

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**AD ADMIN Hours:** MON-THU 0500-1400z, FRI 0500-1245z**Airport Information****RFF:** CAT 7**PCN:** RWY 01/19: 82/F/C/W/T**Operation****Traffic Notes**

For non-SKED flights AD AVBL strictly by coordination with AD OPS service.

Phone: +370 52739333. Mobile: +370 612 90 122.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature or ACFT registration, before activating transponder.

Low Visibility Procedure

LVP in use when RVR at or below 600m and/or CEIL below 200ft.

After LDG RWY 01 vacate via TWY A only and report "RWY vacated".

If ACFT REQ follow-me after vacating RWY, wait at HLDG PSN A1.

ACFT DEP on RWY 01 shall taxi on taxi route L via TWY F to RWY HLDG PSN on TWY F.

IF ACFT REQ follow-me, taxi after follow-me to HLDG PSN F1 on TWY F

RWY Restriction

180° turn allowed only at designated area at the end of RWY 01/19 and strictly along the guide line.

TWY Restriction

TWY A MAX wingspan 65m / 213ft.

TWY B MAX wingspan 52m / 170ft when stand 26 occupied, otherwise MAX wingspan 65m / 213ft.

TWY F from THR RWY 01 to INT with TWY E MAX wingspan 36m / 118ft.

Taxi Routes:

- G - from RWY J beside stand 1 to INT with TWY L MAX wingspan 42m / 138ft when stand 47 not occupied, otherwise MAX wingspan 38.2m / 125ft.
- H - from the middle of TWY L up to stand 37 MAX wingspan 42.2m / 138ft.
- I - from northern part of stand 1 to INT with route L, TWYs A and B up to stand 14 MAX wingspan 41m / 135ft.
- J - from southern part of stand 1 to INT with route I MAX wingspan 41m / 135ft.
- K - from middle of route G to INT with route I MAX wingspan 42m / 138ft.
- L - from TWY A to INT with route G MAX wingspan 52m / 171ft; from INT with route G to stand 48 MAX wingspan 39.2m / 129ft; from stand 48 to INT with TWY D and F MAX wingspan 42.5m / 139ft.
- M - from route H and L INT up to CL of TWY B MAX wingspan 42.6m / 140ft.
- N - from route H and stand 32 INT up to CL of TWY B MAX wingspan 36m / 118ft.

GENERAL**Taxi/Parking**

Use MNM PWR when taxiing on APN.

PSN 45-50 equipped with entry guidance.

Taxiing to PSN 1-3 via TWY I only.

Taxiing to PSN 22-23 allowed via TWY B and taxiing route M (using minimum PWR), or TWY A only.

Taxiing to PSN 22-23 via taxiing route L is prohibited.

Taxiing from PSN 14 shall be carried out via TWY K and G only.

Towing of ACFT from PSN 29 by tug only.

Towing from PSN 30 and 31 for ACFT with 16m / 52ft and above by tug only.

During winter CONDs follow-me O/R.

Marshaller O/R.

Engine Run-up Areas

REQ permission from AD OPS. ENG run-up are only allowed between 0500-2000±.

Warnings

Birds in vicinity of AD.

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

RNAV

Maintain last cleared FL to IAF, then descend in HLDG pattern to 5000ft MSL for INSTR APCH.

Arrival Procedure

Radar Vectoring: Expect radar vectors for final APCH within TMA.

Reverse: Do not use more than idle reverse if possible between 2000-0500±.

DEPARTURE

Take-off Minima

RWY		01/19	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
A, B, C		0 - 200R/200V	LVP, HIRL, RCLL
D		0 - 250R/250V	
All ACFT		0 - 300R/300V	LVP, HIRL or RCLM

Communication

COM Failure

RNAV

Continue SID routes climbing to last assigned and acknowledged FL, but not below FL80 within TMA continue climb to FPL FL. Leave last assigned FL at earliest 7min after it is reached.

Departure Procedure

Start-up/Push-back

Stands 45, 46, 46A, 47, 48, 48A, 49, 49A, 50, 29, 30, 31 start-up with increased PWR prohibited.
Tug Release Point 2, start-up with increased one ENG PWR prohibited.

Noise Abatement Procedure: Use ICAO standard NADP 1.

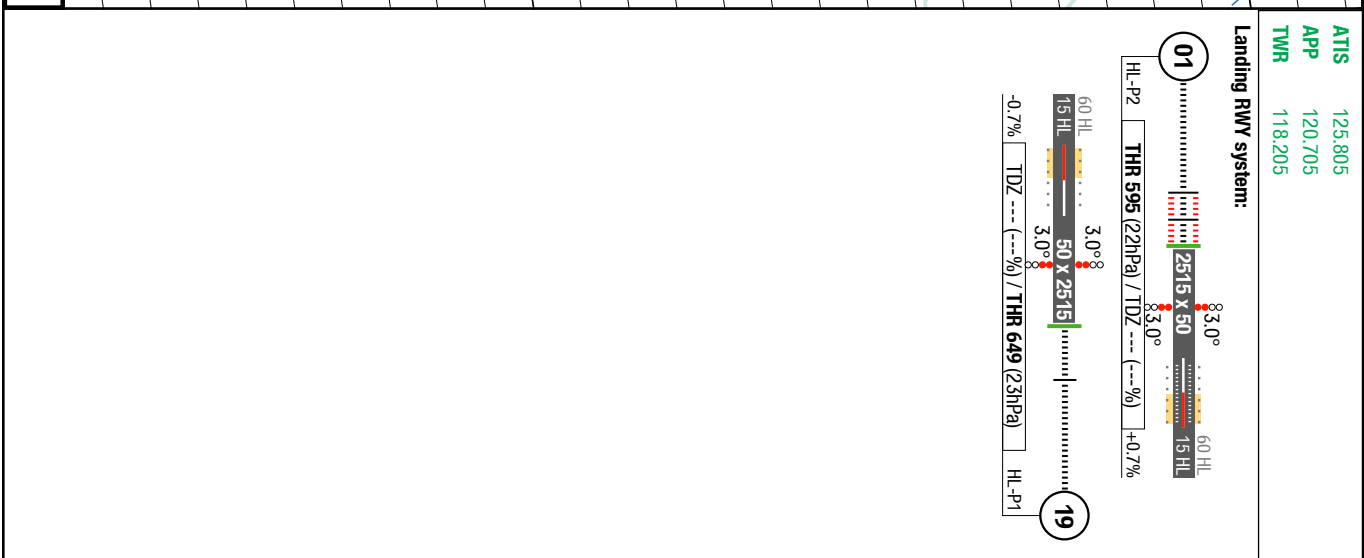
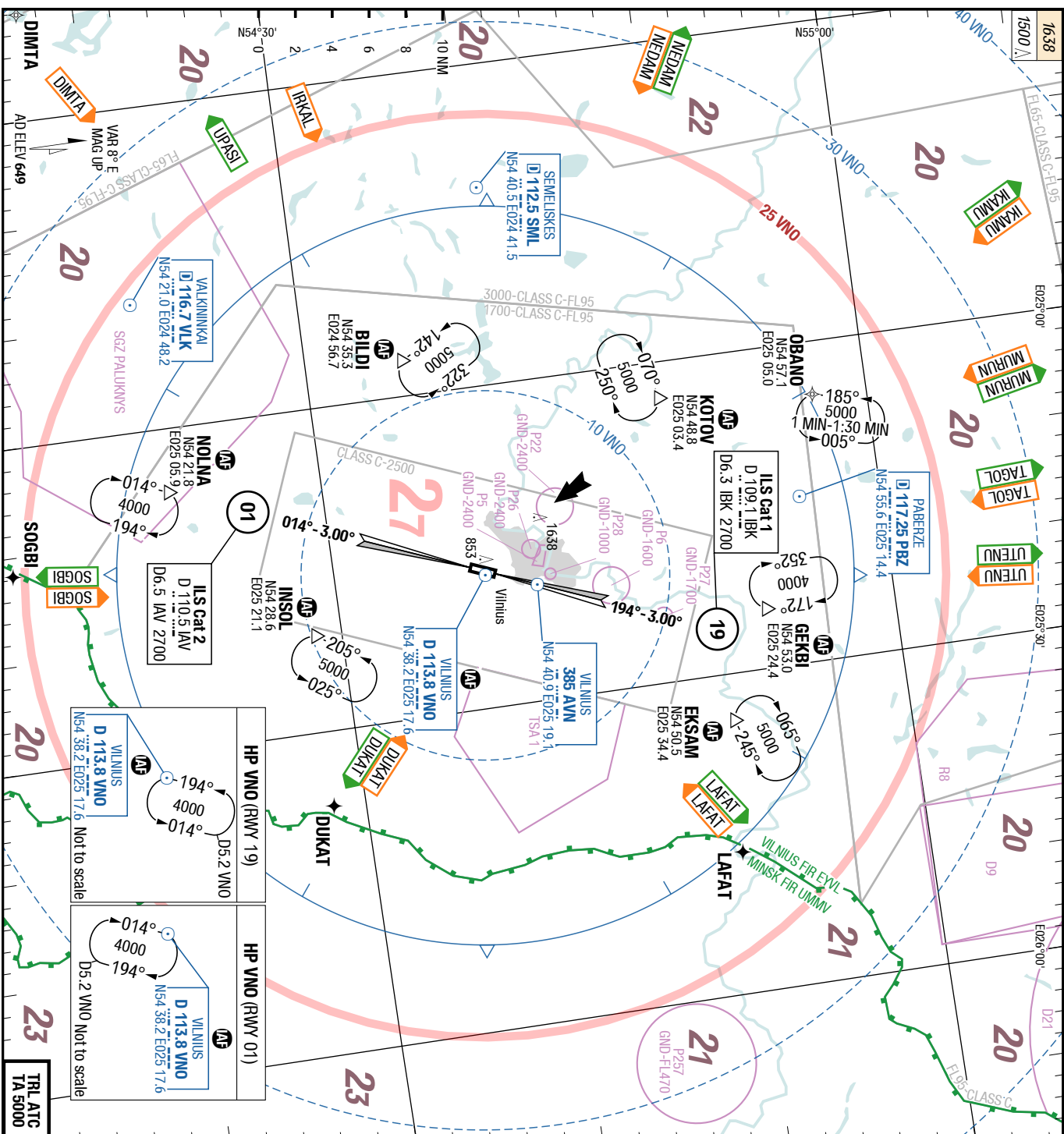
ATC Slot, Clearance

Contact TWR for push-back and taxi.

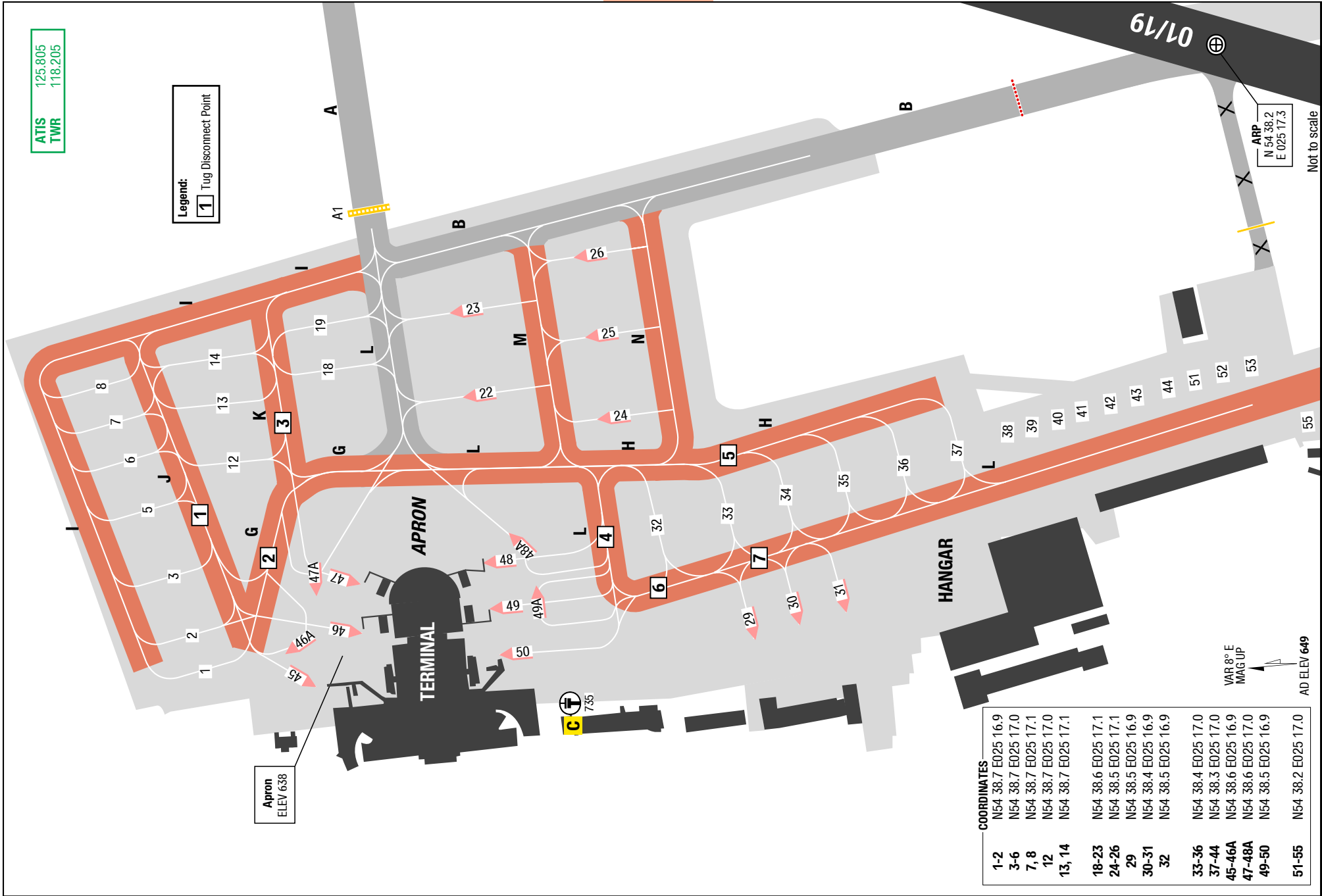
ATC CLR issued by TWR during taxi time.

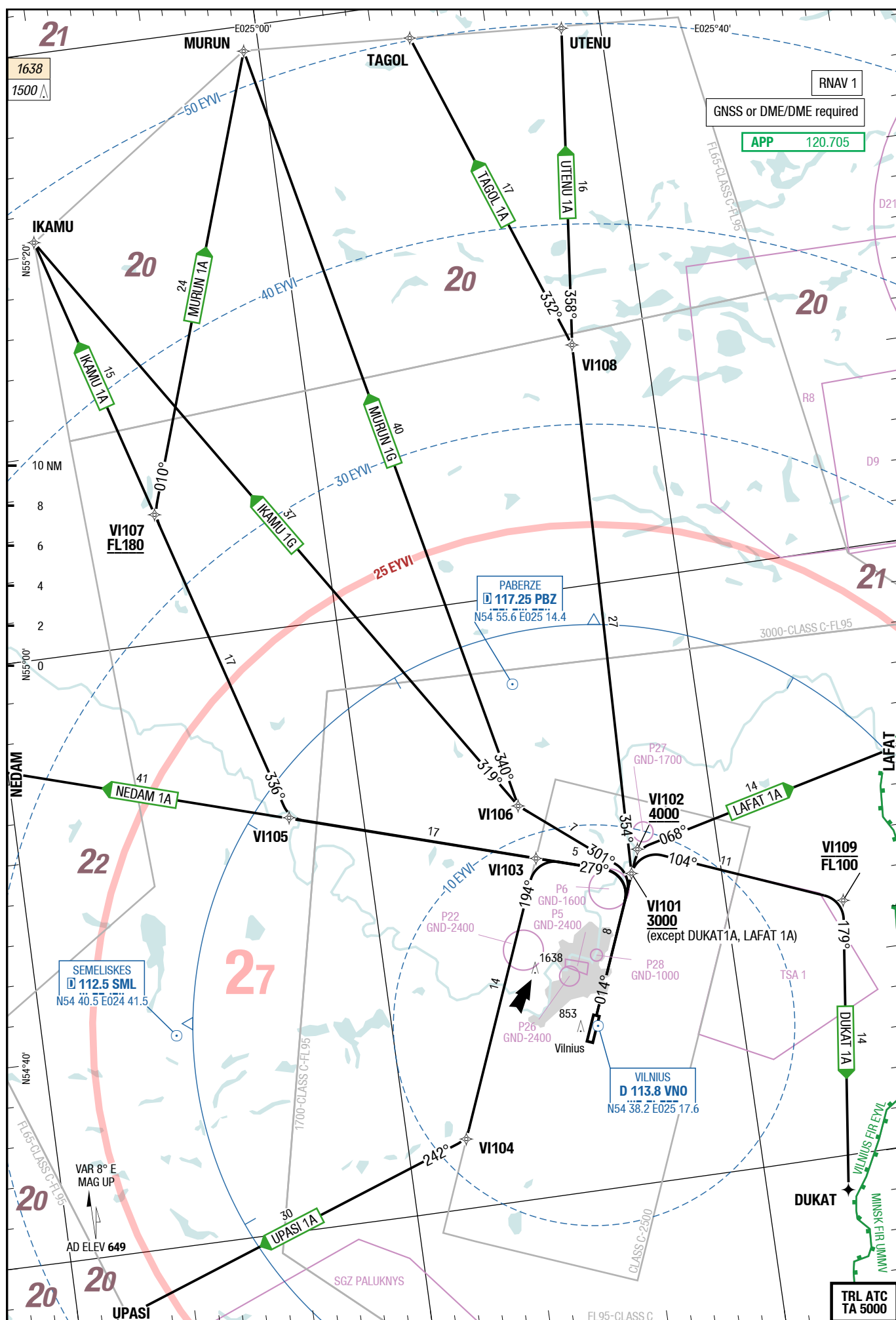
De-Icing

AVBL. Use of ACFT de-icing liquids permitted at all stands.

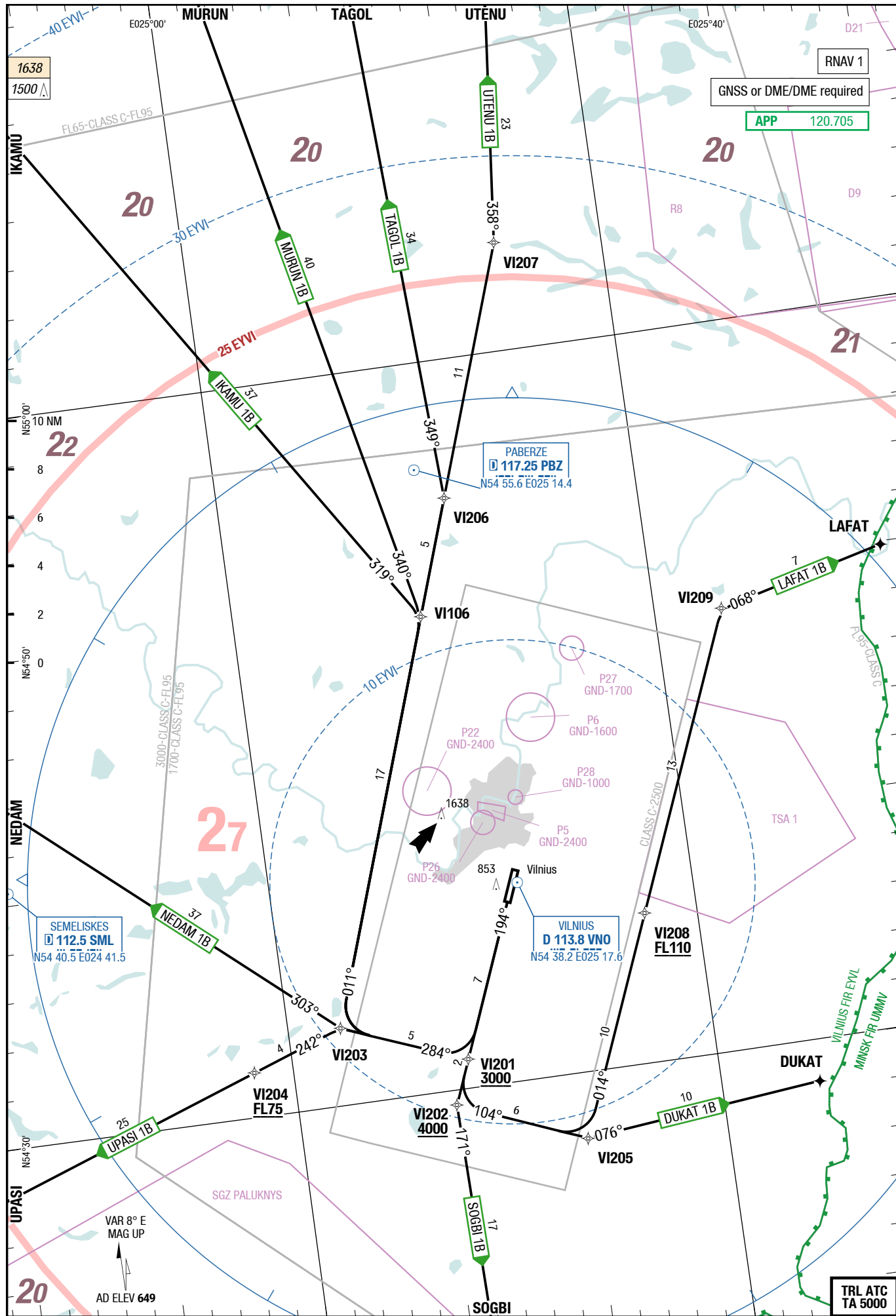








Changes: FREQ



DUKAT 1A / IKAMU 1A / IKAMU 1G / LAFAT 1A / MURUN 1A / MURUN 1G / NEDAM 1A / TAGOL 1A

RWY 01 (014°)

When passing 2500, contact APP

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
DUKAT 1A 6.6% to V102 120.705 ①	DCT V102 - V109 - DUKAT	V102 MNM 4000 V109 MAX FL100 initial climb 4000
IKAMU 1A 6.6% to V101 120.705 ①	DCT V101 - V105 - V107 - IKAMU	V101 MNM 3000 V107 MNM FL180 initial climb 4000
IKAMU 1G 6.6% to V101 120.705 ①	DCT V101 - V106 - IKAMU	V101 MNM 3000 initial climb 4000
LAFAT 1A 6.6% to V102 120.705 ①	DCT V102 - LAFAT	V102 MNM 4000 initial climb 4000
MURUN 1A 6.6% to V101 120.705 ①	DCT V101 - V105 - V107 - MURUN	V101 MNM 3000 V107 MNM FL180 initial climb 4000
MURUN 1G 6.6% to V101 120.705 ①	DCT V101 - V106 - MURUN	V101 MNM 3000 initial climb 4000
NEDAM 1A 6.6% to V101 120.705 ①	DCT V101 - NEDAM	V101 MNM 3000 initial climb 4000
TAGOL 1A 6.6% to V101 120.705 ①	DCT V101 - V108 - TAGOL	V101 MNM 3000 initial climb 4000

① If unable to comply with climb gradient, contact ATC.

UPASI 1A / UTENU 1A

RWY 01 (014°)

When passing 2500, contact APP

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01	
UPASI 1A 6.6% to V1101 120.705 ①	DCT V1101 - V1103 - V1104 - UPASI	V1101 MNM 3000 initial climb 4000
UTENU 1A 6.6% to V1101 120.705 ①	DCT V1101 - V1108 - UTENU	V1101 MNM 3000 initial climb 4000

① If unable to comply with climb gradient, contact ATC.

12-JUL-2018

VNO-EYVI

5-30

RNAV SIDs RWY 19

SIDPT

DUKAT 1B / IKAMU 1B / LAFAT 1B / MURUN 1B / NEDAM 1B / SOGBI 1B / TAGOL 1B / UPASI 1B

RWY 19 (194°)

When passing 2500, contact APP

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
DUKAT 1B 6.6% to VI202 120.705 ①	DCT VI202 - VI205 - DUKAT	VI202 MNM 4000 initial climb 4000
IKAMU 1B 6.6% to VI201 120.705 ①	DCT VI201 - VI203 - VI106 - IKAMU	VI201 MNM 3000 initial climb 4000
LAFAT 1B 6.6% to VI202 120.705 ①	DCT VI202 - VI205 - VI208 - VI209 - LAFAT	VI202 MNM 4000 VI208 MNM FL110 initial climb 4000
MURUN 1B 6.6% to VI201 120.705 ①	DCT VI201 - VI203 - VI106 - MURUN	VI201 MNM 3000 initial climb 4000
NEDAM 1B 6.6% to VI201 120.705 ①	DCT VI201 - VI203 - NEDAM	VI201 MNM 3000 initial climb 4000
SOGBI 1B 6.6% to VI202 120.705 ①	DCT VI202 - SOGBI	VI202 MNM 4000 initial climb 4000
TAGOL 1B 6.6% to VI201 120.705 ①	DCT VI201 - VI203 - VI206 - TAGOL	VI201 MNM 3000 initial climb 4000
UPASI 1B 6.6% to VI201 120.705 ①②	DCT VI201 - VI203 - VI204 - UPASI	VI201 MNM 3000 VI204 MNM FL75 initial climb 4000

① If unable to comply with climb gradient, contact ATC.

② Cross VI204 MNM FL75 from 01 APR to 20 OCT, 0800-1700.

Changes: FREQ

UTENU 1B

RWY 19 (194°)

When passing 2500, contact APP

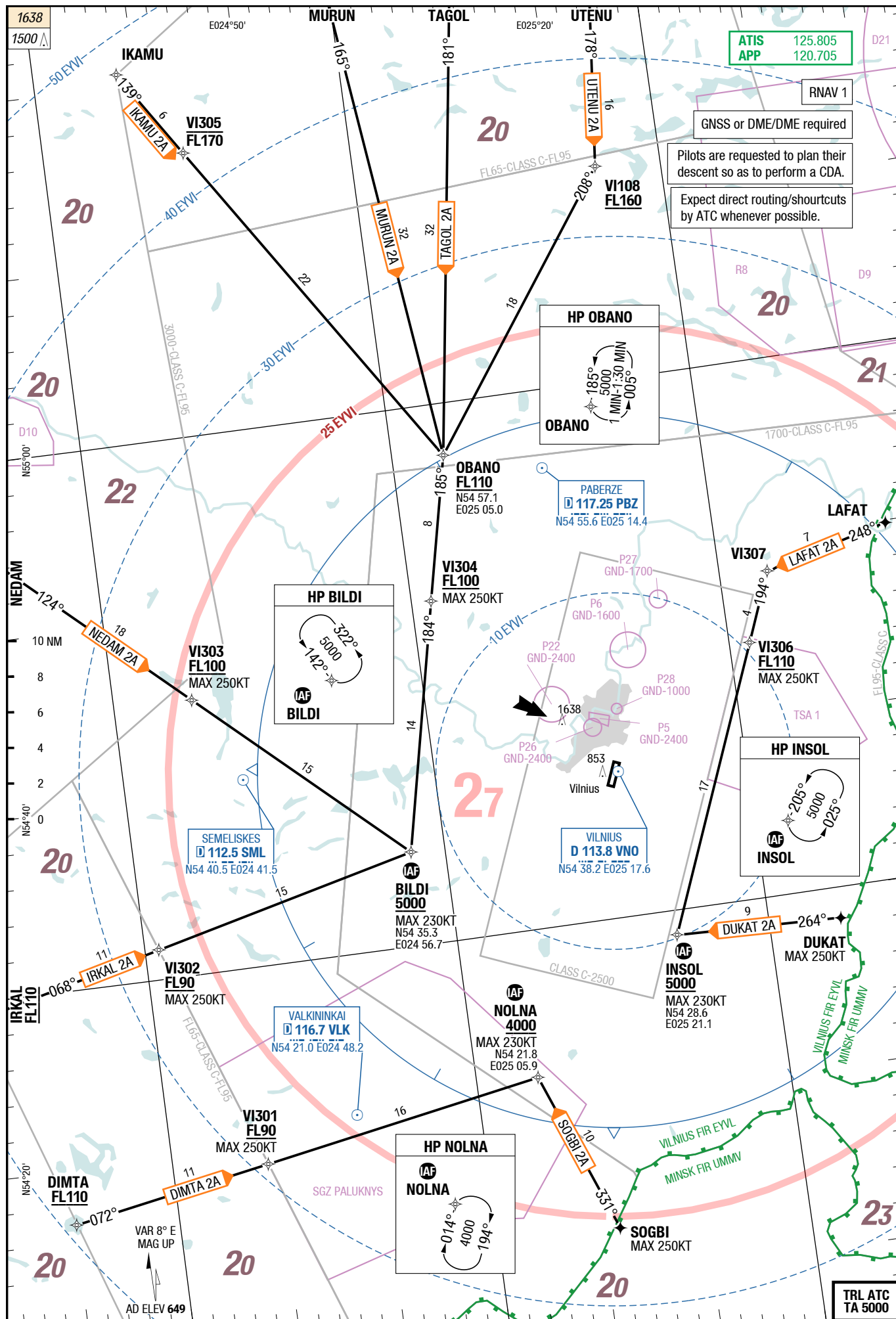
	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

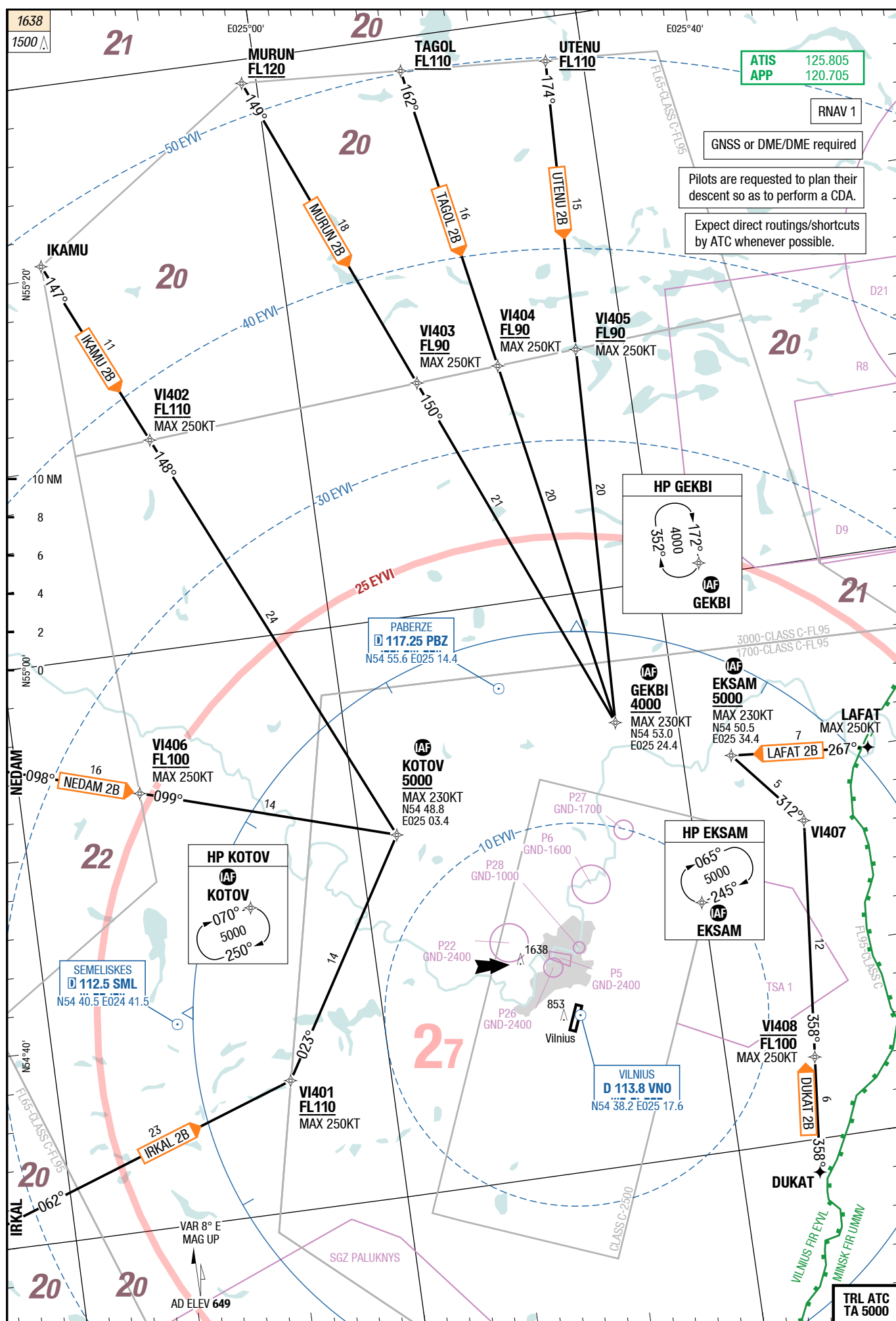
DESIGNATOR	ROUTING	ALTITUDES
UTENU 1B 6.6% to VI201 120.705 ①	DCT VI201 - VI203 - VI207 - UTENU	VI201 MNM 3000 initial climb 4000

① If unable to comply with climb gradient, contact ATC.

DEPARTURES

		GS	120	150	180	210	240	270	
	6.6%	ft/MIN	900	1100	1300	1500	1700	1900	
RWY		Routing							
OMNIDIRECTIONAL DEPs		RWY 01 6.6% RWY HDG - climb until turning ALT at 1100 - continue climb to appropriate MSA RWY 19 6.6% RWY HDG - climb until turning ALT at 1000 - continue climb to appropriate MSA							
RWY		Notes							
01 / 19		1. Close in obstacles exist. 2. Omnidirectional departures NW of RWY in sector 270° to 360° below 2700 not authorized.							

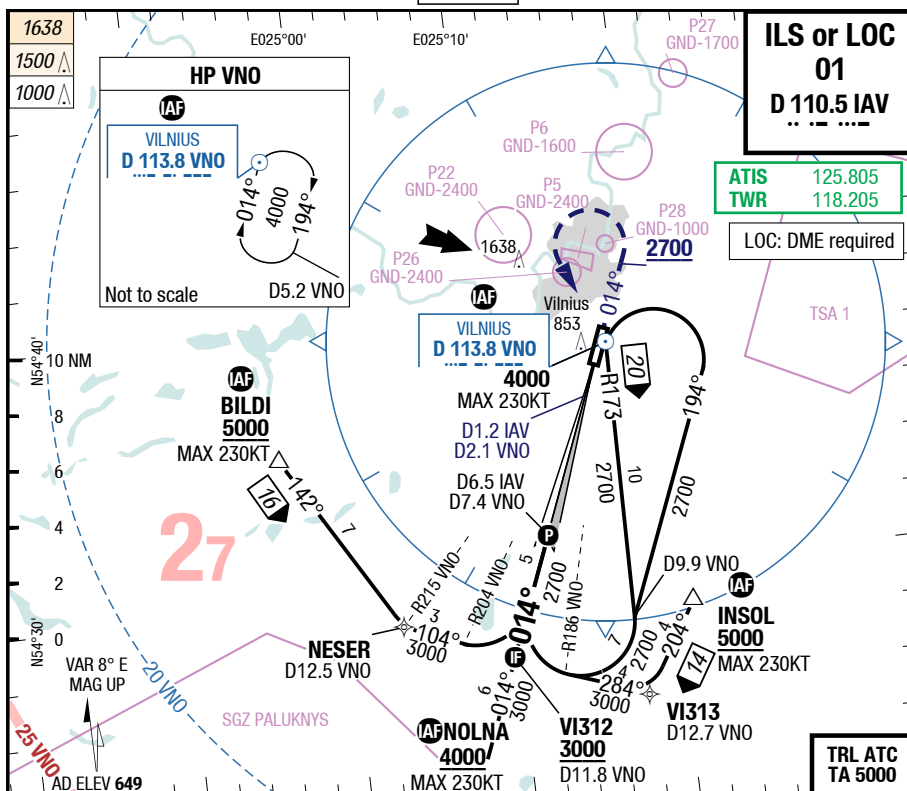




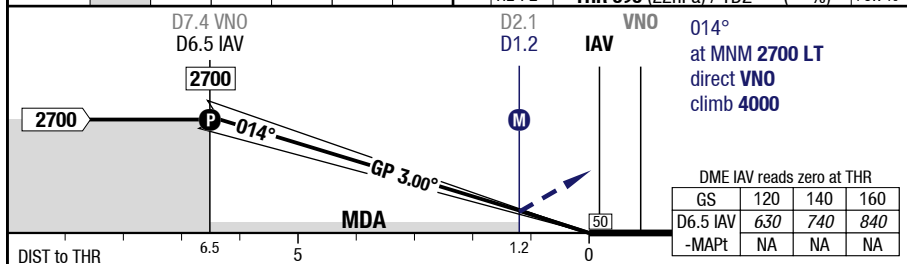
VNO-EYVI

7-10

ILS or LOC 01



LOC 2.98° D IAV	6.5	5	4	3	2	01	83.0°	60 HL
	2700	2240	1920	1600	1290		2515 x 50	15 HL
						HL-P2	THR 595 (22hPa) / TDZ --- (---%)	+0.7%



01	Cat 2 GA 3.5% 1)	Cat 1 GA 3.5% 1) 2)	LOC DME GA 3.5% 1)	Circling 3)
C	ft - m/km ft 120 - 350R 110 RA	230 - 550R 830	430 - 1.3R 1020	670 - 2.4V 1310
D	ft - m/km ft 140 - 400R 121 RA	240 - 550R 840	430 - 1.3R 1020	Not authorized

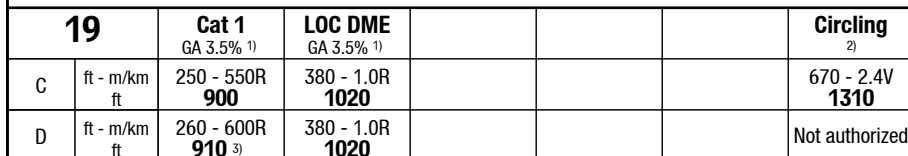
1) Up to 2700ft for airspace reasons

2) With EVS RVR 350m

3) BTN 360° - 270° of RWY only

Changes: FREQ

ILS or LOC 19



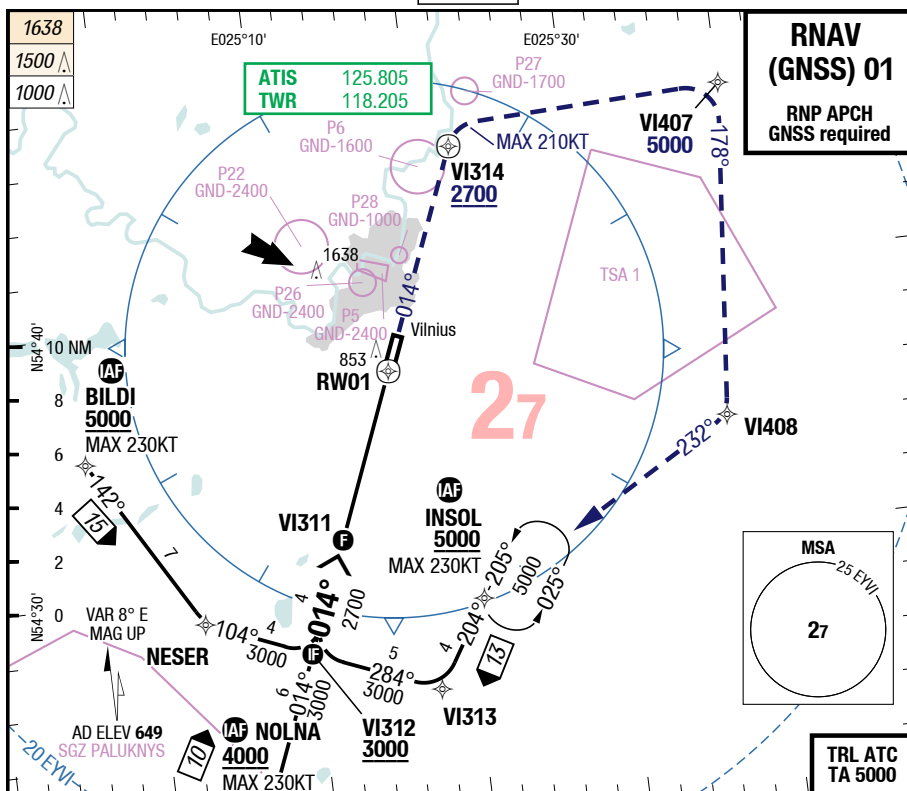
2) BTN 360°- 270° of RWY only

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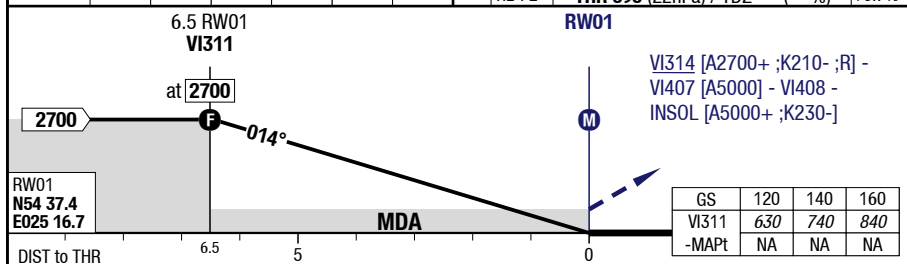
VNO-EYVI

7-30

RNAV (GNSS) 01



2.98° RW01	6.5	6	5	4	3	2	<div> <div> <div>01</div> <div> <div> <div>83.0°</div> <div>60 HL</div> </div> <div> <div>2515 x 50</div> <div>15 HL</div> </div> </div> <div> <div>83.0°</div> <div>60 HL</div> </div> </div> </div>
	2700	2540	2230	1910	1600	1280	<div> <div>HL-P2</div> <div> <div>THR 595 (22hPa) / TDZ --- (---%)</div> <div>+0.7%</div> </div> </div>

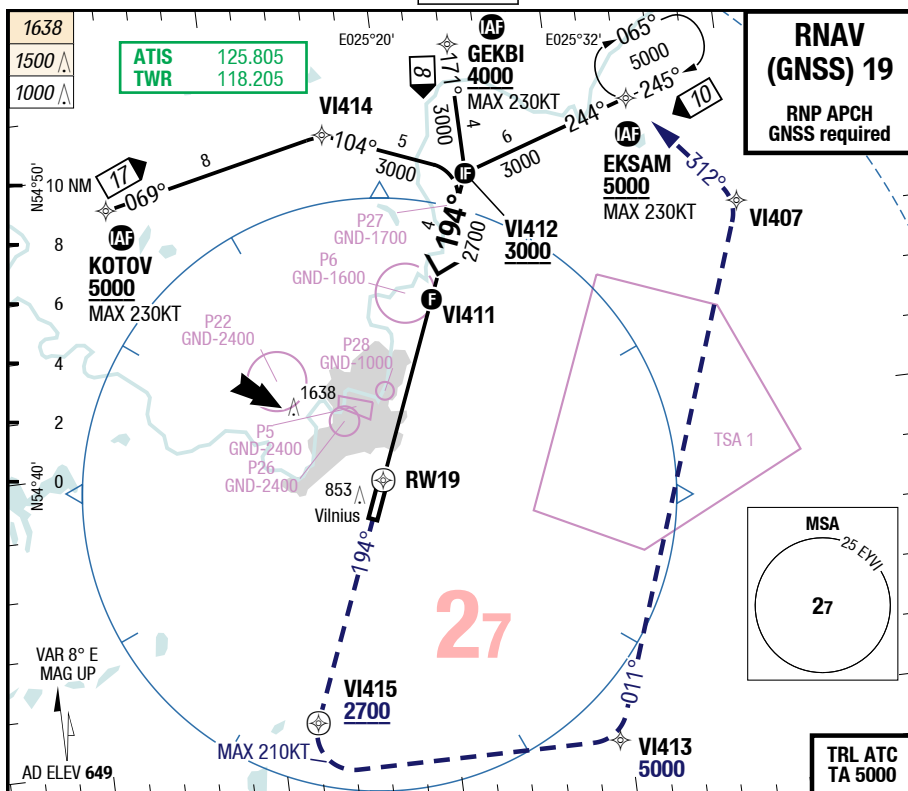


01		RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S				Circling
C	ft - m/km ft	480 - 1.5R 1070	480 - 2.4V 1070				Not published
D	ft - m/km ft	480 - 1.5R 1070	480 - 2.4V 1070				Not authorized

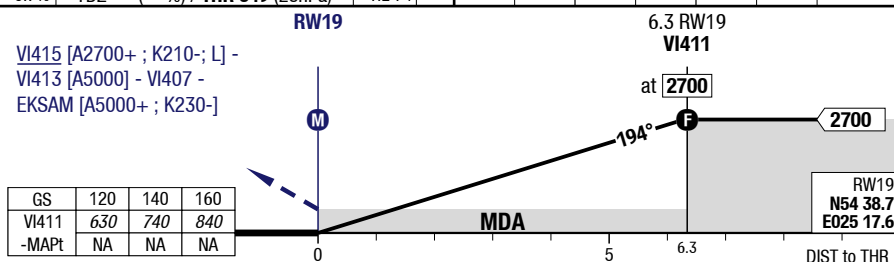
VNO-EYVI

7-40

RNAV (GNSS) 19

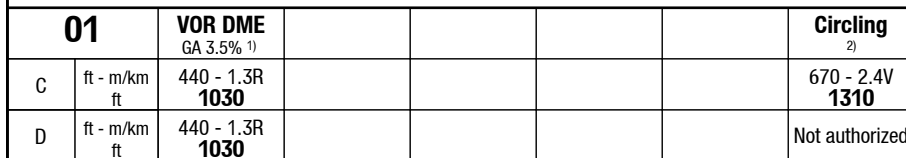


60 HL	3.0°	8	2	3	4	5	6	6.3	2.98°
15 HL	50 x 2515	19	1330	1650	1970	2280	2600	2700	RW19
-0.7%	TDZ --- (---%) / THR 649 (23hPa)	HL-P1							



19	RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S				Circling
C	ft - m/km ft 1080	440 - 1.5R 1080	440 - 2.4V 1080			Not published
D	ft - m/km ft 1080	440 - 1.5R 1080	440 - 2.4V 1080			Not authorized

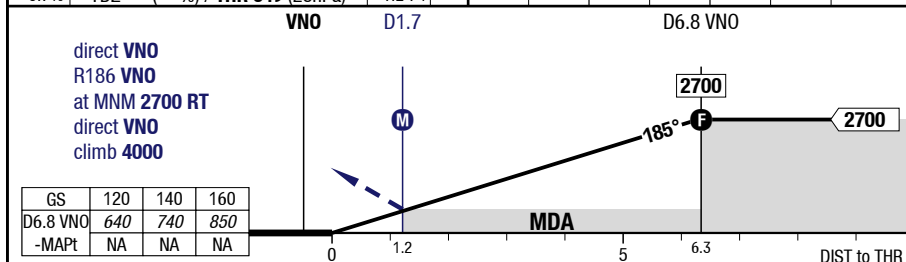
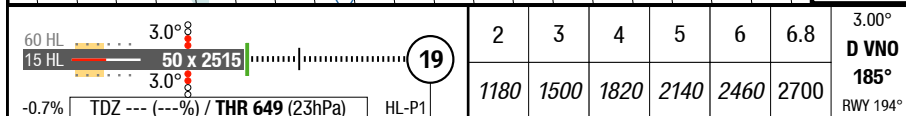
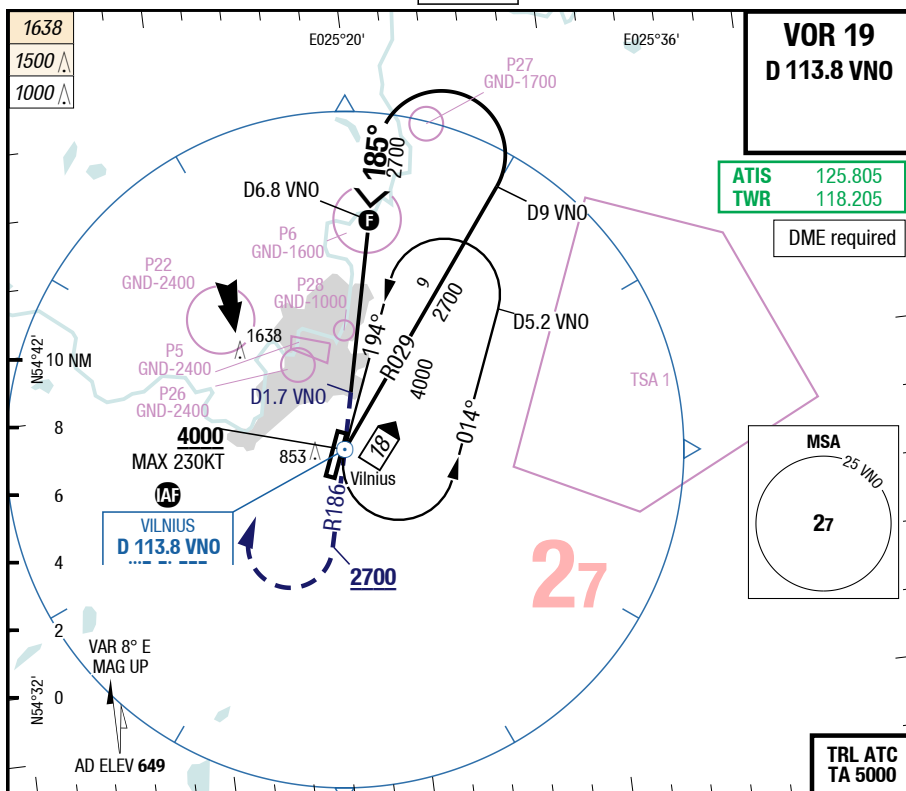
VOR 01



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7-60

VOR 19



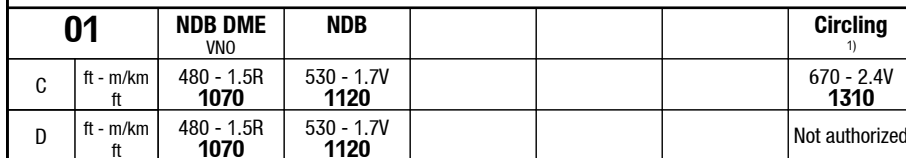
19		VOR DME GA 3.5% ¹⁾				Circling ²⁾
C	ft - m/km ft	440 - 1.3R 1080				670 - 2.4V 1310
D	ft - m/km ft	440 - 1.3R 1080				Not authorized

1) Up to 2700ft for airspace reasons		
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2) BTN 360°- 270° of RWY only

Changes: FREQ

NDB 01

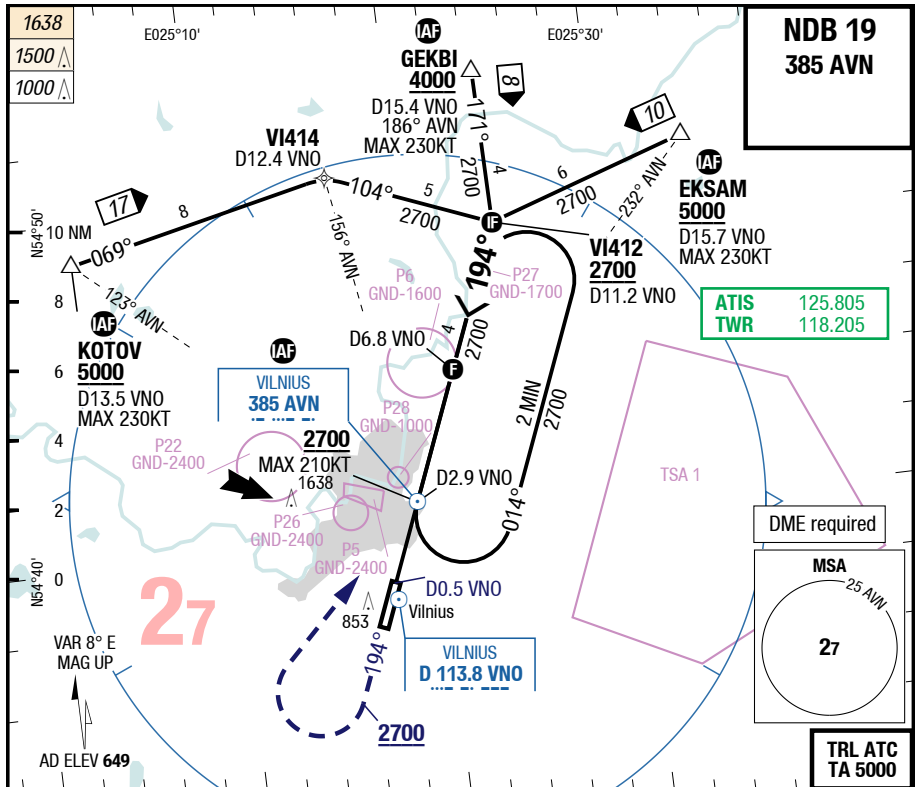


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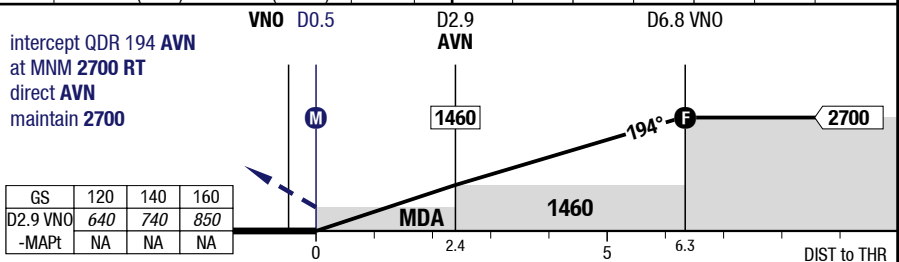
VNO-EYVI

7-80

NDB 19



60 HL	3.0°	8	2	3	4	5	6	6.8	3.00°
15 HL	50 x 2515	19	1190	1500	1820	2140	2460	2700	D VNO
-0.7%	TDZ --- (---%) / THR 649 (23hPa)	HL-P1							



19	NDB DME VNO	NDB				Circling ¹⁾
C	ft - m/km ft	440 - 1.3R 1080	490 - 1.5R 1130			670 - 2.4V 1310
D	ft - m/km ft	440 - 1.3R 1080	490 - 1.5R 1130			Not authorized

1) BTN 360° - 270° of RWY only

VNO-EYVI

8-10

MRC

