

AD 2 AERODROMES

EYKA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EYKA – KAUNAS/International

EYKA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	545750N 0240505E 078°/1625 M from THR RWY 08
2	Direction and distance from (city)	052°, 14 KM from Kaunas
3	Elevation/Reference temperature	259 FT (79 M)/ 21°C
4	Geoid undulation at AD ELEV PSN	81 FT(25 M)
5	Magnetic Variation/Annual change	8° E (2020)/0.13° increasing
6	Aerodrome operator, Address, Phone, Fax, AFS, Email, URL	State Enterprise Lithuanian Airports, Kaunas branch Oro uosto str. 4 LT-54460 Kaunas district Karmelava Lithuania Phone: +370 37 399 250, +370 5 273 93 18 AFS: EYKAYDYX Email: info@kun.lt URL: www.kaunas-airport.lt
7	Types of traffic permitted (IFR/ VFR)	IFR-VFR
8	Remarks	NIL

EYKA AD 2.3 OPERATIONAL HOURS

1	AD Administration AD operator	MON-THU 0545-1430 (0445-1330) FRI 0545-1315 (0445-1215) 0400-2400 (0300-2300)*
2	Customs and immigration	As AD
3	Health and sanitation	As AD
4	AIS briefing office	H24 Vilnius ARO or self-briefing
5	ATS reporting office (ARO)	H24 Vilnius ARO or self-briefing
6	MET briefing office	H24
7	Air traffic service	H24
8	Fuelling	As AD
9	Handling	As AD
10	Security	As AD
11	De-icing	As AD
12	Remarks * AD from 2400 till 0400 (2300-0300) will be available by coordination with Airport Operation service only, Tel. +370 37 399 250, e-mail operations@kun.lt: a) delayed regular flights to Kaunas Airport as to an alternate airport, flights performing search and rescue operations, medical help flights, government and VIP flights - not later than 15 minutes before the end of the working hours of the airport; b) all other flights - H24 before the intended flight. An overtime tariff will be applied.	

EYKA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Up to 5 tons handling possible
2	Fuel/oil types	Jet A1, AVGAS 100LL Oil: NIL
3	Fuelling facilities/capacity	Available without limitations
4	De-icing facilities	Available
5	Hangar space for visiting ACFT	NIL
6	Repair facilities for visiting ACFT	NIL
7	Remarks	Ground handling service can be requested in advance or upon arrival to Kaunas on frequency 121.605 MHz. Handling OPR HRS as AD.

EYKA AD 2.5 PASSENGER FACILITIES

1	Hotels	At airport and in the city
2	Restaurant	In the city
3	Transportation	Buses, Taxies
4	Medical facilities	Hospital in the city
5	Bank and Post Office	At airport and in the city
6	Tourist Office	At airport and in the city
7	Remarks	NIL

EYKA AD 2.6 RESCUE AND FIREFIGHTING SERVICE

1	AD category for fire fighting	A7, within AD OPR HR
2	Rescue equipment	Available
3	Capability for removal of disabled ACFT	NIL
4	Remarks	NIL

EYKA AD 2.7 SEASONAL AVAILABILITY – CLEARING

1	Types of clearing equipment	Snow removers, snow rotors, de-icing chemicals spreaders.
2	Clearance priorities	1. RWY 08/26, TWY A to apron NORTH, RWY lightings, ILS critical zones. 2. ACFT stands at apron NORTH, TWY B and TWY C. 3. Service and access roads. 4. TWY D and apron SOUTH.
3	Remarks	Information on snow clearance published from NOV-APR in SNOWTAMs. See also the Snow Plan in Section AD 1.2.2. RWY 08/26, TWY's, APRON DE-ICED/ANTI-ICED WITH NAFO/KFOR/ UREA.

EYKA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	APRON NORTH	Surface:	CONC+ASPH
		Aircraft stands:	Strength:	
		1	Up to MTOW 5700 kg	
		2, 7	PCN 120/R/B/W/T	
		3, 3L	PCN 66/R/B/W/T	
		4	PCN 80/R/B/W/T	
		5	PCN 99/R/B/W/T	
		6, 8, 9, 12, 13, 22, 23	PCN 120/F/B/X/T	
		10	PCN 66/F/B/X/T	
		11	PCN 83/F/B/X/T	
		14	PCN 118/F/B/X/T	
		15, 16, 16R, 17, 18, 19, 20	PCN 35/R/B/X/T	
		21	PCN 35/F/B/X/T	
		APRON SOUTH	CONC+ASPH	PCN 79/F/B/X/T
		40	PCN 79/F/B/X/T	
2	Taxiway width, surface and strength	Width: TWY A: 23 M TWY B: 23 M TWY C: 23 M TWY D: 23 M	Surface: CONC+ASPH CONC+ASPH CONC+ASPH CONC+ASPH	Strength: PCN 79/F/B/X/T PCN 66/F/B/X/T PCN 66/F/B/X/T PCN 79/F/B/X/T
3	Altimeter checkpoint location and elevation	APRON NORTH elevation - 233 FT (71.10 M) APRON SOUTH elevation - 243 FT (74.10 M)		
4	VOR checkpoints	VOR: NIL		
5	INS checkpoints	INS: NIL		
6	Remarks	NIL		

EYKA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system of aircraft stands	Aircraft stand ID signs, apron safety lines and TWY guide lines markings. TWY and holding position markings.
2	RWY and TWY markings and LGT	RWY markings: designation, centre line, THR, displaced THR, fixed distance zones, TDZ, RWY side stripes. LGT : RWY edge, RWY THR, RWY displaced THR and RWY end. TWY A, C markings: centre line, holding positions at the intersection of TWY/RWY, side lines and shoulder stripes. LGT : edge, stop bar, RWY guard - orange, LIL. TWY B markings: centre and side lines, shoulder stripes. LGT : edge. TWY D markings: centre line, holding position at the intersection of TWY/RWY, side lines. LGT : edge, stop bar, RWY guard – orange, LIL.
3	Stop bars	On holding position TWY A, C, D: Red, LIL.
4	Remarks	NIL

EYKA AD 2.10 AERODROME OBSTACLES

Obstacle data for AD Kaunas is available as a digital data set in compliance with ICAO Annex 15 provisions. See GEN 3.1.6 for details of how digital data set may be obtained.

EYKA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Kaunas
2	Hours of service. MET Office outside hours.	H24
3	Office responsible for TAF preparation. Periods of validity. Interval of Issuance.	Forecasts and Warnings Division (aviation), Vilnius 24 HR 6 HR
4	Trend forecast. Interval of Issuance.	NIL
5	Briefing/Consultation provided	T, D* Forecasts and Warnings Division (aviation) Tel. +370 648 05 448
6	Flight Documentation. Language(s) used.	C, PL* EN/Lithuanian
7	Charts and other INFO available for briefing or consultation	P, W, SWH, SWM, SWL* OPMET INFO
8	Supplementary EQPT available for providing information	Computer with Internet AVBL
9	ATS units provided with information	Kaunas APP Kaunas TWR
10	Additional information (limitation of service)	* Abbreviations see in GEN 3.5.10

EYKA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR/RWY end coordinates, DTHR coordinates, THR geoid undulation	THR ELEV & highest ELEV of TDZ of precision APP RWY
1	2	3	4	5	6
08	085.06°	3250 x 45	PCN 64/F/B/X/T CONC+ASPH	THR – 545745.60N 0240334.21E	234 FT (71.4 M)
				DTHR – 545746.44N 0240350.94E	239 FT (72.7 M)
				GUND 81 FT (24.6 M)	
26	265.10°			THR – 545754.62N 0240636.22E	259 FT (78.9 M)
				DTHR – 545753.79N 0240619.46E	258 FT (78.7 M)
				GUND 81 FT (24.6 M)	
RWY Designator	Slope of RWY/ SWY	RESA Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OBST-free zone
	7	8	9	10	11
08	299 M: +0.43% 1322 M: +0.40%	90 x 90	200 x 300	3370 x 300	NIL
26	299 M: -0.07% 1330 M: -0.05%	90 x 90	200 x 300	3370 x 300	
12 Remarks: 1. DTHR - Displaced THR. 2. RWY 08/26: SWY NIL. 3. DTHR distances: RWY 08 – 299 M from THR; RWY 26 – 299 M from THR.					

EYKA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08 From TWY A, D	3250	3450	3250	2951	NIL
	2361	2561	2361	–	
26 From TWY C	3250	3450	3250	2951	NIL
	2398	2598	2398	–	

EYKA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type, Length, INTST	THR DTHR LGT Colour WBAR	VASIS, (MEHT) PAPI	TDZ LGT Length	RWY CL LGT Length, spacing, colour, INTST	RWY Edge LGT Length, spacing, colour, INTST	RWY End LGT Colour, WBAR	SWY LGT Length (M), Colour
1	2	3	4	5	6	7	8	9
08	Alpa-Ata, CAT I, 900 M, LIH	THR Inset, GRN, LIH DTHR Elevated GRN, LIH	PAPI, LEFT 3.0°, 61 FT	NIL	2950 M, spacing 30 M, White from DTHR to the first 2050 M, Red and White next 600 M, Red last 300 M, LIH	3250 M, spacing 60 M, Red from RWY THR to the first 300 M, White next 2350 M, Yellow last 600 M, LIH	Elevated RED, LIH	NIL
26	Alpa-Ata, CAT II, 900 M, Sequence flashing lights 600 M., LIH	THR Inset, GRN, LIH DTHR Elevated GRN, LIH	PAPI, LEFT 3.0°, 61 FT	WHI, 900 M, LIH	2950 M, spacing 30 M, White from DTHR to the first 2050 M, Red and White next 600 M, Red last 300 M, LIH	3250 M, spacing 60 M, Red from RWY THR to the first 300 M, White next 2330 M, Yellow last 620 M, LIH	Elevated RED, LIH	NIL
10 Remarks: 1. All the Lights, except Sequence flashing lights, have 5 steps of Intensity. 2. Sequence flashing lights have 3 steps of Intensity.								

EYKA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/ IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Wind sensors: Optoelectronic cup anemometers and wind vanes 328/285 M from DTHR RWY 08/26, lighted.
3	TWY edge and centre line lighting	Edge: TWY A, B, C, D - Blue, LIM. Centre line: NIL.
4	Secondary power supply / Switch-over time	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC.
5	Remarks	NIL

EYKA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True BRG of FATO	NIL
5	Declared DIST available	NIL
6	APCH and FATO Lighting	NIL
7	Remarks	Landing on runway within 100 M of RWY and TWY A or RWY and TWY C intersection.

EYKA AD 2.17 ATS AIRSPACE

1	Designation and Lateral Limits	KAUNAS CTR 550147N 0234429E - 550347N 0242411E - 545347N 0242541E - 545229N 0235929E - 545529N 0234523E - 550147N 0234429E
2	Vertical limits	GND to 1200 FT ALT
3	Airspace classification	C*
4	ATS unit call sign. Language(s)	KAUNAS TOWER Lithuanian/EN
5	Transition altitude	5000 FT MSL
6	Remarks	*Class of airspace G when ATS does not operate.

EYKA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency/ Channel	Hours of Operation	Remarks
1	2	3	4	5
APP/TWR/VDF	KAUNAS TOWER	124.205	H24	8.33 KHz CH Primary
		118.505	HO	8.33 KHz CH Alternative
ATIS	KAUNAS ATIS	129.055	H24	8.33 KHz CH EN only
FIS	KAUNAS INFORMATION	124.600 MHz	H24	LIT, EN
All ATS Units		121.500 MHz	H24	EMRG

EYKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid, MAG VAR, Type of supported operation (for VOR/ILS/MLS, give declination)	IDENT	Frequency Channel	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME (8° E/2020)	KNA	114.400 MHz (CH 91X)	H24	545737.4N 0240359.1E	300 FT	In the sector from RDL 150° to 220° at 4500 FT AMSL or below DVOR/DME operational range is 30 NM only.
NDB (8° E/2020)	KUS	343 KHz	HO	545756.6N 0240718.7E		
ILS RWY 08 CAT I (8° E/2020)						
LOC	IKM	109.500 MHz	HO	545755.3N 0240649.1E		
GP		332.600 MHz	HO	545742.8N 0240408.4E		3.0°, RDH 51 FT
DME	IKM	109.500 MHz (CH 32X)	HO	545742.8N 0240408.4E	300 FT	DME coverage - at least coverage of azimuth angle guidance sector. Zero range is indicated at DTHR.
ILS RWY 26 CAT II (8° E/2020)						
LOC	ISE	109.900 MHz	HO	545745.0N 0240321.5E		
GP		333.800 MHz	HO	545749.0N 0240600.1E		3.0°, RDH 52 FT
DME	ISE	109.900 MHz (CH 36X)	HO	545749.0N 0240600.1E	300 FT	DME coverage - at least of azimuth angle guidance coverage sector. Zero range is indicated at DTHR.

EYKA AD 2.20 LOCAL AERODROME REGULATIONS

1 General Regulations

At Kaunas aerodrome a number of local regulations are applied. Marshaller assistance shall be used for all arriving and departing aircraft. For the safe aircraft operation on the apron the information will be issued to each aircraft by TWR, separately.

Further information about the regulations can be obtained from Kaunas TWR.

2 Taxiing to and from stands

Arriving aircraft will be allocated a stand number by TWR.

All arriving aircraft are assisted by marshaller at aircraft stands.

Assistance from "FOLLOW-ME" vehicle can be requested via TWR.

ATC clearance shall be issued before departing aircraft is leaving standing position or during taxiing to holding point CH 124.205 is to be used.

Departing aircraft shall obtain the engine start-up, push-back or taxi clearance from:

- TWR on CH 124.205;
- Marshaller (by headset and/or hand signals).

Aircraft moving from aircraft stands and taxiing only using min power engine.

180 DEG turns on runway outside designated areas are prohibited for CAT C and bigger aircraft from MAR 31 until OCT 31.

3 Parking area for General Aviation

General aviation aircraft shall be guided by marshallers to the parking area.

Departing general aviation aircraft shall obtain the engine start-up or taxi clearance from:

- TWR on CH 124.205;
- Marshaller (by headset and/or hand signals).

4 Parking area for helicopters

Helicopters will always be guided by marshallers to the parking area for helicopters.

Departing helicopters shall obtain the engine start-up or taxi clearance from:

- TWR on CH 124.205;
- Marshaller (by headset and/or hand signals).

5 Apron, taxiing during winter conditions

Taxiways are not equipped with centre line lights. The taxi guide lines might not be visible due to snow. Assistance from "FOLLOW-ME" vehicle can be requested via TWR.

6 Taxiing limitations

Taxiing limitations on the second page of Aerodrome Ground Movement and Parking Chart [EYKA AD 2.24-02 - 02](#).

7 School and training flights, technical test flights, use of runways

School and training, technical test flights can only be made after permission is obtained from Kaunas TWR. Information about RWY in use will be given by TWR.

Application to practise Low Visibility Procedures (LVP) described in the section EYKA AD 2.22, item [3.3.8](#).

The priority for scheduled flights will prevail.

8 Helicopter traffic, limitation

NIL.

9 Removal of disabled aircraft from runways

In case an aircraft is wrecked on a runway, it is the duty of the owner or operator of such aircraft to take care that it is removed as soon as possible. If a wrecked aircraft is not removed as quickly as possible by the owner or operator the aircraft will be removed by the aerodrome service unit at the owner's or operator's expense.

10 Aircraft engine run-up tests, limitations

Aircraft engine run-up tests are allowed only upon receiving permission from AD operator. Prior to engine run-up, AD operator shall be informed on the planned start and end time of operations. Clearance to run-up the engines shall be obtained from TWR CH 124.205. It is necessary to maintain radio communication with TWR during the entire period of operations and to report after completing them.

EYKA AD 2.21 NOISE ABATEMENT PROCEDURES

From 22 April 2007 noise abatement procedures for Kaunas International Airport should be applied in accordance to Regulations on the Limitation of the Operation of Civil Subsonic Jet Aeroplanes at the Airports of the Republic of Lithuania approved by Order No. 3-96/D1-171 issued on 23 March 2007 by the Minister of Transport and Communications and the Minister of Environment of the Republic of Lithuania.

These regulations establish limitation of operation of civil subsonic jet aeroplanes (hereinafter – aeroplanes) to and from the airports of the Republic of Lithuania.

1. These regulations are applied to the aeroplanes with a maximum take-off mass of 34 000 kg or more and a certified maximum internal accommodation for the aeroplane type in question consisting of more than nineteen passenger seats, excluding any seats for crew.
2. Aeroplanes can operate to and from the airports of the Republic of Lithuania only if they meet the standards of Chapter 3, Part II, Volume I of Annex 16 to the Convention on International Civil Aviation (second edition, 1988).
3. Lithuanian Transport Safety Administration (LTSA) has the right to exempt aeroplanes of historical significance from applying the requirements of item 2. LTSA shall inform on the exemption made, and the basis for an exemption decision, the competent authorities of the European Community Member States and the European Commission.
4. While submitting permission for flights, LTSA shall acknowledge exemption decisions made by another European Community Member State in respect of aeroplanes entered into its aircraft register.
5. In exceptional cases LTSA may temporarily allow operation of an aeroplane that does not meet the requirements of item 2, at airports of the Republic of Lithuania, if:
 - a) operation of an aeroplane is so significant that it would be unjustifiable to decline to grant a temporary exemption;
 - b) an aeroplane performs a non-commercial flight related with its repair, maintenance and modification.

EYKA AD 2.22 FLIGHT PROCEDURES

1 General

All flights within Kaunas TMA and Kaunas CTR shall be conducted in accordance with FPL.

2 IFR Arrival

2.1 Holding procedures are shown on Instrument Approach Charts or on STAR Charts – see [EYKA AD 2.24-12](#), [EYKA AD 2.24-13](#), [EYKA AD 2.24-20](#), [EYKA AD 2.24-21](#), [EYKA AD 2.24-22](#) and [EYKA AD 2.24-23](#). All holding patterns as directed by ATC.

2.2 RNAV (GNSS, VOR/DME) overlay standard arrival instrument route – see [EYKA AD 2.24-12](#) and [EYKA AD 2.24-13](#).

2.2.1 RNAV STAR based on GNSS for position update is considered as P-RNAV. For this particular case aircraft shall be equipped with Area Navigation Equipment (RNAV) with a Required Navigation Performance (RNP) of at least 1 NM.

Note. DME/DME back-up is not available in Kaunas TMA.

2.2.2 Arriving aircraft certified for P-RNAV operations will be assigned a STAR based on the use of GNSS. Aircraft not certified for P-RNAV operations will be assigned a STAR based on the use of VOR/DME. For aircraft not intending to execute STAR radar vectors will be assigned. Pilot-in-command receiving clearance via RNAV and are unable flying RNAV, shall inform ATC by using phraseology “UNABLE RNAV STAR”.

2.2.3 If the RNAV equipment fails or if the GNSS and/or VOR/DME position update is malfunctioning, pilot in-command shall inform ATC as soon as practicable. ATC will then provide vectors or issue clearance to an appropriate navigation aid.

2.2.4 FL/Altitude restrictions at waypoints of P-RNAV STAR do not constitute authorisation to descend to the FL/Altitude specified. ATC will issue explicit clearance:

- to fly STAR as published by using Continuous Descent Approach phraseology “DESCEND VIA XXXXX XX ARRIVAL” (a “descend via” clearance is an instruction to the pilot to descend in a manner that complies with the published lateral flight path, FL/Altitudes, and speeds);
- to fly STAR when FL/Altitude assignments are issued by ATC.

2.2.5 Published FL/Altitude restrictions, which are at or above cleared FL/Altitude which is in effect shall be complied with. If due published speed restrictions unable to comply with FL/Altitude restrictions, advise ATC as soon as possible.

2.2.6 For non-RNAV aircraft or RNAV aircraft unable to conform published STARs – inform ATC accordingly and proceed direct to IAF KNA to perform instrument approach. Expect FL or altitude by ATC. Radar vectors within Kaunas TMA also may be requested.

2.2.7 For aircraft without VOR equipment conducting non-RNAV procedures – inform ATC accordingly and proceed direct to IAF KUS to perform instrument approach (see [EYKA AD 2.24-30](#), [EYKA AD 2.24-31](#), [EYKA AD 2.24-32](#), [EYKA AD 2.24-33](#)). Expect FL or altitude by ATC. Radar vectors within Kaunas TMA also may be requested.

2.2.8 In accordance with the provisions of paragraph (c) of EU-OPS 1.405, when a pilot-in-command after passing the remote marker beacon, or its equivalent, and being reported on RVR/visibility minima fallen below applicable minima, is continuing the approach to DA/H or MDA/H: air traffic controller clearance “Cleared to Land” is issued only in regard of RWY condition and conformity with separation minima and shall not be considered as controller-issued clearance to land below the applicable minima. Responsibility for a decision to land in such conditions shall be taken exclusively by the pilot-in-command.

2.2.9 Communication failure – see [EYKA AD 2.24-12](#), [EYKA AD 2.24-13](#) and [EYKA AD 2.24-19](#).

2.2.10 Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, section 7.

3 IFR Departure

3.1 Pilot in-command of departing aircraft shall establish radio contact with Kaunas TOWER for reasons:

- to advise parking position;
- to confirm ATIS information and read back its QNH;
- to obtain clearance for start up of engines;
- to report the intention to carry out a de-icing of aircraft before departure;
- to obtain ATC clearance.

3.2 RNAV (GNSS, VOR/DME) overlay standard departure instrument route – see [EYKA AD 2.24-10](#) and [EYKA AD 2.24-11](#).

3.2.1 RNAV SID based on GNSS for position update is considered as P-RNAV. For this particular case aircraft shall be equipped with Area Navigation Equipment (RNAV) with a Required Navigation Performance (RNP) of at least 1 NM.

Note. DME/DME back-up is not available in Kaunas TMA.

3.2.2 Departing aircraft will be assigned a SID based on the use of RNAV (GNSS, VOR/DME) overlay or a detailed departure clearance. Aircraft proceeding on SID shall use PDG 6.6% (400 FT/NM) up to 4000 FT MSL. Aircraft unable to conform with this procedure shall inform ATC accordingly.

3.2.3 For aircraft departing from RWY 08 and unable to achieve SID – turn must not be commenced before 2200 FT MSL. After reaching 2200 FT MSL make turn to intercept appropriate VOR radial and proceed to REP, or as given other ATC clearance.

For aircraft departing from RWY 26 and unable to achieve SID – turn must not be commenced before 2200 FT MSL. When EYTSA2 is activated, ATC clearance may contain 5000 FT MSL. After reaching 2200 or 5000 FT MSL make turn to intercept appropriate VOR radial and proceed to REP, or as given other ATC clearance.

3.2.4 Omnidirectional departures (on pilot-in-command request only):

When departing from RWY 08/26 climb straight ahead with PDG 6.6% (400 FT/NM) to turning altitude 700 FT MSL. Continue climb to appropriate MSA.

3.2.5 Communication failure – see [EYKA AD 2.24-10](#), [EYKA AD 2.24-11](#) and [EYKA AD 2.24-19](#).

3.2.6 Noise abatement procedures should be applied according to ICAO Doc 8168, Volume 1, section 7.

3.3 Low Visibility Procedures (LVP)

3.3.1 Runways and the relevant equipment RWY 26 is equipped with ILS and is approved for CAT II. RWY 08 is equipped with ILS and approved for the requirements for CAT I.

3.3.2 Preparation for and termination of LVP

- a) Preparation for LVP shall be commenced, when RVR is equal to or less than 800 M and/or the cloud ceiling is equal to or lower than 300 FT with a tendency to decrease.
- b) LVP shall be commenced, when RVR is less than 600 M or the cloud ceiling is lower than 200 FT.
- c) Application of LVP will be terminated when RVR is 600 M or more and the cloud ceiling is higher than 200 FT with a tendency to increase.

3.3.3 Performance of LVP

A message on LVP being in effect "LOW VISIBILITY PROCEDURES IN FORCE" will be passed via ATIS or radio communication.

3.3.4 Departing aircraft

- a) When RVR is lower than 600 M but not less than 450 M, the follow-me service will be provided upon the flight crew's request only.
- b) When RVR is less than 450 M the follow-me service is mandatory.
- c) If pilots request a taxi clearance for departure with RVR being less than 450 M they shall indicate the number of the parking area and report on watching the follow-me car ready to service them.
- d) The follow-me car will guide the aircraft from the parking area to intersection of the apron with the taxiway A or B.

3.3.5 Arriving aircraft

- a) Arriving aircraft, when radar vectoring is applied, will be vectored to ILS sector at a distance not less than 10 NM from RWY touchdown zone.
- b) The ILS localizer sensitive area will be protected when an ILS landing aircraft is within 2 NM from touchdown.
- c) After having vacated the runway, a pilot must report "RUNWAY VACATED".

3.3.6 In conditions where LVP are in operation:

- a) only one aircraft can be present on the maneuvering area of an aerodrome, when necessary, accompanied by aircraft follow-me vehicle, and, in case of emergency, by emergency vehicles proceeding to the assistance of the aircraft in distress;
- b) emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic;
- c) other vehicles, except the ones indicated under Item a) are allowed to occupy the maneuvering area only when there is no aircraft on it.

3.3.7 Termination of LVP will be announced by the message "LOW VISIBILITY PROCEDURES CANCELLED AT (time)", passed via ATIS or radio communication.

3.3.8 Pilots who wish to practice a Category II approaches shall inform Kaunas TWR using the phrase "REQUEST PRACTICE CAT II APPROACH". Pilots will be informed additionally if protection of the ILS sensitive area would not be specially guaranteed and no special ATC procedures will be applied.

4 Radar Procedures within Kaunas TMA

4.1 Radar Vectoring and Sequencing

- Available.

4.2 Surveillance Radar Approaches

- Not available.

4.3 Precision Radar Approach

- Not available.

5 VFR flights

5.1 VFR reporting points, VFR holdings and recommended VFR arrival and departure routes are established – see [EYKA AD 2.24-41](#).

5.2 Procedures for VFR flights within Kaunas TMA/CTR:

- a) Flight plan shall be filed for the flight concerned;
- b) ATC clearance shall be obtained from the Kaunas TWR 5 min before entering TMA/CTR;
- c) Deviation from ATC clearance (given) may only be made, if prior permission has been obtained;
- d) Two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Kaunas TWR.

EYKA AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of Kaunas aerodrome

A typical continental airport. Bird concentrations exhibit clearly expressed seasonality. Four periods can be distinguished in the year: bird wintering (November–February), spring bird migration (March - April) and autumn bird migration (September–October), breeding and juvenile's wandering (May–August).

For the winter period most typical are 24-hour movements of Corvidae with crossing the area of climb and descent as well as the runway. These are typical feeding 24-hour migrations when in the morning birds leave their resting sites for feeding areas and come back from them in the evening for the rest.

The greatest activity of bird 24-hour movements is observed 1 hour before and 1-2 hours after local sunrise as well as 1–2 hours before sunset. Flight altitude is up to 200 M.

During the spring bird migration predominance of Corvidae (rooks, jackdaws), lapwings, starlings, gulls, field-lark, geese, ducks, birds of prey is observed. The main flight direction is NE, flight altitude is up to 150 M at the daytime and up to 2000 M at night. The most intensive migration is observed 1–4 hours after local sunrise at the daytime and 1–3, 6–7 hours after local sunset at night.

During bird breeding and post-breeding in the territory of aerodrome wanderings of rooks, crows, jackdaws, pigeons, starlings, swifts are encountered in May. In June the number of Corvidae, starlings and pigeons increases with appearance of juveniles whose presence in the territory is most hazardous.

Concentration of these birds is especially heavy while grass mowing in the territory of airport.

In July–August migration of starlings, swifts starts, the migration of swallows becomes more intensive, the number of gulls increases in the territory of airport.

In autumn, in September bird migration with predominance of starlings, rooks, finches, larks, tits is observed. At the beginning of October starlings, finches, gulls migrate. In the second half of October migration of Corvidae is noticeable. At the end of the month the formation of 24-hour movement of Corvidae starts. Directions of migrations are W–SW; flight altitudes are up to 250 M at the daytime and up to 2000 M at night. The most hazardous time during the 24-hour period: 1–4; 6–8 hours after local sunset at night and 2–4 hours after local sunrise at the daytime.

As far as practicable ATS will inform pilots of the bird activity and estimate heights AGL.

During the above periods pilots of aircraft are advised, where the aircraft design limitations permit, to operate landing lights in flight within the terminal area and during take-off, landing, approach and climb procedures.

Dispersal activities include occasional play back of distress calls from a tape recorded with firing of shell crackers, sounds, live ammunition and trapping. Modifications of the environment help to reduce but do not eliminate the hazard. They comprise better methods of garbage disposal and drainage, elimination of hedges and soil cover and cessation of farming activity.

EYKA AD 2.24 CHARTS RELATED TO KAUNAS AERODROME

Aerodrome Chart – ICAO	EYKA AD 2.24-01
Aerodrome Ground Movement and Parking Chart – ICAO	EYKA AD 2.24-02
Aerodrome Obstacle Chart (Type A) – ICAO	EYKA AD 2.24-05
Precision Approach Terrain Chart – ICAO RWY 26	EYKA AD 2.24-06
RNAV _(GNSS, VOR/DME) Overlay Standard Departure Chart – Instrument (SID) – ICAO RWY 08	EYKA AD 2.24-10
RNAV _(GNSS, VOR/DME) Overlay Standard Departure Chart – Instrument (SID) – ICAO RWY 26	EYKA AD 2.24-11
RNAV _(GNSS, VOR/DME) Overlay Standard Arrival Chart – Instrument (STAR) – ICAO RWY 08	EYKA AD 2.24-12
RNAV _(GNSS, VOR/DME) Overlay Standard Arrival Chart – Instrument (STAR) – ICAO RWY 26	EYKA AD 2.24-13
ATC Surveillance Minimum Altitude Chart – ICAO	EYKA AD 2.24-19
Instrument Approach Chart – ICAO ILS Z RWY 08 (CAT A/B/C/D)	EYKA AD 2.24-20
Instrument Approach Chart – ICAO ILS Y or LOC RWY 08 (CAT A/B/C/D)	EYKA AD 2.24-21
Instrument Approach Chart – ICAO ILS CAT II Z RWY 26 (CAT A/B/C/D)	EYKA AD 2.24-22
Instrument Approach Chart – ICAO ILS CAT II Y or LOC RWY 26 (CAT A/B/C/D)	EYKA AD 2.24-23
Instrument Approach Chart – ICAO RNP RWY 08	EYKA AD 2.24-24
Instrument Approach Chart – ICAO RNP RWY 26	EYKA AD 2.24-25
Instrument Approach Chart – ICAO VOR Z RWY 08 (CAT A/B)	EYKA AD 2.24-26
Instrument Approach Chart – ICAO VOR Y RWY 08 (CAT C/D)	EYKA AD 2.24-27
Instrument Approach Chart – ICAO VOR Z RWY 26 (CAT A/B)	EYKA AD 2.24-28
Instrument Approach Chart – ICAO VOR Y RWY 26 (CAT C/D)	EYKA AD 2.24-29
Instrument Approach Chart – ICAO NDB Z RWY 08 (CAT A/B)	EYKA AD 2.24-30
Instrument Approach Chart – ICAO NDB Y RWY 08 (CAT C/D)	EYKA AD 2.24-31
Instrument Approach Chart – ICAO NDB Z RWY 26 (CAT A/B)	EYKA AD 2.24-32
Instrument Approach Chart – ICAO NDB Y RWY 26 (CAT C/D)	EYKA AD 2.24-33
Visual Approach Chart RWY 08/26 – ICAO	EYKA AD 2.24-41