

**INSTRUMENT APPROACH
CHART (IAC)**

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

AD ELEV: 28'

ILS V or LOC V RWY 28

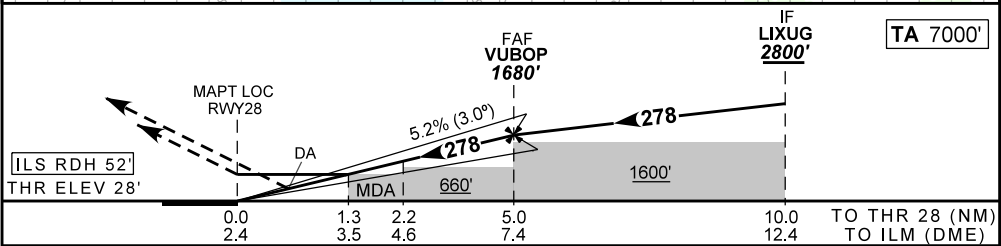
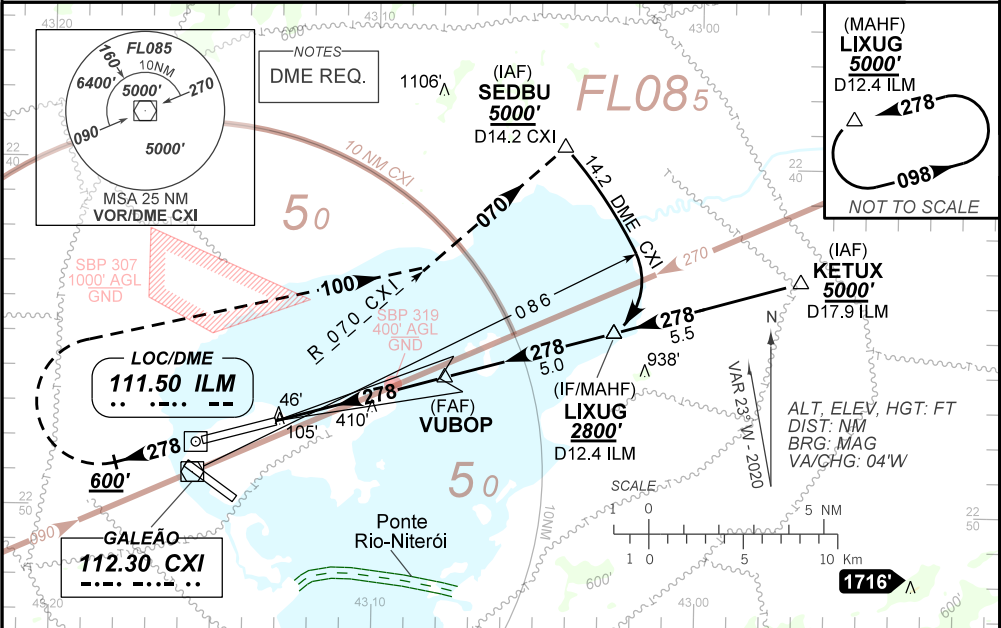
D-ATIS 127.60	APP RIO 128.90 119.725 119.00 128.9 129.80 134.40 121.25 124.95 134.95 129.20			TWR GALEÃO 118.00 118.20	GND C GALEÃO 128.35 121.65
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ILS/DME ILM 111.50 MHz	FINAL CRS 278°	FAF: 1680'	CAT I DA / (OCH): REFER MNM	LOC MDA / (OCH): 490' / (470')
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APCH Perdida: 1) Subir para **5000'**. Manter proa **278** até cruzar **600'**. Após, curvar à DIREITA proa **100** para interceptar RDL **070** do VOR CXI até SEDBU e ingressar no arco DME 14.2 CXI para espera em LIXUG.
2) IAS MAX 210KT.

Missed APCH: 1) Climb to **5000'**. Maintain heading **278** 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 LIXUG. 2) IAS MAX 210KT.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AEREO



ILS RDH 52' THR ELEV 28'	0.0	1.3	2.2	5.0	10.0	TO THR 28 (NM)
	2.4	3.5	4.6	7.4	12.4	TO ILM (DME)

RWY28	1.3	2.0	3.0	4.0	VUBOP	Ground Speed (KT)	090	110	130	150	170	190
	ALT	490	717	1035	1354	1680	FPM	500	600	700	800	900
(HGT)	470	689	1007	1326	1652		FAF-MAPT	NA				

STRAIGHT-IN	CAT	A	B	C	D	E
CAT I	DA / (OCH)	228' / (200')				245' / (217')
	ALS/NO ALS/ RVR ALS (m)	1200 / 1200 / 1100				
LOC	MDA / (OCH)	490' / (470')				
	ALS/NO ALS/ RVR ALS (m)	1200 / 1600 / 1100		1800 / 2200 / 1700		
CIRCLING	MDA / (OCH)	NA				
	VIS (m)					

CHANGES: LAYOUT, MSA.