VACC LITHUANIA

Vilnius SOP

Issue 0 | Release 1

Table of Contents

List of Revisions

Revision	Published	Reason for Revision
0	16.02.2025	Initial issue

1. Scope

This document outlines the Standard Operating Procedures (**SOP**) for controllers working at Vilnius (**EYVI**). These procedures are specifically designed for use on the VATSIM Network and must be adhered to while controlling within the scope of vACC Lithuania.

These procedures are mandatory for controllers within vACC Lithuania and are *exclusively for virtual air traffic control purposes*. They are not intended for use in real-world aviation operations.

2. General Information

2.1. Aerodrome Data

Name	Vilnius International Airport
ICAO Code	EYVI
IATA Code	VNO
Location	5.9 KM south from Vilnius
Elevation	649 FT (198 M)

2.2. Runway Physical Characteristics

RWY Designator	*Magnetic HDG*	*Dimensions of RWY*
01	014°	2515x50 M
19	194°	

2.3. Declared Distances

RWY Designator	*Intersection*	*TORA**
01	FULL LENGTH	2515 M
	D	1274 M
	E	1838 M
19	FULL LENGTH	2515 M
	B	1720 M
	D	1266 M

**TORA – Take-Off Run Available*

2.4. Radio Navigation and Landing Aids

Type of Aid	*Ident*	*Frequency (Channel)*
DVOR/DME	**VNO**	113.800 MHz (CH 85X)
NDB	**AVN**	385 KHz
DME	**PBZ**	(CH 119Y)
DME	**SML**	(CH 72X)
DME	**VLK**	(CH 114X)
ILS 01 CAT II / LOC 01	**IAV**	110.500 MHz
LPV RWY 01	***NIL***	(CH 78897)
ILS 19 CAT I / LOC 19	**IBK**	109.100 MHz
LPV RWY 19	***NIL***	(CH 98447)

2.5. Stations

Position	*Designation*	*Call sign*	*Frequency*
EYVI_ATIS	ATIS	**VILNIUS ATIS**	125.805
EYVI_TWR	TWR/VDF	**VILNIUS TOWER**	118.205
EYVI_APP	APP/VDF	**VILNIUS APPROACH**	120.705
EYVI_I_APP	FIS	**VILNIUS INFORMATION**	123.855

2.6. Transfers between Stations

From	*To*	*Conditions*
VIT[1]	VIA[2]	Passing 2500 FT
VIA[2]	VIT[1]	Established on the approach
VIA[2]	VLC[4]/VLE[5]	At or below FL80 / lateral limits if below
VIA[2]	KAT[3]	Reaching lateral limits +3 NM
VIA[2]	BEC[6]	As coordinated with VLC/VLE & BEC
VLC[4]/VLE[5]	VIA[2]	At or below FL155 / lateral limits if below

[1]**VIT** – Vilnius Tower (EYVI_TWR)

[2]**VIA** – Vilnius Approach (EYVI_APP)

[3]**KAT** – Kaunas Tower (EYKA_APP)

[4]**VLC** – Vilnius Control (EYVL_CTR)

[5]**VLE** – Vilnius Control (EYVL_E_CTR)

[6]**BEC** – Minsk Control (UMMV_*_CTR)

3. Vilnius Tower

3.1. Area of responsibility

Tower is responsible not only for the Runway, but also for clearance delivery, ground movement as well as air traffic control service within the CTR. TWR informs all other positions about the active runway and any planned changes. Other positions also coordinate their actions with Tower if there is a need/request to use a runway other than the active one.

3.2. IFR Departure

3.2.1. Minimum/Required

(**Call sign**) information (**ATIS letter**) valid, you are cleared to destination via flight plan route, (**SID**), (**Initial Climb**), (**Squawk**).

Ex. ***BTI34G, information A valid, you are cleared to destination via flight plan route, TAGOL1B departure, Initial Climb FL90, Squawk 6301.***

3.2.2. Recommended

(**Call sign**) information (**ATIS letter**) valid, you are cleared to (**Destination**) via flight plan route, (**SID**), (**Runway**), (**Initial Climb**), (**Squawk**).

Ex. ***BTI34G, information A valid, you are cleared to Riga via flight plan route, TAGOL1B departure, Runway 19, Initial Climb FL90, Squawk 6301.***

3.2.3. Vectors for Departure

If the pilot is unaware of, or does not have a valid SID, it is recommended to use '**Climb FL90 on runway heading**'. If there is an APP/CTR, this departure MUST be coordinated with them beforehand.

3.2.4. Local IFR

Local IFR departures must be coordinated with APP/CTR. It is recommended to use the runway heading and an altitude of 5000 feet.

3.2.5. Propeller Aircraft

If the tailwind component does not exceed **5 KT**, and traffic conditions allow, it is recommended depart prop aircraft from RWY 01 when flying northbound.

3.3. VFR Flights

The control zone at Vilnius is Class C and is up to 3000 FT vertically.

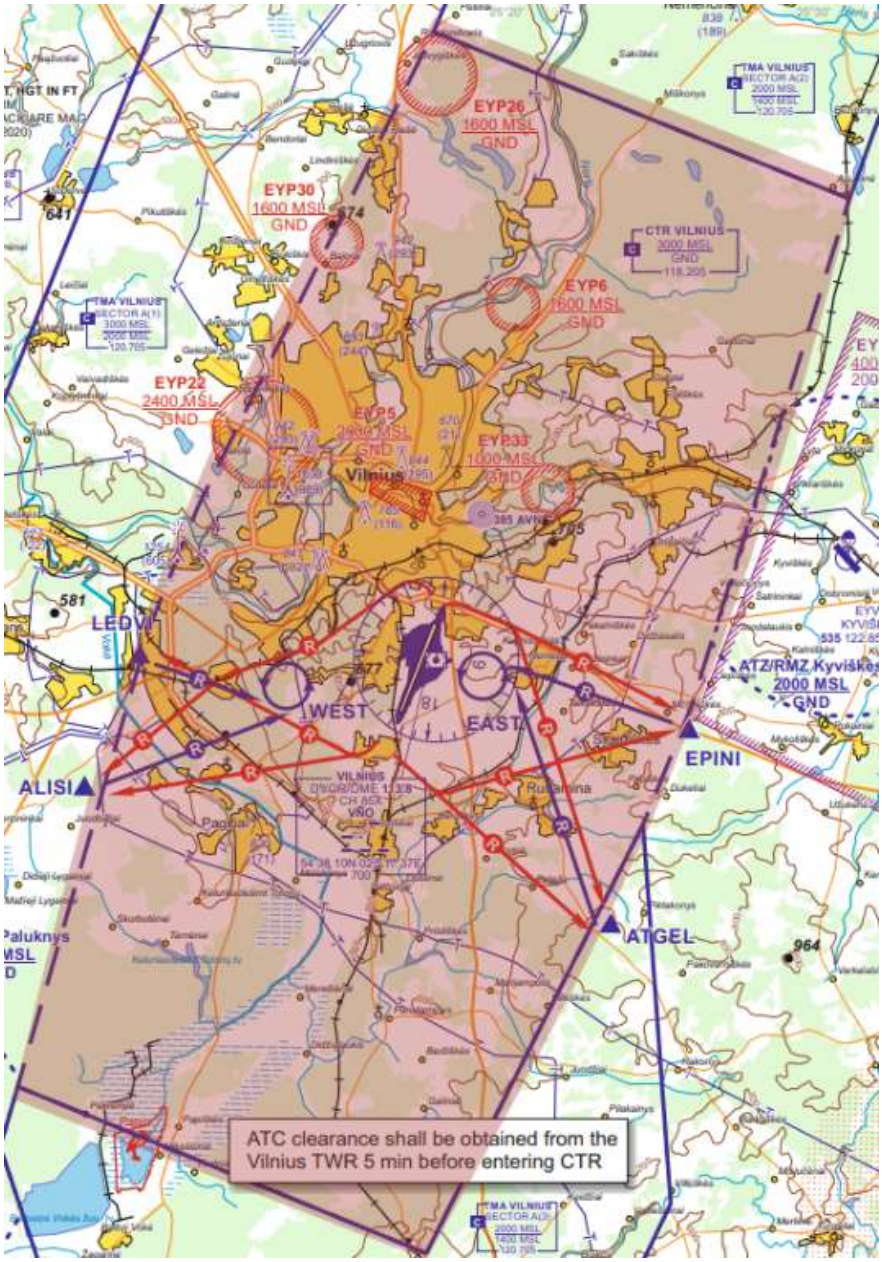

Fig. 1 *Vilnius CTR lateral view*

- The preferred traffic pattern is to the east of the aerodrome. When runway 01 is active, use right-hand pattern. When runway 19 is active, use left-hand pattern;
- Circuit altitude is at or below 1700 feet.

In heavy traffic, aircraft operating under VFR may be instructed, if necessary, to wait over the following published VFR holdings:

- Perform published VFR holding procedure over **EAST** point;
- Perform published VFR holding procedure over **WEST** point.

3.4. Taxiing to and from stands, other limitations

3.4.1. Taxiways

1) **TWY B:** wingspan up to 65 M (up to B777 Series/B787 Series/A330 Family);
2) **TWY F:** from THR of RWY 01 to the intersection with E wingspan up to 38 M (B737 Series/A320 Family/E Jets Family);
   from TWY E to TWY D: wingspan up to 47 M;
   From TWY D to TWY Z: wingspan up to 65 M (if taxing route Y engaged wingspan from TWY B to TWY Z 36 M);
3) **TWY Z:** wingspan up to 65 M (up to B777 Series/B787 Series/A330 Family);
4) **TWY D:** wingspan up to 36 M (B737 Series/A320 Family/E Jets Family);
5) **TWY E:** wingspan up to 47 M.

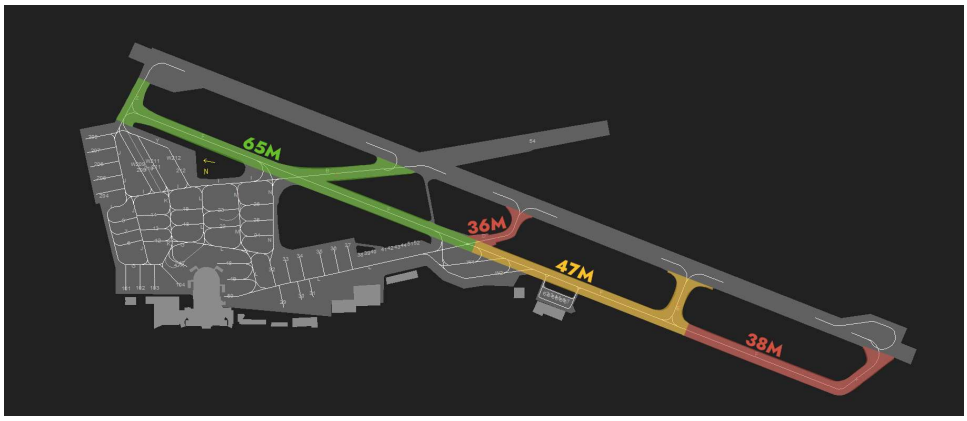

Fig. 2 *Vilnius GND layout with TWY wingspan limitations*

3.4.2. Taxi routes

1) **Route G** from stand 104 to INT with route L – 36 M;
2) **Route I** from stand 104 to stands 6-8 north and to INT with J – 36 M;
3) **Route I** from INT with J to INT with TWY F – 65 M;
4) **Route J** from INT with I to INT with I – 36 M;
5) **Route J** from INT with I to INT with TWY Z – 52 M;
6) **Route K** from middle of taxiing route G to INT with route I – 42 M;
7) **Route L** from INT with I to INT with taxiing route G – 52 M;
8) **Route L** from INT with taxiing route G to INT with TWY's D and F – 36 M;
9) **Route M** from routes N and L INT to INT with route I – 42.6 M;
10) **Route N** from routes M and L INT to INT with route I – 36 M;
11) **Route Y** from eastern part of ACFT stand W212 to INT with TWY Z – 65 M.

3.4.3. Stands for heavy aircraft

Stand	*MAX Wingspan*
22 and 23	**-**
54	**-**
210*	**65 M**
212	**60 M**

**Stand 210 available ONLY if stands 209 & 211 are free.*

3.4.4. Taxi procedures for heavy aircraft

Departing:

- From stands 22 & 23 to RWY 01: via TWYs I & B;
  to RWY 19: via TWYs I, F & Z.

- From stands 210 & 212 to RWY 01: via TWYs I & B;
  to RWY 19: via TWYs I, F & Z.

Arriving:

- To 22 & 23: via TWYs Z & F (or B), then I and M;

- To 210 & 212: via TWYs B & F (or Z), then Z and Y.

3.5. IFR Arrival

Vacating RWY 01/19 for heavy aircraft:

- ONLY via TWYs B or Z.

Missed Approach Instructions:

- If coordinated with APP/CTR: '**On runway heading to 5000 FT**';
- Whenever a missed approach occurs, the Tower controller MUST hold all departures until the APP/CTR clears them to resume normal operations. This must be coordinated.

3.6. Low Visibility Procedures (LVP)

When LVP is commenced, a message on the category of ILS "**Low Visibility Procedures CAT II in Operation**" MUST be passed via ATIS.

3.6.1. LVP operation enforcement parameters:

- 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;

- 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;
- Approach spacing: more than 10 NM spacing between arrivals is to be used.

3.6.2. Runway 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;
- RWY 01/19 back track procedures shall not be allowed, unless it is the only option for vacating or entering the RWY safely.

3.6.3. Restrictions during LVP operations:

- Only one aircraft can be present within the maneuvering area of the aerodrome.

4. Vilnius Approach

4.1. Area of responsibility

Approach is responsible for approach control service to EYVI within Vilnius TMA up to FL95. The airspace is divided into 4 sectors.

4.2. Vilnius TMA

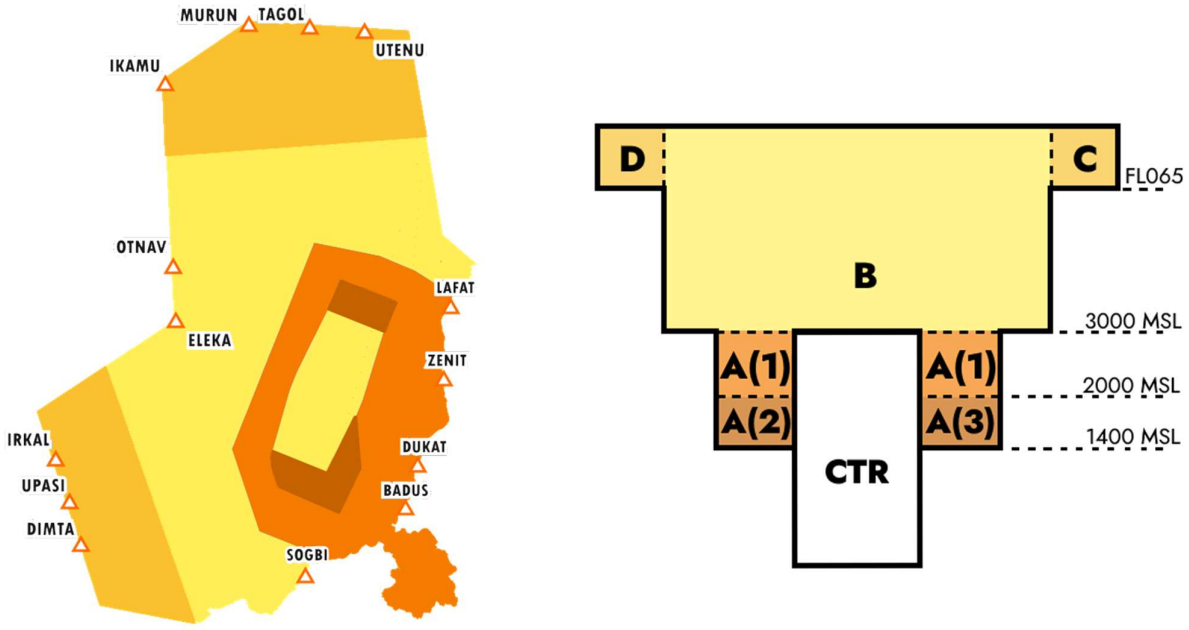

Fig. 3 *Vilnius TMA sectors: lateral (left) and vertical (right) composition*

4.3. Airspace & Sectorization

Airspace Class C.

Sector A(1) – 2000-3000 FT MSL;
Sector A(2) – 1400-2000 FT MSL;
Sector A(3) – 1400-2000 FT MSL;
Sector B – 3000 FT MSL-FL95;
Sector C – FL65-FL95;
Sector D – FL65-FL95.

4.4. Minimum Separation

Vilnius CTR and TMA have a minimum separation of 3 NM or 1000 FT.

4.5. Minimum Safe Altitude (MSA)

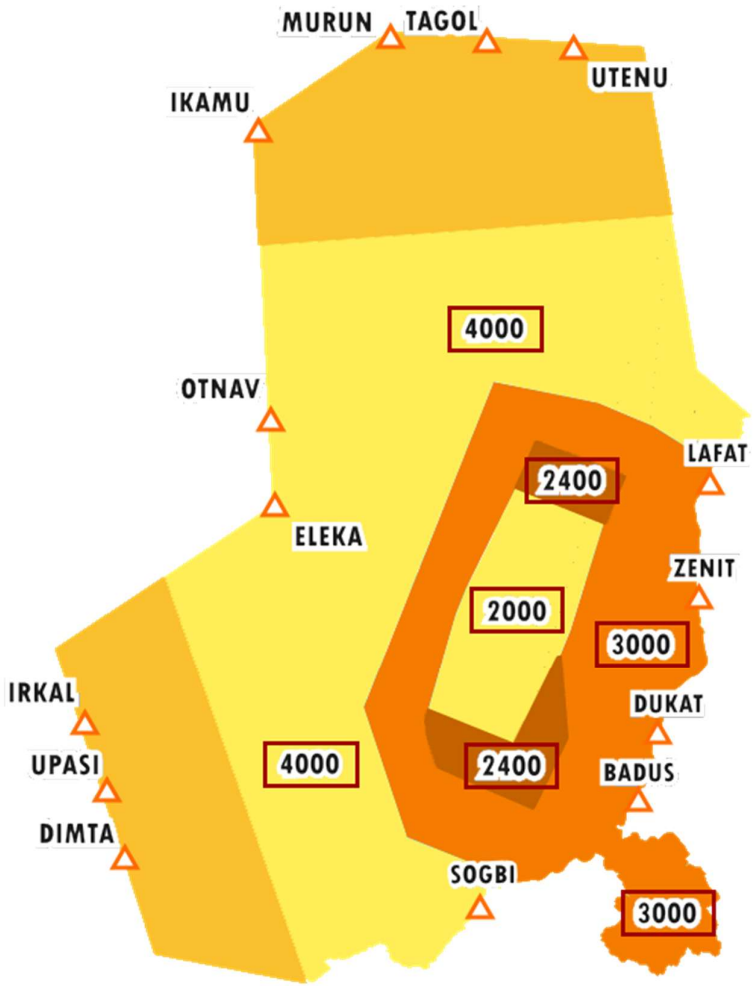

Fig. 4 *Vilnius TMA Surveillance Minimum Altitudes*

4.6. IFR Departure

4.6.1. Climb-out Procedures

Initial Climb is TMA upper limit – FL90 or CRZ if lower.

- If the ACC (EYVL_CTR) is online, it is recommended to coordinate and give climb FL280 or CRZ if lower, ensuring smooth handover and continuous climb;
- If ACC E sector is online (EYVL_E_CTR), it is recommended to coordinate and give climb FL250 or CRZ if lower.

4.6.2. Shortcuts

For Medium and Heavy aircraft departing:

RWY 01:

- Omnidirectional departures are not authorized;
- To follow Standard Instrument Departure routes (SID);
- If unable to follow SID – turn has to be commenced not below 4000 FT MSL;
- Applying radar vectoring method (including DIRECT TO) to authorize left turn ONLY after the aircraft has passed waypoint VI101 or right turn not below 3000 FT MSL has been reached.

RWY 19:

- Omnidirectional departure is authorized from 0700 to 2200 local time;
- Height restrictions are not applied for the first turn.

Omnidirectional departures North-West of RWY in sector 270° to 360° not authorized.

Paluknys Special Gliding Zone (SGZ):

- Whenever Paluknys SGZ is activated (as indicated by a NOTAM), departures from RWY 19 must follow the full Standard Departure procedure.

Only applies to UPASI1B and SOGBI1B procedures

4.7. IFR Arrival

4.7.1. Shortcuts

Due to low traffic intensity, it is recommended to coordinate shortcuts with ACC:

RWY 01:

- It is recommended to give a shortcut to **ODETU**/**VI312** for the ILS Z approach.

RWY 19:

- It is recommended to give a shortcut to **MIZOP**/**VI412** for the ILS Z approach.

4.7.2. Other Procedures

1) *Paluknys Special Gliding Zone (SGZ)*

- Whenever Paluknys SGZ is activated (as indicated by a NOTAM), arriving aircrafts MUST follow full Standard Arrival procedure.

Only applies for IRKAL2A procedure

2) *Handoff to Tower*

(Call sign), (distance) from touchdown, contact Vilnius Tower 118.205

Ex. ***BTI34G, 8 nautical miles from touchdown, contact Vilnius Tower 118.205***

4.7.3. Separation

- Aim for 6-7 NM intervals between arriving aircraft;
- Aim for more than 10 NM intervals between arriving aircraft when LVP is in force;
- Aim for more than 14 NM interval between heavy and following arrival when RWY 19 is in use.

4.7.4. Speed Restrictions

Phase	*Speed*
Below FL100	**MAX 250 KTS**
5 NM to RWY	**160 KTS**

These restrictions may be waived