

INSTRUMENT APPROACH
CHART (IAC)

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AD ELEV: 781'

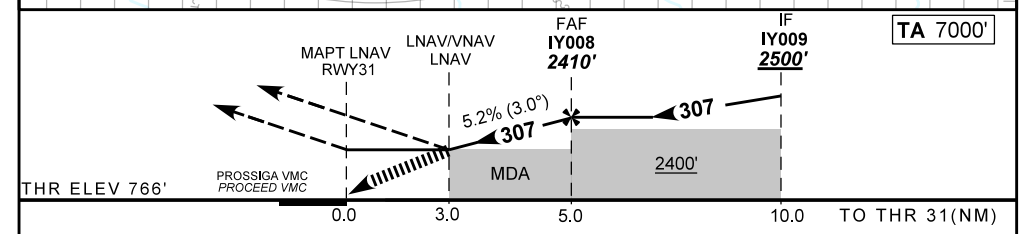
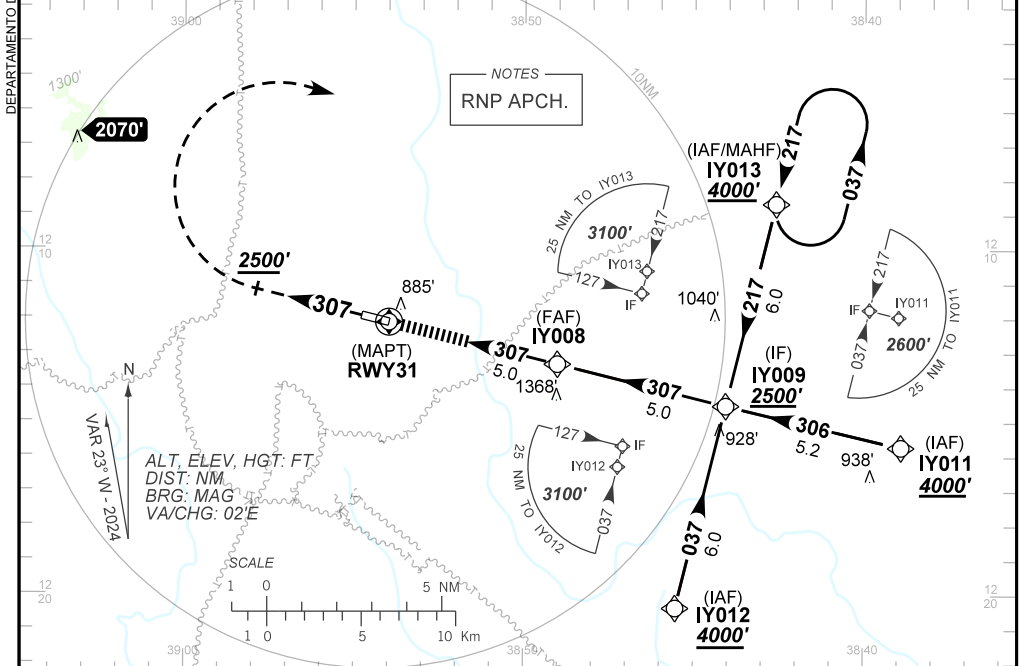
RNP RWY 31

| | | | | |
|-------------|----------------|------------|------------|-------------|
| ATIS NIL | ERAA 132.35 | APP NIL | TWR NIL | GNDC NIL |
|-------------|----------------|------------|------------|-------------|

| | | | | |
|--------------------------------------|-------------------|---------------|--|--------------------------------------|
| TEMP LNAV/VNAV MIN 0°C / MAX 46°C | FINAL CRS 307° | FAF: 2410' | LNAV/VNAV DA / (OCH): 1766' / (1000') | LNAV MDA / (OCH): 1770' / (1010') |
|--------------------------------------|-------------------|---------------|--|--------------------------------------|

APCH Perdida: Subir para **4000'**. Manter proa **307** até **2500'**. Após, curvar à DIREITA direto IY013 para espera.
Missed APCH: Climb to **4000'**. Maintain heading **307** to **2500'**. After, turn RIGHT direct IY013 for holding.

RMK: Prosseguir VMC a partir de 3NM do MAPT ou efetuar aproximação perdida.
Proceed VMC at 3NM to MAPT or perform the Missed Approach.



| | | | | | | | | | | |
|-------------------|------|------|-------|-----|-----|-----|--|--|--|--|
| RWY31 | 3.0 | 4.0 | IY008 | | | | | | | |
| ALT | 1770 | 2090 | 2410 | | | | | | | |
| (HGT) | 1010 | 1324 | 1644 | | | | | | | |
| Ground Speed (KT) | 090 | 110 | 130 | 150 | 170 | 190 | | | | |
| FPM | 500 | 600 | 700 | 800 | 900 | NA | | | | |
| FAF-MAPT | NIL | | | | | | | | | |

| | | | | | | |
|-------------------------|-------------------------|------------------|------------------|-----------------|---|----|
| STRAIGHT-IN | CAT | A | B | C | D | E |
| | LNAV/VNAV | DA / (OCH) | | 1766' / (1000') | | NA |
| LNAV | ALS/NO ALS/ RVR ALS (m) | | NIL / 5000 / NIL | | | |
| | MDA / (OCH) | | 1770' / (1010') | | | |
| ALS/NO ALS/ RVR ALS (m) | | NIL / 5000 / NIL | | | | |
| CIRCLING | MDA / (OCH) | | NA | | | |
| | VIS (m) | | | | | |

CHANGES: NEW CHART.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO