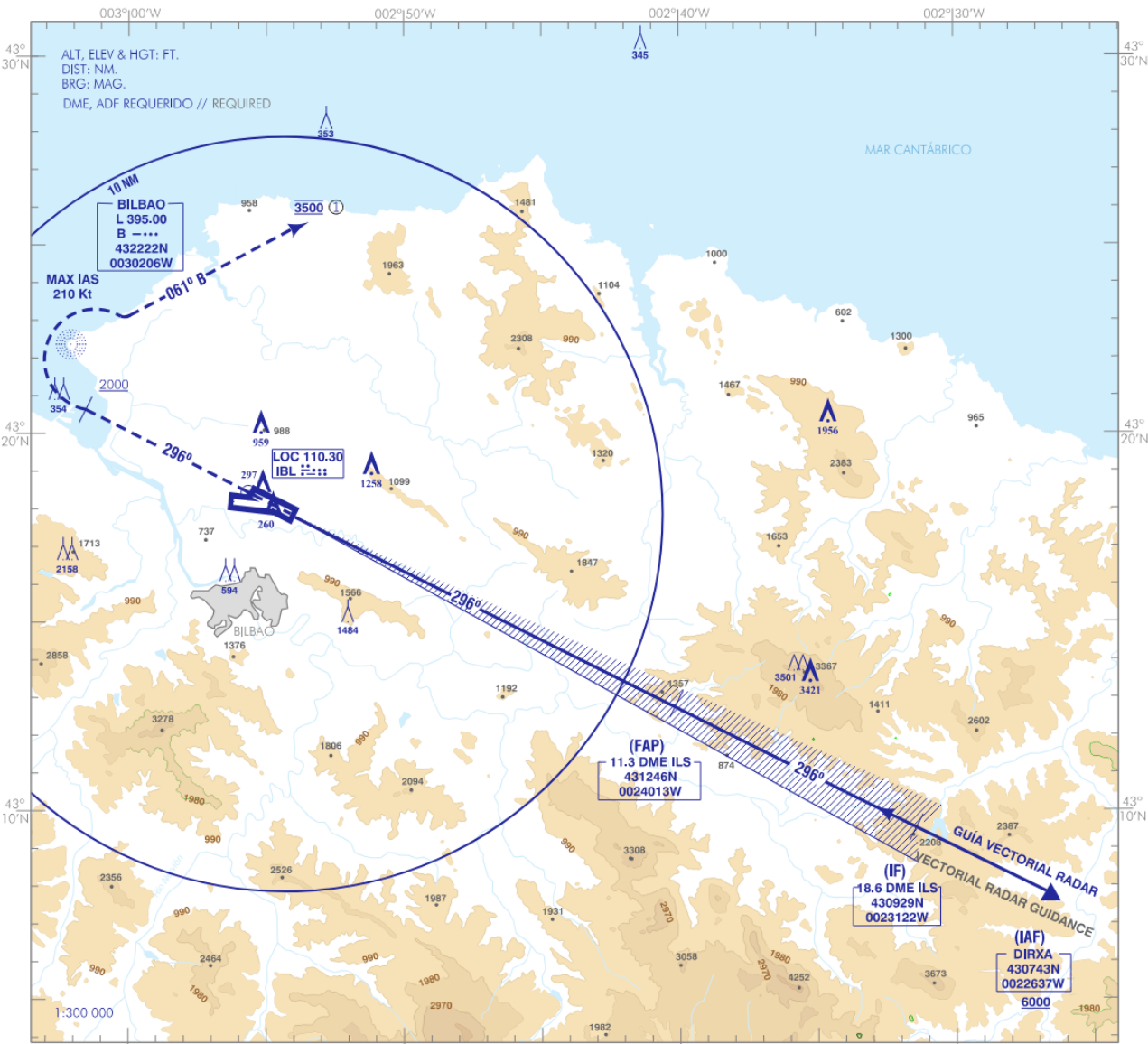


CARTA DE APROXIMACIÓN  
POR INSTRUMENTOS-OACI

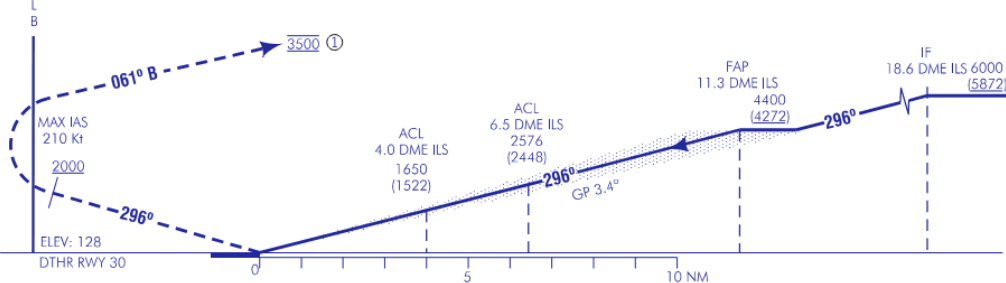
ELEV AD  
136 ft  
VAR 1°E (2025)

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

BILBAO  
ILS Y  
RWY 30



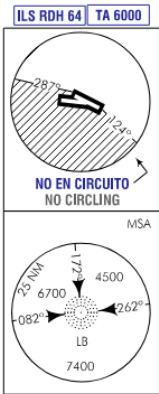
**FRUSTRADA:** SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 2000. VIRAR A LA DERECHA (IAX MAX 210 kt) PARA INTERCEPTAR Y SEGUIR RUTA MAGNÉTICA 061° B. ASCENDER A 3500. SE PROPORCIONARÁ GUÍA VECTORIAL RADAR.  
**MISSED APCH:** CLIMB ON RUNWAY HEADING UP TO REACH 2000. TURN RIGHT (MAX IAS 210 kt) TO INTERCEPT 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<br>(591)   | 731<br>(603)   | 739<br>(611)   | 750<br>(622) |
|                                             |       | 4%   | 400<br>(272)   | 412<br>(284)   | 420<br>(292)   | 431<br>(303) |
|                                             |       |      |                |                |                |              |
| En circuito (H) sobre Circling (H) over 136 |       |      | 1800<br>(1670) | 1970<br>(1840) | 2120<br>(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 |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |
|                       |    |    |    |   |   |   |   |   |   |



RENUMERACIÓN, REDONDEO COORDENADAS EN DIRXA.  
CAMBIOS:

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS

ILSY RWY 30

| PUNTO                                                            | LAT       | LONG       | AZIMUT VERDADERO  | DISTANCIA DME (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      |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) |           |            |                   | 5.94% (3.40°)      |