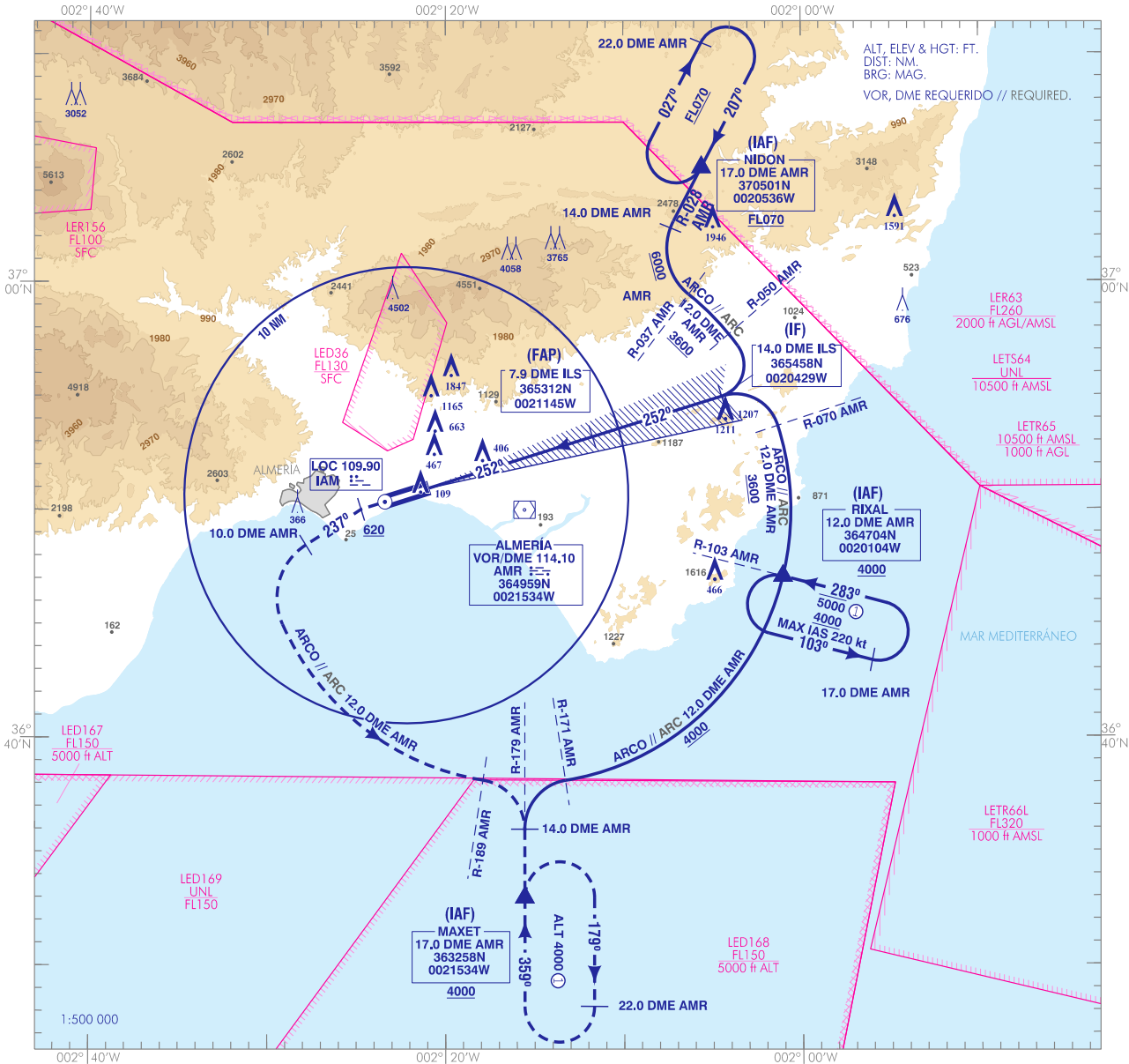


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
70 ft
VAR 1°E (2025)

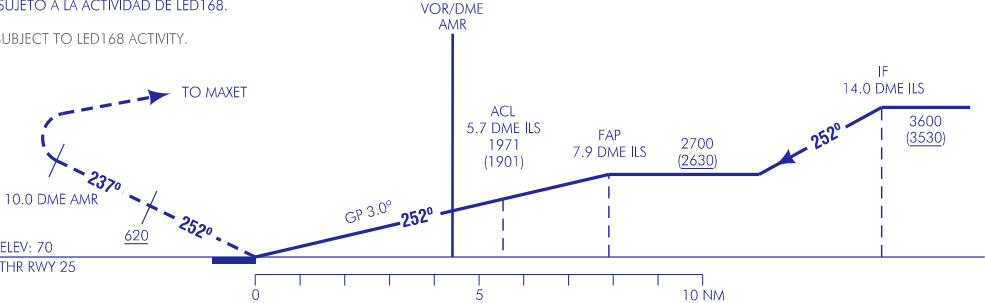
APP 118.350 MHz
TWR 118.350 MHz
GMC 121.705 C
ATIS 119.055 C

ALMERIA
ILS Z
RWY 25



FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 620 AMSL. VIRAR A LA IZQUIERDA A RUMBO MAGNÉTICO 237° HASTA 10.0 DME AMR. VIRAR A LA IZQUIERDA HASTA INTERCEPTAR Y SEGUIR ARCO 12.0 DME AMR HASTA R-189 AMR. VIRAR A LA DERECHA A R-179 AMR DIRECTO A MAXET ASCIENDIENDO A 4000 AMSL PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON RUNWAY HEADING TO REACH 620 AMSL. TURN LEFT TO MAGNETIC HEADING 237° UP TO 10.0 DME AMR. TURN LEFT TO INTERCEPT AND FOLLOW ARC 12.0 DME AMR UP TO R-189 AMR. TURN RIGHT TO R-179 AMR DIRECT TO MAXET CLIMBING UP TO 4000 AMSL TO JOIN THE HOLDING.

NOTAS:
① NIVEL MAX DE ESPERA SUJETO A LA ACTIVIDAD DE LED168.
NOTES:
① HOLDING MAX LEVEL SUBJECT TO LED168 ACTIVITY.

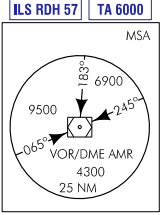


NO OFZ RWY 25
HGT REF ELEV THR RWY 25

OCA/H	A	B	C	D
CAT I	285 (215)	295 (225)	305 (235)	315 (245)
STA				
En circuito (H) sobre Circling (H) over 70	860 (790)	1060 (990)	1770 (1700)	2730 (2660)

GS	kt	80	100	120	140	160	180
FAF-THR: 7.9 NM	mins	5:56	4:45	3:57	3:23	2:58	2:38
FAF-MAPT:	mins						
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	3
						2400 (2330)	2070 (2000)	1750 (1680)	1420 (1350)	1100 (1030)



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS Z RWY 25

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
NIDON (IAF)	370500.5N	0020535.6W	028.00° (AMR)	17.00 DME AMR
RIXAL (IAF)	364704.1N	0020104.2W	104.00° (AMR)	12.00 DME AMR
MAXET (IAF)	363257.8N	0021533.9W	180.00° (AMR)	17.00 DME AMR
IF	365457.7N	0020428.7W	073.00° (LOC IAM)	14.00 DME ILS
FAP	365311.6N	0021145.0W	073.00° (LOC IAM)	7.91 DME ILS
Precision final approach - Slope (Descent angle)				5.24% (3.00°)