

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For UMII
- Terminal Charts For UMII
- Revision Letter For Cycle 05-2025
- Change Notices
- Notebook

General Information

Location: VICIEBSK BLR
ICAO/IATA: UMII / VTB
Lat/Long: N55° 07.58', E030° 20.98'
Elevation: 682 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0138 Z
Sunset: 1813 Z

Runway Information

Runway: 05
Length x Width: 8550 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 629 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 8550 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 679 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.525 Non-English
ATIS: 119.425
Viciebsk Tower: 120.400 VHF-DF

UMII/VTB
VICIEBSK

JEPPESSEN
24 SEP 21 10-2 Eff 7 Oct

VICIEBSK, BELARUS
STAR

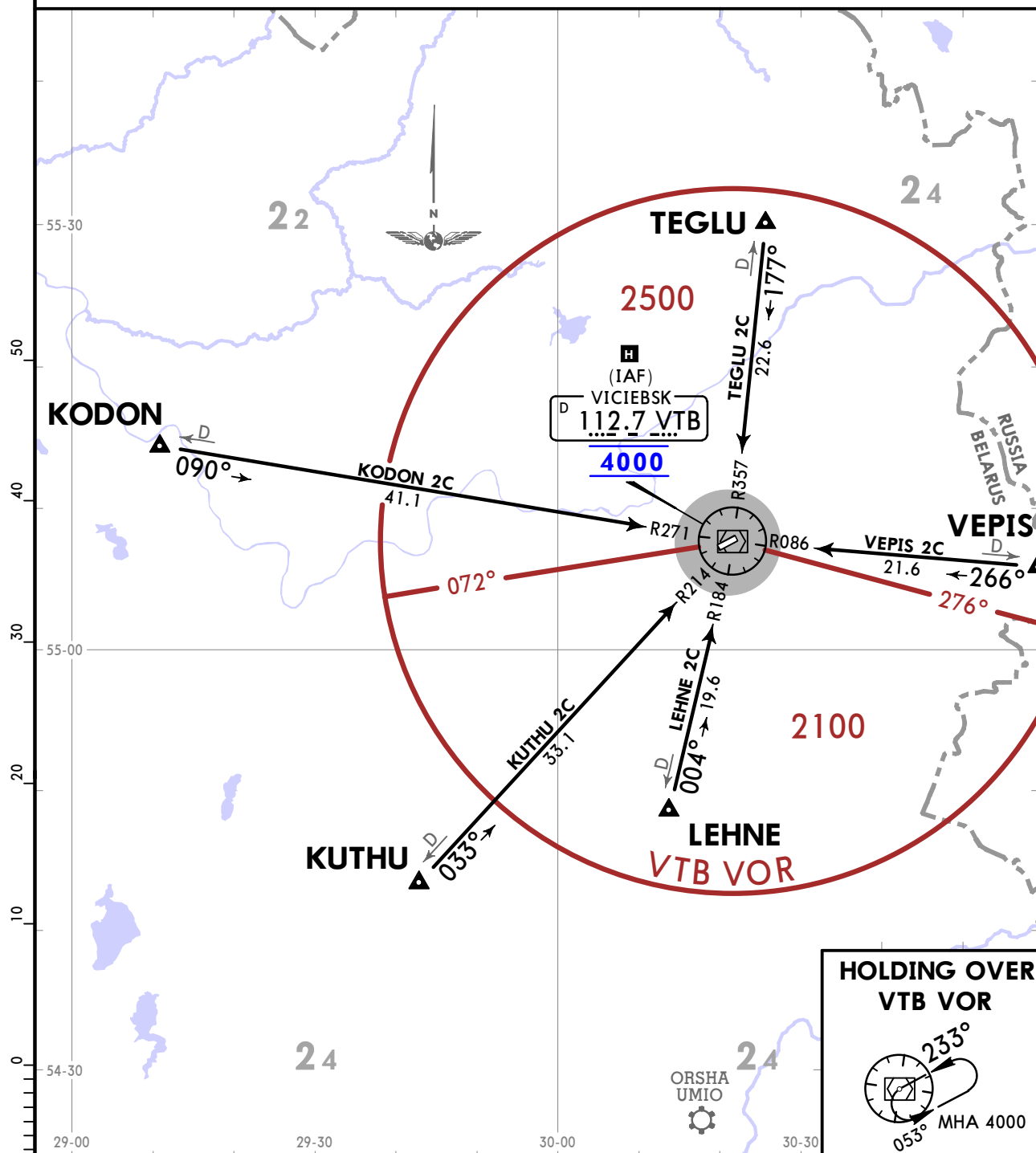
*ATIS
119.425
(Russian 126.525)

Apt Elev
682

Alt Set: hPa (MM on request)
Trans level: FL80
FL90 if pressure is less than 977.2 hPa

VOR DME required.

KODON 2C [KODO2C], KUTHU 2C [KUTH2C]
LEHNE 2C [LEHN2C], TEGLU 2C [TEGL2C]
VEPIS 2C [VEPI2C]
ARRIVALS
(RWY 05)



STAR	ROUTING
KODON 2C	Intercept VTB R271 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
KUTHU 2C	Intercept VTB R214 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
LEHNE 2C	Intercept VTB R184 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
TEGLU 2C	Intercept VTB R357 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
VEPIS 2C	Intercept VTB R086 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.

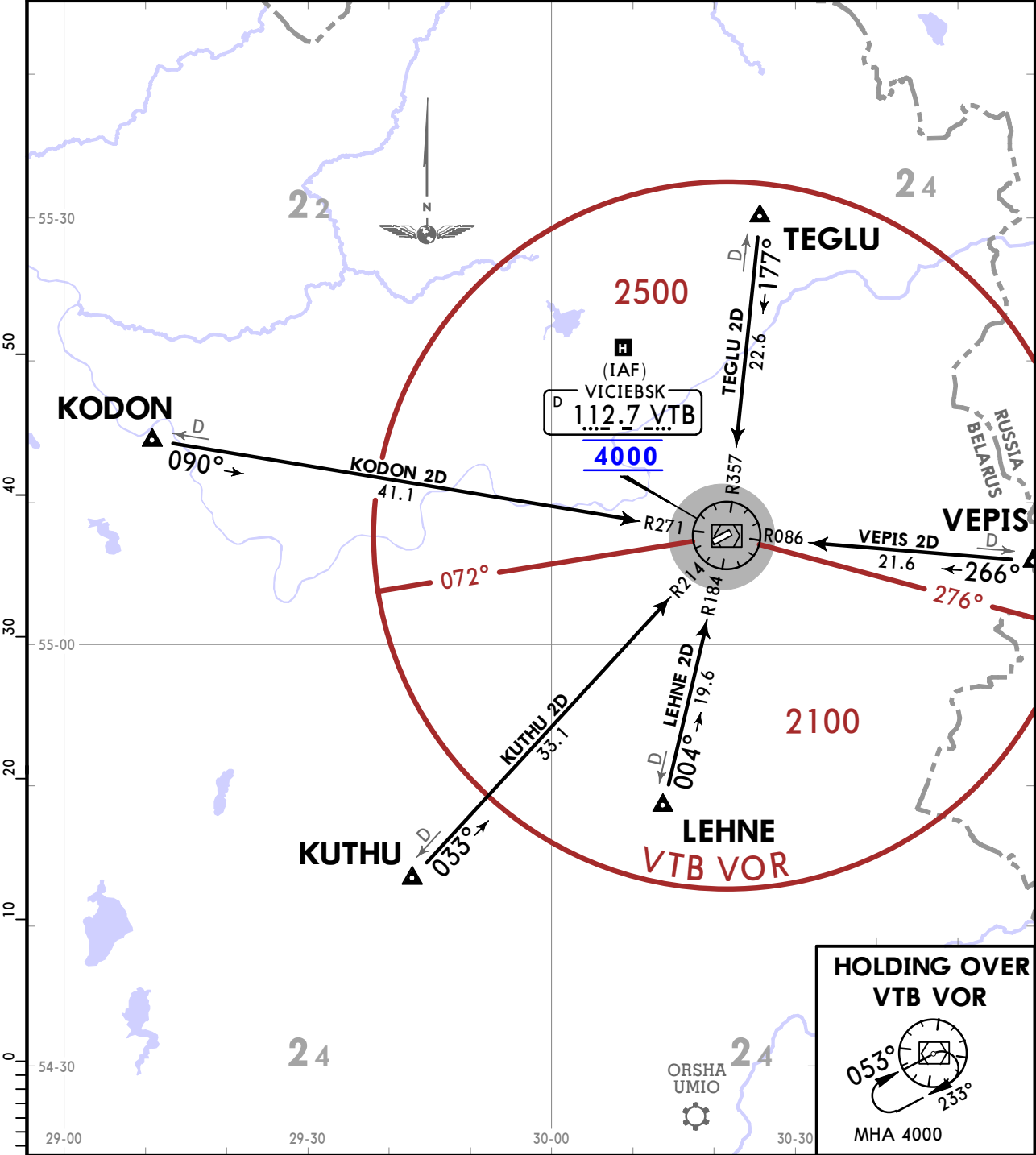
UMII/VTB
VICIEBSK

JEPPESSEN
24 SEP 21 10-2A Eff 7 Oct

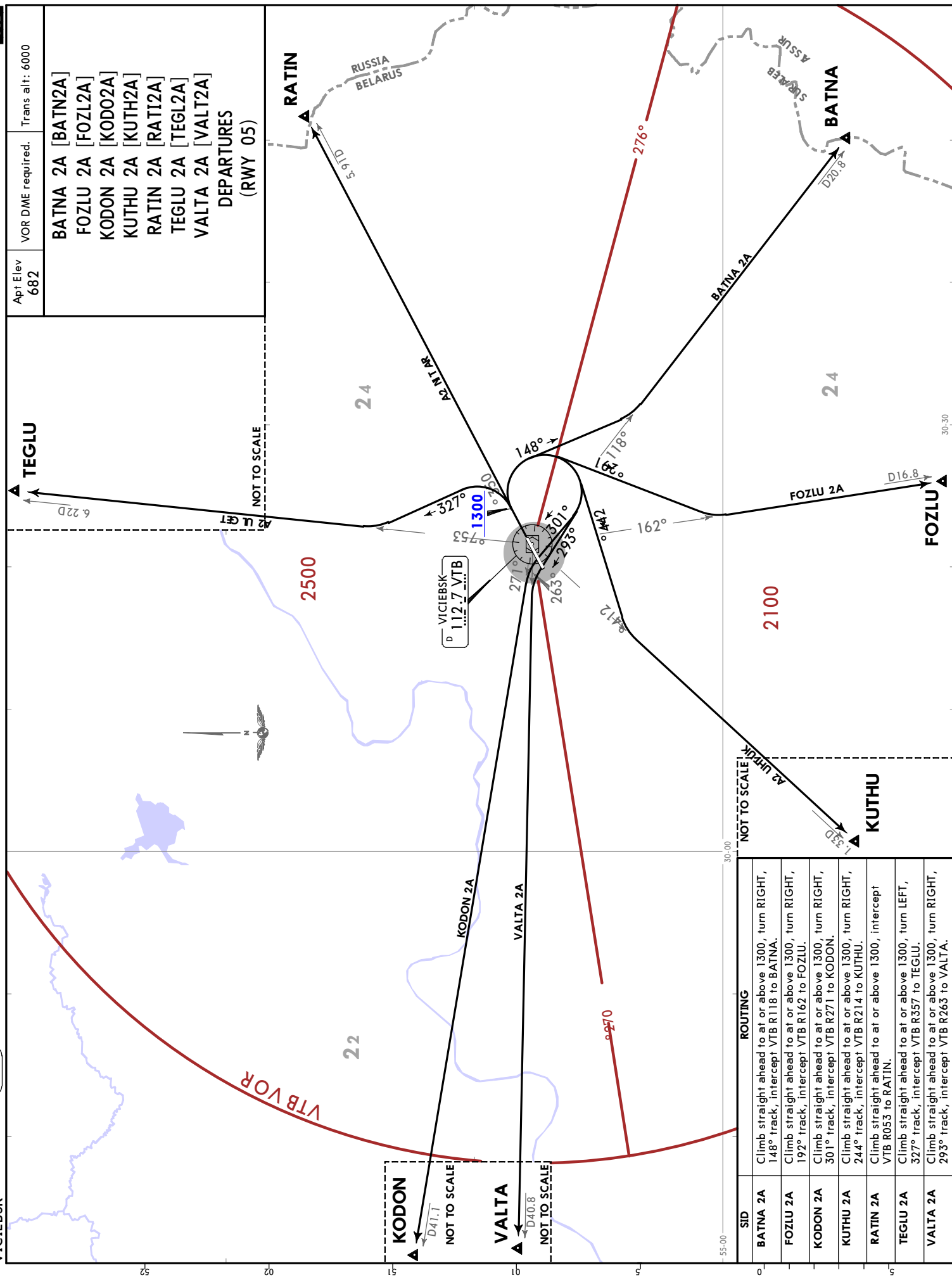
VICIEBSK, BELARUS
STAR

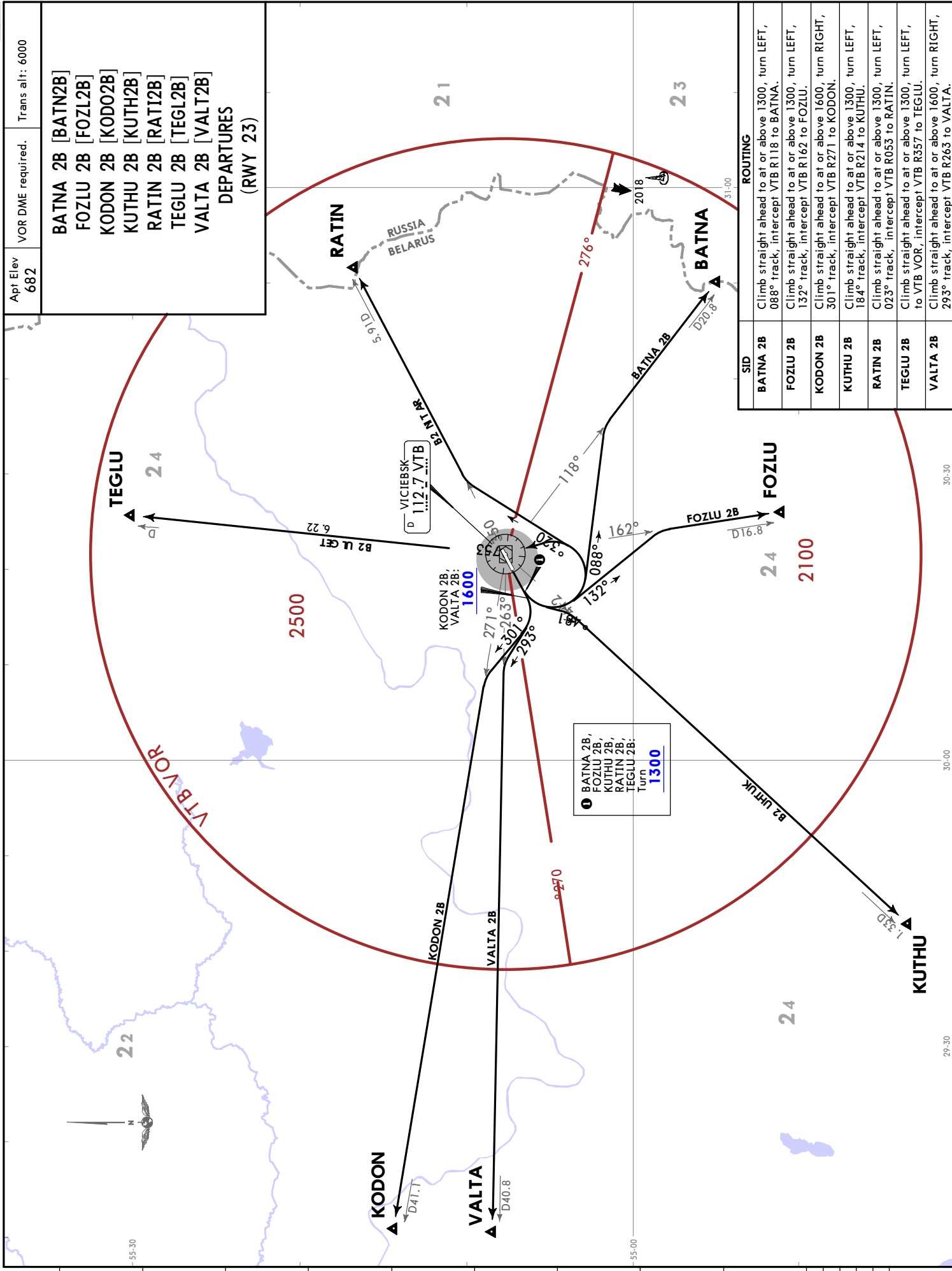
*ATIS 119.425 (Russian 126.525)	Apt Elev 682	Alt Set: hPa (MM on request) Trans level: FL80 FL90 if pressure is less than 977.2 hPa
VOR DME required.		

KODON 2D [KODO2D], KUTHU 2D [KUTH2D]
LEHNE 2D [LEHN2D], TEGLU 2D [TEGL2D]
VEPIS 2D [VEPI2D]
ARRIVALS
(RWY 23)



STAR	ROUTING
KODON 2D	Intercept VTB R271 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
KUTHU 2D	Intercept VTB R214 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
LEHNE 2D	Intercept VTB R184 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
TEGLU 2D	Intercept VTB R357 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.
VEPIS 2D	Intercept VTB R086 inbound to VTB VOR. Cross VTB VOR (IAF) at 4000.





UMII/VTB
VICIEBSK **JEPPesen**
26 JUL 13 10-4VICIEBSK, BELARUS
NOISE

NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

Engines shutdown during taxiing (in case of presence of two engines and more) after landing.

Restrictions

MAX 250 KT between FL100 and IAF.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual, but not at the expense of flight safety in case of engines failure during take-off phase or in case of forecasted or expected wind shear or downward gusts.

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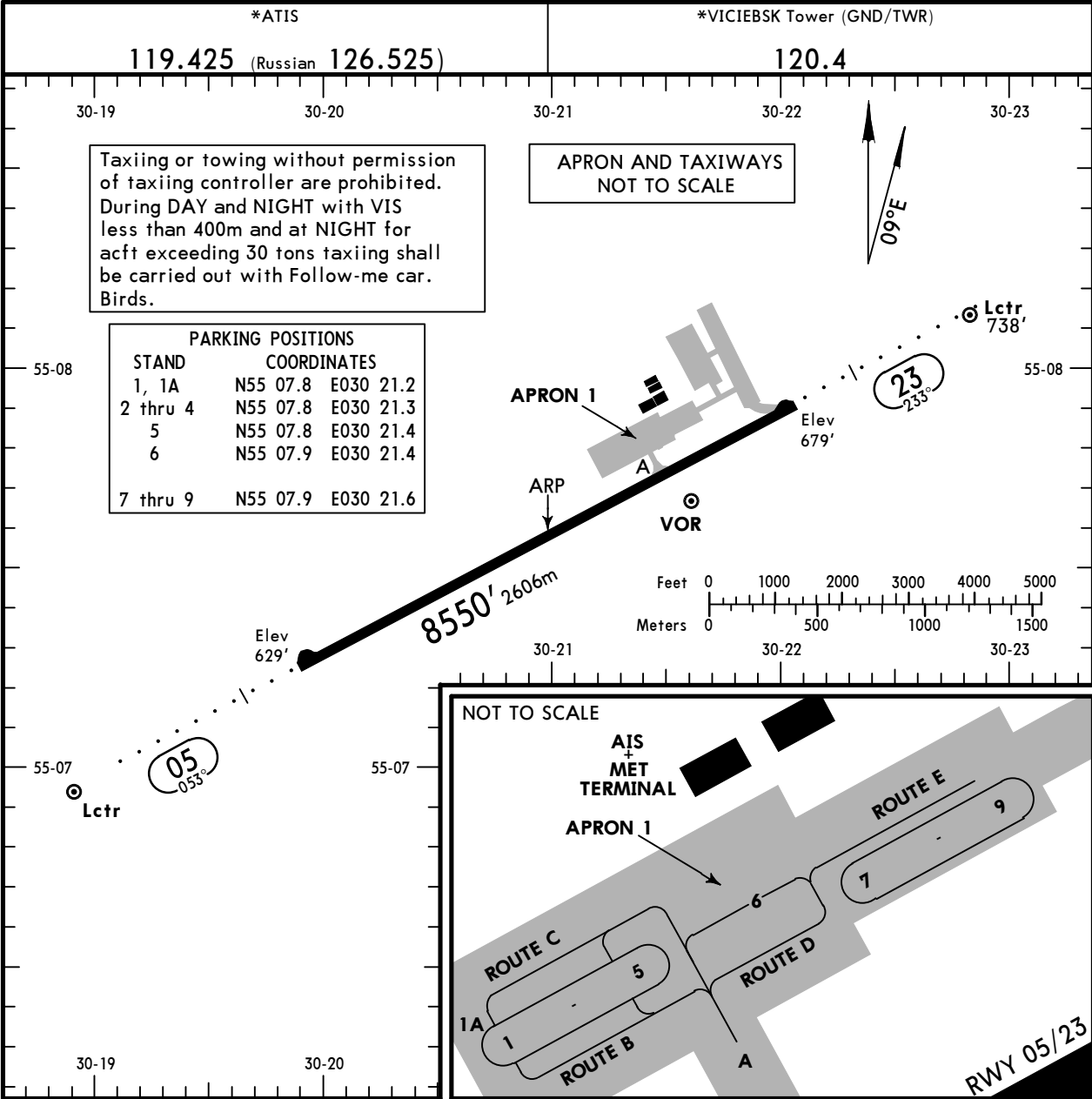
Apt Elev **682'**
N55 07.6 E030 21.0

JEPPesen

1 OCT 21 **(10-9)** Eff 7 Oct

VICIEBSK, BELARUS

VICIEBSK



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
05 23	RL (60m) ALS PAPI-L (angle 3.0°)		7760' 2365m		138' 42m

Std TAKE-OFF					
RL & RCLM		RL	RL or RCLM		Adequate Vis Ref
DAY		NIGHT	DAY		NIGHT
R400m			R/V500m		NA

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1 OCT 21

10-9S

Eff 7 Oct

EASA AIR OPS

VICIEBSK, BELARUS
VICIEBSK

STRAIGHT-IN RWY		A	B	C	D
05	① VOR	970'(341') R1400m	970'(341') R1400m	970'(341') R1400m	970'(341') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	① NDB	1020'(391') R1500m	1020'(391') R1500m	1020'(391') R1600m	1020'(391') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB	1020'(391') R1800m	1020'(391') R1800m	1020'(391') R2000m	1020'(391') R2000m
	ALS out	R2000m	R2000m	R2200m	R2200m
	ILS	907'(228') R1000m	919'(240') R1000m	927'(248') R1000m	938'(259') R1100m
	FULL ALS out	R1200m	R1200m	R1300m	R1300m
23	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	① VOR	1050'(371') R1500m	1050'(371') R1500m	1050'(371') R1500m	1050'(371') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① NDB with D2.7	1060'(381') R1500m	1060'(381') R1500m	1060'(381') R1600m	1060'(381') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB with D2.7	1060'(381') R1800m	1060'(381') R1800m	1060'(381') R2000m	1060'(381') R2000m
	ALS out	R2000m	R2000m	R2200m	R2200m
	① NDB W/o D2.7	1110'(431') R1500m	1110'(431') R1500m	1110'(431') R1800m	1110'(431') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB W/o D2.7	1110'(431') R2000m	1110'(431') R2000m	1110'(431') R2200m	1110'(431') R2200m
	ALS out	R2200m	R2200m	R2400m	R2400m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	A	B	C	D
	1150'(468') ② V1500m	1190'(508') ② V1600m	1320'(638') V2400m	1470'(788') V3600m

② or higher minimums of preceding straight-in approach.

TAKE-OFF					
Low Visibility Take-off		RL or RCLM	RL or CL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R400m		R/V400m		R/V500m	NA

CHANGES: Minimums.

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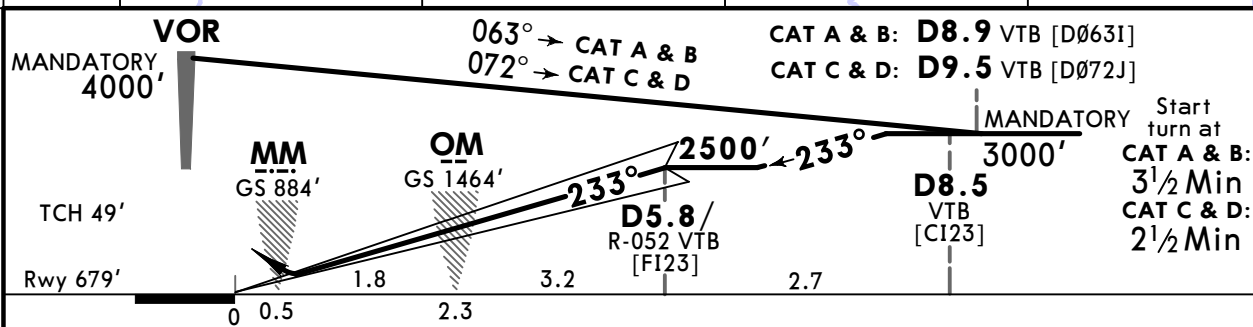
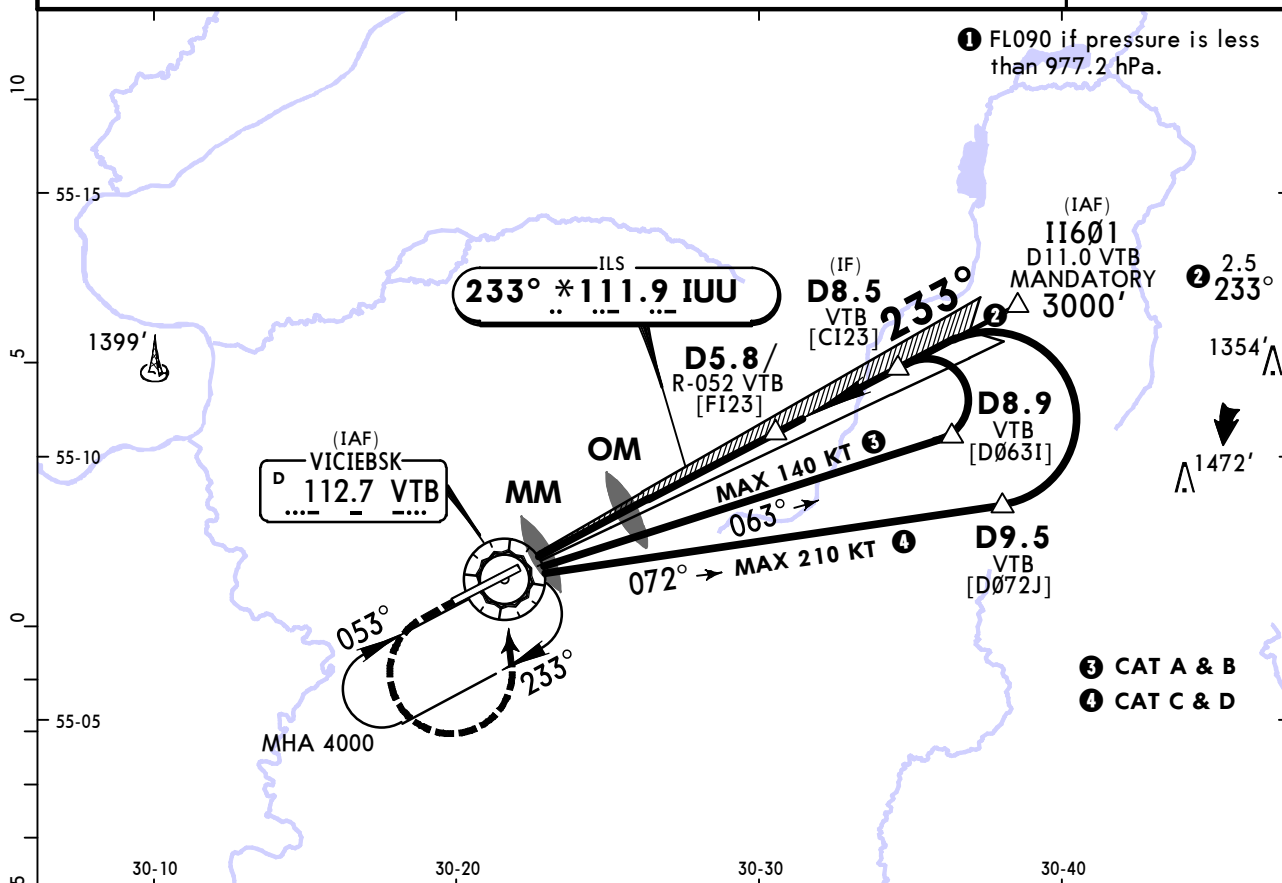
UMII/VTB
VICIEBSK

JEPPESSEN
1 OCT 21 (11-1) Eff 7 Oct

VICIEBSK, BELARUS
ILS Rwy 23

BRIEFING STRIP™

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.425 (Russian 126.525)		120.4		120.4	
LOC IUU *111.9	Final Apch Crs 233°	D5.8 VTB 2500' (1821')	DA(H) Refer to Minimums	Apt Elev 682' Rwy 679'	
MISSED APCH: Climb on track 233° to 1500' or above, then turn LEFT to VOR climbing to 3000', then as directed.					
Alt Set: hPa(MM on req) Rwy Elev: 25 hPa Trans level: FL080 ① Trans alt: 6000'					
1. VOR DME required. 2. Expect RADAR vectoring to IAF.					
MSA VTB VOR					



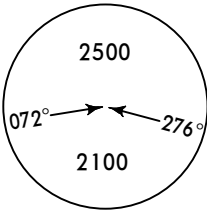
Gnd speed-Kts	70	90	100	120	140	160	ALS	1500'	233°	3000'	VTB
GS	3.00°	372	478	531	637	743	849	PAPI	or above on	LT	112.7

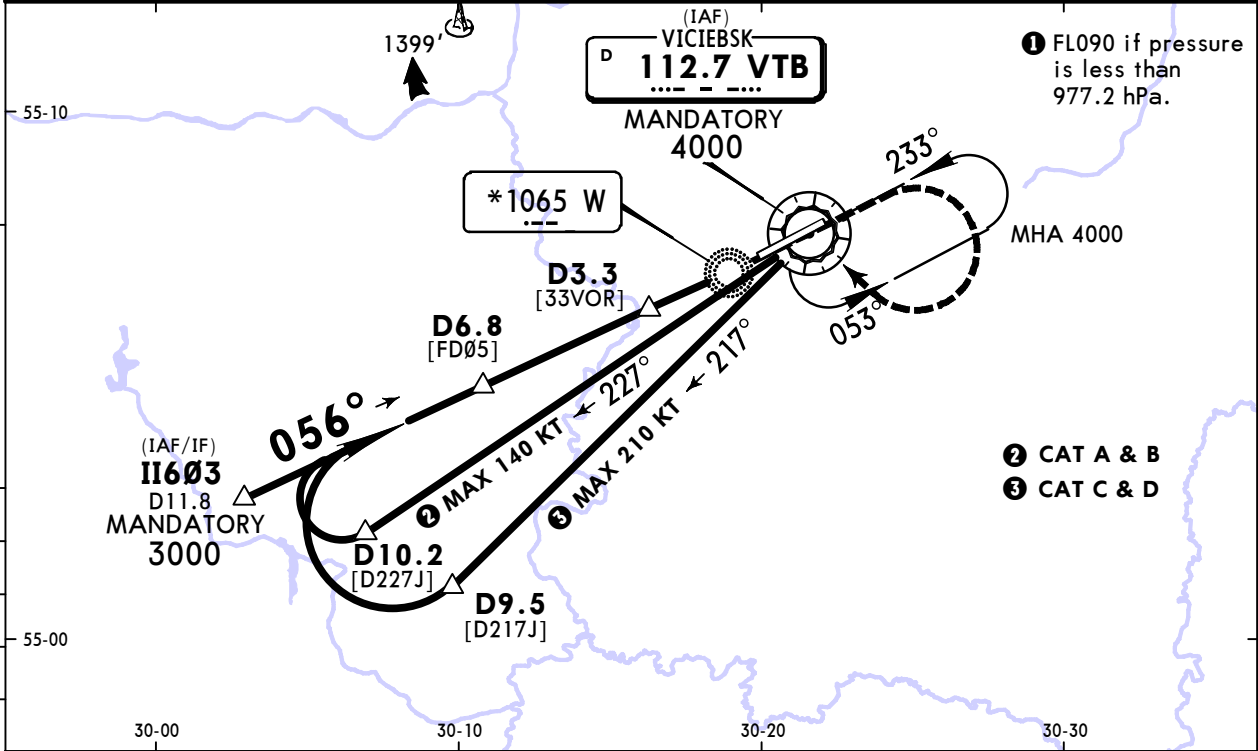
PANS OPS	STRAIGHT-IN LANDING ILS				CIRCLE-TO-LAND			
	DA(H) A: 907' (228') B: 919' (240') C: 927' (248') D: 938' (259')				Max Kts			
A	FULL		ALS out		MDA(H)			
	R1000m		R1200m		100		1150' (468')	
					135		1190' (508')	
					180		1320' (638')	
B					205		1470' (788')	
C								
D								

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VICIEBSK

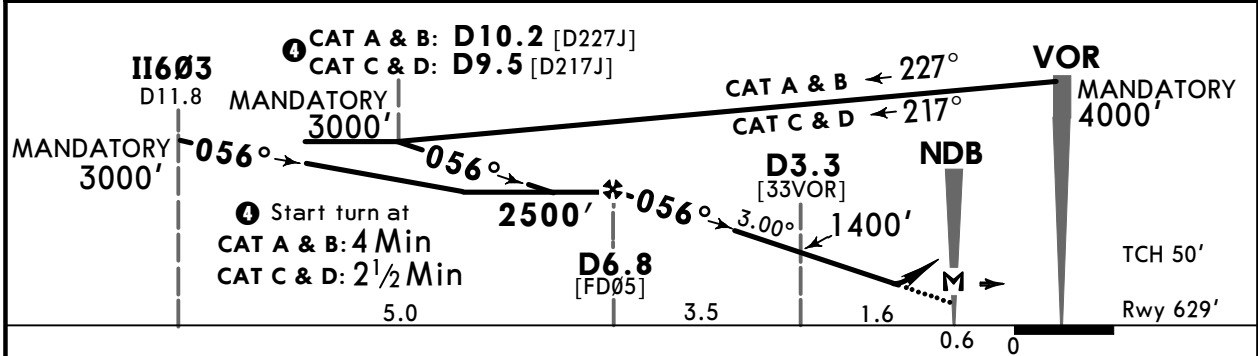
JEPPESEN
14 APR 23 13-1 Eff 20 Apr

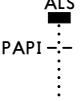
VICIEBSK, BELARUS
VOR Rwy 05

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.425 (Russian 126.525)		120.4		120.4	
VOR VTB 112.7	Final Apch Crs 056°	D6.8 2500'(1871')	DA/MDA(H) 970'(341')	Apt Elev 682' Rwy 629'	 MSA VTB VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to VOR climbing to 3000', then as directed.					
Alt Set: hPa(MM on req) Rwy Elev: 23 hPa Trans level: FL080 ① Trans alt: 6000'					
1. DME required. 2. Expect RADAR vectoring to IAF.					



VTB DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2852'	2594'	2335'	2077'	1818'	1560'	1301'	1041'



Gnd speed-Kts	70	90	100	120	140	160		1500' or above	3000'	VTB 112.7
Descent Angle	3.00°	372	478	531	637	743		↑	↻ RT	
MAP at NDB										

Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA					
1 DA/MDA(H) 970' (341')					
			Max Kts	MDA(H)	
A	R1400m	ALS out	100	1150' (468')	V1500m
B		R1500m	135	1190' (508')	V1600m
C		R1600m	180	1320' (638')	V2400m
D			205	1470' (788')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

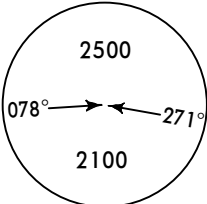
CHANGES: MM withdrawn.

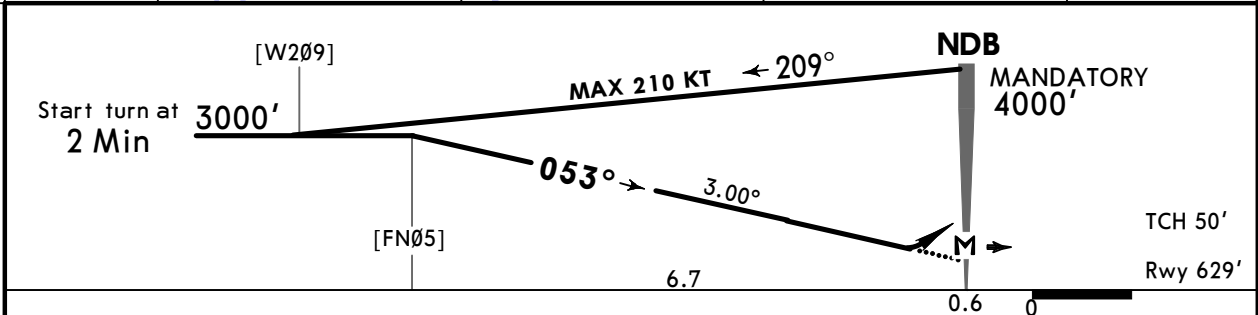
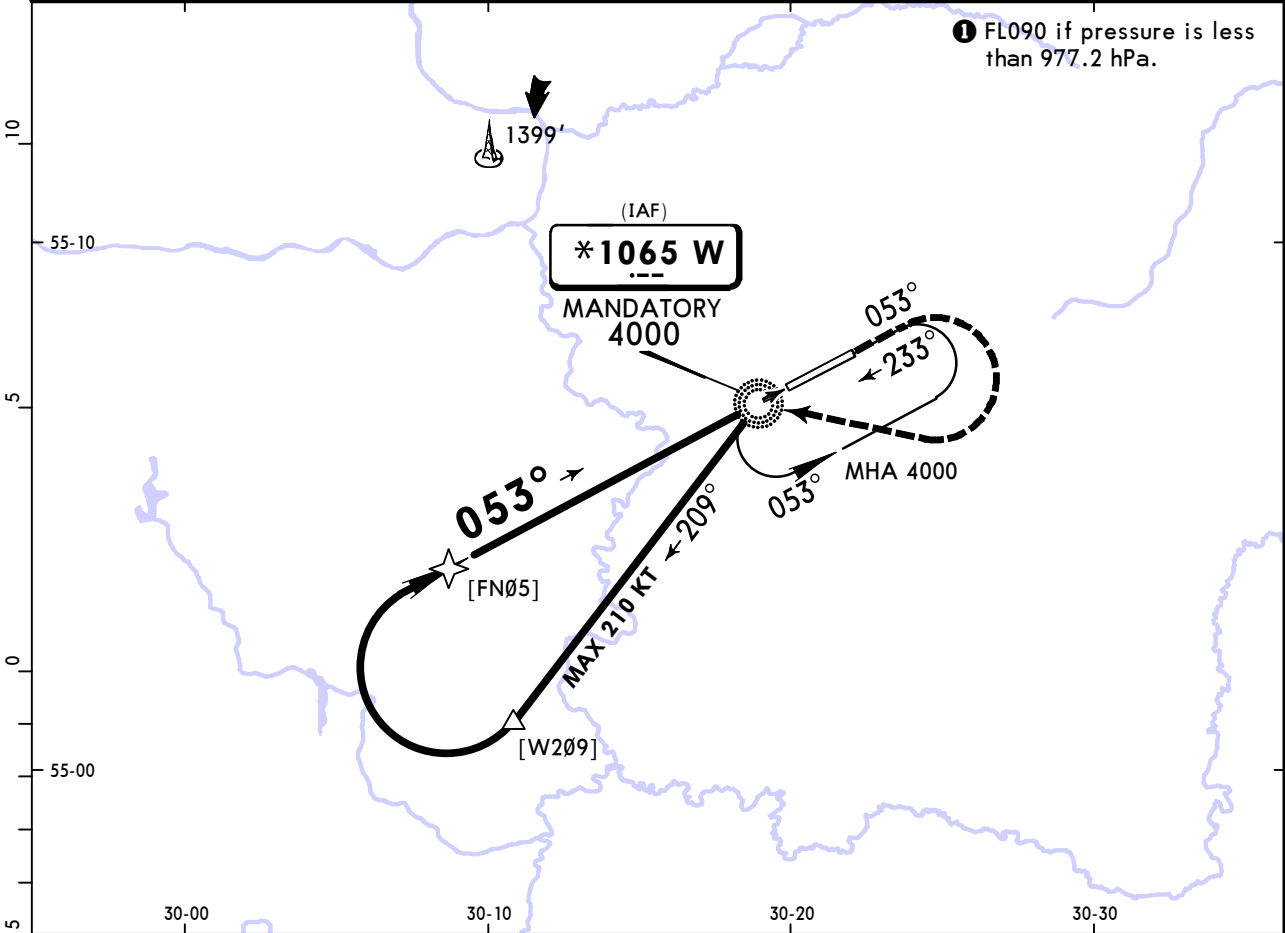
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UMII/VTB
VICIEBSK

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14 APR 23 16-1 Eff 20 Apr

VICIEBSK, BELARUS
NDB Rwy 05

*ATIS		*VICIEBSK Tower (APP/TWR)		*Ground	
119.425 (Russian 126.525)		120.4		120.4	
NDB W *1065	Final Apch Crs 053°	No FAF	DA/MDA(H) 1020' (391')	Apt Elev 682' Rwy 629'	
MISSED APCH: Climb on 053° to 1500' or above, then turn RIGHT to W NDB climbing to 3000', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL080 ① Trans alt: 6000'					
Two way communication required, expect RADAR vectoring to IAF.					
MSA W NDB					



Gnd speed-Kts	70	90	100	120	140	160	ALS	1500' or above on	053°	3000'	W 1065
Descent Angle	3.00°	372	478	531	637	743	849	PAPI		RT	
MAP at NDB											

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
CDFA							
① DA/MDA(H) 1020'(391')							
ALS out				Max Kts	MDA(H)		
A	R1500m			100	1150' (468')	V1500m	
B				135	1190' (508')	V1600m	
C				180	1320' (638')	V2400m	
D	R1600m	R1800m		205	1470' (788')	V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MM withdrawn.

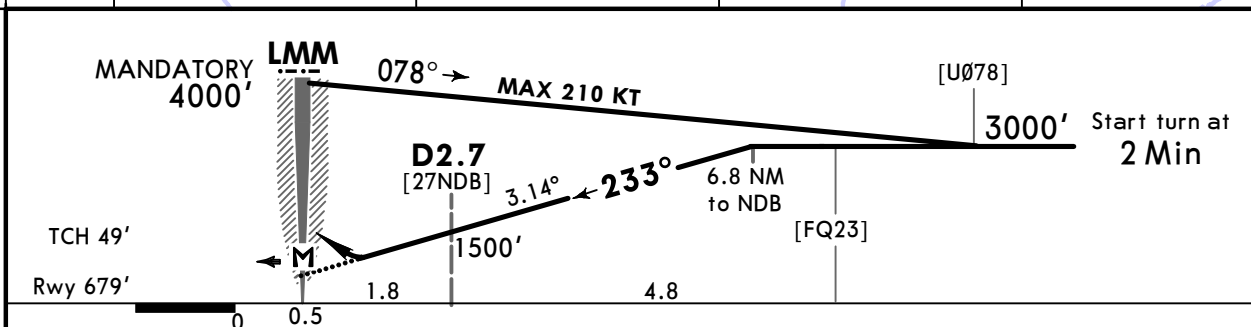
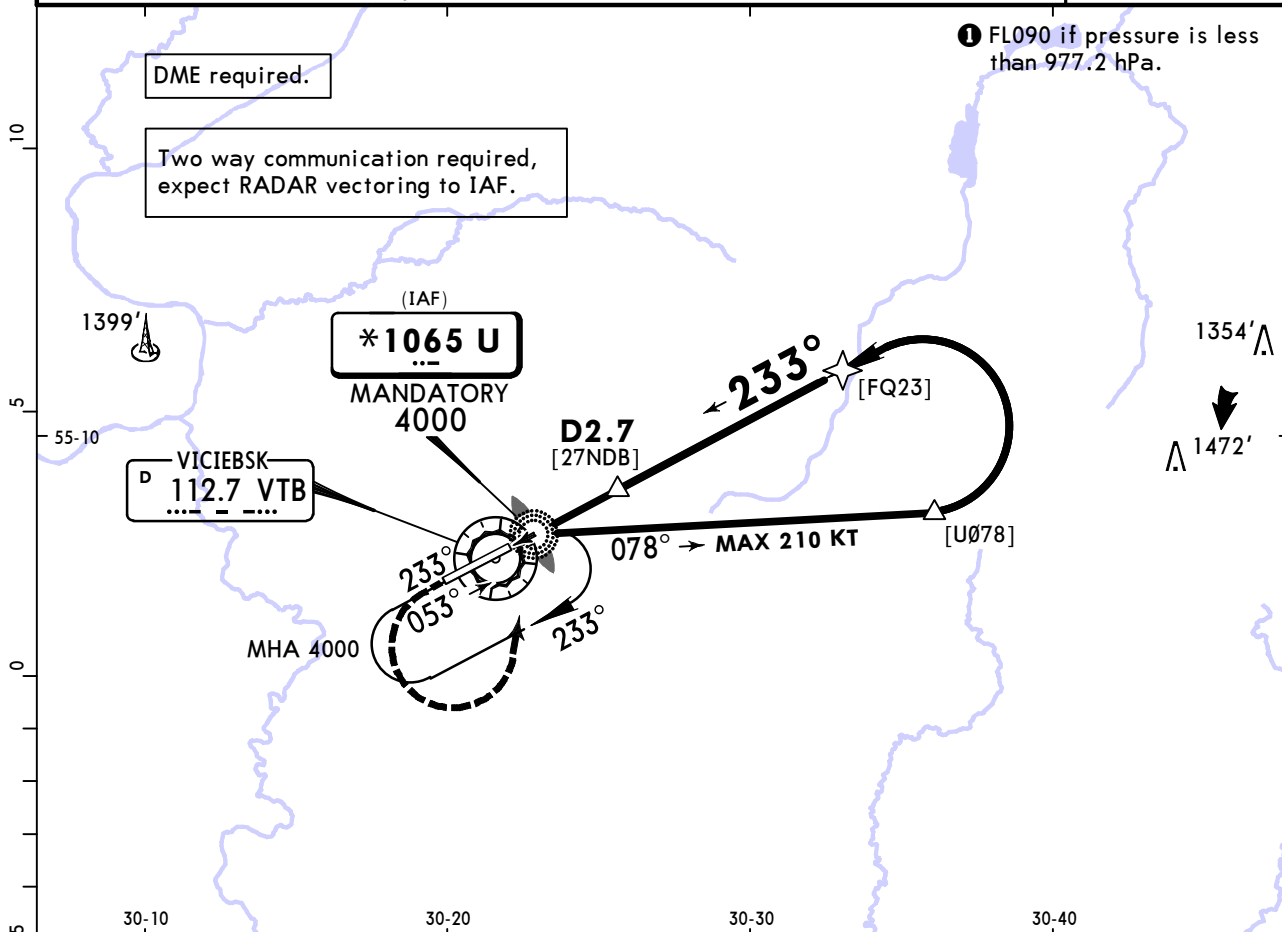
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VICIEBSK

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14 APR 23 (16-2) Eff 20 Apr

VICIEBSK, BELARUS
NDB Rwy 23

*ATIS 119.425 (Russian 126.525)		*VICIEBSK Tower (APP/TWR) 120.4		*Ground 120.4	
NDB U *1065	Final Apch Crs 233°	No FAF	DA/MDA(H) (CONDITIONAL) 1060' (381')	Apt Elev 682' Rwy 679'	2500 069° ← → 279° 2100
MISSED APCH: Climb on 233° to 1500' or above, then turn LEFT to U NDB climbing to 3000', then as directed.					
Alt Set: hPa (MM on req)		Rwy Elev: 25 hPa	Trans level: FL080 ①	Trans alt: 6000'	MSA U NDB



Gnd speed-Kts	70	90	100	120	140	160	ALS	1500' or above	233°	3000'	U 1065
Descent Angle	3.14°	389	500	556	667	778	889	PAPI		LT	
MAP at LMM											

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with D2.7 CDFA	with D2.7 CDFA	W/o D2.7 CDFA	W/o D2.7 CDFA	Max Kts	MDA(H)
A	1 DA/MDA(H) 1060' (381')	1 DA/MDA(H) 1110' (431')	1 DA/MDA(H) 1110' (431')	1 DA/MDA(H) 1110' (431')	100	1150' (468') V1500m
B	R1500m	R1500m	R1500m	R1500m	135	1190' (508') V1600m
C	R1600m	R1800m	R1800m	R2000m	180	1320' (638') V2400m
D	R1600m	R1800m	R1800m	R2000m	205	1470' (788') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VICIEBSK, (VICIEBSK - UMII)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMI