

**INSTRUMENT APPROACH
CHART (IAC)**

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

AD ELEV: 28'

ILS V or LOC V RWY 28

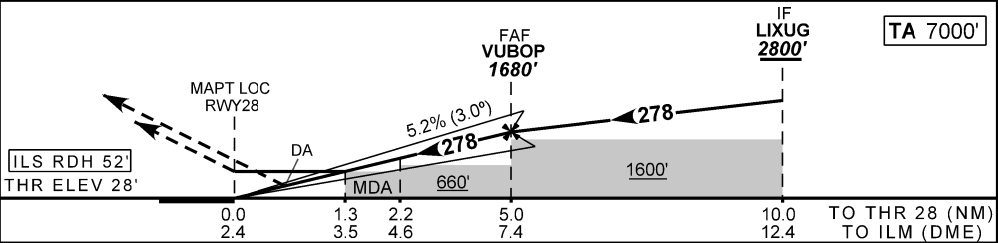
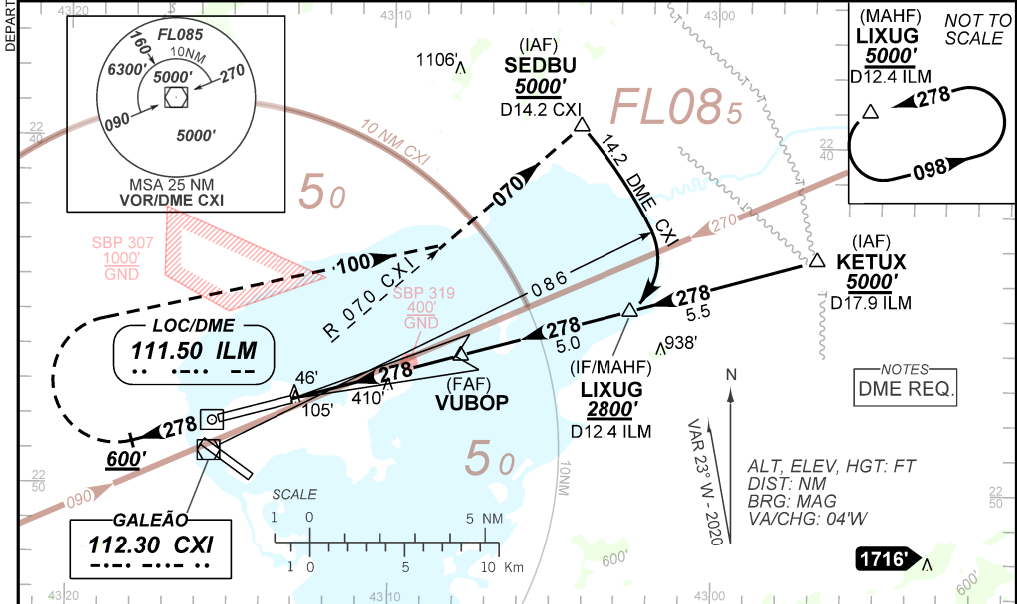
D-ATIS 127.60	APP RIO 128.90 119.725 119.00 128.9 129.80 134.40 121.25 124.95 134.95 129.20	TWR GALEÃO 118.00 118.20	GNDC GALEÃO 128.35 121.65
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LOC ILM 111.50 MHz	FINAL CRS 278°	FAF: 1680'	CAT I DA / (OCH): REFER MNM	LOC MDA / (OCH): 490' / (470')
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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.

RMK: NIL.



RWY 28	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	1000
(HGT)	470	689	1007	1326	1652		FAF-MAPT	NA					

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

CHANGES: VOR/DME