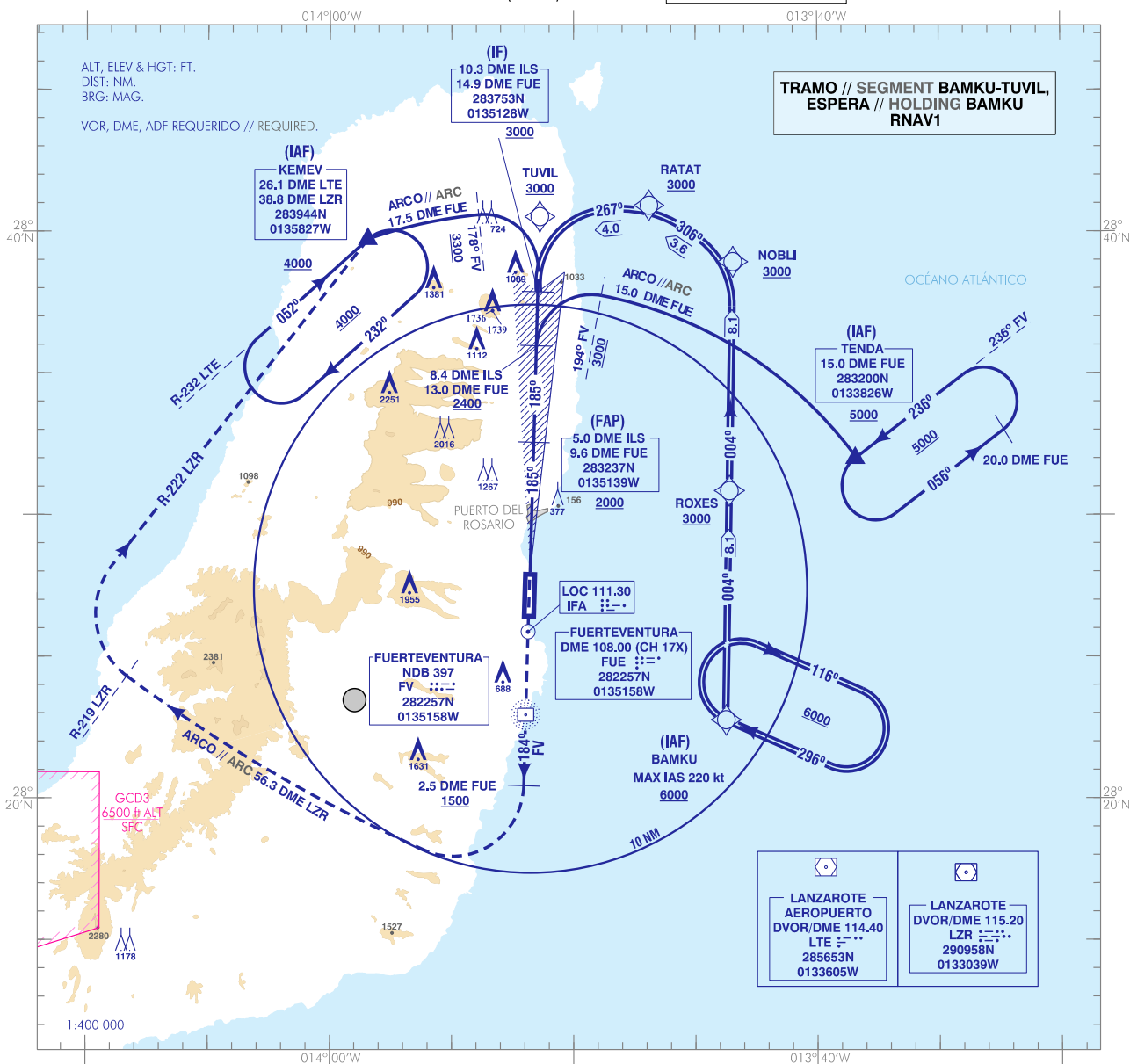


ELEV AD  
83 ft  
VAR 3°W (2025)

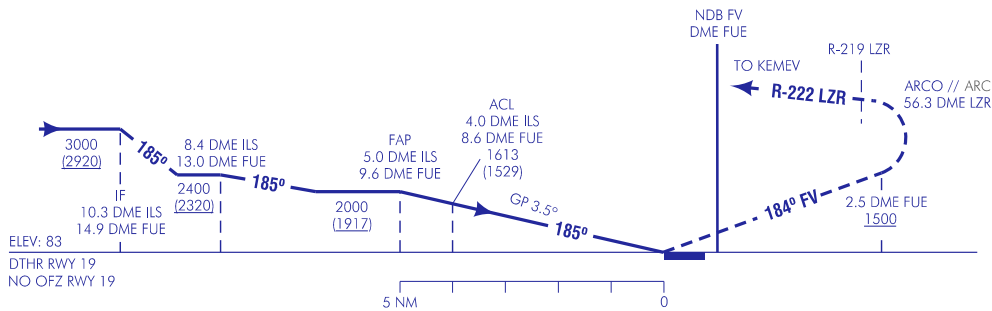
APP 129.300 MHz  
TWR 118.475 MHz  
GMC 121.700 MHz  
ATIS 118.650 MHz

**FUERTEVENTURA**  
ILS Y  
**RWY 19**



**FRUSTRADA:** FRUSTRADA: SUBIR EN RUMBO DE PISTA DIRECTO A NDB FV. SEGUIR POR RUTA MAGNÉTICA 184° FV DIRECTO A CRUZAR 2.5 DME FUE A 1500 O SUPERIOR. VIRAR A LA DERECHA PARA SEGUIR ARCO 56.3 DME LZR HASTA R-219 LZR. VIRAR A LA DERECHA PARA SEGUIR R-222 LZR DIRECTO A KEMEV PARA INTEGRARSE A LA ESPERA A 4000.

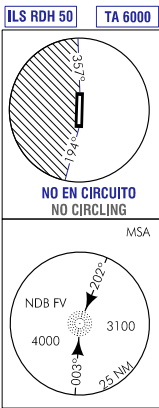
**MISSED APCH:** CLIMB IN RUNWAY HEADING DIRECT TO NDB FV. FOLLOW MAGNETIC TRACK 184° FV DIRECT TO CROSS 2.5 DME FUE TO 1500 OR ABOVE. TURN RIGHT TO INTERCEPT AND FOLLOW 56.3 DME LZR ARC UP TO R-219 LZR. TURN RIGHT TO FOLLOW R-222 LZR DIRECT TO KEMEV TO JOIN THE HOLDING AT 4000.

HGT REF ELEV DTHR RWY 19

| OCA/H                                         |       | A             | B            | C              | D              |
|-----------------------------------------------|-------|---------------|--------------|----------------|----------------|
| STA                                           | CAT I | 519<br>(436)  | 531<br>(448) | 539<br>(456)   | 550<br>(467)   |
|                                               |       |               |              |                |                |
|                                               |       |               |              |                |                |
| En circuito (H) sobre<br>Circling (H) over 83 |       | 1030<br>(950) |              | 1140<br>(1060) | 1270<br>(1190) |

| GS              |  | kt     | 80   | 100  | 120  | 140  | 160  | 180  |
|-----------------|--|--------|------|------|------|------|------|------|
| FAP-THR: 5.0 NM |  | min:s  | 3:47 | 3:01 | 2:31 | 2:09 | 1:53 | 1:41 |
| FAF-MAPT:       |  | min:s  |      |      |      |      |      |      |
| ROD: 6.0 %      |  | ft/min | 488  | 611  | 733  | 855  | 977  | 1099 |

| ALT/HGT DME (ILS) FNA |    |    |    |   |   |   |   |                |                |                |              |   |
|-----------------------|----|----|----|---|---|---|---|----------------|----------------|----------------|--------------|---|
| 13                    | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5              | 4              | 3              | 2            | 1 |
|                       |    |    |    |   |   |   |   | 1990<br>(1910) | 1620<br>(1530) | 1250<br>(1160) | 870<br>(790) |   |



CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS X RWY 19

| POINT                                            | LAT       | LONG       | TRUE BEARING      | DME DISTANCE (NM) |
|--------------------------------------------------|-----------|------------|-------------------|-------------------|
| TENDA (IAF)                                      | 283200.0N | 0133826.4W | 062.54° (FTV)     | 13.33 DME FTV     |
| KEMEV (IAF)                                      | 283943.6N | 0135826.6W | 337.33° (FTV)     | 15.00 DME FTV     |
| IF                                               | 283753.1N | 0135128.2W | 001.67° (LOC IFA) | 10.30 DME ILS     |
| FAP                                              | 283236.8N | 0135138.7W | 001.67° (LOC IFA) | 5.04 DME ILS      |
| Precision final approach - Descent angle (Slope) |           |            |                   | 6.03% (3.45°)     |

WAYPOINTS COORDINATES

| WPT         | COORD                |
|-------------|----------------------|
| BAMKU (IAF) | 282246.3N 0134344.6W |
| NOBLI       | 283856.0N 0134327.6W |
| RATAT       | 284055.7N 0134654.1W |
| ROXES       | 283051.2N 0134336.3W |
| TUVIL       | 284031.7N 0135123.0W |

NOTES APPLICABLE TO ALL APPROACHES:

- Speed control:
- a. Unless otherwise instructed by ATC, cross:
- IAS 220 kt over IAF BAMKU, KEMEV, TENDA;
  - IAS 190 kt at 9.0 DME ILS;
  - IAS 160 kt at 4.0 DME ILS.
- b. If unable to comply, advise ATC on first contact.

PROCEDURE TABULAR DESCRIPTION

| Serial number | Path Terminator | Waypoint identifier | Fly-over | Course/Track °M (°T) | Magnetic variation | Distance (NM) | Turn direction | Altitude (ft) | Speed (kt) | VPA/TCH (°/ft) | Navegation specification |
|---------------|-----------------|---------------------|----------|----------------------|--------------------|---------------|----------------|---------------|------------|----------------|--------------------------|
| BAMKU (IAF)   |                 |                     |          |                      |                    |               |                |               |            |                |                          |
| 001           | IF              | BAMKU               | –        | –                    | +2.9               | –             | –              | +6000         | -220       | –              | RNAV1                    |
| 002           | TF              | ROXES               | –        | 004 (000.9)          | +2.9               | 8.1           | –              | +3000         | –          | –              | RNAV1                    |
| 003           | TF              | NOBLI               | –        | 004 (000.9)          | +2.9               | 8.1           | –              | +3000         | –          | –              | RNAV1                    |
| 004           | TF              | RATAT               | –        | 306 (303.3)          | +2.9               | 3.6           | –              | +3000         | –          | –              | RNAV1                    |
| 005           | TF              | TUVIL               | –        | 267 (264.2)          | +2.9               | 4.0           | –              | +3000         | –          | –              | RNAV1                    |

HOLDING PATTERN

| Path terminator | Waypoint identifier | Course/Track °M (°T) | Magnetic variation | Distance/ Outbound time | Turn direction | MNM altitude (ft) | MAX altitude (ft) | Speed (kt) | Navigation specification |
|-----------------|---------------------|----------------------|--------------------|-------------------------|----------------|-------------------|-------------------|------------|--------------------------|
| HM              | BAMKU               | 296 (293.2)          | +2.9               | –                       | R              | 6000              | –                 | -220       | RNAV1                    |