DEPARTURE (SBRF -> GGOV): SBRF (Guararapes - Gilberto Freyre,)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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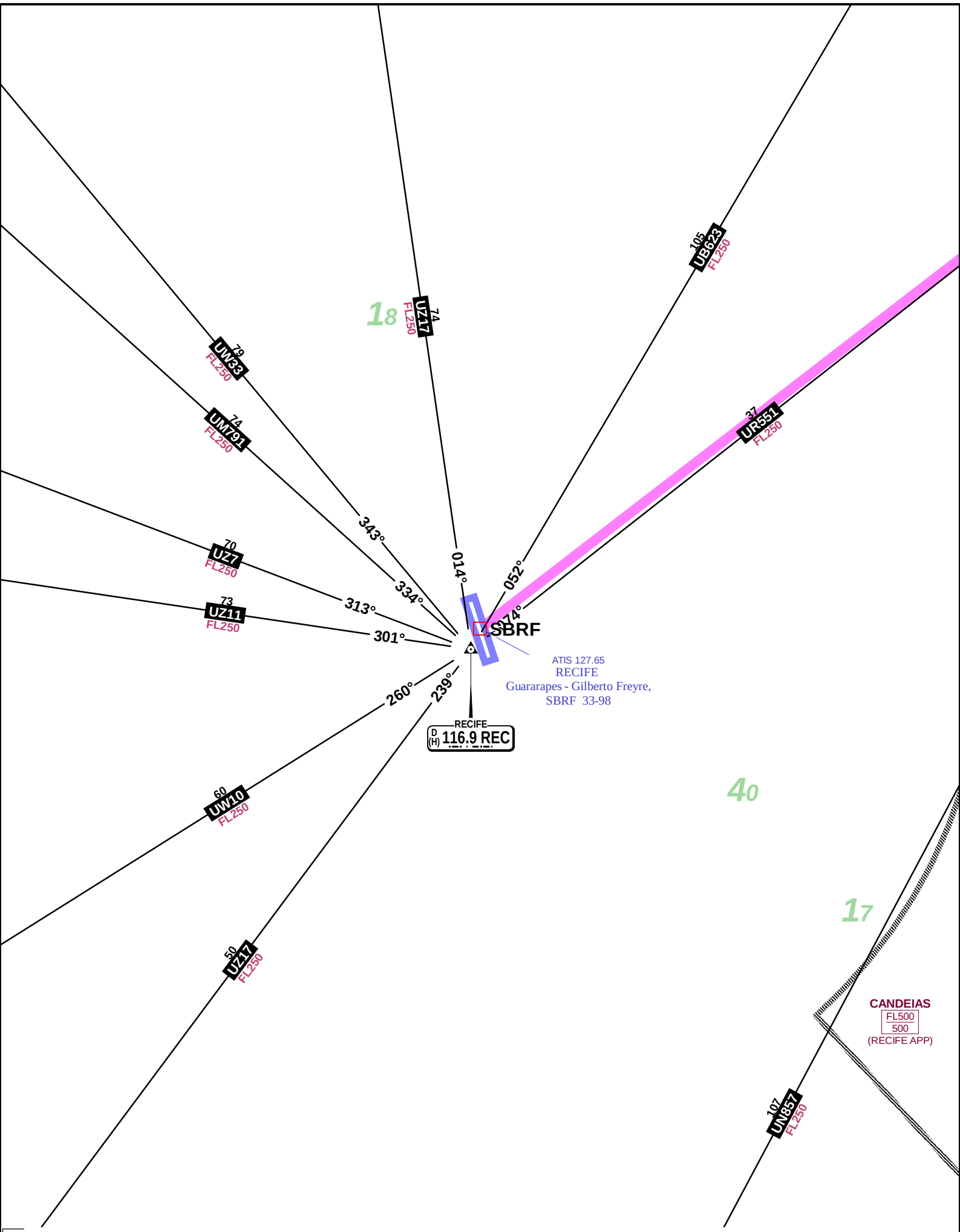
JeppView 3.6.2.0



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NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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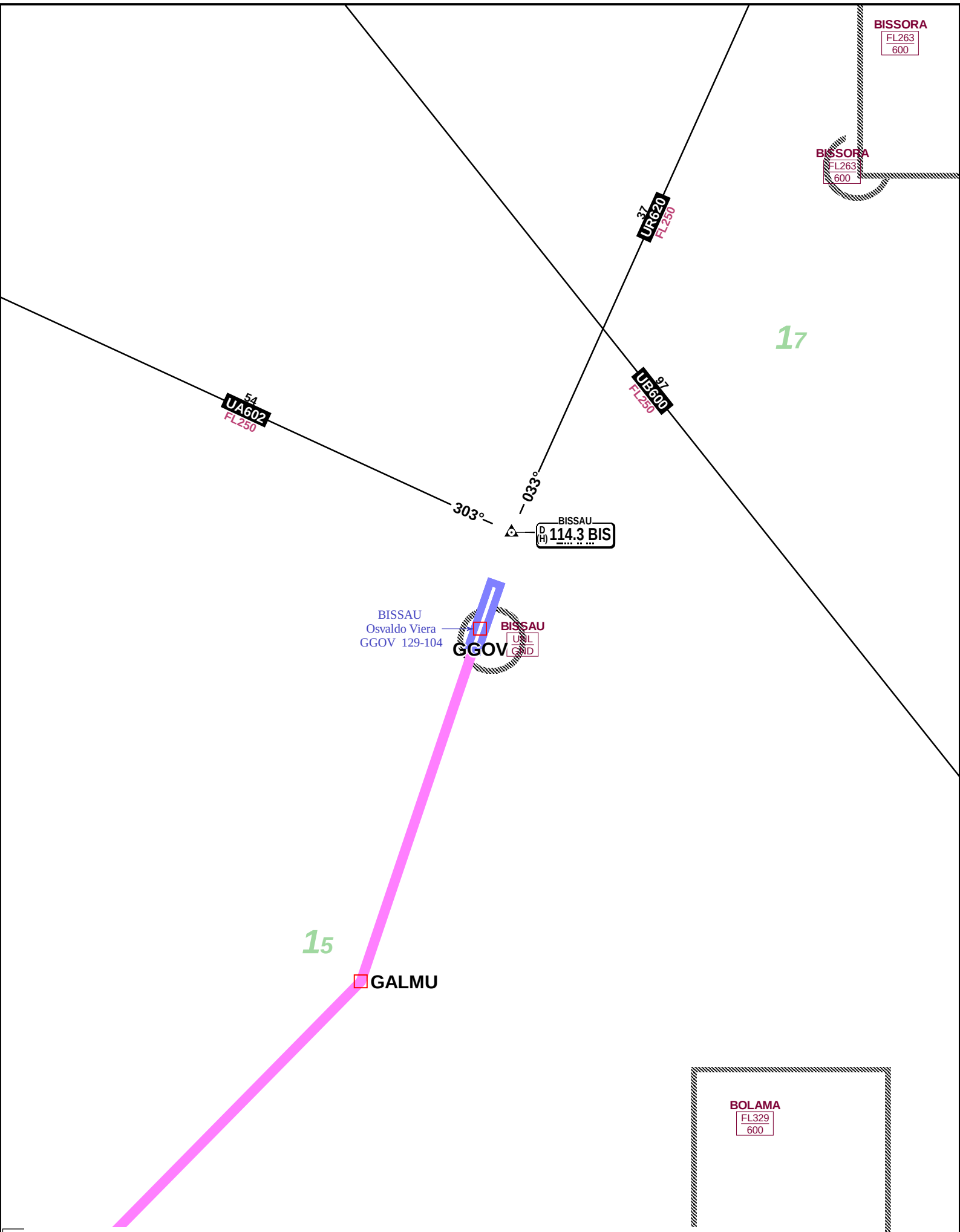

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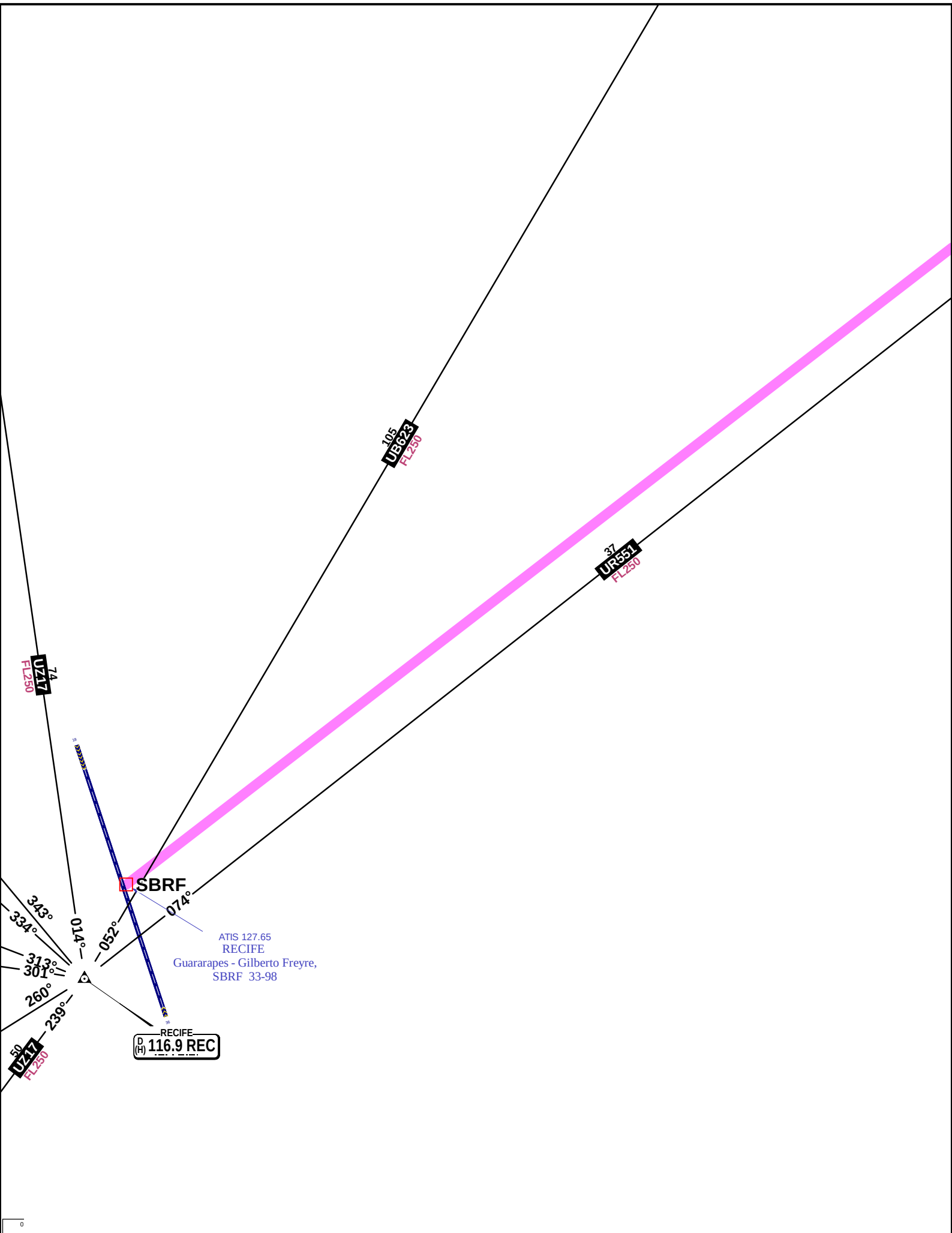

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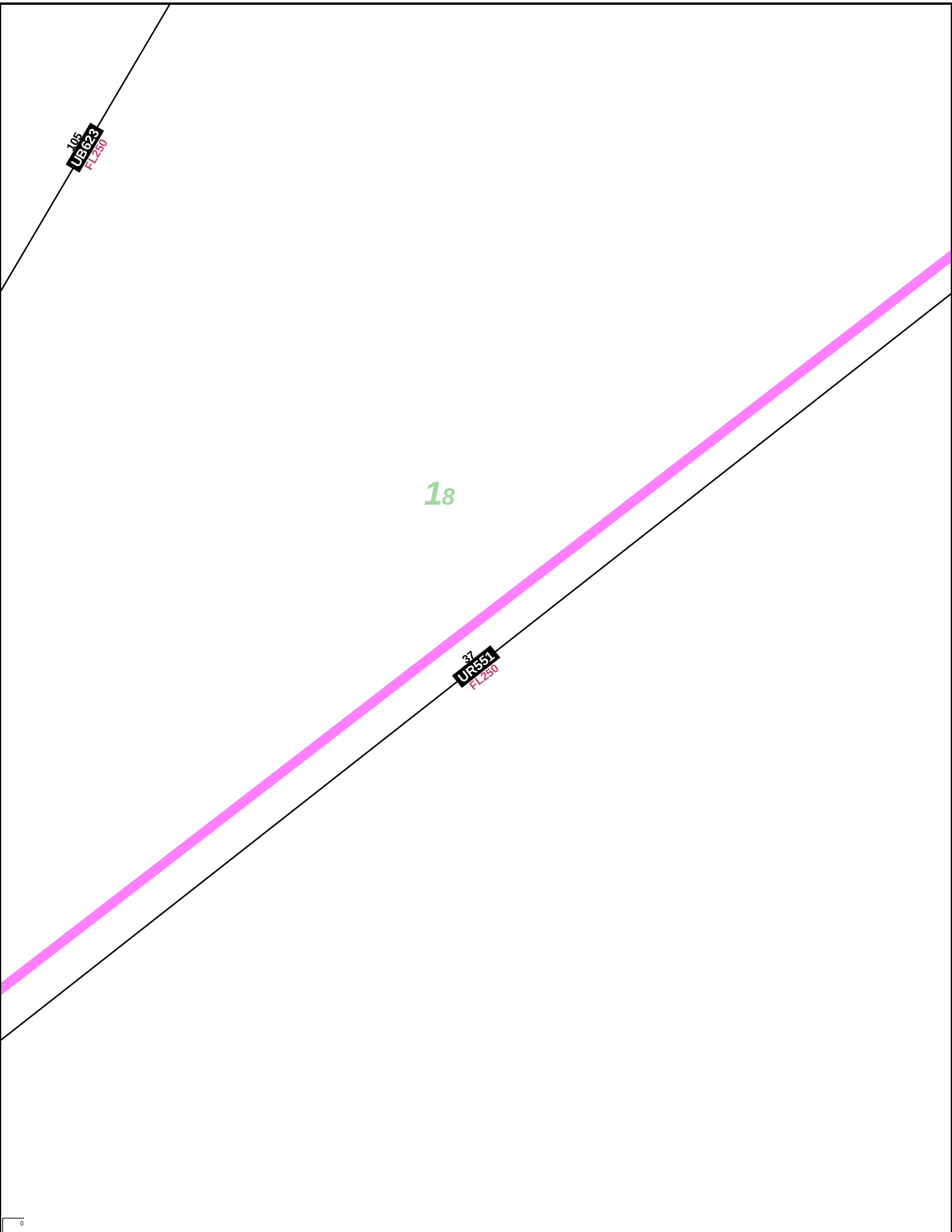

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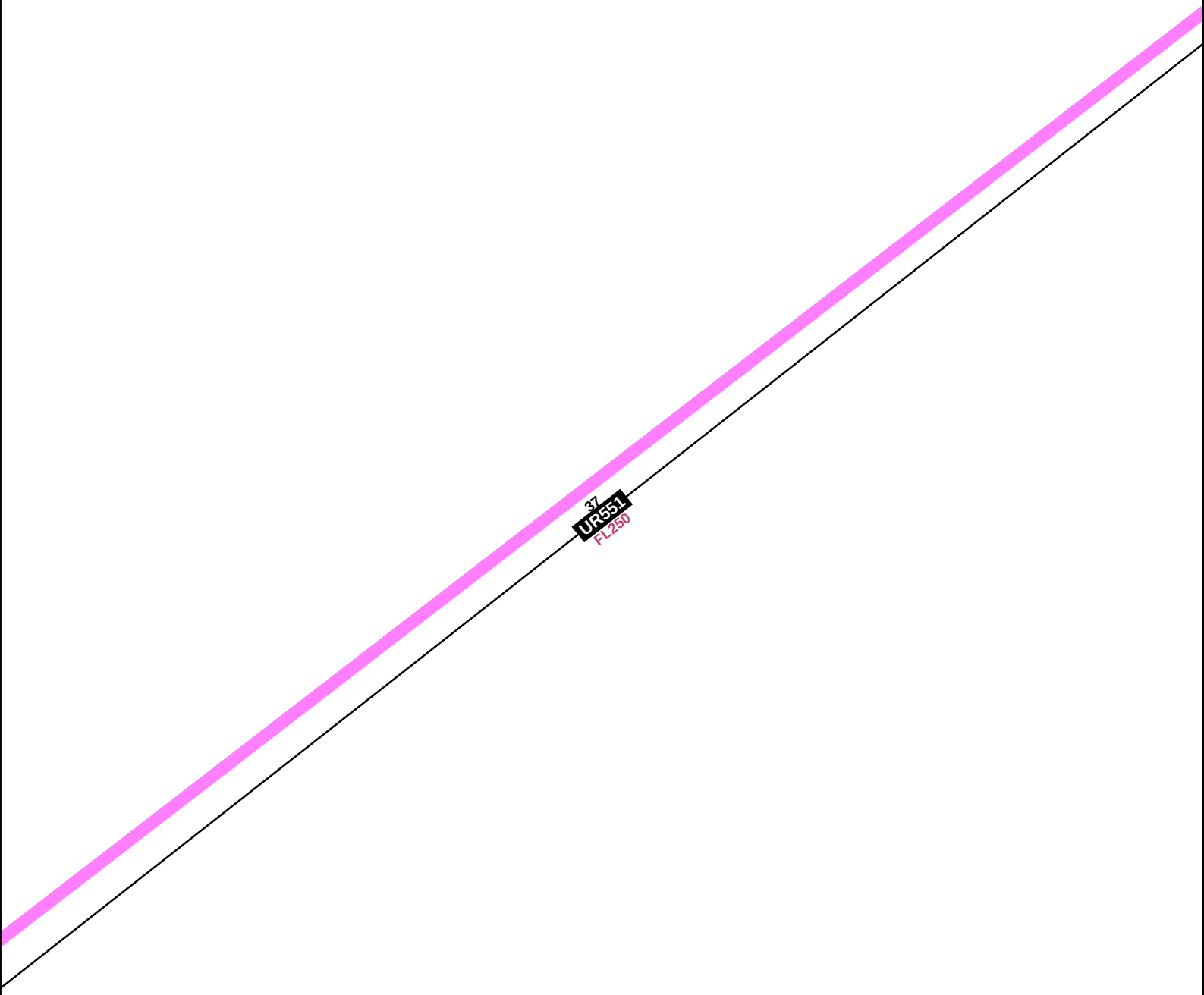

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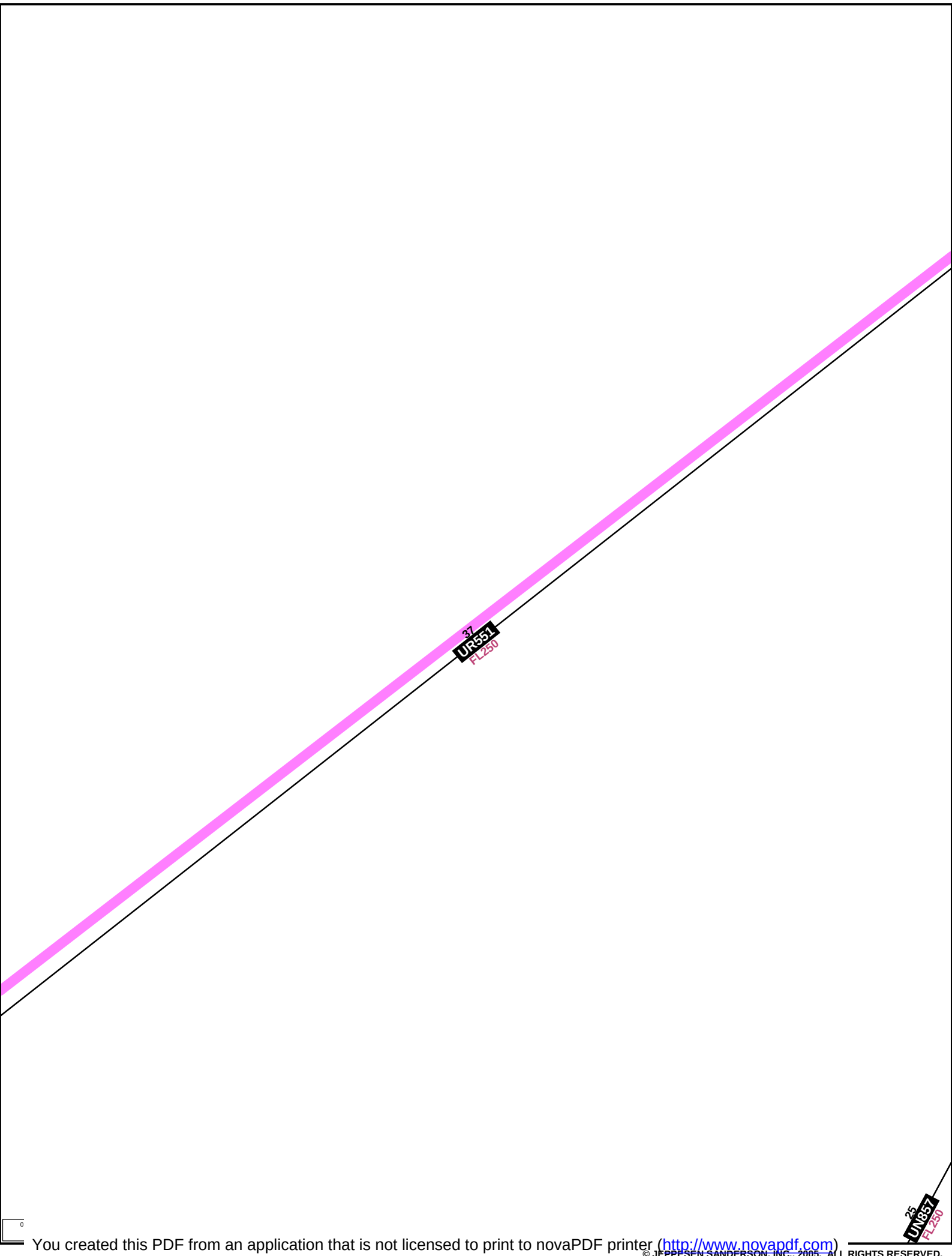

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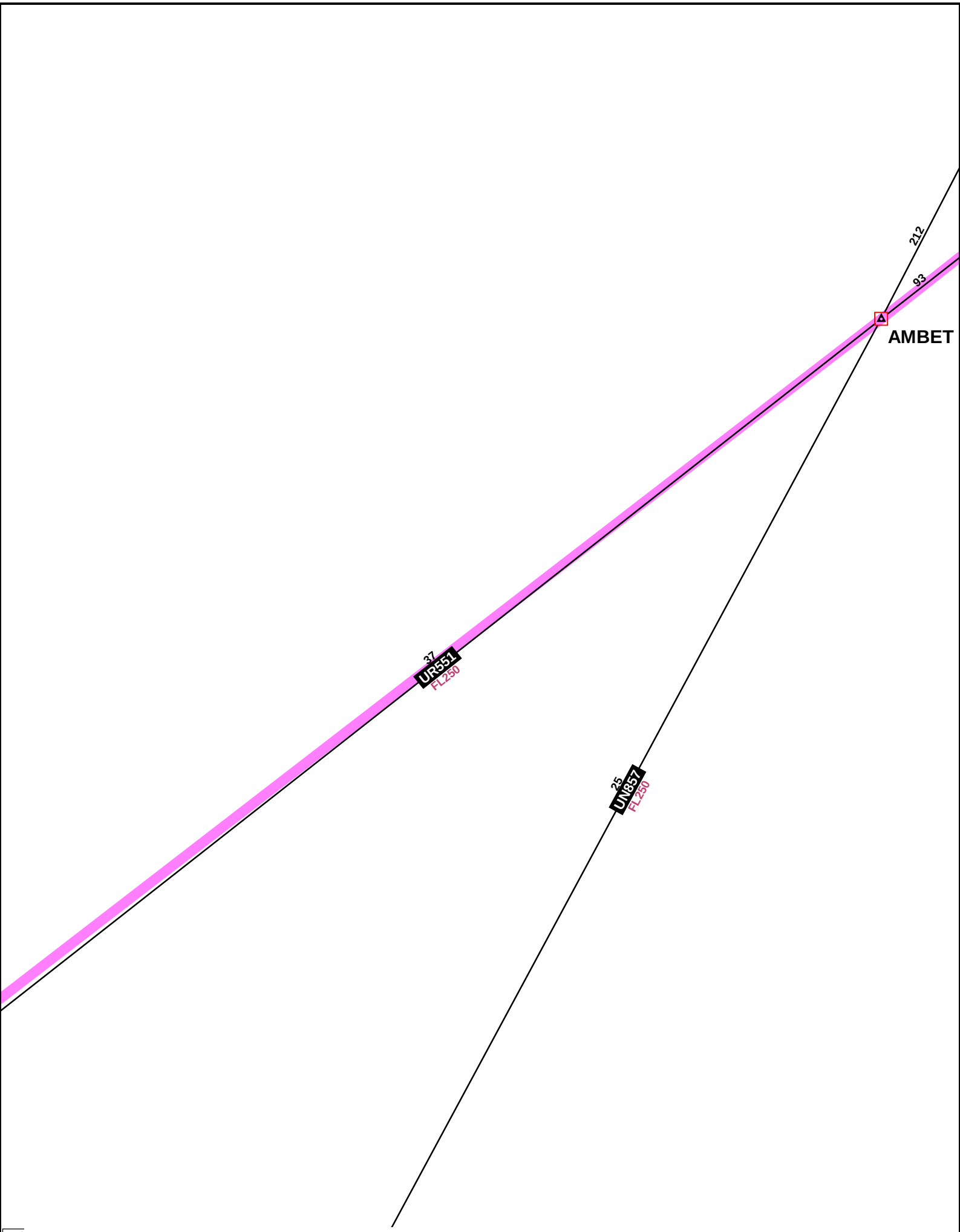

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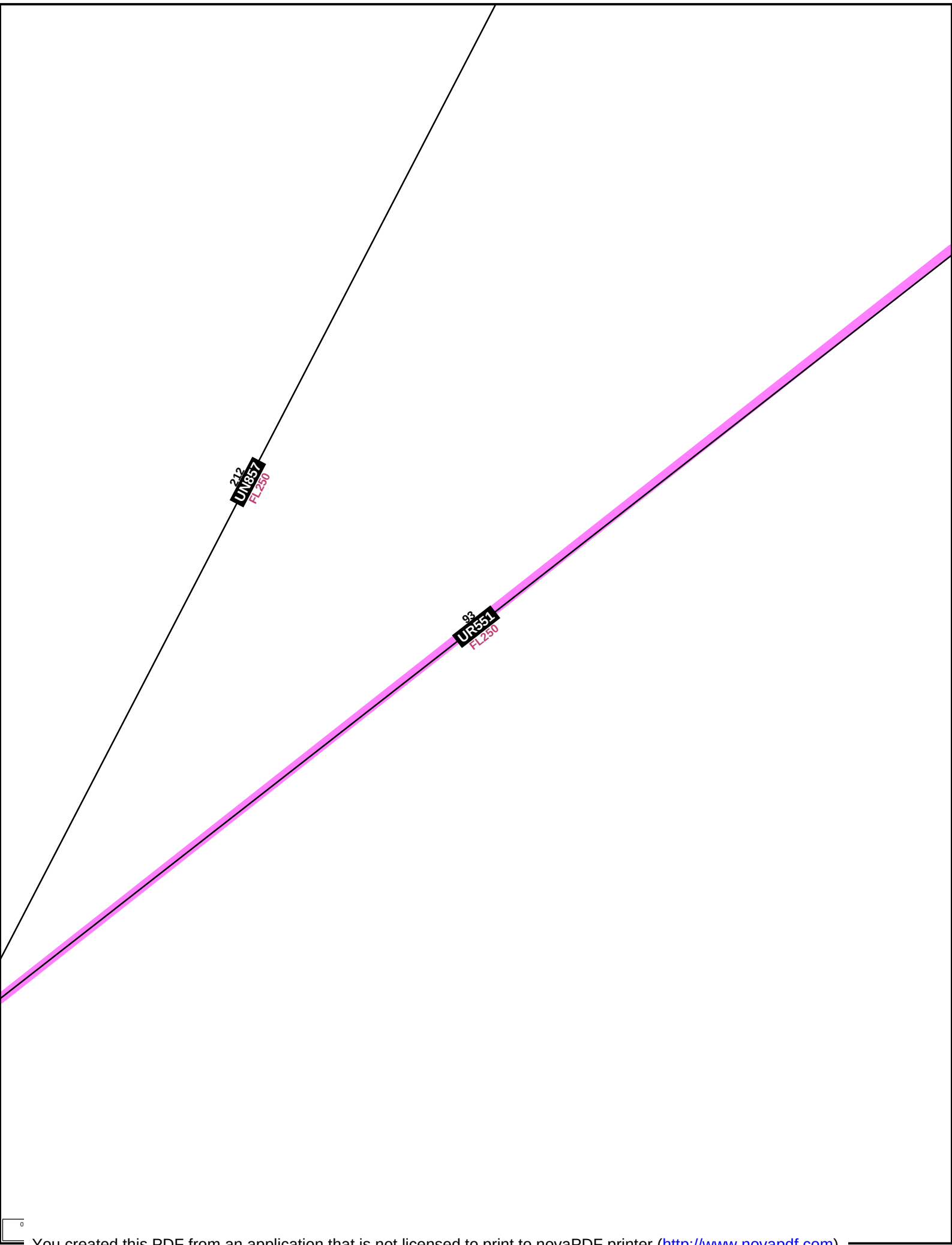

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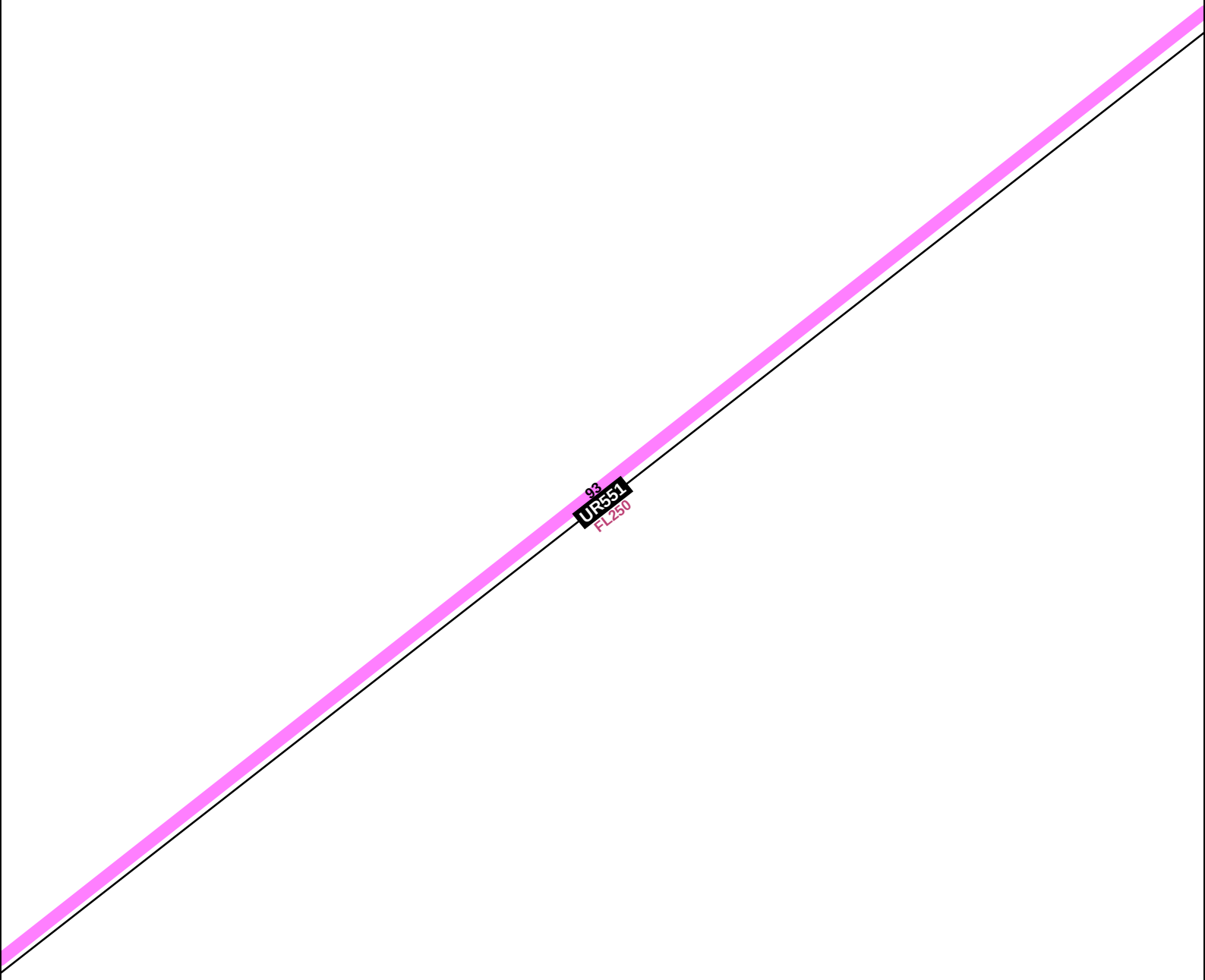

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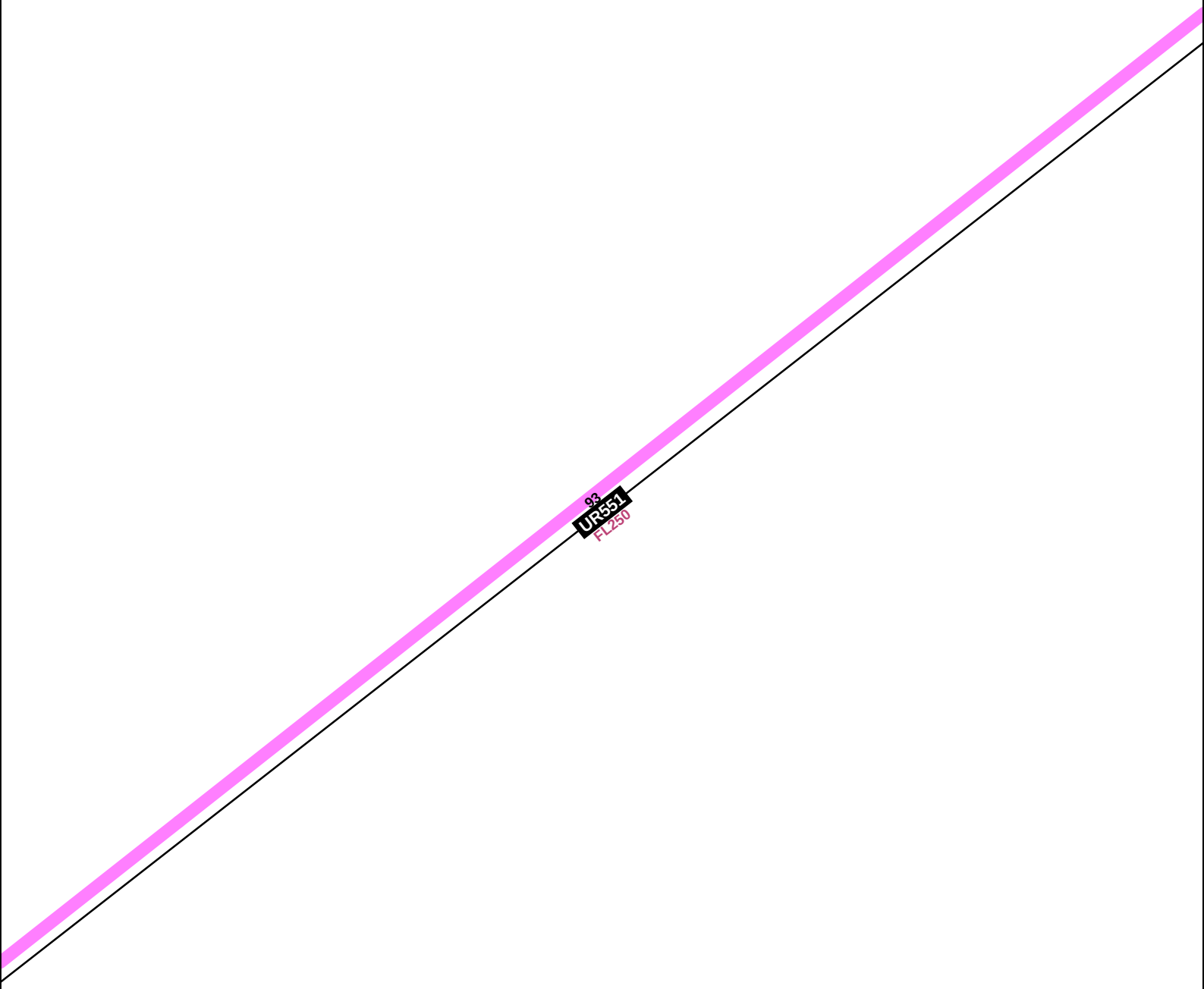

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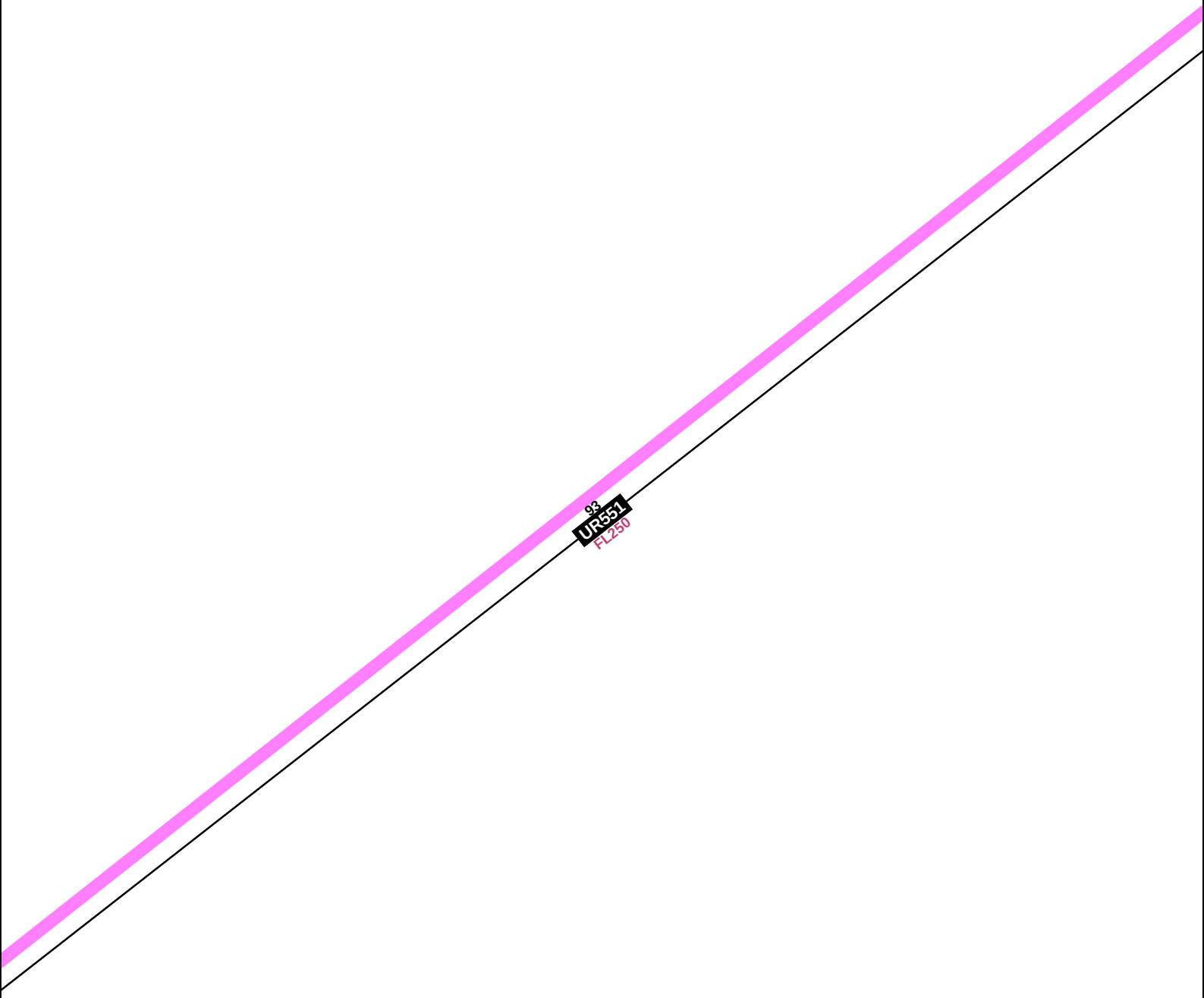

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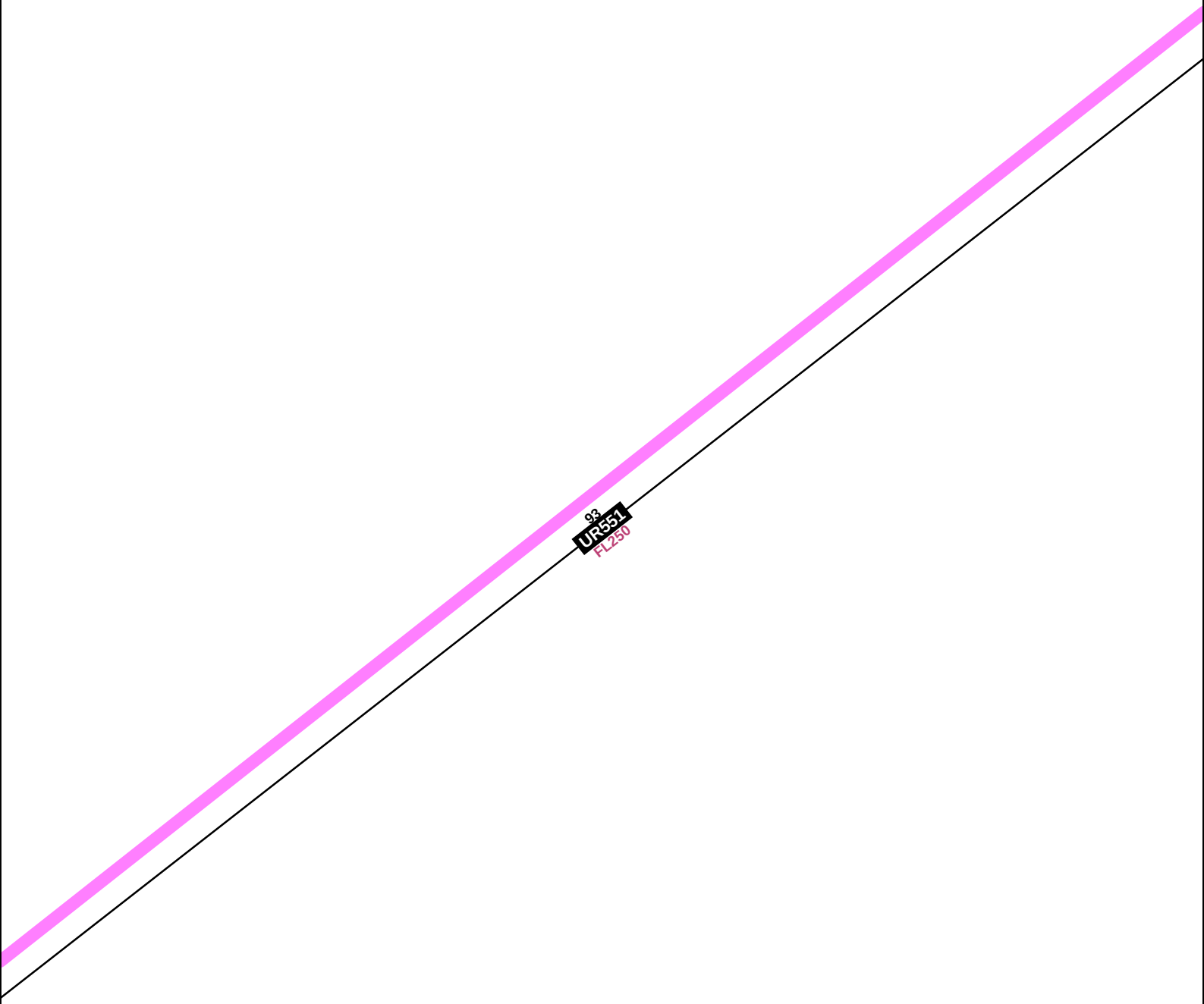

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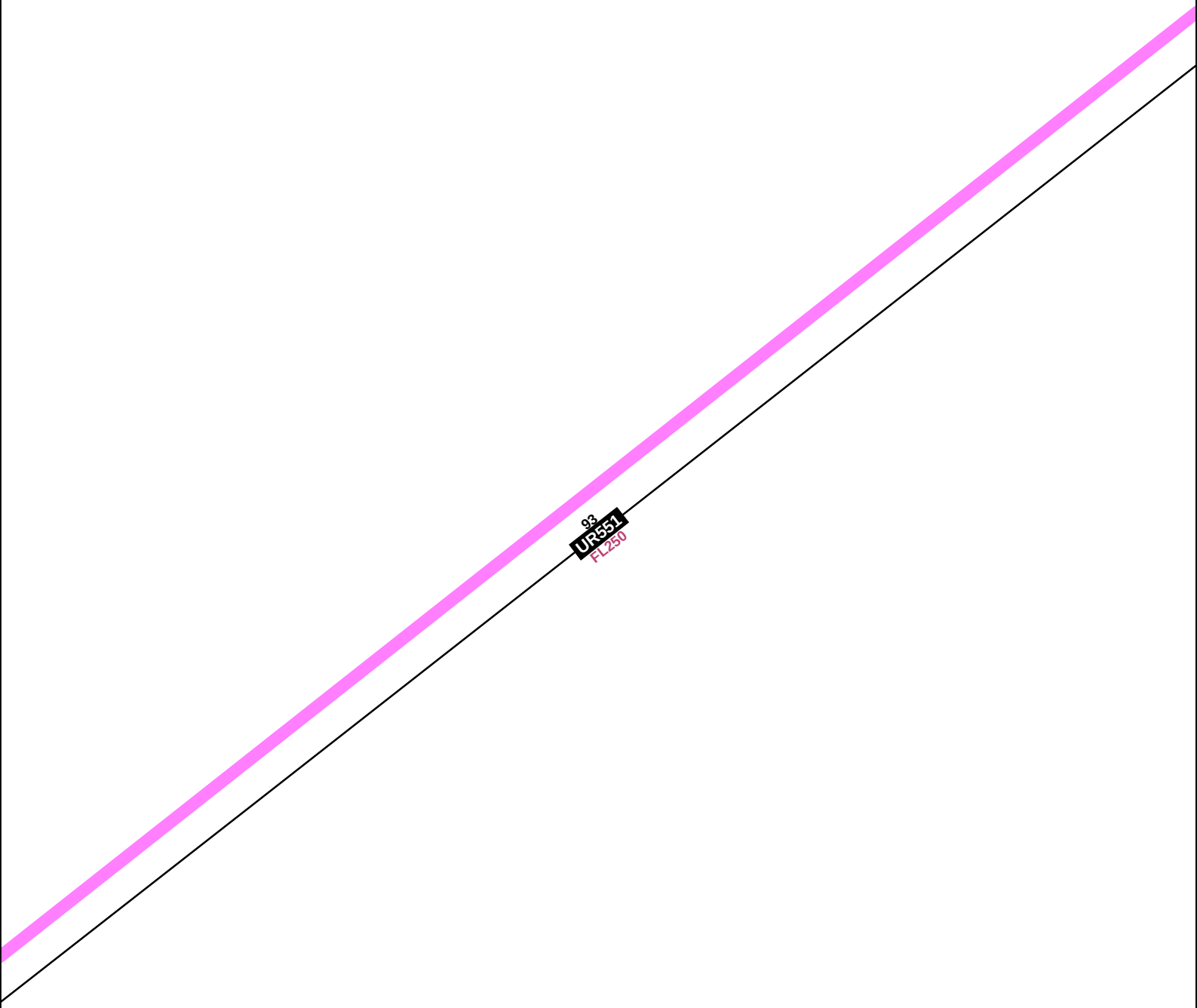

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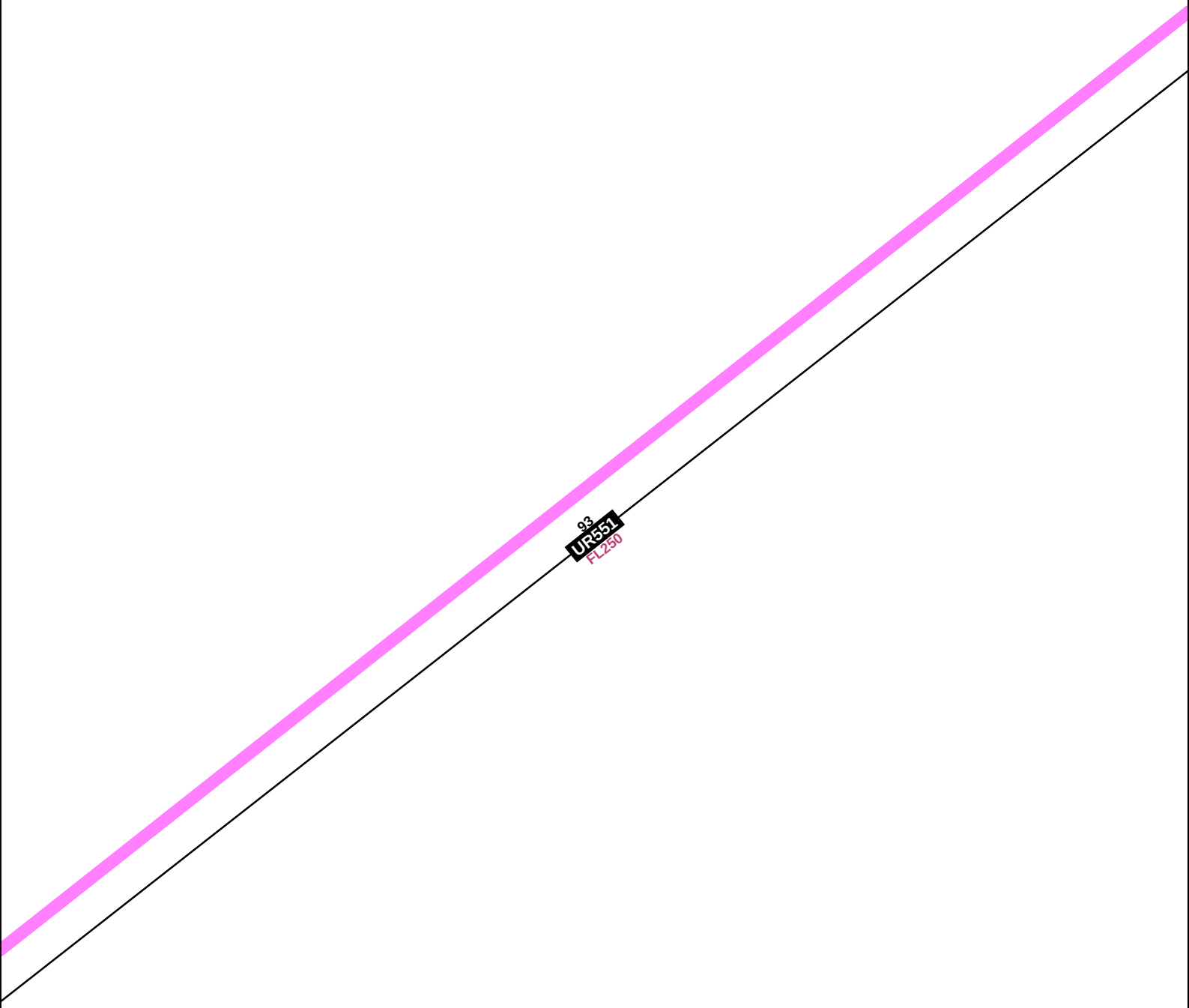

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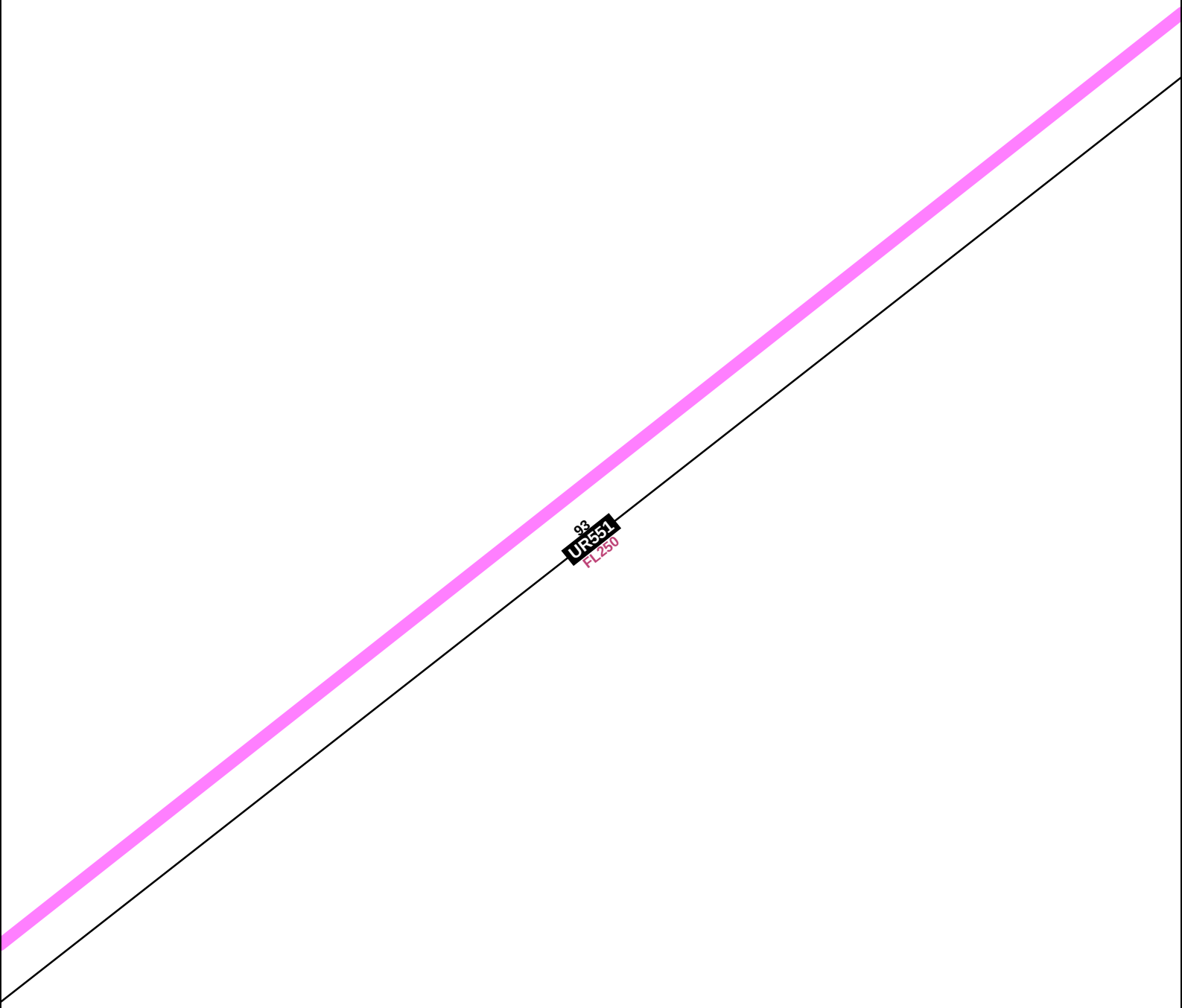

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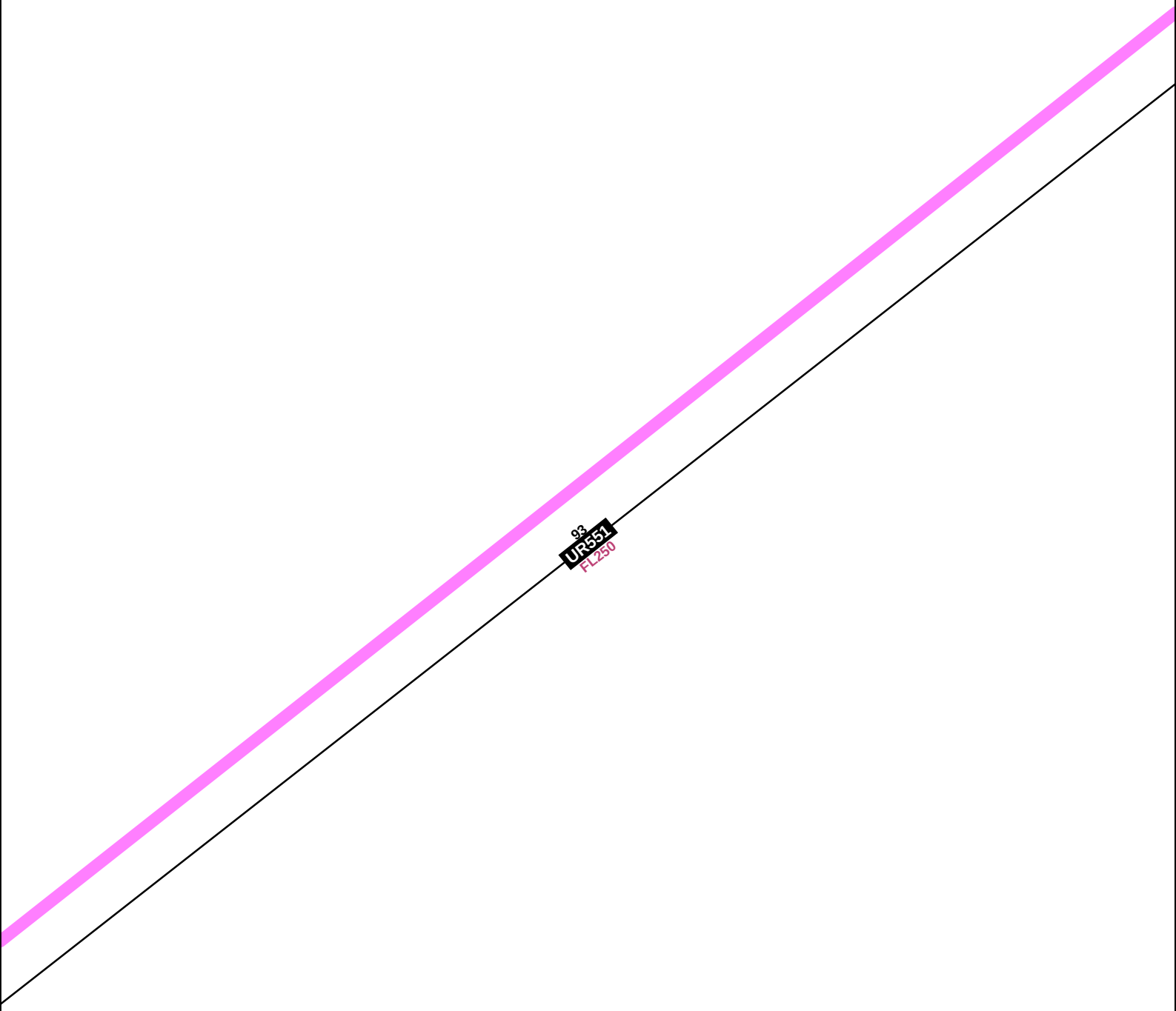

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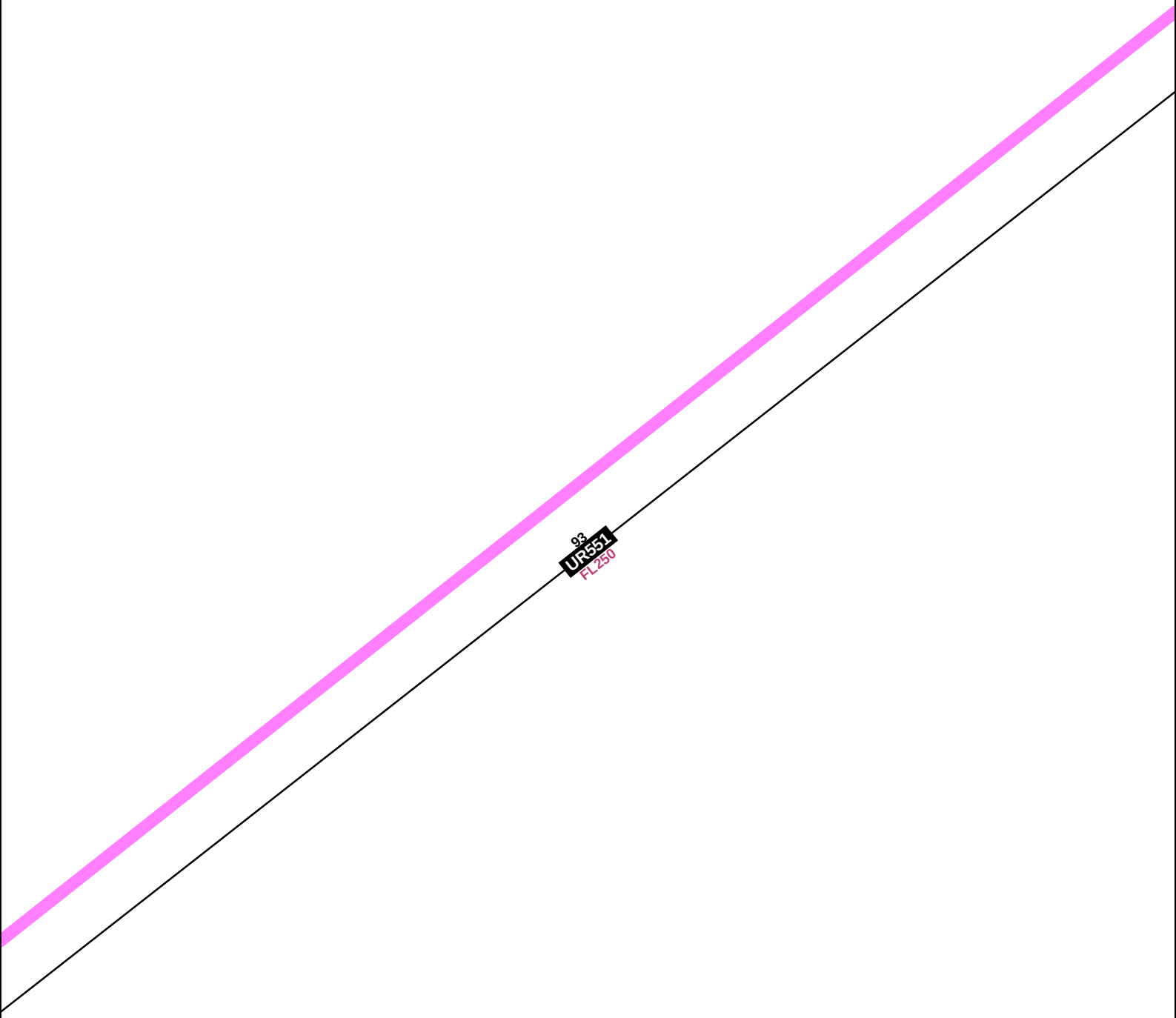

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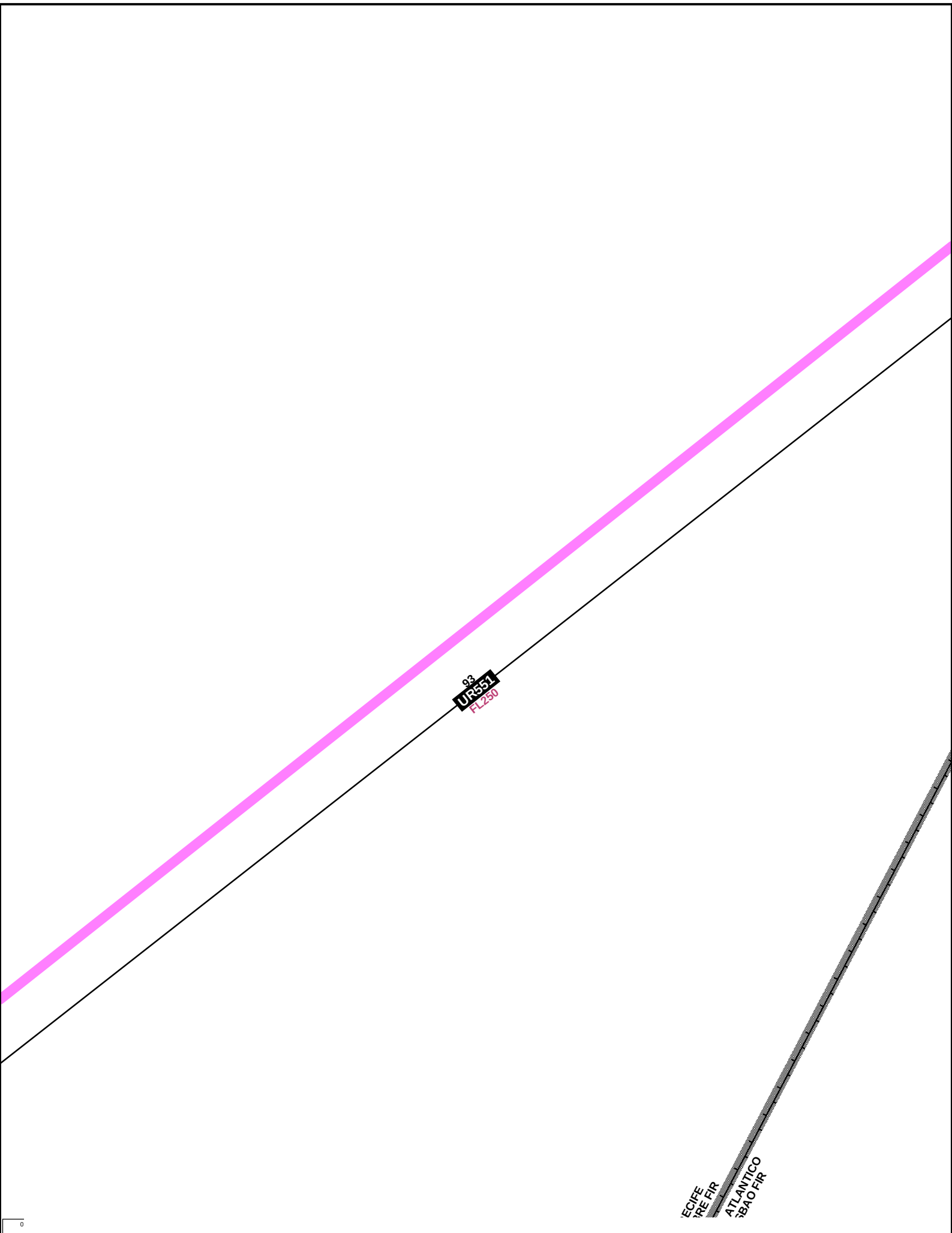

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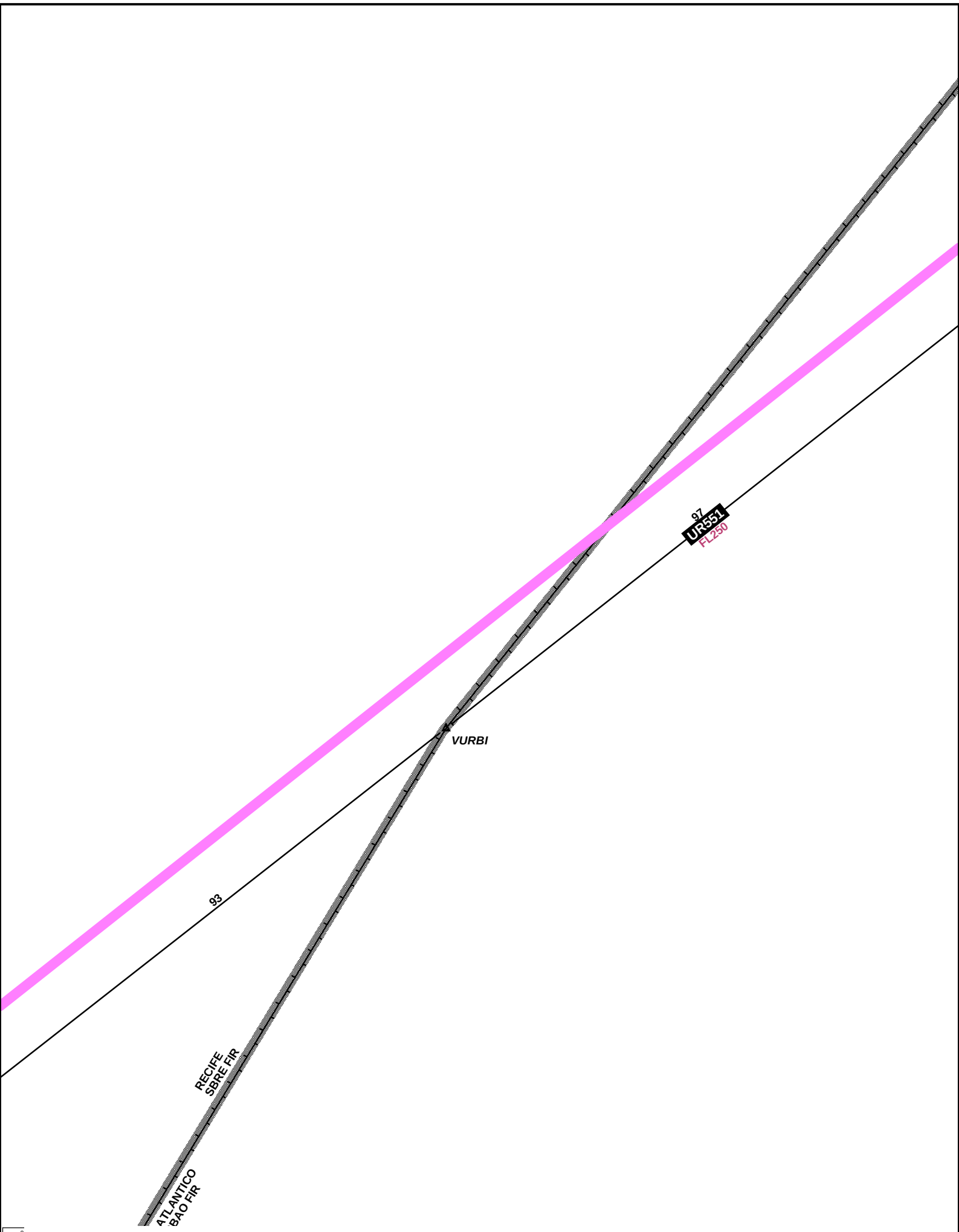

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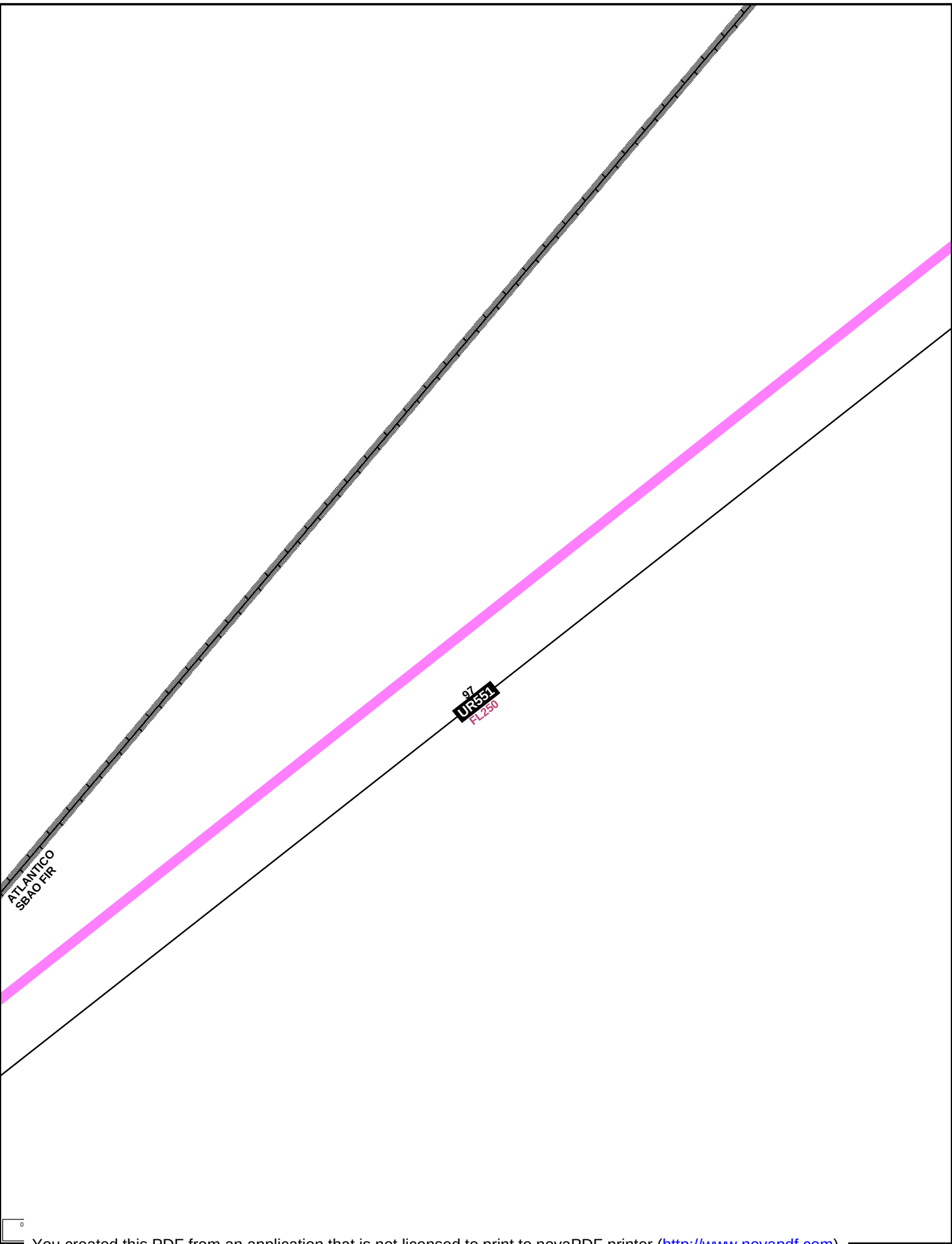

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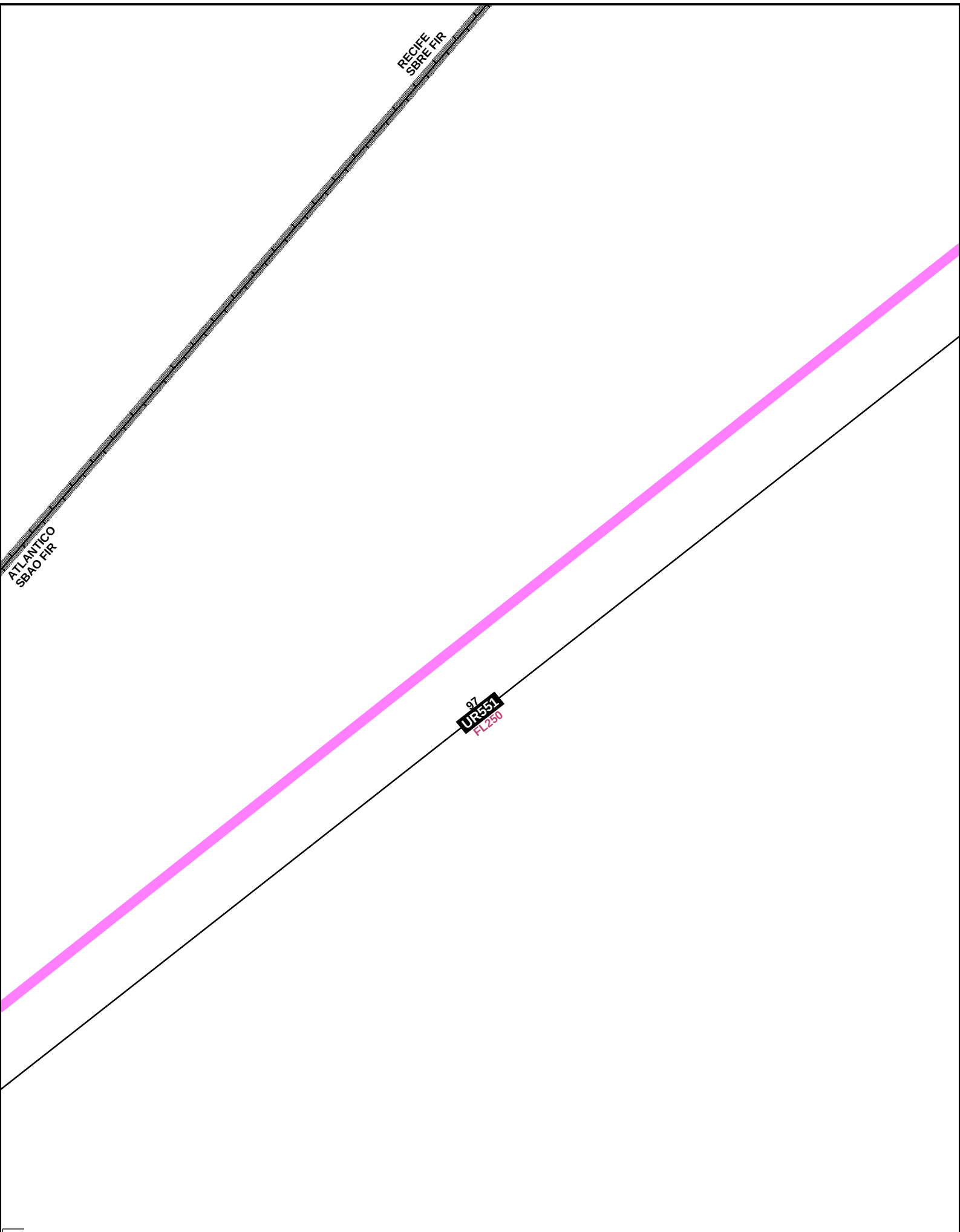

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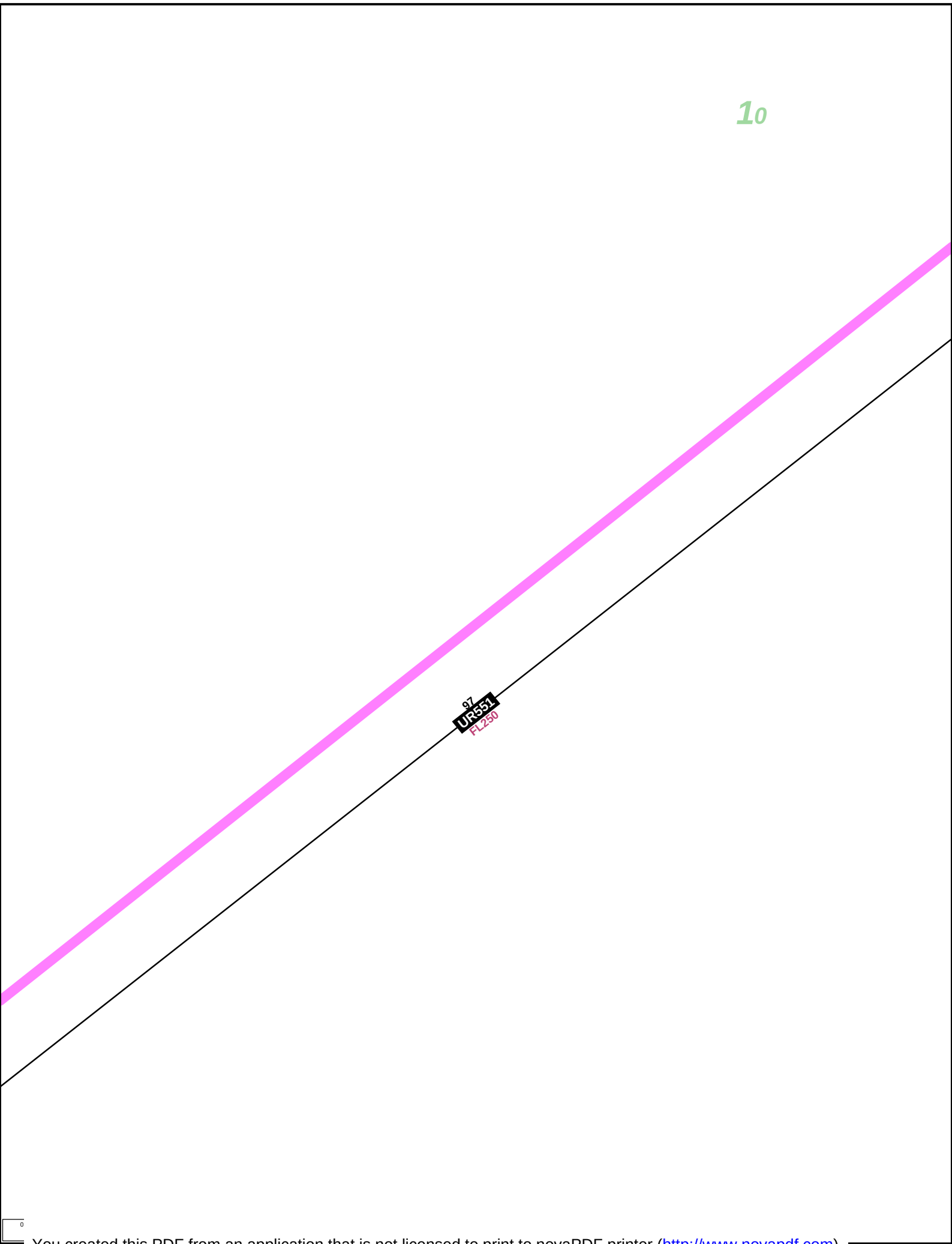

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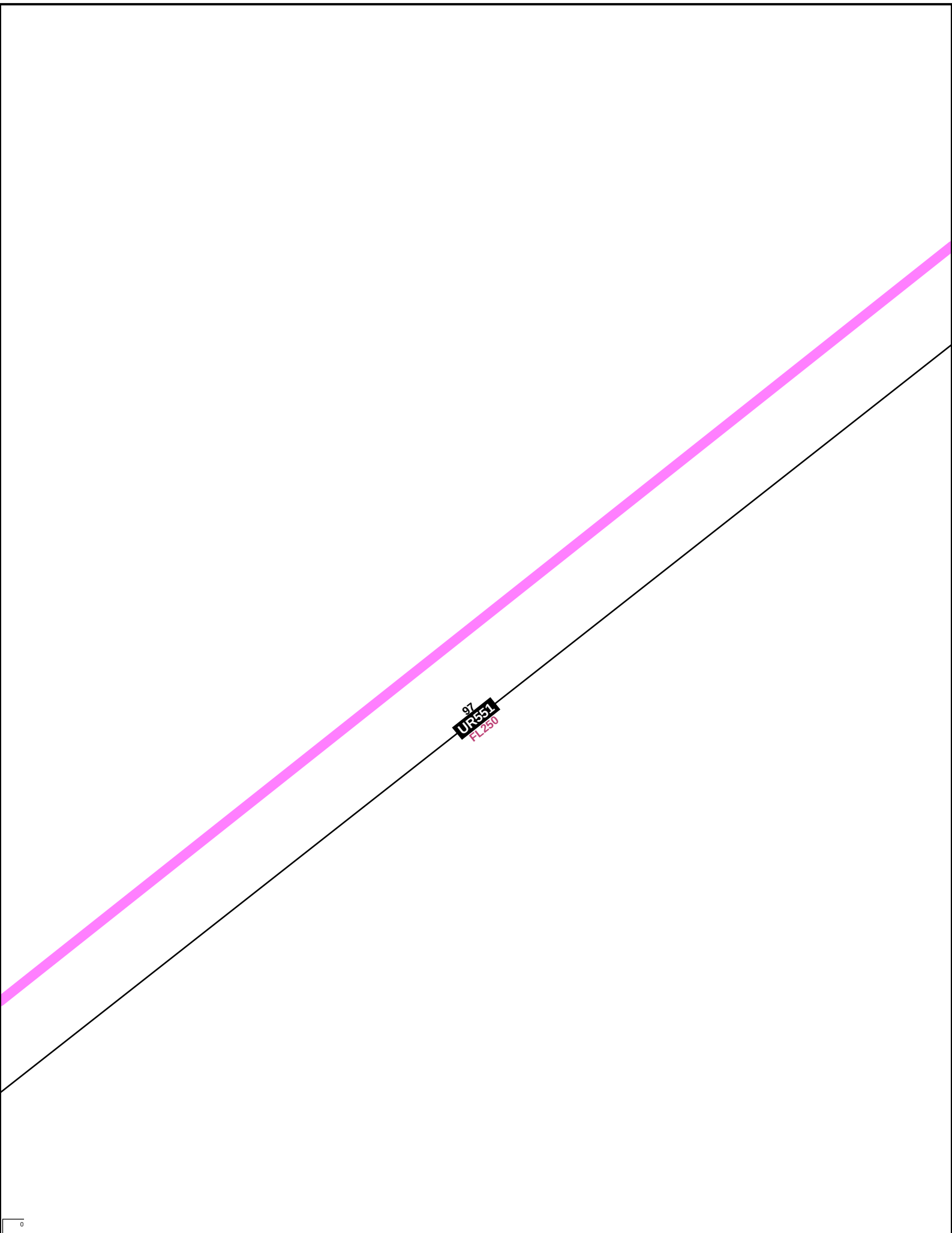

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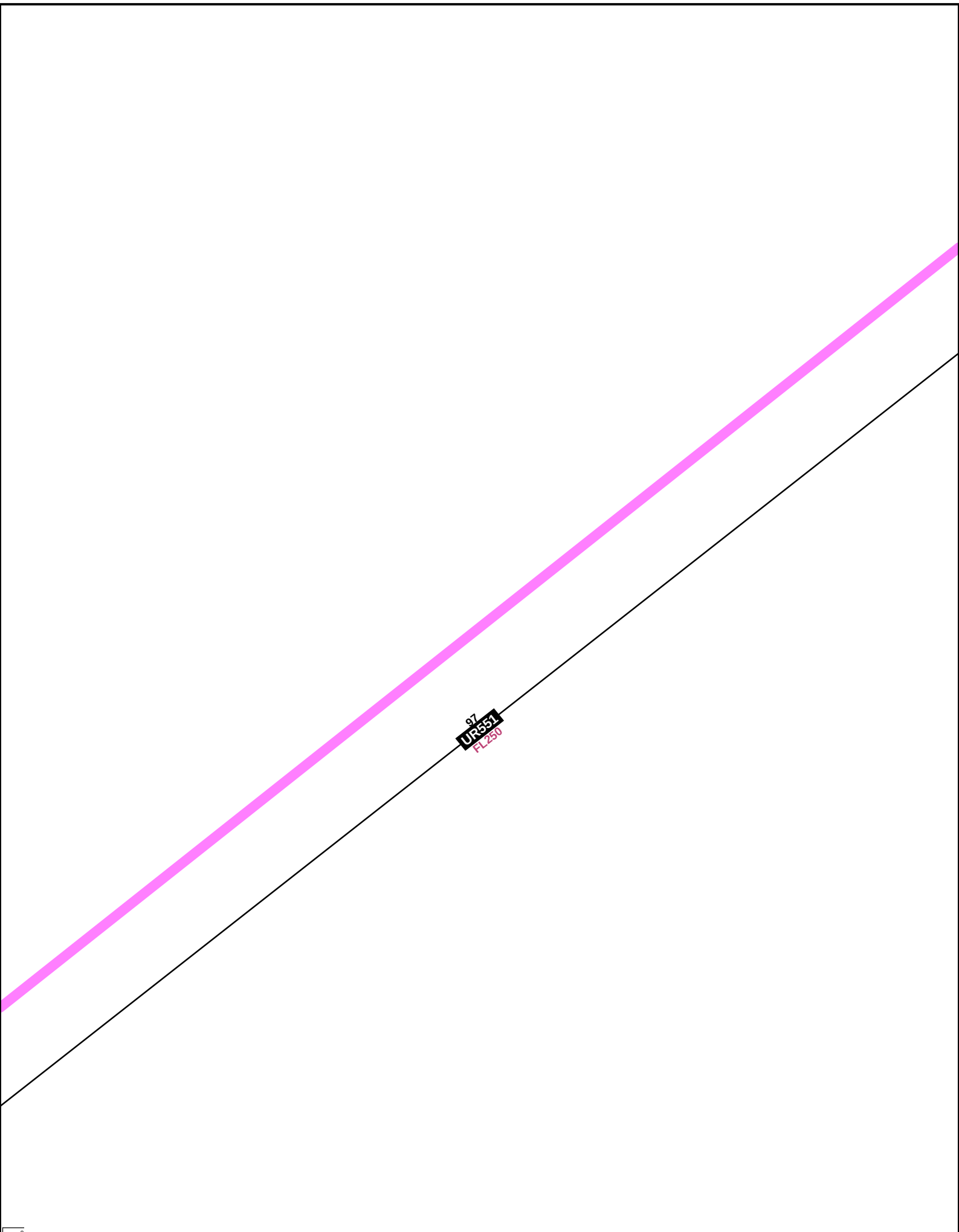

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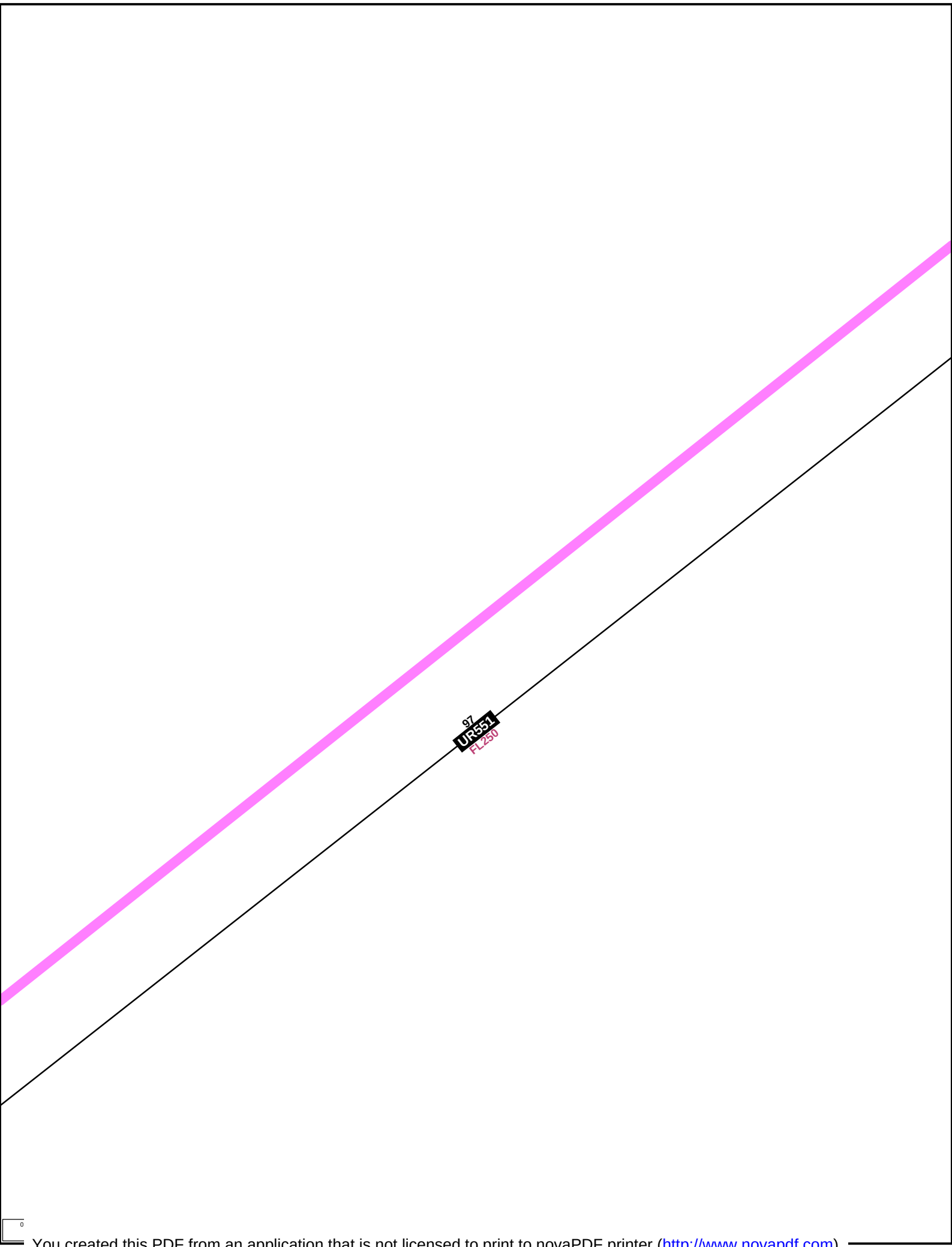

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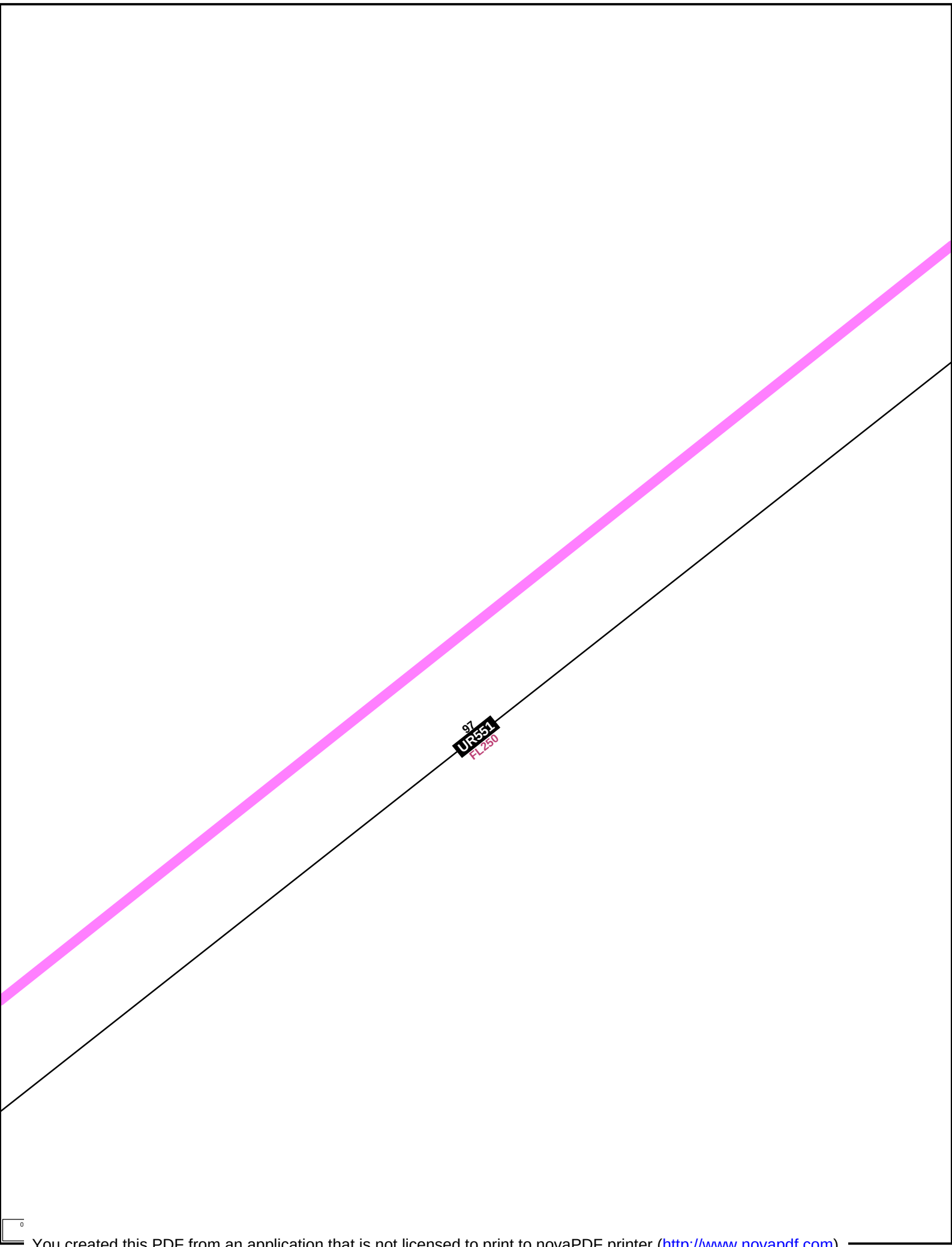

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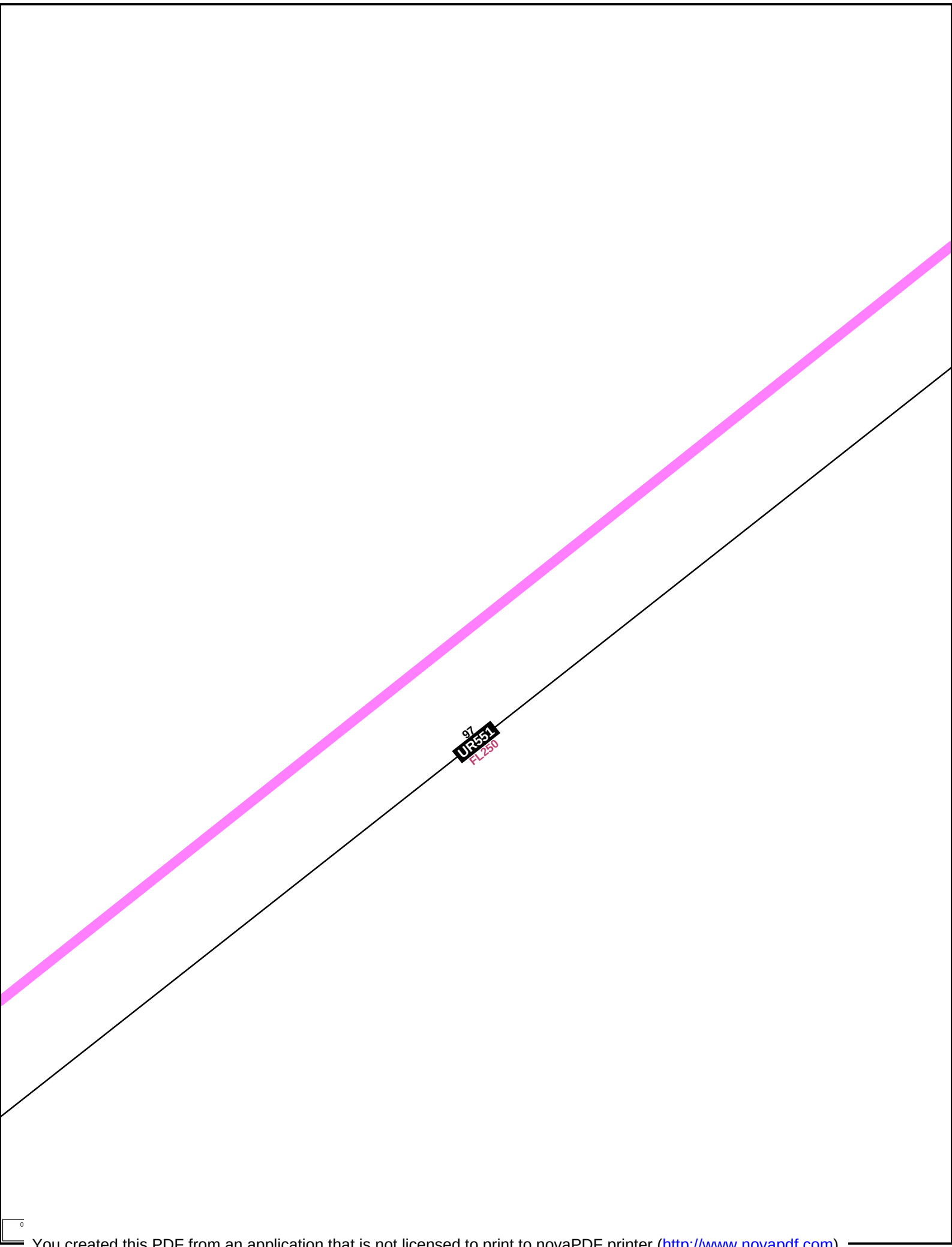

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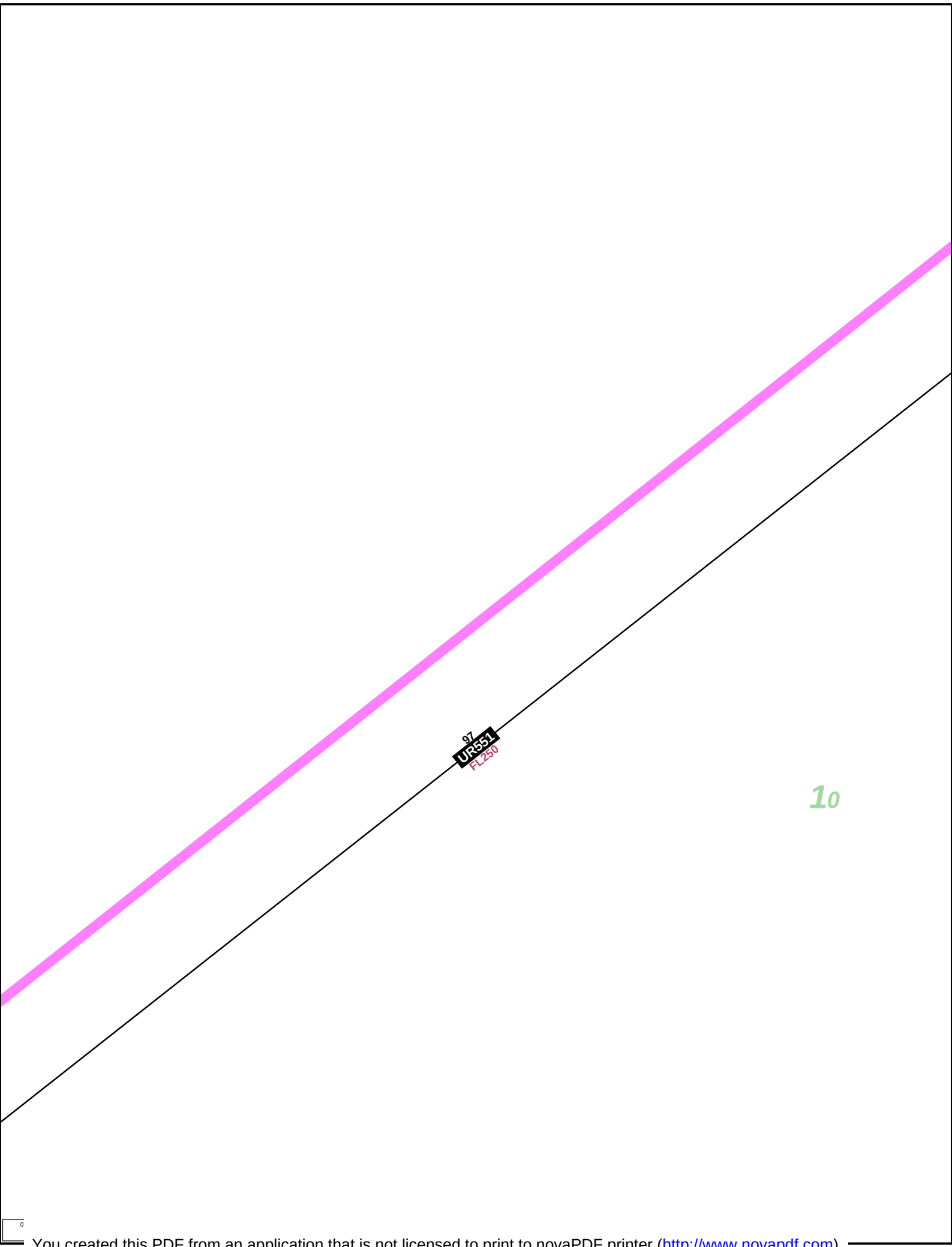

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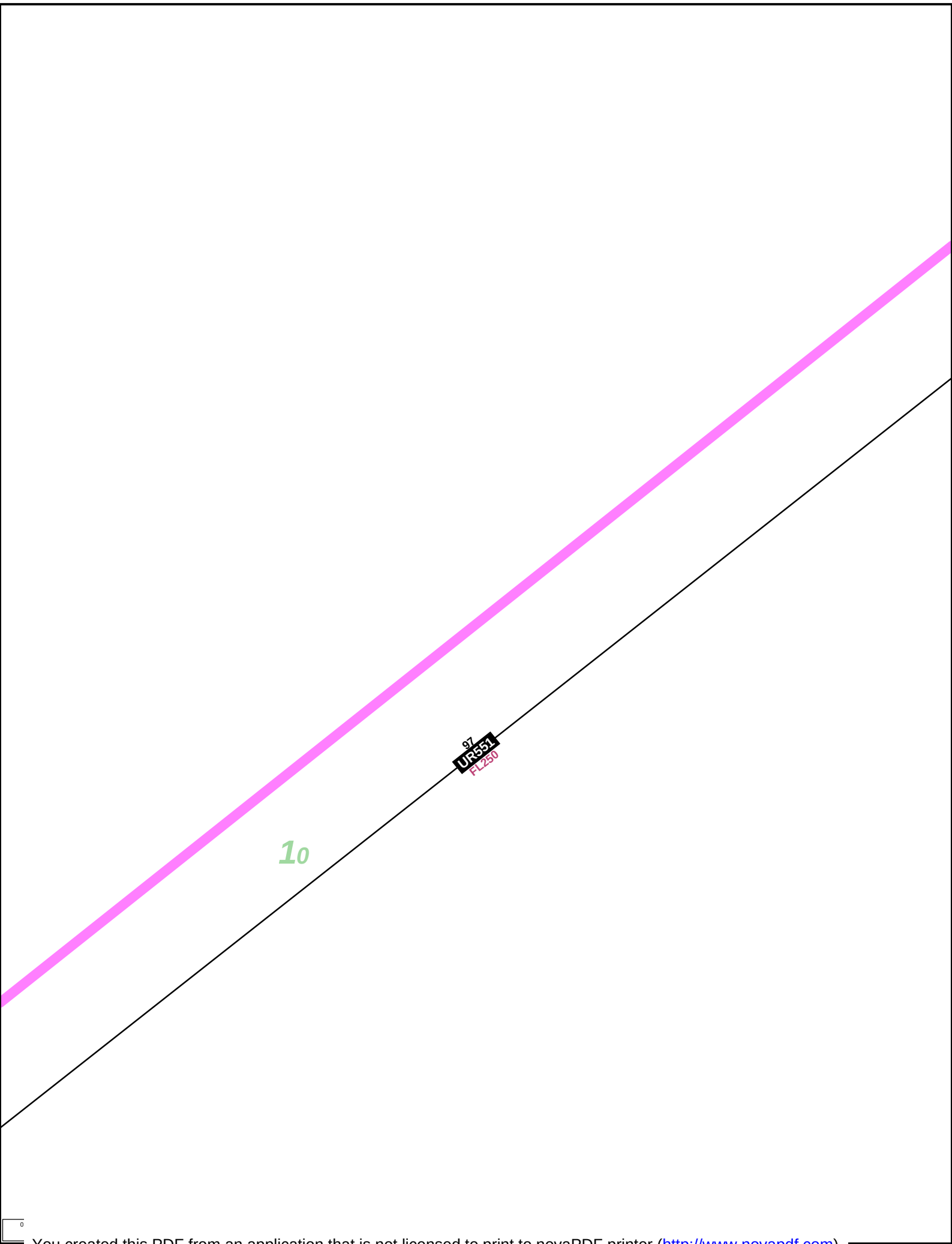

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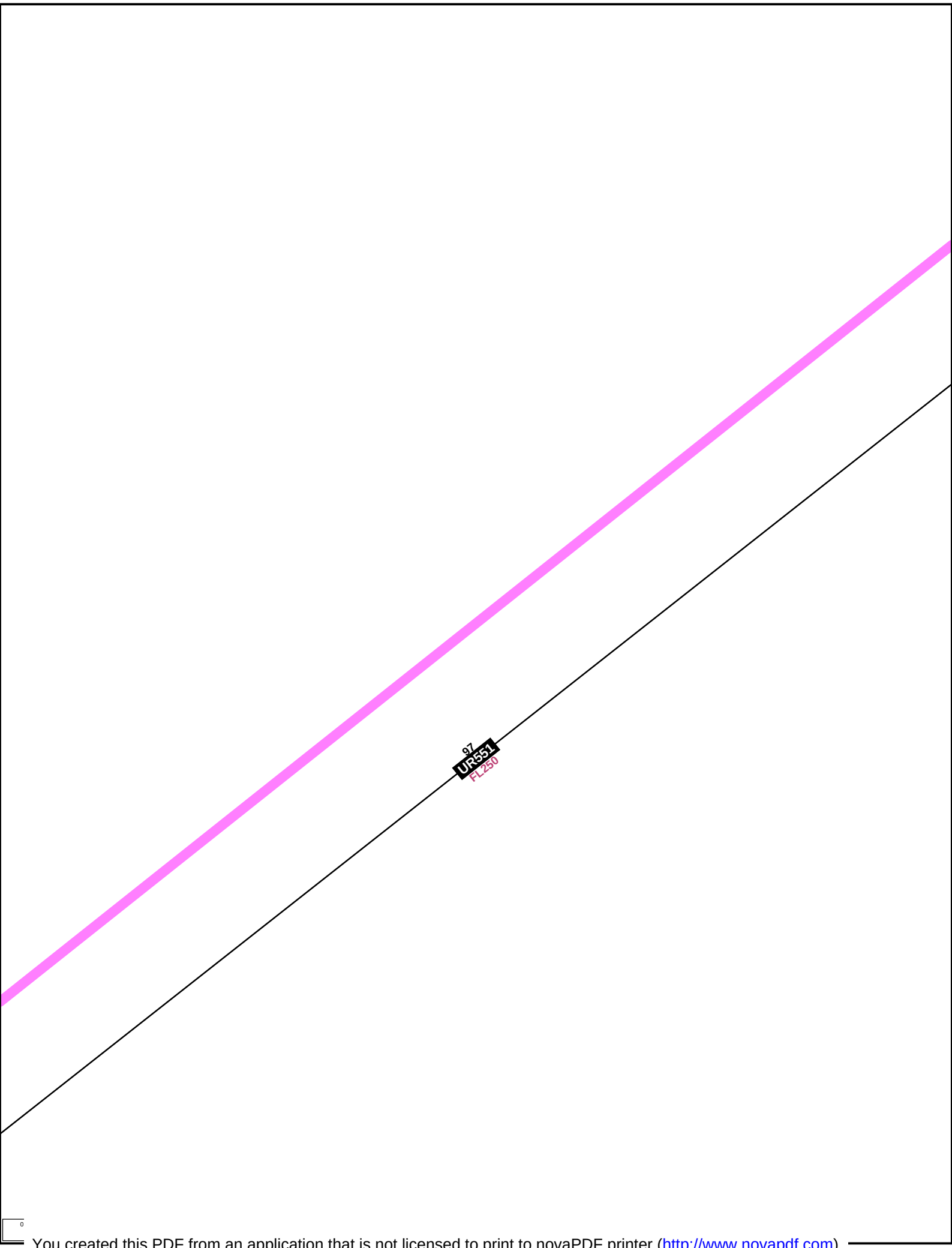

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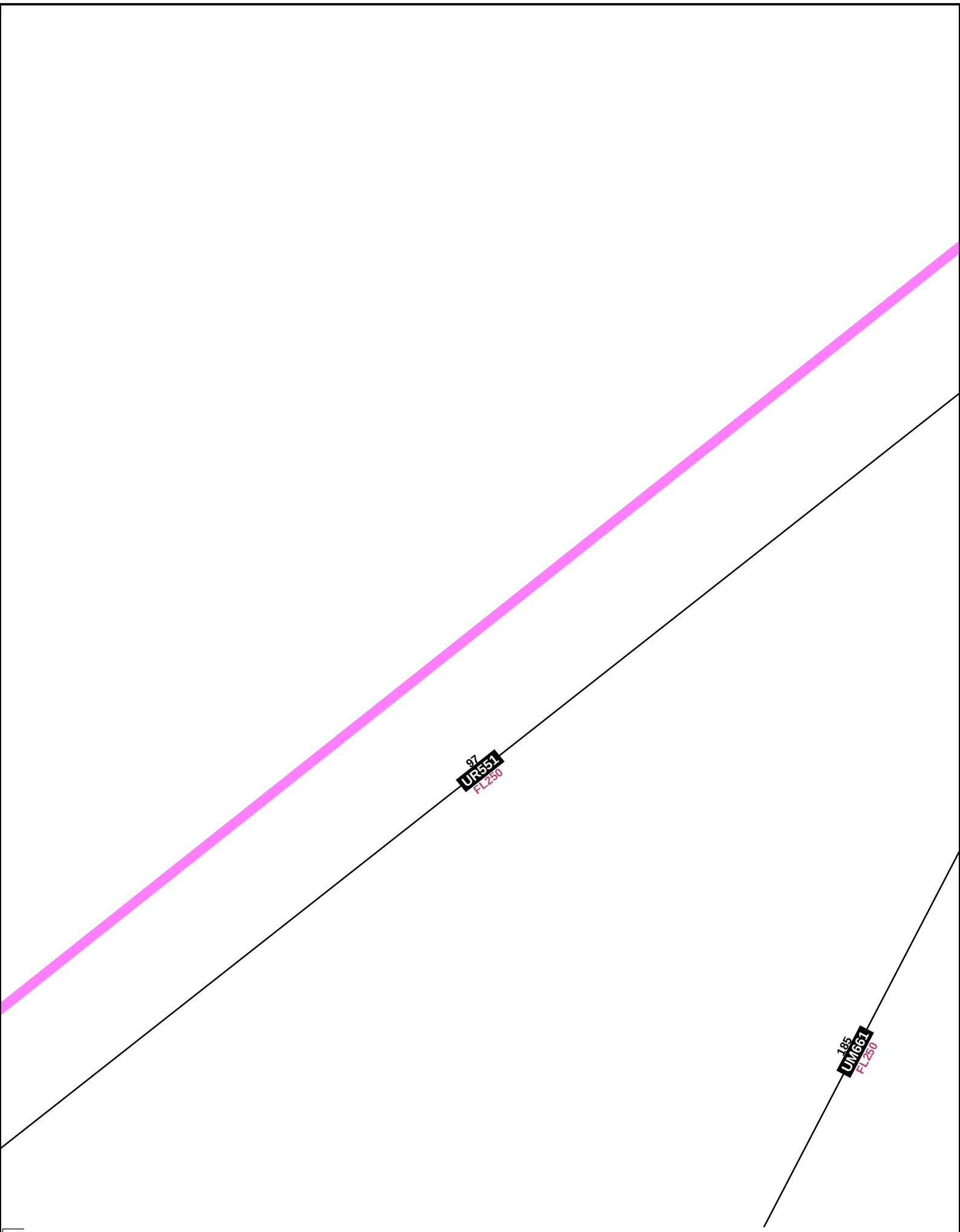

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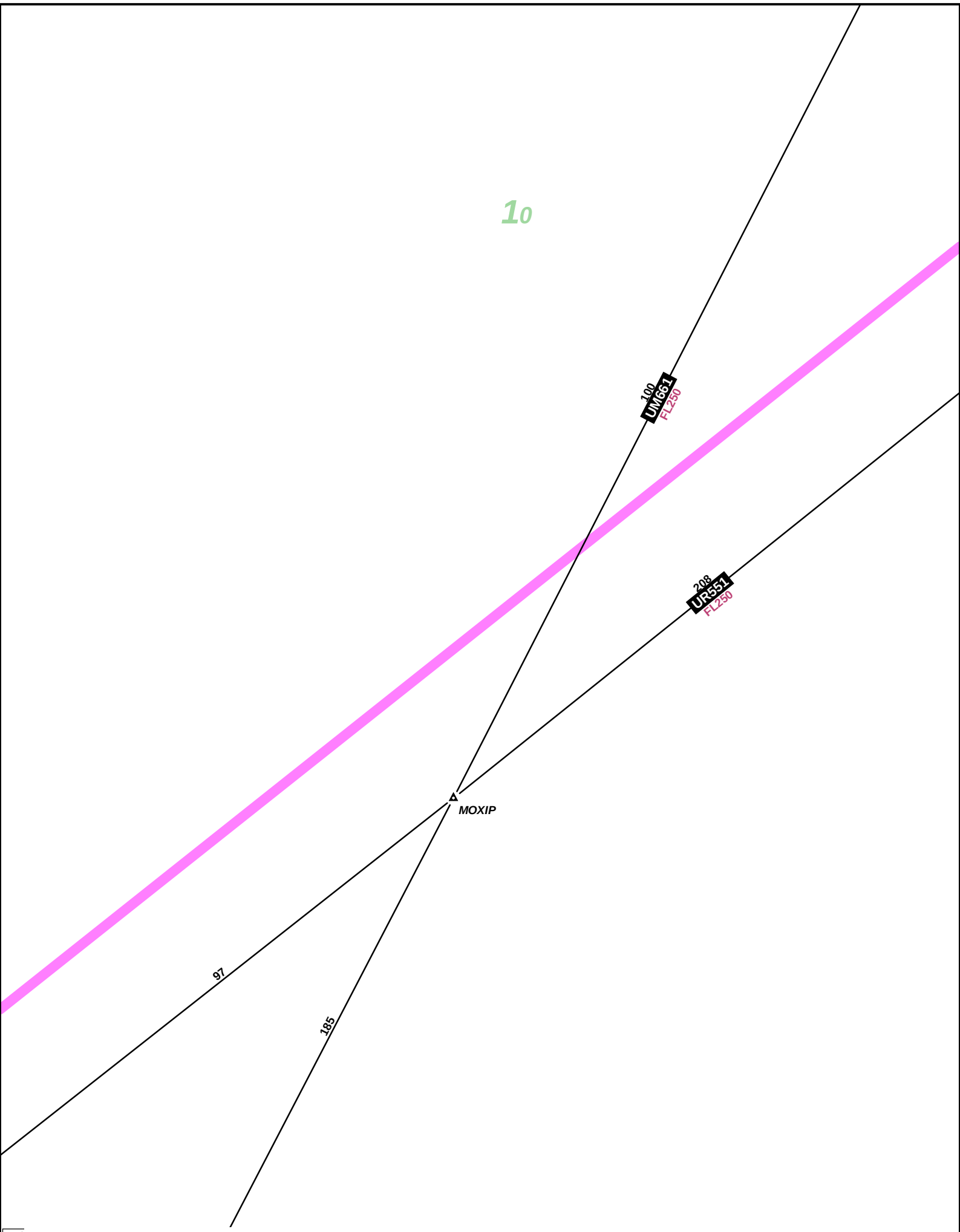

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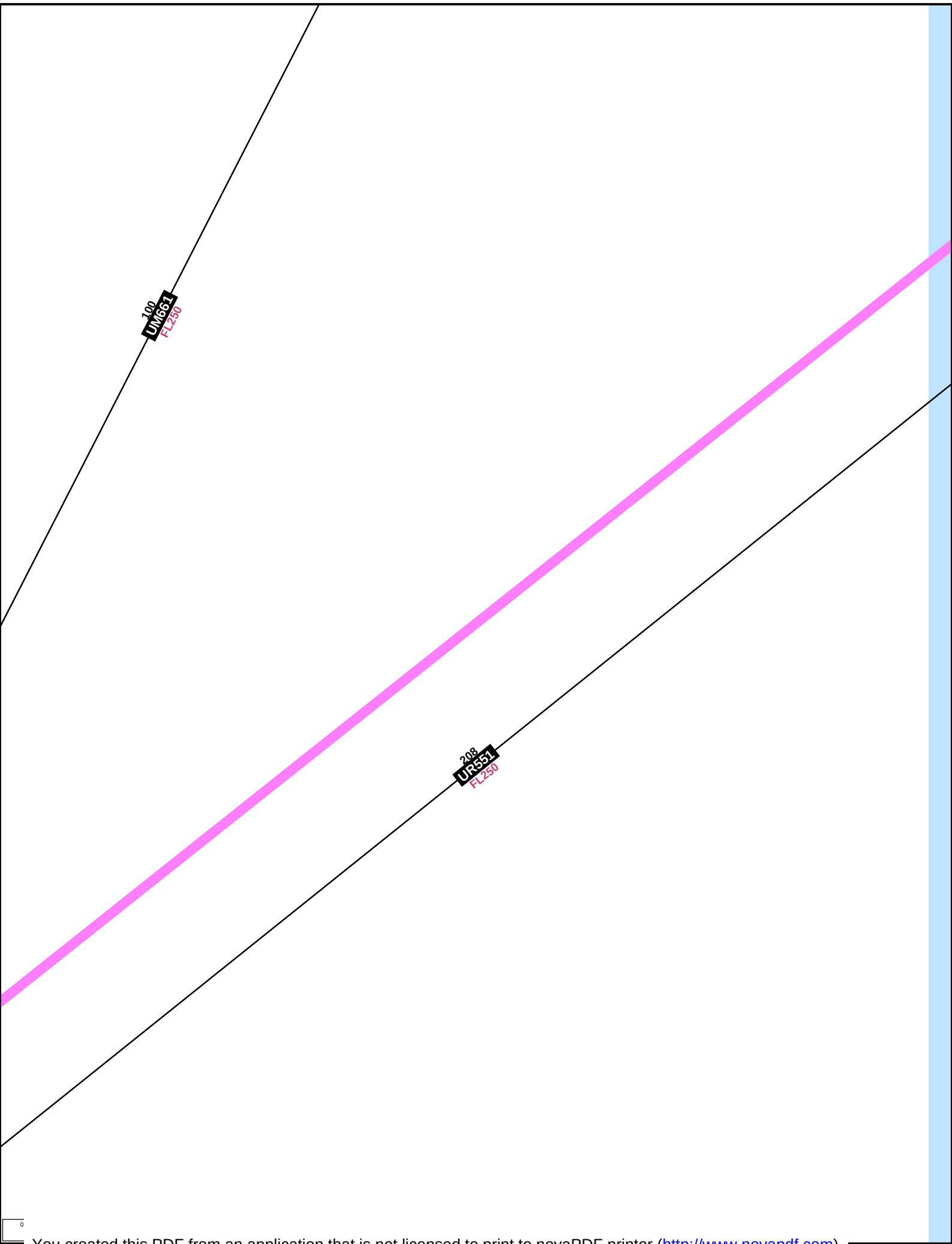

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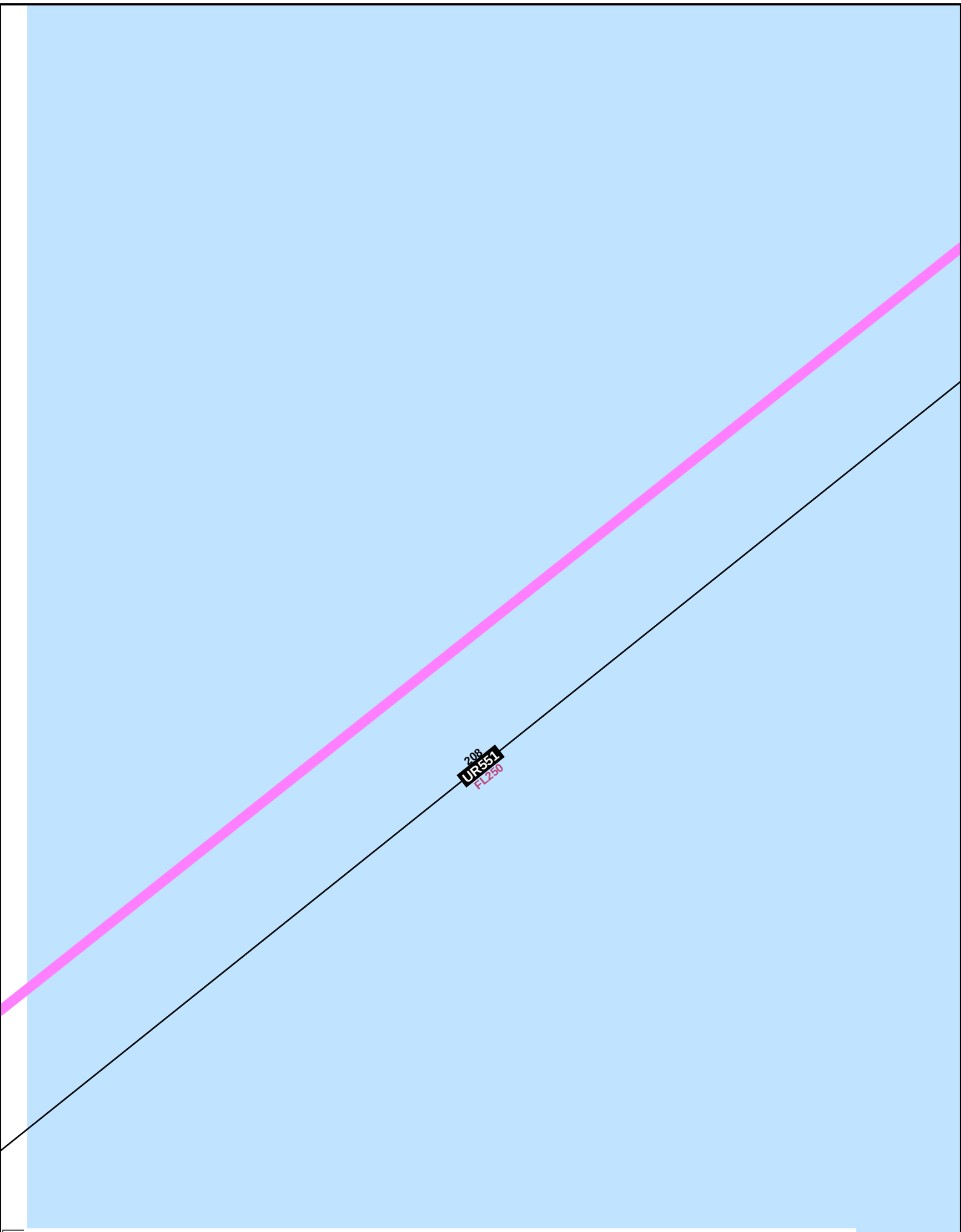

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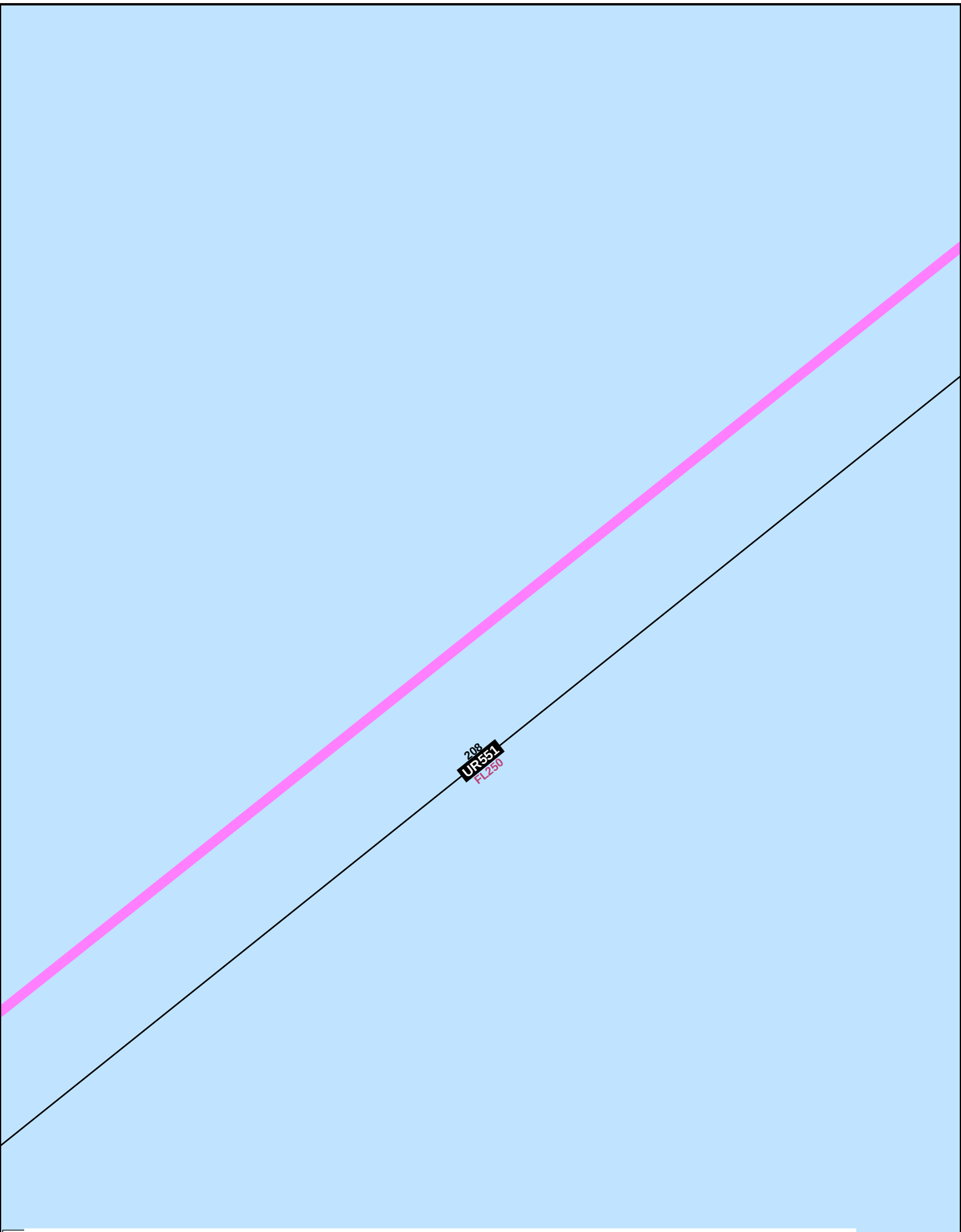

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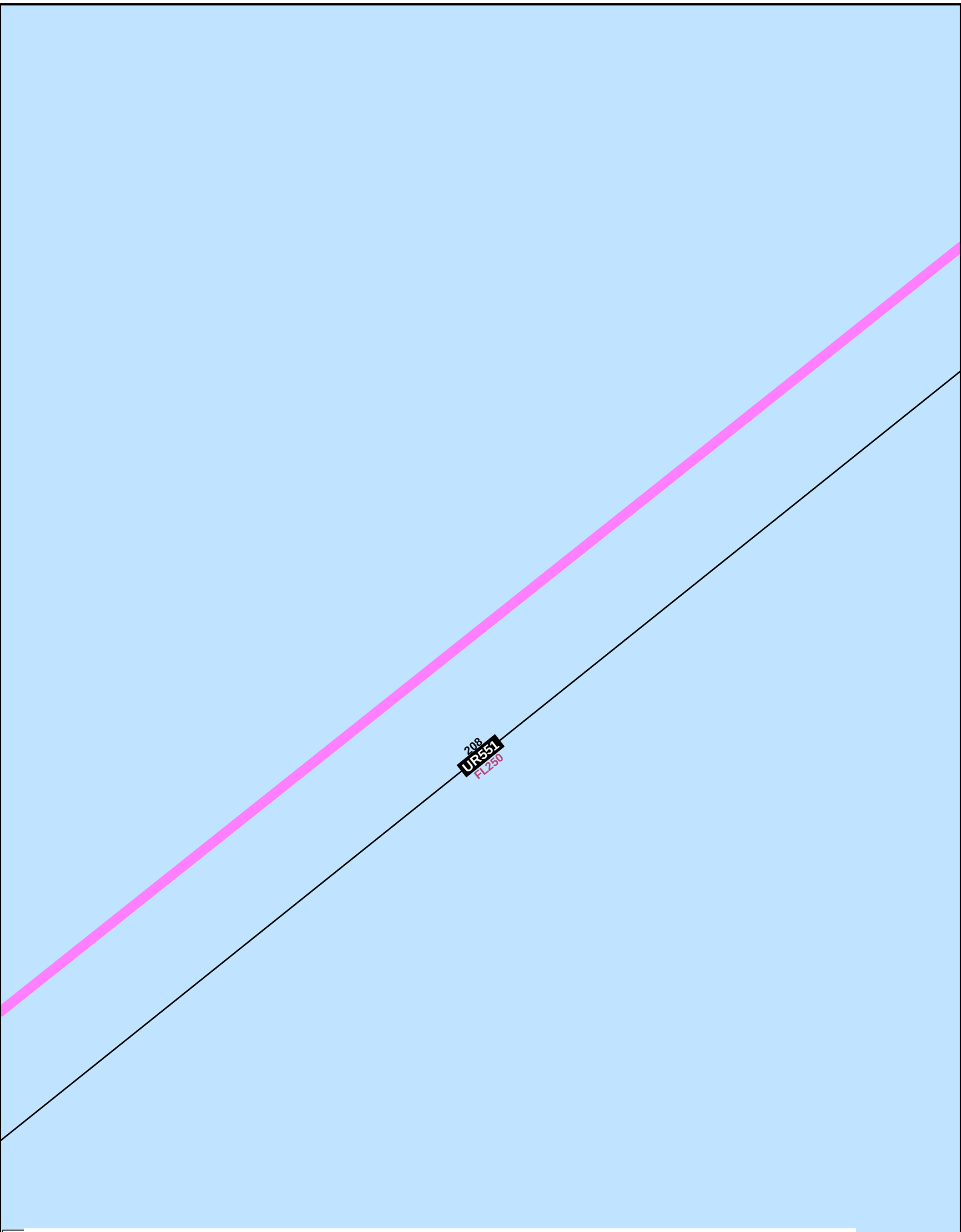

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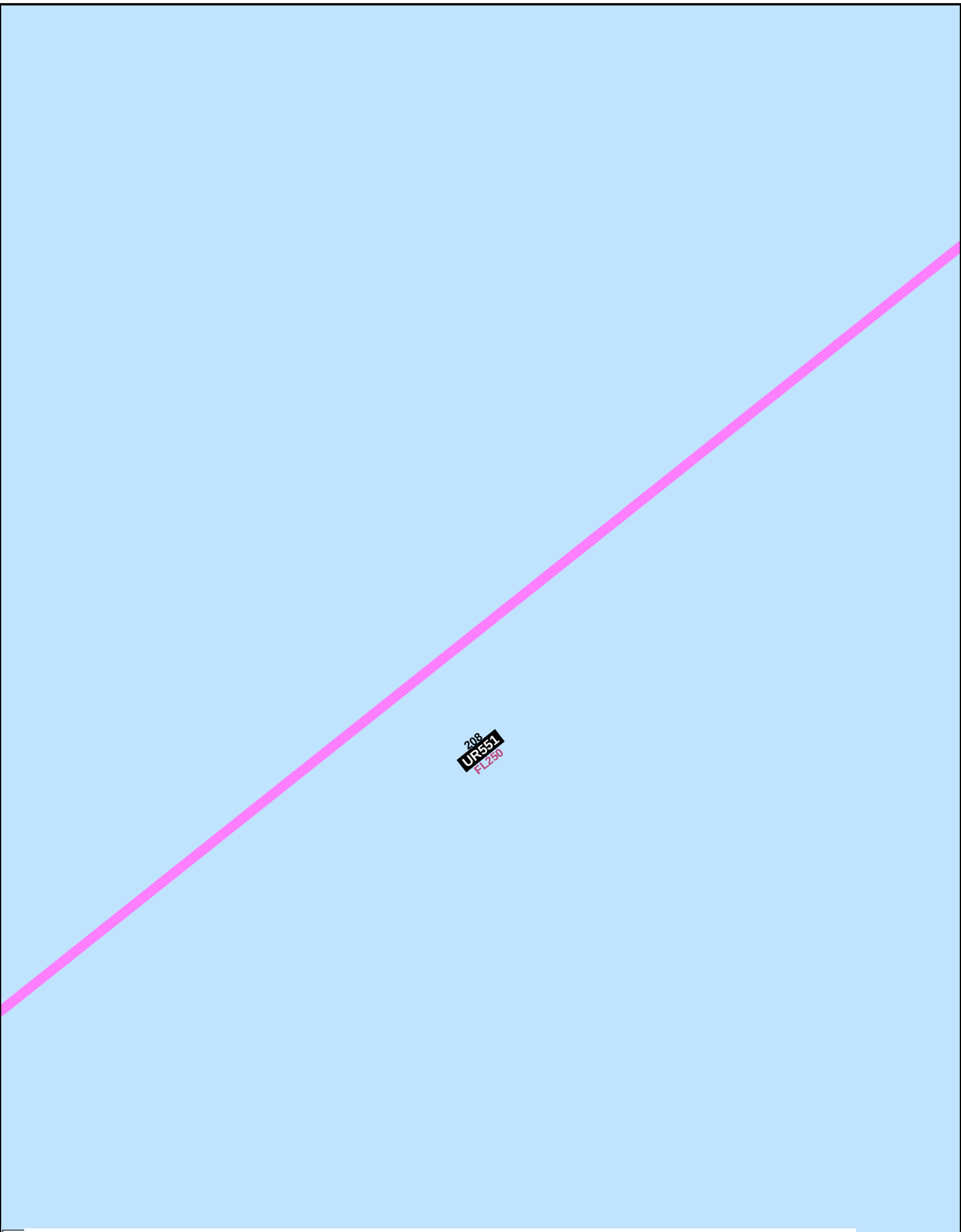

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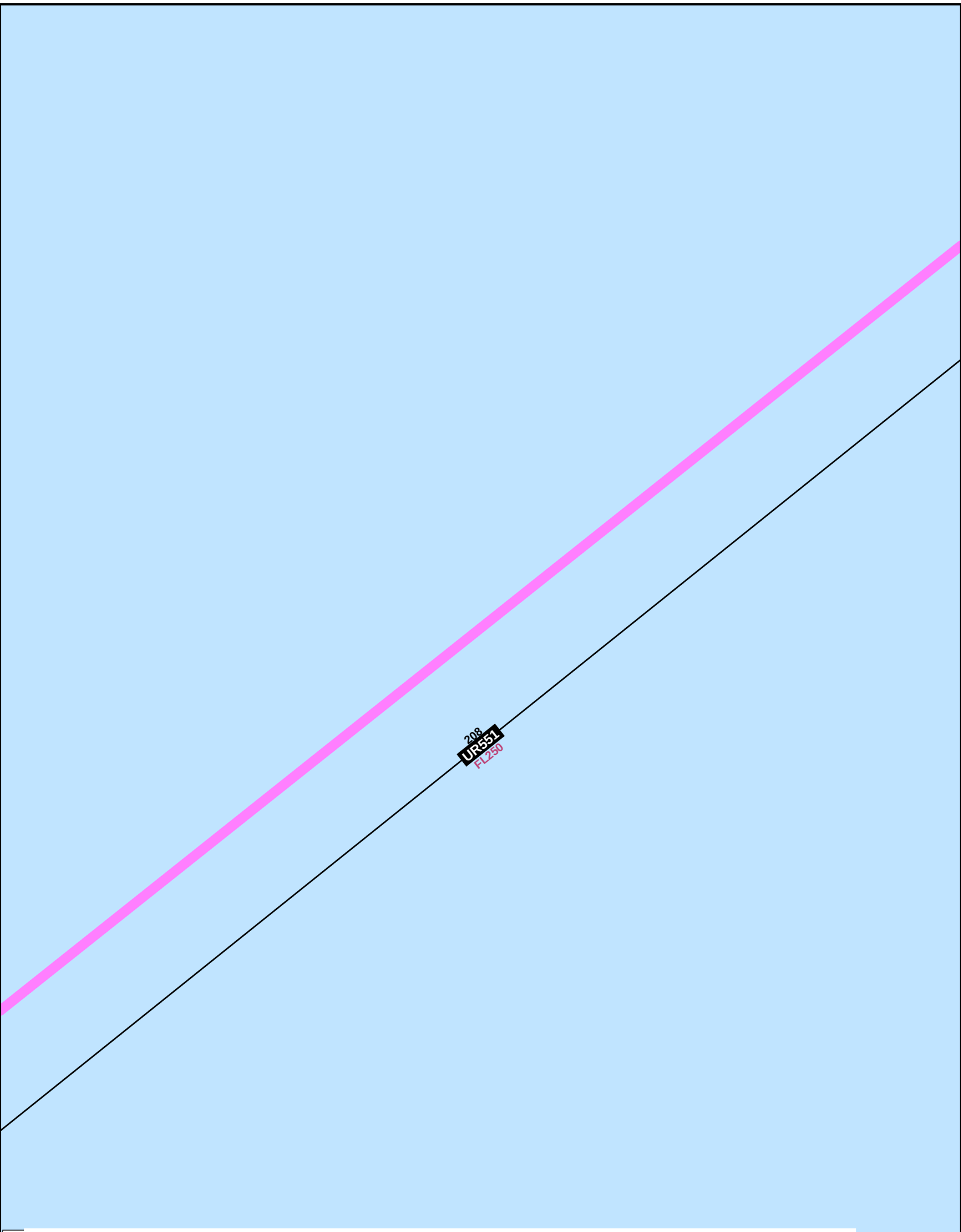

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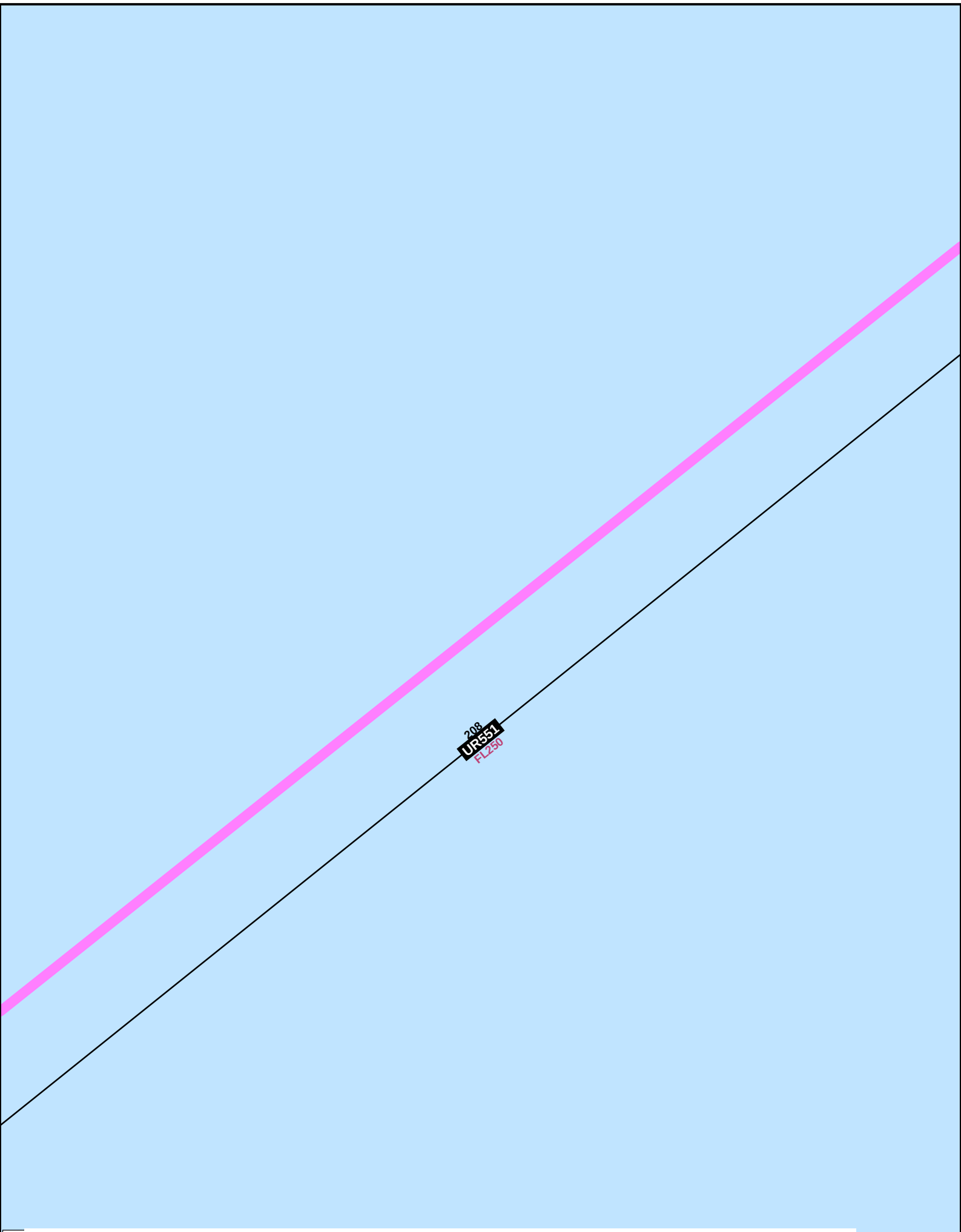

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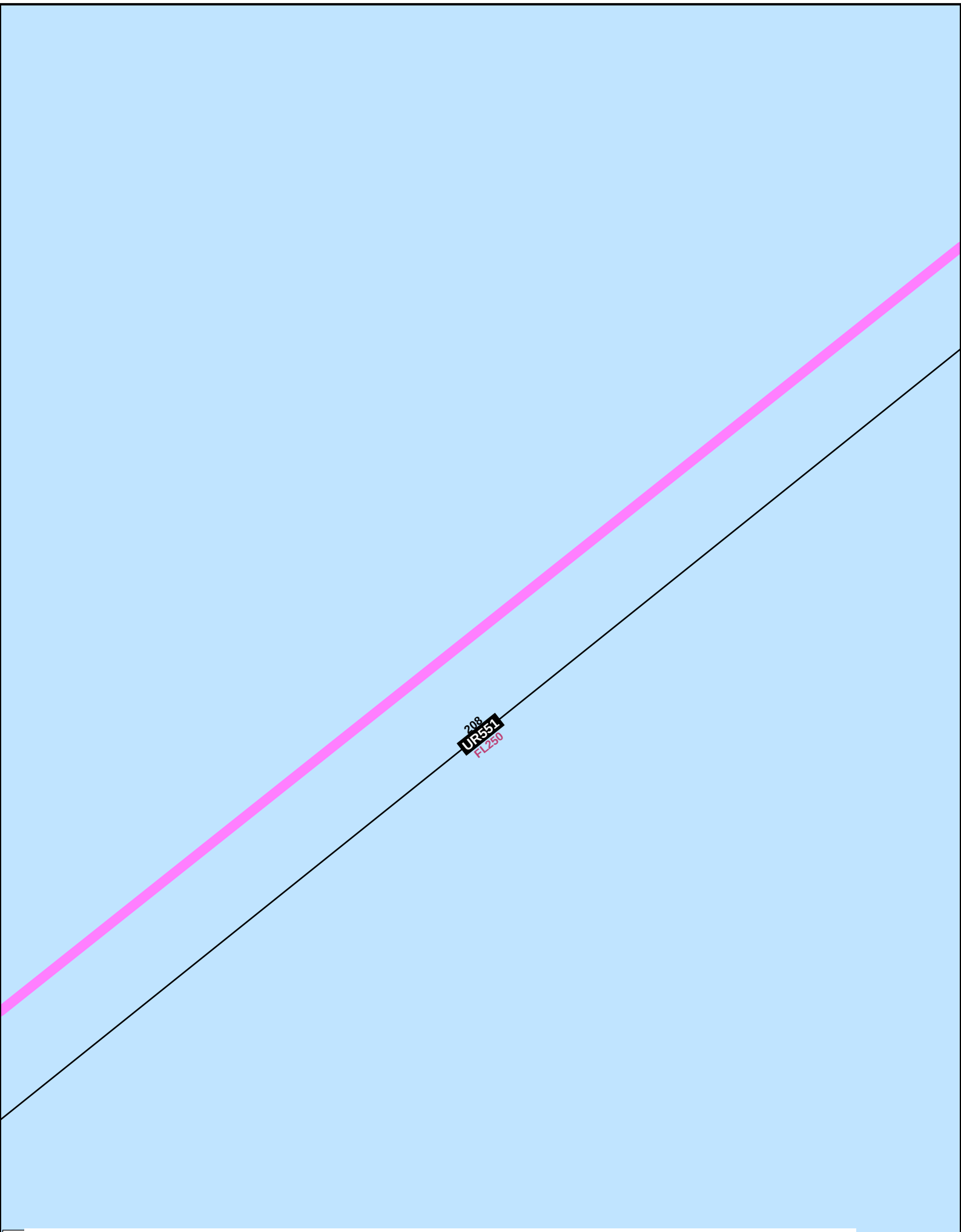

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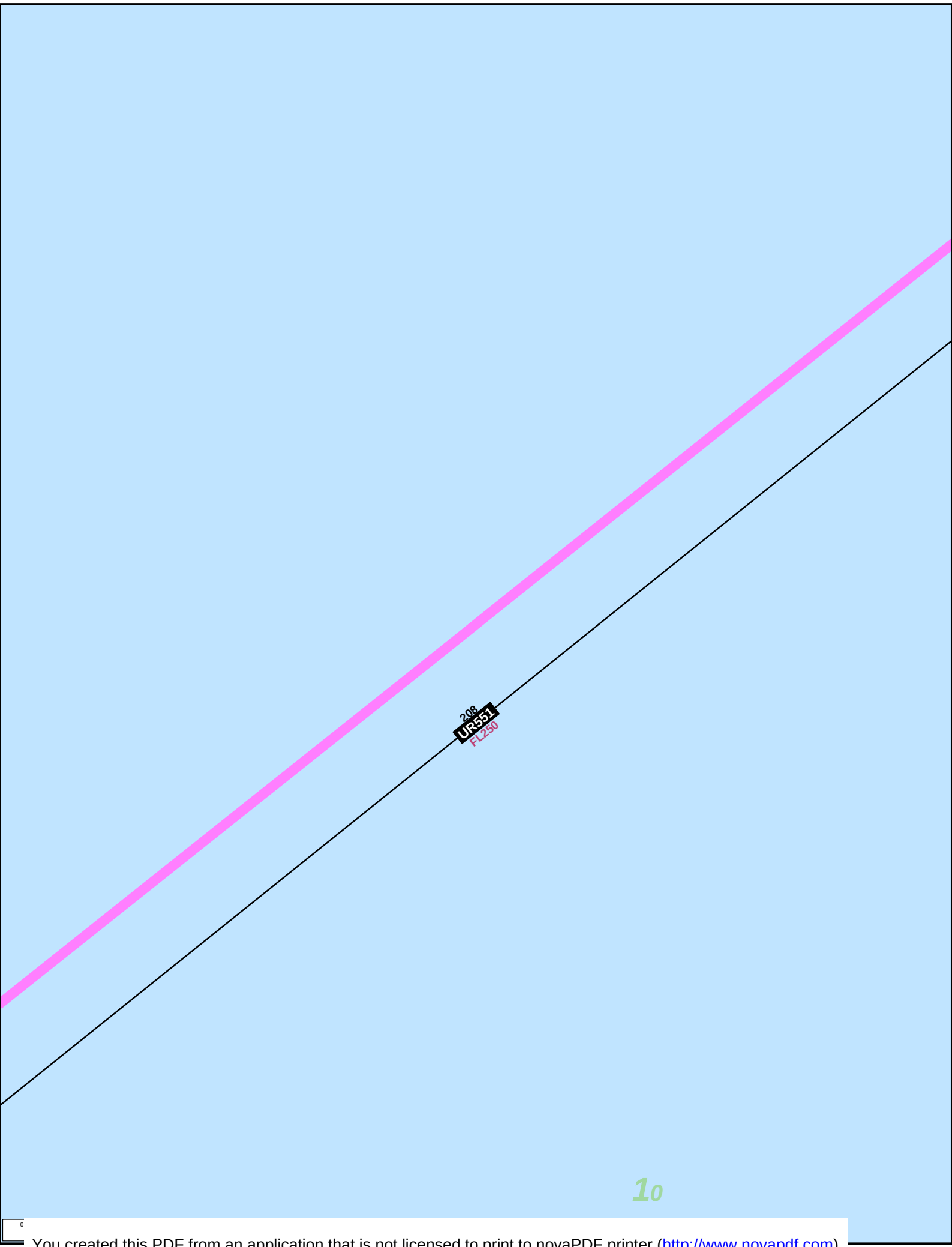

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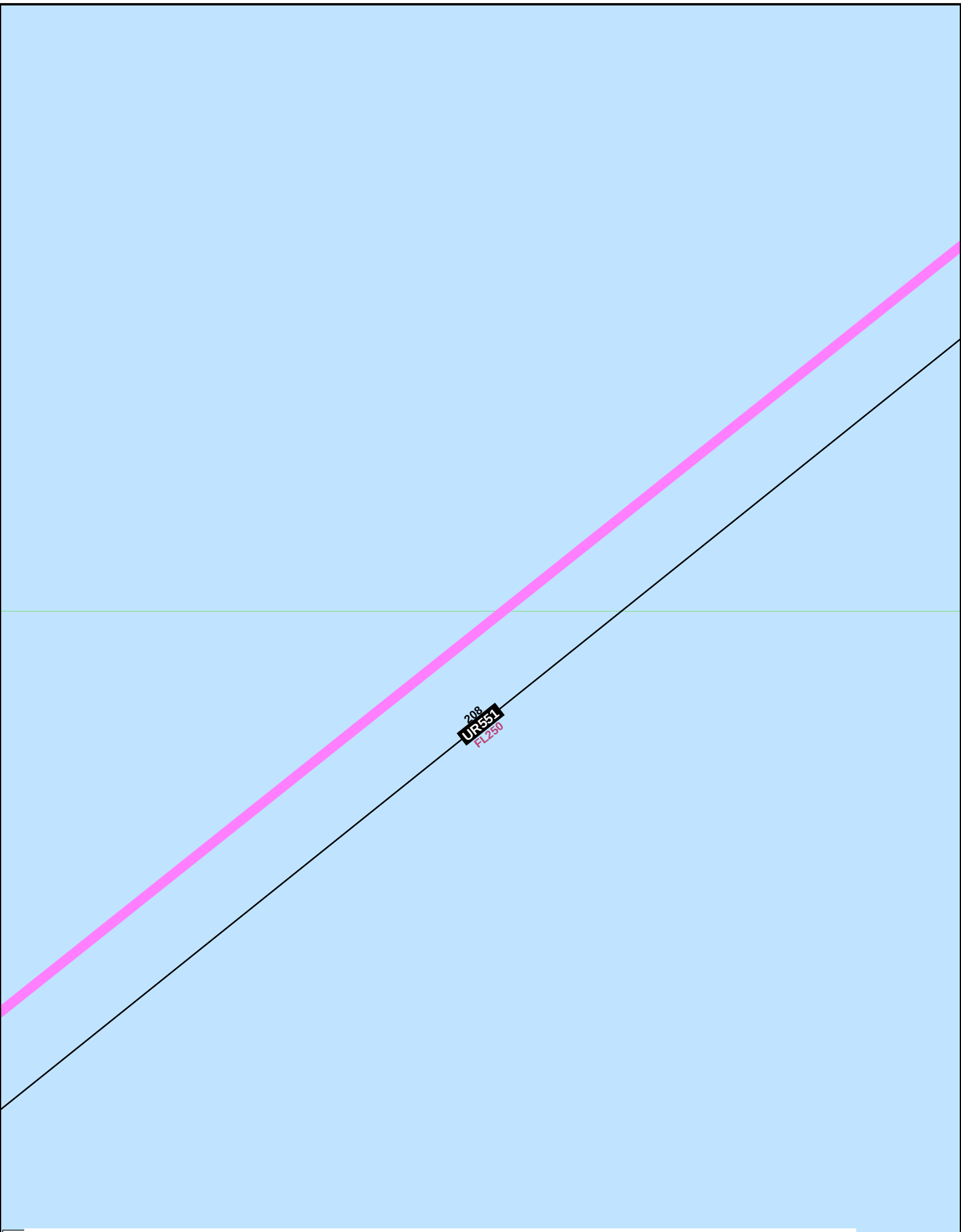

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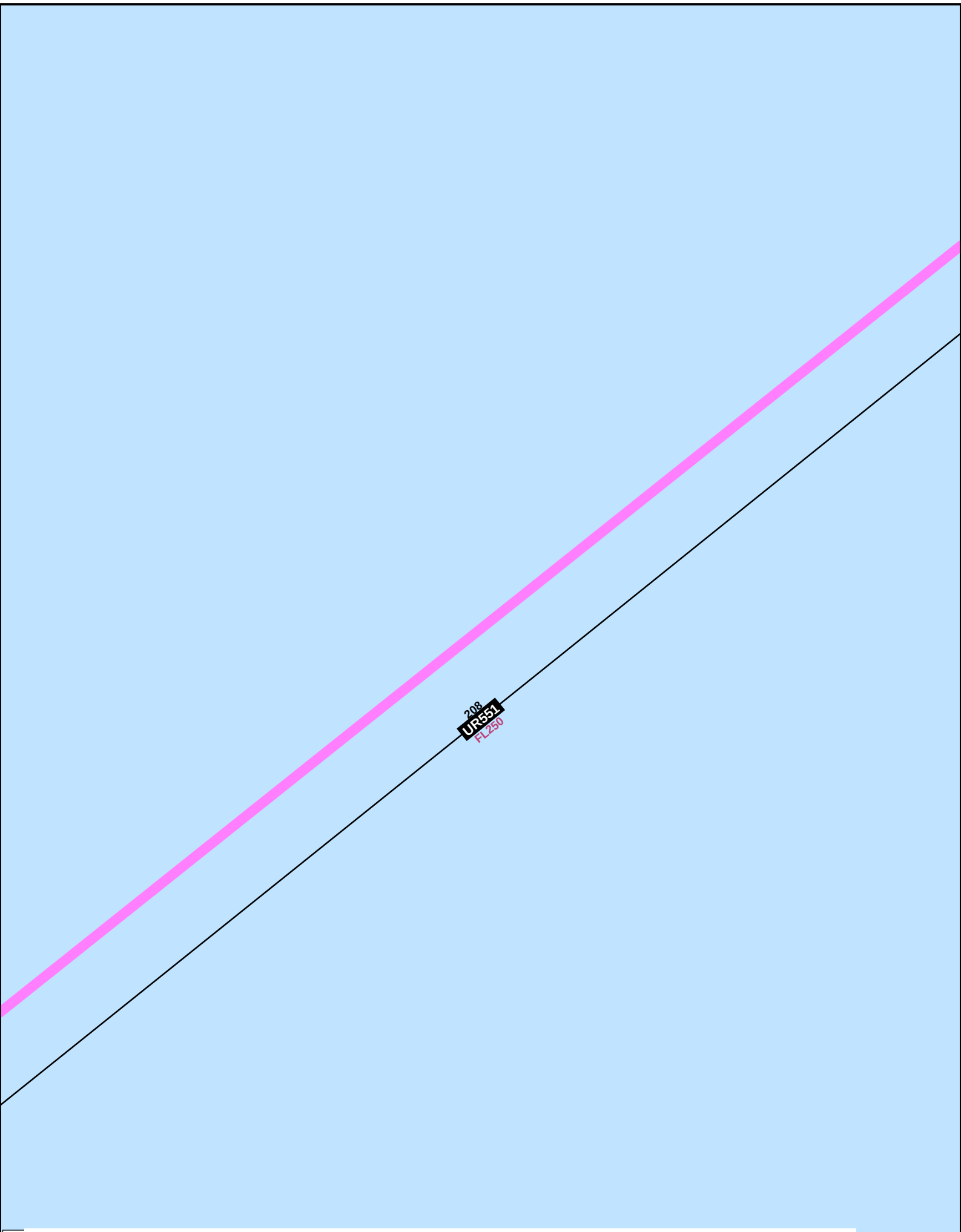

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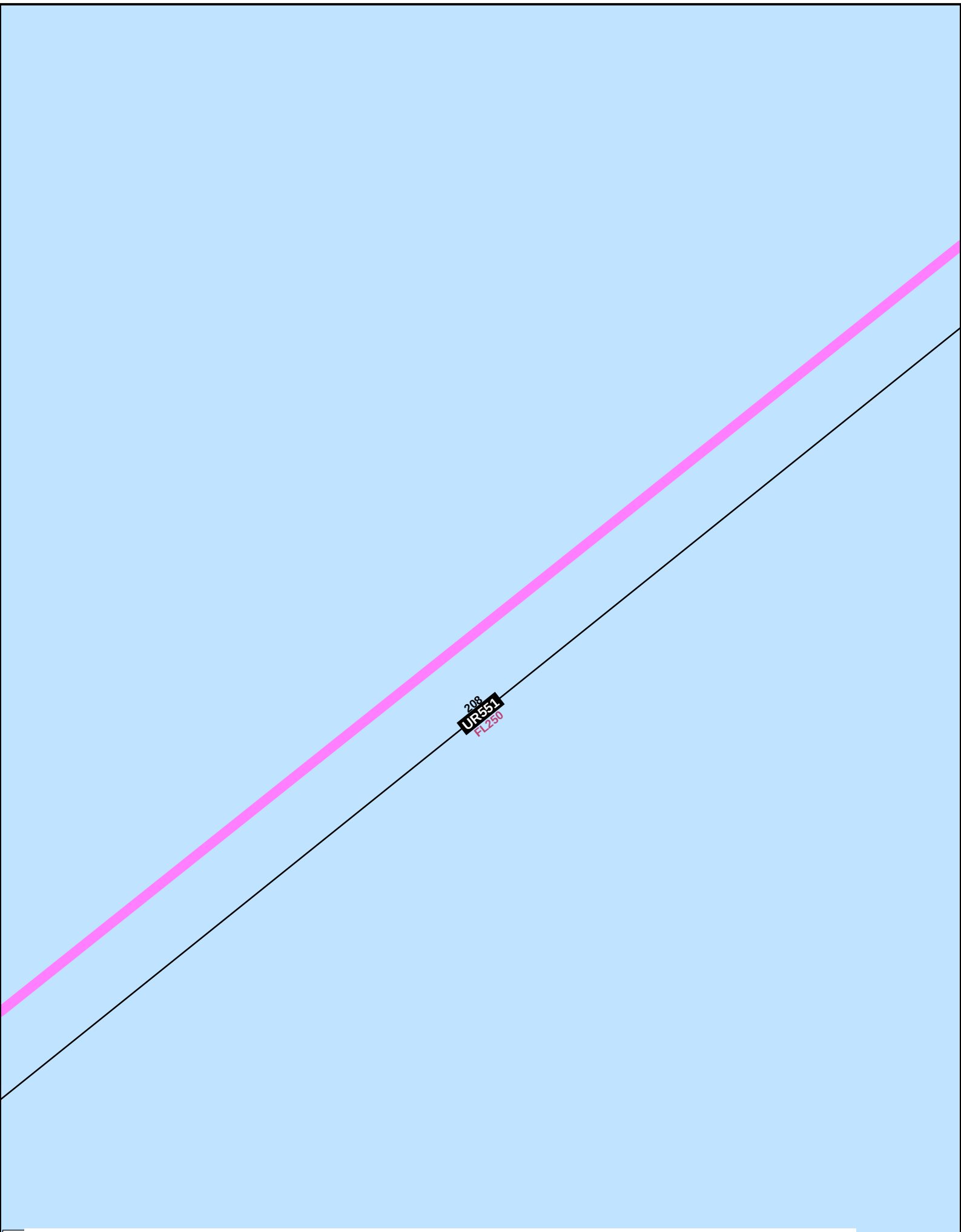

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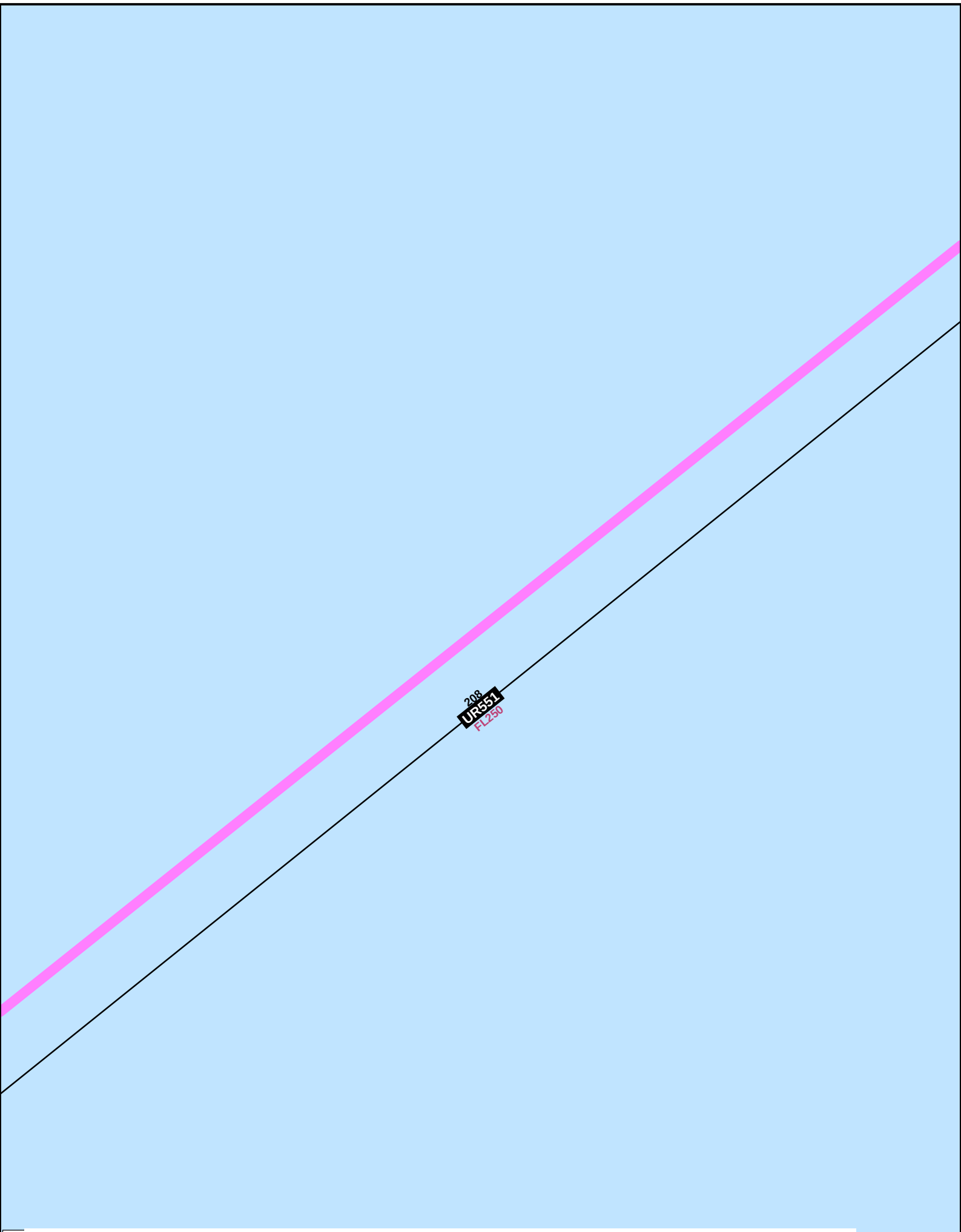

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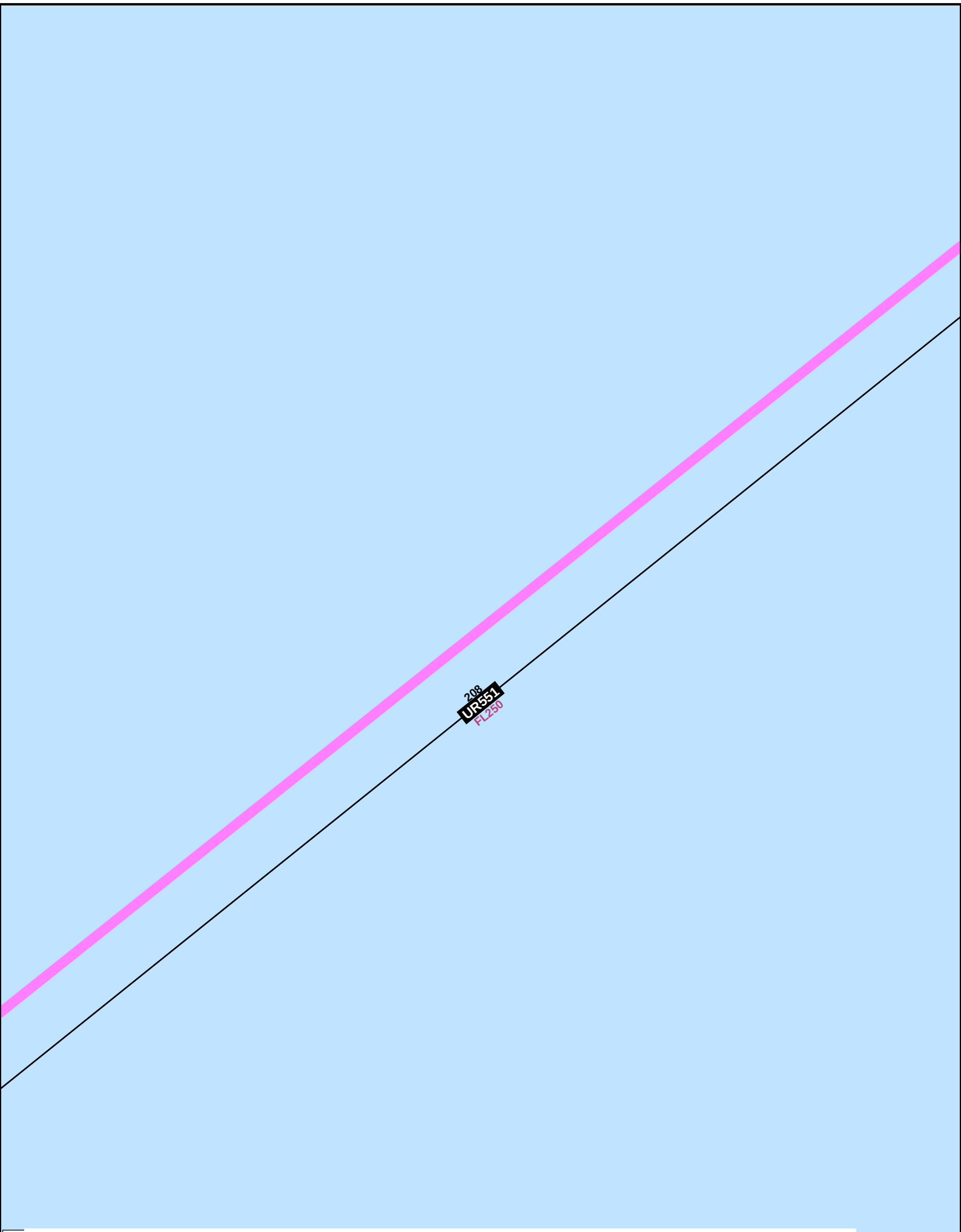

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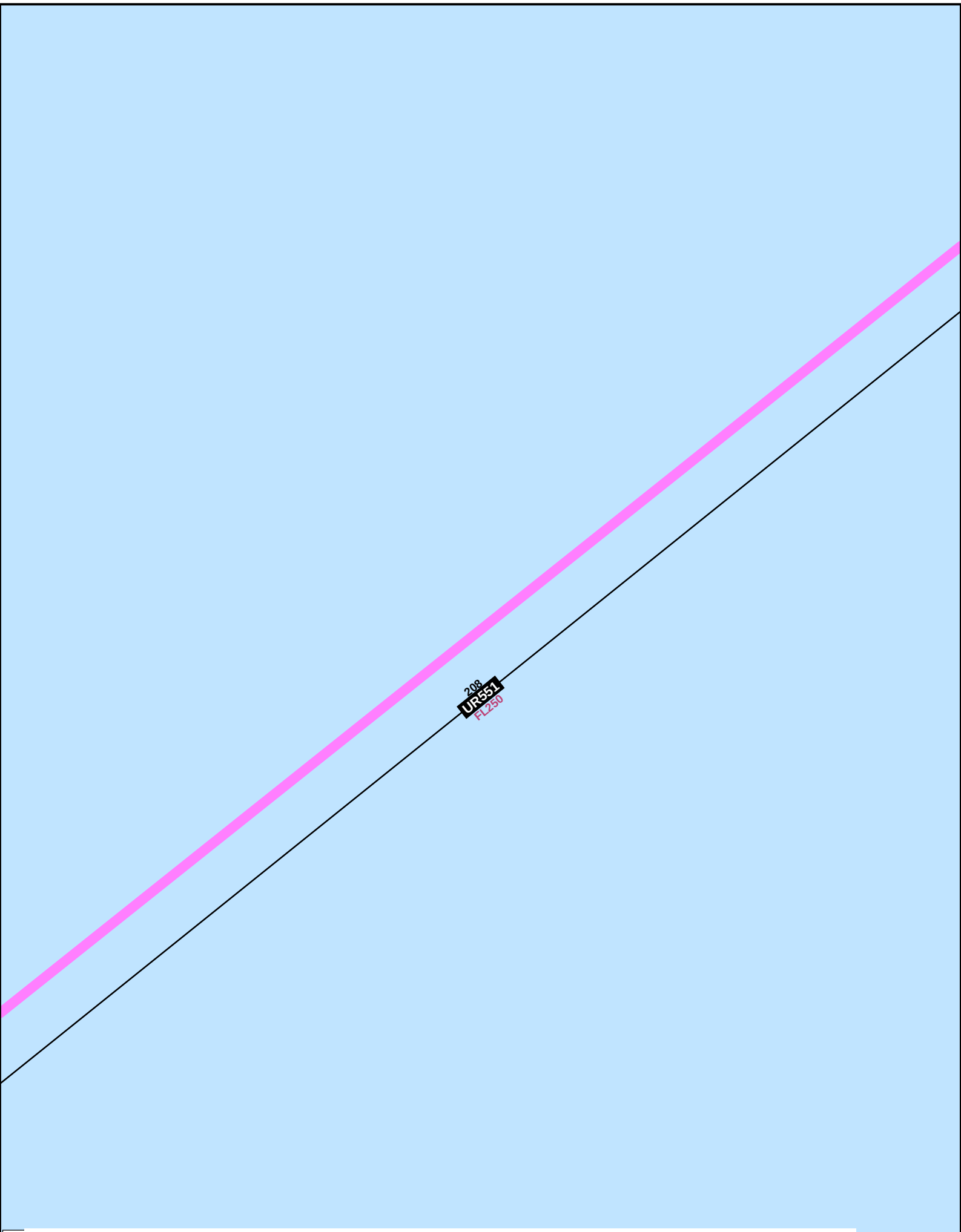

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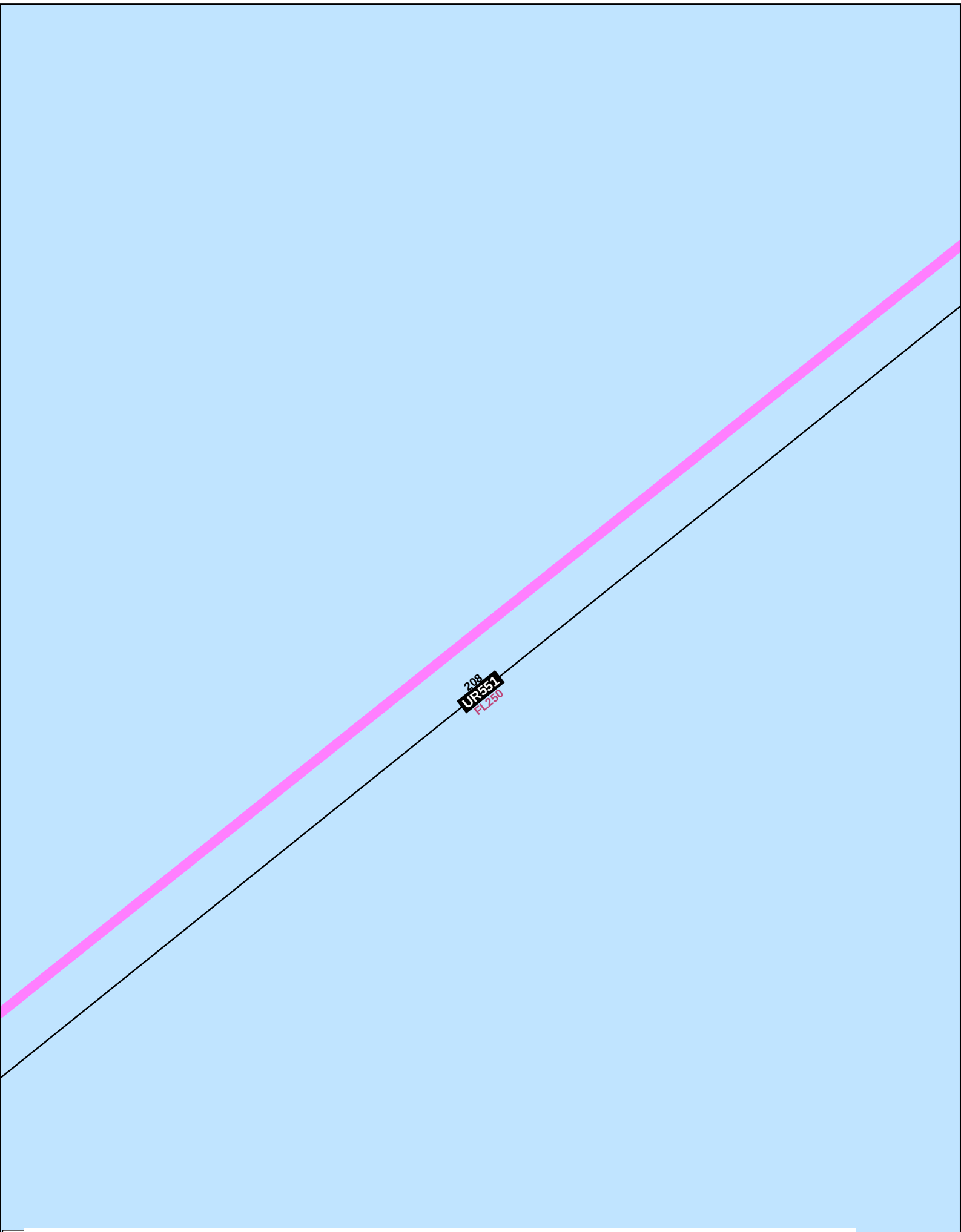

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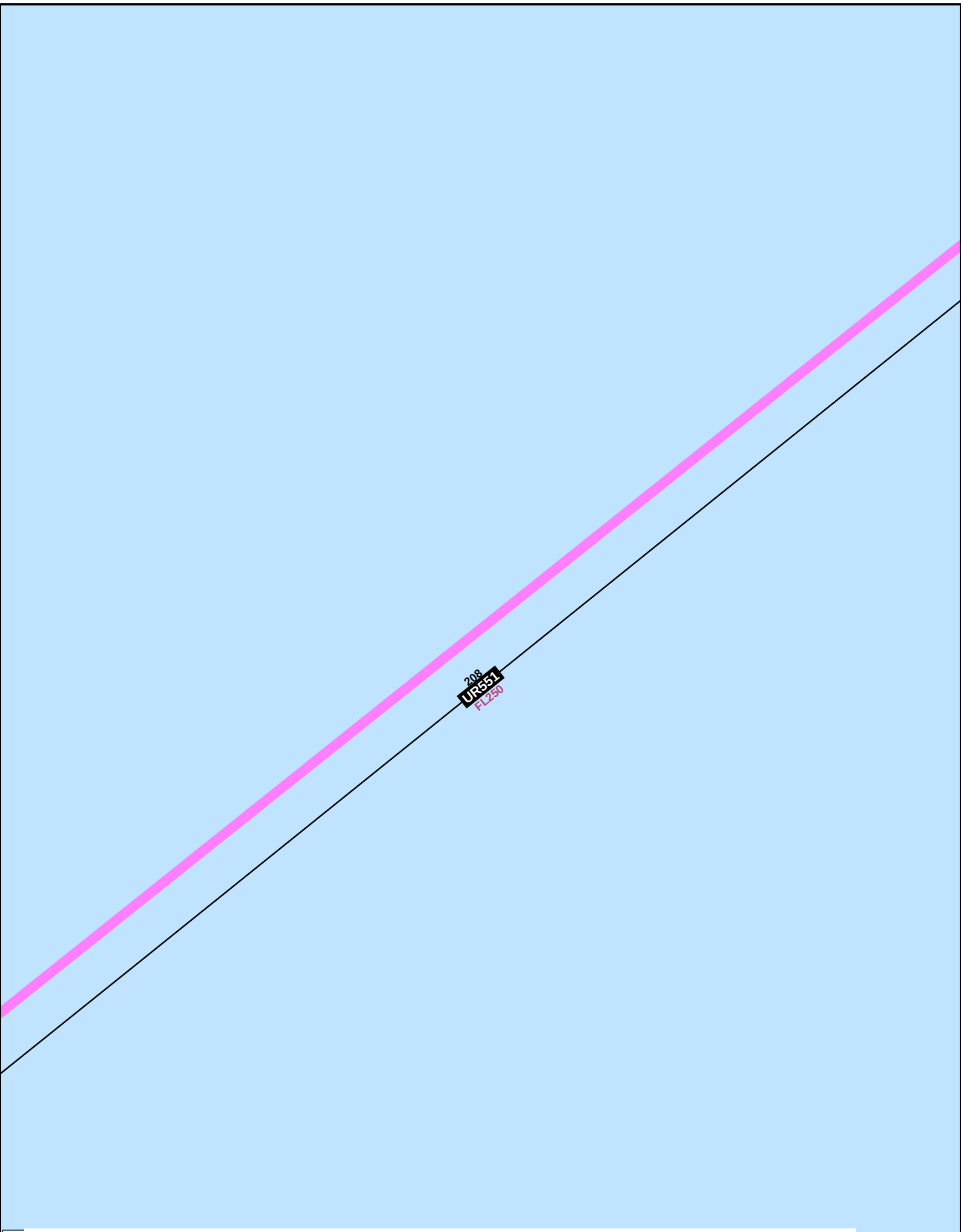

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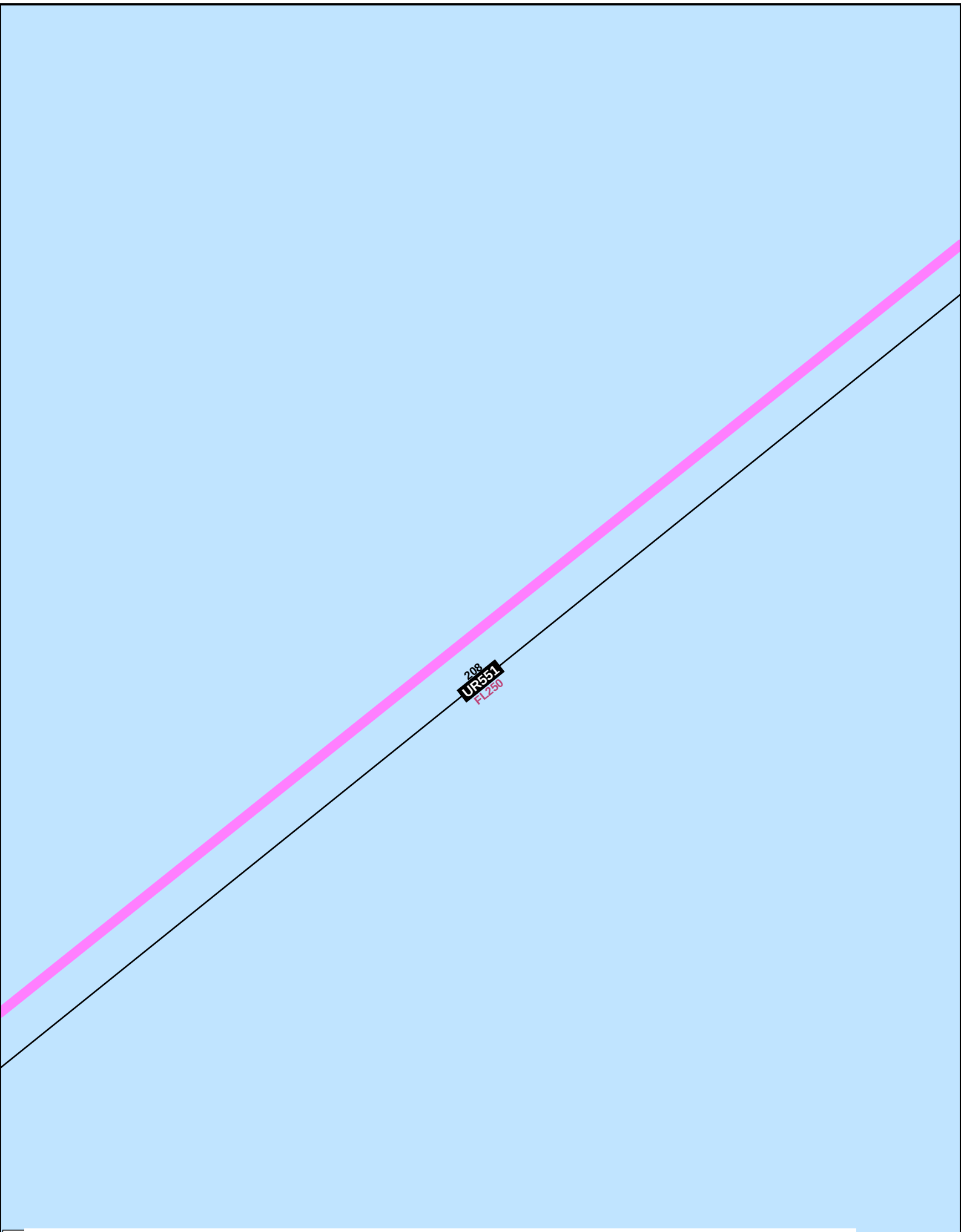

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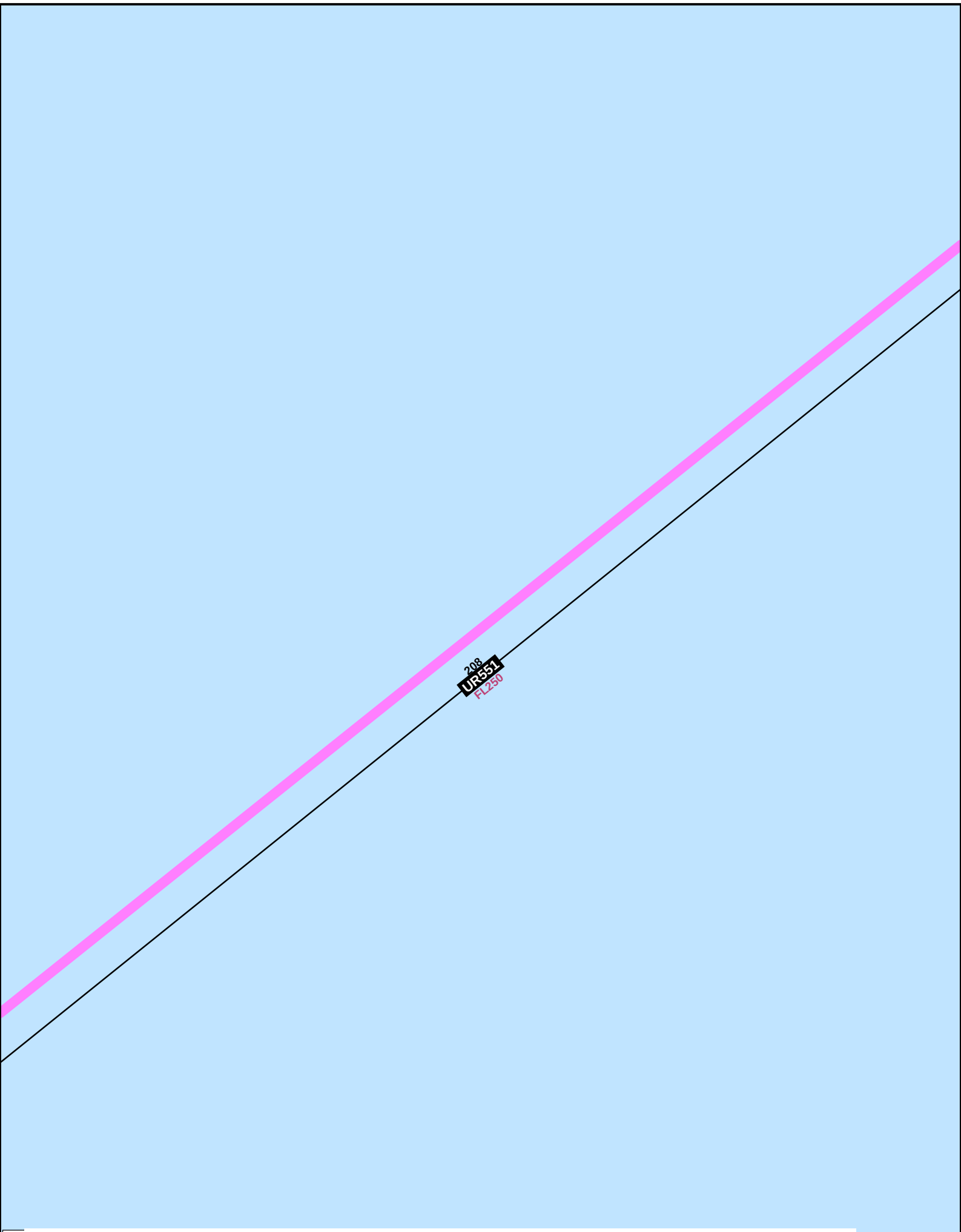

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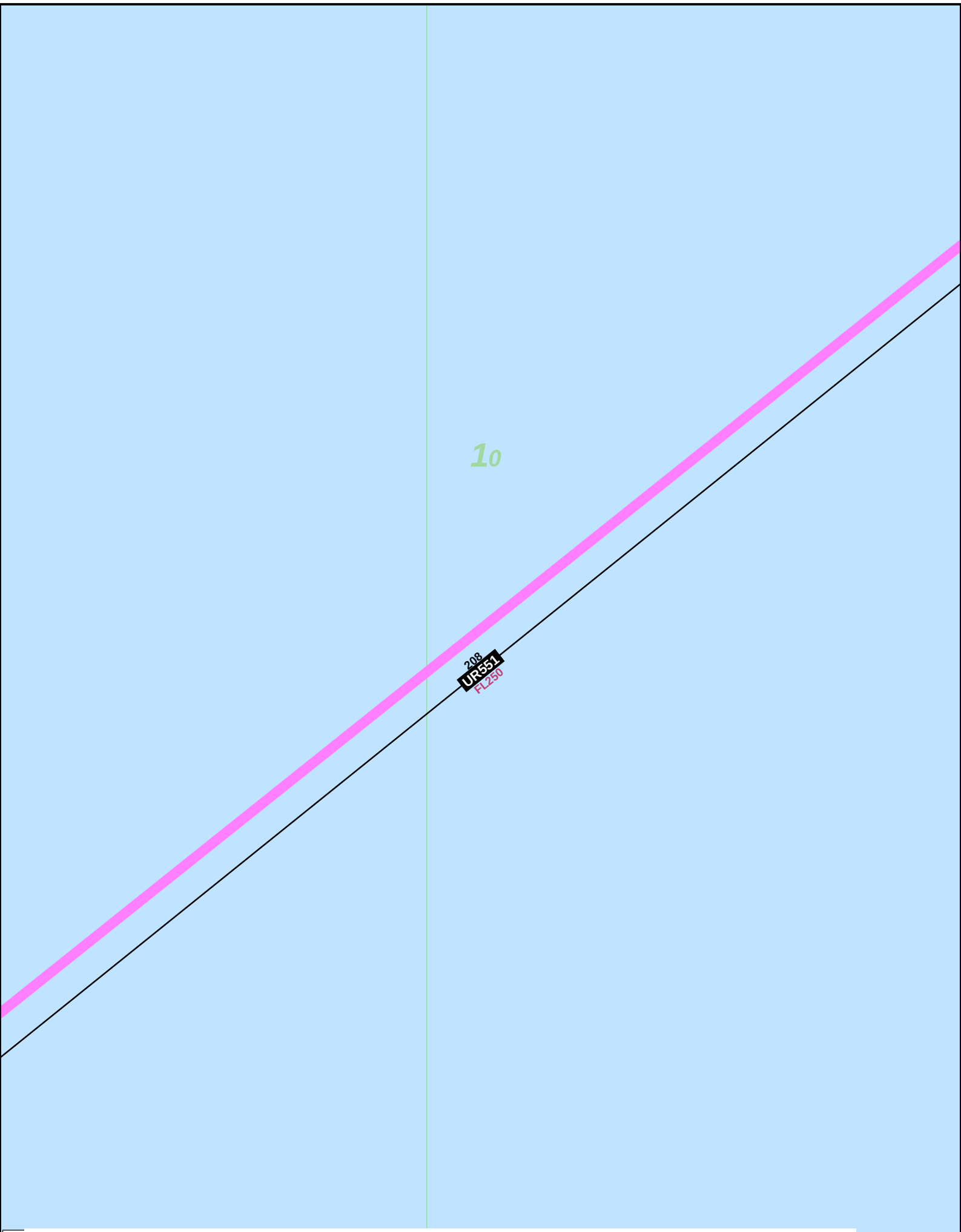

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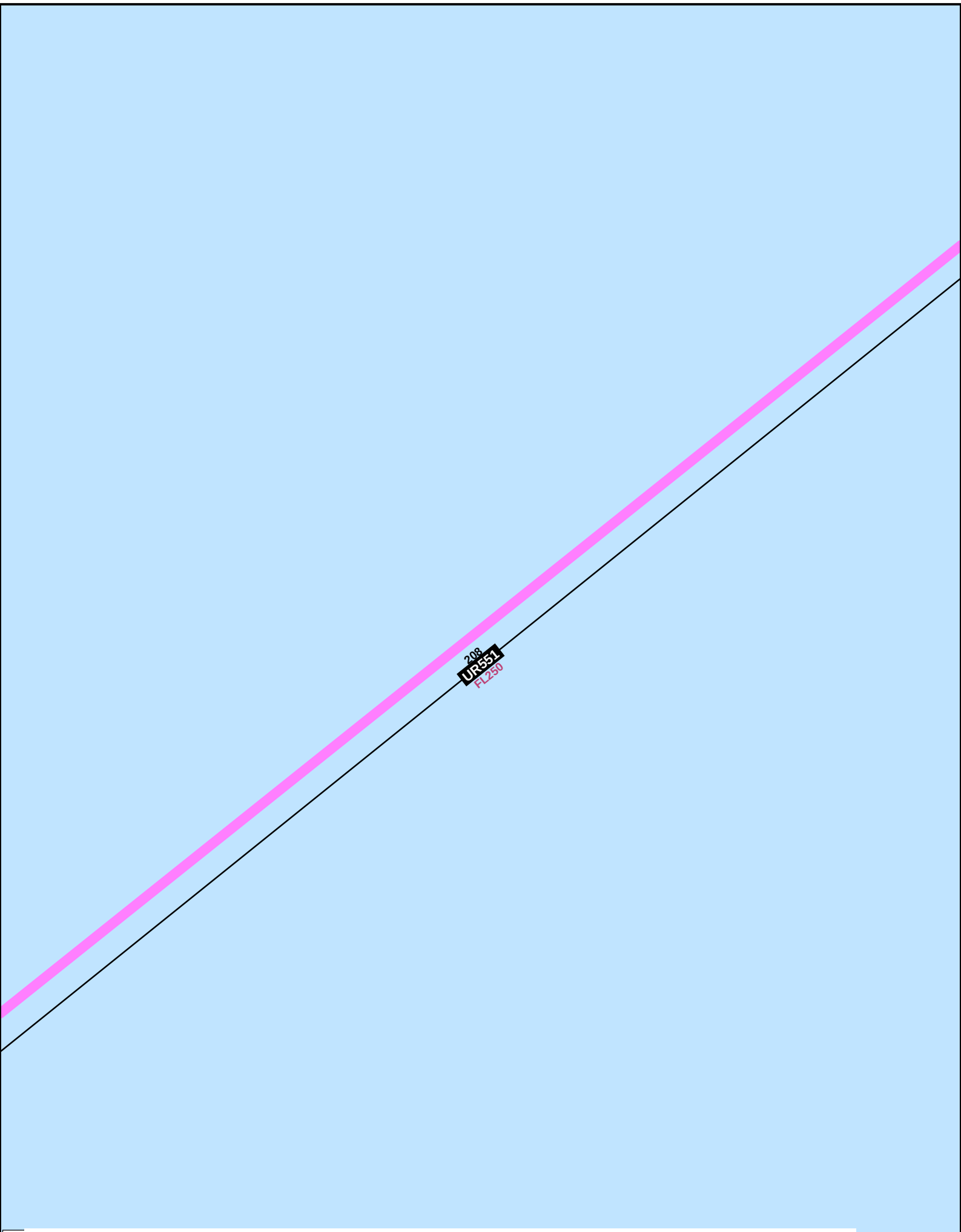

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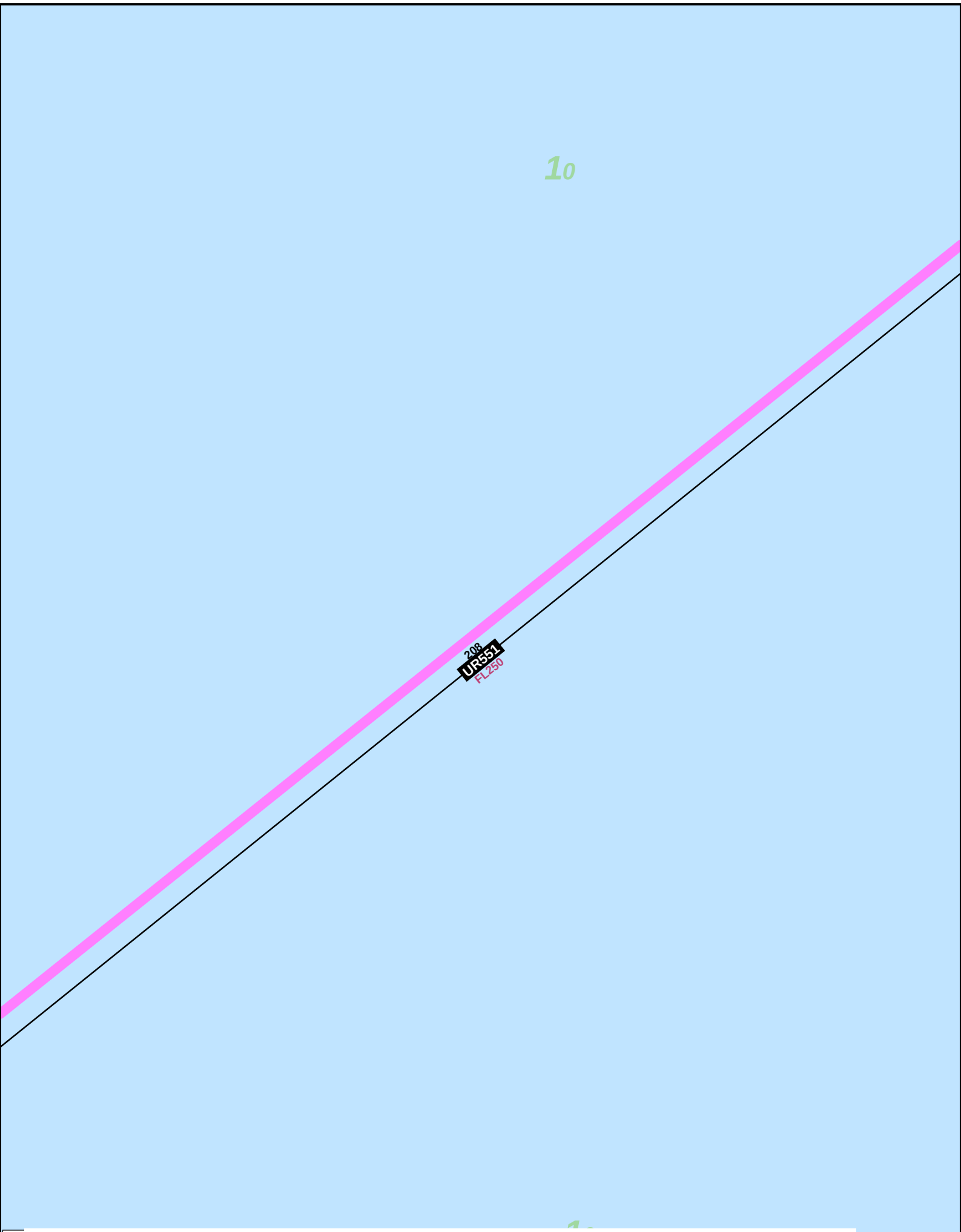

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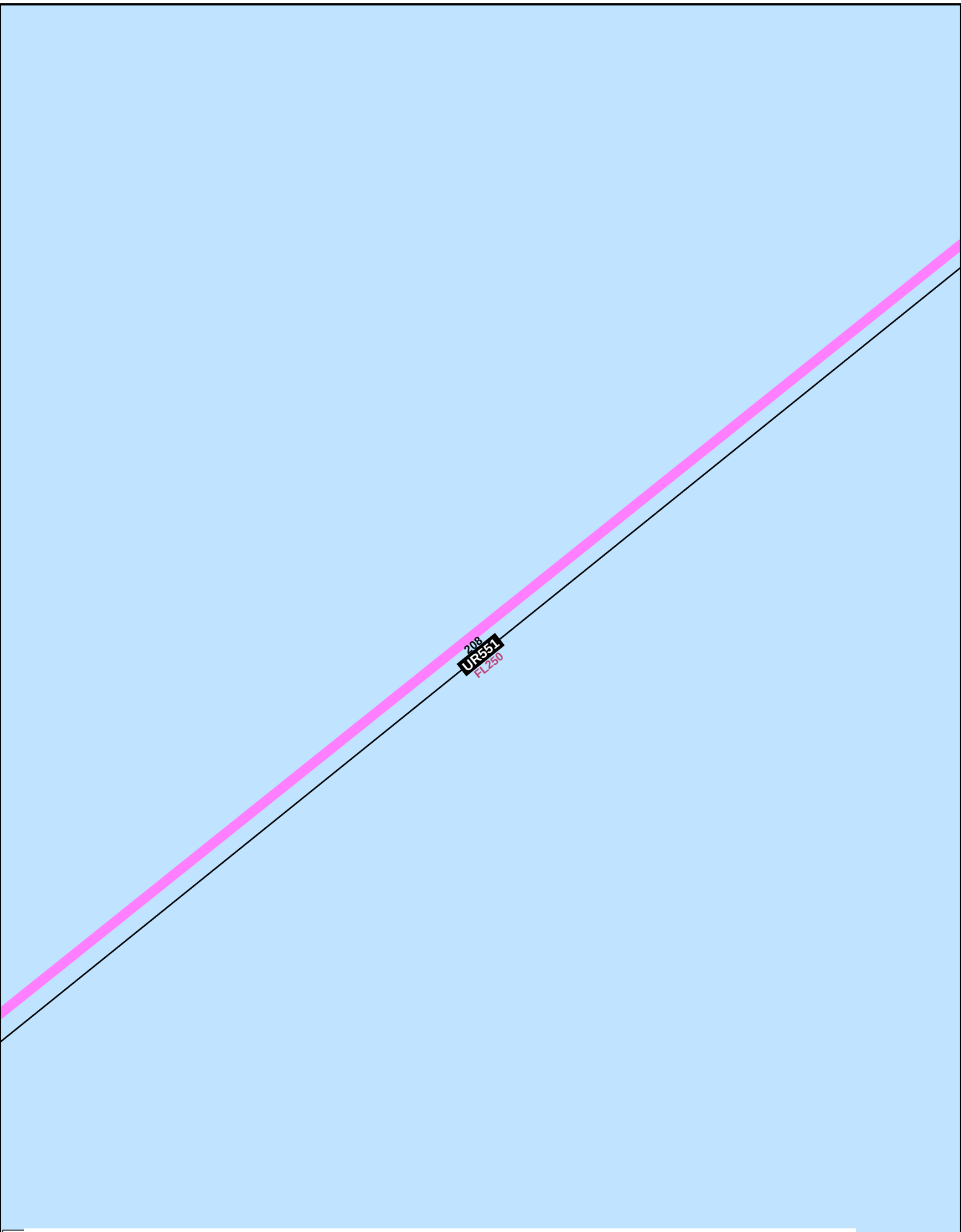

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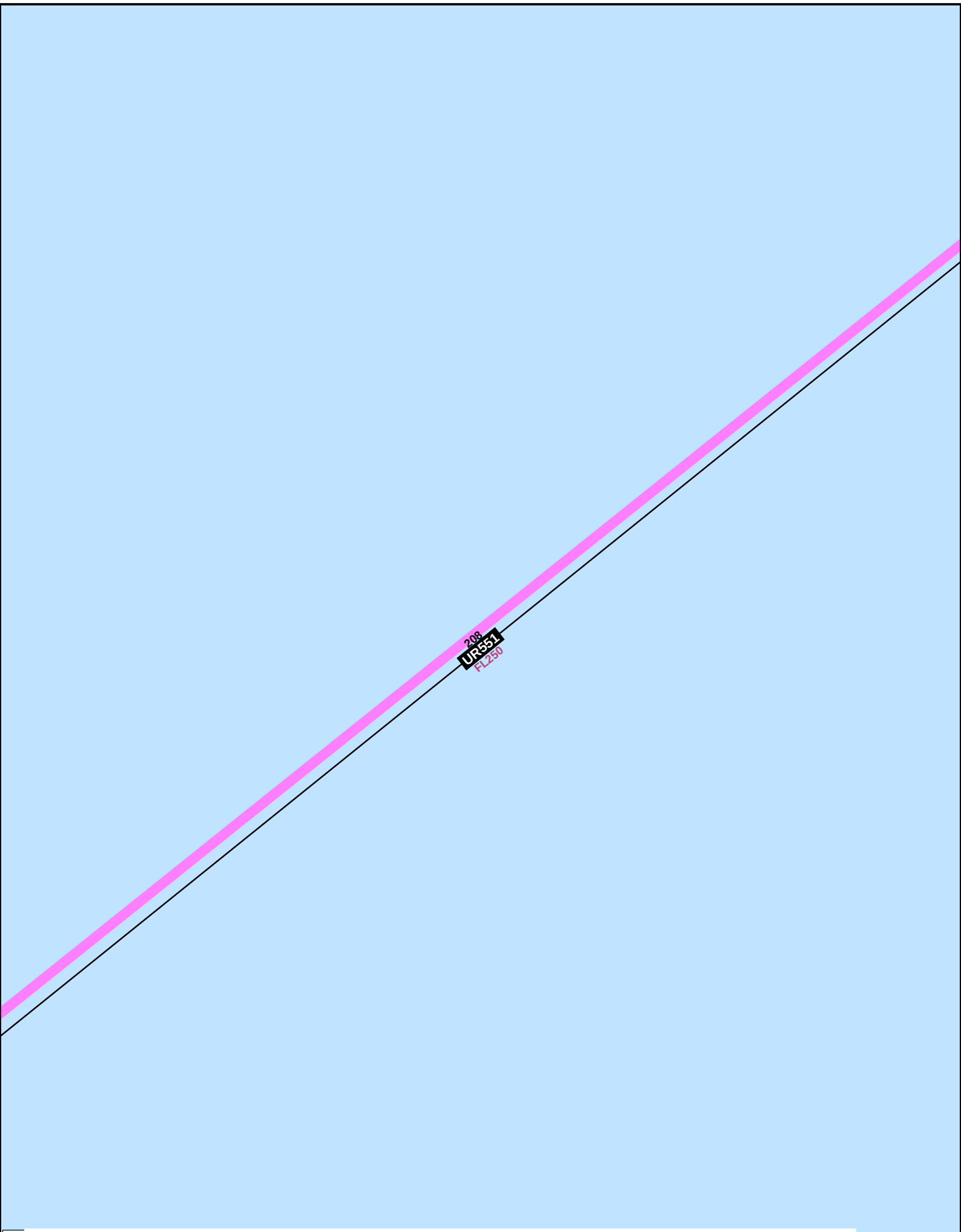

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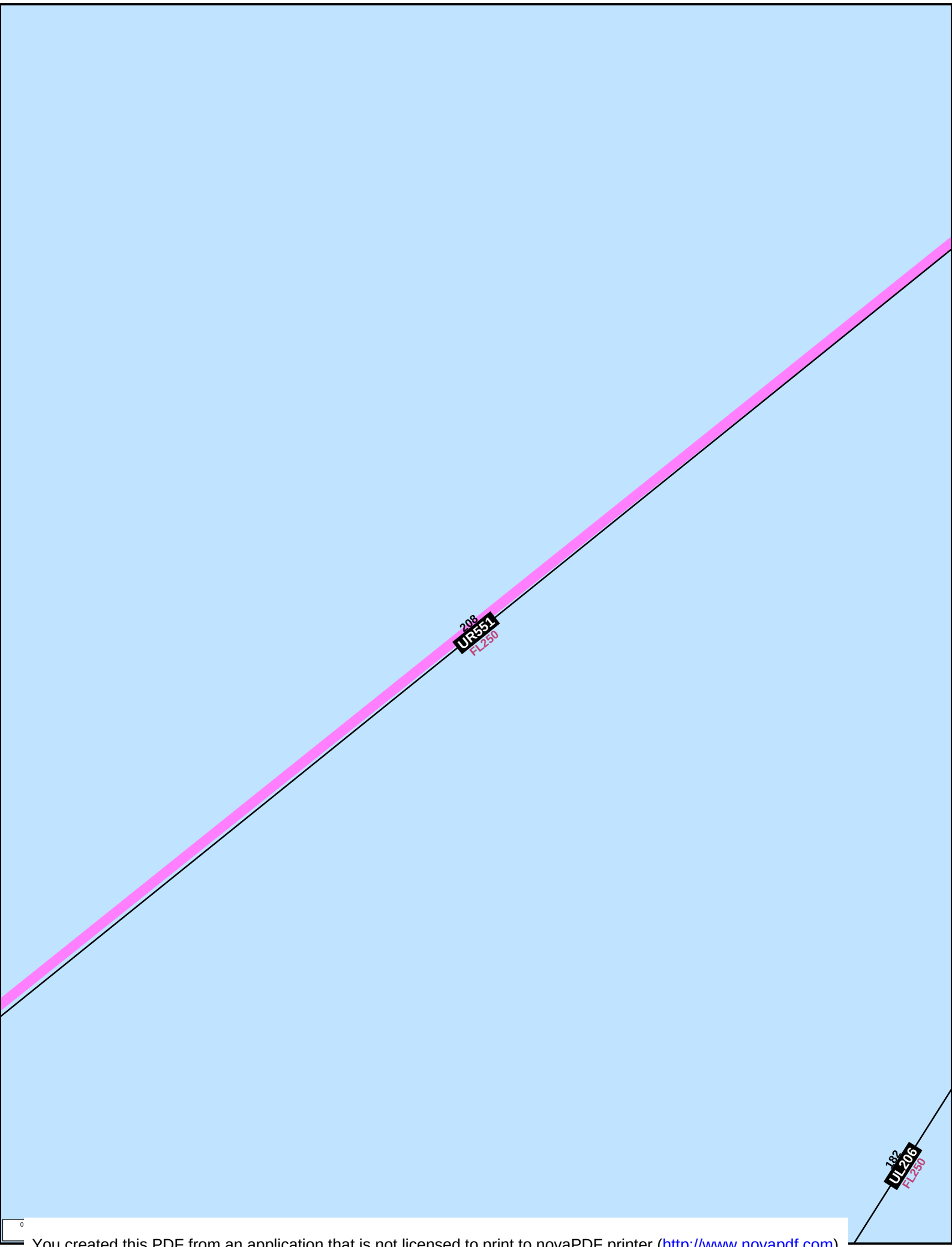

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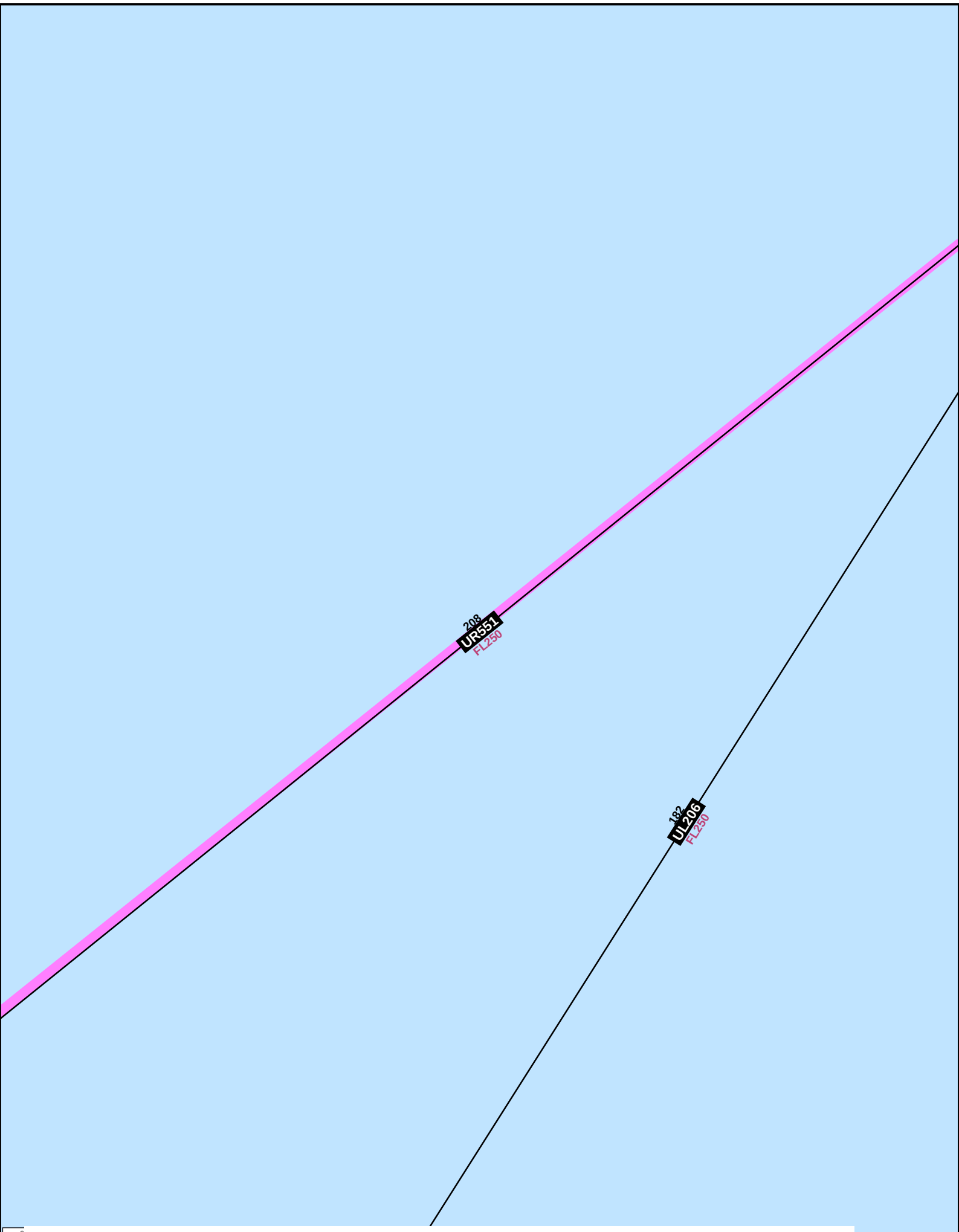

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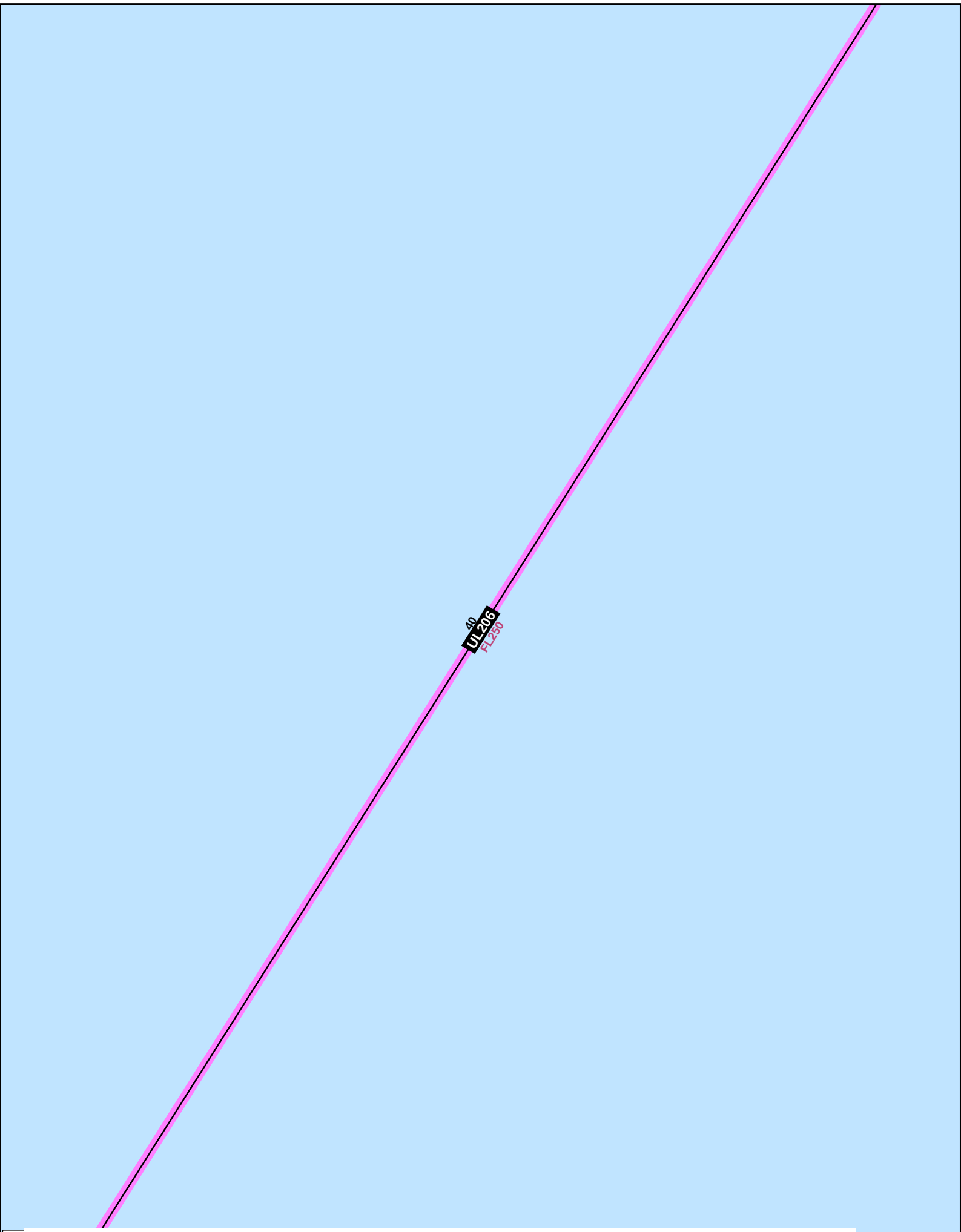

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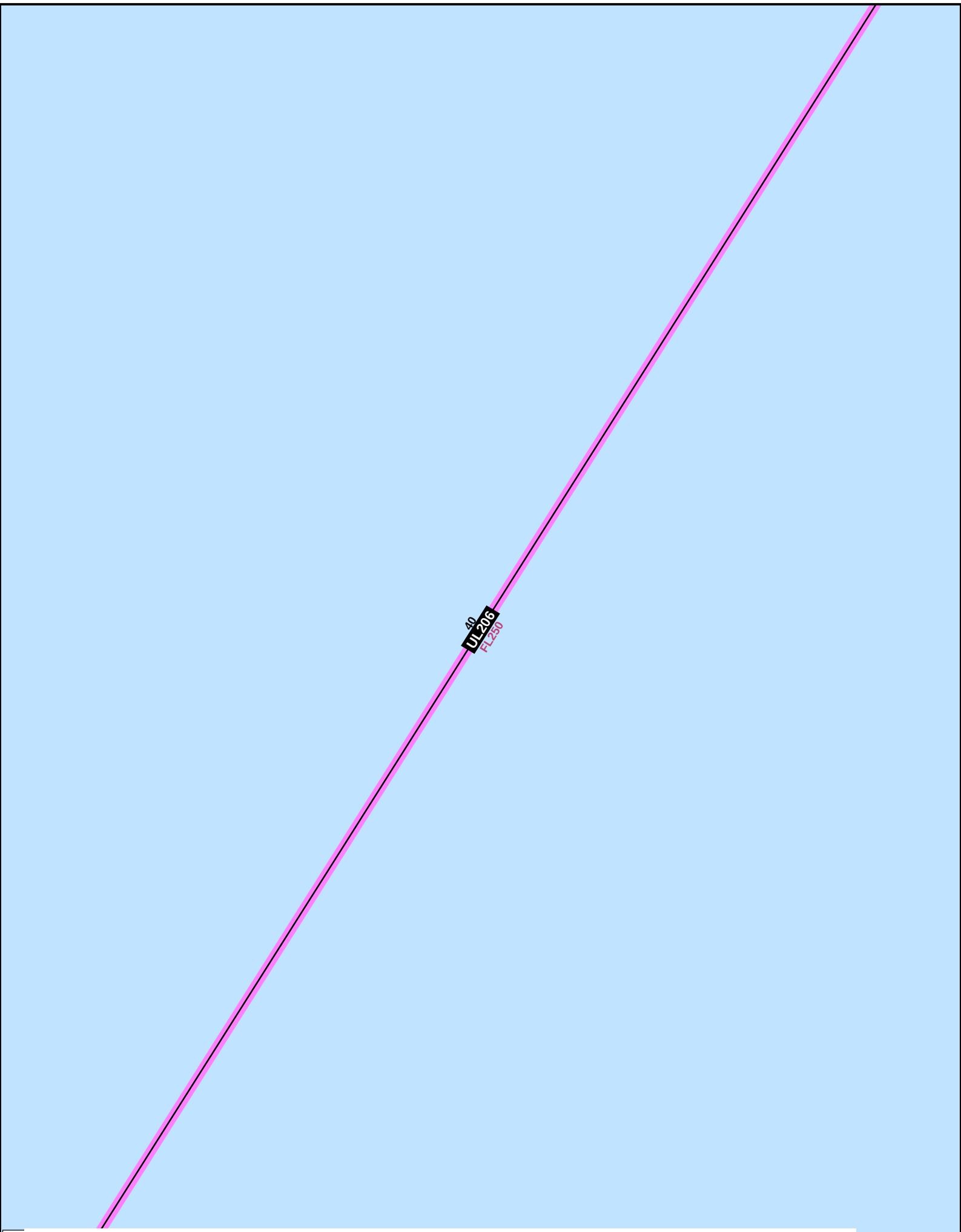

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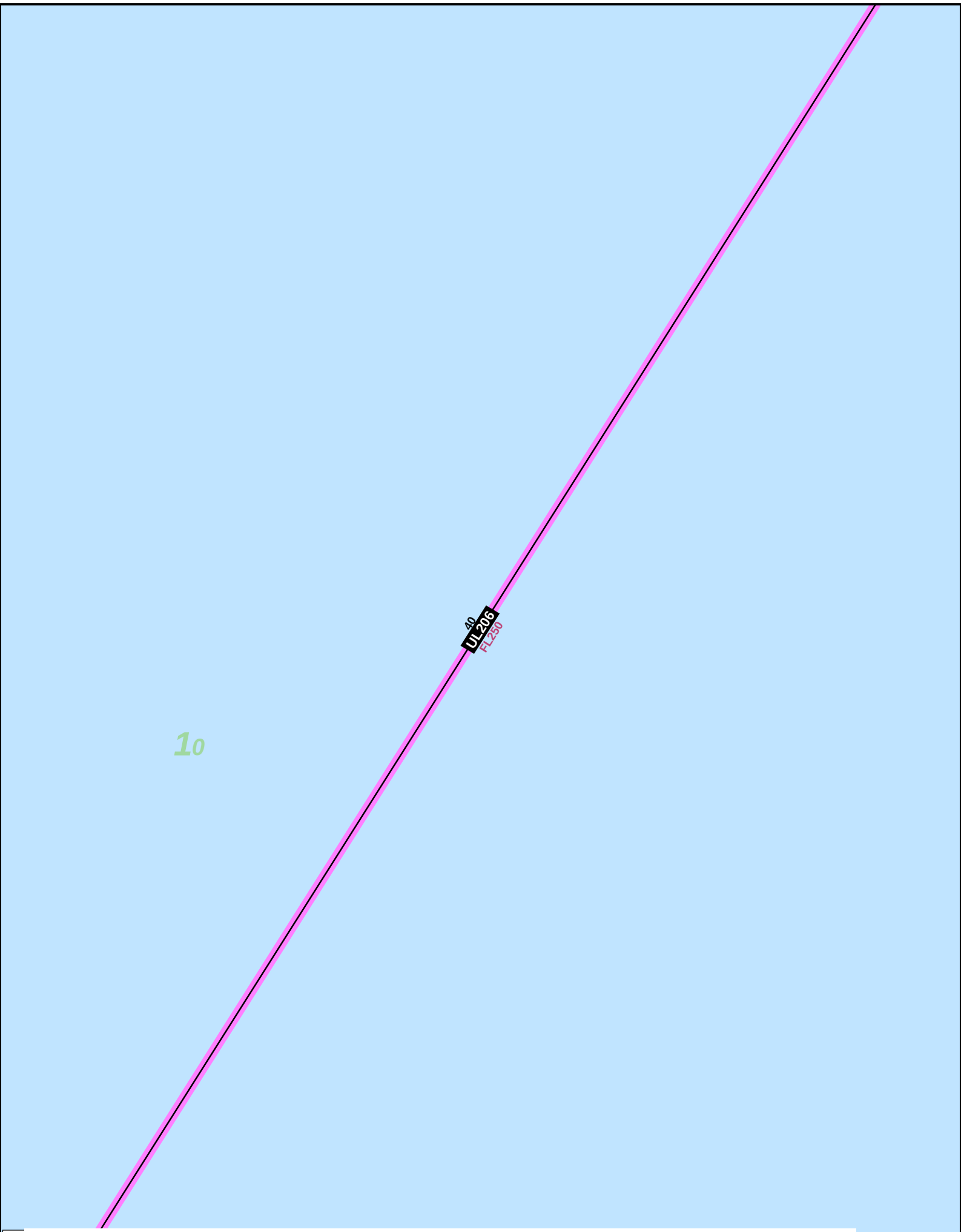

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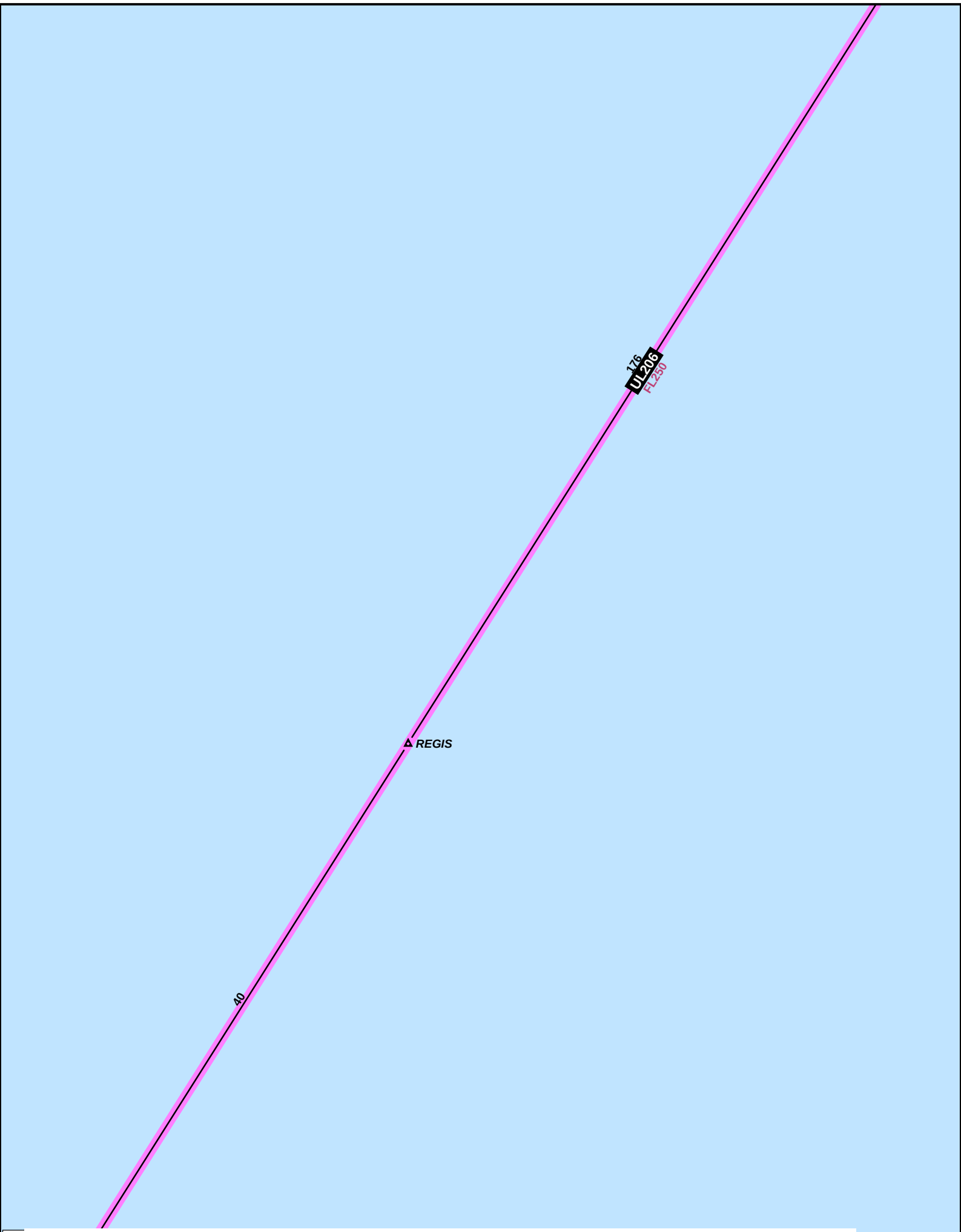

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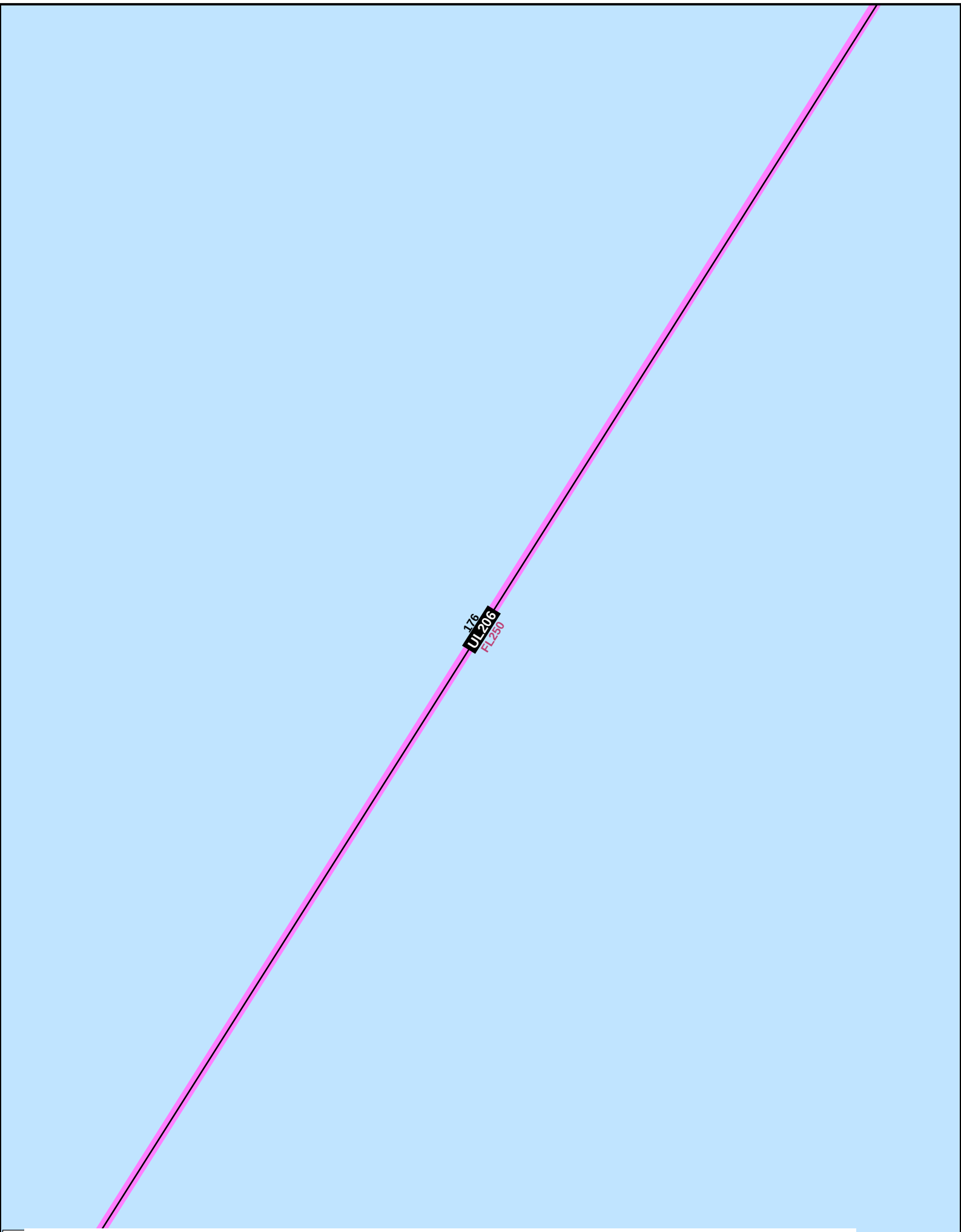

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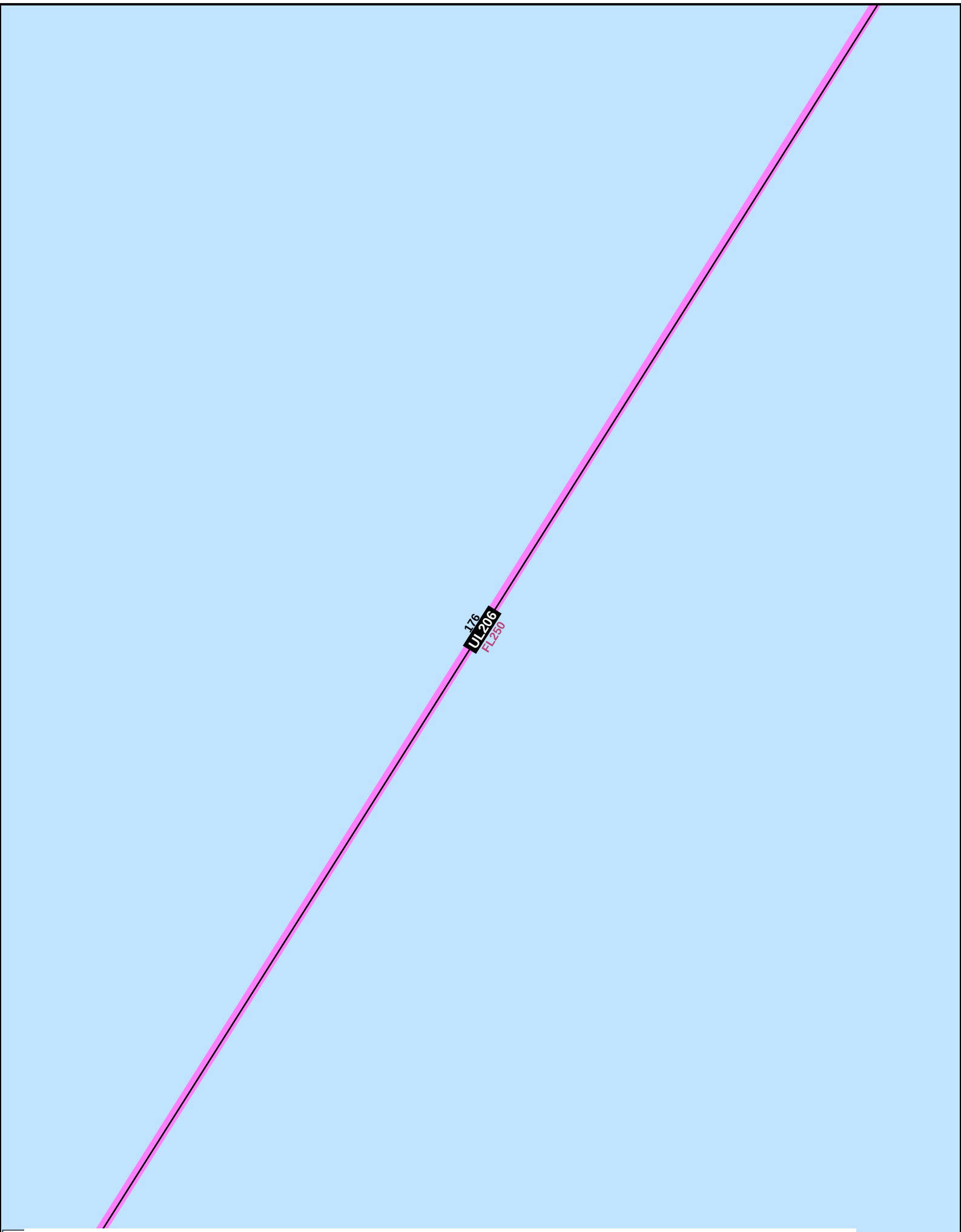

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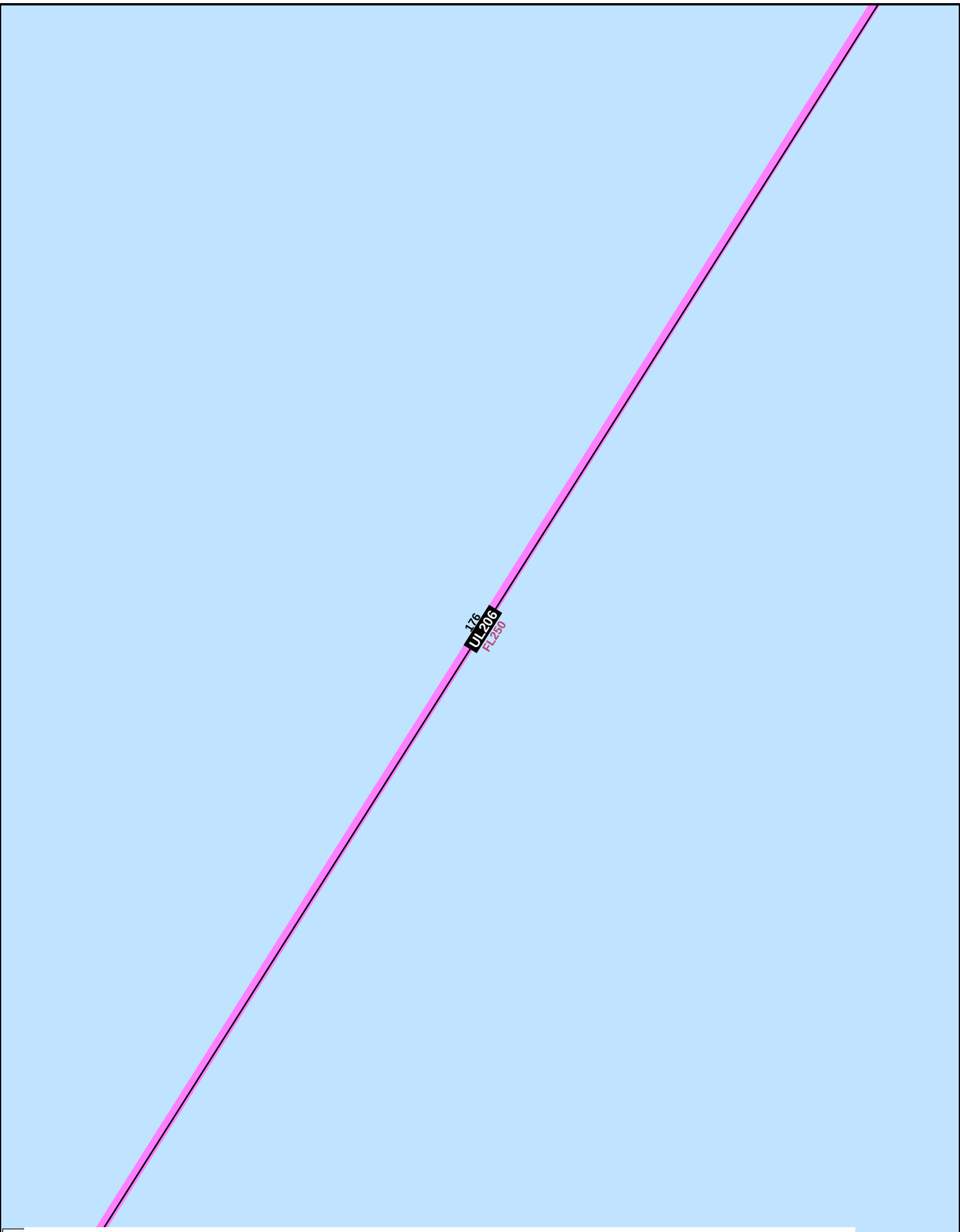

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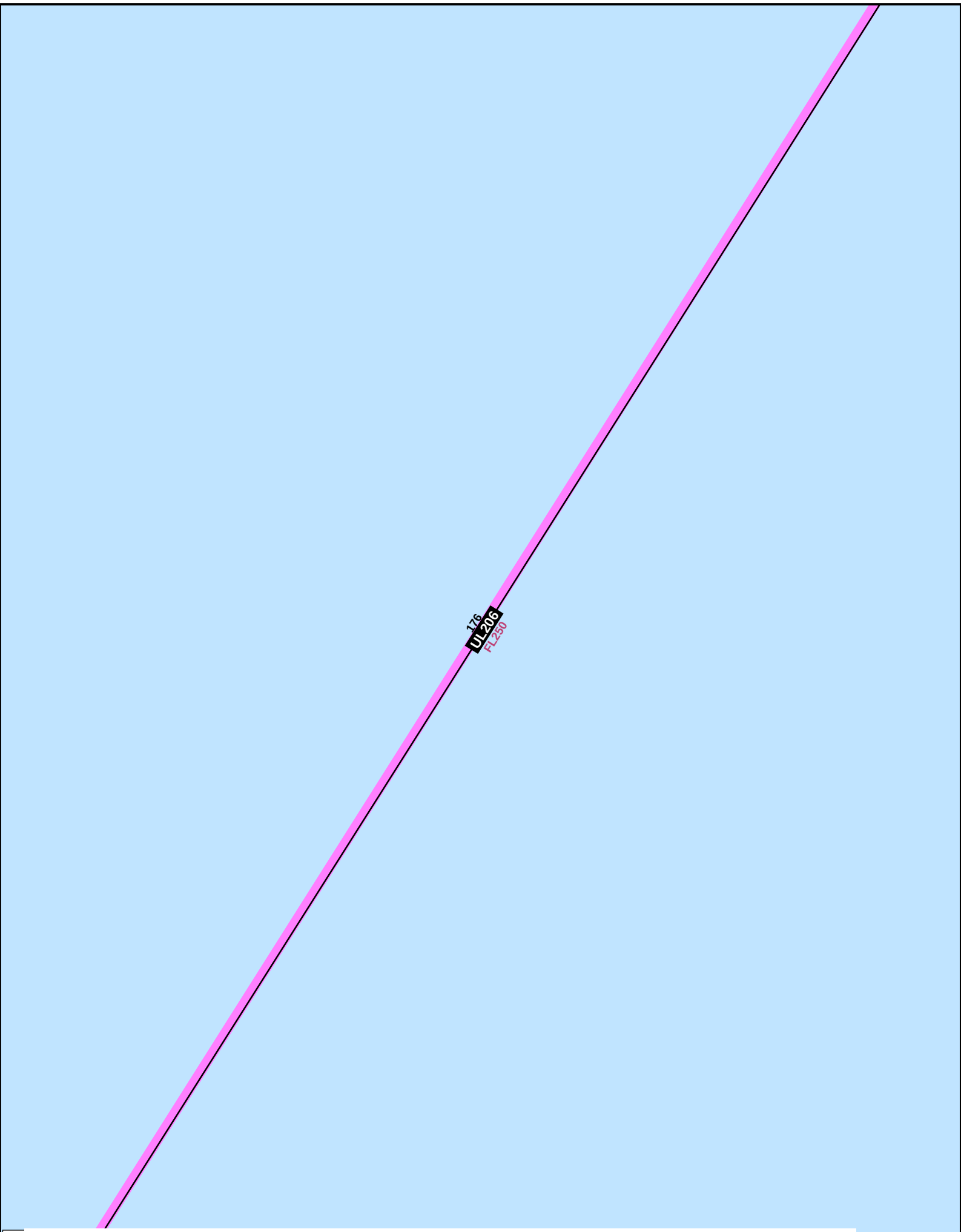

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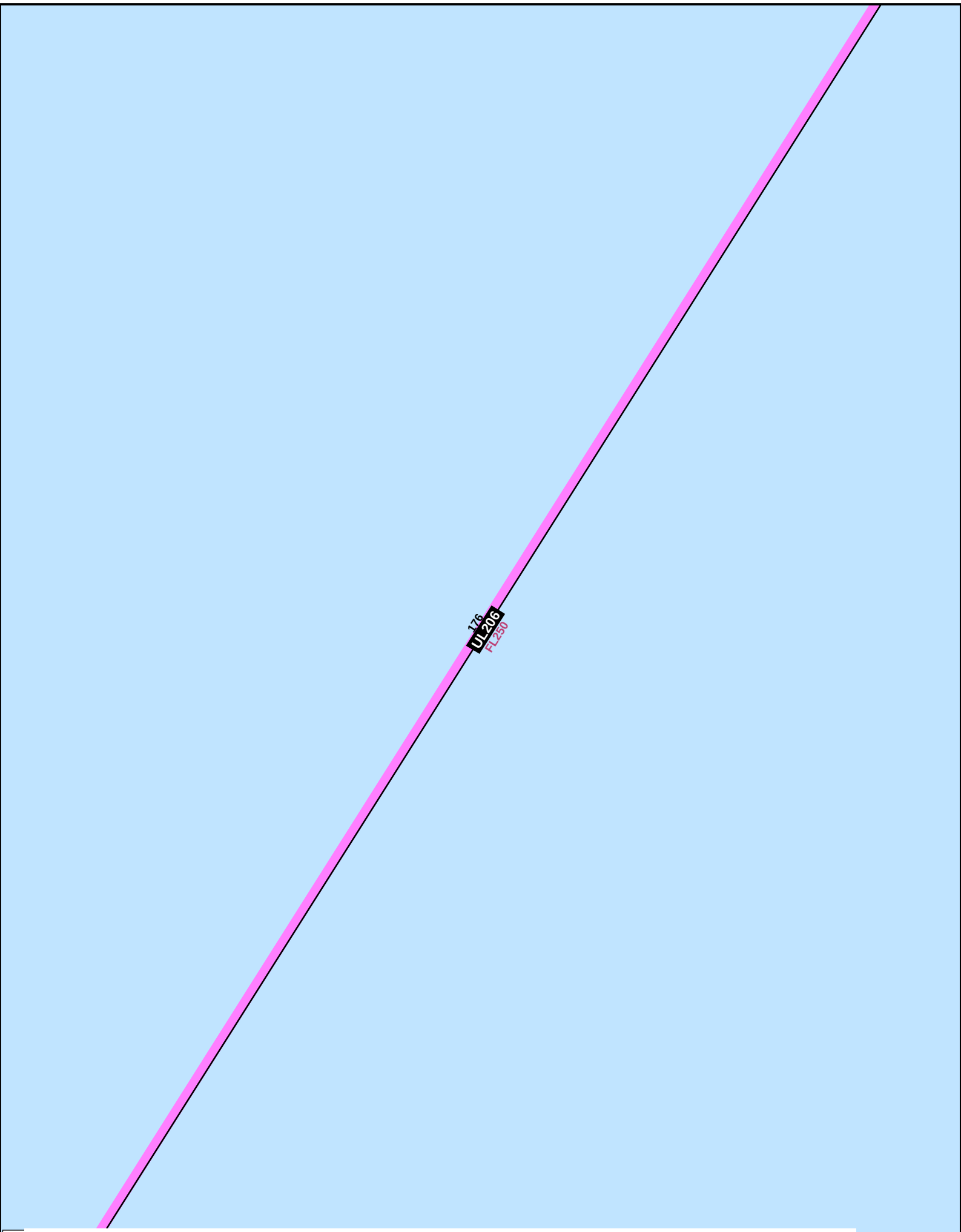

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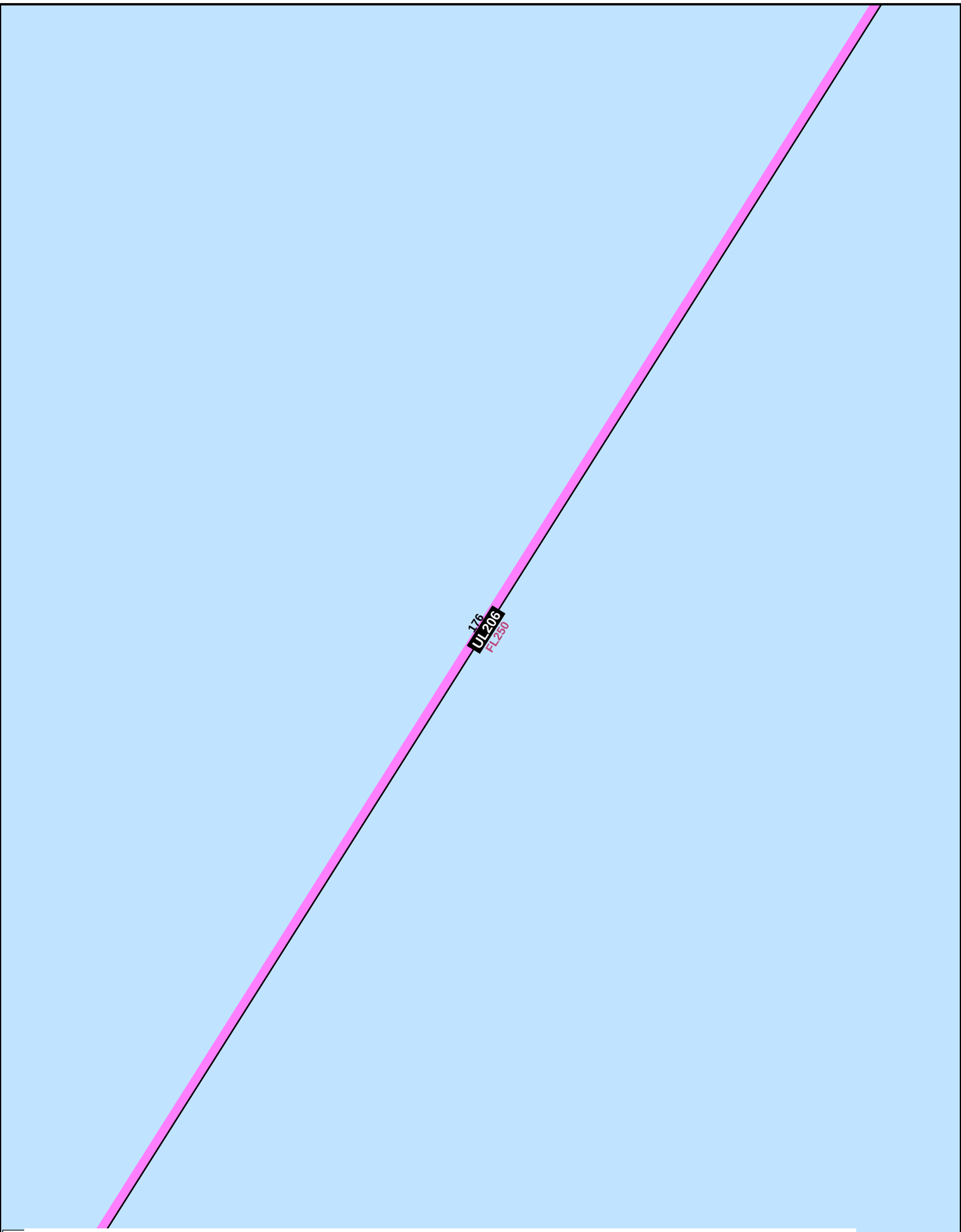

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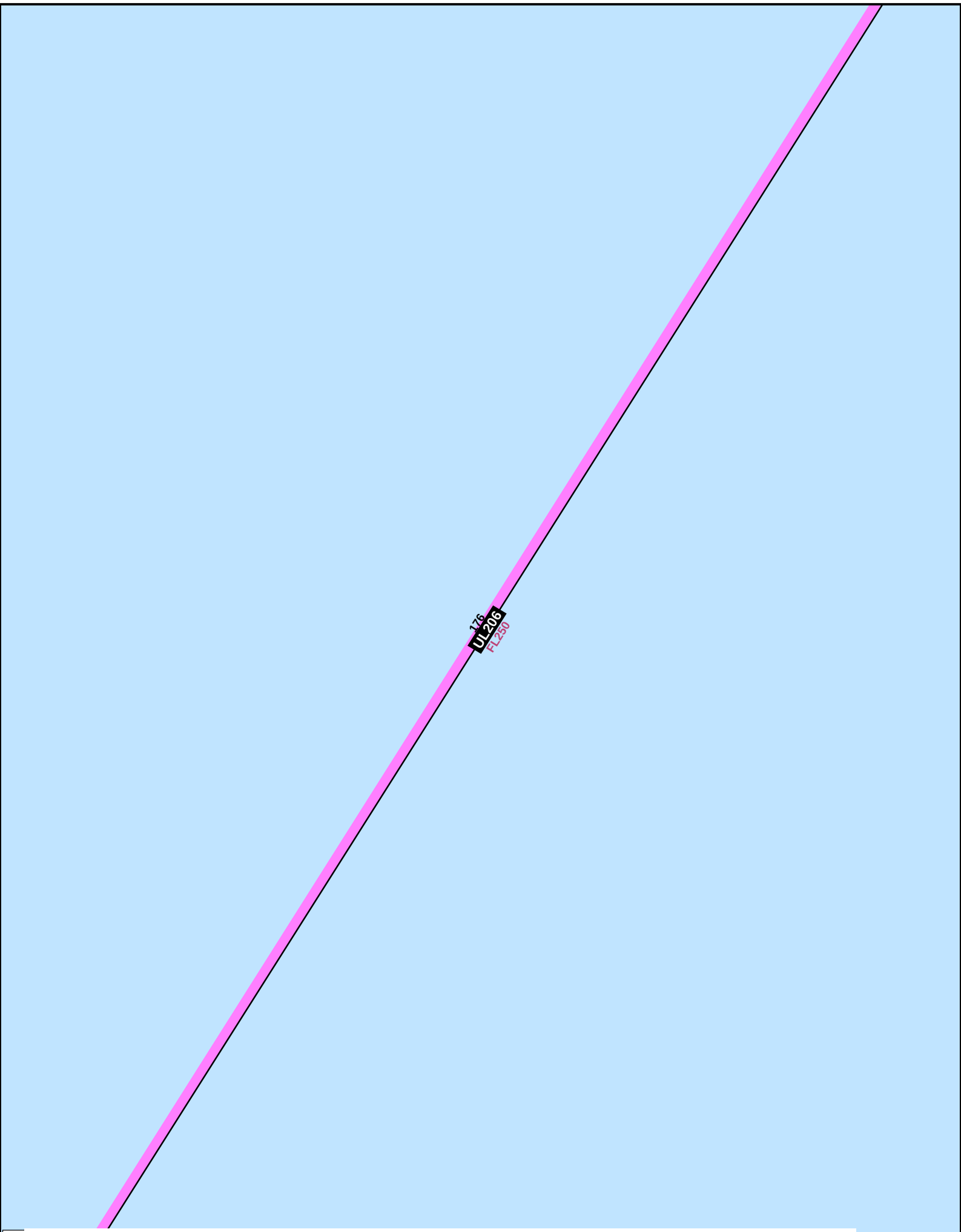

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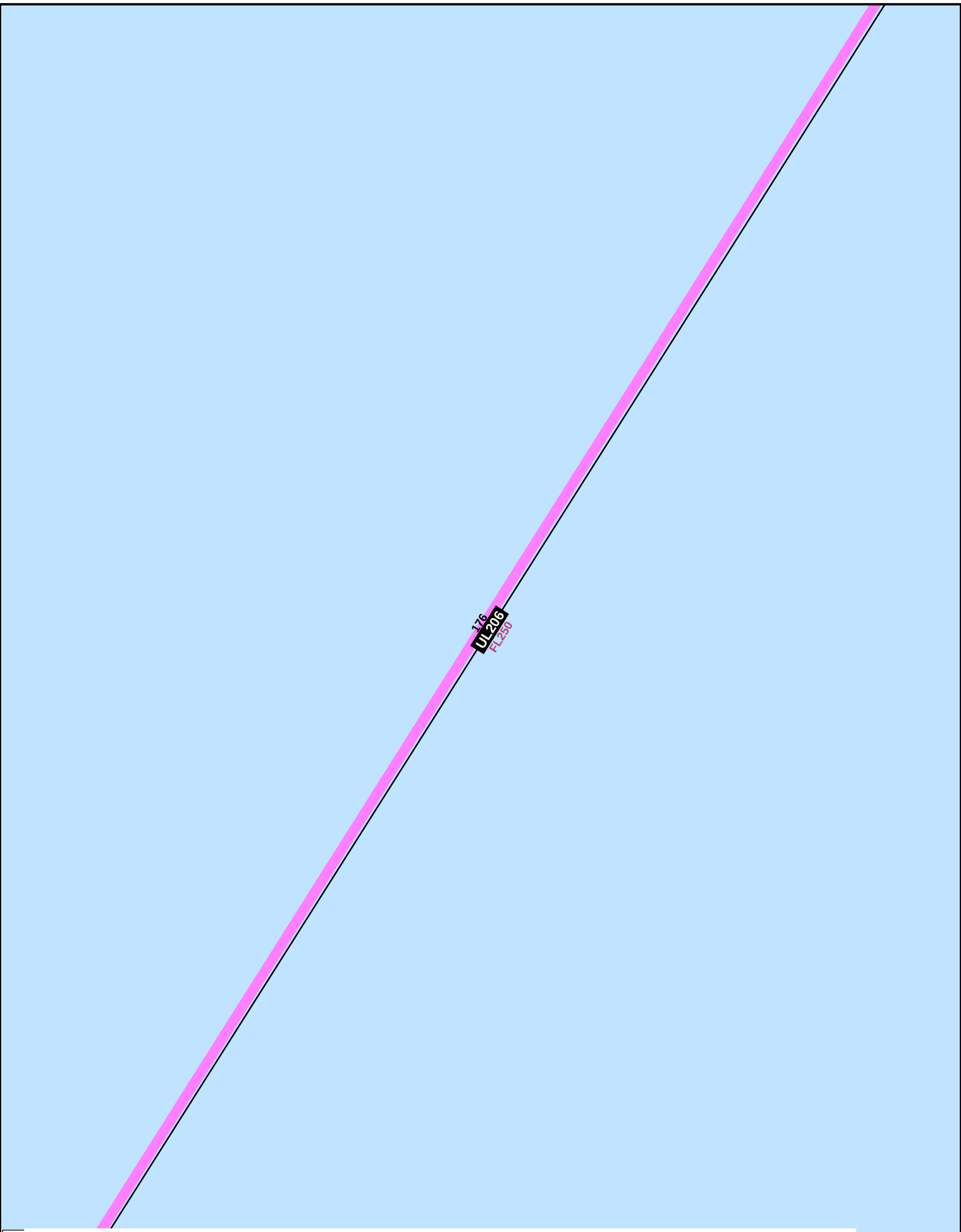

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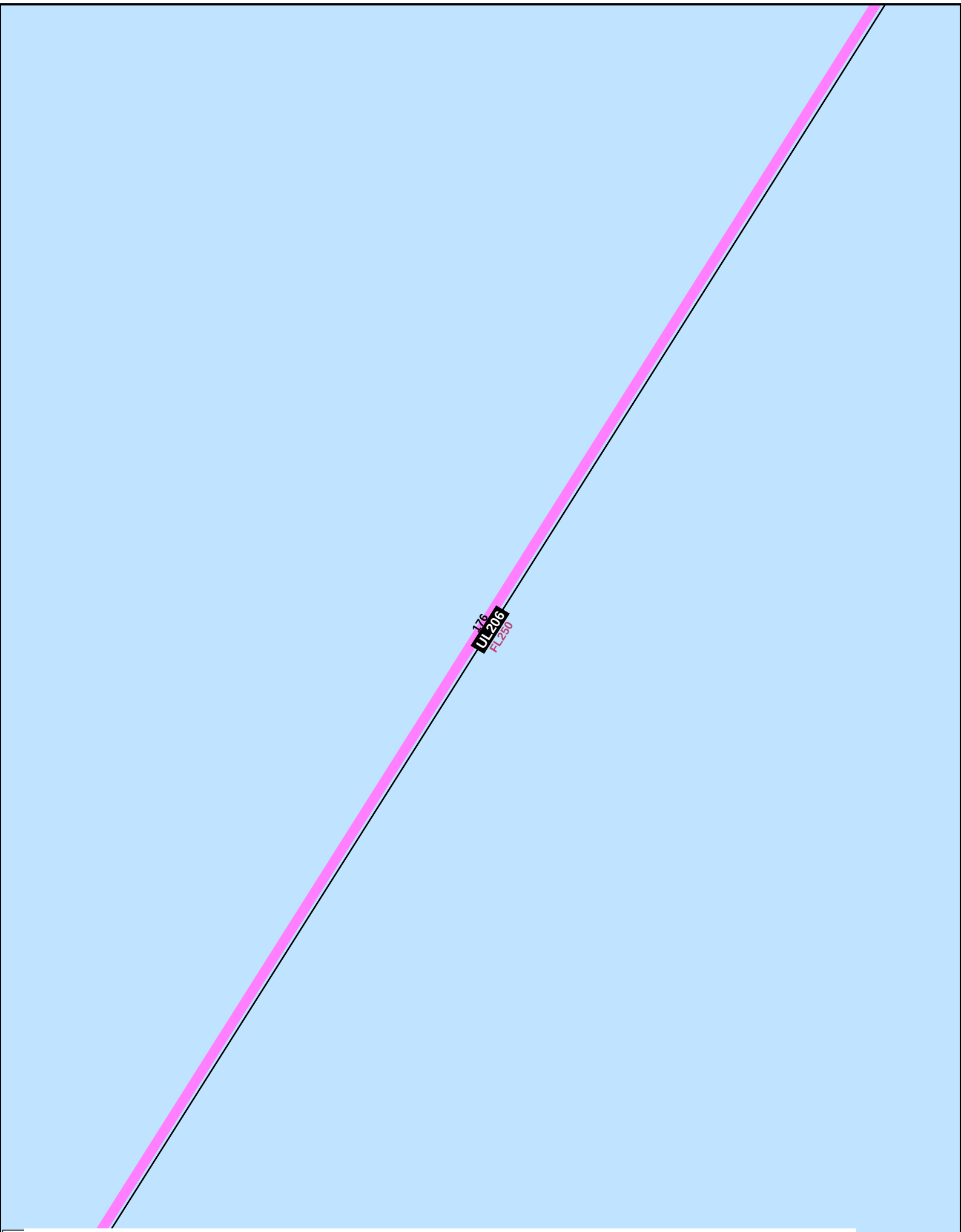

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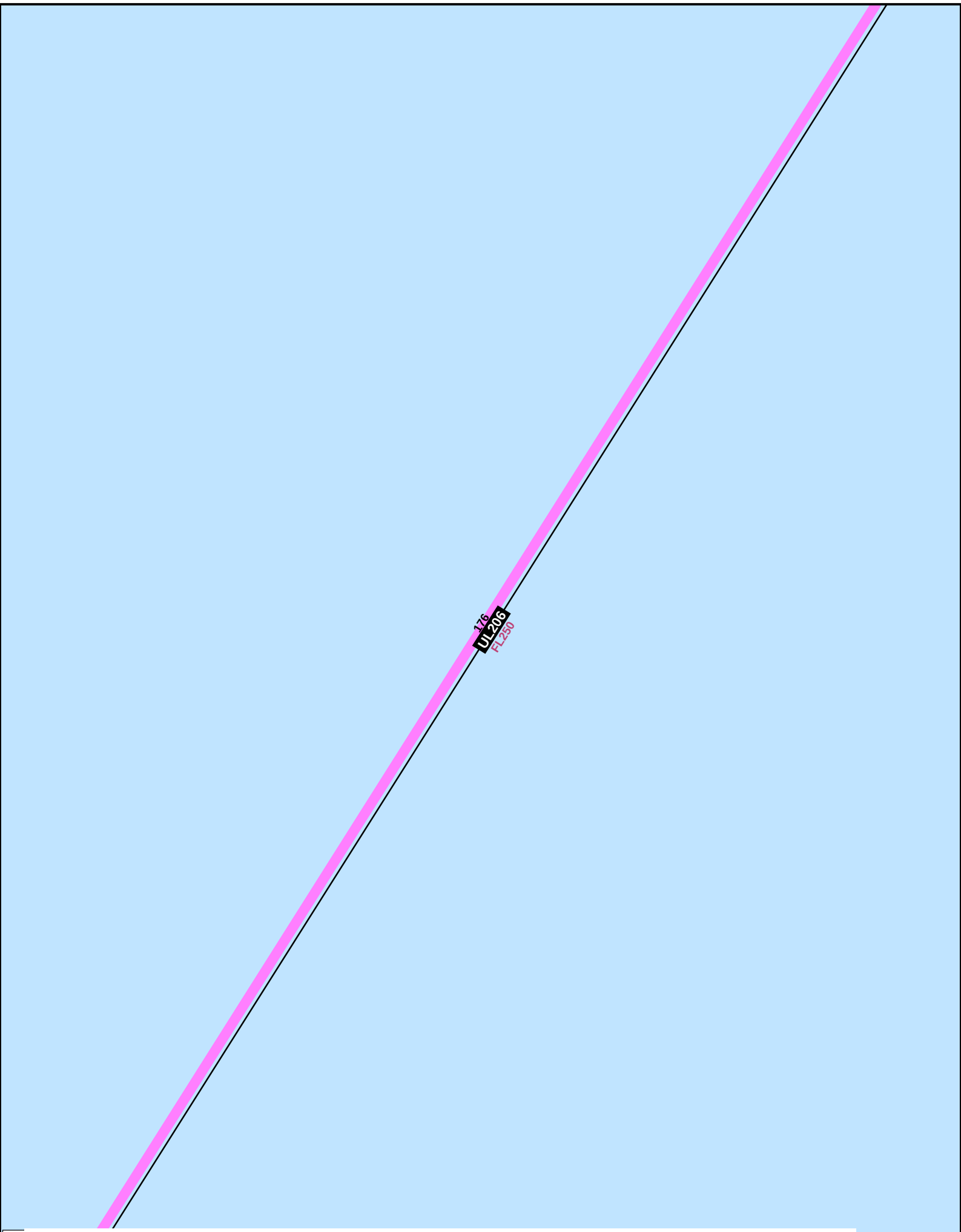

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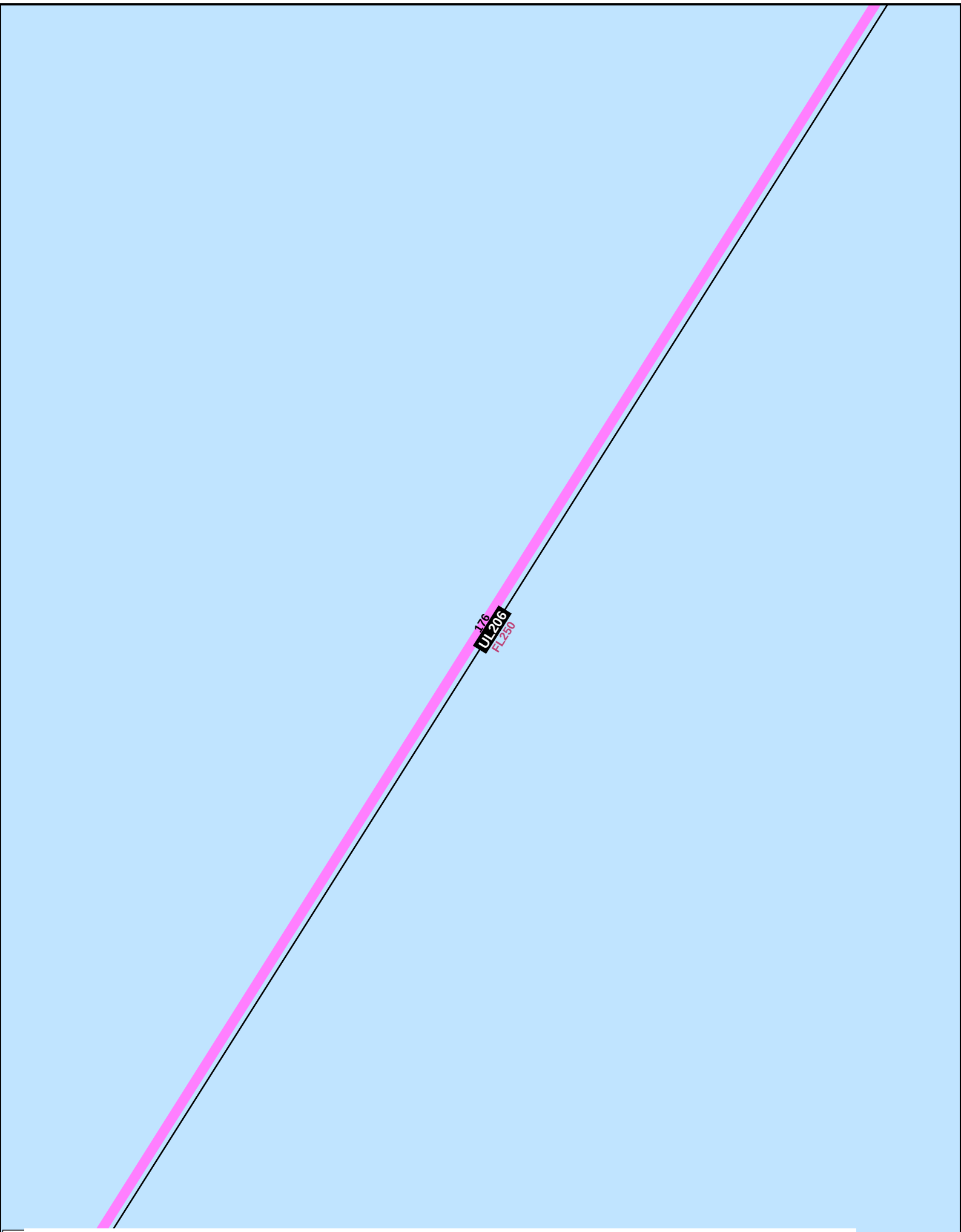

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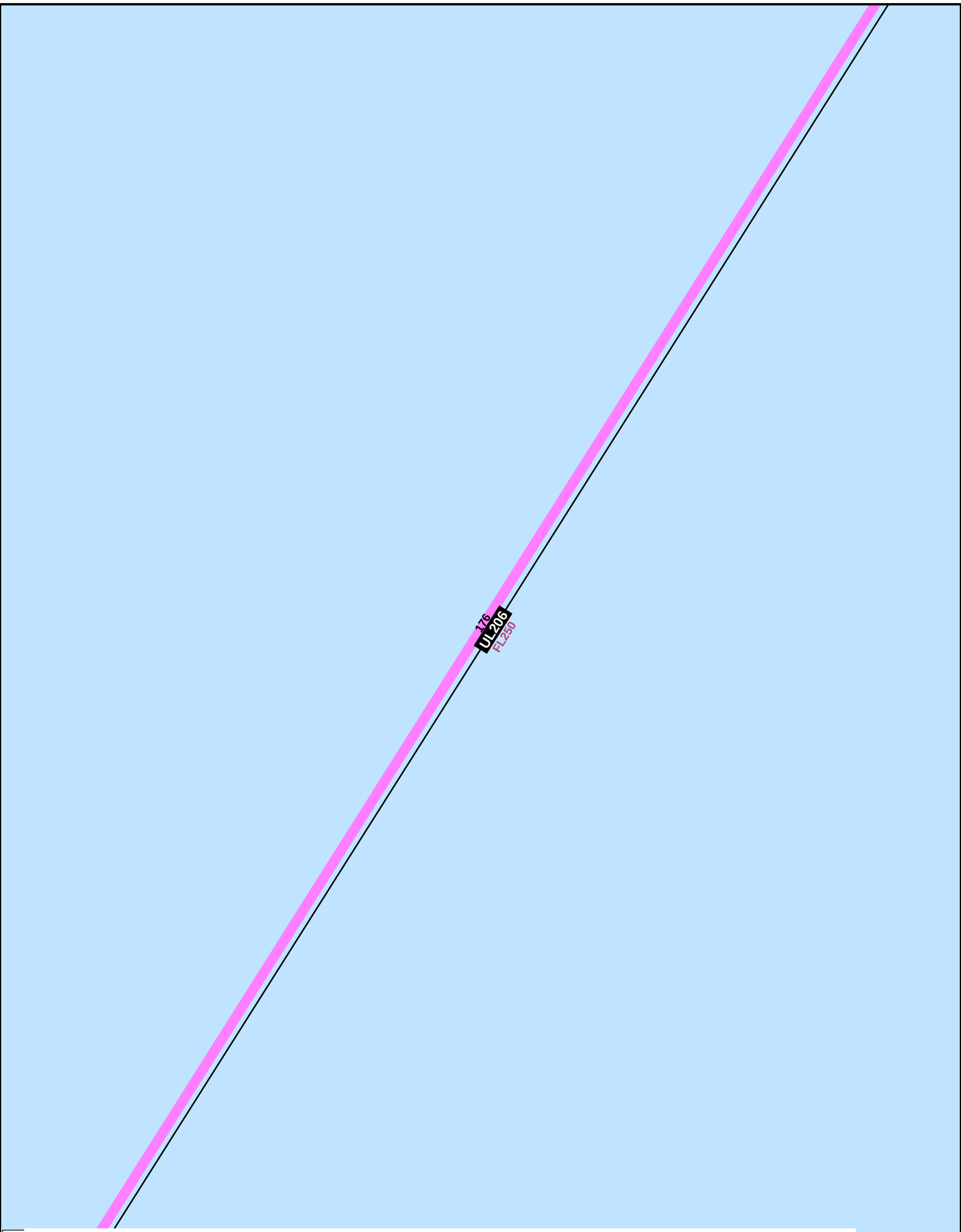

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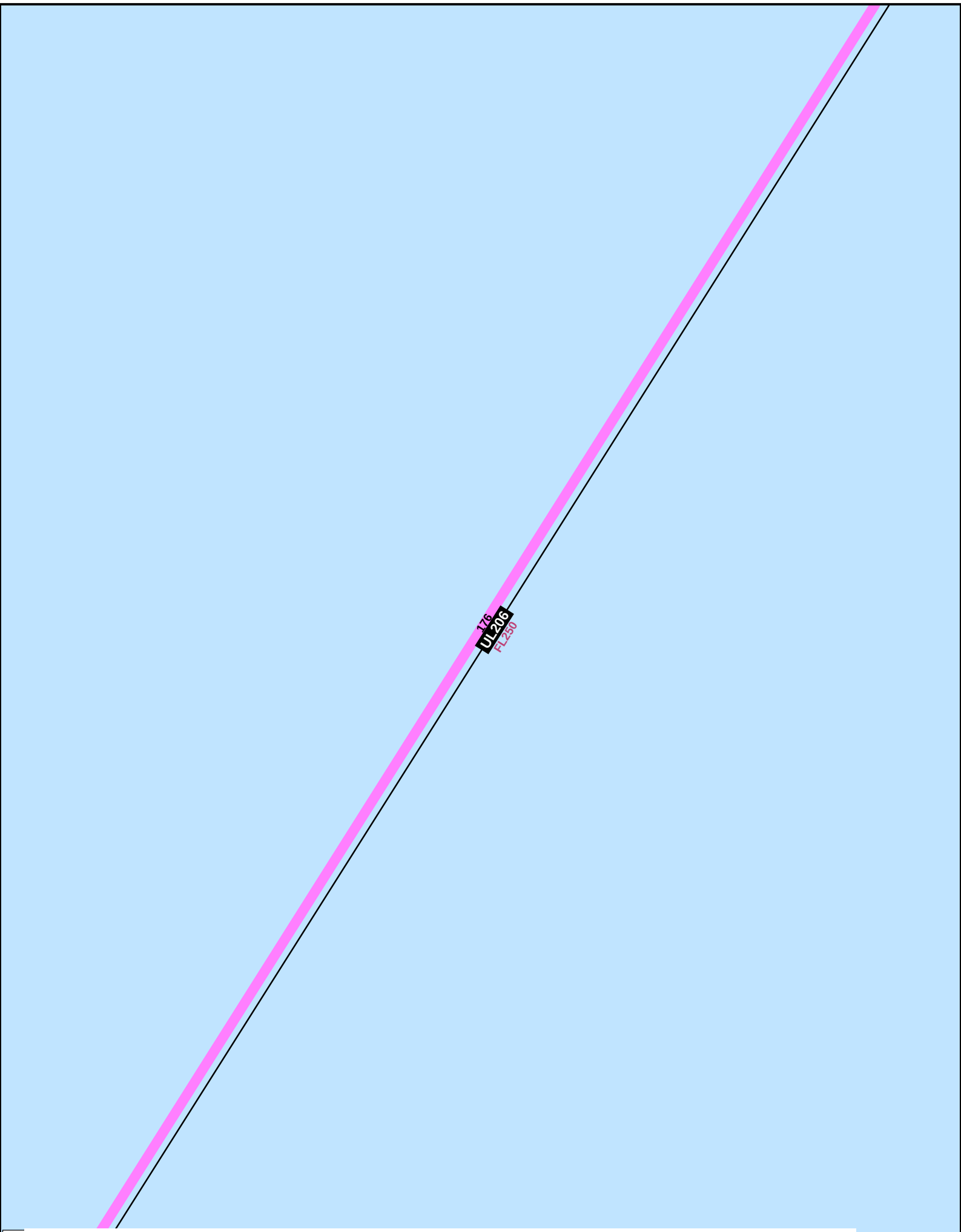

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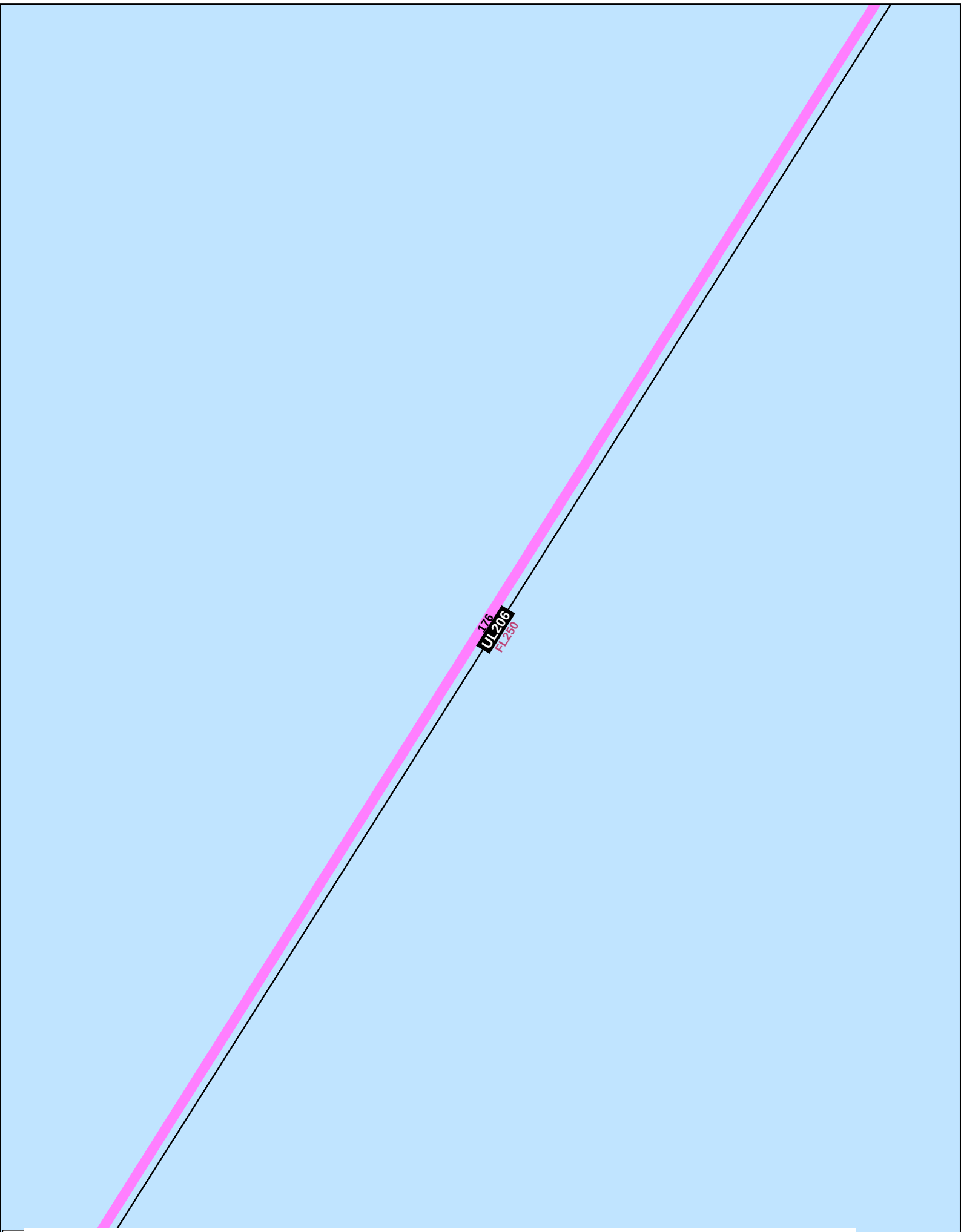

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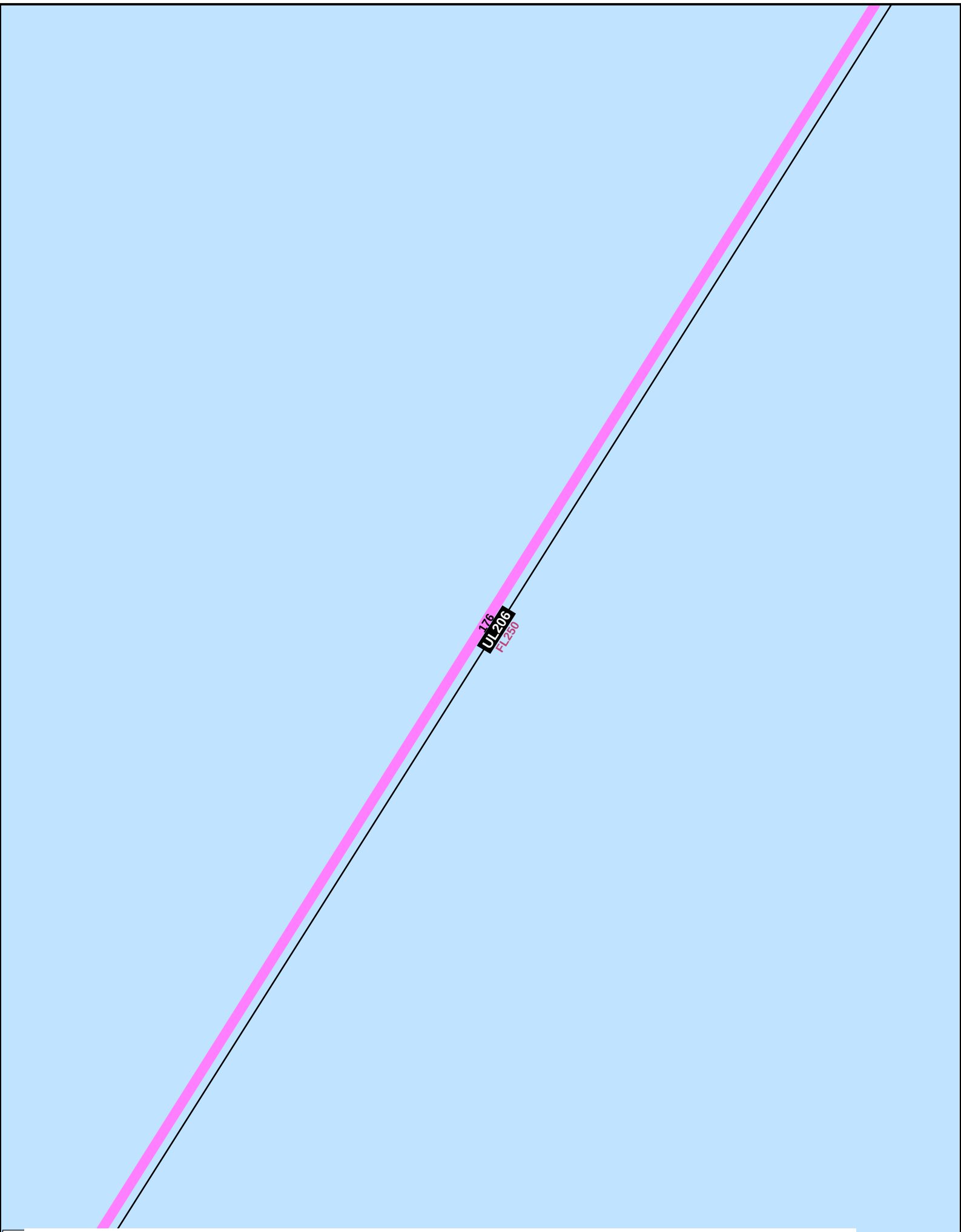

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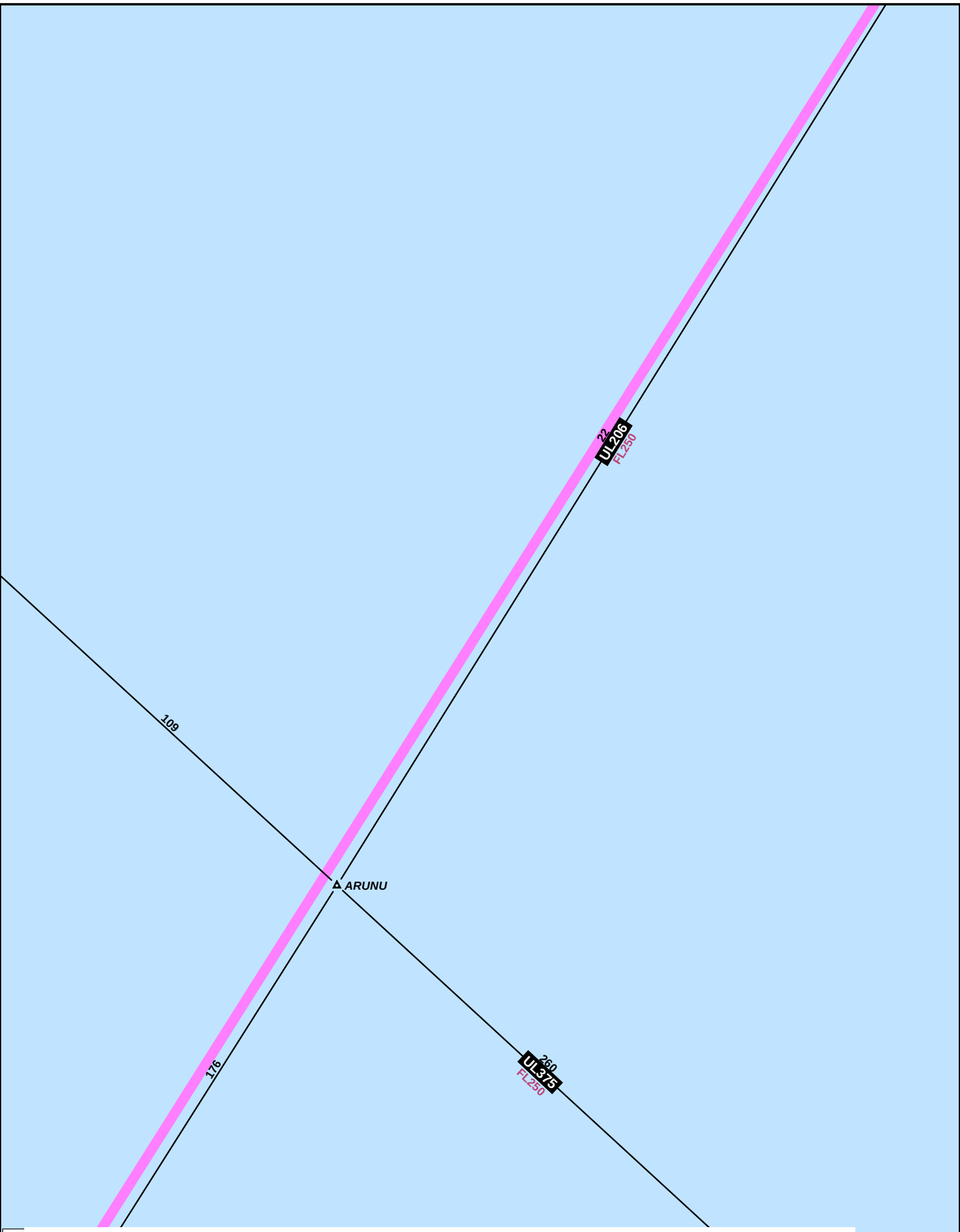

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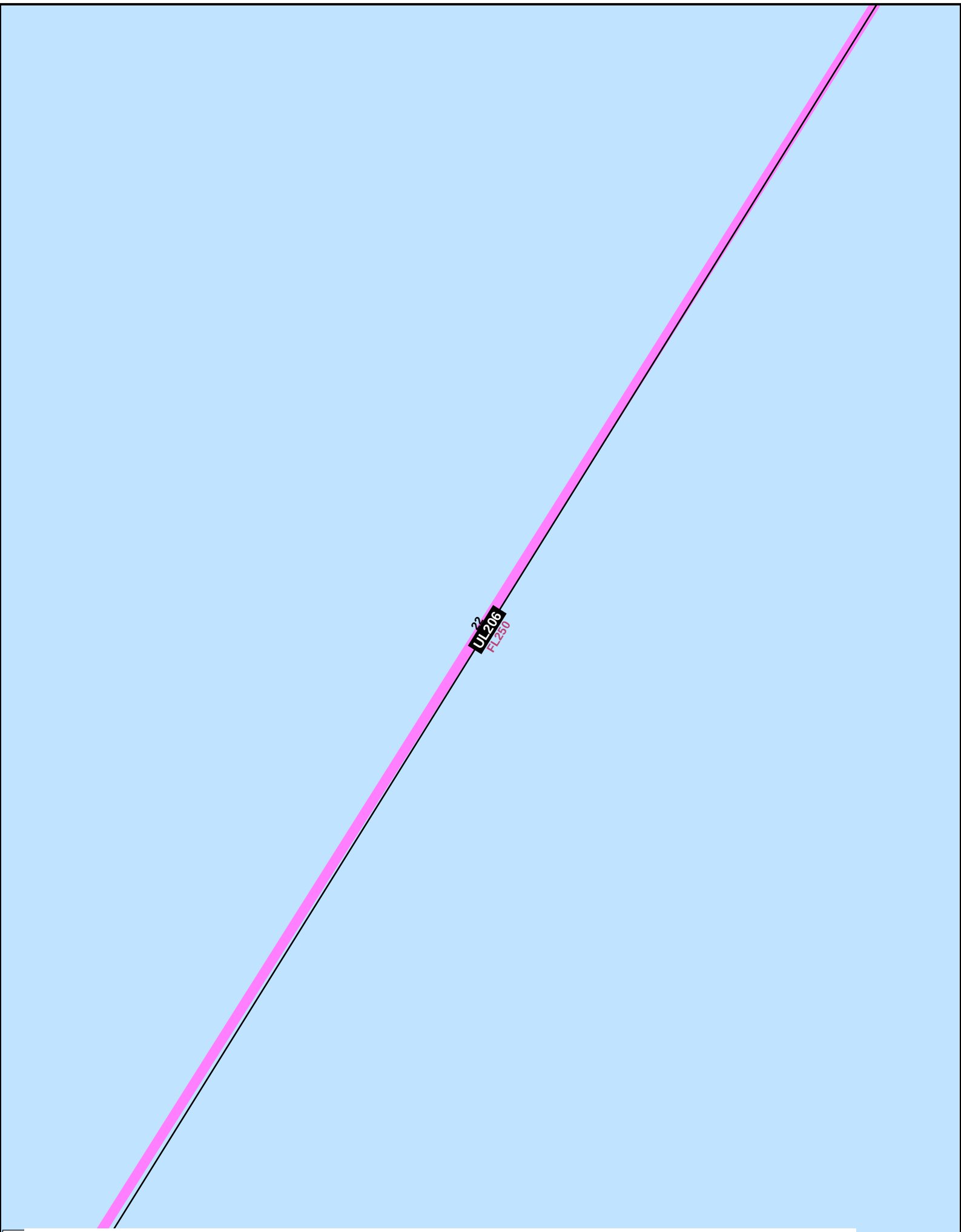

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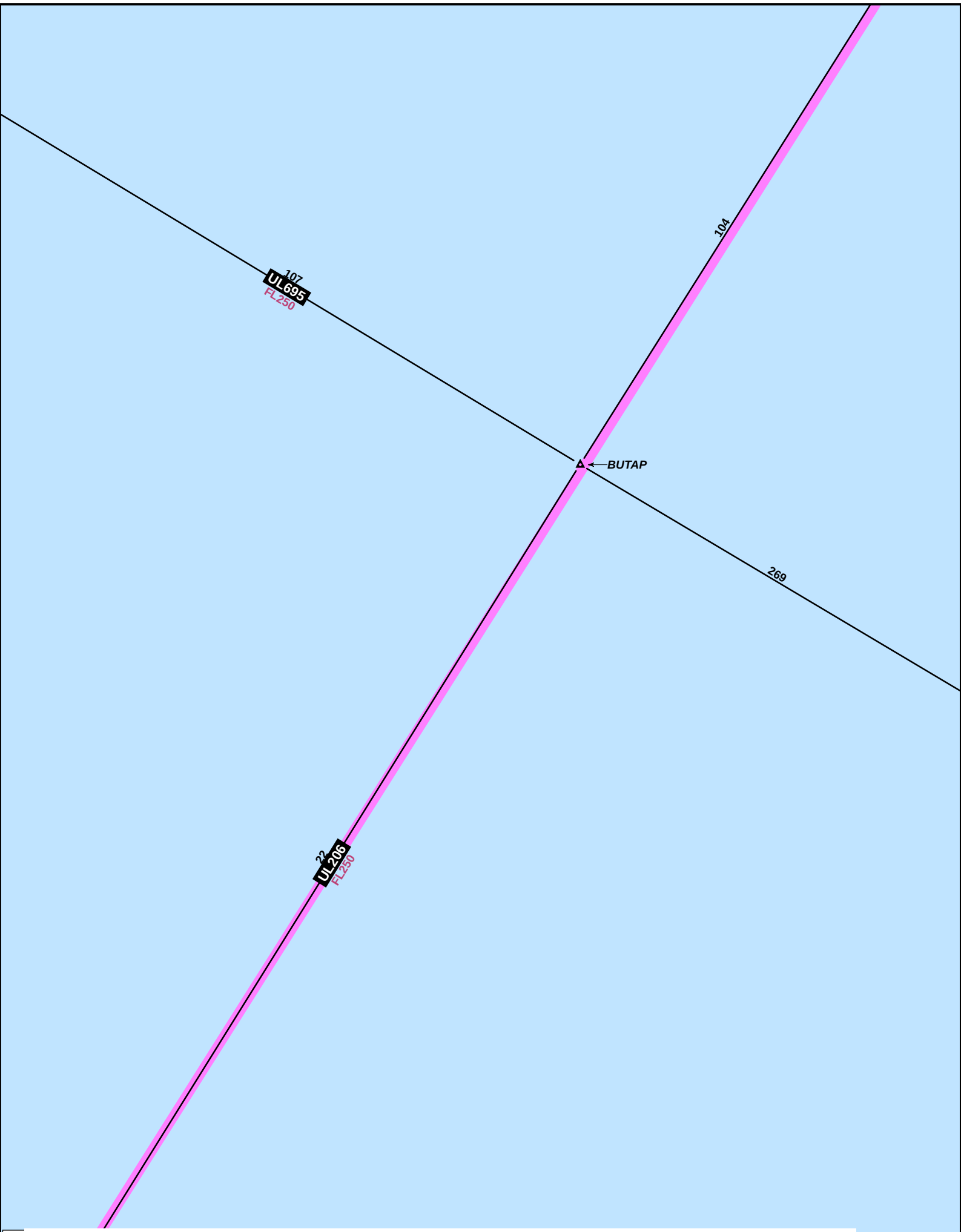

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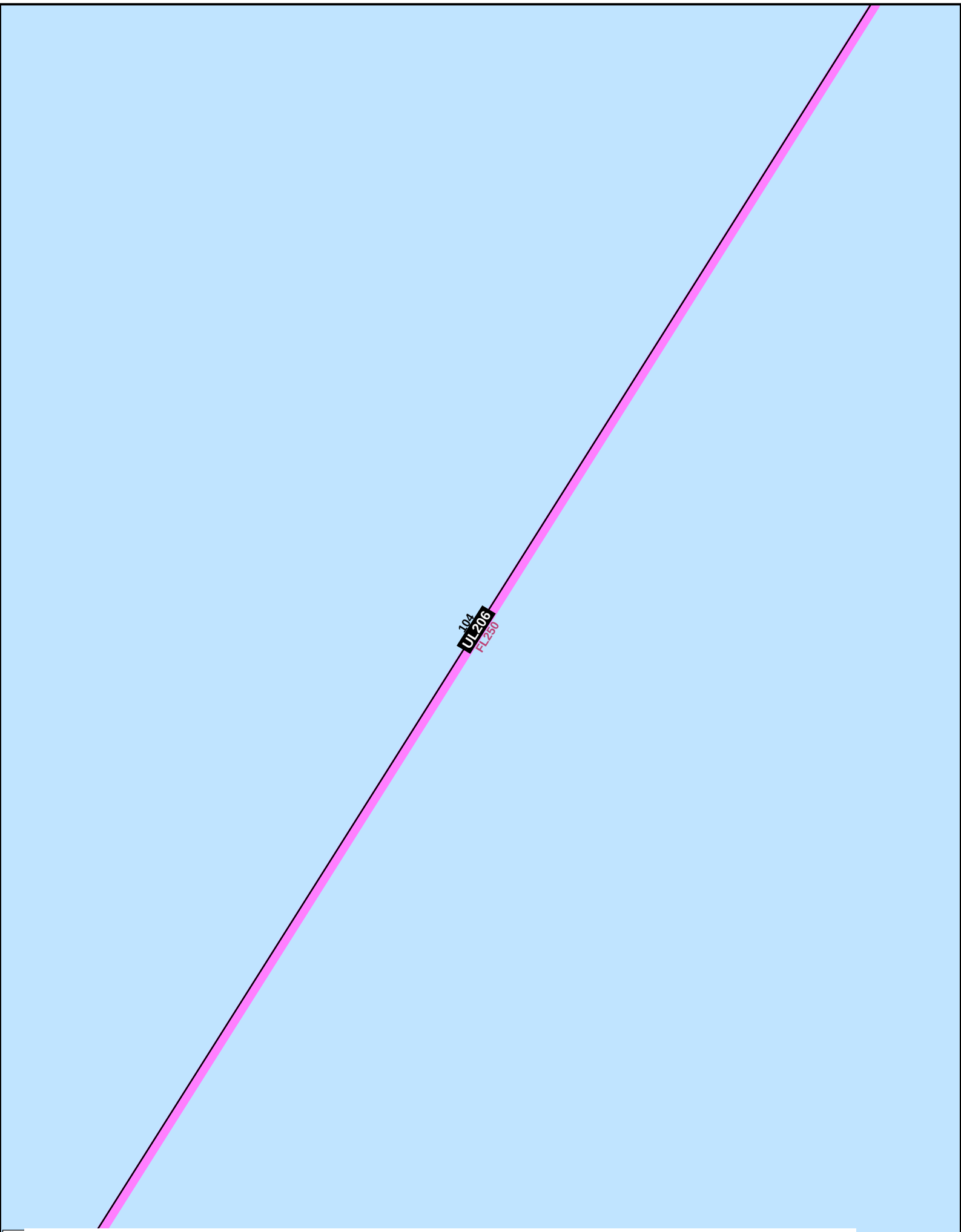

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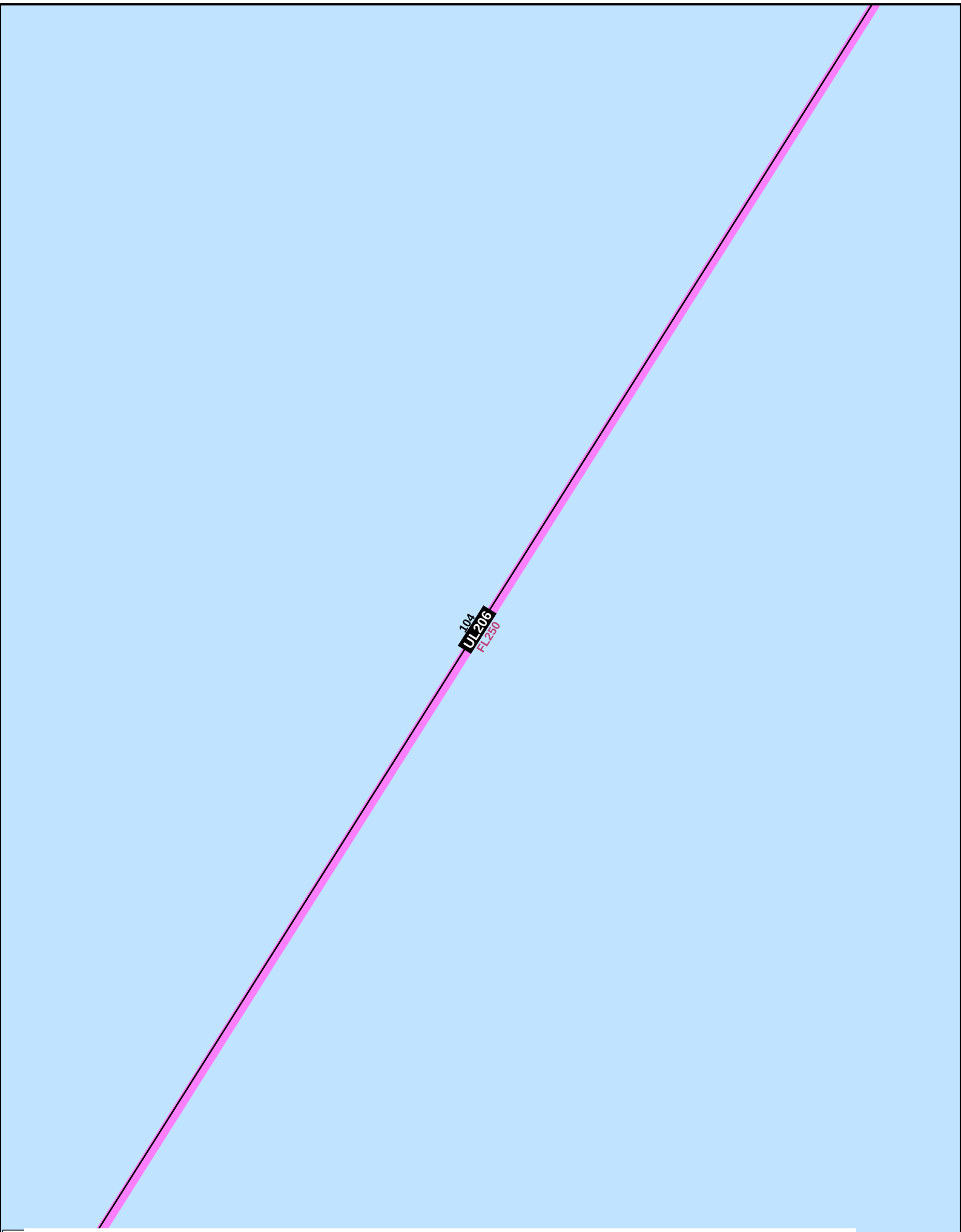

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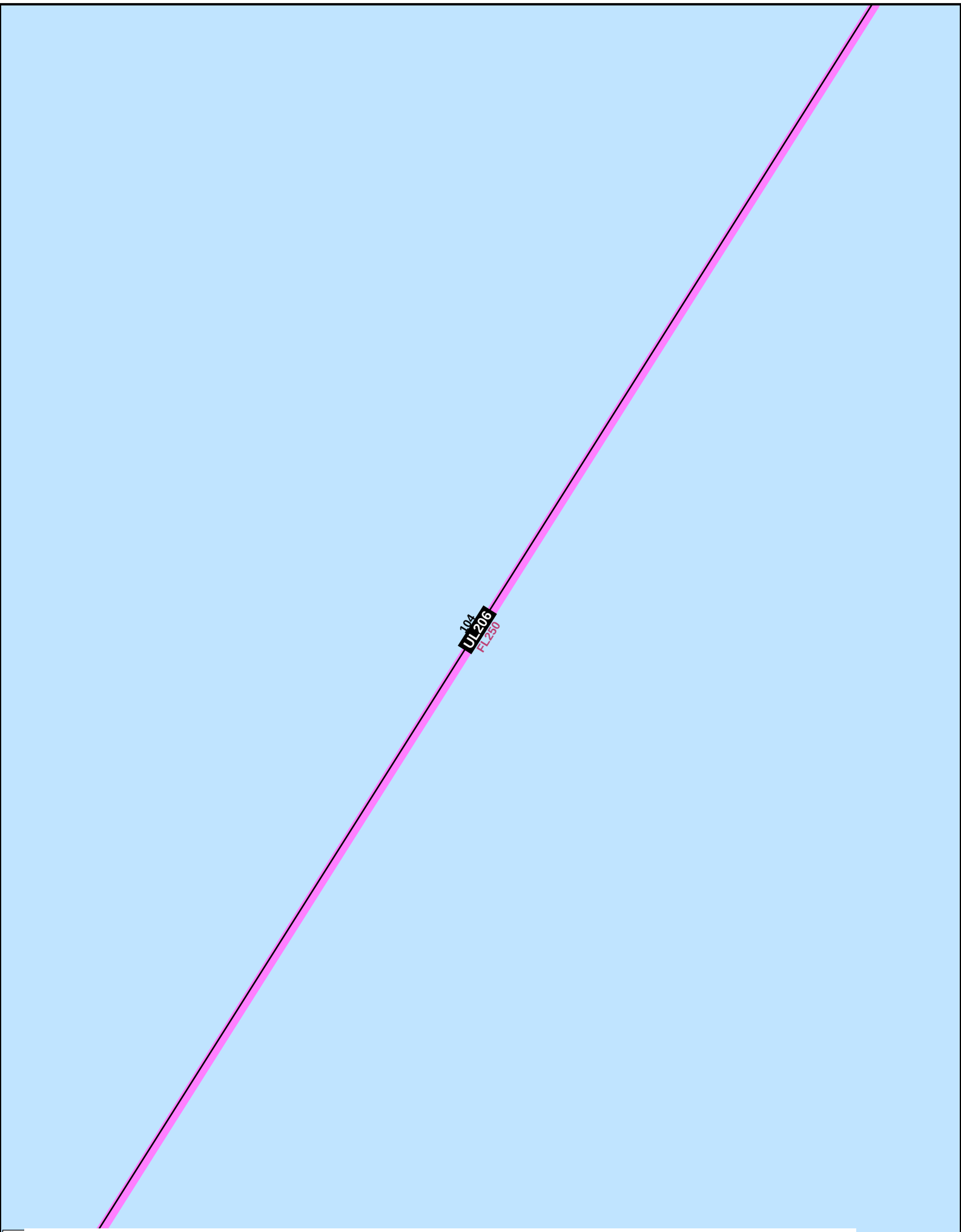

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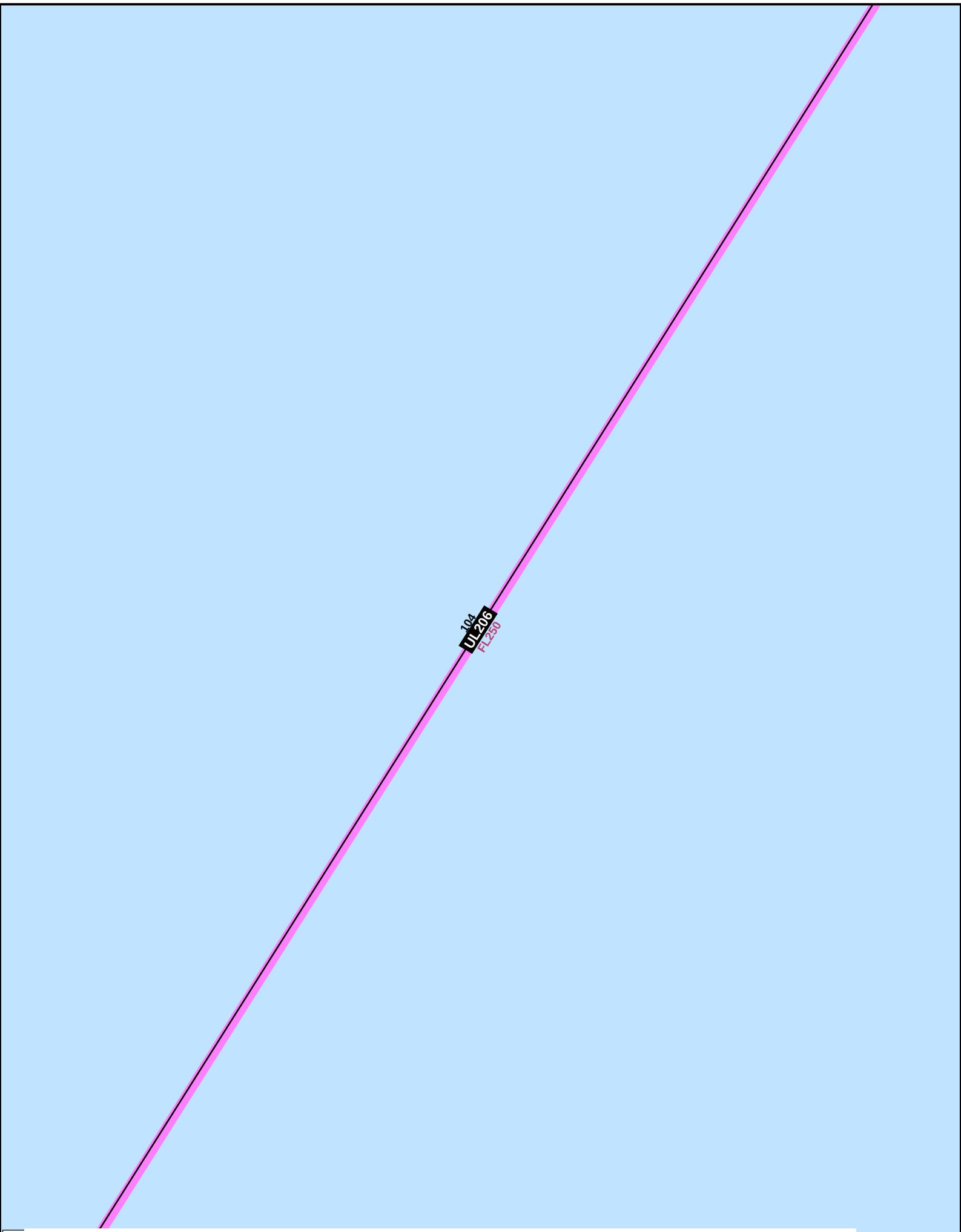

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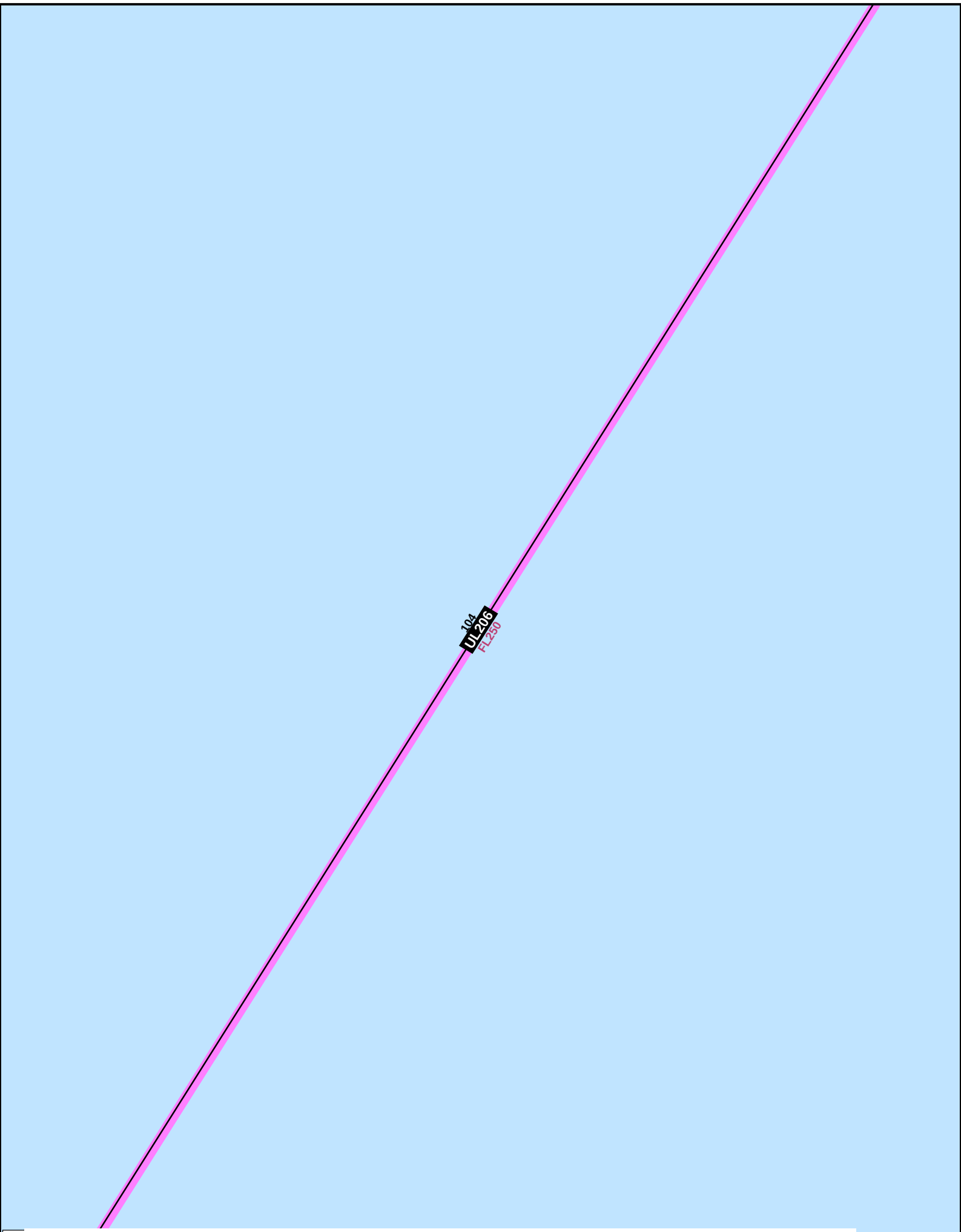

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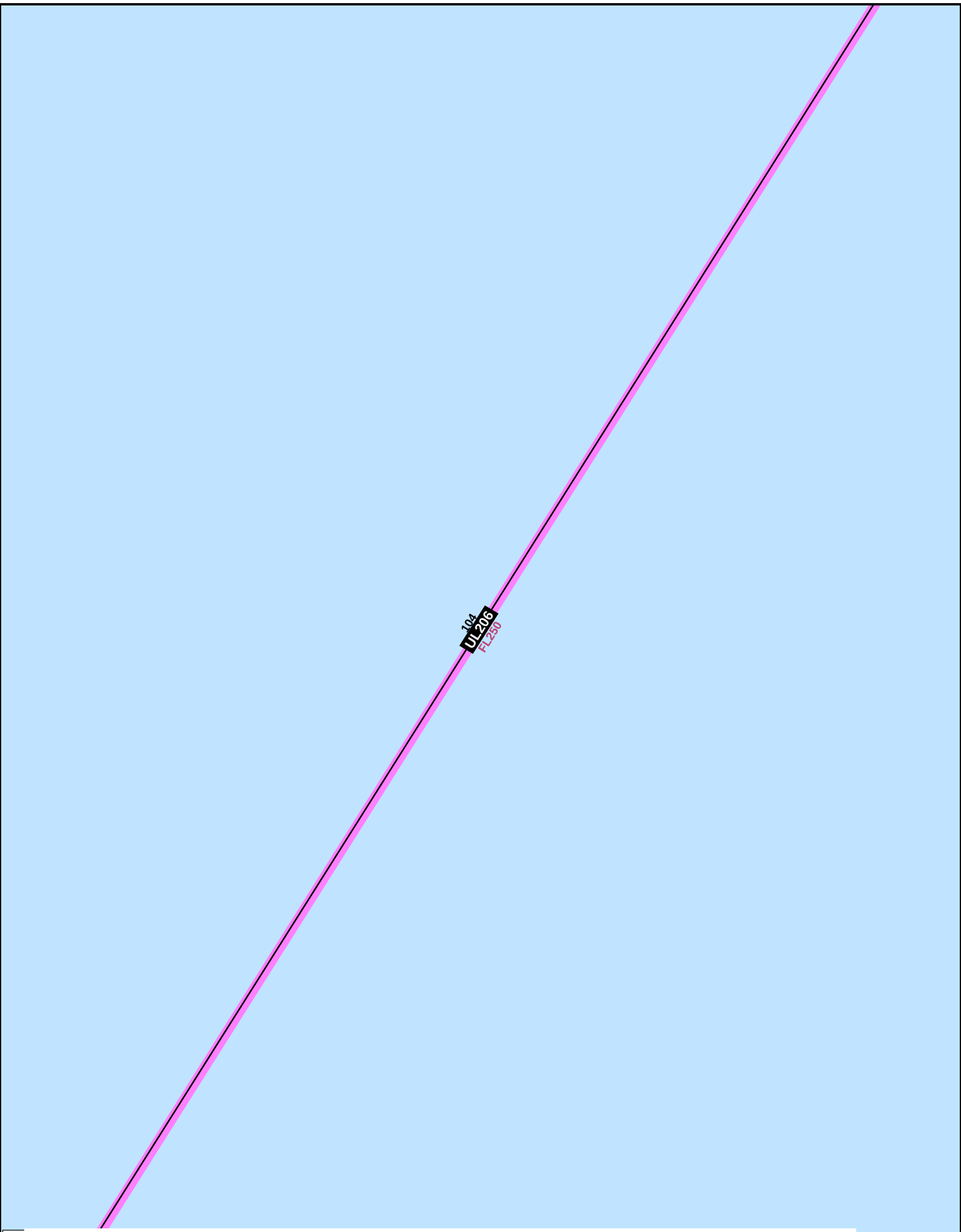

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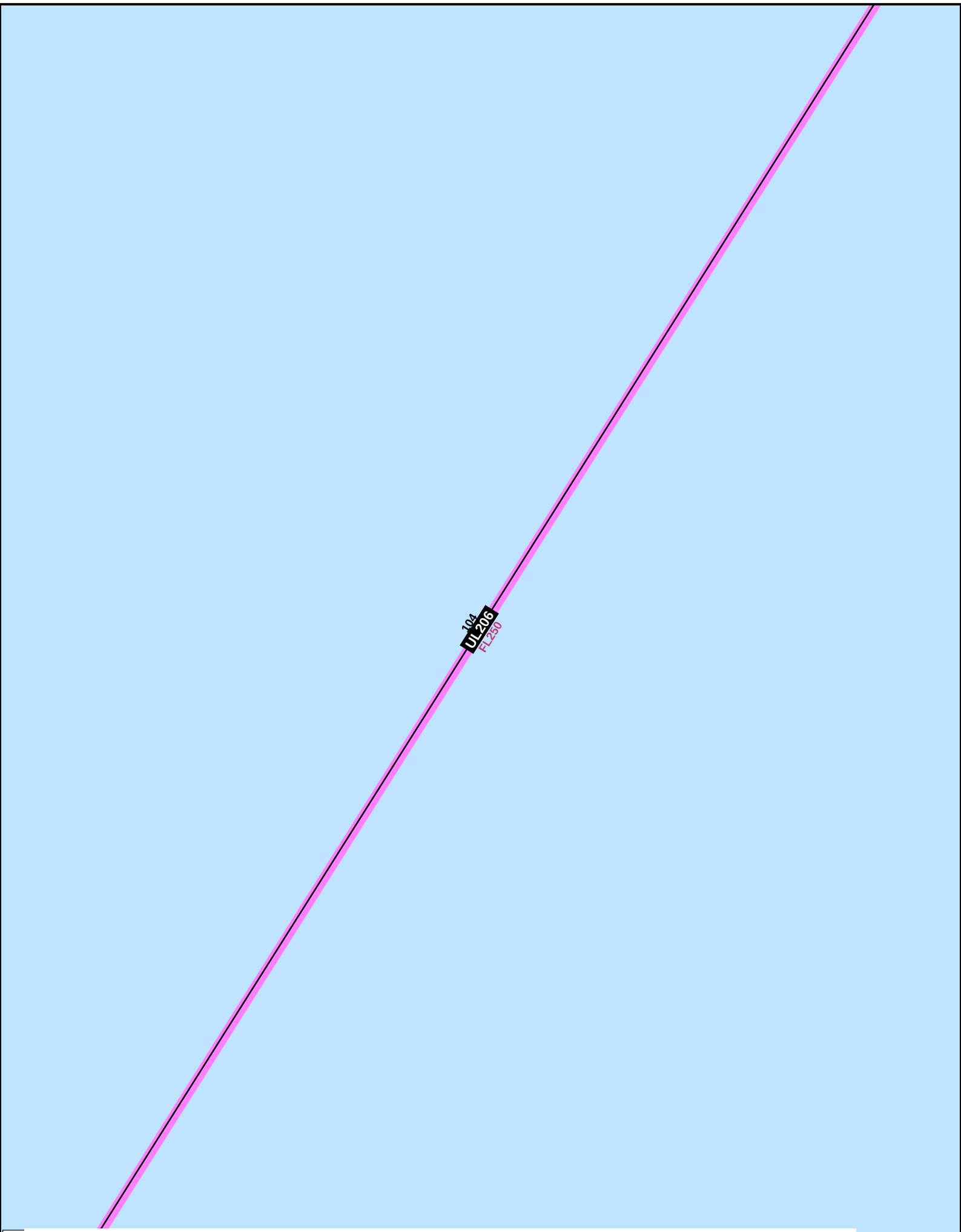

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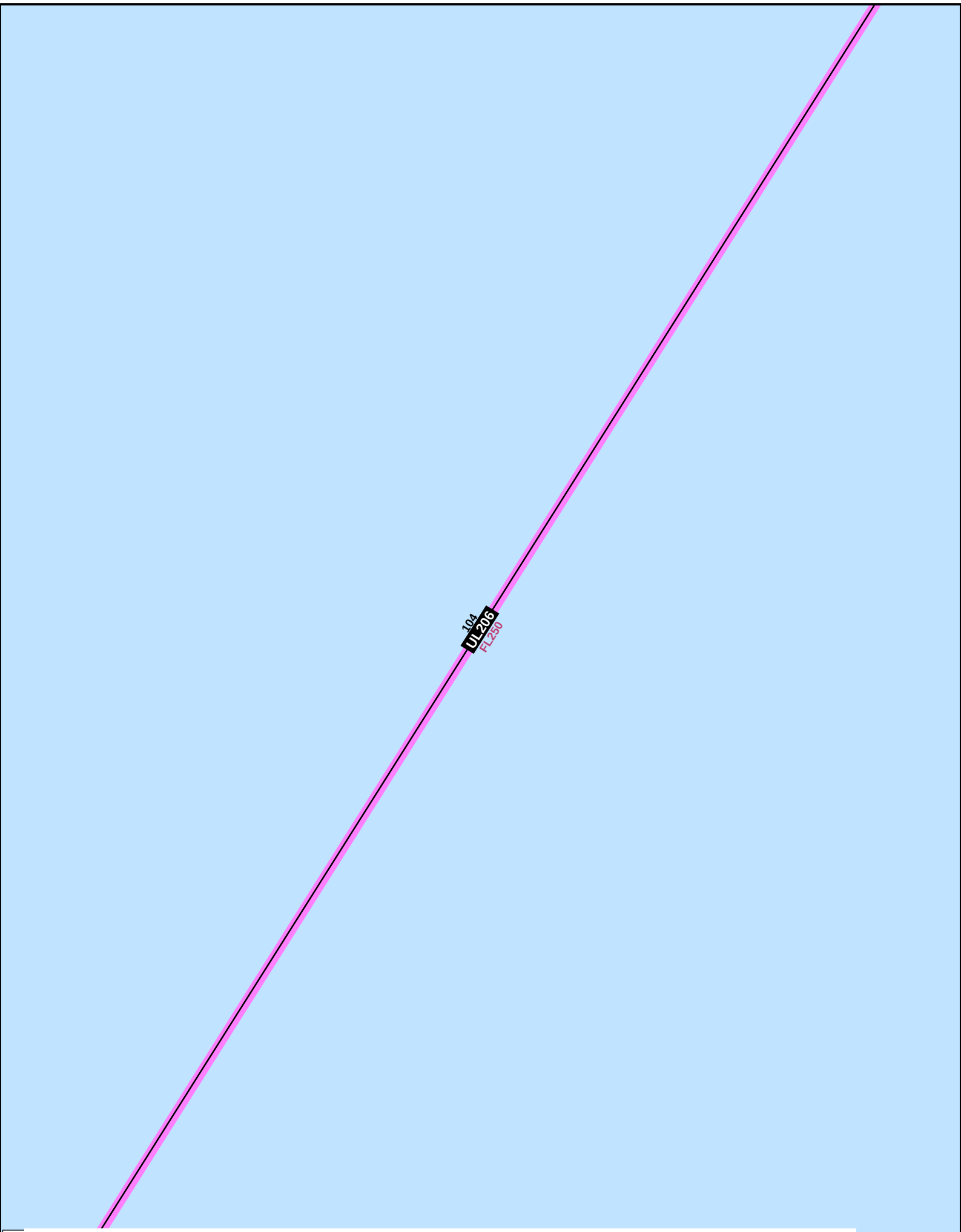

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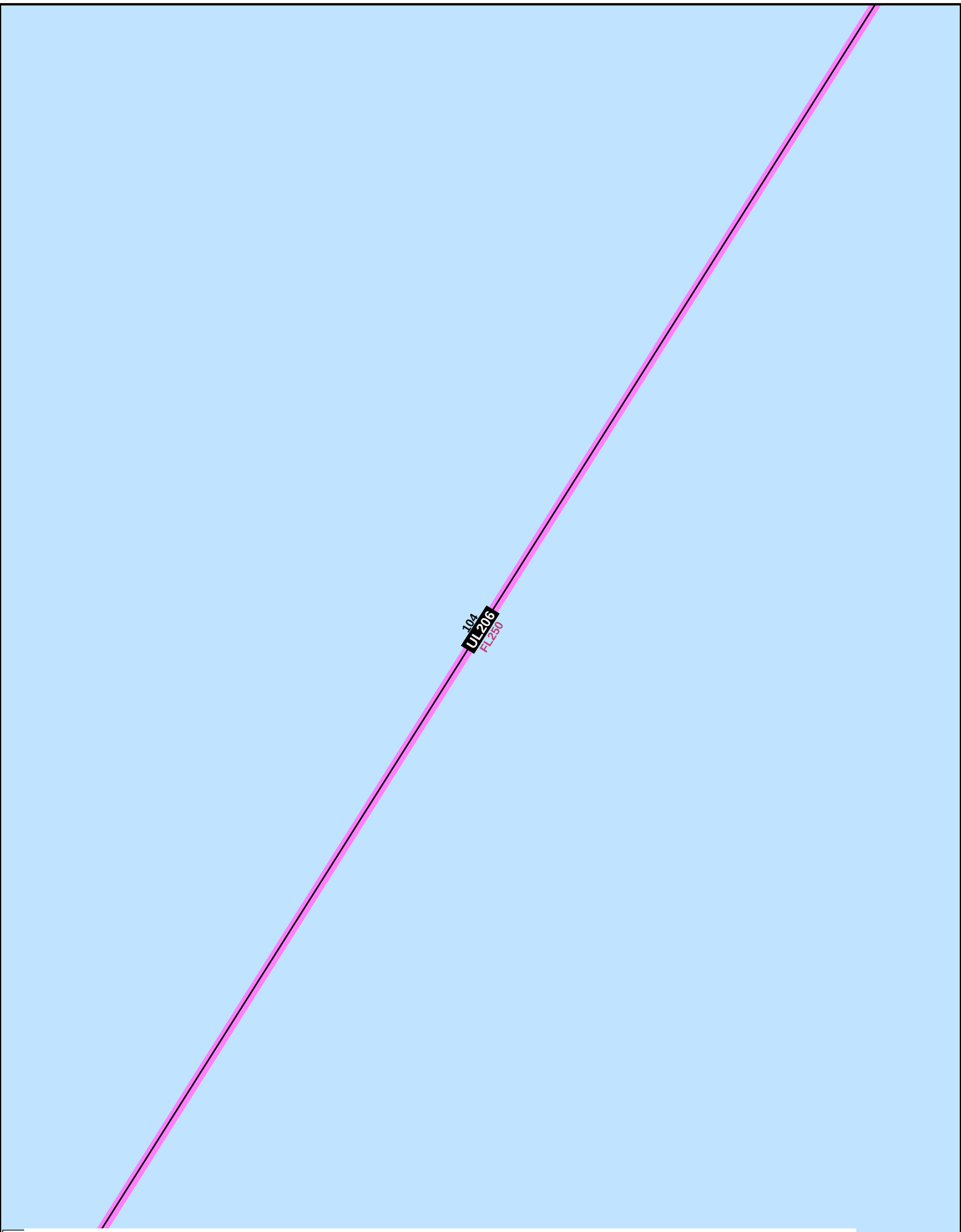

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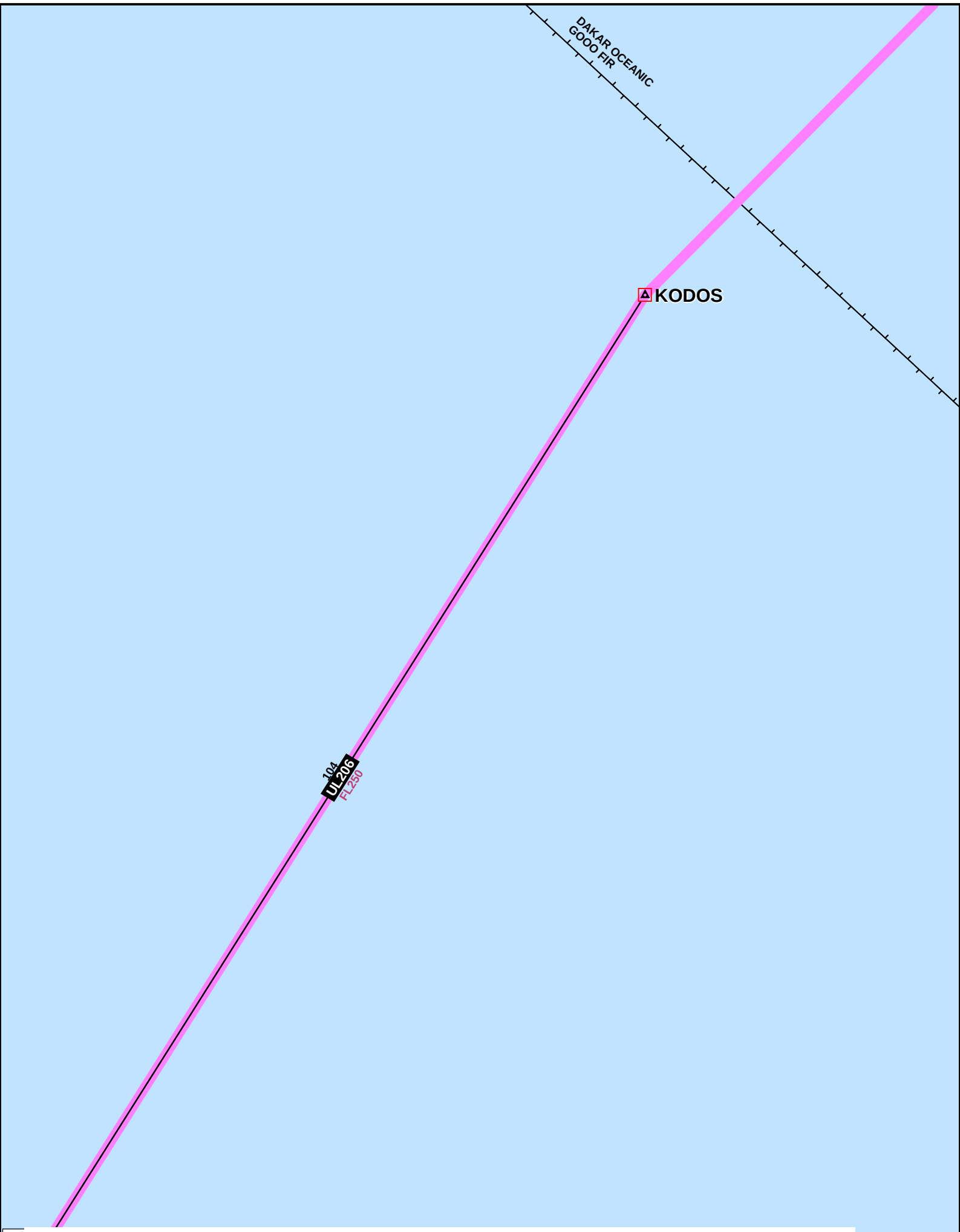

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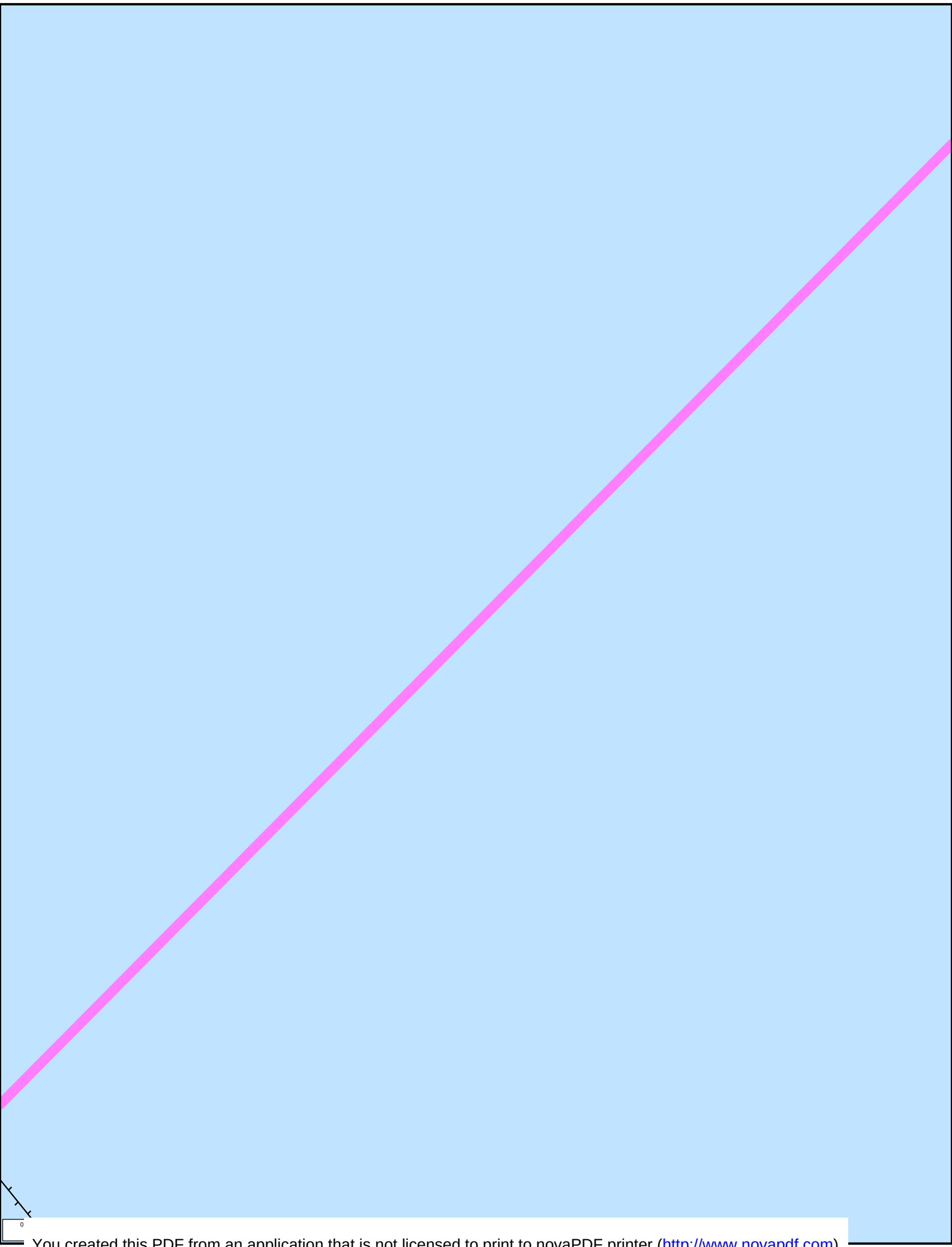

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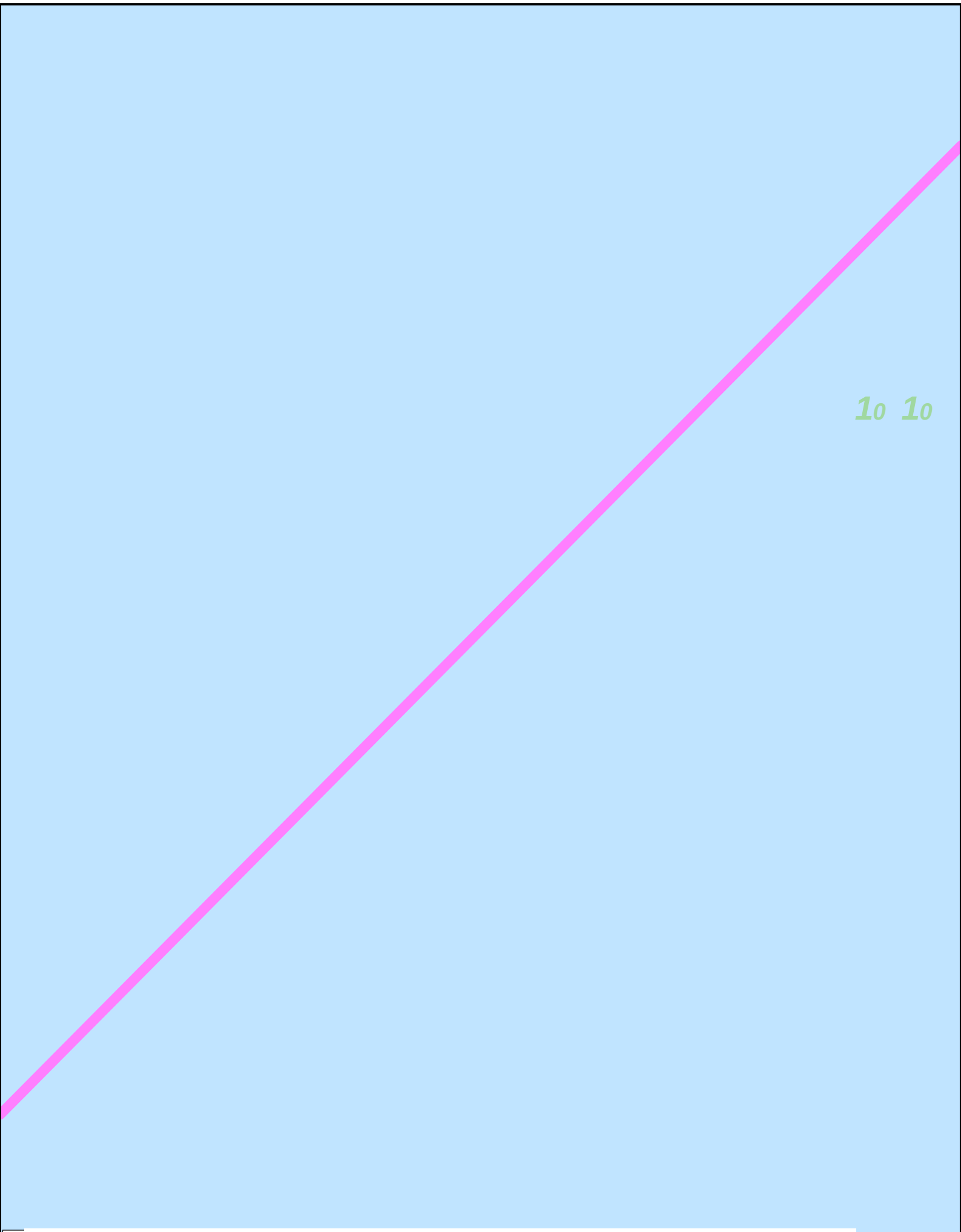

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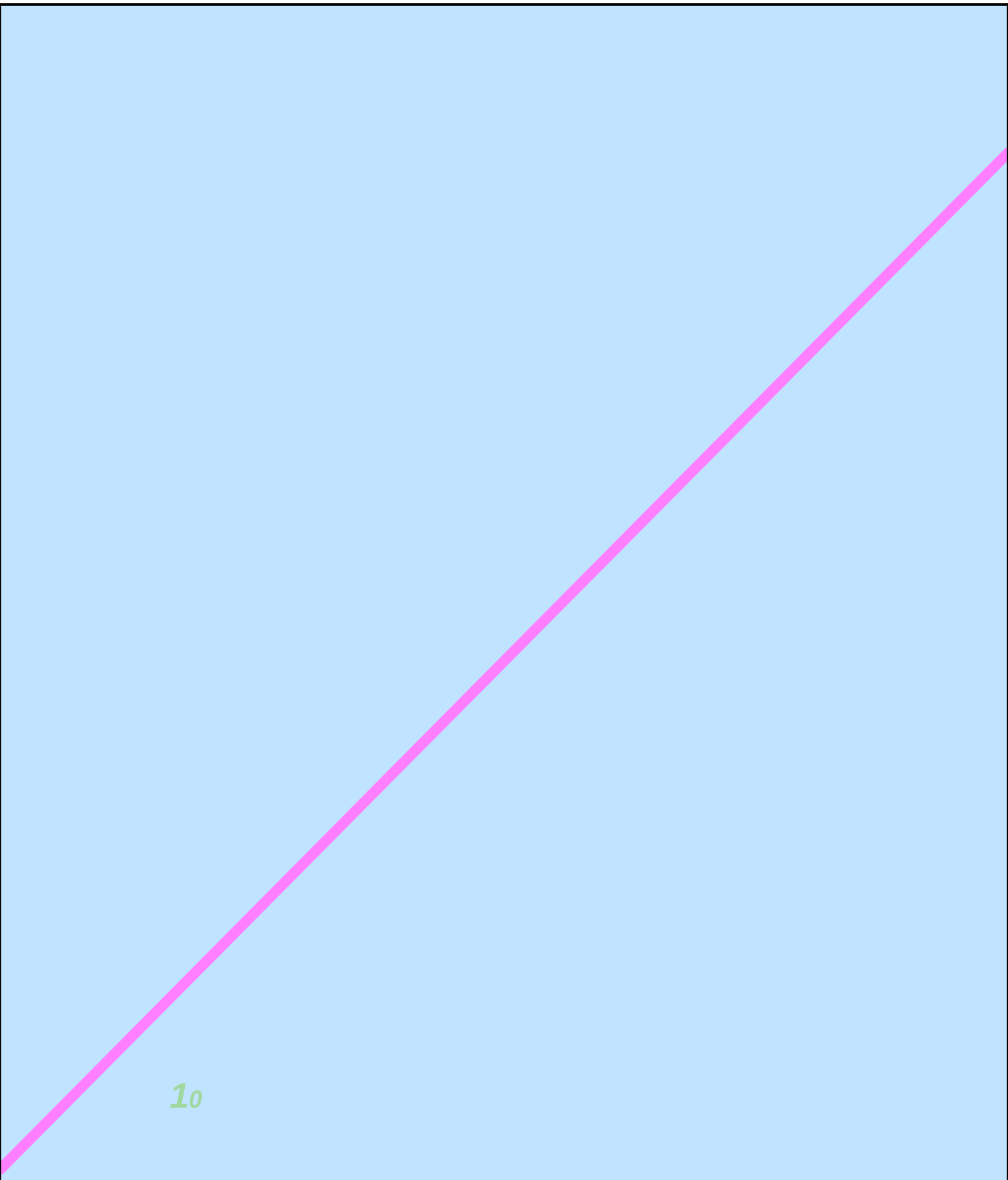

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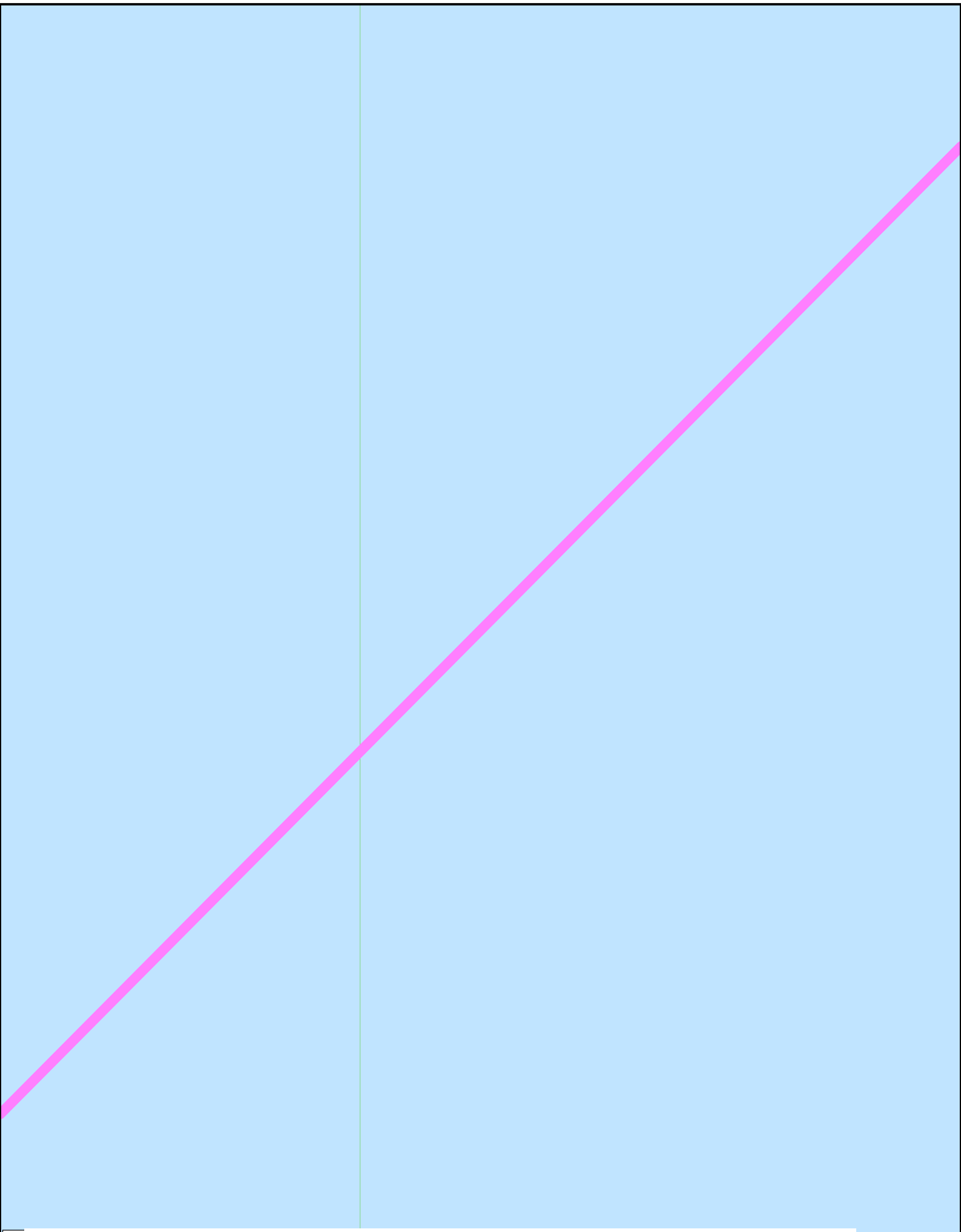

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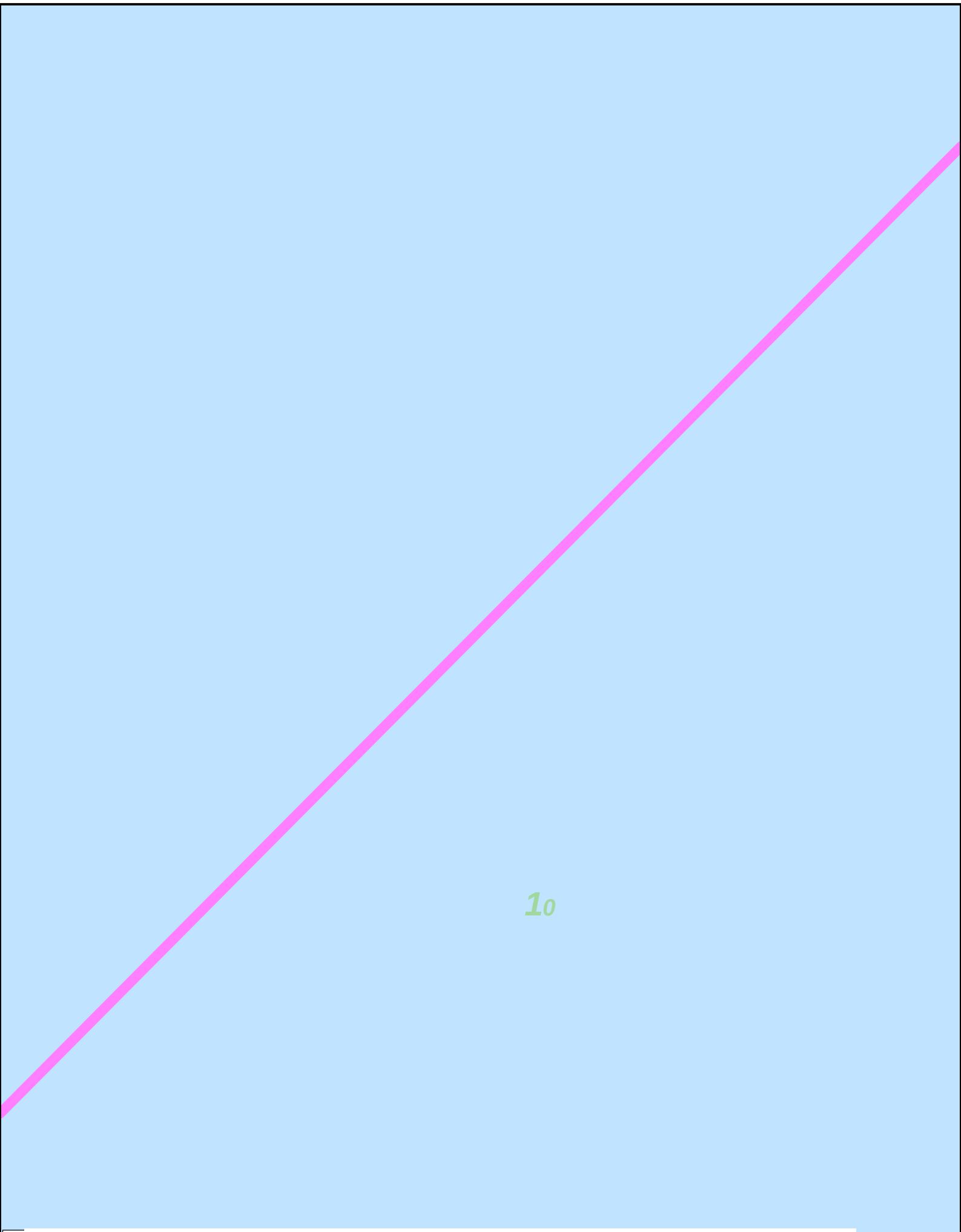

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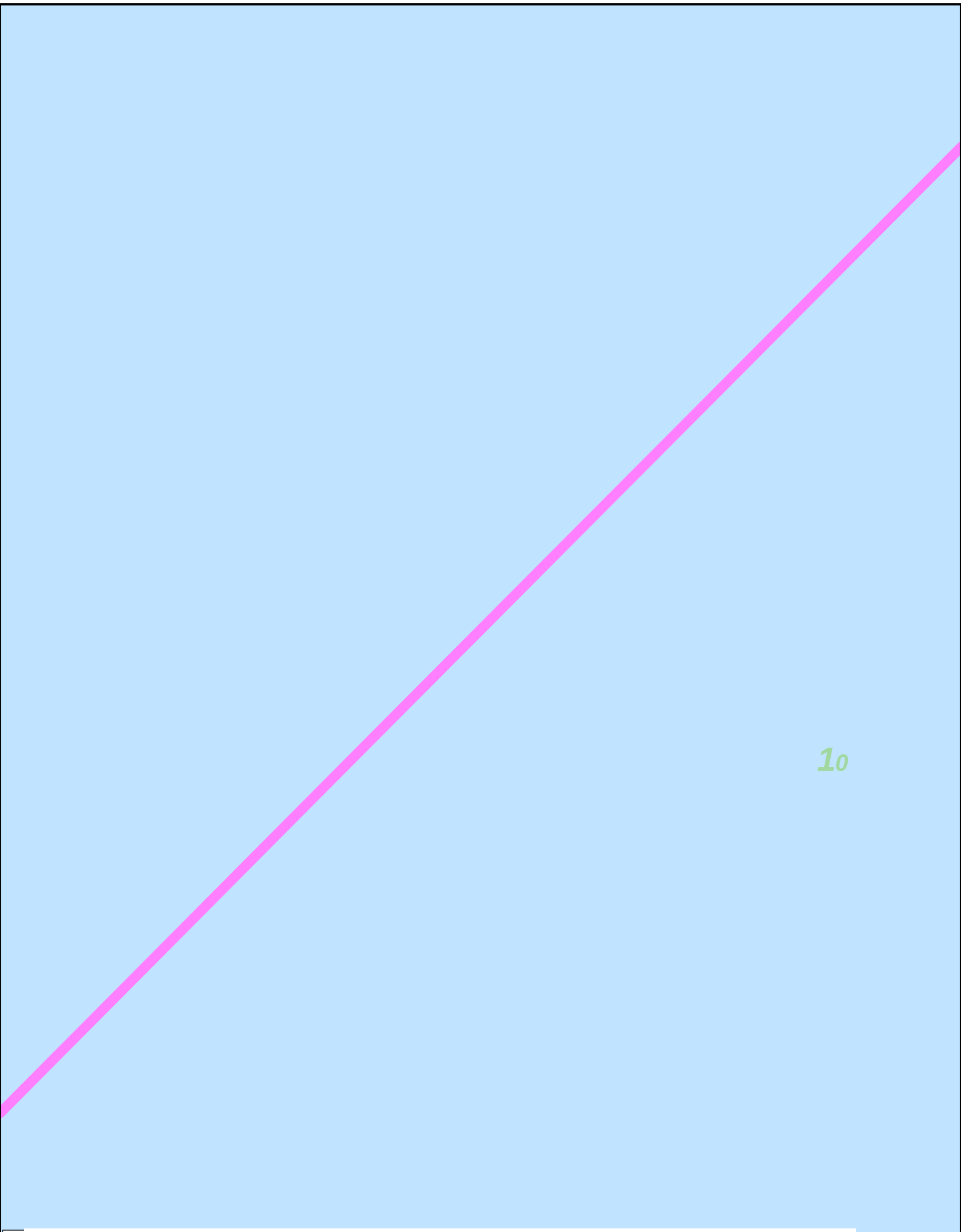

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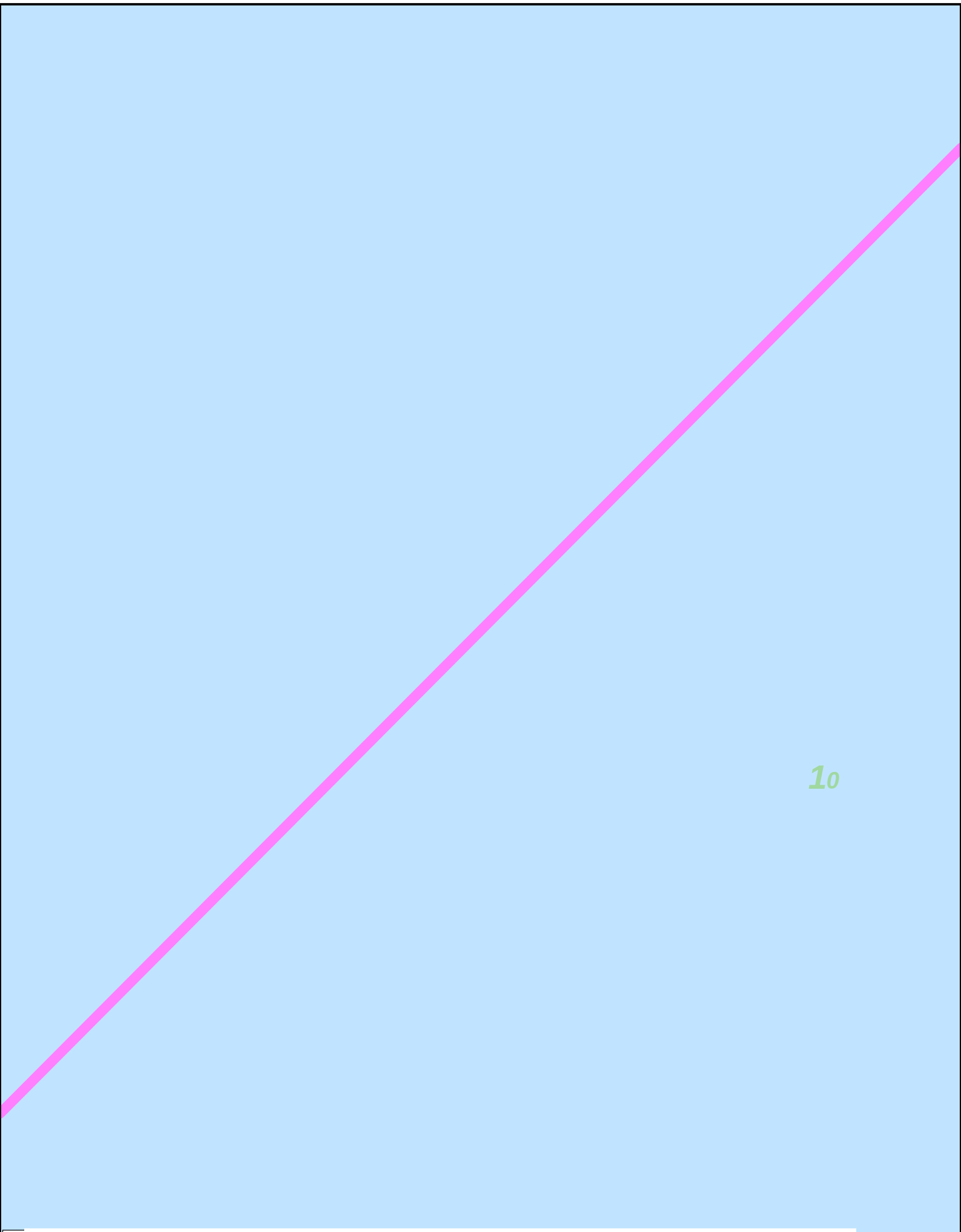

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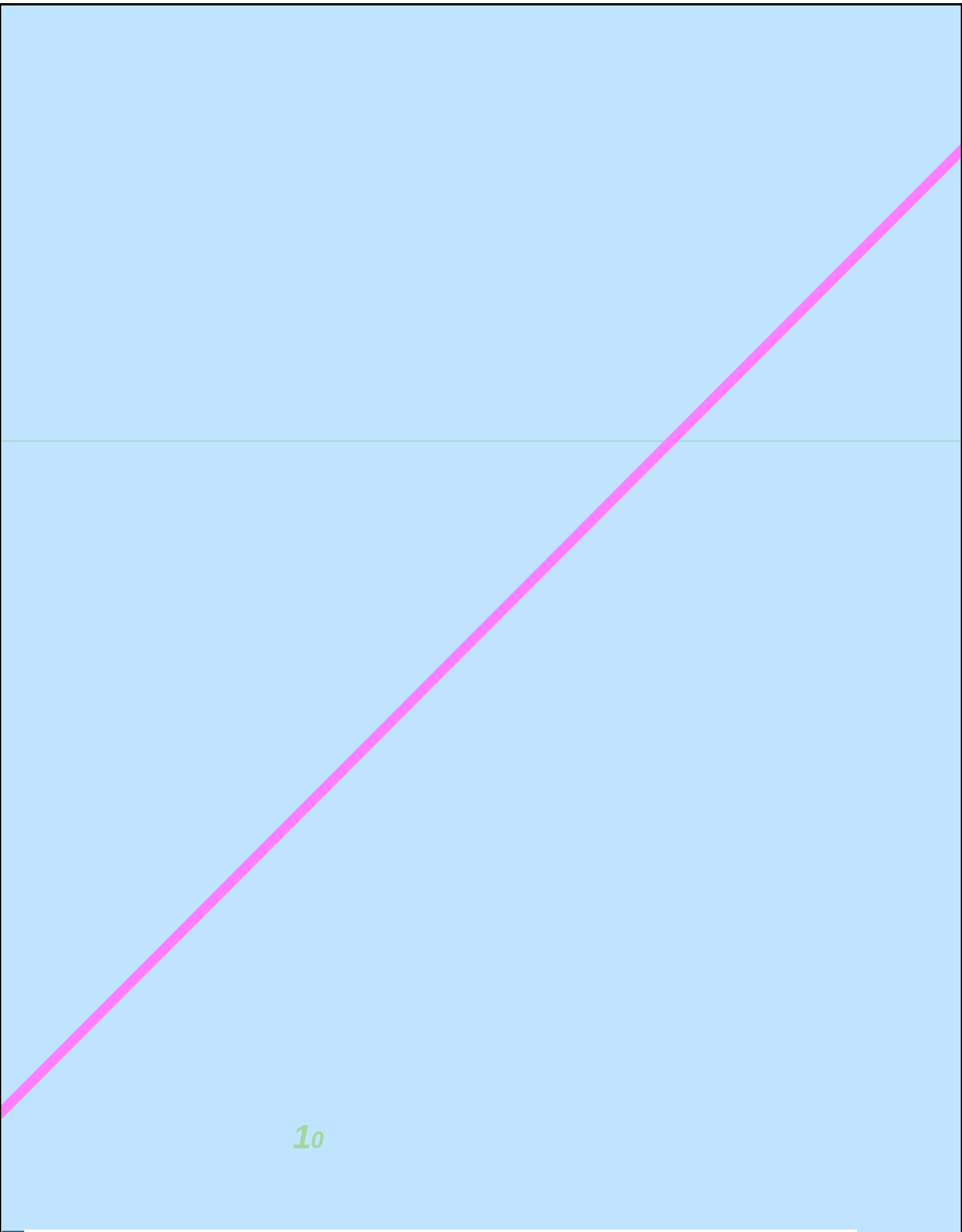

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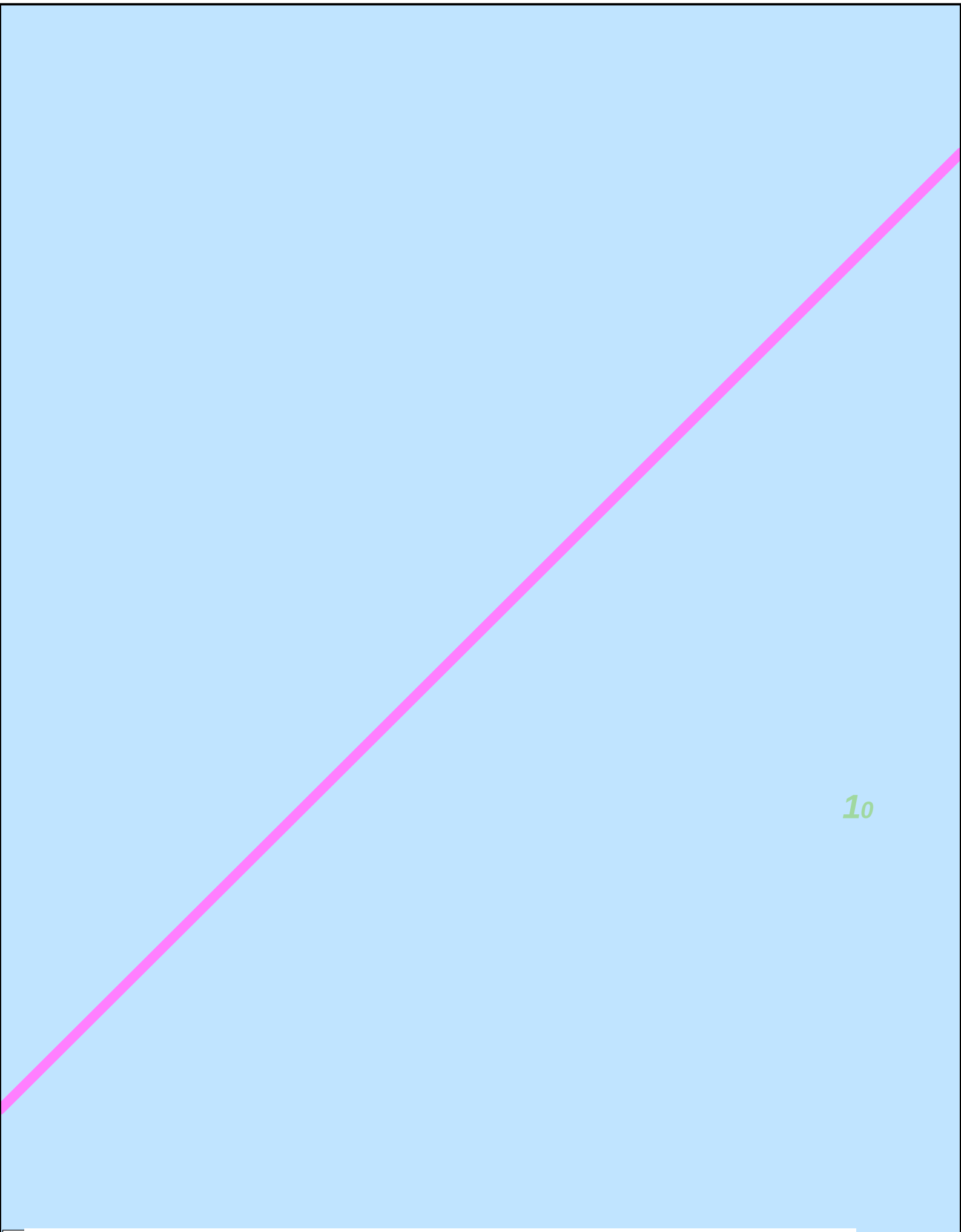

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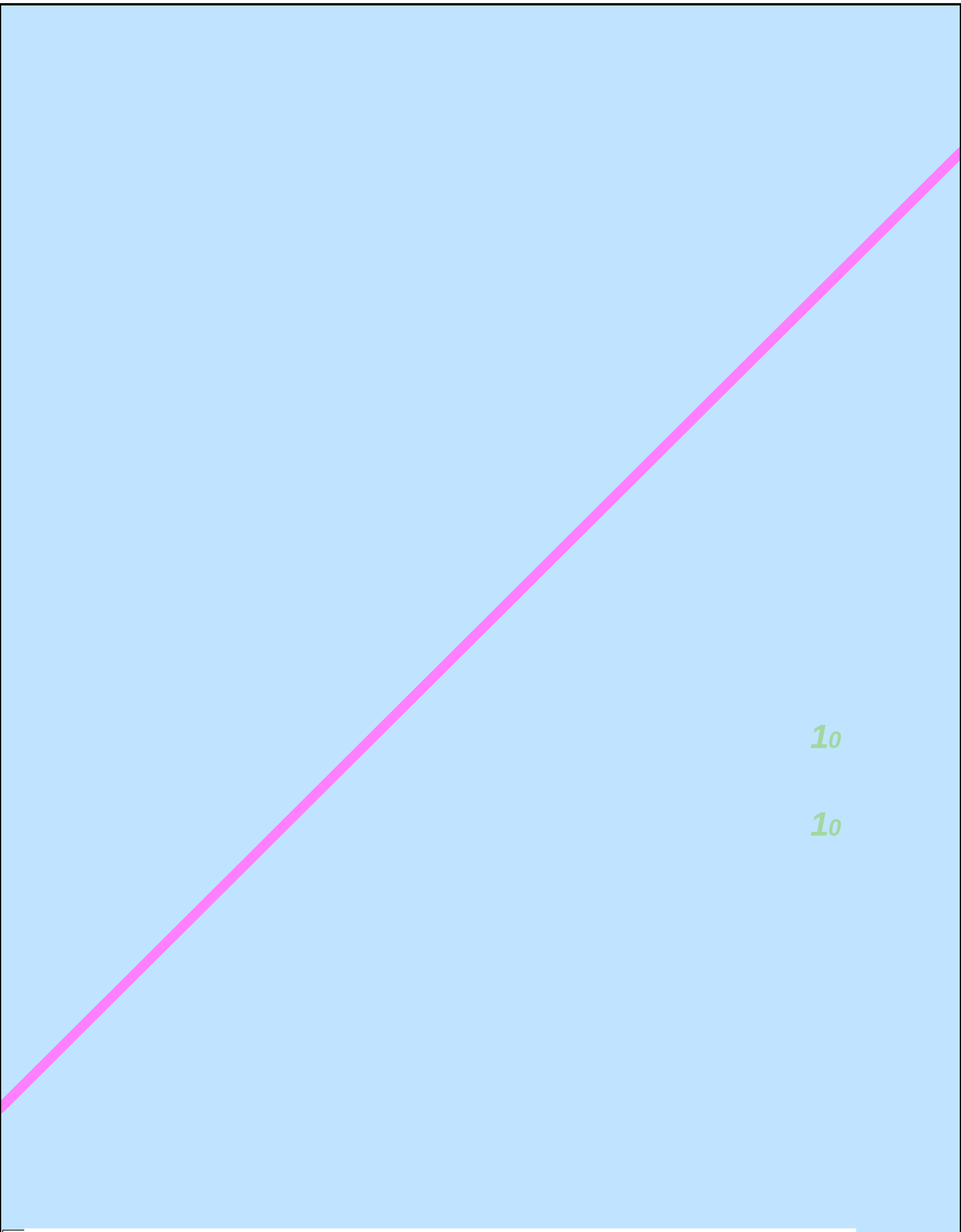

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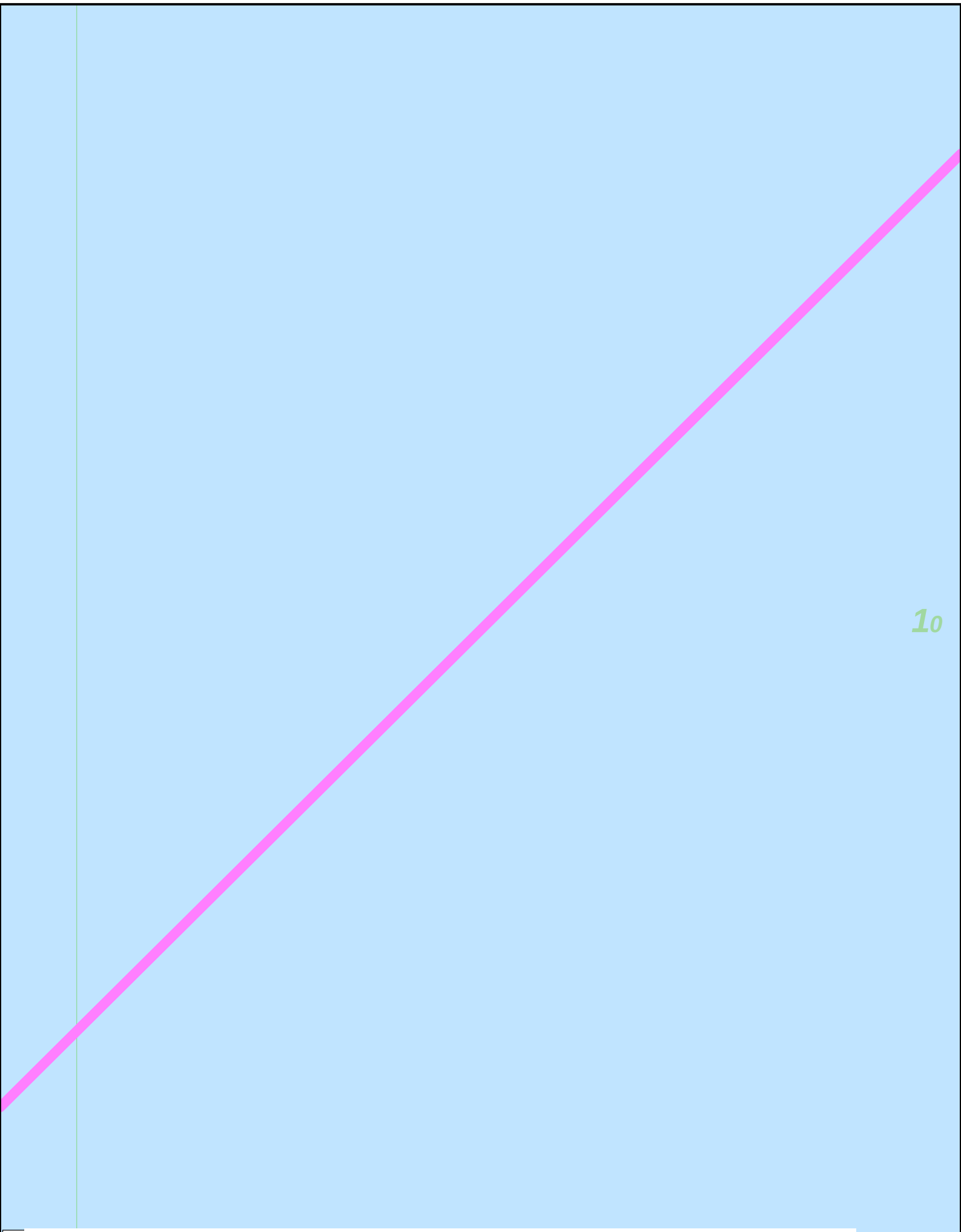

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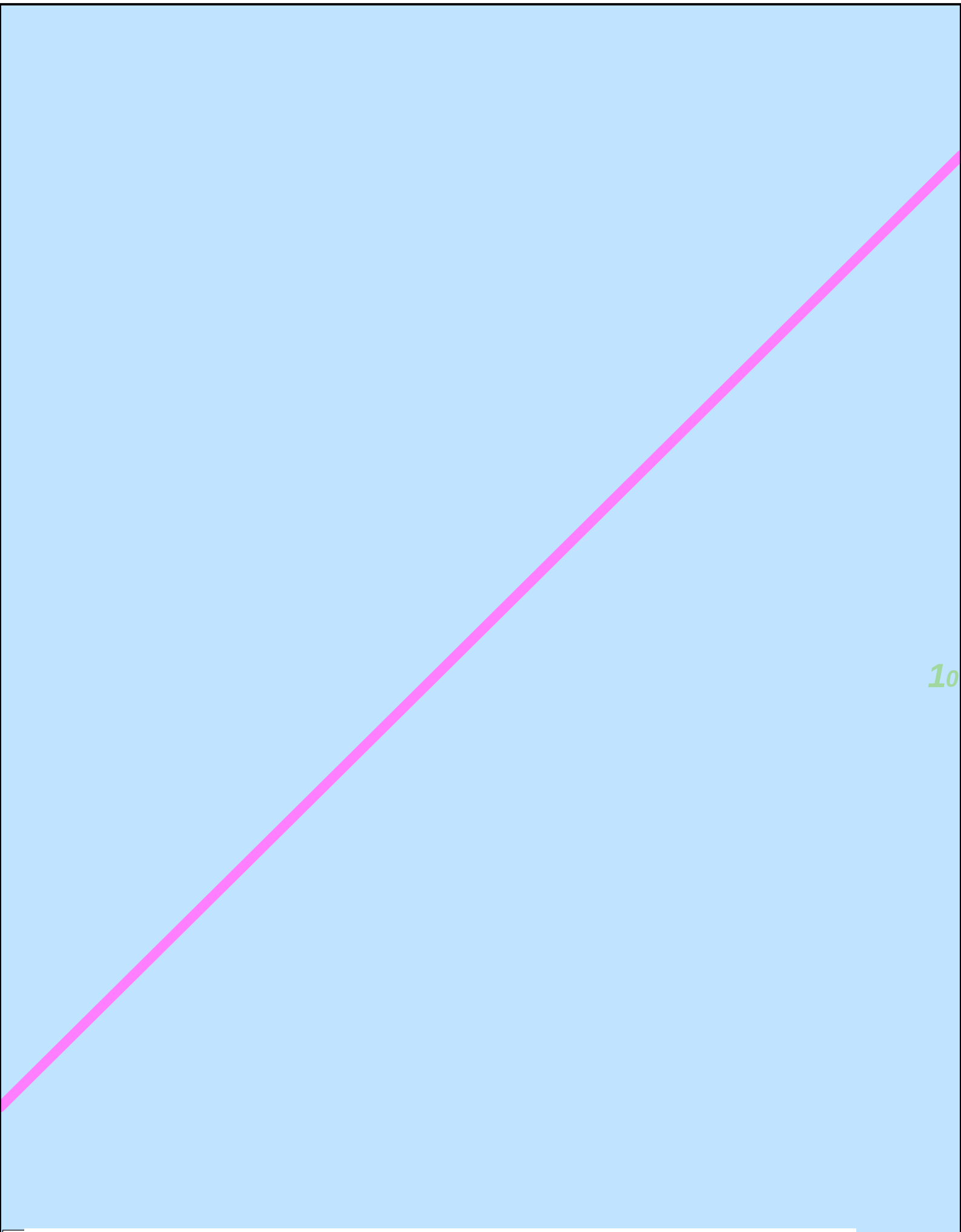

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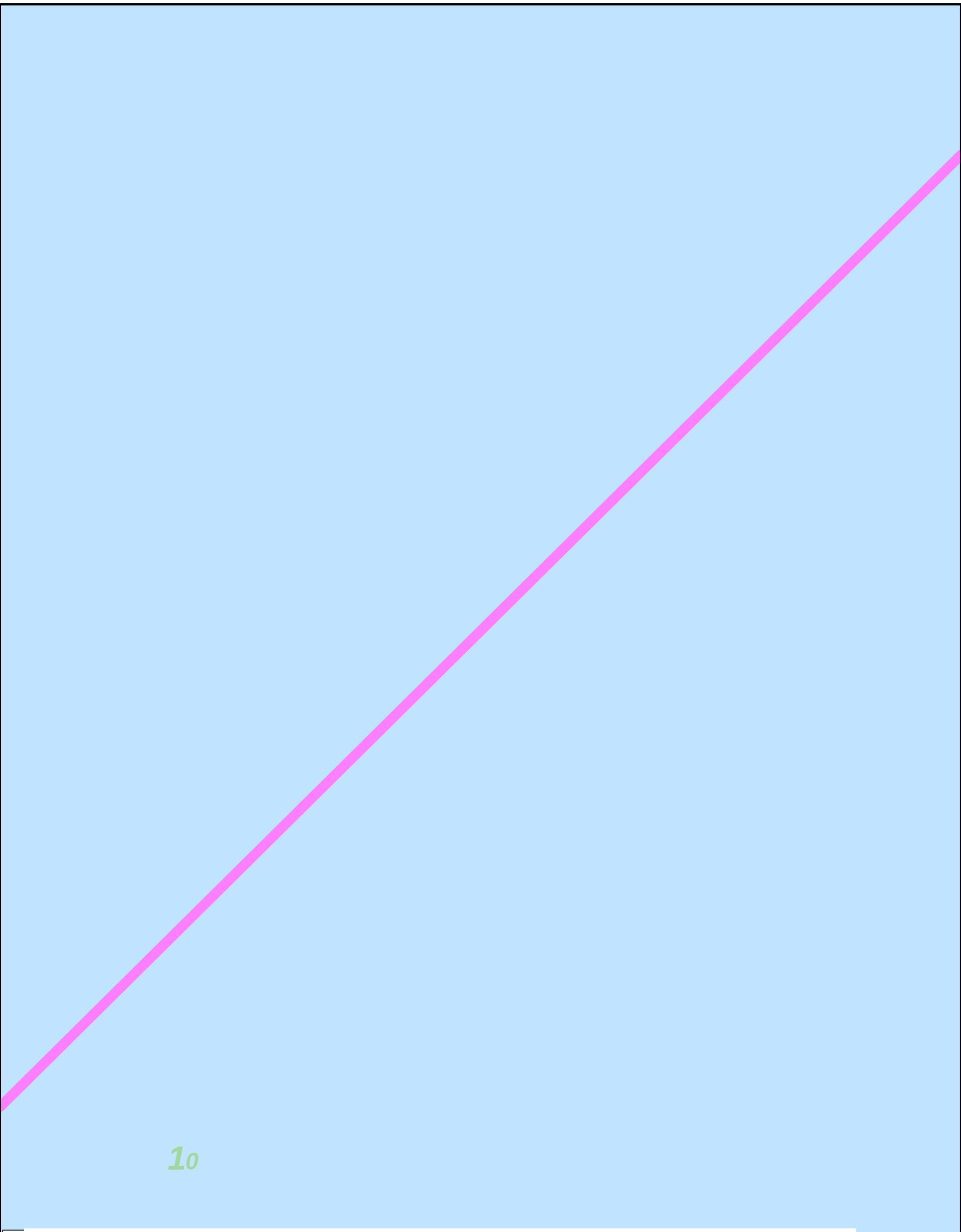

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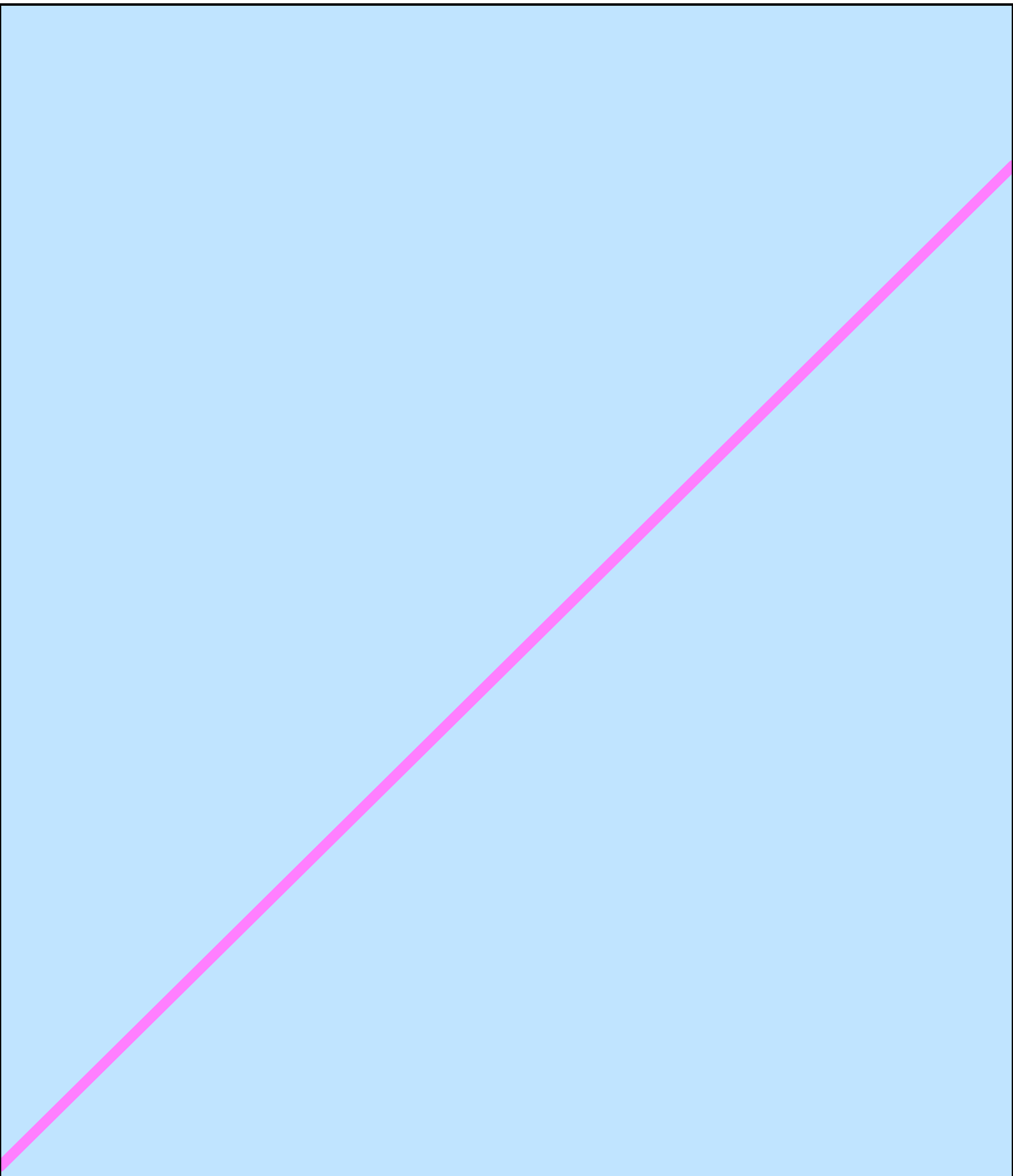

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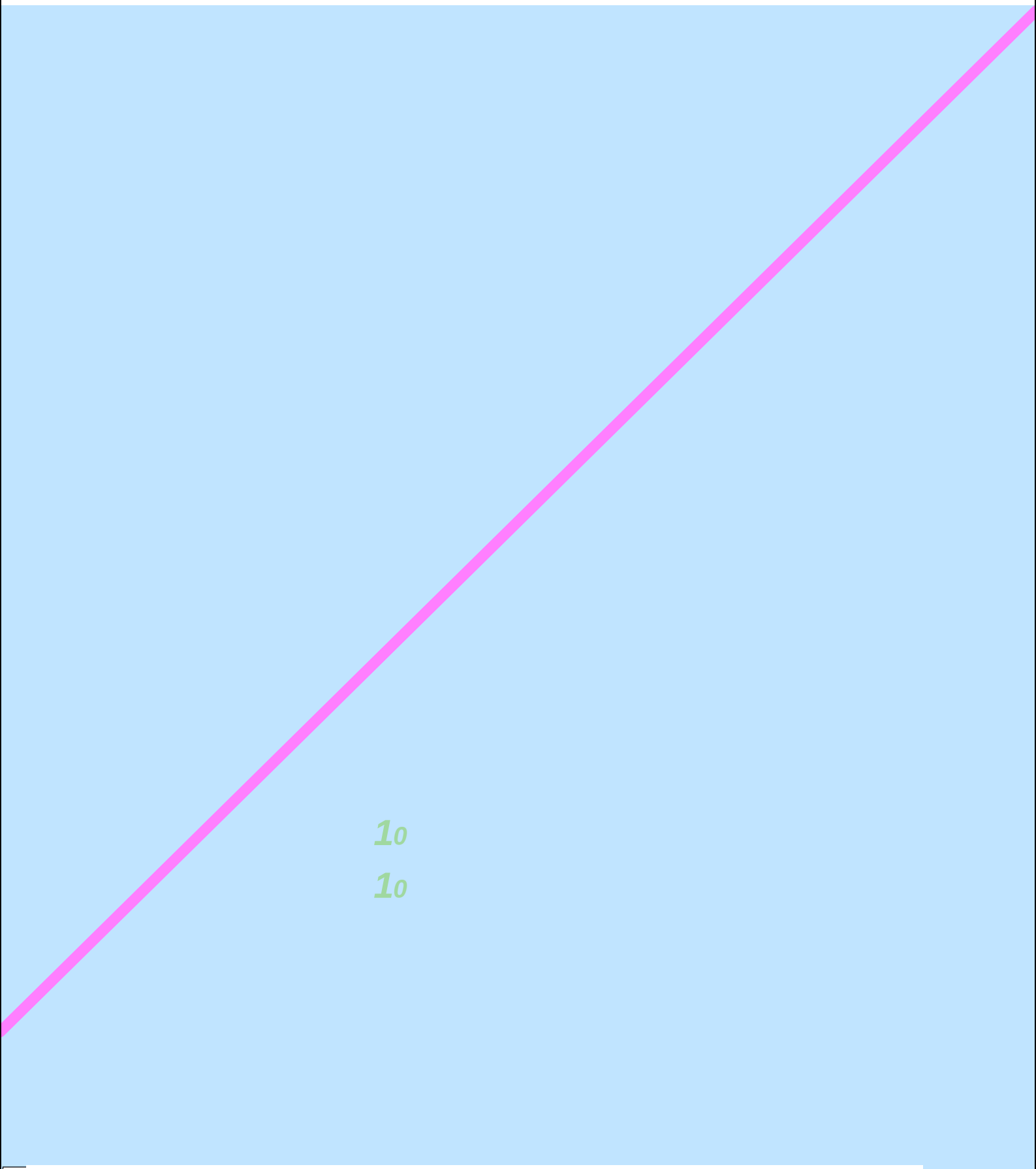

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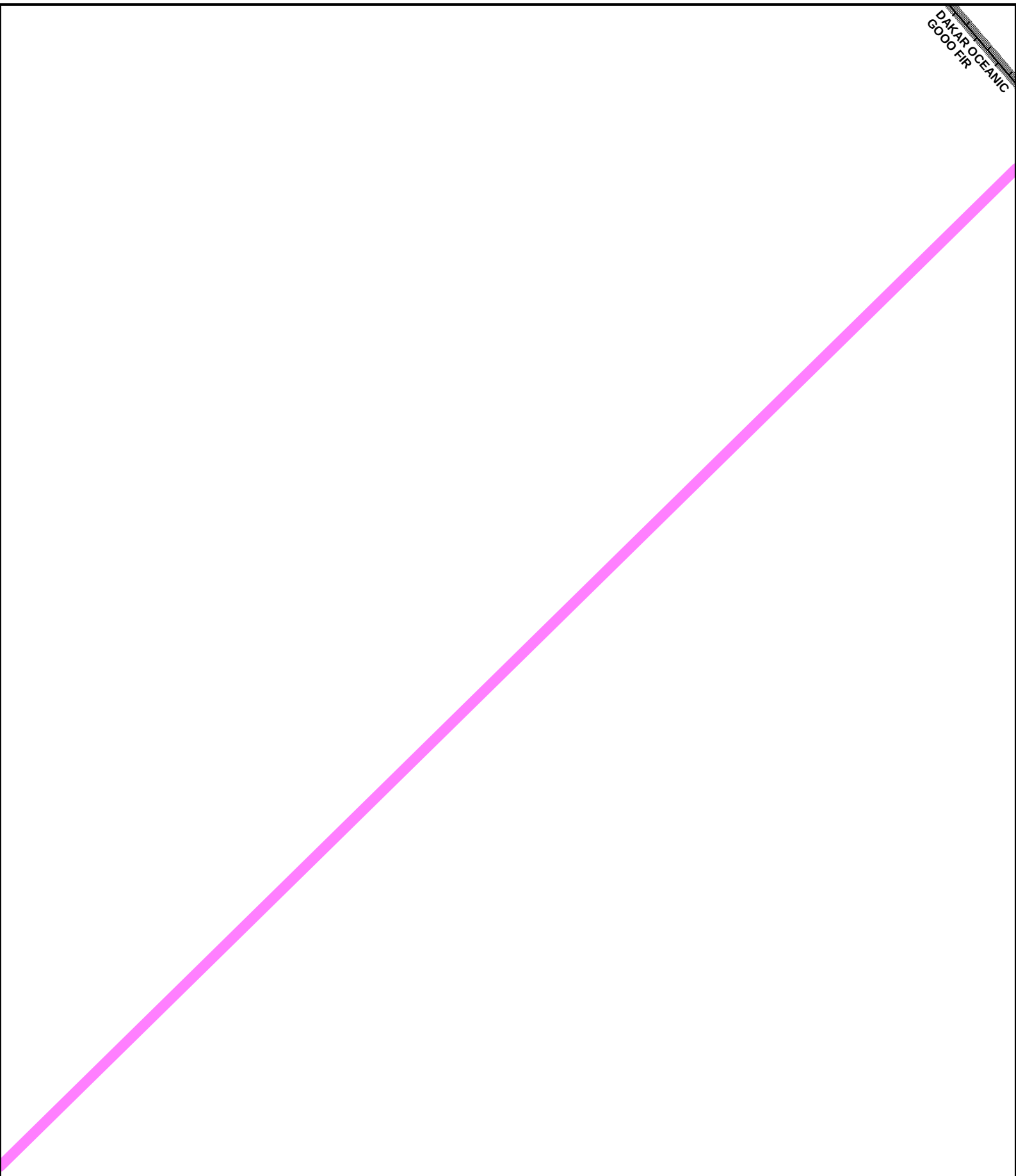

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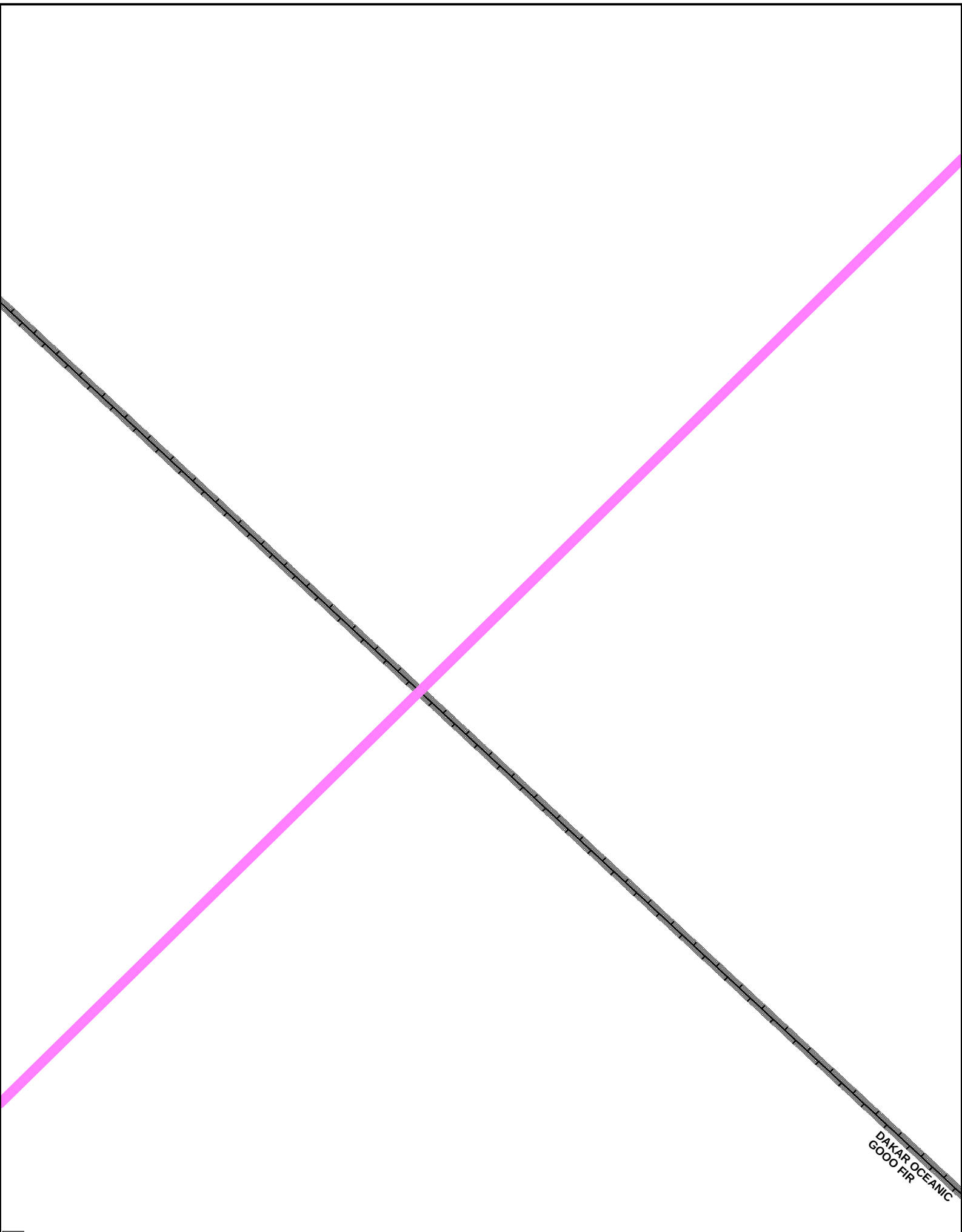

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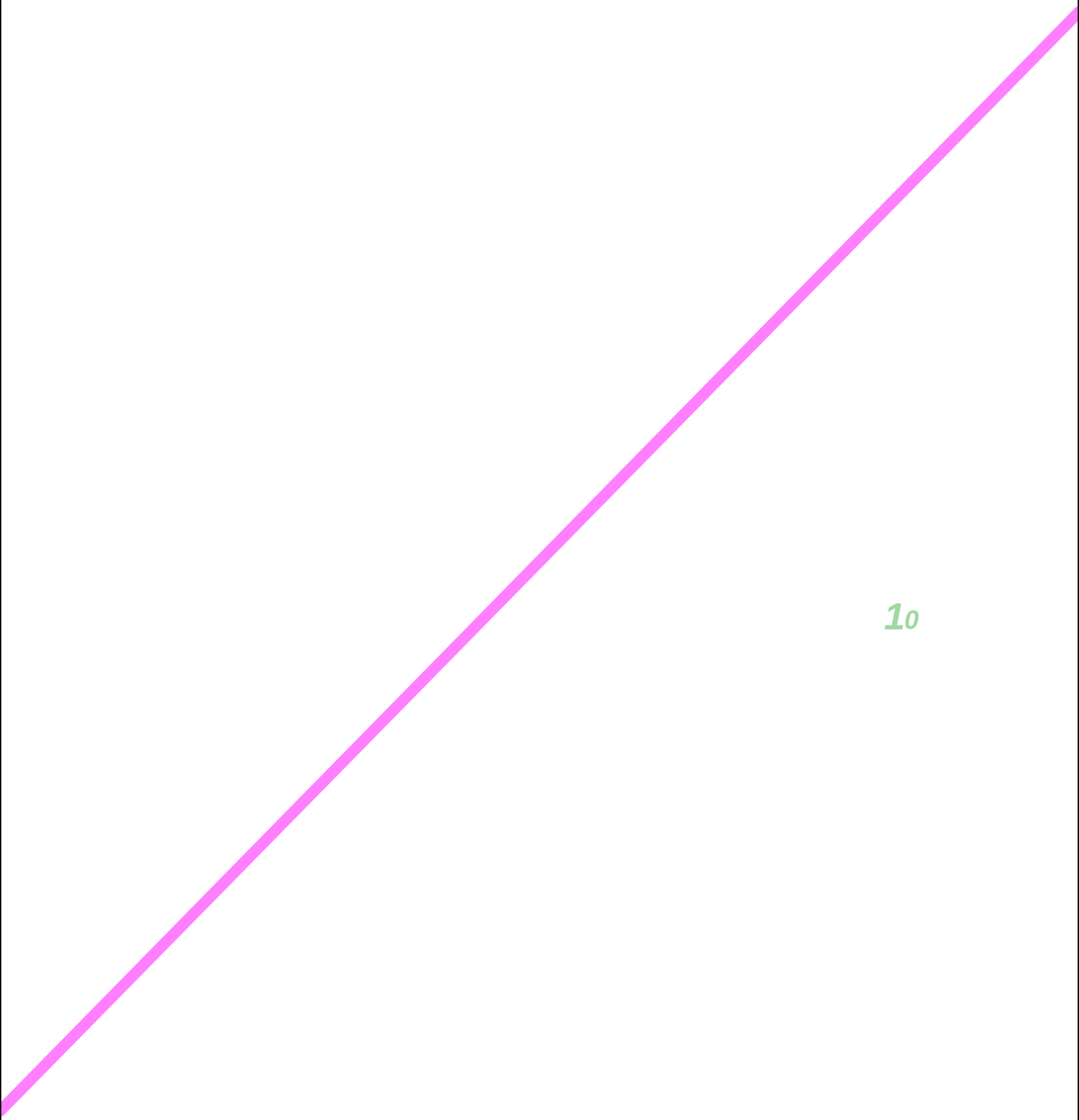

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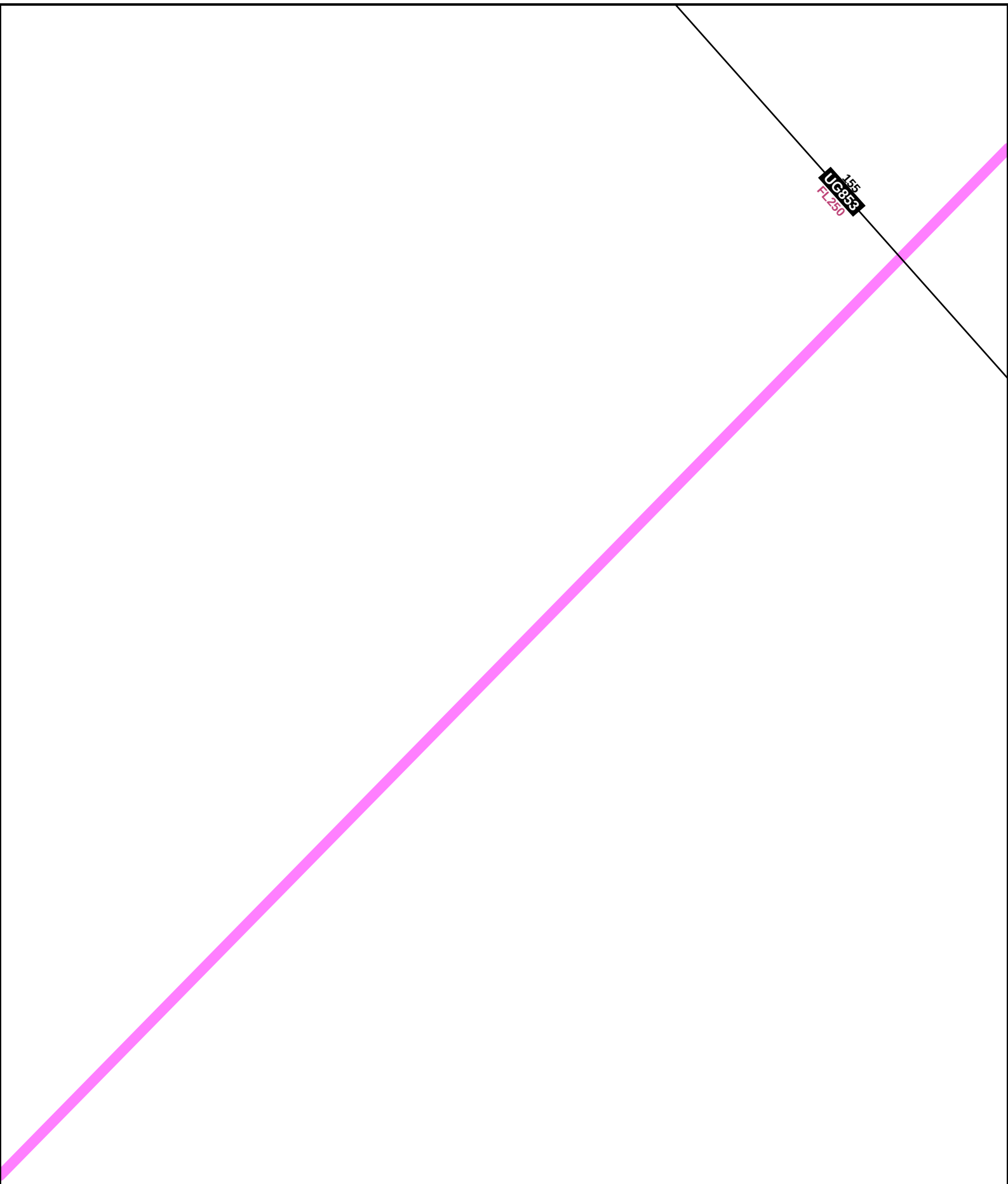

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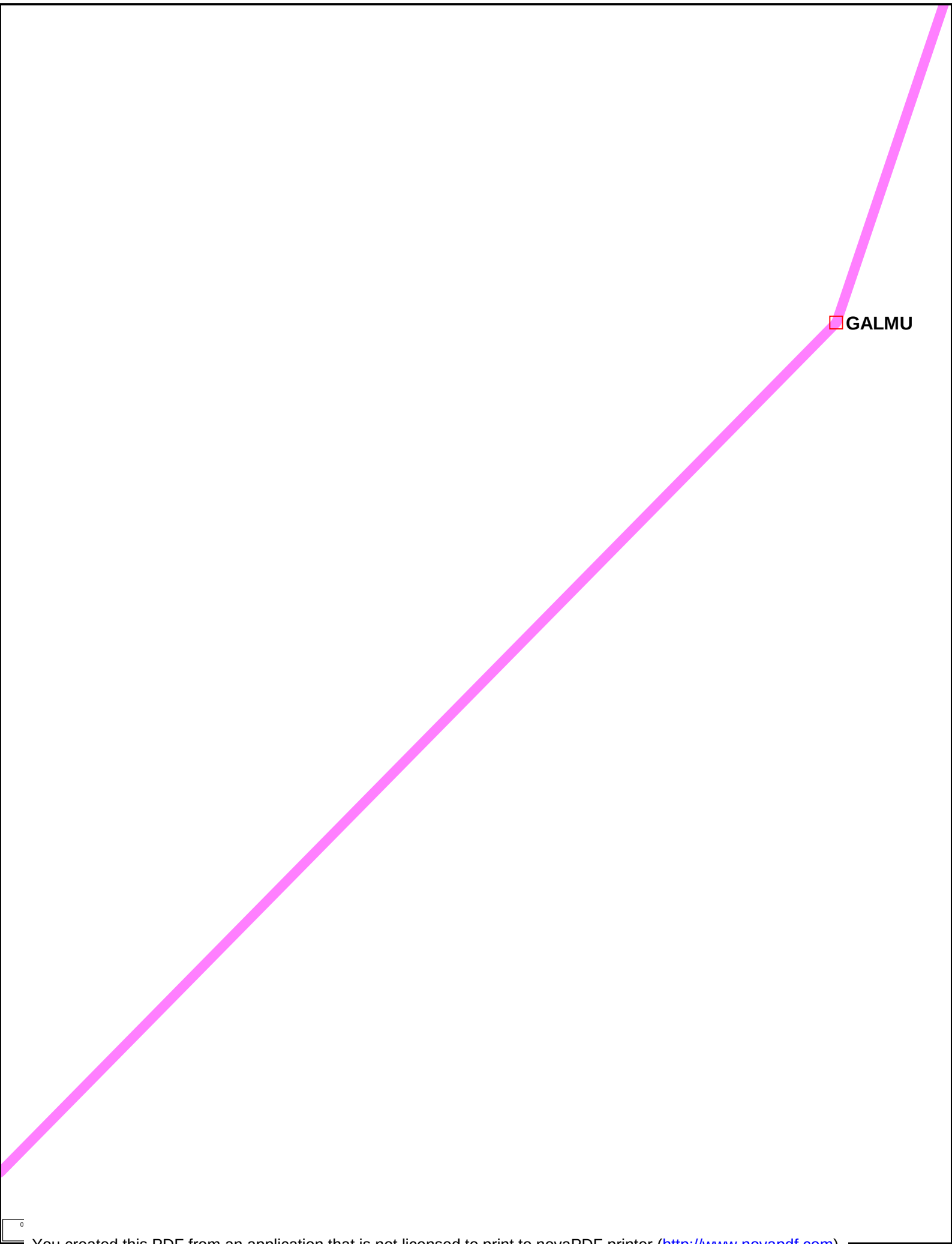

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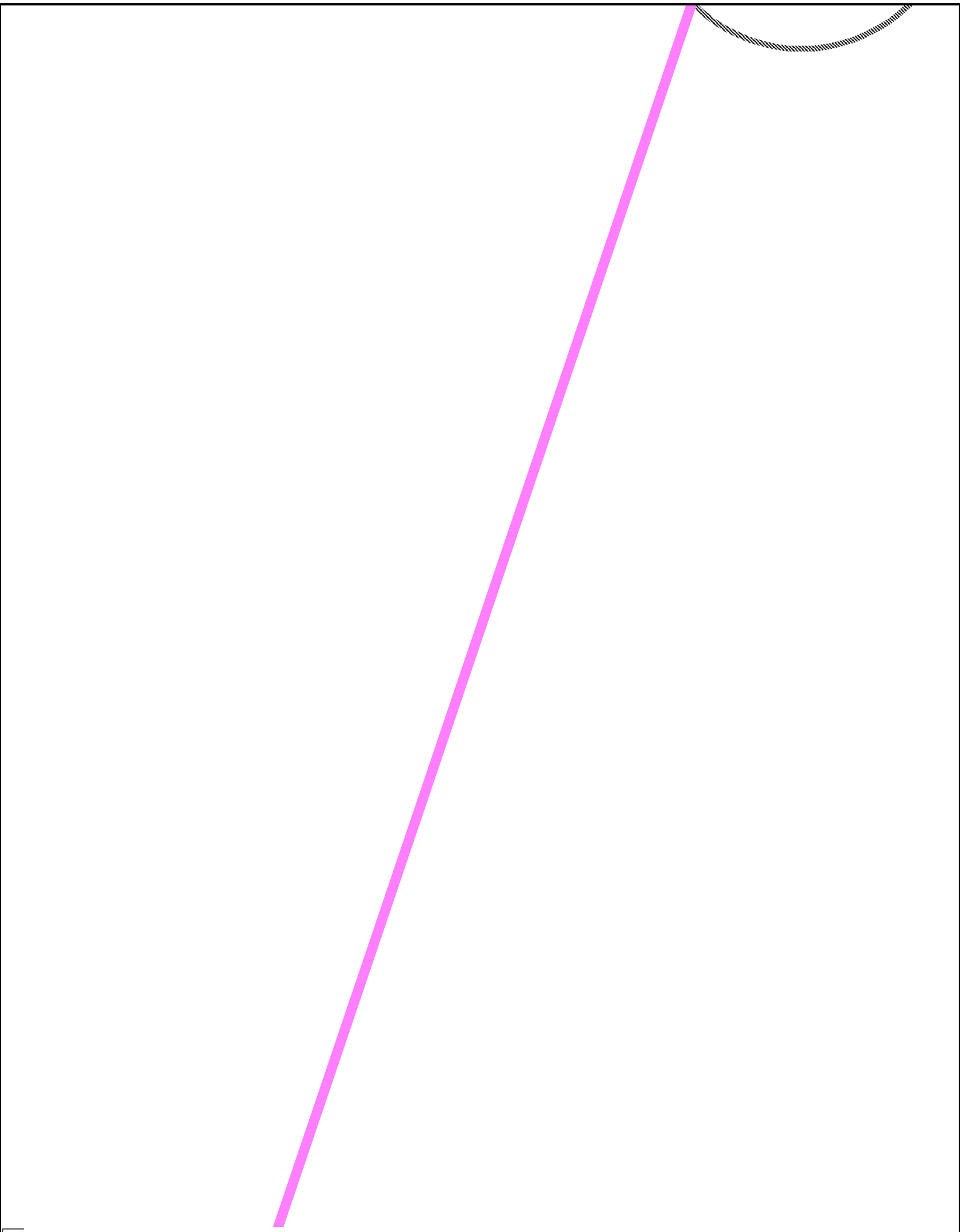

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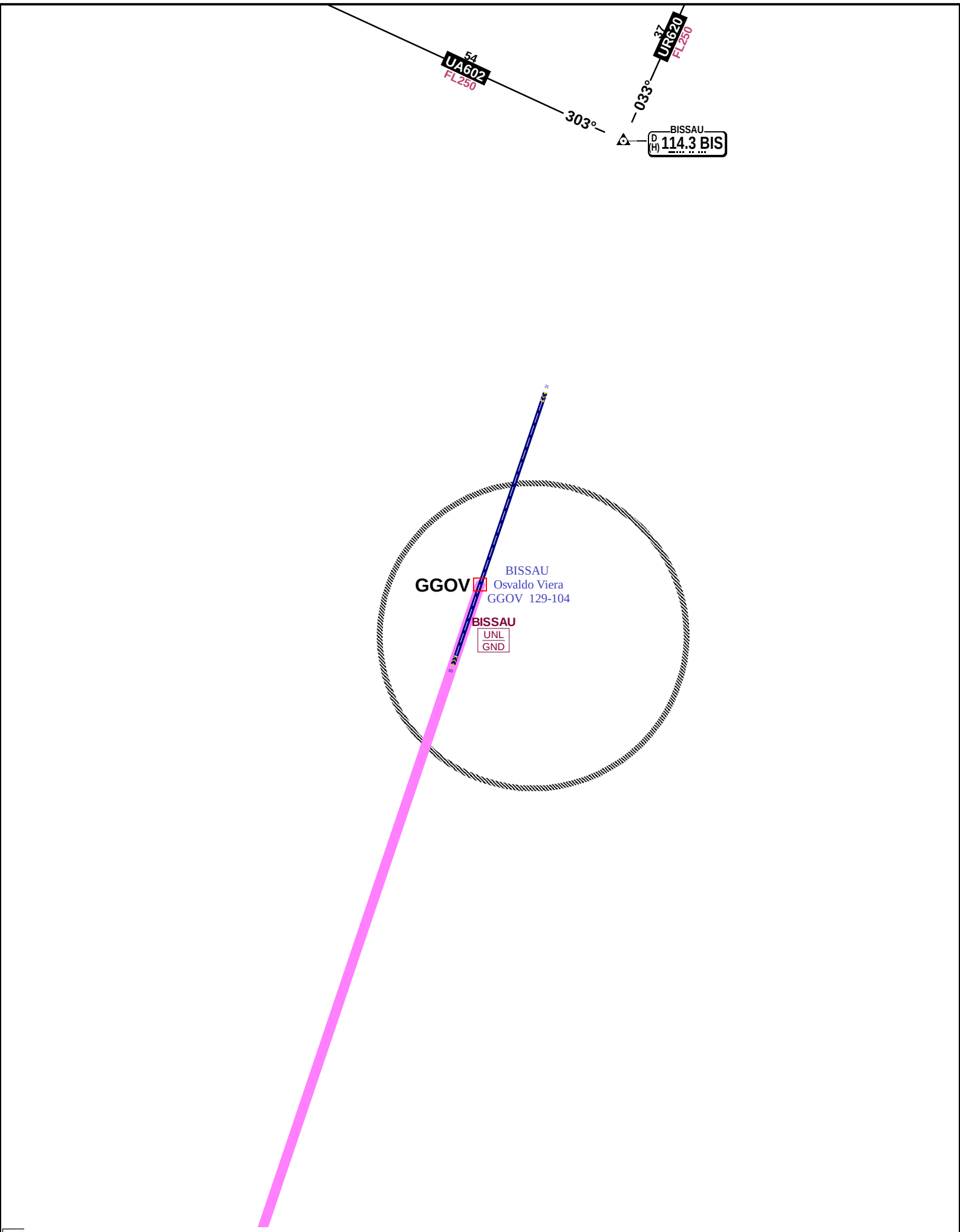

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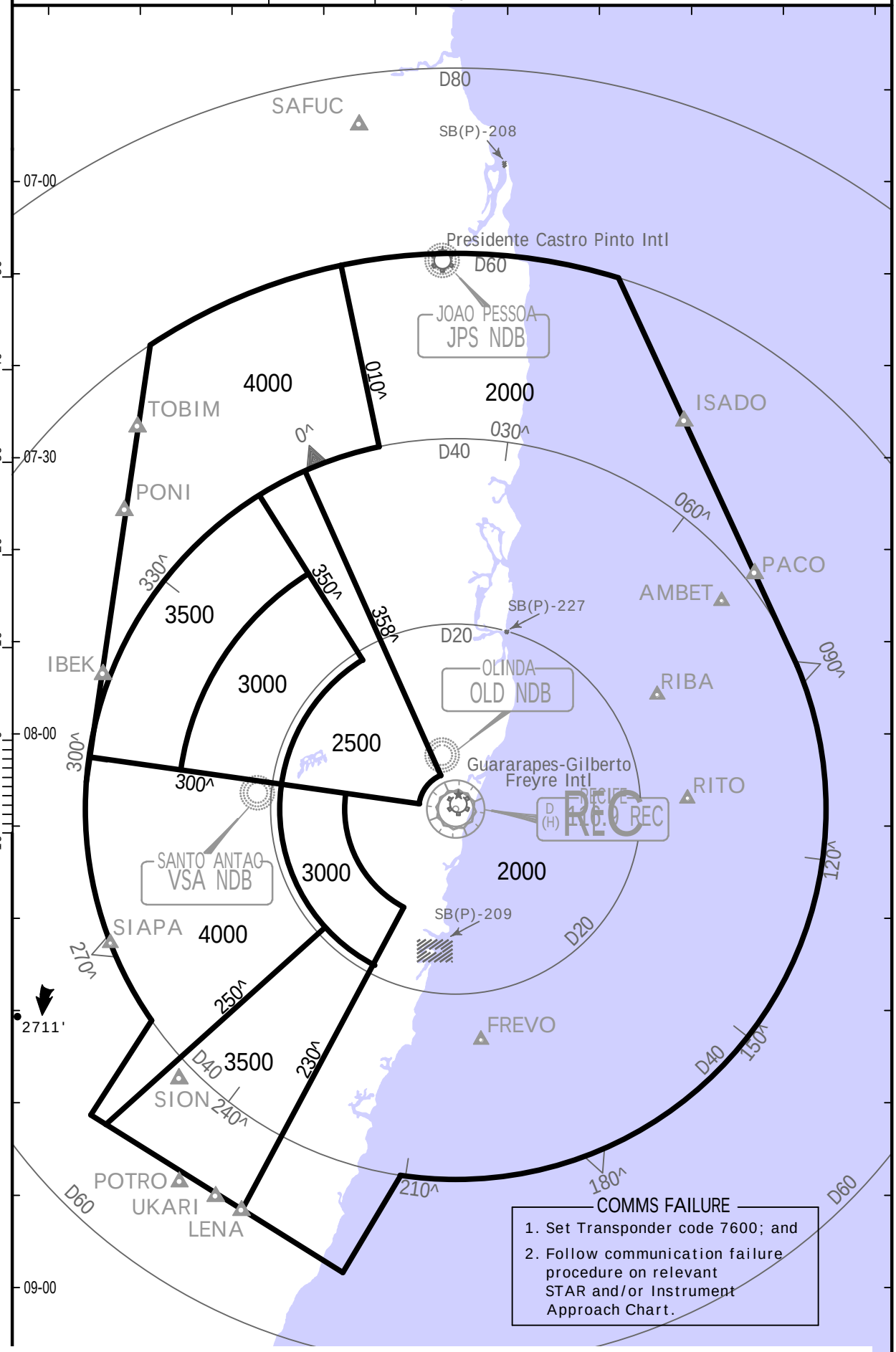
RECIFE, BRAZIL

GUARARAPES-GILBERTO FREYRE INTL (10-1R) 25 OCT 13 .RADAR.MINIMUM.ALTITUDES.

RECIPE Control (APP) (R)	Apt Elev	
119.5 119.95 129.6	33'	Alt Set: hPa Trans level: By ATC Trans alt: 4000' 1. Chart only to be used for cross-checking of altitudes assigned while under Radar control. 2. Bearings and distances are referenced to REC VOR.



COMMS FAILURE
1. Set Transponder code 7600; and
2. Follow communication failure procedure on relevant STAR and/or Instrument Approach Chart.

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

11 OCT 13 (10-2) .Eff.17.Oct.

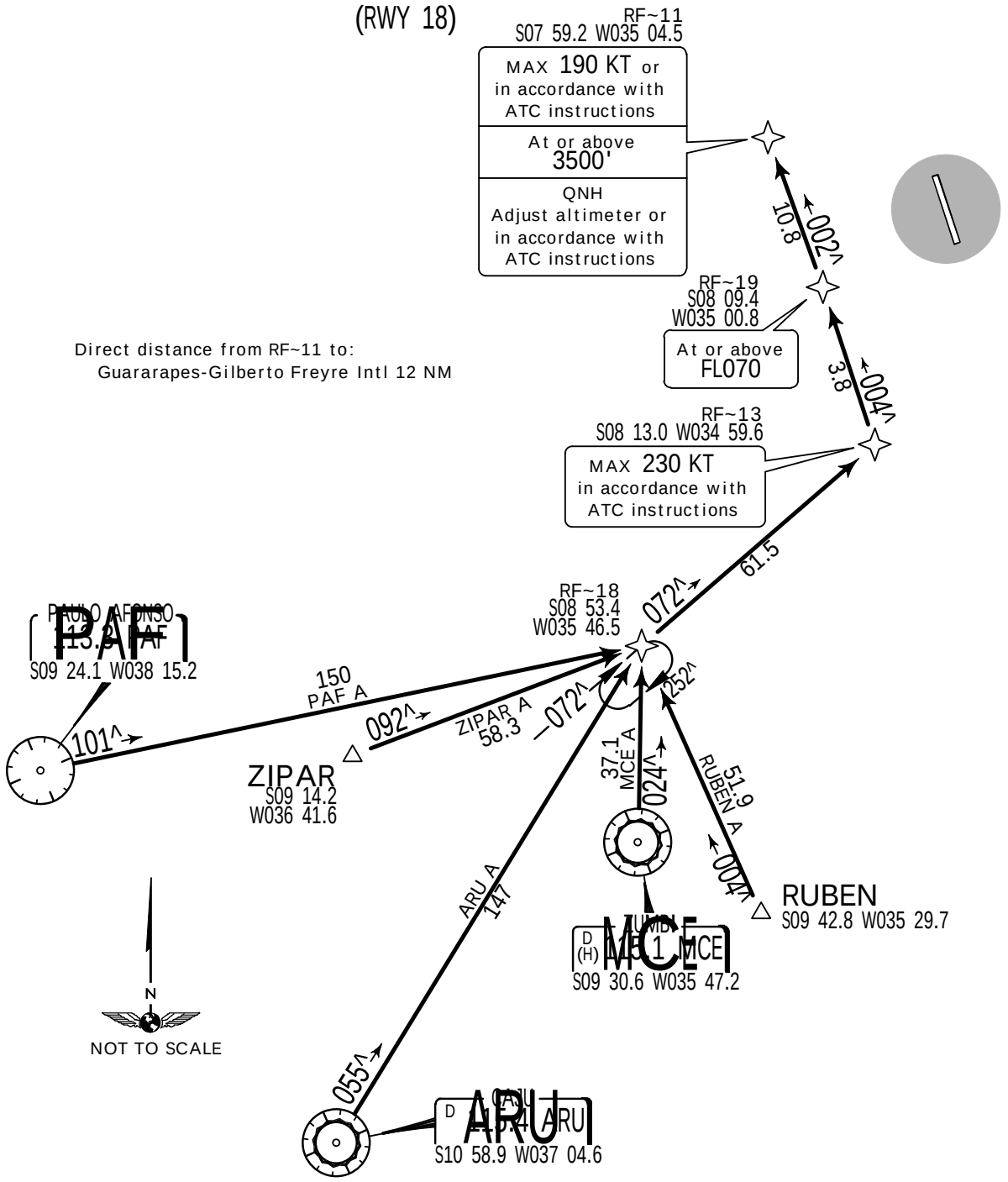
RECIFE, BRAZIL
.RNAV.STAR.

ATIS	Apt Elev	
127.65	33'	Alt set: hPa Trans level: By ATC Trans alt: 4000' 1. RNAV 1. 2. B-RNP 1. 3. RADAR required. 4. Certified GNSS required.

3500'
MSA ARP

ARU A [ARUA], MCE A [MCEA], PAF A [PAFA], RUBEN A [RUBENA], ZIPAR A [ZIPARA] RNAV ARRIVALS

(RWY 18)



STAR	ROUTING
ARU A	After ARU, fly on 055^ track to RF018.
MCE A	After MCE, fly on 024^ track to RF018.
PAF A	After PAF, fly on 101^ track to RF018.
RUBEN A	After RUBEN, fly on 004^ track to RF018.
ZIPAR A	After ZIPAR, fly on 092^ track to RF018.

LANDING

At RF018, intercept 072^ track to RF013, then intercept 004^ track to RF019, then intercept

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

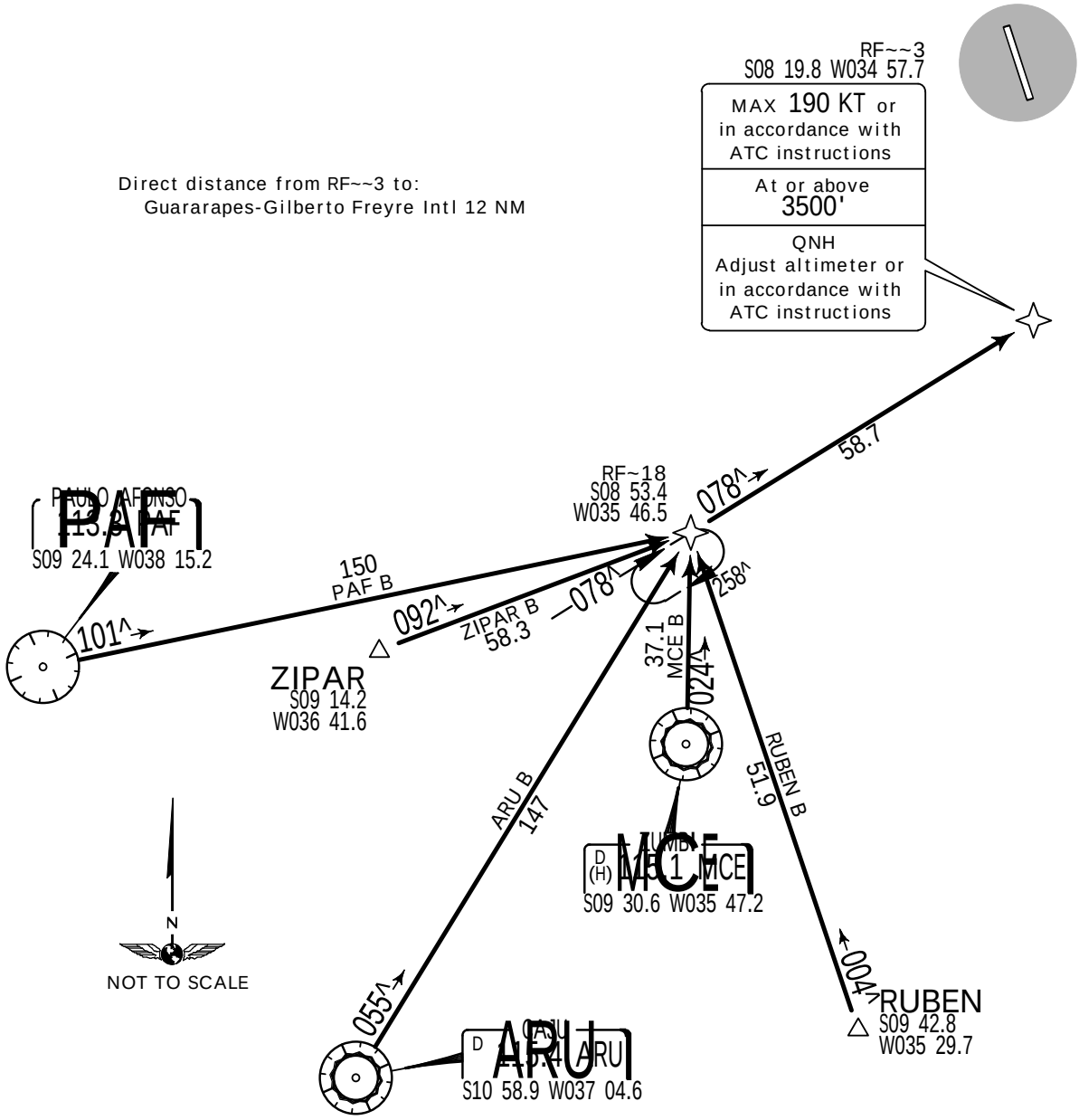
11 OCT 13 (10-2A) .Eff.17.Oct.

RECIFE, BRAZIL
.RNAV.STAR.

ATIS	Apt Elev	Alt set: hPa Trans level: By ATC Trans alt: 4000'
127.65	33'	1. RNAV 1. 2. B-RNP 1. 3. RADAR required. 4. Certified GNSS required.

3500'
MSA ARP

ARU B [ARUB], MCE B [MCEB], PAF B [PAFB], RUBEN B [RUBENB], ZIPAR B [ZIPARB] RNAV ARRIVALS
(RWY 36)



STAR	ROUTING
ARU B	After ARU, fly on 055^ track to RF018.
MCE B	After MCE, fly on 024^ track to RF018.
PAF B	After PAF, fly on 101^ track to RF018.
RUBEN B	After RUBEN, fly on 004^ track to RF018.
ZIPAR B	After ZIPAR, fly on 092^ track to RF018.
LANDING	

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

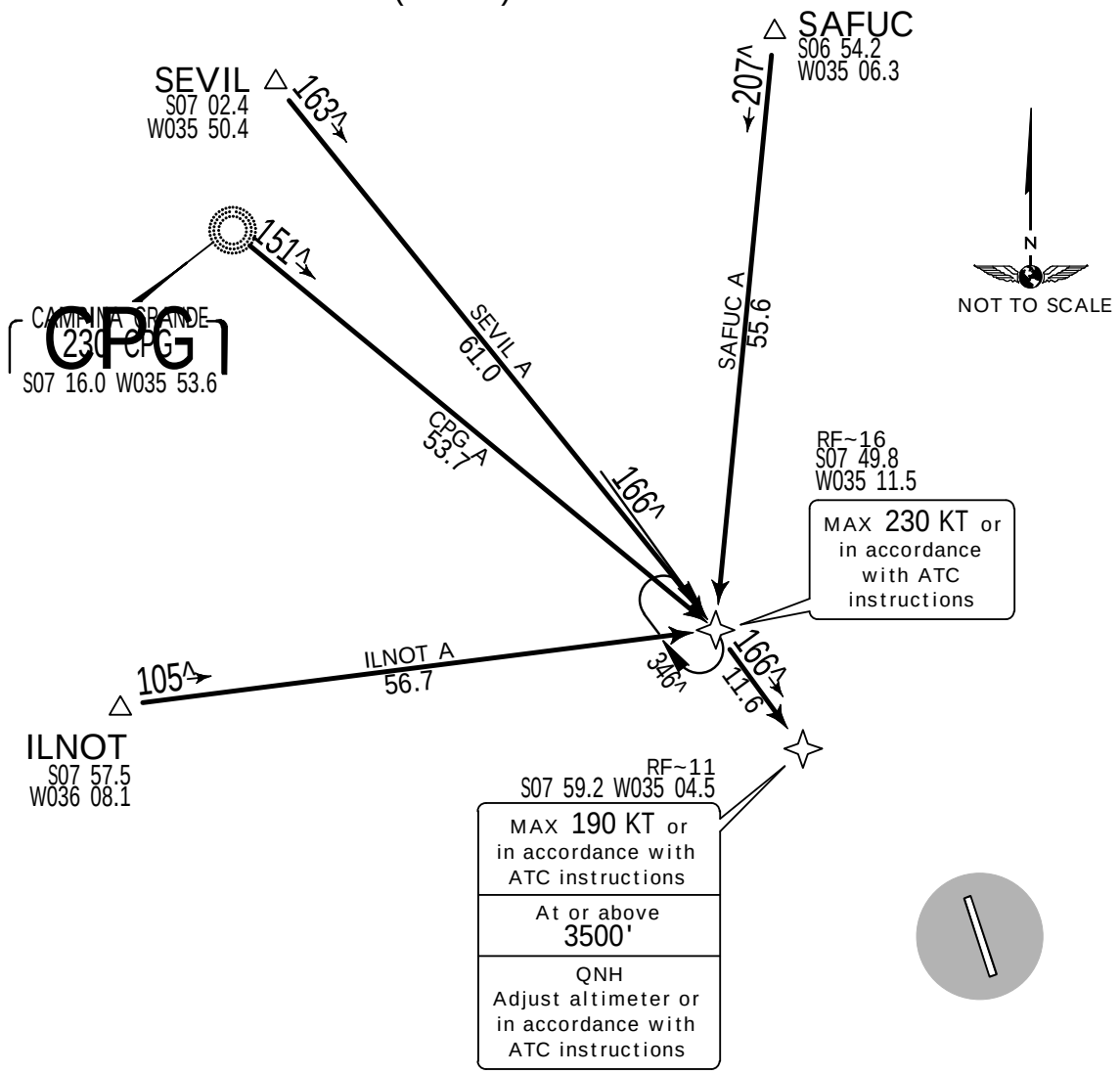
11 OCT 13 (10-2B) .Eff.17.Oct.

RECIFE, BRAZIL
.RNAV.STAR.

ATIS	Apt Elev	
127.65	33'	Alt set: hPa Trans level: By ATC Trans alt: 4000' 1. RNAV 1. 2. B-RNP 1. 3. RADAR required. 4. Certified GNSS required.

3500'
MSA ARP

CPG A [CPGA], ILNOT A [ILNOTA], SAFUC A [SAFUCA], SEVIL A [SEVILA] RNAV ARRIVALS
(RWY 18)



Direct distance from RF~11 to:
Guararapes-Gilberto Freyre Intl 12 NM

STAR	ROUTING
CPG A	After CPG, fly on 151^ track to RF016.
ILNOT A	After ILNOT, fly on 105^ track to RF016.
SAFUC A	After SAFUC, fly on 207^ track to RF016.
SEVIL A	After SEVIL, fly on 163^ track to RF016.
LANDING	

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CHANGES: CPG STAR renamed.

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

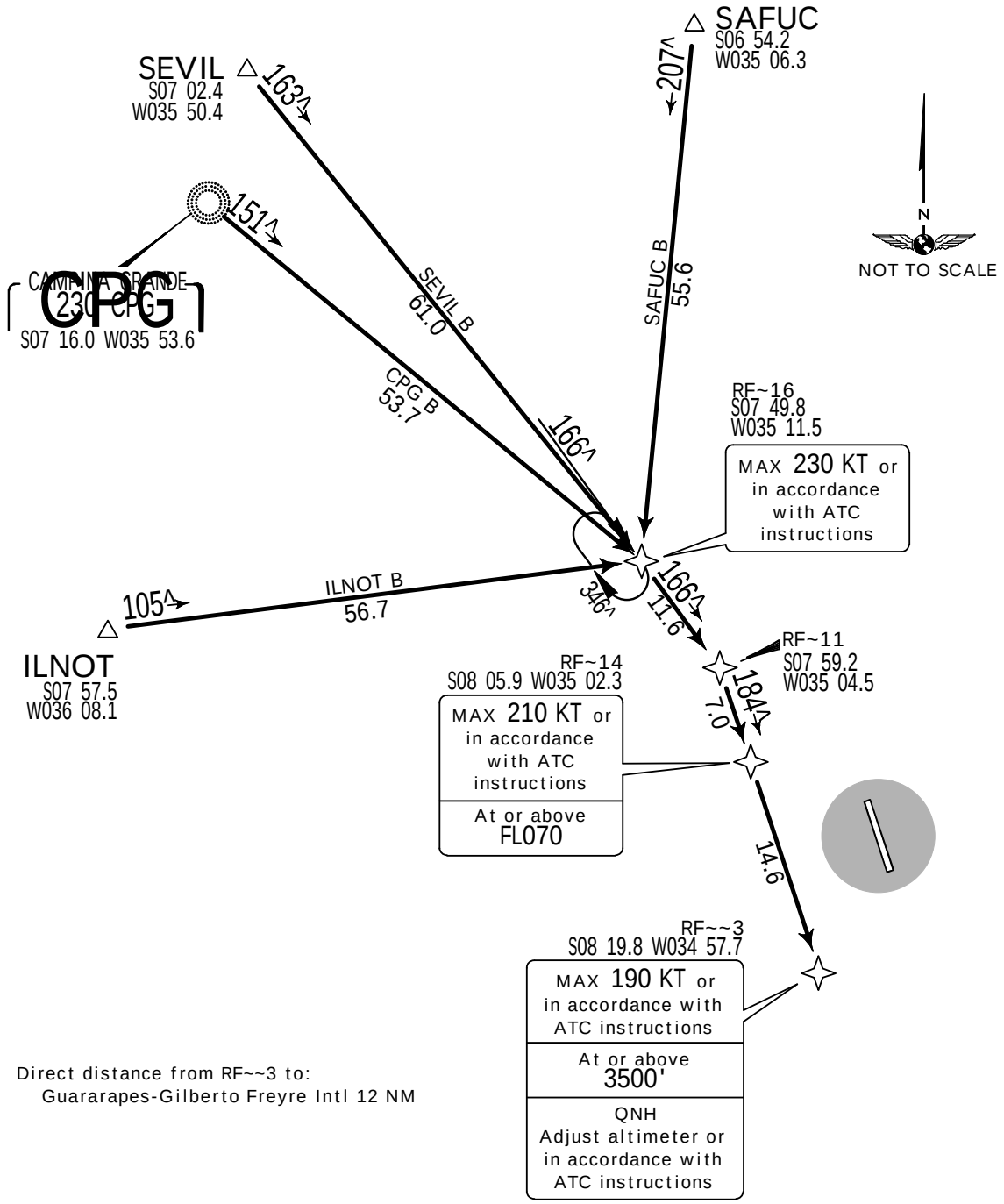
11 OCT 13 (10-2C) .Eff.17.Oct.

RECIFE, BRAZIL
.RNAV.STAR.

ATIS	Apt Elev	
127.65	33'	Alt set: hPa Trans level: By ATC Trans alt: 4000' 1. RNAV 1. 2. B-RNP 1. 3. RADAR required. 4. Certified GNSS required.

3500'
MSA ARP

CPG B [CPGB], ILNOT B [ILNOTB], SAFUC B [SAFUCB], SEVIL B [SEVILB] RNAV ARRIVALS
(RWY 36)



Direct distance from RF~~3 to:
Guararapes-Gilberto Freyre Intl 12 NM

STAR	ROUTING
CPG B	After CPG, fly on 151^ track to RF016.
ILNOT B	After ILNOT, fly on 105^ track to RF016.
SAFUC B	After SAFUC, fly on 207^ track to RF016.
SEVIL B	After SEVIL, fly on 163^ track to RF016.

LANDING

At RF016, intercept 166^ track to RF011, then intercept 184^ track to RF014, then intercept

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GUARARAPES-
GILBERTO FREYRE INTL

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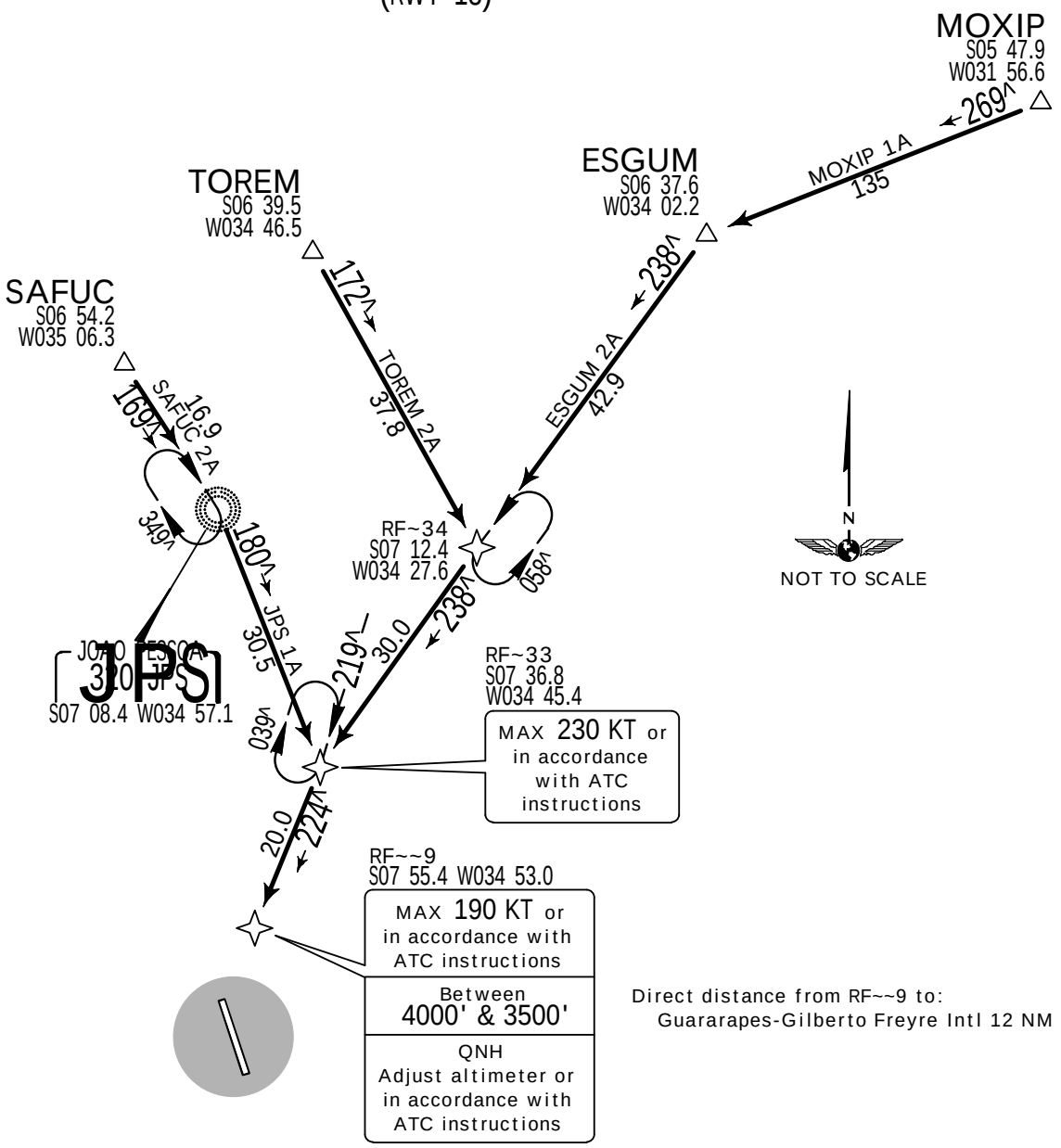
11 OCT 13 (10-2D) .Eff.17.Oct.

RECIFE, BRAZIL
.RNAV.STAR.

ATIS	Apt Elev	
127.65	33'	Alt set: hPa Trans level: By ATC Trans alt: 4000' 1. RNAV 1. 2. B-RNP 1. 3. RADAR required. 4. Certified GNSS required.

3500'
MSA ARP

ESGUM 2A [ESGU2A], JPS 1A [JPS1A], MOXIP 1A [MOXI1A], SAFUC 2A [SAFU2A], TOREM 2A [TORE2A] RNAV ARRIVALS
(RWY 18)



Direct distance from RF~~9 to:
Guararapes-Gilberto Freyre Intl 12 NM

STAR	ROUTING
ESGUM 2A	After ESGUM, intercept and MAINTAIN 238^ track to RF034, then MAINTAIN 238^ track to RF033, then turn LEFT to intercept and MAINTAIN 224^ track to RF009.
JPS 1A	After JPS, intercept and MAINTAIN 180^ track to RF033, then turn RIGHT to intercept and MAINTAIN 224^ track to RF009.
MOXIP 1A	After MOXIP, intercept and MAINTAIN 269^ track to ESGUM, then turn LEFT to intercept and MAINTAIN 238^ track to RF034, then MAINTAIN 238^ track to RF033, then turn LEFT to intercept and MAINTAIN 224^ track to RF009.
SAFUC 2A	After SAFUC, intercept and MAINTAIN 169^ track to JPS, then turn RIGHT to intercept and MAINTAIN 180^ track to RF033. Then turn RIGHT to intercept and MAINTAIN 224^ track to RF009.
TOREM 2A	After TOREM, intercept and MAINTAIN 172^ track to RF034, then turn RIGHT to intercept and MAINTAIN 238^ track to RF033, then turn LEFT to intercept and

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11 OCT 13 (10-3) .Eff.17.Oct.

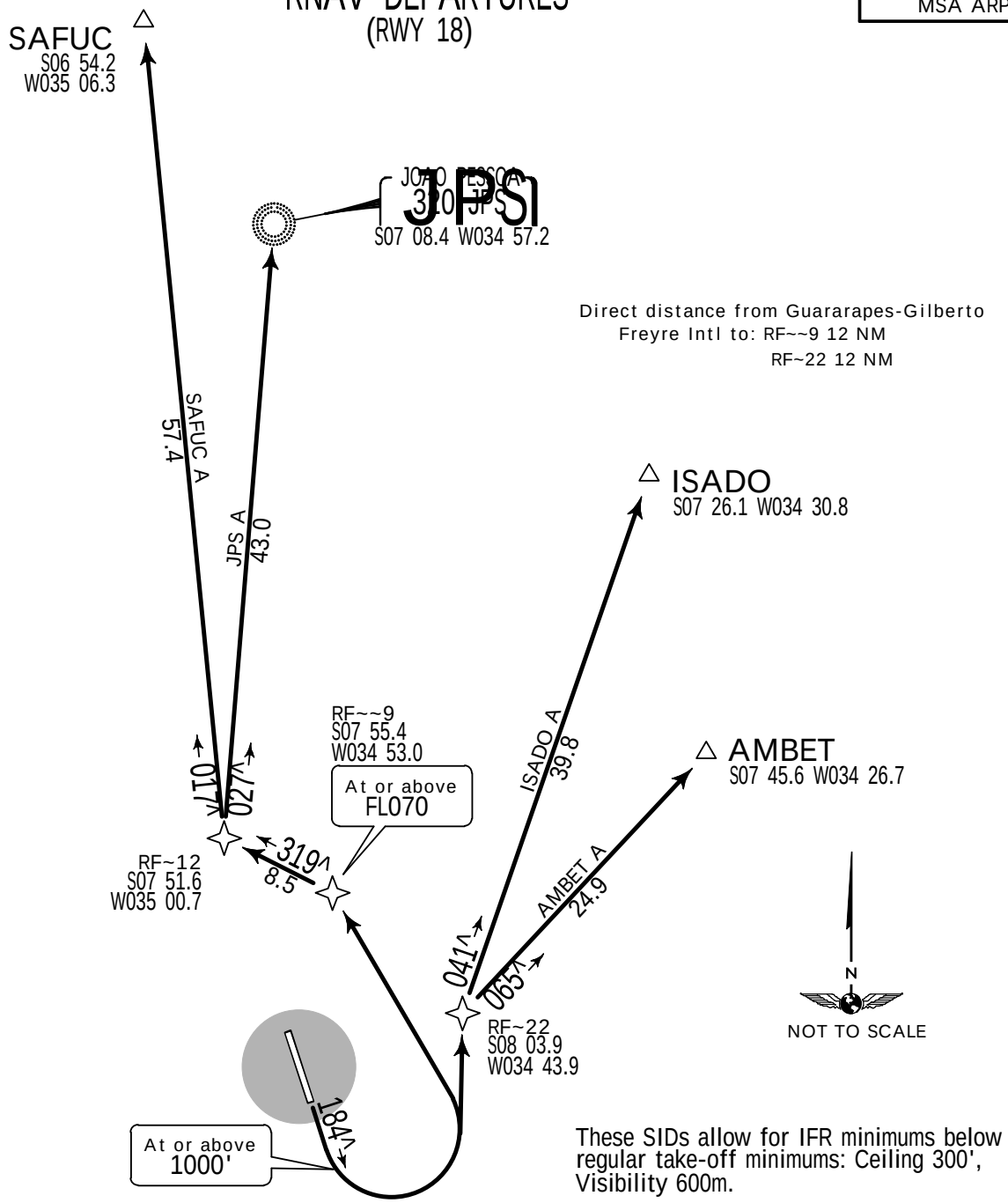
RECIFE, BRAZIL
.RNAV.SID.

Apt Elev	
33'	Trans level: By ATC Trans alt: 4000' 1. Certified GNSS required. 2. RNAV 1 or B-RNP 1.

3500'
MSA ARP

AMBET A [AMBETA], ISADO A [ISADOA], JPS A [JPSA], SAFUC A [SAFUCA] RNAV DEPARTURES

(RWY 18)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

INITIAL CLIMB

After take-off climb to 1000' on track 184^.

SID	ROUTING
AMBET A	Turn LEFT direct to RF022, turn RIGHT track 065^ to AMBET.
ISADO A	Turn LEFT direct to RF022, turn RIGHT track 041^ to ISADO.
JPS A	Turn LEFT direct to RF009, turn LEFT track 319^ to RF012, turn RIGHT track 027^ to JPS.
SAFUC A	Turn LEFT direct to RF009, turn LEFT track 319^ to RF012, turn RIGHT track 017^

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CHANGES: JPS SID renamed, JPS coordinates, procedure text revised.

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GUARARAPES-
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11 OCT 13 10-3A .Eff.17.Oct.

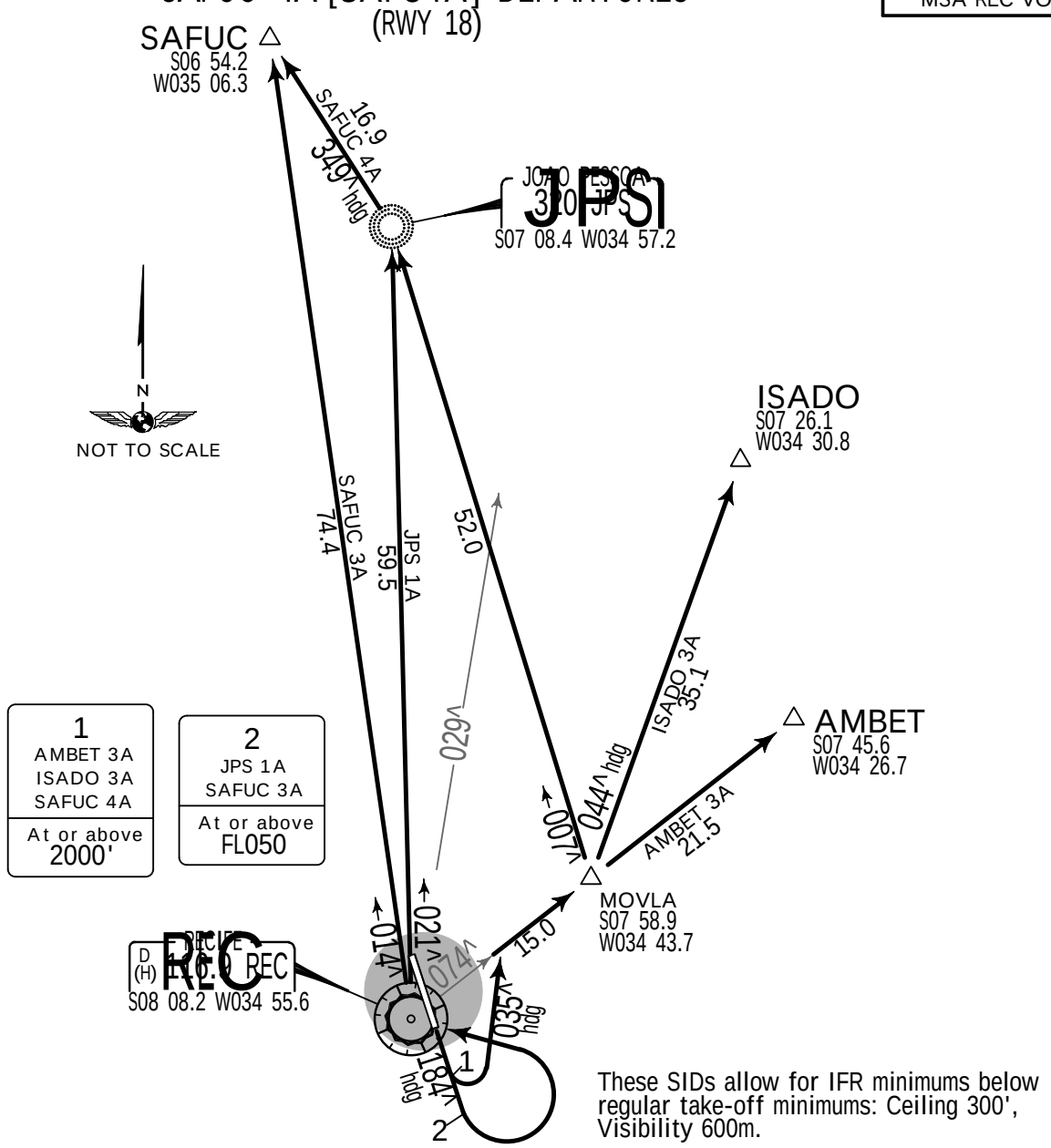
RECIFE, BRAZIL
.SID.

Apt Elev 33'	Trans level: By ATC Trans alt: 4000'

3500'
MSA REC VOR

AMBET 3A [AMBE3A], ISADO 3A [ISAD3A], JPS 1A [JPS1A], SAFUC 3A [SAFU3A], SAFUC 4A [SAFU4A] DEPARTURES

(RWY 18)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until passing 3000'.

SID	INITIAL CLIMB
AMBET 3A	After take-off, MAINTAIN 184^ heading until passing 2000'. Then, turn LEFT heading 035^ to intercept and MAINTAIN REC R-074 to AMBET.
ISADO 3A	After take-off, MAINTAIN 184^ heading until passing 2000'. Then, turn LEFT heading 035^ to intercept and MAINTAIN REC R-074 to MOVLA. Then, turn LEFT heading 044^ to ISADO.
JPS 1A	After take-off, MAINTAIN 184^ heading until passing FL050. Then, turn LEFT to REC, then turn RIGHT to JPS.
SAFUC 3A	After take-off, MAINTAIN 184^ heading until passing FL050. Then, turn LEFT to REC. Then, turn RIGHT to intercept 014^ course to SAFUC.
SAFUC 4A	After take-off, MAINTAIN 184^ heading until passing 2000'. Then, turn LEFT heading 035^ to intercept and MAINTAIN REC R-074 to MOVLA. Then, turn LEFT to

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11 OCT 13 (10-3B) .Eff.17.Oct.

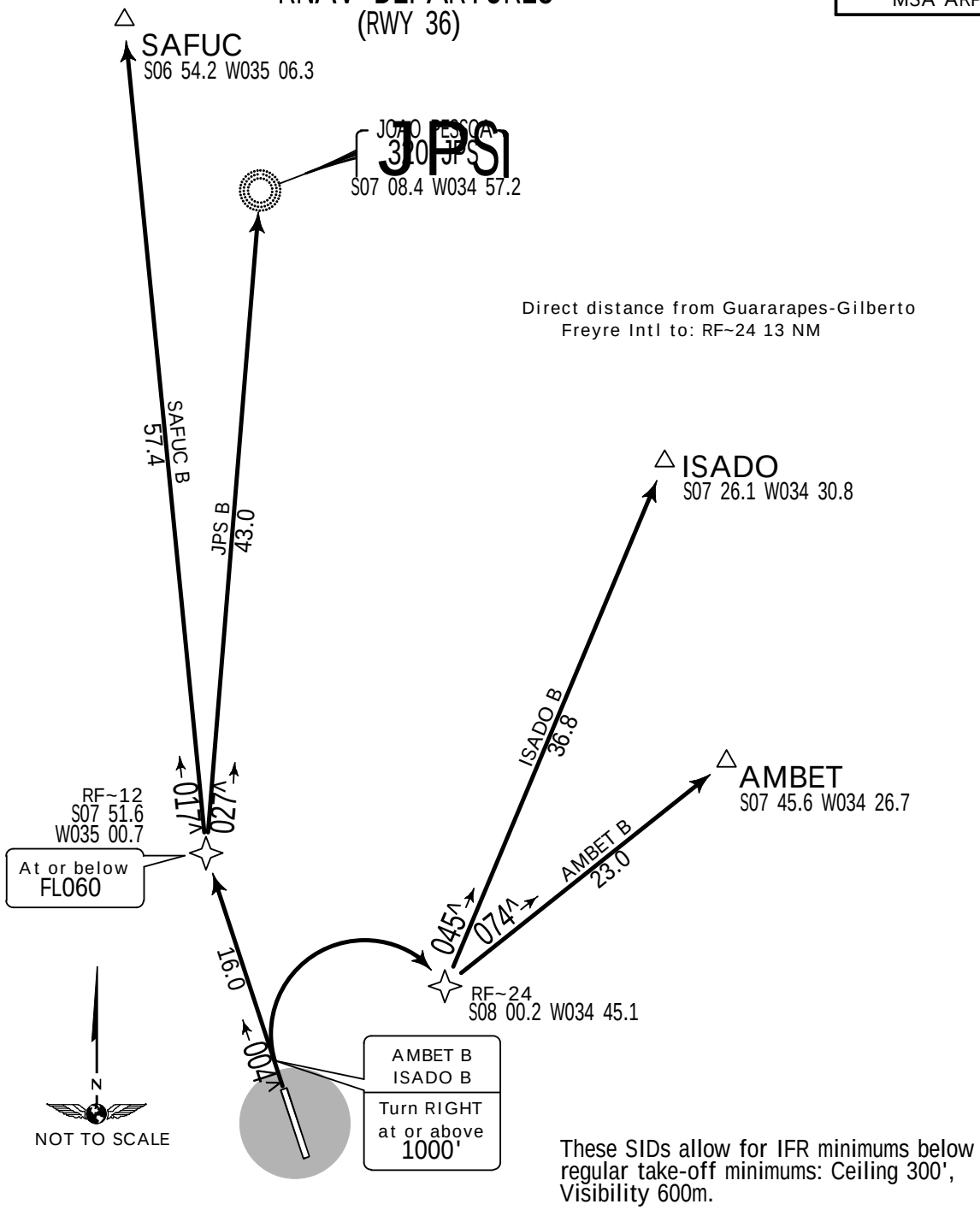
RECIFE, BRAZIL
.RNAV.SID.

Apt Elev	
33'	Trans level: By ATC Trans alt: 4000' 1. Certified GNSS required. 2. RNAV 1 or B-RNP 1.

3500'
MSA ARP

AMBET B [AMBETB], ISADO B [ISADOB], JPS B [JPSB], SAFUC B [SAFUCB] RNAV DEPARTURES

(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT	
Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000', maintaining track 004^.	
SID	INITIAL CLIMB
AMBET B	After take-off climb to 1000' on track 004^, turn RIGHT direct to RF024, turn LEFT track 074^ to AMBET.
ISADO B	After take-off climb to 1000' on track 004^, turn RIGHT direct to RF024, turn LEFT track 045^ to ISADO.
JPS B	After take-off MAINTAIN 004^ course to RF012, turn RIGHT track 027^ to JPS.

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CHANGES: JPS SID renamed, JPS coordinates.

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GUARARAPES-
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11 OCT 13 (10-3C) .Eff.17.Oct.

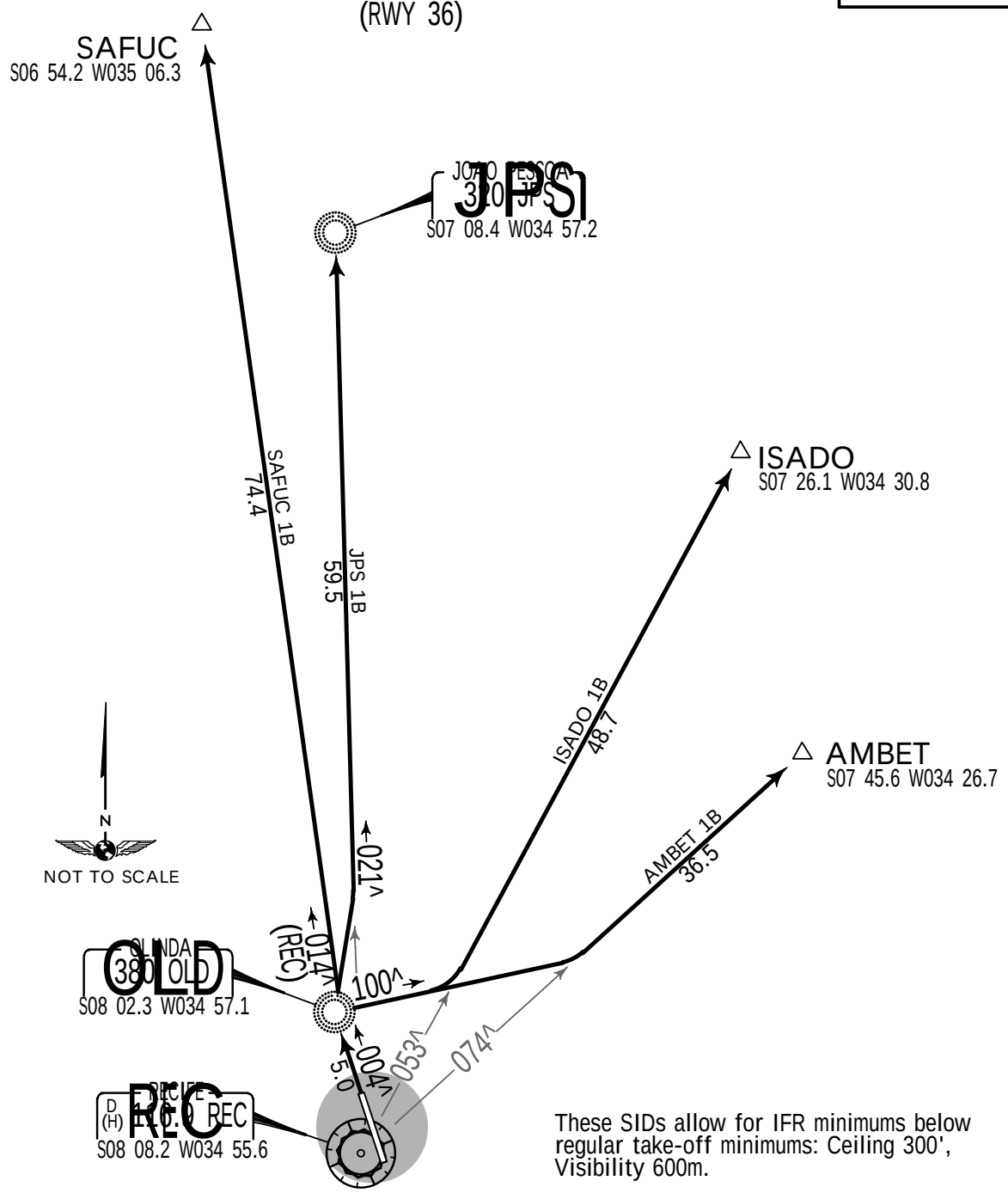
RECIFE, BRAZIL
.SID.

Apt Elev 33'	Trans level: By ATC Trans alt: 4000'

3500'
MSA REC VOR

AMBET 1B [AMBE1B], ISADO 1B [ISAD1B], JPS 1B [JPS1B], SAFUC 1B [SAFU1B] DEPARTURES

(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

SID	INITIAL CLIMB
AMBET 1B	Climb to OLD, turn RIGHT on 100^ course to intercept REC R-074 to AMBET. Then continue enroute.
ISADO 1B	Turn RIGHT on 100^ course to intercpet REC R-053 to ISADO. Then continue enroute.
JPS 1B	After take-off, climb to OLD to intercept REC R-021 to JPS.
SAFUC 1B	After take-off, climb to OLD to intercept REC R-014 to SAFUC. Then continue

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CHANGES: JPS SID renamed, JPS coordinates, procedure text revised.

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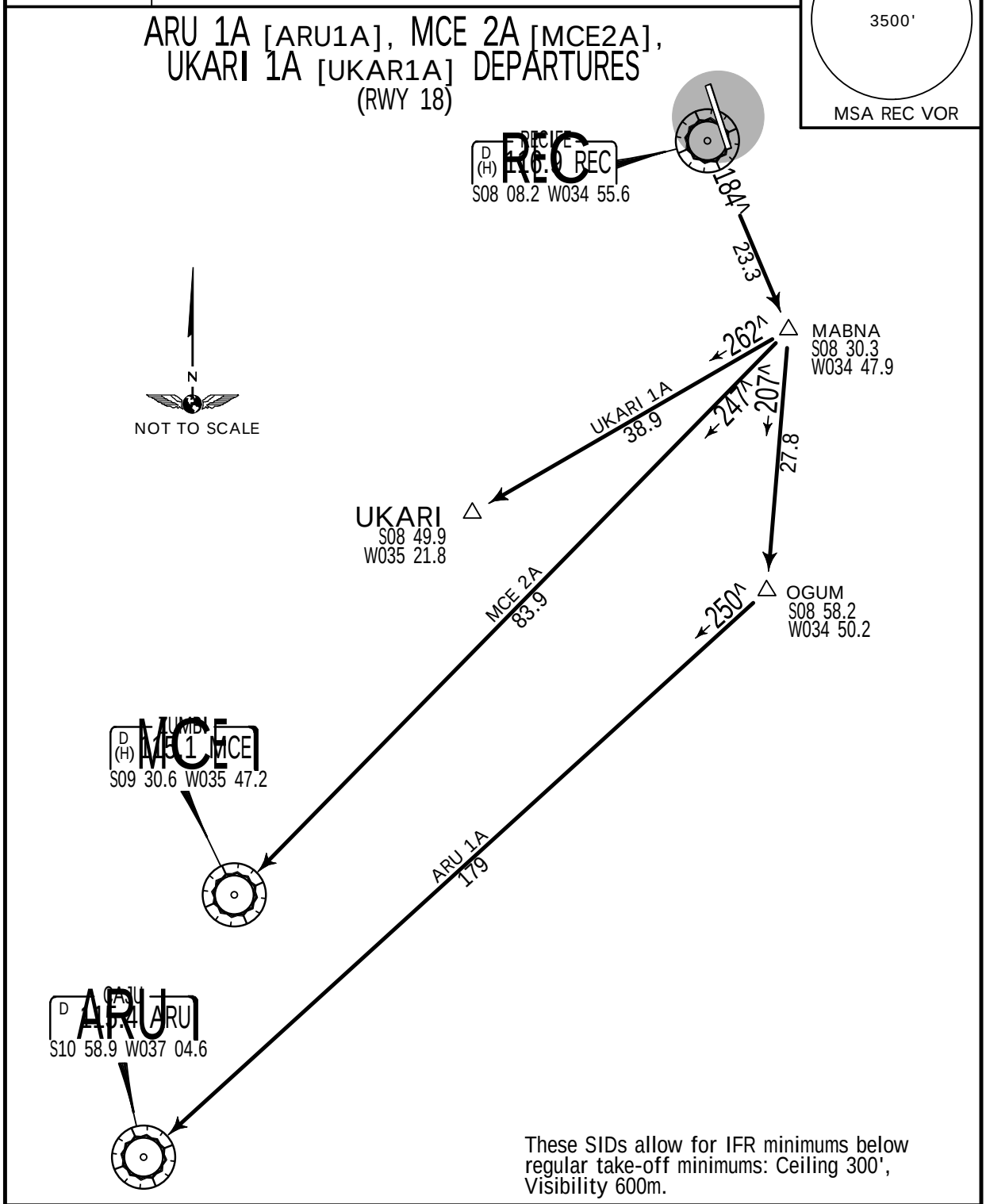
SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

11 OCT 13 (10-3D) .Eff.17.Oct.

RECIFE, BRAZIL
.SID.

Apt Elev	Trans level: By ATC Trans alt: 4000'
33'	



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

INITIAL CLIMB

After take-off continue on REC R-184 to MABNA.

SID	ROUTING
ARU 1A	At MABNA, turn RIGHT to intercept 207^ course to OGUM, then turn RIGHT to intercept 250^ course to ARU. Then continue enroute.
MCE 2A	At MABNA, turn RIGHT to intercept 247^ course to MCE. Then continue enroute. Aircraft destined for UW-58 must intercept it after MCE.
UKARI 1A	At MABNA, turn RIGHT to intercept 262^ course to UKARI. Then continue

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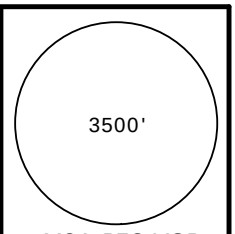
SBRF/REC GUARARAPES-GILBERTO FREYRE INTL

JEPPESEN 11 OCT 13 10-3E .Eff.17.Oct.

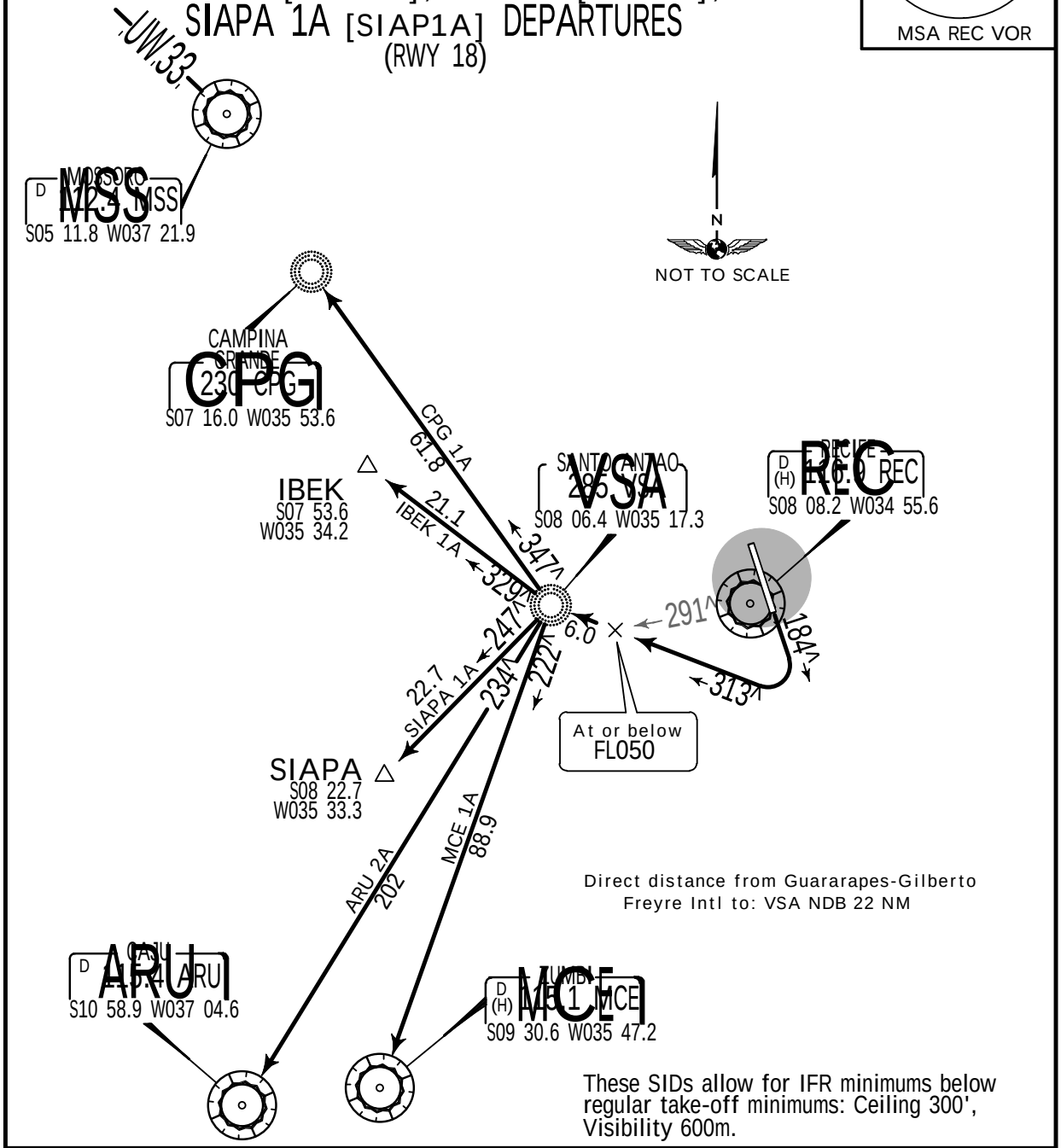
RECIFE, BRAZIL .SID.

Apt Elev	Trans level: By ATC Trans alt: 4000'
33'	



MSA REC VOR

ARU 2A [ARU2A], CPG 1A [CPG1A], IBEK 1A [IBEK1A], MCE 1A [MCE1A], SIAPA 1A [SIAP1A] DEPARTURES (RWY 18)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

INITIAL CLIMB

Turn RIGHT to intercept 313^ course to VSA.

SID	ROUTING
ARU 2A	At VSA, turn LEFT to intercept VSA 234^ bearing to ARU, then continue enroute.
CPG 1A	At VSA, turn RIGHT to intercept VSA 347^ bearing to CPG, then continue enroute. Aircraft destined for UW-33 must intercept MSS after CPG.
IBEK 1A	At VSA, turn RIGHT to intercept VSA 329^ bearing to IBEK, then continue enroute.
MCE 1A	At VSA, turn LEFT to intercept VSA 222^ bearing to MCE, then continue enroute. Aircraft destined for UW-58 must intercept it after MCE.
SIAPA 1A	At VSA, turn LEFT to intercept VSA 247^ bearing to SIAPA, then continue enroute.

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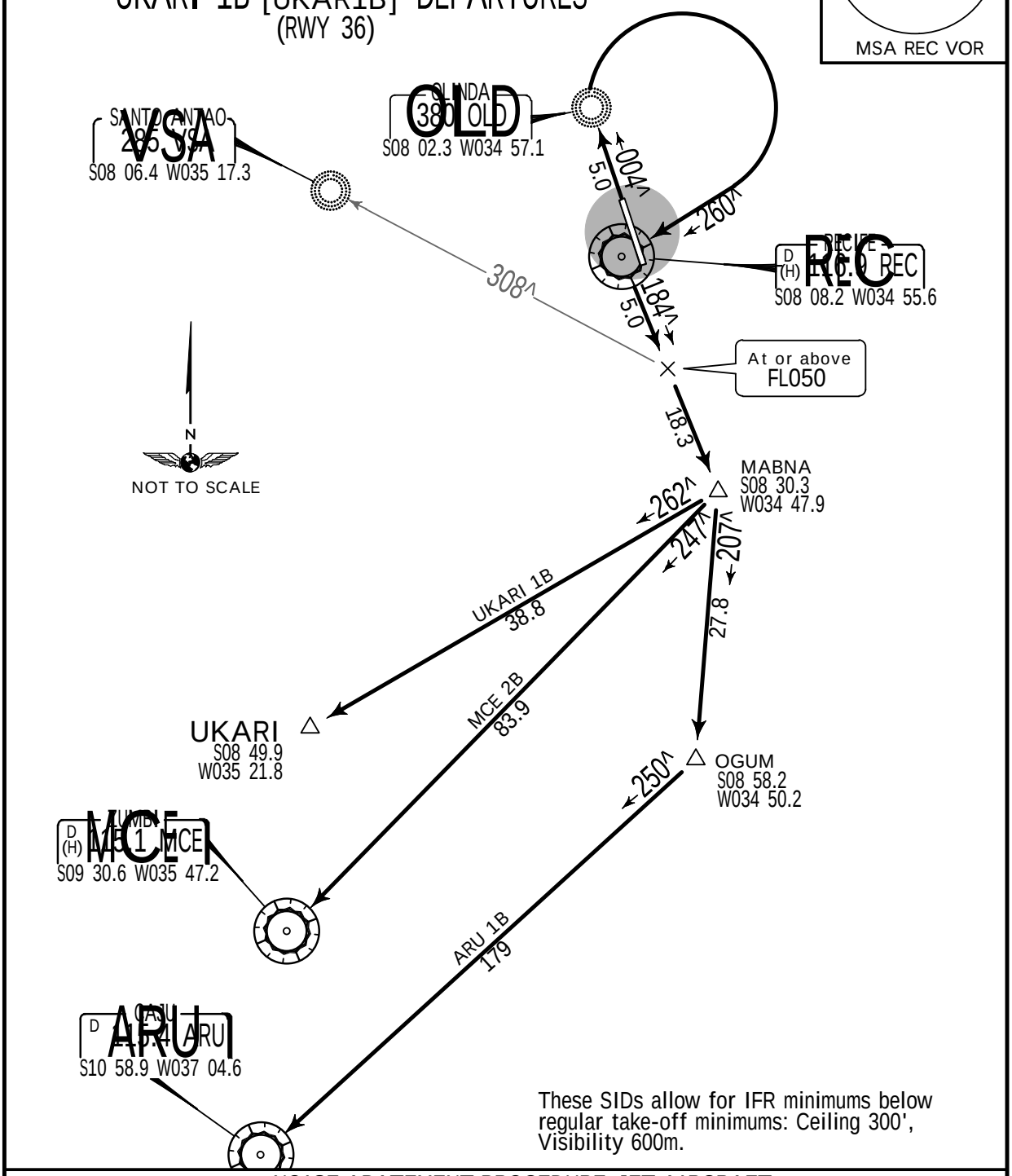
SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN
20 DEC 13 10-3F

RECIFE, BRAZIL
.SID.

Apt Elev	Trans level: By ATC Trans alt: 4000'
33'	

ARU 1B [ARU1B], MCE 2B [MCE2B], UKARI 1B [UKAR1B] DEPARTURES
(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

INITIAL CLIMB

Climb to OLD, turn RIGHT to intercept 260^ bearing to REC. Intercept REC R-184 to MABNA.

SID	ROUTING
ARU 1B	At MABNA, turn RIGHT to intercept 207^ course to OGUM, then turn RIGHT to intercept 250^ course to ARU. Then continue enroute.
MCE 2B	At MABNA, turn RIGHT to intercept 247^ course to MCE. Then continue enroute. Aircraft destined for UW-58 must intercept it after MCE.
UKARI 1B	At MABNA, turn RIGHT to intercept 262^ course to UKARI. Then continue

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SBRF/REC GUARARAPES-GILBERTO FREYRE INTL

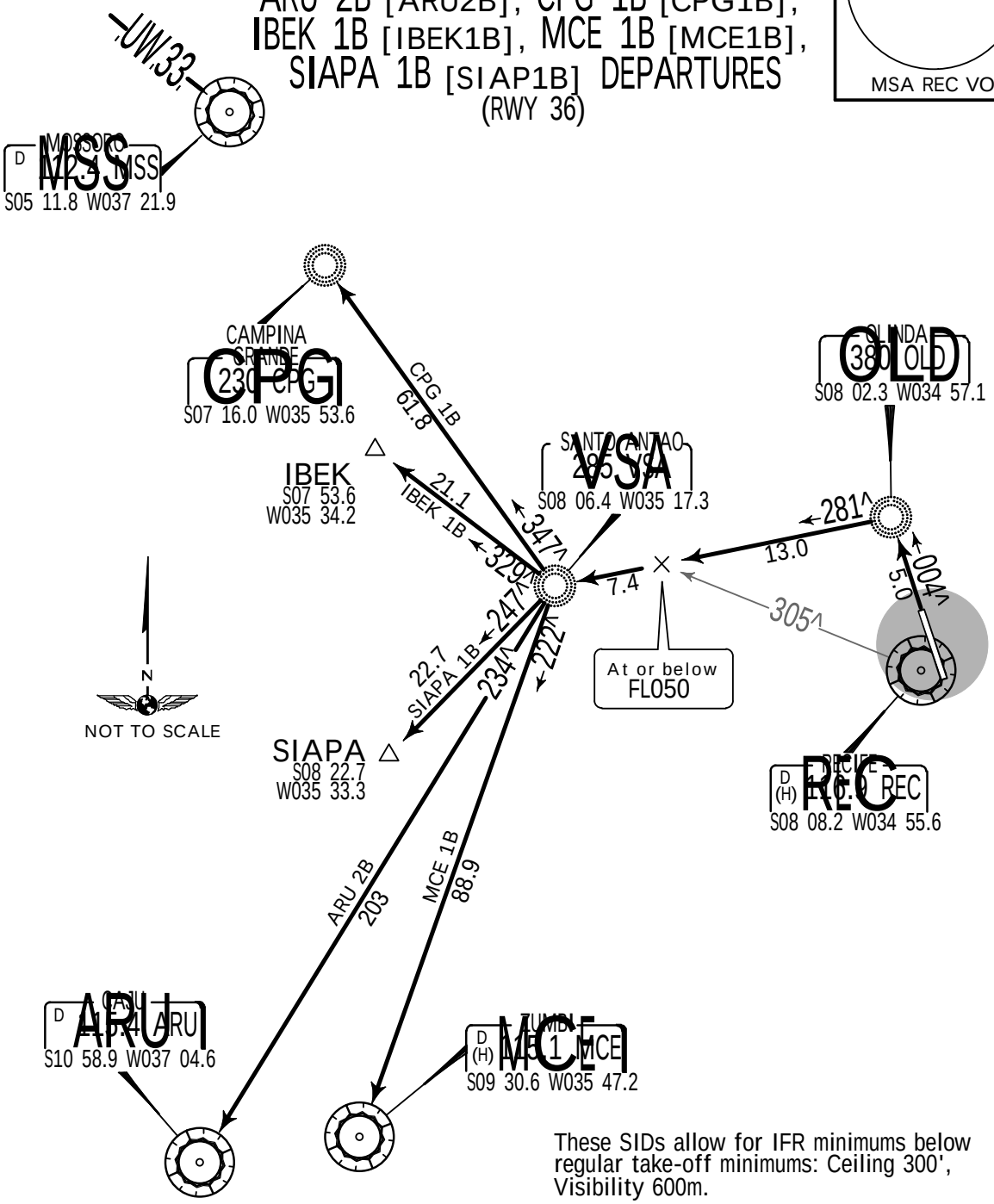
JEPPESEN 20 DEC 13 10-3G

RECIFE, BRAZIL .SID.

Apt Elev 33'	Trans level: By ATC Trans alt: 4000'

3500'
MSA REC VOR

ARU 2B [ARU2B], CPG 1B [CPG1B], IBEK 1B [IBEK1B], MCE 1B [MCE1B], SIAPA 1B [SIAP1B] DEPARTURES
(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

INITIAL CLIMB

Climb to OLD, turn LEFT and intercept the 281^ bearing to VSA.

SID	ROUTING
ARU 2B	At VSA turn LEFT to intercept the VSA 234^ bearing to ARU, then continue enroute.
CPG 1B	At VSA turn RIGHT to intercept the VSA 347^ bearing to CPG, then continue enroute. Aircraft destined for UW-33 must intercept MSS after CPG.
IBEK 1B	At VSA turn RIGHT to intercept the VSA 329^ bearing to IBEK, then continue enroute.
MCE 1B	At VSA turn LEFT to intercept the VSA 222^ bearing to MCE, then continue enroute. Aircraft destined for UW-58 must intercept it after MCE.
SIAPA 1B	At VSA turn LEFT to intercept the VSA 247^ bearing to SIAPA, then continue

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SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

20 JUN 14 10-3H .Eff.26.Jun.

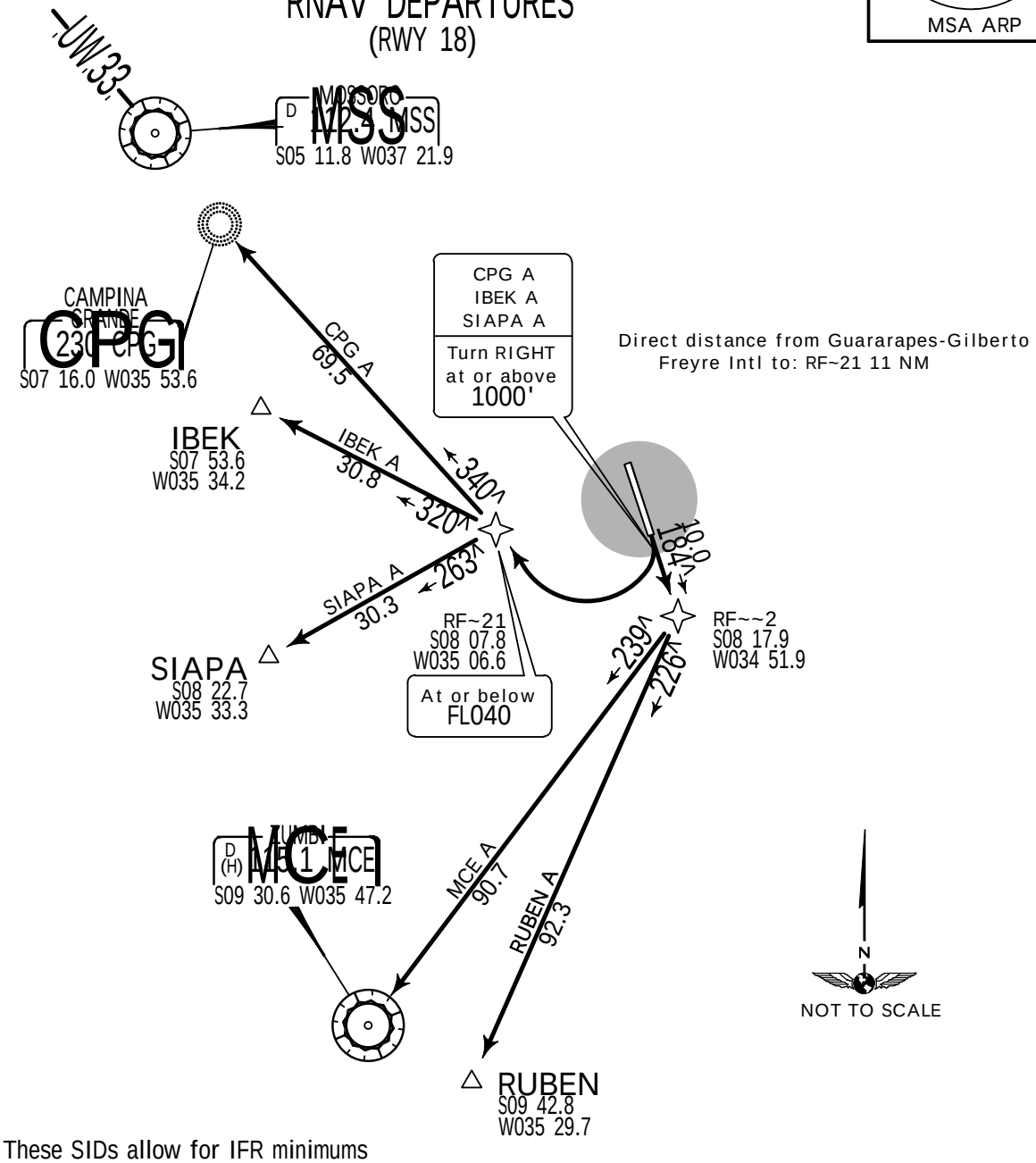
RECIFE, BRAZIL
.RNAV.SID.

Apt Elev	Trans level: By ATC Trans alt: 4000'
33'	1. Certified GNSS required. 2. RNAV 1 or B-RNP 1.

3500'
MSA ARP

CPG A [CPGA], IBEK A [IBEKA], MCE A [MCEA], RUBEN A [RUBENA], SIAPA A [SIAPAA] RNAV DEPARTURES

(RWY 18)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

SID	INITIAL CLIMB
CPG A	After take-off climb to 1000' on track 184^, turn RIGHT direct to RF021, turn LEFT track 340^ to CPG. Aircraft destined for UW-33 must intercept MSS after CPG.
IBEK A	After take-off climb to 1000' on track 184^, turn RIGHT direct to RF021, turn LEFT track 320^ to IBEK.
MCE A	After take-off MAINTAIN 184^ course to RF002, turn RIGHT track 239^ to MCE. Aircraft destined for UW-58 must intercept it after MCE.
RUBEN A	After take-off MAINTAIN 184^ course to RF002, turn RIGHT track 226^ to RUBEN.
SIAPA A	After take-off climb to 1000' on track 184^, turn RIGHT direct to RF021, turn LEFT

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SBRF/REC GUARARAPES-GILBERTO FREYRE INTL

JEPPESEN

20 JUN 14 (10-3J) .Eff.26.Jun.

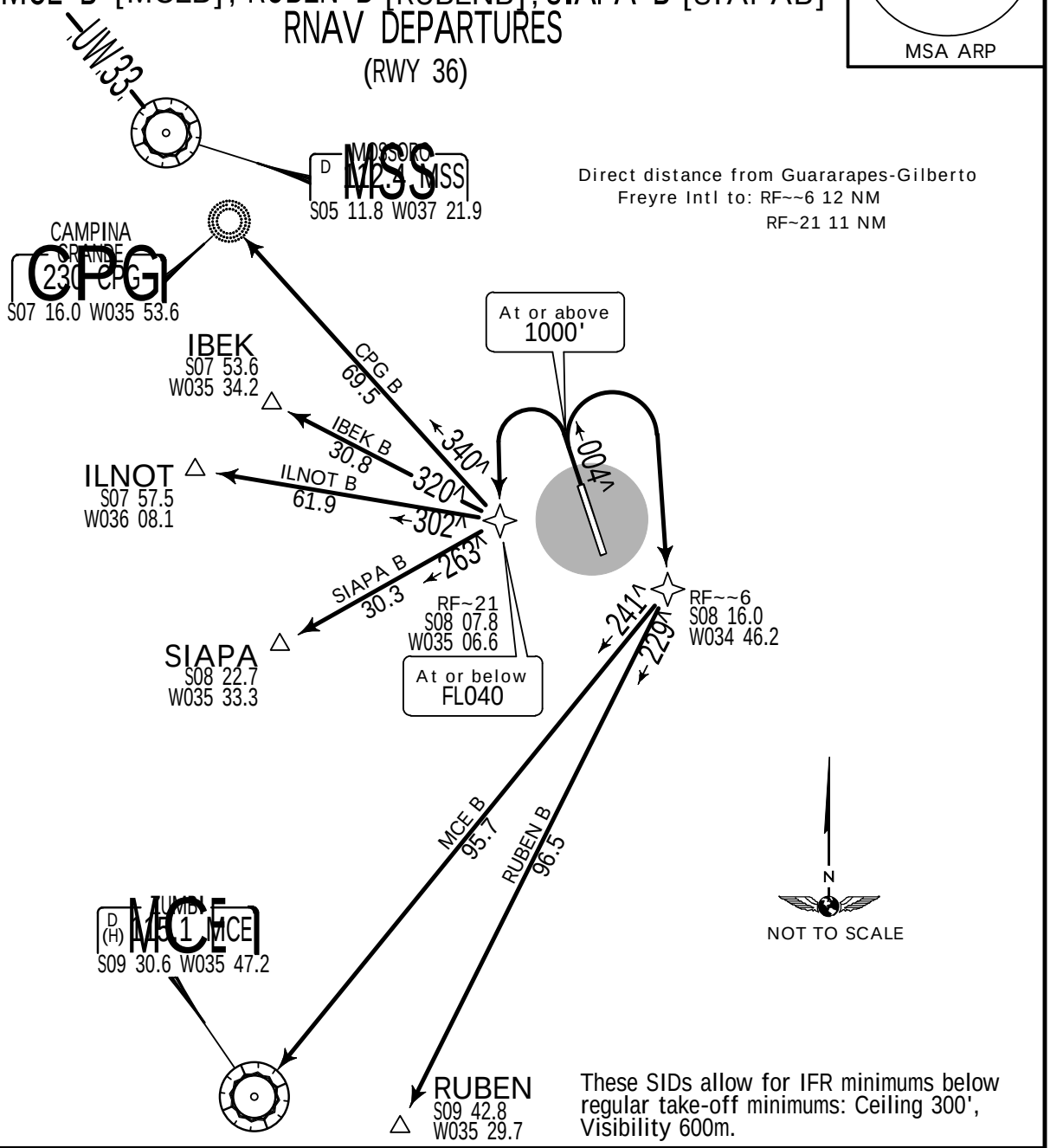
RECIFE, BRAZIL .RNAV.SID.

Apt Elev	
33'	Trans level: By ATC Trans alt: 4000' 1. Certified GNSS required. 2. RNAV 1 or B-RNP 1.

3500'
MSA ARP

CPG B [CPGB], IBEK B [IBEKB], ILNOT B [ILNOTB], MCE B [MCEB], RUBEN B [RUBENB], SIAPA B [SIAPAB] RNAV DEPARTURES

(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000'.

SID	INITIAL CLIMB
CPG B	After take-off, climb to 1000' on track 004^, turn LEFT direct RF021, turn RIGHT track 340^ to CPG. Aircraft destined for UW-33 must intercept MSS after CPG.
IBEK B	After take-off, climb to 1000' on track 004^, turn LEFT direct RF021, turn RIGHT track 320^ to IBEK.
ILNOT B	After take-off, climb to 1000' on track 004^, turn LEFT direct RF021, turn RIGHT track 302^ to ILNOT.
MCE B	After take-off, climb to 1000' on track 004^, turn RIGHT direct RF006, turn RIGHT track 241^ to MCE. Aircraft destined for UW-58 must intercept it after MCE.
RUBEN B	After take-off, climb to 1000' on track 004^, turn RIGHT direct RF006, turn RIGHT track 229^ to RUBEN.
SIAPA B	After take-off, climb to 1000' on track 004^, turn LEFT direct RF021, turn RIGHT

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

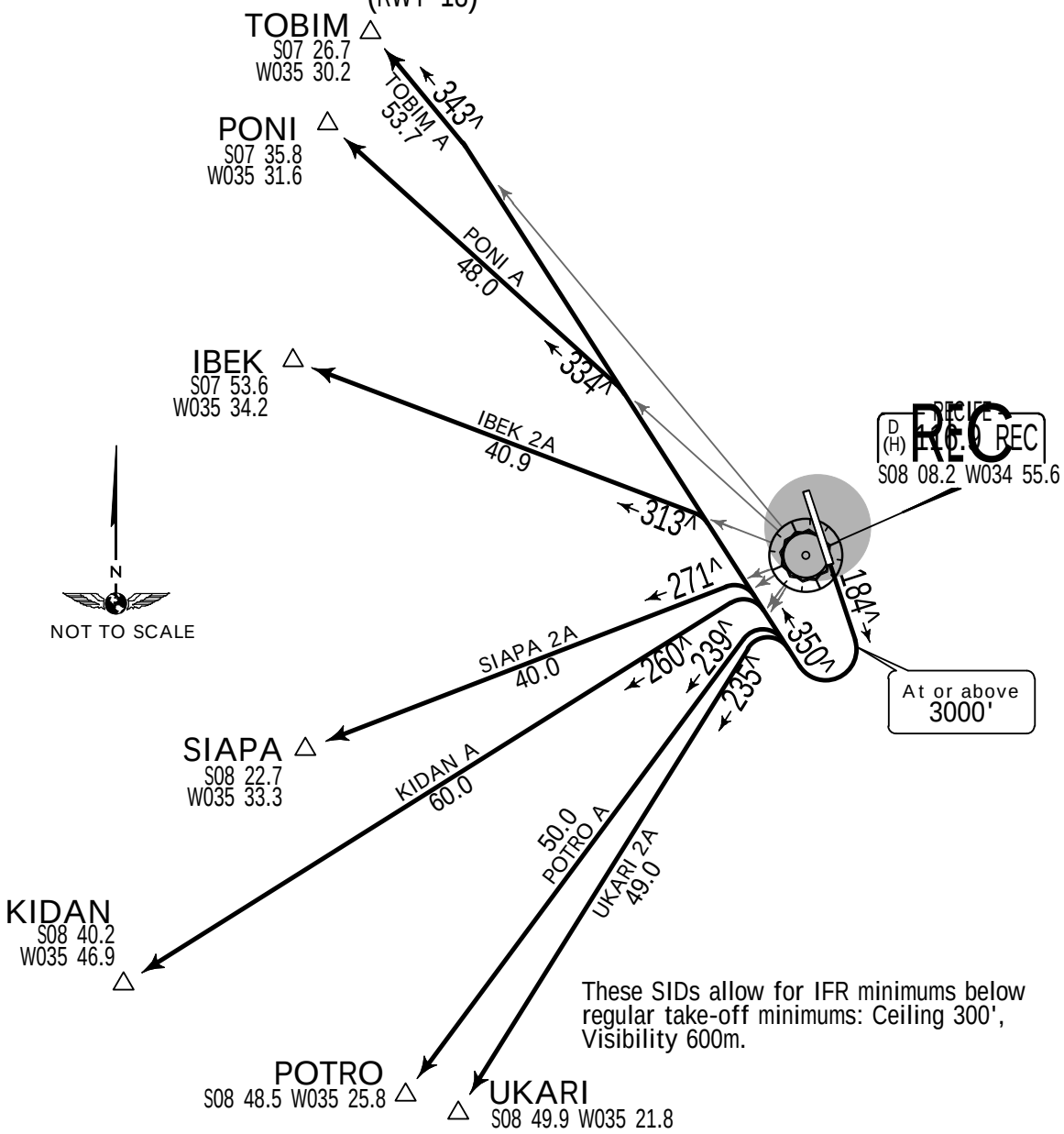
11 OCT 13 (10-3K) .Eff.17.Oct.

RECIFE, BRAZIL
.SID.

Apt Elev 33'	Trans level: By ATC Trans alt: 4000'

3500'
MSA REC VOR

IBEK 2A [IBEK2A], KIDAN A [KIDANA], PONI A [PONIA], POTRO A [POTROA], SIAPA 2A [SIAP2A], TOBIM A [TOBIMA], UKARI 2A [UKAR2A] DEPARTURES
(RWY 18)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000', maintaining track 184^.

INITIAL CLIMB

Turn RIGHT to intercept 350^ course.

SID	ROUTING
IBEK 2A	Intercept REC R-313 to IBEK. Then continue enroute.
KIDAN A	Intercept REC R-260 to KIDAN. Then continue enroute.
PONI A	Intercept REC R-334 to PONI. Then continue enroute.
POTRO A	Intercept REC R-239 to POTRO. Then continue enroute.
SIAPA 2A	Intercept REC R-271 to SIAPA. Then continue enroute.
TOBIM A	Intercept REC R-343 to TOBIM. Then continue enroute.

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SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

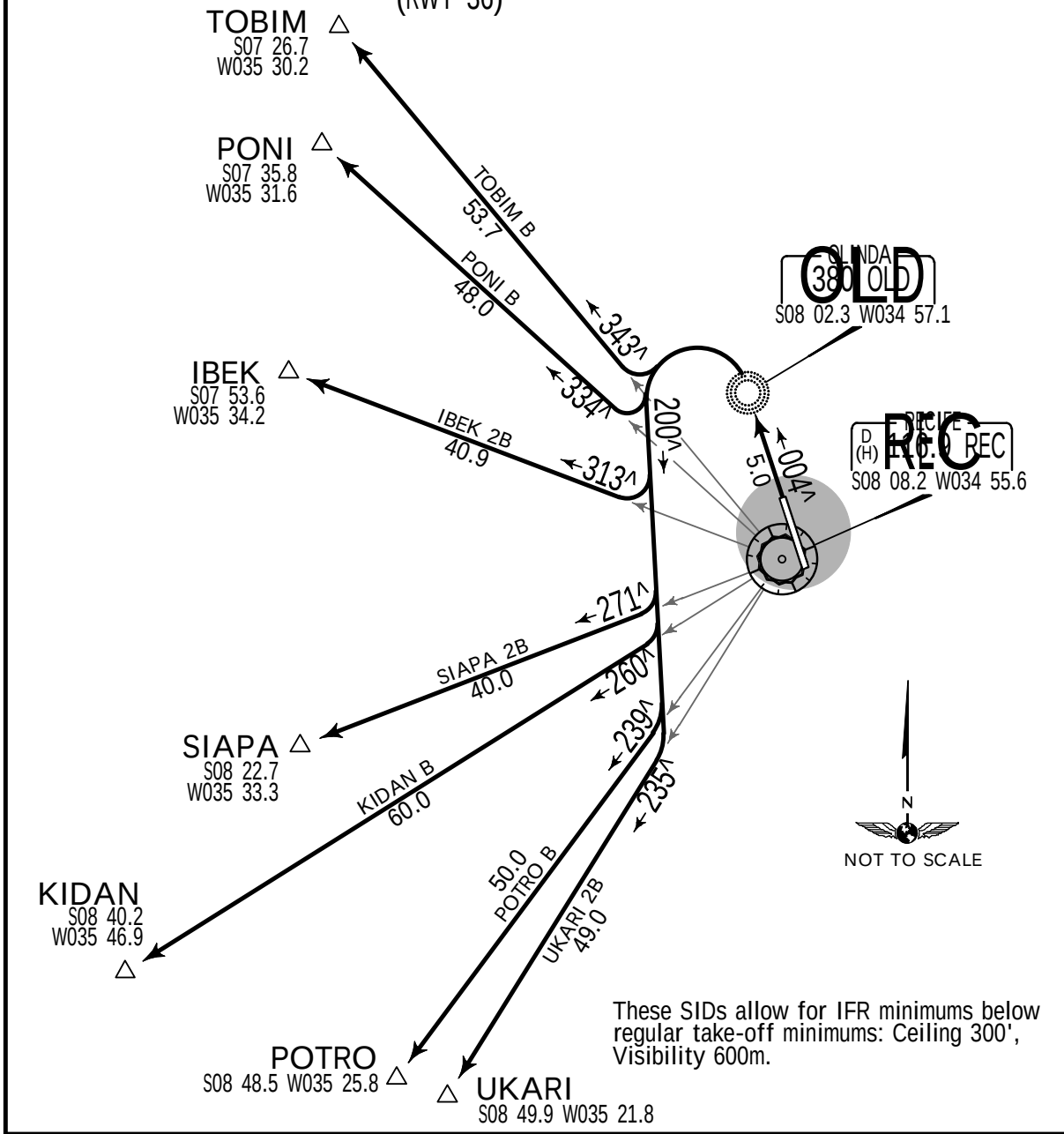
11 OCT 13 (10-3L) .Eff.17.Oct.

RECIFE, BRAZIL
.SID.

Apt Elev 33'	Trans level: By ATC Trans alt: 4000'

3500'
MSA REC VOR

IBEK 2B [IBEK2B], KIDAN B [KIDANB], PONI B [PONIB], POTRO B [POTROB], SIAPA 2B [SIAP2B], TOBIM B [TOBIMB], UKARI 2B [UKAR2B] DEPARTURES
(RWY 36)



These SIDs allow for IFR minimums below regular take-off minimums: Ceiling 300', Visibility 600m.

NOISE ABATEMENT PROCEDURE-JET AIRCRAFT

Execute specific noise abatement procedure of equipment or MAINTAIN between V2+10 KT and V2+20 KT at the maximum rate of climb until 3000', maintaining track 004^.

INITIAL CLIMB

Climb to OLD, then turn LEFT to intercept 200^ course.

SID	ROUTING
IBEK 2B	Intercept REC R-313 to IBEK. Then continue enroute.
KIDAN B	Intercept REC R-260 to KIDAN. Then continue enroute.
PONI B	Intercept REC R-334 to PONI. Then continue enroute.
POTRO B	Intercept REC R-239 to POTRO. Then continue enroute.
SIAPA 2B	Intercept REC R-271 to SIAPA. Then continue enroute.
TOBIM B	Intercept REC R-343 to TOBIM. Then continue enroute.

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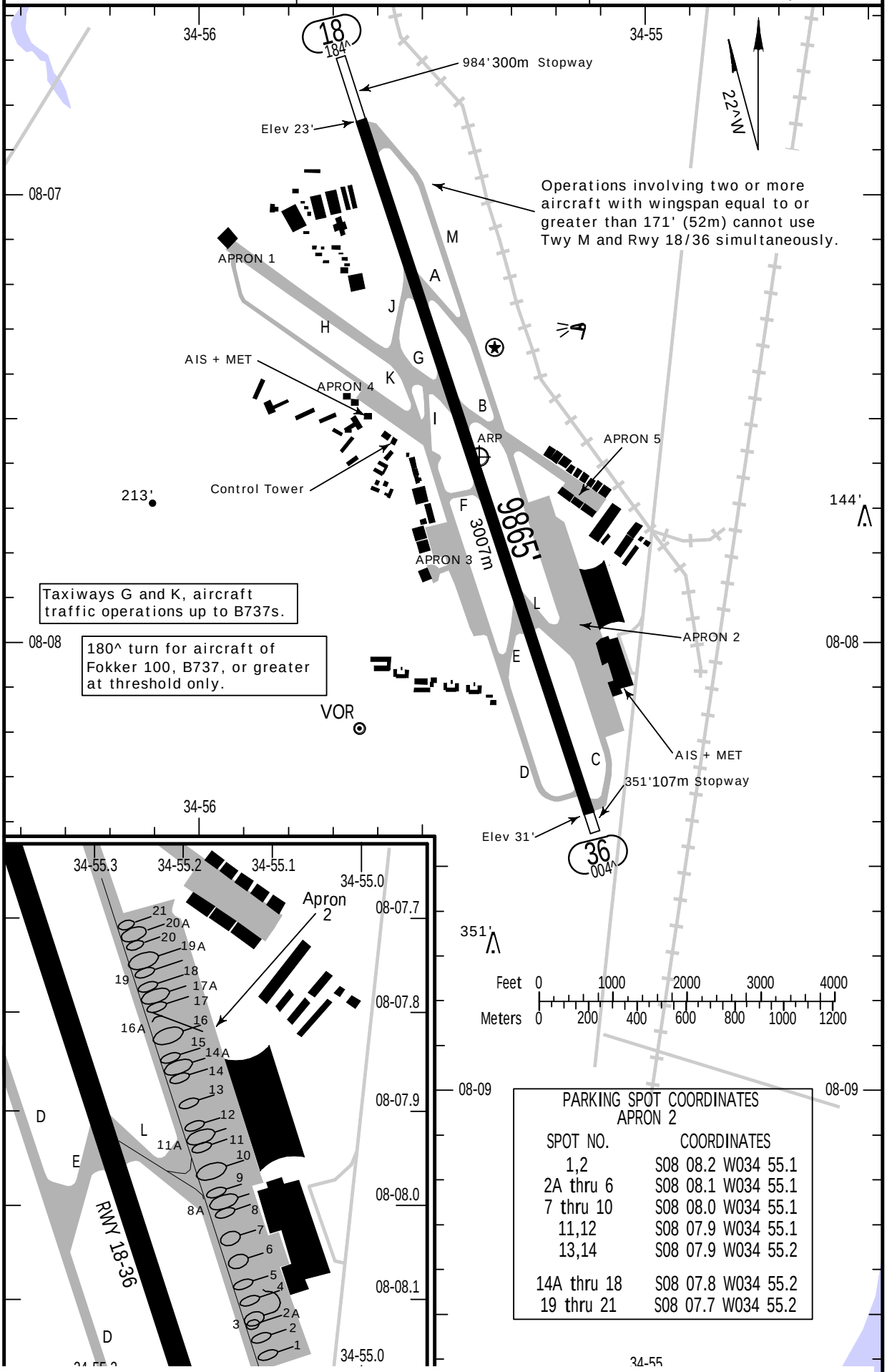
SBRF/REC — RECIFE, BRAZIL

Apt Elev 33'
S08 07.6 W034 55.4

JEPPESEN
20 DEC 13 (10-9)

GUARARAPES-GILBERTO FREYRE INTL

ATIS	RECIFE Ground	Tower
127.65	121.85	118.35 Military 122.8



PARKING SPOT COORDINATES
APRON 2

SPOT NO.	COORDINATES
1,2	S08 08.2 W034 55.1
2A thru 6	S08 08.1 W034 55.1
7 thru 10	S08 08.0 W034 55.1
11,12	S08 07.9 W034 55.1
13,14	S08 07.9 W034 55.2
14A thru 18	S08 07.8 W034 55.2
19 thru 21	S08 07.7 W034 55.2

CHANGES: Rwy 36 end elevation.

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GENERAL

Jet and/or turbo prop aircraft are prohibited to execute maneuvers on the military apron, turning their tails to the buildings.

Vultures in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL PAPI (3.00^)				148' 45m
36	HIRL PAPI-L (3.00^)				

TAKE-OFF & DEPARTURE PROCEDURE

	All Rwys		
	Take-Off Altn Apt. Filed	Regular	
	RL & RCLM		
2, 3 & 4 Eng Jet or Turbo Prop	300'-600m	All Acft	Cat A Landing Minimums

DEPARTURE PROCEDURE: IFR departures must comply with published SIDs.

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SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

20 DEC 13 (11-1)

RECIFE, BRAZIL
ILS Z Rwy 18

BRIEFING STRIP ™

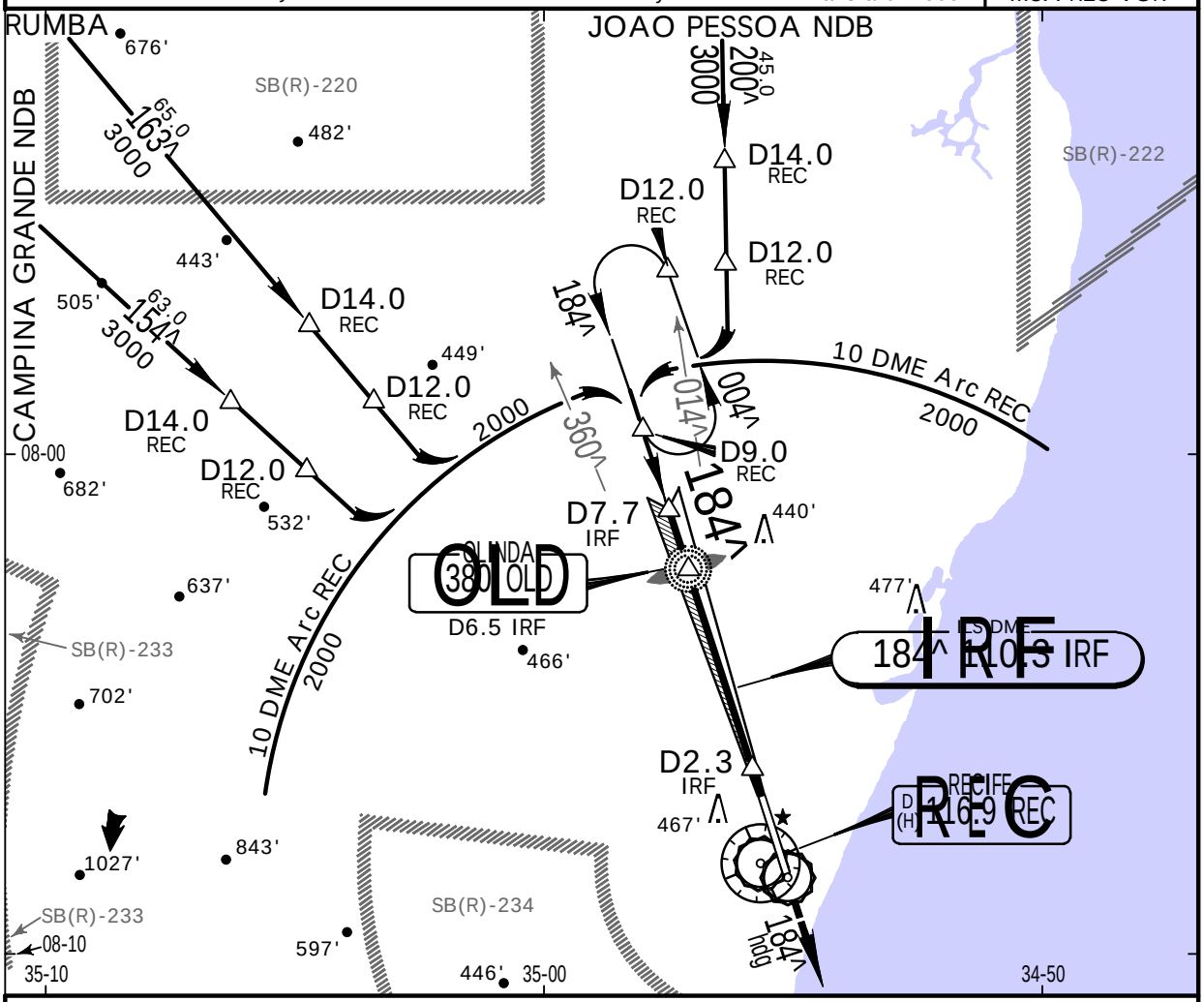
ATIS	RECIFE Control (APP)(R)			RECIFE Tower		Ground
127.65	119.5	119.95	129.6	118.35	Military 122.8	121.85

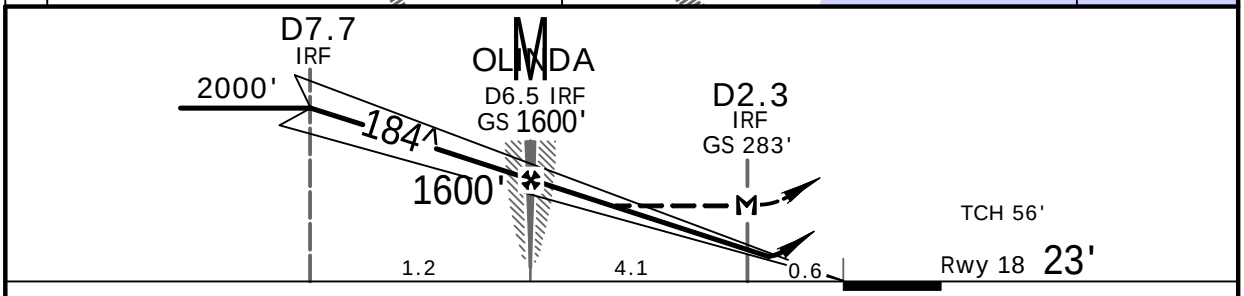
LOC IRF	Final Apch Crs	GS OLINDA	ILS DA(H)	Apt Elev 33'
110.3	184^	1600' (1577')	240' (217')	Rwy 18 23'

MISSED APCH: Climb to 3000' on 184^ heading.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

3000'
MSA REC VOR





Gnd speed-Kts		90	110	130	150	170	190
GS	3.00^	478	584	690	796	902	1008
Rate of descent on final (feet/min)		500	600	700	800	900	1000
MAP at D2.3 IRF or OLINDA to MAP	4.1	2:44	2:15	1:54	1:39	1:27	1:18

PAPI | 3000' on 184^ hdg

STRAIGHT-IN LANDING RWY 18 — CEILING REQUIRED. — CIRCLE-TO-LAND

	ILS DA(H) 240' (217')	LOC (GS out) MDA(H) 450' (427')	Max Kts	MDA(H)	CEIL-VIS
	CEILING-VISIBILITY				
A	200'-1300m	500'-1700m	100	700' (667')	700'-1700m
B			135		
C		500'-2500m	180	700' (667')	700'-2900m

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SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

20 DEC 13 (11-2)

RECIFE, BRAZIL
ILS X Rwy 18

BRIEFING STRIP ™

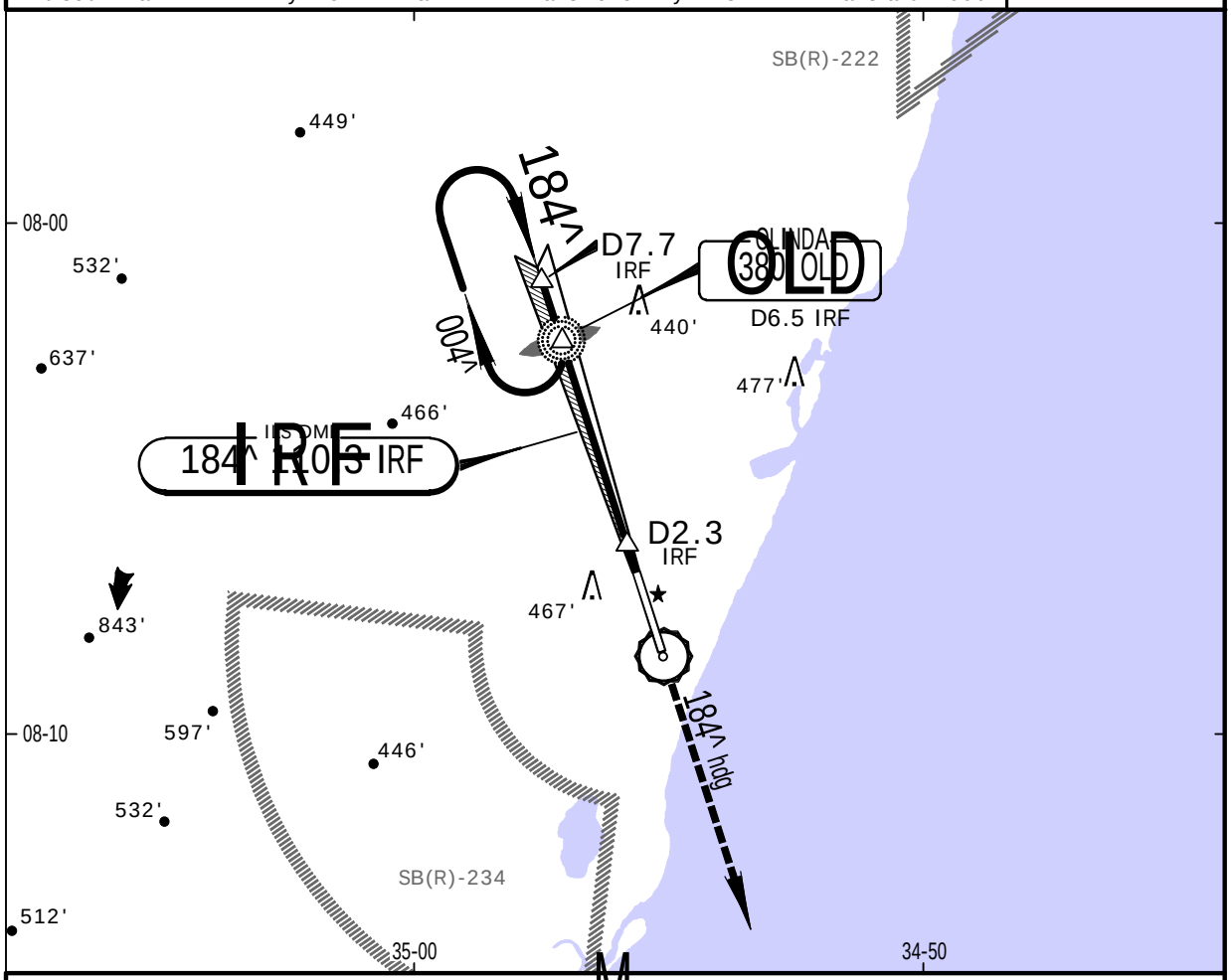
ATIS	RECIFE Control (APP)(R)	RECIFE Tower	Ground
127.65	119.5 119.95 129.6	118.35 Military 122.8	121.85

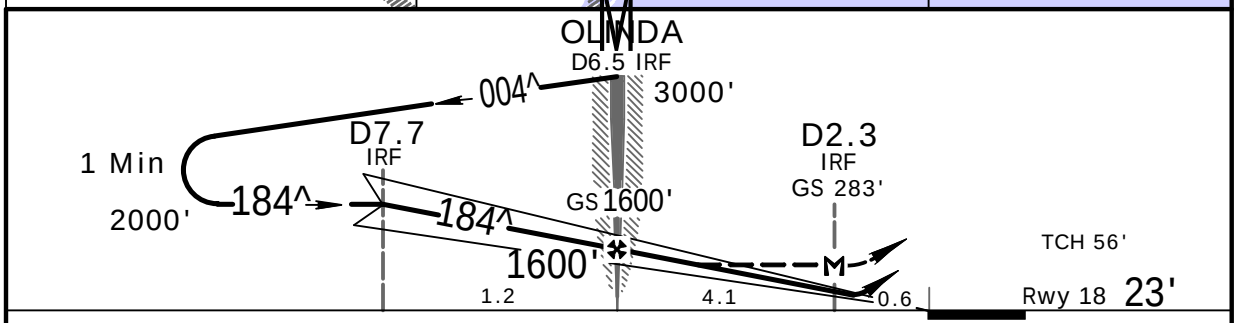
LOC IRF	Final Apch Crs	GS OLINDA	ILS DA(H)	Apt Elev 33'
110.3	184^	1600' (1577')	240' (217')	Rwy 18 23'

MISSED APCH: Climb to 3000' on 184^ heading.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

3000'
MSA OLD LOM





Gnd speed-Kts		90	110	130	150	170	190
GS	3.00^	478	584	690	796	902	1008
Rate of descent on final (feet/min)		500	600	700	800	900	1000
MAP at D2.3 IRF or OLINDA to MAP 4.1		2:44	2:15	1:54	1:39	1:27	1:18

PAPI 3000' on 184^ hdg

STRAIGHT-IN LANDING RWY 18 .CEILING.REQUIRED. CIRCLE-TO-LAND

	ILS DA(H) 240' (217')	LOC (GS out) MDA(H) 450' (427')	Max Kts.	MDA(H)	CEIL-VIS
	CEILING-VISIBILITY				
A	200'-1300m	500'-1700m	100	700' (667')	700'-1700m
B			135		
C		500'-2500m	180	700' (667')	700'-2900m

IS OPS

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SBRF/REC
GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

9 MAY 14 (11-3)

RECIFE, BRAZIL
ILS W Rwy 18

BRIEFING STRIP ™

ATIS	RECIFE Control (APP)(R)	RECIFE Tower	Ground
127.65	119.5 119.95 129.6	118.35 Military 122.8	121.85

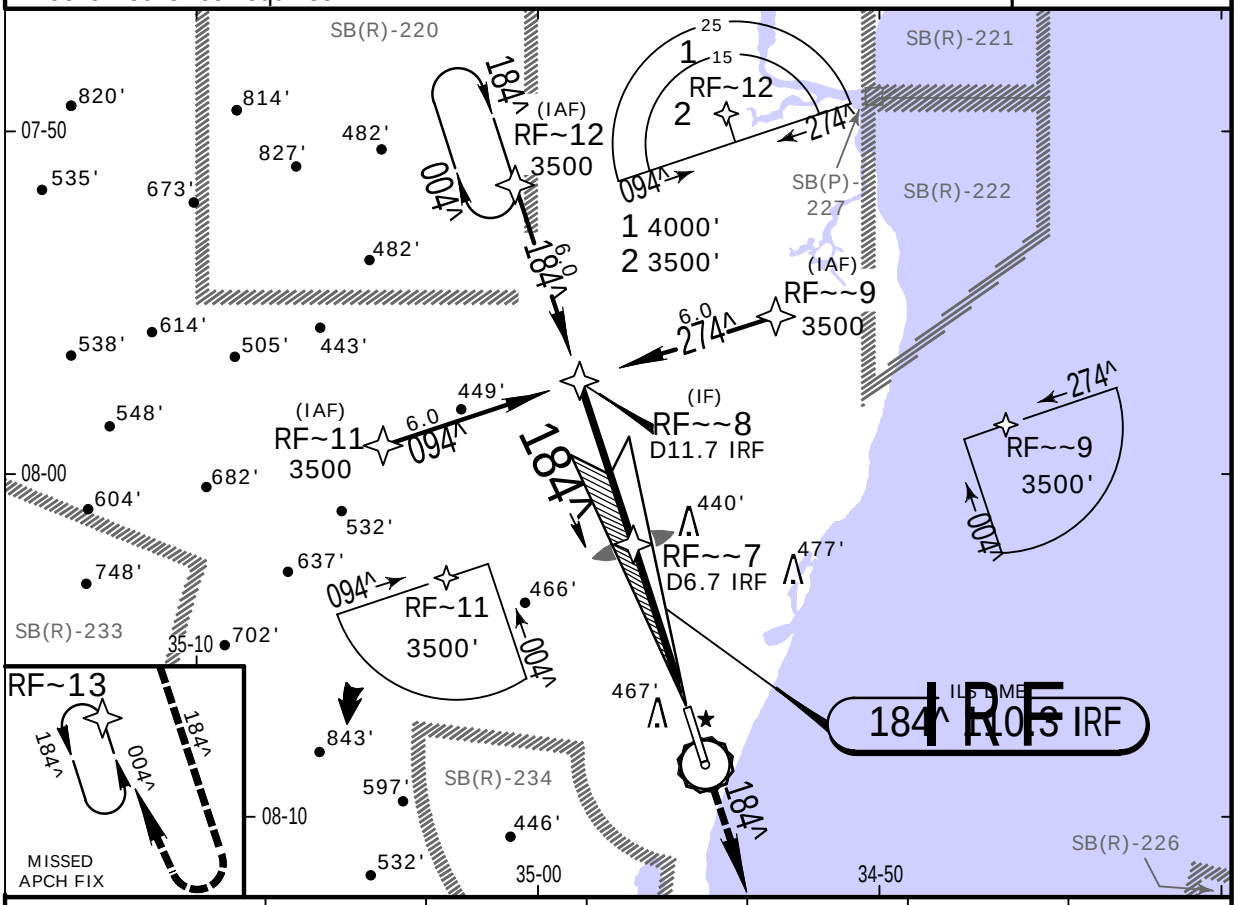
LOC IRF	Final Apch Crs	GS RF~~7	ILS DA(H)	Apt Elev 33'
110.3	184^	1670' (1647')	223' (200')	Rwy 18 23'

MISSED APCH: Climb to 4000' on track 184^. When crossing 3000' fly to waypoint RF~13 for holding.

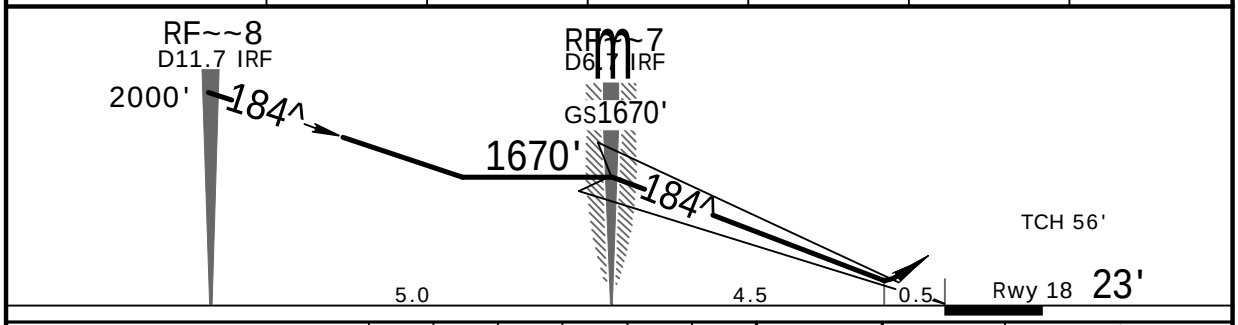
TAA
25 NM
IAF

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

1. Certified GNSS required.



IRF DME	RF~~7	5.7	4.7	3.7	2.7	2.2
ALTITUDE	1670'	1362'	1043'	725'	406'	223'



Gnd speed-Kts		90	110	130	150	170	190
GS	3.00^	478	584	690	796	902	1008
Rate of descent on final (feet/min)		450	550	650	750	850	950
MAP at DA							

PAPI 4000' on 184^

STRAIGHT-IN LANDING RWY 18 .CEILING.REQUIRED. CIRCLE-TO-LAND

ILS
DA(H) 223' (200')

CEILING-VISIBILITY

A		A	
B		B	
C	200'-1200m	C	NA

US OPS

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

6 DEC 13
.Eff.12.Dec.
12-1

RECIFE, BRAZIL
RNAV (GNSS) Rwy 18

BRIEFING STRIP ™

ATIS	RECIFE Control (APP)(R)			RECIFE Tower		Ground
127.65	119.5	119.95	129.6	118.35	Military 122.8	121.85

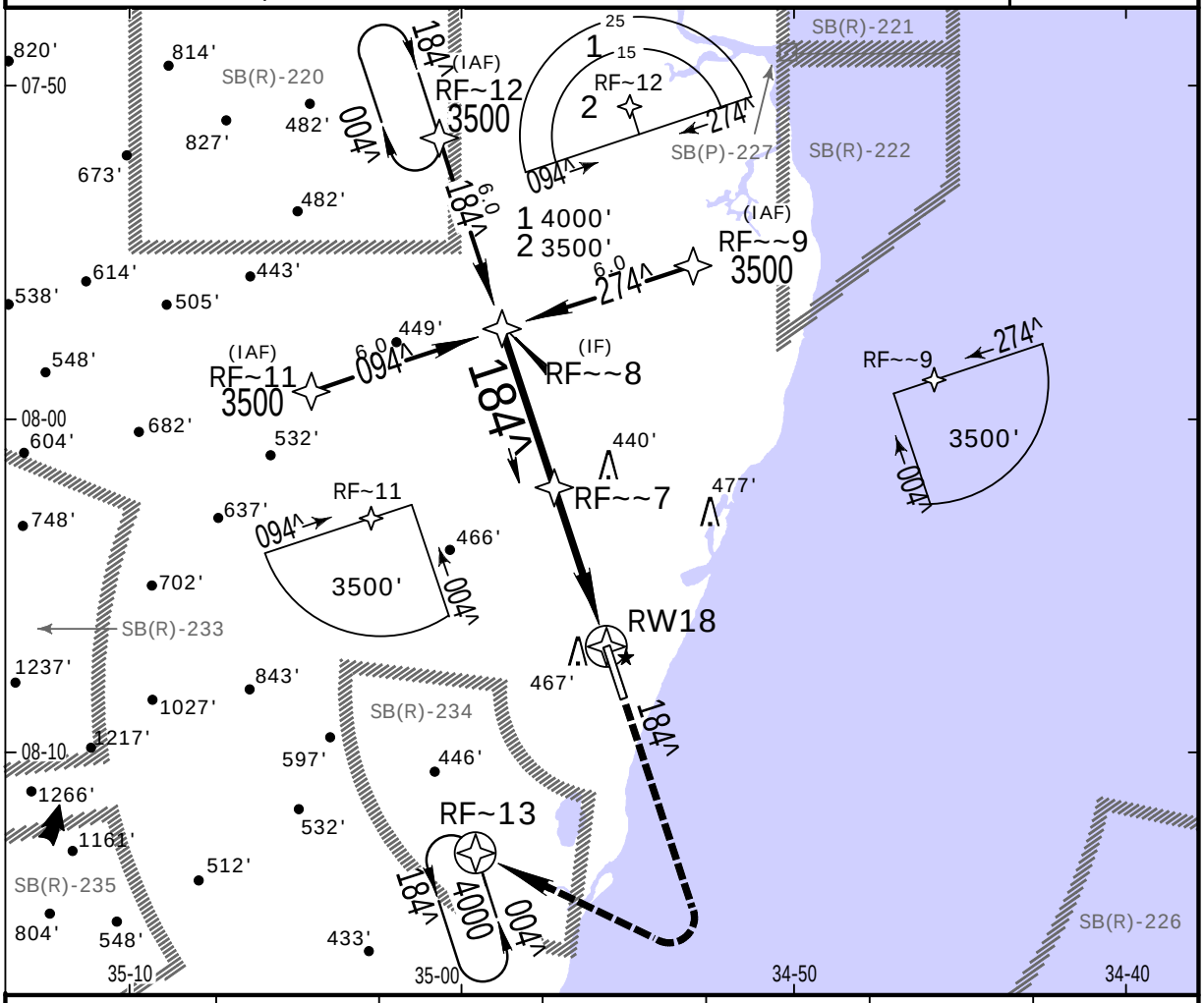
RNAV	Final Apch Crs	Procedure Alt RF~~7	LNAV/VNAV DA(H)	Apt Elev 33' Rwy 18 23'
	184^	1660' (1637')	467' (444')	

MISSED APCH: Climb to 4000' on track 184^. When crossing 3000' fly to waypoint RF~13 for holding.

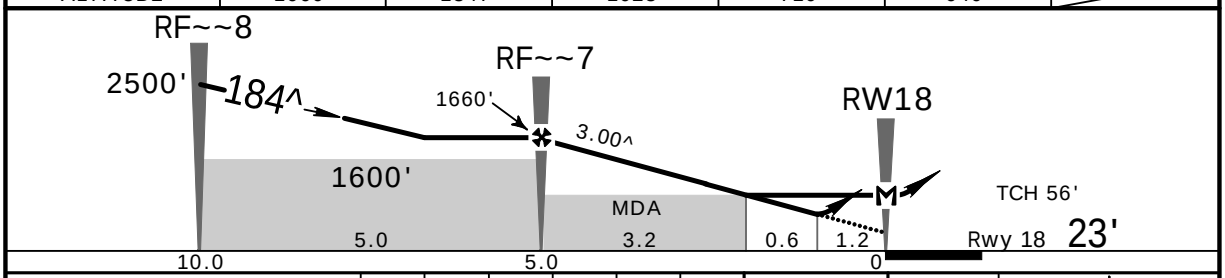
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

1. Certified GNSS required. 2. Baro-VNAV procedure not authorized below 0^C (32^ F).



NM to NEXT WPT	RF~~7	4.0	3.0	2.0	1.8	RW18
ALTITUDE	1660'	1347'	1028'	710'	640'	



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RW18						

PAPI-L 4000' on 184^

STRAIGHT-IN LANDING RWY18 .CEILING.REQUIRED. CIRCLE-TO-LAND

	LNAV/VNAV DA(H) 467' (444')	LNAV MDA(H) 640' (617')	
CEILING-VISIBILITY			
A			A
B	500'-2100m	700'-2800m	B
C			C
			NA

NS OPS

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JEPPESEN

6 DEC 13 (12-2) .Eff.12.Dec.

RECIFE, BRAZIL
RNAV (GNSS) Rwy 36

BRIEFING STRIP ™

ATIS	RECIFE Control (APP)(R)	RECIFE Tower	Ground
127.65	119.5 119.95 129.6	118.35 Military 122.8	121.85

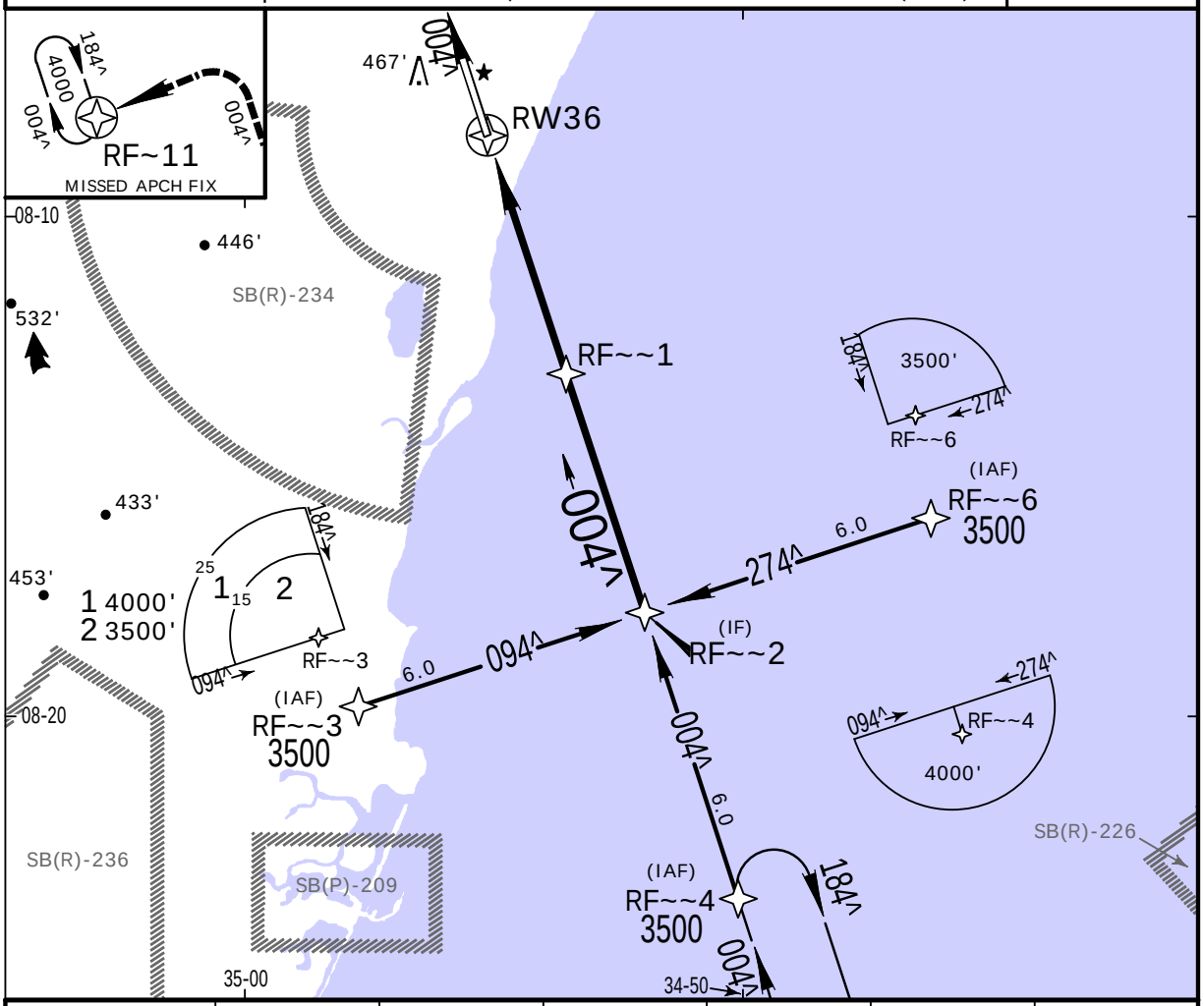
RNAV	Final Apch Crs	Procedure Alt RF~~1	LNAV/VNAV DA(H)	Apt Elev 33' Rwy 36 32'
	004^	1670' (1638')	585' (553')	

MISSED APCH: Climb to 4000' on track 004^. When crossing 3000' fly to waypoint RF~11 for holding.

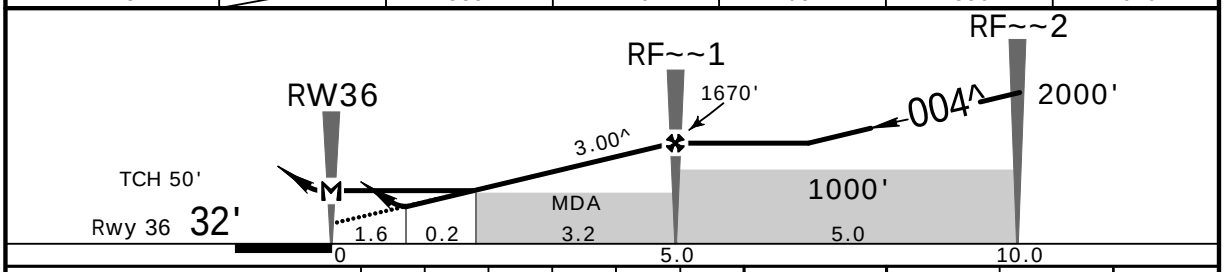
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4000'

1. Certified GNSS required. 2. Baro-VNAV procedure not authorized below 0^C (32^ F).



NM to NEXT WPT	RW36	1.6	2.0	3.0	4.0	RF~~1
ALTITUDE		585'	719'	1037'	1356'	1670'



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RW36						

PAPI-L 4000 on 004^

STRAIGHT-IN LANDING RWY 36 .CEILING.REQUIRED. CIRCLE-TO-LAND

	LNAV/VNAV DA(H) 585' (553')	LNAV MDA(H) 640' (608')		
CEILING-VISIBILITY				
A	600'-1600m	700'-1600m	A	NA
B			B	
C	600'-2500m	700'-2800m	C	

NS OPS

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GUARARAPES-
GILBERTO FREYRE INTL

JEPPESEN

20 DEC 13 (13-1)

RECIFE, BRAZIL
VOR Rwy 18

BRIEFING STRIP™

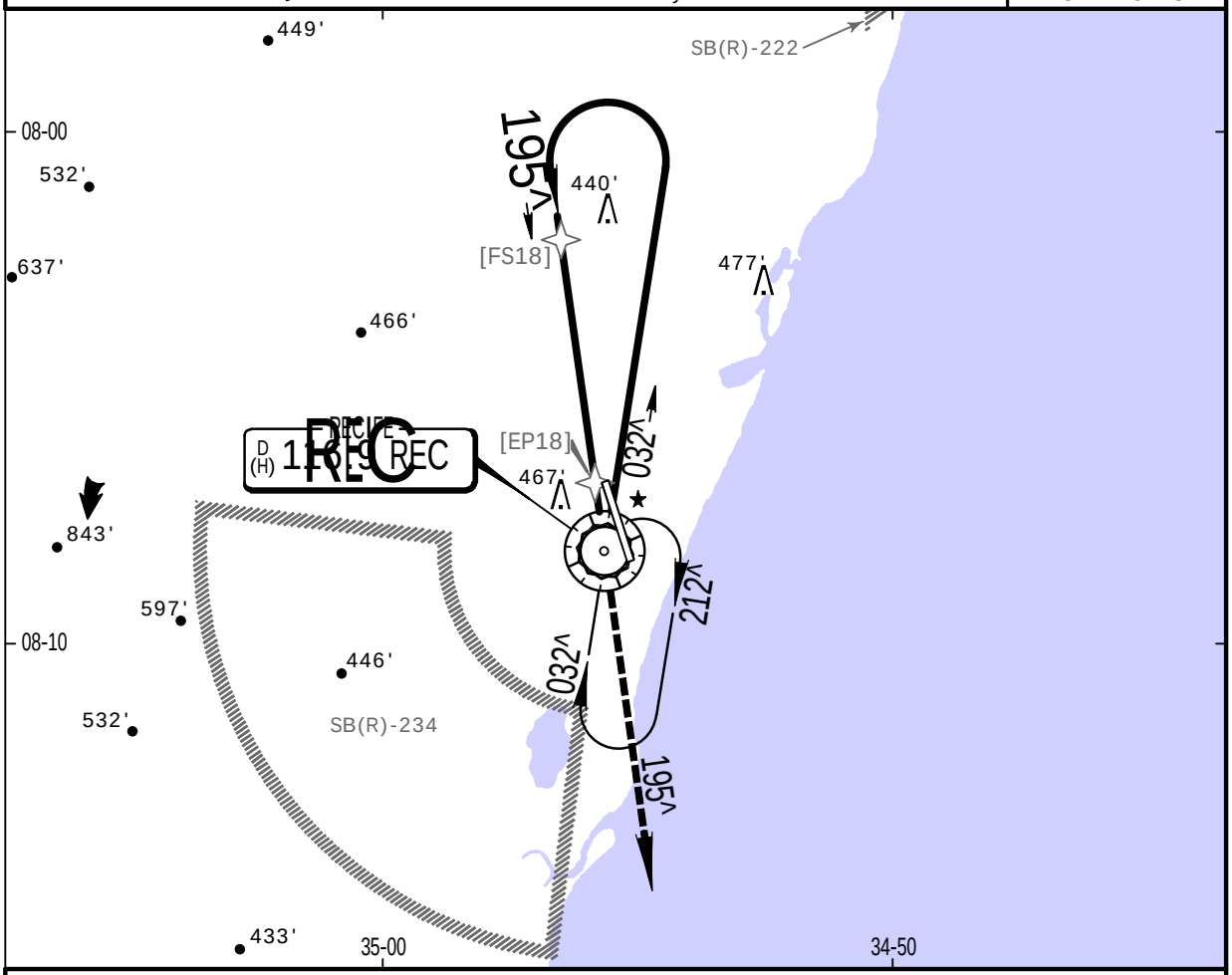
ATIS	RECIFE Control (APP)(R)			RECIFE Tower		Ground
127.65	119.5	119.95	129.6	118.35	Military 122.8	121.85

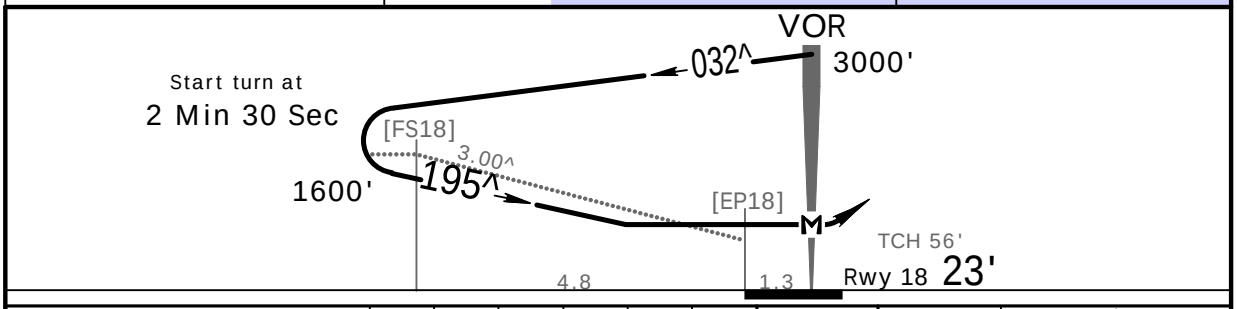
VOR REC	Final Apch Crs	No FAF	MDA(H)	Apt Elev 33'
116.9	195^		700' (677')	Rwy 18 23'

MISSED APCH: Climb to 3000' outbound on REC VOR R-195.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

3000'
MSA REC VOR





Rate of descent on final (feet/min)	800						PAPI	3000' ↑ on REC 116.9 R-195
MAP at VOR								

STRAIGHT-IN LANDING RW18 — CEILING REQUIRED. — CIRCLE-TO-LAND

MDA(H) 700' (677')

	CEILING-VISIBILITY	Max Kts	MDA(H)	CEIL-VIS
A	700'-1700m	100	700'(667')	700'-1700m
B		135		
C	700'-2900m	180	700'(667')	700'-2900m
D	700'-3300m	205	700'(667')	700'-3300m

NS OPS

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GILBERTO FREYRE INTL

JEPPESEN

20 DEC 13 (13-2)

RECIFE, BRAZIL
VOR DME Rwy 36

BRIEFING STRIP ™

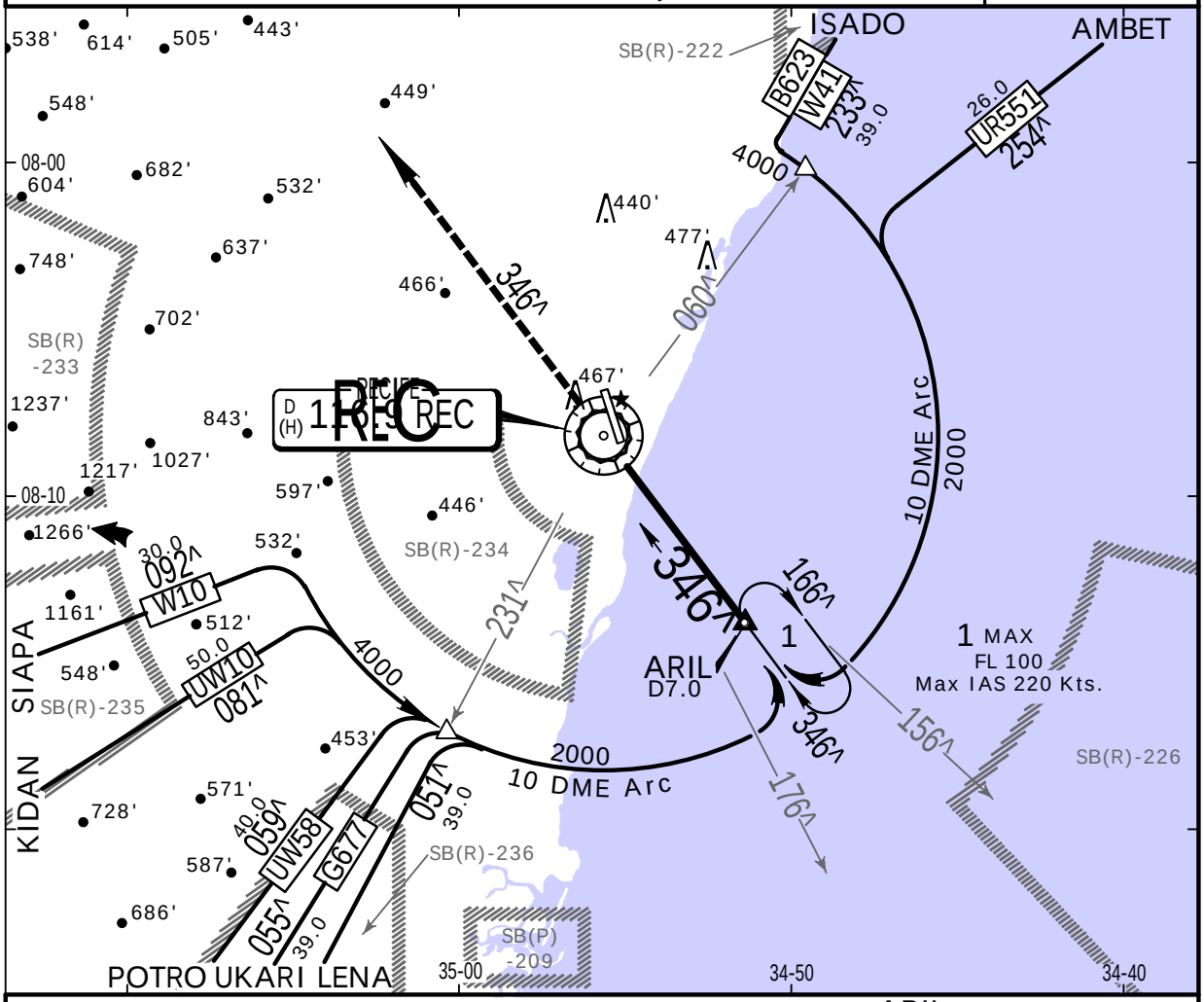
ATIS	RECIFE Control (APP)(R)			RECIFE Tower		Ground
127.65	119.5	119.95	129.6	118.35	Military 122.8	121.85

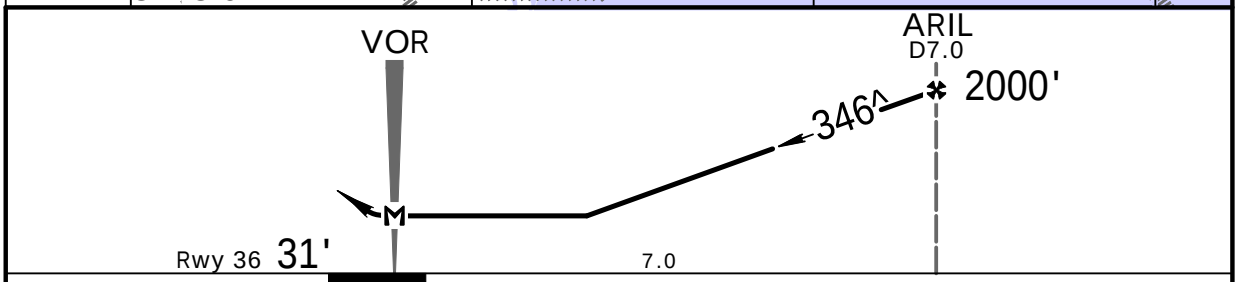
VOR REC	Final Apch Crs	Minimum Alt ARIL	MDA(H)	Apt Elev 33'
116.9	346^	2000' (1969')	700' (669')	Rwy 36 31'

MISSED APCH: Climb to 3000' outbound on REC VOR R-346.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

3000'
MSA REC VOR





Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	400	500	600	700	900	1000
MAP at VOR						

PAPI-L

3000' ↑ on REC 116.9 R-346

STRAIGHT-IN LANDING RWY 36 — CEILING REQUIRED. — CIRCLE-TO-LAND

MDA(H) 700' (669')

	CEILING-VISIBILITY	Max Kts	MDA(H)	CEIL-VIS
A	700'-1600m	100	700' (667')	700'-1600m
B		135		
C	NA	180	700' (667')	700'-2800m
D		205	700' (667')	700'-3200m

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JEPPESEN

9 MAY 14 (13-3)

RECIFE, BRAZIL
VOR Rwy 36

BRIEFING STRIP ™

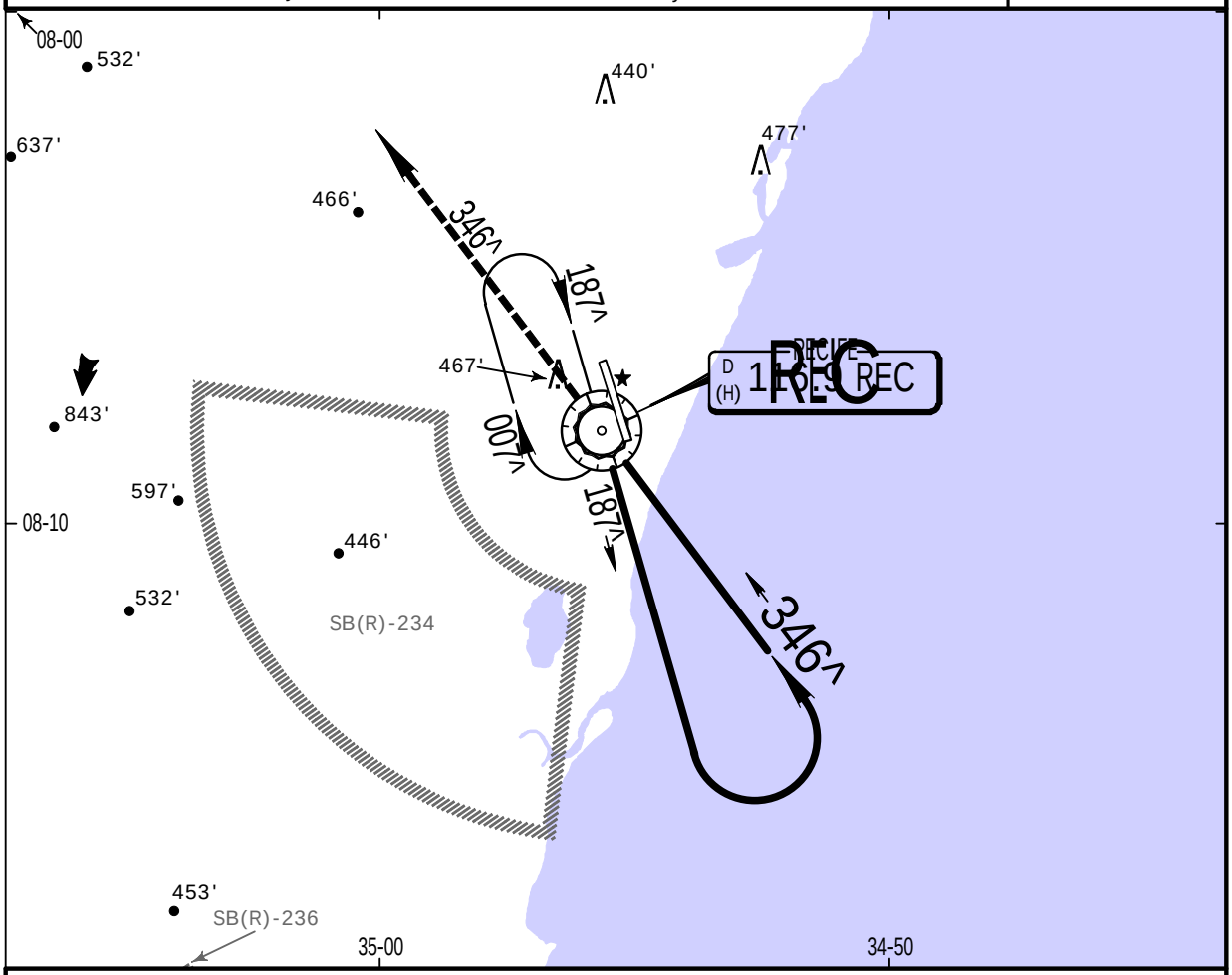
ATIS	RECIFE Control (APP)(R)			RECIFE Tower		Ground
127.65	119.5	119.95	129.6	118.35	Military 122.8	121.85

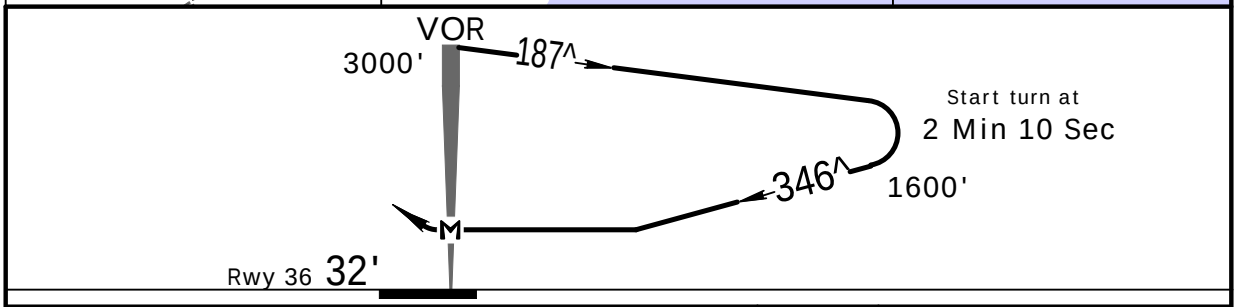
VOR REC	Final Apch Crs	No FAF	MDA(H)	Apt Elev 33'
116.9	346^		700' (668')	Rwy 36 32'

MISSED APCH: Climb to 3000' outbound on REC VOR R-346.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

3000'
MSA REC VOR





								PAPI-L	3000' ↑ on REC 116.9 R-346
Rate of descent on final (feet/min)	700								
MAP at VOR									

STRAIGHT-IN LANDING RWY 36 .CEILING. REQUIRED. CIRCLE-TO-LAND

MDA(H) 700' (668')

	CEILING-VISIBILITY	Max Kts	MDA(H)	CEIL-VIS
A	700'-1600m	100	700' (667')	700'-1600m
B		135		
C	NA	180	700' (667')	700'-2800m
D		205	700' (667')	700'-3200m

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JEPPESEN

9 MAY 14 (16-1)

RECIFE, BRAZIL
NDB Rwy 18

BRIEFING STRIP ™

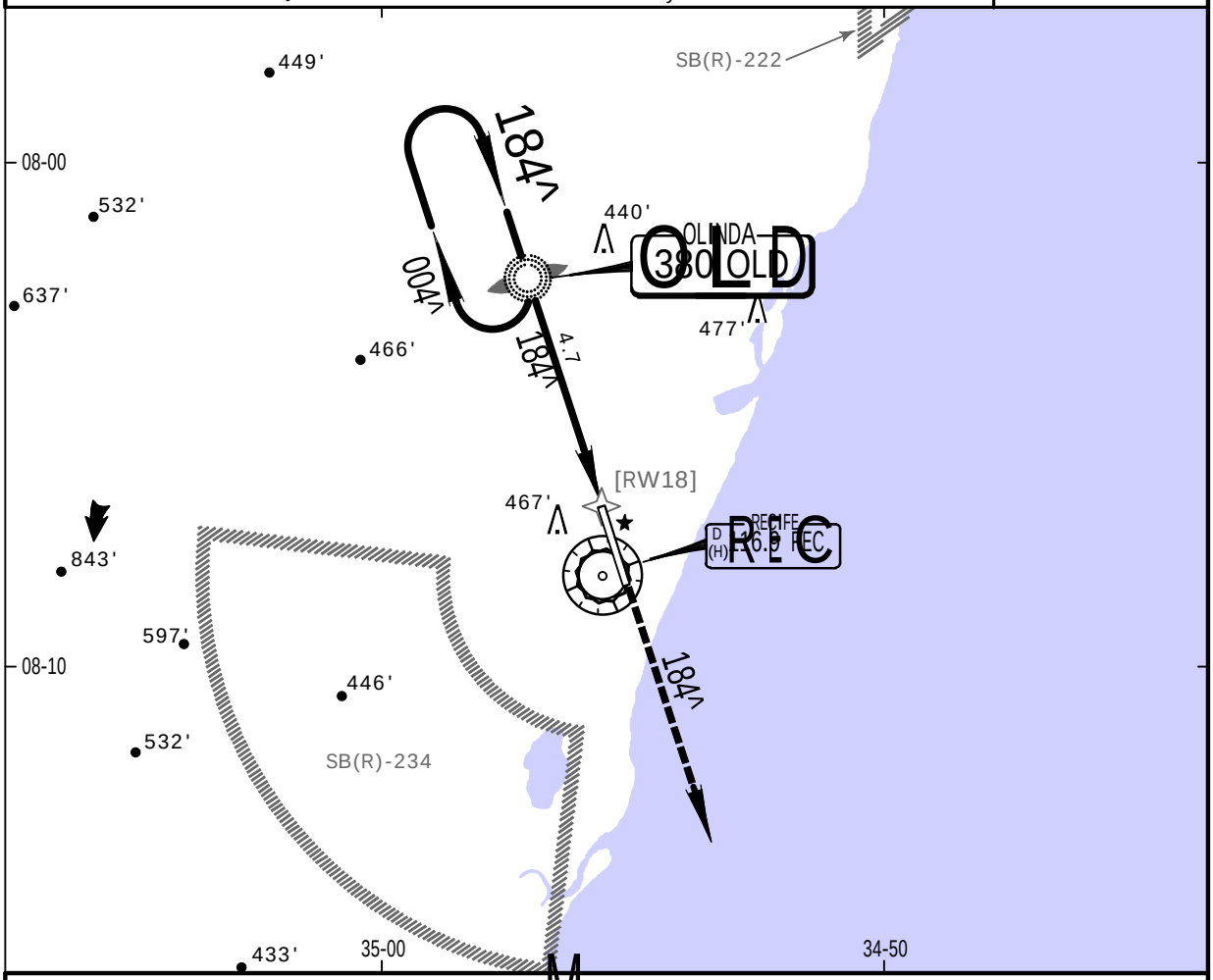
ATIS	RECIFE Control (APP)(R)	RECIFE Tower	Ground
127.65	119.5 119.95 129.6	118.35 Military 122.8	121.85

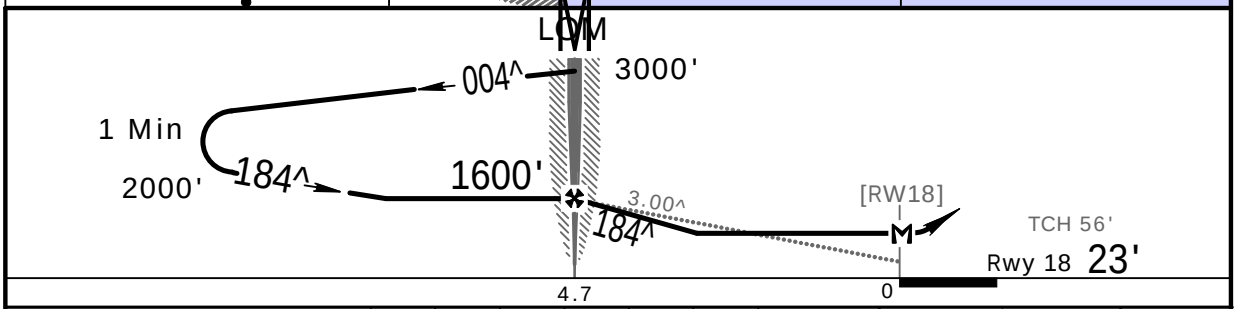
NDB OLD	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 33'
380	184^	1600' (1577')	650' (627')	Rwy 18 23'

MISSED APCH: Climb to 3000' on 184^ bearing from OLD LOM.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 4000'

3000'
MSA OLD LOM





Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	850	1000	1100
LOM to MAP 4.7	3:08	2:33	2:10	1:52	1:39	1:29

PAPI | 3000' on OLD 380 184^

STRAIGHT-IN LANDING RWY 18 — CEILING REQUIRED. — CIRCLE-TO-LAND

MDA(H) 650' (627')

	CEILING-VISIBILITY	Max Kts	MDA(H)	CEIL-VIS
A	700'-1700m	100	700' (667')	700'-1700m
B		135		
C	700'-2900m	180	700' (667')	700'-2900m
D	700'-3300m	205	700' (667')	700'-3300m

ANS OPS

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GGOV/OXB
OSVALDO VIERA

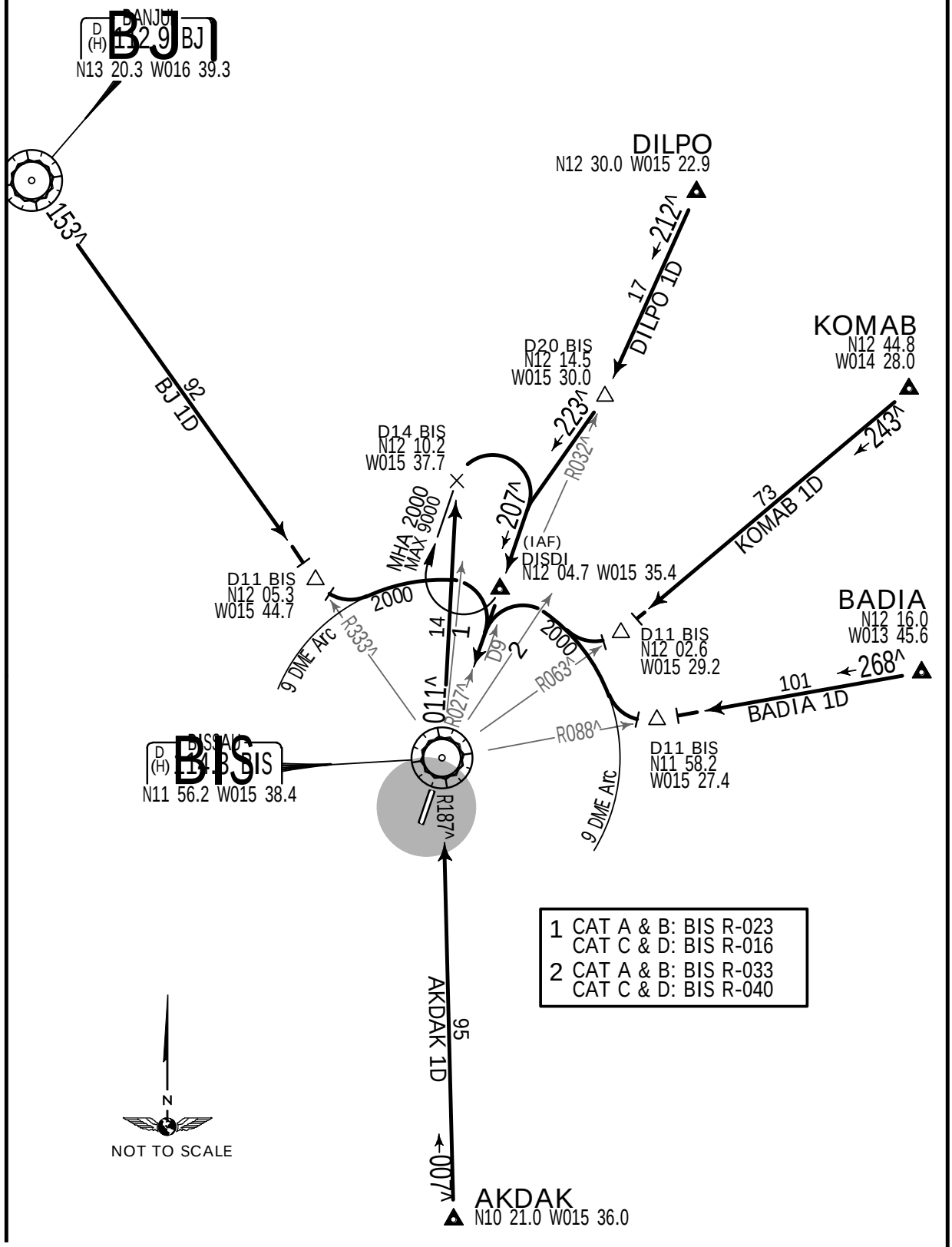
JEPPESEN
22 NOV 13 (10-2)

BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev 129'	Alt Set: hPa	Trans level: By ATC	Trans alt: 3000'

1600'
MSA
BIS VOR

AKDAK 1D [AKDA1D], BADIA 1D [BADI1D]
BJ 1D, DILPO 1D [DILP1D]
KOMAB 1D [KOMA1D]
RWY 21 ARRIVALS



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GGOV/OXB
OSVALDO VIERA

JEPPESEN

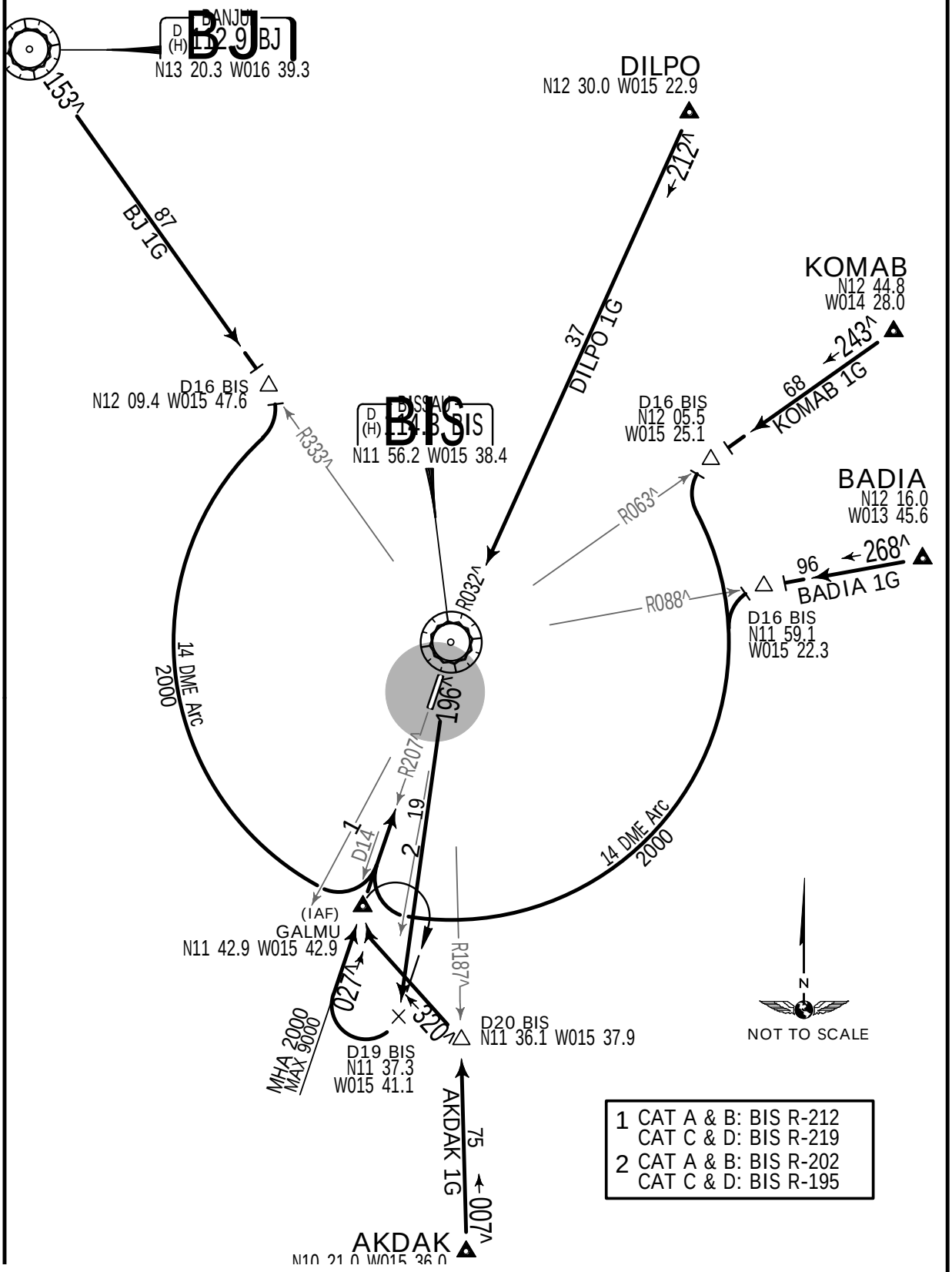
22 NOV 13 (10-2A)

BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 3000'
129'			

1600'
MSA
BIS VOR

AKDAK 1G [AKDA1G], BADIA 1G [BADI1G]
BJ 1G, DILPO 1G [DILP1G]
KOMAB 1G [KOMA1G]
RWY 03 ARRIVALS



1 CAT A & B: BIS R-212
CAT C & D: BIS R-219
2 CAT A & B: BIS R-202
CAT C & D: BIS R-195

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GGOV/OXB
OSVALDO VIERA

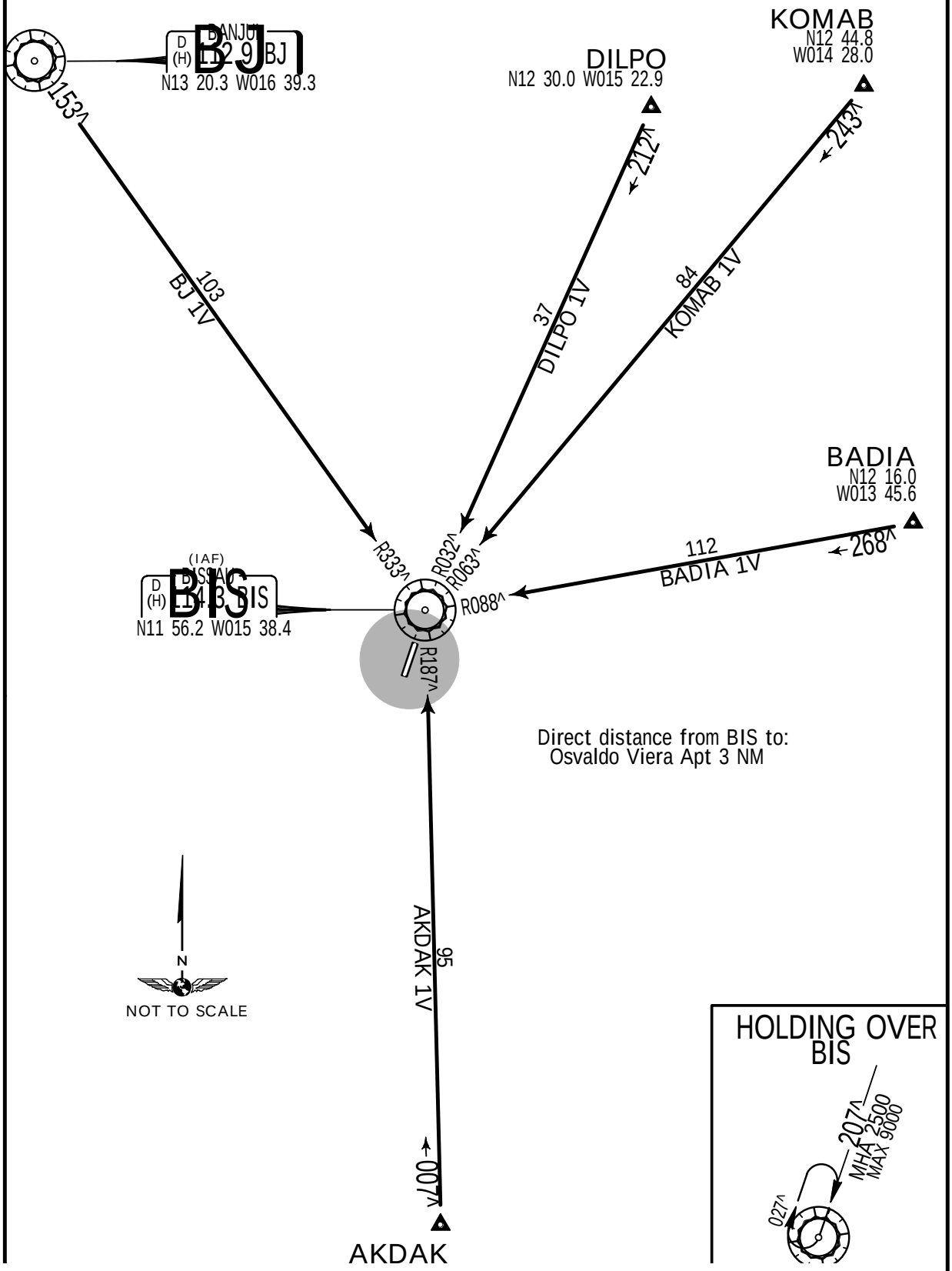
JEPPESEN
22 NOV 13 (10-2B)

BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev 129'	Alt Set: hPa	Trans level: By ATC	Trans alt: 3000'

1600'
MSA
BIS VOR

AKDAK 1V [AKDA1V], BADIA 1V [BADI1V]
BJ 1V, DILPO 1V [DILP1V]
KOMAB 1V [KOMA1V]
RWYS 03, 21 ARRIVALS



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GGOV/OXB
OSVALDO VIERA

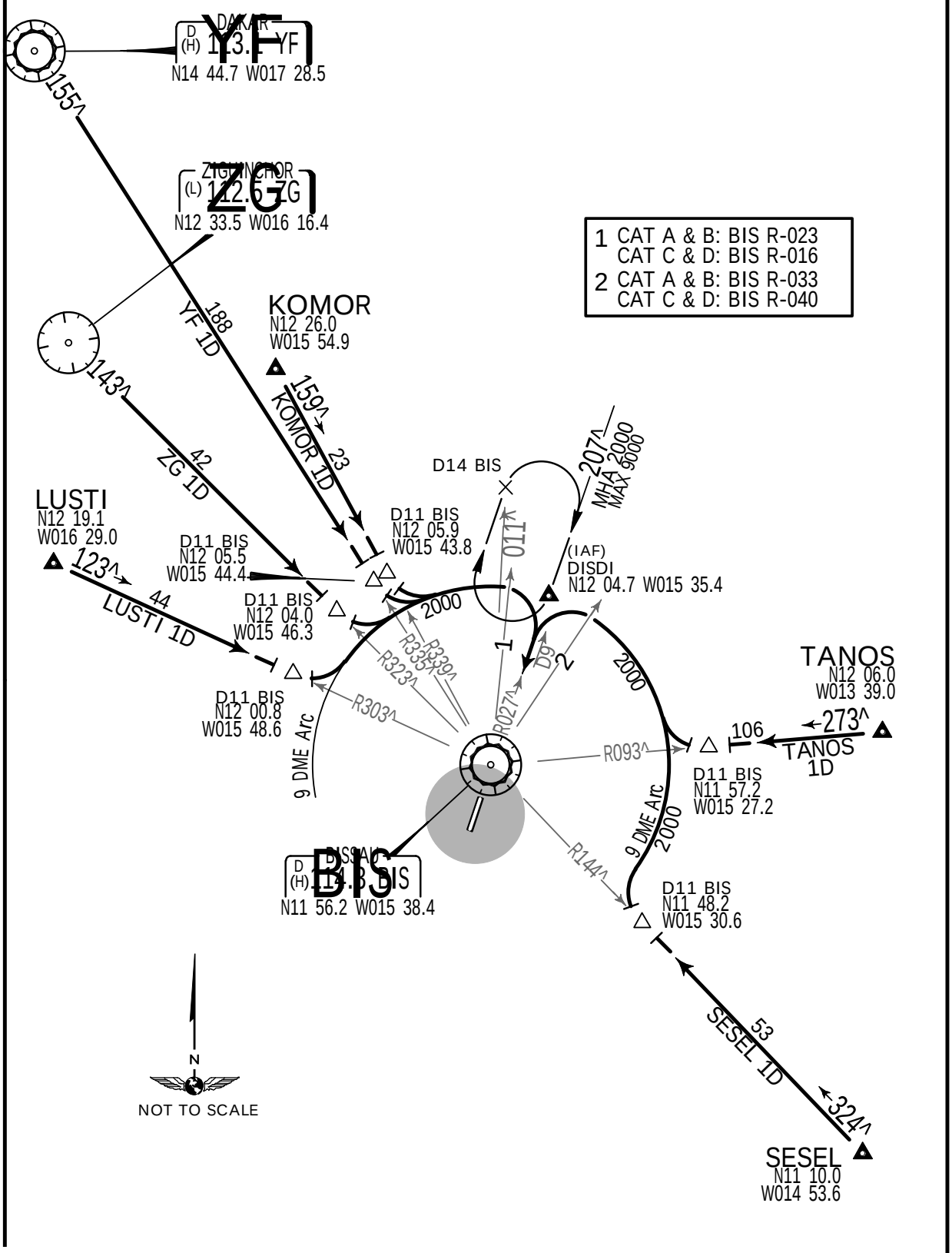
JEPPESEN
22 NOV 13 (10-2C)

BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev 129'	Alt Set: hPa	Trans level: By ATC	Trans alt: 3000'

MSA BIS VOR: 1600'

KOMOR 1D [KOMO1D], LUSTI 1D [LUST1D]
SESEL 1D [SESE1D], TANOS 1D [TANO1D]
YF 1D, ZG 1D
RWY 21 ARRIVALS



1 CAT A & B: BIS R-023
CAT C & D: BIS R-016
2 CAT A & B: BIS R-033
CAT C & D: BIS R-040

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GGOV/OXB
OSVALDO VIERA

JEPPESEN
22 NOV 13 (10-2D)

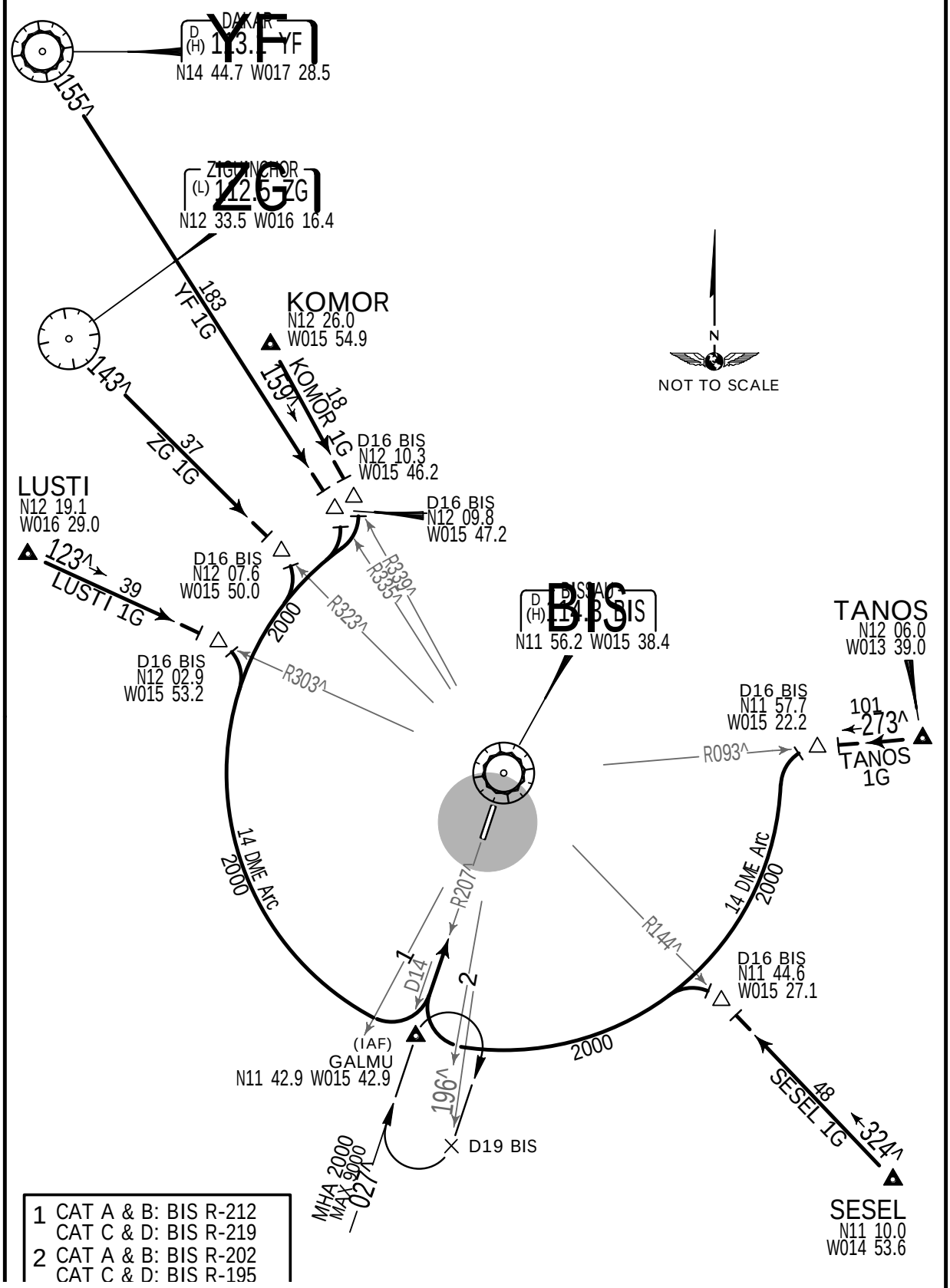
BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev 129'

Alt Set: hPa Trans level: By ATC Trans alt: 3000'

1600'
MSA
BIS VOR

KOMOR 1G [KOMO1G], LUSTI 1G [LUST1G]
SESEL 1G [SESE1G], TANOS 1G [TANO1G]
YF 1G, ZG 1G
RWY 03 ARRIVALS



1 CAT A & B: BIS R-212
CAT C & D: BIS R-219
2 CAT A & B: BIS R-202
CAT C & D: BIS R-195

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GGOV/OXB
OSVALDO VIERA

JEPPESEN
22 NOV 13 10-2E

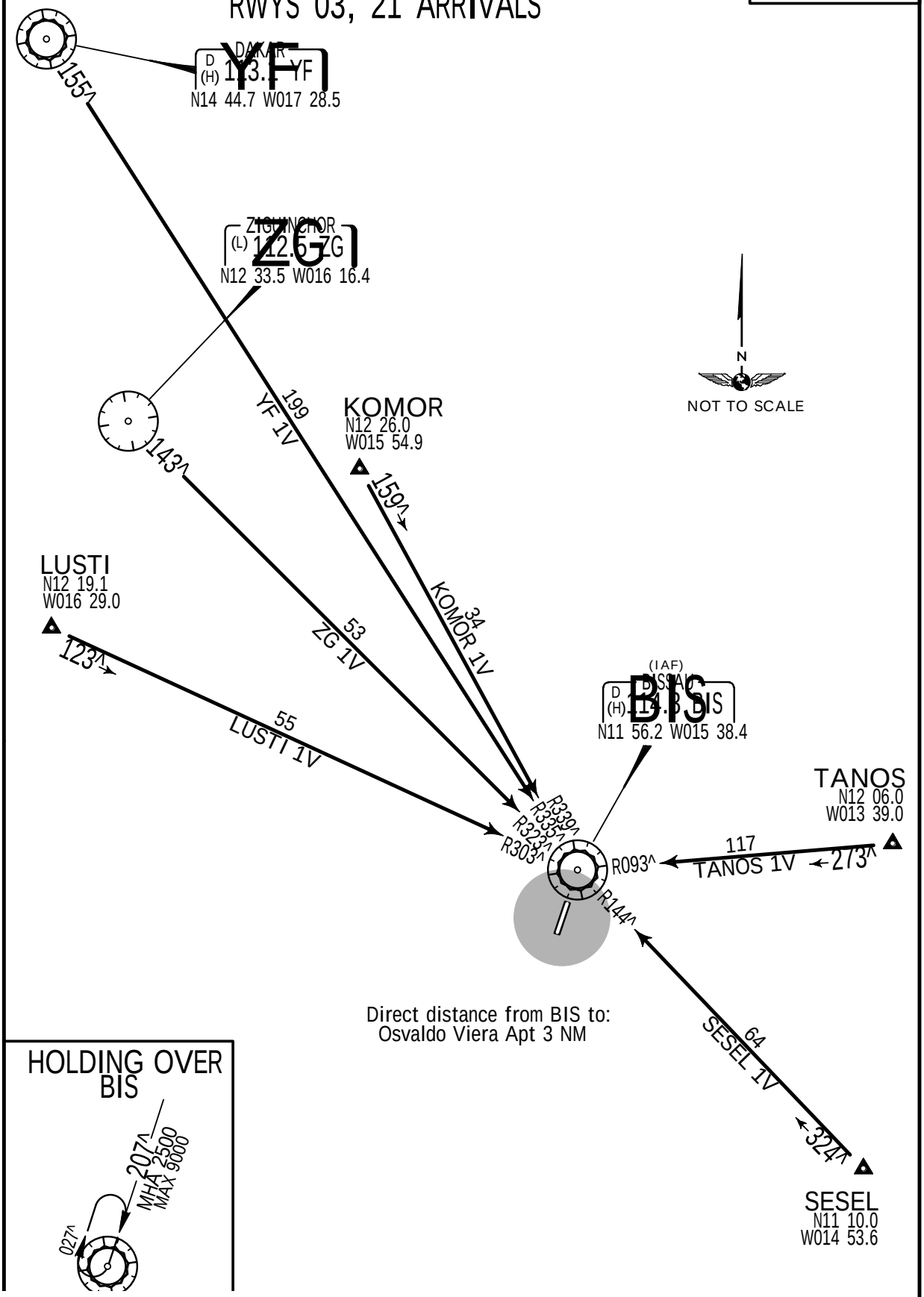
BISSAU, GUINEA-BISSAU
.STAR.

Apt Elev 129'

Alt Set: hPa Trans level: By ATC Trans alt: 3000'

1600'
MSA
BIS VOR

KOMOR 1V[KOMO1V], LUSTI 1V[LUST1V]
SESEL 1V[SESE1V], TANOS 1V[TANO1V]
YF 1V, ZG 1V
RWYS 03, 21 ARRIVALS



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GGOV/OXB
OSVALDO VIERA

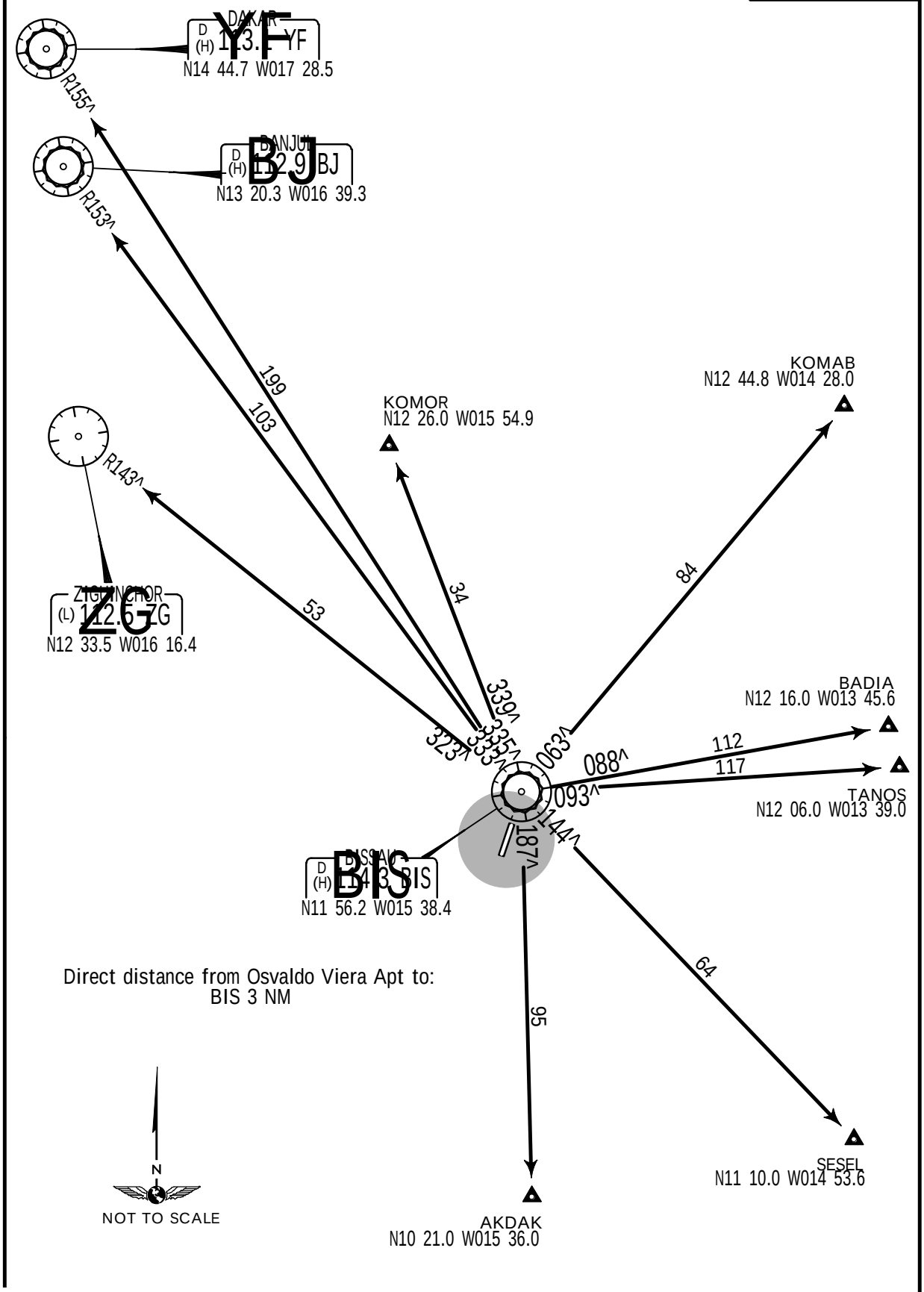
JEPPESEN
22 NOV 13 (10-3)

BISSAU, GUINEA-BISSAU
.DEPARTURE.

Apt Elev	Trans level: By ATC Trans alt: 3000'
129'	

1600'
MSA
BIS VOR

NON AIRWAY DEPARTURES



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GGOV/OXB BISSAU, GUINEA-BISSAU

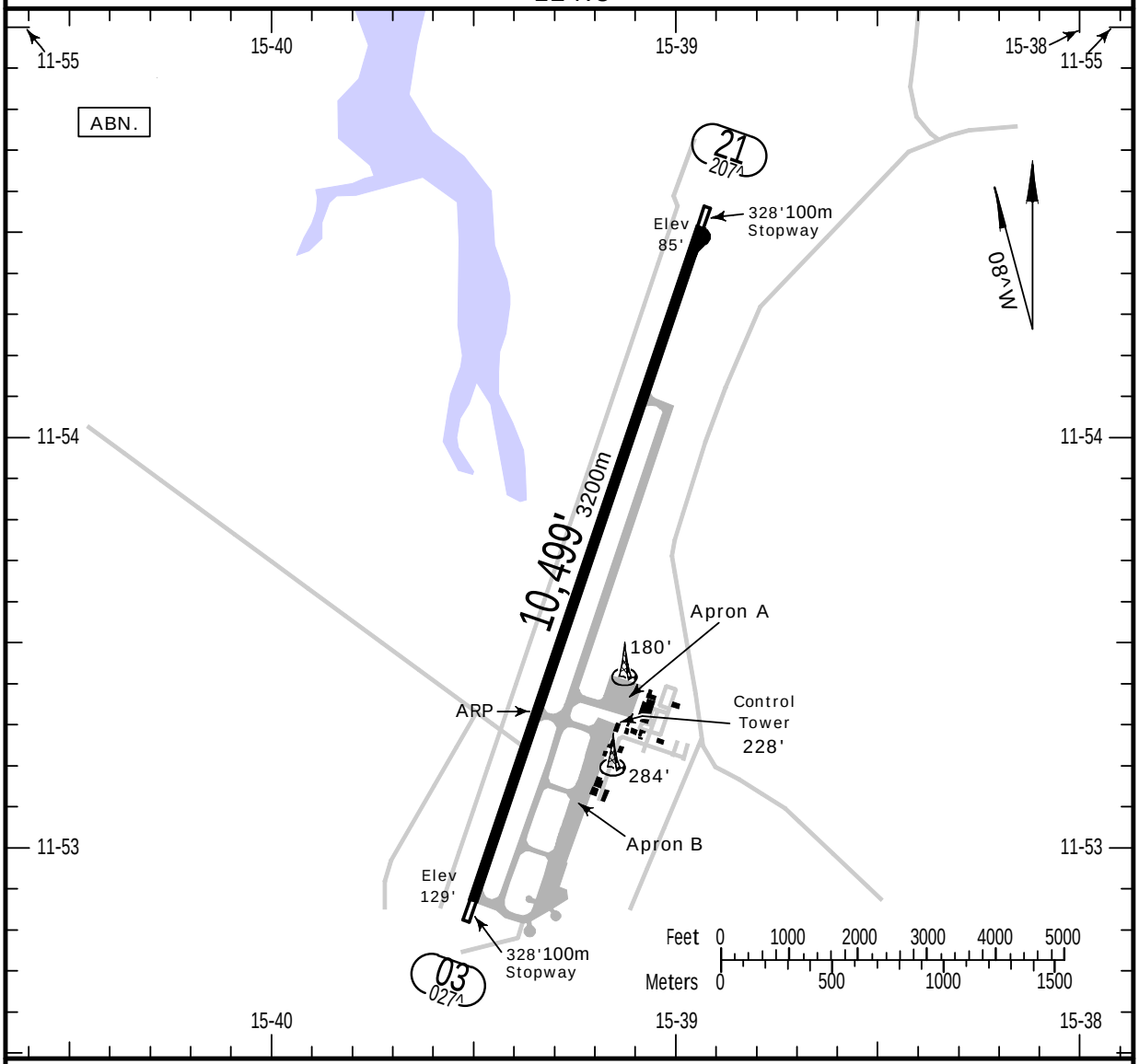
Apt Elev 129'
N11 53.3 W015 39.3

JEPPESEN 25 JUL 14 (10-9)

OSVALDO VIERA

*BISSAU Tower

124.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03	RL(60m) PAPI-L(angle 3.0^)				148' 45m
21	RL(60m) HIALS 1 PAPI-L(angle 3.0^)		9466' 2885m		

1 Configuration unknown.

.JAR-OPS.

TAKE-OFF

All Rwys

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

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1 NOV 13
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10-9S

Standard

BISSAU, GUINEA-BISSAU

OSVALDO VIERA

STRAIGHT-IN RWY		A	B	C	D
03	RNAV (LNAV/VNAV)	380'(251') R1300m	380'(251') R1300m	380'(251') R1300m	380'(251') R1300m
	RNAV (LNAV) 1	530'(401') R1500m	530'(401') R1500m	530'(401') R1900m	530'(401') R1900m
	VOR 1 via GALMU	530'(401') R1500m	530'(401') R1500m	530'(401') R1900m	530'(401') R2000m
	VOR 1	580'(451') R1500m	580'(451') R1500m	580'(451') C2100m	580'(451') C2100m
	VOR	580'(451') C2300m	580'(451') C2300m	580'(451') C2500m	580'(451') C2500m
21	ILS ALS out	285'(200') R750m R1200m	285'(200') R750m R1200m	285'(200') R750m R1200m	295'(210') R750m R1200m
	LOC 1 ALS out	420'(335') R1200m R1500m	420'(335') R1300m R1500m	420'(335') R1400m R1800m	420'(335') R1600m R2000m
	RNAV (LNAV/VNAV) ALS out	340'(255') R1000m R1500m	340'(255') R1100m R1500m	340'(255') R1200m R1600m	340'(255') R1400m R1800m
	RNAV (LNAV) 1 ALS out	430'(345') R1200m R1500m	430'(345') R1300m R1500m	430'(345') R1400m R1800m	430'(345') R1600m R2000m
	VOR 1 via DISDI ALS out	390'(305') R1200m R1500m	390'(305') R1300m R1500m	390'(305') R1400m R1800m	390'(305') R1600m R2000m
	VOR ALS out	430'(345') R1400m R1800m	430'(345') R1400m R1800m	430'(345') R1600m R2000m	430'(345') R1800m R2000m

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND 2	100 KT	135 KT	180 KT	205 KT
	580'(451') V1500m 3	770'(641') V1600m 3	870'(741') V2400m	870'(741') V3600m

2 NIGHT: NOT AUTHORIZED.
3 or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 03, 21

	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	400m	500m

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1 NOV 13
.Eff.14.Nov.
11-1

BISSAU, GUINEA-BISSAU
ILS Z or LOC Z Rwy 21

BRIEFING STRIP ™

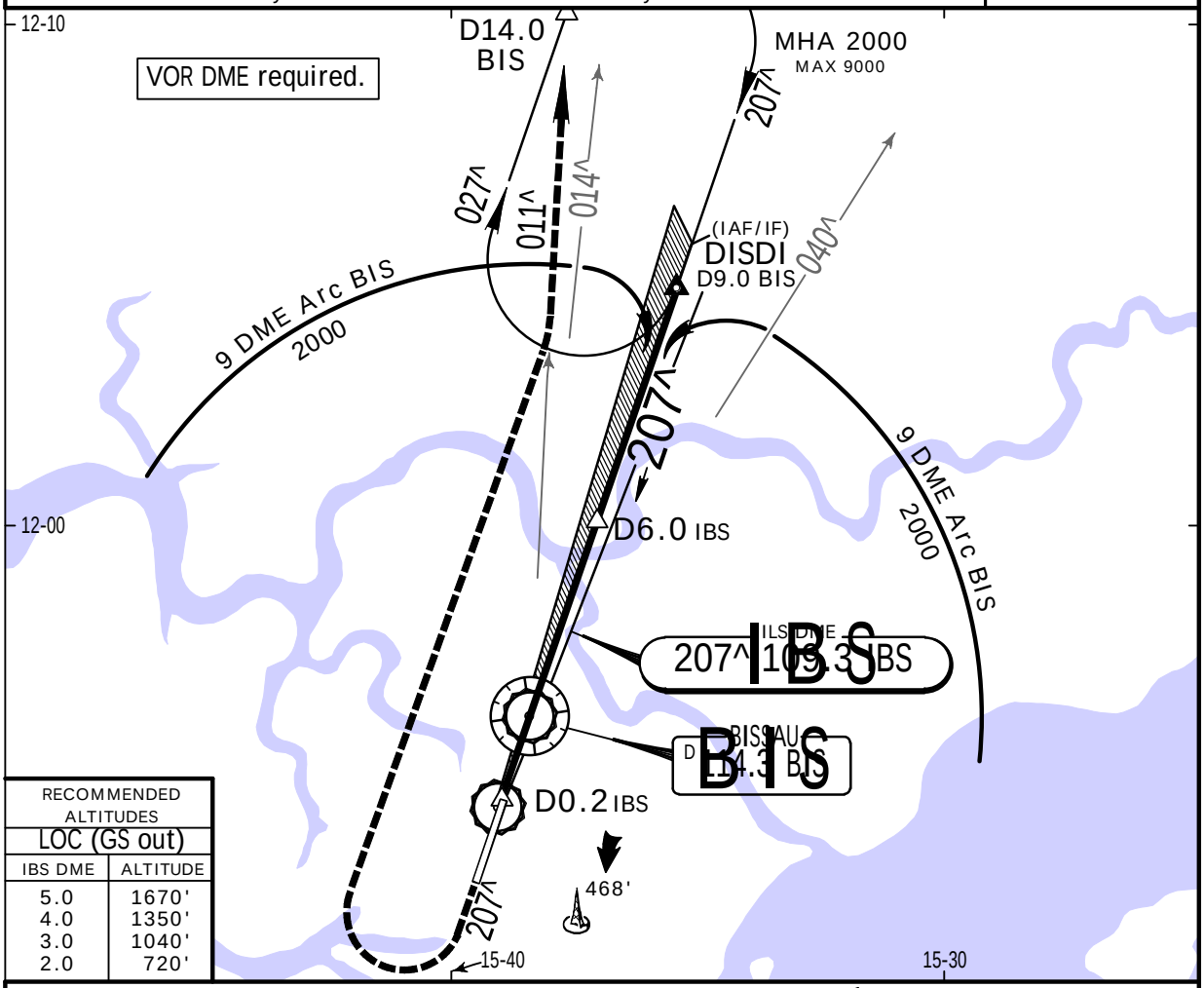
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

LOC IBS	Final Apch Crs	GS D6.0 IBS	ILS DA(H) Refer to Minimums	Apt Elev 129' RWY 85'
109.3	207^	2000' (1915')		

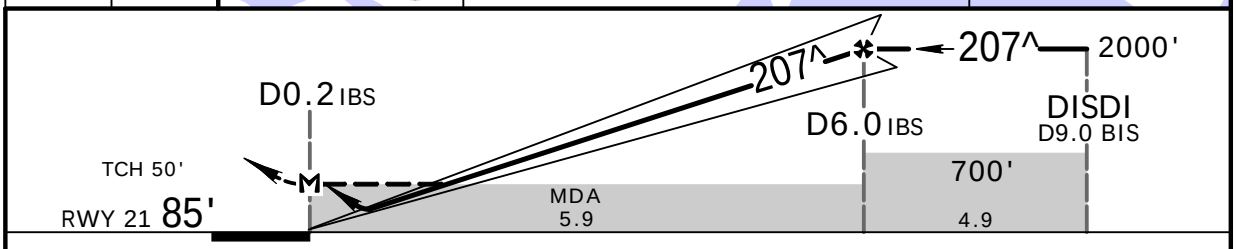
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT climbing to 2000', intercept and follow R-011 BIS to join DISDI holding. Do not turn before MAP.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'

1600'
MSA BIS VOR



RECOMMENDED ALTITUDES LOC (GS out)	
IBS DME	ALTITUDE
5.0	1670'
4.0	1350'
3.0	1040'
2.0	720'



Gnd speed-Kts	70	90	100	120	140	160		HIALS PAPI-L	Refer to Missed Apch above
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849			
MAP at D0.2 IBS									

.JAR-OPS.

ILS STRAIGHT-IN LANDING RWY 21

DA(H) ABC: 285' (200') D: 295' (210')

LOC (GS out) MDA(H) 420' (335')

	FULL	ALS out		ALS out	CIRCLE-TO-LAND Max Kts	DAY MDA(H) VIS	NIGHT
A	RVR 700m	RVR 1000m	RVR 1200m	RVR 1500m	100	580' (451') 1500m	NOT AUTH
B			RVR 1300m		135	770' (641') 1600m	
C			RVR 1400m	RVR 1800m	180	870' (741') 2400m	
D			RVR 1600m	RVR 2000m	205	870' (741') 3600m	

NS OPS

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OSVALDO VIERA

JEPPESEN
1 NOV 13
.Eff.14.Nov.
11-2

BISSAU, GUINEA-BISSAU
ILS Y or LOC Y Rwy 21

BRIEFING STRIP ™

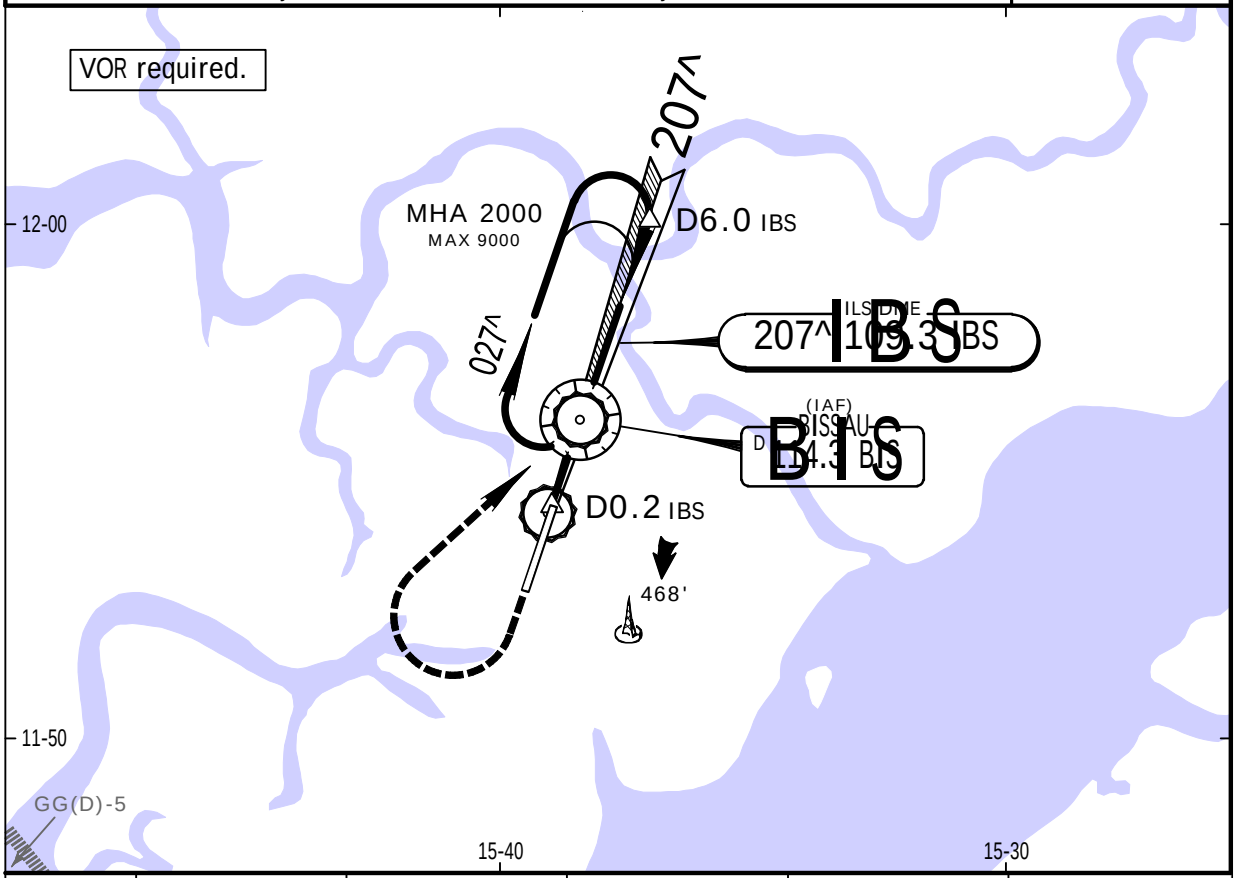
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

LOC IBS	Final Apch Crs	GS D6.0 IBS	ILS DA(H)	Apt Elev 129'
109.3	207^	2000' (1915')	Refer to Minimums	RWY 85'

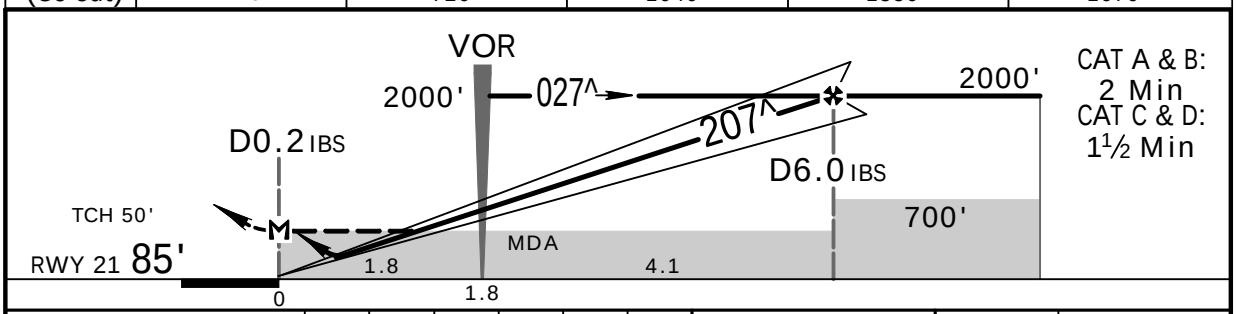
MISSED APCH: Climb STRAIGHT AHEAD to 1000', then turn RIGHT climbing to 2000' and join VOR. Do not turn before MAP.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 3000'

1600'
MSA BIS VOR



LOC (GS out)	IBS DME	2.0	3.0	4.0	5.0
	ALTITUDE	720'	1040'	1350'	1670'



CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.2 IBS						

HIALS
PAPI-L

Refer to Missed Apch above

.JAR-OPS.

ILS STRAIGHT-IN LANDING RWY 21

DA(H) ABC: 285' (200')
D: 295' (210')

LOC (GS out)
MDA(H) 420' (335')

	FULL	ALS out		ALS out
A	RVR 700m	RVR 1000m	RVR 1200m	RVR 1500m
B			RVR 1300m	
C			RVR 1400m	RVR 1800m
D			RVR 1600m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	580' (451')	1500m	NOT AUTH
135	770' (641')	1600m	
180	870' (741')	2400m	
205	870' (741')	3600m	

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CHANGES: New procedure.

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JEPPESEN
1 NOV 13
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11-3

BISSAU, GUINEA-BISSAU
ILS X or LOC X Rwy 21

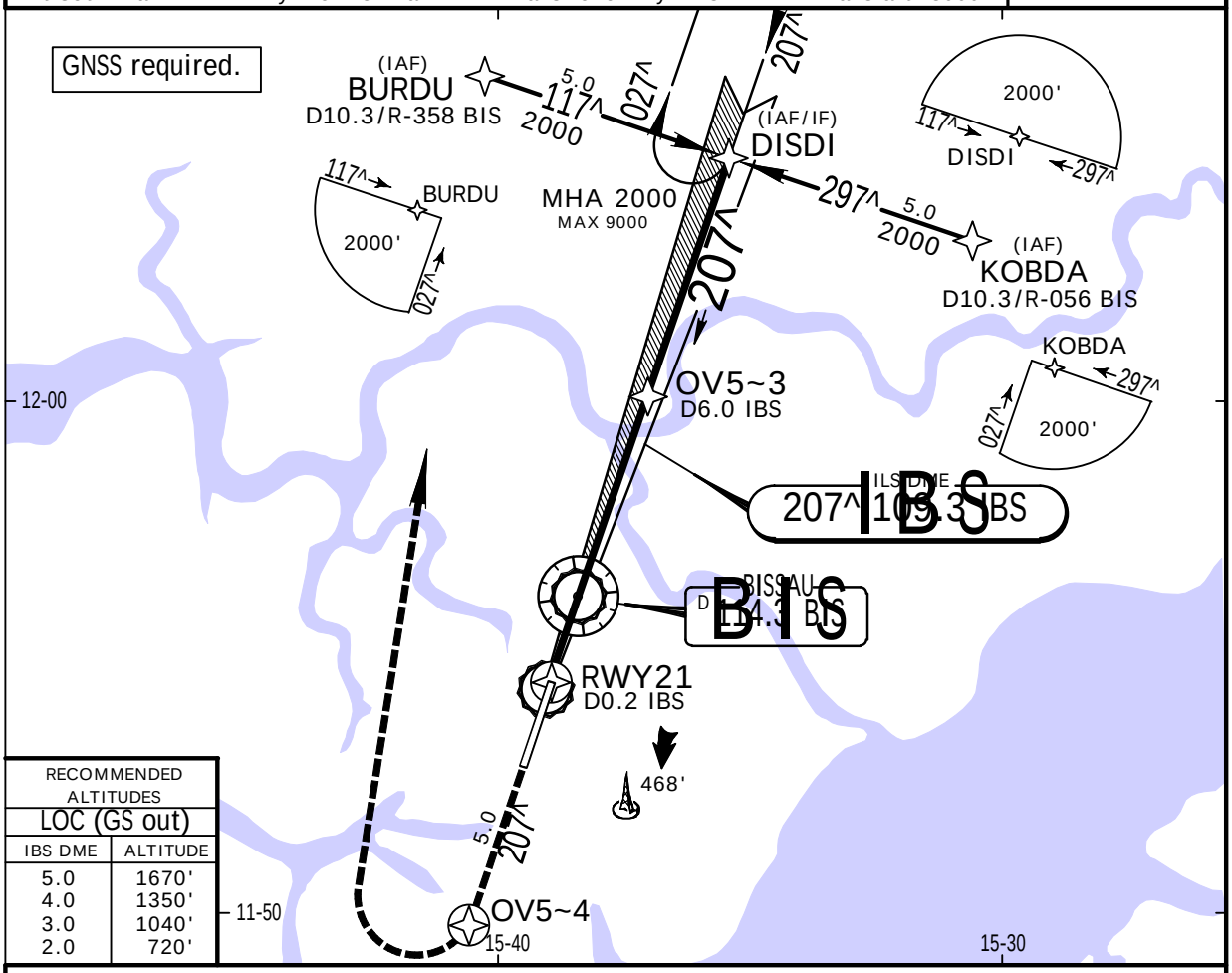
BRIEFING STRIP ™

*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

LOC IBS	Final Apch Crs	GS OV5~3	ILS DA(H) Refer to Minimums	Apt Elev 129' RWY 85'	TAA 25 NM IAF
109.3	207^	2000' (1915')			

MISSED APCH: Climb STRAIGHT AHEAD to OV5~4, then turn RIGHT direct to BURDU at 2000'.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'



RECOMMENDED ALTITUDES LOC (GS out)	
IBS DME	ALTITUDE
5.0	1670'
4.0	1350'
3.0	1040'
2.0	720'

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00^	372	478	531	637	743	849
MAP at D0.2 IBS						

HIALS
PAPI-L
OV5~4

JAR-OPS.

STRAIGHT-IN LANDING RWY 21

	ILS	LOC (GS out)
DA(H)	ABC: 285' (200') D: 295' (210')	MDA(H) 420' (335')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 700m	RVR 1000m	RVR 1200m	RVR 1500m
B			RVR 1300m	
C			RVR 1400m	RVR 1800m
D			RVR 1600m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	580' (451')	1500m	NOT AUTH
135	770' (641')	1600m	
180	870' (741')	2400m	
205	870' (741')	3600m	

NS OPS

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OSVALDO VIERA

JEPPESEN
1 NOV 13
.Eff.14.Nov.
12-1

BISSAU, GUINEA-BISSAU
RNAV (GNSS) Rwy 03

BRIEFING STRIP ™

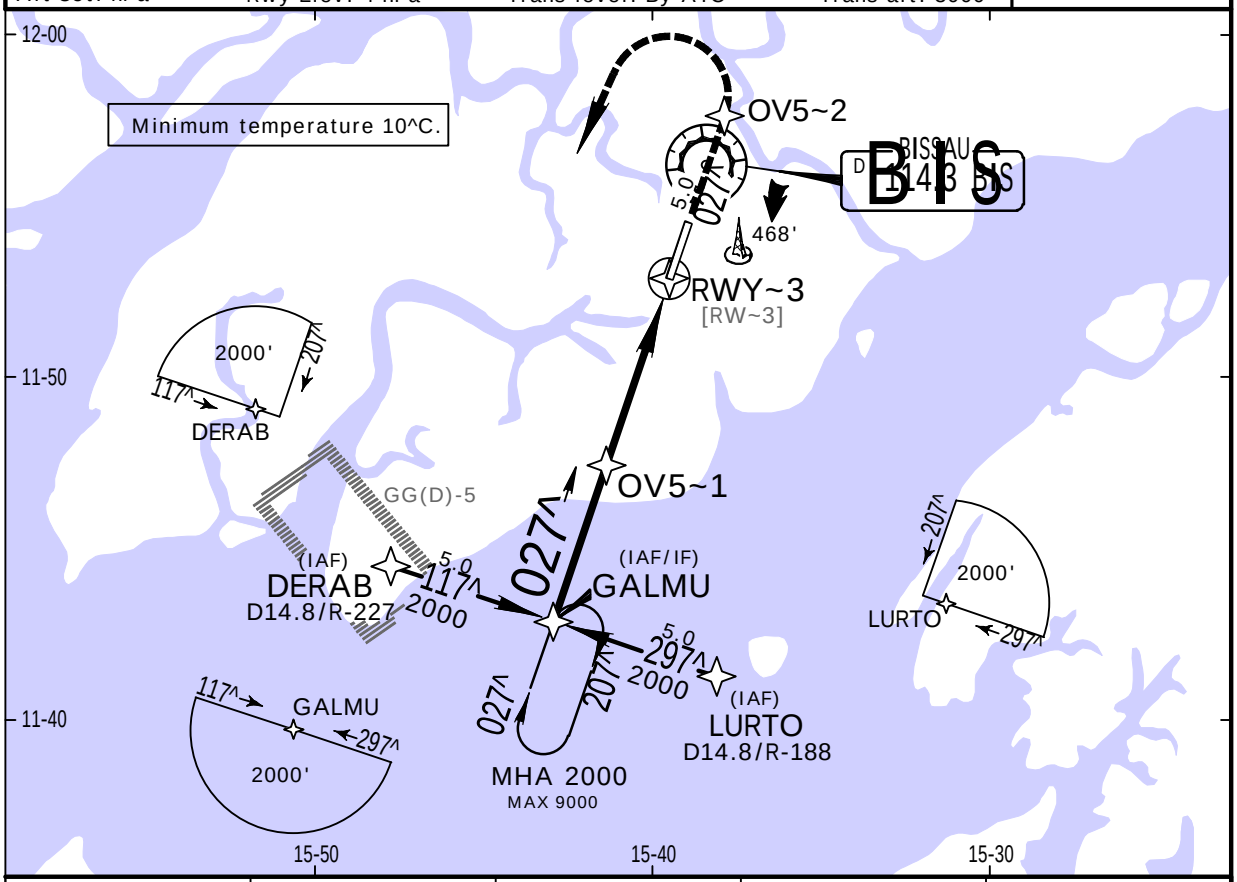
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

RNAV	Final Apch Crs	Procedure Alt OV5~1	LNAV/VNAV DA(H)	Apt Elev 129'
	027^	2000' (1871')	380' (251')	RWY 129'

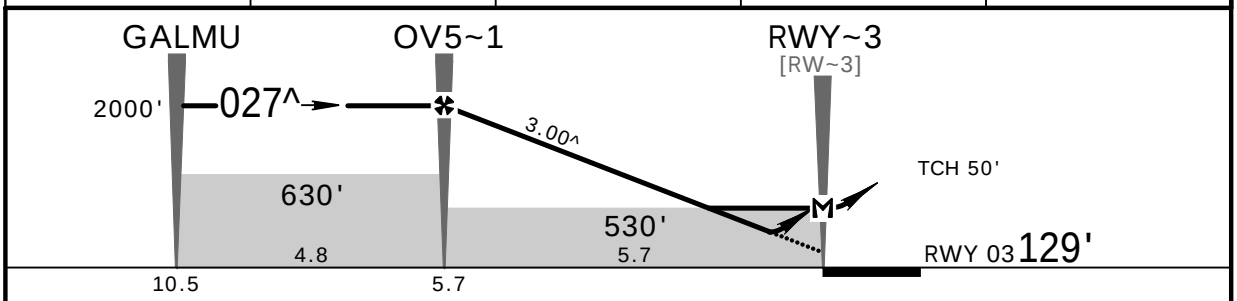
MISSED APCH: Climb STRAIGHT AHEAD to OV5~2, then turn LEFT climbing direct to DERAB at 2000'.

TAA
25 NM
IAF

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 3000'



DIST to RWY~3	5.0	4.0	3.0	2.0
ALTITUDE	1770'	1460'	1140'	820'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RWY~3						

PAPI-L

OV5~2

JAR-OPS.

STRAIGHT-IN LANDING RWY 03

	LNAV/VNAV DA(H) 380' (251')	LNAV MDA(H) 530' (401')
A	RVR 1500m	RVR 1500m
B		
C	RVR 1600m	RVR 1800m
D	RVR 1800m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	580' (451')	1500m	NOT AUTH
135	770' (641')	1600m	
180	870' (741')	2400m	
205	870' (741')	3600m	

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1 NOV 13
.Eff.14.Nov.
12-2

BISSAU, GUINEA-BISSAU
RNAV (GNSS) Rwy 21

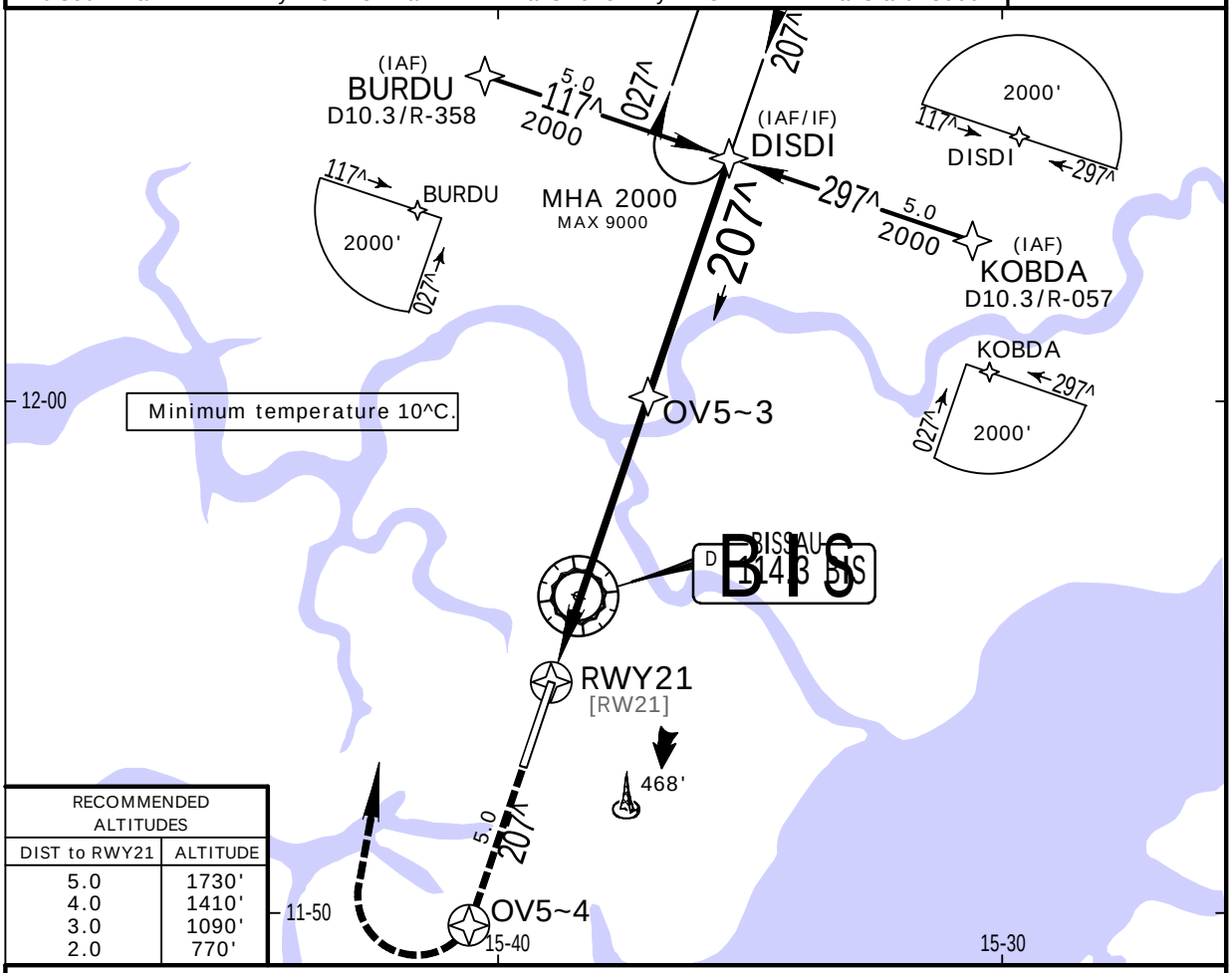
BRIEFING STRIP ™

*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

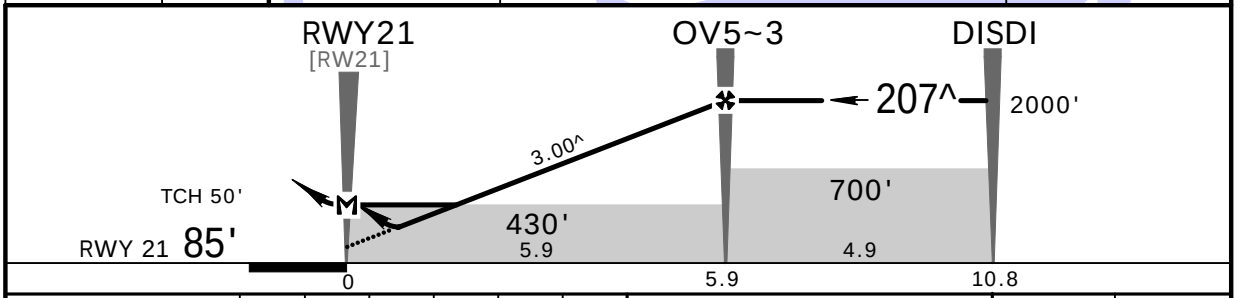
RNAV	Final Apch Crs	Procedure Alt OV5~3	LNAV/VNAV DA(H)	Apt Elev 129' RWY 85'	TAA 25 NM IAF
	207^	2000' (1915')	340' (255')		

MISSED APCH: Climb STRAIGHT AHEAD to OV5~4, then turn RIGHT climbing direct to BURDU at 2000'.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'



RECOMMENDED ALTITUDES	
DIST to RWY21	ALTITUDE
5.0	1730'
4.0	1410'
3.0	1090'
2.0	770'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RWY21						

HIALS
PAPI-L

OV5~4

.JAR-OPS. STRAIGHT-IN LANDING RWY 21

	LNAV/VNAV DA(H) 340' (255')		LNAV MDA(H) 430' (345')		CIRCLE-TO-LAND DAY			NIGHT
		ALS out		ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	100	580' (451')	1500m	NOT AUTH
B	RVR 1100m		RVR 1300m		135	770' (641')	1600m	
C	RVR 1200m	RVR 1600m	RVR 1400m	RVR 1800m	180	870' (741')	2400m	
D	RVR 1400m	RVR 1800m	RVR 1600m	RVR 2000m	205	870' (741')	3600m	

NS OPS

CHANGES: Minimums.

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GGOV/OXB
OSVALDO VIERA

JEPPESEN
4 OCT 13 (13-1)

BISSAU, GUINEA-BISSAU
via GALMU VOR Rwy 03

BRIEFING STRIP ™

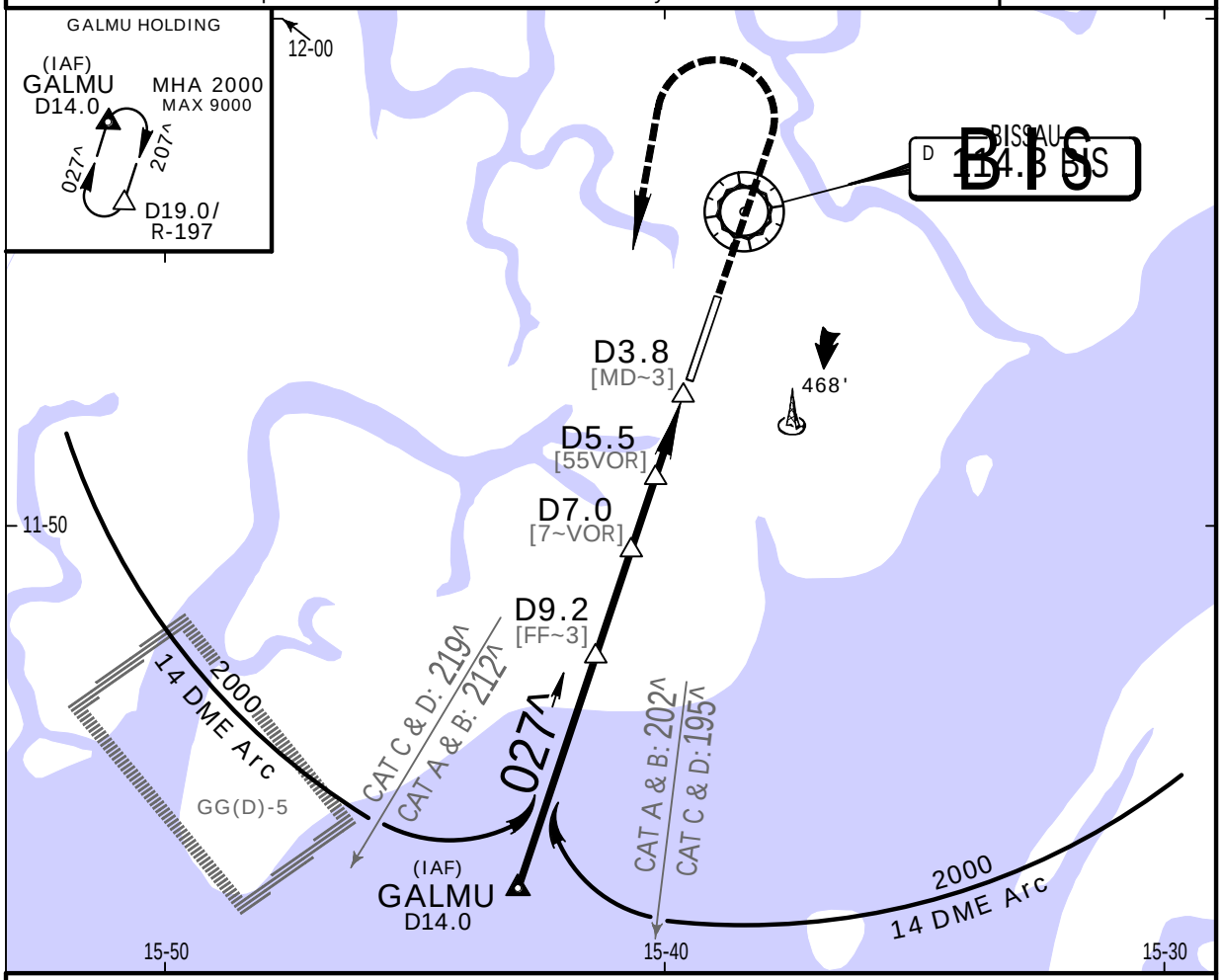
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

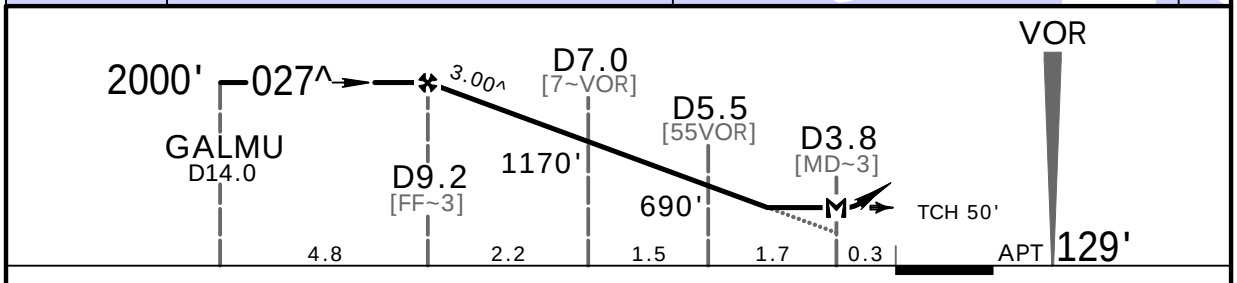
VOR	Final Apch Crs	Minimum Alt D9.2	MDA(H)	Apt Elev
BIS 114.3	027^	2000' (1871')	530' (401')	129'

MISSED APCH: Climb STRAIGHT AHEAD to 1600', then climbing turn LEFT to 2000' and rejoin GALMU.

Alt Set: hPa | Apt Elev: 4 hPa | Trans level: By ATC | Trans alt: 3000'

1600'
MSA BIS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D3.8						

PAPI-L

1600'

.JAR-OPS.

STRAIGHT-IN LANDING RWY 03

MDA(H) 530' (401')

A	RVR 1500m	
B	RVR 1500m	
C	RVR 1800m	

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	580' (451')	1500m	NOT AUTH
135	770' (641')	1600m	
180	870' (741')	2400m	

NS OPS

CHANGES: Trails alt; PAPI; minimums.

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GGOV/OXB
OSVALDO VIERA

JEPPESEN 4 OCT 13 (13-2)

BISSAU, GUINEA-BISSAU
VOR Rwy 03

BRIEFING STRIP ™

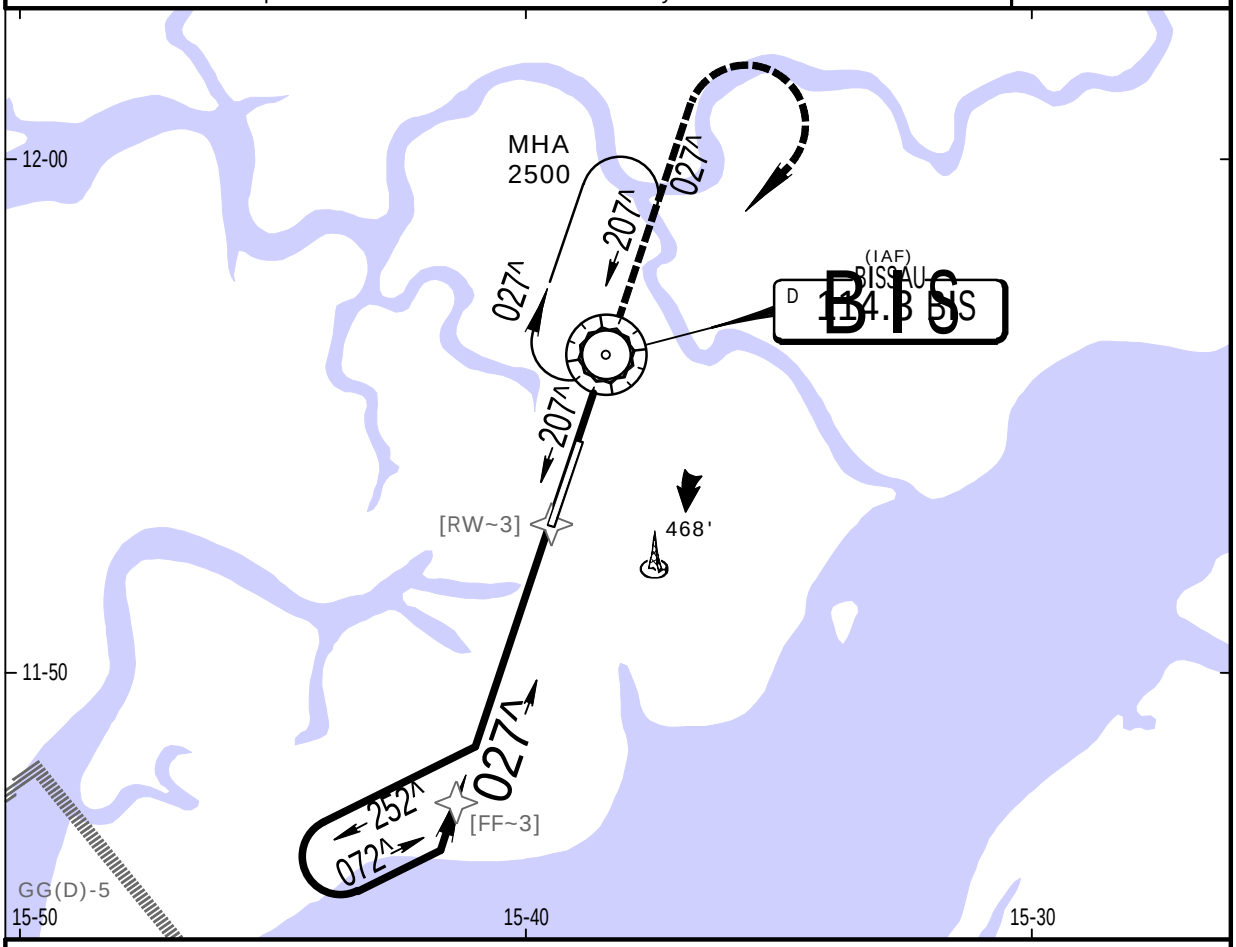
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

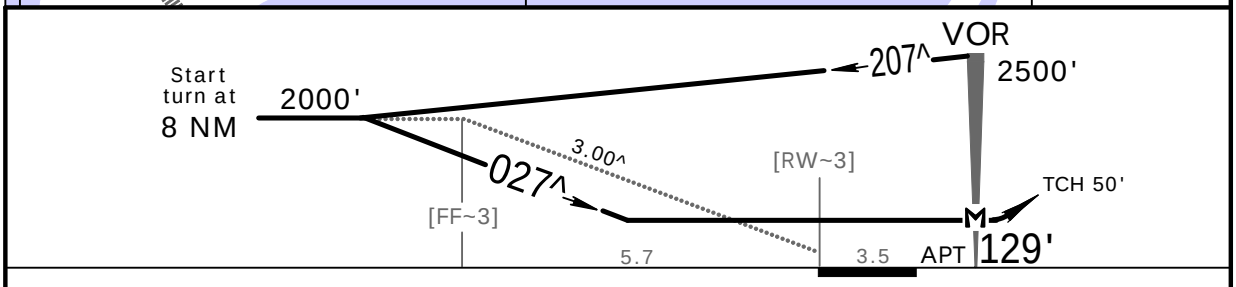
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
BIS 114.3	027^	No FAF	580' (451')	129'

MISSED APCH: Climb on 027^ to 1600', then climbing turn RIGHT to 2500' and rejoin VOR.

Alt Set: hPa | Apt Elev: 4 hPa | Trans level: By ATC | Trans alt: 3000'

1600'
MSA BIS VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 1600' on 027^

JAR-OPS. STRAIGHT-IN LANDING RWY 03

MDA(H) 580' (451')

		RVR
A		1500m
B		
C		2000m
D		

CIRCLE-TO-LAND

Max Kts	DAY MDA(H)	DAY VIS	NIGHT
100	580' (451')	1500m	NOT AUTH
135	770' (641')	1600m	
180	870' (741')	2400m	
205	870' (741')	3600m	

NS OPS

CHANGES: Trans alt; PAPI; Minimums.

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GGOV/OXB OSVALDO VIERA

JEPPESEN

1 NOV 13
.Eff.14.Nov. (13-3)

BISSAU, GUINEA-BISSAU via DISDI VOR Rwy 21

*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

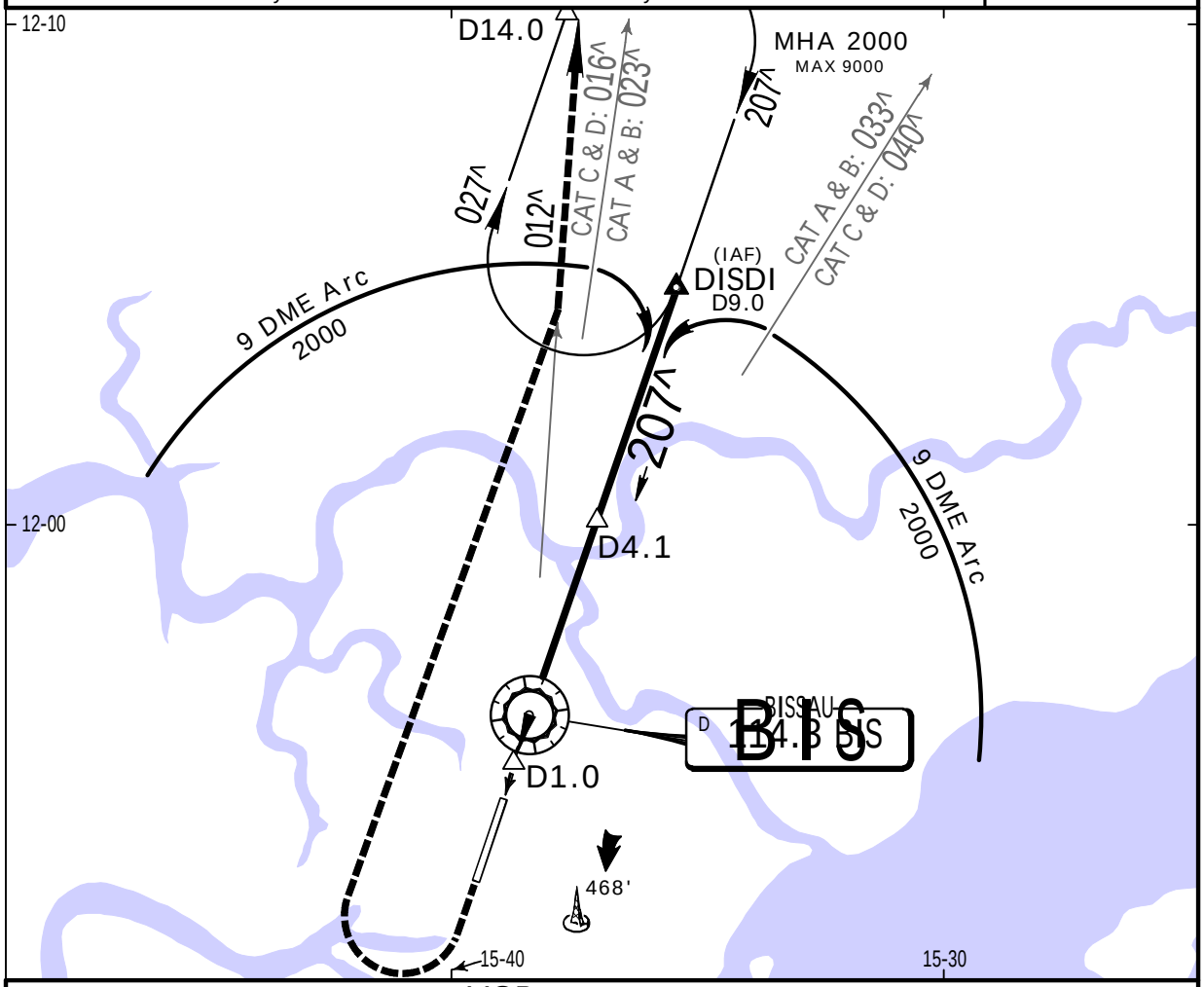
BRIEFING STRIP ™

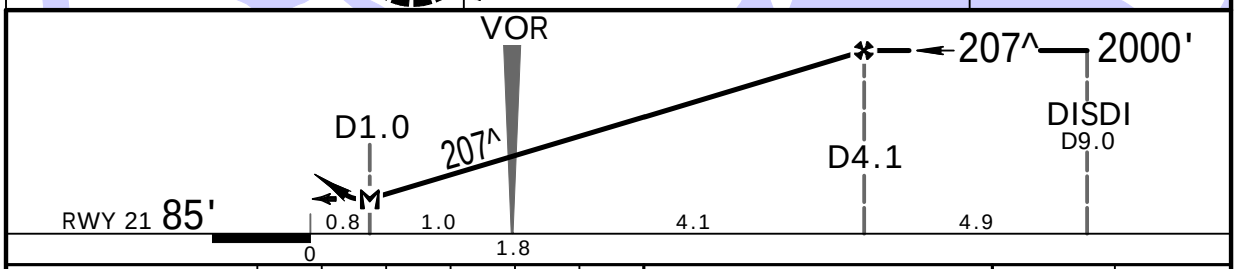
VOR BIS	Final Apch Crs	Minimum Alt D4.1	MDA(H)	Apt Elev / RWY
114.3	207^	2000' (1915')	390' (305')	129' / 85'

MISSED APCH: Climb STRAIGHT AHEAD to 1600', then climbing turn RIGHT to 2000' to intercept R-012 and rejoin DISDI.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: By ATC Trans alt: 3000'

MSA BIS VOR: 1600'





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D1.0						

HIALS
PAPI-L

1600'

JAR-OPS. STRAIGHT-IN LANDING RWY 21

MDA(H) 390' (305')

		ALS out	Max Kts	CIRCLE-TO-LAND DAY MDA(H)	VIS	NIGHT
A	RVR 1200m	RVR 1500m	100	580' (451')	1500m	NOT AUTH
B	RVR 1300m		135	770' (641')	1600m	
C	RVR 1400m	RVR 1800m	180	870' (741')	2400m	
D	RVR 1600m	RVR 2000m	205	870' (741')	3600m	

NS OPS

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BISSAU, GUINEA-BISSAU
VOR Rwy 21

BRIEFING STRIP ™

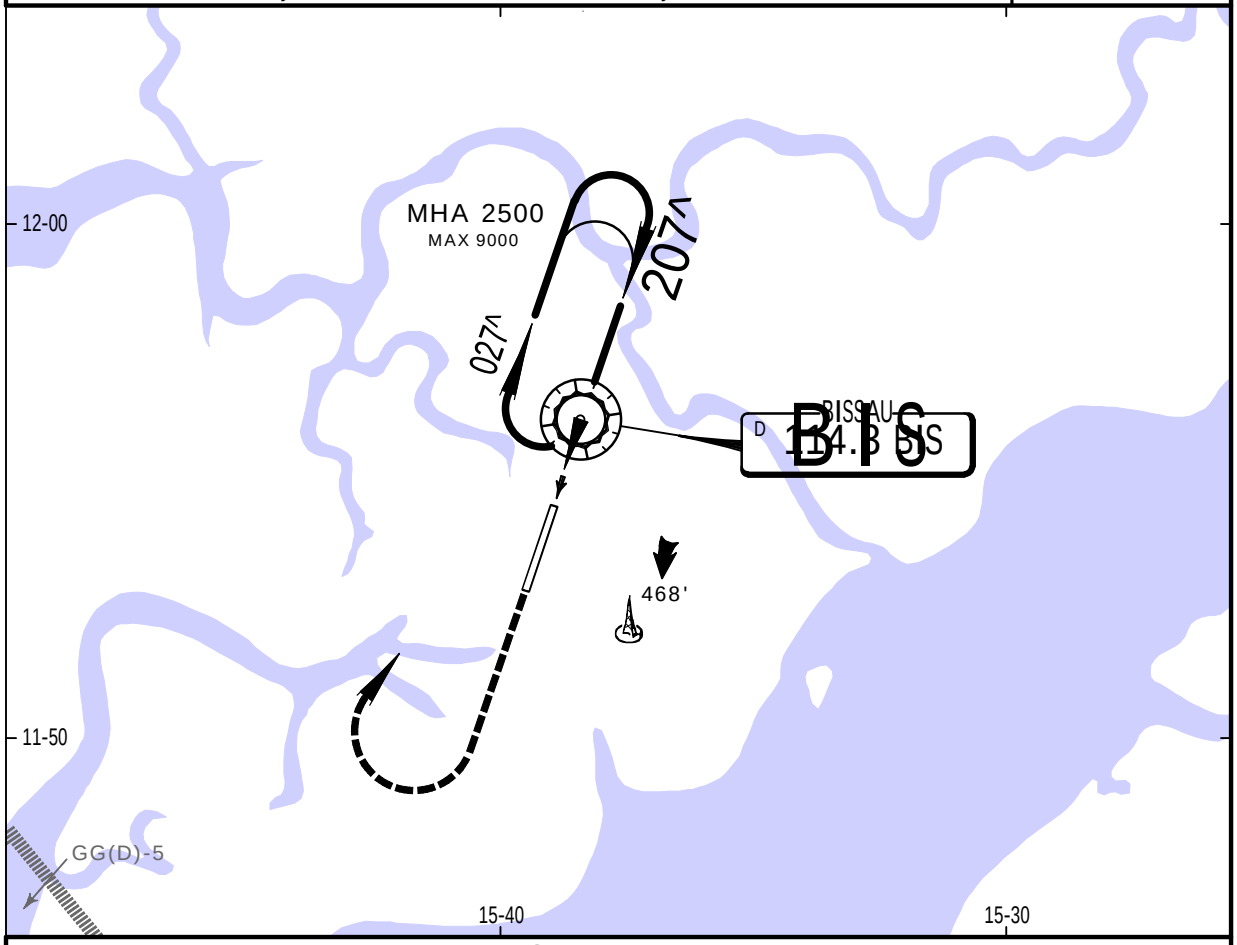
*BISSAU Control (APP)	*BISSAU Tower
123.9	124.3

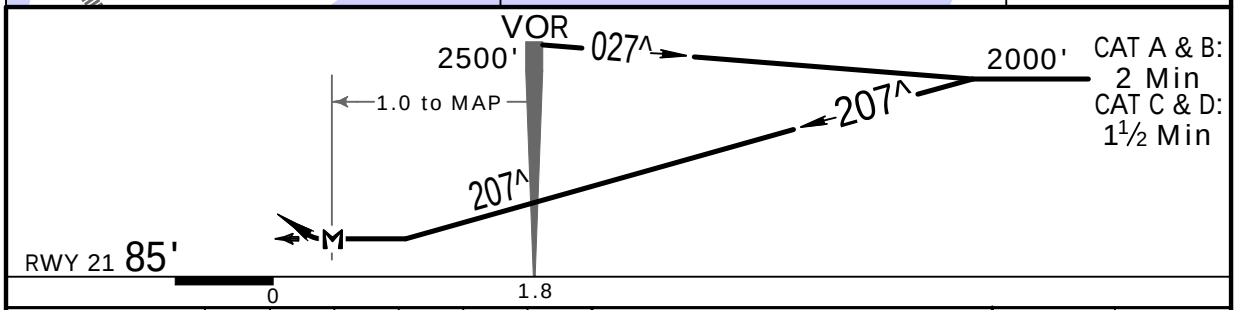
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
BIS 114.3	207^	No FAF	430' (345')	Apt Elev 129' RWY 85'

MISSED APCH: Climb STRAIGHT AHEAD to 1600', then climbing turn RIGHT to 2500' and rejoin VOR.

Alt Set: hPa | Rwy Elev: 3 hPa | Trans level: By ATC | Trans alt: 3000'

1600'
MSA BIS VOR





Gnd speed-Kts	70	90	100	120	140	160
VOR to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS
PAPI-L

1600'

.JAR-OPS. STRAIGHT-IN LANDING RWY 21

MDA(H) 430' (345')

		ALS out	CIRCLE-TO-LAND Max Kts	DAY MDA(H)	DAY VIS	NIGHT
A	RVR 1300m	RVR 1500m	100	580' (451')	1500m	NOT AUTH
B	RVR 1400m		135	770' (641')	1600m	
C	RVR 1600m	RVR 1800m	180	870' (741')	2400m	
D	RVR 1800m	RVR 2000m	205	870' (741')	3600m	

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