

IAC - SBCJ

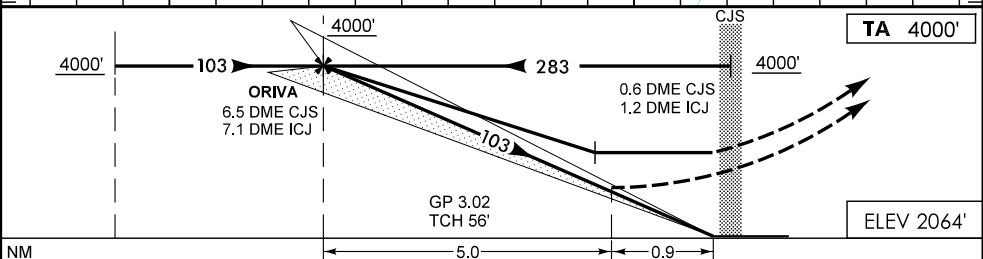
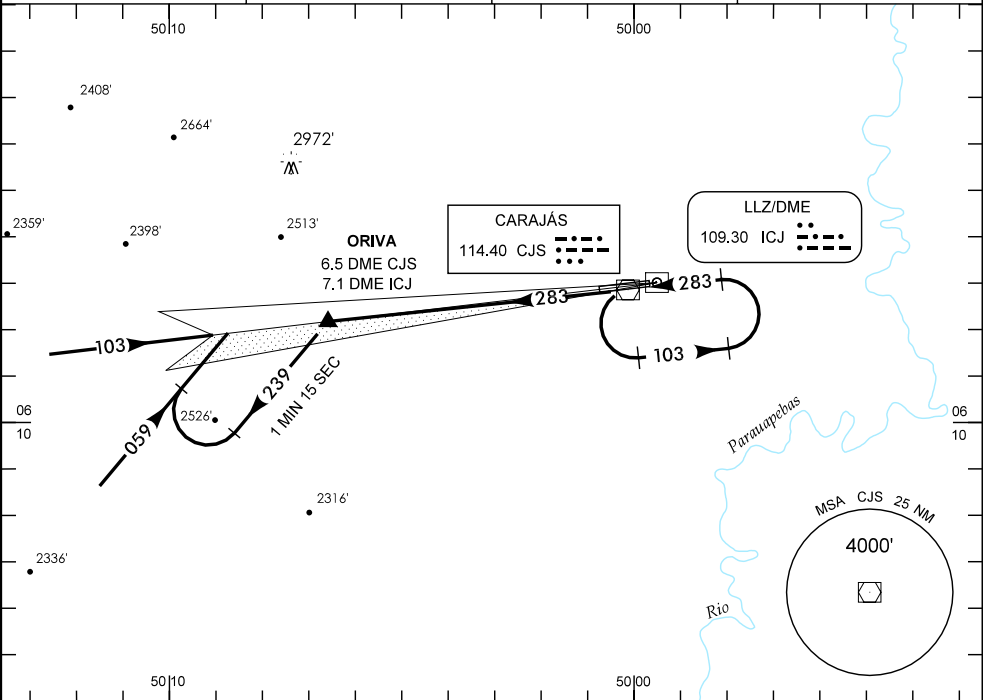
WGS-84

ATIS
NIL

APP
NIL

AFIS
131.70

GNDC
NIL



APROXIMAÇÃO PERDIDA SUBIR PARA 4000' NO RUMO 103.

RMK: IAS MÁXIMA APROXIMAÇÃO FINAL 200 KT PARA CAT E.

C	POUSO DIRETO RWY 10		IFR OPS DIURNA / NOTURNA		PARA CIRCULAR																								
	GP INOP		ILS COMPLETO																										
A	MDA 2460'		DA 2363'		<table border="1"> <thead> <tr> <th>CAT</th> <th>MDA</th> <th>TETO</th> <th>VIS</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>2580'</td> <td>600'</td> <td>1900 M</td> </tr> <tr> <td>B</td> <td></td> <td></td> <td>2800 M</td> </tr> <tr> <td>C</td> <td>2680'</td> <td>700'</td> <td>3700 M</td> </tr> <tr> <td>D</td> <td>2760'</td> <td></td> <td>4600 M</td> </tr> <tr> <td>E</td> <td>2850'</td> <td>800'</td> <td>6500 M</td> </tr> </tbody> </table>	CAT	MDA	TETO	VIS	A	2580'	600'	1900 M	B			2800 M	C	2680'	700'	3700 M	D	2760'		4600 M	E	2850'	800'	6500 M
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T	TETO 400'		TETO 300'																										
VIS																													
A	1600 M		1200 M																										
B																													
C	2000 M																												
D	2400 M																												
E																													

RAZÃO DE DESCIDA NA APROXIMAÇÃO FINAL						
KT	090	110	130	150	170	190
FPM	500	600	700	800	900	1000