

## Navigation Database Addendum

### AIRAC 2203 – Issue 14

NOTAM UU U0305/22 effective 24th March 2022

### ULLI Sankt-Peterburg / Pulkovo

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#### SID, STAR and APCHs

Late receipt of NOTAM –

- Holding patterns, speed limit should read “max. **229 kts**”
- ILS RWY 10L, TCH should read **55** ft, disregard reference to DME “IPU” , **missed apch should read** “climb straight ahead on track 95 degrees to D0.8 SPB, turn left to intercept R065 SPB, proceed to D14.6 SPB climbing to 2500 ft, then join holding” .
- ILS RWY 28R, disregard reference to DME “IPL” , **missed apch should read** “climb straight ahead on track 275 degrees to D1 SPB, turn right to intercept R305 SPB, proceed to D7.4 SPB, turn left onto track 275 degrees, intercept R291 SPB, proceed to D18.9 SPB climbing to 2500 ft, then join holding area” .
- ILS Z RWY 10R, TCH should read **50** ft, **missed apch should read** “climb straight ahead on track 95 degrees to D2.8 IPK, turn right to intercept R126 SPB, proceed to D15.1 SPB climbing to 2500 ft, then join holding area” .
- ILS Z RWY 28L, **missed apch should read** “climb straight ahead on track 275 degrees to D2.9 IPO, turn left to intercept R245 SPB, proceed to D18.9 SPB climbing to 2500 ft, then join holding area” .
- ILS Y RWY 10R, **missed apch should read** “climb straight ahead on track 95 degrees, …..” .
- ILS Y RWY 28L, **missed apch should read** “climb straight ahead on track 275 degrees, intercept R268 SPB, proceed to D10.8 SPB, turn left onto track 200 degrees, …..” .
- GLS RWY 10L, TCH should read **53** ft.
- GLS RWY 28R, TCH should read **51** ft. ARNAT and OBARI transitions, speed limit at ARNAT and OBARI should read “max. **208 kts**” . Missed apch, speed limit at waypoint LI778 should read “max. **221 kts**” .
- GLS RWY 10R, TCH should read **50** ft. DIKOM and NANEB transitions, speed limit at DIKOM and NANEB should read “max. **208 kts**” .
- GLS RWY 28L is **outdated and should not be used.**
- RNP Y RWY 10L, TCH should read **54** ft.
- RNP Y and Z RWY 28R, missed apch speed limit at waypoint LI778 should read “max. **221 kts**” , speed limit at waypoint LI793 should read “max. **238 kts**” .

- RNP Y RWY 10R, TCH should read **50** ft.
- RNP Z RWY 28L is **outdated and should not be used**.
- VOR RWY 10L, **missed apch should read** "climb straight ahead to D0.8 SPB, turn left to intercept R065 SPB..." .
- VOR RWY 28R, **missed apch should read** "climb straight ahead to D1 SPB, turn right to intercept R305 SPB, proceed to D7.4 SPB, ..." .
- NDB RWY 28R, **missed apch should read** "climb straight ahead on QDR 275 PL to D1 SPB, turn right to intercept R305 SPB to D7.5 SPB, ..." .
- NDB RWY 28L, **missed apch should read** "climb straight ahead on track 275 degrees, intercept R268 degrees SPB, proceed to D10.8 SPB, turn left onto track 200 degrees, ..." .
- ALL SID and STAR, procedure idents should read "XXXX**1**X" (instead of "XXXX**2**X" ).
- STAR AKARU 1V, altitude definition at ARNAT should read "between **2500** ft and 3500 ft" .

Navdata will be updated effective AIRAC cycle 2204.

Please disseminate this information to all affected crews

Lufthansa Systems  
 FMS Customer Support  
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All valid FSAs/NDAs are available on <http://fms-info.lhsystems.com>  
 For any inquiries, please contact [fms.support@lhsystems.com](mailto:fms.support@lhsystems.com)