

**GENERAL****Operational Hours**

ATS Hours / AD Operator Hours: H24

**Airport Information**

RFF: CAT 7

PCN: RWY 06/24: 48/F/B/X/T

Customs: MON-FRI 1000-2200†

**Operation****TWY Restriction**

TWY C used occasionally for LDG/TKOF.

**Warnings**

ACFT in training flight next to AD.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR and in addition:**RWY 24****RNAV AGENT B, KOXAL B**

Complete arrival until CG374 and execute PROC in use by ATC.

**RNAV VUROB C**

Complete arrival until CG373 and execute PROC in use by ATC.

**RNAV DUNCE B, RETER B, VUROB B**

Complete arrival until CG372 and execute PROC in use by ATC.

**RWY 06****RNAV AGENT A, KOXAL A**

Complete arrival until CG363 and execute PROC in use by ATC.

**RNAV DUNCE A, VUROB A**

Complete arrival until CG366 and execute PROC in use by ATC.

**RNAV RETER A**

Complete arrival until CG364 and execute PROC in use by ATC.

**Arrival Procedure****Non-standard GP Intercept Position on RWY 06**GP intercepts RWY 06 at *320m / 1049ft* after landing threshold.Remaining DIST beyond GP is *2190m / 7186ft*.

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

RWY		06/24		
Multi ENG	ft - m/km	0 - 600V	HJ only	TKOF ALTN AVBL
		0 - 800V	HN	
All ACFT		c1000 - 2.0V	-	

Effective 01-FEB-2018

25-JAN-2018

CGR-SBCG

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AFC

AFC

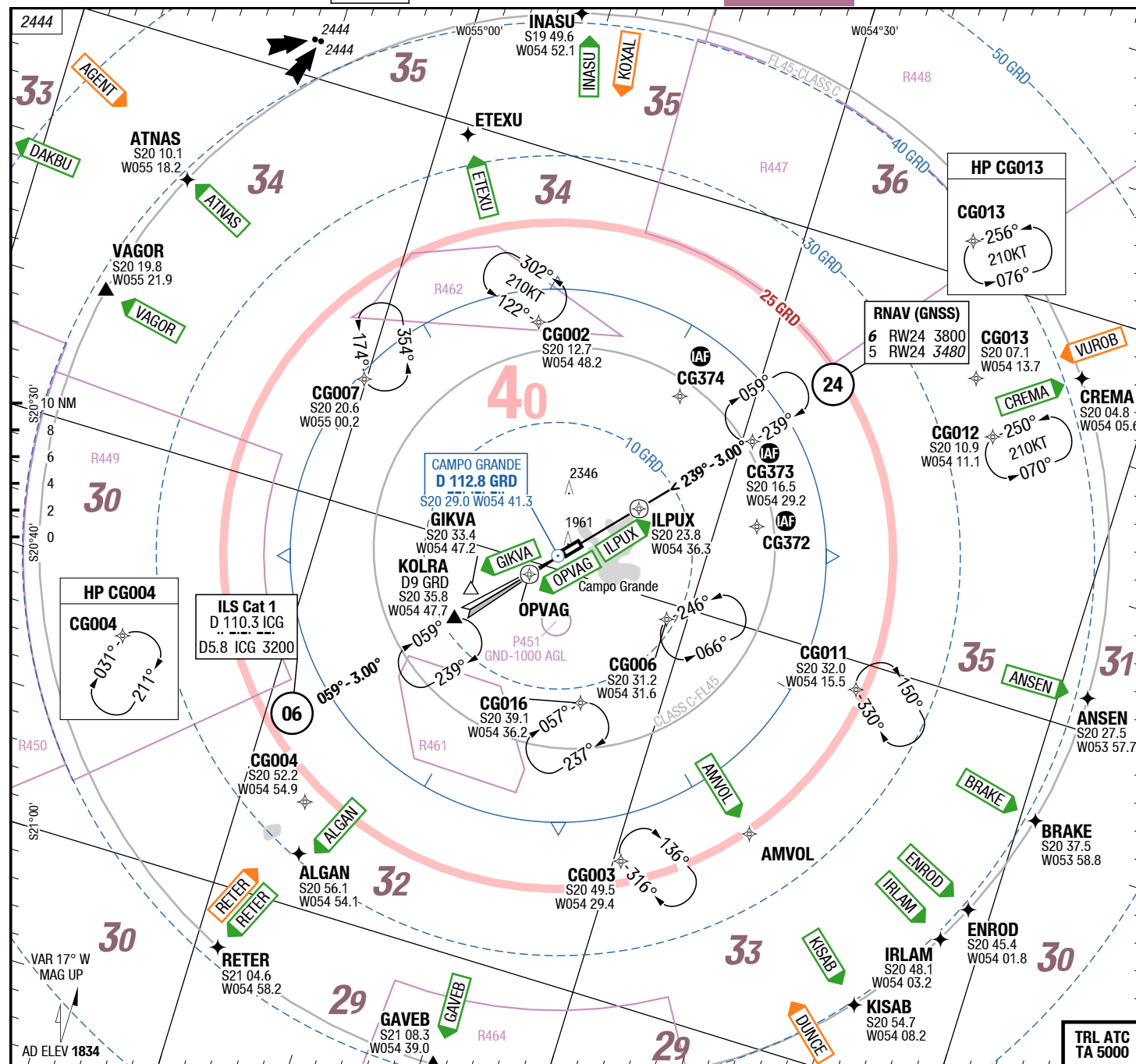
AFC

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AGC

AFC

2-10



D-ATIS	127.600	
Curitiba Center		128.150 Sector 6
		124.850 Sector 6
		135.100 Sector 6
		123.700 Sector 7
		129.250 Sector 7
		133.300 Sector 7
APP	119.350	119.650
TWR	120.200	121.000
GND	121.900	
OPS	122.500	
DCL		

**Landing RWY system:**

**06** 360  
ML-NF THR 1804 (64hPa) / TDZ 1818 (---%) +0.4%

60 HL 2510 x 45  
3.0°

**24** 360  
ML-NF THR 1836 (65hPa) / TDZ 1836 (---%) -0.4%

Changes: PROC, WPT, HLDG

Effective 01-FEB-2018

25-JAN-2018

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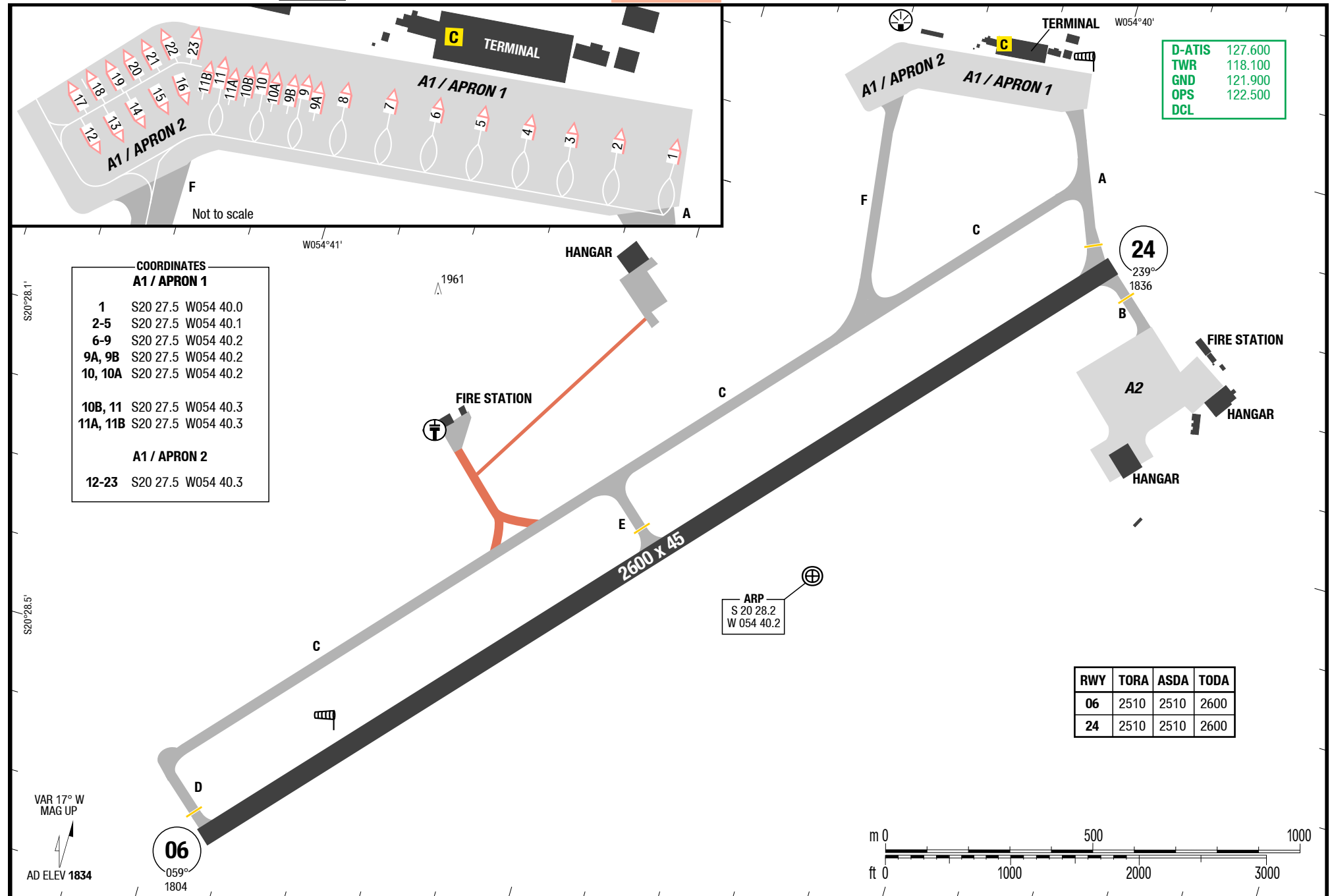
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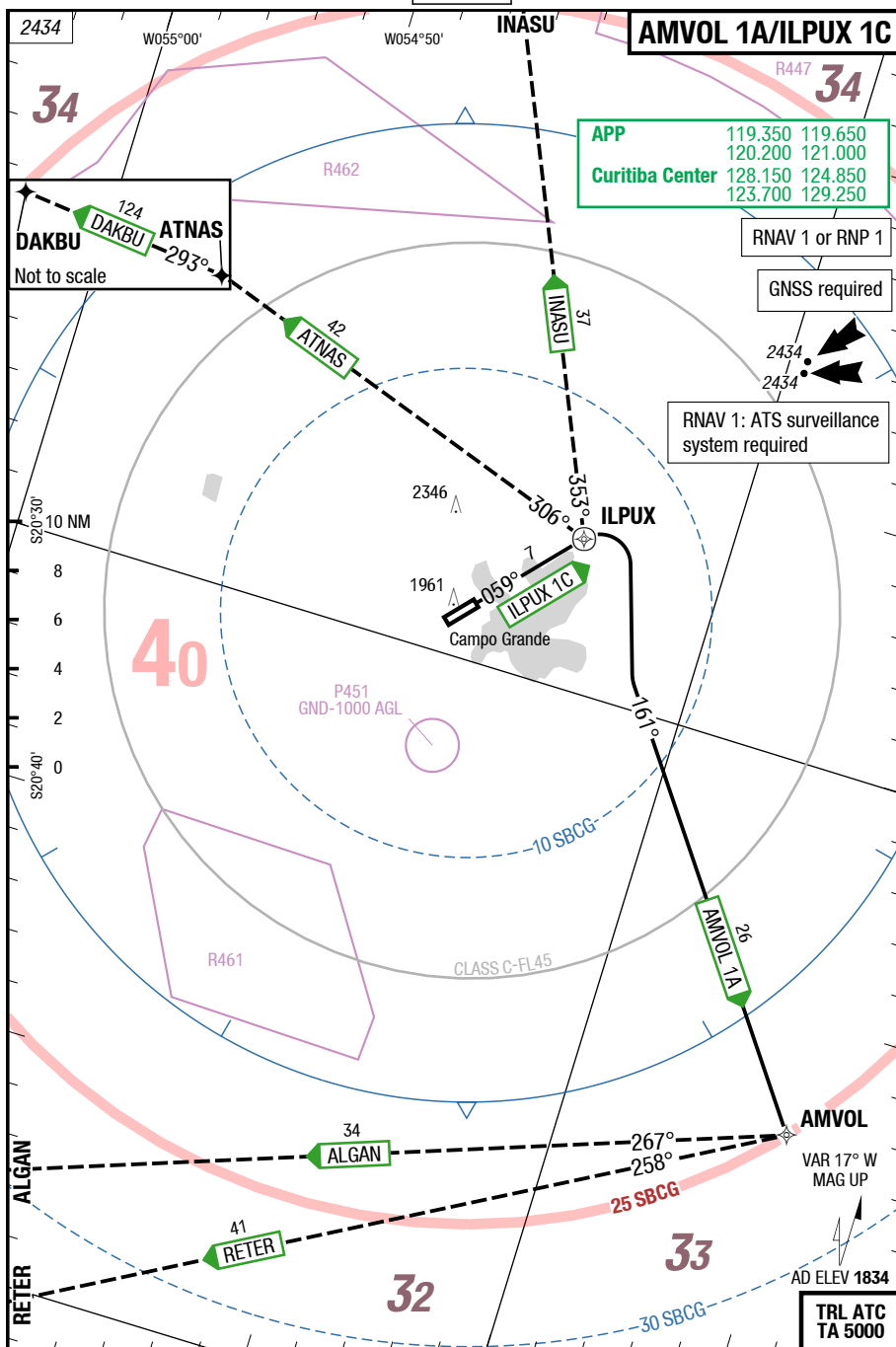


Changes: Nil

**28-DEC-2017**

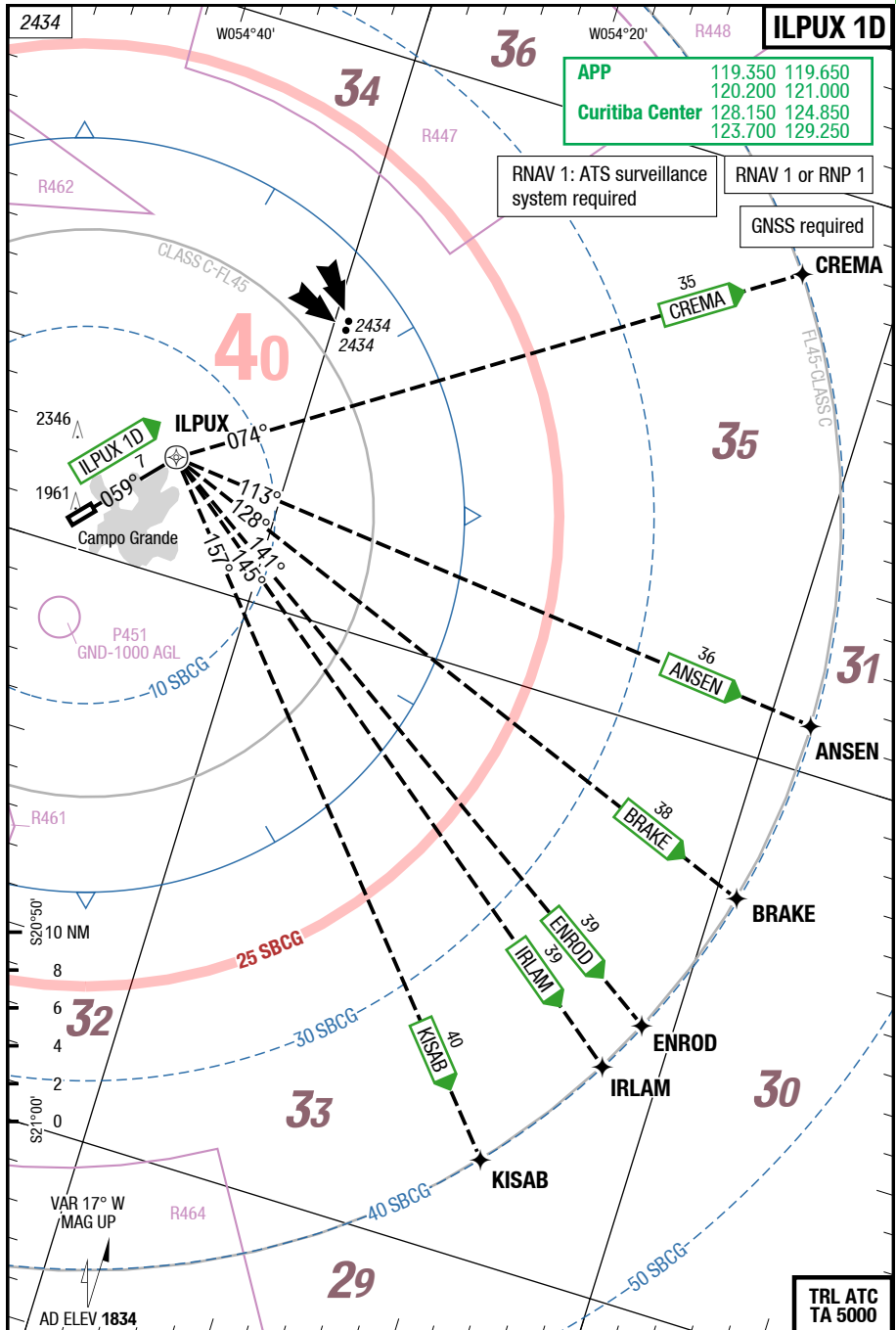
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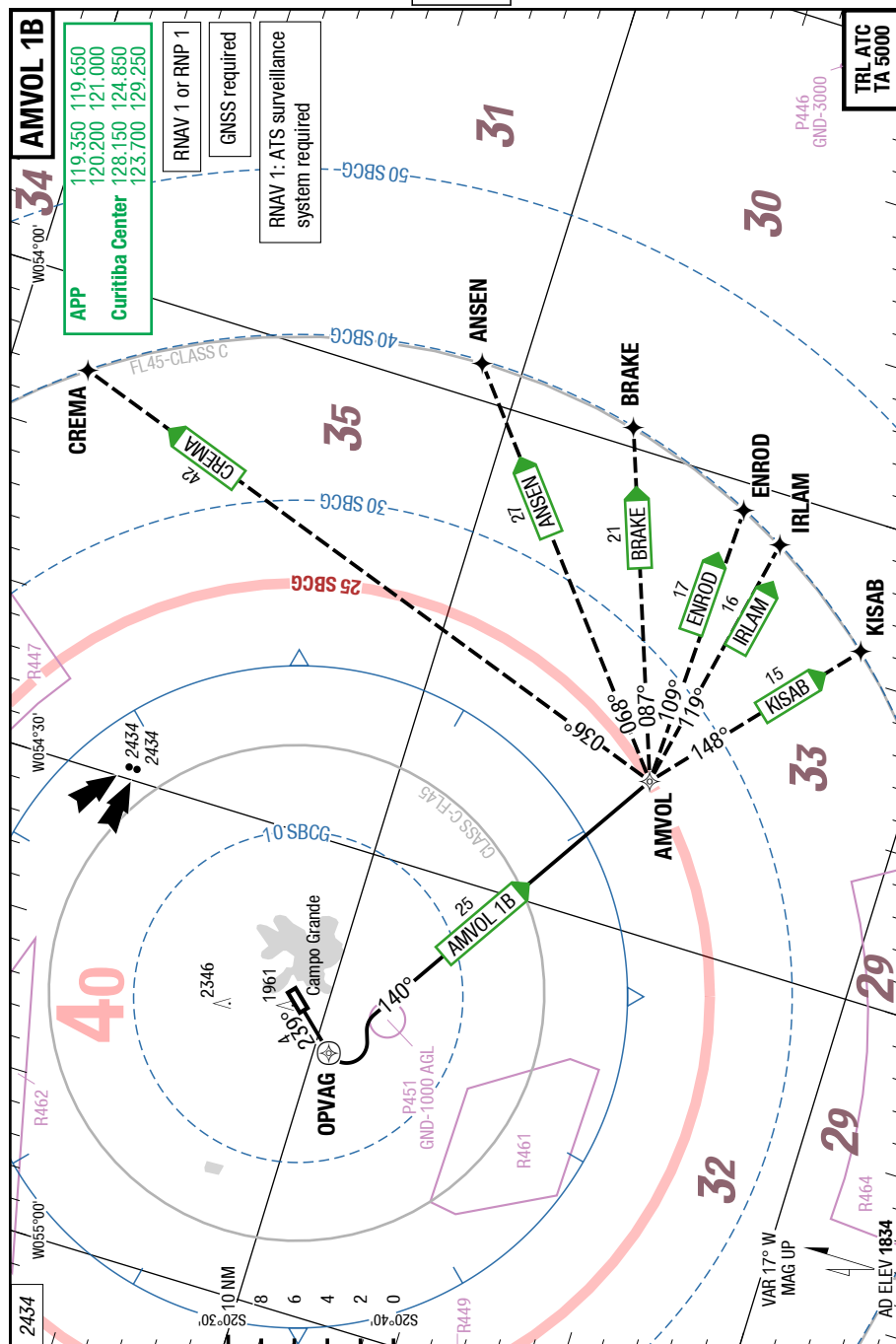
4-10

**RNAV 06 AMVOL 1A/ILPUX 1C**

Changes: Page Number

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**RNAV 24 AMVOL 1B**

**28-DEC-2017**

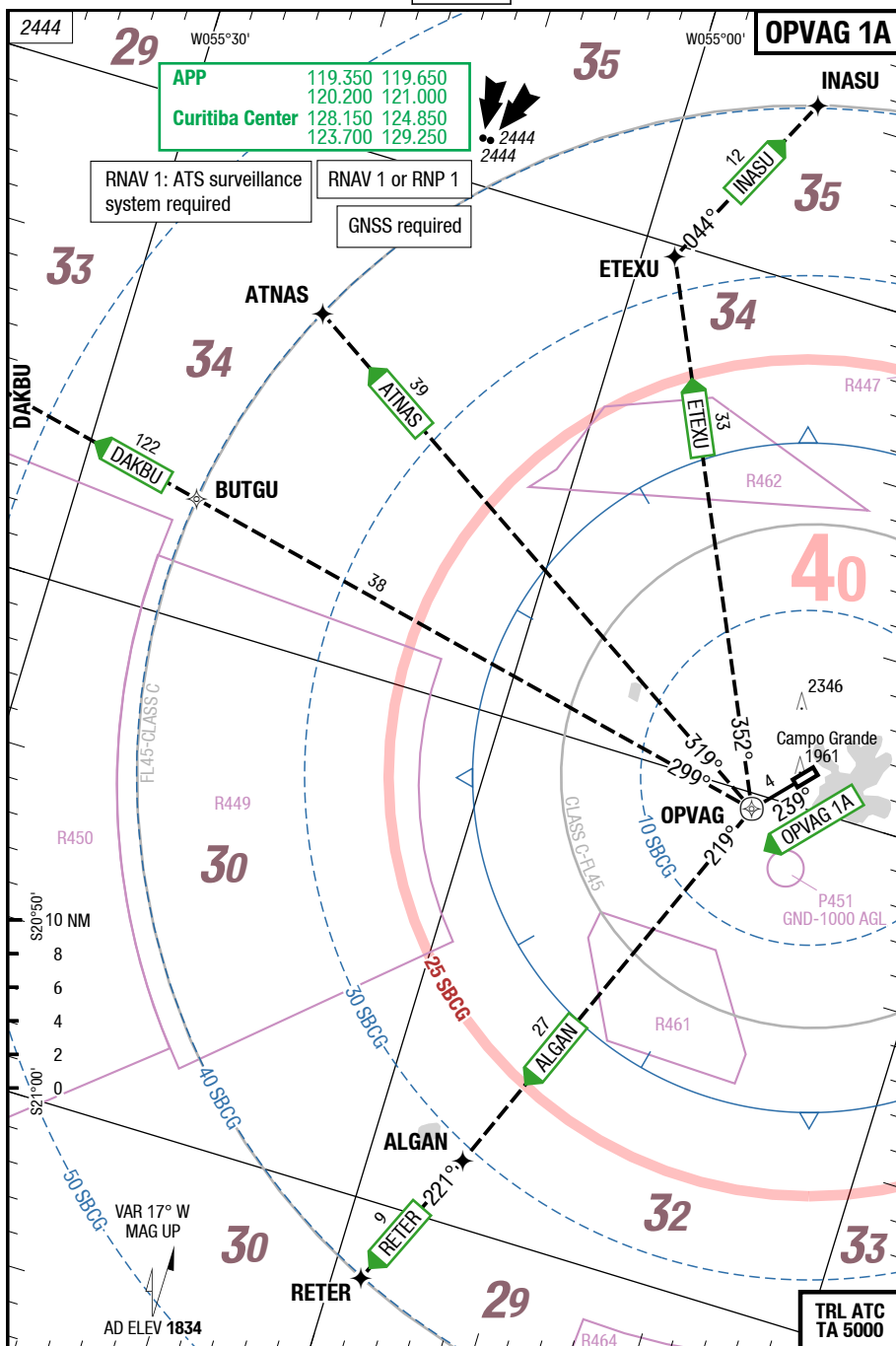
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SID

**CGR-SBCG**

**4-40**

# RNAV 24 OPVAG 1A



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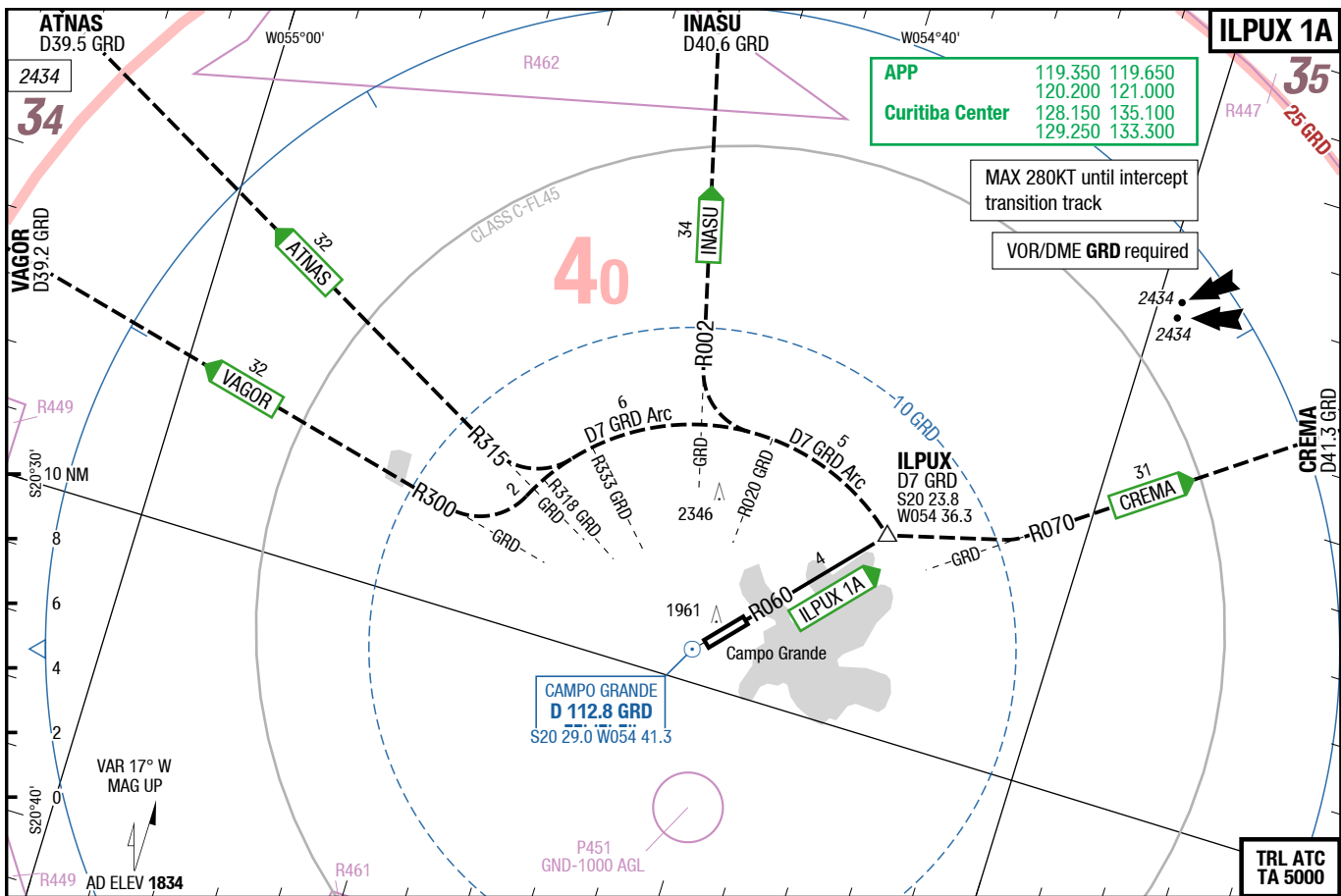
Changes: Page Number



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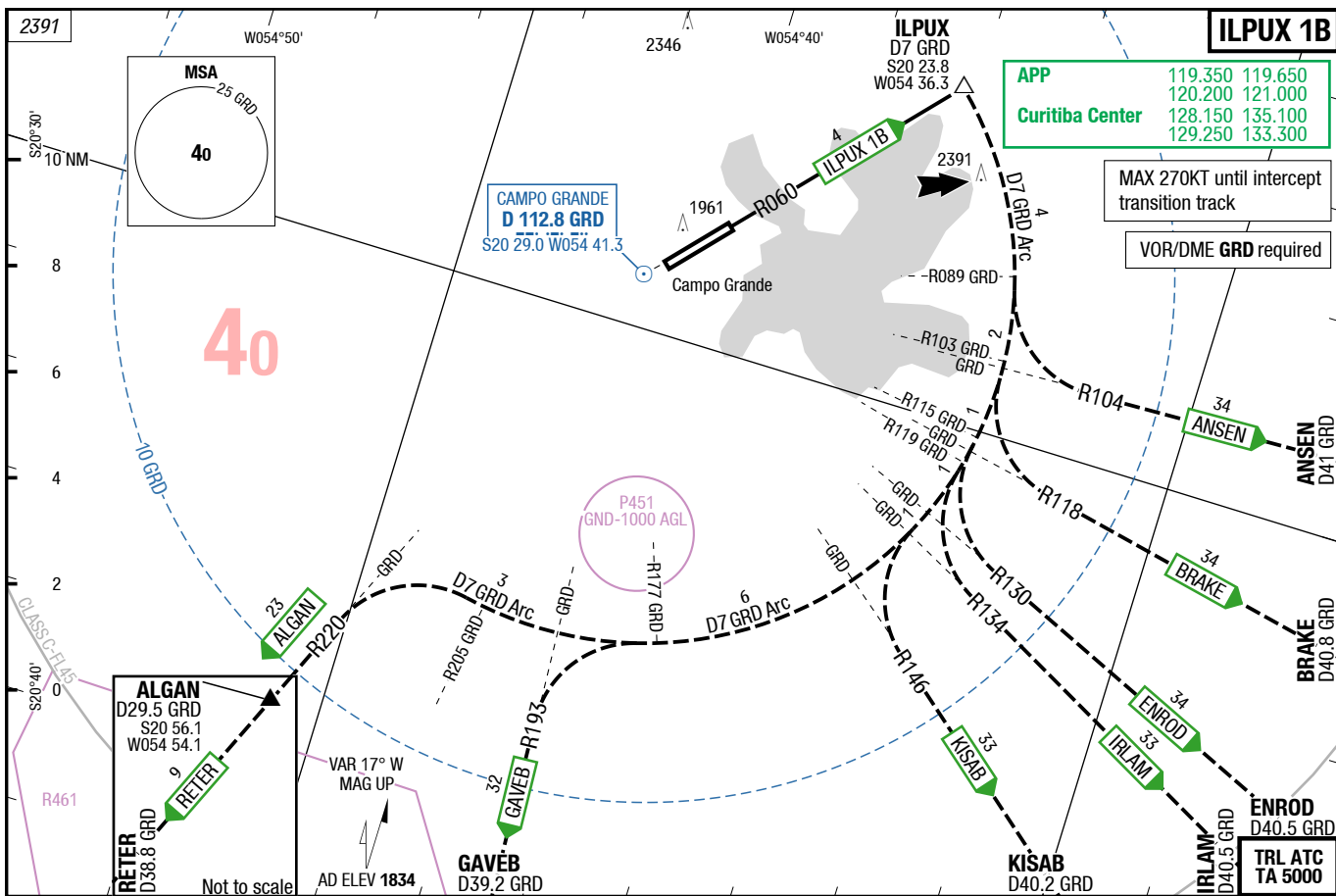
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RWY 06 ILPUX 1A



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# SID

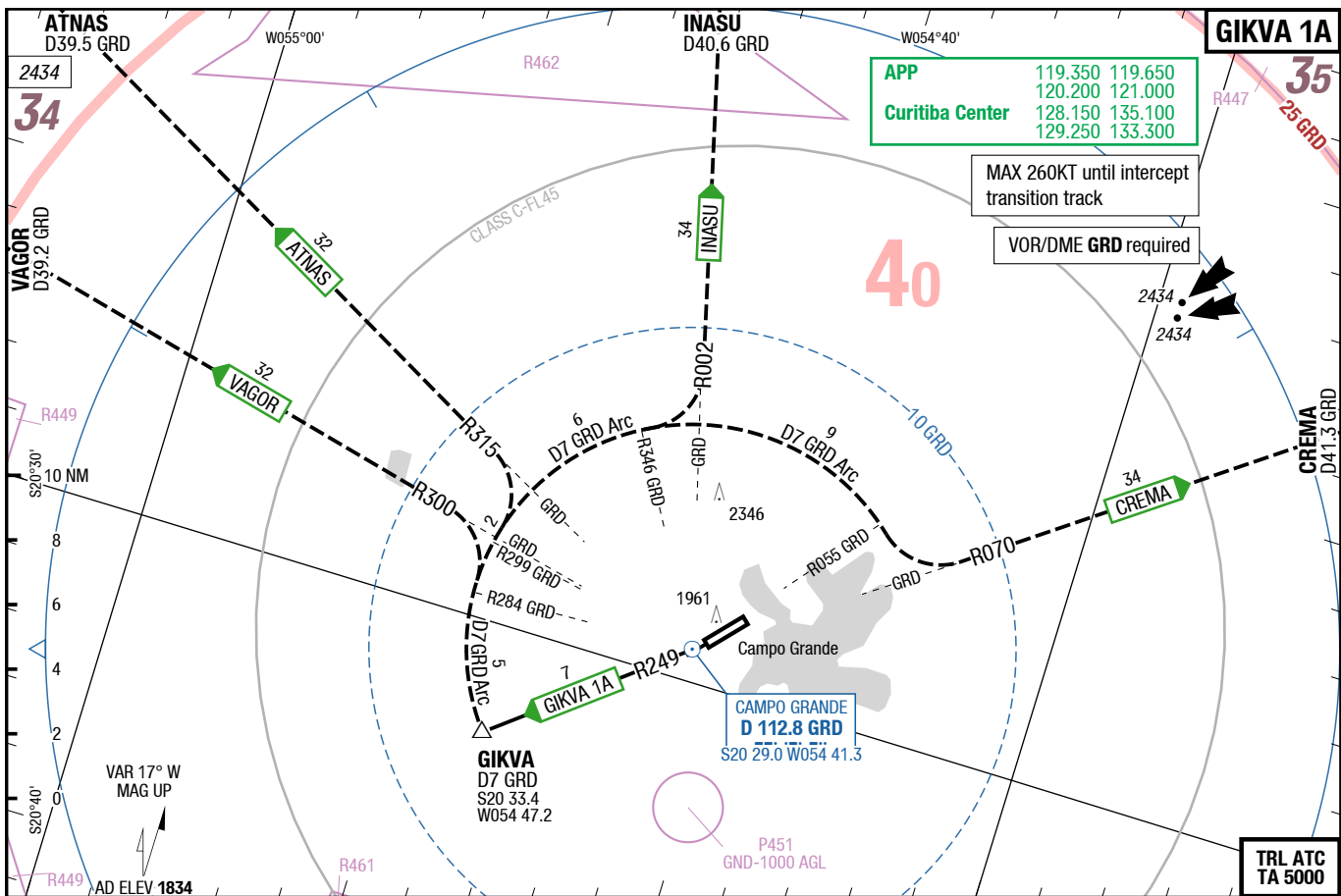


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**CGR-SBCG**

RWY 24 GIKVA 1A

# SID



Changes: Page Number

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**CGR-SBCG**

5-10

**RNAV 06 AMVOL 1A/ILPUX 1C****AMVOL 1A / ILPUX 1C**

RWY 06 (059°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>AMVOL 1A</b> 3.4% to ILPUX ①	RW06 - <u>ILPUX</u> - AMVOL	
	<b>TRANSITION</b>	
	<b>ALGAN</b> AMVOL - ALGAN	
	<b>RETER</b> AMVOL - RETER	
<b>ILPUX 1C</b> 3.4% to ILPUX ①	RW06 - <u>ILPUX</u>	
	<b>TRANSITION</b>	
	<b>ATNAS</b> <u>ILPUX</u> - ATNAS	
	<b>DAKBU</b> <u>ILPUX</u> - ATNAS - DAKBU	
	<b>INASU</b> <u>ILPUX</u> - INASU	

① Close-in OBST not considered for climb gradient

CGR-SBCG

5-20

RNAV 06 ILPUX 1D

**ILPUX 1D**

RWY 06 (059°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>ILPUX 1D</b> 3.4% to ILPUX ①	RW06 - <u>ILPUX</u>	
	<b>TRANSITION</b>	
	<b>ANSEN</b> <u>ILPUX</u> - ANSEN	
	<b>BRAKE</b> <u>ILPUX</u> - BRAKE	
	<b>CREMA</b> <u>ILPUX</u> - CREMA	
	<b>ENROD</b> <u>ILPUX</u> - ENROD	
	<b>IRLAM</b> <u>ILPUX</u> - IRLAM	
	<b>KISAB</b> <u>ILPUX</u> - KISAB	

① Close-in OBST not considered for climb gradient

**CGR-SBCG**

5-30

**RNAV 24 AMVOL 1B****AMVOL 1B**

RWY 24 (239°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>AMVOL 1B</b> 3.8% to OPVAG	RW24 - <u>OPVAG</u> - AMVOL	
	<b>TRANSITION</b>	
	<b>ANSEN</b> AMVOL - ANSEN	
	<b>BRAKE</b> AMVOL - BRAKE	
	<b>CREMA</b> AMVOL - CREMA	
	<b>ENROD</b> AMVOL - ENROD	
	<b>IRLAM</b> AMVOL - IRLAM	
	<b>KISAB</b> AMVOL - KISAB	

**CGR-SBCG**

5-40

**RNAV 24 OPVAG 1A****OPVAG 1A**

RWY 24 (239°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>OPVAG 1A</b> 3.8% to OPVAG	RW24 - <u>OPVAG</u>	
	<b>TRANSITION</b>	
	<b>ALGAN</b> <u>OPVAG</u> - ALGAN	
	<b>ATNAS</b> <u>OPVAG</u> - ATNAS	
	<b>DAKBU</b> <u>OPVAG</u> - BUTGU - DAKBU	
	<b>ETEXU</b> <u>OPVAG</u> - ETEXU	
	<b>INASU</b> <u>OPVAG</u> - ETEXU - INASU	
	<b>RETER</b> <u>OPVAG</u> - ALGAN - RETER	



**CGR-SBCG**

5-50

**RWY 06 ILPUX 1A****ILPUX 1A**

RWY 06 (059°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>ILPUX 1A</b> 3.4% to ILPUX ①②	intercept R060 <b>GRD</b> to ILPUX	
	<b>TRANSITION</b>	
	<b>ATNAS</b> ILPUX - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R333 <b>GRD RT</b> - intercept R315 <b>GRD</b> to ATNAS	
	<b>CREMA</b> ILPUX - <b>RT</b> intercept R070 <b>GRD</b> to CREMA	
	<b>INASU</b> ILPUX - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R020 <b>GRD RT</b> - intercept R002 <b>GRD</b> to INASU	
	<b>VAGOR</b> ILPUX - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R318 <b>GRD RT</b> - intercept R300 <b>GRD</b> to VAGOR	

① MAX 280KT until intercept transition track

② Close-in OBST not considered for climb gradient

**CGR-SBCG**

5-60

**RWY 06 ILPUX 1B****ILPUX 1B**

RWY 06 (059°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 06</b>	
<b>ILPUX 1B</b> 3.4% to ILPUX ①	intercept R060 <b>GRD</b> to ILPUX	
	<b>TRANSITION</b>	
	<b>ALGAN</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R205 <b>GRD LT</b> - intercept R220 <b>GRD</b> to ALGAN	
	<b>ANSEN</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R089 <b>GRD LT</b> - intercept R104 <b>GRD</b> to ANSEN	
	<b>BRAKE</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R103 <b>GRD LT</b> - intercept R118 <b>GRD</b> to BRAKE	
	<b>ENROD</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R115 <b>GRD LT</b> - intercept R130 <b>GRD</b> to ENROD	
	<b>GAVEB</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R177 <b>GDR LT</b> - intercept R193 <b>GRD</b> to GAVEB	
	<b>IRLAM</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R119 <b>GRD LT</b> - intercept R134 <b>GRD</b> to IRLAM	
	<b>KISAB</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R130 <b>GRD LT</b> - intercept R146 <b>GRD</b> to KISAB	
	<b>RETER</b> ILPUX - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R205 <b>GRD LT</b> - intercept R220 <b>GRD</b> to ALGAN - RETER	

① MAX 270KT until intercept transition track

**GIKVA 1A**

RWY 24 (239°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>GIKVA 1A</b> 3.8% to GIKVA ①	intercept R249 <b>GRD</b> to GIKVA	
	<b>TRANSITION</b>	
	<b>ATNAS</b> GIKVA - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R299 <b>GRD LT</b> - intercept R315 <b>GRD</b> to ATNAS	
	<b>CREMA</b> GIKVA - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R055 <b>GRD LT</b> - intercept R070 <b>GRD</b> to CREMA	
	<b>INASU</b> GIKVA - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R346 <b>GRD LT</b> - intercept R002 <b>GRD</b> to INASU	
	<b>VAGOR</b> GIKVA - <b>RT</b> follow D7 <b>GRD</b> arc - crossing R284 <b>GRD LT</b> - intercept R300 <b>GRD</b> to VAGOR	

① MAX 260KT until intercept transition track

**CGR-SBCG**

5-80

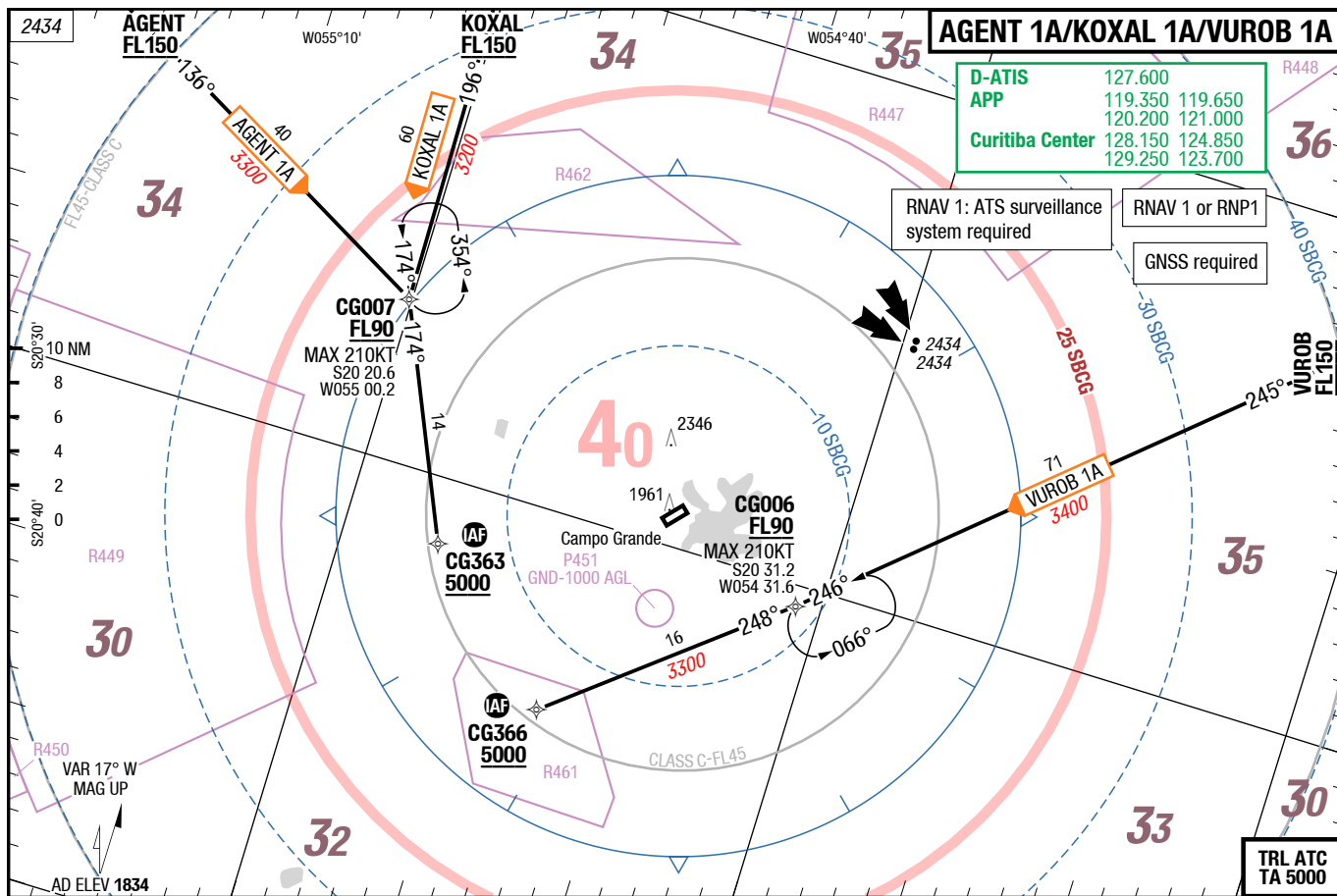
**RWY 24 GIKVA 1B****GIKVA 1B**

RWY 24 (239°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 24</b>	
<b>GIKVA 1B</b> 3.8% to GIKVA ①	intercept R249 <b>GRD</b> to GIKVA	
	<b>TRANSITION</b>	
	<b>ALGAN</b> GIKVA - <b>LT</b> 178° intercept R220 <b>GRD</b> to ALGAN	
	<b>ANSEN</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R122 <b>GRD RT</b> - intercept R104 <b>GRD</b> to ANSEN	
	<b>BRAKE</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R136 <b>GRD RT</b> - intercept R118 <b>GRD</b> to BRAKE	
	<b>ENROD</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R148 <b>GRD RT</b> - intercept R130 <b>GRD</b> to ENROD	
	<b>GAVEB</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R211 <b>GRD RT</b> - intercept R193 <b>GRD</b> to GAVEB	
	<b>IRLAM</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R152 <b>GRD RT</b> - intercept R134 <b>GRD</b> to IRLAM	
	<b>KISAB</b> GIKVA - <b>LT</b> follow D7 <b>GRD</b> arc - crossing R164 <b>GRD RT</b> - intercept R146 <b>GRD</b> to KISAB	
	<b>RETER</b> GIKVA - <b>LT</b> 178° intercept R220 <b>GRD</b> to ALGAN - RETER	

① MAX 270KT until intercept transition track



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6-20	RNAV 06 DUNCE 1A/RETER 1A
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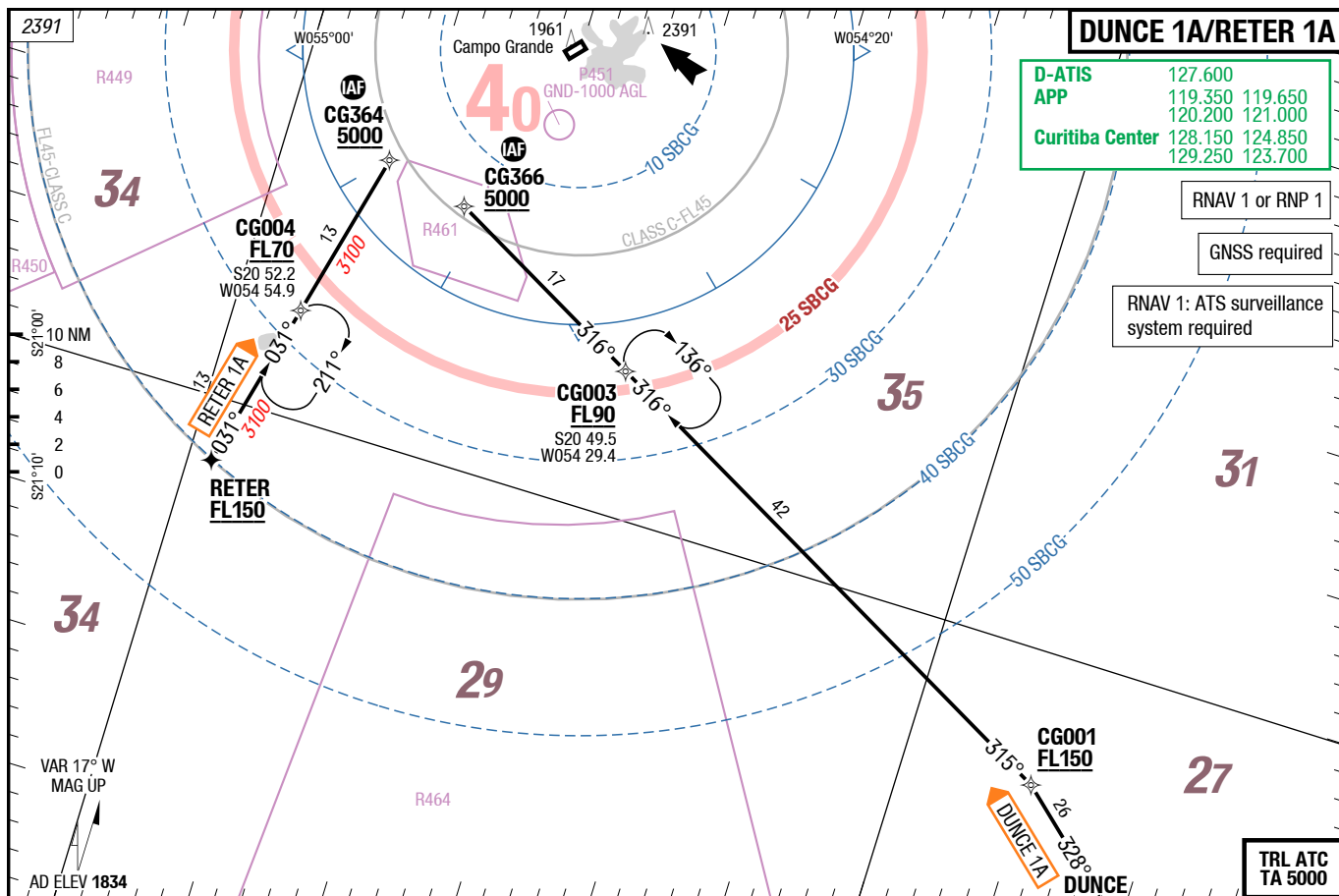
**DUNCE 1A/RETER 1A**

D-ATIS	127.600	
APP	119.350	119.650
	120.200	121.000
Curitiba Center	128.150	124.850
	129.250	123.700

RNAV 1 or RNP 1

GNSS required

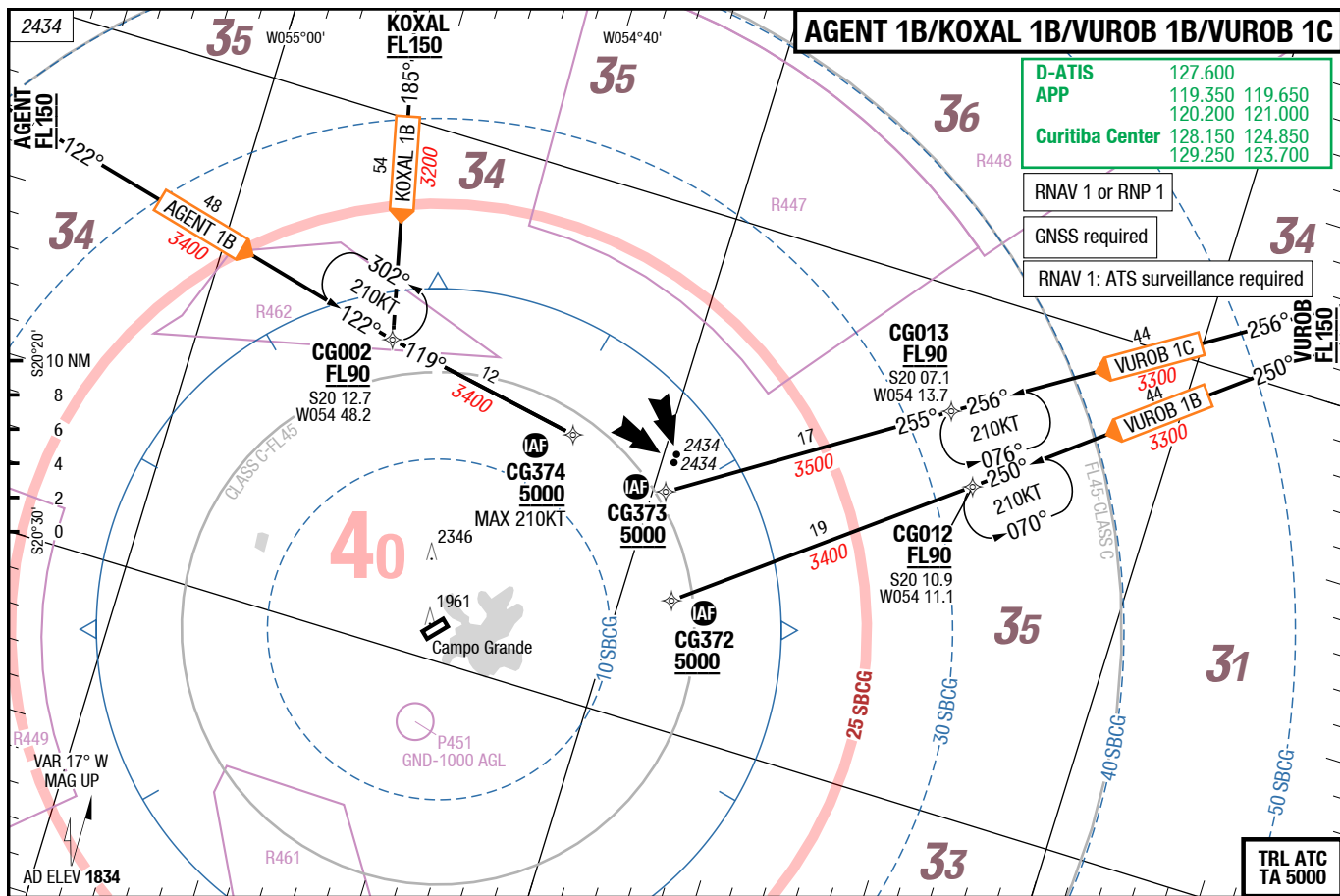
RNAV 1: ATS surveillance system required

**TRL ATC  
TA 5000**

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**CGR-SBCG**

**RNAV 24 AGENT 1B/KOXAL 1B/VUROB 1B/1C**

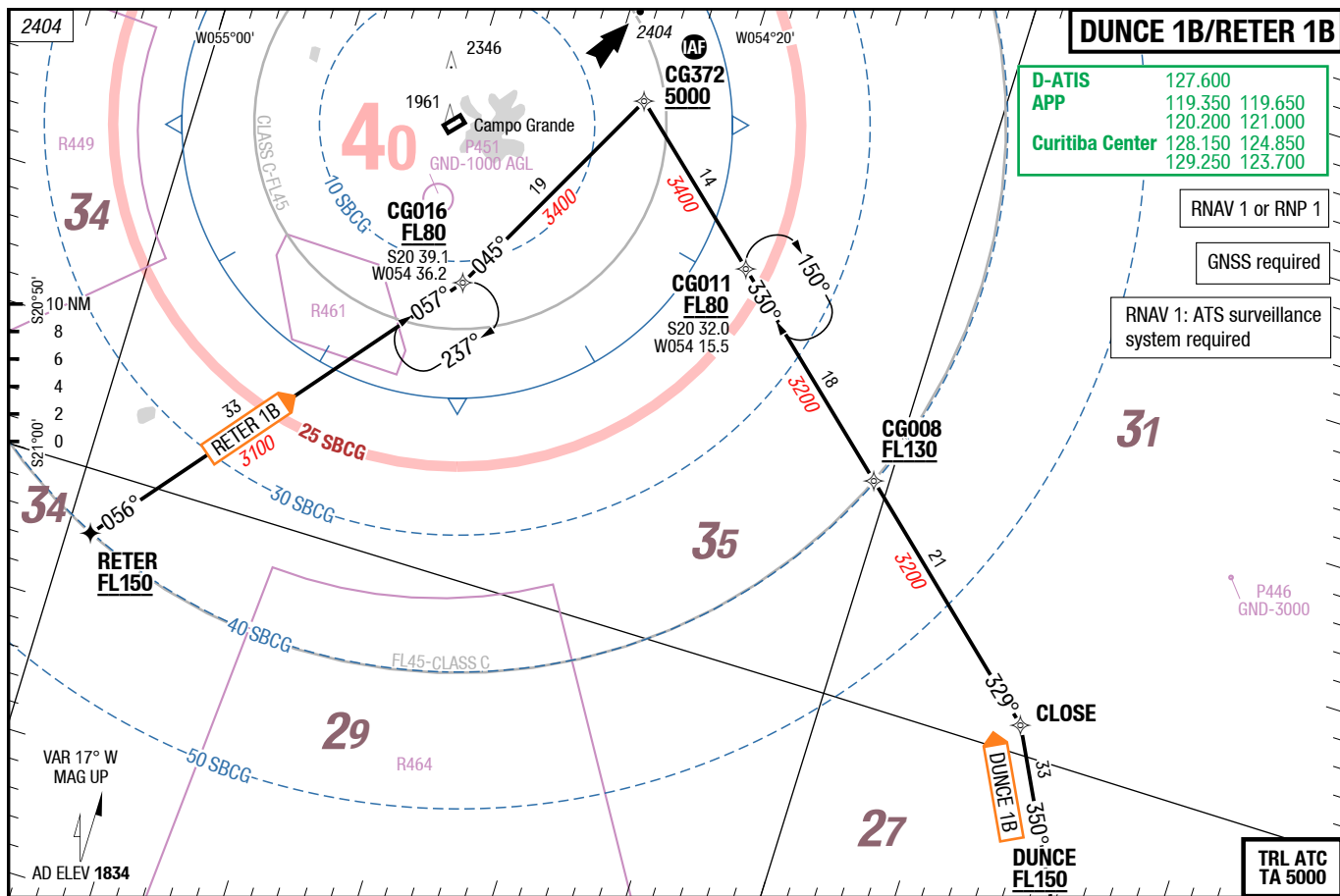


Changes: Completely revised

CGR-SBCG

6-40

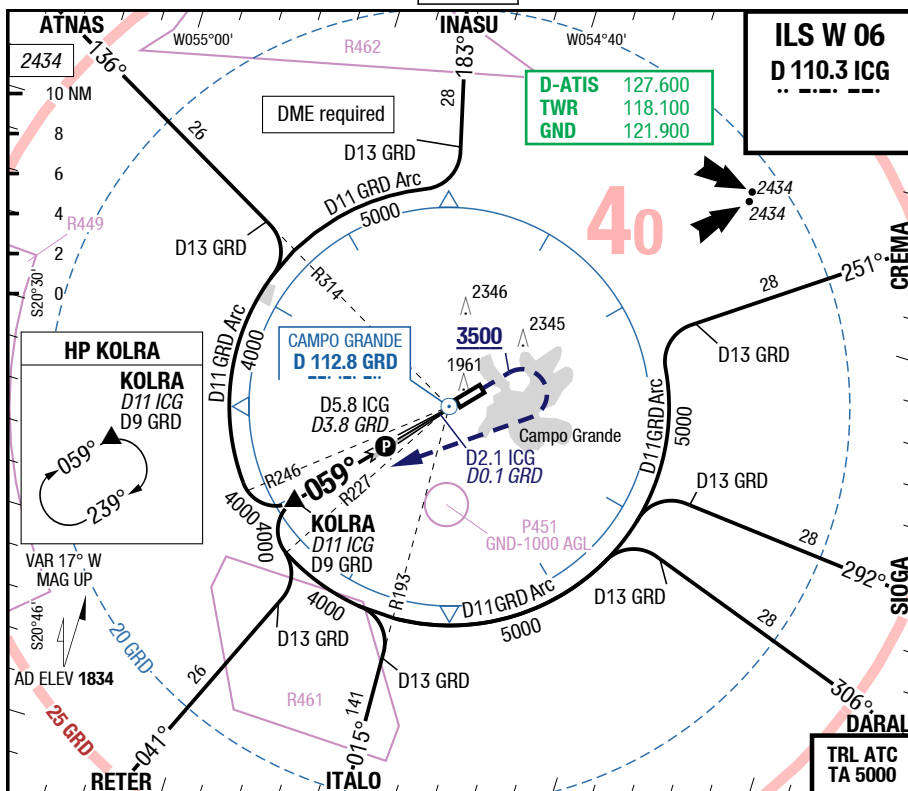
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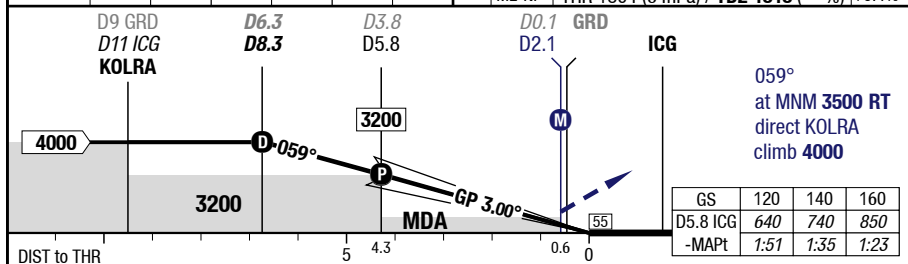


**CGR-SBCG**

**7-10**

**ILS W 06**

LOC 3.00° D ICG	8.3	7	6	5	4	3	<div> <div>06</div> <div> <div> <div>360</div> <div>ML-NF</div> </div> <div> <div>THR 1804 (64hPa) / TDZ 1818 (---) +0.4%</div> <div> <div>2510 x 45</div> <div>60 HL</div> </div> </div> </div> </div>
	4000	3600	3290	2970	2650	2330	



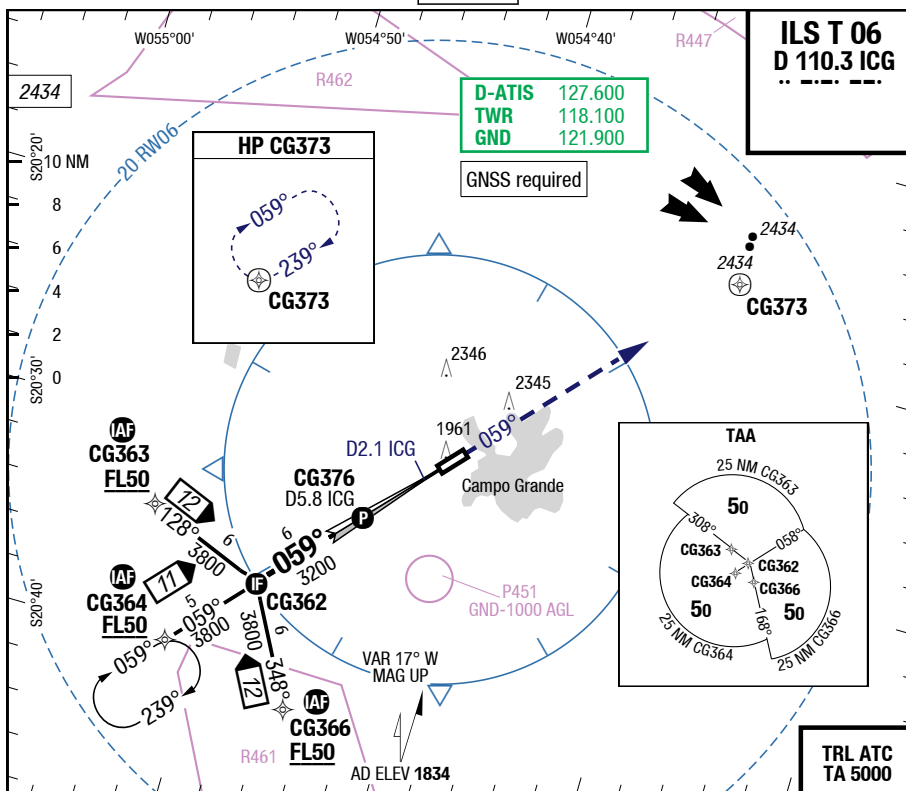
06		Cat 1 DME 1)	LOC DME				Circling
C	ft - m/km ft	C 200 - 1.2V 2020	C 400 - 1.6V 2200				Not authorized
D	ft - m/km ft	C 200 - 1.2V 2020	C 400 - 1.6V 2200				Not authorized

1) With EVS VIS 800m

CGR-SBCG

7-20

ILS T 06



06		Cat 1 DME <sup>1)</sup>	LOC DME	Circling	
C	ft - m/km ft	C 200 - 1.2V 2020	C 400 - 1.6V 2200	Not authorized	
D	ft - m/km ft	C 200 - 1.2V 2020	C 400 - 1.6V 2200	Not authorized	

1) With EVS VIS 800m

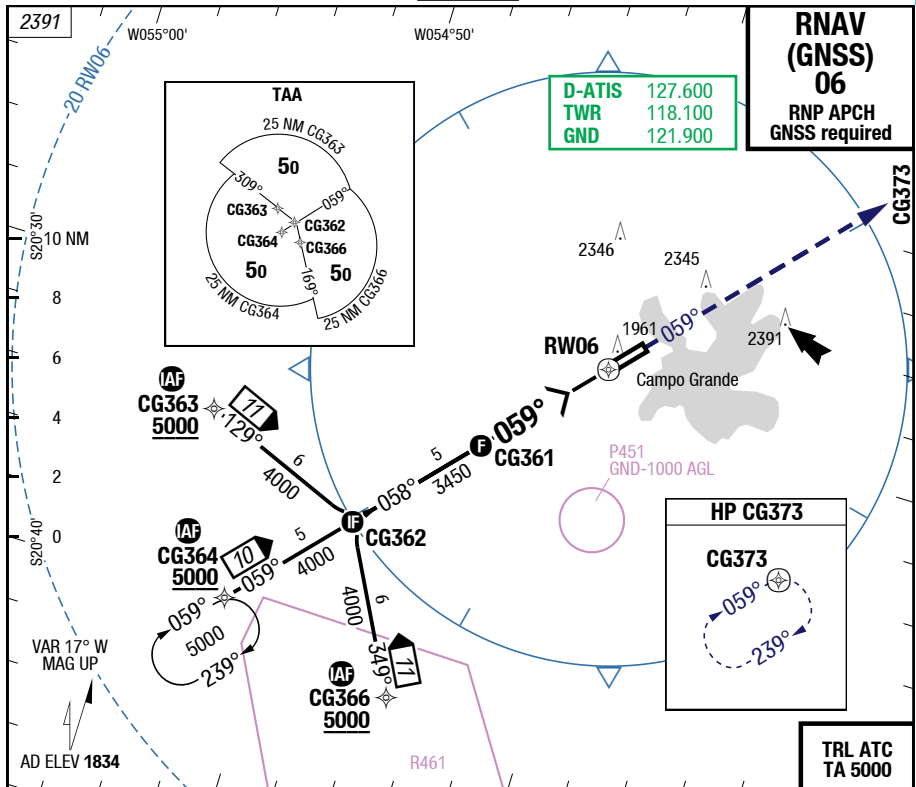
30-NOV-2017  
CGR-SBCG

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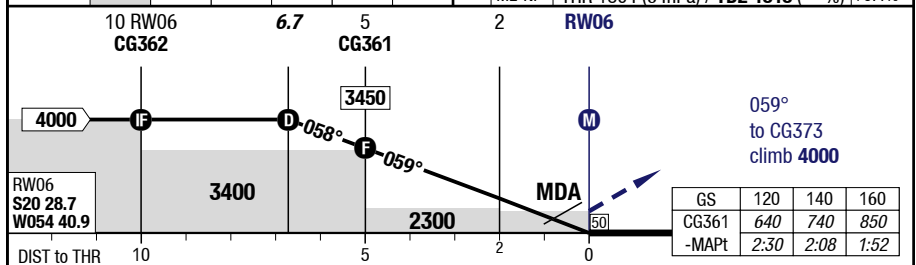
7-30

RNAV (GNSS) 06

IAC



3.00° RW06	6.7	6	4	3	2	06	83.0°	2510 x 45	60 HL
	4000	3770	3140	2820	2500	ML-NF	THR 1804 (64hPa) / TDZ 1818 (---%)	+0.4%	



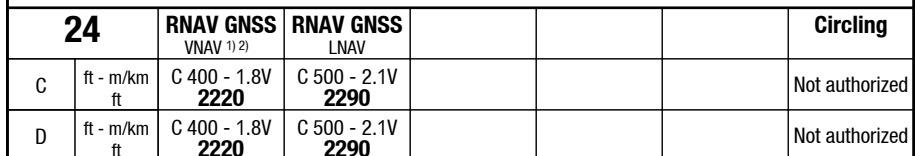
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C	ft - m/km ft	C 400 - 1.2V 2120	C 400 - 1.6V 2120	C 400 - 1.6V 2200		Not authorized
D	ft - m/km ft	C 400 - 1.2V 2120	C 400 - 1.6V 2120	C 400 - 1.6V 2200		Not authorized

1) Uncompensated BARO VNAV NA below -10°C (14°F)  
2) With EVS VIS 800m, wo EVS use STD  
3) With EVS VIS 1.1km, wo EVS use STD

Changes: Reprint

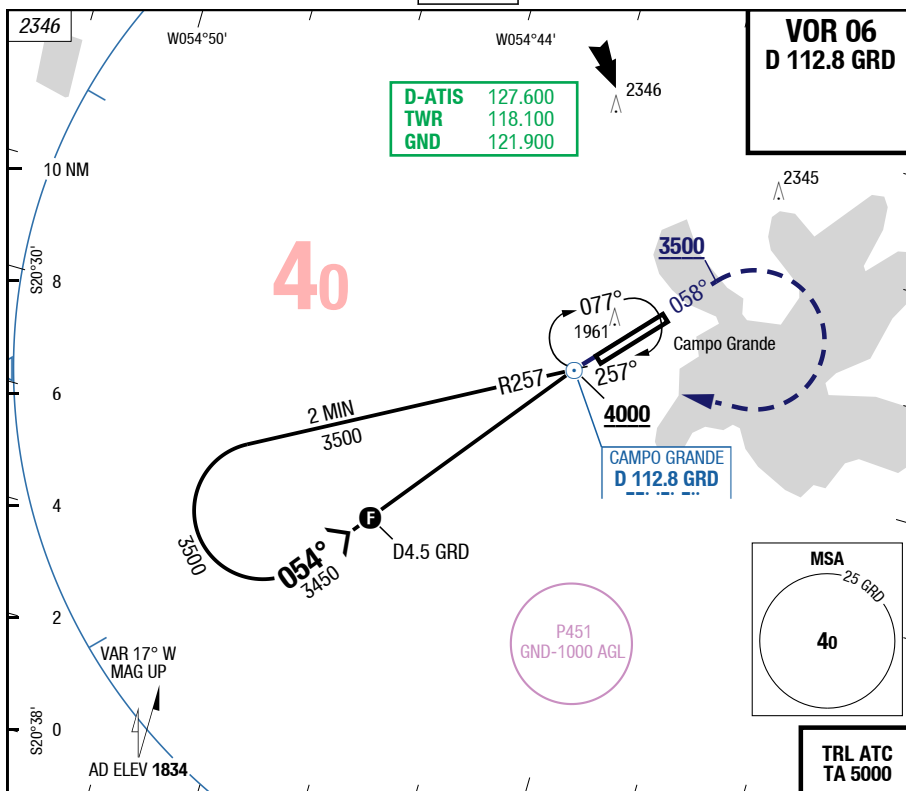
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## RNAV (GNSS) 24

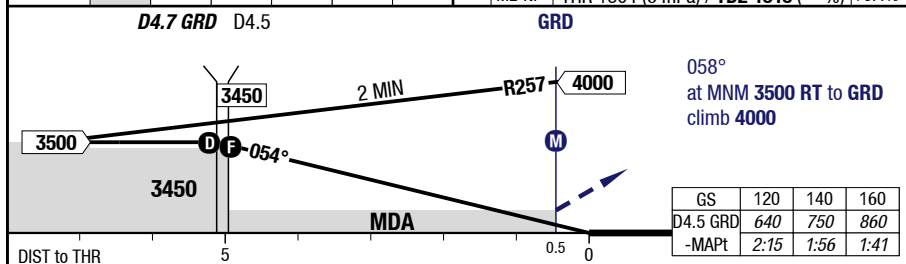


2) With EVS VIS 1.2km

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3.03° <b>D GRD</b> <b>054°</b> RWY 059°	4.7	4	3	2	1	<div>06</div> <div>ML-NF</div> <div>THR 1804 (64hPa) / <b>IDZ 1818</b> (---) +0.4%</div>	<div>8 3.0°</div> <div>2510 x 45</div> <div>60 HL</div>
	3500	3290	2970	2650	2330		<div>360</div>

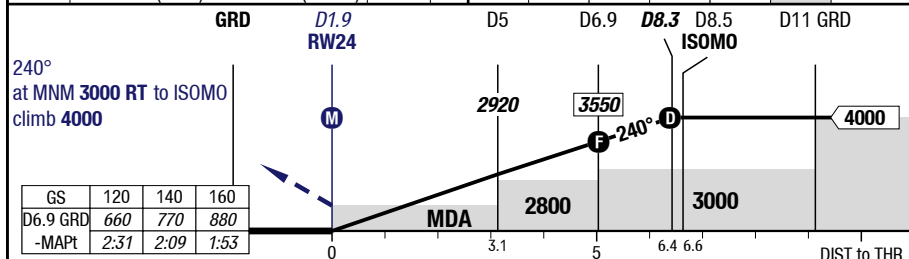
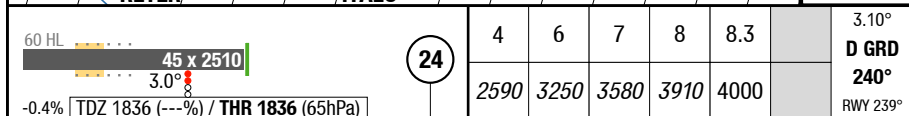
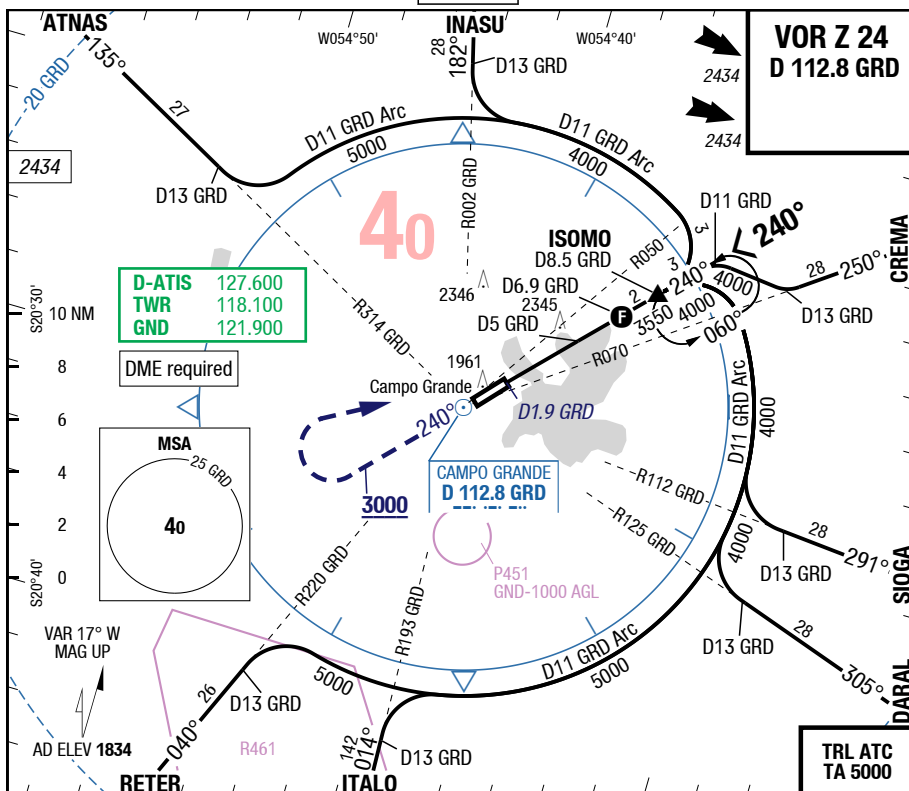


06		VOR DME	VOR DME APL U/S	VOR			Circling
C	ft - m/km ft	C 500 - 1.8V <b>2250</b>	C 500 - 2.1V <b>2250</b>	C 600 - 2.1V <b>2320</b>			Not authorized
D	ft - m/km ft	C 500 - 1.8V <b>2250</b>	C 500 - 2.1V <b>2250</b>	C 600 - 2.1V <b>2320</b>			Not authorized

**CGR-SBCG**

**7-60**

**VOR Z 24**

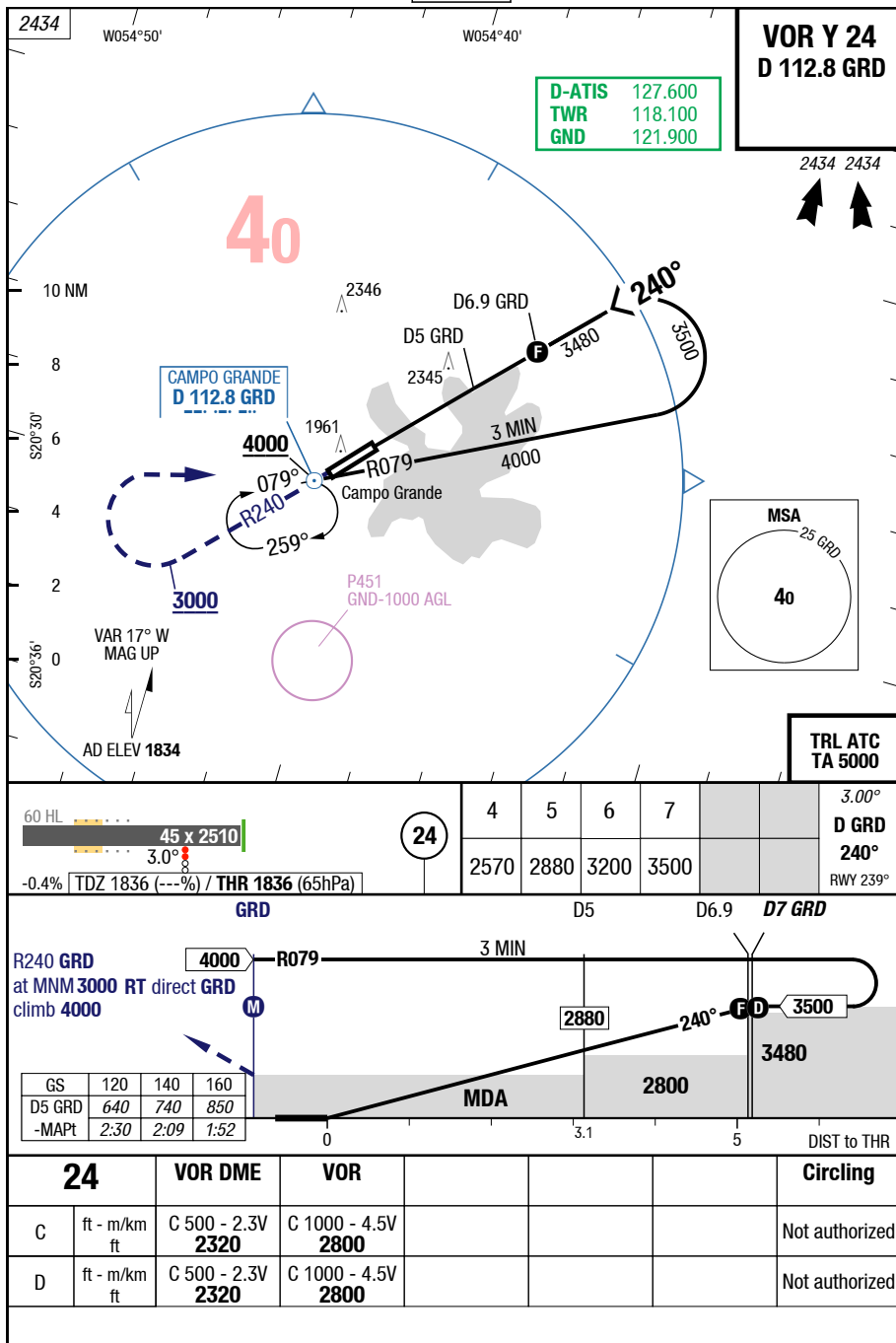


<b>24</b>		<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	C 500 - 2.3V <b>2320</b>					Not authorized
D	ft - m/km ft	C 500 - 2.3V <b>2320</b>					Not authorized

CGR-SBCG

7-70

VOR Y 24



11-AUG-2016  
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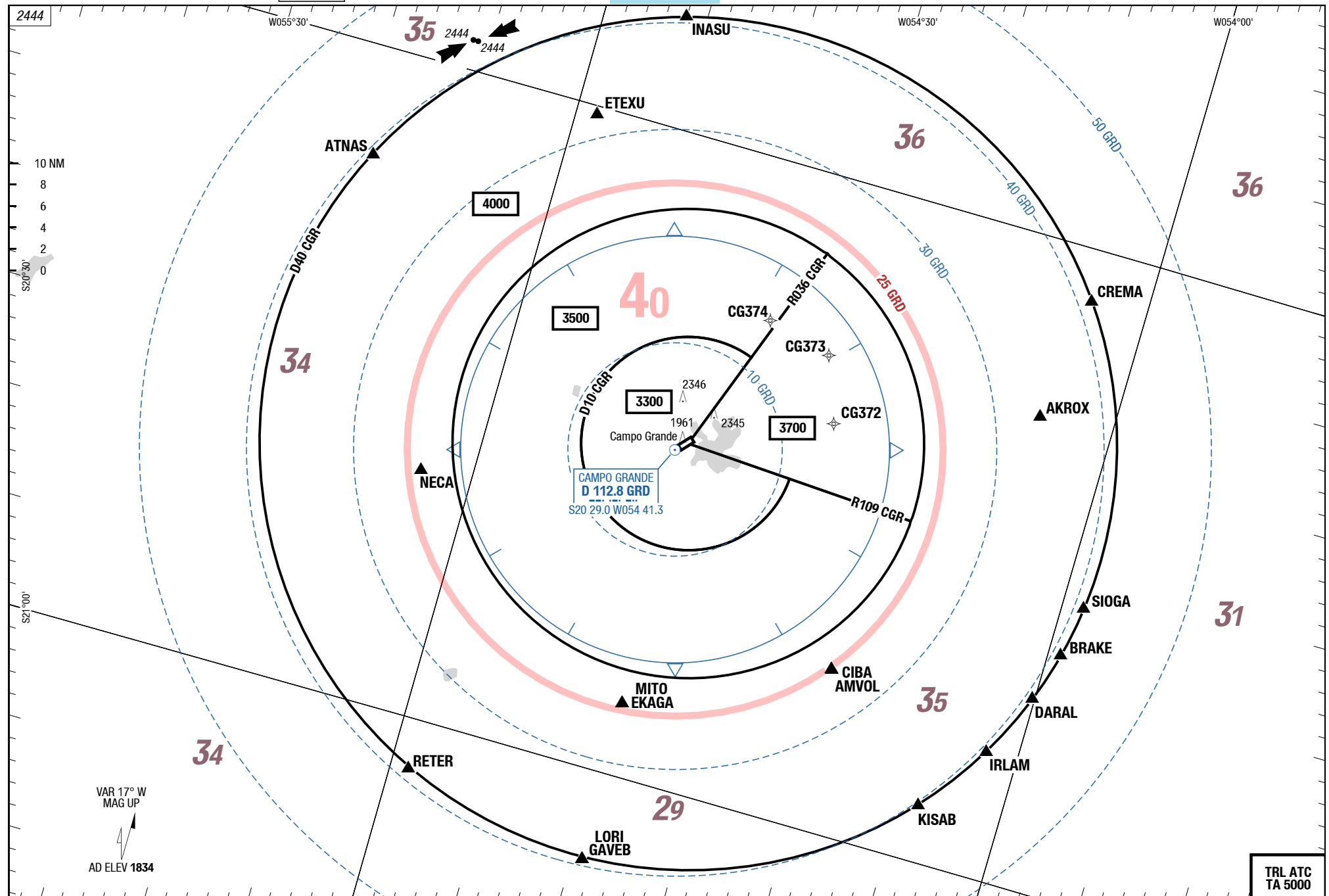
  
MRC

MRC

MRC

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MRC



Changes: Navaid

TRL ATC  
TA 5000

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