

**INSTRUMENT APPROACH  
CHART (IAC)**

**MANAUS / Eduardo Gomes, INTL (SBEG)**

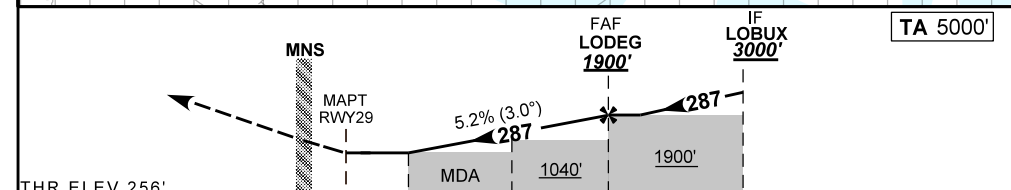
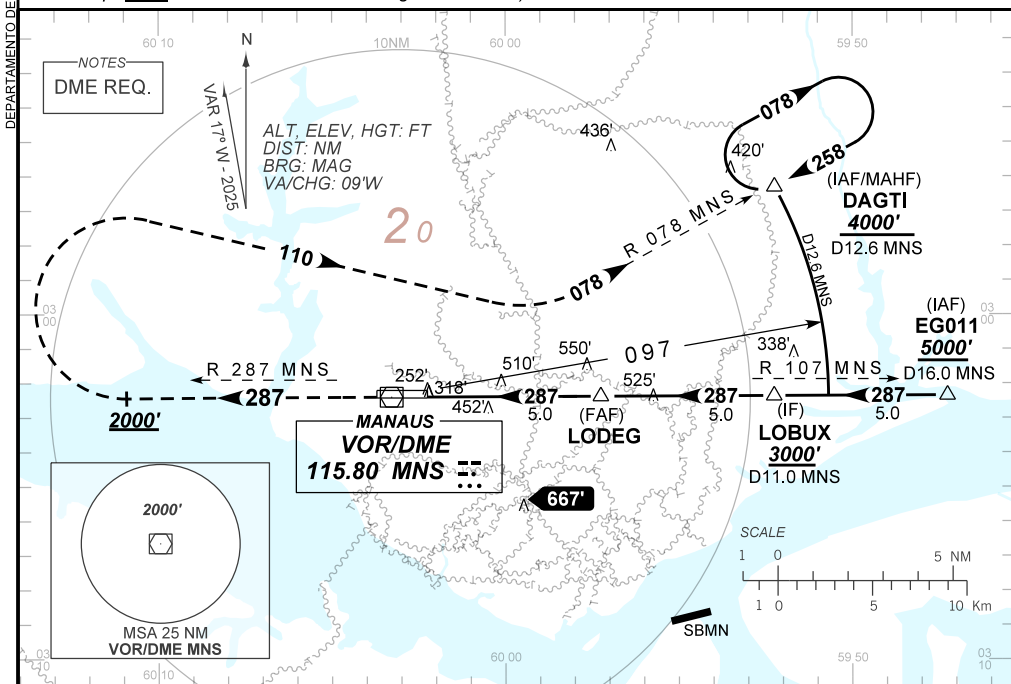
**AD ELEV: 264'**

**VOR W RWY 29**

D-ATIS <b>127.65</b>	APP MANAUS <b>119.25 119.70 120.40</b>	TWR EDUARDO GOMES <b>118.30</b>	GND EDUARDO GOMES <b>121.90</b>
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VOR/DME MNS <b>115.80 MHz</b>	FINAL CRS <b>287°</b>	FAF: <b>1900'</b>	N/A	VOR MDA / (OCH): <b>760' / (510')</b>
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APCH Perdida: 1) Subir para **4000'**. Manter a RDL **287** do VOR MNS até **2000'**. Após, curvar à DIREITA proa **110** para interceptar a RDL **078** VOR MNS para espera em DAGTI. 2) IAS MAX 230KT.  
Missed APCH: Climb to **4000'**. Maintain **287** RDL MNS VOR until **2000'**. Then, turn RIGHT heading **110** to intercept **078** RDL MNS VOR for holding at DAGTI. 2) IAS MAX 230KT.



	0.0	1.4	2.3	5.0	10.0	TO THR 29 (NM)
	1.0	2.4	3.3	6.0	11.0	TO MNS (DME)

RWY29	1.4	2.3	3.0	4.0	LODEG	Ground Speed (KT)	090	110	130	150	170	190
ALT	760	1045	1268	1587	1900	FPM	500	600	700	800	900	1000
(HGT)	500	782	1005	1324	1637	FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
VOR	MDA / (OCH)	760' / (510')				
	ALS/NO ALS/ RVR ALS (m)	NIL / 1600 / NIL		NIL / 2400 / NIL		
CIRCLING	MDA / (OCH)	NA				
	VIS (m)					

CHANGES: OCH, VIS.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AEREO