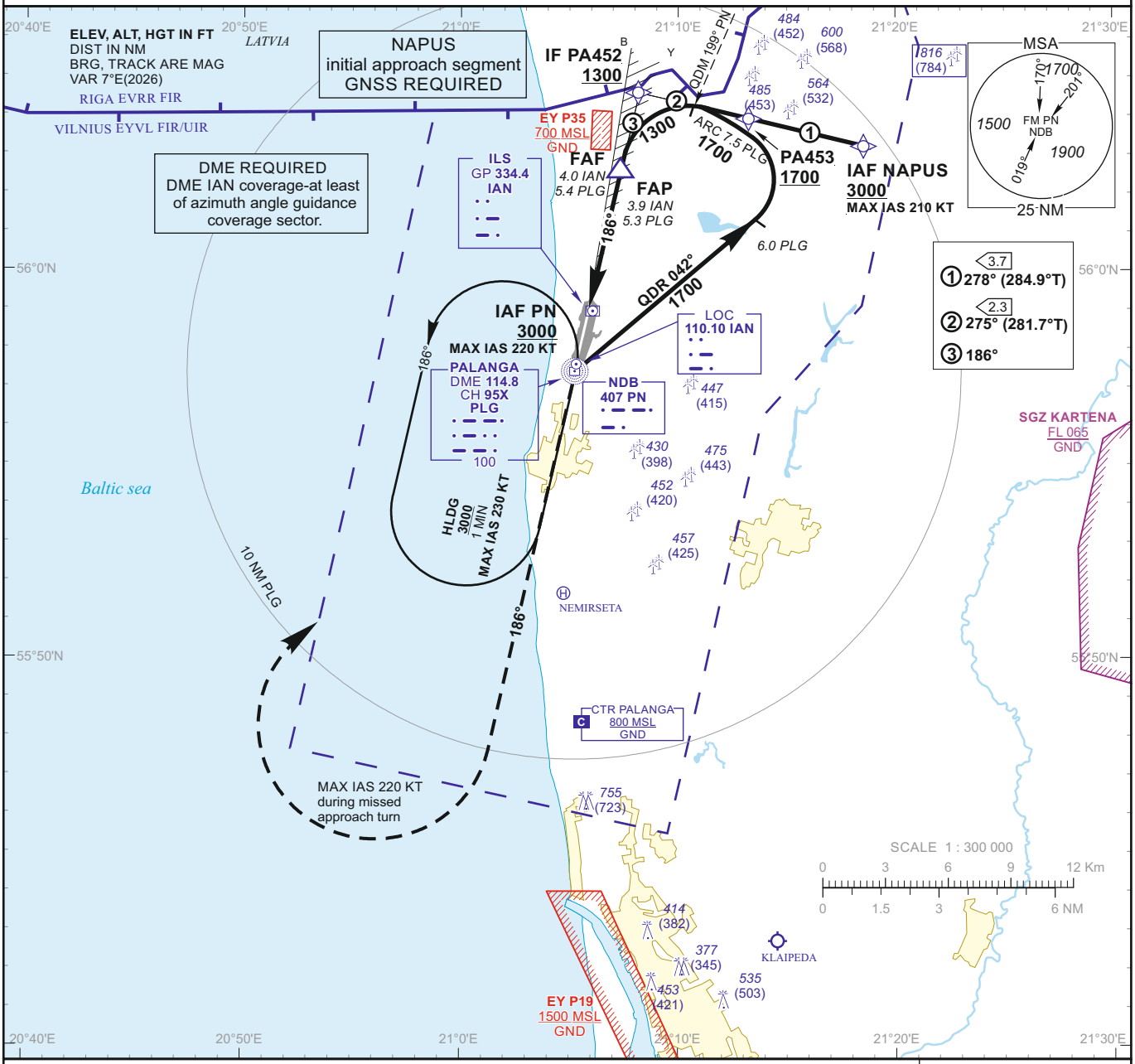
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 33
HEIGHTS RELATED TO
DTHR RWY 19 - ELEV 32

TWR	124.305
	118.305
ATIS	127.805

PALANGA
ILS or LOC RWY 19
CAT (A/B/C/D)



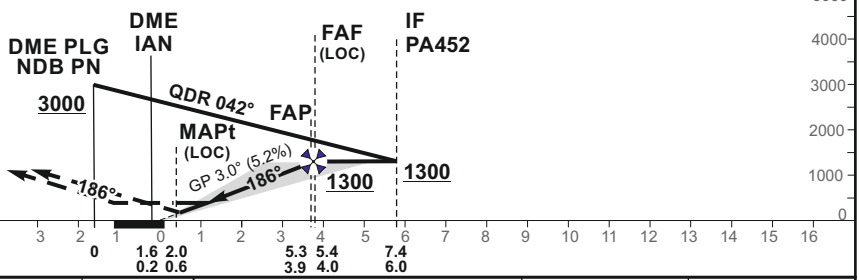
MISSED APPROACH

Climb on track 186° to 1900,
then turn right (MAX IAS 220 KT),
to PN climbing to 3000.

ILS RDH 54

DTHR ELEV 32

TRANSITION ALT 5000



OCA(OCH)		A	B	C	D
STRAIGHT-IN APPROACH	ILS CAT I	287 (255)	299 (267)	307 (275)	317 (285)
	LOC	410 (380)			
CIRCLING		490 (450)	740 (710)	870 (840)	not authorized

DIST DME IAN		3	2
Altitude		980	660
Height		(948)	(628)
LOC : timing not authorized for defining the MAPt			
GS	Kts	80 100 120	140 160 180
FAF - MAPt 3.4 NM	min:sec	2:33 2:02 1:42	1:27 1:17 1:08
Rate of descent (5.2%)	ft/min	415 520 625	730 835 940
For data tabulation see verso			

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

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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 33
HEIGHTS RELATED TO
DTHR RWY 19 - ELEV 32

PALANGA
ILS or LOC RWY 19
CAT (A/B/C/D)

TABULAR DESCRIPTION

IAF NAPUS, 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	NAPUS	—	—	6.6	—	—	+3000	-210	—	RVAV 1
002	TF	PA453	—	278(284.9)	6.6	3.7	—	+1700	—	—	RVAV 1
003	TF	PA452	—	275(281.7)	6.6	2.3	—	+1300	—	—	RVAV 1

ILS or LOC INSTRUMENT APPROACH from IAFs (PN, NAPUS)

FIX/POINTS	COORDINATES	FIX FORMATION
NAPUS (IAF)	56 03 12.1N 021 18 32.7E	BRG 225.53° PN ; 9.48 NM PLG
PN (IAF)	55 57 23.1N 021 05 13.5E	
PA453	56 04 08.3N 021 12 13.2E	BRG 203.54° PN ; 7.82 NM PLG
PA452 (IF)	56 04 36.6N 021 08 08.6E	BRG 186.1° / 6.03 NM IAN ; 7.42 NM PLG
FAF	56 02 39.7N 021 07 21.2E	BRG 186.1° / 4.02 NM IAN ; 5.41 NM PLG
FAP	56 02 34.8N 021 07 19.2E	BRG 186.1° / 3.94 NM IAN ; 5.33 NM PLG
MAPt	55 59 17.7N 021 05 59.7E	BRG 186.1° / 0.57 NM IAN ; 1.96 NM PLG
DTHR RWY 19	55 58 54.36N 021 05 50.27E	
DME PLG	55 57 23.5N 021 05 13.4E	
DME IAN	55 58 43.8N 021 05 53.7E	
LOC IAN	55 57 35.8N 021 05 18.6E	
Final approach (LOC) descent angle: 3.00°		

Changes: VAR; BRG.

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