

**INSTRUMENT APPROACH
CHART (IAC)**

CURITIBA / Bacacheri (SBBI)

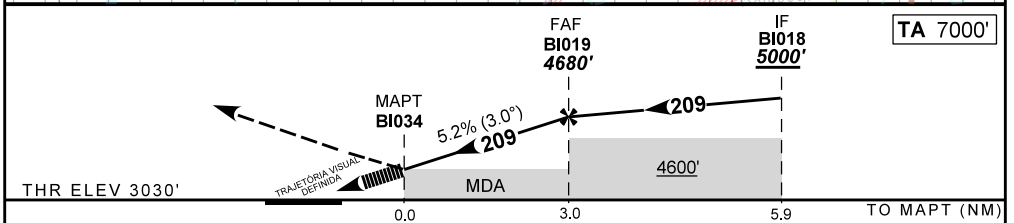
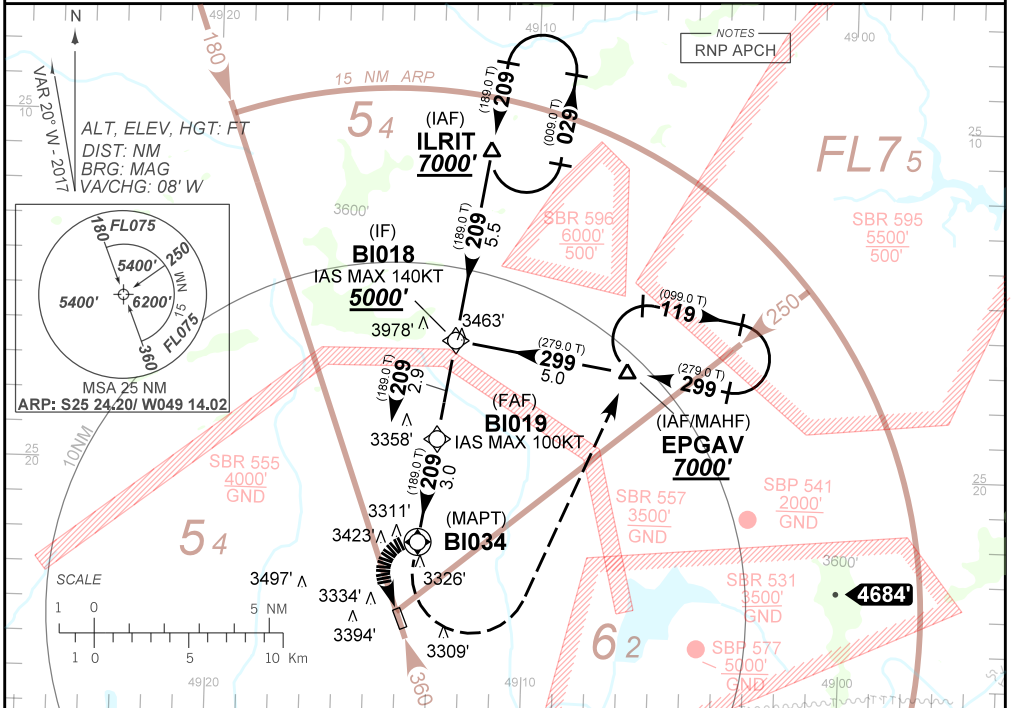
AD ELEV: 3059'

RNAV (GNSS) A RWY 18

ATIS 132.325		APP CURITIBA 119.95 119.70 120.65 120.95 129.55 133.15 121.50				TWR BACACHERI 118.90	GNDC BACACHERI 121.80
N/A	FINAL CRS 209°	FAF 4680'	LNAV/VNAV DA / (OCH): N/A		LNAV MDA / (OCH): N/A		

APCH Perdida: Subir para **7000'**, curvando à ESQUERDA direto EPGAV para espera.
Missed APCH: Climbing LEFT turn to **7000'** direct to EPGAV for holding.

RMK: 1) Proibido circular setor oeste do AD entre os AZM 191 e 333. 2) IAS MAX na trajetória visual definida 100KT. 3) proibido circular para RWY 36. 1) Prohibited to circle AD west sector between AZM 191 and 333. 2) MAX IAS on visual prescribed track 100KT. 3) Prohibited to circle to RWY 36.



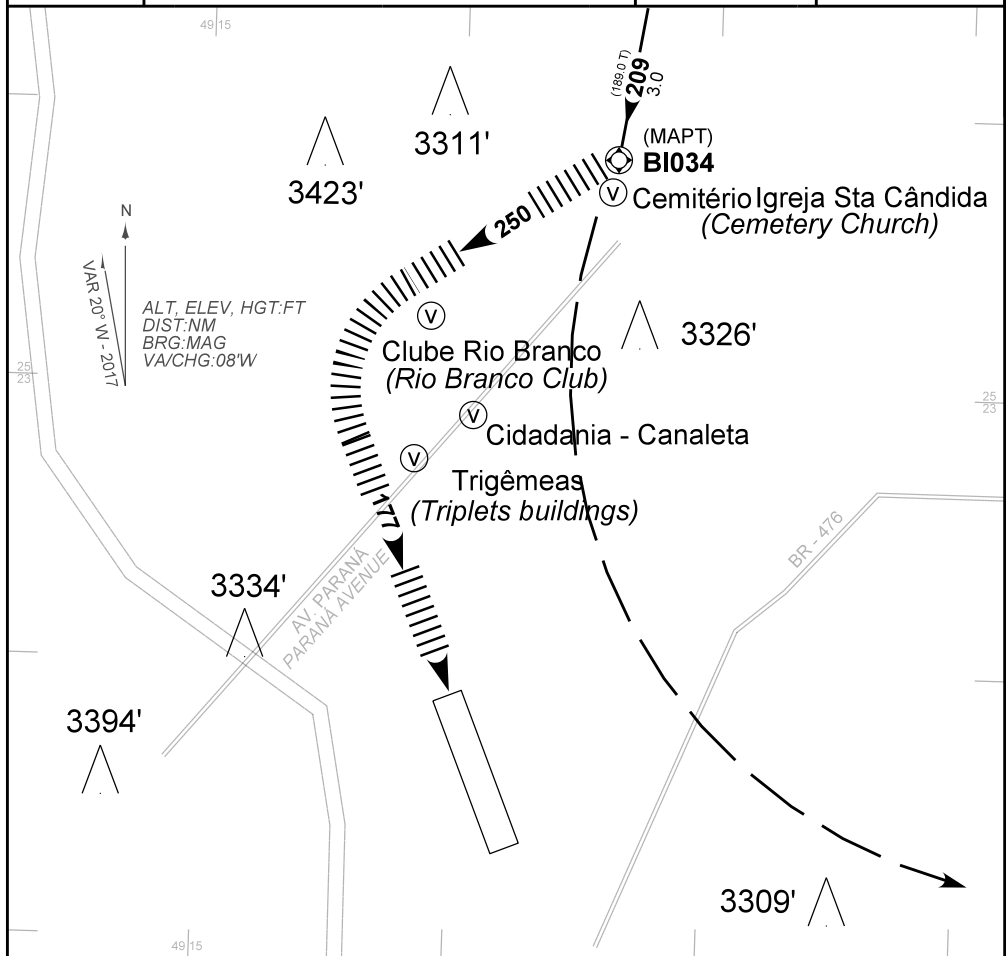
MAPT	BI034	1.0	2.0	BI019		KT	090	110	130	150	170	190
ALT	3720	4035	4354	4680		FPM	500	600			NA	NA
(HGT)	670	1005	1324	1650		FAF-MAPT				NA		

STRAIGHT-IN	CAT	A	B	C	D	E
	MDA / (OCH) / TETO ALS/NO ALS/ RVR ALS (m)					
LNAV					NA	
CIRCLING	MDA / (OCH) / TETO	3720' / (670') / 700'				
	VIS (m)	3700				NA

CHANGES: PAG.

AD ELEV: 3059'

ATIS	APP CURITIBA					TWR BACACHERI	GNDC BACACHERI		
132.325	119.95	119.70	120.65	120.95	129.55	133.15	121.50	118.90	121.80



TRAJETÓRIA VISUAL DEFINIDA RWY 18
VISUAL PRESCRIBED TRACK RWY 18

- 1) O procedimento deverá ser autorizado pela TWR BI durante a aproximação final.
Procedure must be authorized for the BI TWR on final approach.
- 2) O piloto deverá estar em contato visual e prover sua própria separação com as referências visuais:
The pilot should have visual contact and provide his own separation with the visual references:
Cemitério (Cemetery) e/and Igreja (Church) Santa Cândida (S25 22.29 W049 13.41), Clube (Club) Rio Branco (S25 22.75 W049 14.12), Prédio amarelo (Yellow building) Cidadania - Canaleta Av. Paraná (S25 23.10 W049 13.94) e/and 3 prédios Trígêmeas (Triplets buildings) (S 25 23.26 W 049 14.17).
- 3) Em caso de perda de referência visual, durante a manobra para circular: subir em curva para 7000', dentro da área para circular, na direção da pista e interceptar a trajetória da aproximação perdida publicada.
In case of visual reference loss during the circling maneuvering: climbing turn to 7000' inside circling area, towards the runway and intercept the missed approach published.

CHANGES: PAG.