TA 6000 ft

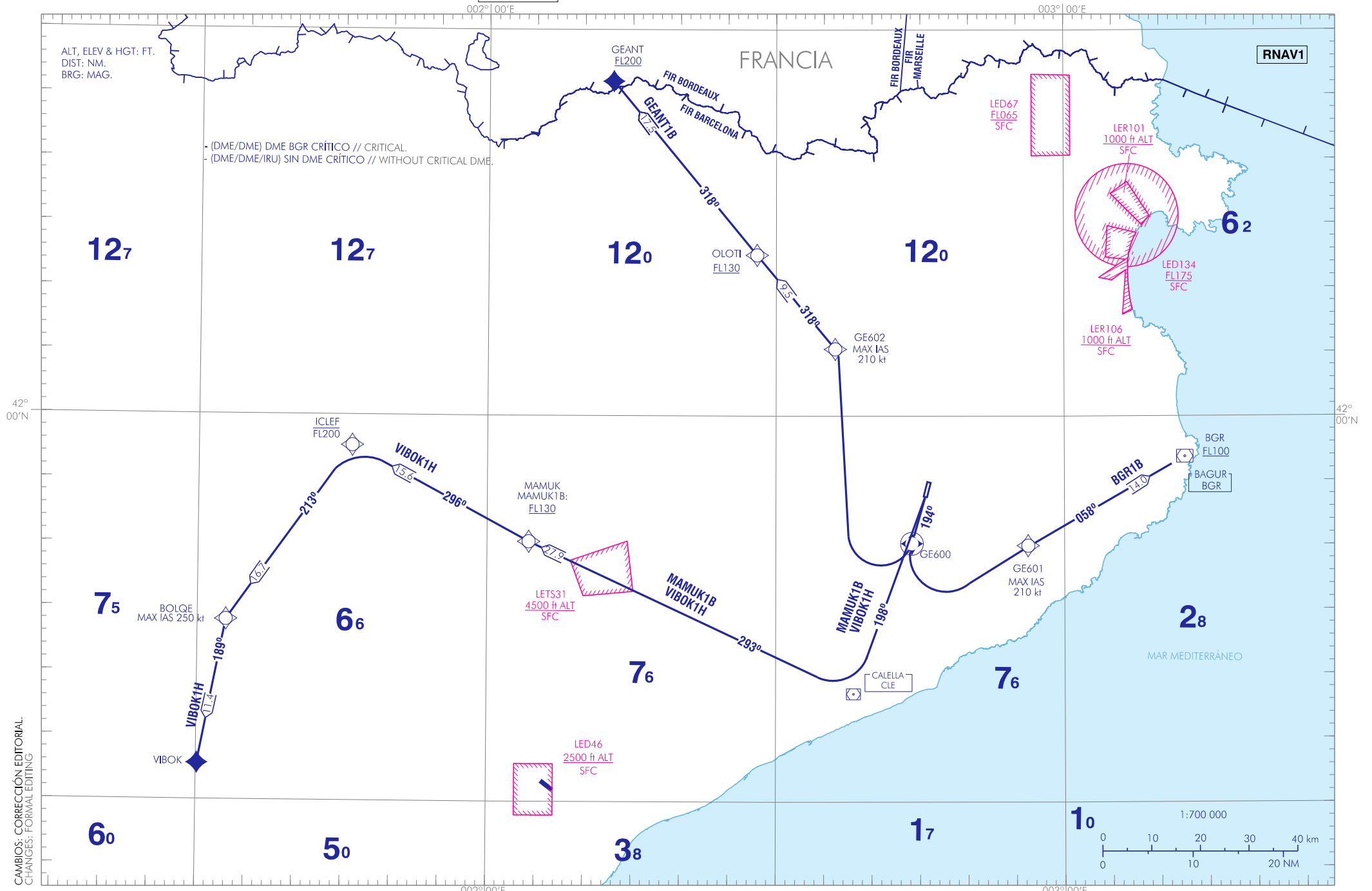
VAR 2°E (2025)

APP 120.905 C
TWR 118.505 C

# GIRONA

**RNAV RWY 19**

BGR1B GEANT1B
MAMUK1B VIBOK1H




CAMBIOS: CORRECCIÓN EDITORIAL.
CHANGES: FORMAL EDITING

INTENCIONADAMENTE EN BLANCO
INTENTIONALLY BLANK

GIRONA AD

| COORDENADAS WAYPOINTS // WAYPOINTS COORDINATES | |
|---|---|
| WPT | COORD |
| BGR | 415651.7N 0031231.9E |
| BOLQE | 414401.0N 0013258.0E |
| CLE | 413824.1N 0023804.8E |
| GE600 | 415006.2N 0024408.3E |
| GE601 | 414956.1N 0025613.2E |
| GE602 | 420512.2N 0023609.7E |
| GEANT | 422600.0N 0021259.1E |
| ICLEF | 415738.0N 0014556.0E |
| MAMUK | 415012.3N 0020419.5E |
| OLOTI | 421230.1N 0022800.4E |
| VIBOK | 413248.7N 0013006.7E |

| DME CRÍTICO // CRITICAL DME | | |
|---|---|---|
| INSTALACIÓN (ID)<br>FACILITY (ID) | FREQ / CH | COORD |
| BAGUR (BGR) | 112.20 MHz<br>CH 59X | 415651.6903N<br>0031232.6868E |

PISTA 19

NOTAS APLICABLES A TODAS LAS SID:

– RNAV1.
  - (DME/DME) DME BGR crítico.
  - (DME/DME/IRU) sin DME crítico.
– CONTROL DE VELOCIDAD:
  - IAS MAX 250 kt a FL100 o inferior.

RUNWAY 19

NOTES APPLICABLE TO ALL SID:

– RNAV1.
  - (DME/DME) DME BGR critical.
  - (DME/DME/IRU) no critical DME.
– SPEED CONTROL:
  - MAX IAS 250 kt at FL100 or below.

DESCRIPCIÓN TABULAR DEL PROCEDIMIENTO
PROCEDURE TABULAR DESCRIPTION

| Número de serie<br>Serial number | Descriptor de trayectoria<br>Path Terminator | Identificador de punto de recorrido<br>Waypoint identifier | Sobrevuelo<br>Fly-over | Curso / Derrota<br>Course/Track ºM (ºT) | Variación magnética<br>Magnetic variation | Distancia<br>Distance (NM) | Dirección de viraje<br>Turn direction | Altitud<br>Altitude (ft) | Velocidad<br>Speed (kt) | VPA/TCH (º/ft) | Especificación de navegación<br>Navigation specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **BGR1B** | | | | | | | | | | | |
| Pendiente mínima de ascenso del 6.2% hasta BGR, debida a motivos operacionales. // Minimum climb gradient of 6.2% up to BGR, due to operational reasons. | | | | | | | | | | | |
| 001 | CF | GE600 | Y | 194 (195.8) | -2.2 | - | - | - | - | - | RNAV1 |
| 002 | DF | GE601 | - | - | -2.2 | - | L | - | -210 | - | RNAV1 |
| 003 | TF | BGR | - | 058 (60.3) | -2.2 | 14.0 | - | +FL100 | - | - | RNAV1 |
| **GEANT1B** | | | | | | | | | | | |
| Pendiente mínima de ascenso del 6.7% hasta GEANT, debida a motivos operacionales // Minimum climb gradient of 6.7% up to GEANT, due to operational reasons. | | | | | | | | | | | |
| 001 | CF | GE600 | Y | 194 (195.8) | -2.2 | - | - | - | - | - | RNAV1 |
| 002 | DF | GE602 | - | - | -2.2 | - | R | - | -210 | - | RNAV1 |
| 003 | TF | OLOTI | - | 318 (320.3) | -2.2 | 9.5 | - | +FL130 | - | - | RNAV1 |
| 004 | TF | GEANT | - | 318 (320.5) | -2.2 | 17.5 | - | +FL200 | - | - | RNAV1 |
| **MAMUK1B** | | | | | | | | | | | |
| Pendiente mínima de ascenso del 4.8% hasta MAMUK, debida a motivos operacionales // Minimum climb gradient of 4.8% up to MAMUK, due to operational reasons. | | | | | | | | | | | |
| 001 | CF | CLE | - | 198 (200.0) | -2.2 | - | - | - | - | - | RNAV1 |
| 002 | TF | MAMUK | - | 293 (295.2) | -2.2 | 27.9 | - | +FL130 | - | - | RNAV1 |
| **VIBOK1H** | | | | | | | | | | | |
| Pendiente mínima de ascenso del 4.2% hasta MAMUK. // Minimum climb gradient of 4.2% up to MAMUK. | | | | | | | | | | | |
| 001 | CF | CLE | - | 198 (200.0) | -2.2 | - | - | - | - | - | RNAV1 |
| 002 | TF | MAMUK | - | 293 (295.2) | -2.2 | 27.9 | - | - | - | - | RNAV1 |
| 003 | TF | ICLEF | - | 296 (298.5) | -2.2 | 15.6 | - | -FL200 | - | - | RNAV1 |
| 004 | TF | BOLQE | - | 213 (215.5) | -2.2 | 16.7 | - | - | -250 | - | RNAV1 |
| 005 | TF | VIBOK | - | 189 (190.8) | -2.2 | 11.4 | - | - | - | - | RNAV1 |

SALIDA DE CONTINGENCIA (ODP) LEGE UNO VICTOR (LEGE1V). SOLO USO TÁCTICO. NO PLANIFICABLE

Las aeronaves de salida sin aprobación operacional RNAV1 que vayan a proceder por un encaminamiento de salida exclusivo RNAV1 (VIBOK) lo notificarán vía voz a Girona TWR (FRECUENCIA DE CLR) y serán instruidas a proceder de acuerdo con lo establecido en esta salida de contingencia.

Subir en rumbo magnético 181° hasta 4600 ft AMSL. Virar siguiendo instrucciones ATC.

Pendiente mínima de ascenso 6.5% hasta 4600 ft AMSL.

CONTINGENCY DEPARTURE (ODP) LEGE ONE VICTOR (LEGE1V). TACTICAL USE ONLY. UNPLANNABLE

Departing aircraft without RNAV1 operational clearance to proceed via an RNAV1-only departure routing (VIBOK) shall notify Girona TWR (CLR frequency) and will be instructed to proceed in accordance with the provisions of this contingency departure.

Climb on magnetic heading 181° up to 4600 ft AMSL. Turn as instructed by ATC.

Minimum climb gradient 6.5% up to 4600 ft AMSL.

OBSTÁCULOS CERCANOS QUE PENETRAN LA OIS // CLOSE-IN OBSTACLES WHICH PENETRATE THE OIS

| OBST | RWY | LAT | LONG | HGT (ft) | ELEV (ft) |
|---|---|---|---|---|---|
| Árbol // Tree | 19 | 415332.6N | 0024533.6E | 72 | 447 |
| Árbol // Tree | 19 | 415339.5N | 0024525.9E | 43 | 424 |
| Árbol // Tree | 19 | 415333.8N | 0024530.8E | 69 | 442 |
| Árbol // Tree | 19 | 415331.7N | 0024534.9E | 72 | 447 |
| Vegetation // Vegetation | 19 | 415334.9N | 0024518.8E | 44 | 444 |
| Árbol // Tree | 19 | 415334. 4N | 0024531.3E | 58 | 436 |
| Árbol // Tree | 19 | 415334.2N | 0024531.6E | 57 | 436 |
| Árbol // Tree | 19 | 415339.9N | 0024525.4E | 44 | 422 |
| Árbol // Tree | 19 | 415332.8N | 0024522.1E | 55 | 442 |
| Vegetation // Vegetation | 19 | 415323.7N | 0024507.4E | 21 | 479 |

OBSTÁCULOS SIGNIFICATIVOS // SIGNIFICANT OBSTACLES

| OBST | RWY | LAT | LONG | HGT (ft) | ELEV (ft) |
|---|---|---|---|---|---|
| Terreno // Terrain | 19 | 415002.7N | 0023456.8E | 0 | 2309 |
| Vértice Geodésico // Geodetic Vertex | 19 | 415534.9N | 0023705.5E | 50.5 | 2818 |
| Terreno // Terrain | 19 | 415752.7N | 0023415.0E | 0 | 3574 |
| Terreno // Terrain | 19 | 420021.3N | 0023349.6E | 0 | 3058 |
| Terreno // Terrain | 19 | 414551.4N | 0022053.9E | 0 | 4412 |
| Terreno // Terrain | 19 | 414457.0N | 0022043.8E | 0 | 4313 |
| Terreno // Terrain | 19 | 414433.6N | 0022155.4E | 0 | 4165 |
| Terreno // Terrain | 19 | 422516.0N | 0021241.5E | 0 | 9454 |
| Terreno // Terrain | 19 | 422327.9N | 0021337.6E | 0 | 8842 |
| Terreno // Terrain | 19 | 422440.8N | 0021923.6E | 0 | 8083 |
| Terreno // Terrain | 19 | 415524.7N | 0023047.1E | 0 | 3573 |
| Terreno // Terrain | 19 | 415407.0N | 0023150.7E | 0 | 3360 |
| Terreno // Terrain | 19 | 415325.8N | 0023231.3E | 0 | 3081 |
| Terreno // Terrain | 19 | 415108.4N | 0023454.2E | 0 | 2222 |
| Terreno // Terrain | 19 | 415030.6N | 0023730.1E | 0 | 1401 |