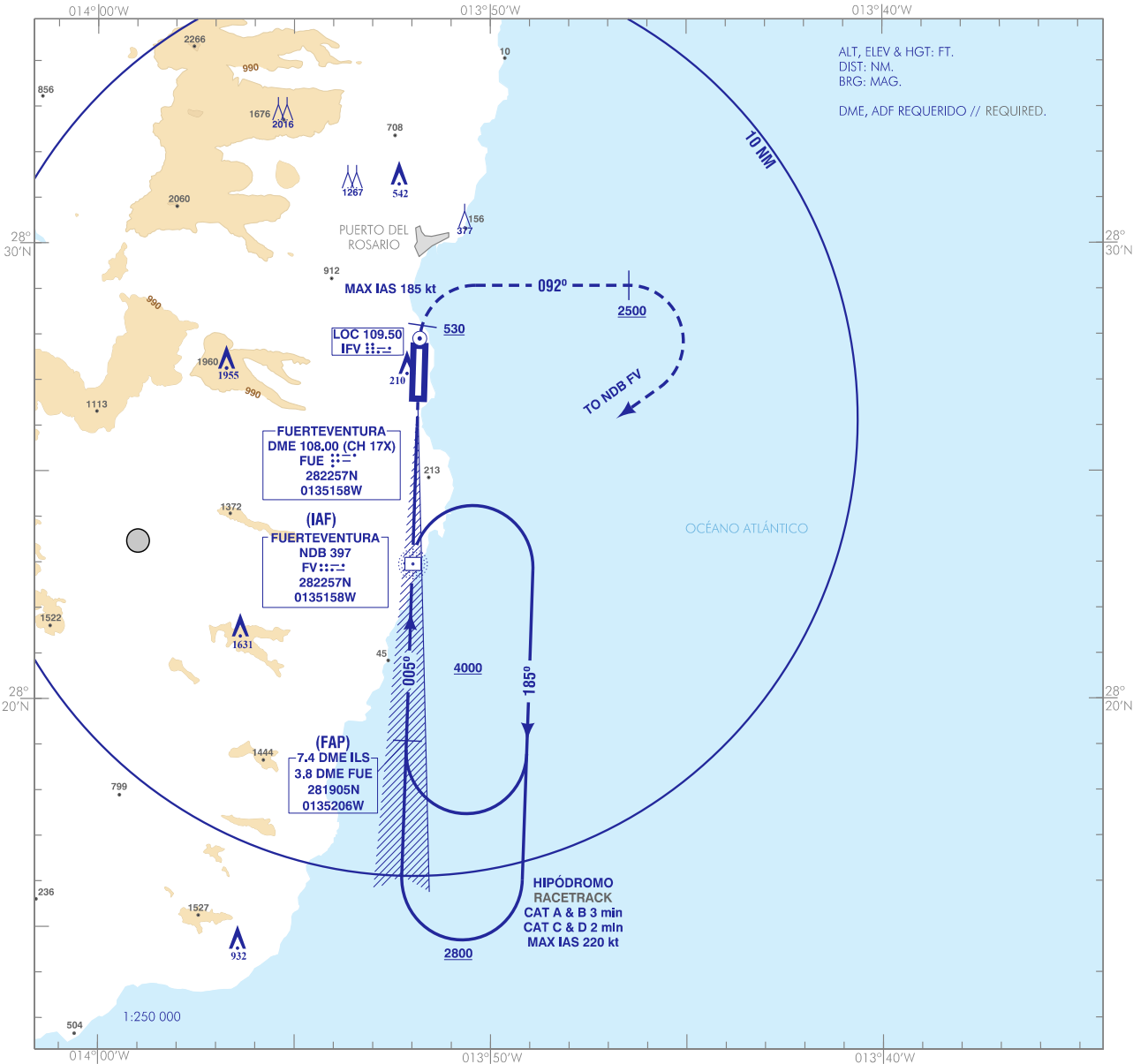


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

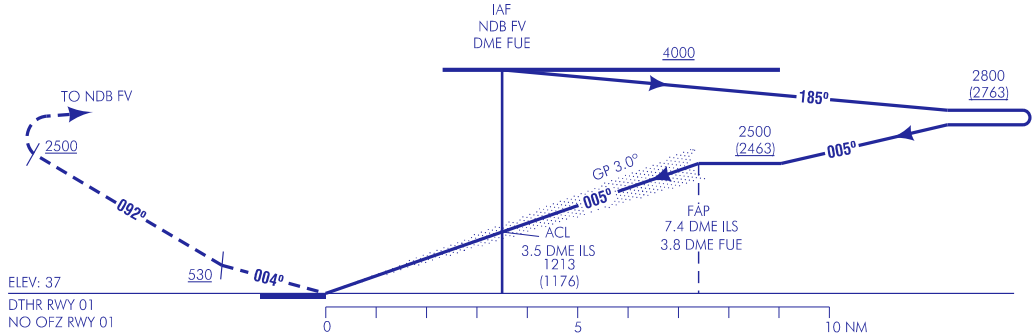
ELEV AD
83 ft
VAR 3°W (2025)

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

FUERTEVENTURA
ILS X
RWY 01



FRUSTRADA: SUBIR EN RUMBO MAGNÉTICO 004° HASTA ALCANZAR 530. VIRAR A LA DERECHA (IAS MAX 185 kt) A RUMBO MAGNÉTICO 092° HASTA ALCANZAR 2500. VIRAR A LA DERECHA DIRECTO A NDB FV SUBIENDO A 4000 PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON MAGNETIC HEADING 004° UNTIL REACH 530. TURN RIGHT (MAX IAS 185 kt) TO MAGNETIC HEADING 092° TO REACH 2500. TURN RIGHT DIRECT TO NDB FV CLIMBING UP TO 4000 TO JOIN THE HOLDING.

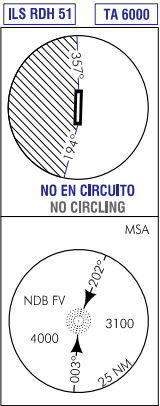


HGT REF ELEV DTHR RWY 01

STA	OCA/H	A	B	C	D
	CAT I	272 (235)	284 (247)	292 (255)	303 (266)
En circuito (H) sobre Circling (H) over	83	1030 (950)	1130 (1050)	1400 (1320)	

GS	kt	80	100	120	140	160	180
FAP-THR: 7.4 NM	min:s	5:34	4:27	3:43	3:11	2:47	2:28
FAF-MAPT:	min:s						
ROD: 5.2 %	ft/min	425	531	637	743	849	955

ALT/HGT DME (ILS) FNA									
13	12	11	10	9	8	7	6	5	4
						2370 (2330)	2040 (2000)	1710 (1670)	1380 (1340)
									1060 (1020)
									730 (700)
									410 (380)



RENUMBERING:
CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS X RWY 01

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NDB FV (IAF)	282257.3N	0135158.4W	–	–
FAP	281904.6N	0135205.6W	181.67° (LOC IFV)	7.42 DME ILS
Precision final approach - Descent angle (Slope)				5.24% (3.00°)

NOTES APPLICABLE TO ALL APPROACHES:

- Speed control:
 - a. Unless otherwise instructed by ATC, cross:
 - 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.