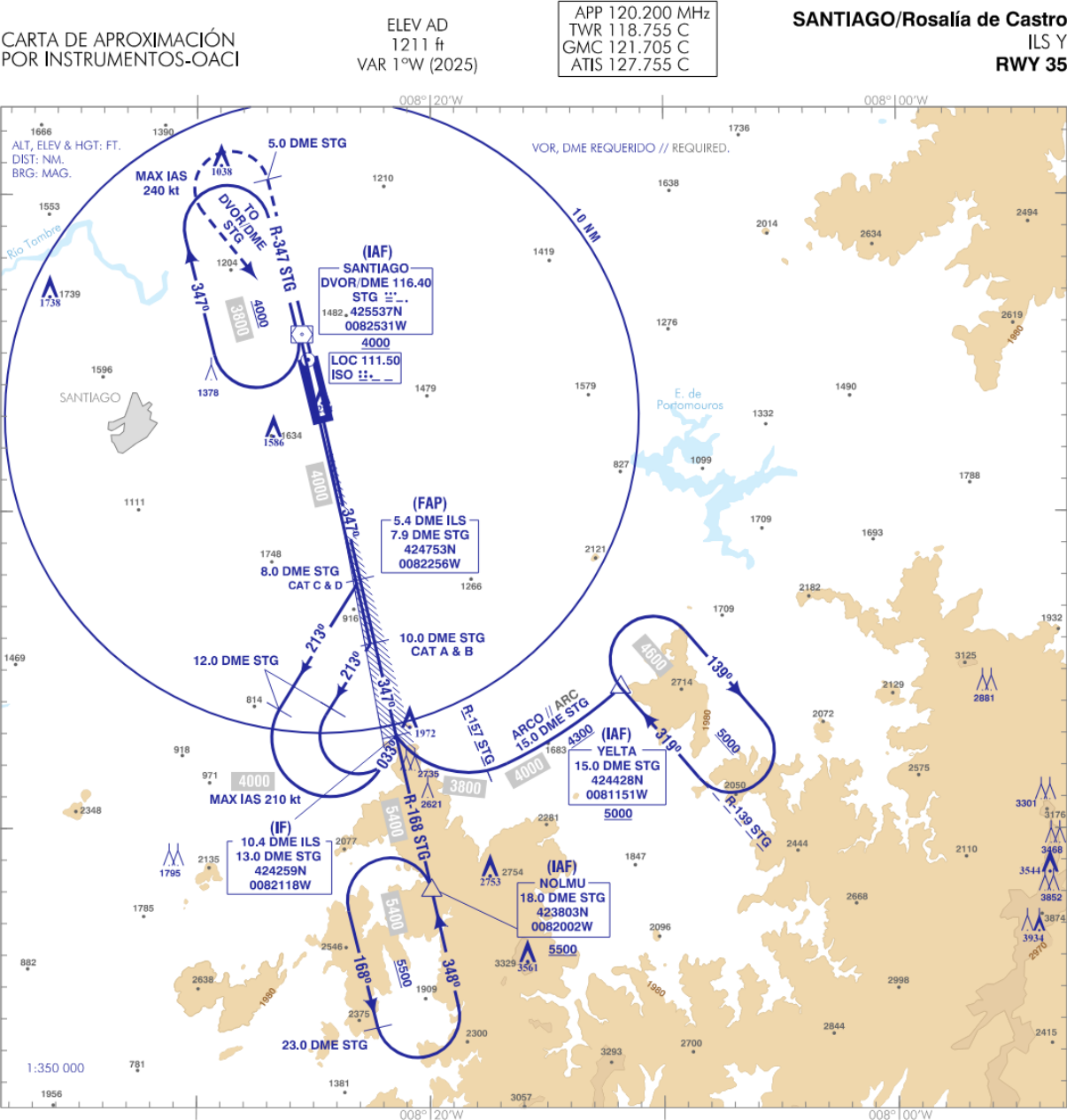


CHANGES: NEW INITIAL SEGMENT FROM YELVA AND REMOVE FROM XEBIK AND ASSOCIATED HOLDINGS, CIRCLING OCA/H, PROCEDURE DESIGNATOR, CONTROLLING OBSTACLES

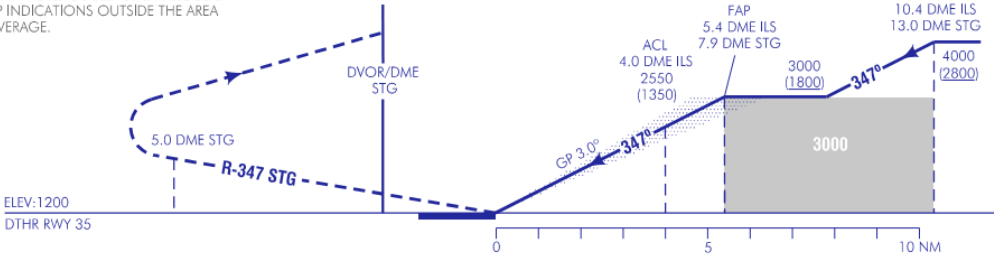


FRUSTRADA: SUBIR EN R-167 STG AL DVOR/DME STG. PROCEDER POR R-347 STG HASTA 5.0 DME STG. VIRAR A LA IZQUIERDA (IAS MAX 240 kt) DIRECTO AL DVOR/DME STG SUBIENDO A 4000 PARA INTEGRARSE A LA ESPERA.

MISSED APCH: CLIMB ON R-167 STG TO DVOR/DME STG. PROCEED ON R-347 STG UP TO 5.0 DME STG. TURN LEFT (MAX IAS 240 kt) DIRECT TO DVOR/DME STG CLIMBING TO 4000 TO JOIN THE HOLDING PATTERN.

NOTAS:
- PRECAUCIÓN: EL ILS PUEDE PROPORCIONAR INDICACIONES FALSAS DEL LOC Y GP FUERA DEL ÁREA DE COBERTURA.

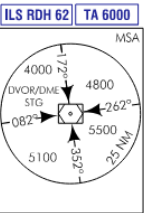
NOTES:
- CAUTION: THE ILS COULD GIVE FALSE LOC AND GP INDICATIONS OUTSIDE THE AREA OF COVERAGE.



NO OFZ RWY 35
HGT REF ELEV DTHR RWY 35

OCA/H			A	B	C	D
STA	CAT I 2.5%		1532 (332)	1542 (342)	1552 (352)	1562 (362)
	CAT I 4%		1421 (221)	1433 (232)	1441 (241)	1452 (252)
En circuito (H) sobre Circling (H) over 1211			1930 (720)	1950 (740)	2070 (860)	2160 (950)

GS	kt	80	100	120	140	160	180					
FAP-THR: 5.4 NM	mins	4:02	3:14	2:41	2:18	2:01	1:48					
FAP-MAPT:												
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	3	2	1
								2880 (1680)	2560 (1360)	2230 (1030)	1910 (710)	1590 (390)



AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

ILS-2 Y RWY 35

POINT	LAT	LONG	TRUE BEARING	DISTANCE DME (NM)
DVOR/DME STG (IAF)	425536.8N	0082531.4W	-	-
NOLMU (IAF)	423803.4N	0082002.1W	167.00° (STG)	18.00 DME STG
YELTA (IAF)	424428.1N	0081151.3W	137.85° (STG)	15.00 DME STG
-2-	-2-	-2-	-2-	-2-
IF	424258.7N	0082117.8W	166.15° (LOC ISO)	10.43 DME ILS
FAP	424753.2N	0082256.1W	166.15° (LOC ISO)	5.38 DME ILS
Aproximación final de precisión-Ángulo de descenso (Pendiente)				3.00° (5.24%)