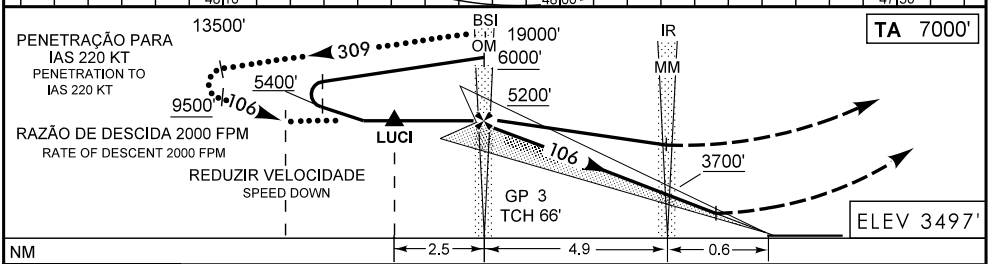
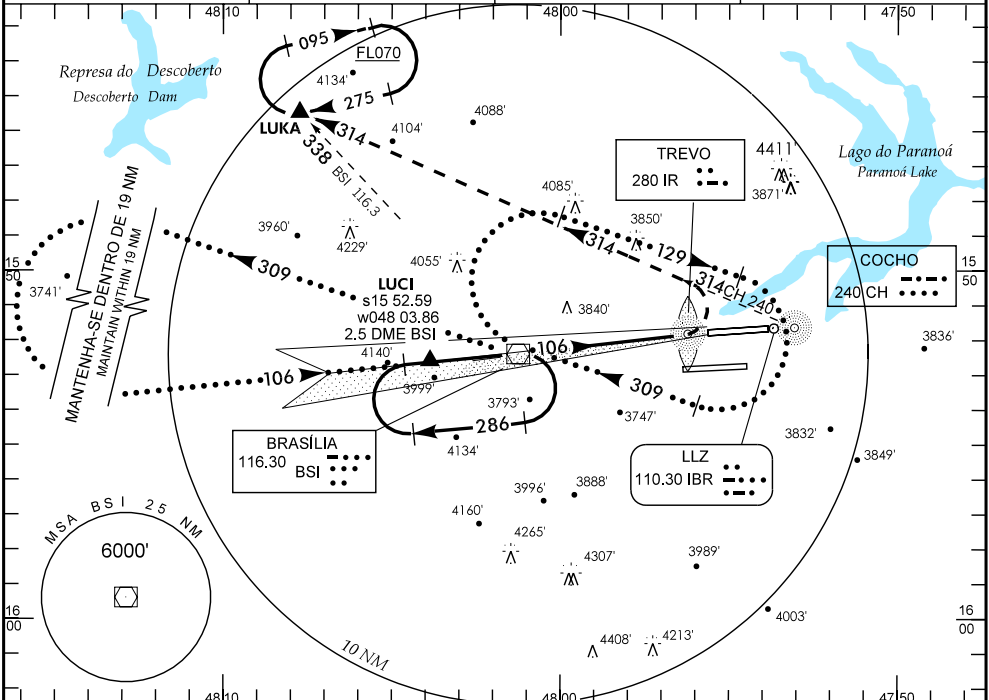


**IAC - SBBR**

WGS-84

**ILS RWY 11L**

<b>ATIS</b> 127.80	<b>APP BRASÍLIA</b> 119.20 119.50 119.70 120.00 129.60	<b>TWR BRASÍLIA</b> 118.10 118.45 121.50	<b>GNDC BRASÍLIA</b> 121.80
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**APROXIMAÇÃO PERDIDA**  
MISSED APPROACH

SUBIR PARA FL070 EM CURVA À ESQUERDA PARA INTERCEPTAR QDR 314 NDB CH E PROSSEGUIR PARA ESPERA NO FIXO LUKA.  
CLIMB TO FL070 LEFT TURN TO INTERCEPT QDR 314 CH NDB HEAD TO LUKA FIX HOLDING PROCEDURE.

**RMK:** 1) POUSO RWY 29R CIRCULE SECT N AD. 2) LLZ NÃO UTILIZÁVEL ACIMA DO FL 070.  
1) LANDING RWY 29R CIRCLE SECT N AD. 2) LLZ UNUSABLE ABOVE FL 070.

C	POUSO DIRETO RWY 11L		STRAIGHT-IN TO RWY 11L		IFR OPS		DIURNA / NOTURNA		PARA CIRCULAR TO CIRCLING (RMK)				
	GP INOP				ILS COMPLETO FULL LS								
A	<b>MDA 4140'</b>		<b>TETO CEILING 700'</b>		<b>DA 3650'</b>		<b>TETO CEILING 200'</b>						
T	VIS ALS INOP		VIS RVR		VIS ALS INOP		VIS / RVR ALS		CAT	MDA	TETO CEILING	VIS	
A	1600 M		550 M		1200 M		800 M / 550 M		A	4140'	700'	1600 M	
B									C	4820'	1400'	4800 M	
C	3200 M		2400 M						D	4820'	1400'		
D	3600 M		2800 M						E	4920'	1500'		
E	4000 M		3200 M										

RAZÃO DE DESCIDA NA APROXIMAÇÃO FINAL RATE OF DESCENT ON FINAL APPROACH						TEMPO DE BRS ATÉ MAPT TIME FROM BRS TO MAPT							
KT	090	110	130	150	170	190	KT	090	110	130	150	170	190
FPM	450	550	650	750	900	1050	MIN:SEC	3:16	2:40	2:15	1:57	1:43	1:32