

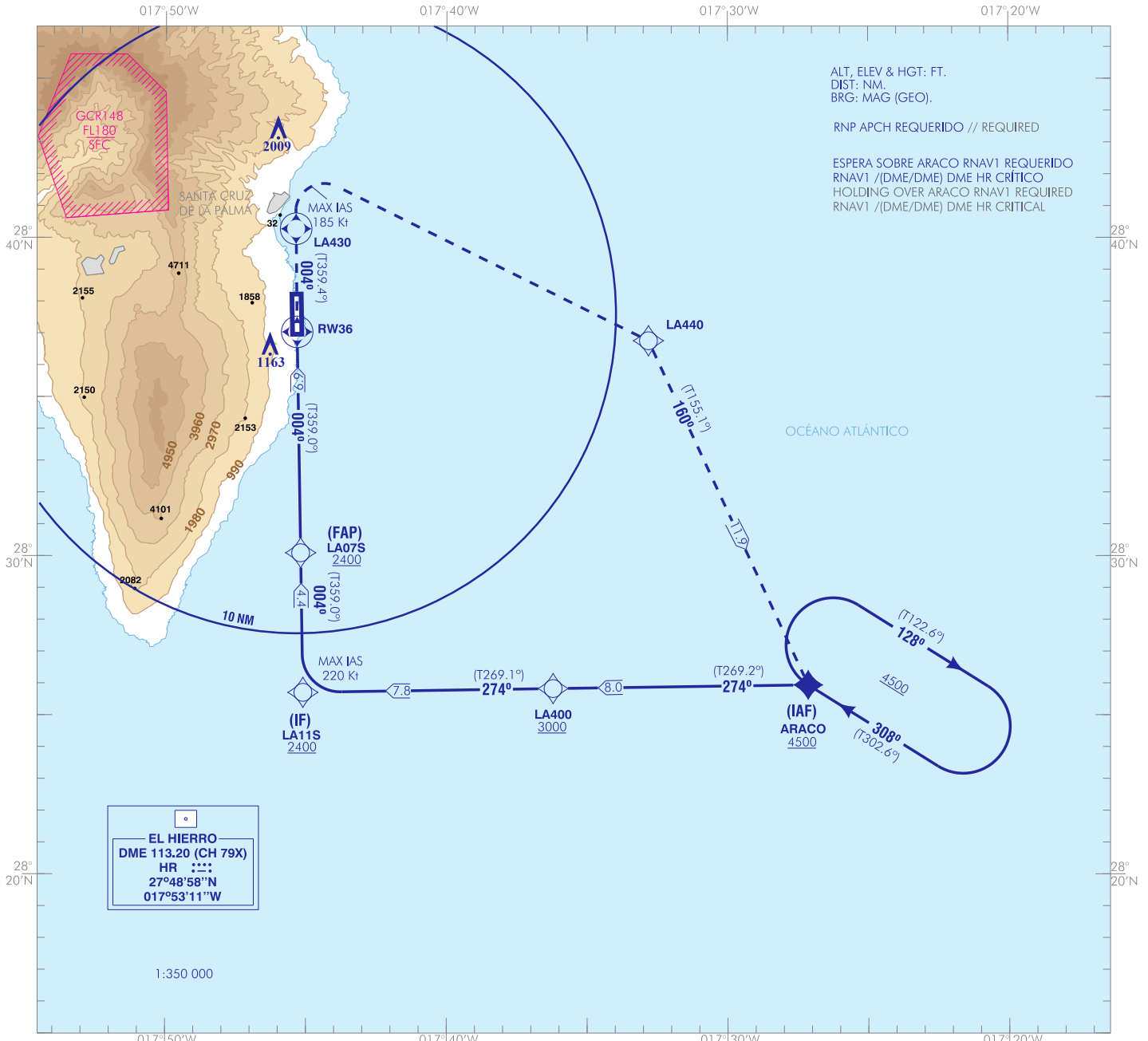
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

EGNOS
CH47264
E36A

ELEV AD
108
VAR 5°W (2020)

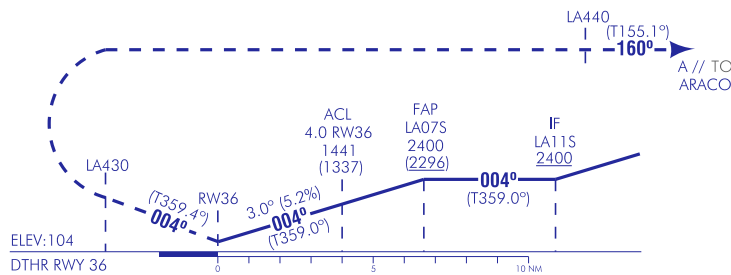
APP 126.100
TWR 118.900
GMC 121.800

LA PALMA
RNP Z
RWY 36 (LPV ONLY)

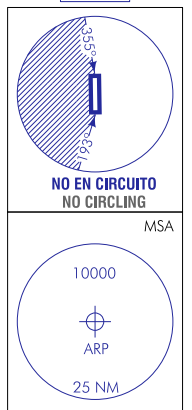


FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA LA430. VIRAR A LA DERECHA (IAS MAX 185 kt) DIRECTO A LA440. VIRAR A LA DERECHA A ARACO ASCIENDIENDO A 4500 PARA INTEGRARSE A LA ESPERA.

MISSED APCH: CLIMB ON RUNWAY HEADING UP TO LA430. TURN RIGHT (MAX IAS 185 kt) DIRECT TO LA440. TURN RIGHT TO ARACO CLIMBING TO 4500 TO JOIN THE HOLDING.



LPV RDH 49
TA 6000



HGT REF ELEV DTHR 36

| OCA/H | | A | B | C | D |
|---|----------|-------------|-------------|-------------|-------------|
| STA | LPV 2.5% | 1310 (1206) | 1320 (1216) | 1330 (1226) | 1340 (1236) |
| | | | | | |
| En circuito (H) sobre Circling (H) over 108 | | 1540 (1440) | 1640 (1540) | 2780 (2680) | |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------|--------|------|------|------|------|------|------|
| FAP-THR: 6.9 NM | min:s | 5:12 | 4:09 | 3:28 | 2:58 | 2:36 | 2:18 |
| FAF-MAPT: | min:s | | | | | | |
| ROD: 5.2 % | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

| ALT/HGT (RW36) FNA | | | | | | | | | | |
|--------------------|----|----|----|---|---|---|-------------|-------------|-------------|--|
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | |
| | | | | | | | 2100 (2000) | 1770 (1670) | 1450 (1340) | |

CAMBIOS: CORRECCIÓN EDITORIAL.
CHANGES: FORMAL EDITING.

LA PALMA AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
 AERONAUTICAL DATA BASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

| COORDENADAS WAYPOINTS // WAYPOINTS COORDINATES | |
|--|----------------------------|
| WPT | COORD |
| ARACO (IAF) | 28°25'57.1"N 017°27'08.4"W |
| LA07S (FAP) | 28°30'06.1"N 017°45'11.5"W |
| LA11S (IF) | 28°25'42.9"N 017°45'06.3"W |
| LA400 | 28°25'50.4"N 017°36'12.6"W |
| LA430 | 28°40'17.3"N 017°45'22.0"W |
| LA440 | 28°36'46.2"N 017°32'49.0"W |
| RW36 | 28°37'02.5"N 017°45'19.6"W |
| Aproximación final (APV SBAS) - Pendiente (Ángulo de descenso) // Final approach (APV SBAS) - Slope (Descent angle) | |
| 5.24% (3.00°) | |

| DME CRÍTICO // CRITICAL DME | | |
|-----------------------------------|---|-------------------------------------|
| INSTALACIÓN (ID) FACILITY (ID) | FRECUENCIA / CANAL FREQUENCY / CHANNEL | COORD |
| EL HIERRO (HR) | 113.02 MHz CH 79X | 27°48'57.7924"N 017°53'11.1588"W |

| DESCRIPCIÓN TABULAR DEL PROCEDIMIENTO: TRAMO INICIAL PROCEDURE TABULAR DESCRIPTION: INITIAL SEGMENT | | | | | | | | | | | |
|--|--|--|------------------------|---------------------------------------|---|----------------------------|---------------------------------------|--------------------------|-------------------------|-------------------|--|
| Número de serie Serial number | Descriptor de trayectoria Path Terminator | Identificador de punto de recorrido Waypoint identifier | Sobrevuelo Fly-over | Curso/derrota Course/Track °M (°T) | Variación magnética Magnetic variation | Distancia Distance (NM) | Dirección de viraje Turn direction | Altitud Altitude (ft) | Velocidad Speed (kt) | VPA/TCH (%/ft) | Especificación de navegación Navigation specification |
| ARACO (IAF) | | | | | | | | | | | |
| 001 | IF | ARACO | - | - | +5.1 | - | - | +4500 | - | - | RNP APCH |
| 002 | TF | LA400 | - | 274 (269.2) | +5.1 | 8.0 | - | +3000 | - | - | RNP APCH |
| 003 | TF | LA11S | - | 274 (269.1) | +5.1 | 7.8 | - | +2400 | -220 | - | RNP APCH |
| 004 | TF | LA07S | - | 004 (359.0) | +5.1 | 4.4 | - | +2400 | - | - | RNP APCH |
| 005 | TF | RW36 | Y | 004 (359.0) | +5.1 | 6.9 | - | +154 | - | -3.0/49 | RNP APCH |
| 006 | CF | LA430 | Y | 004 (359.4) | +5.1 | - | - | - | - | - | RNP APCH |
| 007 | DF | LA440 | - | - | +5.1 | - | R | - | -185 | - | RNP APCH |
| 008 | TF | ARACO | - | 160 (155.1) | +5.1 | 11.9 | - | @4500 | - | - | RNP APCH |

| CIRCUITOS DE ESPERA // HOLDING PATTERN | | | | | | | | | | | |
|--|--|------------------------|---------------------------------------|---|---|---------------------------------------|----------------------------------|----------------------------------|-------------------------|--|--|
| Descriptor de trayectoria Path terminator | Identificador de punto de recorrido Waypoint identifier | Sobrevuelo Fly-over | Curso/Derrota Course/Track °M (°T) | Variación magnética Magnetic variation | Distancia/ Tiempo de alejamiento Distance/ Outbound time | Dirección de viraje Turn direction | Altitud MNM MNM altitude (ft) | Altitud MAX MAX altitude (ft) | Velocidad Speed (kt) | Especificación de navegación Navigation specification | |
| DME crítico HR // HR critical DME | | | | | | | | | | | |
| HM | ARACO | - | 308 (302.6) | +5.1 | 1 | R | 4500 | - | - | RNAV1 | |

| SBAS LPV FAS DATA BLOCK | | |
|--|--|-----------------|
| FAS DATA BLOCK | | |
| 1 | OPERATION MODE | 00 |
| 2 | SERVICE PROVIDER IDENTIFIER | 01* |
| 3 | AIRPORT IDENTIFIER | GCLA |
| 4 | RUNWAY | RW36 |
| 5 | APPROACH PERFORMANCE DESIGNATOR | 0** |
| 6 | ROUTE INDICATOR | Z |
| 7 | REFERENCE PATH DATA SELECTOR (RPDS) | 00 |
| 8 | REFERENCE PATH IDENTIFIER | E36A*** |
| 9 | LANDING THRESHOLD POINT (LTP) – LATITUDE | 283702.5415N |
| 10 | LANDING THRESHOLD POINT (LTP) – LONGITUDE | 0174519.5695W |
| 11 | LTP HEIGHT ABOVE ELLIPSOID (HAE) | +00748 (074.8m) |
| 12 | FLIGHT PATH ALIGNMENT POINT (FPAP) – LATITUDE | 283809.3495N |
| 13 | FLIGHT PATH ALIGNMENT POINT (FPAP) – LONGITUDE | 0174520.8735W |
| 14 | THRESHOLD CROSSING HEIGHT (TCH) | 0015.00 |
| 15 | TCH UNIT SELECTOR | 1 |
| 16 | GLIDE PATH ANGLE | 03.00 |
| 17 | COURSEWIDTH AT THRESHOLD | 105.00 |
| 18 | LENGTH OFFSET | 0000 |
| 19 | HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| 20 | VERTICAL ALERT LIMIT (VAL) | 50.0 |
| 21 | PRECISION APPROACH PATH POINT CRC REMINDER | EA2B07C1 |
| NON - FAS DATA BLOCK | | |
| 22 | ICAO CODE | GCLA |
| 23 | LTP ORTHOMETRIC HEIGHT | +00317 (031.7m) |
| NOTAS // NOTES: *: Este valor "01" identifica a EGNOS como proveedor de servicio. // This value "01" identifies EGNOS as service provider. **: LPV. ***: "E" se refiere a EGNOS. // "E" refers to EGNOS. | | |

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK