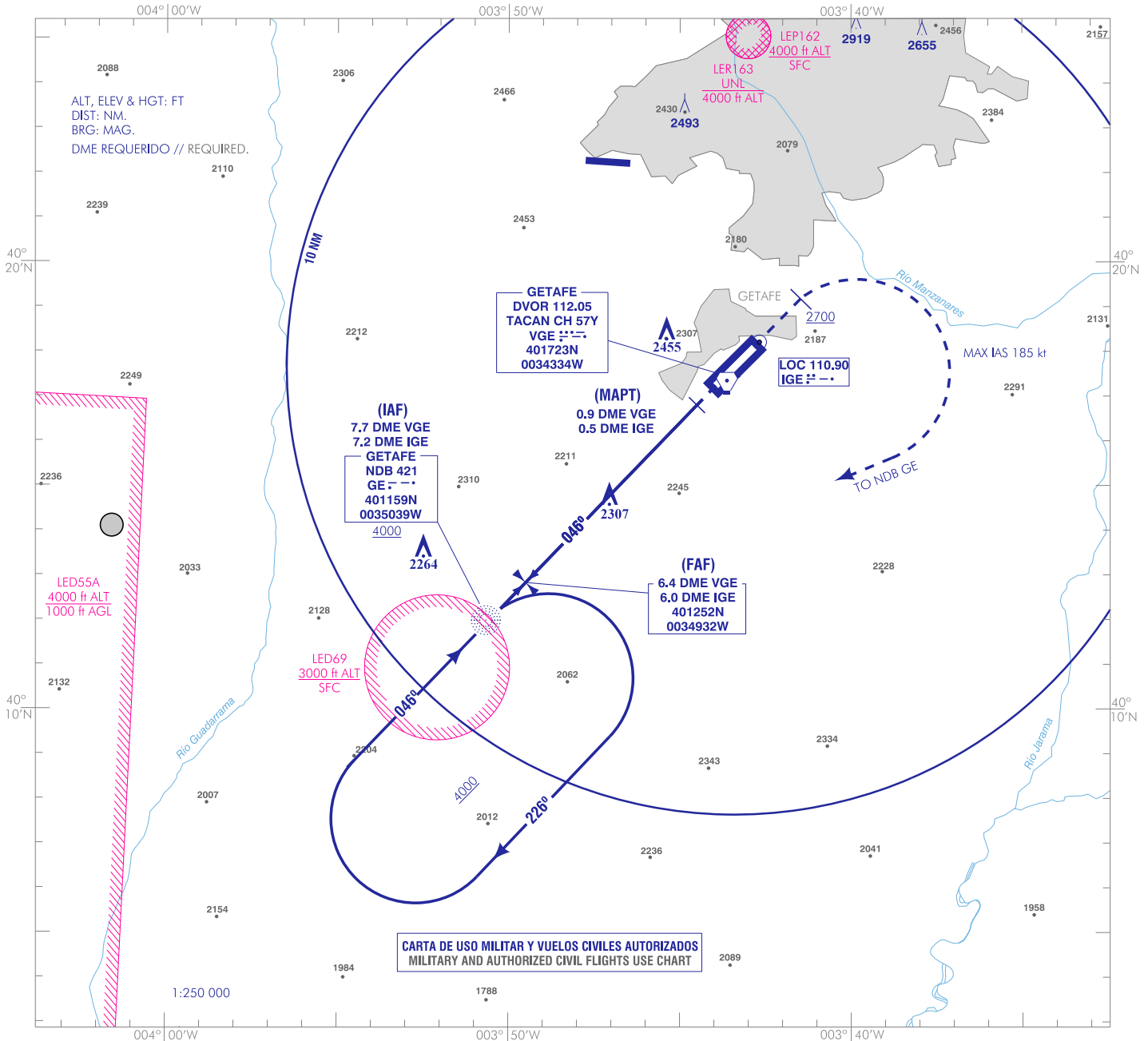


CARTA DE APROXIMACIÓN  
POR INSTRUMENTOS-MIPS

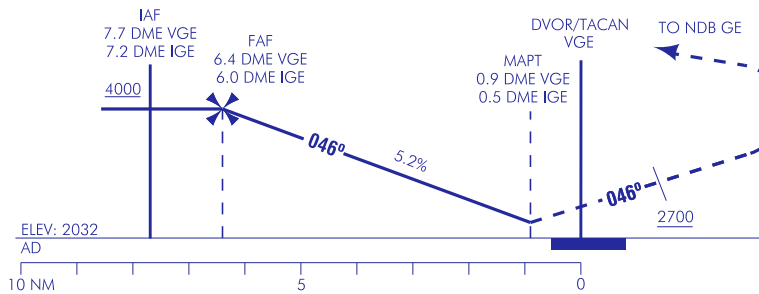
ELEV AD  
2032  
VAR 0° (2020)

APP 119.950 MHz  
TWR 129.930 C  
GMC 121.605 C

MADRID/Getafe  
NDB  
RWY 05



**FRUSTRADA:** ASCENDER RECTO HASTA ALCANZAR 2700. VIRAR DERECHA (IAS MAX 185 kt) DIRECTO A NDB GE A 4000 E INCORPORARSE A LA ESPERA.  
**MISSED APCH:** CLIMB STRAIGHT AHEAD TO 2700. TURN RIGHT (MAX IAS 185 kt) DIRECT TO NDB GE AT 4000 AND HOLD.



HGT REF ELEV AD

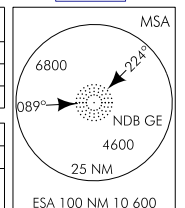
CAT	A	B	C	D
<b>S-NDB</b>	2660 - 1.5 630 (700-1.5)		2660 - 2.4 630 (700-2.4)	
<b>CIRCUITO CIRCLING</b>	2750-1.5 720 (800-1.5)	2750-1.6 720 (800-1.6)	2850-2.4 820 (900-2.4)	2850-3.6 820 (900-3.6)

GS	kt	80	100	120	140	160	180
<b>FAP-THR:</b>	min:s						
<b>FAF-MAPT: 5.5 NM</b>	min:s	4:08	3:18	2:45	2:21	2:04	1:50
<b>ROD: 5.2%</b>	ft/min	425	531	637	743	849	955

ALT DME (VGE) FNA				ALT DME (IGE) FNA			
6	5	4	3	5	4	3	2
3870	3550	3230	2910	3680	3360	3040	2720

TA 13000



CAMBIOS: OBSTÁCULOS.  
CHANGES: OBSTACLES.

MADRID / Getafe AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA  
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

NDB RWY 05

PUNTO POINT	LAT	LONG	AZIMUT VERDADERO TRUE BEARING	DISTANCIA DME DME DISTANCE (NM)
NDB GE (IAF)	401159.2N	0035039.4W	-	-
FAF	401251.7N	0034932.4W	44.37°	6.02 DME ILS/6.43 DME VGE
MAPT	401648.1N	0034430.1W	44.37°	0.51 DME ILS/0.92 DME VGE
Aproximación final de no precisión - Pendiente (Ángulo de descenso) // Non-precision final approach - Slope (Descent angle)				5.24% (3.0°)