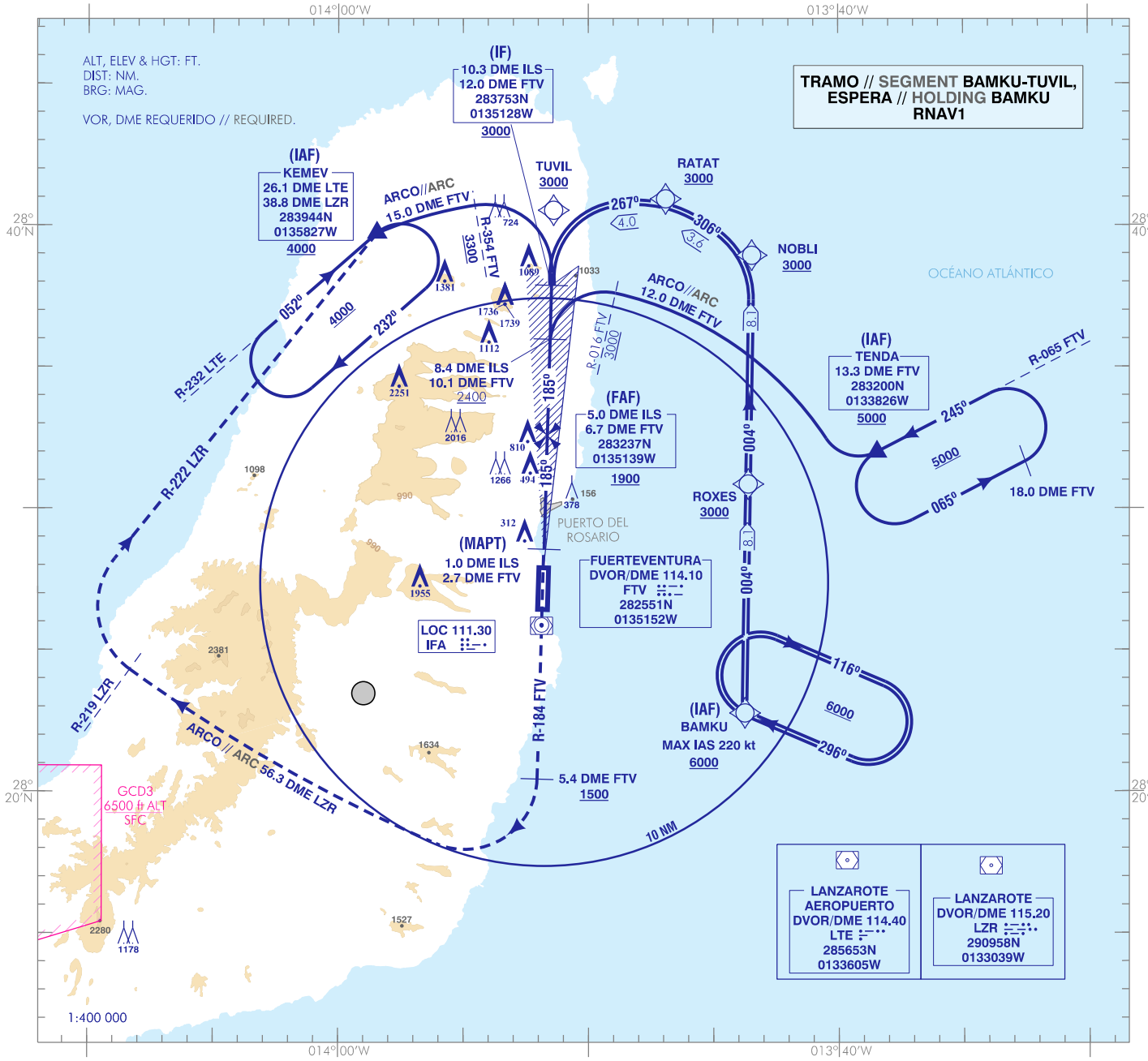
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

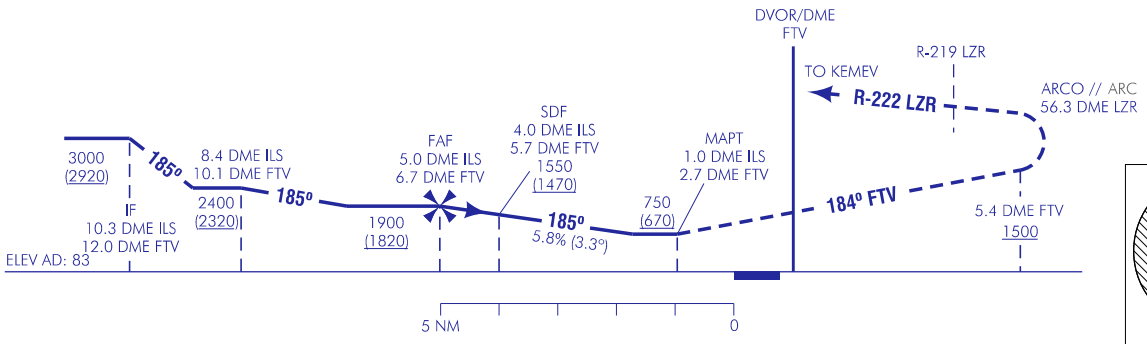
ELEV AD
83 ft
VAR 3°W (2025)

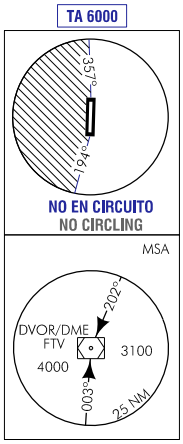
APP 129.300 MHz
TWR 118.475 MHz
GMC 121.700 MHz
ATIS 118.650 MHz

**FUERTEVENTURA**
**LOC Z**
**RWY 19**




**FRUSTRADA:** SUBIR EN RUMBO DE PISTA DIRECTO AL DVOR/DME FTV. SEGUIR R-184 FTV HASTA ALCANZAR 5.4 DME FTV A 1500 O SUPERIOR. VIRAR A LA DERECHA PARA INTERCEPTAR Y SEGUIR ARCO 56.3 DME LZR HASTA R-219 LZR. VIRAR A LA DERECHA PARA SEGUIR R-222 LZR DIRECTO A KEMEV PARA INTEGRARSE A LA ESPERA A 4000.
**MISSED APCH:** CLIMB IN RUNWAY HEADING TO DVOR/DME FTV. FOLLOW R-184 FTV TO 5.4 DME FTV UP TO 1500 OR ABOVE. TURN RIGHT TO INTERCEPT AND FOLLOW 56.3 DME LZR ARC UP TO R-219 LZR. TURN RIGHT TO FOLLOW R-222 LZR DIRECT TO KEMEV TO JOIN THE HOLDING AT 4000.




**HGT REF ELEV AD**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | 2.5% | 750 (670) | | | |
| | | | | | |
| | | | | | |
| En circuito (H) sobre<br>Circling (H) over | | 1030 (950) | | 1140 (1060) | 1270 (1190) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF-THR: | min:s | | | | | | |
| FAF-MAPT: | min:s | NO AUTORIZADO EL CRONOMETRAJE // TIMING NOT AUTHORISED | | | | | |
| ROD: 5.8 % | ft/min | 467 | 584 | 701 | 818 | 935 | 1052 |

| ALT/HGT DME (ILS) FNA | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |
| | | | | | | | | 1890 (1810) | 1540 (1460) | 1190 (1110) | 840 (760) | |

CAMBIOS: DECLINACIÓN MAGNÉTICA, ACTUALIZACIÓN DE RUMBOS Y RADIALES.
CHANGES: MAGNETIC VARIATION, UPDATE OF TRACKS AND RADIALS.

## FUERTEVENTURA AD

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

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

LOC Z RWY 19

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| TENDA (IAF) | 283200.0N | 0133826.4W | 062.54º (FTV) | 13.33 DME FTV |
| BAMKU (IAF) | 282246.3N | 0134344.6W | 113.14º (FTV) | 7.80 DME FTV |
| KEMEV (IAF) | 283943.6N | 0135826.6W | 337.33º (FTV) | 15.00 DME FTV |
| IF | 283753.1N | 0135128.2W | 001.67º (LOC IFA) | 10.30 DME ILS |
| FAF | 283236.8N | 0135138.7W | 001.67º (LOC IFA) | 5.04 DME ILS |
| MAPT | 282833.9N | 0135146.8W | 001.67º (LOC IFA) | 1.00 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Descent angle (Slope) | | | | 5.77% (3.30º) |

| COORDENADAS WAYPOINTS // WAYPOINTS COORDINATES | |
|---|---|
| WPT | COORD |
| BAMKU (IAF) | 282246.3N 0134344.6W |
| NOBLI | 283856.0N 0134327.6W |
| RATAT | 284055.7N 0134654.1W |
| ROXES | 283051.2N 0134336.3W |
| TUVIL | 284031.7N 0135123.0W |

→ NOTAS APLICABLES A TODAS LAS APROXIMACIONES:

– Control de velocidad:

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

– IAS 220 kt sobre IAF BAMKU, KEMEV, TENDA;

– 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 220 kt over IAF BAMKU, KEMEV, TENDA;

– 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.

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<br>ºM (ºT) | Variación magnética<br>Magnetic variation | Distancia<br>Distance<br>(NM) | Dirección de viraje<br>Turn direction | Altitud<br>Altitude<br>(ft) | Velocidad<br>Speed<br>(kt) | VPA/TCH<br>(º/ft) | Especificación de navegación<br>Navigation specification |
|---|---|---|---|---|---|---|---|---|---|---|---|
| → **BAMKU (IAF)**<br>RNAV1. | | | | | | | | | | | |
| 001 | IF | BAMKU | – | – | +2.9 | – | – | +6000 | -220 | – | RNAV1 |
| 002 | TF | ROXES | – | 004 (000.9) | +2.9 | 8.1 | – | +3000 | – | – | RNAV1 |
| 003 | TF | NOBLI | – | 004 (000.9) | +2.9 | 8.1 | – | +3000 | – | – | RNAV1 |
| 004 | TF | RATAT | – | 306 (303.3) | +2.9 | 3.6 | – | +3000 | – | – | RNAV1 |
| 005 | TF | TUVIL | – | 267 (264.2) | +2.9 | 4.0 | – | +3000 | – | – | RNAV1 |

CIRCUITOS DE ESPERA // HOLDING PATTERN

| Descriptor de trayectoria<br>Path Terminator | Identificador de punto de recorrido<br>Waypoint identifier | Sobrevuelo<br>Fly-over | Curso/Derrota<br>Course/Track<br>ºM (ºT) | Variación magnética<br>Magnetic variation | Distancia/ Tiempo de alejamiento<br>Distance/ Outbound time<br>(MIN) | Dirección de viraje<br>Turn direction | Altitud MNM<br>MNM altitude<br>(ft) | Altitud MAX<br>MAX altitude<br>(ft) | Velocidad<br>Speed<br>(kt) | Especificación de navegación<br>Navigation specification |
|---|---|---|---|---|---|---|---|---|---|---|
| → HM | BAMKU | – | 296 (293.2) | +2.9 | – | R | 6000 | – | -220 | RNAV1 |
| RNAV1. | | | | | | | | | | |