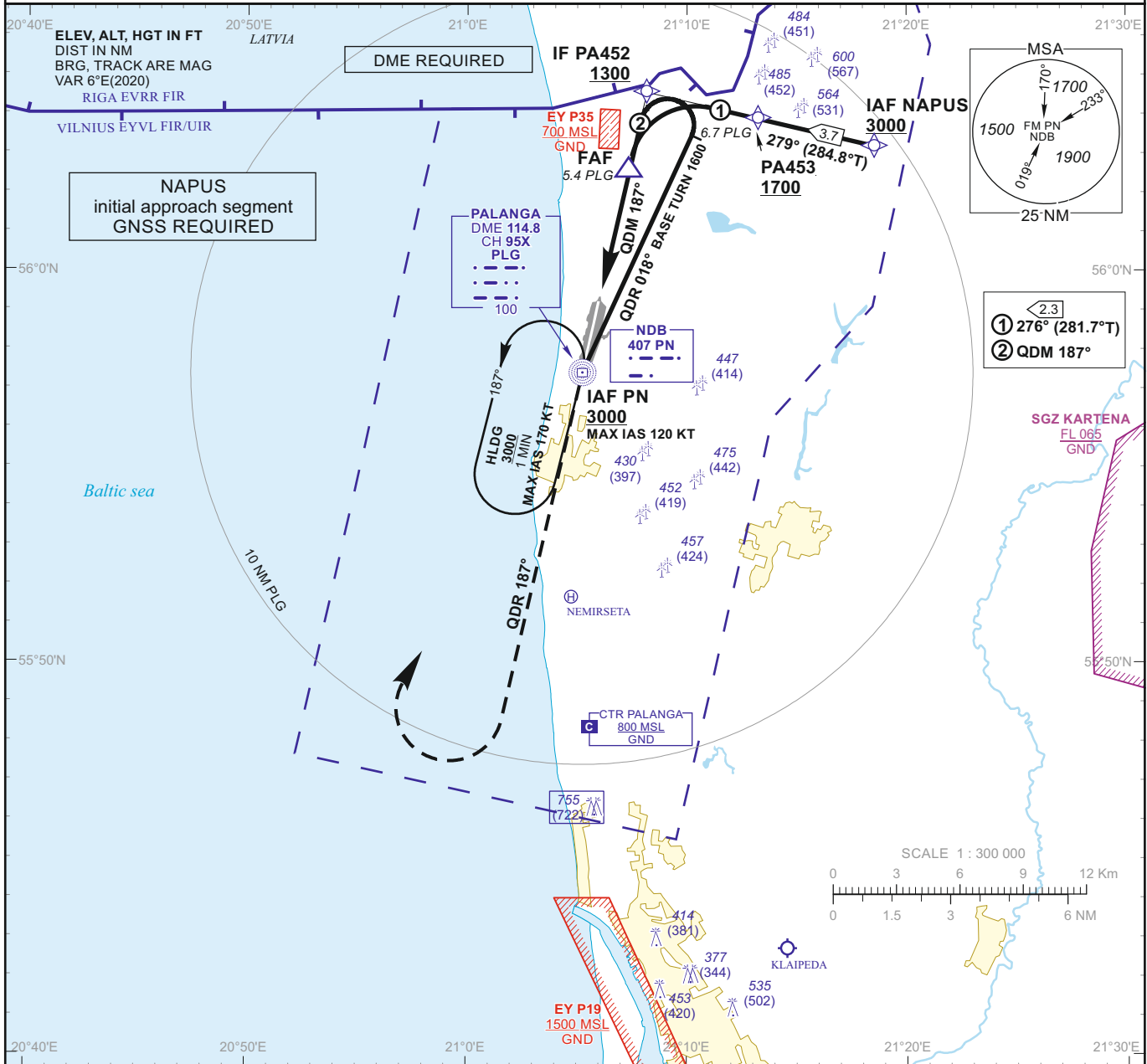


**INSTRUMENT APPROACH CHART - ICAO**

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

TWR 124.305  
 118.305  
 ATIS 127.805

**PALANGA NDB Z RWY 19 (CAT A/B)**

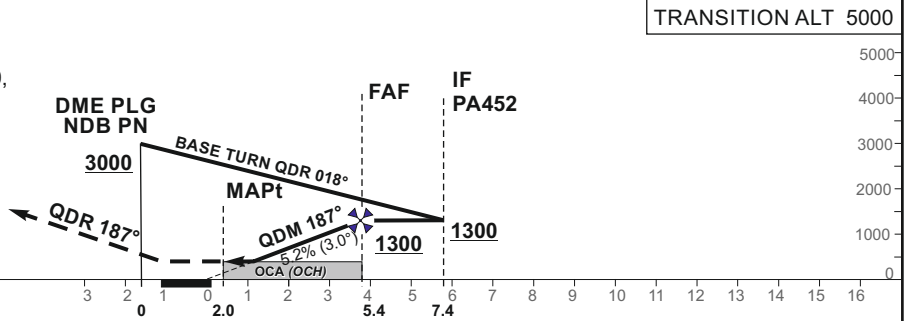


**MISSED APPROACH**

Climb via PN, then on QDR 187° PN to 1900, then turn right to PN climbing to 3000. Climb with 3.5% or more until passing 1900 due to airspace structure.

DTHR ELEV 32

NM to/from DTHR RWY 19  
 NM to/from DME PLG



OCA(OCH)		A	B	DIST DME PLG			5	4	3		
STRAIGHT-IN APPROACH	NDB	420 (390)		Altitude	1170	860	540				
				Height	(1137)	(827)	(507)				
CIRCLING		490 (450)	740 (710)	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Changes: OCA(H); MAPt position; SDF withdrawn; ALT on FAF; IAF PN; scale; alternative channel added; obstacles.

**INSTRUMENT  
APPROACH  
CHART - ICAO**
**AERODROME ELEV 33**  
 HEIGHTS RELATED TO AD ELEV  
 DTHR RWY 19 - ELEV 32

**PALANGA  
NDB Z RWY 19  
(CAT A/B)**
**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	—	—	5.9	—	—	+3000	—	—	RNAV 1
002	TF	PA453	—	279(284.8)	5.9	3.7	—	+1700	—	—	RNAV 1
003	TF	PA452	—	276(281.7)	5.9	2.3	—	+1300	—	—	RNAV 1

**NDB INSTRUMENT APPROACH from IAFs(PN, NAPUS)**

FIX/POINTS	COORDINATES	FIX FORMATION
NAPUS (IAF)	56 03 12.1N 021 18 32.7E	BRG 226.10° 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 204.20° PN ; 7.82 NM PLG
PA452 (IF)	56 04 36.6N 021 08 08.6E	BRG 186.85° PN ; 7.42 NM PLG
FAF	56 02 39.7N 021 07 21.3E	BRG 186.85° PN ; 5.41 NM PLG
MAPt	55 59 17.7N 021 05 59.7E	BRG 186.85° PN ; 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	
Final approach descent angle: 3.00°		