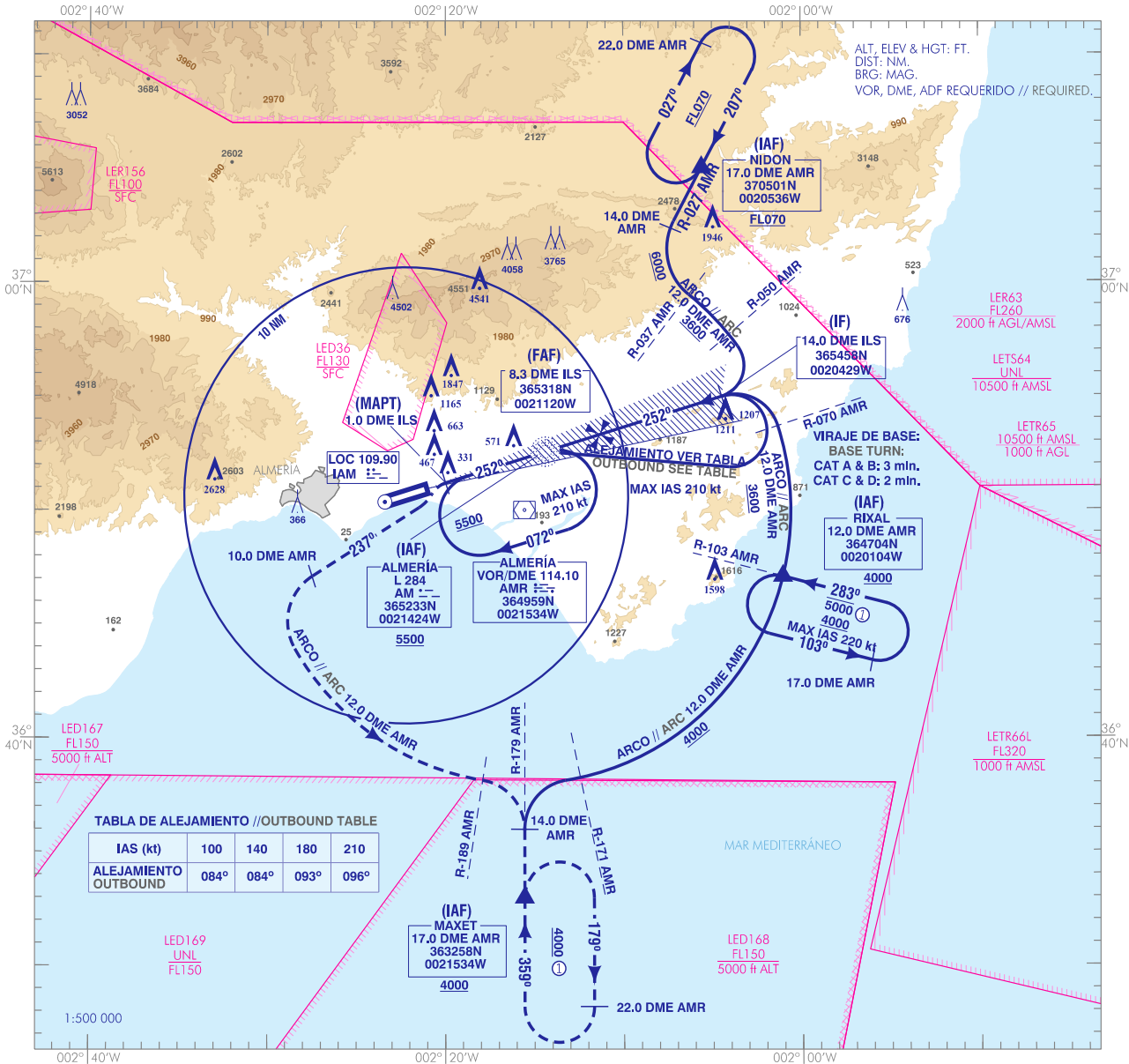


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
70 ft
VAR 1°E (2025)

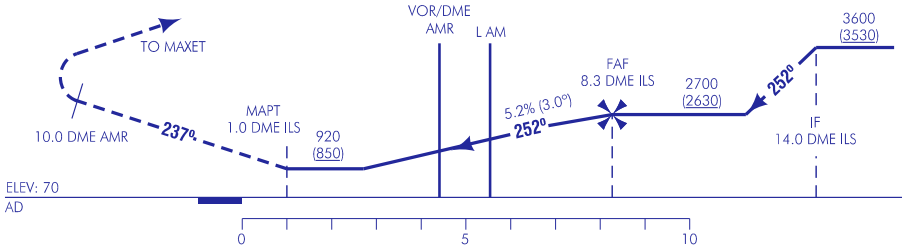
APP 118.350 MHz
TWR 118.350 MHz
GMC 121.705 C
ATIS 119.055 C

ALMERIA
LOC
RWY 25



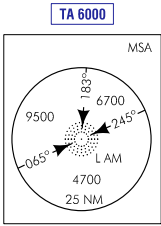
FRUSTRADA: VIRAR A LA IZQUIERDA AL LLEGAR AL MAPT A RUMBO MAGNÉTICO 237° HASTA 10.0 DME AMR. VIRAR A LA IZQUIERDA HASTA INTERCEPTAR Y SEGUIR ARCO 12.0 DME AMR HASTA R-189 AMR. VIRAR A LA DERECHA A R-179 AMR DIRECTO A MAXET ASCIENDIENDO A 4000 AMSL PARA INTEGRARSE A LA ESPERA.
MISSED APCH: TURN LEFT UPON REACHING MAPT TO MAGNETIC HEADING 237° TO 10.0 DME AMR. TURN LEFT TO INTERCEPT AND FOLLOW ARC 12.0 DME AMR TO R-189 AMR. TURN RIGHT TO R-179 AMR DIRECT TO MAXET CLIMBING 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.



HGT REF ELEV AD				
OCA/H	A	B	C	D
STA	2.5%			
	920 (850)			
En circuito (H) sobre Circling (H) over				
	920 (850)	1060 (990)	1770 (1700)	2730 (2660)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT: 7.3 NM	min:s	5:27	4:21	3:38	3:07	2:43	2:25
ROD: 5.2 %	ft/min	425	531	637	743	849	955
ALT/HGT DME (ILS) FNA							
13	12	11	10	9	8	7	6
					2670 (2600)	2350 (2280)	2040 (1970)



REPRINTING:
CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

LOC RWY 25

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
L AM (IAF)	365233.0N	0021423.6W	-	-
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
FAF	365317.8N	0021119.7W	073.00° (LOC IAM)	8.26 DME ILS
MAPT	365110.9N	0021959.1W	073.00° (LOC IAM)	1.00 DME ILS
Precision final approach - Slope (Descent angle)				5.24% (3.00°)