

INSTRUMENT APPROACH  
CHART (IAC)

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MILITARY ACFT ONLY**

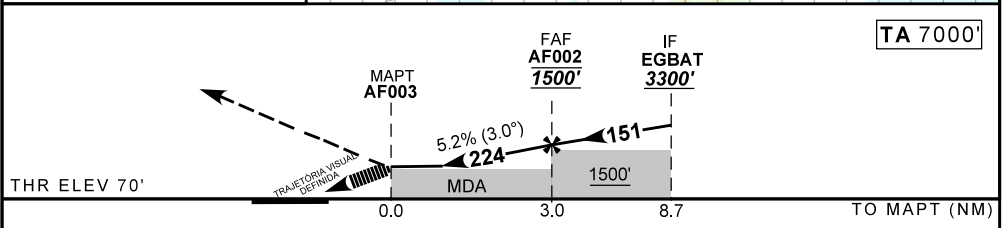
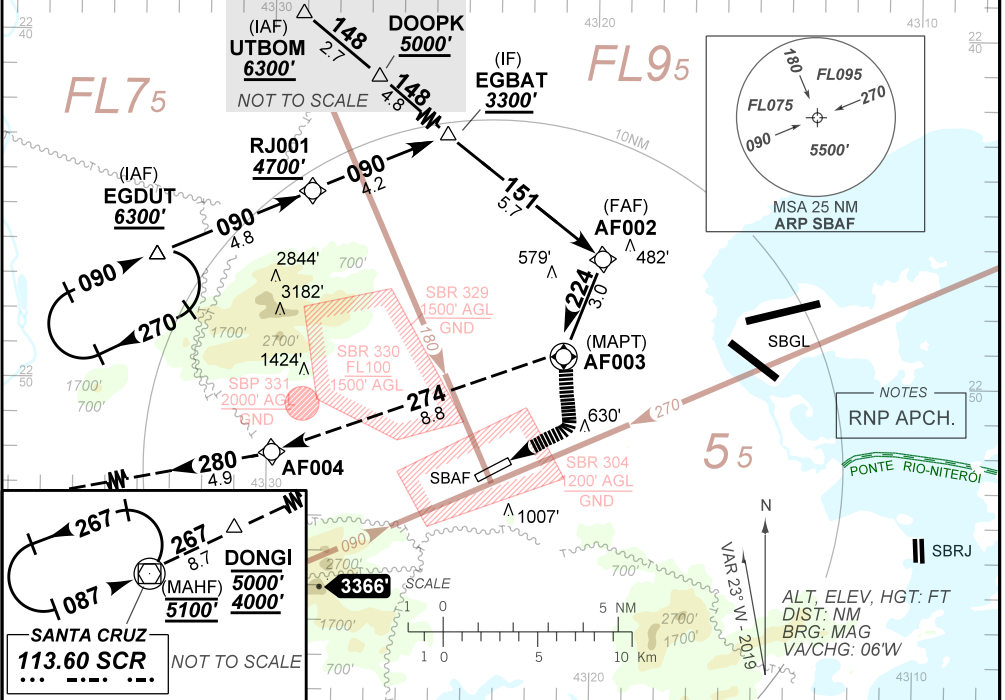
**RNP A RWY 26**

AD ELEV: 112'

ATIS NIL	APP RIO 119.00 119.35 120.55 126.20 128.90 129.20 129.80 133.30			AFIS AFONSOS 118.90 121.85	GND C AFONSOS 121.85
N/A	FINAL CRS 224°	FAF 1500'	LNAV/VNAV DA / (OCH): N/A	LNAV MDA / (OCH): N/A	

APCH Perdida: 1) Subir para **5100'**, gradiente MNM 5%, no rumo **274** até AF004. Curvar à DIREITA, rumo **280** até DONGI. Após curvar à ESQUERDA, rumo **267** até VOR SCR para espera.  
Missed APCH: 1) Climb to **5100'**, MNM gradient 5%, on course **274** up to AF004, turn **RIGHT** course **280** up to DONGI. After, turn **LEFT** course **267** up to SCR VOR for holding.

RMK: 1) Para pouso na RWY 08, circular pelo setor norte do AD; 2) IAS MAX na trajetória visual definida 140KT.  
1) Circling by north AD to land on RWY 08; 2) 140KT MAX IAS on visual prescribed track.

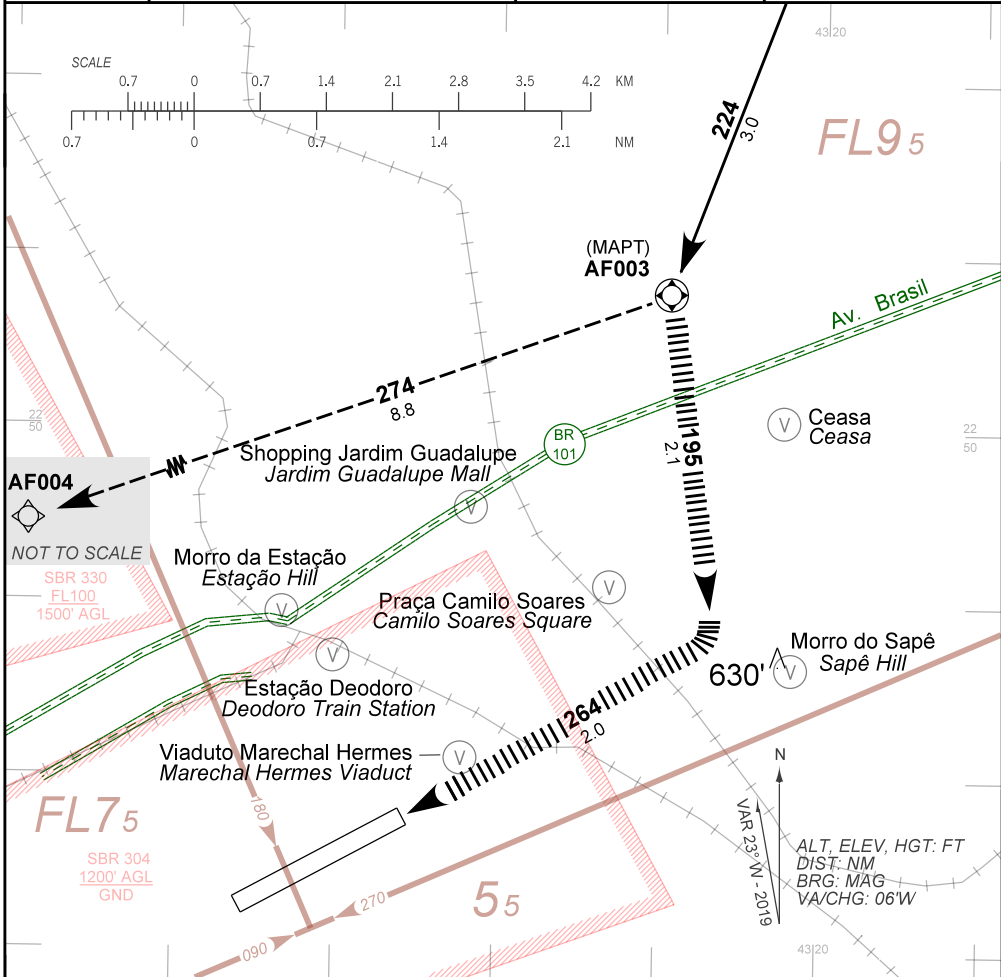


MAPT	AF003	0.5	1.0	2.0	AF002		KT	090	110	130	150	170	190
ALT	760	760	918	1237	1500		FPM	500	600	700	800	NA	NA
(HGT)	690	690	848	1167	1430		FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV	MDA / (OCH)	NA				
	ALS/NO ALS/ RVR ALS (m)	NA				
CIRCLING	MDA / (OCH)	760' / (690')				
	VIS (m)	3200				

CHANGES: EAC. IDENT. FREQ. LAYOUT.

ATIS NIL	APP RIO 119.00 119.35 120.55 126.20 128.90 129.20 129.80 133.30	AFIS AFONSOS 118.90 121.85	GNDC AFONSOS 121.85
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**TRAJETÓRIA VISUAL DEFINIDA RWY 26  
VISUAL PRESCRIBED TRACK RWY 26**

- 1) O procedimento deverá ser autorizado pelo APP RIO durante a aproximação final e aproximação perdida.  
*Procedure must be authorized by RIO APP on final and missed approaches.*
- 2) O piloto deverá estar em contato visual e prover sua própria separação com as referências visuais: Morro do Sapê (S22 51.37, W43 20.17), Viaduto Marechal Hermes (S22 51.89, W43 22.20).  
*The pilot should have visual contact and provide his own separation with the visual references: Sapê Hill (S22 51.37 W43 20.17), Marechal Hermes Viaduct (S22 51.89, W43 22.20).*
- 3) Em caso de perda de referência visual, durante a manobra para circular: curvar imediatamente à DIREITA direto AF004 subindo para 5100' para interceptar a trajetória da aproximação perdida publicada.  
*In case of visual reference loss during the circling maneuvering: turn RIGHT immediately direct to AF004 climbing to 5100' to intercept the trajectory of the missed approach published.*
- 4) Observar AIC sobre circulação visual na Terminal Rio de Janeiro.  
*See AIC about visual flight in Rio de Janeiro Terminal Area.*

CHANGES: EAC, IDENT, FREQ, LAYOUT.