

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport EYVI

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**

Notebook Info

EYVI/VNO
VILNIUS INTL**JEPPESSEN**
26 MAR 10 **10-2**

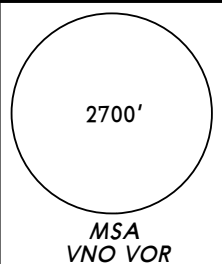
Eff 8 Apr

VILNIUS, LITHUANIA**STAR**ATIS
125.8Apt Elev
646'

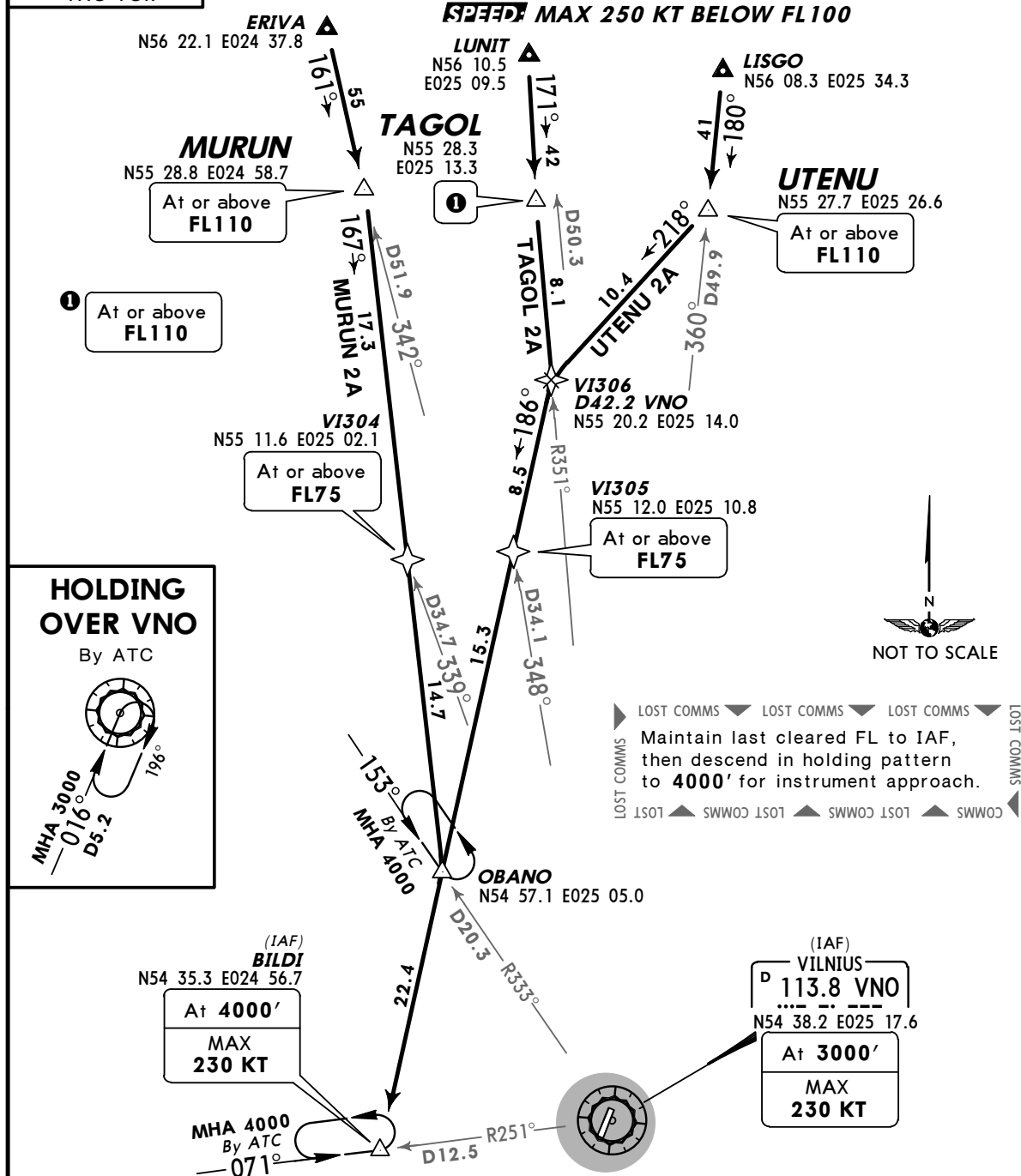
Alt Set: hPa

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.



MURUN TWO ALFA (MURUN 2A) [MURU2A]
TAGOL TWO ALFA (TAGOL 2A) [TAGO2A]
UTENU TWO ALFA (UTENU 2A) [UTEN2A]
RWY 02 ARRIVALS
 FROM NORTH
 RNAV (GPS/FMS, VOR/DME)
 RNP 1 (D30 VNO)

SPEED MAX 250 KT BELOW FL100

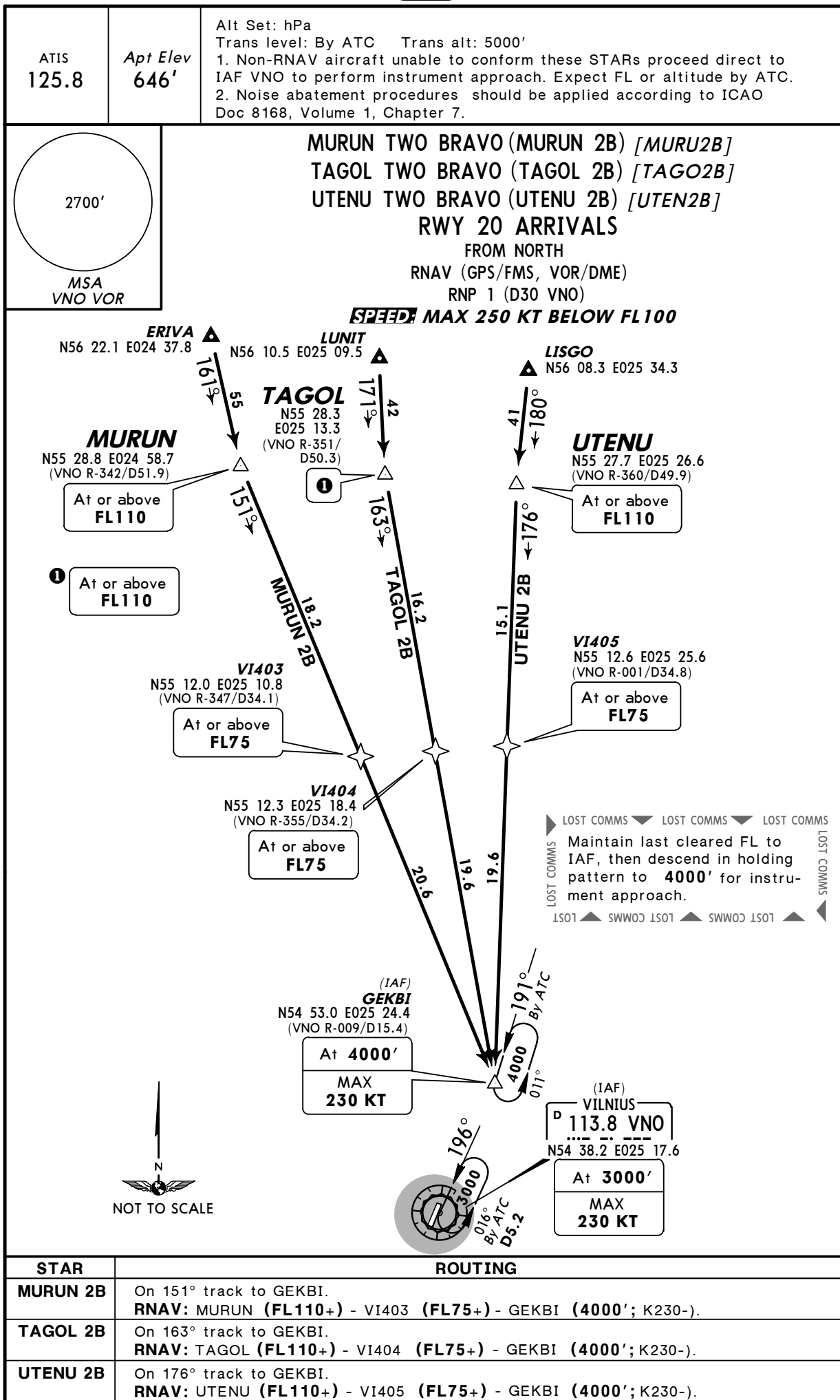
STAR	ROUTING
MURUN 2A	On 167° track to OBANO, turn RIGHT, 186° track to BILDI. RNAV: MURUN (FL110+) - VI304 (FL75+) - OBANO - BILDI (4000'; K230-).
TAGOL 2A	On 171° track to D42.2 VNO, turn RIGHT, 186° track to BILDI. RNAV: TAGOL (FL110+) - VI306 - VI305 (FL75+) - OBANO - BILDI (4000'; K230-).
UTENU 2A	On 218° track to D42.2 VNO, turn LEFT, 186° track to BILDI. RNAV: UTENU (FL110+) - VI306 - VI305 (FL75+) - OBANO - BILDI (4000'; K230-).

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(10-2A)** Eff 8 Apr

VILNIUS, LITHUANIA

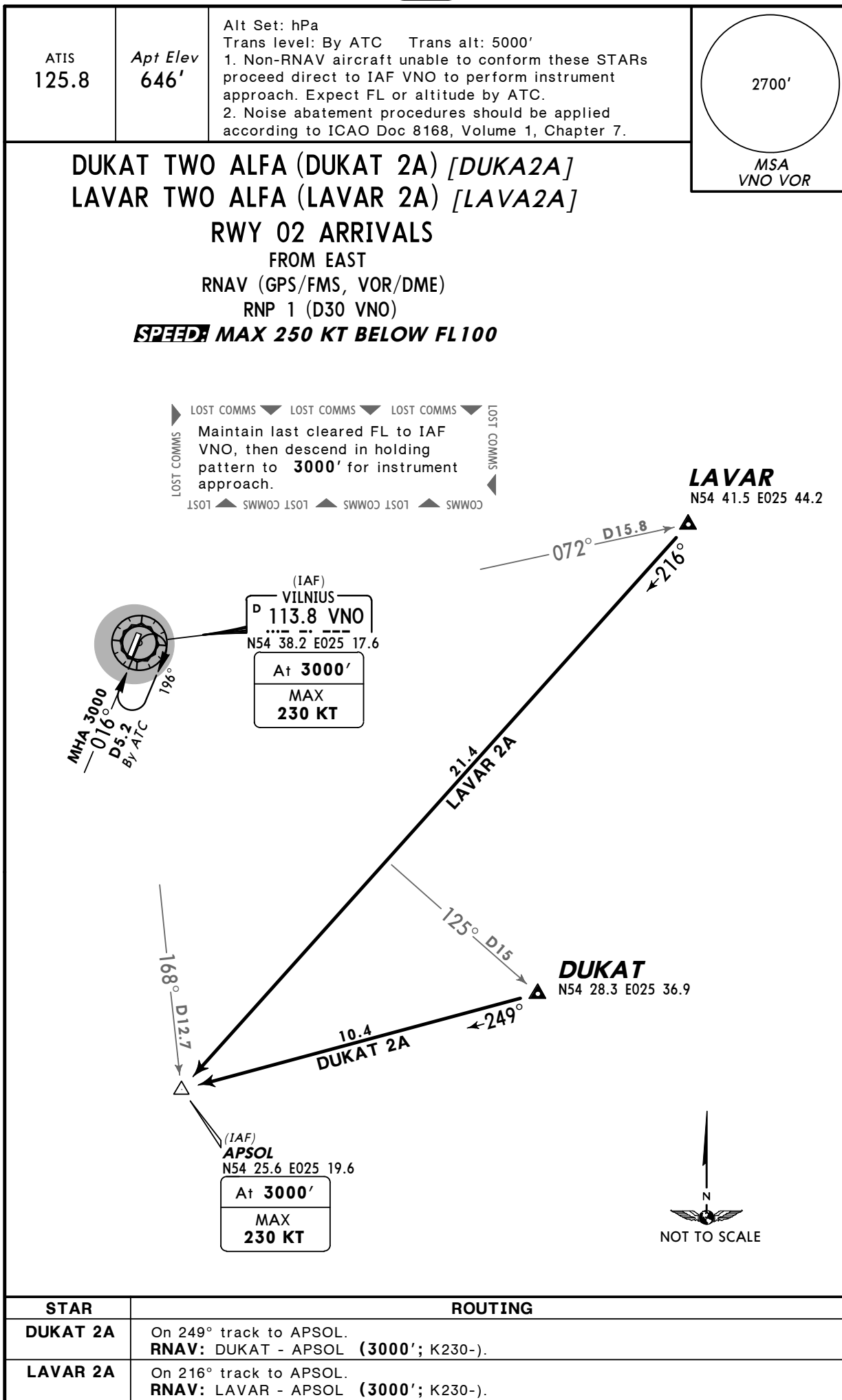
STAR



EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(10-2B)** **Eff 8 Apr**

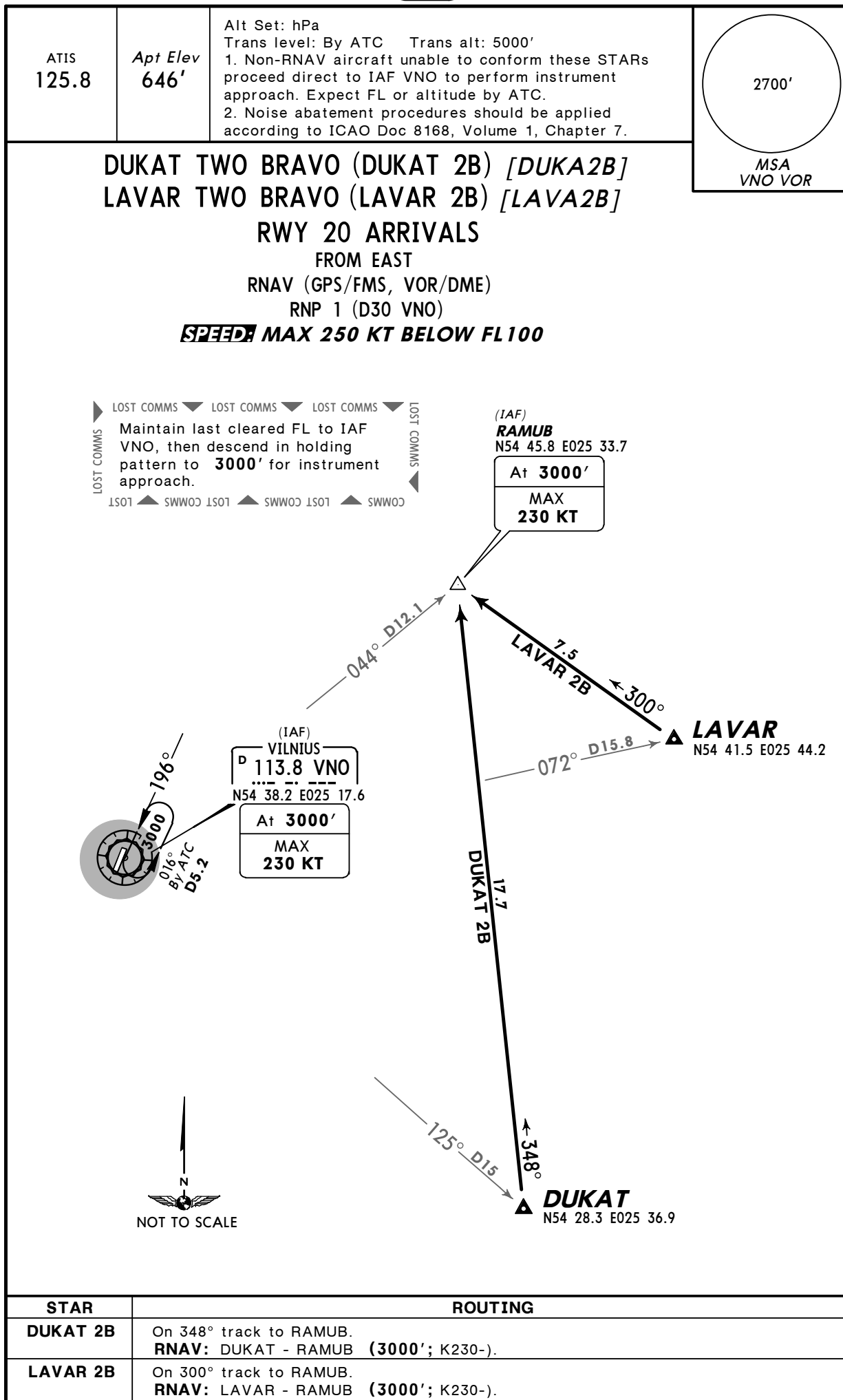
VILNIUS, LITHUANIA
STAR



EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(10-2C)** **Eff 8 Apr**

VILNIUS, LITHUANIA
STAR



EYVI/VNO
VILNIUS INTL

JEPPESEN
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 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.

**DIMTA TWO ALFA (DIMTA 2A) [DIMIT2A]
IRKAL TWO ALFA (IRKAL 2A) [IRKA2A]
NEDAM TWO ALFA (NEDAM 2A) [NEDA2A]**

RWY 02 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
By ATC
-071°

IRKAL
N54 29.0 E024 13.2
At or above FL110

BOKSU
N54 18.5 E023 03.6

DIMTA
N54 17.0 E024 20.1
At or above FL110

VABER
N54 11.7 E023 24.4

(IAF) BILDI
N54 35.3 E024 56.7
At 4000'
MAX 230 KT

(IAF) OLEGU
N54 23.2 E025 06.9
At 4000'
MAX 230 KT

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

SPECIAL GLIDER ZONE PALUKNYS

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.

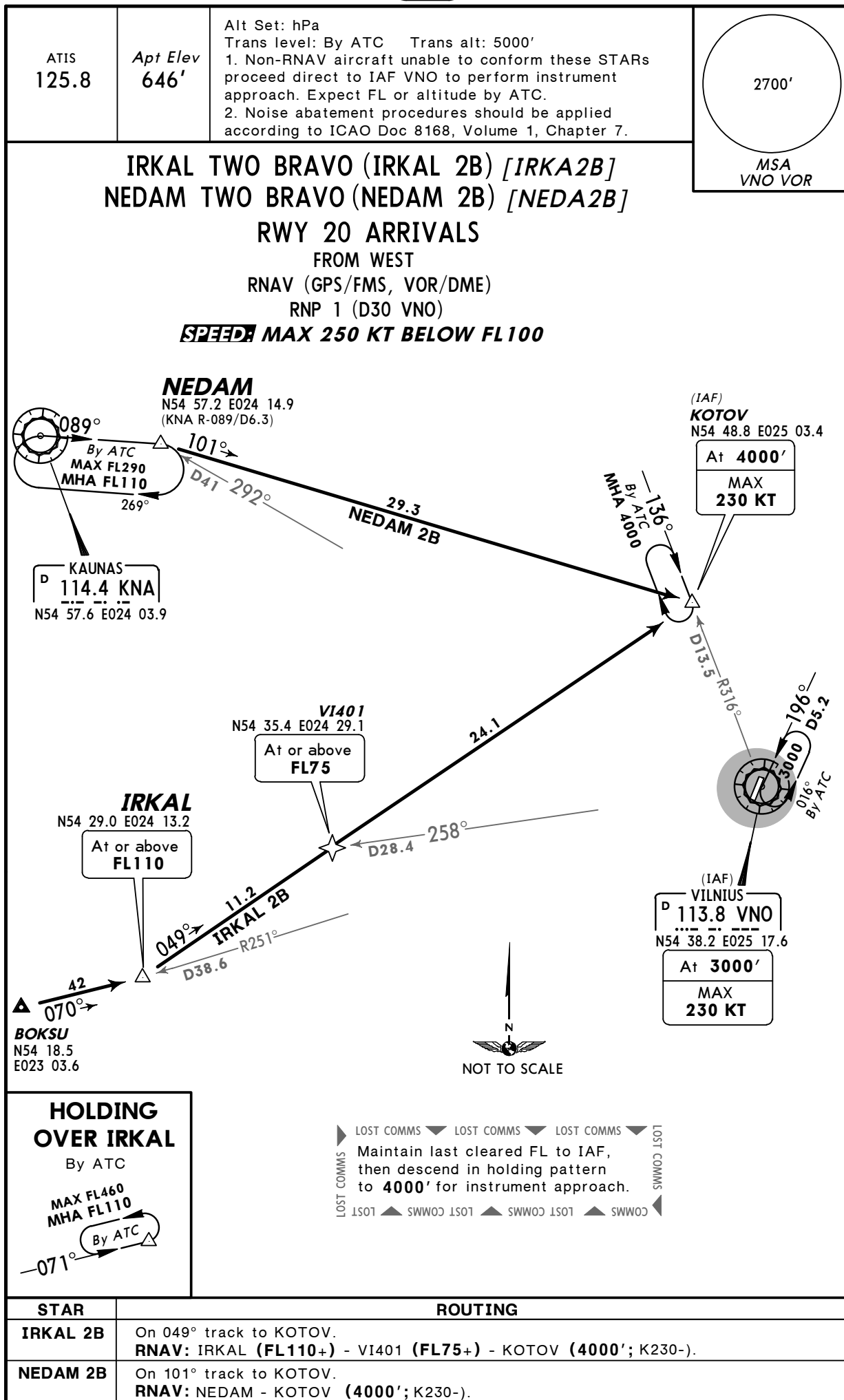
© JEPPESEN, 2004, 2010. ALL RIGHTS RESERVED.

EYVI/VNO
VILNIUS INTL

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

VILNIUS, LITHUANIA

STAR



EYVI/VNO
VILNIUS INTL

JEPPESSEN
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.	2700' <i>MSA</i> VNO VOR
----------------------	-------------------------	---	--

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

BERIL
N56 21.8 E023 25.6

IKAMU
N55 20.7 E024 38.2
(VNO R-326/D48.3)

At or above
FL110

VI303
N55 11.1 E024 49.2
(VNO R-328/D36.8)

At or above
FL75

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

OBANO
N54 57.1 E025 05.0

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

(IAF)
BILD I
N54 35.3 E024 56.7

At **4000'**
MAX
230 KT

MHA 4000
By ATC
— 071°

HOLDING OVER VNO
By ATC

 MHA 3000 — 016° D5.2 196°

ROUTING

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

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(10-2G)** **Eff 8 Apr**

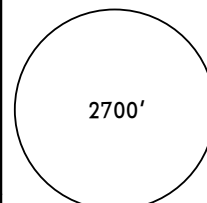
VILNIUS, LITHUANIA

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.



MSA
VNO VOR

IKAMU TWO BRAVO
(IKAMU 2B) [IKAM2B]

RWY 20 ARRIVAL

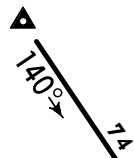
FROM NORTHWEST

RNAV (GPS/FMS, VOR/DME)

RNP 1 (D30 VNO)

~~SPEED~~ MAX 250 KT BELOW FL100

BERIL
N56 21.8 E023 25.6



IKAMU
N55 20.7 E024 38.2
(VNO R-326/D48.3)

At or above
FL110

VI402
N55 10.9 E024 46.0
(VNO R-325/D37.6)

At or above
FL75

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

(IAF)
KOTOV
N54 48.8 E025 03.4

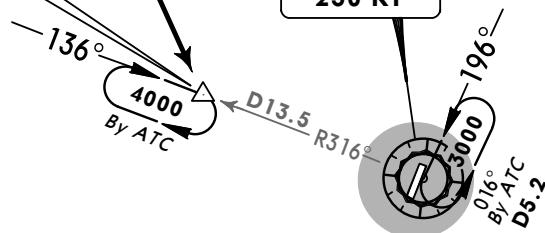
At **4000'**
MAX
230 KT

(IAF)
VILNIUS
D **113.8 VNO**
N54 38.2 E025 17.6

At **3000'**
MAX
230 KT



NOT TO SCALE



ROUTING

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

EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10 **10-3** **Eff 8 Apr**

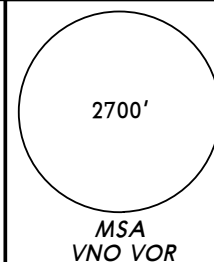
VILNIUS, LITHUANIA
SID

VILNIUS Approach (R)
120.7

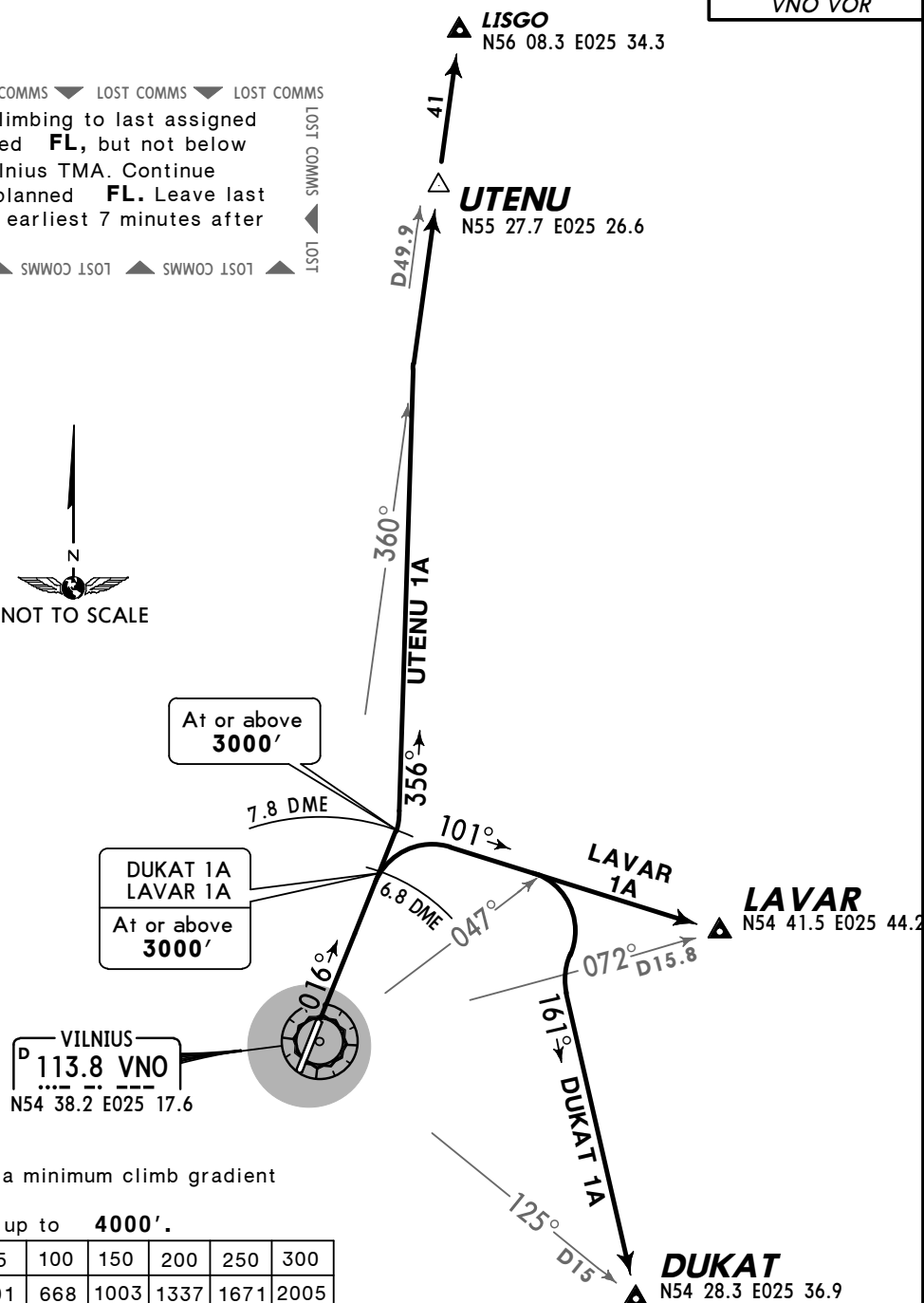
Apt Elev
646'

Trans level: By ATC Trans alt: 5000'
1. Contact VILNIUS 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 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.

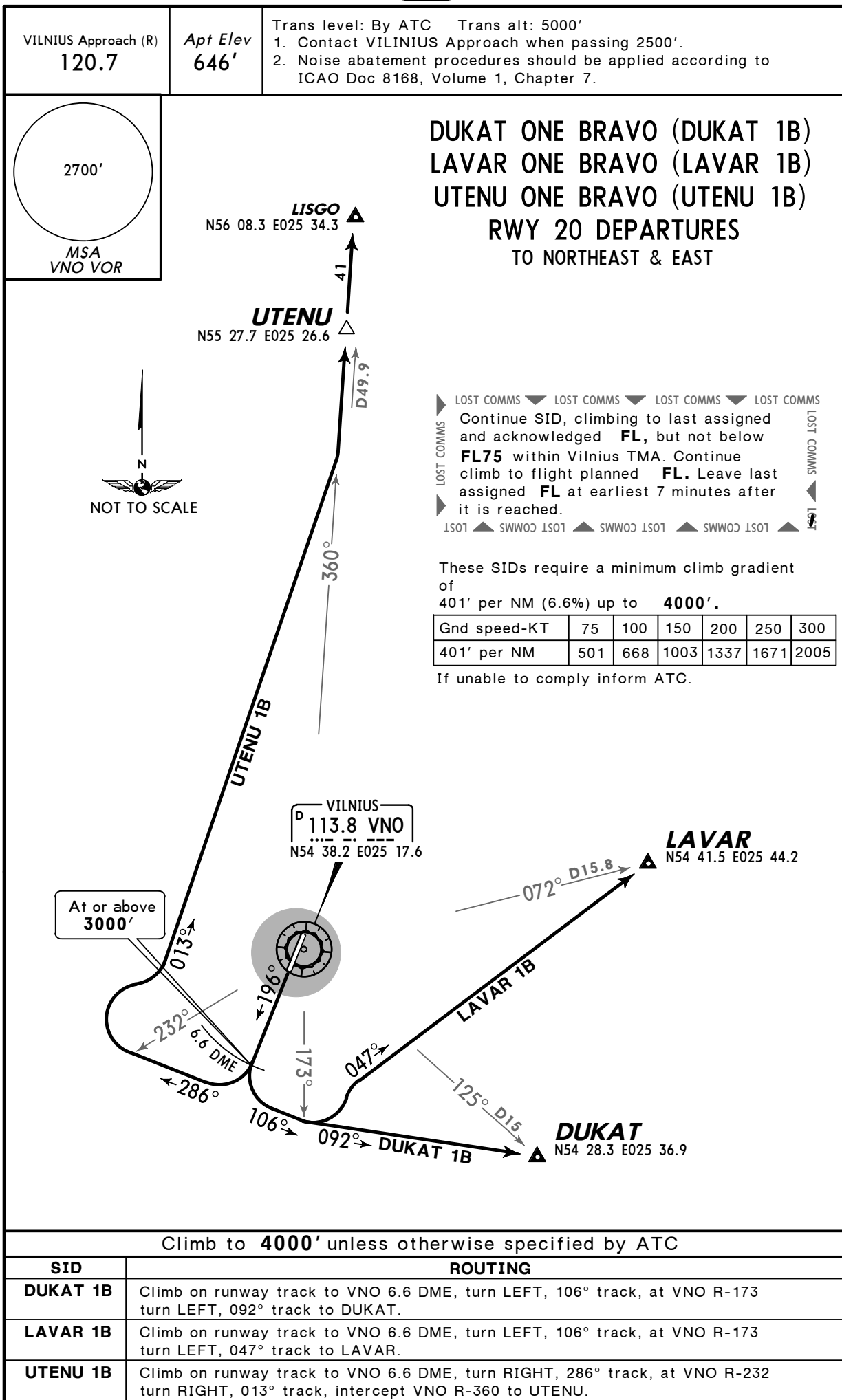
Climb to **4000'** unless otherwise specified by ATC

SID	ROUTING
DUKAT 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.

EYVI/VNO
VILNIUS INTL

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

VILNIUS, LITHUANIA
SID



EYVI/VNO
VILNIUS INTL

JEPPESEN
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.

2700'

MSA
VNO VOR

BERIL
N56 21.8 E023 25.6

1A

IKAMU
N55 20.7 E024 38.2
(VNO R-326/D48.3)

IKAMU 1A

IKAMU 1G

NEDAM
N54 57.2 E024 14.9
(VNO R-292/D41)

NEDAM 1A

VABER
N54 11.7 E023 24.4

33

UPASI
N54 23.2 E024 16.6
(VNO R-241/D38.6)

IKAMU ONE ALFA (IKAMU 1A)
IKAMU ONE GOLF (IKAMU 1G)
NEDAM ONE ALFA (NEDAM 1A)
UPASI ONE ALFA (UPASI 1A)
RWY 02 DEPARTURES
TO WEST

N

NOT TO SCALE

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.

VILNIUS
113.8 VNO
N54 38.2 E025 17.6

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.

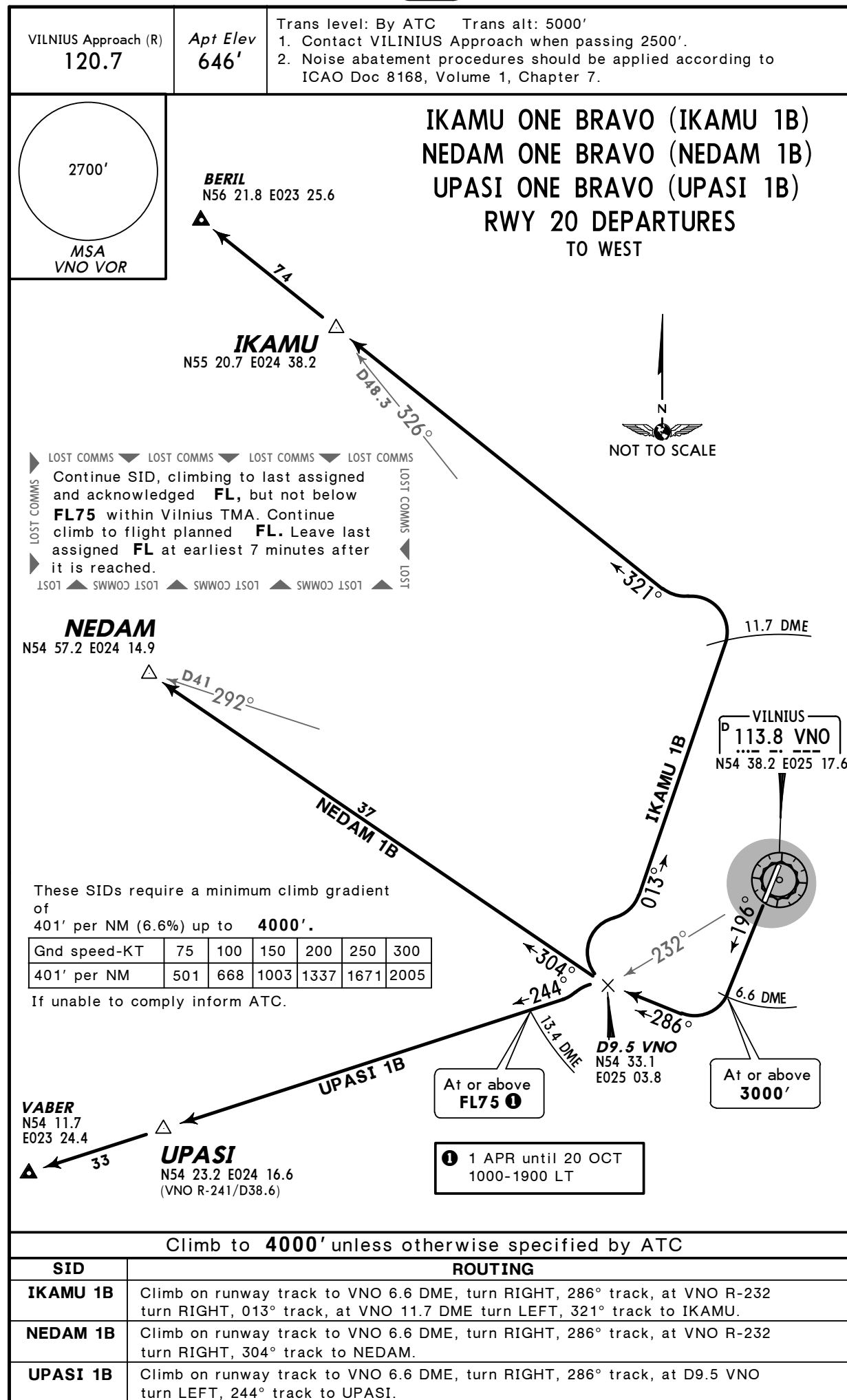
Climb to 4000' unless otherwise specified by ATC

SID	ROUTING
IKAMU 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.

EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10 **(10-3C)** **Eff 8 Apr**

VILNIUS, LITHUANIA
SID



EYVI/VNO
VILNIUS INTL

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

VILNIUS, LITHUANIA

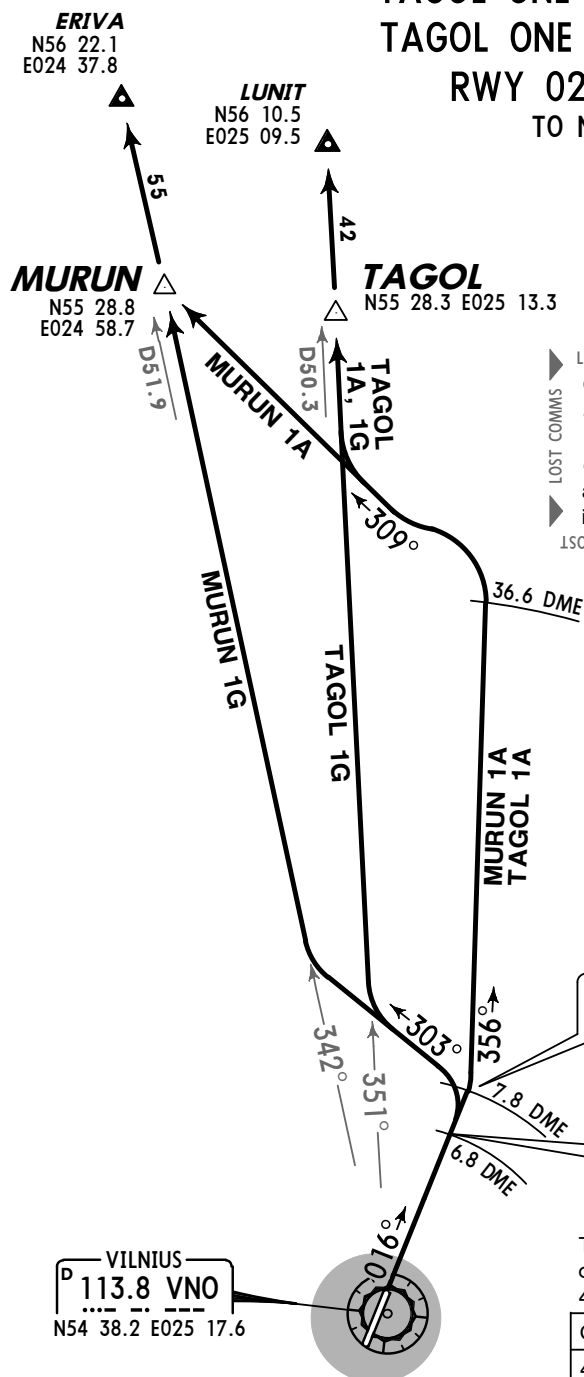
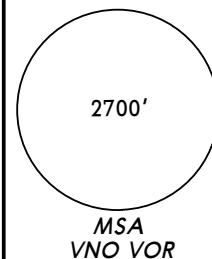
SID

VILNIUS Approach (R)
120.7Apt 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)
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.

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.



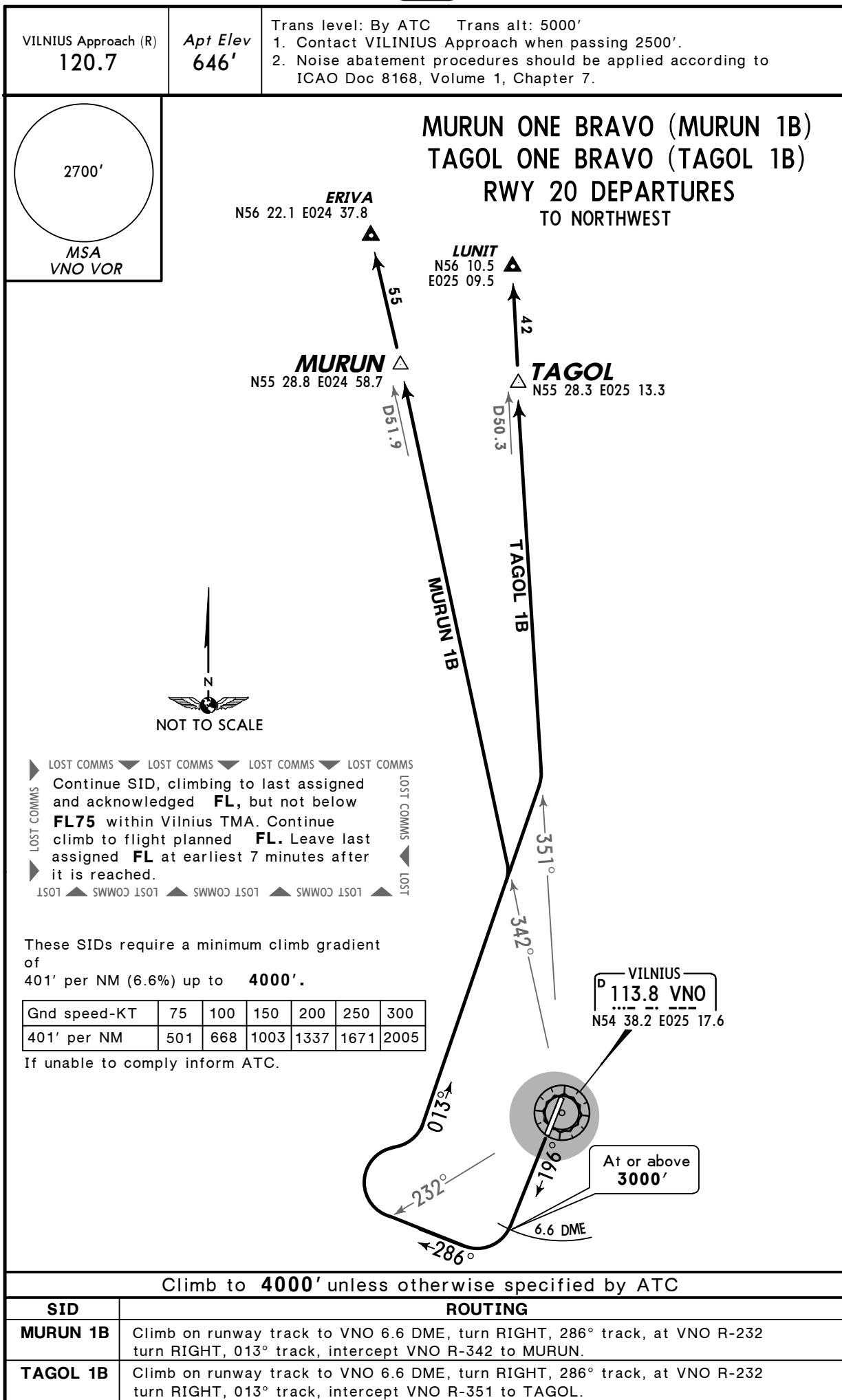
Climb to 4000' unless otherwise specified by ATC

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.

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **10-3E** **Eff 8 Apr**

VILNIUS, LITHUANIA
SID



EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10 **10-3F** **Eff 8 Apr**

VILNIUS, LITHUANIA
RNAV SID (OVERLAY)

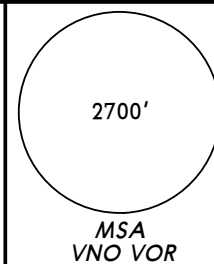
VILNIUS Approach (R)
120.7

Apt Elev
646'

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

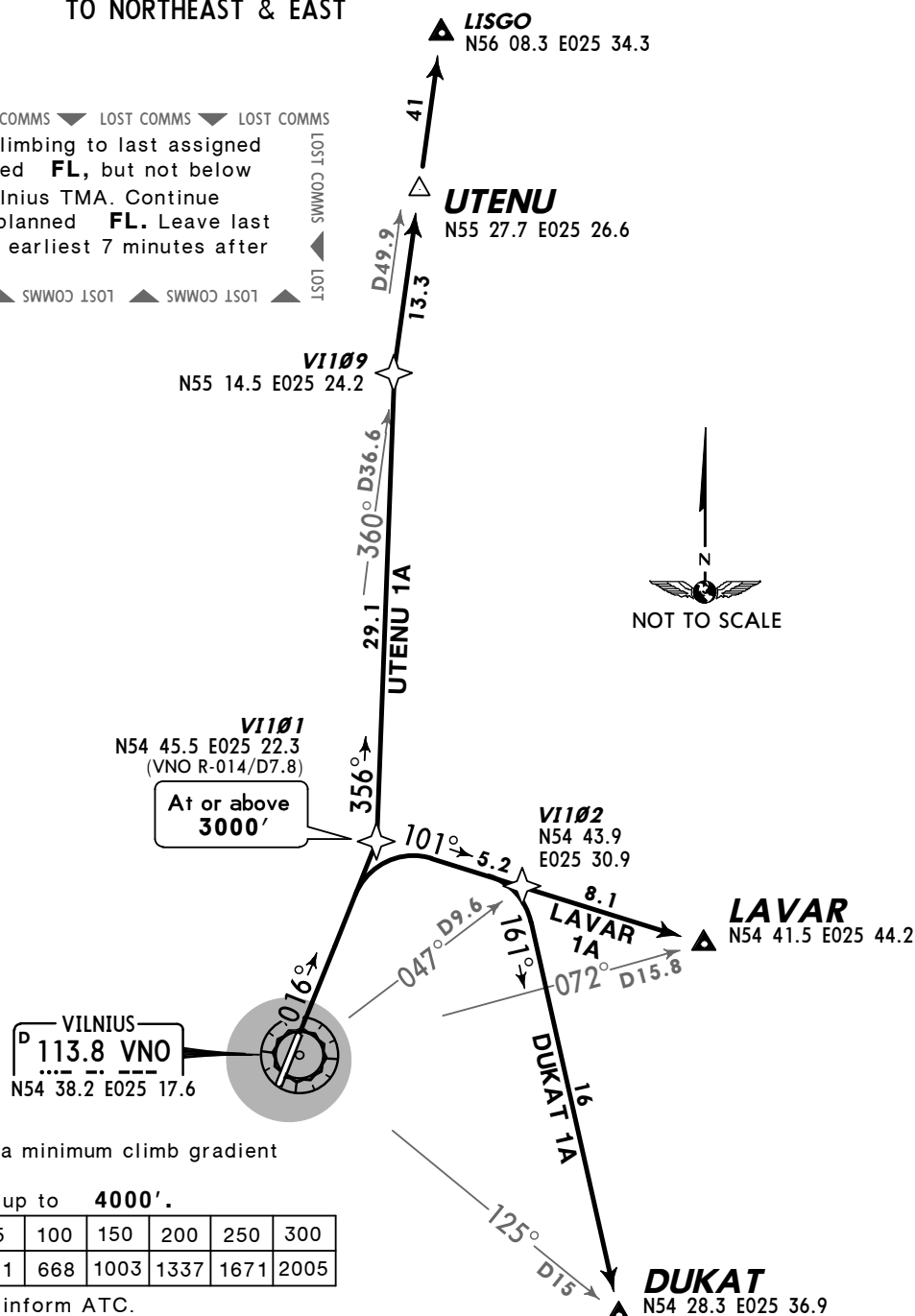
DUKAT ONE ALFA (DUKAT 1A) [DUKA1A]
LAVAR ONE ALFA (LAVAR 1A) [LAVA1A]
UTENU ONE ALFA (UTENU 1A) [UTEN1A]
RWY 02 RNAV DEPARTURES
(OVERLAY 10-3)

RNAV (GPS/FMS, VOR/DME)
RNP 1 (D30 VNO)
TO NORTHEAST & EAST



LOST COMMS 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 1A	VI101 (3000' +) - VI102 - DUKAT.
LAVAR 1A	VI101 (3000' +) - LAVAR.
UTENU 1A	VI101 (3000' +) - VI109 - UTENU.

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **10-3G** **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.

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

2700'
MSA
VNO VOR

N
NOT TO SCALE

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.

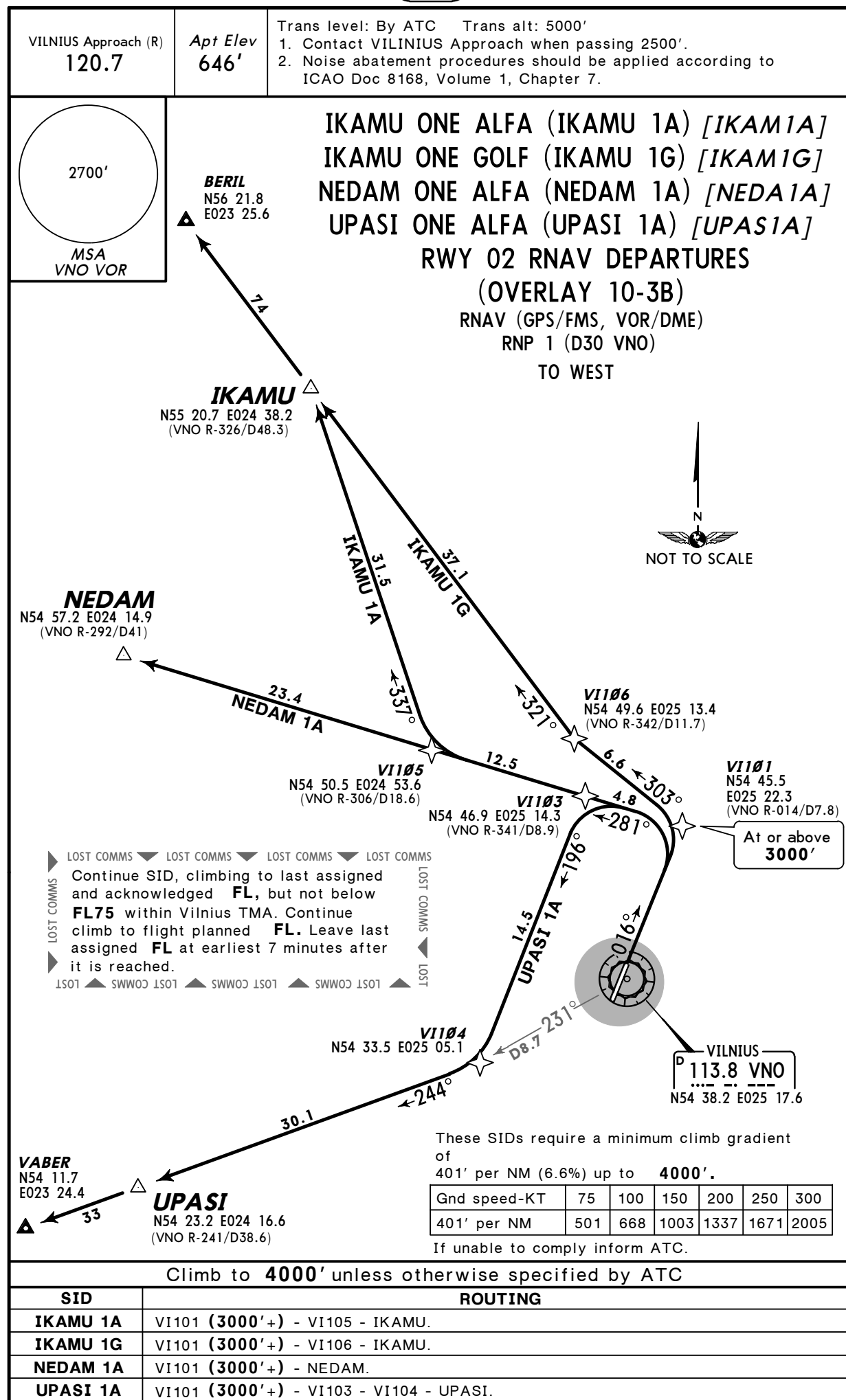
CHANGES: RNAV SID LISGO 1B replaced by UTENU 1B.

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10 **(10-3H)** **Eff 8 Apr**

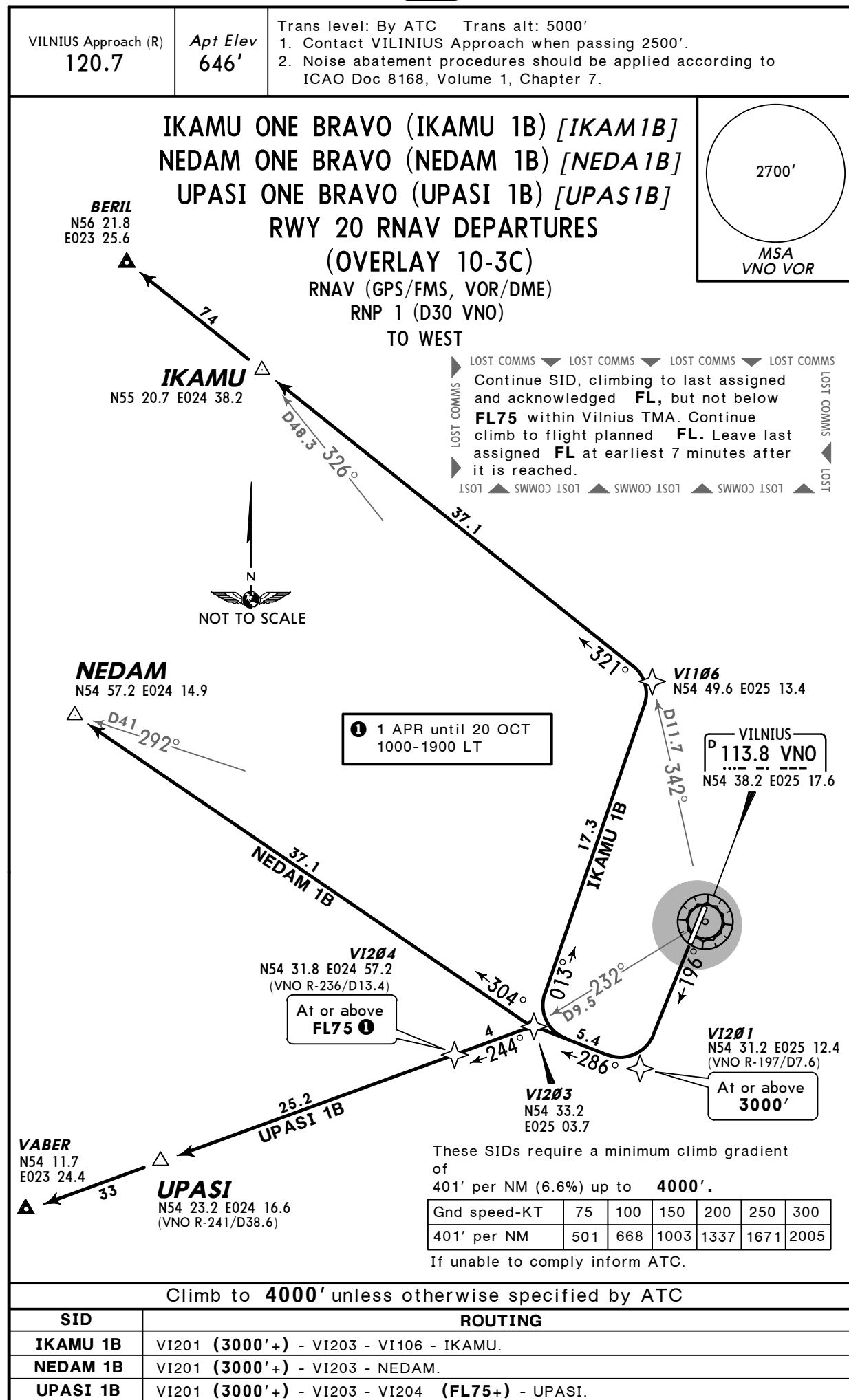
VILNIUS, LITHUANIA
RNAV SID (OVERLAY)



EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10 **10-3J** **Eff 8 Apr**

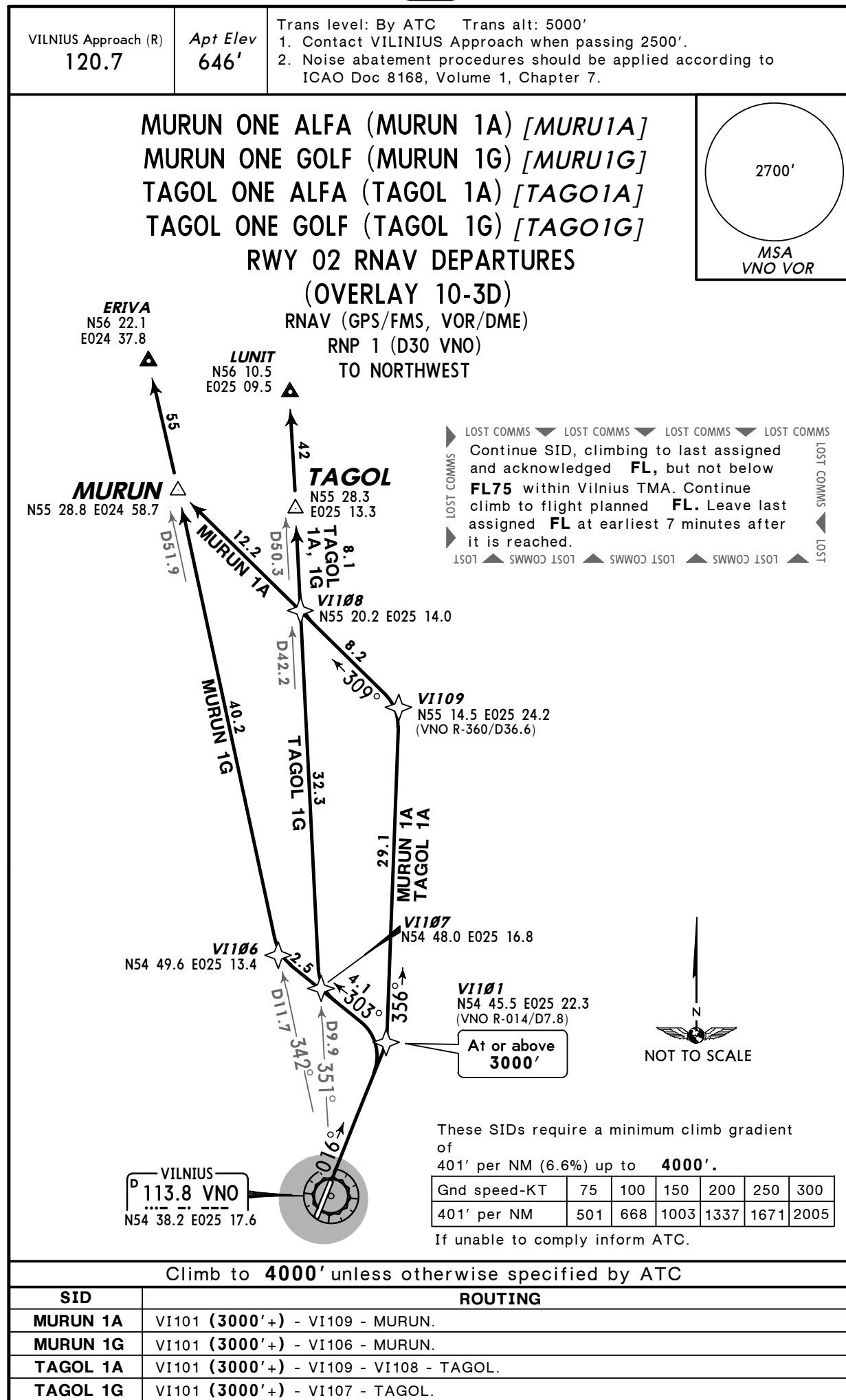
VILNIUS, LITHUANIA
RNAV SID (OVERLAY)



EYVI/VNO
VILNIUS INTL

JEPPesen
26 MAR 10 **(10-3K)** **Eff 8 Apr**

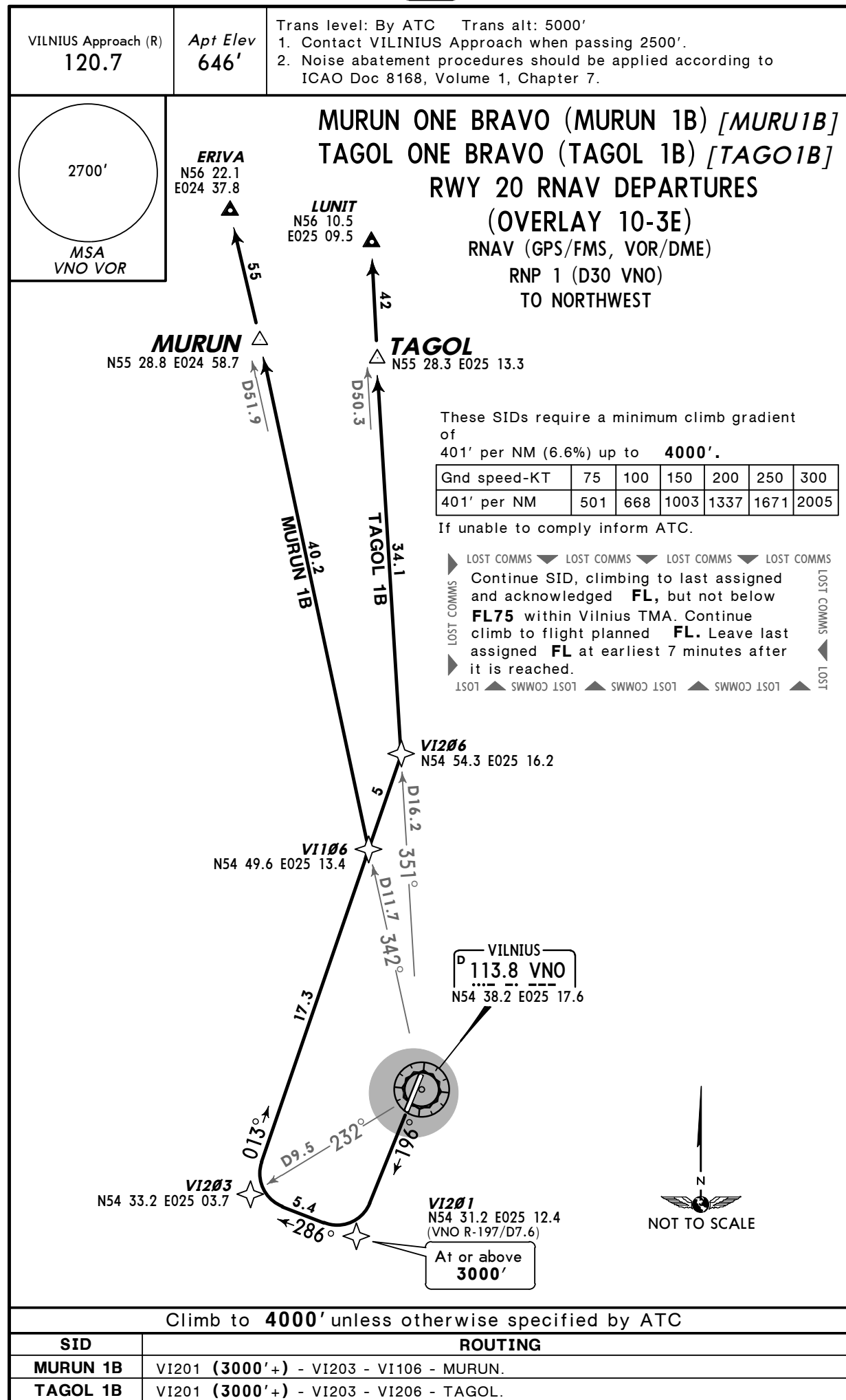
VILNIUS, LITHUANIA
RNAV SID (OVERLAY)



EYVI/VNO
VILNIUS INTL

JEPPESSEN
 26 MAR 10 **(10-3L)** **Eff 8 Apr**

VILNIUS, LITHUANIA
RNAV SID (OVERLAY)



EYVI/VNO

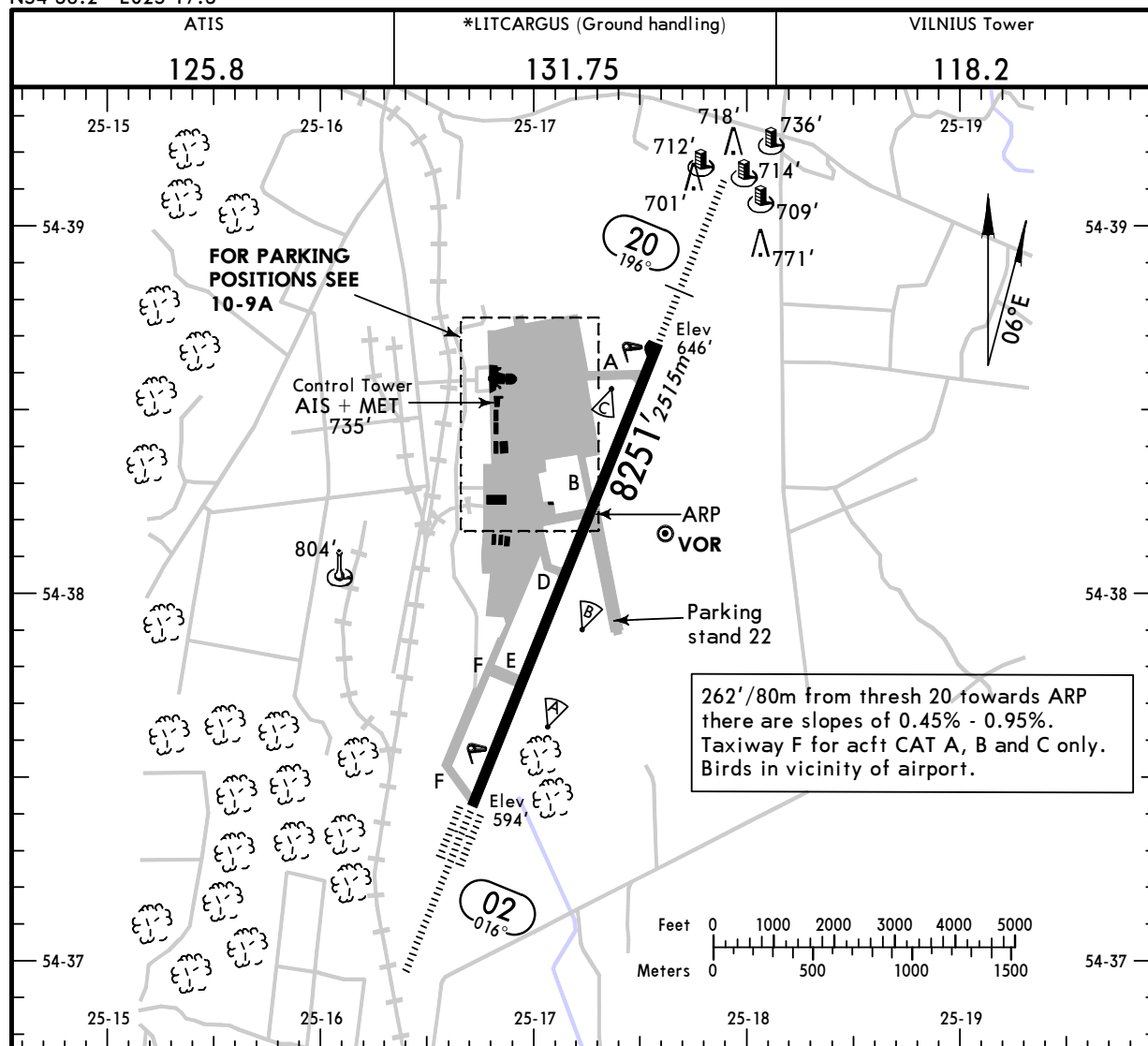
Apt Elev **646'**
N54 38.2 E025 17.3

JEPPesen

30 JUL 10 (10-9)

VILNIUS, LITHUANIA

VILNIUS INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
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 ACFE 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

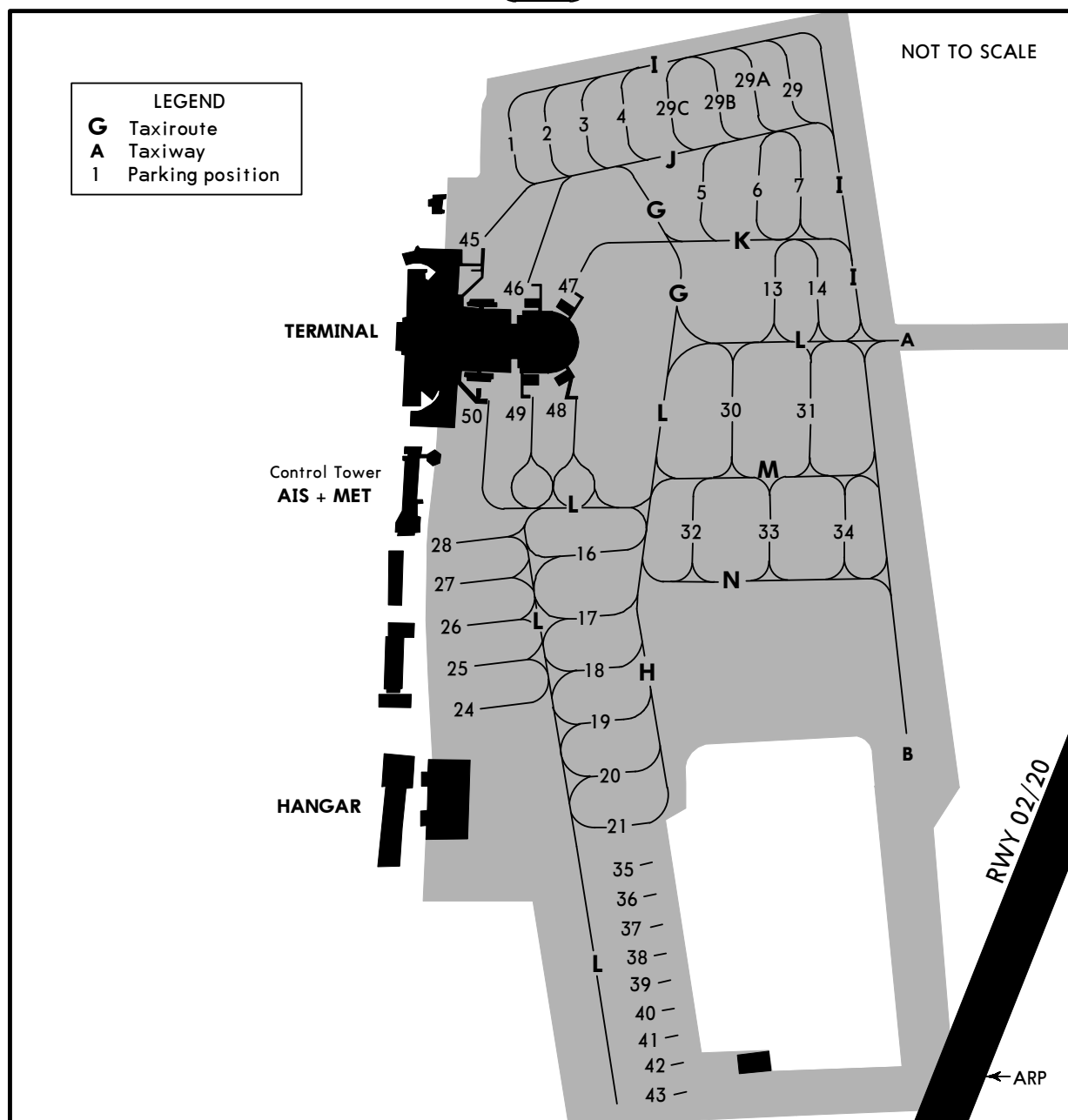
	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
	HIRL, CL & mult. RVR req	HIRL & CL	HIRL or CL		
A				400m	500m
B	150m	200m	250m		
C					
D	200m	250m	300m		

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

EYVI/VNO

JEPPESEN
 30 JUL 10 (10-9A)

VILNIUS, LITHUANIA
 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		

EYVI/VNO**JEPPESSEN**

30 MAY 03

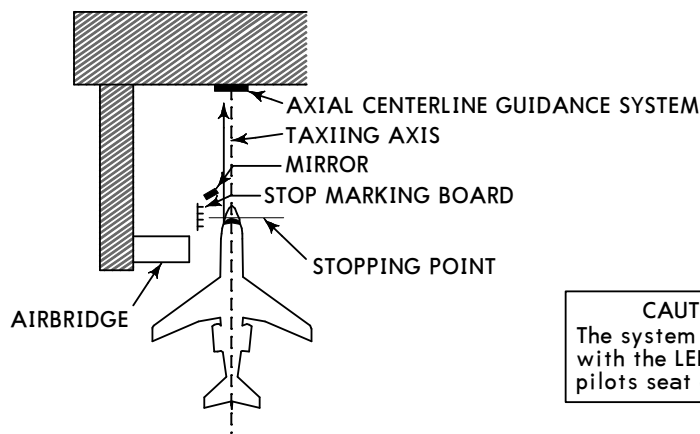
10-9B

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.

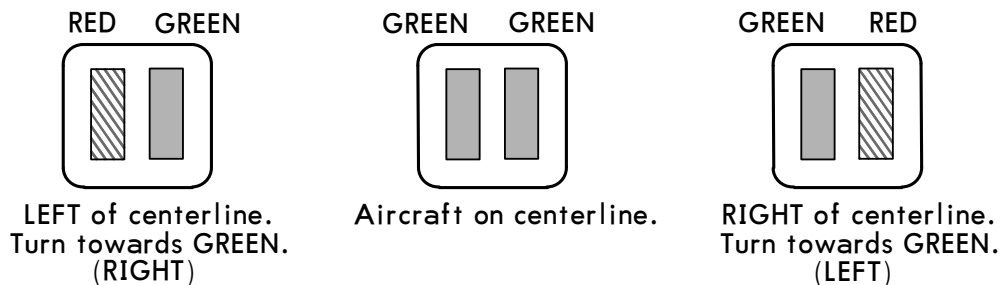


CAUTION
The system is aligned with the LEFT hand pilots seat only.

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:

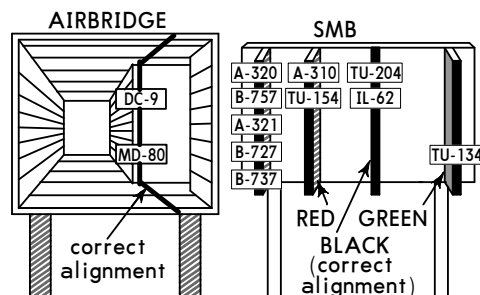


A mirror used in AGNIS allows a pilot to see acft nose wheel and stop marks painted on the parking position center line.

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.



EYVI/VNO**JEPPESEN**
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
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1020' (426')	1020' (426')	1020' (426')	1020' (426')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	1070' (476')	1070' (476')	1070' (476')	1070' (476')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	1020' (426')	1020' (426')	1020' (426')	1030' (436')
20		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1070' (476')	1070' (476')	1070' (476')	1070' (476')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS	876' (230')	876' (230')	876' (230')	876' (230')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	1020' (374')	1020' (374')	1020' (374')	1020' (374')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	1080' (434')	1080' (434')	1080' (434')	1080' (434')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1020' (374')	1030' (384')	1060' (414')	1080' (434')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	1080' (434')	1080' (434')	1080' (434')	1080' (434')
		R900m	R1000m	R1000m	R1400m
	ALS out	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				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		

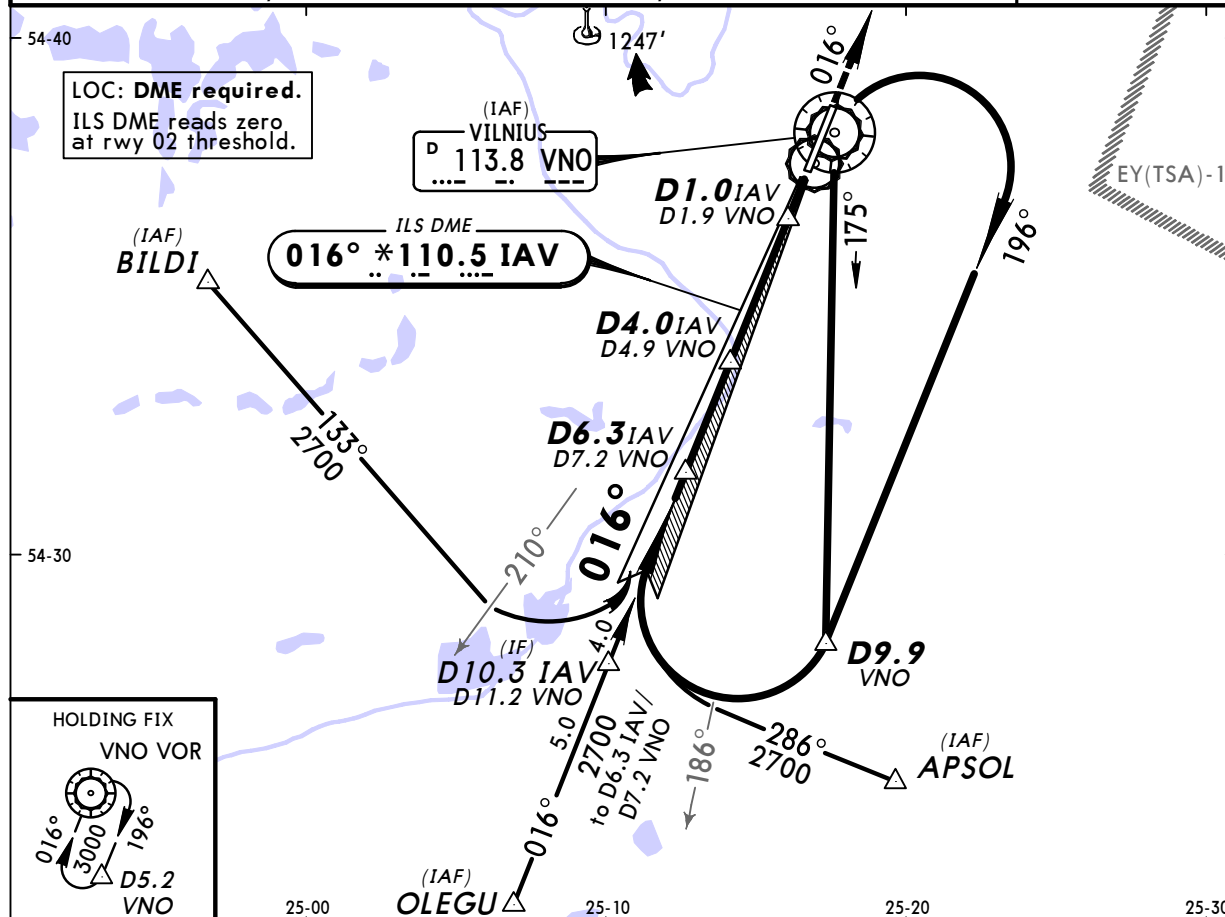
EYVI/VNO
VILNIUS INTL

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

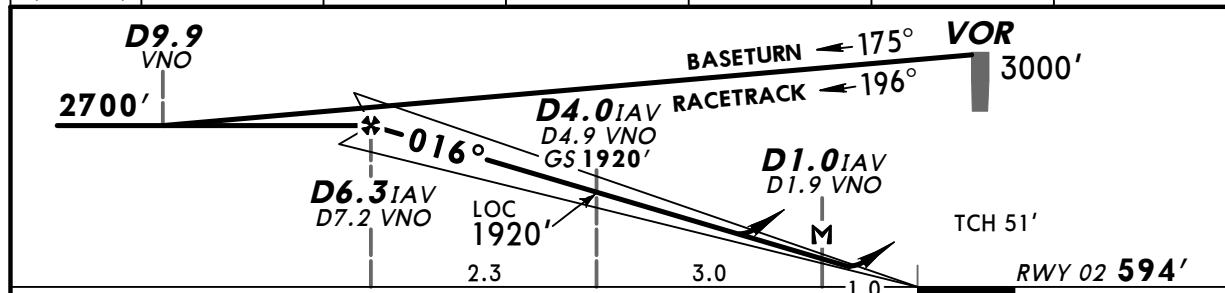
VILNIUS, LITHUANIA
ILS or LOC Rwy 02

BRIEFING STRIP

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' RWY 594'	2700'
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 VNO, 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					



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							

STRAIGHT-IN LANDING RWY 02				CIRCLE-TO-LAND			
ILS			LOC (GS out)		Not authorized NW of runway in sector 270° to 360°		
DA(H) 794' (200')			DA(H) 1020' (426')				
FULL	Limited	ALS out		ALS out	Max Kts	MDA(H)	VIS
A					100	1310' (664')	1500m
B					135	1310' (664')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	180	2020' (1374')	2400m
D				RVR 1400m	205	2020' (1374')	3600m

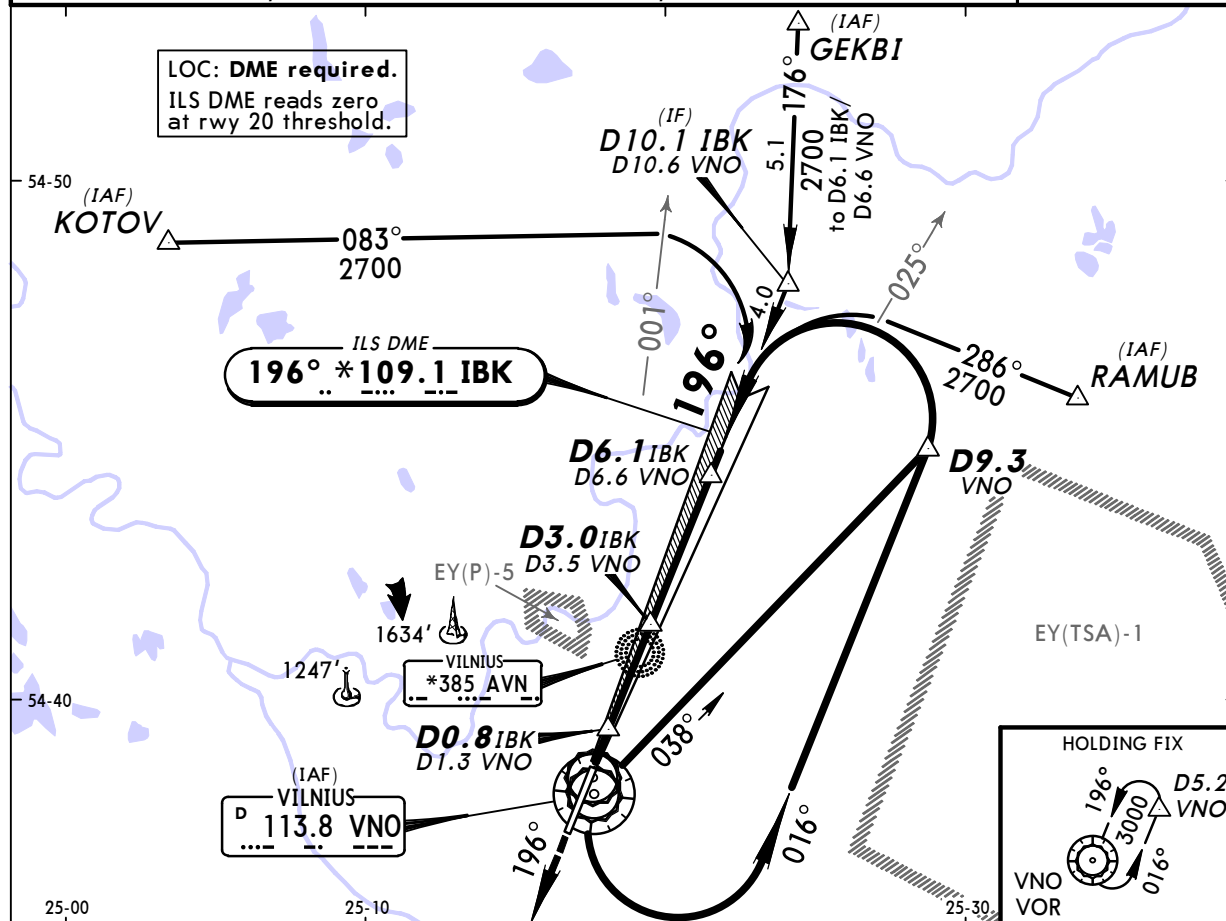
PANS OPS

EYVI/VNO
VILNIUS INTL

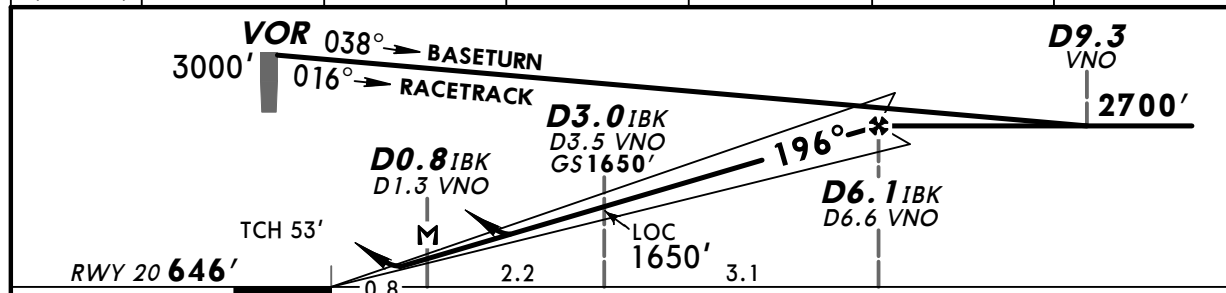
JEPPESEN
26 MAR 10 (11-2) Eff 8 Apr

VILNIUS, LITHUANIA
ILS or LOC Rwy 20

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
LOC IBK *109.1	<i>Final</i> <i>Apch Crs</i> 196°	<i>GS</i> D3.0 IBK 1650' (1004')	<i>ILS</i> <i>DA(H)</i> 876' (230')	<i>Apt Elev</i> 646' <i>RWY</i> 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'.					
Alt Set: hPa		Rwy Elev: 23 hPa		Trans level: By ATC	
				Trans alt: 5000'	
					MSA VNO VOR



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



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>ILS GS or</i>						
<i>LOC Descent angle 3.00°</i>	377	484	538	646	753	861
<i>MAP at D0.8 IBK/D1.3 VNO</i>						

3000' on 196°

HIALS

PAPI PAPI

Standard

STRAIGHT-IN LANDING RWY 20

CIRCLE-TO-LAND

Not authorized NW of

ILS				LOC (GS out)		Not authorized NW of runway in sector 270° to 360°	
DA(H) 876' (230')				DA(H) 1020' (374')		Max Kts	MDA(H) <u> </u> VIS <u> </u>
FULL		Limited	ALS out		ALS out		
A	RVR 600m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	1310' (664') 1500m
B					RVR 1500m	135	1310' (664') 1600m
C					RVR 1800m	180	2020' (1374') 2400m
D					RVR 1400m RVR 2000m	205	2020' (1374') 3600m

CHANGES: Procedure. Minimums.

© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

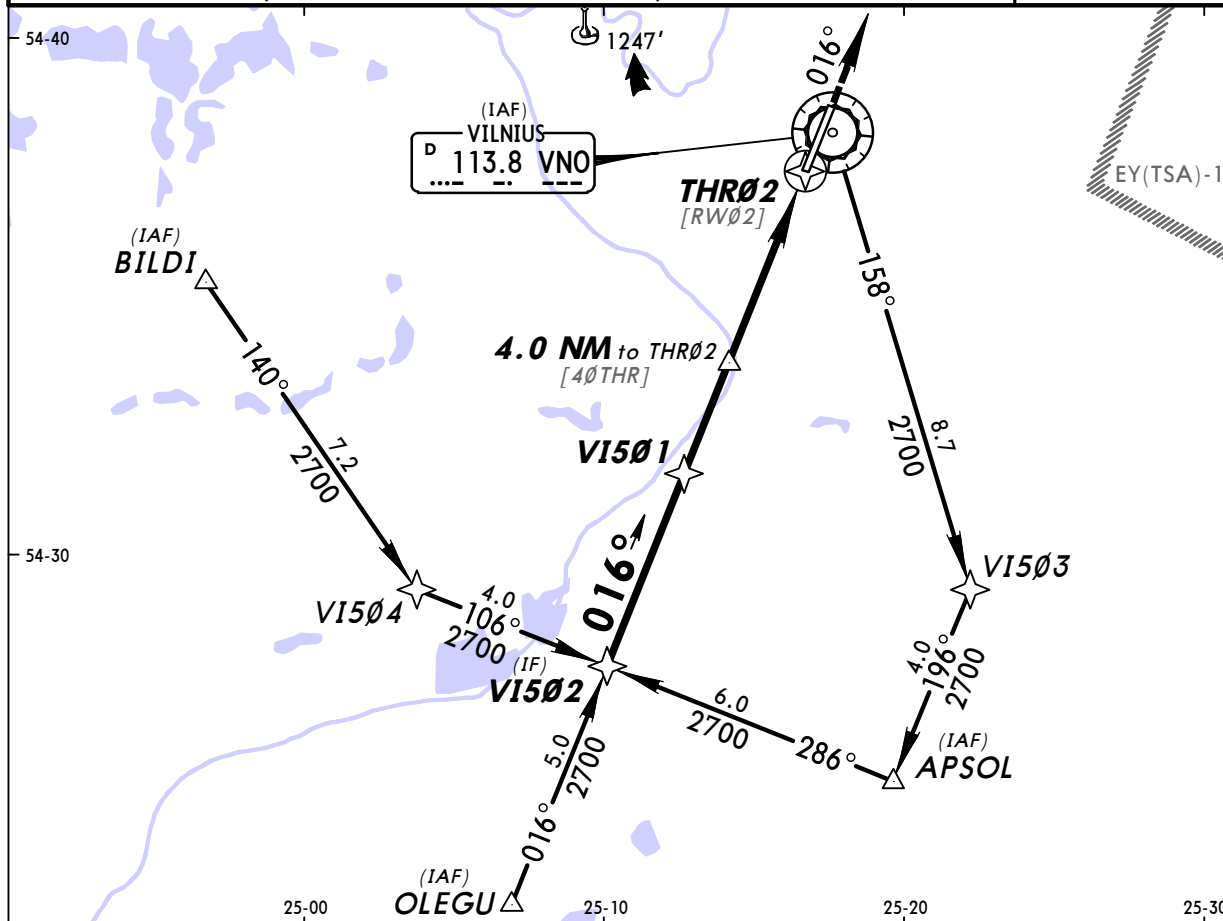
EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10
Eff 8 Apr (12-1)

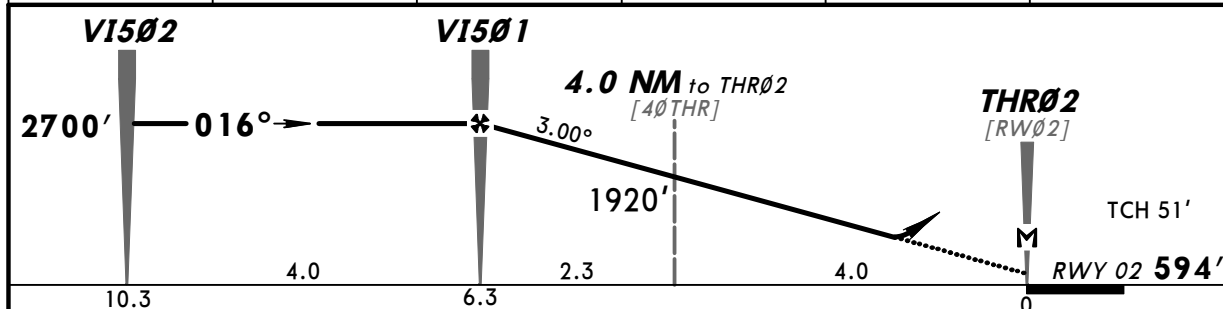
VILNIUS, LITHUANIA
RNAV (GPS/FMS) Rwy 02

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'	2700'
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'.					
Alt Set: hPa		Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 5000'	



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
Descent angle 3.00°	372	478	531	637	743	849
MAP at THR02						

HIALS

PAPI

</

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

PANS OPS

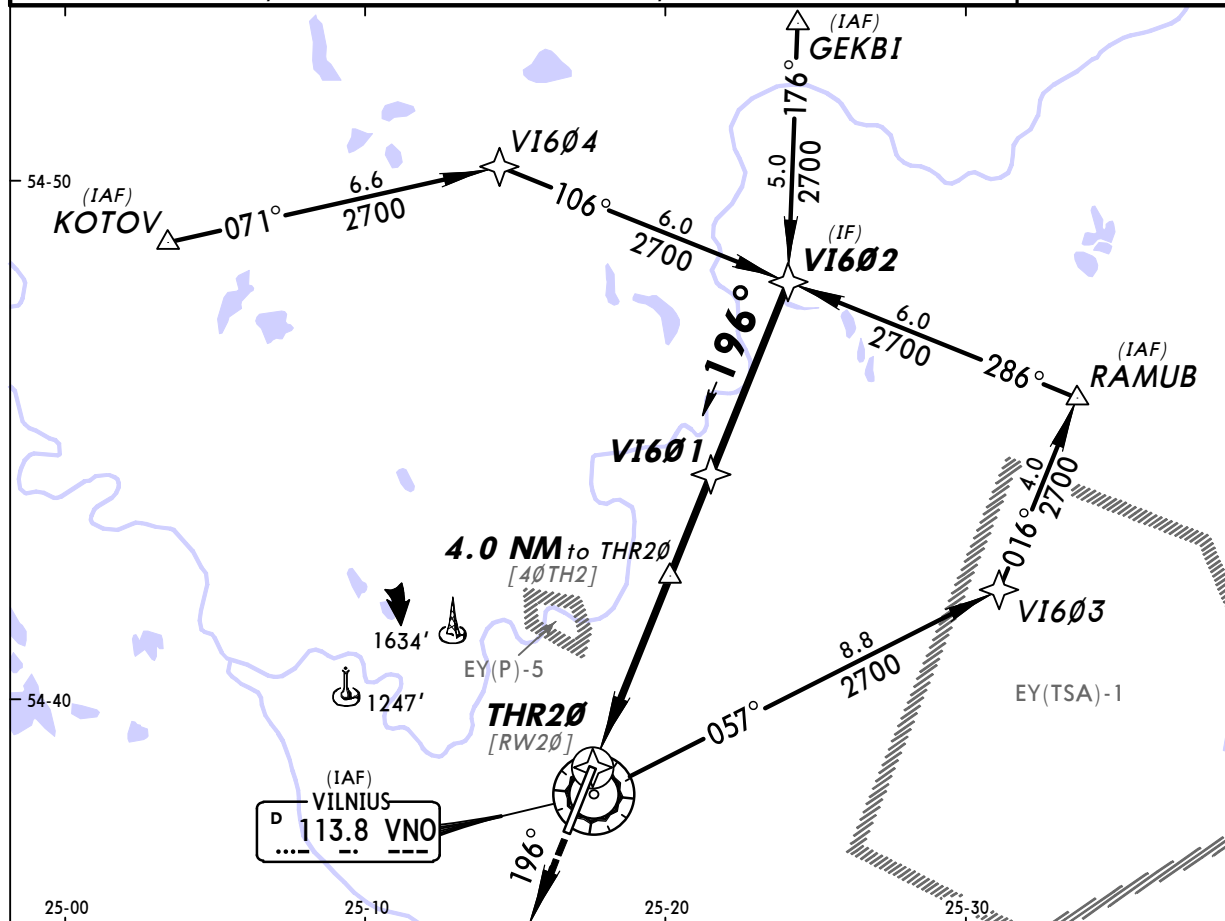
EYVI/VNO
VILNIUS INTL

JEPPESSEN
26 MAR 10
Eff 8 Apr (12-2)

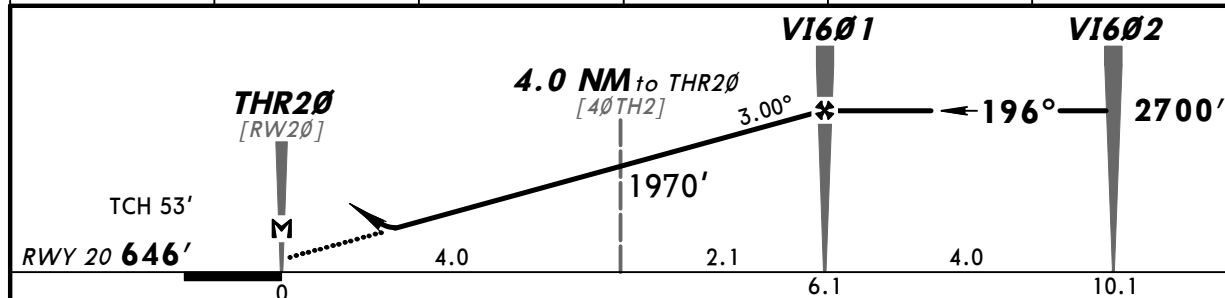
VILNIUS, LITHUANIA
RNAV (GPS/FMS) Rwy 20

BRIEFING STRIP

ATIS 125.8		VILNIUS Approach(R) 120.7		VILNIUS Tower 118.2	
RNAV	Final Apch Crs 196°	Minimum Alt VI601 2700' (2054')	DA(H) 1080' (434')	Apt Elev 646' RWY 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 VOR climbing to 4000'.					
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 5000'					
MSA VNO VOR					



DIST to THR20	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
Descent angle 3.00°	372	478	531	637	743	849
MAP at THR20						

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

PANS OPS

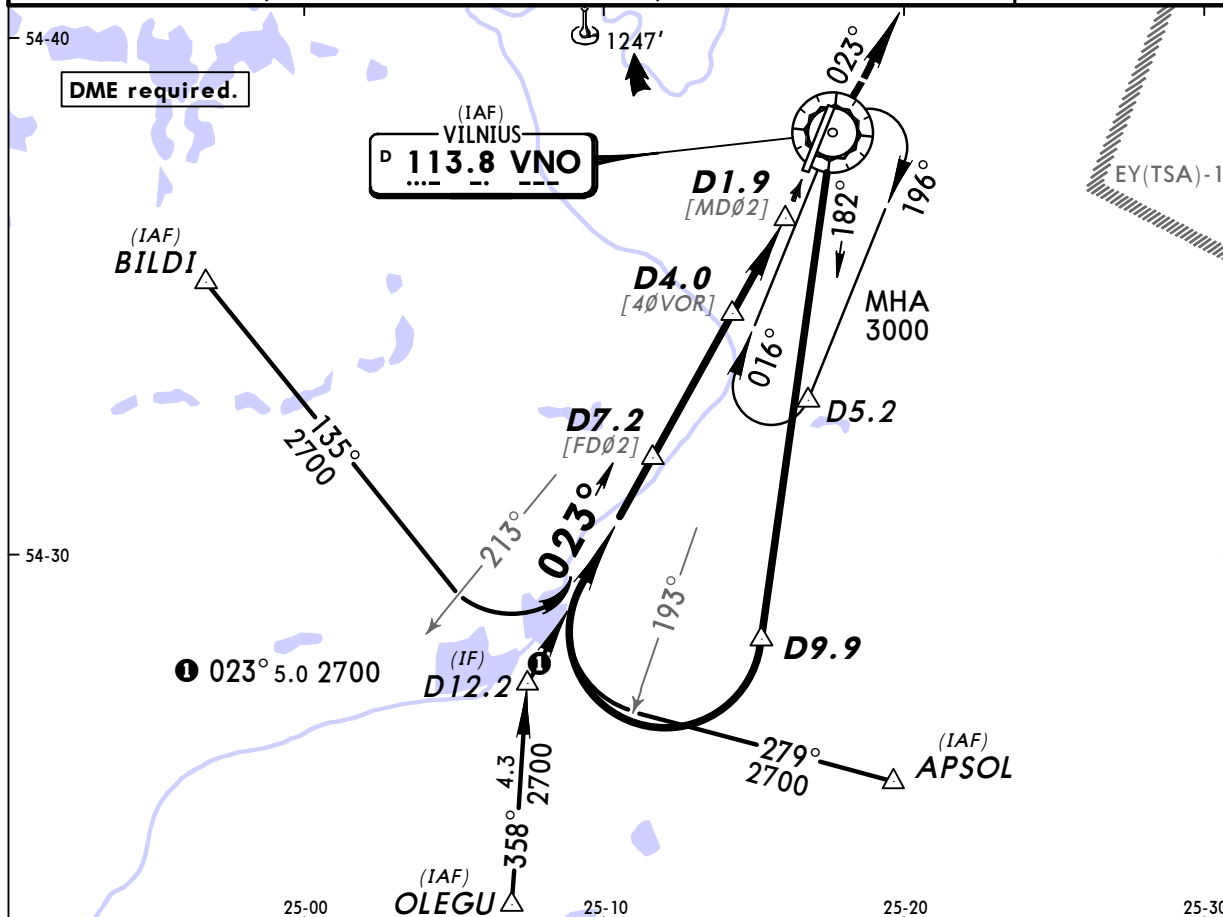
EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(13-1)** **Eff 8 Apr**

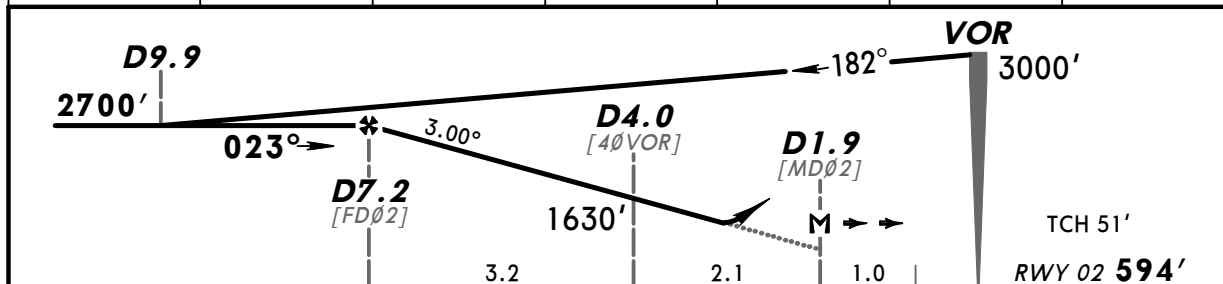
VILNIUS, LITHUANIA
VOR Rwy 02

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' MSA VNO VOR	
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'		



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



HIALS PAPI PAPI	3000'	VNO via 113.8 on R-023	VNO 113.8
--------------------	-------	---------------------------	--------------

Standard			STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND	
			DA(H) ABC: 1020' (426') D: 1030' (436')		Not authorized NW of runway in sector 270° to 360°	
			ALS out		Max Kts	MDA(H) VIS
A	RVR 1300m		RVR 1500m		100	1310' (664') 1500m
B					135	1310' (664') 1600m
C					180	2020' (1374') 2400m
D	RVR 1400m		RVR 2000m		205	2020' (1374') 3600m

PANS OPS

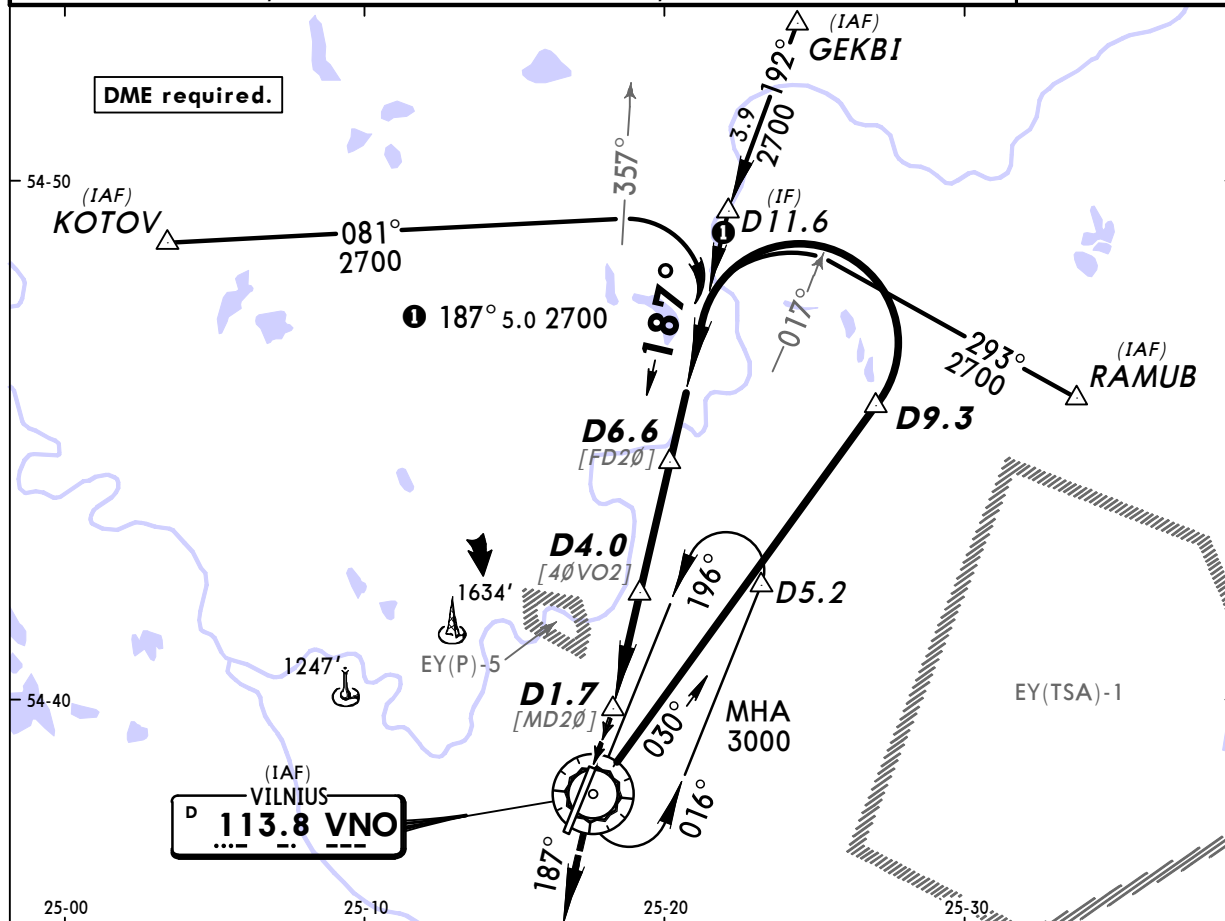
EYVI/VNO
VILNIUS INTL

JEPPESEN
26 MAR 10 **(13-2)** **Eff 8 Apr**

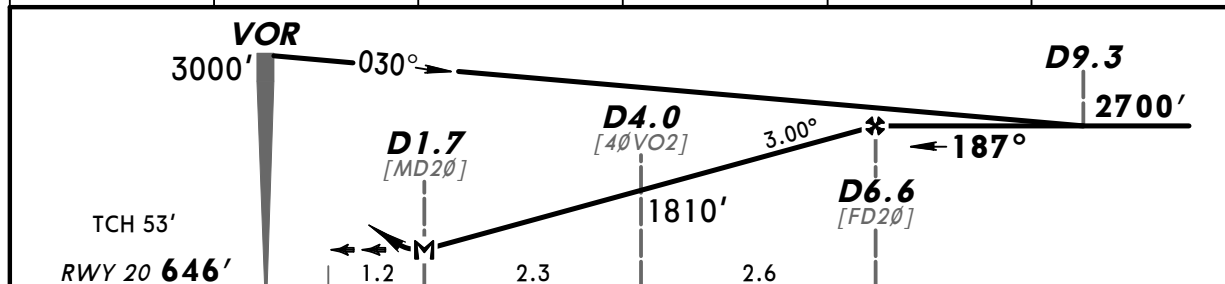
VILNIUS, LITHUANIA
VOR Rwy 20

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' RWY 646'	2700' MSA VNO VOR	
MISSED APCH: Climb via VOR on R-187 to 3000'. Radar vectors provided. 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'.						
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 5000'						



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'	VNO	VNO
Descent angle	3.00°	372	478	531	637	849		↑	via 113.8	on 113.8
MAP at D1.7										R-187

PANS OPS

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

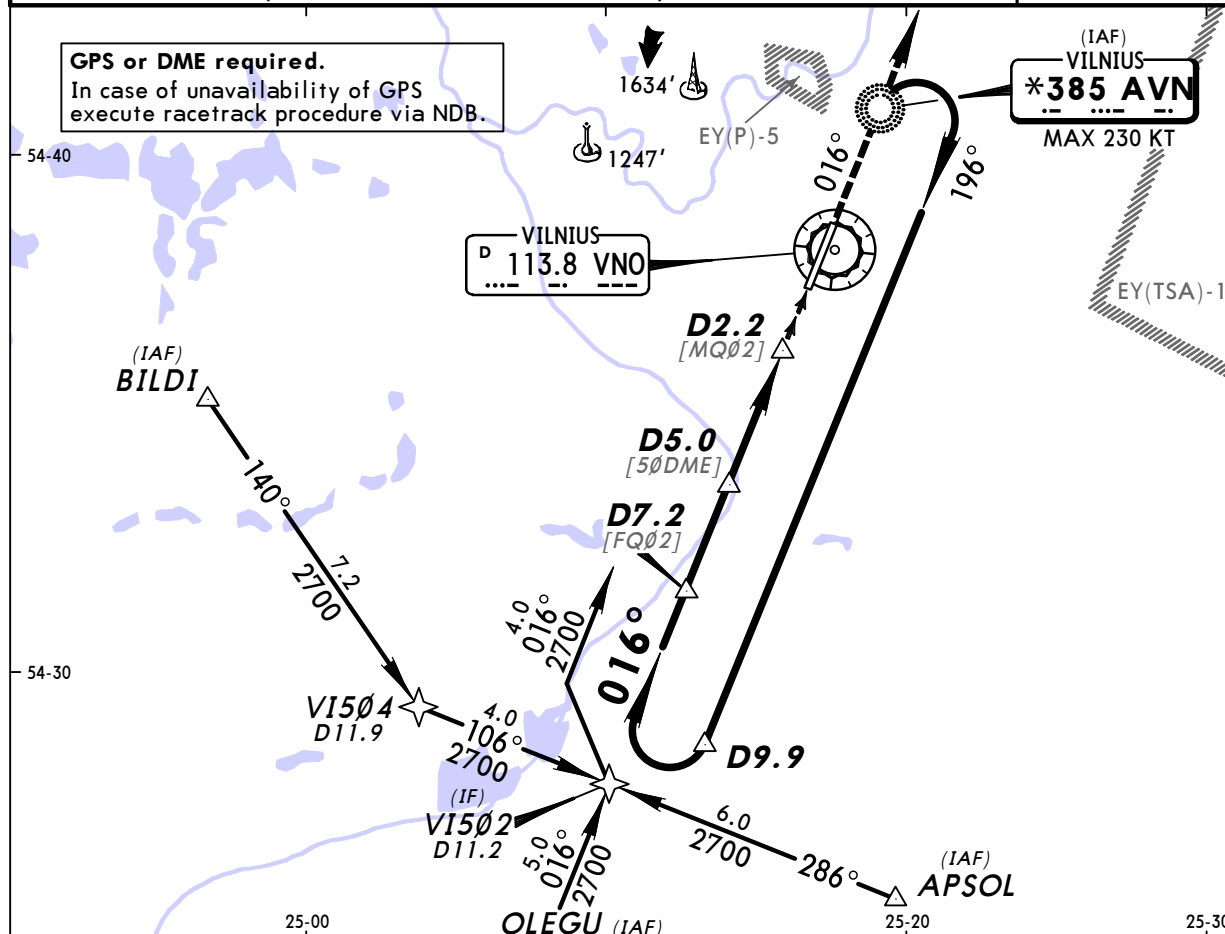
EYVI/VNO
VILNIUS INTL

JEPPesen
26 MAR 10 **(16-1)** **Eff 8 Apr**

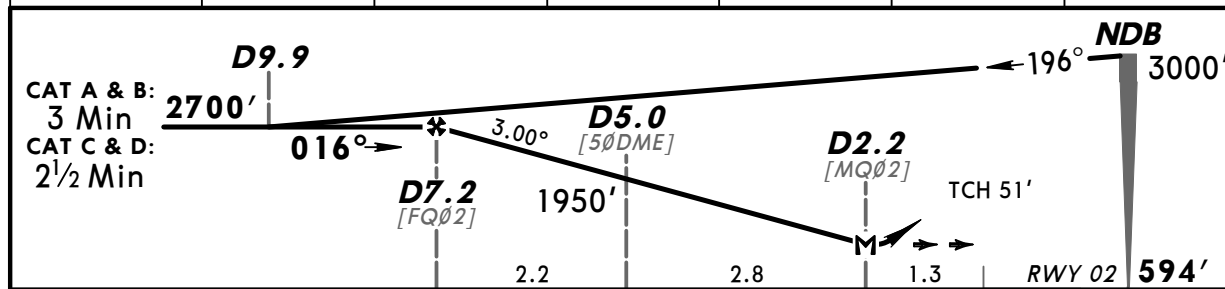
VILNIUS, LITHUANIA
NDB Rwy 02

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' RWY 594'	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'.					
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
Descent angle 3.00°	372	478	531	637	743	849
MAP at D2.2						

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

PANS OPS

EYVI/VNO
VILNIUS INTL

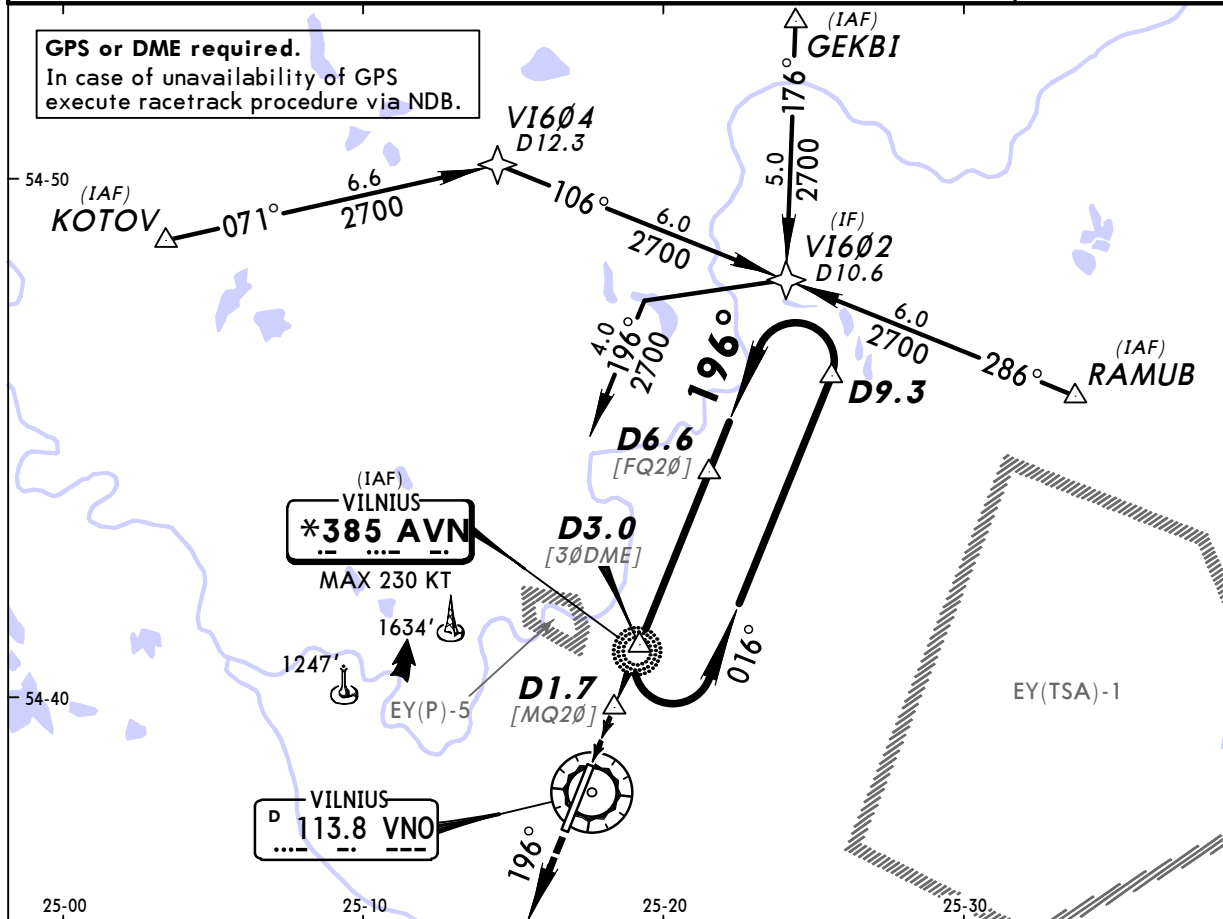
JEPPesen
26 MAR 10 **(16-2)** **Eff 8 Apr**

VILNIUS, LITHUANIA
NDB Rwy 20

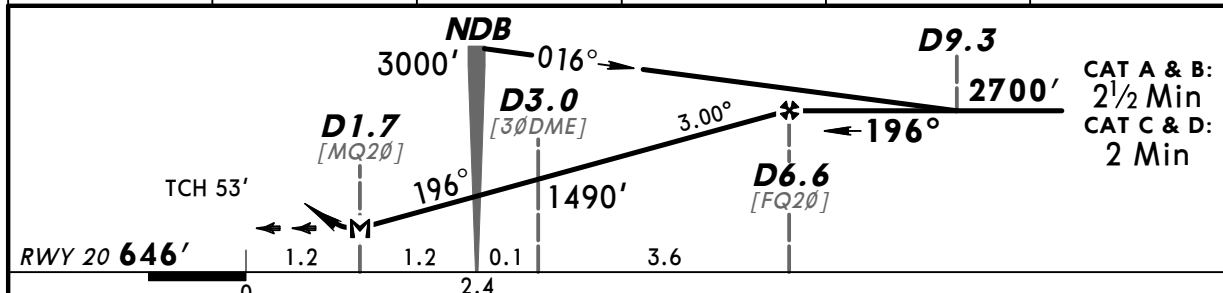
BRIEFING STRIP

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' RWY 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					

GPS or DME required.
In case of unavailability of GPS
execute racetrack procedure via 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
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					180	2020' (1374') 2400m
D	RVR 1400m	RVR 2000m			205	2020' (1374') 3600m

PANS OPS