

List of pages in this Trip Kit

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- Change Notices
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General Information

Location: ORSHA BLR
ICAO: UMIO
Lat/Long: N54° 26.38', E030° 17.77'
Elevation: 658 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 10.0° E

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

Sunrise: 0142 Z
Sunset: 1809 Z

Runway Information

Runway: 05
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 658 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 637 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 122.475
ATIS: 120.075 Non-English
Orsha Tower: 119.000
Orsha Approach: 118.400
Orsha Transit Operations: 131.475 Non-English

UMIO
ORSHA

JEPPESEN

19 JAN 24

10-1P

Eff 25 Jan

ORSHA, BELARUS
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

*ATIS 122.475
120.075 (Russian)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. NIGHTTIME RESTRICTIONS FOR ILYUSHIN-76 AND ILYUSHIN-62 ACFT**

Aiming to reduce noise impact, the following conditions shall be met when operating the noisiest ACFTs, such as Ilyushin-76 and Ilyushin-62, at Orsha aerodrome at NIGHT time: take-offs shall be performed with 230° bearing and landing with 050° bearing, taking into account wind direction.

1.3. LOW VISIBILITY PROCEDURES (LVP)

The LVP procedures shall be applied during take-off and landing of ACFT and when RVR is 600m or below.

ATC shall include the following message into the transmitted ATIS information or advise the flight crew "Low Visibility Procedures in progress " and put LVP into operation.

The flight crew shall report about landing and RWY vacation.

Holding for ACFT behind the stop bars without additional instructions is prohibited.

Take-off of ACFT is normally carried out only from the beginning of RWY.

When available RWY characteristics, starting from the take-off roll point, correspond to those required for the ACFT actual take-off weight and take-off conditions, take-off not from the beginning of RWY is permitted by the decision of the pilot-in-command and upon authorization from ATS unit.

In all cases ACFT taxiing shall be carried out by the clearance of ORSHA Tower indicating the taxi route. In case of TWY centerline lights failure or upon request from the pilot-in-command taxiing shall be carried out only behind the Follow-me vehicle.

Cancellation of LVP procedures shall be done when a regular weather report is issued with a RVR value of more than 600m with a tendency to increase.

1.4. TWO-WAY COMMUNICATION FAILURE PROCEDURE

In case of two-way radio communication failure within controlled airspace the pilot-in-command shall:

- set Secondary Surveillance Radar (SSR) to Mode A code 7600, if available;
- take measures to restore communication with the ATS unit via other ACFT or other ATS units;
- use emergency frequency 121.500MHz;
- transmit information about the decision taken, location, flight altitude using priority alarm (PANPAN), without waiting for confirmation of its acceptance by the ATS unit;
- use, where possible, telephone communication (Air Traffic Supervisor at Orsha aerodrome, Tel: +375 216-219-111).

1.5. TAXI PROCEDURE

ACFT movement without permission of the controller are prohibited.

During landing or take-off of an ACFT the movement of other ACFT on the aerodrome is PROHIBITED.

Movement of two or more ACFT on the aerodrome simultaneously is PROHIBITED.

When an ACFT is landing or taking off, a car of an on duty specialist of the aerodrome support service is displayed at the waiting area at TWY H to prevent unauthorized departure to the RWY.

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ORSHA, BELARUS
AIRPORT BRIEFING

1. GENERAL

ACFT movement from apron or to apron 2 is performed only after a Follow-me car. Crossing the RWY with TWY B or TWY H is allowed only in the presence of permission from the air traffic controller of ORSHA Tower, in this case the Follow-me car stops at the marking signs of the holding position at the RWY, after receiving the appropriate permission continues its movement.

RWY vacation on TWY H at NIGHTTIME and during DAYTIME when visibility is 2000m or less is PROHIBITED.

In case an ACFT is driven by its own engines, the captain shall taxi independently along the route indicated by ORSHA Tower or follow a Follow-me car according to the markings.

1.6. PARKING INFORMATION

Stand 1, 2 and 3 are intended to be used for parking of helicopters of all types.

An ACFT which is known or believed to be the subject of unlawful interference, or which for other reasons needs isolation from normal aerodrome activities, as well as with dangerous goods is parked on parking place E1, located on TWY E and having a one-way orientation.

1.7. OTHER

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

- MAINTAIN last assigned and acknowledged altitude/flight level;
- set transponder to code 7600;
- proceed to ORS VOR;
- hold over ORS VOR descending to 4000;
- proceed to TP descending to 3000;
- execute turn final intercept LLZ LOC, approach and land.

If landing is not possible, climb straight ahead to 3000, turn LEFT/RIGHT to ORS VOR and follow crew decision.

If in case of radio communication failure at the moment of arrival the landing aerodrome meteorological conditions are below minimum, the pilot-in-command has the right to carry out landing under current conditions.

2.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to requirements stated in the ACFT Flight Manual for specified ACFT type.

In case of unfavorable meteorological conditions, such as considerable wind speed, cumulonimbus clouds etc., in arrival and approach sectors, noise abatement procedures during approach phase shall not be carried out.

During instrument as well as the visual approach, flying below the ILS GS angle is not allowed.

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

2.3. CAT II OPERATIONS

RWY 05 is approved for CAT II operations.

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10-1P2

Eff 25 Jan

ORSHA, BELARUS
AIRPORT BRIEFING

2. ARRIVAL

2.4. TAXI PROCEDURES

2.4.1. TAXI ROUTES TO APRON 1

- **With magnetic bearing 050°**
TWY B, TWY F or TWY D, TWY E, TWY F, and then along taxi routes C or F1 to stand 1 - stand 3 or to parking place C1.
- **With magnetic bearing 230°**
TWY B, TWY F or TWY A, TWY E, TWY F, and then along taxi routes C or F1 to stand 1 - stand 3 or to parking place C1.

2.4.2. TAXI ROUTES TO APRON 2

Under own engines power during DAYTIME in visibility of more than 2000m:

- **With magnetic bearing 050°**
TWY H to stand 4; or TWY D, TWY E, TWY B, across the RWY, TWY H to stand 4.
- **With magnetic bearing 230°**
TWY H to stand 4; or TWY A, TWY E, TWY B, across the RWY, TWY H to stand 4.

At NIGHT and during DAYTIME when visibility is 2000m or less:

- **With magnetic bearing 050°**
TWY D, TWY E to the intermediate TWY B holding position, then ACFT will be towed along TWY B, across the RWY, TWY H to stand 4.
- **With magnetic bearing 230°**
TWY A, TWY E to the intermediate TWY B holding position, then ACFT will be towed along TWY B, across the RWY, TWY H to stand 4.

3. DEPARTURE

3.1. DE-ICING

De-icing of ACFT shall be carried out on parking place C1 and allowed on stand 1.

3.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT according to the ACFT Flight Manual for specified ACFT type.

Noise abatement procedures shall not be carried out:

- at the expense of the flight safety reduction;
- in case of one of the ACFT engines failure during take-off phase;
- in case of forecasting or expecting wind shear or downward gusts.

3.3. COMMUNICATION FAILURE PROCEDURE

Attempt to land at the aerodrome of departure.

If unable to land at the aerodrome of departure:

- continue assigned and acknowledged SID;
- after reaching the last assigned flight level, continue further climb to flight plan flight level in 3 minutes.

If being vectored:

Continue on assigned heading and flight level for 3 minutes, then proceed direct to SID final point, climbing to flight plan flight level.

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10-1P3

Eff 25 Jan

ORSHA, BELARUS
AIRPORT BRIEFING

3. DEPARTURE

3.4. TAXI PROCEDURES

3.4.1. TAXI ROUTES FROM APRON 1

- With magnetic bearing 050°
Taxi routes C or F1, TWY F, TWY E, TWY A.
- With magnetic bearing 230°
Taxi routes C or F1, TWY F, TWY E, TWY D.

3.4.2. TAXI ROUTES FROM APRON 2

By towing along TWY H, across the RWY to TWY B, TWY F, taxi routes F1 or C to stand 1 - stand 3 (parking place C1).
After starting the engines, ACFT movement is carried out along the route from apron 1.

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18 DEC 20 10-2 Eff 31 Dec

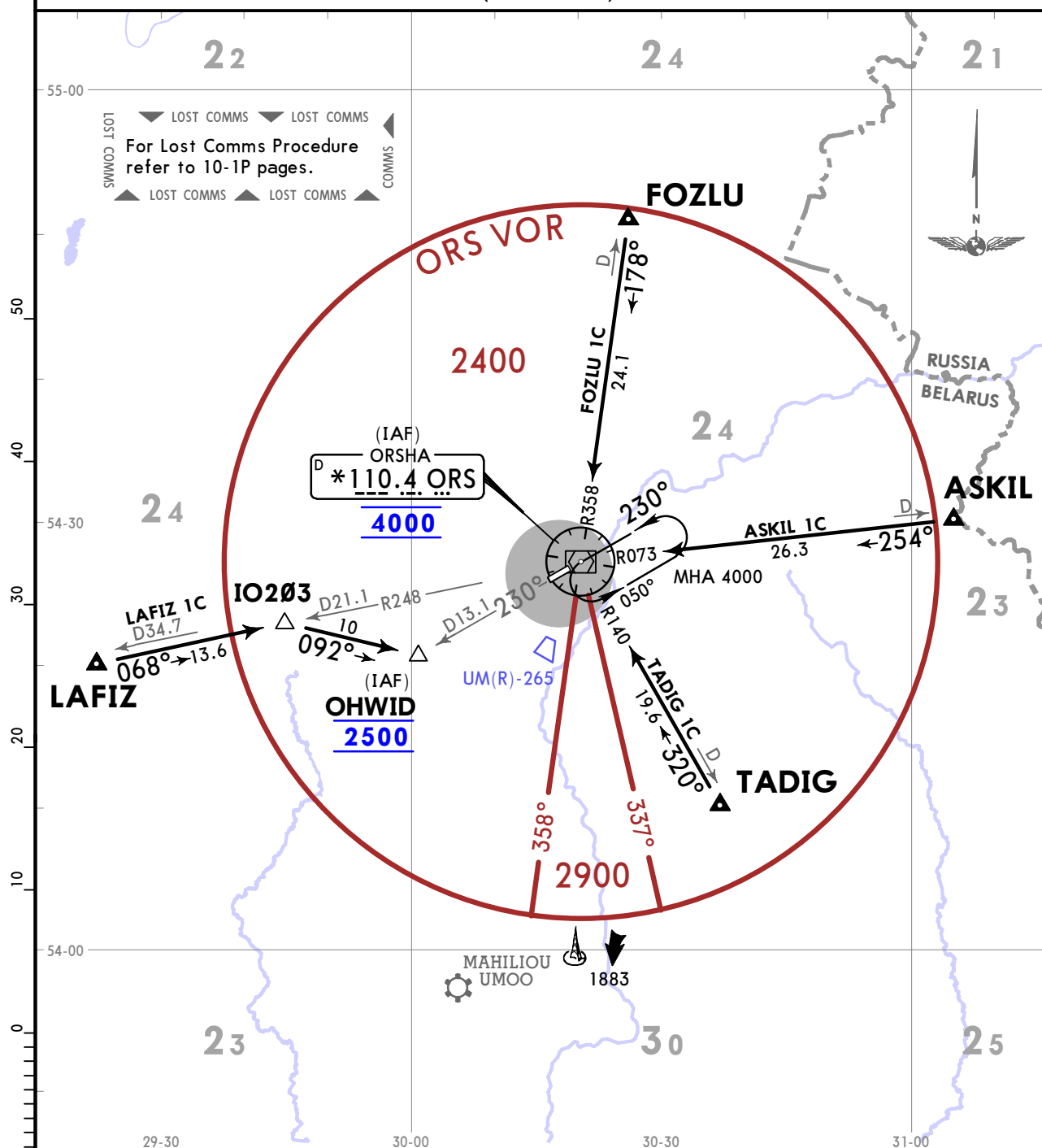
ORSHA, BELARUS
STAR

*ATIS
122.475
(Russian 120.075)

Apt Elev
658

Alt Set: hPa (MM on request)
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. VOR/DME required.
2. UM(R)-265 is not applicable for aircrafts perform takeoff and landing at aerodrome Orsha.

ASKIL 1C [ASKI1C]
FOZLU 1C [FOZL1C]
LAFIZ 1C [LAFI1C]
TADIG 1C [TADI1C]
ARRIVALS
(RWY 05)



STAR	ROUTING
ASKIL 1C	Intercept ORS R073 inbound to ORS VOR.
FOZLU 1C	Intercept ORS R358 inbound to ORS VOR.
LAFIZ 1C	Intercept ORS R248 inbound to IO203, turn RIGHT, 092° track to OHWID.
TADIG 1C	Intercept ORS R140 inbound to ORS VOR.

CHANGES: Restricted area UM(R)-265 & general note 2 established.

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18 DEC 20 10-2A Eff 31 Dec

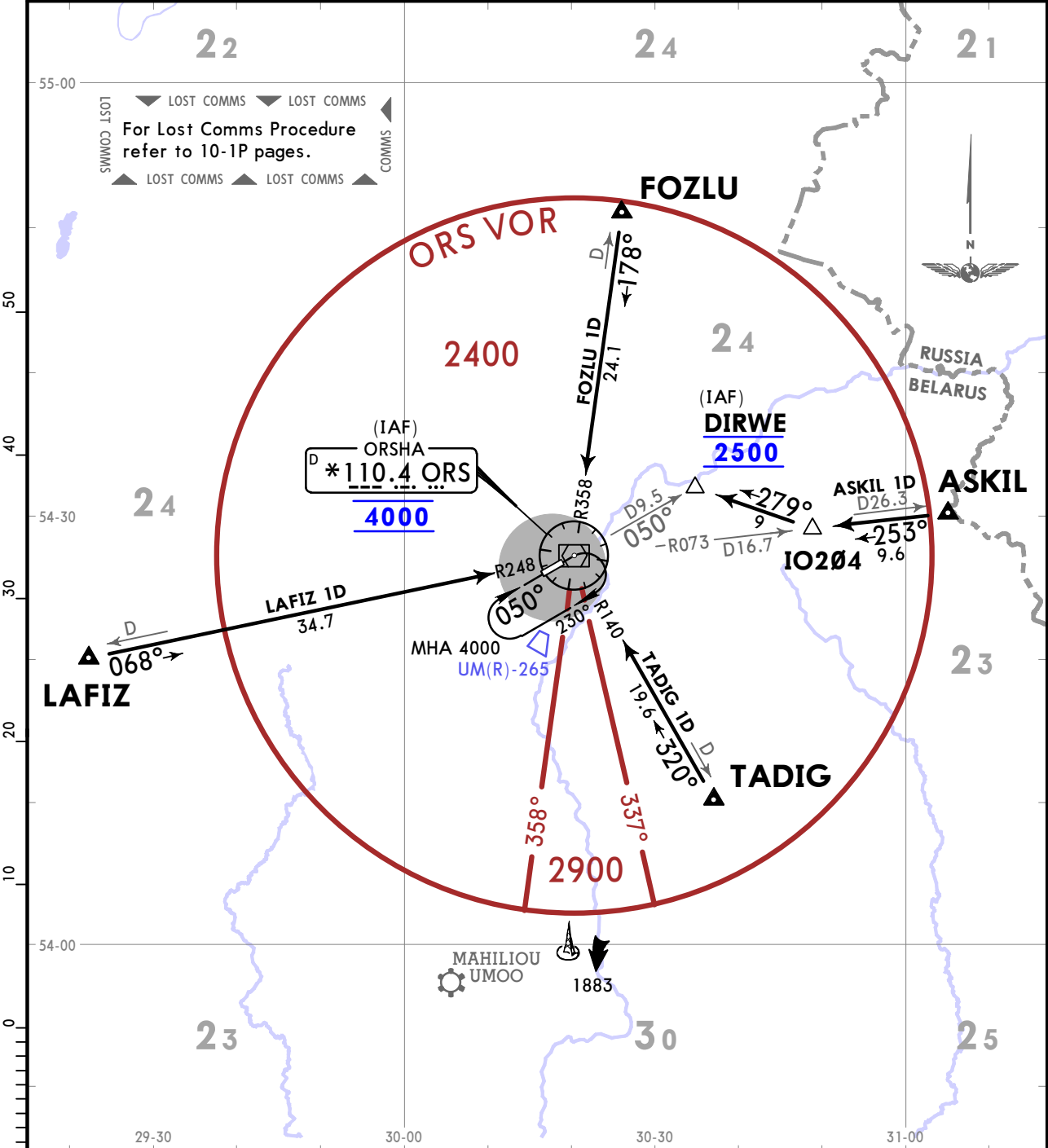
STAR

*ATIS
122.475
(Russian 120.075)

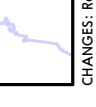
Apt Elev
658

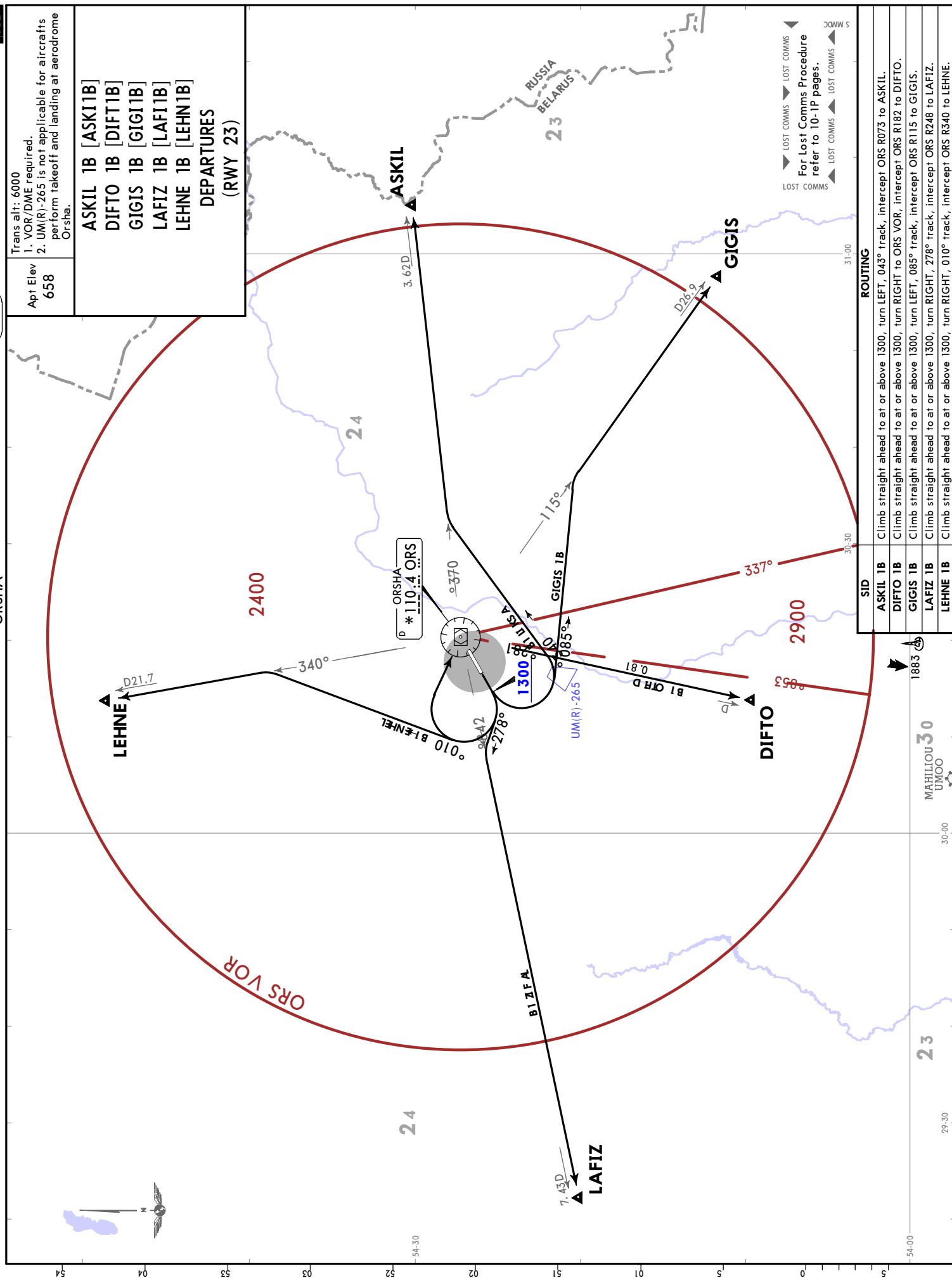
Alt Set: hPa (MM on request)
Trans level: FL80
FL90 if pressure is less than 977.2 hPa
1. VOR/DME required.
2. UM(R)-265 is not applicable for aircrafts perform takeoff and landing at aerodrome Orsha.

ASKIL 1D [ASKI1D]
FOZLU 1D [FOZL1D]
LAFIZ 1D [LAFI1D]
TADIG 1D [TADI1D]
ARRIVALS
(RWY 23)



STAR	ROUTING
ASKIL 1D	Intercept ORS R073 inbound to IO204, turn RIGHT, 279° track to DIRWE.
FOZLU 1D	Intercept ORS R358 inbound to ORS VOR.
LAFIZ 1D	Intercept ORS R248 inbound to ORS VOR.
TADIG 1D	Intercept ORS R140 inbound to ORS VOR.





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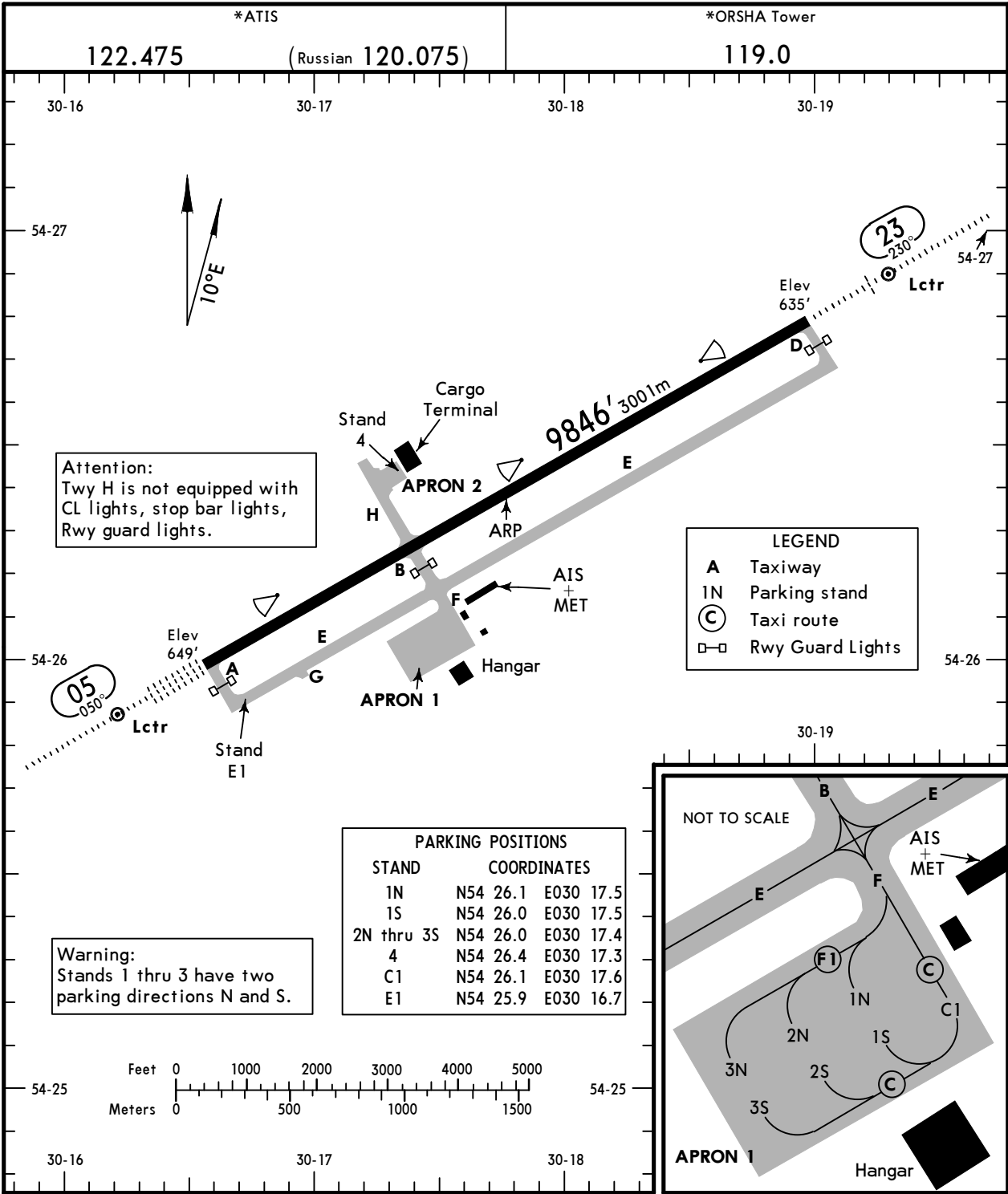
Apt Elev **658'**
N54 26.4 E 030 17.8

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19 JAN 24 **(10-9)** Eff 25 Jan

ORSHA, BELARUS

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ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS	
RWY						LANDING BEYOND	
						Threshold	TAKE-OFF
05	HIRL (60m)	CL (15m)	HIALS-II	TDZ	PAPI-L ①	RVR	8935' 2723m
23	HIRL (60m)	CL (15m)	HIALS	PAPI-L ①	RVR	8692' 2649m	148' 45m

① angle 3.00°.

TAKE-OFF						
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM		RL or RCLM	
			DAY	NIGHT	DAY	Adequate Vis Ref
TDZ R125m	TDZ R150m	R200m	R300m		R400m	R/V500m NA
Mid R125m	Mid R150m					
Rollout R125m	Rollout R150m					

ORSHA, BELARUS
ILS Rwy 05

BRIEFING STRIP

*ATIS

122.475

(Russian 120.075)

LOC IRS

*110.9

Final Apch Crs

050°

D8.1 ORS

2500' (1851')

DA(H)

Refer to Minimums

Apt Elev 658'

Rwy 649'

MISSED APCH: Climb on track 050° to 1300' or above, turn RIGHT to ORS VOR climbing to 3000', then as directed.

Alt Set: hPa(MM on req) Rwy Elev: 24 hPa Trans level: FL 80 ② Trans alt: 6000'

1. VOR DME required. 2. UM(R)-265 is not applicable for ACFT perform take-off and landing.

2400

358° 337°

①

MSA ORS VOR

① 2900

② FL 90 if pressure is less than 977.2 hPa.

(IAF) ORSHA

D *110.4 ORS

(IF) IO201

D11.1 ORS

(IAF) OHWID

D13.1 ORS

MANDATORY 2500'

D11.4 ORS

[D247K]

D8.1 ORS

[FF05]

050°

*110.9 IRS

ILS DME

UM(R)-265

821'

811'

965'

247°

230°

050°

MHA 4000

54-30

54-20

30-00

30-10

30-20

30-30

ORS DME	7.3	6.3	5.3	4.3	3.3
ALTITUDE	2239'	1915'	1591'	1268'	944'

D11.4 ORS

[D247K]

MANDATORY 2500'

2500'

2500'

050°

IO201 D11.1 ORS

D8.1 ORS [FF05]

3.0

5.6

TCH 51'

Rwy 649'

VOR

MANDATORY 4000'

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

HIALS-II

PAPI

1300'

or above on 050°

Std

STRAIGHT-IN LANDING ILS

DA(H) ABC: 849' (200') D: 859' (210')

	FULL	TDZ or CL out	ALS out
A			
B			
C	R550m	R550m	R1200m
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	1110' (452')	V1500m
135	1160' (502')	V1600m
180	1260' (602')	V2400m
205	1360' (702')	V3600m

PANS OPS

R750m when a Flight Director or Autopilot or HUD to DA is not used.

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18 DEC 20 11-1A Eff 31 Dec

ORSHA, BELARUS
CAT II ILS Rwy 05

*ATIS
122.475
(Russian 120.075)

LOC
IRS
*110.9

Final
Apch Crs
050°

D8.1 ORS
2500' (1851')

*ORSHA Approach
118.4

CAT II ILS
RA/DA(H)
Refer to
Minimums

*ORSHA Tower
119.0

Apt Elev 658'
Rwy 649'

MISSED APCH: Climb on track 050° to 1300' or above, turn RIGHT to ORS VOR climbing to 3000', then as directed.

Alt Set: hPa(MM on req) Rwy Elev: 24 hPa Trans level: FL 80 ② Trans alt: 6000'

1. VOR DME required. 2. UM(R)-265 is not applicable for ACFT perform take-off and landing.

2400

358°
337°
①

MSA ORS VOR

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1300' or above on 050°
GS	3.00°	372	478	531	637	743		

Std			STRAIGHT-IN LANDING CAT II ILS		
AB RA 108' DA(H) 749' (100')		C RA 117' DA(H) 757' (108')		D RA 133' DA(H) 771' (122')	
R300m			R400m		

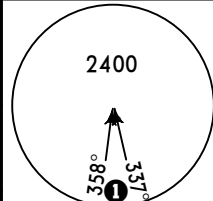
CHANGES: Note. UM(R)-265 added. UM(D)-250 withdrawn. © JEPPESEN, 2020. ALL RIGHTS RESERVED.

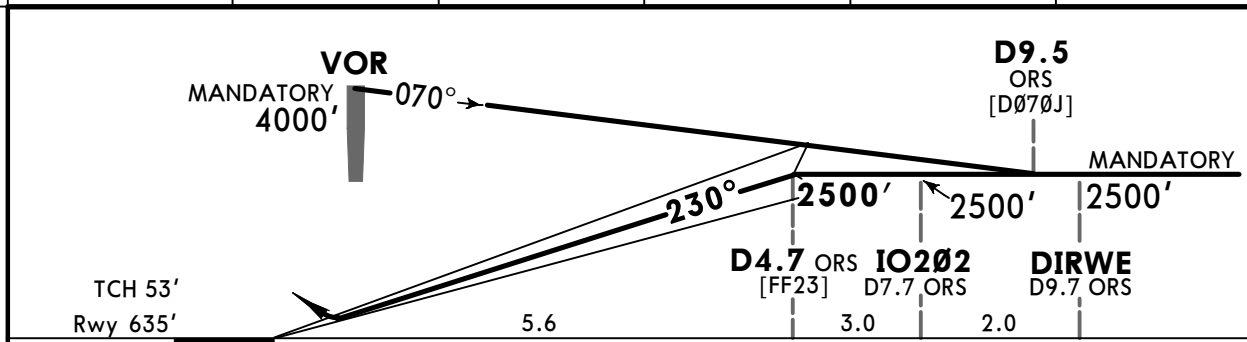
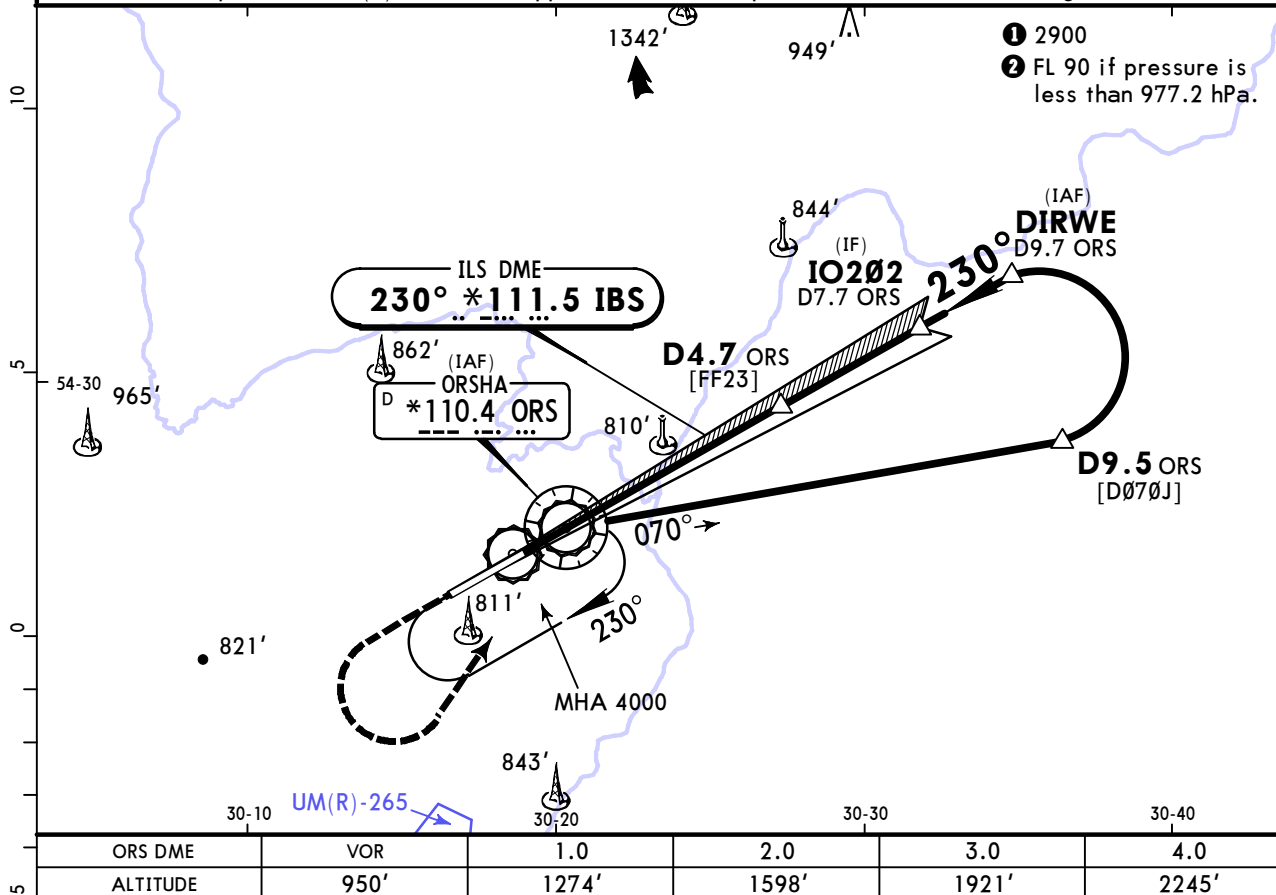
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18 DEC 20 **11-2** Eff 31 Dec

ORSHA, BELARUS
ILS Rwy 23

BRIEFING STRIP™

*ATIS 122.475 (Russian 120.075)		*ORSHA Approach 118.4		*ORSHA Tower 119.0	
LOC IBS *111.5	Final Apch Crs 230°	D4.7 ORS 2500' (1865')	DA(H) Refer to Minimums	Apt Elev 658' Rwy 635'	
MISSED APCH: Climb on track 230° to 1300' or above, turn LEFT to ORS VOR climbing to 3000', then as directed.					
Alt Set: hPa(MM on req) Rwy Elev: 23 hPa Trans level: FL 80 ② Trans alt: 6000'					
1. VOR DME required. 2. UM(R)-265 is not applicable for ACFT perform take-off and landing.					



Gnd speed-Kts	70	90	100	120	140	160		1300' or above on 230°
ILS GS 3.00°	372	478	531	637	743	849		

Std			STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
DA(H) ABC: 835' (200') D: 838' (203')						
FULL			ALS out		Max Kts	MDA(H)
A	1 R550m		R1200m		100	1110'(452') V1500m
135					1160'(502') V1600m	
180					1260'(602') V2400m	
205					1360'(702') V3600m	
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.						

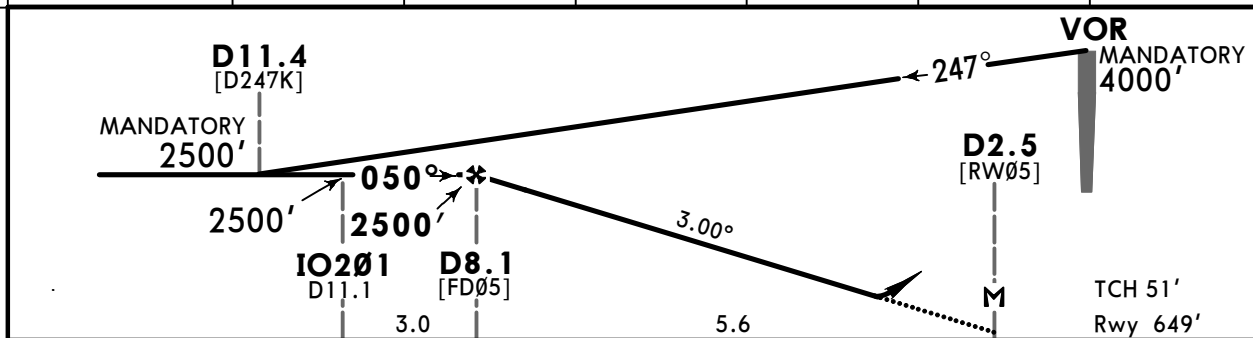
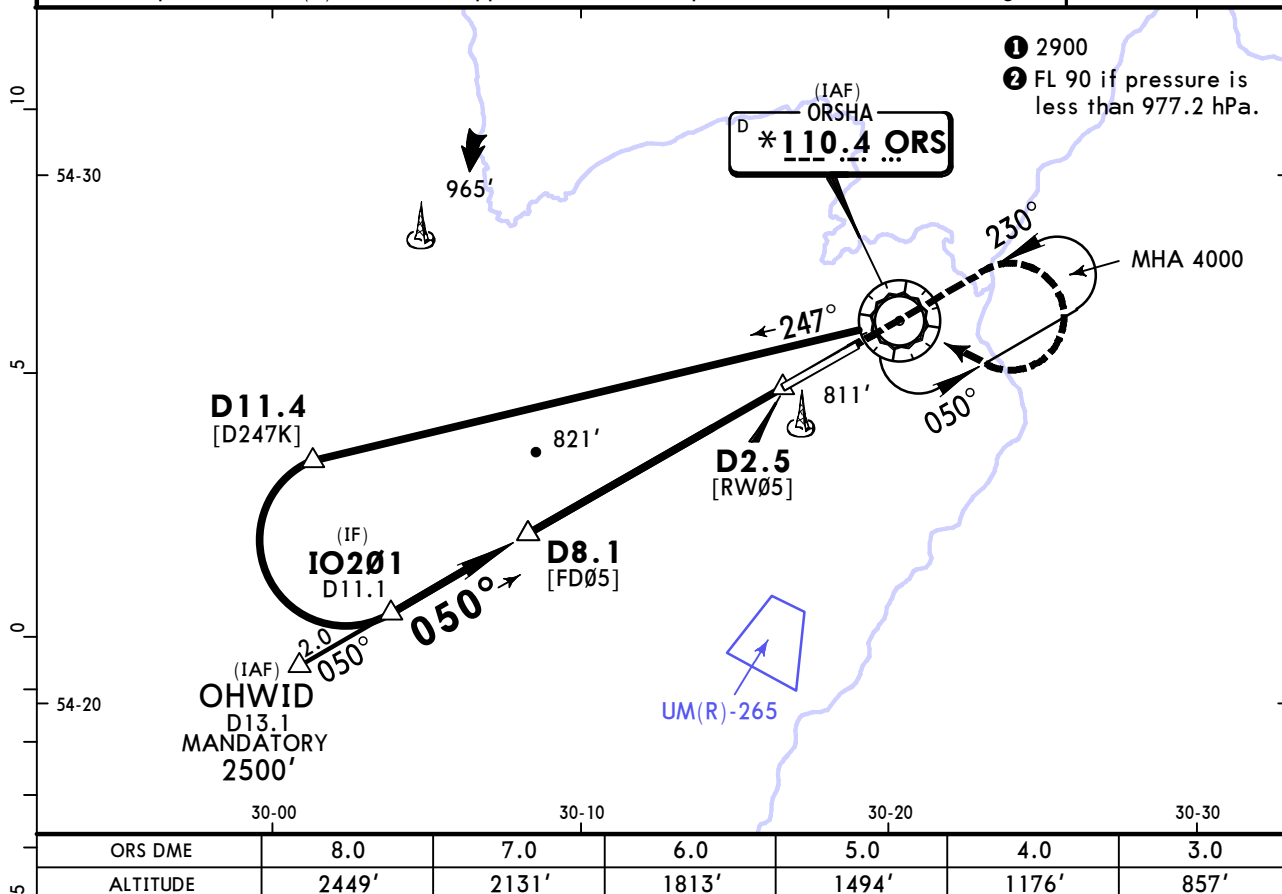
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18 DEC 20 **(13-1)** Eff 31 Dec

ORSHA, BELARUS
VOR Rwy 05

BRIEFING STRIP™

*ATIS 122.475 (Russian 120.075)		*ORSHA Approach 118.4		*ORSHA Tower 119.0	
VOR ORS *110.4	Final Apch Crs 050°	D8.1 2500' (1851')	DA/MDA(H) 1010' (361')	Apt Elev 658' Rwy 649'	 2400 358° 331° ① MSA ORS VOR
MISSED APCH: Climb on track 050° to 1300' or above, turn RIGHT to VOR climbing to 3000', then as directed.					
Alt Set: hPa(MM on req) Rwy Elev: 24 hPa Trans level: FL 80 ② Trans alt: 6000'					
1. DME required. 2. UM(R)-265 is not applicable for ACFT perform take-off and landing.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 1300' or above on 050°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.5							

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
CDFA							
DA/MDA(H) 1010' (361')							
				Max Kts	MDA(H)		
R1000m				100	1110' (452')	V1500m	
				135	1160' (502')	V1600m	
				180	1260' (602')	V2400m	
				205	1360' (702')	V3600m	

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

CHANGES: Note. UM(R)-265 added. UM(D)-250 withdrawn.

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ORSHA, BELARUS
VOR Rwy 23

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ORSHA, (ORSHA - UMIO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMIO