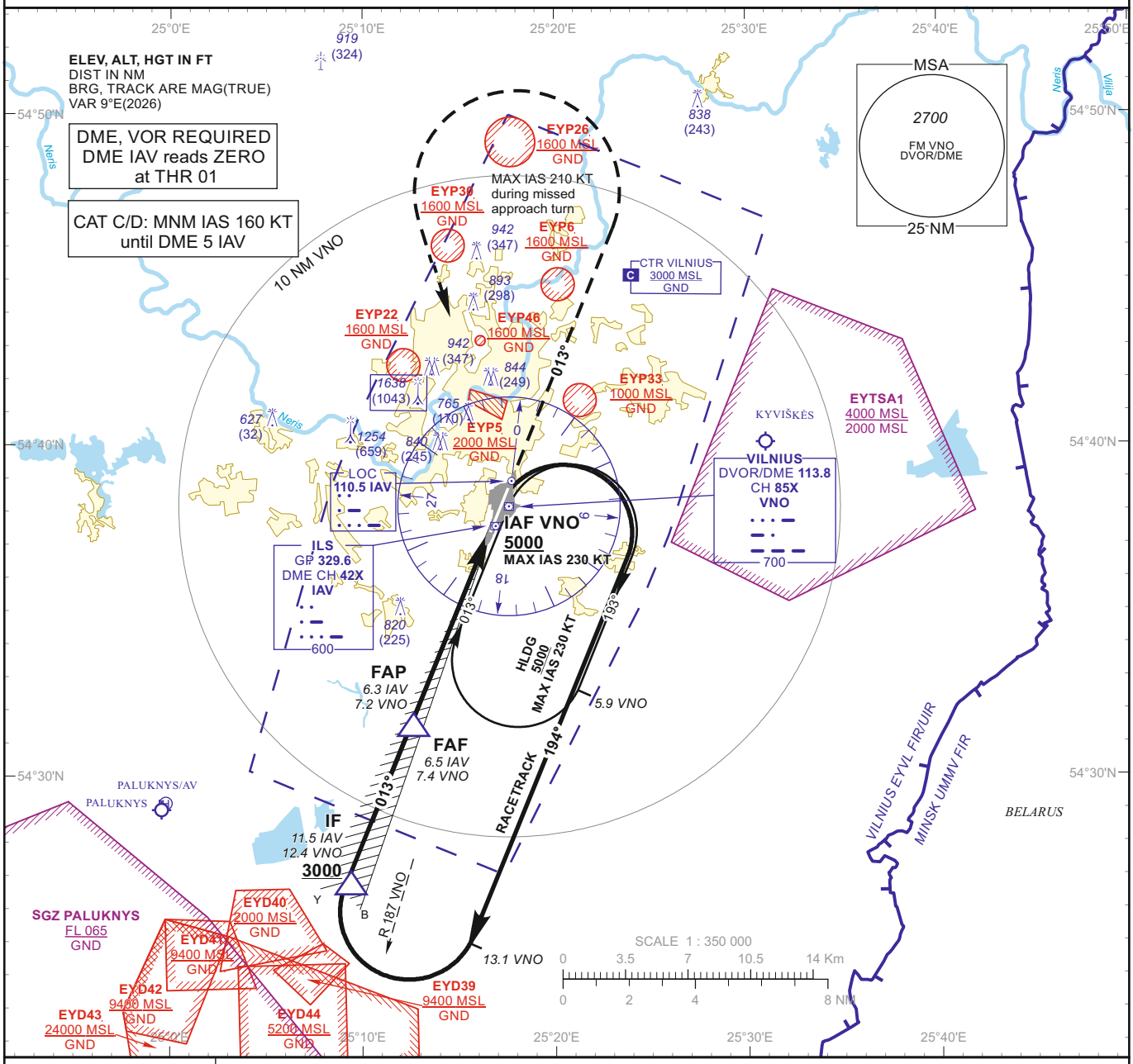
# INSTRUMENT APPROACH CHART - ICAO

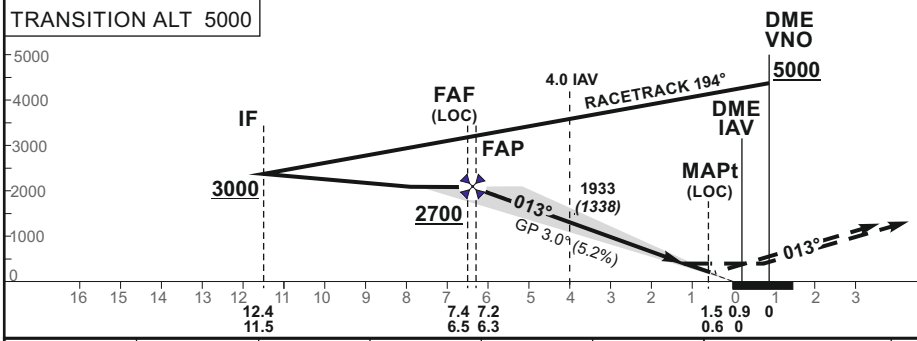
**AERODROME ELEV 649**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 595

APP 120.705
TWR 118.205
ATIS 125.805

# VILNIUS (EYVI)
# ILS CAT II Y or LOC RWY 01 (CAT A/B/C/D)




TRANSITION ALT 5000




## MISSED APPROACH

Climb on track 013° to 3000, then turn left (MAX IAS 210 KT) to VNO climbing to 5000.

ILS RDH 50

THR ELEV 595

NM to/from THR RWY 01
NM to/from DME VNO
NM to/from DME IAV

| OCA(OCH) | | A | B | C | D |
|---|---|---|---|---|---|
| STRAIGHT-IN APPROACH | ILS CAT II | 728 (133) | 745 (150) | 757 (162) | 771 (176) |
| | ILS CAT I | 819 (224) | 831 (236) | 863 (268) | 873 (278) |
| | LOC | 980 (380) | | | |
| CIRCLING | | NOT AUTHORIZED | | | |

| DIST DME IAV | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|
| Altitude | 2590 | 2260 | 1940 | 1610 | 1290 |
| Height | (1995) | (1665) | (1345) | (1015) | (695) |
| LOC : timing not authorized for defining the MAPt | | | | | |

| GS | Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF - MAPt 5.9 NM | min:sec | 4:25 | 3:32 | 2:57 | 2:32 | 2:13 | 1:58 |
| Rate of descent (5.2%) | ft/min | 415 | 520 | 625 | 730 | 835 | 940 |

For data tabulation see verso

Changes: VAR and date of VAR; BRG; missed approach.


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**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 649**
HEIGHTS RELATED TO
THR RWY 01 - ELEV 595

**VILNIUS (EYVI)**
**ILS CAT II Y or LOC RWY 01 (CAT A/B/C/D)**

TABULAR DESCRIPTION

| ILS or LOC INSTRUMENT APPROACH from IAF (VNO) | | |
|---|---|---|
| **FIX/POINTS** | **COORDINATES** | **FIX FORMATION** |
| VNO (IAF) | 54 38 09.8N 025 17 37.1E | |
| IF | 54 26 45.4N 025 09 21.6E | BRG 014.01° / 12.40 NM VNO ; BRG 013.04° / 11.51 NM IAV |
| FAF | 54 31 23.5N 025 12 32.8E | BRG 014.68° / 7.40 NM VNO ; BRG 013.04° / 6.51 NM IAV |
| FAP | 54 31 32.7N 025 12 39.1E | BRG 014.71° / 7.23 NM VNO ; BRG 013.04° / 6.34 NM IAV |
| MAPt | 54 36 51.9N 025 16 19.6E | BRG 021.14° / 1.50 NM VNO ; BRG 013.04° / 0.60 NM IAV |
| THR RWY 01 | 54 37 25.27N 025 16 42.70E | |
| LOC IAV | 54 38 55.0N 025 17 44.9E | |
| DME IAV | 54 37 33.7N 025 16 55.8E | |
| Final approach (LOC) descent angle: 3.00° | | |

Changes: BRG.


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