

CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
469
VAR 1°E (2020)

APP 120.900
TWR 118.500
GMC 121.700
ATIS 128.750

GIRONA
ILS Y
RWY 19

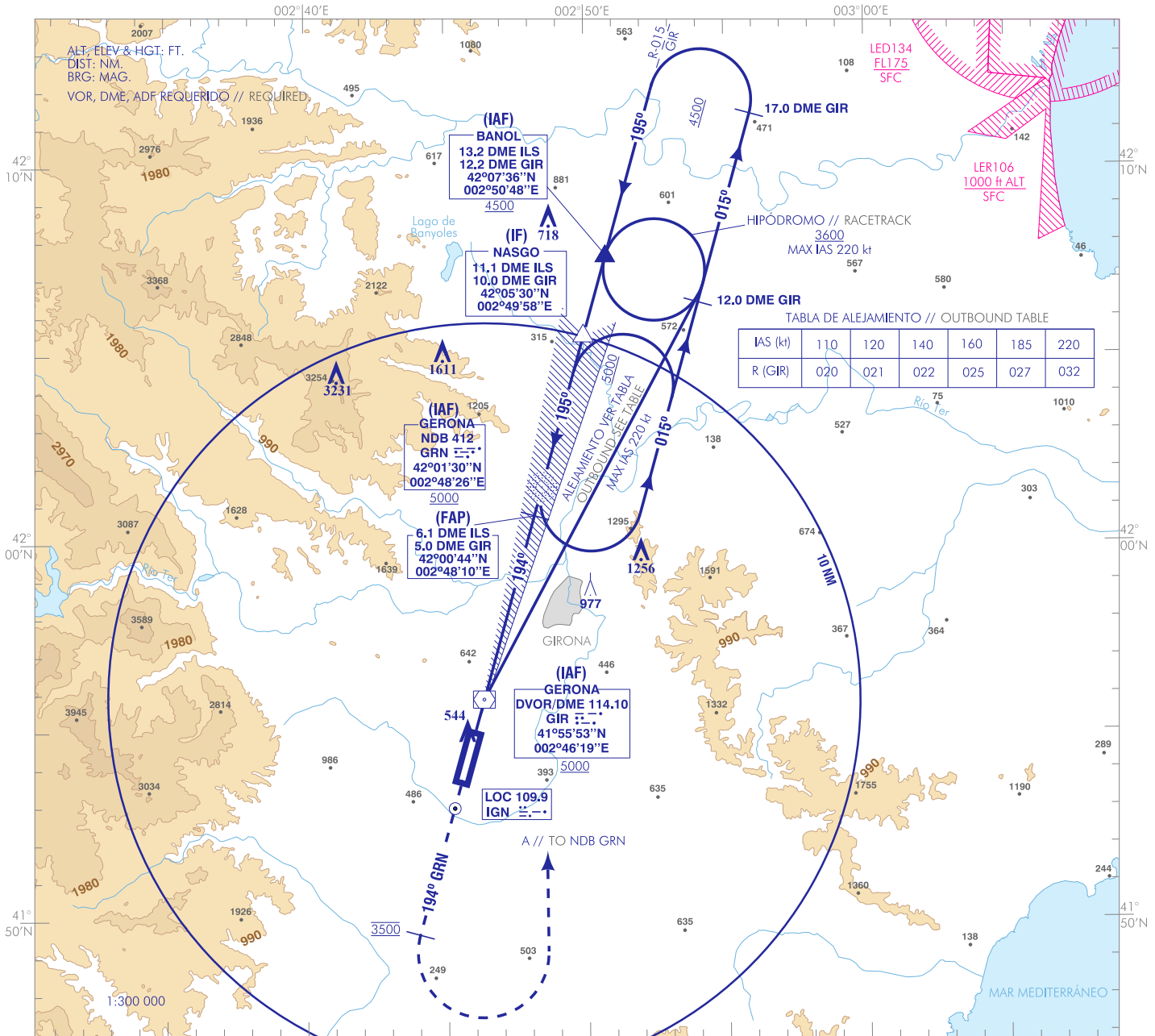


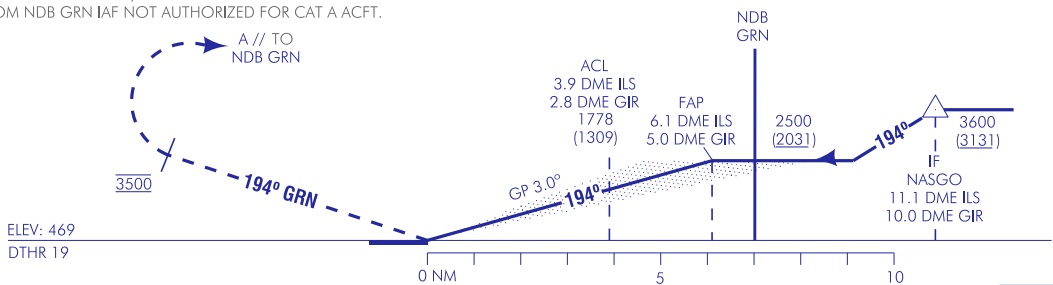
TABLA DE ALEJAMIENTO // OUTBOUND TABLE

| | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|
| IAS (kt) | 110 | 120 | 140 | 160 | 185 | 220 |
| R (GIR) | 020 | 021 | 022 | 025 | 027 | 032 |

FRUSTRADA: SUBIR EN RUTA MAGNÉTICA 194° NDB GRN HASTA ALCANZAR 3500 AMSL. VIRAR A LA IZQUIERDA DIRECTO AL NDB GRN ASCIENDIENDO A 5000 PARA INTEGRARSE A LA ESPERA.
MISSED APCH: CLIMB ON MAGNETIC TRACK 194° NDB GRN UP TO REACH 3500 AMSL. TURN LEFT DIRECT TO NDB GRN CLIMBING UP TO 5000 TO JOIN THE HOLDING.

- NOTAS:
- PROHIBIDO VIRAR ANTES DEL THR.
 - HIPÓDROMO NO OMNIDIRECCIONAL, ENTRADA RESTRINGIDA AL RUMBO DE ACERCAMIENTO.
 - TRAMO INICIAL DESDE IAF NDB GRN NO AUTORIZADO PARA ACFT DE CAT A.

- NOTES:
- TURNS BEFORE THR ARE NOT PERMITTED.
 - RACETRACK NON OMNIDIRECTIONAL, ENTRY RESTRICTED TO THE INBOUND TRACK.
 - INITIAL SEGMENT FROM NDB GRN IAF NOT AUTHORIZED FOR CAT A ACFT.



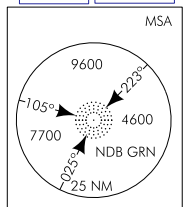
HGT REF ELEV DTHR 19

| OCA/H | | A | B | C | D |
|--|--------|---------------|---------------|----------------|----------------|
| STA | CAT I | 691 (222) | 703 (234) | 711 (242) | 722 (253) |
| | CAT II | (135) | (152) | (164) | (178) |
| En círculo (H) sobre Circling (H) over | | 1090 (630) | 1390 (930) | 1590 (1130) | 2130 (1670) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|-----------------|--------|------|------|------|------|------|------|
| FAP-THR: 6.1 NM | min:s | 4:35 | 3:40 | 3:03 | 2:37 | 2:17 | 2:02 |
| FAP-MAPT: | min:s | | | | | | |
| 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 | |
| | | | | | | | 2470 (2000) | 2140 (1670) | 1820 (1350) | 1490 (1020) |
| | | | | | | | 1170 (700) | 850 (380) | | |

TA 6000 ILS RDH 54



CAMBIOS: COORD DVOR EN VEZ DE DME GIR.
CHANGES: DVOR COORD INSTEAD OF DME GIR.

GIRONA AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
 AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Y RWY 19

| PUNTO POINT | LAT | LONG | AZIMUT VERDADERO TRUE BEARING | DISTANCIA DME DME DISTANCE (NM) |
|---|--------------|---------------|----------------------------------|---------------------------------------|
| BANOL (IAF) | 42°07'36.3"N | 002°50'48.3"E | 015.92° (GIR) | 12.19 DME GIR |
| NDB GRN (IAF) | 42°01'29.9"N | 002°48'26.0"E | - | - |
| DVOR/DME GIR (IAF) | 41°55'52.5"N | 002°46'18.7"E | - | - |
| NASGO (IF) | 42°05'29.8"N | 002°49'58.4"E | 015.78° (LOC IGN) | 11.05 DME ILS |
| FAP | 42°00'44.2"N | 002°48'09.8"E | 015.78° (LOC IGN) | 6.10 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle) | | | | 5.24% (3.00°) |

