

**AERODROME GROUND MOVEMENT
AND AIRCRAFT PARKING/DOCKING CHART - ICAO**

MOSCOW, RUSSIA

DOMODEDOVO

| | |
|----------------------------|---------|
| DOMODEDOVO DELIVERY | 129.150 |
| APRON | 119.000 |
| TOWER RWY 14R/32L | 118.600 |
| TOWER RWY 14C/32C, 14L/32R | 119.700 |

REMARKS:

1. Parking and taxiing of ACFT on the apron shall be carried out via the established routes. "FOLLOW ME" vehicle is provided by flight crew's request.
2. Parking of ACFT onto the stands equipped with aerobridges (stands 1-19) shall be carried out according to the marking of the nose landing gear stop position.
3. De-icing treatment of ACFT shall be executed at Engines start-up positions:

| Engines start-up position | MAX wingspan of ACFT for de-icing treatment (M) |
|---------------------------|---|
| 3 | 80 |
| 10 | 38.05 |
| 24 | 68.5 |
| 25 | 68.8 |
| 30 | 80 |
| 30A | 65 |
| 30B | 65 |

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

Engines start-up positions 24, 25 are AVBL for de-icing treatment of class E and F ACFT only.

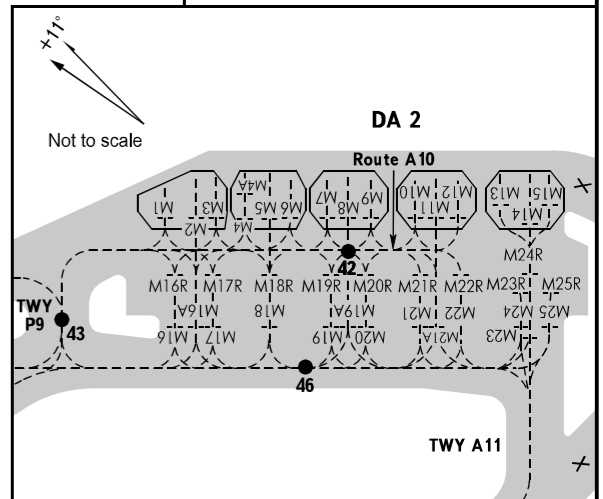
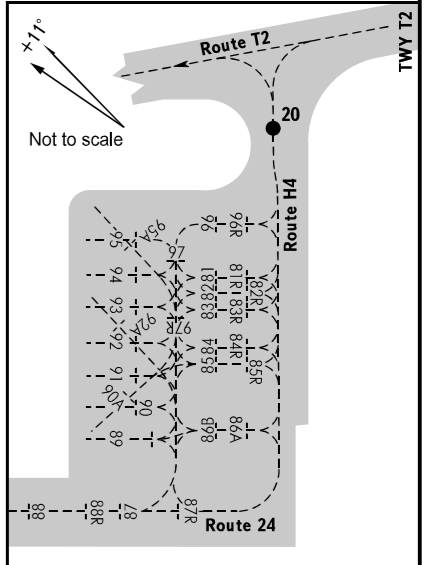
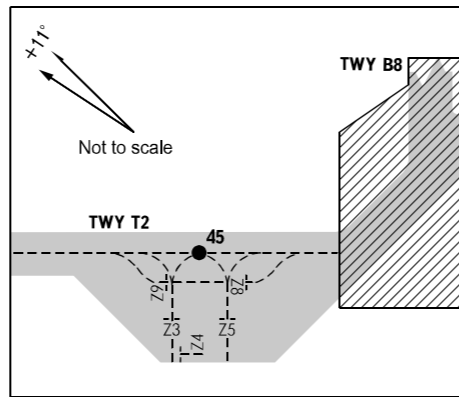
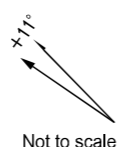
Stands 77, 77R, 76, 76R, 81, 81R, 82, 82R, 83, 83R, 84, 84R, 85, 85R, 89, 90, 90A, 91, 92, 92A, 93, 94, 95, 95A, 96, 96R, C1, C2, C3, C4, C5, C6, C7, C8, C9, C9R, C10, C10R, C11, C11R, C12, C12R, C13, C14, C14R, C15, C15R, C16, C17, C18, M16, M16A, M17, M18, M18R, M19, M19A, M19R, M20, M20R, M21, M21R, M21A, M22, M22R, M23, M23R, M24, M24R, M25, M25R.

De-icing treatment of ACFT with started engines is permitted on stands C2, C5, C8, C13, C17, M16A, M18, M19A, M21A.

When stands M16A, M18, M19A, M21A are occupied by A-321 type ACFT, taxiing/towing via Route A10 abeam these stands is prohibited.

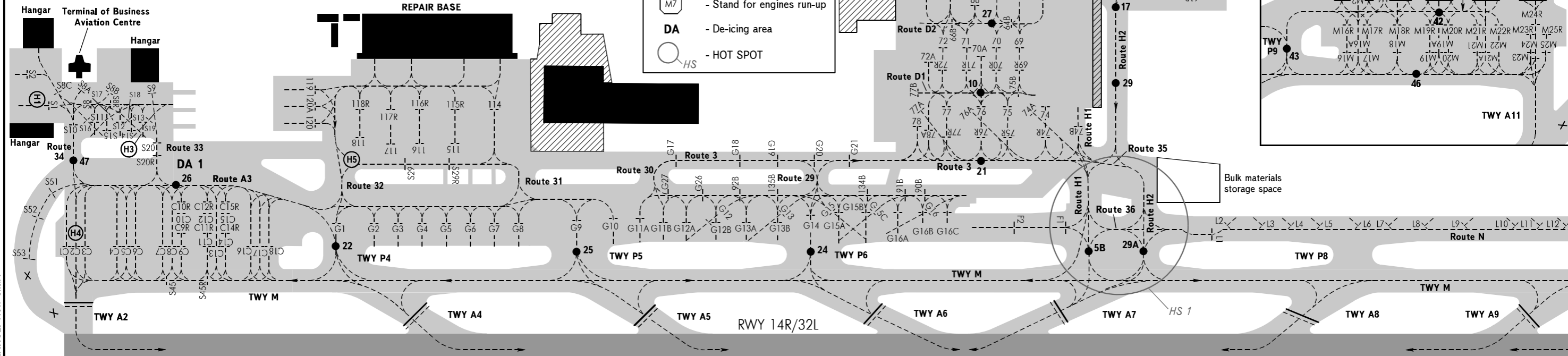
4. Stands M7-M15 are AVBL for engines run-up.
5. ACFT shall be parked on stands in accordance with T-shaped stand marking, unless nose wheel limit line is AVBL on stand.
6. ACFT shall be parked for engines start-up facing the engines start-up position sign.
7. Flight crew can execute engines start-up in the process of ACFT towing, if this procedure is envisaged by the Aeroplane Flight Manual and coordinated with technical personnel of the tow crew.
8. ATR-42/ATR-72 ACFT can power back into/out of stands G11A, G11B, G12A, G12B, G13A, G13B, G15A, G15B, G16A, G16B, 78, 70A, 66.
9. Commercial servicing of ACFT on closed stands is prohibited.
10. When stand 17 is occupied by Tu-214, Tu-204, B767-200/300, B737-300/400/700/800/900, B777-200, B757-300, Il-86, A-300-600, A-310, A-330-200/300, A-340-200/300, B787-8, B787-9 ACFT:
 - taxiing of ACFT via Route H1 abeam stand 17 is prohibited;
 - engines start-up position 3A is closed;
 - engines start-up position 4 is closed.
11. When stand 18A is occupied by ACFT:
 - taxiing of ACFT via Route H1 abeam stand 18A is prohibited;
 - engines start-up position 4 is closed.
12. During nose loading of B747-8F ACFT on stands G10, G11A, G12, G13, G15, G15C, G16, G16C, it is necessary to request for a specialist of the aerodrome ground handling unit to organize a by-pass route for vehicles and mechanical equipment (to install cones/prisms).
13. Stands M14 (primary), C5, 47 are AVBL as sanitary stands.
14. Stand M14 is AVBL as a training stand.

HOT SPOT (HS)
Caution: Risk of losing awareness when LVP are in force and RWY incursion.



LEGEND

- Construction site
- Route H1 - Taxi Route H1
- Stand for engines run-up
- De-icing area
- HOT SPOT



CHANGE: New chart