

**INSTRUMENT APPROACH
CHART (IAC)**

BRASÍLIA / Pres. Juscelino Kubitschek, INTL (SBBR)

AD ELEV: 3498'

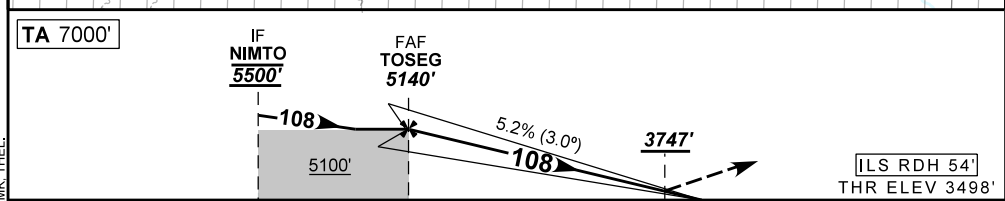
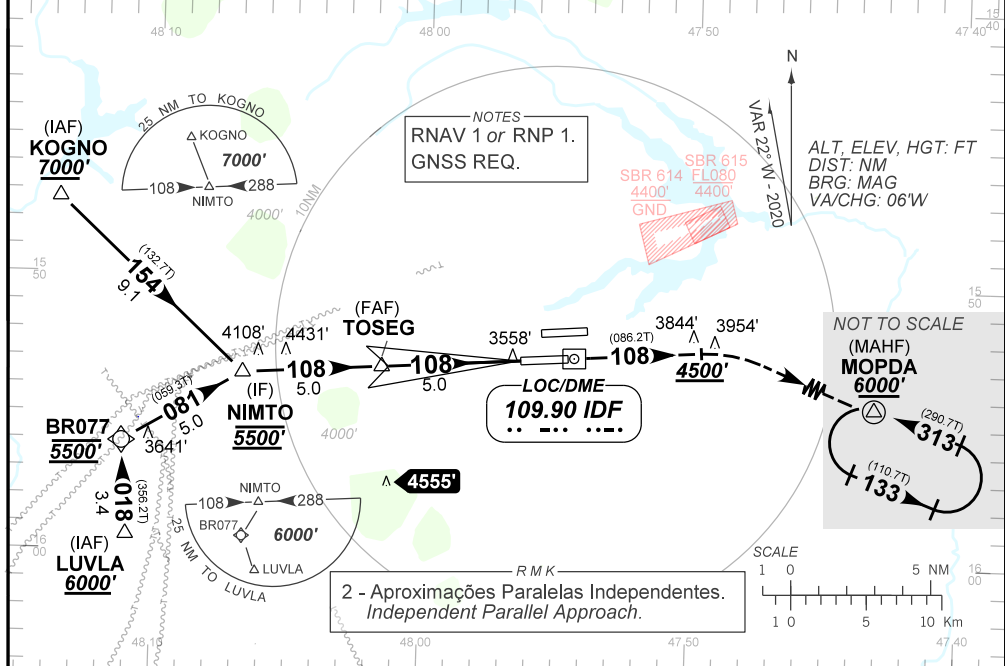
ILS Z RWY 11R

| | | | |
|-------------------------|---|--|---------------------------------------|
| D-ATIS 127.80 | APP BRASÍLIA 119.70 129.60 119.20 120.00 121.50 | TWR BRASÍLIA 118.10 118.45 118.75 121.50 | GNDC BRASÍLIA 121.80 121.95 |
|-------------------------|---|--|---------------------------------------|

| | | | | |
|------------------------------|--------------------------|----------------------|--|------------|
| LOC IDF 109.90 MHz | FINAL CRS 108° | FAF: 5140' | CAT I DA / (OCH): 3747' / (250') | N/A |
|------------------------------|--------------------------|----------------------|--|------------|

APCH Perdida: Subir para **6000'**. Manter proa **108** até **4500'**. Curvar à DIREITA direto MOPDA para espera.
Missed APCH: Climb to **6000'**. Maintain heading **108** up to **4500'**. Turn RIGHT direct to MOPDA for holding.

RMK: 1 - (*)VIS RVR ALS 550m para APCH utilizando Diretor de Voo, Piloto Automático ou Head-Up Display(HUD).
(*)VIS RVR ALS 550m for APCH using a Flight Director, Autopilot or Head-Up Display (HUD).



| | | | |
|-----------------|------|-----|---------|
| TO THR 11R (NM) | 10.0 | 5.0 | 0.6 0.0 |
| TO IDF (DME) | 11.9 | 6.9 | 2.5 1.9 |

| | | | | | | | | | |
|-----|-----|--------|----------|-----|-----|-----|-----|-----|------|
| NIL | NIL | RWY11R | KT | 090 | 110 | 130 | 150 | 170 | 190 |
| NIL | NIL | ALT | FPM | 500 | 600 | 700 | 800 | 900 | 1000 |
| NIL | NIL | (HGT) | FAF-MAPT | NA | | | | | |

| | | | | | | |
|-------------|-------------------------|---------------------|---|---|---|---|
| STRAIGHT-IN | CAT | A | B | C | D | E |
| CAT I | DA / (OCH) | 3747' / (250') | | | | |
| | ALS/NO ALS/ RVR ALS (m) | 800 / 1300 / 700(*) | | | | |
| CIRCLING | MDA / (OCH) | NA | | | | |
| | VIS (m) | NA | | | | |

CHANGES: ADEL, DEC, FREQ, LAYOUT, PROC, RMK, THEL.