AD ELEV: 3059 CAT(A,B) APP CURITIBA 119.95 119.70 120.65 120.95 TWR BACACHERI 118.90 ATIS 132.325 AFIS BACACHERI 118.90 119.95 GNDC BACACHERI 121.80 129.55 133.15 FAF NDB BCH FINAL CRS N/A N/A 209° 300 KHz 4520' APCH Perdida:Subir para 70001 curvando à ESQUERDA para interceptar a RDL 016 VOR CTB até ILRIT para espera Missed APCH: Climb to **7000**, turn LEFT to intercept **016** RDL CTB VOR until ILRIT for holding RMK: 1) Proibido circular setor W (oeste) do AD entre os AZM 191 e 333. 2) Procedimento para circular RWY 18 após bloqueio do NDB BCH, curvar à esquerda, circular pelo setor E (leste). 1) Prohibited to circle W sector (west) from AD between AZM 191 and 333. 2) Procedure to circle RWY 18: after BCH NDB overheading, turn left, circling by E sector (east). (IAF/MAHF) **ILRIT** 7000' 8000' N D210 CTB 7000 5300 4019 (IAF) WAR. **EPGAV** 090 'n 7000 ALT, ELEV, HGT; FT DIST: NM BRG: MAG 200 7000' 6500' 800 A 15.0 DME CTB \leq MSA 25 NM (JF) VA/CHG: 07'W 10 VOR/DME CTB **EKEMI** 3978' 18 240 SCALE D15.0 CTB 5 NM 0601 10 Km (FAF) **VUMOT** D12.0 CTB BACACHERI 3423 NDB 300 BCH 4684' CURITIRA 3334' NOTES VOR/DME DME REQ 116.50 CTB = NO. 49|00 3246' TO SCALE MAPT FAF TA 9000' **EKEMI** BCH VÜMÖT 5300 4520 5.9% (3.3°) 209 €209 THR 18 ELEV 3030 4500' MDA THR 36 ELEV 3059 0.0 1.8 4.0 7.2 TO NDB BCH (NM MAPT 3.0 090 110 130 150 170 190 1.8 2.0 VUMOT Ground Speed (KT) 3810 FPM 900 3720 4160 4520 550 650 800 NA (HGT) 670 751 1101 1461 FAF-MAP STRAIGHT-IN CAT Α В С D Ε MDA / (OCH) NDB NA ALS/NO ALS/ RVR ALS (m) 3650' / (600') 3720' / (670') MDA / (OCH) NA CIRCLING VIS (m) 1600 1600