

GENERAL**Operational Hours****ATS Hours:** HO**AD OPS Hours:** MON-FRI 0600-1330. SAT, SUN, HOL CLSD. Other times PPR.**AD ADMIN Hours:** MON-FRI 0515-1400. SAT, SUN, HOL CLSD. In weekdays before HOL 0515-1300.**Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 05/23: 34/R/B/X/T**Operation****Traffic Note**

AD AVBL as ALTN for domestic flights only.

TWY Restriction

TWY A width 21m / 69ft.

TWY C width 20m / 66ft, AUW 6t / 13228lbs.

TWY B width 11m / 36ft, AUW 11.5t / 25352lbs.

Taxi/Parking

Follow-me mandatory for these cases:

- in case VIS below 400m
- at night for ACFT with MTOM at or above 30t / 66139lbs.
- in case marking of TWYs along taxiroute not visible (even if partially not visible).

Follow-me AVBL O/R.

During winter conditions taxi guidelines may not be visible, request follow-me via taxiing controller.

Visual docking guidance system AVBL.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

After entering TMA: The NAVAID for descent is the LOM. Commence descent no earlier than ETA. LDG not later than 30min after ETA.

DEPARTURE**Take-off Minima**

RWY		05/23	
All ACFT	ft - m/km	0 - 400v	-

DEPARTURE**Communication****COM Failure**

In case of COM failure after TKOF, operate according to APCH chart and land at DEP AD. Therewith LOM FREQ listening watch is necessary for obtaining the ATS unit controller instructions and information. If landing at DEP AD is impossible depending on MET conditions or other reasons, the pilot in command has the right:

- to proceed to the DEST AD climbing the flight LVL indicated in FLP
- to proceed to the alternate AD at the flight LVL, selected by the crew, not below the safe flight LVL.

In case of COM failure during climb maintain last assigned LVL during 7 min, then climb to the LVL according to the FLP and proceed to the DEST AD.

De-Icing

AVBL.

Effective 29-MAR-2018

22-MAR-2018

VTB-UMII

2-10

Belarus Viciebsk

AGC

AFC

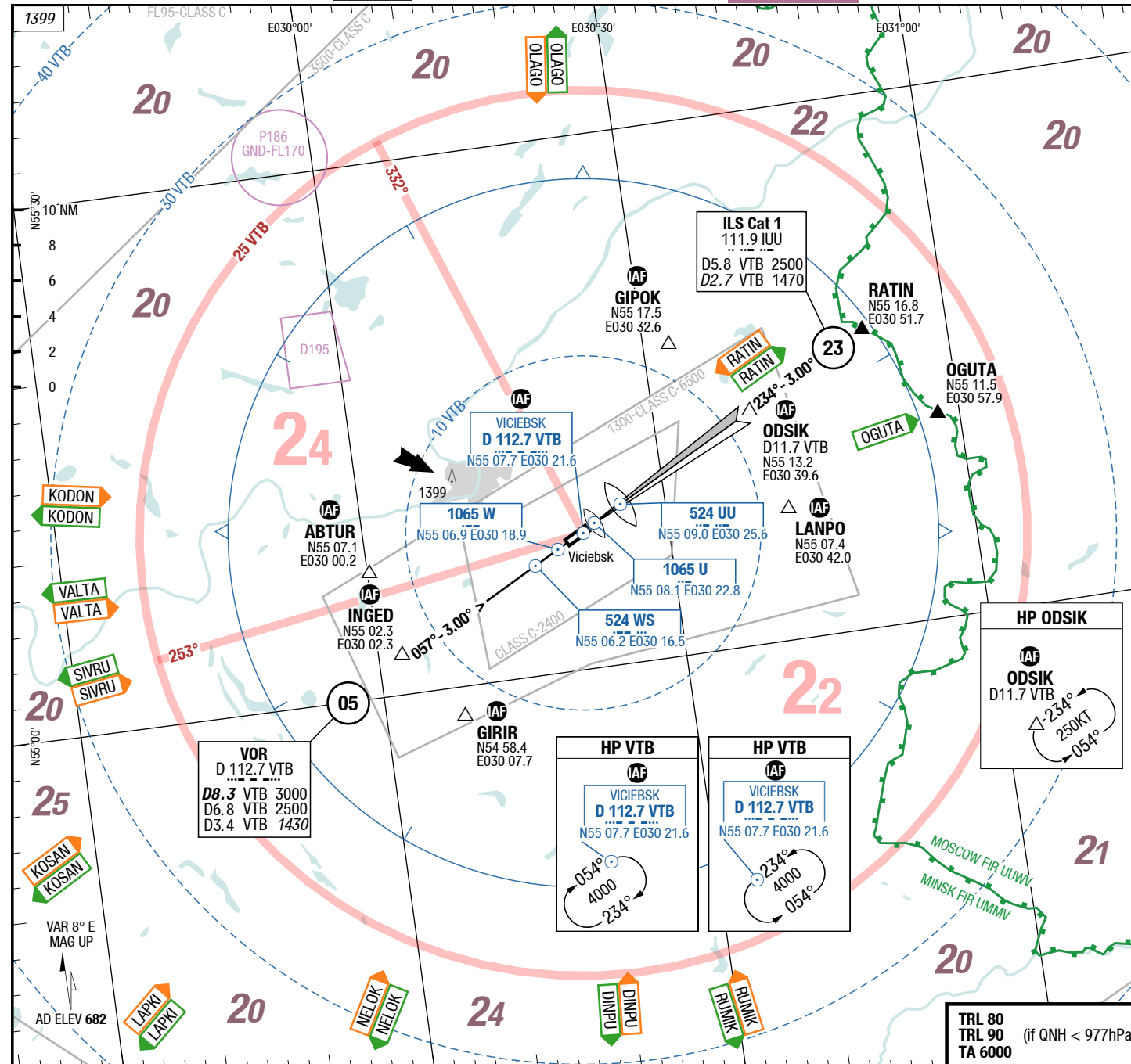
AFC

AFC

Viciebsk Belarus

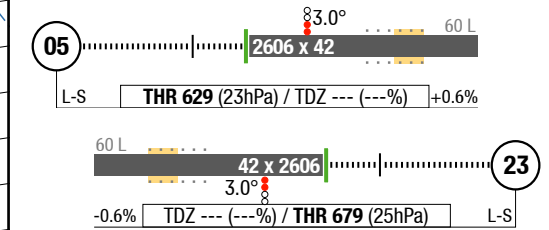
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METEO 119.425 HO
TWR 120.400 HO APP

Landing RWY system:



Changes: MGA, OBST

Effective 29-MAR-2018

22-MAR-2018

VTB-UMII

Belarus Viciebsk

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AGC

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Viciebsk Belarus

AGC

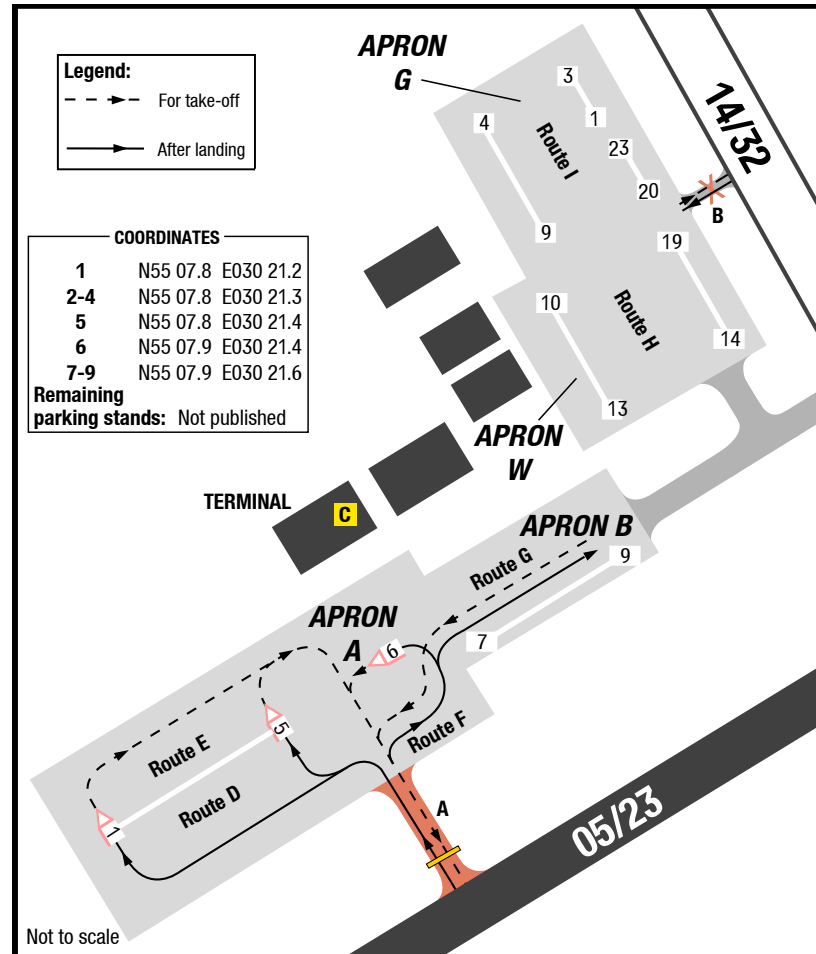
3-20

Legend:
 - - - - - For take-off
 ————— After landing

COORDINATES

1	N55 07.8 E030 21.2
2-4	N55 07.8 E030 21.3
5	N55 07.8 E030 21.4
6	N55 07.9 E030 21.4
7-9	N55 07.9 E030 21.6

Remaining parking stands: Not published



Not to scale

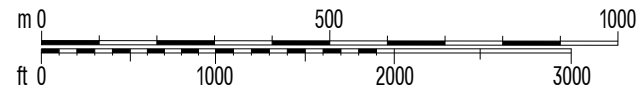
VAR 8° E
MAG UP
AD ELEV 682

METEO 119.425 HO
TWR 120.400 HO APP

RWY	TORA	ASDA	TODA
05	2606	2606	2856
23	2606	2606	2906

ARP
N 55 07.6
E 030 21.0

VICIEBSK
D 112.7 VTB



Changes: Declared distances

22-MAR-2018

VTB-UMII

4-10

Belarus Viciebsk

SIDs RWY 23

SIDs RWY 05

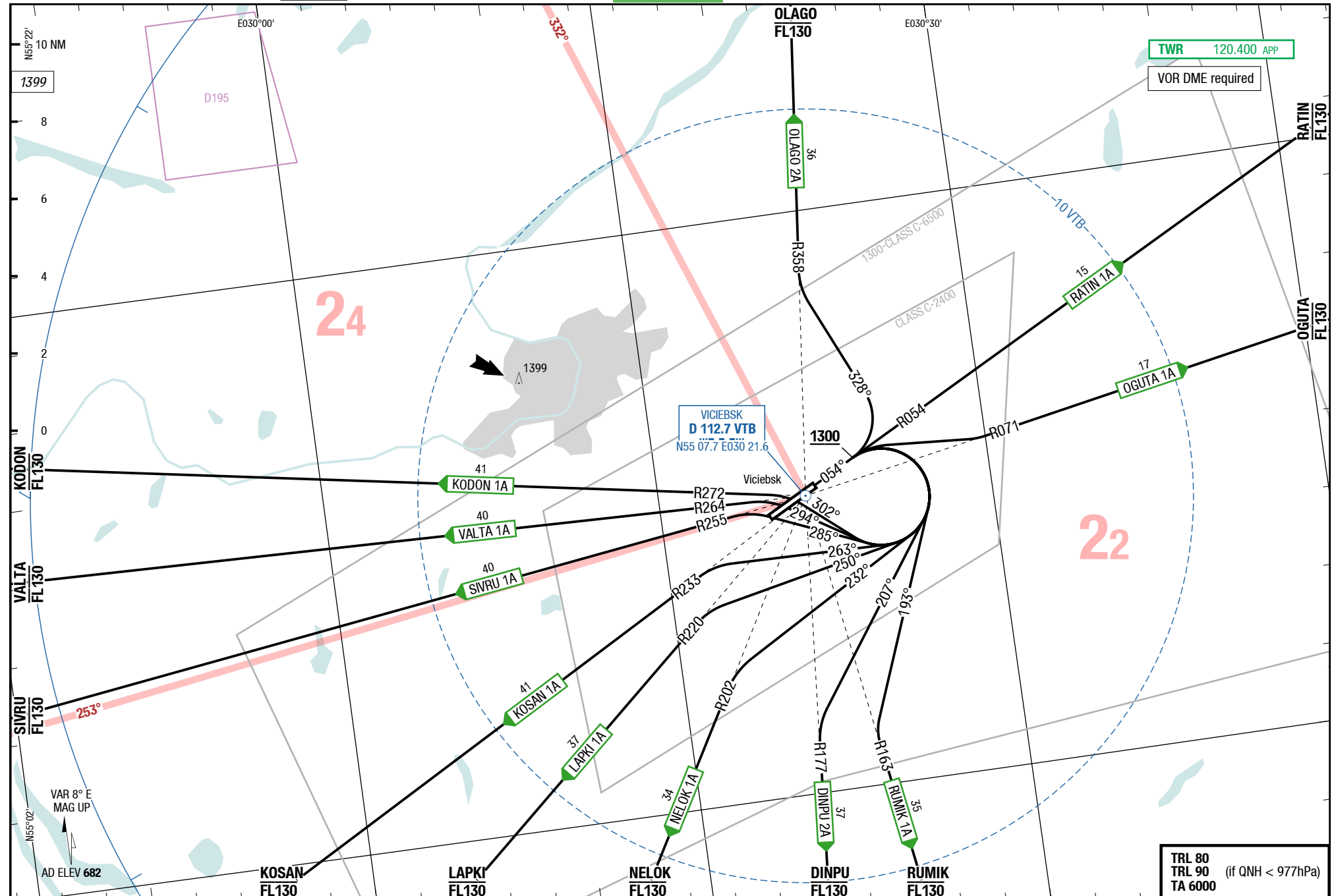
SID

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Viciebsk Belarus

SIDs RWY 23

SIDs RWY 05



Changes: OBST

22-MAR-2018

VTB-UMII

4-20

Belarus Viciebsk

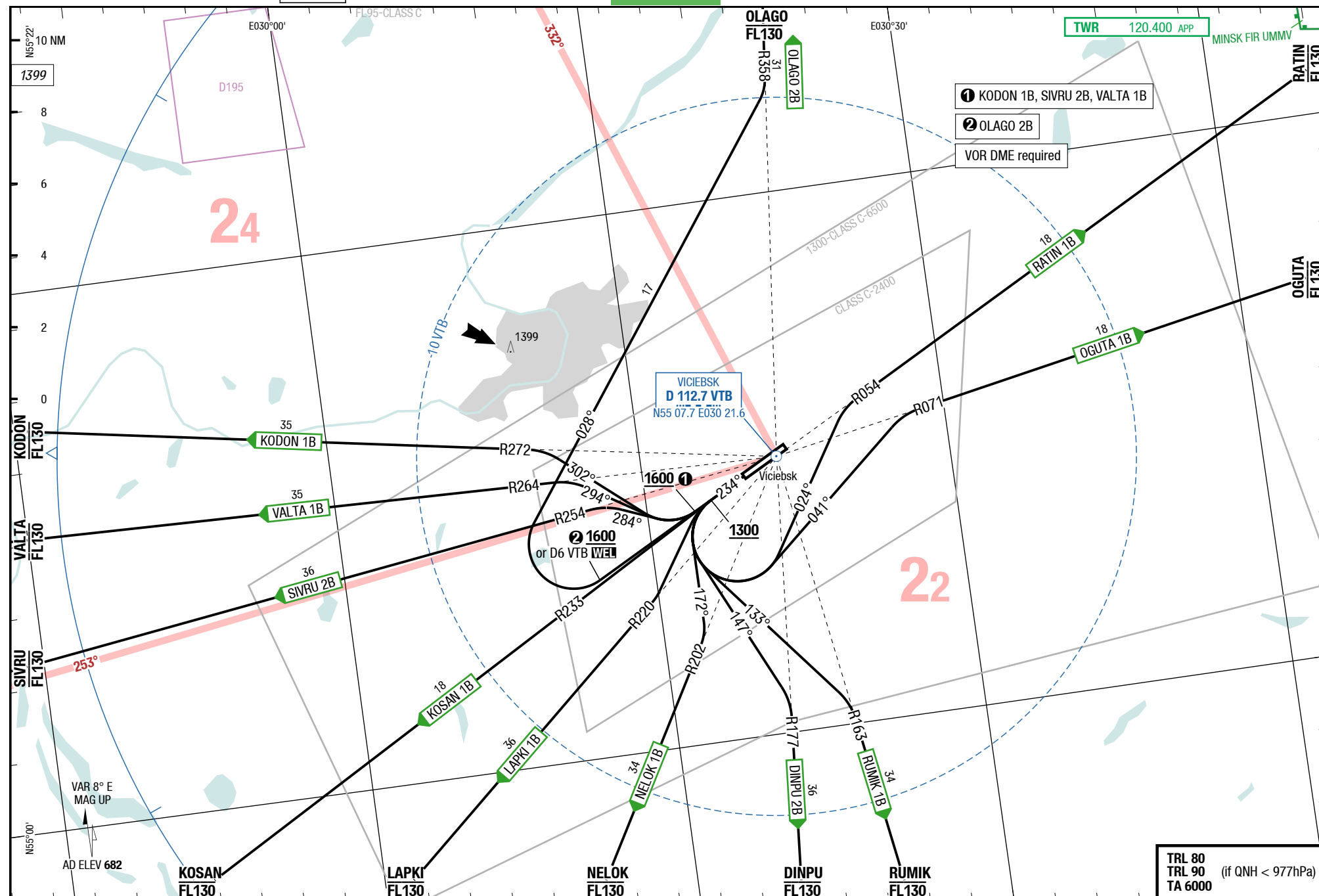
SIDs RWY 23

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Viciebsk Belarus

SIDs RWY 23



Changes: OBST

**DINPU 2A / KODON 1A / KOSAN 1A / LAPKI 1A / NELOK 1A / OGUTA 1A / OLAGO 2A /
RATIN 1A / RUMIK 1A / SIVRU 1A / VALTA 1A**

RWY 05 (054°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
DINPU 2A 120.400	at MNM 1300 RT 207° - intercept R177 VTB to DINPU	DINPU MAX FL130
KODON 1A 120.400	at MNM 1300 RT 302° - intercept R272 VTB to KODON	KODON MAX FL130
KOSAN 1A 120.400	at MNM 1300 RT 263° - intercept R233 VTB to KOSAN	KOSAN MAX FL130
LAPKI 1A 120.400	at MNM 1300 RT 250° - intercept R220 VTB to LAPKI	LAPKI MAX FL130
NELOK 1A 120.400	at MNM 1300 RT 232° - intercept R202 VTB to NELOK	NELOK MAX FL130
OGUTA 1A 120.400	at MNM 1300 RT intercept R071 VTB to OGUTA	OGUTA MAX FL130
OLAGO 2A 120.400	at MNM 1300 LT 328° - intercept R358 VTB to OLAGO	OLAGO MAX FL130
RATIN 1A 120.400	at MNM 1300 intercept R054 VTB to RATIN	RATIN MAX FL130
RUMIK 1A 120.400	at MNM 1300 RT 193° - intercept R163 VTB to RUMIK	RUMIK MAX FL130
SIVRU 1A 120.400	at MNM 1300 RT 285° - intercept R255 VTB to SIVRU	SIVRU MAX FL130
VALTA 1A 120.400	at MNM 1300 RT 294° - intercept R264 VTB to VALTA	VALTA MAX FL130

**DINPU 2B / KODON 1B / KOSAN 1B / LAPKI 1B / NELOK 1B / OGUTA 1B / OLAGO 2B /
RATIN 1B / RUMIK 1B / SIVRU 2B / VALTA 1B**

RWY 23 (234°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23	
DINPU 2B 120.400	at MNM 1300 LT 147° - intercept R177 VTB to DINPU	DINPU MAX FL130
KODON 1B 120.400	at MNM 1600 RT 302° - intercept R272 VTB to KODON	KODON MAX FL130
KOSAN 1B 120.400	at MNM 1300 intercept R233 VTB to KOSAN	KOSAN MAX FL130
LAPKI 1B 120.400	at MNM 1300 LT intercept R220 VTB to LAPKI	LAPKI MAX FL130
NELOK 1B 120.400	at MNM 1300 LT 172° - intercept R202 VTB to NELOK	NELOK MAX FL130
OGUTA 1B 120.400	at MNM 1300 LT 041° - intercept R071 VTB to OGUTA	OGUTA MAX FL130
OLAGO 2B 120.400	at MNM 1600 or D6 VTB , whichever is later, RT 028° - intercept R358 VTB to OLAGO	OLAGO MAX FL130
RATIN 1B 120.400	at MNM 1300 LT 024° - intercept R054 VTB to RATIN	RATIN MAX FL130
RUMIK 1B 120.400	at MNM 1300 LT 133° - intercept R163° VTB to RUMIK	RUMIK MAX FL130
SIVRU 2B 120.400	at MNM 1600 RT 284° - intercept R254 VTB to SIVRU	SIVRU MAX FL130
VALTA 1B 120.400	at MNM 1600 RT 294° - intercept R264 VTB to VALTA	VALTA MAX FL130

VTB-UMII

6-10

STARs RWY 23

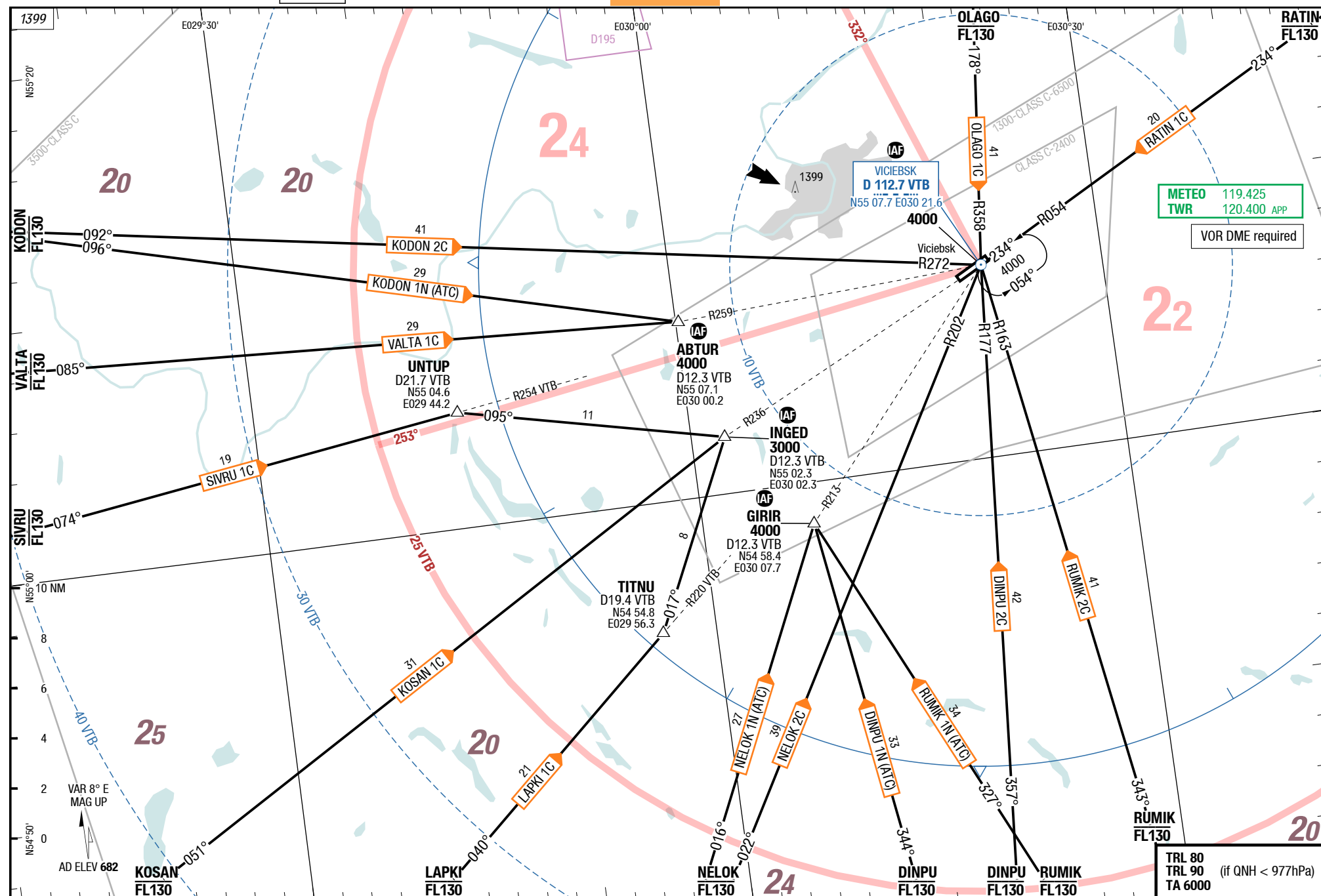
STARs RWY 05

STAR

STAR

STARs RWY 23

STARs RWY 05



Changes: OBST

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22-MAR-2018

VTB-UMII

6-20

Belarus Viciebsk

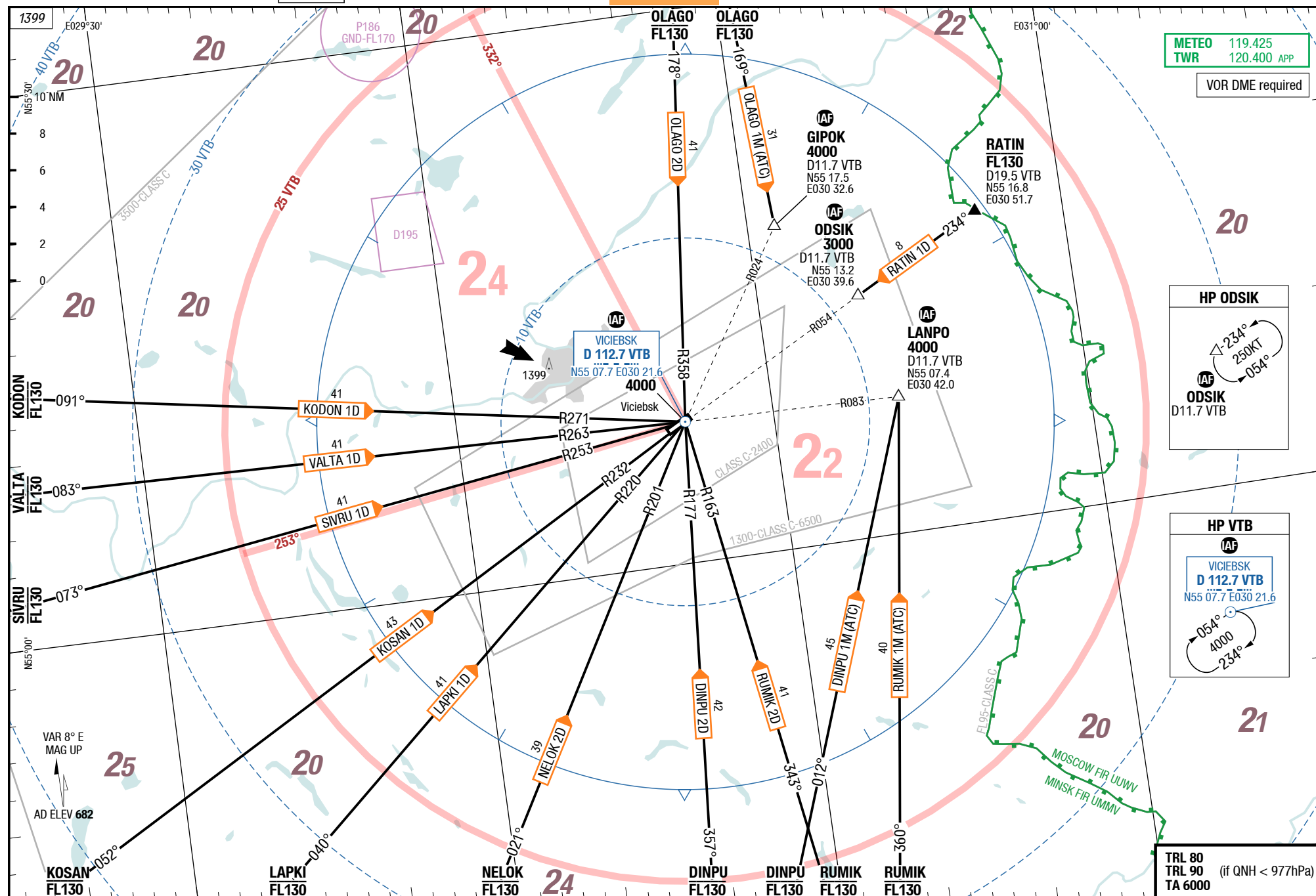
STARs RWY 23

STAR

STAR

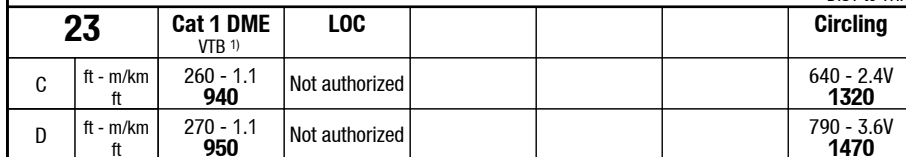
Viciebsk Belarus

STARs RWY 23

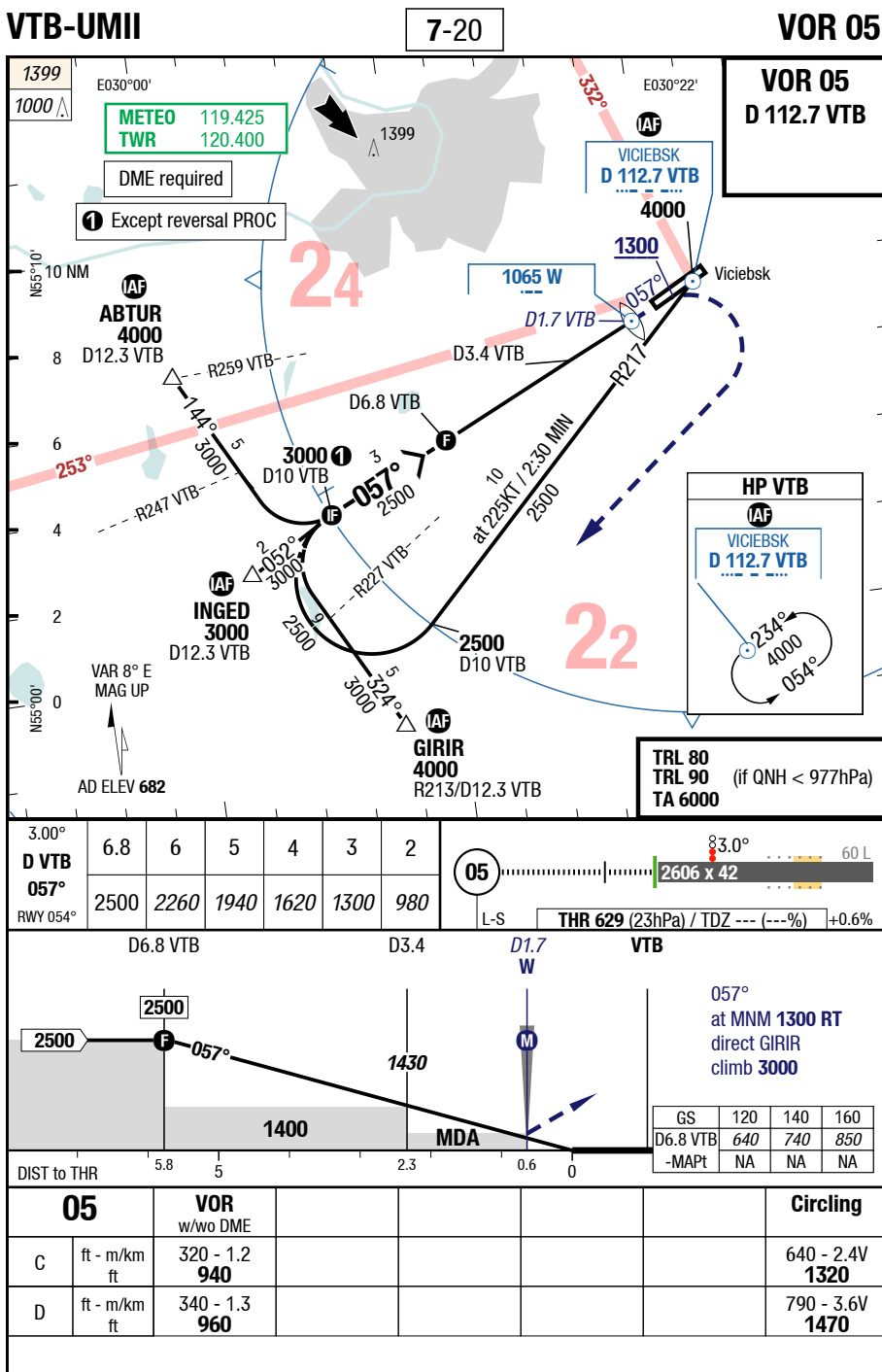


Changes: MGA, OBST

ILS 23



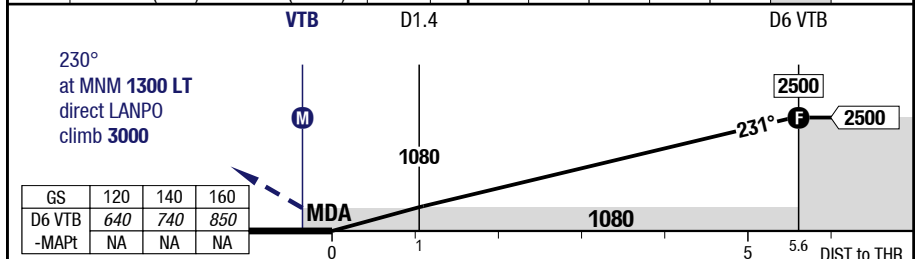
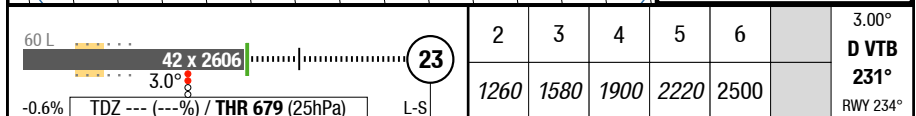
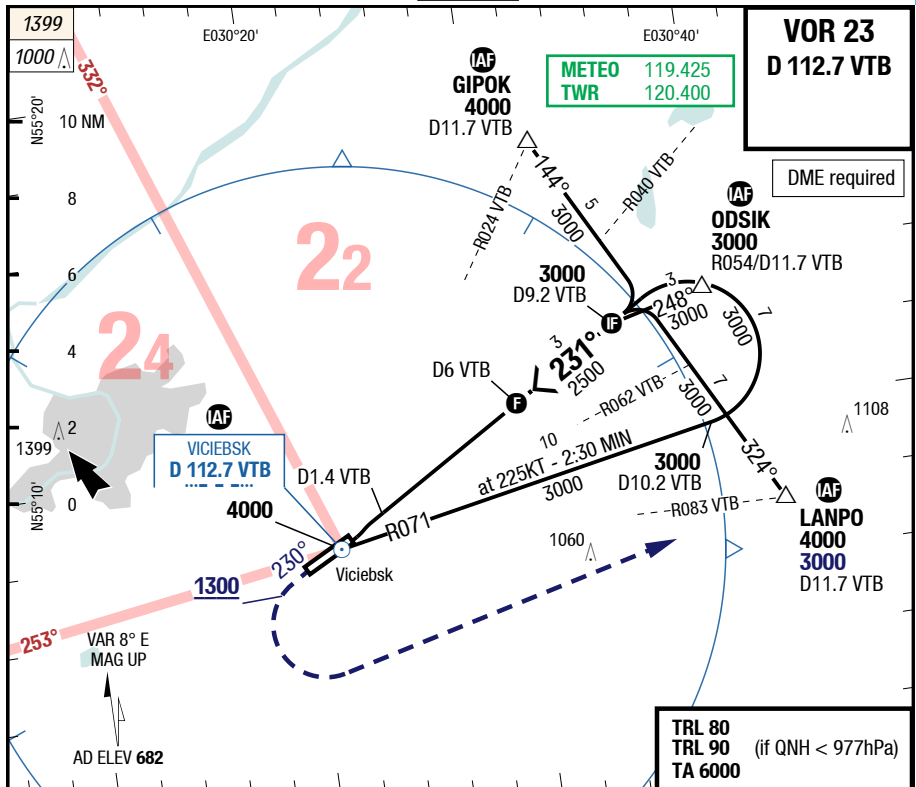
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VTB-UMII

7-30

VOR 23

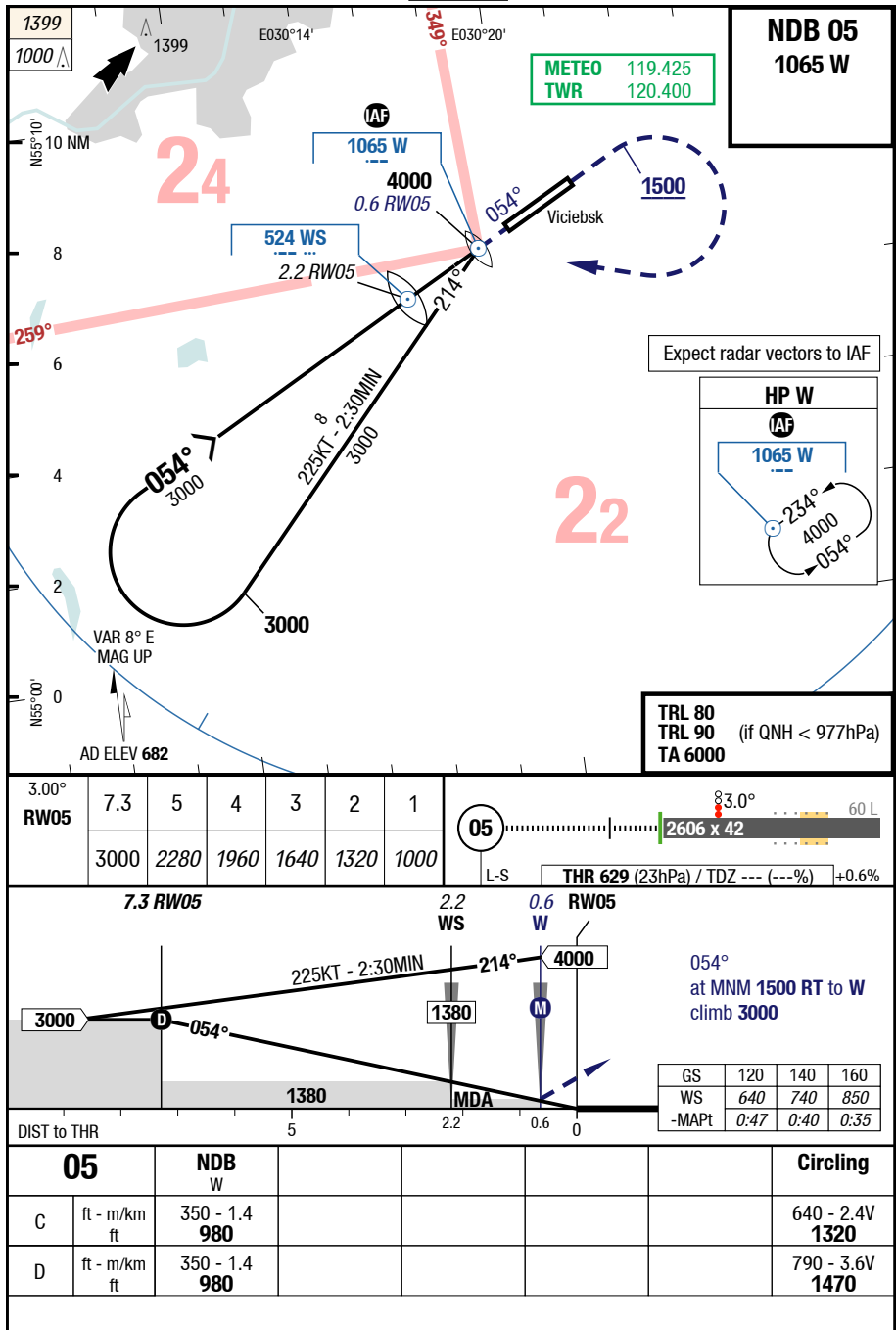


23	VOR w/wo DME					Circling
C	ft - m/km ft	380 - 1.5 1050				640 - 2.4V 1320
D	ft - m/km ft	380 - 1.5 1050				790 - 3.6V 1470

VTB-UMII

7-40

NDB 05



VTB-UMII

7-50

NDB 23

