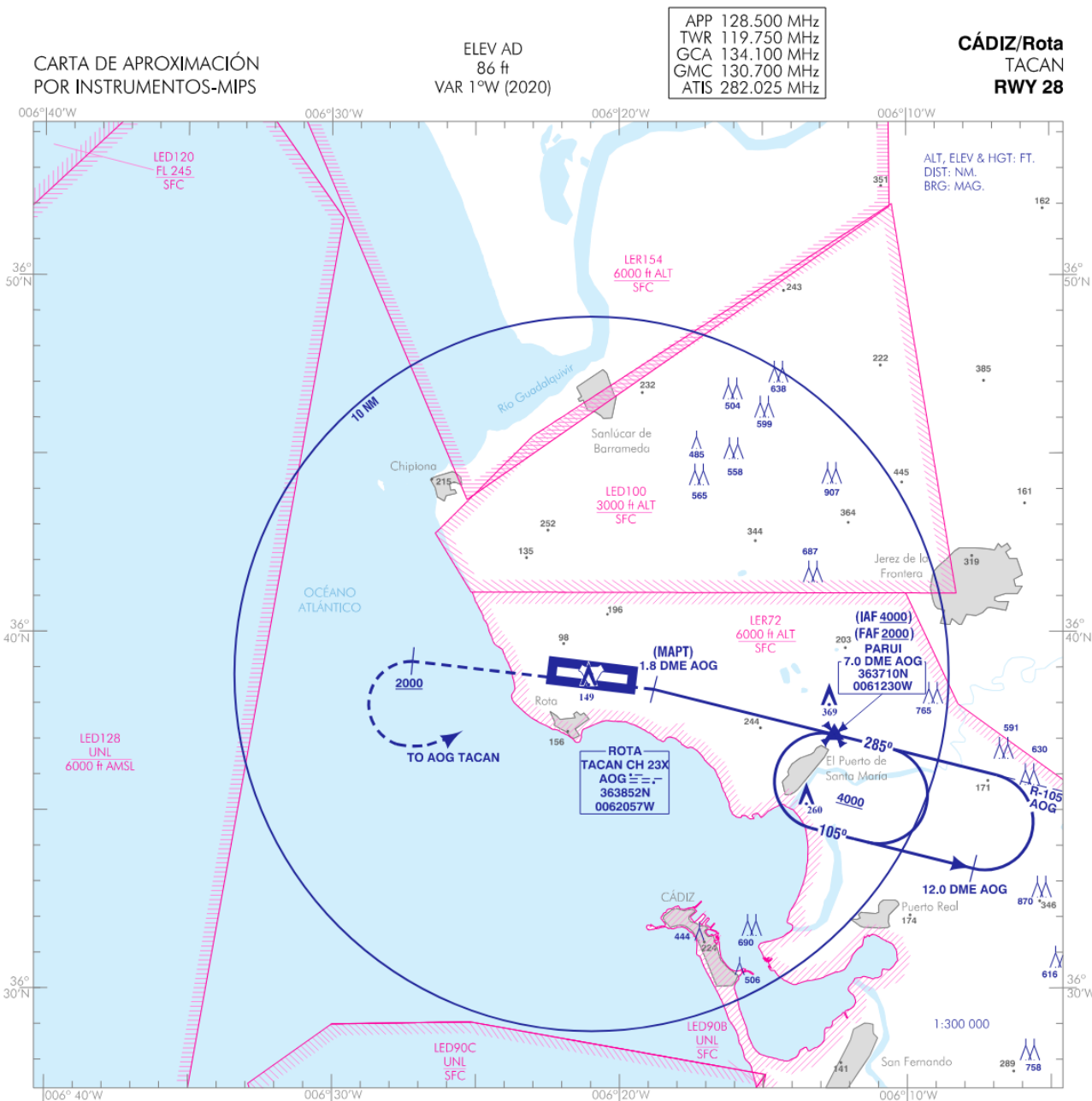
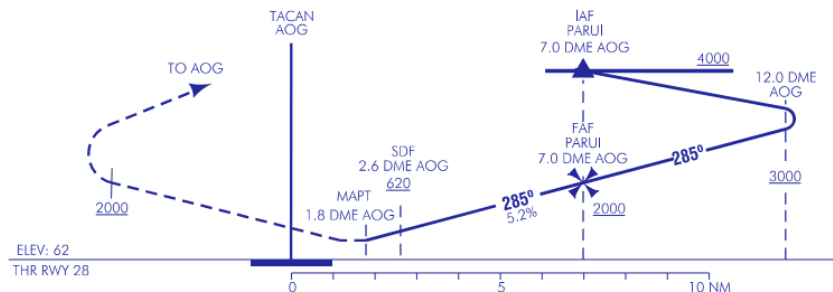




FRUSTRADA: SUBIR RECTO A 2000 O SUPERIOR. VIRAR A LA IZQUIERDA A AOG ASCIENDIENDO PARA INTERCEPTAR Y SEGUIR R-105 AOG A PARUI Y ESPERAR A 4000.
MISSED APCH: CLIMB STRAIGHT AHEAD TO 2000 OR ABOVE. TURN LEFT TO AOG CLIMBING TO INTERCEPT AND FOLLOW R-105 AOG TO PARUI AND HOLD AT 4000.

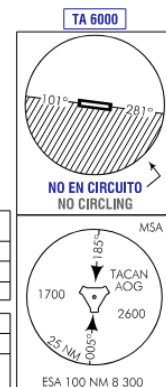


HGT REF ELEV THR RWY 28

CAT	A	B	C	D
S-TACAN	380-1.4 320 (400-1.4)			
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:	mins	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORIZED					
ROD: 5.2 %	ft/min	420	525	630	735	841	946

ALT/HGT DME (AOG) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								1690	1380	1060	750	430



FRECUENCIA ATIS, OBSTÁCULOS.
ATIS FREQUENCY, OBSTACLES.

CAMBIOS:
CHANGES:

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA

AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS
INSTRUMENT APPROACH PROCEDURES

TACAN RWY 28

PUNTO	LAT	LONG	AZIMUT VERDADERO	DISTANCIA DME (NM)
POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
PARUI (IAF/FAF)	363710.4N	0061230.5W	103.98° (AOG)	7.00 DME AOG
MAPT	363826.7N	0061849.1W	103.98° (AOG)	1.76 DME AOG
Aproximación final de no precisión - Ángulo de descenso (Pendiente) Non-precision final approach - Descent angle (Slope)				-