## **NDB B RWY 18/36**

AD ELEV: 3059' APP CURITIBA TWR BACACHERI GNDC BACACHERI ATIS 132.325 118.90 119.95 119.70 120.65 120.95 129.55 133.15 121.80 FAF NDB BCH FINAL CRS N/A N/A 209° 4520' 300 KHz APCH Perdida:Subir para 7000 curvando à ESQUERDA, para interceptar a RDL 016 VOR CTB até ILRIT para espera Missed APCH: Climbing LEFT turn to 7000 to intercept 016 RDL CTB VOR to 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 D21.0 CTB△ 7000 5300 4019 (IAF) À **EPGAV** 3600 090 'n 7000 ALT, ELEV, HGT: FT DIST: NM BRG: MAG 200 7000' 6500' 800 A 15.0 DME CTB Z MSA 25 NM (IF) VA/CHG: 07'W 10 VOR/DME CTB **EKEMI** 3978' 18 SCALE 3600' D15.0 CTB 5 NM 000 10 Km (FAF) VUMOT D12.0 CTB **BACACHERI** 3423 300 BCH 4684' 3334' NOTES-**CURITIBA** 116.50 CTB DME REQ. 49|00 3246' TO SCALE MAPT 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 3.0 090 110 150 170 190 1.8 2.0 VUMOT Ground Speed (KT) FPM 900 3720 3810 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 1600 VIS (m) 1600