

**INSTRUMENT APPROACH
CHART (IAC)**

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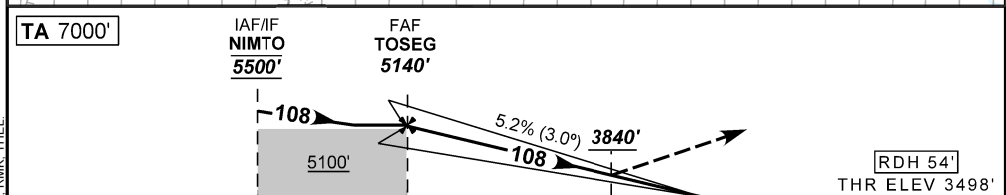
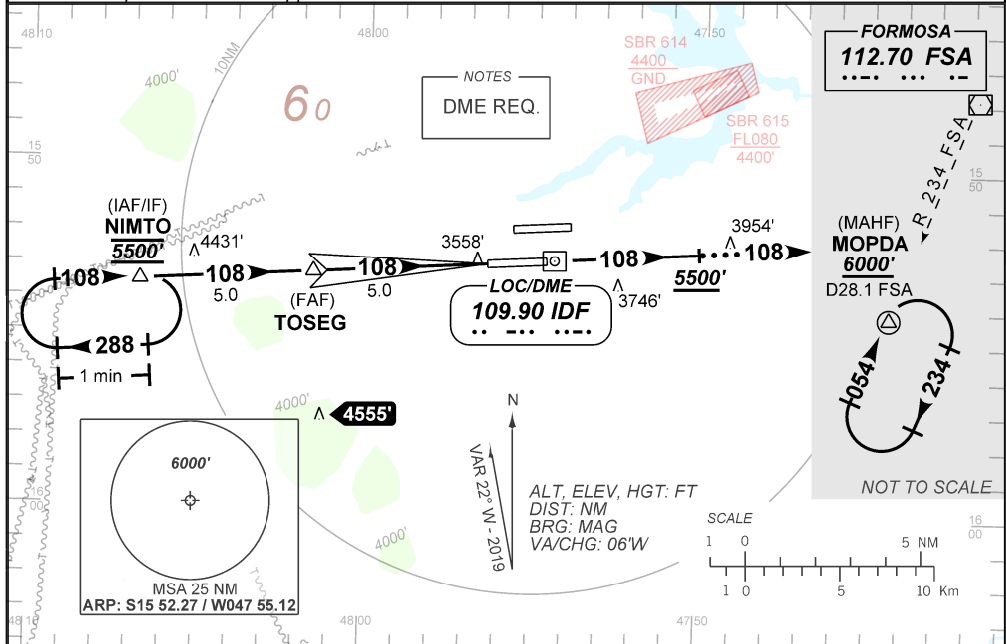
AD ELEV: 3498'

ILS X RWY 11R

D-ATIS 127.80	APP BRASÍLIA 120.65 129.15 129.60 119.50 121.50	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): 3840' / (350')

APCH Perdida: Subir para **6000'**, Manter proa **108** até **5500'**, gradiente 5%. Aguardar vetorização radar para interceptar RDL **234** do VOR FSA para espera em MOPDA.
Missed APCH: Climb to **6000'**. Maintain heading **108** up to **5500'**, gradient 5%. Wait for radar vectoring to intercept **234** RDL FSA VOR for holding on MOPDA.

RMK: 1) Aproximações Paralelas Independentes.
Independent Parallel Approach.



TO THR 11R (NM)	10.0	5.0	0.9	0.0
TO IDF (DME)	11.9	6.9	2.8	1.9

NIL	NIL	RW11R	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)	3840' / (350')				
	ALS/NO ALS/ RVR ALS (m)	900 / 1600 / 850				
CIRCLING	MDA / (OCH)	NA				
	VIS (m)	NA				

CHANGES: ADELL LAYOUT, MISSED APCH, PROC, RMK, THEL