



REPUBLIC OF LITHUANIA

Phone:	+370 706 94 613	ORO NAVIGACIJA AB	AIP SUP: 001/2025
URL:	www.ans.lt	Aeronautical Information Service	Effective Date: 20-Jan-2025
Email:	ais@ans.lt	Balio Karvelio Str. 25	End Date: 19-Mar-2025
		LT-02184 Vilnius, Lithuania	Publication Date: 16-Jan-2025

S 001. VILNIUS AD LOW VISIBILITY PROCEDURES (LVP)

AIP subsection affected: EYVI AD 2.22

This AIP supplement provides updated Low Visibility Procedures (LVP) applied at Vilnius aerodrome. The changes come into force from **20 January 2025**.

Low Visibility Procedures (LVP):

1. Authorization of Operations

During LVP enforcement operations are approved for:

- 1.1 LVTO (Low Visibility Take Off) on RWY 01/19 in RVR conditions less than 400 M but not less than a value of 150 M;
- 1.2 RWY 01 is approved for CAT II approaches in RVR conditions less than 550 M but not less than a value of 350 M and/or cloud base/vertical visibility less than a value of 200 FT;
- 1.3 LVP are based on the usage of A-SMGCS system;
- 1.4 Approach spacing: in order to maintain protection of the ILS, no vehicle or aircraft shall penetrate/infringe ILS critical and sensitive areas. To fulfil this requirement, more than 10 NM spacing between arrivals will be used.

2. Criteria for the Initiation and Termination of LVP

LVP preparation phase will be implemented when RVR falls to 800 M and deterioration of the value is forecasted and/or height of cloud base/vertical visibility is at 300 FT and there is a tendency of decreasing to 200 FT.

LVP will be implemented when RVR is 600 M or less or the cloud base/vertical visibility is less than 200 FT.

LVP will be terminated when RVR is 600 M or greater and value of cloud base/vertical visibility is greater than 200 FT and continuing improvement in these conditions is anticipated.

Pilots will be informed when LVP are in operation by ATIS or radio. Pilots will be informed over radio when LVP are cancelled.

LVP will be suspended as a result of certain equipment failure/degradation modes or procedure breaches.

3. Description of Ground Marking, Lighting, Taxing**3.1 RWY exit**

RWY 01/19 must be vacated after landing at the ends using TWY Z or TWY F. RWY 01 vacating via TWY B only if requested and cleared or instructed by ATC. TWY F and TWY Z are equipped with a green TWY center line lights and TWY edge lights. TWY B is equipped with TWY edge lights only.

RWY 01/19 back track procedures shall not be allowed unless it shall be the only option for vacating or entering the RWY safely.

3.2 RWY entry

Aircraft are only allowed to hold near RWY at the following holding points (HP):

RWY 01: HP on TWY F, in exceptional cases, e.g. due to wingspan restrictions, HP on TWY B is allowed.

RWY 19: HP on TWY Z.

All HPs are equipped with internally illuminated sign boards, runway guard lights and red stop bars.

3.3 Taxiing

Separation of aircraft, as well as of aircraft and vehicles on maneuvering area is applied when the RVR is equal to or less than 600 M, regardless of the cloud base or the vertical visibility values. Separation is provided by instructing the aircraft or vehicle to stop at one of the following IHPs, which are clearly marked, illuminated and have illuminated markings on the pavement:

- unidirectional on TWY F: F6, F4, F2 when taxiing from north to south,
- unidirectional on TWY F: F1, F3, F5, F7 when taxiing from south to north.

The following IHPs shall be used for exiting from the apron to the maneuvering area via taxiing routes L and I:

- unidirectional north-south on RM L: L1;
- unidirectional north-south on RM I: I1.

For exiting from the apron to the maneuvering area via taxiing route J and TWY Z, the HP on TWY Z is used.

This AIP SUP will be incorporated into AIRAC AIP AMDT 001/2025, effective date 20 MAR 2025.

-END-