

INSTRUMENT APPROACH
CHART (IAC)

BRASÍLIA / Pres. Juscelino Kubitschek, INTL (SBBR)

AD ELEV: 3498'

ILS Z RWY 29L

| | | | |
|------------------|---------------------------------------------|---------------------------------------------|--------------------------------|
| D-ATIS 127.80 | APP BRASÍLIA 129.15 129.60 119.50 121.50 | TWR BRASÍLIA 118.10 118.45 118.75 121.50 | GNDC BRASÍLIA 121.80 121.95 |
|------------------|---------------------------------------------|---------------------------------------------|--------------------------------|

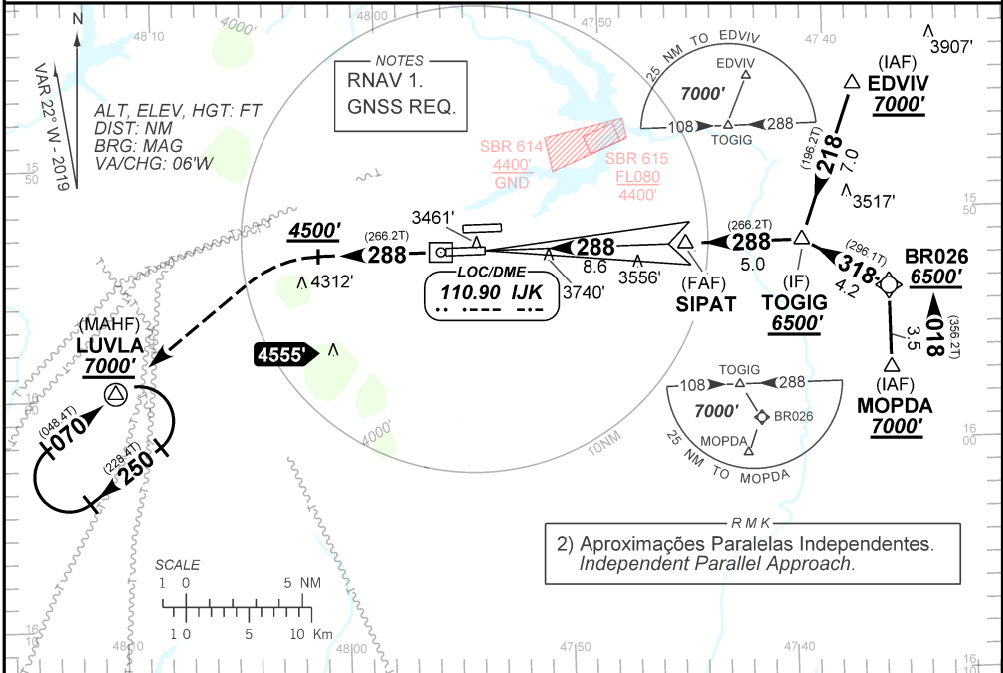
| | | | | |
|-----------------------|-------------------|---------------|-------------------------------------|-----|
| LOC IJK 110.90 MHz | FINAL CRS 288° | FAF: 6220' | CAT I DA / (OCH): 3651' / (230') | N/A |
|-----------------------|-------------------|---------------|-------------------------------------|-----|

APCH Perdida: Subir para **7000'**. Manter proa **288** até **4500'**. Curvar à ESQUERDA direto LUVLA para espera.

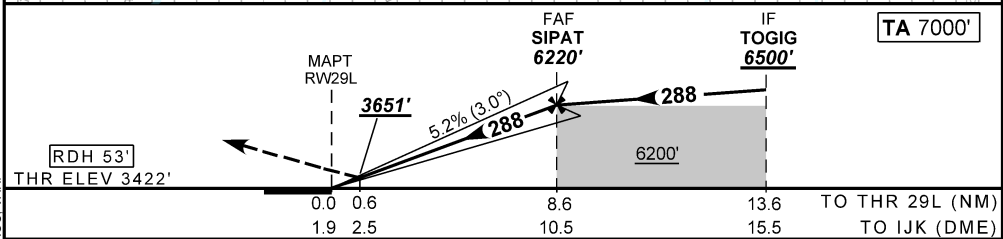
Missed APCH: Climb to **7000'**. Maintain heading **288** up to **4500'**. Turn LEFT direct LUVLA for holding.

RMK: 1) (*) VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto Automático ou Head-Up (HUD).

(*) VIS RVR ALS 550m for approach using a Flight Director, Autopilot or Head-Up Display (HUD).



2) Aproximações Paralelas Independentes.
Independent Parallel Approach.



| | | | | | | | | |
|--------|-----|----------|-----|-----|-----|-----|-----|------|
| RWY29L | NIL | KT | 090 | 110 | 130 | 150 | 170 | 190 |
| ALT | NIL | FPM | 500 | 600 | 700 | 800 | 900 | 1000 |
| (HGT) | NIL | FAF-MAPT | NA | | | | | |

| | | | | | | |
|-------------|-------------------------|----------------------|---|---|---|---|
| STRAIGHT-IN | CAT | A | B | C | D | E |
| CAT I | DA / (OCH) | 3651' / (230') | | | | |
| | ALS/NO ALS/ RVR ALS (m) | 800 / 1200 / 700 (*) | | | | |
| CIRCLING | MDA / (OCH) | NA | | | | |
| | VIS (m) | NA | | | | |

CHANGES: ADELL DA FREQ. LAYOUT, PROC. VAR.