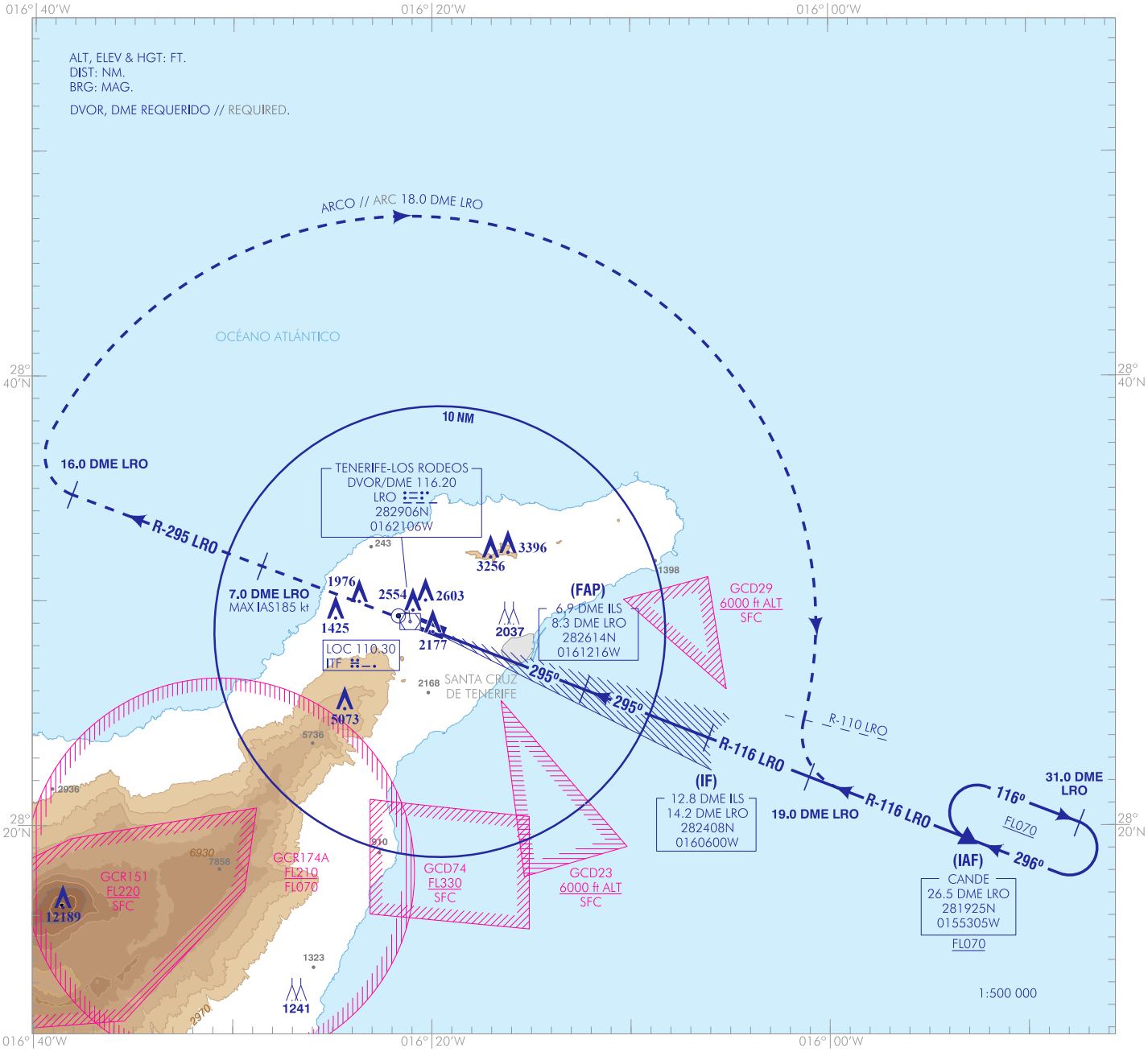
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
2076
VAR 5°W (2020)

| | |
|---|---|
| APP | 124.800 MHz |
| TWR | 118.700 MHz |
| GMC | 121.700 MHz |
| ATIS | 118.575 MHz |

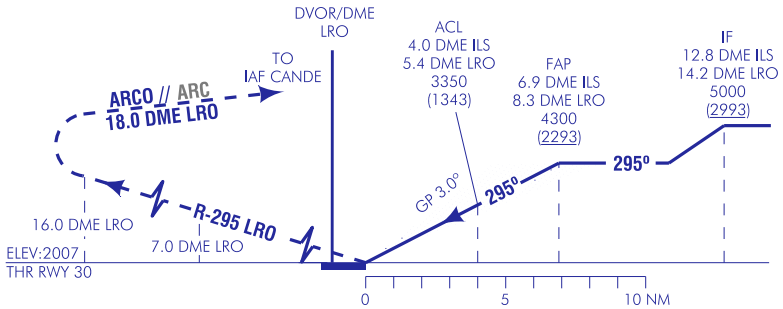
TENERIFE NORTE/Ciudad
de La Laguna
ILS Y
RWY 30

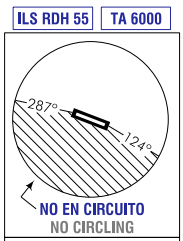


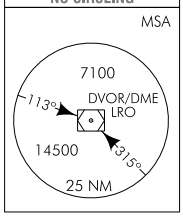

**FRUSTRADA**: SUBIR EN RUMBO DE PISTA PARA INTERCEPTAR Y SEGUIR R-295 LRO HASTA 7.0 DME LRO (IAS MAX 185 kt), HASTA 16.0 DME LRO. VIRAR A LA DERECHA PARA INTERCEPTAR Y SEGUIR ARCO 18.0 DME LRO HASTA R-110 LRO. VIRAR A LA IZQUIERDA PARA INTERCEPTAR Y SEGUIR R-116 LRO DIRECTO A CANDE PARA INTEGRARSE A LA ESPERA A FL070.
**MISSED APCH**: CLIMB ON RUNWAY HEADING TO INTERCEPT AND FOLLOW R-295 LRO UP TO 7.0 DME LRO (MAX IAS 185 kt), UP TO 16.0 DME LRO. TURN RIGHT TO INTERCEPT AND FOLLOW ARC 18.0 DME LRO UP TO R-110 LRO. TURN LEFT TO INTERCEPT AND FOLLOW R-116 LRO DIRECT TO CANDE TO JOIN THE HOLDING AT FL070.

NOTA:
- SUJETA A LA ACTIVIDAD DE LA GCD29.

NOTE:
- SUBJECT TO GCD29 ACTIVITY.




**HGT REF ELEV THR RWY 30**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | CAT I 2.5% | 2423 (416) | 2435 (428) | 2443 (436) | 2454 (447) |
| | CAT I 4.0% | 2329 (322) | 2341 (334) | 2349 (342) | 2360 (353) |
| | CAT I 5.0% | 2322 (315) | 2334 (327) | 2342 (335) | 2353 (346) |
| En circuito (H) sobre / Circling (H) over 2076 | | 3020 (950) | | 3750 (1680) | 3850 (1780) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAP-THR: 6.9 NM | min:s | 5:10 | 4:08 | 3:27 | 2:57 | 2:35 | 2:18 |
| 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 |
| | | | | | | | 4010 (2000) | 3680 (1670) | 3350 (1350) | 3030 (1020) | 2710 (700) | |

CAMBIOS: GCR174A, RENUMERACIÓN.
CHANGES: GCR174A, RENUMBERING.

TENERIFE NORTE/Ciudad de La Laguna AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Y RWY 30

| PUNTO<br>POINT | LAT | LONG | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|---|---|---|---|---|
| CANDE (IAF) | 281924.9N | 0155305.1W | 111.24º (LRO) | 26.52 DME LRO |
| IF | 282408.3N | 0160600.5W | 110.57º (LOC ITF) | 12.80 DME ILS |
| FAP | 282613.6N | 0161216.1W | 110.57º (LOC ITF) | 6.90 DME ILS |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Slope (Descent angle) | | | | 5.24% (3.00º) |

CONTROL DE VELOCIDAD:

a) Si no se reciben instrucciones diferentes del ATC, cruzar:
- 12.0 DME ILS (1) a IAS 210 kt;
- 9.0 DME ILS (1) a IAS 185 kt; y
- 4.0 DME ILS (1) a IAS 160 kt.

(1) O distancia equivalente al umbral en caso de DME ILS U/S.

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

SPEED CONTROL:

a) Unless otherwise instructed by ATC, cross:
- 12.0 DME ILS (1) at IAS 210 kt
- 9.0 DME ILS (1) at IAS 185 kt; and
- 4.0 DME ILS (1) at IAS 160 kt.

(1) Or equivalent distance to threshold in case ILS DME U/S.

b) If unable to comply with the aforementioned (a), report ATC upon first communication.