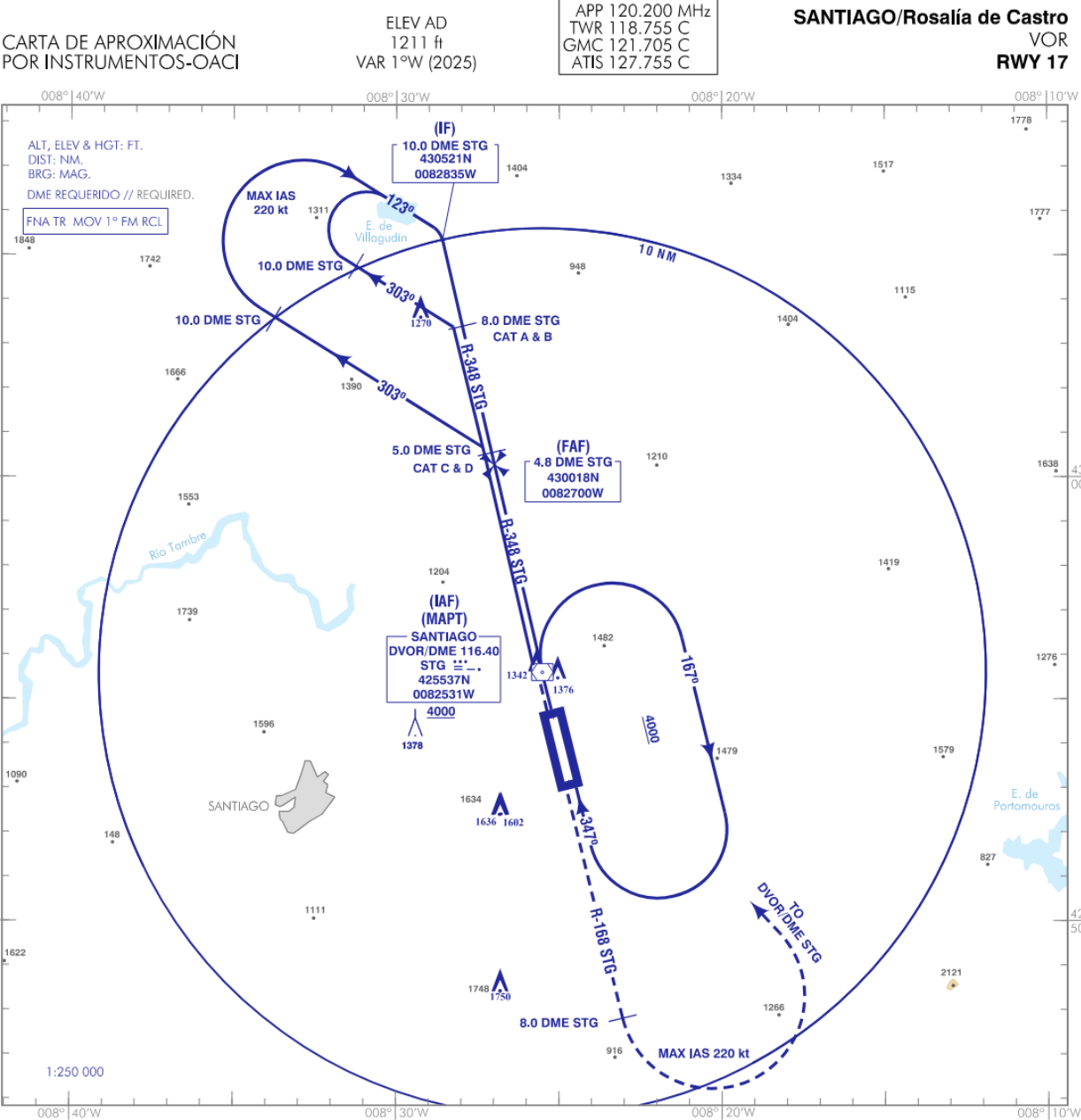
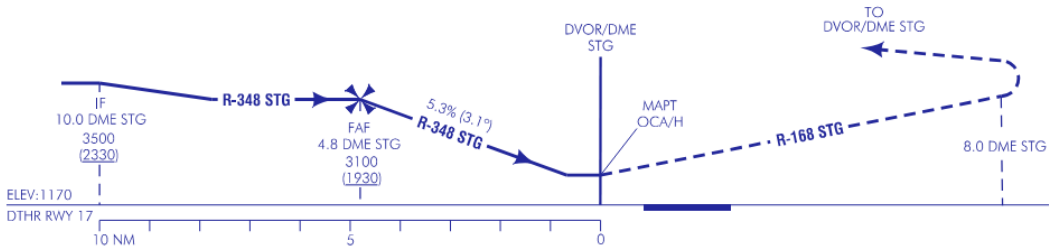




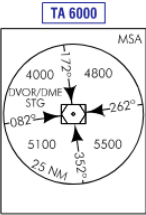
FRUSTRADA: SUBIR EN R-168 STG A 8.0 DME STG. VIRAR A LA IZQUIERDA (IAS MAX 220 kt) DIRECTO A DVOR/DME STG SUBIENDO A 4000 PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON R-168 STG TO 8.0 DME STG. TURN LEFT (MAX IAS 220 kt) DIRECT TO DVOR/DME STG CLIMBING TO 4000 TO JOIN THE HOLDING PATTERN.



HGT REF ELEV DTHR RWY 17

OCA/H	A	B	C	D
STA	2.5%	RESTRINGIDA A OCA/H DE CIRCUITO POR VULNERACIÓN DE VSS RESTRICTED TO CIRCLING OCA/H DUE TO VSS PENETRATION.		
En circuito (H) sobre Circling (H) over	1211	2000 (790)	2100 (890)	2200 (990)

GS	kt	80	100	120	140	160	180
FAF-THR:	mins						
FAF-MAPT:	mins	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.3 %	ft/min	432	540	648	756	864	972
ALT/HGT DME (STG) FNA							
13	12	11	10	9	8	7	6



RENUMBERING, ROD AND ALT/HGT TABLES

CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

VOR RWY 17

POINT	LAT	LONG	TRUE BEARING	DISTANCE DME (NM)
DVOR/DME STG (IAF/MAPT)	425536.8N	0082531.4W	-	-
IF	430520.9N	0082835.4W	347.00° (STG)	10.00 DME STG
FAF	43001.8.0N	0082659.8W	347.00° (STG)	4.82 DME STG
Non-precision final approach - Slope (Descent angle)				5.33% (3.05°)