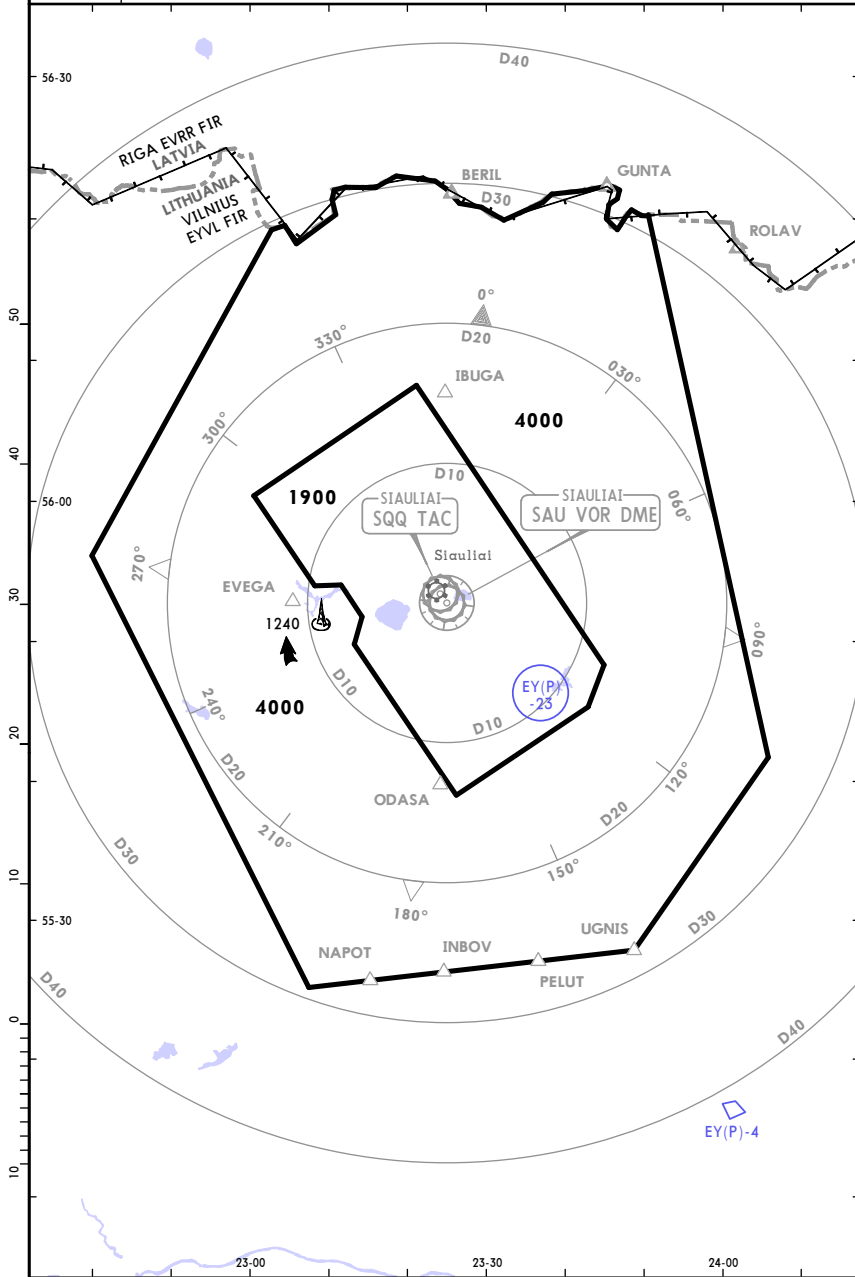


Apt Elev  
447

- Alt Set: hPa Trans level: By ATC Trans alt: 5000
1. Chart only to be used for cross-checking of assigned altitudes while under RADAR control.
  2. Altitudes assigned by ATC include a correction for low temperature effect when necessary.



## NOISE ABATEMENT

### GENERAL

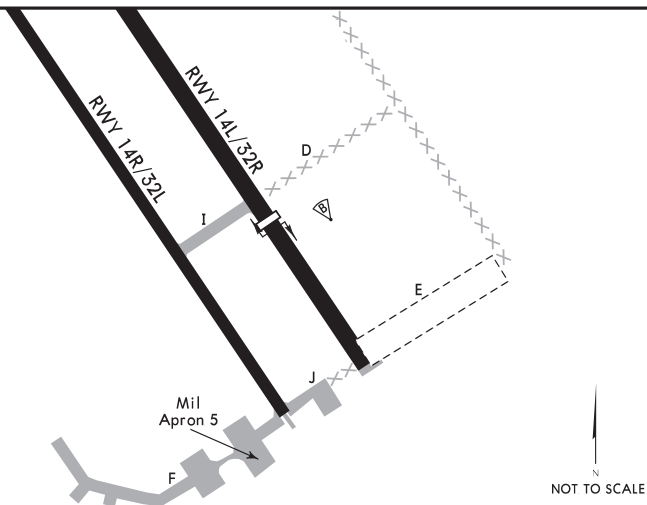
Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, section 7.

These regulations establish limitation of operation of civil subsonic jet ACFT (hereinafter - aeroplanes) to and from the airports of the Republic of Lithuania.

1. These regulations are applied to the ACFT with a MTOM of 34,000 kg or more and with a certified maximum internal accommodation for the ACFT type in question consisting of more than nineteen passenger seats, excluding any seats for crew.
2. ACFT can operate to and from the airports of the Republic of Lithuania only if they meet the standards of ICAO Annex 16, Vol 1, Chapter 3, Part II (second edition, 1988).
3. The CAA has the right to exempt ACFT of historical significance from applying the requirements of item 2.
4. In exceptional cases the CAA may temporarily allow operation of an ACFT that does not meet the requirements of item 2, at airports of the Republic of Lithuania, if:
  - a) operation of an ACFT is so significant that it would be unjustifiable to decline to grant a temporary exemption;
  - b) ACFT performs a non-commercial flight related with its repair, maintenance and modification.

**CONSTRUCTION WORKS ON AIRPORT AREA**

REFER ALSO TO LATEST NOTAMS


**Twy E reconstruction works:**

1. THR 32R temporarily displaced by 1493'/455m.
2. Rwy 32R can be used during day time only under VFR conditions.
3. ILS Rwy 32R not available.
4. HIALS and PAPI lights for Rwy 32R not available.
5. CL lights for Rwy 14L/32R not working.
6. Twy J from Rwy 14L/32R to Stand 8 is closed.
7. Departure from Rwy 32R without restrictions.
8. Procedures (13-2) VOR RWY 32R and (14-4) TACAN RWY 32R are not in use.

**TAKE-OFF RUN AVAILABLE**
**RWY 14L:**

From rwy head 9990' (3045m)  
 twy B/H int 7201' (2195m)

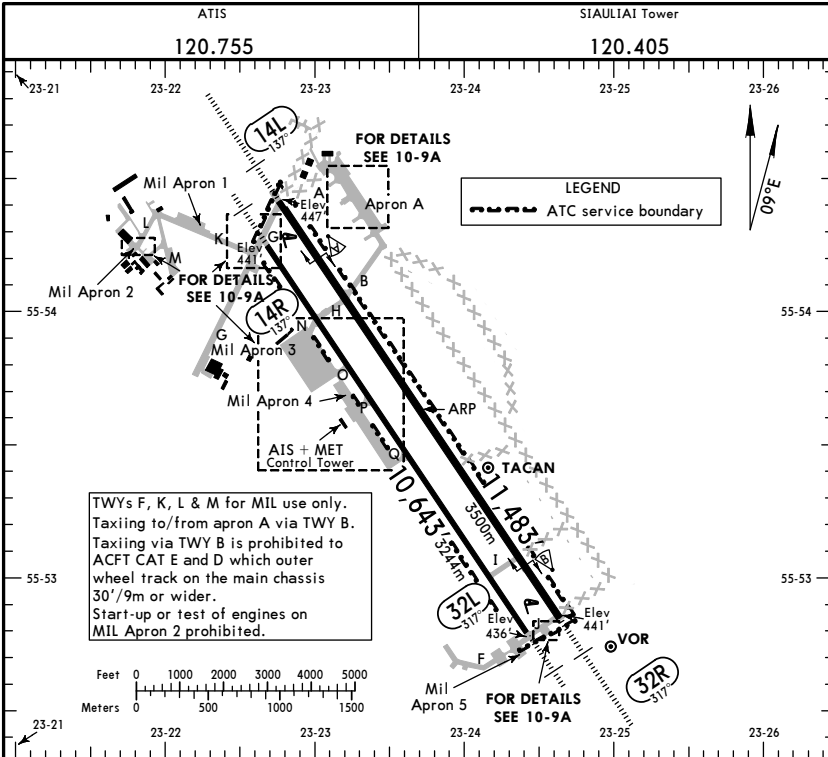
**RWY 32R:**

From rwy head 9990' (3045m)  
 twy I int 9678' (2950m)

**LANDING DISTANCE AVAILABLE**

**RWY 14L:** 9990' (3045m)

**RWY 32R:** 9990' (3045m)



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	
14L 32R	HIRL (60m) CL (30m) HIALS PAPI-L (3.0°) RVR		10,389' 3167m 10,511' 3204m	①	148' 45m
14R 32L	HIRL (50m) CL (60m) HIALS PAPI-L (3.0°)				105' 32m

**① TAKE-OFF RUN AVAILABLE**

**RWY 14L:**

From rwy head 11,483' (3500m)  
twy B/H int 8694' (2650m)

**RWY 32R:**

From rwy head 11,483' (3500m)  
twy I int 9678' (2950m)

**② Military use only.**

**LOW VISIBILITY PROCEDURES (LVP)**

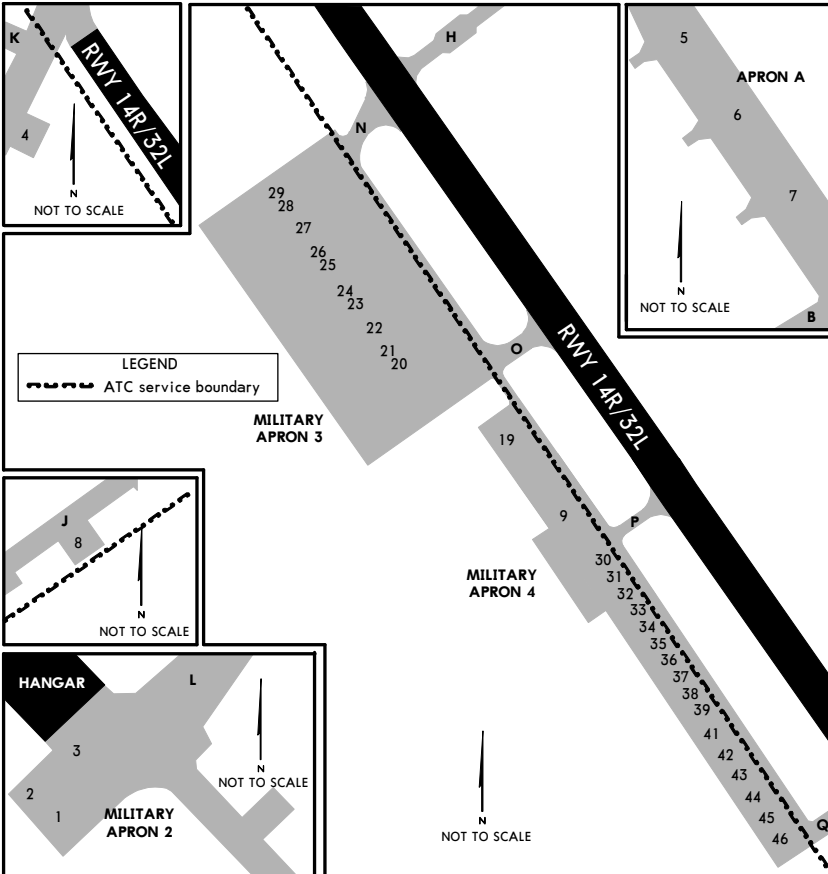
LVP shall be executed when RVR is equal to or less than 600m with a tendency to decrease:

- the status of LVP is passed to pilots by means of ATIS broadcast or RTF: "Low Visibility Procedures are in force".
  - only one ACFT unless the ACFT is accompanied with Follow-me car or in case of emergency, emergency vehicles proceeding to the assistance of an ACFT in distress in the maneuvering area of an AD.
- LVP is cancelled when RVR is equal to or more than 600m with increasing tendency.

**Standard**

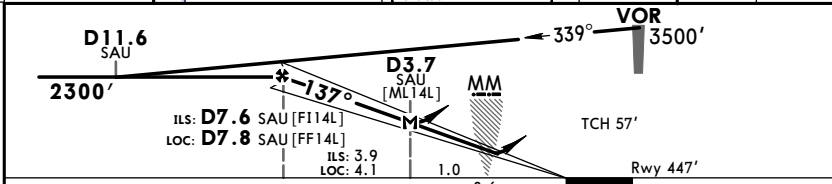
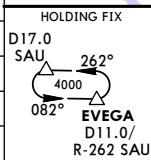
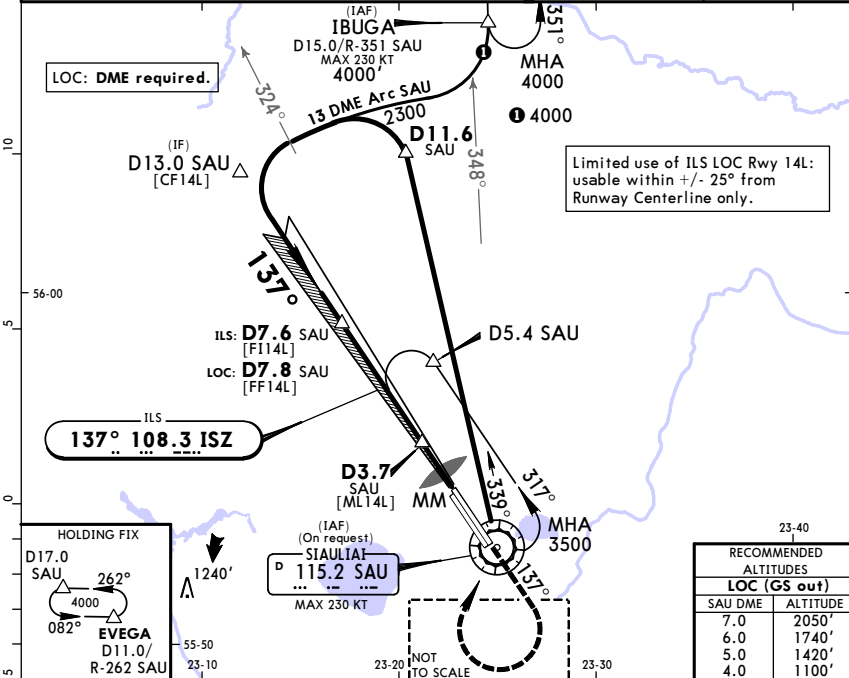
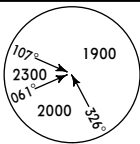
**TAKE-OFF**

	Low Visibility Take-off			
	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A				Adequate vis ref (Day only)
B	TDZ, MID, RO			
C	RVR 150m	RVR 200m	RVR 300m	400m
D				500m



INS COORDINATES			ELEV	<p>Start-up or test of engines on Mil apron 2 prohibited. ACFT on stands 1 thru 3 must not start-up until placed on start-up position on Mil apron 1 or TWY G. ACFT shall obtain start-up/push-back instructions from Tower prior to start-up. Stands 4, 8 arm/disarm pads. Taxiing to and from Apron A via TWY B. Taxiing via TWY B is prohibited to ACFT CAT E and D which outer wheel track on the main chassis 30'/9m or wider. Stand 5, 6 closed. Taxiing in Apron A till stand 7.</p>
STAND No.	COORDINATES			
1 thru 3	N55 54.2 E023 21.8		436	
4	N55 54.2 E023 22.6		439	
5	N55 54.5 E023 23.2		443	
6	N55 54.4 E023 23.2		443	
7	N55 54.4 E023 23.3		443	
8	N55 52.8 E023 24.5		433	
9, 19	N55 53.7 E023 23.2			
20 thru 24	N55 53.8 E023 23.0			
25	N55 53.8 E023 22.9			
26 thru 29	N55 53.9 E023 22.9			
30 thru 35	N55 53.6 E023 23.3			
36	N55 53.6 E023 23.4			
37 thru 42	N55 53.5 E023 23.4			
43, 44	N55 53.5 E023 23.5			
45, 46	N55 53.4 E023 23.5			

ATIS 120.755		SIAULIAI Tower 120.405		
LOC ISZ <b>108.3</b>	Final Apch Crs <b>137°</b>	GS <b>D7.6 SAU</b> 2300' (1853')	ILS DA(H) Refer to Minimums	Apt Elev 447' Rwy 447'
MISSED APCH: Climb on 137° to 2000', then turn RIGHT (MAX 230 KT) to VOR climbing to 3500'.				
Alt Set: hPa		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 5000'



Grnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2000'	137°	
GS	3.00°	372	478	531	637	743				849
LOC Descent Angle	2.98°	369	474	527	633	738				843

MAP at D3.7 SAU

Standard STRAIGHT-IN LANDING RWY 14L				CIRCLE-TO-LAND				
ILS		LOC (GS out)		CDFA				
DA(H) A: 647' (200') C: 667' (220')		DA/MDA(H) 990' (543')						
B: 657' (210') D: 677' (230')								
FULL		ALS out		ALS out		Max Kts. MDA(H) VIS		
A						100	1130' (683')	1500m
B	RVR 550m	RVR 1200m		RVR 1500m		135	1130' (683')	1600m
C				RVR 1800m	RVR 2400m	180	1230' (783')	2400m
D						205	1230' (783')	3600m

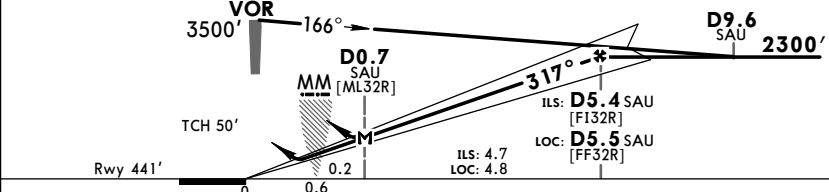
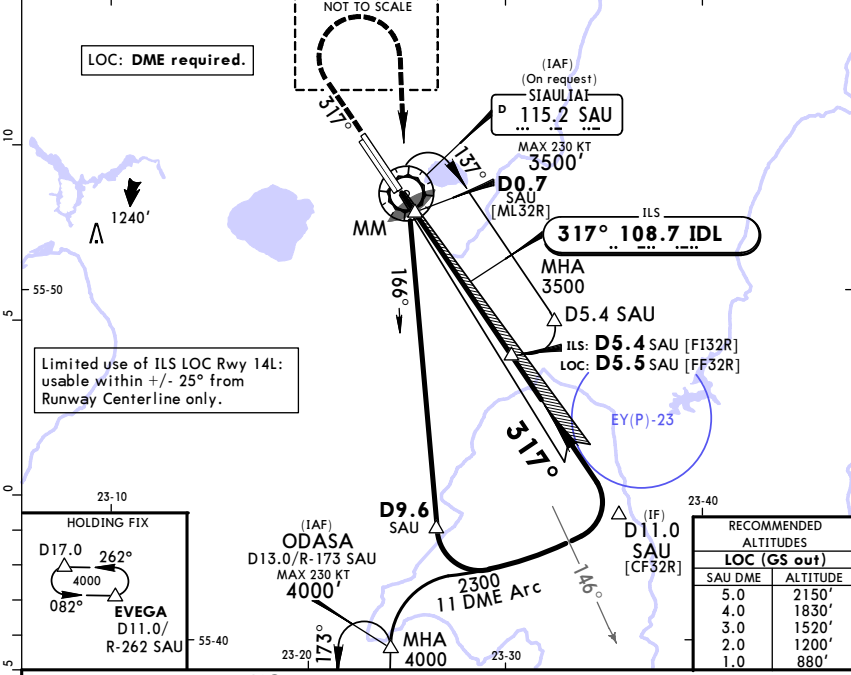
W/o HUD/AP/FD: RVR 750m.

ATIS <b>120.755</b>			SIAULIAI Tower <b>120.405</b>		
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LOC IDL <b>108.7</b>	Final Apch Crs <b>317°</b>	GS <b>D5.4 SAU</b> (1859')	ILS DA(H) Refer to Minimums	Apt Elev 447' Rwy 441'	
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**MISSED APCH:** Climb on 317° to 2000', then turn RIGHT (MAX 230KT) to VOR climbing to 3500'.

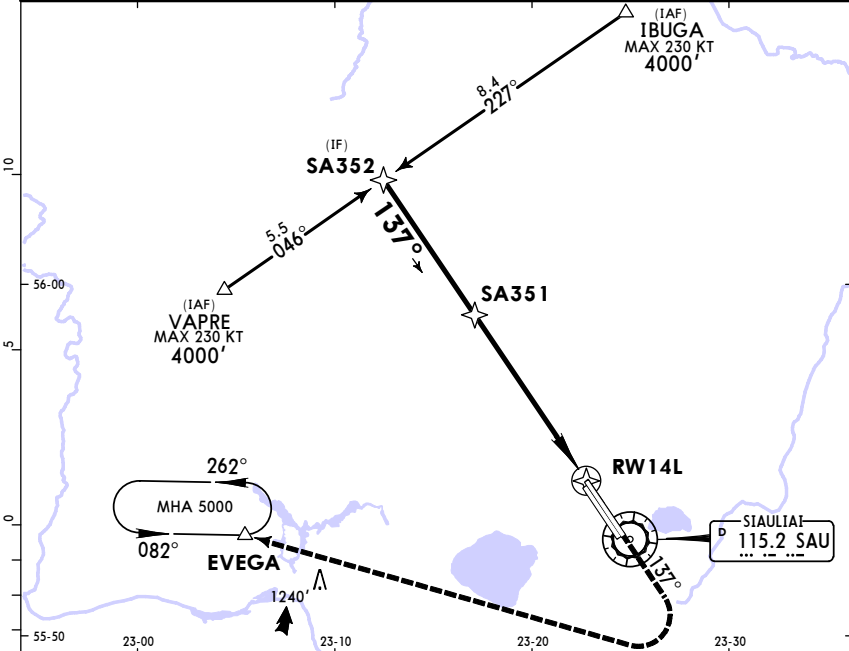
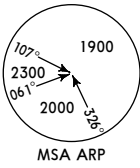
Alt Set: hPa    Rwy Elev: 16 hPa    Trans level: By ATC    Trans alt: 5000'    MSA SAU VOR



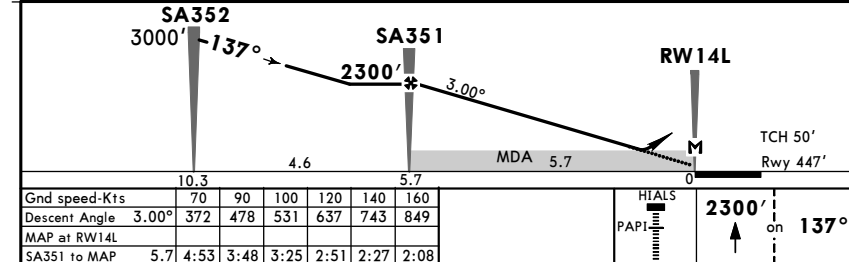
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 317°
GS	3.00°	372	478	531	637	743	
LOC Descent Angle	2.98°	369	474	527	633	738	843
MAP at D0.7 SAU							

PANS OPS A B C D	STRAIGHT-IN LANDING RWY 32R				CIRCLE-TO-LAND	
	ILS DA(H) A: <b>641'</b> (200') B: <b>651'</b> (210')		ILS C: <b>661'</b> (220') D: <b>671'</b> (230')		LOC (GS out) CDFA DA/MDA(H) <b>750'</b> (309')	
	FULL		ALS out		ALS out	
	RVR 550m	RVR 1200m	RVR 750m	RVR 1400m	Max Kts	MDA(H) VIS
				100	1130' (683')	1500m
				135	1130' (683')	1600m
				180	1230' (783')	2400m
				205	1230' (783')	3600m
I W/o HUD/AP/FD: RVR 750m.						

ATIS 120.755		SIAULIAI Tower 120.405		
RNAV	Final Apch Crs <b>137°</b>	<b>SA351</b> 2300' (1853')	DA/MDA(H) <b>980' (533')</b>	Apt Elev 447' Rwy 447'
<b>MISSED APCH:</b> Climb on 137° to 2300', then turn RIGHT (MAX 230 KT), direct to EVEGA climbing to 5000'.				
Alt Set: hPa		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 5000'
RNP Apch. 1. Timing not authorized for defining the MAP.				



DIST to RW14L	5.0	4.0	3.0	2.0
ALTITUDE	2080'	1760'	1450'	1130'



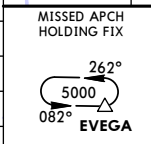
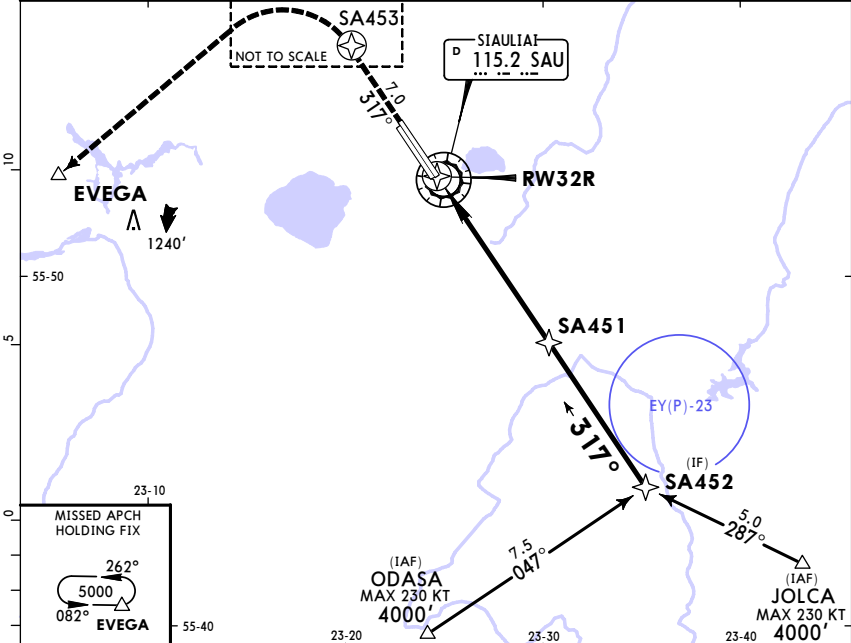
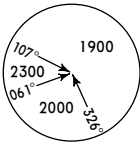
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW14L						
SA351 to MAP	5.7	4:53	3:48	3:25	2:51	2:27
					2:08	

<b>Standard</b>		STRAIGHT-IN LANDING RWY 14L	
		LNAV CDEA	
		DA/MDA(H) <b>980' (533')</b>	
		ALS out	

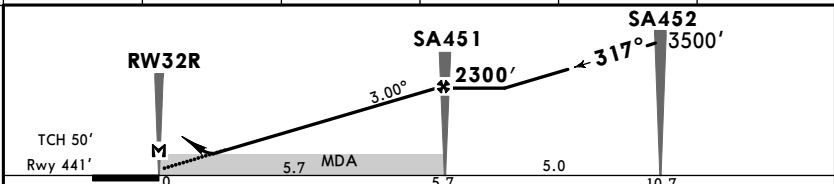
A	RVR 1500m	
B	RVR 1700m	
C	RVR 1700m	RVR 2400m
D	RVR 2400m	



BRIEFING STRIP™	ATIS 120.755		SIAULIAI Tower 120.405		
	RNAV	Final Apch Crs <b>317°</b>	<b>SA451</b> 2300' (1859')	DA/MDA(H) <b>810'</b> (369')	Apt Elev 447' Rwy 441'
	<b>MISSED APCH:</b> Climb on 317° to SA453 to 2300', then turn LEFT (MAX 220 KT), direct to EVEGA climbing to 5000'.				
Alt Set: hPa		Rwy Elev: 16 hPa	Trans level: By ATC		Trans alt: 5000'
RNP Apch. 1. Timing not authorized for defining the MAP.					
					MSA ARP



DIST to RW32R	1.0	2.0	3.0	4.0	5.0
ALTITUDE	820'	1130'	1450'	1760'	2080'



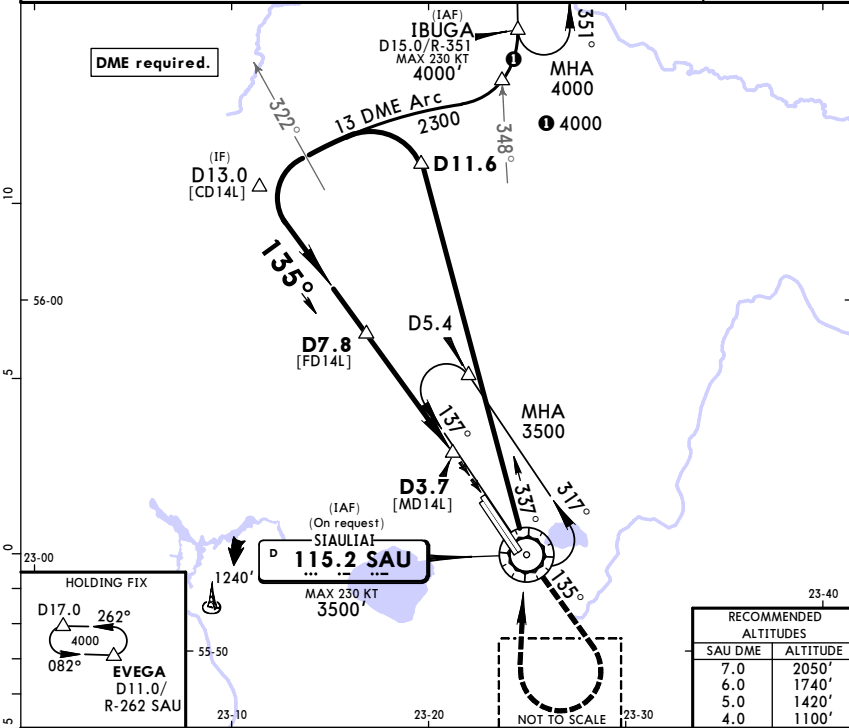
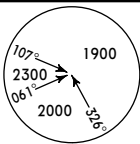
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAP: [diagram]	2300' on 317° SA453	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at RW32R									
SA451 to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08		

**Standard** STRAIGHT-IN LANDING RWY 32R  
 LNAV  
 CDEA  
 DA/MDA(H) **810'** (369')

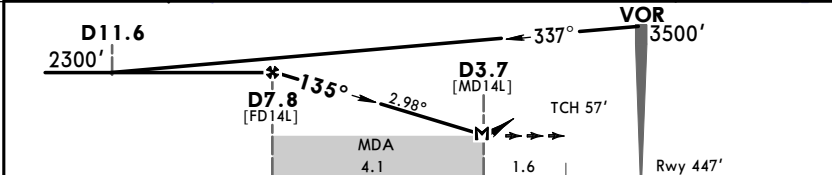
		ALS out
A	RVR 1000m	RVR 1500m
B		
C		
D		RVR 1700m

PANS OPS

ATIS 120.755		SIAULIAI Tower 120.405		
VOR SAU <b>115.2</b>	Final Apch Crs <b>135°</b>	Minimum Alt <b>D7.8</b> 2300' (1853')	DA/MDA(H) <b>990'</b> (543')	Apt Elev 447' Rwy 447'
<b>MISSED APCH:</b> Climb via VOR on R-135 to 2300', then turn RIGHT (MAX 230 KT) to VOR climbing to 3500'.				MSA SAU VOR
Alt Set: hPa		Rwy Elev: 16 hPa	Trans level: By ATC	Trans alt: 5000'



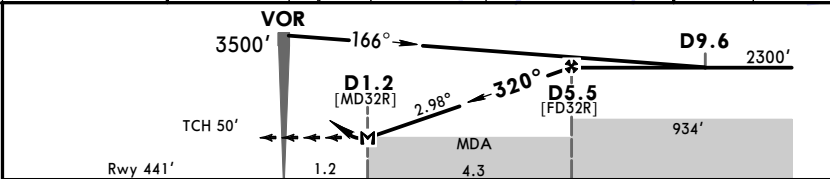
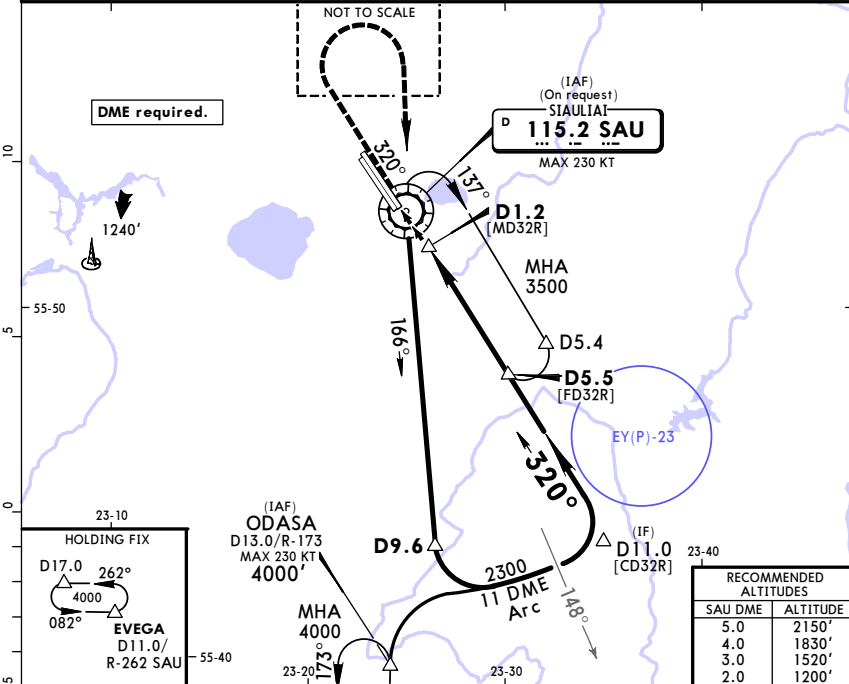
SAU DME	ALTITUDE
7.0	2050'
6.0	1740'
5.0	1420'
4.0	1100'



Gnd speed-Kts	70	90	100	120	140	160	HALS	SAU	2300'	SAU
Descent Angle	2.98°	369	474	527	633	738	843	115.2	↑	115.2
MAP at D3.7										R-135

PANS OPS	STRAIGHT-IN LANDING RWY 14L		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) <b>990'</b> (543')			
	ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m		100	1130' (683') 1500m
B	RVR 1500m		135	1130' (683') 1600m
C	RVR 1800m	RVR 2400m	180	1230' (783') 2400m
D	RVR 1800m	RVR 2400m	205	1230' (783') 3600m

ATIS 120.755				SIAULIAI Tower 120.405		
VOR SAU <b>115.2</b>	Final Apch Crs <b>320°</b>	Minimum Alt <b>D5.5</b> 2300' (1859')	DA/MDA(H) <b>920'</b> (479')	Apt Elev 447'	Rwy 441'	
<b>MISSED APCH:</b> Climb via VOR on R-320 to 2300', then turn RIGHT (MAX 230KT) to VOR climbing to 3500'.						
Alt Set: hPa		Rwy Elev: 16 hPa		Trans level: By ATC		Trans alt: 5000'



Gnd speed-Kts	70	90	100	120	140	160		SAU <b>115.2</b>	SAU <b>2300'</b>	SAU <b>115.2</b> on <b>R-320</b>
Descent Angle	2.98°	369	474	527	633	738		843		

MAP at D1.2				Standard		STRAIGHT-IN LANDING RWY 32R		CIRCLE-TO-LAND			
CDFA				DA/MDA(H) <b>920'</b> (479')		ALS out		Max Kts			
A	RVR 1500m							100	1130' (683')	1500m	
B	RVR 1500m							135	1130' (683')	1600m	
C	RVR 1500m		RVR 2200m						180	1230' (783')	2400m
D	RVR 1500m		RVR 2200m						205	1230' (783')	3600m

PANS OPS

CHANGES: Minimums.

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