INSTRUMENT APPROACH CHART **(IAC)**

**BRASÍLIA / Pres. Juscelino Kubitschek, INTL (SBBR)**

***AD ELEV: 3498'***

## RNP W RWY 11L

| *D-ATIS* | *APP BRASÍLIA* | *TWR BRASÍLIA* | *GNDC BRASÍLIA* |
|---|---|---|---|
| **127.80** | **119.70 129.60 119.20 120.00** | **118.10 118.45 118.75** | **121.80 121.95** |

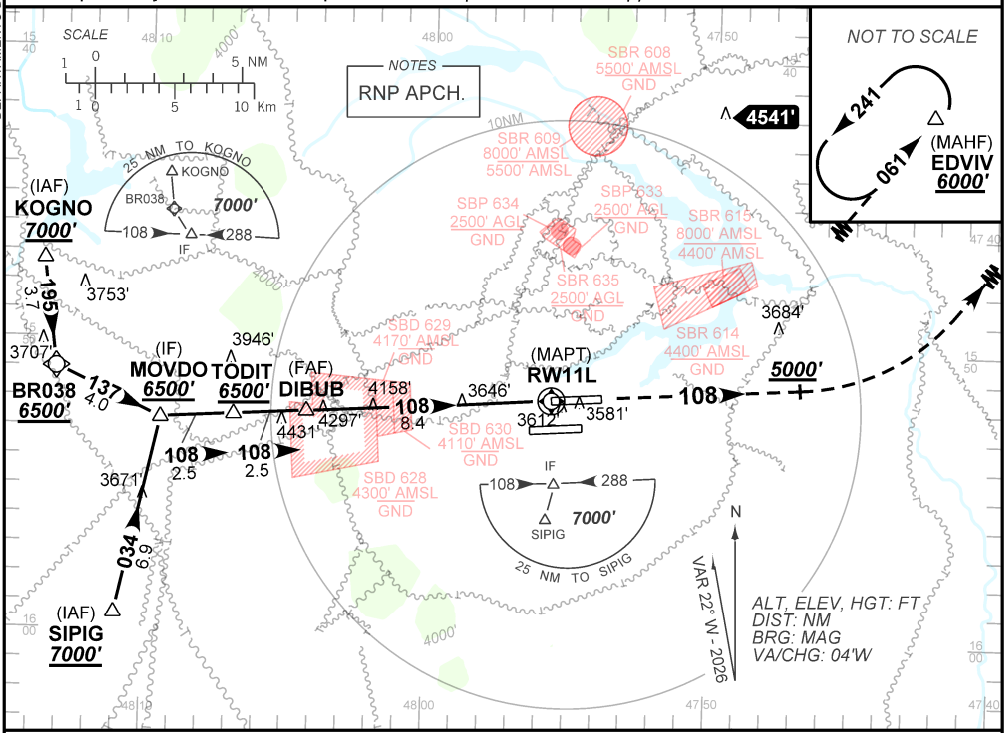
| *TEMP LNAV/VNAV* | *FINAL CRS* | *FAF:* | *LNAV/VNAV* | *LNAV* |
|---|---|---|---|---|
| ***MIN 0ºC / MAX 50ºC*** | ***108º*** | ***6200'*** | *DA / (OCH):* ***3801' / (353')*** | *MDA / (OCH):* ***3900' / (460')*** |

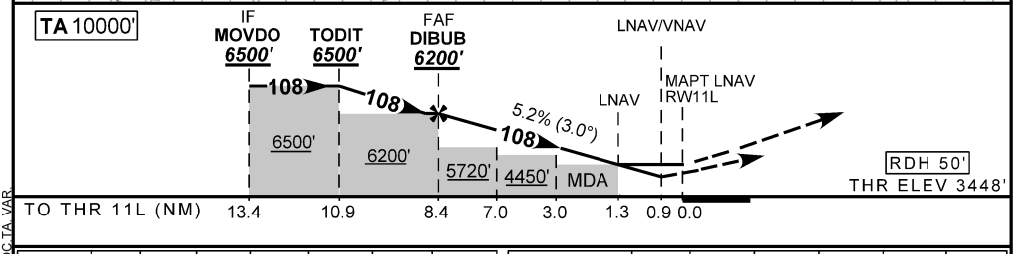
APCH Perdida: Subir para **6000'** . Manter proa **108** até **5000'** . Após, curvar à ESQUERDA direto EDVIV para espera.

*Missed APCH: Climb to* **6000'** *. Maintain heading* **108** *until* **5000'** *. After, turn LEFT direct EDVIV for holding.*

RMK: Aproximações Paralelas Independentes. *Independent Parallel Approaches.*

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO




| DIBUB | 7.0 | 5.0 | 4.0 | 3.0 | 2.0 | 1.3 | RW11L |
|---|---|---|---|---|---|---|---|
| **6200** | **5727** | **5090** | **4772** | **4453** | **4135** | **3900** | ALT |
| 2752 | 2279 | 1642 | 1324 | 1005 | 687 | 460 | (HGT) |

| *Ground Speed* (KT) | 090 | 110 | 130 | 150 | 170 | 190 |
|---|---|---|---|---|---|---|
| FPM | **500** | **600** | **700** | **800** | **900** | **1000** |
| FAF-MAPT | NA | | | | | |

| *STRAIGHT-IN* | CAT | A | B | C | D | E |
|---|---|---|---|---|---|---|
| LNAV/VNAV | DA / (OCH) | **3801' / (353')** | | | | **NA** |
| | ALS/NO ALS/ RVR ALS (m) | 900 / 1600 / 850 | | | | |
| LNAV | MDA / (OCH) | **3900' / (460')** | | | | |
| | ALS/NO ALS/ RVR ALS (m) | 900 / 1600 / 850 | | 1400 / 2100 / 1250 | | |

CHANGES: LAYOUT OBST PROC TA VAR