

**INSTRUMENT APPROACH
CHART (IAC)**

RIO DE JANEIRO / Santos Dumont, (SBRJ)

VOR A RWY 20L

(CAT A,B,C)

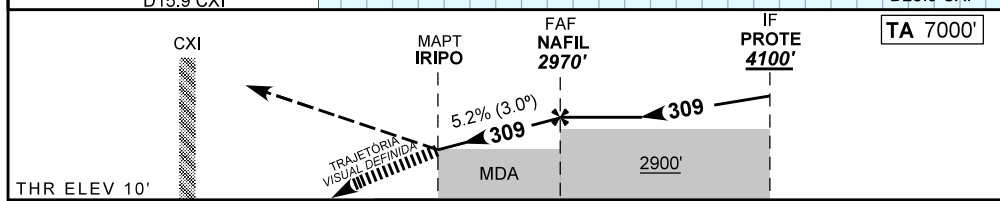
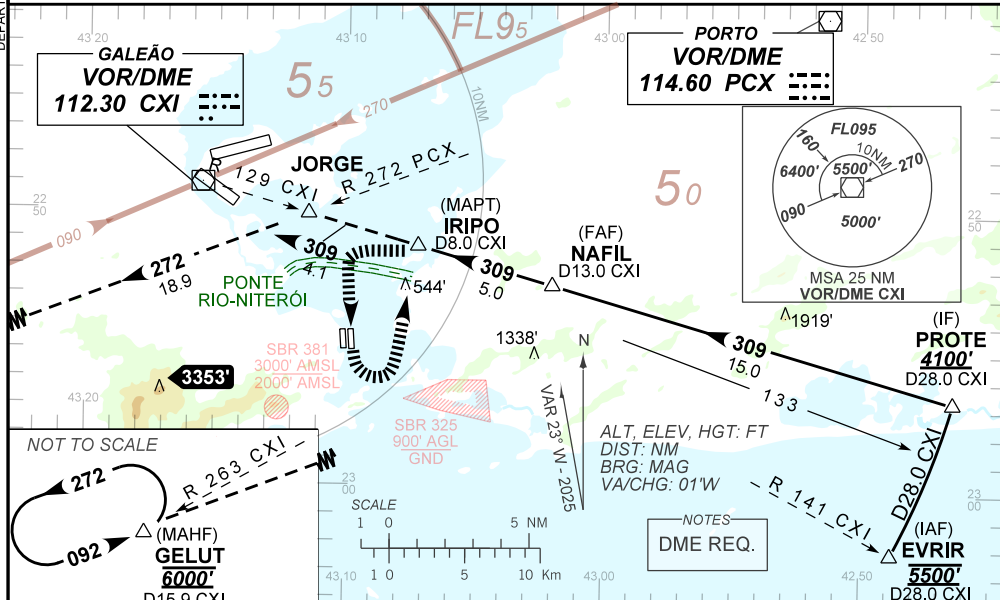
AD ELEV: 10'

D-ATIS 132.65	APP RIO 120.75 121.25 124.95 125.95 129.20 129.80 134.40 134.95	TWR RIO 118.70	GNDC RIO 121.70
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VOR/DME CXI 112.30 MHz	FINAL CRS 309°	FAF: 2970'	N/A	N/A
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APCH Perdida: Subir para **6000'**, gradiente MNM 4%. Manter rumo **309** até JORGE. Após, curvar à ESQUERDA na RDL **272** do VOR PCX até GELUT para espera.
Missed APCH: Climb to **6000'**, MNM gradient 4%. Maintain course **309** until JORGE. After, turn LEFT on **272** RDL of PCX VOR until GELUT for holding.

RMK: 1) IAS MAX 160KT nas trajetórias visuais. 2) INFO complementares no verso.
1) IAS MAX 160KT on visual trajectories. 2) See reverse side for additional INFO.



0.0	5.0	20.0	TO MAPT (NM)
8.0	13.0	28.0	TO CXI (DME)

MAPT	IRIPO	1.0	2.0	3.0	4.0	NAFIL	Ground Speed (KT)	090	110	130	150	170	190
ALT	1370	1688	2007	2325	2644	2970	FPM	500	600	700	800	NA	NA
(HGT)	1360	1678	1997	2315	2634	2960	FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
	MDA / (OCH)	NA				
VOR	ALS/NO ALS/ RVR ALS (m)	NA				
CIRCLING	MDA / (OCH)	1370' / (1360')			NA	
	VIS (m)	NIL / 5000 / NIL				

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO

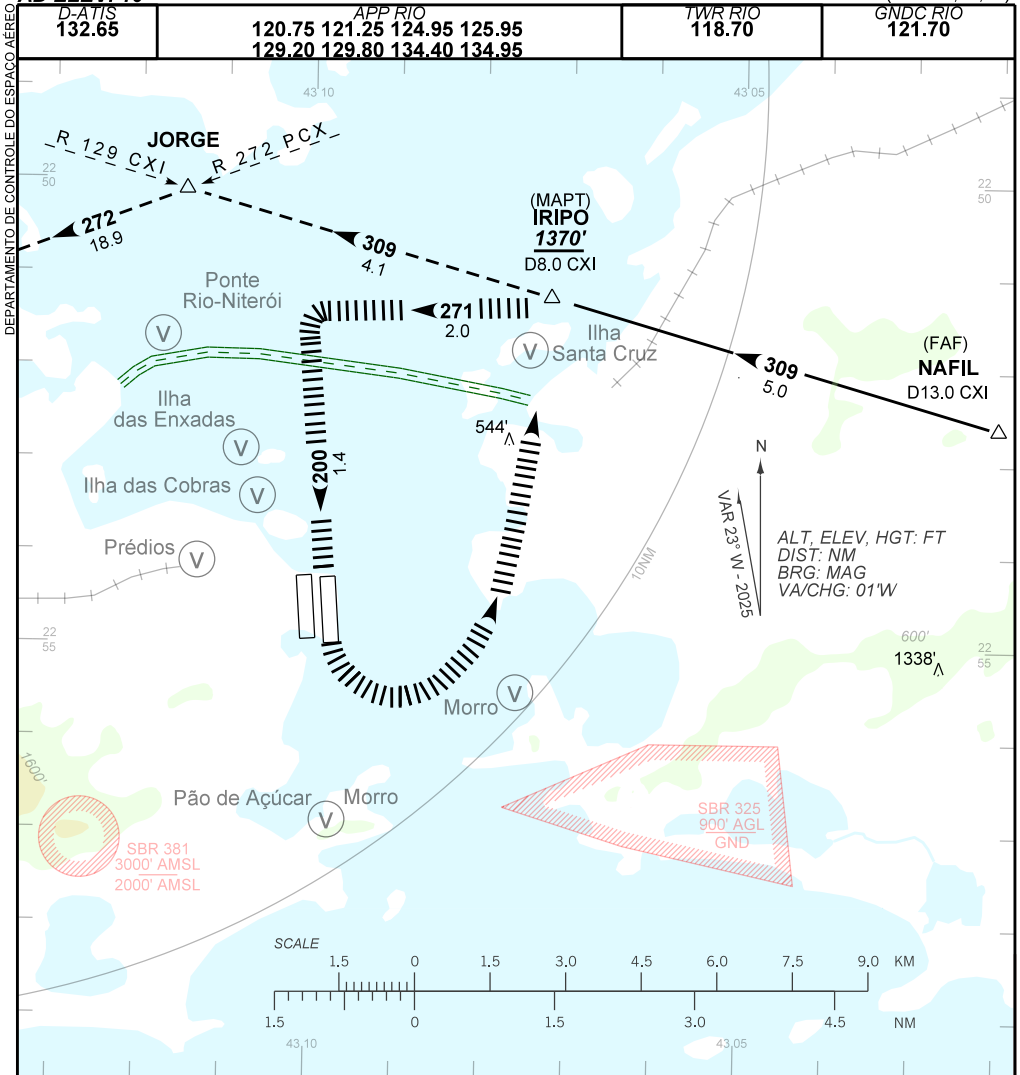
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AD ELEV: 10'



TRAJETÓRIA VISUAL DEFINIDA RWY 20L
VISUAL PRESCRIBED TRACK RWY 20L

- 3) O piloto deverá estar em contato visual com as seguintes referências visuais:
The pilot must be in visual contact with the following visual references:
PONTE RIO-NITERÓI, ILHA DAS ENXADAS, ILHA DAS COBRAS, PÃO DE AÇÚCAR e ILHA SANTA CRUZ.
- 4) Em caso de arremetida durante a manobra para circular: 1) Subir para 6000' e voar direto IRIPO para interceptar a trajetória de aproximação perdida publicada. 2) Em situações específicas durante a arremetida, o gradiente mínimo poderá chegar a 5.0% para cumprir a restrição de altitude em IRIPO (MAPT).
In case of go around during the visual manoeuvring: 1) Climbing to 6000' and fly direct IRIPO to intercept the trajectory of the missed approach published. 2) In specific situations during the go around, the minimum gradient may reach 5.0% to comply with the altitude restriction in IRIPO (MAPT).

CHANGES: NEW CHART.