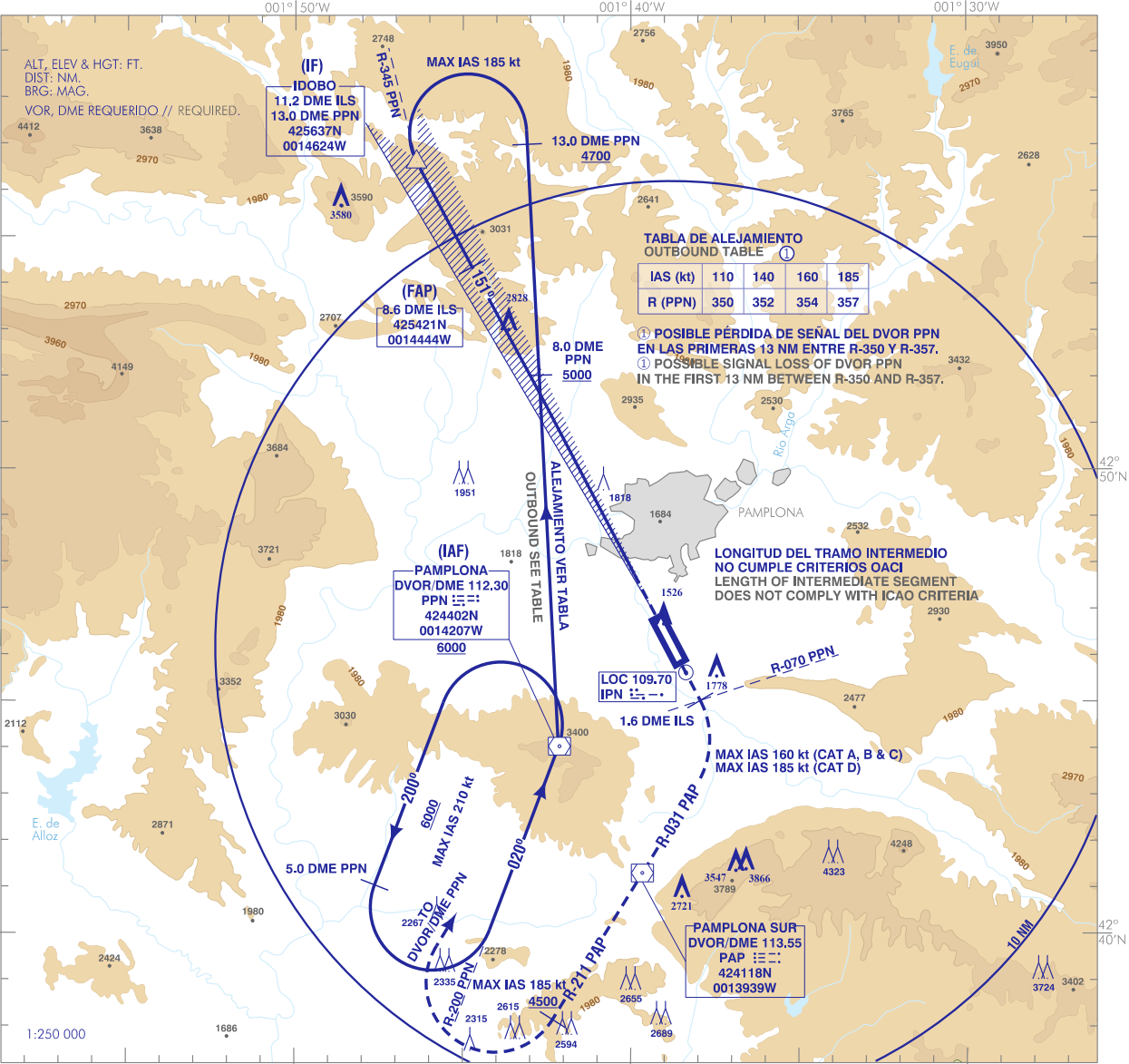


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
1506 ft
VAR 1°E (2025)

APP/TWR 118.200 MHz
GMC 121.705 C

PAMPLONA
ILS X
RWY 15

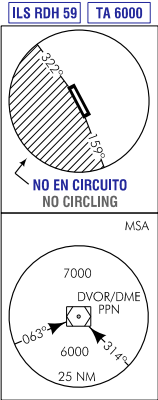
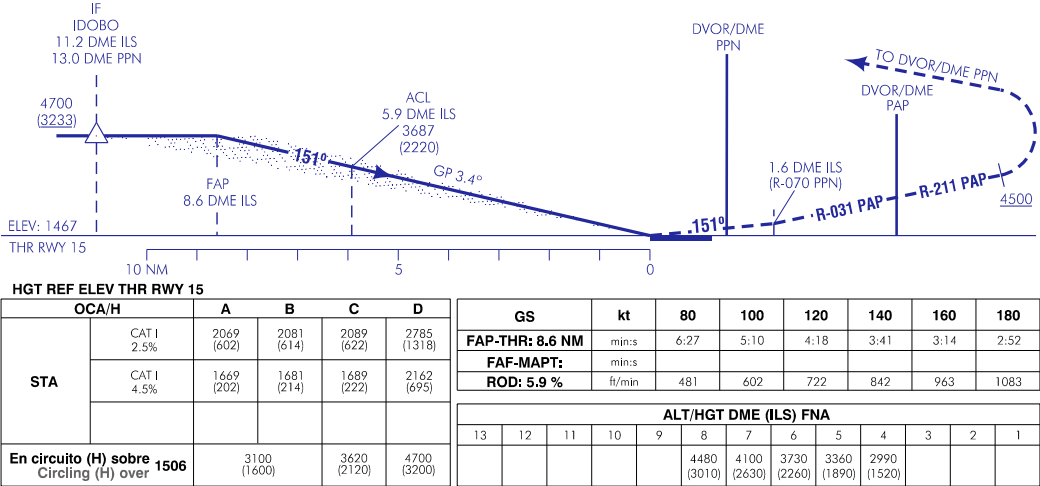


FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA 1.6 DME ILS (R-070 PPN). VIRAR A LA DERECHA (IAS MAX 160 kt CAT A, B & C Y 185 kt CAT D) PARA SEGUIR R-031 PAP HASTA DVOR/DME PAP. PROCEDER EN R-211 PAP HASTA ALCANZAR 4500. VIRAR A LA DERECHA (IAS MAX 185 kt) DIRECTO AL DVOR/DME PPN SUBIENDO A 6000 PARA INTEGRARSE A LA ESPERA.

MISSED APCH: CLIMB ON RUNWAY HEADING UP TO 1.6 DME ILS (R-070 PPN). TURN RIGHT (MAX IAS 160 kt CAT A, B & C AND 185 kt CAT D) TO FOLLOW R-031 PAP UP TO DVOR/DME PAP. PROCEED ON R-211 PAP TO 4500. TURN RIGHT (MAX IAS 185 kt) DIRECT TO DVOR/DME PPN CLIMBING TO 6000 TO JOIN THE HOLDING.

NOTAS:
- LA CAPACITACIÓN DEL AEROPUERTO INCLUIRÁ UNA APROXIMACIÓN REAL EN VMC O EN SIMULADOR APROBADO AL EFECTO [VÉASE ANEXO 6 (9.4.3)].

NOTES:
- CERTIFICATION FOR THE AIRPORT SHALL INCLUDE A REAL APPROACH UNDER VMC OR IN A SIMULATOR APPROVED FOR THIS PURPOSE [SEE ANNEX 6 (9.4.3)].



CHANGES: NOTE OUTBOUND TABLE, OBSTACLES

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS X RWY 15

POINT	LAT	LONG	TRUE BEARING	DME DISTANCE (NM)
DVOR/DME PPN (IAF)	424401.7N	0014206.6W	–	–
IDOBO (IF)	425637.3N	0014623.7W	331.78° (LOC IPN)	11.18 DME ILS
FAP	425421.5N	0014444.2W	331.78° (LOC IPN)	8.61 DME ILS
Precision final approach - Slope (Descent angle)				5.94% (3.40°)