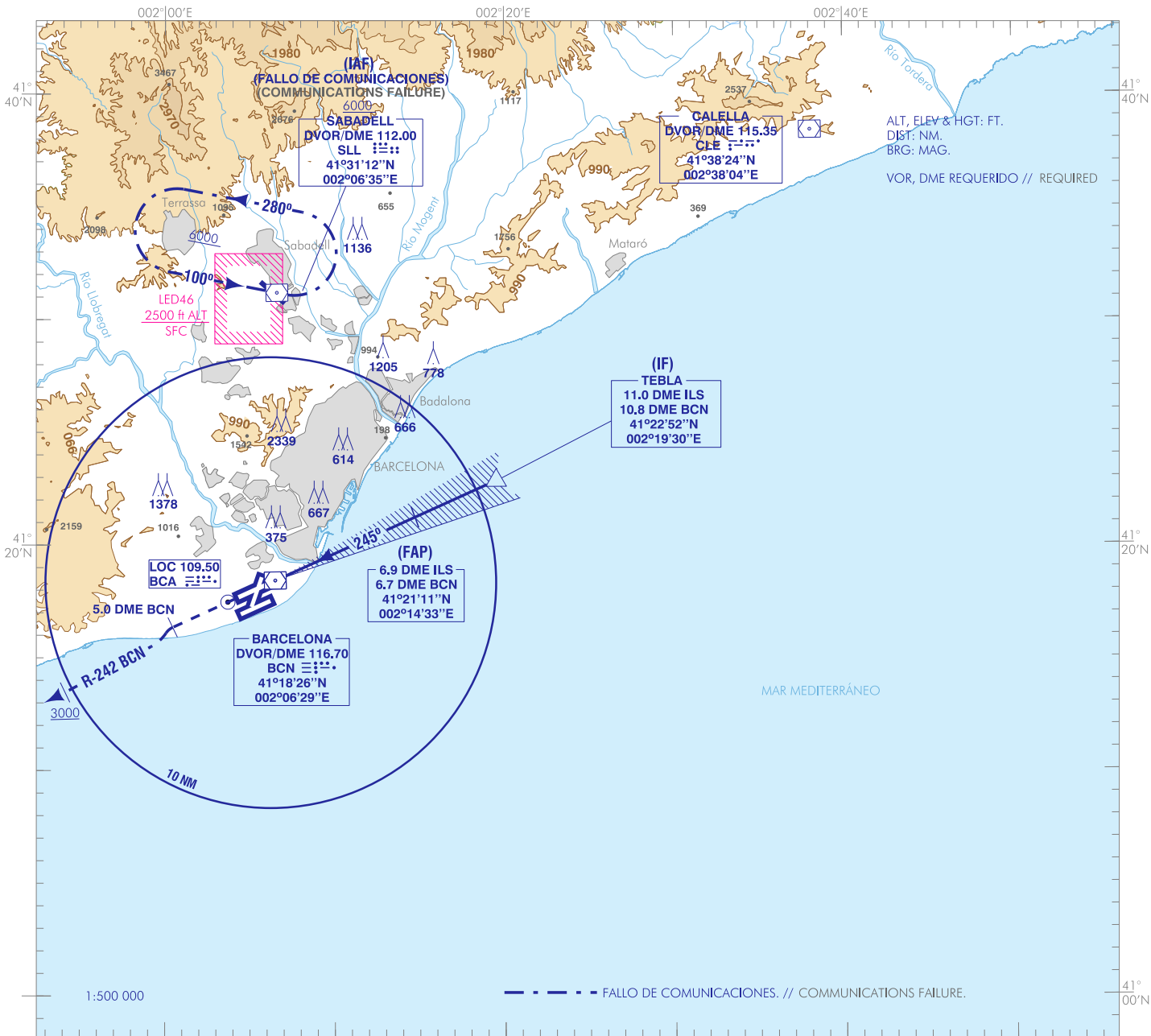


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
14
VAR 0° (2015)

APP 119.105
TWR 118.105
ATIS 118.655

GMC N 121.705
GMC C 121.655



FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 5.0 DME BCN. VIRAR A LA IZQUIERDA PARA INTERCEPTAR Y SEGUIR R-242 BCN HASTA ALCANZAR 3000 Y ESPERAR AUTORIZACIÓN ATC.

FRUSTRADA FALLO DE COMUNICACIONES: SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 5.0 DME BCN. VIRAR A LA IZQUIERDA PARA INTERCEPTAR Y SEGUIR R-242 BCN HASTA ALCANZAR 3500. VIRAR A LA DERECHA DIRECTO AL DVOR/DME SLL ASCIENDIENDO A 6000 PARA INTEGRARSE EN LA ESPERA.

MISSED APCH: CLIMB IN RUNWAY HEADING TO REACH 5.0 DME BCN. TURN LEFT TO INTERCEPT AND FOLLOW R-242 BCN TO REACH 3000 AND AWAIT ATC INSTRUCTIONS.

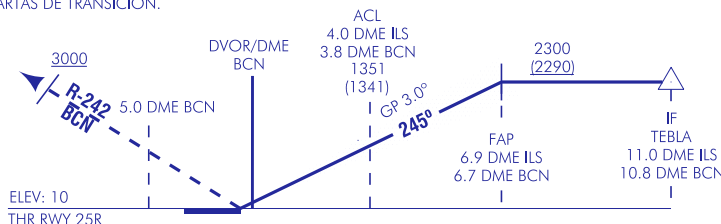
MISSED COMMUNICATIONS FAILURE: CLIMB IN RUNWAY HEADING TO REACH 5.0 DME BCN. TURN LEFT TO INTERCEPT AND FOLLOW R-242 BCN TO REACH 3500. TURN RIGHT DIRECT TO DVOR/DME SLL CLIMBING TO 6000 TO JOIN THE HOLDING.

NOTAS:

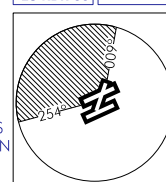
- AERONAVES CAT A & B NOTIFICARÁN LA VELOCIDAD DE APROXIMACIÓN A ATC.
- DESPEGUES SIMULTÁNEOS POR LA RWY 25L.
- PARA EL TRAMO DE APROXIMACIÓN INICIAL REFERIRSE A LAS CARTAS DE TRANSICIÓN.

NOTES:

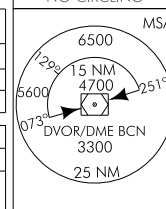
- CAT A & B AIRCRAFT SHALL NOTIFY APPROACH SPEED TO ATC.
- SIMULTANEOUS TAKE-OFFS FROM RWY 25L.
- FOR THE INITIAL APPROACH SEGMENT, REFER TO THE TRANSITION CHARTS.



ILS RDH 53 TA 6000



NO EN CIRCUITO
NO CIRCLING



MSA

HGT REF ELEV THR RWY 25R

| | OCA/H | A | B | C | D |
|---|--------|--------------|--------------|----------------|----------------|
| STA | CAT I | 215 (205) | 227 (217) | 235 (225) | 246 (236) |
| | CAT II | (97) | (114) | (125) | (140) |
| En círculo (H) sobre Circling (H) over 14 | | 580 (570) | 700 (690) | 1080 (1070) | 1300 (1290) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------|--------|------|------|------|------|------|------|
| FAP-THR: 6.9 NM | min:s | 5:10 | 4:08 | 3:27 | 2:57 | 2:35 | 2:18 |
| FAF-MAPT: | min:s | | | | | | |
| ROD: 5.2 % | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

| ALT/HGT DME (ILS) FNA | | | | | | | | | | | | |
|-----------------------|----|----|----|---|---|---|----------------|----------------|----------------|----------------|--------------|--------------|
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | | |
| | | | | | | | 2010 (2000) | 1680 (2000) | 1360 (1350) | 1030 (1020) | 710 (700) | 390 (380) |

CAMBIOS: NOTA SOBRE AERONAVES CAT A & B, OBSTÁCULOS.
CHANGES: NOTE ABOUT CAT A & B AIRCRAFT, OBSTACLES.

BARCELONA/Josep Tarradellas Barcelona-EI Prat AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Z RWY 25R

| PUNTO POINT | LATITUD LATITUDE | LONGITUD LONGITUDE | AZIMUT VERDADERO TRUE BEARING | DISTANCIA DME DME DISTANCE (NM) |
|---|---------------------|-----------------------|----------------------------------|---------------------------------------|
| LESBA (IAF) | 41°15'17.7"N | 002°39'45.5"E | 096.93° (BCN) | 25.29 DME BCN |
| RULOS (IAF) | 41°10'38.2"N | 002°16'53.3"E | 210.00° (CLE) | 32.00 DME CLE |
| DVOR/DME SLL (IAF) | 41°31'12.0"N | 002°06'35.1"E | – | – |
| DVOR/DME CLE (IAF) | 41°38'24.0"N | 002°38'04.2"E | – | – |
| TEBLA (IF) | 41°22'52.2"N | 002°19'30.4"E | 065.57° (LOC BCA) | 10.98 DME ILS |
| FAP | 41°21'11.2"N | 002°14'33.3"E | 065.57° (LOC BCA) | 6.89 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle) | | | | 5.24% (3.00°) |

→ Se dispone de las siguientes RET y EXIT, con sus frecuencias de GMC asociadas: //
The following RET and EXIT are available, with their associated GMC frequencies:

| RET | EXIT | GMC | FREQ (MHz) |
|-----|------|-------|------------|
| P3 | - | GMC-N | 121.705 |
| P5 | - | GMC-N | 121.705 |
| P6 | - | GMC-N | 121.705 |
| - | P7 | GMC-N | 121.705 |
| - | Z6 | GMC-N | 121.705 |
| - | Y6 | GMC-N | 121.705 |
| R3 | - | GMC-C | 121.655 |
| R5 | - | GMC-C | 121.655 |
| R6 | - | GMC-C | 121.655 |