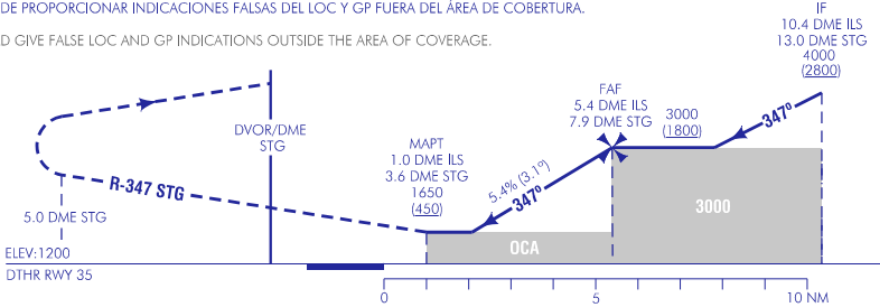
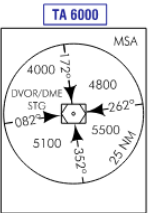




HGT REF ELEV DTHR RWY 35						
OCA/H			A	B	C	D
STA	2.5%		1450 (450)			
En circuito (H) sobre Circling (H) over 1211			1930 (720)	1950 (740)	2070 (860)	2160 (950)

GS	kt	80	100	120	140	160	180
FAF-THR: 5.4 NM	mins	4:02	3:14	2:41	2:18	2:01	1:48
FAF-MAPT: 4.4 NM	mins	3:17	2:38	2:11	1:52	1:38	1:28
ROD: 5.4 %	ft/min	434	542	651	759	868	976

ALT/HGT DME (ILS) FNA												
13	12	11	10	9	8	7	6	5	4	3	2	1
								2880 (1680)	2560 (1360)	2230 (1030)	1910 (710)	



REQUISITOS DE LA BASE DE DATOS AERONÁUTICA

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS

LOC  RWY 35

PUNTO	LAT	LONG	AZIMUT VERDADERO	DISTACIA DME (NM)
DVOR/DME STG (IAF)	425536.  8N	0082531.4W	-	-
NOLMU (IAF)	423803.4N	0082002.1W	167.00° (STG)	18.00 DME STG
YELTA (IAF)	424428.1N	0081151.3W	137.85° (STG)	15.00 DME STG
				
IF	424258.  7N	0082117.8W	166.15° (LOC ISO)	10.43 DME ILS
FAF	424753.  2N	0082256.  1W	166.15° (LOC ISO)	5.38 DME ILS
MAPT	425208.2N	0082421.5W	166.15° (LOC ISO)	1.00 DME ILS
Aproximación final de no precisión-Pendiente (Ángulo de descenso)				5.36% (3.07°)