JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: VILNIUS LTU
ICAO/IATA: EYVI / VNO
Lat/Long: N54° 38.2', E025° 17.3'
Elevation: 649 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0147 Z
Sunset: 1859 Z

Runway Information

Runway: 01
Length x Width: 8251 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 595 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 8251 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 649 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 125.805
Vilnius Tower: 118.205 VHF-DF
Vilnius Approach: 120.700 VHF-DF
Vilnius Approach: 120.705 VHF-DF
Vilnius Information: 123.850 Flight Info Service RCO

1. GENERAL

1.1. ATIS

ATIS 125.805

1.2. LOW VISIBILITY PROCEDURE (LVP)

LVP are commenced when RVR is 600m or below and ceiling is below 200'.

A message on LVP coming into force "Low Visibility Procedures CAT II in Operation" will be passed via ATIS.

After landing on RWY 01 ACFT shall vacate RWY via TWY A and report that RWY is vacated.

If an arriving ACFT requests Follow-me car, after vacating the RWY and reporting on it, ACFT shall wait for Follow-me car at the intermediate holding position A1.

ACFT departing on RWY 01 shall taxi on taxi route L via TWY F to the RWY 01 holding position. ACFT having requested Follow-me car shall taxi after Follow-me car to intermediate holding position F1, then taxi alone via TWY F to holding position on TWY F.

LVP is suspended if RVR is 600m or higher, the cloud ceiling is 200' or higher, with tendency to increase, or when weather conditions are worse so that ACFT departure from an APT cannot be performed.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

An Advanced Surface Movement Guidance and Control System, using Mode-S multilateration, is in operation.

ACFT operators shall ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Pilots shall select AUTO mode and assigned Mode A code.

If AUTO mode is not available, select ON (e.g. XPDR) and assigned Mode A code under the following conditions:

- From the request for push-back or taxi, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever the ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), the ACFT ident should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). ACFT crew shall use the format for entry of the ACFT ident as defined in ICAO (e.g. AFR6380, SAS589, BAW68PG).

To ensure that the performance of system based on SSR frequencies (including airborne TCAS units and SSR radars) is not comprised, TCAS should be selected when approaching the holding point. It shall be deselected after vacating the RWY.

For the purpose of maintenance or technical inspection, ACFT parked in an aerodrome or in hangar transponder Mode A code 7711 or 7722 shall be selected.

1.4. TAXI PROCEDURES

For Wingspan Restrictions refer to 10-9 charts.

Departing ACFT shall obtain the push-back and taxi clearance from TWR.

Towing from aerobridges and ACFT stands 30 and 31 with wingspan more than 52'/16m is executed by tug only.

ACFT with wingspan less than 52'/16m are permitted to taxi and make a 180° turn under own power at stands 30 and 31.

Taxi and 180° turn at stand 29 by using own power engines prohibited. Towing from stand 29 with tug only.

Taxiing into stands 22 and 23 is allowed only via TWY B and TWY M or TWY A. Taxiing via TWY B and TWY M using MIM engine power.

Taxiing to stands 30 and 31 and to the aerobridges is performed under the power of the ACFT engines.

1. GENERAL

Taxiing into stands 22 and 23 via TWY L prohibited.

Taxiing from stand 46A under own engines power not permitted.

Taxiing to ACFT stands 1, 2 and 3 via taxiing route I only.

Taxiing from stand 14 shall be carried out via taxiing routes K and G only.

1.5. PARKING INFORMATION

Parking stands 45 and 50 equipped with Entry Guidance System.

ACFT parking to stand 54 is permitted strictly by coordination with APT Operations Service.

180° turnaround in the designated areas at the end of RWY 01/19 only and strictly along the guideline. Turnaround outside the guideline is prohibited.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 01 approved for CAT II operations, special aircrew and ACFT certification required.

2.2. OTHER INFORMATION

If the RNAV equipment fails or if the GNSS and/or DME/DME position update is malfunctioning, pilot-in-command shall inform ATC as soon as practicable. ATC will then provide vectors or issue clearance to an appropriate navigation aid.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

Engine test-run shall be performed at ACFT stands 8, 25 and 37 upon completing the specified form of permit at Ground OPS service.

Engine start-up using increased power allowed on the:

- Stand 7 when ACFT nose in North and stand 13 vacant;
- Stand 12 when ACFT nose in South and stand 6 vacant;
- Stand 13 when ACFT nose in South and stand 7 vacant;
- Stand 13 when ACFT nose in North and stand 18 vacant;
- Stand 14 when ACFT nose in South and stand 8 vacant;
- Stand 19 when ACFT nose in South and stand 14 vacant;
- Stand 22 when ACFT nose in North and stands 24 and 25 vacant;
- Stand 23 when ACFT nose in North and stand 26 vacant.

Engine start-up using increased power on stands: 45, 46, 46A, 47, 48, 49, 49A, 50, 29, 30 and 31 is prohibited.

Engine start-up using increased power allowed on the:

- Other stands not referred above;
- TRP: 1, 3 ,5, 6, 7 points that are marked on taxiing routes J, K, L and H.

Engine start-up using increased one engine power on the TRP2 is prohibited.

Use minimum engine power setting while taxiing on the apron.

3.2. ACFT UNABLE TO FOLLOW SID

For ACFT departing from RWY 01/19 and unable to comply with SID, turn has to be commenced not below 3000' MSL. At 3000' MSL make turn to intercept appropriate VOR radial and proceed to REP, or as given in the ATC clearance. From 2200-0700LT the first turn below 4000' AMSL is not authorized.

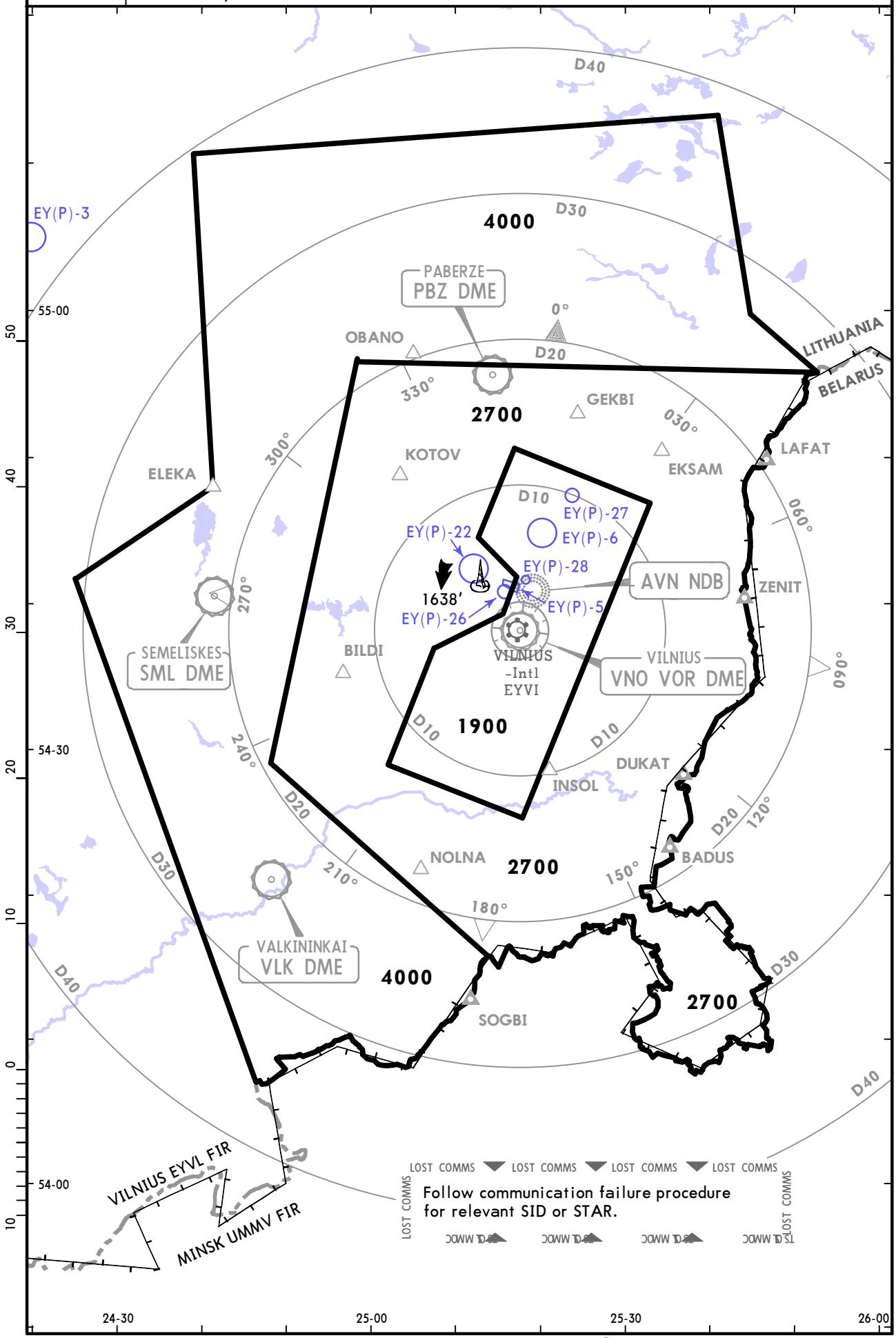
EYVI/VNO
VILNIUS INTL

JEPPESEN
19 JAN 18 (10-1R) Eff 1 Feb

VILNIUS, LITHUANIA
RADAR MINIMUM ALTITUDES

Apt Elev 649′

Alt Set: hPa Trans level: By ATC Trans alt: 5000′
1. Chart only to be used for cross-checking of assigned altitudes while under RADAR control.
2. Altitudes assigned by ATC include a correction for low temperature effect when necessary.

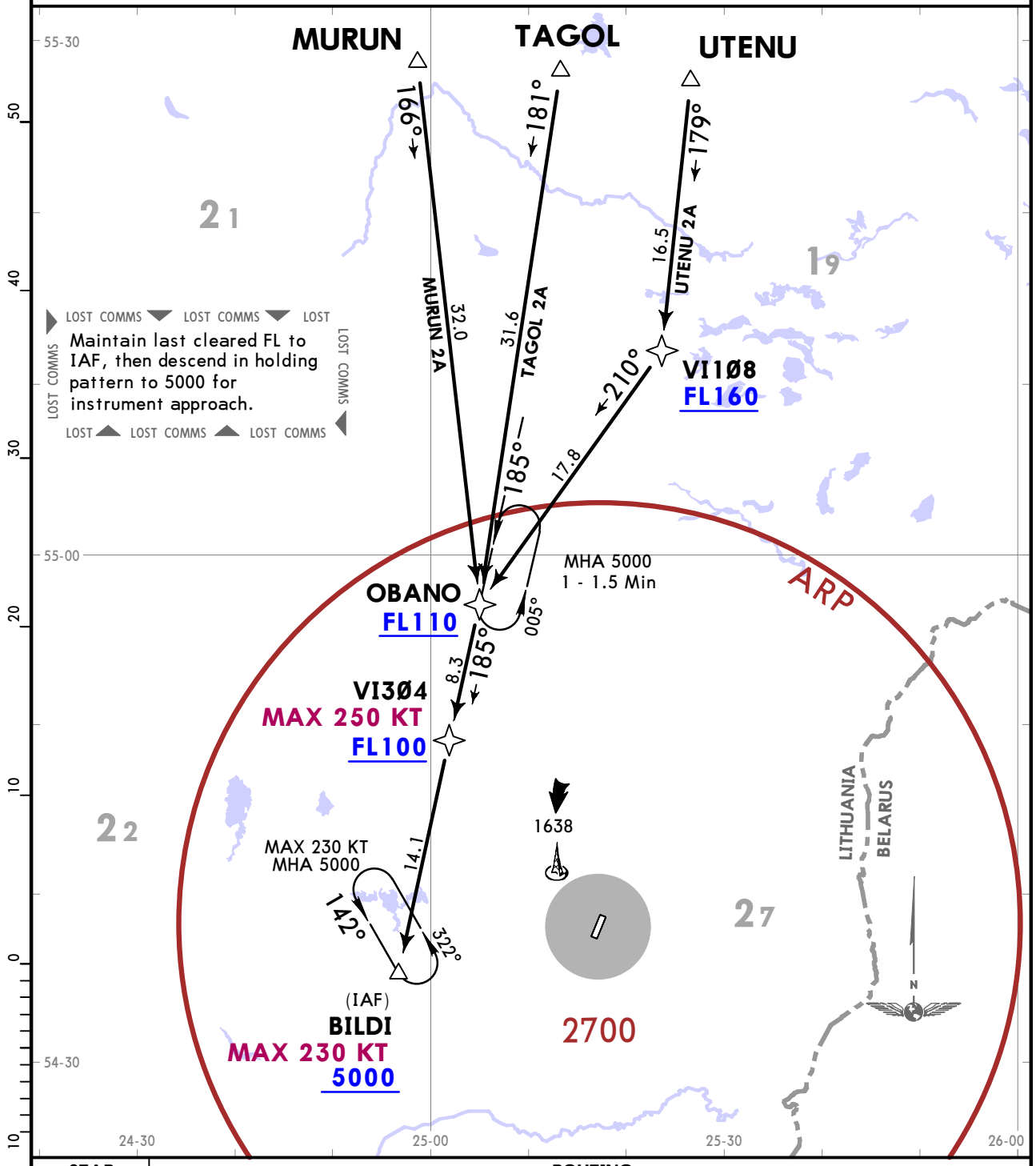


CHANGES: Radar sectors revised.

ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

MURUN 2A [MURU2A], TAGOL 2A [TAGO2A], UTENU 2A [UTEN2A] RWY 01 RNAV ARRIVALS



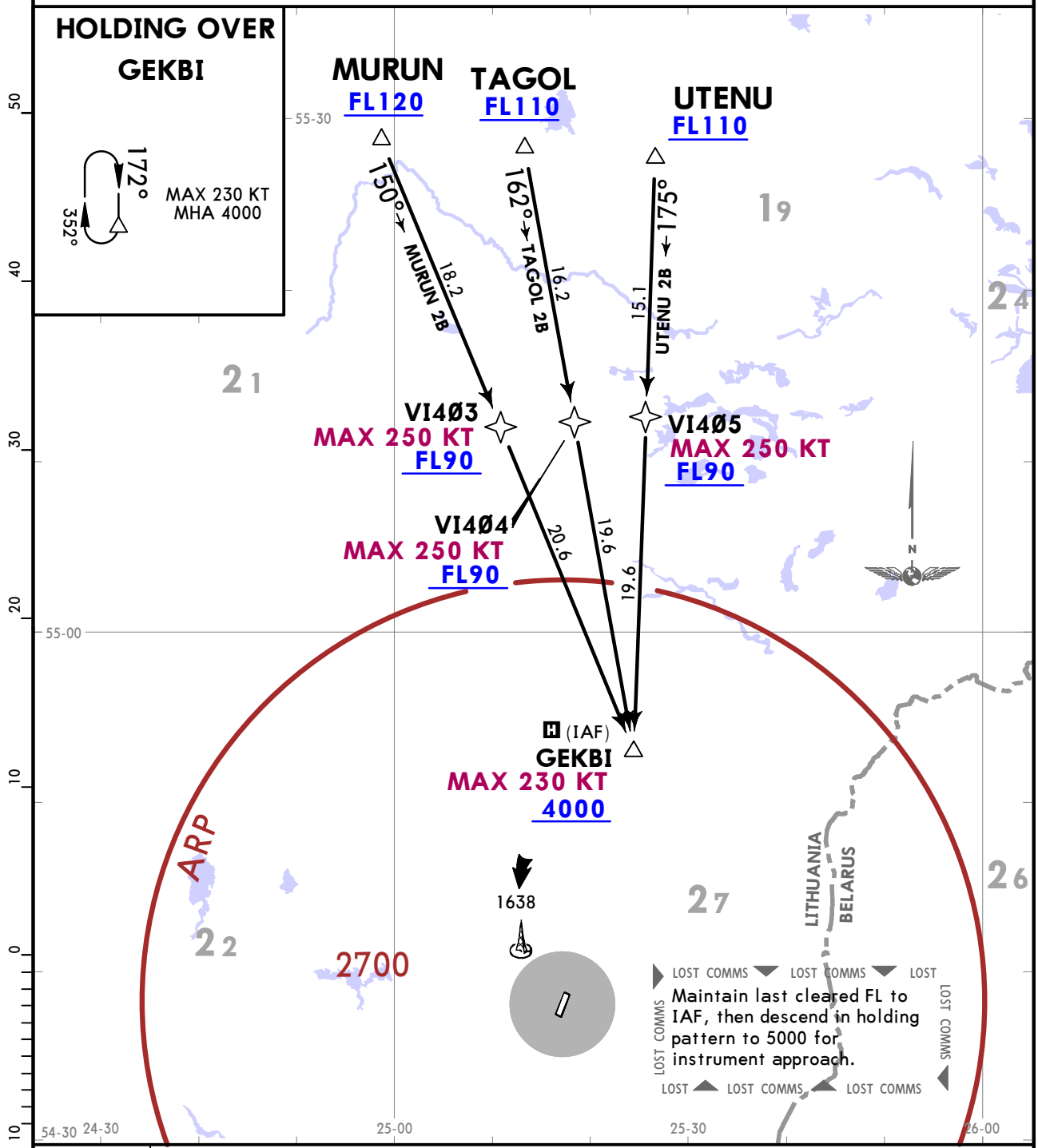
STAR	ROUTING
MURUN 2A	MURUN - OBANO (FL110+) - VI304 (K250-; FL100+) - BILDI (K230-; 5000+).
TAGOL 2A	TAGOL - OBANO (FL110+) - VI304 (K250-; FL100+) - BILDI (K230-; 5000+).
UTENU 2A	UTENU - VI108 (FL160+) - OBANO (FL110+) - VI304 (K250-; FL100+) - BILDI (K230-; 5000+).

CHANGES: ATIS frequency.

ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

MURUN 2B [MURU2B], TAGOL 2B [TAGO2B], UTENU 2B [UTEN2B] RWY 19 RNAV ARRIVALS



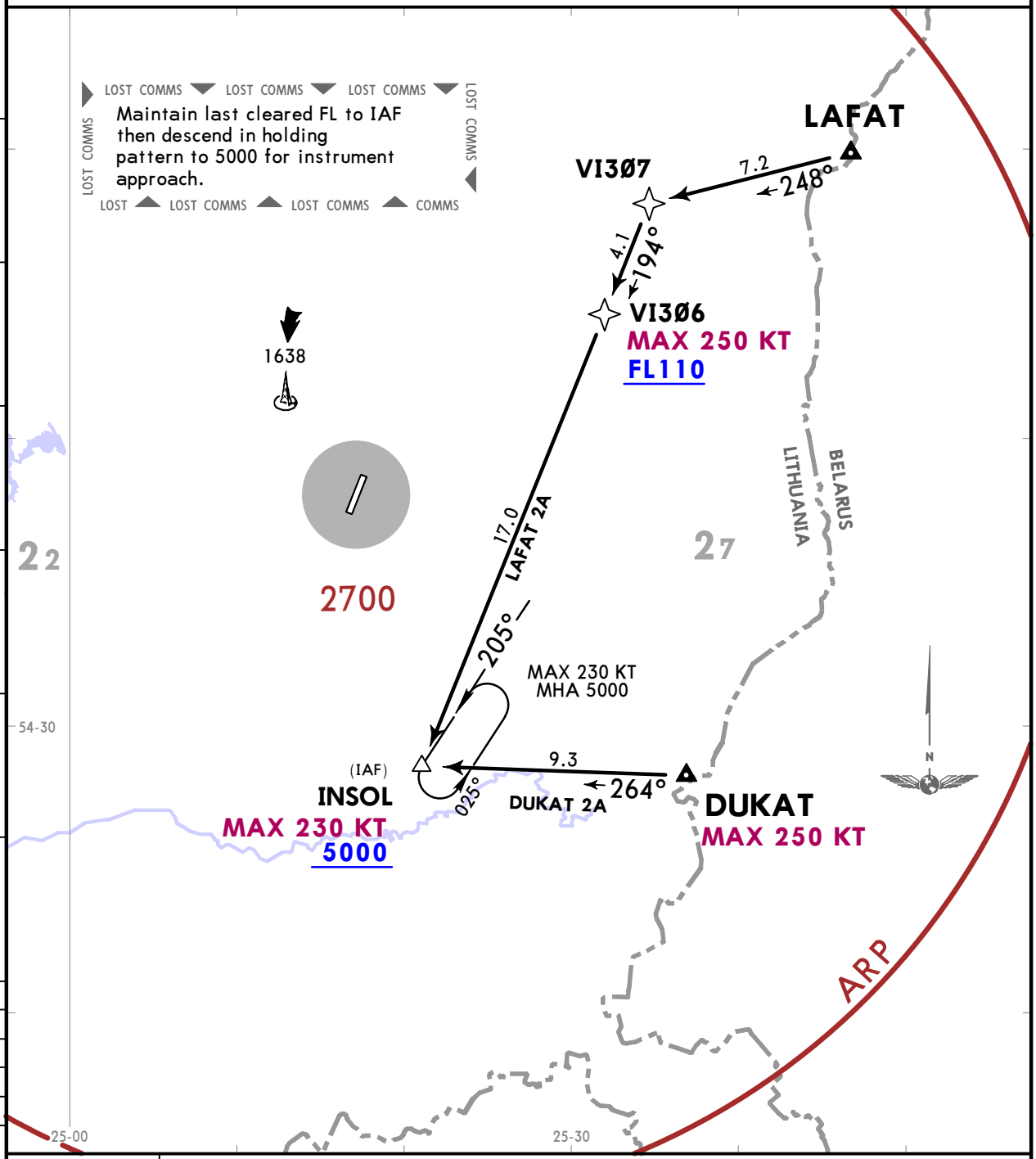
STAR	ROUTING
MURUN 2B	MURUN (FL120+) - VI403 (K250-; FL90+) - GEKBI (K230-; 4000+).
TAGOL 2B	TAGOL (FL110+) - VI404 (K250-; FL90+) - GEKBI (K230-; 4000+).
UTENU 2B	UTENU (FL110+) - VI405 (K250-; FL90+) - GEKBI (K230-; 4000+).

CHANGES: ATIS frequency.

ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

DUKAT 2A [DUKA2A]
LAFAT 2A [LAFA2A]
RWY 01 RNAV ARRIVALS



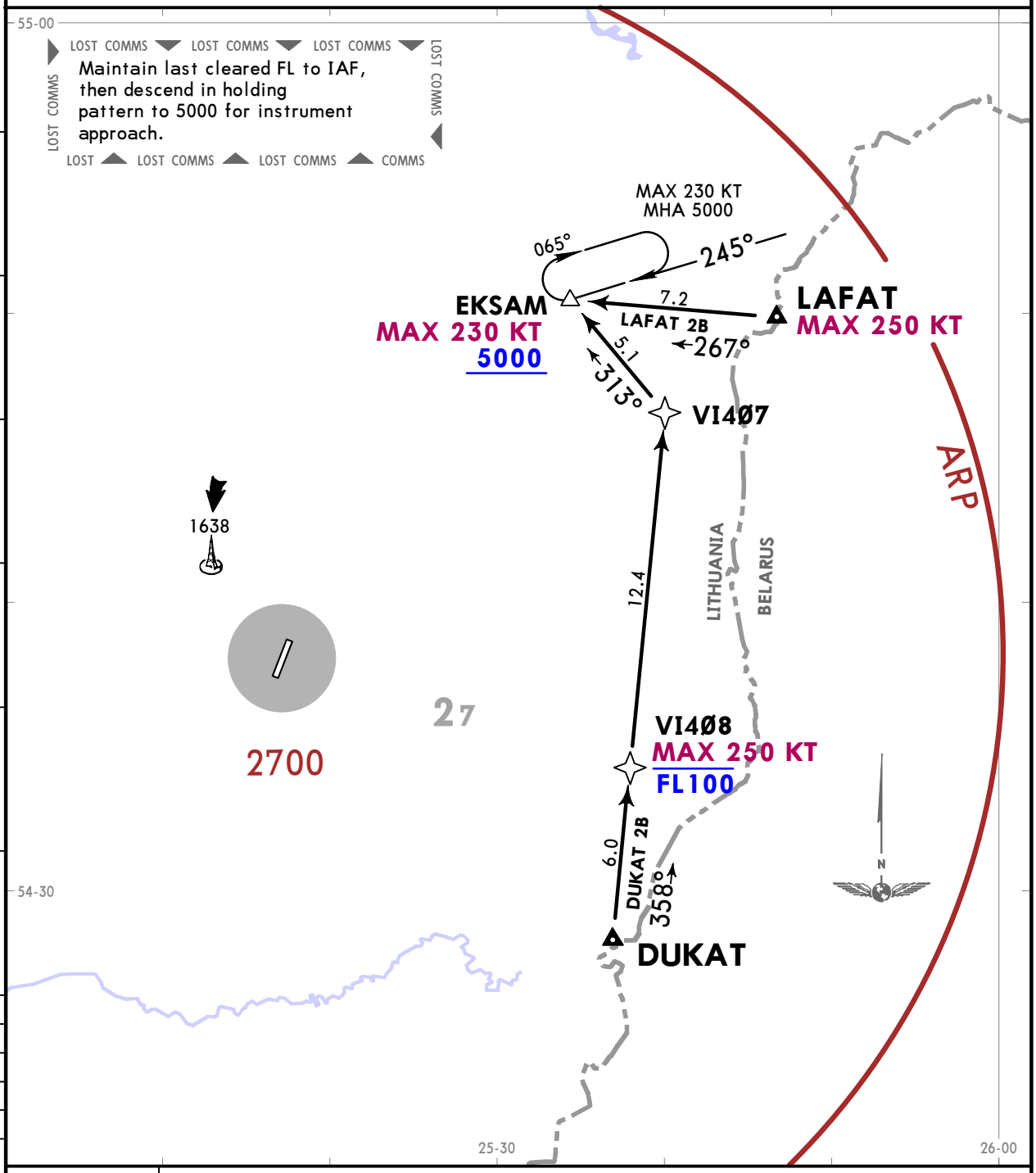
STAR	ROUTING
DUKAT 2A	DUKAT (K250-) - INSOL (K230-; 5000+).
LAFAT 2A	LAFAT - VI307 - VI306 (K250-; FL110+) - INSOL (K230-; 5000+).

CHANGES: ATIS frequency.

ATIS	Apt Elev
125.805	649

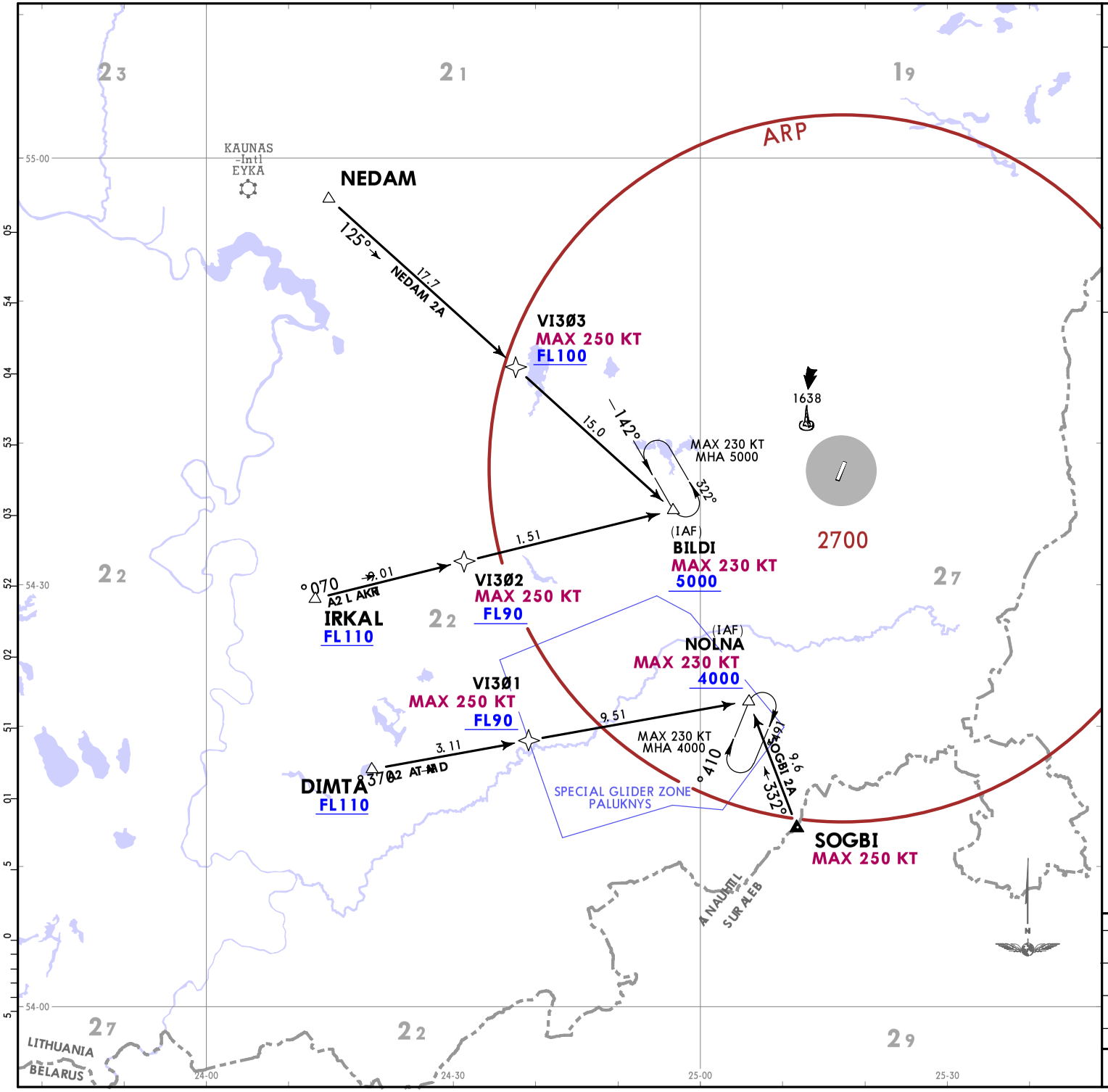
Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

DUKAT 2B [DUKA2B]
LAFAT 2B [LAFA2B]
RWY 19 RNAV ARRIVALS



STAR	ROUTING
DUKAT 2B	DUKAT - VI408 (K250-; FL100-) - VI407 - EKSAM (K230-; 5000+).
LAFAT 2B	LAFAT (K250-) - EKSAM (K230-; 5000+).

CHANGES: ATIS frequency.



ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC

1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

DIMTA 2A [DIMT2A]
IRKAL 2A [IRKA2A]
NEDAM 2A [NEDA2A]
SOGBI 2A [SOGB2A]
RWY 01 RNAV ARRIVALS

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last cleared FL to IAF, then descend in holding pattern to 5000 for instrument approach.
TSOL MMOC
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

STAR	ROUTING
DIMTA 2A ❶	DIMTA (FL110+) - VI301 (K250-; FL90+) - NOLNA (K230-; 4000+).
IRKAL 2A	IRKAL (FL110+) - VI302 (K250-; FL90+) - BILDI (K230-; 5000+).
NEDAM 2A	NEDAM - VI303 (K250-; FL100+) - BILDI (K230-; 5000+).
SOGBI 2A	SOGBI (K250-) - NOLNA (K230-; 4000+).

❶ During activity time of SPECIAL GLIDER ZONE PALUKNYS EXPECT rerouting by ATC.

CHANGES: ATIS frequency.

EYVI/VNO
VILNIUS INTL

JEPPESEN
13 JUL 18 (10-2E) Eff 19 Jul

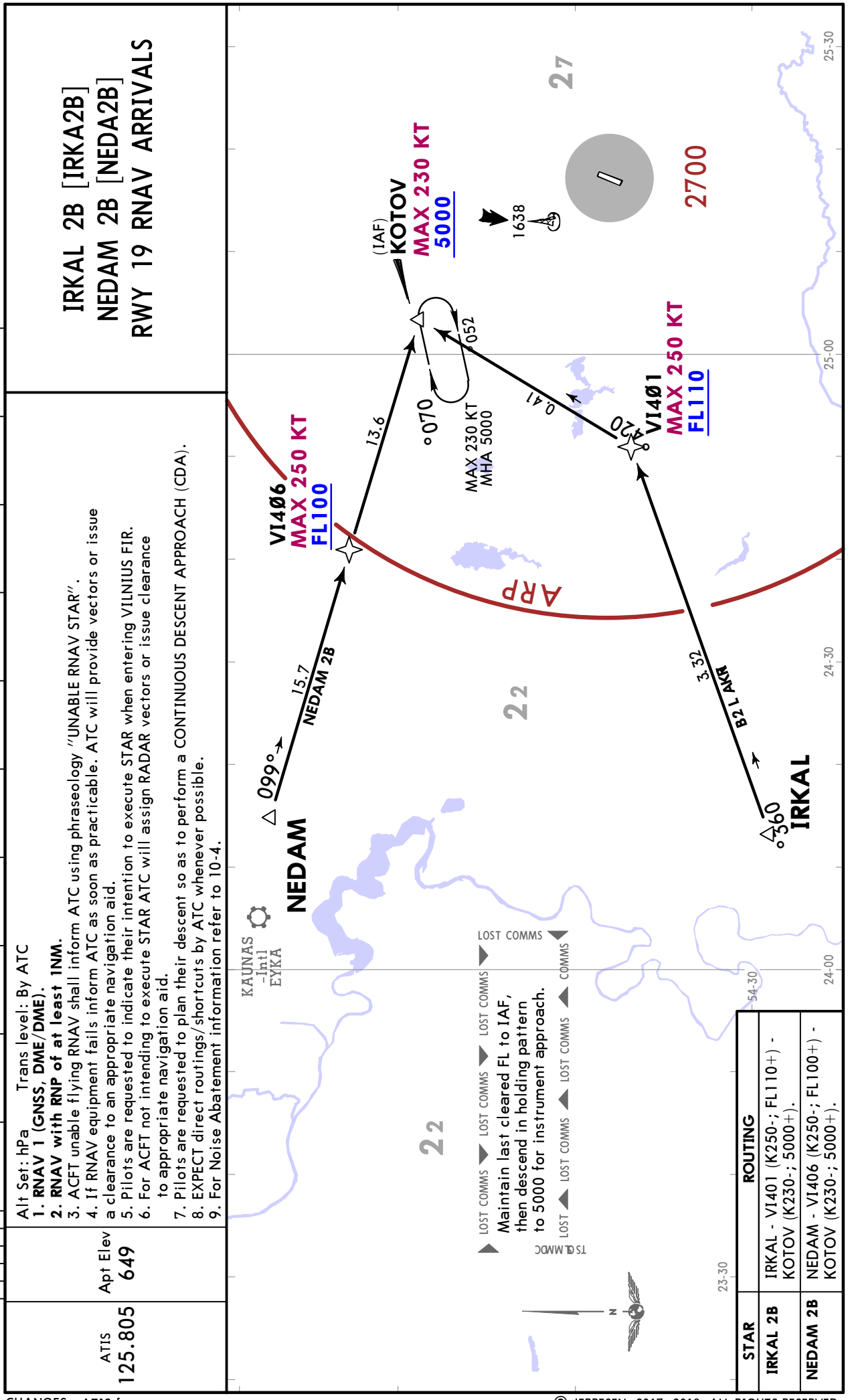
VILNIUS, LITHUANIA
RNAV STAR

IRKAL 2B [IRKA2B]
NEDAM 2B [NEDA2B]
RWY 19 RNAV ARRIVALS

ATIS 125.805

Apt Elev 649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.



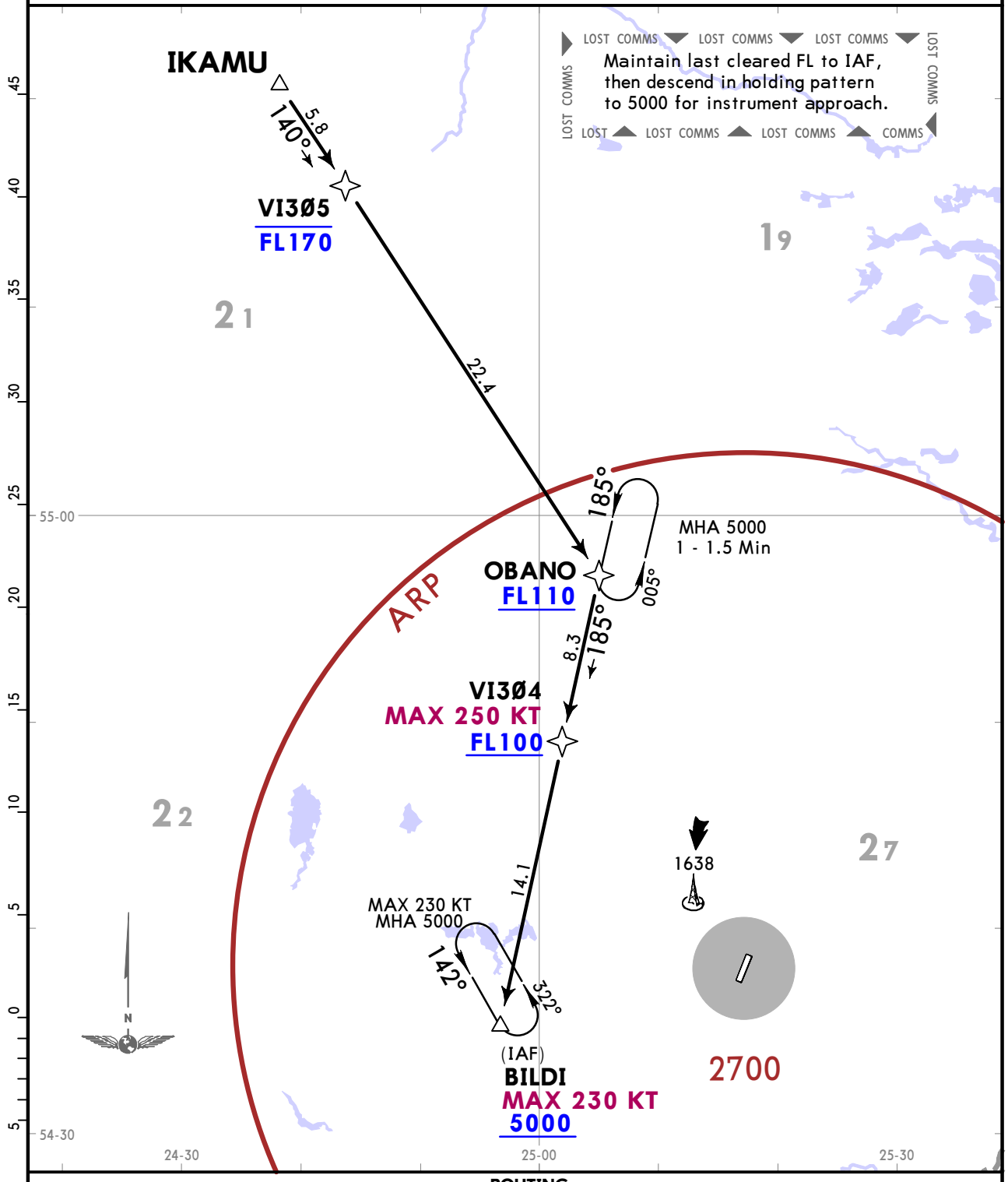
STAR	ROUTING
IRKAL 2B	IRKAL - V1401 (K250-; FL110+) - KOTOV (K230-; 5000+).
NEDAM 2B	NEDAM - V1406 (K250-; FL100+) - KOTOV (K230-; 5000+).

CHANGES: ATIS frequency.

ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

IKAMU 2A [IKAM2A]
RWY 01 RNAV ARRIVAL



ROUTING

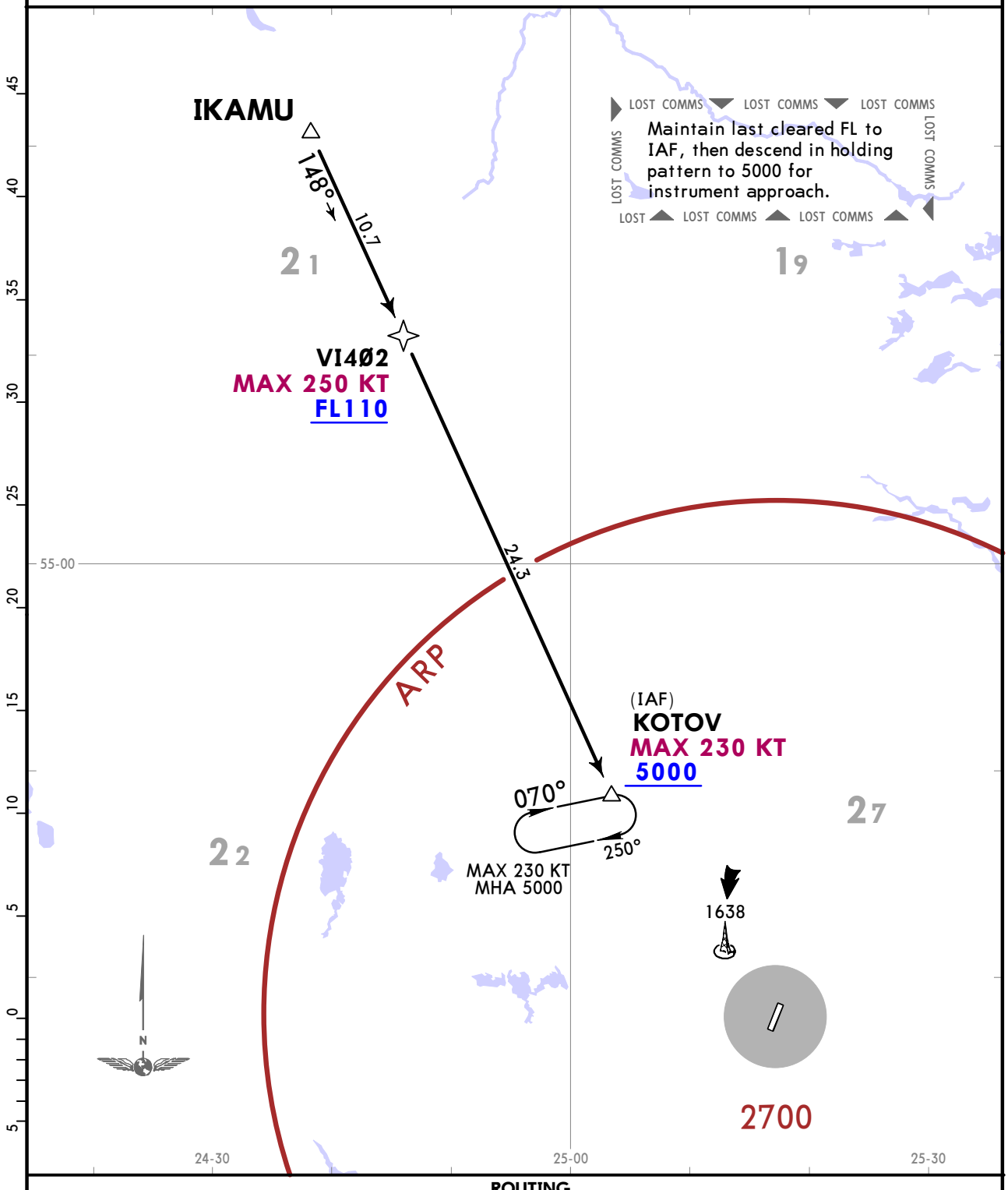
IKAMU - VI305 (FL170-) - OBANO (FL110+) - VI304 (K250-; FL100+) - BILDI (K230-; 5000+).

CHANGES: ATIS frequency.

ATIS	Apt Elev
125.805	649

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. ACFT unable flying RNAV shall inform ATC using phraseology "UNABLE RNAV STAR".
4. If RNAV equipment fails inform ATC as soon as practicable. ATC will provide vectors or issue a clearance to an appropriate navigation aid.
5. Pilots are requested to indicate their intention to execute STAR when entering VILNIUS FIR.
6. For ACFT not intending to execute STAR ATC will assign RADAR vectors or issue clearance to appropriate navigation aid.
7. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA).
8. EXPECT direct routings/shortcuts by ATC whenever possible.
9. For Noise Abatement information refer to 10-4.

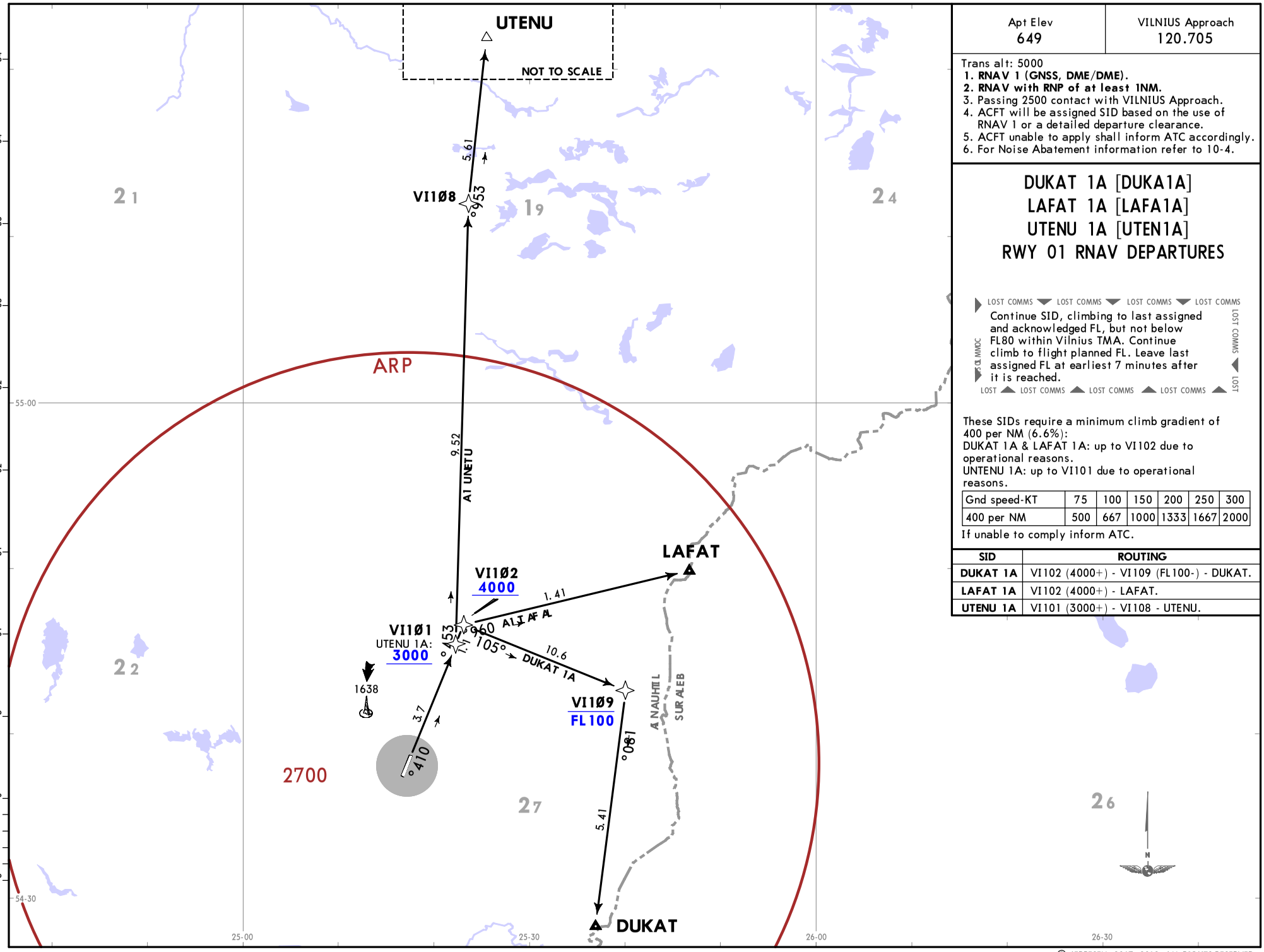
IKAMU 2B [IKAM2B]
RWY 19 RNAV ARRIVAL



ROUTING

IKAMU - VI402 (K250-; FL110+) - KOTOV (K230-; 5000+).

CHANGES: ATIS frequency.



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

DUKAT 1A [DUKA1A]
LAFAT 1A [LAFA1A]
UTENU 1A [UTEN1A]
RWY 01 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.
LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

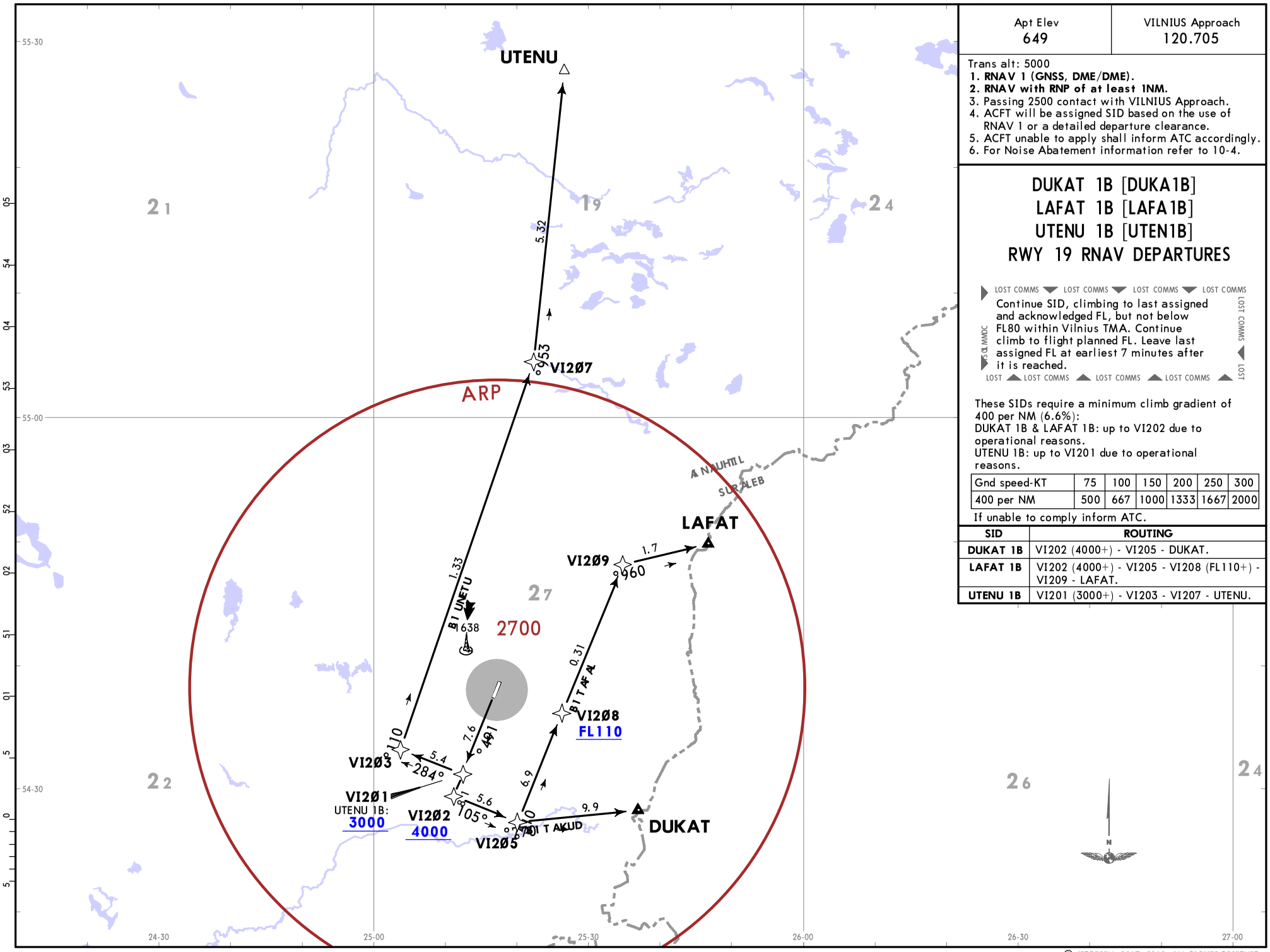
These SIDs require a minimum climb gradient of 400 per NM (6.6%):
DUKAT 1A & LAFAT 1A: up to VI102 due to operational reasons.
UNTENU 1A: up to VI101 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
DUKAT 1A	VI102 (4000+) - VI109 (FL100-) - DUKAT.
LAFAT 1A	VI102 (4000+) - LAFAT.
UTENU 1A	VI101 (3000+) - VI108 - UTENU.

CHANGES: VILNIUS Approach frequency.



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

DUKAT 1B [DUKA1B]
LAFAT 1B [LAFA1B]
UTENU 1B [UTEN1B]
RWY 19 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.

S.I.D. MMOC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

These SIDs require a minimum climb gradient of 400 per NM (6.6%):
DUKAT 1B & LAFAT 1B: up to VI202 due to operational reasons.
UTENU 1B: up to VI201 due to operational reasons.

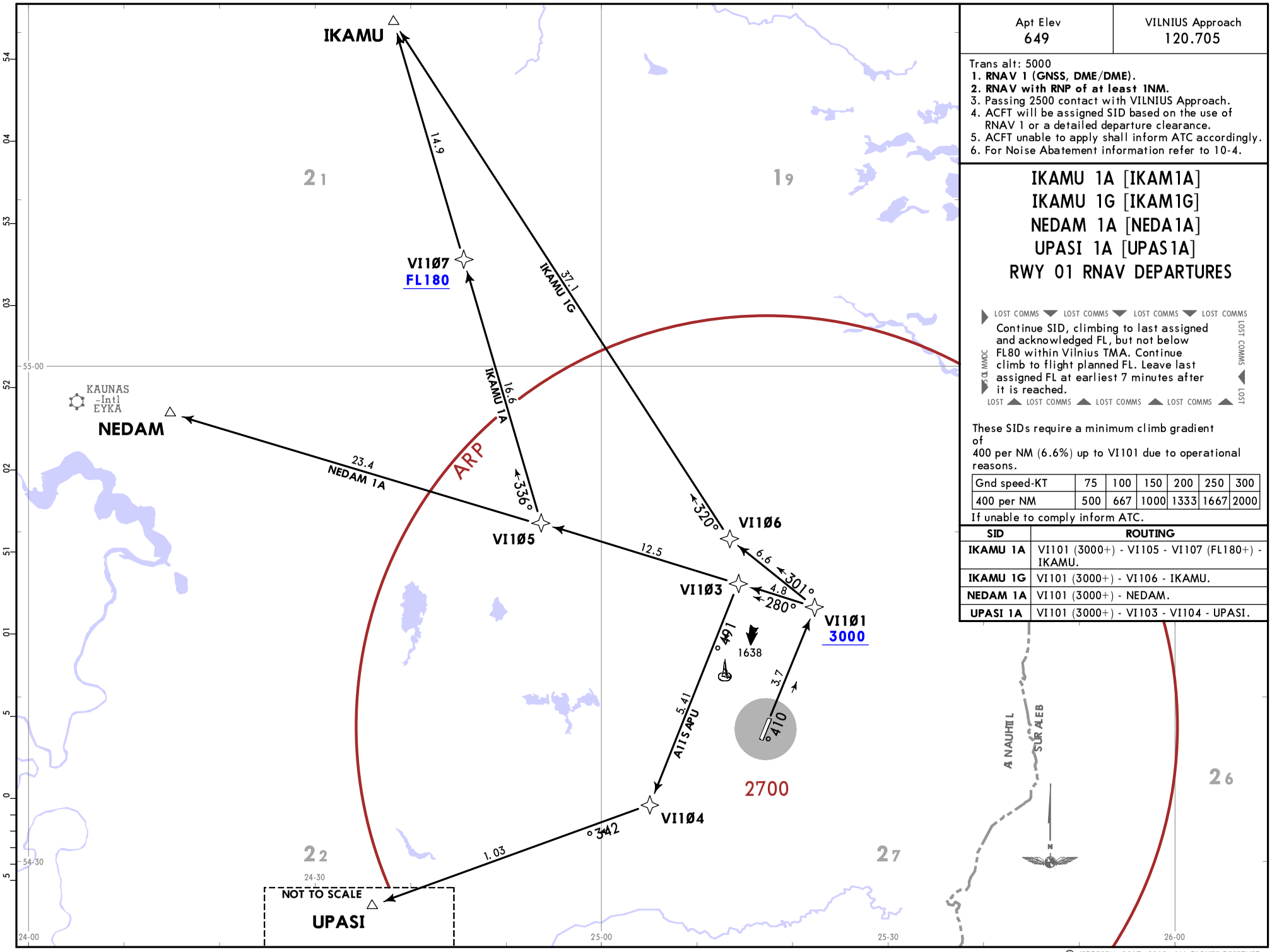
Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
DUKAT 1B	VI202 (4000+) - VI205 - DUKAT.
LAFAT 1B	VI202 (4000+) - VI205 - VI208 (FL110+) - VI209 - LAFAT.
UTENU 1B	VI201 (3000+) - VI203 - VI207 - UTENU.

CHANGES: VILNIUS Approach frequency.

JEPPESEN VILNIUS, LITHUANIA
13 JUL 18 (10-3B) Eff 19 Jul
RNAV SID



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000

1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

IKAMU 1A [IKAM1A]
IKAMU 1G [IKAM1G]
NEDAM 1A [NEDA1A]
UPASI 1A [UPAS1A]
RWY 01 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.

LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

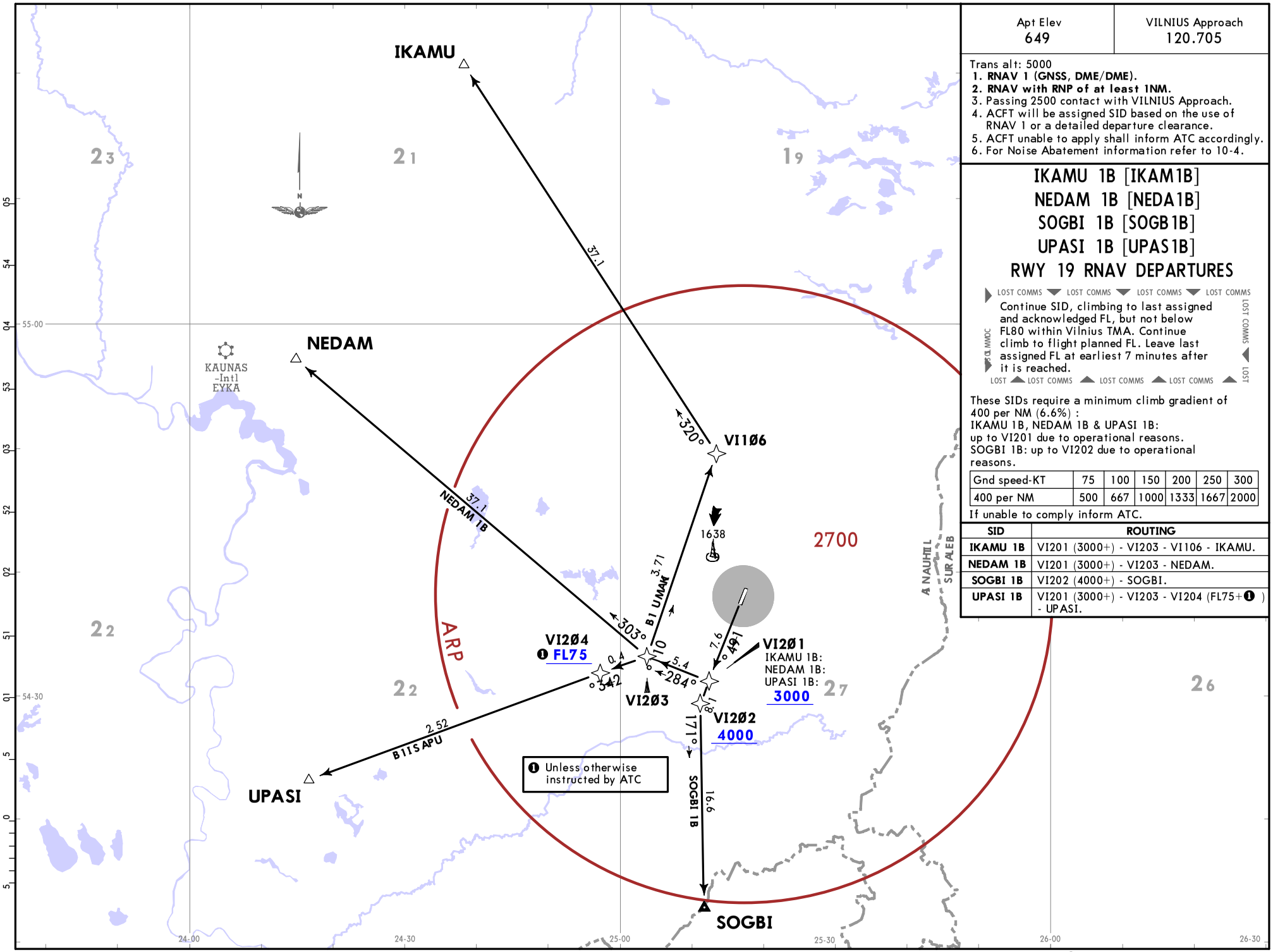
These SIDs require a minimum climb gradient of
400 per NM (6.6%) up to VI101 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
IKAMU 1A	VI101 (3000+) - VI105 - VI107 (FL180+) - IKAMU.
IKAMU 1G	VI101 (3000+) - VI106 - IKAMU.
NEDAM 1A	VI101 (3000+) - NEDAM.
UPASI 1A	VI101 (3000+) - VI103 - VI104 - UPASI.

CHANGES: VILNIUS Approach frequency.



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000

1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

IKAMU 1B [IKAM1B]
NEDAM 1B [NEDA1B]
SOGBI 1B [SOGB1B]
UPASI 1B [UPAS1B]
RWY 19 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These SIDs require a minimum climb gradient of 400 per NM (6.6%) :
IKAMU 1B, NEDAM 1B & UPASI 1B:
up to VI201 due to operational reasons.
SOGBI 1B: up to VI202 due to operational reasons.

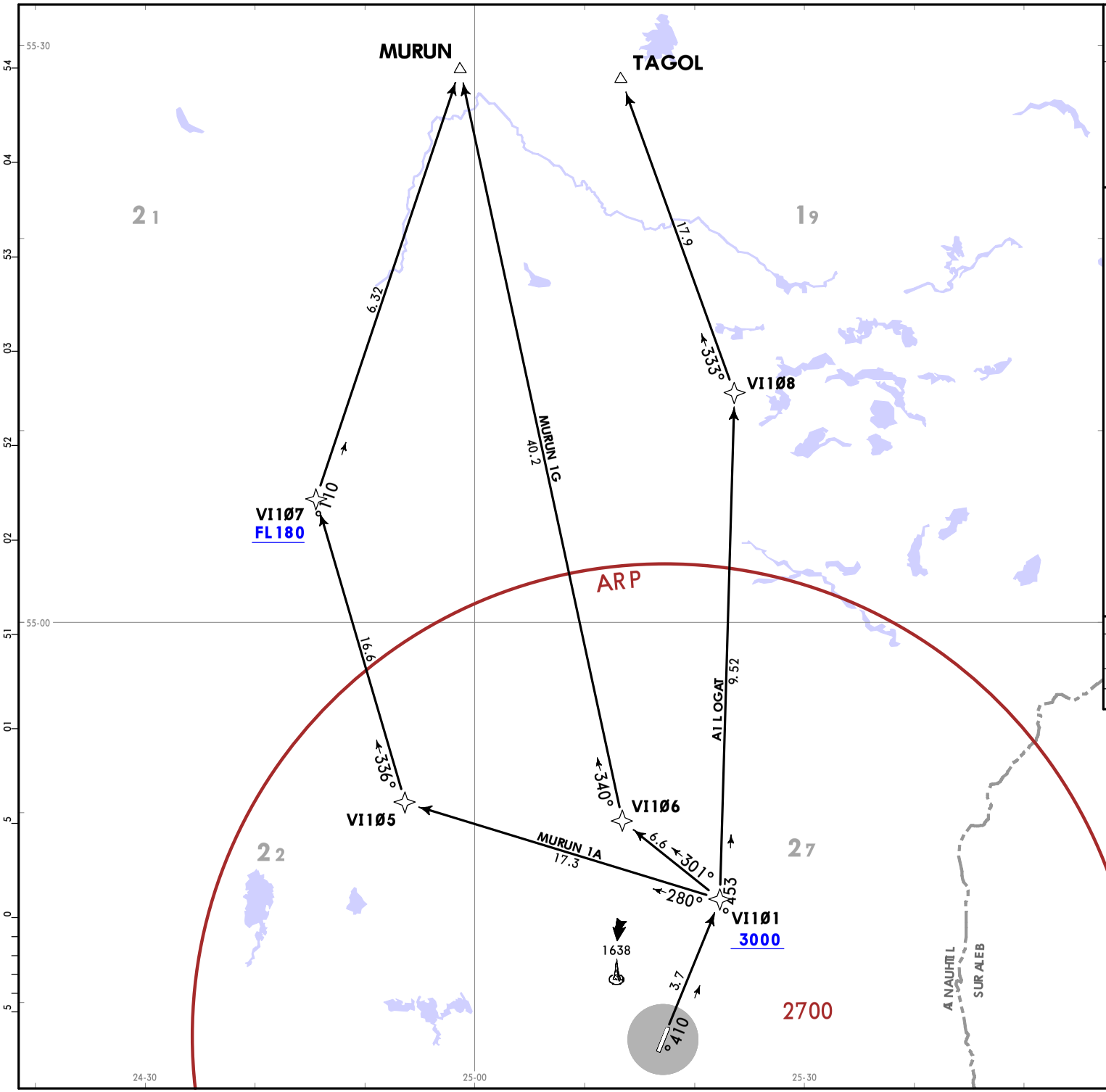
Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
IKAMU 1B	VI201 (3000+) - VI203 - VI106 - IKAMU.
NEDAM 1B	VI201 (3000+) - VI203 - NEDAM.
SOGBI 1B	VI202 (4000+) - SOGBI.
UPASI 1B	VI201 (3000+) - VI203 - VI204 (FL75+❶) - UPASI.

CHANGES: VILNIUS Approach frequency, VI204 crossing availability.

JEPPESEN 23 NOV 18 (10-3D) VILNIUS, LITHUANIA
Eff 6 Dec
RNAV SID



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

MURUN 1A [MURU1A]
MURUN 1G [MURU1G]
TAGOL 1A [TAGO1A]
RWY 01 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

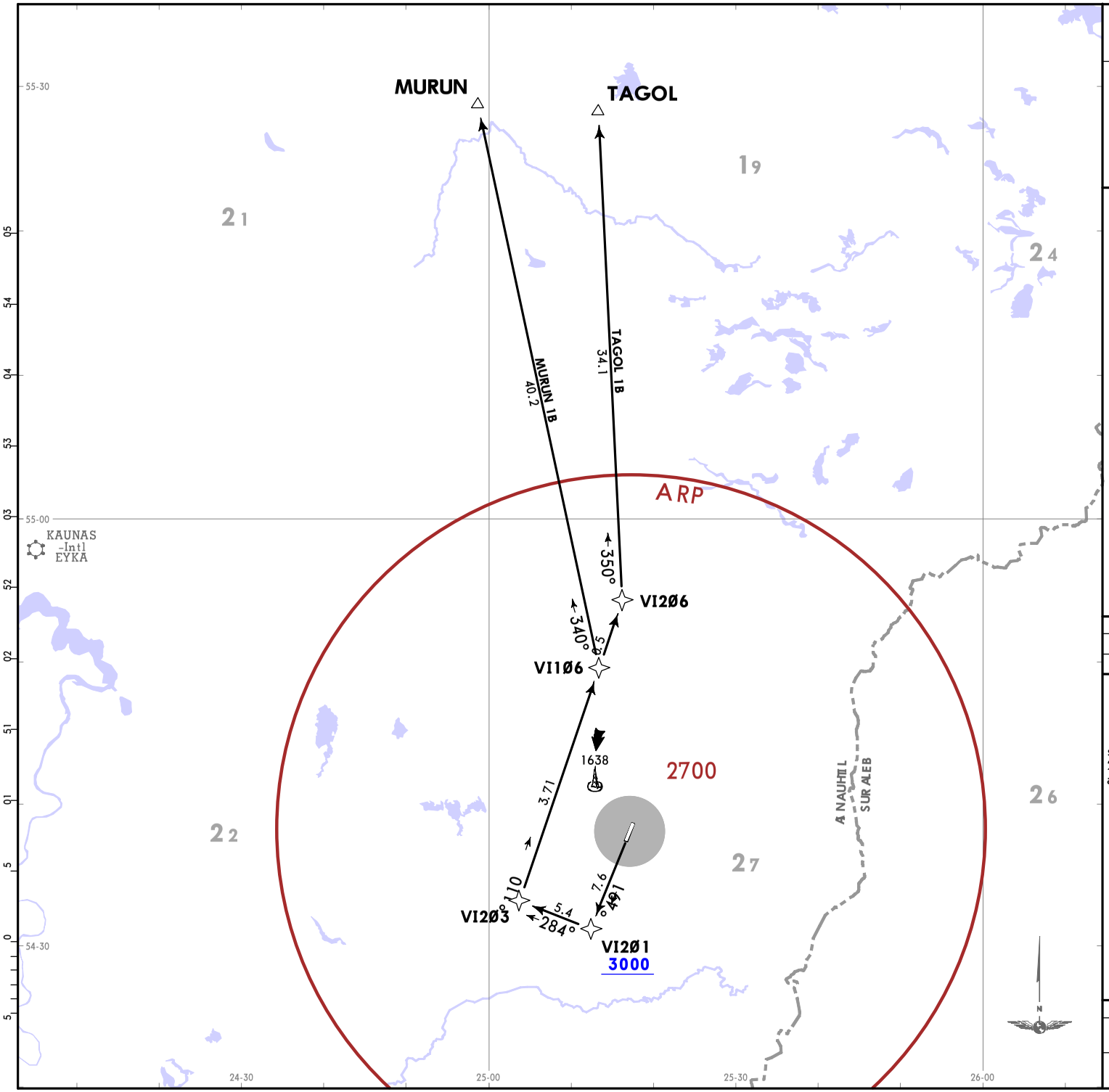
These SIDs require a minimum climb gradient of
400 per NM (6.6%) up to VI101 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
MURUN 1A	VI1Ø1 (3000+) - VI1Ø5 - VI1Ø7 (FL180+) - MURUN.
MURUN 1G	VI1Ø1 (3000+) - VI1Ø6 - MURUN.
TAGOL 1A	VI1Ø1 (3000+) - VI1Ø8 - TAGOL.

CHANGES: None.



Apt Elev	VILNIUS Approach
649	120.705

Trans alt: 5000
1. **RNAV 1 (GNSS, DME/DME).**
2. **RNAV with RNP of at least 1NM.**
3. Passing 2500 contact with VILNIUS Approach.
4. ACFT will be assigned SID based on the use of RNAV 1 or a detailed departure clearance.
5. ACFT unable to apply shall inform ATC accordingly.
6. For Noise Abatement information refer to 10-4.

MURUN 1B [MURU1B]
TAGOL 1B [TAGO1B]
RWY 19 RNAV DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID, climbing to last assigned and acknowledged FL, but not below FL80 within Vilnius TMA. Continue climb to flight planned FL. Leave last assigned FL at earliest 7 minutes after it is reached.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

These SIDs require a minimum climb gradient of
400 per NM (6.6%) up to VI201 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

SID	ROUTING
MURUN 1B	VI2Ø1 (3000+) - VI2Ø3 - VI1Ø6 - MURUN.
TAGOL 1B	VI2Ø1 (3000+) - VI2Ø3 - VI2Ø6 - TAGOL.

OMNIDIRECTIONAL DEPARTURES

1. Omnidirectional departures NORTHWEST of RWY in sector 270° to 360° not authorized below 2700.
2. Omnidirectional departures between 2200 - 0700LT are not authorized.
3. For Noise Abatement information refer to 10-4.

These SIDs require a minimum climb gradient of
400 per NM (6.6%).

Gnd speed-KT	75	100	150	200	250	300
400 per NM	500	667	1000	1333	1667	2000

If unable to comply inform ATC.

RWY	ROUTING
01	Climb straight ahead to 1100, then depart omnidirectional climbing to appropriate MSA.
19	Climb straight ahead to 1000, then depart omnidirectional climbing to appropriate MSA.

CHANGES: Omnidirectional departures note revised.

NOISE ABATEMENT

GENERAL

Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, Chapter 7.

These regulations establish limitation of operation of civil subsonic jet ACFT (hereinafter - aeroplanes) to and from the airports of the Republic of Lithuania.

1. These regulations are applied to the ACFT with a MTOM of 34.000 kg or more and with a certified maximum internal accommodation for the ACFT type in question consisting of more than nineteen passenger seats, excluding any seats for crew only.

2. ACFT can operate to and from the airports of the Republic of Lithuania only if they meet the standards of Chapter 3, Part II, Volume I of Annex 16 to the Convention on International Civil Aviation (second edition, 1988).

3. The Civil Aviation Administration (CAA) has the right to exempt ACFT of historical significance from applying the requirements of item 2.

4. In exceptional cases the CAA may temporarily allow operation of an ACFT that does not meet the requirements of item 2, at airports of the Republic of Lithuania, if:

a) operation of an ACFT is so significant that it would be unjustifiable to decline to grant a temporary exemption;
b) an ACFT performs a non-commercial flight related with its repair, maintenance and modification.

Local limitations procedures

ICAO Noise Abatement Departure Procedure (NADP) Rwy 01/Rwy 19:
All operators are to adopt NADP 1 procedures for all take-offs on Rwy 01 or Rwy 19. Operators are not required to inform of the adopted procedure.
For Propeller and Turboprop ACFT, after take-off Pilot-in-Command should aim to use airspeed giving the best rate of climb.

Actions to be taken to reduce noise around EYVI:
In order to reduce noise effect on people living in the agglomerations located in the extension of Rwy 01/19 centerline, the following actions should be taken:
- Landing will be operated as much as possible using instrument approach procedures;
- The operators shall use minimum noise and drag configuration procedures for the approach as defined in their operations manual;
- Thrust reversers use restriction for night operations. The use at landing of thrust reversers and propeller pitch reversers beyond idle is to be avoided from 2200LT to 0700LT except for duly justified operational needs;
- Engine Test Runs and Idle Checks. Engine test runs and idle checks in the open air and without silencers must be restricted to the very minimum and require prior permission from the Airport OPS. Engine test runs are only allowed between 0700LT and 2200LT.

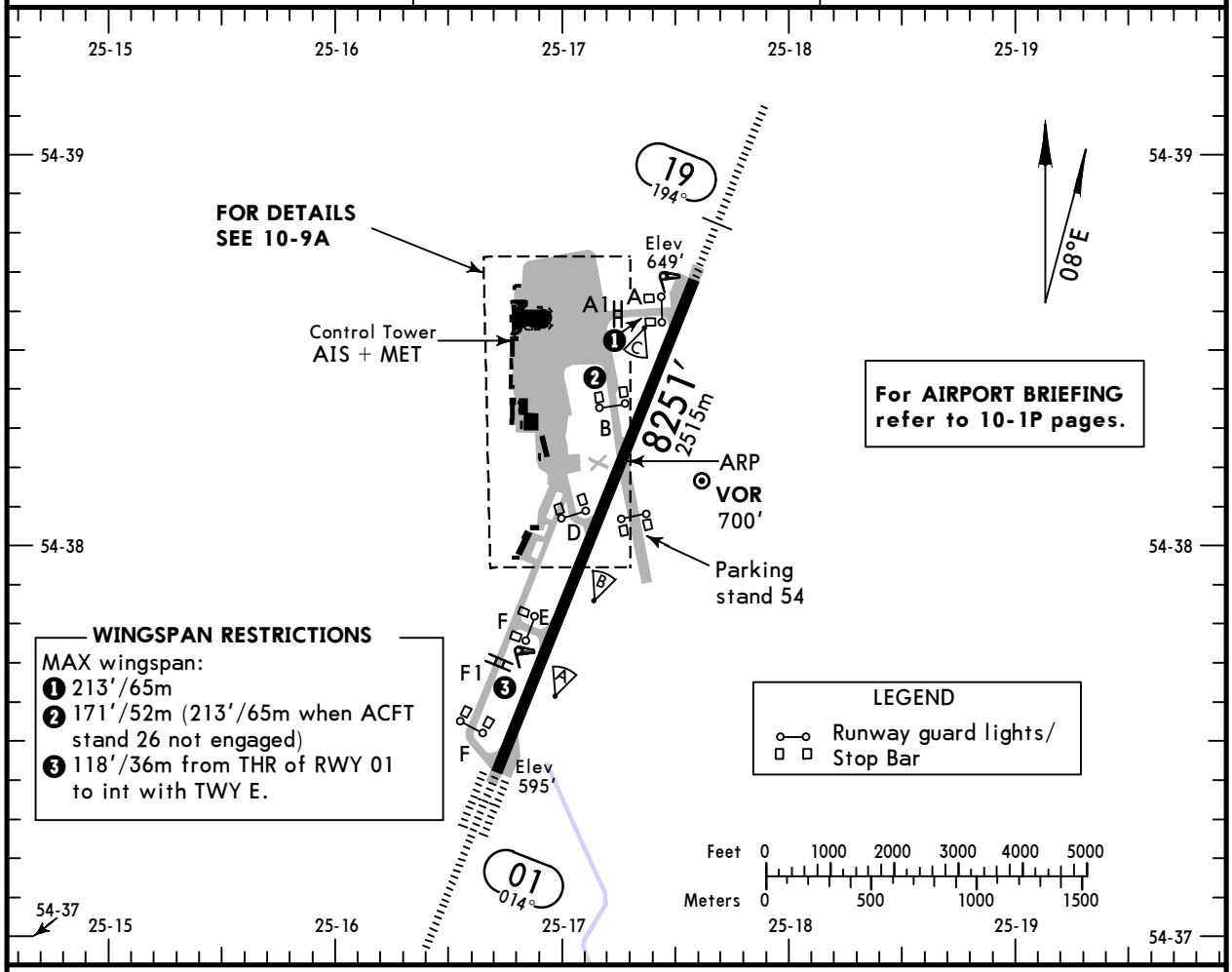
EYVI/VNO

Apt Elev **649'**
N54 38.2 E025 17.3

JEPPESEN
24 MAY 19 (10-9)

VILNIUS, LITHUANIA
VILNIUS INTL

ATIS	*LITCARGUS Handling	VILNIUS Tower
125.805	131.750	118.205



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
01	HIRL ❹ CL (15m) HIALS-II TDZ PAPI(3.0°) RVR		7157' 2181m	❺	164' 50m
19	HIRL ❹ CL (15m) HIALS PAPI(3.0°) RVR				

❹ spacing 60m.
Elevated runway edge lights 0.5'/0.15m.
TAKE-OFF RUN AVAILABLE

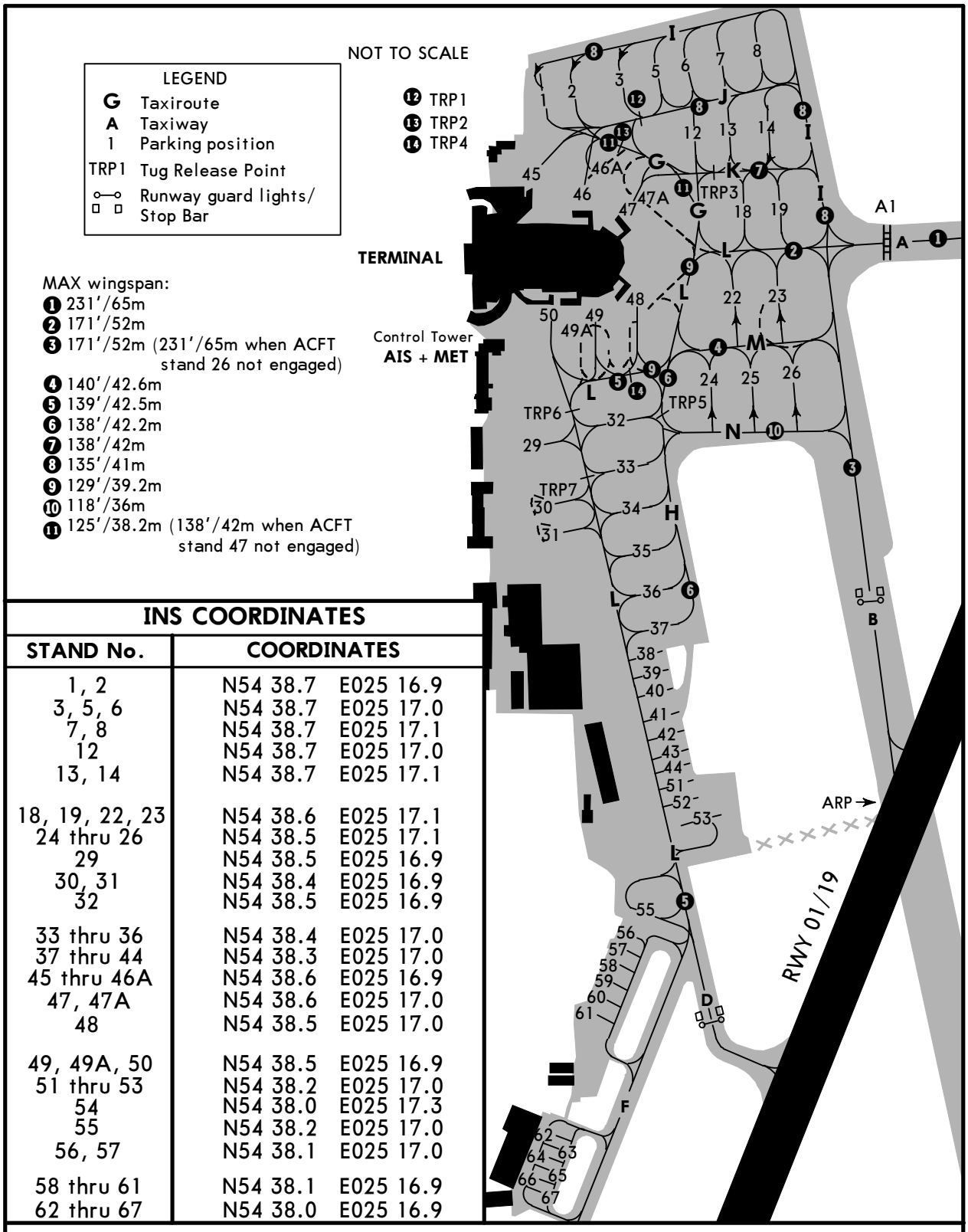
❺ RWY 01:
From rwy head 8251' (2515m)
twy E int 5988' (1825m)
twy D int 4150' (1265m)

RWY 19:
From rwy head 8251' (2515m)
twy A int 7546' (2300m)
twy D int 4101' (1250m)

Standard TAKE-OFF

	Low Visibility Take-off: HIRL, CL & relevant RVR TDZ, MID, RO	Low Visibility Take-off: RL, CL & relevant RVR TDZ, MID, RO	Low Visibility Take-off: RL & CL	Low Visibility Take-off: Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A, B, C	RVR 150m		RVR 200m	RVR 300m	400m	500m
D	RVR 200m					

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES
1, 2	N54 38.7 E025 16.9
3, 5, 6	N54 38.7 E025 17.0
7, 8	N54 38.7 E025 17.1
12	N54 38.7 E025 17.0
13, 14	N54 38.7 E025 17.1
18, 19, 22, 23	N54 38.6 E025 17.1
24 thru 26	N54 38.5 E025 17.1
29	N54 38.5 E025 16.9
30, 31	N54 38.4 E025 16.9
32	N54 38.5 E025 16.9
33 thru 36	N54 38.4 E025 17.0
37 thru 44	N54 38.3 E025 17.0
45 thru 46A	N54 38.6 E025 16.9
47, 47A	N54 38.6 E025 17.0
48	N54 38.5 E025 17.0
49, 49A, 50	N54 38.5 E025 16.9
51 thru 53	N54 38.2 E025 17.0
54	N54 38.0 E025 17.3
55	N54 38.2 E025 17.0
56, 57	N54 38.1 E025 17.0
58 thru 61	N54 38.1 E025 16.9
62 thru 67	N54 38.0 E025 16.9

CHANGES: Stand 48A withdrawn.

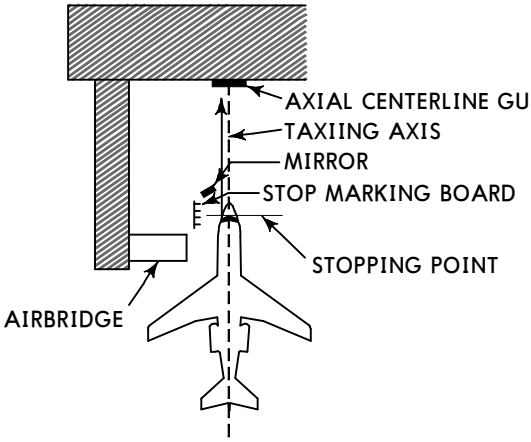
STAND ENTRY GUIDANCE SYSTEM

A. GENERAL

Pilot interpreted guidance systems for aircraft parking consist of two separate elements:

a) the axial centerline guidance system, and

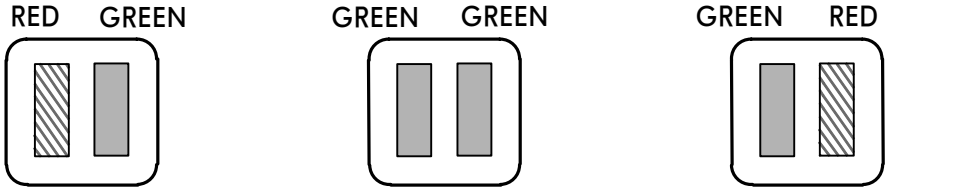
b) the lateral stopping guidance system.



CAUTION
The system is aligned with the LEFT hand pilots seat only.

B. AGNIS - AZIMUTH GUIDANCE FOR NOSE-IN STANDS

A red/green light system to guide along the stand centerline. It does not provide a stopping signal.
It consists of the stand number board, a flashing light beacon and a two-splits light unit emitting red and/or green light signals - mounted on the front of an air terminal building.
Adjustments to the left or right are always to be made towards the GREEN light.
The signals are to be interpreted as follows:



LEFT of centerline. Turn towards GREEN. (RIGHT)

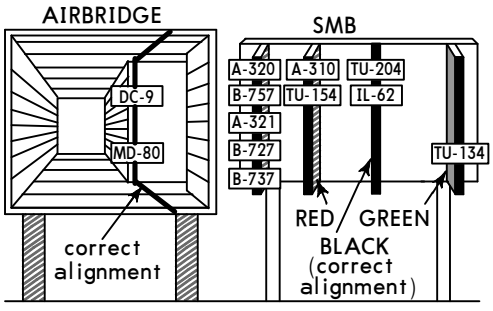
Aircraft on centerline.

RIGHT of centerline. Turn towards GREEN. (LEFT)

A mirror used in AGNIS allows a pilot to see acft nose wheel and stop marks painted on the parking position center line.

C. SMB - STOP MARKING BOARD

A series of boards is mounted to the left of the stand, viewed abeam the aircraft and against a white background. Board faces are green, rears are red and when viewed end-on they are black with type identification labels. The stop point is the appropriate board viewed end-on as a black line.
DC-9 and MD-80 type-labelled line is painted inside the airbridge end. The stop-point is where the line becomes entirely vertical.



EYVI/VNO
VILNIUS INTL

JEPPESEN
15 FEB 19 (11-1)

VILNIUS, LITHUANIA
ILS or LOC Rwy 01

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP

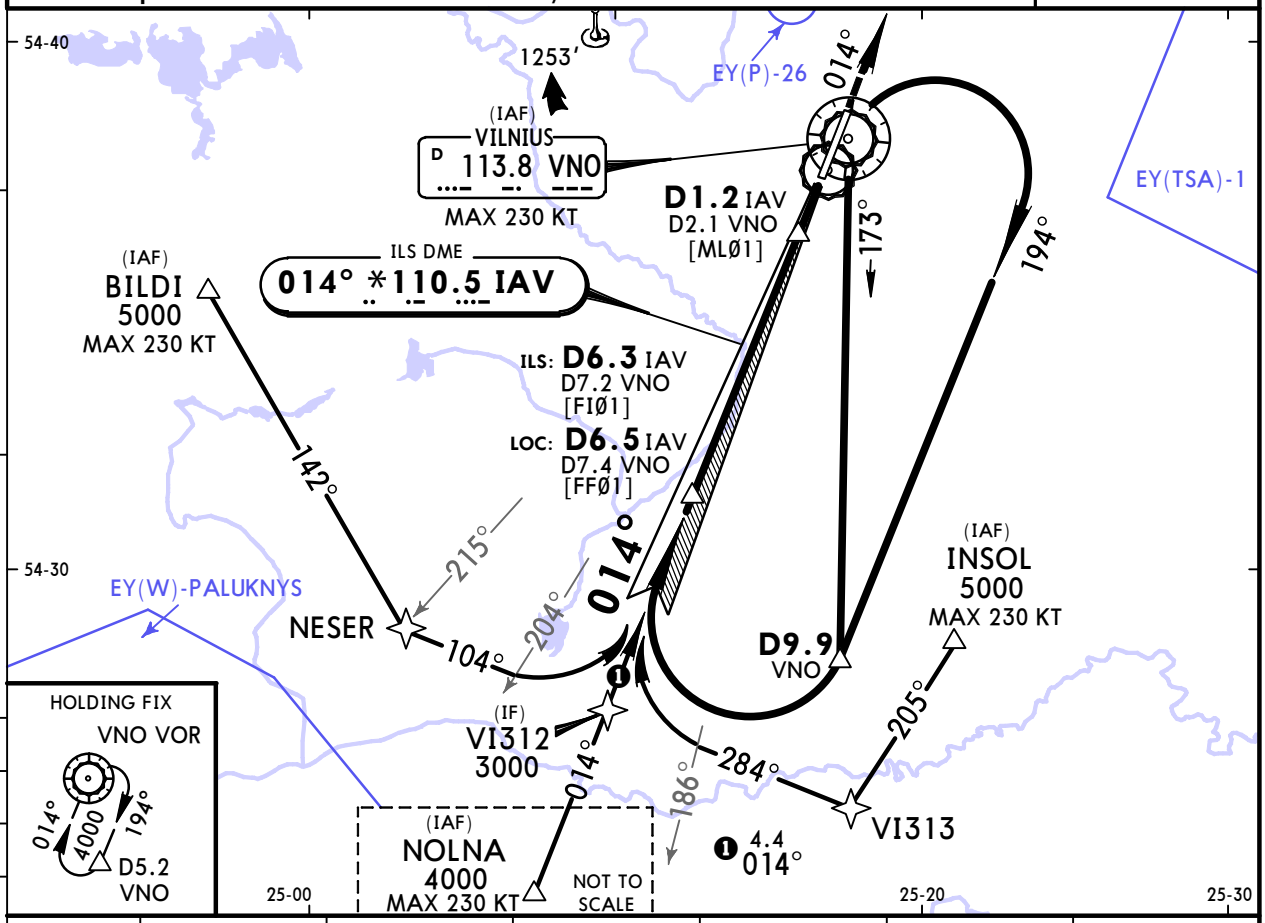
LOC IAV	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev / Rwy
*110.5	014°	D6.3 IAV 2700′ (2105′)		Apt Elev 649′ Rwy 595′

MISSED APCH: Climb on track 014° to 2700′. Turn LEFT to VOR climbing to 4000′. Climb with 3.5% or more until passing 2700′ due to airspace structure.

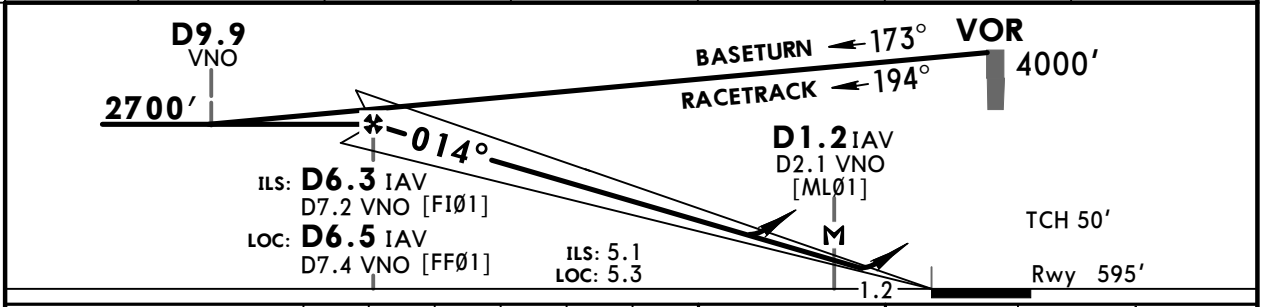
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′

1. DME required. 2. ILS DME reads zero at rwy 01 threshold.

2700
MSA VNO VOR



LOC (GS out)	IAV DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2540′	2220′	1910′	1590′	1280′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	2.98°	369	474	527	633	738	843
MAP at D1.2 IAV/D2.1 VNO							

HIALS-II
REIL PAPI PAPI
2700′ on 014°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 01

ILS
DA(H) A: 805′ (210′) C: 825′ (230′)
B: 815′ (220′) D: 835′ (240′)

LOC (GS out)
CDFA
DA/MDA(H) 1020′ (425′)

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
For CAT B & C not authorized NW of airport in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′ (461′)	1500m
135	1160′ (511′)	1600m
180	1320′ (671′)	2400m
D	NOT AUTHORIZED	

[1] W/o HUD/AP/FD: RVR 750m.

CHANGES: None.

EYVI/VNO
VILNIUS INTL

JEPPESEN
15 FEB 19 (11-1A)

VILNIUS, LITHUANIA
CAT II ILS Rwy 01

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

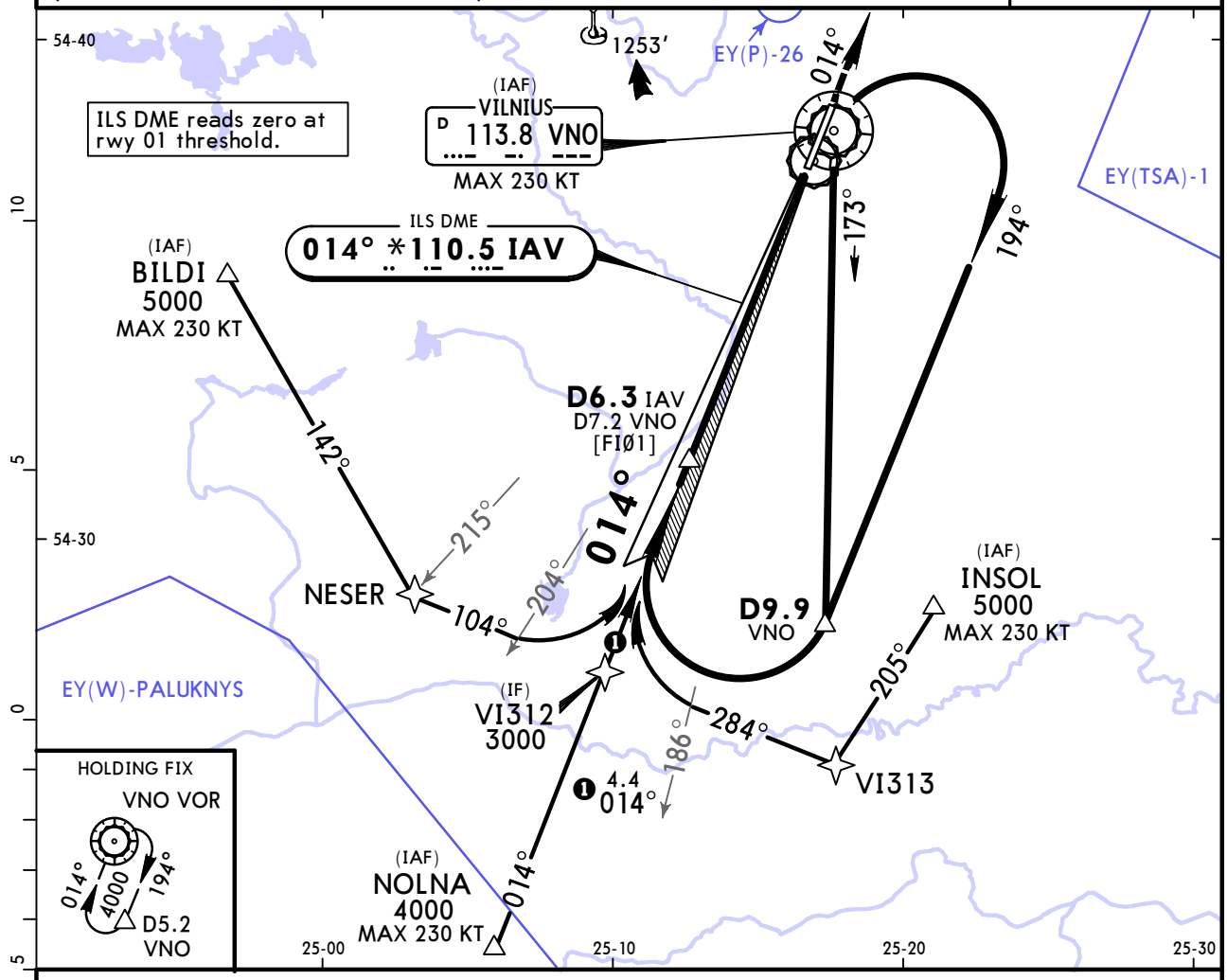
BRIEFING STRIP™

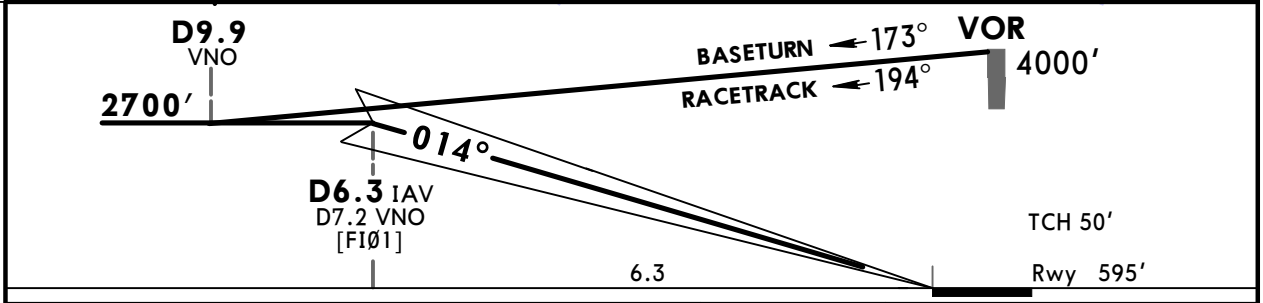
LOC IAV	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev / Rwy
*110.5	014°	D6.3 IAV 2700′ (2105′)	Refer to Minimums	Apt Elev 649′ Rwy 595′

MISSED APCH: Climb on track 014° to 2700′. Turn LEFT to VOR climbing to 4000′. Climb with 3.5% or more until passing 2700′ due to airspace structure.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 5000′
Special Aircrew & Acft Certification Required.

2700
MSA VNO VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI
2700′ on 014°

Standard

STRAIGHT-IN LANDING RWY 01
CAT II ILS

A	B	C	D
RA 96′ DA(H) 695′(100′)	RA 100′ DA(H) 700′(105′)	RA 110′ DA(H) 713′(118′)	RA 121′ DA(H) 726′(131′)
RVR 300m	RVR 300m	RVR 300m	RVR 400m

PANS OPS

CHANGES: Minimums.

EYVI/VNO
VILNIUS INTL

JEPPESEN
15 FEB 19 (11-2)

VILNIUS, LITHUANIA
ILS or LOC Rwy 19

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP ™

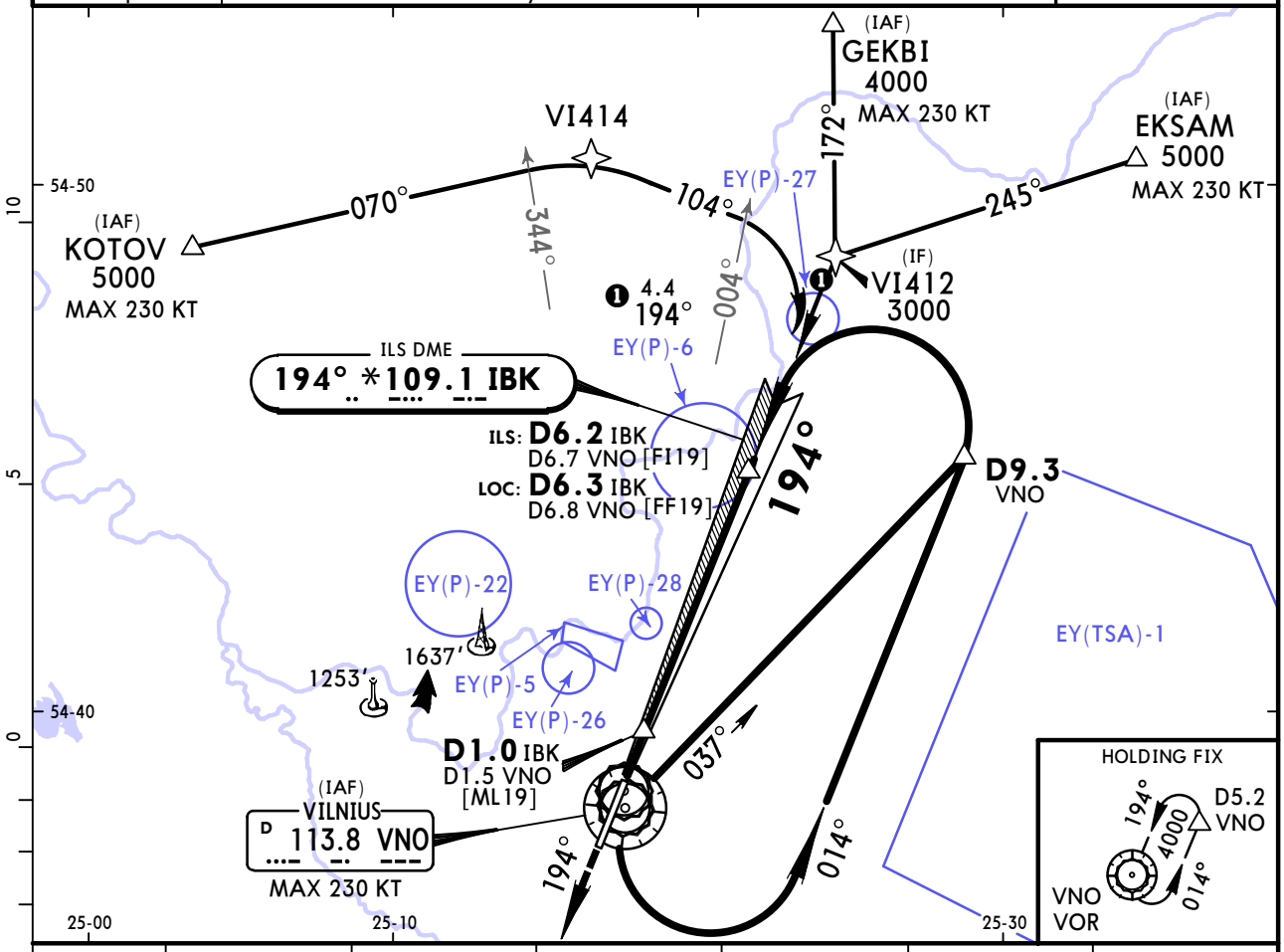
LOC IBK	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
*109.1	194°	D6.2 IBK 2700′ (2051′)	Refer to Minimums	Apt Elev 649′ Rwy 649′

MISSED APCH: Climb on track 194° to 2700′. Turn RIGHT to VOR climbing to 4000′. Climb with 3.5% or more until passing 2700′ due to airspace structure.

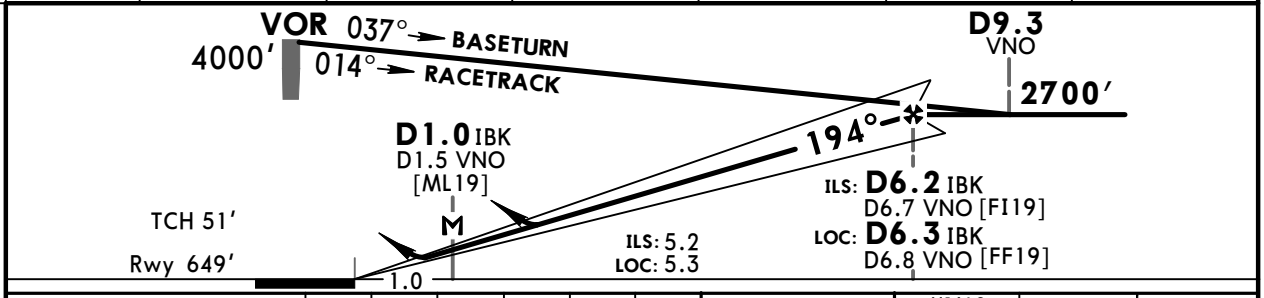
Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: By ATC | Trans alt: 5000′

DME required. | ILS DME reads zero at rwy 19 threshold.

2700
MSA VNO VOR



LOC (GS out)	IBK DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1330′	1650′	1960′	2280′	2600′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	2.98°	369	474	527	633	738	843
MAP at D1.0 IBK/D1.5 VNO							

HIALS
REIL PAPI PAPI
2700′ on 194°

PANS OPS

Standard ILS STRAIGHT-IN LANDING RWY 19

DA(H) A: 879′ (230′) C: 899′ (250′)
B: 889′ (240′) D: 909′ (260′)

LOC (GS out) 2
DA/MDA(H) 1020′ (371′)

	FULL	ALS out		ALS out
A	RVR 550m 1	RVR 1200m	RVR 1000m	RVR 1500m
B				
C		RVR 1300m		RVR 1700m
D	RVR 600m 1			

CIRCLE-TO-LAND
For CAT B & C not authorized NW of airport in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′ (461′)	1500m
135	1160′ (511′)	1600m
180	1320′ (671′)	2400m
D	NOT AUTHORIZED	

1 W/o HUD/AP/FD: RVR 750m. 2 CDFA

CHANGES: Database indentifiers.

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 APR 19 (12-1)

VILNIUS, LITHUANIA
RNAV (GNSS) Rwy 01

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

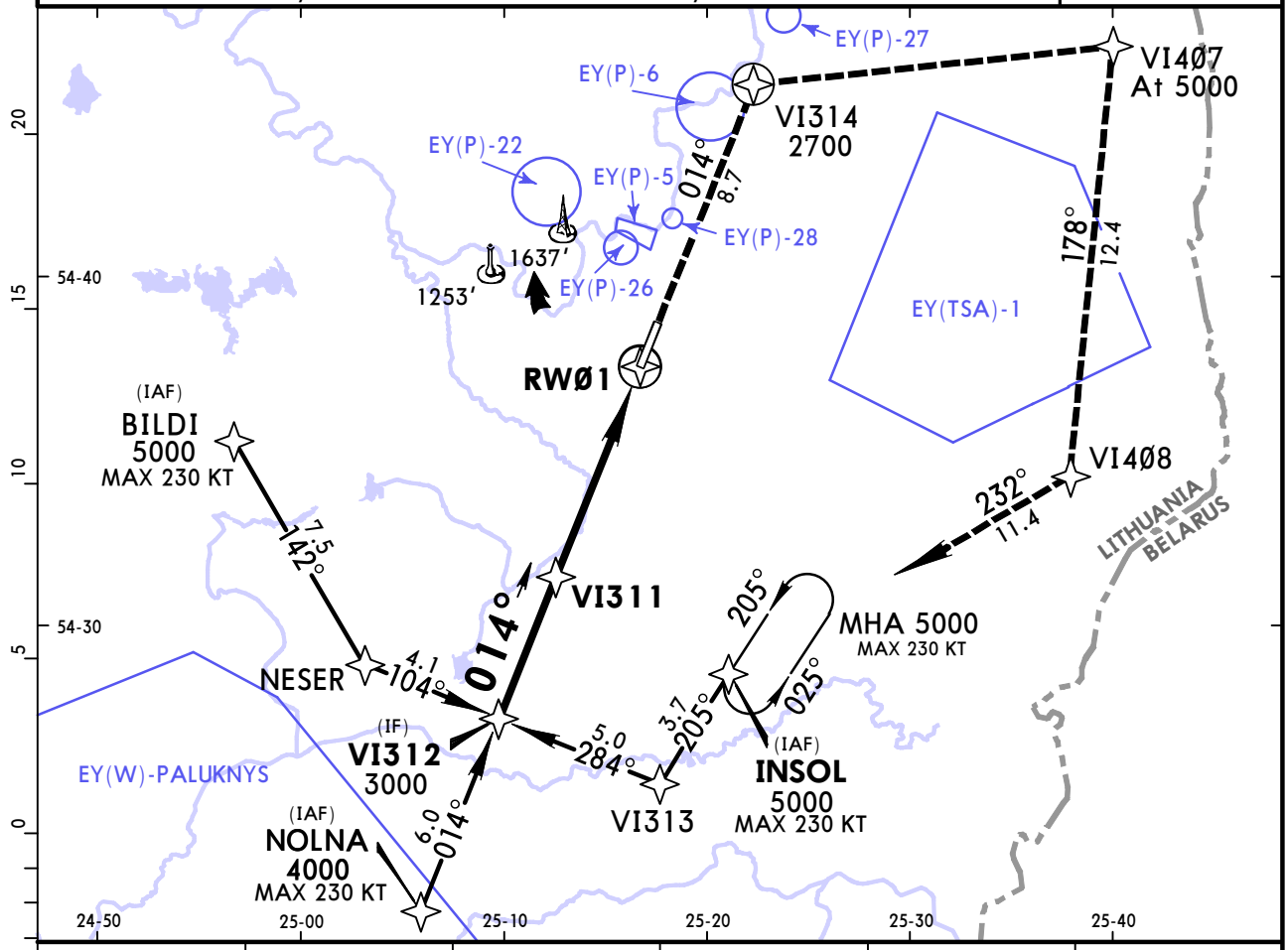
BRIEFING STRIP ™

RNAV	Final Apch Crs	Mandatory Alt	LNAV DA/MDA(H)	Apt Elev / Rwy
	014°	**VI311** **2700′** (2105′)	**1070′** (475′)	649′ / 595′

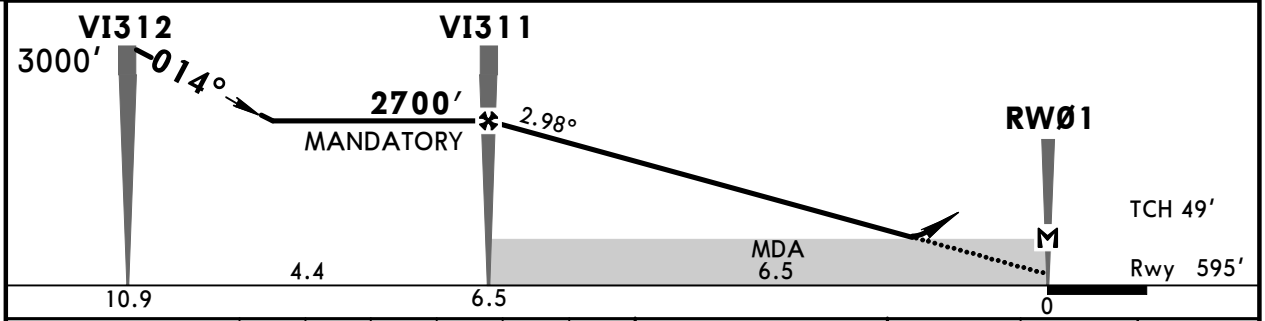
MISSED APCH: Climb on track 014° to VI314 to 2700′, then turn RIGHT (MAX 210 KT) direct to VI4Ø7 (at 5000′). Then turn on track 178° to VI4Ø8, then on track 232° to INSOL (5000′, MAX 230KT).

2700
MSA ARP

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RWØ1	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2540′	2220′	1910′	1590′	1280′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at RWØ1							

HIALS-II
REIL PAPI PAPI

VI314 on 014°

PANS OPS

Standard

STRAIGHT-IN LANDING RWY **01**
CDFA
LNAV
DA/MDA(H) **1070′** (475′)

ALS out

A	RVR 1500m	
B		
C	RVR 1500m	RVR 2200m
D		

CHANGES: None.

EYVI/VNO
VILNIUS INTL

JEPPESEN
26 APR 19 (12-2)

VILNIUS, LITHUANIA
RNAV (GNSS) Rwy 19

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

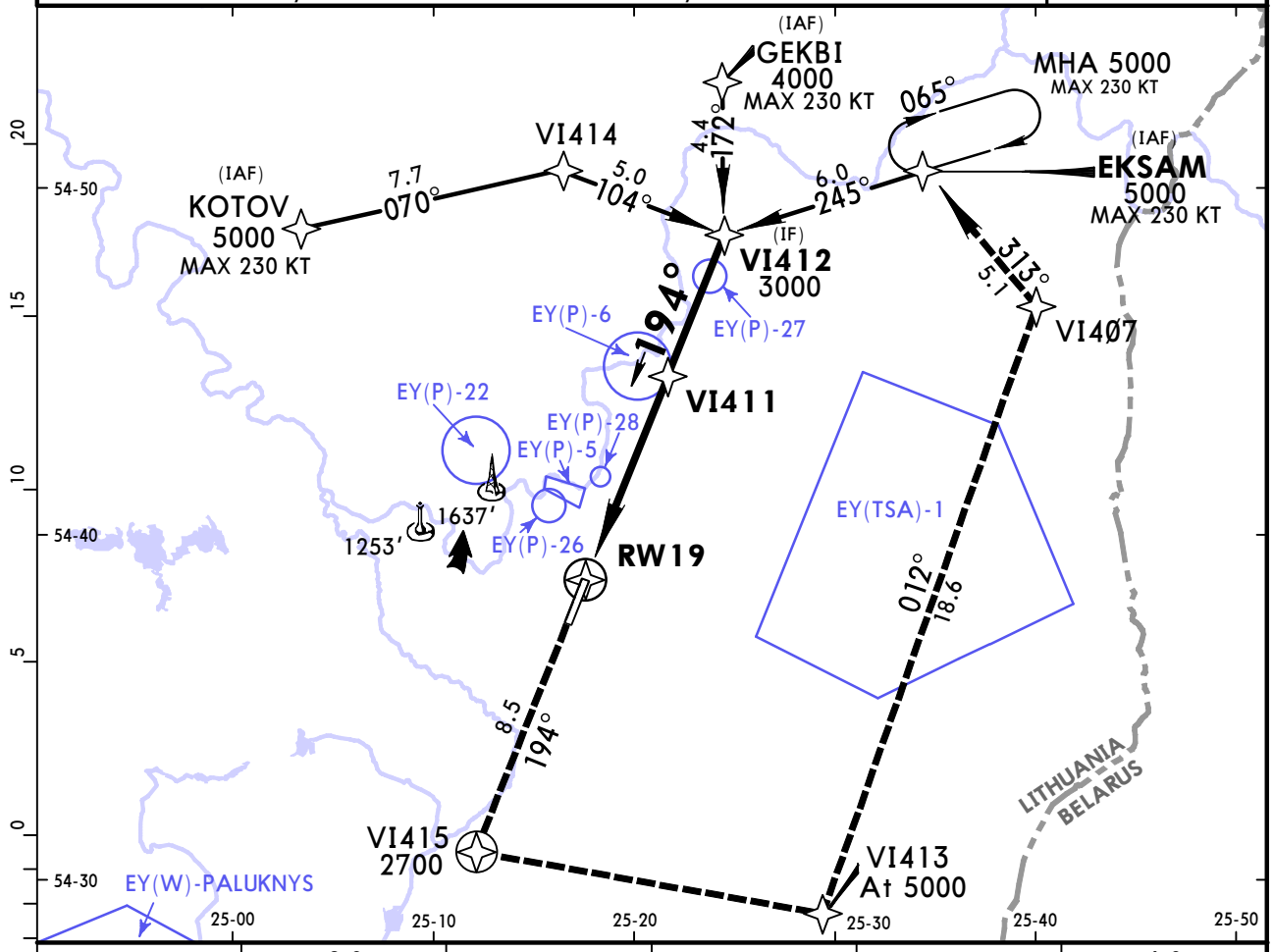
BRIEFING STRIP™

RNAV	Final Apch Crs	Mandatory Alt	LNAV DA/MDA(H)	Apt Elev / Rwy
	194°	VI411 2700′ (2051′)	1080′ (431′)	649′ / 649′

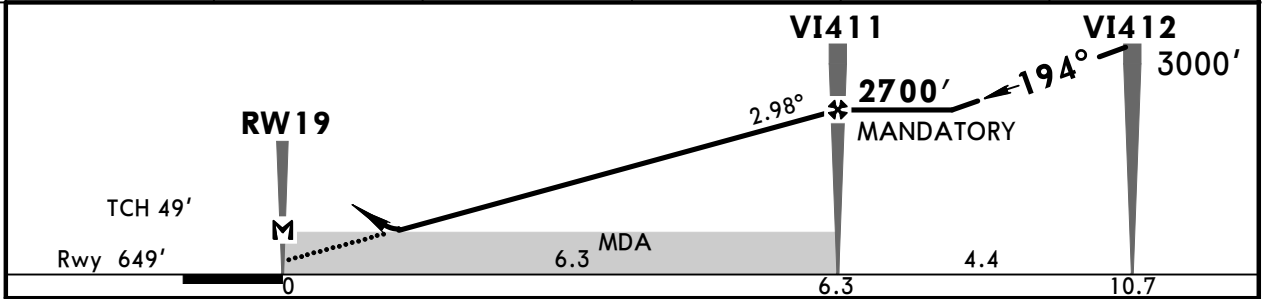
MISSED APCH: Climb on track 194° to VI415 to 2700′, then turn LEFT (MAX 210 KT) direct to VI413 (at 5000′). Then turn on track 012° to VI4Ø7 then turn on track 313° to EKSAM (5000′, MAX 230KT).

2700
MSA ARP

Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 5000′



DIST to THR19	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1330′	1650′	1960′	2280′	2600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at RW19						

HIALS
REIL PAPI PAPI

VI415 on 194°

Standard

STRAIGHT-IN LANDING RWY **19**
CDFA
LNAV
DA/MDA(H) **1080′** (431′)

PANS OPS

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CHANGES: Missed apch waypoint name.

EYVI/VNO
VILNIUS INTL

JEPPESEN
20 JUL 18 (13-1)

VILNIUS, LITHUANIA
VOR Rwy 01

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP™

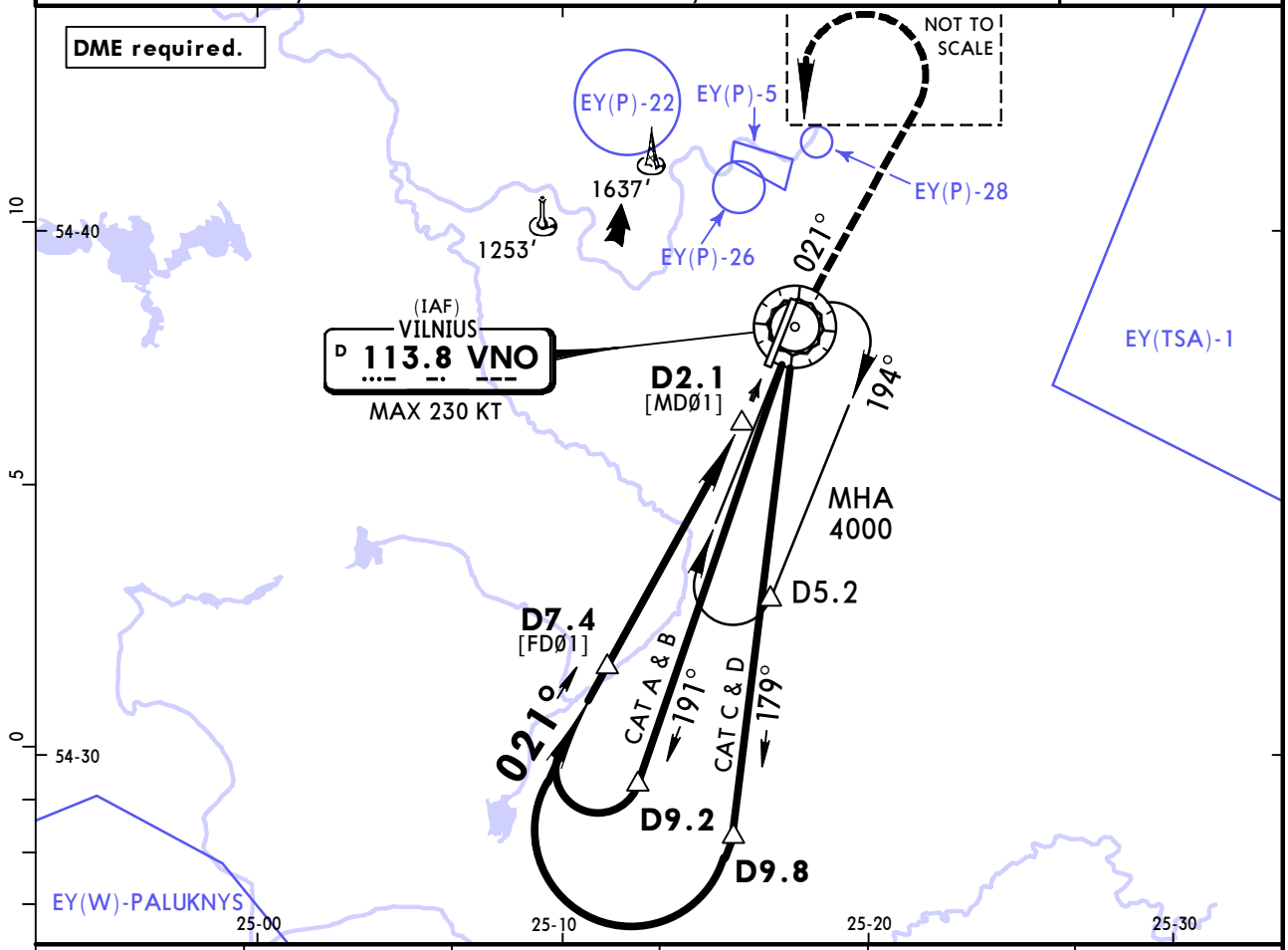
VOR VNO	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
113.8	021°	D7.4 2700′ (2105′)	1030′ (435′)	649′ / 595′

MISSED APCH: Climb via VOR on R-021 to 2700′. Turn LEFT to VOR climbing to 4000′.
Climb with 3.5% or more until passing 2700′ due to airspace structure.

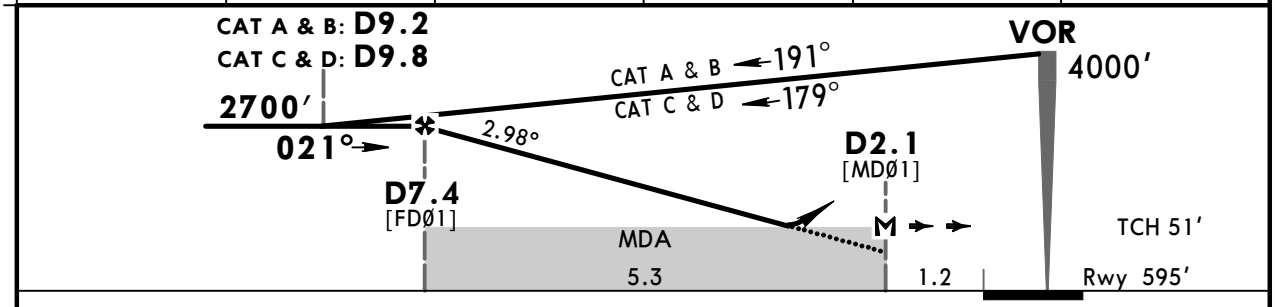
Alt Set: hPa	Rwy Elev: 22 hPa	Trans level: By ATC	Trans alt: 5000′

2700
MSA VNO VOR

DME required.



VNO DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2580′	2270′	1950′	1630′	1320′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.98°	369	474	527	633	738	843
MAP at D2.1							

HIALS-II
REIL PAPI PAPI

2700′ via VNO 113.8 on VNO 113.8 R-021

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01**
CDFA
DA/MDA(H) **1030′** (435′)

	ALS out	ALS in
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND
For CAT B & C not authorized NW of airport in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′ (461′)	1500m
135	1160′ (511′)	1600m
180	1320′ (671′)	2400m
D	NOT AUTHORIZED	

CHANGES: Communication frequency.

EYVI/VNO
VILNIUS INTL

JEPPESEN
20 JUL 18 (13-2)

VILNIUS, LITHUANIA
VOR Rwy 19

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP ™

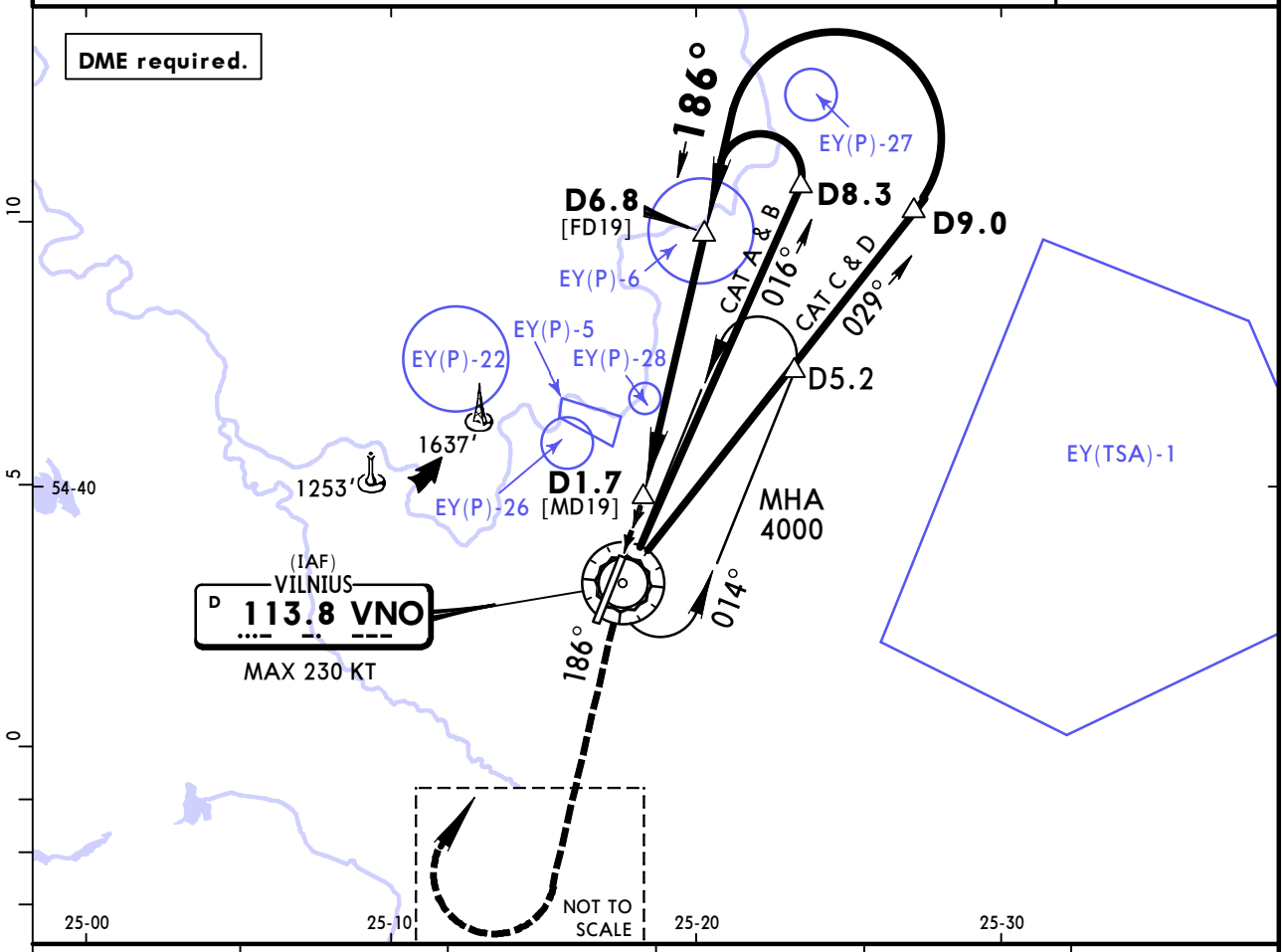
VOR VNO	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
113.8	186°	D6.8 2700′(2051′)	1080′(431′)	649′ / 649′

MISSED APCH: Climb via VOR on R-186 to 2700′. Turn RIGHT to VOR climbing to 4000′.
Climb with 3.5% or more until passing 2700′ due to airspace structure.

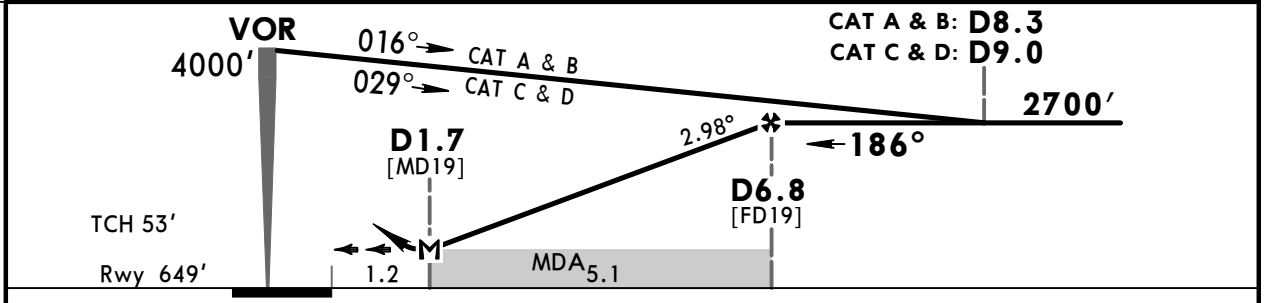
Alt Set: hPa	Rwy Elev: 23 hPa	Trans level: By ATC	Trans alt: 5000′

2700
MSA VNO VOR

DME required.



VNO DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1180′	1500′	1810′	2130′	2450′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.98°	369	474	527	633	738	843
MAP at D1.7							

HIALS
REIL PAPI PAPI

2700′ via VNO 113.8 on VNO 113.8 R-186

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19
CDFA
DA/MDA(H) 1080′(431′)

	ALS out	ALS inop
A	RVR 1300m	RVR 1500m
B		
C		RVR 2000m
D		

CIRCLE-TO-LAND
For CAT B & C not authorized NW of airport in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′(461′)	1500m
135	1160′(511′)	1600m
180	1320′(671′)	2400m
D	NOT AUTHORIZED	

CHANGES: Communication frequency.

EYVI/VNO
VILNIUS INTL

JEPPESEN
15 FEB 19 (16-1)

VILNIUS, LITHUANIA
NDB Rwy 01

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP™

NDB AVN	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
*385	014°	D7.4 2700′ (2105′)	Refer to Minimums	649′ / 595′

MISSED APCH: Climb on 014° via NDB to 2700′. Turn LEFT to NDB.

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 5000′

DME required.

2700

MSA AVN NDB

In case of unavailability of DME execute racetrack procedure via NDB.

EY(P)-22 EY(P)-28 EY(P)-5 EY(P)-26 1637′ 1253′

(IAF) VILNIUS *385 AVN MAX 210 KT

VILNIUS D 113.8 VNO

D0.9 [RWØ1]

014° 194°

EY(TSA)-1

(IAF) BILDI 5000 MAX 230 KT

142°

D7.4 [FFØ1]

014°

4.4 014°

NESER

104°

(IAF) INSOL 5000 MAX 230 KT

205°

EY(W)-PALUKNYS

(IF) VI312 2700

284°

VI313

014°

(IAF) NOLNA 4000 MAX 230 KT

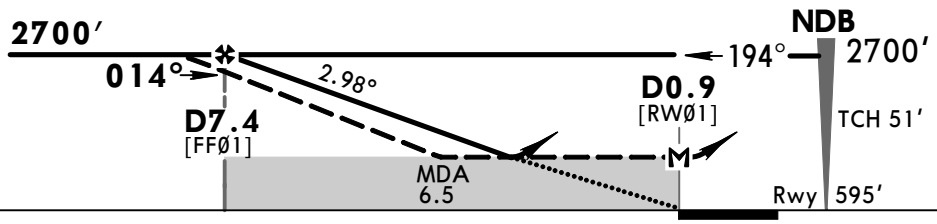
NOT TO SCALE

54-40 54-30 25-00 25-20 25-30

10 5 0 5

VNO DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2580′	2270′	1950′	1630′	1320′

Start turn at
CAT A & B: 5½ Min
CAT C & D: 3½ Min



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.98°	369	474	527	633	738	843
MAP at D0.9							

HIALS-II
REIL PAPI PAPI

2700′ on 014° via AVN *385

PANS OPS

Standard STRAIGHT-IN LANDING RWY 01

	With DME 1 DA/MDA(H) 1070′ (475′)		W/o DME 1 DA/MDA(H) 1120′ (525′)		MDA(H) 1120′ (525′)	
	ALS out		ALS out		ALS out	
A	RVR 1500m		RVR 1500m		RVR 1900m	RVR 2600m
B						
C	RVR 1500m	RVR 2200m	RVR 1700m	RVR 2400m	RVR 2100m	RVR 2800m
D						

CIRCLE-TO-LAND
For CAT B & C not authorized NW of apt in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′ (461′) 3	1500m
135	1160′ (511′) 3	1600m
180	1320′ (671′) 3	2400m
D	NOT AUTHORIZED	

1 CDFA 2 non-CDFA 3 or higher straight-in minimums.

CHANGES: Minimums.

EYVI/VNO
VILNIUS INTL

JEPPESEN
15 FEB 19 (16-2)

VILNIUS, LITHUANIA
NDB Rwy 19

ATIS	VILNIUS Approach(R)	VILNIUS Tower
125.805	120.705	118.205

BRIEFING STRIP ™

NDB AVN	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev / Rwy
*385	194°	D6.8 2700′ (2051′)	Refer to Minimums	649′ / 649′

MISSED APCH: Climb on 194° via NDB to 2700′. Turn RIGHT to NDB.

Alt Set: hPa | Rwy Elev: 23 hPa | Trans level: By ATC | Trans alt: 5000′

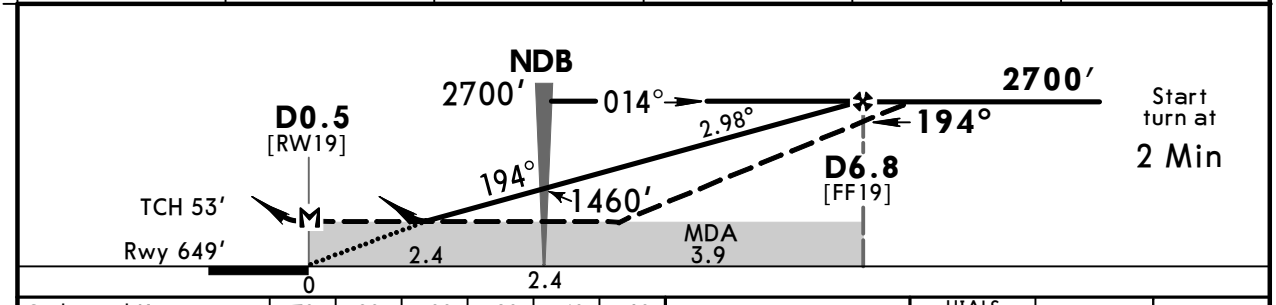
DME required.

2700
MSA AVN NDB

In case of unavailability of DME execute racetrack procedure via NDB.

(IAF) GEKBI 4000 MAX 230 KT
(IAF) EKSAM 5000 MAX 230 KT
(IAF) KOTOV 5000 MAX 230 KT
VI414
070° 104° 172° 245°
4.4 194°
(IF) VI412 2700
194°
EY(P)-27
EY(P)-6
(IAF) VILNIUS *385 AVN
D6.8 [FF19]
D2.9 MAX 210KT
EY(P)-22
EY(P)-5
EY(P)-28
1637′
1253′
EY(P)-26
D0.5 [RW19]
014°
EY(TSA)-1
VILNIUS D 113.8 VNO
194°
54-50
54-40
25-00 25-10 25-20 25-30

VNO DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1180′	1500′	1810′	2130′	2450′



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.98°	369	474	527	633	738	843
MAP at D0.5							

HIALS
REIL PAPI PAPI
2700′ on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	With DME 1	W/o DME 1		W/o DME 2	
	DA/MDA(H) 1080′ (431′)	DA/MDA(H) 1130′ (481′)		MDA(H) 1130′ (481′)	
		ALS out		ALS out	
A	RVR 1300m	RVR 1500m		RVR 1700m	RVR 2500m
B					
C		RVR 2000m	RVR 1500m	RVR 2300m	RVR 1900m	RVR 2700m
D					

CIRCLE-TO-LAND
For CAT B & C not authorized NW of apt in sector 270° to 360°

Max Kts	MDA(H)	VIS
100	1110′ (461′) 3	1500m
135	1160′ (511′) 3	1600m
180	1320′ (671′) 3	2400m
D	NOT AUTHORIZED	

1 CDFA 2 non-CDFA 3 or higher straight-in minimums.

CHANGES: Minimums.

JEPPESEN

EYVI
VILNIUS INTL.

19 OCT 18 (19-1)

VILNIUS INTL.
LITHUANIA

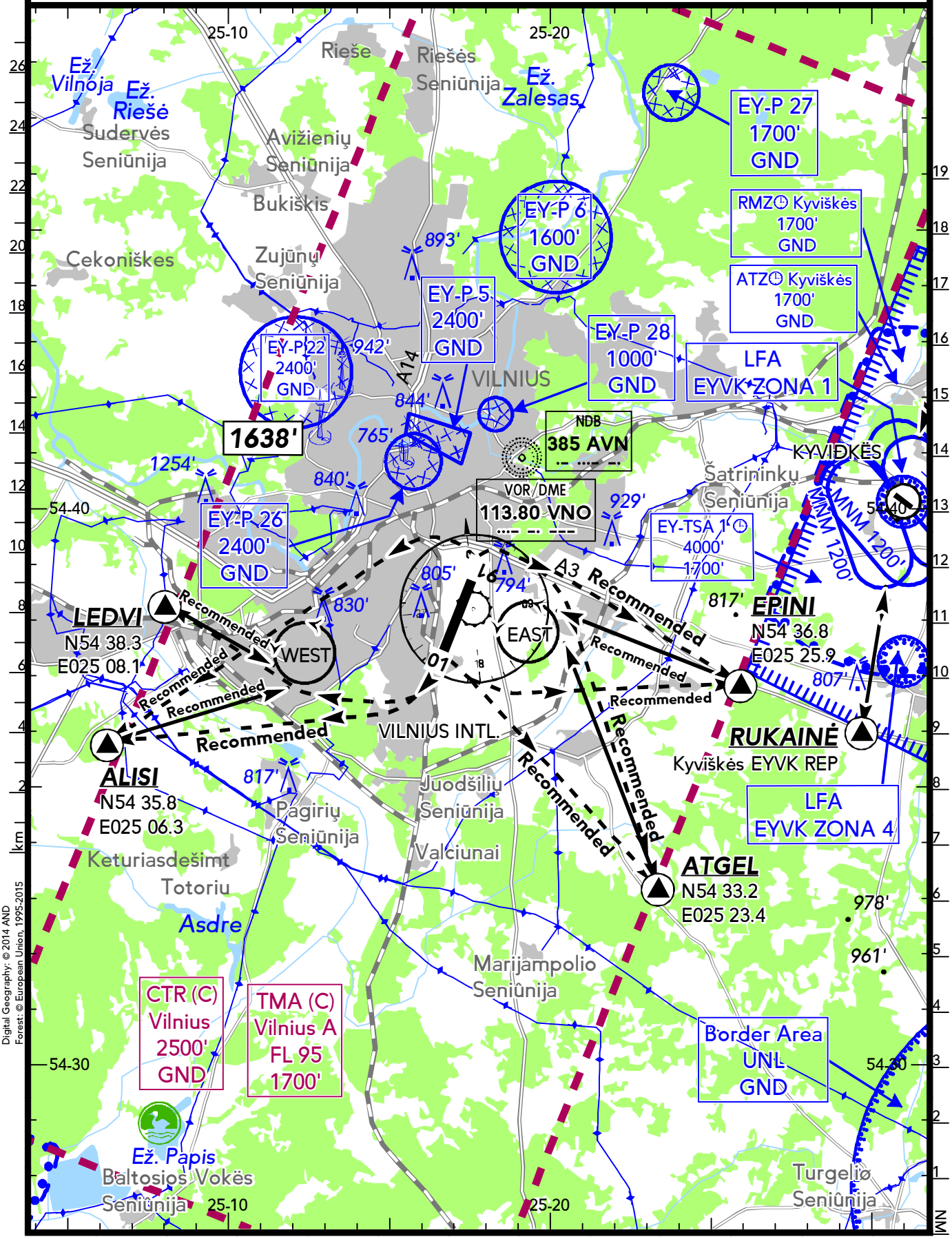
BRIEFING STRIP™

LOCATION	FIS	ATIS
Elev **649'** /198m N54 38.2 E025 17.3	VILNIUS INFORMATION **123.850**	ATIS **125.805** (en)

APPROACH	TOWER
VILNIUS APPROACH **120.705**(1) (lit, en)	VILNIUS TOWER **118.205**(1) (lit, en)

(1) VDF

VAR 8°E



CHANGES: New Layout - AD ELEV - COM - Airspace - OBST.

JEPPESEN

EYVI

VILNIUS INTL.

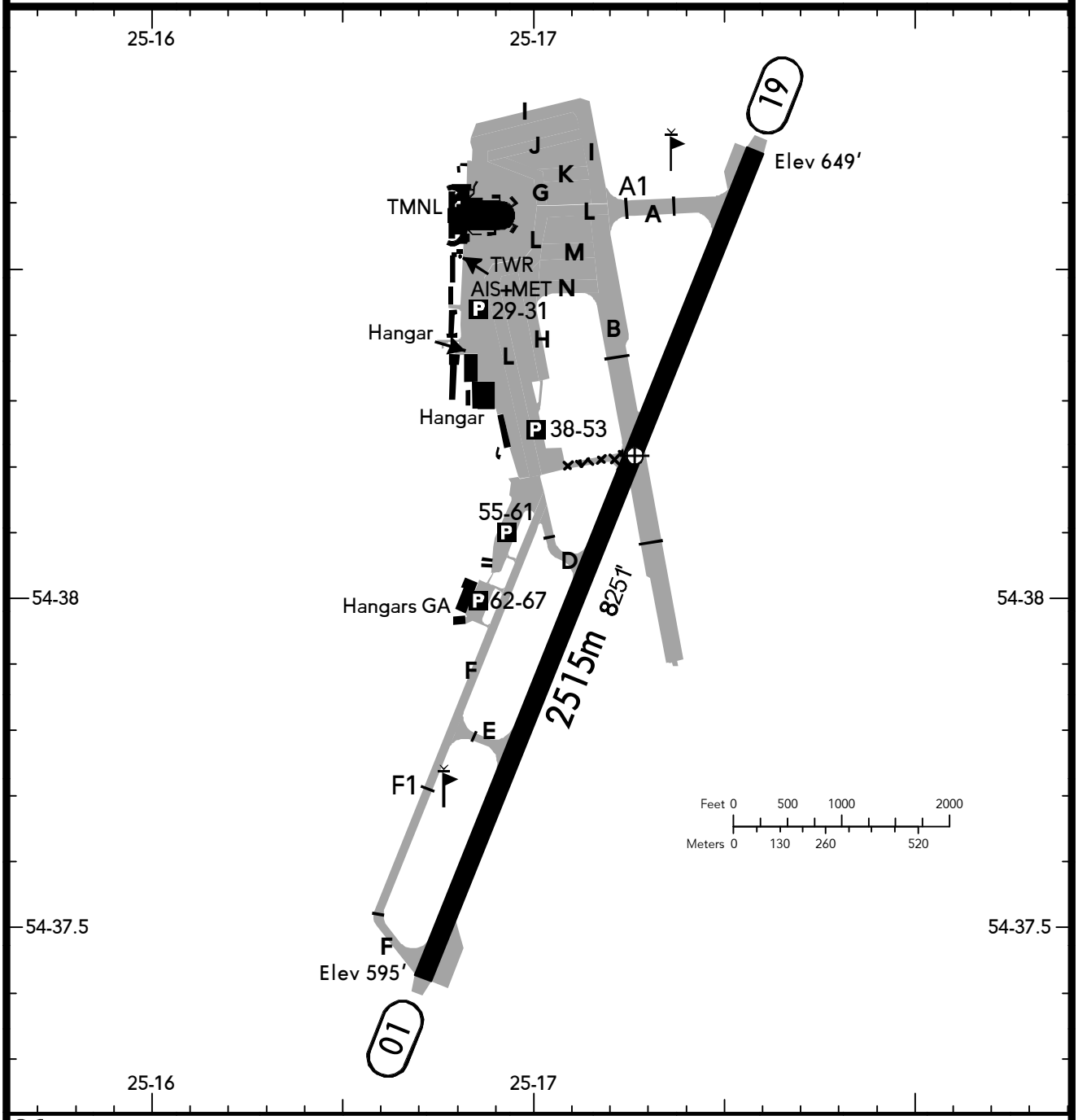
19 OCT 18 (19-2)

VILNIUS INTL.
LITHUANIA

BRIEFING STRIP™

LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
Elev **649'** /198m N54 38.2 E025 17.3	ATIS **125.805** (en)	VILNIUS TOWER **118.205**(1) (lit, en)	

(1) VDF



ALS - PAPI 01 (3.0°), 19 (3.0°) - THRL - RL - RCLL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01 (014°) 19 (194°) ❶	2515 x 50 Paved	2515	2515	PCN 82/F/C/W/T	

❶ Longitudinal slope up to 1.50%

Intersection TKOF

RWY	TWY	TORA (m)
01	D	1265
	E	1825
19	A	2300
	D	1250

Birds in the vicinity of AD.

ATC clearance shall be obtained form the Vilnius TWR 5 MIN before entering TMA/CTR.

School, training and technical test flights can only be made after permission obtained from Vilnius TWR. Information about RWY in use will be given by TWR.

HEL use RWY for LDG on ARP.

CHANGES: New Layout - COM - THR ELEV - RWY Strength - Text.

Parking Stands GA ACFT & HEL

GA ACFT shall be guided by marshallers to the parking area for small ACFT.

ACFT with wing span less then 16m are permitted to taxi and make a 180° turn under own power at aircraft stands 30 and 31.

HEL will always be guided by marshallers to the parking area for HEL.

Chart changes since cycle 10-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VILNIUS, (VILNIUS INTL - EYVI)				
REV	AIRPORT BRIEFING (GEN)	10-1P	24 May 2019	
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	24 May 2019	
REV	AIRPORT, AIRPORT INFO, TA...	10-9	24 May 2019	
REV	PARKING STANDS & COORDS	10-9A	24 May 2019	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EYVI

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Prohibited area EY-P30 estbld 3.4 NM W of EY-P6 and 3.4 NM N of EY-P22, circle with 0.5 NM radius, GND/1600'. Prohibited area EY-P31 estbld 3.2 NM SW of EY-P22, circle with 0.5 NM radius, GND/2400'.

Chart Change Notices for Country LTU

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

All ATZs and TIZs within Lithuania are Radio Mandatory Zones (RMZ). Before entering RMZ, a pilot shall establish radio communication, and transmit call sign, type of aircraft, position, level, and intentions of the flight.