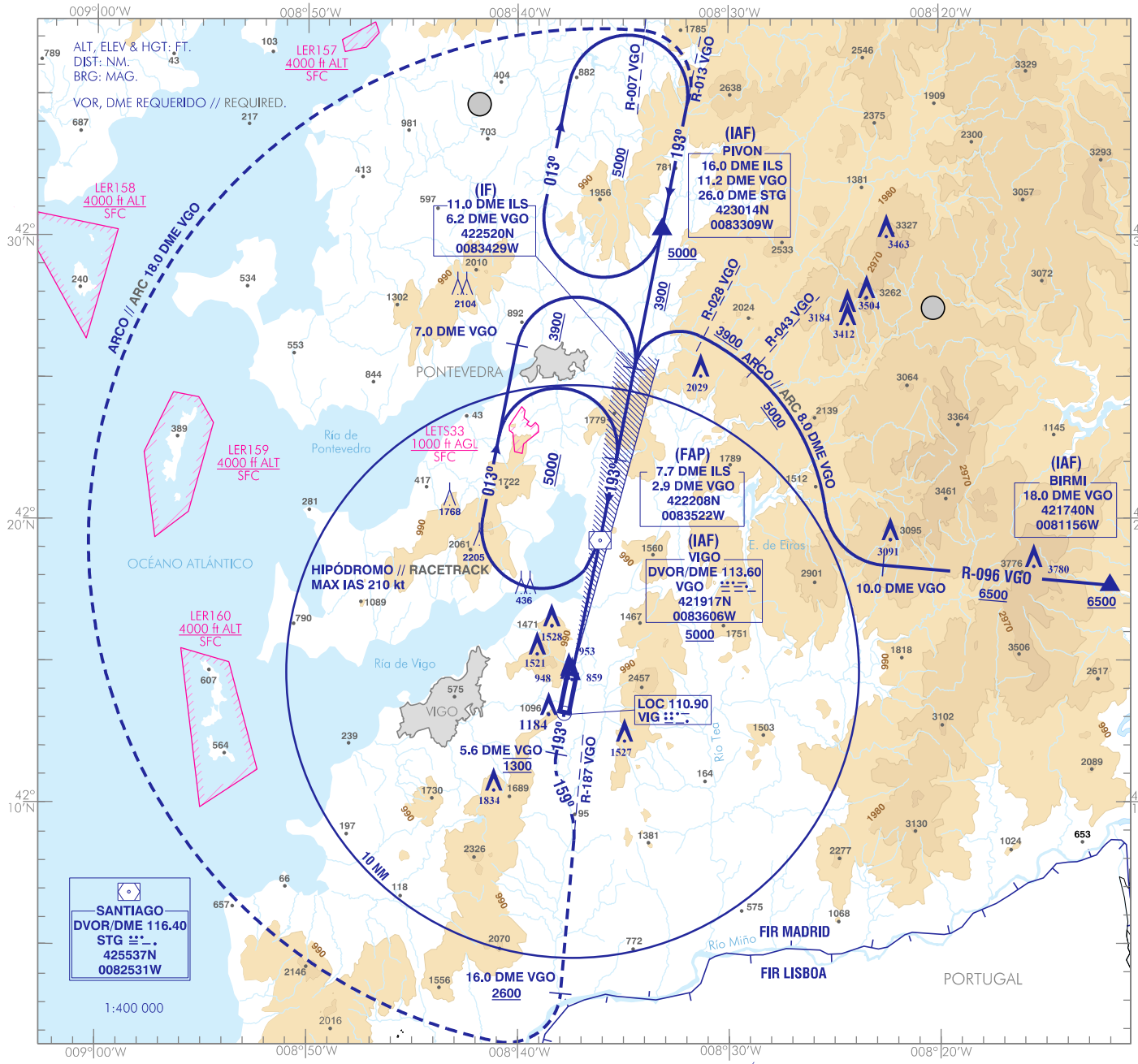
ELEV AD
856 ft
VAR 1°W (2025)

APP 120.200 MHz
TWR 118.455 C
GMC 121.705 C
ATIS 120.830 C

# VIGO
ILS Z
**RWY 19**

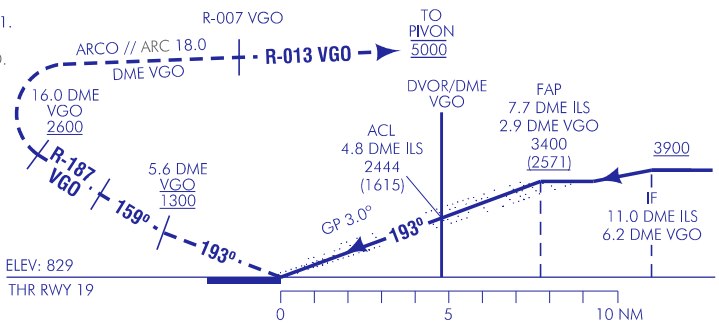


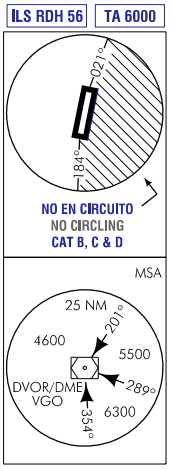

**FRUSTRADA**: SUBIR EN RUMBO DE PISTA HASTA 1300. VIRAR A LA IZQUIERDA (NO ANTES DE 5.6 DME VGO) A RUMBO MAGNÉTICO 159° PARA INTERCEPTAR Y SEGUIR R-187 VGO HASTA ALCANZAR 16.0 DME VGO A 2600 O SUPERIOR. VIRAR A LA DERECHA PARA SEGUIR ARCO 18.0 DME VGO HASTA CRUZAR R-007 VGO. VIRAR A LA DERECHA PARA SEGUIR R-013 VGO DIRECTO A ALCANZAR LA ESPERA EN PIVON A 5000.

**MISSED APCH**: CLIMB ON RUNWAY HEADING UP TO 1300. TURN LEFT (NOT BEFORE 5.6 DME VGO) TO MAGNETIC HEADING 159° TO INTERCEPT AND FOLLOW R-187 VGO UP TO REACH 16.0 DME VGO AT 2600 OR ABOVE. TURN RIGHT TO FOLLOW ARC 18.0 DME VGO UP TO CROSS R-007 VGO. TURN RIGHT TO FOLLOW R-013 VGO DIRECT TO JOIN THE HOLDING OVER PIVON AT 5000.

NOTAS:
- SE PROHIBE LA ENTRADA AL HIPÓDROMO POR EL SECTOR 1.

NOTES:
- ENTRY TO THE RACETRACK FROM SECTOR 1 IS PROHIBITED.




**HGT REF ELEV THR RWY 19**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | CAT I 2.5% | 1240 (411) | 1250 (421) | 1260 (431) | 1270 (441) |
| | CAT I 4% | 1105 (276) | 1115 (286) | 1125 (296) | 1135 (306) |
| | CAT II 2.5% | (146) | (163) | (174) | (189) |
| En circuito(H) sobre Circling (H) over 856 | | 1860 (1010) | | 2250 (1400) | |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAP-THR: 7.7 NM | min:s | 5:48 | 4:38 | 3:52 | 3:19 | 2:54 | 2:35 |
| 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 |
| | | | | | | 3160 (2330) | 2830 (2000) | 2500 (1680) | 2180 (1350) | 1850 (1020) | 1530 (700) | |

CAMBIOS: MODIFICACIÓN VELOCIDAD HIPÓDROMNO.
CHANGES: RACETRACK SPEED MODIFIED.

VIGO AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Z RWY 19

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| PIVON (IAF) | 423014.2N | 0083308.9W | 011.42 (LOC VIG) | 16.00 DME ILS |
| BIRMI (IAF) | 421740.0N | 0081156.2W | 095.00º (VGO) | 18.00 DME VGO |
| DVOR/DME VGO (IAF) | 421916.7N | 0083605.9W | – | – |
| IF | 422520.1N | 0083429.4W | 011.42 (LOC VIG) | 11.00 DME ILS |
| FAP | 422207.8N | 0083522.1W | 011.42 (LOC VIG) | 7.73 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Slope (Descent angle) | | | | 5.24% (3.00º) |