



SUPPLEMENTARY INFORMATION



**Departamento de Controle
do Espaço Aéreo**

DEPARTMENT OF AIR SPACE CONTROL - DECEA

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PANS-OPS VOL II

1.5 FORMAL TEXTUAL **OR** TABULAR DESCRIPTION OF THE PROCEDURE

1.5.1 *General.* An accurate, complete and unambiguous RNAV procedure description is an essential publication requirement for database coding. This is accomplished by the combination of an appropriate chart, and an additional textual or tabular description of the procedure, to be used by the database coder. Where standard assumptions have been applied to the procedure design in areas such as speed and bank angle, there is no requirement to include these particular parameters in every procedure description.

1.5.2 An RNAV procedure is defined by one or a number of waypoints, each defined by a waypoint name, a path and terminator, and a set of constraints.

1.5.3 The textual **or** tabular description of the procedure, solely to support navigation database coding, shall incorporate all the data elements as specified in Chapter 2, and shall be published on the verso of the appropriate chart or as a separate properly referenced sheet (see Annex 4, 9.9.4.3, 10.9.4.3, and 11.10.9). In the following paragraphs three examples are provided (the formal, the abbreviated and the tabular description methods. The tabular description method is provided in Table III-5-1-3). The tabular description should be used when obstacle clearance is dependent upon the application of a particular path terminator.



TEXT DESCRIPTION ILLUSTRATION

III-5-1-8

Procedures — Aircraft Operations — Volume II

Table III-5-1-2. Illustration of the formal and the abbreviated description methods

| <i>Formal description</i> | <i>Abbreviated description</i> | <i>Expected path terminator</i> | <i>Flyover required</i> |
|--------------------------------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------|-------------------------|
| Climb on track 047°M, at or above 800 ft turn right. | [M047, A800+; R] | CA | N |
| Climb on heading 047°M, at or above 800 ft turn right. | [HDG M047, A800+, R] | VA | N |
| Direct to ARDAG at 3 000 ft | →ARDAG[A3000] | DF | N |
| To PF035 at or below 2 000 ft | PF035[A2000-] | TF | Y |
| To PF025 at or above 4 000 ft, continue on heading 265°M and await radar vectors. | PF025[A4000], [HDG, M265] | TF, VM or FM | N |
| To OTR on course 090°M at 210 kts | OTR[M090; K210] | CF | N |
| To DF006 at 2 000 ft minimum, 4 000 ft maximum, minimum speed 210 kts | DF006[A2000+; A4000-; K210+] | TF | Y |
| To PD750 at 250 kts, turn right with 3.7 NM radius to PD751 | PD750[K250]-PD751[R, 3.7, 0543451.2N 0021234.7E] | TF, RF | N, N |
| To STO at or above FL 100, turn left direct to WW039 at or above FL 070, to WW038 at or above 5 000 ft | STO[F100+; L]→WW039[F070+]-WW038[A5000+] | TF, DF, TF | Y, N, N |

TABULAR DESCRIPTION

Table III-5-1-3. Illustration of the tabular description method

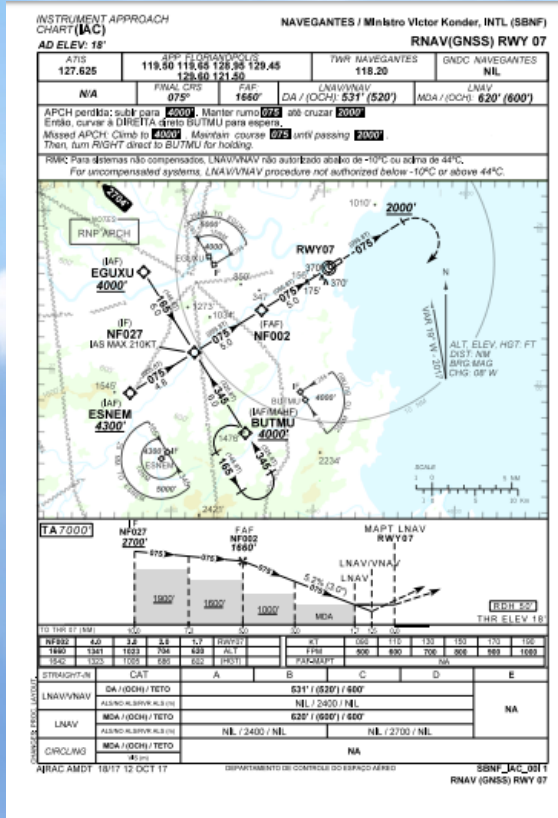
| <i>Serial Number</i> | <i>Path Descriptor</i> | <i>Waypoint Identifier</i> | <i>Fly-over</i> | <i>Course/Track °M(°T)</i> | <i>Magnetic Variation</i> | <i>Distance (km)</i> | <i>Turn Direction</i> | <i>Altitude (m)</i> | <i>Speed (km/h)</i> | <i>VPA/TCH</i> | <i>Navigation Specification</i> |
|----------------------|------------------------------------|----------------------------|-----------------|----------------------------|---------------------------|----------------------|-----------------------|---------------------|---------------------|----------------|---------------------------------|
| 001 | CA | — | — | 221 (223.5) | -2.3 | — | — | @150 | — | — | B-RNP 1 |
| 002 | DF | FOKSI | — | — | -2.3 | — | R | — | — | — | B-RNP 1 |
| 003 | TF | EF974 | — | 043 (045.7) | -2.3 | 12.0 | — | +1 400 | — | — | B-RNP 1 |
| 004 | RF Centre: EF991 r =5.240 NM | EF975 | — | — | -2.3 | 13.7 | R | — | -450 | — | B-RNP 1 |
| 005 | TF | EF976 | Y | 145 (147.3) | -2.3 | 9.6 | — | +1 550 | — | — | B-RNP 1 |
| 006 | TF | TARTO | — | 110 (112.3) | -2.3 | 28.2 | — | — | — | — | B-RNP 1 |



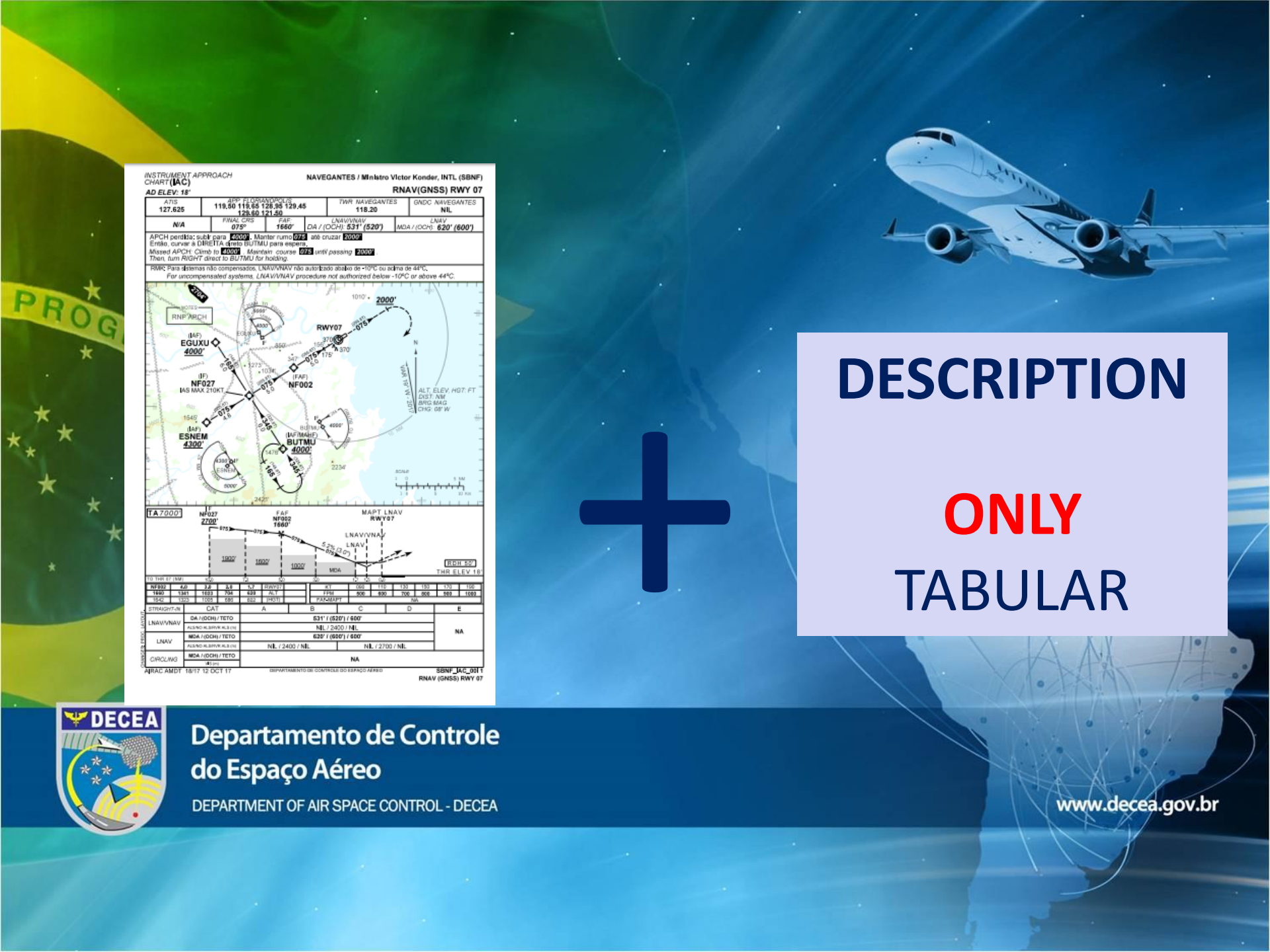
CLEAR?

The image is a composite graphic. At the top, the word "CLEAR?" is written in white on a dark blue background. Below this is a grid of Japanese Kana characters. The left side of the grid shows Hiragana characters (さ, し, す, せ, そ, etc.), and the right side shows Katakana characters (サ, シ, ス, セ, ソ, etc.). The bottom of the grid is labeled "Hiragana" and "Katakana". In the foreground, there is a cartoon illustration of a man with a thoughtful expression, his hand on his chin, with several question marks around him. To the right, a photograph of a woman with a similar thoughtful expression is shown, also with question marks around her. The background of the entire image is a light blue grid of Kana characters, including some Kanji characters like 首, 心, 時, 曜, 朝, 昼, 夜, 北, 南, 東, 西, 遠, 近, 前, 市, 京, 風, 雪, 雲, 池, 海, 記, 馬, 活, 台, 事, 仕, 他.

PROCEDURE PUBLISHING



DESCRIPTION
 TABULAR
 OR
 TEXT



INSTRUMENT APPROACH CHART (IAC) NAVEGANTES / Ministro Victor Konder, INTL (SBNF)
RNAV(GNSS) RWY 07

AD ELEV: 18'

| | | | | | | |
|------|---------|-----------------------------|----------------|--------|-----------------|-------------|
| ATIS | 127.625 | 119.50 119.65 128.95 129.45 | TWR NAVEGANTES | 118.20 | GNDC NAVEGANTES | NIL |
| N/A | | RNAV CRZ | 075° | 1660' | DA / (OCH): | 531' (520') |
| | | FAF | | | MDA / (OCH): | 620' (600') |

APCH permissão: subir para 4000'. Manter numo 075 até cruzar 2000'.
 Então, curvar à DIREITA até BUTMU para espera.
 Missed APCH: Climb to 4000'. Manter course 075 until passing 2000'.
 Then, turn RIGHT direct to BUTMU for holding.

RMC: Para sistemas não compensados, LNAV/VNAV não autorizado abaixo de -10°C ou acima de 44°C.
 For uncompensated systems, LNAV/VNAV procedure not authorized below -10°C or above 44°C.

TA 7000'

| | | | | | | | | | | | |
|----------------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| TO TRK BT (NM) | 000 | 010 | 020 | 030 | 040 | 050 | 060 | 070 | 080 | 090 | 100 |
| RF027 | 4.0 | 3.2 | 2.5 | 1.7 | 1.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1660' | 1540' | 1420' | 1300' | 1180' | 1060' | 940' | 820' | 700' | 580' | 460' | 340' |
| 1660' | 1540' | 1420' | 1300' | 1180' | 1060' | 940' | 820' | 700' | 580' | 460' | 340' |

| | | | | | | |
|-------------|------------------------------|----------------------|---|---|---|---|
| STRAIGHT-IN | CAT | A | B | C | D | E |
| LNAV/VNAV | DA / (OCH) / TETO | 631' / (620') / 600' | | | | |
| | ALTIMETRO / BAROM. ALG. (ft) | NIL / 2400' / NIL | | | | |
| LNAV | MDA / (OCH) / TETO | 620' / (600') / 600' | | | | |
| | ALTIMETRO / BAROM. ALG. (ft) | NIL / 2400' / NIL | | | | |
| CIRCLINGS | MDA / (OCH) / TETO | NA | | | | |
| | ALTIMETRO / BAROM. ALG. (ft) | 4000' | | | | |

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO SBNF_IAC_031 I
 RNAV (GNSS) RWY 07



DESCRIPTION

ONLY

TABULAR



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HOW WAS IT DONE?

- INTERACTION WITH DATABASE PROVIDERS
 - JEPPESEN
 - LIDO
 - NAVTECH
- CDM TO DEFINE A SATISFACTORY PATTERN
- PUBLISHING

INFORMATION

SUPPLEMENTARY INFORMATION

=

TABULAR DESCRIPTION

BRAZIL HAS PUBLISHED Aeronautical Information Circular

BRASIL

AIC

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO

SUBDEPARTAMENTO DE OPERAÇÕES

AV. GENERAL JUSTO, 160 – 2º Andar

20021-130 RIO DE JANEIRO – RJ

<http://ais.decea.gov.br/>

ea_dcco1@decea.gov.br
PAME: (21) 2117-7362

SBRJYGYI Tel: (21) 2101-6279

SUPPLEMENTARY INFORMATION TO AIR NAVIGATION PROCEDURES



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WHERE TO FIND THE SUPPLEMENTARY INFORMATION?

➤ AISWEB – OFFICIAL WEBSITE

PSA
PSA25
CHS
PSA25
DF089
PSA25
DF089
PSA25

| TIME | SPD/ALT |
|------|---------|
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |

BEST TIME DIST EFOB
EDDF25R --- 119 ---

PSA25
DF021
REDGO
OM25R
C249
EDDF25R
C249
C249

| TIME | SPD/ALT |
|------|---------|
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |
| --- | --- |

BEST TIME DIST EFOB
EDDF25R --- 119 ---

BRAZIL AISWEB

www.aisweb.aer.mil.br

- ICAO REQUIREMENT
 - RNAV PROCEDURES
- BRAZIL DECISION
 - ALL PROCEDURES*



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*INCLUDING CONVENTIONAL



Cartas

Cartas Aeronáuticas

[Aeródromos/TMA](#)

[Rotas](#)

[Visuais](#)

[Procedimentos Especiais](#)

Indicadores de Localidade

SBGL

Até 5 indicadores de localidade padrão ICAO separados por vírgula
[Não sabe o Indicador de Localidade? Clique aqui](#)


Tipo de Carta

IAC (Carta de aproximaçã ▾

OK

[AIRAC
Checklist
Inserir/De
Páginas In](#)

| Emendas futuras disponíveis: [\[14.09.2017\]](#) [\[12.10.2017\]](#)

 Faça do download de mais de uma carta por vez clicando nos checkbox e pressionando o botão "Fazer download das cartas selecionadas" no fim da lista

| <input type="checkbox"/> | Localidade | Tipo | Carta | ICP | Emenda |
|--------------------------|------------|------|------------------------------------|--------------|------------|
| <input type="checkbox"/> | SBGL | IAC | VOR RWY33 291Kb | GL00X | 30.04.2015 |
| <input type="checkbox"/> | SBGL | IAC | ILS U CAT II RWY10 303Kb | GL01H | 28.05.2015 |

Indicadores de Localidade

SBGL

Até 5 indicadores de localidade padrão ICAO separados por vírgula

[Não sabe o Indicador de Localidade? Clique aqui](#)

Tipo de Carta

IAC (Carta de aproximação ▾)

OK

AIRAC

Checklist Te

Inserir/Destr

Páginas Inici

Emendas futuras disponíveis: [14.09.2017] [12.10.2017]

Faça do download de mais de uma carta por vez clicando nos checkbox e pressionando o botão "Fazer download das cartas selecionadas" no fim da listagem

**SUPPLEMENTARY
INFORMATION**

| <input type="checkbox"/> | Localidade | Tipo | Carta | ICP | Emenda |
|--------------------------|------------|------|-----------------------------------|-------|------------|
| <input type="checkbox"/> | SBGL | IAC | VOR RWY33 291Kb | GL00X | 30.04.2015 |
| <input type="checkbox"/> | SBGL | IAC | ILS U CAT II RWY10 303Kb | GL01H | 28.05.2015 |
| <input type="checkbox"/> | SBGL | IAC | RWY (GNSS) Y RWY33 295Kb | GL00S | 28.05.2015 |
| <input type="checkbox"/> | SBGL | IAC | ILS U OU/OR LOC U RWY 28 165Kb | GL02K | 15.10.2015 |
| <input type="checkbox"/> | SBGL | IAC | NDB RWY 10 181Kb | GL01G | 15.10.2015 |
| <input type="checkbox"/> | SBGL | IAC | VOR Y RWY 15 195Kb | GL00V | 15.10.2015 |
| <input type="checkbox"/> | SBGL | IAC | VOR RWY 28 157Kb | GL00W | 15.10.2015 |
| <input type="checkbox"/> | SBGL | IAC | RNAV (GNSS) Y RWY 28 167Kb | GL00R | 15.10.2015 |
| <input type="checkbox"/> | SBGL | IAC | ILS T OU/OR LOC T RWY 10 361Kb | GL01E | 12.11.2015 |

SUPPLEMENTARY INFORMATION



CODING TABLE

This table supplements information contained in the chart to which it is associated. In spite of the fact the classification of waypoints (fly-by / flyover), course, distance, altitude, level and speed restrictions are mandatory, the procedure may use the information as they find appropriate in order to make procedures. In other words, in case any particular coding is applied, it is mandatory for it to reflect the procedure published in the chart.

| Identification | Aerodrome | Chart Code | ARRAC AMDT |
|------------------------|----------------------------------------------|------------|-----------------|
| MAC RNAV (GNSS) RWY 14 | BELO HORIZONTE / Tancredo Neves, INTL (SBCZ) | CRSIF-03 | 18/15 12 NOV 15 |

| Alt. | Transition | Path | Height / Transition Alt / Waypoint | Function | Waypoint (VFR) | Level | Course Mag (True) | Dist. (NM) | Turn (R/L) | Alt. (FT) | Altitude (FT) | Gradient (%) | Perform. |
|------|------------|------|------------------------------------------|----------|-------------------|-------|----------------------|---------------|---------------|--------------|------------------|-----------------|----------|
| 010 | Approach | R | TBLO | MF | N | --- | --- | --- | --- | --- | +1000 | --- | --- |
| 010 | Approach | TF | LETE | R | N | --- | 071 (091.8) | 6.0 | --- | --- | +1000 | --- | IMP APCH |
| 010 | Approach | R | ALPULV | MF | N | --- | --- | --- | --- | --- | +1000 | --- | --- |
| 010 | Approach | TF | LETE | R | N | --- | 281 (201.8) | 6.0 | --- | --- | +1000 | --- | IMP APCH |
| 010 | Approach | R | CRSIF | MF | N | --- | --- | --- | --- | --- | +1000 | --- | --- |
| 010 | Approach | TF | LETE | R | N | --- | 340 (191.8) | 6.0 | --- | --- | +1000 | --- | IMP APCH |

| | | | | | | | | | | | | | |
|-----|-------------|----|-------|------|---|-----|-------------|-----|-----|-----|-------|-------|----------|
| 010 | Final | R | LETE | R | N | --- | --- | --- | --- | --- | +1000 | --- | --- |
| 010 | Final | TF | CRSIF | FAP | N | --- | 340 (191.8) | 6.0 | --- | --- | +1000 | --- | IMP APCH |
| 010 | Final | TF | RYVYB | MAMP | N | --- | 340 (191.8) | 6.0 | --- | --- | +1000 | -4.5% | IMP APCH |
| 010 | Missed App. | CA | --- | --- | N | --- | 340 (191.8) | --- | --- | --- | +1000 | --- | IMP APCH |
| 010 | Missed App. | CF | CRSIF | MAMP | N | --- | --- | --- | L | --- | +1000 | --- | IMP APCH |
| 010 | Missed App. | HD | CRSIF | MAMP | N | --- | 340 (191.8) | --- | R | --- | +1000 | --- | IMP APCH |

| IDENT | Latitude / Longitude (WGS84) COORDENADAS |
|--------|------------------------------------------|
| TBLO | S 18°36'36.00V 46°18'27.00O |
| LETE | S 18°36'36.00V 46°20'45.00O |
| CRSIF | S 18°36'36.00V 46°20'45.00O |
| CFRIF | S 18°36'36.00V 46°20'45.00O |
| RYVYB | S 18°36'36.00V 46°20'45.00O |
| CRSIF | S 18°36'36.00V 46°20'45.00O |
| ALPULV | S 18°36'36.00V 46°20'45.00O |

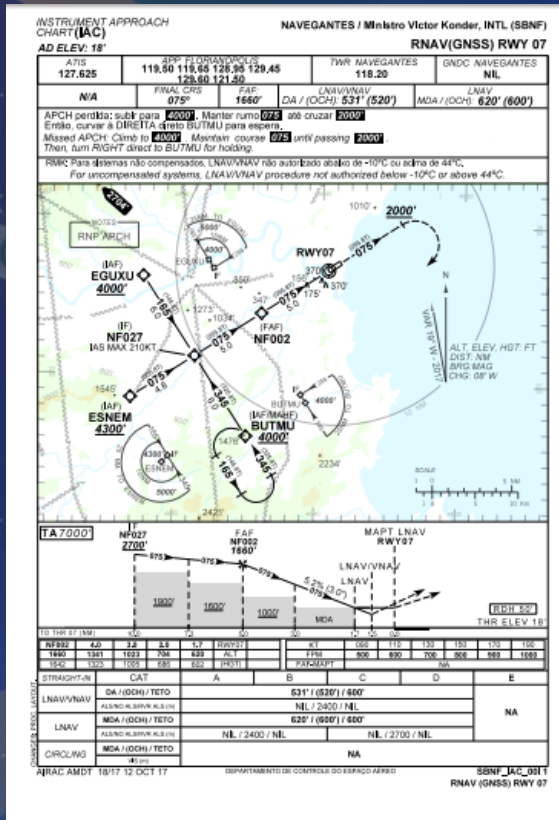
| COG | Meaning |
|-----|---------------|
| = | AT OR ABOVE |
| - | AT OR BELOW |
| = | MANDATORY |
| = | RECOMMENDED |
| SEP | SEPARATION FS |
| F | FIX |
| N | NO |
| L | LEFT |
| R | RIGHT |



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INTERPRETATION



CODING TABLE

This table supplements information contained in the chart to which it is associated. In spite of the fact the classification of waypoints (R-By / R-From), courses, distances, altitudes, level and speed restrictions are secondary, the procedure may use the information as they find appropriate in order to code procedures. In other words, in case any particular coding is applied, it is mandatory for it to reflect the procedure published in the chart.

| Identificator | Aerodrome | Chart Code | ARRAC AMDT |
|--------------------|---------------------------------------------|------------|------------------|
| RNAV (GNSS) RWY 16 | BELD HERBERTS / Fernando de Sá, INTL (SBNF) | CRSF-03 | 16/15 12 INDV 15 |

| Seq | Transition | Path Terminator No. / Waypoint | Identif. / Function | Waypoint | Course (Mag/True) | Dist (NM) | Turn (RT) | Altitude (FT) | Speed (KTS) | Restrictions | Particular |
|-----|------------|--------------------------------|---------------------|----------|-------------------|-----------|-----------|---------------|-------------|--------------|------------|
| 003 | Approach | F | TBLD | MP | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Approach | TF | UGTES | F | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Approach | F | ADPZY | MP | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Approach | TF | UGTES | F | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Approach | F | CRSH | MP | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Approach | TF | UGTES | F | N | --- | --- | --- | --- | 17000 | --- |

| 003 | Final | F | UGTES | F | N | --- | --- | --- | --- | 17000 | --- |
|-----|------------|----|-------|-----|---|-----|-----|-----|-----|-------|-----|
| 003 | Final | TF | CRSH | FAF | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Final | TF | ADPZY | MAP | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Missed Ap. | CA | --- | --- | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Missed Ap. | CF | CRSH | MAP | N | --- | --- | --- | --- | 17000 | --- |
| 003 | Missed Ap. | HF | CRSH | MAP | N | --- | --- | --- | --- | 17000 | --- |

| RSBY | Latitude / Longitude (WGS84) |
|-------|------------------------------|
| TBLD | S 17.634410W 48.122720 |
| UGTES | S 17.636490W 48.084637 |
| CRSH | S 17.636490W 48.084636 |
| ADPZY | S 17.632677W 48.027328 |
| UGTES | S 17.632677W 48.084637 |
| CRSH | S 17.636490W 48.084637 |
| ADPZY | S 17.636490W 48.084637 |

| CSG | Meaning |
|-----|--------------|
| - | AT OR ABOVE |
| + | AT OR BELOW |
| * | UNBROADCAST |
| + | BROADCAST |
| NDP | STIPENDIA PE |
| F | FIX |
| N | NO |
| L | LEFT |
| R | RIGHT |



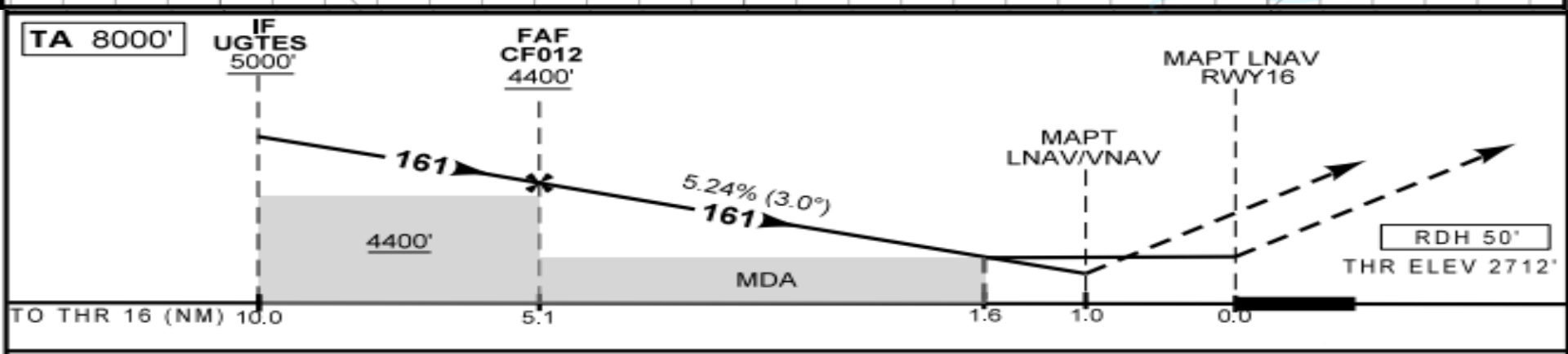
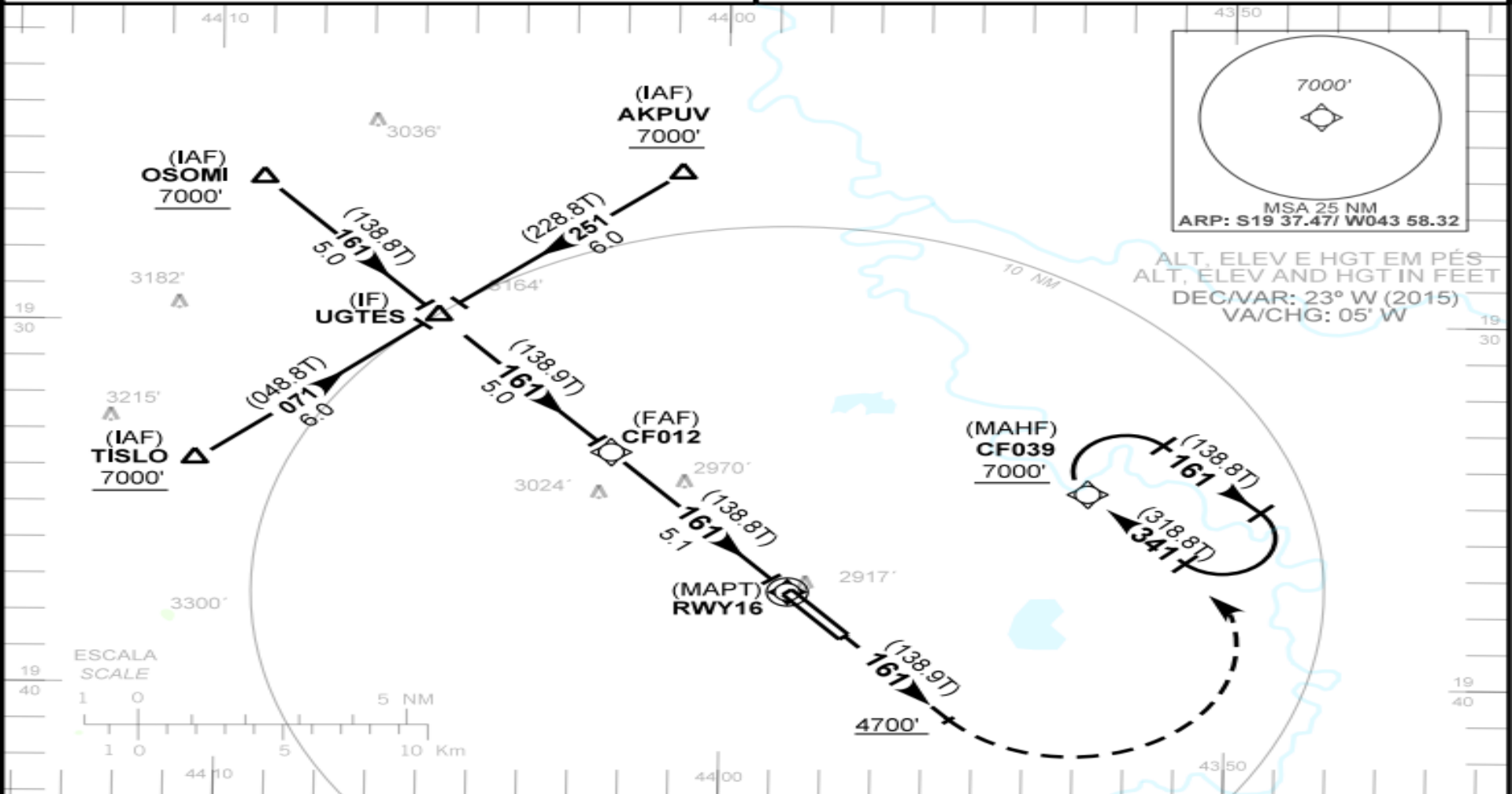
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| Identification | | Aerodrome | | | | | Chart Code | | | AIRAC AMDT | |
|------------------------|--|----------------------------------------------|--|--|--|--|------------|--|--|-----------------|--|
| IAC RNAV (GNSS) RWY 16 | | BELO HORIZONTE / Tancredo Neves, INTL (SBCF) | | | | | CF01F-03 | | | 19/15 12 NOV 15 | |

| Seq | Transition | Path Terminator | Navaid / Fix / Waypoint | Function | Flyover (Y/N) | Navaid | Course Mag (True) | Dist (NM) | Turn (L/R) | IAS (KT) | Altitude (FT) | Gradient (%) | Perform. |
|-----|------------|-----------------|-------------------------|----------|---------------|--------|-------------------|-----------|------------|----------|---------------|--------------|----------|
| 010 | Approach | IF | TISLO | IAF | N | --- | --- | --- | --- | --- | +7000 | --- | --- |
| 020 | Approach | TF | UGTES | IF | N | --- | 071 (048.8) | 6.0 | --- | --- | +5000 | --- | RNP APCH |
| 010 | Approach | IF | AKPUV | IAF | N | --- | --- | --- | --- | --- | +7000 | --- | --- |
| 020 | Approach | TF | UGTES | IF | N | --- | 251 (228.8) | 6.0 | --- | --- | +5000 | --- | RNP APCH |
| 010 | Approach | IF | OSOMI | IAF | N | --- | --- | --- | --- | --- | +7000 | --- | --- |
| 010 | Final | IF | UGTES | IF | N | --- | --- | --- | --- | --- | +5000 | --- | --- |
| 020 | Final | TF | CF012 | FAF | N | --- | 161 (138.9) | 4.9 | --- | --- | +4400 | --- | RNP APCH |
| 030 | Final | TF | RWY16 | MAPT | Y | --- | 161 (138.9) | 5.1 | --- | --- | =2762 | -5.24 | RNP APCH |
| 010 | Missed Ap. | CA | --- | --- | N | --- | 161 (138.9) | --- | --- | --- | +4700 | --- | RNP APCH |
| 020 | Missed Ap. | DF | CF039 | MAHF | N | --- | --- | --- | L | --- | +7000 | --- | RNP APCH |
| 030 | Missed Ap. | HM | CF039 | MAHF | N | --- | 341 (318.39) | --- | R | --- | +7000 | --- | RNP APCH |

| IDENT | Latitude / Longitude (WGS84) DD:MM:SS.SS |
|-------|------------------------------------------|
| TISLO | S 19:33:49.20W 44:10:27.00 |
| UGTES | S 19:29:50.96W 44:05:40.07 |
| OSOMI | S 19:26:04.45W 44:09:08.98 |
| CF012 | S 19:33:35.71W 44:02:13.06 |
| RWY16 | S 19:37:24.60W 43:58:41.42 |
| CF039 | S 19:34:39.75W 43:52:46.72 |
| AKPUV | S 19:25:53.22W 44:00:53.13 |

| COD | Meaning |
|-----|--------------|
| + | AT OR ABOVE |
| - | AT OR BELOW |
| = | MANDATORY |
| | RECOMMENDED |
| SDF | STEPDOWN FIX |
| Y | YES |
| N | NO |
| L | LEFT |
| R | RIGHT |



| Identification | Aerodrome | Chart Code | AIRAC AMDT |
|-----------------------------|----------------------------------------------|------------|-----------------|
| STAR RNAV EPDIM 1A - RWY 16 | BELO HORIZONTE / Tancredo Neves, INTL (SBCF) | CF01K-04 | 19/15 12 NOV 15 |

| Seq | Transition | Path | Navaid / | Type / | Flyover | Navaid | Course | Dist | Turn | IAS | Altitude | Gradient | Perform. |
|--------------------|------------|------|----------|--------|---------|--------|--------------|------|------|------|------------------|----------|---------------------|
| TRANS TEMIT | | | | | | | | | | | | | |
| 010 | Enroute | IF | TEMIT | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | VULOM | --- | N | --- | 186 (163.3T) | 86.4 | --- | --- | --- | --- | RNAV 1 (ou/or) RNP1 |
| 030 | Enroute | TF | CF032 | --- | N | --- | 185 (162.4T) | 15.9 | L | --- | -20000 | --- | RNAV 1 (ou/or) RNP1 |
| 040 | Enroute | TF | EPDIM | --- | N | --- | 185 (162.4T) | 12.3 | --- | --- | --- | --- | RNAV 1 (ou/or) RNP1 |
| TRANS NITMI | | | | | | | | | | | | | |
| 010 | Enroute | IF | NITMI | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | VULOM | --- | N | --- | 194 (170.9T) | 79.6 | --- | --- | --- | --- | RNAV 1 (ou/or) RNP1 |
| 030 | Enroute | TF | CF032 | --- | N | --- | 185 (162.4T) | 15.9 | L | --- | -20000 | --- | RNAV 1 (ou/or) RNP1 |
| 040 | Enroute | TF | EPDIM | --- | N | --- | 185 (162.4T) | 12.3 | --- | --- | --- | --- | RNAV 1 (ou/or) RNP1 |
| TRANS OPVUK | | | | | | | | | | | | | |
| 010 | Enroute | IF | OPVUK | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | EPDIM | --- | N | --- | 241 (218.4T) | 38.0 | --- | --- | -24000 | --- | RNAV 1 (ou/or) RNP1 |
| TRANS POSMU | | | | | | | | | | | | | |
| 010 | Enroute | IF | POSMU | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | OPLUT | --- | N | --- | 280 (256.6T) | 26.6 | --- | --- | --- | --- | RNAV 1 (ou/or) RNP1 |
| 030 | Enroute | TF | SALVI | --- | N | --- | 286 (263.5T) | 24.8 | R | --- | -26000 +20000 | --- | RNAV 1 (ou/or) RNP1 |
| 040 | Enroute | TF | EPDIM | --- | N | --- | 288 (264.9T) | 8.4 | R | --- | -24000 | --- | RNAV 1 (ou/or) RNP1 |
| TRANS OPLUT | | | | | | | | | | | | | |
| 010 | Enroute | IF | OPLUT | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | SALVI | --- | N | --- | 286 (263.5T) | 24.8 | --- | --- | -26000 +20000 | --- | RNAV 1 (ou/or) RNP1 |
| 030 | Enroute | TF | EPDIM | --- | N | --- | 288 (264.9T) | 8.4 | R | --- | -24000 | --- | RNAV 1 (ou/or) RNP1 |
| TRANS SALVI | | | | | | | | | | | | | |
| 010 | Enroute | IF | SALVI | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | TF | EPDIM | --- | N | --- | 288 (264.9T) | 8.4 | --- | --- | -24000 | --- | RNAV 1 (ou/or) RNP1 |
| RWY 16 | | | | | | | | | | | | | |
| 010 | Common | IF | EPDIM | --- | N | --- | --- | --- | --- | --- | -24000 | --- | RNAV 1 (ou/or) RNP1 |
| 020 | Common | TF | NISTI | --- | N | --- | 241 (218.4T) | 10.9 | --- | --- | +15000 | --- | RNAV 1 (ou/or) RNP1 |
| 030 | Common | TF | CF032 | --- | N | --- | 185 (162.4T) | 15.9 | L | --- | -20000 -9000 | --- | RNAV 1 (ou/or) RNP1 |
| 040 | Common | TF | AKPUV | IAF | N | --- | 249 (226.7T) | 15.0 | --- | -210 | -9000 +7000 | --- | RNAV 1 (ou/or) RNP1 |
| 050 | Common | FM | --- | --- | N | --- | 340 () | --- | R | -210 | -9000 | --- | RNAV 1 (ou/or) RNP1 |

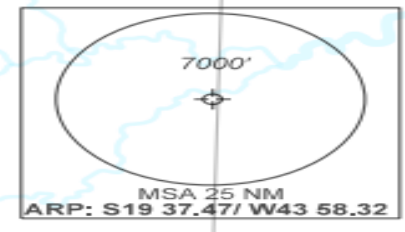
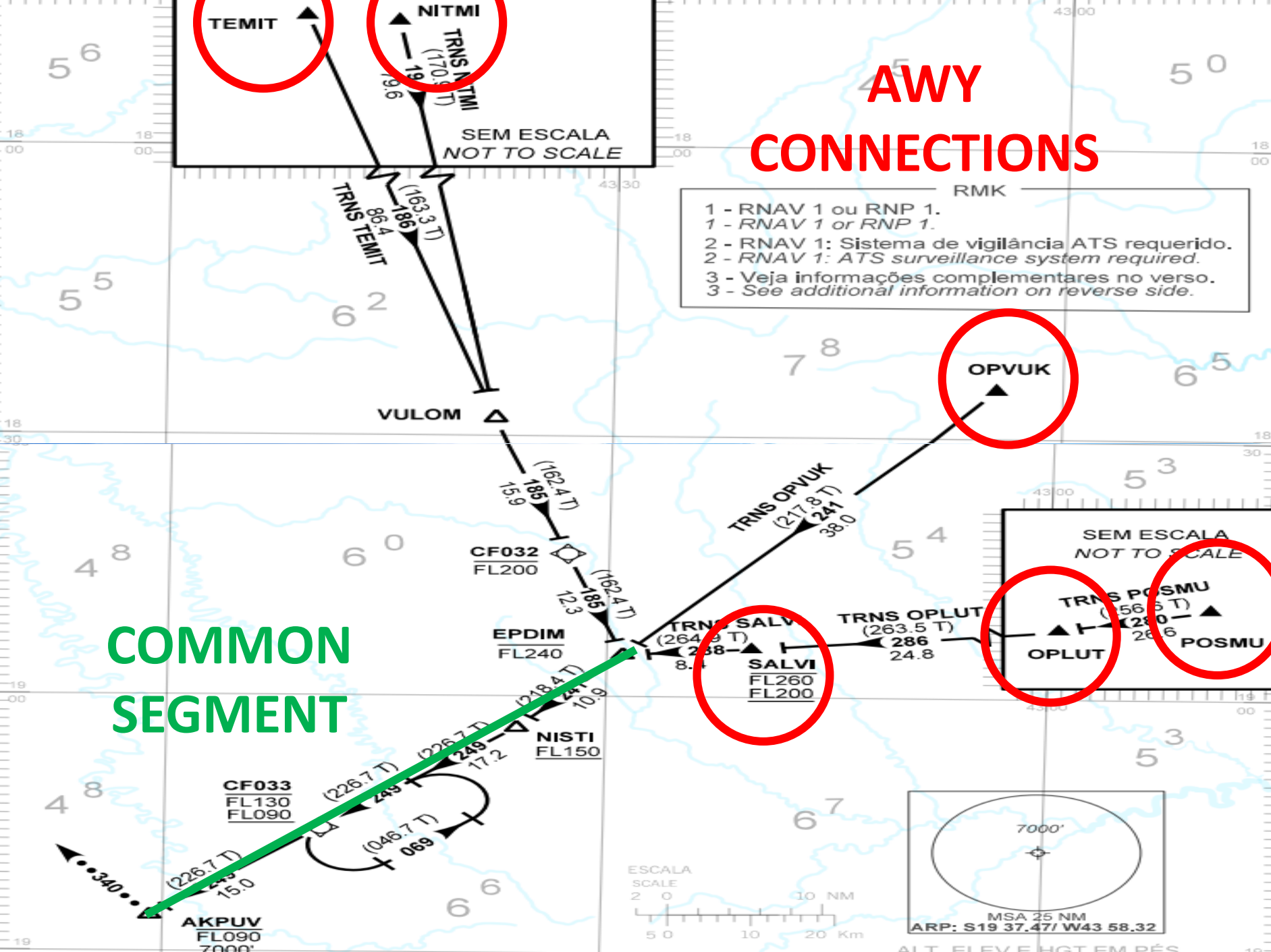
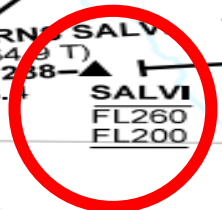
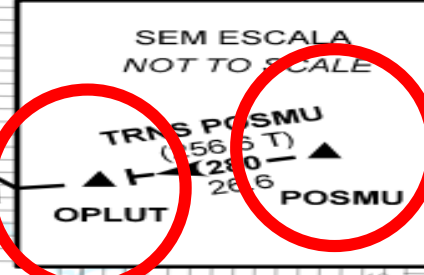
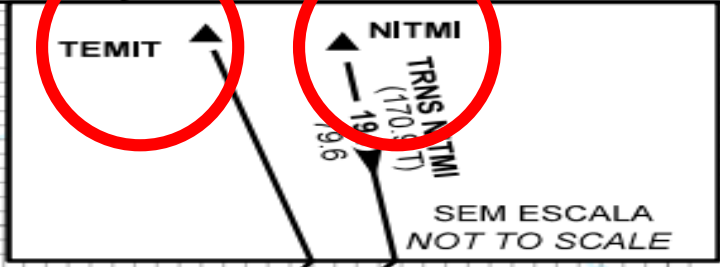
AWAY CONNECTIONS

COMMON SEGMENT

AWY CONNECTIONS

- 1 - RNAV 1 ou RNP 1.
1 - RNAV 1 or RNP 1.
- 2 - RNAV 1: Sistema de vigilância ATS requerido.
2 - RNAV 1: ATS surveillance system required.
- 3 - Veja informações complementares no verso.
3 - See additional information on reverse side.

COMMON SEGMENT



```
graph LR; A[SUPPLEMENTARY INFORMATION] --> B[TAB COD]; A --> C[TAB ESP];
```

SUPPLEMENTARY
INFORMATION

TAB COD

TAB ESP



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CODING TABLE

TAB COD

SPECIAL PARAMETERS TABLE

TAB ESP



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WHATS IS A SPECIAL PROCEDURE?

Air navigation procedures for which criteria or parameters **other than those contained in the reference guides** or recommended by ICAO have been used, or that have a structure or profile that is difficult to execute and which are therefore subject to **stricter operational approval** procedure to ensure that the adequate levels of safety are met.

PE = SPECIAL PROCEDURE

Cartas

Cartas Aeronáuticas

Aeródromos/TMA Rotas Visuais **Procedimentos Especiais**

Indicadores de Localidade

SBRJ

Até 5 indicadores de localidade padrão ICAO separados por vírgula
Não sabe o Indicador de Localidade? [Clique aqui](#)

Tipo de Carta

IAC (Carta de aproximação) **OK**

AIRAC
[Checklist Tempo Real](#)
[Inserir/Destruir](#)
[Páginas Iniciais](#)

Emendas futuras disponíveis: [14.09.2017] [12.10.2017]

15 resultados

Faça do download de mais de uma carta por vez clicando nos checkbox e pressionando o botão "Fazer download das cartas selecionadas" no fim da listagem.

| <input type="checkbox"/> | Localidade | Tipo | Carta | ICP | Emenda | |
|--------------------------|------------|------|----------------------------------------|-------|------------|---------------------------------------------------------------------------------------|
| <input type="checkbox"/> | SBRJ | IAC | RNAV (RNP) X RWY20L PE 279Kb | RJ01G | 28.05.2015 |  |
| <input type="checkbox"/> | SBRJ | IAC | RNAV (GNSS) Y RWY02R 471Kb | | | |
| <input type="checkbox"/> | SBRJ | IAC | RNAV (GNSS) Y RWY20L 587Kb | | | |

Carta

RNAV (RNP) X RWY20L PE
279Kb

SPECIAL PROCEDURES LIST

Cartas

Cartas Aeronáuticas

Aeródromos/TMA

Rotas

Visuais

Procedimentos Especiais

Tabela de Procedimentos Especiais

Os procedimentos de navegação aérea listados abaixo são considerados “Procedimentos Especiais” e requerem um processo de aprovação operacional mais rigoroso, por parte da ANAC, a fim de garantir que os níveis adequados de segurança sejam atendidos.

| Aeródromo | Tipo | Carta | Identificação |
|-----------|------|--------------------------|---------------|
| SBRJ | IAC | RNAV (RNP) X RWY20L | RJ01G |
| SBRJ | IAC | RNAV (RNP) W RWY20L | RJ01H |
| SBRJ | IAC | RNAV (RNP) W RWY 02R | RJ01E |
| SBRJ | IAC | RNAV (RNP) X RWY02R | RJ01F |
| SBRJ | IAC | IAC RNAV (RNP) T RWY 02R | RJ02C |



EXAMPLE

SPECIAL PROCEDURE

INITIAL APPROACH SEGMENT

| Track | Bank Angle(°) | | TWC (KT) | | IAS (KT) | | Dfrop (NM) | | TrD (NM) | | Gradient (%) | | RNP (NM) | | TP Altitude (FT) | |
|-------|---------------|-----|----------|-----|----------|-----|------------|-----|----------|-----|--------------|-----|----------|-----|------------------|-----|
| | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD |
| | | | | | | | | | | | | | | | | |

ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS

INTERMEDIATE APPROACH SEGMENT

| Track | Bank Angle(°) | | TWC (KT) | | IAS (KT) | | Dfrop (NM) | | TrD (NM) | | Gradient (%) | | RNP (NM) | | TP Altitude (FT) | |
|-------|---------------|-----|----------|-----|----------|-----|------------|-----|----------|-----|--------------|-----|----------|-----|------------------|-----|
| | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD |
| | | | | | | | | | | | | | | | | |

ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS

FINAL APPROACH SEGMENT

| Track | Bank Angle(°) | | TWC (KT) | | IAS (KT) | | Dfrop (NM) | | TrD (NM) | | Gradient (%) | | RNP (NM) | | TP Altitude (FT) | |
|-------------|---------------|-------|----------|-----|----------|-----|------------|------|----------|-----|--------------|------|----------|-----|------------------|-----|
| | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD |
| RJ241-RJ911 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | 5.07 | 5.24 | --- | --- | --- | --- |
| RJ911-RJ906 | 22 | 18/20 | 12 | 50 | --- | --- | --- | --- | --- | --- | 5.07 | 5.24 | --- | --- | --- | --- |
| RJ906-RW20L | --- | --- | --- | --- | --- | --- | 1.0 | 3.18 | --- | --- | 5.07 | 5.24 | --- | --- | 296 | 492 |

EXAMPLE

| FINAL APPROACH SEGMENT | | | | | | | | | | |
|------------------------|---------------|-------|----------|-----|----------|-----|------------|------|----------|-----|
| Track | Bank Angle(°) | | TWC (KT) | | IAS (KT) | | Dfrop (NM) | | TrD (NM) | |
| | Used | STD | Used | STD | Used | STD | Used | STD | Used | STD |
| RJ241-RJ911 | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| RJ911-RJ906 | 22 | 18/20 | 12 | 50 | --- | --- | --- | --- | --- | --- |
| RJ906-RW20L | --- | --- | --- | --- | --- | --- | 1.0 | 3.18 | --- | --- |



DETAILED EXPLANATION

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AIC 14/17



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QUESTIONS?
andremas@decea.gov.br

THANK YOU
ANDRE



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