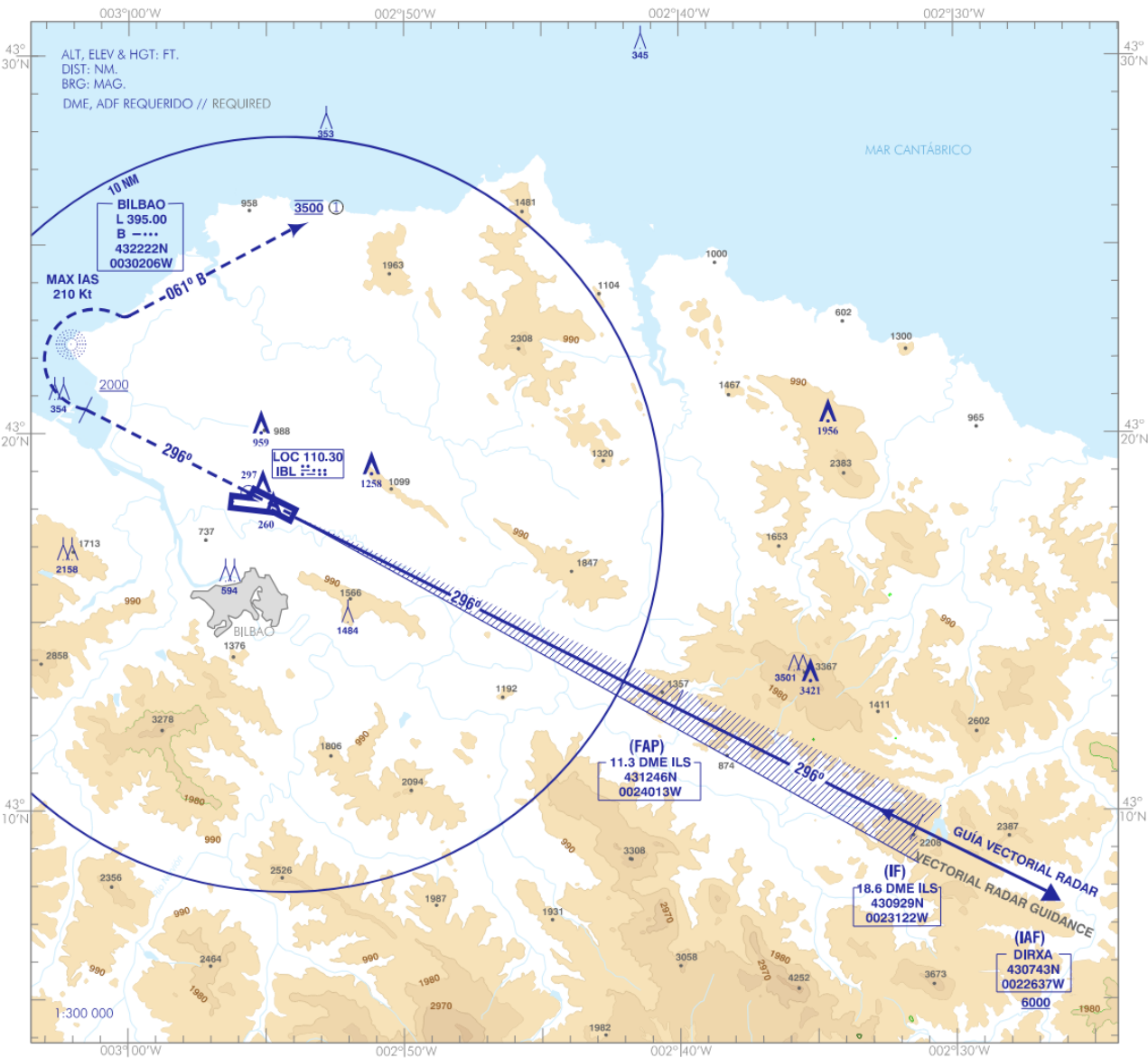


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

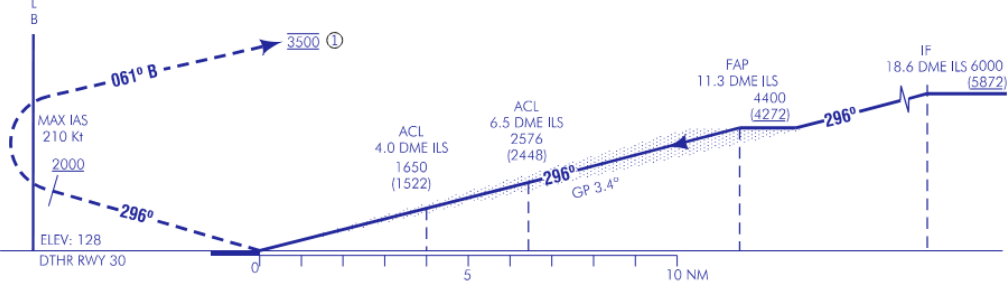
ELEV AD
136 ft
VAR 1°E (2025)

APP 127.450 MHz
TWR 118.500 MHz
GMC 121.705 C
ATIS 118.830 C

BILBAO
ILS Y
RWY 30



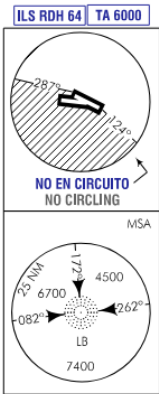
FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 2000. VIRAR A LA DERECHA (IAX MAX 210 kt) PARA INTERCEPTAR Y SEGUIR RUTA MAGNÉTICA 061° B. ASCENDER A 3500. SE PROPORCIONARÁ GUÍA VECTORIAL RADAR.
MISSED APCH: CLIMB ON RUNWAY HEADING UP TO REACH 2000. TURN RIGHT (MAX IAS 210 kt) TO INTERCEPT AND FOLLOW MAGNETIC TRACK 061° B. CLIMB TO 3500. VECTORIAL RADAR GUIDANCE WILL BE PROVIDED.
NOTAS:
① SE PROPORCIONARÁ GUÍA VECTORIAL RADAR.
NOTES:
① VECTORIAL RADAR GUIDANCE WILL BE PROVIDED.



HGT REF ELEV DTHR RWY 30

OCA/H			A	B	C	D
STA	CAT I	2.5%	719 (591)	731 (603)	739 (611)	750 (622)
		4%	400 (272)	412 (284)	420 (292)	431 (303)
En círculo (H) sobre Circling (H) over 136			1800 (1670)	1970 (1840)	2120 (1990)	

GS	kt	80	100	120	140	160	180					
FAP-THR: 11.3 NM	mins	8:30	6:48	5:40	4:52	4:15	3:47					
FAP-MAPT:	mins											
ROD: 5.9 %	ft/min	481	602	722	842	963	1083					
ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
		4270 (4150)	3900 (3770)	3520 (3390)	3140 (3010)	2770 (2640)	2390 (2270)	2020 (1900)	1660 (1530)	1290 (1160)	920 (790)	



RENUMBERING, COORDINATE ROUNDING IN DIRXA

CHANGES

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILSY RWY 30

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
DIRXA (IAF)	430742.5N	0022636.8W	–	–
IF	430928.6N	0023122.3W	116.64° (LOC IBL)	18.60 DME ILS
FAP	431245.6N	0024013.4W	116.64° (LOC IBL)	11.34 DME ILS
Precision final approach - Slope (Descent angle)				5.94 % (3.40°)