

**INSTRUMENT APPROACH  
CHART (IAC)**

**GUARATINGUETÁ / Guaratinguetá (SBGW)**

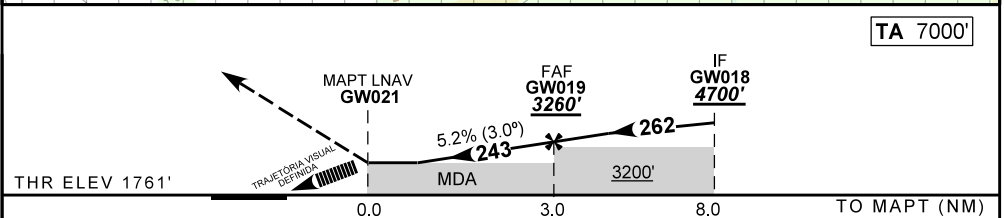
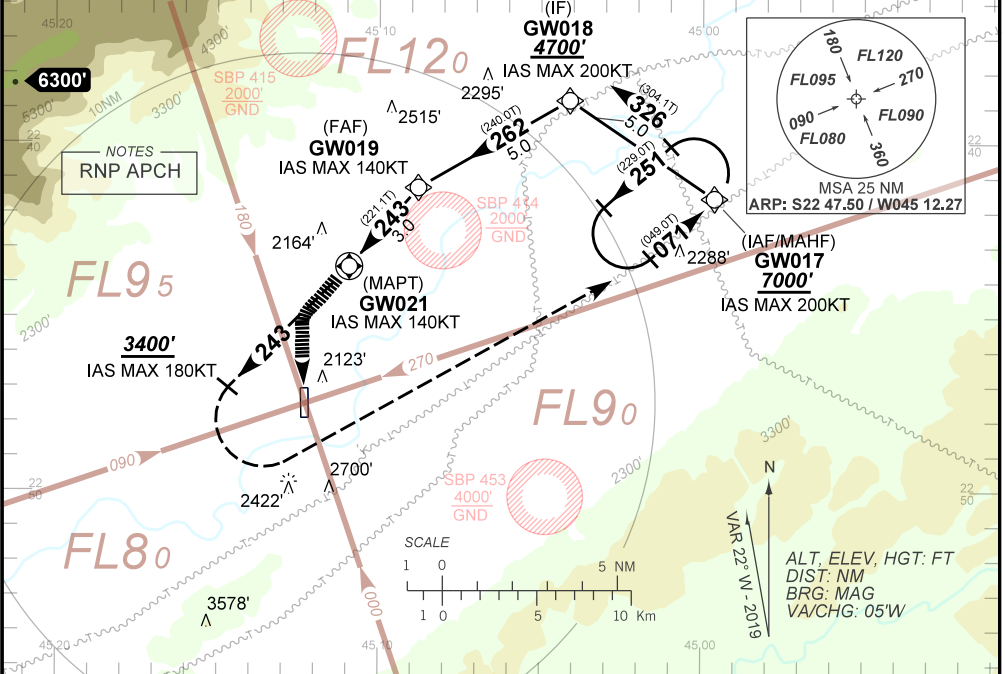
**AD ELEV: 1762'**

**RNAV(GNSS) A RWY 20**

ATIS NIL	APP GUARÁ 120.15	TWR GUARÁ 118.15	GNDC NIL
N/A	FINAL CRS 243°	FAF: 3260'	N/A

APCH Perdida: Subir para **7000'**. Manter rumo **243** até cruzar **3200'**. Então, curvar à ESQUERDA direto GW017 para espera.  
Missed APCH: Climb to **7000'**. Maintain course **243** until passing **3200'**. Then, LEFT turn direct to GW017 for holding.

RMK: NIL.



MAPT	GW021	1.0	2.0	GW019					
ALT	2400	2718	3036	3260					
(HGT)	640	957	1275	2620					

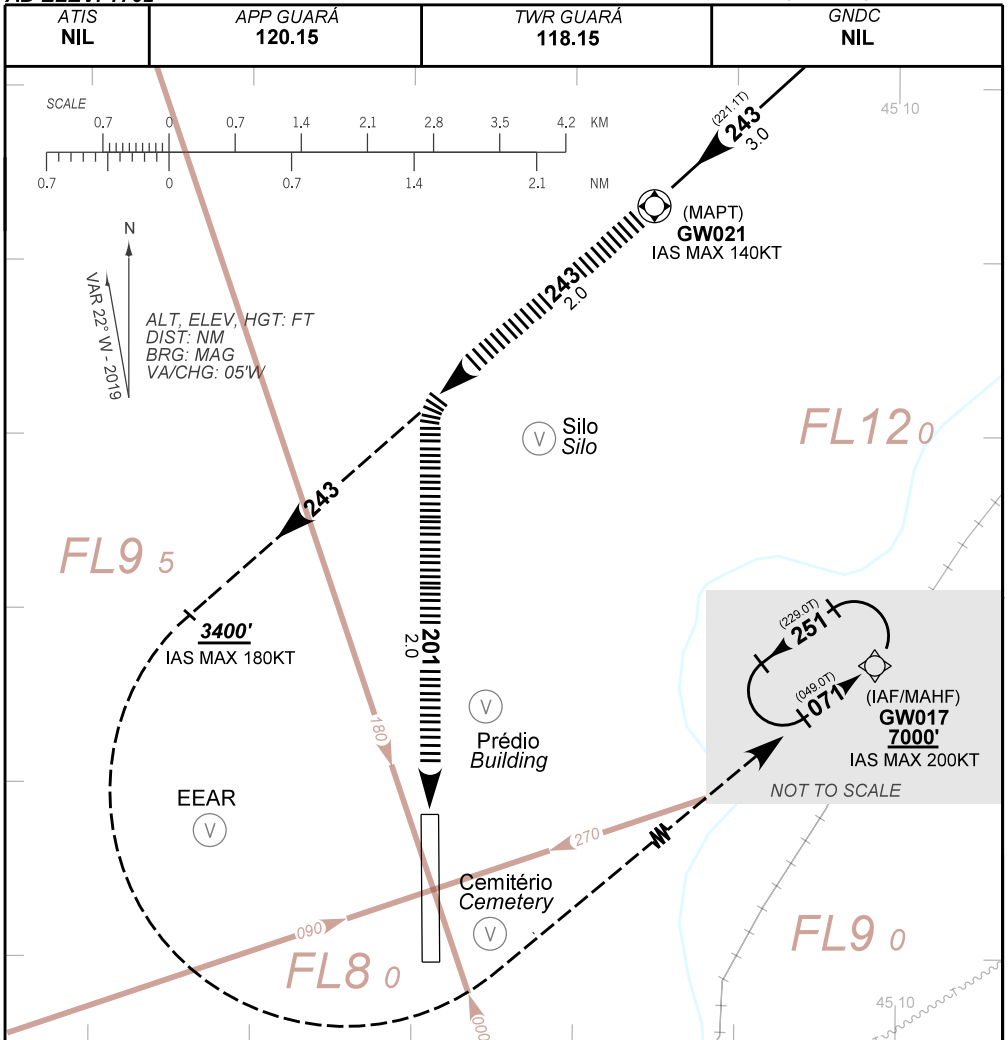
KT	090	110	130	150	170	190
FPM	500	600	700	800		NA
FAF-MAPT				NA		

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV	MDA / (OCH)					
	ALS/NO ALS/ RVR ALS (m)					
CIRCLING	MDA / (OCH)		2400' / (640')			NA
	VIS (m)	1900	2800	3700		

CHANGES: VIS.

AD ELEV: 1762'

RNAV(GNSS) A RWY 20



**TRAJETÓRIA VISUAL DEFINIDA RWY 20**  
**VISUAL PRESCRIBED TRACK RWY 20**

- 1) O procedimento deverá ser autorizado pelo APP GUARÁ durante a aproximação final e aproximação perdida.  
*Procedure must be authorized by GUARÁ APP on final and missed approaches.*
- 2) O piloto deverá estar em contato visual e prover sua própria separação com as referências visuais: Silo (S22 44.90, W45 11.62), Prédio (S22 46.44, W45 11.95) e a EEAR (S22:47.16; W045:13.66).  
*The pilot should have visual contact and provide his own separation with the visual references: Silo (S22 44.90 W45 11.62), Building (S22 46.44, W45 11.95) and EEAR (S22:47.16, W45:13.66).*
- 3) Em caso de perda de referência visual, durante a manobra para circular: curvar imediatamente à ESQUERDA direto GW017 subindo para 7000'.  
*In case of visual reference loss during the circling maneuvering: LEFT turn immediately direct to GW017 climbing to 7000'.*
- 4) Observar AIC sobre circulação visual na Terminal São Paulo.  
*See AIC about visual flight in São Paulo Terminal Area.*

CHANGES: VIS