AD ELEV: 3498 ILS X or LOC X RWY 29L APP BRASÍLIA TWR BRASÍI IA D-ATIS GNDC BRASÍLIA 127.80 118.10 118.45 118.75 121.80 121.95 119.70 129.60 119.20 120.00 FAF CATI LOC ILS/DME IJK FINAL CRS DA/(OCH): 3651'/(229') MDA / (OCH): 3990' / (570') 110.90 MHz 288° 6220 APCH Perdida: Subir para 7000'. Manter proa 288 até 4500'. Após, curvar à ESQUERDA RDL 267 do VOR VJK até LUVLA para espera Missed APCH: Climb to 70001. Maintain heading 288 until 45001. Then, turn LEFT 267 RDL VJK VOR direct LUVLA for holding. RMK: 1)(\*)VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto Automático ou Head-Up Display(HUD) (\*) VIS RVR ALS 550m for approach using a Flight Director, Autopilot or Head-Up Display (HUD) 3848' 1 (IAF) 6000 **EDVIV** R 087 7000' (IF) TOGIG 3533 (FAF) 6500 SIPAT 4116 04 MSA 25 NM VOR VJK 3962' 3845 4500 **₹ 288** 288-₹288-3444 8.6 3556' 1 18 Λ 4312<sup>'</sup> ILS/DME € 288 3530 47K €288 (MAHF) 110.90 IJK 2.9 2.1 LUVLA .. .\_\_\_ \_. 4555' 7000' ARVER KUBITSCHEK  $\triangle$  (IAF) D18.0 VJK 6500 VOR/DME MÕPĎA 3792 7000' 117.50 VJK: N DME REQ VAR 22° ALT, ELEV, HGT: FT DIST: NM BRG: MAG SCALE RMK ź 2) Aproximações Paralelas Independentes. NM VA/CHG: 06'W Independent Parallel Approach. 10 Km 48 40 VOR VJK FAF IF **TA** 7000' SIPAT ARVER **TOGIG** 6500' 6220 6500 MAPT LOC RW29L 2°10 (3.0°) (288 3651 ILS RDH 53' 6200' 6500' 4300 MDA THR ELEV 3422 0.6 1.6 4.6 8.6 10.7 13.6 TO THR 29L (NM) 0.0 2.5 3.5 6.5 10.5 12.6 15.5 TO IJK (DME) 19 5.0 SIPAT 090 130 150 190 RW29L 3.0 Ground Speed (KT) 4430 FPM 700 800 900 1000 3990 4112 4748 5067 6220 500 600 AI T (HGT 570 690 1008 1326 1645 2798 FAF-MAP NΑ STRAIGHT-IN CAT Α В D Ε DA / (OCH) 3651' / (229') CATI ALS/NO ALS/ RVR ALS (m) 800 / 1200 / 700 (\*) 3990' / (570') MDA / (OCH) LOC ALS/NO ALS/ RVR ALS (m) 800 / 1600 / 700 1900 / 2600 / NIL MDA / (OCH) CIRCLING NA VIS (m)