INSTRUMENT APPROACH BRASÍLIA / Pres. Juscelino Kubitschek, INTL (SBBR) CHART (IAC) **ILS Z RWY 11R** AD ELEV: 3498 APP BRASÍLIA TWR BRASÍLIA D-ATIS GNDC BRASÍLIA 127.80 119.70 129.60 119.20 120.00 118.10 118.45 118.75 121.80 121.95 LOC IDE FINAL CRS FAF. CATI N/A 109.90 MHz 108° 5140' DA / (OCH): 3747' / (249') APCH Perdida: Subir para 6000. Manter proa 108 até 4500. Curvar à DIREITA direto MOPDA para espera. Missed APCH: Climb to 6000'. Maintain heading 108 until 4500'. Turn RIGHT direct to MOPDA for holding. RMK: (*)VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto Automático ou Head-Up Display (HUD). (*)VIS RVR ALS 550m for APCH using a Flight Director, Autopilot or Head-Up Display (HUD). VAR TO KOGNO MM 22° ALT, ELEV, HGT: F7 (IAF) ∆KOGNO DIST: NM BRG: MAG Z **KÒGNO** NOTES 7000 VA/CHG: 05'W RNAV 1 or RNP 1. 7000 **<**288 108) GNSS REQ. (FAF) 3844' ^ NOT TO SCALE 3954 4108 4431' ^ TOSEG 3558' -(MAHF) R. ±∞. 108≥ MOPDA 6000' 108) Δ. 4500 5.0 ILS/DME -5.0 081 (IF) 109.90 IDF NIMTO 5.0 **BR077** 7) 3641 ---<u>5500'</u> 5500 4555' €288 Δ. ∞ 4 **♦**BR077 6000' $(IAF)^{\triangle}$ LUVLA LÙVĹA SCALE My TO LUVLA 6000 0 5 NM 1 0 5 10 Km 48|00 47 50

·	(2)							
	TA 7000'	IF NIM TO <u>5500'</u>	FAF TOSE 5140	:G				
		—10	5100'		(3.0°) -108	3747'		ILS RDH 54' IR ELEV 3498'
1	TO THR 11R (NM) 10.0		5.0 0.6 0.0					
l	TO IDF (DME) 11.9		6.9		2.5 1.9			
ſ		NIL		RW11R	Ground Speed (K) 090 11	10 130 150	170 190
ا ؞	NIL NIL			ALT (HGT)	FPM NIL FAF-MAPT NIL			
VAR								
	OTD MOUT IN	ı			_			
¥	STRAIGHT-IN	CAT	Α		В	С	D	E
H. RMK.		ı	Α			C '47' / (249')	D	E
OCH, RMK,	STRAIGHT-IN CAT I	CAT	A		3			E
SCH		CAT DA / (OCH)	A	Ī	3	47' / (249')		E
SCH		CAT DA / (OCH)	A		3	47' / (249')		E
CHANGES: EAC, OCH, RMK,		CAT DA / (OCH)	A		3	47' / (249')		E