

FOR SIMULATION USE ONLY

Page 1

Changed chart(s) since Disc 18-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 18-2010

Airport Information

EYVI (Vilnius Intl)

General Info

Vilnius, LTU

N 54° 38.2' E 25° 17.3' Mag Var: 5.1°E

Elevation: 646'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 02-20 8251' x 164' asphalt

Runway 02 (16.0°M) TDZE 594'

Lights: Edge, ALS, Centerline, REIL, TDZ

Runway 20 (196.0°M) TDZE 646'

Lights: Edge, ALS, Centerline, REIL

Communications Info

ATIS **125.8**

Vilnius Tower **118.2**

Vilnius Approach Control **120.7**

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

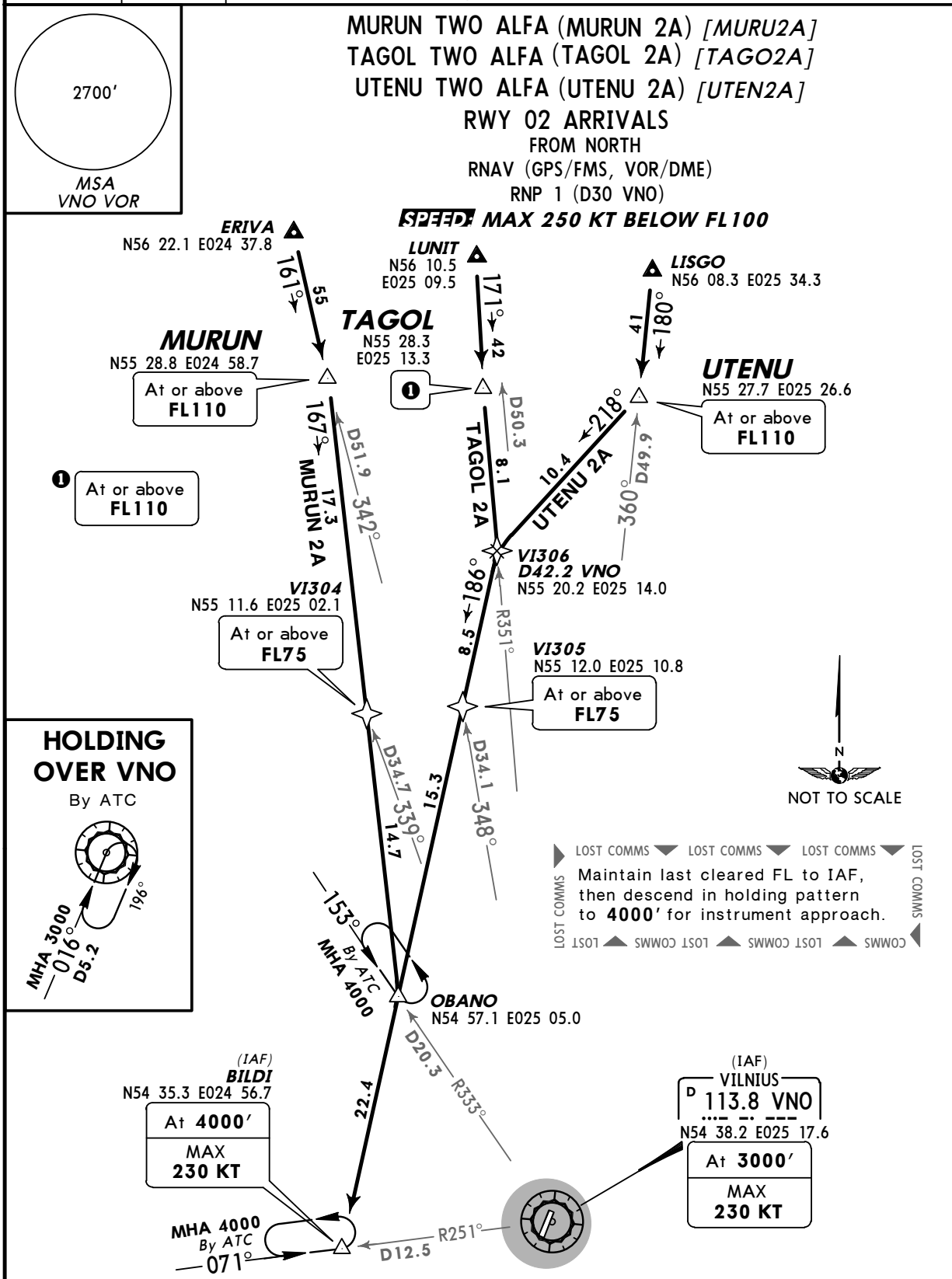
26 MAR 10

10-2

Eff 8 Apr

STAR

ATIS 125.8	Apt Elev 646'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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STAR	ROUTING
MURUN 2A	On 167° track to OBANO, turn RIGHT, 186° track to BILDI. RNAV: MURUN (FL110+) - VI304 (FL75+) - OBANO - BILDI (4000'; K230-).
TAGOL 2A	On 171° track to D42.2 VNO, turn RIGHT, 186° track to BILDI. RNAV: TAGOL (FL110+) - VI306 - VI305 (FL75+) - OBANO - BILDI (4000'; K230-).
UTENU 2A	On 218° track to D42.2 VNO, turn LEFT, 186° track to BILDI. RNAV: UTENU (FL110+) - VI306 - VI305 (FL75+) - OBANO - BILDI (4000'; K230-).

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

26 MAR 10

10-2A

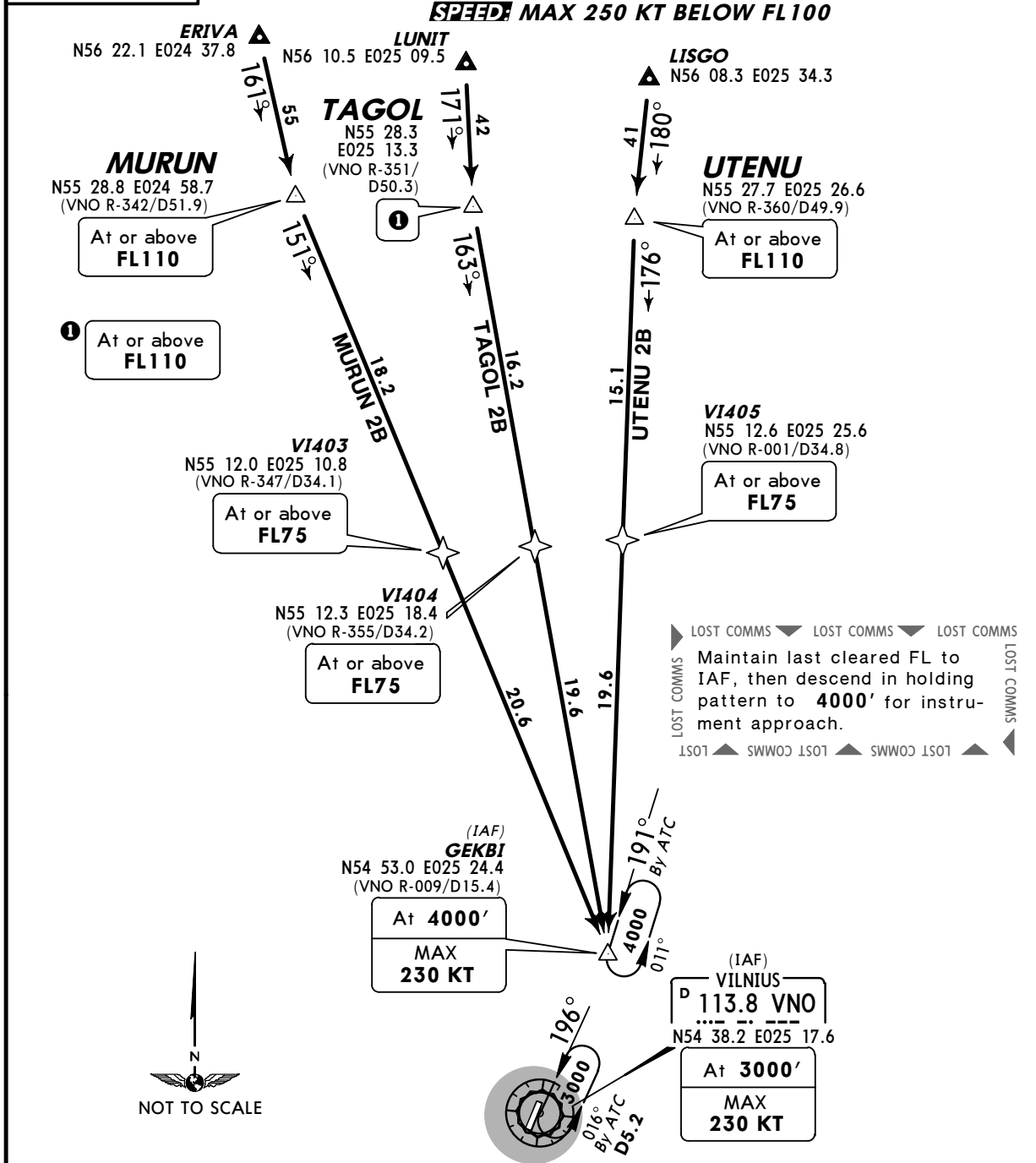
Eff 8 Apr

STAR

ATIS 125.8	Apt Elev 646'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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2700'

MURUN TWO BRAVO (MURUN 2B) [MURU2B]
TAGOL TWO BRAVO (TAGOL 2B) [TAGO2B]
UTENU TWO BRAVO (UTENU 2B) [UTEN2B]
RWY 20 ARRIVALS
 FROM NORTH
 RNAV (GPS/FMS, VOR/DME)
 RNP 1 (D30 VNO)



STAR	ROUTING
MURUN 2B	On 151° track to GEKBI. RNAV: MURUN (FL110+) - VI403 (FL75+) - GEKBI (4000'; K230-).
TAGOL 2B	On 163° track to GEKBI. RNAV: TAGOL (FL110+) - VI404 (FL75+) - GEKBI (4000'; K230-).
UTENU 2B	On 176° track to GEKBI. RNAV: UTENU (FL110+) - VI405 (FL75+) - GEKBI (4000'; K230-).

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-2B

Eff 8 Apr

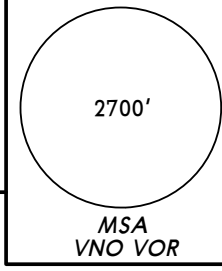
VILNIUS, LITHUANIA

STAR

ATIS
125.8

Apt Elev
646'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Non-RNAV aircraft unable to conform these STARS proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

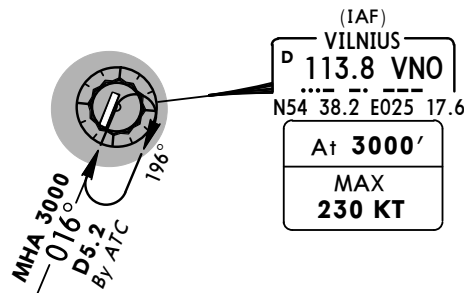


DUKAT TWO ALFA (DUKAT 2A) [DUKA2A]
LAVAR TWO ALFA (LAVAR 2A) [LAVA2A]

RWY 02 ARRIVALS
FROM EAST
RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)

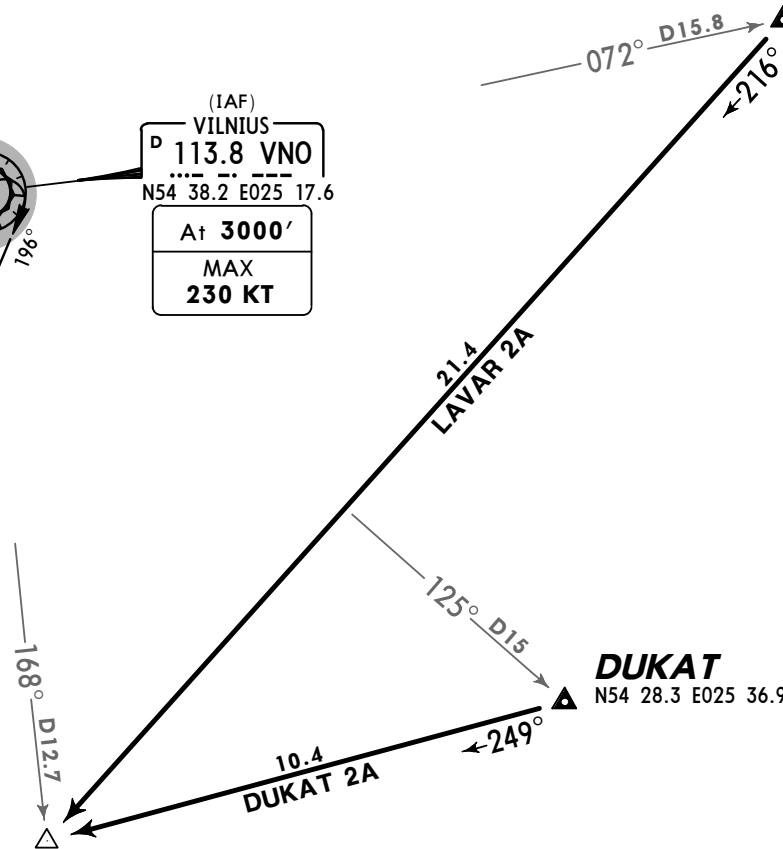
~~SPEED~~ MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared FL to IAF VNO, then descend in holding pattern to 3000' for instrument approach.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



(IAF)
VILNIUS
D 113.8 VNO
N54 38.2 E025 17.6
At 3000'
MAX 230 KT

LAVAR
N54 41.5 E025 44.2



(IAF)
APSOL
N54 25.6 E025 19.6
At 3000'
MAX 230 KT



STAR	ROUTING
DUKAT 2A	On 249° track to APSOL. RNAV: DUKAT - APSOL (3000'; K230-).
LAVAR 2A	On 216° track to APSOL. RNAV: LAVAR - APSOL (3000'; K230-).

CHANGES: STARS completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-2C

Eff 8 Apr

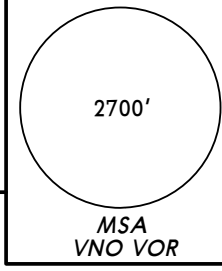
VILNIUS, LITHUANIA

STAR

ATIS
125.8

Apt Elev
646'

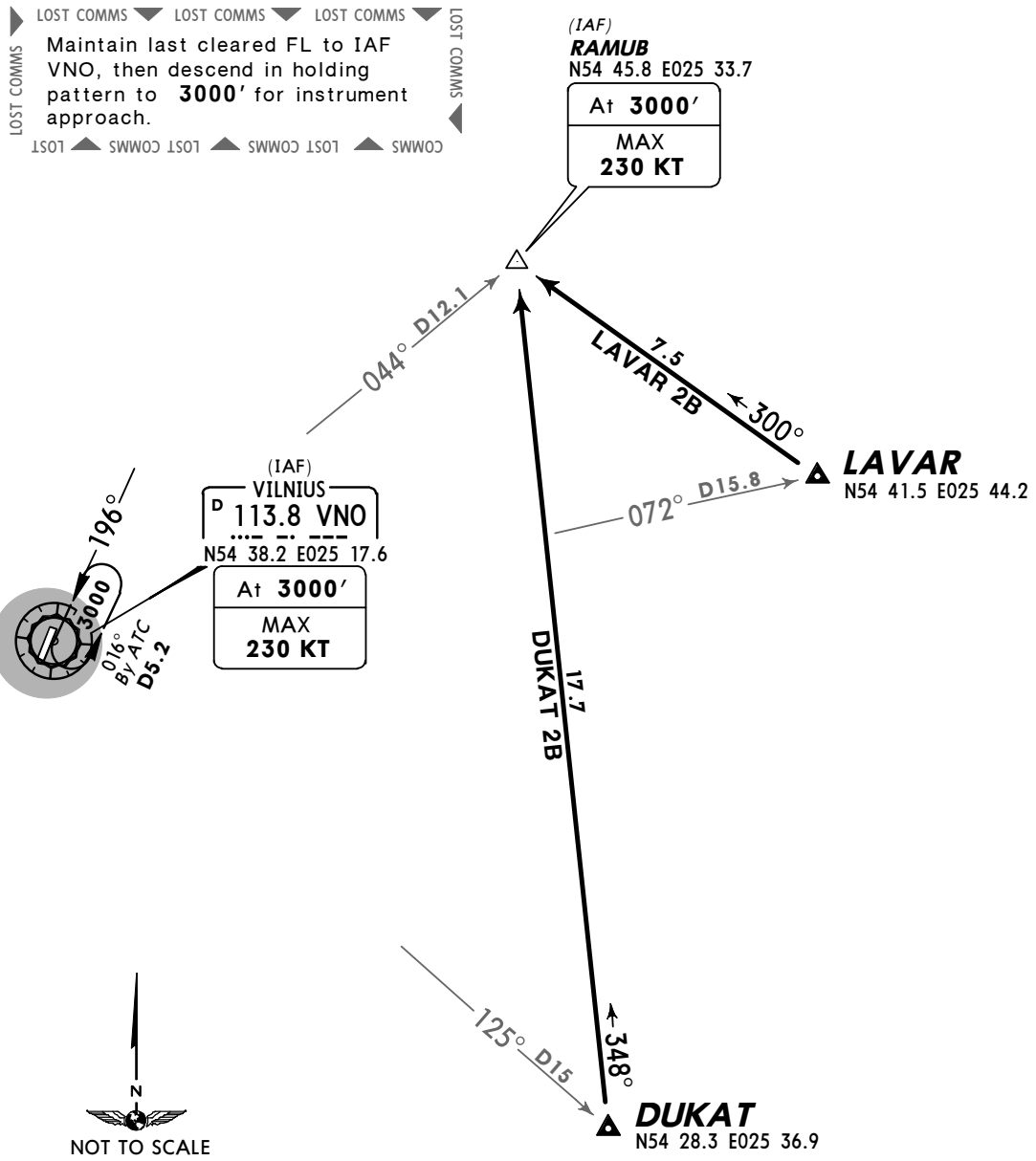
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



**DUKAT TWO BRAVO (DUKAT 2B) [DUKA2B]
LAVAR TWO BRAVO (LAVAR 2B) [LAVA2B]**

**RWY 20 ARRIVALS
FROM EAST
RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)**

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
DUKAT 2B	On 348° track to RAMUB. RNAV: DUKAT - RAMUB (3000'; K230-).
LAVAR 2B	On 300° track to RAMUB. RNAV: LAVAR - RAMUB (3000'; K230-).

CHANGES: Arrivals replaced by STARs.

FOR SIMULATION USE ONLY

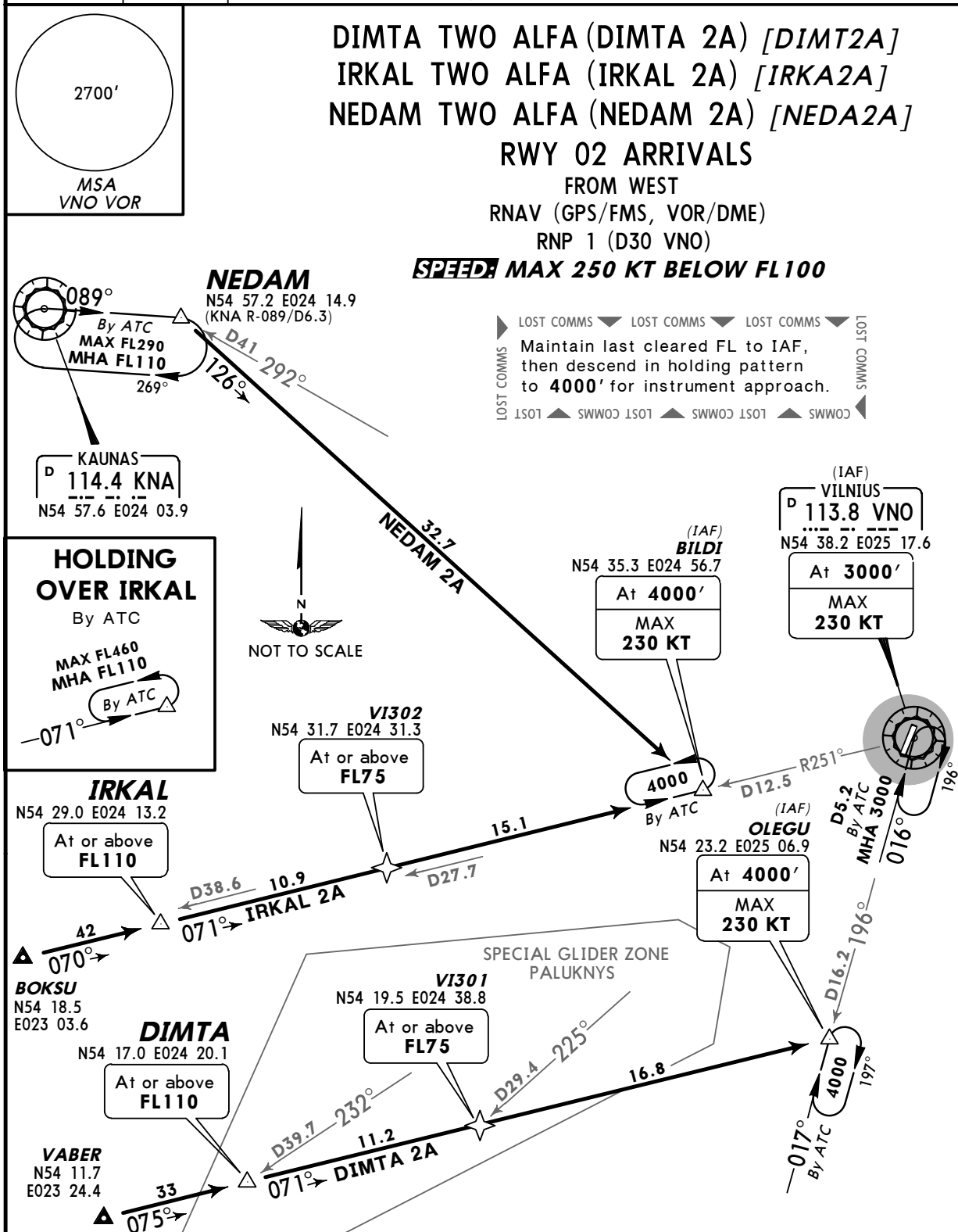
EYVI/VNO
VILNIUS INTL

26 MAR 10 **10-2D** Eff 8 Apr

VILNIUS, LITHUANIA

STAR

ATIS 125.8	Apt Elev 646'	Alt Set: hPa Trans level: By ATC Trans alt: 5000' 1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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STAR	ROUTING
DIMTA 2A ①	On 071° track to OLEGU. RNAV: DIMTA (FL110+) - VI301 (FL75+) - OLEGU (4000'; K230-).
IRKAL 2A	On 071° track to BILDI. RNAV: IRKAL (FL110+) - VI302 (FL75+) - BILDI (4000'; K230-).
NEDAM 2A	On 126° track to BILDI. RNAV: NEDAM - BILDI (4000'; K230-).

① During activity of SPECIAL GLIDER ZONE PALUKNYS expect FL restriction or rerouting by ATC.

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10 **10-2E** Eff 8 Apr

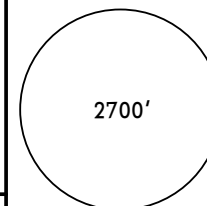
VILNIUS, LITHUANIA

STAR

ATIS
125.8

Apt Elev
646'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



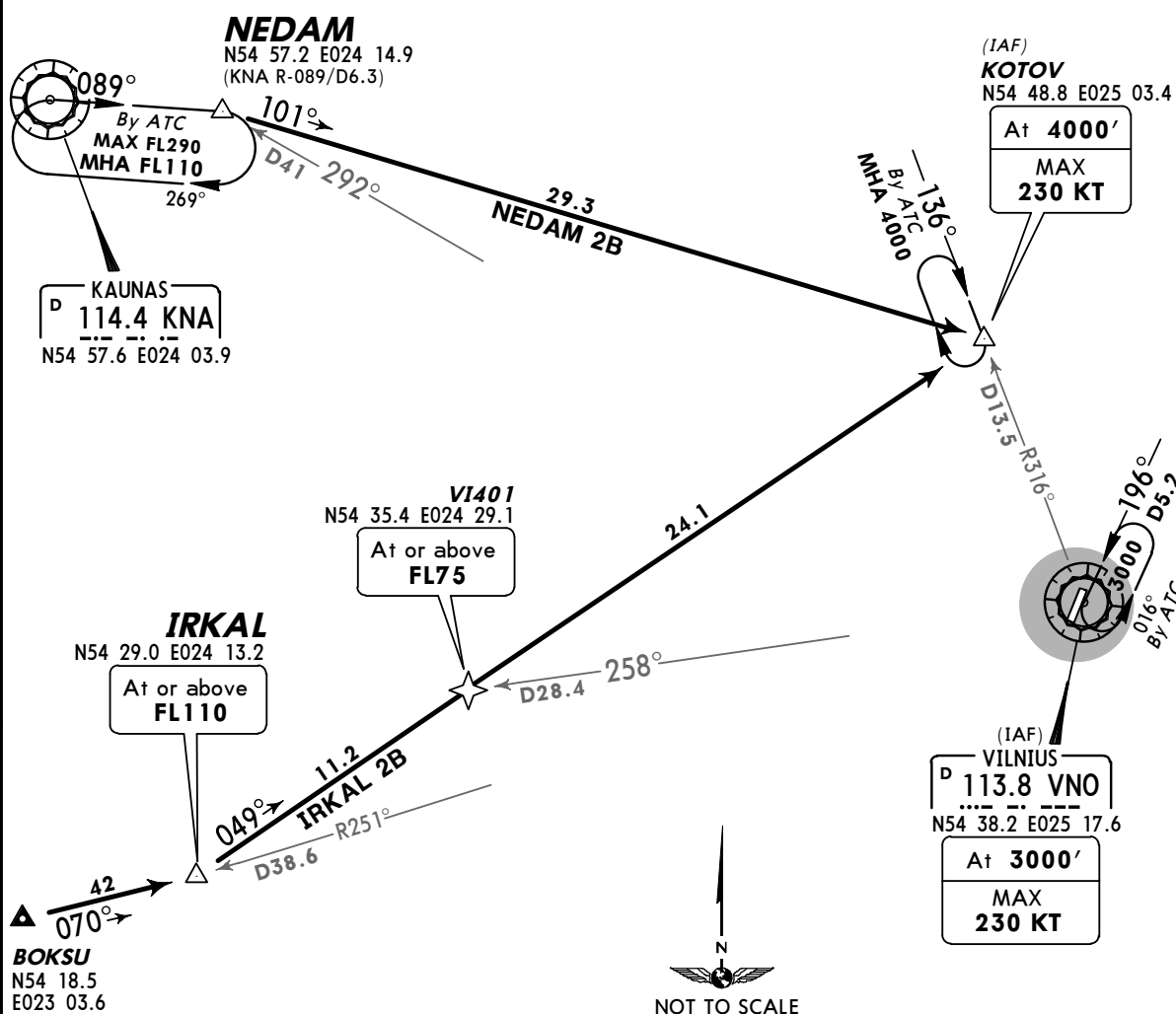
MSA
VNO VOR

IRKAL TWO BRAVO (IRKAL 2B) [IRKA2B] NEDAM TWO BRAVO (NEDAM 2B) [NEDA2B]

RWY 20 ARRIVALS

FROM WEST
RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)

SPEED: MAX 250 KT BELOW FL100



HOLDING OVER IRKAL

By ATC

MAX FL460
MHA FL110



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last cleared FL to IAF, then descend in holding pattern to 4000' for instrument approach.
LOST COMMS ▲ SWW03 LOST COMMS ▲ SWW03 LOST COMMS ▲ SWW03 ▲

STAR	ROUTING
IRKAL 2B	On 049° track to KOTOV. RNAV: IRKAL (FL110+) - VI401 (FL75+) - KOTOV (4000'; K230-).
NEDAM 2B	On 101° track to KOTOV. RNAV: NEDAM - KOTOV (4000'; K230-).

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-2F

Eff 8 Apr

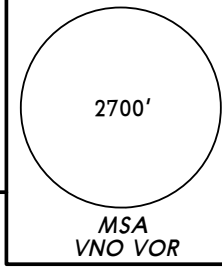
VILNIUS, LITHUANIA

STAR

ATIS
125.8

Apt Elev
646'

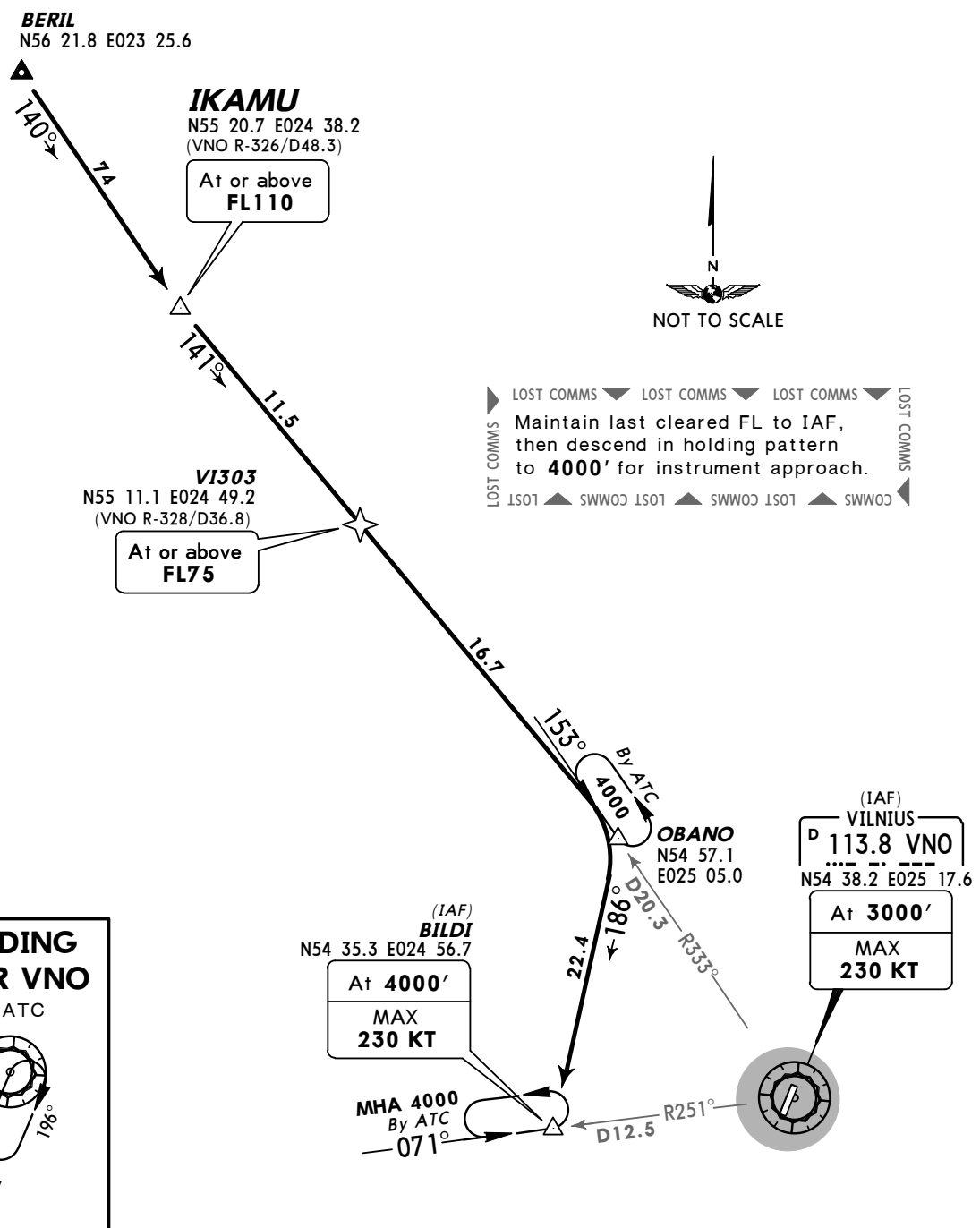
Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



IKAMU TWO ALFA (IKAMU 2A) [IKAM2A]

RWY 02 ARRIVAL
FROM NORTHWEST
RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)

SPEED: MAX 250 KT BELOW FL100



NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last cleared FL to IAF, then descend in holding pattern to 4000' for instrument approach.
LOST COMMS ▲ SWW00 LOST COMMS ▲ SWW00 LOST COMMS ▲ SWW00



HOLDING OVER VNO

By ATC

ROUTING

On 141° track to OBANO, turn RIGHT, 186° track to BILDI.
RNAV: IKAMU (FL110+) - VI303 (FL75+) - OBANO - BILDI (4000'; K230-).

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-2G

Eff 8 Apr

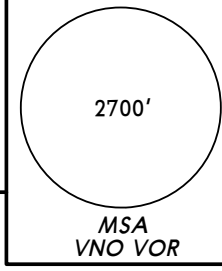
VILNIUS, LITHUANIA

STAR

ATIS
125.8

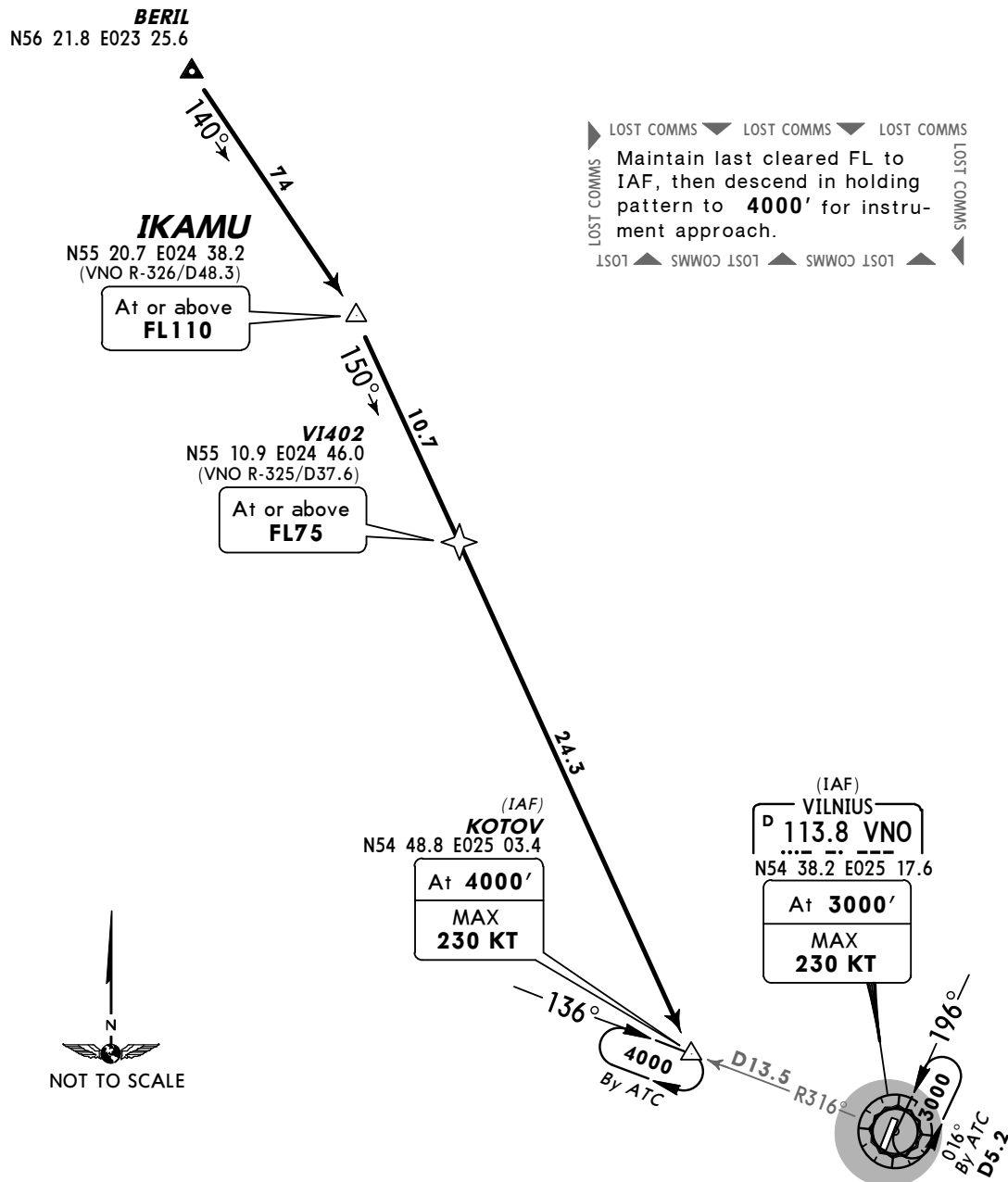
Apt Elev
646'

Alt Set: hPa
Trans level: By ATC Trans alt: 5000'
1. Non-RNAV aircraft unable to conform these STARs proceed direct to IAF VNO to perform instrument approach. Expect FL or altitude by ATC.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



**IKAMU TWO BRAVO
(IKAMU 2B) [IKAM2B]
RWY 20 ARRIVAL
FROM NORTHWEST
RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)**

SPEED: MAX 250 KT BELOW FL100



ROUTING

On 150° track to KOTOV.
RNAV: IKAMU (FL110+) - VI402 (FL75+) - KOTOV (4000'; K230-).

CHANGES: STARs completely revised.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-3

Eff 8 Apr

VILNIUS, LITHUANIA

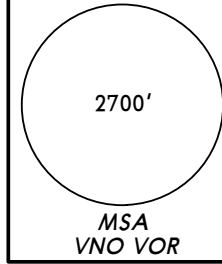
SID

VILNIUS Approach (R)
120.7

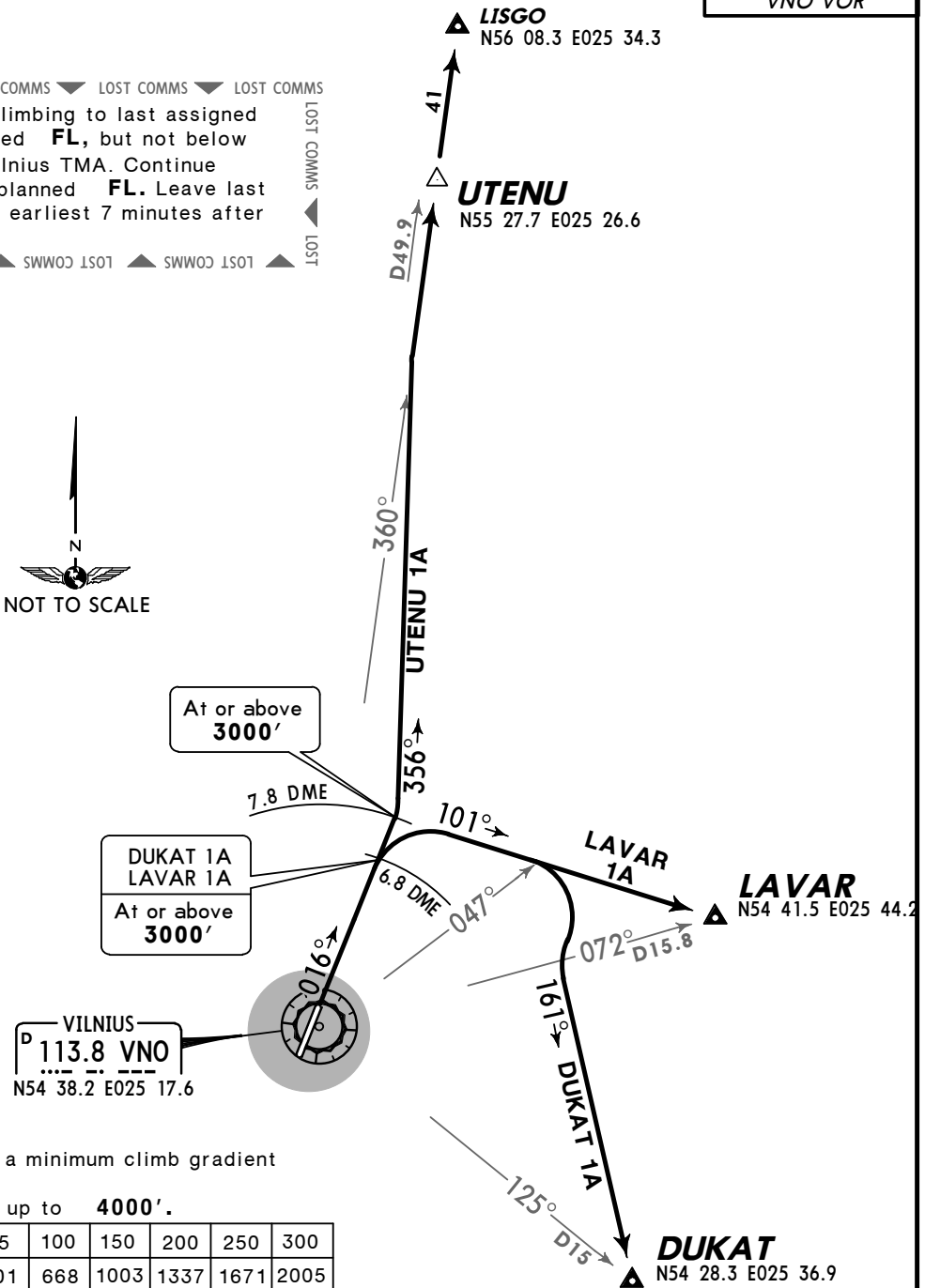
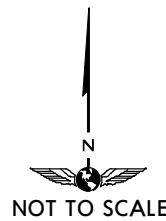
Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILINIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

**DUKAT ONE ALFA (DUKAT 1A)
LAVAR ONE ALFA (LAVAR 1A)
UTENU ONE ALFA (UTENU 1A)
RWY 02 DEPARTURES
TO NORTHEAST & EAST**



LOST COMMS
Continue SID, climbing to last assigned and acknowledged FL, but not below FL75 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
DUKAT 1A	On runway track to VNO 6.8 DME, turn RIGHT, 101° track, at VNO R-047 turn RIGHT, 161° track to DUKAT.
LAVAR 1A	On runway track to VNO 6.8 DME, turn RIGHT, 101° track to LAVAR.
UTENU 1A	On runway track to VNO 7.8 DME, turn LEFT, 356° track, intercept VNO R-360 to UTENU.

CHANGES: SID LISGO 1A replaced by UTENU 1A.

FOR SIMULATION USE ONLY

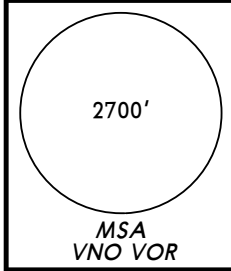
EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

26 MAR 10 (10-3A) Eff 8 Apr

SID

VILNIUS Approach (R) 120.7	Apt Elev 646'	Trans level: By ATC Trans alt: 5000' 1. Contact VILINIUS Approach when passing 2500'. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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DUKAT ONE BRAVO (DUKAT 1B)
LAVAR ONE BRAVO (LAVAR 1B)
UTENU ONE BRAVO (UTENU 1B)
RWY 20 DEPARTURES
TO NORTHEAST & EAST



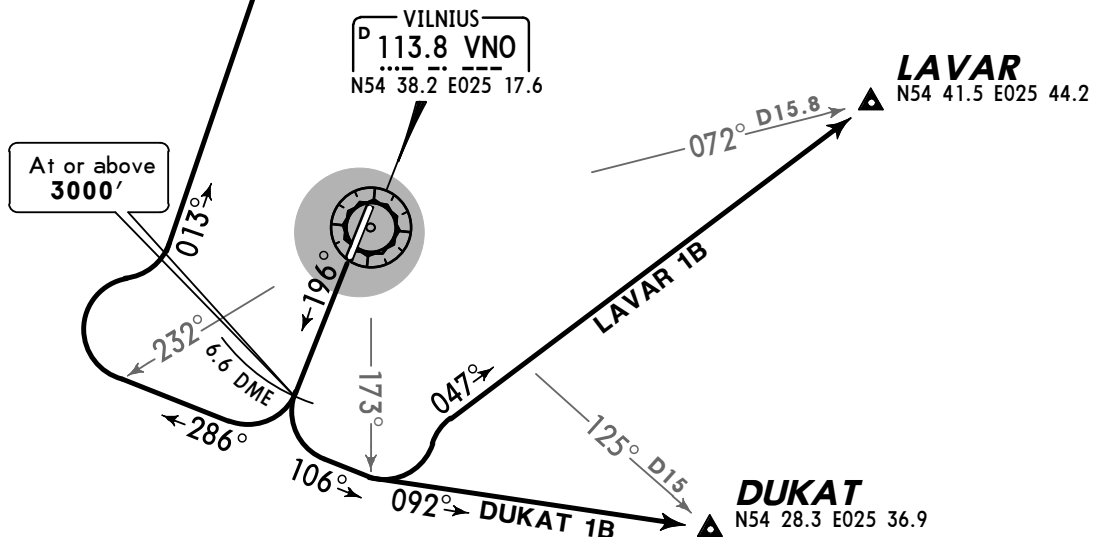
LISGO
N56 08.3 E025 34.3
41
UTENU
N55 27.7 E025 26.6
D49.9

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **4000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.



Climb to **4000'** unless otherwise specified by ATC

SID	ROUTING
DUKAT 1B	Climb on runway track to VNO 6.6 DME, turn LEFT, 106° track, at VNO R-173 turn LEFT, 092° track to DUKAT.
LAVAR 1B	Climb on runway track to VNO 6.6 DME, turn LEFT, 106° track, at VNO R-173 turn LEFT, 047° track to LAVAR.
UTENU 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at VNO R-232 turn RIGHT, 013° track, intercept VNO R-360 to UTENU.

CHANGES: SID LISGO 1B replaced by UTENU 1B.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

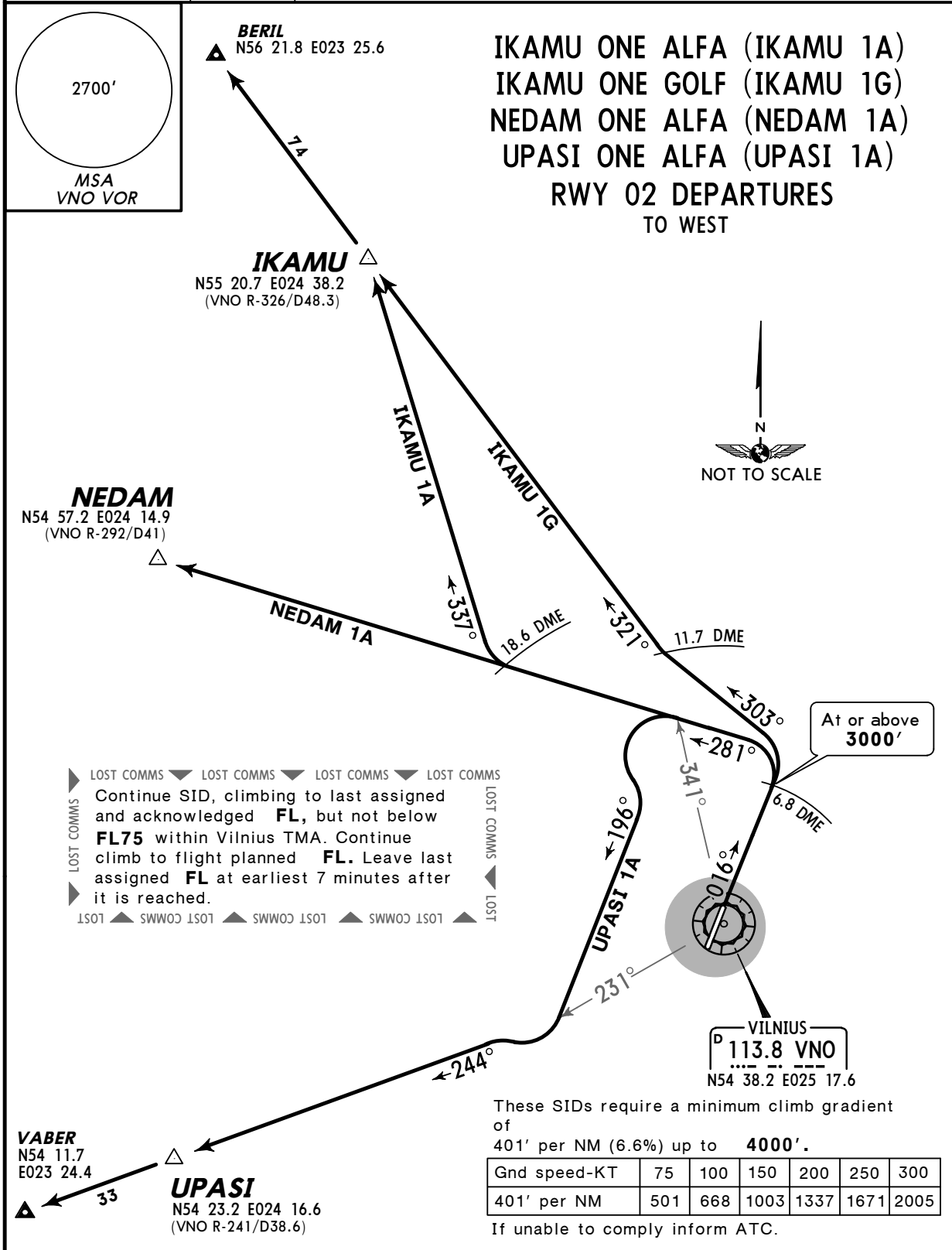
10-3B

Eff 8 Apr

VILNIUS, LITHUANIA

SID

VILNIUS Approach (R) 120.7	Apt Elev 646'	Trans level: By ATC Trans alt: 5000' 1. Contact VILINIUS Approach when passing 2500'. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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Climb to 4000' unless otherwise specified by ATC	
SID	ROUTING
IKAMU 1A	On runway track to VNO 6.8 DME, turn LEFT, 281° track, at VNO 18.6 DME turn RIGHT, 337° track to IKAMU.
IKAMU 1G	On runway track to VNO 6.8 DME, turn LEFT, 303° track, at VNO 11.7 DME turn RIGHT, 321° track to IKAMU.
NEDAM 1A	On runway track to VNO 6.8 DME, turn LEFT, 281° track to NEDAM.
UPASI 1A	On runway track to VNO 6.8 DME, turn LEFT, 281° track, at VNO R-341 turn LEFT, 196° track, at VNO R-231 turn RIGHT, 244° track to UPASI.

CHANGES: BERIL & SUBUS SIDs replaced by IKAMU & UPASI.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

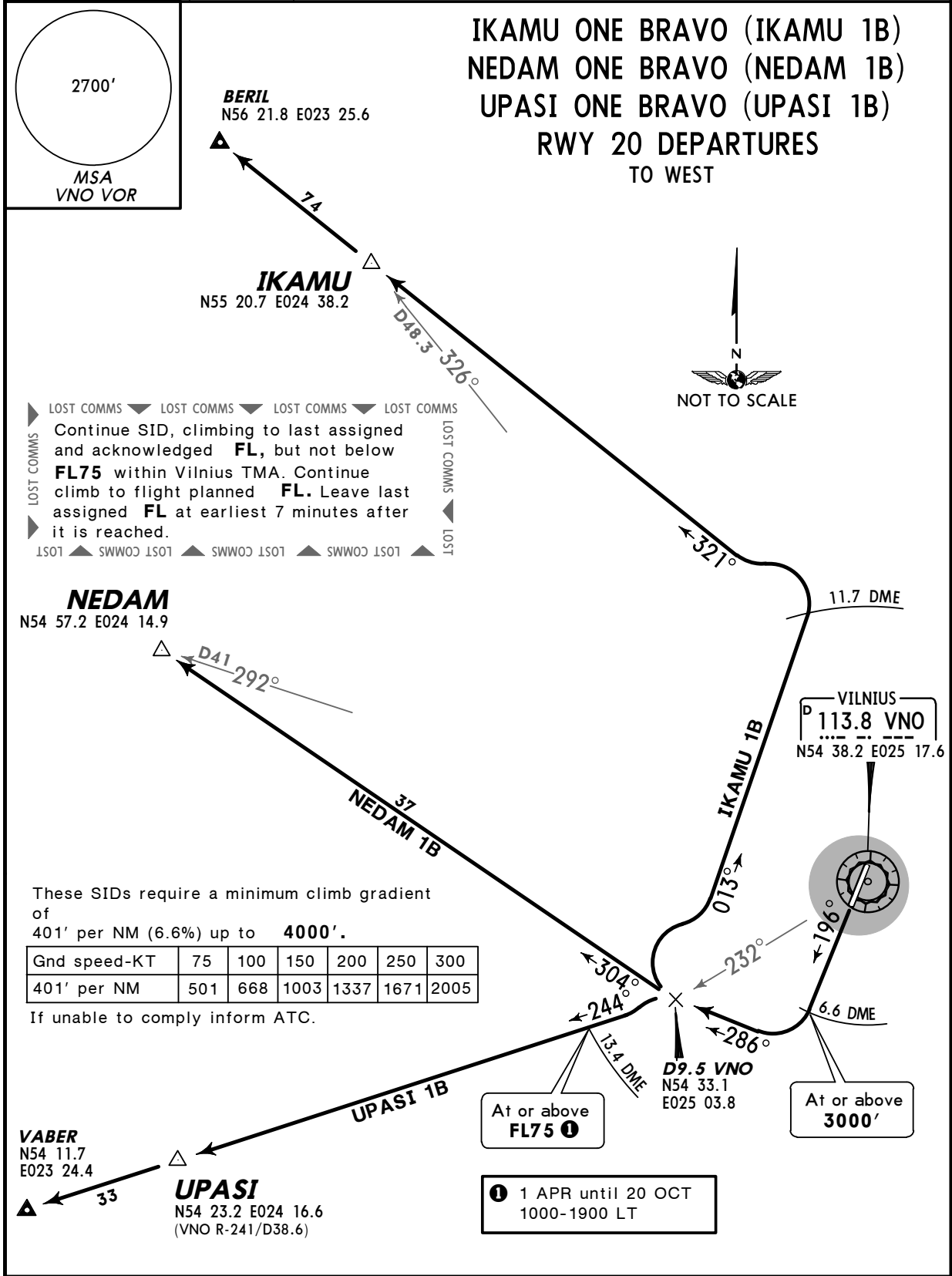
10-3C

Eff 8 Apr

VILNIUS, LITHUANIA

SID

VILNIUS Approach (R) 120.7	Apt Elev 646'	Trans level: By ATC Trans alt: 5000' 1. Contact VILINIUS Approach when passing 2500'. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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Climb to **4000'** unless otherwise specified by ATC

SID	ROUTING
IKAMU 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at VNO R-232 turn RIGHT, 013° track, at VNO 11.7 DME turn LEFT, 321° track to IKAMU.
NEDAM 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at VNO R-232 turn RIGHT, 304° track to NEDAM.
UPASI 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at D9.5 VNO turn LEFT, 244° track to UPASI.

CHANGES: BERIL & SUBUS SIDs replaced by IKAMU & UPASI.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-3D

Eff 8 Apr

VILNIUS, LITHUANIA

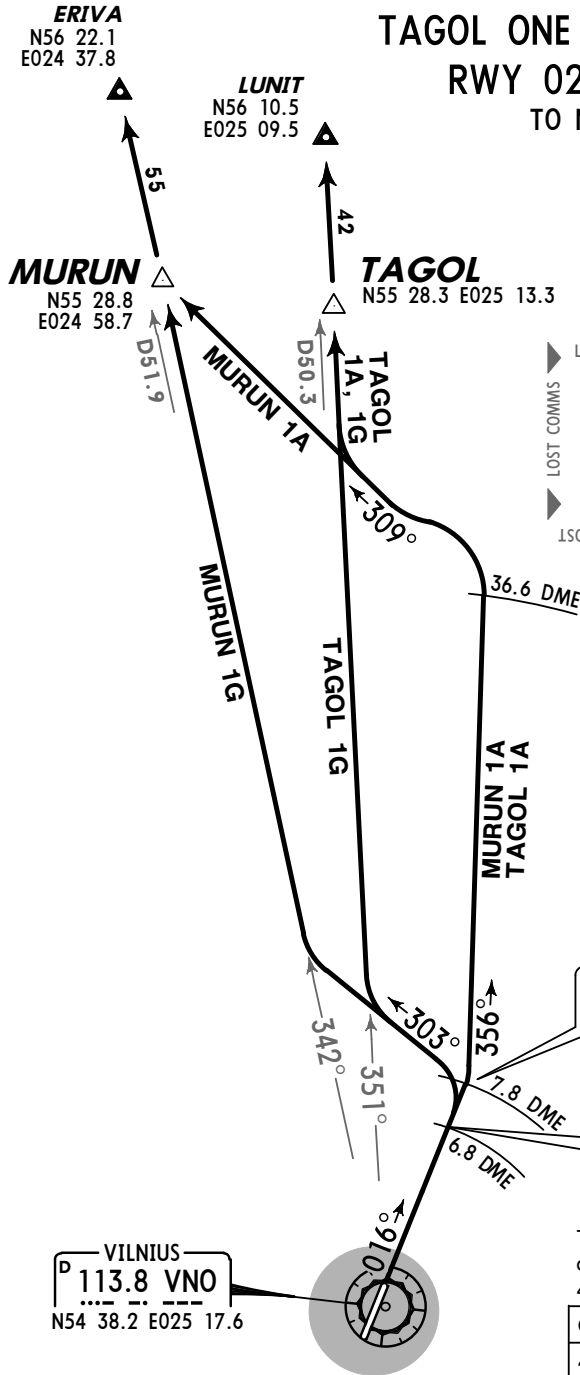
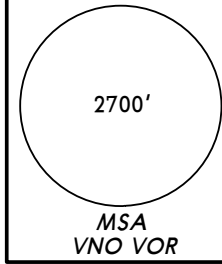
SID

VILNIUS Approach (R)
120.7

Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILINIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

MURUN ONE ALFA (MURUN 1A)
MURUN ONE GOLF (MURUN 1G)
TAGOL ONE ALFA (TAGOL 1A)
TAGOL ONE GOLF (TAGOL 1G)
RWY 02 DEPARTURES
TO NORTHWEST



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



At or above 3000'

MURUN 1G
TAGOL 1G
At or above 3000'

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
MURUN 1A	On runway track to VNO 7.8 DME, turn LEFT, 356° track, at VNO 36.6 DME turn LEFT, 309° track to MURUN.
MURUN 1G	On runway track to VNO 6.8 DME, turn LEFT, 303° track, intercept VNO R-342 to MURUN.
TAGOL 1A	On runway track to VNO 7.8 DME, turn LEFT, 356° track, at VNO 36.6 DME turn LEFT, 309° track, intercept VNO R-351 to TAGOL.
TAGOL 1G	On runway track to VNO 6.8 DME, turn LEFT, 303° track, intercept VNO R-351 to TAGOL.

CHANGES: SIDs ERIVA & LUNIT 1A, 1G replaced by MURUN & TAGOL 1A, 1G.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

26 MAR 10

10-3E

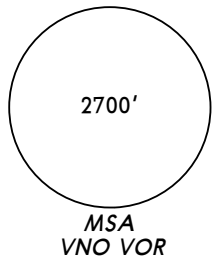
Eff 8 Apr

SID

VILNIUS Approach (R)
120.7

Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILINIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



MURUN ONE BRAVO (MURUN 1B) TAGOL ONE BRAVO (TAGOL 1B) RWY 20 DEPARTURES TO NORTHWEST

ERIVA
N56 22.1 E024 37.8

LUNIT
N56 10.5 E025 09.5

MURUN
N55 28.8 E024 58.7

TAGOL
N55 28.3 E025 13.3

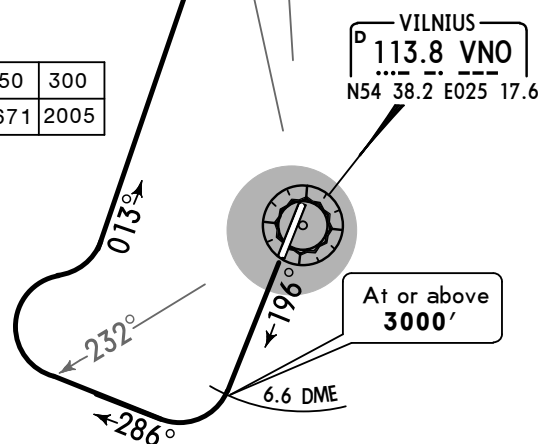


▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.
▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to **4000'**.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.



Climb to **4000'** unless otherwise specified by ATC

SID	ROUTING
MURUN 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at VNO R-232 turn RIGHT, 013° track, intercept VNO R-342 to MURUN.
TAGOL 1B	Climb on runway track to VNO 6.6 DME, turn RIGHT, 286° track, at VNO R-232 turn RIGHT, 013° track, intercept VNO R-351 to TAGOL.

CHANGES: SIDs ERIVA & LUNIT 1B replaced by MURUN & TAGOL 1B.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-3F

Eff 8 Apr

VILNIUS, LITHUANIA

RNAV SID (OVERLAY)

VILNIUS Approach (R)
120.7

Apt Elev
646'

- Trans level: By ATC Trans alt: 5000'
- Contact VILNIUS Approach when passing 2500'.
 - Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

DUKAT ONE ALFA (DUKAT 1A) [DUKA1A]
LAVAR ONE ALFA (LAVAR 1A) [LAVA1A]
UTENU ONE ALFA (UTENU 1A) [UTEN1A]

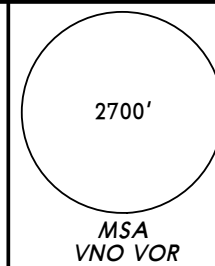
RWY 02 RNAV DEPARTURES

(OVERLAY 10-3)

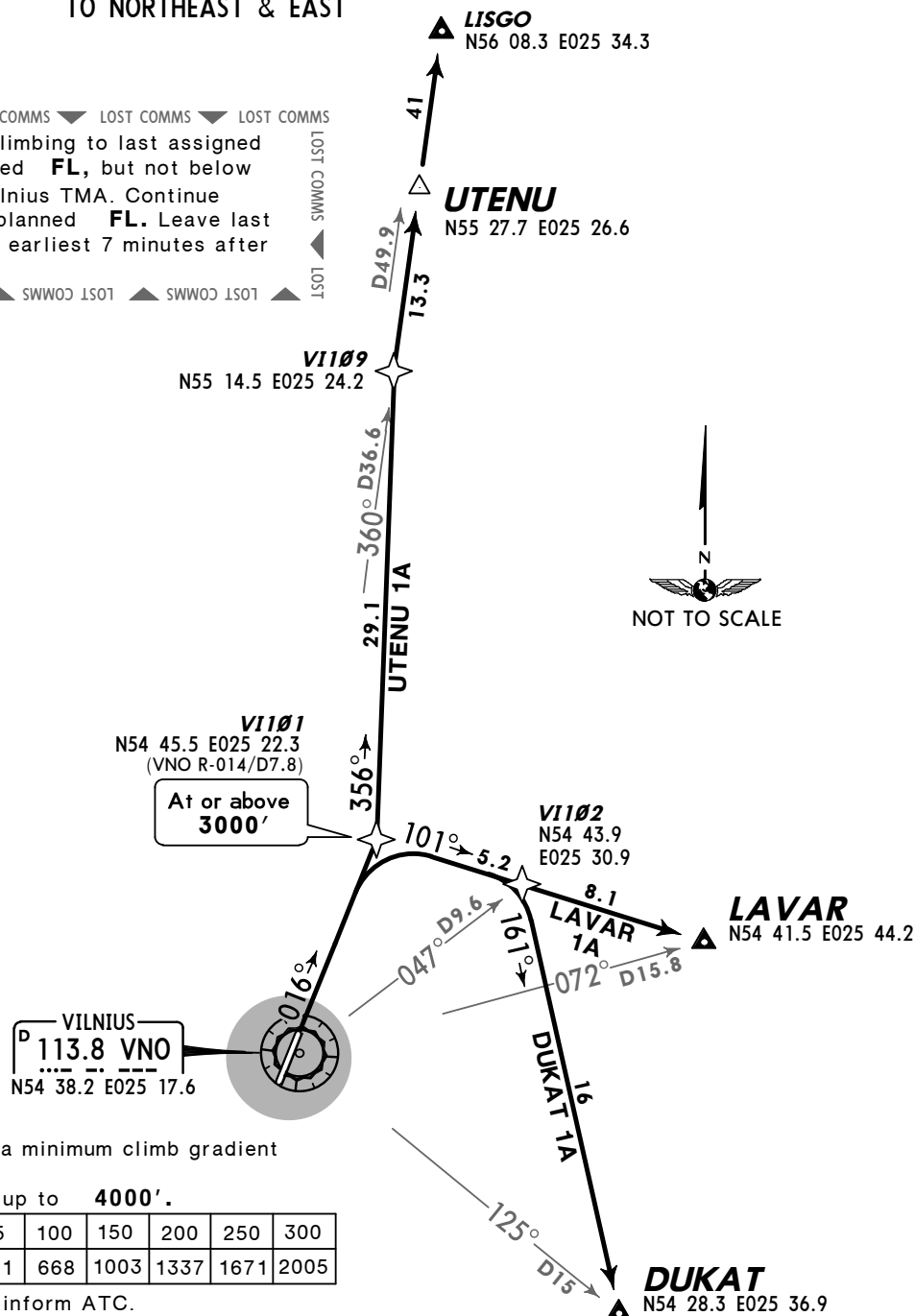
RNAV (GPS/FMS, VOR/DME)

RNP 1 (D30 VNO)

TO NORTHEAST & EAST



LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.



These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
DUKAT 1A	VI101 (3000'+) - VI102 - DUKAT.
LAVAR 1A	VI101 (3000'+) - LAVAR.
UTENU 1A	VI101 (3000'+) - VI109 - UTENU.

CHANGES: RNAV SID LISGO 1A replaced by UTENU 1A.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

26 MAR 10

(10-3G)

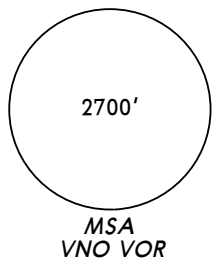
Eff 8 Apr

RNAV SID (OVERLAY)

VILNIUS Approach (R)
120.7

Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILINIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

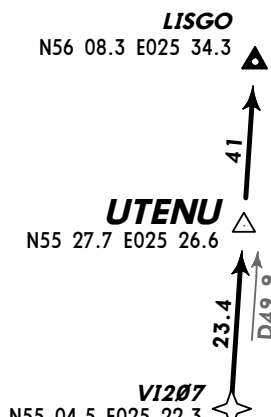


DUKAT ONE BRAVO (DUKAT 1B) [DUKA1B]
LAVAR ONE BRAVO (LAVAR 1B) [LAVA1B]
UTENU ONE BRAVO (UTENU 1B) [UTEN1B]

RWY 20 RNAV DEPARTURES
(OVERLAY 10-3A)

RNAV (GPS/FMS, VOR/DME)

RNP 1 (D30 VNO)
TO NORTHEAST & EAST

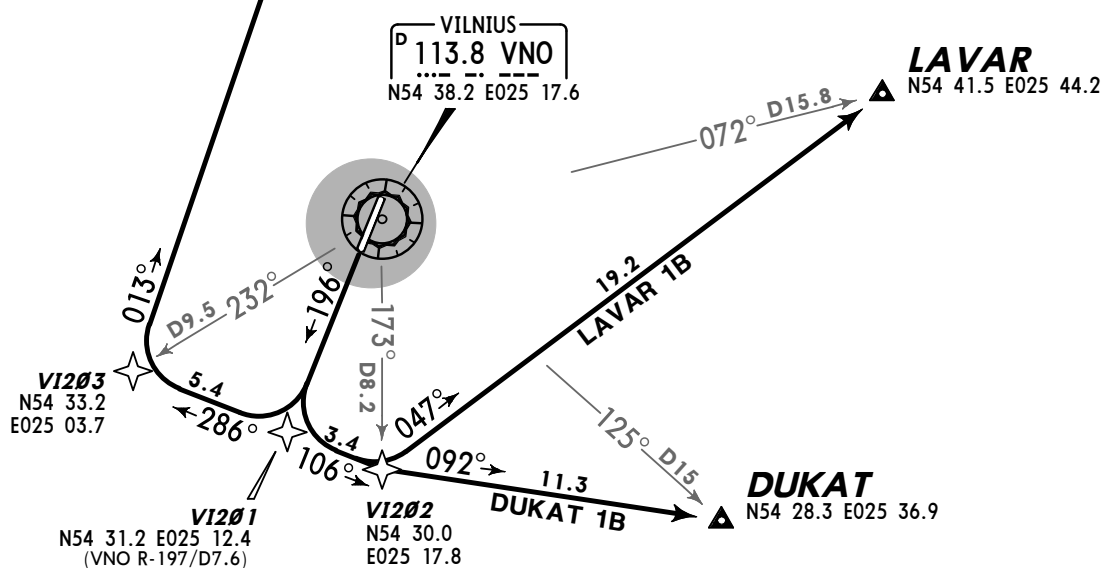


LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.



Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
DUKAT 1B	VI201 (3000'+) - VI202 - DUKAT.
LAVAR 1B	VI201 (3000'+) - VI202 - LAVAR.
UTENU 1B	VI201 (3000'+) - VI203 - VI207 - UTENU.

CHANGES: RNAV SID LISGO 1B replaced by UTENU 1B.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

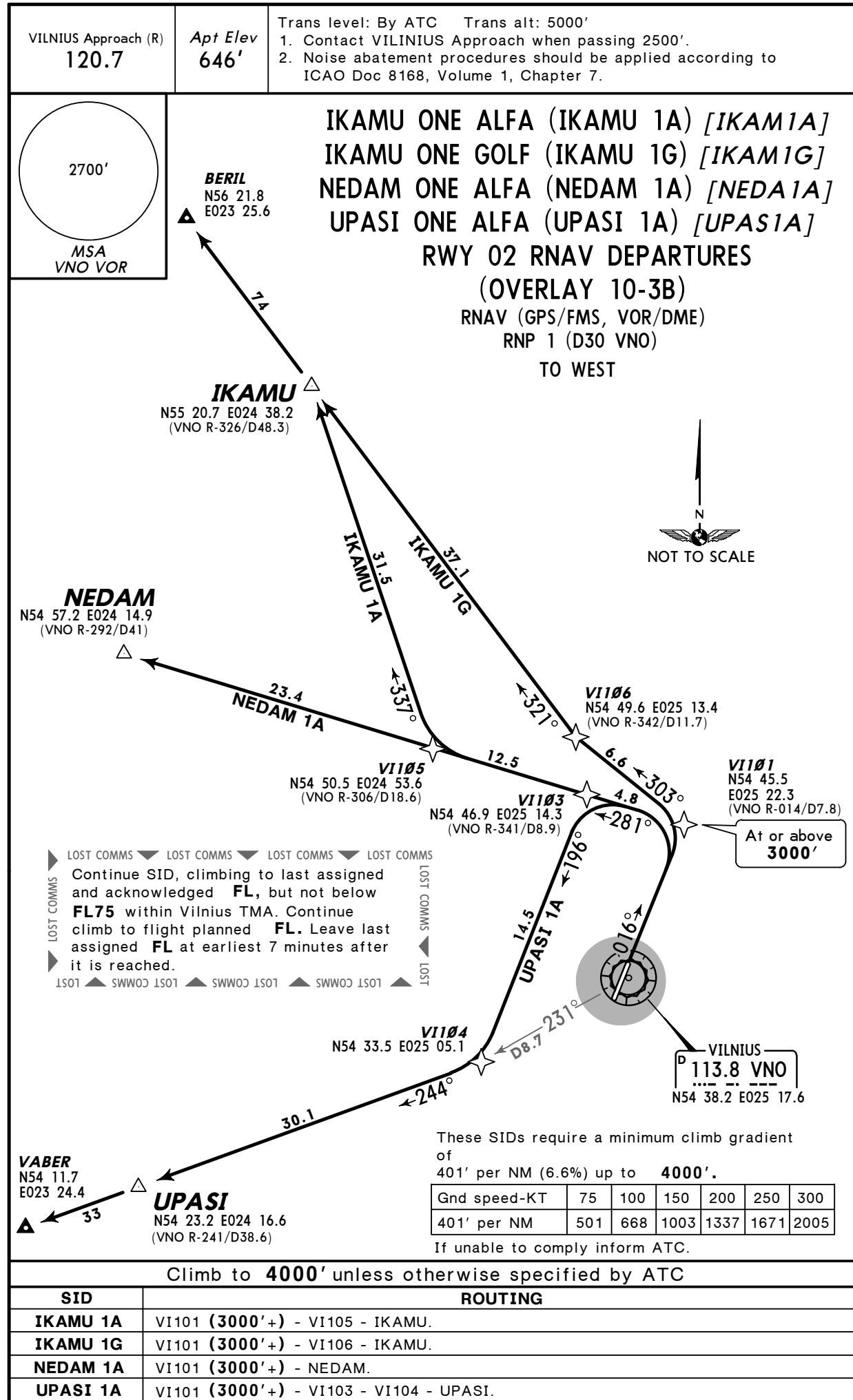
26 MAR 10

10-3H

Eff 8 Apr

VILNIUS, LITHUANIA

RNAV SID (OVERLAY)



FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

VILNIUS, LITHUANIA

26 MAR 10

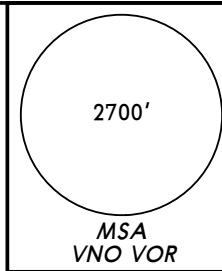
10-3J

Eff 8 Apr

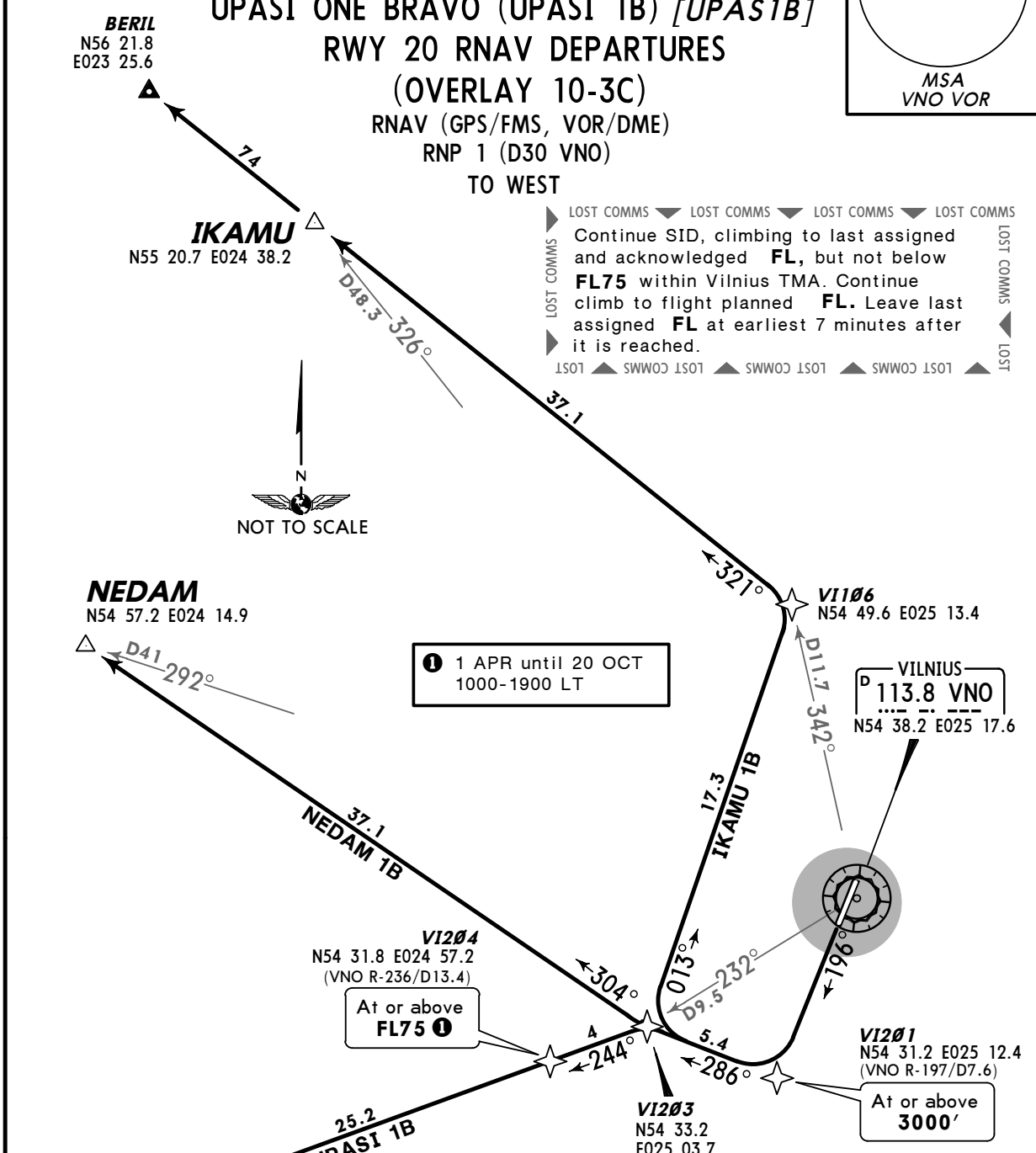
RNAV SID (OVERLAY)

VILNIUS Approach (R) 120.7	<i>Apt Elev</i> 646'	Trans level: By ATC Trans alt: 5000' 1. Contact VILNIUS Approach when passing 2500'. 2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.
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**IKAMU ONE BRAVO (IKAMU 1B) [IKAM1B]
NEDAM ONE BRAVO (NEDAM 1B) [NEDA1B]
UPASI ONE BRAVO (UPASI 1B) [UPAS1B]
RWY 20 RNAV DEPARTURES
(OVERLAY 10-3C)**



RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)
TO WEST



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

1 APR until 20 OCT
1000-1900 LT

VILNIUS
D 113.8 VNO
N54 38.2 E025 17.6

At or above **FL75**

At or above **3000'**

These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

Climb to **4000'** unless otherwise specified by ATC

SID	ROUTING
IKAMU 1B	VI201 (3000'+) - VI203 - VI106 - IKAMU.
NEDAM 1B	VI201 (3000'+) - VI203 - NEDAM.
UPASI 1B	VI201 (3000'+) - VI203 - VI204 (FL75+) - UPASI.

CHANGES: BERIL & SUBUS RNAV SIDs replaced by IKAMU & UPASI.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-3K

Eff 8 Apr

VILNIUS, LITHUANIA

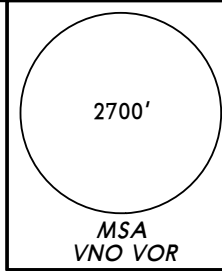
RNAV SID (OVERLAY)

VILNIUS Approach (R)
120.7

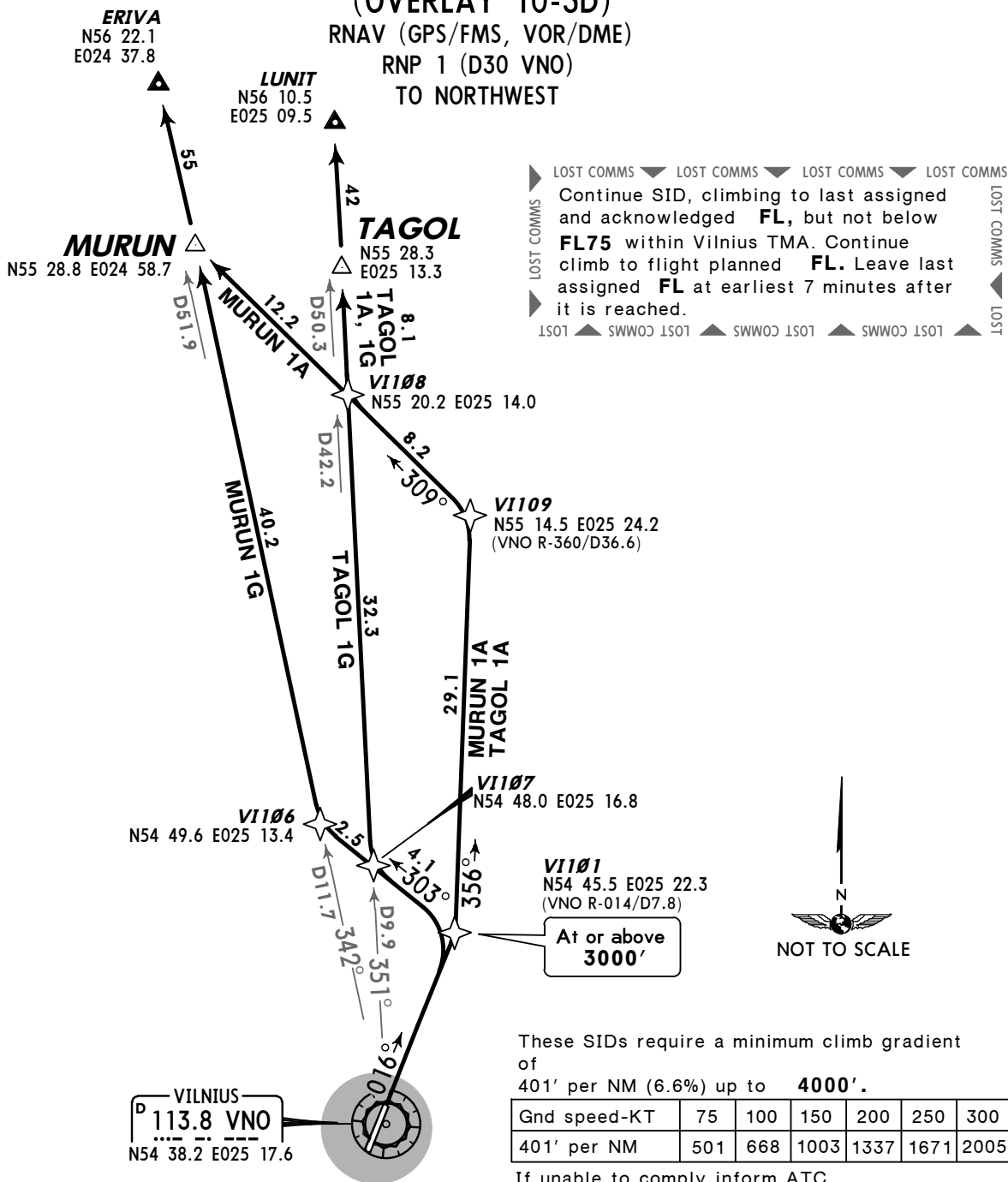
Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILNIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

MURUN ONE ALFA (MURUN 1A) [MURU1A]
MURUN ONE GOLF (MURUN 1G) [MURU1G]
TAGOL ONE ALFA (TAGOL 1A) [TAGO1A]
TAGOL ONE GOLF (TAGOL 1G) [TAGO1G]
RWY 02 RNAV DEPARTURES
(OVERLAY 10-3D)



RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)
TO NORTHWEST



Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
MURUN 1A	VI101 (3000'+) - VI109 - MURUN.
MURUN 1G	VI101 (3000'+) - VI106 - MURUN.
TAGOL 1A	VI101 (3000'+) - VI109 - VI108 - TAGOL.
TAGOL 1G	VI101 (3000'+) - VI107 - TAGOL.

CHANGES: RNAV SIDs ERIVA & LUNIT 1A, 1G replaced by MURUN & TAGOL 1A, 1G.

FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

26 MAR 10

10-3L

Eff 8 Apr

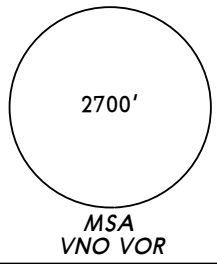
VILNIUS, LITHUANIA

RNAV SID (OVERLAY)

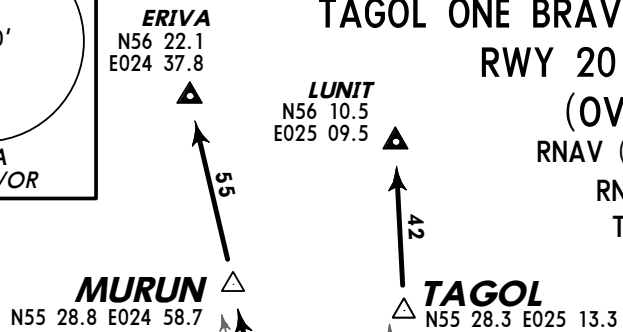
VILNIUS Approach (R)
120.7

Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILINIUS Approach when passing 2500'.
2. Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.



MURUN ONE BRAVO (MURUN 1B) [MURU1B] TAGOL ONE BRAVO (TAGOL 1B) [TAGO1B] RWY 20 RNAV DEPARTURES (OVERLAY 10-3E) RNAV (GPS/FMS, VOR/DME) RNP 1 (D30 VNO) TO NORTHWEST

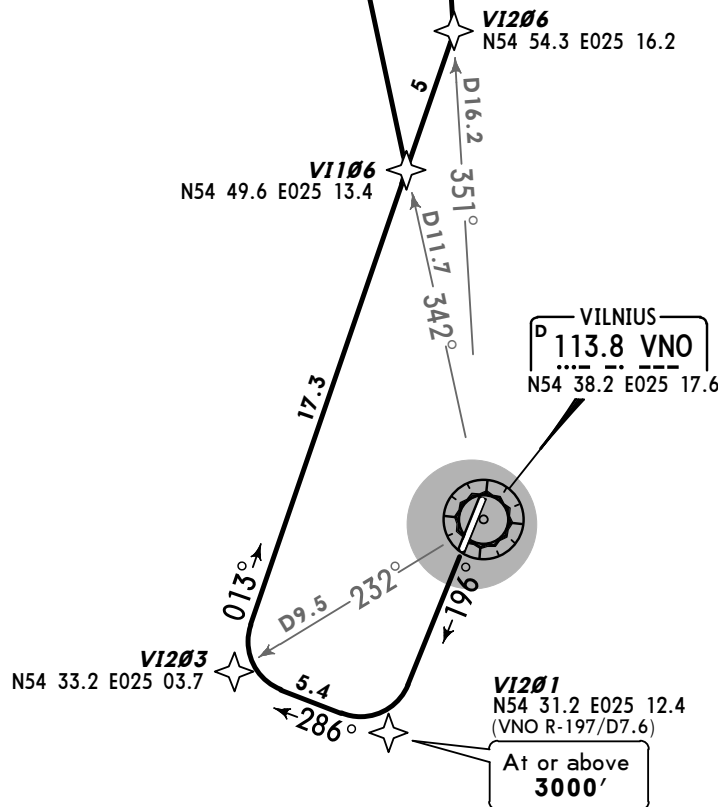


These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 4000'.

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

LOST COMMS
Continue SID, climbing to last assigned and acknowledged **FL**, but not below **FL75** within Vilnius TMA. Continue climb to flight planned **FL**. Leave last assigned **FL** at earliest 7 minutes after it is reached.



Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
MURUN 1B	VI201 (3000'+) - VI203 - VI106 - MURUN.
TAGOL 1B	VI201 (3000'+) - VI203 - VI206 - TAGOL.

CHANGES: RNAV SIDS ERIVA & LUNIT 1B replaced by MURUN & TAGOL 1B.

FOR SIMULATION USE ONLY

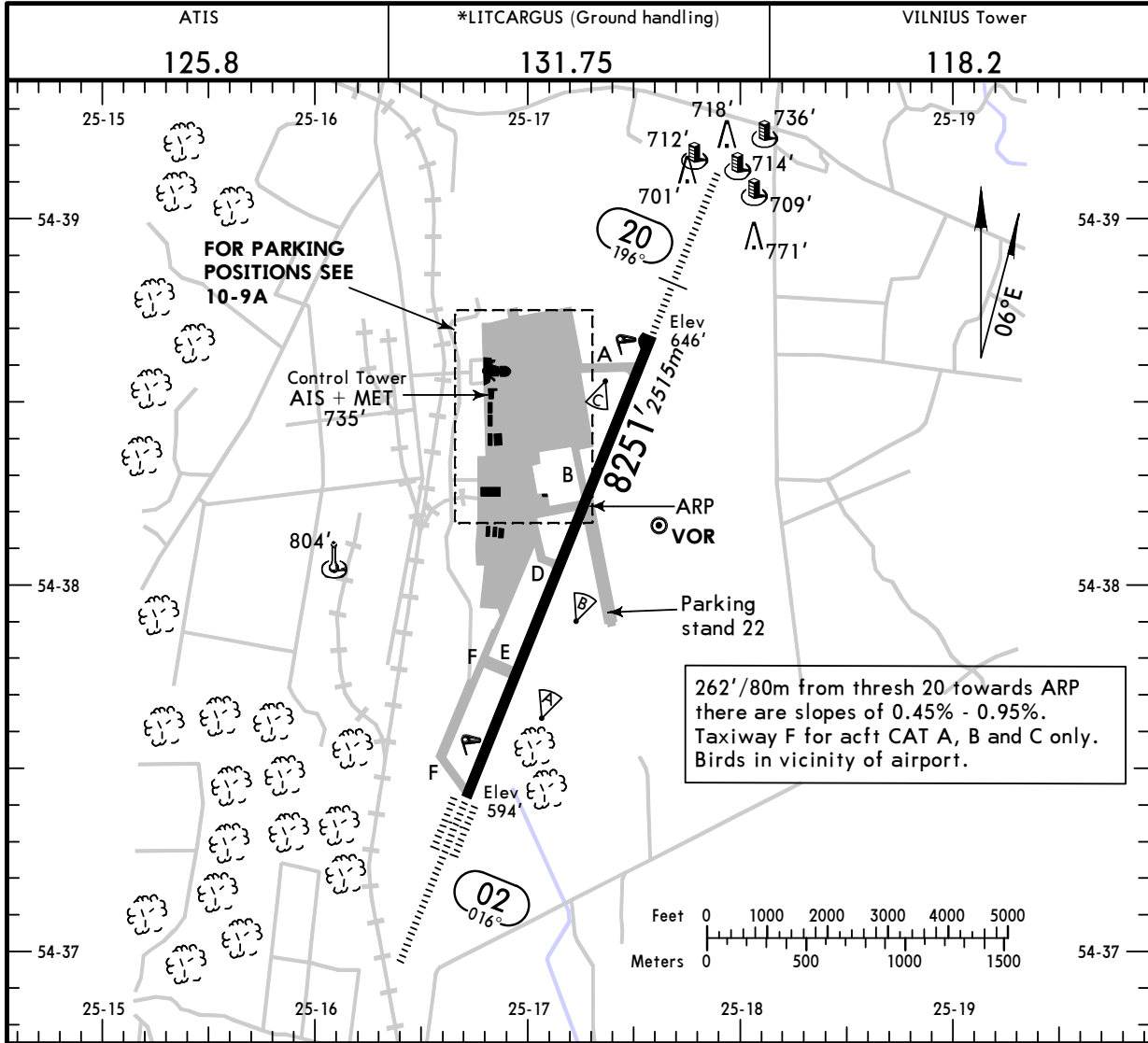
EYVI/VNO

Apt Elev **646'**
N54 38.2 E025 17.3

30 JUL 10 (10-9)

VILNIUS, LITHUANIA

VILNIUS INTL



ADDITIONAL RUNWAY INFORMATION

RWY	Landing/Obstacle Data	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
02	HIRL ① CL ② HIALS-II REIL SFL TDZ PAPI ③ RVR		7157' 2181m	④	164' 50m
20	HIRL (60m) CL (30m) HIALS REIL PAPI (3.0°) RVR		7158' 2182m		

① spacing 60m. ② spacing 30m. ③ (angle 3.0°)
Elevated runway edge lights 1'/0.3m.

④ TAKE-OFF RUN AVAILABLE

RWY 02:

From rwy head 8251' (2515m)
twy E int 5988' (1825m)
twy D int 4150' (1265m)

RWY 20:

From rwy head 8251' (2515m)
twy A int 7546' (2300m)
twy D int 4101' (1250m)

LOW VISIBILITY PROCEDURE (LVP)

LVP established for take-off only when RVR is less than 350m.
- Pilot will be informed by ATIS or ATC.
- Only one ACFT is allowed on the manoeuvring area at the time.
- Movement will be conducted with accompanying "Follow me" car on request only.

Standard

TAKE-OFF ①

	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	HIRL & CL	HIRL or CL		
A				400m	500m
B	150m	200m	250m		
C					
D	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m.

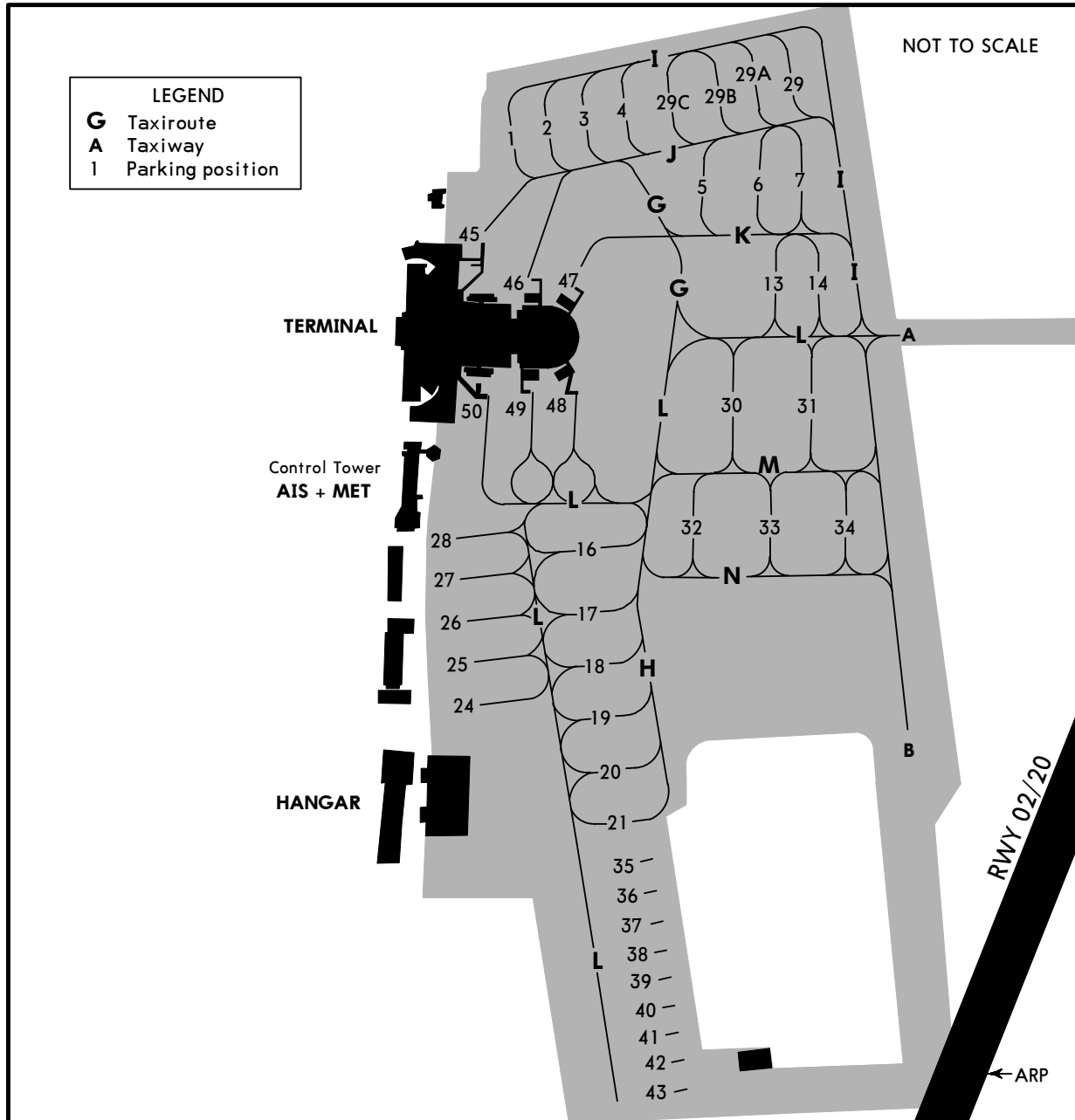
FOR SIMULATION USE ONLY

EYVI/VNO

VILNIUS, LITHUANIA

30 JUL 10 (10-9A)

VILNIUS INTL



Parking stands 45 and 50 equipped with Entry Guidance system.
 Acfts with wingspan less than 52'/16m are permitted to taxi and make a 180° turn under own power at stands 24 thru 28.
 Acft deicing permitted on stands 16 thru 21 only.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N54 38.7 E025 16.9	29B, 29C	N54 38.7 E025 17.0
4, 5	N54 38.7 E025 17.0	30, 31	N54 38.6 E025 17.1
6, 7	N54 38.7 E025 17.1	32 thru 34	N54 38.5 E025 17.1
13, 14	N54 38.6 E025 17.1	35 thru 40	N54 38.3 E025 17.0
16	N54 38.5 E025 16.9	41 thru 43	N54 38.2 E025 17.0
17 thru 20	N54 38.4 E025 17.0	45	N54 38.6 E025 16.8
21	N54 38.3 E025 17.0	46	N54 38.6 E025 16.9
24 thru 26	N54 38.4 E025 16.9	47, 48	N54 38.6 E025 17.0
27, 28	N54 38.5 E025 16.9	49, 50	N54 38.5 E025 16.9
29, 29A	N54 38.7 E025 17.1		

FOR SIMULATION USE ONLY

EYVI/VNO

30 MAY 03

10-9B

Eff 12 Jun

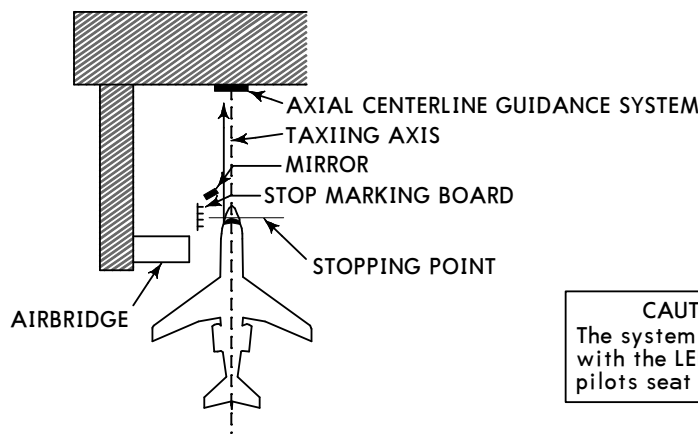
VILNIUS, LITHUANIA
VILNIUS INTL

STAND ENTRY GUIDANCE SYSTEM

A. GENERAL

Pilot interpreted guidance systems for aircraft parking consist of two separate elements:

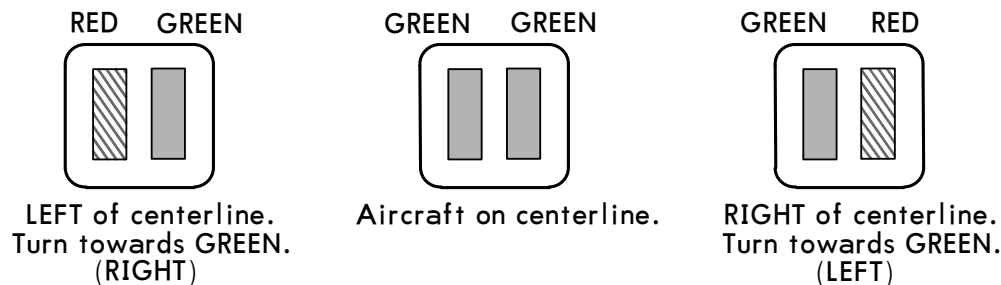
- the axial centerline guidance system, and
- the lateral stopping guidance system.



B. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

A red/green light system to guide along the stand centerline. It does not provide a stopping signal.

It consists of the stand number board, a flashing light beacon and a two-splits light unit emitting red and/or green light signals - mounted on the front of an air terminal building. Adjustments to the left or right are always to be made towards the GREEN light. The signals are to be interpreted as follows:

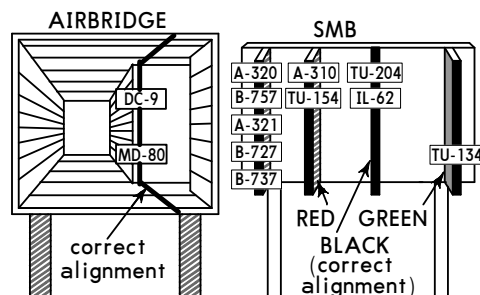


A mirror used in AGNIS allows a pilot to see acft nose wheel and stop marks painted on the parking position center line.

C. SMB - STOP MARKING BOARD

A series of boards is mounted to the left of the stand, viewed abeam the aircraft and against a white background. Board faces are green, rears are red and when viewed end-on they are black with type identification labels. The stop point is the appropriate board viewed end-on as a black line.

DC-9 and MD-80 type-labelled line is painted inside the airbridge end. The stop-point is where the line becomes entirely vertical.



FOR SIMULATION USE ONLY

EYVI/VNO

26 MAR 10

10-9X

Eff 8 Apr

JAA MINIMUMS

VILNIUS, LITHUANIA
VILNIUS INTL

STRAIGHT-IN RWY		A	B	C	D
02	ILS	794' (200')	794' (200')	794' (200')	794' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	1020' (426')	1020' (426')	1020' (426')	1020' (426')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV	1070' (476')	1070' (476')	1070' (476')	1070' (476')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	VOR	1020' (426')	1020' (426')	1020' (426')	1030' (436')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
NDB	1070' (476')	1070' (476')	1070' (476')	1070' (476')	
	R1000m	R1200m	R1200m	R1600m	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
20	ILS	876' (230')	876' (230')	876' (230')	876' (230')
		R600m	R600m	R600m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	1020' (374')	1020' (374')	1020' (374')	1020' (374')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV	1080' (434')	1080' (434')	1080' (434')	1080' (434')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	VOR	1020' (374')	1030' (384')	1060' (414')	1080' (434')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
NDB	1080' (434')	1080' (434')	1080' (434')	1080' (434')	
	R900m	R1000m	R1000m	R1400m	
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	

CIRCLE-TO-LAND ①②	100 KT	135 KT	180 KT	205 KT
	1310' (664')	1310' (664')	2020' (1374')	2020' (1374')
	V1500m	V1600m	V2400m	V3600m

① After RNAV 02/20: NOT APPLICABLE.

② Not authorized Northwest of runway in sector 270° to 360°.

TAKE-OFF RWY 02, 20

LVP must be in Force					
	HIRL, CL & mult. RVR req	HIRL & CL	HIRL or CL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

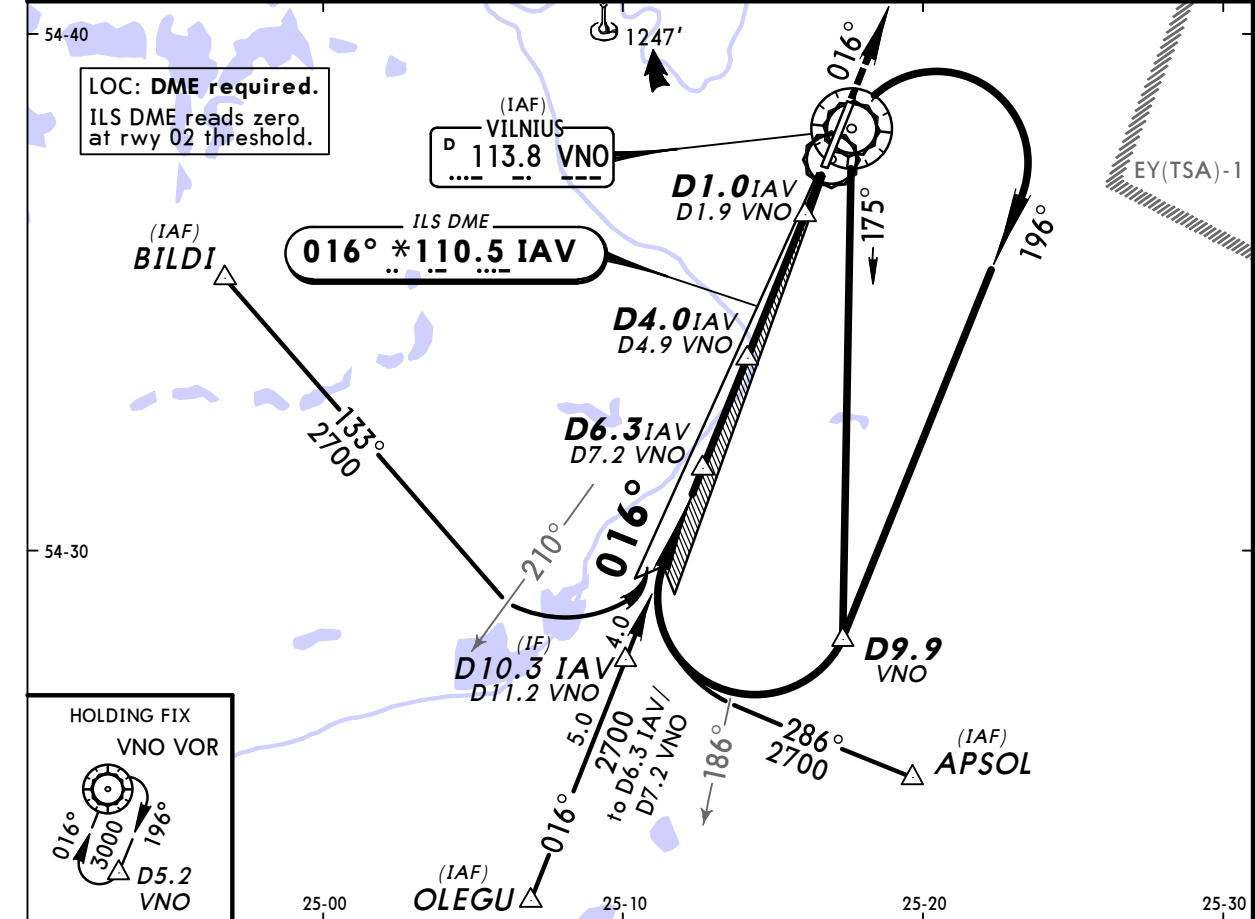
FOR SIMULATION USE ONLY

EYVI/VNO
VILNIUS INTL

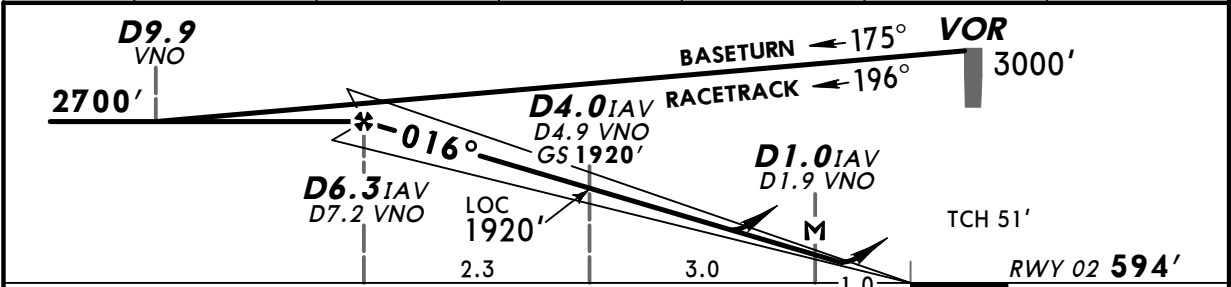
26 MAR 10 **11-1** Eff 8 Apr

VILNIUS, LITHUANIA
ILS or LOC Rwy 02

ATIS 125.8		VILNIUS Approach(R) 120.7			VILNIUS Tower 118.2
LOC IAV *110.5	Final Apch Crs 016°	GS D4.0 IAV 1920' (1326')	ILS DA(H) 794' (200')	Apt Elev 646'	2700'
RWY 594'					
MISSED APCH: Climb on track 016° to 3000'. Radar vectors provided.					MSA VNO VOR
MISSED APCH WITH COMM FAILURE: Climb on track 016° to reach 2700' at D9.0 VNO, then turn LEFT to VOR climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC		Trans alt: 5000'



LOC (GS out)	IAV DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2560'	2240'	1920'	1600'	1280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' on 016°
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861	
MAP at D1.0 IAV/D1.9 VNO							

PANS OPS	STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND	
	ILS DA(H) 794' (200')			LOC (GS out) DA(H) 1020' (426')	
	FULL	Limited	ALS out	ALS out	Max Kts
A				RVR 1300m	100
B				RVR 1500m	135
C	RVR 550m	RVR 750m	RVR 1200m	RVR 2000m	180
D				RVR 1400m	205
					MDA(H) VIS
					1310' (664') 1500m
					1310' (664') 1600m
					2020' (1374') 2400m
					2020' (1374') 3600m

CHANGES: Procedure. Minimums.

FOR SIMULATION USE ONLY

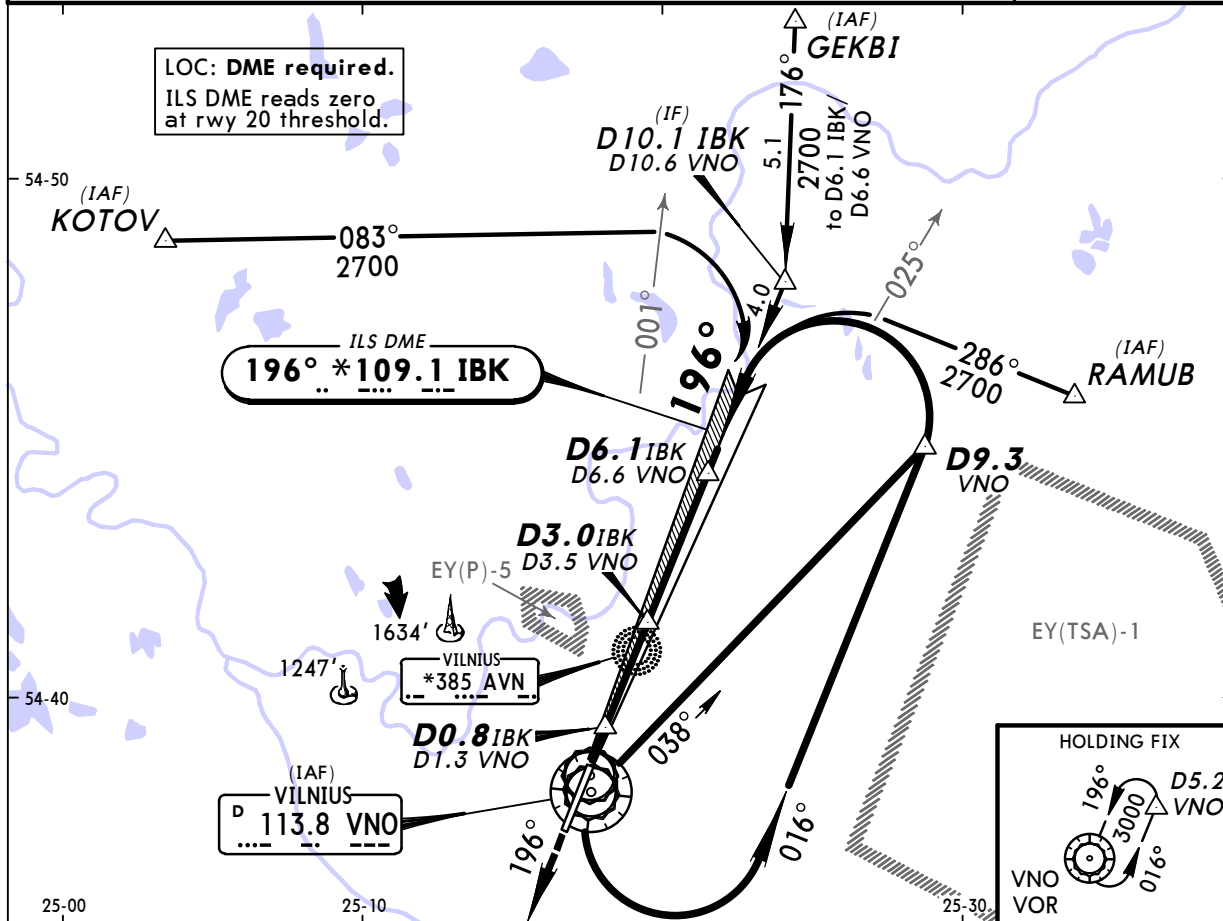
EYVI/VNO
VILNIUS INTL

26 MAR 10 **(11-2)** **Eff 8 Apr**

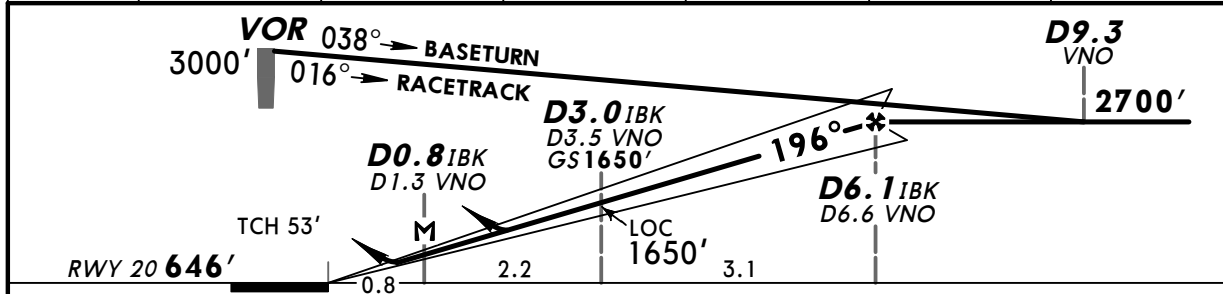
VILNIUS, LITHUANIA
ILS or LOC Rwy 20

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7			VILNIUS Tower 118.2
LOC IBK *109.1	Final Apch Crs 196°	GS D3.0 IBK 1650' (1004')	ILS DA(H) 876' (230')	Apt Elev 646'	2700'
RWY 646'					
MISSED APCH: Climb on track 196° to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb on track 196° to reach 2700' at D9.0 VNO, then turn RIGHT to VOR climbing to 4000'.					MSA VNO VOR
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: By ATC		



LOC (GS out)	IBK DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1330'	1650'	1970'	2290'	2610'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI PAPI 3000' on 196°
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861	
MAP at D0.8 IBK/D1.3 VNO							

PANS OPS	STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND		Max Kts	Not authorized NW of runway in sector 270° to 360°	
	ILS			LOC (GS out)			MDA(H)	VIS
	DA(H) 876' (230')			DA(H) 1020' (374')				
	FULL	Limited	ALS out	ALS out				
A					100	1310' (664')	1500m	
B				RVR 1000m	RVR 1500m	135	1310' (664')	1600m
C	RVR 600m	RVR 750m	RVR 1200m		RVR 1800m	180	2020' (1374')	2400m
D				RVR 1400m	RVR 2000m	205	2020' (1374')	3600m

CHANGES: Procedure. Minimums.

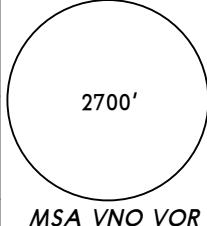
FOR SIMULATION USE ONLY

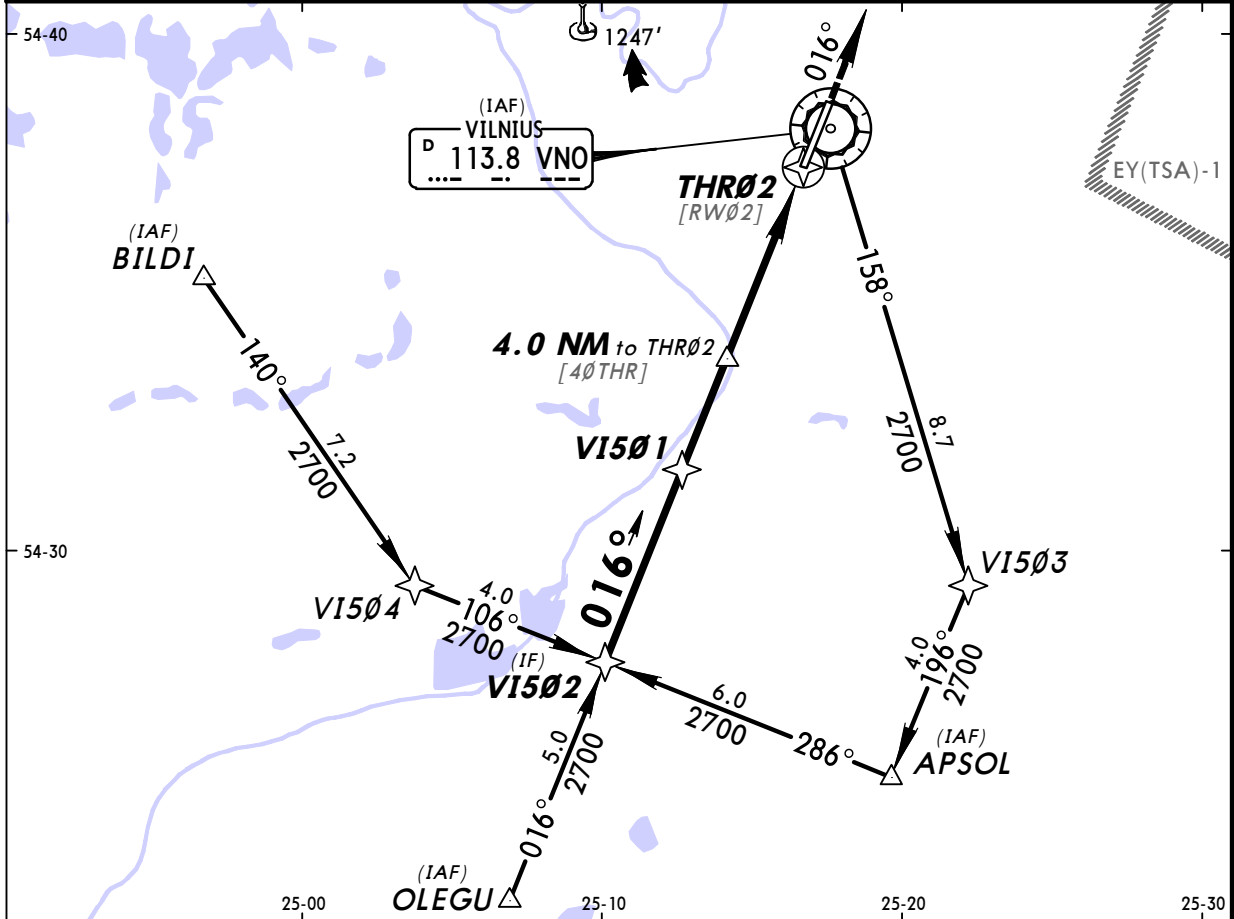
EYVI/VNO
VILNIUS INTL

26 MAR 10
Eff 8 Apr (12-1)

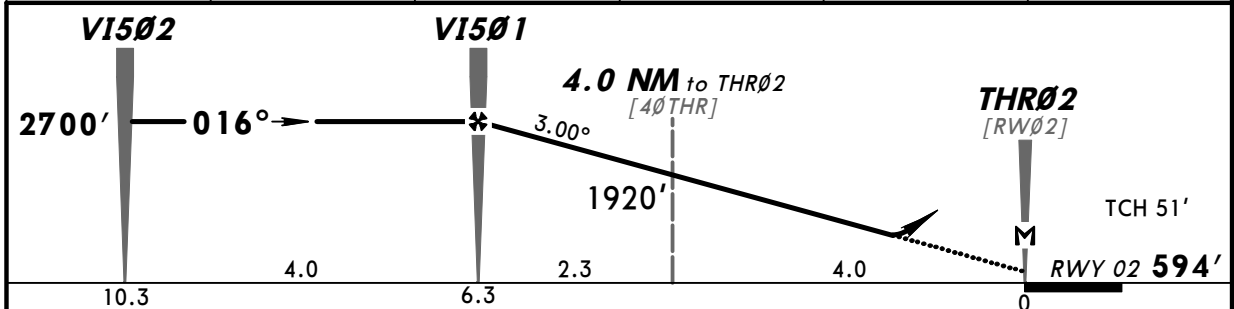
VILNIUS, LITHUANIA
RNAV (GPS/FMS) Rwy 02


BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
RNAV	Final Apch Crs 016°	Minimum Alt VI501 2700' (2106')	DA(H) 1070' (476')	Apt Elev 646'	RWY 594'
MISSED APCH: Climb on track 016° to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb on track 016° to reach 2700' at D9.0, then turn LEFT to VOR climbing to 4000'.					 2700' MSA VNO VOR
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC		



DIST to THR02	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2560'	2240'	1920'	1600'	1280'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI  3000' on 016°	
Descent angle	3.00°	372	478	531	637	743		849
MAP at THR02								

Standard		STRAIGHT-IN LANDING RWY 02	
DA(H) 1070' (476')		ALS out	
A	RVR 1500m		
B	RVR 1500m		
C	RVR 1500m		CMV 2200m
D	RVR 1500m		CMV 2200m

PANS OPS

CHANGES: New procedure.

FOR SIMULATION USE ONLY

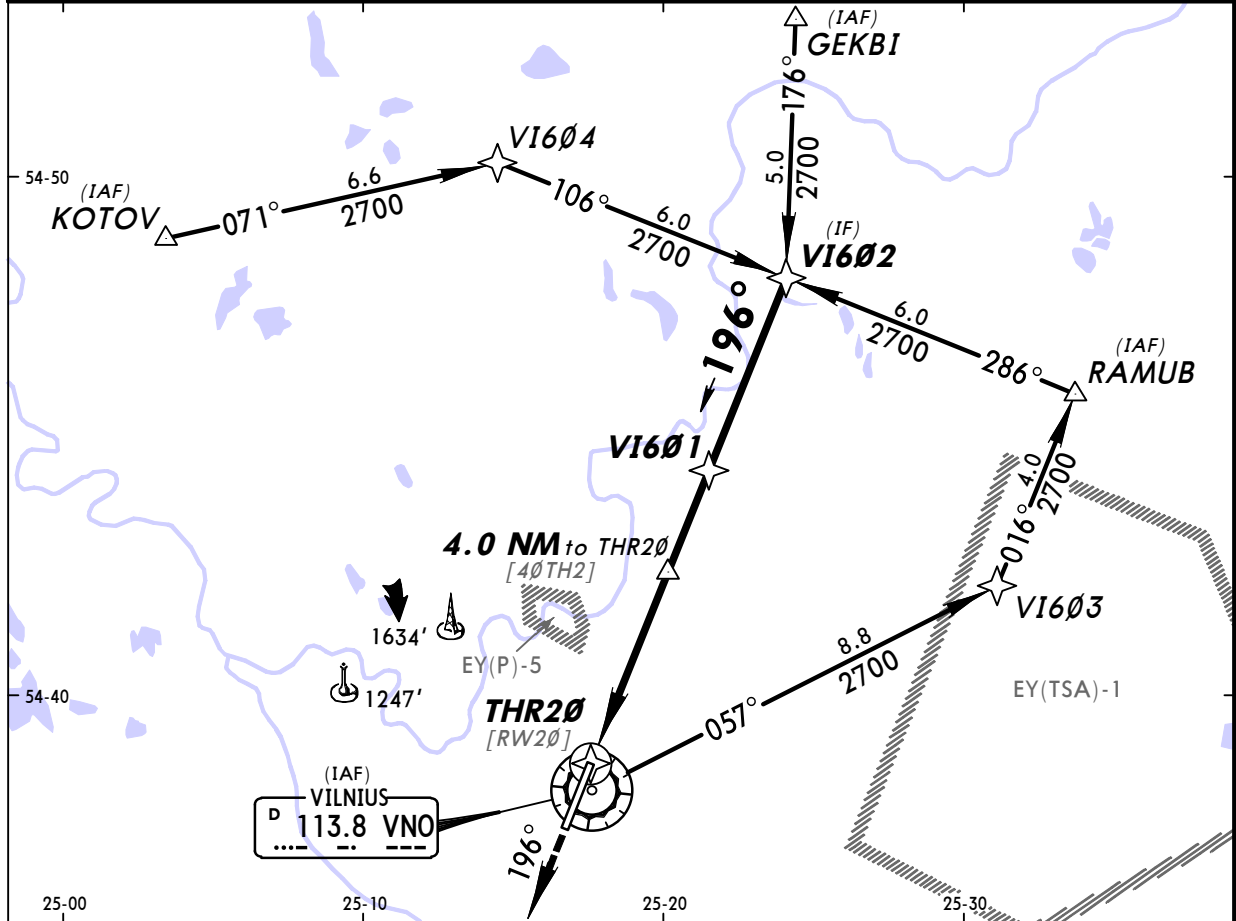
EYVI/VNO
VILNIUS INTL

26 MAR 10
Eff 8 Apr (12-2)

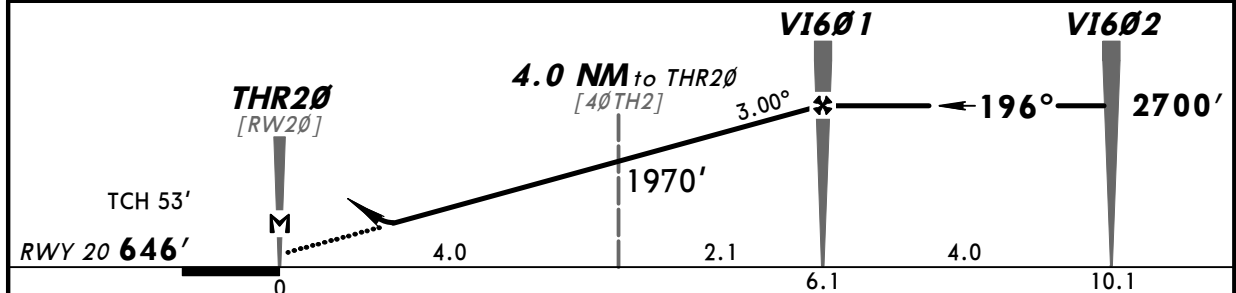
VILNIUS, LITHUANIA
RNAV (GPS/FMS) Rwy 20

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
RNAV	Final Apch Crs 196°	Minimum Alt VI1601 2700' (2054')	DA(H) 1080' (434')	Apt Elev 646'	2700'
RWY 646'					
MISSED APCH: Climb on track 196° to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb on track 196° to reach 2700' at D9.0, then turn RIGHT to VOR climbing to 4000'.					MSA VNO VOR
Alt Set: hPa		Rwy Elev: 23 hPa	Trans alt: 5000'		



DIST to THR20	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1330'	1650'	1970'	2290'	2610'



Standard		STRAIGHT-IN LANDING RWY 20	
DA(H) 1080' (434')			
ALS out		RVR 1500m	
RVR 1300m		RVR 2000m	

PANS OPS

Standard		STRAIGHT-IN LANDING RWY 20	
DA(H) 1080' (434')			
ALS out		RVR 1500m	
RVR 1300m		RVR 2000m	

CHANGES: New procedure.

FOR SIMULATION USE ONLY

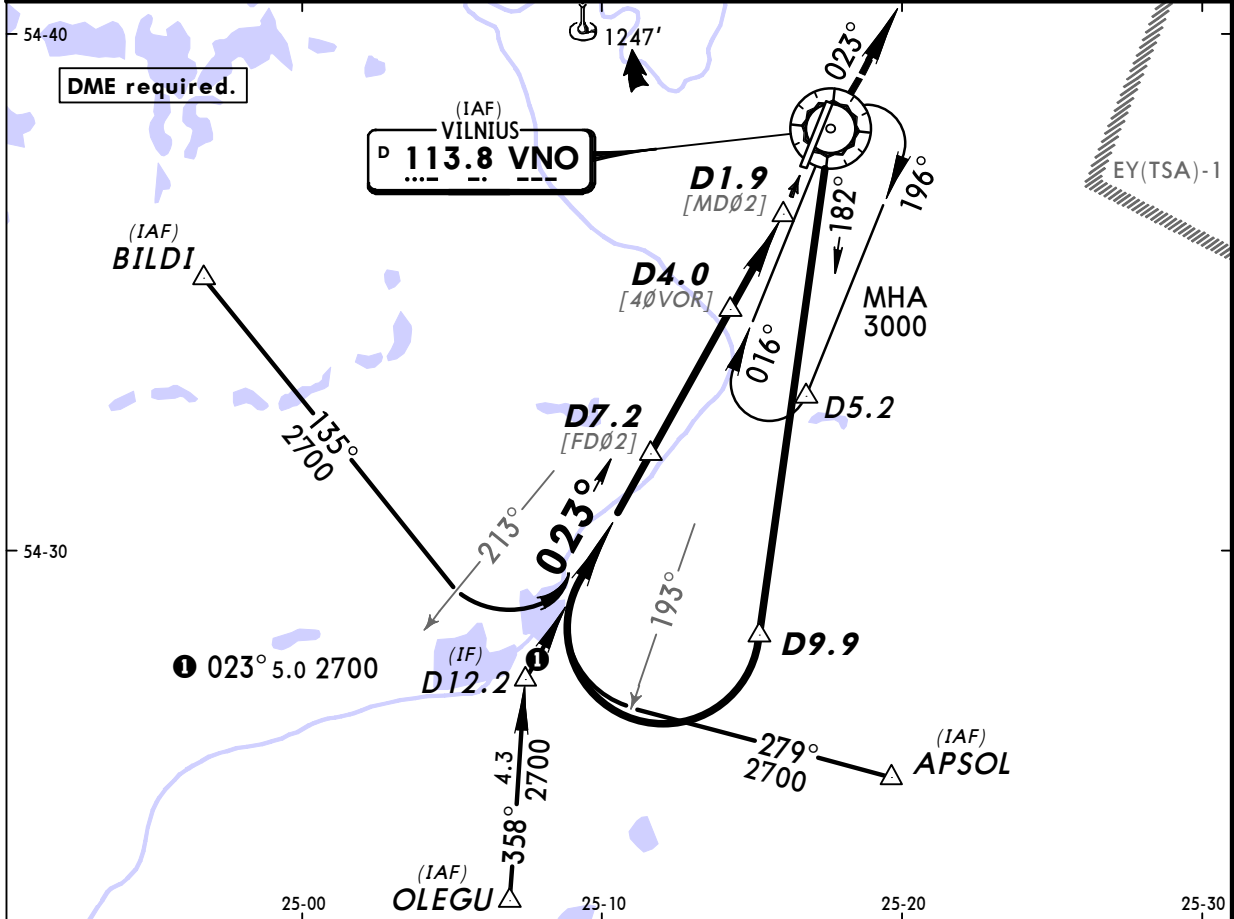
EYVI/VNO
VILNIUS INTL

26 MAR 10 (13-1) Eff 8 Apr

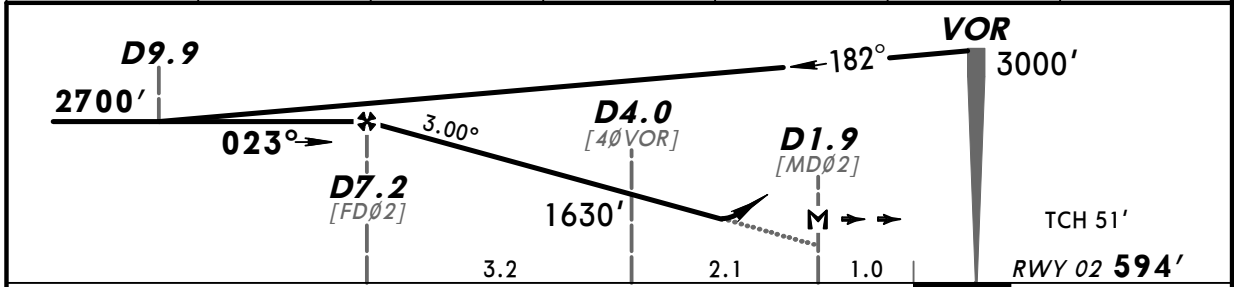
VILNIUS, LITHUANIA
VOR Rwy 02

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7			VILNIUS Tower 118.2
VOR VNO 113.8	Final Apch Crs 023°	Minimum Alt D7.2 2700' (2106')	DA(H) Refer to Minimums	Apt Elev 646' RWY 594'	2700'
MISSED APCH: Climb via VOR on R-023 to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb via VOR on R-023 to reach 2700' at D9.0, then turn LEFT to VOR climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC		Trans alt: 5000'
					MSA VNO VOR



VNO DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2590'	2270'	1950'	1630'	1310'	990'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' VNO ↑ via 113.8 on 113.8 R-023
Descent angle	3.00°	372	478	531	637	849	
MAP at D1.9							

Standard		STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND Not authorized NW of runway in sector 270° to 360°	
DA(H) ABC: 1020' (426')		D: 1030' (436')		Max Kts	
ALS out		ALS out		100	1310' (664')
A	RVR 1300m	RVR 1500m		135	1310' (664')
B		RVR 2000m		180	2020' (1374')
C	RVR 1400m	RVR 2000m		205	2020' (1374')
D		RVR 2000m		205	3600m

PANS OPS

CHANGES: Procedure. Minimums.

FOR SIMULATION USE ONLY

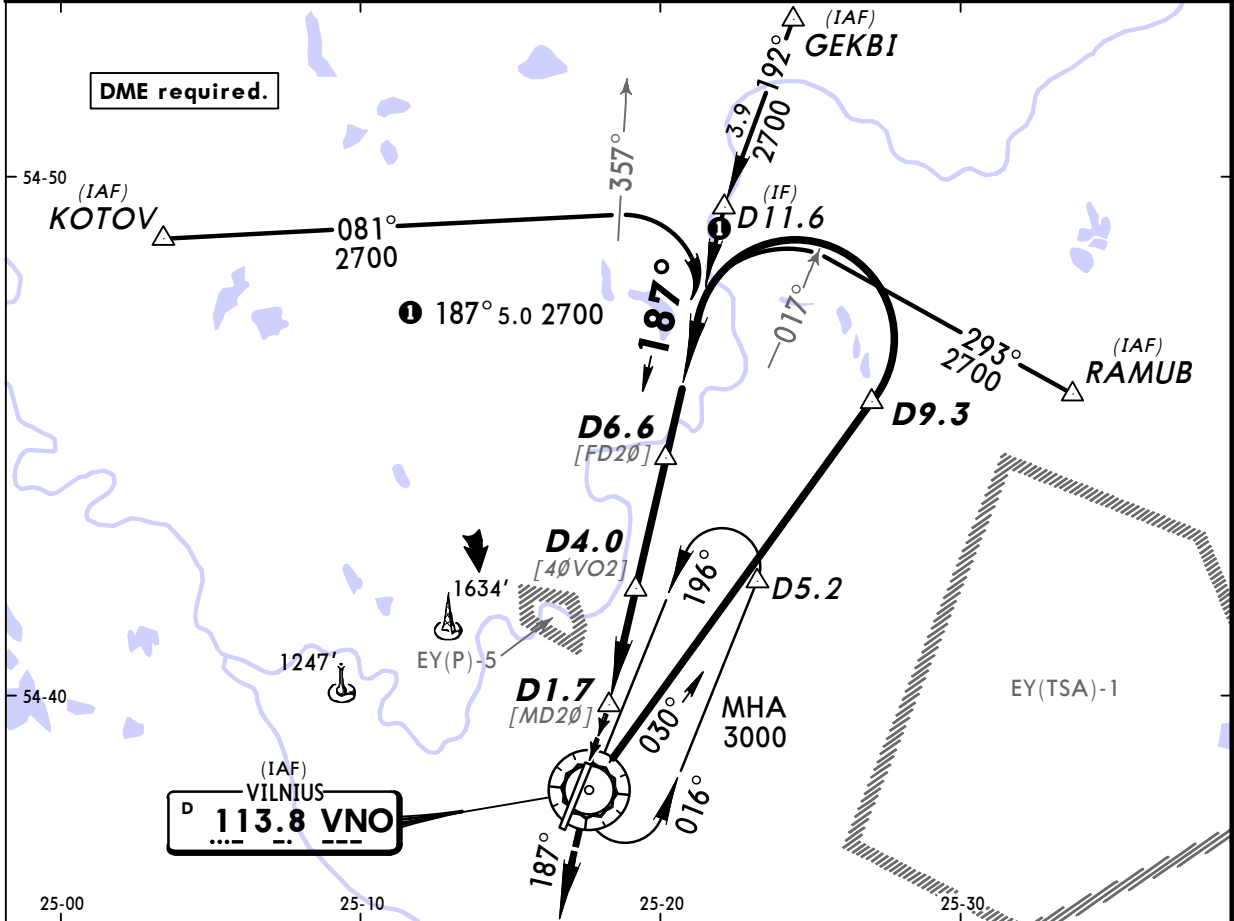
EYVI/VNO
VILNIUS INTL

26 MAR 10 (13-2) Eff 8 Apr

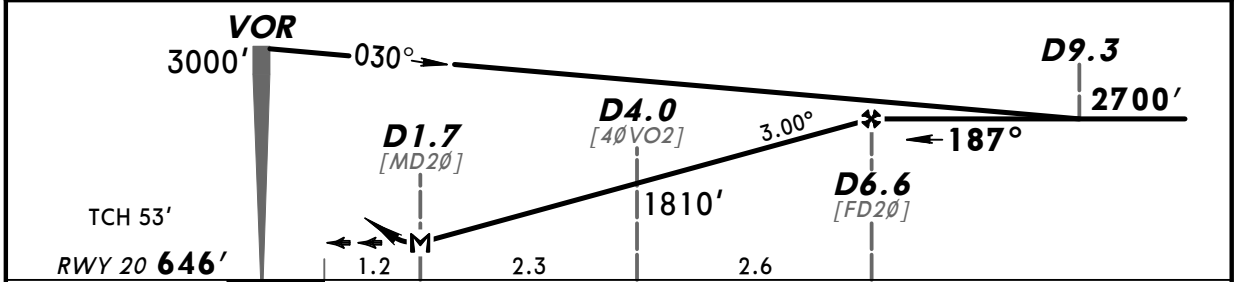
VILNIUS, LITHUANIA
VOR Rwy 20

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
VOR VNO 113.8	Final Apch Crs 187°	Minimum Alt D6.6 2700' (2054')	DA(H) Refer to Minimums	Apt Elev 646'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2700'</p>
<p>MISSED APCH: Climb via VOR on R-187 to 3000'. Radar vectors provided.</p> <p>MISSED APCH WITH COMM FAILURE: Climb via VOR on R-187 to reach 2700' at D9.0, then turn RIGHT to VOR climbing to 4000'.</p>					
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 5000'					
					MSA VNO VOR



VNO DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1170'	1490'	1810'	2130'	2450'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI	3000' ↑ via VNO 113.8 on R-187	VNO 113.8 R-187
Descent angle	3.00°	372	478	531	637	849			
MAP at D1.7									

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND		
			DA(H) A: 1020' (374') C: 1060' (414') B: 1030' (384') D: 1080' (434')		Not authorized NW of runway in sector 270° to 360°		
			ALS out		Max Kts		
	A	RVR 1000m			100	1310' (664')	1500m
	B	RVR 1100m			135	1310' (664')	1600m
C	RVR 1200m			180	2020' (1374')	2400m	
D	RVR 1400m			205	2020' (1374')	3600m	

CHANGES: Procedure. Minimums.

FOR SIMULATION USE ONLY

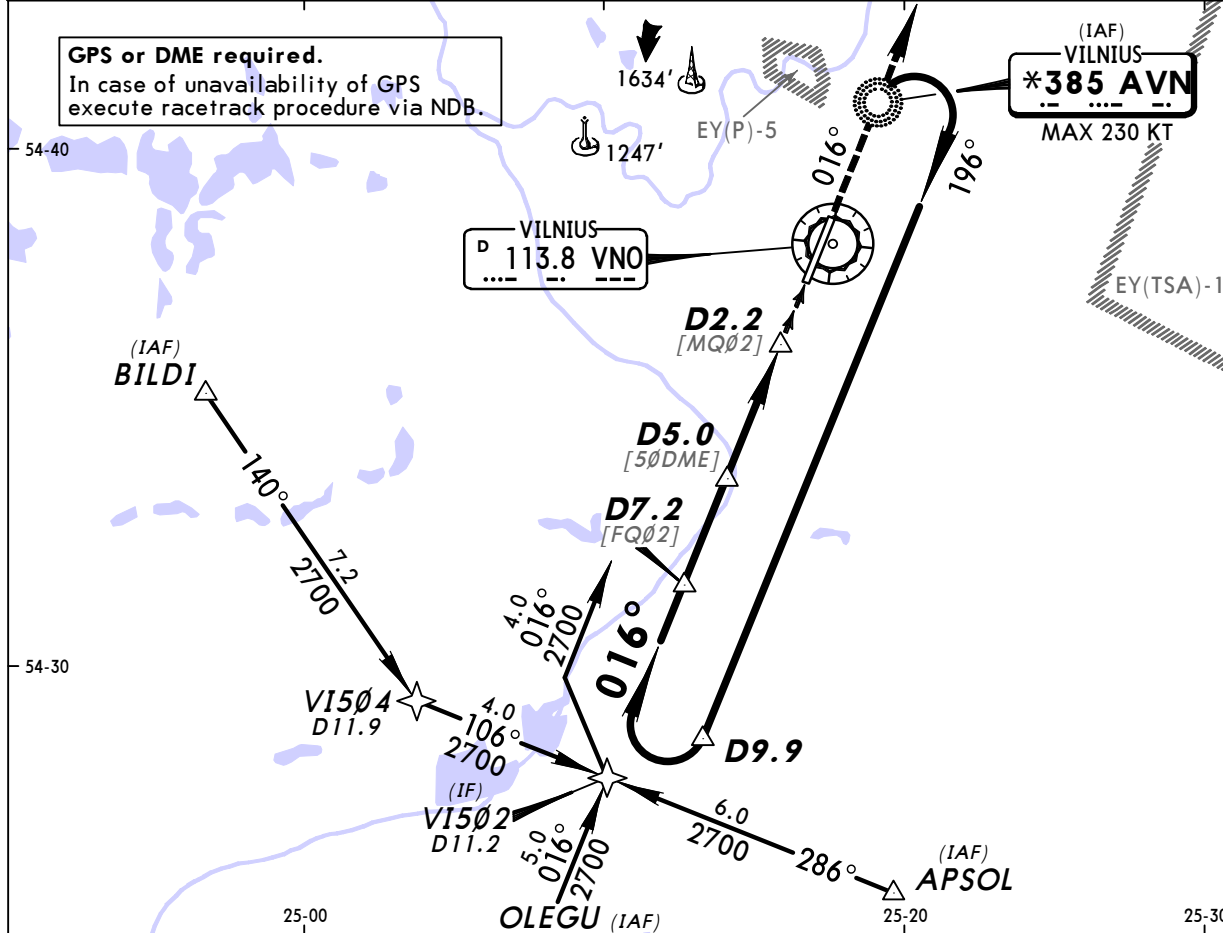
EYVI/VNO
VILNIUS INTL

26 MAR 10 **16-1** Eff 8 Apr

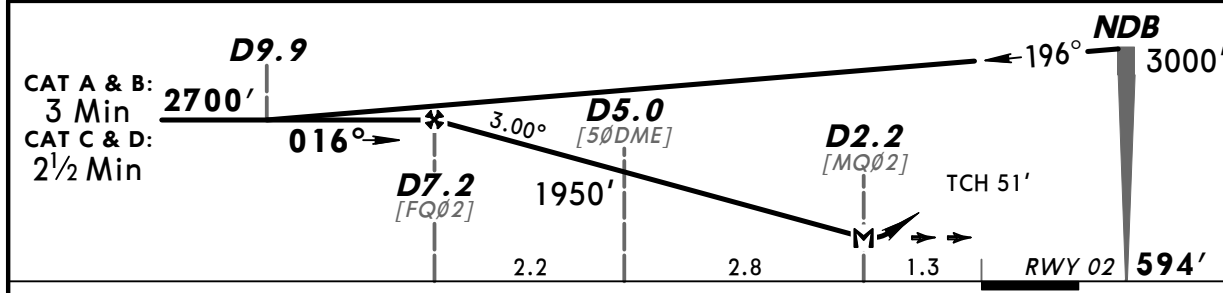
VILNIUS, LITHUANIA
NDB Rwy 02

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
NDB AVN *385	Final Apch Crs 016°	Minimum Alt D7.2 2700' (2106')	DA(H) 1070' (476')	Apt Elev 646'	2700'
MISSED APCH: Climb on 016° via NDB to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb on 016° via NDB to reach 2700' at D9.0, then turn LEFT to NDB climbing to 4000'.				RWY 594'	
Alt Set: hPa		Rwy Elev: 22 hPa		Trans level: By ATC	
				Trans alt: 5000'	
					MSA AVN NDB



VNO DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2590'	2270'	1950'	1630'	1310'	990'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' on 016° via AVN 385
Descent angle	3.00°	372	478	531	637	743	
MAP at D2.2							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND		
	DA(H) 1070' (476')			Not authorized NW of rwy in sector 270° to 360°		
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	1310' (664')	1500m
	B		RVR 1500m	135	1310' (664')	1600m
C	RVR 1600m	CMV 2200m	180	2020' (1374')	2400m	
D			205	2020' (1374')	3600m	

CHANGES: Procedure. Minimums.

FOR SIMULATION USE ONLY

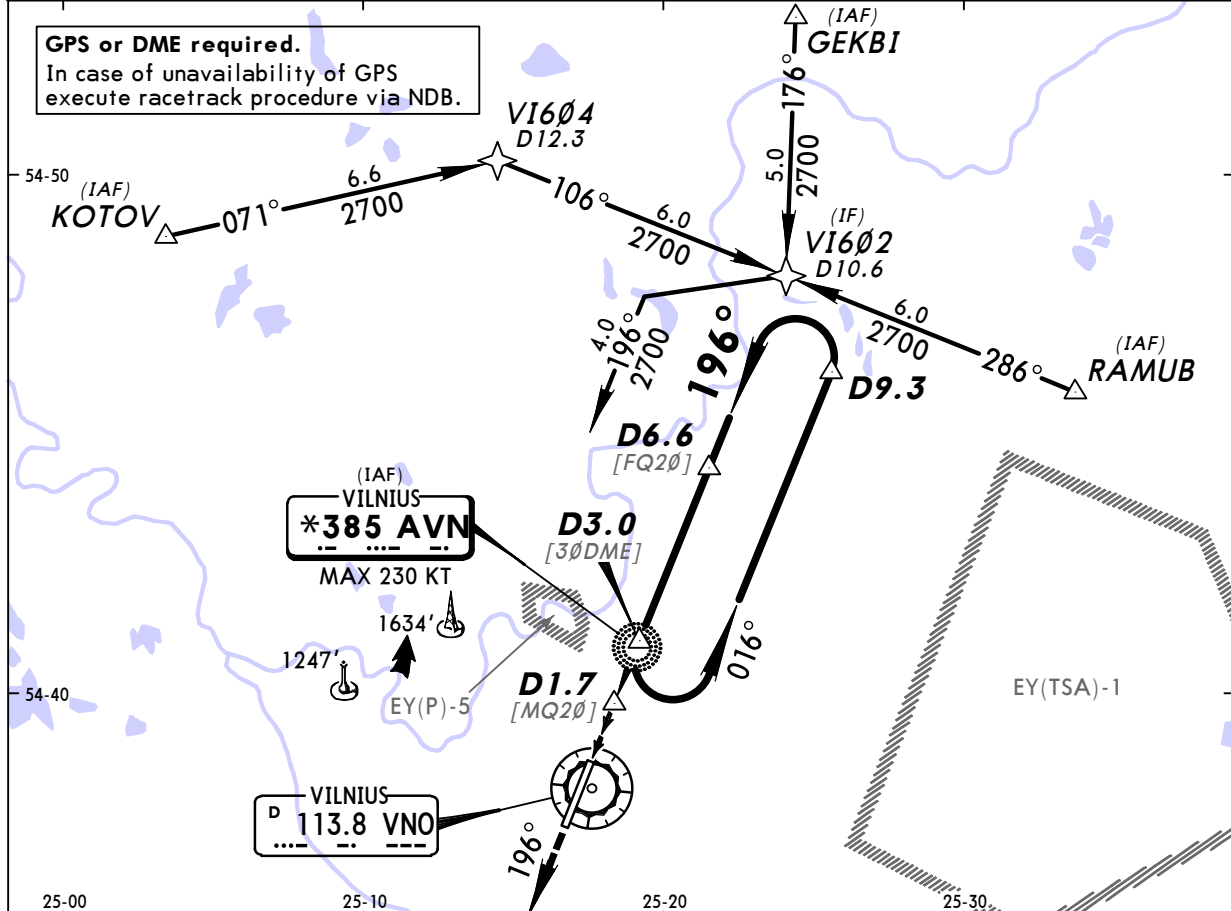
EYVI/VNO
VILNIUS INTL

26 MAR 10 (16-2) Eff 8 Apr

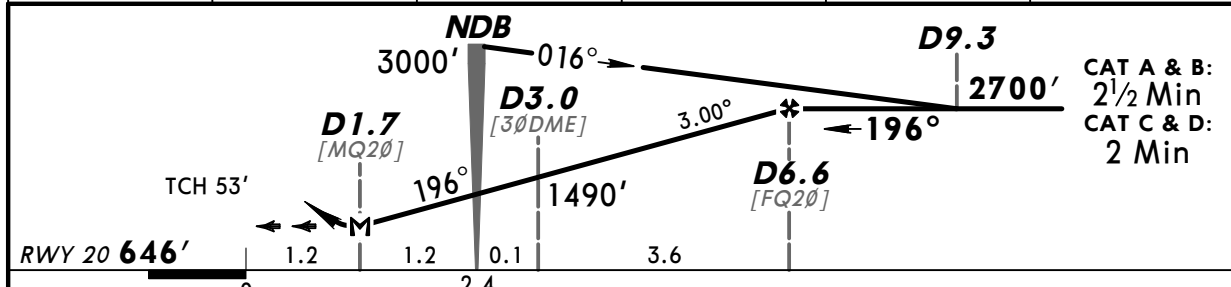
VILNIUS, LITHUANIA
NDB Rwy 20

BRIEFING STRIP™

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
NDB AVN *385	Final Apch Crs 196°	Minimum Alt D6.6 2700' (2054')	DA(H) 1080' (434')	Apt Elev 646'	2700'
MISSED APCH: Climb on track 196° to 3000'. Radar vectors provided. MISSED APCH WITH COMM FAILURE: Climb on track 196° to reach 2700' at D9.0, then turn RIGHT to NDB climbing to 4000'.					
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 5000'				MSA AVN NDB	



VNO DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1170'	1490'	1810'	2130'	2450'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' on 196°
Descent angle 3.00°	372	478	531	637	743	849	
MAP at D1.7							

Standard		STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
		DA(H) 1080' (434')		Not authorized NW of rwy in sector 270° to 360°	
		ALS out		Max Kts	
A	RVR 1300m	RVR 1500m		100	1310' (664') 1500m
B				135	1310' (664') 1600m
C	RVR 1400m	RVR 2000m		180	2020' (1374') 2400m
D				205	2020' (1374') 3600m

PANS OPS

CHANGES: Procedure. Minimums.