

**INSTRUMENT APPROACH
CHART (IAC)**

VITÓRIA / Eurico de Aguiar Salles (SBVT)

AD ELEV: 34'

RNAV(GNSS) A RWY 20

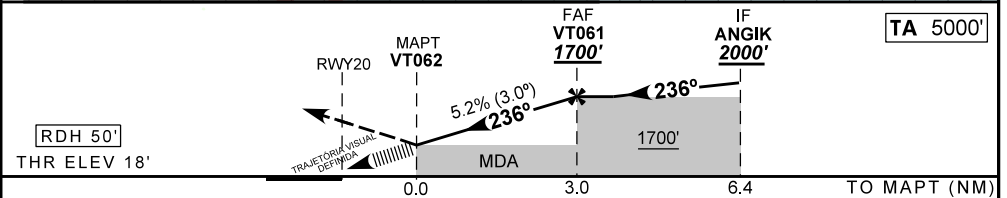
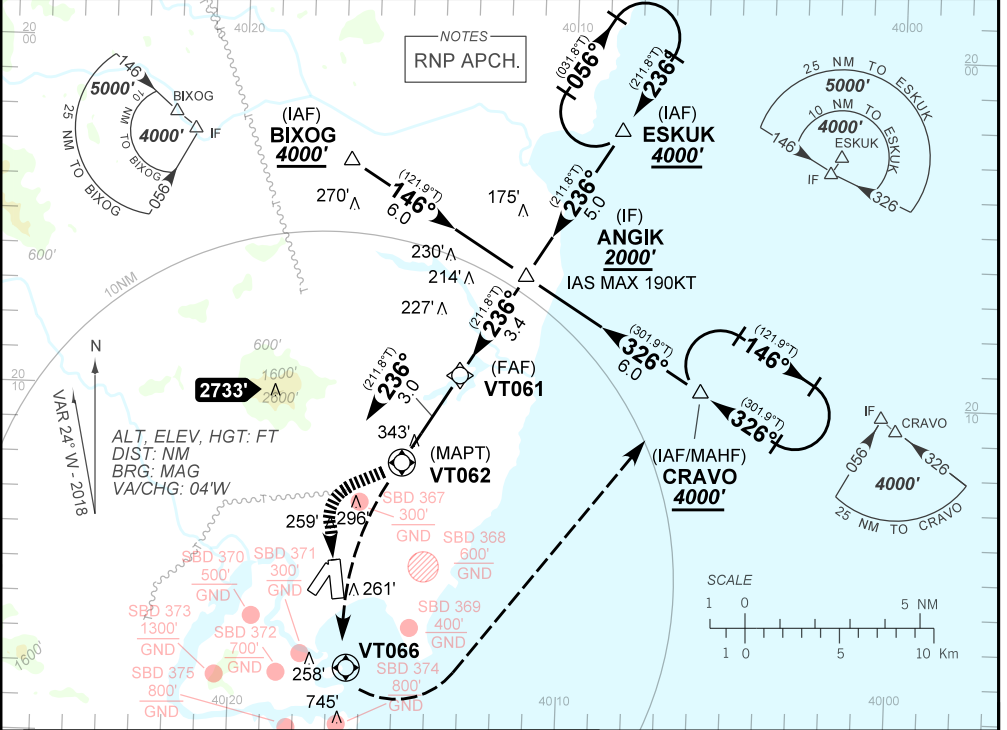
ATIS 127.575	APP VITÓRIA 119.85 121.50	TWR VITÓRIA 118.10 121.50	GNDC VITÓRIA 121.95
N/A	FINAL CRS 236°	FAF 1700'	LNAV MDA / (OCH): N/A
		LNAV/VNAV DA / (OCH): N/A	

APCH Perdida: 1) Subir para **4000'**. Curvar à ESQUERDA direto VT066. Após, curvar à ESQUERDA direto CRAVO para espera.

Missed APCH: 1) Climb to **4000'**. Turn **LEFT** direct to VT066. After, turn **LEFT** direct to CRAVO for holding.

RMK: 1) IAS MAX na trajetória visual definida 150KT.

1) IAS MAX on visual prescribed track 150KT.



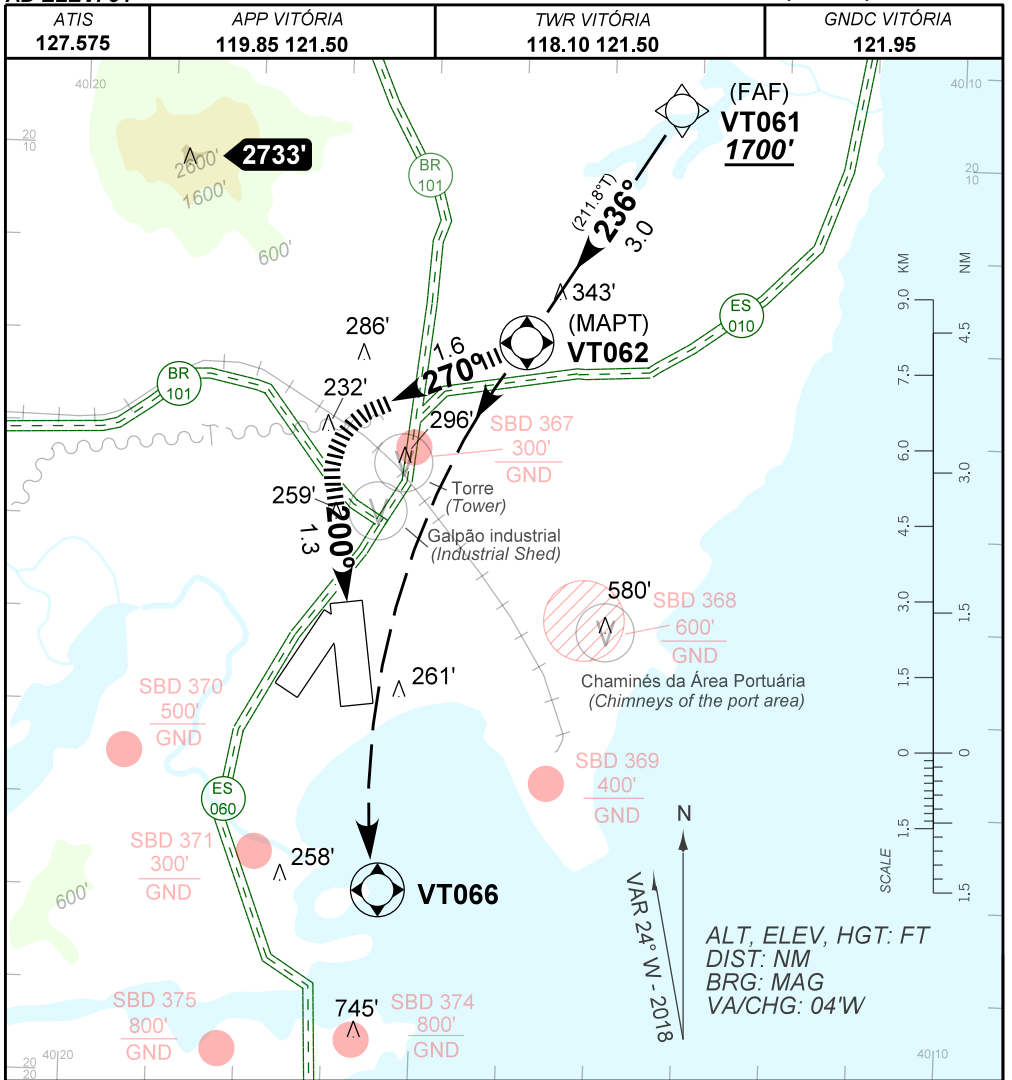
MAPT	VT062	1.0	2.0	VT061		KT	090	110	130	150	170	190
ALT	740	1059	1377	1700		FPM	500	600	700	800	900	NA
(HGT)	710	1025	1343	1666		FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV/VNAV	DA / (OCH)					
	ALS/NO ALS/RVR ALS (m)					
LNAV	MDA / (OCH)					
	ALS/NO ALS/RVR ALS (m)					
CIRCLING	MDA / (OCH)	740' / (710')				
	VIS (m)	4600				NA

CHANGES: NEW CHART

AD ELEV: 34'

RNAV(GNSS) A RWY 20



TRAJETÓRIA VISUAL DEFINIDA RWY 20
VISUAL PRESCRIBED TRACK RWY 20

1) O piloto deverá estar em contato visual e prover sua própria separação com as referências visuais:
Torre (S20 13.34, W40 16.27), Chaminés da Área Portuária (S20 15.10, W40 13.91).

The pilot should have visual contact and provide his own separation with the visual references:

Tower (S20 13.34, W40 16.27), Chimneys of the port area (S20 15.10, W40 13.91).

2) Em caso de arremetida durante a manobra para circular: Subir para 4000', no sentido da pista e voar direto VT066 para interceptar a trajetória da aproximação perdida publicada.

In case of go around during the visual maneuvering: Climbing to 4000', in the direction of runway and fly direct VT066 to intercept the trajectory of the missed approach published.

CHANGES: NEW CHART