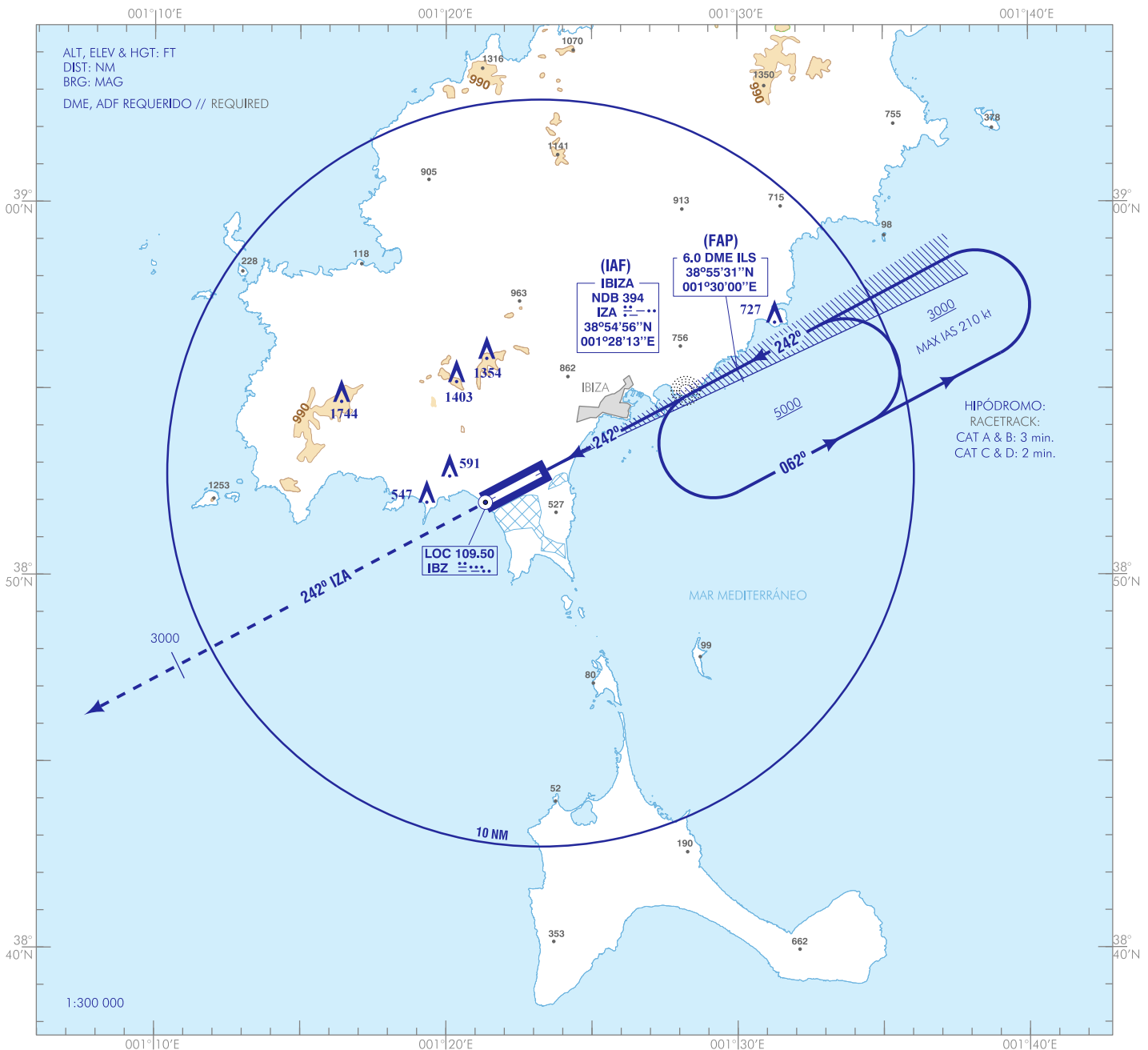


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

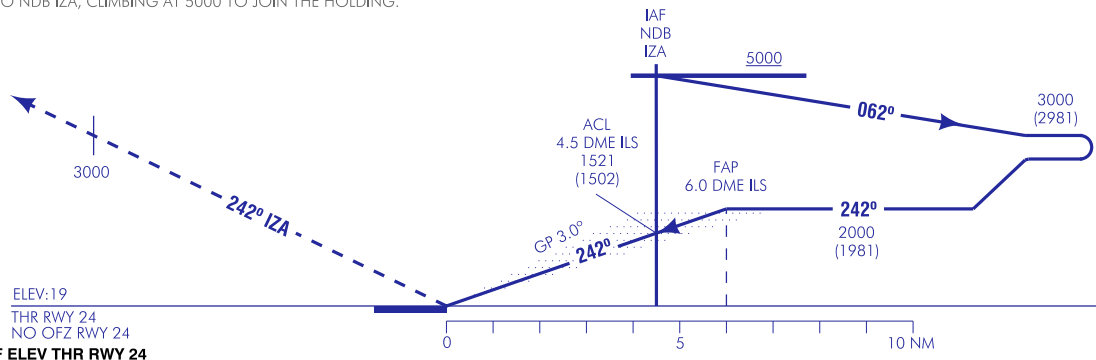
ELEV AD
24
VAR 0° (2015)

APP 134.825
TWR 118.500
GMC 121.925
ATIS 119.800

IBIZA
ILS Y
RWY 24



FRUSTRADA: SUBIR EN RUMBO DE PISTA PARA INTERCEPTAR Y SEGUIR RUTA MAGNÉTICA 242° IZA. ASCENDER HASTA ALCANZAR 3000 Y ESPERAR INSTRUCCIONES ATC.
FRUSTRADA FALLO COMUNICACIONES: SUBIR EN RUMBO DE PISTA PARA INTERCEPTAR Y SEGUIR RUTA MAGNÉTICA 242° IZA. ASCENDER HASTA ALCANZAR 2500. VIRAR A LA IZQUIERDA (IAS MAX 200 kt) DIRECTO A NDB IZA, ASCIENDEDO A 5000 PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON RUNWAY HEADING TO INTERPCET AND FOLLOW MAGNETIC TRACK 242° IZA. CLIMB UNTIL REACH 3000 AND WAIT FOR ATC INSTRUCTIONS.
COMMUNICATION FAILURE MISSED APCH: CLIMB ON RUNWAY HEADING TO INTERPCET AND FOLLOW MAGNETIC TRACK 242° IZA. CLIMB UNTIL REACH 2500. TURN LEFT (MAX IAS 200 kt) DIRECT TO NDB IZA, CLIMBING AT 5000 TO JOIN THE HOLDING.

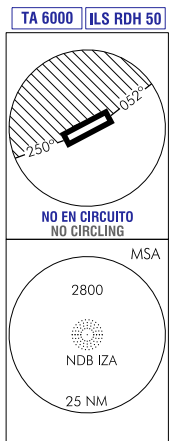


ELEV: 19
THR RWY 24
NO OFZ RWY 24
HGT REF ELEV THR RWY 24

| OCA/H | | A | B | C | D |
|--|-------|-----------|-----------|-----------|-------------|
| STA | CAT I | 302 (283) | 314 (295) | 322 (303) | 333 (314) |
| | | | | | |
| | | | | | |
| En circuito(H) sobre Circling (H) over | | 24 | 940 (920) | | 1040 (1020) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------|--------|------|------|------|------|------|------|
| FAP-THR: 6.0 NM | min:s | 4:28 | 3:35 | 2:59 | 2:33 | 2:14 | 1:59 |
| FAF-MAPT: | ft/min | | | | | | |
| 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 |
| | | | | | | | | 1690 (1670) | 1360 (1340) | 1040 (1020) |
| | | | | | | | | 720 (700) | 390 (370) | |



CAMBIOS: IDIOMA RENUMERACIÓN.
CHANGES: LANGUAGE, RENUMERATION.

IBIZA AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Y RWY 24

| PUNTO POINT | LATITUD LATITUDE | LONGITUD LONGITUDE | AZIMUT VERDADERO TRUE BEARING | DISTANCIA DME DME DISTANCE (NM) |
|---|---------------------|-----------------------|----------------------------------|---------------------------------------|
| NDB IZA (IAF) | 38°54'55.7"N | 001°28'13.5"E | - | - |
| FAP | 38°55'30.8"N | 001°29'59.5"E | 062.08° (LOC IBZ) | 5.96 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle) | | | | 5.24% (3.00°) |