ILS X CAT I & II RWY 15 AD ELEV: 2989' APP CURITIBA TWR CURITIBA D-ATIS **GNDC CURITIBA** 127.80 119.70 119.95 120.65 120.95 129.55 133.15 118.15 121.90 ILS/DME ICT FINAL CRS FAF CAT I & CAT II N/A 155° 109.30 MHz 4620' DA / (OCH): REFER TO MNM APCH Perdida: Subir para **7500¹**. Manter proa **155** até **4000¹**. Após, curva à ESQUERDA direto ILSIG para espera. Missed APCH: Climb to 75001. Maintain heading 155 until 40001. After, turn LEFT direct ILSIG 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) 5584 (IAE) SIBUM 3628 (IAF) **7000'**∧ riangleSOVTA 7500 (IF) TEDUG 6000' ALT, ELEV, HGT: FT 6000 SBBI DIST: NM BRG: MAG 3297 SOVTA SIBUM A VA/CHG: 07'W 6000 (FAF) **PULAR** Ō <sup>↑</sup>5091 (IAF) GND<sub>SCALE</sub> DODRA 7500 5 NM IIS/DMF 299 DODRA 109.30 ICT 1 0 10 Km 60001 3244' NOT TO SCALE NM TO DO <sup>(</sup>\) 3175' NOTES 4000' **GNSS REQ** (MAHF) RNP 1 or RNAV 1 **ILSIG** 7500 ÍAS MAX 200KT IF FAF **TA** 9000' **TEDUG** PULAR 6000' 4620' 155 DA (RA) 4600' ILS RDH 54' THR ELEV 2972 TO THR 15 (NM) 5.0 0.2 0.0 TO ICT (DME) 10.2 5.2 0.40.2 NII RWY15 090 130 Ground Speed (KT) 170 190 NIL ALT NII (HGT) FAF-MAPT NIL STRAIGHT-IN CAT Α В D Ε

3079' / (107') / 110'

NIL / NIL / 350

3172' / (200')

800 / 1200 / 700(\*)

CAT II

CATI

DA / (OCH) / RA

ALS/NO ALS/ RVR ALS (m)

DA / (OCH)

ALS/NO ALS/ RVR ALS (m)

NA