

**INSTRUMENT APPROACH  
CHART (IAC)**

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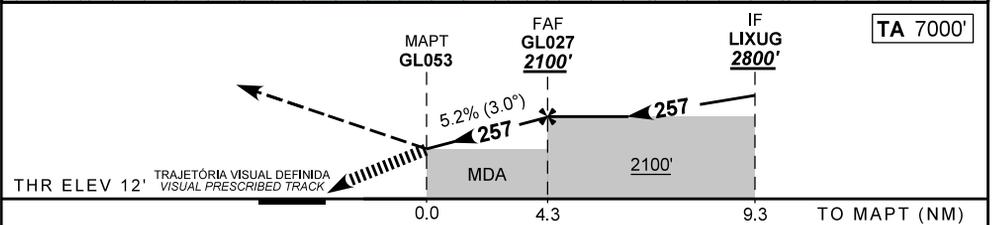
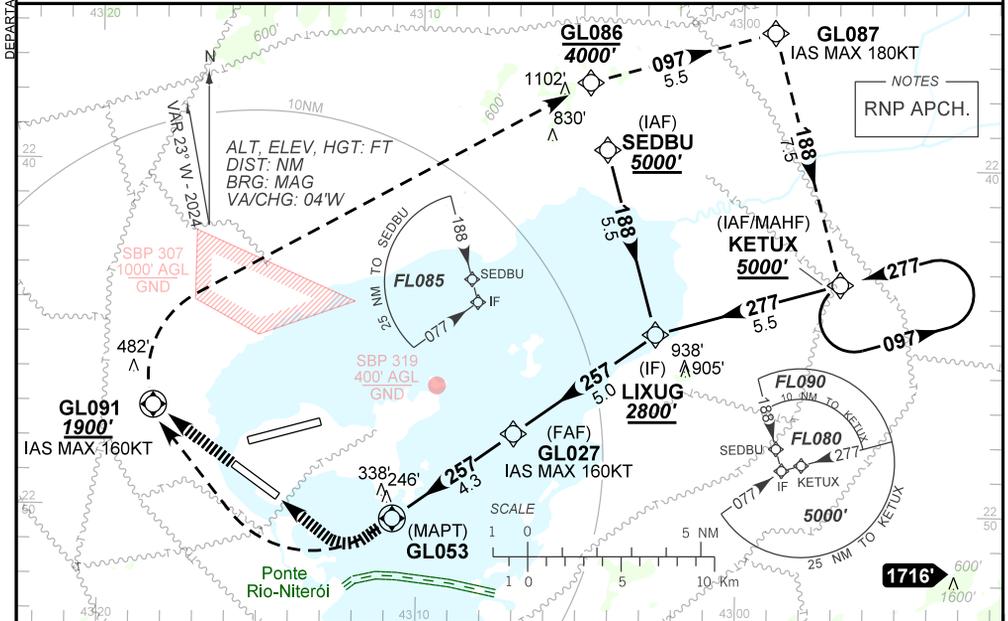
**AD ELEV: 28'**

**RNP A RWY 33**

D-ATIS <b>127.60</b>	APP RIO <b>128.90 119.35 119.00 120.55 129.80 134.40 121.25 124.95 134.95 125.95</b>				TWR GALEÃO <b>118.00 118.20</b>	GNDC GALEÃO <b>121.65 128.35</b>
<b>N/A</b>	FINAL CRS <b>257°</b>	FAF: <b>2100'</b>	<b>N/A</b>		<b>N/A</b>	

APCH Perdida: Subir para **4000'**. Curvar à DIREITA direto GL091. Após, curvar à DIREITA direto GL086. Após, subir para **5000'**, curvando à DIREITA no rumo **097** até GL087. Após, curvar à DIREITA no rumo **188** até KETUX para espera.

Missed APCH: Climb to **4000'**. Turn RIGHT direct GL091. After, turn RIGHT direct GL086. After, climb to **5000'** turning RIGHT course **097** until GL087. After, turn RIGHT course **188** until KETUX for holding.



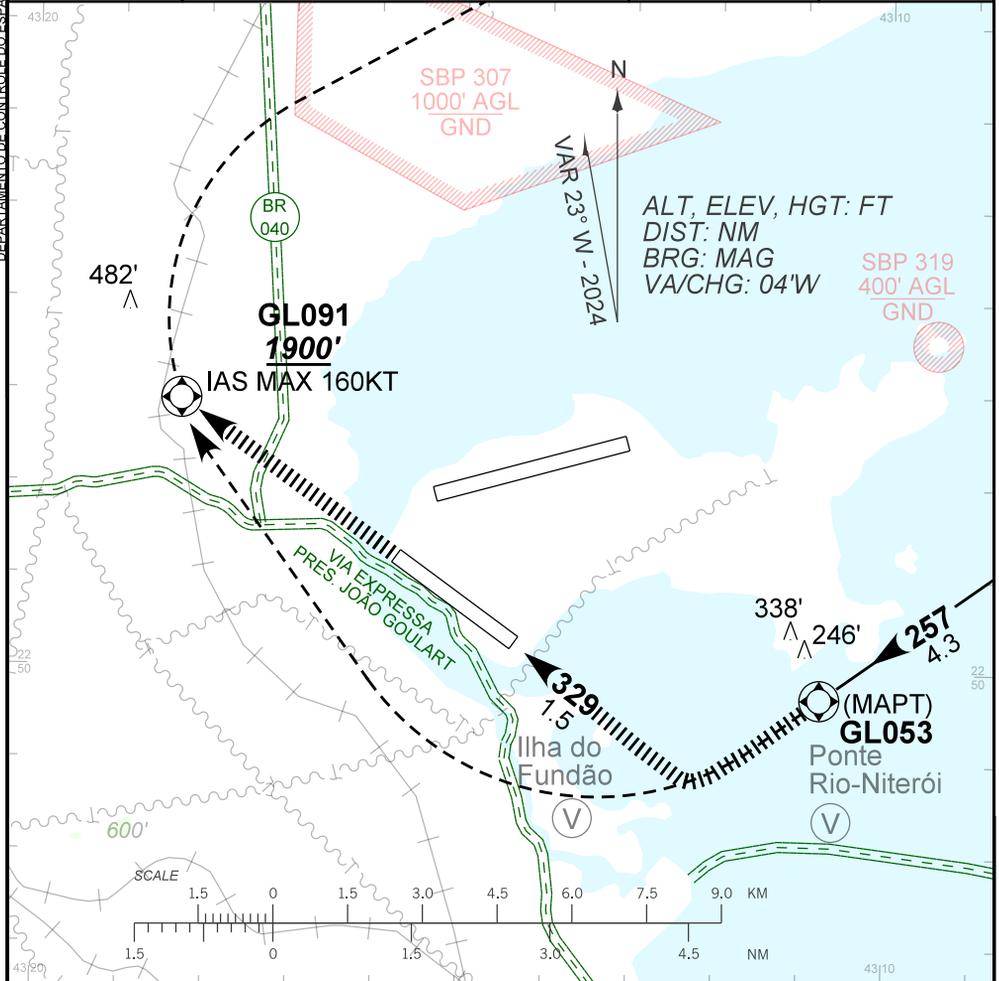
MAPT	GL053	1.0	2.0	3.0	4.0	GL027	Ground Speed (KT)	090	110	130	150	170	190
ALT	740	1058	1377	1695	2013	2100	FPM	500	600	700	800	900	NA
(HGT)	720	1030	1349	1667	1985	2072	FAF-MAPT	NA					

STRAIGHT-IN	CAT	A	B	C	D	E
LNAV/VNAV	DA / (OCH)	NA				
	ALS/NO ALS/ RVR ALS (m)	NA				
LNAV	MDA / (OCH)	NA				
	ALS/NO ALS/ RVR ALS (m)	NA				
CIRCLING	MDA / (OCH)	740' / (720')				NA
	VIS (m)	5000				NA

CHANGES: LAYOUT.

DEPARTAMENTO DE CONTROLE DO ESPAÇO AEREO

D-ATIS 127.60	APP RIO 128.90 119.35 119.00 120.55 129.80 134.40 121.25 124.95 134.95 125.95	TWR GALEÃO 118.00 118.20	GNDC GALEÃO 121.65 128.35
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**TRAJETÓRIA VISUAL DEFINIDA RWY 33  
VISUAL PRESCRIBED TRACK RWY 33**

- 1) IAS MAX 160 KT na trajetória visual definida.  
*IAS MAX 160 KT on visual prescribed track.*
- 2) O piloto deverá estar em contato visual com as seguintes referências visuais:  
*The pilot must be in visual contact with the following visual reference:*  
ILHA DO FUNDÃO e l and VIA EXPRESSA PRES. JOÃO GOULART.
- 3) Em caso de arremetida durante a manobra para circular: Subir para 4000' e voar direto GL091 para interceptar a trajetória de aproximação perdida publicada. Em situações específicas, durante a arremetida, o gradiente mínimo poderá chegar a 10% para cumprir a restrição de nível em GL091.  
*In case of go around during the visual manoeuvring: Climb to 4000' and fly direct to GL091 to intercept the trajectory of the missed approach published. In specific situations, during the go around, the minimum gradient may reach 10% to comply with the level restriction in GL091.*

CHANGES: LAYOUT