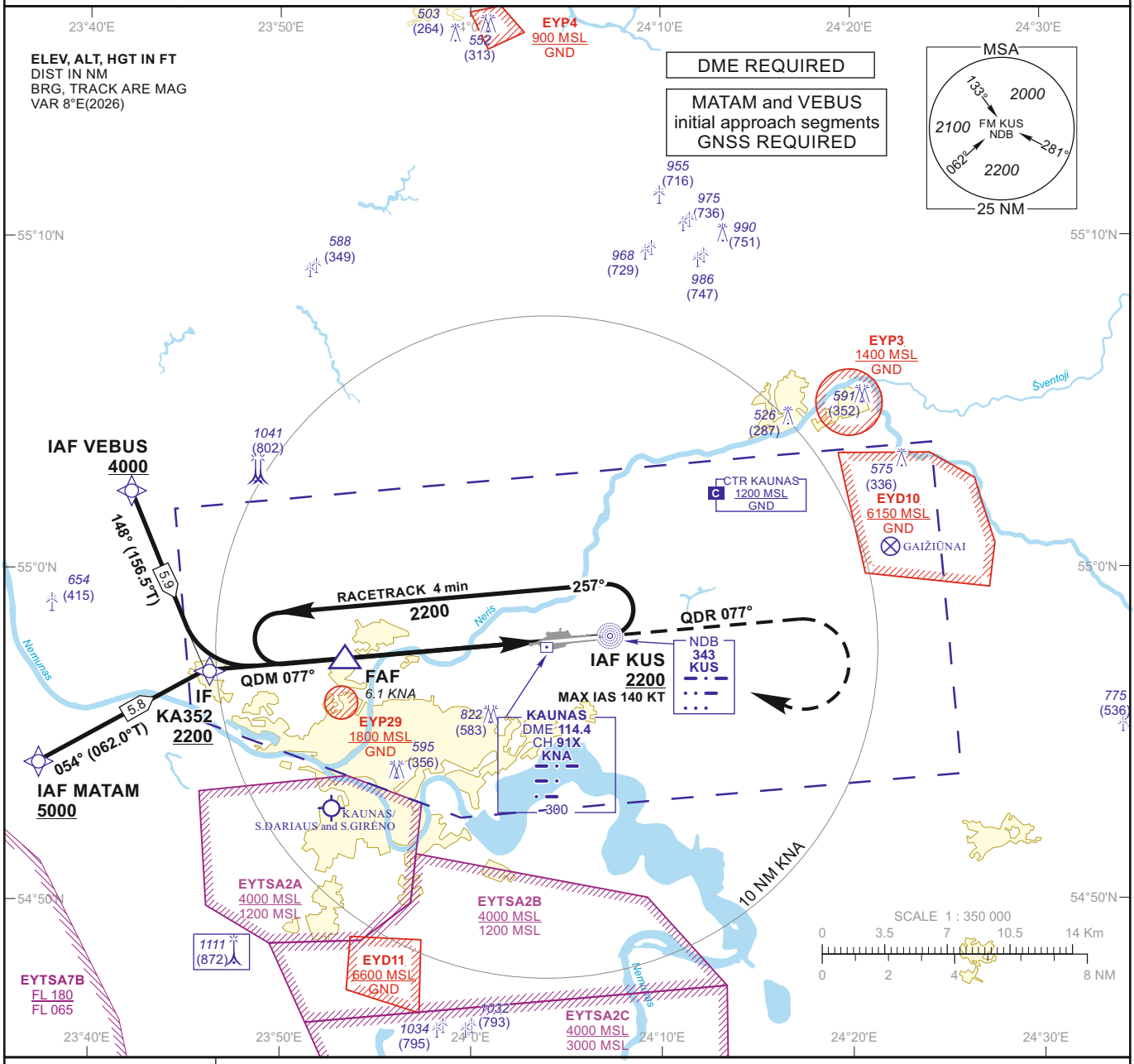
# INSTRUMENT APPROACH CHART - ICAO

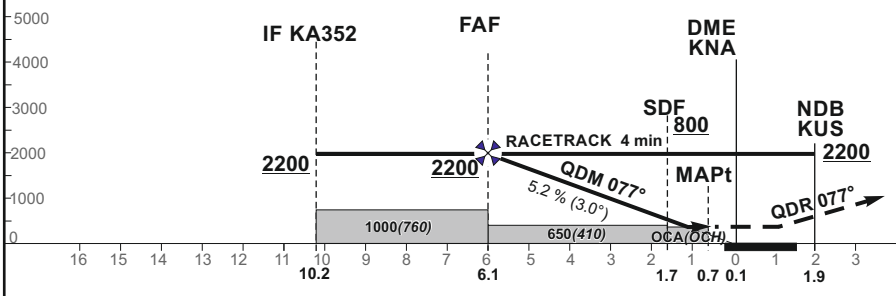
**AERODROME ELEV 259**
HEIGHTS RELATED TO
DTHR RWY 08 - ELEV 239

| | |
|---|---|
| TWR | 124.205 |
| | 118.505 |
| ATIS | 129.055 |

# KAUNAS (EYKA) NDB Z RWY 08 (CAT A/B)




TRANSITION ALT 5000




## MISSED APPROACH

Climb via KUS,
then on QDR 077° KUS to 2200,
then turn right to KUS.
Climb with 3.5% or more until
passing 2200 due to airspace structure.
When MACG 3.5% not possible,
report ATC immediately.

DTHR ELEV 239

| OCA(OCH) | | A | B |
|---|---|---|---|
| STRAIGHT-IN APPROACH | NDB | 640 (400) | |
| | NDB (when SDF not recieved) | 650 (410) | |
| CIRCLING | | 730 (470) | 760 (500) |

| DIST DME KNA | 5 | 4 | 3 | 2 |
|---|---|---|---|---|
| Altitude | 1850 | 1530 | 1220 | 900 |
| Height | (1611) | (1291) | (981) | (661) |

Timing not authorized for defining the MAPt

| GS | Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF - MAPt 5.4 NM | min:sec | 4:03 | 3:14 | 2:42 | 2:19 | 2:02 | 1:48 |
| Rate of descent (5.2%) | ft/min | 415 | 520 | 625 | 730 | 835 | 940 |

For data tabulation see verso

Changes: date of VAR; Procedures courses; obstacles; missed approach.


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**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 259**
HEIGHTS RELATED TO
DTHR RWY 08 - ELEV 239

**KAUNAS (EYKA) NDB Z RWY 08 (CAT A/B)**

## TABULAR DESCRIPTION

**IAF MATAM, INITIAL APPROACH**

| *Serial Number* | *Path Descriptor* | *Waypoint Identifier* | *Fly-over* | *Course/Track °M(°T)* | *Magnetic Variation* | *Distance (NM)/ Time* | *Turn Direction* | *Altitude (FT)/ Flight level* | *Speed (KT)* | *VPA/TCH* | *Navigation Specification* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | MATAM | — | — | 8.2 | — | — | +5000 | — | — | RNAV 1 |
| 002 | TF | KA352 | — | 054(062.0) | 8.2 | 5.8 | — | +2200 | — | — | RNAV 1 |

**IAF VEBUS, INITIAL APPROACH**

| *Serial Number* | *Path Descriptor* | *Waypoint Identifier* | *Fly-over* | *Course/Track °M(°T)* | *Magnetic Variation* | *Distance (NM)/ Time* | *Turn Direction* | *Altitude (FT)/ Flight level* | *Speed (KT)* | *VPA/TCH* | *Navigation Specification* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 001 | IF | VEBUS | — | — | 8.2 | — | — | +4000 | — | — | RNAV 1 |
| 002 | TF | KA352 | — | 148(156.5) | 8.2 | 5.9 | — | +2200 | — | — | RNAV 1 |

NDB INSTRUMENT APPROACH from IAFs(KUS, MATAM, VEBUS)

| FIX/POINTS | COORDINATES | FIX FORMATION |
|---|---|---|
| MATAM (IAF) | 54 54 08.9N 023 37 22.7E | |
| VEBUS (IAF) | 55 02 19.2N 023 42 11.7E | |
| KUS (IAF) | 54 57 56.6N 024 07 18.7E | 1.94 NM KNA |
| KA352 (IF) | 54 56 52.8N 023 46 18.3E | BRG 076.88° KUS / 10.22 NM KNA |
| FAF | 54 57 14.9N 023 53 23.4E | BRG 076.90° KUS / 6.12 NM KNA |
| SDF | 54 57 38.1N 024 01 03.0E | BRG 076.90° KUS / 1.69 NM KNA |
| MAPt | 54 57 43.3N 024 02 48.7E | BRG 076.90° KUS / 0.68 NM KNA |
| DTHR RWY 08 | 54 57 46.44N 024 03 50.94E | |
| KNA | 54 57 37.4N 024 03 59.1E | |
| Final approach descent angle: 3.00° | | |

Changes: VAR; BRG.


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