JEPPESEN

JeppView for Windows

List of pages in this Trip Kit

JEPPESEN
JeppView for Windows

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: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0604 Z
Sunset: 1417 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

1. GENERAL

1.1. ATIS

*ATIS 122.475
120.075 (Russian)

1.2. 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.

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.

1.3. 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).

1.4. TAXI PROCEDURE

Taxiing and towing without permission of the controller are prohibited.

ACFT taxi along taxi routes, through TWY A, TWY B, TWY D, TWY E to TWY F, along which they taxi to the apron, and then along apron TWY C or apron TWY F1 under own engines are parked on stand 1, stand 2 or stand 3.

1.5. PARKING INFORMATION

Stand 1, 2 and 3 are intended to be used for parking of ACFT from both directions (N or S).

Stand 1 is 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.

1.6. 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.

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. START-UP PROCEDURES

Engine starting is permitted to be performed on stand 1, stand 2 and stand 3.
ACFT engine run-ups coming to take-off power are prohibited.

3.3. 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.

3.4. COMMUNICATION FAILURE PROCEDURE

Attempt to land at the aerodrome of departure.

If unable to land at the aerodrome of departure:

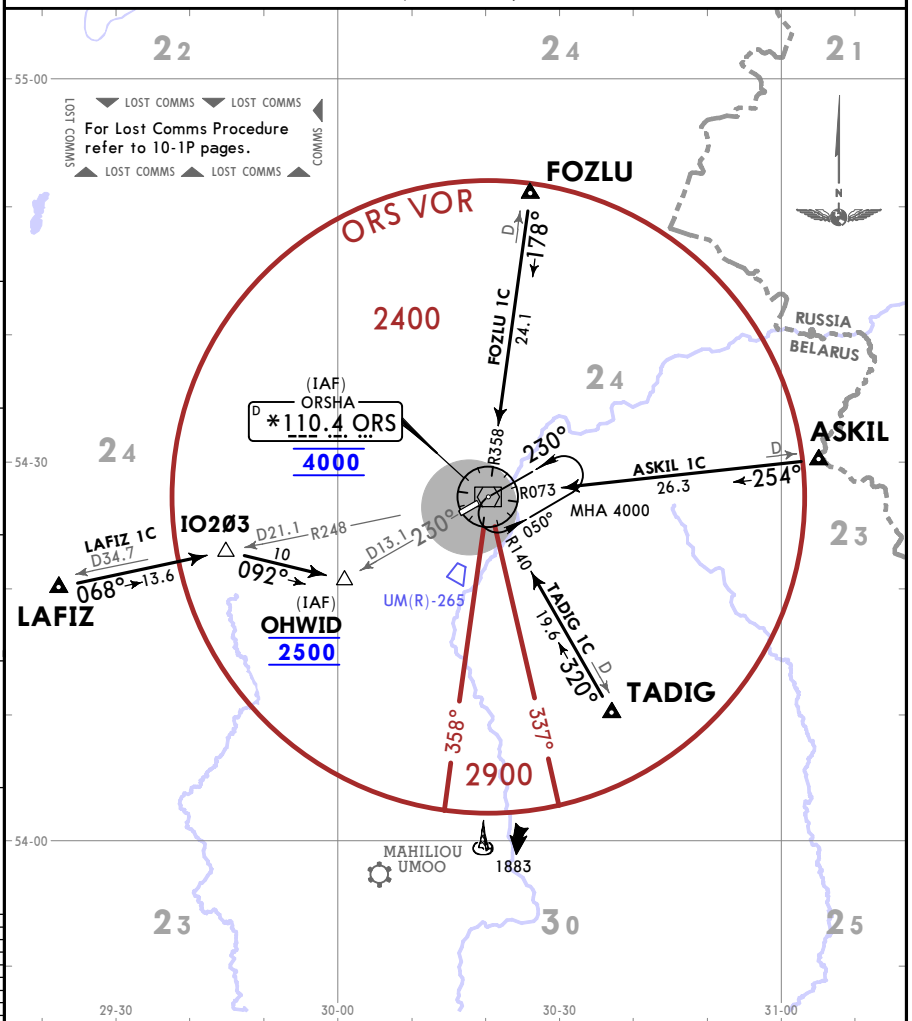
- continue assigned and acknowledged SID;
- after reaching the last assigned flight level, continue further climb to flight plan flight level in 3 minutes.

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.

*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)

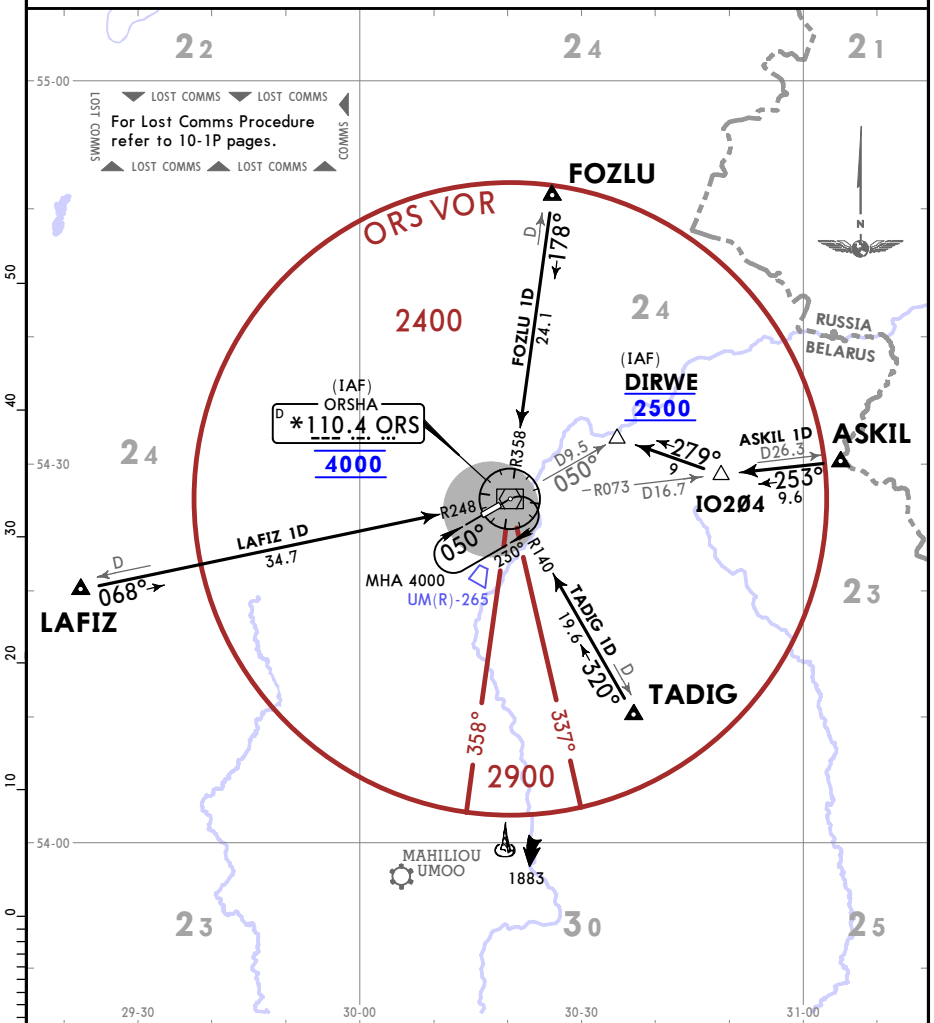


STAR	ROUTING
ASKIL 1C	Intercept ORS R073 inbound to ORS VOR.
FOZLU 1C	Intercept ORS R358 inbound to ORS VOR.
LAFIZ 1C	Intercept ORS R248 inbound to IOØ3, turn RIGHT, 092° track to OHWID.
TADIG 1C	Intercept ORS R140 inbound to ORS VOR.

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

*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 IO2Ø4, 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.

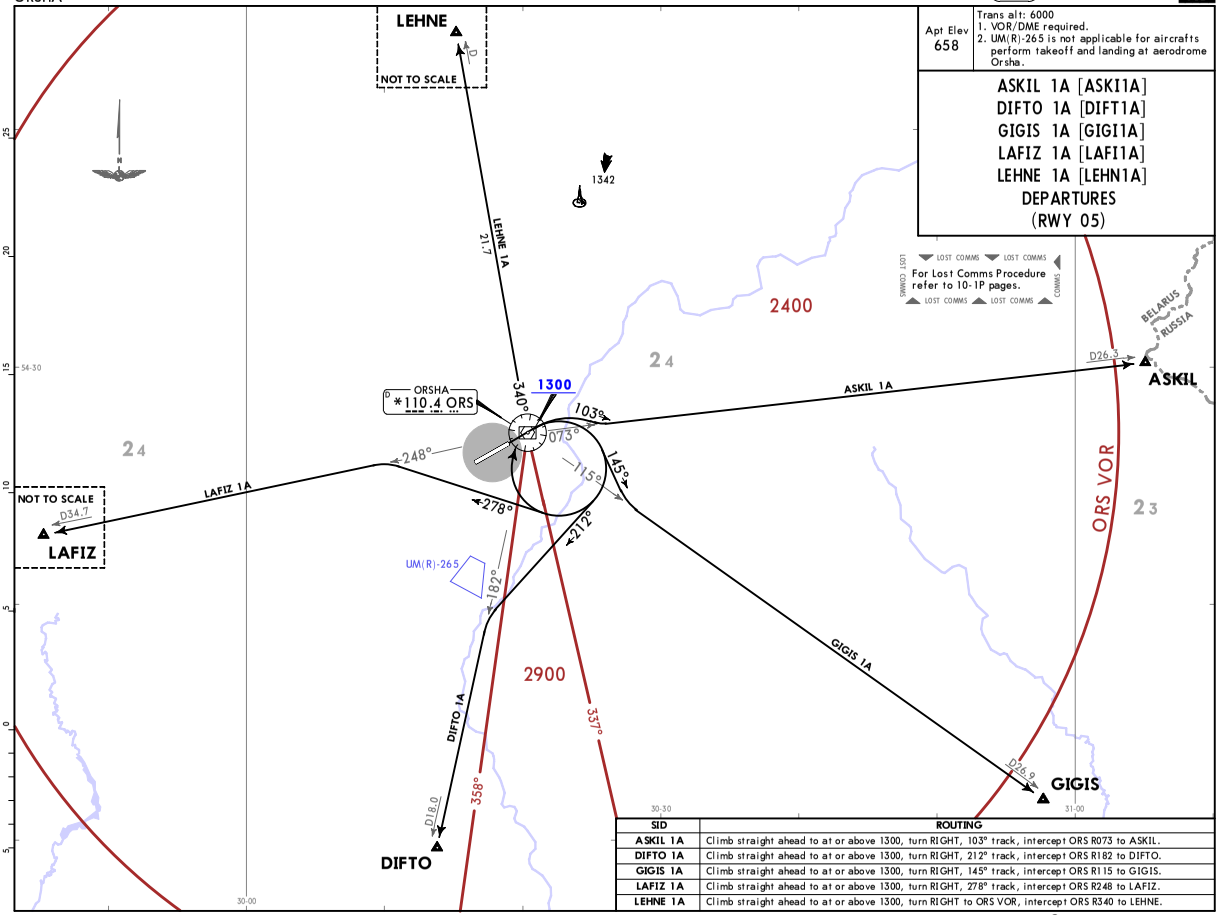
CHANGES: Restricted area UM(R)-265 & general note 2 established.

UMIO
ORSHA

JEPPESEN ORSHA, BELARUS
18 DEC 20 10-3 Eff 31 Dec
SID

Apt Elev	Trans alt: 6000 1. VOR/DME required. 2. UM(R)-265 is not applicable for aircrafts perform takeoff and landing at aerodrome Orsha.
658	

ASKIL 1A [ASKI1A]
DIFTO 1A [DIFT1A]
GIGIS 1A [GIGI1A]
LAFIZ 1A [LAFI1A]
LEHNE 1A [LEHN1A]
DEPARTURES
(RWY 05)

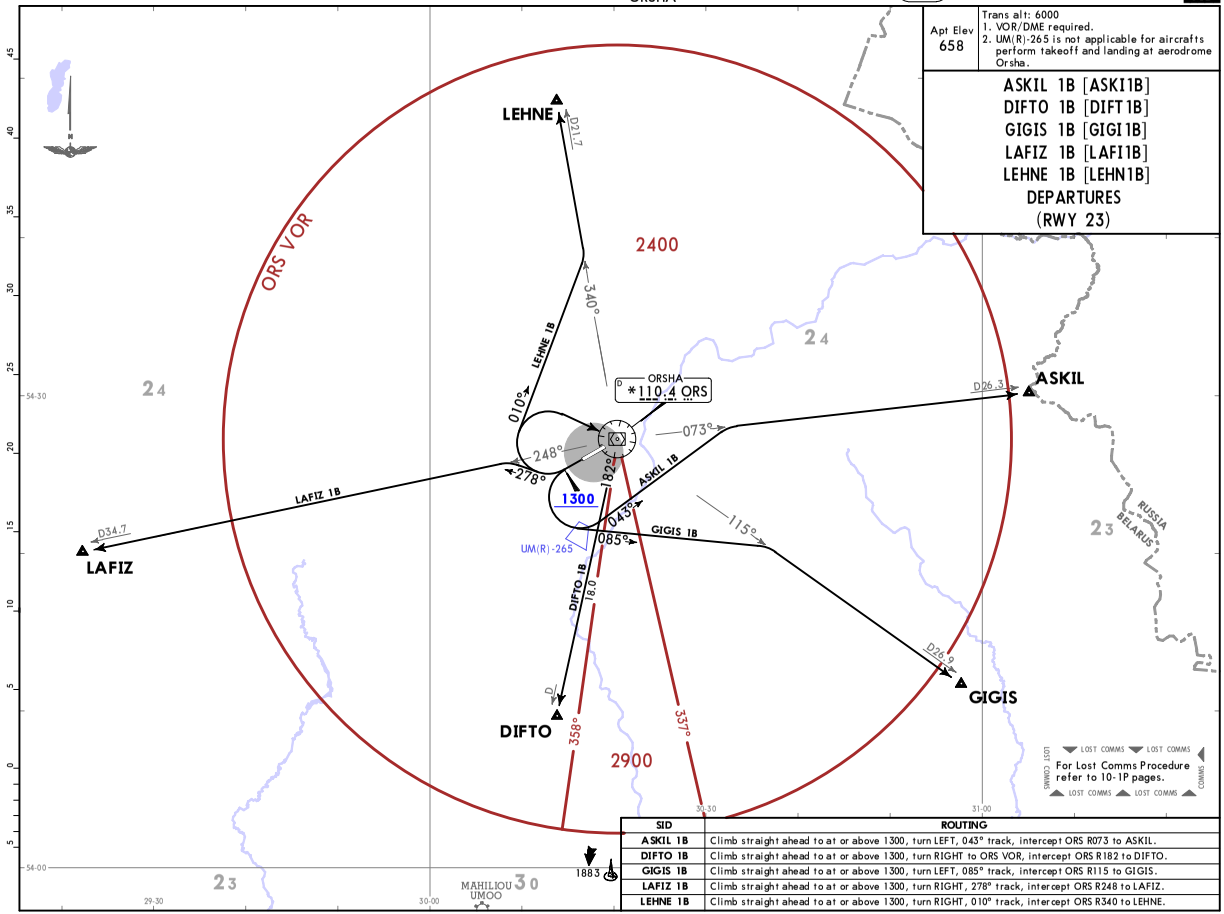


SID	ROUTING
ASKIL 1A	Climb straight ahead to at or above 1300, turn RIGHT, 103° track, intercept ORS R073 to ASKIL.
DIFTO 1A	Climb straight ahead to at or above 1300, turn RIGHT, 212° track, intercept ORS R182 to DIFTO.
GIGIS 1A	Climb straight ahead to at or above 1300, turn RIGHT, 145° track, intercept ORS R115 to GIGIS.
LAFIZ 1A	Climb straight ahead to at or above 1300, turn RIGHT, 278° track, intercept ORS R248 to LAFIZ.
LEHNE 1A	Climb straight ahead to at or above 1300, turn RIGHT to ORS VOR, intercept ORS R340 to LEHNE.

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

Apt Elev	
658	Trans alt: 6000 1. VOR/DME required. 2. UM(R)-265 is not applicable for aircrafts perform takeoff and landing at aerodrome Orsha.

ASKIL 1B [ASKI1B]
DIFTO 1B [DIFT1B]
GIGIS 1B [GIGI1B]
LAFIZ 1B [LAFI1B]
LEHNE 1B [LEHN1B]
DEPARTURES
(RWY 23)



SID	ROUTING
ASKIL 1B	Climb straight ahead to at or above 1300, turn LEFT, 043° track, intercept ORS R073 to ASKIL.
DIFTO 1B	Climb straight ahead to at or above 1300, turn RIGHT to ORS VOR, intercept ORS R182 to DIFTO.
GIGIS 1B	Climb straight ahead to at or above 1300, turn LEFT, 085° track, intercept ORS R115 to GIGIS.
LAFIZ 1B	Climb straight ahead to at or above 1300, turn RIGHT, 278° track, intercept ORS R248 to LAFIZ.
LEHNE 1B	Climb straight ahead to at or above 1300, turn RIGHT, 010° track, intercept ORS R340 to LEHNE.

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

UMIO

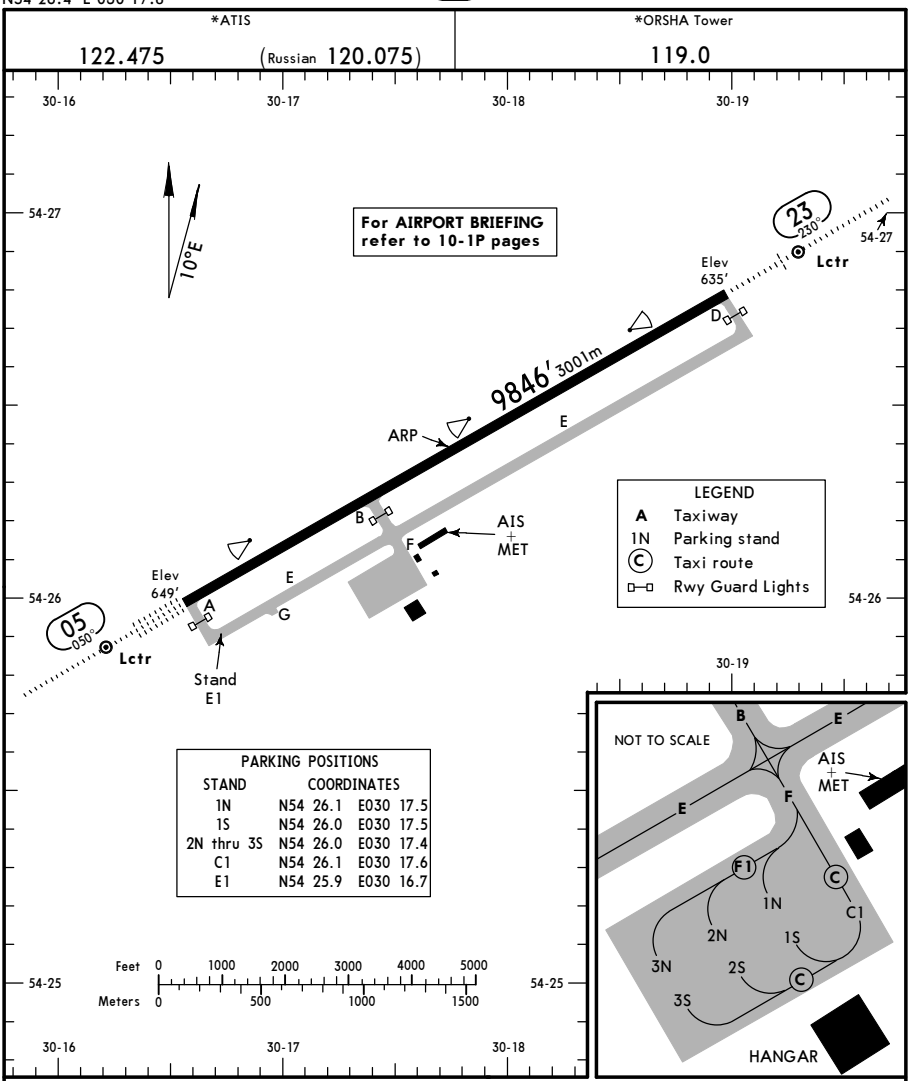
Apt Elev **658′**
N54 26.4 E 030 17.8

JEPPESEN
18 DEC 20 (10-9) **Eff 31 Dec**

ORSHA, BELARUS

ORSHA

*ATIS		*ORSHA Tower
122.475	(Russian 120.075)	119.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
05	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L ❶ RVR		8935′ 2723m		148′ 45m
23	HIRL (60m) CL (15m) HIALS PAPI-L ❶ RVR		8692′ 2649m		

❶ angle 3.00°.

Std TAKE-OFF

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

CHANGES: TAKE-OFF RUN AVAILABLE withdrawn.

UMIO
ORSHA

JEPPESEN
18 DEC 20 (11-1) Eff 31 Dec

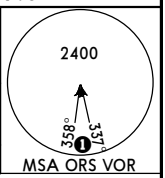
ORSHA, BELARUS
ILS Rwy 05

*ATIS	*ORSHA Approach	*ORSHA Tower
122.475 (Russian 120.075)	118.4	119.0

BRIEFING STRIP

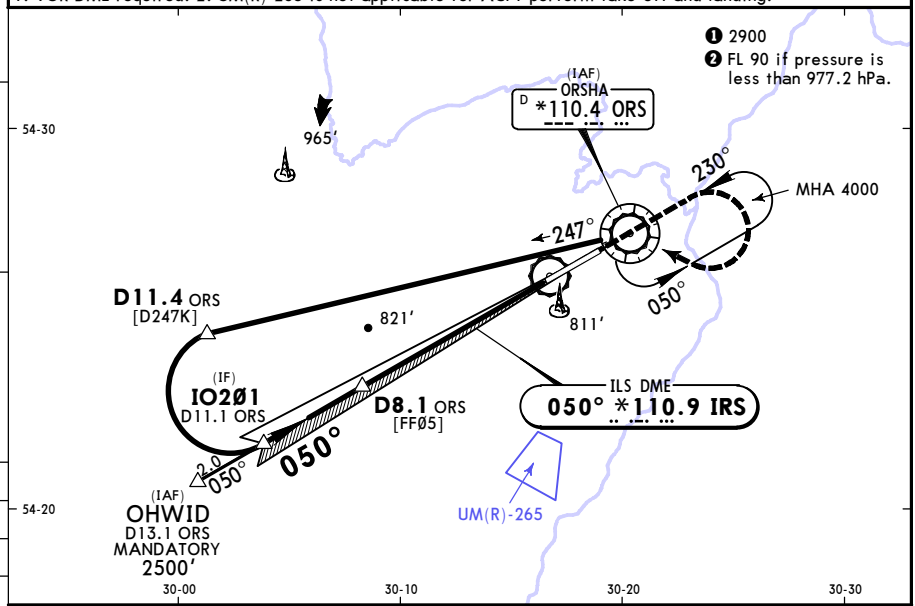
LOC IRS	Final Apch Crs	D8.1 ORS	DA(H) Refer to Minimums	Apt Elev 658′ Rwy 649′
*110.9	050°	2500′ (1851′)		

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

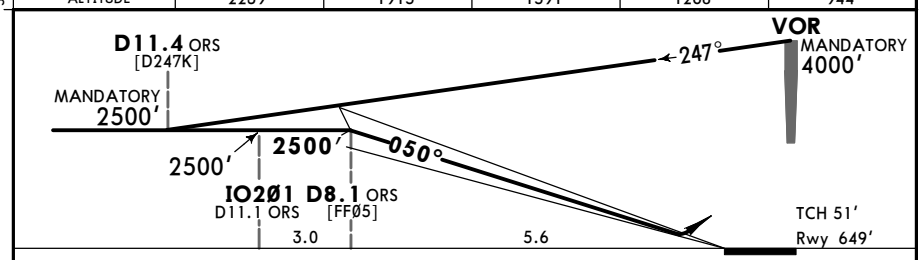


Alt Set: hPa(MM on req) Rwy Elev: 24 hPa Trans level: FL 80 ❷ Trans alt: 6000′

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



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



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°

PANS OPS

Std STRAIGHT-IN LANDING
ILS

DA(H) ABC: **849**′(200′) D: **859**′(210′)

CIRCLE-TO-LAND

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

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

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

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

UMIO
ORSHA

JEPPESEN
18 DEC 20 (11-1A) Eff 31 Dec

ORSHA, BELARUS
CAT II ILS Rwy 05

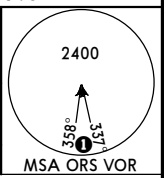
*ATIS	*ORSHA Approach	*ORSHA Tower
122.475 (Russian 120.075)	118.4	119.0

BRIEFING STRIP

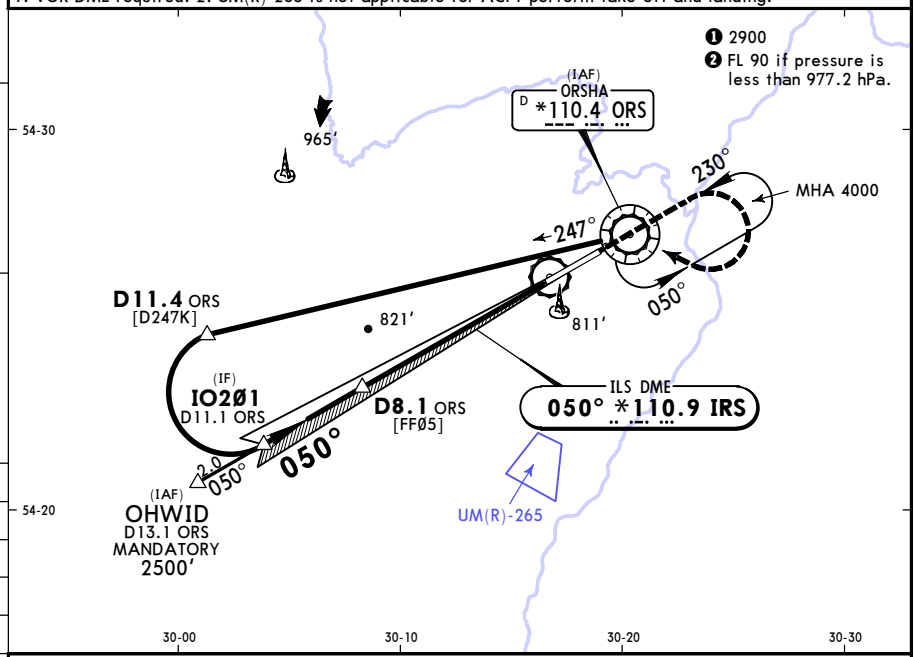
LOC IRS	Final Apch Crs	D8.1 ORS	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 658′ Rwy 649′
*110.9	050°	2500′ (1851′)		

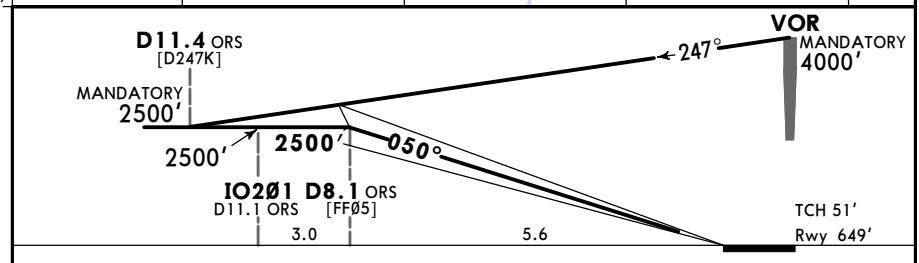
MISSED APCH: Climb on track 050° to 1300′ or above, turn RIGHT to ORS VOR climbing to 3000′, then as directed.

Alt Set: hPa(MM on req) Rwy Elev: 24 hPa Trans level: FL 80 ❷ 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
GS 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
1300′ or above on 050°

Std STRAIGHT-IN LANDING
CAT II ILS

AB	C	D
RA 108′	RA 117′	RA 133′
DA(H) 749′ (100′)	DA(H) 757′ (108′)	DA(H) 771′ (122′)

PANS OPS

R300m	R400m

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

UMIO
ORSHA

JEPPESEN

18 DEC 20 (11-2) Eff 31 Dec

ORSHA, BELARUS
ILS Rwy 23

*ATIS	*ORSHA Approach	*ORSHA Tower
122.475 (Russian 120.075)	118.4	119.0

BRIEFING STRIP ™

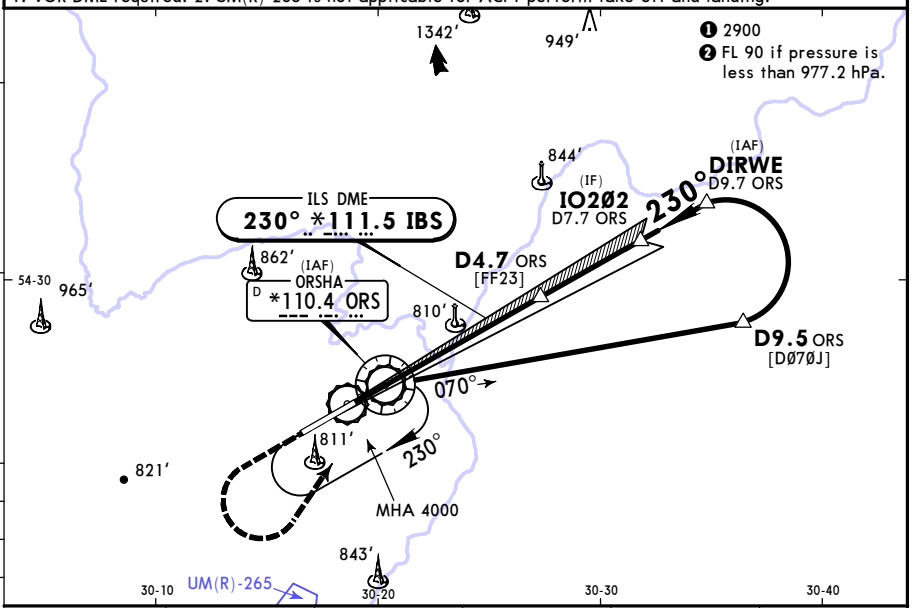
LOC IBS	Final Apch Crs	D4.7 ORS	DA(H)	Apt Elev 658′
*111.5	230°	2500′ (1865′)	Refer to Minimums	Rwy 635′

MISSED APCH: Climb on track 230° to 1300′ or above, turn LEFT to ORS VOR climbing to 3000′, then as directed.

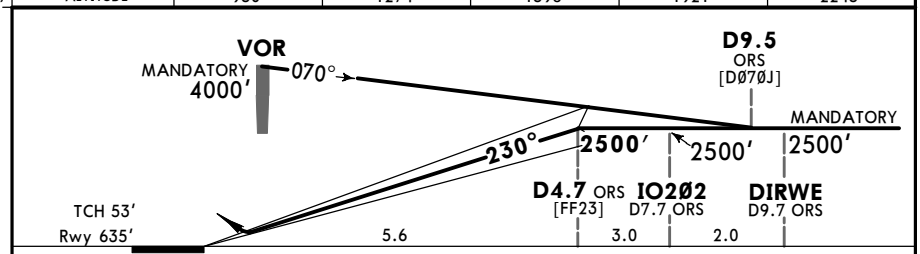
2400
358° 337°
MSA ORS VOR

Alt Set: hPa(MM on req) Rwy Elev: 23 hPa Trans level: FL 80 ❷ Trans alt: 6000′

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



ORS DME	VOR	1.0	2.0	3.0	4.0
ALTITUDE	950′	1274′	1598′	1921′	2245′



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

HIALS
PAPI
1300′ or above on 230°

PANS OPS

Std STRAIGHT-IN LANDING
ILS

DA(H) ABC: **835**′(200′) D: **838**′(203′)

	FULL	ALS out
A	❶R550m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

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

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

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

UMIO
ORSHA

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

ORSHA, BELARUS
VOR Rwy 05

*ATIS	*ORSHA Approach	*ORSHA Tower
122.475 (Russian 120.075)	118.4	119.0

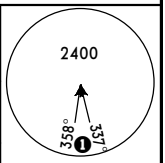
BRIEFING STRIP

VOR ORS	Final Apch Crs	D8.1	DA/MDA(H)	Apt Elev 658′
*110.4	050°	2500′ (1851′)	1010′ (361′)	Rwy 649′

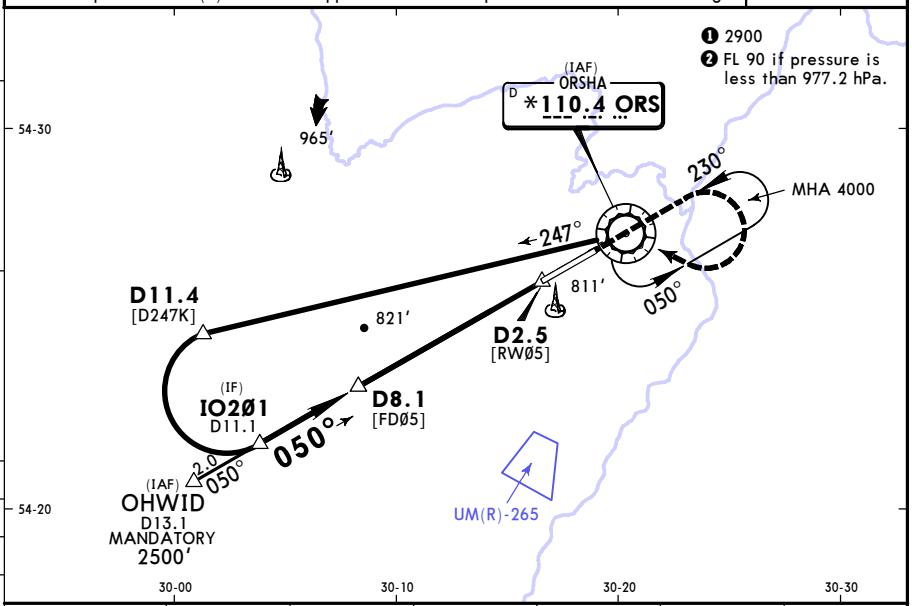
MISSED APCH: Climb on track 050° to 1300′ or above, turn RIGHT to VOR climbing to 3000′, then as directed.

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

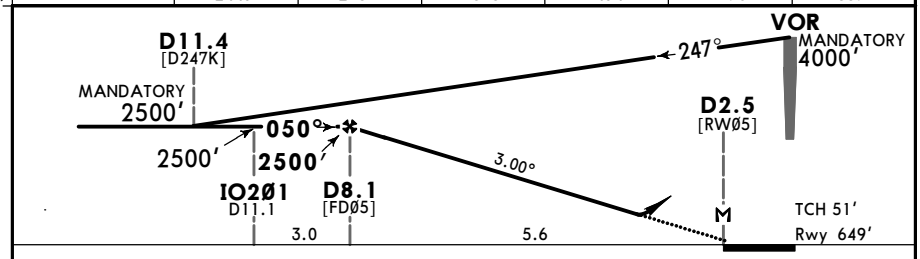
1. DME required. 2. UM(R)-265 is not applicable for ACFT perform take-off and landing.



MSA ORS VOR



ORS DME	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2449′	2131′	1813′	1494′	1176′	857′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						

HIALS-II
PAPI
1300′ or above on 050°

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1010′ (361′)

	ALS out	
A	R1000m	R1500m
B		
C		R1700m
D		

CIRCLE-TO-LAND

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

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

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

UMIO
ORSHA

JEPPESEN
18 DEC 20 (13-2) Eff 31 Dec

ORSHA, BELARUS
VOR Rwy 23

*ATIS	*ORSHA Approach	*ORSHA Tower
122.475 (Russian 120.075)	118.4	119.0

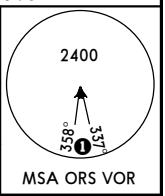
BRIEFING STRIP

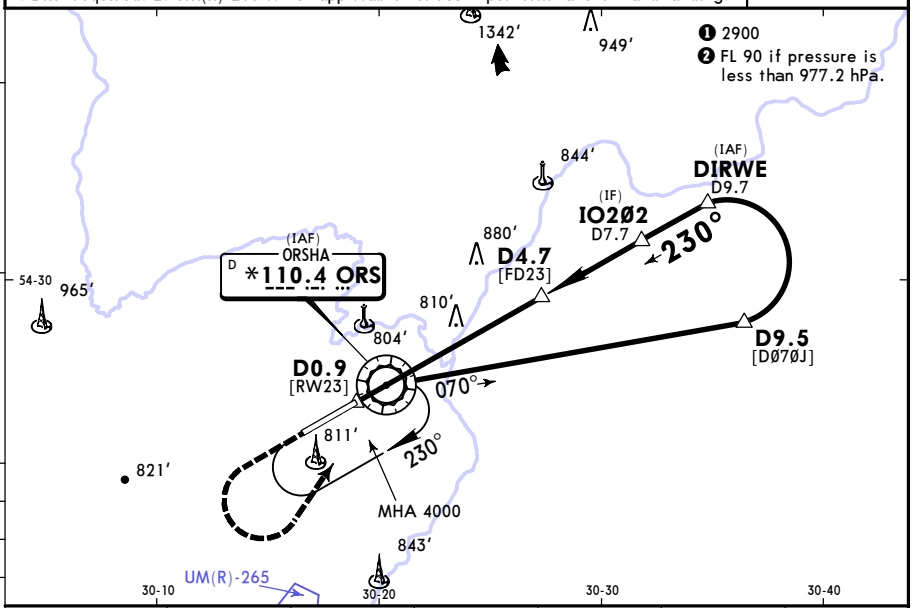
VOR ORS	Final Apch Crs	D4.7	DA/MDA(H)	Apt Elev 658′
*110.4	230°	2500′ (1865′)	1030′ (395′)	Rwy 635′

MISSED APCH: Climb on track 230° to 1300′ or above, turn LEFT to VOR climbing to 3000′, then as directed.

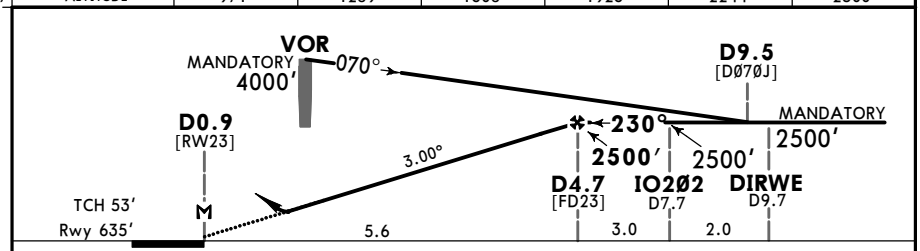
Alt Set: hPa(MM on req) Rwy Elev: 23 hPa Trans level: FL 80 ❷ Trans alt: 6000′

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





ORS DME	VOR	1.0	2.0	3.0	4.0	5.0
ALTITUDE	971′	1289′	1608′	1926′	2244′	2500′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9						

HIALS
PAPI
1300′ or above on 230°

Std STRAIGHT-IN LANDING

CDFA

❶DA/MDA(H) 1030′ (395′)

		ALS out
A	R1100m	R1500m
B		
C		R1800m
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

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

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

JEPPESEN
JeppView for Windows

Chart changes since cycle 25-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ORSHA, (ORSHA - UMIO)				
REV	ASKIL, FOZLU, LAFIZ & TAD...	10-2	18 Dec 2020	31 Dec 2020
REV	ASKIL, FOZLU, LAFIZ & TAD...	10-2A	18 Dec 2020	31 Dec 2020
REV	ASKIL, DIFTO, GIGIS, LAFI...	10-3	18 Dec 2020	31 Dec 2020
REV	ASKIL, DIFTO, GIGIS, LAFI...	10-3A	18 Dec 2020	31 Dec 2020
REV	AIRPORT, PARKING, AIRPORT...	10-9	18 Dec 2020	31 Dec 2020
REV	ILS RWY 05	11-1	18 Dec 2020	31 Dec 2020
REV	CAT II ILS RWY 05	11-1A	18 Dec 2020	31 Dec 2020
REV	ILS RWY 23	11-2	18 Dec 2020	31 Dec 2020
REV	VOR RWY 05	13-1	18 Dec 2020	31 Dec 2020
REV	VOR RWY 23	13-2	18 Dec 2020	31 Dec 2020

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMIO