

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMII

Terminal Charts For UMII

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Viciebsk Blr
IATA Code: VTB
Lat/Long: N55° 07.6' E030° 21.0'
Elevation: 682 ft

Airport Use: Public
Magnetic Variation: 8.3°E

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

Sunrise: 0625 Z
Sunset: 1338 Z,

Runway Information

Runway: 05
Length x Width: 8550 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 629 ft
Lighting: Edge, ALS

Runway: 15
Length x Width: 1804 ft x 79 ft
Surface Type: grass
TDZ-Elev: 702 ft

Runway: 23
Length x Width: 8550 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 678 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 1804 ft x 79 ft
Surface Type: grass
TDZ-Elev: 679 ft

Communication Information

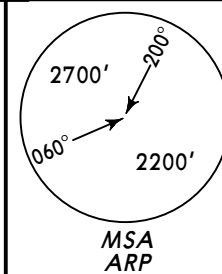
ATIS 126.525 Non-English
ATIS 119.425
Viciebsk Tower 120.4

*ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3640' (3011')

RWY 05 ARRIVALS



RATIN
N55 16.8 E030 51.7
Between
FL130 & FL50

*524 WS
N55 06.2 E030 16.5

VICIEBSK
D 112.7 VTB
N55 07.5 E030 21.1

Intercept final at
2270' (1641')

D9.7 VTB
N55 02.0 E030 07.3
(VTB R-227)

A+ 2270' (1641')

D9.8 VTB
N55 01.6 E030 07.5
(VTB R-225)

A+ 2270' (1641')

D9.8 VTB
N55 01.5 E030 07.6
(VTB R-224)

A+ 2270' (1641')

D5.2 VTB
N55 02.4 E030 20.0

A+ 2270' (1641')

D9.7 VTB
N54 59.7 E030 11.2

A+ 2270' (1641')



ALT/HEIGHT CONVERSION
QNH (QFE)
3640' (3011' - 900m)
2270' (1641' - 500m)

DINPU
N54 25.6 E030 15.8

Between
FL130 & FL50

RUMIK
N54 27.6 E030 32.3

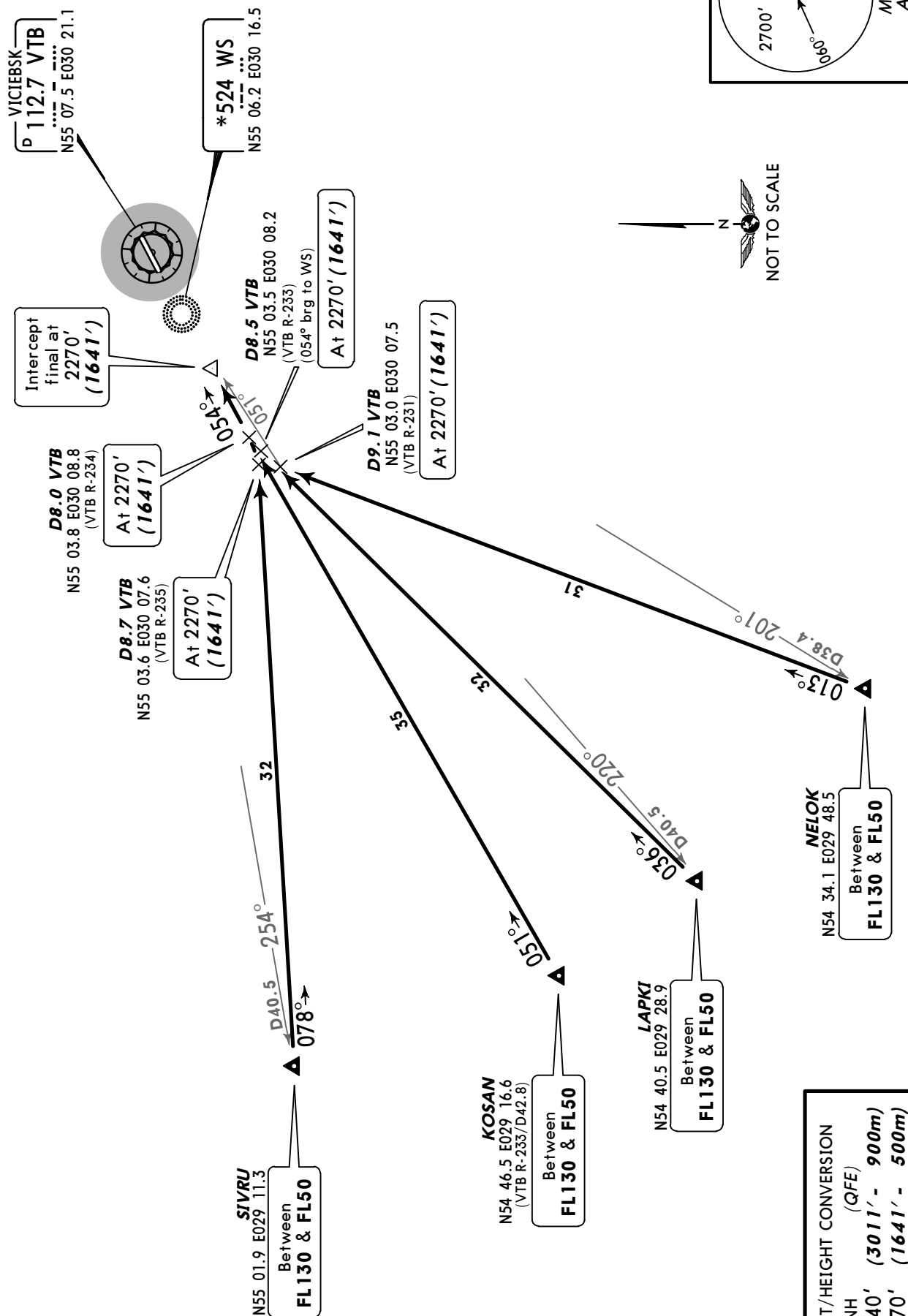
Between
FL130 & FL50

*ATIS
119.42
(Russian **126.52**)

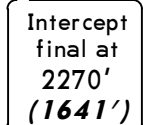
Apt Elev
682'

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3640' (**3011'**)

RWY 05 ARRIVALS



Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL50
 FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3640' (**3011'**)



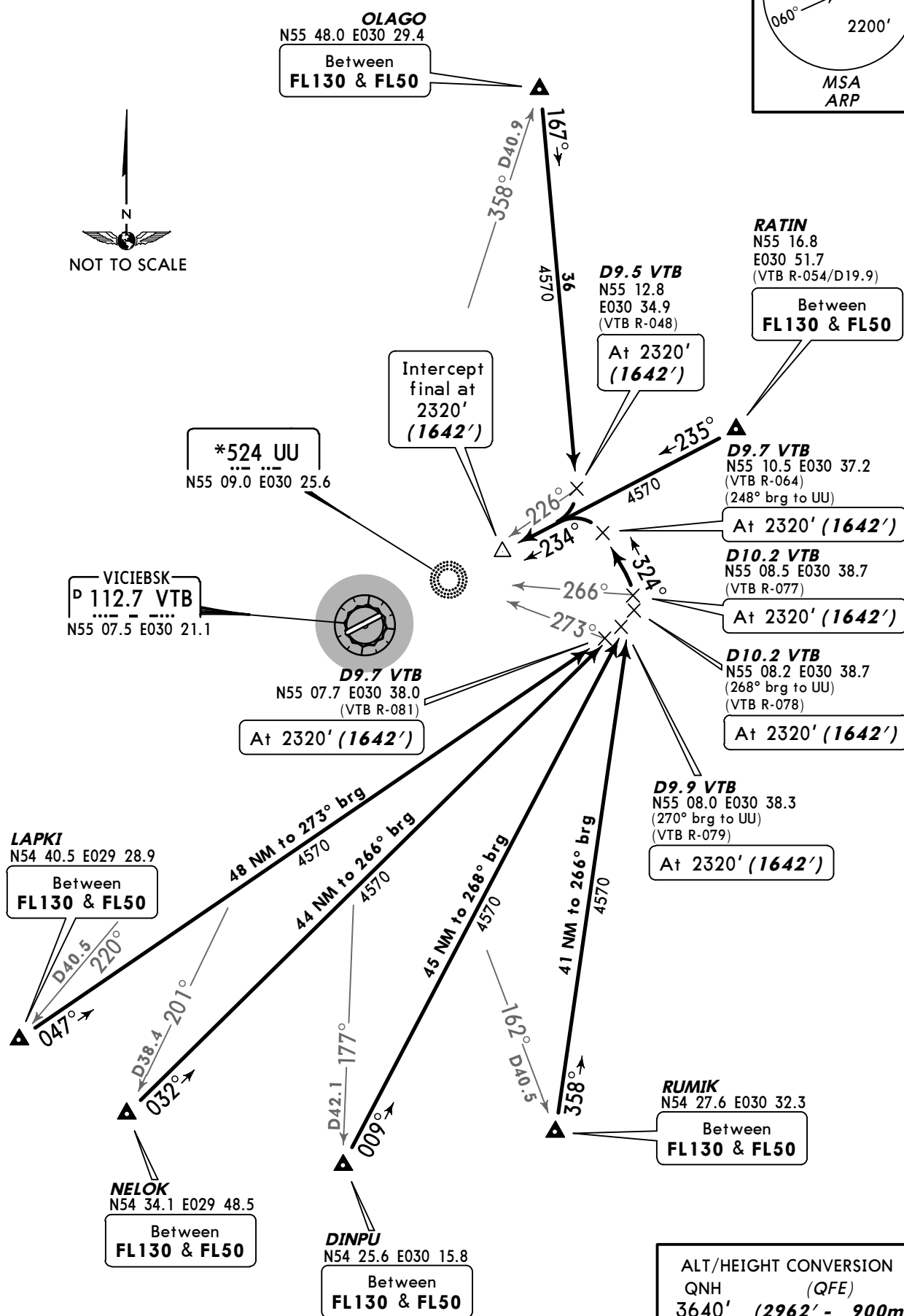
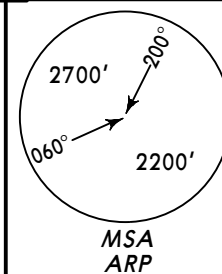
© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

*ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3640' (2962')

RWY 23 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
3640' (2962' - 900m)
2320' (1642' - 500m)

© JEPPESEN, 2002, 2011. ALL RIGHTS RESERVED.

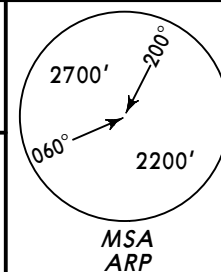
Apt Elev
682'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3640' (3011')



RWY 05 DEPARTURES

ALT/HEIGHT CONVERSION

QNH (QFE)

1290' (661' - 200m)

2270' (1641' - 500m)

3640' (3011' - 900m)

NOT TO SCALE

KODON
N55 14.4 E029 10.9

Between
FL50 & FL130

VALTA
N55 08.5 E029 10.6

Between
FL50 & FL130

SIVRU
N55 01.9 E029 11.3

Between
FL50 & FL130

KOSAN
N54 46.5 E029 16.6

Between
FL50
&
FL130

LAPKI
N54 40.5 E029 28.9

Between
FL50 & FL130

NELOK
N54 34.1 E029 48.5

Between
FL50 & FL130

DINPU
N54 25.6 E030 15.8

Between
FL50 & FL130

RUMIK
N54 27.6 E030 32.3

Between
FL50 & FL130

D5.2 VTB
N55 02.4 E030 20.0
At 2270' (1641')

VICIEBSK
D 112.7 VTB
N55 07.5 E030 21.1

***524 WS**
N55 06.2 E030 16.5

OLAGO
N55 48.0 E030 29.4
(VTB R-358/D40.9)

Between
FL50 & FL130

RATIN
N55 16.8 E030 51.7
(VTB R-054/D19.9)

Between
FL50 & FL130

OGUTA
N55 11.5 E030 57.9
(VTB R-070/D21.5)

Between
FL70
&
FL130

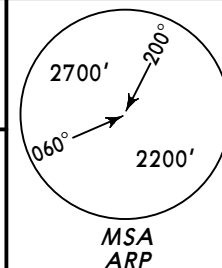
Apt Elev
682'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 733mm (977.3 hPa)

Trans alt: 3640' (2962')



RWY 23 DEPARTURES

ALT/HEIGHT CONVERSION

QNH

(QFE)

1340' (662' - 200m)

2320' (1642' - 500m)

3640' (2962' - 900m)

KODON
N55 14.4 E029 10.9

Between
FL50 & FL130

VALTA
N55 08.5 E029 10.6

Between
FL50 & FL130

SIVRU
N55 01.9 E029 11.3

Between
FL50 & FL130

KOSAN
N54 46.5 E029 16.6
(VTB R-233/D42.8)

Between
FL50 & FL130

LAPKI
N54 40.5 E029 28.9

Between
FL50 & FL130

NELOK
N54 34.1 E029 48.5

Between
FL50 & FL130

DINPU
N54 25.6 E030 15.8

Between
FL50 & FL130

OLAGO
N55 48.0 E030 29.4

Between
FL50 & FL130

RATIN
N55 16.8
E030 51.7

Between
FL50
&
FL130

***524 UU**
N55 09.0 E030 25.6

VICIEBSK
P 112.7 VTB
N55 07.5 E030 21.1

OGUTA
N55 11.5
E030 57.9
(VTB R-070/
D21.5)

Between
FL70
&
FL130

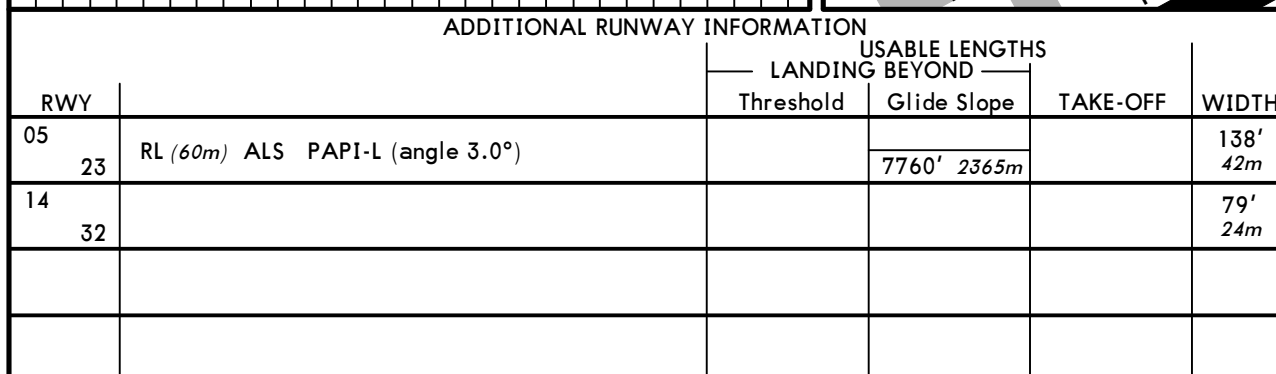
D5.2 VTB
N55 05.1
E030 29.2

At 2320'
(1642')

RUMIK
N54 27.6 E030 32.3

Between
FL50 & FL130





	TAKE-OFF	
	AIR CARRIER (JAA)	
	All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
05	NDB ①	1000' (371')	1000' (371')	1000' (371')	1000' (371')
		R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
23	ILS	914' (236')	924' (246')	934' (256')	944' (266')
		R1000m	R1000m	R1100m	R1100m
	<i>ALS out</i>	R1200m	R1300m	R1300m	R1300m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ①	1030' (352')	1030' (352')	1030' (352')	1030' (352')
		R1400m	R1400m	R1400m	R1400m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

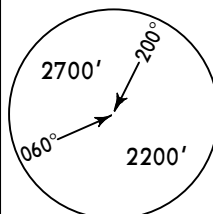
TAKE-OFF RWY 05, 23			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

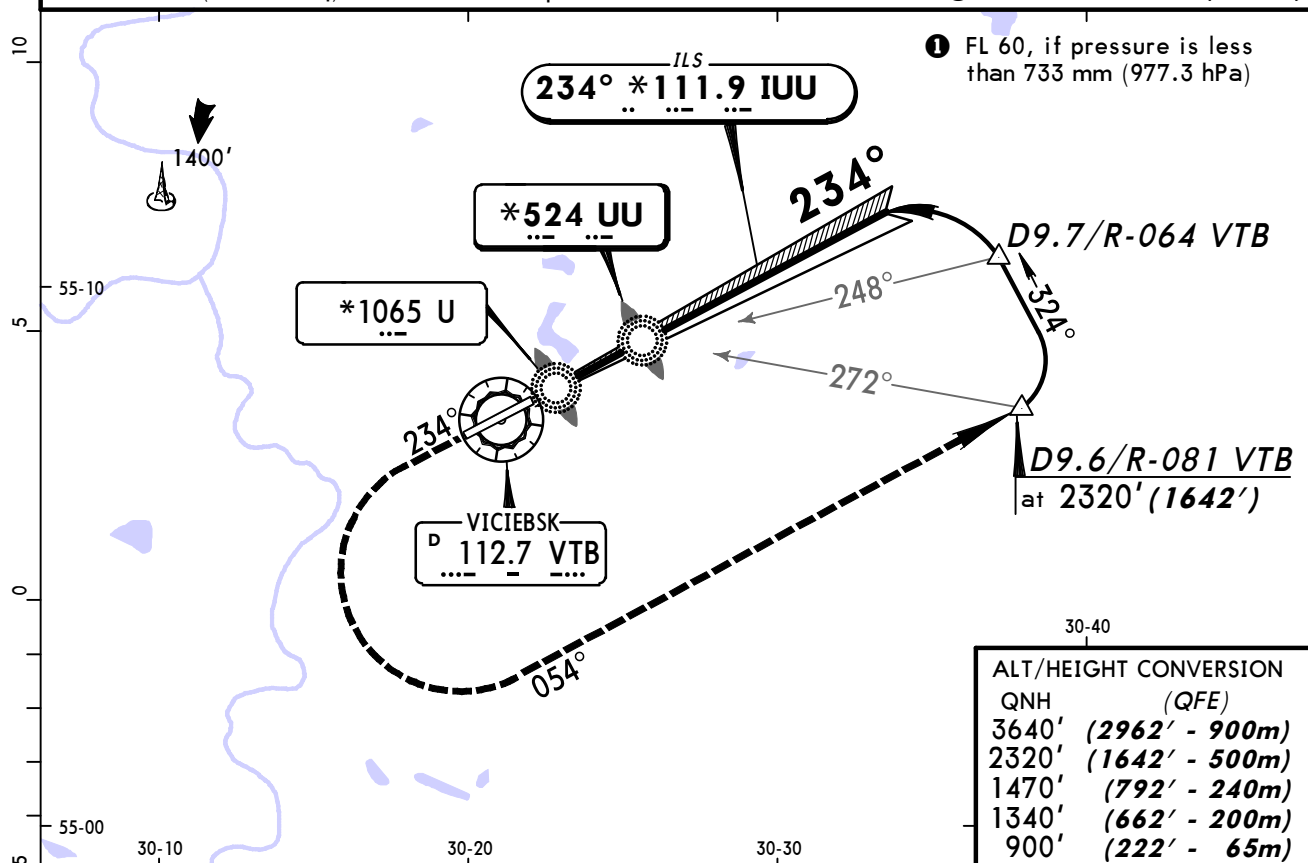
STRAIGHT-IN RWY		A	B	C	D
05	NDB	1000' (371')	1000' (371')	1000' (371')	1000' (371')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
23	ILS	914' (236')	924' (246')	934' (256')	944' (266')
		R800m	R800m	R900m	R900m
	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1030' (352')	1030' (352')	1030' (352')	1030' (352')
	<i>ALS out</i>	R1300m R1500m	R1400m R1500m	R1600m R1800m	R1800m R2000m

TAKE-OFF RWY 05, 23

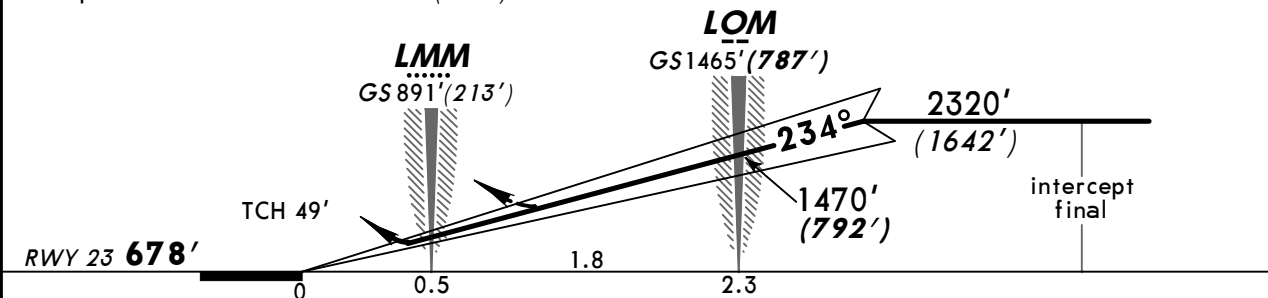
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.42 (Russian 126.52)		120.4		120.4	
LOC IUU *111.9	Final Apch Crs 234°	GS LOM 1465' (787')	ILS DA(H) Refer to Minimums	Apt Elev 682' RWY 678'	
NDB UU *524		Minimum Alt LOM 1470' (792')	NDB MDA(H) 1030' (352')		
MISSED APCH: Climb on 234° to 1340' (662'), then turn LEFT onto 054° climbing to 2320' (1642'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1 Trans alt: 3640' (2962')	

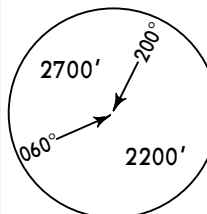


NDB apch: Pass LMM not below 900' (222').

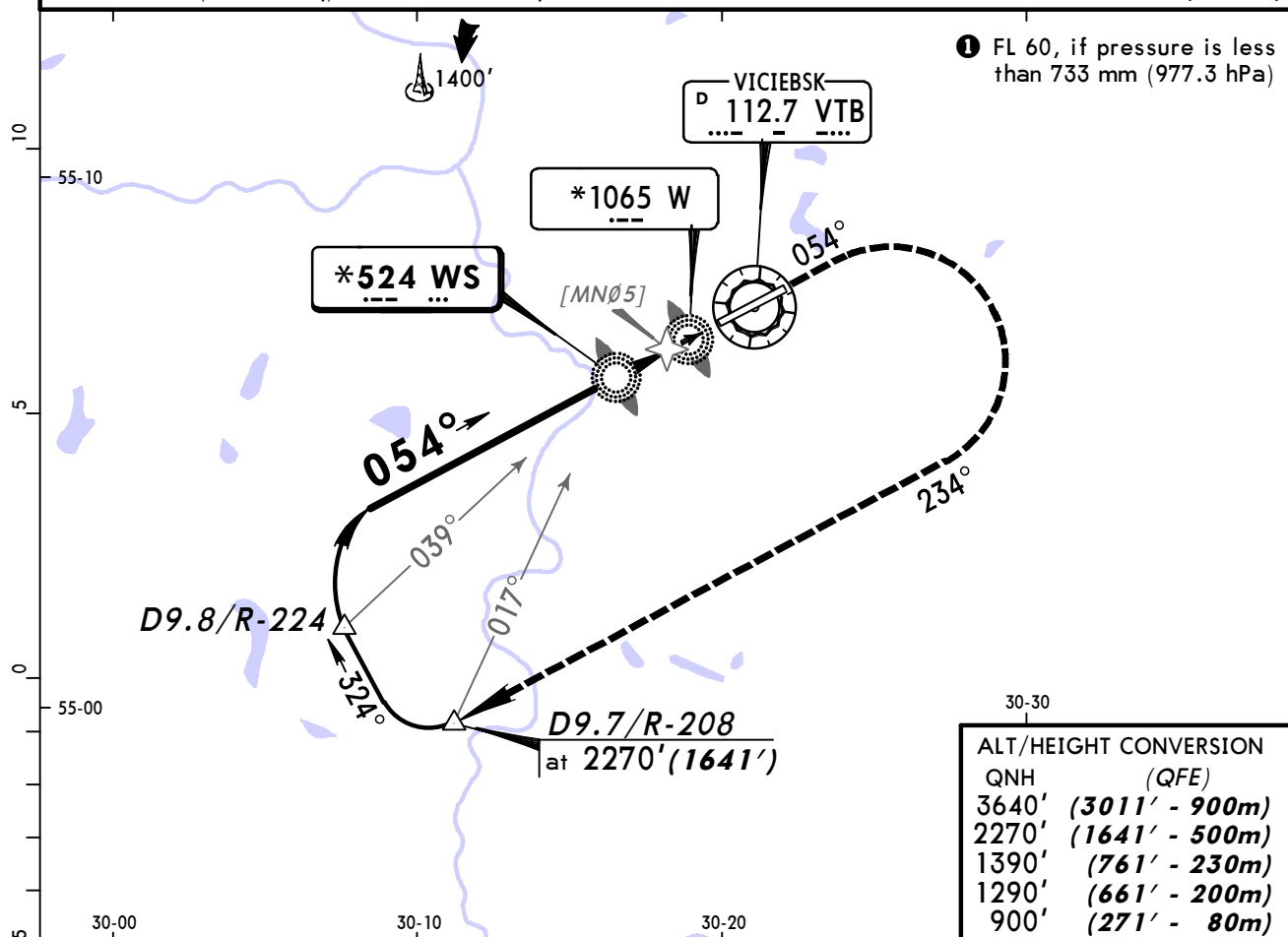


Gnd speed-Kts	70	90	100	120	140	160	ALS	1340' (662') on 234°	054°	2320' (1642')
ILS GS or Descent angle	377	484	538	646	753	861	PAPI		LT	

ILS STRAIGHT-IN LANDING RWY 23		NDB	
DA(H) A: 914' (236') C: 934' (256')	LOC (GS out)	MDA(H) 1030' (352')	
B: 924' (246') D: 944' (266')			
FULL	ALS out	ALS out	
A			
B	1200m	1600m	
C			
D	1300m	2000m	

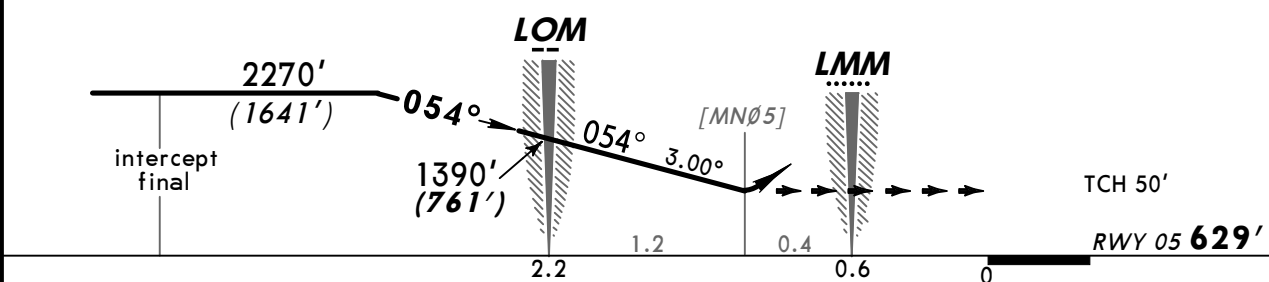
*ATIS 119.42 (Russian 126.52)		*VICIEBSK Tower (APP/TWR) 120.4		*Ground 120.4	
NDB WS *524	Final Apch Crs 054°	Minimum Alt LOM 1390' (761')	MDA(H) 1000' (371')	Apt Elev 682' RWY 629'	
MISSED APCH: Climb on 054° to 1290' (661'), then turn RIGHT onto 234° climbing to 2270' (1641'), then according to chart.					 MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3640' (3011')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3640'	(3011' - 900m)
2270'	(1641' - 500m)
1390'	(761' - 230m)
1290'	(661' - 200m)
900'	(271' - 80m)

Pass LMM not below 900' (271').



Gnd speed-Kts	70	90	100	120	140	160	ALS	1290' (661') on 054°	234°	2270' (1641')
Descent angle	3.00°	372	478	531	637	743	849	PAPI	RT	

STRAIGHT-IN LANDING RWY 05

MDA(H) 1000' (371')

ALS out

A	1600m 2000m		
B			
C			
D			

Chart changes since cycle 24-2012

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

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

VICIEBSK, (VICIEBSK - UMII)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMII