

GENERAL**Operational Hours****ATS Hours:** H24**AD Operator Hours:** Not AVBL**Airport Information****RFF:** CAT 9**Fuel:** Not AVBL**PCN:** RWY 12/30: 70/F/A/X/T**Customs:** Not AVBL**Warnings****SGA VOR/DME** unusable: R175-R185.**ARRIVAL****Communication****COM Failure:** See CRAR.**Arrival Procedure****Non-standard GP intercept position on RWY 12**GP intercepts RWY 12 at *320m / 1049ft* after landing threshold.Remaining DIST beyond GP is *2680m / 8794ft*.**DEPARTURE****Take-off Minima**

RWY		12/30	
Multi ENG	ft - m/km	0 - 400R/600V	TKOF ALTN AVBL
All ACFT		c500 - 1.8V	-

Effective 13-SEP-2018

06-SEP-2018

NAT-SBSG

Brazil Sao Goncalo do Amarante Gov. Aluizio Alves Intl

AGC

AFC

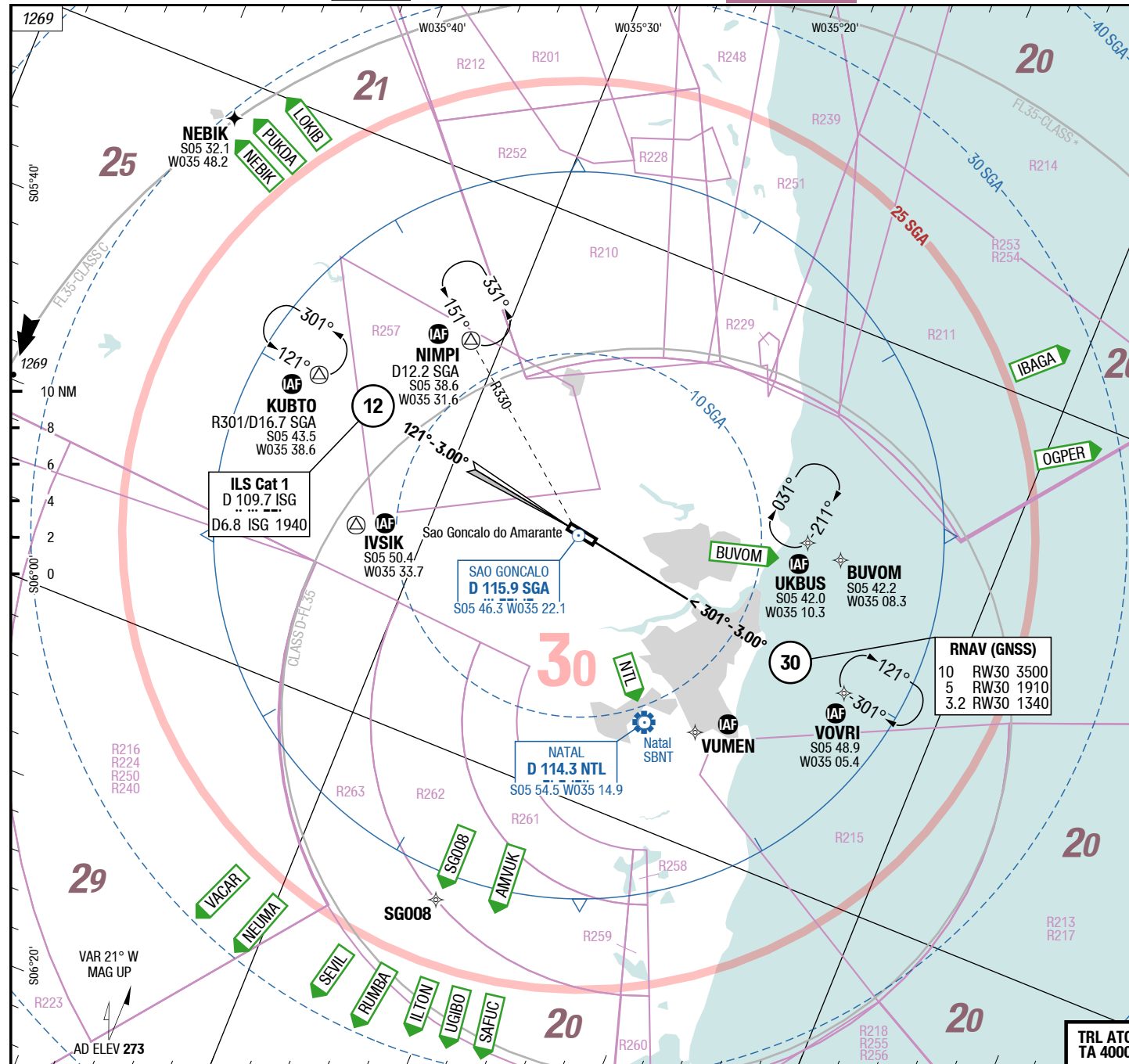
AFC

AFC

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AGC

AFC



Effective 13-SEP-2018

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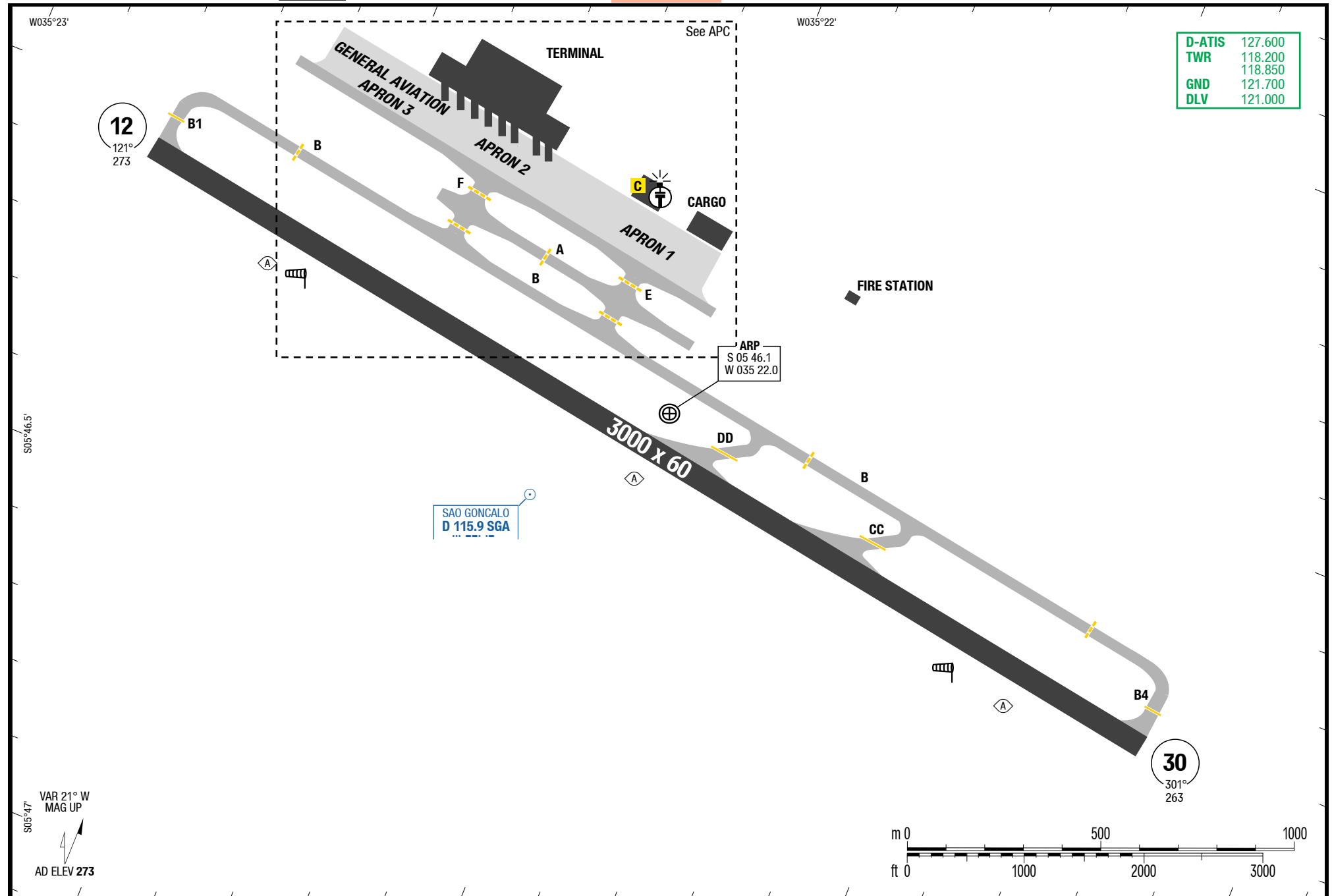
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AGC



Changes: THR ELEV, ABN, BLDG, TWR, WDI

Effective 13-SEP-2018

06-SEP-2018

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NIL

APC

APC

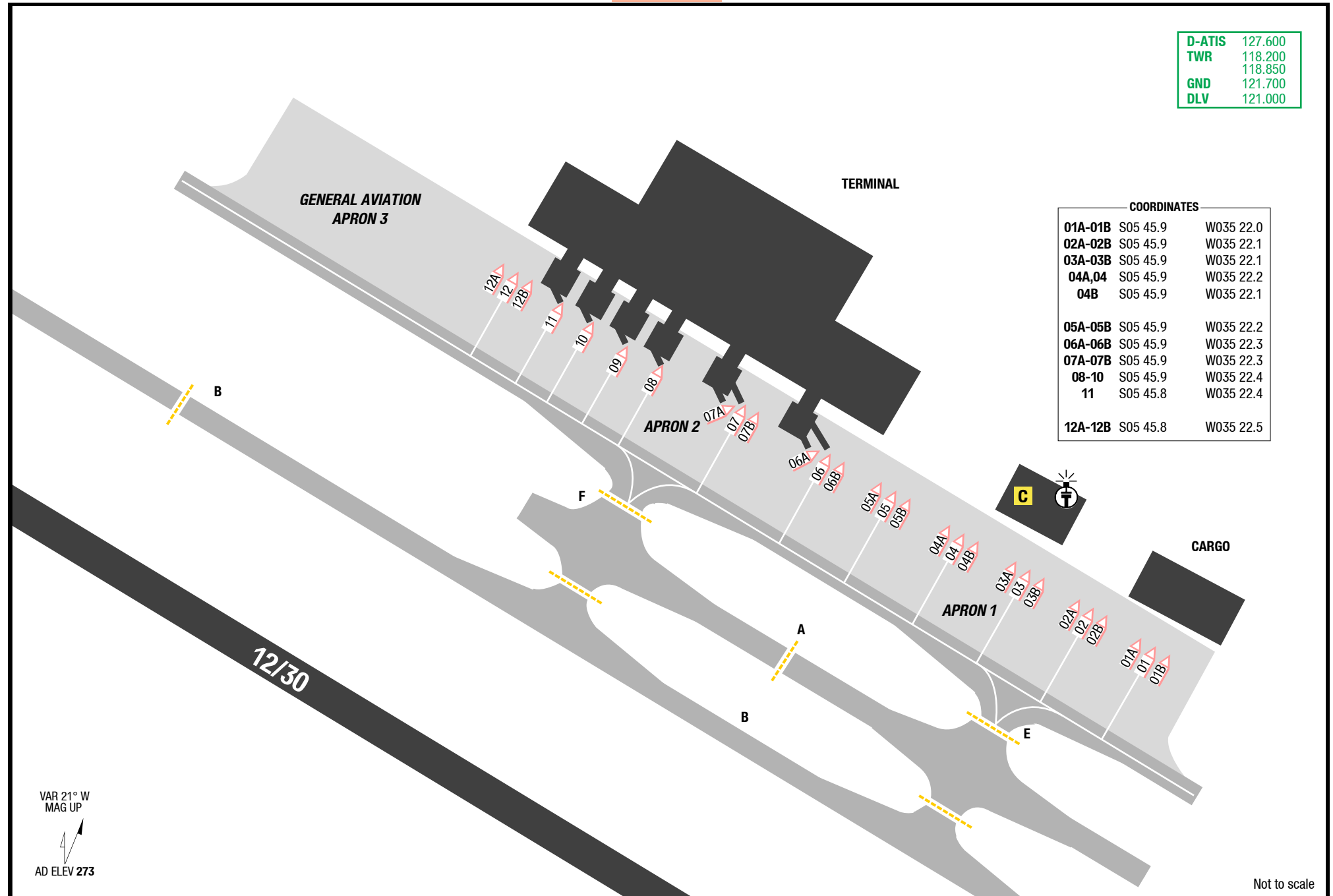
APC

NIL

APC

Gov. Aluizio Alves Intl Sao Goncalo do Amarante Brazil

D-ATIS	127.600
TWR	118.200
	118.850
GND	121.700
DLV	121.000



Changes: ABN, BLDG, TWR

MAT-SBSG

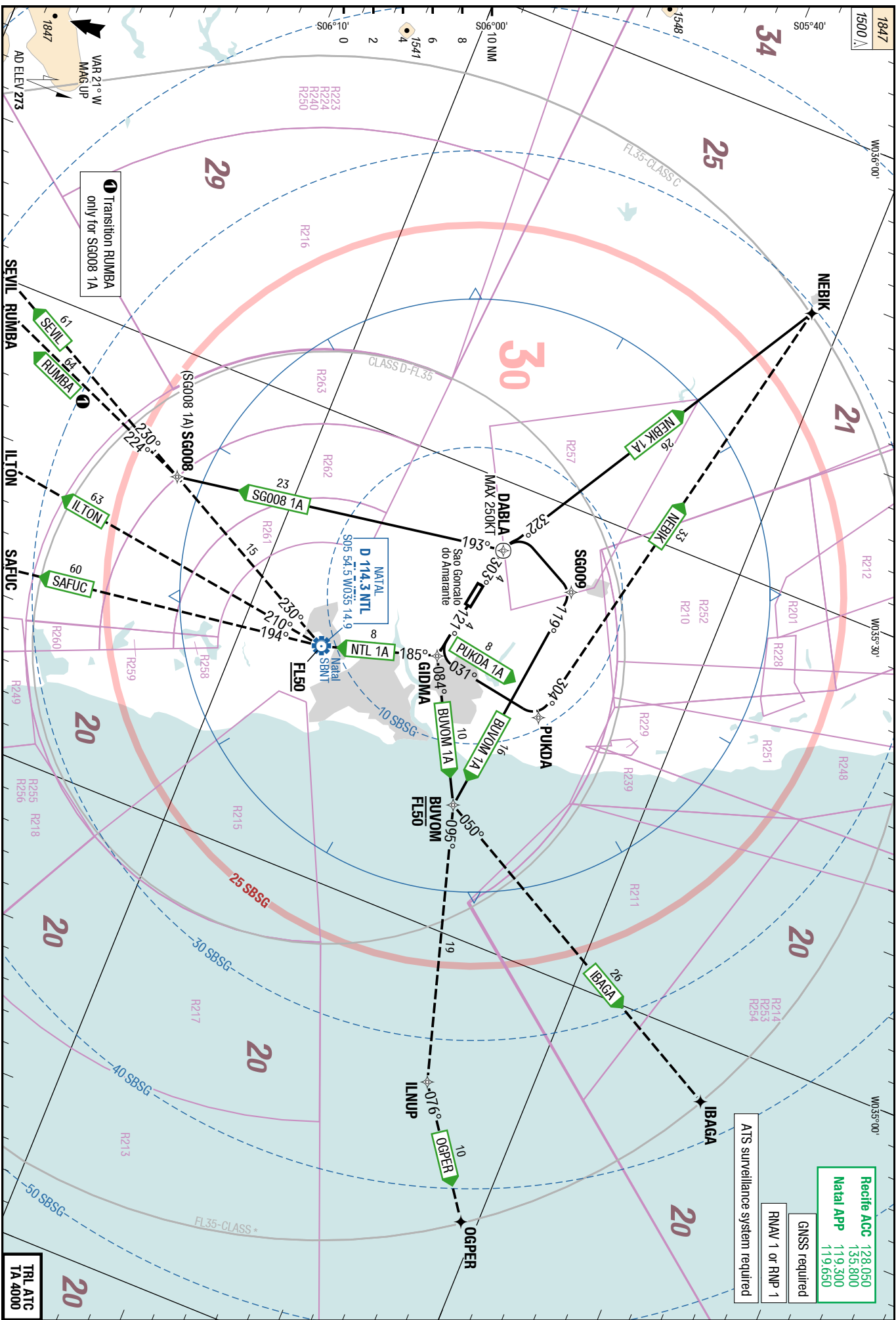
4-10

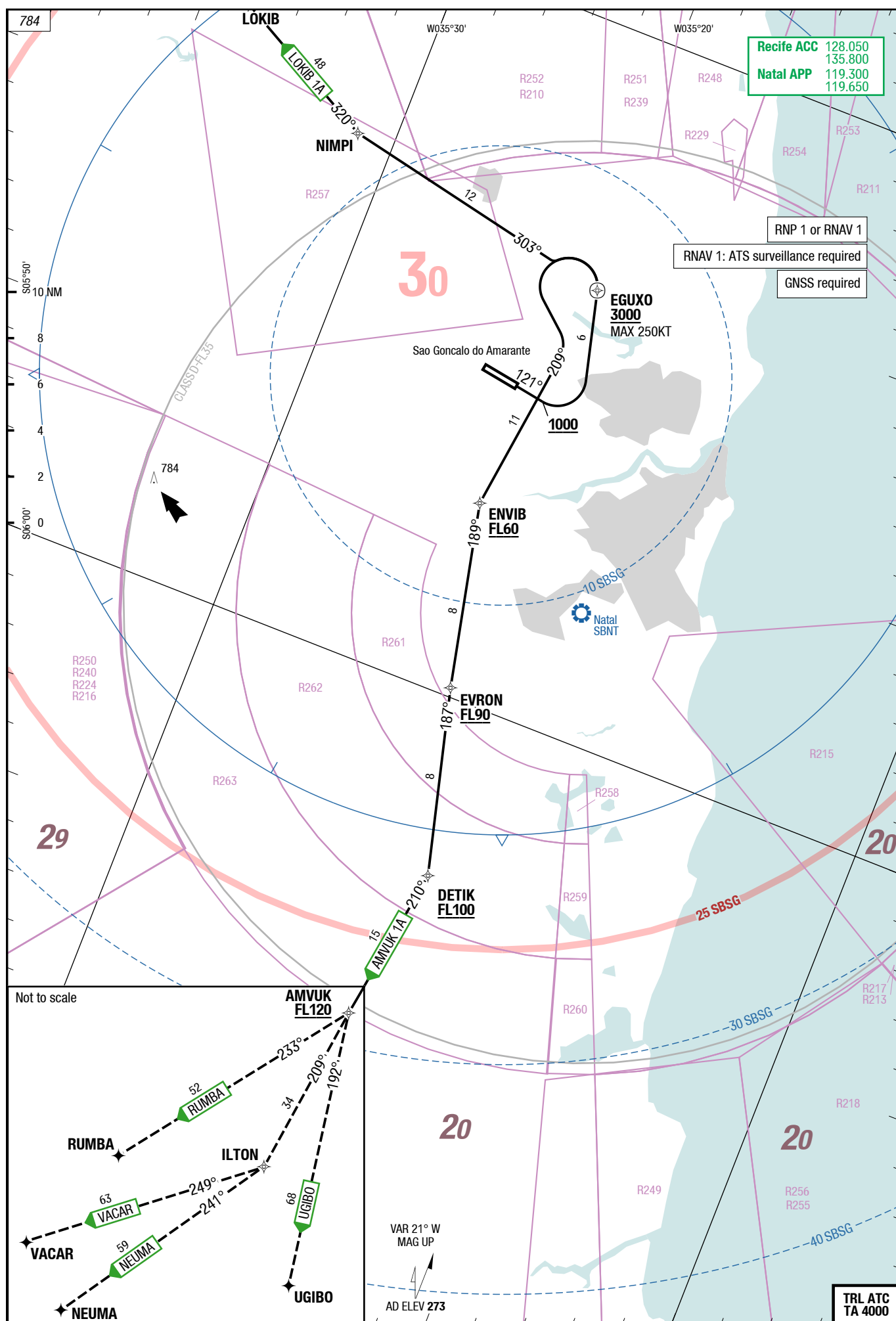
RNAV SIDS

SID

SID

RNAV SIDS





MAT-SBSG

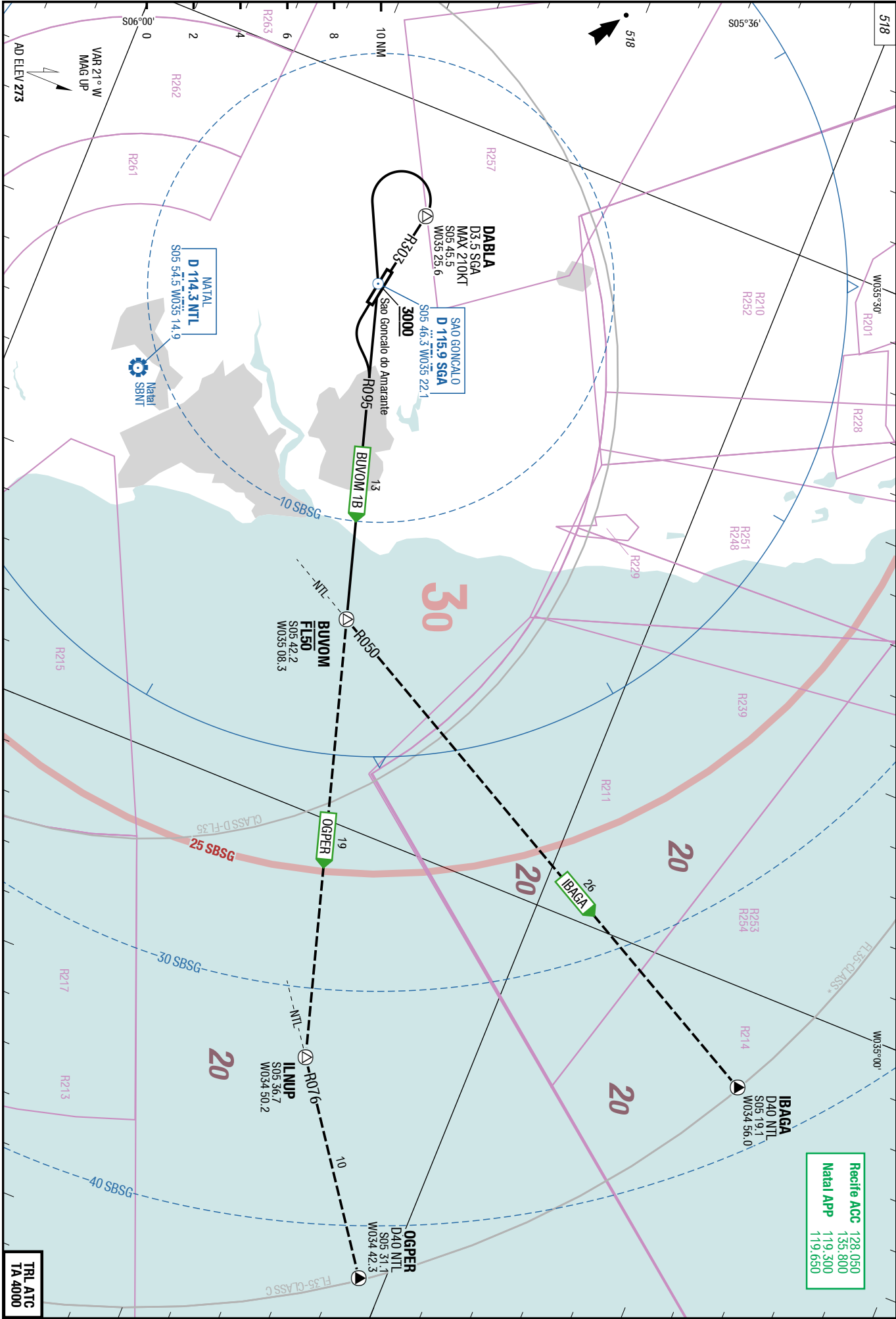
4-30

BUVOM 1B

SID
SID

BUVOM 1B

Recife ACC	128.050
Metal APP	135.800
Metal APP	119.300
Metal APP	119.650



NAT-SBSG

4-40

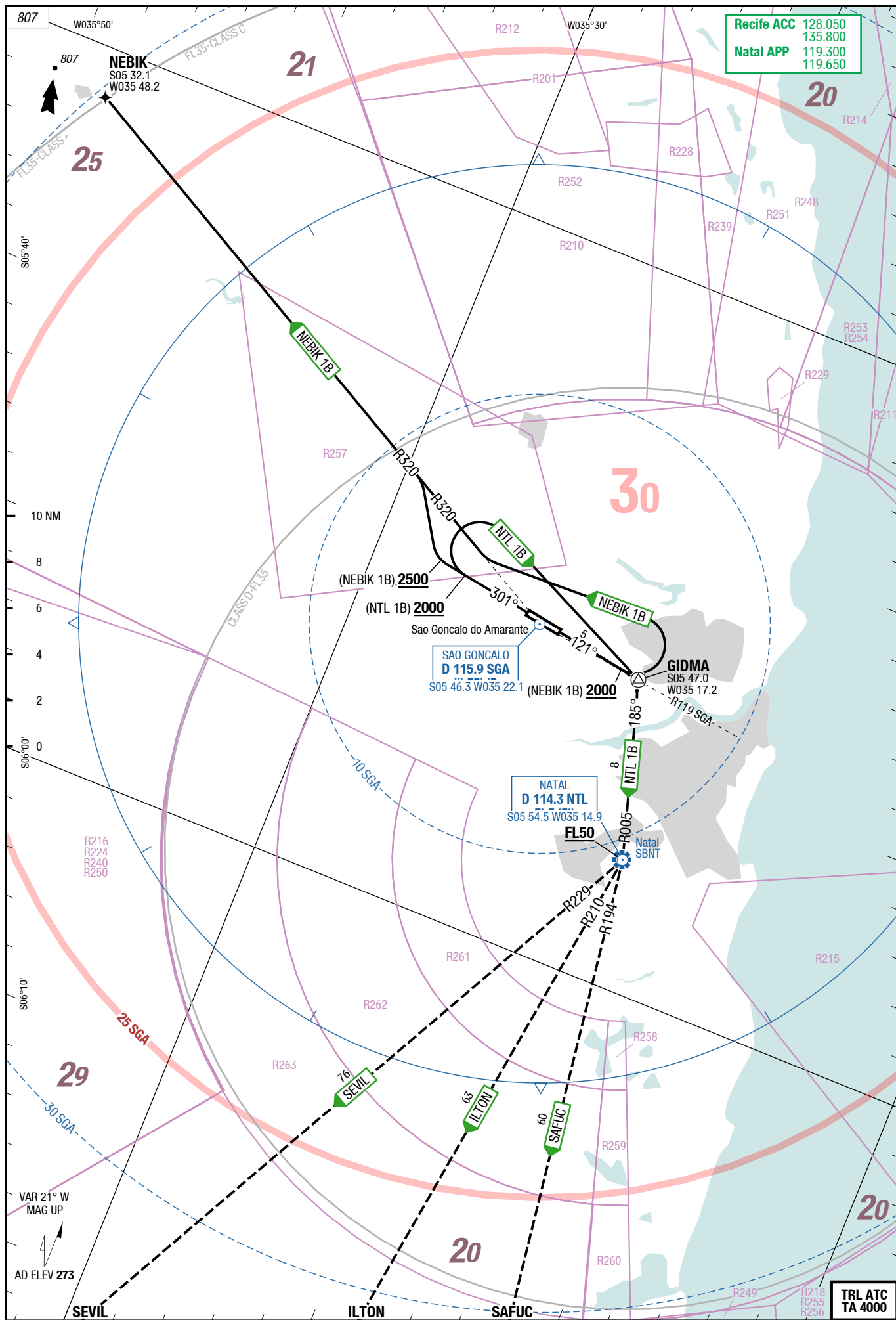
NEBIK 1B / NTL 1B

SID

SID

NEBIK 1B / NTL 1B

Recife ACC	128.050
Natal APP	135.800
	119.300
	119.650



02-NOV-2017

NAT-SBSG**5-10****RNAV SIDs****SIDPT****BUVOM 1A / NATAL 1A / PUKDA 1A**

RWY 12 (121°)

	GS	120	150	180	210	240	270
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BUVOM 1A 119.300	DCT GIDMA - BUVOM	BUVOM MAX FL50
	TRANSITION	
	IBAGA BUVOM - IBAGA	BUVOM MAX FL50
	OGPER BUVOM - ILNUP - OGPER	BUVOM MAX FL50
NATAL 1A NTL 1A 6.9% to FL60 119.300 ①	DCT GIDMA - NTL	NTL MNM FL50
	TRANSITION	
	ILTON NTL - ILTON	NTL MNM FL50
	SAFUC NTL - SAFUC	NTL MNM FL50
	SEVIL NTL - SEVIL	NTL MNM FL50
PUKDA 1A 119.300	DCT GIDMA - PUKDA	
	TRANSITION	
	NEBIK PUKDA - NEBIK	

① Climb gradient due to operational requirements.

02-NOV-2017

NAT-SBSG**5-20****RNAV SIDs****SIDPT****BUVOM 1A / NEBIK 1A / SG008 1A**

RWY 30 (301°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BUVOM 1A 5.0% to 2000 119.300	DCT <u>DABLA</u> [K250- ;R] - DCT SG009 - BUVOM	BUVOM MAX FL50
	TRANSITION	
	IBAGA BUVOM - IBAGA	BUVOM MAX FL50
	OGPER BUVOM - ILNUP - OGPER	BUVOM MAX FL50
NEBIK 1A 5.0% to 2000 119.300	DCT <u>DABLA</u> [K250-] - NEBIK	
SG008 1A 5.0% to 2000 119.300	DCT <u>DABLA</u> [K250-] - SG008	
	TRANSITION	
	RUMBA SG008 - RUMBA	
	SEVIL SG008 - SEVIL	

22-FEB-2018

NAT-SBSG

5-30

RNAV 12 AMVUK 1A / LOKIB 1A

SIDPT

AMVUK 1A / LOKIB 1A

RWY 12 (121°)

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
AMVUK 1A 4.0% to 4000 119.300	121° [A1000+ ;L] - DCT <u>EGUXO</u> [K250-] - ENVIB - EVRON - DETIK - AMVUK	EGUXO MNM 3000 ENVIB MNM FL60 EVRON MNM FL90 DETIK MNM FL100 AMVUK MNM FL120
	TRANSITION	
	NEUMA AMVUK - ILTON - NEUMA	AMVUK MNM FL120
	RUMBA AMVUK - RUMBA	AMVUK MNM FL120
	UGIBO AMVUK - UGIBO	AMVUK MNM FL120
	VACAR AMVUK - ILTON - VACAR	AMVUK MNM FL120
LOKIB 1A 4.0% to 4000 119.300	121° [A1000+ ;L] - DCT <u>EGUXO</u> [K250-] - NIMPI - LOKIB	EGUXO MNM 3000

BUVOM 1B

RWYs 12 (121°) / 30 (301°)

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
BUVOM 1B 119.300	LT intercept R095 SGA to BUVOM	BUVOM MAX FL50
	TRANSITION	
	IBAGA BUVOM - LT intercept R050 NTL to IBAGA	
	OGPER BUVOM - R095 SGA to ILNUP - LT intercept R076 NTL to OGPER	
	Runway 30	
BUVOM 1B 6.0% to 3000 119.300 ①②	intercept R303 SGA - at DABLA (MAX 210KT) LT direct SGA - R095 SGA to BUVOM	SGA MNM 3000 BUVOM MAX FL50
	TRANSITION	
	IBAGA BUVOM - LT intercept R050 NTL to IBAGA	
	OGPER BUVOM - R095 SGA to ILNUP - LT intercept R076 NTL to OGPER	

① Climb gradient due operational requirements.

② Climb gradient 3.3% subject to ATC clearance.

22-FEB-2018

NAT-SBSG

5-50

NEBIK 1B / NTL 1B

SIDPT

NATAL 1B / NEBIK 1B

RWYs 12 (121°) / 30 (301°)

	GS	120	150	180	210	240	270
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
NATAL 1B NTL 1B 6.9% to FL60 119.300 ①②	intercept R119 SGA - at GIDMA RT intercept R005 NTL to NTL	NTL MNM FL50
	TRANSITION	
	ILTON NTL - R210 NTL to ILTON	
	SAFUC NTL - R194 NTL to SAFUC	
	SEVIL NTL - R229 NTL to SEVIL	
NEBIK 1B 119.300	at MNM 2000 LT intercept R320 SGA to NEBIK	
	Runway 30	
NATAL 1B NTL 1B 6.9% to FL60 119.300 ①②	at MNM 2000 RT intercept R119 SGA to GIDMA - RT intercept R005 NTL to NTL	NTL MNM FL50
	TRANSITION	
	ILTON NTL - R210 NTL to ILTON	
	SAFUC NTL - R194 NTL to SAFUC	
	SEVIL NTL - R229 NTL to SEVIL	
NEBIK 1B 119.300	at MNM 2500 RT intercept R320 SGA to NEBIK	

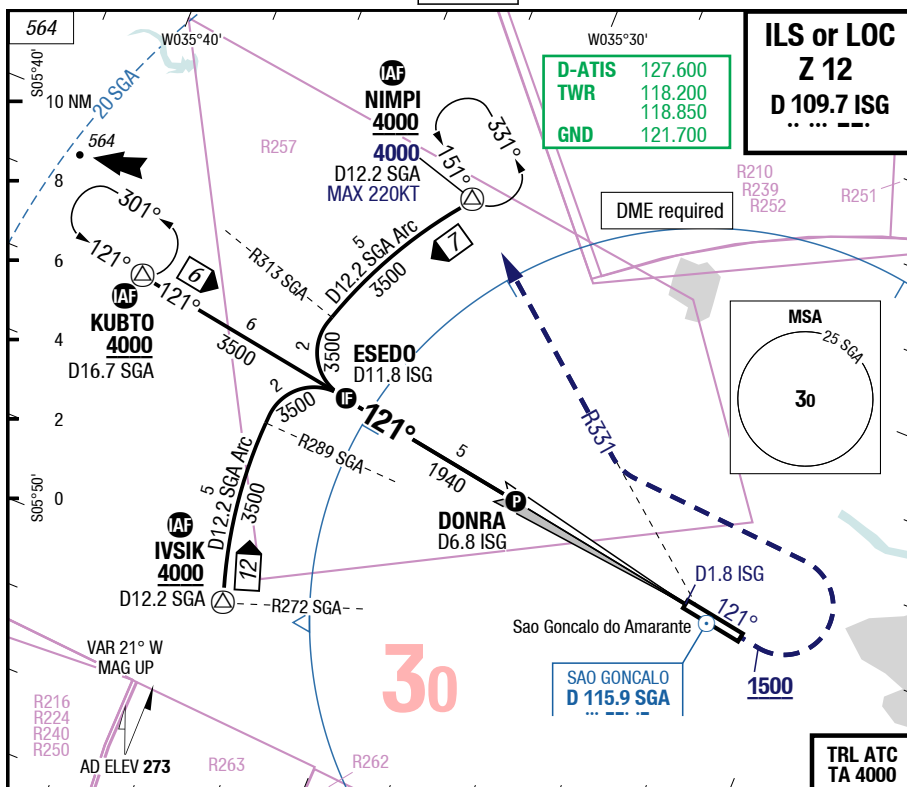
① Climb gradient due operational requirements.

② Climb gradient 3.3% subject to ATC clearance.

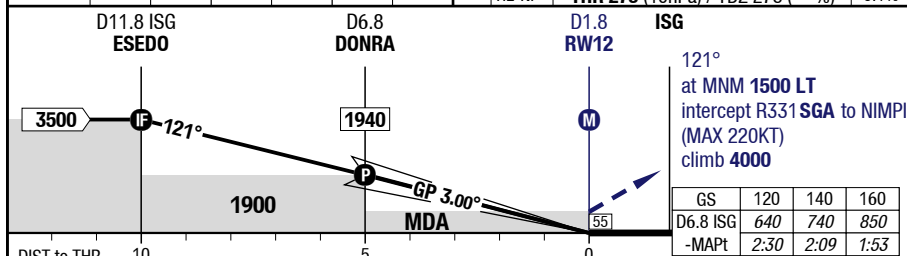
NAT-SBSG

7-10

ILS or LOC Z 12



LOC 3.00° D ISG	11.8	10	8	6	4	3	
	3500	2980	2330	1690	1040	720	



12		Cat 1 DME GA 5.0% 1)	LOC DME GA 5.0%			Circling
C	ft - m/km ft	C 200 - 750R/800V 480	C 400 - 1.6V 620			Not authorized
D	ft - m/km ft	C 200 - 750R/800V 480	C 400 - 1.6V 620			Not authorized

1) With EVS RVR 550m/ VIS 800m, wo EVS use STD

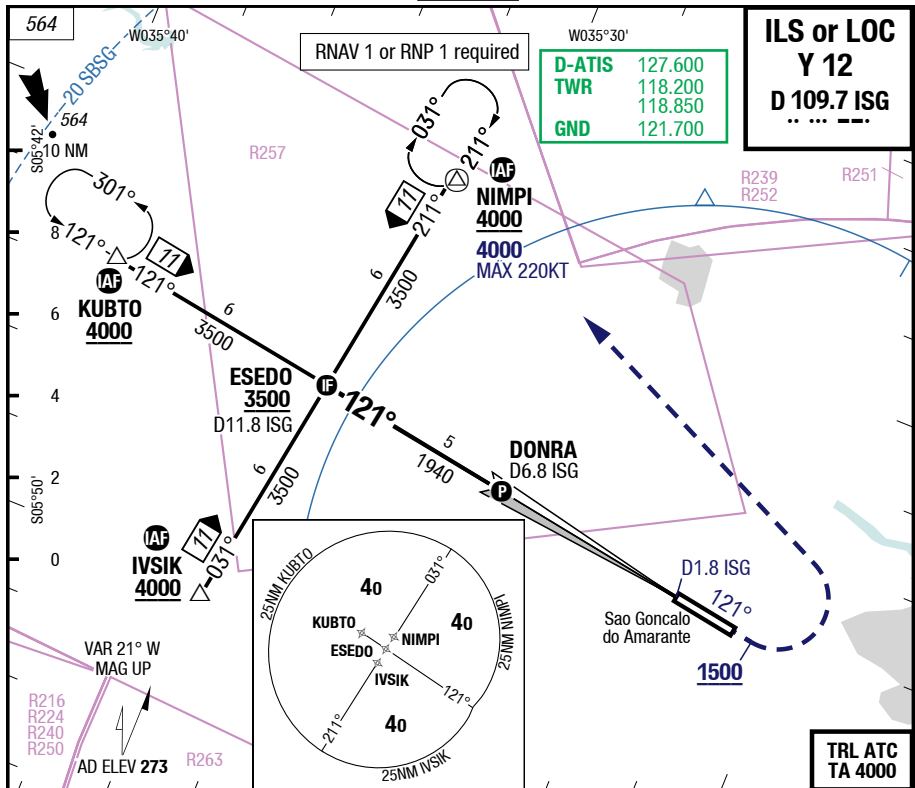
06-SEP-2018

NAT-SBSG

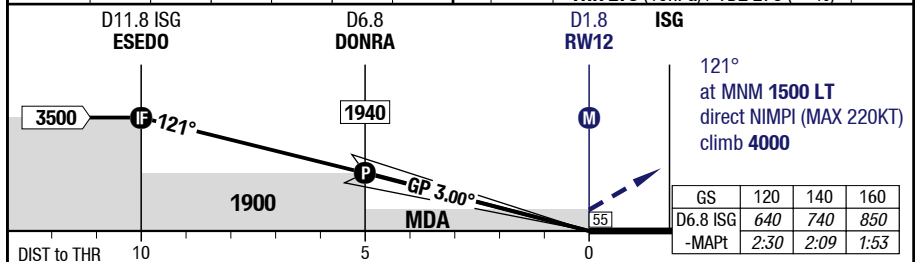
7-20

ILS or LOC Y 12

IAC



LOC 3.00° D ISG	11.8	10	8	6	4	3	12	700	HL-NF	THR 273 (10hPa) / TDZ 273 (---%)	-0.1%
	3500	2980	2330	1690	1040	720					



12	Cat 1 DME GA 5.0% 1)	LOC DME GA 5.0%				Circling
C	ft - m/km ft 480	C 200 - 750R/800V 480	C 400 - 1.6V 620			Not authorized
D	ft - m/km ft 480	C 200 - 750R/800V 480	C 400 - 1.6V 620			Not authorized

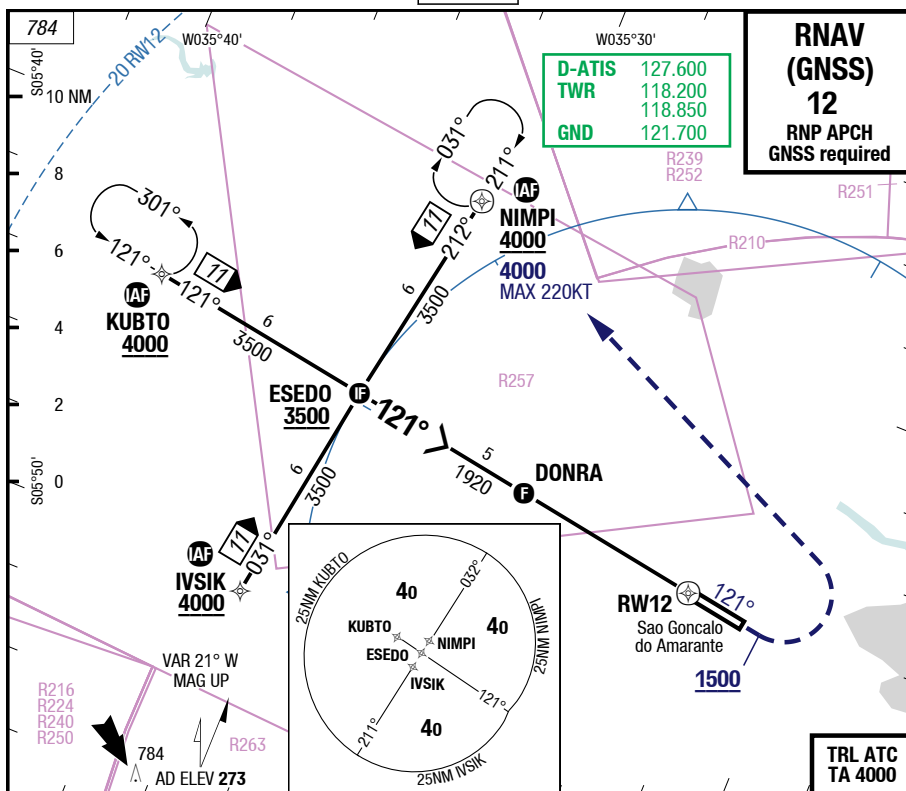
1) With EVS RVR 550m/ VIS 800m, wo EVS use STD

Changes: APL

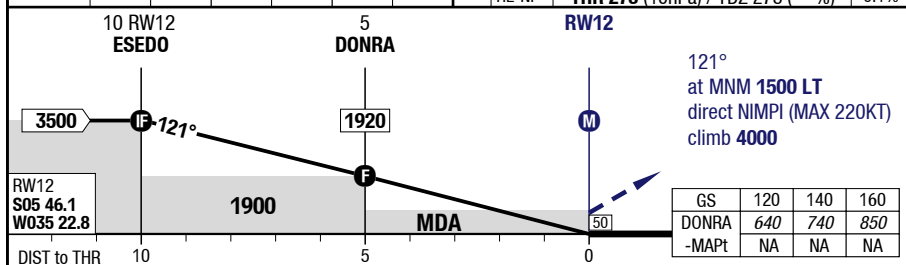
NAT-SBSG

7-30

RNAV (GNSS) 12

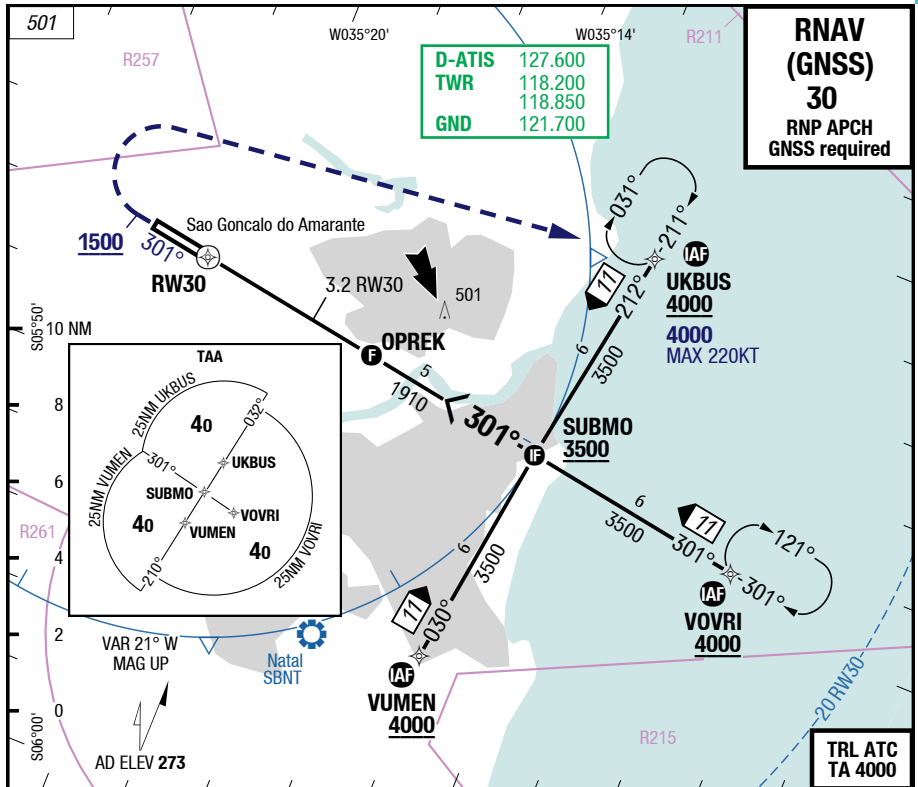


3.00° RW12	10	8	6	4	2	1	
	3500	2880	2240	1600	970	650	

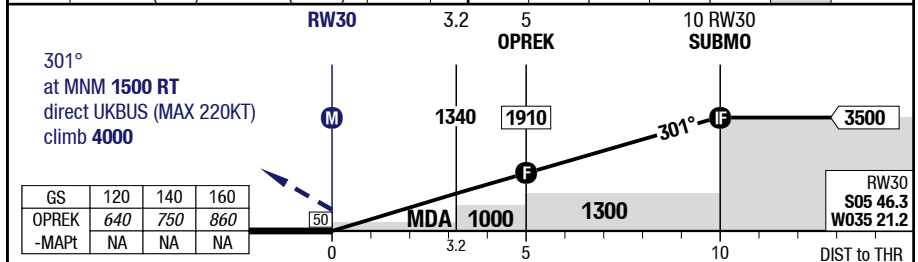


12		RNAV GNSS VNAV GA 5.0% 1) 2)	RNAV GNSS LNAV GA 5.0%				Circling
C	ft - m/km ft	C 400 - 1.6V 620	C 400 - 1.6V 620				Not authorized
D	ft - m/km ft	C 400 - 1.6V 620	C 400 - 1.6V 620				Not authorized

1) With EVS VIS 1.1km, wo EVS use STD
2) Uncompensated BARO VNAV NA below 0°C (32°F)



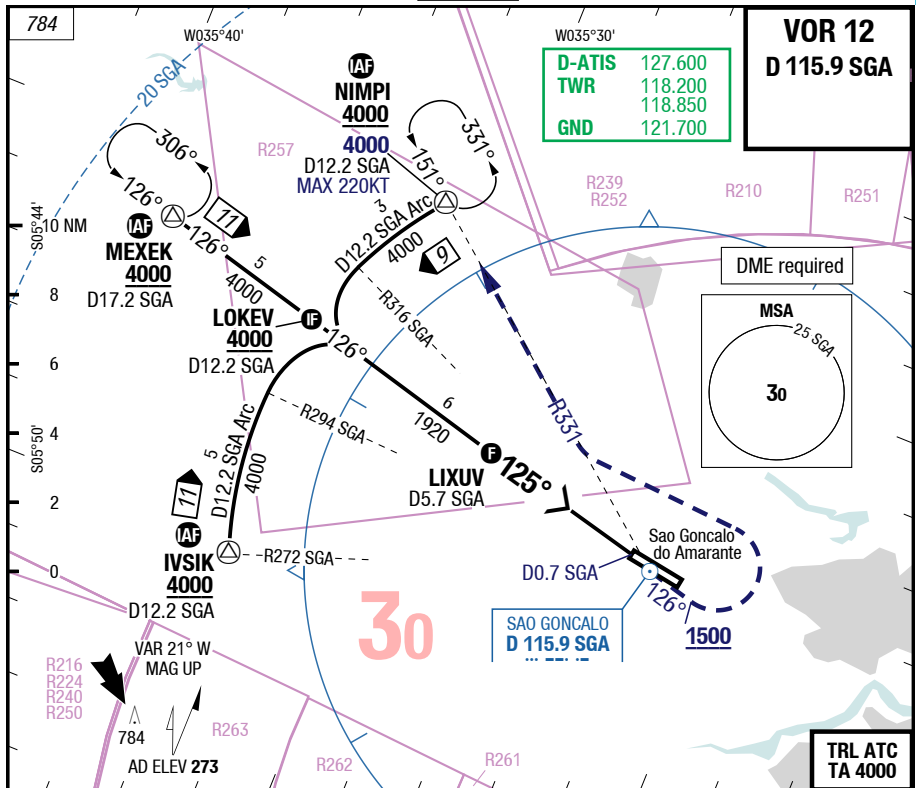
30 ML	15 ML	60 x 3000	3.0°	2	4	6	8	10	3.00°
+0.1%	TDZ	---	(---%) / THR 263 (10hPa)	960	1600	2240	2880	3500	RW30



30	RNAV GNSS VNAV GA 5.0% 1) 2)	RNAV GNSS LNAV GA 5.0%	Circling
C	ft - m/km ft C 400 - 1.8V 660	C 400 - 1.8V 660	Not authorized
D	ft - m/km ft C 400 - 1.8V 660	C 400 - 1.8V 660	Not authorized

1) Uncompensated BARO VNAV NA below 0°C (32°F)

2) With EVS VIS 1.2km



3.00° D SGA 125° RWY 121°	12.2	11	9	7	5	3	12	HL-NF	THR 273 (10hPa) / TDZ 273 (---%)	-0.1%												
<div><div>D12.2 SGA LOKEV</div><div>D5.7 LIXUV</div><div>D0.7 SGA RW12</div></div> <div><div>4000</div><div>1900</div><div>MDA</div></div> <div><div>126°</div><div>125°</div></div> <div><div>126° at MNM 1500 LT intercept R331 SGA to NIMPI (MAX 220KT) climb 4000</div></div> <div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D5.7 SGA</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPT</td><td>2:30</td><td>2:09</td><td>1:53</td></tr></table></div> <div><div>DIST to THR</div><div>10</div><div>5</div><div>0</div></div>											GS	120	140	160	D5.7 SGA	640	740	850	-MAPT	2:30	2:09	1:53
GS	120	140	160																			
D5.7 SGA	640	740	850																			
-MAPT	2:30	2:09	1:53																			
12	VOR DME GA 5.0%									Circling												
C	ft - m/km ft	C 500 - 2.3V 740								Not authorized												
D	ft - m/km ft	C 500 - 2.3V 740								Not authorized												

