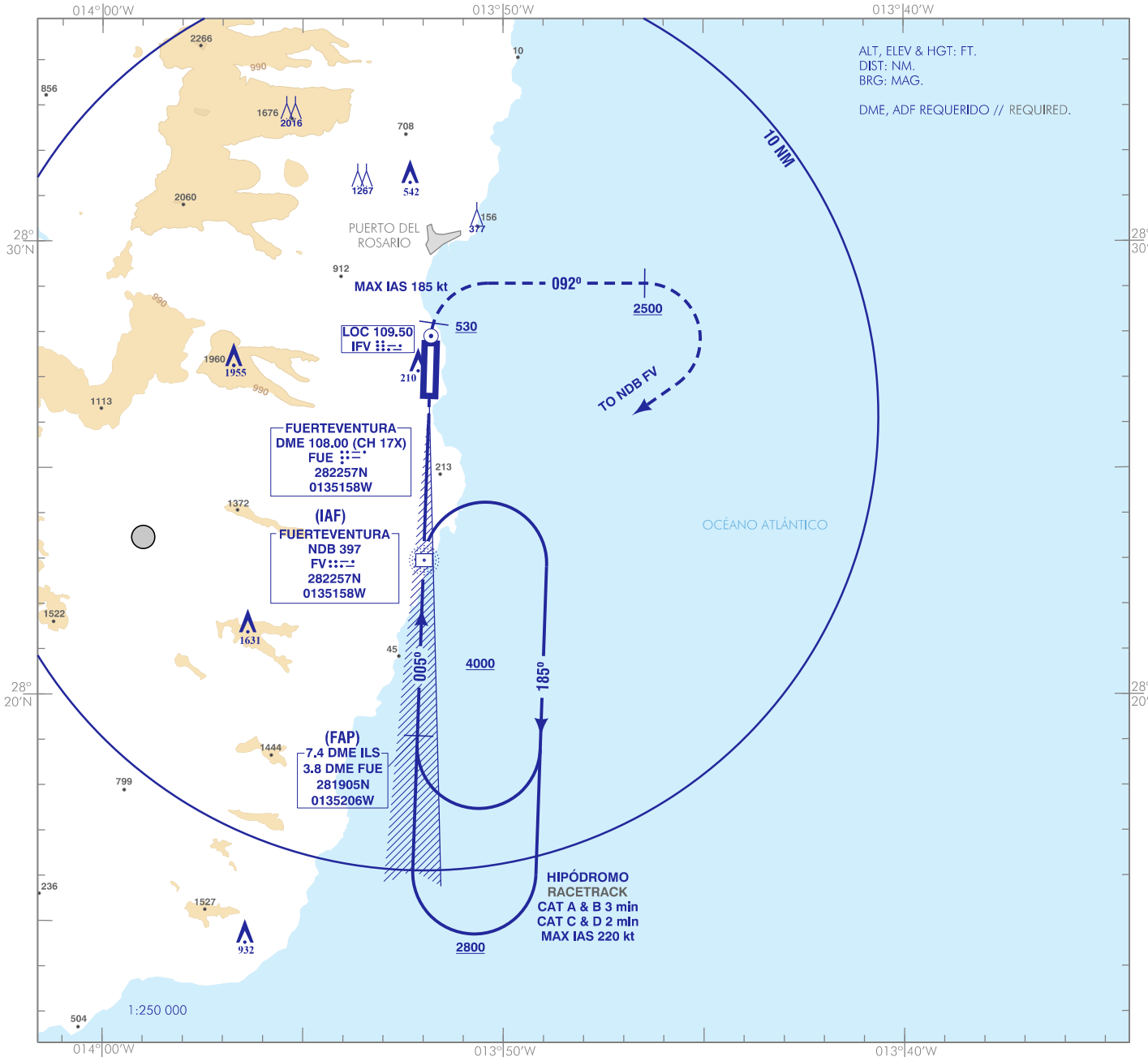
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

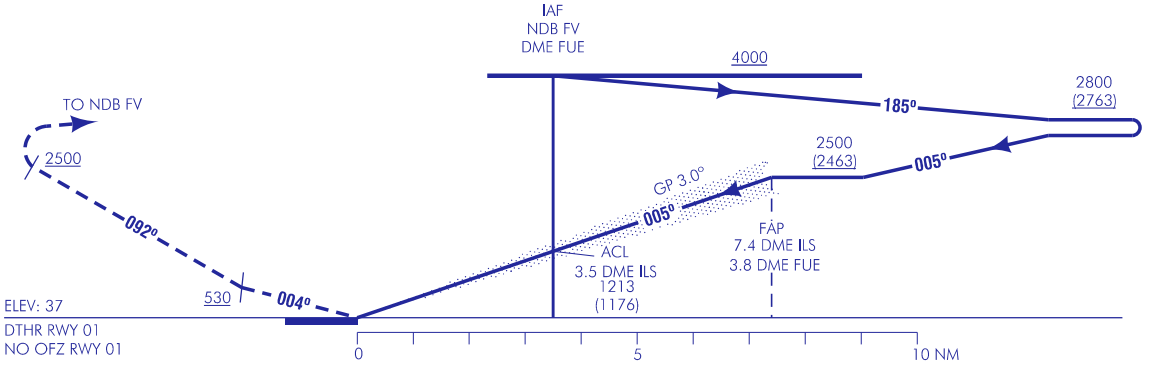
ELEV AD
83 ft
VAR 3°W (2025)

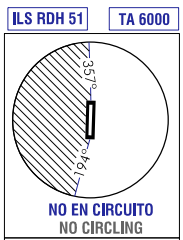
APP 129.300 MHz
TWR 118.475 MHz
GMC 121.700 MHz
ATIS 118.650 MHz

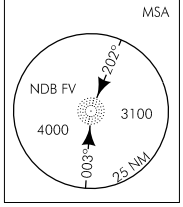
**FUERTEVENTURA**
ILS X
**RWY 01**




**FRUSTRADA:** SUBIR EN RUMBO MAGNÉTICO 004° HASTA ALCANZAR 530. VIRAR A LA DERECHA (IAS MAX 185 kt) A RUMBO MAGNÉTICO 092° HASTA ALCANZAR 2500. VIRAR A LA DERECHA DIRECTO A NDB FV SUBIENDO A 4000 PARA INTEGRARSE A LA ESPERA.
**MISSED APCH:** CLIMB ON MAGNETIC HEADING 004° UNTIL REACH 530. TURN RIGTH (MAX IAS 185 kt) TO MAGNETIC HEADING 092° TO REACH 2500. TURN RIGHT DIRECT TO NDB FV CLIMBING UP TO 4000 TO JOIN THE HOLDING.




**HGT REF ELEV DTHR RWY 01**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | CAT I | 272 (235) | 284 (247) | 292 (255) | 303 (266) |
| | | | | | |
| | | | | | |
| En circuito (H) sobre 83<br>Circling (H) over | | 1030 (950) | | 1130 (1050) | 1400 (1320) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAP-THR: 7.4 NM | min:s | 5:34 | 4:27 | 3:43 | 3:11 | 2:47 | 2:28 |
| FAF-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 | 3 | 2 | 1 |
| | | | | | | 2370 (2330) | 2040 (2000) | 1710 (1670) | 1380 (1340) | 1060 (1020) | 730 (700) | 410 (380) |

CAMBIOS: CORRECCIÓN EN EL REDONDEO DE LA DISTANCIA DME EN FAP.
CHANGES: CORRECTION IN THE ROUNDING OF THE DME DISTANCE AT THE FAP.

## FUERTEVENTURA AD

### REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
### AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS X RWY 01

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| NDB FV (IAF) | 282257.3N | 0135158.4W | – | – |
| FAP | 281904.6N | 0135205.6W | 181.67º (LOC IFV) | 7.42 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Descent angle (Slope) | | | | 5.24% (3.00º) |

→ NOTAS APLICABLES A TODAS LAS APROXIMACIONES:

– Control de velocidad:

a) Si no se reciben instrucciones diferentes del ATC cruzar:

– IAS 190 kt a 9.0 DME ILS;

– IAS 160 kt a 4.0 DME ILS.

b) Si no se pudiera cumplir con lo anterior, notificar al ATC en primera comunicación.

NOTES APPLICABLE TO ALL APPROACHES:

– Speed control:

a) Unless otherwise instructed by ATC, cross:

– IAS 190 kt at 9.0 DME ILS;

– IAS 160 kt at 4.0 DME ILS.

b) If unable to comply, advise ATC on first contact.