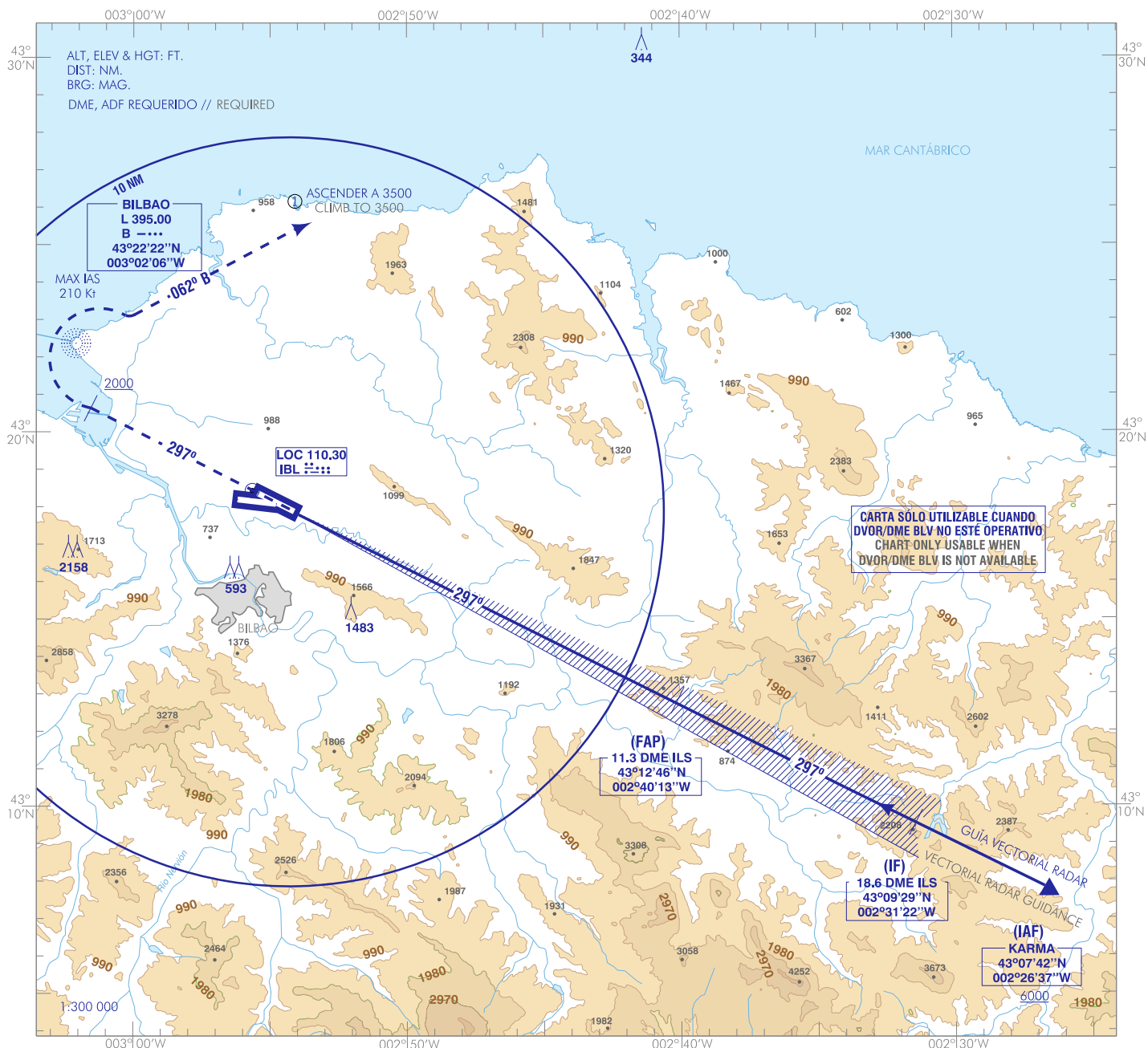


CARTA DE APROXIMACIÓN POR INSTRUMENTOS-OACI

ELEV AD
136
VAR 0° (2020)

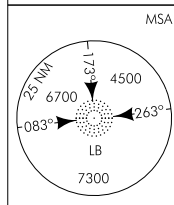
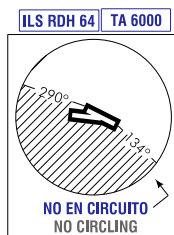
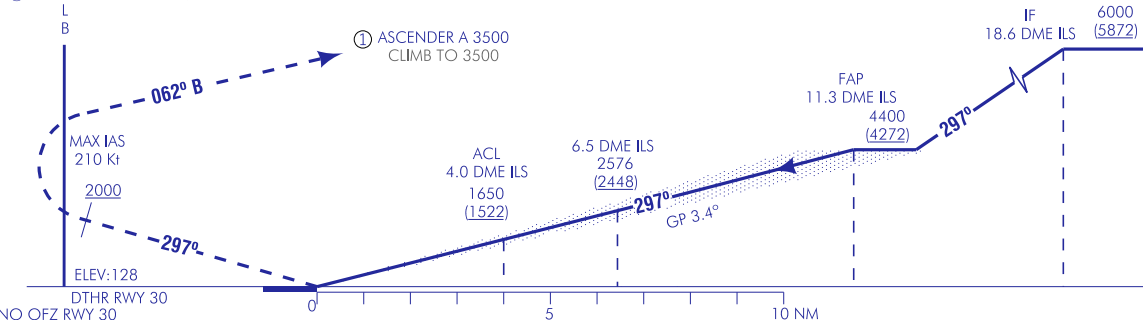
APP 127.450 MHz
TWR 118.500 MHz
GMC 121.705 C
ATIS 118.830 C

BILBAO
ILS Y
RWY 30



FRUSTRADA: SUBIR EN RUMBO DE PISTA HASTA ALCANZAR 2000. VIRAR A LA DERECHA (MAX 210 kt) PARA INTERCEPTAR Y SEGUIR RUTA MAGNÉTICA 062° B. ASCENDER A 3500. SE PROPORCIONARÁ GUÍA VECTORIAL RADAR.
MISSED APCH: CLIMB ON RUNWAY HEADING UP TO REACH 2000. TURN RIGHT (MAX IAS 210 kt) TO INTERCEPT AND FOLLOW MAGNETIC TRACK 062° B. CLIMB TO 3500. VECTORIAL RADAR GUIDANCE WILL BE PROVIDED.

NOTAS:
① SE PROPORCIONARÁ GUÍA VECTORIAL RADAR.
NOTES:
① VECTORIAL RADAR GUIDANCE WILL BE PROVIDED.



NO OFZ RWY 30
HGT REF ELEV DTHR RWY 30

OCA/H		A	B	C	D
STA	CAT I	2.5%	719 (591)	731 (603)	739 (611)
	CAT II	4%	400 (272)	412 (284)	420 (292)
En circuito (H) sobre Circling (H) over		136	1800 (1670)	1970 (1840)	2120 (1990)

GS	kt	80	100	120	140	160	180
FAP-THR: 11.3 NM	min:s	8:30	6:48	5:40	4:52	4:15	3:47
FAF-MAPT:	min:s						
ROD: 5.9 %	ft/min	481	602	722	842	963	1083

ALT/HGT DME (ILS) FNA									
13	12	11	10	9	8	7	6	5	4
4270 (4150)	3900 (3770)	3520 (3390)	3140 (3010)	2770 (2640)	2390 (2270)	2020 (1900)	1660 (1530)	1290 (1160)	920 (790)

CAMBIOS: FREQ GMC Y ATIS, OBST.
CHANGES: GMC AND ATIS FREQ, OBST.

WEF 30-NOV-23 (AIRAC AMDT 15/23)

AIP ESPAÑA

AD 2-LEBB IAC/7.1

BILBAO AD

REQUISITOS DE LA BASE DE DATOS AERONÁUTICA
AERONAUTICAL DATABASE REQUIREMENTS

PROCEDIMIENTOS DE APROXIMACIÓN POR INSTRUMENTOS // INSTRUMENT APPROACH PROCEDURES

ILS Y RWY 30

PUNTO POINT	LAT	LONG	AZIMUT VERDADERO TRUE BEARING	DISTANCIA DME DME DISTANCE (NM)
KARMA (IAF)	43°07'42.4"N	002°26'36.7"W	—	—
IF	43°09'28.6"N	002°31'22.3"W	116.64° (LOC IBL)	18.60 DME ILS
FAP	43°12'45.6"N	002°40'13.4"W	116.64° (LOC IBL)	11.34 DME ILS
Aproximación final de precisión - Pendiente (Ángulo de descenso) // Precision final approach - Slope (Descent angle)				5.94% (3.40°)