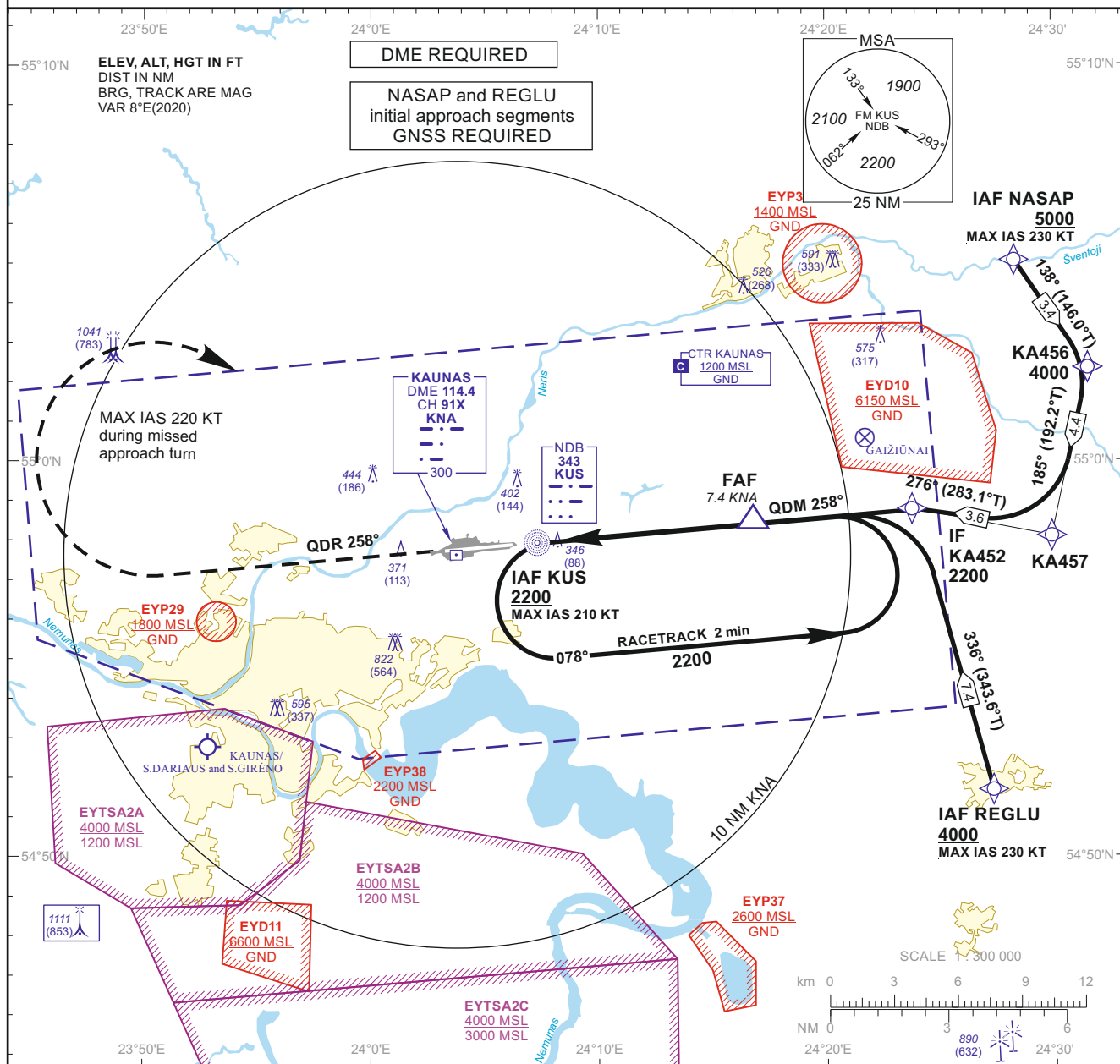


**INSTRUMENT  
APPROACH  
CHART - ICAO**
**AERODROME ELEV 259**

 HEIGHTS RELATED TO  
DTHR RWY 26 - ELEV 258

 TWR 124.205  
ATIS 118.505  
129.055

**KAUNAS  
NDB Y RWY 26  
(CAT C/D)**

**MISSED APPROACH**

 Climb on QDR 258° KUS to 2200,  
then turn right (MAX IAS 220 KT) to KUS.  
Climb with 3.5% or more until  
passing 2200 due to airspace structure.

DTHR ELEV 258

 NM to/from DTHR RWY 26 7  
NM to/from DME KNA

OCA(OCH)		C	D	DIST DME KNA	7	6	5	4	3
STRAIGHT-IN APPROACH	NDB	630 (370)		Altitude	2090	1770	1460	1140	830
	NDB (when SDF not received)	660 (400)		Height	(1832)	(1512)	(1202)	(882)	(572)
CIRCLING		1230 (970)	not authorized	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
		Rate of descent (5.2%)	ft/min	415	520	625	730	835	940
For data tabulation see verso									

24 FEB 2022

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AIRAC AMDT 001/2022

Changes: EYP37 and EYP38 added.

INSTRUMENT  
APPROACH  
CHART - ICAO

**AERODROME ELEV 259**

HEIGHTS RELATED TO  
DTHR RWY 26 - ELEV 258

TWR	124.205
	118.505
ATIS	129.055

**KAUNAS**  
**NDB Y RWY 26**  
**(CAT C/D)**

## TABULAR DESCRIPTION

### IAF NASAP, 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	NASAP	—	—	-7.5	—	—	+5000	-230	—	RNAV 1
002	TF	KA456	—	138(146.0)	-7.5	3.4	—	+4000	—	—	RNAV 1
003	TF	KA457	—	185(192.2)	-7.5	4.4	—	—	—	—	RNAV 1
004	TF	KA452	—	276(283.1)	-7.5	3.6	—	+2200	—	—	RNAV 1

### IAF REGLU, 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	REGLU	—	—	-7.5	—	—	+4000	-230	—	RNAV 1
002	TF	KA452	—	336(343.6)	-7.5	7.4	—	+2200	—	—	RNAV 1

### NDB INSTRUMENT APPROACH from IAFs(KUS, NASAP, REGLU)

FIX/POINTS	COORDINATES	FIX FORMATION
NASAP (IAF)	55 04 57.2N 024 28 10.6E	BRG 232.01° KUS / 15.74 NM KNA
REGLU (IAF)	54 51 37.2N 024 27 23.7E	BRG 290.99° KUS / 14.79 NM KNA
KA456	55 02 09.7N 024 31 27.3E	BRG 245.40° KUS / 16.46 NM KNA
KA457	54 57 55.1N 024 29 51.4E	BRG 262.43° KUS / 14.92 NM KNA
KA452 (IF)	54 58 44.2N 024 23 46.4E	BRG 257.57° KUS / 11.46 NM KNA
FAF	54 58 24.1N 024 16 41.1E	BRG 257.56° KUS / 7.36 NM KNA
SDF	54 58 07.2N 024 10 53.0E	BRG 257.56° KUS / 4.00 NM KNA
NDB KUS (IAF, MAPt)	54 57 56.6N 024 07 18.7E	1.94 NM KNA
KNA	54 57 37.4N 024 03 59.1E	
DTHR RWY 26	54 57 53.79N 024 06 19.46E	
Final approach descent angle: 3.00°		

Changes: new chart.