

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UMII
Terminal Charts For UMII
Revision Letter For Cycle 17-2013
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: 0252 Z
Sunset: 1709 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

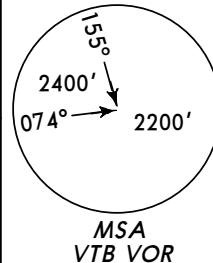
Communication Information

ATIS 126.525 Non-English
ATIS 119.425
Viciebsk Tower 120.4

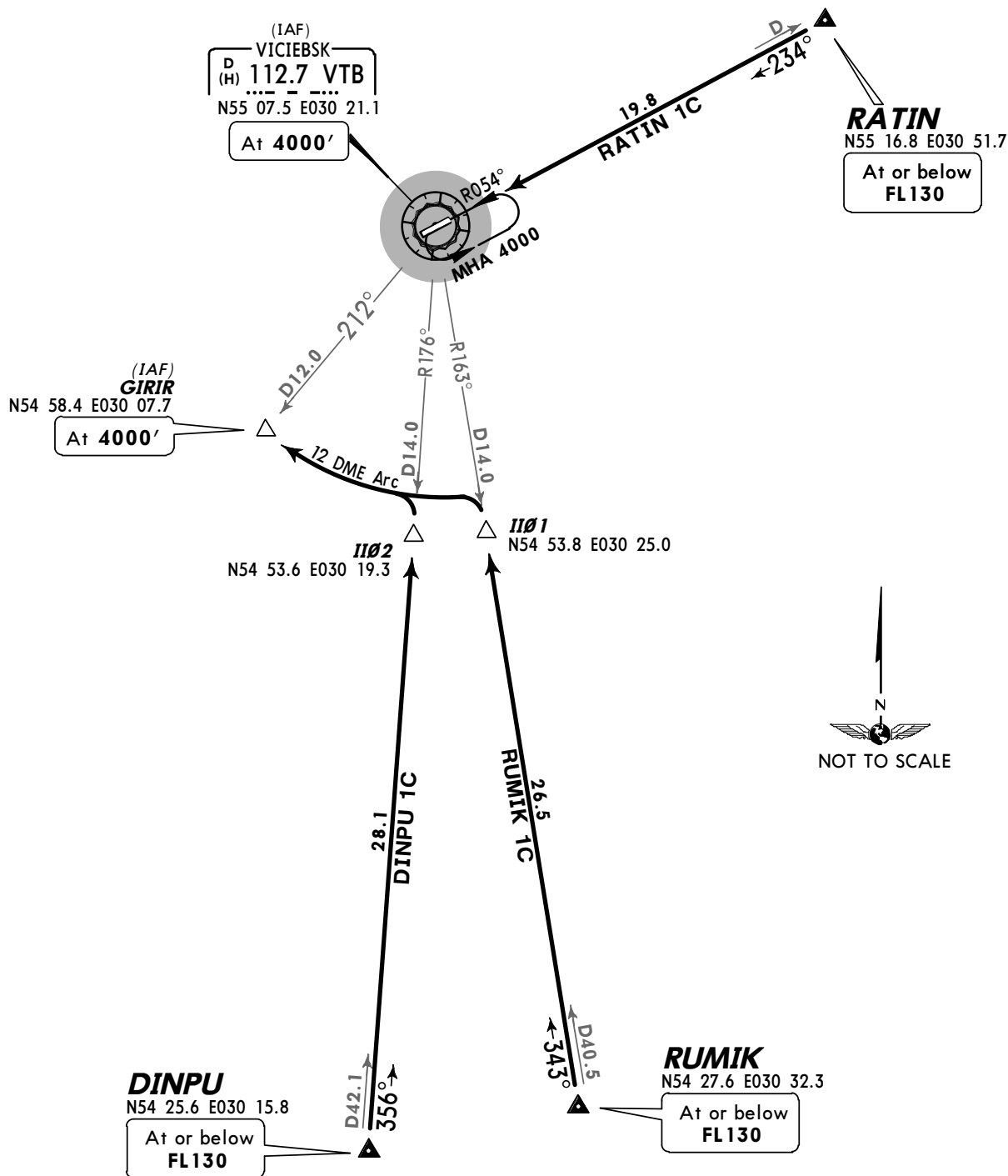
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DINPU ONE CHARLIE (DINPU 1C)
RATIN ONE CHARLIE (RATIN 1C)
RUMIK ONE CHARLIE (RUMIK 1C)
RWY 05 ARRIVALS
VOR DME REQUIRED

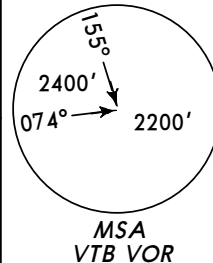


STAR	ROUTING
DINPU 1C	Intercept VTB R-176 inbound to II02, turn LEFT, along VTB 12 DME arc to GIRIR.
RATIN 1C	Intercept VTB R-054 inbound to VTB.
RUMIK 1C	Intercept VTB R-163 inbound to II01, turn LEFT, along VTB 12 DME arc to GIRIR.

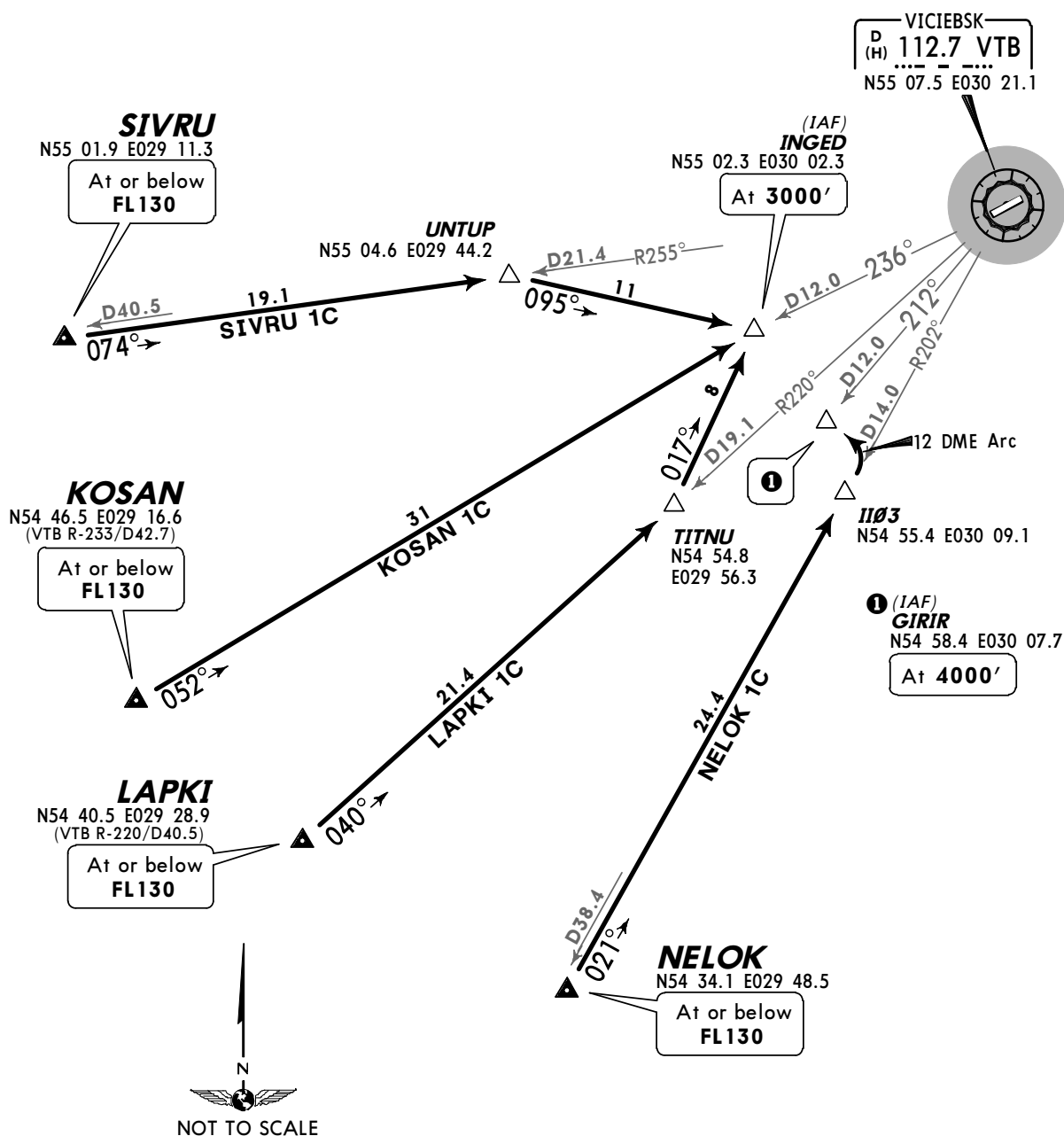
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KOSAN ONE CHARLIE (KOSAN 1C)
LAPKI ONE CHARLIE (LAPKI 1C)
NELOK ONE CHARLIE (NELOK 1C)
SIVRU ONE CHARLIE (SIVRU 1C)
RWY 05 ARRIVALS
VOR DME REQUIRED

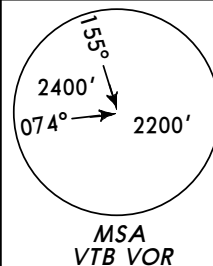


STAR	ROUTING
KOSAN 1C	052° track to INGED.
LAPKI 1C	Intercept VTB R-220 inbound to TITNU, turn LEFT, 017° track to INGED.
NELOK 1C	Intercept VTB R-202 inbound to II03, turn LEFT, along VTB 12 DME arc to GIRIR.
SIVRU 1C	Intercept VTB R-254 inbound to UNTUP, turn RIGHT, 095° track to INGED.

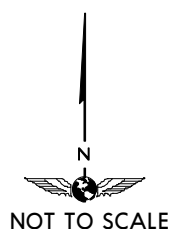
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



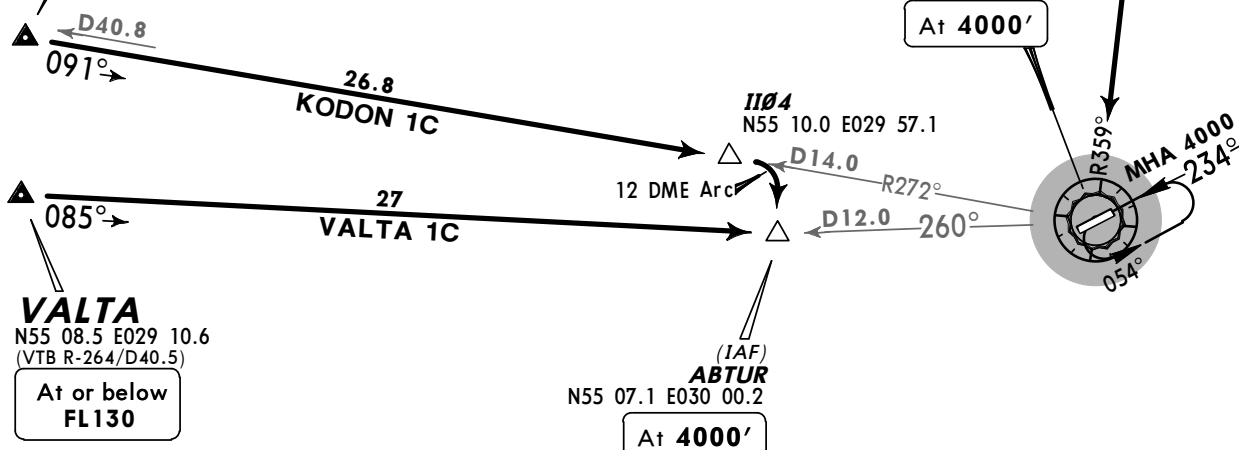
KODON ONE CHARLIE (KODON 1C)
OLAGO ONE CHARLIE (OLAGO 1C)
VALTA ONE CHARLIE (VALTA 1C)
RWY 05 ARRIVALS
VOR DME REQUIRED



OLAGO
N55 48.0 E030 29.4
At or below
FL130

KODON
N55 14.4 E029 10.9
At or below
FL130

(IAF)
VICIEBSK
D (H) 112.7 VTB
N55 07.5 E030 21.1
At 4000'

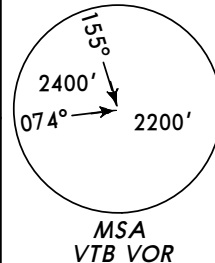


STAR	ROUTING
KODON 1C	Intercept VTB R-272 inbound to II04, turn RIGHT, along VTB 12 DME arc to ABTUR.
OLAGO 1C	Intercept VTB R-359 inbound to VTB.
VALTA 1C	085° track to ABTUR.

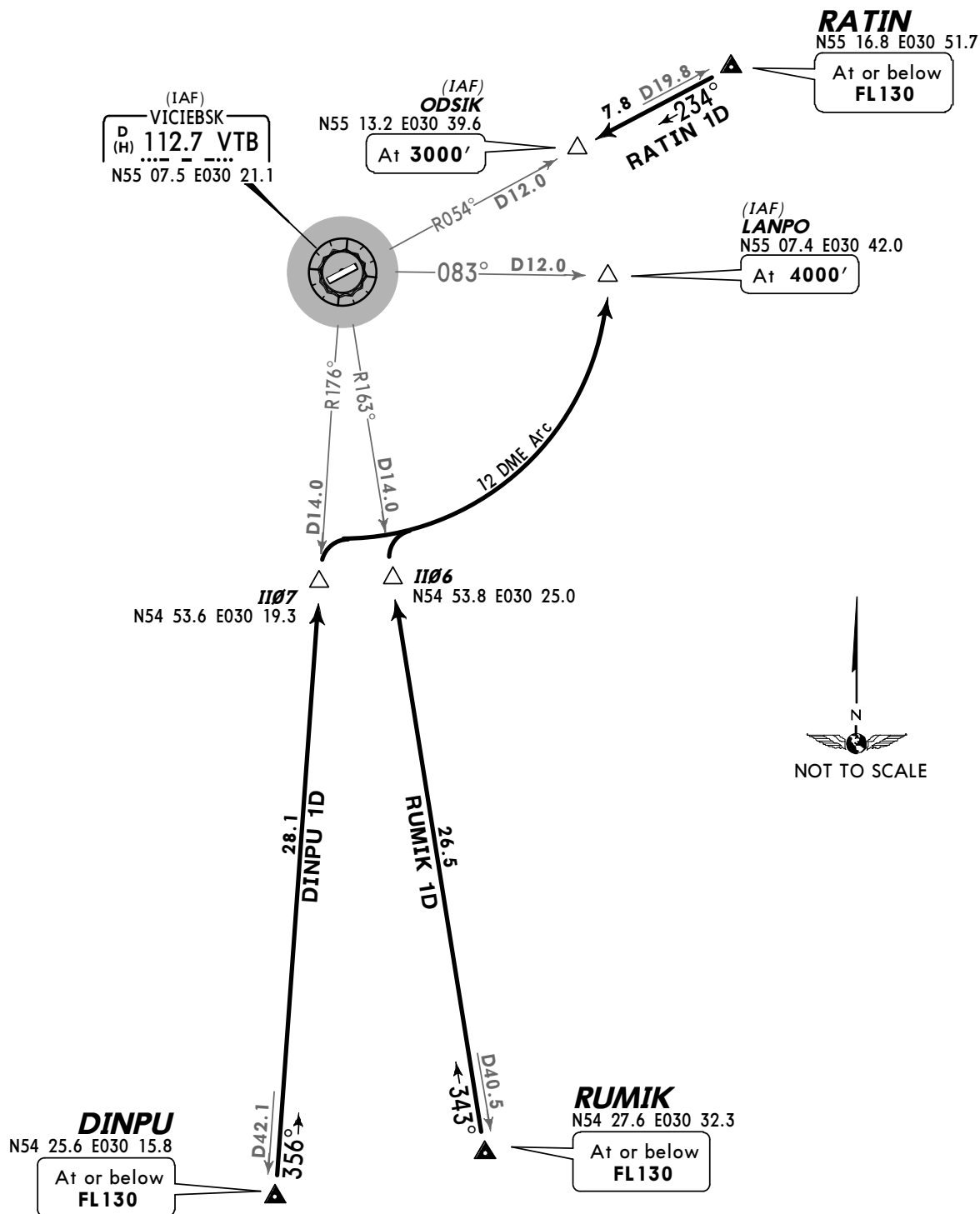
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DINPU ONE DELTA (DINPU 1D)
RATIN ONE DELTA (RATIN 1D)
RUMIK ONE DELTA (RUMIK 1D)
RWY 23 ARRIVALS
VOR DME REQUIRED

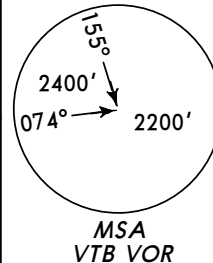


STAR	ROUTING
DINPU 1D	Intercept VTB R-176 inbound to II07, turn RIGHT, along VTB 12 DME arc to LANPO.
RATIN 1D	Intercept VTB R-054 inbound to ODSIK.
RUMIK 1D	Intercept VTB R-163 inbound to II06, turn RIGHT, along VTB 12 DME arc to LANPO.

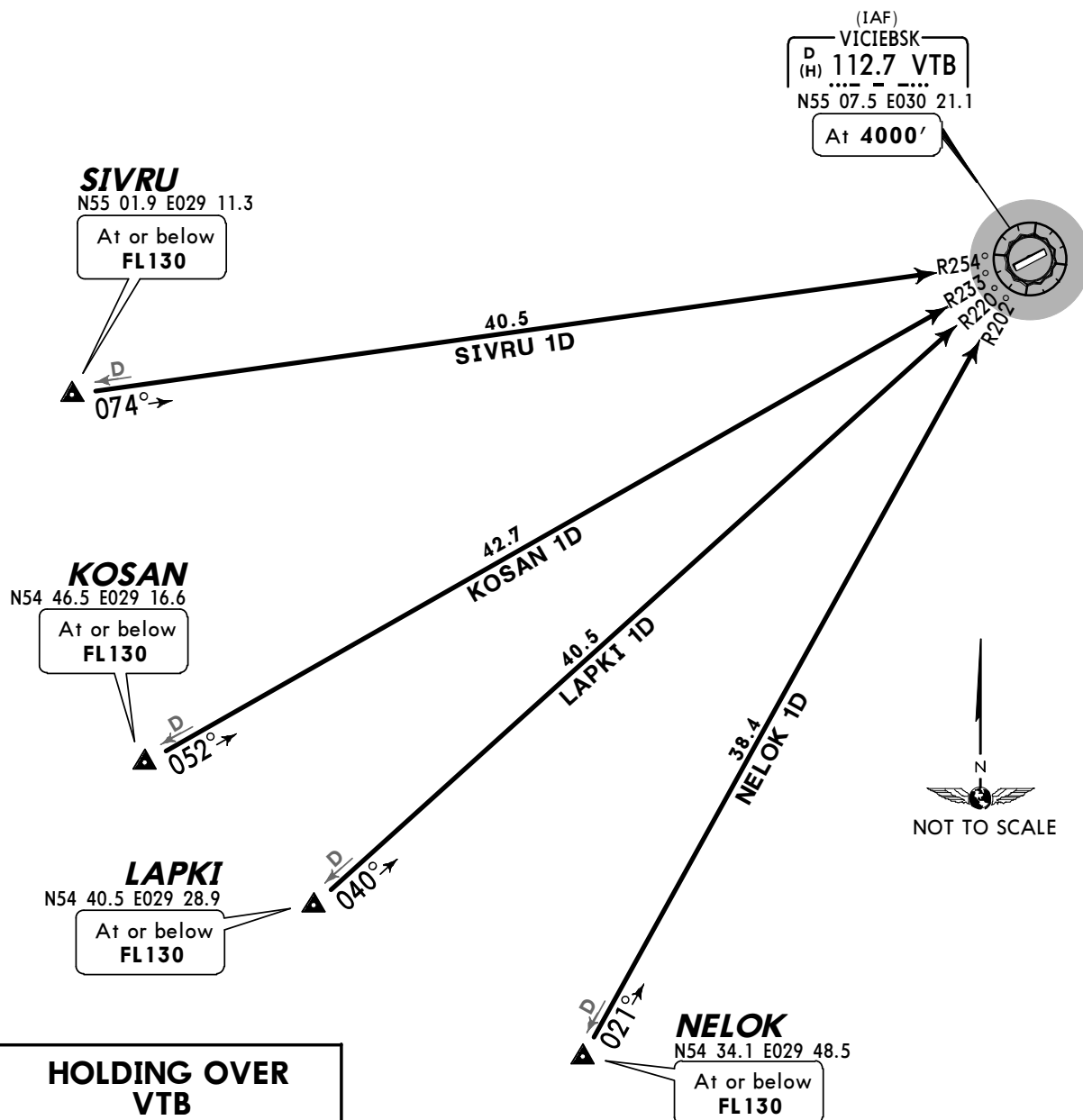
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

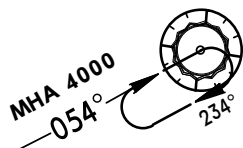
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KOSAN ONE DELTA (KOSAN 1D)
LAPKI ONE DELTA (LAPKI 1D)
NELOK ONE DELTA (NELOK 1D)
SIVRU ONE DELTA (SIVRU 1D)
RWY 23 ARRIVALS
VOR DME REQUIRED



HOLDING OVER
VTB

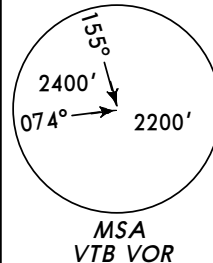


STAR	ROUTING
KOSAN 1D	Intercept VTB R-233 inbound to VTB.
LAPKI 1D	Intercept VTB R-220 inbound to VTB.
NELOK 1D	Intercept VTB R-202 inbound to VTB.
SIVRU 1D	Intercept VTB R-254 inbound to VTB.

ATIS
119.42
(Russian 126.52)

Apt Elev
682'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KODON ONE DELTA (KODON 1D)
OLAGO ONE DELTA (OLAGO 1D)
VALTA ONE DELTA (VALTA 1D)
RWY 23 ARRIVALS
VOR DME REQUIRED



OLAGO
N55 48.0 E030 29.4

At or below
FL130



OLAGO 1D

(IAF)
GIPOK
N55 17.5
E030 32.6

At 4000'

II05
N55 21.4
E030 23.9

(IAF)
VICIEBSK
D (H) 112.7 VTB
N55 07.5 E030 21.1

KODON 1D

At 3000'

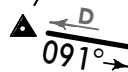
VALTA 1D

At 4000'

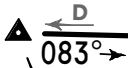
KODON

N55 14.4 E029 10.9

At or below
FL130



KODON 1D

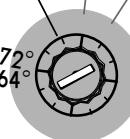


VALTA 1D

VALTA

N55 08.5 E029 10.6

At or below
FL130



STAR

ROUTING

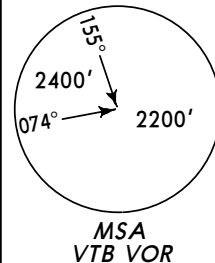
KODON 1D Intercept VTB R-272 inbound to VTB.

OLAGO 1D Intercept VTB R-359 inbound to II05, turn LEFT, along VTB 12 DME arc to GIPOK.

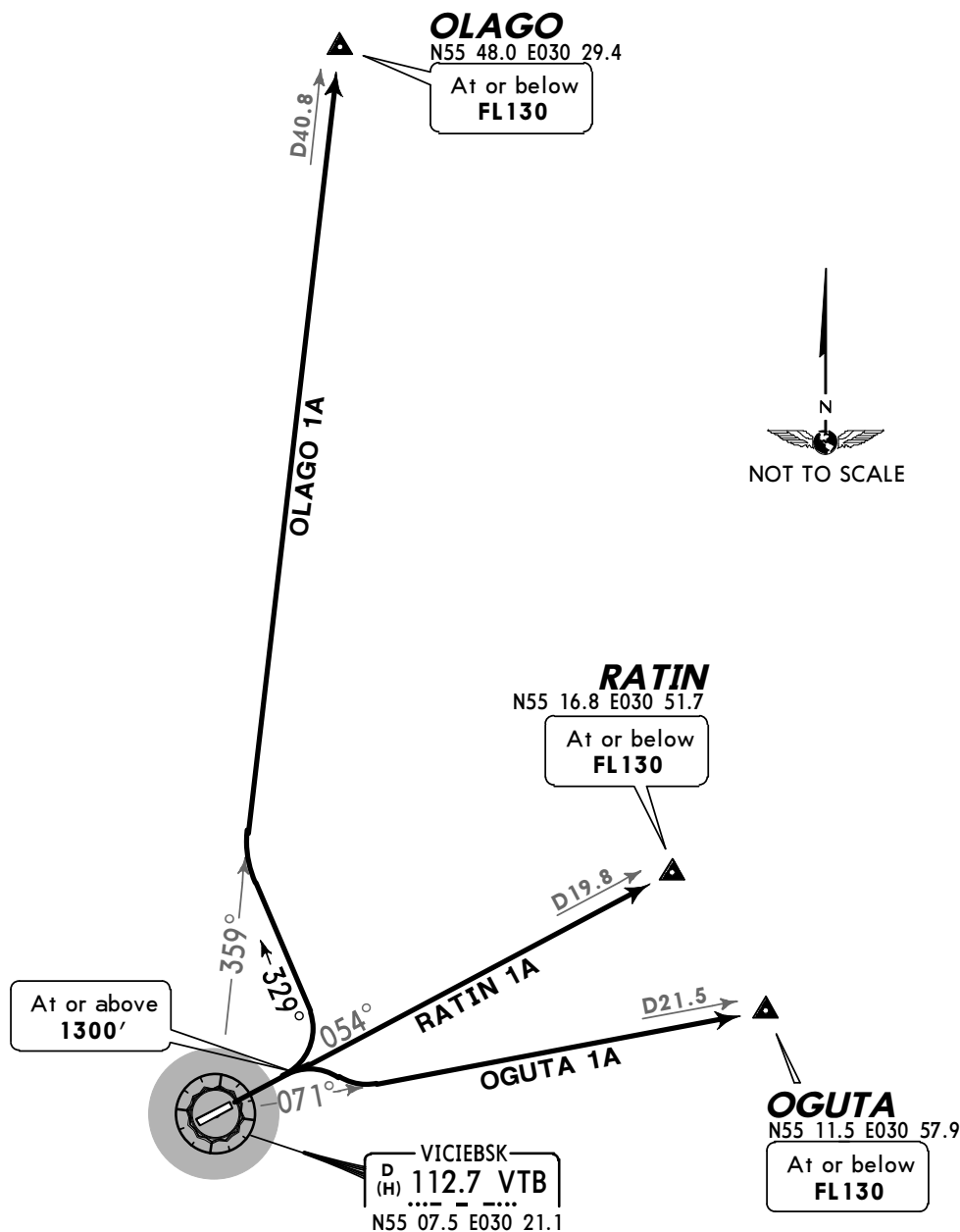
VALTA 1D Intercept VTB R-264 inbound to VTB.

Apt Elev
682'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



OGUTA ONE ALFA (OGUTA 1A)
OLAGO ONE ALFA (OLAGO 1A)
RATIN ONE ALFA (RATIN 1A)
RWY 05 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
OGUTA 1A	Climb straight ahead to at or above 1300', turn RIGHT, intercept VTB R-071 to OGUTA.
OLAGO 1A	Climb straight ahead to at or above 1300', turn LEFT, 329° track, intercept VTB R-359 to OLAGO.
RATIN 1A	Climb straight ahead to at or above 1300', intercept VTB R-054 to RATIN.

VICIEBSK
D
(H) 112.7 VTB
... - ...
N55 07.5 E030 21.1

① ← 250°
② ← 232°

KOSAN 1A

LAPKI 1A

NELOK 1A

NELOK

At or below
FL 130

At or below
FL130

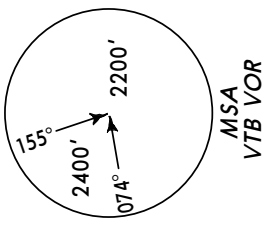
At or below
FL130

D40.0

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Apt Elev
682'

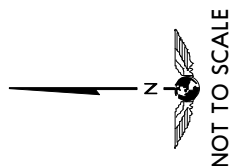
Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



KODON ONE ALFA (KODON 1A)
SIVRU ONE ALFA (SIVRU 1A)
VALTA ONE ALFA (VALTA 1A)

RWY 05 DEPARTURES

VOR DME REQUIRED



KODON
N55 14.4 E029 10.9

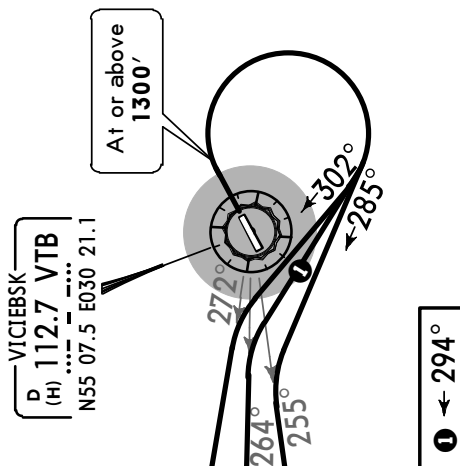
At or below
FL 130

VALTA
N55 08.5 E029 10.6

At or below
FL 130

SIVRU
N55 01.9 E029 11.3

At or below
FL 130



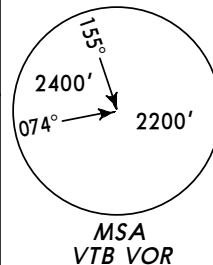
ROUTING

SID

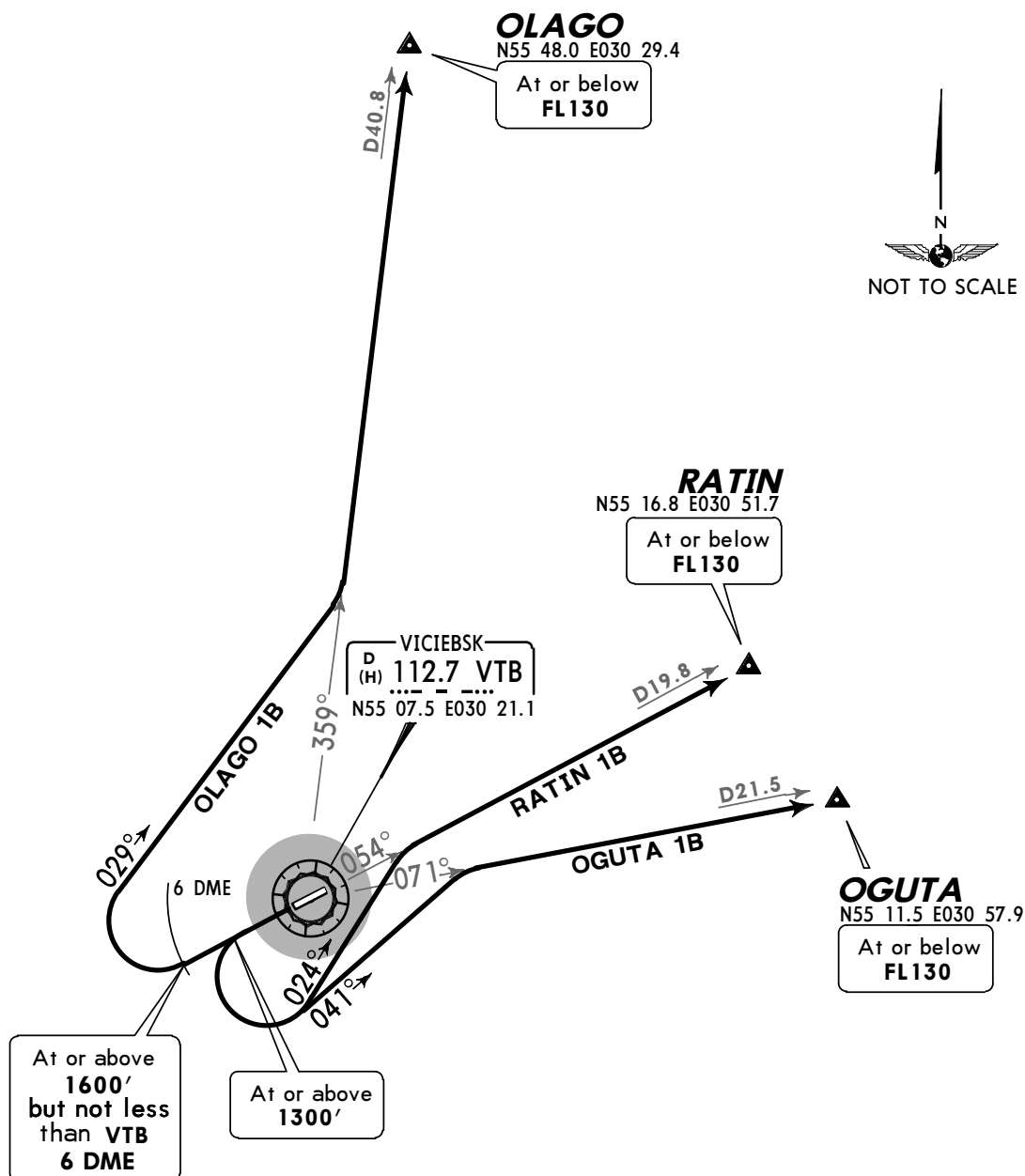
KODON 1A Climb straight ahead to at or above 1300', turn RIGHT, 302° track, intercept VTB R-272 to KODON.

SIVRU 1A Climb straight ahead to at or above 1300', turn RIGHT, 285° track, intercept VTB R-255 to SIVRU.

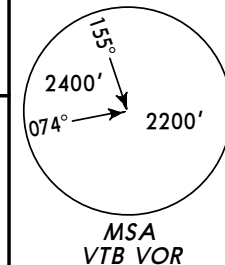
VALTA 1A Climb straight ahead to at or above 1300', turn RIGHT, 294° track, intercept VTB R-264 to VALTA.

Apt Elev
682'Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.

OGUTA ONE BRAVO (OGUTA 1B)
OLAGO ONE BRAVO (OLAGO 1B)
RATIN ONE BRAVO (RATIN 1B)
RWY 23 DEPARTURES
VOR DME REQUIRED



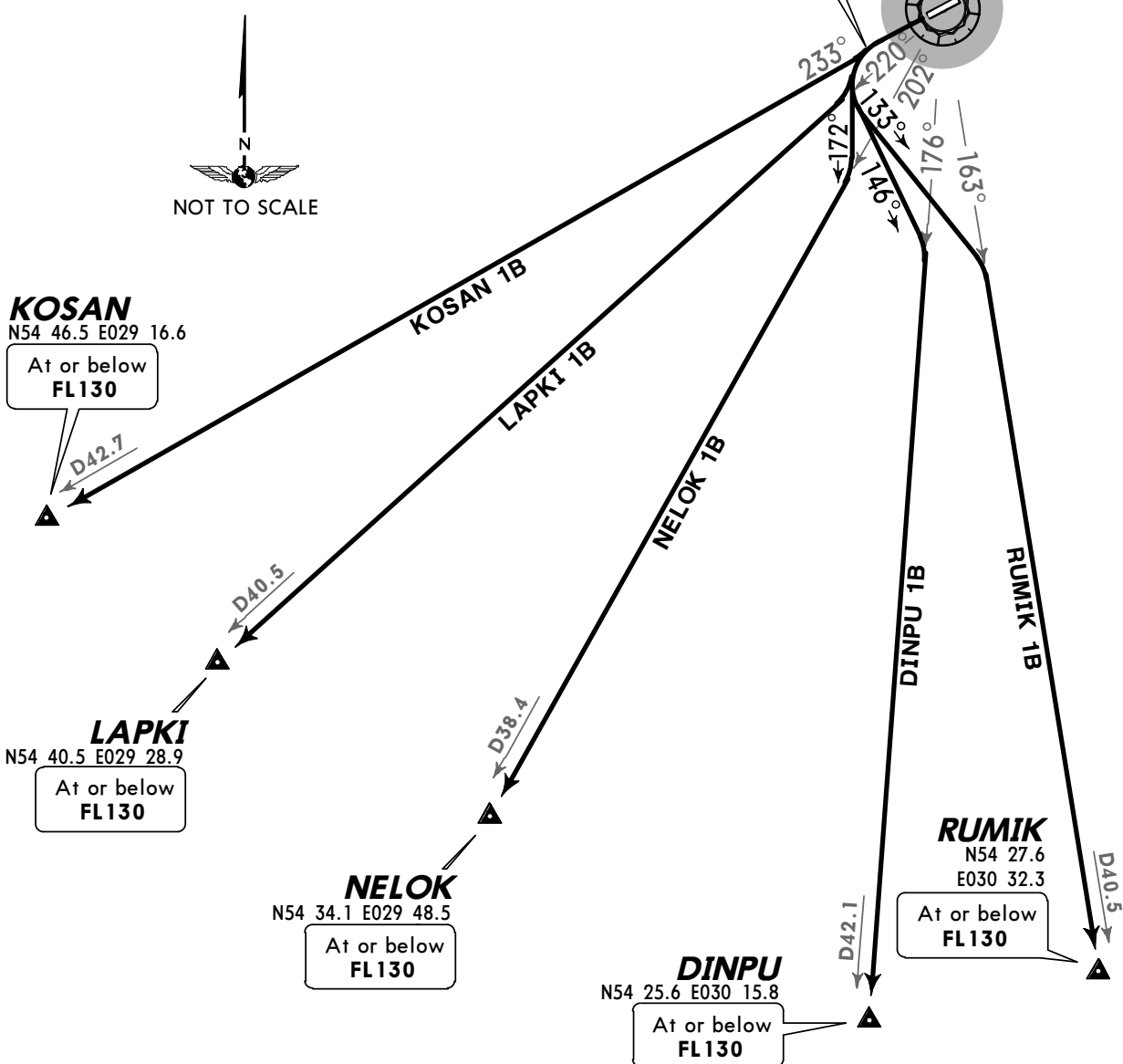
SID	ROUTING
OGUTA 1B	Climb straight ahead to at or above 1300', turn LEFT, 041° track, intercept VTB R-071 to OGUTA.
OLAGO 1B	Climb straight ahead to at or above 1600', not less than VTB 6 DME turn RIGHT, 029° track, intercept VTB R-359 to OLAGO.
RATIN 1B	Climb straight ahead to at or above 1300', turn LEFT, 024° track, intercept VTB R-054 to RATIN.

Apt Elev
682'Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.

DINPU ONE BRAVO (DINPU 1B)
KOSAN ONE BRAVO (KOSAN 1B)
LAPKI ONE BRAVO (LAPKI 1B)
NELOK ONE BRAVO (NELOK 1B)
RUMIK ONE BRAVO (RUMIK 1B)

RWY 23 DEPARTURES
VOR DME REQUIRED

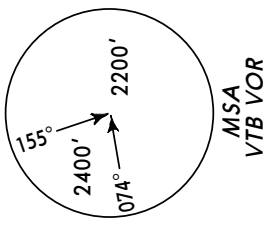
VICIEBSK
D (H) 112.7 VTB
N55 07.5 E030 21.1



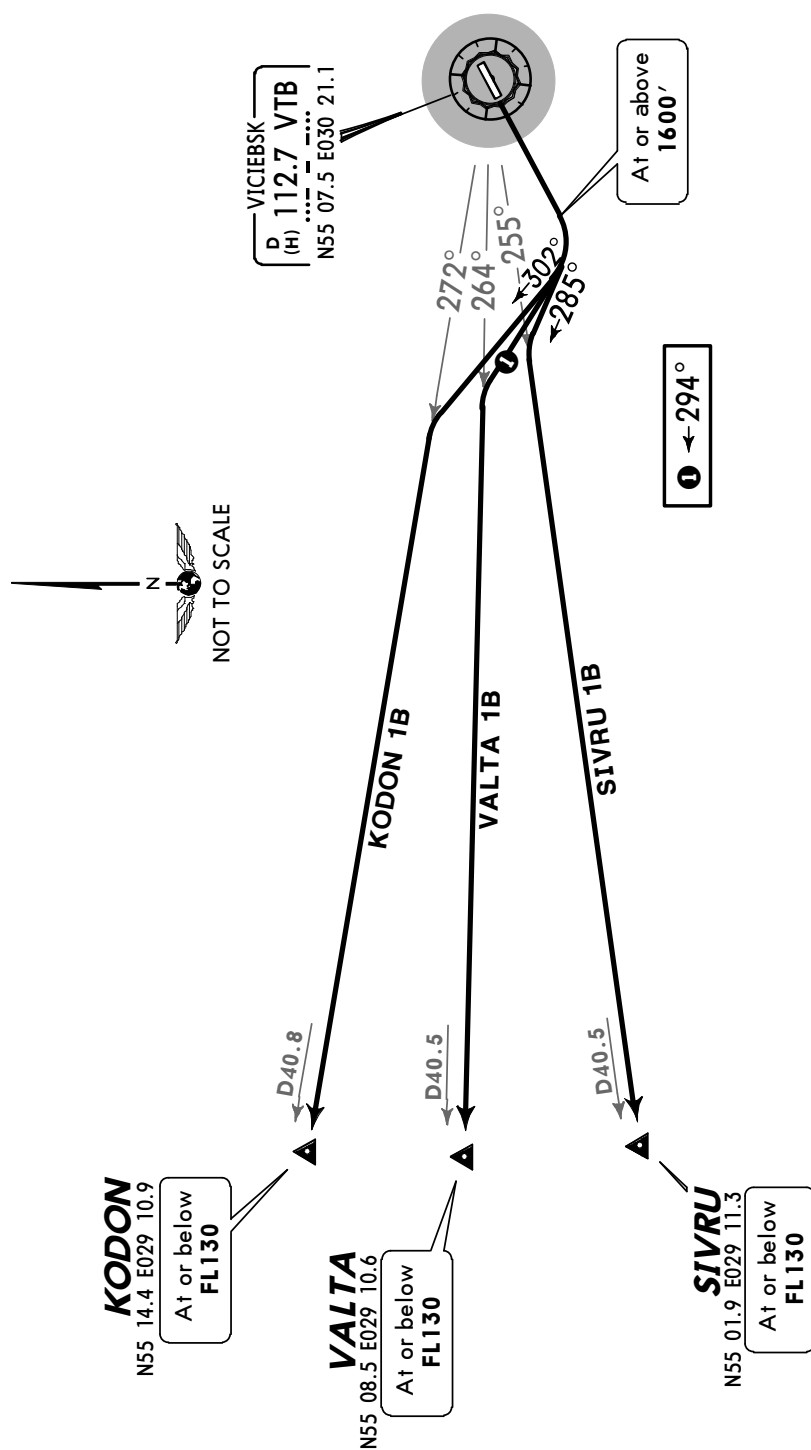
SID	ROUTING
DINPU 1B	Climb straight ahead to at or above 1300', turn LEFT, 146° track, intercept VTB R-176 to DINPU.
KOSAN 1B	Climb straight ahead to at or above 1300', intercept VTB R-233 to KOSAN.
LAPKI 1B	Climb straight ahead to at or above 1300', turn LEFT, intercept VTB R-220 to LAPKI.
NELOK 1B	Climb straight ahead to at or above 1300', turn LEFT, 172° track, intercept VTB R-202 to NELOK.
RUMIK 1B	Climb straight ahead to at or above 1300', turn LEFT, 133° track, intercept VTB R-163 to RUMIK.

Apt Elev
682'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



KODON ONE BRAVO (KODON 1B)
SIVRU ONE BRAVO (SIVRU 1B)
VALTA ONE BRAVO (VALTA 1B)
RWY 23 DEPARTURES
VOR DME REQUIRED



SID	ROUTING
KODON 1B	Climb straight ahead to at or above 1600', turn RIGHT, 302° track, intercept VTB R-272 to KODON.
SIVRU 1B	Climb straight ahead to at or above 1600', turn RIGHT, 285° track, intercept VTB R-255 to SIVRU.
VALTA 1B	Climb straight ahead to at or above 1600', turn RIGHT, 294° track, intercept VTB R-264 to VALTA.

NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

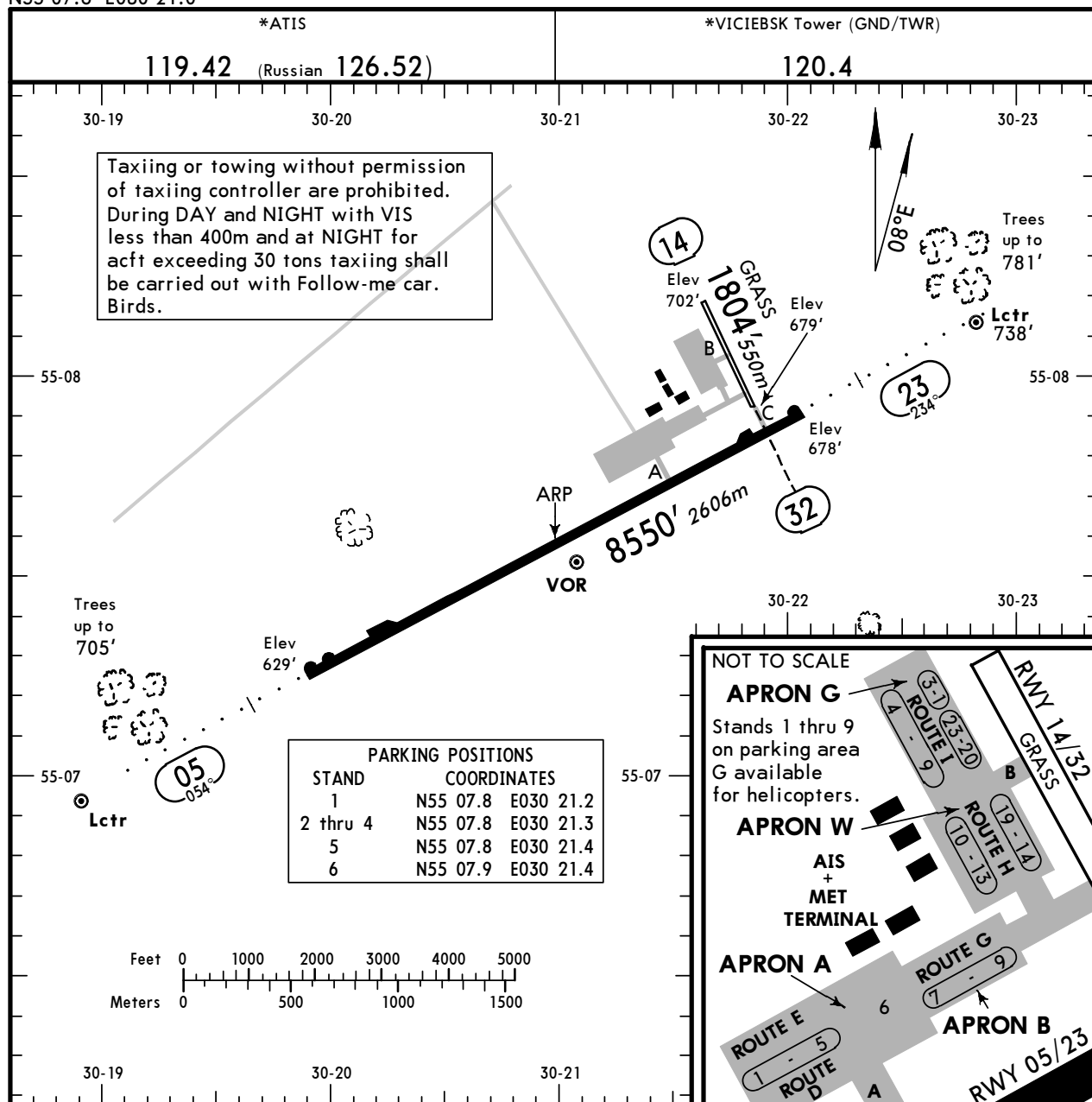
Engines shutdown during taxiing (in case of presence of two engines and more) after landing.

Restrictions

MAX 250 KT between FL100 and IAF.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
05	23	RL (60m) ALS PAPI-L (angle 3.0°)		7760' 2365m		138' 42m
14	32					79' 24m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
05	VOR ❶ with DME	910'(281') R1200m	910'(281') R1200m	910'(281') R1200m	910'(281') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR w/o DME	930'(301') R1400m	930'(301') R1400m	930'(301') R1600m	930'(301') R1600m
	ALS out	R1600m	R1600m	R1800m	R1800m
	NDB ❶	929'(300') R1200m	929'(300') R1200m	929'(300') R1200m	929'(300') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
23	ILS	907'(229') R1000m	919'(241') R1000m	927'(249') R1100m	938'(260') R1100m
	ALS out	R1200m	R1300m	R1300m	R1300m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶ with DME	990'(312') R1200m	990'(312') R1200m	990'(312') R1200m	990'(312') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR w/o DME	1040'(362') R1700m	1040'(362') R1700m	1040'(362') R1900m	1040'(362') R1900m
	ALS out	R1900m	R1900m	C2100m	C2100m
	NDB ❶	990'(312') R1200m	990'(312') R1200m	990'(312') R1200m	990'(312') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m

❶ Continuous Descent Final Approach.

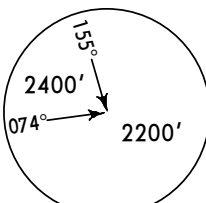
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1150'(468') ❷ V1500m	1180'(498') ❷ V1600m	1380'(698') V2400m	1380'(698') V3600m

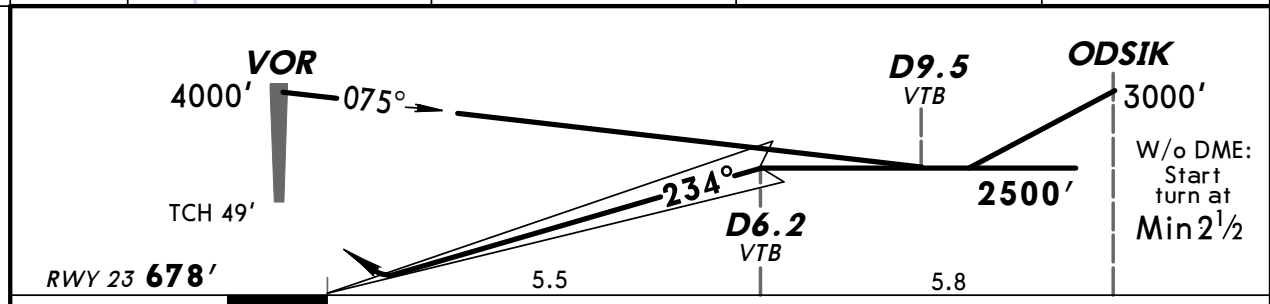
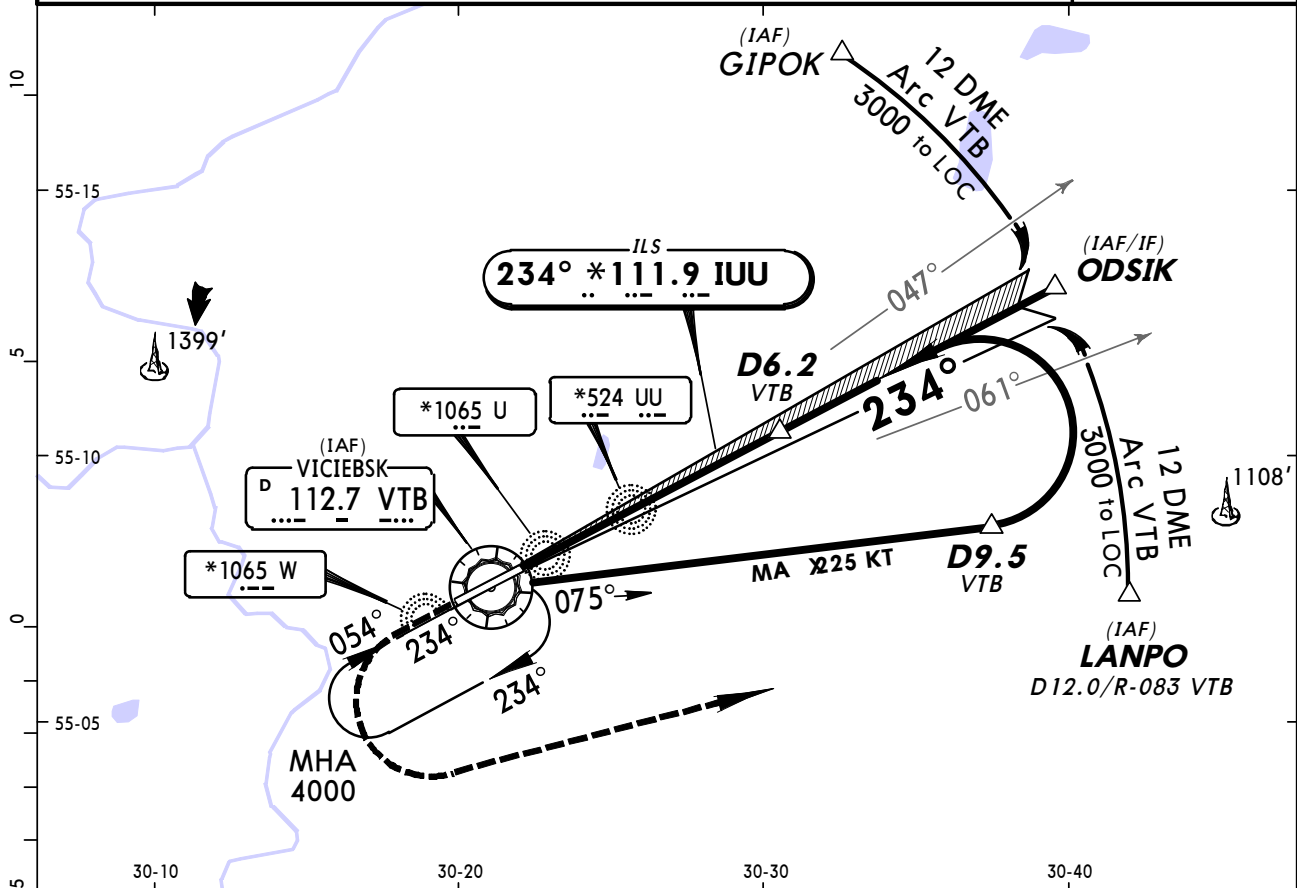
❷ or higher minimums of preceding straight-in approach.

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		

BRIEFING STRIP

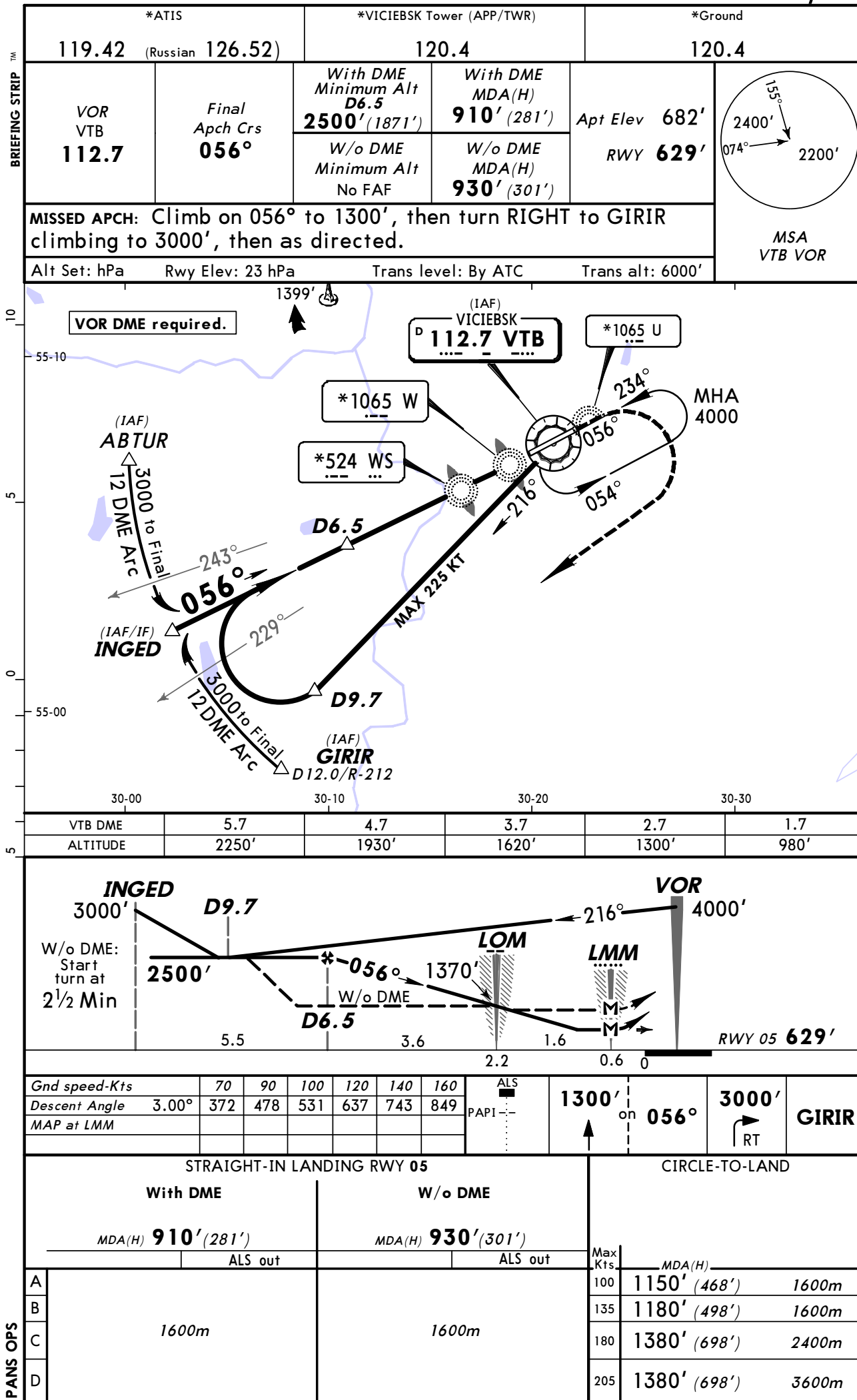
TM

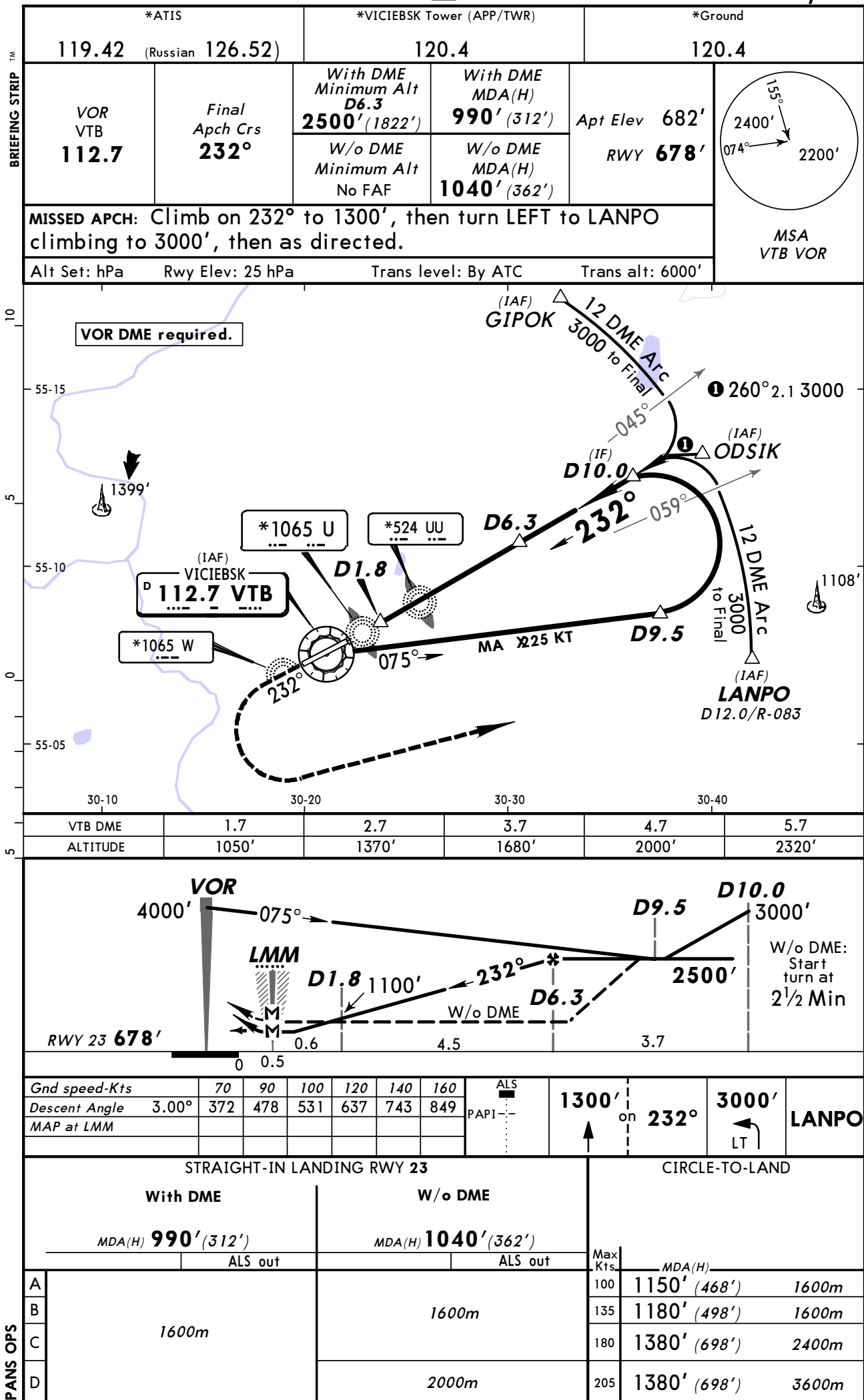
*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.42 (Russian 126.52)		120.4		120.4	
LOC IUU *111.9	Final Apch Crs 234°	GS D6.2 VTB 2500' (1822')	ILS DA(H) Refer to Minimums	Apt Elev 682' RWY 678'	
MISSED APCH: Climb on 234° to 1300', then turn LEFT to LANPO climbing to 3000', then as directed.					
Alt Set: hPa		Rwy Elev: 25 hPa		Trans level: By ATC	
VOR DME required.		Trans alt: 6000'		MSA VTB VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALS		1300'	on 234°	3000'	LANPO
GS	3.00°	372	478	531	637	743	PAPI		↑		LT	

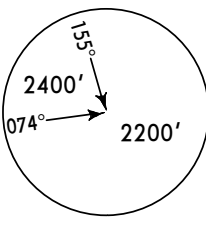
STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
A: 907' (229')		C: 927' (249')		100		1150' (468')	
B: 919' (241')		D: 938' (260')		135		1180' (498')	
FULL		ALS out		180		1380' (698')	
A		NOT AUTHORIZED		205		1380' (698')	
B							
C							
D							

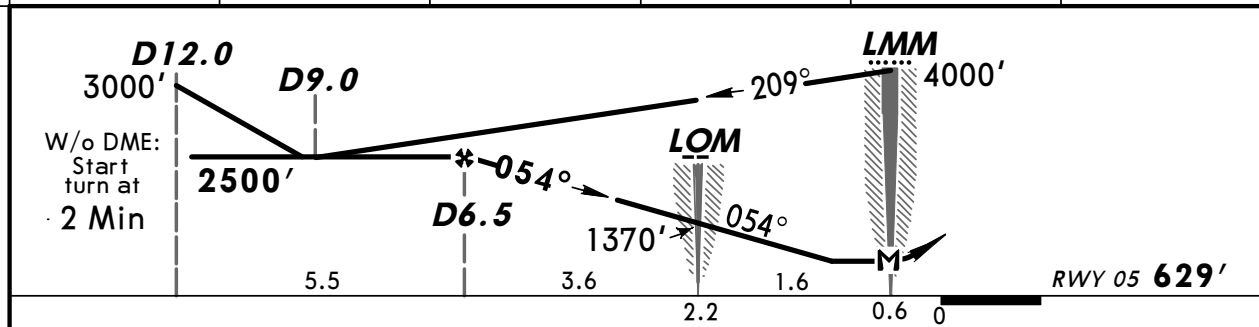
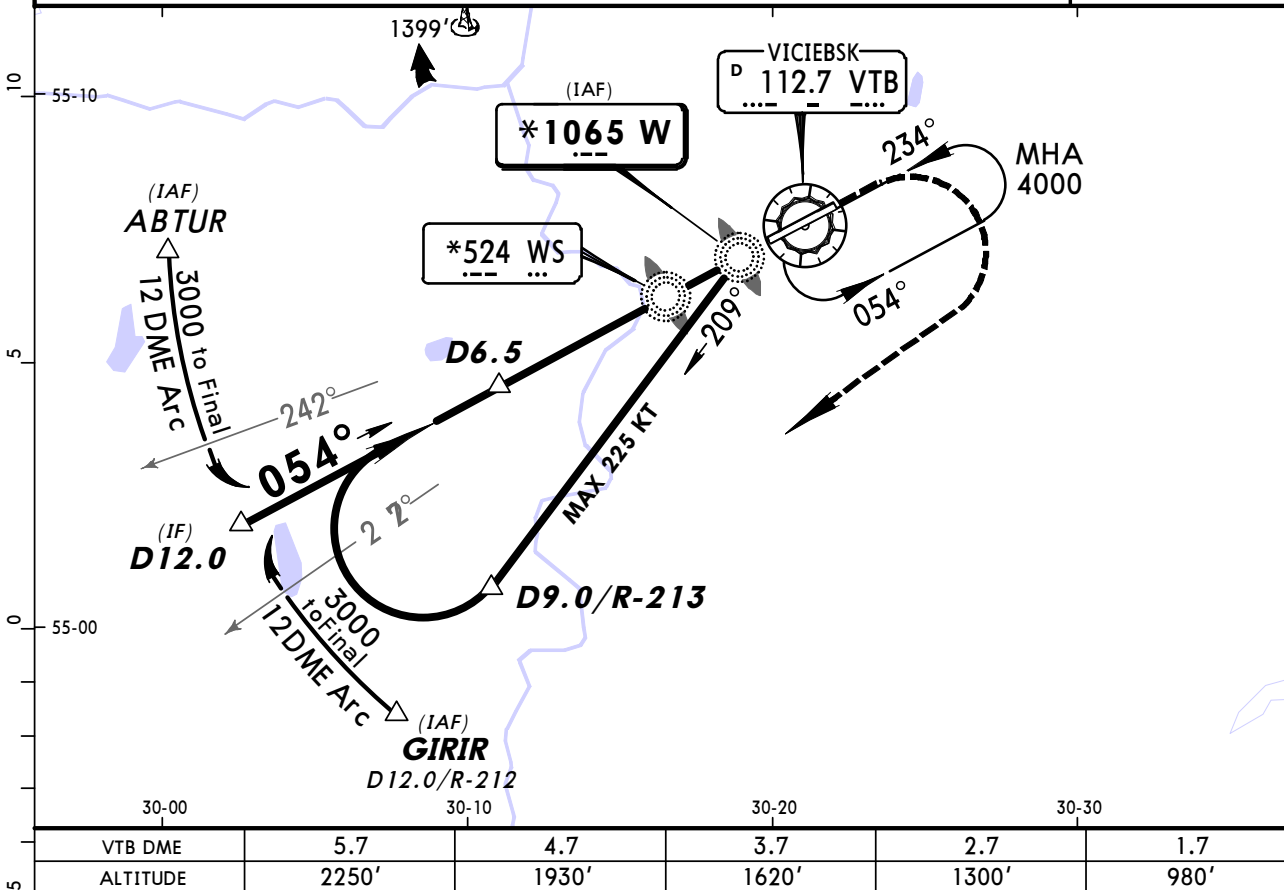




TM

BRIEFING STRIP

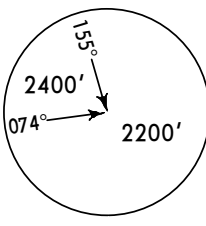
*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.42 (Russian 126.52)		120.4		120.4	
NDB W *1065	Final Apch Crs 054°	Minimum Alt D6.5 2500' (1871')	MDA(H) 929' (300')	Apt Elev 682' RWY 629'	 MSA VTB VOR
MISSED APCH: Climb on 054° to 1300', then turn RIGHT to GIRIR climbing to 3000', then as directed.					
Alt Set: hPa		Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 6000'	
VOR DME required.					



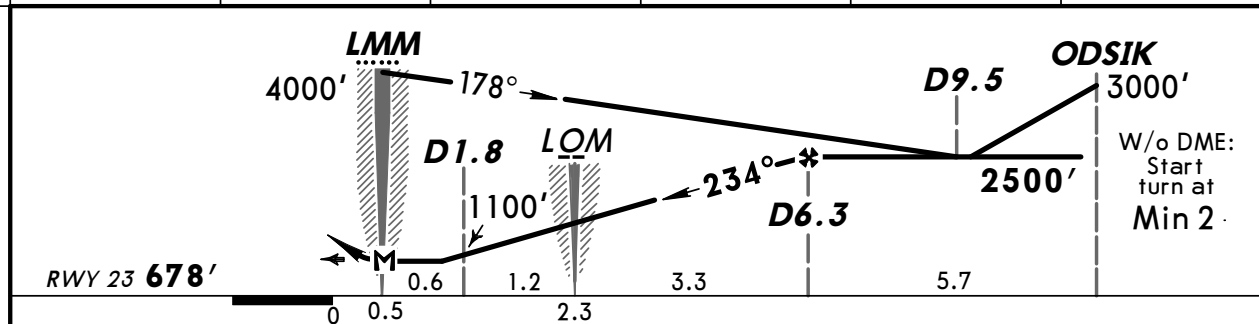
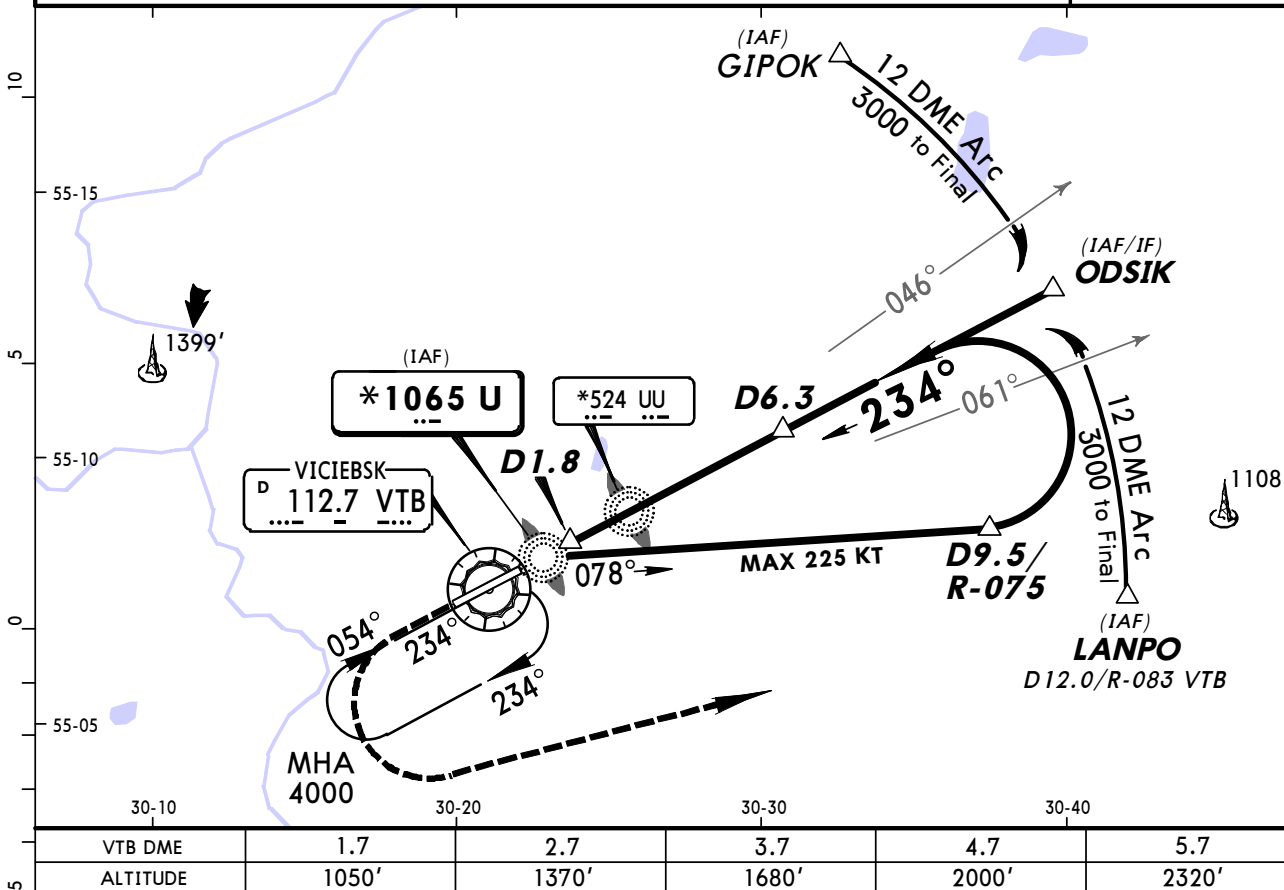
Gnd speed-Kts	70	90	100	120	140	160	ALS
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
MDA(H) 929' (300')							
ALS out				Max Kts	MDA(H)		
1600m				100	1150' (468')	1600m	
				135	1180' (498')	1600m	
				180	1380' (698')	2400m	
				205	1380' (698')	3600m	

BRIEFING STRIP™

*ATIS 119.42 (Russian 126.52)		*VICIEBSK Tower (APP/TWR) 120.4		*Ground 120.4	
NDB U *1065	Final Apch Crs 234°	Minimum Alt D6.3 2500' (1822')	MDA(H) 990' (312')	Apt Elev 682' RWY 678'	
MISSED APCH: Climb on 234° to 1300', then turn LEFT to LANPO climbing to 3000', then as directed.					
Alt Set: hPa Rwy Elev: 25 hPa		Trans level: By ATC		Trans alt: 6000'	
VOR DME required.					

MSA
VTB VOR



Gnd speed-Kts	70	90	100	120	140	160		1300' on 234°	3000' LT	LANPO
Descent Angle	3.00°	372	478	531	637	743				
MAP at LMM										

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
MDA(H) 990' (312')							
ALS out				Max Kts	MDA(H)		
1600m				100	1150'	(468')	1600m
				135	1180'	(498')	1600m
				180	1380'	(698')	2400m
				205	1380'	(698')	3600m

PANS OPS



Chart changes since cycle 16-2013

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