

**INSTRUMENT APPROACH
CHART (IAC)**

RIO DE JANEIRO / Galeão - Antônio Carlos Jobim, INTL (SBGL)

RNAV (GNSS) A RWY 33

(CAT A, B, C)

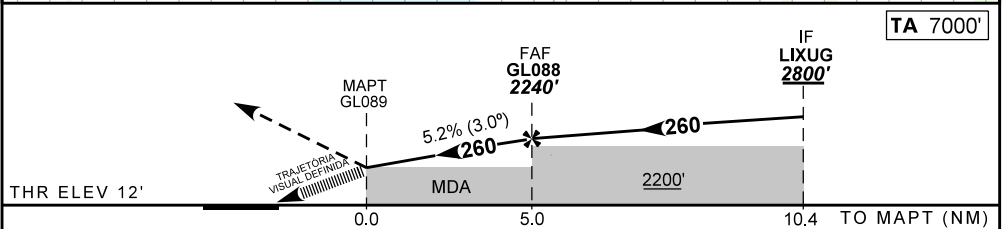
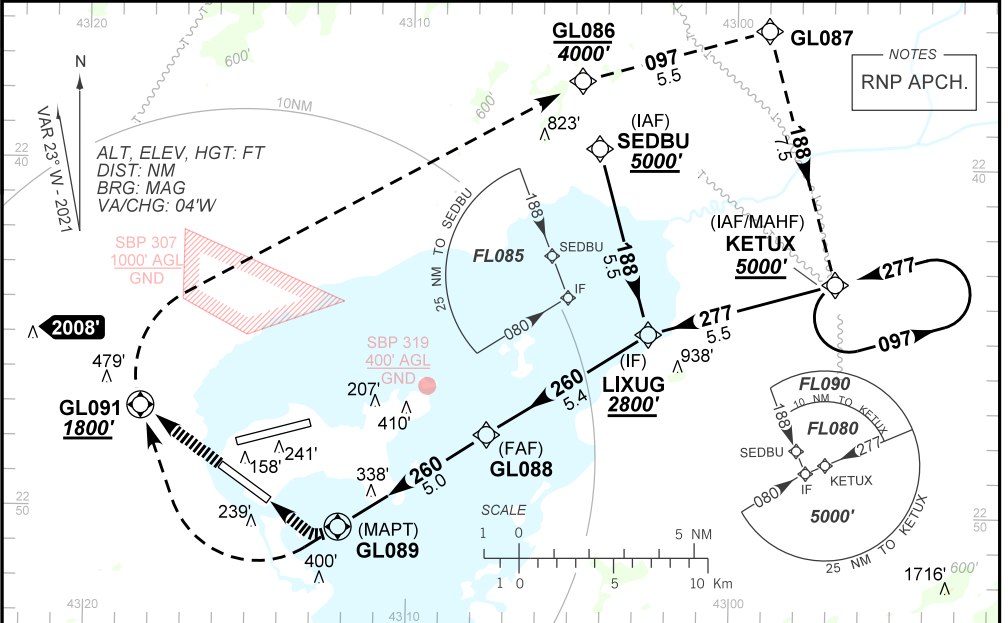
AD ELEV: 28'

D-ATIS 127.60	APP RIO 128.90 119.35 119.00 120.55 129.80 134.40 121.25 124.95 134.95 125.95	TWR GALEÃO 118.00 118.20	GNDC GALEÃO 121.65 128.35
N/A	FINAL CRS 260°	FAF: 2240'	N/A

APCH Perdida: 1) Subir para **4000'**. Curvar a DIREITA direto GL091. Após, curvar à DIREITA direto GL086. Após, subir para **5000'**, curvando à DIREITA no rumo **097** até GL087. Após, curva à DIREITA no rumo **188** até KETUX para espera. 2) IAS MAX 210KT.

Missed APCH: 1) Climb to **4000'**. Turn RIGHT direct GL091. After, turn RIGHT direct GL086. Then, climb to **5000'**, turning RIGHT course **097** until GL087. After, turn RIGHT course **188** until KETUX for holding. 2) IAS MAX 210KT.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AEREO



MAPT	GL089	1.0	2.0	3.0	4.0	GL088	Ground Speed (KT)	090	110	130	150	170	190
ALT	640	958	1277	1595	1914	2240	FPM	500	600	700	800	900	NA
(HGT)	620	930	1249	1567	1886	2212	FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV/VNAV	DA / (OCH)	NA				
	ALS/NO ALS/ RVR ALS (m)	NA				
LNAV	MDA / (OCH)	NA				
	ALS/NO ALS/ RVR ALS (m)	NA				
CIRCLING	MDA / (OCH)	640' / (620')				NA
	VIS (m)	3700				

CHANGES: NEW CHART.

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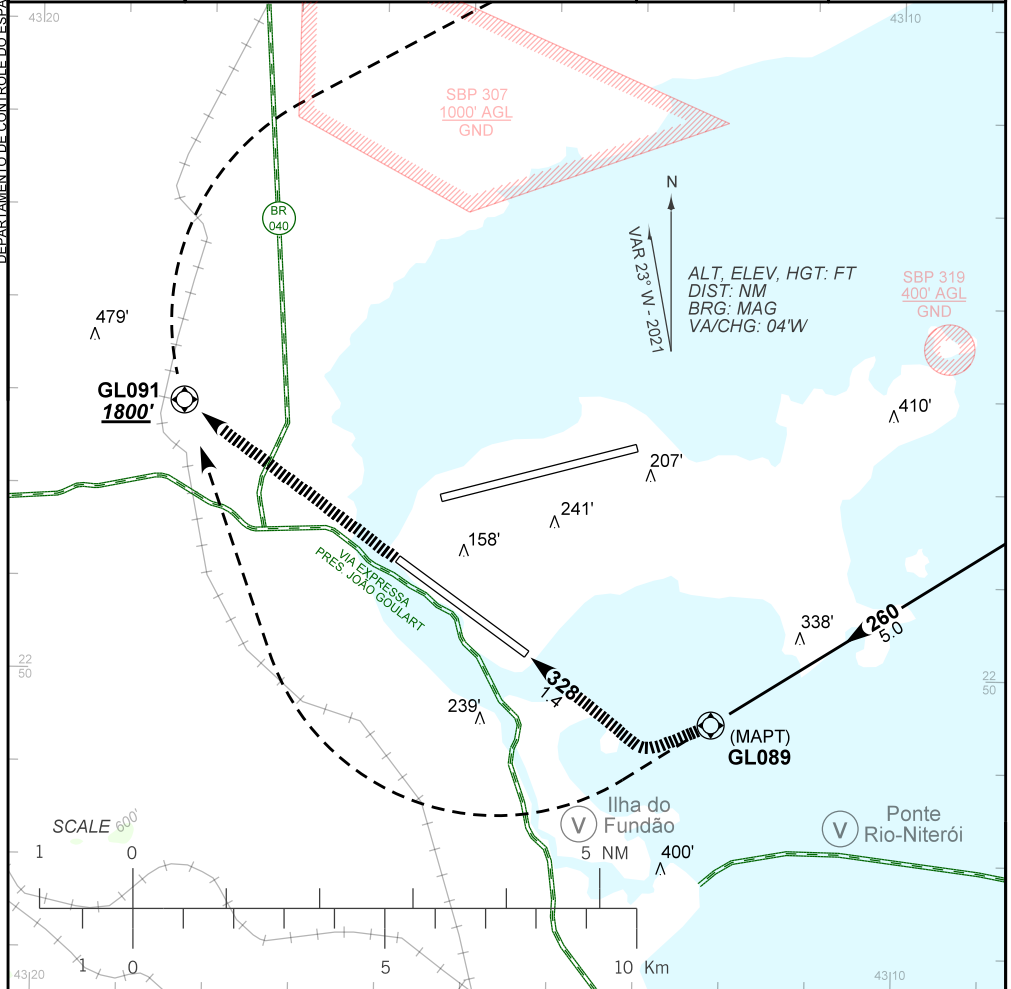
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**TRAJETÓRIA VISUAL DEFINIDA RWY 33
VISUAL PRESCRIBED TRACK RWY 33**

- 1) IAS MAX 160 KT na trajetória visual definida.
IAS MAX 160 KT on visual prescribed track.
- 2) O piloto deverá estar em contato visual com as seguintes referências visuais:
The pilot must be in visual contact with the following visual reference:
ILHA DO FUNDÃO e l and VIA EXPRESSA PRES. JOÃO GOULART.
- 3) Em caso de arremetida durante a manobra para circular: Subir para 5000' e voar direto GL091 para interceptar a trajetória de aproximação perdida publicada. Em situações específicas, durante a arremetida, o gradiente mínimo poderá chegar a 10% para cumprir a restrição de nível em GL091.
In case of go around during the visual manoeuvring: Climbing to 5000' and fly direct to GL091 to intercept the trajectory of the missed approach published. In specific situations, during the go around, the minimum gradient may reach 10% to comply with the level restriction in GL091.

CHANGES: NEW CHART.