

**INSTRUMENT APPROACH  
CHART (IAC)**

**CURITIBA / Afonso Pena, INTL (SBCT)**

**AD ELEV: 2989'**

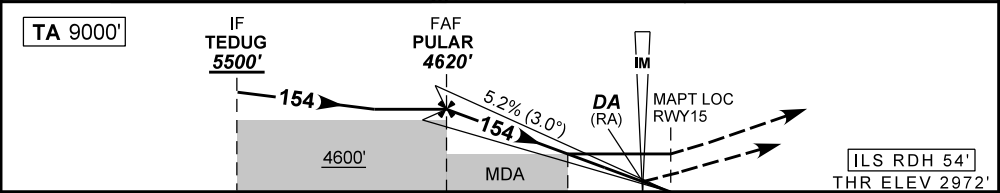
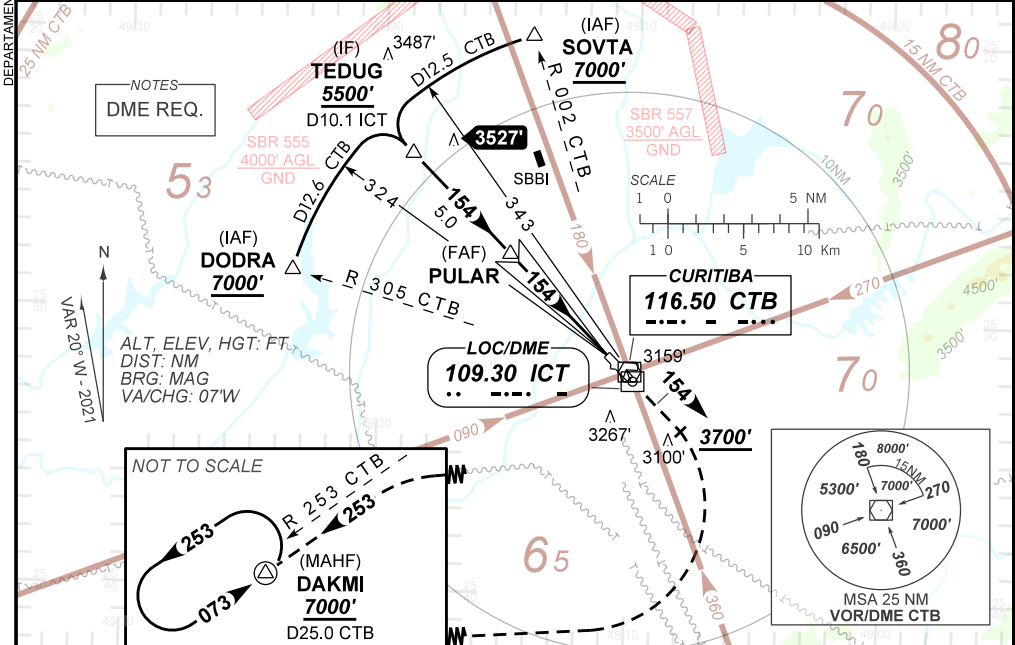
**ILS U or LOC U CAT I & II RWY 15**

D-ATIS <b>127.80</b>	APP CURITIBA <b>119.70 119.95 120.65 120.95 129.55 133.15</b>			TWR CURITIBA <b>118.15</b>	GNDC CURITIBA <b>121.90</b>
LOC ICT <b>109.30 MHz</b>	FINAL CRS <b>154°</b>	FAF <b>4620'</b>	CAT I & CAT II DA / (OCH): <b>REFER TO MNM</b>		LOC MDA / (OCH): <b>3390' / (420')</b>

APCH Perdida: Subir para **7000'**. Manter proa **154** até **3700'**. Após, curvar à DIREITA para interceptar RDL **253** do VOR CTB até DAKMI para espera.

Missed APCH: Climb to **7000'**. Maintain heading **154** until **3700'**. After, turn RIGHT to intercept **253** RDL CTB VOR to DAKMI 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).



TO THR 15 (NM)	10.0	5.0	1.1	0.2	0.0
TO ICT (DME)	10.1	5.1	1.2	0.3	0.2

PULAR	3.0	2.0	1.1	0.5	0.2	RWY 15	Ground Speed (KT)	090	110	130	150	170	190
4620	3981	3663	3390	3172	3079	ALT	FPM	500	600	700	800	900	NA
1646	1009	691	420	200	107	(HGT)	FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
CAT II	DA / (OCH) / RA	3079' / (107') / 110'				
	ALS/NO ALS/ RVR ALS (m)	NIL / NIL / 350				
CAT I	DA / (OCH)	3172' / (200')				
	ALS/NO ALS/ RVR ALS (m)	800 / 1200 / 700(*)				
LOC	MDA / (OCH)	3390' / (420')				
	ALS/NO ALS/ RVR ALS (m)	800 / 1600 / NIL		1200 / 1900 / NIL		

CHANGES: EAC. PROC.