## CHART (IAC) **ILS Y RWY 11L** AD ELEV: 3498' APP BRASÍLIA TWR BRASÍLIA D-ATIS GNDC BRASÍLIA 127.80 120.65 129.15 129.60 119.50 121.50 121.80 121.95 118.10 118.45 118.75 121.50 FINAL CRS FAF CATI LOC IBR N/A 108° 6200' DA / (OCH): 3712' / (270') 110.30 MHz APCH Perdida: Subir para 60001.Manter proa 108 até 50001.Curvar à ESQUERDA direto BR042 para espera. Missed APCH: Climb to 6000'. Maintain heading 108 up to 5000'. Turn LEFT direct BR042 for holding RMK:1)(\*)VIS RVR ALS 550m para APCH utilizando Diretor de Voo Piloto Automático ou Head-Up Displav (HUD) 🔭 VIS RVR ALS 550m for approach using a Flight Director, Autopilot or Head-Up Display (HUD) NOTES RNAV 1. KOGNO OT MM GNSS REQ VAR A KOGNO BR038 22 ALT, ELEV, HGT: FT 7000 (IAF) DIST: NM BRG: MAG $\leq$ (MAHE) KOGNO 108 **1**288 VA/CHG: 06'W **BR042** MOVDO 7000' 4432<sup>، ٨</sup> 6000 50 3717 (IF) (FAF) (1<sub>15.17)</sub> MOVDO <u>5000</u> 737 DIBUB 3567 (085 9T) 6500 **BR038** (086.2T) 108> 4.0 6500' 108 > 108 3612 50 OC/DME 110.30 IBR 3671 SCALE 5 NM O) **∆ < 4555**' ιc, 1 10 Km MOVDO € 288 108 7000 (IAF) 2) Aproximações Paralelas Independentes **LUVLA** LUVLA Independent Parallel Approach. 7000' NM TO **TA** 7000' FAF IF DIBUB MOVDO 6500 6200 108) 3712' 6200' RDH 58' THR ELEV 3447 13.3 TO THR 11L (NM) 0.0 8.3 0.6 15.2 10.2 1.9 2.5 TO IBR (DME) NIL 190 RW11L KT FPM 090 130 150 NII 700 800 900 1000 600

STRAIGHT-IN

CATI

CIRCLING

NIL

CAT

DA / (OCH)

ALS/NO ALS/ RVR ALS (m)

MDA / (OCH)

VIS (m)

FAF-MAPT

3712' / (270')

800 / 1300 / 700 (\*)

NA

В

(HGT)

Α

Ε

NΑ

D