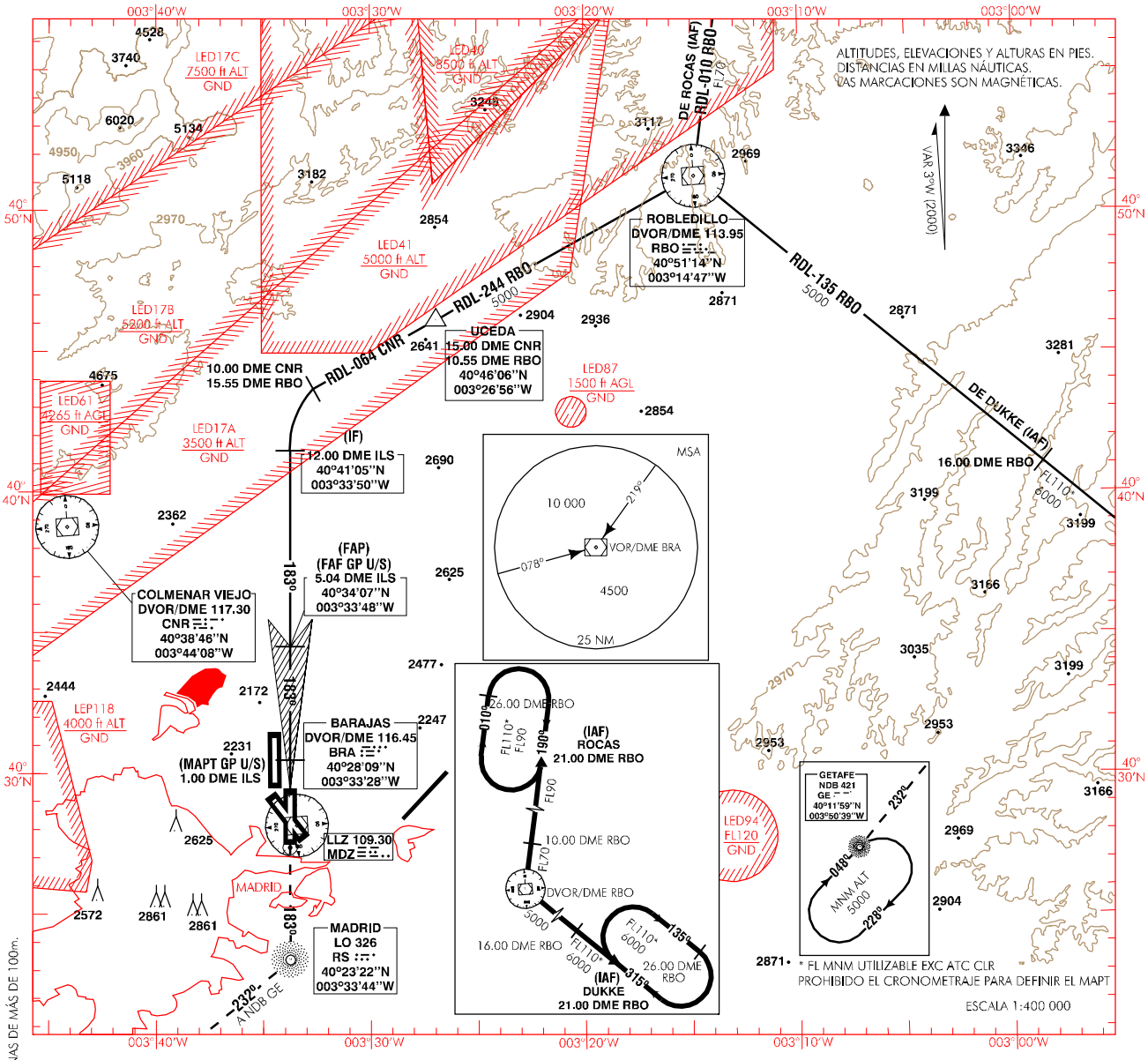
CARTA DE APROXIMACIÓN
POR INSTRUMENTOS-OACI

ELEV AD
2000

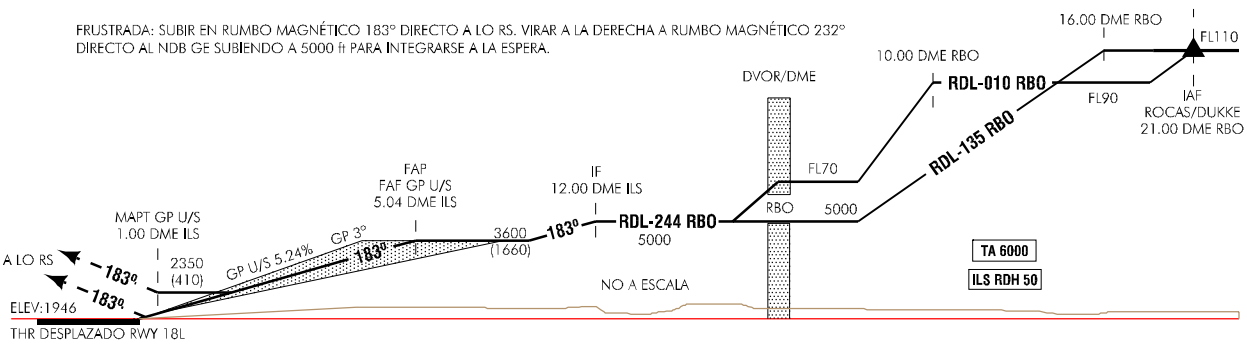
APP 127.50
124.025
ATIS 118.25

TWR 118.15
GMC S 121.70
GMC N 121.85

MADRID/Barajas
ILS/DME
RWY 18 L




FRUSTRADA: SUBIR EN RUMBO MAGNÉTICO 183° DIRECTO A LO RS. VIRAR A LA DERECHA A RUMBO MAGNÉTICO 232° DIRECTO AL NDB GE SUBIENDO A 5000 ft PARA INTEGRARSE A LA ESPERA.




THR DESPLAZADO RWY 18L

**HGT REF ELEV THR DESPLAZADO RWY 18L**

| OCA/H | | A | B | C | D |
|---|---|---|---|---|---|
| STA | CAT I 2.5% | 2156 (210) | 2169 (223) | 2177 (231) | 2187 (241) |
| | CAT I 3% | 2142 (196) | 2154 (208) | 2162 (216) | 2172 (226) |
| | GP U/S | 2350 (410) | | | |
| En circuito (H) sobre 2000 | | 2690 (690) | 2760 (760) | 3280 (1280) | 3280 (1280) |

| GS | kt | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAP-THR: 5.04 NM | min:s | 3:47 | 3:01 | 2:31 | 2:10 | 1:53 | 1:41 |
| FAF-MAPT: | min:s | | | | | | |
| ROD: 5.24 % | ft/min | 425 | 531 | 637 | 743 | 849 | 955 |

**ALT/HGT DME (ILS) FNA GP U/S**

| 13 DME | 12 DME | 11 DME | 10 DME | 9 DME | 8 DME | 7 DME | 6 DME | 5 DME | 4 DME | 3 DME | 2 DME | 1 DME |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 3590 (1650) | 3270 (1330) | 2960 (1020) | 2640 (700) | |

CAMBIOS: NUEVA LEP118, SUPRESIÓN LER62 Y LER64, ANTENAS DE MÁS DE 100m.