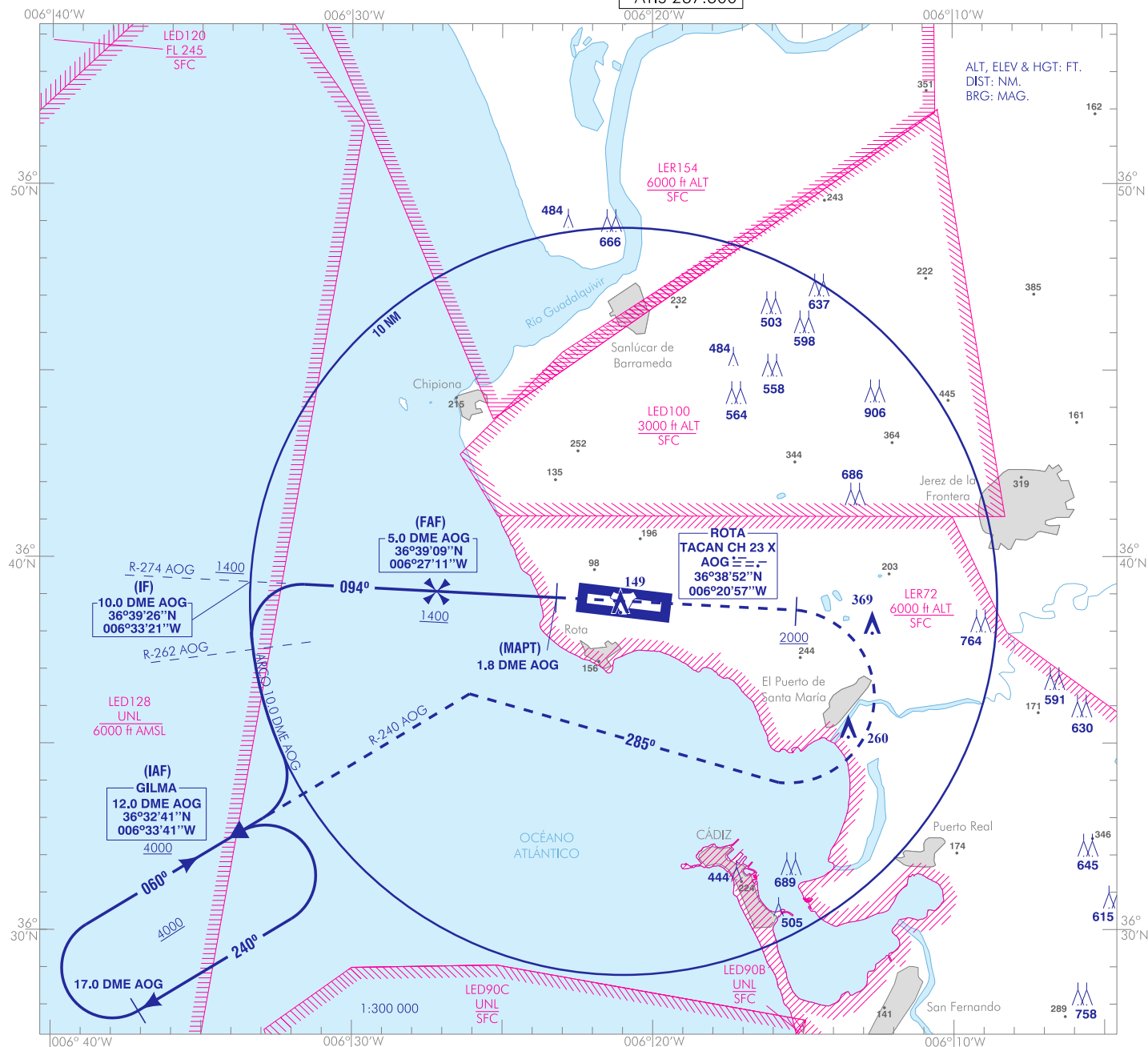


CARTA DE APROXIMACIÓN POR INSTRUMENTOS-MIPS

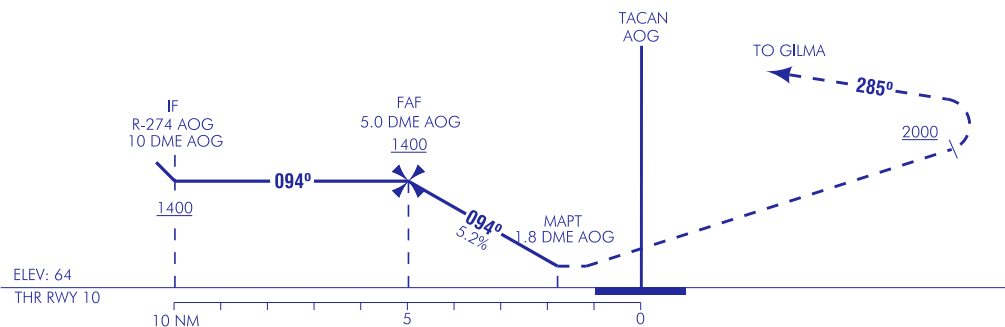
ELEV AD
86
VAR 1°W (2020)

APP 128.500
TWR 119.750
GCA 134.100
GMC 130.700
ATIS 267.600

CÁDIZ/Rota
TACAN
RWY 10



FRUSTRADA: SUBIR RECTO A 2000 O SUPERIOR. VIRAR A LA DERECHA A RUMBO 285° ASCIENDIENDO PARA INTERCEPTAR Y SEGUIR R-240 AOG A GILMA Y ESPERAR A 4000.
MISSED APCH: CLIMB STRAIGHT AHEAD TO 2000 OR ABOVE. TURN RIGHT TO HEADING 285° CLIMBING TO INTERCEPT AND FOLLOW R-240 AOG TO GILMA AND HOLD AT 4000.

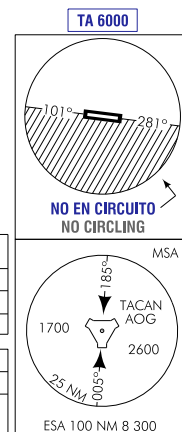


HGT REF ELEV THR RWY 10

CAT	A	B	C	D
S-TACAN	440-1.5 380 (400-1.5)		440-1.7 380 (400-1.7)	
Circuito Circling	520-1.5 440 (500-1.5)	580-1.6 500 (500-1.6)	740-2.4 660 (700-2.4)	1010-3.6 930 (1000-3.6)

GS	kt	80	100	120	140	160	180
FAF-THR:	min:s						
FAF-MAPT: 3.2	min:s	2:26	1:57	1:37	1:23	1:13	1:05
ROD: 5.2 %	ft/min	424	530	636	742	848	954

ALT/HGT DME (AOG) FNA									
13	12	11	10	9	8	7	6	5	4
									1070
									760



CAMBIO: CORRECCIÓN EDITORIAL.
CHANGES: FORMAL EDITING.

07-SEP-23 (AMDT 371/23)

AIP-ESPAÑA

AD 2-LERT IAC/7.1

CÁDIZ/Rota AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

TACAN RWY 10

PUNTO POINT	LAT	LONG	AZIMUT VERDADERO TRUE BEARING	DISTANCIA DME DME DISTANCE (NM)
GILMA (IAF)	36°32'40.8"N	006°33'41.4"W	239.00° (AOG)	11.98 DME AOG
IF	36°39'25.9"N	006°33'21.1"W	273.26° (AOG)	10.00 DME AOG
FAF	36°39'09.4"N	006°27'11.4"W	273.26° (AOG)	5.03 DME AOG
MAPT	36°38'58.4"N	006°23'10.6"W	273.26° (AOG)	1.80 DME AOG
Aproximación final de no precisión - Ángulo de descenso (Pendiente) // Non-precision final approach - Descent angle (Slope)				—