

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

LPK-UUOL

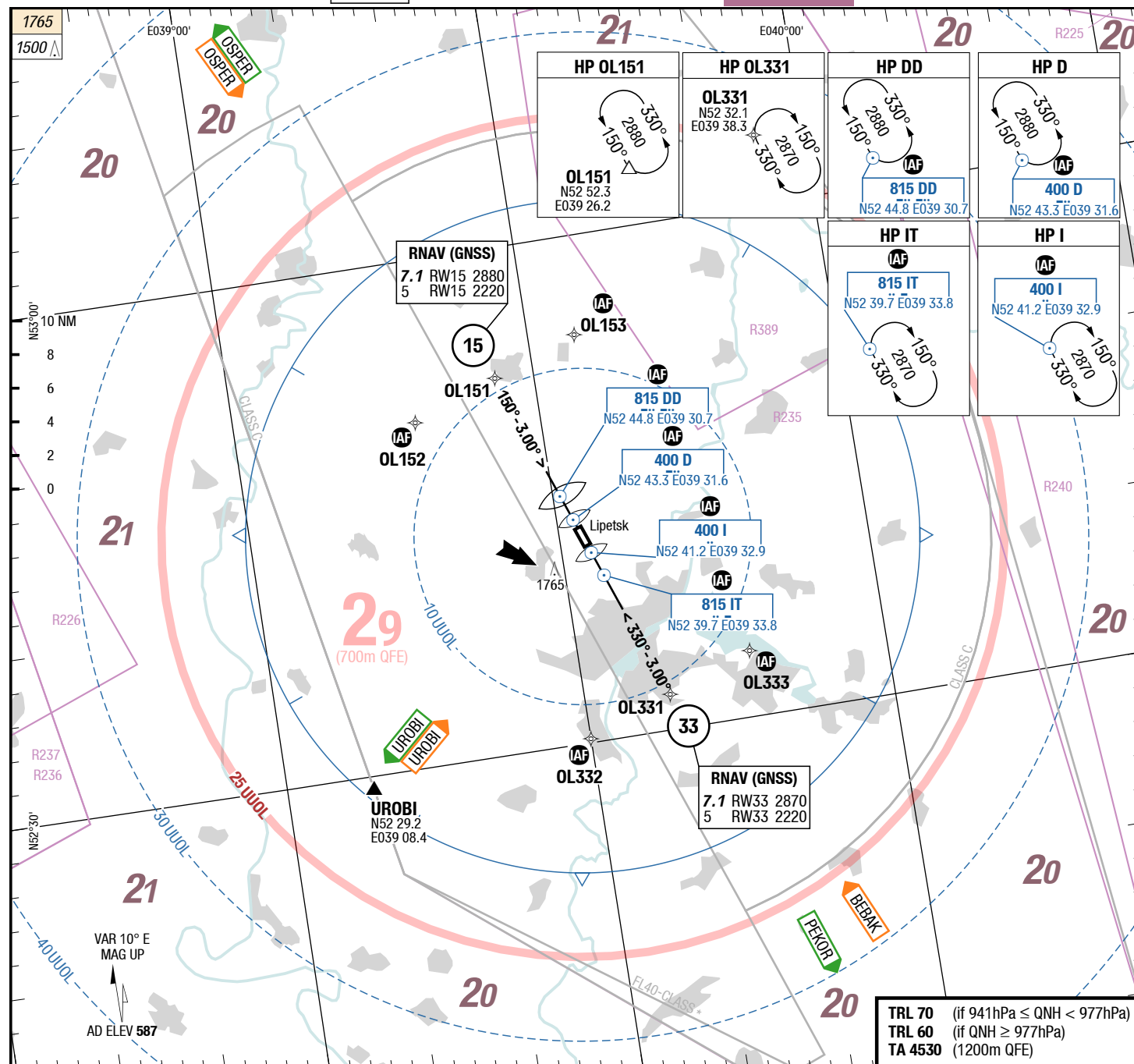
AFC

AFC

AFC

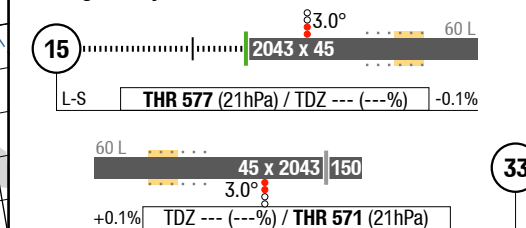
AFC

2-10



TWR	126.300	APP, Krug, Start, Taxiing
Transit	127.400	
Reserve FREQ	124.000	For all ATC units

Landing RWY system:



TRL 70	(if $941\text{hPa} \leq \text{QNH} < 977\text{hPa}$)
TRL 60	(if $\text{QNH} \geq 977\text{hPa}$)
TA 4530	(1200m QFE)

Changes: Completely revised

Effective 14-SEP-2017

07-SEP-2017

LPK-UUOL

Russian Federation Lipetsk

AGC

AGC

AGC

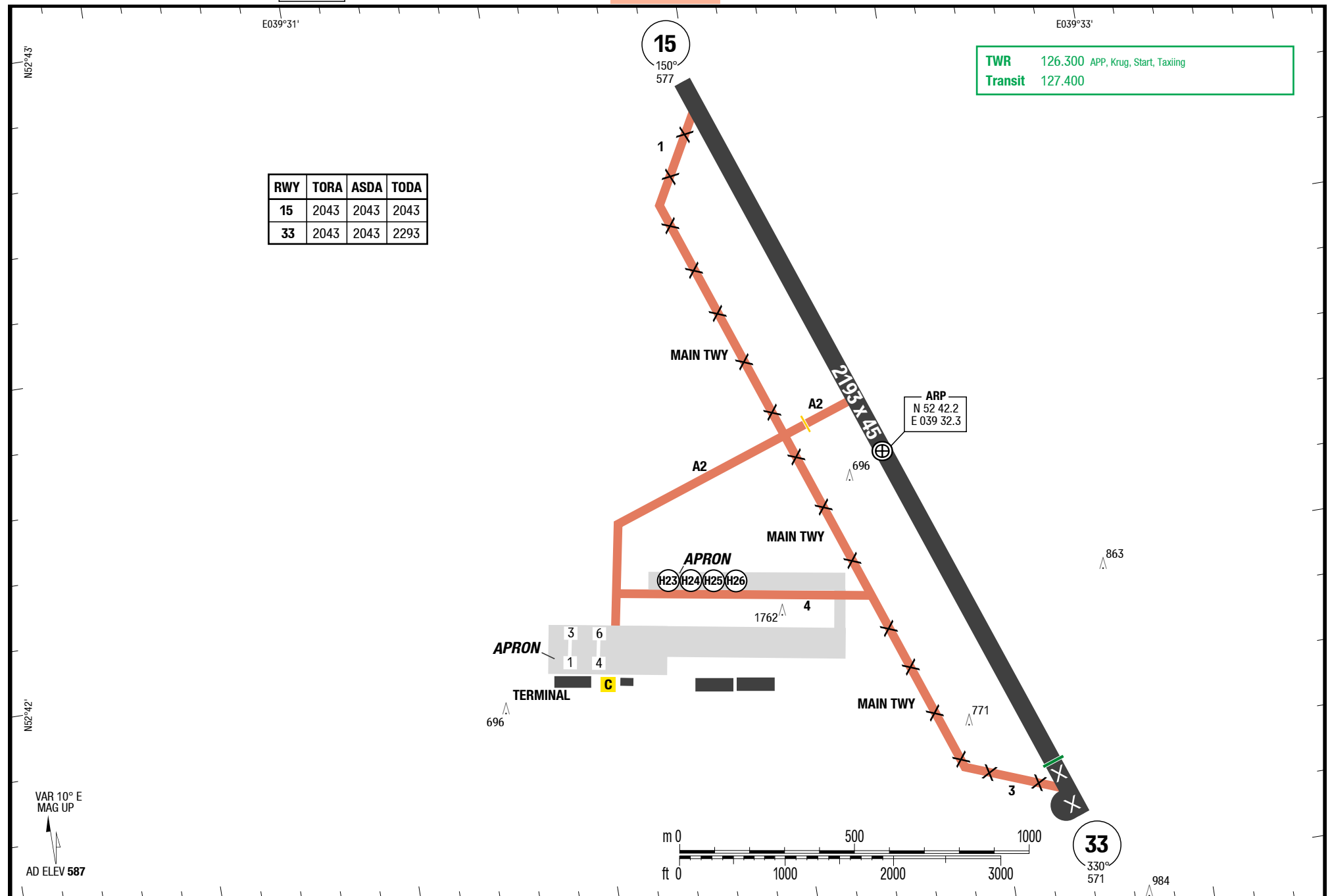
Lipetsk Russian Federation

AGC

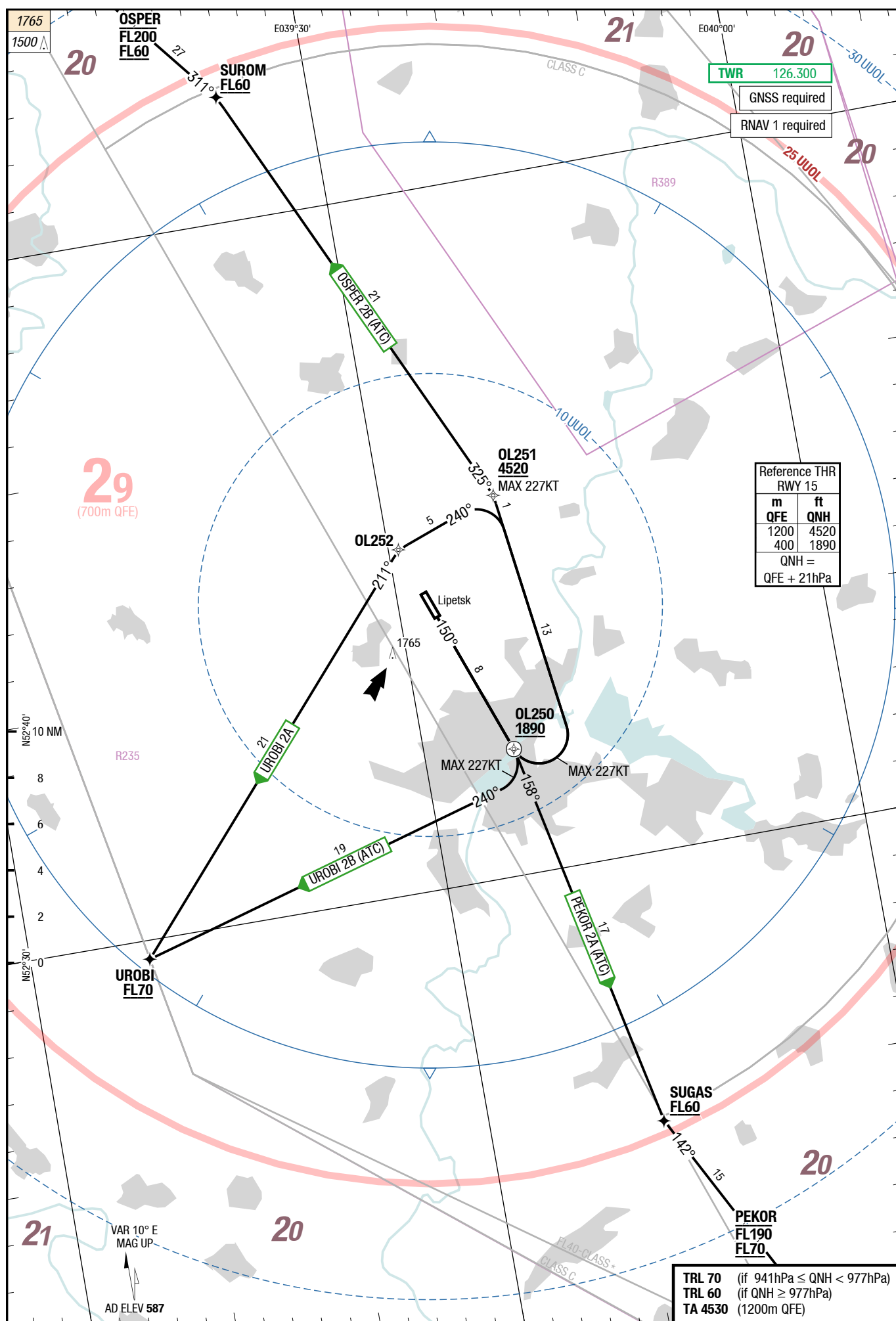
3-20

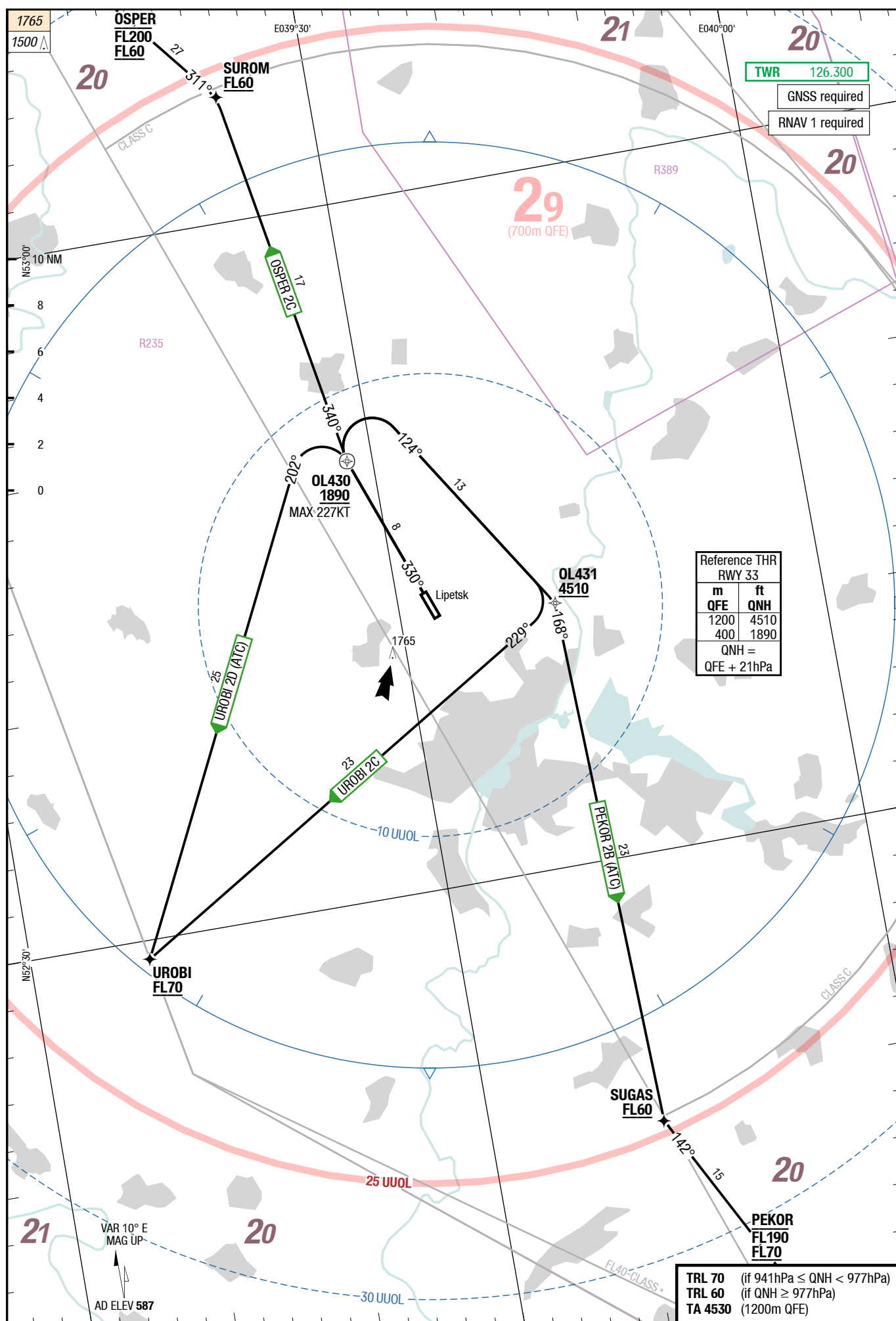
RWY	TORA	ASDA	TODA
15	2043	2043	2043
33	2043	2043	2293

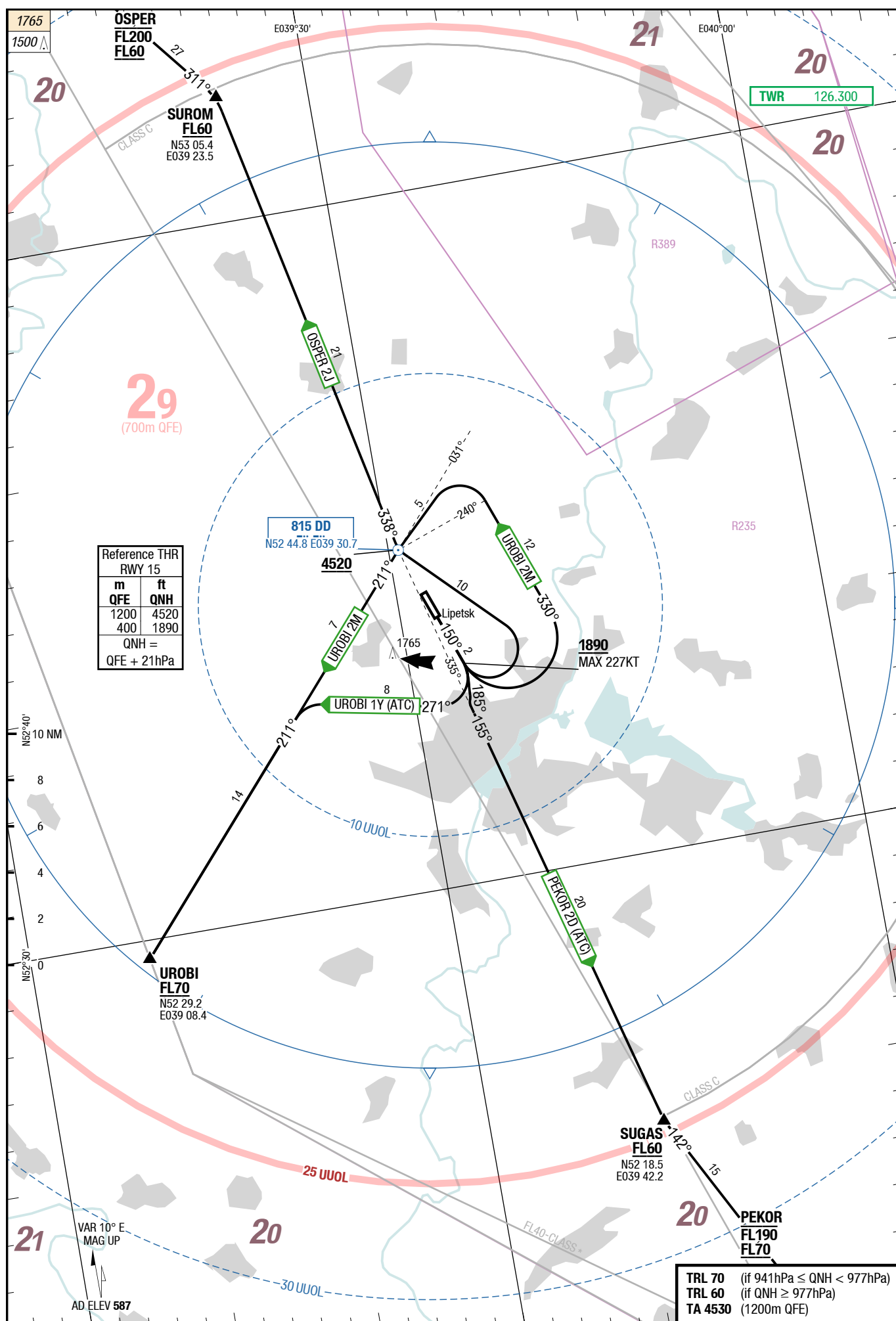
TWR 126.300 APP, Krug, Start, Taxiing
Transit 127.400

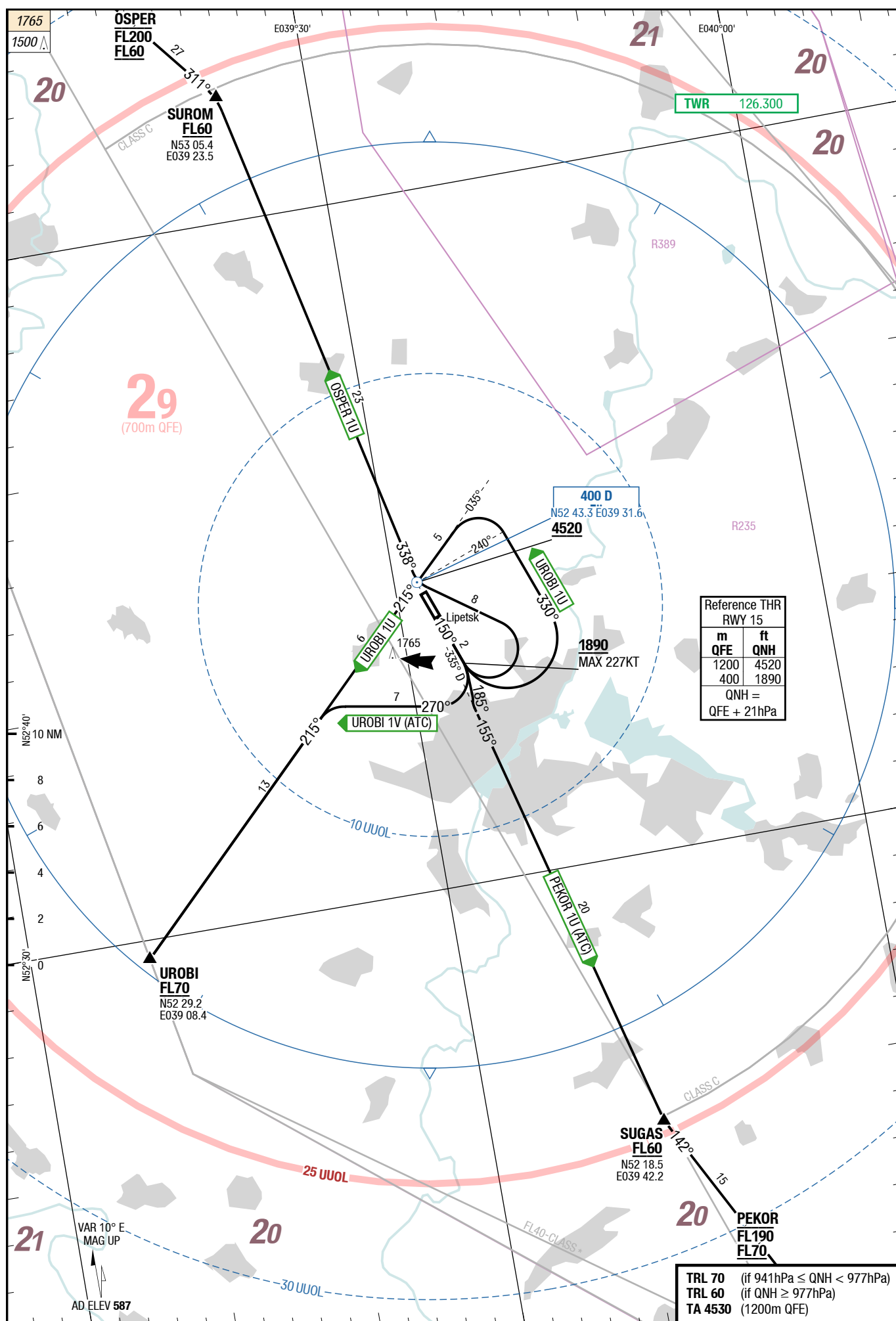


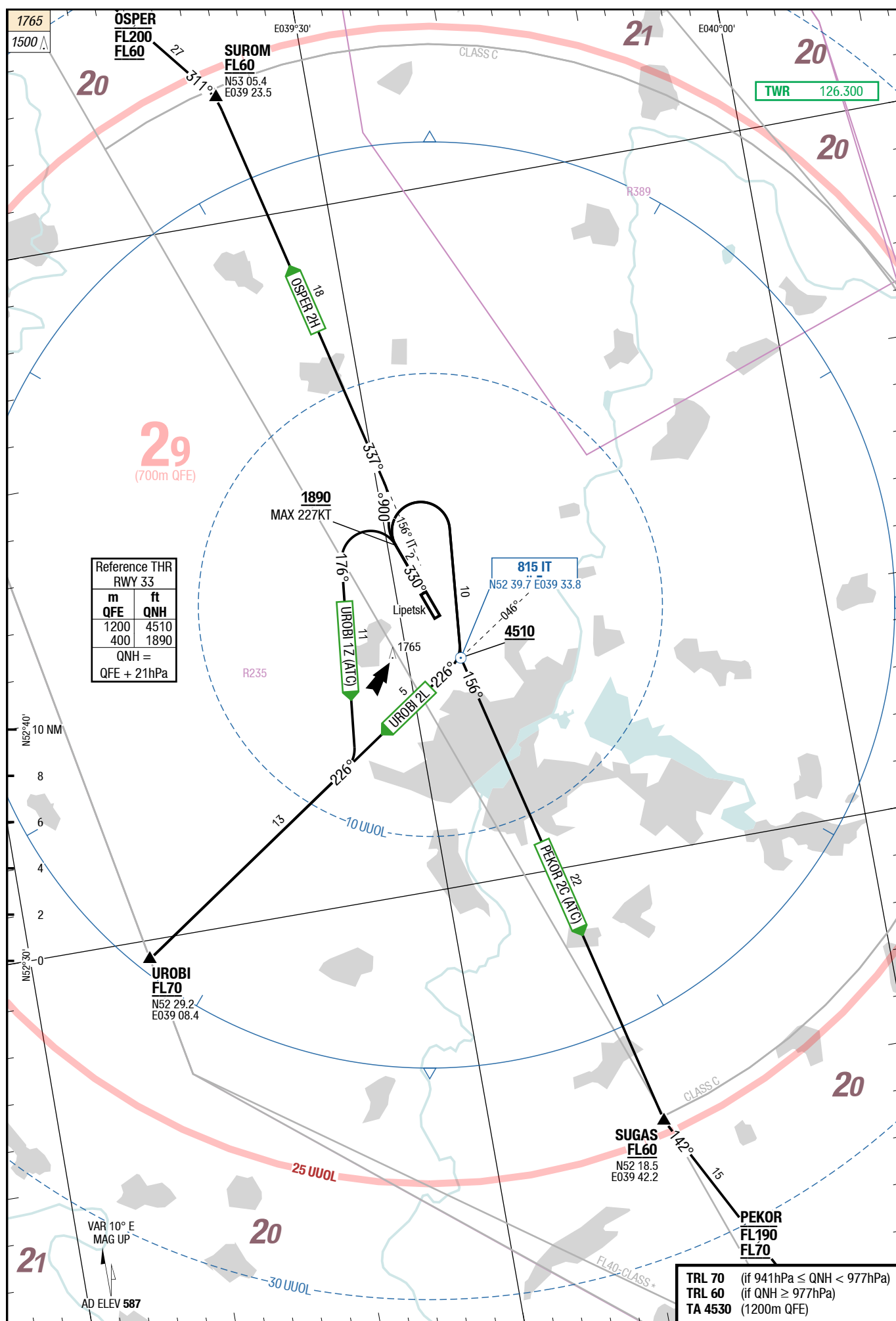
Changes: FREQ, Parkingstand, Declared distances, DISPL THR

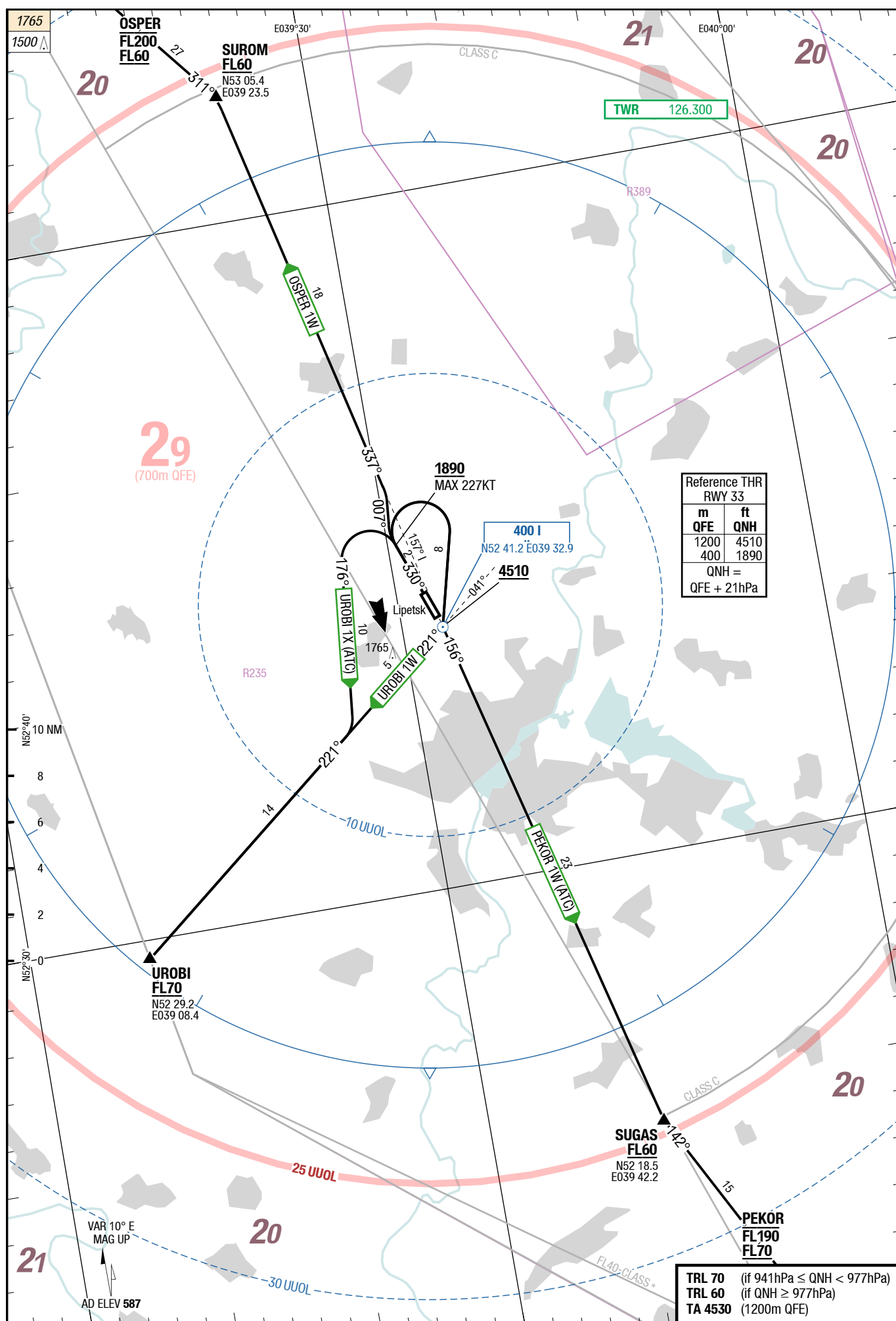












LPK-UUOL

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	1200

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

① Climb gradient required due to airspace limitation

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</u> [K227- ;R] - SUROM - OSPER	OL430 MNM 1890 SUROM MNM FL60 OSPER between FL60 and FL200
PEKOR 2B (ATC) 126.300	FMS <u>OL430</u> [K227- ;R] - OL431 - SUGAS - PEKOR	OL430 MNM 1890 OL431 MNM 4510 SUGAS MNM FL60 PEKOR between FL70 and FL190
UROBI 2C 126.300	FMS <u>OL430</u> [K227- ;R] - OL431 - UROBI	OL430 MNM 1890 OL431 MNM 4510 UROBI MNM FL70
UROBI 2D (ATC) 126.300	FMS <u>OL430</u> [K227- ;L] - 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) 3.9% to FL70 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	1100

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 OSPER	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

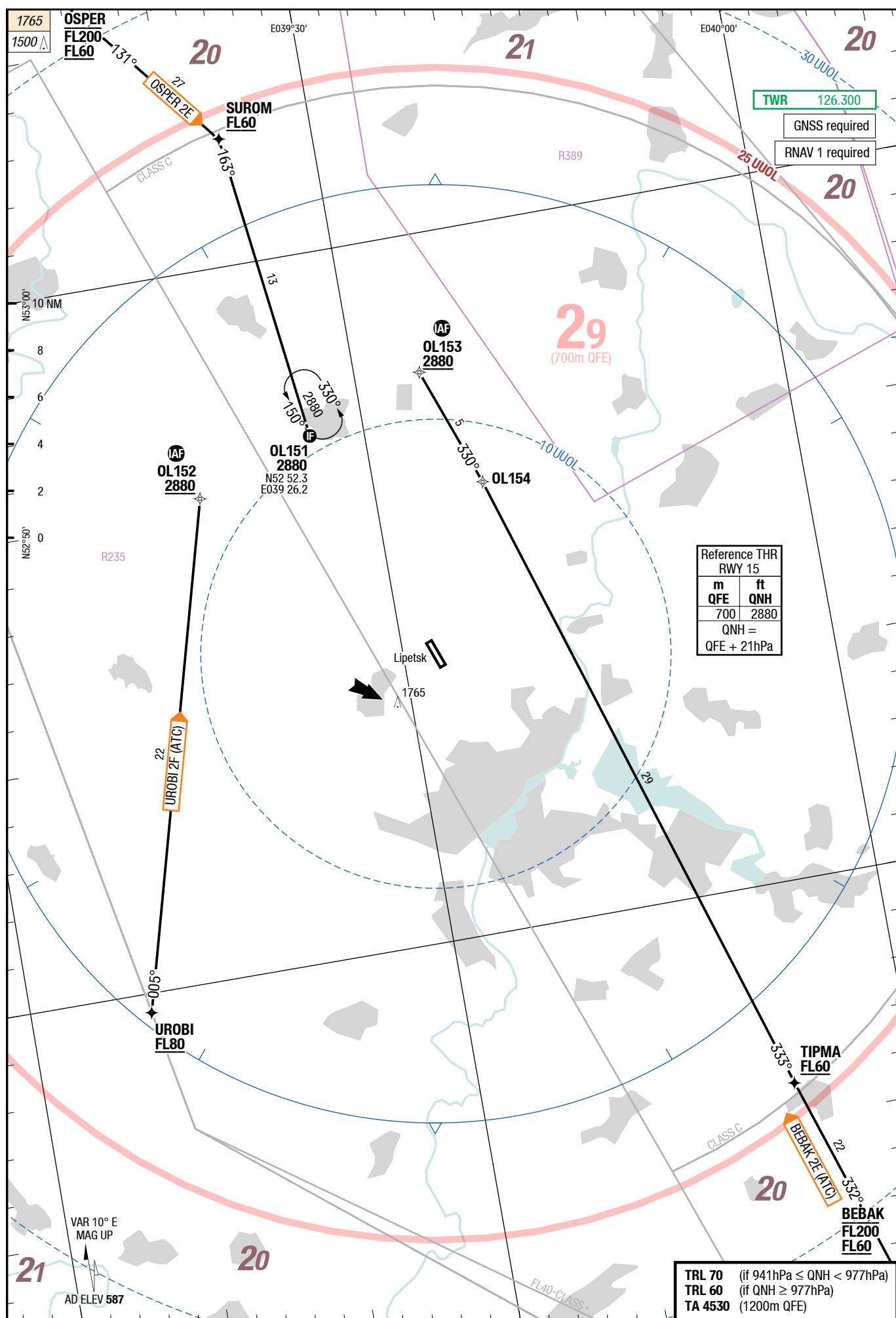
OSPER 1W / PEKOR 1W / UROBI 1W / UROBI 1X

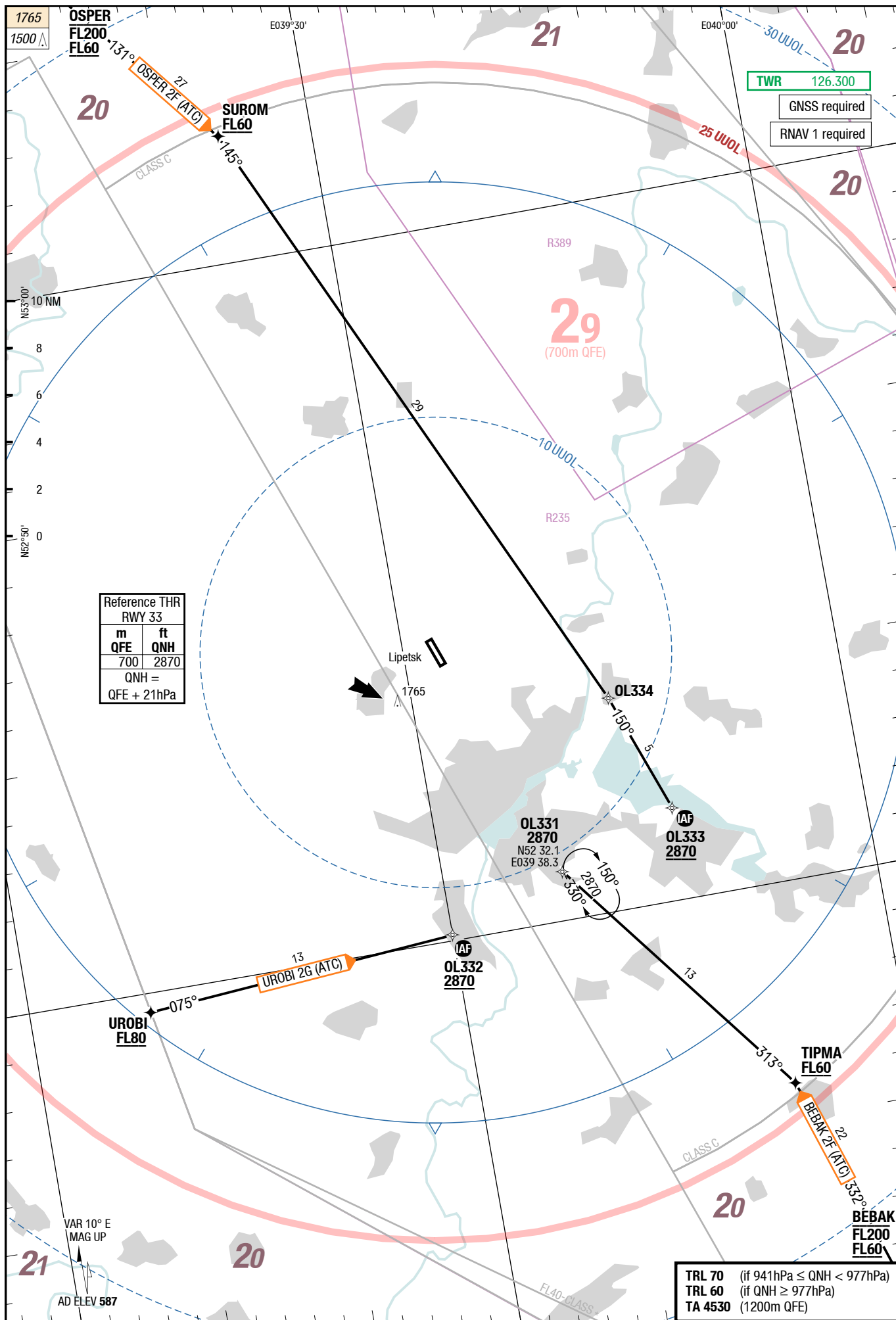
RWY 33 (330°)

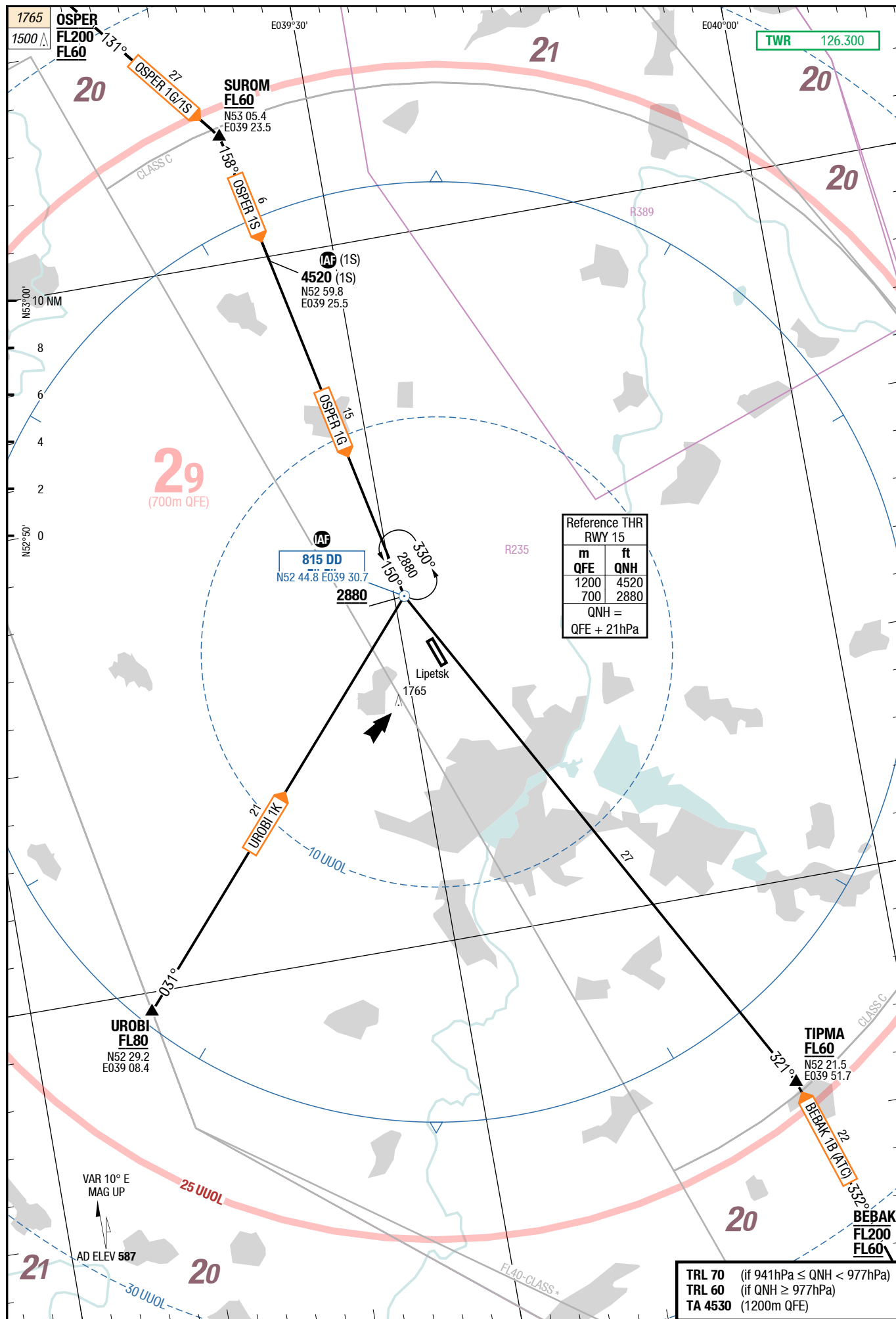
	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

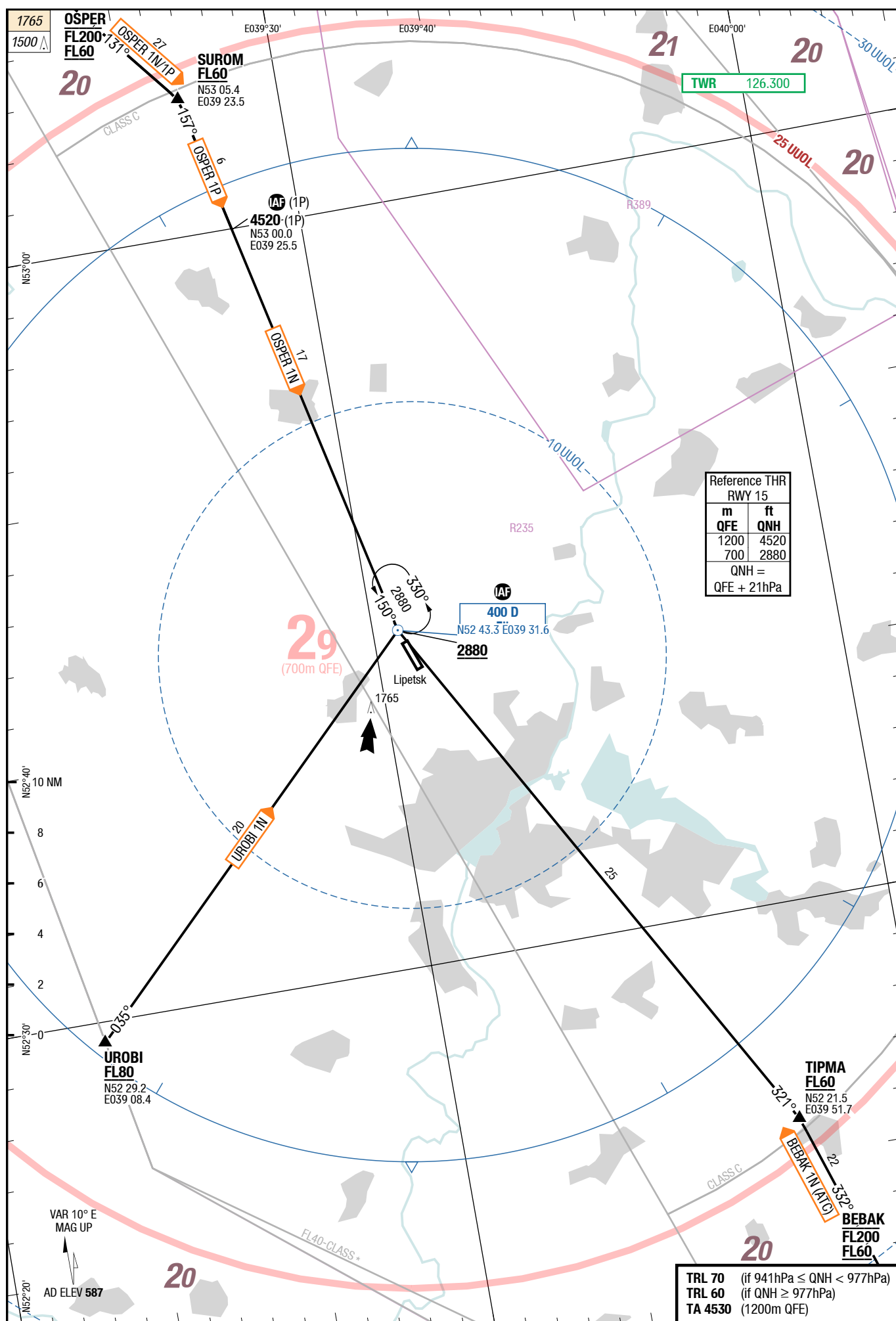
DESIGNATOR	ROUTING	ALTITUDES
	Runway 33	
OSPER 1W 4.0% to FL60 126.300 ①	at MNM 1890 (MAX 227KT) RT 007° - LT intercept QDM 157 I (QDR 337 I) to SUROM - LT 311° to OSPER	SUROM MNM FL60 OSPER between FL60 and FL200
PEKOR 1W (ATC) 126.300	at MNM 1890 (MAX 227KT) RT to I - intercept QDR 156 I to SUGAS -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









Effective 14-SEP-2017

07-SEP-2017

LPK-UUOL

Russian Federation Lipetsk

STARs RWY 33 (Q/R)

6-50

STARs RWY 33 (A/D/J/T)

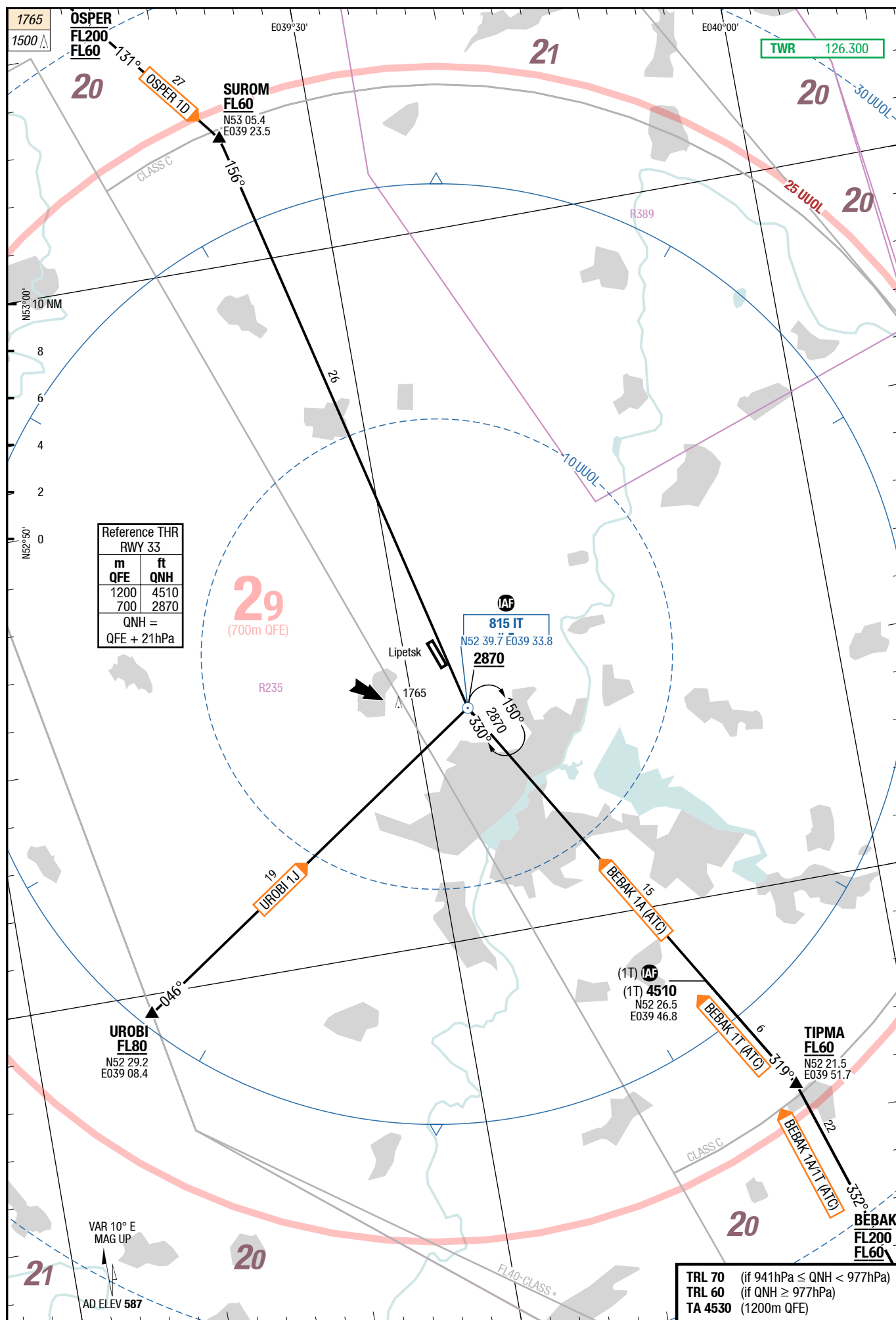
STAR

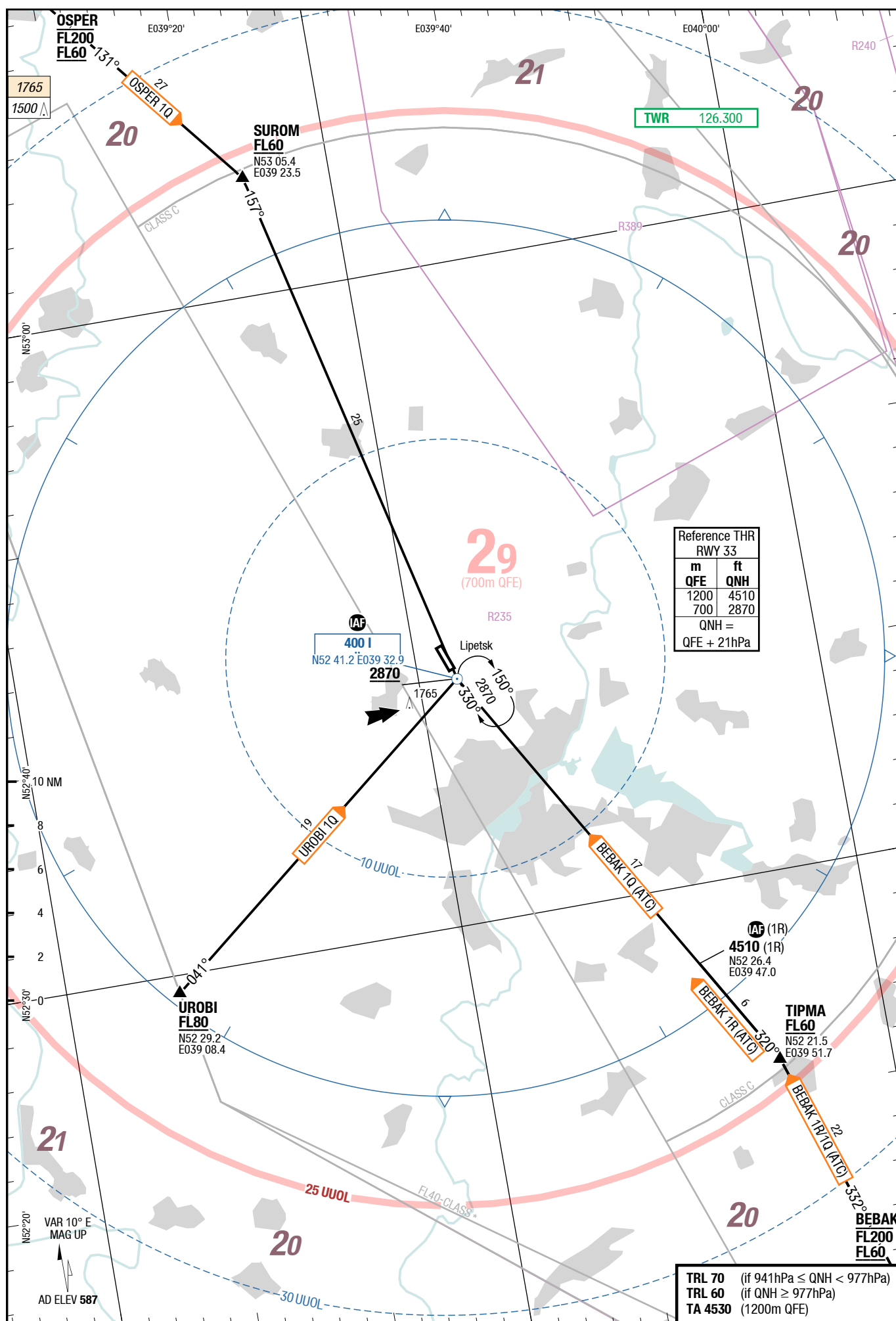
STAR

Lipetsk Russian Federation

STARs RWY 33 (Q/R)

STARs RWY 33 (A/D/J/T)

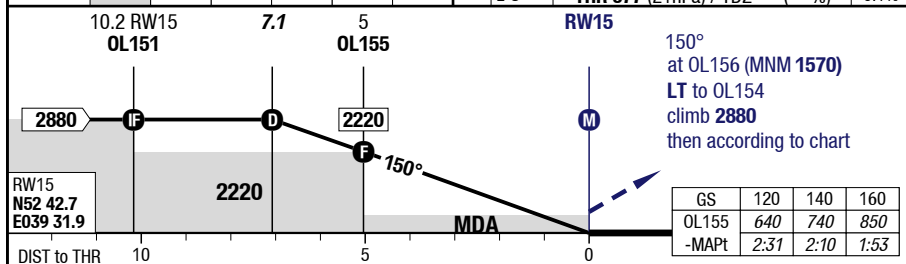
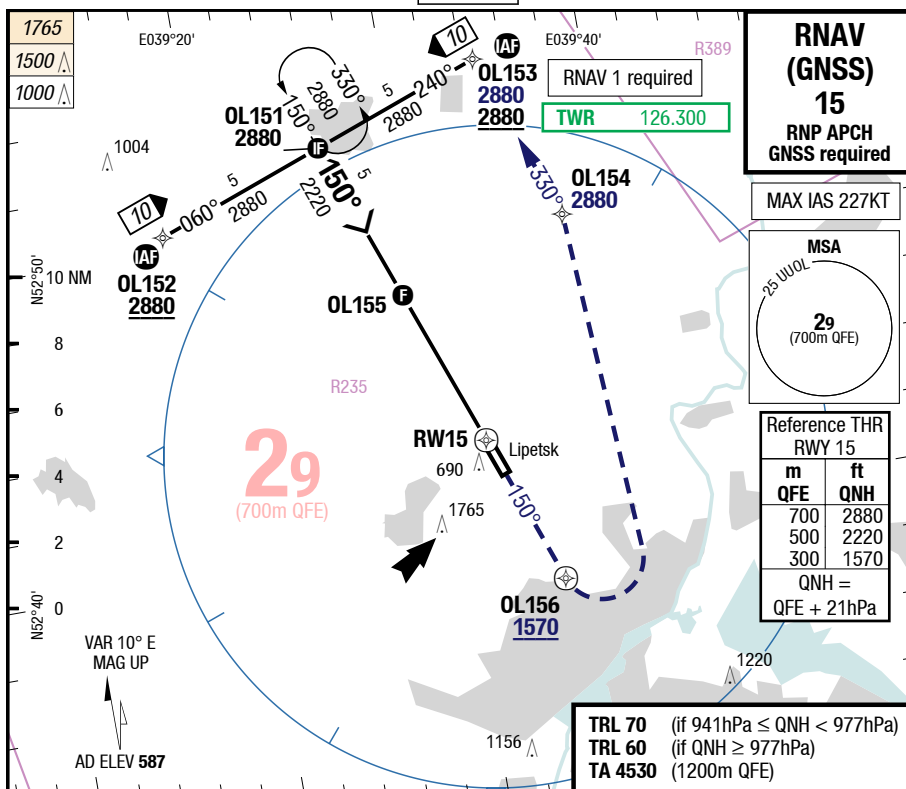




LPK-UUOL

7-10

RNAV (GNSS) 15



15	RNAV GNSS					Circling
	LNAV					1)
C	ft - m/km	380 - 1.5				1570 - 2.4V
	ft	960				2160
D	ft - m/km	380 - 1.5				1570 - 3.6V
	ft	960				2160

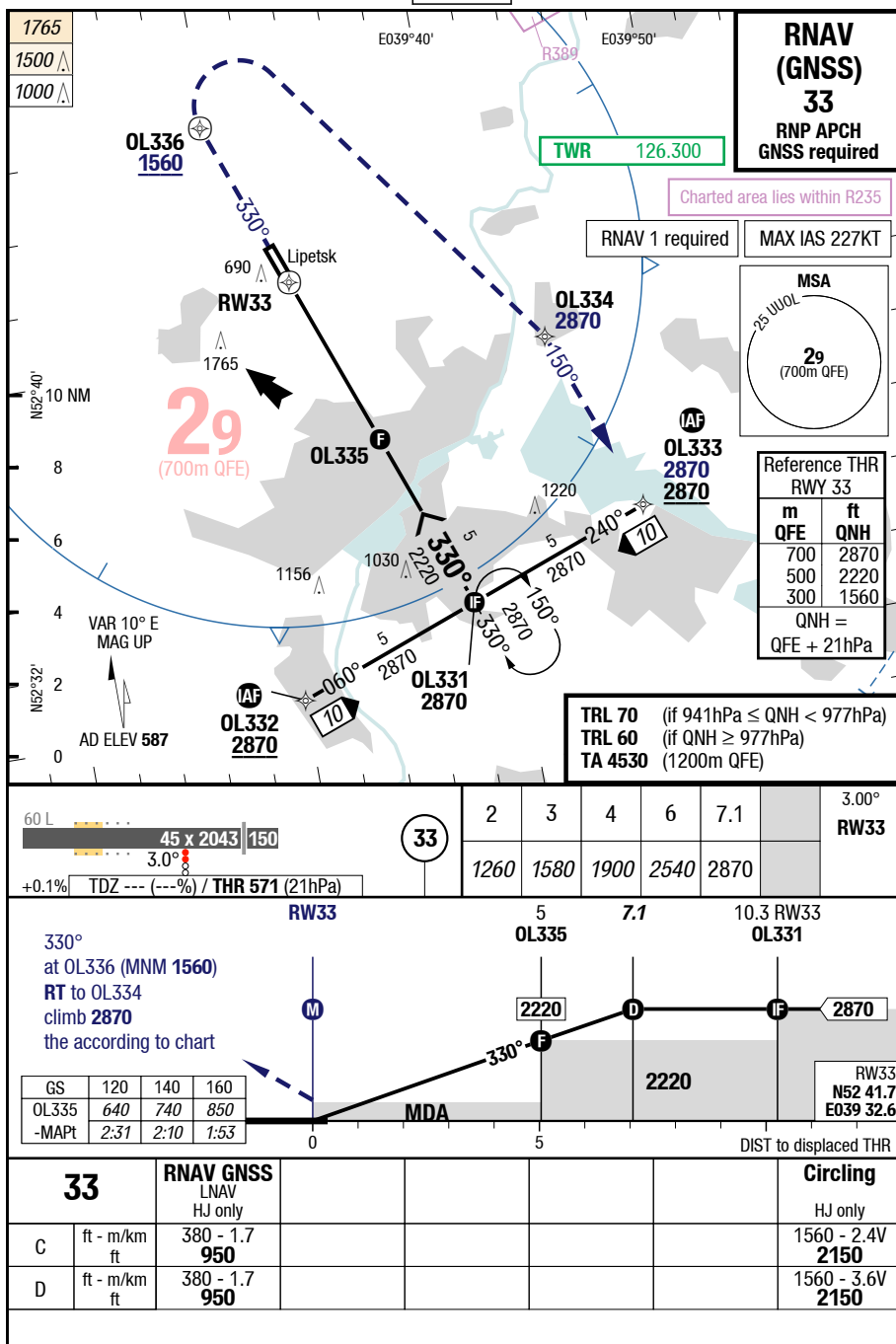
1) To RWY 33 HJ only

Changes: new

LPK-UUOL

7-20

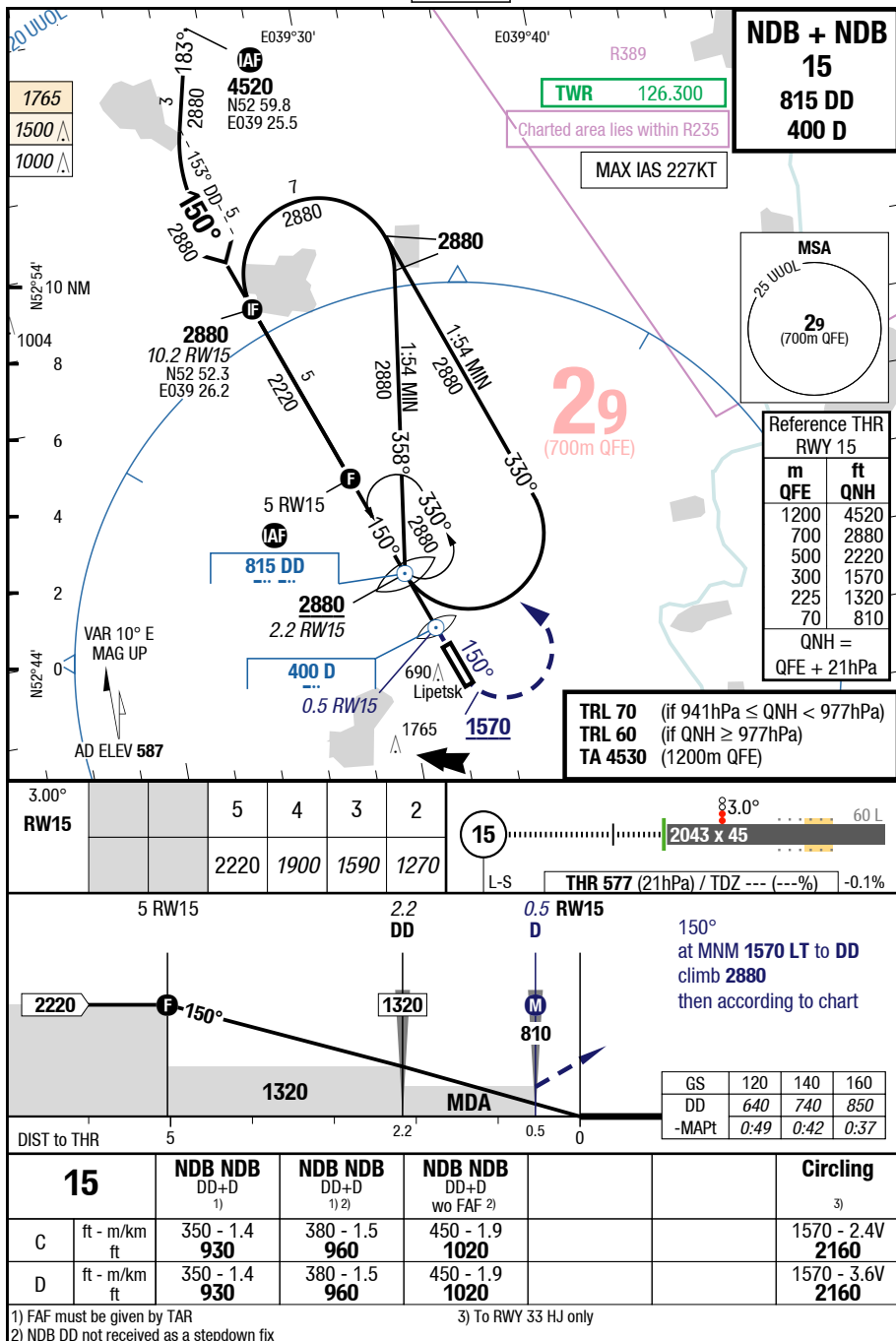
RNAV (GNSS) 33



Changes: new

7-30

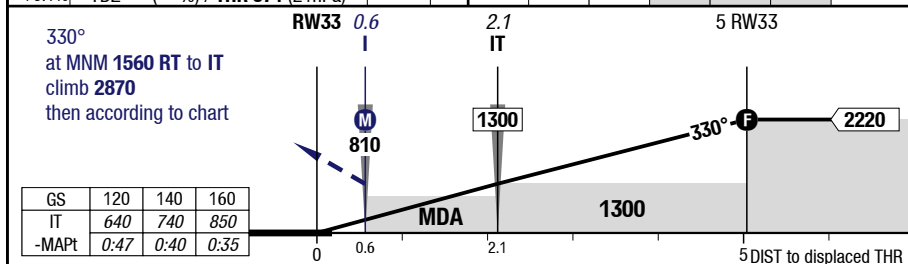
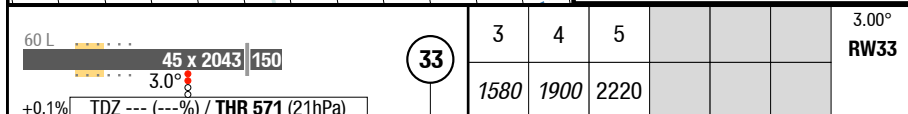
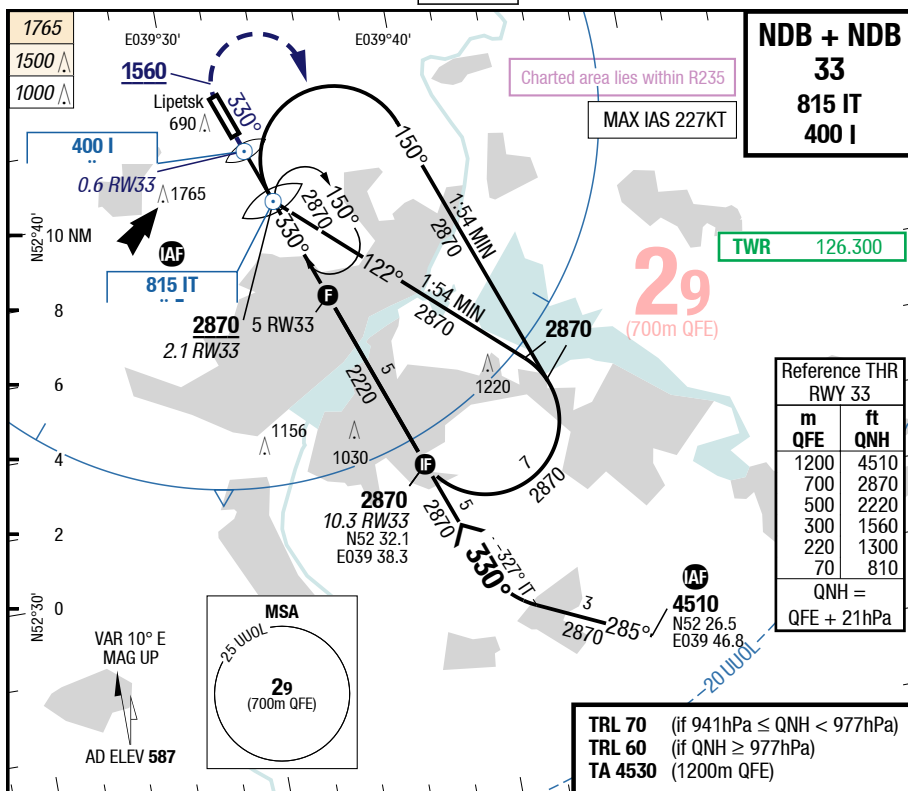
NDB + NDB 15



LPK-UUOL

7-40

NDB + NDB 33



33		NDB NDB IT+I HJ only 1)	NDB NDB IT+I HJ only 1) 2)	NDB NDB IT+I wo FAF, HJ only 2)	Circling	
C	ft - m/km ft	350 - 1.6 930	410 - 1.9 990	730 - 2.4 1300		1560 - 2.4V 2150
D	ft - m/km ft	350 - 1.6 930	410 - 1.9 990	730 - 2.4 1300		1560 - 3.6V 2150

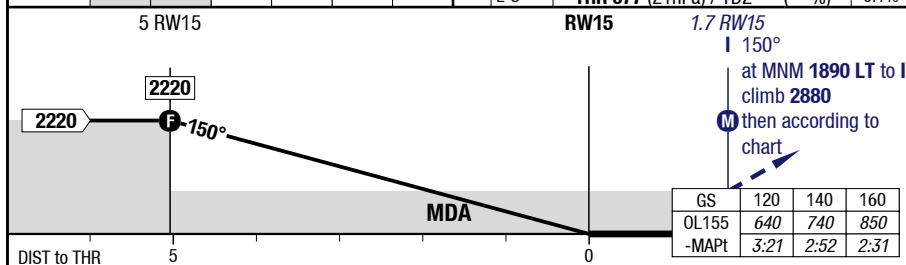
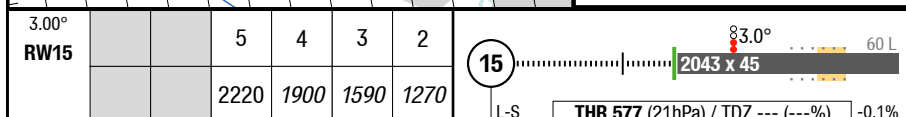
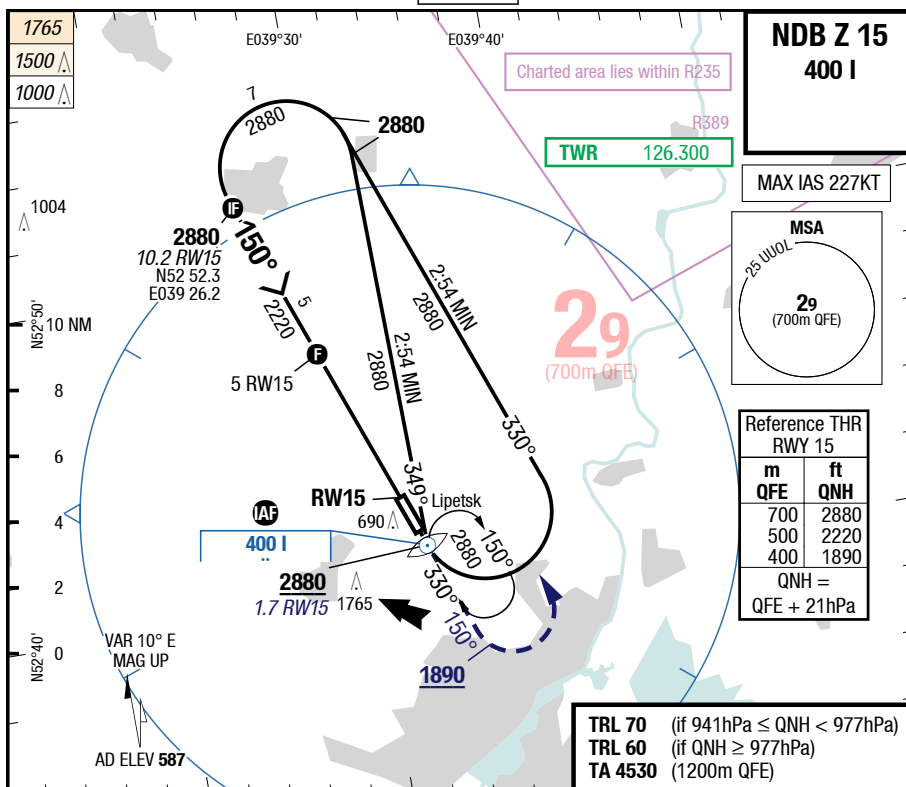
1) FAF must be given by TAR

2) NDB IT not received as a stepdown fix

Changes: Completely revised

7-50

NDB Z 15



15		NDB 1)	NDB wo FAF	Circling 2)	
C	ft - m/km ft	400 - 1.6 980	630 - 2.4 1210	1570 - 2.4V 2160	
D	ft - m/km ft	400 - 1.6 980	630 - 2.4 1210	1570 - 3.6V 2160	

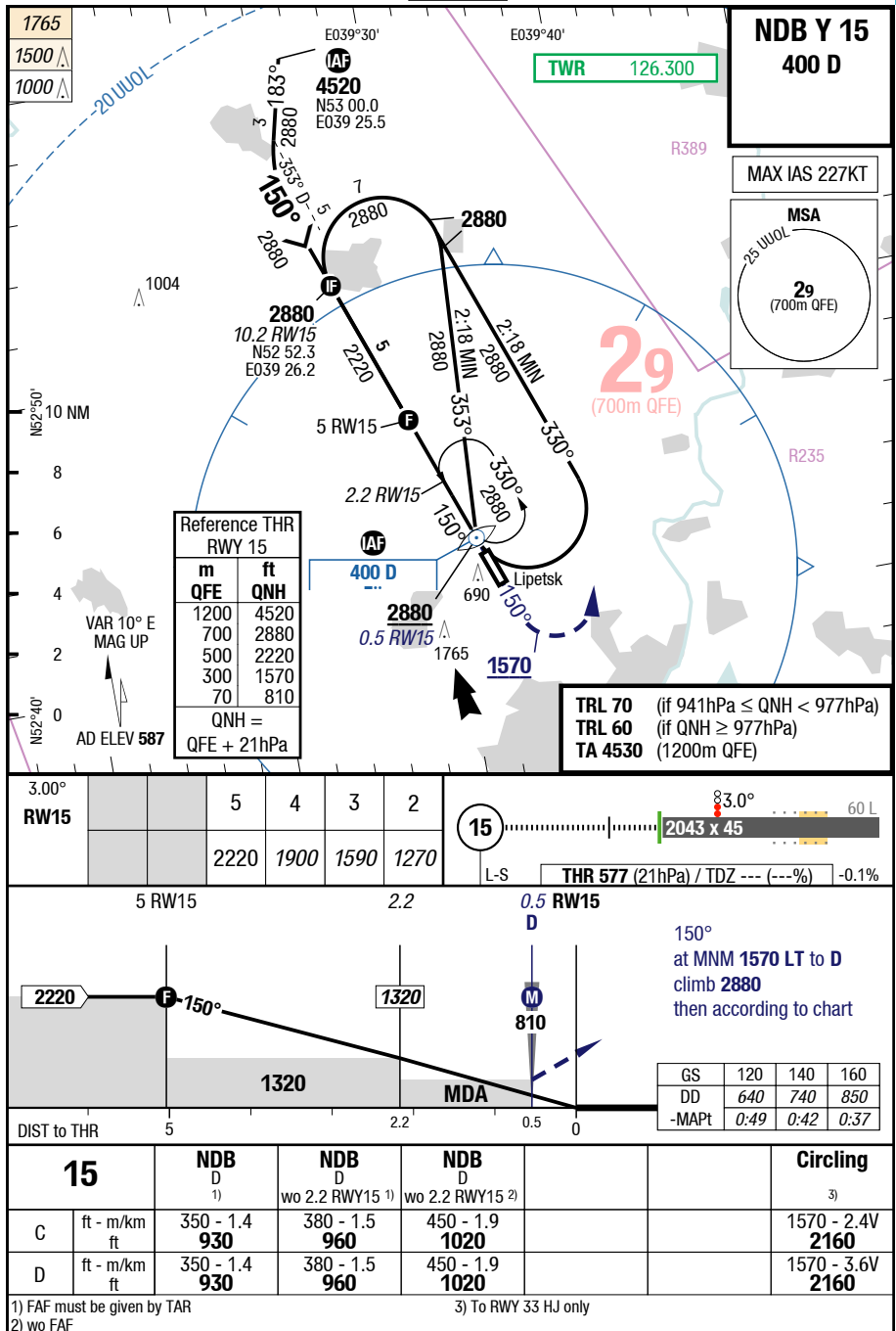
1) FAF must be given by TAR

2) To RWY 33 HJ only

Changes: new

7-60

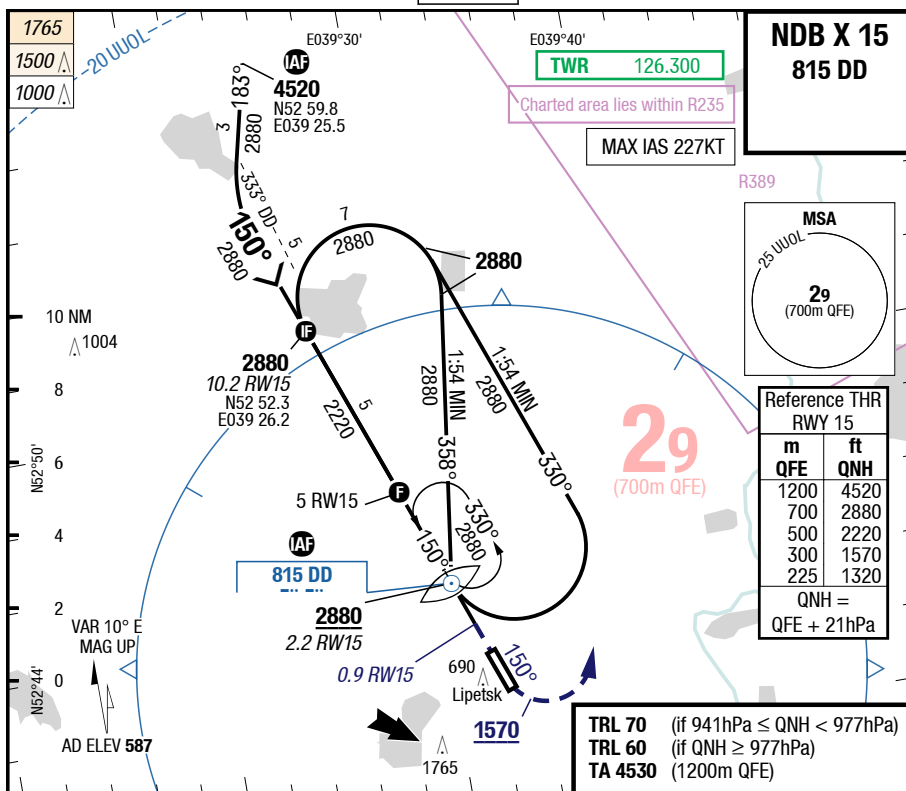
NDB Y 15



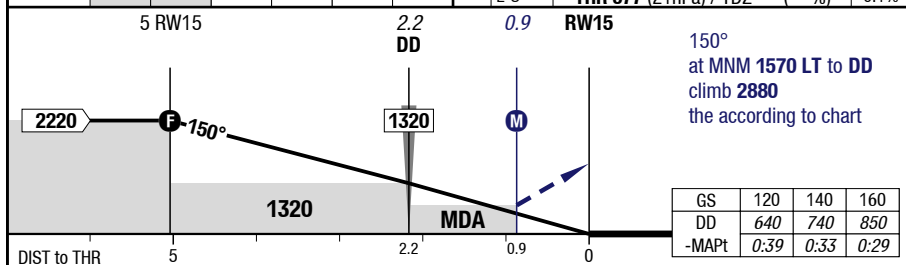
LPK-UUOL

7-70

NDB X 15



3.00° RW15			5	4	3	2	<div> <div> <div>15</div> <div>L-S</div> </div> <div> <div>8.3.0°</div> <div>2043 x 45</div> <div>60 L</div> </div> <div> <div>THR 577 (21hPa) / TDZ --- (---%)</div> <div>-0.1%</div> </div> </div>
			2220	1900	1590	1270	



15		NDB DD 1)	NDB DD 1)2)	NDB DD wo FAF 2)		Circling 3)
C	ft - m/km ft	350 - 1.4 930	380 - 1.5 960	450 - 1.9 1020		1570 - 2.4V 2160
D	ft - m/km ft	350 - 1.4 930	380 - 1.5 960	450 - 1.9 1020		1570 - 3.6V 2160

1) FAF must be given by TAR

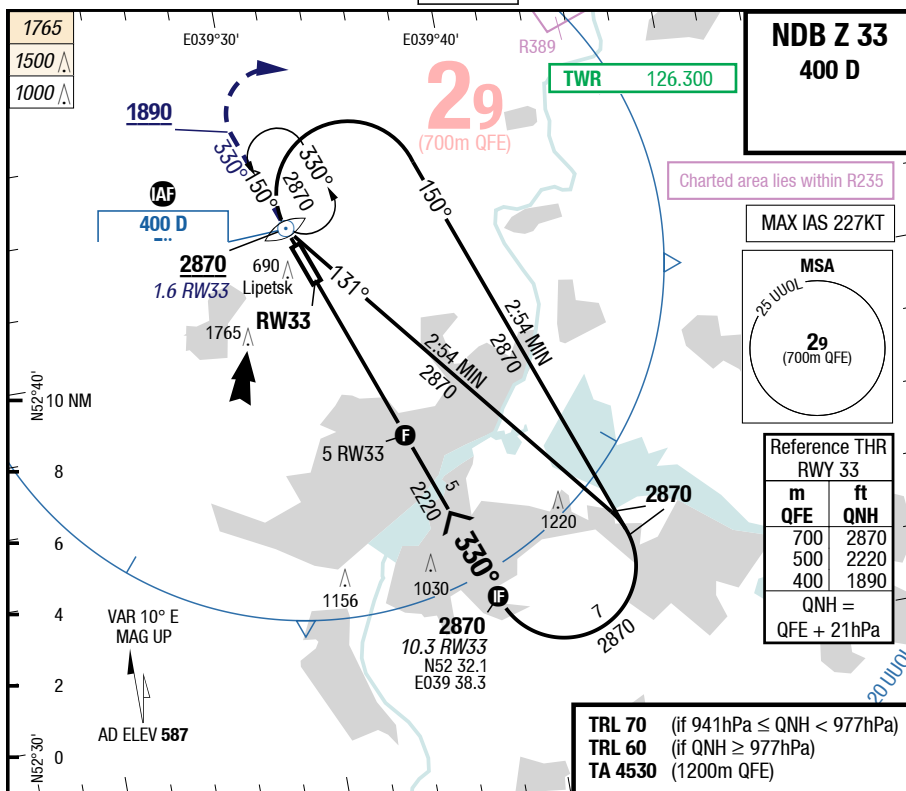
2) NDB DD not received as a stepdown fix

3) To RWY 33 HJ only

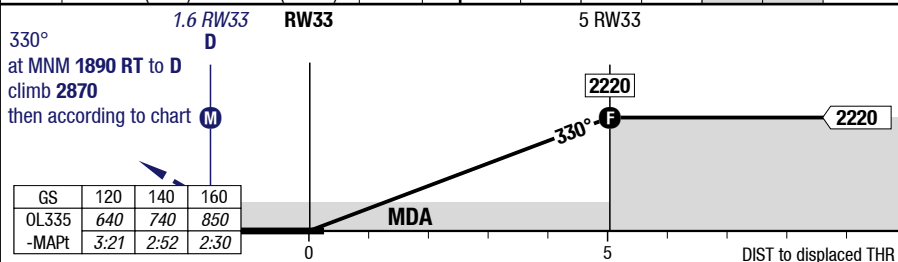
LPK-UUOL

7-80

NDB Z 33



60 L	45 x 2043	150	33	2	3	4	5			3.00°
3.0°				1260	1580	1900	2220			RW33
+0.1%	TDZ --- (---%) /	THR 571 (21hPa)								



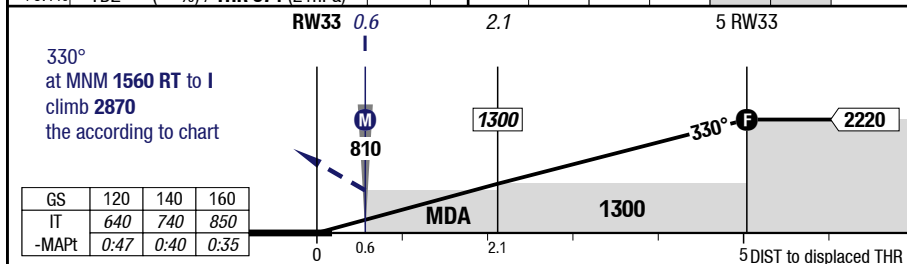
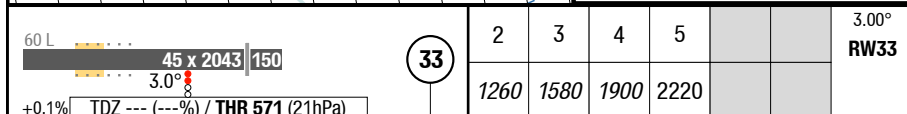
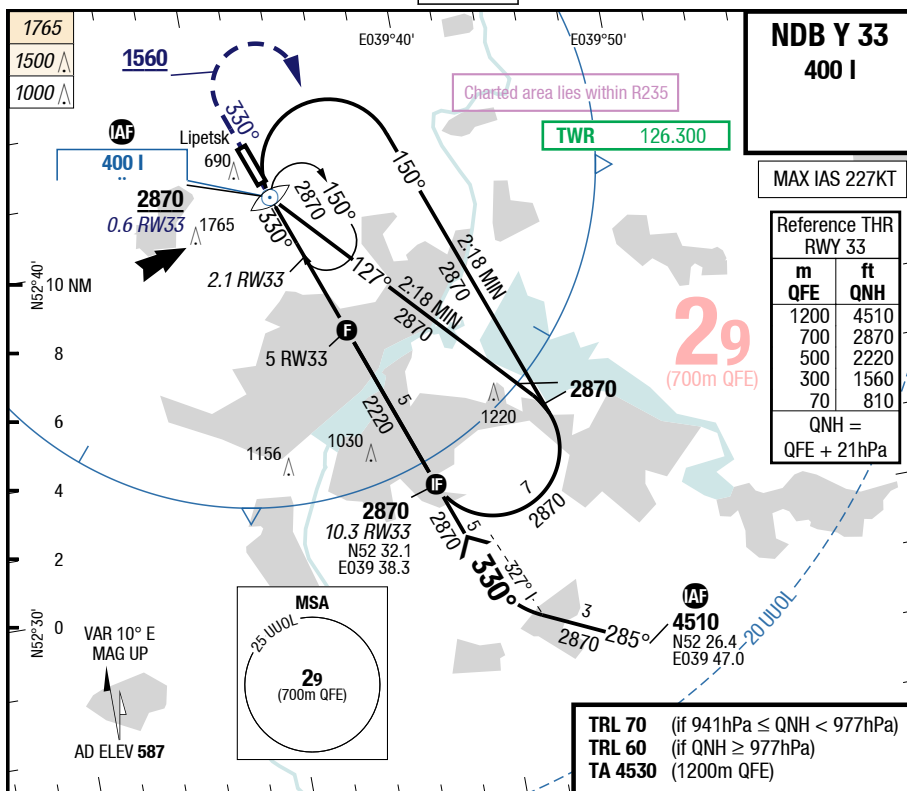
33		NDB D HJ only ¹⁾	NDB D wo FAF, HJ only			Circling HJ only
C	ft - m/km ft	450 - 2.1 1020	730 - 2.4 1300			1560 - 2.4V 2150
D	ft - m/km ft	450 - 2.1 1020	730 - 2.4 1300			1560 - 3.6V 2150

1) FAF must be given by TAR

LPK-UUOL

7-90

NDB Y 33



33		NDB 1) 2)	NDB wo 2.1 RWY33 1) 2)	NDB wo 2.1 RWY33 2) 3)	Circling 2)	
C	ft - m/km ft	350 - 1.6 930	590 - 2.4 1170	730 - 2.4 1300		1560 - 2.4V 2150
D	ft - m/km ft	350 - 1.6 930	590 - 2.4 1170	730 - 2.4 1300		1560 - 3.6V 2150

1) FAF must be given by TAR

3) wo FAF

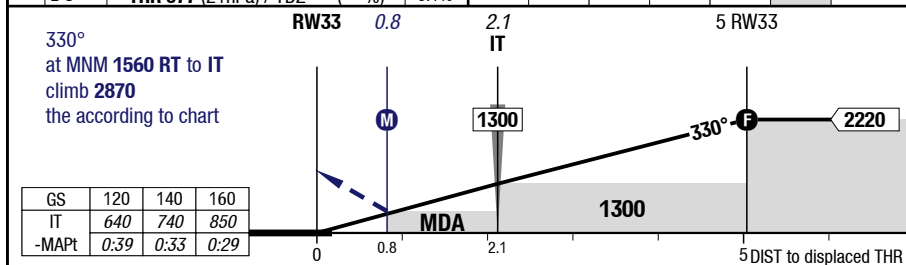
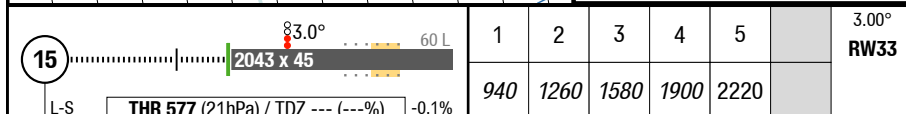
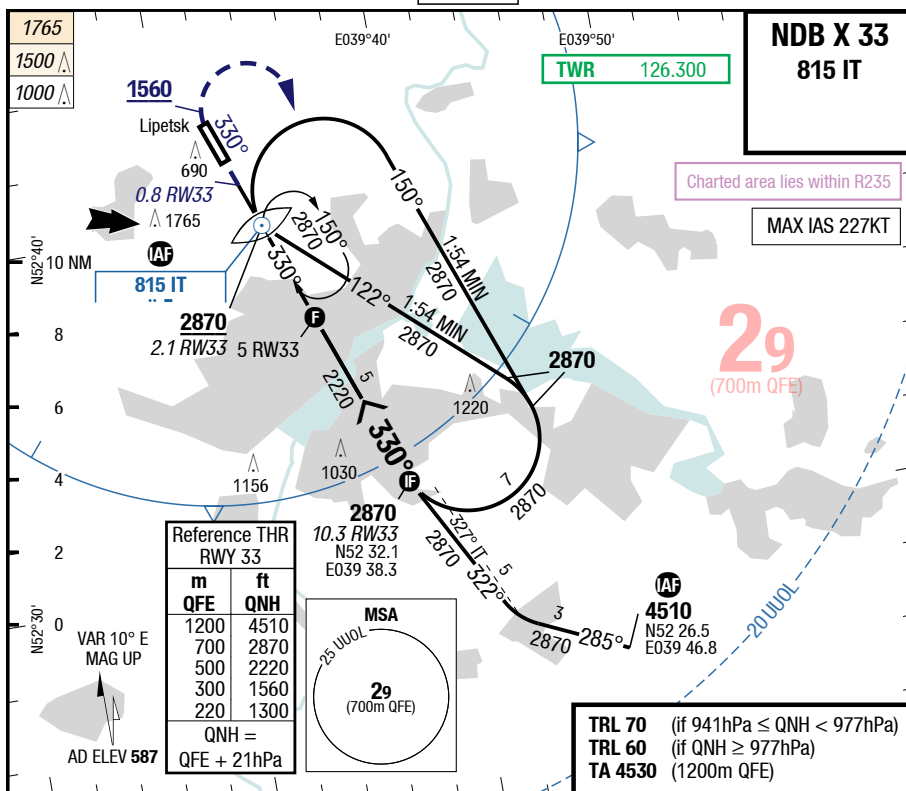
2) HJ only

Changes: new

LPK-UUOL

7-100

NDB X 33



33		NDB IT HJ only ¹⁾	NDB IT wo FAF, HJ only				Circling HJ only
C	ft - m/km ft	350 - 1.6 930	350 - 1.6 930				1560 - 2.4V 2150
D	ft - m/km ft	350 - 1.6 930	350 - 1.6 930				1560 - 3.6V 2150

1) FAF must be given by TAR

Changes: new