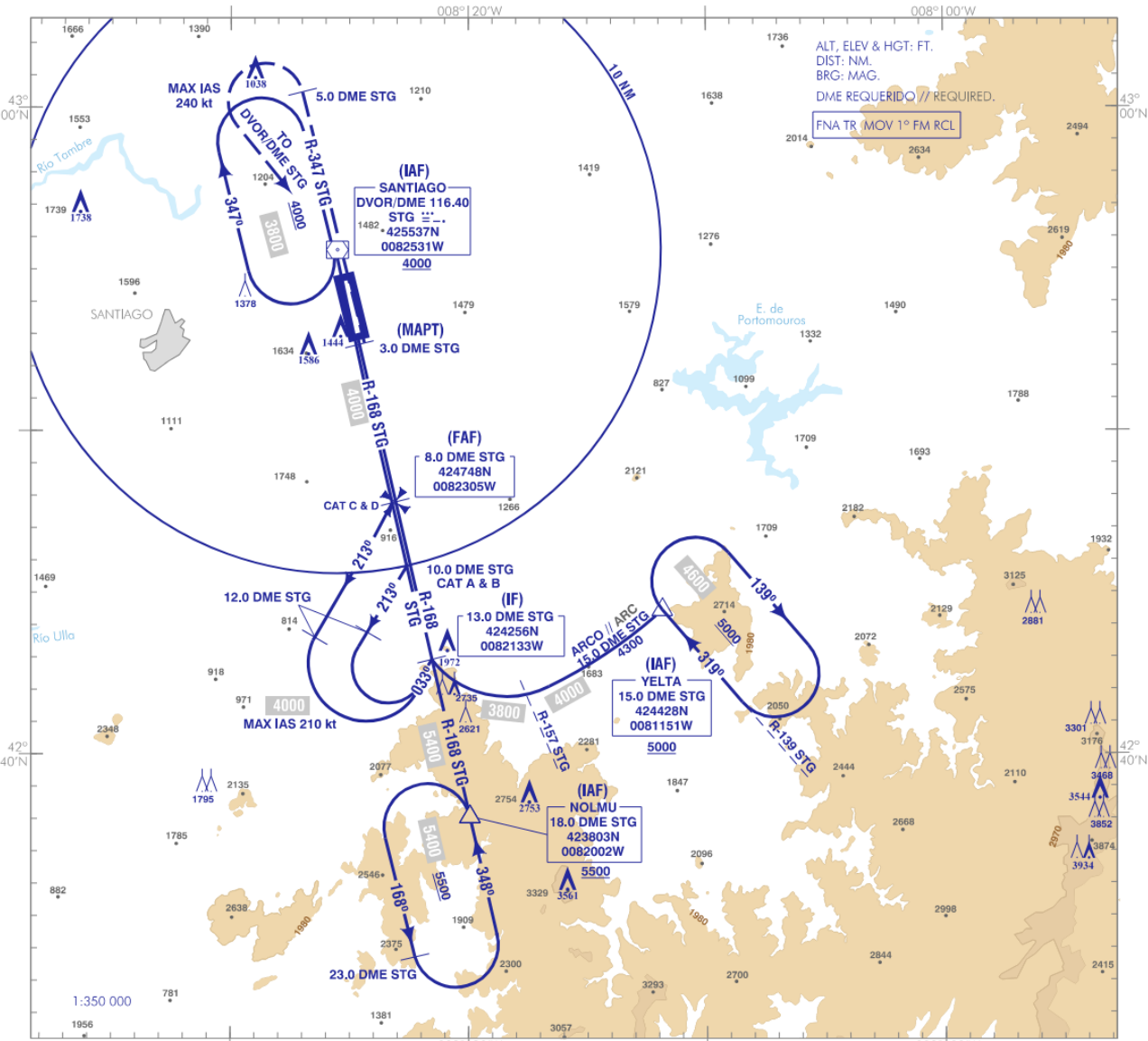


CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
1211 ft
VAR 1°W (2025)

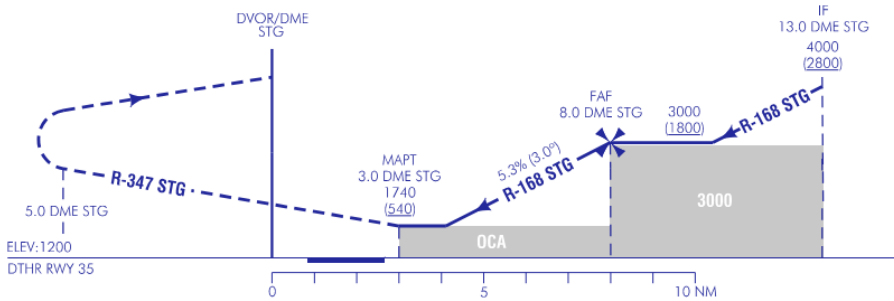
APP 120.200 MHz
TWR 118.755 C
GMC 121.705 C
ATIS 127.755 C

SANTIAGO/Rosalía de Castro
VOR
RWY 35



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.

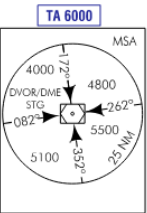
MISSED APCH: CLIMB ON R-167 STG TO DVOR/DME STG. PROCEED ON R-347 STG UP TO 5.0 DME STG. TURN LEFT (MAX IAS 240 kt) DIRECT TO DVOR/DME STG CLIMBING TO 4000 TO JOIN THE HOLDING PATTERN.



HGT REF ELEV DTHR RWY 35					
STA	OCA/H	A	B	C	D
	2.5%		1740 (540)		
En circuito (H) sobre Circling (H) over	1211	1930 (720)	1950 (740)	2070 (860)	2160 (950)

GS	kt	80	100	120	140	160	180
FAF-THR:	min/s						
FAF-MAPT:	min/s	NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED					
ROD: 5.3 %	ft/min	429	537	644	752	859	966

ALT/HGT DME (STG) FNA									
13	12	11	10	9	8	7	6	5	4
						2680 (1480)	2360 (1160)	2040 (840)	



WEF 29-OCT-26 (AIRAC AMDT 10/26)

AIP-ESPAÑA

INITIAL SEGMENT FROM YELVA, OCA/H, HEADINGS, CONTROLLING OBSTACLES, OBSTACLES, RENUMBERING

CHANGES:

AERONAUTICAL DATABASE REQUIREMENTS

INSTRUMENT APPROACH PROCEDURES

VOR 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
IF	424255.9N	0082133.2W	167.00° (STG)	13.00 DME STG
FAF	424748.3N	0082304.5W	167.00° (STG)	8.00 DME STG
MAPT	425240.7N	0082436.1W	167.00° (STG)	3.00 DME STG
Non-precision final approach - Slope (Descent angle)				5.30% (3.03°)