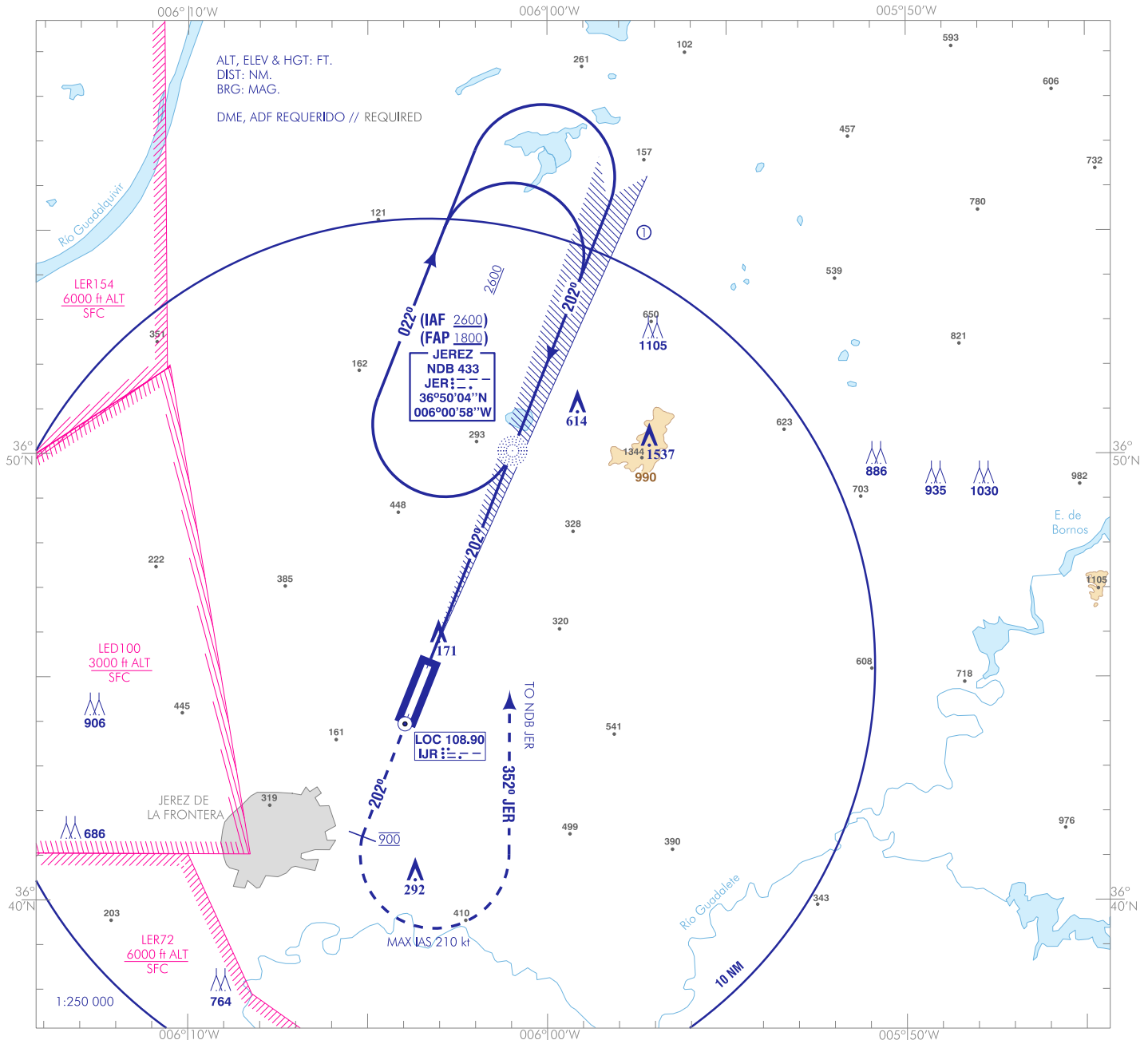


# CARTA DE APROXIMACIÓN POR INSTRUMENTOS-OACI

ELEV AD  
93  
VAR 1°W (2020)

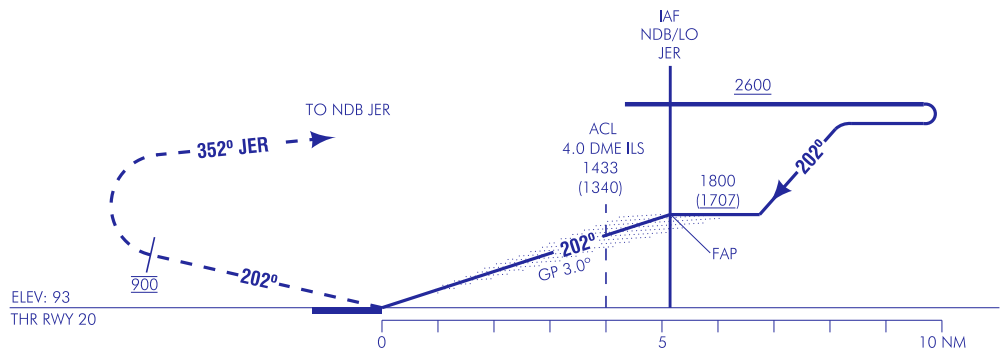
APP 128.500 MHz  
TWR 118.555 C  
GMC 133.280 C  
ATIS 125.655 C

JEREZ  
ILS Y  
RWY 20



**FRUSTRADA:** SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 900. VIRAR A LA IZQUIERDA (IAS MAX 210 kt) A RUTA MAGNÉTICA 352°JER SUBIENDO A 2600 PARA INTEGRARSE A LA ESPERA.  
**MISSED APCH:** CLIMB ON RUNWAY HEADING UP TO REACH 900. TURN LEFT (MAX IAS 210 kt) TO MAGNETIC TRACK 352°JER CLIMBING AT 2600 TO JOIN TO HOLDING.

NOTAS:  
① HIPÓDROMO:  
ALT MNM 2600  
IAS MAX 230 kt  
CAT A & B: ALEJAMIENTO 1.5 min.  
CAT C & D: ALEJAMIENTO 1 min.  
NOTES:  
① HIPÓDROMO:  
MNM ALT 2600  
MAX IAS 230 kt  
CAT A & B: OUTBOUND 1.5 min.  
CAT C & D: OUTBOUND 1 min.

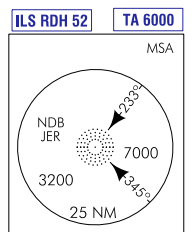


NO OFZ RWY 20  
HGT REF ELEV THR RWY 20

| OCA/H                                        |       | A            | B            | C            | D             |
|----------------------------------------------|-------|--------------|--------------|--------------|---------------|
| STA                                          | CAT I | 305<br>(212) | 315<br>(222) | 325<br>(232) | 335<br>(242)  |
|                                              |       |              |              |              |               |
| En círculo (H) sobre<br>Circling (H) over 93 |       | 730<br>(640) | 750<br>(660) | 970<br>(880) | 1040<br>(950) |

| GS              | kt     | 80   | 100  | 120  | 140  | 160  | 180  |
|-----------------|--------|------|------|------|------|------|------|
| FAP-THR: 5.1 NM | min:s  | 3:51 | 3:04 | 2:34 | 2:12 | 1:55 | 1:42 |
| FAP-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              |
|                       |    |    |    |   |   |   |   | 1760<br>(1670) | 1440<br>(1340) |
|                       |    |    |    |   |   |   |   | 1110<br>(1020) | 790<br>(700)   |
|                       |    |    |    |   |   |   |   | 470<br>(380)   |                |



CAMBIO: FREQ TWR, GMC Y ATIS, OBST.  
CHANGES: TWR, GMC AND ATIS FREQ, OBST.

WEF 25-JAN-24 (AIRAC AMDT 17/23)

AIP-ESPAÑA

AD 2-LEJR IAC/5.1

JEREZ AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA  
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Y RWY 20

| PUNTO<br>POINT                                                                                                          | LATITUD<br>LATITUDE | LONGITUD<br>LONGITUDE | AZIMUT VERDADERO<br>TRUE BEARING | DISTANCIA DME<br>DME DISTANCE<br>(NM) |
|-------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|----------------------------------|---------------------------------------|
| NDB JER (IAF/FAP)                                                                                                       | 36°50'04.1"N        | 006°00'58.4"W         | —                                | —                                     |
| Aproximación final de precisión - Pendiente (Ángulo de descenso) //<br>Precision final approach - Slope (Descent angle) |                     |                       |                                  | 5.24% (3.00°)                         |

