

# INSTRUMENT APPROACH CHART - ICAO

**PARDUBICE RADAR** 128.365  
**PARDUBICE RADAR** 267.300 O/R  
**PARDUBICE PRECISION** 296.825 O/R  
**PARDUBICE PRECISION** 123.300 O/R reserve  
**PARDUBICE TOWER** 120.155  
**PARDUBICE TOWER** 120.205 (reserve)

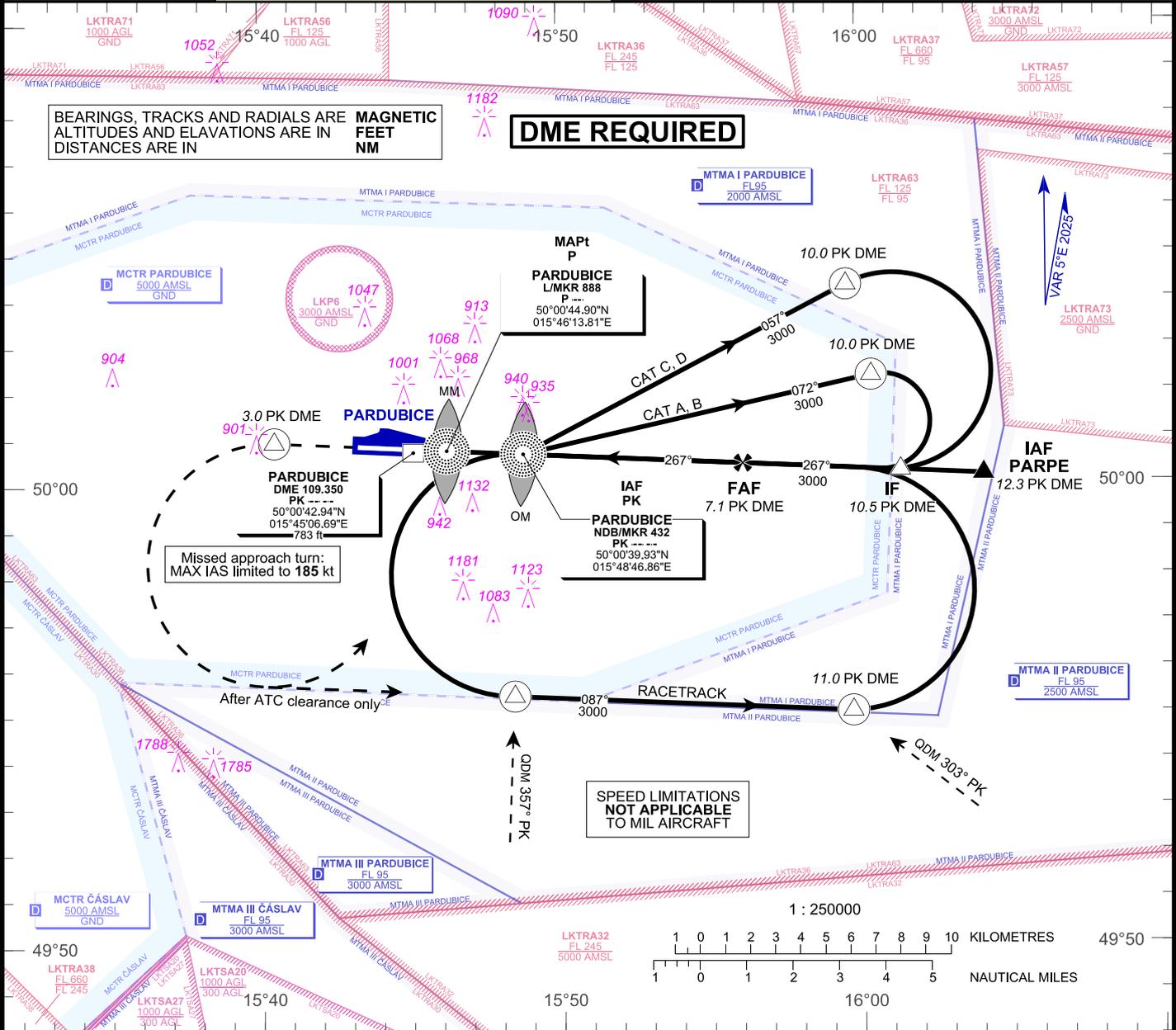


**PARDUBICE (LKPD) NDB**  
**RWY 27**  
 AERODROME ELEV 741 ft  
 THR RWY 27 ELEV 731 ft

BEARINGS, TRACKS AND RADIALS ARE ALTITUDES AND ELEVATIONS ARE IN DISTANCES ARE IN

MAGNETIC FEET NM

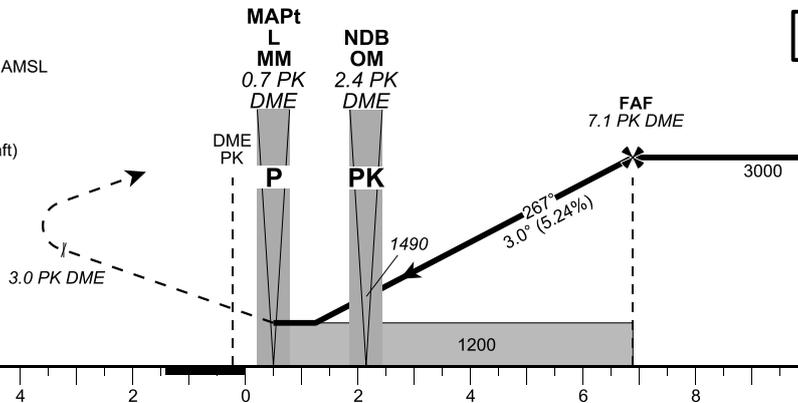
**DME REQUIRED**



**MISSED APPROACH:**  
 Climb straight ahead to 3.0 PK DME, turn left to PK NDB in climbing to 3000 ft AMSL or according to ATC clearance.

MA turn: MAX IAS limited to 185 kt.  
 (Speed limitations not applicable to MIL aircraft)

THR 50°00'46.50"N 015°45'21.56"E  
 ELEV 731 ft



OCA / OCH	A	B	C	D
Straight-in Approach	ft 1200 / 470			
Circling (South of AD only)	ft 1250 / 510	ft 1430 / 690	ft 1580 / 840	ft 1760 / 1020

PK DME	NM	7	6	5	4	3	2	1
ALTITUDES	ft	2960	2640	2330	2010	1690	1370	1050

	kt	80	100	120	140	160	180
FAF - MAPt 6,4 NM	min:sec	4:48	3:50	3:12	2:45	2:24	2:08
Rate of descent	ft/min	420	530	640	740	850	950

Change : VAR, MSA, flight procedures

## NDB APPROACH RWY 27

Descent angle (°)	3.00			
Type	IF/IAF	FAF	SDF	MAPt
Fix	PARPE (12.3 DME PK)	(7.1 DME PK)	---	L P (0.7 DME PK)
Fix coordinates	50 00 09.87 N 016 04 09.11 E	50 00 25.82 N 015 56 08.92 E	---	50 00 44.90 N 015 46 13.81 E
Fix formation bearing (True°)	92,80 L P	92,78 L P	---	---
Fix formation distances (NM)	12.29 DME PK	7.13 DME PK	---	0.72 DME PK