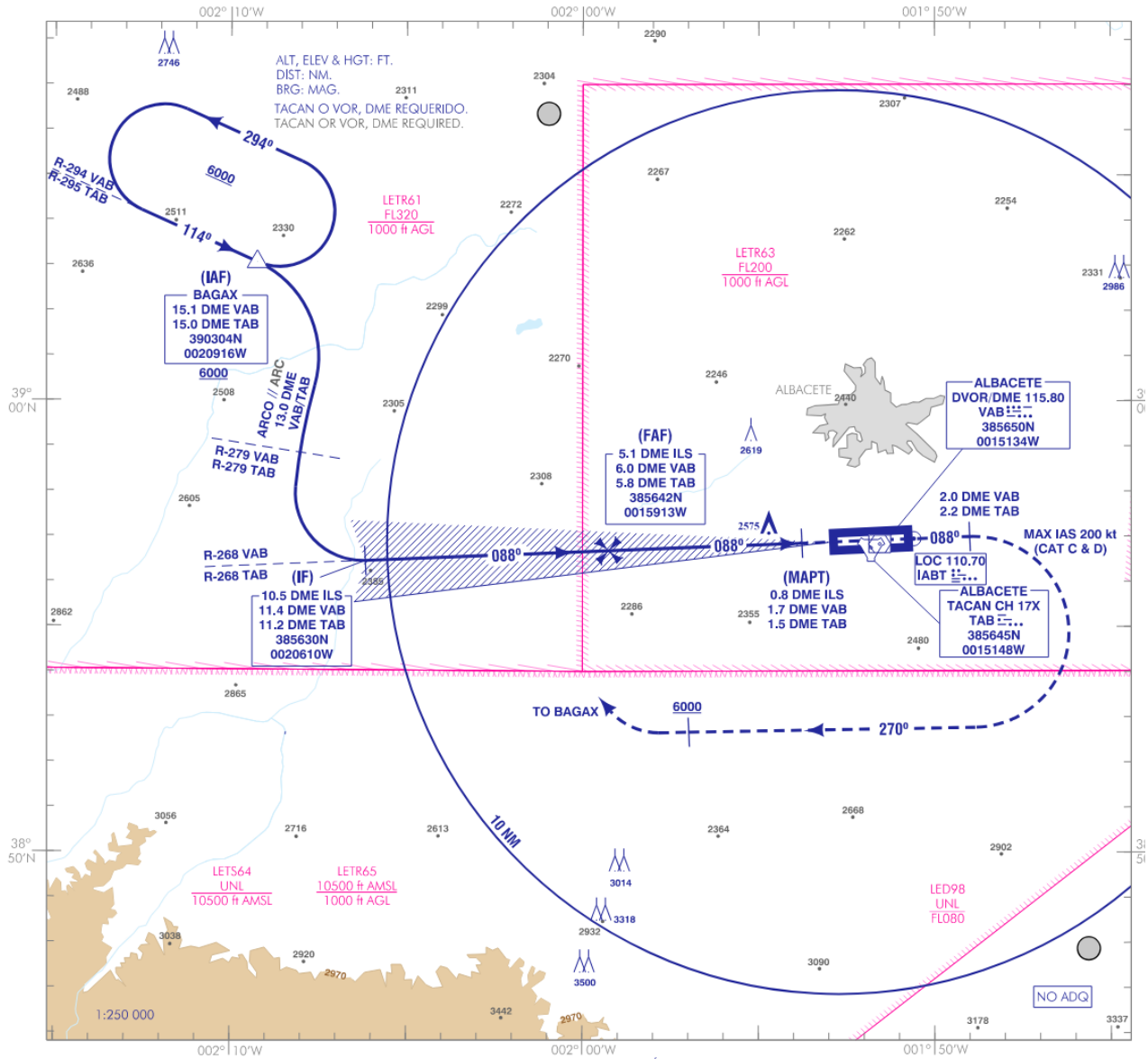
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-MIPS

ELEV AD
2301 ft
VAR 0° (2020)

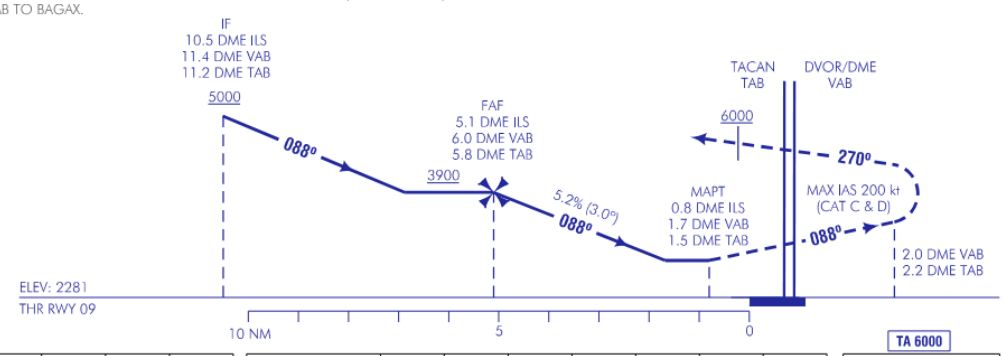
APP 118.730 C
278.025 MHz

TWR 122.105 C
386.675 MHz
GCA 281.075 MHz

ALBACETE
LOC
RWY 09



FRUSTRADA: SUBIR DIRECTO HASTA 2.0 DME VAB. VIRAR A LA DERECHA (IAS MAX 200 kt) EN RUMBO MAGNÉTICO 270° SUBIENDO A 6000 O SUPERIOR. ESPERAR INSTRUCCIONES ATC.
FRUSTRADA FALLO DE COMUNICACIONES: SUBIR DIRECTO HASTA 2.0 DME VAB. VIRAR A LA DERECHA (IAS MAX 200 kt) EN RUMBO MAGNÉTICO 270° SUBIENDO A 6000 O SUPERIOR. VIRAR A LA DERECHA PARA INTERCEPTAR R-294 VAB/R-295 TAB A BAGAX.
MISSED APCH: CLIMB DIRECT TO 2.0 DME VAB. TURN RIGHT (MAX IAS 200 kt) ON MAGNETIC HEADING 270° CLIMBING TO 6000 OR ABOVE. WAIT FOR ATC INSTRUCTIONS.
MISSED APCH COMMUNICATIONS FAILURE: CLIMB DIRECT TO 2.0 DME VAB. TURN RIGHT (MAX IAS 200 kt) ON MAGNETIC HEADING 270° CLIMBING TO 6000 OR ABOVE. TURN RIGHT TO INTERCEPT R-294 VAB/R-295 TAB TO BAGAX.



HGT REF ELEV THR RWY 09

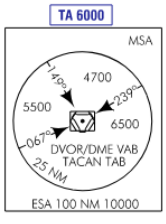
CAT	A	B	C	D	HPMA
S-LOC	2580/1.5 300 (300-1.5)				
CIRCUITO CIRCLING	2700/1.5 400 (400-1.5)	2800/1.6 500 (500-1.6)	3150/2.4 850 (900-2.4)	3150/3.6 850 (900-3.6)	2920/3.2 620 (700-3.2)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT: 4.3 NM	min:s	3:13	2:34	2:08	1:50	1:36	1:25
ROD: 5.2%	ft/min	423	529	635	741	847	952

ALT DME (ILS) FNA

13	12	11	10	9	8	7	6	5	4	3	2	1
								3930	3610	3290	2970	2650

TA 6000



ZONA LETS64. AREA LETS64.

CAMBIOS: CHANGES:

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA

AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS
INSTRUMENT APPROACH PROCEDURES

LOC RWY 09

PUNTO	LAT	LONG	AZIMUT VERDADERO	DISTANCIA DME (NM)
POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
BAGAX (IAF)	390304.0N	0020916.0W	294.40° (VAB)	15.14 DME VAB
IF	385630.4N	0020610.1W	087.65° (LOC IABT)	10.48 DME ILS
FAF	385642.4N	0015913.0W	087.65° (LOC IABT)	5.05 DME ILS
MAPT	385651.6N	0015345.0W	087.65° (LOC IABT)	0.78 DME ILS
Aproximación final de no precisión - Pendiente (Ángulo de descenso) Non-precision final approach - Slope (Descent angle)				5.24% (3.00°)