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S 005. UPDATED INSTRUMENT APPROACH CHARTS FOR VILNIUS AERODROME

REF AIP GEN 3.2 AD 2 EYVI

This AIP supplement provides new and updated information of Instrument Approach Charts for Vilnius aerodrome.

Updated information on charts and aeronautical data tabulations due to Obstacle Clearance Altitude (Height) and the Operating minima for Vilnius aerodrome and related to missed approach procedure, holding position, racetrack and other changes.

Instrument Approach Charts and related aeronautical data tabulations:

Appendix 1. Instrument Approach Chart – ICAO EYVI ILS CAT II Z or LOC Z RWY 01

Appendix 2. Instrument Approach Chart – ICAO EYVI ILS Z or LOC Z RWY 19

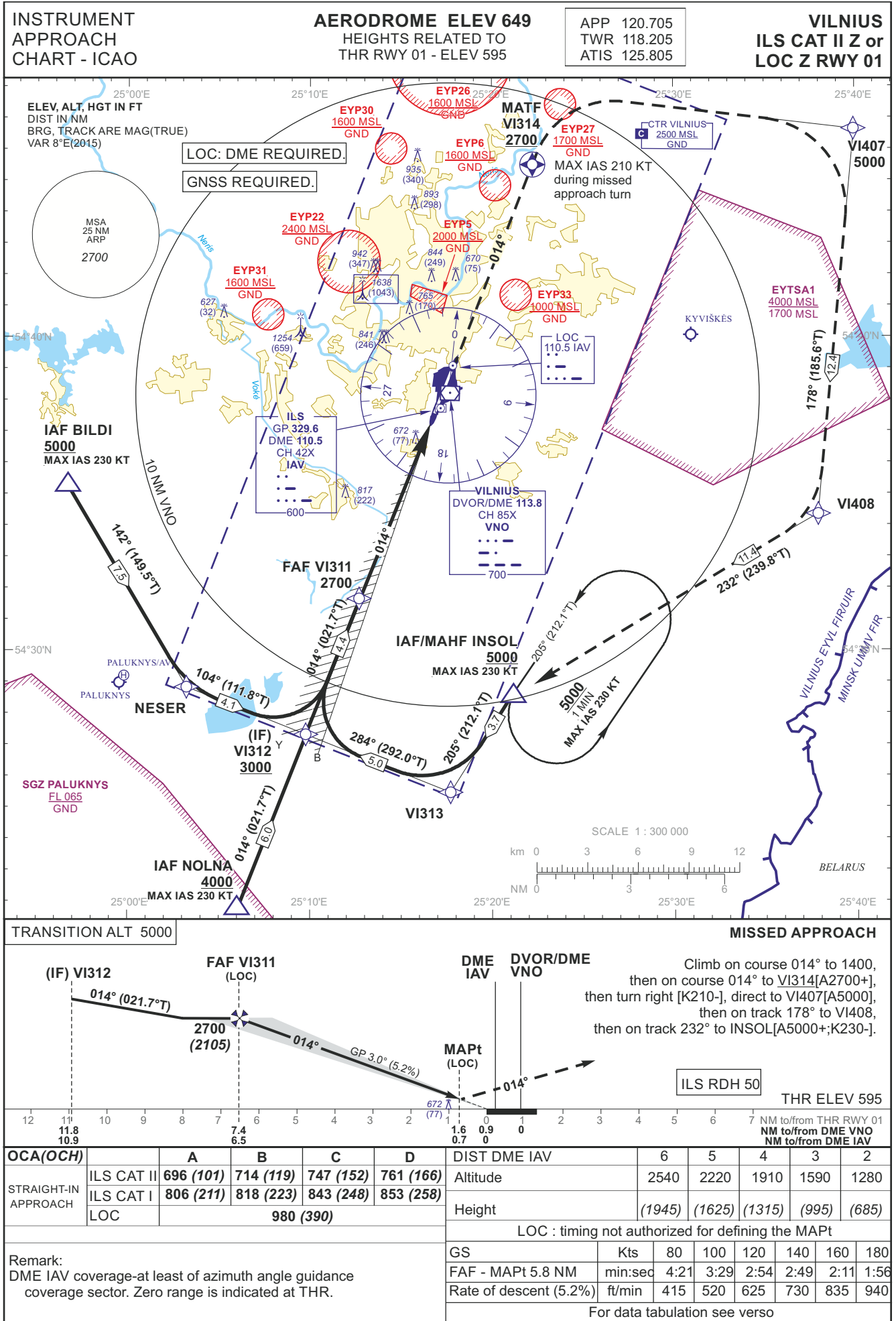
Appendix 3. Instrument Approach Chart – ICAO EYVI ILS CAT II Y or LOC Y RWY 01

Appendix 4. Instrument Approach Chart – ICAO EYVI ILS Y or LOC Y RWY 19

This AIP supplement will be cancelled when the contents are incorporated into AIP.

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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
ILS CAT II Z or
LOC Z RWY 01

TABULAR DESCRIPTION

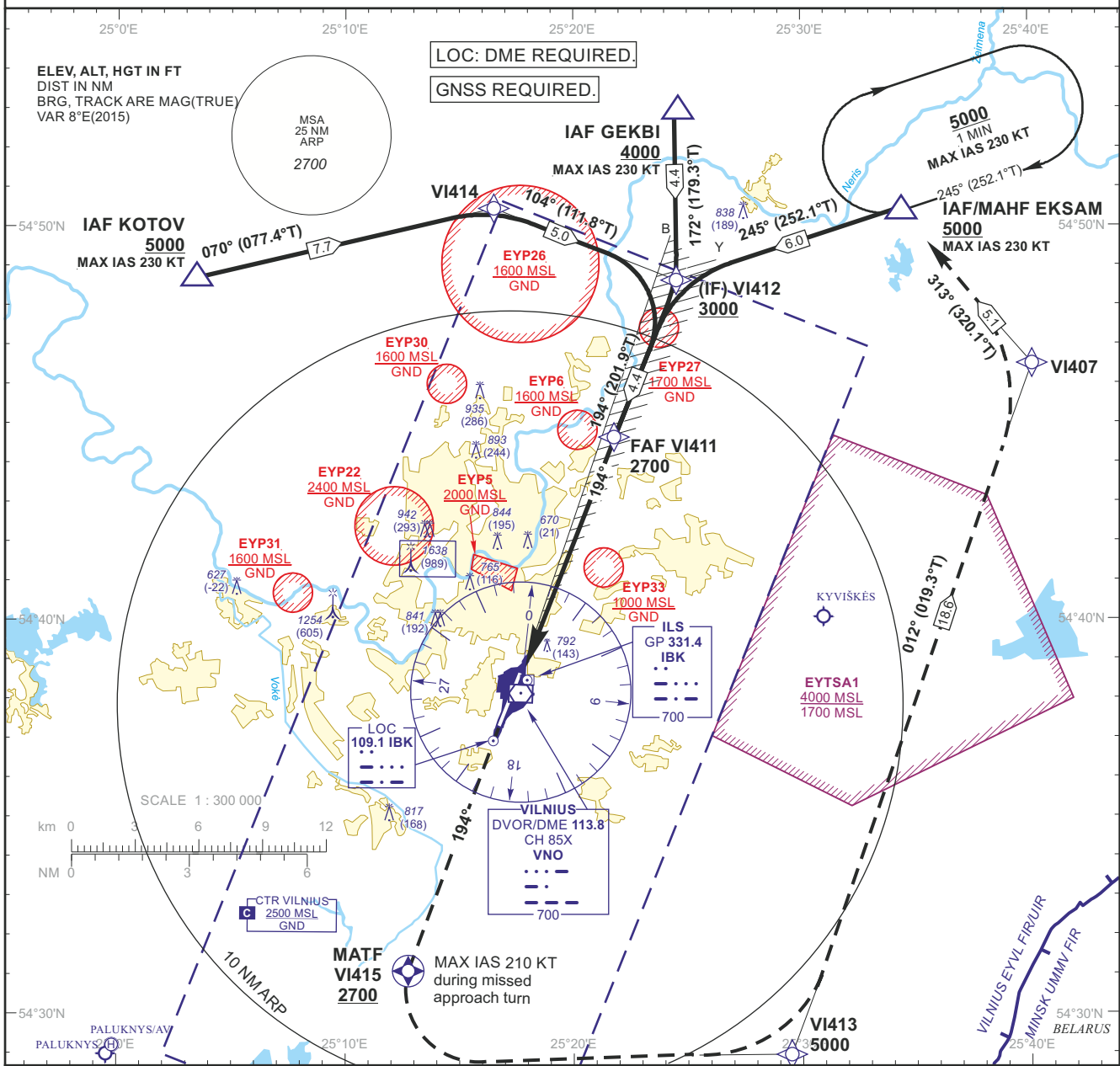
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Magnetic Variation	Distance (NM)/ Time	Turn Direction	Altitude (FT)/ Flight level	Speed (KT)	VPA/TCH	Navigation Specification
IAF BILDI, TRANSITION TO FINAL											
001	IF	BILDI	—	—	-7.5	—	—	+5000	-230	—	RNP APCH
002	TF	NESER	—	142(149.5)	-7.5	7.5	—	—	—	—	RNP APCH
003	TF	VI312	—	104(111.8)	-7.5	4.1	—	+3000	—	—	RNP APCH
004	TF	VI311	—	014(021.9)	-7.5	4.4	—	2700	—	—	RNP APCH
IAF INSOL, TRANSITION TO FINAL											
001	IF	INSOL	—	—	-7.5	—	—	+5000	-230	—	RNP APCH
002	TF	VI313	—	205(212.1)	-7.5	3.7	—	—	—	—	RNP APCH
003	TF	VI312	—	284(292.0)	-7.5	5.0	—	+3000	—	—	RNP APCH
004	TF	VI311	—	014(021.9)	-7.5	4.4	—	2700	—	—	RNP APCH
IAF NOLNA, TRANSITION TO FINAL											
001	IF	NOLNA	—	—	-7.5	—	—	+4000	-230	—	RNP APCH
002	TF	VI312	—	014(021.7)	-7.5	6.0	—	+3000	—	—	RNP APCH
003	TF	VI311	—	014(021.9)	-7.5	4.4	—	2700	—	—	RNP APCH
MISSED APPROACH											
001	CA	—	—	014(021.9)	-7.5	—	—	+1400	—	—	RNP APCH
002	CF	VI314	Y	014(021.9)	-7.5	—	—	+2700	-210	—	RNP APCH
003	DF	VI407	—	—	-7.5	—	R	5000	—	—	RNP APCH
004	TF	VI408	—	178(185.6)	-7.5	12.4	—	—	—	—	RNP APCH
005	TF	INSOL	—	232(239.8)	-7.5	11.4	—	+5000	-230	—	RNP APCH
006	HM	INSOL	—	205(212.1)	-7.5	1 min	L	+5000	-230	—	RNP APCH

WAYPOINT COORDINATES

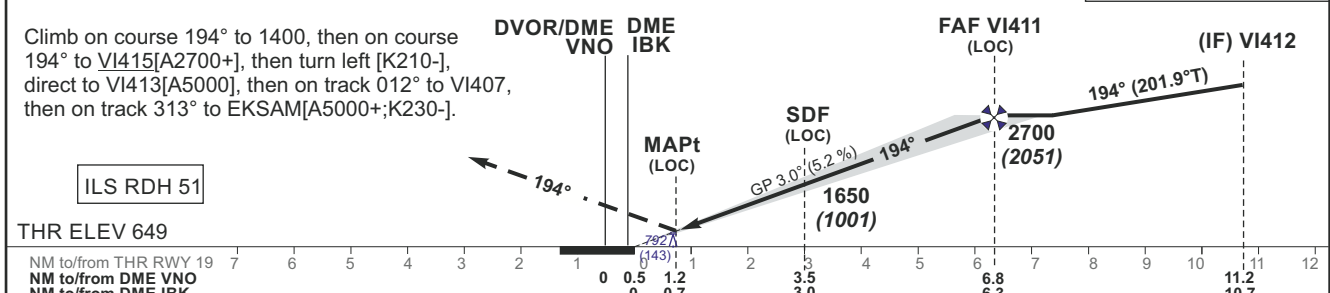
FIX/POINTS	COORDINATES	FIX/POINTS	COORDINATES
INSOL (IAF/MAHF)	54 28 37.0N 025 21 03.5E	FAP	54 31 32.6N 025 12 39.4E
BILDI (IAF)	54 35 16.4N 024 56 43.1E	MAPt	54 36 46.3N 025 16 15.8E
NOLNA (IAF)	54 21 46.6N 025 05 54.5E	THR RWY 01	54 37 25.27N 025 16 42.70E
VI313	54 25 26.7N 025 17 41.1E	VI314(MATF)	54 45 28.7N 025 22 18.7E
NESER	54 28 52.5N 025 03 10.3E	VI407	54 46 34.0N 025 40 02.2E
VI312 (IF)	54 27 19.1N 025 09 44.4E	VI408	54 34 16.1N 025 37 56.0E
VI311 (FAF)	54 31 23.3N 025 12 33.0E		

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 649** **HEIGHTS RELATED TO THR RWY 19 - ELEV 649** **VILNIUS ILS Z or LOC Z RWY 19**

APP 120.705
TWR 118.205
ATIS 125.805



MISSED APPROACH TRANSITION ALT 5000



OCA(OCH)	A	B	C	D	DIST DME IBK	6	5	4	3	2
ILS CAT I	903 (254)	915 (266)	923 (274)	933 (284)	Altitude	2600	2280	1960	1650	1330
STRAIGHT-IN APPROACH	LOC				Height	(1951)	(1631)	(1311)	(1001)	(681)
	LOC (when SDF not received)					LOC : timing not authorized for defining the MAPt				
Remark: DME IBK coverage-at least of azimuth angle guidance coverage sector. Zero range is indicated at THR.	GS		Kts	80	100	120	140	160	180	
	FAF - MAPt 5.6 NM		min:sec	4:12	3:21	2:48	2:24	2:06	1:52	
	Rate of descent (5.2%)		ft/min	415	520	625	730	835	940	

For data tabulation see verso

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 649
HEIGHTS RELATED TO
THR RWY 19 - ELEV 649

APP 120.705
TWR 118.205
ATIS 125.805

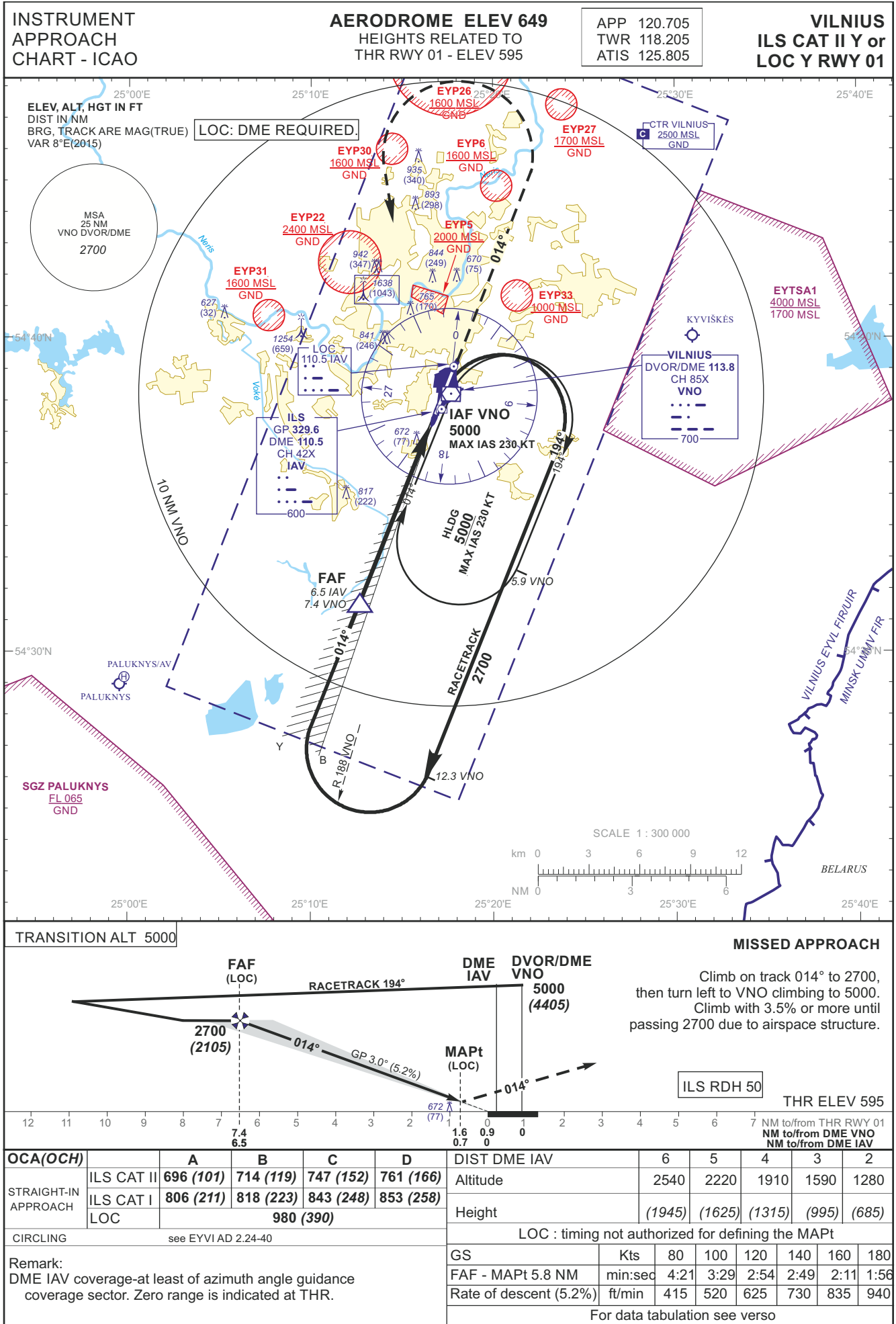
VILNIUS
ILS Z or
LOC Z RWY 19

TABULAR DESCRIPTION

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Magnetic Variation	Distance (NM)/ Time	Turn Direction	Altitude (FT)/ Flight level	Speed (KT)	VPA/TCH	Navigation Specification
IAF GEKBI, TRANSITION TO FINAL											
001	IF	GEKBI	—	—	-7.5	—	—	+4000	-230	—	RNP APCH
002	TF	VI412	—	172(179.3)	-7.5	4.4	—	+3000	—	—	RNP APCH
003	TF	VI411	—	194(201.9)	-7.5	4.4	—	2700	—	—	RNP APCH
IAF EKSAM, TRANSITION TO FINAL											
001	IF	EKSAM	—	—	-7.5	—	—	+5000	-230	—	RNP APCH
002	TF	VI412	—	245(252.1)	-7.5	6.0	—	+3000	—	—	RNP APCH
003	TF	VI411	—	194(201.9)	-7.5	4.4	—	2700	—	—	RNP APCH
IAF KOTOV, TRANSITION TO FINAL											
001	IF	KOTOV	—	—	-7.5	—	—	+5000	-230	—	RNP APCH
002	TF	VI414	—	070(077.4)	-7.5	7.7	—	—	—	—	RNP APCH
003	TF	VI412	—	104(111.8)	-7.5	5.0	—	+3000	—	—	RNP APCH
004	TF	VI411	—	194(201.9)	-7.5	4.4	—	2700	—	—	RNP APCH
MISSED APPROACH											
001	CA	—	—	194(201.9)	-7.5	—	—	+1400	—	—	RNP APCH
002	CF	VI415	Y	194(201.9)	-7.5	—	—	+2700	-210	—	RNP APCH
003	DF	VI413	—	—	-7.5	—	L	5000	—	—	RNP APCH
004	TF	VI407	—	012(019.3)	-7.5	18.6	—	—	—	—	RNP APCH
005	TF	EKSAM	—	313(320.1)	-7.5	5.1	—	+5000	-230	—	RNP APCH
006	HM	EKSAM	—	245(252.1)	-7.5	1 min	R	+5000	-230	—	RNP APCH

WAYPOINT COORDINATES

FIX/POINTS	COORDINATES	FIX/POINTS	COORDINATES
GEKBI (IAF)	54 53 01.4N 025 24 24.6E	SDF	54 41 28.0N 025 19 31.1E
EKSAM (IAF/MAHF)	54 50 28.1N 025 34 22.5E	MAPt	54 39 19.6N 025 18 02.0E
KOTOV (IAF)	54 48 48.5N 025 03 25.3E	THR RWY 19	54 38 40.73N 025 17 34.99E
VI414	54 50 28.9N 025 16 28.8E	VI415 (MATF)	54 30 48.2N 025 12 08.7E
VI412 (IF)	54 48 37.5N 025 24 30.3E	VI413	54 29 00.7N 025 29 23.8E
VI411 (FAF)	54 44 33.0N 025 21 39.9E	VI407	54 46 34.0N 025 40 02.2E
FAP	54 44 23.9N 025 21 33.6E		



INSTRUMENT
APPROACH
CHART - ICAO

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

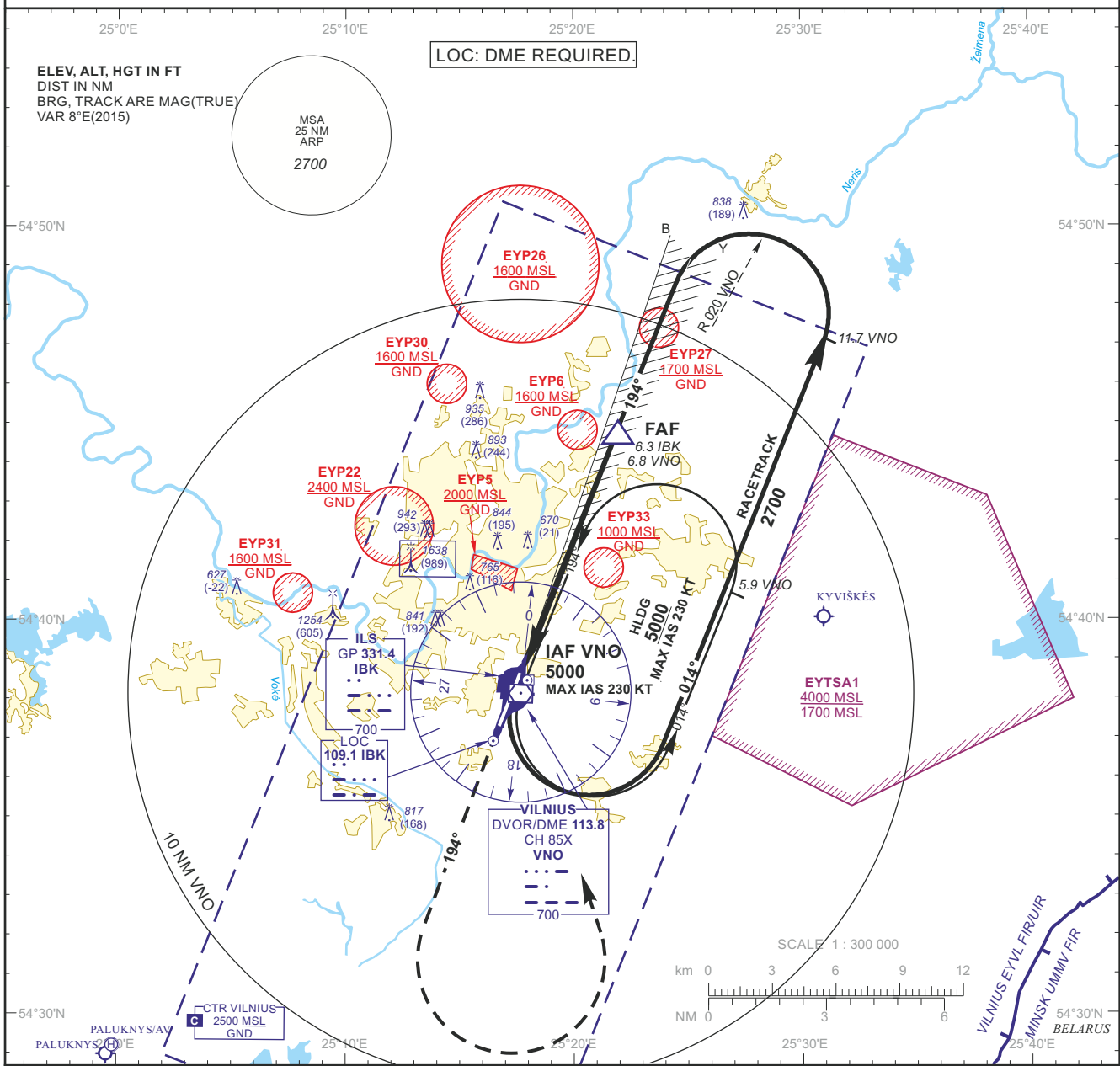
APP	120.705
TWR	118.205
ATIS	125.805

VILNIUS
ILS CAT II Y or
LOC Y RWY 01

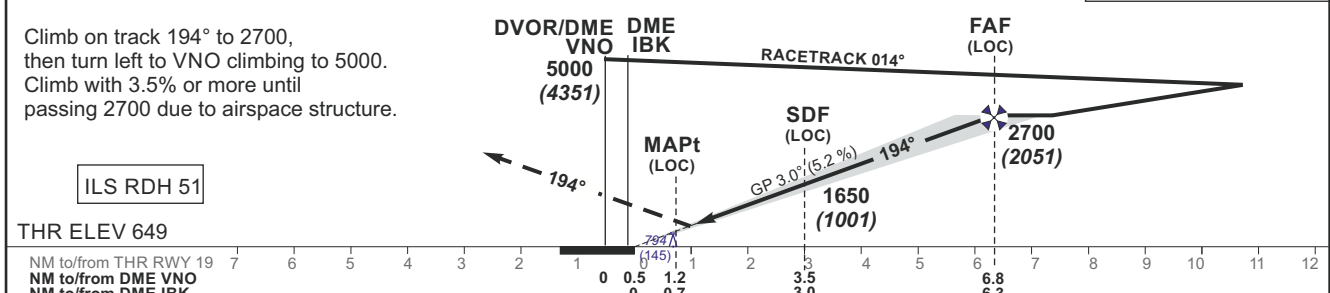
TABULAR DESCRIPTION

ILS or LOC INSTRUMENT APPROACH from IAF (VNO)	
FIX/POINTS	COORDINATES
VNO DVOR/DME (IAF)	54 38 09.8N 025 17 37.1E
FAF - BRG 015.98° / 7.41 NM VNO ; BRG 014.29° / 6.51 NM IAV	54 31 23.3N 025 12 33.0E
FAP - BRG 016.03° / 7.24 NM VNO ; BRG 014.29° / 6.34 NM IAV	54 31 32.6N 025 12 39.4E
MAPt - BRG 021.92° / 1.60 NM VNO ; BRG 014.29° / 0.70 NM IAV	54 36 46.3N 025 16 15.8E
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: 3.0°	

INSTRUMENT APPROACH CHART - ICAO **AERODROME ELEV 649** APP 120.705 TWR 118.205 ATIS 125.805 **VILNIUS ILS Y or LOC Y RWY 19**
 HEIGHTS RELATED TO THR RWY 19 - ELEV 649



MISSED APPROACH **TRANSITION ALT 5000**



ILS RDH 51		THR ELEV 649																					
NM to/from THR RWY 19		7	6	5	4	3	2	1	0.5	0	0.5	1	2	3	4	5	6	7	8	9	10	11	12
NM to/from DME VNO																							
NM to/from DME IBK																							
OCA(OCH)		A	B	C	D	DIST DME IBK					6	5	4	3	2								
STRAIGHT-IN APPROACH	ILS CAT I	903 (254)	915 (266)	923 (274)	933 (284)	Altitude					2600	2280	1960	1650	1330								
	LOC	1040 (400)					Height					(1951)	(1631)	(1311)	(1001)	(681)							
	LOC (when SDF not received)	1070 (420)					LOC : timing not authorized for defining the MAPt																
CIRCLING	see EYVI AD 2.24-40																						
Remark: DME IBK coverage-at least of azimuth angle guidance coverage sector. Zero range is indicated at THR.	GS	Kts	80	100	120	140	160	180															
	FAF - MAPt 5.6 NM	min:sec	4:12	3:21	2:48	2:24	2:06	1:52															
	Rate of descent (5.2%)	ft/min	415	520	625	730	835	940															
For data tabulation see verso																							

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 649
HEIGHTS RELATED TO
THR RWY 19 - ELEV 649

APP 120.705
TWR 118.205
ATIS 125.805

VILNIUS
ILS Y or
LOC Y RWY 19

TABULAR DESCRIPTION

ILS or LOC INSTRUMENT APPROACH from IAF (VNO)	
FIX/POINTS	COORDINATES
VNO DVOR/DME (IAF)	54 38 09.8N 025 17 37.1E
FAF - BRG 192.71° / 6.83 NM VNO ; BRG 194.44° / 6.34 NM IBK	54 44 33.0N 025 21 39.9E
FAP - BRG 192.60° / 6.65 NM VNO ; BRG 194.44° / 6.18 NM IBK	54 44 23.9N 025 21 33.6E
SDF - BRG 190.91° / 3.49 NM VNO ; BRG 194.44° / 3.01 NM IBK	54 41 28.0N 025 19 31.1E
MAPt - BRG 184.15° / 1.19 NM VNO ; BRG 194.44° / 0.70 NM IBK	54 39 19.6N 025 18 02.0E
THR RWY 19	54 38 40.73N 025 17 34.99E
LOC IBK	54 36 59.4N 025 16 24.8E
DME IBK	54 38 29.0N 025 17 34.2E
Final approach (LOC) descent angle: 3.00°	