



## CODING TABLE

| IAC RNP Y RWY 20 (AR) |                           |          |            |           | GAVIÃO PEIXOTO / EMBRAER - Unidade Gavião Peixoto (SBGP) |                             |      |                           |                           |                  |                         | SBGP_IAC_00I   |        | 12 AUG 21      |                          |
|-----------------------|---------------------------|----------|------------|-----------|----------------------------------------------------------|-----------------------------|------|---------------------------|---------------------------|------------------|-------------------------|----------------|--------|----------------|--------------------------|
| Seq Num               | IAP Transition Identifier | Fly Over | Rec Navaid | Fix Ident | Path and Terminator                                      | Course Angle                | Turn | Upper Limit Altitude (FT) | Lower Limit Altitude (FT) | Speed Limit (KT) | Speed Limit Description | TM DST (NM)    | VA (°) | Role Of TheFix | Navigation Specification |
| 10                    | APCH                      | N/A      | N/A        | GP001     | IF                                                       | N/A                         | N/A  | N/A                       | +10000                    | N/A              | N/A                     | N/A            | N/A    | IAF            | RNP 1.0                  |
| 20                    | APCH                      | N        | N/A        | GP002     | TF                                                       | 21.00° Mag<br>00.11° True   | N/A  | N/A                       | N/A                       | N/A              | N/A                     | 5.00           | N/A    | N/A            | RNP 1.0                  |
| 30                    | APCH                      | N        | N/A        | GP004     | RF                                                       | N/A                         | L    | N/A                       | N/A                       | 180              | -                       | 6.03           | N/A    | N/A            | RNP 1.0                  |
| N/A                   | N/A                       | N/A      | N/A        | GP003     | N/A                                                      | N/A                         | N/A  | N/A                       | N/A                       | N/A              | N/A                     | RADIUS<br>7.00 | N/A    | RF CENTER      | N/A                      |
| 40                    | APCH                      | N        | N/A        | GP012     | TF                                                       | 331.78° Mag<br>310.94° True | N/A  | N/A                       | +5000                     | N/A              | N/A                     | 11.19          | N/A    | IF             | RNP 1.0                  |
| 10                    | FINAL                     | N        | N/A        | GP012     | IF                                                       | N/A                         | N/A  | N/A                       | +5000                     | 180              | -                       | N/A            | N/A    | IF             | RNP 0.3                  |
| 20                    | FINAL                     | N        | N/A        | GP007     | RF                                                       | N/A                         | R    | N/A                       | R3640                     | 165              | -                       | 10.35          | N/A    | FAF            | RNP 0.3                  |
| N/A                   | N/A                       | N/A      | N/A        | GP006     | N/A                                                      | N/A                         | N/A  | N/A                       | N/A                       | N/A              | N/A                     | RADIUS<br>2.60 | N/A    | RF CENTER      | N/A                      |
| 30                    | FINAL                     | Y        | N/A        | RWY20     | TF                                                       | 199.91° Mag<br>179.04° True | N/A  | N/A                       | @2047                     | N/A              | N/A                     | 5.00           | -3.00  | LTP            | RNP 0.3                  |
| 10                    | MA                        | N        | N/A        | GP008     | TF                                                       | 199.91° Mag<br>179.04° True | N/A  | N/A                       | N/A                       | N/A              | N/A                     | 7.72           | N/A    | N/A            | RNP 1.0                  |
| 20                    | MA                        | N        | N/A        | GP013     | RF                                                       | N/A                         | R    | N/A                       | N/A                       | N/A              | N/A                     | 6.56           | N/A    | N/A            | RNP 1.0                  |
| N/A                   | N/A                       | N/A      | N/A        | GP009     | N/A                                                      | N/A                         | N/A  | N/A                       | N/A                       | N/A              | N/A                     | RADIUS<br>4.00 | N/A    | RF CENTER      | N/A                      |
| 30                    | MA                        | Y        | N/A        | GP011     | TF                                                       | 293.86° Mag<br>273.09° True | N/A  | N/A                       | +4500                     | N/A              | N/A                     | 4.00           | N/A    | MAHF           | RNP 1.0                  |
| 40                    | MA                        | Y        | N/A        | GP011     | HM                                                       | 293.86° Mag<br>273.09° True | R    | N/A                       | +4500                     | N/A              | N/A                     | 1.00 min       | N/A    | MAHF           | RNP 1.0                  |

| Ident | Latitude / Longitude (WGS84)<br>DD:MM:SS.SS |
|-------|---------------------------------------------|
| GP001 | S 21:59:46.95W 48:17:20.81                  |
| GP002 | S 21:54:45.89W 48:17:20.26                  |
| GP003 | S 21:54:45.00W 48:24:51.95                  |
| GP004 | S 21:49:25.96W 48:19:56.88                  |
| GP006 | S 21:40:06.30W 48:27:12.29                  |
| GP007 | S 21:40:03.70W 48:24:24.83                  |
| GP008 | S 21:51:56.50W 48:24:12.04                  |
| GP009 | S 21:52:00.49W 48:28:30.02                  |
| GP011 | S 21:55:48.05W 48:33:01.60                  |
| GP012 | S 21:42:04.52W 48:29:02.10                  |
| GP013 | S 21:56:00.99W 48:28:43.83                  |
| RWY20 | S 21:45:04.72W 48:24:19.43                  |

| COD | Meaning                       |
|-----|-------------------------------|
| +   | AT OR ABOVE                   |
| -   | AT OR BELOW                   |
| @   | AT                            |
| R   | RECOMMENDED                   |
| B   | BETWEEN                       |
| =   | AS ASSIGNED                   |
| SDF | STEPDOWN FIX                  |
| Y   | YES                           |
| N   | NO                            |
| L   | LEFT                          |
| R   | RIGHT                         |
| N/A | NOT APPLICABLE                |
| LTP | LANDING THRESHOLD POINT       |
| FTP | FICTITIOUS THRESHOLD<br>POINT |
| *   | FICTITIOUS POINT              |

## SPECIAL PARAMETERS TABLE

This table contains the parameter values that differ from the standard values established in RNP AR Manual (Doc 9905) and/or PANS-OPS (Doc 8168) and has the objective to assist operators during the approval process by the competent Aeronautical Authority, especially regarding the Flight Operational Safety Assessment. These parameters take into account only design criteria contained in Doc 9905 and Doc 8168. Airworthiness special parameters were not considered for this classification.

| SPECIAL PROCEDURE                              |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|------------------------------------------------|---------------|-----|----------|-----|----------|-----|------------|-----|----------|-----|--------------|-----|----------|-----|------------------|
| INITIAL APPROACH SEGMENT                       |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| Track                                          | Bank Angle(°) |     | TWC (KT) |     | IAS (KT) |     | Dfrop (NM) |     | TrD (NM) |     | Gradient (%) |     | RNP (NM) |     | TP Altitude (FT) |
|                                                | Used /        | STD | Used /   | STD | Used /   | STD | Used /     | STD | Used /   | STD | Used /       | STD | Used /   | STD | Used /           |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| INTERMEDIATE APPROACH SEGMENT                  |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| Track                                          | Bank Angle(°) |     | TWC (KT) |     | IAS (KT) |     | Dfrop (NM) |     | TrD (NM) |     | Gradient (%) |     | RNP (NM) |     | TP Altitude (FT) |
|                                                | Used /        | STD | Used /   | STD | Used /   | STD | Used /     | STD | Used /   | STD | Used /       | STD | Used /   | STD | Used /           |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| FINAL APPROACH SEGMENT                         |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
| Track                                          | Bank Angle(°) |     | TWC (KT) |     | IAS (KT) |     | Dfrop (NM) |     | TrD (NM) |     | Gradient (%) |     | RNP (NM) |     | TP Altitude (FT) |
|                                                | Used /        | STD | Used /   | STD | Used /   | STD | Used /     | STD | Used /   | STD | Used /       | STD | Used /   | STD | Used /           |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |
|                                                |               |     |          |     |          |     |            |     |          |     |              |     |          |     |                  |

| MISSED APPROACH SEGMENT |               |     |          |     |          |     |                          |     |          |     |              |     |          |     |                  |     |
|-------------------------|---------------|-----|----------|-----|----------|-----|--------------------------|-----|----------|-----|--------------|-----|----------|-----|------------------|-----|
| Track                   | Bank Angle(°) |     | TWC (KT) |     | IAS (KT) |     | D <sub>MASRNP</sub> (NM) |     | TrD (NM) |     | Gradient (%) |     | RNP (NM) |     | TP Altitude (FT) |     |
|                         | Used          | STD | Used     | STD | Used     | STD | Used                     | STD | Used     | STD | Used         | STD | Used     | STD | Used             | STD |
|                         |               |     |          |     |          |     |                          |     |          |     |              |     |          |     |                  |     |
|                         |               |     |          |     |          |     |                          |     |          |     |              |     |          |     |                  |     |
|                         |               |     |          |     |          |     |                          |     |          |     |              |     |          |     |                  |     |

| COD                 | Meaning                                                                                           |
|---------------------|---------------------------------------------------------------------------------------------------|
| STD                 | Value according to ICAO Documents                                                                 |
| TWC                 | Tail Wind Component                                                                               |
| IAS                 | Indicated Air Speed                                                                               |
| D <sub>frop</sub>   | Distance FROP-THEL                                                                                |
| FROP                | Final Roll-Out Point                                                                              |
| TrD                 | Track Distance (Needed to comply turns)                                                           |
| TP Altitude         | Turning Point Altitude                                                                            |
| THEL                | Threshold elevation                                                                               |
| D <sub>MASRNP</sub> | Maximum distance of RNP navigation accuracy (requirement less than 1.0 NM in the missed approach) |