

**INSTRUMENT APPROACH
CHART (IAC)**

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AD ELEV: 28'

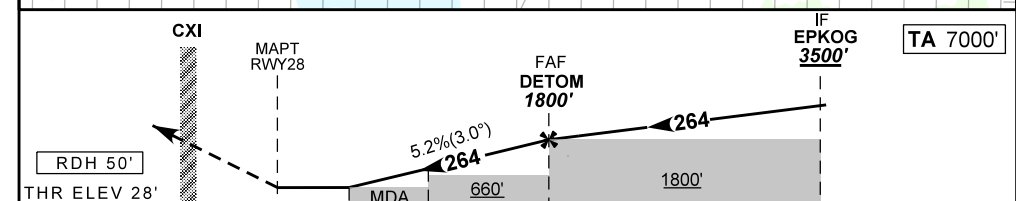
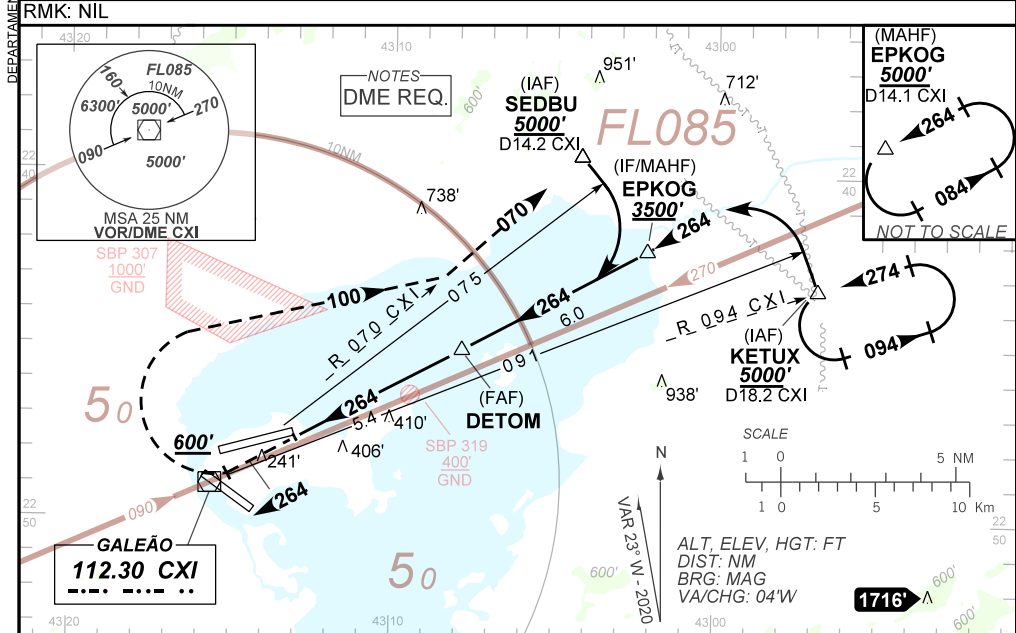
VOR Z RWY 28

D-ATIS 127.60	APP RIO 128.90 119.725 119.00 129.80 129.20 134.40 121.25 124.95 134.95 119.35	TWR GALEÃO 118.00 118.20	GNDC GALEÃO 121.65 128.35
VOR CXI 112.30 MHz	FINAL CRS 264°	FAF: 1800'	VOR MDA / (OCH): 570' / (550')

APCH Perdida: 1) Subir para **5000'**. Manter proa **264** até cruzar **600'**. Após, curvar à DIREITA, proa **100** para interceptar a RDL **070** do VOR CXI até SEDBU e ingressar no arco DME 14.2 CXI para espera em EPKOG.
2) IAS MAX 210KT

Missed APCH: 1) Climb to **5000'**. Maintain heading **264** until passing **600'**. After, turn RIGHT heading **100** to intercept **070** RDL CXI VOR up to SEDBU to join 14.2 DME CXI arc for holding at EPKOG. 2) IAS MAX 210KT.

RMK: NIL



	0.0	1.5	2.2	5.4	11.4	TO THR 28 (NM)
		2.7	4.2	8.1	14.1	TO CXI (DME)

RWY 28	1.5	2.2	3.0	4.0	DETOM		KT	090	110	130	150	170	190
ALT	570	777	1033	1352	1800		FPM	500	600	700	800	900	1000
(HGT)	550	749	1005	1324	1772		FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
	MDA / (OCH)	570' / (550')				
VOR	ALS/NO ALS/ RVR ALS (m)	1200 / 1600 / NIL			2100 / 2500 / NIL	
CIRCLING	MDA / (OCH)	NA				
	VIS (m)					

CHANGES: LAYOUT.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO