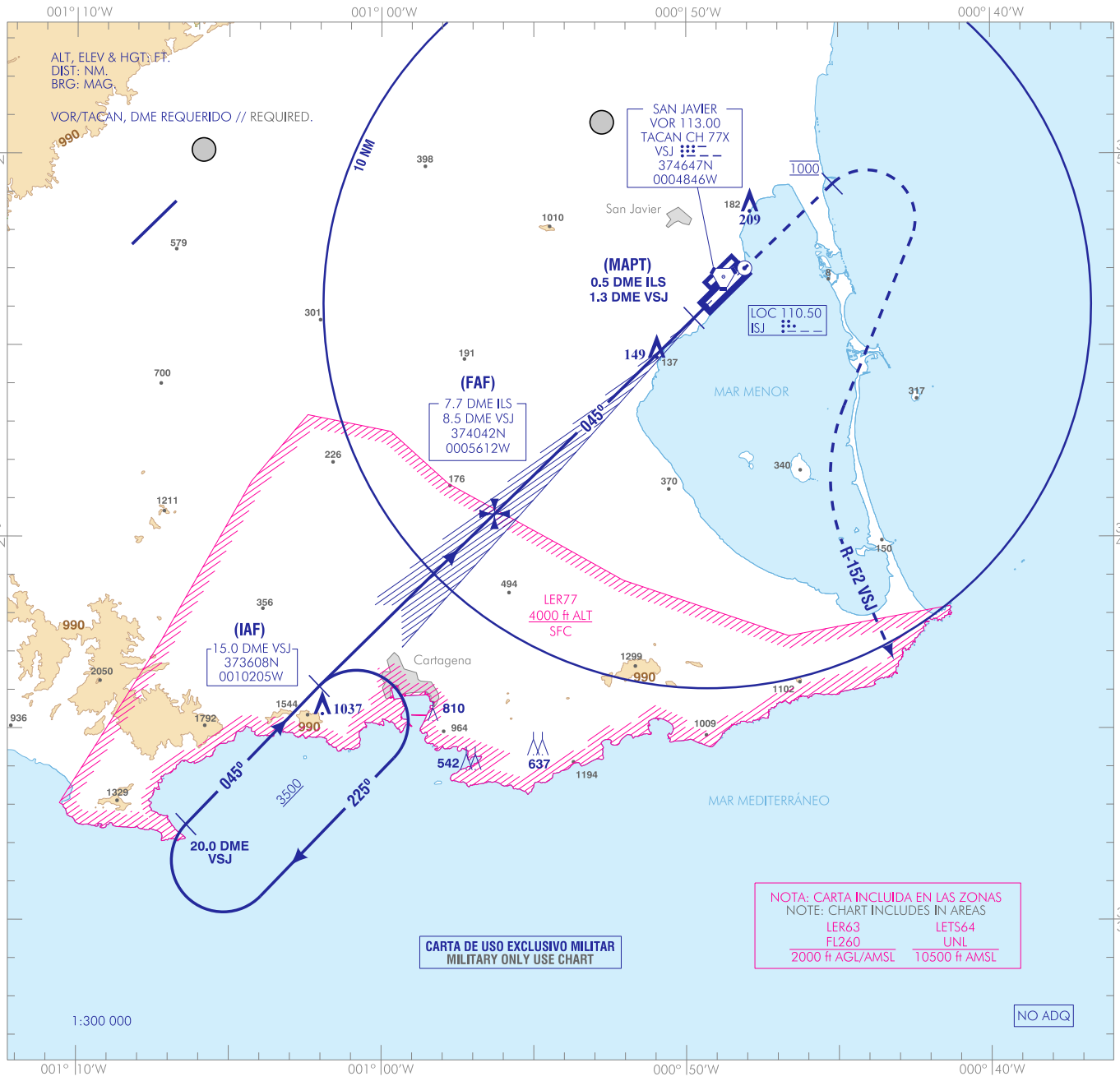
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-MIPS

ELEV AD
29 ft
VAR 1°E (2025)

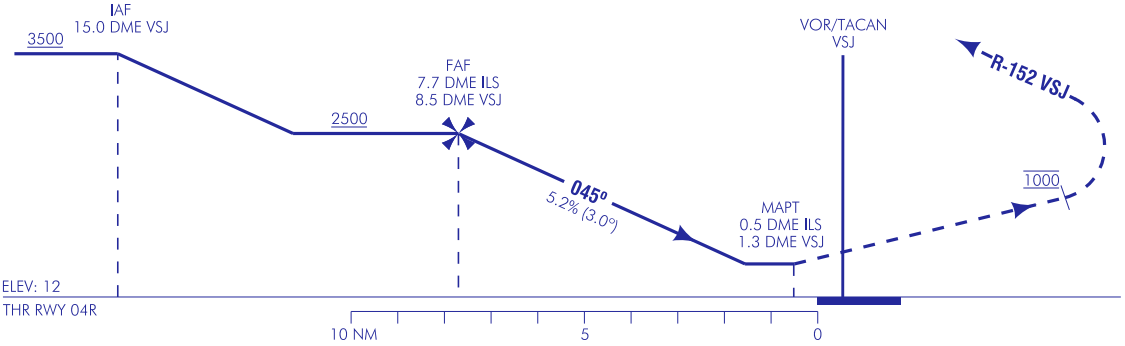
APP 130.300 MHz
398.325 MHz
TWR 124.425 MHz
139.300 MHz
257.800 MHz

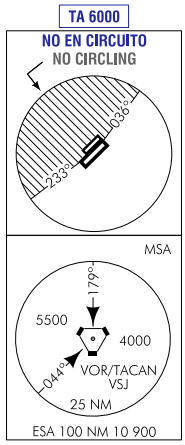
GMC 121.600 MHz
ATIS 128.605 C

**MURCIA/San Javier**
LOC X
**RWY 04R**




**FRUSTRADA**: SUBIR DIRECTO A 1000. VIRAR A LA DERECHA ASCENDIENDO A 5500 PARA SEGUIR R-152 VSJ Y CONTACTAR CON APP.
**MISSED APCH**: CLIMB DIRECT TO 1000. TURN RIGHT CLIMBING TO 5500 TO FOLLOW R-152 VSJ AND CONTACT APP.




**HGT REF ELEV THR RWY 04R**

| CAT | A | B | C | D |
|---|---|---|---|---|
| S-LOC | 400 - 1.5<br>390 (400-1.5) | | 400 - 1.8<br>390 (400-1.8) | |
| CIRCUITO<br>CIRCLING | 510-1.5<br>490<br>(500-1.5) | 530-1.6<br>510<br>(600-1.6) | 1020-2.4<br>1000<br>(1000-2.4) | 1370-5.0<br>1350<br>(1400-5.0) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAP-THR: | min:s | | | | | | |
| FAF-MAPT: 7.2 NM | min:s | 5:23 | 4:18 | 3:35 | 3:04 | 2:41 | 2:23 |
| ROD: 5.2 % | ft/min | 424 | 530 | 636 | 742 | 849 | 955 |

| ALT/HGT DME (ILS) FNA | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| | | | | | | 2300 | 1980 | 1660 | 1340 | 1020 | 700 | 390 |

CAMBIOS: DECLINACIÓN MAGNÉTICA, RADIAL, CUADRO NO EN CIRCUITO, DESIGNADOR DE PISTA, FRECUENCIA TWR.
CHANGES: MAGNETIC VARIATION, RADIAL, NO CIRCLING BOX, RUNWAY DESIGNATOR, TWR FREQUENCY.

MURCIA/San Javier AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

→ LOC X RWY 04R

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| IAF | 373607.9N | 0010205.1W | 225.75º (VSJ) | 15.00 DME VSJ |
| FAF | 374042.3N | 0005612.2W | 225.75º (VSJ) | 7.70 DME ILS<br>8.50 DME VSJ |
| MAPT | 374543.7N | 0004943.3W | 225.75º (VSJ) | 0.50 DME ILS<br>1.30 DME VSJ |
| Aproximación final de no precisión - Pendiente (Ángulo de descenso) //<br>Non-precision final approach - Slope (Descent angle) | | | | 5.24% (3.00º) |