

LPK-UUOL

1-10

AOI

AOI

GENERAL**ATS Hours**

H24

Airport Information

RFF: CAT 5
Fuel: TS-1 (equivalent Jet A1)
PCN: RWY 15/33: 41/R/B/W/T

Operation**TWY Restriction**

| TWY 1, A2, 3, Main TWY width 18m / 59ft.
 TWY 4 width 18-68-33m / 59-223-108ft (HEL only).
 Main TWY, TWY 1, 3 CLSD.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication**

COM Failure: See CRAR Russia and Caucasus Republics/Russia/U and in addition;
 In case of COM failure and no possibility to change to visual flight, proceed to destination AD according to FLP. Maintain assigned FL till crossing radio navigation fix planned for LDG and commence descend at ETA or as close as possible to the time indicated in FPL. Follow instrument APCH PROC.

DEPARTURE**Take-off Minima**

| RWY | | 15/33 | |
|----------|-----------|----------|---------|
| All ACFT | ft - m/km | 0 - 400V | HJ only |
| | | 0 - 800V | HN |

Communication

COM Failure: See CRAR Russia and Caucasus Republics/Russia/U and in addition;
 If COM at 1250ft (200m) with Lipetsk APCH is not established, continue climb to AD traffic circuit height, proceed in accordance with APCH pattern and land at Lipetsk depending on local MET CONDs and LDG weight.

If unable to land at Lipetsk due to MET CONDs other reasons, proceed to ALTN AD at the FL especially assigned for flights without COM FL140, FL150 or FL240, FL250.

De-Icing

AVBL

Effective 14-SEP-2017

07-SEP-2017

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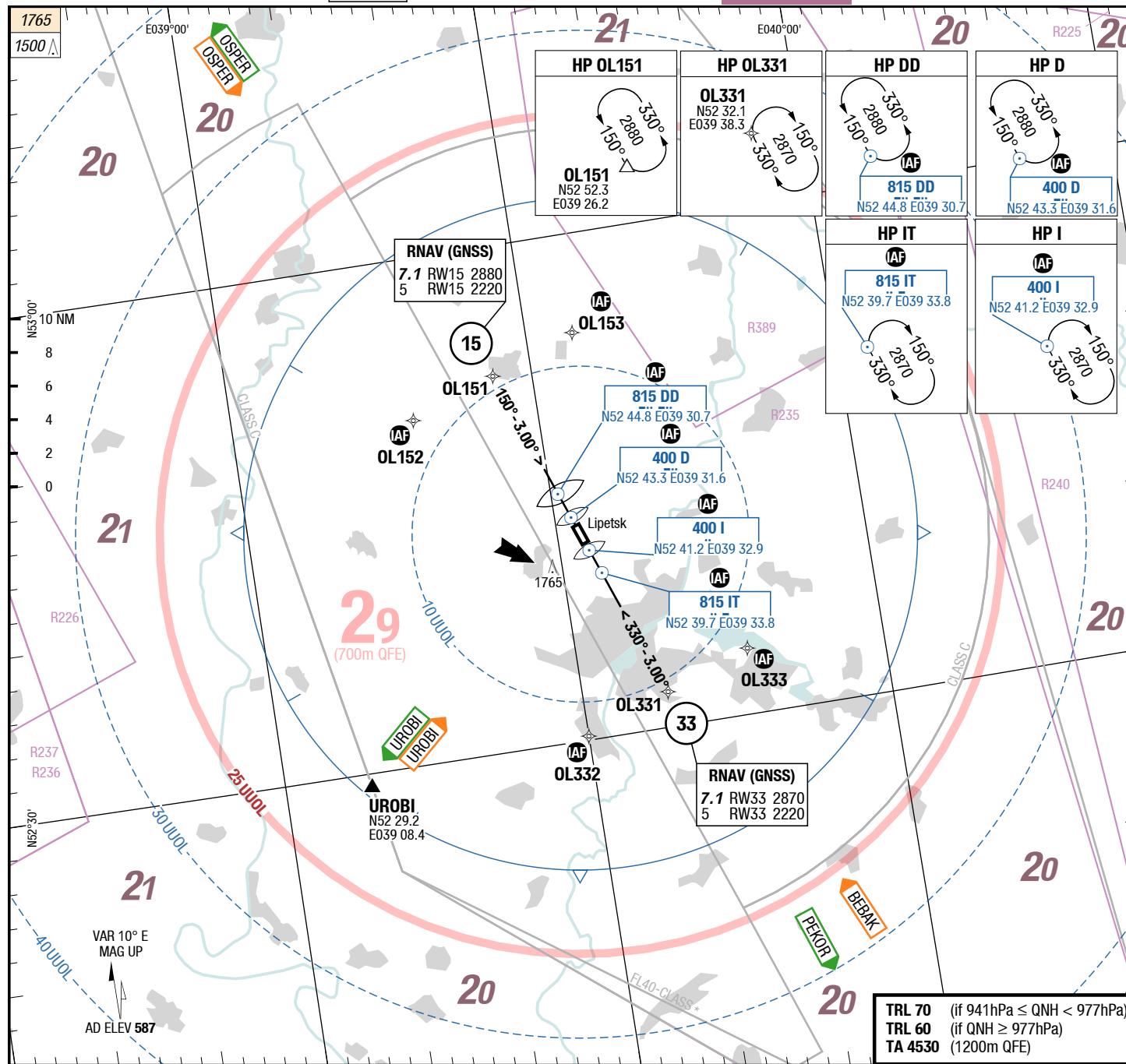
Russian Federation Lipetsk

AGC
AFC

Lipetsk Russian Federation

AGC
AFC

2-10



TWR

126.300 APP, Krug, Start, Taxiing

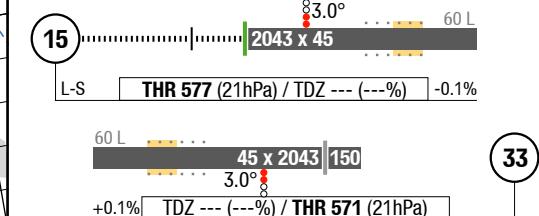
Transit

127.400

Reserve FREQ

124.000 For all ATC units

Landing RWY system:



Changes: Completely revised

Effective 14-SEP-2017

07-SEP-2017

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3-20

AGC

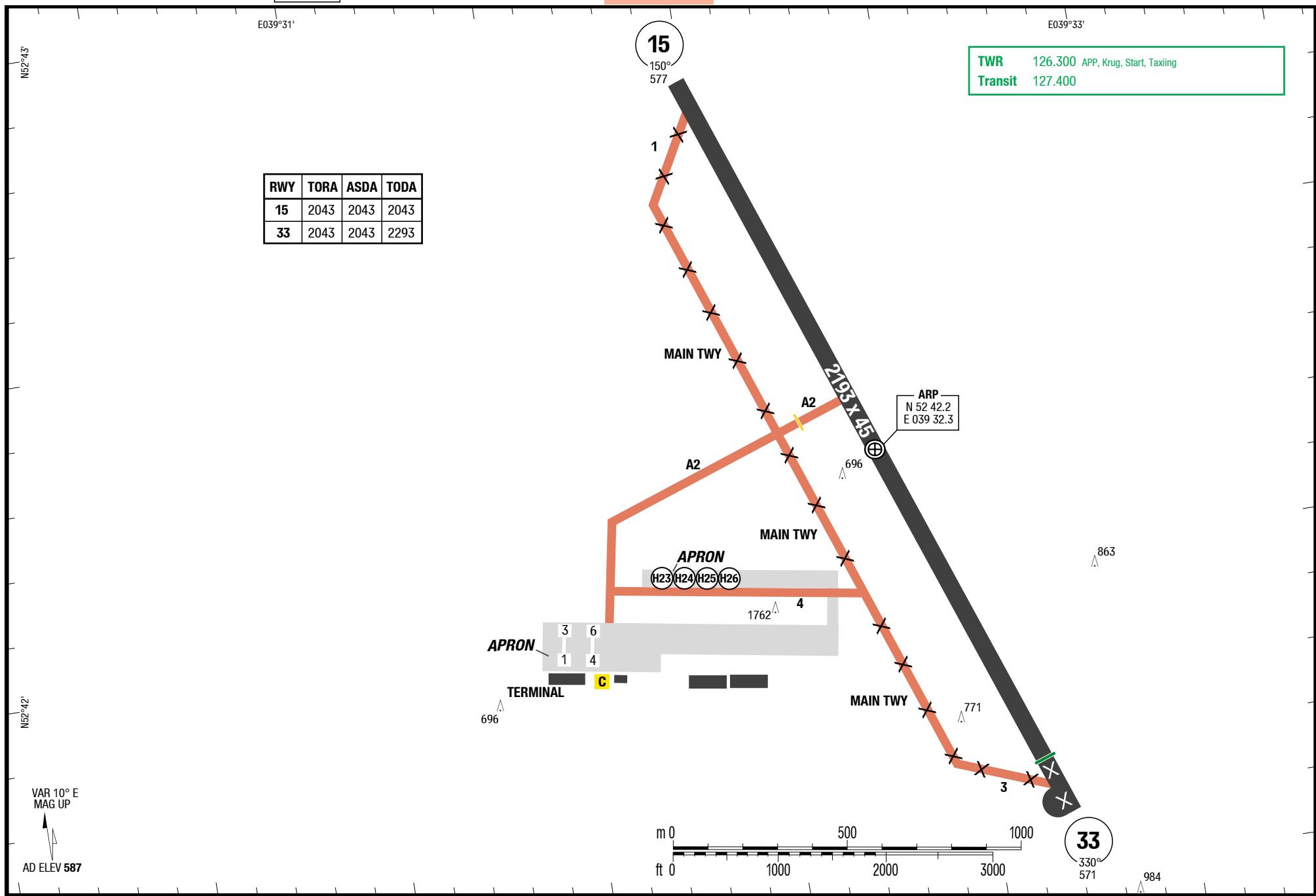
Lipetsk Russian Federation

AGC

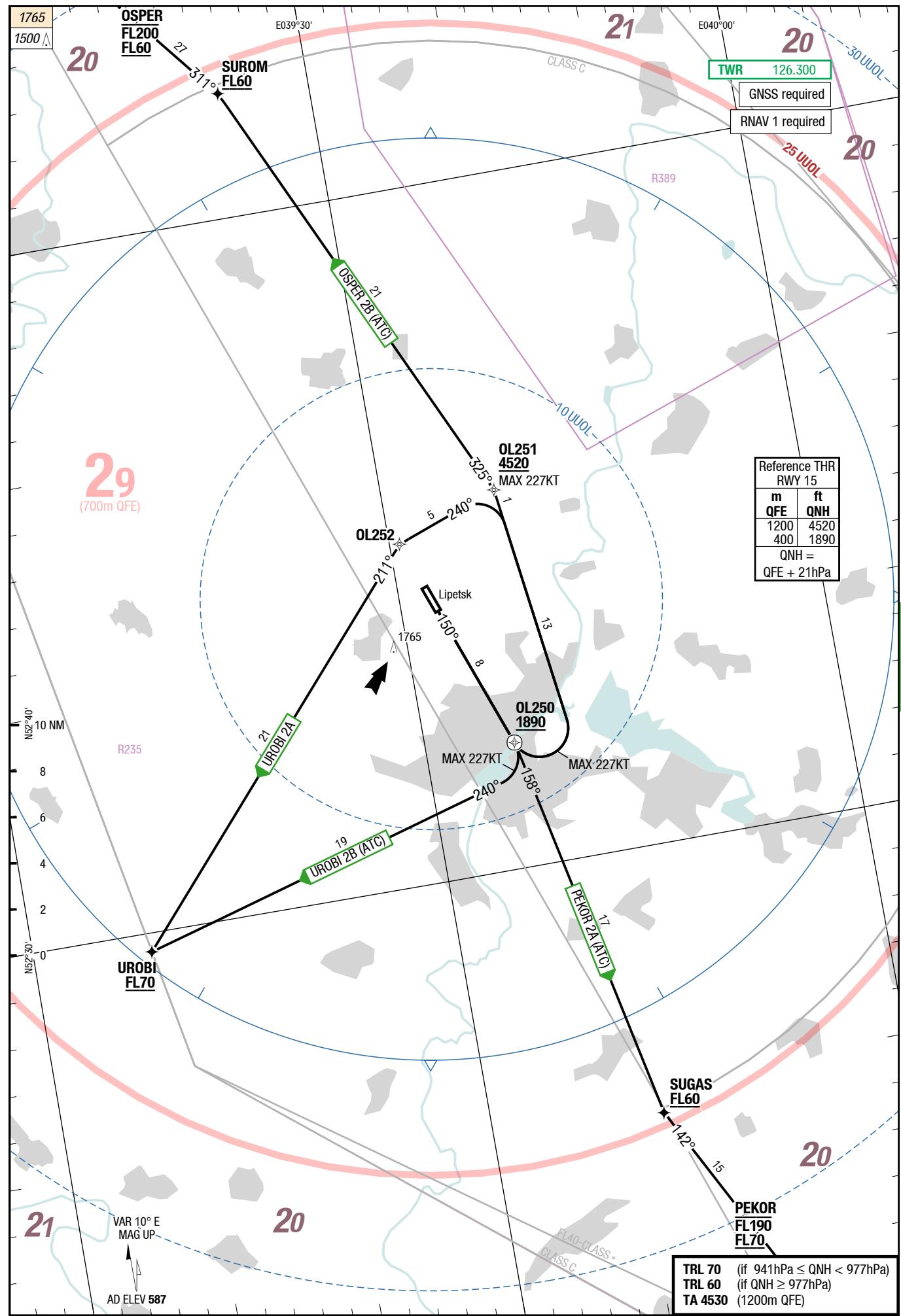
15
150°
577

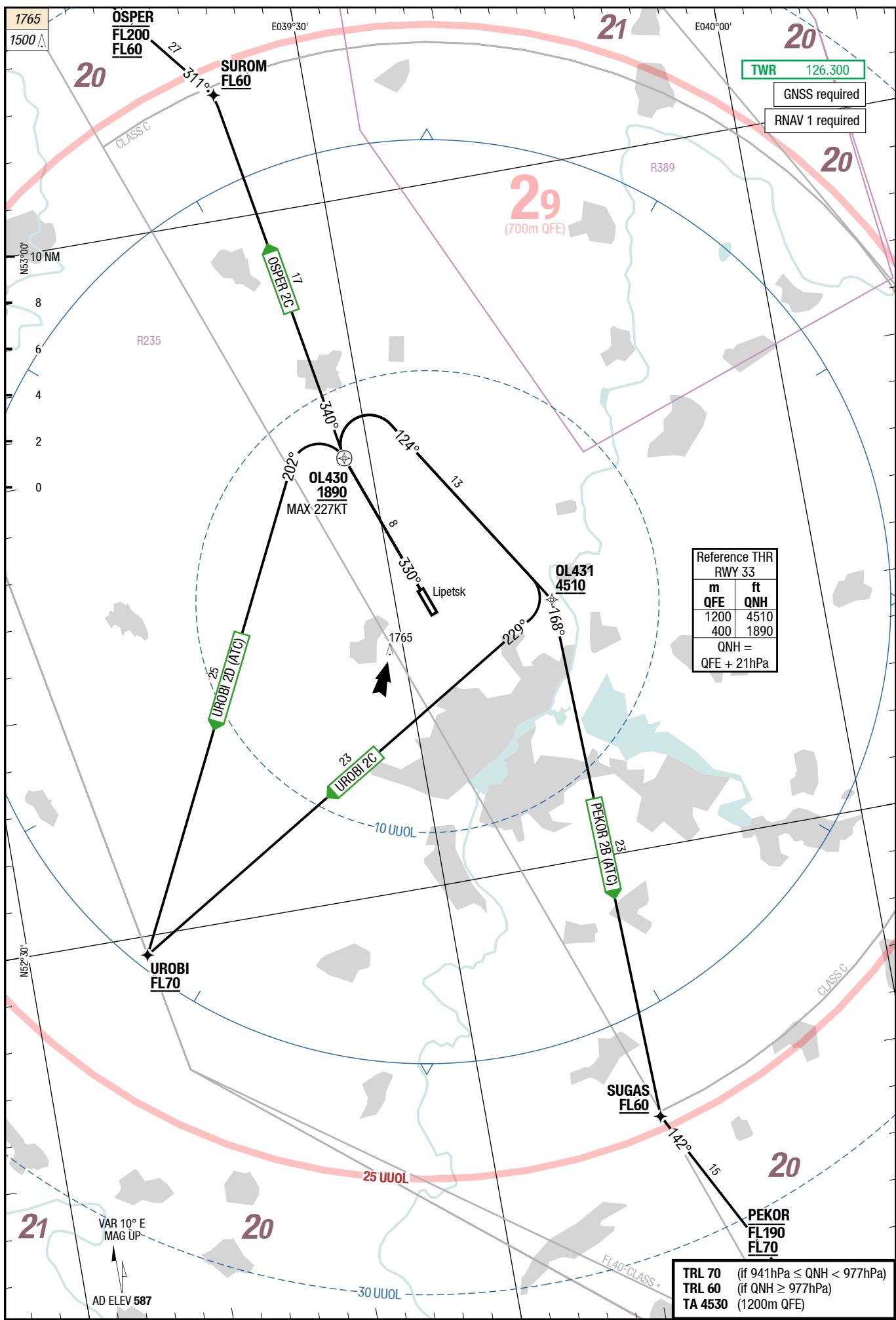
| RWY | TORA | ASDA | TODA |
|-----|------|------|------|
| 15 | 2043 | 2043 | 2043 |
| 33 | 2043 | 2043 | 2293 |

TWR 126.300 APP, Krug, Start, Taxiing
Transit 127.400



Changes: FREQ, Parkingstand, Declared distances, DISPL THR





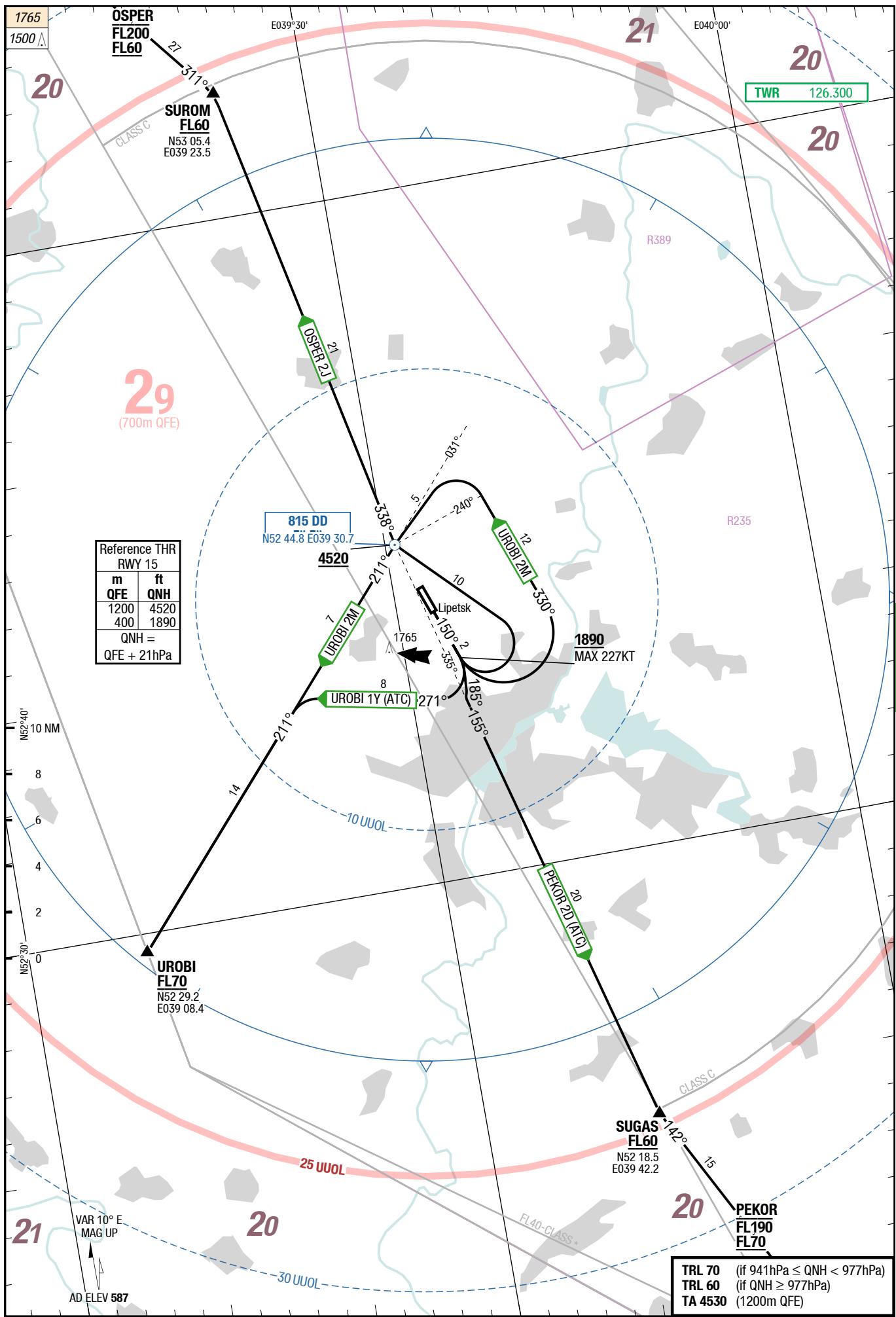
Effective 14-SEP-2017

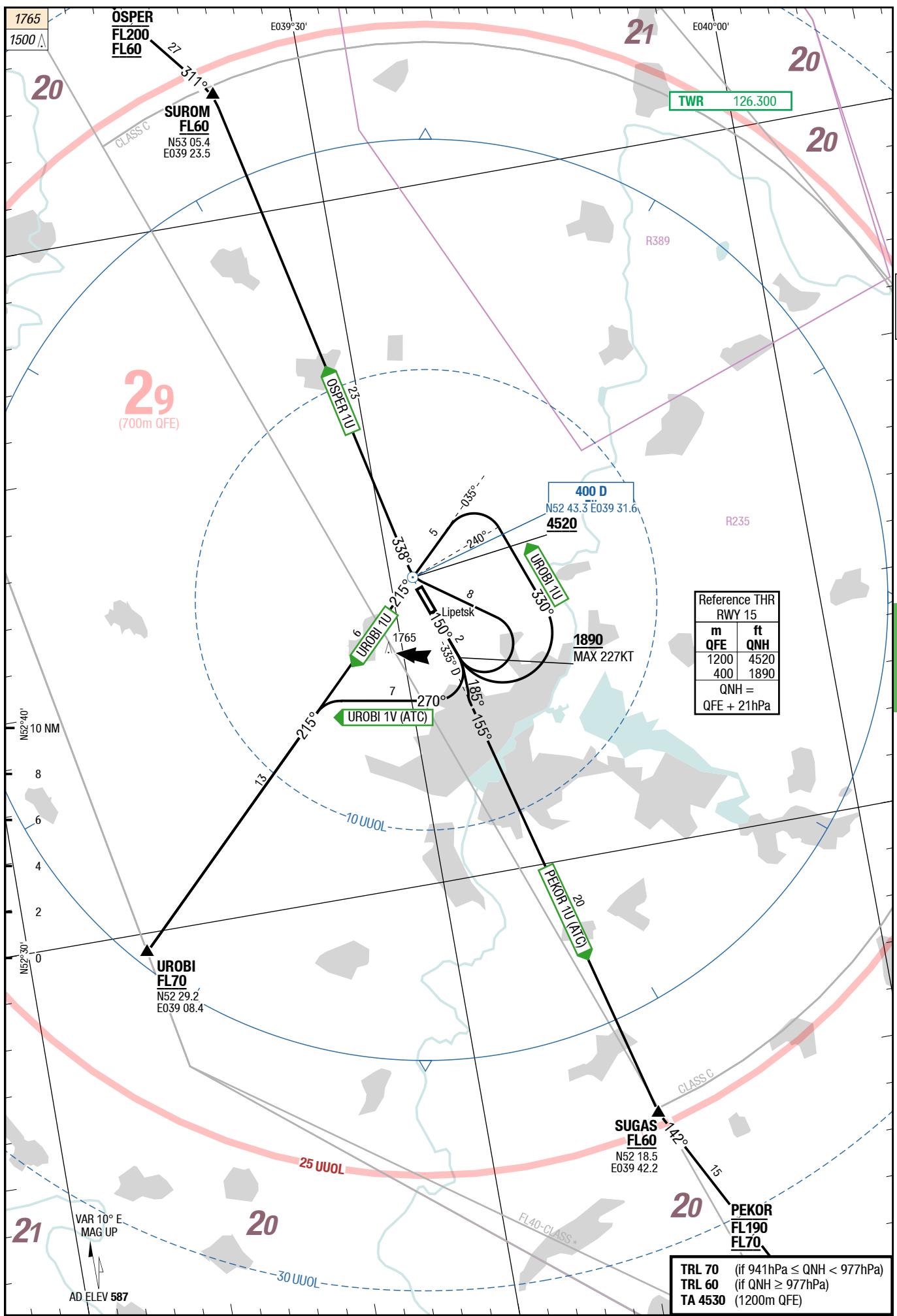
LPK-UUOL

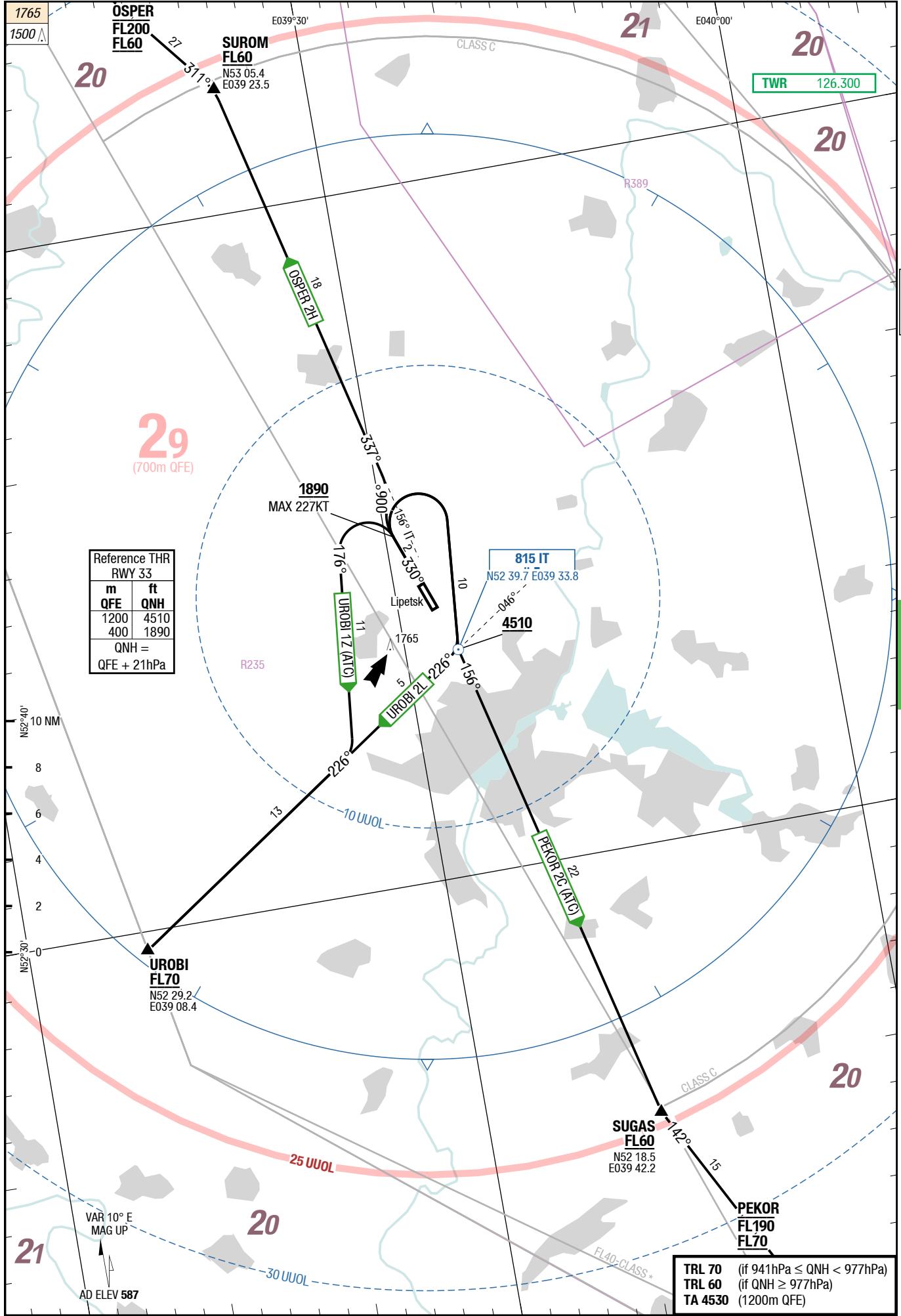
Russian Federation **Lipetsk**
SIDs RWY 15 (U/M)

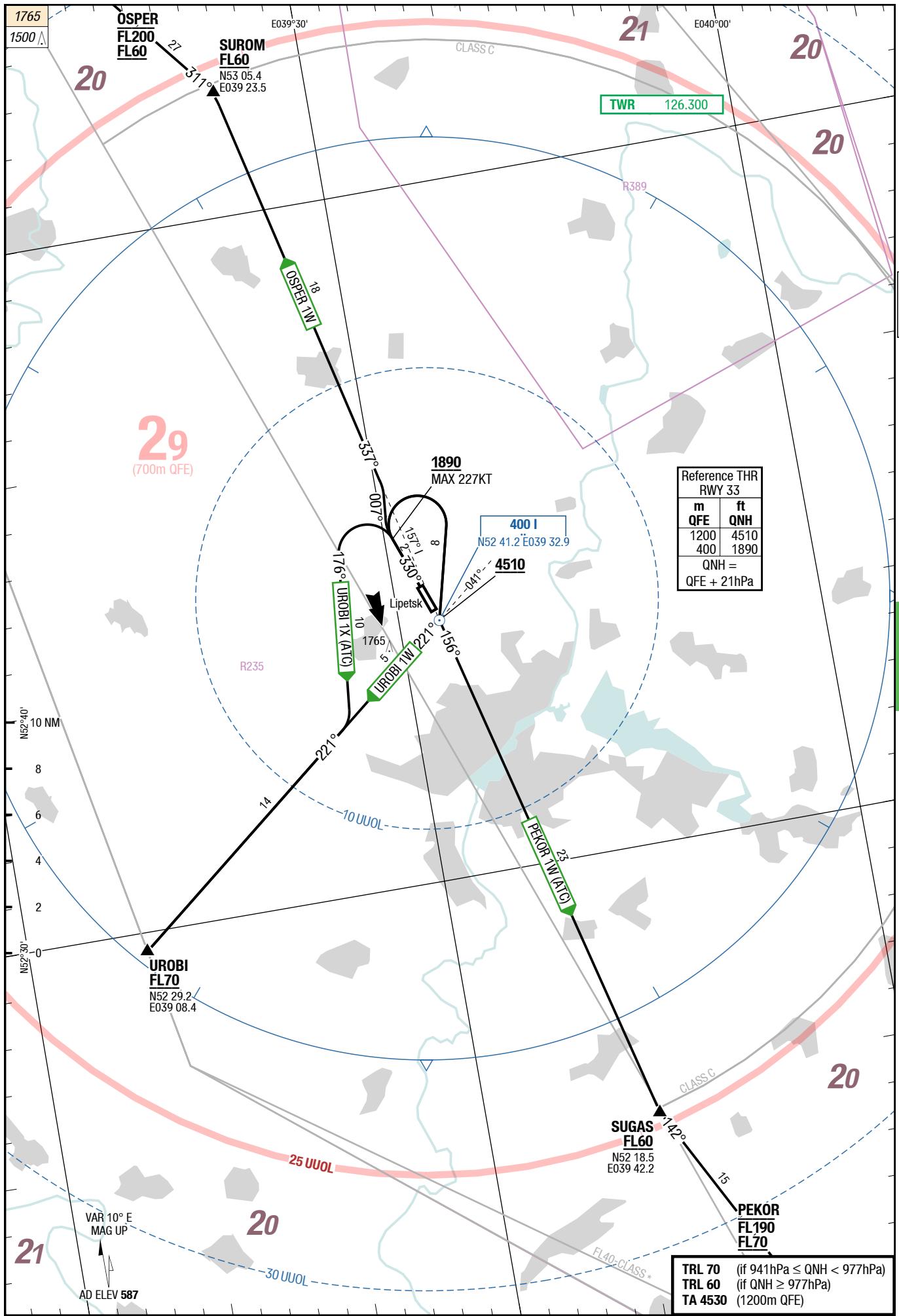
SID

Lipetsk Russian Federation SIDs RWY 15 (UW) ▶









LPK-UUOL

5-10

RNAV SIDs RWY 15

OSPER 2B / PEKOR 2A / UROBI 2A / UROBI 2B

RWY 15 (150°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|--|------|--------|-----|-----|-----|-----|------|
| | 4.1% | ft/MIN | 500 | 700 | 800 | 900 | 1000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| | Runway 15 | |
| OSPER 2B (ATC) 126.300 | FMS <u>OL250 [K227- ;L] - OL251 [K227- ;L] - SUROM - OSPER</u> | OL250 MNM 1890 OL251 MNM 4520 SUROM MMM FL60 OSPER between FL60 and FL200 |
| PEKOR 2A (ATC) 126.300 | FMS <u>OL250 [R] - SUGAS - PEKOR</u> | OL250 MNM 1890 SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 2A 126.300 | FMS <u>OL250 [K227- ;L] - OL251 [K227- ;L] - OL252 - UROBI</u> | OL250 MNM 1890 OL251 MNM 4520 UROBI MNM FL70 |
| UROBI 2B (ATC) 4.1% up to FL070 126.300 ① | FMS <u>OL250 [K227- ;R] - UROBI [K227]</u> | OL250 MNM 1890 UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

LPK-UUOL

5-20

RNAV SIDs RWY 33

OSPER 2C / PEKOR 2B / UROBI 2C / UROBI 2D

RWY 33 (330°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|------|------|
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 33 | |
| OSPER 2C 4.0% to FL60 126.300 ① | FMS <u>OL430 [K227- ;R]</u> - SUROM - OSPER | OL430 MNM 1890 SUROM MNM FL60 OSPER between FL60 and FL200 |
| PEKOR 2B (ATC) 126.300 | FMS <u>OL430 [K227- ;R]</u> - OL431 - SUGAS - PEKOR | OL430 MNM 1890 OL431 MNM 4510 SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 2C 126.300 | FMS <u>OL430 [K227- ;R]</u> - OL431 - UROBI | OL430 MNM 1890 OL431 MNM 4510 UROBI MNM FL70 |
| UROBI 2D (ATC) 126.300 | FMS <u>OL430 [K227- ;L]</u> - UROBI | OL430 MNM 1890 UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

LPK-UUOL

5-30

SIDs RWY 15 (D/J/M/Y)

OSPER 2J / PEKOR 2D / UROBI 1Y / UROBI 2M

RWY 15 (150°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|------|------|
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 15 | |
| OSPER 2J 126.300 | at MNM 1890 (MAX 227 KT) LT to DD - intercept QDR 338 DD to SUROM - LT 311° to OSPER | DD MNM 4520 SUROM MNM FL60 OSPER between FL60 and FL200 |
| PEKOR 2D (ATC) 126.300 | at MNM 1890 (MAX 227KT) RT 185° - LT intercept QDM 335 DD (QDR 155 DD) to SUGAS - LT 142° to PEKOR | SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 1Y (ATC) 126.300 ① | at MNM 1890 (MAX 227 KT) RT 271° - LT intercept QDM 031 DD (QDR 211 DD) to UROBI | UROBI MNM FL70 |
| UROBI 2M 126.300 | at MNM 1890 (MAX 227KT) LT 330° - crossing QDM 240 DD LT to DD - QDR 211 DD to UROBI | DD MNM 4520 UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

LPK-UUOL

5-40

SIDs RWY 15 (U/V)

OSPER 1U / PEKOR 1U / UROBI 1U / UROBI 1V

RWY 15 (150°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|--|------|--------|-----|-----|-----|-----|------|
| | 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 15 | |
| OSPER 1U 126.300 | at MNM 1890 (MAX 227 KT) LT to D - intercept QDR 338 D to SUROM - LT 311° to OSWER | D MNM 4520 SUROM MNM FL60 OSPER between FL60 and FL200 |
| PEKOR 1U (ATC) 126.300 | at MNM 1890 (MAX 227KT) RT 185° - LT intercept QDM 335 D (QDR 155 D) to SUGAS - LT 142° to PEKOR | SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 1U 126.300 | at MNM 1890 (MAX 227 KT) LT 330° - crossing QDM 240 D LT to D - QDR 215 D to UROBI | D MNM 4520 UROBI MNM FL70 |
| UROBI 1V (ATC) 3.9% to FL70 126.300 ① | at MNM 1890 (MAX 227 KT) RT 270° - LT intercept QDM 035 D (QDR 215 D) to UROBI | UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

LPK-UUOL

5-50

SIDs RWY 33 (C/H/L/Z)

OSPER 2H / PEKOR 2C / UROBI 1Z / UROBI 2L

RWY 33 (330°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|-----|-----|-----|-----|------|------|
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 33 | |
| OSPER 2H 4.0% to FL060 126.300 ① | at MNM 1890 (MAX 227KT) RT 006° - LT intercept QDM 156 IT (QDR 337 IT) to SUROM - LT 311° to OSPER | SUROM MNM FL60 OSPER between FL60 and FL200 |
| PEKOR 2C (ATC) 126.300 | at MNM 1890 (MAX 227KT) RT to IT - intercept QDR 156 IT to SUGAS - LT 142° to PEKOR | IT MNM 4510 SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 1Z (ATC) 126.300 | at MNM 1890 (MAX 227KT) LT 176° - RT intercept QDM 046 IT (QDR 226 IT) to UROBI | UROBI MNM FL70 |
| UROBI 2L 126.300 | at MNM 1890 (MAX 227KT) RT to IT - intercept QDR 226 IT to UROBI | IT MNM 4510 UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

LPK-UUOL

5-60

SIDs RWY 33 X/W

SIDPT

OSPER 1W / PEKOR 1W / UROBI 1W / UROBI 1X

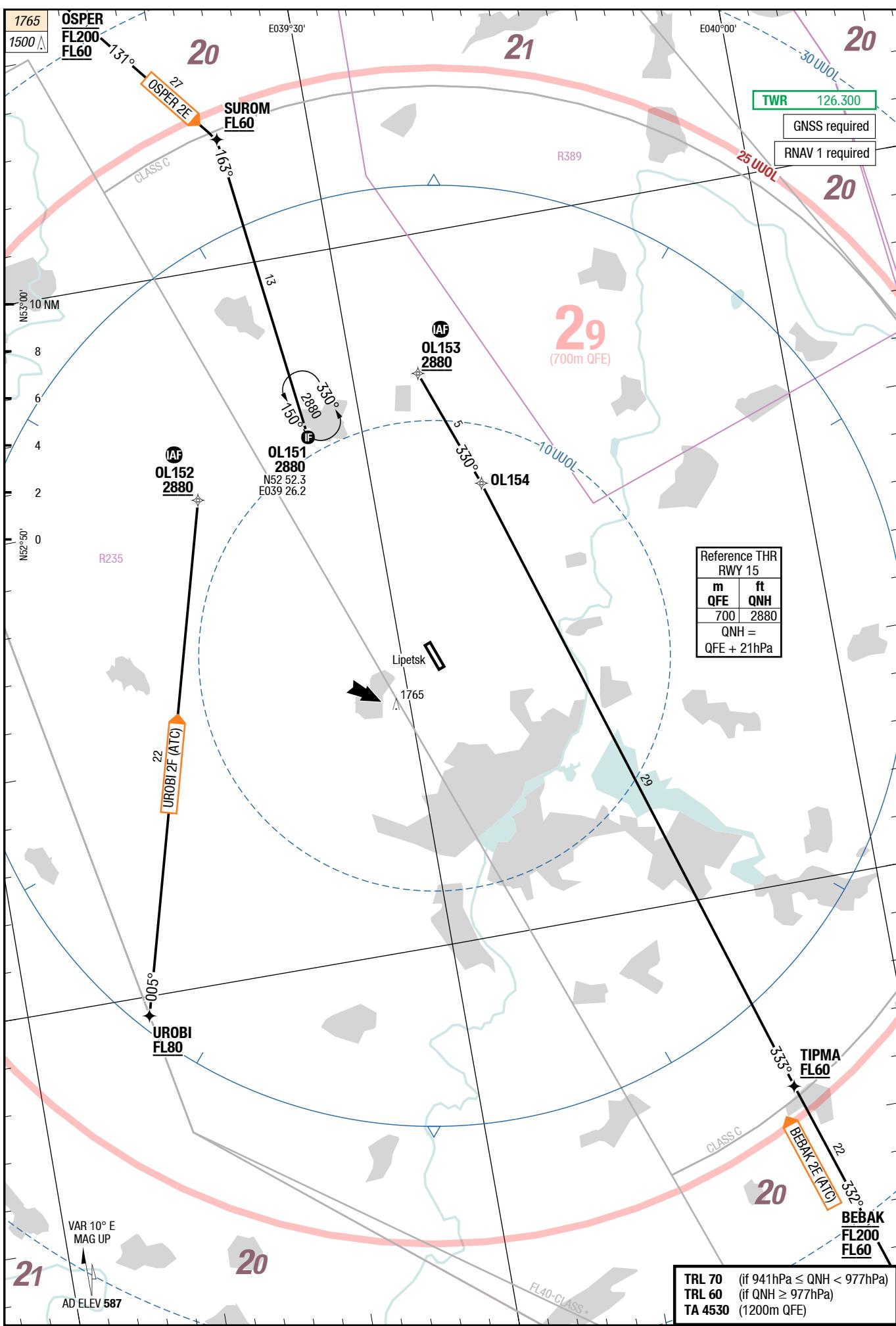
RWY 33 (330°)

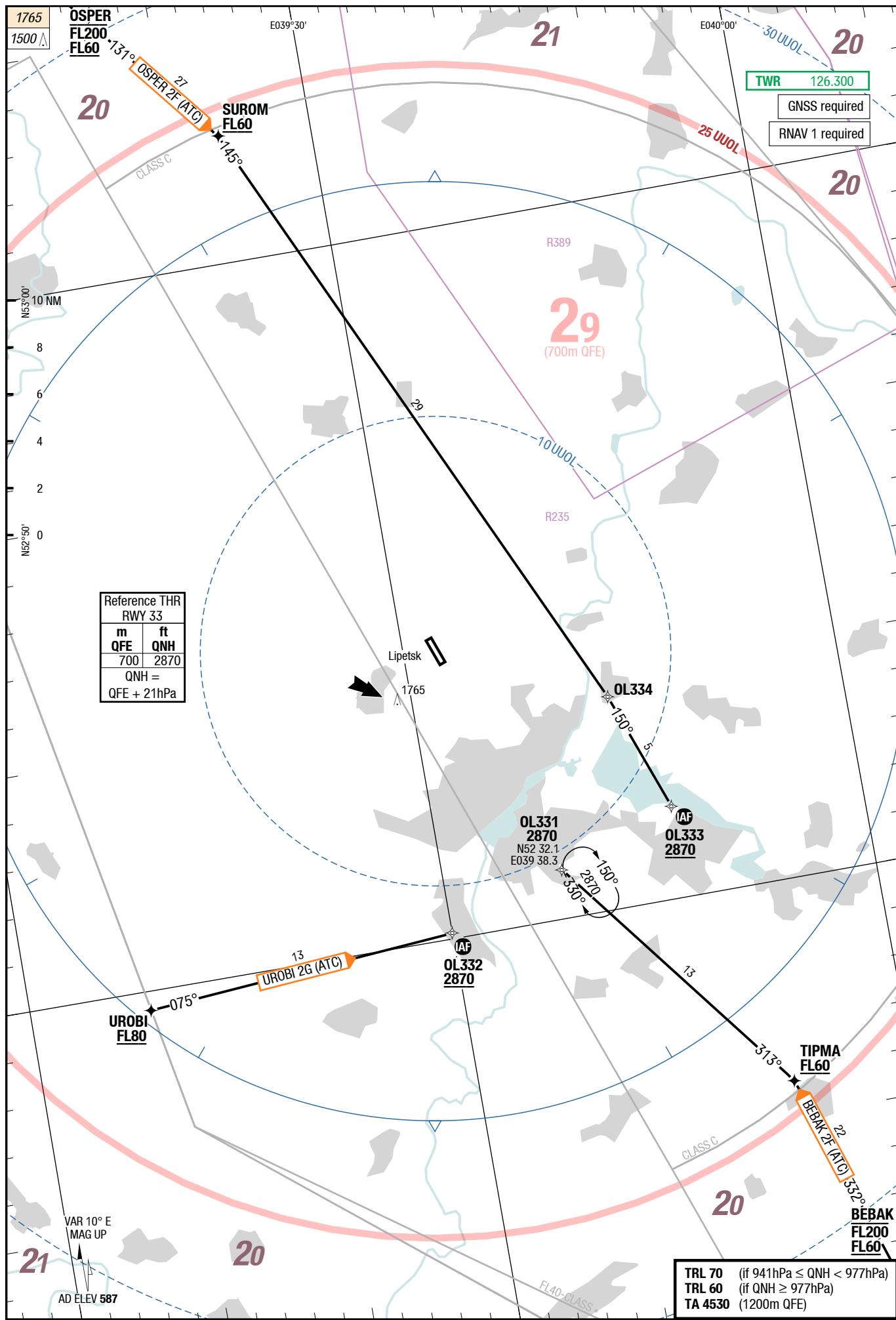
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|--|------|--------|-----|-----|-----|-----|------|
| | 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 33 | |
| OSPER 1W 4.0% to FL60 126.300 ① | at MNM 1890 (MAX 227KT) RT 007° - LT intercept QDM 157 I (QDR 337 I) to SUROM - LT 311° to OSPER | SUROM MNM FL60 OSPER between FL60 and FL200 |
| PEKOR 1W (ATC) 126.300 | at MNM 1890 (MAX 227KT) RT to I - intercept QDR 156 I to SUGAS - LT 142° to PEKOR | I MNM 4510 SUGAS MNM FL60 PEKOR between FL70 and FL190 |
| UROBI 1W 126.300 | at MNM 1890 (MAX 227KT) RT to I - intercept QDR 221 I to UROBI | I MNM 4510 UROBI MNM FL70 |
| UROBI 1X (ATC) 126.300 | at MNM 1890 (MAX 227KT) LT 176° - RT intercept QDM 041 I (QDR 221 I) to UROBI | UROBI MNM FL70 |

① Climb gradient required due to airspace limitation

Changes: PROC, ALT, OBST, PROC renumbered





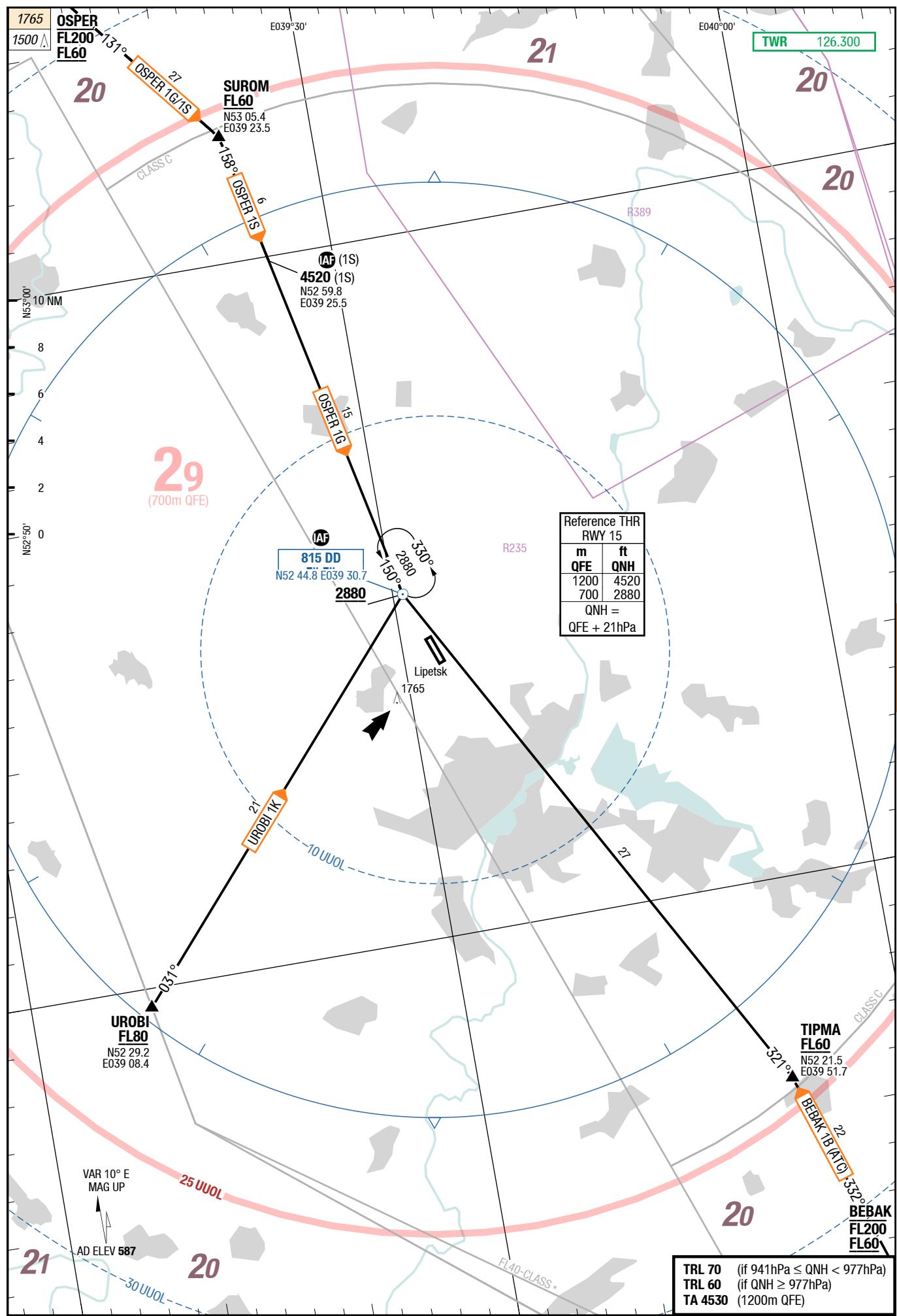
Effective 14-SEP-2017

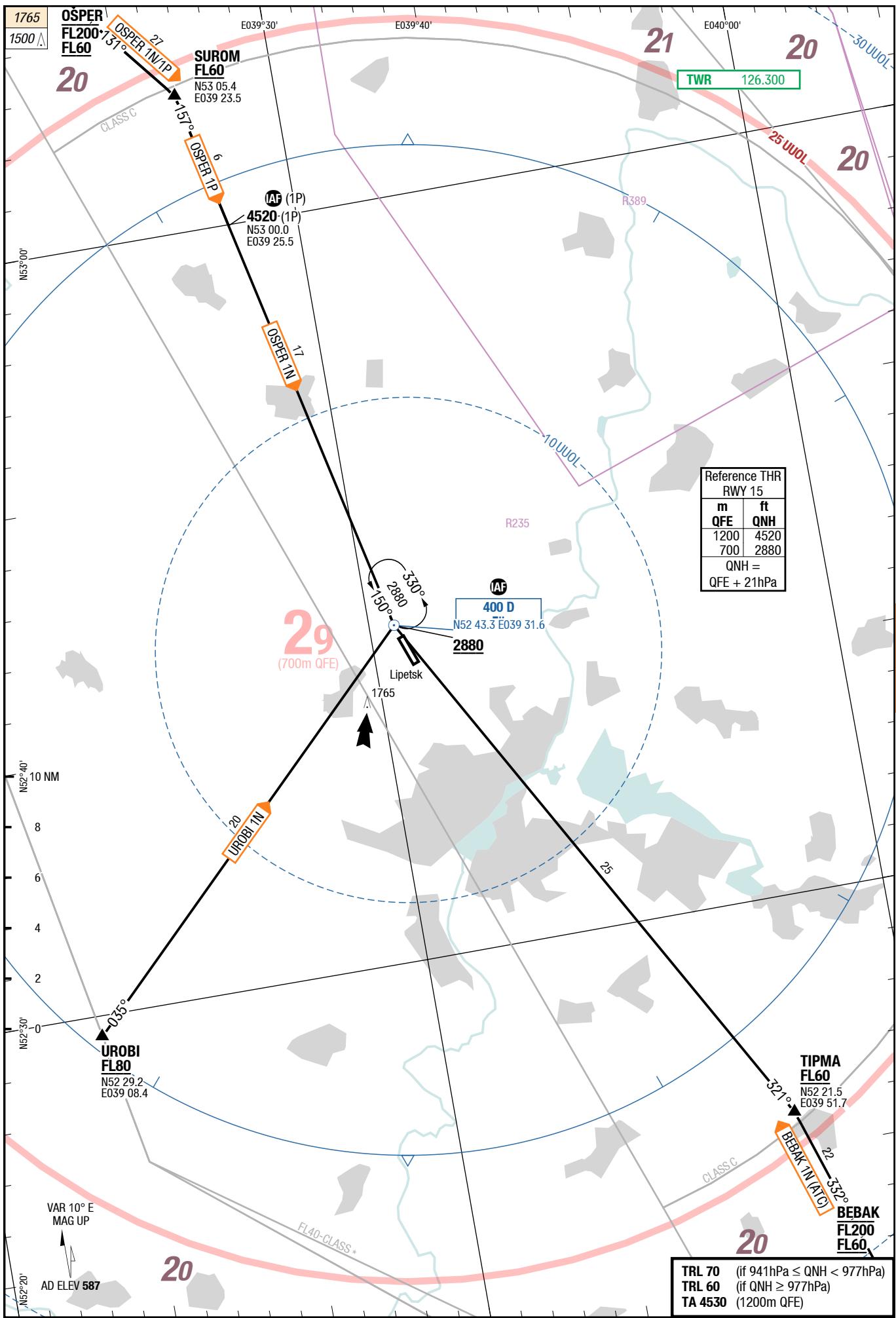
LPK-UUOL

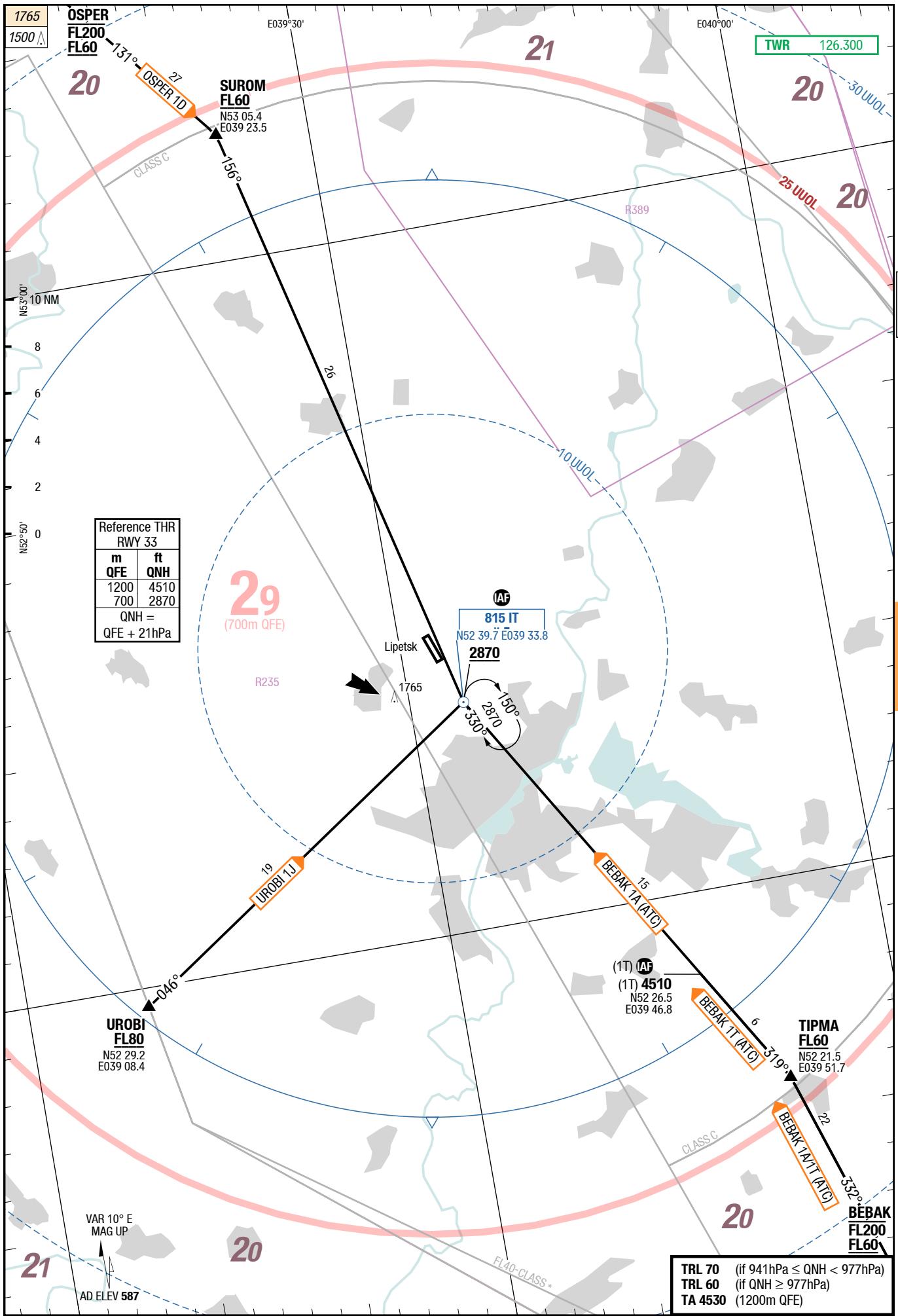
Russian Federation Lipetsk
STARS RWY 15 (B/G/S/K)

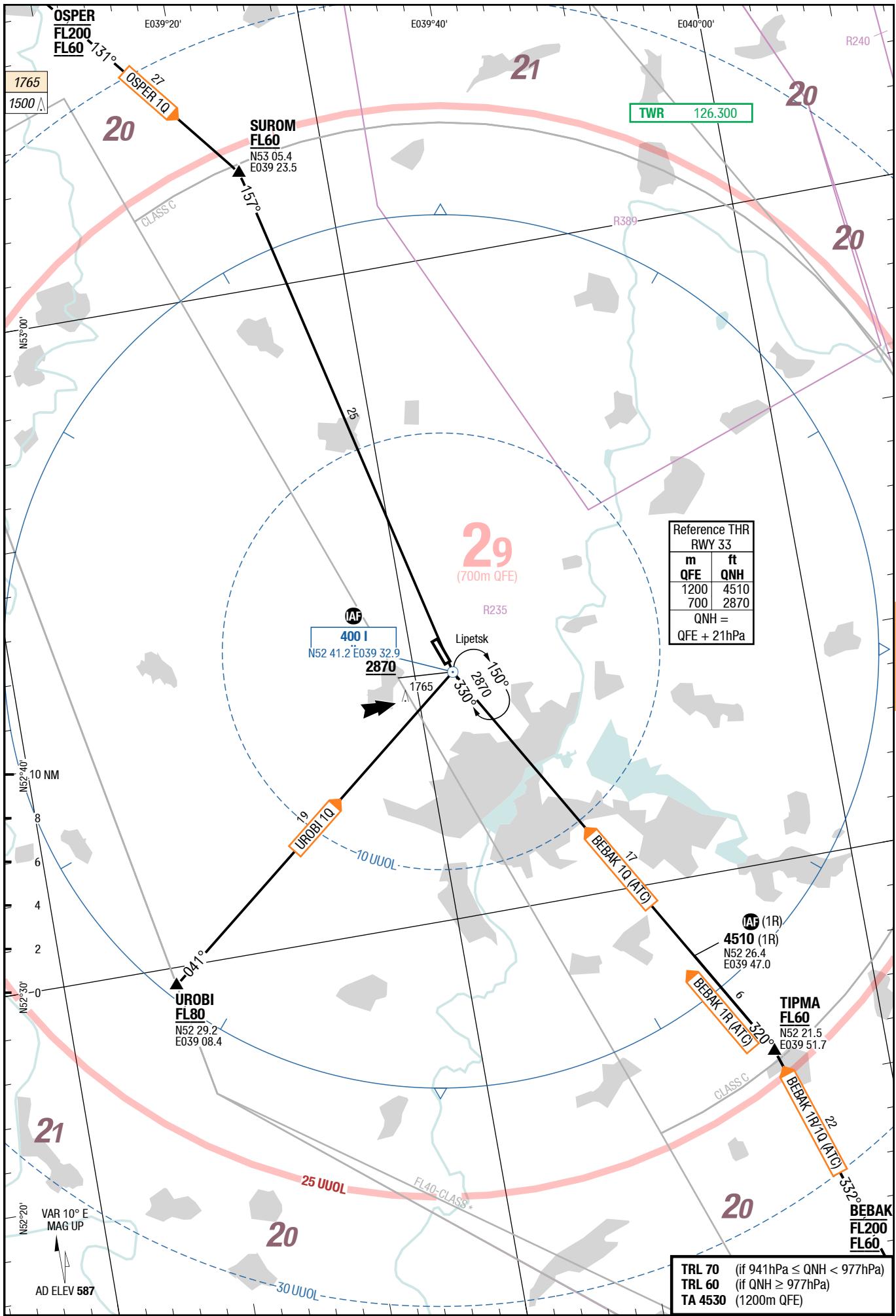
STAR
STAR

Lipetsk Russian Federation
STARS RWY 15 (B/G/S/K)





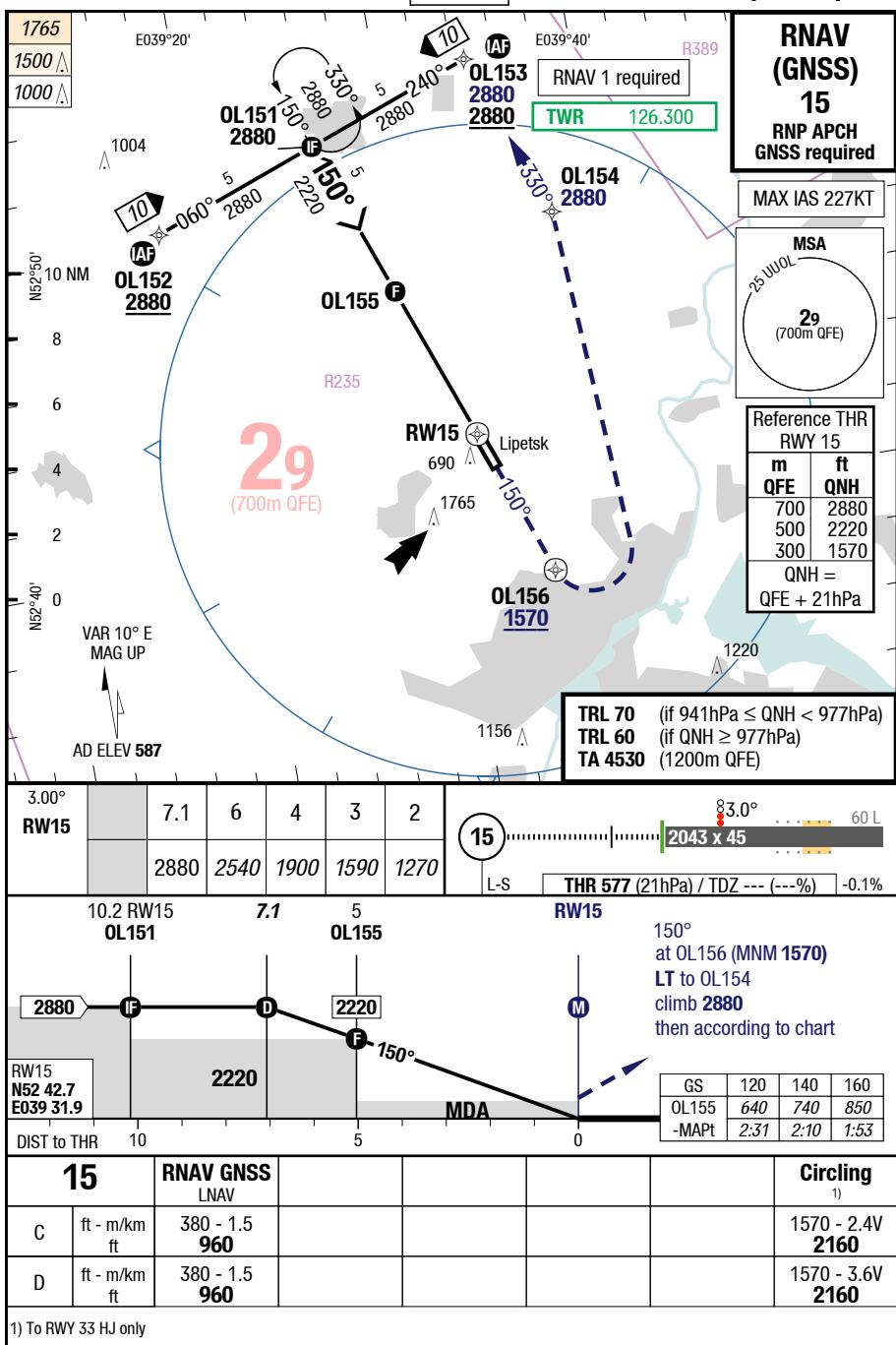




LPK-UUOL

7-10

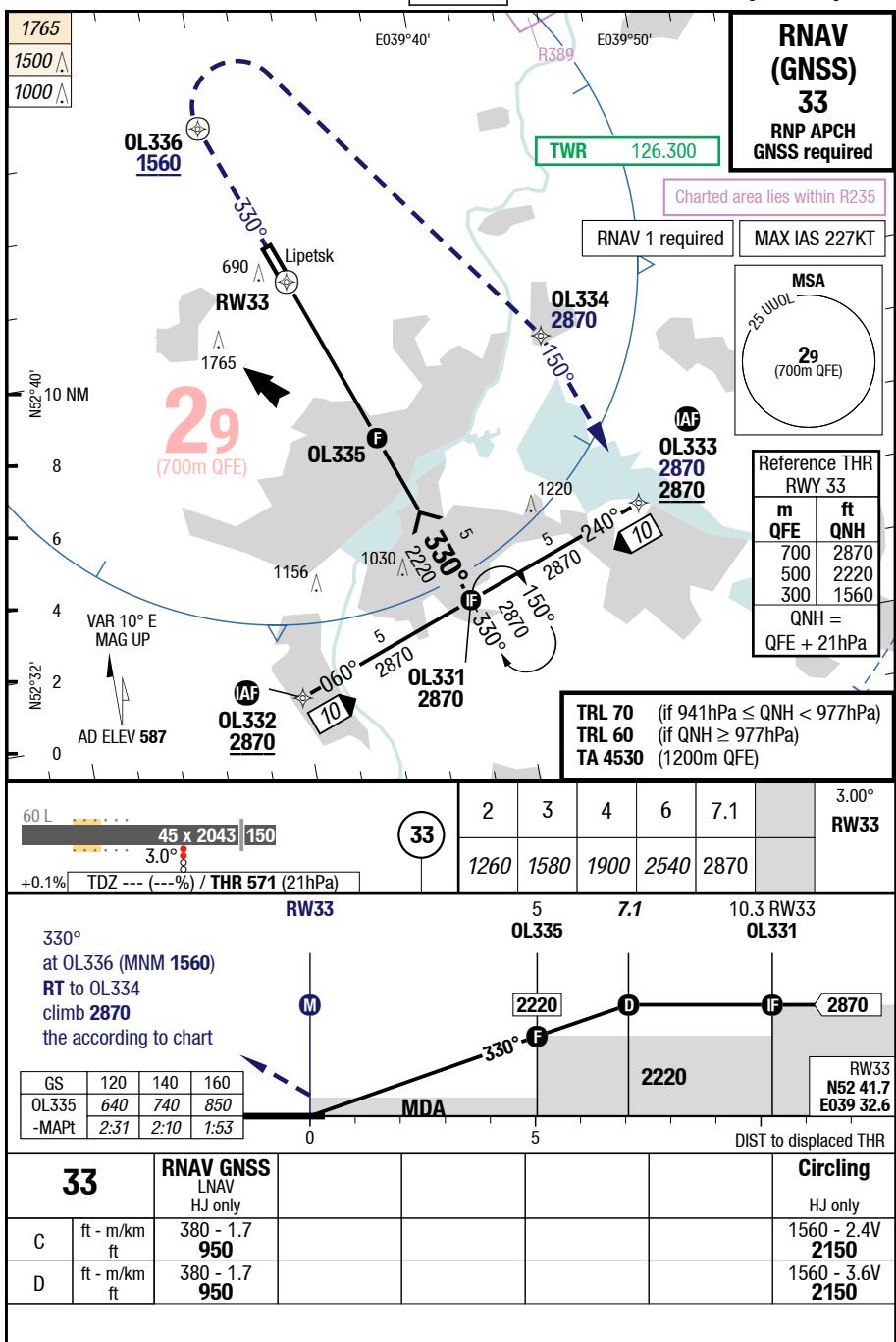
RNAV (GNSS) 15



LPK-UUOL

7-20

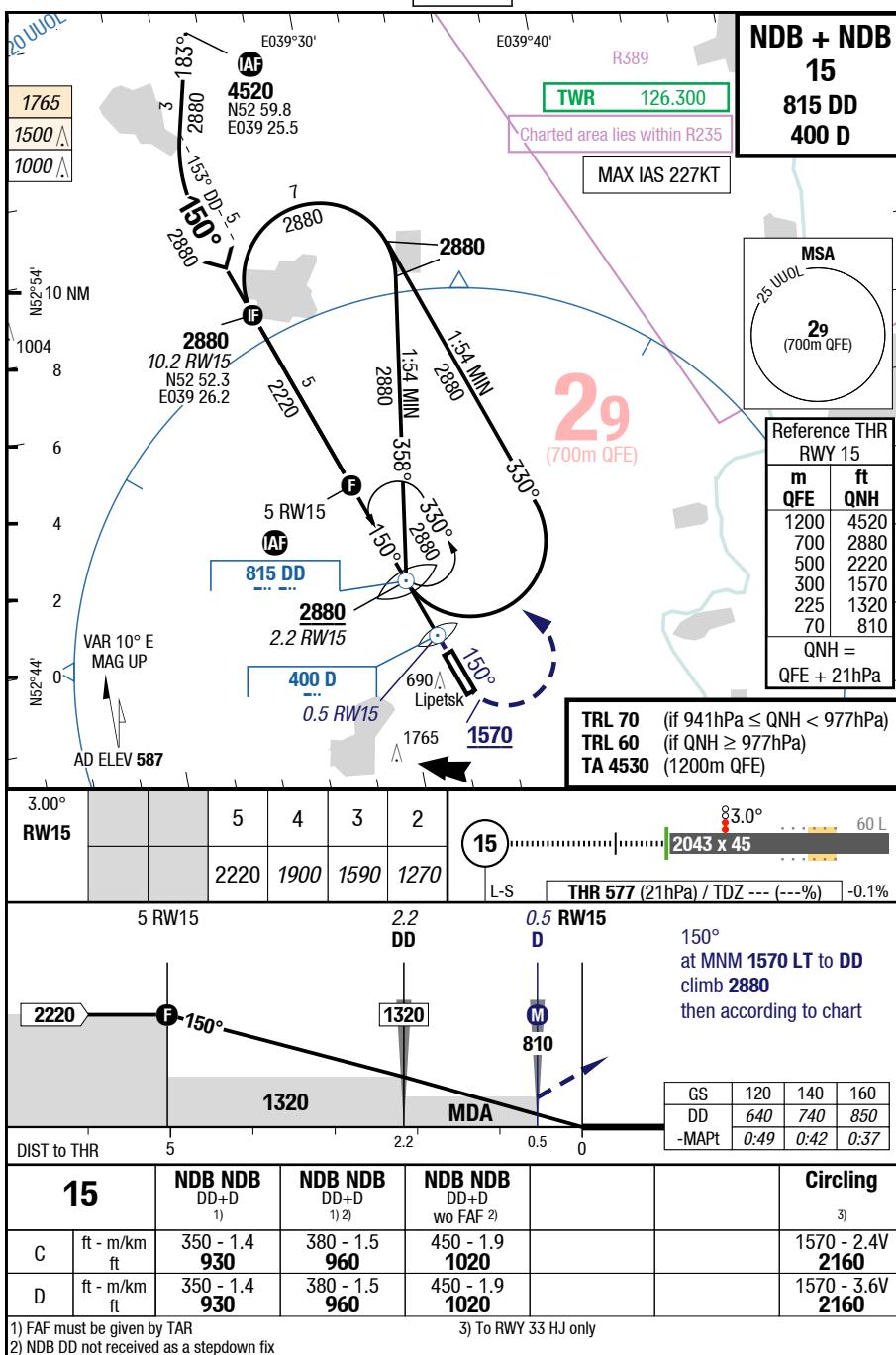
RNAV (GNSS) 33



LPK-UUOL

7-30

NDB + NDB 15

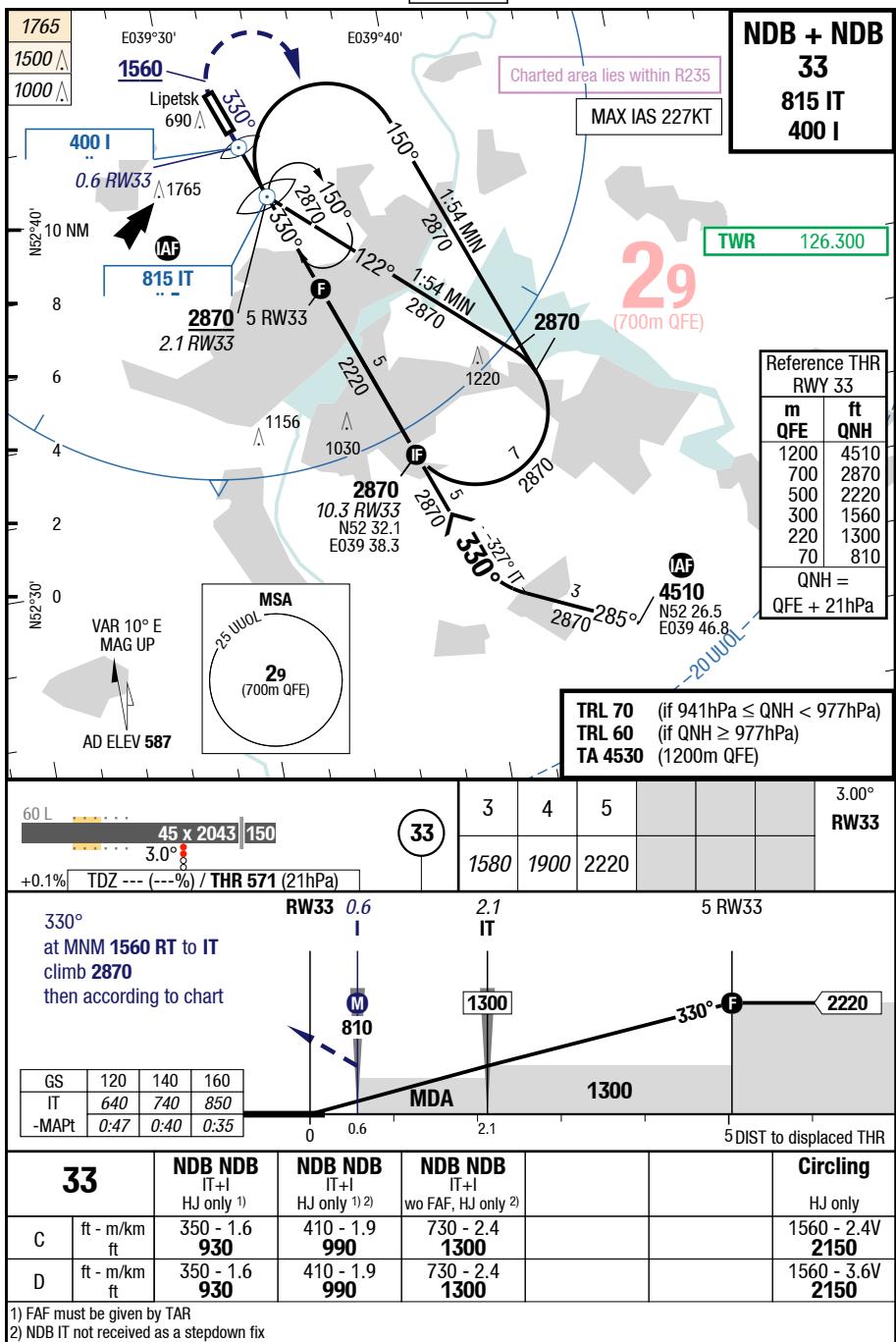


Changes: Completely revised

LPK-UUOL

7-40

NDB + NDB 33

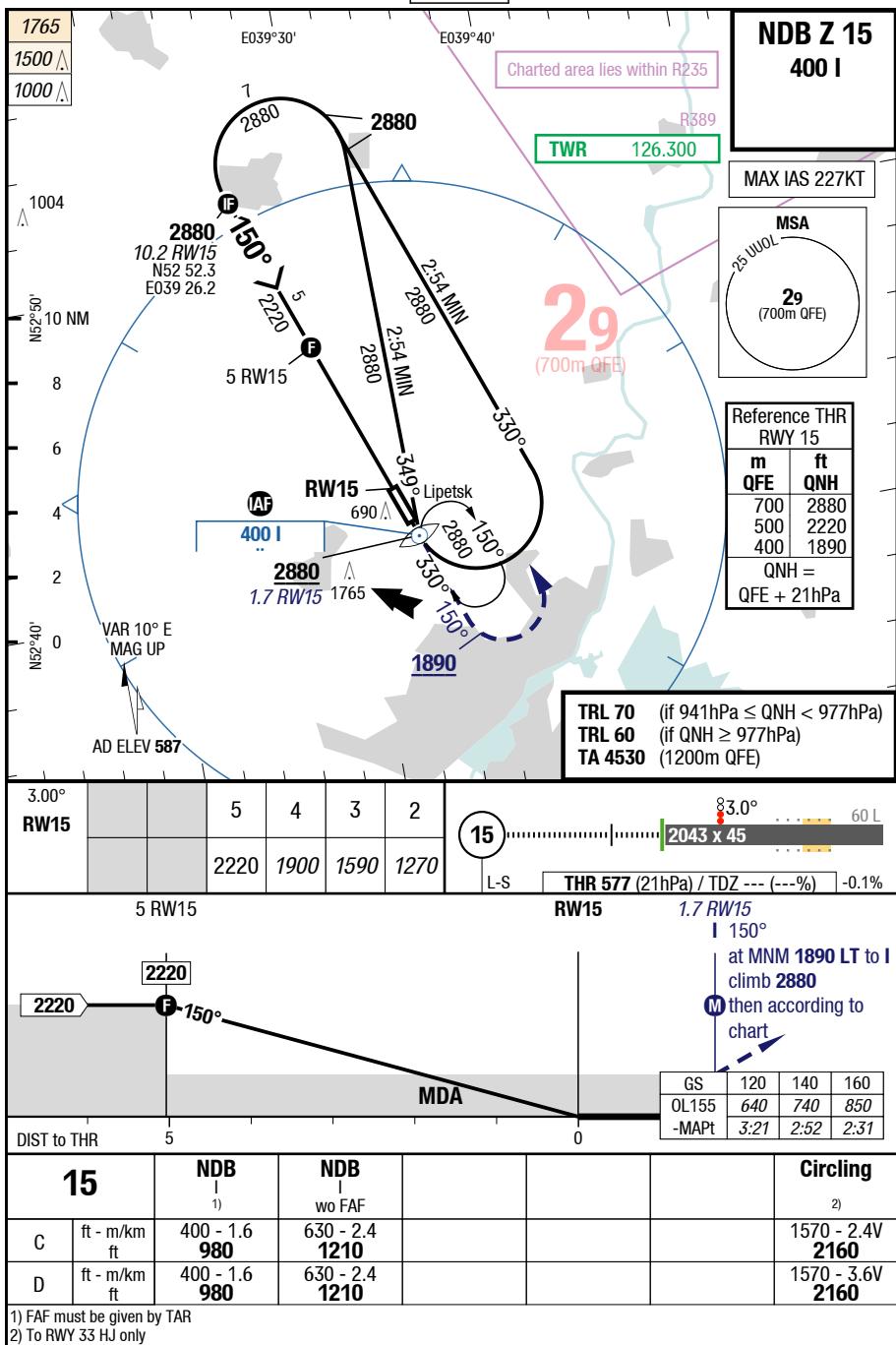


Changes: Completely revised

LPK-UUOL

7-50

NDB Z 15

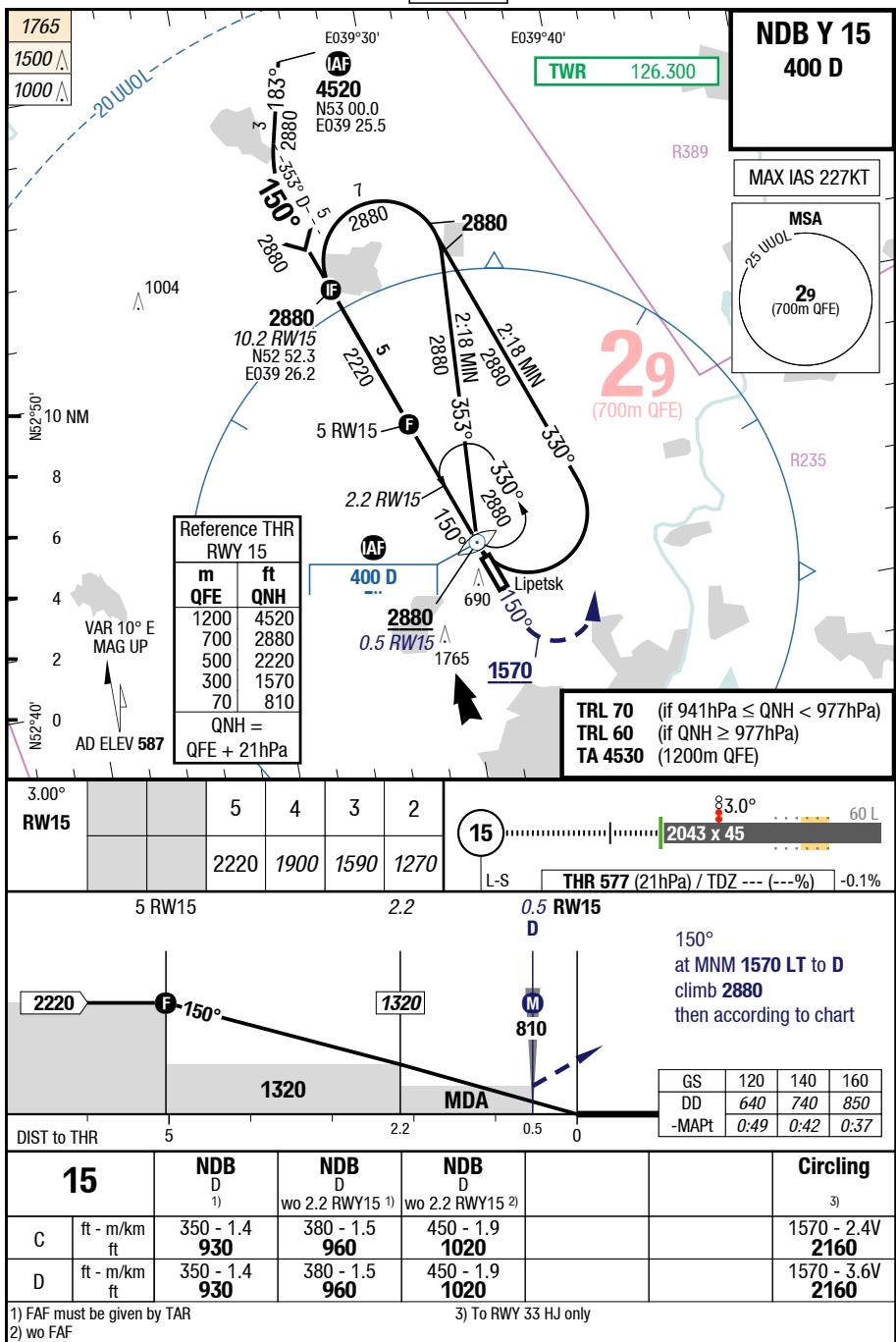


Changes: new

LPK-UUOL

7-60

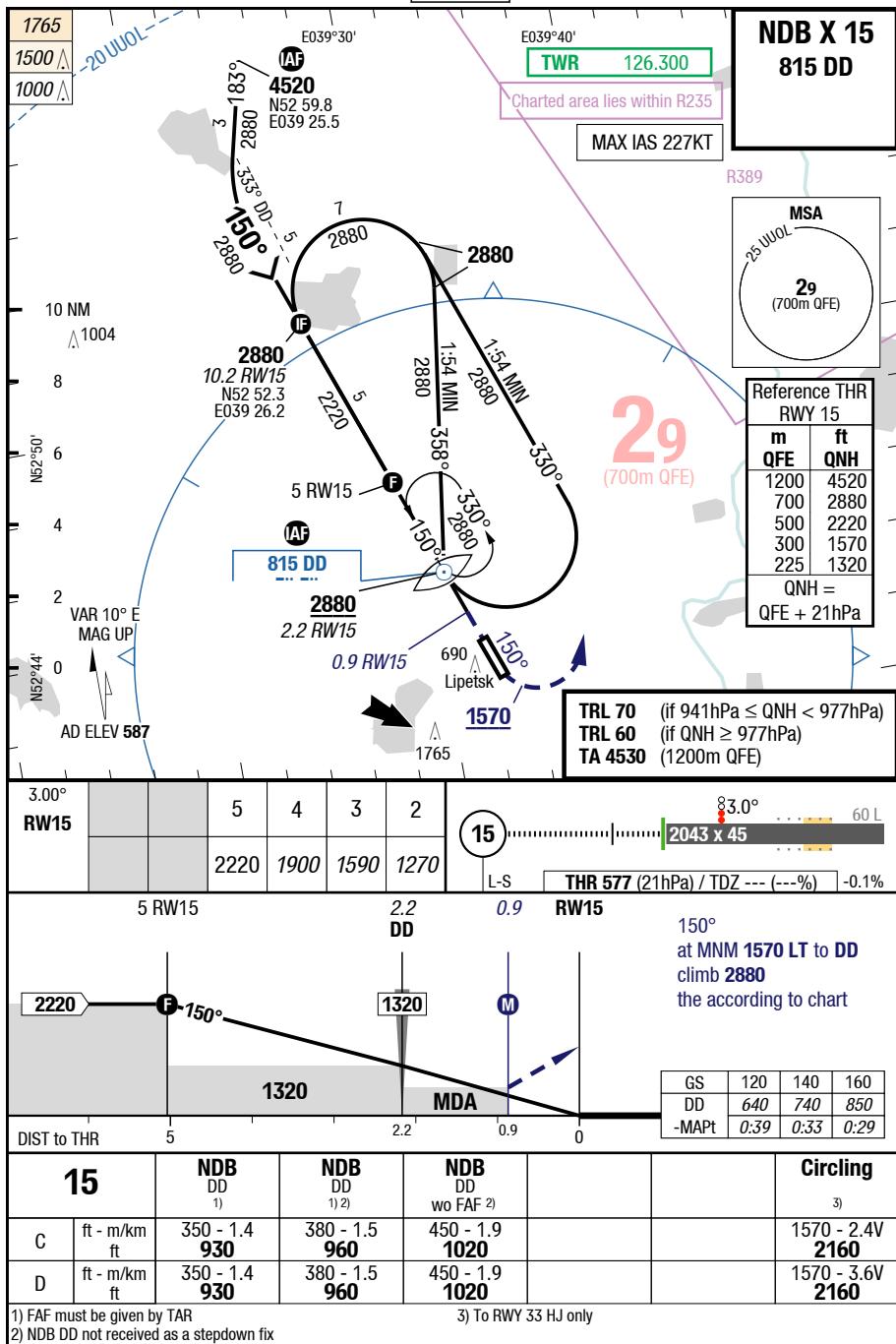
NDB Y 15



LPK-UUOL

7-70

NDB X 15



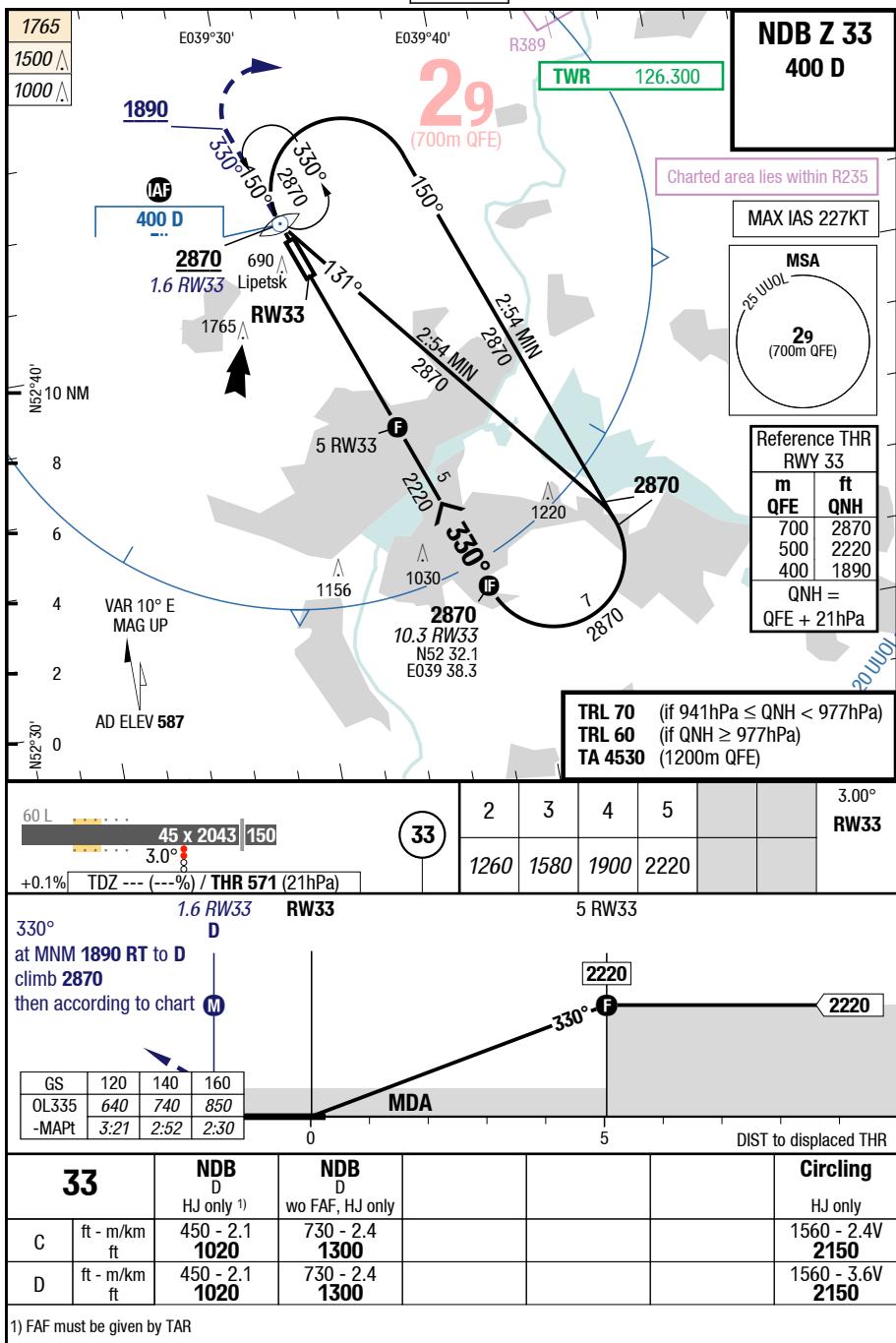
- 1) FAF must be given by TAR
- 2) NDB DD not received as a stepdown fix

3) To RWY 33 HJ only

LPK-UUOL

7-80

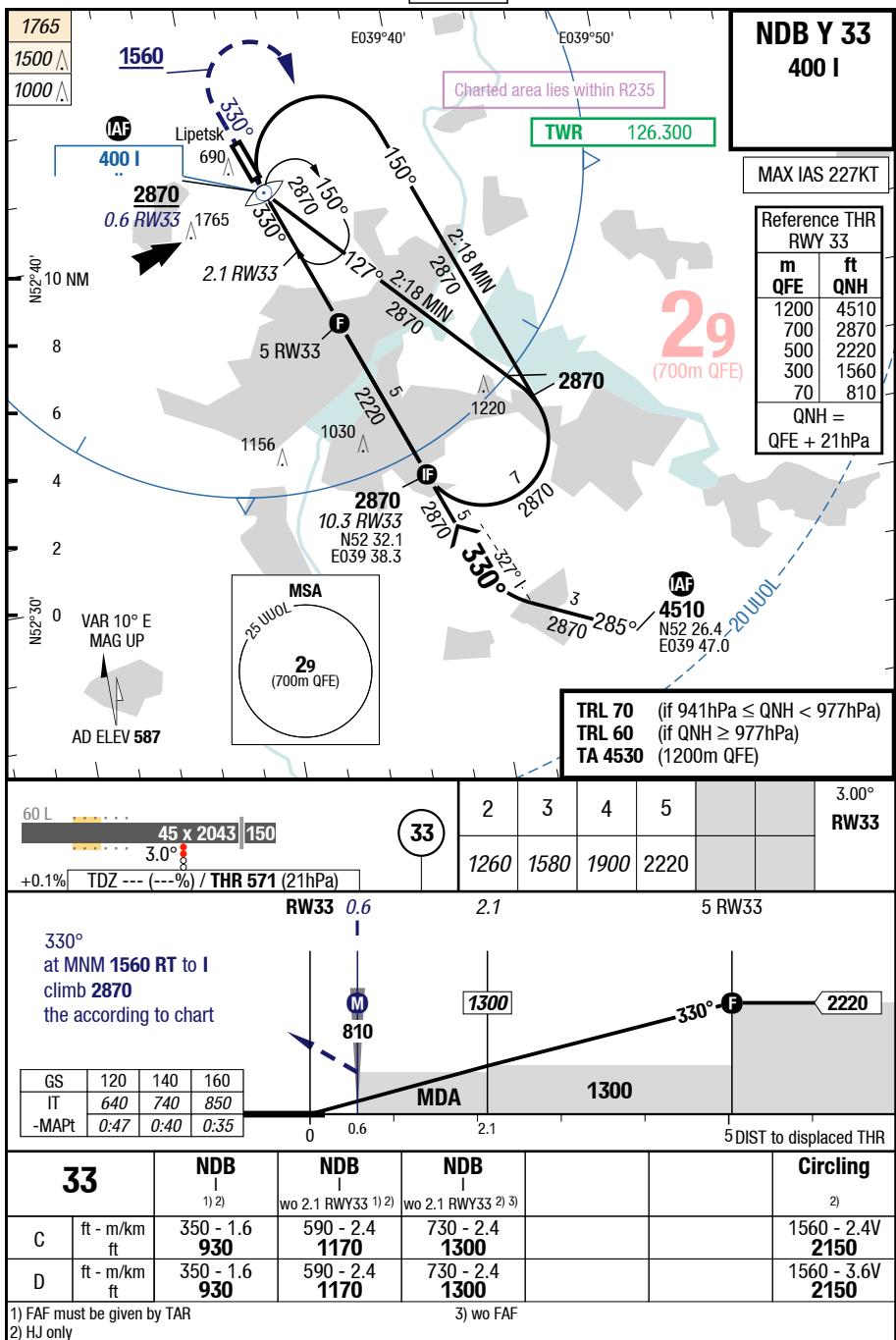
NDB Z 33



LPK-UUOL

7-90

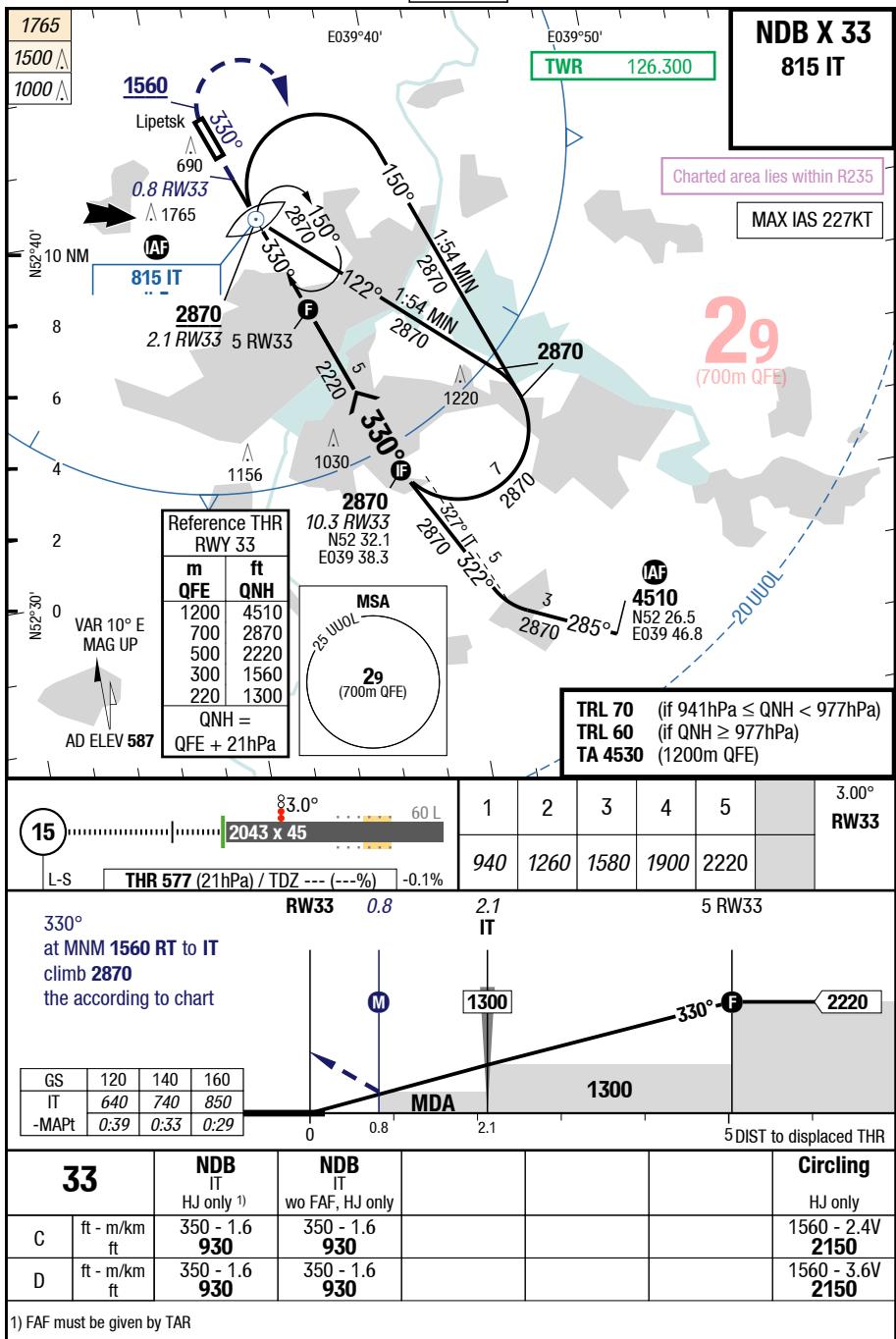
NDB Y 33



LPK-UUOL

7-100

NDB X 33



Changes: new