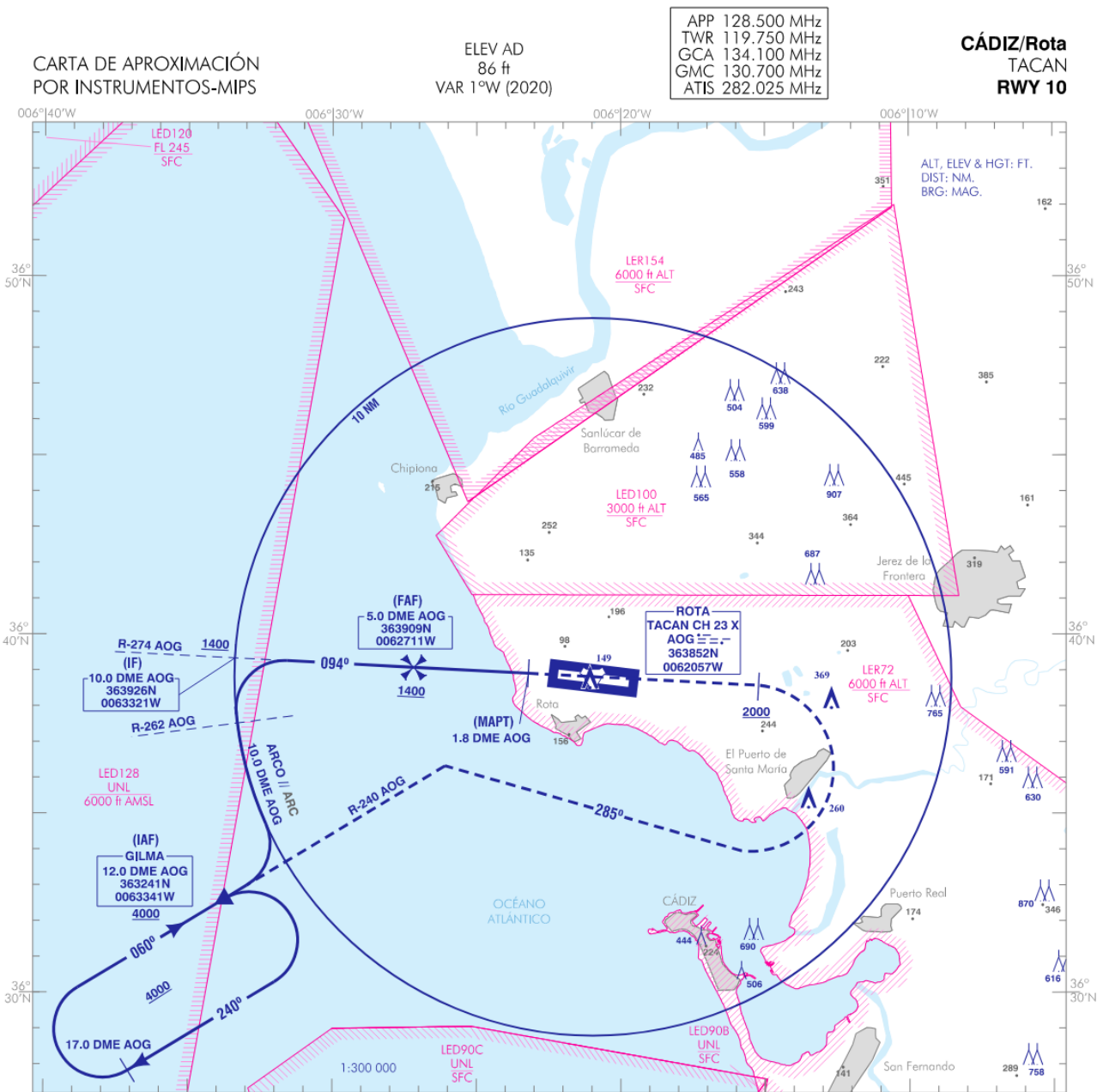
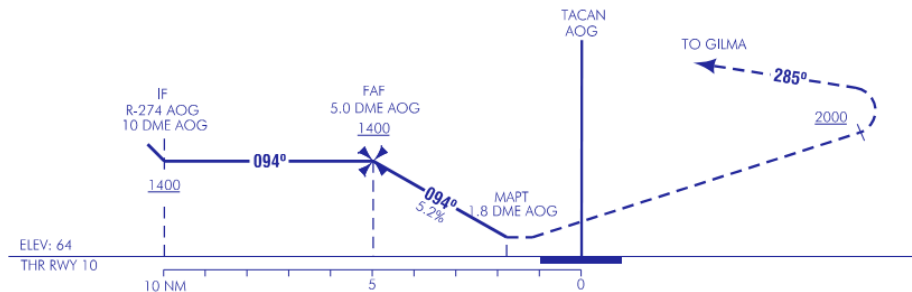




FRUSTRADA: SUBIR RECTO A 2000 O SUPERIOR. VIRAR A LA DERECHA A RUMBO 285° ASCENDIENDO PARA INTERCEPTAR Y SEGUIR R-240 AOG A GILMA Y ESPERAR A 4000.
MISSED APCH: CLIMB STRAIGHT AHEAD TO 2000 OR ABOVE. TURN RIGHT TO HEADING 285° CLIMBING TO INTERCEPT AND FOLLOW R-240 AOG TO GILMA AND HOLD AT 4000.

FRECUENCIA ATIS, OBSTÁCULOS.
ATIS FREQUENCY, OBSTACLES.

CAMBIOS:
CHANGES:



HGT REF ELEV THR RWY 10

CAT	A	B	C	D
S-TACAN	440-1.5 380 (400-1.5)		440-1.7 380 (400-1.7)	
Circuito Circling	520-1.5 440 (500-1.5)	580-1.6 500 (500-1.6)	740-2.4 660 (700-2.4)	1010-3.6 930 (1000-3.6)

GS	kt	80	100	120	140	160	180
FAF-THR:	mins						
FAF-MAPT: 3.2	mins	2:26	1:57	1:37	1:23	1:13	1:05
ROD: 5.2 %	ft/min	424	530	636	742	848	954

ALT/HGT DME (AOG) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
									1070	760		



REQUISITOS DE LA BASE DE DATOS AERONÁUTICA

AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS
INSTRUMENT APPROACH PROCEDURES

TACAN RWY 10

PUNTO	LAT	LONG	AZIMUT VERDADERO	DISTANCIA DME (NM)
POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
GILMA (IAF)	363240.8N	0063341.4W	239.00° (AOG)	11.98 DME AOG
IF	363925.9N	0063321.1W	273.26° (AOG)	10.00 DME AOG
FAF	363909.4N	0062711.4W	273.26° (AOG)	5.03 DME AOG
MAPT	363858.4N	0062310.6W	273.26° (AOG)	1.80 DME AOG
Aproximación final de no precisión - Ángulo de descenso (Pendiente) Non-precision final approach - Descent angle (Slope)				-