

List of pages in this Trip Kit

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Airport Information For UUOL
Terminal Charts For UUOL
Revision Letter For Cycle 08-2026
Change Notices
Notebook

General Information

Location: LIPETSK RUS
ICAO/IATA: UUOL / LPK
Lat/Long: N52° 42.15', E039° 32.30'
Elevation: 587 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0143 Z
Sunset: 1654 Z

Runway Information

Runway: 15
Length x Width: 7687 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 578 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 7687 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 571 ft
Lighting: Edge
Displaced Threshold: 984 ft

Communication Information

ATIS: 122.300
Lipetsk Tower: 126.300
Lipetsk Tower: 124.000 Secondary
Lipetsk Transit Operations: 127.400

1. GENERAL

1.1. ATIS

ATIS 122.3

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off, climb and approach shall be executed by all ACFT.

Maintain the assigned SID and STAR routes to avoid overflying the settlements. Execution of noise abatement procedures shall not be carried out at the expense of reduction of flight safety.

1.2.1. PREFERENTIAL RWY SYSTEMS

DURING DAY TIME

RWY 33 is preferential for take-off.

DURING NIGHT TIME (2000-0400UTC)

Departure and arrival are permitted for ACFT, which do not exceed the requirements envisaged by the ICAO Annex 16, Chapter 3.

RWY 15 is preferential for landing.

RWY 33 is preferential for take-off.

Deviations from the given restrictions are possible due to the prohibitions to use RWY 15/33 because of operational restrictions or meteorological conditions.

After landing it is recommended to use the engines reverse thrust at idle power except for the cases connected with flight safety.

Run-up of power units is PROHIBITED.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR values are 600m or less.

ATS unit informs flight crews about LVP implementation using the phrase: "LVP in progress, check your minimum."

Taxiroute to the RWY-holding position is assigned by TWR controller. Flight crew shall read back all instructions of TWR controller.

When LVP are in progress it is prohibited to:

- take-off not from RWY beginning;
- take-off without stop at line-up position.

APT is available for take-off from RWY 15/33 when visibility is 300m or above.

1.4. TAXI PROCEDURES

Engines start-up (including run-up), start of taxiing (towing) shall be carried out on request by flight crew and by the only permission of TWR controller.

ACFT entering RWY must execute a mandatory stop at holding position on TWY A2 or TWY A6.

Further movement shall be carried out only by instruction of TWR controller.

ACFT taxiing along aprons shall be carried out at minimum speed and with increased caution.

Turn pads at the end of RWY 15 unavailable.

Taxiing via TWY A4 for helicopters only.

1.5. PARKING INFORMATION

Exit stands shall be carried out according to marshaller's signals.

Stands 5 and 23 thru 26 are available for helicopters.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

UUOL/LPK
LIPETSK

JEPPESEN

21 JAN 22

10-1P1

Eff 27 Jan

LIPETSK, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure, when it is impossible to change to visual flight, proceed to the destination aerodrome according to the flight plan. In this case maintain the assigned flight level till joining radio navigation facility of the planned landing aerodrome and initiate descending at the Estimated Time of Arrival (ETA) or as close as possible to the ETA indicated in the flight plan.

Approach shall be carried out according to IFR with respect to procedure established for specified navigation facility.

2.2. NOISE ABATEMENT PROCEDURES

High speeds of descent shall be avoided (when possible) before the final approach.

The change of ACFT flight configuration and/or speed connected with noise abatement procedures shall be made according to the requirements of the Aeroplane Flight Manual.

Noise abatement procedures must not require exceeding of the indicated air speed of descent established by the Aeroplane Flight Manual.

Flying below ILS GP is PROHIBITED.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

A displacement of the RWY THR shall not be used as a noise abatement measure.

3.2. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure after take-off (if at 657' AGL radio communication with LIPETSK Tower is not established) the pilot-in-command shall continue to climb to aerodrome traffic circuit height, proceed in accordance with approach procedure and land at Lipetsk aerodrome depending on meteorological conditions and landing weight.

The pilot-in-command has the right to carry out landing under meteorological conditions below the minimum.

If unable to land at the aerodrome of departure due to meteorological conditions or other reasons, the pilot-in-command has the right to proceed to the alternate aerodrome (chosen when making a decision for departure) at the flight levels especially assigned for flights without radio communication (FL 140, FL 150 or FL 240, FL 250).

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LIPETSK

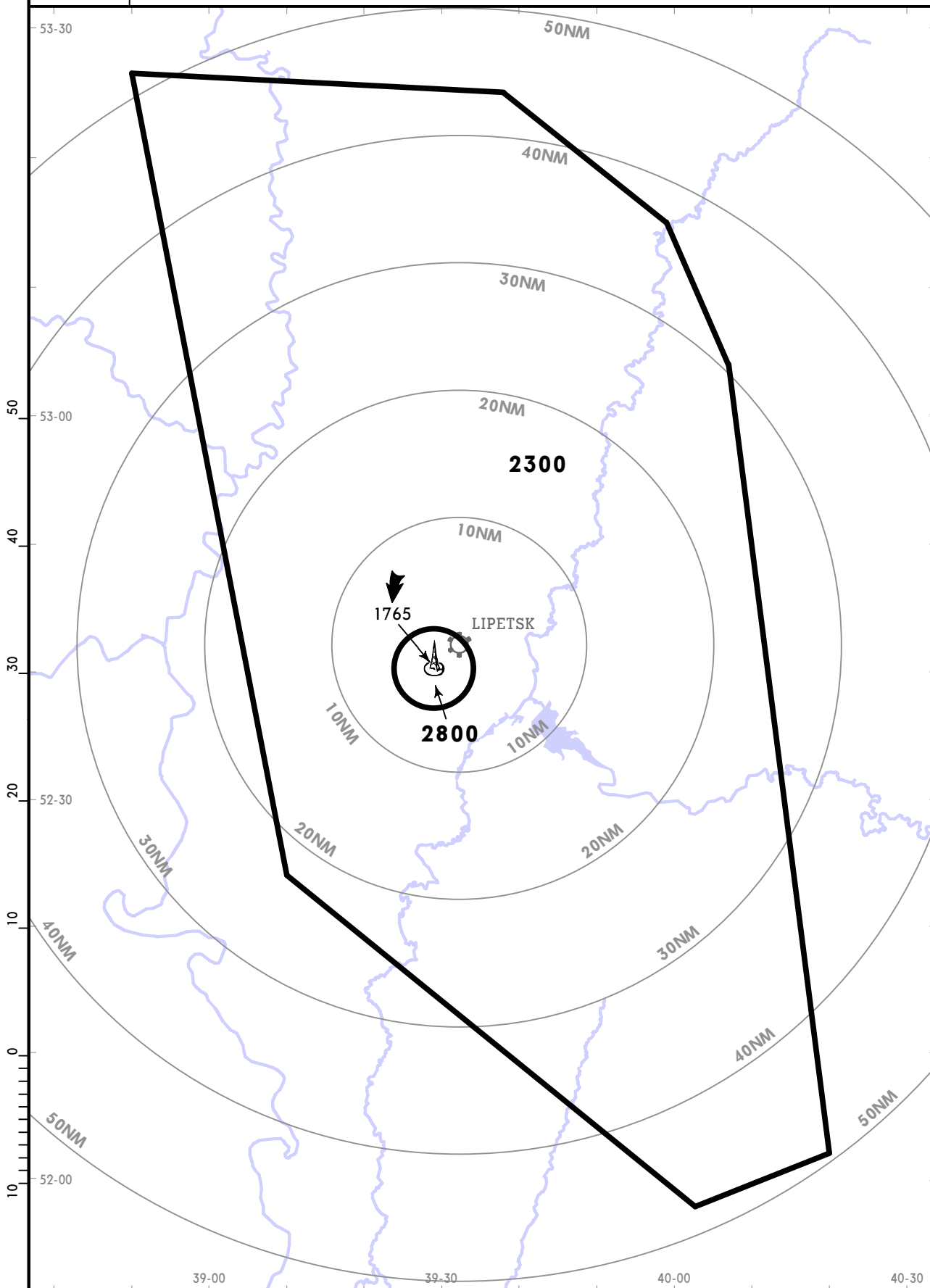
JEPPESEN
4 DEC 20 **(10-1R)**

LIPETSK, RUSSIA
RADAR MINIMUM ALTITUDES

Apt Elev
587

Alt Set: hPa (MM on request)
Trans level: FL60
FL70 if pressure is less than 1013 hPa (760 mm)
FL80 if pressure is less than 977 hPa (733 mm)

Trans alt: 5000
1. Chart may only be used for cross-checking of altitudes assigned while under RADAR control.
2. When vectoring is carried out under low temperature conditions, minimum vectoring altitudes for IFR flight must be corrected by altimeter temperature correction.



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LIPETSK

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LIPETSK, RUSSIA

21 JAN 22

10-2

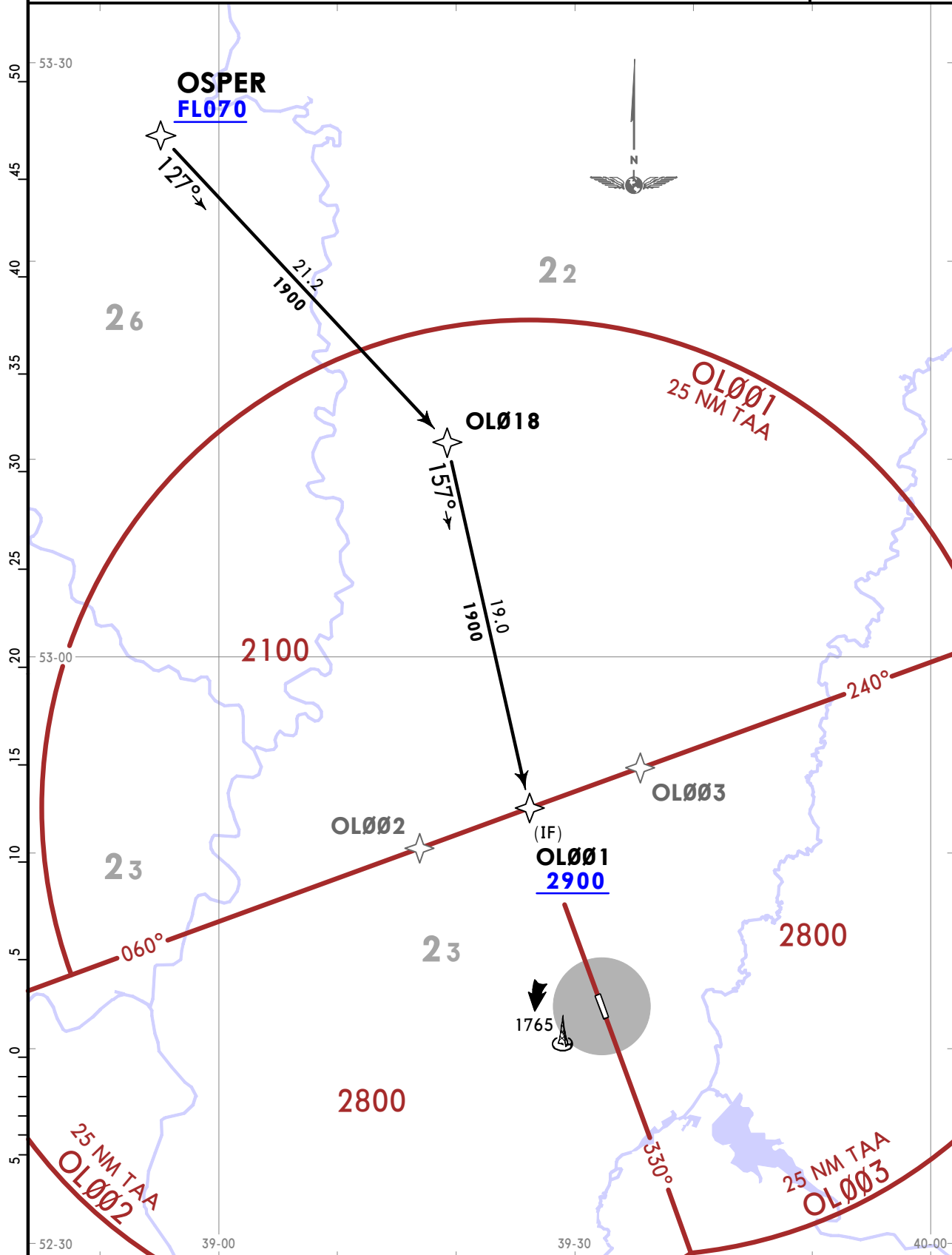
Eff 27 Jan

RNAV STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) 1. RNP 1. 2. GNSS required.
----------------------	------------------------	---

FEET	METERS
2900	(710)
2800	(680)
2200	(495)
2100	(465)
1900	(405)
1800	(375)

OSPER 1H [OSPE1H]
RNP ARRIVAL
(RWY 15)



CHANGES: OSPER CRP to NCRP.

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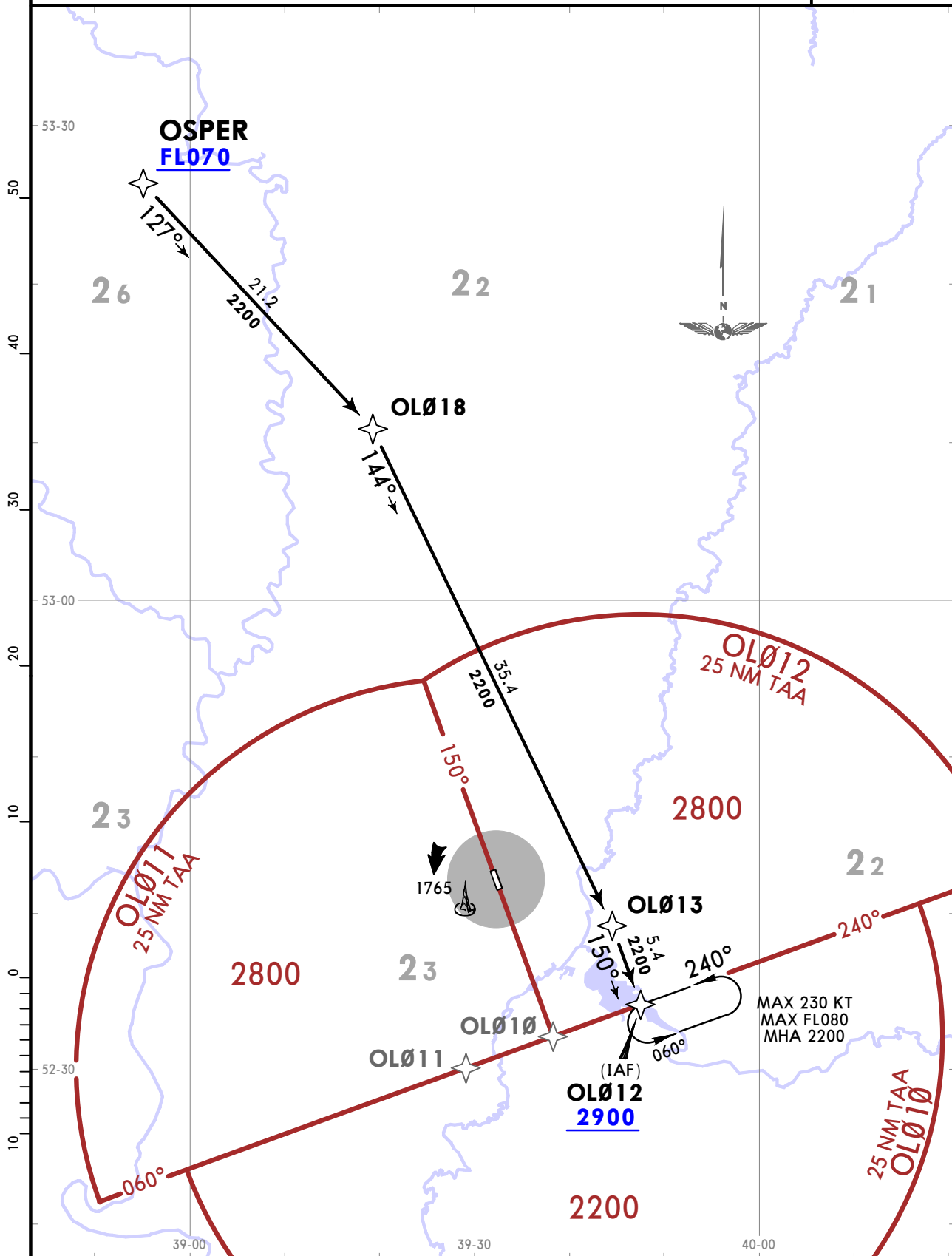
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LIPETSK, RUSSIA

21 JAN 22 (10-2A) Eff 27 Jan

RNAV STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) 1. RNP 1. 2. GNSS required.	FEET METERS QNH (QFE) 2900 (710) 2800 (680) 2200 (500) 1900 (410) 1700 (345)
OSPER 1J [OSPE1J] RNP ARRIVAL (RWY 33)			



CHANGES: OSPE CRP to NCRP.

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LIPETSK

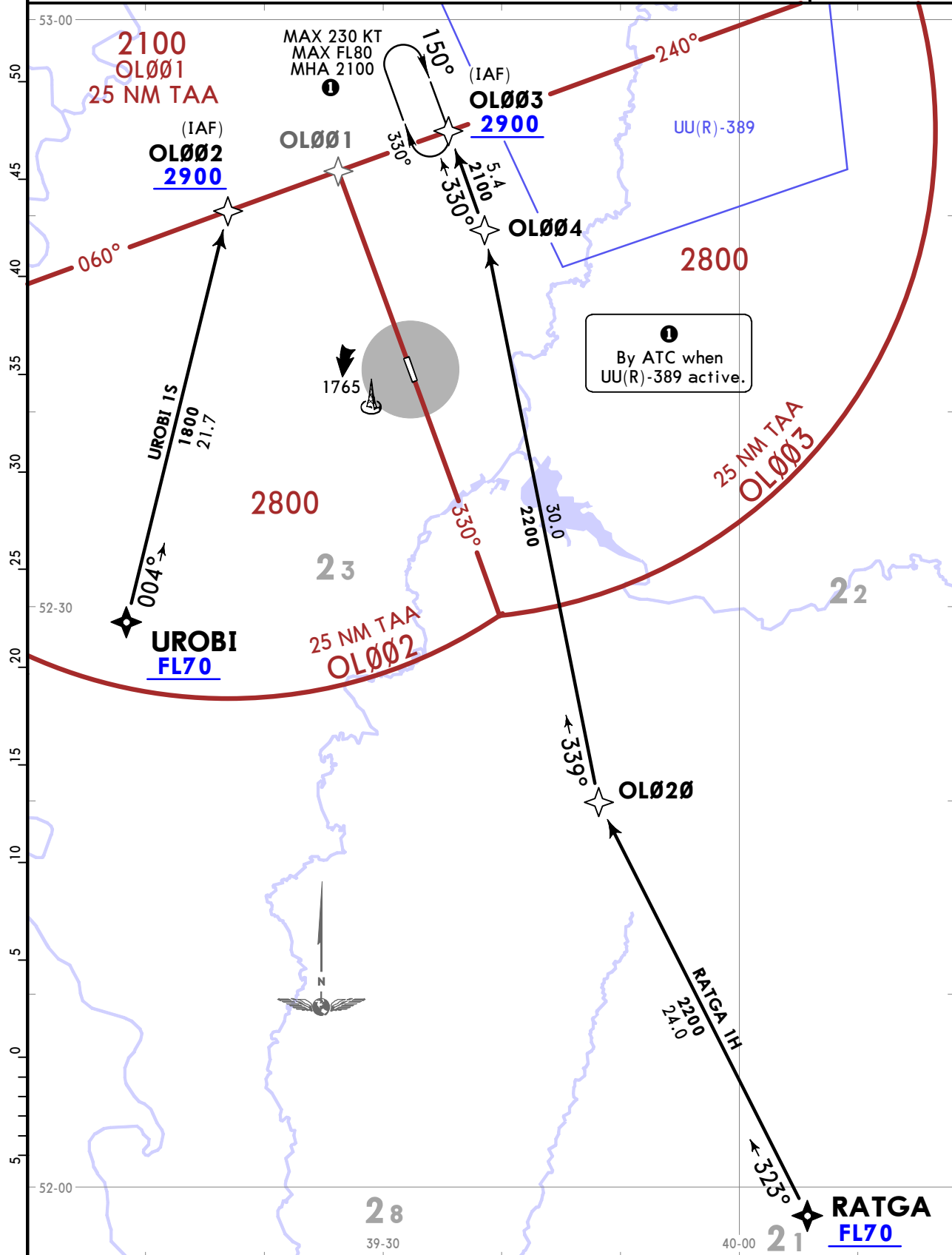
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LIPETSK, RUSSIA

31 DEC 21 **(10-2B)**

RNAV STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL60 FL70 if pressure is less than 1013 hPa (760 mm) FL80 if pressure is less than 977 hPa (733 mm)	FEET METERS QNH (QFE) 2900 (710) 2800 (680) 2200 (495) 2100 (465) 1900 (405) 1800 (375)
RATGA 1H [RATG1H], UROBI 1S [UROB1S] RNP ARRIVALS (RWY 15)			



UUOL/LPK
LIPETSK

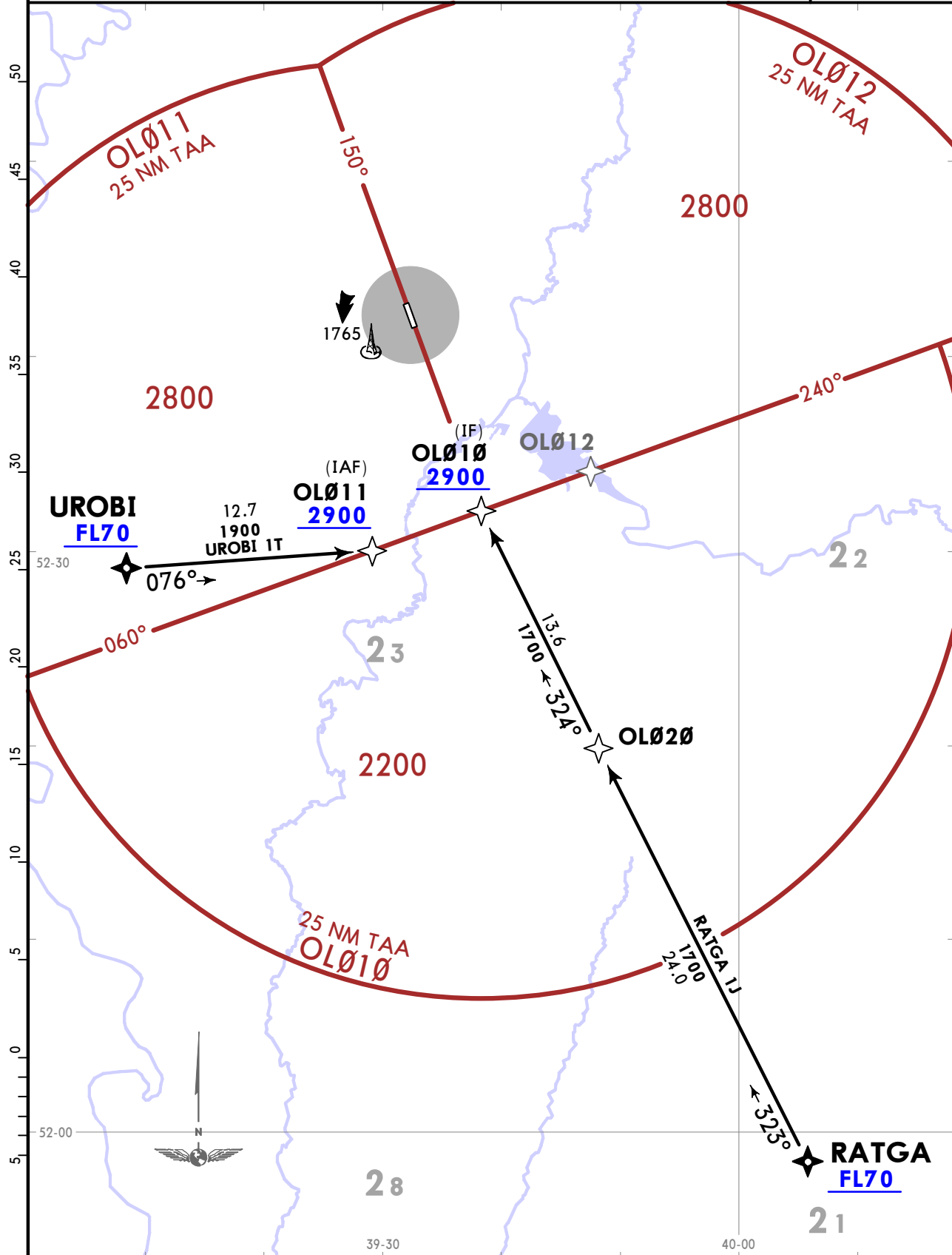


LIPETSK, RUSSIA

31 DEC 21 **(10-2C)**

RNAV STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL60 FL70 if pressure is less than 1013 hPa (760 mm) FL80 if pressure is less than 977 hPa (733 mm) 1. RNP 1. 2. GNSS required.	FEET METERS QNH (QFE) 2900 (710) 2800 (680) 2200 (500) 1900 (410) 1700 (345)
RATGA 1J [RATG1J], UROBI 1T [UROB1T] RNP ARRIVALS (RWY 33)			



CHANGES: ATIS frequency.

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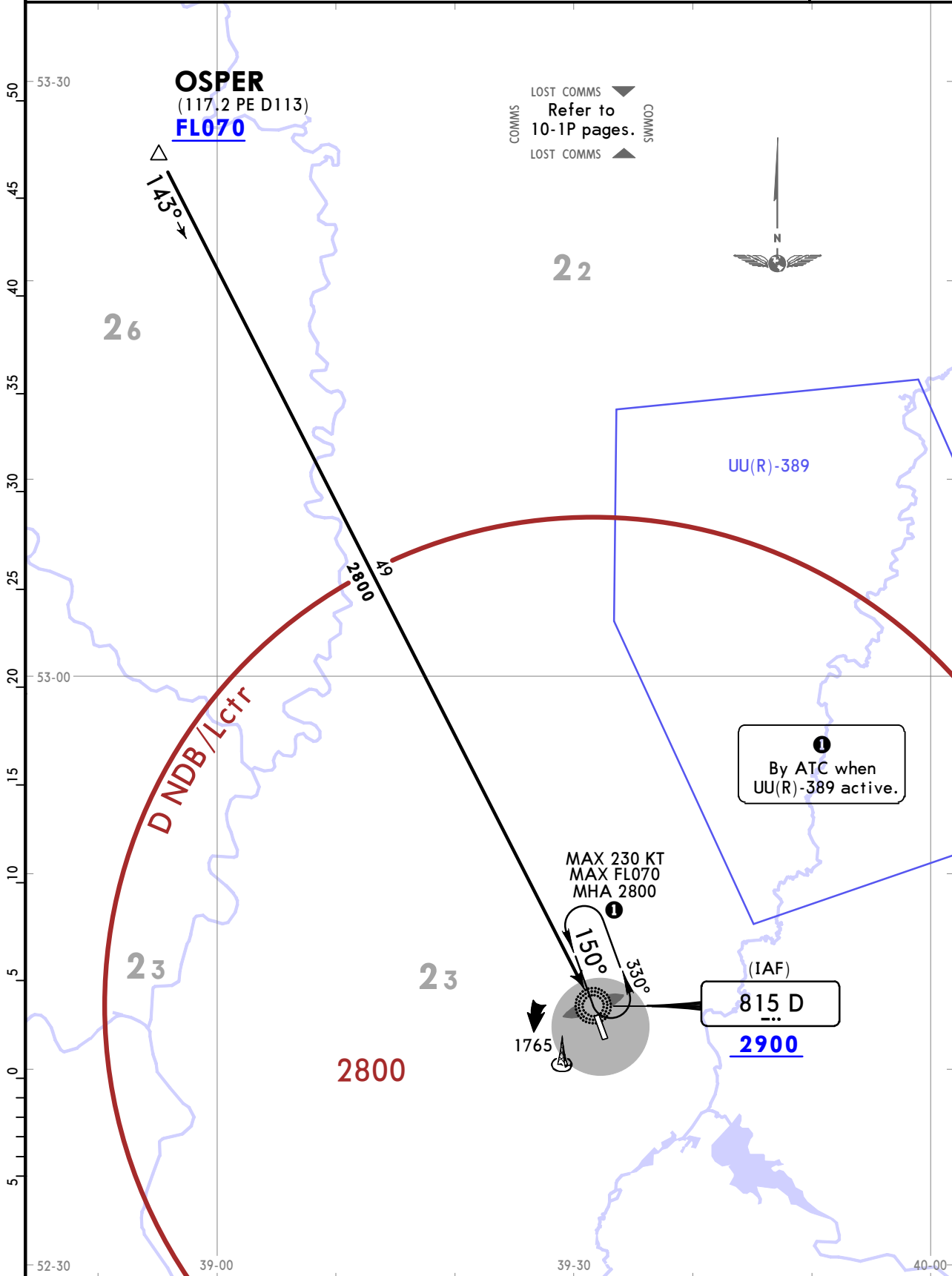
LIPETSK, RUSSIA

2 JAN 26 (10-2D)

STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) DME required.
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OSPER 1F [OSPE1F] ARRIVAL (RWY 15)	<table border="1"> <tr> <th>FEET</th> <th>METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td></td> </tr> <tr> <td>2900 (710)</td> <td></td> </tr> <tr> <td>2800 (680)</td> <td></td> </tr> </table>	FEET	METERS	QNH (QFE)		2900 (710)		2800 (680)	
FEET	METERS								
QNH (QFE)									
2900 (710)									
2800 (680)									



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LIPETSK

JEPPESEN

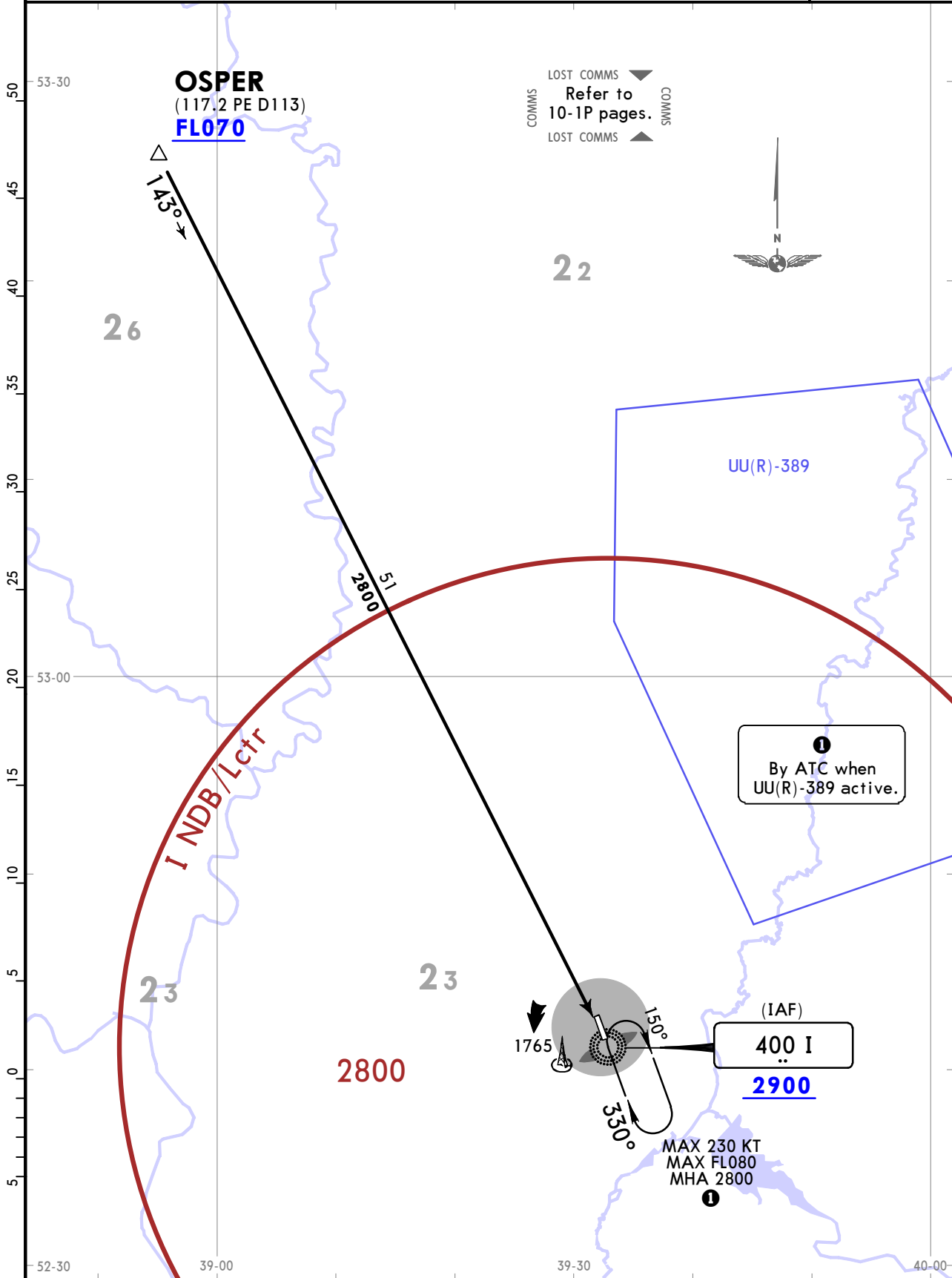
LIPETSK, RUSSIA

2 JAN 26 (10-2E)

STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) DME required.
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OSPER 1G [OSPE1G] ARRIVAL (RWY 33)	<table border="1"> <tr> <th>FEET</th> <th>METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td></td> </tr> <tr> <td>2900 (710)</td> <td></td> </tr> <tr> <td>2800 (680)</td> <td></td> </tr> </table>	FEET	METERS	QNH (QFE)		2900 (710)		2800 (680)	
FEET	METERS								
QNH (QFE)									
2900 (710)									
2800 (680)									



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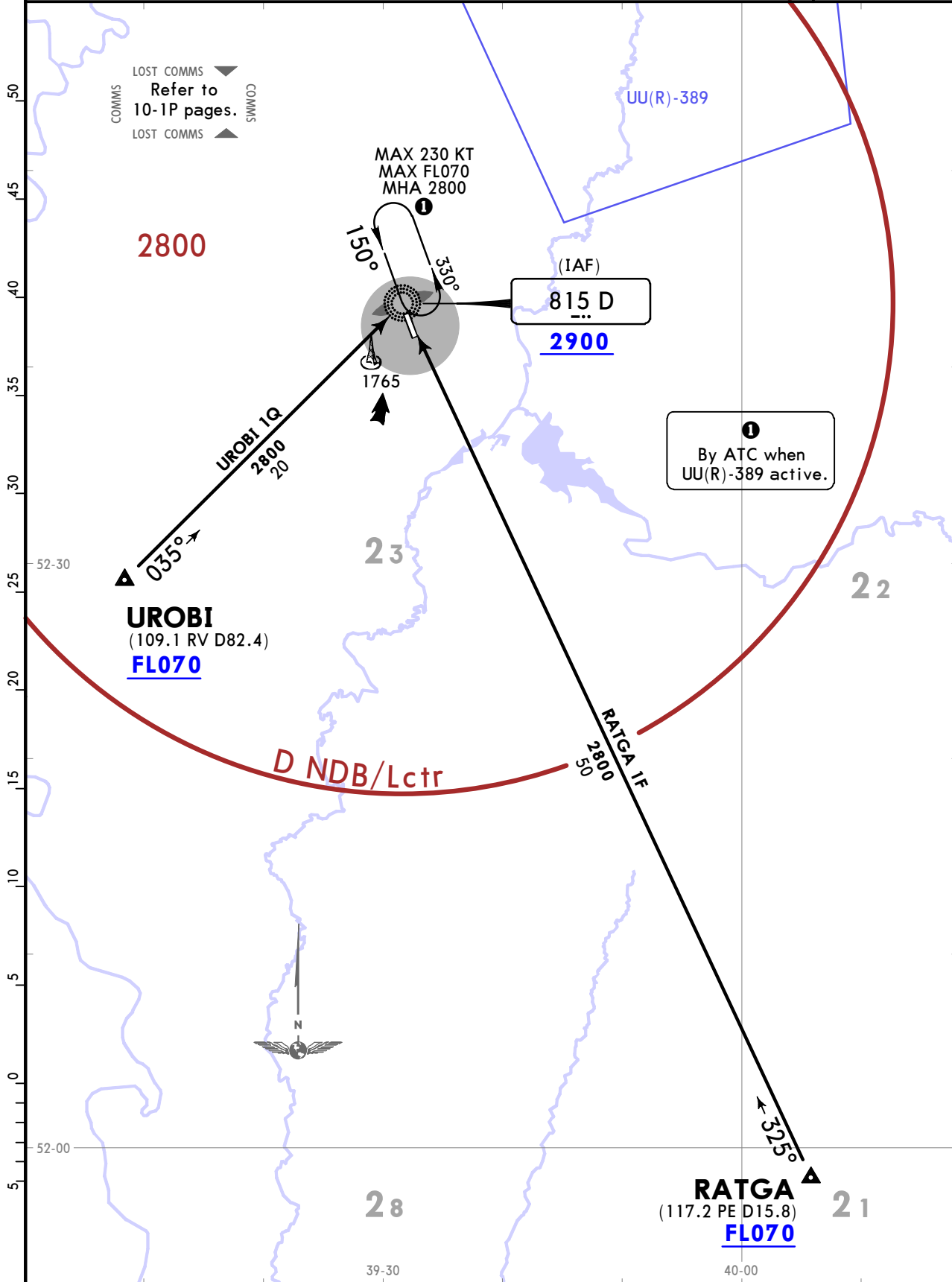
LIPETSK, RUSSIA

2 JAN 26 **10-2F**

STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) DME required.
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RATGA 1F [RATG1F], UROBI 1Q [UROB1Q] ARRIVALS (RWY 15)	FEET METERS QNH (QFE) 2900 (710) 2800 (680)
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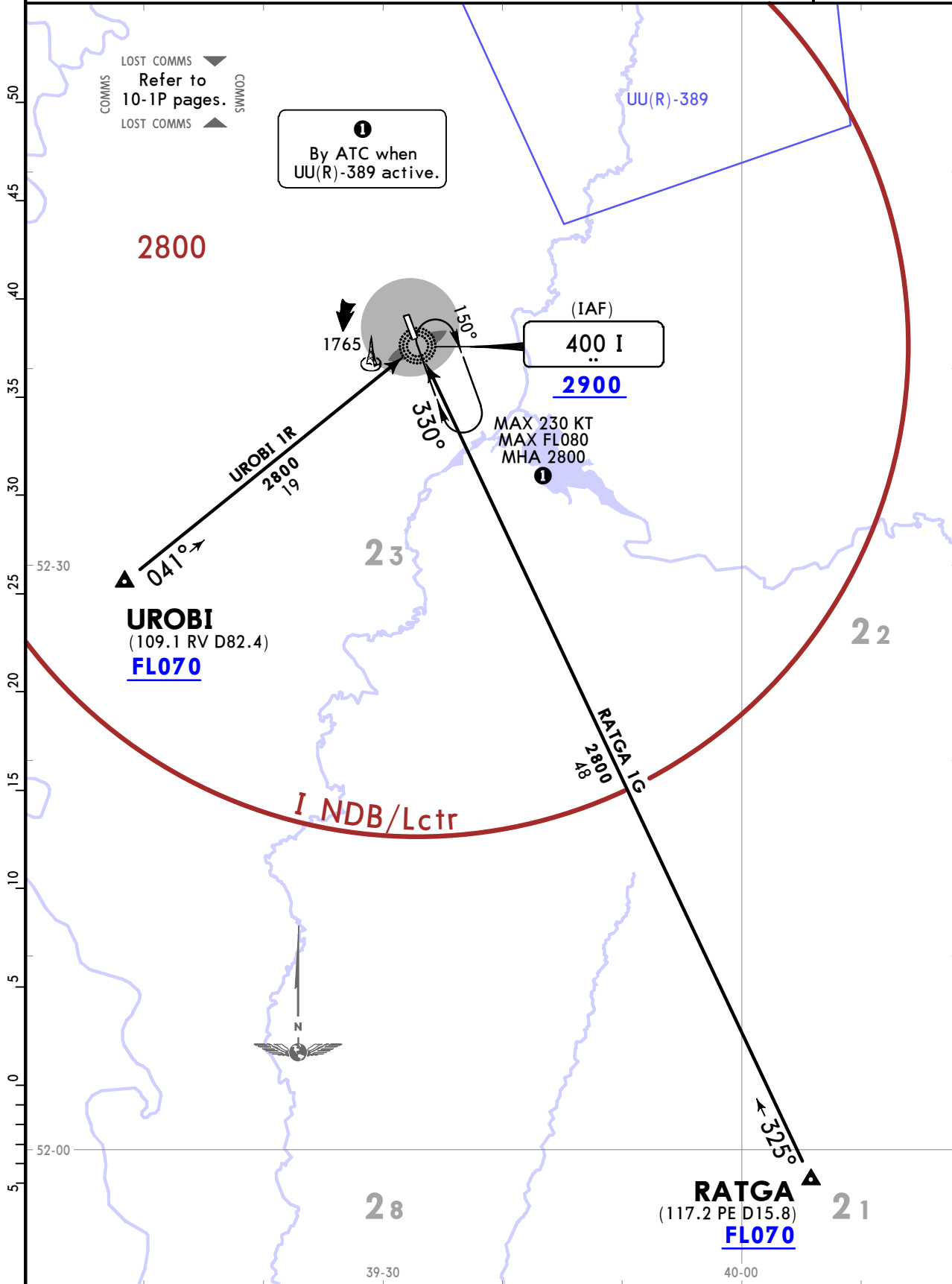
LIPETSK, RUSSIA

2 JAN 26 **(10-2G)**

STAR

ATIS 122.3	Apt Elev 587	Alt Set: hPa (MM on request) Trans level: FL060 FL070 if pressure is less than 1013 hPa (760 mm) FL080 if pressure is less than 977 hPa (733 mm) DME required.
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RATGA 1G [RATG1G], UROBI 1R [UROB1R] ARRIVALS (RWY 33)	FEET METERS QNH (QFE) 2900 (710) 2800 (680)
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8 DEC 23 **10-3**

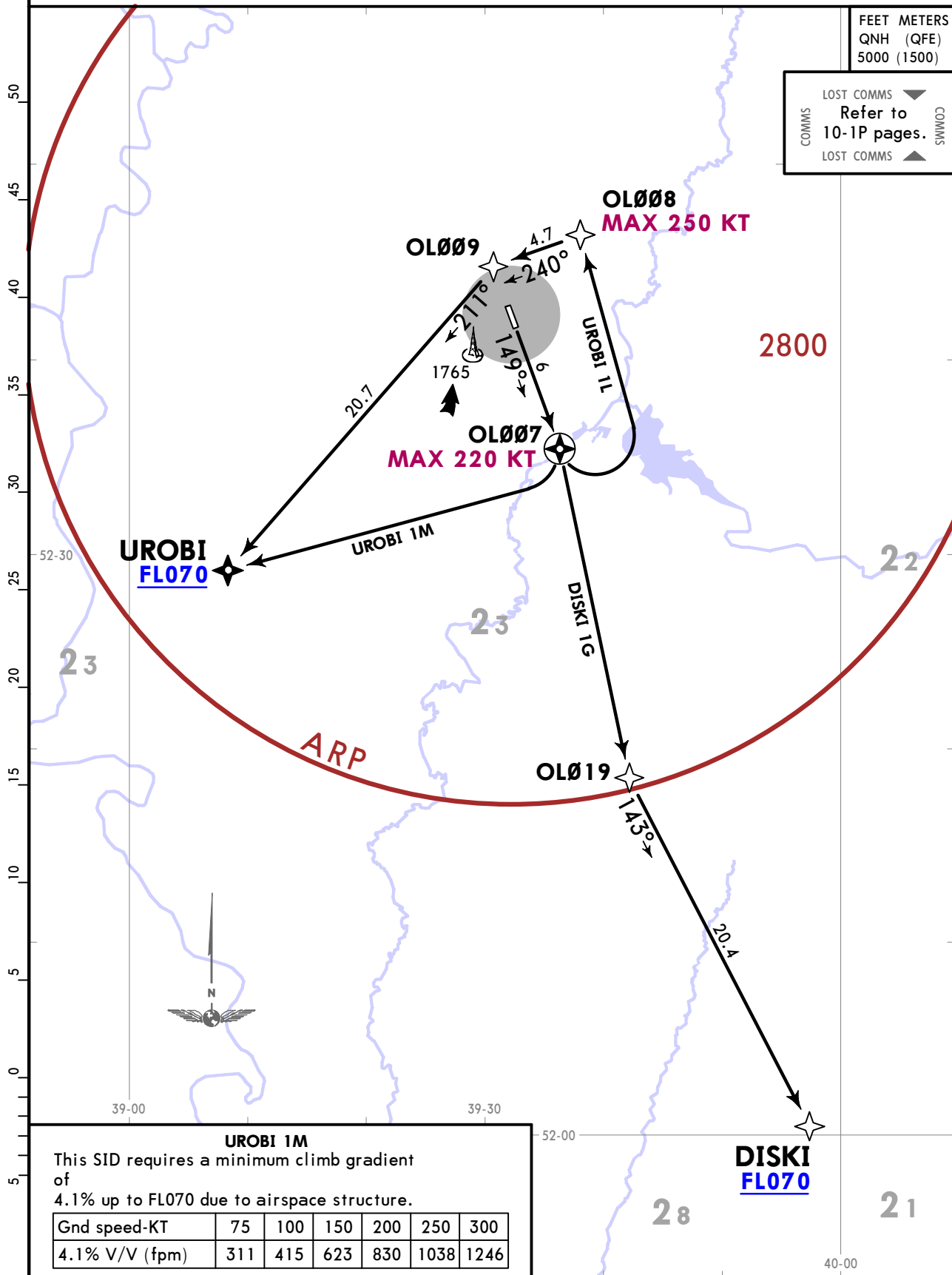
LIPETSK, RUSSIA
RNAV SID

Apt Elev **587** Trans alt: 5000 QNH (QFE on request)
1. RNP 1.
2. GNSS required.

**DISKI 1G [DISK1G]
UROBI 1L [UROB1L], UROBI 1M [UROB1M]
RNP DEPARTURES
(RWY 15)**

FEET METERS
QNH (QFE)
5000 (1500)

LOST COMMS ▼
Refer to
10-1P pages.
COMMS ▲



UROBI 1M
This SID requires a minimum climb gradient of 4.1% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

UUOL/LPK
LIPETSK

JEPPESEN
8 DEC 23 **(10-3A)**

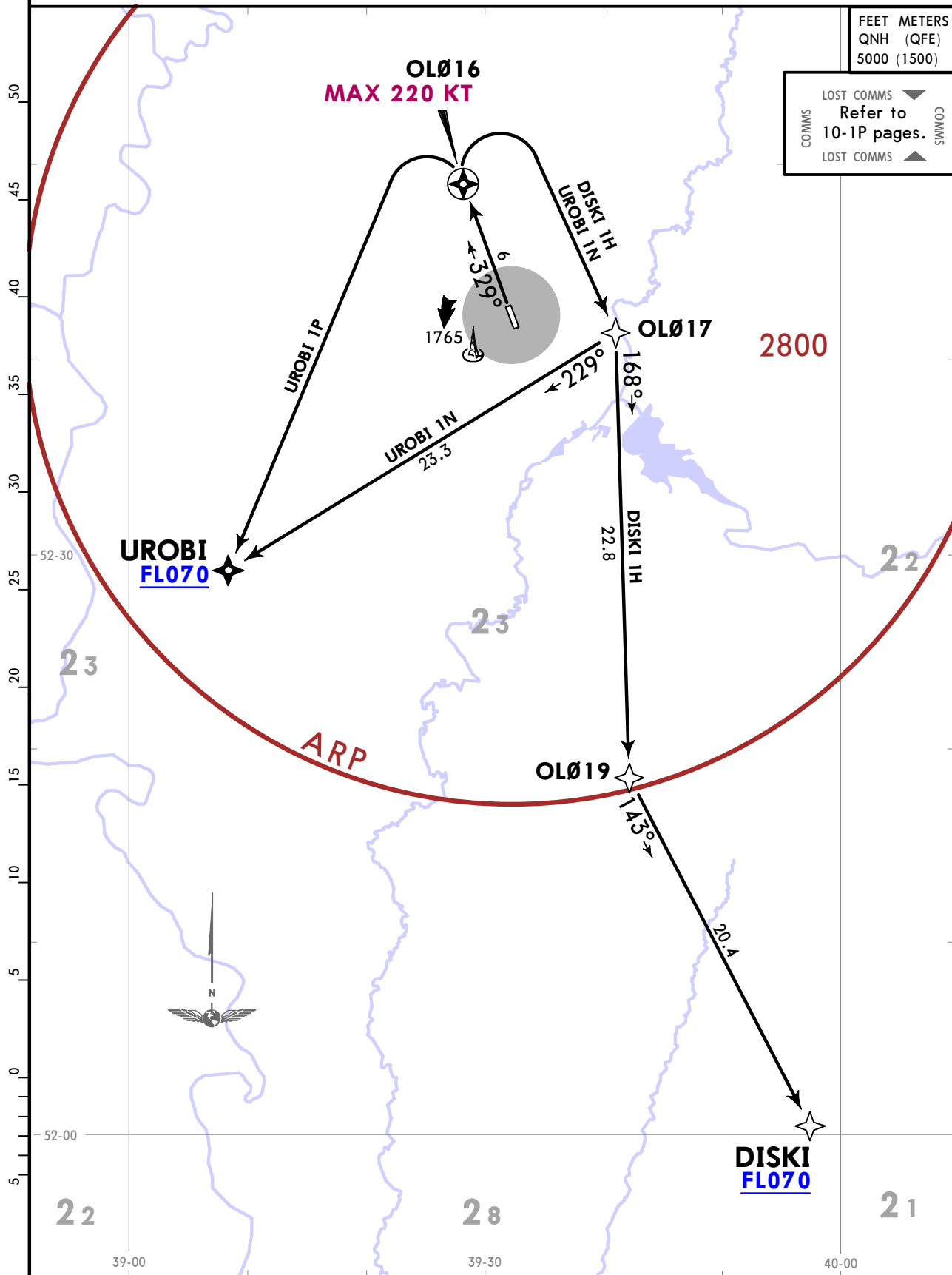
LIPETSK, RUSSIA
RNAV SID

Apt Elev
587
Trans alt: 5000 QNH (QFE on request)
1. RNP 1.
2. GNSS required.

DISKI 1H [DISK1H]
UROBI 1N [UROB1N], UROBI 1P [UROB1P]
RNP DEPARTURES
(RWY 33)

FEET METERS
QNH (QFE)
5000 (1500)

LOST COMMS ▼
Refer to
10-1P pages.
COMMS ▲
LOST COMMS ▲



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LIPETSK

JEPPESSEN
8 DEC 23 **(10-3B)**

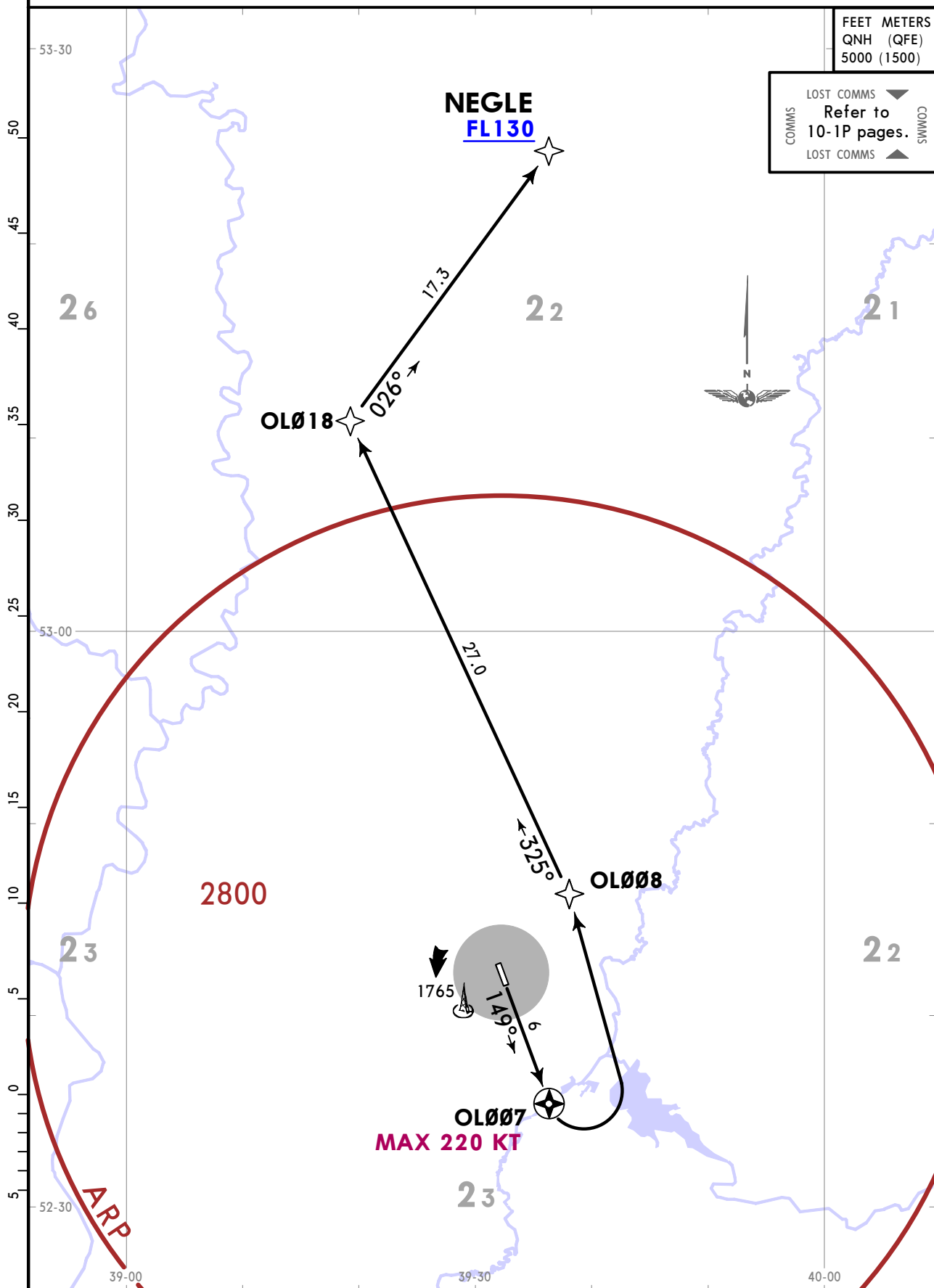
LIPETSK, RUSSIA
RNAV SID

Apt Elev
587
Trans alt: 5000 QNH (QFE on request)
1. RNP 1.
2. GNSS required.

NEGLE 1H [NEGL1H]
RNP DEPARTURE
(RWY 15)

FEET METERS
QNH (QFE)
5000 (1500)

LOST COMMS
COMMS
Refer to
10-1P pages.
COMMS
LOST COMMS



CHANGES: Rwy bearing.

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8 DEC 23 **(10-3C)**

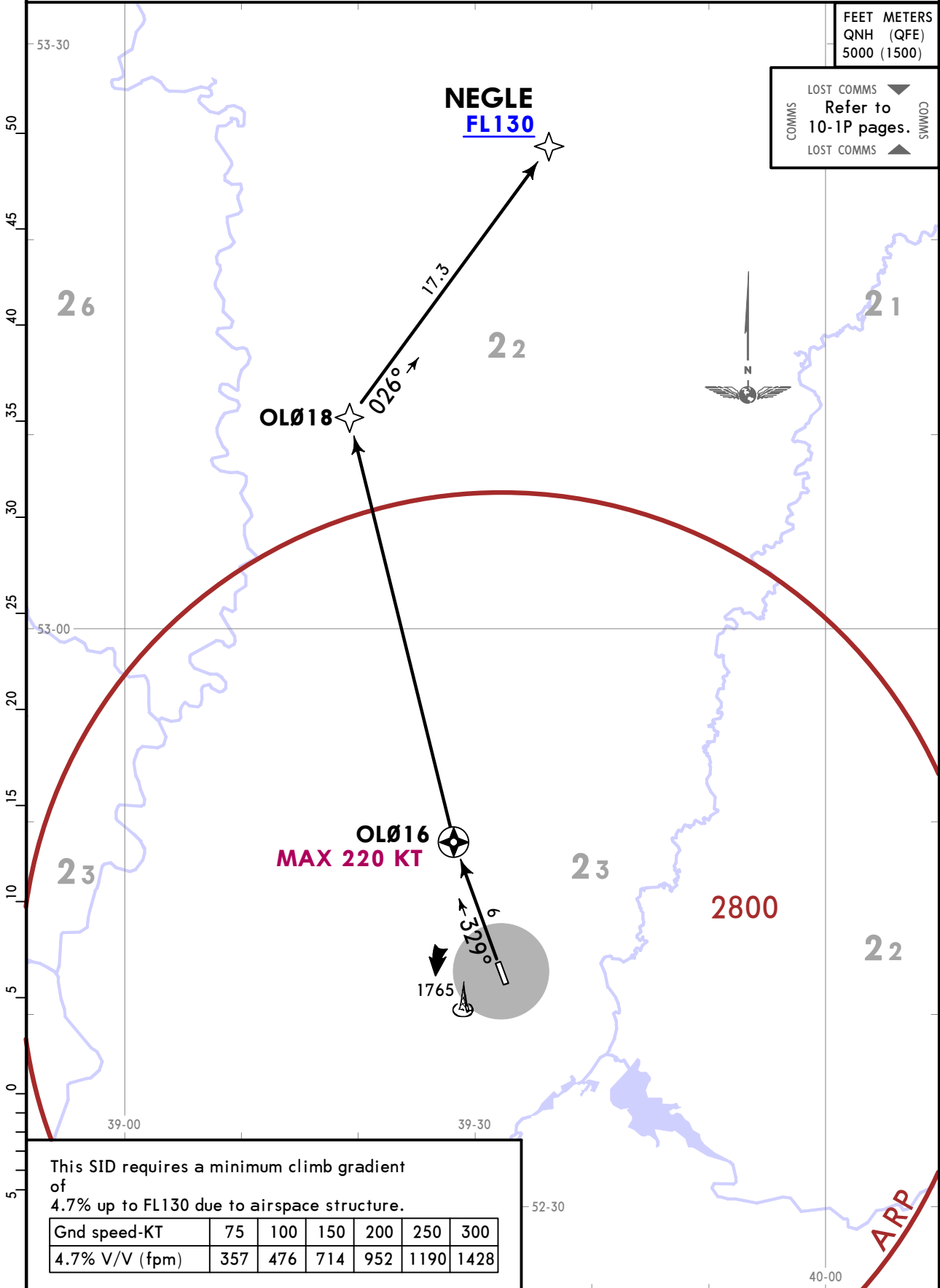
LIPETSK, RUSSIA
RNAV SID

Apt Elev
587
Trans alt: 5000 QNH (QFE on request)
1. RNP 1.
2. GNSS required.

NEGLE 1J [NEGL1J]
RNP DEPARTURE
(RWY 33)

FEET METERS
QNH (QFE)
5000 (1500)

LOST COMMS
Refer to
10-1P pages.
LOST COMMS



This SID requires a minimum climb gradient of 4.7% up to FL130 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

UUOL/LPK
LIPETSK

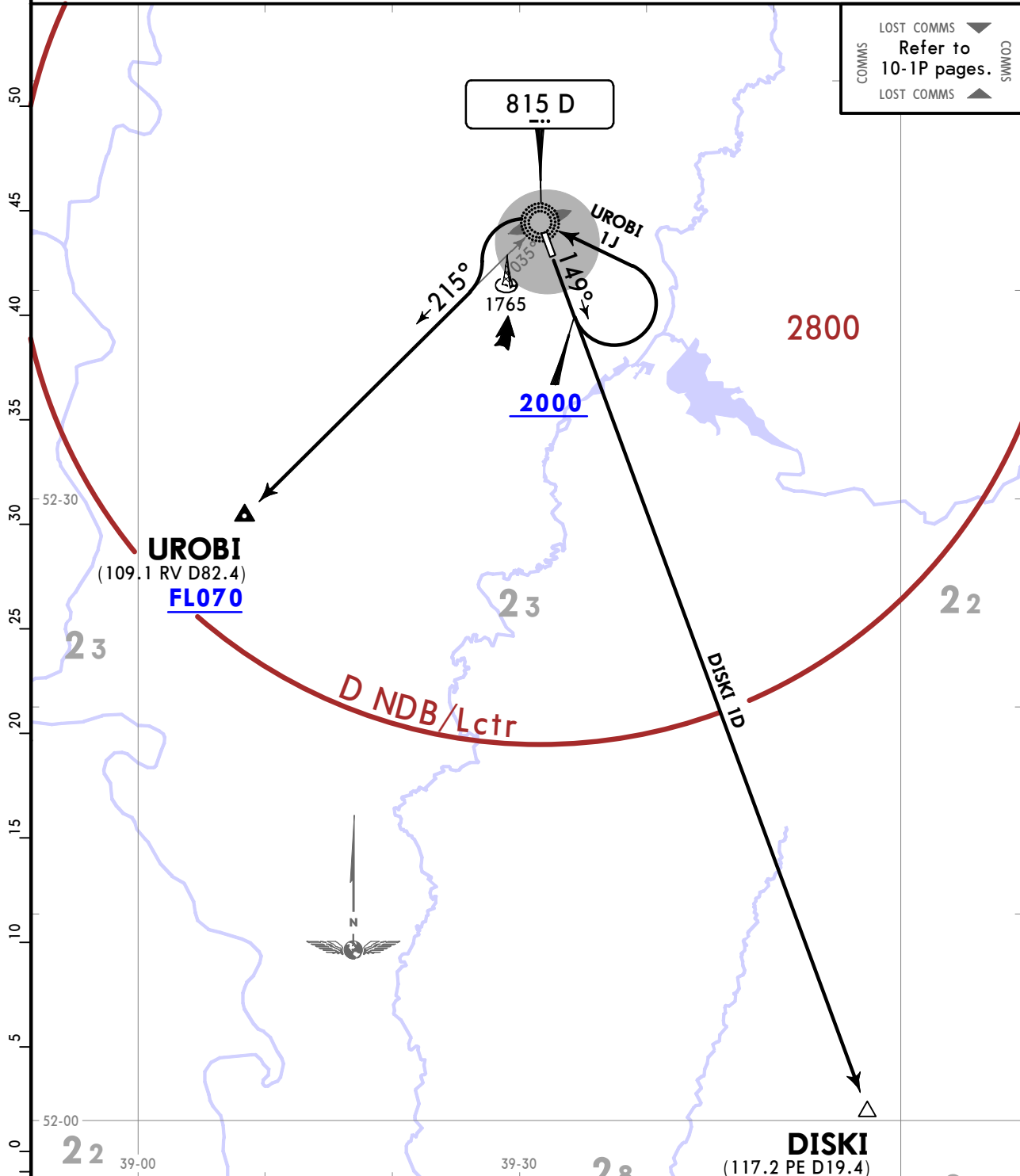
JEPPESSEN
2 JAN 26 **(10-3D)**

LIPETSK, RUSSIA
SID

Apt Elev **587**
Trans alt: 5000 QNH (QFE on request)
1. DME required.
2. Turn before passing DER is prohibited.

DISKI 1D [DISK1D]
UROBI 1J [UROB1J]
DEPARTURES
(RWY 15)

LOST COMMS ▼
COMMS
Refer to
10-1P pages.
COMMS
LOST COMMS ▲



Close-In Obstacles
Located at 0.24 NM - 0.61 NM to the RIGHT and LEFT of takeoff heading with MAX elevation of 616.

FEET	METERS
2000	(435)
5000	(1500)

SID	ROUTING
DISKI 1D	Climb on 149° track to 2000, intercept 150° bearing from D Lctr to DISKI1.
UROBI 1J	Climb on 149° track to 2000, turn LEFT to D Lctr, 215° bearing to UROBI.

UUOL/LPK
LIPETSK

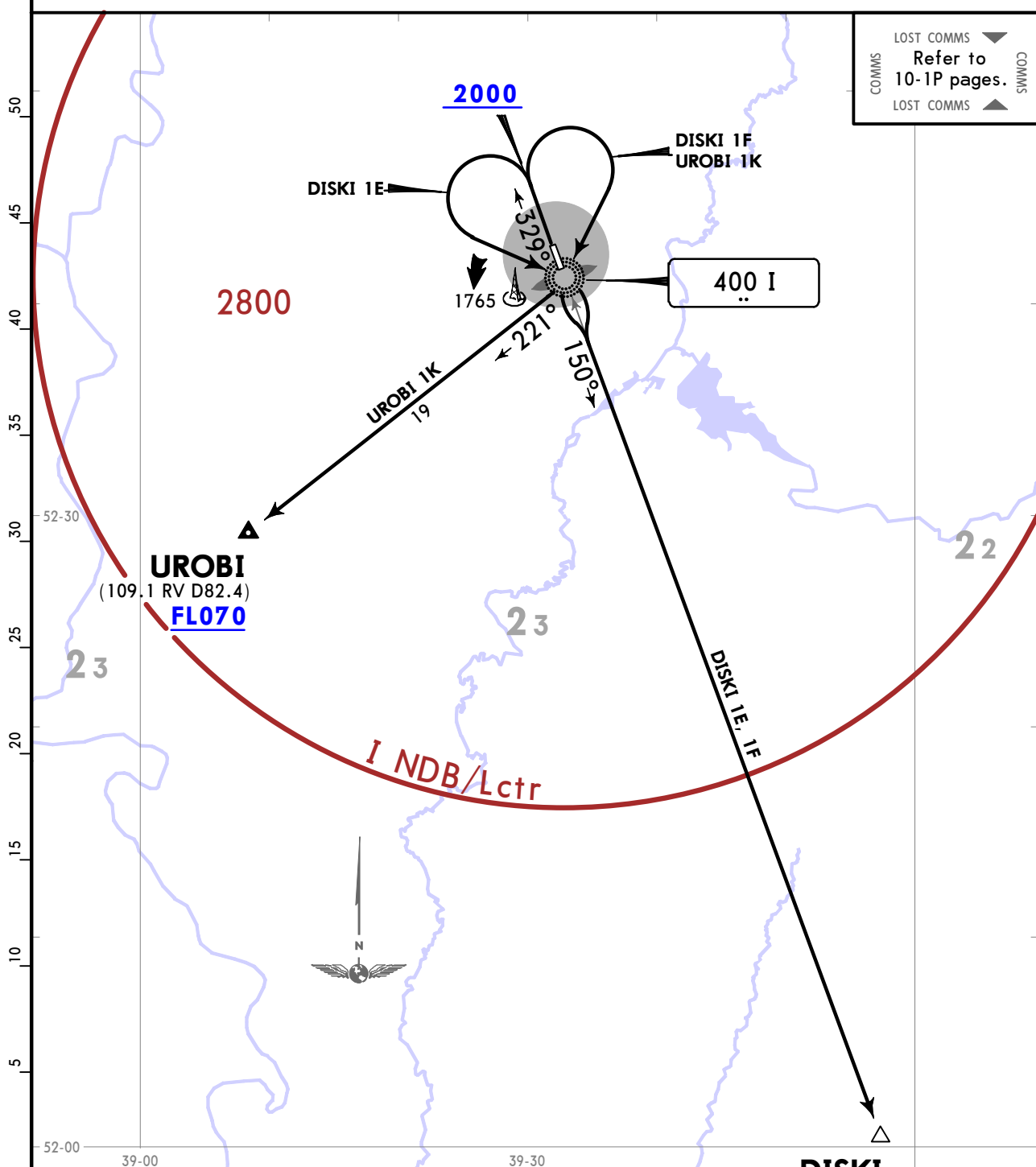
JEPPESSEN
2 JAN 26 (10-3E)

LIPETSK, RUSSIA
SID

Apt Elev 587
Trans alt: 5000 QNH (QFE on request)
1. DME required.
2. Turn before passing DER is prohibited.

**DISKI 1E [DISK1E], DISKI 1F [DISK1F]
UROBI 1K [UROB1K]
DEPARTURES
(RWY 33)**

LOST COMMS ▼
Refer to 10-1P pages.
COMMS ▲
LOST COMMS ▲



Close-In Obstacles
Located at 0.28 NM - 0.33 NM to the LEFT of takeoff heading with MAX elevation of 611.

FEET	METERS
2000	(440)
5000	(1500)

SID	ROUTING
DISKI 1E	Climb on 329° track to 2000, turn LEFT to I Lctr, 150° bearing to DISKI.
DISKI 1F	Climb on 329° track to 2000, turn RIGHT to I Lctr, 150° bearing to DISKI.
UROBI 1K	Climb on 329° track to 2000, turn RIGHT to I Lctr, 221° bearing to UROBI.

CHANGES: None.

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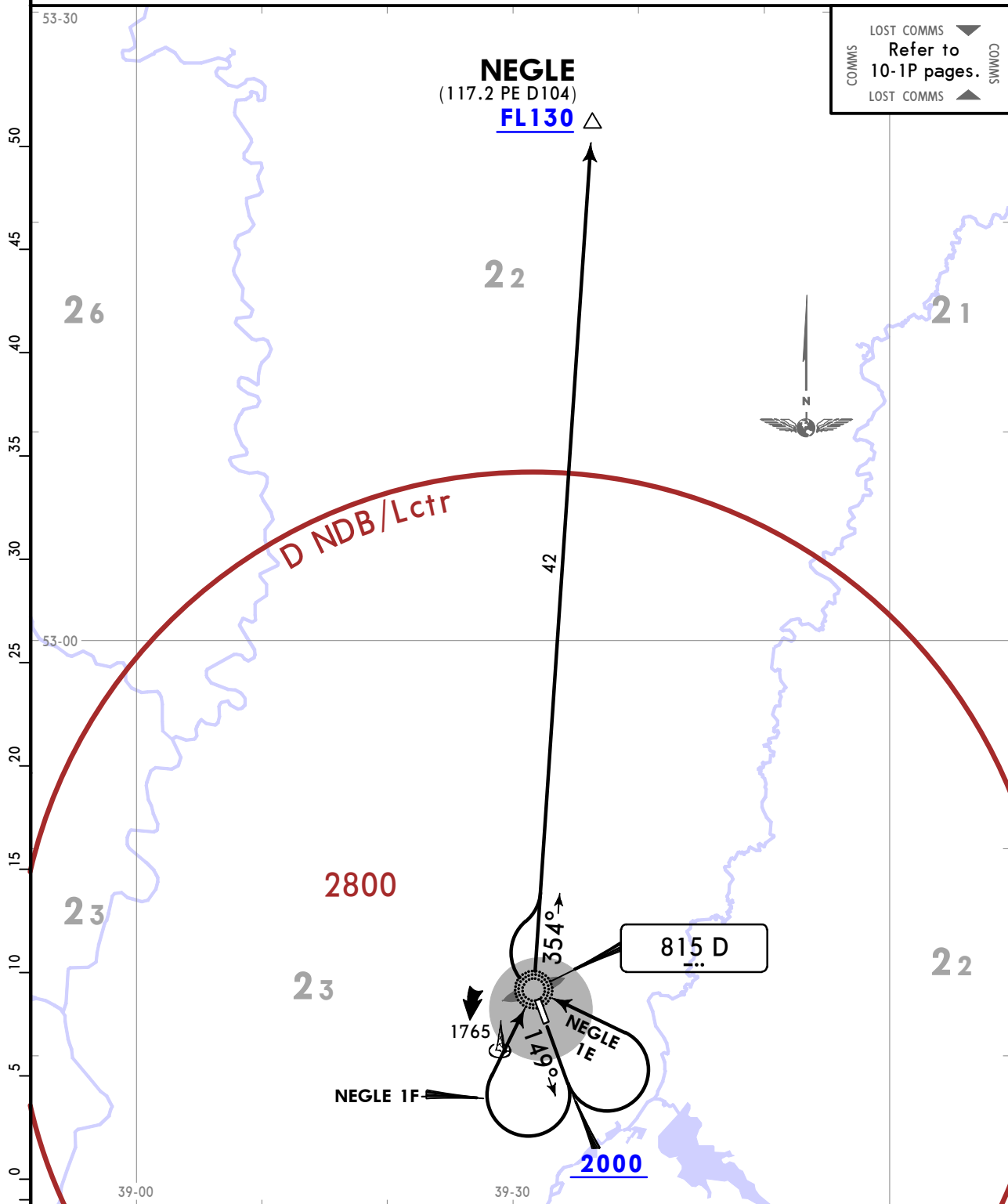
UUOL/LPK
LIPETSK

JEPPESEN
2 JAN 26 (10-3F)

LIPETSK, RUSSIA
SID

Apt Elev 587	Trans alt: 5000 QNH (QFE on request) 1. DME required. 2. Turn before passing DER is prohibited.
------------------------	---

**NEGLE 1E [NEGL1E], NEGLE 1F [NEGL1F]
DEPARTURES
(RWY 15)**



Close-In Obstacles Located at 0.24 NM - 0.61 NM to the RIGHT and LEFT of takeoff heading with MAX elevation of 616.	<table border="1"> <tr> <th>FEET</th> <th>METERS</th> </tr> <tr> <td>QNH (QFE)</td> <td></td> </tr> <tr> <td>2000 (435)</td> <td></td> </tr> <tr> <td>5000 (1500)</td> <td></td> </tr> </table>	FEET	METERS	QNH (QFE)		2000 (435)		5000 (1500)	
FEET	METERS								
QNH (QFE)									
2000 (435)									
5000 (1500)									

SID	ROUTING
NEGLE 1E	Climb on 149° track to 2000, turn LEFT to D Lctr, 354° bearing to NEGLE.
NEGLE 1F	Climb on 149° track to 2000, turn RIGHT to D Lctr, 354° bearing to NEGLE.

UUOL/LPK
LIPETSK

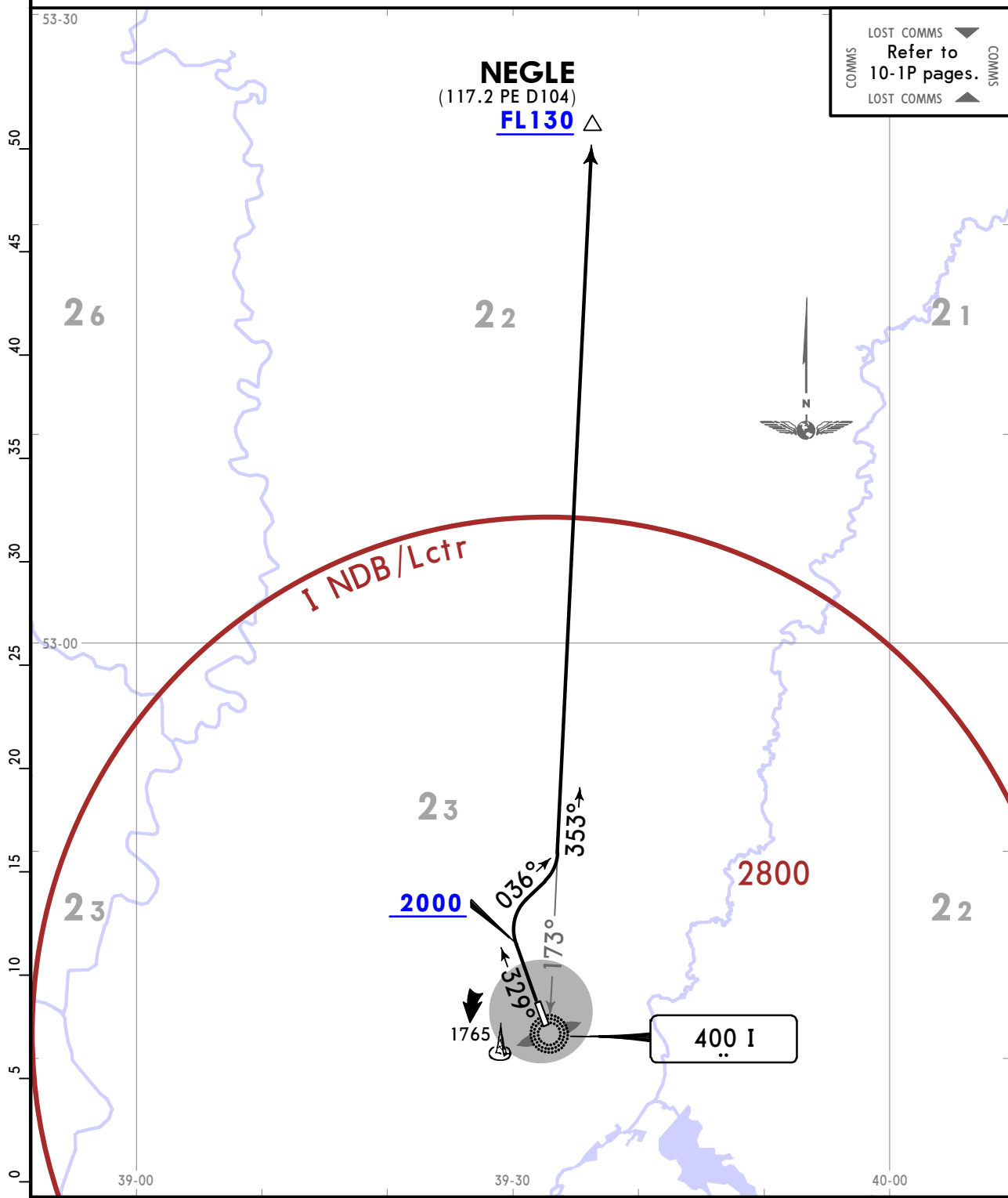
JEPPESEN
2 JAN 26 (10-3G)

LIPETSK, RUSSIA
SID

Apt Elev
587

Trans alt: 5000 QNH (QFE on request)
1. DME required.
2. Turn before passing DER is prohibited.

NEGLE 1G [NEGL1G]
DEPARTURE
(RWY 33)



This SID requires a minimum climb gradient of 4.7% up to FL130 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

Close-In Obstacles
Located at 0.28 NM - 0.33 NM to the LEFT of takeoff heading with MAX elevation of 611.

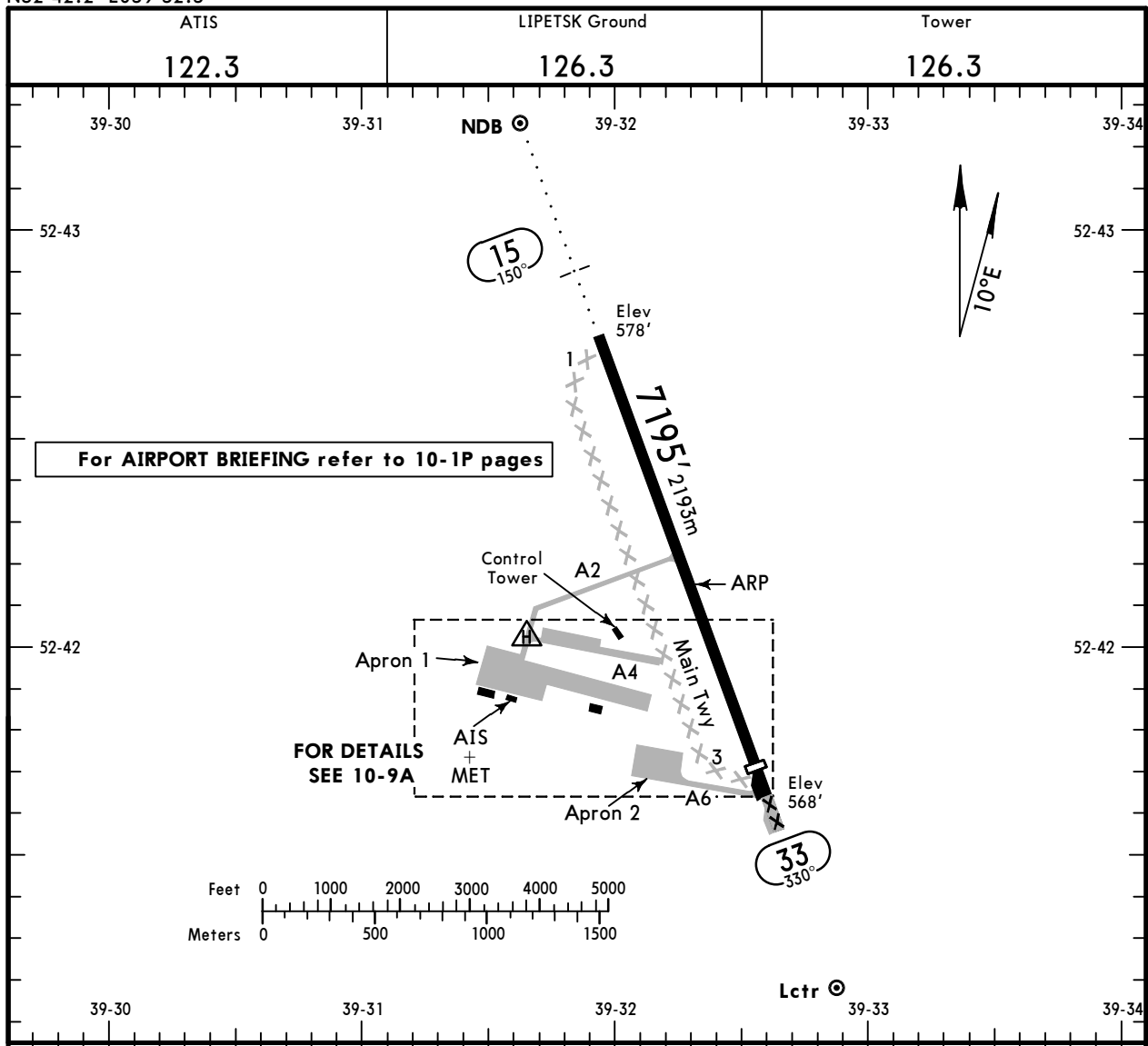
FEET	METERS
2000	(440)
5000	(1500)

ROUTING
Climb on 329° track to 2000, turn RIGHT, 036° track to intercept 353° bearing from I Lctr to NEGLE.

UUOL/LPK
 Apt Elev **587'**
 N52 42.2 E039 32.3

JEPPESEN
 21 JAN 22 **(10-9)** Eff 27 Jan

LIPETSK, RUSSIA
LIPETSK



For AIRPORT BRIEFING refer to 10-1P pages

FOR DETAILS SEE 10-9A

ADDITIONAL RUNWAY INFORMATION

RWY	ALS	PAPI-L (angle 3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
15	RL (60m)				①	148' 45m
33	RL (60m)		6703' 2043m			

① TAKE-OFF RUN AVAILABLE

RWY 15:
 From rwy head 7195' (2193m)
 twy A2 int 3740' (1140m)

RWY 33:
 From rwy head 7195' (2193m)
 twy A2 int 3445' (1050m)

Std TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

UUOL/LPK

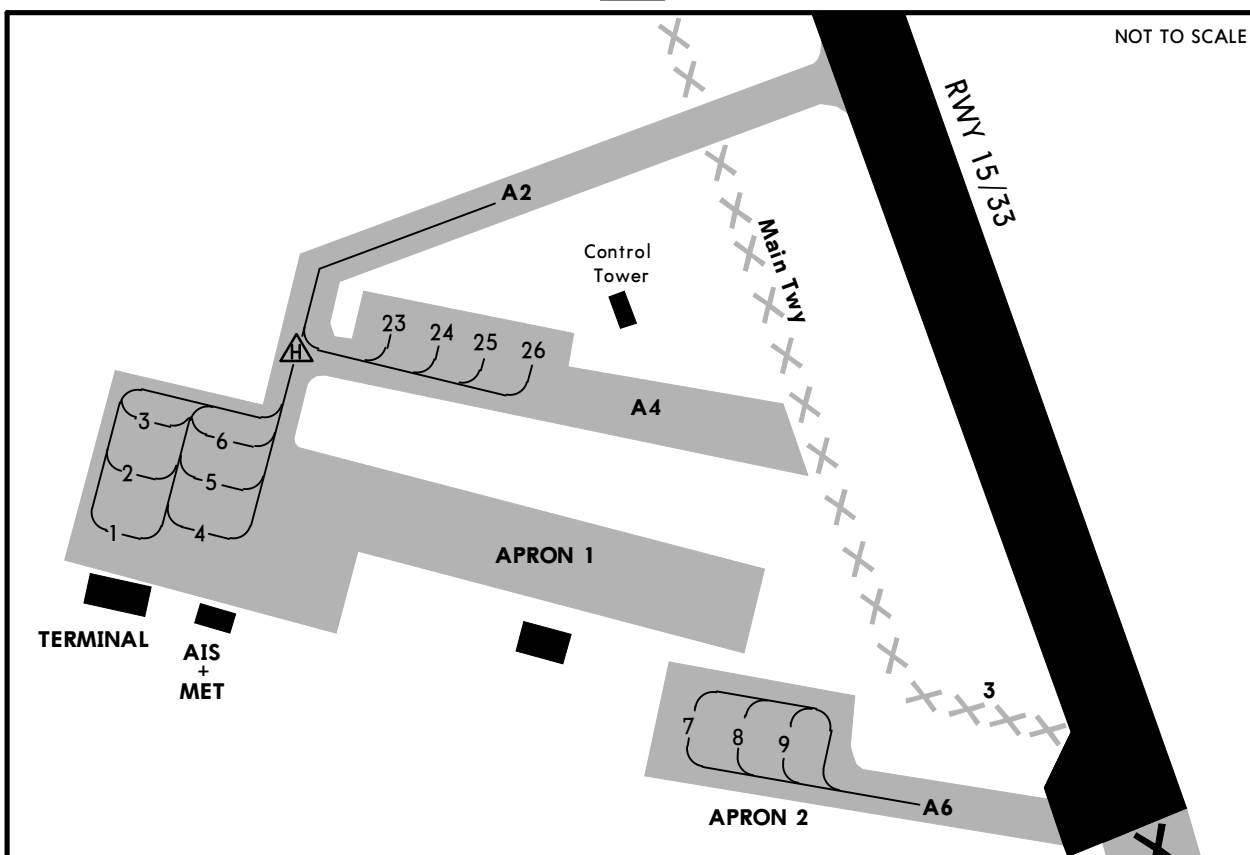
JEPPESEN

LIPETSK, RUSSIA

21 JAN 22 (10-9A) Eff 27 Jan

LIPETSK

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N52 41.9 E039 31.5	8, 9	N52 41.7 E039 32.2
3	N52 42.0 E039 31.5	23	N52 42.0 E039 31.7
4, 5	N52 41.9 E039 31.6	24	N52 42.0 E039 31.8
6	N52 42.0 E039 31.6	25, 26	N52 42.0 E039 31.9
7	N52 41.7 E039 32.1		

UUOL/LPK



EASA AIR OPS
LIPETSK, RUSSIA
LIPETSK

STRAIGHT-IN RWY		A	B	C	D
15	GLS	778' (200')	798' (200')	781' (203')	791' (213')
		R1100m	R1100m	R1100m	R1100m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP	828' (250')	828' (250')	828' (250')	848' (270')
	LNAV/VNAV	R1000m	R1000m	R1000m	R1100m
	ALS out	R1300m	R1300m	R1300m	R1300m
	① RNP	980' (402')	980' (402')	980' (402')	980' (402')
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	① NDB Z or Y	1200' (622')	1200' (622')	1200' (622')	1200' (622')
		R1500m	R1500m	R2400m	R2400m
33	GLS	814' (243')	826' (255')	834' (263')	845' (274')
		R1300m	R1300m	R1300m	R1300m
	RNP	821' (250')	821' (250')	831' (260')	851' (280')
	LNAV/VNAV	R1300m	R1300m	R1300m	R1300m
	① RNP	1080' (509')	1080' (509')	1080' (509')	1080' (509')
	LNAV	R1500m	R1500m	R2400m	R2400m
	① NDB Z or Y	1280' (709')	1280' (709')	1280' (709')	1280' (709')
		R1500m	R1500m	R2400m	R2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
after RNP or GLS Rwy 15	990' (403')	1090' (503')	1260' (673')	1290' (703')
after NDB Z or Y Rwy 15	1200' (613')	1200' (613')	1260' (673')	1290' (703')
after GLS Rwy 33	990' (403')	1090' (503')	1260' (673')	1290' (703')
after RNP Rwy 33	1080' (493')	1090' (503')	1260' (673')	1290' (703')
after NDB Z or Y Rwy 33	1280' (693')	1280' (693')	1280' (693')	1290' (703')
	V1500m	V1600m	V2400m	V3600m

② Prohibited West of airport

TAKE-OFF

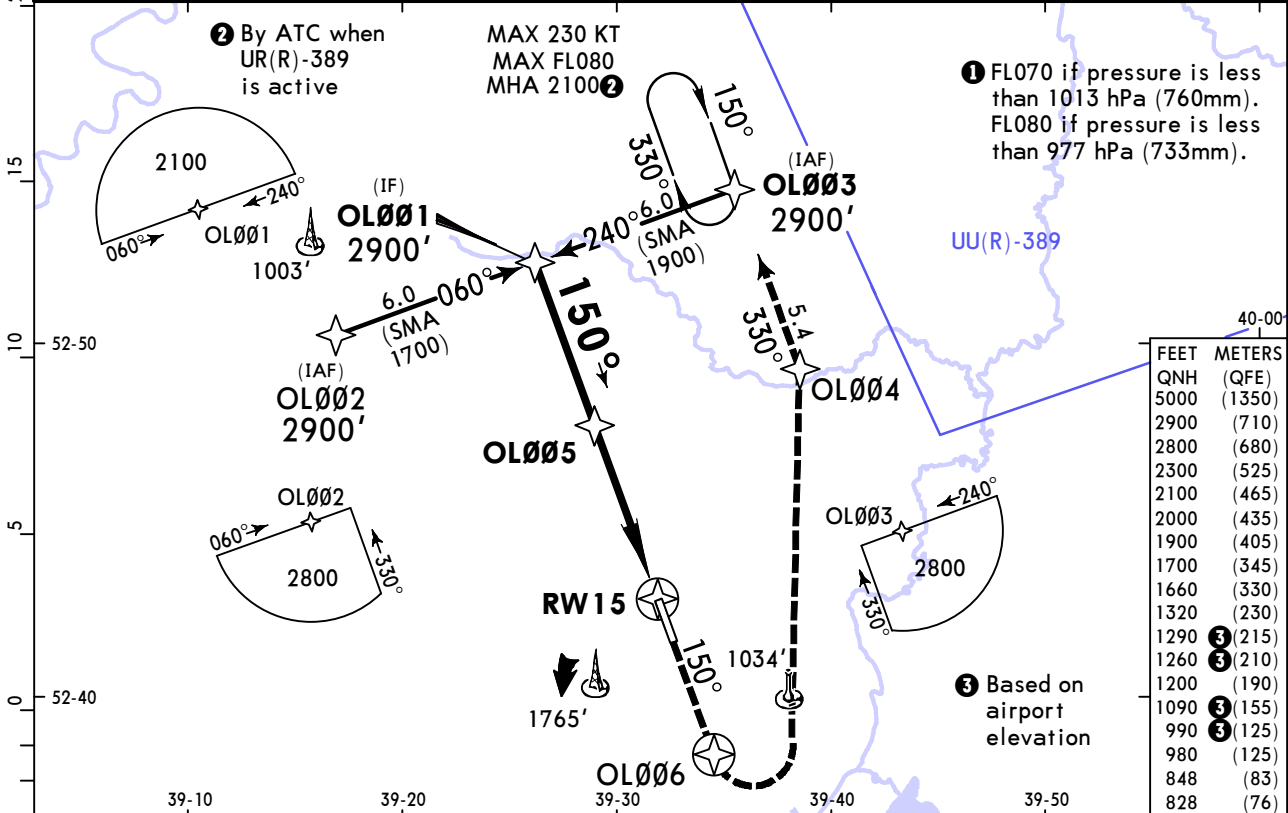
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
	R300m	R400m	R/V500m	NA

UUOL/LPK
LIPETSK

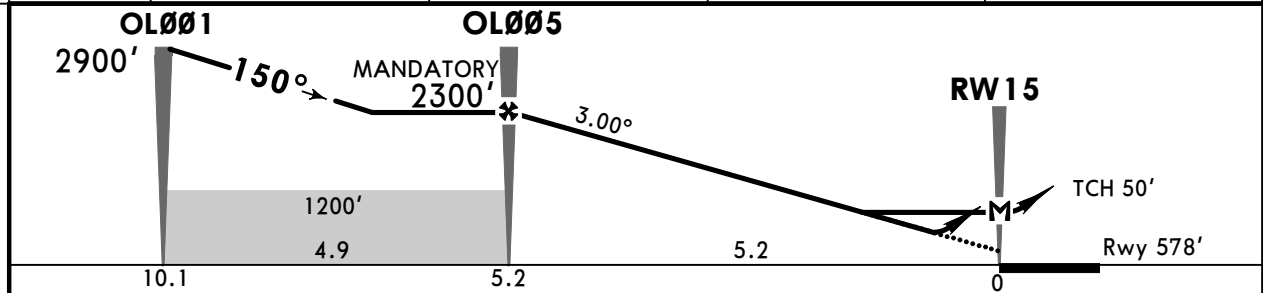
JEPPESEN
21 JAN 22 **(12-1)** Eff 27 Jan

LIPETSK, RUSSIA
RNP Rwy 15

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3		Ground 126.3	
RNAV	Final ApcH Crs 150°	OL005 MANDATORY 2300' (1722')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 587'	Rwy 578'
MISSED APCH: Climb on 150° to OL006, then turn LEFT (MAX 225 KT) to OL004, then to OL003 climbing to 2900' or above.					TAA 25 NM IAF/IF
Alt Set: MM (hPa on req)		Rwy Elev: 21 hPa	Trans level: FL060 ①	Trans alt: 5000'	
RNP ApcH. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.					



DIST to RW15	4.3	3.2	2.2	1.1
ALTITUDE	2000'	1660'	1320'	970'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	OL006 ↑ on 150°
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW15								

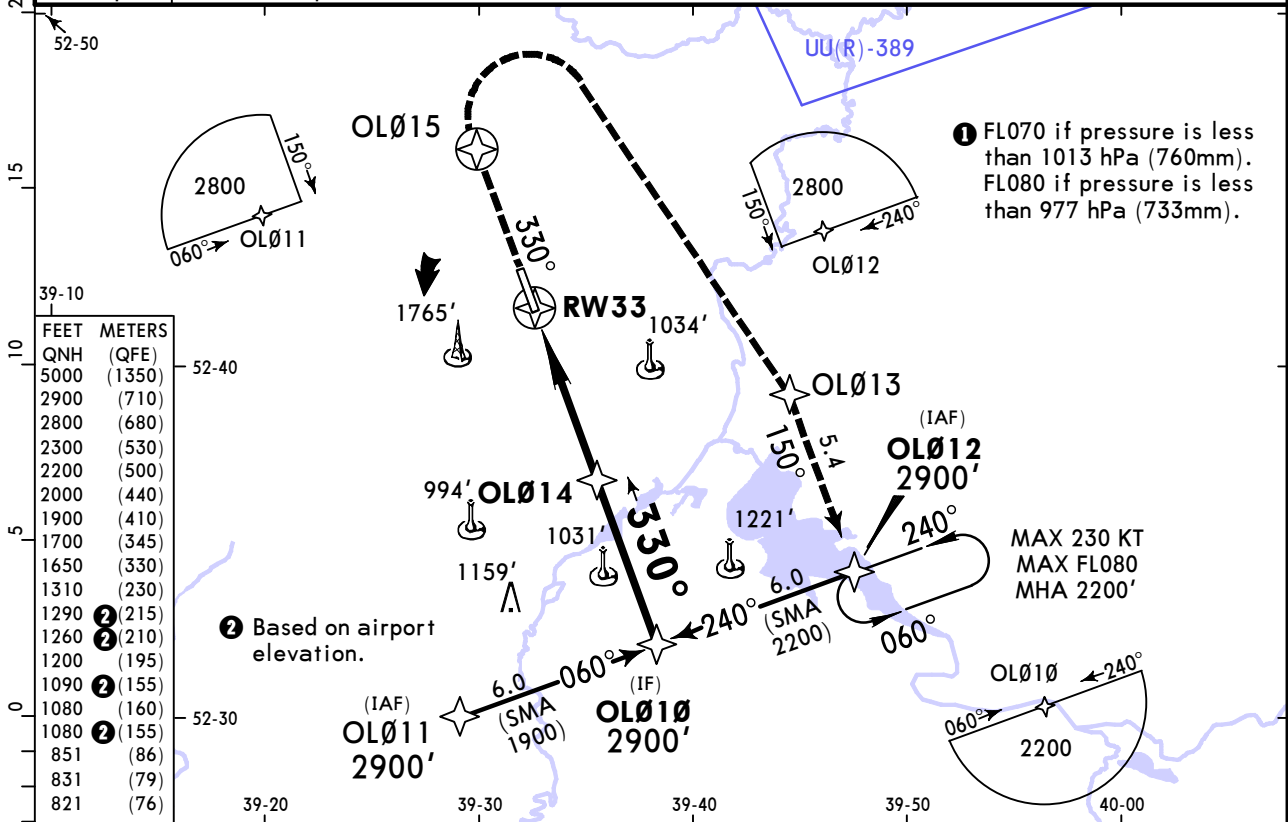
PANS OPS	Std	LNAV/VNAV STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		DA(H) ABC: 828' (250') D: 848' (270')		Prohibited West of airport		
		ALS out		ALS out		
	A	R1000m	R1300m	R1500m		
	B			R1700m		
C	R1100m	R1300m	R1700m	R1900m	Max Kts	
D	R1100m	R1300m	R1700m	R1900m	MDA(H)	
					100	990' (403') V1500m
					135	1090' (503') V1600m
					180	1260' (673') V2400m
					205	1290' (703') V3600m

UUOL/LPK LIPETSK

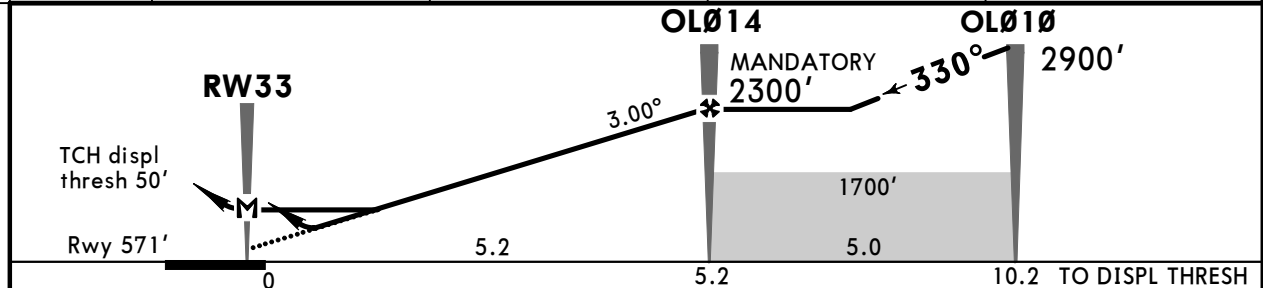
JEPPESEN
21 JAN 22 (12-2) Eff 27 Jan

LIPETSK, RUSSIA RNP Rwy 33

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3		Ground 126.3	
RNAV	Final Apch Crs 330°	OL014 MANDATORY 2300' (1729')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 587' Rwy 571'	TAA 25 NM IAF/IF
MISSED APCH: Climb on 330° to OL015, then turn RIGHT (MAX 235 KT) to OL013, then to OL012 climbing to 2900' or above.					
Alt Set: hPA (MM on req)		Rwy Elev: 21 hPa	Trans level: FL060 ①	Trans alt: 5000'	
RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -30°C.					



DIST to RW33	1.1	2.2	3.2	4.3
ALTITUDE	970'	1310'	1650'	2000'



MAP at RW33									
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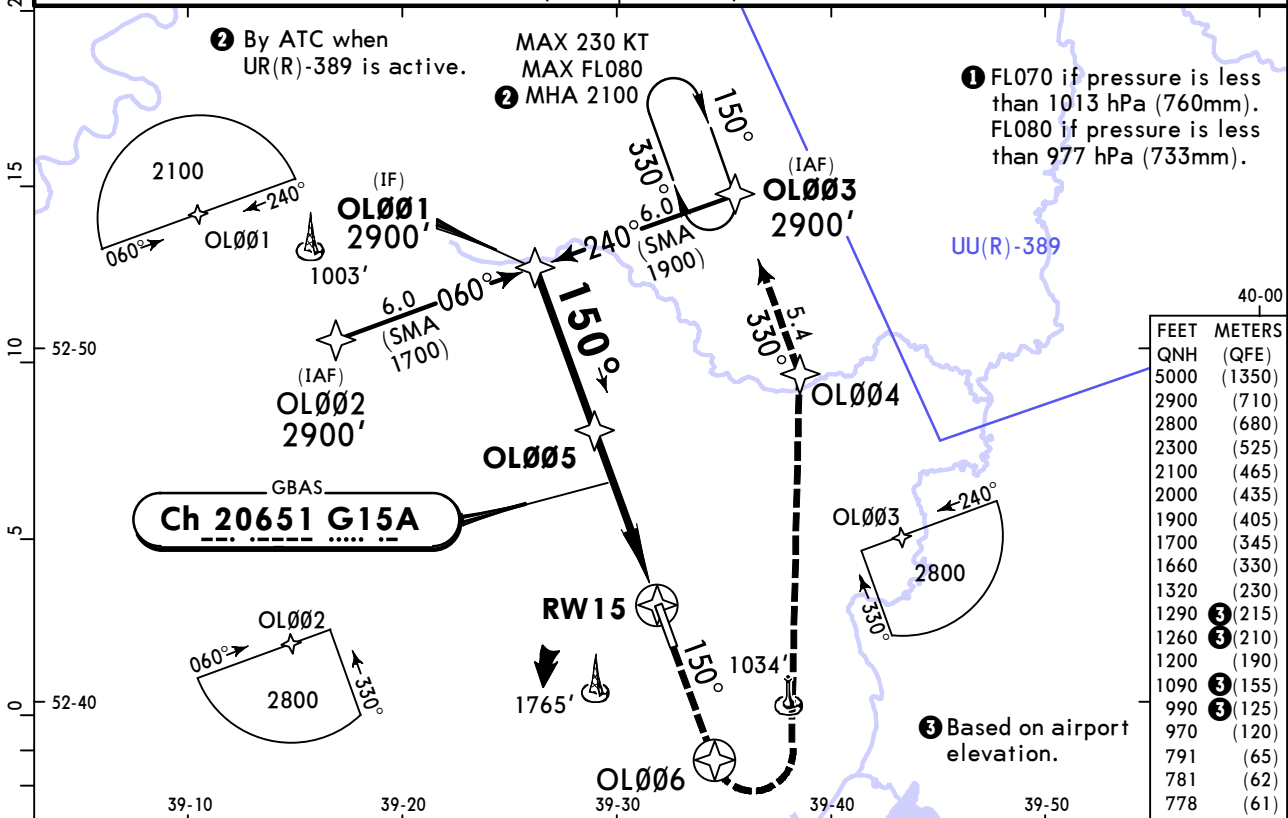
PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV	Prohibited West of airport	
	DA(H) AB: 821' (250') C: 831' (260') D: 851' (280')	① CDFA DA/MDA(H) 1080' (509')	Max Kts	MDA(H)
A	R1300m	R1500m	100	1080' (493') ② V1500m
B			135	1090' (503') V1600m
C			180	1260' (673') V2400m
D			205	1290' (703') V3600m

UUOL/LPK LIPETSK

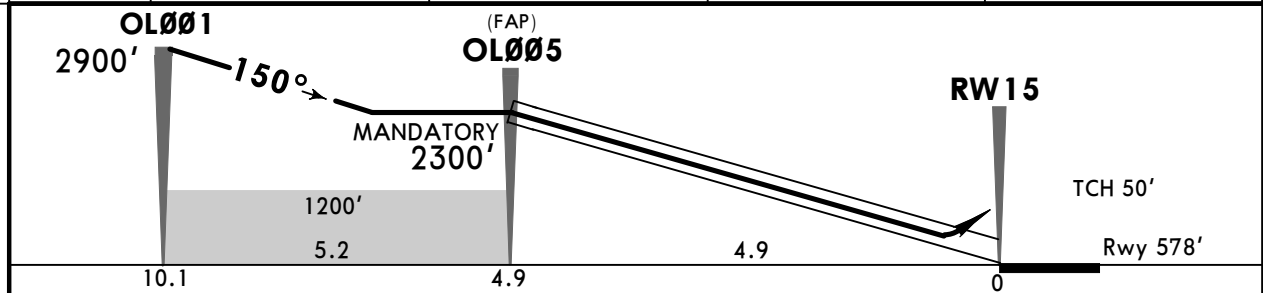
JEPPESEN
21 JAN 22 **12-40** Eff 27 Jan

LIPETSK, RUSSIA GLS Rwy 15

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3			Ground 126.3	
GBAS Ch 20651 G15A	Final Apch Crs 150°	OL005 MANDATORY 2300' (1722')	GLS DA(H) Refer to Minimums	Apt Elev 587' Rwy 578'	TAA 25 NM IAF/IF	
MISSED APCH: Climb on 150° to OL006, then turn LEFT (MAX 225 KT) to OL004, then to OL003 climbing to 2900' or above.						
Alt Set: MM (hPa on req)		Rwy Elev: 21 hPa	Trans level: FL060 ①		Trans alt: 5000'	
RNP 1 for initial, intermediate and missed apch.			GNSS required.			



DIST to RW15	4.3	3.2	2.2	1.1
ALTITUDE	2000'	1660'	1320'	970'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849

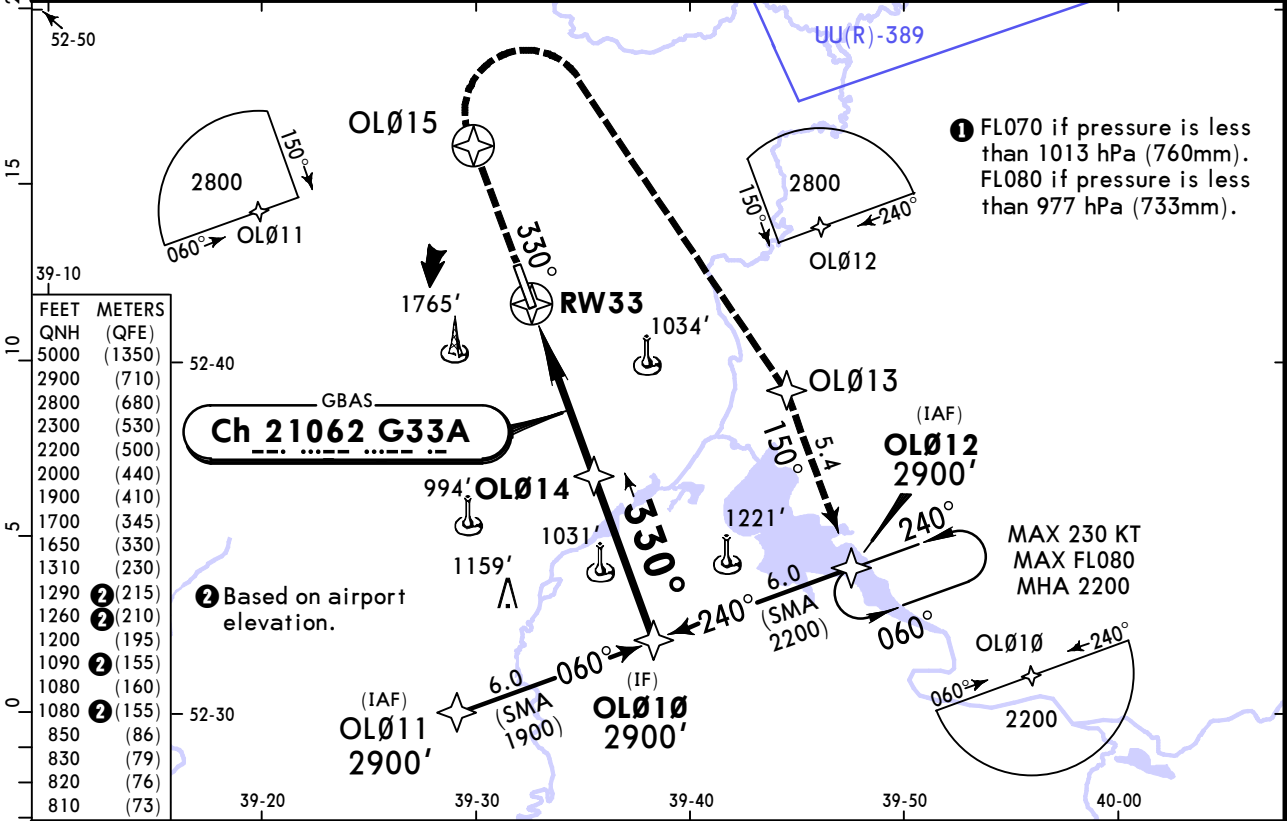
PANS OPS	Std STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND Prohibited West of airport	
	DA(H) AB: 778' (200') C: 781' (203') D: 791' (213')		Max Kts MDA(H)	
	ALS out		100	990' (403') V1500m
	A	R1000m	B	135 1090' (503') V1600m
C		C	180 1260' (673') V2400m	
D		D	205 1290' (703') V3600m	

UUOL/LPK LIPETSK

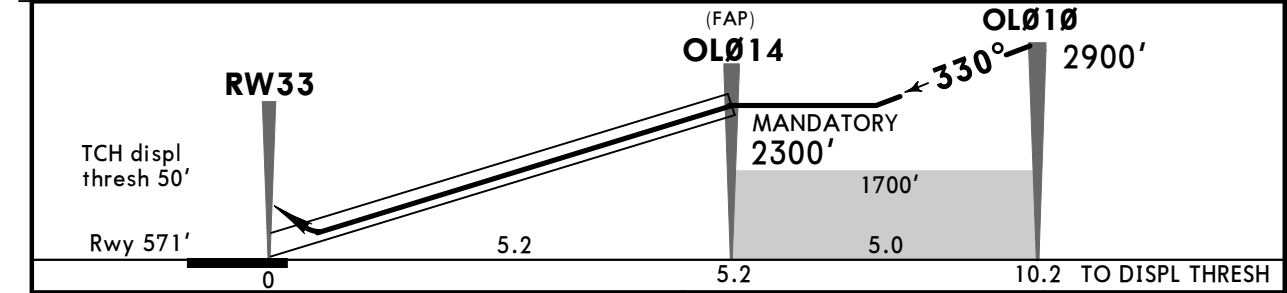
JEPPESEN
21 JAN 22 **12-41** Eff 27 Jan

LIPETSK, RUSSIA GLS Rwy 33

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3			Ground 126.3	
GBAS Ch 21062 G33A	Final Apch Crs 330°	OLØ14 MANDATORY 2300' (1729')	GLS DA(H) Refer to Minimums	Apt Elev 587'	Rwy 571'	TAA 25 NM IAF/IF
MISSED APCH: Climb on 330° to OLØ15, then turn RIGHT (MAX 235 KT) to OLØ13, then to OLØ12 climbing to 2900' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL060 ①		Trans alt: 5000'
RNP 1 for initial, intermediate and missed apch.			GNSS required.			



DIST to RW33	1.1	2.2	3.2	4.3
ALTITUDE	970'	1310'	1650'	2000'



Gnd speed-Kts	70	90	100	120	140	160	OLØ15 ↑ on 330°
Glide Path Angle 3.00°	372	478	531	637	743	849	

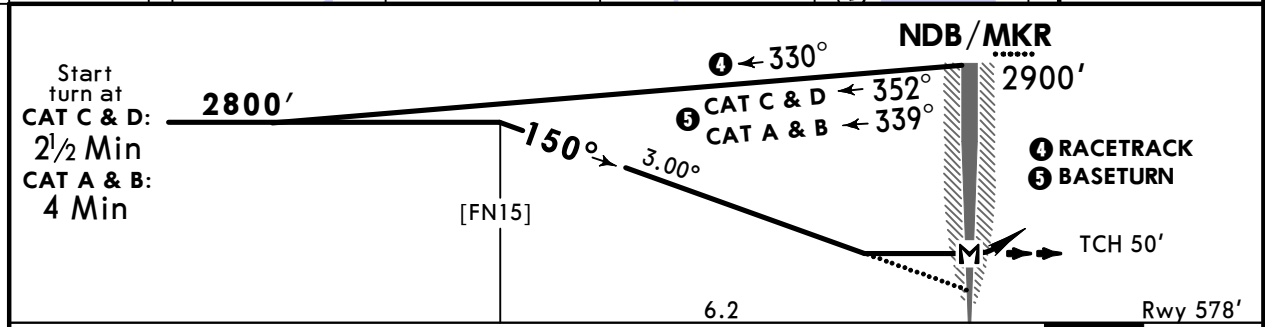
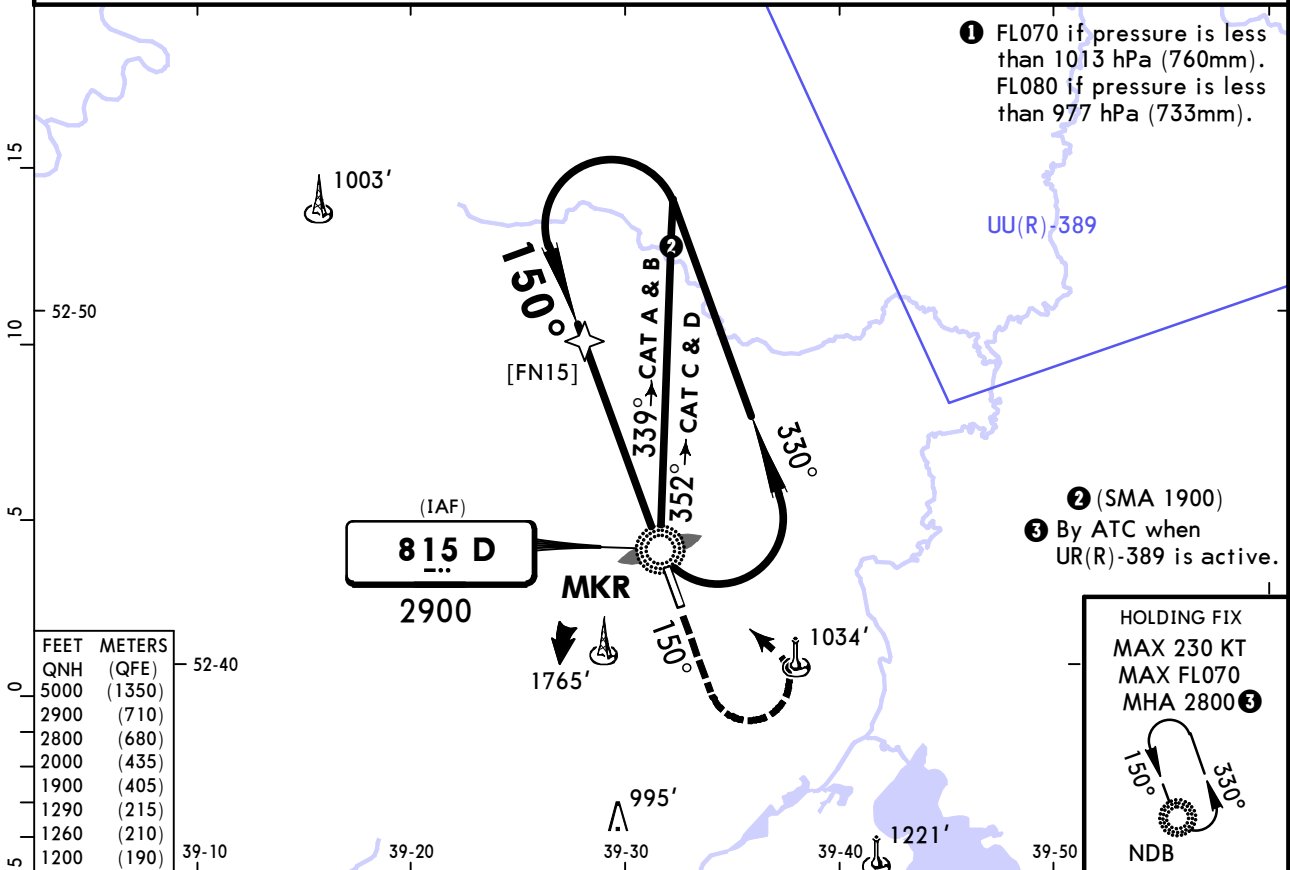
PAINS OPS	Std		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
			GLS				Prohibited West of airport	
	DA(H)		A: 814'(243') C: 834'(263') B: 826'(255') D: 845'(274')					
	A	R1300m				Max Kts	MDA(H)	
	B					100	990'(403')	V1500m
C	135					1090'(503')	V1600m	
D	180					1260'(673')	V2400m	
		205	1290'(703')	V3600m				

UUOL/LPK
LIPETSK

JEPPESEN
16 JAN 26 **(16-1)**

LIPETSK, RUSSIA
NDB Z Rwy 15

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3		Ground 126.3	
NDB D 815	Final Apch Crs 150°	[FN15] 2800' (2222')	DA/MDA(H) 1200' (622')	Apt Elev 587' Rwy 578'	2800 MSA D NDB
MISSED APCH: Climb on 150° to 2000', then turn LEFT to NDB climbing to 2900' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL060 1 Trans alt: 5000'	



Gnd speed-KT	70	90	100	120	140	160	ALS	2000' on 150°	2900' or above	D 815	
Descent Angle	3.00°	372	478	531	637	743	849				
MAP at NDB/MKR								PAPI			

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	CDFA				Prohibited West of airport			
	1 DA/MDA(H) 1200' (622')				ALS out			
	A	R1500m			Max KT	MDA(H)		
	B	R1500m			100	1200' (613') 2 V1500m		
C	R2400m			135	1200' (613') 2 V1600m			
D	R2400m			180	1260' (673') V2400m			
				205	1290' (703') V3600m			

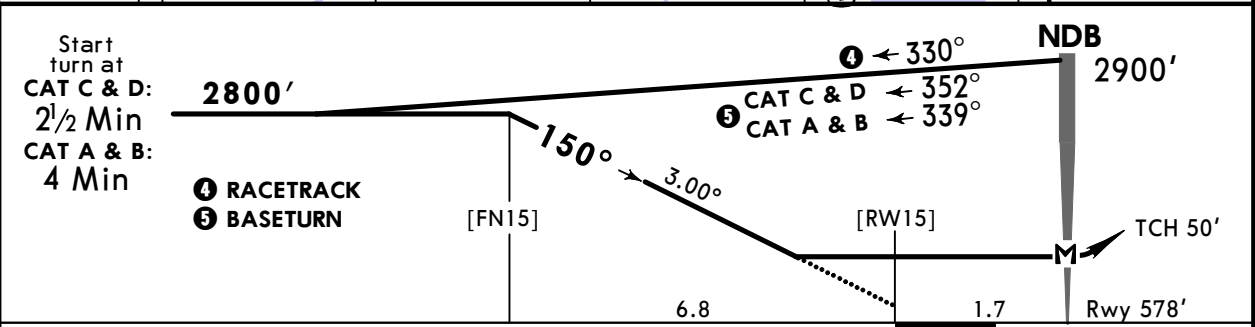
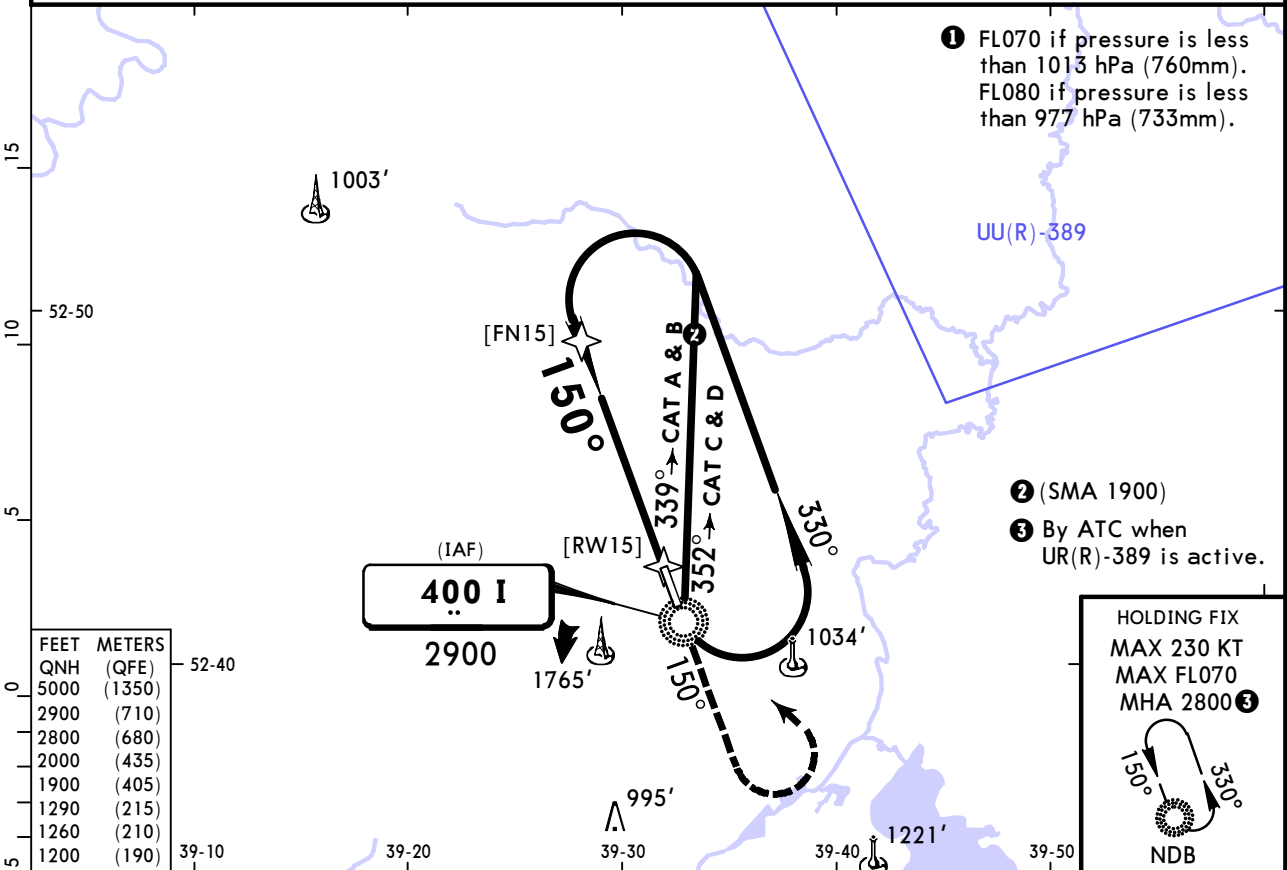
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.
CHANGES: D NDB frequency. © JEPPESEN, 2017, 2026. ALL RIGHTS RESERVED.

UUOL/LPK
LIPETSK

JEPPESEN
16 JAN 26 **(16-2)**

LIPETSK, RUSSIA
NDB Y Rwy 15

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3		Ground 126.3	
NDB I 400	Final Apch Crs 150°	[FN15] 2800' (2222')	DA/MDA(H) 1200' (622')	Apt Elev 587' Rwy 578'	2800 MSA I NDB
MISSED APCH: Climb on 150° to 2000', then turn LEFT to NDB climbing to 2900' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL060 1	
				Trans alt: 5000'	



Gnd speed-KT	70	90	100	120	140	160	ALS	2000' on 150°	2900' or above	I 400
Descent Angle	3.00°	372	478	531	637	849	PAPI			
MAP at NDB										

PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA		Prohibited West of airport	
		1 DA/MDA(H) 1200' (622')		ALS out	
	A	R1500m		Max KT	MDA(H)
	B	R1500m		100	1200' (613') 2 V1500m
C	R2400m		135	1200' (613') 2 V1600m	
D	R2400m		180	1260' (673') V2400m	
			205	1290' (703') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.
CHANGES: None. © JEPPESEN, 2017, 2026. ALL RIGHTS RESERVED.

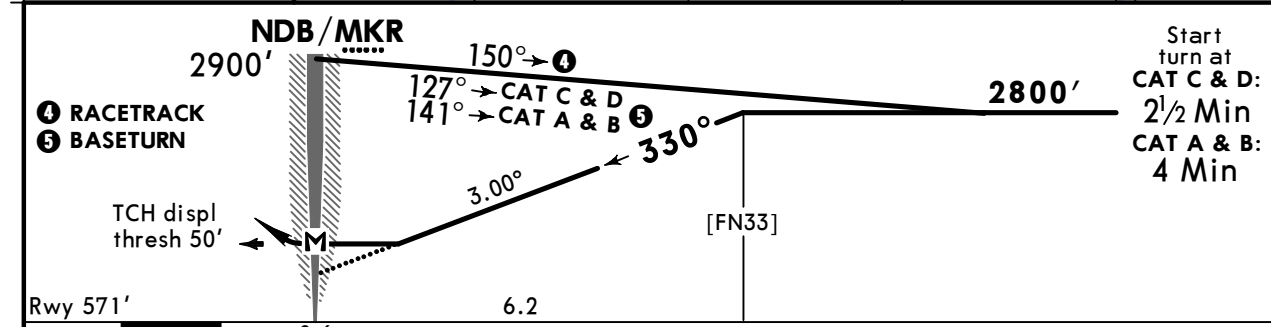
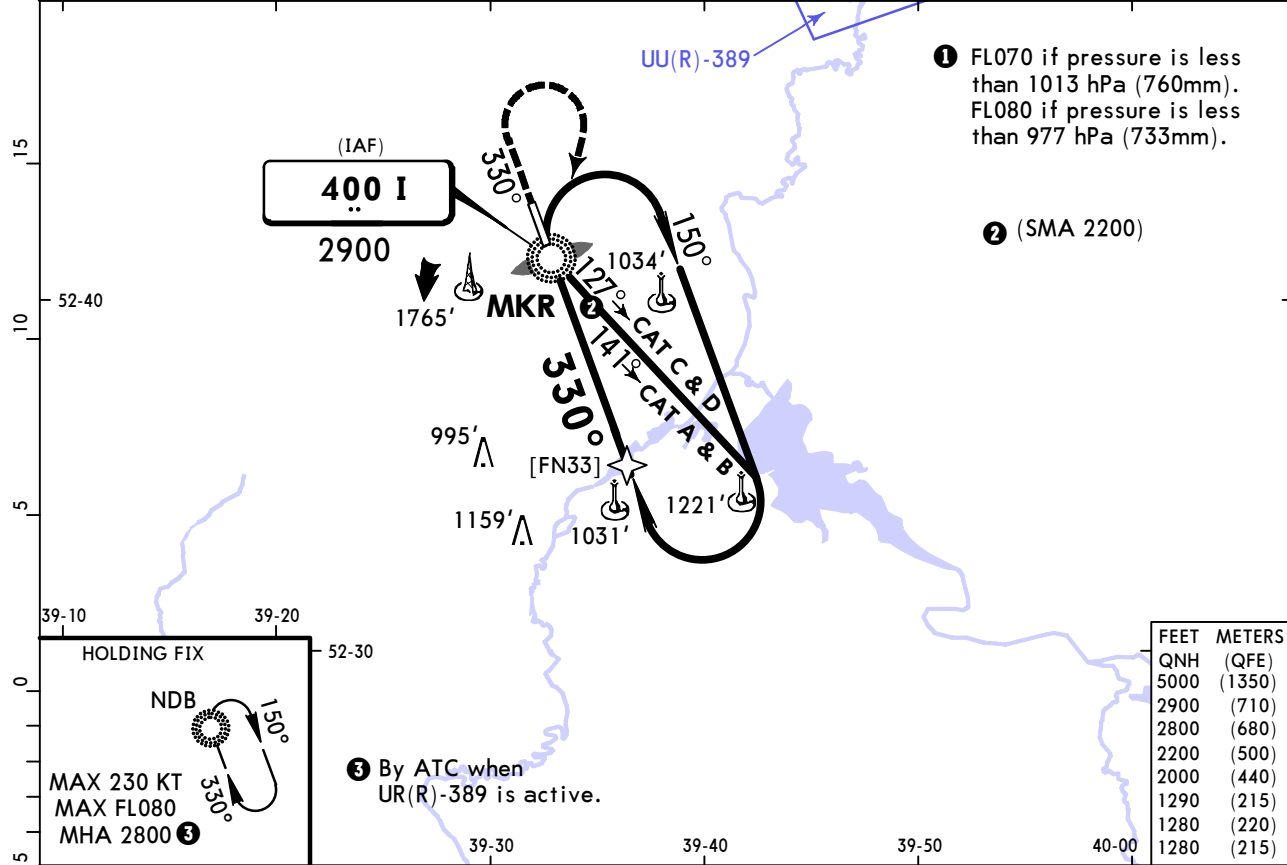
UUOL/LPK
LIPETSK

JEPPESEN
16 JAN 26 **16-3**

LIPETSK, RUSSIA
NDB Z Rwy 33

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3			Ground 126.3
NDB I 400	Final Apch Crs 330°	[FN33] 2800' (2229')	DA/MDA(H) 1280' (709')	Apt Elev 587' Rwy 571'	2800 MSA I NDB
MISSED APCH: Climb on 330° to 2000', then turn RIGHT to NDB climbing to 2900' or above.					

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL060 **1** Trans alt: 5000'



Gnd speed-KT	70	90	100	120	140	160	2000' on 330°	2900' or above	I 400
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at NDB/MKR									

PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		CDFA		Prohibited West of airport		
		1 DA/MDA(H) 1280' (709')		Max KT	MDA(H)	
	A	R1500m		100	2 V1500m	
	B	R1500m		135	2 V1600m	
C	R2400m		180	2 V2400m		
D	R2400m		205	2 V3600m		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

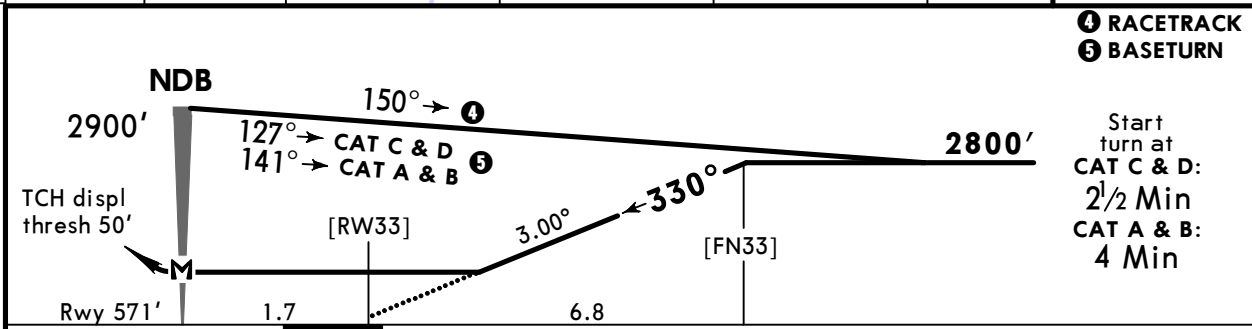
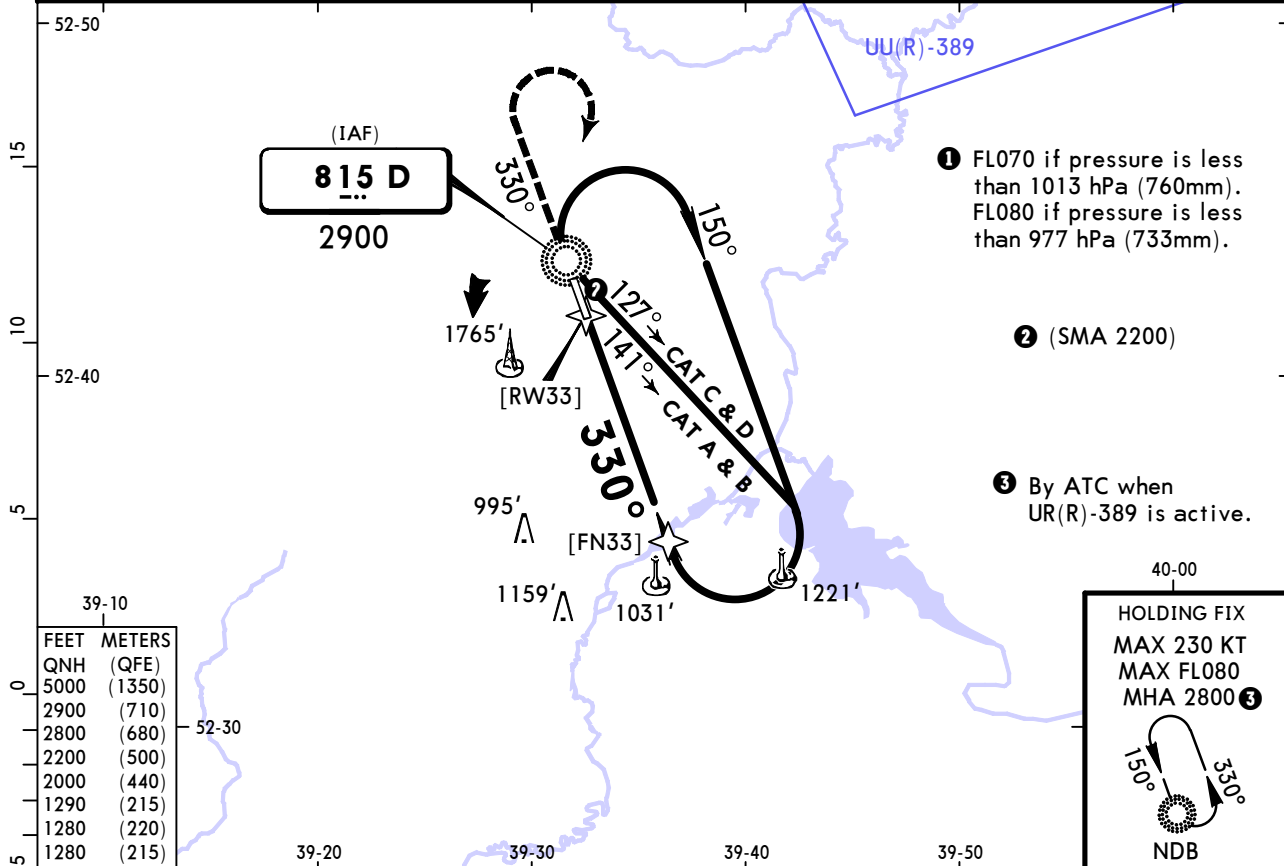
UUOL/LPK LIPETSK

JEPPESSEN
16 JAN 26 **16-4**

LIPETSK, RUSSIA NDB Y Rwy 33

ATIS 122.3		LIPETSK Tower (TWR/APP/R) 126.3		Ground 126.3	
NDB D 815	Final Apch Crs 330°	[FN33] 2800' (2229')	DA/MDA(H) 1280' (709')	Apt Elev 587' Rwy 571'	2800 MSA D NDB
MISSED APCH: Climb on 330° to 2000', then turn RIGHT to NDB climbing to 2900' or above.					

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL060 **1** Trans alt: 5000'



Gnd speed-KT	70	90	100	120	140	160	2000' on 330°	2900' or above	D 815
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at NDB/MKR									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited West of airport	
	1 DA/MDA(H) 1280' (709')		Max KT	MDA(H)
	A	R1500m	100	2 V1500m
	B	R1500m	135	2 V1600m
C	R2400m	180	2 V2400m	
D	R2400m	205	2 V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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LIPETSK, (LIPETSK - UUOL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUOL