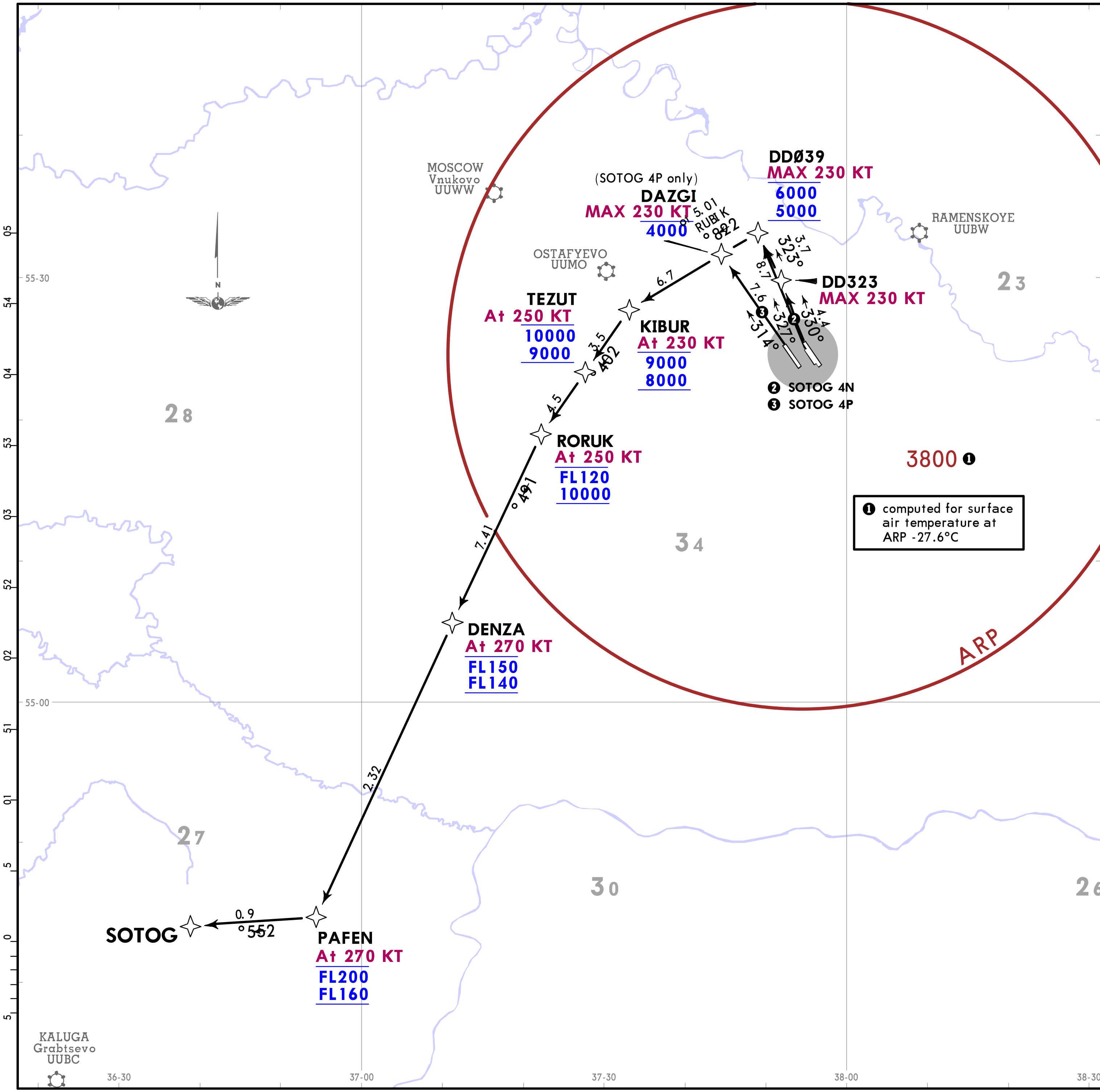
These SIDs require minimum climb gradients of
SOTOG 4N: 8.9% up to 5000, then 4.0% up to FL140, due to airspace structure.
SOTOG 4P: 8.0% up to 8000, then 3.9% up to FL140, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.0% V/V (fpm)	304	405	608	810	1013	1215
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
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)
8000	(2280)
9000	(2585)
10000	(2890)

QFE values based on RWY 31R THR elev



CHANGES: RWYs 32L/C/R renumbered 31L/C/R.

DOMODEDOVO Delivery (TWR) 129.150	Apt Elev 592
Trans alt: 10000 QNH (QFE on request)	
RNAV 1 GNSS or DME/DME required	
Turn before DER is prohibited.	

SOTOG 4Q [SOTO4Q]
RNAV DEPARTURE
(RWY 31L)

Initial climb clearance 4000

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.

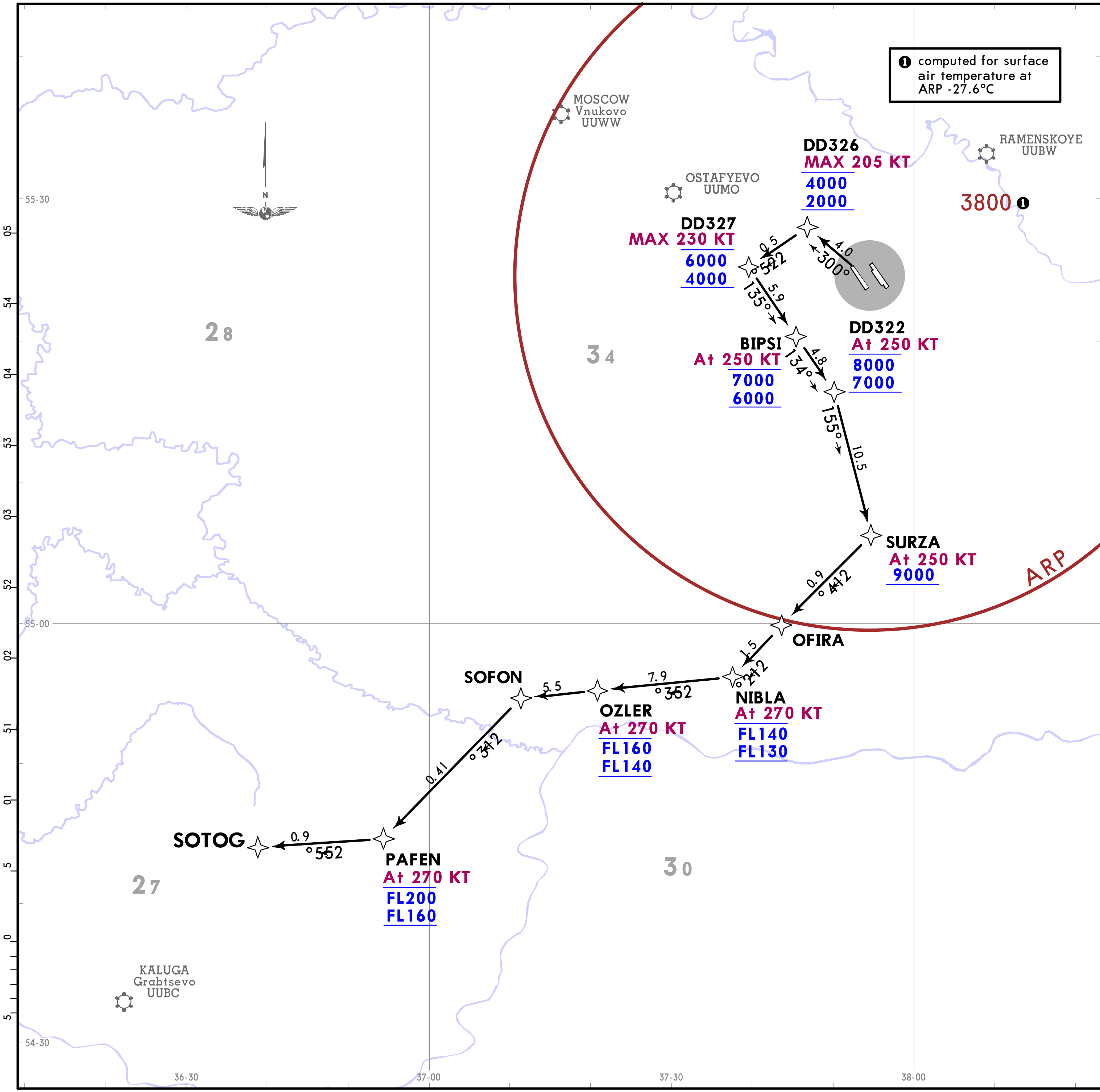
These SIDs require a minimum climb gradient of 6.2% up to 8000 due to airspace structure.

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)
6000	(1670)
7000	(1975)
8000	(2280)
9000	(2585)
10000	(2890)

❶ computed for surface air temperature at ARP -27.6°C



CHANGES: RWY 32L renumbered 31L.

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 13L THR elev

Close-in obstacles
Max altitude 628 - between 0.3 and 0.5 NM from RWY 13L DER, located to the LEFT and RIGHT 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:
7.5% 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

If unable to comply, advise DOMODEDOVO Delivery.

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 4L [POKA4L]
POKAG 4M [POKA4M]
SUNUN 4L [SUNU4L]
SUNUN 4M [SUNU4M]
RNAV DEPARTURES
(RWYS 13L/C/R)

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

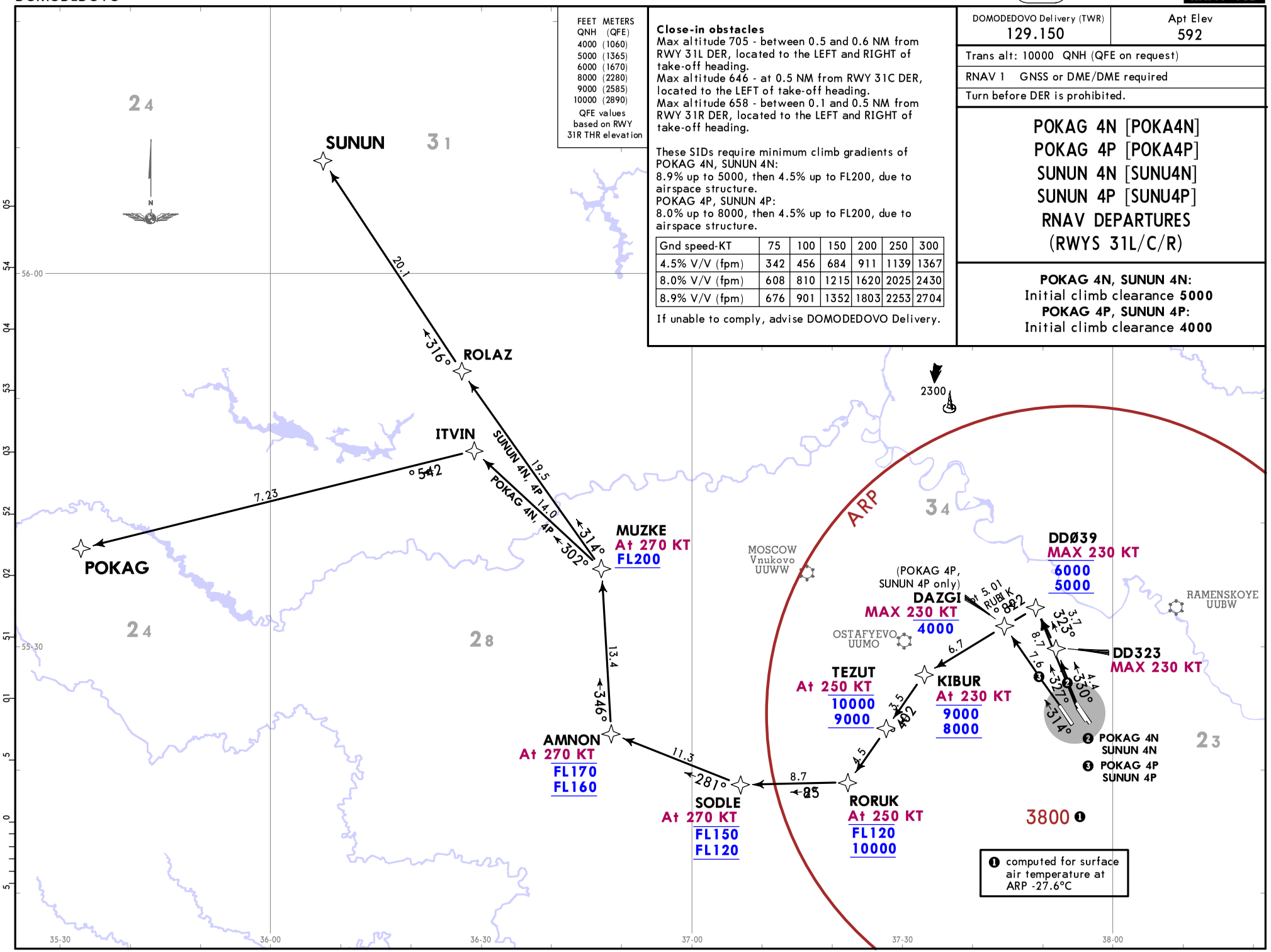
SUNUN
ROLAZ
ITVIN
POKAG
MUZKE
At 270 KT
FL200
AMNON
At 270 KT
FL170
FL160
SODLE
At 270 KT
FL150
FL120
RORUK
At 250 KT
FL120
10000
KIBUR
At 250 KT
9000
8000
TEZUT
At 250 KT
10000
9000
KETFI
BIPSI
POKAG 4L, SUNUN 4L:
At 240 KT
8000
7000
DD322
POKAG 4L, SUNUN 4L:
At 230 KT
6000
5000
OVZED
At 230 KT
8000
6000
DD401
MAX 230 KT
4000
3000
DD400
MAX 230 KT
3500
2000
DD341
MAX 230 KT
5000
4000

ARP
3800 ❶
❶ computed for surface air temperature at ARP -27.6°C

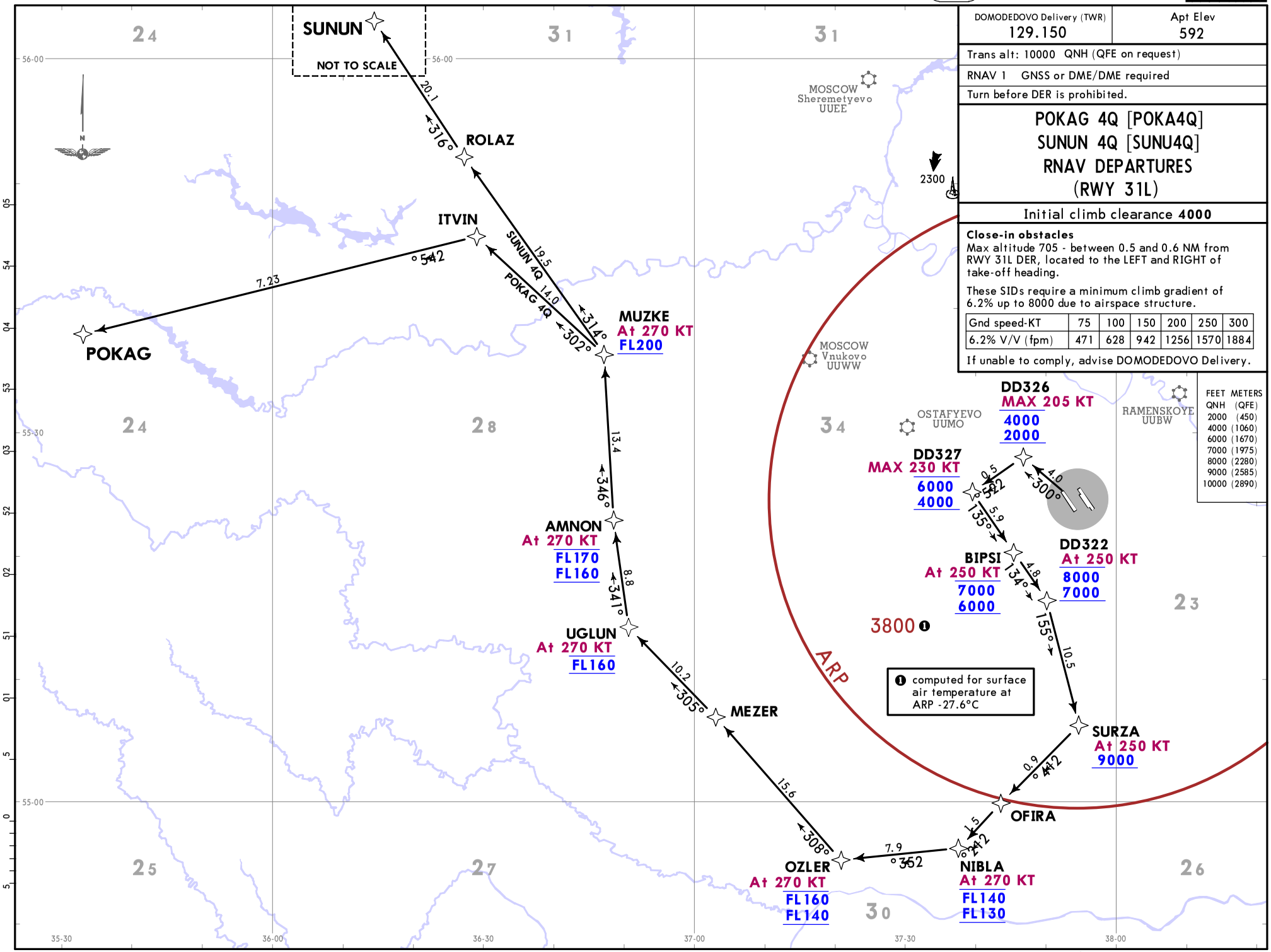
MOSCOW Sheremetyevo UUEE
MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO
RAMENSKOYE UUBW
2300

❸ POKAG 4L SUNUN 4L
❹ POKAG 4M SUNUN 4M

CHANGES: RWYs 14L/C/R renumbered 13L/C/R.



CHANGES: RWYs 32L/C/R renumbered 31L/C/R.



DOMODEDOVO Delivery (TWR) 129.150 | Apt Elev 592

Trans alt: 10000 QNH (QFE on request)

RNAV 1 GNSS or DME/DME required

Turn before DER is prohibited.

POKAG 4Q [POKA4Q]
SUNUN 4Q [SUNU4Q]
RNAV DEPARTURES
(RWY 31L)

Initial climb clearance **4000**

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.

These SIDs require a minimum climb gradient of 6.2% up to 8000 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: RWY 32L renumbered 31L.

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 31L)

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

SUNUN

13.6 NM 275°

RIZNO
At 270 KT
FL150

28.2 NM 273°

SHEREMETYEVO
D 114.35 MR
At 270 KT
FL150

MOSCOW Sheremetyevo UUEE

6.9 NM 278°

FUKAS

7.6 NM 270°

BESTA
At 270 KT
FL140
FL120

5.2 NM 296°

2300

RUGEL
At 250 KT
FL130
FL110

12.9 NM 348°

GEKLA
At 250 KT
7000
6000

5.8 NM 10°

DAZGI
MAX 230 KT
4000

6.3 NM 329°

DD326
MAX 205 KT
4000
2000

4.0 NM 300°

ARP

MOSCOW Vnukovo UUWW

OSTAFYEVO UUMO

RAMENSKOYE UUBW

3800 ❶

❶ computed for surface air temperature at ARP -27.6°C

2 4 3 1 3 1 2 3 2 4 2 8 3 4

56-00 55-30 35-30 36-00 36-30 37-00 37-30 38-00

05 54 04 53 03 52 02 51 01 5 0 5

Initial climb clearance 4000

Close-in obstacles
Max altitude 705 - between 0.5 and 0.6 NM from RWY 31L DER, located to the LEFT and RIGHT of take-off heading.

This SID requires a minimum climb gradient of 6.0% up to FL110 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply, advise DOMODEDOVO Delivery.

CHANGES: RWYs 32L renumbered 31L.

CHANGES: RWY 14R renumbered 13R.

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 13R)

FEET	METERS
QNH	(QFE)
3000	(735)
4000	(1040)
7000	(1955)
8000	(2260)
10000	(2890)

SUNUN

20.1

316°

ROLAZ

19.5

SUNUN 4S

ITVIN

NOT TO SCALE

32.7

245°

POKAG

14.0

POKAG 4S

302°

314°

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

ARP

2300

3800 ❶

❶ computed for surface air temperature at ARP -27.6°C

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 36-00 36-30 37-00 37-30 38-00

UUDD/DME
DOMODEDOVO

20 JUN 25 (30-3T)

JEPPESEN

MOSCOW, RUSSIA

RNAV SID

POKAG 4S [POKA4S]
SUNUN 4S [SUNU4S]
RNAV DEPARTURES
(RWY 13R)

Initial climb clearance 4000

These SIDs require a minimum climb gradient of
7.5% up to FL130 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.

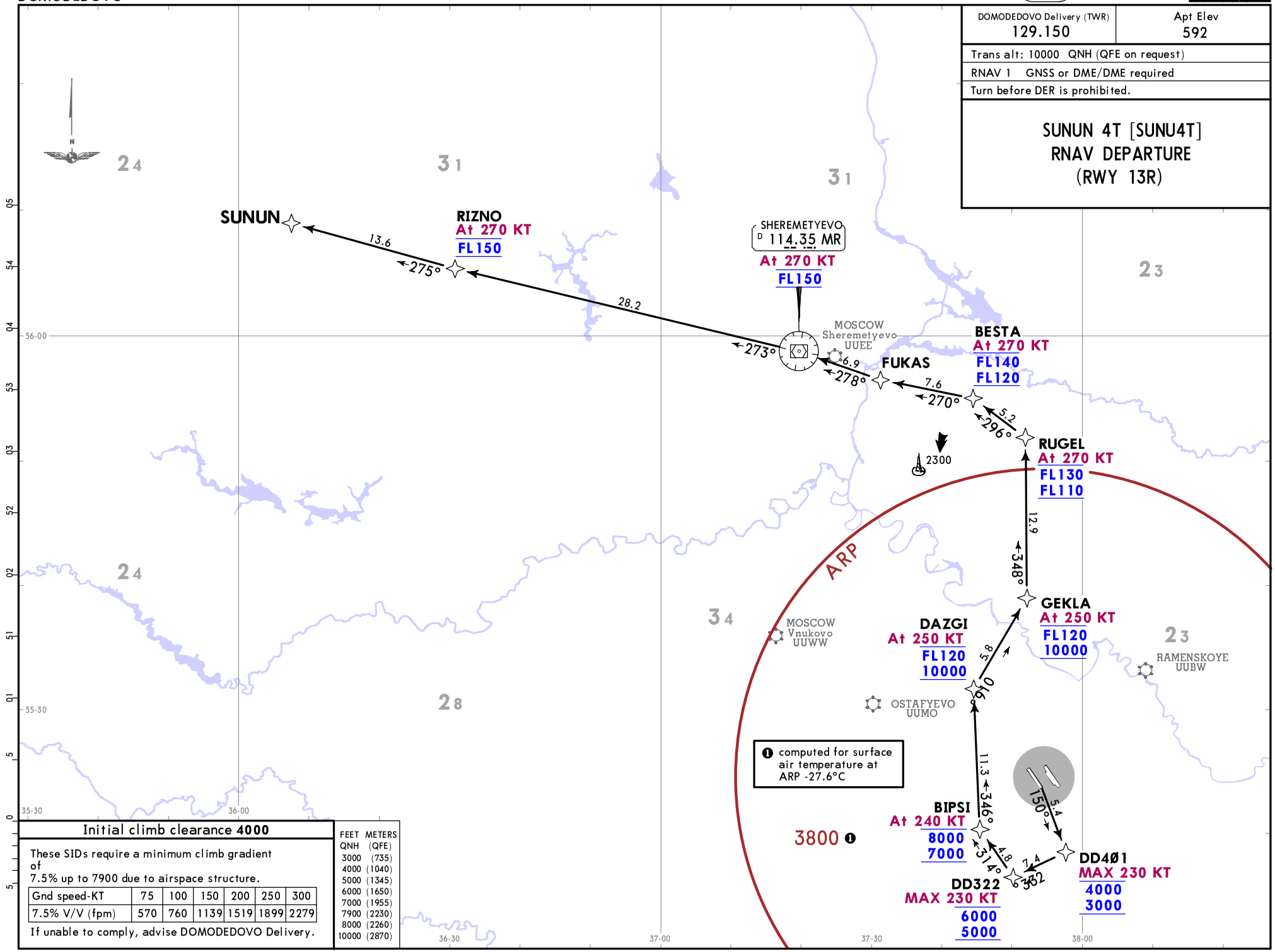
DOMODEDOVO Delivery (TWR)	Apt Elev
129.150	592

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 13R)



Initial climb clearance 4000

These SIDs require a minimum climb gradient of 7.5% up to 7900 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)
7000	(1955)
7900	(2230)
8000	(2260)
10000	(2870)

CHANGES: RWY 14R renumbered 13R.

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 - EEØ43 - EEØ44 - AGMER - EEØ45 - 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).

CHANGES: None.

UUDD/DME

Apt Elev 592′
N55 24.6 E037 54.5

JEPPESEN
30 JAN 26 (30-9)

MOSCOW, RUSSIA
DOMODEDOVO

ATIS	DOMODEDOVO Delivery	Apron
128.3 (Russian 122.950)	129.150	119.0

DOMODEDOVO Tower

Rwy 13C/31C, 13L/31R	Rwy 13R/31L
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

11°E

NDB

FOR DETAILS SEE 30-9B

13R 135° Elev 592′
13C 135°
13L 135° Elev 543′
31L 315°
31C 315°
31R 315° Elev 523′

A2 M A4 P4 A5 P5 M P6 A6 M A7 P8 A8 M A9 P9 M A11
B1 T1 B2 B3 B4 B5 B6 B7 T2 B8 B11
Elev 544′
Elev 524′ 45
Elev 531′

TAXIROUTE H1
TAXIROUTE H2
TAXIROUTE 3
TAXIROUTE N
ARP
HS1 HS2 HS3

12,467′ 3800m
7776′ 2370m
11,483′ 3500m

FOR DETAILS SEE 30-9C
FOR DETAILS SEE 30-9B

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
Construction area
HS HOT SPOTS

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: Insets.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13L 31R	HIRL (60m) CL (15m) ALSF-II (900m) TDZ PAPI- L ❶				197′ 60m
13C 31C	HIRL (60m)				174′ 53m
13R	HIRL (60m) CL (15m) ALSF-II (900m) TDZ ❷ RVR		10,450′ 3185m	❹	197′ 60m
31L	HIRL (60m) CL (15m) ALSF-I (900m) ❸ RVR		10,390′ 3167m		

❶ Angle 3.0°.

❷ PAPI-L (angle 3.0°), HST-A7, A8, A9 (all with HSTIL)

❸ PAPI-L (angle 3.0°), HST-A6, A5, A4 (all with HSTIL)

❹ TAKE-OFF RUN AVAILABLE

RWY 13R: From rwy head 11,483′ (3500m)
twy A4 int 8711′ (2655m)
twy A5 int 7218′ (2200m)
twy A6 int 5741′ (1750m)

RWY 31L: 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	❶ RL & RCLM	❶ RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

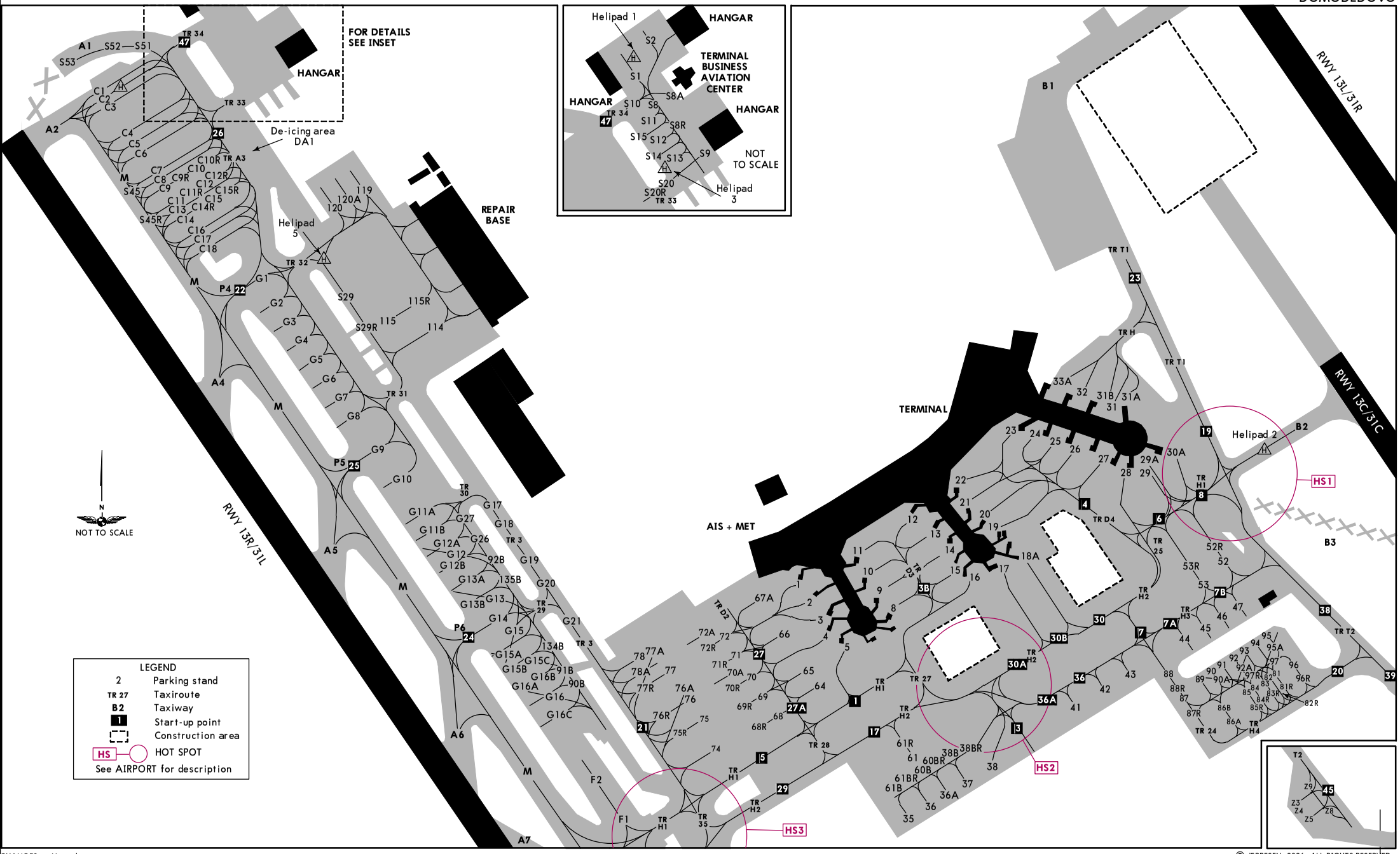
❶ For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.

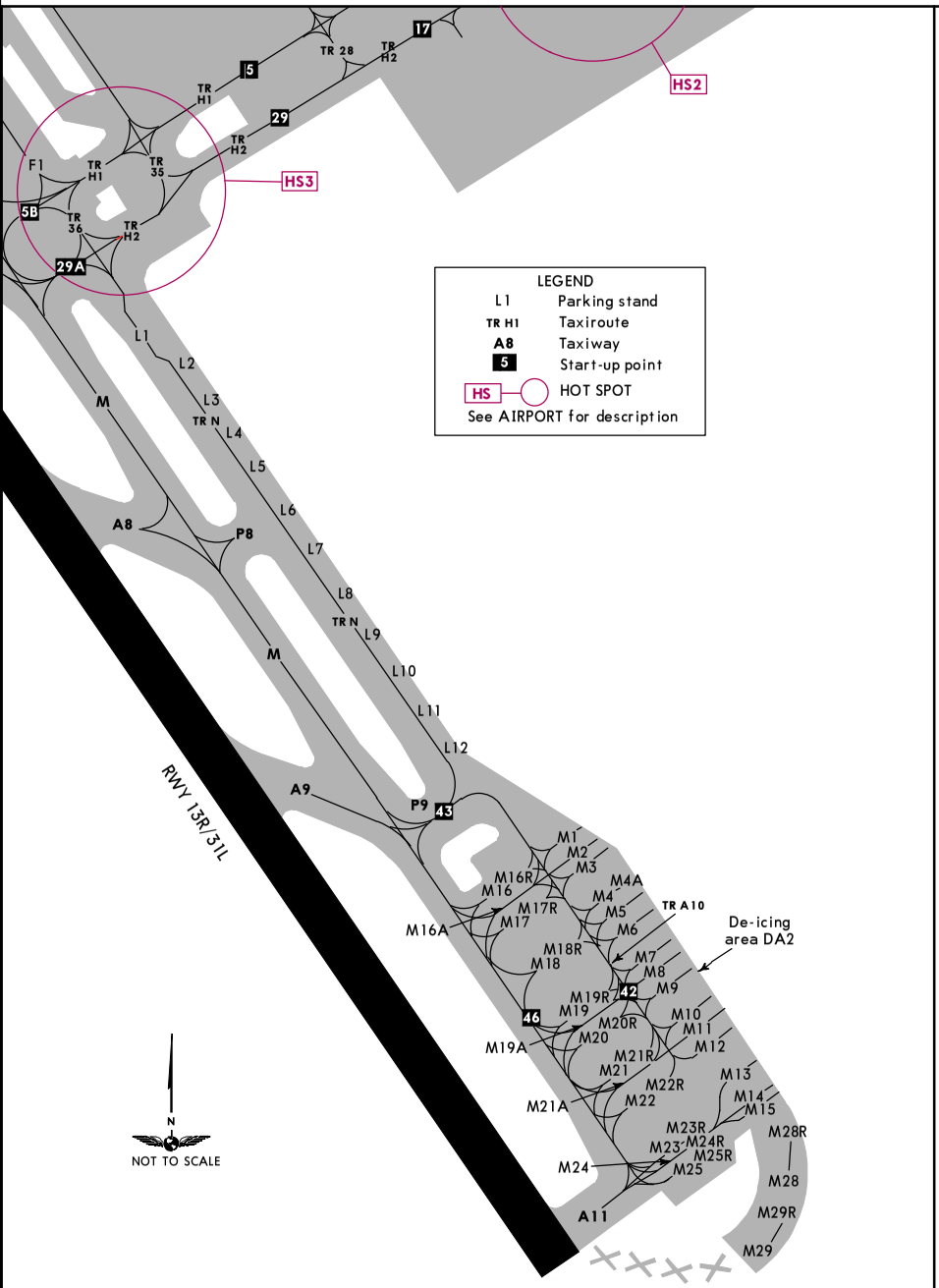
JEPPESEN

30 JAN 26 (30-9B)

MOSCOW, RUSSIA
DOMODEDOVO



CHANGES: New chart.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	83	N55 24.7 E037 54.8	L1	N55 24.4 E037 53.7
3 thru 5	N55 24.7 E037 54.0	83R thru 85R	N55 24.6 E037 54.8	L2	N55 24.4 E037 53.8
8	N55 24.7 E037 54.1	86A, 86B	N55 24.6 E037 54.7	L3, L4	N55 24.3 E037 53.8
9	N55 24.7 E037 54.0	87	N55 24.6 E037 54.6	L5	N55 24.3 E037 53.9
10, 11	N55 24.8 E037 54.0	87R	N55 24.6 E037 54.7	L6, L7	N55 24.2 E037 53.9
12	N55 24.8 E037 54.1	88	N55 24.7 E037 54.6	L8	N55 24.2 E037 54.0
13 thru 16	N55 24.8 E037 54.2	88R	N55 24.6 E037 54.6	L9, L10	N55 24.1 E037 54.0
17, 18A, 19	N55 24.8 E037 54.3	89	N55 24.6 E037 54.7	L11, L12	N55 24.1 E037 54.1
20	N55 24.8 E037 54.2	90, 90A	N55 24.7 E037 54.7	M1 thru M4A	N55 24.0 E037 54.3
21, 22	N55 24.9 E037 54.2	90B	N55 24.7 E037 53.5	M5 thru M7	N55 23.9 E037 54.3
23, 24	N55 24.9 E037 54.3	91	N55 24.7 E037 54.7	M8 thru M12	N55 23.9 E037 54.4
25, 26	N55 24.9 E037 54.4	91B	N55 24.7 E037 53.5	M13	N55 23.8 E037 54.4
27 thru 29A	N55 24.9 E037 54.5	92, 92A	N55 24.7 E037 54.7	M14, M15	N55 23.8 E037 54.5
30A	N55 24.9 E037 54.6	92B	N55 24.8 E037 53.3	M16	N55 24.0 E037 54.2
31, 31A, 31B	N55 25.0 E037 54.5	93 thru 96	N55 24.7 E037 54.8	M16A	N55 23.9 E037 54.2
32, 33A	N55 25.0 E037 54.4	96R	N55 24.7 E037 54.9	M16R	N55 24.0 E037 54.2
35	N55 24.5 E037 54.1	97, 97R	N55 24.7 E037 54.8	M17	N55 23.9 E037 54.2
36, 36A	N55 24.5 E037 54.2	114	N55 25.1 E037 53.2	M17R	N55 24.0 E037 54.2
37	N55 24.6 E037 54.2	115, 115R	N55 25.1 E037 53.1	M18	N55 23.9 E037 54.2
38	N55 24.6 E037 54.3	119 thru 120A	N55 25.2 E037 53.0	M18R thru M20R	N55 23.9 E037 54.3
38B, 38BR	N55 24.6 E037 54.2	134B	N55 24.7 E037 53.4	M21, M21A	N55 23.8 E037 54.3
41	N55 24.6 E037 54.4	C1	N55 25.4 E037 52.5	M21R	N55 23.9 E037 54.4
42, 43	N55 24.7 E037 54.5	C2	N55 25.3 E037 52.5	M22	N55 23.8 E037 54.3
44, 45	N55 24.7 E037 54.6	C3 thru C8	N55 25.3 E037 52.6	M22R thru M25R	N55 23.8 E037 54.4
46, 47	N55 24.7 E037 54.7	C9, C9R	N55 25.2 E037 52.7	M28, M28R	N55 23.8 E037 54.5
52, 52R, 53	N55 24.8 E037 54.7	C10, C10R	N55 25.3 E037 52.7	M29, M29R	N55 23.7 E037 54.5
53R	N55 24.8 E037 54.6	C11 thru C15	N55 25.2 E037 52.7	S1	N55 25.4 E037 52.7
60B	N55 24.5 E037 54.2	C15R	N55 25.2 E037 52.8	S2	N55 25.5 E037 52.7
60BR	N55 24.6 E037 54.2	C16 thru C18	N55 25.2 E037 52.7	S8 thru S9	N55 25.4 E037 52.8
61, 61R	N55 24.6 E037 54.1	F1	N55 24.5 R037 53.6	S10, S11	N55 25.4 E037 52.7
61B, 61BR	N55 24.5 E037 54.1	F2	N55 24.5 E037 53.5	S12 thru S14	N55 25.4 E037 52.8
64, 65, 66	N55 24.7 E037 53.9	G1	N55 25.1 E037 52.8	S15	N55 25.4 E037 52.7
67A	N55 24.8 E037 53.8	G2 thru G4	N55 25.1 E037 52.9	S20	N55 25.3 E037 52.8
68	N55 24.6 E037 53.9	G5 thru G8	N55 25.0 E037 53.0	S20R	N55 25.3 E037 52.7
68R, 69, 69R	N55 24.6 E037 53.8	G9	N55 24.9 E037 53.1	S29	N55 25.1 E037 53.0
70, 70A	N55 24.7 E037 53.8	G10, G11A	N55 24.9 E037 53.2	S29R	N55 25.1 E037 53.1
70R	N55 24.6 E037 53.8	G11B	N55 24.8 E037 53.2	S51	N55 25.4 E037 52.6
71, 71R, 72	N55 24.7 E037 53.8	G12	N55 24.8 E037 53.3	S52	N55 25.4 E037 52.5
72A, 72R	N55 24.7 E037 53.7	G12A	N55 24.8 E037 53.2	S53	N55 25.4 E037 52.4
74	N55 24.6 E037 53.8	G12B thru G13B	N55 24.8 E037 53.3	Z3 thru Z9	N55 23.8 E037 56.0
75 thru 76A	N55 24.6 E037 53.7	G14	N55 24.7 E037 53.3		
76R	N55 24.6 E037 53.6	G15 thru G16A	N55 24.7 E037 53.4		
77	N55 24.7 E037 53.7	G16B	N55 24.6 E037 53.4		
77A	N55 24.7 E037 53.6	G16C	N55 24.6 E037 53.5		
77R	N55 24.6 E037 53.6	G17	N55 24.9 E037 53.3		
78, 78A	N55 24.7 E037 53.6	G18	N55 24.8 E037 53.3		
81	N55 24.7 E037 54.8	G19, G20	N55 24.8 E037 53.4		
81R	N55 24.6 E037 54.8	G21	N55 24.7 E037 53.5		
82	N55 24.7 E037 54.8	G26	N55 24.8 E037 53.3		
82R	N55 24.6 E037 54.8	G27	N55 24.8 E037 53.2		

CHANGES: New chart.

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
13L	GLS Z or Y	**754**′(211′) R550m	**766**′(223′) R550m	**774**′(231′) R550m	**784**′(241′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	RNP Z or Y **LNAV/VNAV**	**843**′(300′) R650m	**853**′(310′) R700m	**853**′(310′) R700m	**863**′(320′) R700m
	TDZ or CL out	❶ R650m	❶ R700m	❶ R700m	❶ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❷ RNP Z or Y **LNAV**	**950**′(407′) R1200m	**950**′(407′) R1200m	**950**′(407′) R1200m	**950**′(407′) R1200m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
13C	RNP Z or Y **LNAV/VNAV**	**864**′(320′) R1400m	**874**′(330′) R1500m	**884**′(340′) R1500m	**894**′(350′) R1600m
	❷ RNP Z or Y **LNAV**	**1000**′(456′) R1500m	**1000**′(456′) R1500m	**1000**′(456′) R2100m	**1000**′(456′) R2100m
13R	CAT 3A ILS Z or Y	**RA50**′ R175m	**RA50**′ R175m	**RA50**′ R175m	**RA50**′ R175m
	CAT 2 ILS Z or Y	**692**′(100′) **RA107**′ R300m	**692**′(100′) **RA107**′ R300m	**692**′(100′) **RA107**′ R300m	**692**′(100′) **RA107**′❸ R300m
	ILS Z or Y	**792**′(200′) R550m	**792**′(200′) R550m	**792**′(200′) R550m	**792**′(200′) R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ 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	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP Z or Y **LNAV/VNAV**	**862**′(270′) R600m	**882**′(290′) R600m	**882**′(290′) R600m	**892**′(300′) R650m
	TDZ or CL out	❶ R600m	❶ R600m	❶ R600m	❶ R650m
	ALS out	R1300m	R1400m	R1400m	R1400m
	❷ RNP Z or Y **LNAV**	**960**′(368′) R1000m	**960**′(368′) R1000m	**960**′(368′) R1000m	**960**′(368′) R1000m
	TDZ or CL out	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❷ VOR Z or Y **with D4.9**	**980**′(388′) R1100m	**980**′(388′) R1100m	**980**′(388′) R1100m	**980**′(388′) R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	❷ VOR Z or Y **w/o D4.9**	**1000**′(408′) R1200m	**1000**′(408′) R1200m	**1000**′(408′) R1200m	**1000**′(408′) R1200m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ Continuous Descent Final Approach.
❸ Requires autoland or HUDLS, otherwise: R350m.

STRAIGHT-IN RWY		A	B	C	D
13R contd	❶NDB Z or Y	**960**′(368′)	**960**′(368′)	**960**′(368′)	**960**′(368′)
	with D4.9	R1000m	R1000m	R1000m	R1000m
	TDZ or CL out	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❶NDB Z or Y	**1000**′(408′)	**1000**′(408′)	**1000**′(408′)	**1000**′(408′)
	w/o D4.9	R1200m	R1200m	R1200m	R1200m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
31L	ILS	**731**′(200′)	**731**′(200′)	**731**′(200′)	**731**′(200′)
		❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**731**′(200′)	**731**′(200′)	**731**′(200′)	**731**′(200′)
		❷R550m	❷R550m	❷R550m	❷R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP LNAV/VNAV	**781**′(250′)	**801**′(270′)	**801**′(270′)	**831**′(300′)
		R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1400m
	❶RNP LNAV	**890**′(359′)	**890**′(359′)	**890**′(359′)	**890**′(359′)
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❶VOR	**880**′(349′)	**880**′(349′)	**880**′(349′)	**880**′(349′)
	with D2.1	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	❶VOR	**1030**′(499′)	**1030**′(499′)	**1030**′(499′)	**1030**′(499′)
	w/o D2.1	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m
	❶NDB	**910**′(379′)	**910**′(379′)	**910**′(379′)	**910**′(379′)
	with D2.1	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❶NDB	**1030**′(499′)	**1030**′(499′)	**1030**′(499′)	**1030**′(499′)
	w/o D2.1	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2300m	R2300m

❶Continuous Descent Final Approach.
❷R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: RWY designation.

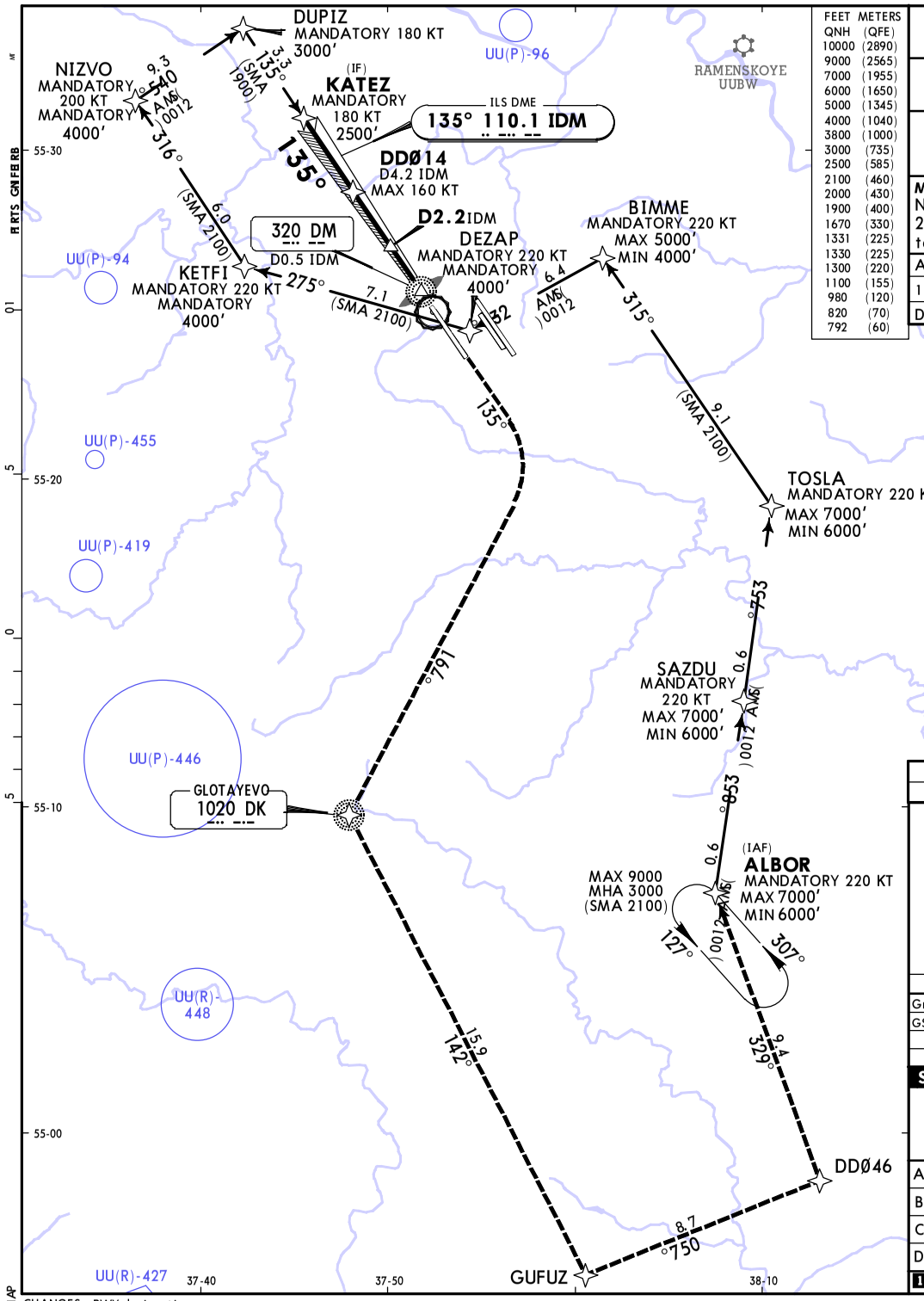
MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
31C	RNP LNAV/VNAV	**794**′(270′) R1300m	**814**′(290′) R1400m	**814**′(290′) R1400m	**824**′(300′) R1400m
	❶ RNP LNAV	**900**′(376′) R1500m	**900**′(376′) R1500m	**900**′(376′) R1700m	**900**′(376′) R1700m
31R	GLS	**723**′(200′) R550m	**723**′(200′) R550m	**723**′(200′) R550m	**723**′(200′) R550m
	TDZ or CL out	❷ R550m	❷ R550m	❷ R550m	❷ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	**813**′(290′) R650m	**823**′(300′) R650m	**833**′(310′) R700m	**843**′(320′) R700m
	TDZ or CL out	❷ R650m	❷ R650m	❷ R700m	❷ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	❶ RNP LNAV	**920**′(397′) R1100m	**920**′(397′) R1100m	**920**′(397′) R1100m	**920**′(397′) R1100m
	TDZ or CL out	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m

❶ Continuous Descent Final Approach.
❷ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

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	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1331	(225)
1330	(225)
1300	(220)
1100	(155)
980	(120)
820	(70)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

LOC IDM	Final Apch Crs	DDØ14	DA(H)	Apt Elev 592'
110.1	135°	2000' (1408')	792' (200')	Rwy 592'

MISSED APCH: Climb on 135° to 1100' or above, then turn RIGHT to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DDØ46 (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT).

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

1. RNAV 1 for initial and missed approach. 2. ILS DME reads zero at rwy 13R thresh.

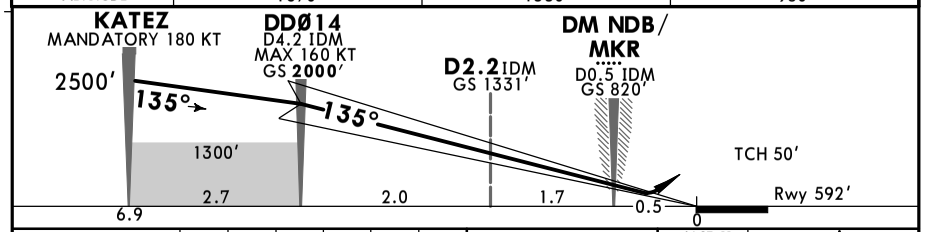
DME/DME or GNSS required.

3800

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

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

IDM DME	3.2	2.2	1.1
ALTITUDE	1670'	1330'	980'



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

ALSF-II PAPI

MIN 1100' 135°

Std STRAIGHT-IN LANDING

ILS

DA(H) 792' (200')

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

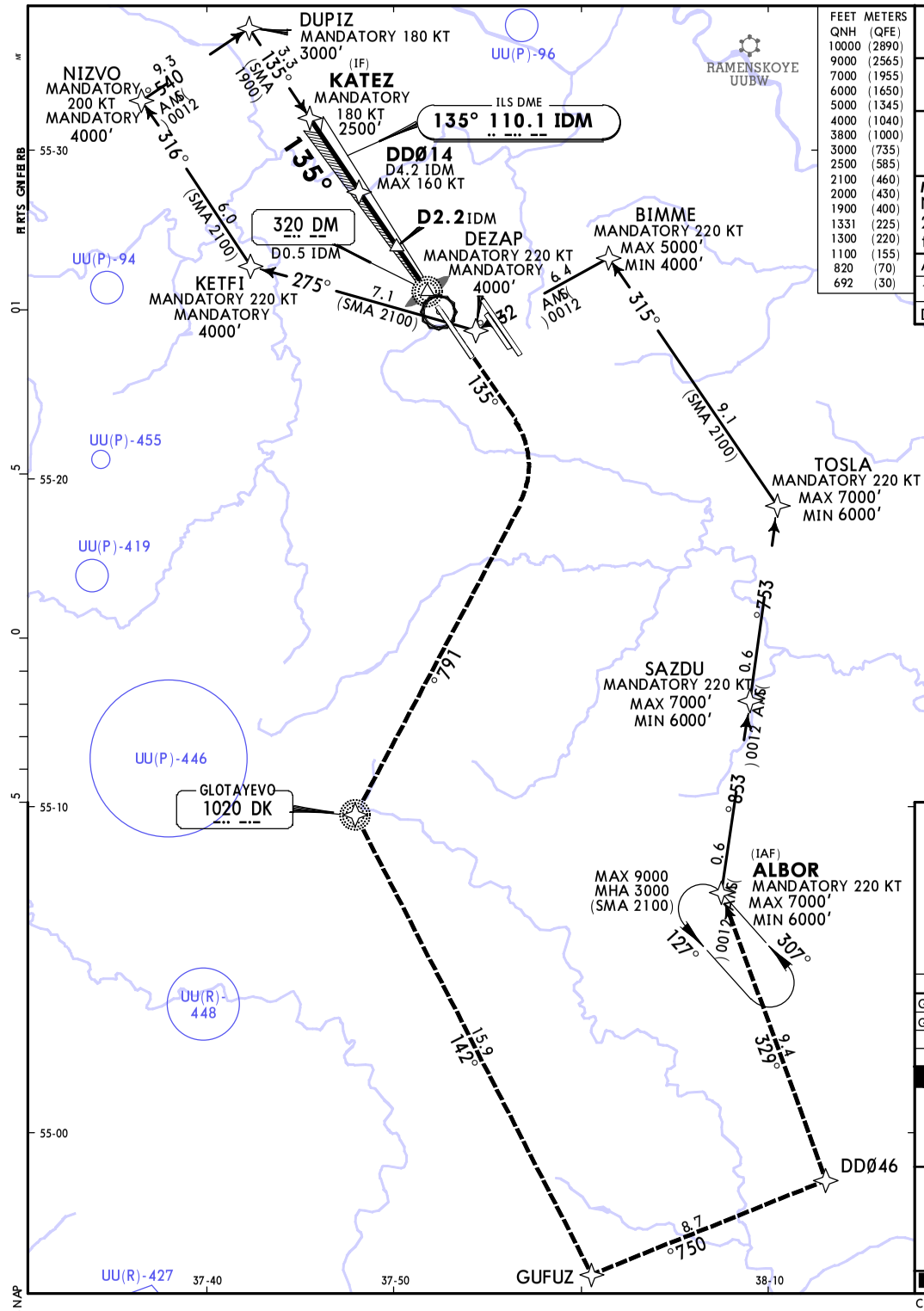
❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN 20 JUN 25 (31-1A)

MOSCOW, RUSSIA
CAT II/III ILS Z Rwy 13R



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1331	(225)
1300	(220)
1100	(155)
820	(70)
692	(30)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 118.6

LOC IDM 110.1	Final Apch Crs 135°	DDØ14 2000′ (1408′)	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 107′ DA(H) 692′ (100′)	Apt Elev 592′ Rwy 592′

MISSED APCH: Climb on 135° to 1100′ or above, then turn RIGHT to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110❶ Trans alt: 10000′

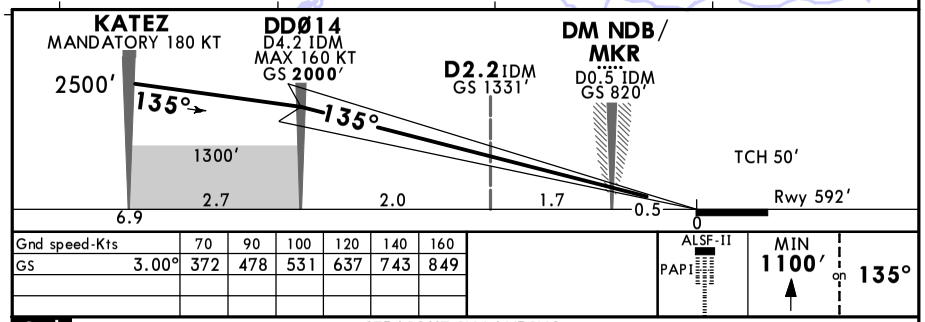
1. RNAV 1 for initial and missed approach. 2. ILS DME reads zero at rwy 13R thresh.

DME/DME or GNSS required.

3800

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

❶ 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

ALSF-II PAPI MIN 1100′ 135°

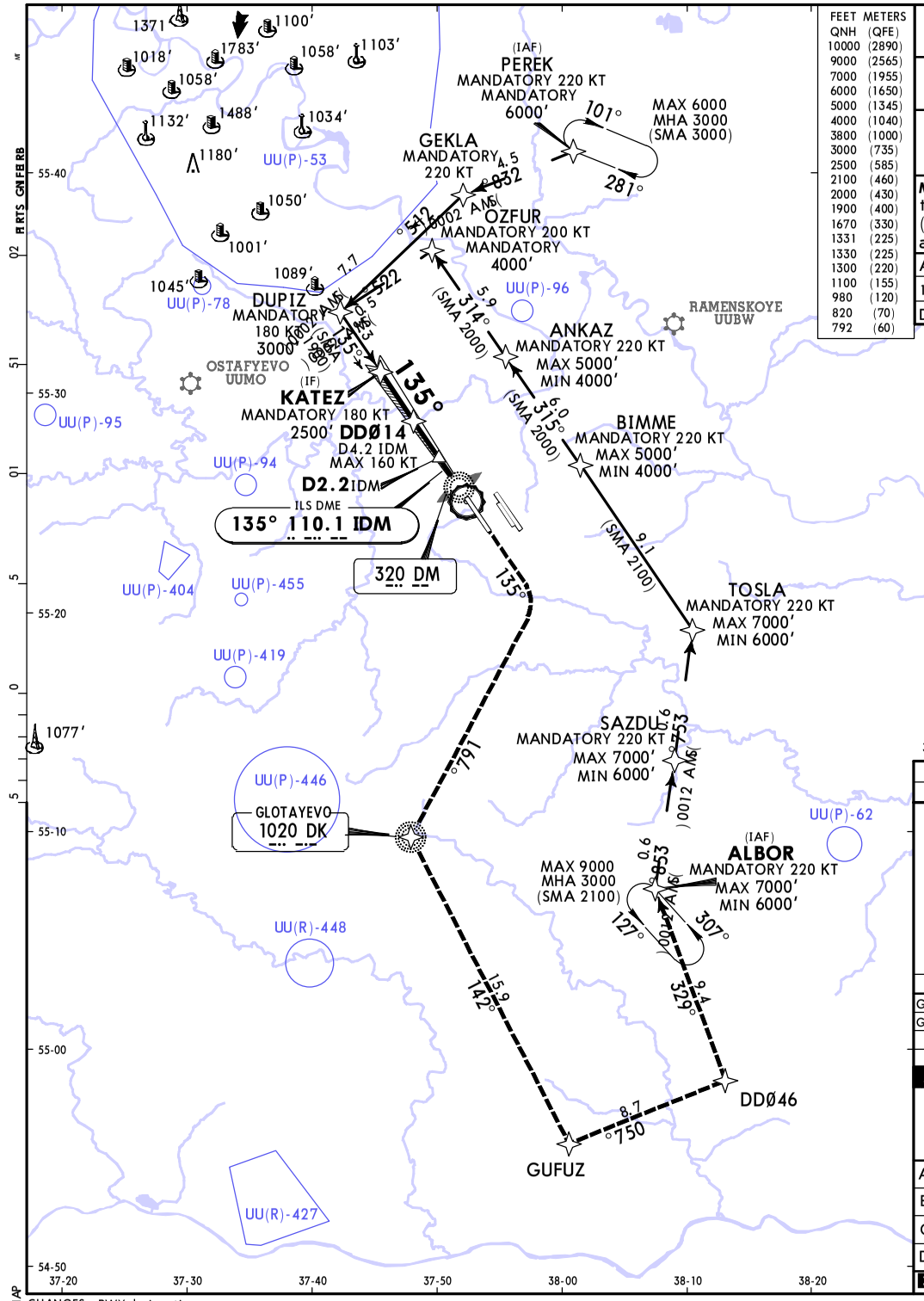
Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS RA 107′ DA(H) 692′(100′)
R175m	❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: RWY designation.

MOSCOW, RUSSIA
ILS Y Rwy 13R



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1331	(225)
1330	(225)
1300	(220)
1100	(155)
980	(120)
820	(70)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

LOC IDM	Final Apch Crs	DD014	DA(H)	Apt Elev 592′
110.1	135°	2000′ (1408′)	792′ (200′)	Rwy 592′

MISSED APCH: Climb on 135° to 1100′ or above, then turn RIGHT to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DD046 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110❶ Trans alt: 10000′

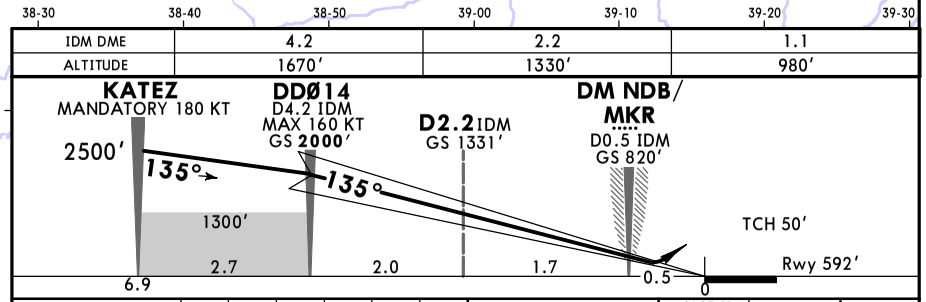
1. RNAV 1 for initial and missed approach. 2. ILS DME reads zero at rwy 13R thresh.

DME/DME or GNSS required.

3800

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

❶FL120 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

ALSF-II
PAPI
MIN 1100′
135°

Std STRAIGHT-IN LANDING

ILS
DA(H) 792′ (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN 20 JUN 25 (31-2A)

MOSCOW, RUSSIA
CAT II/III ILS Y Rwy 13R

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 118.6

LOC IDM	Final Apch Crs	DDØ14	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 to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

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

1. RNAV 1 for initial and missed approach. 2. ILS DME reads zero at rwy 13R thresh.

DME/DME or GNSS required.

3800

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

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

FEET	METERS (QFE)
QNH	
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1331	(225)
1300	(220)
1100	(155)
820	(70)
692	(30)

PEREK (IAF) MANDATORY 220 KT MANDATORY 6000′ — MAX 6000 MHA 3000 (SMA 3000)

GEKLA MANDATORY 220 KT

OZFUR MANDATORY 200 KT MANDATORY 4000′

DUPIZ MANDATORY 180 KT 3000′ (IF)

KATEZ MANDATORY 180 KT 2500′ DDØ14 D4.2 IDM MAX 160 KT

D2.2 IDM ILS DME 135° 110.1 IDM

320 DM

ANKAZ MANDATORY 220 KT MAX 5000′ MIN 4000′

BIMME MANDATORY 220 KT MAX 5000′ MIN 4000′

TOSLA MANDATORY 220 KT MAX 7000′ MIN 6000′

SAZDU MANDATORY 220 KT MAX 7000′ MIN 6000′

GLOTAYEVO 1020 DK

ALBOR (IAF) MANDATORY 220 KT MAX 7000′ MIN 6000′ — MAX 9000 MHA 3000 (SMA 2100)

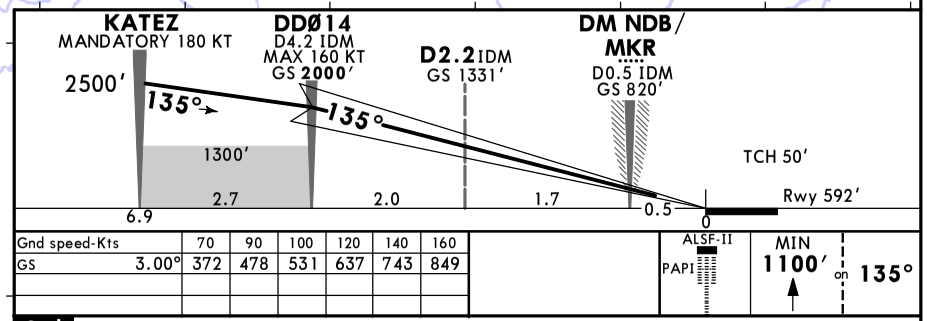
GUFUZ

DDØ46

OSTAFYEVO UUMO

RAMENSKOYE UUBW

UU(P)-53 UU(P)-78 UU(P)-96 UU(P)-95 UU(P)-94 UU(P)-404 UU(P)-455 UU(P)-419 UU(P)-446 UU(P)-62 UU(R)-448 UU(R)-427



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

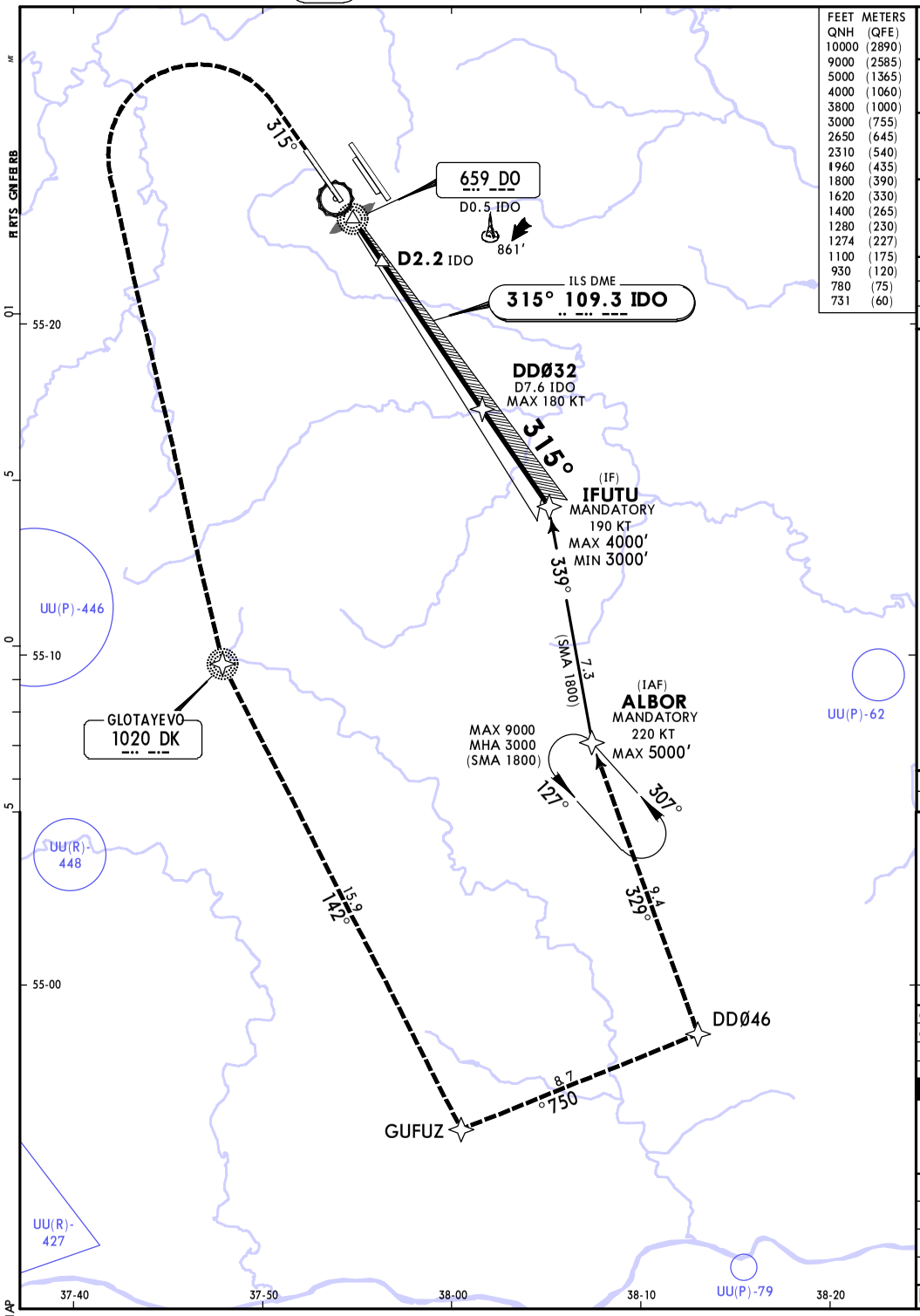
ALSF-II PAPI MIN 1100′ 135°

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 107′ DA(H) 692′ (100′)
R175m	❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(755)
2650	(645)
2310	(540)
1960	(435)
1800	(390)
1620	(330)
1400	(265)
1280	(230)
1274	(227)
1100	(175)
930	(120)
780	(75)
731	(60)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

LOC IDO	Final Apch Crs	DDØ32	DA(H)	Apt Elev 592'
109.3	315°	3000' (2469')	731' (200')	Rwy 531'

MISSED APCH: Climb on 315° (MAX 220 KT) to 1100' or above, then turn LEFT to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to ALBOR (MANDATORY 220 KT) at 5000', then to DDØ46 (MANDATORY 220 KT).

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

1. RNAV 1 for initial and missed approach. 2. ILS DME reads zero at rwy 31L thresh.

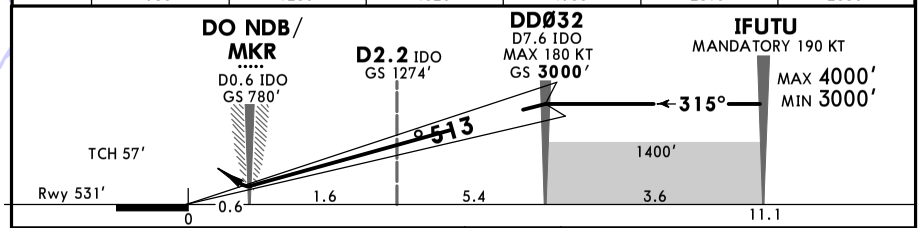
DME/DME or GNSS required.

3800

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

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

IDO DME	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	930'	1280'	1620'	1960'	2310'	2650'



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

PALS CAT I
PAPI

MIN 1100' 5.9 315°

220 KT MAX

Std STRAIGHT-IN LANDING

ILS
DA(H) 731' (200')

		ALS out
A	❶ R550m	R1200m
B		
C		
D		

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

S-NAP CHANGES: RWY designation.

MOSCOW, RUSSIA
RNP Z Rwy 13L

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 119.7

RNAV	Final Apch Crs 135°	DD07Ø 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 DDØ47 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000′ and MIN 6000′.

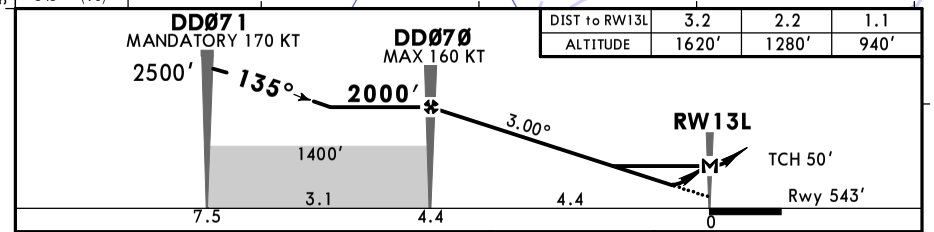
Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110 ❶ Trans alt: 10000′

RNP Apch | 1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3800	(1000)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1400	(265)
1300	(235)
1280	(225)
950	(125)
940	(120)
863	(100)
853	(95)
843	(90)



DIST to RW13L	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 RW13L						

HIALS-II
PAPI
MIN 1300′
135°

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
A: 843′ (300′)		CDFA	
DA(H) BC: 853′ (310′)		❶ DA/MDA(H) 950′ (407′)	
D: 863′ (320′)			
	ALS out		ALS out
A	R750m	R1400m	R1200m	R1500m
B				
C				R1900m
D				

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

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (32-2)

MOSCOW, RUSSIA
RNP Y Rwy 13L

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 119.7

RNAV	Final Apch Crs 135°	DD Ø7 Ø 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 DDØ47 (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: FL110❶ Trans alt: 10000′

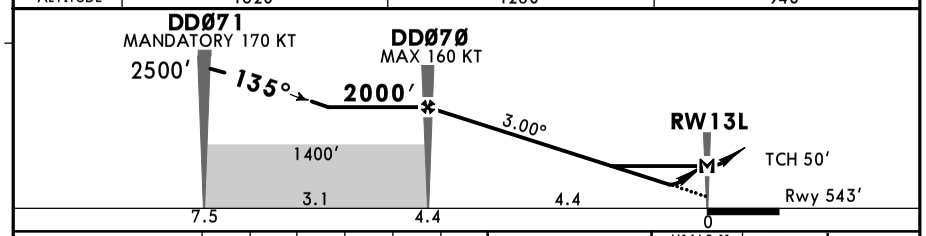
RNP Apch | 1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3800	(1000)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1400	(265)
1300	(235)
1280	(225)
950	(125)
940	(120)
863	(100)
853	(95)
843	(90)

DIST to RW13L	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 RW13L							

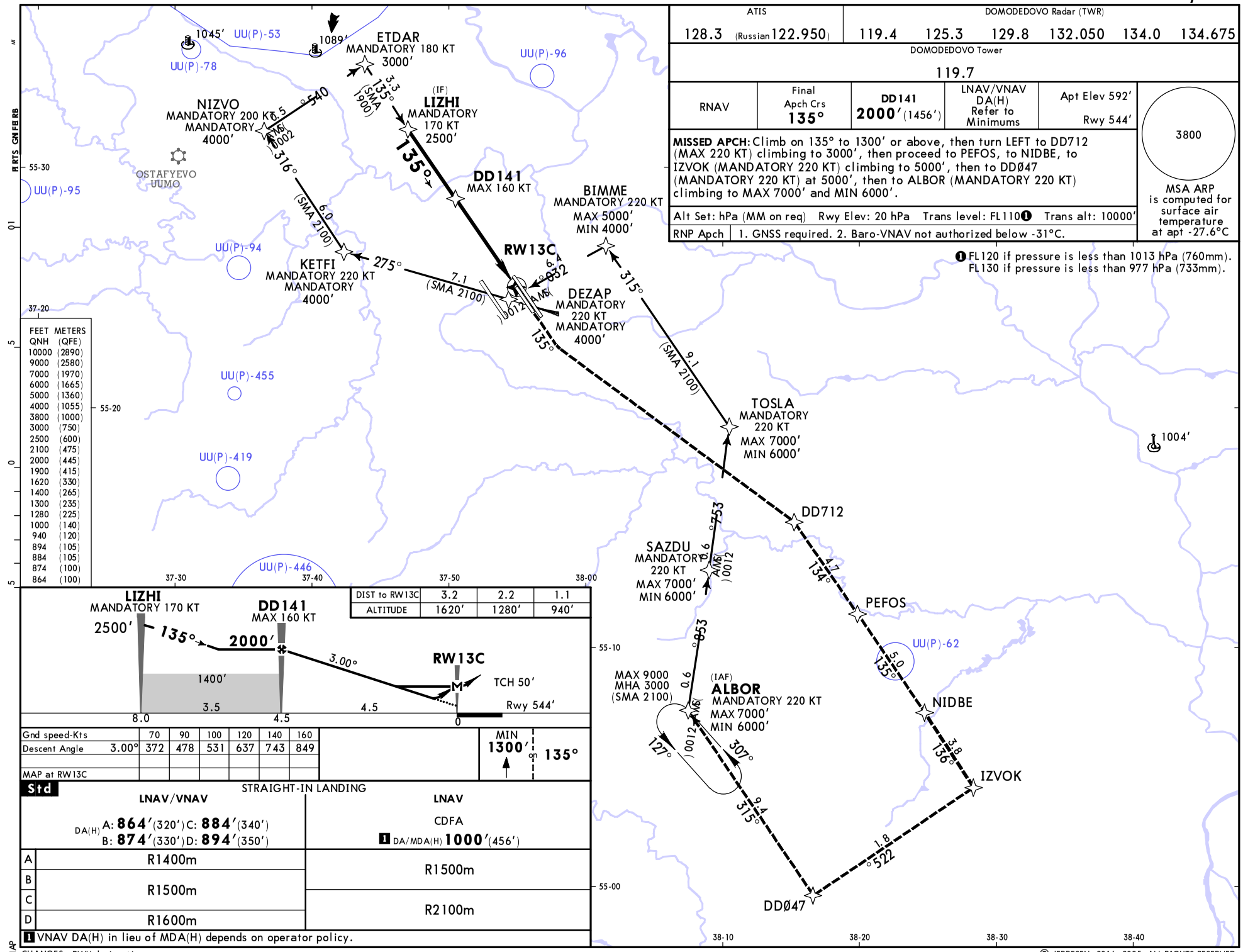
HIALS-II PAPI MIN 1300′ 135°

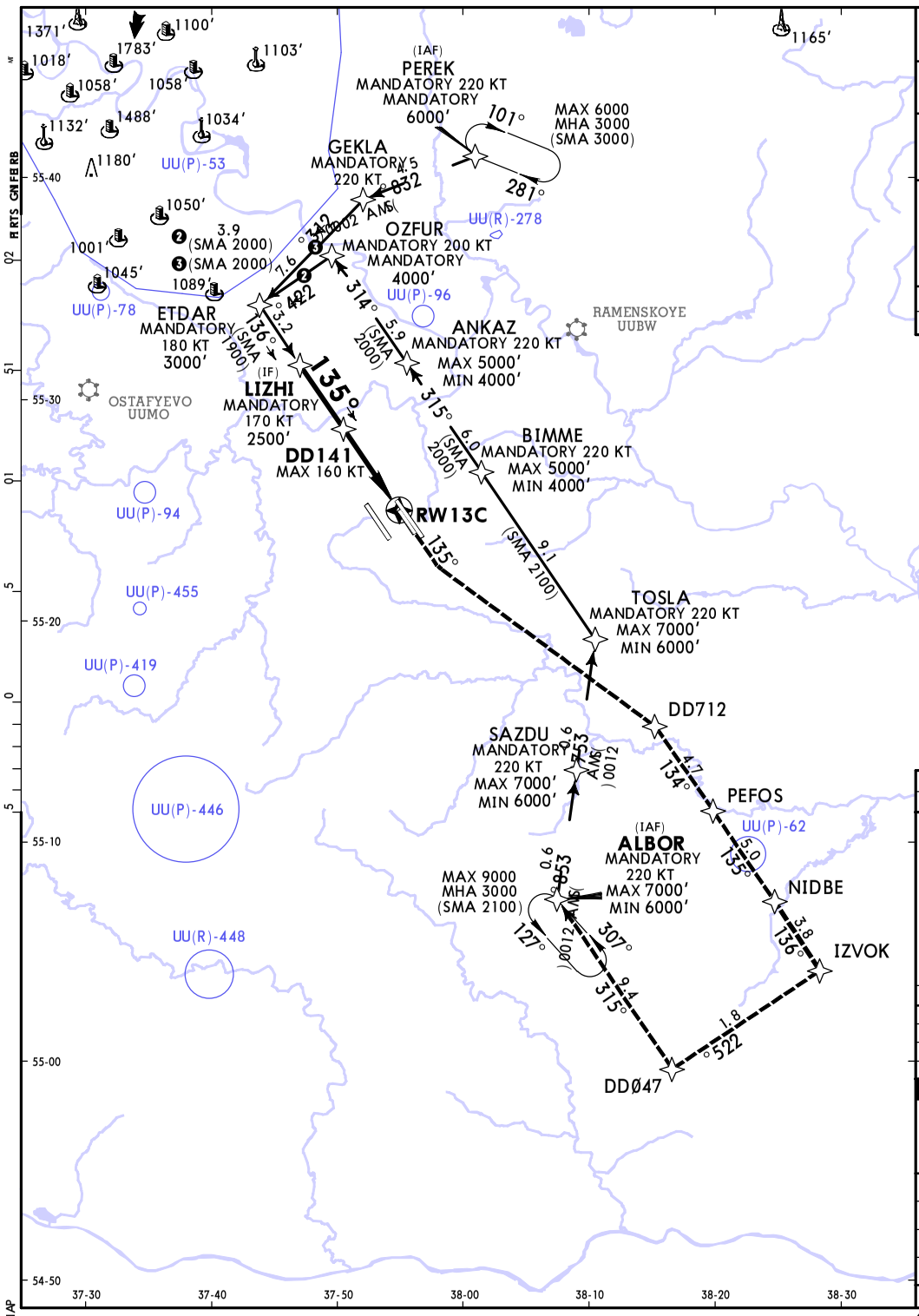
Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
A: 843′ (300′)		CDFA	
DA(H) BC: 853′ (310′)		❶ DA/MDA(H) 950′ (407′)	
D: 863′ (320′)			
ALS out			ALS out
A, B, C, D	R750m	R1400m	R1200m	R1500m / R1900m

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

CHANGES: RWY designation.





ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs 135°	DD141 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 DDØ47 (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: FL110❶ Trans alt: 10000′

RNP Apch | 1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

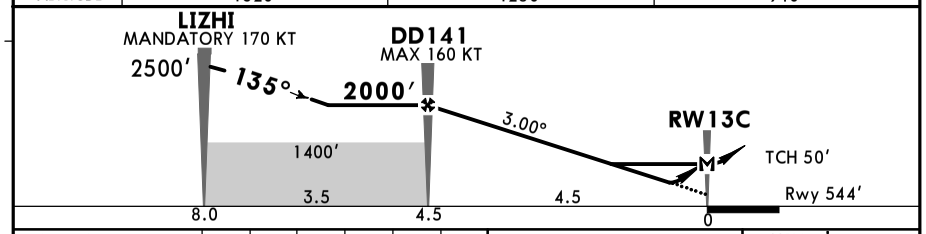
3800

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

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

FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4000	(1055)
3800	(1000)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1400	(265)
1300	(235)
1280	(225)
1000	(140)
940	(120)
894	(105)
884	(105)
874	(100)
864	(100)

DIST to RW13C	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 RW13C							

MIN 1300′ 135°

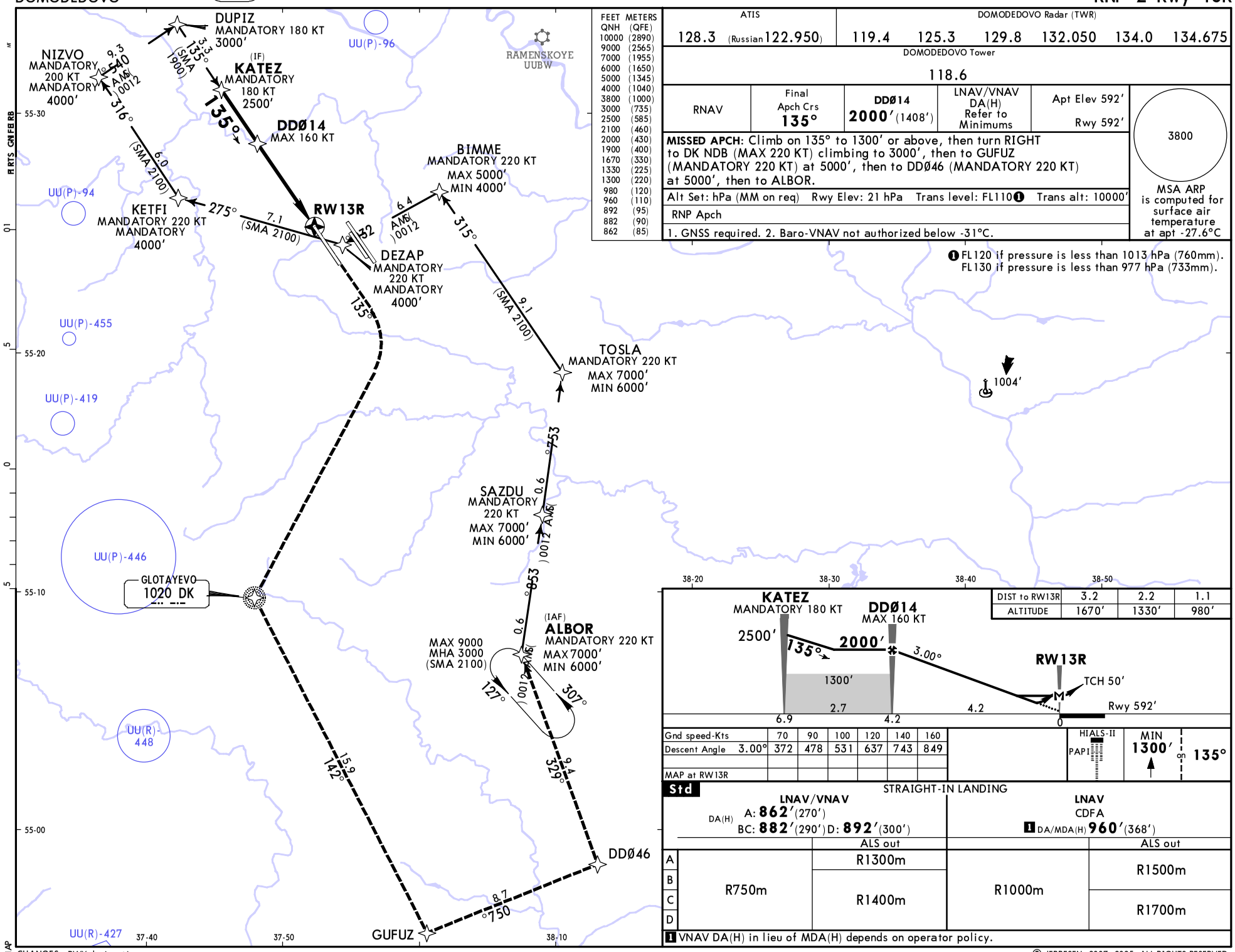
Std STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
DA(H) A: 864′ (320′) C: 884′ (340′) B: 874′ (330′) D: 894′ (350′)	CDFA ❶ DA/MDA(H) 1000′ (456′)

A	R1400m	R1500m
B	R1500m	
C		R2100m
D	R1600m	

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1330	(225)
1300	(220)
980	(120)
960	(110)
892	(95)
882	(90)
862	(85)

ATIS		DOMODEDOVO Radar (TWR)				
128.3	(Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

RNAV	Final Apch Crs 135°	DDØ14 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 to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR.

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

RNP Apch

1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800

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

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

DIST to RW13R	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 RW13R							

HIALS-II PAPI

MIN 1300′ 135°

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
DA(H)	A: 862′(270′) BC: 882′(290′) D: 892′(300′)		CDFA ❶ DA/MDA(H) 960′(368′)	
	ALS out			ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C		R1400m		R1700m
D				

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

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (32-6)

MOSCOW, RUSSIA
RNP Y Rwy 13R

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 118.6

RNAV	Final Apch Crs 135°	DDØ14 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 to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110❶ Trans alt: 10000′

RNP Apch

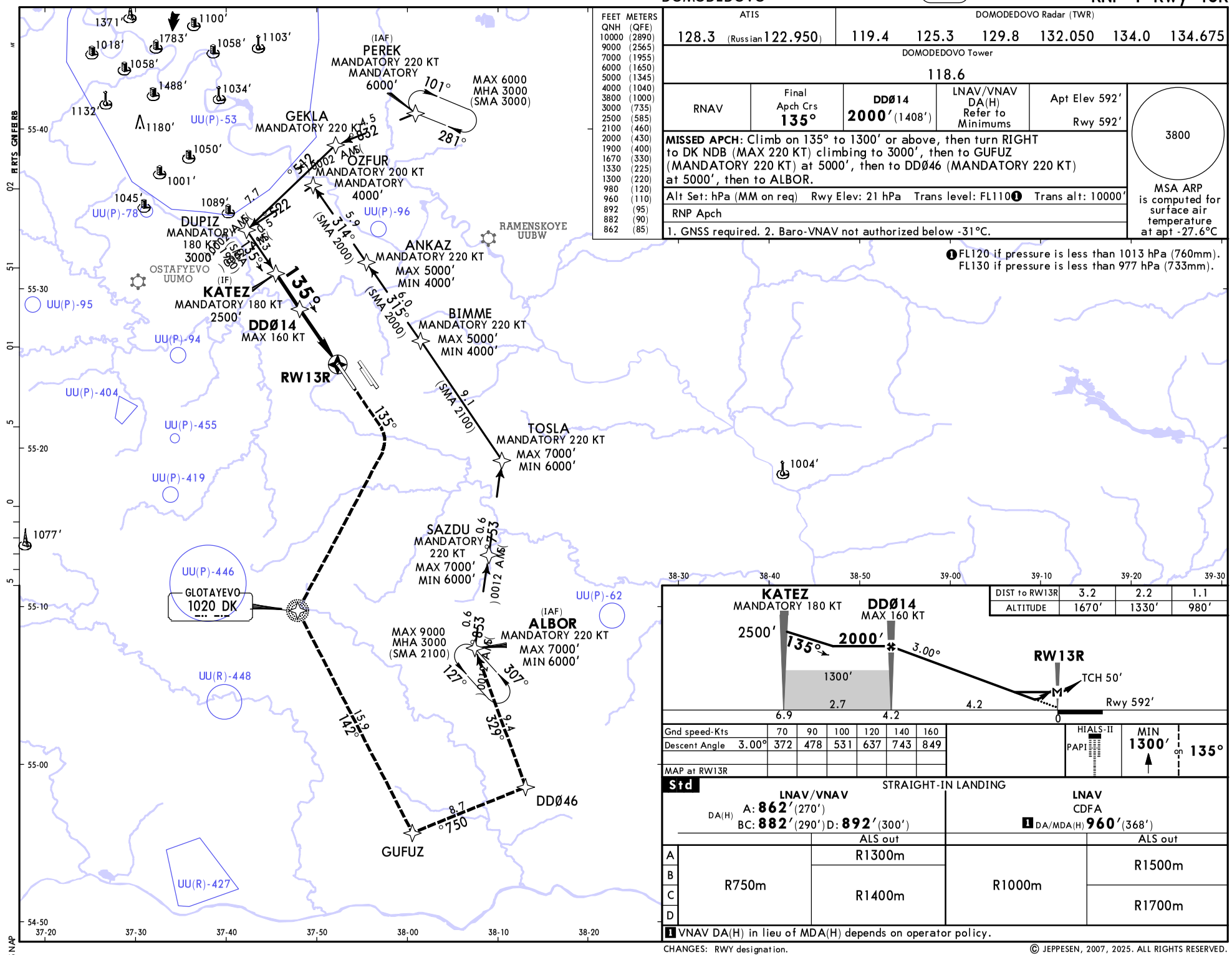
1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800

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

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

FEET	METERS (QFE)
QNH	
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1330	(225)
1300	(220)
980	(120)
960	(110)
892	(95)
882	(90)
862	(85)



DIST to RW13R	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 RW13R						

HIALS-II PAPI

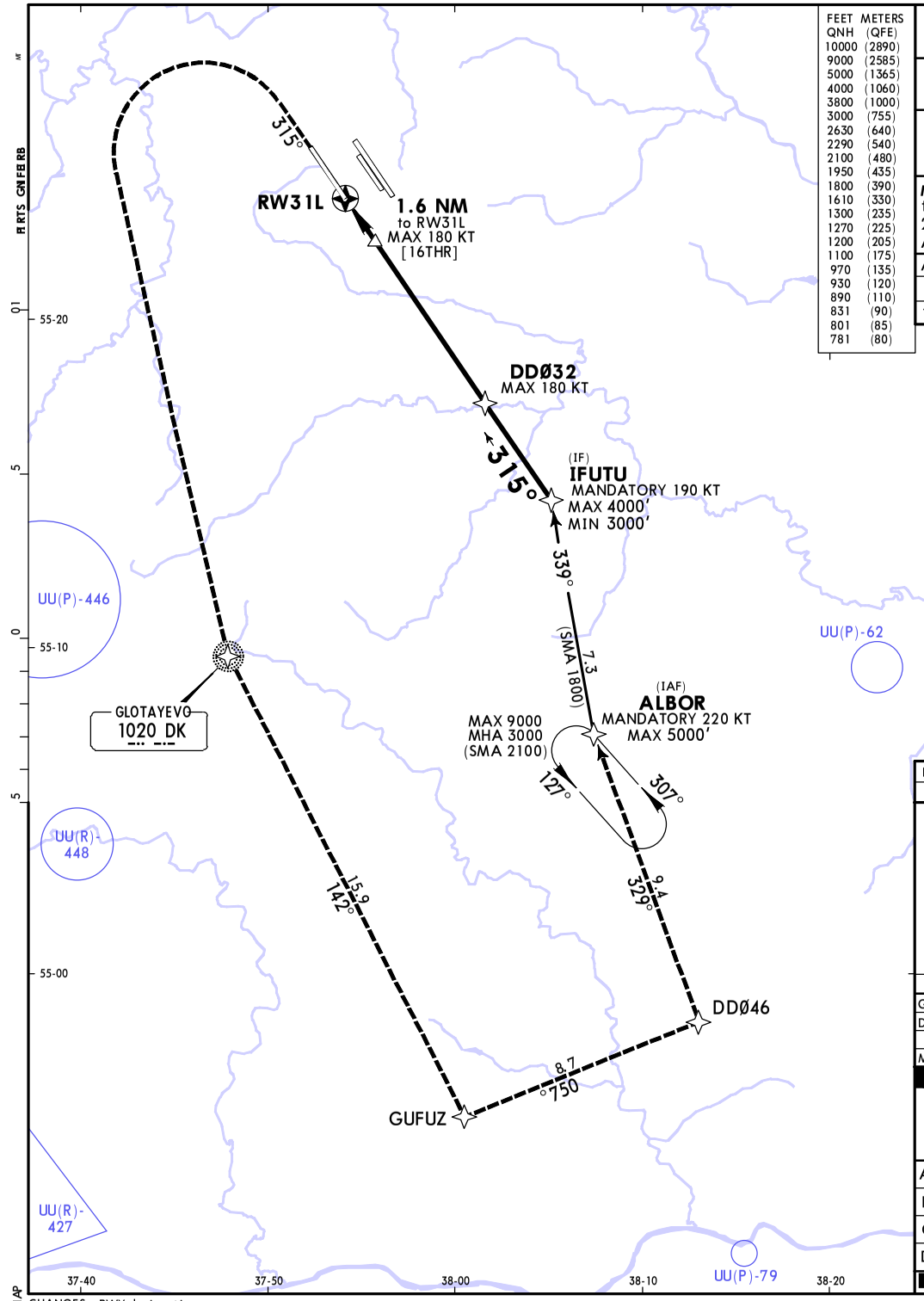
MIN 1300′ 135°

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) A: 862′(270′) BC: 862′(290′) D: 892′(300′)		LNAV CDFA ❶DA/MDA(H) 960′(368′)	
		ALS out		ALS out
A	R750m	R1300m	R1000m	R1500m
B				
C		R1400m		R1700m
D				

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(755)
2630	(640)
2290	(540)
2100	(480)
1950	(435)
1800	(390)
1610	(330)
1300	(235)
1270	(225)
1200	(205)
1100	(175)
970	(135)
930	(120)
890	(110)
831	(90)
801	(85)
781	(80)

ATIS		DOMODEDOVO Radar (TWR)				
128.3	(Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

RNAV	Final Apch Crs 315°	DDØ32 3000' (2469')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 592' Rwy 531'

MISSED APCH: Climb on 315° to 1200' or above (MAX 220 KT), then turn LEFT to DK NDB (MAX 220 KT) climbing to 3000', then to GUFUZ (MANDATORY 220 KT) at 5000', then to DDØ46 (MANDATORY 220 KT) at 5000', then to ALBOR.

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110❶ Trans alt: 10000'

RNP Apch

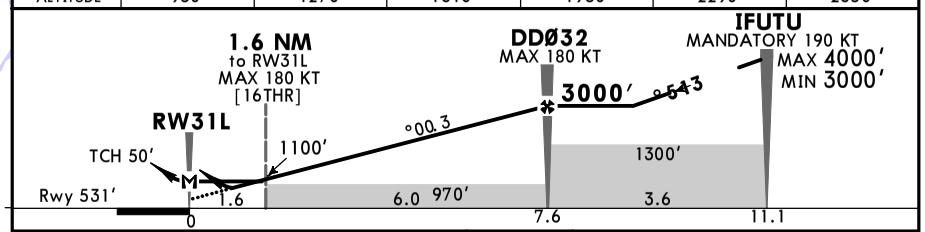
1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

1004'

DIST to RW31L	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	930'	1270'	1610'	1950'	2290'	2630'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW31L						

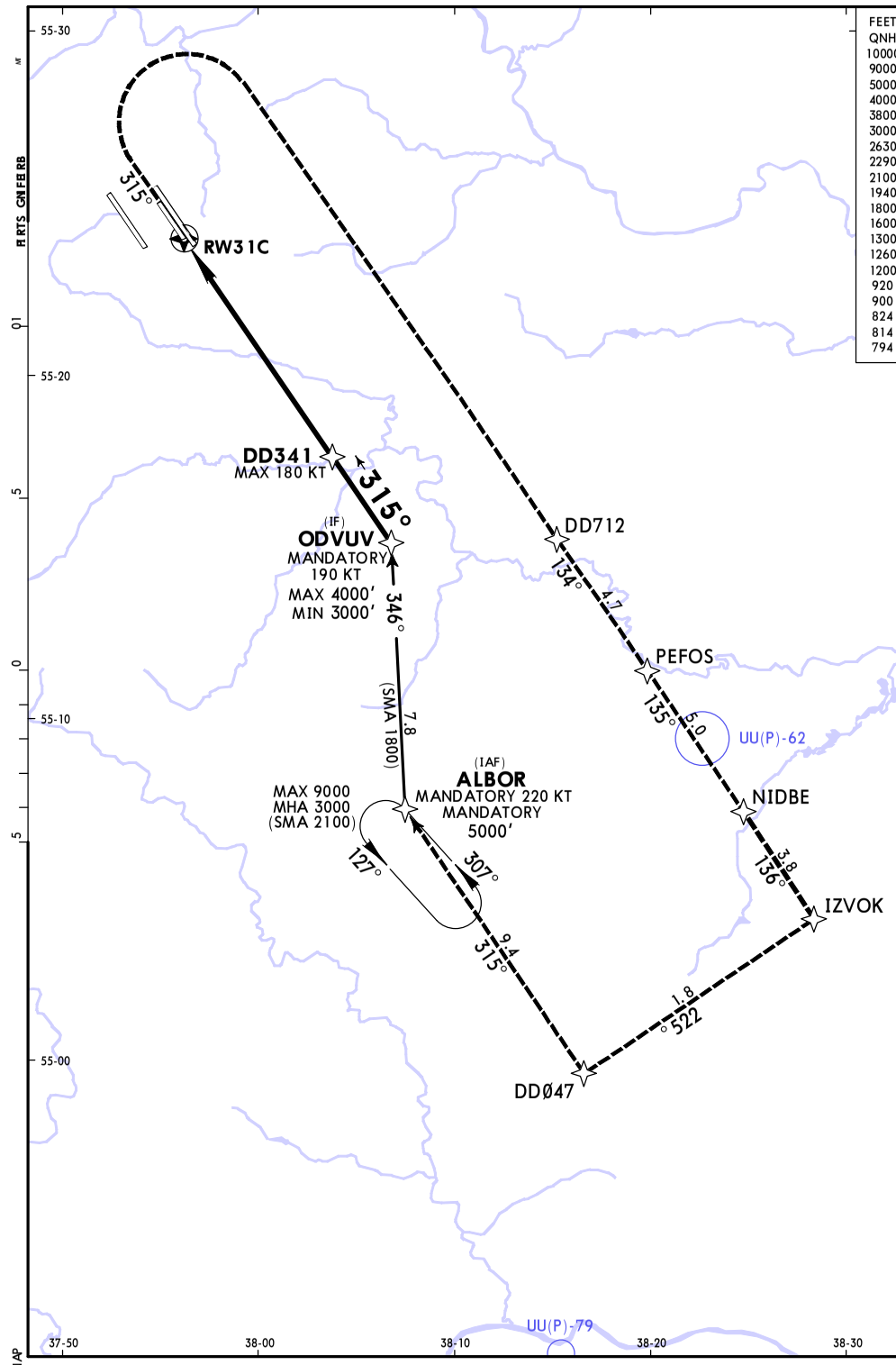
HIALS PAPI | 220 KT MAX | MIN 1200' | 315°

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H) A: 781' (250') BC: 801' (270') D: 831' (300')		CDFA ❶ DA/MDA(H) 890' (359')	
	ALS out		ALS out
A	R750m	R1300m	R900m	R1500m
B				
C				R1600m
D		R1400m		

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(755)
2630	(645)
2290	(540)
2100	(485)
1940	(435)
1800	(390)
1600	(330)
1300	(240)
1260	(225)
1200	(210)
920	(120)
900	(115)
824	(90)
814	(90)
794	(85)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs 315°	DD341 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 DDØ47 (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 ❶ Trans alt: 10000′

RNP Apch

1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

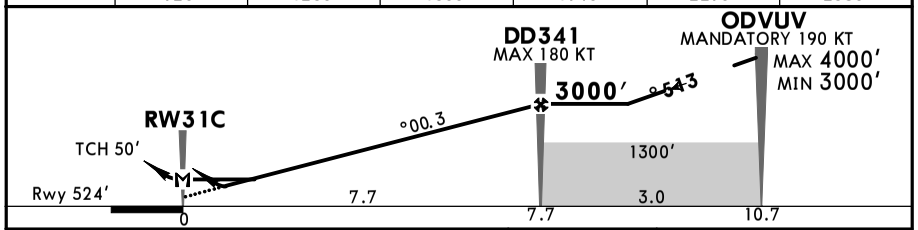
3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

1004′

38-40 38-50 39-00 39-10

DIST to RW31C	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	920′	1260′	1600′	1940′	2290′	2630′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW31C							

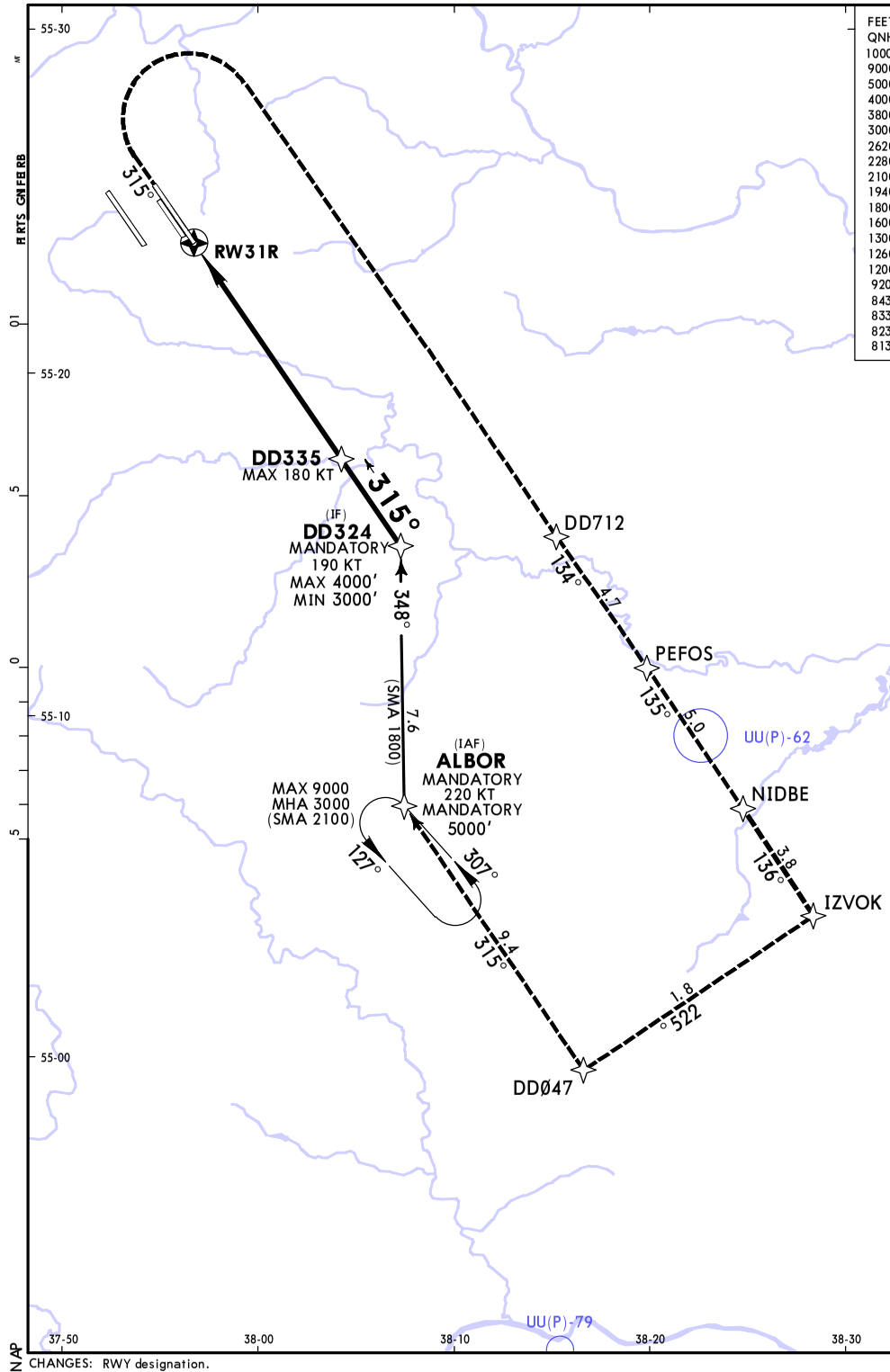
185 KT MAX | MIN 1200′ | 315°

Std STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
DA(H)	A: 794′ (270′) BC: 814′ (290′) D: 824′ (300′)	CDFA ❶ DA/MDA(H) 900′ (376′)
A	R1300m	R1500m
B		
C	R1400m	R1700m
D		

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(760)
2620	(640)
2280	(540)
2100	(485)
1940	(435)
1800	(390)
1600	(330)
1300	(240)
1260	(225)
1200	(210)
920	(120)
843	(100)
833	(95)
823	(95)
813	(90)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
119.7

RNAV	Final Apch Crs 315°	DD335 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 DDØ47 (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 ❶ Trans alt: 10000'

RNP Apch

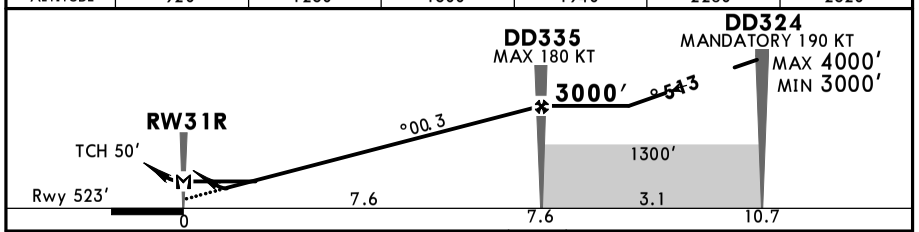
1. GNSS required. 2. Baro-VNAV not authorized below -31°C.

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

1004'

	38-40	38-50	39-00	39-10		
DIST to RW31R	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	920'	1260'	1600'	1940'	2280'	2620'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW31R							

HIALS-II PAPI | 185 KT MAX | MIN 1200' | 315°

Std STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
DA(H) A: 813'(290') C: 833'(310') B: 823'(300') D: 843'(320')	CDFA ❶ DA/MDA(H) 920'(397')

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

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

NAP CHANGES: RWY designation.

MOSCOW, RUSSIA
GLS Z Rwy 13L

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 119.7

GBAS	Final Apch Crs	DDØ7Ø	DA(H) Refer to Minimums	Apt Elev 592′ Rwy 543′
Ch 20668 G14A	135°	2000′ (1457′)		

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 DDØ47 (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 ❶ Trans alt: 10000′

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

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

FEET QNH	METERS (QFE)
10000	(2890)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3800	(1000)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1400	(265)
1280	(225)
1100	(170)
940	(120)
784	(74)
774	(71)
766	(68)
754	(65)

DIST to RW13L	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

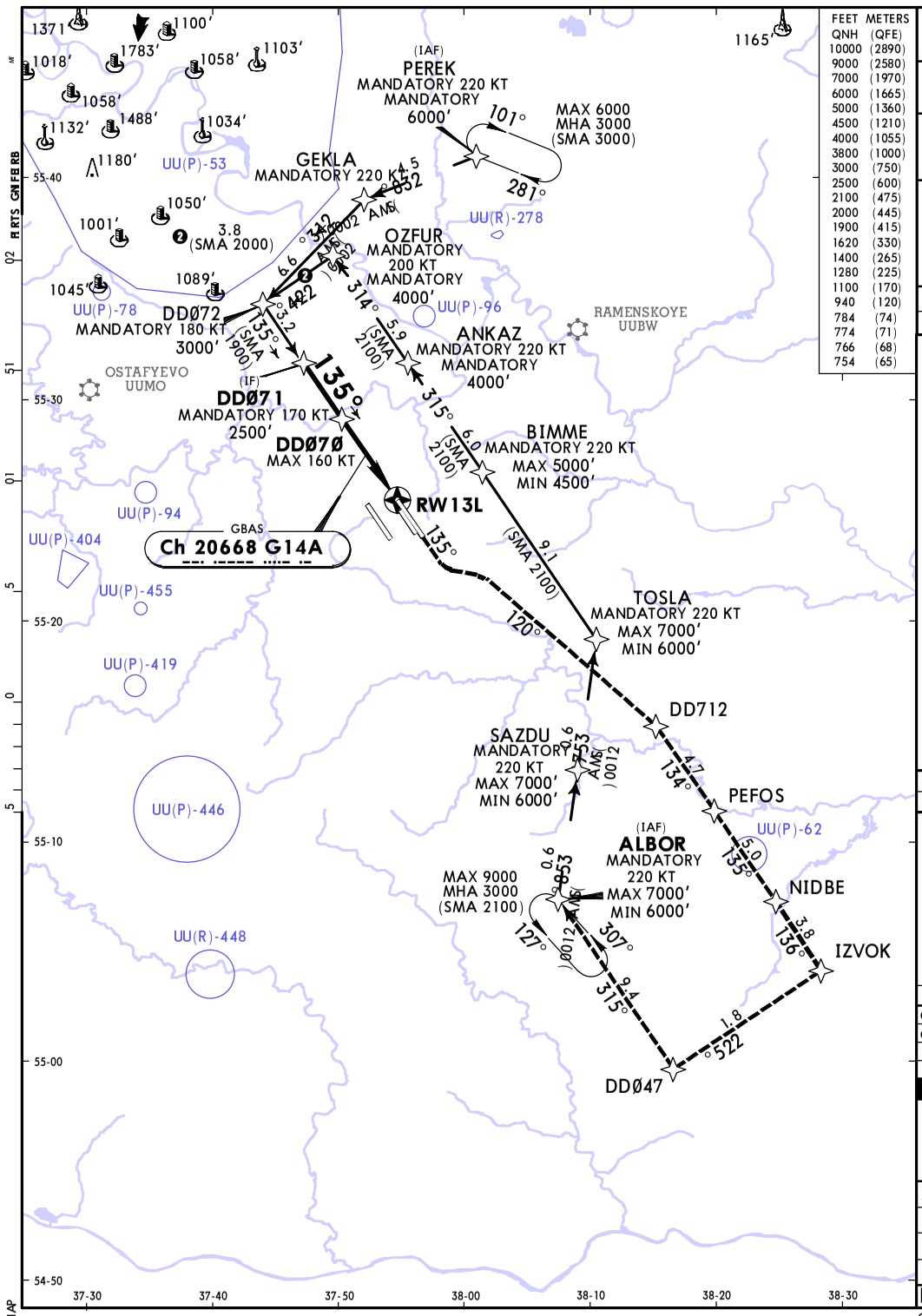
ALSF-II PAPI MIN 1100′ 135°

Std STRAIGHT-IN LANDING
GLS
DA(H) A: 754′ (211′) C: 774′ (231′)
B: 766′ (223′) D: 784′ (241′)

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

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2580)
7000	(1970)
6000	(1665)
5000	(1360)
4500	(1210)
4000	(1055)
3800	(1000)
3000	(750)
2500	(600)
2100	(475)
2000	(445)
1900	(415)
1620	(330)
1400	(265)
1280	(225)
1100	(170)
940	(120)
784	(74)
774	(71)
766	(68)
754	(65)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
119.7

GBAS	Final Apch Crs	DD070	DA(H) Refer to Minimums	Apt Elev 592′
Ch 20668 G14A	135°	2000′ (1457′)		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 DD047 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT) climbing to MAX 7000′ and MIN 6000′.

3800

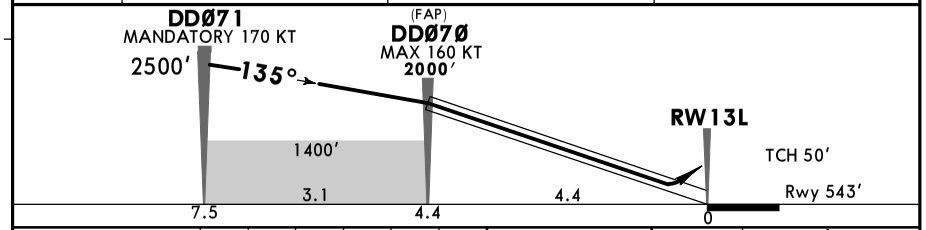
MSA ARP is computed for surface air temperature at apt -27.6°C

Alt Set: hPa (MM on req) Rwy Elev: 20 hPa Trans level: FL110❶ Trans alt: 10000′

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

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

DIST to RW13L	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

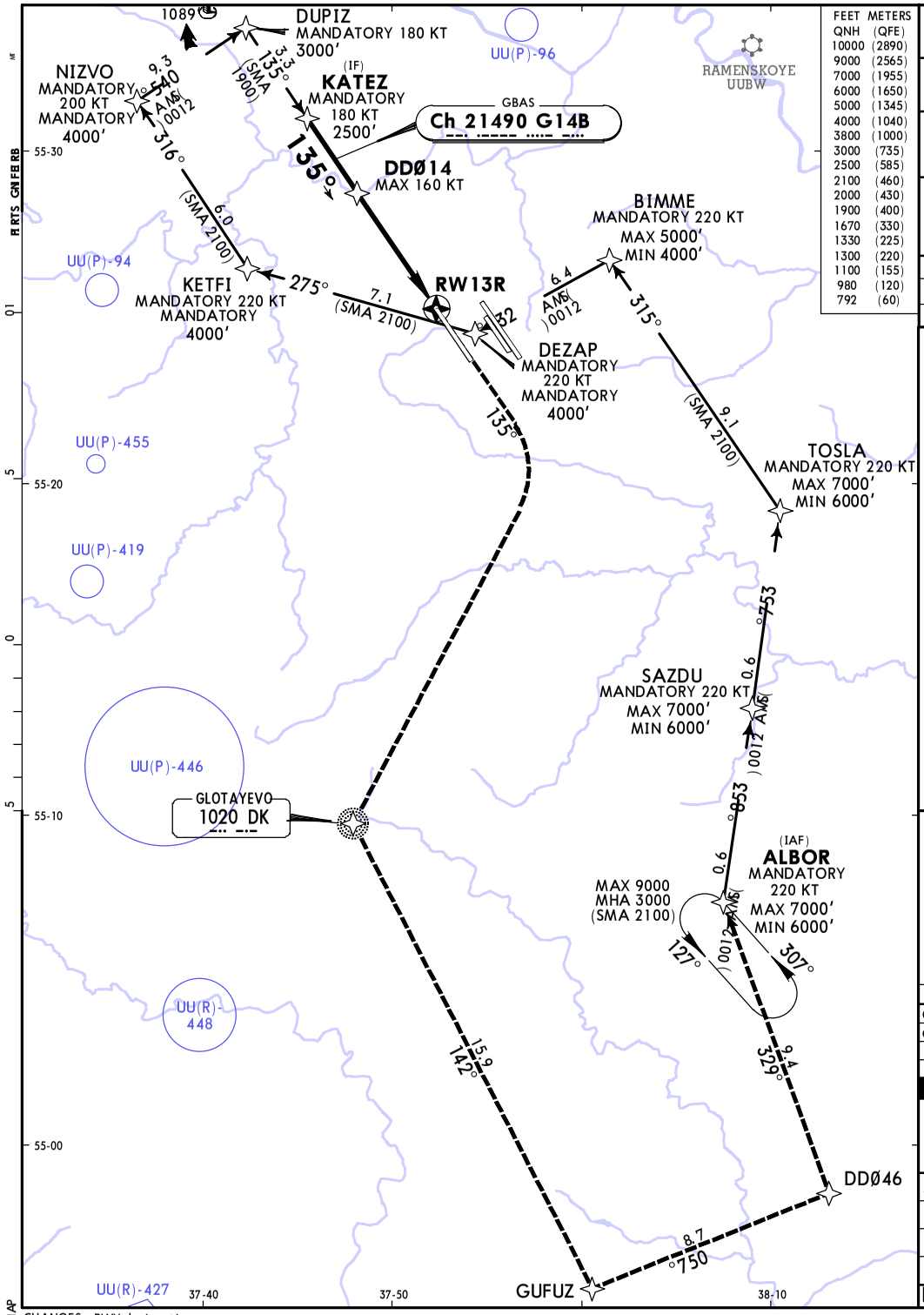
ALSF-II
PAPI
MIN 1100′
135°

Std STRAIGHT-IN LANDING
GLS
DA(H) A: 754′(211′) C: 774′(231′)
B: 766′(223′) D: 784′(241′)

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

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1330	(225)
1300	(220)
1100	(155)
980	(120)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

GBAS	Final Apch Crs	DDØ14	DA(H)	Apt Elev 592′
Ch 21490 G14B	135°	2000′ (1408′)	792′ (200′)	Rwy 592′

MISSED APCH: Climb on 135° to 1100′ or above, then turn RIGHT to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

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

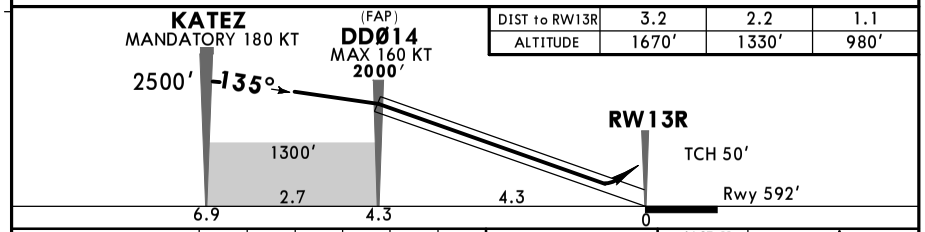
RNAV 1 for initial, intermediate and missed approach.

GNSS or DME/DME required.

3800

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

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



DIST to RW13R	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

ALSF-II
PAPI

MIN 1100′ 135°

Std STRAIGHT-IN LANDING

GLS
DA(H) 792′ (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

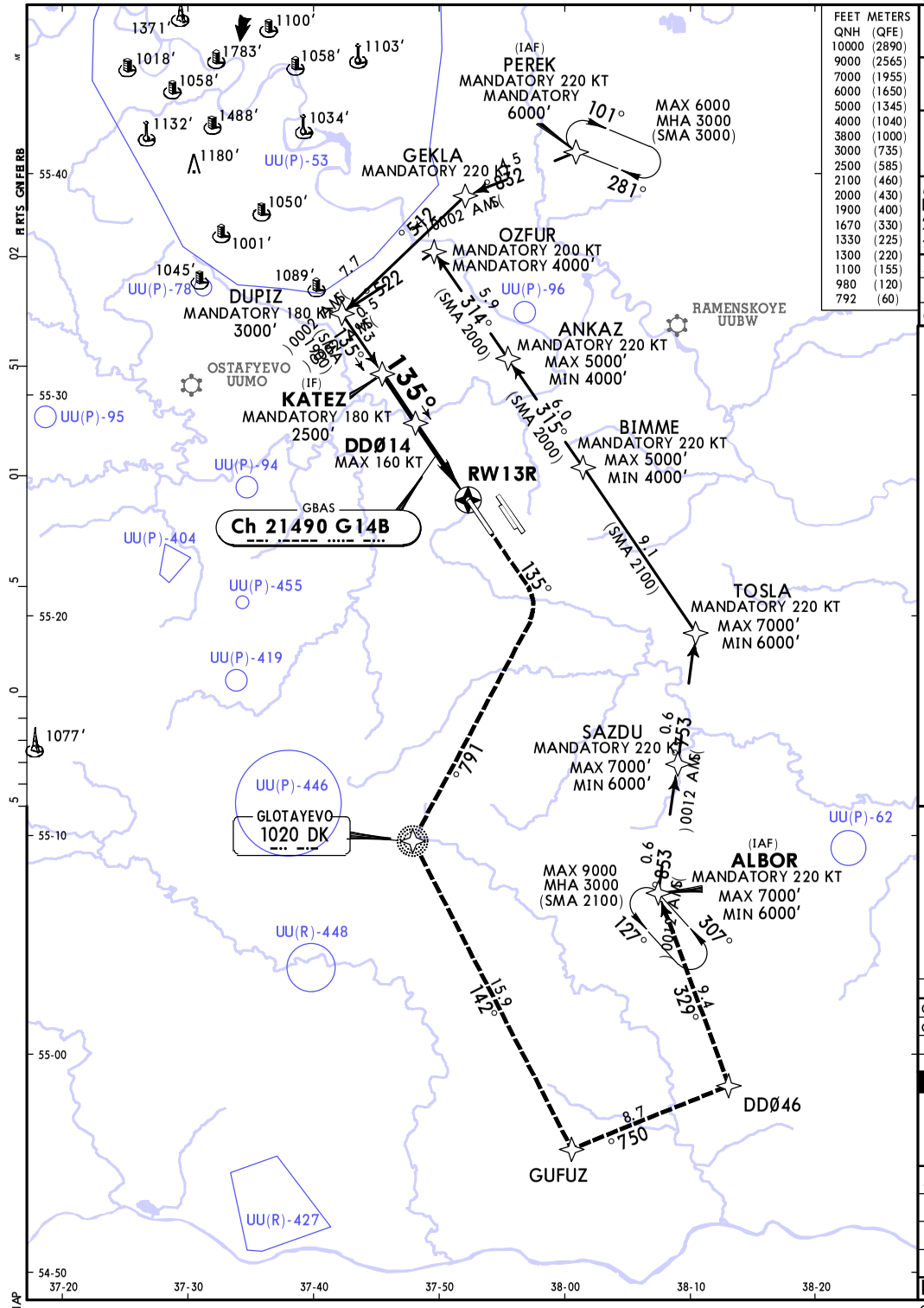
❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (32-43)

MOSCOW, RUSSIA
GLS Y Rwy 13R



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1900	(400)
1670	(330)
1330	(225)
1300	(220)
1100	(155)
980	(120)
792	(60)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

GBAS	Final Apch Crs	DDØ14	DA(H)	Apt Elev 592′
Ch 21490 G14B	135°	2000′ (1408′)	792′ (200′)	Rwy 592′

MISSED APCH: Climb on 135° to 1100′ or above, then turn RIGHT to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL110❶ Trans alt: 10000′

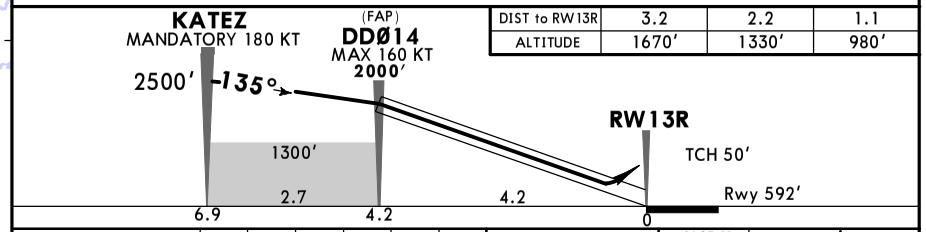
RNAV 1 for initial, intermediate and missed approach.

GNSS or DME/DME required.

3800

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

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



DIST to RW13R	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

ALSF-II
PAPI
MIN 1100′
135°

Std STRAIGHT-IN LANDING

GLS
DA(H) 792′ (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: RWY designation.

MOSCOW, RUSSIA
GLS Rwy 31L

FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(755)
2650	(645)
2310	(540)
2100	(480)
1960	(435)
1800	(390)
1620	(330)
1400	(265)
1280	(230)
1100	(175)
930	(120)
731	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower 118.6

GBAS	Final Apch Crs	DDØ32	DA(H)	Apt Elev 592′
CH 21901 G32B	315°	3000′ (2469′)	731′ (200′)	Rwy 531′

MISSED APCH: Climb on 315° (MAX 220 KT) to 1100′ or above, then turn LEFT to DK NDB (MAX 220 KT) climbing to 3000′, then to GUFUZ (MANDATORY 220 KT) at 5000′, then to DDØ46 (MANDATORY 220 KT) at 5000′, then to ALBOR (MANDATORY 220 KT).

Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110❶ Trans alt: 10000′

RNAV 1 for initial, intermediate and missed approach.

GNSS or DME/DME required.

3800

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

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

1004′

RW31L

GBAS Ch 21901 G32B

DDØ32
MAX 180 KT

315°

(IF)
IFUTU
MANDATORY
190 KT
MAX 4000′
MIN 3000′

339°

(SMA 1800)

7.3

(IAF)
ALBOR
MANDATORY 220 KT
MAX 5000′

MAX 9000
MHA 3000
(SMA 2100)

127°

307°

9.4

329°

DDØ46

8.7

750°

GUFUZ

15.9

142°

GLOTAYEVO
1020 DK

UU(P)-446

UU(R)-448

UU(R)-427

UU(P)-62

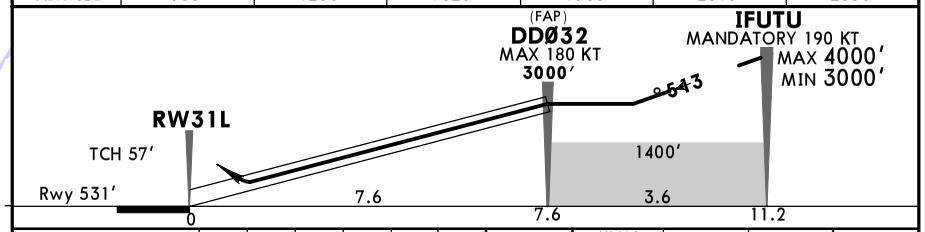
UU(P)-79

55-20
55-10
55-00

37-40 37-50 38-00 38-10 38-20

38-30 38-40 38-50 39-00

DIST to RW31L	1.1	2.2	3.2	4.3	5.4	6.4
ALTITUDE	930′	1280′	1620′	1960′	2310′	2650′



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′ 3.0°

315°

Std STRAIGHT-IN LANDING

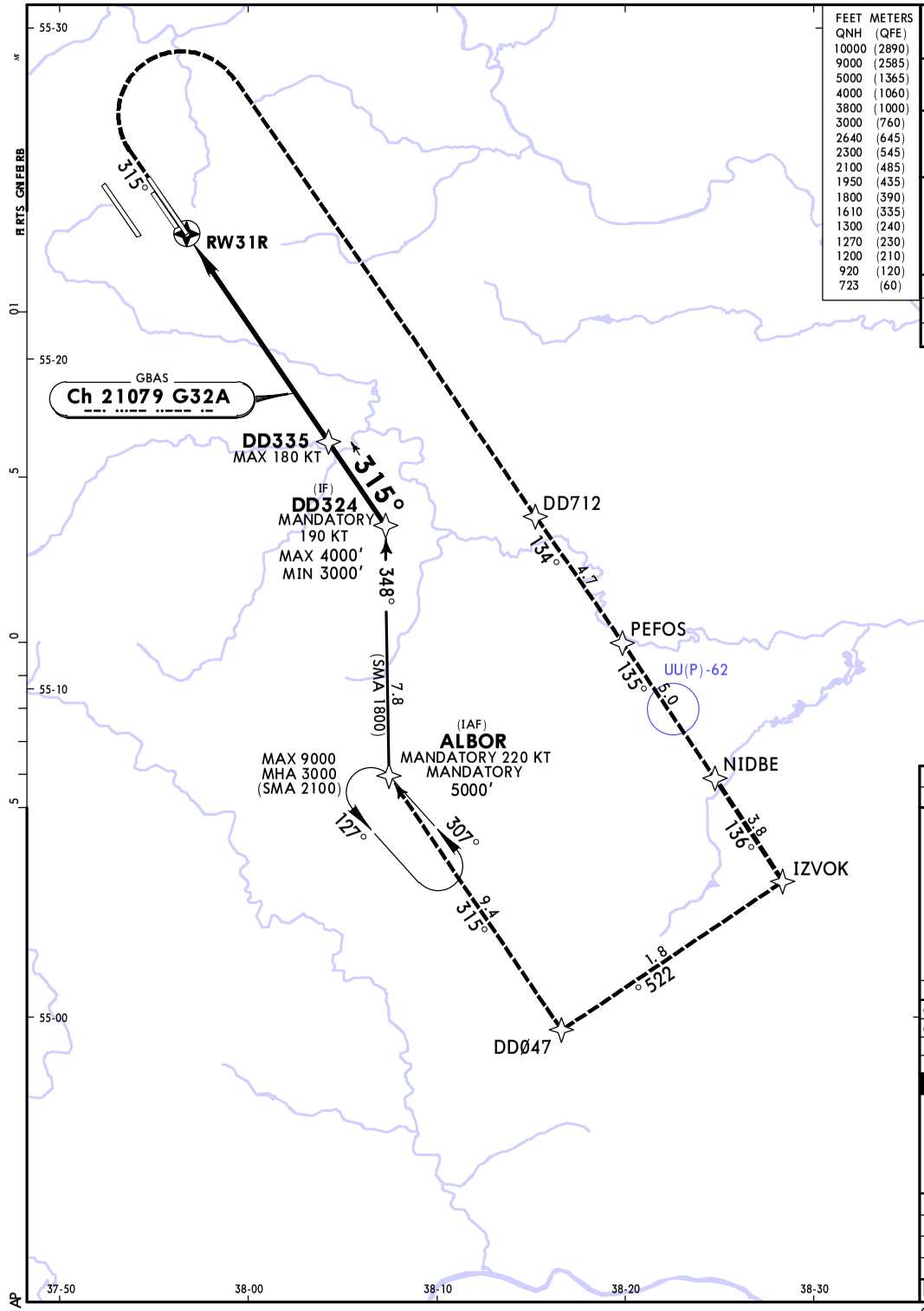
GLS

DA(H) 731′ (200′)

	ALS out	
A	❶ R550m	R1200m
B		
C		
D		

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(760)
2640	(645)
2300	(545)
2100	(485)
1950	(435)
1800	(390)
1610	(335)
1300	(240)
1270	(230)
1200	(210)
920	(120)
723	(60)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
119.7

GBAS	Final Apch Crs	DD335	DA(H)	Apt Elev 592′
CH 21079 G32A	315°	3000′ (2477′)	723′ (200′)	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 DDØ47 (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 ❶ Trans alt: 10000′

RNAV 1 for initial, intermediate and missed approach.

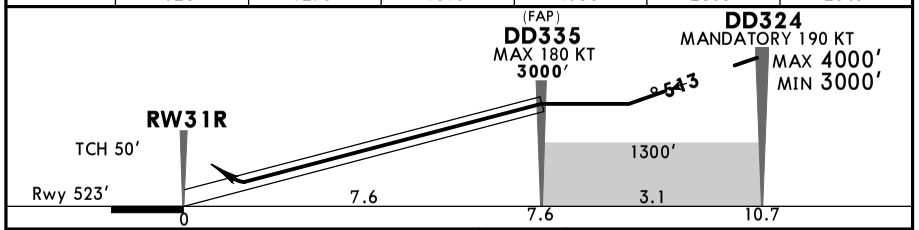
GNSS or DME/DME required.

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

1004′

38-40	38-50	39-00	39-10		
DIST to RW31R	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′

315°

Std STRAIGHT-IN LANDING

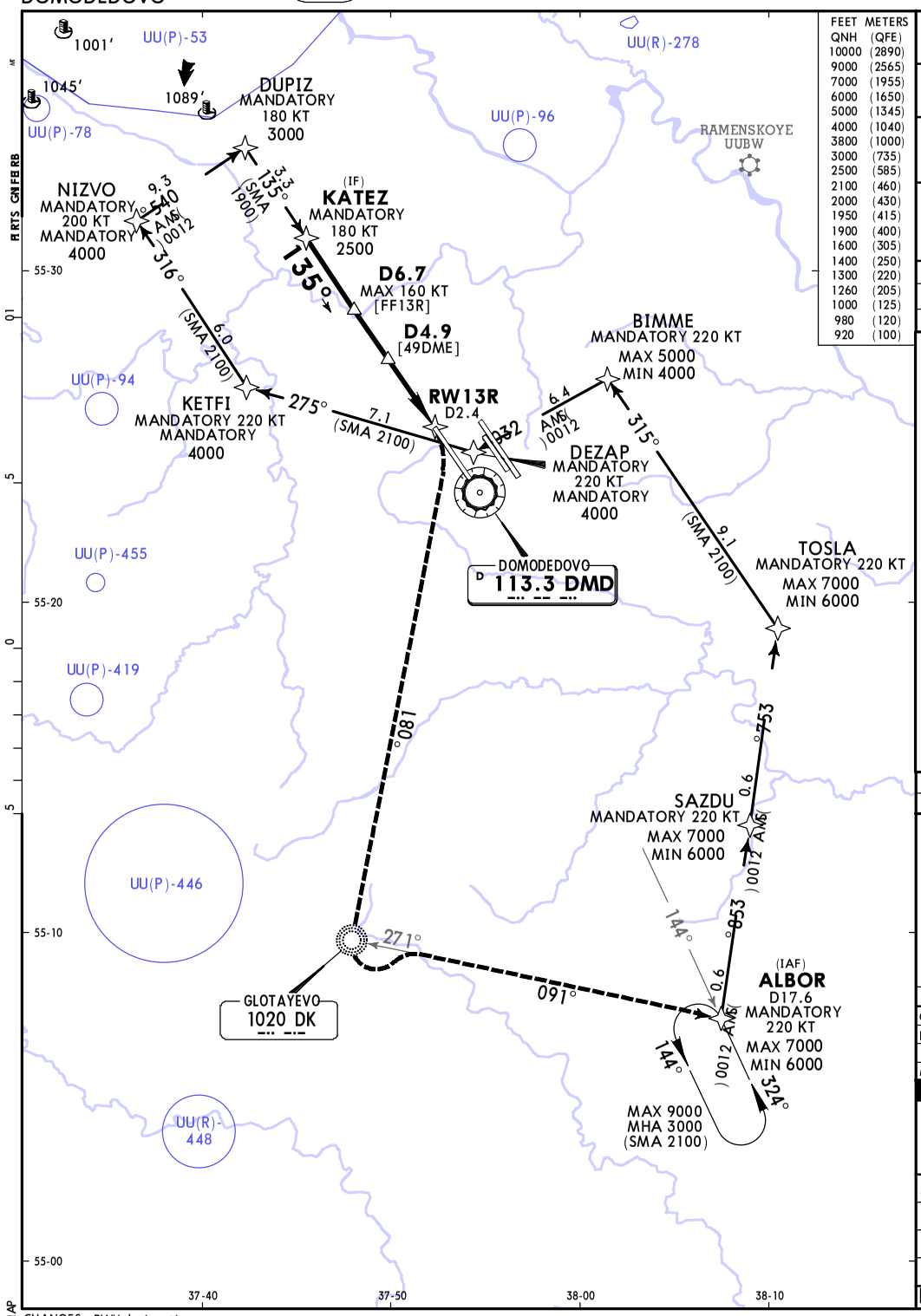
GLS

DA(H) 723′ (200′)

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m	R1200m

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(415)
1900	(400)
1600	(305)
1400	(250)
1300	(220)
1260	(205)
1000	(125)
980	(120)
920	(100)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

VOR DMD 113.3	Final Apch Crs 135°	D6.7 2000′ (1408′)	DA/MDA(H) (CONDITIONAL) 980′ (388′)	Apt Elev 592′ Rwy 592′

MISSED APCH: At RW13R (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: FL110❶ Trans alt: 10000′

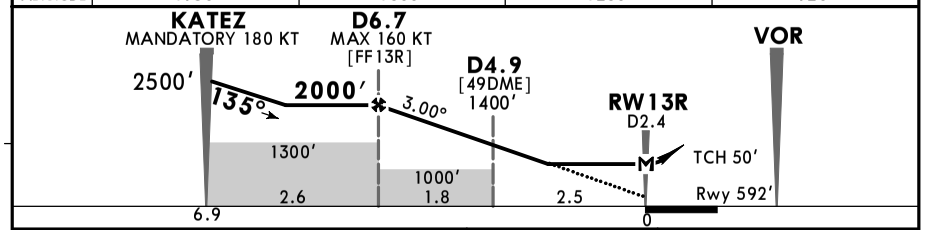
RNAV 1 for initial and intermediate approach.

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

3800
MSA ARP is computed for surface air temperature at apt -27.6°C

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

DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950′	1600′	1260′	920′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW13R/D2.4						

HIALS-II
PAPI
180° RT
DK 1020

Std STRAIGHT-IN LANDING

	with D4.9 CDFA ❶ DA/MDA(H) 980′ (388′)		w/o D4.9 CDFA ❶ DA/MDA(H) 1000′ (408′)	
		ALS out		ALS out
A	R1100m	R1500m	R1200m	R1500m
B				
C		R1800m		R1900m
D				

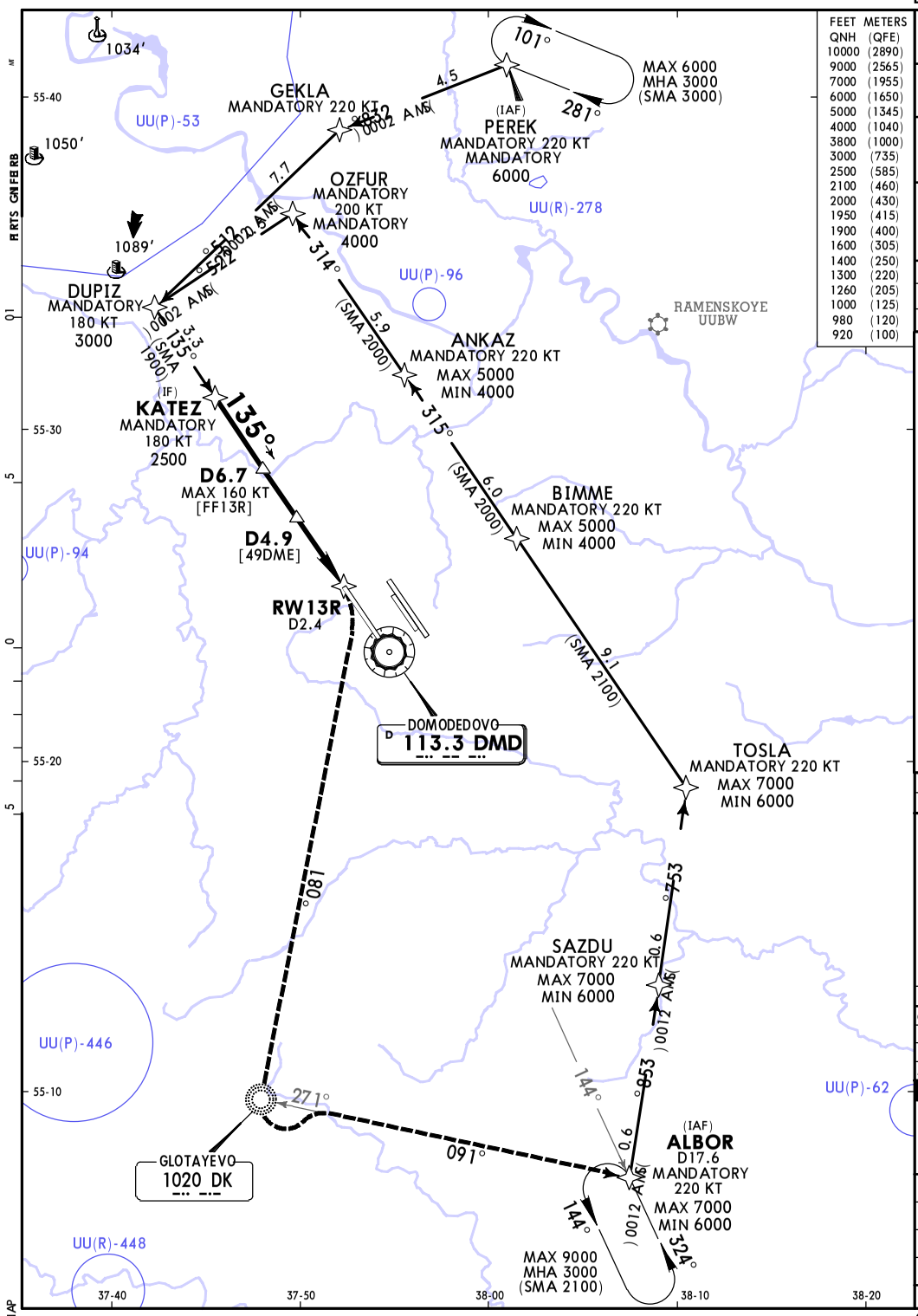
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: RWY designations.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (33-2)

MOSCOW, RUSSIA
VOR Y Rwy 13R



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(415)
1900	(400)
1600	(305)
1400	(250)
1300	(220)
1260	(205)
1000	(125)
980	(120)
920	(100)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

VOR DMD 113.3	Final Apch Crs 135°	D6.7 2000′ (1408′)	DA/MDA(H) (CONDITIONAL) 980′ (388′)	Apt Elev 592′ Rwy 592′

MISSED APCH: At RW13R (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 ❶ Trans alt: 10000′

RNAV 1 for initial and intermediate approach.

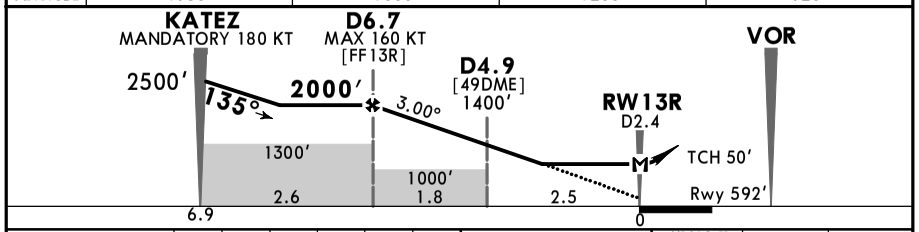
1. GNSS or DME/DME required. 2. DME required.

3800

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

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

DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950′	1600′	1260′	920′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW13R/D2.4						

HIALS-II
PAPI
180° RT
DK 1020

Std STRAIGHT-IN LANDING

	with D4.9 CDFA		w/o D4.9 CDFA	
	❶ DA/MDA(H) 980′ (388′)		❶ DA/MDA(H) 1000′ (408′)	
		ALS out		ALS out
A	R1100m	R1500m	R1200m	R1500m
B				
C		R1800m		R1900m
D				

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

CHANGES: RWY designations.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (33-3)

MOSCOW, ~~RUSSIA~~
VOR Rwy 31L

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower
128.3 (Russian 122.950)	119.4 125.3 129.8 132.050 134.0 134.675	118.6

BRIEFING STRIP ™

VOR DMD	Final Apch Crs	D7.1	DA/MDA(H) (CONDITIONAL)	Apt Elev 592′
113.3	315°	3000′ (2469′)	880′ (349′)	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 ❶ Trans alt: 10000′

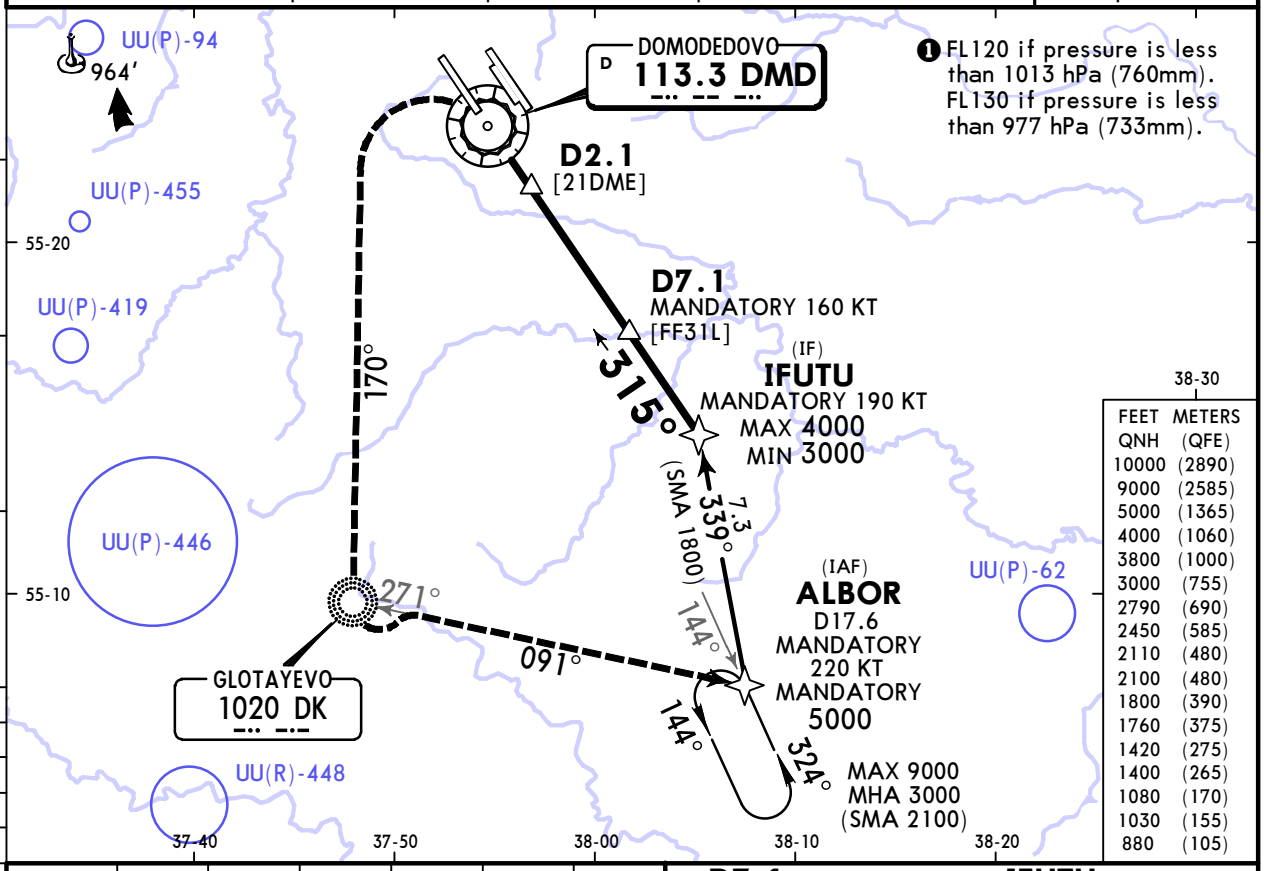
RNAV 1 for initial and intermediate approach.

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

3800

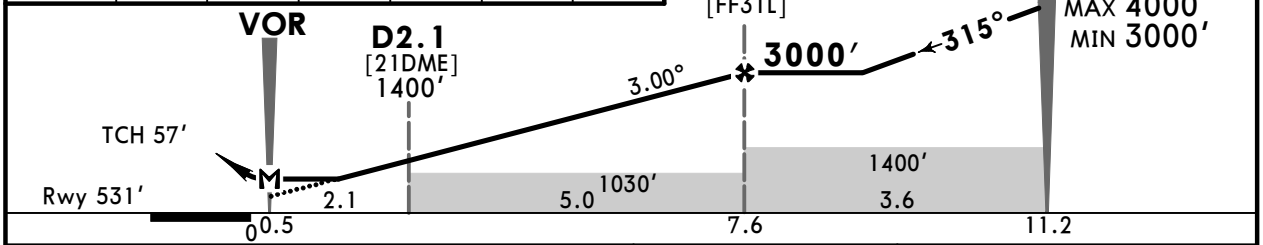
MSA ARP is computed for surface air temperature at apt -27.6°C

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



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2585)
5000	(1365)
4000	(1060)
3800	(1000)
3000	(755)
2790	(690)
2450	(585)
2110	(480)
2100	(480)
1800	(390)
1760	(375)
1420	(275)
1400	(265)
1080	(170)
1030	(155)
880	(105)

DMD DME	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	1080′	1420′	1760′	2110′	2450′	2790′



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

PANS OPS

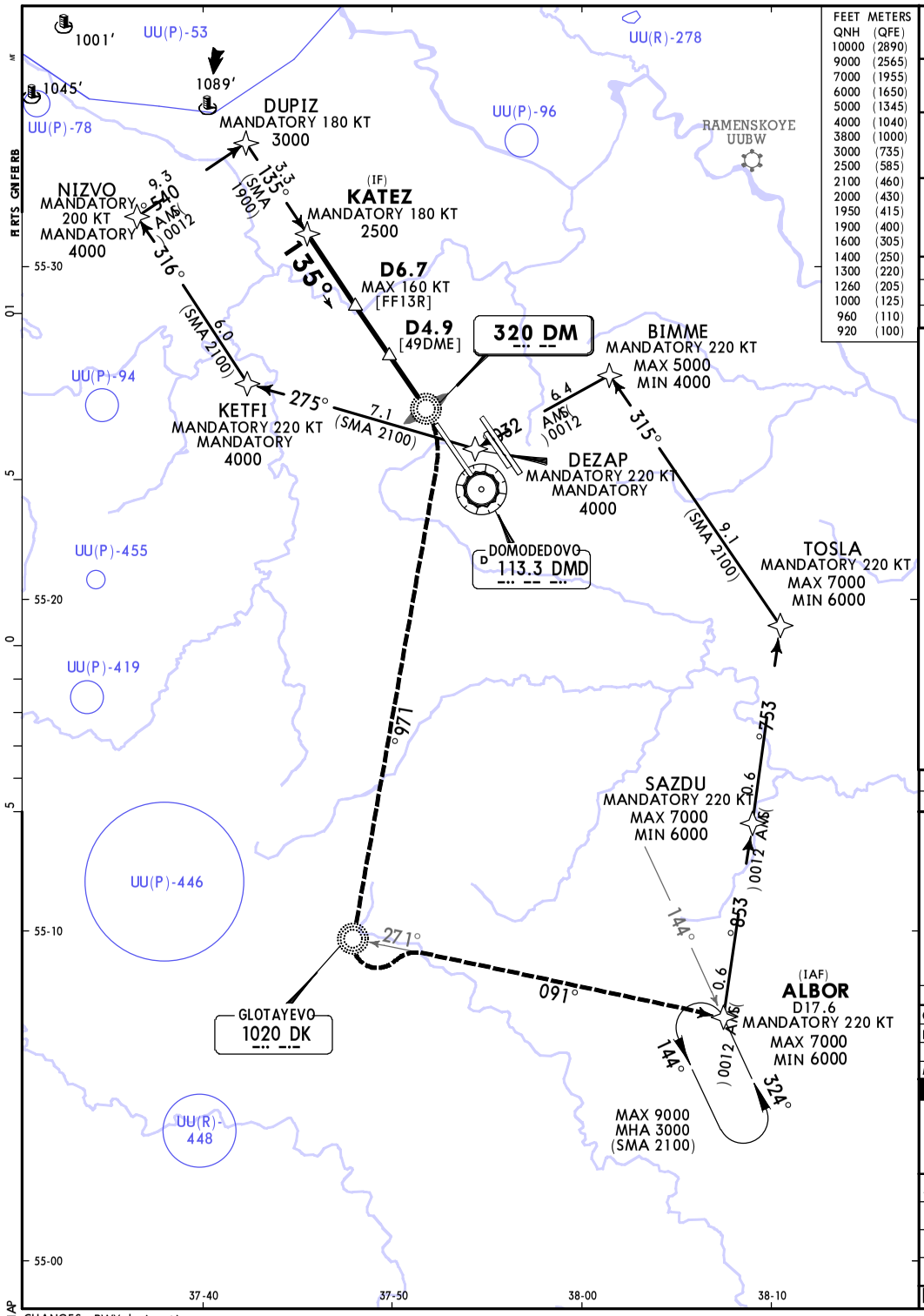
Std STRAIGHT-IN LANDING

with D2.1 CDFA	w/o D2.1 CDFA
❶ DA/MDA(H) 880′ (349′)	❶ DA/MDA(H) 1030′ (499′)

	with D2.1 CDFA		w/o D2.1 CDFA	
		ALS out		ALS out
A	R900m	R1500m	R1500m	R1500m
B				
C		R1600m		R2300m
D				

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

CHANGES: RWY designations.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(415)
1900	(400)
1600	(305)
1400	(250)
1300	(220)
1260	(205)
1000	(125)
960	(110)
920	(100)

ATIS	DOMODEDOVO Radar (TWR)					
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

NDB DM	Final Apch Crs	D6.7	DA/MDA(H) (CONDITIONAL)	Apt Elev 592′
320	135°	2000′ (1408′)	960′ (368′)	Rwy 592′

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: FL110❶ Trans alt: 10000′

RNAV 1 for initial and intermediate approach.

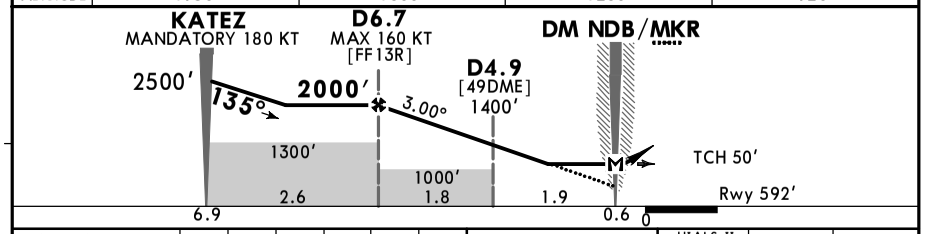
1. GNSS or DME/DME required. 2. DME required.

3800

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

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

DMD DME	6.5	5.4	4.3	3.2
ALTITUDE	1950′	1600′	1260′	920′



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

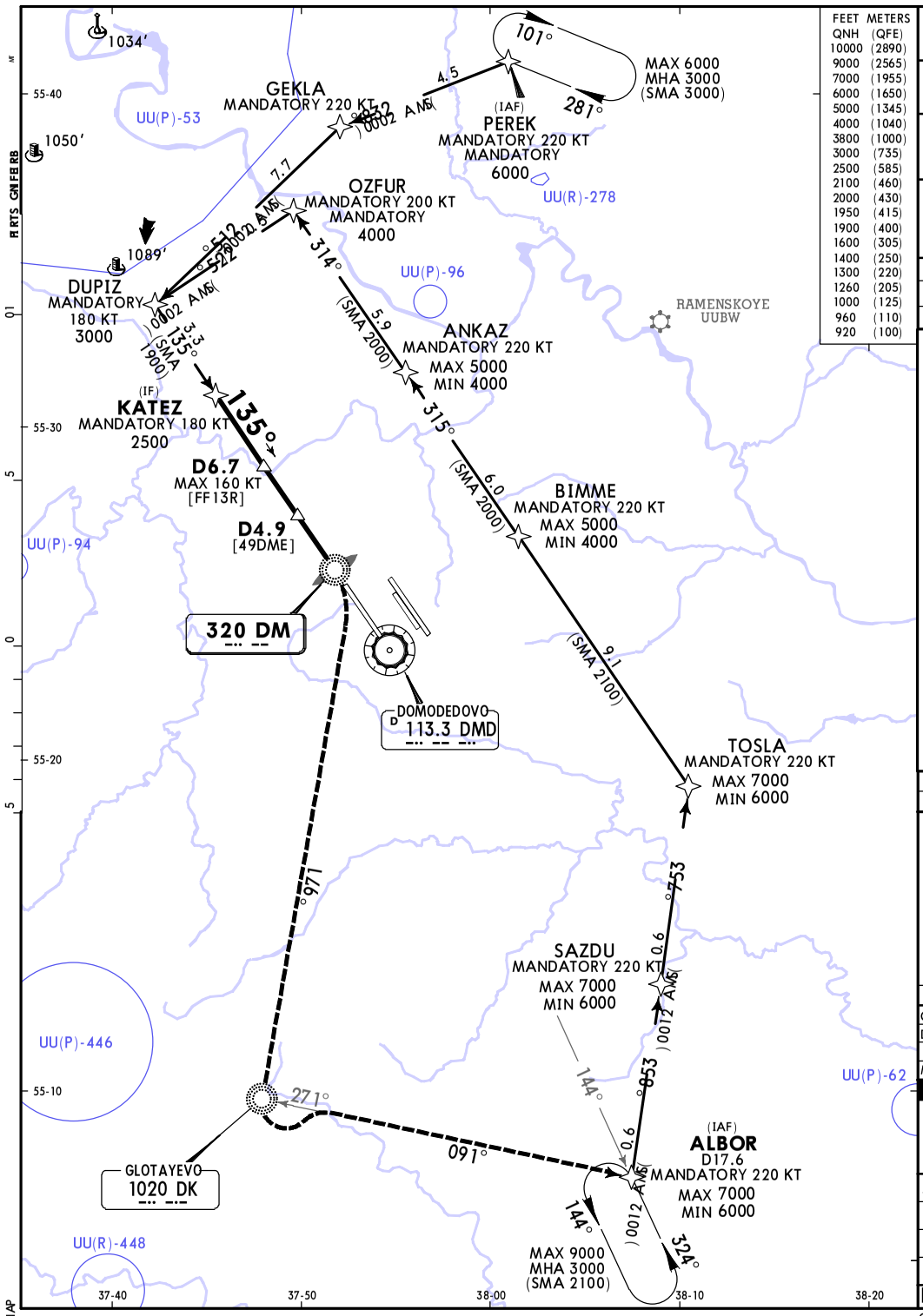
HIALS-II
PAPI
179° RT
DK 1020

Std STRAIGHT-IN LANDING

	with D4.9 CDFA ❶ DA/MDA(H) 960′ (368′)		w/o D4.9 CDFA ❶ DA/MDA(H) 1000′ (408′)	
		ALS out		ALS out
A	R1000m	R1500m	R1200m	R1500m
B				
C		R1700m		R1900m
D				

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

CHANGES: RWY designation.



FEET	METERS
QNH	(QFE)
10000	(2890)
9000	(2565)
7000	(1955)
6000	(1650)
5000	(1345)
4000	(1040)
3800	(1000)
3000	(735)
2500	(585)
2100	(460)
2000	(430)
1950	(415)
1900	(400)
1600	(305)
1400	(250)
1300	(220)
1260	(205)
1000	(125)
960	(110)
920	(100)

ATIS	DOMODEDOVO Radar (TWR)				
128.3 (Russian 122.950)	119.4	125.3	129.8	132.050	134.0	134.675

DOMODEDOVO Tower
118.6

NDB DM	Final Apch Crs	D6.7	DA/MDA(H) (CONDITIONAL)	Apt Elev 592′
320	135°	2000′ (1408′)	960′ (368′)	Rwy 592′

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 ❶ Trans alt: 10000′

RNAV 1 for initial and intermediate approach.

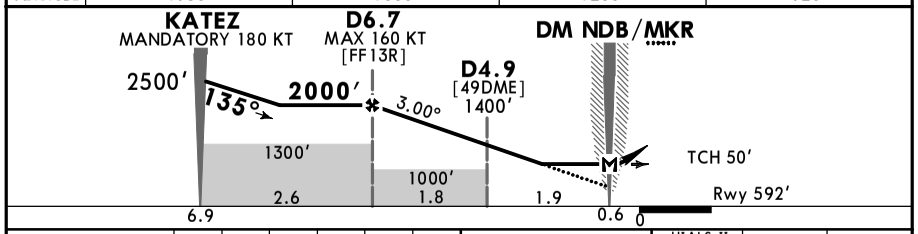
1. GNSS or DME/DME required. 2. DME required.

3800

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

❶ 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′	1600′	1260′	920′



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

	with D4.9 CDFA ❶ DA/MDA(H) 960′ (368′)		w/o D4.9 CDFA ❶ DA/MDA(H) 1000′ (408′)	
		ALS out		ALS out
A	R1000m	R1500m	R1200m	R1500m
B				
C		R1700m		R1900m
D				

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

CHANGES: RWY designation.

UUDD/DME
DOMODEDOVO

JEPPESEN
20 JUN 25 (36-3)

MOSCOW, ~~RUSSIA~~
NDB Rwy 31L

ATIS	DOMODEDOVO Radar (TWR)	DOMODEDOVO Tower
128.3 (Russian 122.950)	119.4 125.3 129.8 132.050 134.0 134.675	118.6

BRIEFING STRIP

NDB DO	Final Apch Crs	D7.1	DA/MDA(H) (CONDITIONAL)	Apt Elev 592′
659	315°	3000′ (2469′)	910′ (379′)	Rwy 531′

MISSED APCH: At DO NDB 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.

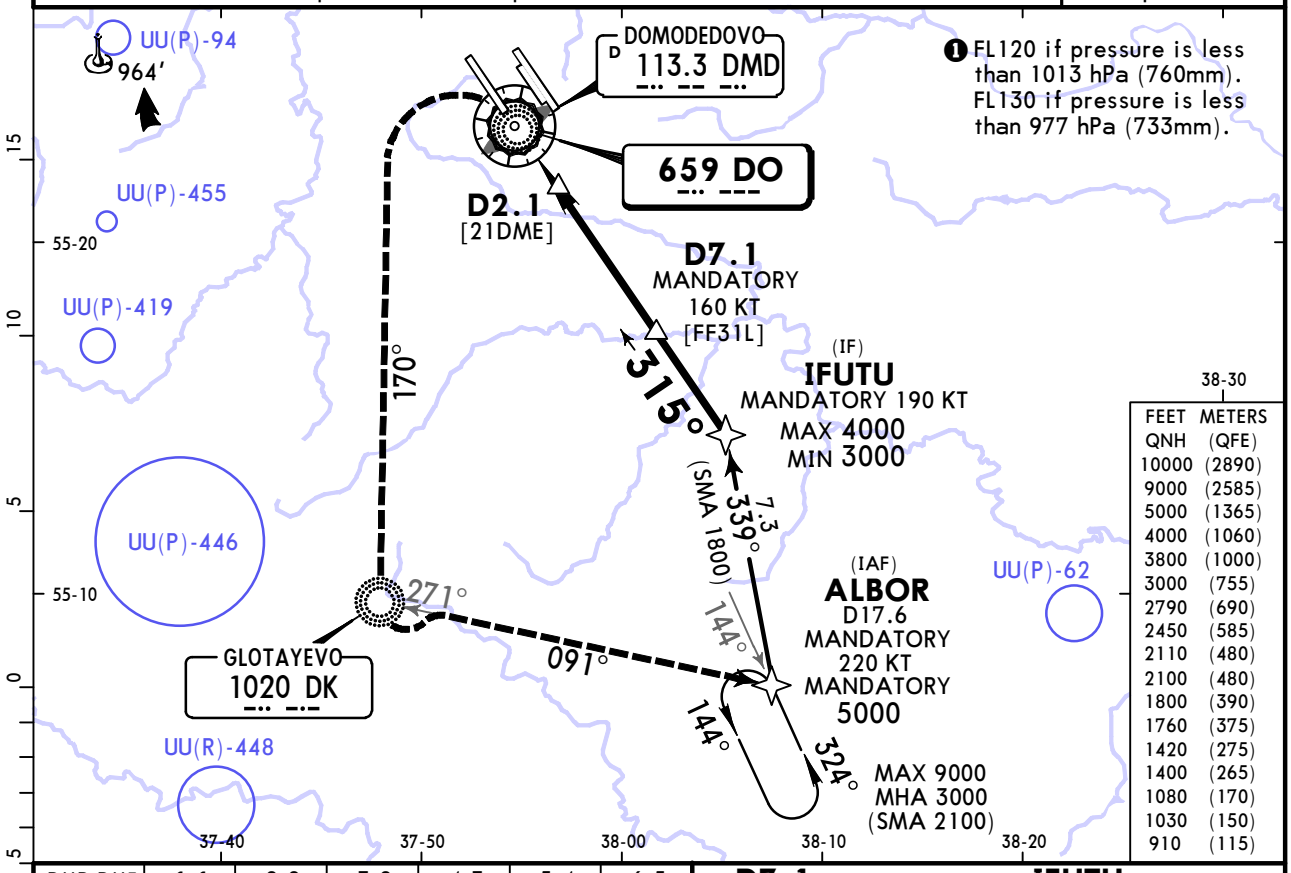
Alt Set: hPa (MM on req) Rwy Elev: 19 hPa Trans level: FL110 ❶ Trans alt: 10000′

RNAV 1 for initial and intermediate approach.

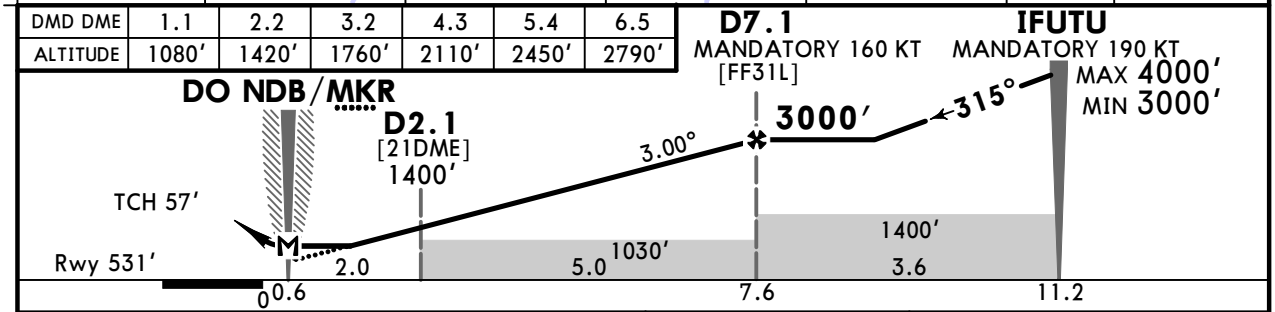
1. GNSS or DME/DME required. 2. DME required.

3800

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



DMD DME	1.1	2.2	3.2	4.3	5.4	6.5
ALTITUDE	1080′	1420′	1760′	2110′	2450′	2790′



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

170° LT

DK 1020

Std STRAIGHT-IN LANDING

	with D2.1 CDFA ❶ DA/MDA(H) 910′ (379′)		w/o D2.1 CDFA ❶ DA/MDA(H) 1030′ (499′)	
		ALS out		ALS out
A	R1000m	R1500m	R1500m	R1500m
B				
C		R1700m		R2300m
D				

PANS OPS

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

CHANGES: RWY designation.

Chart changes since cycle 07-2026

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