

INSTRUMENT APPROACH  
CHART (IAC)

AD ELEV: 289'

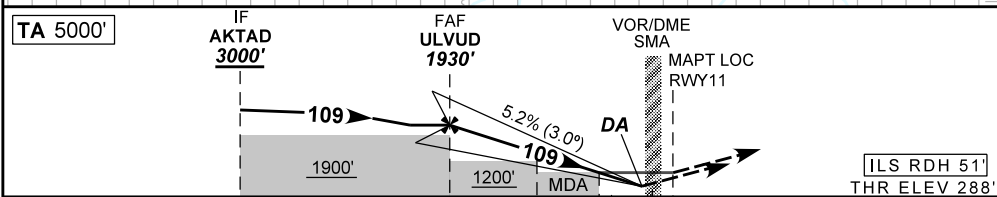
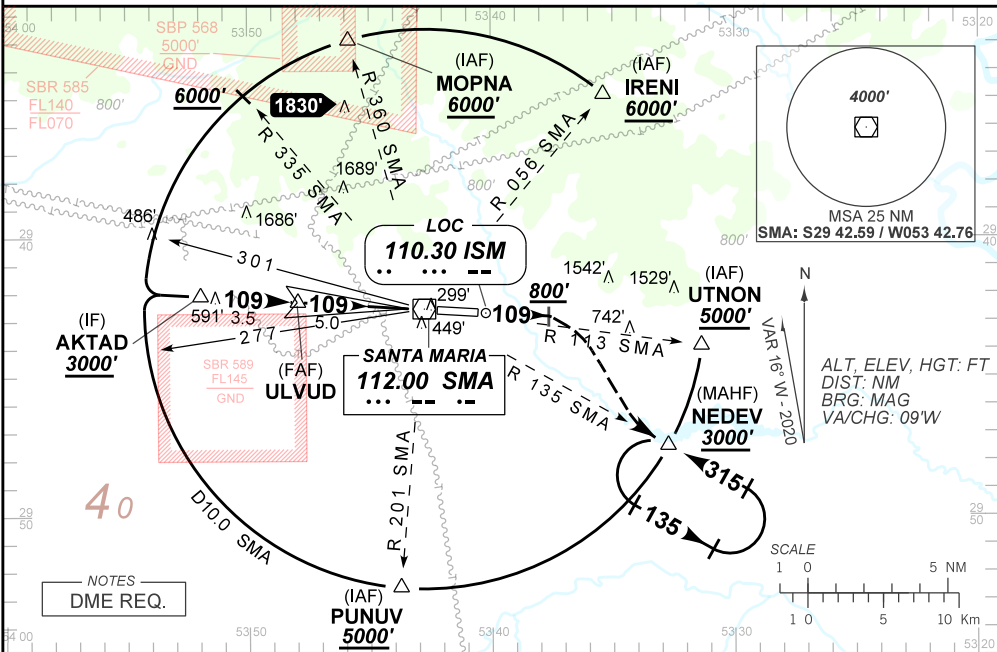
SANTA MARIA / Santa Maria (SBSM)

ILS Z ou/or LOC Z RWY 11

|                       |                                         |                                         |                                          |                                        |
|-----------------------|-----------------------------------------|-----------------------------------------|------------------------------------------|----------------------------------------|
| ATIS<br>127.75        | APP SANTA MARIA<br>119.35 121.35 121.50 | TWR SANTA MARIA<br>118.30 118.85 121.50 | AFIS SANTA MARIA<br>119.35 121.35 118.30 | GNDC<br>NIL                            |
| LOC ISM<br>110.30 MHz | FINAL CRS<br>109°                       | FAF:<br>1930'                           | CAT I<br>DA / (OCH): REFER TO MNM        | LOC only<br>MDA / (OCH): 730' / (450') |

APCH Perdida: Subir para **3000'**. Manter rumo **109°** até **800'**. Então, curvar à DIREITA para interceptar RDL **135°** do VOR SMA até NEDEV para espera. IAS MAX 210 KT até NEDEV.  
Missed APCH: Climb to **3000'**. Maintain course **109°** up to **800'**. Then, turn RIGHT to intercept **135°** RDL SMA VOR up to NEDEV for holding. IAS MAX 210KT up to NEDEV.

RMK: (\*) VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto automático ou Head-Up Display (HUD).  
(\*) RVR VIS ALS 550m for APCH using a Flight Director, Autopilot or Head-Up Display (HUD).



|                |     |     |     |     |     |     |
|----------------|-----|-----|-----|-----|-----|-----|
| TO THR 11 (NM) | 8.5 | 5.0 | 3.0 | 1.2 | 0.5 | 0.0 |
| TO SMA (DME)   | 8.0 | 4.5 | 2.5 | 0.7 | 0.0 | 0.0 |

|      |      |      |     |     |       |  |
|------|------|------|-----|-----|-------|--|
| FAF  | 4.0  | 3.0  | 2.0 | 1.2 | RWY11 |  |
| 1930 | 1613 | 1294 | 976 | 730 | ALT   |  |
| 1642 | 1325 | 1006 | 688 | 450 | (HGT) |  |

|          |     |     |     |     |     |      |
|----------|-----|-----|-----|-----|-----|------|
| KT       | 090 | 110 | 130 | 150 | 170 | 190  |
| FPM      | 500 | 600 | 700 | 800 | 900 | 1000 |
| FAF-MAPT | NA  |     |     |     |     |      |

|             |                         |                   |   |   |   |                    |
|-------------|-------------------------|-------------------|---|---|---|--------------------|
| STRAIGHT-IN | CAT                     | A                 | B | C | D | E                  |
| CAT I       | DA / (OCH)              | 488' / (200')     |   |   |   | 761' / (473')      |
|             | ALS/NO ALS/ RVR ALS (m) | 800 / 1200 / 700* |   |   |   | 1500/2200/1400     |
| LOC         | MDA / (OCH)             | 730' / (450')     |   |   |   |                    |
|             | ALS/NO ALS/ RVR ALS (m) | 800 / 1600 / 700  |   |   |   | 1500 / 2200 / 1400 |
| CIRCLING    | MDA / (OCH)             | NA                |   |   |   |                    |
|             | VIS (m)                 |                   |   |   |   |                    |

AMDT 2005C 23 APR 20

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO

SBSM\_IAC\_00H 1/1

IAC ILS Z ou/or LOC Z RWY 11