

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EYKA

Terminal Charts For EYKA

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: KAUNAS LTU
ICAO/IATA: EYKA / KUN
Lat/Long: N54° 57.83', E024° 05.08'
Elevation: 259 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0557 Z
Sunset: 1420 Z

Runway Information

Runway: 08
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 239 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 981 ft

Runway: 26
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 258 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 981 ft

Communication Information

ATIS: 129.055
Kaunas Tower: 124.205 VHF-DF
Kaunas Tower: 118.505 Secondary VHF-DF
Kaunas Information: 124.605 Flight Info Service RCO

1. GENERAL

1.1. ATIS

ATIS 129.055

1.2. NOISE ABATEMENT PROCEDURES

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

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

These regulations are applied to the ACFT with a MTOM of 34000kg or more and with a certified maximum internal accommodation for the ACFT type in question consisting of more than nineteen passenger seats, excluding any seats for crew only.

ACFT can operate to and from the APTs 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).

The CAA has the right to exempt ACFT of historical significance from applying the requirements of Paragraph 3 of these regulations.

In exceptional cases the CAA may temporarily allow operation of an ACFT that does not meet the requirements of Paragraph 3 of these regulations, at APTs of the Republic of Lithuania, if:

- operation of an ACFT is so significant that it would be unjustifiable to decline to grant a temporary exemption;
- an ACFT performs a non-commercial flight related with its repair, maintenance and modification.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. PREPARATION FOR AND TERMINATION OF LVP

Preparation for LVP shall be commenced, when RVR is equal to or less than 800m and/or the cloud ceiling is equal to or lower than 300' with a tendency to decrease.

LVP shall be commenced, when RVR is less than 600m or the cloud ceiling is lower than 200'.

Application of LVP will be terminated when RVR is 600m or more and the cloud ceiling is higher than 200' with a tendency to increase.

1.3.2. PERFORMANCE OF LVP

A message on LVP being in effect "LVP in force" will be passed via ATIS or radio communication.

In conditions where LVP are in operation, only one ACFT can be present on the maneuvering area of an aerodrome, when necessary, accompanied by ACFT Follow-me vehicle, and, in case of emergency, by emergency vehicles proceeding to the assistance of the ACFT in distress. Other vehicles, except the ones indicated above are allowed to occupy the maneuvering area only when there is no ACFT on it.

Termination of LVP will be announced by the message "LVP cancelled at (time)", passed via ATIS or radio communication.

1.3.3. ARRIVAL

ACFT will be vectored to ILS sector at a distance not less than 10NM from touchdown.

The ILS LOC sensitive area will be protected when an ILS landing ACFT is within 2NM from touchdown.

After having vacated the RWY pilot must report "RWY vacated".

EYKA/KUN
KAUNAS INTL**JEPPESEN**

30 JUN 23

10-1P1

Eff 13 Jul

KAUNAS, LITHUANIA
AIRPORT BRIEFING

1. GENERAL

1.3.4. DEPARTURE

When RVR is lower than 600m but not less than 450m, the Follow-me service will be provided upon the flight crew's request only.

When RVR is less than 450m the Follow-me service is mandatory.

If pilots request a taxi clearance for departure with RVR being less than 450m they shall indicate the number of the parking area and report on watching the Follow-me car ready to service them.

The Follow-me car will guide the ACFT from the parking area to intersection of apron with the TWY A or B.

1.4. TAXI PROCEDURES

For Wingspan Restrictions refer to 10-9 charts.

ATC clearance shall be issued before departing ACFT is leaving standing position or during taxiing to holding point.

ACFT moving from stands and taxiing only using MIM power engine.

180° turns on RWY outside designated areas are prohibited for CAT C and bigger ACFT from 31 MAR until 31 OCT.

Movement of ACFT on TWY U to/from hangar is allowed only by push-back tug.

1.5. PARKING INFORMATION

On stands 11, 12, 14 thru 16, 17 thru 20 push-back required.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. CAT II OPERATIONS

RWY 26 approved for CAT II operations.

2.2. OTHER INFORMATION

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.

Prior Permission Required (PPR) 24h for non-scheduled, General Aviation, Military or other than approved scheduled flights.

EYKA/KUN
KAUNAS INTL

JEPPESEN

16 DEC 22

10-1P2

Eff 29 Dec

KAUNAS, LITHUANIA

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

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

- Tower;
- marshaller.

ACFT engine run-up tests are allowed only upon receiving permission from AD operator. Radio communication with TWR during the entire period of operations and to report after completing them required.

3.2. RWY OCCUPANCY TIME

KAUNAS Tower operates on a bases of that each ACFT, if lined up on the RWY, is ready for immediate departure. On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced either its take-off roll or landing run. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay. If possible, cockpit checks should largely be completed prior to line-up and any checks requiring completion on the RWY should be kept to a minimum. If flight crew is not capable following these requirements KAUNAS Tower must be notified before lining up on the RWY.

EYKA/KUN KAUNAS INTL

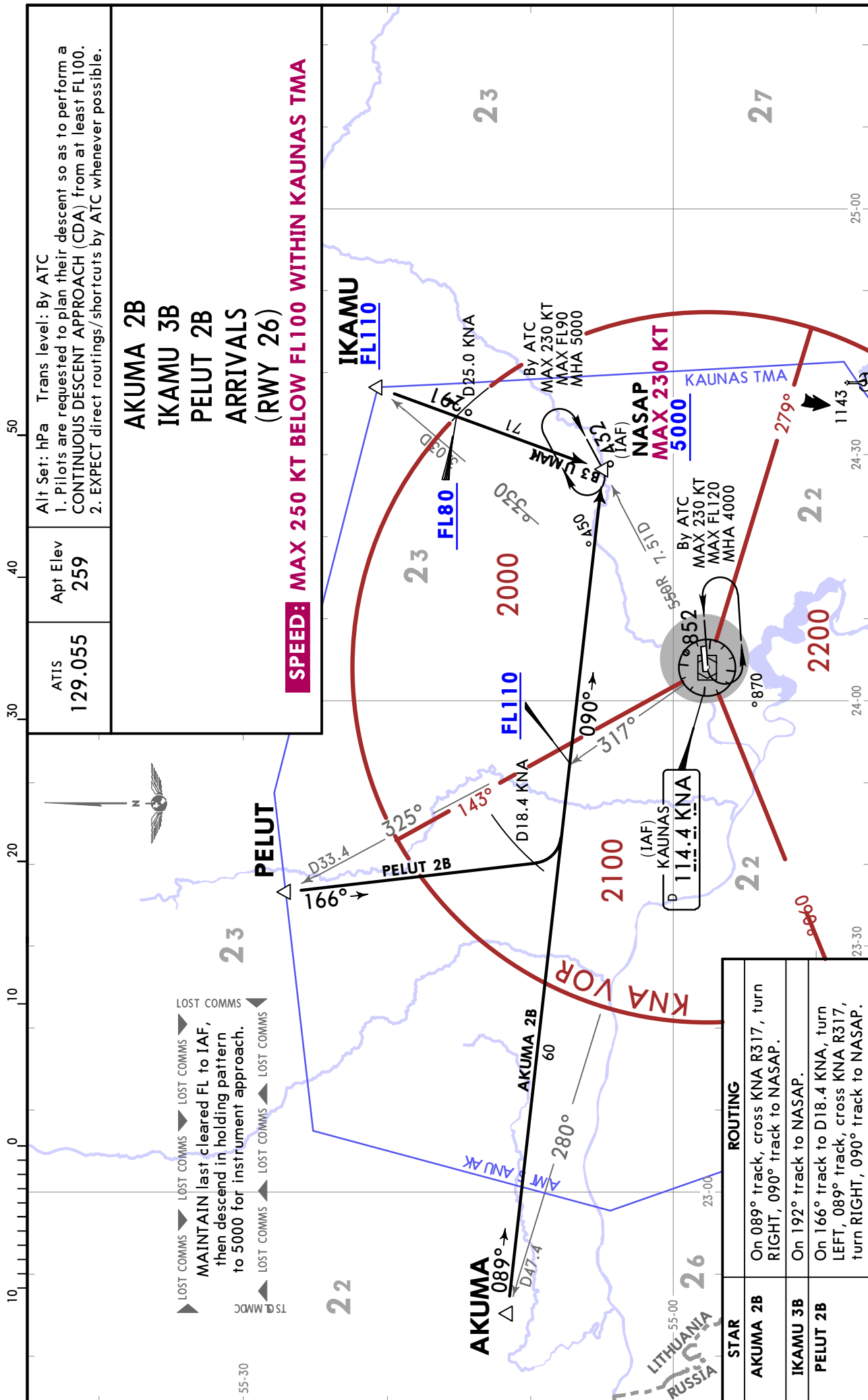


KAUNAS, LITHUANIA

30 JUN 23 (10-2A)

Eff 13 Jul

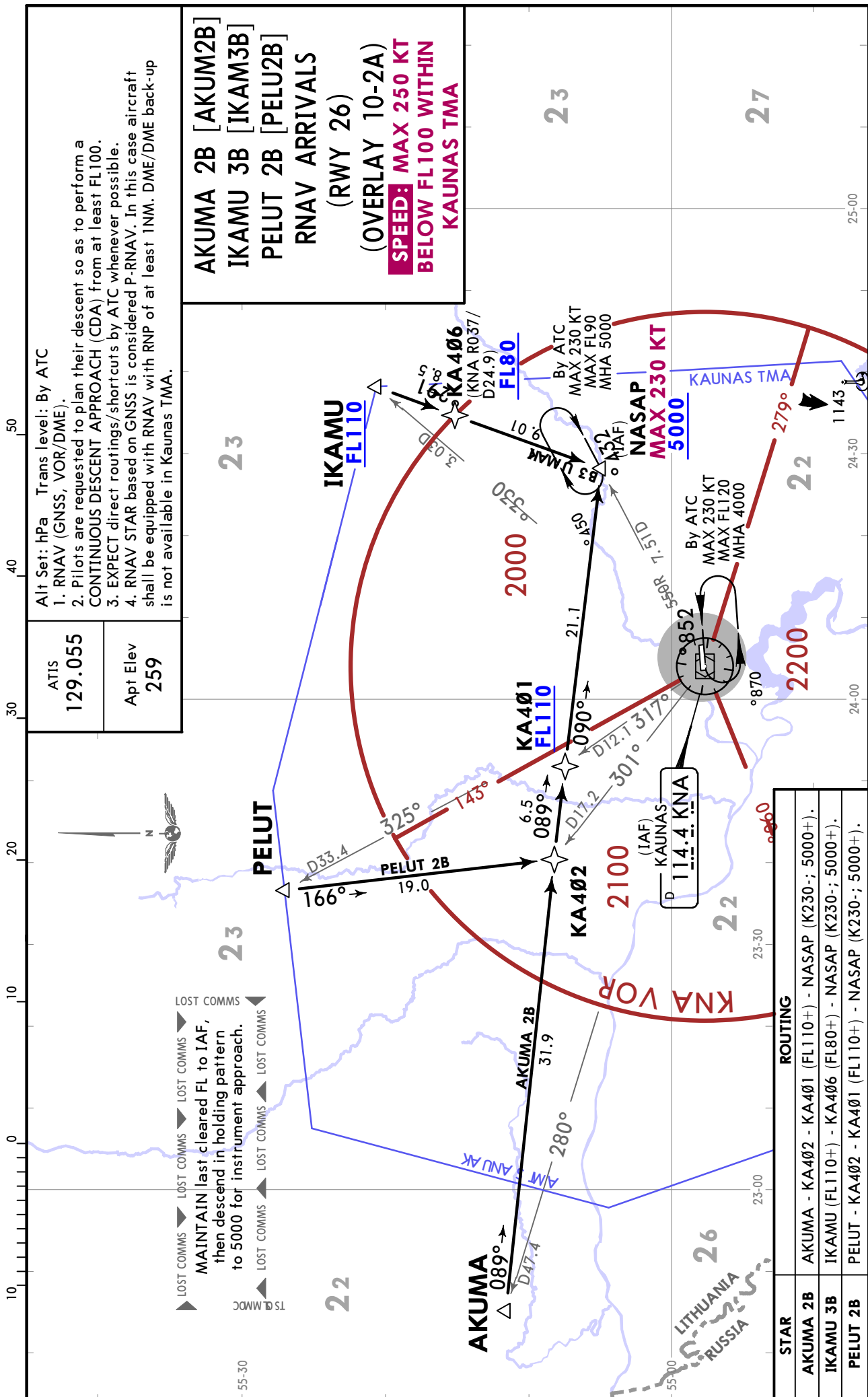
STAR



EYKA/KUN KAUNAS INTL

JEPPESSEN
30 JUN 23 10-2E Eff 13 Jul

KAUNAS, LITHUANIA
RNAV STAR (OVERLAY)



EYKA/KUN KAUNAS INTL



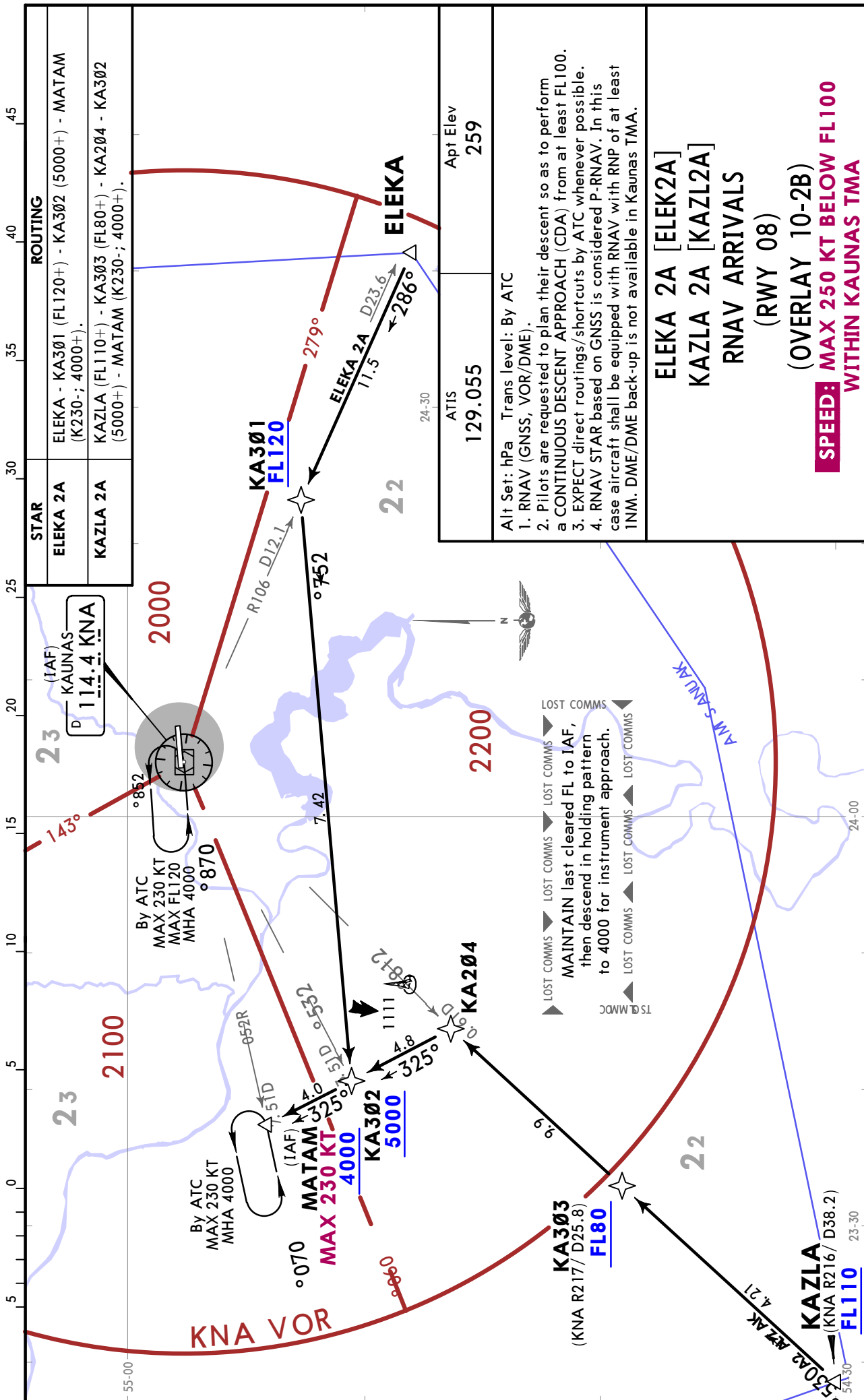
KAUNAS, LITHUANIA

30 JUN 23

10-2F

Eff 13 Jul

RNAV STAR (OVERLAY)



EYKA/KUN KAUNAS INTL



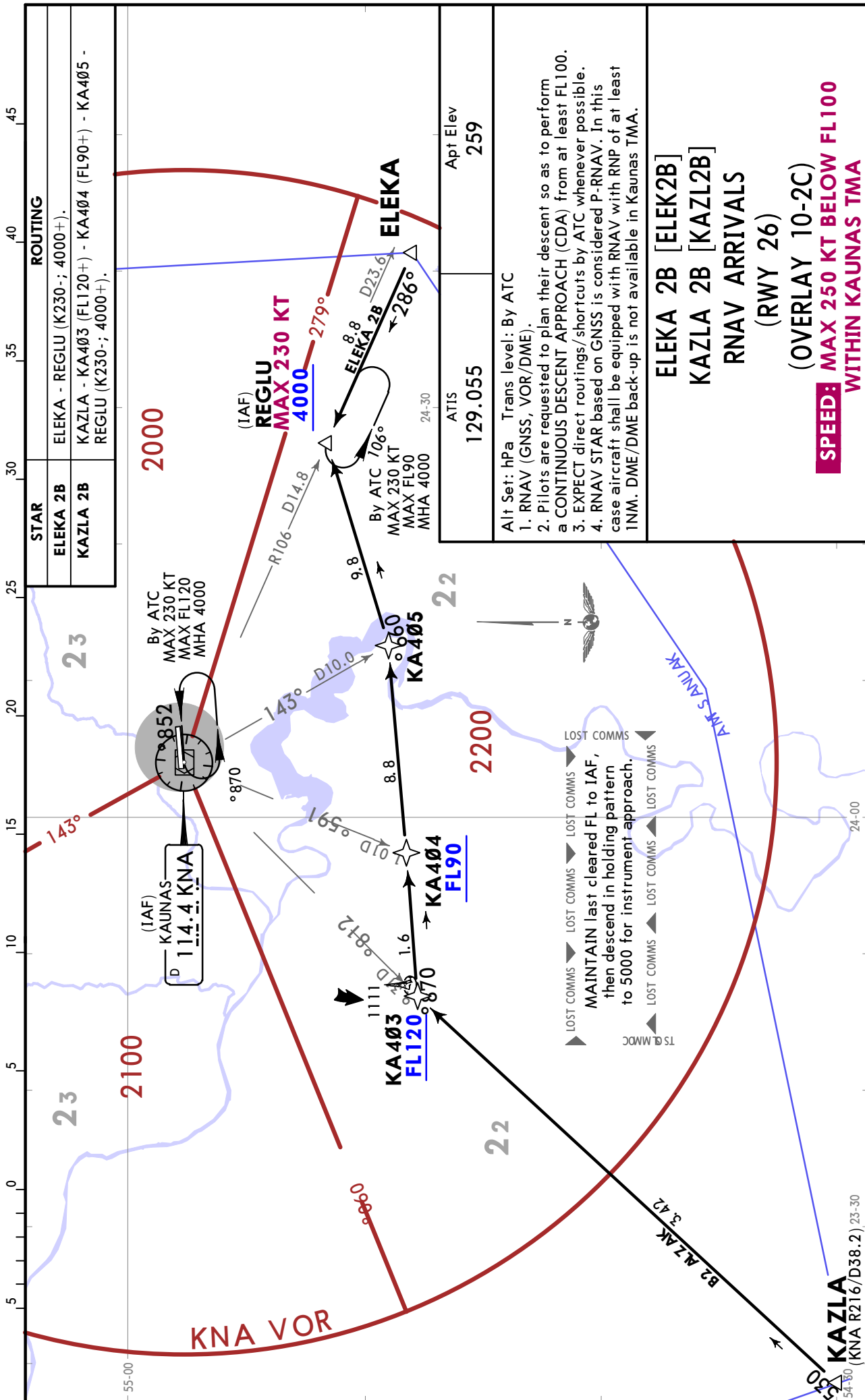
KAUNAS, LITHUANIA

30 JUN 23

10-2G

Eff 13 Jul

RNAV STAR (OVERLAY)



STAR	ROUTING
ELEKA 2B	ELEKA - REGLU (K230-; 4000+).
KAZLA 2B	KAZLA - KA403 (FL120+) - KA404 (FL90+) - KA405 - REGLU (K230-; 4000+).

ATIS
129.055
Apt Elev
259

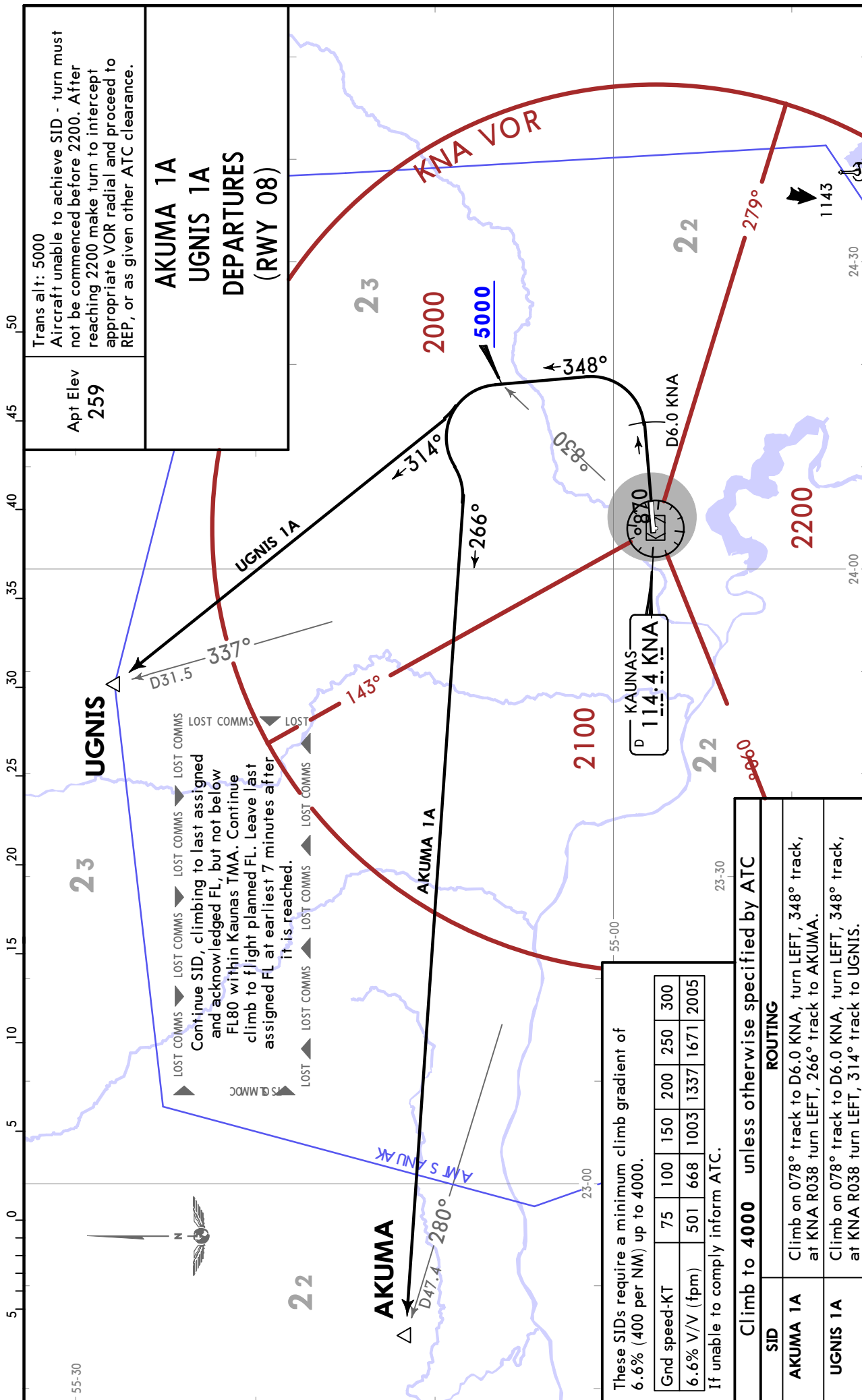
- Alt Set: hPa Trans level: By ATC
1. RNAV (GNSS, VOR/DME).
 2. Pilots are requested to plan their descent so as to perform a CONTINUOUS DESCENT APPROACH (CDA) from at least FL100.
 3. EXPECT direct routings/shortcuts by ATC whenever possible.
 4. RNAV STAR based on GNSS is considered P-RNAV. In this case aircraft shall be equipped with RNAV with RNP of at least 1NM. DME/DME back-up is not available in Kaunas TMA.

ELEKA 2B [ELEK2B]
KAZLA 2B [KAZL2B]
RNAV ARRIVALS
(RWY 26)
(OVERLAY 10-2C)
SPEED: MAX 250 KT BELOW FL100
WITHIN KAUNAS TMA

EYKA/KUN KAUNAS INTL

JEPPESSEN
30 JUN 23 10-3 Eff 13 Jul

KAUNAS, LITHUANIA
SID



EYKA/KUN KAUNAS INTL



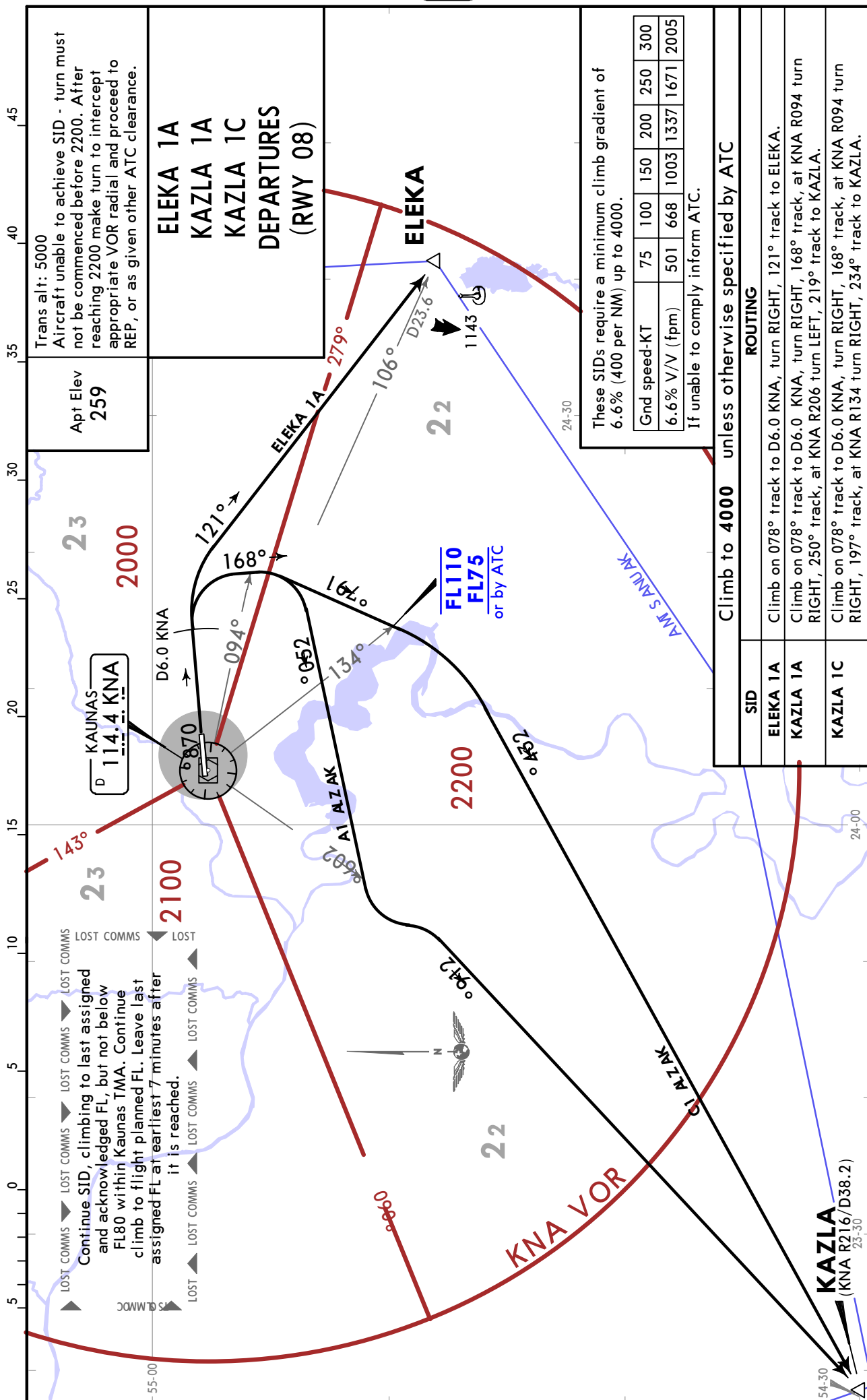
KAUNAS, LITHUANIA

30 JUN 23

10-3B

Eff 13 Jul

SID



EYKA/KUN KAUNAS INTL



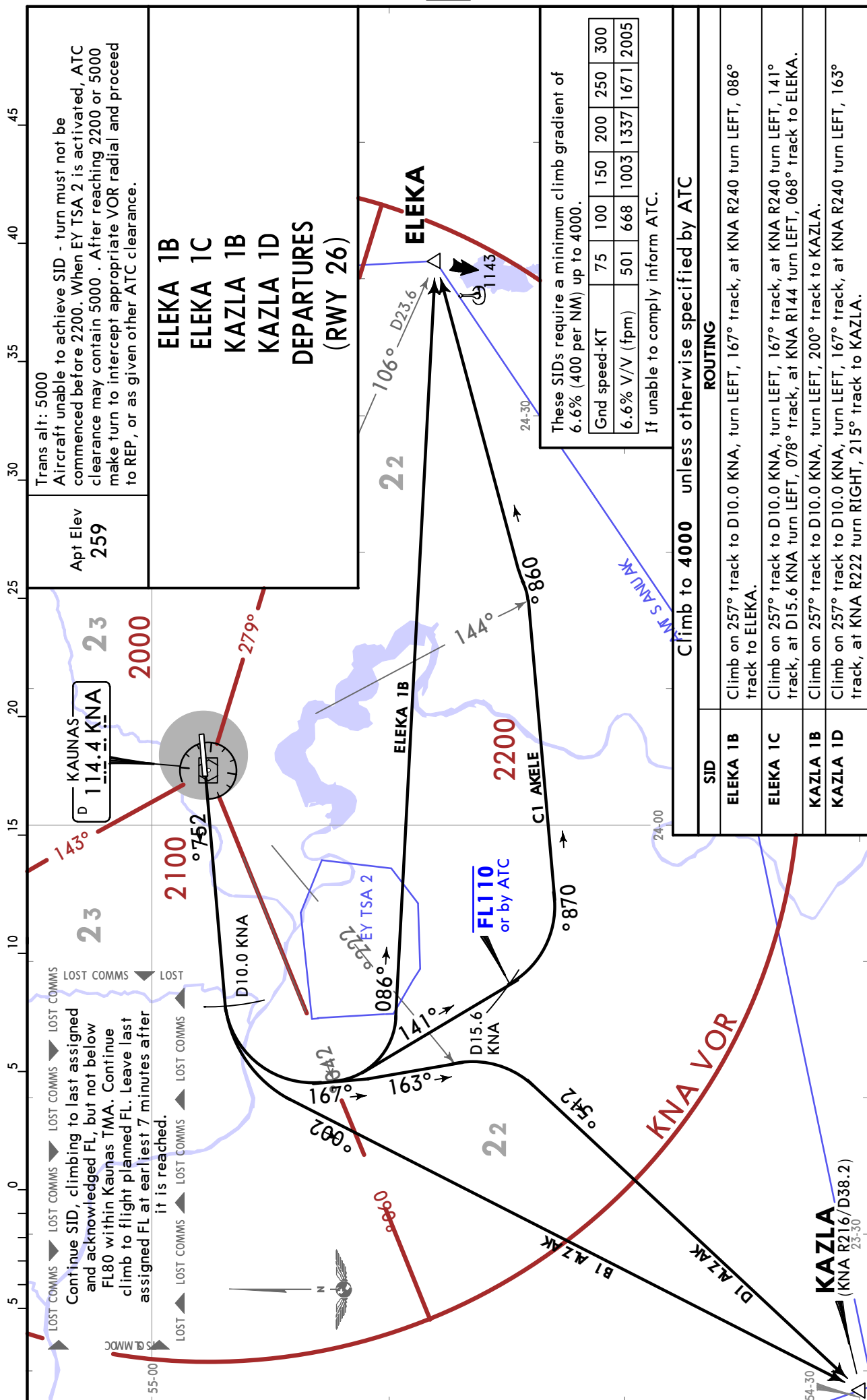
KAUNAS, LITHUANIA

30 JUN 23

10-3C

Eff 13 Jul

SID



EYKA/KUN KAUNAS INTL



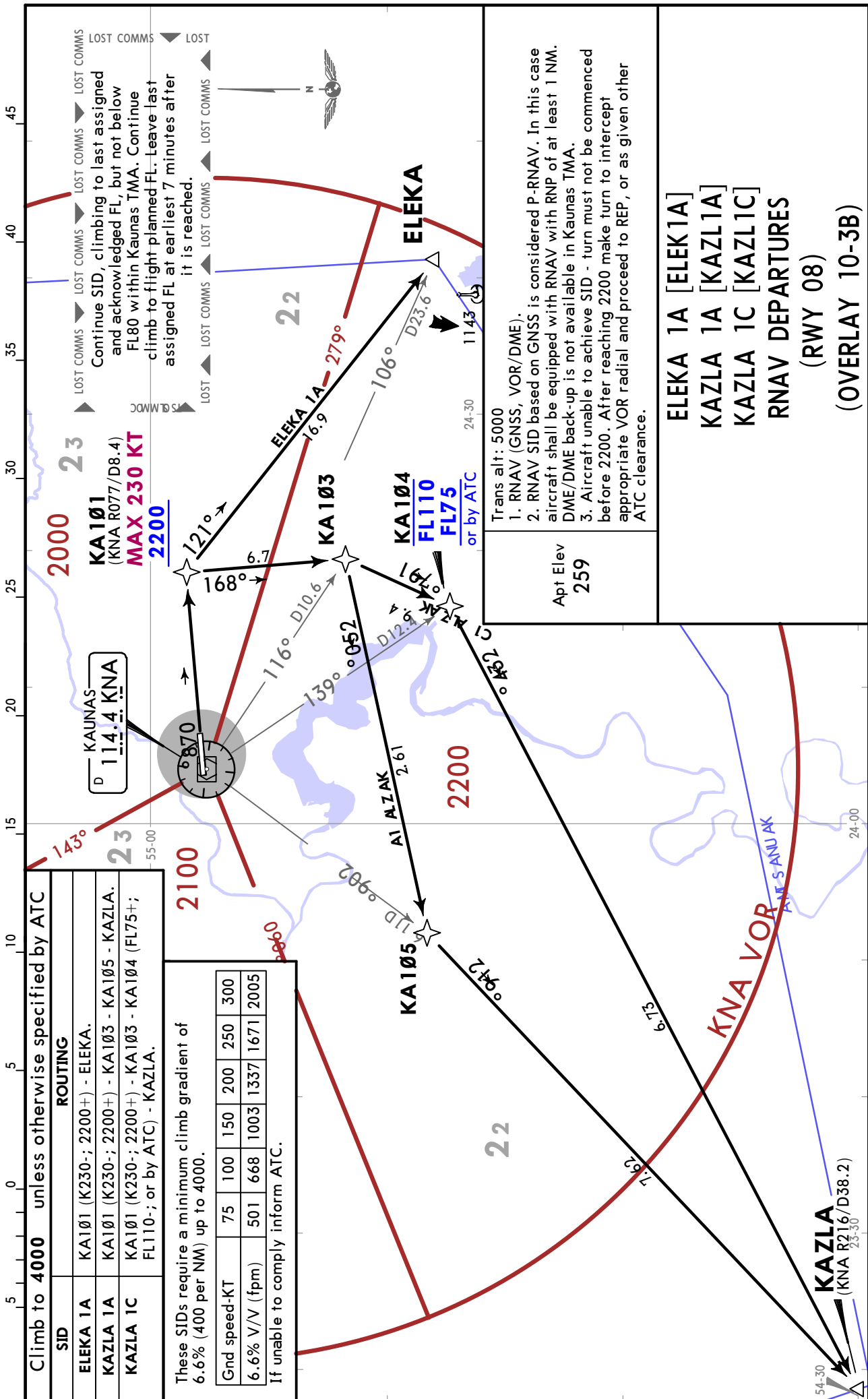
KAUNAS, LITHUANIA

30 JUN 23

10-3F

Eff 13 Jul

RNAV SID (OVERLAY)



EYKA/KUN
KAUNAS INTL

JEPPESEN
 26 MAR 21 **(10-3H)**

KAUNAS, LITHUANIA
DEPARTURES

Apt Elev
259

Trans alt: 5000

OMNIDIRECTIONAL DEPARTURES
(RWYS 08, 26)

These SIDs require a minimum climb gradient of
 6.6% (400 per NM).

Gnd speed-KT	75	100	150	200	250	300
6.6% V/V (fpm)	501	668	1003	1337	1671	2005

If unable to comply inform ATC.

ROUTING

Climb straight ahead to 700, then depart omnidirectional climbing to appropriate MSA.

EYKA/KUN

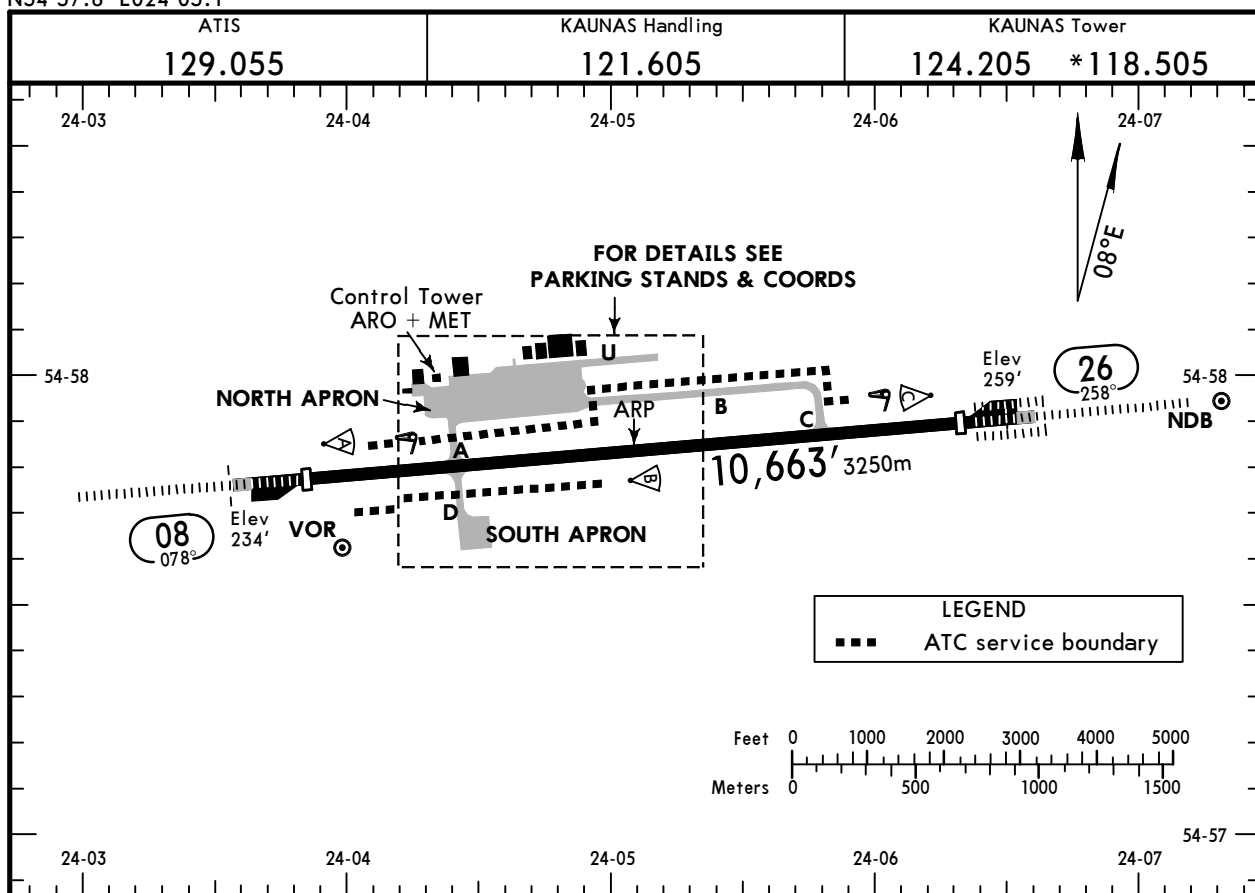
Apt Elev **259'**
N54 57.8 E024 05.1



30 JUN 23 **(10-9)** Eff 13 Jul

KAUNAS, LITHUANIA

KAUNAS INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
	HIRL (60m)	CL (30m)	① HIALS	PAPI-L (3.0°)	RVR	Threshold	Glide Slope	
08						9682' 2951m	8710' 2655m	
26			① ALSF-II	TDZ ②	RVR	9682' 2951m	8528' 2599m	③

① length 900m

② PAPI-L (angle 3.0°)

③ TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head 10,663' (3250m)
twy A, D int 7746' (2361m)

RWY 26:

From rwy head 10,663' (3250m)
twy C int 7867' (2398m)

Std/State		TAKE-OFF				
Low Visibility Procedures required		RCLM or RL or CL	RL or CL	Adequate Vis Ref		
Approval for Low Visibility Take-off required				DAY	NIGHT	DAY
RCLM & RL & CL & RVR	RCLM & HIRL & RVR	DAY	NIGHT	DAY	NIGHT	
	RCLM & RVR & HIRL or CL					
A	R150m	R300m		R/V400m	R/V500m	NA
B						
C						
D						

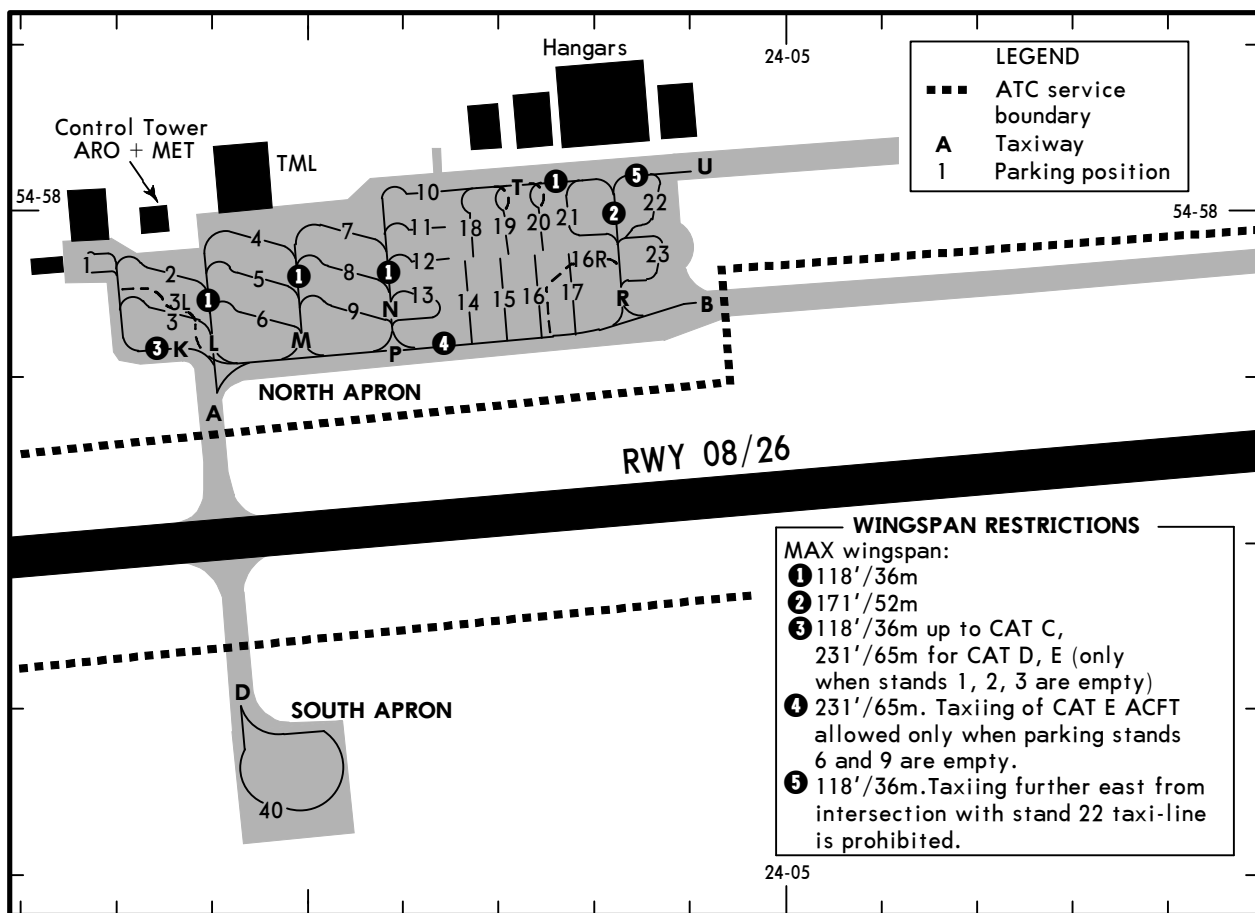
EYKA/KUN

JEPESEN

KAUNAS, LITHUANIA

30 JUN 23 (10-9A) Eff 13 Jul

KAUNAS INTL



INS COORDINATES

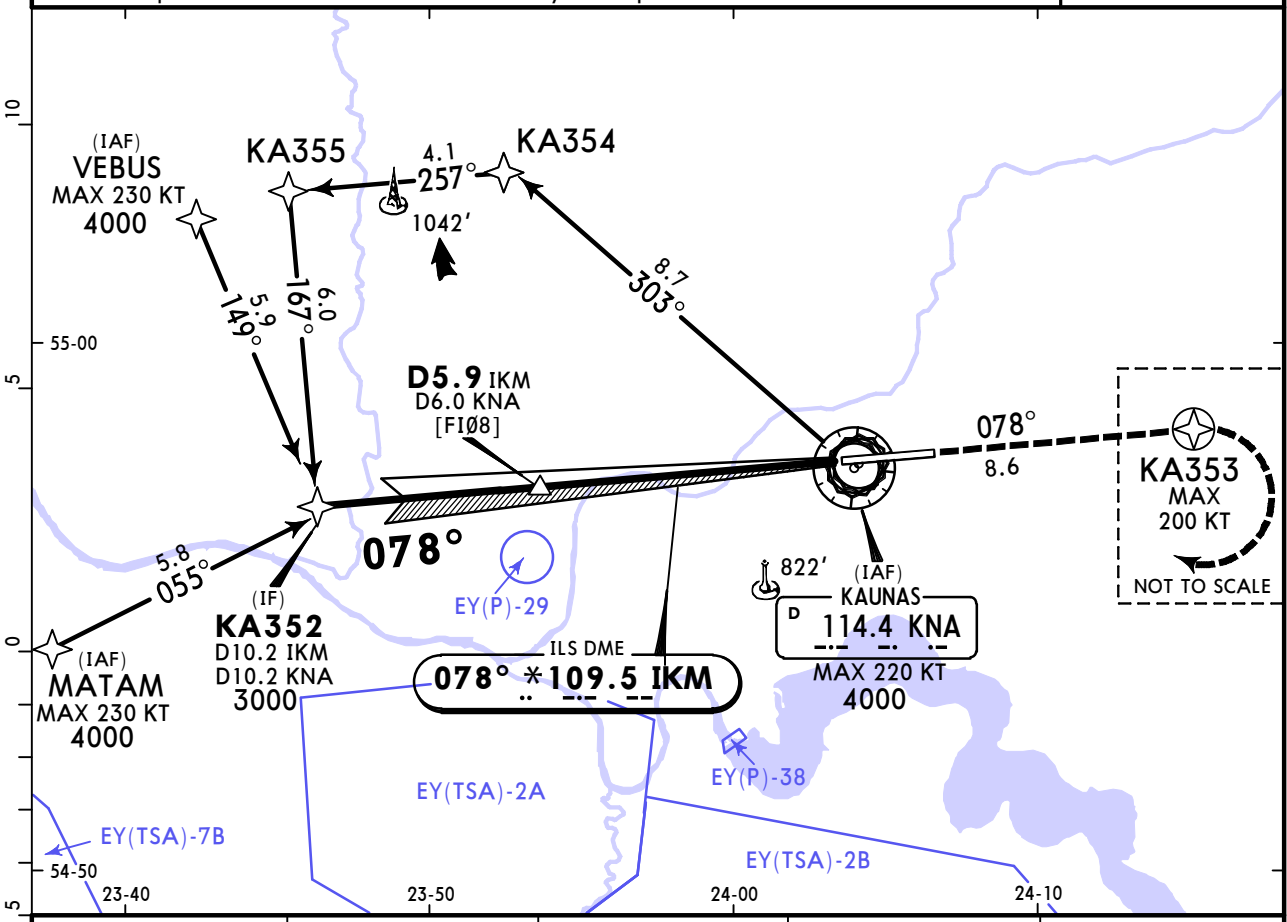
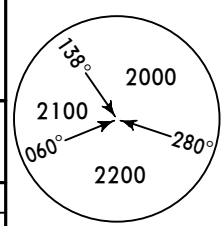
STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N54 58.0 E024 04.3	18, 19	N54 58.0 E024 04.7
3, 3L	N54 57.9 E024 04.3	20, 21	N54 58.0 E024 04.8
4, 5	N54 58.0 E024 04.4	22, 23	N54 58.0 E024 04.9
6	N54 57.9 E024 04.4	40	N54 57.6 E024 04.5
7, 8	N54 58.0 E024 04.5		
9	N54 57.9 E024 04.5		
10 thru 12	N54 58.0 E024 04.6		
13	N54 57.9 E024 04.6		
14 thru 16	N54 58.0 E024 04.7		
16R, 17	N54 58.0 E024 04.8		

EYKA/KUN KAUNAS INTL

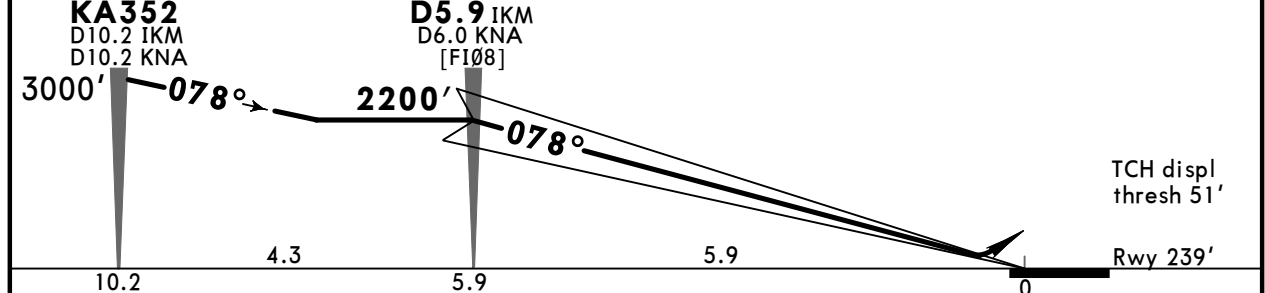
JEPPESEN
30 JUN 23 **(11-1)** Eff 13 Jul

KAUNAS, LITHUANIA ILS Z Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
LOC IKM *109.5	Final Apch Crs 078°	D5.9 IKM 2200' (1961')	DA(H) Refer to Minimums	Apt Elev 259' Rwy 239'	
MISSED APCH: Climb on track 078° to KA353, then turn RIGHT (MAX 200 KT) direct to VOR climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC		Trans alt: 5000'
Initial approach segments and missed approach: GNSS required.					
1. DME required. 2. ILS DME reads zero at Rwy 08 displ threshold.					



IKM DME	5.0	4.0	3.0	2.0
ALTITUDE	1870'	1560'	1240'	930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	KA353 on 078°
GS	3.00°	372	478	531	637	743		

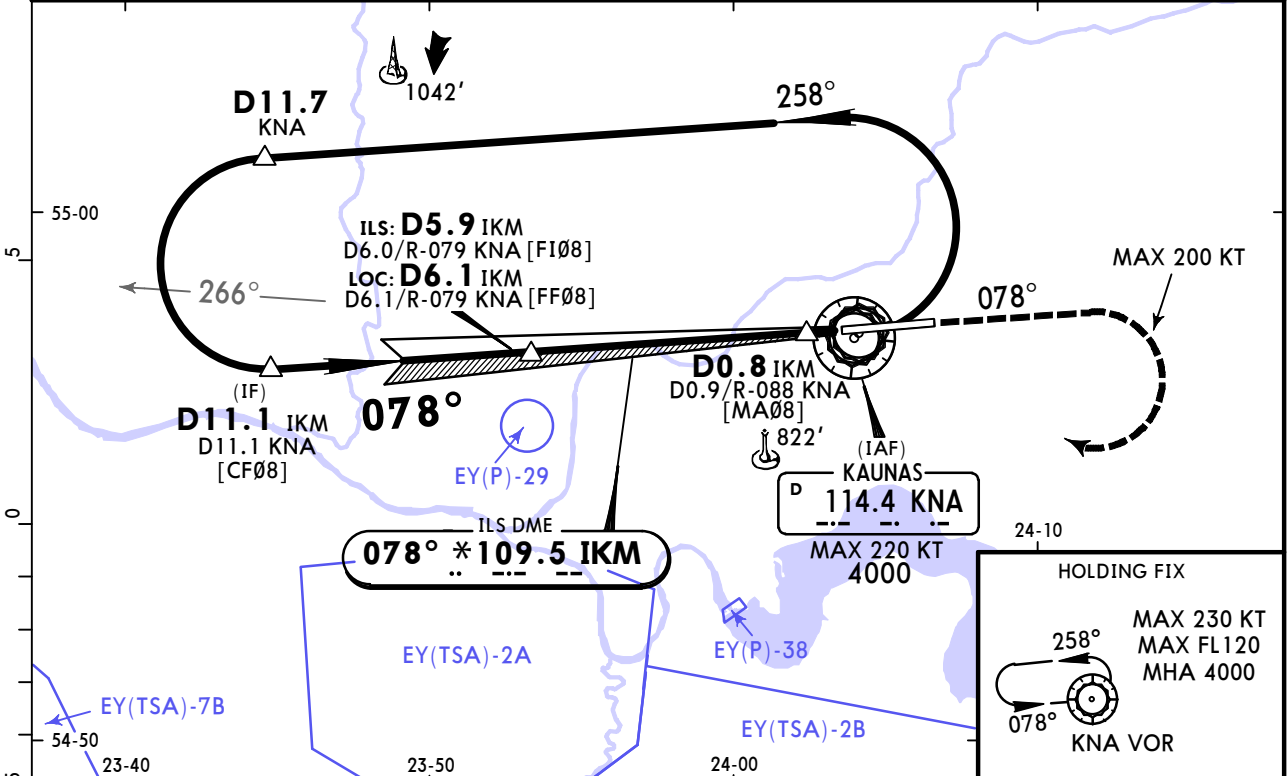
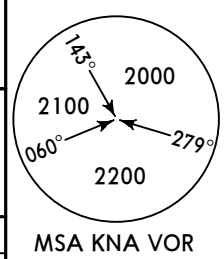
Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ILS					
		DA(H) A: 492' (253') B: 504' (265') C: 512' (273') D: 523' (284')					
		ALS out				Max Kts	MDA(H)
A						100	710' (451') V1500m
B	R600m					135	760' (501') V1600m
C						180	1230' (971') V3800m
D	R650m					D	NOT AUTHORIZED
R750m when a Flight Director or Autopilot or HUDLS to DA is not used.							

EYKA/KUN KAUNAS INTL

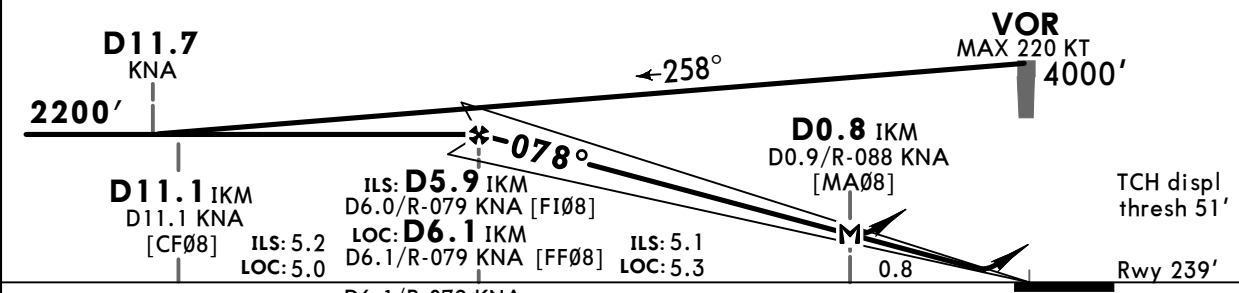
JEPPESEN
30 JUN 23 **(11-2)** Eff 13 Jul

KAUNAS, LITHUANIA ILS Y or LOC Rwy 08

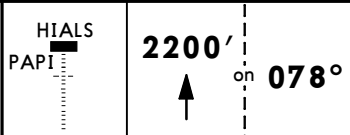
ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
LOC IKM *109.5	Final Apch Crs 078°	D5.9 IKM 2200' (1961')	ILS DA(H) Refer to Minimums	Apt Elev 259' Rwy 239'	
MISSED APCH: Climb on track 078° to 2200', then turn RIGHT (MAX 200 KT) to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200'.					
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC		Trans alt: 5000'
1. DME, VOR required. 2. ILS DME reads zero at Rwy 08 displ threshold.					



LOC (GS out)	IKM DME	5.0	4.0	3.0	2.0
	ALTITUDE	1870'	1560'	1240'	930'



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.8 IKM/ D0.9/R-088 KNA						
D6.1 IKM/ D6.1/R-079 KNA to MAP	5.3	4:33	3:32	3:11	2:39	2:16



Std/State		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS		LOC (GS out)		CDFA	
DA(H) A: 492' (253') C: 512' (273')		DA(MDA(H)) 630' (391')			
B: 504' (265') D: 523' (284')					
	ALS out		ALS out	Max Kts	MDA(H)
A				100	710' (451') V1500m
B	1 R600m	R1300m	R1100m	135	760' (501') V1600m
C				180	1230' (971') V3800m
D	1 R650m	R1400m		D	NOT AUTHORIZED

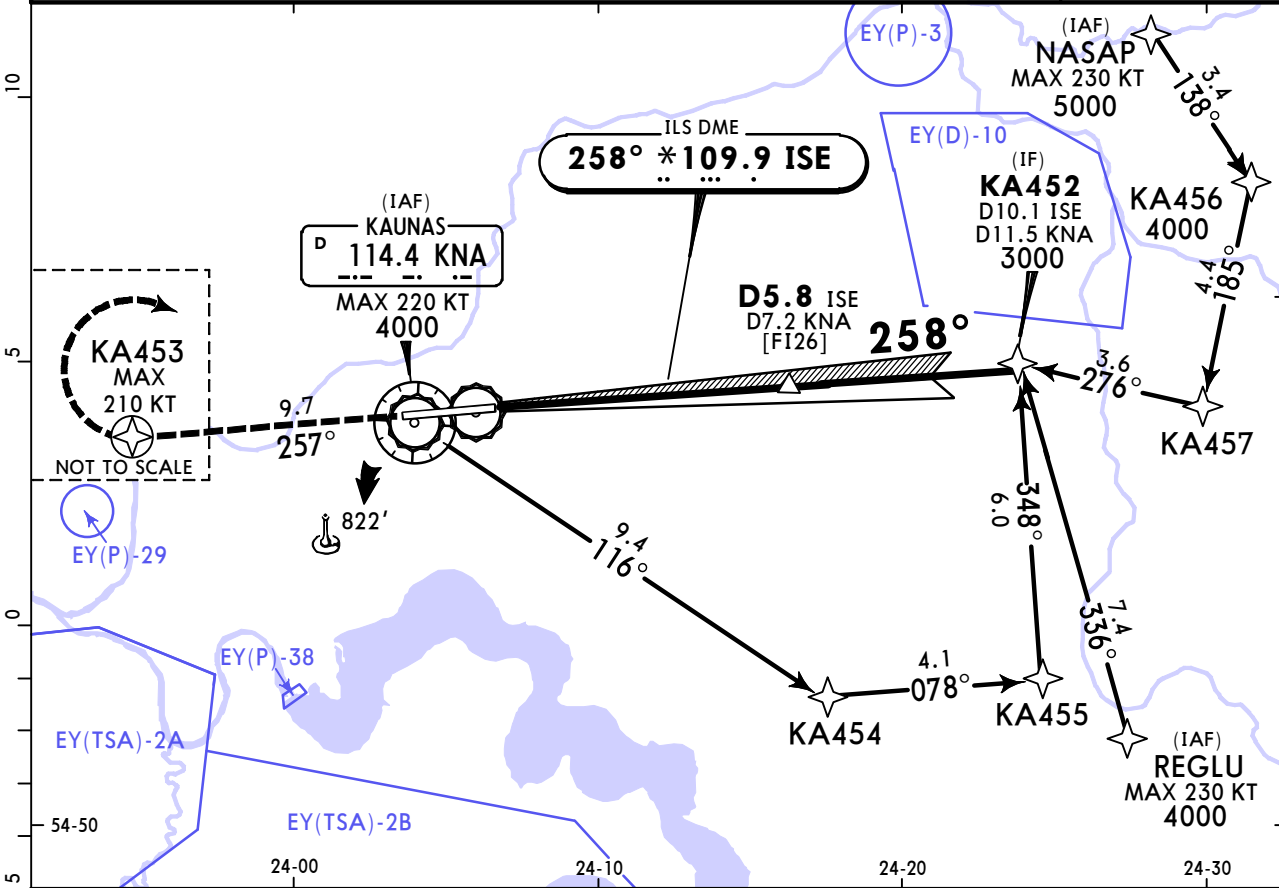
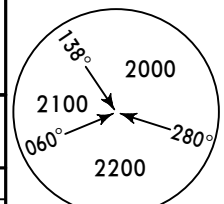
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EYKA/KUN KAUNAS INTL

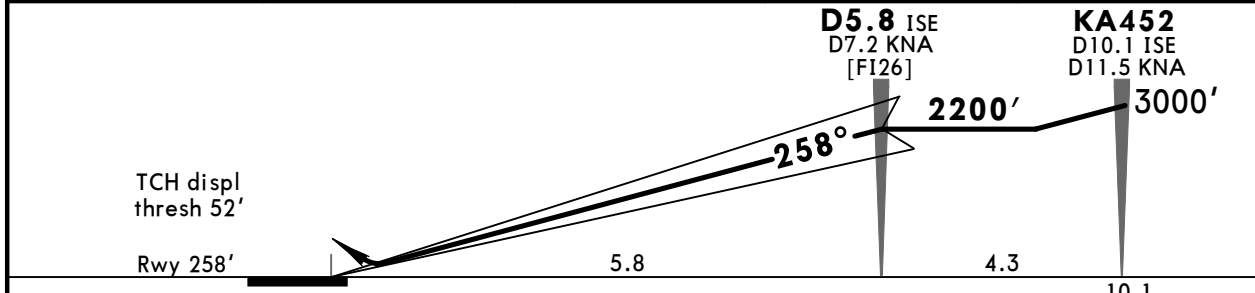
JEPESEN
30 JUN 23 **(11-3)** Eff 13 Jul

KAUNAS, LITHUANIA ILS Z Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
LOC ISE *109.9	Final Apch Crs 258°	D5.8 ISE 2200' (1942')	DA(H) Refer to Minimums	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb on track 257° to KA453, then turn RIGHT (MAX 210 KT) direct to VOR climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC	
Initial approach segments and missed approach: GNSS required.		Trans alt: 5000'		MSA ARP	
1. DME required. 2. ILS DME reads zero at Rwy 26 displ thresh.					



ISE DME	2.0	3.0	4.0	5.0
ALTITUDE	950'	1260'	1580'	1890'



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849



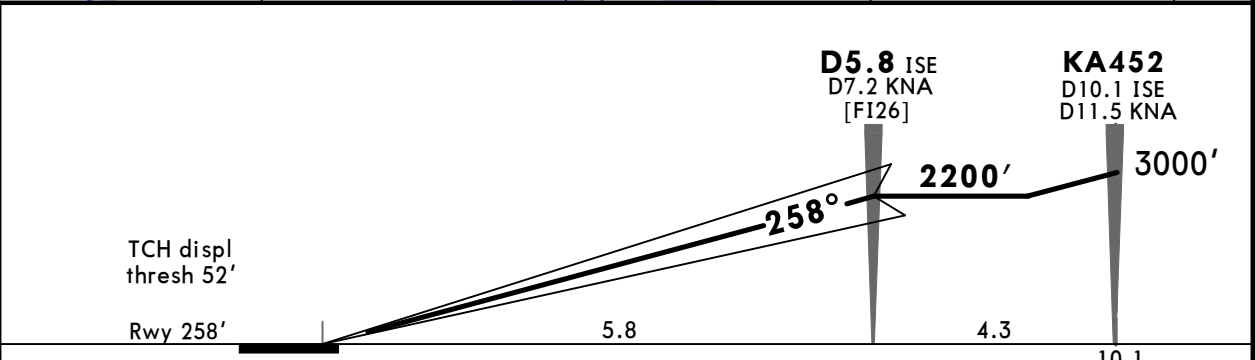
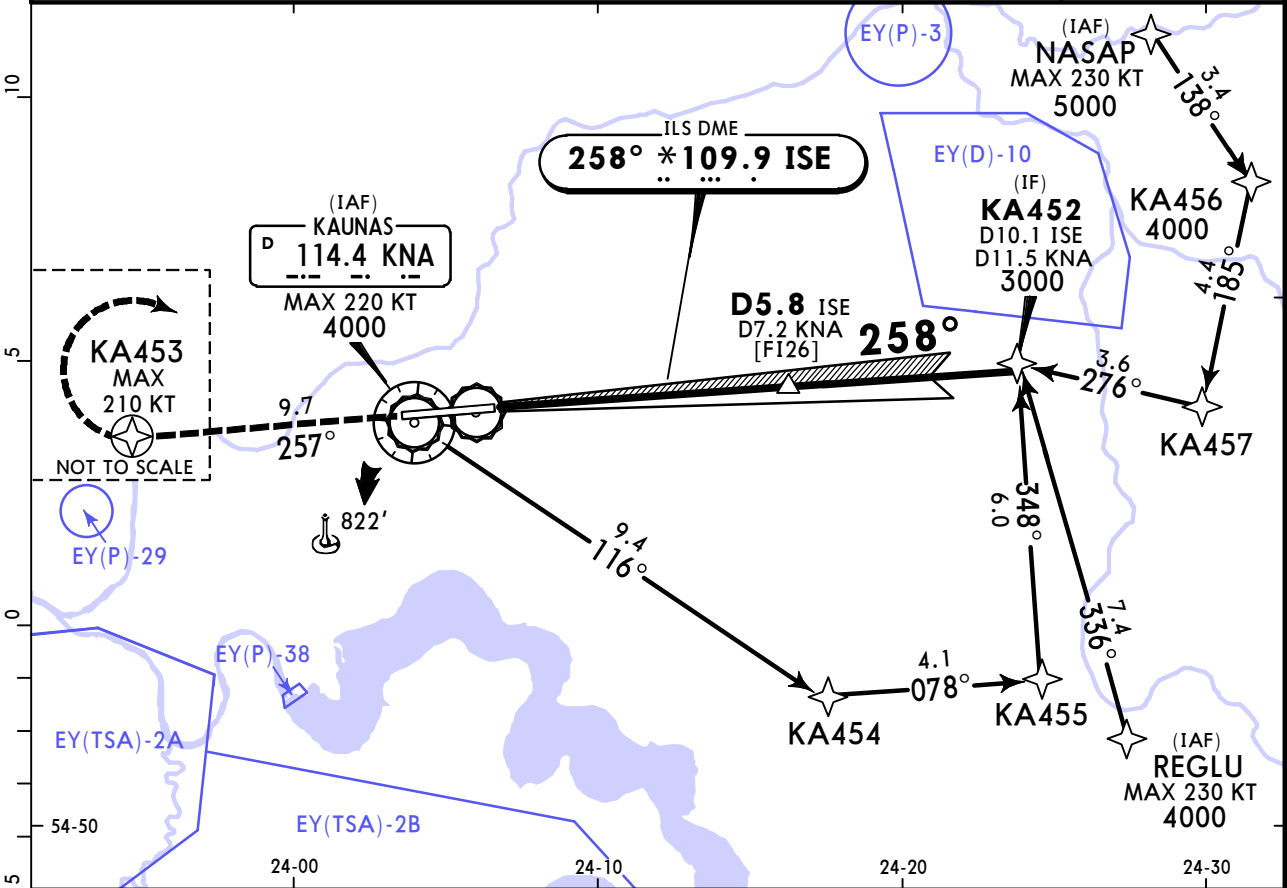
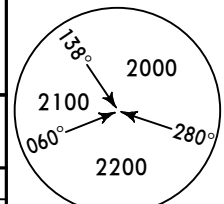
Std/State	STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND	
	DA(H) A: 496' (238')	B: 508' (250')	C: 516' (258')	D: 526' (268')	Max Kts MDA(H)
A	R550m	■ R550m	R1200m	100	710' (451') V1500m
B	R550m	■ R550m	R1300m	135	760' (501') V1600m
C	R600m	■ R600m	R1300m	180	1230' (971') V3800m
D	R600m	■ R600m	R1300m	D	NOT AUTHORIZED

EYKA/KUN KAUNAS INTL

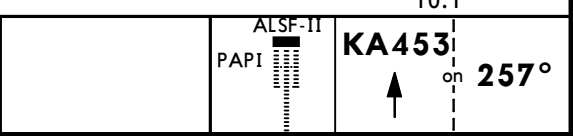
JEPESEN
30 JUN 23 **11-3A** **Eff 13 Jul**

KAUNAS, LITHUANIA CAT II ILS Z Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
LOC ISE *109.9	Final Apch Crs 258°	D5.8 ISE 2200' (1942')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb on track 257° to KA453, then turn RIGHT (MAX 210 KT) direct to VOR climbing to 4000'.					
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC	
Initial approach segments and missed approach: GNSS required.		Trans alt: 5000'		MSA ARP	
1. DME required. 2. ILS DME reads zero at Rwy 26 displ thresh.					



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	849



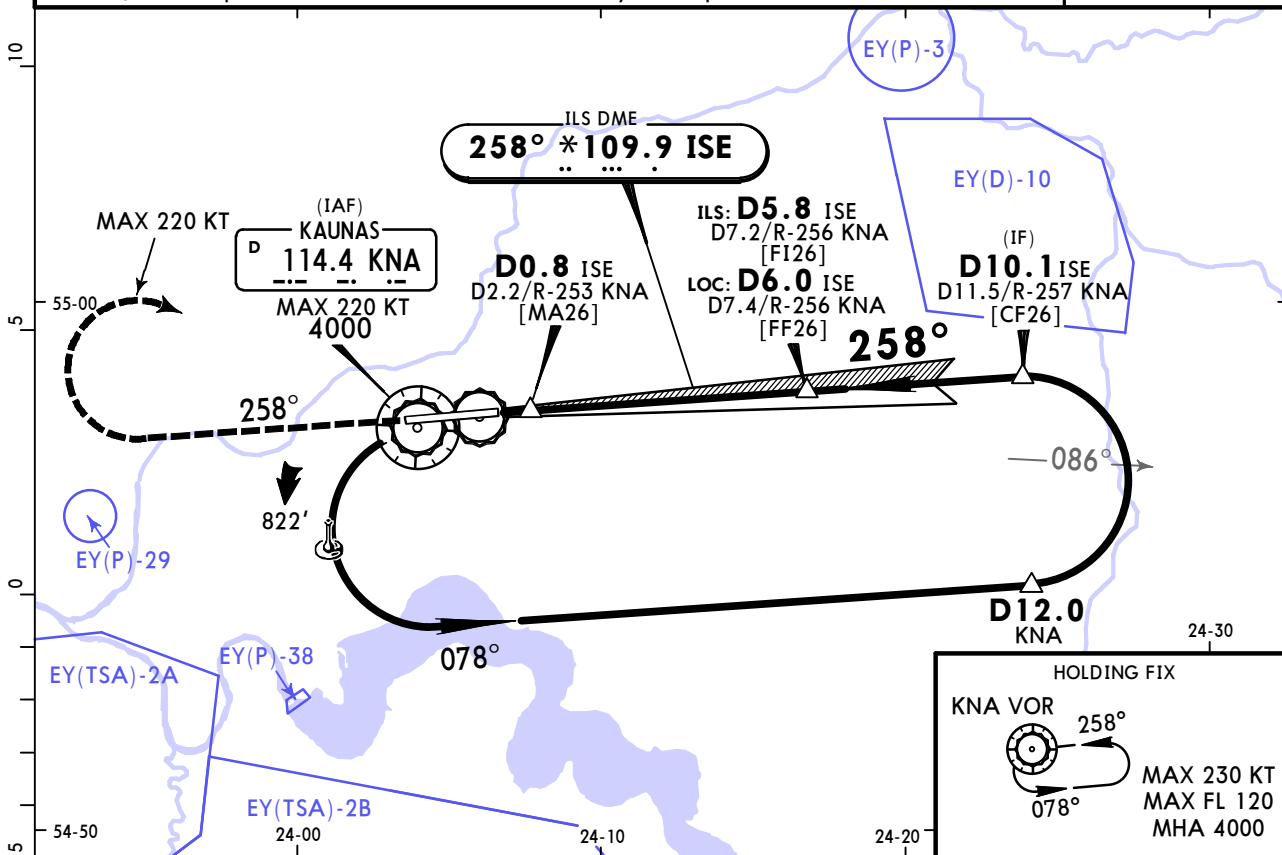
Std/State				STRAIGHT-IN LANDING			
CAT II ILS							
A RA 174' DA(H) 408' (150')		B RA 199' DA(H) 425' (167')		C RA 212' DA(H) 436' (178')		D RA 228' DA(H) 451' (193')	
R450m				R500m			

EYKA/KUN KAUNAS INTL

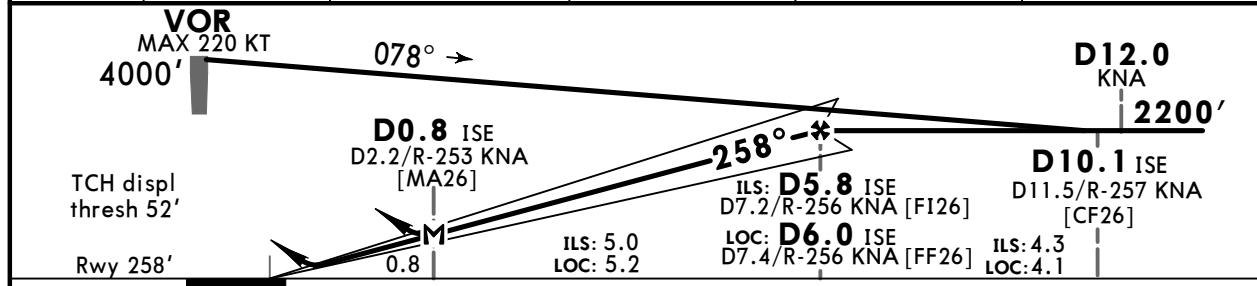
JEPESEN
30 JUN 23 **(11-4)** **Eff 13 Jul**

KAUNAS, LITHUANIA ILS Y or LOC Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
LOC ISE *109.9	Final Apch Crs 258°	D5.8 ISE 2200' (1942')	ILS DA(H) Refer to Minimums	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb on track 258° to 2200', then turn RIGHT (MAX 220 KT) to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200'.					
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'	MSA KNA VOR	
1. DME, VOR required. 2. ILS DME reads zero at Rwy 26 displ thresh.					



LOC (GS out)	ISE DME	2.0	3.0	4.0	5.0
	ALTITUDE	950'	1260'	1580'	1890'



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.8 ISE/ D2.2/R-253 KNA						
D6.0 ISE/ D7.4/R-256 KNA to MAP	5.2	4:27	3:28	3:07	2:36	2:14
Timing not authorized for defining the MAP.						

PANS OPS	Std/State				STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	ILS				LOC (GS out)			Max Kts		
	DA(H) A: 496' (238') C: 516' (258') B: 508' (250') D: 526' (268')				CDFA DA/MDA(H) 620' (362')			MDA(H)		
	A	R550m	R550m	R1200m			R1500m	100	710' (451')	V1500m
B	R550m	R550m		R1000m	R1000m		R1700m	135	760' (501')	V1600m
C	R600m	R600m	R1300m					180	1230' (971')	V3800m
D	R600m	R600m						D	NOT AUTHORIZED	

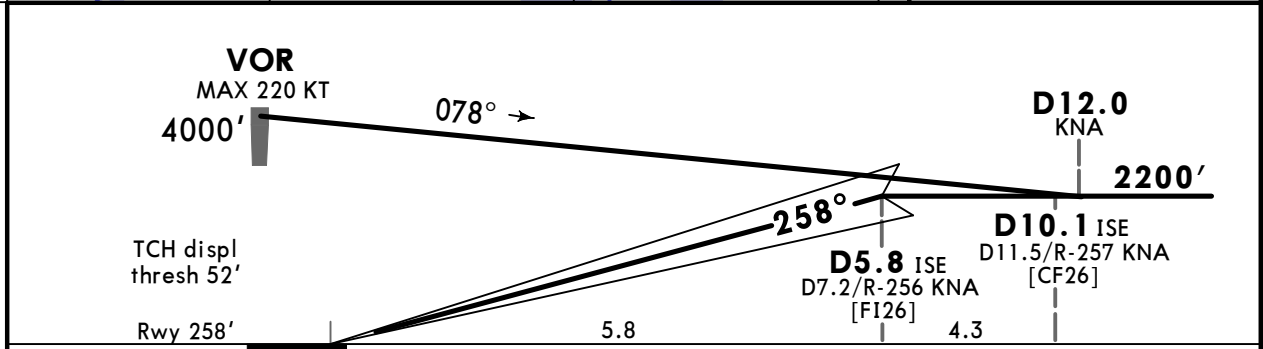
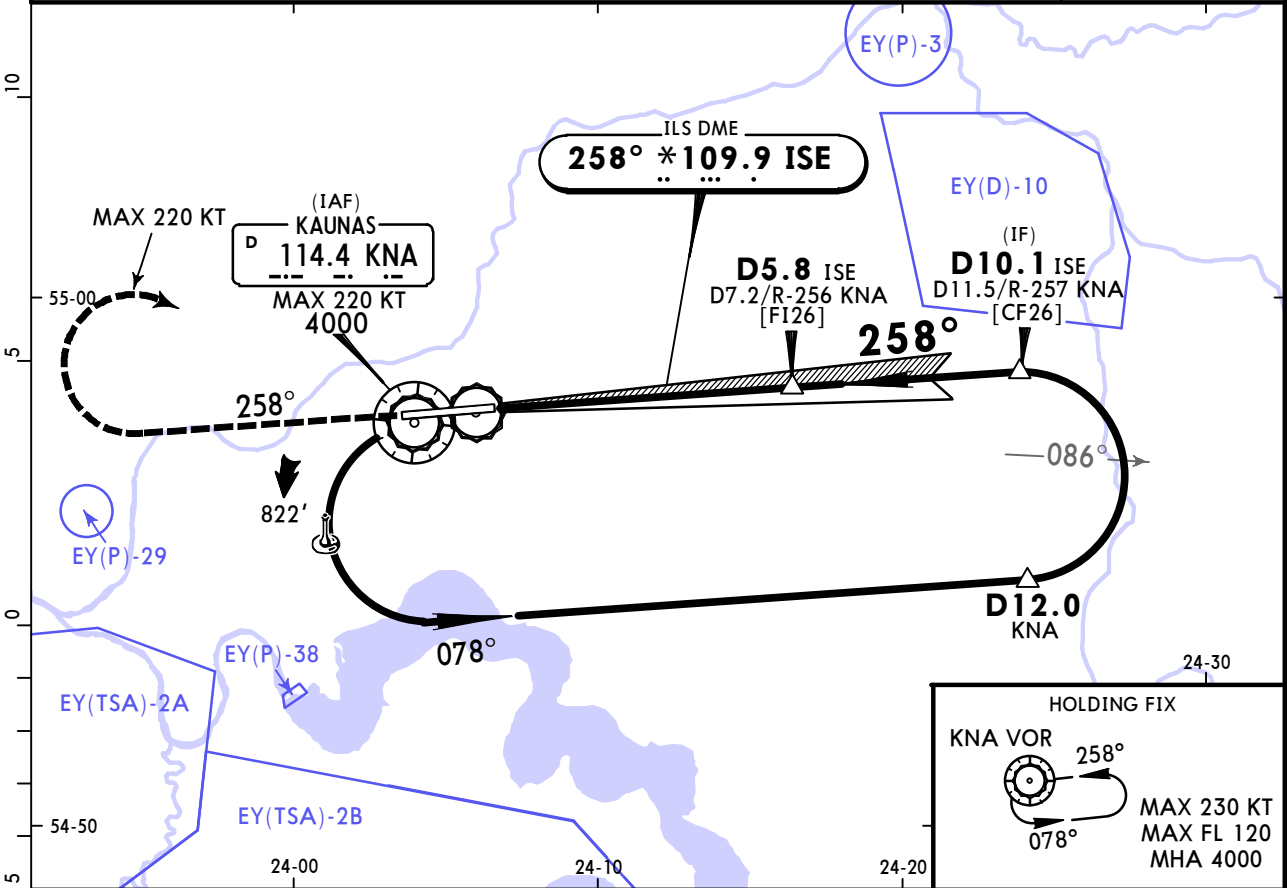
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EYKA/KUN KAUNAS INTL

JEPESEN
30 JUN 23 **(11-4A)** Eff 13 Jul

KAUNAS, LITHUANIA CAT II ILS Y Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
LOC ISE *109.9	Final Apch Crs 258°	D5.8 ISE 2200' (1942')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 259'	Rwy 258'	
MISSED APCH: Climb on track 258° to 2200', then turn RIGHT (MAX 220 KT) to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200'.					<p>MSA KNA VOR</p>	
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC		
1. DME, VOR required.		2. ILS DME reads zero at Rwy 26 displ thresh.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI
GS	3.00°	372	478	531	637	849	

Std/State				STRAIGHT-IN LANDING			
CAT II ILS							
A RA 174' DA(H) 408' (150')		B RA 199' DA(H) 425' (167')		C RA 212' DA(H) 436' (178')		D RA 228' DA(H) 451' (193')	
R450m				R500m			

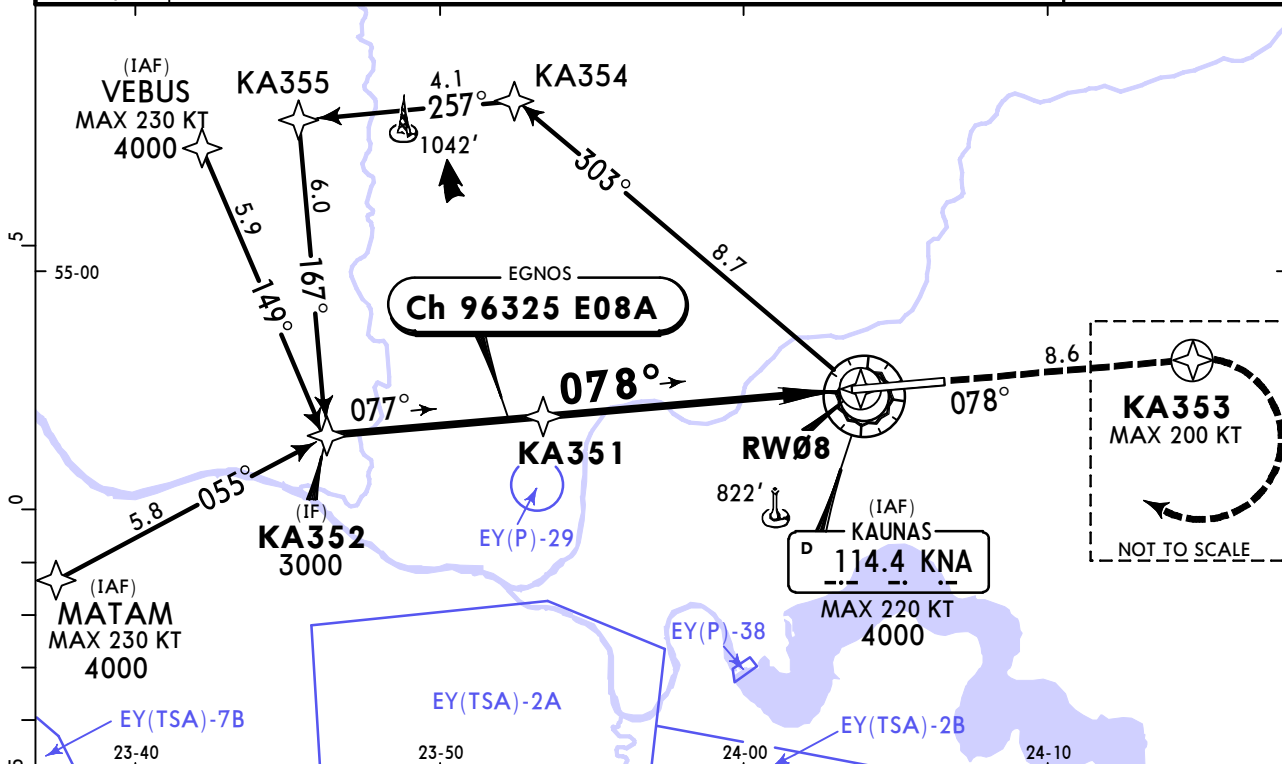
PANS OPS

EYKA/KUN KAUNAS INTL

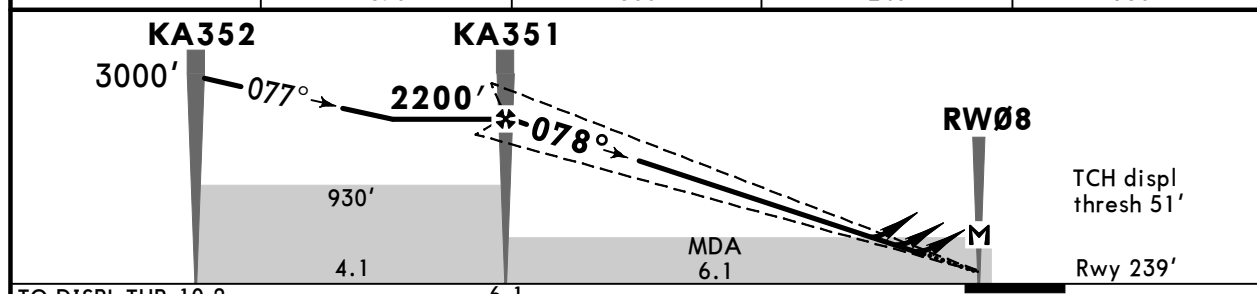
JEPPESEN
30 JUN 23 (12-1) Eff 13 Jul

KAUNAS, LITHUANIA RNP Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
EGNOS Ch 96325 E08A	Final Apch Crs 078°	KA351 2200' (1961')	LPV DA(H) Refer to Minimums	Apt Elev 259'	Rwy 239'	
MISSED APCH: Climb on course 078° to KA353, then turn RIGHT (MAX 200 KT), direct to VOR climbing to 4000'.					<p>MSA ARP</p>	
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC			Trans alt: 5000'
RNP Apch	1. Baro-VNAV not authorized below -20°C. 2. VPA 3.5° reached above 50°C.					



DIST to RW08	5.0	4.0	3.0	2.0
ALTITUDE	1870'	1560'	1240'	930'



TO DISPL THR 10.2	4.1	6.1	0				
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW08							
KA351 to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17
Timing not authorized for defining the MAP.							

Std/State	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	LPV	LNAV/VNAV		LNAV	Max Kts
DA(H)	A: 511' (272') C: 532' (293')	DA(H) A: 519' (280') C: 539' (300')		DA/MDA(H)	
	B: 524' (285') D: 542' (303')	B: 529' (290') D: 549' (310')		630' (391')	
	ALS out	ALS out	ALS out	ALS out	MDA(H)
A	R600m	R1300m	R600m	R1300m	100 710' (451') V1500m
B	R650m		R650m	R1400m	135 760' (501') V1600m
C		R1400m		R1400m	180 1230' (971') V3800m
D	R700m		R700m	R1800m	D NOT AUTHORIZED

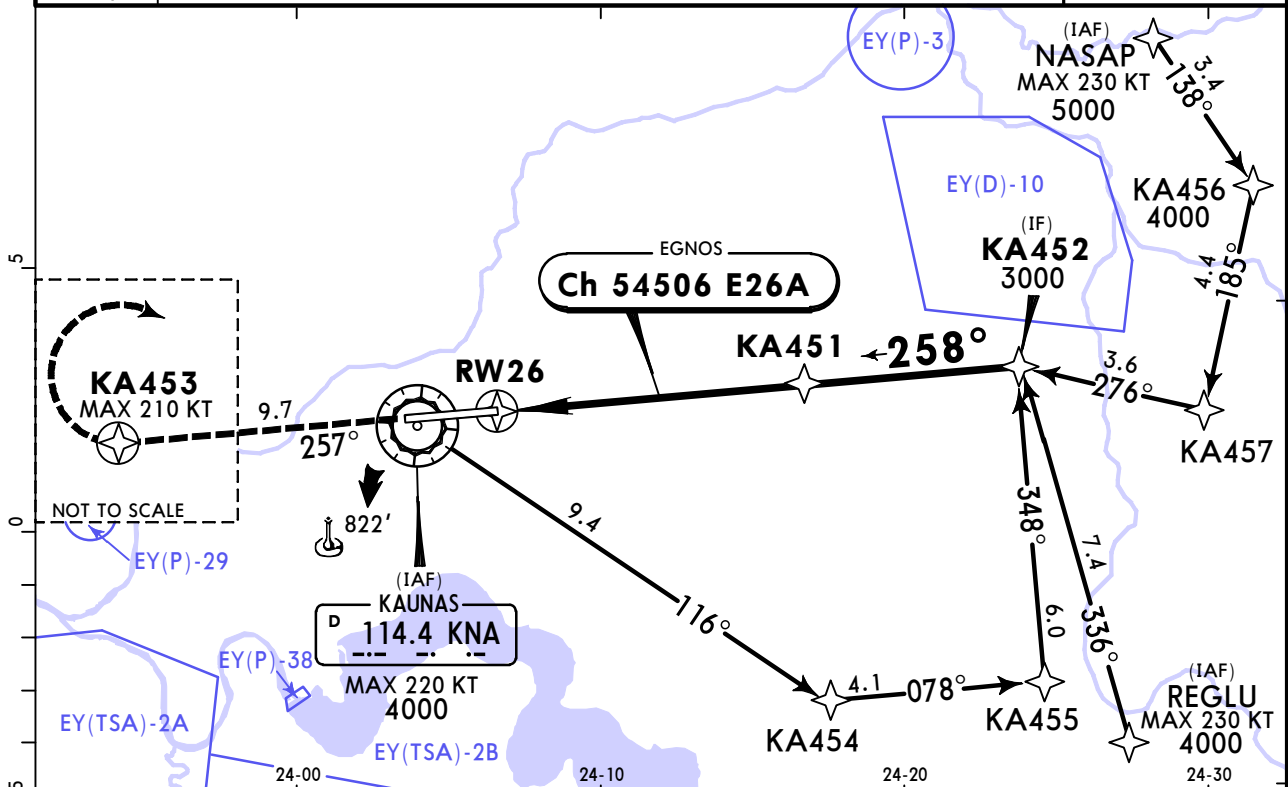
1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EYKA/KUN KAUNAS INTL

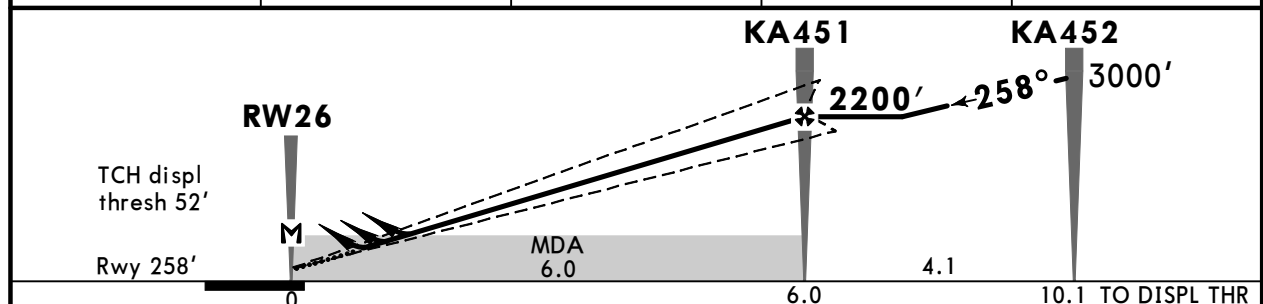
JEPPESEN
30 JUN 23 (12-2) Eff 13 Jul

KAUNAS, LITHUANIA RNP Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
EGNOS Ch 54506 E26A	Final Apch Crs 258°	KA451 2200' (1942')	LPV DA(H) Refer to Minimums	Apt Elev 259'	Rwy 258'	
MISSED APCH: Climb on course 257° to KA453, then turn RIGHT (MAX 210 KT), direct to VOR climbing to 4000'.					<p>MSA ARP</p>	
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC			Trans alt: 5000'
RNP Apch	1. Baro-VNAV not authorized below -20°C. 2. VPA 3.5° reached above 50°C.					



DIST to RW26	2.0	3.0	4.0	5.0
ALTITUDE	950'	1260'	1580'	1890'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI
Glide Path Angle	3.00°	372	478	531	637	849	
MAP at RW26							
KA451 to MAP	6.0	5:09	4:00	3:36	3:00	2:34	

Timing not authorized for defining the MAP.

Std/State	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	LPV		LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
A	DA(H) 508' (250')	C: 529' (271')	DA(H) 508' (250')	C: 538' (280')	LNAV CDFA 2 DA/MDA(H) 630' (372')			
B	B: 520' (262') D: 539' (281')		B: 528' (270') D: 548' (290')		3		135	760'(501') V1600m
C	TDZ or CL out	ALS out	TDZ or CL out	ALS out	R1000m		180	1230'(971') V3800m
D	R550m	1 R550m	R550m	1 R550m	R1700m		D	NOT AUTHORIZED

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
 2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 3 TDZ & CL out: R1000m.

EYKA/KUN KAUNAS INTL



KAUNAS, LITHUANIA

30 JUN 23

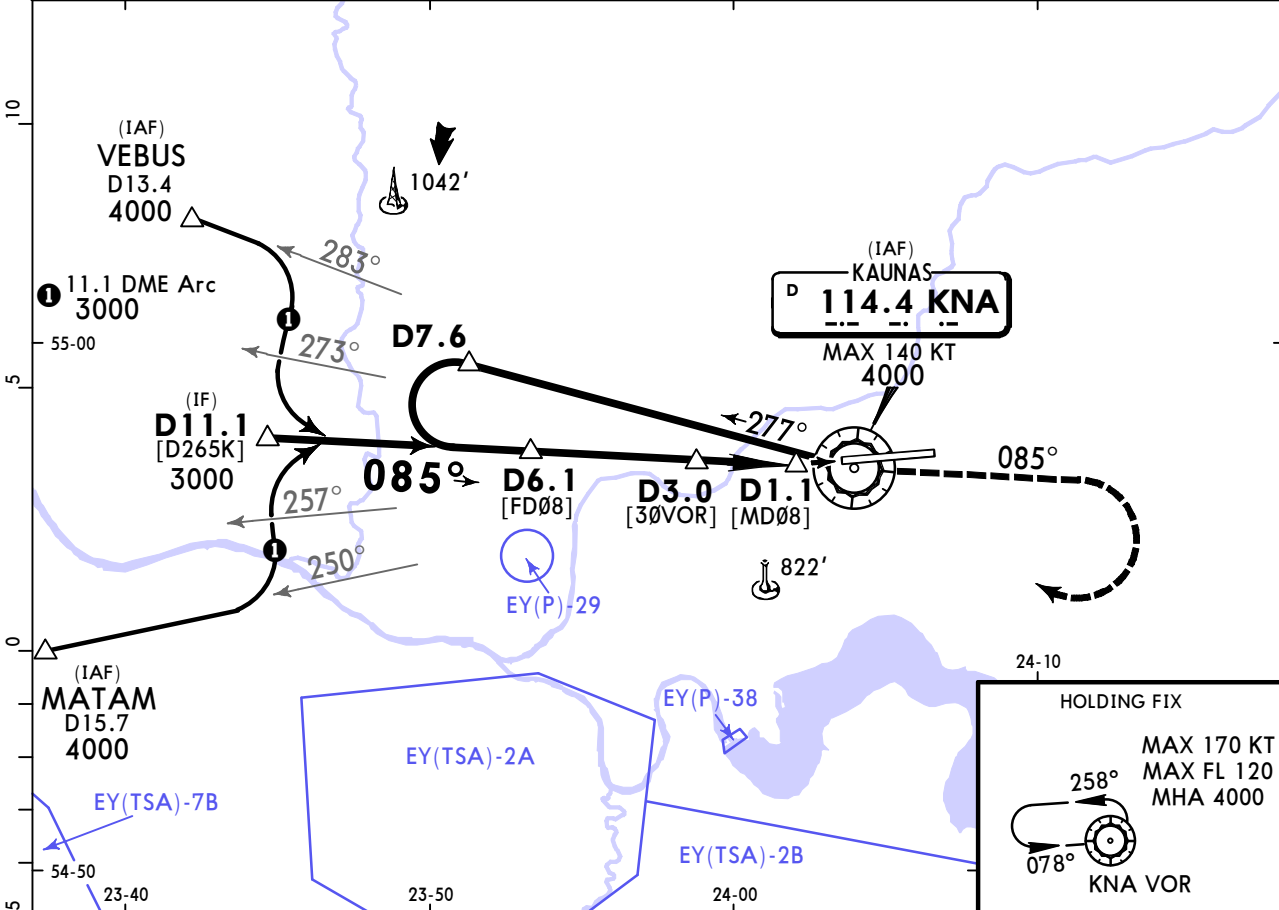
13-1

Eff 13 Jul

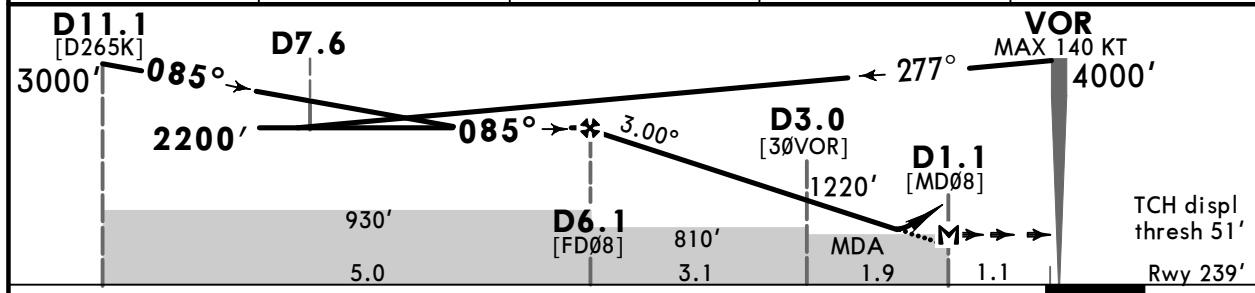
CAT A & B

VOR Z Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
VOR KNA 114.4	Final Apch Crs 085°	D6.1 2200' (1961')	DA/MDA(H) (CONDITIONAL) 780' (541')	Apt Elev 259'	Rwy 239'	
MISSED APCH: Climb via VOR on R-085 to 2200', then turn RIGHT to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200' due to airspace structure.						
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC		
DME required.		Trans alt: 5000'		MSA KNA VOR		



KNA DME	5.0	4.0	3.0	2.0
ALTITUDE	1850'	1530'	1220'	900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2200' via KNA 114.4 on R-085
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.1								
D6.1 to MAP	5.0	4:17	3:20	3:00	2:30	2:09		

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	CDFA With D3.0		CDFA W/o D3.0		MDA(H)	
	DA/MDA(H) 780' (541')		DA/MDA(H) 810' (571')		ALS out	
A	R1500m	R2100m	R2100m	R2800m	Max Kts 100	710' (451') 2 V1500m
B					135	760' (501') 2 V1600m
C	NOT APPLICABLE				C	NOT APPLICABLE
D	NOT APPLICABLE				D	NOT APPLICABLE

EYKA/KUN KAUNAS INTL



KAUNAS, LITHUANIA

30 JUN 23

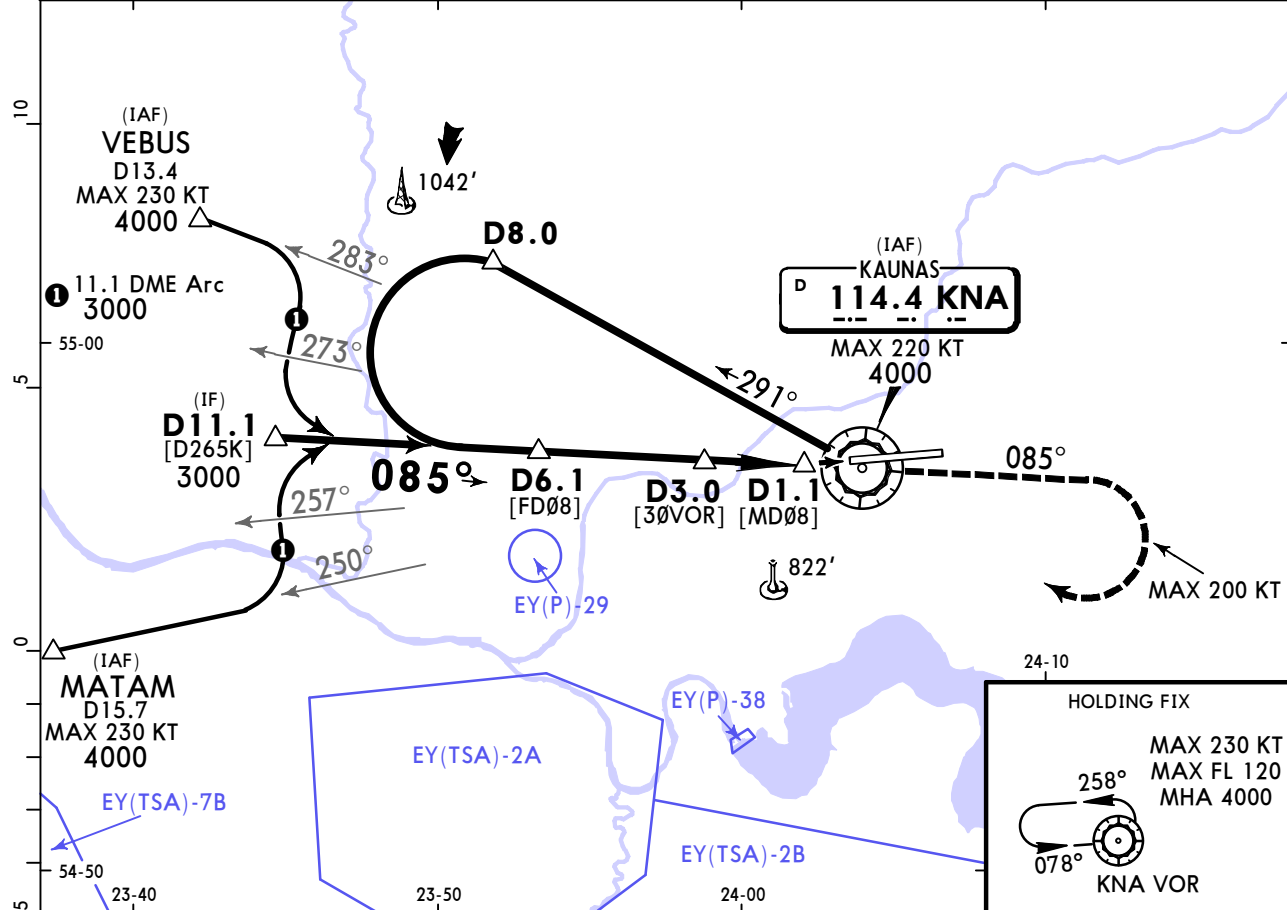
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Eff 13 Jul

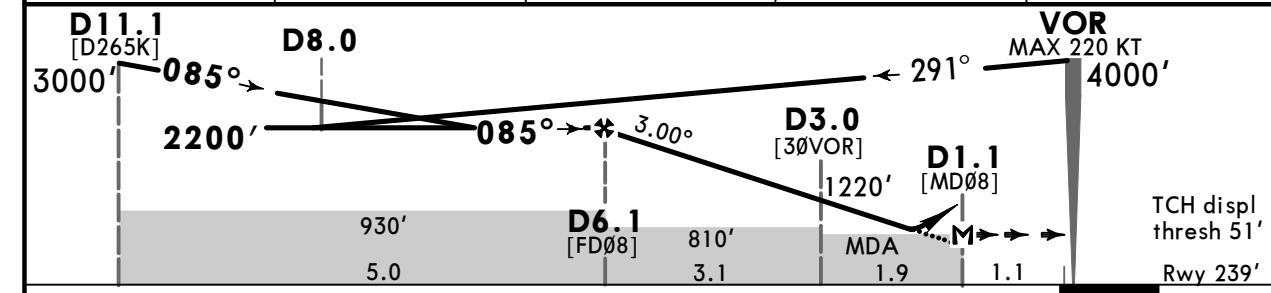
CAT C & D

VOR Y Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
VOR KNA 114.4	Final Apch Crs 085°	D6.1 2200' (1961')	DA/MDA(H) (CONDITIONAL) 780' (541')	Apt Elev 259'	Rwy 239'	
MISSED APCH: Climb via VOR on R-085 to 2200', then turn RIGHT (MAX 200 KT) to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200' due to airspace structure.						
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC			Trans alt: 5000'
DME required.						MSA KNA VOR



KNA DME	5.0	4.0	3.0	2.0
ALTITUDE	1850'	1530'	1220'	900'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2200' via KNA 114.4 on KNA 114.4 R-085
Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.1							
D6.1 to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	CDFA With D3.0 DA/MDA(H) 780' (541')		CDFA W/o D3.0 DA/MDA(H) 810' (571')		MDA(H)	
A	ALS out		ALS out		Max Kts	
B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
C	R2100m	R2800m	R2300m	R3000m	180	1230' (971') V3800m
D					D	NOT AUTHORIZED

EYKA/KUN KAUNAS INTL

JEPPesen

KAUNAS, LITHUANIA

30 JUN 23

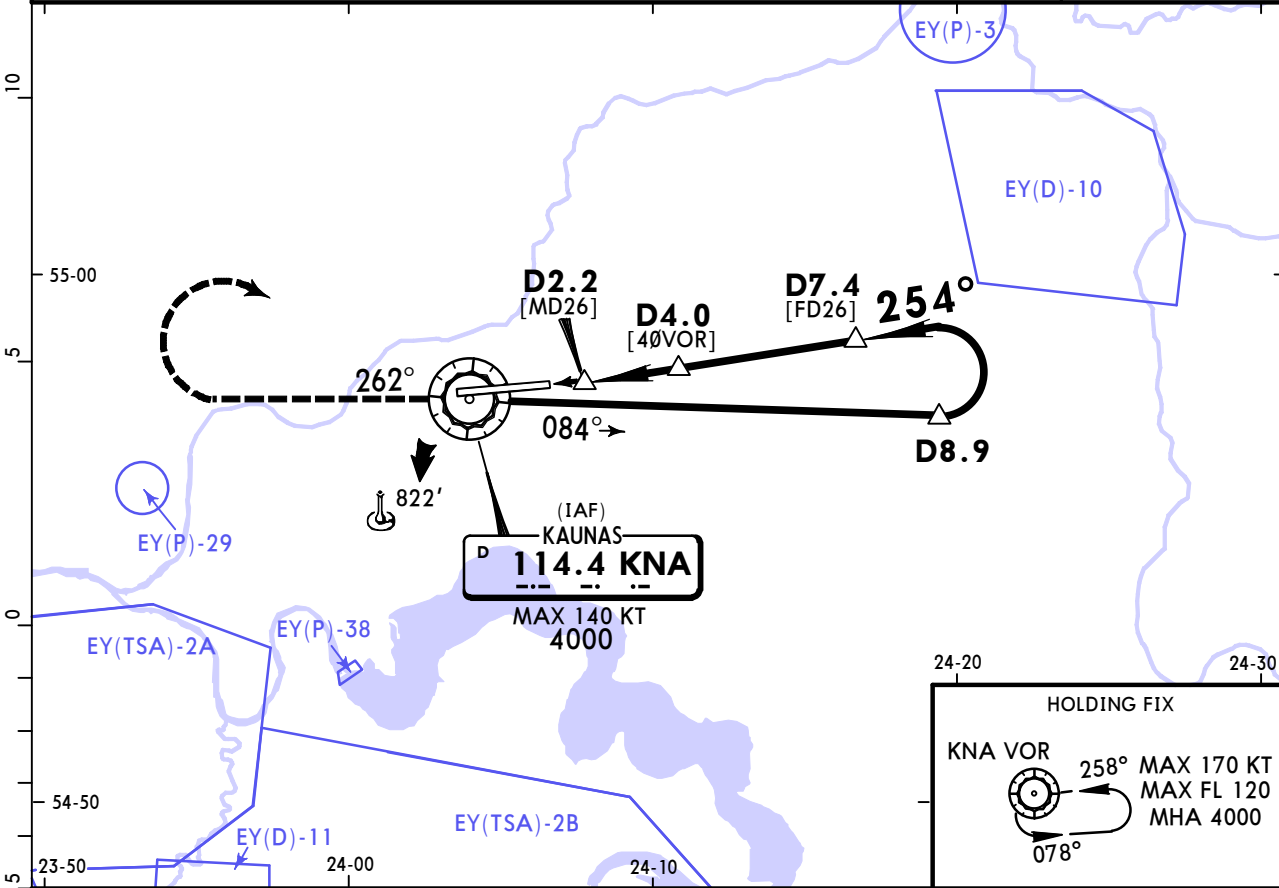
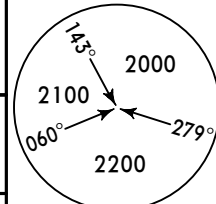
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Eff 13 Jul

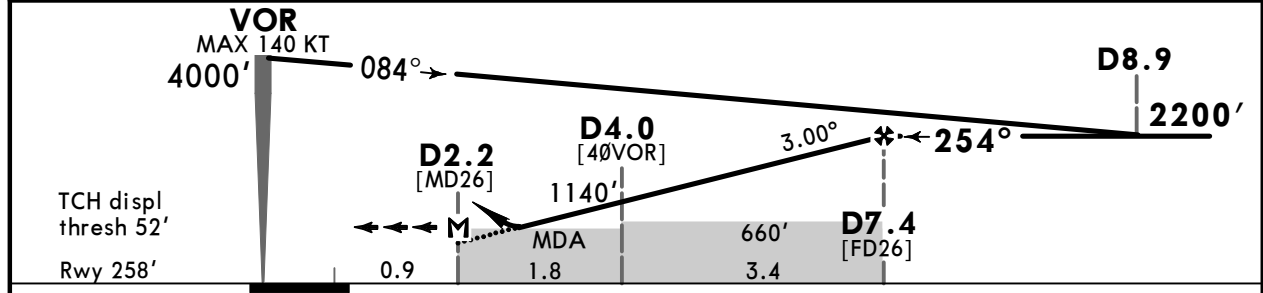
CAT A & B

VOR Z Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
VOR KNA 114.4	Final Apch Crs 254°	D7.4 2200' (1942')	DA/MDA(H) (CONDITIONAL) 630' (372')	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb via VOR, then turn RIGHT on track 262° to 2200', then turn RIGHT to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200' due to airspace structure.					
Alt Set: hPa		Rwy Elev: 9 hPa		Trans level: By ATC	
DME required.				Trans alt: 5000'	
					MSA KNA VOR



KNA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	830'	1140'	1460'	1770'	2090'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	KNA 114.4	2200' on	KNA 114.4 262°	
Descent angle	3.00°	372	478	531	637	743					849
MAP at D2.2											
D7.4 to MAP	5.2	4:27	3:28	3:07	2:36	2:14					1:57
Timing not authorized for defining the MAP.											

Std/State	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	CDFA With D4.0			CDFA W/o D4.0			Max Kts	MDA(H)
A	1 DA/MDA(H) 630' (372')			1 DA/MDA(H) 660' (402')				
B	R1000m	R1000m	R1800m	R1300m	R1300m	R2000m	135	760' (501') 2 V1600m
C	NOT APPLICABLE						C	NOT APPLICABLE
D	NOT APPLICABLE						D	NOT APPLICABLE

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.
CHANGES: MSA, FAF and IAF altitude, new EASA. © JEPPesen, 1999, 2023. ALL RIGHTS RESERVED.

EYKA/KUN KAUNAS INTL

JEPPESEN

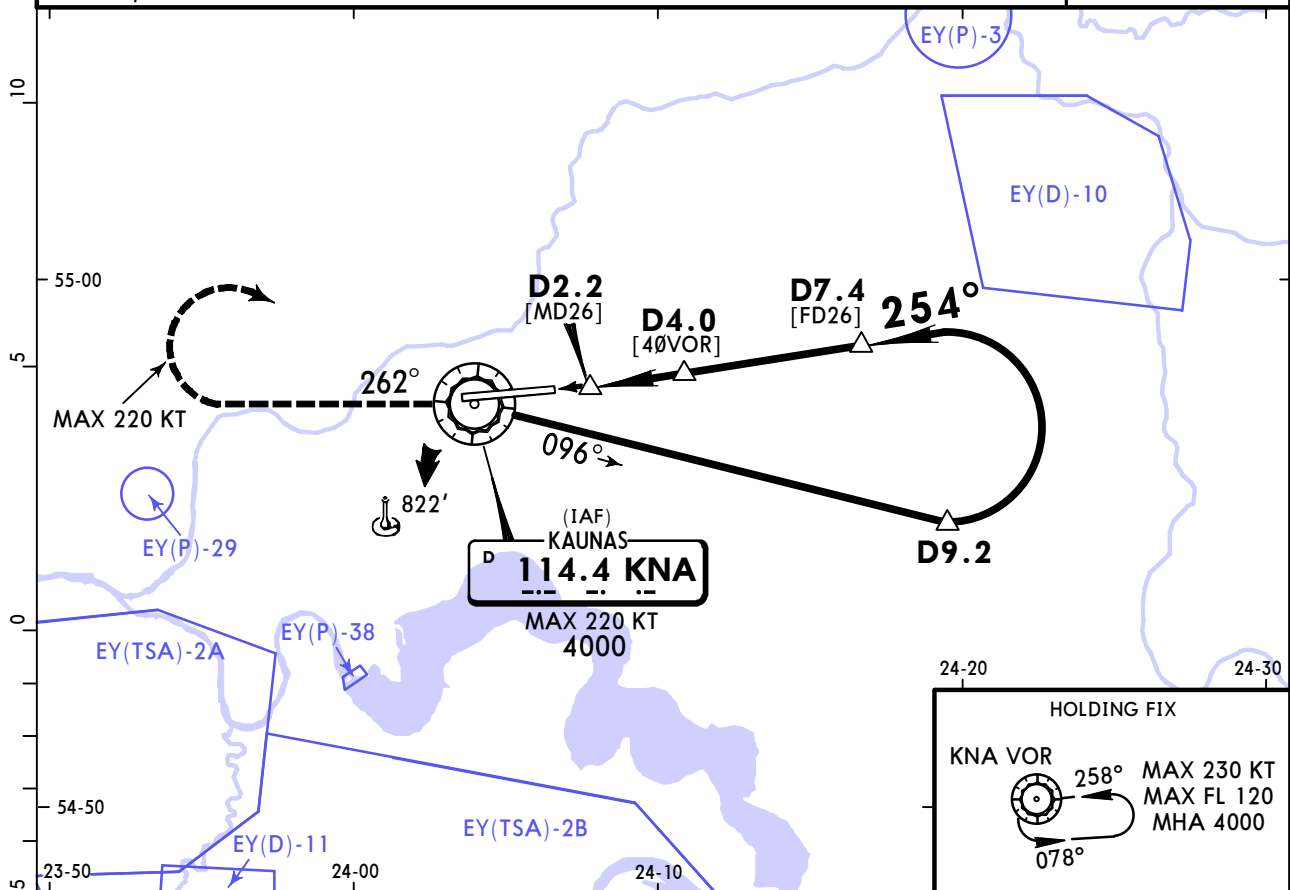
KAUNAS, LITHUANIA

30 JUN 23 **(13-4)** **Eff 13 Jul**

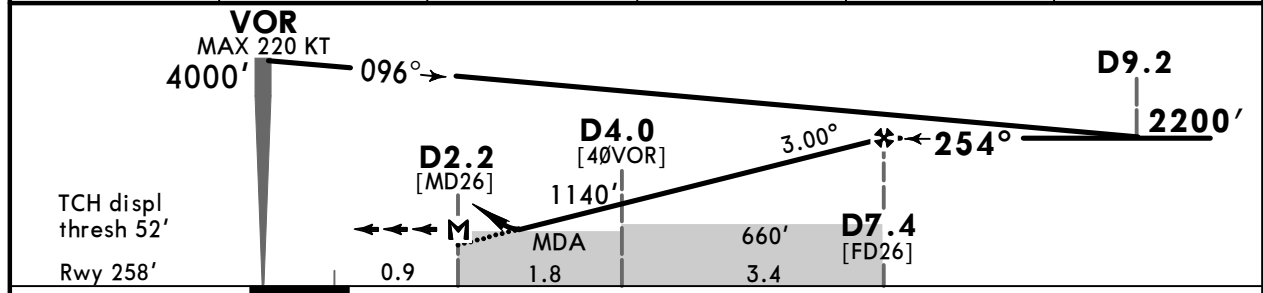
CAT C & D

VOR Y Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
VOR KNA 114.4	Final Apch Crs 254°	D7.4 2200' (1942')	DA/MDA(H) (CONDITIONAL) 630' (372')	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb via VOR, then turn RIGHT on track 262° to 2200', then turn RIGHT (MAX 220 KT) to VOR climbing to 4000'. Climb with 3.5% or more until passing 2200' due to airspace structure.					<p>MSA KNA VOR</p>
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'		
DME required.					



KNA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	830'	1140'	1460'	1770'	2090'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI KNA 114.4 2200' on 114.4 262°
Descent angle	3.00°	372	478	531	637	743	
MAP at D2.2							
D7.4 to MAP	5.2	4:27	3:28	3:07	2:36	2:14	

Timing not authorized for defining the MAP.

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
		CDFA With D4.0		CDFA W/o D4.0		Maxi Kts		
		DA/MDA(H) 630' (372')		DA/MDA(H) 660' (402')		MDA(H)		
		TDZ or CL out		TDZ or CL out		ALS out		
A	NOT APPLICABLE				NOT APPLICABLE		A	NOT APPLICABLE
B	NOT APPLICABLE				NOT APPLICABLE		B	NOT APPLICABLE
C	R1000m	R1000m	R1800m	R1500m	R1500m	R2200m	180	1230' (971') V3800m
D							D	NOT AUTHORIZED

V VNAV DA(H) in lieu of MDA(H) depends on operator policy.

EYKA/KUN KAUNAS INTL



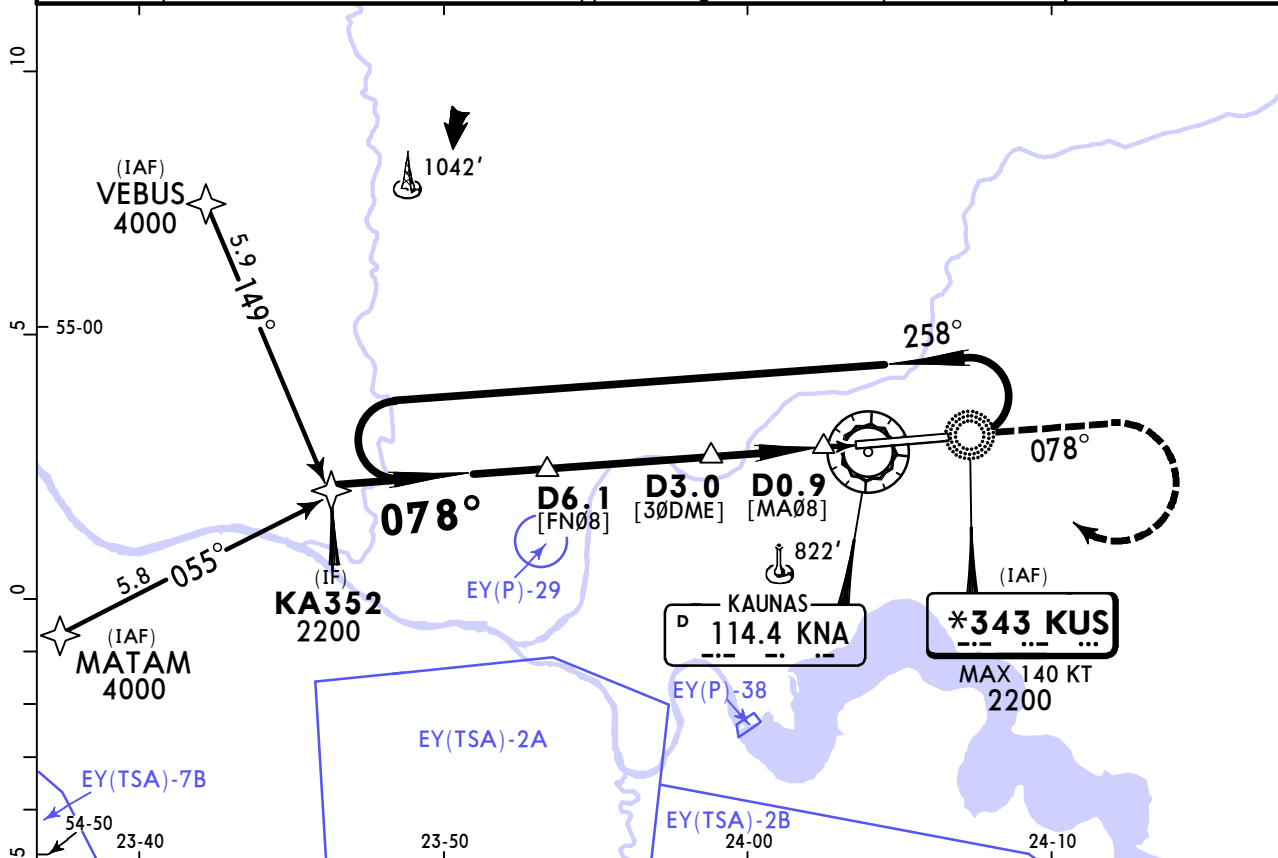
KAUNAS, LITHUANIA

30 JUN 23 (16-1) Eff 13 Jul

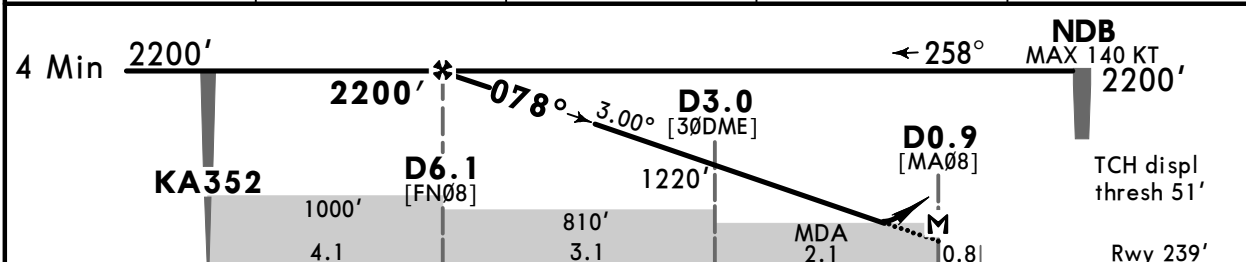
CAT A & B

NDB Z Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
NDB KUS *343	Final Apch Crs 078°	D6.1 2200' (1961')	DA/MDA(H) (CONDITIONAL) 630' (391')	Apt Elev 259'	Rwy 239'	
MISSED APCH: Climb via NDB, then on 078° from NDB to 2200', then turn RIGHT to NDB. Climb with 3.5% or more until passing 2200' due to airspace structure.					<p>MSA KUS NDB</p>	
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC			Trans alt: 5000'
1. DME required. 2. MATAM and VEBUS initial approach segments GNSS required.						



KNA DME	5.0	4.0	3.0	2.0
ALTITUDE	1850'	1530'	1220'	900'



TO DISPL THR 10.2							HIALS PAPI 	2200' via KUS 343 078° from KUS 343
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.9								
D6.1 to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	

Std/State		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		CDFA With D3.0		CDFA W/o D3.0			
		DA/MDA(H) 630' (391')		DA/MDA(H) 810' (571')			
		ALS out		ALS out		Max Kts	
A	R1100m	R1500m	R2100m	R2800m	100	710' (451')	V1500m
B					135	760' (501')	V1600m
C	NOT APPLICABLE				C	NOT APPLICABLE	
D	NOT APPLICABLE				D	NOT APPLICABLE	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

EYKA/KUN KAUNAS INTL



KAUNAS, LITHUANIA

30 JUN 23

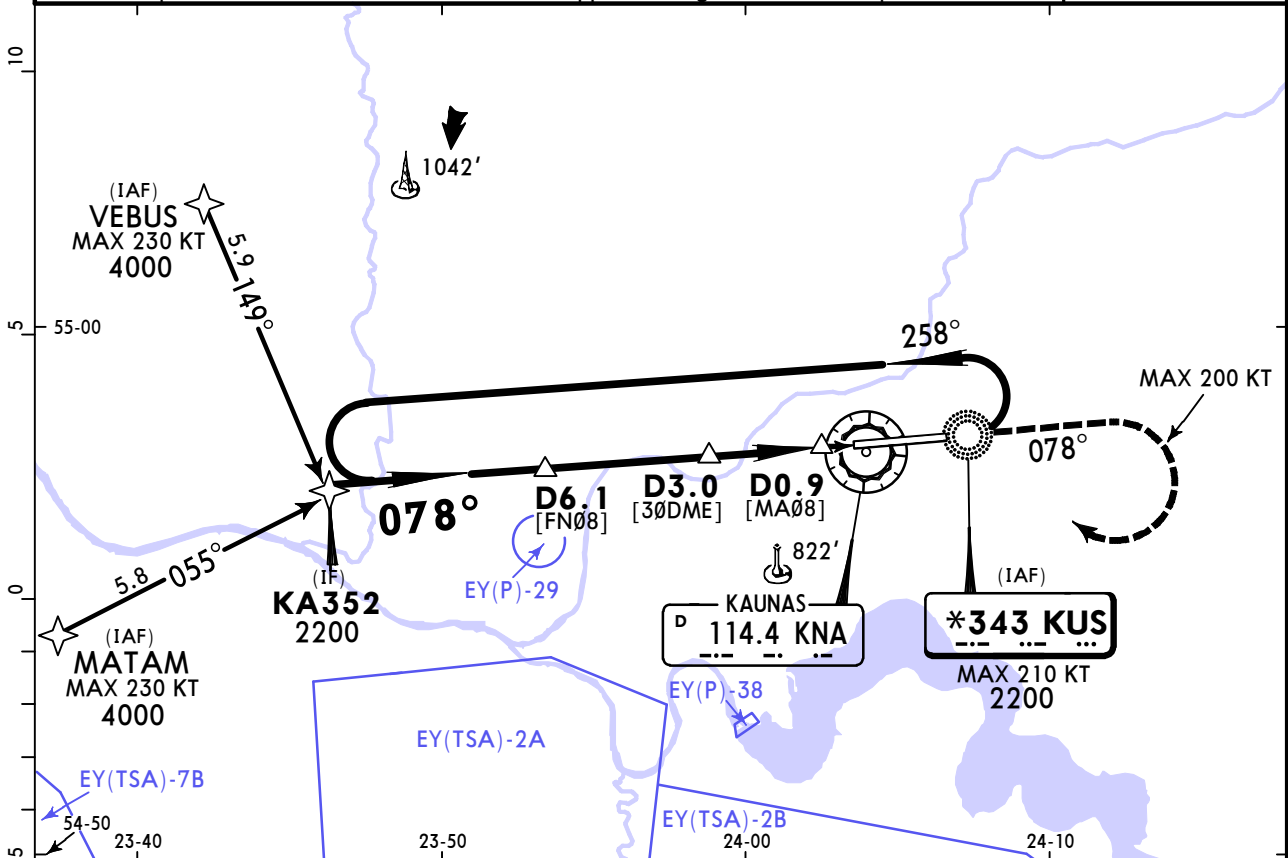
16-2

Eff 13 Jul

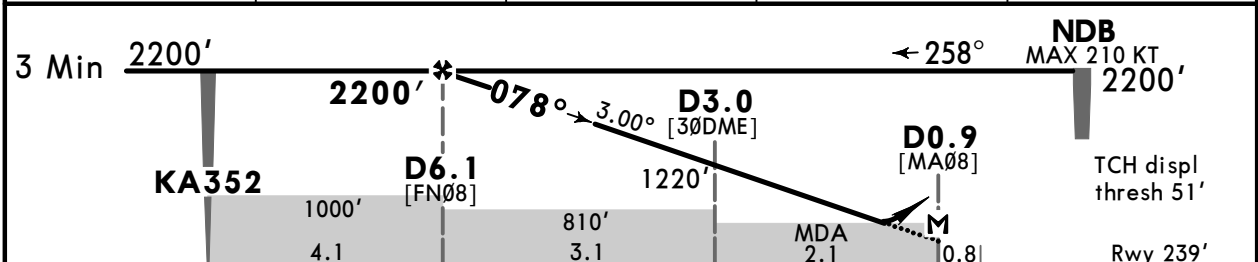
CAT C & D

NDB Y Rwy 08

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505		
NDB KUS *343	Final Apch Crs 078°	D6.1 2200' (1961')	DA/MDA(H) (CONDITIONAL) 630' (391')	Apt Elev 259'	Rwy 239'	
MISSED APCH: Climb via NDB, then on 078° from NDB to 2200', then turn RIGHT (MAX 200 KT) to NDB. Climb with 3.5% or more until passing 2200' due to airspace structure.					<p>MSA KUS NDB</p>	
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC			Trans alt: 5000'
1. DME required. 2. MATAM and VEBUS initial approach segments GNSS required.						



KNA DME	5.0	4.0	3.0	2.0
ALTITUDE	1850'	1530'	1220'	900'



TO DISPL THR 10.2							HIALS PAPI 	2200' via KUS 343 078° from KUS 343
Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.9								
D6.1 to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57	

Std/State	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	CDFA With D3.0 DA/MDA(H) 630' (391')		CDFA W/o D3.0 DA/MDA(H) 810' (571')		MDA(H)	
A	ALS out		ALS out		NOT APPLICABLE	
B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
C	R1100m	R1800m	R2300m	R3000m	180	1230' (971') V3800m
D					D	NOT AUTHORIZED

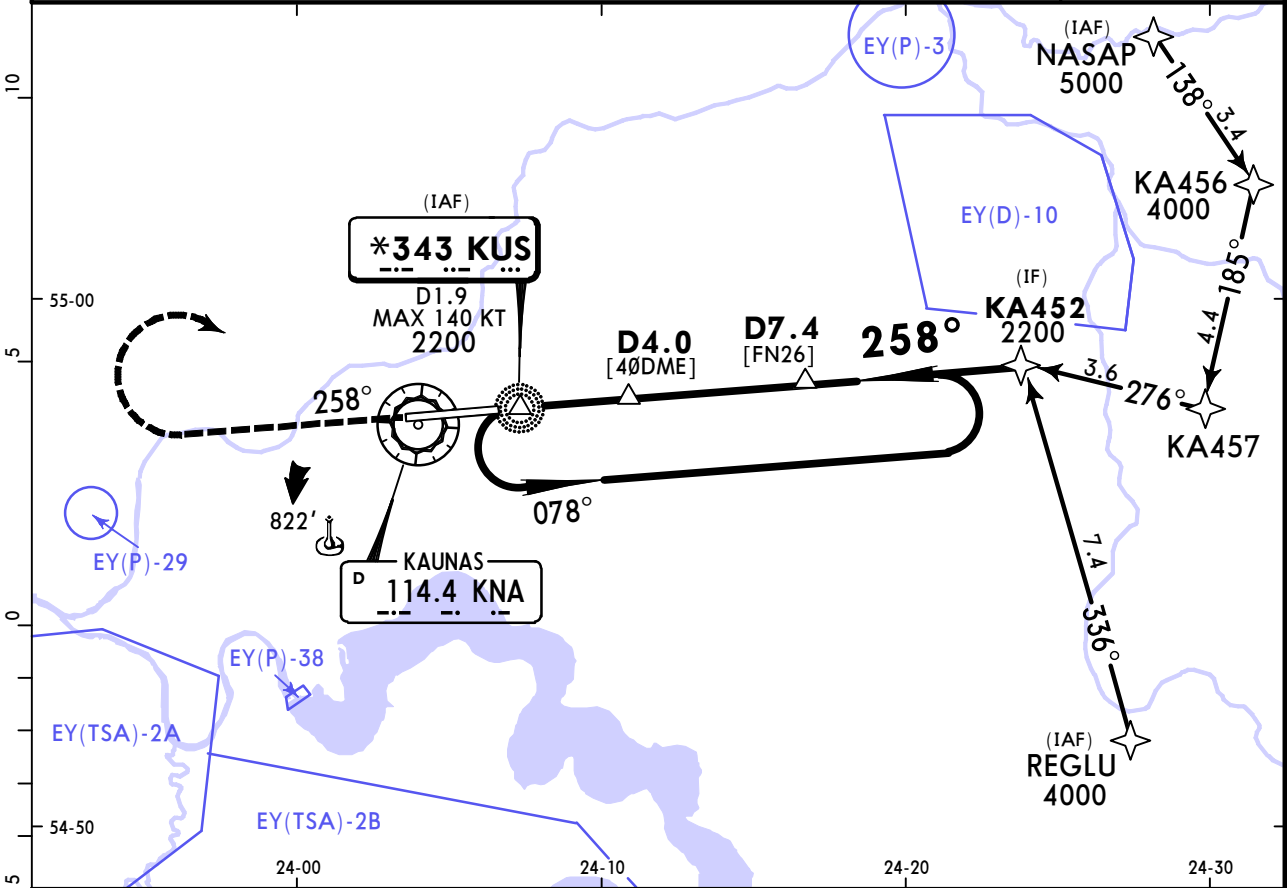
EYKA/KUN KAUNAS INTL



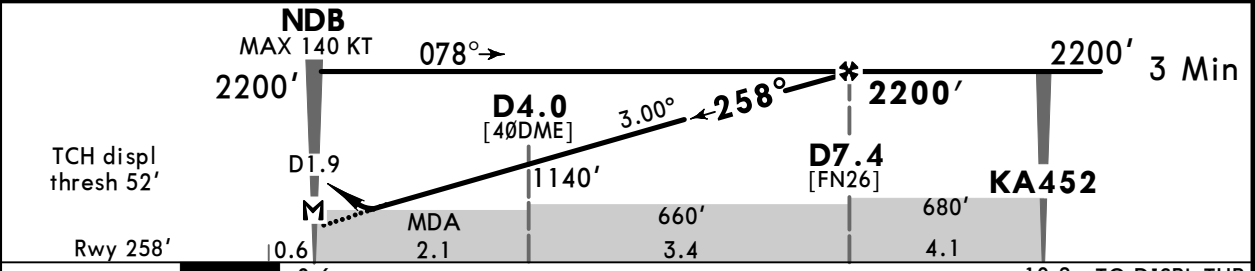
30 JUN 23 (16-3) Eff 13 Jul

KAUNAS, LITHUANIA CAT A & B NDB Z Rwy 26

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
NDB KUS *343	Final Apch Crs 258°	D7.4 2200' (1942')	DA/MDA(H) (CONDITIONAL) 630' (372')	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb on 258° from NDB to 2200', then turn RIGHT to NDB. Climb with 3.5% or more until passing 2200' due to airspace structure.					
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'		
1. DME required. 2. NASAP and REGLU initial approach segments GNSS required.					



KNA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	830'	1140'	1460'	1770'	2090'



ALS-II PAPI	2200'	258° from KUS	343
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Std/State			STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA With D4.0			CDFA W/o D4.0					
1 DA/MDA(H) 630' (372')			1 DA/MDA(H) 660' (402')					
						Max Kts	MDA(H)	
A	R1000m	R1000m	R1500m	R1300m	R1300m	100	710' (451')	2 V1500m
B						135	760' (501')	2 V1600m
C	NOT APPLICABLE			NOT APPLICABLE			C	NOT APPLICABLE
D	NOT APPLICABLE			NOT APPLICABLE			D	NOT APPLICABLE

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.
CHANGES: MSA, FAF altitude, new EASA. © JEPPesen, 2003, 2023. ALL RIGHTS RESERVED.

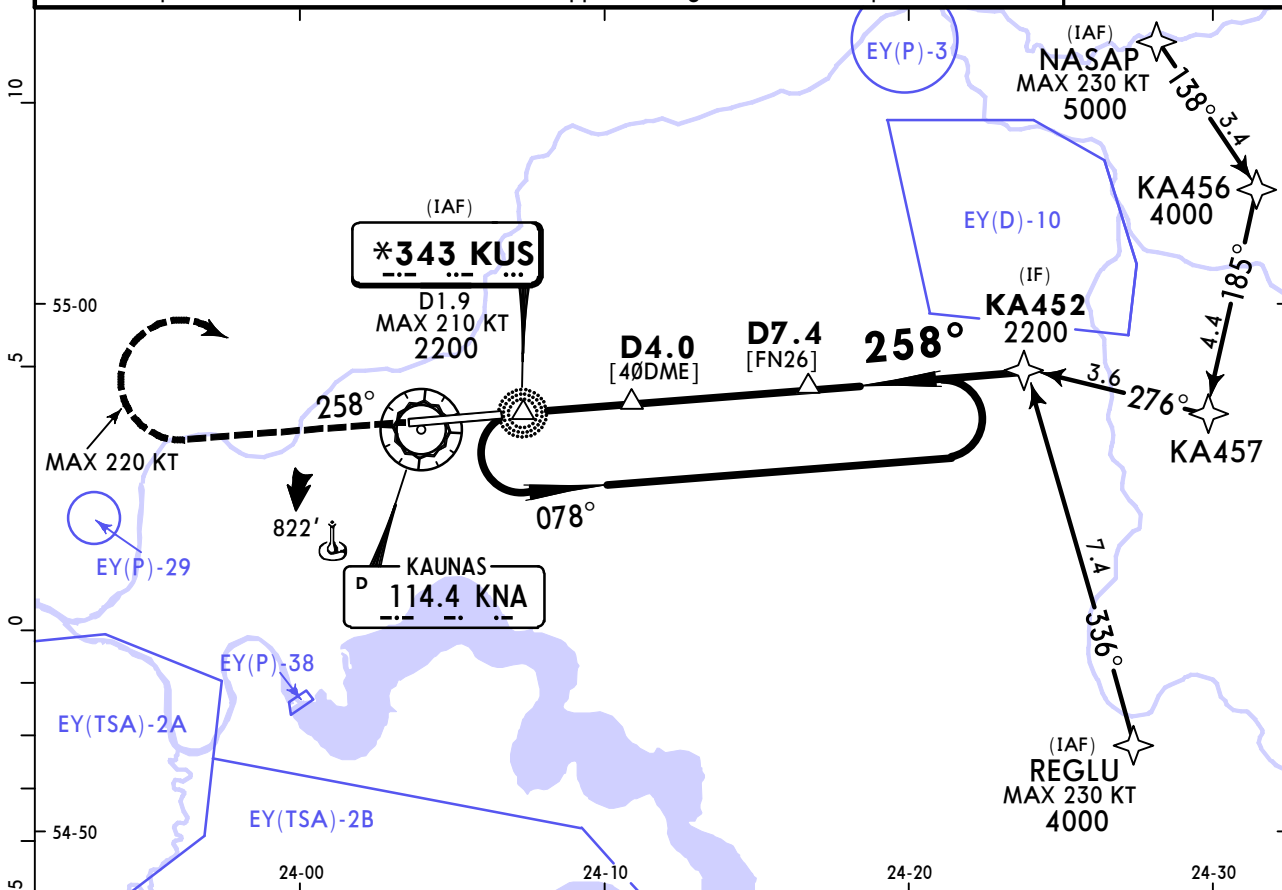
EYKA/KUN KAUNAS INTL

JEPPesen

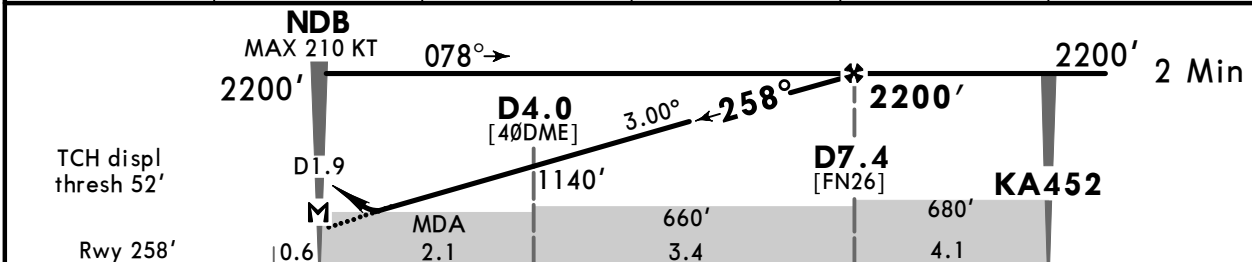
KAUNAS, LITHUANIA NDB Y Rwy 26

30 JUN 23 **(16-4)** **Eff 13 Jul** **CAT C & D**

ATIS 129.055		KAUNAS Approach 124.205 *118.505		KAUNAS Tower 124.205 *118.505	
NDB KUS *343	Final Apch Crs 258°	D7.4 2200' (1942')	DA/MDA(H) (CONDITIONAL) 630' (372')	Apt Elev 259'	Rwy 258'
MISSED APCH: Climb on 258° from NDB to 2200', then turn RIGHT (MAX 220 KT) to NDB. Climb with 3.5% or more until passing 2200' due to airspace structure.					
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000'		
1. DME required. 2. NASAP and REGLU initial approach segments GNSS required.					



KNA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	830'	1140'	1460'	1770'	2090'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI
Descent angle	3.00°	372	478	531	637	743	
MAP at NDB							
D7.4 to MAP	5.4	4:38	3:36	3:14	2:42	2:19	

Timing not authorized for defining the MAP.

Std/State						STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
CDFA With D4.0			CDFA W/o D4.0								
DA/MDA(H) 630' (372')			DA/MDA(H) 660' (402')								
TDZ or CL out			TDZ or CL out			Max Kts			MDA(H)		
NOT APPLICABLE						NOT APPLICABLE					
NOT APPLICABLE						NOT APPLICABLE					
R1000m						R1000m					
R1000m						R1500m					
R1700m						R1500m					
R1500m						R2200m					
R2200m						1230' (971') V3800m					
NOT AUTHORIZED						NOT AUTHORIZED					

■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KAUNAS, (KAUNAS INTL - EYKA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EYKA