|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 | |  | | |
| **FAF TO MAPT 3.8 NM** | | min:s | **3:15** | **2:32** | **2:17** | **1:54** | **1:38** | **1:26** | |
| **RATE OF DESCEND** | | ft/min | **372** | **478** | **531** | **637** | **743** | **849** | |
| STRAIGHT IN APPROACH | | | | | | | | |  | | CIRCLE TO LAND | |
| CAT | CEILING - VISIBILITY | | | | | | | | Max Kt | | **MDA (H)** | **CEILING-VISIBILITY** |
| **OCH CAT I** | **ILS DA (H) 5 100 (221’)** | | | **LOC (GS OUT) MDA (H) 5 340’ (461’)** | | | |
| A | **184** | **250’ – 1 200 m** | | | **500’ – 1 600 m** | | | | 90 | | **5 460’ (508’)** | **600’ – 1 600 m** |
| B | **192** | 120 | |
| C | **204** | 140 | | **600’ – 2 400 m** |
| D | **215** | **500’ – 2 400 m** | | | | 165 | | **5 680’ (728’)** | **800’ – 3 600 m** |

MGGT 2-39.1 MGGT 2-39.9

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT**  **3.8 NM** | | min:s | **3:15** | **2:32** | **2:17** | **1:54** | **1:38** | **1:26** |
| **RATE OF DESCEND** | | ft/min | **377** | **484** | **538** | **646** | **753** | **861** |
| STRAIGHT IN APPROACH | | | | | | | | |  | CIRCLE TO LAND | |
| CAT | CEILING - VISIBILITY | | | | | | | | Max Kt | **MDA (H)** | **CEILING - VISIBILITY** |
| **ILS DA (H) 5 100 (220’)** | | | | **LOC (GS OUT) MDA (H) 5 340’ (460’)** | | | |
| A | **250’ – 1 200 m** | | | | **500’ – 1 600 m** | | | | 90 | **5 460’ (508’)** | **600’ – 1 600 m** |
| B | 120 |
| C | 140 | **600’ – 2 400 m** |
| D | **500’ – 2 400 m** | | | | 165 | **5 680’ (728’)** | **800’ – 3 600 m** |

MGGT 2-39.3

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | min:s | **N/A** | **N/A** | **N/A** | **N/A** | **N/A** | **N/A** |
| **RATE OF DESCEND** | | ft/min | **N/A** | **N/A** | **N/A** | **N/A** | **N/A** | **N/A** |
| STRAIGHT IN APPROACH | | | | | | | | |  | CIRCLE TO LAND | |
| CAT | 5 340’ (460’) | | | | | | | | Max Kt | **MDA (H)** | **CEILING - VISIBILITY** |
| **CEILING** | | | | **VISIBILITY** | | | |
| A | **500’** | | | | **1 600 m** | | | | 90 | **5 460’ (508’)** | **600’ – 1 600 m** |
| B | 120 |
| C | 140 | **600’ – 2 400 m** |
| D | **2 400 m** | | | | 165 | **5 680’ (728’)** | **800’ – 3 600 m** |

MGGT 2-39.5 MGGT 2-39.7

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | min:s | N/A | N/A | | N/A | N/A | N/A | N/A |
| **RATE OF DESCEND** | |  | N/A | N/A | | N/A | N/A | N/A | N/A |
| STRAIGHT IN APPROACH MDA(H) 5860´ (902´) | | | | | | | | | |  | CIRCLE TO LAND | |
| CAT | **CEILING** | | | | **VISIBILITY** | | | | | Max Kt | **MDA** | **CEILING - VISIBILITY** |
| A | **1 000’** | | | | **2 000 m** | | | | | 90 | **5 860’ (908’)** | **2 000’** |
| B | 120 |
| C | **4 400 m** | | | | | 140 | **4 400’** |
| D | **4 800 m** | | | | | 165 | **4 800’** |

MGGT 2-39.11

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| **RATE OF DESCEND** | | Ft/min | 372 | 478 | 531 | 637 | 743 | 849 |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH MDA(H) 5440´ (482´) ALS OUT | | | | | | | | |  | CIRCLE TO LAND | |
| CAT | **CEILING** | | | | **VISIBILITY** | | | | Max Kt | **MDA** | **CEILING - VISIBILITY** |
| A | **500’** | | | | **1 600 m** | | | | 90 | **5 520’ (568’)** | **600’ – 1 600 m** |
| B | 120 | **5 620’ (668’)** | **700’ – 1 600 m** |
| C | **2 000 m** | | | | 140 | **5 620’ (668’)** | **700’ – 2 800 m** |
| D | **2 400 m** | | | | 165 | **5 860’ (908’)** | **1 000’ – 4 800 m** |

MGGT 2-39.13

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **RATE OF DESCEND** | | Ft/min | 70 | 90 | 100 | 120 | 140 | 160 |  | | |
| N/A | N/A | N/A | N/A | N/A | N/A |
| **FAF – MAPT**  **4.0 NM** | | min:s | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 | 1:30 |
| STRAIGHT IN APPROACH MDA(H) 5 340´ (456´) | | | | | | | | |  | CIRCLE TO LAND | |
| CAT | **CEILING** | | | | **VISIBILITY** | | | | Max Kt | **MDA** | **CEILING - VISIBILITY** |
| A | **500’** | | | | **1 600 m** | | | | 90 | **5 460’ (508’)** | **600’ – 1 600 m** |
| B | 120 |
| C | 140 | **600’ – 2 400 m** |
| D | **4 800 m** | | | | 165 | **5 680’ (796’)** | **800’ – 3 600 m** |

MGGT 2-39.15

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | | 100 | 120 | 140 | 160 |  | | |
| **FAF TO MAPT** | | min:s | N/A | N/A | | N/A | N/A | N/A | N/A |
| **RATE OF DESCEND** | |  | N/A | N/A | | N/A | N/A | N/A | N/A |
| STRAIGHT IN APPROACH MDA(H) 5 440´ (482´) | | | | | | | | | |  | EN CIRCUITO | |
| CAT | **CEILING** | | | | **VISIBILITY** | | | | | Max Kt | **MDA** | **CEILING - VISIBILITY** |
| A | **500’** | | | | **1 600 m** | | | | | 90 | **5 860’ (908’)** | **1 000’ - 2 000’** |
| B | 120 |
| C | **2 000 m** | | | | | 140 | **1 000’ - 4 400’** |
| D | **2 400 m** | | | | | 165 | **1 000’ - 4 800’** |

MGGT 2-39.17

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| TASA DE DESCENSO | | Ft/min | 70 | 90 | 100 | 120 | 140 | 160 | -NO SE AUTORIZA CIRCULAR AL ESTE DE LA PISTA | | |
| N/A | N/A | N/A | N/A | N/A | N/A |
| FAF – MAPT | | Min:s | N/A | N/A | N/A | N/A | N/A | N/A |
| APROXIMACION DIRECTA MDA(H) 5440´ (482´) ALS OUT | | | | | | | | |  | CIRCULANDO PARA ATERRIZAR | |
| CAT | TECHO | | | | VISIBILIDAD | | | | Max kts | MDA | TECHO-VISIBILIDAD |
| A | 500’ | | | | 1600m – 1 | | | | 90 | 5860’ (908’) | 1000’ – 1 ¼ |
| B | 120 |
| C | 2000m -1 ¼ | | | | 140 | 1000’ – 2 ¾ |
| D | 2400m – 1 ½ | | | | 165 | 1000’ – 3 |

MGGT 2-39.9

MROC 2 37 3

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 |  |
| **FAF TO MAPT**  **4 NM** | | min:s | **03:26** | **02:40** | **02:24** | **02:00** | **01:43** | **01:30** |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 07 | | | | | | | | | APPROACH RWY 25  SEE VISUAL PROCEDURE CYRUS |
| CAT | MDA(H) 3 300’ (338’) | | | | | | | |
| **CEILING** | | | | **VISIBILITY** | | | |
| A | **300’** | | | | **2 800 m** | | | | **WEATHER MINIMUMS**  **1 500ft / 5 000 m** |
| B |
| C |
| D |

MROC 2 37 2

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **GS** | | Kt | 70 | | 90 | 100 | 120 | 140 | 160 |  |
| **GS 3.0°** | |  | **377** | | **484** | **538** | **646** | **753** | **861** |
| **FAF TO MAPT**  **5 NM** | | min:s | **04:17** | | **03:20** | **03:00** | **02:30** | **02:09** | **01:52** |
| STRAIGHT IN LANDING RWY 07 | | | | | | | | | | APPROACH RWY 25 |
| CAT | ILS DA(H) 3 162’ (200’) | | | | | LOC (GS OUT) MDA(H) 3 360’ (398’) | | | |
| **FULL** | | | **RAIL or ALS OUT** | | **RAIL or ALS OUT** | | | |
| A | **200’ / 800 m** | | | **200’ / 1 200 m** | | **400’ / 1 600 m** | | | | **N/A** |
| B |
| C |
| D | **400’ / 2000 m** | | | |

MROC 2 37 1

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  |  |  |  |  |  |  |
|  | |  |  |  |  |  |  |  |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 07 | | | | | | | | |  |
| CAT |  | | | | | | | |
| MDA(H) | | | | **CEILING - VISIBILITY** | | | |
| A | **3 400’ (438’)** | | | | **1 600 m – 500’** | | | |  |
| B |
| C |
| D |

MSLP 2 37 1

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Speed** | | Kt | 70 | | 90 | 100 | 120 | 140 | 160 | MISSED APPROACH:  Climb to 500’ then turn RIGHT climbing to 3000’  to LAN LOM and hold. | | |
| **GS at MM** | |  | **315** | | **403** | **449** | **553** | **624** | **715** |
|  | |  |  | |  |  |  |  |  |
| STRAIGHT IN APPROACH | | | | | | | | | |
| CAT | CEILING  ILS DA(H) 278’ (200’) | | | | | VISIBILITY  LOC (GS OUT) MDA(H) 340’ (262’) | | | |  | CIRCLE TO LAND | |
| **FULL** | | | **ALS OUT** | | **300’ / 800 m** | | **ALS OUT**  **300’ / 1 600 m** | | **Max Kt** | MDA (H) | CEILING – VISIBILITY |
| A | **200’ / 800 m** | | | **200’ / 1 200 m** | | **90** | **520’ (419’)** | **500’ – 1 600 m** |
| B | **120** | **560’ (459’)** |
| C | **140** | **500’ – 2 400 m** |
| D | **300’ / 1 200 m** | | **165** | **660’ (559’)** | **600’ – 3 200 m** |

MSLP 2 37 2

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Speed** | | Kt | 70 | 90 | 100 | 120 | 140 | 160 | MISSED APPROACH:  Climb while turning RIGHT to 3000’  to LAN LOM and hold. | |
| **LOM to MAP 4.2** | |  | **3:36** | **2:48** | **2:31** | **2:06** | **1:48** | **1:35** |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 07 | | | | | | | | |
| CAT |  | | | | (ALS OUT) MDA(H) 400’ (322’) | | | |  | CIRCLE TO LAND |
| **Max Kt** | MDA (H) |
| A | **1 200 m** | | | | **1 600 m** | | | | **90** | **520’ (419’) – 1 600 m** |
| B | **120** | **560’ (459’) – 1 600 m** |
| C | **140** | **560’ (459’) – 2 400 m** |
| D | **1 600 m** | | | | | | | | **165** | **660’ (559’) – 3 200 m** |

MSLP 2 37 3

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  |  |  |  |  |  | MISSED APPROACH:  Climb while turning RIGHT to 3000’  to CAT VOR and hold. | |
|  | |  |  |  |  |  |  |  |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 07 | | | | | | | | |
| CAT |  | | | | MDA(H) 520’ (442’) | | | |  | CIRCLE TO LAND |
| **Max Kt** | MDA (H) |
| A | **800 m** | | | | **1 600 m** | | | | **90** | **520’ (419’) – 1 600 m** |
| B | **120** | **560’ (459’) – 1 600 m** |
| C | **1 200 m** | | | | **2 000 m** | | | | **140** | **560’ (459’) – 2 400 m** |
| D | **1 600 m** | | | | **2 400 m** | | | | **165** | **660’ (559’) – 3 200 m** |

MSLP 2 37 4

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  |  |  |  |  |  | MISSED APPROACH:  Climb while turning RIGHT to 3000’  to CAT VOR and hold. | | |
|  | |  |  |  |  |  |  |  |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 07 | | | | | | | | |
| CAT | CEILING - VISIBILITY | | | | (ALS OUT) MDA(H) 360’ (282’) | | | |  | CIRCLE TO LAND | |
| **Max Kt** | MDA (H) | CEILING – VISIBILITY |
| A | **300’ - 800 m** | | | | **300’ - 1 600 m** | | | | **90** | **520’ (419’)** | **500’ – 1 600 m** |
| B | **120** | **560’ (459’)** |
| C | **140** | **560’ (459’)** | **500’ – 2 400 m** |
| D | **300’ - 1 600 m** | | | | **165** | **660’ (559’)** | **600’ – 3 200 m** |

MSLP 2 37 5

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | |  |  |  |  |  |  |  | MISSED APPROACH:  Climb on RWY heading until reach 1 500’, then turn LEFT climbing to 3000’ to CAT VOR inbound by R-214 and hold. | | |
|  | |  |  |  |  |  |  |  |
|  | |  |  |  |  |  |  |  |
| STRAIGHT IN APPROACH RWY 25 | | | | | | | | |
| CAT | CEILING – VISIBILITY  MDA (H) 460’ (359’) | | | | | | | |  | CIRCLE TO LAND | |
| **Max Kt** | MDA (H) | CEILING – VISIBILITY |
| A | **400’ - 1 600 m** | | | | | | | | **90** | **520’ (419’)** | **500’ – 1 600 m** |
| B | **120** | **560’ (459’)** |
| C | **140** | **560’ (459’)** | **500’ – 2 400 m** |
| D | **165** | **660’ (559’)** | **600’ – 3 200 m** |