

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMII

Terminal Charts For UMII

Revision Letter For Cycle 23-2013

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: 8.4°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: 0526 Z
Sunset: 1400 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

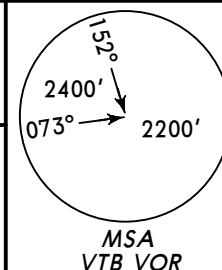
Communication Information

ATIS 126.525 Non-English
ATIS 119.425
Viciebsk Tower 120.4

ATIS
119.42
(Russian 126.52)

Apt Elev
682'

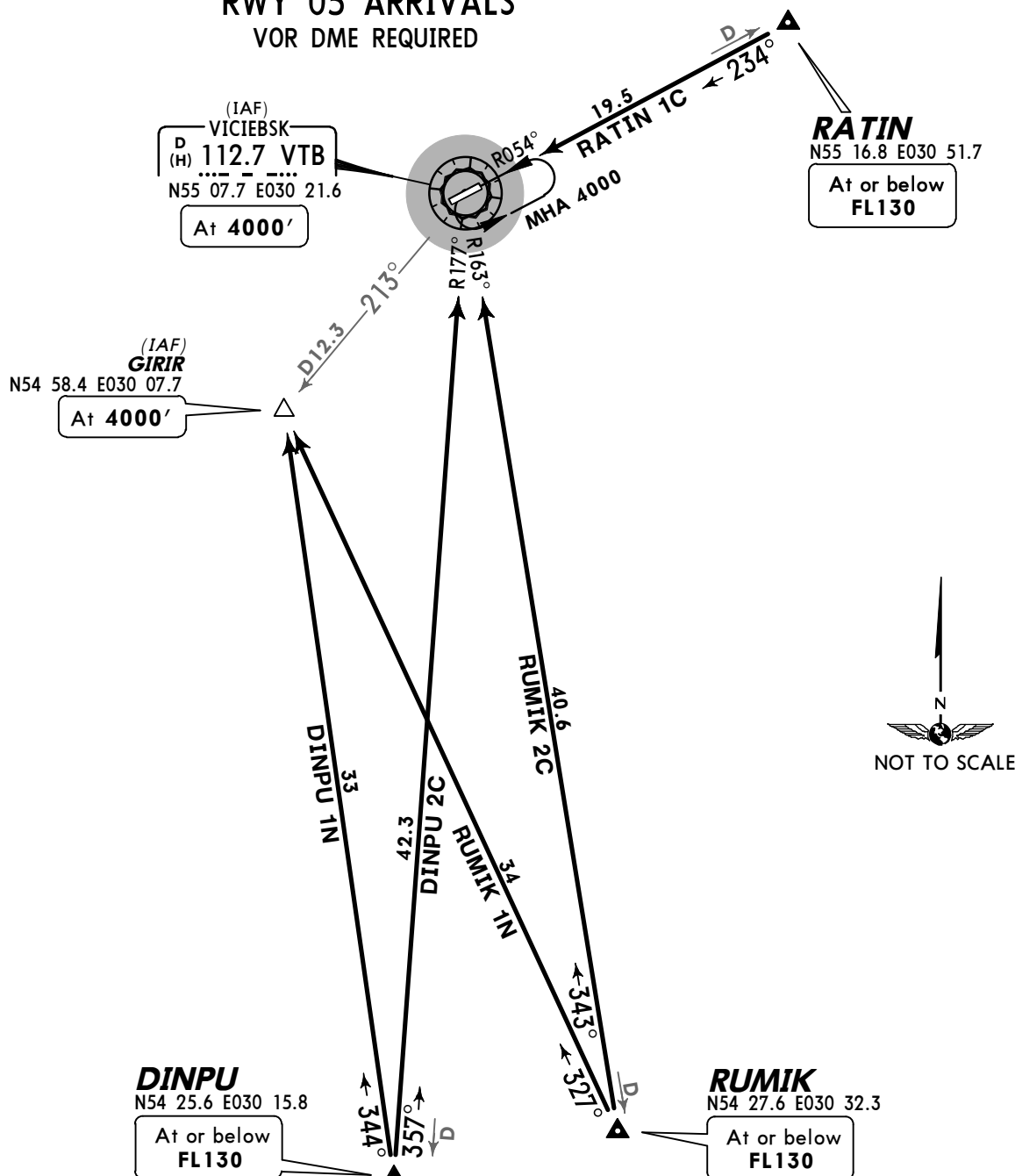
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DINPU TWO CHARLIE (DINPU 2C) [DINP2C]
RATIN ONE CHARLIE (RATIN 1C) [RATI1C]
RUMIK TWO CHARLIE (RUMIK 2C) [RUMI2C]

DINPU ONE NOVEMBER (DINPU 1N) [DINP1N]
RUMIK ONE NOVEMBER (RUMIK 1N) [RUMI1N]
BY ATC

RWY 05 ARRIVALS VOR DME REQUIRED

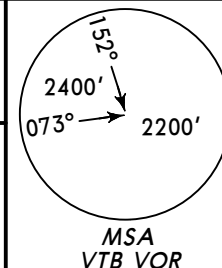


STAR	ROUTING
DINPU 2C	Intercept VTB R-177 inbound to VTB.
DINPU 1N By ATC	On 344° track to GIRIR.
RATIN 1C	Intercept VTB R-054 inbound to VTB.
RUMIK 2C	Intercept VTB R-163 inbound to VTB.
RUMIK 1N By ATC	On 327° track to GIRIR.

ATIS
119.42
(Russian 126.52)

Apt Elev
682'

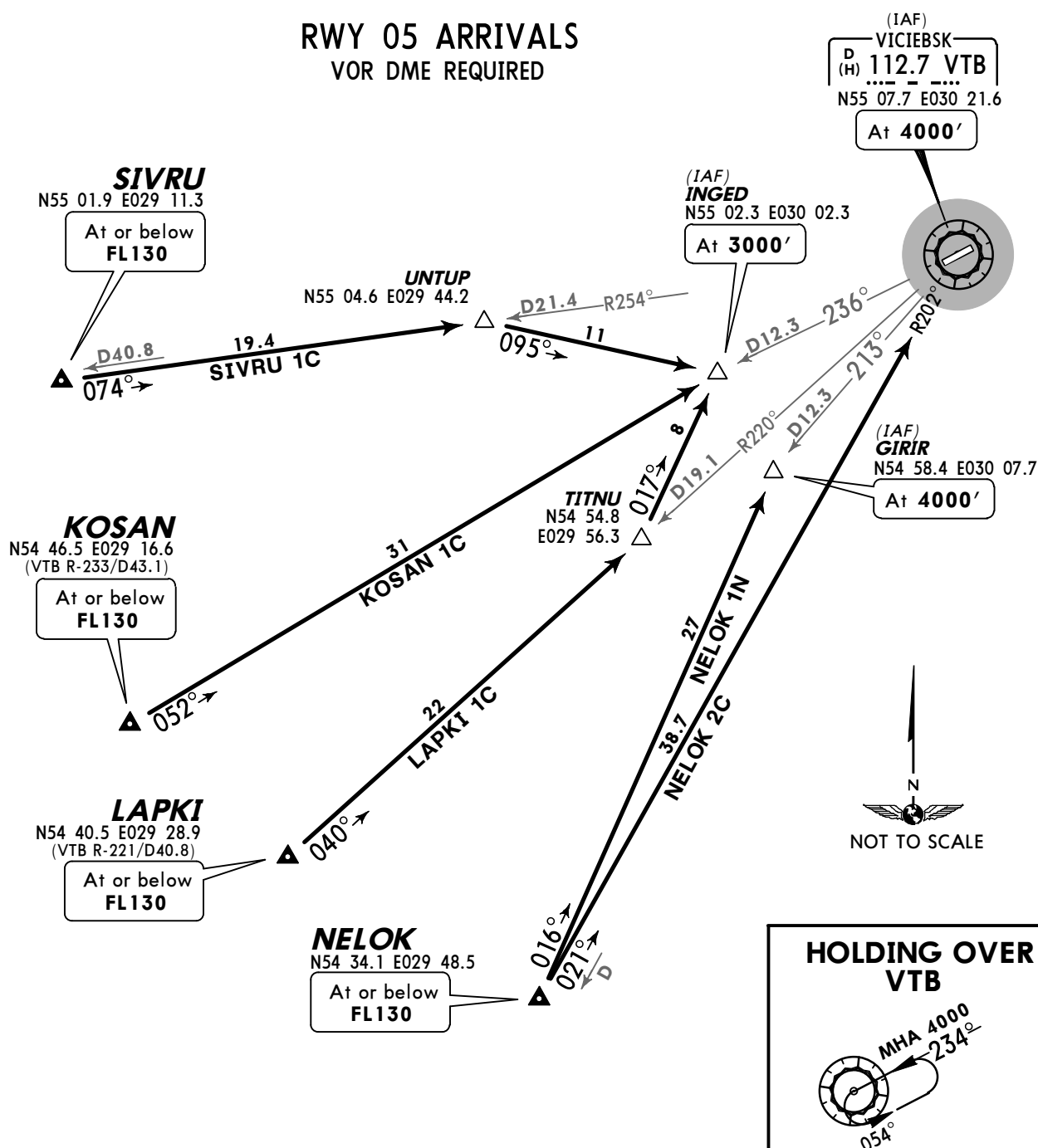
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KOSAN ONE CHARLIE (KOSAN 1C) [KOSA1C]
LAPKI ONE CHARLIE (LAPKI 1C) [LAPK1C]
NELOK TWO CHARLIE (NELOK 2C) [NELO2C]
SIVRU ONE CHARLIE (SIVRU 1C) [SIVR1C]

NELOK ONE NOVEMBER (NELOK 1N) [NELO1N]
BY ATC

RWY 05 ARRIVALS
VOR DME REQUIRED

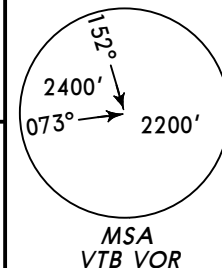


STAR	ROUTING
KOSAN 1C	On 052° track to INGED.
LAPKI 1C	Intercept VTB R-220 inbound to TITNU, turn LEFT, 017° track to INGED.
NELOK 2C	Intercept VTB R-202 inbound to VTB.
NELOK 1N By ATC	On 016° track to GIRIR.
SIVRU 1C	Intercept VTB R-254 inbound to UNTUP, turn RIGHT, 095° track to INGED.

ATIS
119.42
(Russian 126.52)

Apt Elev
682'

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

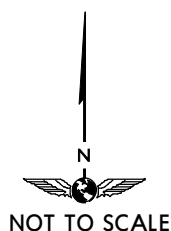


KODON TWO CHARLIE (KODON 2C) [KODO2C]
OLAGO ONE CHARLIE (OLAGO 1C) [OLAG1C]
VALTA ONE CHARLIE (VALTA 1C) [VALT1C]

KODON ONE NOVEMBER (KODON 1N) [KODO1N]
BY ATC

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 07.7 E030 21.6
At 4000'

091°
096°

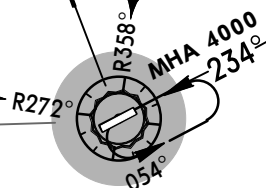
29 41.1
KODON 1N KODON 2C

085°

28
VALTA 1C

VALTA
N55 08.5 E029 10.6
(VTB R-264/D40.8)
At or below
FL130

(IAF)
ABTUR
N55 07.1 E030 00.2
At 4000'

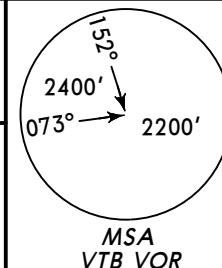


STAR	ROUTING
KODON 2C	Intercept VTB R-272 inbound to VTB.
KODON 1N By ATC	On 096° track to ABTUR.
OLAGO 1C	Intercept VTB R-358 inbound to VTB.
VALTA 1C	On 085° track to ABTUR.

ATIS
119.42
(Russian 126.52)

Apt Elev
682'

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

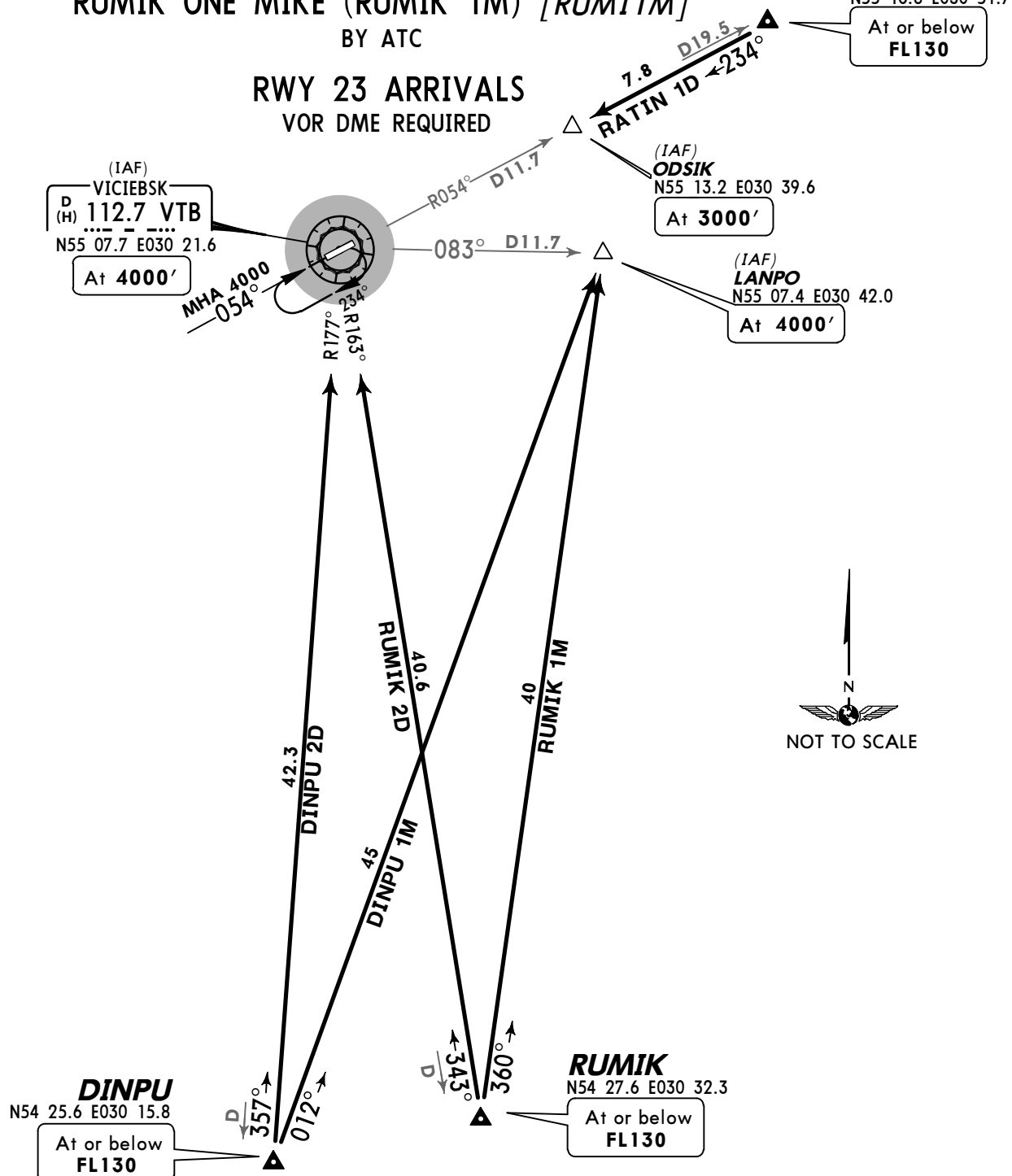


DINPU TWO DELTA (DINPU 2D) [DINP2D]
RATIN ONE DELTA (RATIN 1D) [RATI1D]
RUMIK TWO DELTA (RUMIK 2D) [RUMI2D]

DINPU ONE MIKE (DINPU 1M) [DINP1M]
RUMIK ONE MIKE (RUMIK 1M) [RUMI1M]

BY ATC

RWY 23 ARRIVALS
VOR DME REQUIRED

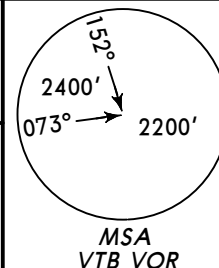


STAR	ROUTING
DINPU 2D	Intercept VTB R-177 inbound to VTB.
DINPU 1M By ATC	012° track to LANPO.
RATIN 1D	Intercept VTB R-054 inbound to ODSIK.
RUMIK 2D	Intercept VTB R-163 inbound to VTB.
RUMIK 1M By ATC	On 360° track to LANPO.

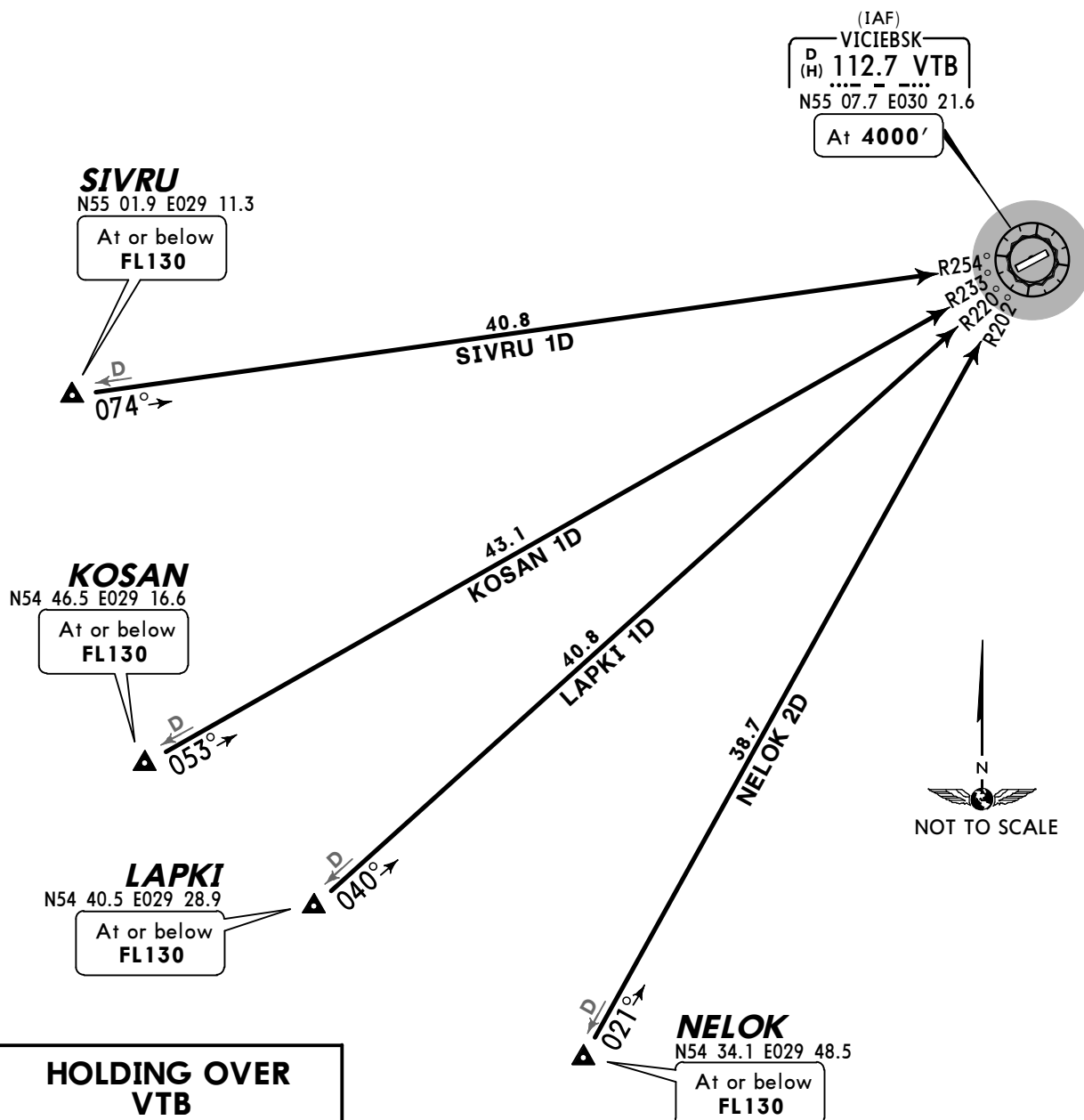
ATIS
119.42
(Russian 126.52)

Apt Elev
682'

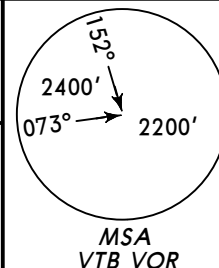
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



KOSAN ONE DELTA (KOSAN 1D) [KOSA1D]
LAPKI ONE DELTA (LAPKI 1D) [LAPK1D]
NELOK TWO DELTA (NELOK 2D) [NELO2D]
SIVRU ONE DELTA (SIVRU 1D) [SIVR1D]
RWY 23 ARRIVALS
VOR DME REQUIRED

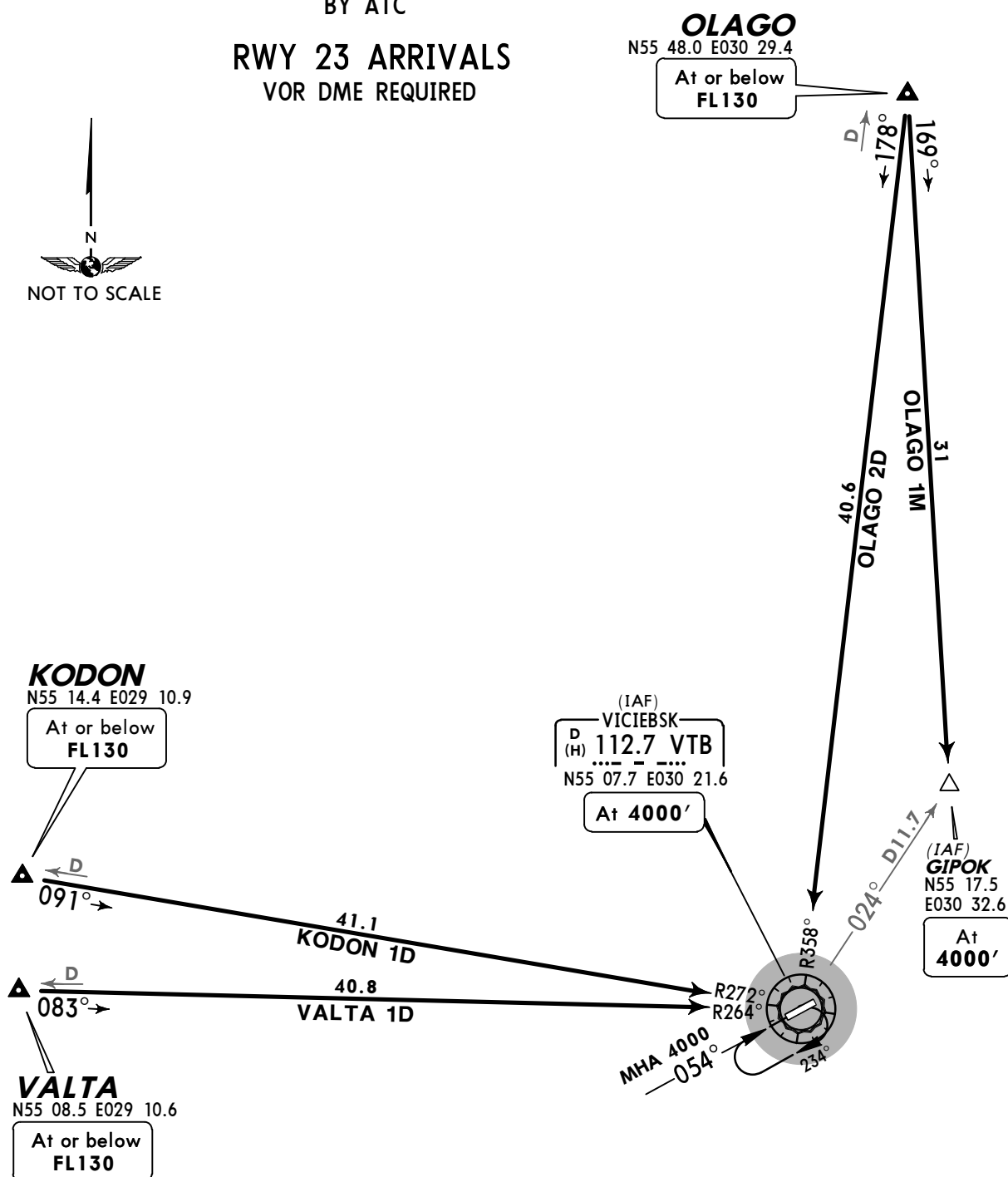


STAR	ROUTING
KOSAN 1D	Intercept VTB R-233 inbound to VTB.
LAPKI 1D	Intercept VTB R-220 inbound to VTB.
NELOK 2D	Intercept VTB R-202 inbound to VTB.
SIVRU 1D	Intercept VTB R-254 inbound to VTB.

ATIS
119.42
(Russian 126.52)Apt Elev
682'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

KODON ONE DELTA (KODON 1D) [KODO1D]
OLAGO TWO DELTA (OLAGO 2D) [OLAG2D]
VALTA ONE DELTA (VALTA 1D) [VALT1D]
OLAGO ONE MIKE (OLAGO 1M) [OLAG1M]
BY ATC

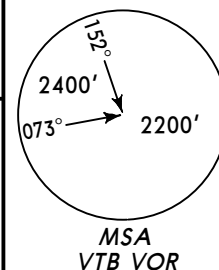
RWY 23 ARRIVALS
VOR DME REQUIRED



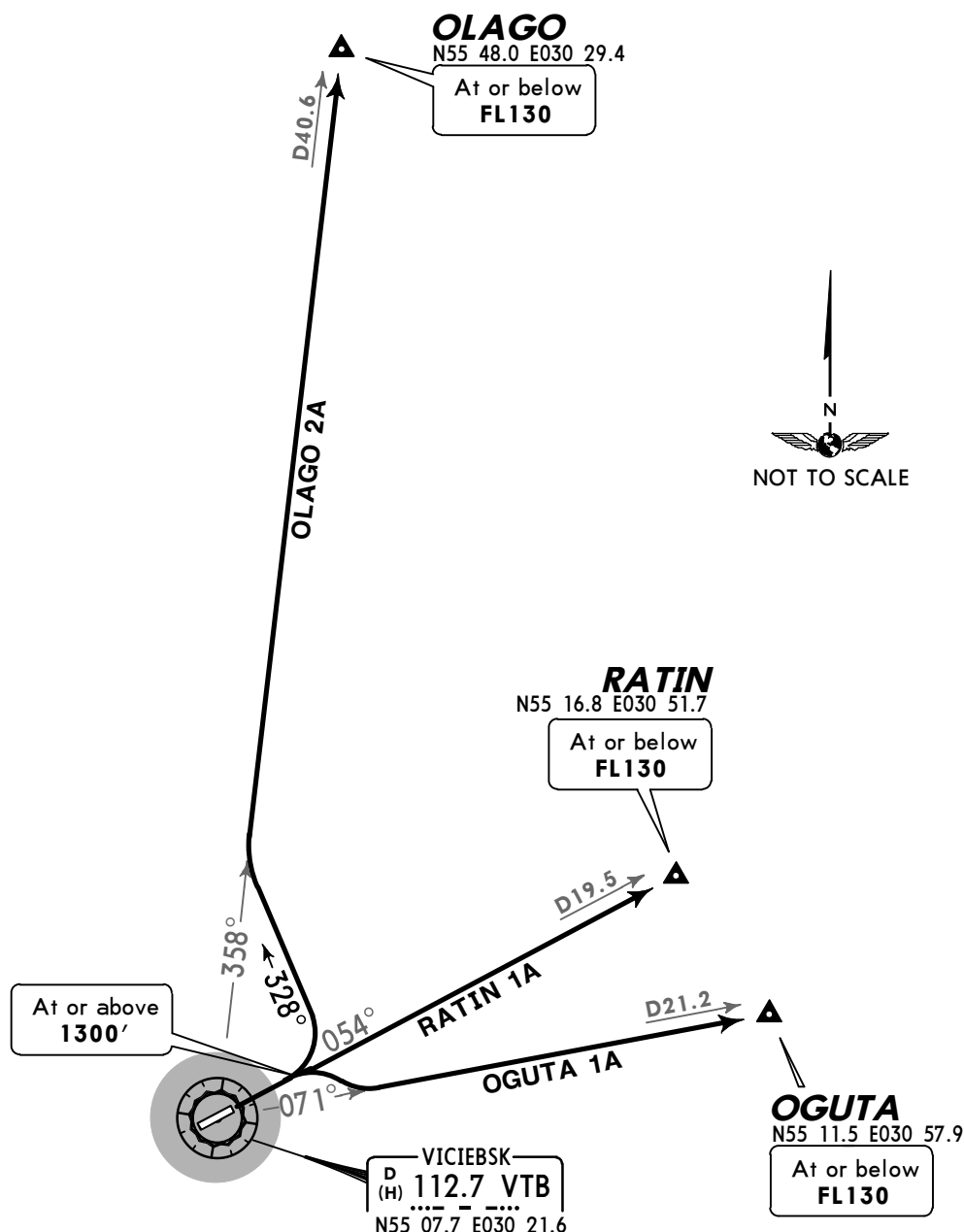
STAR	ROUTING
KODON 1D	Intercept VTB R-272 inbound to VTB.
OLAGO 2D	Intercept VTB R-358 inbound to VTB.
OLAGO 1M By ATC	On 169° track to GIPOK.
VALTA 1D	Intercept VTB R-264 inbound to VTB.

Apt Elev
682'

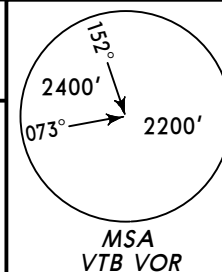
Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



OGUTA ONE ALFA (OGUTA 1A) [OGUT1A]
OLAGO TWO ALFA (OLAGO 2A) [OLAG2A]
RATIN ONE ALFA (RATIN 1A) [RATI1A]
RWY 05 DEPARTURES
VOR DME REQUIRED

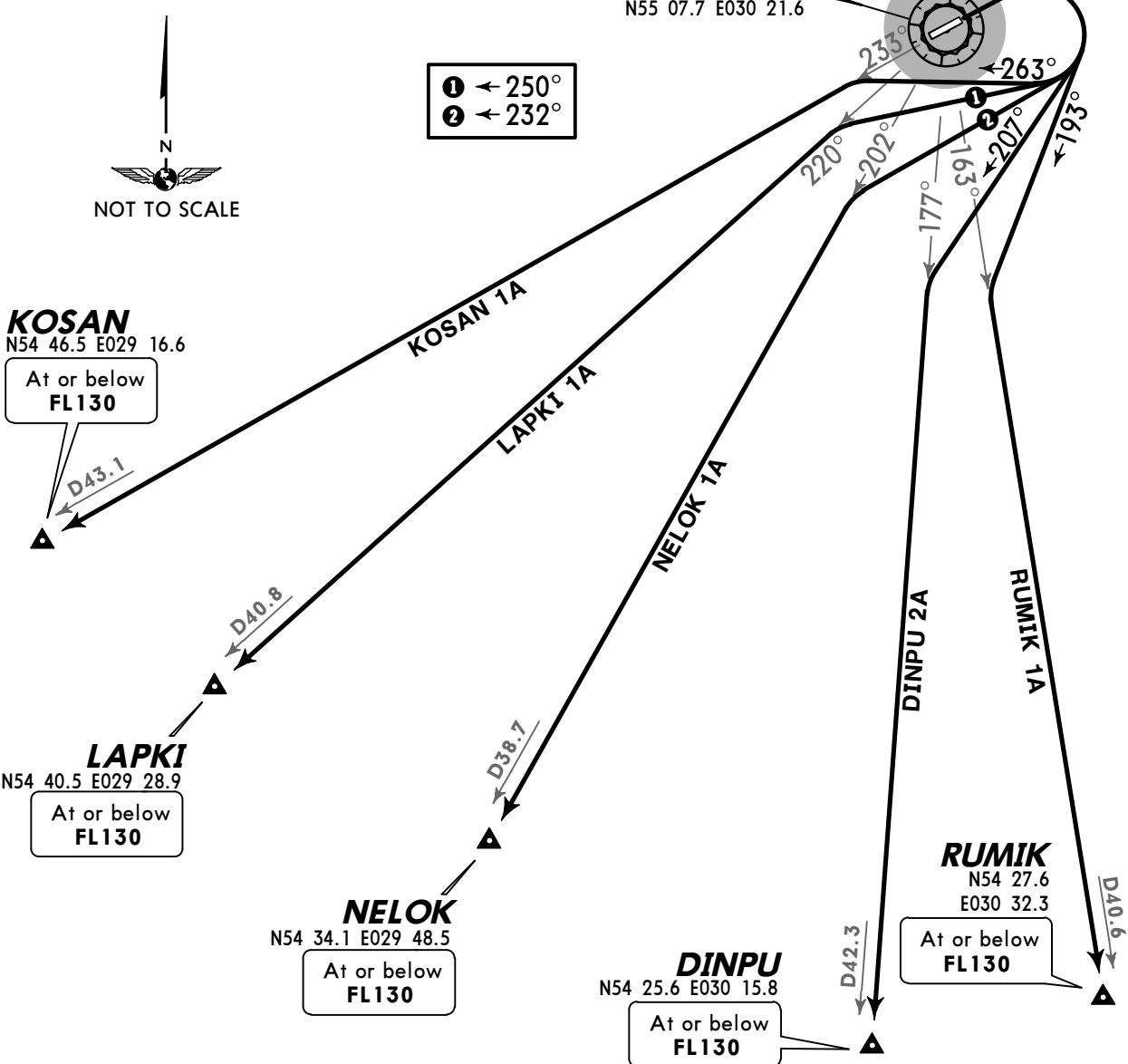


SID	ROUTING
OGUTA 1A	Climb straight ahead to at or above 1300', turn RIGHT, intercept VTB R-071 to OGUTA.
OLAGO 2A	Climb straight ahead to at or above 1300', turn LEFT, 328° track, intercept VTB R-358 to OLAGO.
RATIN 1A	Climb straight ahead to at or above 1300', intercept VTB R-054 to RATIN.

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

DINPU TWO ALFA (DINPU 2A) [DINP2A]
KOSAN ONE ALFA (KOSAN 1A) [KOSA1A]
LAPKI ONE ALFA (LAPKI 1A) [LAPK1A]
NELOK ONE ALFA (NELOK 1A) [NELO1A]
RUMIK ONE ALFA (RUMIK 1A) [RUMI1A]

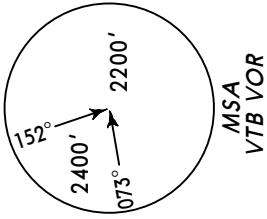
RWY 05 DEPARTURES
VOR DME REQUIRED



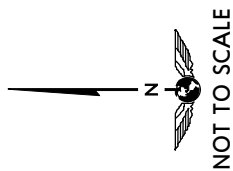
SID	ROUTING
DINPU 2A	Climb straight ahead to at or above 1300', turn RIGHT, 207° track, intercept VTB R-177 to DINPU.
KOSAN 1A	Climb straight ahead to at or above 1300', turn RIGHT, 263° track, intercept VTB R-233 to KOSAN.
LAPKI 1A	Climb straight ahead to at or above 1300', turn RIGHT, 250° track, intercept VTB R-220 to LAPKI.
NELOK 1A	Climb straight ahead to at or above 1300', turn RIGHT, 232° track, intercept VTB R-202 to NELOK.
RUMIK 1A	Climb straight ahead to at or above 1300', turn RIGHT, 193° track, intercept VTB R-163 to RUMIK.

Apt Elev
682'

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



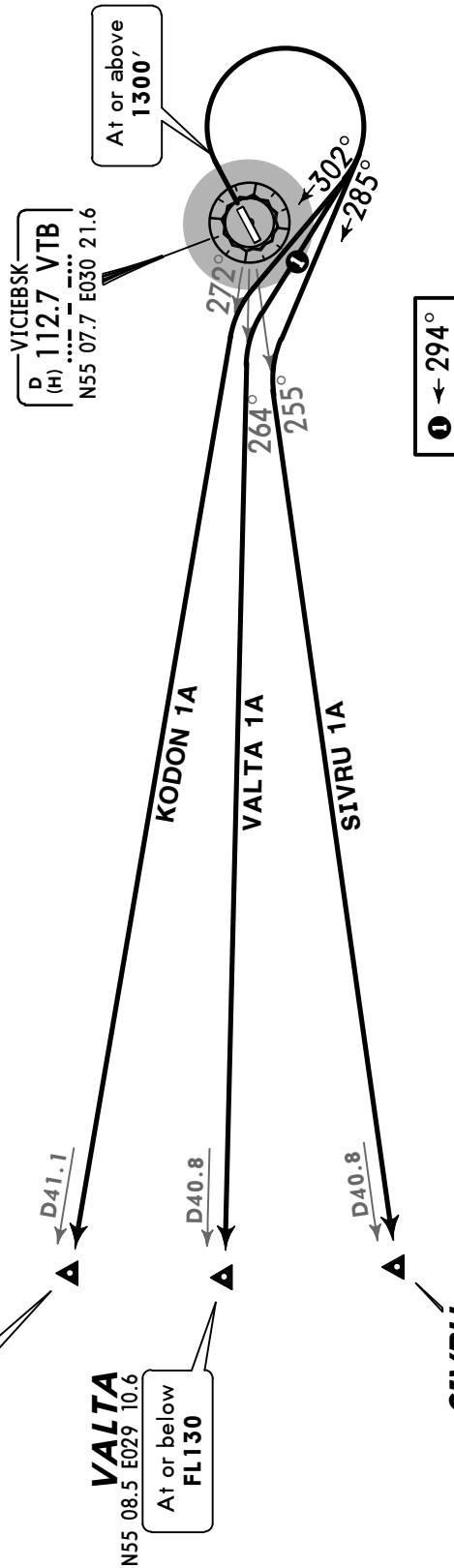
KODON ONE ALFA (KODON 1A) [KODO1A]
SIVRU ONE ALFA (SIVRU 1A) [SIVR1A]
VALTA ONE ALFA (VALTA 1A) [VALT1A]
RWY 05 DEPARTURES
VOR DME REQUIRED



KODON
N55 14.4 E029 10.9
At or below
FL130

VALTA
N55 08.5 E029 10.6
At or below
FL130

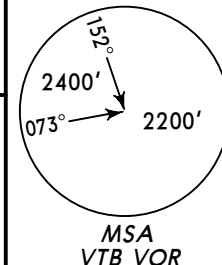
SIVRU
N55 01.9 E029 11.3
At or below
FL130



SID	ROUTING
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'

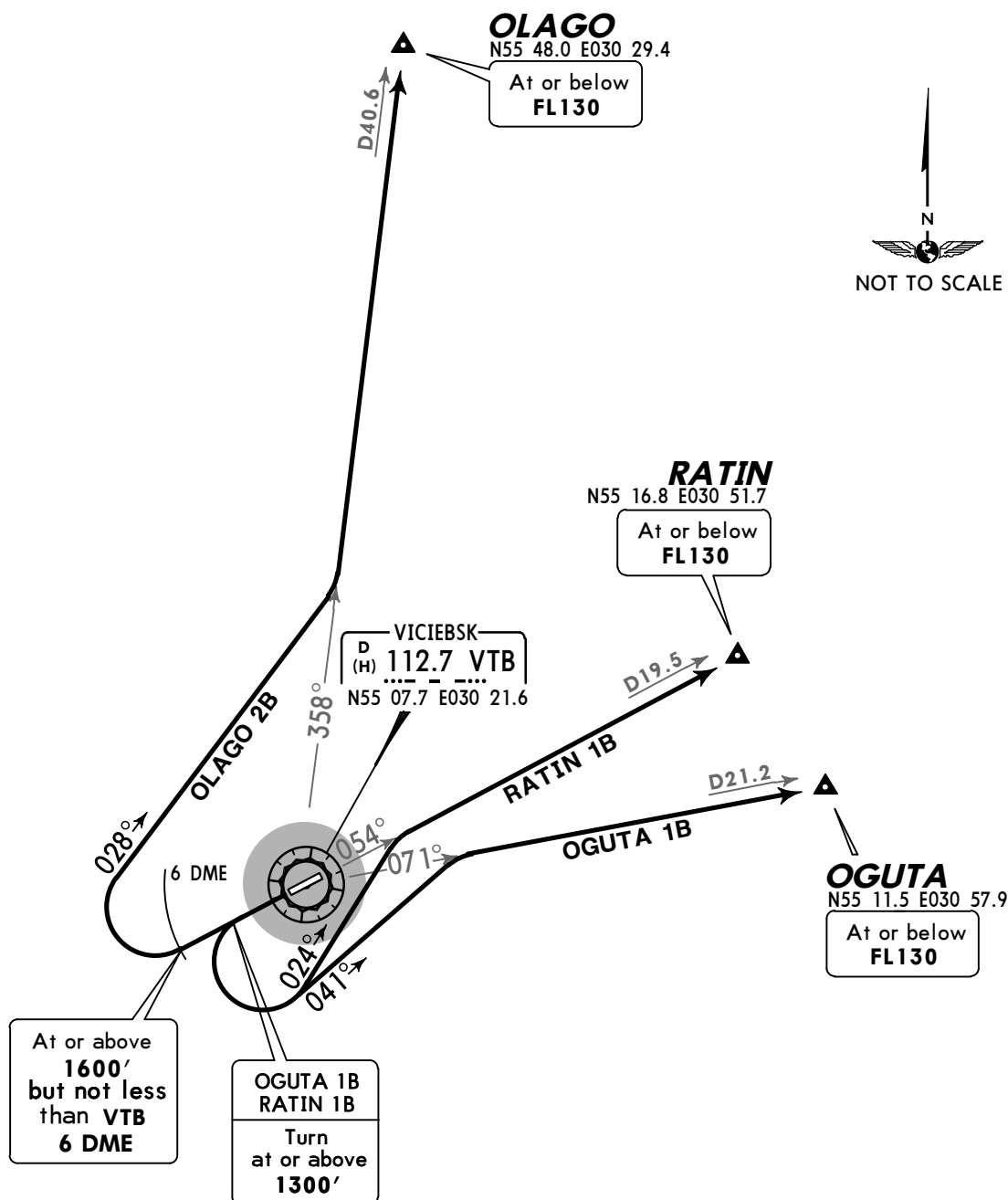
Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



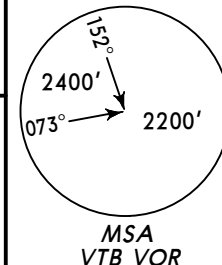
OGUTA ONE BRAVO (OGUTA 1B) [OGUT1B]
OLAGO TWO BRAVO (OLAGO 2B) [OLAG2B]
RATIN ONE BRAVO (RATIN 1B) [RATI1B]

RWY 23 DEPARTURES

VOR DME REQUIRED



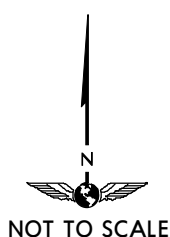
SID	ROUTING
OGUTA 1B	Climb straight ahead to at or above 1300', turn LEFT, 041° tack, intercept VTB R-071 to OGUTA.
OLAGO 2B	Climb straight ahead to at or above 1600', not less than VTB 6 DME turn RIGHT, 028° track, intercept VTB R-358 to OLAGO.
RATIN 1B	Climb straight ahead to at or above 1300', turn 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 TWO BRAVO (DINPU 2B) [DINP2B]
KOSAN ONE BRAVO (KOSAN 1B) [KOSA1B]
LAPKI ONE BRAVO (LAPKI 1B) [LAPK1B]
NELOK ONE BRAVO (NELOK 1B) [NELO1B]
RUMIK ONE BRAVO (RUMIK 1B) [RUMI1B]

RWY 23 DEPARTURES
VOR DME REQUIRED

VICIEBSK
D (H) 112.7 VTB
N55 07.7 E030 21.6

**KOSAN**

N54 46.5 E029 16.6

At or below
FL130

D43.1

LAPKI

N54 40.5 E029 28.9

At or below
FL130

D40.8

NELOK

N54 34.1 E029 48.5

At or below
FL130

D38.7

DINPU

N54 25.6 E030 15.8

At or below
FL130

D42.3

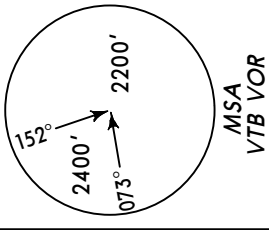
RUMIKN54 27.6
E030 32.3At or below
FL130

D40.6

SID	ROUTING
DINPU 2B	Climb straight ahead to at or above 1300', turn LEFT, 147° track, intercept VTB R-177 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'

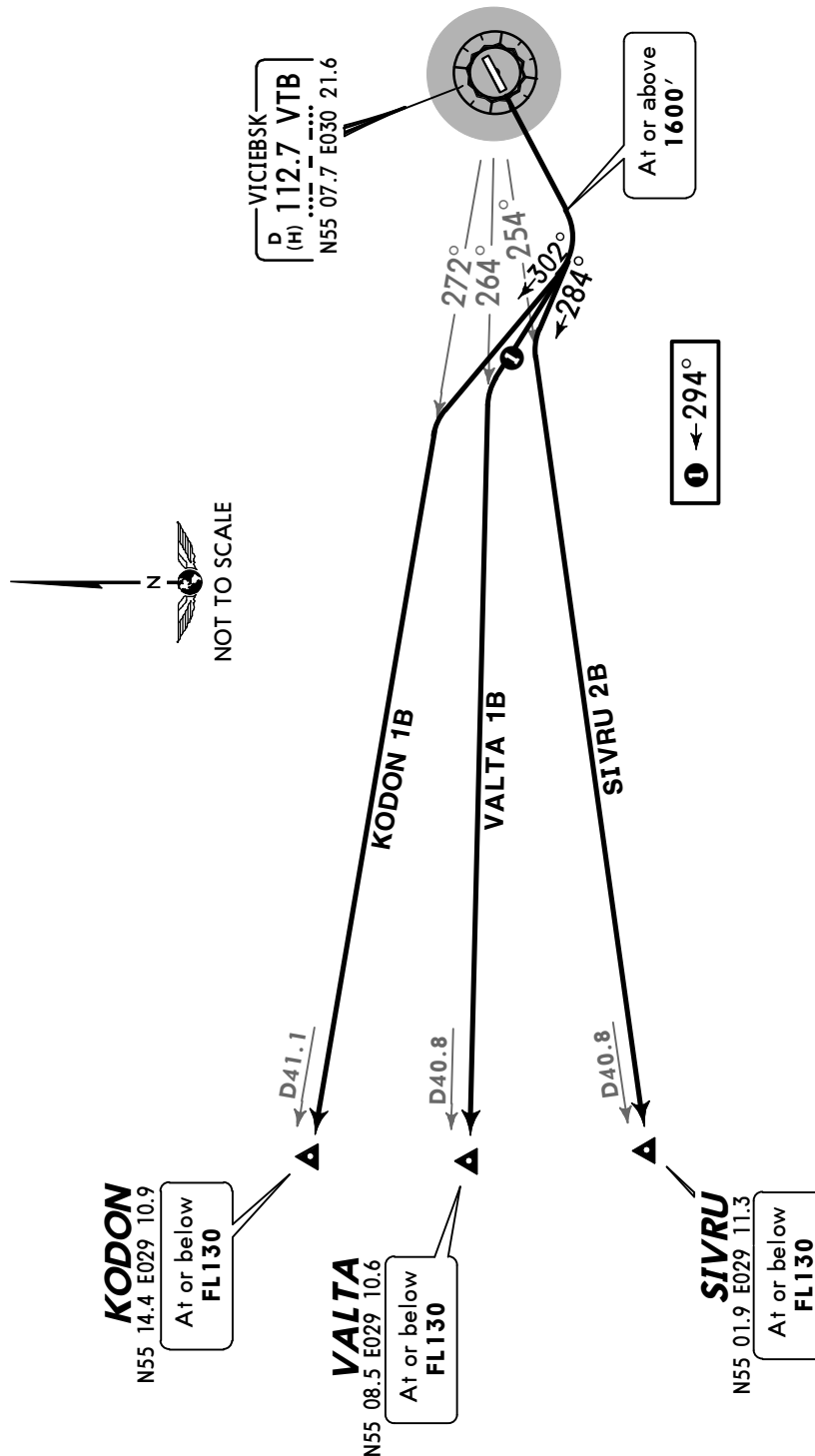
Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



KODON ONE BRAVO (KODON 1B) [KODO1B]
SIVRU TWO BRAVO (SIVRU 2B) [SIVR2B]
VALTA ONE BRAVO (VALTA 1B) [VALT1B]

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 2B	Climb straight ahead to at or above 1600', turn RIGHT, 284° track, intercept VTB R-254 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.

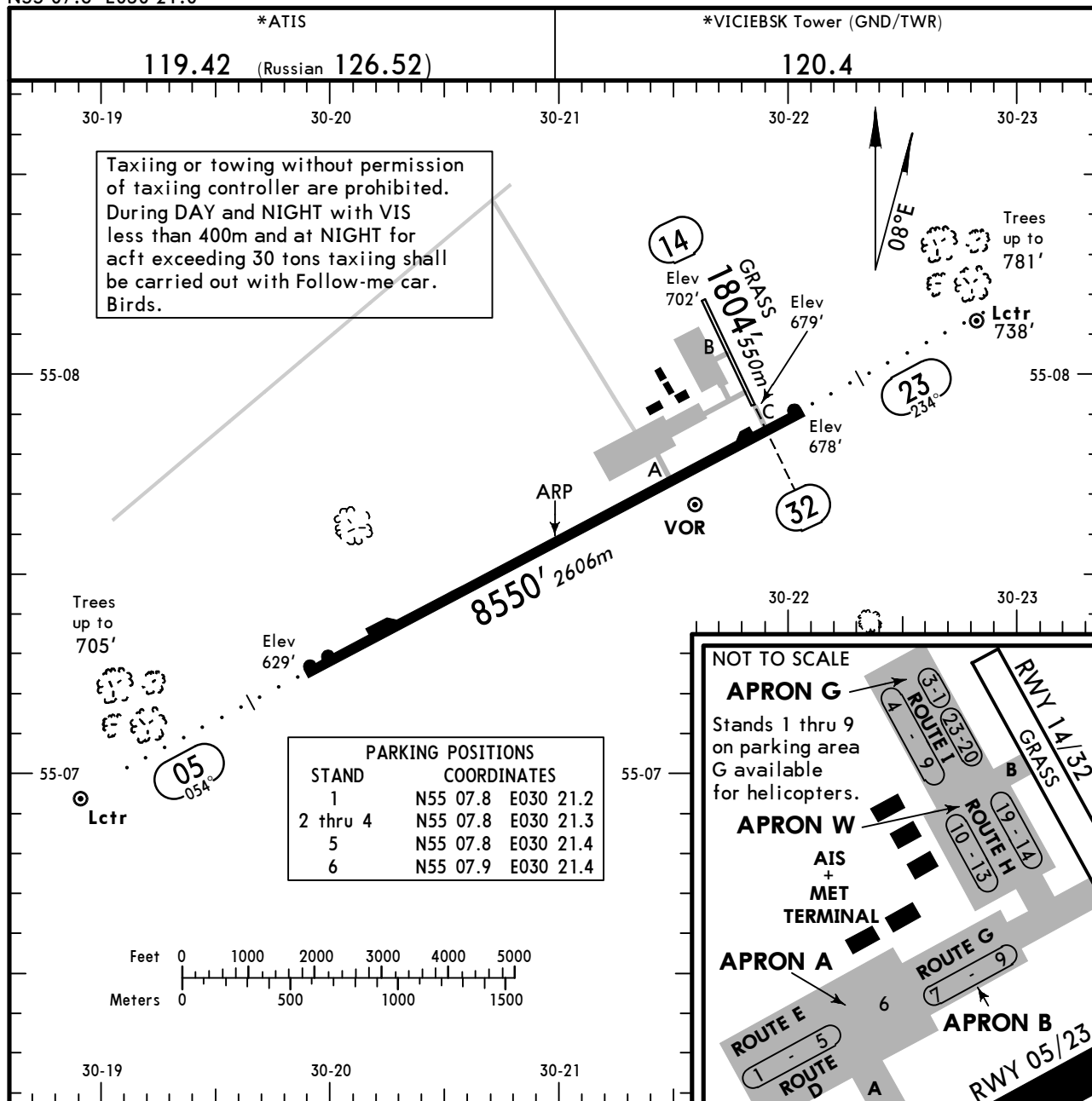
Engines shutdown during taxiing (in case of presence of two engines and more) after landing.

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	Landing Beyond 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 Rwy's

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 <i>ALS out</i>	910' (281') R1200m R1400m	910' (281') R1200m R1400m	910' (281') R1200m R1400m	910' (281') R1200m R1400m
	VOR w/o DME <i>ALS out</i>	930' (301') R1400m R1600m	930' (301') R1400m R1600m	930' (301') R1600m R1800m	930' (301') R1600m R1800m
	NDB ❶ <i>ALS out</i>	929' (300') R1200m R1400m	929' (300') R1200m R1400m	929' (300') R1200m R1400m	929' (300') R1200m R1400m
23	ILS	907' (229') R1000m R1200m	919' (241') R1000m R1300m	927' (249') R1100m R1300m	938' (260') R1100m R1300m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR ❶ with DME <i>ALS out</i>	990' (312') R1200m R1400m	990' (312') R1200m R1400m	990' (312') R1200m R1400m	990' (312') R1200m R1400m
	VOR w/o DME <i>ALS out</i>	1040' (362') R1700m R1900m	1040' (362') R1700m R1900m	1040' (362') R1900m C2100m	1040' (362') R1900m C2100m
	NDB ❶ <i>ALS out</i>	990' (312') R1200m R1400m	990' (312') R1200m R1400m	990' (312') R1200m R1400m	990' (312') R1200m R1400m

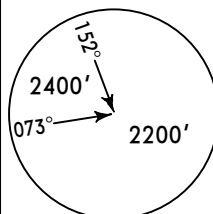
❶ Continuous Descent Final Approach.

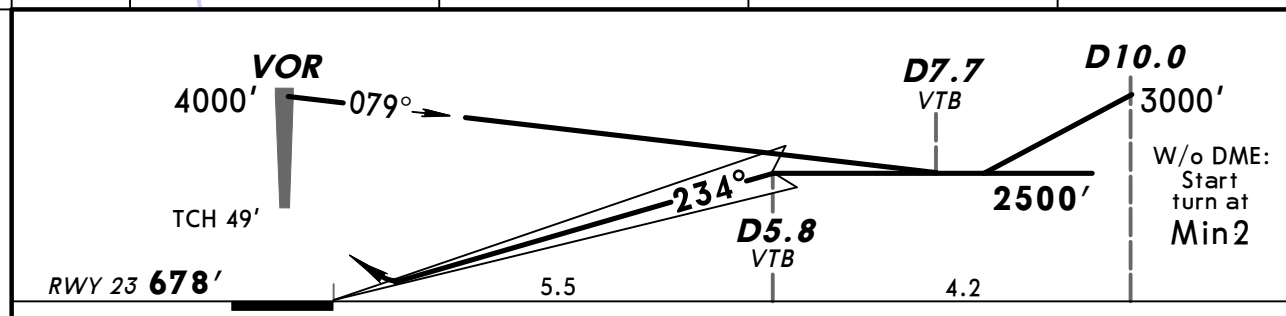
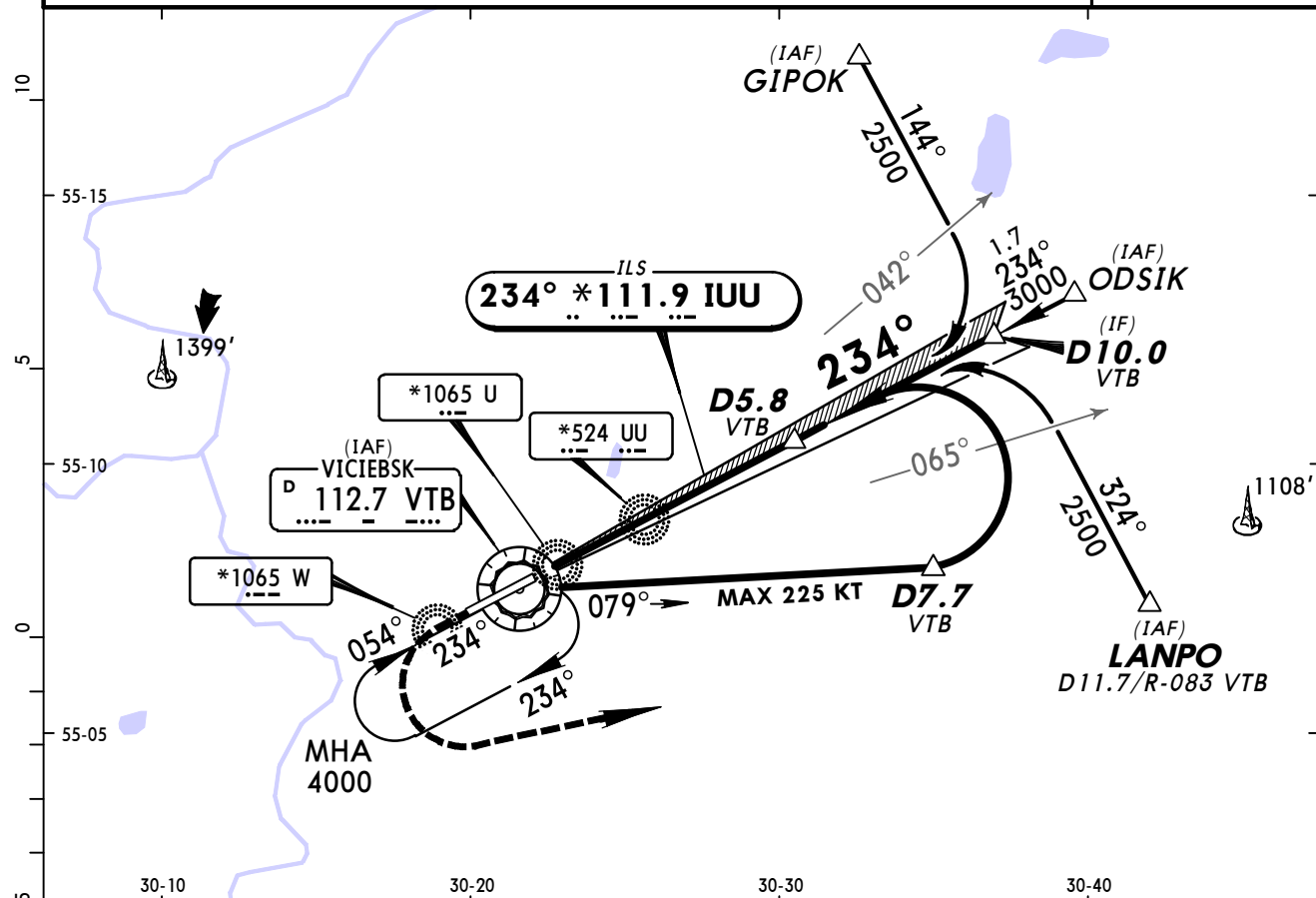
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1150' (468') ❷ V1500m	1180' (498') ❷ V1600m	1380' (698') V2400m	1380' (698') V3600m

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	300m		
D			

BRIEFING STRIP

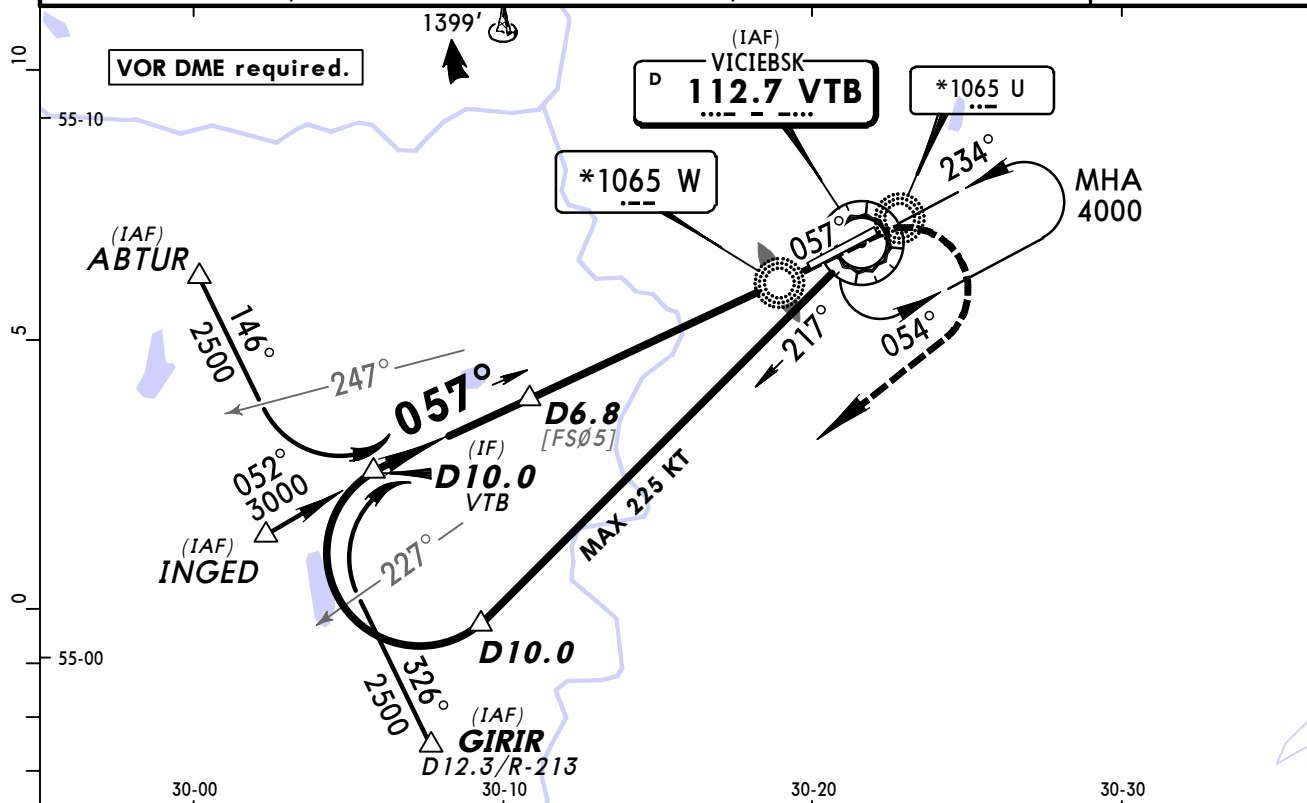
*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground		
119.42 (Russian 126.52)		120.4		120.4		
LOC IUU *111.9	Final Apch Crs 234°	GS D5.8 VTB 2500' (1822')	ILS DA(H) Refer to Minimums	Apt Elev 682' RWY 678'	 MSA VTB VOR	
MISSED APCH: Climb on 234° to 1300' or above, then turn LEFT to LANPO climbing to 3000', then as directed.						
Alt Set: hPa		Rwy Elev: 25 hPa	Trans level: By ATC			Trans alt: 6000'
VOR DME required.						



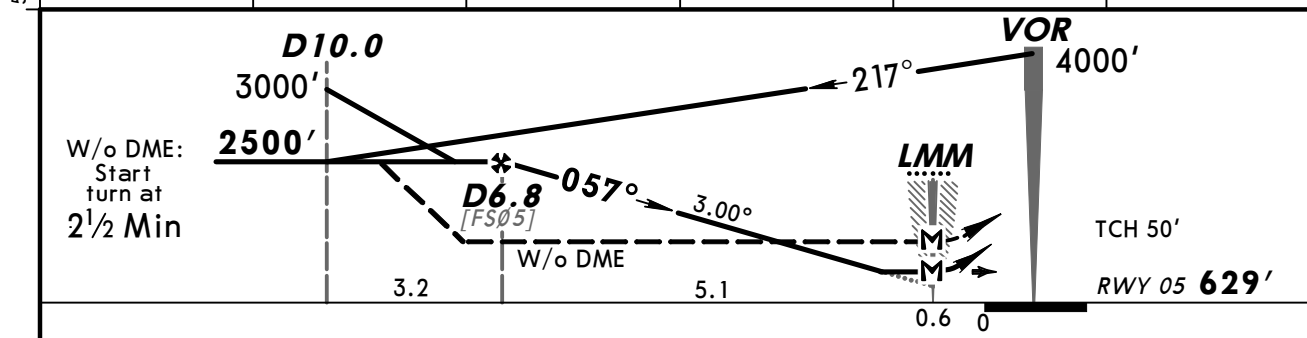
Gnd speed-Kts	70	90	100	120	140	160	ALS		1300'	3000'	LANPO
GS	3.00°	372	478	531	637	743	PAPI		or above on	234°	
									↑	LT	

STRAIGHT-IN LANDING RWY 23				LOC (GS out)		CIRCLE-TO-LAND	
ILS							
DA(H)	A: 907' (229')	C: 927' (249')					
	B: 919' (241')	D: 938' (260')					
	FULL		ALS out				
A	1200m			NOT AUTHORIZED		Max Kts	MDA(H)
B						100	1150' (468') 1600m
C						135	1180' (498') 1600m
D						180	1380' (698') 2400m
						205	1380' (698') 3600m

*ATIS 119.42 (Russian 126.52)		*VICIEBSK Tower (APP/TWR) 120.4		*Ground 120.4	
VOR VTB 112.7	Final Apch Crs 057°	With DME Minimum Alt D6.9 2500' (1871')	With DME MDA(H) 910' (281')	Apt Elev 682'	
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 930' (301')	RWY 629'	
MISSED APCH: Climb on 057° to 1300' or above, then turn RIGHT to GIRIR climbing to 3000', then as directed.					MSA VTB VOR
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC		Trans alt: 6000'	

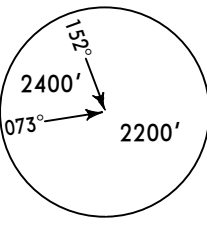


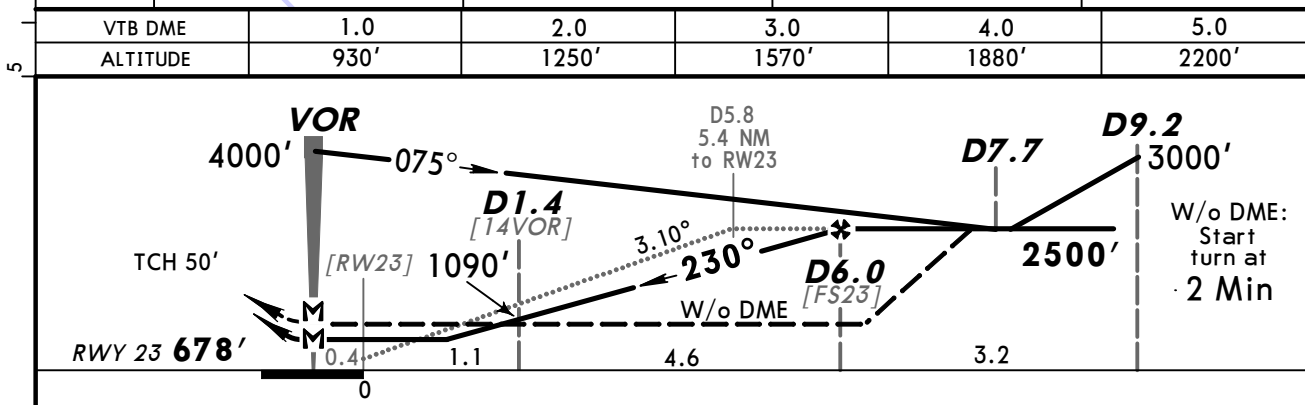
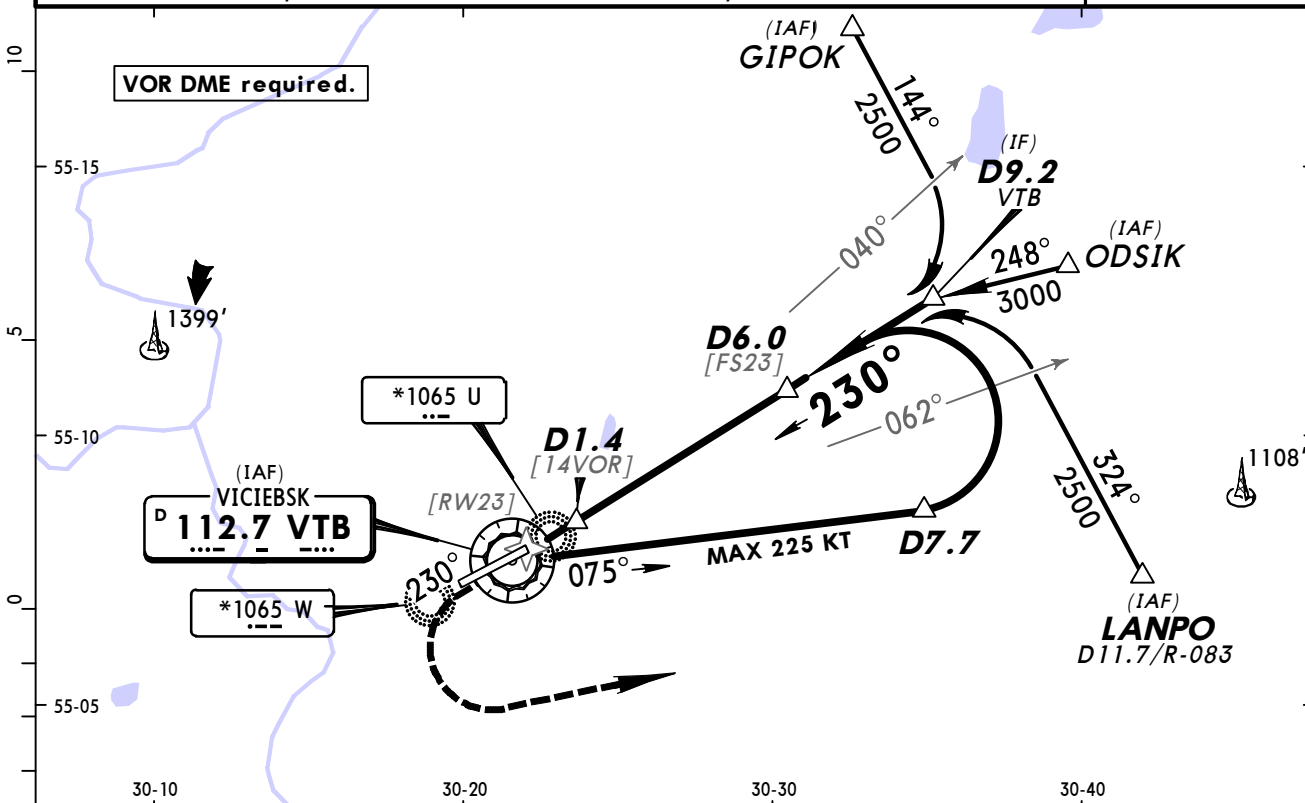
VTB DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2240'	1920'	1610'	1290'	980'



Gnd speed-Kts	70	90	100	120	140	160	ALS	1300' or above	057°	3000'	GIRIR
Descent Angle 3.00°	372	478	531	637	743	849	PAPI				
MAP at LMM											

STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
With DME		W/o DME		Max Kts		MDA(H)	
MDA(H) 910' (281')		MDA(H) 930' (301')					
ALS out		ALS out					
A	1600m	1600m		100	1150' (468')		1600m
B				135	1180' (498')		1600m
C				180	1380' (698')		2400m
D				205	1380' (698')		3600m

*ATIS 119.42 (Russian 126.52)		*VICIEBSK Tower (APP/TWR) 120.4		*Ground 120.4	
VOR VTB 112.7	Final Apch Crs 230°	With DME Minimum Alt D6.0 2500' (1822')	With DME MDA(H) 990' (312')	Apt Elev 682'	
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 1040' (362')	RWY 678'	
MISSED APCH: Climb on 230° to 1300' or above, then turn LEFT to LANPO climbing to 3000', then as directed.					MSA VTB VOR
Alt Set: hPa	Rwy Elev: 25 hPa	Trans level: By ATC		Trans alt: 6000'	

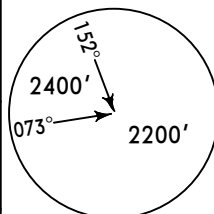


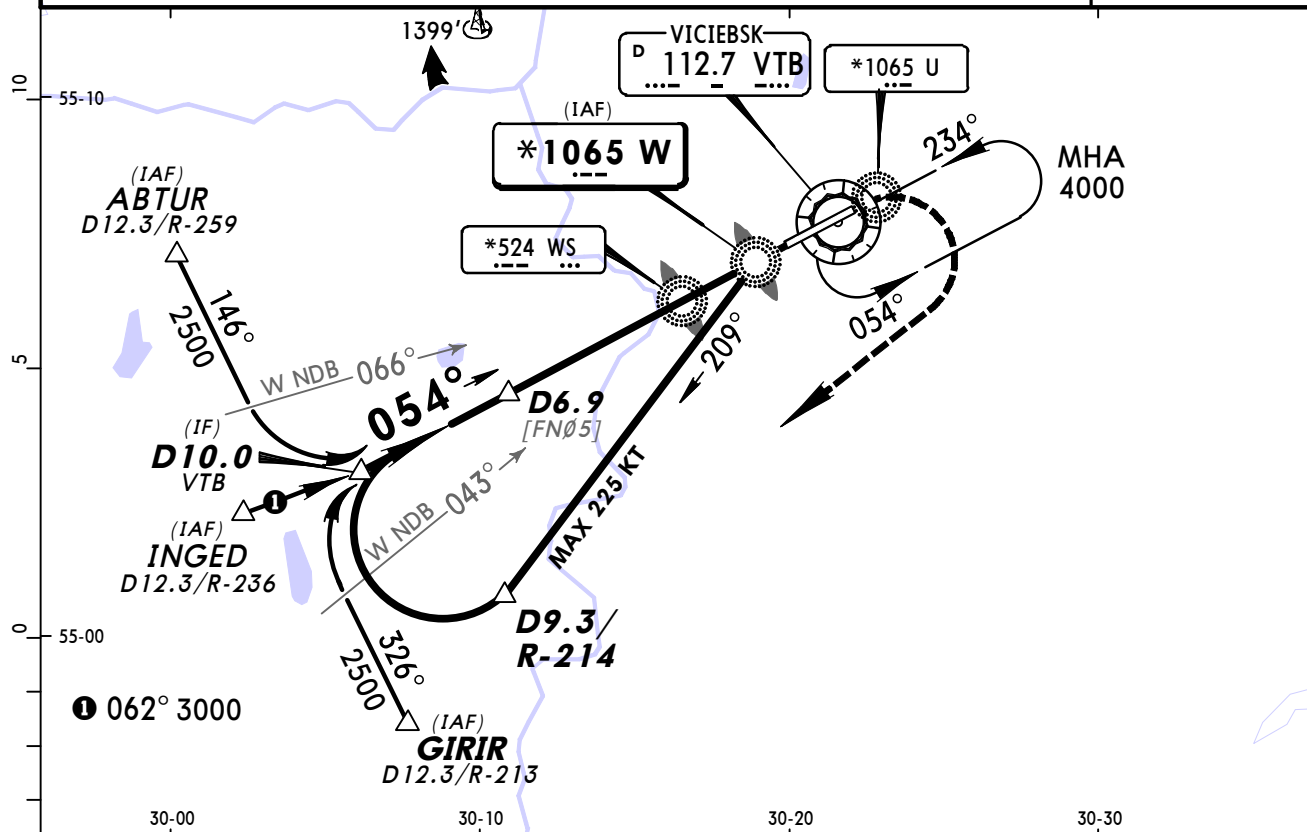
Gnd speed-Kts	70	90	100	120	140	160	ALS	1300'	or above	3000'	LANPO
Descent Angle	3.10°	384	494	548	658	768	PAPI	232°	LT		
MAP at VOR											

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
With DME		W/o DME					
MDA(H) 990' (312')		MDA(H) 1040' (362')					
ALS out		ALS out		Max Kts	MDA(H)		
A	1600m		1600m		100	1150' (468')	1600m
B					135	1180' (498')	1600m
C					180	1380' (698')	2400m
D			2000m		205	1380' (698')	3600m

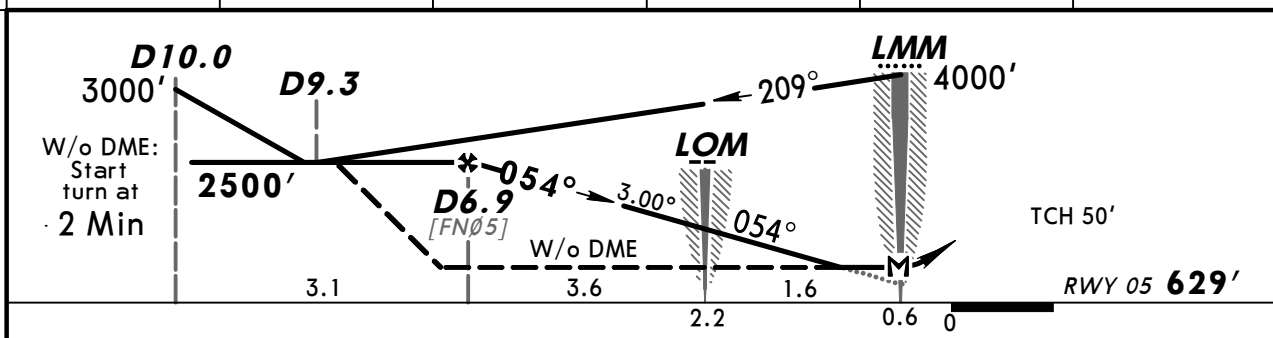
BRIEFING STRIP

TM

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.42 (Russian 126.52)		120.4		120.4	
NDB W *1065	Final Apch Crs 054°	Minimum Alt D6.9 2500' (1871')	MDA(H) 929' (300')	Apt Elev 682' RWY 629'	 MSA VTB VOR
MISSED APCH: Climb on 054° to 1300' or above, 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 & NDB required.					



VTB DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2240'	1920'	1610'	1290'	980'

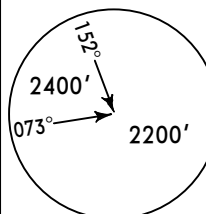


Gnd speed-Kts	70	90	100	120	140	160	ALS	1300'	3000'	GIRIR
Descent Angle	3.00°	372	478	531	637	743	PAPI	or above	on 054°	RT
MAP at LMM										

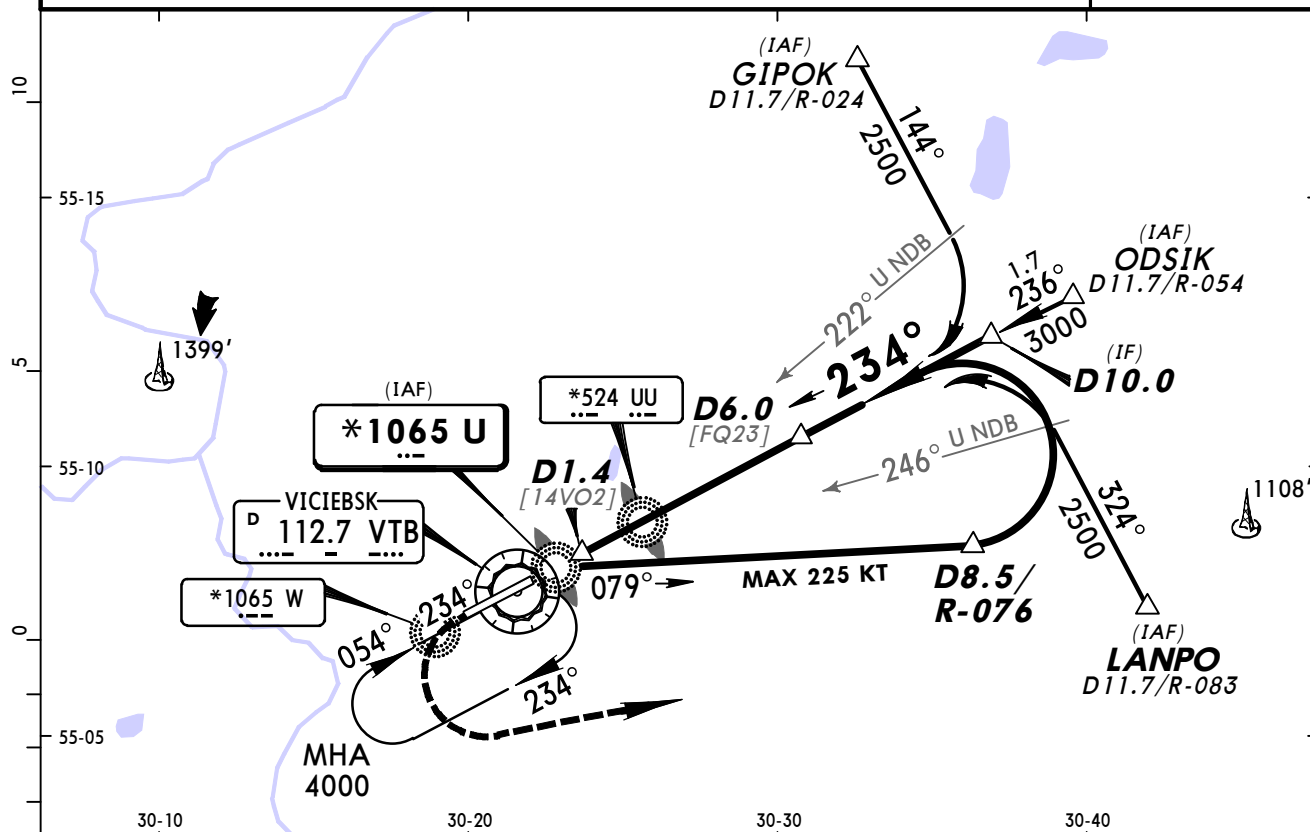
STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND			
MDA(H) 929' (300')							
ALS out				Max Kts	MDA(H)		

A					100	1150'	(468')	1600m
B					135	1180'	(498')	1600m
C	1600m				180	1380'	(698')	2400m
D					205	1380'	(698')	3600m

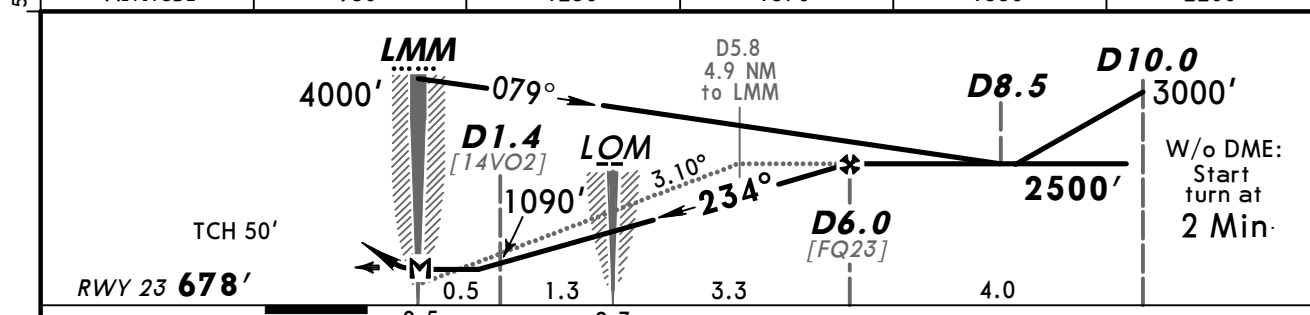
BRIEFING STRIP™

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.42 (Russian 126.52)		120.4		120.4	
NDB U *1065	Final Apch Crs 234°	Minimum Alt D6.0 2500' (1822')	MDA(H) 990' (312')	Apt Elev 682' RWY 678'	
MISSED APCH: Climb on 234° to 1300' or above, 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 & NDB required.					

MSA
VTB VOR



VTB DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	930'	1250'	1570'	1880'	2200'



Gnd speed-Kts	70	90	100	120	140	160	ALS	1300'	3000'	LANPO
Descent Angle	3.10°	384	494	548	658	768	PAPI	or above	234°	LT
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

Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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VICIEBSK, (VICIEBSK - UMII)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMII