

**GENERAL**

**Operational Hours**

**ATS Hours / AD Operator Hours:** H24

**Airport Information**

**RFF:** CAT 9

**PCN:** RWY 16/34: 83/F/B/W/T

**Operation**

**RWY Restriction**

180° turns for ACFT F100/B737 or greater at RWY end only.

**TWY Restriction**

TWY F2 MAX wingspan 36m / 118ft.

**Warnings**

**BHZ VOR** unusable:

R202-R212

R072-R082

Birds in vicinity of AD.

**ARRIVAL**

**Communication**

**COM Failure:** See CRAR and in addition;

**RNAV RWY 16 via:**

**EPDIM 1A, KIMUS 1A**

Complete ARR until AKPUV and execute procedure authorized by ATC. Or, if under vectoring on HGD 340°, maintain HDG, MNM ALT 7000ft until D20 CNF VOR. Then turn left to intercept final APCH.

**GILNI 1A**

Complete ARR until OSOMI and execute procedure authorized by ATC.

**ISVAD 1A**

Complete ARR until TISLO and execute procedure authorized by ATC. Or, if under vectoring on HGD 340°, maintain HDG, MNM ALT 7000ft until D20 CNF VOR. Then turn right to intercept final APCH.

**RNAV RWY 34 via:**

**EPDIM 1A, GILNI 1A, ISVAD 1A**

Complete ARR until KUGUT and execute procedure authorized by ATC. Or, if under vectoring on HGD 130°, maintain HDG, MNM ALT 8000ft until D36 CNF VOR. Then turn right to intercept final APCH.

**KIMUS 1A**

Complete ARR until VADON and execute procedure authorized by ATC.

**Arrival Procedure**

**Non-standard GP intercept position on RWY 16**

GP intercepts RWY 16 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *2686m / 8813ft*.

15-FEB-2018

Brazil **Belo Horizonte** Tancredo Neves Intl**CNF-SBCF**

1-20

**A0I****A0I****DEPARTURE****Take-off Minima**

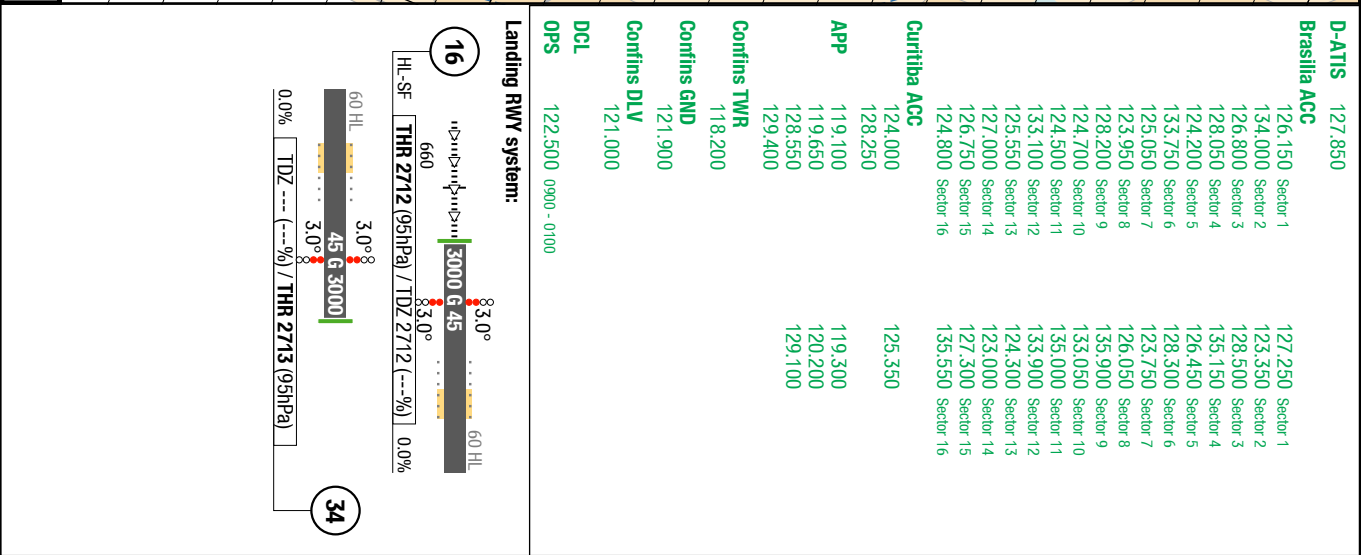
RWY		16/34	
Multi ENG	ft - m/km	0 - 500R/600V	TKOF ALTN AVBL, HJ only
		0 - 800R/800V	TKOF ALTN AVBL, HN
All ACFT		c600 - 1.6V	-

Changes: Nil

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AGF

# AFC



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## Stand Coordinates

### APRON 1 and 2

<b>107</b>	S19 38.0 W043 57.7
<b>108-112</b>	S19 38.0 W043 57.8
<b>113</b>	S19 37.9 W043 57.8
<b>114-118</b>	S19 37.9 W043 57.9
<b>119, 120</b>	S19 37.8 W043 57.9
<b>121-128</b>	S19 37.8 W043 58.0
<b>129-134</b>	S19 37.7 W043 58.1
<b>135, 136</b>	S19 37.6 W043 58.2
<b>206-209</b>	S19 38.1 W043 57.9
<b>210, 211</b>	S19 38.0 W043 57.9
<b>212-214</b>	S19 38.0 W043 58.0
<b>215, 216</b>	S19 37.9 W043 58.0
<b>217-219</b>	S19 37.9 W043 58.1
<b>220-222</b>	S19 37.8 W043 58.1
<b>223, 224</b>	S19 37.8 W043 58.2
<b>225-228</b>	S19 37.7 W043 58.2
<b>229, 230</b>	S19 37.6 W043 58.3
<b>231</b>	S19 37.6 W043 58.2

### APRON 3

<b>52-53</b>	S19 38.6 W043 57.3
<b>54-59A</b>	S19 38.5 W043 57.4
<b>60-62</b>	S19 38.4 W043 57.5

Effective 12-NOV-2015

05-NOV-2015

CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

RNAV 16 ISNUV 1A

4-10

RNAV 16 ISLEG 1A

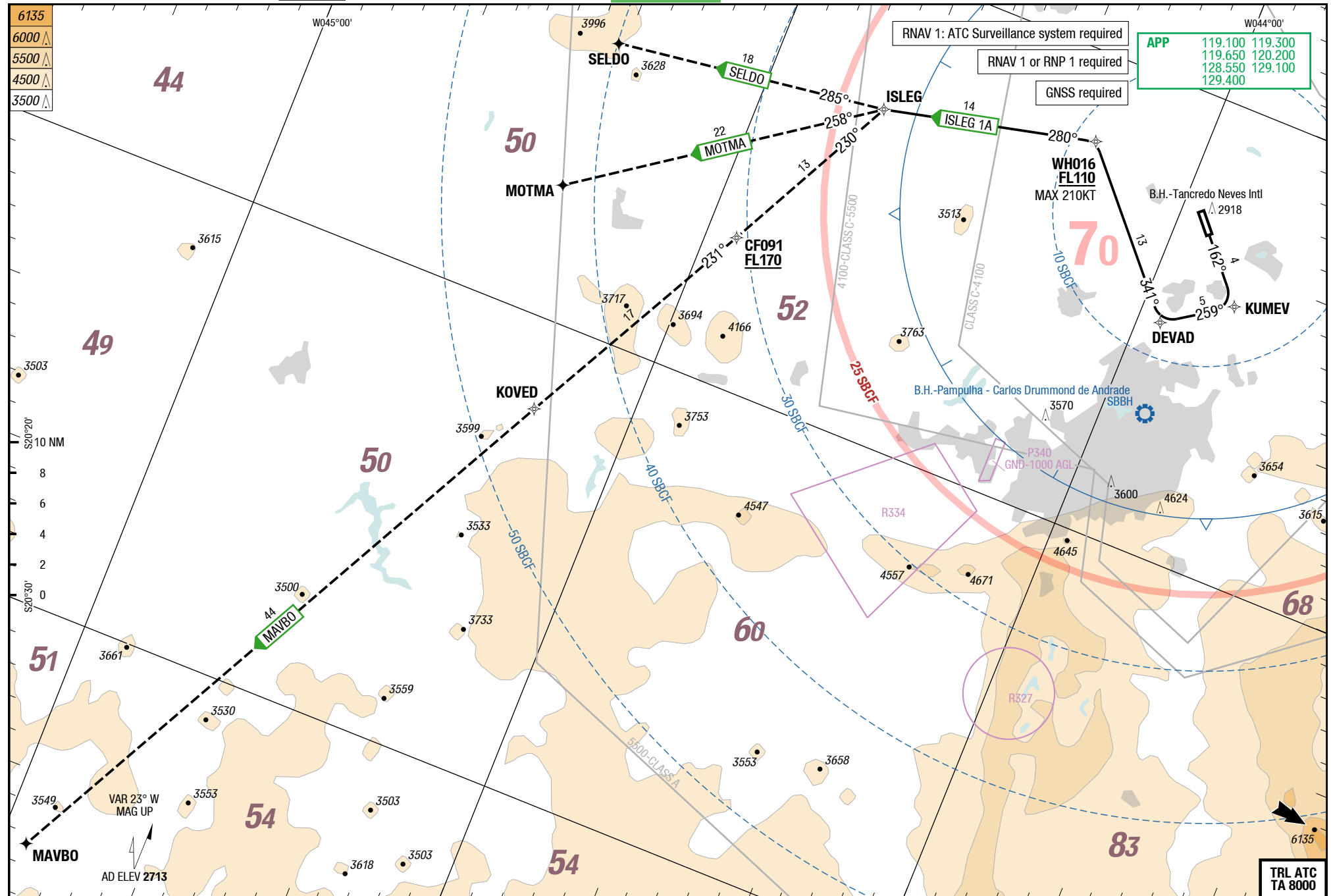
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Tancredo Neves Intl Belo Horizonte Brazil

RNAV 16 ISNUV 1A

RNAV 16 ISLEG 1A



Changes: Completely revised

## CNF-SBCF

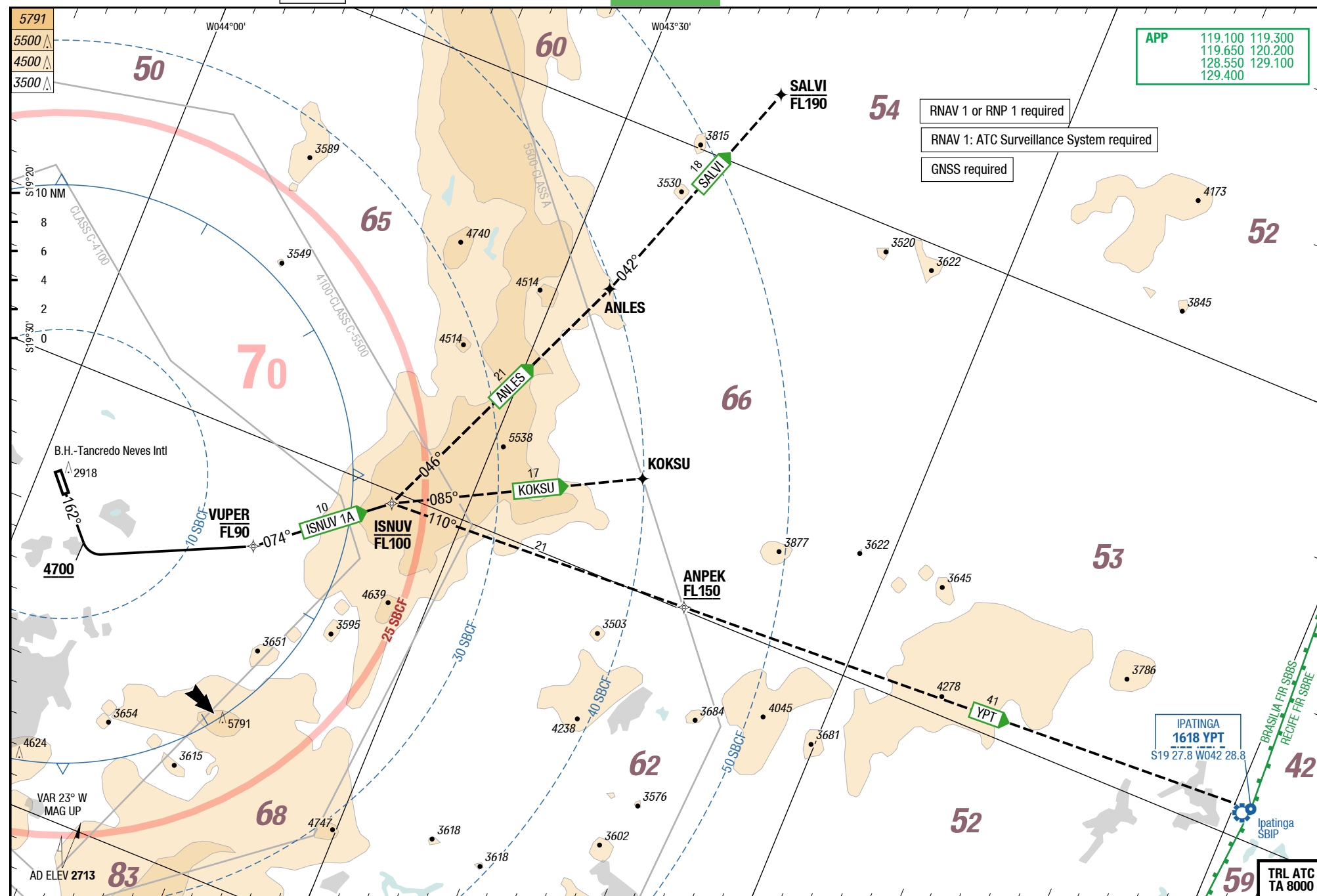
4-20

# RNAV 16 ISNUV 1A

SID

SID

## RNAV 16 ISNUV 1A



Changes: Completely revised

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Effective 12-NOV-2015

05-NOV-2015

CNF-SBCF

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RNAV 16 TORUX 1A

4-30

RNAV 16 KUBEX 1A

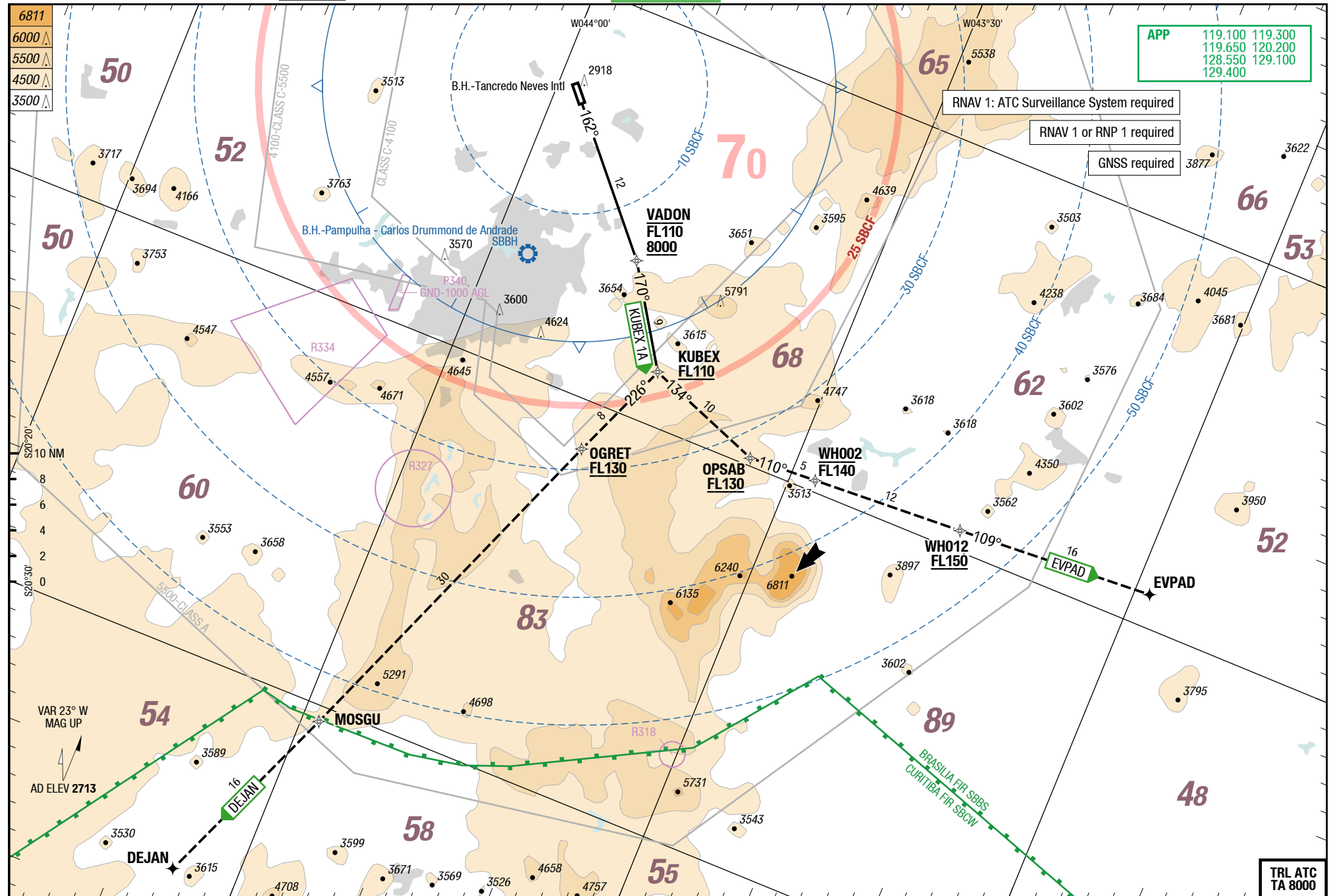
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Tancredo Neves Intl Belo Horizonte Brazil

RNAV 16 TORUX 1A

RNAV 16 KUBEX 1A



Changes: Completely revised



Effective 12-NOV-2015

05-NOV-2015

CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

4-40

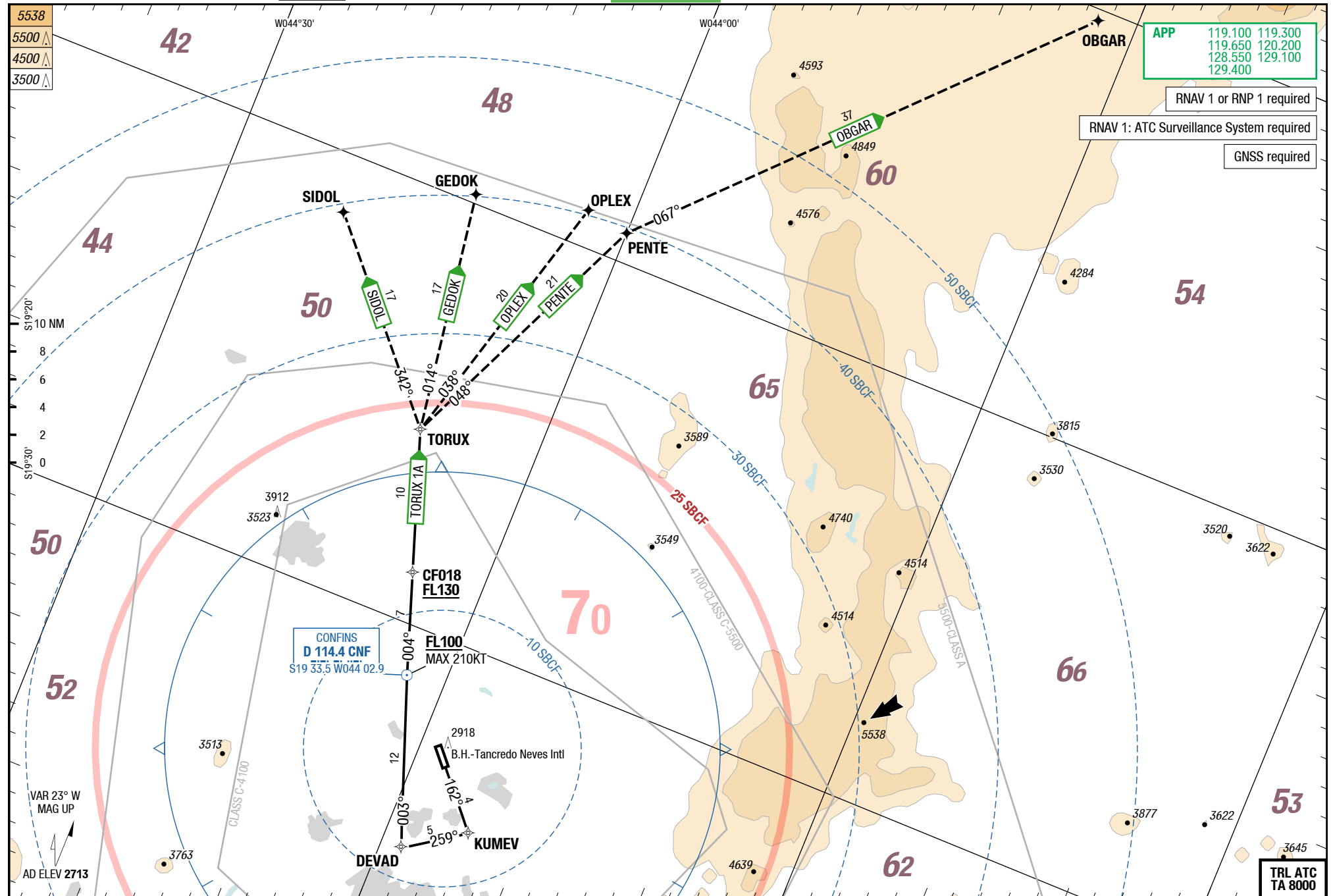
RNAV 16 TORUX 1A

SID

SID

Tancredo Neves Intl Belo Horizonte Brazil

RNAV 16 TORUX 1A



Changes: Completely revised

26-JAN-2017  
CNF-SBCF

Brazil **Belo Horizonte** Tancredo Neves Intl

RNAV 34 GATOX 1A

4-50

**RNAV 34 AKRAR 1A**

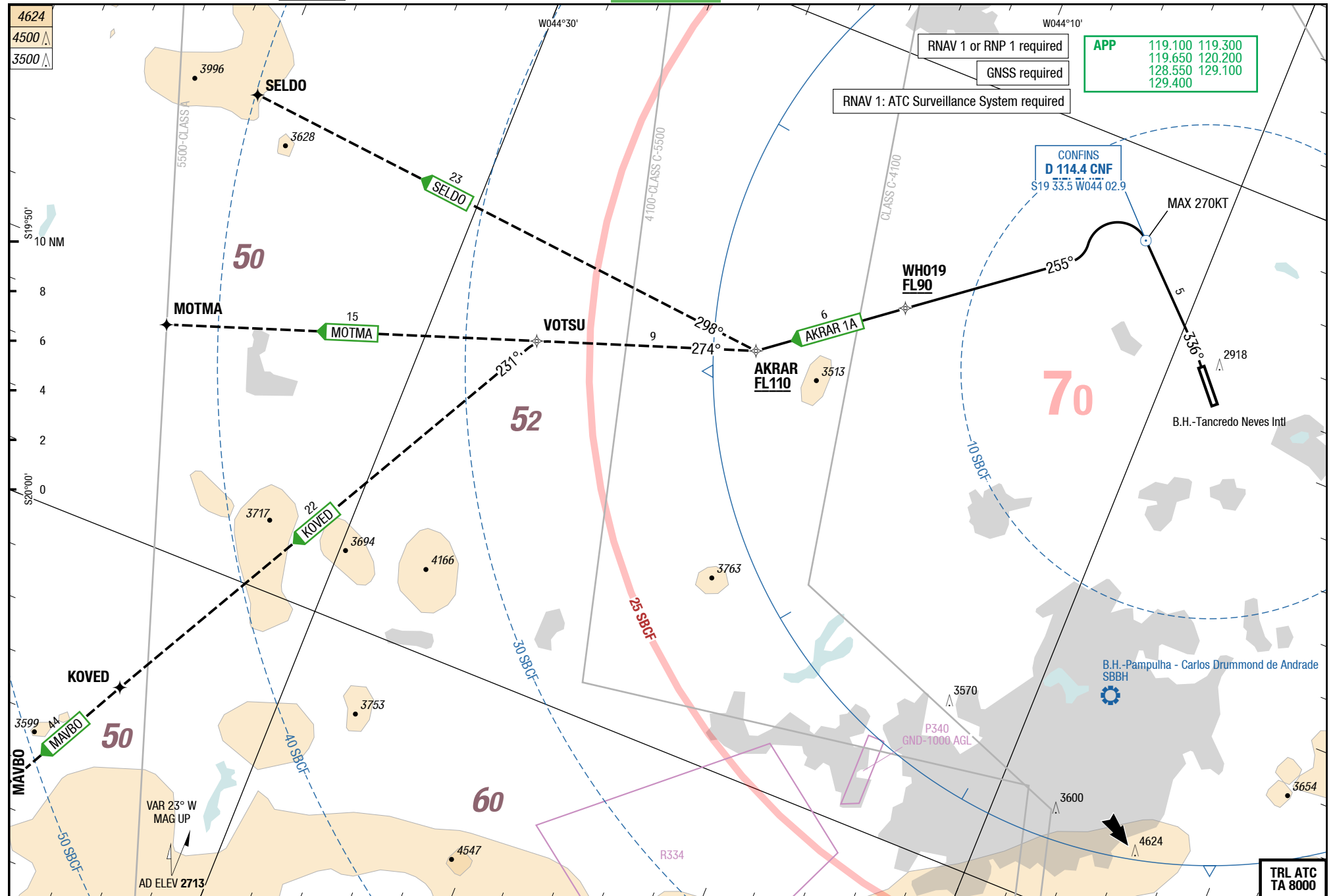
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Tancredo Neves Intl **Belo Horizonte** Brazil

RNAV 34 GATOX 1A

**RNAV 34 AKRAR 1A**



Changes: Nil

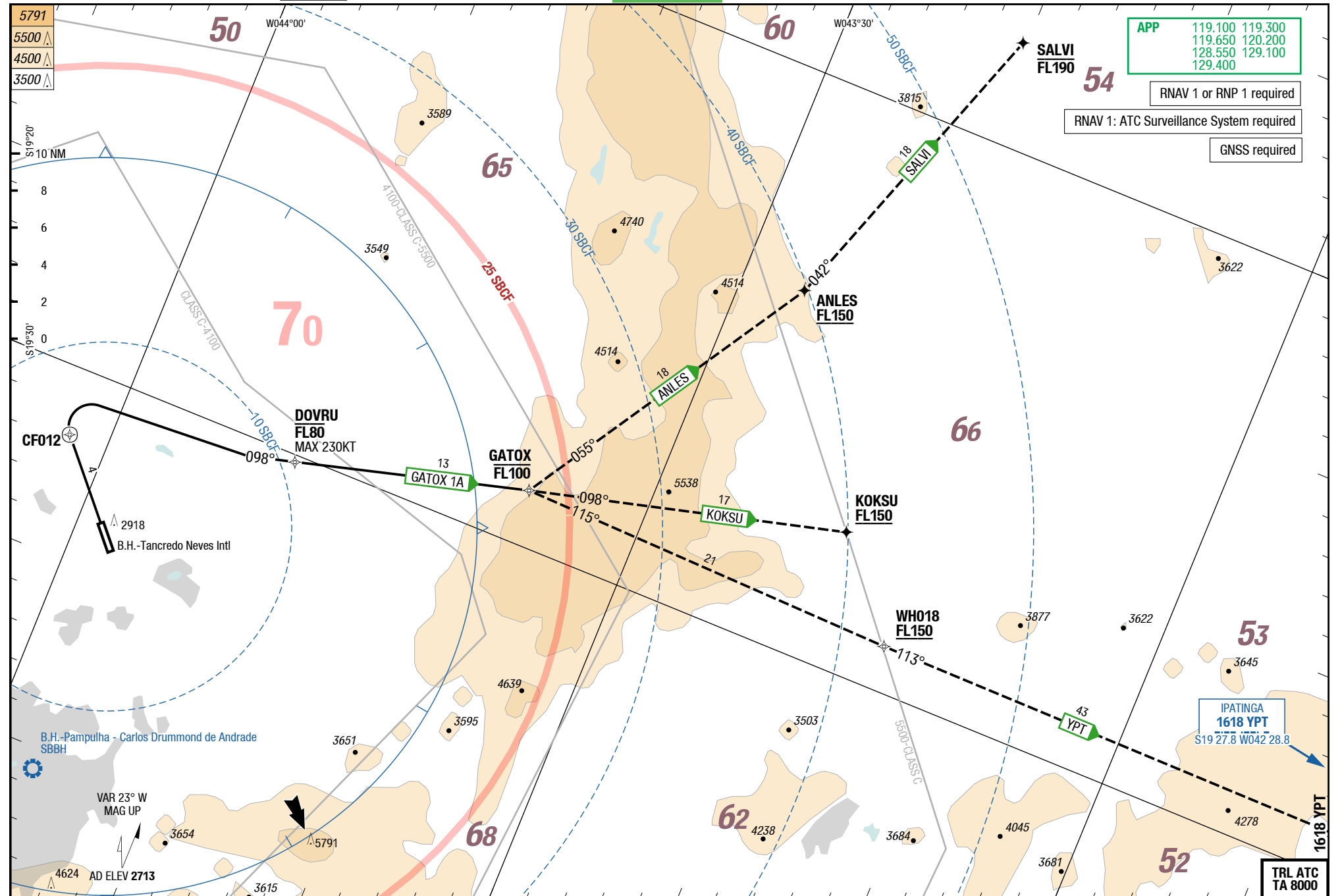
## CNF-SBCF

## RNAV 34 GATOX 1A

SID

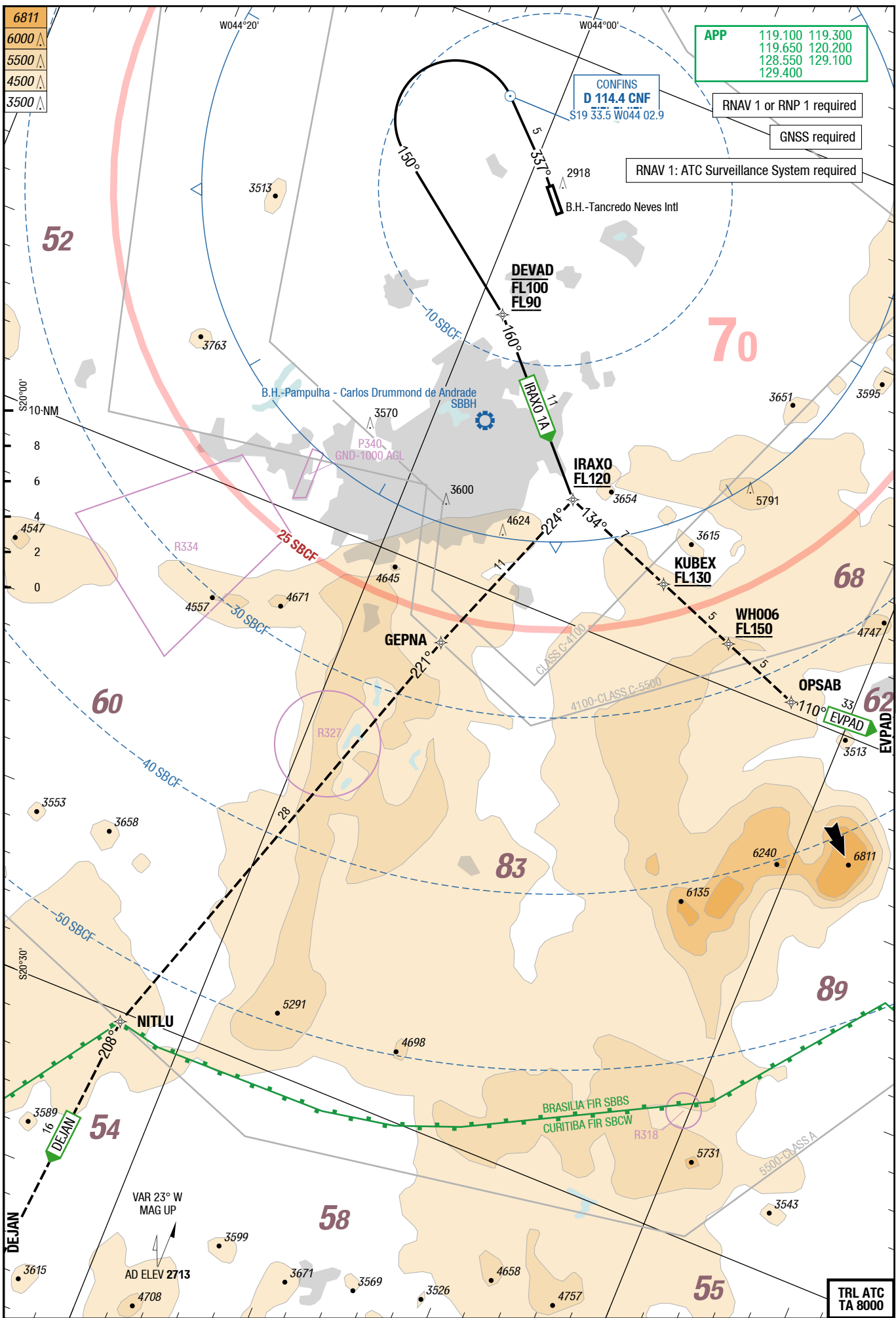
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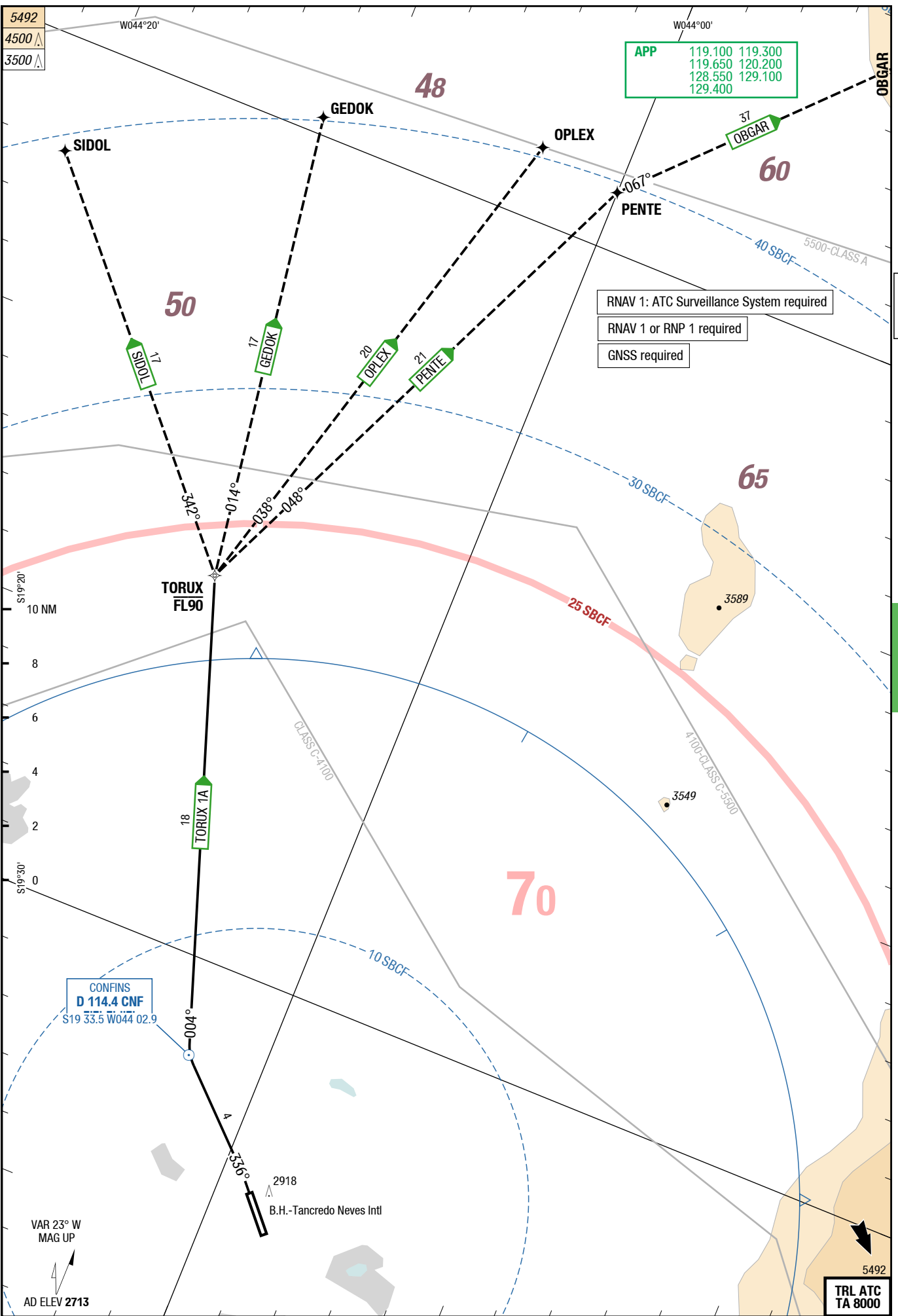
## RNAV 34 GATOX 1A



Changes: ASP, Track, WPT CF012, TOPO

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28-JAN-2016

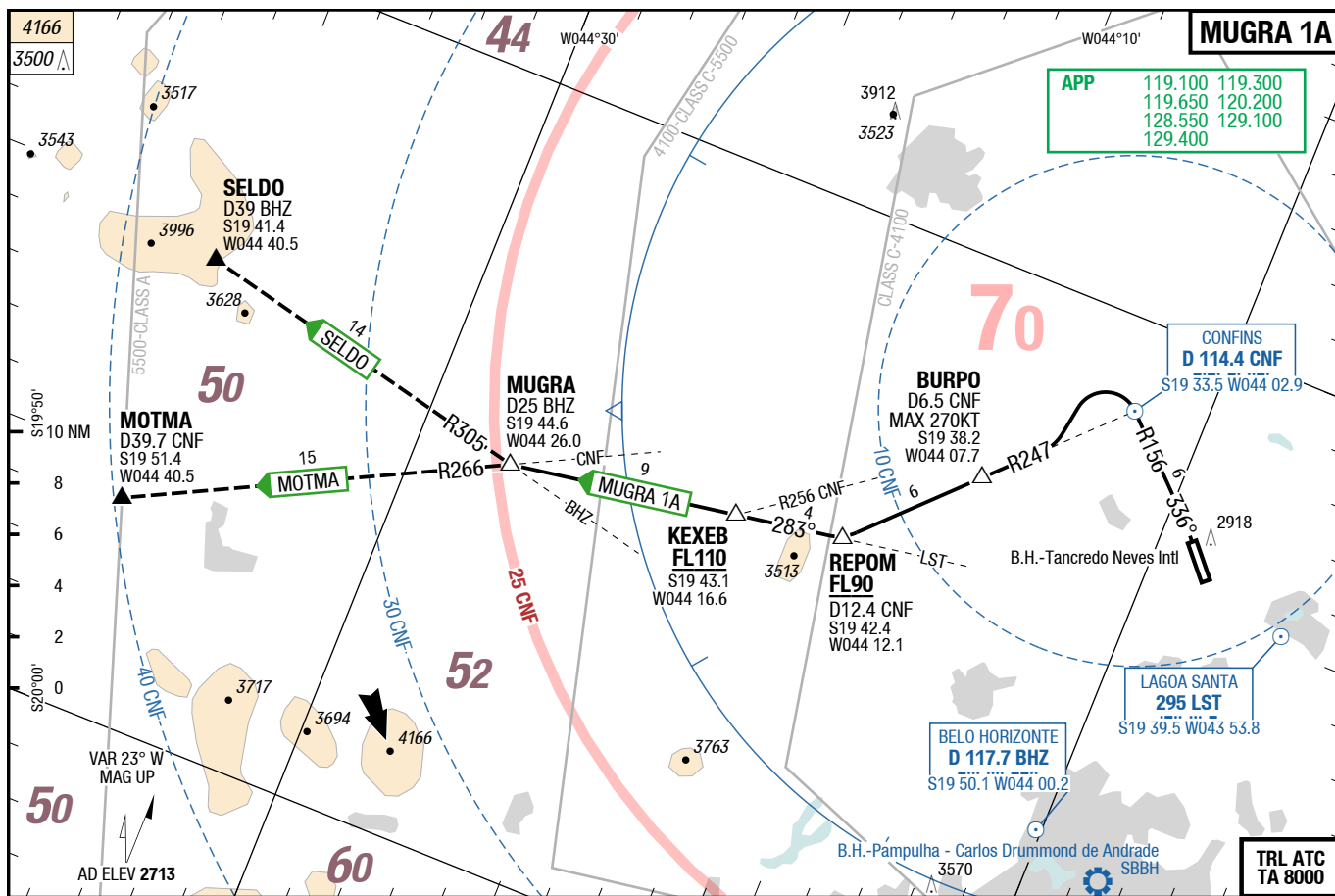
CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

4-90

MUGRA 1A

SID





28-JAN-2016

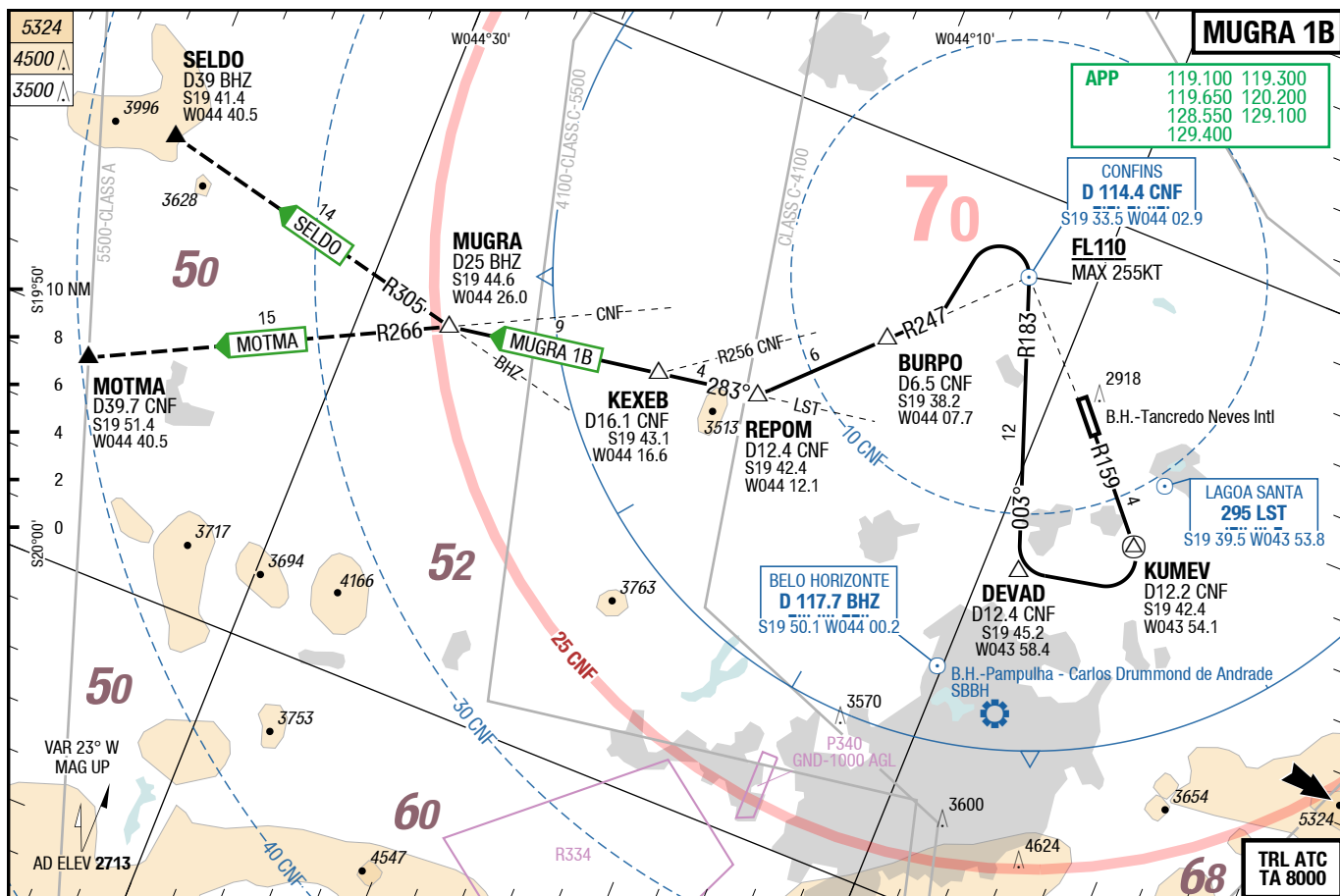
CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

4-100

MUGRA 1B

SID





28-JAN-2016

CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

SUBRI 1A, SUBRI 1B

4-110

SINEK 1A

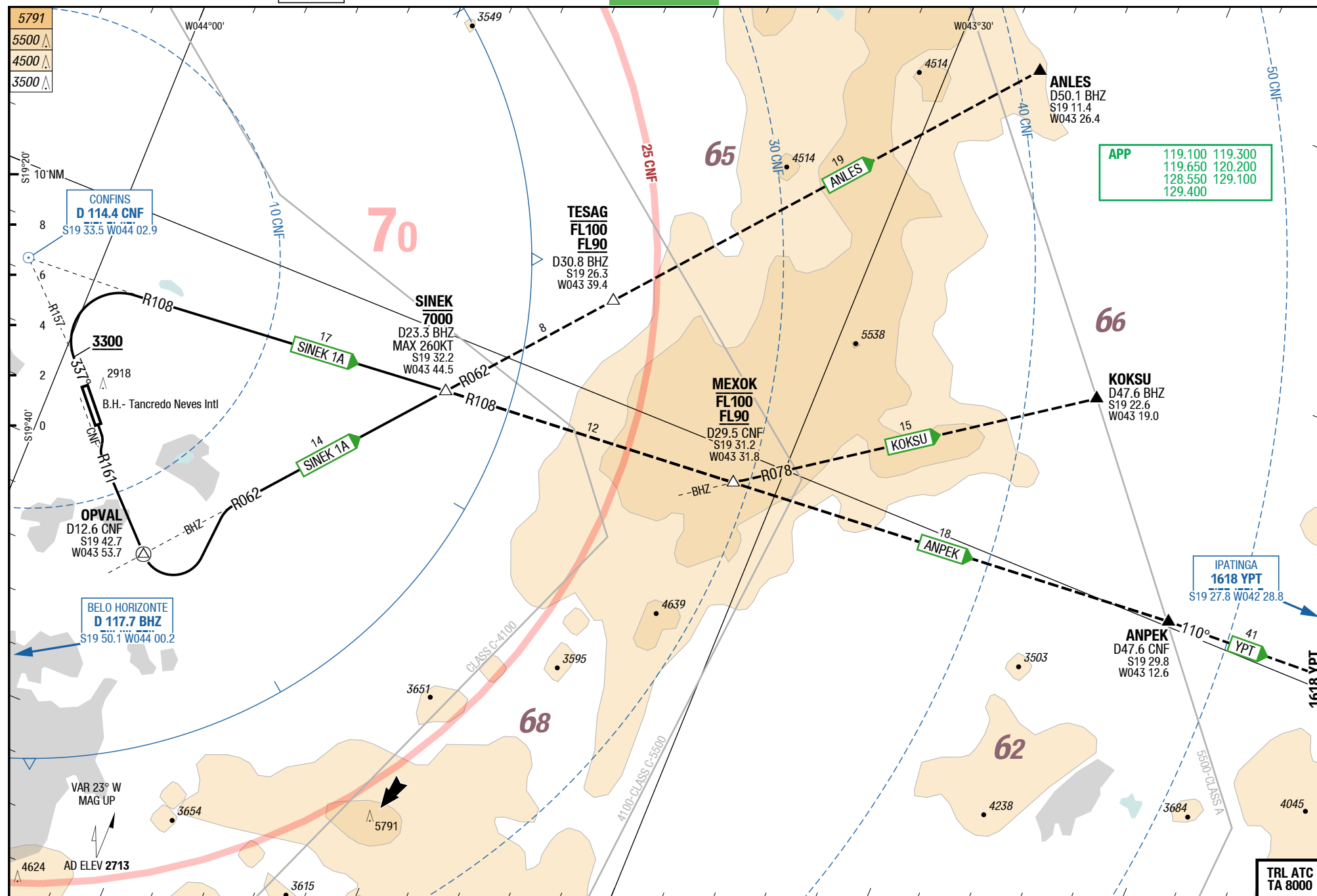
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SID

Tancredo Neves Intl Belo Horizonte Brazil

SUBRI 1A, SUBRI 1B

SINEK 1A



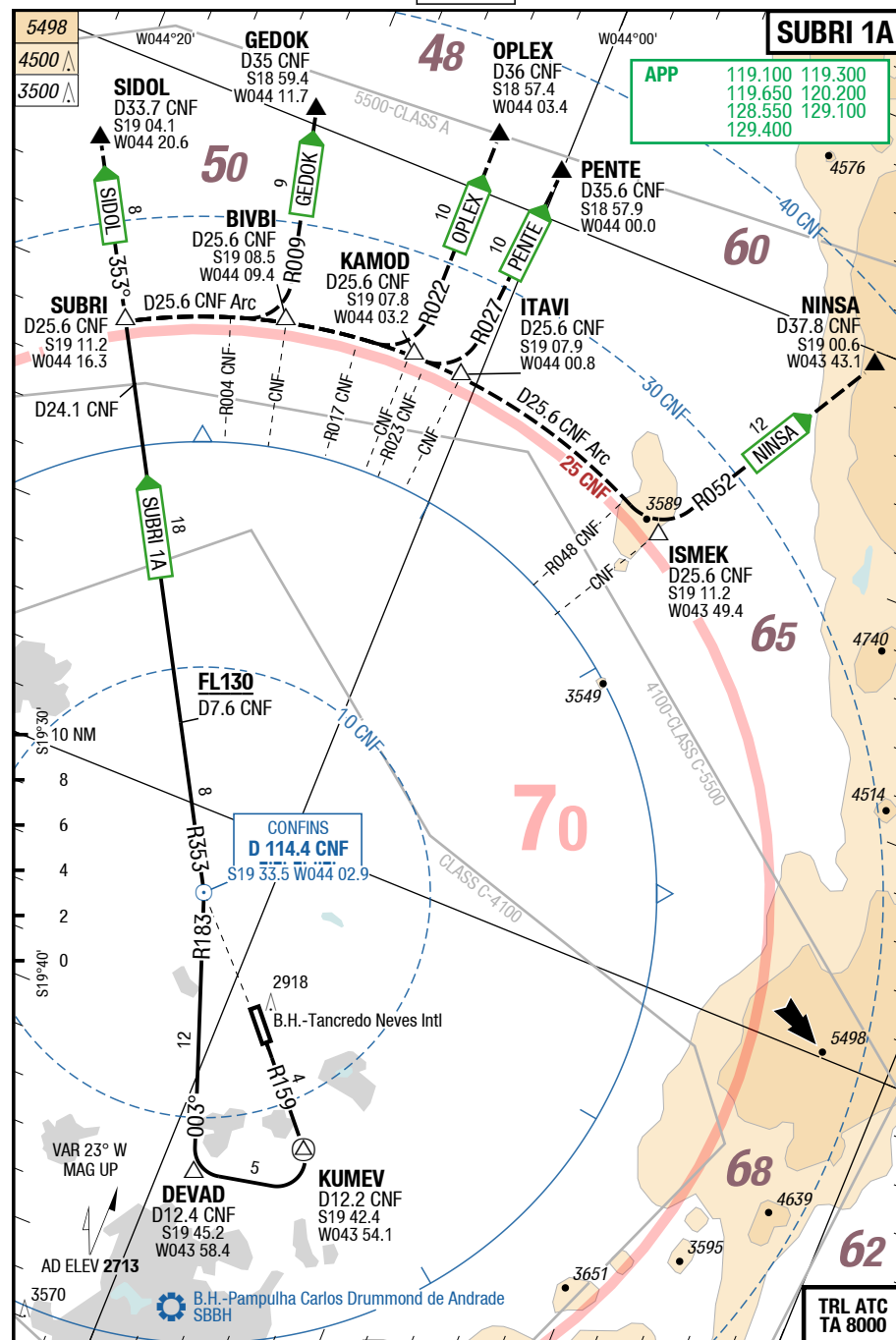
28-JAN-2016

CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

4-120

SUBRI 1A



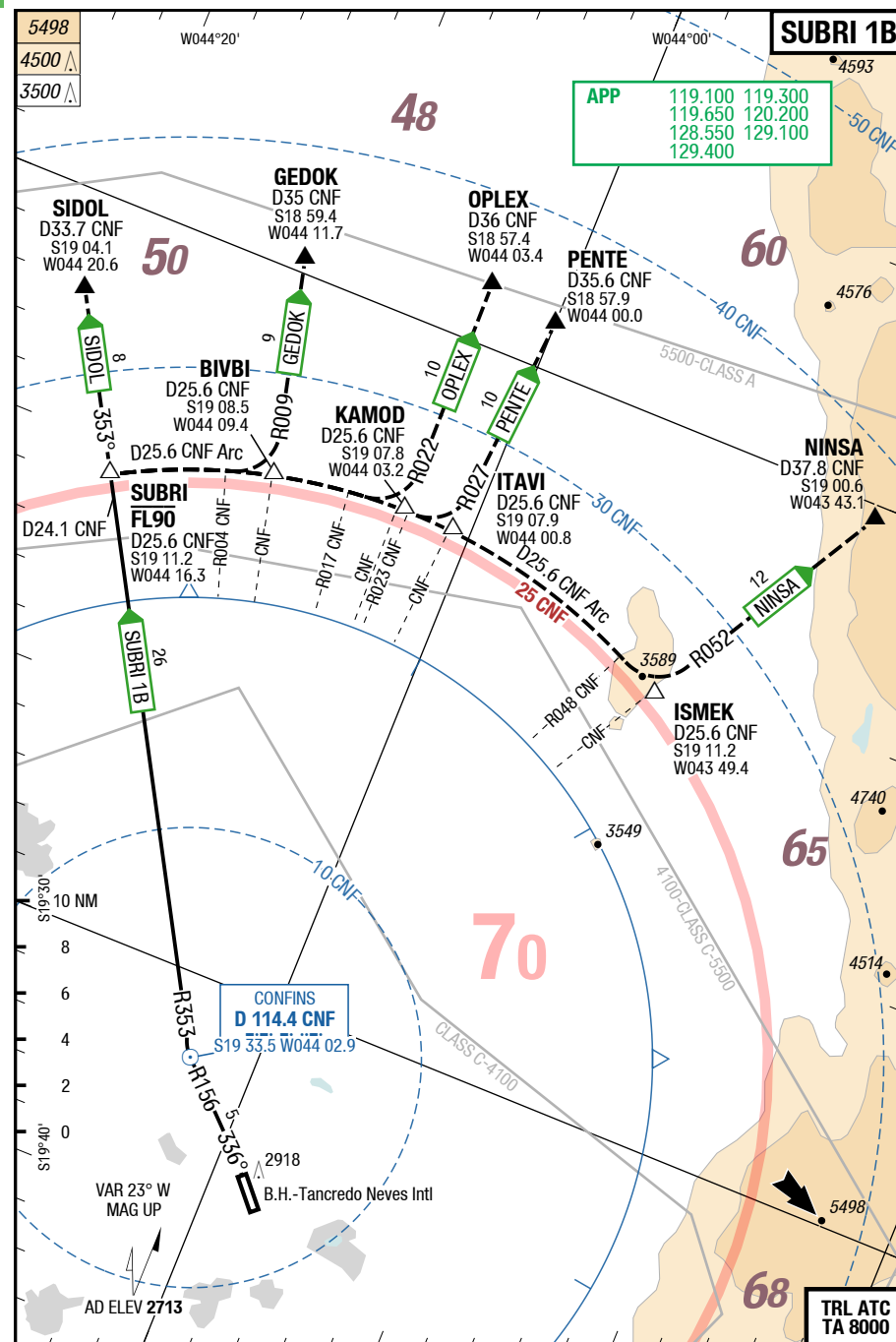
Changes: Page Number

SID

SID

Tancredo Neves Intl Belo Horizonte Brazil

SUBRI 1B



Changes: Page Number

## CNF-SBCF

UGRUL 1B

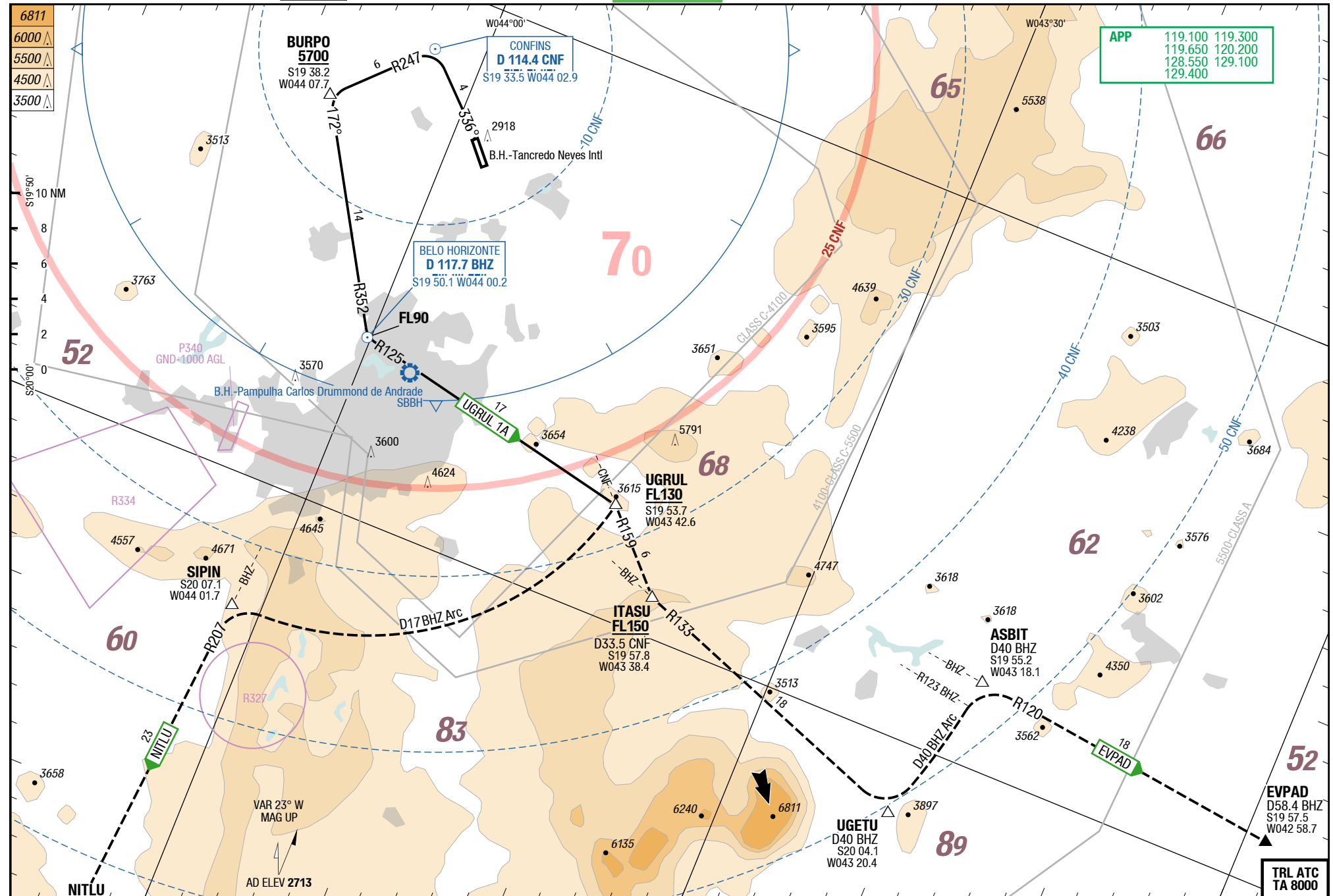
**4-130**

**UGRUL 1A**

SID

SID

UGRUL 1B

**UGRUL 1A**

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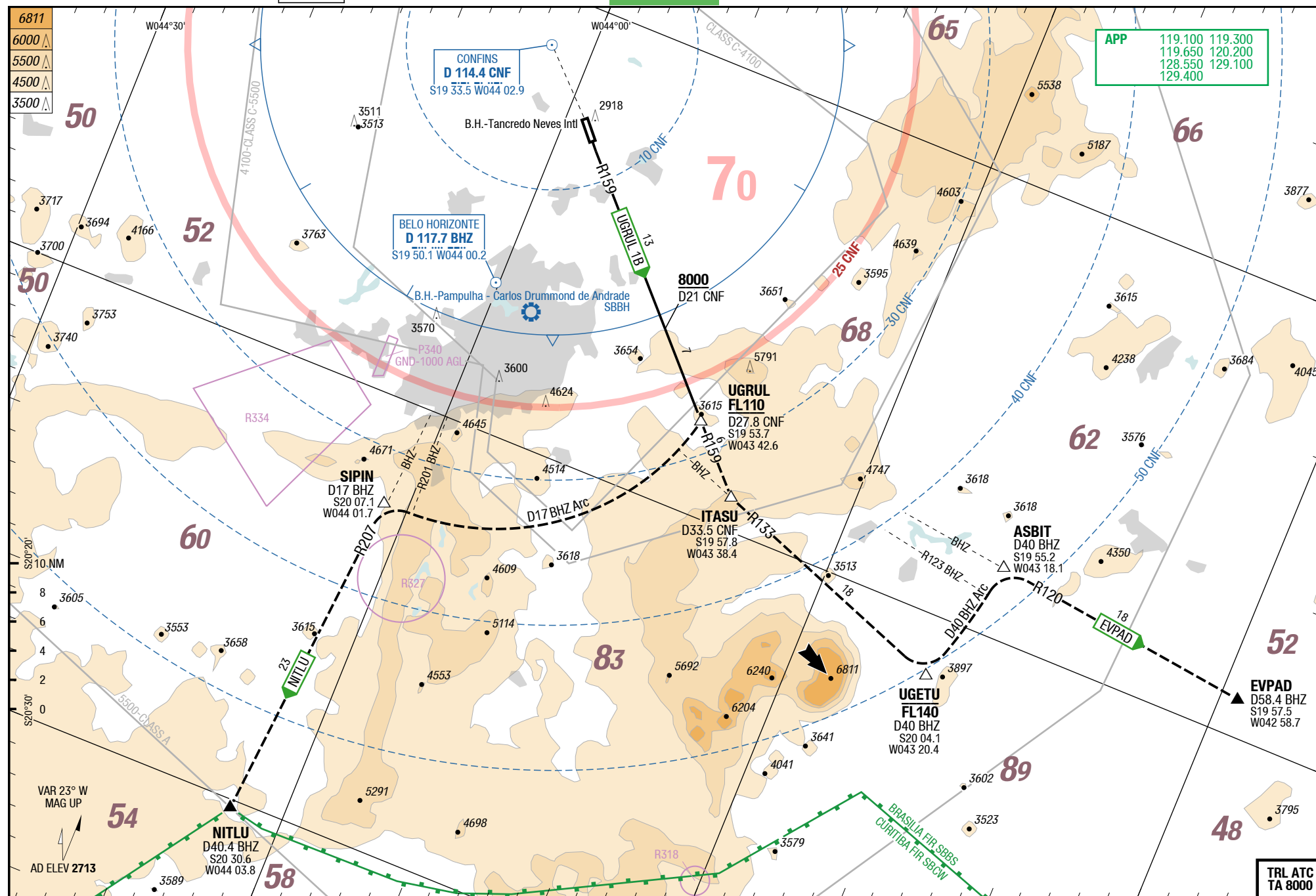
## CNF-SBCF

**UGRUL 1B**

SID

SID

**UGRUL 1B**



Changes: Page Number

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**ISLEG 1A**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>ISLEG 1A</b> ①	KUMEV [K210- ;R] - DEVAD [K210- ;R] - WH016 [K210- ;L] - ISLEG	WH016 MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>MAVBO</b> ISLEG [L] - CF091 - KOVED - MAVBO	CF091 MNM <b>FL170</b>
	<b>MOTMA</b> ISLEG [L] - MOTMA	
	<b>SELDO</b> ISLEG [R] - SELDO	

① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft.

**ISNUV 1A**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>ISNUV 1A</b> ①	[A4700+ ;L] - VUPER [L] - ISNUV	VUPER MAX <b>FL90</b> ISNUV MAX <b>FL100</b>
	<b>TRANSITION</b>	
	<b>ANLES</b> ISNUV [L] - ANLES	ISNUV MAX <b>FL100</b>
	<b>IPATINGA (YPT)</b> ISNUV [R] - ANPEK - YPT	ISNUV MAX <b>FL100</b> ANPEK MNM <b>FL150</b>
	<b>KOKSU</b> ISNUV [R] - KOKSU	ISNUV MAX <b>FL100</b>
	<b>SALVI</b> ISNUV [L] - ANLES [L] - SALVI	ISNUV MAX <b>FL100</b> SALVI MAX <b>FL190</b>

① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft.

**KUBEX 1A**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
<b>KUBEX 1A</b> <sup>①</sup>	VADON [R] - KUBEX	VADON between <b>8000</b> and <b>FL110</b> KUBEX MNM <b>FL110</b>
	TRANSITION	
	<b>DEJAN</b> KUBEX [R] - OGRET - MOGSU - DEJAN	KUBEX MNM <b>FL110</b> OGRET MNM <b>FL130</b>
	<b>EVPAD</b> KUBEX [L] - OPSAB [L] - WH002 - WH012 [L] - EVPAD	KUBEX MNM <b>FL110</b> OPSAB MNM <b>FL130</b> WH002 MAX <b>FL140</b> WH012 MNM <b>FL150</b>

① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft.



**TORUX 1A**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>TORUX 1A</b> ①	KUMEV [K210- ;R] - DEVAD [K210- ;R] - CNF [K210- ;R] - CF018 - TORUX	<b>CNF MNM FL100</b> CF018 MNM <b>FL130</b>
	<b>TRANSITION</b>	
	<b>GEDOK</b> TORUX [R] - GEDOK	
	<b>OBGAR</b> TORUX [R] - PENTE [R] - OBGAR	
	<b>OPLEX</b> TORUX [R] - OPLEX	
	<b>PENTE</b> TORUX [R] - PENTE	
	<b>SIDOL</b> TORUX [L] - SIDOL	

① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft.

26-JAN-2017

Brazil **Belo Horizonte** Tancredo Neves Intl**CNF-SBCF**

5-50

**RNAV 34 AKRAR 1A****SIDPT****AKRAR 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>AKRAR 1A</b> ①	CNF [K270- ;L] - WH019 - AKRAR	WH019 MNM <b>FL90</b> AKRAR MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>KOVED</b> AKRAR [R] - VOTSU [L] - KOVED	AKRAR MNM <b>FL110</b>
	<b>MAVBO</b> AKRAR [R] - VOTSU [L] - KOVED - MAVBO	AKRAR MNM <b>FL110</b>
	<b>MOTMA</b> AKRAR [R] - VOTSU - MOTMA	AKRAR MNM <b>FL110</b>
	<b>SELDO</b> AKRAR [R] - SELDO	AKRAR MNM <b>FL110</b>

① Close in obstacles not considered in climb gradient: Tree 310°/2239m from DER, up to 2810ft.

26-JAN-2017

Brazil **Belo Horizonte** Tancredo Neves Intl**CNF-SBCF**

5-60

**RNAV 34 GATOX 1A****SIDPT****GATOX 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>GATOX 1A</b> ①	CF012 [R] - DOVRU [K230-] - GATOX	DOVRU MAX <b>FL80</b> GATOX MAX <b>FL100</b>
	<b>TRANSITION</b>	
	<b>ANLES</b> GATOX [L] - ANLES	GATOX MAX <b>FL100</b> ANLES MNM <b>FL150</b>
	<b>IPATINGA (YPT)</b> GATOX [R] - WH018 [L] - YPT	GATOX MAX <b>FL100</b> WH018 MNM <b>FL150</b>
	<b>KOKSU</b> GATOX - KOKSU	GATOX MAX <b>FL100</b> KOKSU MNM <b>FL150</b>
	<b>SALVI</b> GATOX [L] - ANLES [L] - SALVI	GATOX MAX <b>FL100</b> ANLES MNM <b>FL150</b> SALVI MAX <b>FL190</b>

① Close in obstacles not considered in climb gradient: Tree 310°/2239m from DER, up to 2810ft.

Changes: WPT CF012

**IRAXO 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>IRAXO 1A</b> ①	CNF [L] - DEVAD [R] - IRAXO	DEVAD between <b>FL90</b> and <b>FL100</b> IRAXO MNM <b>FL120</b>
	<b>TRANSITION</b>	
	<b>DEJAN</b> IRAXO [R] - GEPNA [L] - NITLU [L] - DEJAN	IRAXO MNM <b>FL120</b>
	<b>EVPAD</b> IRAXO [L] - KUBEX - WH006 - OPSAB [L] - EVPAD	IRAXO MNM <b>FL120</b> KUBEX MNM <b>FL130</b> WH006 MNM <b>FL150</b>

① Close in obstacles not considered in climb gradient: Tree, 310°/2239m from DER, up to 2810ft.

**TORUX 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
<b>TORUX 1A</b> ①	CNF [R] - TORUX	TORUX MAX <b>FL90</b>
	TRANSITION	
	<b>GEDOK</b> TORUX [R] - GEDOK	TORUX MAX <b>FL90</b>
	<b>OBGAR</b> TORUX [R] - PENTE [R] - OBGAR	TORUX MAX <b>FL90</b>
	<b>OPLEX</b> TORUX [R] - OPLEX	TORUX MAX <b>FL90</b>
	<b>PENTE</b> TORUX [R] - PENTE	TORUX MAX <b>FL90</b>
	<b>SIDOL</b> TORUX [L] - SIDOL	TORUX MAX <b>FL90</b>

① Close in obstacles not considered in climb gradient: Tree, 310°/2239m from DER, up to 2810ft.

**MUGRA 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>MUGRA 1A</b> ①	intercept R156 <b>CNF</b> to <b>CNF</b> - <b>LT</b> intercept R247 <b>CNF</b> via BURPO (MAX 270KT) to REPOM - <b>RT</b> intercept QDR 283 <b>LST</b> via KEXEB to MUGRA	REPOM MNM <b>FL90</b> KEXEB MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>MOTMA</b> MUGRA - <b>LT</b> intercept R266 <b>CNF</b> to MOTMA	
	<b>SELDO</b> MUGRA - <b>RT</b> intercept R305 <b>BHZ</b> to SELDO	

① Close in obstacles not considered in climb gradient. Tree 310°/2239m from DER, up to 2810ft.

**MUGRA 1B**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>MUGRA 1B</b> <b>119.100</b> ①	<b>RT</b> intercept R159 <b>CNF</b> - at KUMEV <b>RT</b> to DEVAD - intercept R183 <b>CNF</b> to <b>CNF</b> (MAX 255KT)- <b>LT</b> intercept R247 <b>CNF</b> via BURPO to REPOM - <b>RT</b> intercept QDR 283 <b>LST</b> to MUGRA	<b>CNF MNM FL110</b>
	<b>TRANSITION</b>	
	<b>MOTMA</b> MUGRA - <b>LT</b> intercept R266 <b>CNF</b> to MOTMA	
	<b>SELDO</b> MUGRA - <b>RT</b> intercept R305 <b>BHZ</b> to SELDO	

① Close in obstacles not considered in climb gradient: Terrain 151°/914m from DER, up to 2756ft.



<b>SINEK 1A</b> RWYs 16 (162°) / 34 (342°)		
<b>DESIGNATOR</b>	<b>ROUTING</b>	<b>ALTITUDES</b>
	<b>Runway 16</b>	
<b>SINEK 1A</b> ①	intercept R161 <b>CNF</b> - at OPVAL <b>LT</b> intercept R062 <b>BHZ</b> to SINEK (MAX 260KT)	SINEK MAX <b>7000</b>
	<b>TRANSITION</b>	
	<b>ANLES</b> SINEK - intercept R062 <b>BHZ</b> via TESAG to ANLES	SINEK MAX <b>7000</b> TESAG between <b>FL90</b> and <b>FL100</b>
	<b>ANPEK</b> SINEK - intercept R108 <b>CNF</b> via MEXOK to ANPEK	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
	<b>IPATINGA (YPT)</b> SINEK - intercept R108 <b>CNF</b> via MEXOK to ANPEK - <b>RT</b> intercept QDM 110 <b>YPT</b> to <b>YPT</b>	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
	<b>KOKSU</b> SINEK - intercept R108 <b>CNF</b> - at MEXOK <b>LT</b> intercept R078 <b>BHZ</b> to KOKSU	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
	<b>Runway 34</b>	
<b>SINEK 1A</b> ②	intercept R157 <b>CNF</b> - at MNM <b>3300 RT</b> intercept R108 <b>CNF</b> to SINEK (MAX 260KT)	SINEK MAX <b>7000</b>
	<b>TRANSITION</b>	
	<b>ANLES</b> SINEK - intercept R062 <b>BHZ</b> via TESAG to ANLES	SINEK MAX <b>7000</b> TESAG between <b>FL90</b> and <b>FL100</b>
	<b>ANPEK</b> SINEK - intercept R108 <b>CNF</b> via MEXOK to ANPEK	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
	<b>IPATINGA (YPT)</b> SINEK - intercept R108 <b>CNF</b> via MEXOK to ANPEK - <b>RT</b> intercept QDM 110 <b>YPT</b> to <b>YPT</b>	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
	<b>KOKSU</b> SINEK - intercept R108 <b>CNF</b> - at MEXOK <b>LT</b> intercept R078 <b>BHZ</b> to KOKSU	SINEK MAX <b>7000</b> MEXOK between <b>FL90</b> and <b>FL100</b>
① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft. ② Close in obstacles not considered in climb gradient: Tree, 310°/2239m from DER, up to 2810ft.		

**SUBRI 1A**

RWY 16 (162°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>SUBRI 1A</b> ①	intercept R159 <b>CNF</b> - at KUMEV <b>RT</b> to DEVAD - intercept R183 <b>CNF</b> to <b>CNF</b> - R353 <b>CNF</b> to SUBRI	D7.6 <b>CNF</b> MNM <b>FL130</b>
	<b>TRANSITION</b>	
	<b>GEDOK</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at BIVBI <b>LT</b> intercept R009 <b>CNF</b> to GEDOK	
	<b>NINSA</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at ISMEK <b>LT</b> intercept R052 <b>CNF</b> to NINSA	
	<b>OPLEX</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at KAMOD <b>LT</b> intercept R022 <b>CNF</b> to OPLEX	
	<b>PENTE</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at ITAVI <b>LT</b> intercept R027 <b>CNF</b> to PENTE	
	<b>SIDOL</b> SUBRI - R353 <b>CNF</b> to SIDOL	

① Close in obstacles not considered in climb gradient: Terrain 151°, 914m from DER, up to 2756ft.

**SUBRI 1B**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>SUBRI 1B</b> ①	<b>RT</b> intercept R156 <b>CNF</b> to <b>CNF</b> - R353 <b>CNF</b> to SUBRI	SUBRI MAX <b>FL90</b>
	<b>TRANSITION</b>	
	<b>GEDOK</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at BIVBI <b>LT</b> intercept R009 <b>CNF</b> to GEDOK	SUBRI MAX <b>FL90</b>
	<b>NINSA</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at ISMEK <b>LT</b> intercept R052 <b>CNF</b> to NINSA	SUBRI MAX <b>FL90</b>
	<b>OPLEX</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at KAMOD <b>LT</b> intercept R022 <b>CNF</b> to OPLEX	SUBRI MAX <b>FL90</b>
	<b>PENTE</b> SUBRI - <b>RT</b> follow D25.6 <b>CNF</b> arc - at ITAVI <b>LT</b> intercept R027 <b>CNF</b> to PENTE	SUBRI MAX <b>FL90</b>
	<b>SIDOL</b> SUBRI - R353 <b>CNF</b> to SIDOL	SUBRI MAX <b>FL90</b>

① Close in obstacles not considered in climb gradient: Tree, 310°/2239m from DER, up to 2810ft.

**UGRUL 1A**

RWY 34 (342°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>UGRUL 1A</b> ①	336° - at <b>CNF LT R247 CNF</b> - at BURPO <b>LT</b> intercept R352 <b>BHZ</b> to <b>BHZ</b> - R125 <b>BHZ</b> to UGRUL	BURPO MNM <b>5700</b> <b>BHZ</b> at <b>FL90</b> UGRUL MNM <b>FL130</b>
	<b>TRANSITION</b>	
	<b>EVPAD</b> UGRUL - <b>RT</b> intercept R159 <b>CNF</b> to ITASU - <b>LT</b> intercept R133 <b>BHZ</b> to UGETU - <b>LT</b> follow D40 <b>BHZ</b> arc to ASBIT - <b>RT</b> intercept R120 <b>BHZ</b> to EVPAD.	UGRUL MNM <b>FL130</b> ITASU MNM <b>FL150</b>
	<b>NITLU</b> UGRUL - <b>RT</b> follow D17 <b>BHZ</b> arc to SIPIN - <b>LT</b> intercept R207 <b>BHZ</b> to NITLU	UGRUL MNM <b>FL130</b>

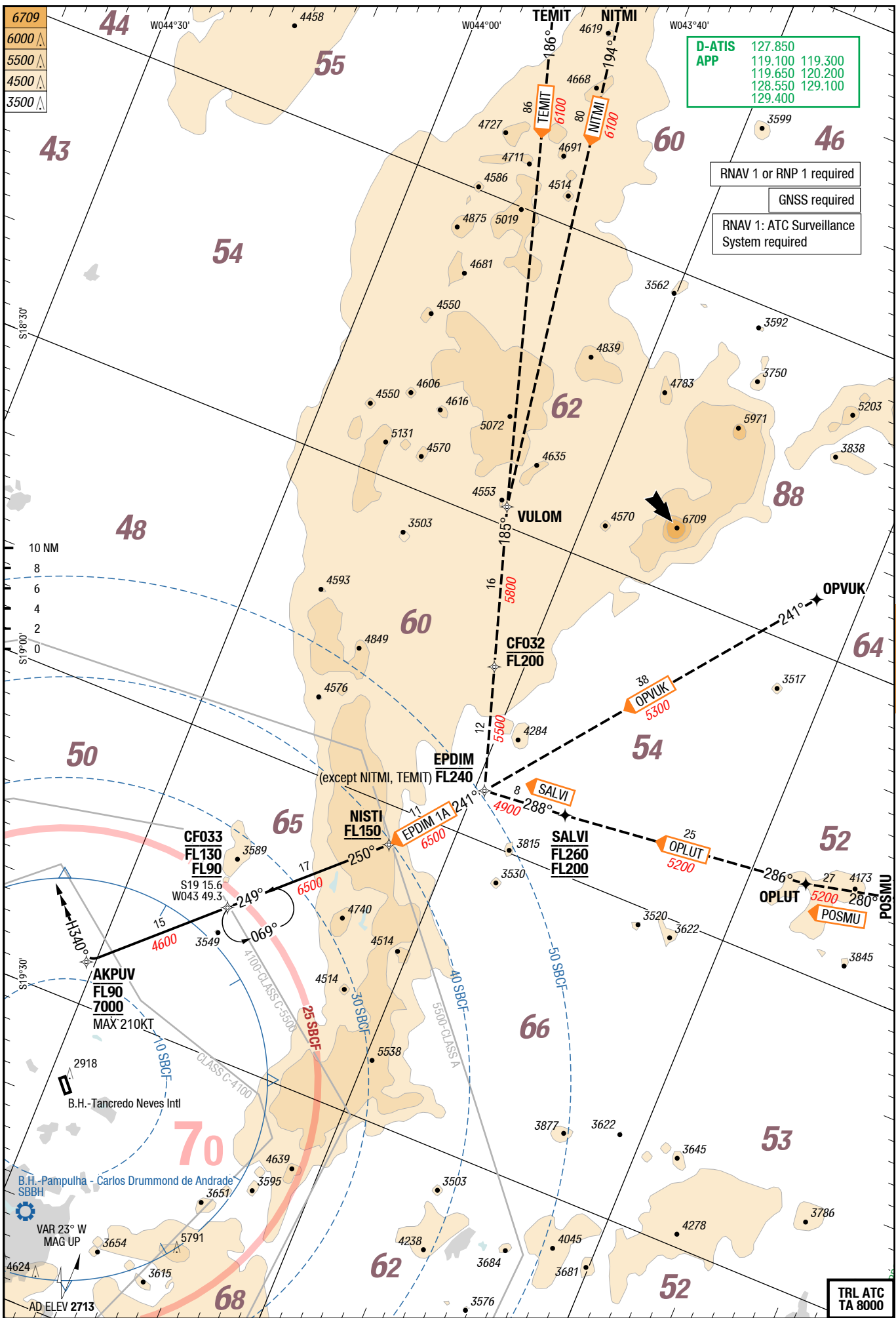
① Close in obstacles not considered in climb gradient: Terrain, 151°/914m from DER, up to 2756ft.

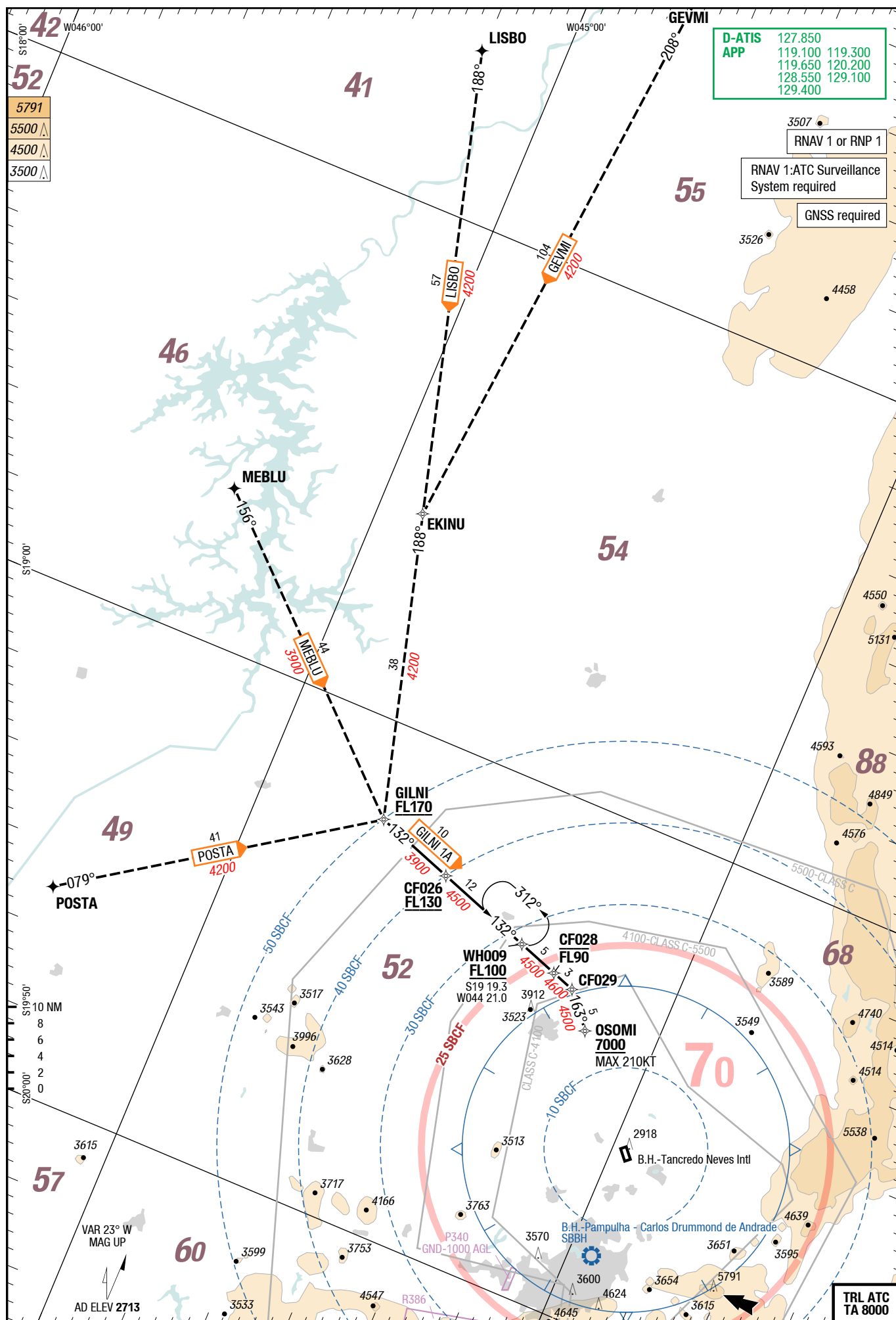
**UGRUL 1B**

RWY 16 (162°)

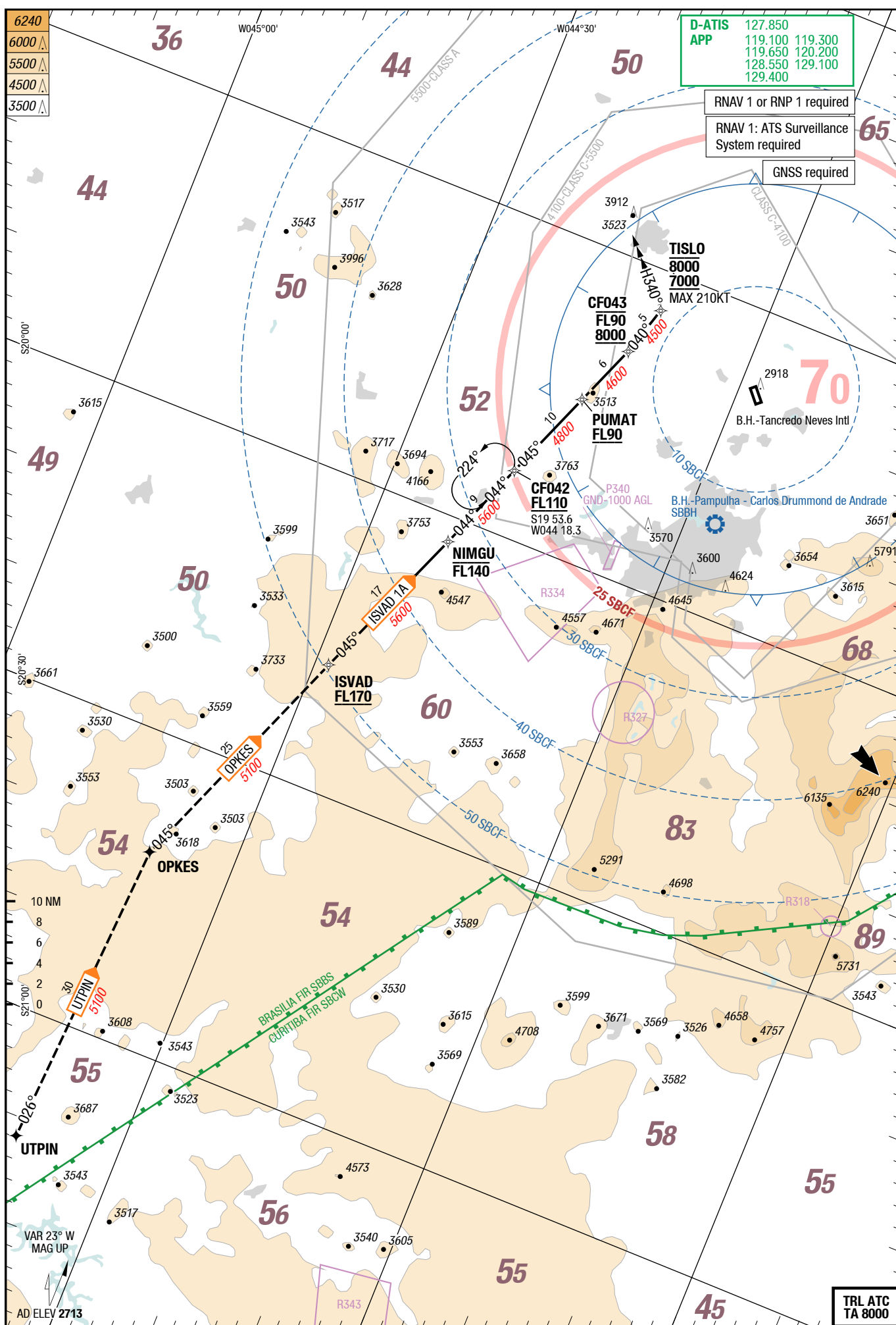
DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>UGRUL 1B</b> <b>119.100</b> ①	intercept R159 <b>CNF</b> to UGRUL	D21 <b>CNF</b> MNM <b>8000</b> UGRUL MNM <b>FL110</b>
	<b>TRANSITION</b>	
	<b>EVPAD</b> UGRUL - R159 <b>CNF</b> to ITASU - <b>LT</b> intercept R133 <b>BHZ</b> to UGETU - <b>LT</b> follow D40 <b>BHZ</b> arc to ASBIT - <b>RT</b> intercept R120 <b>BHZ</b> to EVPAD	UGRUL MNM <b>FL110</b> UGETU MAX <b>FL140</b>
	<b>NITLU</b> UGRUL - <b>RT</b> follow D17 <b>BHZ</b> arc to SIPIN - <b>LT</b> intercept R207 <b>BHZ</b> to NITLU	UGRUL MNM <b>FL110</b>

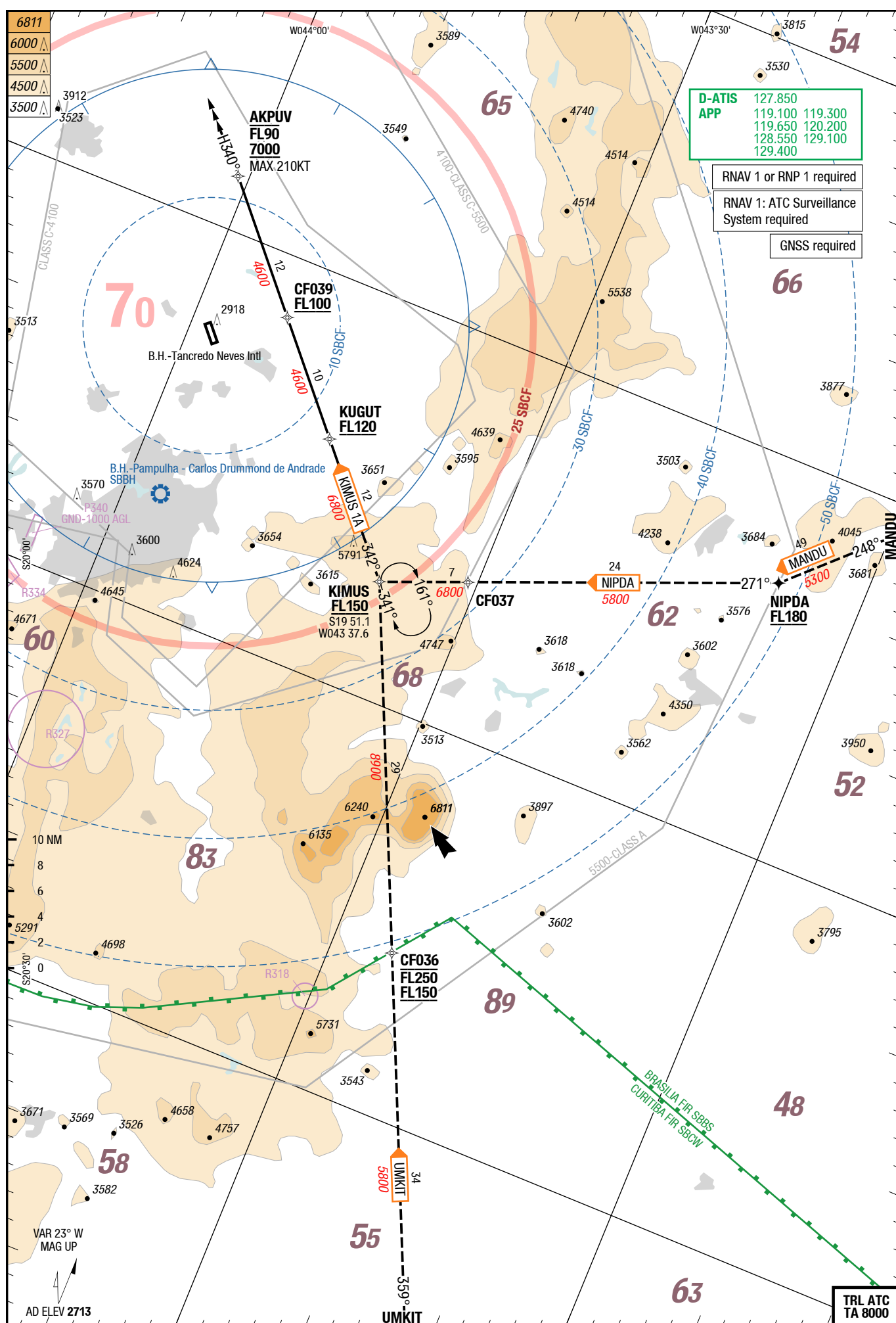
① Close in obstacles not considered in climb gradient: Terrain 151°/914m from DER, up to 2756ft.











CNF-SBCF

6-50

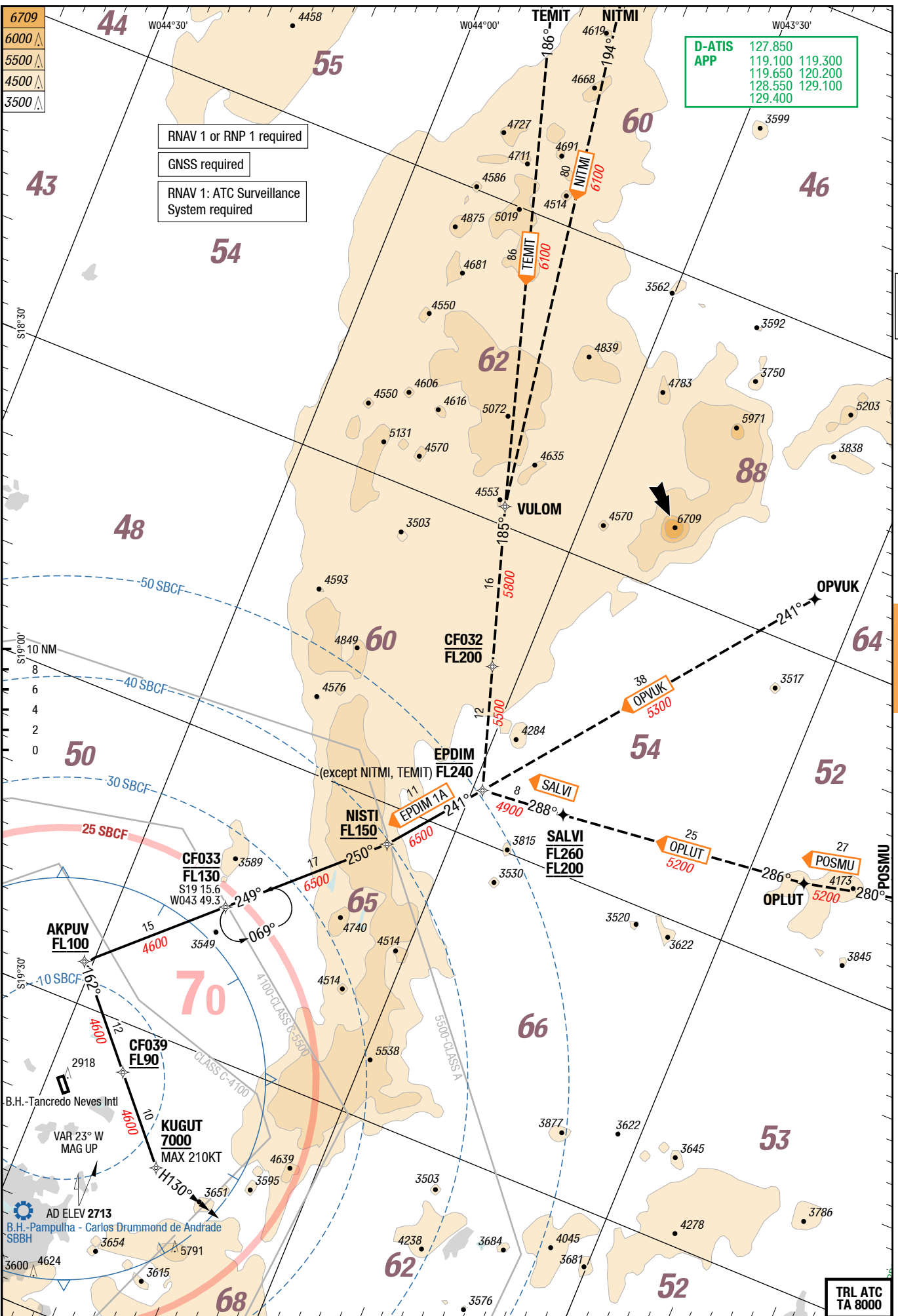
RNAV 34 EPDIM 1A

RNAV 34 EPDIM 1A

TRL ATC  
TA 8000

D-ATIS	127.850
APP	119.100 119.300
	119.650 120.200
	128.550 129.100
	129.400

RNAV 1 or RNP 1 required  
GNSS required  
RNAV 1: ATC Surveillance System required



CNF-SBCF

6-60

RNAV 34 GILNI 1A

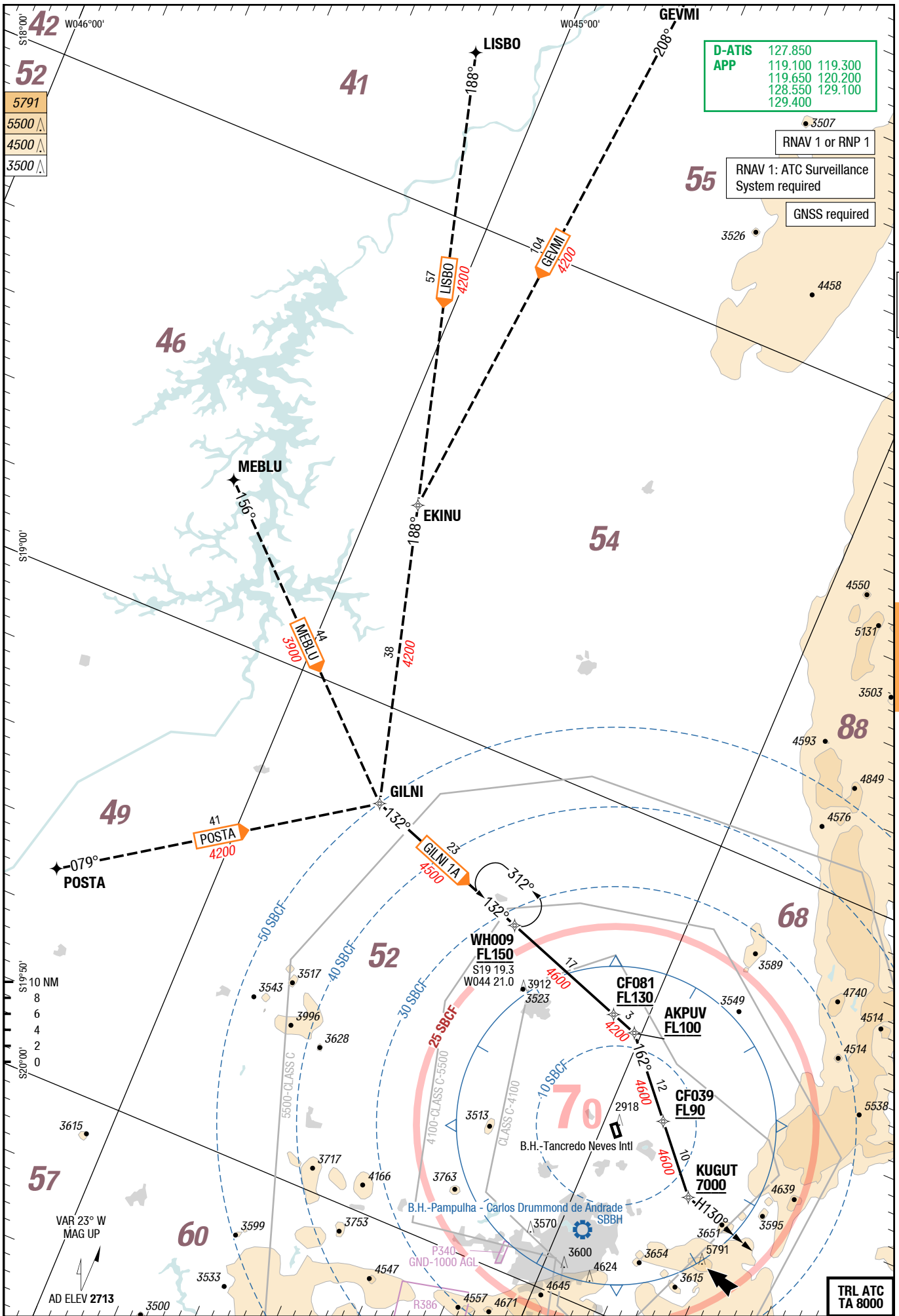
STAR

STAR

RNAV 34 GILNI 1A

D-ATIS	127.850
APP	119.100 119.300
	119.650 120.200
	128.550 129.100
	129.400

3507  
RNAV 1 or RNP 1  
RNAV 1: ATC Surveillance  
System required  
GNSS required



TRL ATC  
TA 8000



## CNF-SBCF

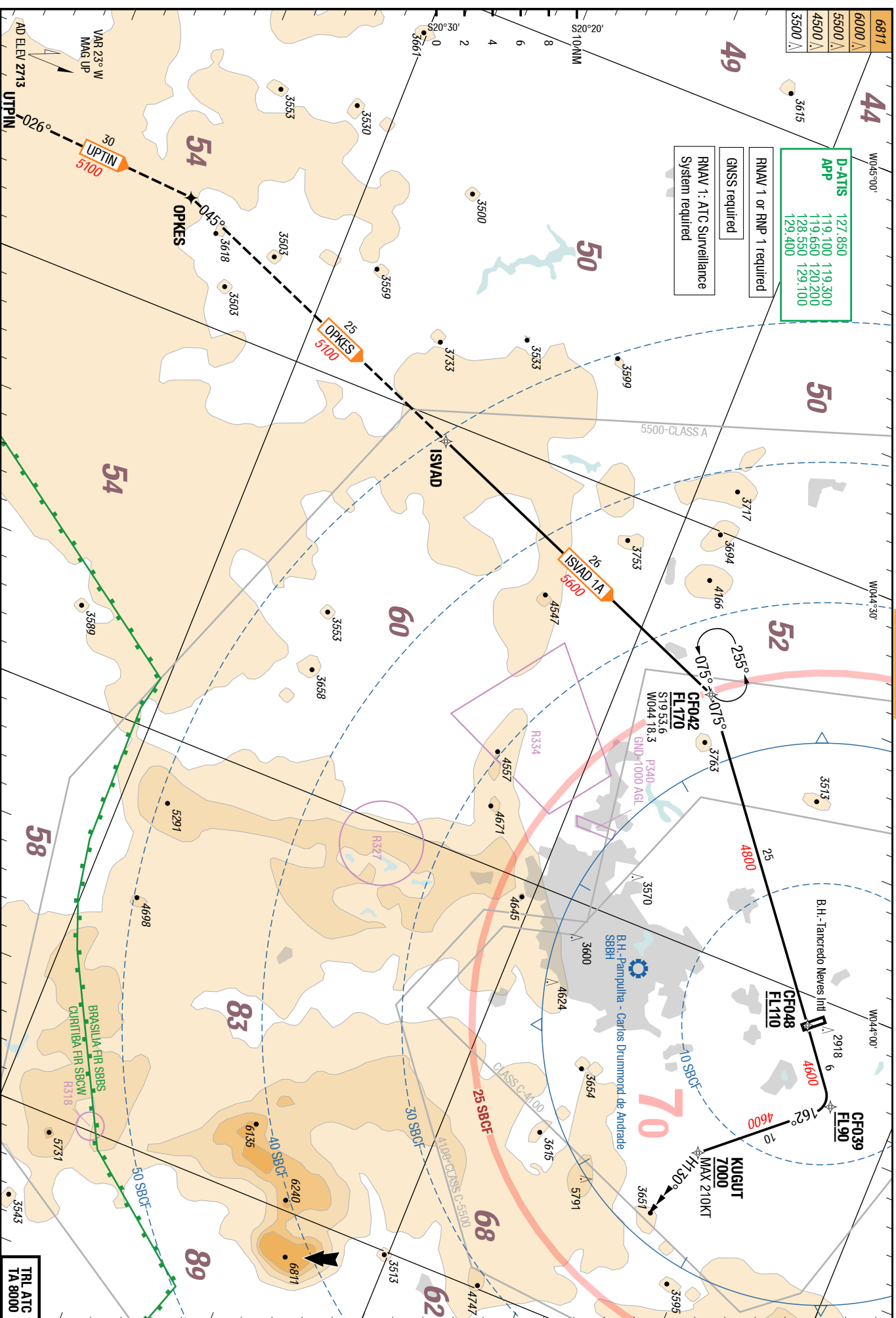
RNAV 34 KIMUS 1A

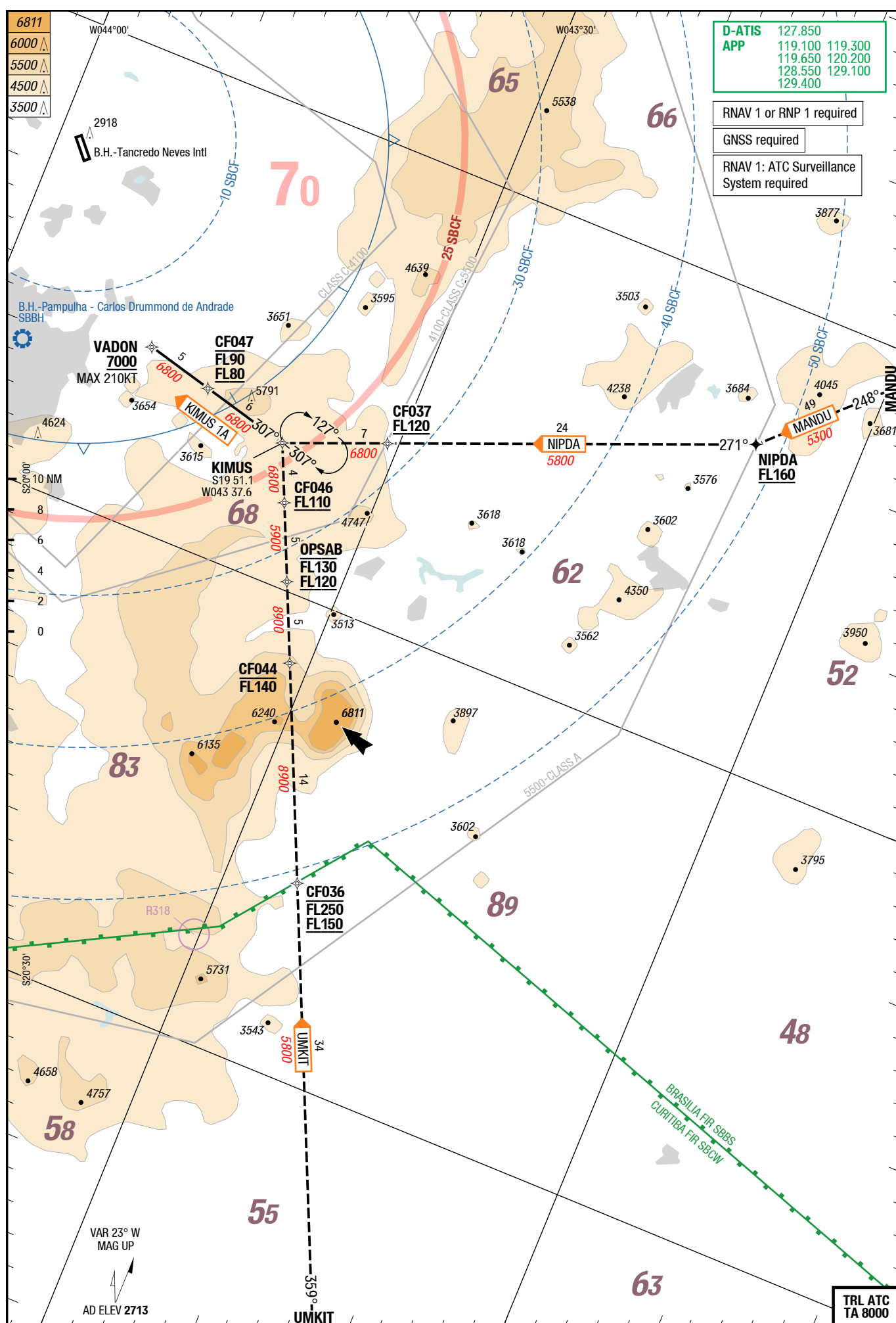
6-70

**STAR**

RNAV 34 KIMUS 1A

# RNAV 34 ISVAD 1A





**ILS W or LOC W 16**



660 3000 G 45 3.0° 60 HL 3.0°

**THR 2712 (95hPa) / TDZ 2712 (---%) 0.0%**



GS	120	140	160
OM	640	740	850
-MAPt	2:32	2:10	1:54

1) With EVS RVR 550m/ VIS 800m

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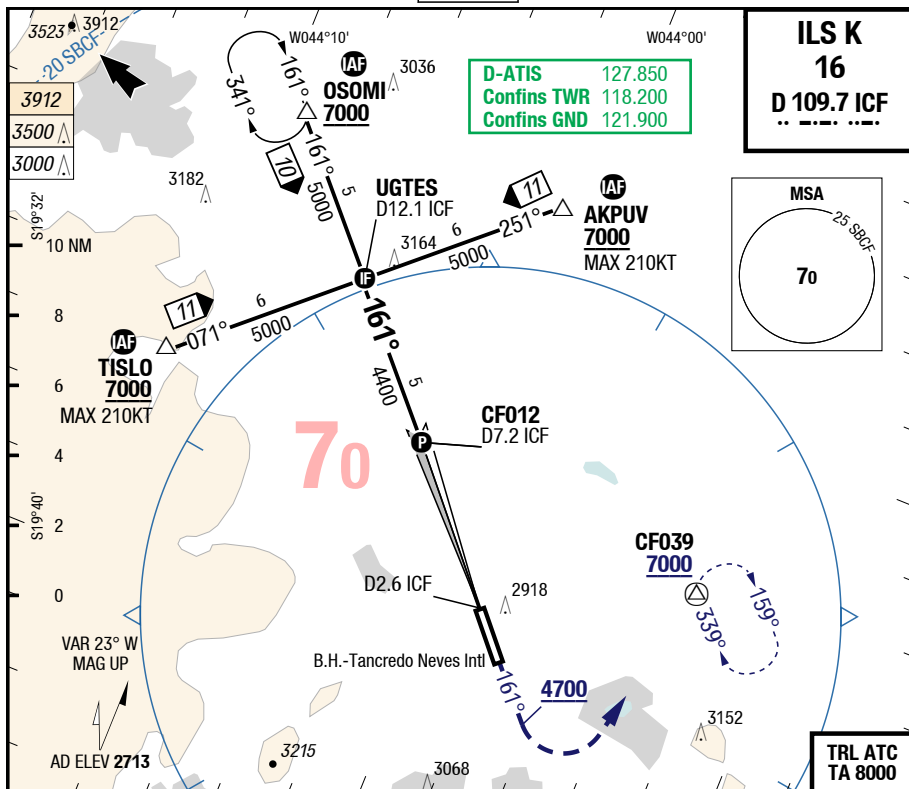
22-FEB-2018  
CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

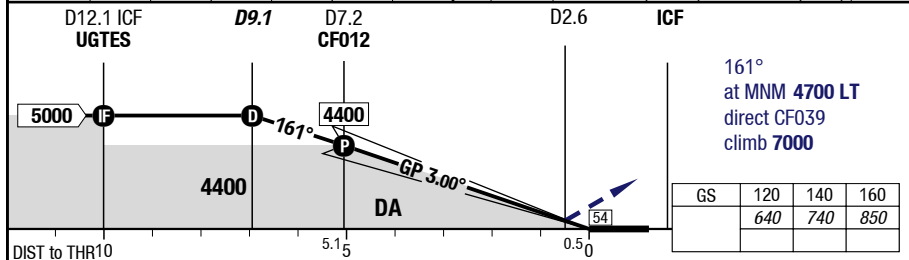
IAC

7-20

ILS K 16



D ICF	9.1	7	6	5	4	3	16	83.0° 60 HL 660 83.0°
161° RWY 162°	5000	4350	4020	3700	3380	3050		
HL-SF	THR 2712 (95hPa) / TDZ 2712 (---%) 0.0%							



16	Cat 1 DME 1)						Circling
C	ft - m/km ft	C 200 - 750R/800V 2920					Not authorized
D	ft - m/km ft	C 200 - 750R/800V 2920					Not authorized

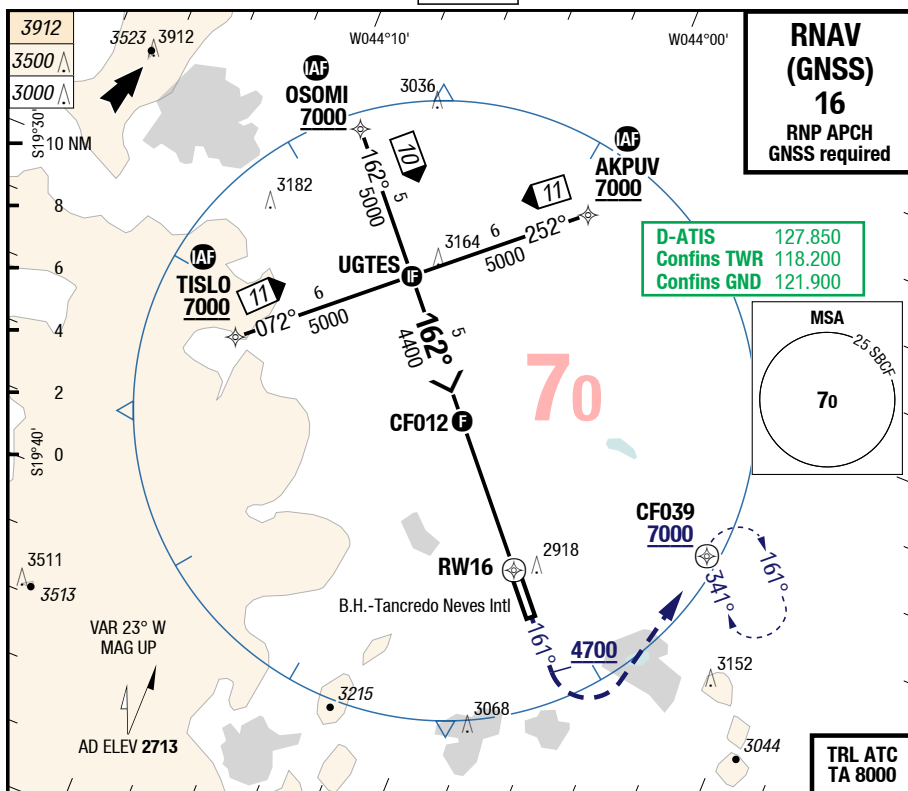
1) With EVS RVR 550m/ VIS 800m

Changes: APL, ALT, TDZE, MM, OM, MISAP text

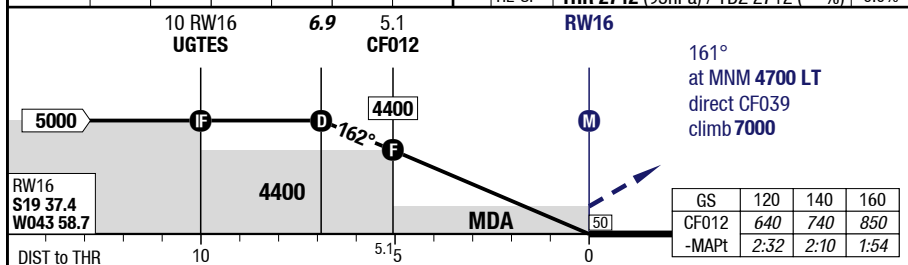


## CNF-SBCF

## RNAV (GNSS) 16



3.00° <b>RW16</b>	6.9	6	5	4	3	2	<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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16		RNP VNAV 1) 2)	RNP LNAV	RNP LNAV APL U/S		Circling
C	ft - m/km ft	C 400 - 1.0V <b>3080</b>	C 600 - 1.8V <b>3270</b>	C 600 - 2.5V <b>3270</b>		Not authorized
D	ft - m/km ft	C 400 - 1.0V <b>3080</b>	C 600 - 1.8V <b>3270</b>	C 600 - 2.5V <b>3270</b>		Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 40°C (104°F)  
2) With FVS VIS 800m

Changes: APL, ALT, TDZE, HLDG, MISAP text

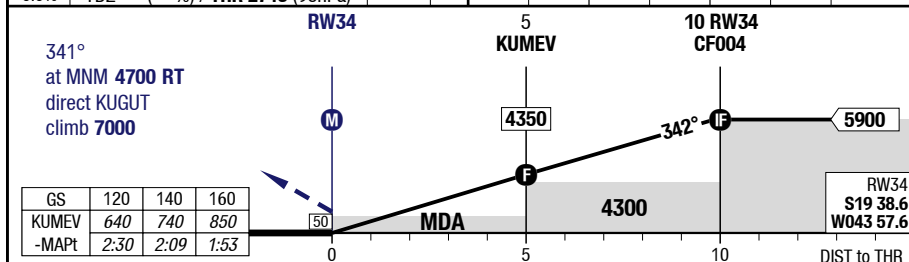
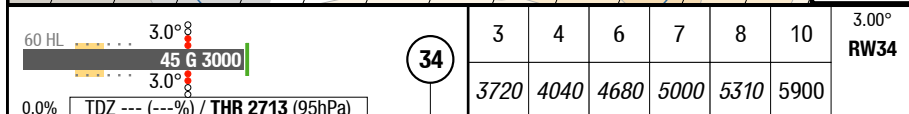
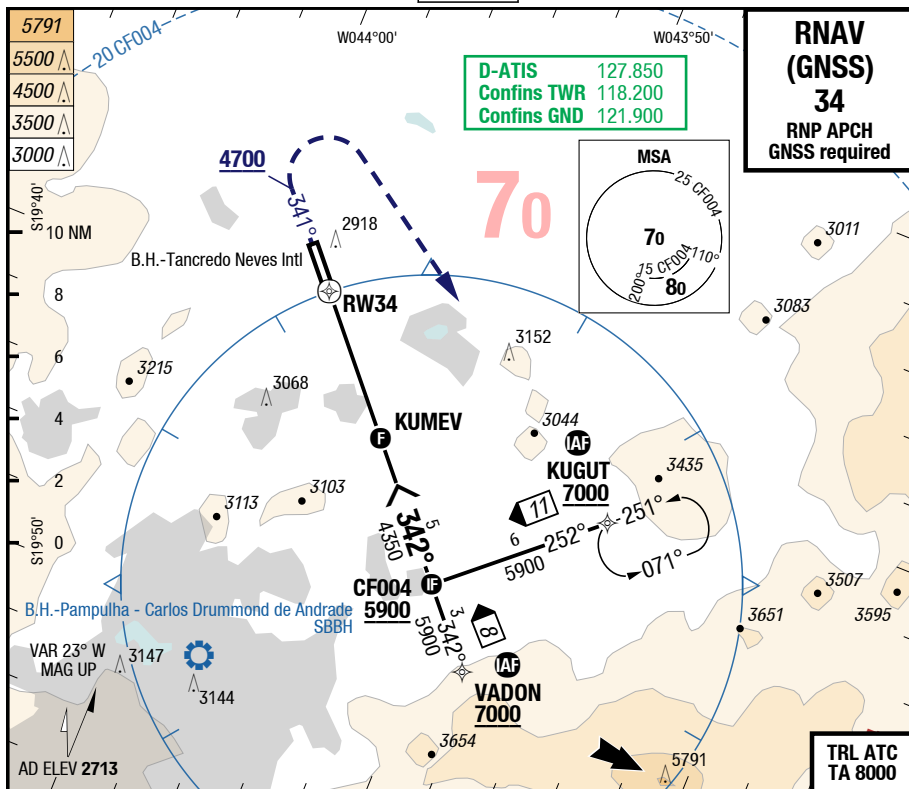
22-FEB-2018  
CNF-SBCF

Brazil Belo Horizonte Tancredo Neves Intl

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7-40

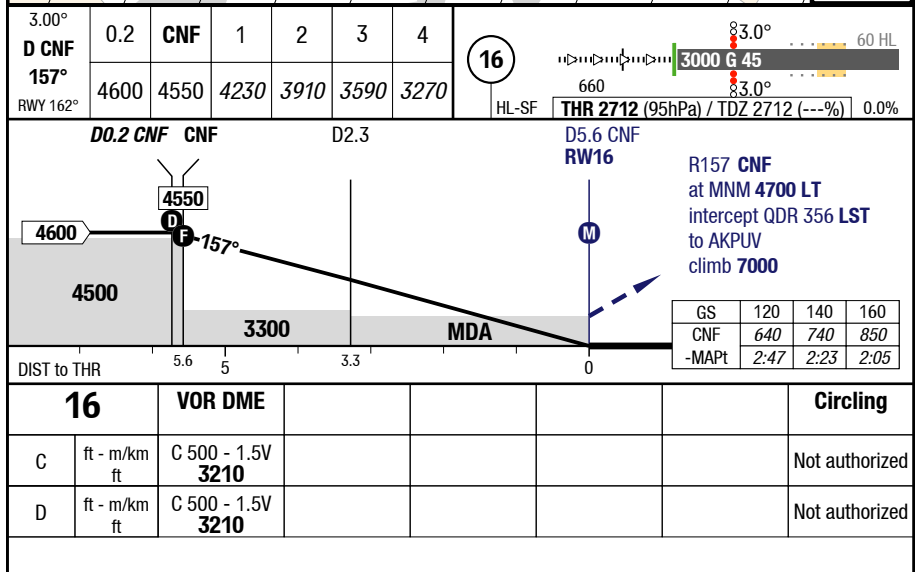
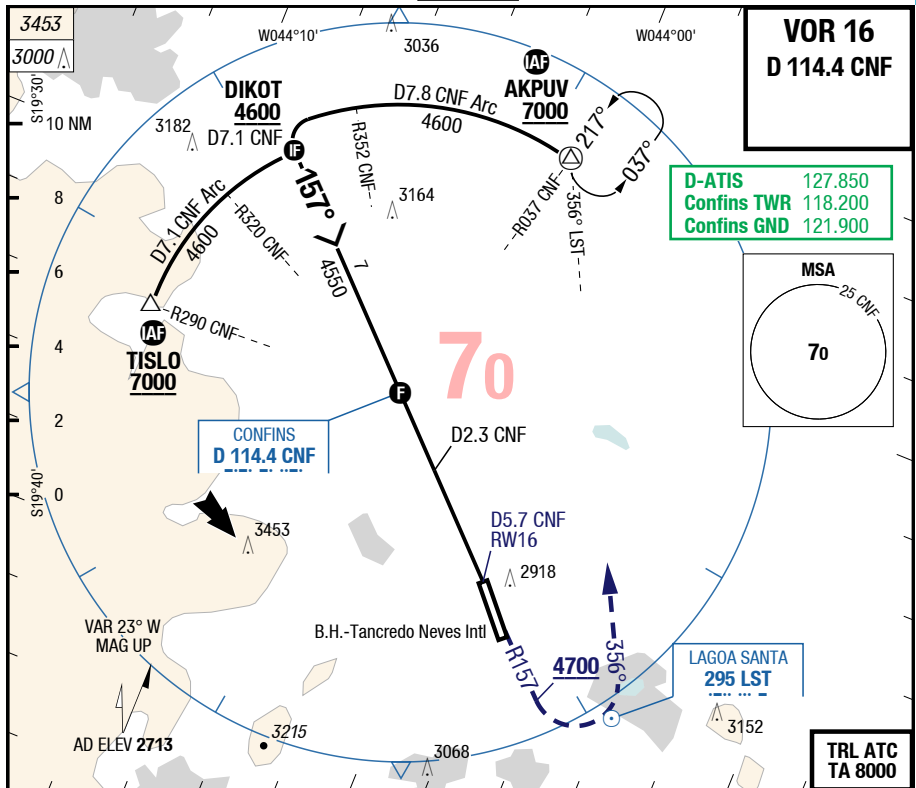
RNAV (GNSS) 34



34		RNP VNAV 1) 2)	RNP LNAV	Circling	
C	ft - m/km ft	C 300 - 1.4V 3020	C 500 - 2.1V 3170		Not authorized
D	ft - m/km ft	C 300 - 1.4V 3020	C 500 - 2.1V 3170		Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F) or above 40°C (104°F)  
2) With EVS VIS 900m

Changes: APL, ALT, THR ELEV, MISAP text



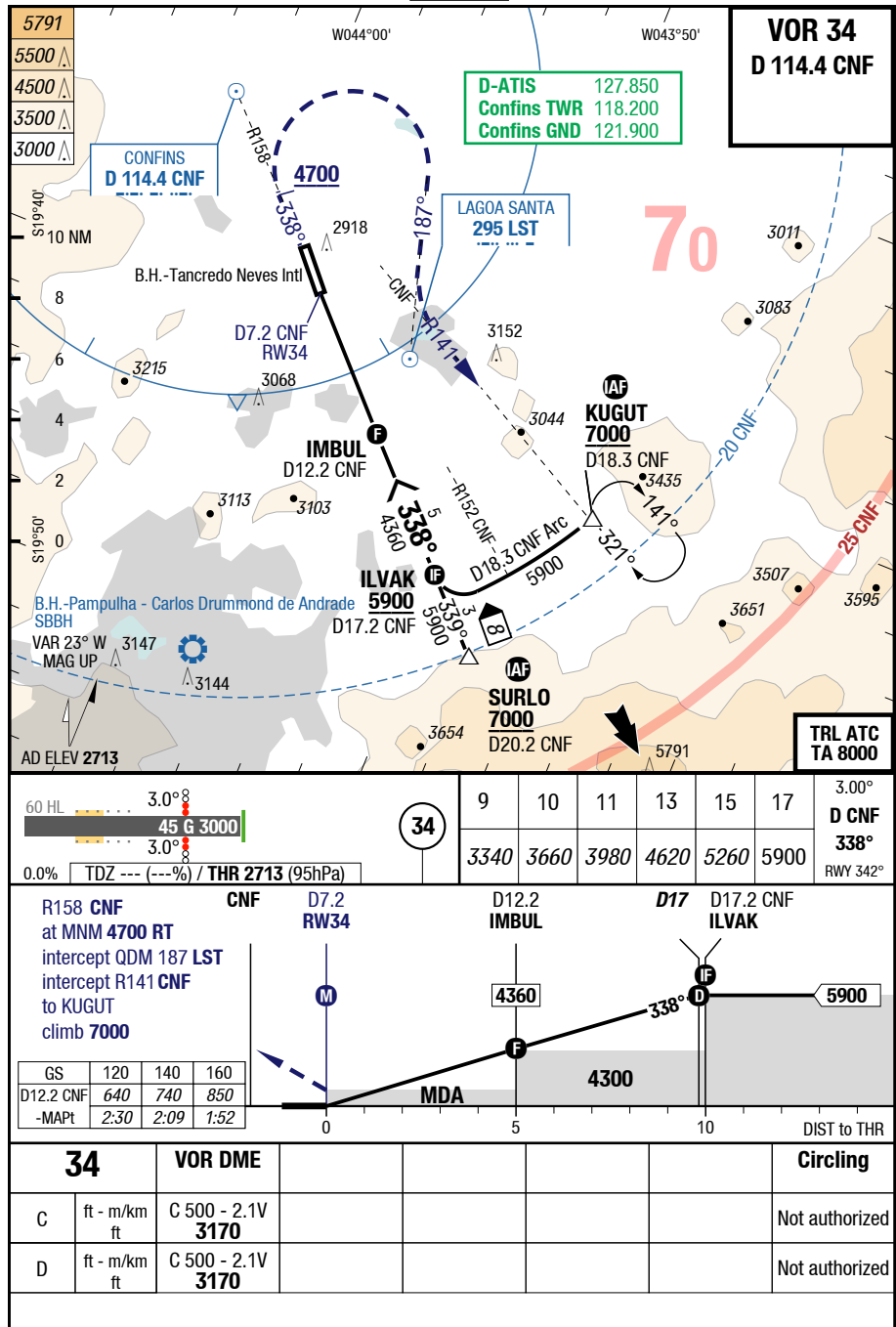
22-FEB-2018

CNF-SBCF

7-60

VOR 34

IAC



Changes: APL, ALT, THR ELEV, MISAP text