

**INSTRUMENT APPROACH
CHART (IAC)**

CURITIBA / Afonso Pena, INTL (SBCT)

ILS X CAT I & II RWY 15

AD ELEV: 2989'

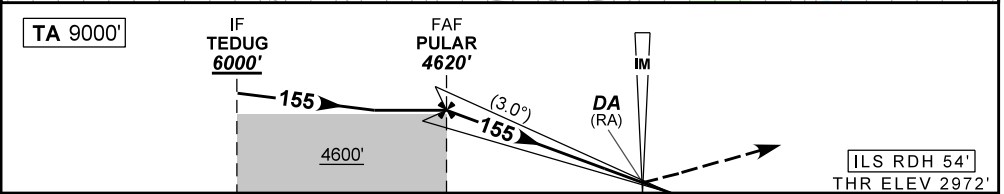
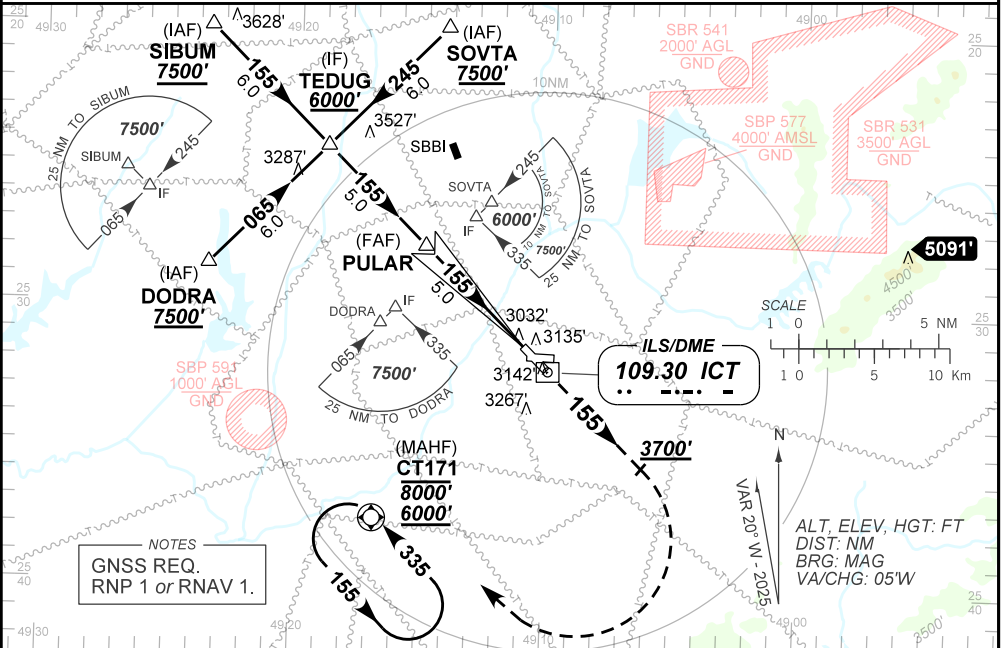
| | | | | | |
|----------------------------------|--|----------------------|---|-------------------------------|---------------------------------|
| D-ATIS 127.80 | APP CURITIBA 119.70 119.95 120.65 120.95 129.55 133.15 | | | TWR CURITIBA 118.15 | GND C CURITIBA 121.90 |
| ILS/DME ICT 109.30 MHz | FINAL CRS 155° | FAF: 4620' | CAT I & CAT II DA / (OCH): REFER TO MNM | | N/A |

APCH Perdida: Subir para **6000'** na proa **155°** até **3700'**. Após, curva à DIREITA direto CT171 para espera.

Missed APCH: Climb to **6000'** on heading **155°** until **3700'**. After, turn RIGHT direct CT171 for holding.

RMK: (*)VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto Automático ou Head-Up Display (HUD).
(*)VIS RVR ALS 550m for APCH using a Flight Director, Autopilot or Head-Up Display (HUD).

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO



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|----------------|------|-----|-----|-----|
| TO THR 15 (NM) | 10.0 | 5.0 | 0.2 | 0.0 |
| TO ICT (DME) | 10.2 | 5.2 | 0.4 | 0.2 |

| | | | | | | | | |
|-----|--------|-------------------|-----|-----|-----|-----|-----|-----|
| NIL | RWY 15 | Ground Speed (KT) | 090 | 110 | 130 | 150 | 170 | 190 |
| NIL | ALT | FPM | NIL | | | | | |
| NIL | (HGT) | FAF-MAPT | NIL | | | | | |

| STRAIGHT-IN | CAT | A | B | C | D | E |
|-------------|-------------------------|-----------------------|---|---|---|----|
| CAT II | DA / (OCH) / RA | 3072' / (100') / 100' | | | | NA |
| | ALS/NO ALS/ RVR ALS (m) | NIL / NIL / 350 | | | | |
| CAT I | DA / (OCH) | 3172' / (200') | | | | |
| | ALS/NO ALS/ RVR ALS (m) | 800 / 1200 / 700(*) | | | | |

CHANGES: EAC