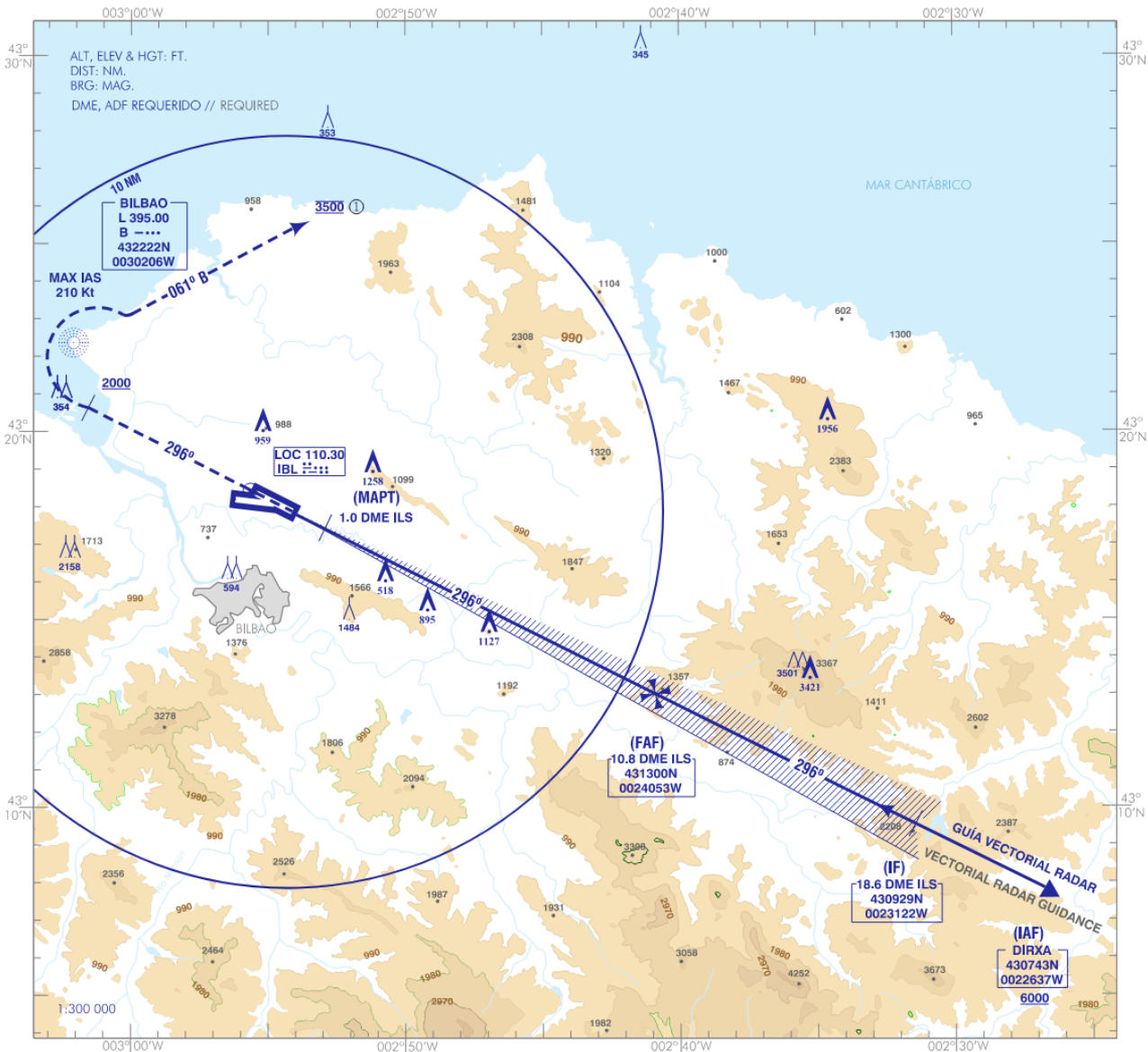


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
136 ft
VAR 1°E (2025)

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

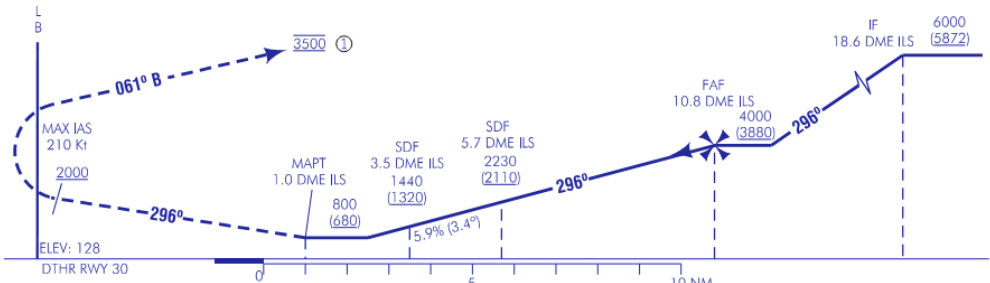
BILBAO
LOC Y
RWY 30



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.

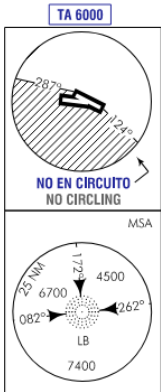
MISSED APCH: CLIMB ON RUNWAY HEADING UP TO REACH 2000. TURN RIGHT (MAX IAS 210 kt) TO INTERCEPT AND FOLLOW MAGNETIC TRACK 061° B. CLIMB TO 3500. VECTORIAL RADAR GUIDANCE WILL BE PROVIDED.

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	2.5%		800 (680)	
En circuito (H) sobre Circling (H) over	136	1800 (1670)	1970 (1840)	2120 (1990)

GS	kt	80	100	120	140	160	180
FAF-THR:	mins						
FAF-MAPT:	mins	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.9 %	ft/min	478	598	717	837	956	1076
ALT/HGT DME (ILS) FNA							
13	12	11	10	9	8	7	6
			3770 (3640)	3410 (3280)	3050 (2920)	2690 (2560)	2330 (2210)



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

LOC Y 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
FAF	431300.2N	0024052.9W	116.64° (LOC IBL)	10.80 DME ILS
MAPT	431724.8N	0025251.5W	116.64° (LOC IBL)	1.00 DME ILS
Non-precision final approach - Slope (Descent angle)				5.90% (3.38°)