

**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

Belarus Viciebsk

AGC

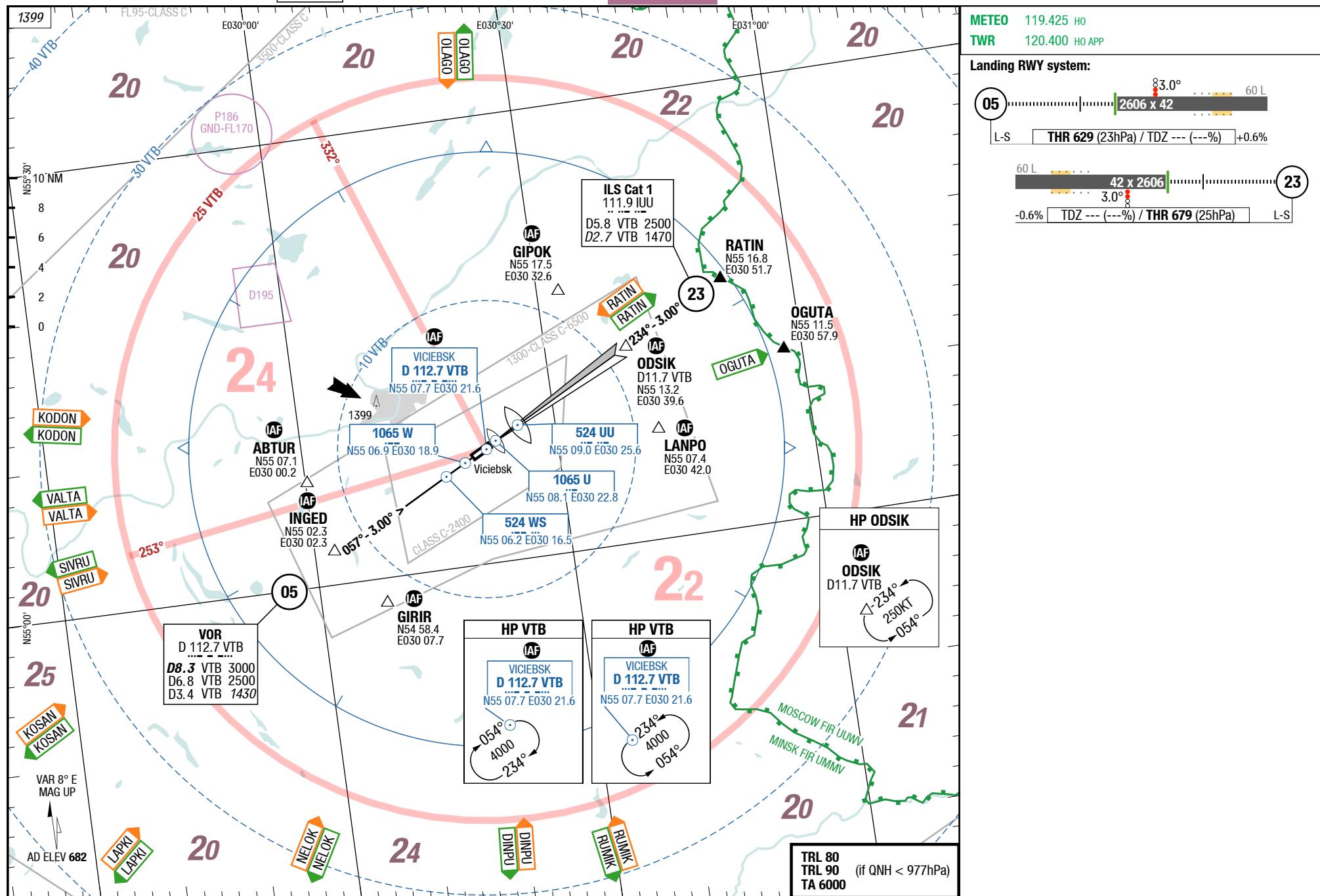
AFC

Viciebsk Belarus

AGC

AFC

2-10



Changes: MGA, OBST

Effective 29-MAR-2018

22-MAR-2018

VTB-UMII

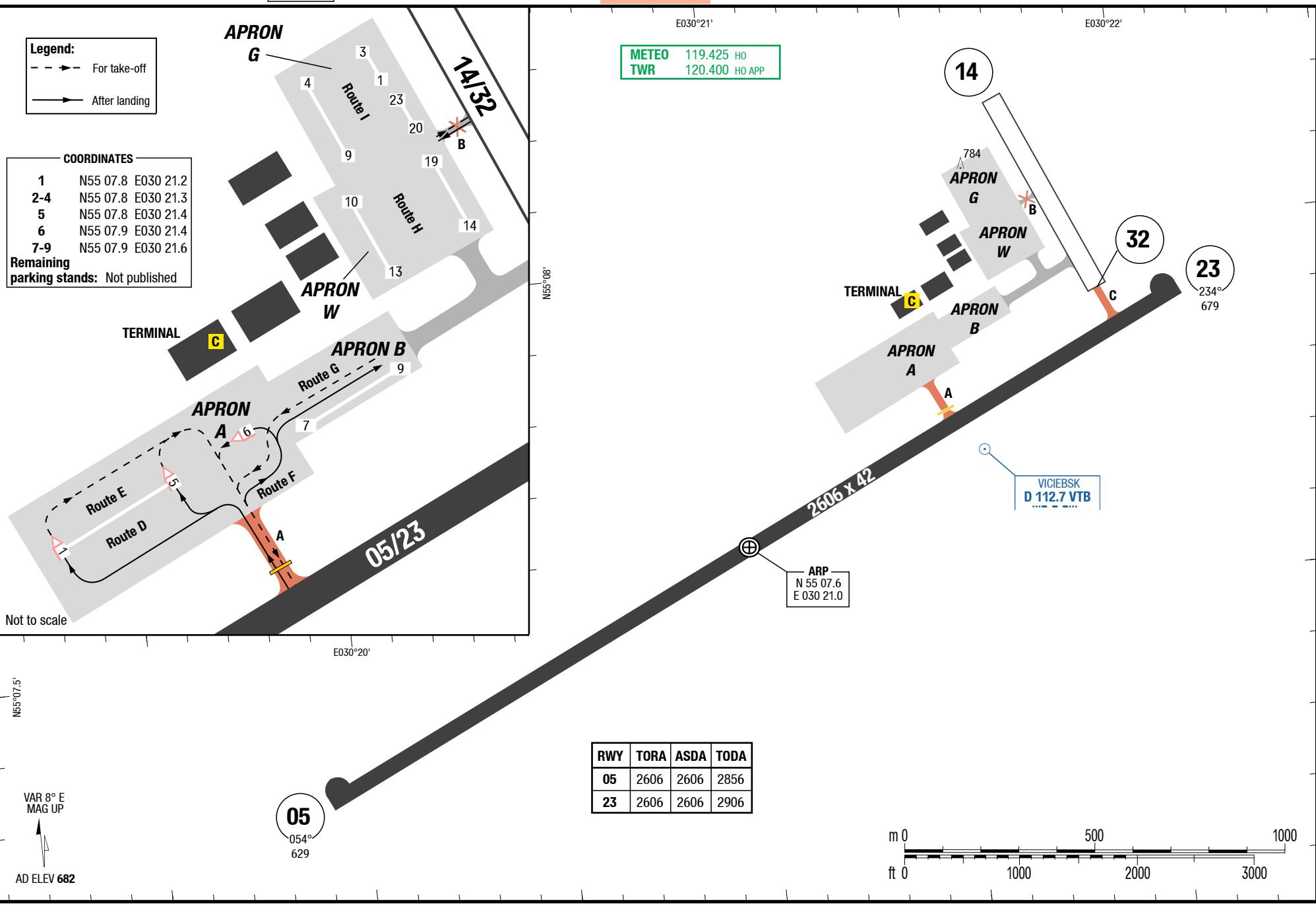
Belarus Viciebsk

Viciebsk Belarus

AGC

AGC

3-20



22-MAR-2018

VTB-UMII

Belarus Viciebsk

SIDs RWY 23

Viciebsk Belarus

SIDs RWY 23  
**SIDs RWY 05**

4-10

10 NM  
55°22'

1

E030°00'

1

U  
F

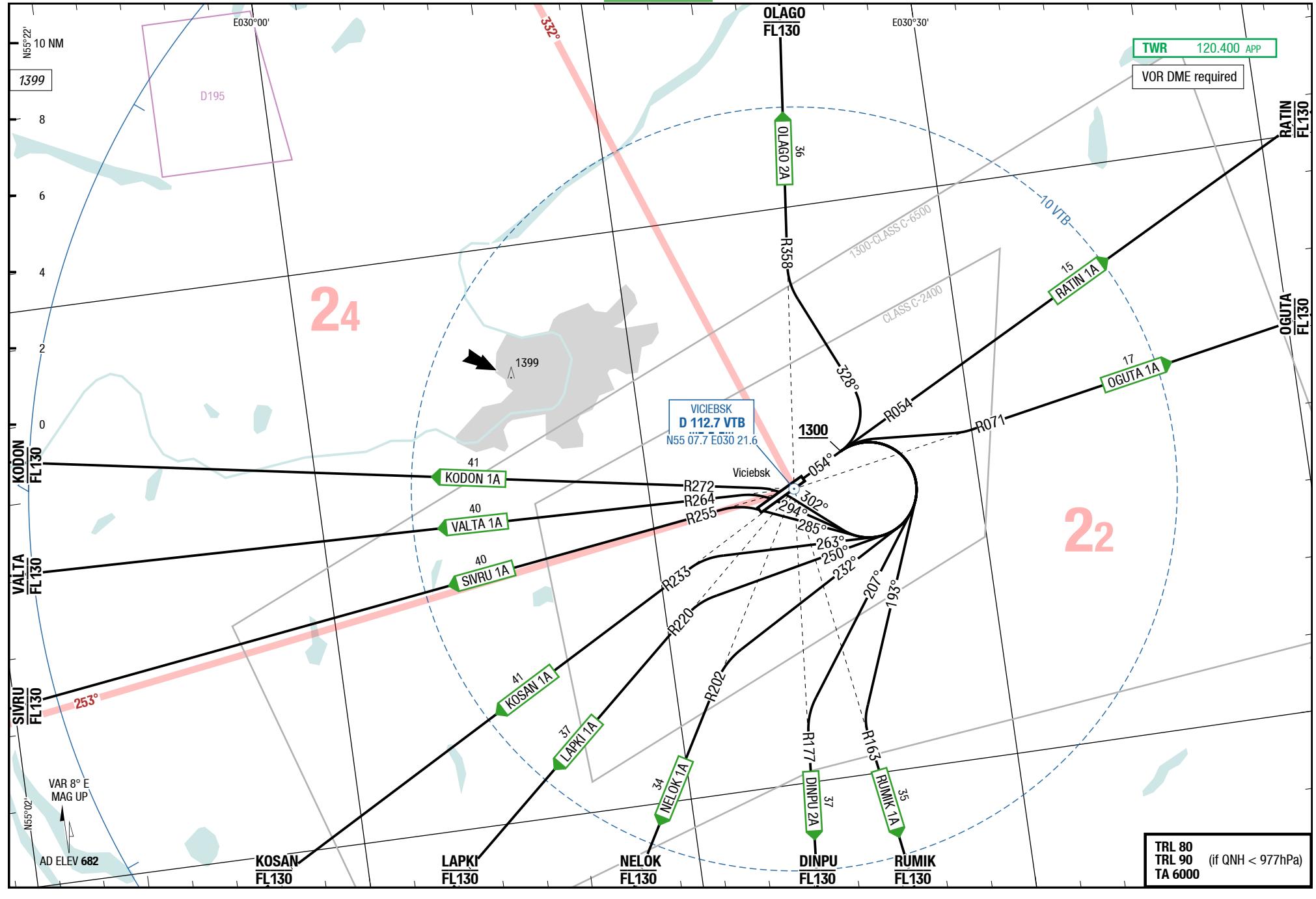
10

E030°30'

TWR

120 400 AE

7hPa)



22-MAR-2018

VTB-UMII

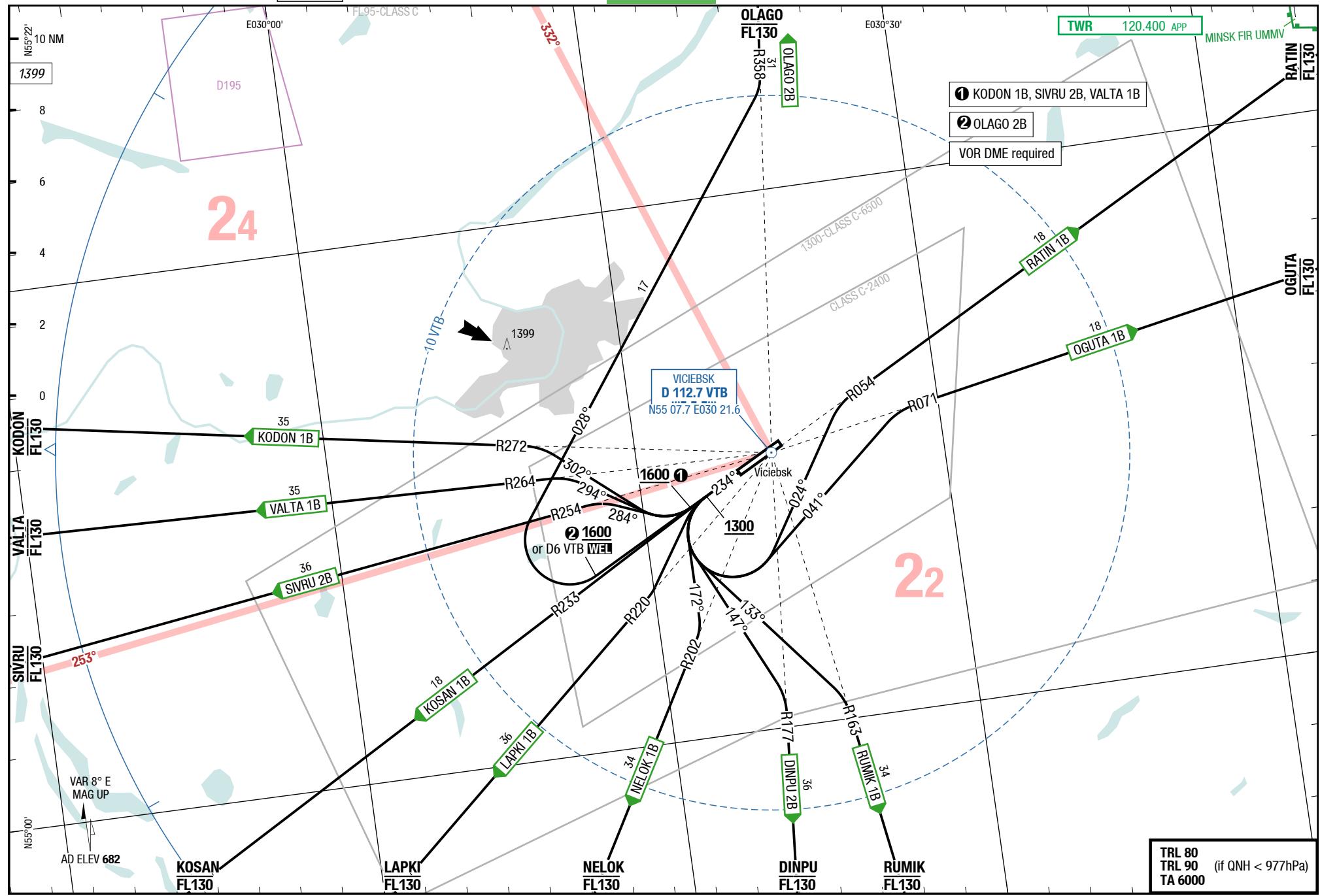
# Belarus Viciebsk

Viciebsk Belarus

SIDs RWY 23

SIDs RWY 23

4-20



## VTB-UMII

5-10

## SIDs RWY 05

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

VTB-UMII

5-20

SIDs RWY 23

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

22-MAR-2018

VTB-UMII

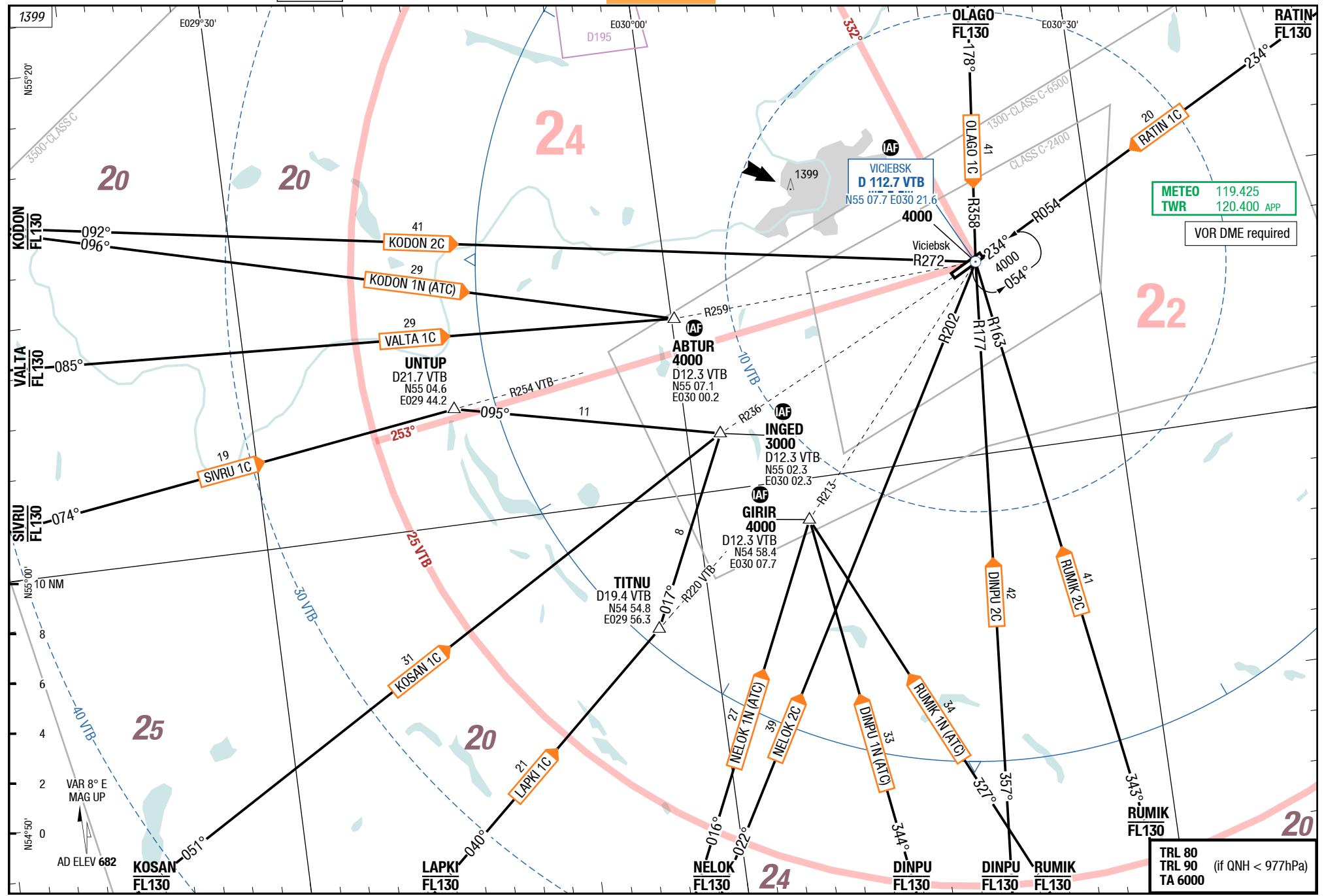
Belarus Viciebsk

**STARs RWY 23**

Viciebsk Belarus

**STARs RWY 23**

6-10



## Changes: OBST

22-MAR-2018

VTB-UMII

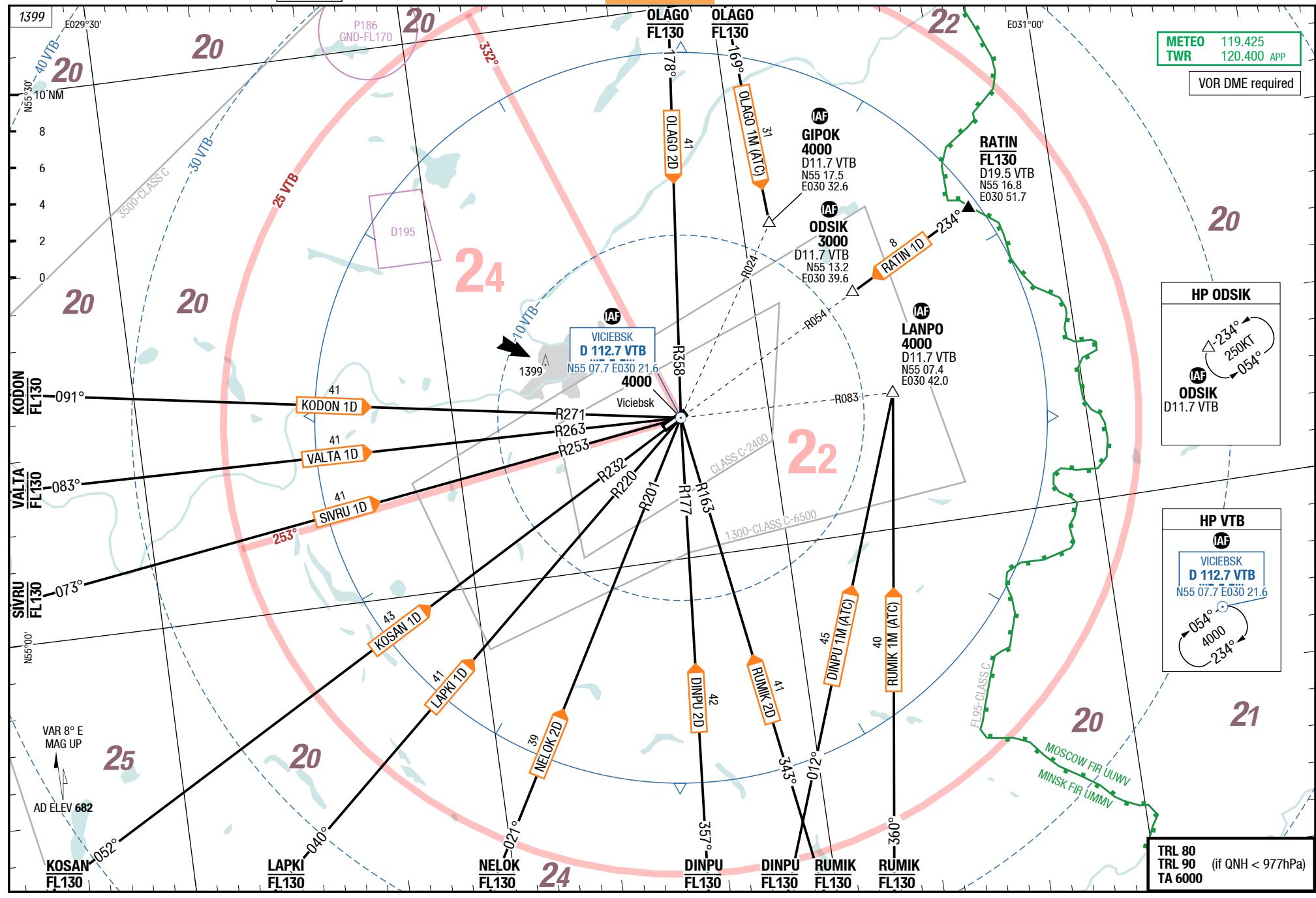
Belarus Viciebsk

**STARs RWY 23**

: Viciebsk Belarus

STARs RWY 23

6-20

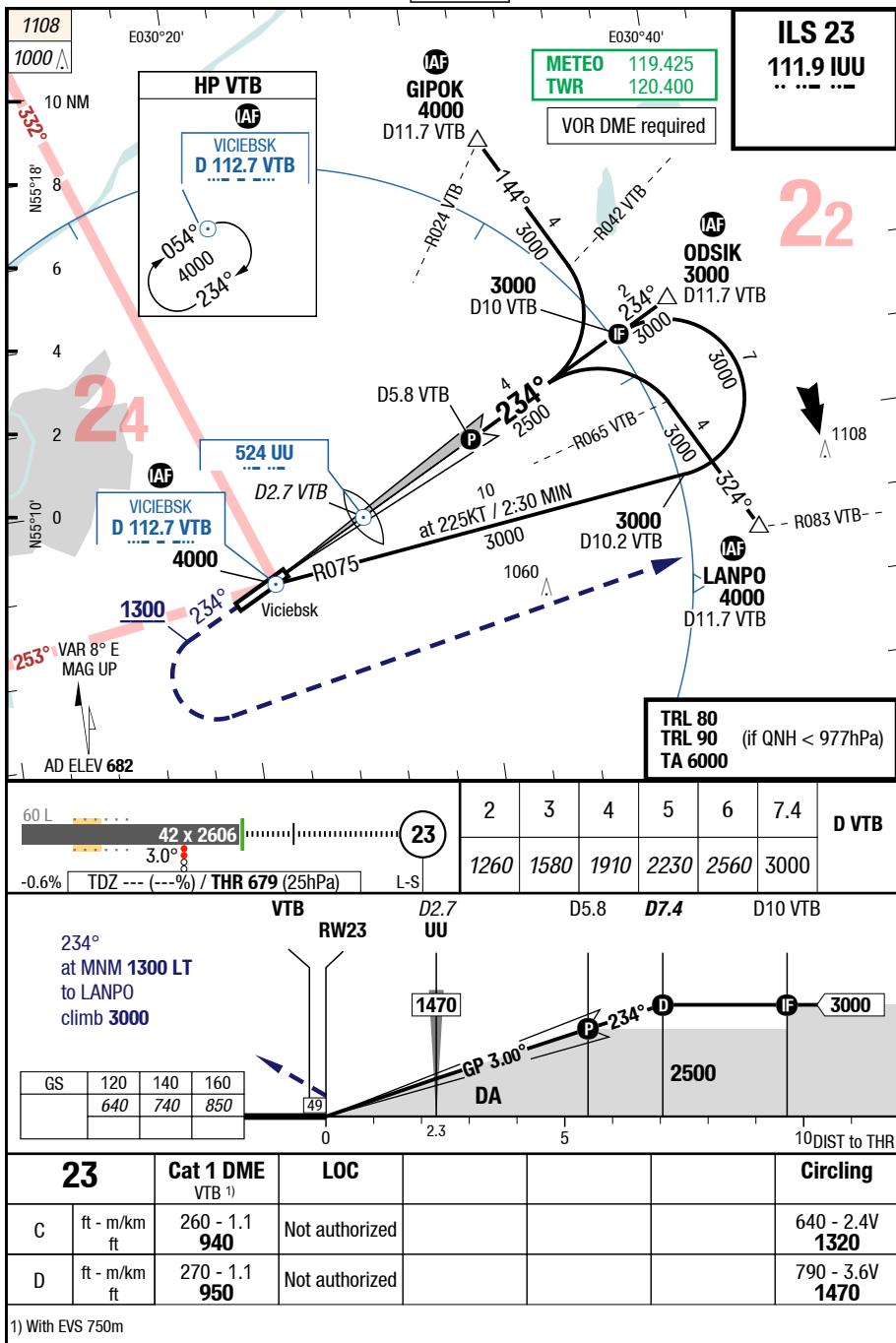


19-APR-2018

## VTB-UMII

7-10

ILS 23

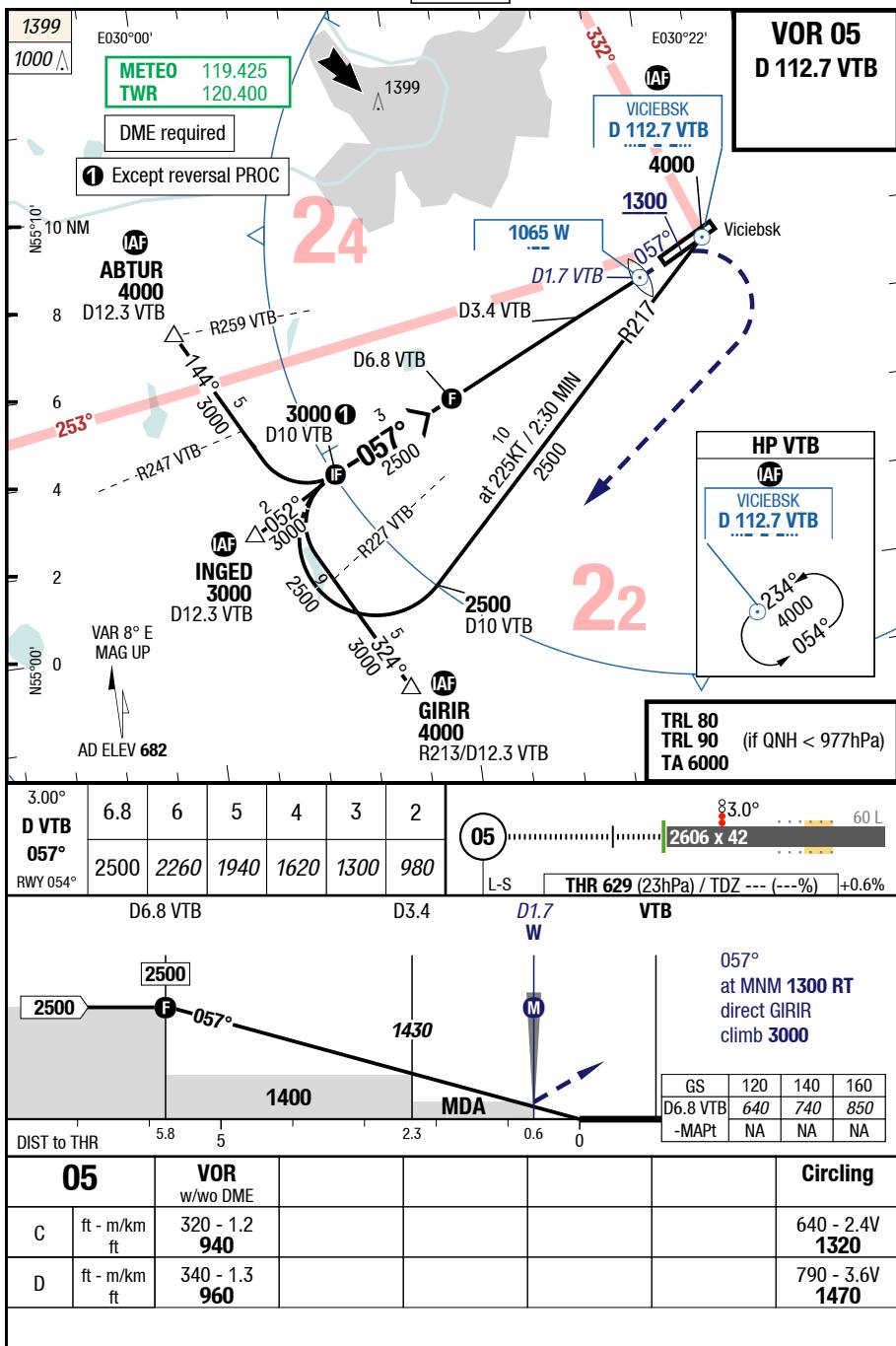


Changes: Nil

## VTB-UMII

7-20

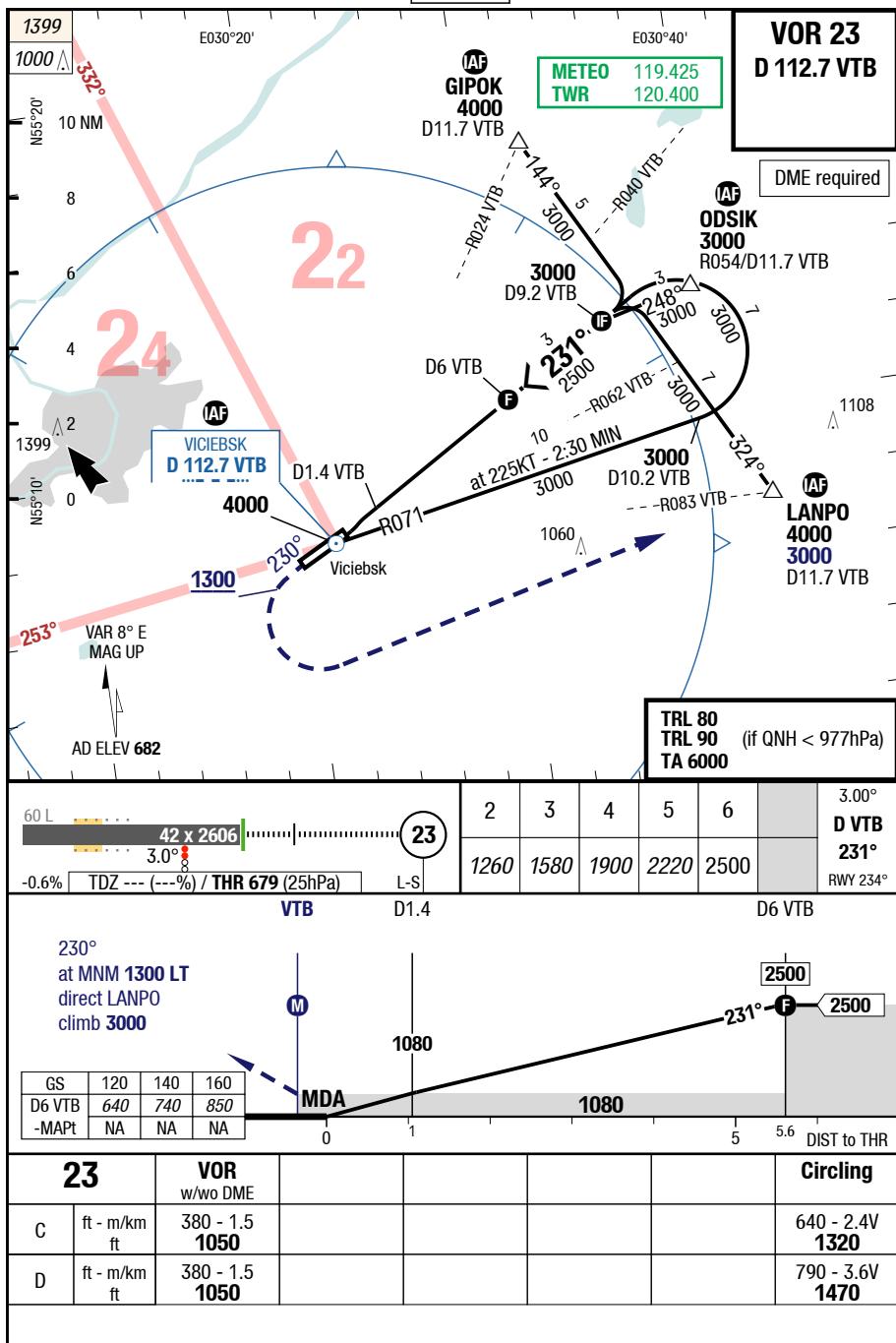
VOR 05



VTB-UMII

7-30

VOR 23



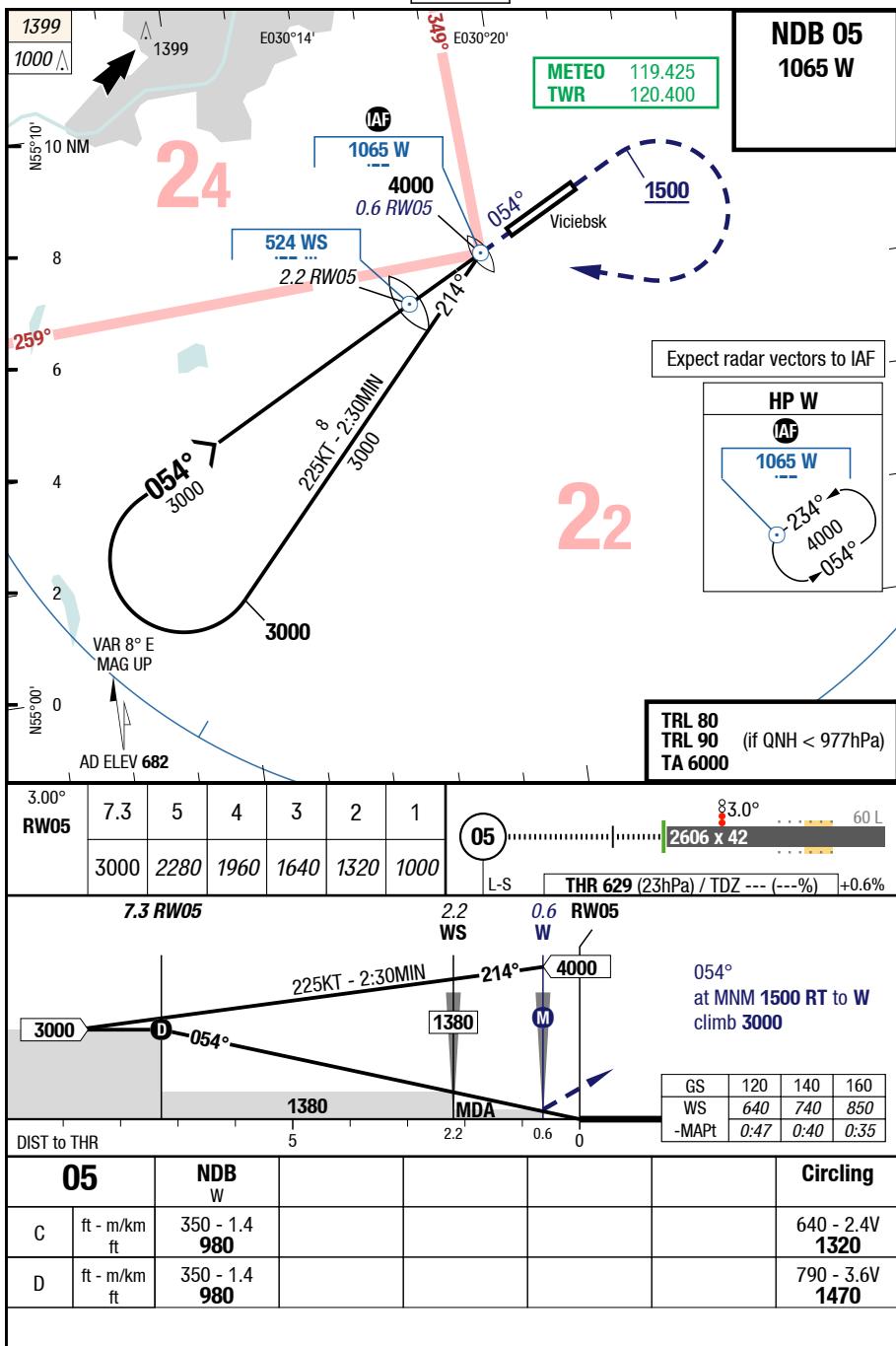
## Changes: Track, Turn RESTR, MEA, Profile, DIST

## VTB-UMII

7-40

NDB 05

IAC



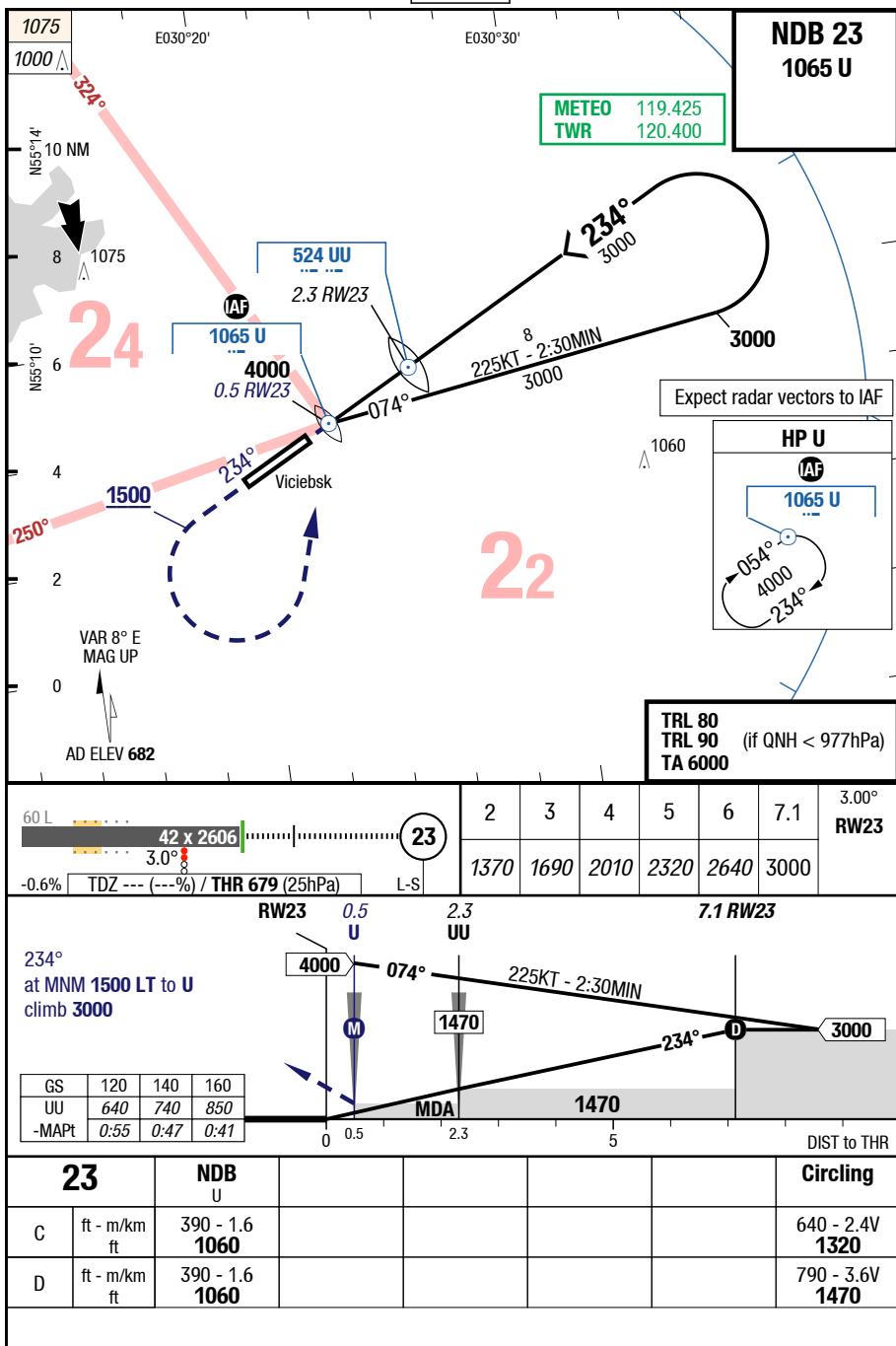
Changes: Nil

22-MAR-2018

VTB-UMII

7-50

NDB 23



Changes: MIN, OBST