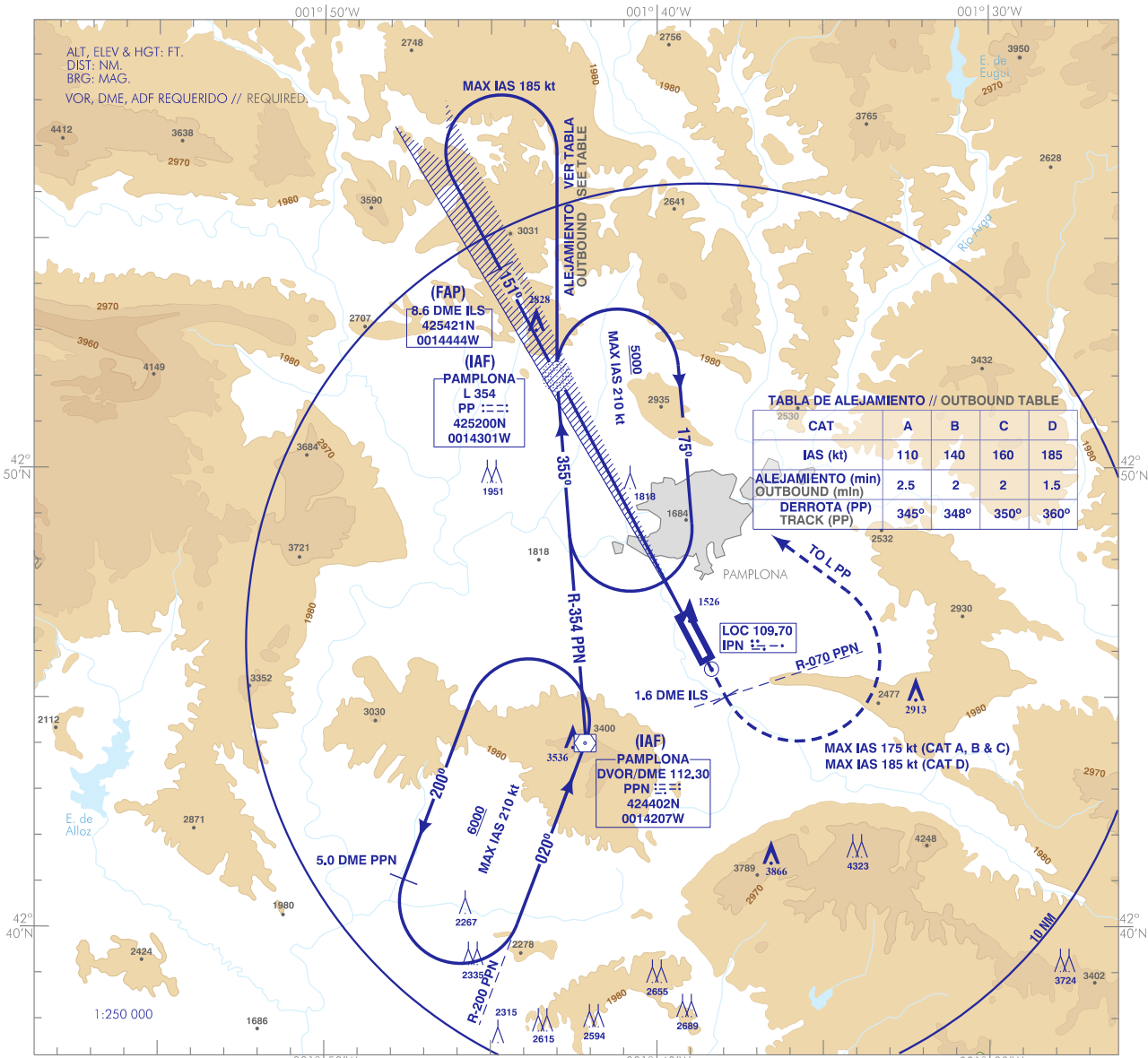


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
1506 ft
VAR 1°E (2025)

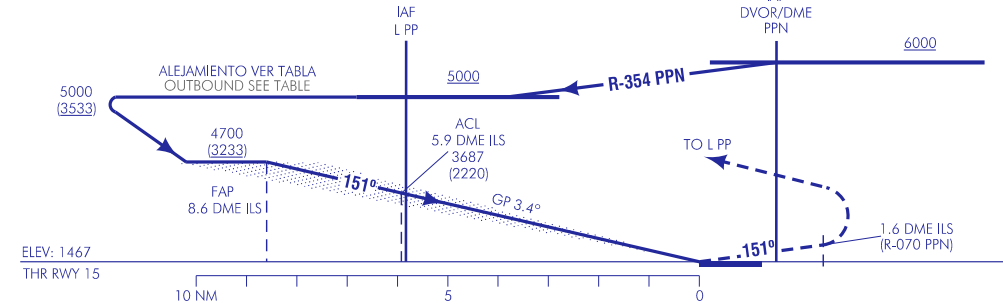
APP/TWR 118.200 MHz
GMC 121.705 C

PAMPLONA
ILS Y
RWY 15



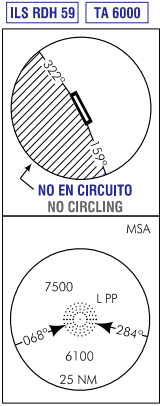
FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA 1.6 DME ILS (R-070 PPN). VIRAR A LA IZQUIERDA (IAS MAX 175 kt CAT A, B & C Y 185 kt CAT D) DIRECTO A CRUZAR L PP A 4000 O SUPERIOR, SUBIENDO A 5000 PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON RUNWAY HEADING UP TO 1.6 DME ILS (R-070 PPN). TURN LEFT (MAX IAS 175 kt CAT A, B & C AND 185 kt CAT D) DIRECT TO CROSS L PP AT 4000 OR ABOVE, CLIMBING TO 5000 TO JOIN THE HOLDING.

OBSTACLES
CHANGES:



HGT REF ELEV THR RWY 15		A	B	C	D
OCA/H		A	B	C	D
STA	CAT I 2.5%	2266 (799)	2279 (812)	2288 (821)	2330 (863)
	CAT I 3%	2129 (662)	2142 (675)	2151 (684)	2195 (726)
	CAT I 4.5%	1810 (343)	1822 (355)	1830 (363)	1870 (403)
En circuito (H) sobre Circling (H) over 1506		3100 (1600)	3620 (2120)	4700 (3200)	

GS	kt	80	100	120	140	160	180
FAP-THR: 8.6 NM	mins	6:27	5:10	4:18	3:41	3:14	2:52
FAP-MAPT:	mins						
ROD: 5.9%	ft/min	481	602	722	842	963	1083
ALT/HGT DME (ILS) FNA							
13	12	11	10	9	8	7	6



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILSY RWY 15

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
DVOR/DME PPN (IAF)	424401.7N	0014206.6W	–	–
L PP (IAF)	425159.9N	0014301.0W	–	–
FAP	425421.5N	0014444.2W	331.78° (LOC IPN)	8.61 DME ILS
Precision final approach - Slope (Descent angle)				5.94% (3.40°)