

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.

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

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 arera 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 affected approach or departure.

De-Icing

AVBL.

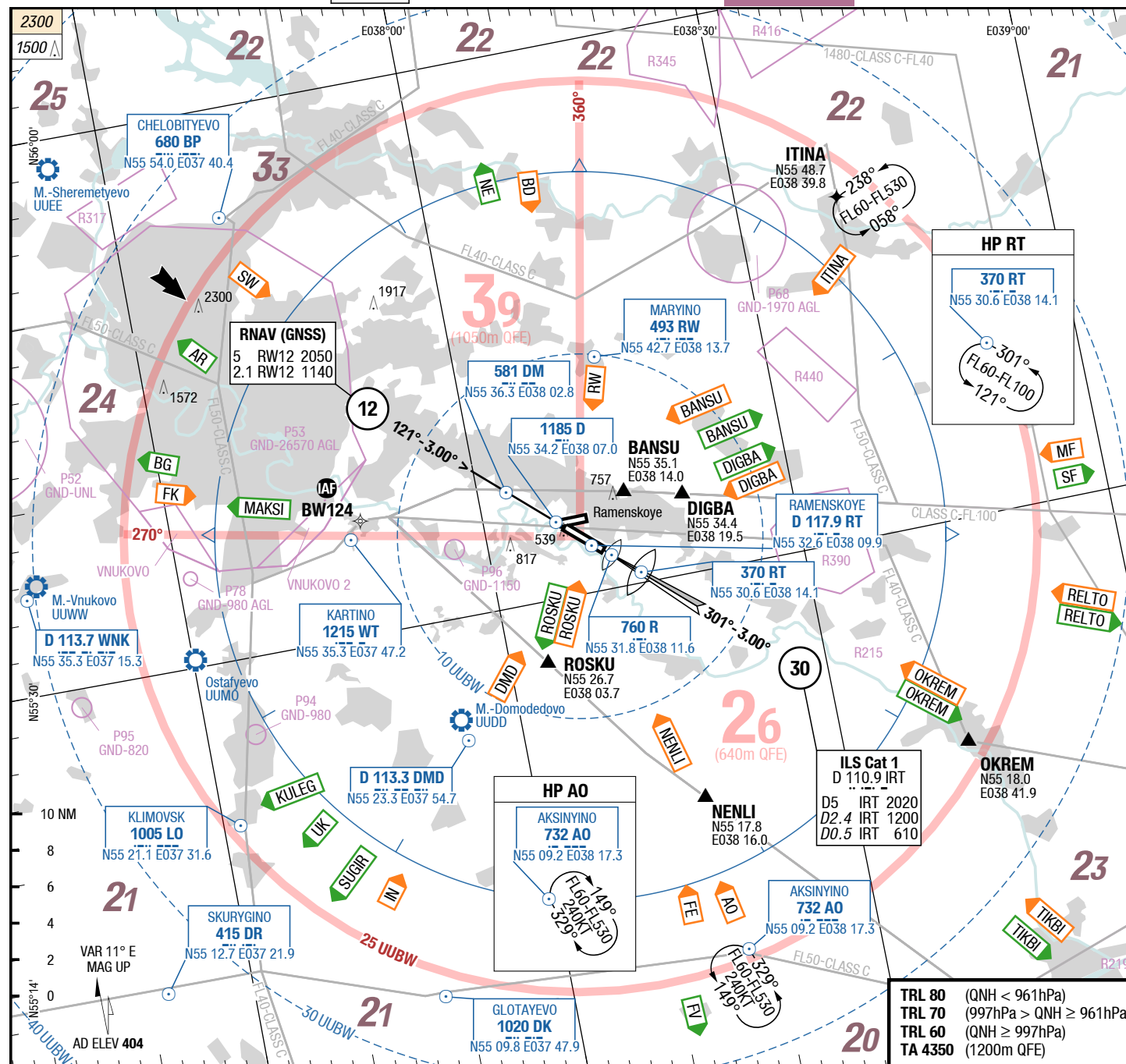
ZIA-UUBW

AGC
AFC

AFC

AFC

AGC
AFC



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:

12

83.0°

60 HL

4600 x 70

15 HL

THR 401 (15hPa) / TDZ 401 (---%) -0.2%

60 HL

15 HL

70 x 4600

3.0°

+0.2%

TDZ 376 (---%) / THR 376 (14hPa) HL

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

Effective 26-APR-2018

19-APR-2018

ZIA-UUBW

Russian Federation Ramenskoye

AGC

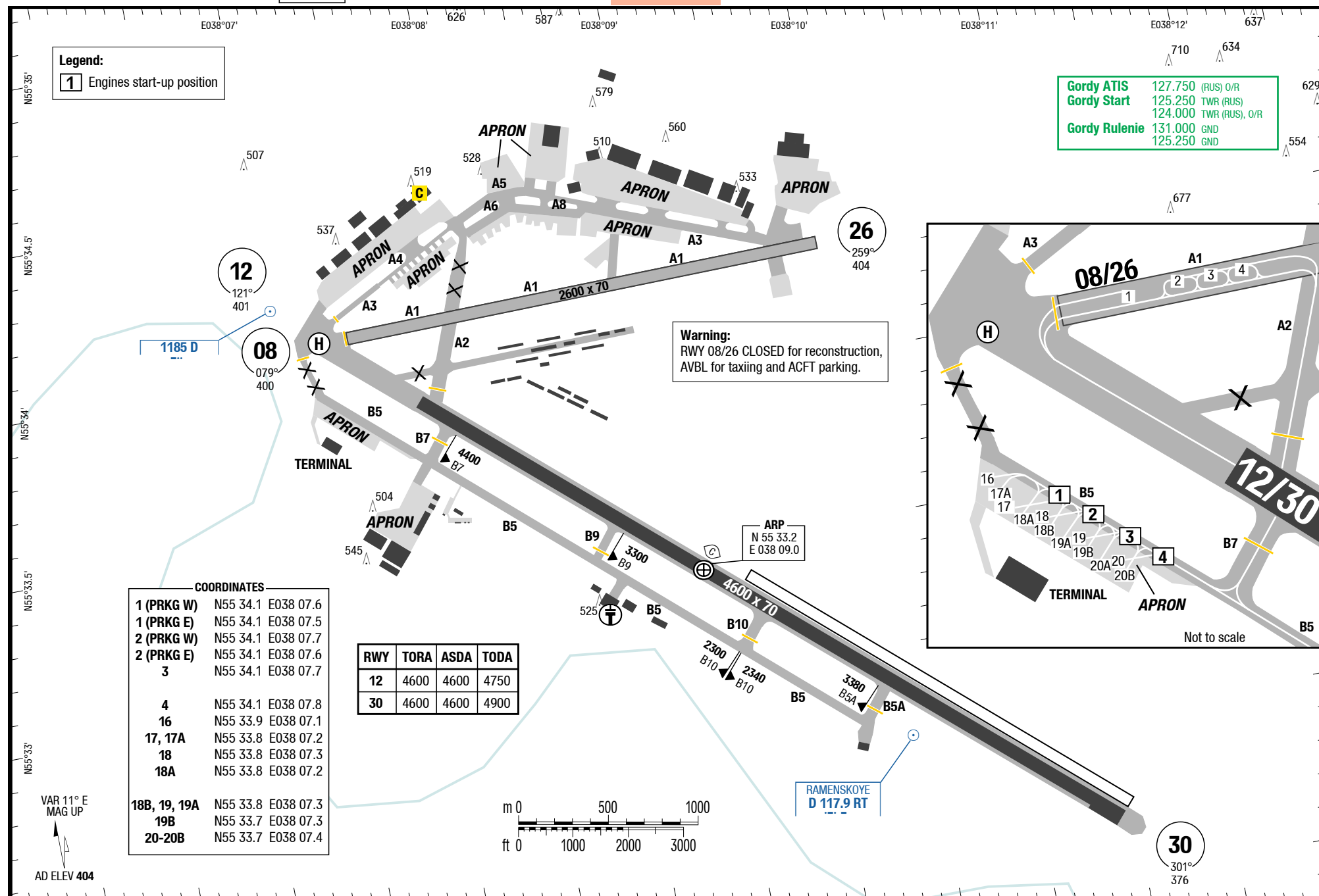
AGC

AGC

Ramenskoye Russian Federation

AGC

3-20



Changes: Note, Start-up point, Editorial

12-JAN-2017

Russian Federation **Ramenskoye**

SIDs RWY 30

SIDs RWY 12

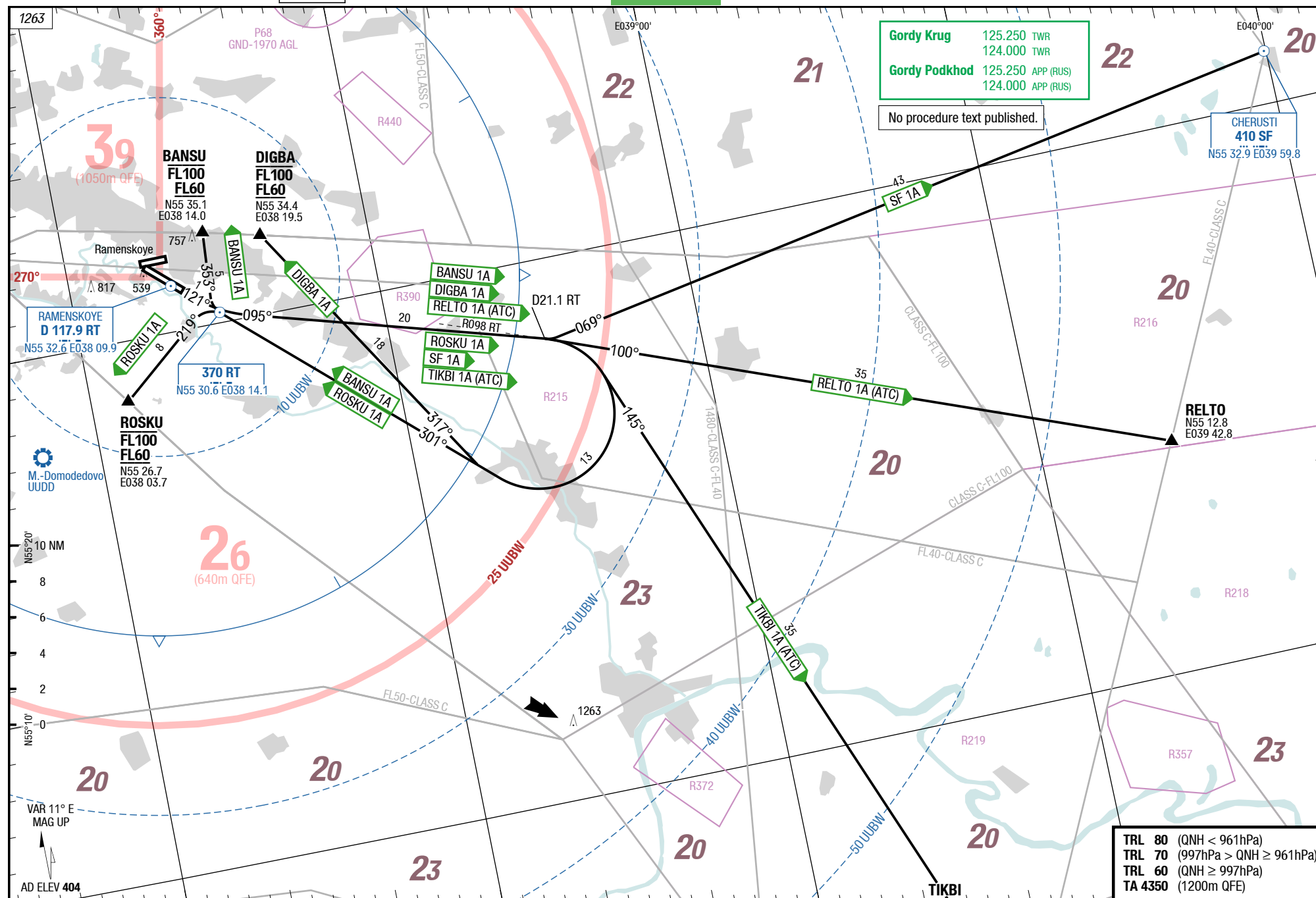
SID

SID

Ramenskoye Russian Federation

SIDs RWY 30

SIDs RWY 12



Changes: FREQ

ZIA-UUBW

Russian Federation **Ramenskoye**

SID

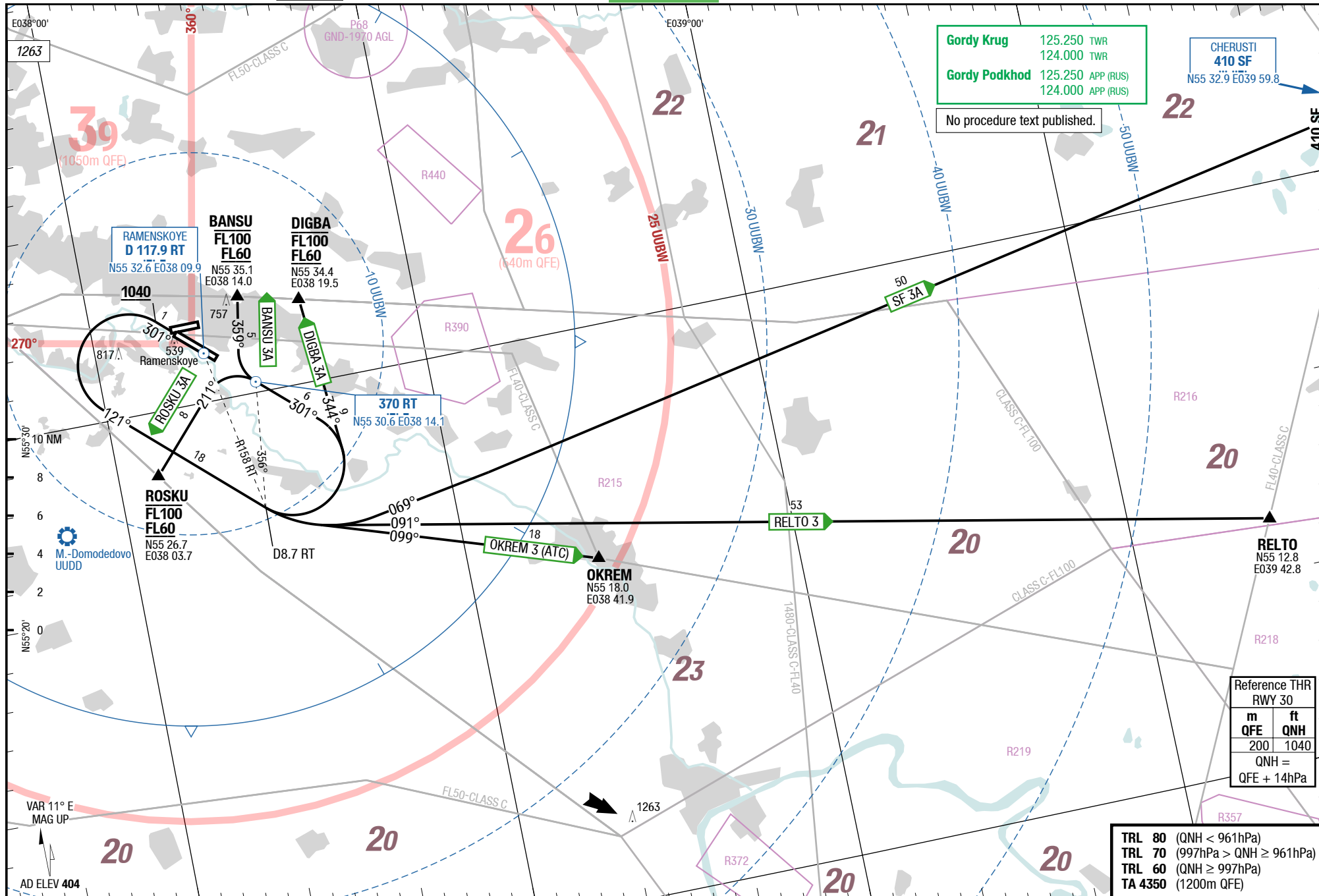
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Ramenskoye Russian Federation

SIDs RWY 30

4-20

SIDs RWY 30



Changes: FREQ

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ZIA-UUBW

NIL

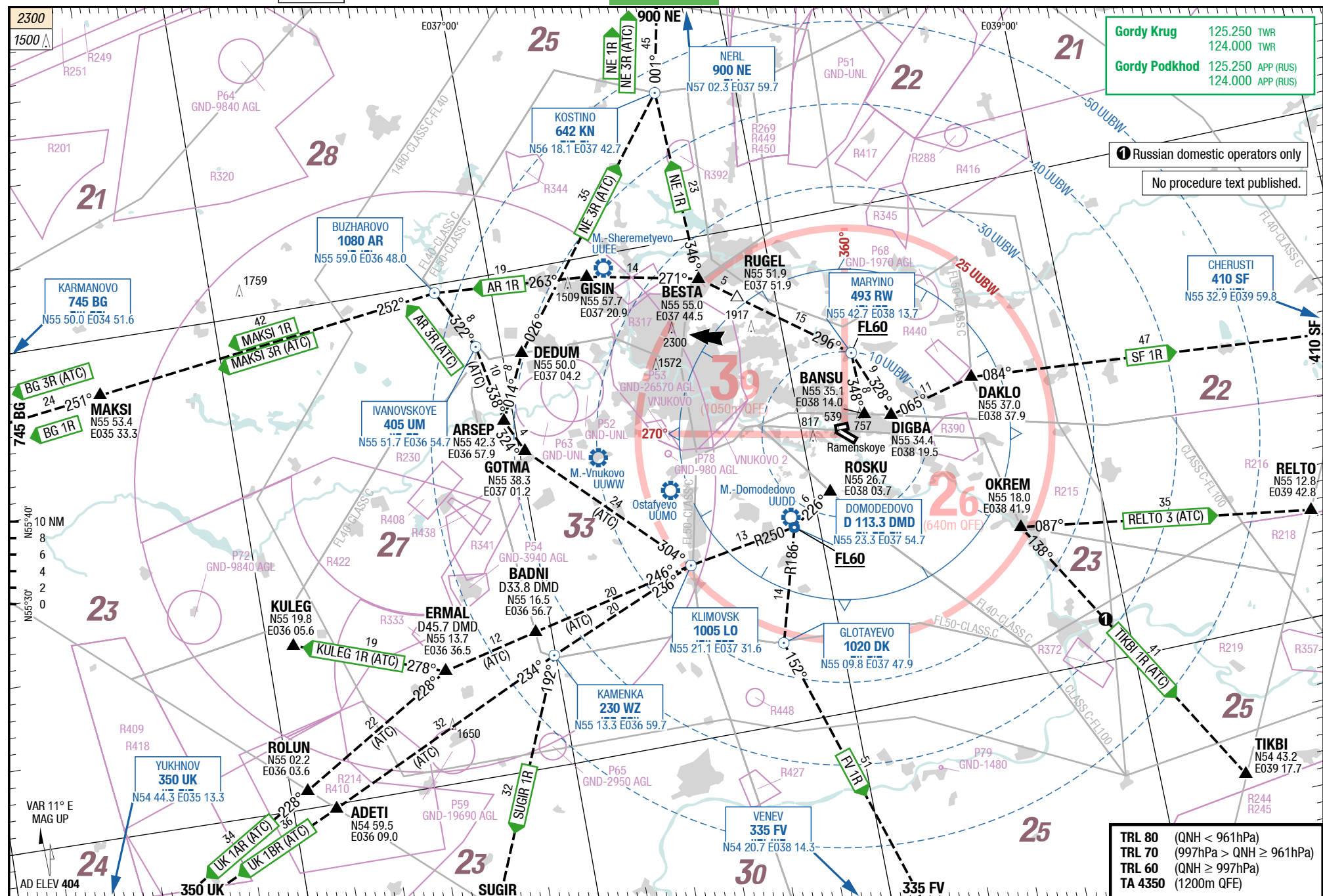
SIDs Transitions

SID

SID

NIL

SIDs Transitions



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Effective 14-SEP-2017

07-SEP-2017

ZIA-UUBW

6-10

Russian Federation Ramenskoye

RNAV STARs RWY 12

STAR Transitions

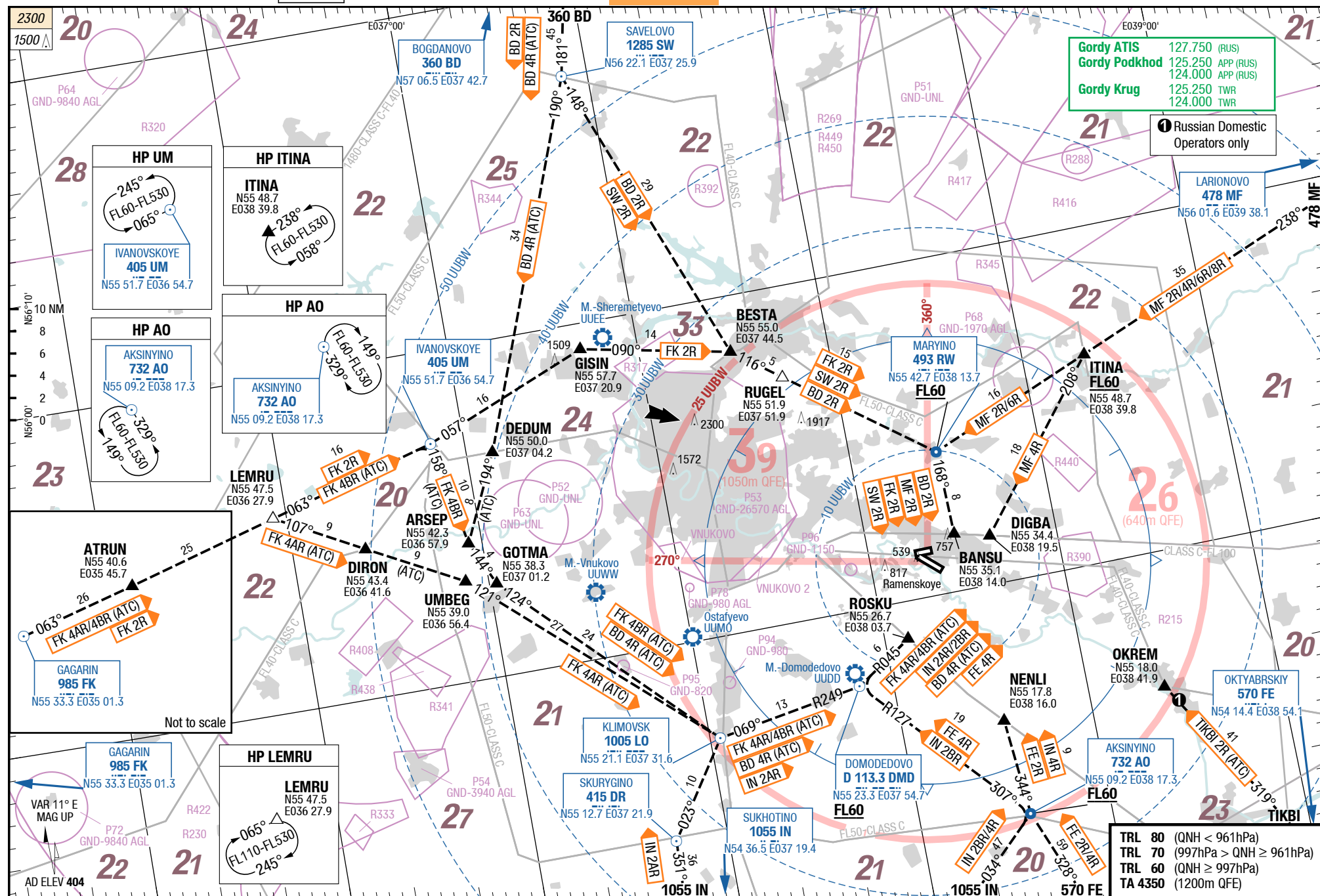
STAR

STAR

Ramenskoye Russian Federation

RNAV STARs RWY 12

STAR Transitions



Changes: Track, MGA, SUAs, HLDG

Effective 14-SEP-2017

07-SEP-2017

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6-20

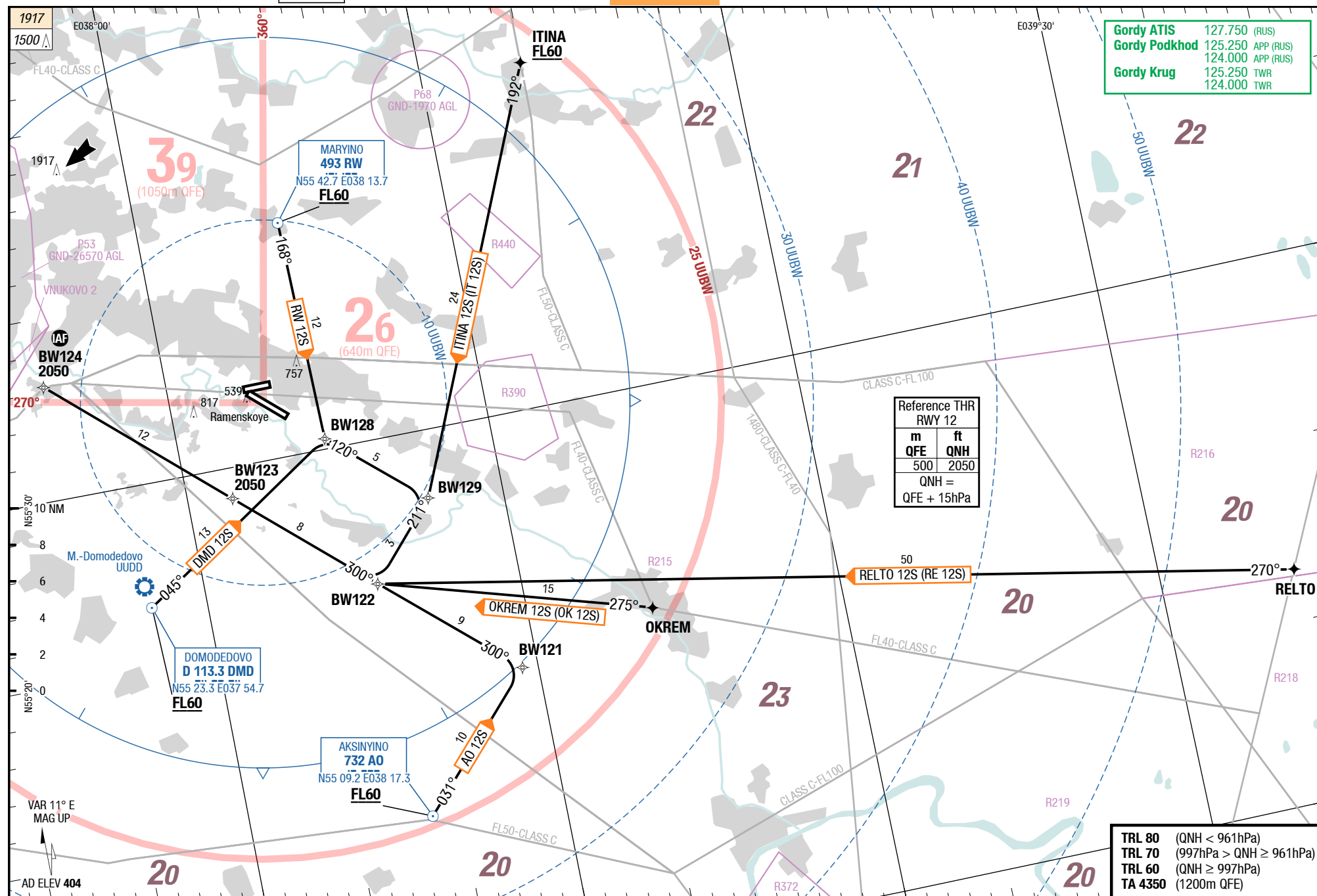
RNAV STARs RWY 12

STAR

STAR

Ramenskoye Russian Federation

RNAV STARs RWY 12



Changes: Nil

26-JAN-2017

ZIA-UUBWRussian Federation **Ramenskoye**

BANSU 2A, DIGBA 2A

6-30

RNAV STARs RWY 30

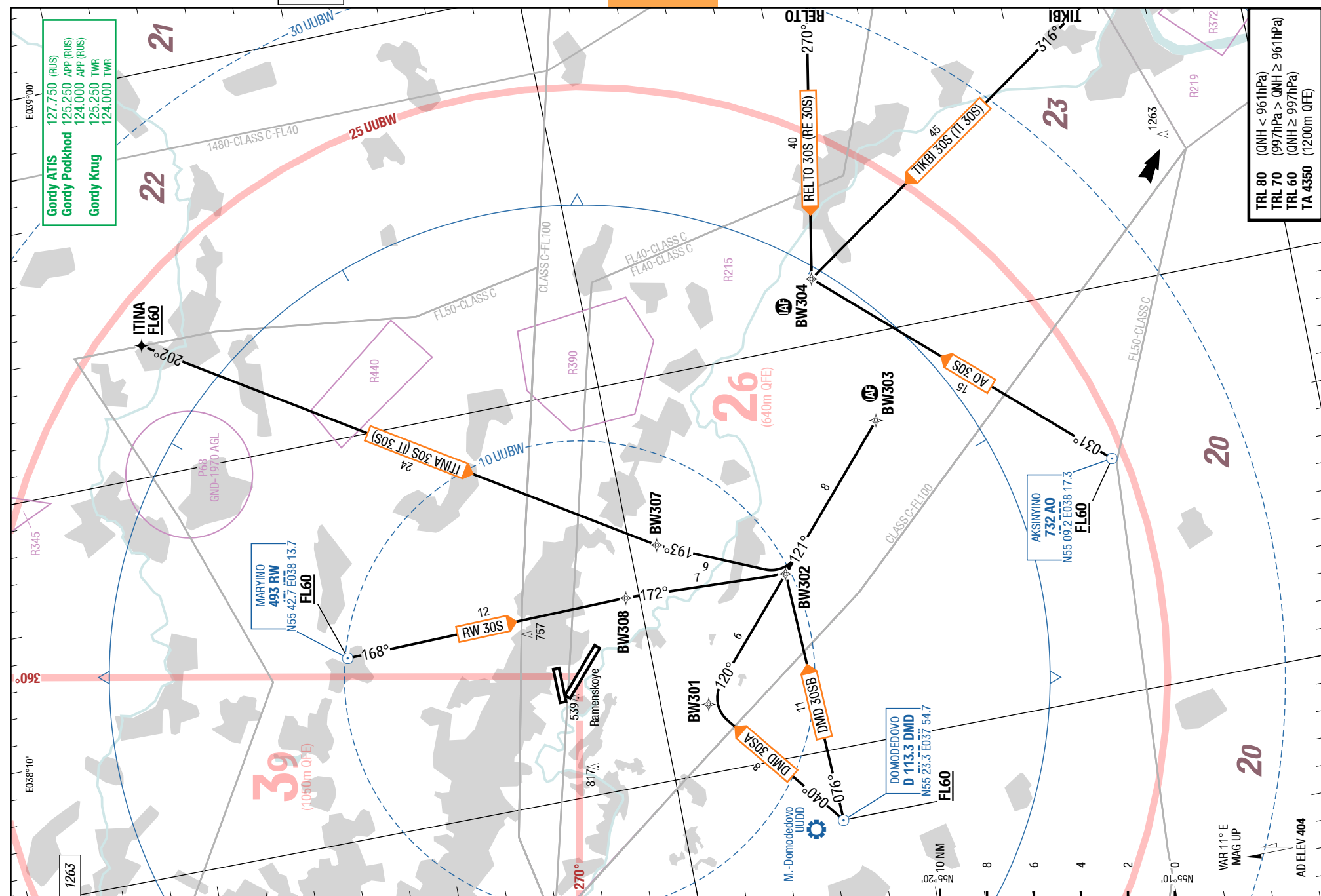
STAR

STAR

Ramenskoye Russian Federation

BANSU 2A, DIGBA 2A

RNAV STARs RWY 30



Changes: FREQ

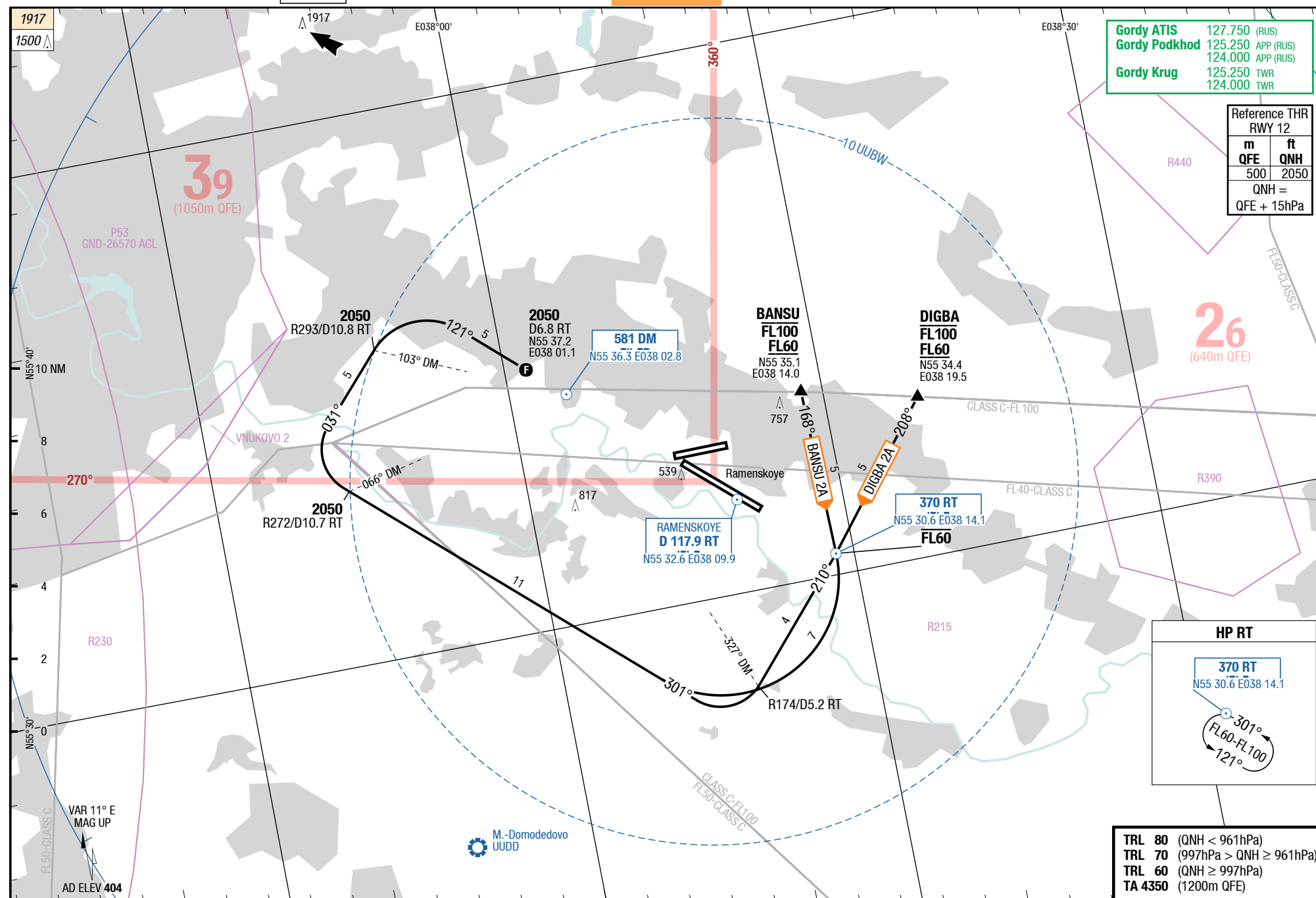
ZIA-UUBW

BANSU 2A, DIGBA 2A

STAR

STAR

BANSU 2A, DIGBA 2A



Changes: FREQ

Effective 02-FEB-2017

26-JAN-2017

ZIA-UUBW

Russian Federation Ramenskoye

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

6-50

BANSU 4A, DIGBA 4A

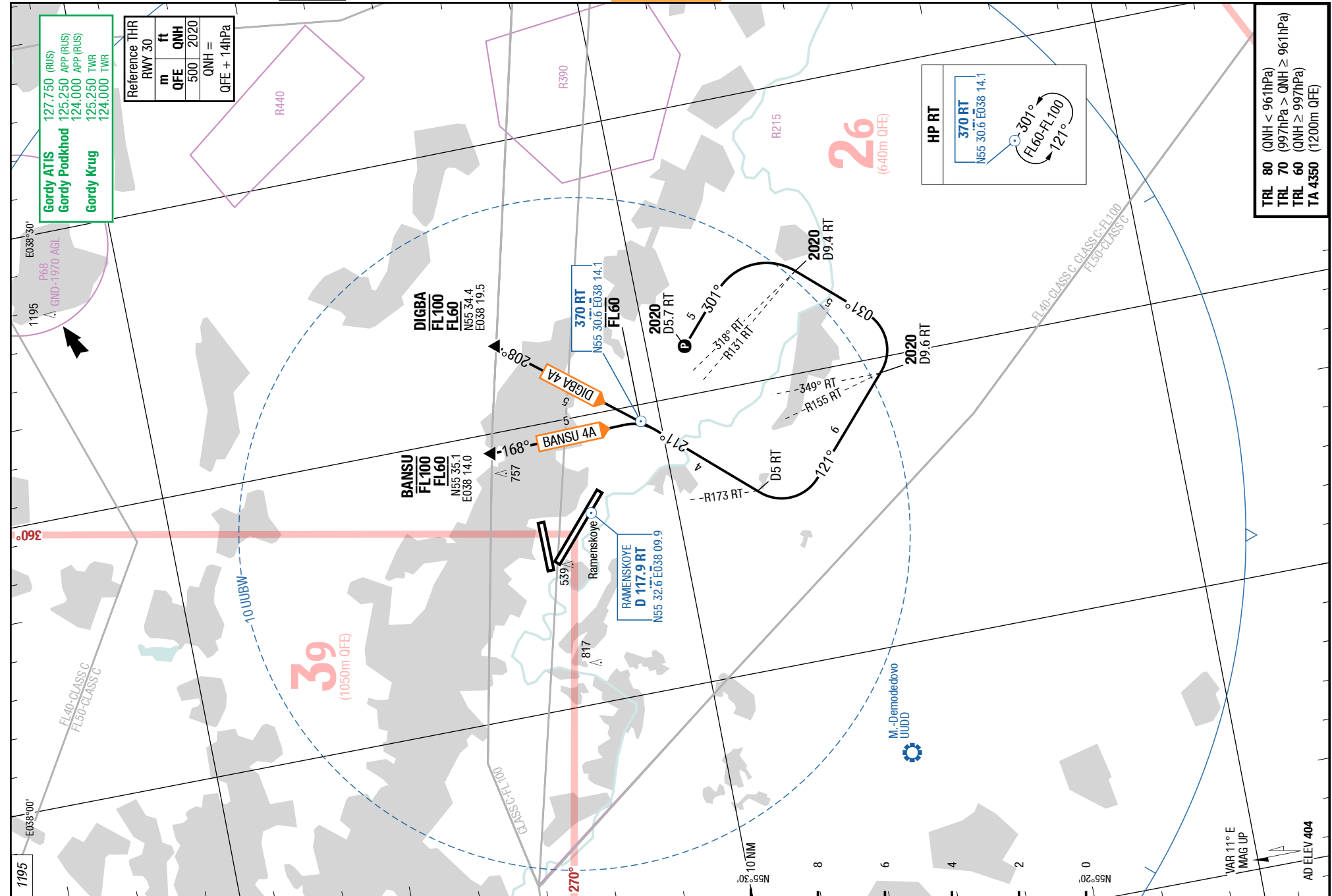
STAR

STAR

Ramenskoye Russian Federation

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

BANSU 4A, DIGBA 4A



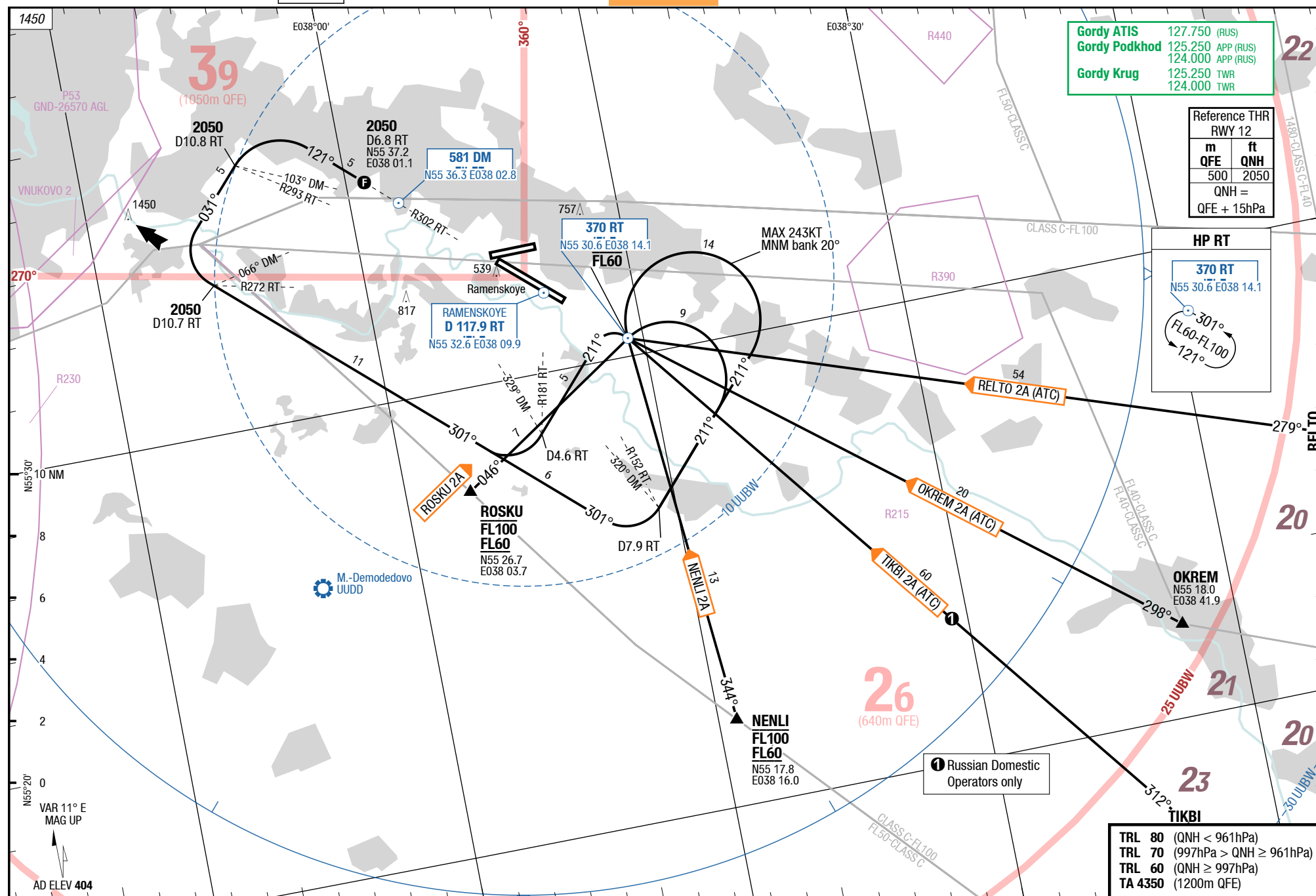
Changes: FREQ

ZIA-UUBW

STAR

STAR

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



Changes: FREQ

ZIA-UUBW

NIL

STAR

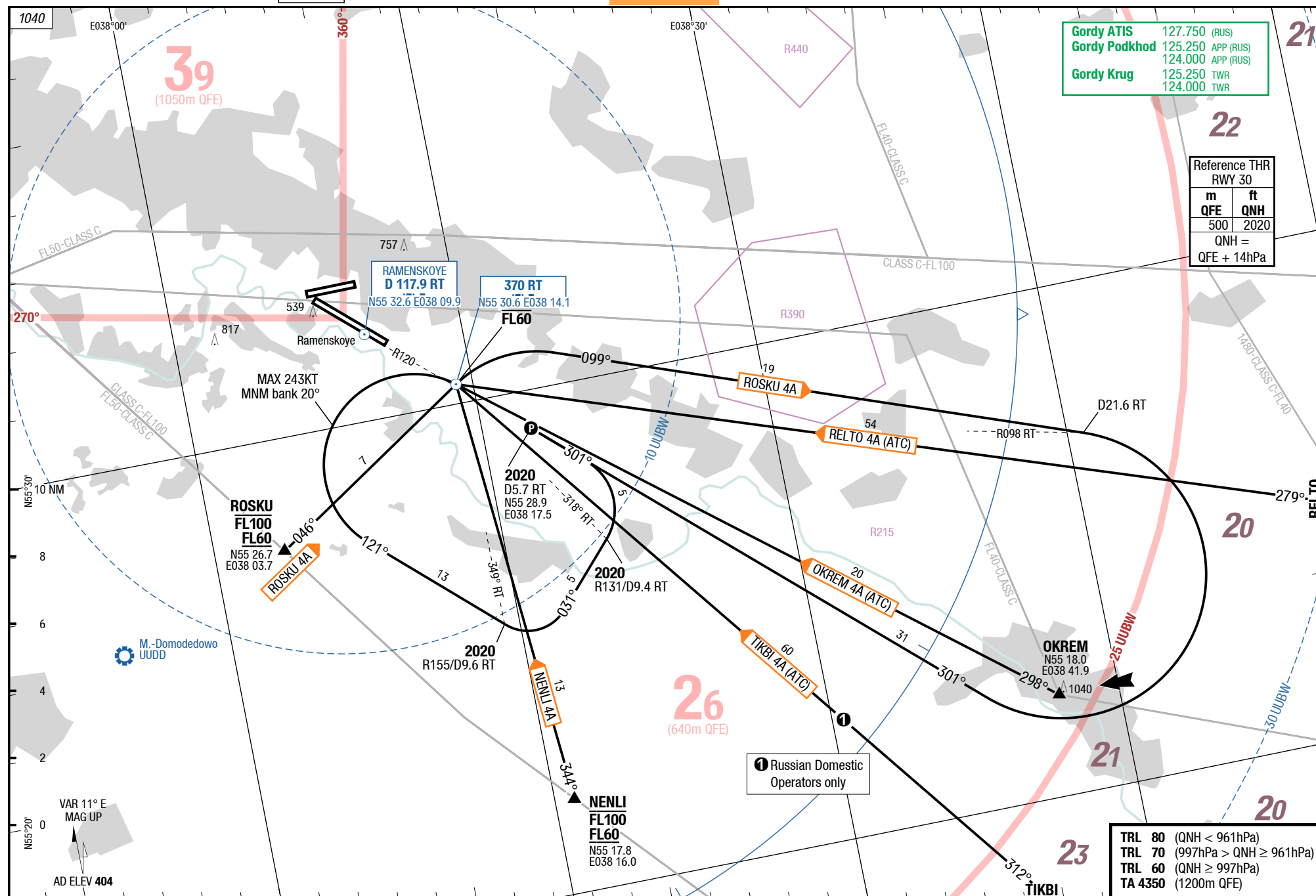
STAR

NIL

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

6-70

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



Changes: FREQ

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15-JUN-2017

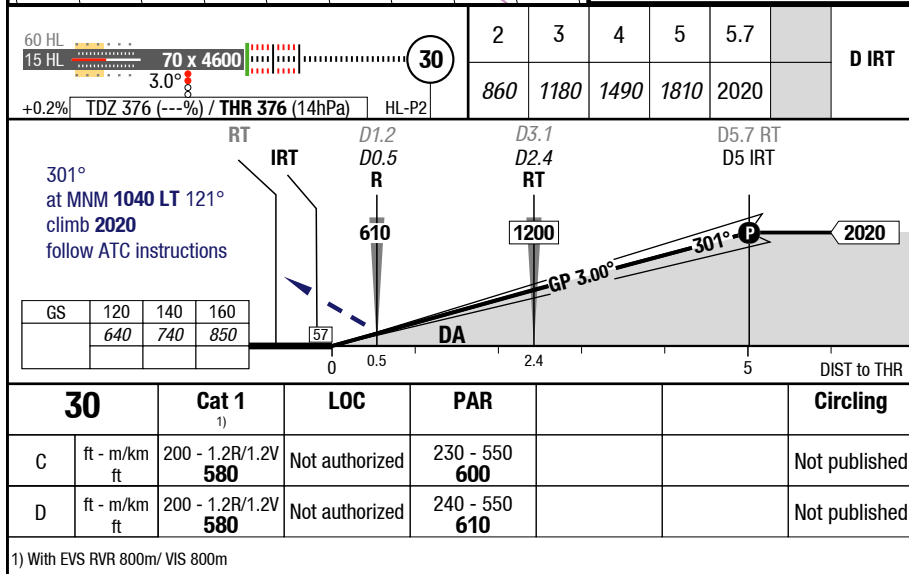
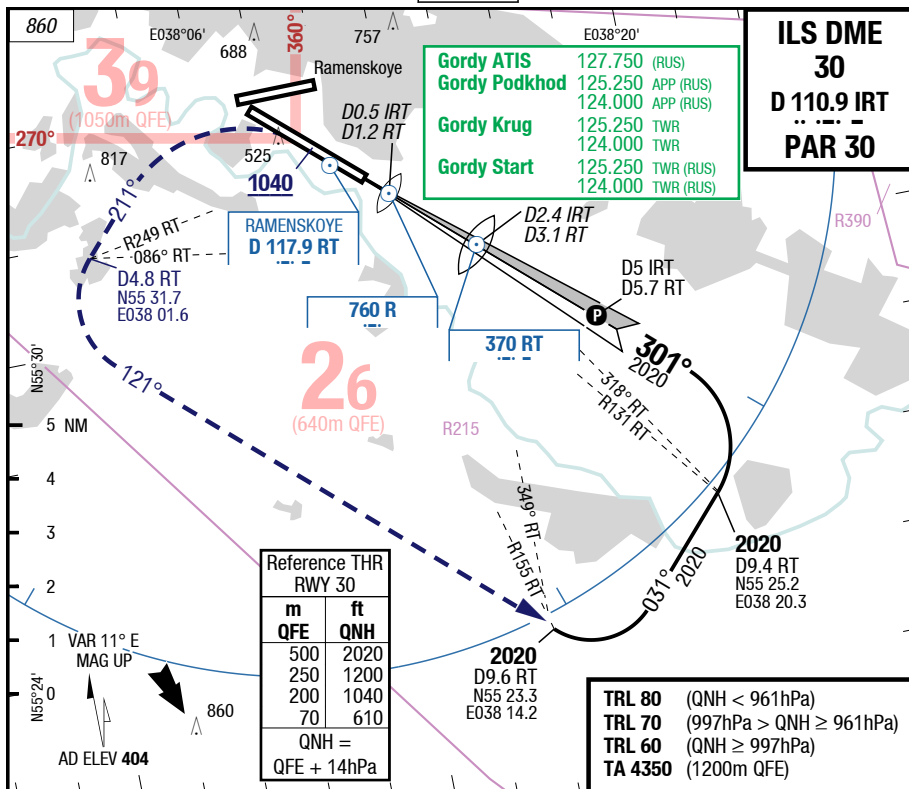
ZIA-UUBW

Russian Federation Ramenskoye

7-10

ILS DME 30 / PAR 30

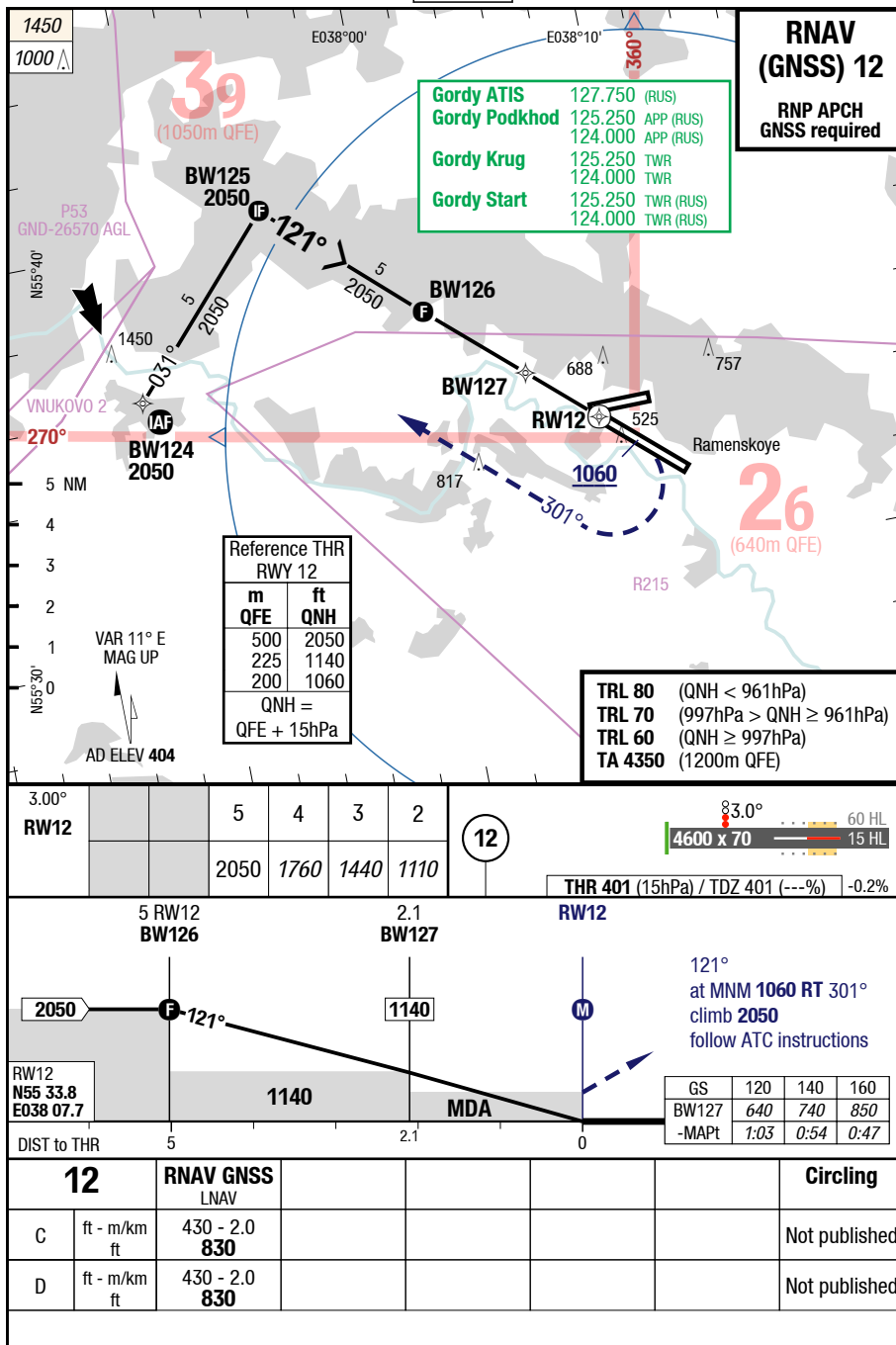
IAC



Changes: MIN

7-30

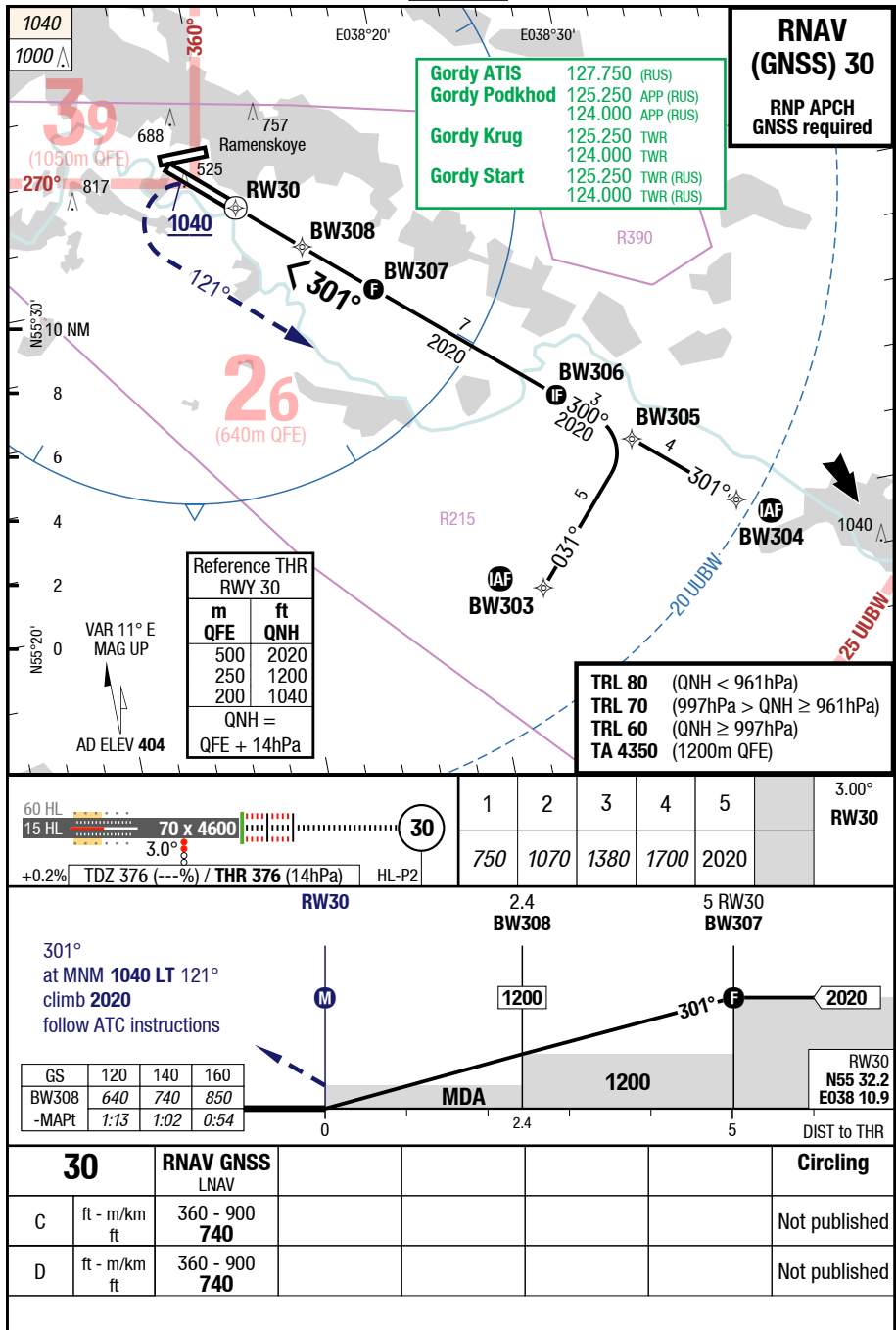
RNAV (GNSS) 12

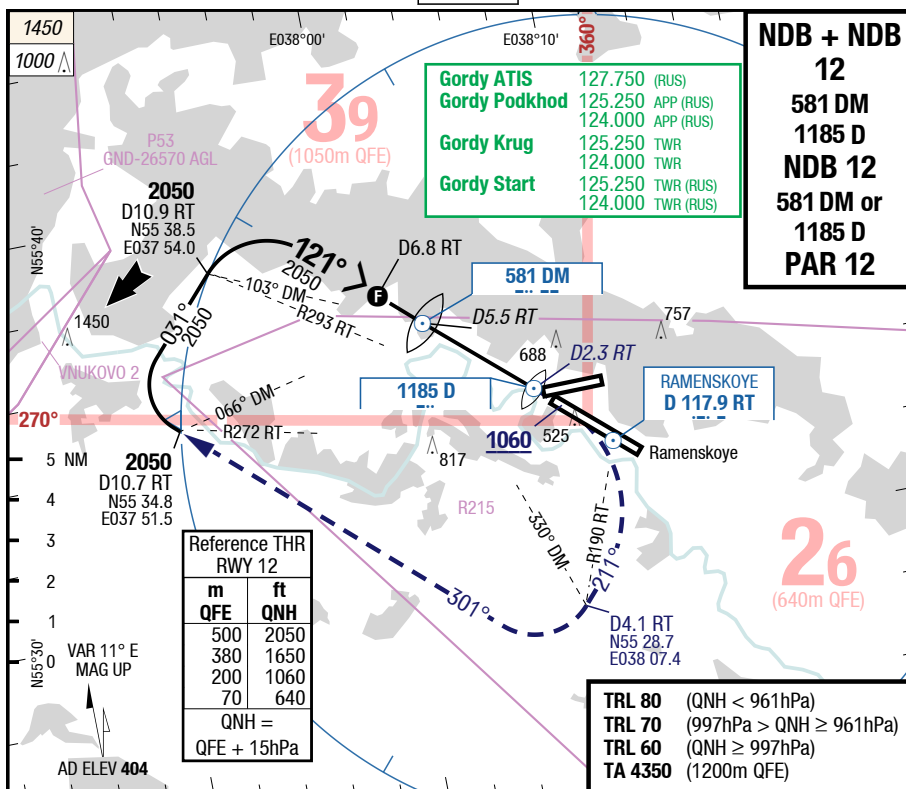


ZIA-UUBW

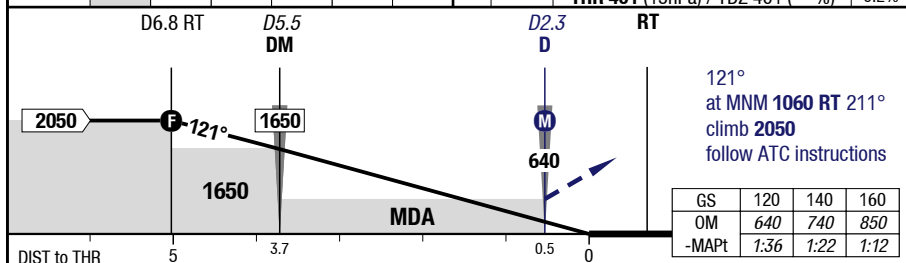
7-40

RNAV (GNSS) 30





3.00° D RT	6.8	6	5	4	3		
	2050	1800	1480	1160	840		THR 401 (15hPa) / ID7 401 (---%) -0.2%



12		NDB NDB DME DM+D RT	NDB DME DM RT	NDB DME D RT	NDB D wo FAF	PAR 1)	Circling
C	ft - m/km ft	420 - 1.9 820	520 - 2.4 920	490 - 2.3 890	890 - 2.4 1290	230 - 1.2 630	Not published
D	ft - m/km ft	420 - 1.9 820	520 - 2.4 920	490 - 2.3 890	890 - 2.4 1290	240 - 1.2 640	Not published

1) With EVS 800m

7-60

NDB + NDB 30 / NDB 30

