

ZIA-UUBW

1-10

AOI

AOI

GENERAL**Operational Hours****ATS Hours:** 0200-2100**AD OPS Hours:** 0200-2100, other times O/R**AD ADMIN Hours:** MON-FRI 0600-1500. SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 8**Fuel:** TS-1**PCN:** RWY 12/30: 71/R/B/W/T**Customs:** H24**Operation****Preferential RWY**

LDG RWY 30.

TKOF RWY 12.

Taxi/Parking

Follow-me is mandatory when taxiing to/from stands 16-20B.

Follow-me AVBL O/R.

Engine Run-up Areas

ENG run-up shall be executed by controllers permission at specially equipped stands, pads or assigned segments of TWY A2, B7, stands 1-4 located on RWY 08/26, on RWY 12/30.

ARRIVAL**Communication****COM Failure:** See CRAR Russian Federation and in addition:

COM Failure after entry in Moscow TMA

Continue the flight at the last assigned FL to the HLDG area over CRP OKREM along one of the following route:

- MF NDB - MF 4R - DIGBA - LOM RT - OKREM
- FE NDB - FE 2R - NENLI - OKREM
- FE NDB - FE 4R - ROSKU - LOM RT - OKREM
- IN NDB - IN 2AR - ROSKU - LOM RT - OKREM
- FK NDB - FK 2R - BANSU - LOM RT - OKREM
- BD NDB - BD 2R - BANSU - LOM RT - OKREM

After entering the HLDG area over CRP OKREM complete at least 1 HLDG pattern, burn out fuel and descend to FL60 in the HLDG area. After leaving the HLDG area, proceed to RT NDB descending to a height of 900m QFE. After crossing NDB RT, carry out APCH and land.

ZIA-UUBW

1-20

AOI

ARRIVAL**MISAP COM Failure**

In case of COM failure after MISAP, proceed to RT NDB climbing to a height of 900m QFE, enter the HLDG area over RT NDB, complete at least 1 HLDG pattern and then:

When a descision to carry out APCH at AD is made, leave the HLDG area and carry out APCH and land.

If unable to land at AD proceed to ALTN:

Domodedovo: Climb to FL70 along departure route via ROSKU (ROSKU 3A) - DMD VOR/DME, carry out descent and APCH according to the procedure established for the appropriate landing HDG.

Vnukovo: Climb to FL70 along departure route via ROSKU (ROSKU 3A) - DMD VOR/DME - LO NDB, carry out descent and APCH according to the procedure established for the appropriate landing HDG.

Sheremetyevo: Climb to FL70 along departure route via BANSU (BANSU 3A) - RW NDB - RUGEL - BESTA, carry out descent and APCH according to the procedure established for the appropriate landing HDG.

An ALTN outside Moscow TMA: Chosen when making a descision for departure, at MEL or at FL specially established for a flight without radio COM depending on the flight direction (FL140, FL150 or FL240, FL250) along a SID route climbing to the assigned FL.

Destination AD: Climb to the FL indicated in FPL, in accordance with the ATC clearance.

Arrival Procedure**Noise Abatement Procedure**

The required NAP over the terrain shall not be observed in the following cases:

- if there is ice, slush, water or mud, rubber, oil on the RWY
- friction coefficient is 0.4 or less
- when cloud base is below 150m or horizontal VIS is less than 1.8km
- when crosswind speed component on RWY (including gusts) exceeds 7m/s
- when tailwind speed component on the RWY is more than 2.5m/s

Landing with tailwind speed component up to 5m/s is permitted under the following conditions:

- RWY is dry or wet
- friction coefficient is 0.5 and above
- crosswind speed component is not more than 5m/s

Reverse: Do not use more than idle reverse, except for safety reasons.

DEPARTURE**Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

Communication

COM Failure: See CRAR Russian Federation and in addition:

COM Failure after TKOF

If at a height of 200m QFE communication with GORDY-Krug is not established, the flight crew shall: Continue to follow SID route climbing to FL60 at LOM RT.

When a descision to land at AD is made, proceed to HLDG area over LOM RT. After entering in the HLDG area, complete at least 1 HLDG pattern, burn out fuel and descent to a height of 900m QFE in the HLDG area. After leaving the HLDG area, carry out APCH and land at AD.

When a descision to proceed to the DEST AD is made, continue to follow the FPL SID route climbing to FL indicated in FPL.

22-SEP-2016

ZIA-UUBW

1-30

AOI

DEPARTURE

COM Failure during climbing to FL

In case of COM Failure during climbing, continue to follow the established SID route maintaining the last FL assigned by controller till passing the NDB (CRP) on Moscow TMA boundary. After passing the NDB (CRP) on the Moscow TMA boundary the flight crew shall:

When a decision to land at AD is made, proceed to the HLDG area over OKREM maintaining the last assigned FL along one of the following route:

- SF NDB - MF NDB - MF 4R - DIGBA - LOM RT - OKREM
- FV NDB - FE NDB - FE 2R - NENLI - OKREM
- SUGIR - IN NDB - IN 2AR - ROSKU - RT NDB - OKREM
- BG NDB - FK NDB - FK 2R - BANSU - LOM RT - OKREM
- NE NDB - BD NDB - BD 2R - BANSU - LOM RT - OKREM

After entering the HLDG area over OKREM, complete at least 1 HLDG pattern, burn out fuel in the HLDG pattern and descend to FL60. After leaving the HLDG area proceed to LOM RT descending to a height of 900m QFE. After passing LOM RT carry APCH and land.

Departure Procedure**Noise Abatement Procedure**

Use ICAO standard NADP 1 or 2.

TKOF with tailwind component up to 5m/s is allowed under the following conditions:

- RWY is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/s

The change of flight direction after TKOF is allowed only upon reaching 120m AAL / 394ft.

NAP with reduced thrust are not applied under the following conditions:

- horizontal VIS is less than 1.8km
- crosswind component including gusts exceeds 7m/s
- tailwind component including gusts exceeds 2.5m/s
- wind shear is forecasted or reported or it is expected that thunderstorms may affect approach or departure.

De-Icing

AVBL.

Effective 26-APR-2018

19-APR-2018

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ZIA-UUBW

2-10

AGC
AFC

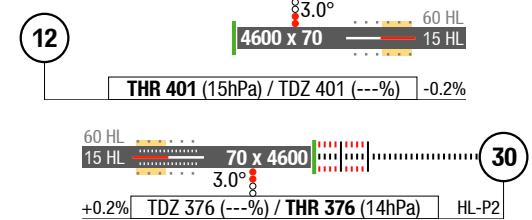
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Legend:

- TRL 80 (QNH < 961hPa)
- TRL 70 (997hPa > QNH ≥ 961hPa)
- TRL 60 (QNH ≥ 997hPa)
- TA 4350 (1200m QFE)

Gordy ATIS	127.750	(RUS) O/R
Gordy Krug	125.250	TWR
	124.000	TWR O/R
Gordy Podkhod	125.250	APP (RUS)
	124.000	APP (RUS) O/R
Gordy Start	125.250	TWR (RUS)
	124.000	TWR (RUS) O/R
Gordy Rulenie	131.000	GND
	125.250	GND
Gordy Transit	123.900	(RUS)

Landing RWY system:



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19-APR-2018

ZIA-UUBW

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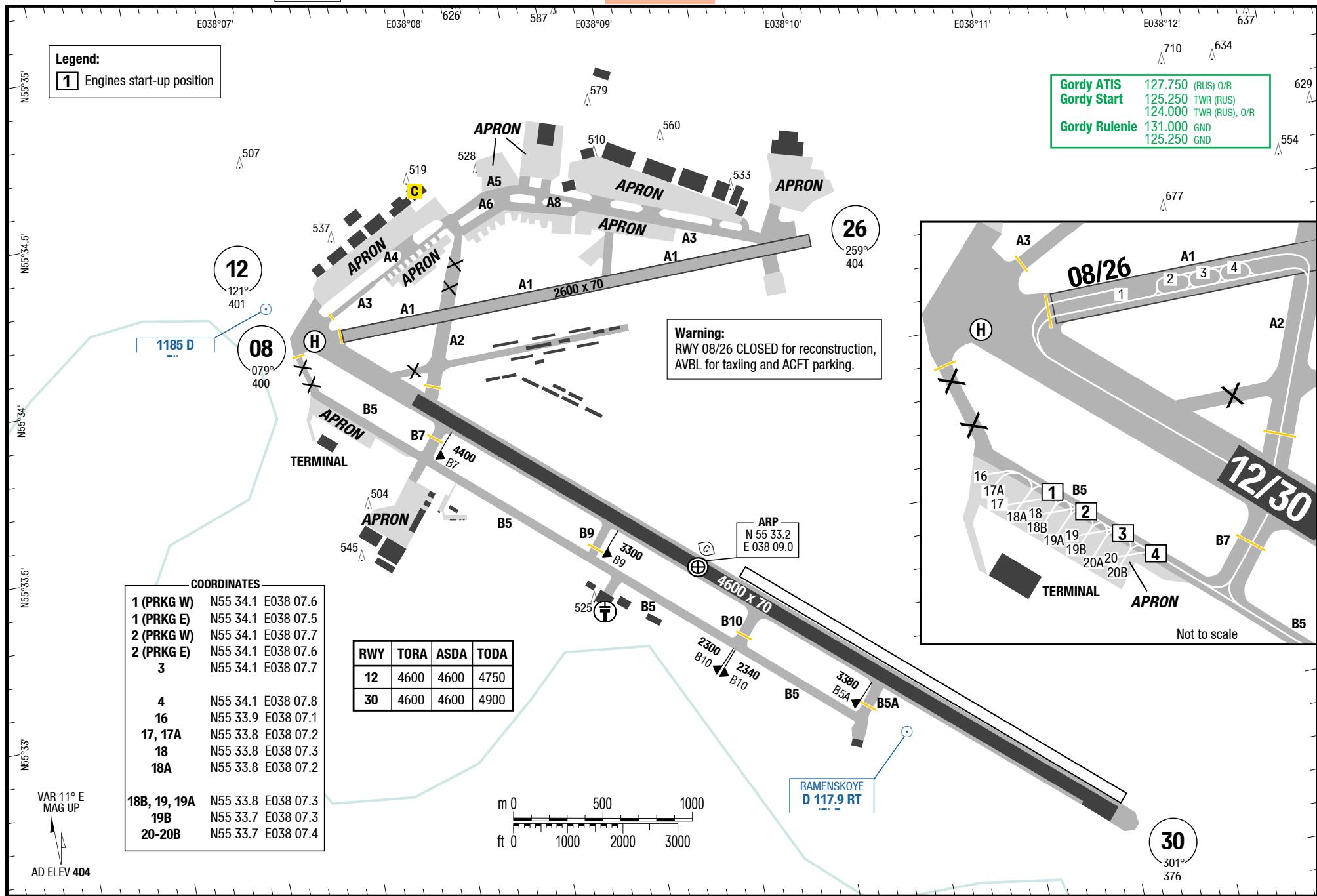
AGC

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3-20



Changes: Note, Start-up point, Editorial

12-JAN-2017

Russian Federation Ramenskoye

SID

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SIDs RWY 30

ZIA-UUBW

4-10

Gordy Krug 125.250 TWR
124.000 TWR
Gordy Podkhod 125.250 APP (RUS)
124.000 APP (RUS)

No procedure text published.

CHERUSTI 410 SF
N55 32.9 E039 59.8

RELTO N55 12.8 E039 42.8

TIKBI

TRL 80 (QNH < 961hPa)
TRL 70 (997hPa > QNH ≥ 961hPa)
TRL 60 (QNH ≥ 997hPa)
TA 4350 (1200m QFE)

TRL 80 (QNH < 961hPa)
TRL 70 (997hPa > QNH \geq 961hPa)
TRL 60 (QNH \geq 997hPa)
TA 4350 (1200m QFE)

12-JAN-2017

ZIA-UUBW

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4-20

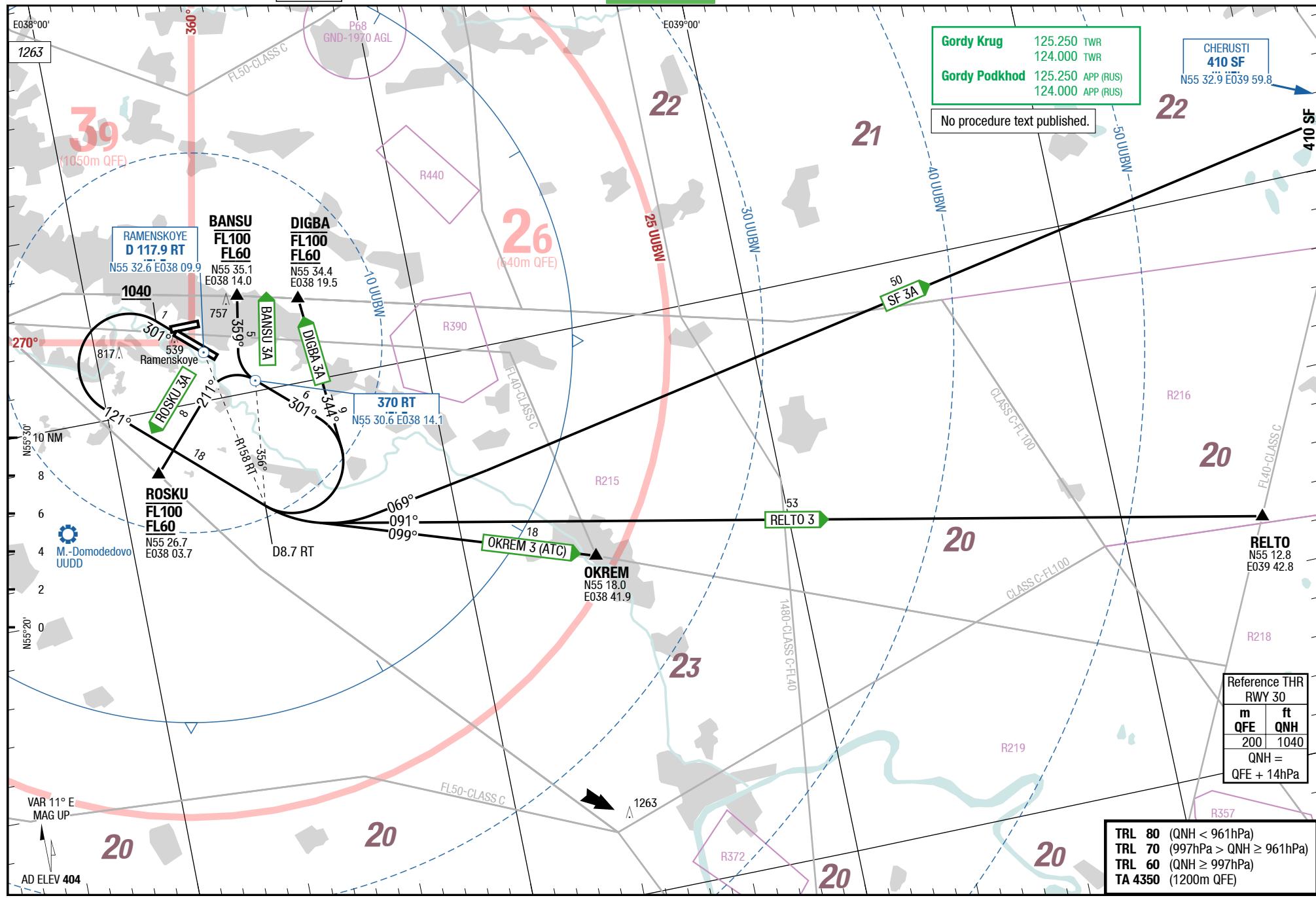
SID

SIDs RWY 30

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SID

SIDs RWY 30



12-JAN-2017

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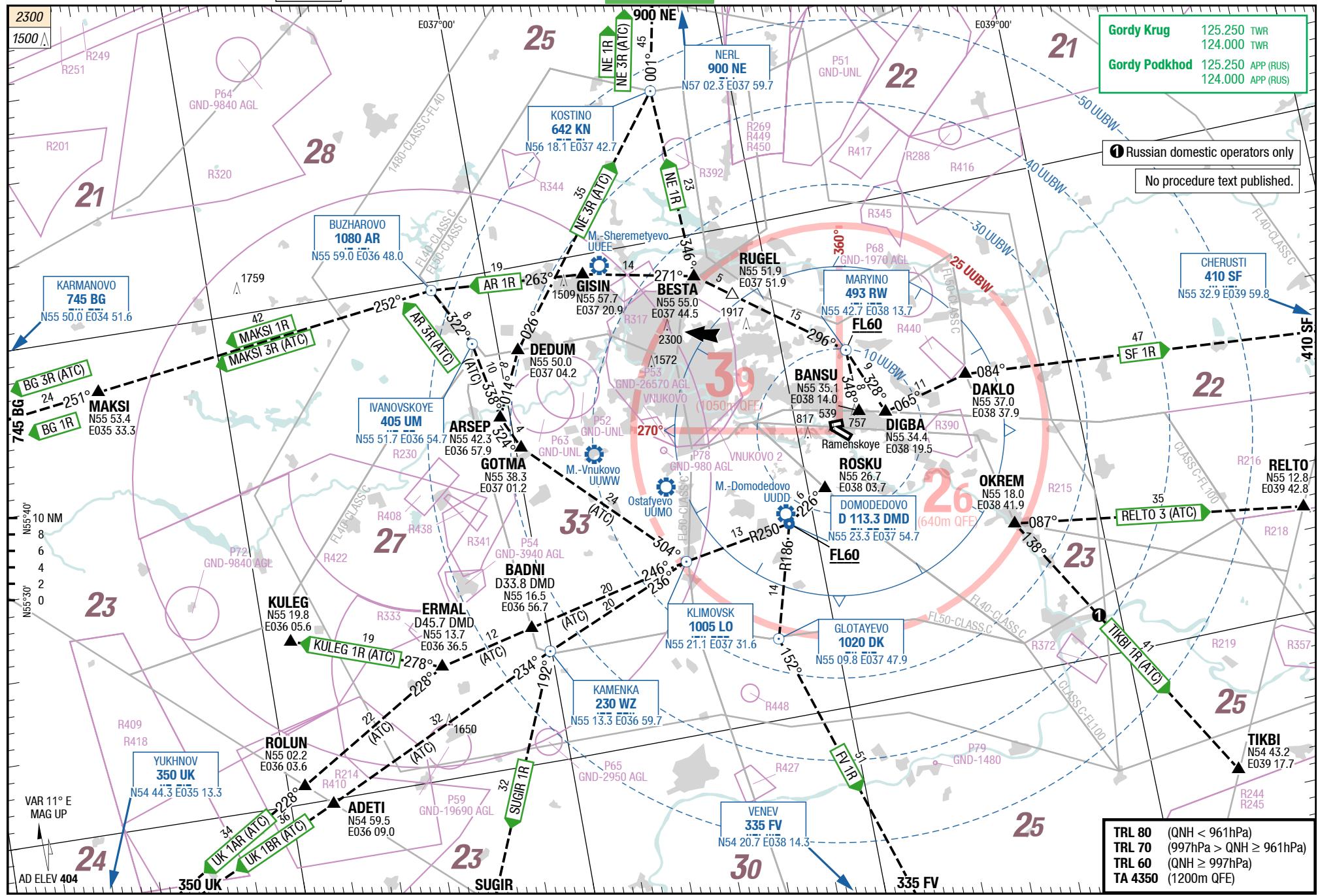
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NII

4-30

SIDs Transitions



Changes: FREQ

Effective 14-SEP-2017

07-SEP-2017

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RNAV STARs RWY 12

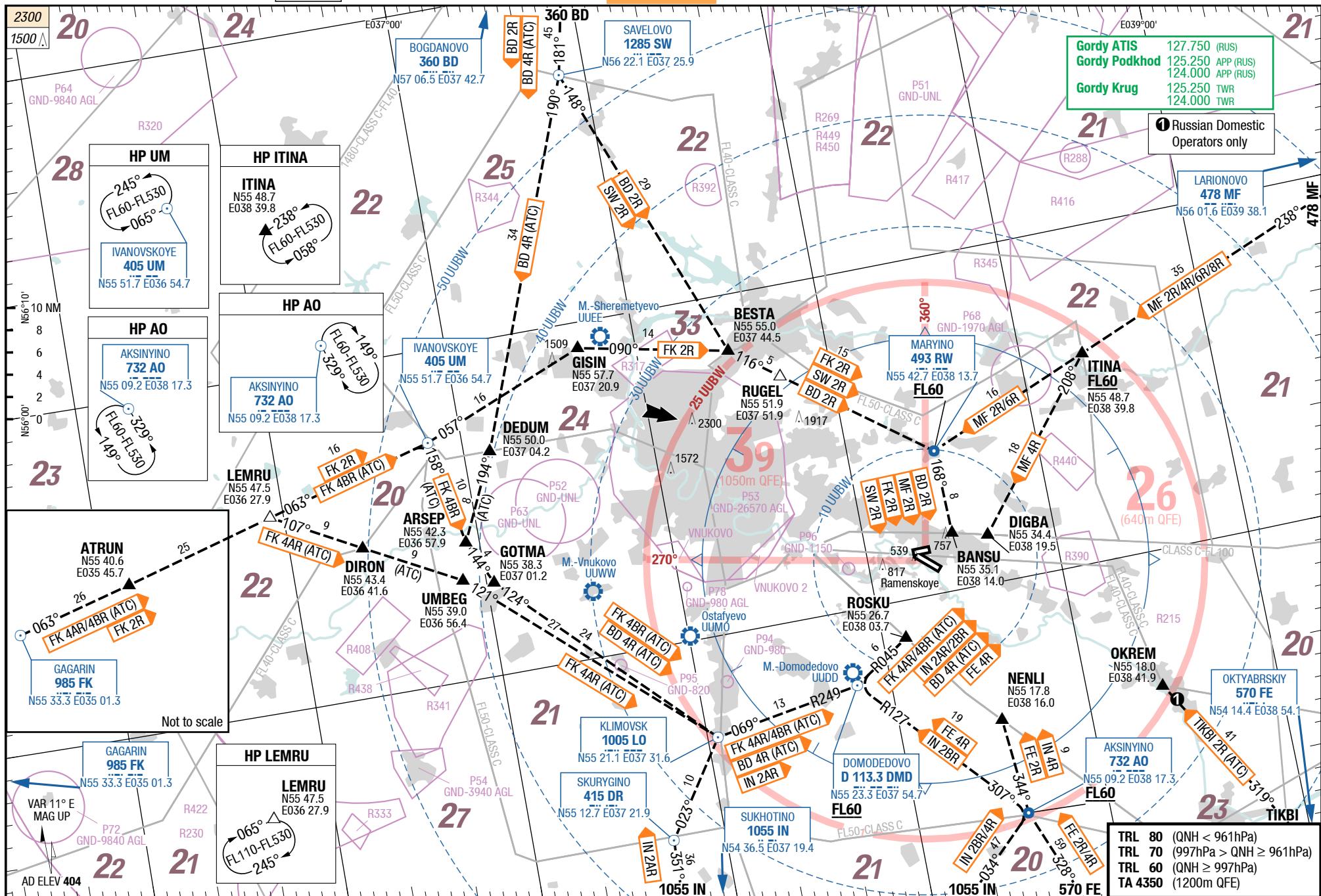
6-10

STAR Transitions

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RNAV STARs RWY 12

STAR Transitions



Changes: Track, MGA, SUAs, HLDG

Effective 14-SEP-2017

07-SEP-2017

ZIA-UUBW

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6-20

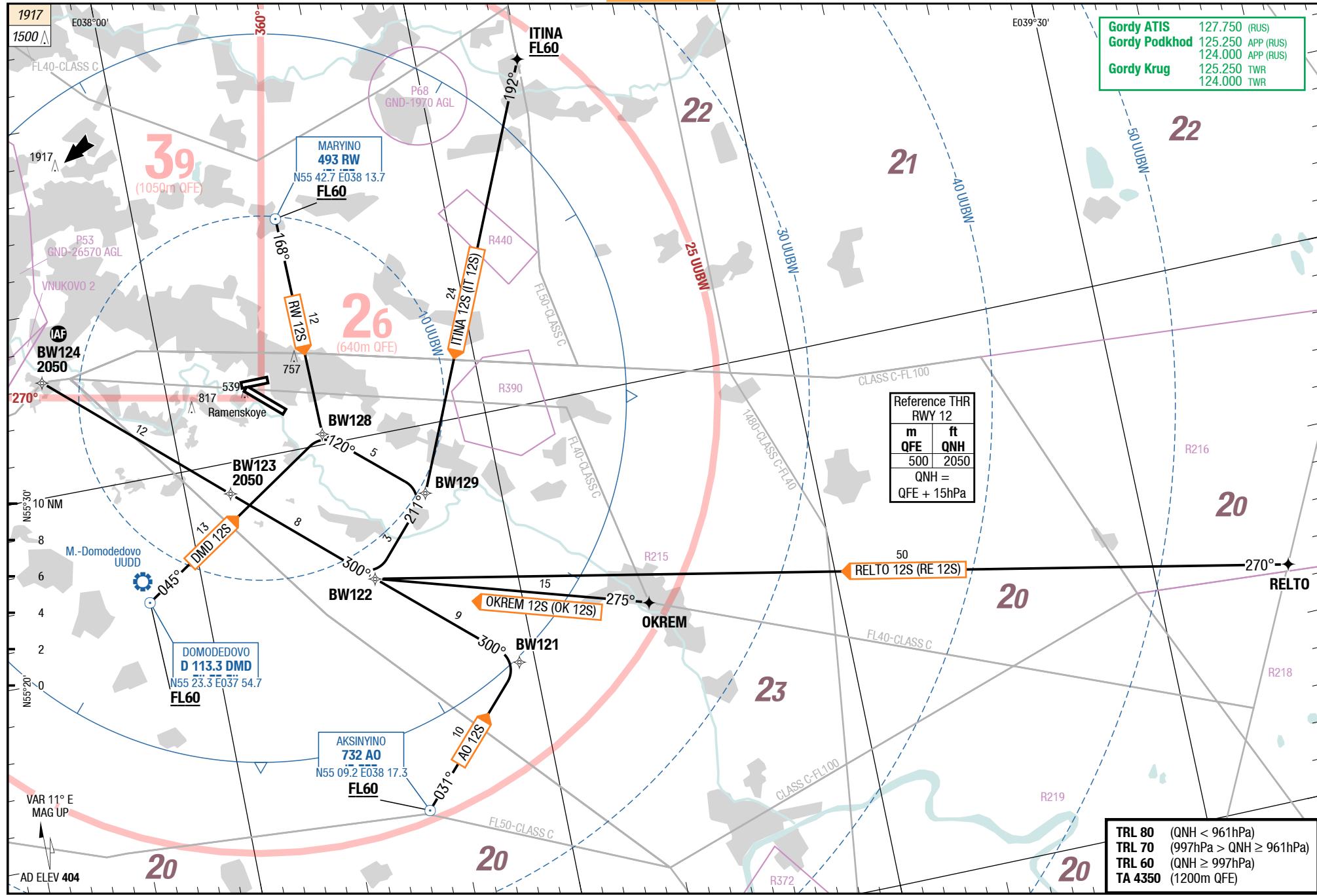
RNAV STARs RWY 12

STAR

STAR

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RNAV STARs RWY 12



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26-JAN-2017

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BANSU 2A, DIGBA 2A

Ramenskoye Russian Federation

BANSU 2A, DIGBA

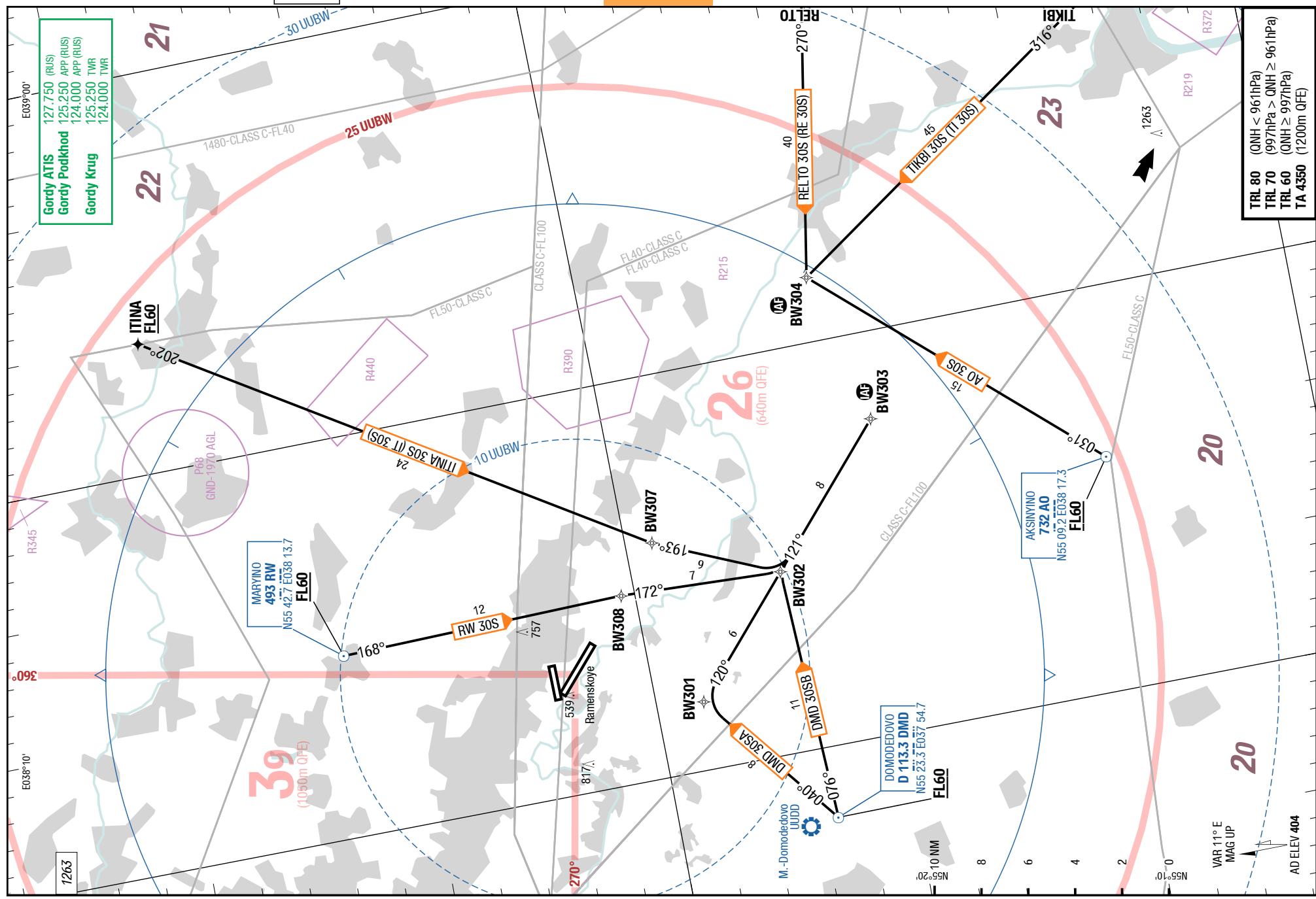
ZIA-UUBW

-30

RNAV STARs RWY 30

REVIEW

RNAV STARs RWY 30



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26-JAN-2017

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STAR

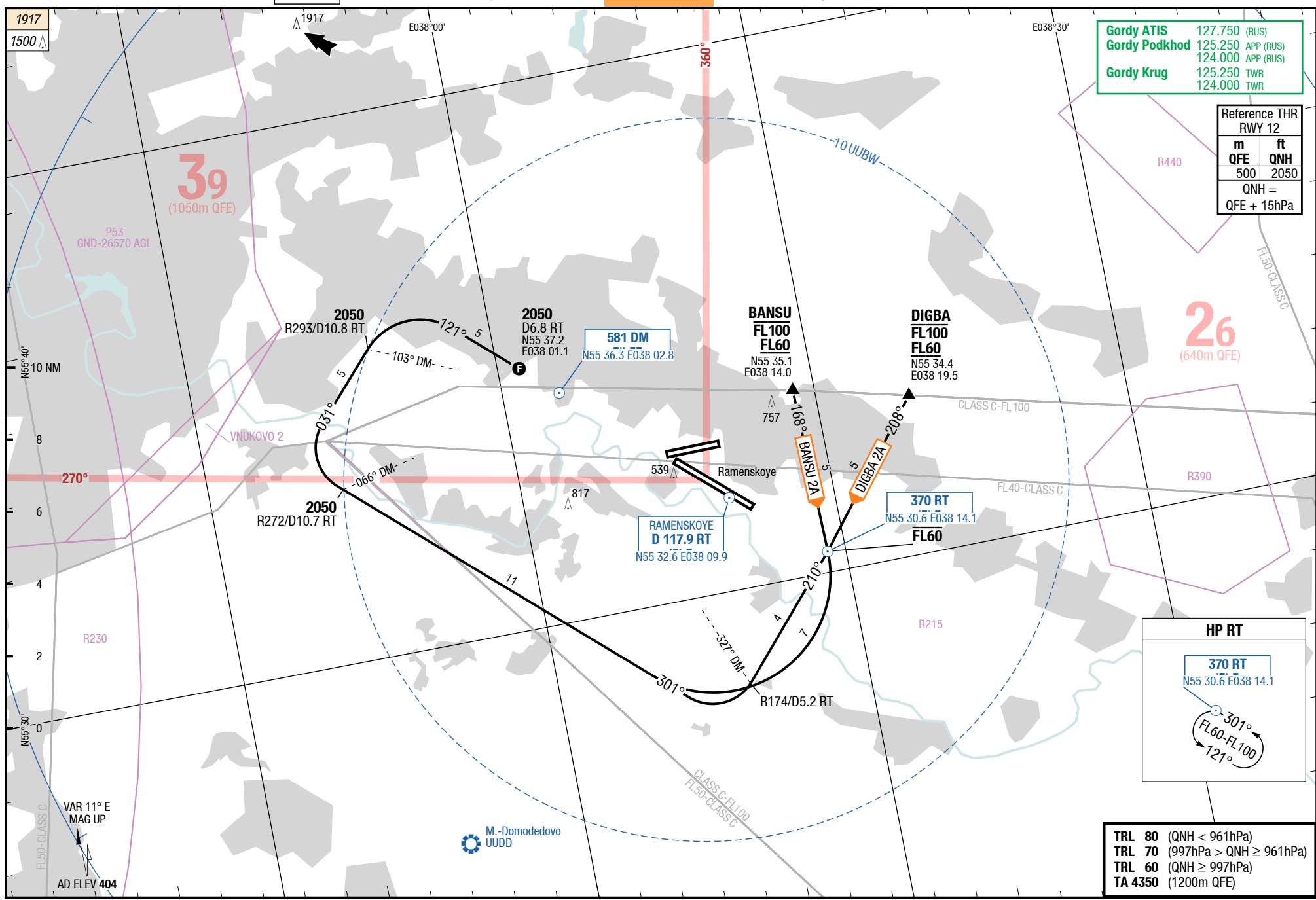
CTAB

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ZIA-UUBW

6-40

BANSU 2A, DIGBA 2A



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26-JAN-2017

Russian Federation **Ramenskoye**

NENLI 2A/OKREM 2A/RELTO 2A/ROSKU 2A/TIKBI 2A

6-50

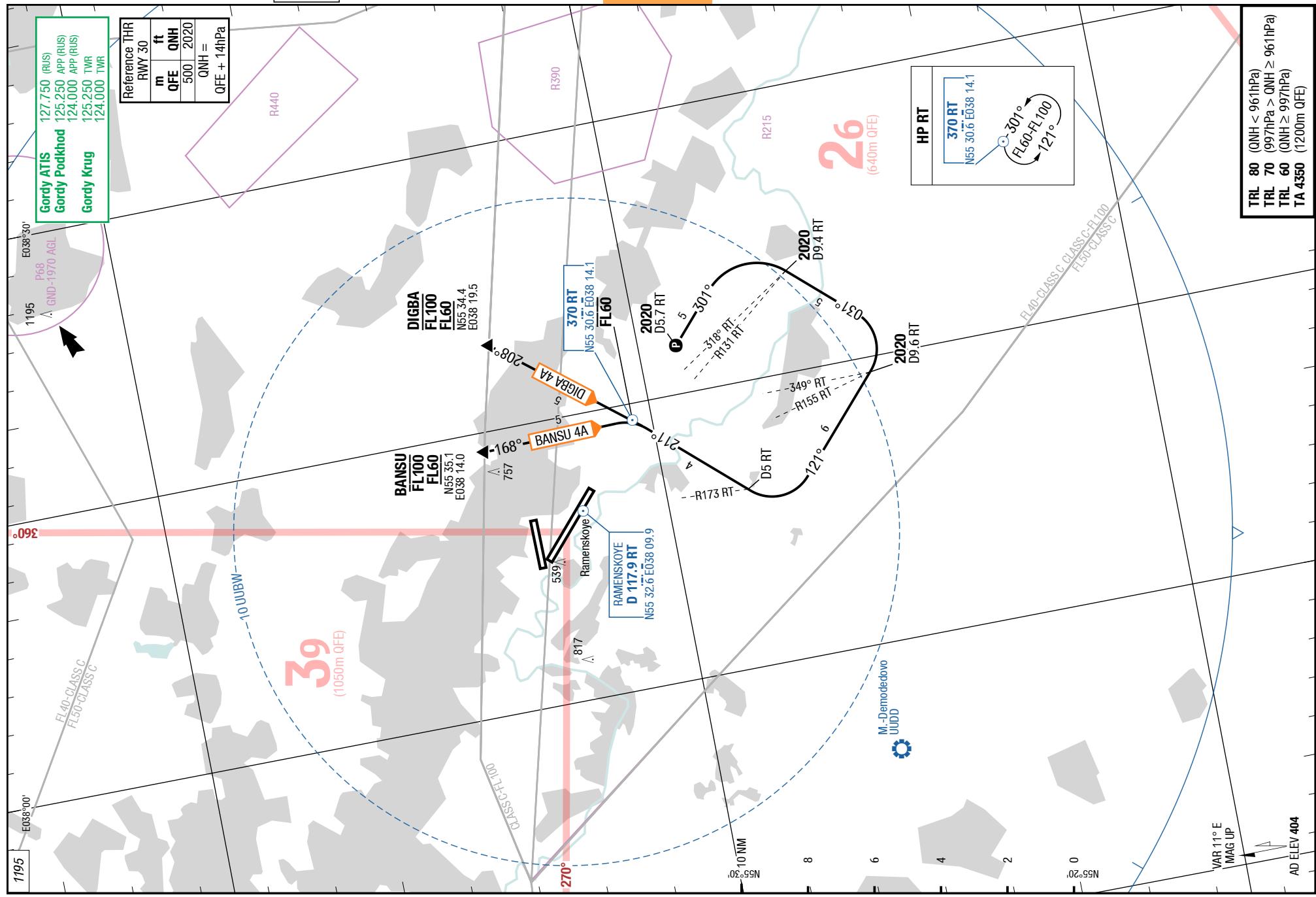
BANSU 4A, DIGBA 4A

211

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NENLI 2A/OKREM 2A/RELTO 2A/ROSKU 2A/TIKBI 2A

BANSU 4A, DIGBA 4A



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26-JAN-2017

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STAR

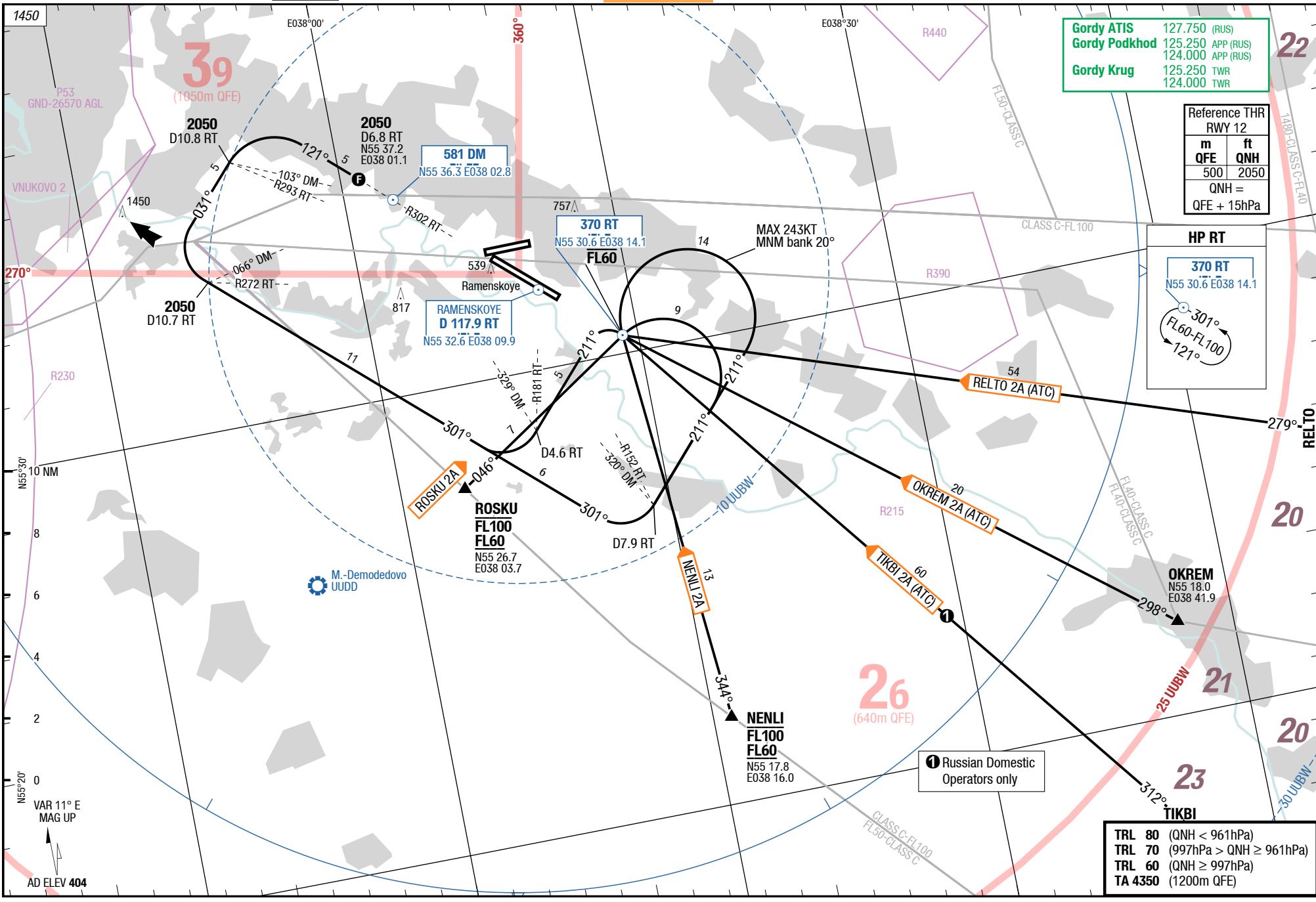
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6-60

NENLI 2A/OKREM 2A/RELTO 2A/ROSKU 2A/TIKBI 2A

STAR

NENLI 2A/OKREM 2A/RELTO 2A/ROSKU 2A/TIKBI 2A



Changes: FREQ

Effective 02-FEB-2017

26-JAN-2017

Russian Federation Ramenskoye

STAR

STAR

Ramenskoye Russian Federation

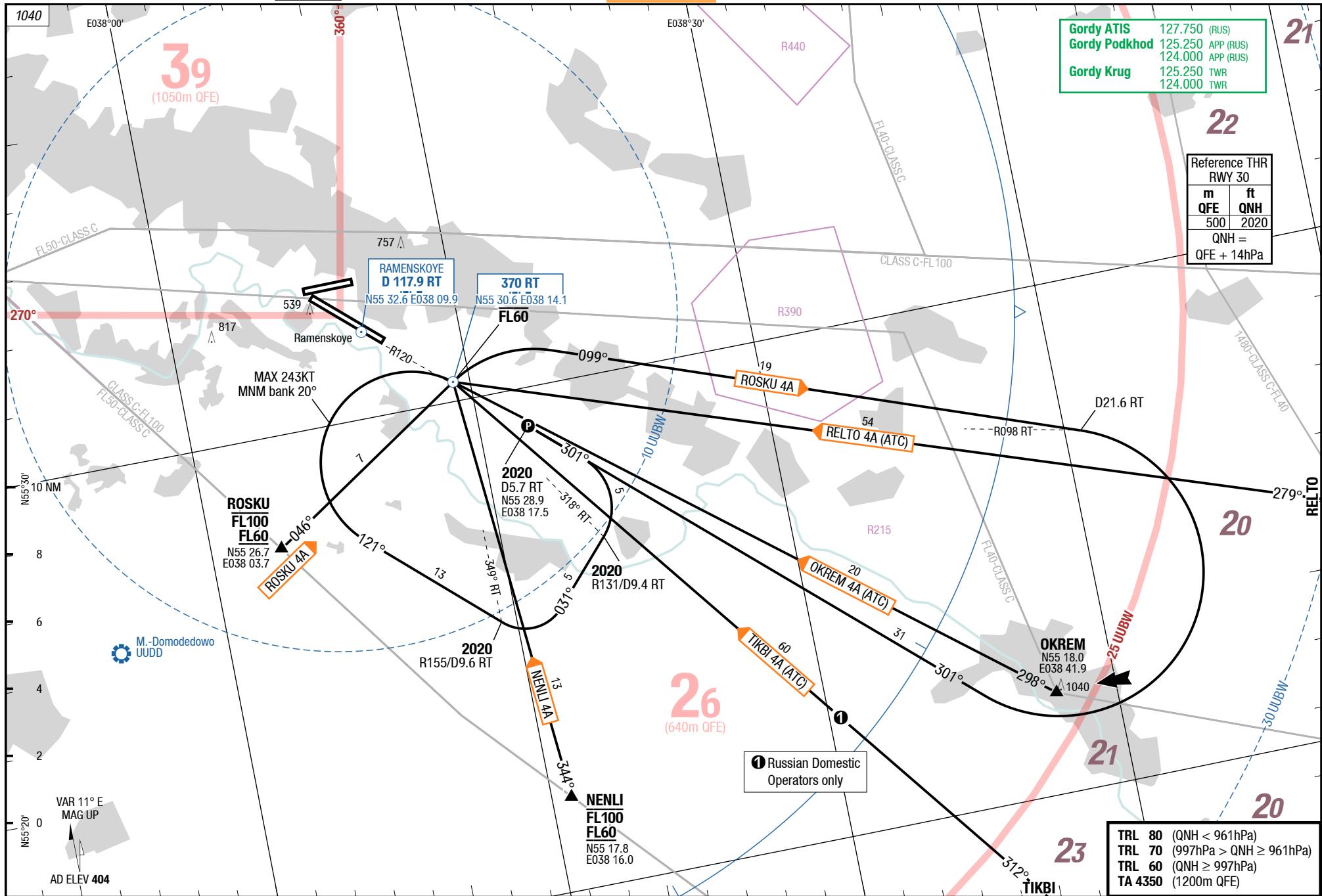
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NENLI 4A/OKREM 4A/RELTO 4A/ROSKU 4A/TIKBI 4

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5-70

NENLI 4A/OKREM 4A/RELTO 4A/ROSKU 4A/TIKBI 4A



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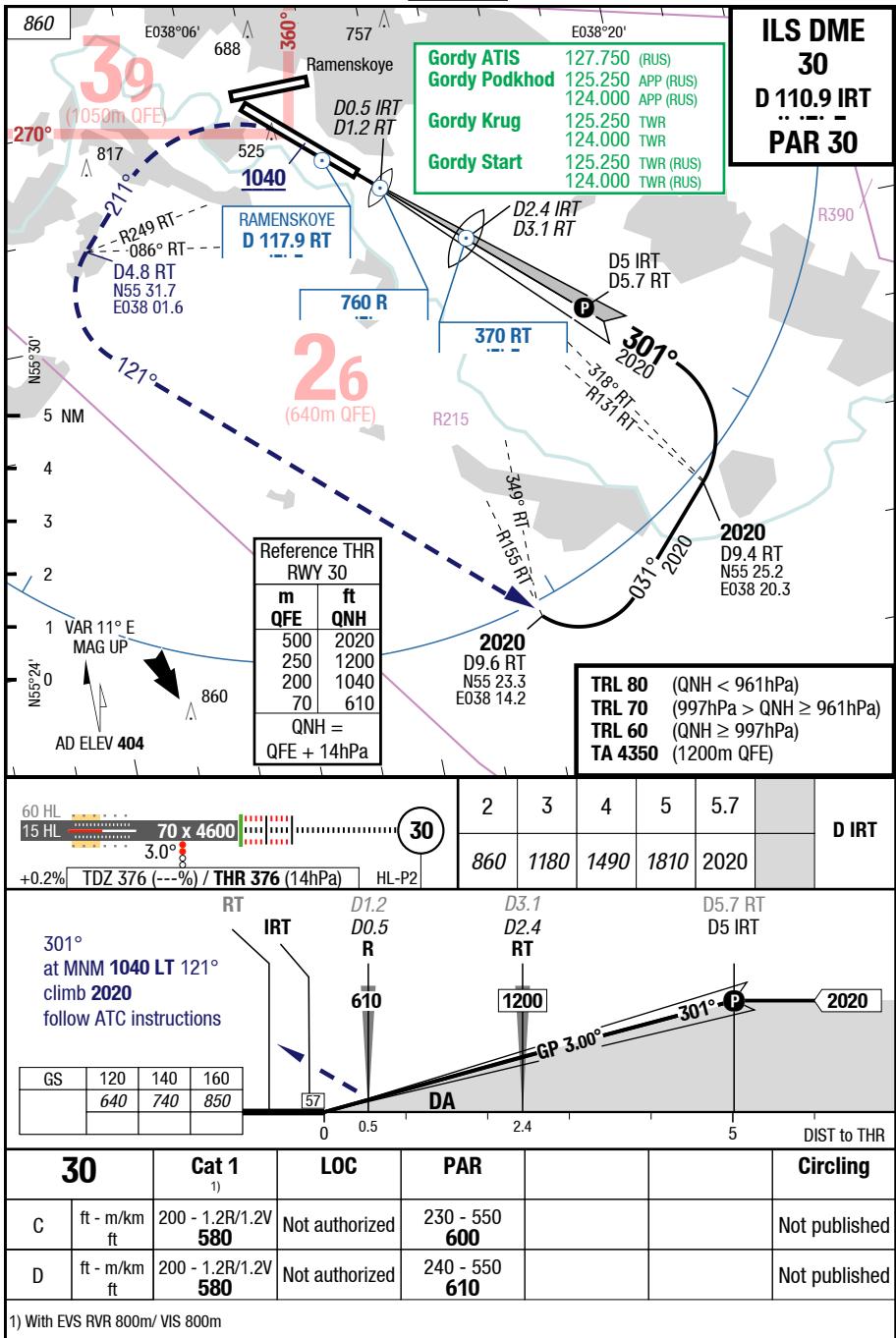
15-JUN-2017

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7-10

ILS DME 30 / PAR 30



1) With EVS RVR 800m/ VIS 800m

Changes: MIN

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15-JUN-2017

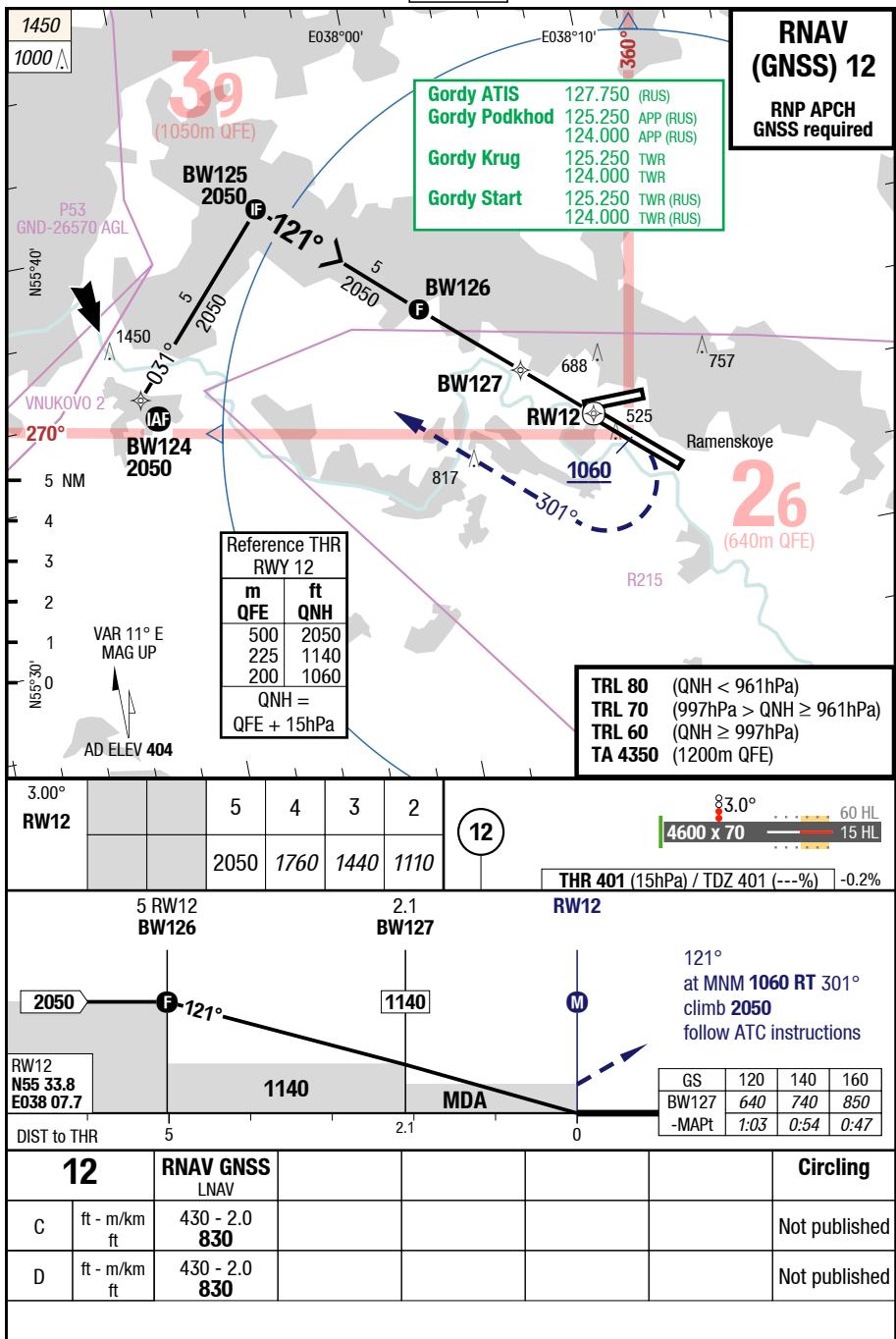
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Russian Federation Ramenskoye

7-30

RNAV (GNSS) 12

IAC



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15-JUN-2017

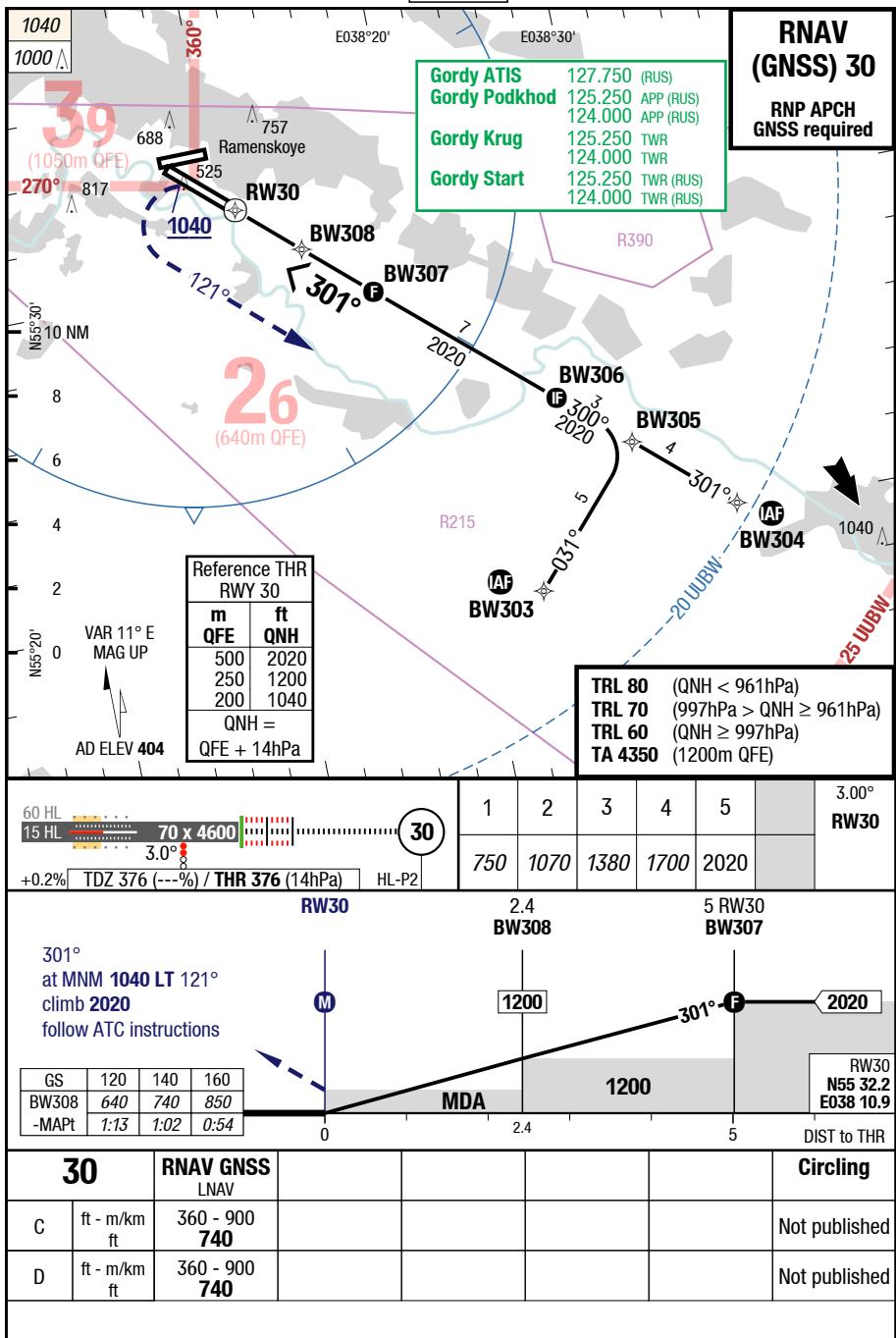
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7-40

RNAV (GNSS) 30

IAC



Changes: MIN

Effective 22-JUN-2017

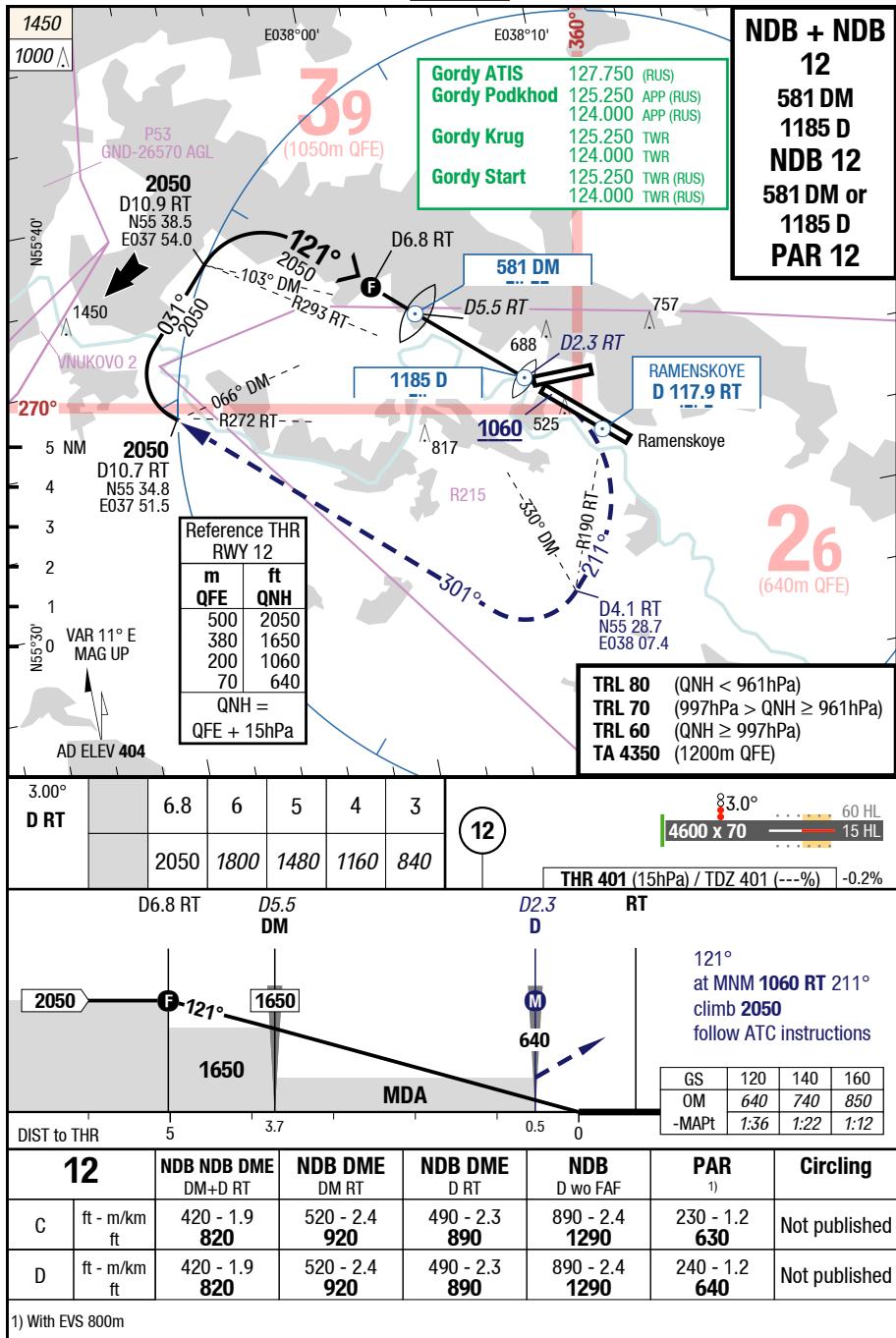
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7-50

NDB + NDB 12 / NDB 12 / PAR 12



1) With EVS 800m

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7-60

NDB + NDB 30 / NDB 30

