

**INSTRUMENT APPROACH
CHART (IAC)**

VITÓRIA / Eurico de Aguiar Salles, INTL (SBVT)

AD ELEV: 34'

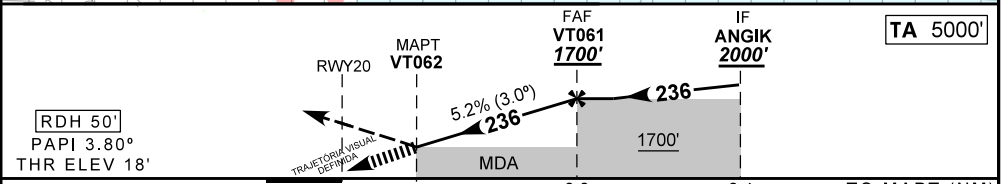
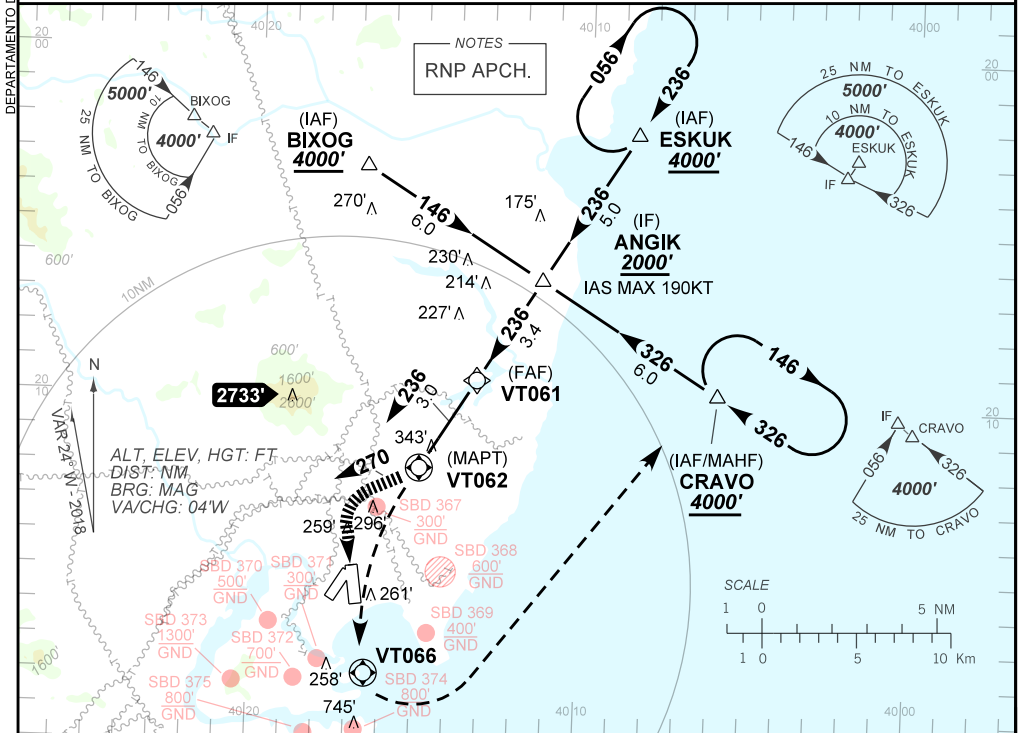
RNP A RWY 20

ATIS 127.575	APP VITÓRIA 119.85	TWR VITÓRIA 118.10	GNDC VITÓRIA 121.95
N/A	FINAL CRS 236°	FAF: 1700'	N/A

APCH Perdida: Subir para **4000'**. Curvar à ESQUERDA direto VT066. Após, curvar à ESQUERDA direto CRAVO para espera.

Missed APCH: Climb to **4000'**. Turn **LEFT** direct VT066. After, turn **LEFT** direct CRAVO for holding.

RMK: 1) IAS MAX na trajetória visual definida 150KT. 2) INFO complementares da trajetória visual definida na pág 2. 1) IAS MAX on visual prescribed track 150KT. 2) See page 2 for additional INFO of visual prescribed track.



MAPT	VT062	1.0	2.0	VT061													
ALT	740	1059	1377	1700													
(HGT)	710	1041	1359	1682													

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

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV/VNAV	DA / (OCH)					
	ALS/NO ALS/RVR/ALS (m)					
LNAV	MDA / (OCH)					
	ALS/NO ALS/RVR/ALS (m)					
CIRCLING	MDA / (OCH)		740' / (710')			
	VIS (m)		4600			

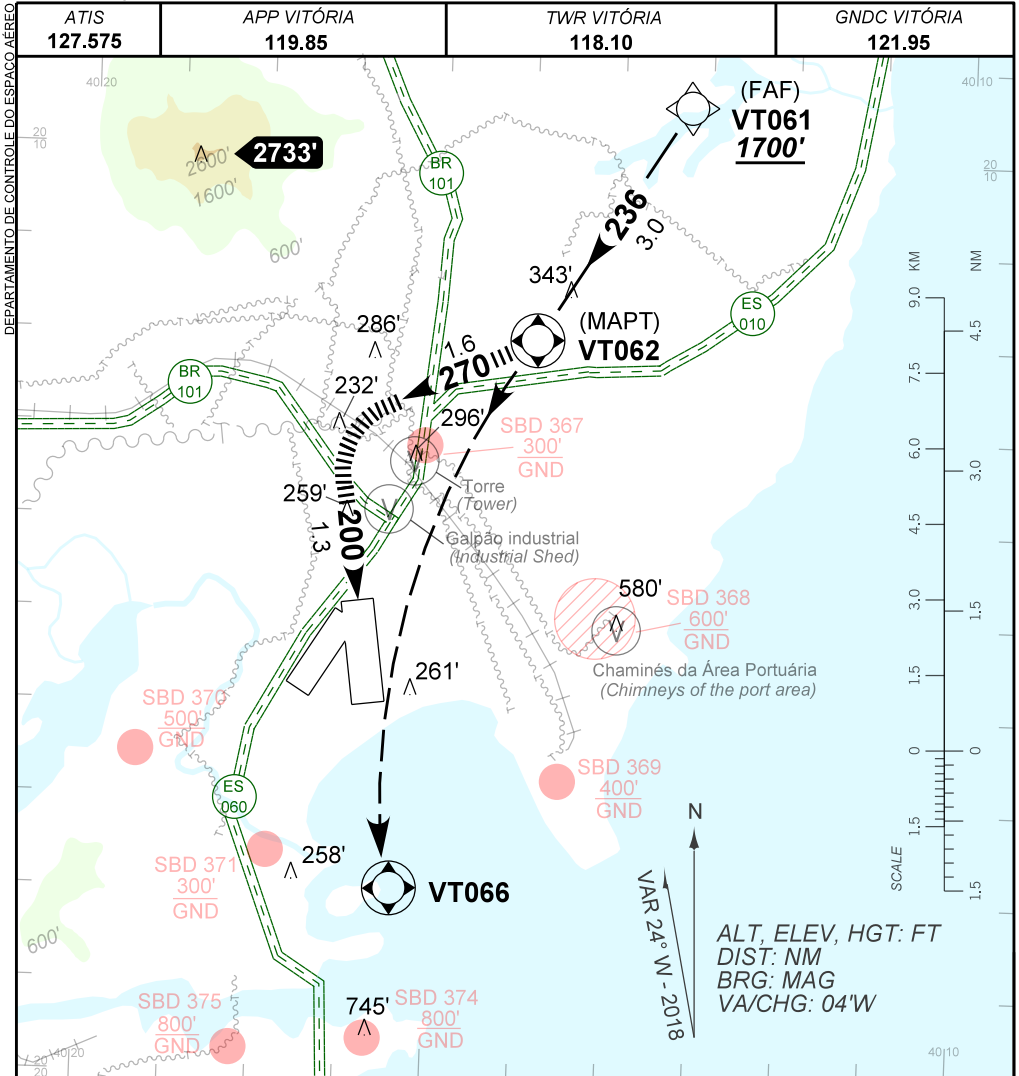
CHANGES: IDENT.

AIRAC AMDT 2303A1 23 MAR 23

SBVT_IAC_01X 1/2
IAC RNP A RWY 20

AD ELEV: 34'

RNP A RWY 20



TRAJETÓRIA VISUAL DEFINIDA RWY 20
VISUAL PRESCRIBED TRACK RWY 20

1) O piloto deverá estar em contato visual e prover sua própria separação com as referências visuais:
Torre (S20 13.34, W40 16.27), Chaminés da Área Portuária (S20 15.10, W40 13.91).
*The pilot should have visual contact and provide their own separation with the visual references:
Tower (S20 13.34, W40 16.27), Chimneys of the port area (S20 15.10, W40 13.91).*

2) Em caso de arremetida durante a manobra para circular: Subir para 4000', no sentido da pista e voar direto VT066 para interceptar a trajetória da aproximação perdida publicada.
In case of go around during the visual maneuvering: Climbing to 4000', on the course of the runway and fly direct VT066 to intercept the trajectory of the missed approach published.