ILS X or LOC X RWY 29L AD ELEV: 3498 APP BRASÍLIA TWR BRASÍI IA D-ATIS GNDC BRASÍLIA 127.80 118.10 118.45 118.75 121.50 121.80 121.95 129.15 129.60 119.50 121.50 FAF CATI LOC Only LOC IJK FINAL CRS DA/(OCH): 3651'/(230') MDA / (OCH): 3990' / (570') 288° 6220 110.90 MHz APCH Perdida: Subir para 7000°, Manter proa **238** até **4500°**, Curvar à ESQUERDA RDL **267** do VOR VJK até LUVLA para espera. Missed APCH: Climb to 70001 Maintain 288 heading until 45001 Turn LEFT 267 RDL VJK VOR to LUVLA 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) 4000 (IAF) **EDVÍV** 6000 7000 R 087 VJK TOGIG KUBITSCHEK 6500 117.50 VJK 4116 104 MSA 25 NM 111 VJKVJK: S15 51.90 / W047 54.01 4500' 346¹/₁ €288-△ **₹**291. 288 288-ऍव 8.6 3556' LOC/DME (FAF) ∆ 4312^t SIPAT 11K 110.90 IJK (MAHE) R 129 VJK A (IAF) LUVLA 7000' **△ 4555**' D18.0 VJK MOPDA 7000' 087 Ν NOTES VAR DME REQ. . 22° ALT, ELEV, HGT: FT DIST: NM BRG: MAG SCALE RMK 2) Aproximações Paralelas Independentes. 5 NM 1 0 VA/CHG: 06'W Independent Parallel Approach. 10 Km VOR VJK FAF IF TA 7000' SIPAT **TOGIG** 6220 6500 MAPT LOC RW29L 20/0 (3.00) €288 3651 ILS RDH 53' 6200' 4300' MDA THR ELEV 3422 TO THR 29L (NM) 0.6 1.6 4.6 0.0 8.6 13.6 2.5 3.5 6.5 TO IJK (DME) 19 10.5 15.5 5.0 SIPAT 090 130 150 190 RW29L 1.6 KT 700 800 900 1000 3990 4112 4430 4748 5067 6220 500 600 AI T (HGT) 570 690 1008 1326 1645 2798 FAF-MAPT STRAIGHT-IN CAT Α В D Ε DA / (OCH) 3651' / (230') CATI ALS/NO ALS/ RVR ALS (m) 800 / 1200 / 700 (*) 3990' / (570') MDA / (OCH) LOC ALS/NO ALS/ RVR ALS (m) 750 / 1600 / NIL 800 / 1600 / NIL 1900 / 2600 / NIL MDA / (OCH) CIRCLING NA VIS (m)