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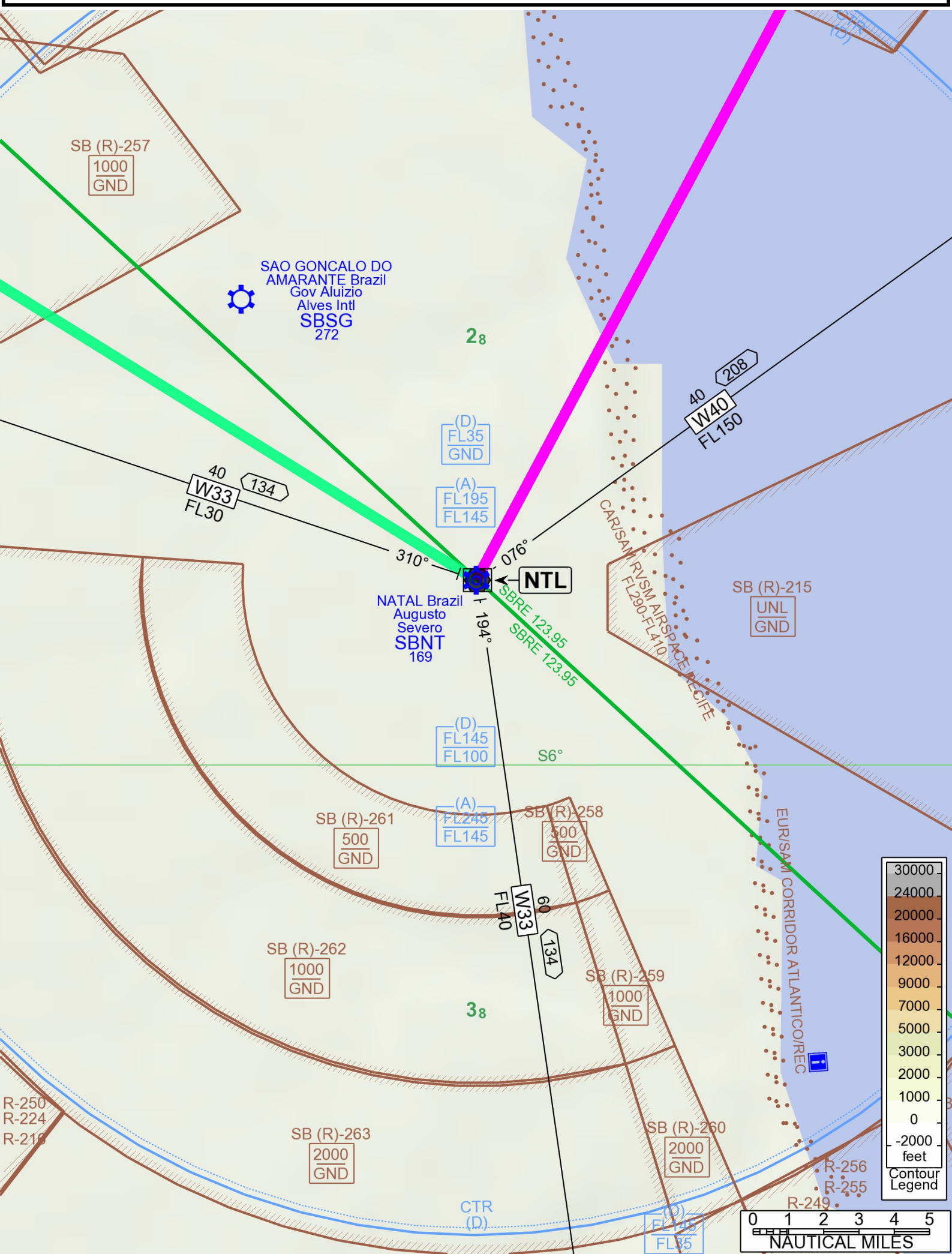
Airport Information For GVAC

Terminal Charts For GVAC

Revision Letter For Cycle 15-2016

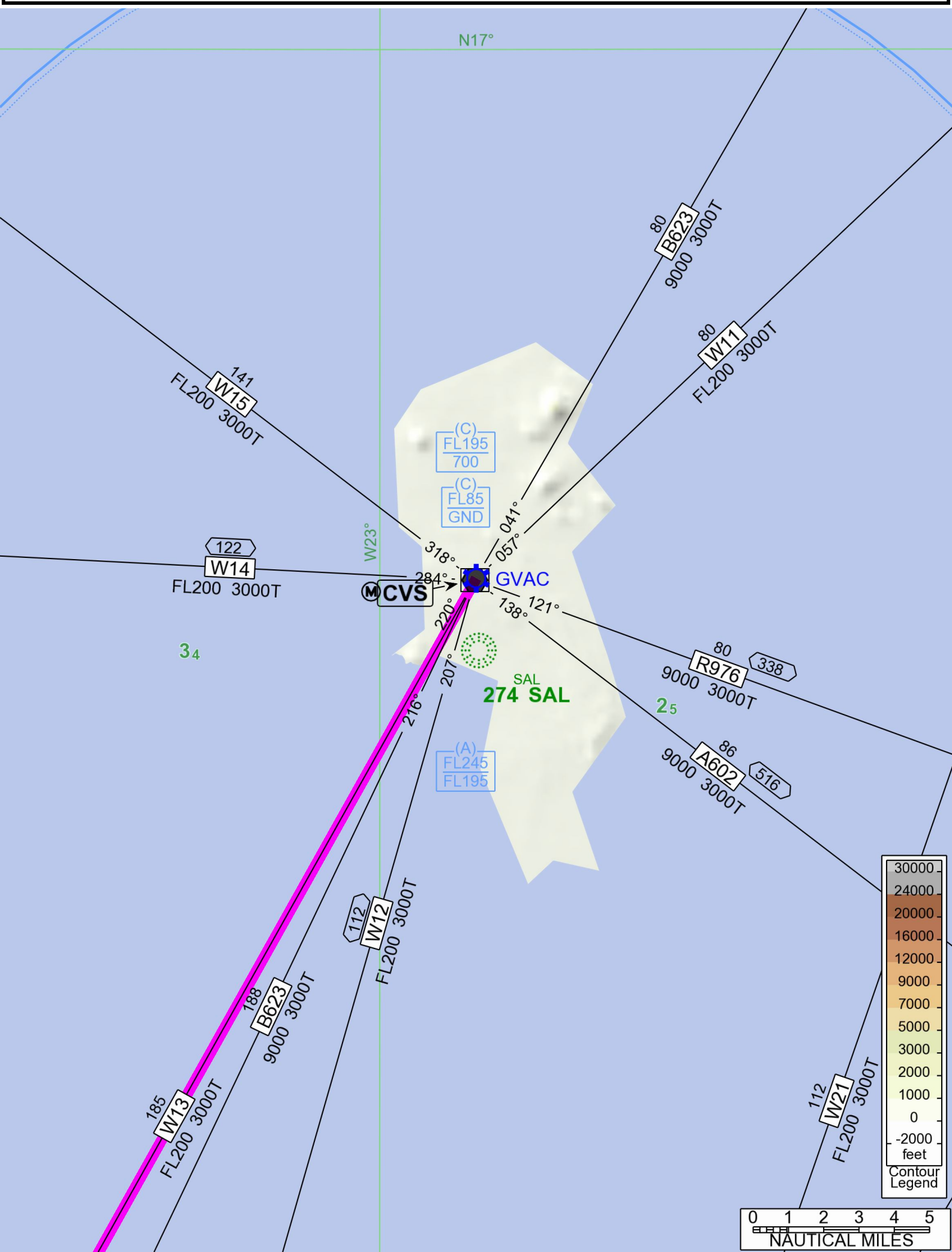
Change Notices

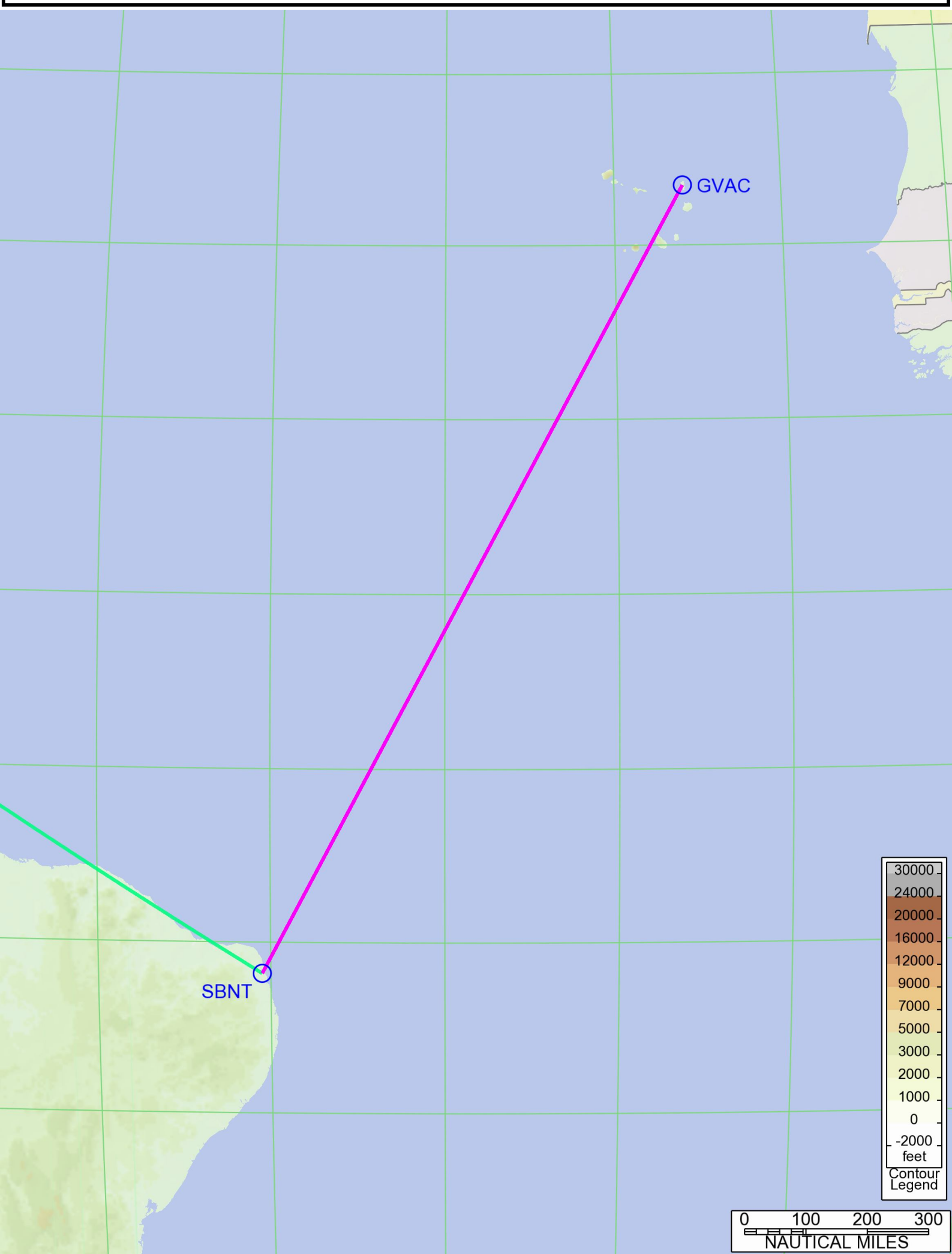
Notebook

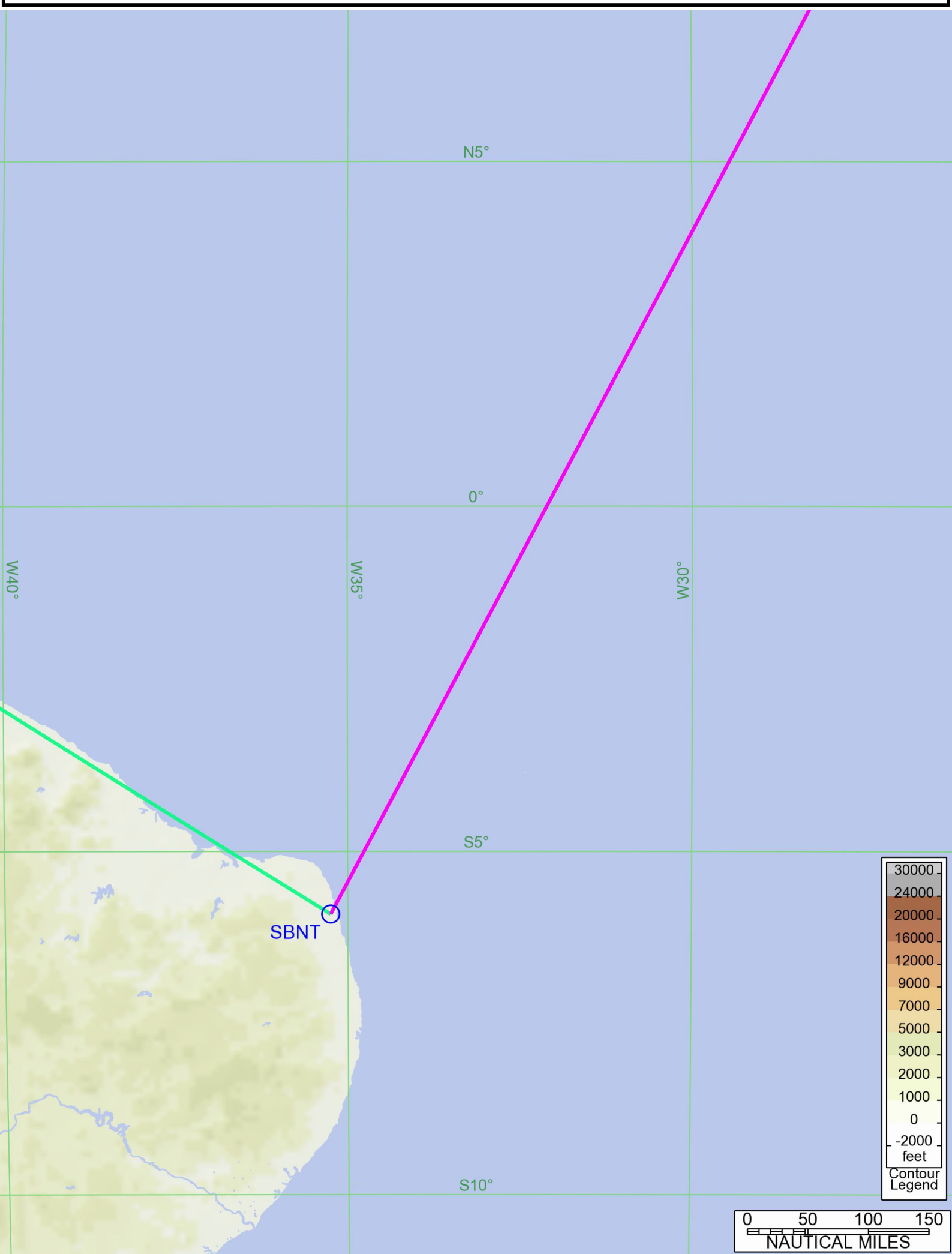


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JeppView for Windows









General Information

Location: NATAL BRA
ICAO/IATA: SBNT / NSA
Lat/Long: S05° 54.50', W035° 14.95'
Elevation: 169 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 22.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0805 Z
Sunset: 2015 Z

Runway Information

Runway: 12
Length x Width: 5988 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge

Runway: 16L
Length x Width: 8530 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 149 ft
Lighting: Edge

Runway: 16R
Length x Width: 5906 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 161 ft
Lighting: Edge

Runway: 30
Length x Width: 5988 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 145 ft
Lighting: Edge

Runway: 34L
Length x Width: 5906 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 151 ft
Lighting: Edge

Runway: 34R
Length x Width: 8530 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 138 ft
Lighting: Edge
Stopway: 279 ft

Communication Information

ATIS: 132.650 Non-English
ATIS: 127.600
Natal Tower: 118.700
Natal Tower: 122.800 Military
Natal Ground: 121.900
Natal Approach: 119.650 TCA
Natal Approach: 119.300 TCA
Recife ACC: 135.800
Recife ACC: 135.250
Recife ACC: 134.800
Recife ACC: 128.700
Recife ACC: 128.050
Recife ACC: 125.150
Natal Operations: 121.900

SBNT/NSA

AUGUSTO SEVERO INTL

JEPPESSEN

6 JUN 14

10-1R

NATAL, BRAZIL

.RADAR.MINIMUM.ALTITUDES.

NATAL Control (Approach) (R)

Apt Elev

Alt Set: hPa

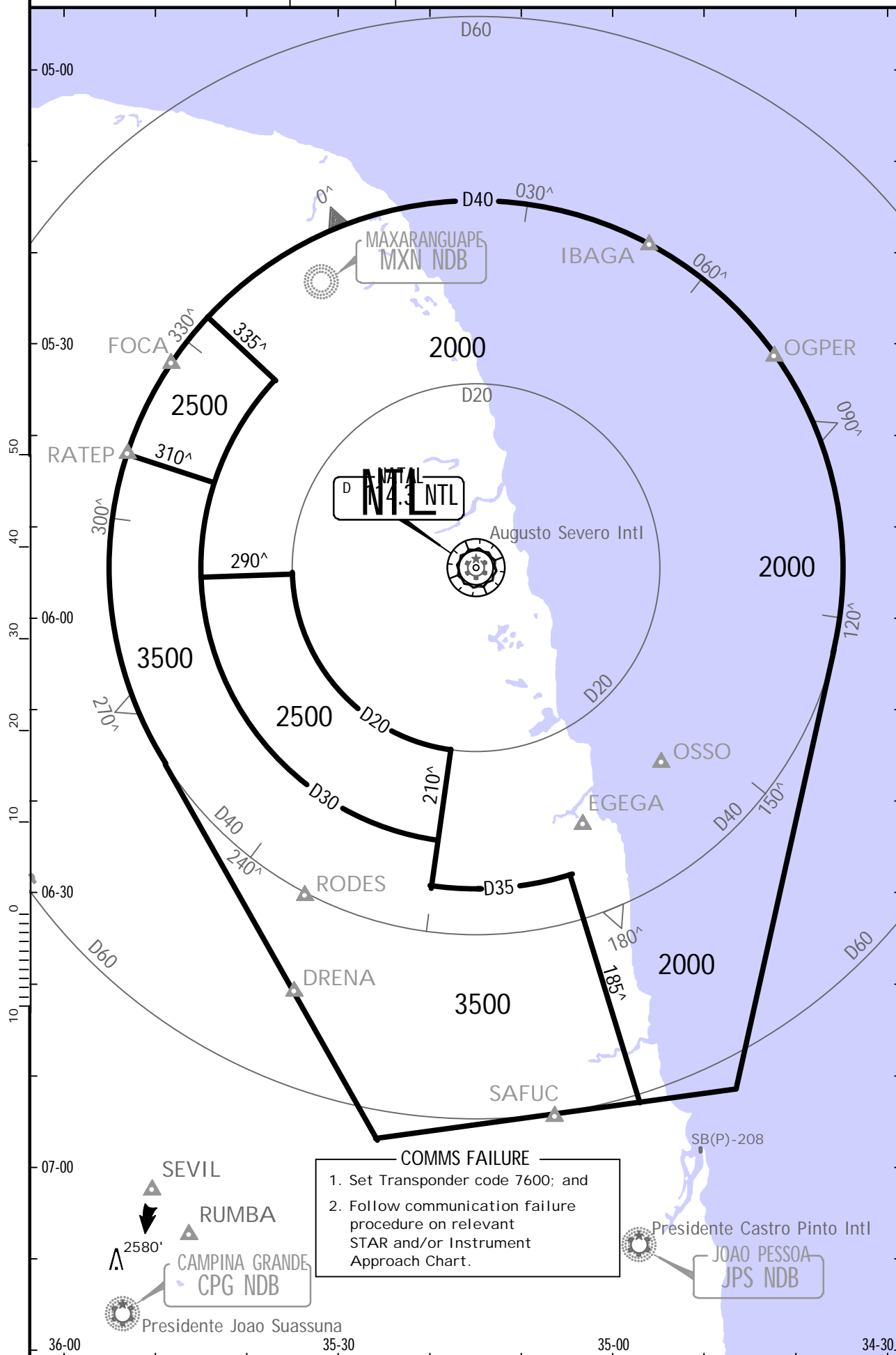
Trans level: By ATC

Trans alt: 4000'

119.3 119.65

169'

1. Chart only to be used for cross-checking of altitudes assigned while under Radar control.
2. Bearings and distances are referenced to NTL VOR.



SBNT/NSA

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6 NOV 15

10-3

.Eff.12.Nov.

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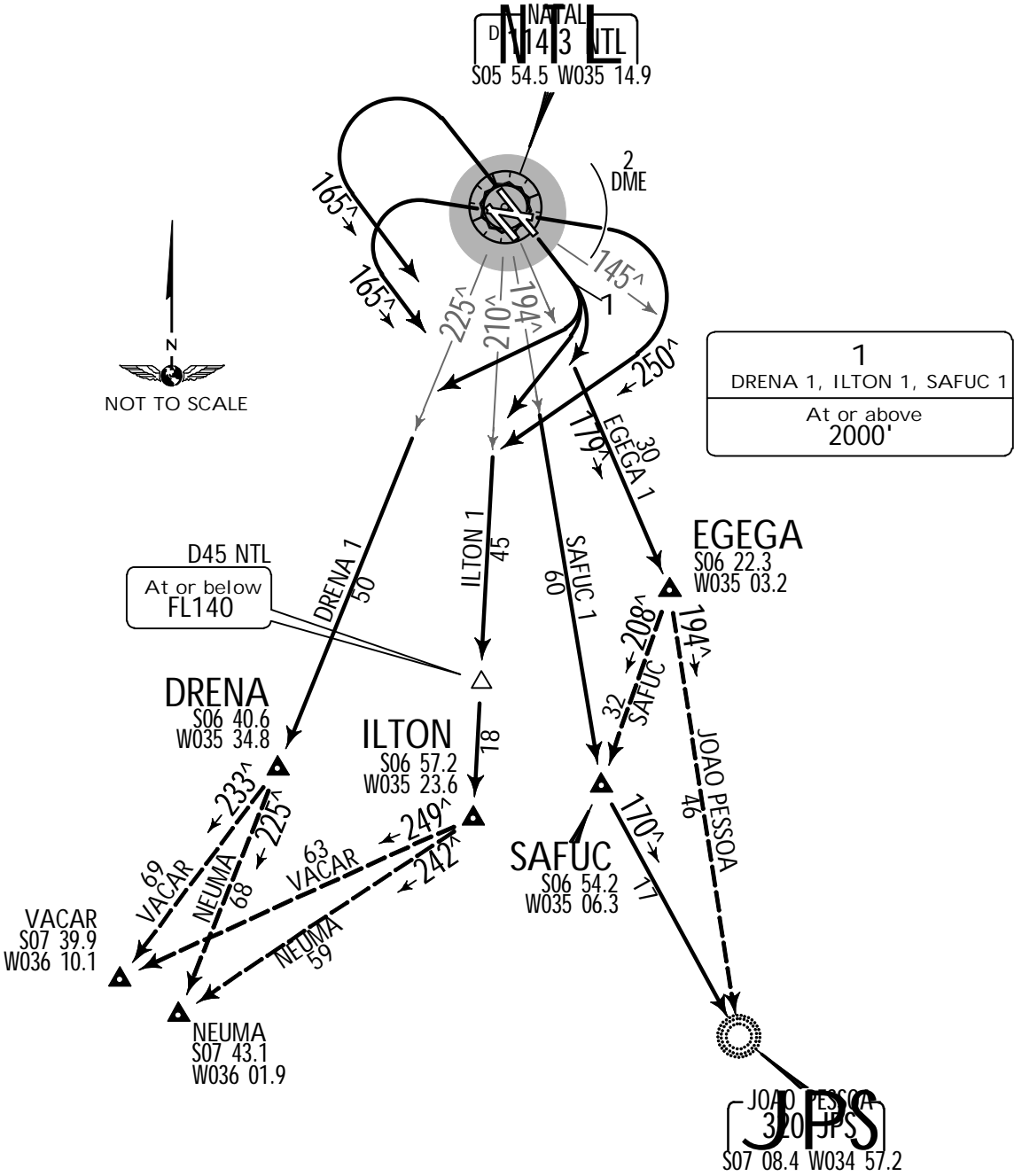
NATAL, BRAZIL

.SID.

Apt Elev
169'

Trans level: By ATC Trans alt: 4000'

DRENA 1 [DRENA1], EGEGA 1 [EGEGA1],
ILTON 1 [ILTON1], SAFUC 1 [SAFUC1],
DEPARTURES



SID

INITIAL CLIMB

DRENA 1
ILTON 1
SAFUC 1

RWYS 16L/R: Start turn after 2000'.

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6 NOV 15

10-3A

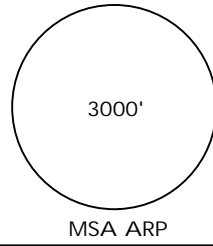
.Eff.12.Nov.

NATAL, BRAZIL

.RNAV.SID.

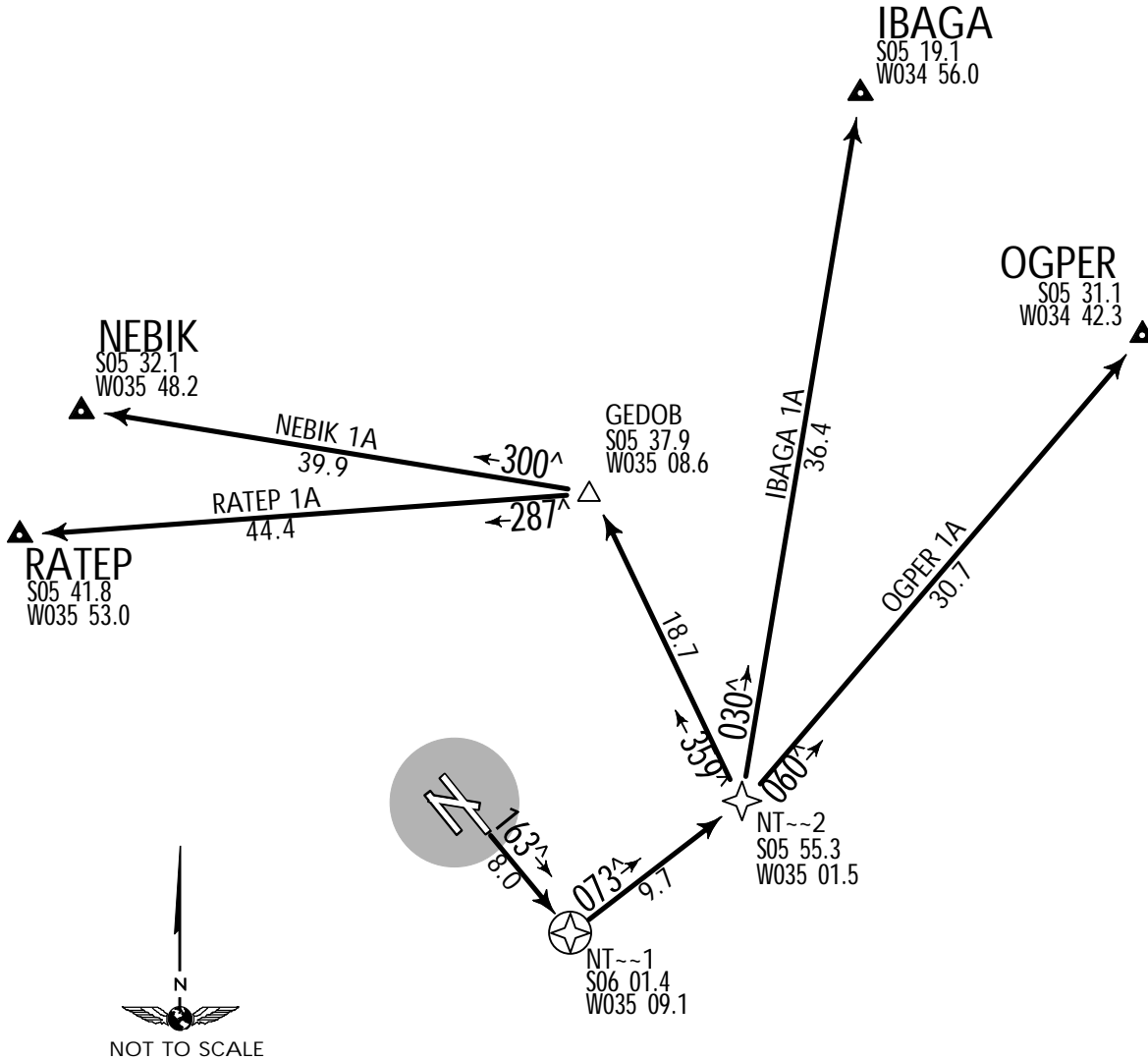
Apt Elev
169'

Trans level: By ATC Trans alt: 4000'
Certified GNSS required.



IBAGA 1A [IBAG1A], NEBIK 1A [NEBI1A]
OGPER 1A [OGPE1A], RATEP 1A [RATE1A]
RNAV DEPARTURES
(RWY 16L)

SPEED: MAX IAS 240 KT UP TO 1500'



INITIAL CLIMB

After take-off, MAINTAIN 163[^] course to NT001. Turn LEFT to intercept and MAINTAIN 073[^] track to NT002.

SID	ROUTING
IBAGA 1A	At NT002, turn LEFT to intercept and MAINTAIN 030 [^] track to IBAGA.
NEBIK 1A	At NT002, turn LEFT to intercept and MAINTAIN 359 [^] track to GEDOB, turn LEFT to intercept and MAINTAIN 300 [^] track to NEBIK.
OGPER 1A	At NT002, turn LEFT to intercept and MAINTAIN 060 [^] track to OGPER.
RATEP 1A	At NT002, turn LEFT to intercept and MAINTAIN 359 [^] track to GEDOB, turn LEFT to intercept and MAINTAIN 287 [^] track to RATEP.

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6 NOV 15

10-3B

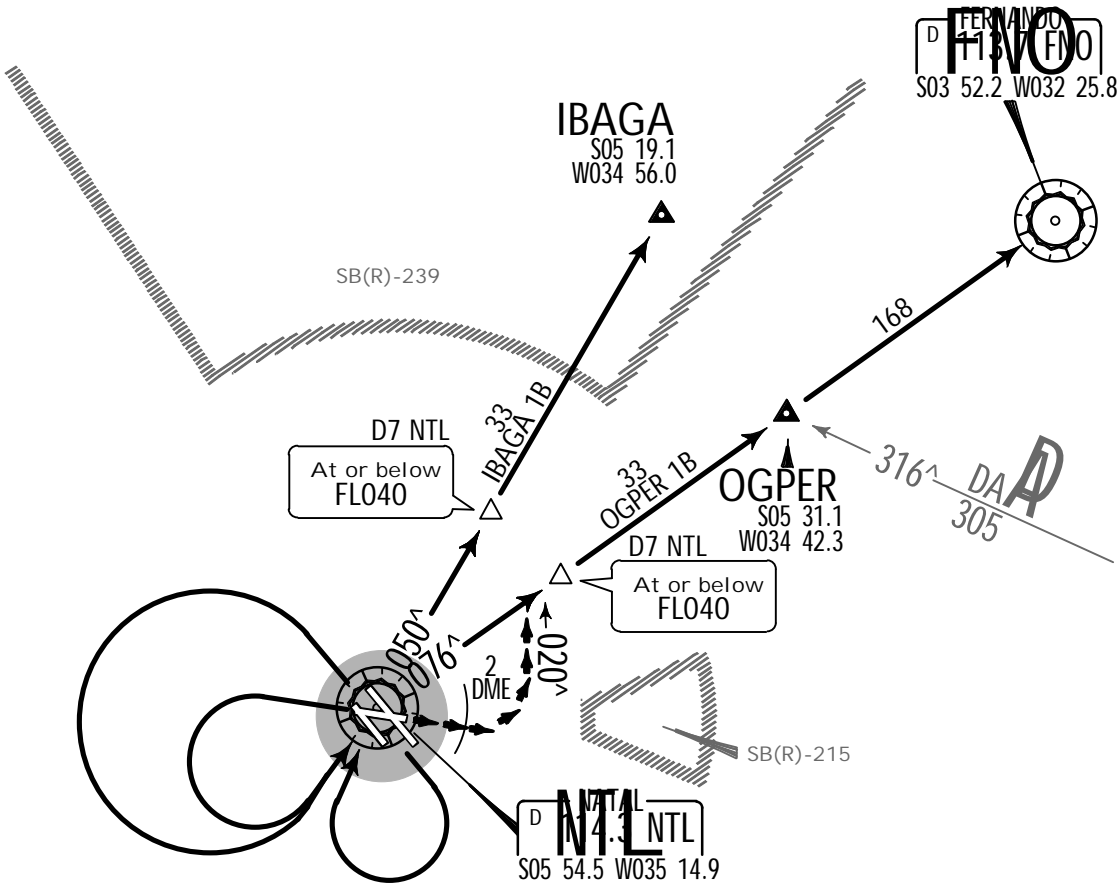
.Eff.12.Nov.

.SID.

Apt Elev
169'

Trans level: By ATC Trans alt: 4000'
IBAGA departure not available if SB(R)-239 is activated.

IBAGA 1B [IBAG1B], OGPB 1B [OGPE1B]
DEPARTURES



These SIDs require a minimum climb
gradient of 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

RWY	INITIAL CLIMB
12	LEFT turn at 2 DME at most with visual reference until intercepting or crossing NTL R-076. Observe Restricted Area SB(R)-215.

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NATAL, BRAZIL

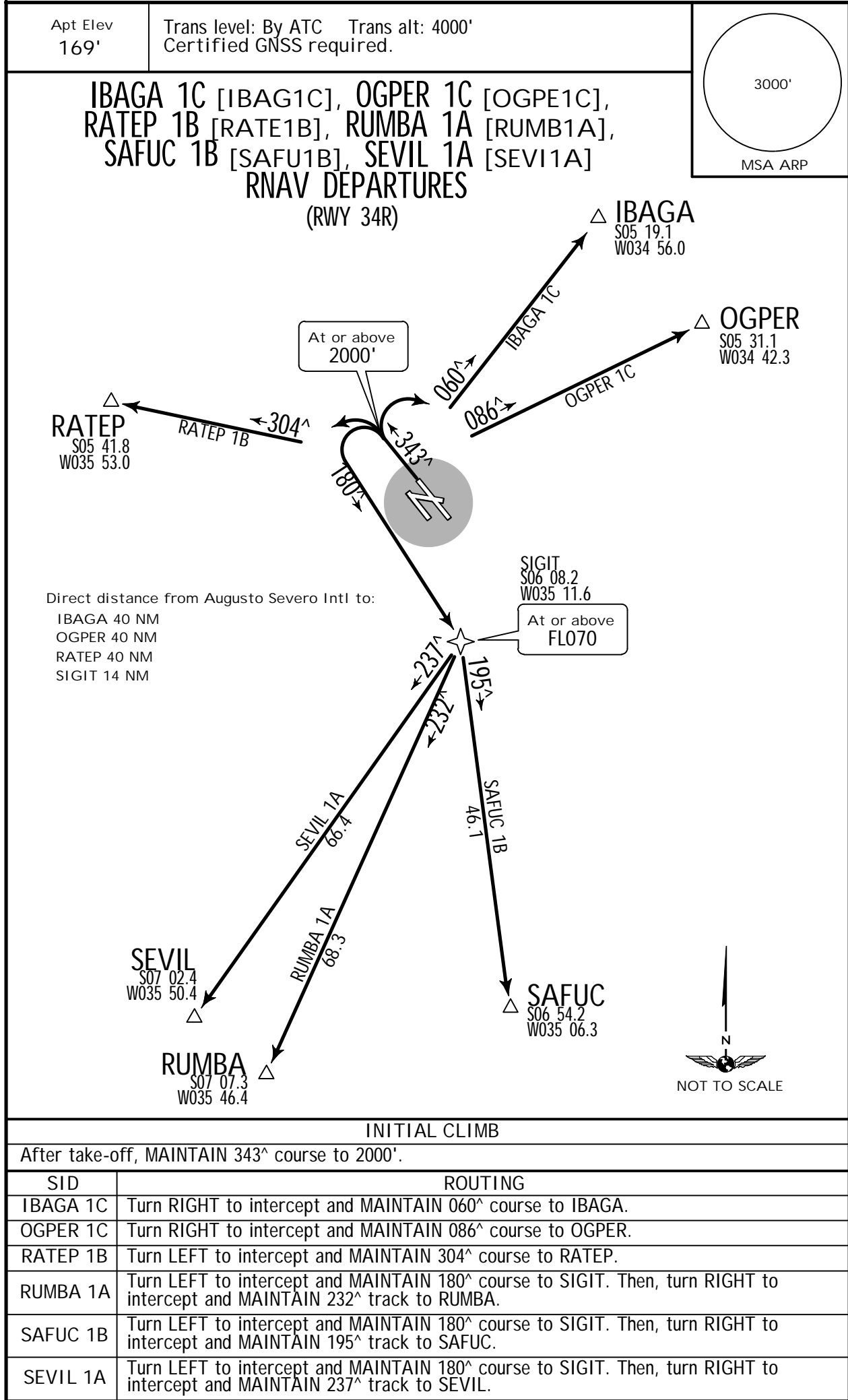
AUGUSTO SEVERO INTL

6 NOV 15

10-3C

.Eff. 12. Nov.

.RNAV.SID.



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**JEPPESEN**

9 OCT 15

10-3D

.Eff.15.Oct.

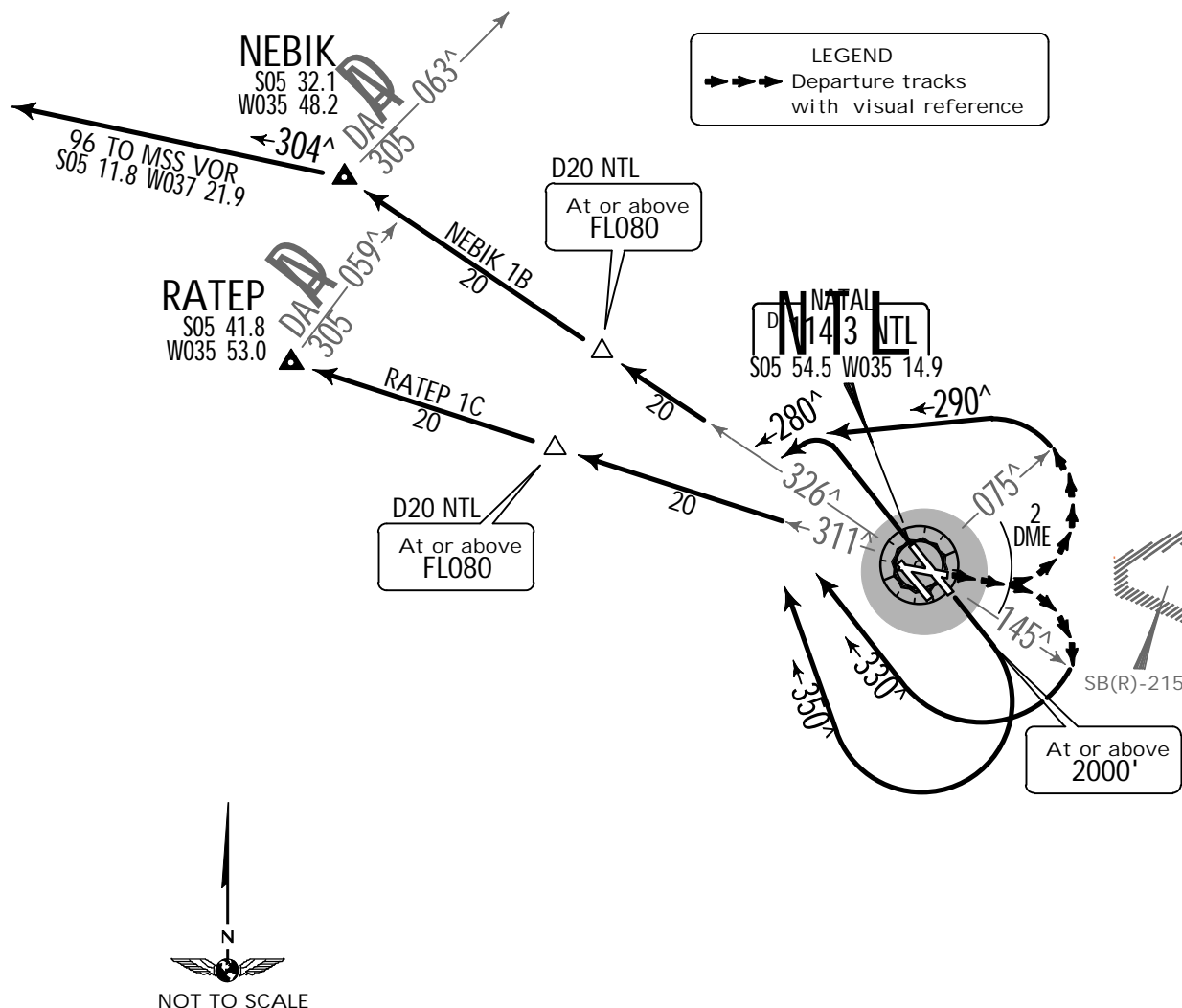
NATAL, BRAZIL

.SID.

Apt Elev
169'

Trans level: By ATC Trans alt: 4000'

NEBIK 1B [NEBI1B], RATEP 1C [RATE1C]
DEPARTURES



These SIDs require a minimum climb gradient of 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

RWY	INITIAL CLIMB
12	Turn at 2 DME at most with visual reference until passing NTL R-075 or NTL R-145. Observe Restricted Area SB(R)-215.
16L/R	Start turn after 2000'.

SBNT/NSA

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JEPPESSEN

9 OCT 15

10-3E

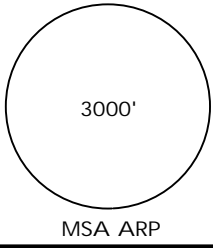
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NATAL, BRAZIL

.RNAV.SID.

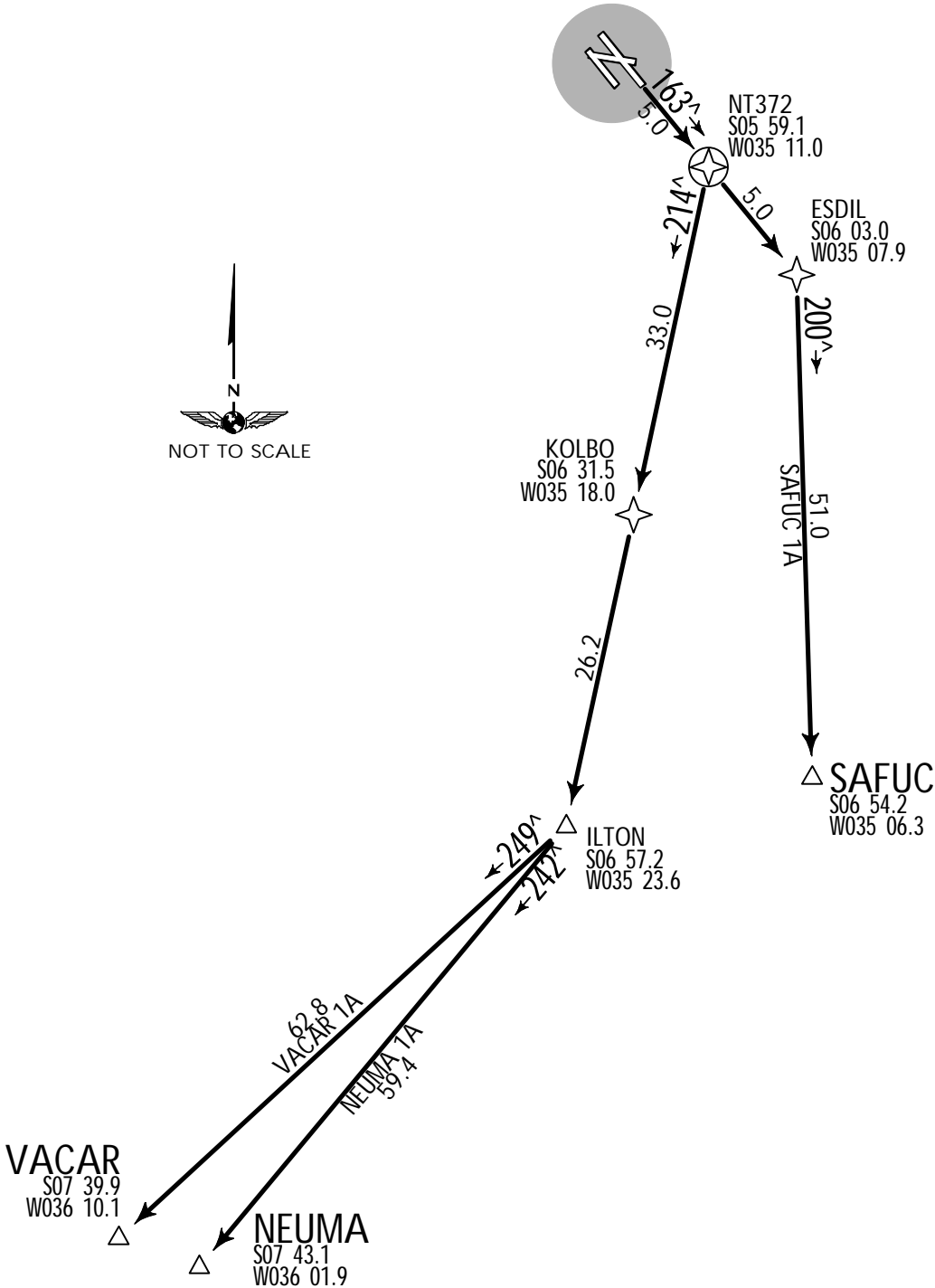
Apt Elev
169'

Trans level: By ATC Trans alt: 4000'
Certified GNSS required.



NEUMA 1A [NEUM1A], SAFUC 1A [SAFU1A],
VACAR 1A [VACA1A] RNAV DEPARTURES
(RWY 16L)

SPEED: MAX 240 KT TO 1500'



INITIAL CLIMB

After take-off, MAINTAIN 163° course to NT372 with MAX 240 KT to 1500'.

SID	ROUTING
NEUMA 1A	At NT372, turn RIGHT to intercept and MAINTAIN 214° track to KOLBO, MAINTAIN 214° track to ILTON, turn RIGHT to intercept and MAINTAIN 242° track to NEUMA.
SAFUC 1A	At NT372, MAINTAIN 163° track to ESDIL, turn RIGHT to intercept and MAINTAIN 200° track to SAFUC.
VACAR 1A	At NT372, turn RIGHT to intercept and MAINTAIN 214° track to KOLBO, MAINTAIN 214° track to ILTON, turn RIGHT to intercept and MAINTAIN 249° track to VACAR.

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Apt Elev 169'
S05 54.5 W035 15.0

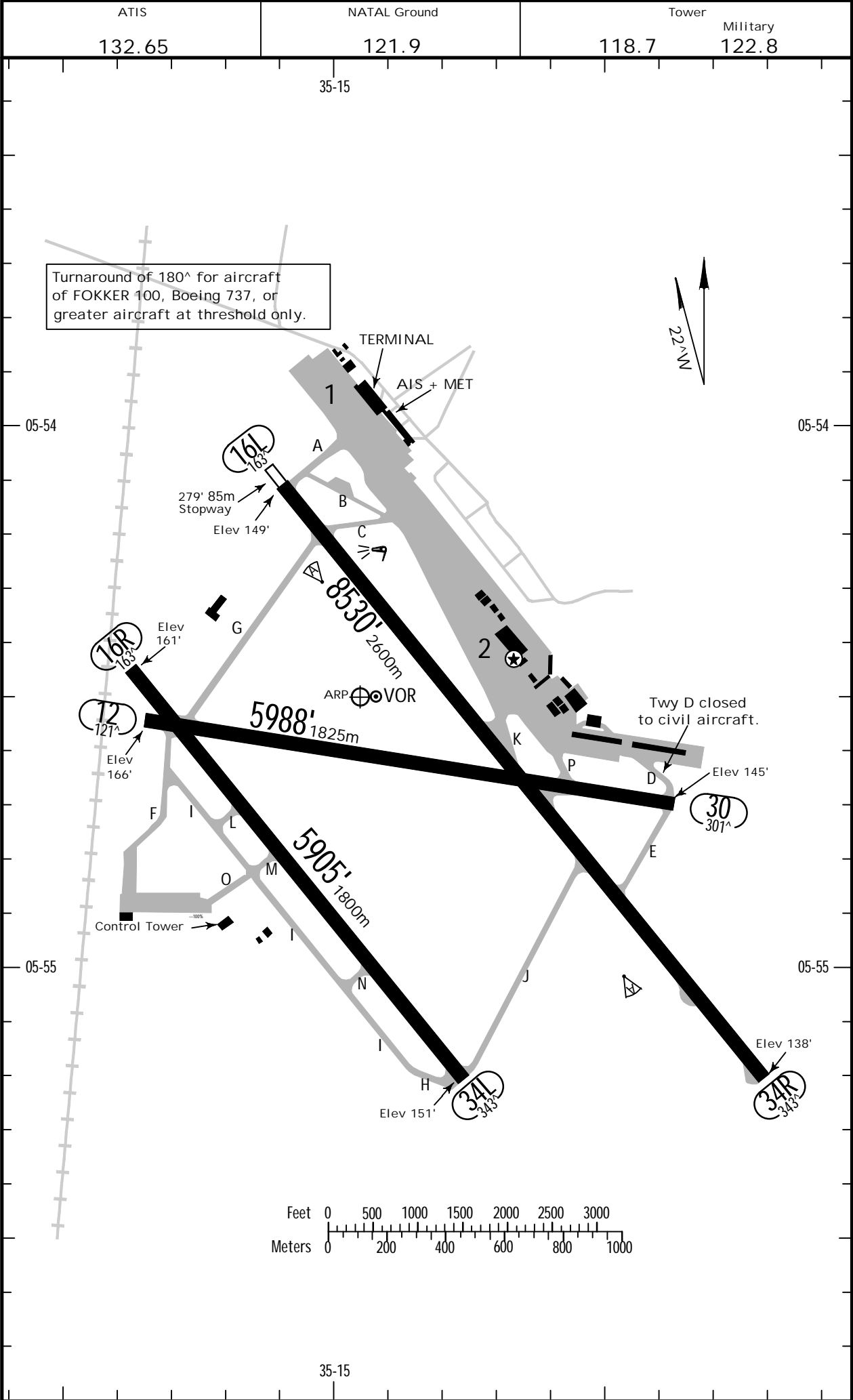


4 JUL 14

10-9

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GENERAL

Aircraft weighing more than 12 tons must supply own means for push back.
Non-radio aircraft operation is prohibited.
Contact with Natal TWR/APP before taxiing/displacement is compulsory.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope		
12	MIRL PAPI-L (angle 2.98^)				148'
30	MIRL				45m
16R	MIRL PAPI-R (angle 3.01^)				148'
34L	MIRL				45m
16L 1	MIRL PAPI (angle 3.0^)				148'
34R	MIRL				45m

1 Emergency Marker Beacon.

TAKE-OFF & DEPARTURE PROCEDURE

	Rwys 16L, 16R, 30, 34L, 34R		Rwy 12	
	Take-Off Alternate Apt. Filed	Regular	Take-Off Alternate Apt. Filed	
	RL & RCLM			
2,3&4 Eng Jet or Turbo Prop	600m	All Acft	Cat A Aircraft Landing Minimums	600' - 3200m

DEPARTURE PROCEDURE: IFR departures must comply with published SIDs.

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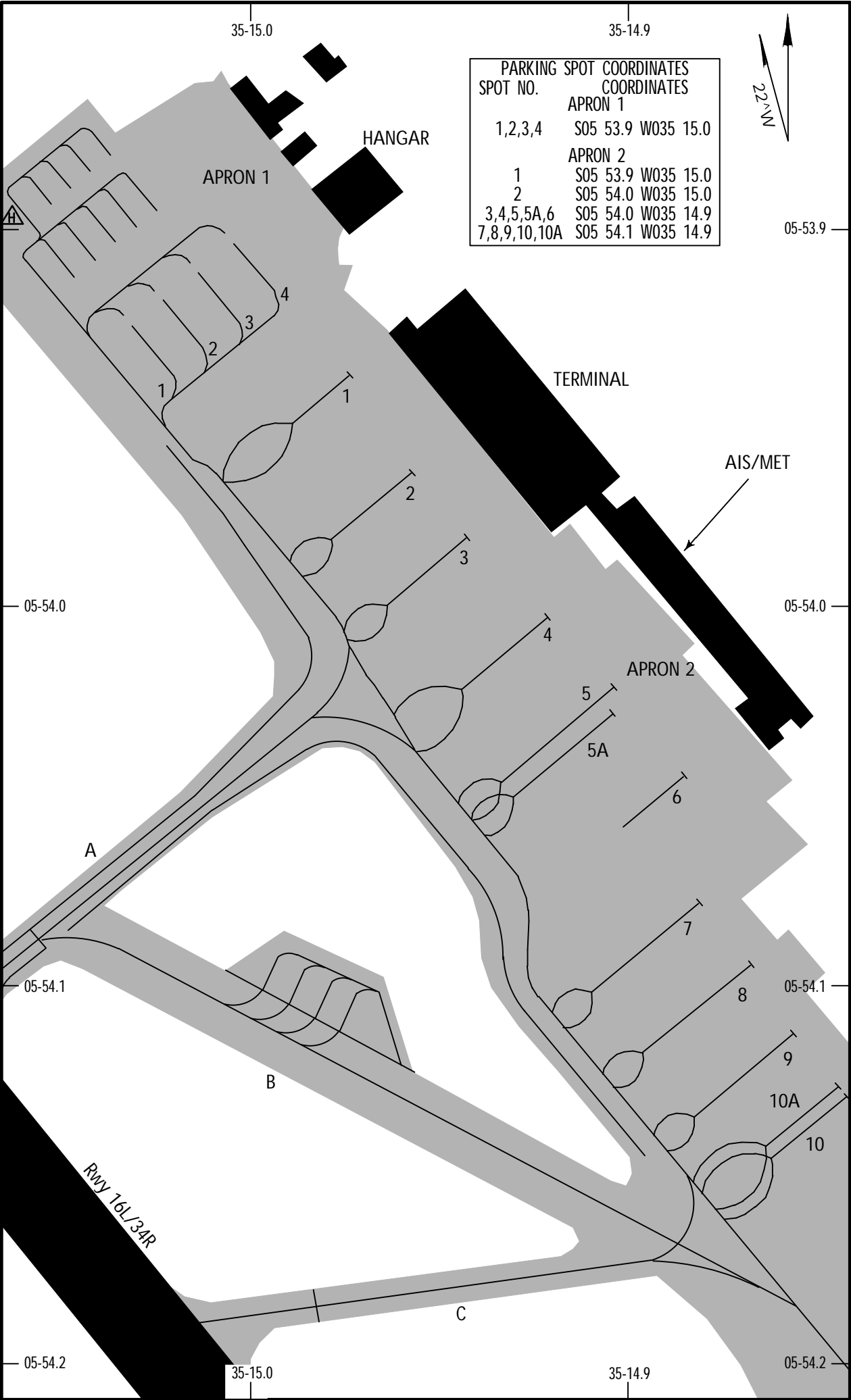
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NATAL, BRAZIL

6 JUN 14

10-9B

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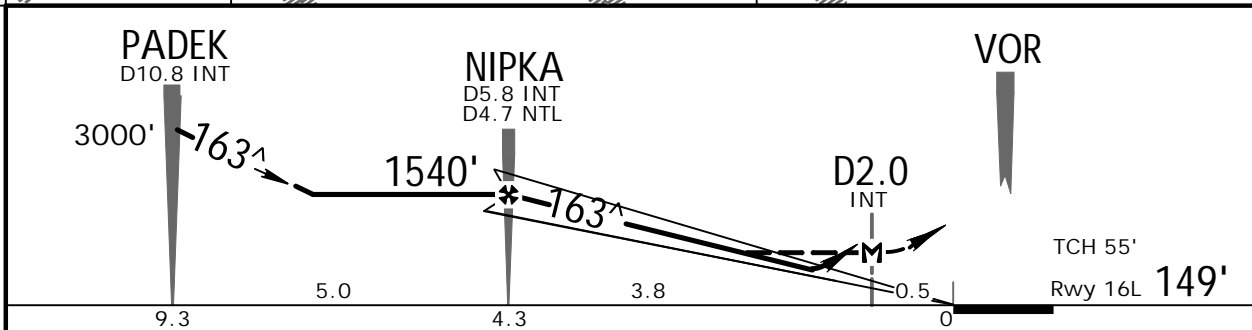
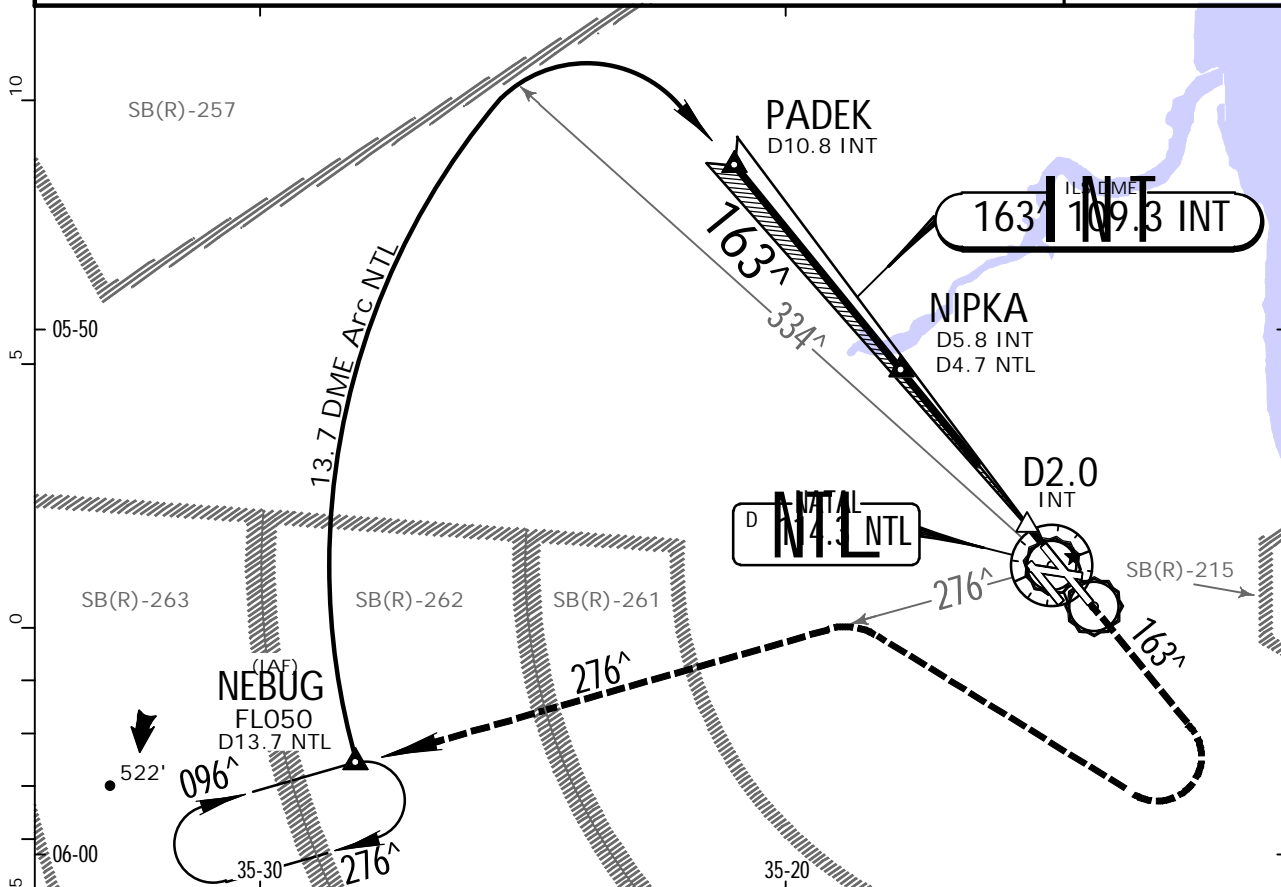
SBNT/NSA
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JEPPESSEN
17 JUL 15 **(11-1)**

NATAL, BRAZIL
ILS Z or LOC Z Rwy 16L

BRIEFING STRIP™


ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
LOC INT 109.3	Final Apch Crs 163^	GS NIPKA 1540' _(1391')	ILS DA(H) 360' _(211')	Apt Elev169' Rwy 16L 149'	<div>3000'</div>
MISSED APCH: Climb to FL050 on course 163^ . After 2000' , turn RIGHT on NTL VOR R-276 to NEBUG for holding.					
IAS MAX 210 Kts.					
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC	Trans alt: 4000'	

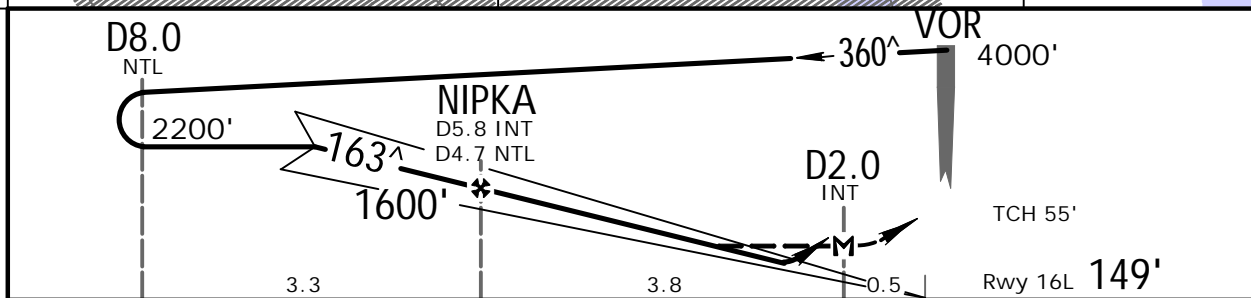
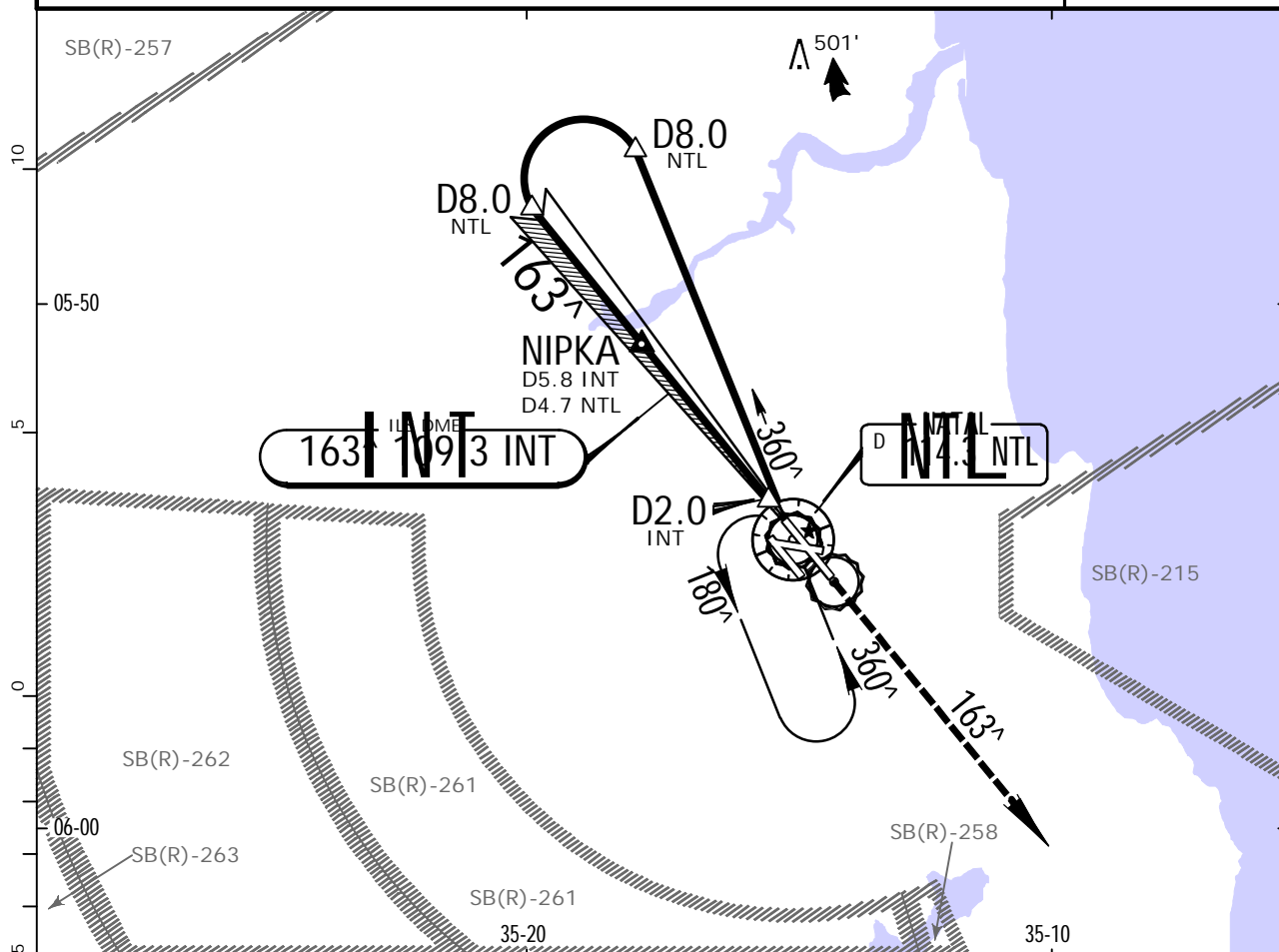


Gnd speed-Kts	90	110	130	150	170	190	PAPI	FL050 ↑ NTL 114.3 R-163
GS	3.00 [^]	478	584	690	796	902		
Rate of descent on final (feet/min)		500	600	750	850	1000		
MAP at D2.0 INT or NIPKA to MAP	3.8	2:32	2:04	1:45	1:31	1:20		

STRAIGHT-IN LANDING RWY 16L .CEILING REQUIRED.				CIRCLE-TO-LAND	
ILS DA(H) 360' (211')		LOC (GS out) MDA(H) 550' (401')		Landing Rwy 34R: Circling Not Authorized West of Airport	
CEILING-VISIBILITY		Max Kts	MDA(H)		CEIL-VIS
A	300' -1200m	90	580' (411')	500'-1600m	
B		120	670' (501')	600'-1600m	
C		140	760' (591')	600'-2400m	
D		165	860' (691')	700'-3600m	

ILS X or LOC X Rwy 16L NATAL, BRAZIL

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
LOC INT 109.3	Final Apch Crs 163^	Minimum Alt NIPKA 1600' (1451')	ILS DA(H) 360' (211')	Apt Elev 169' Rwy 16L 149'	
MISSED APCH: Climb to 4000' outbound on NTL VOR R-163.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 4000' 1. MAX IAS outbound 190 kts.					



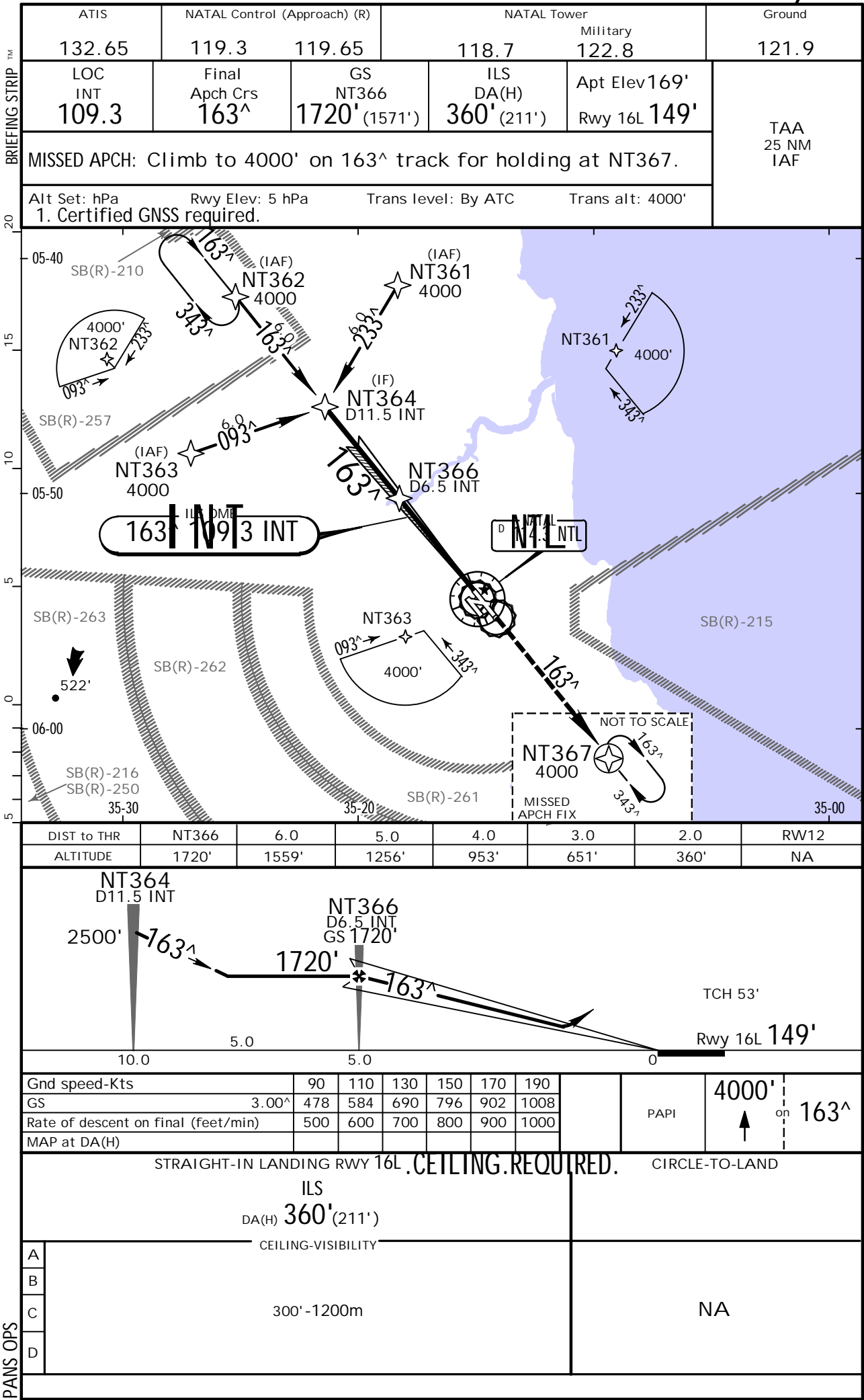
Gnd speed-Kts	90	110	130	150	170	190	PAPI	<div>4000'</div> <div>↑</div> <div>on</div> <div>NTL 114.3</div> <div>R-163</div>
GS 3.00^	478	584	690	796	902	1008		
Rate of descent on final (feet/min)	500	600	750	850	1000	1100		
MAP at D2.0 INT or NIPKA to MAP 3.8	2:32	2:04	1:45	1:31	1:20	1:12		

STRAIGHT-IN LANDING RWY 16L			CEILING REQUIRED.		CIRCLE-TO-LAND	
ILS DA(H) 360' (211')		LOC (GS out) MDA(H) 550' (401')		Landing Rwy 34R: Circling Not Authorized West of Airport		
A	CEILING-VISIBILITY 300' -1200m	CEILING-VISIBILITY 500' -1600m 500' -2000m 500' -2400m	Max Kts	MDA(H)	CEIL-VIS	
B			100	580' (411')	500'-1600m	
C			135	670' (501')	600'-1600m	
D			180	760' (591')	600'-2400m	
			205	860' (691')	700'-3600m	

SBNT/NSA
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6 JUN 14 11-3

NATAL, BRAZIL
ILS Y Rwy 16L



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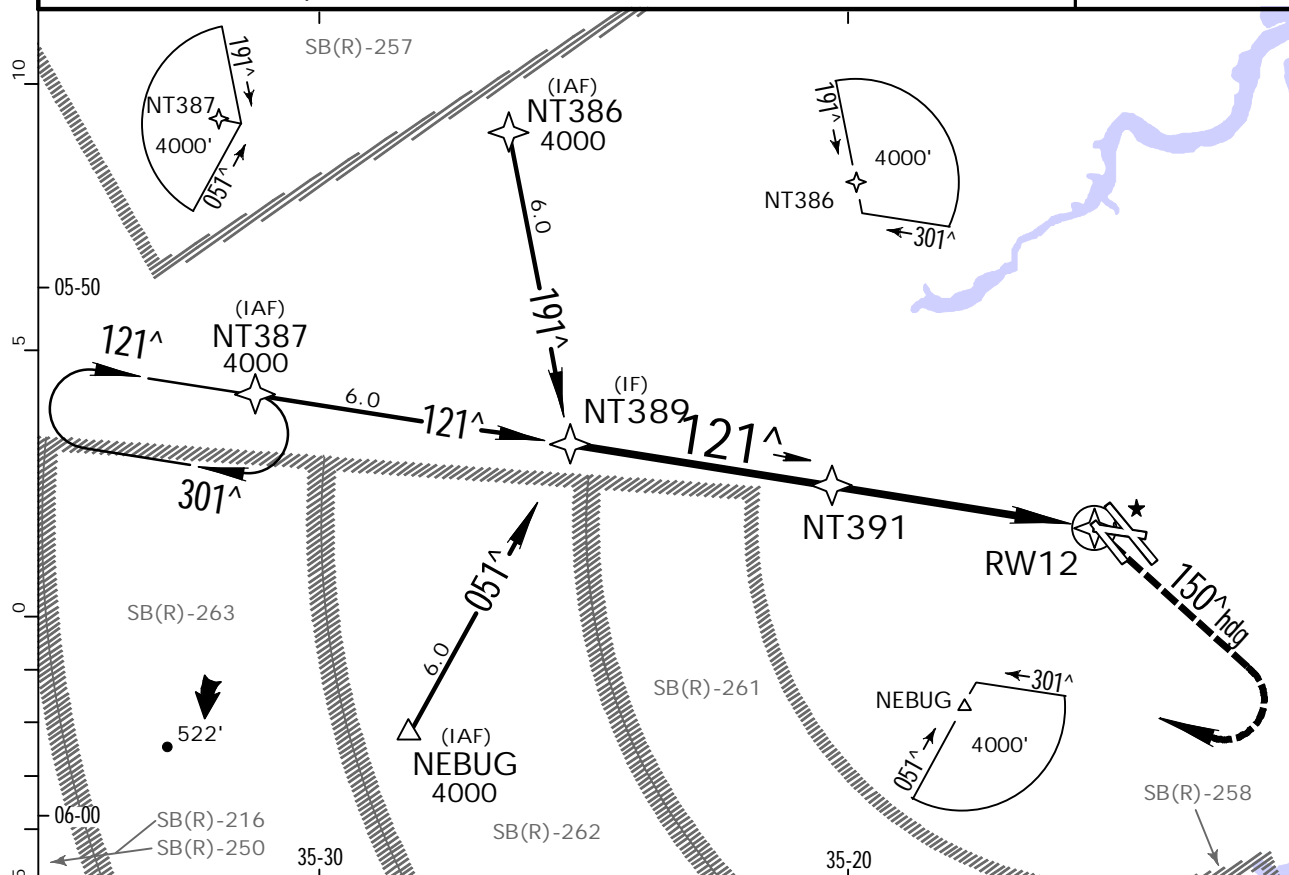
6 JUN 14

12-1

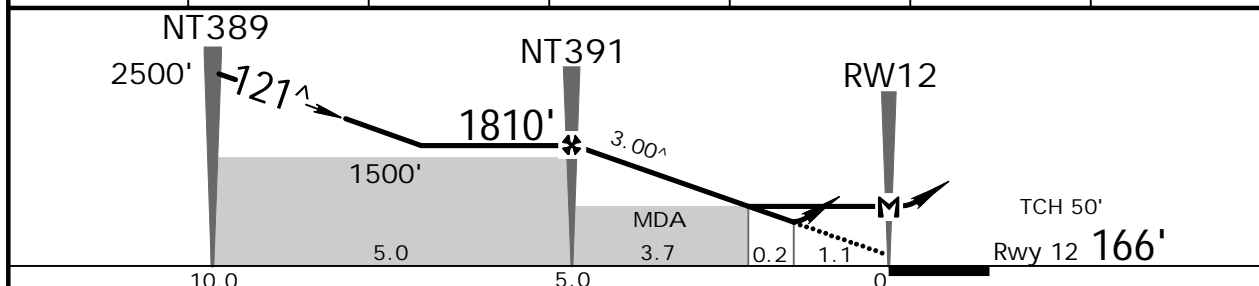
NATAL, BRAZIL
RNAV (GNSS) Rwy 12

BRIEFING STRIP™

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
RNAV	Final Apch Crs 121^	Procedure Alt NT391 1810' (1644')	LNAV/VNAV DA(H) 581' (415')	Apt Elev 169' Rwy 12 166'	TAA 25 NM IAF
MISSED APCH: Climb to 4000' on heading 150^. Turn RIGHT at 2000' to NT387 and hold.					
Alt Set: hPa Rwy Elev: 6 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	NT391	4.0	3.0	2.0	1.1	RW12
ALTITUDE	1810'	1490'	1171'	853'	581'	NA



Gnd speed-Kts	90	110	130	150	170	190	<div> <div>PAPI-L</div> <div> <div>4000'</div> <div>↑</div> </div> <div>on</div> <div> <div>150^</div> <div>hdg</div> </div> <div>NT387</div> </div>
Rate of descent on final (feet/min)	500	600	700	800	900	1000	
MAP at RW12							

STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND
LNAV/VNAV	LNAV	
DA(H) 581' (415')	MDA(H) 620' (454')	

A	CEILING-VISIBILITY		NA
B	500' -1900m	500' -1900m	
C			
D		500' -2100m	

ANS OPS

SBNT/NSA

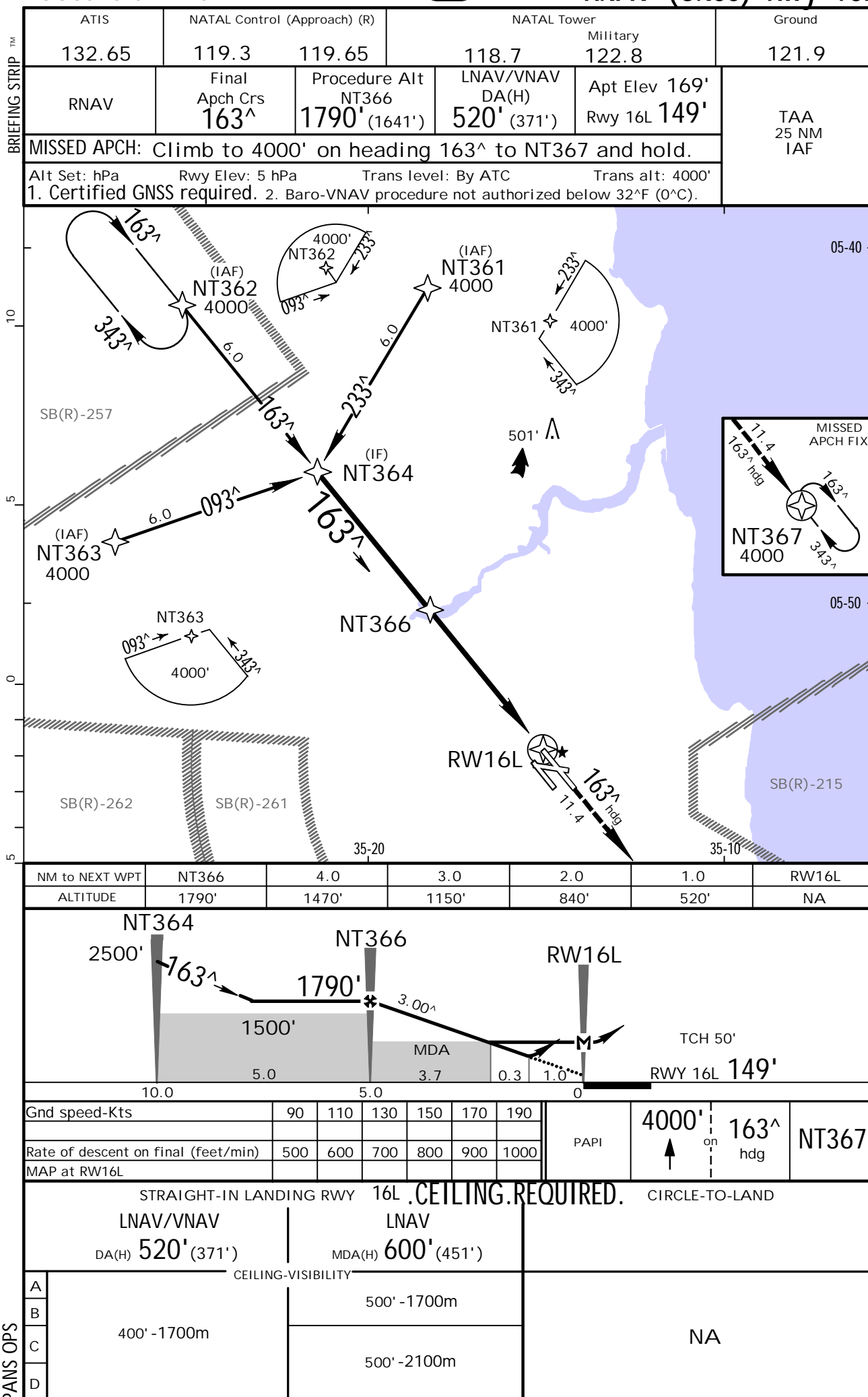
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JEPPESSEN

6 JUN 14

12-2

NATAL, BRAZIL
RNAV (GNSS) Rwy 16L



SBNT/NSA

AUGUSTO SEVERO INTL

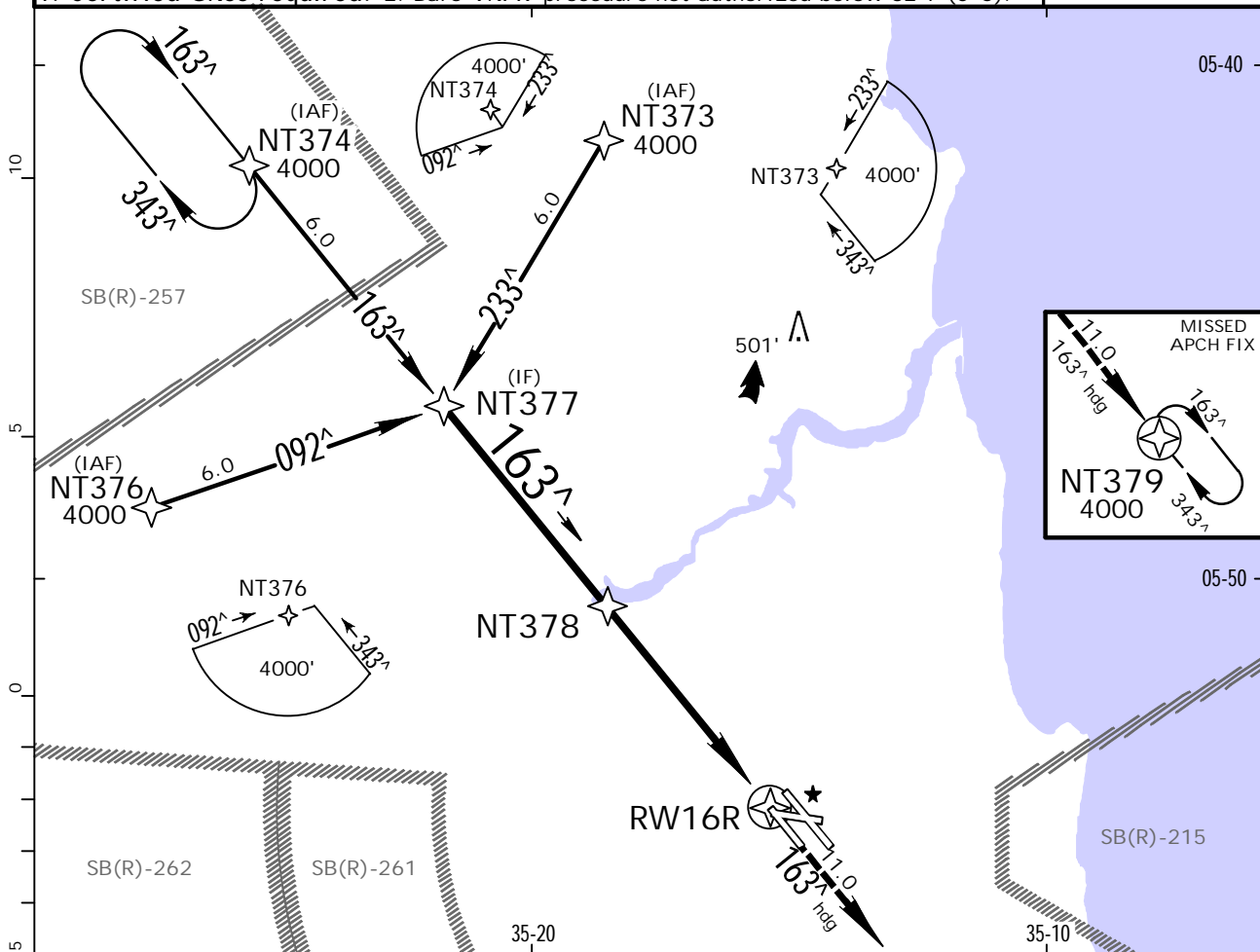
6 JUN 14

12-3

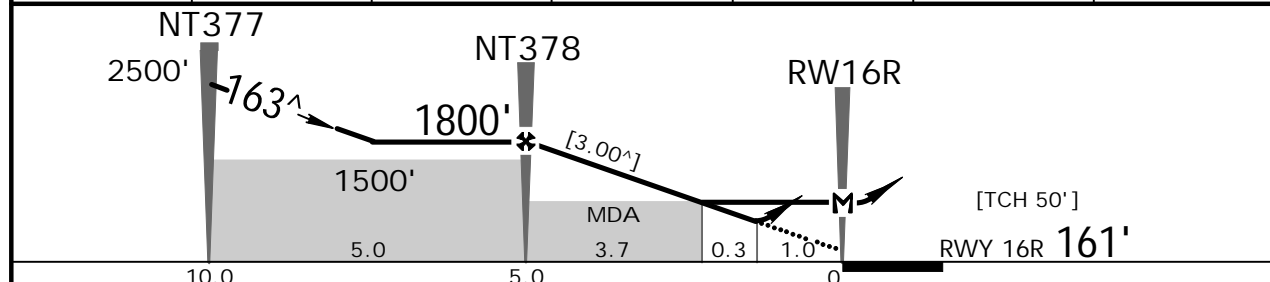
JEPPESSEN

NATAL, BRAZIL
RNAV (GNSS) Rwy 16R

BRIEFING STRIP™	ATIS		NATAL Control (Approach) (R)		NATAL Tower		Ground	
	132.65		119.3	119.65	118.7	Military 122.8	121.9	
	RNAV		Final Aptch Crs 163^	Procedure Alt NT378 1800' (1639')	LNAV/VNAV DA(H) 520' (359')	Apt Elev 169' Rwy 16R 161'	TAA 25 NM NT373, NT374 NT376	
	MISSED APCH: Climb to 4000' on heading 163^ to NT379 and hold.							
	Alt Set: hPa Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 4000'							
	1. Certified GNSS required. 2. Baro-VNAV procedure not authorized below 32°F (0°C).							



NM to NEXT WPT	NT378	4.0	3.0	2.0	1.0	RW16R
ALTITUDE	1800'	1490'	1170'	850'	520'	NA



Gnd speed-Kts	90	110	130	150	170	190	PAPI-R	4000' on 163^ hdg	NT379
Rate of descent on final (feet/min)	500	600	700	800	900	1000			
MAP at RW16R									

STRAIGHT-IN LANDING RWY16R		.CEILING.REQUIRED.		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 520' (359')		MDA(H) 610' (449')			
A	CEILING-VISIBILITY		NA		
B	400' -1600m				
C	500' -2100m				
D					

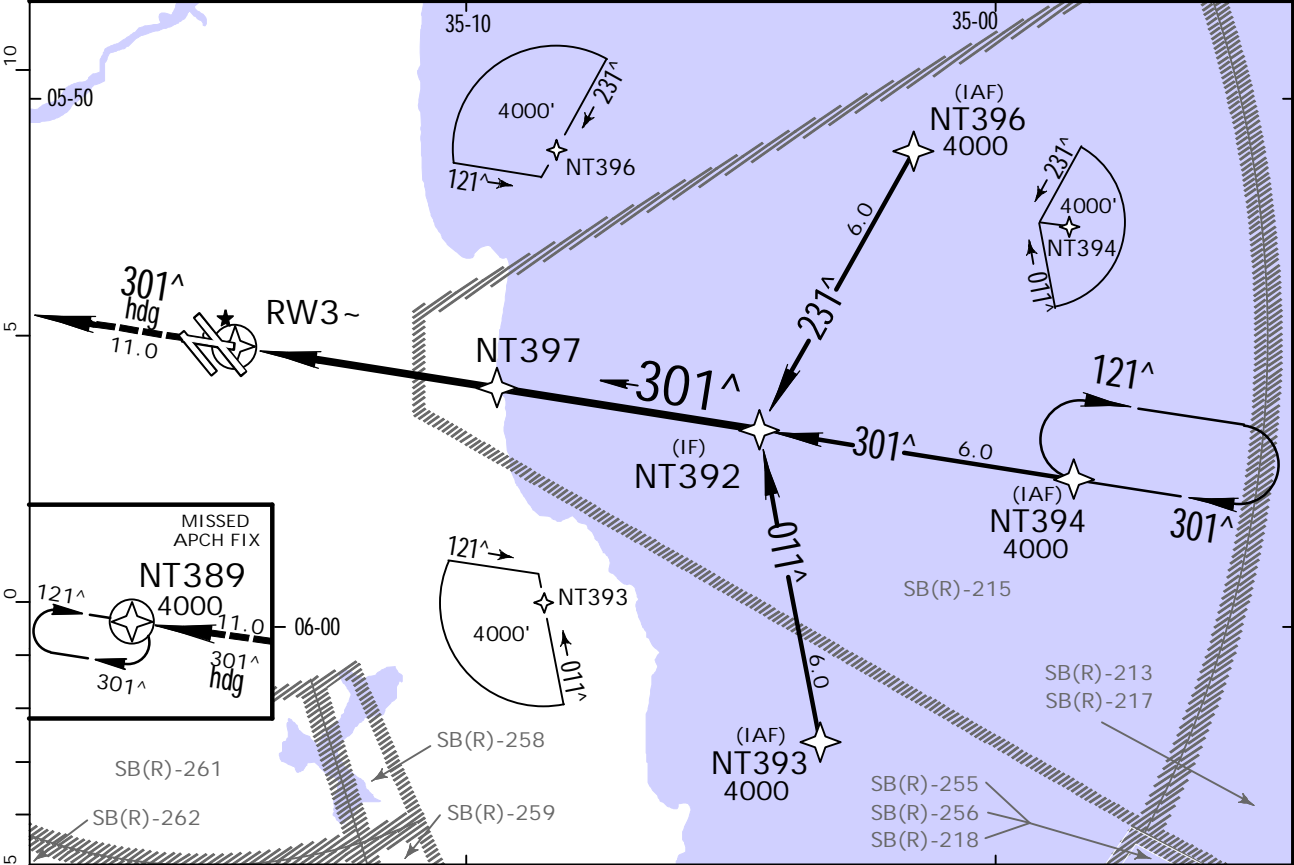
SBNT/NSA
AUGUSTO SEVERO INTL

JEPPESSEN
6 JUN 14 12-4

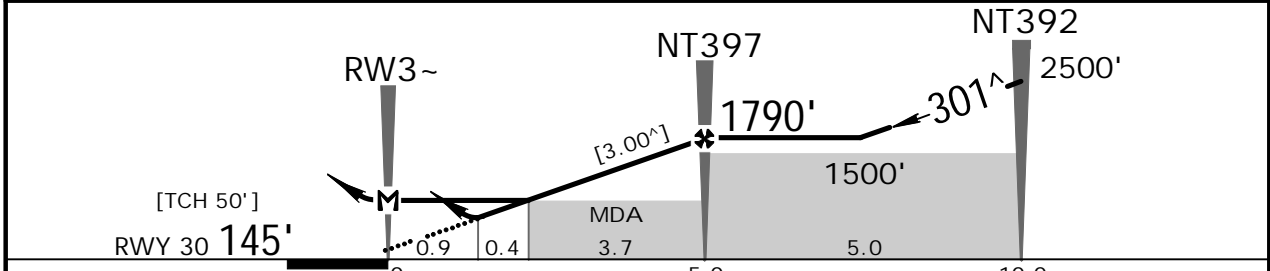
NATAL, BRAZIL
RNAV (GNSS) Rwy 30

BRIEFING STRIP™

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
RNAV	Final Apch Crs 301^	Procedure Alt NT397 1790' (1645')	LNAV/VNAV DA(H) 492' (347')	Apt Elev 169' Rwy 30 145'	TAA 25 NM NT393, NT394 NT396
MISSED APCH: Climb to 4000' on heading 301^ to NT389 and hold.					
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 4000'					
1. Certified GNSS required. 2. Baro-VNAV procedure not authorized below 32°F (0°C).					



NM to NEXT WPT	RW3~	0.9	1.0	2.0	3.0	4.0	NT397
ALTITUDE	NA	490'	510'	830'	1150'	1470'	1790'



Gnd speed-Kts	90	110	130	150	170	190	4000' on 301^ hdg NT389
Rate of descent on final (feet/min)	500	600	700	800	900	1000	
MAP at RW3~							

STRAIGHT-IN LANDING RWY 30 .CEILING.REQUIRED.			CIRCLE-TO-LAND		
LNAV/VNAV DA(H) 492'(347')			LNAV MDA(H) 610'(465')		
CEILING-VISIBILITY					
A	400' -1600m			500' -1600m	
B				NA	
C					
D					

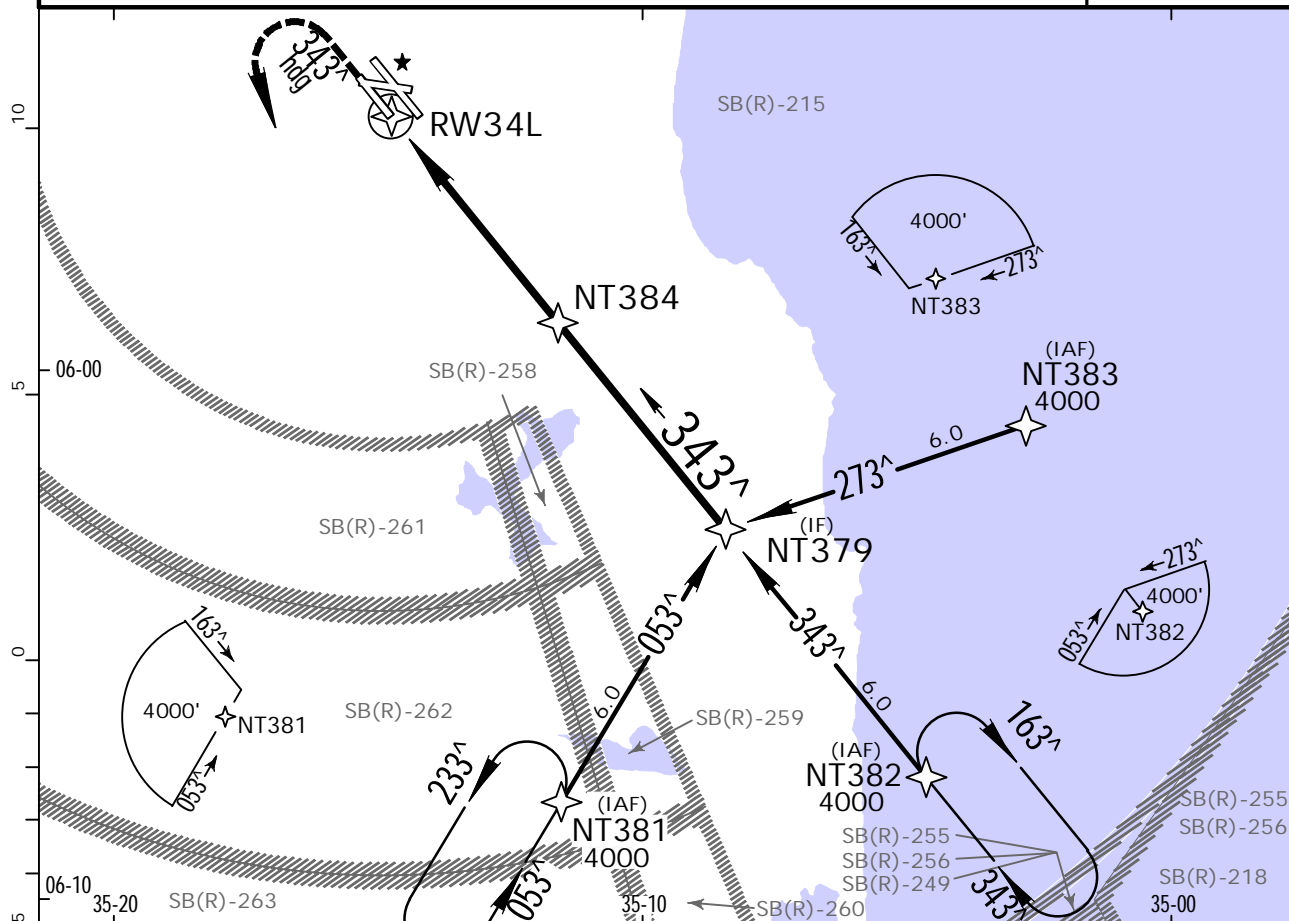
SBNT/NSA MISSED APCH CLIMB
GRADIENT MIM 4.0%
AUGUSTO SEVERO INTL

JEPPESSEN
6 JUN 14 (12-5)

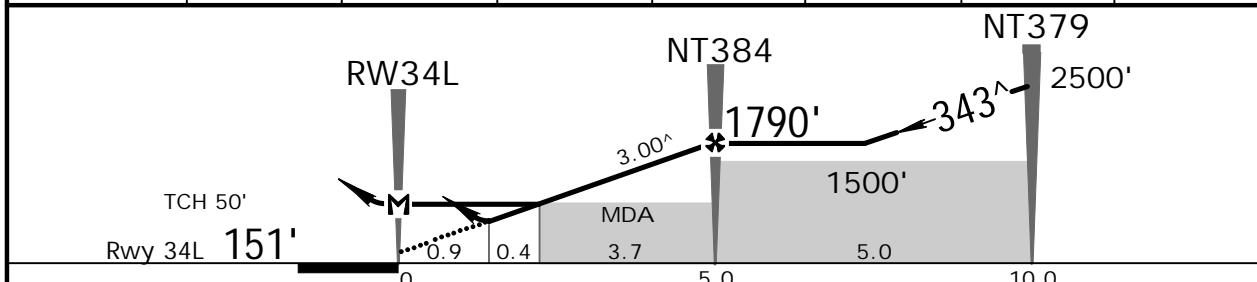
NATAL, BRAZIL
RNAV (GNSS) Rwy 34L

BRIEFING STRIP™

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
RNAV	Final Apch Crs 343^	Procedure Alt NT384 1790' (1639')	LNAV/VNAV DA(H) 490' (339')	Apt Elev 169' Rwy 34L 151'	TAA 25 NM IAF
MISSED APCH: Climb to 1000' on heading 343^ then turn LEFT to 4000' for holding at NT381.					
Alt Set: hPa Rwy Elev: 6 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	RW34L	0.9	1.0	2.0	3.0	4.0	NT384
ALTITUDE	NA	490'	519'	838'	1156'	1475'	1790'



Gnd speed-Kts	90	110	130	150	170	190	1000'	343^	4000'	NT381
Rate of descent on final (feet/min)	500	600	700	800	900	1000	↑	on hdg	LT	
MAP at RW34L										

STRAIGHT-IN LANDING RWY 34L		CEILING REQUIRED.		CIRCLE-TO-LAND	
Missed apch climb gradient mim 4.0% until 1000'					
LNAV/VNAV DA(H) 490' (339')		LNAV MDA(H) 610' (459')			
CEILING-VISIBILITY					
A		500' -1600m			
B					
C		500' -2100m			
D					

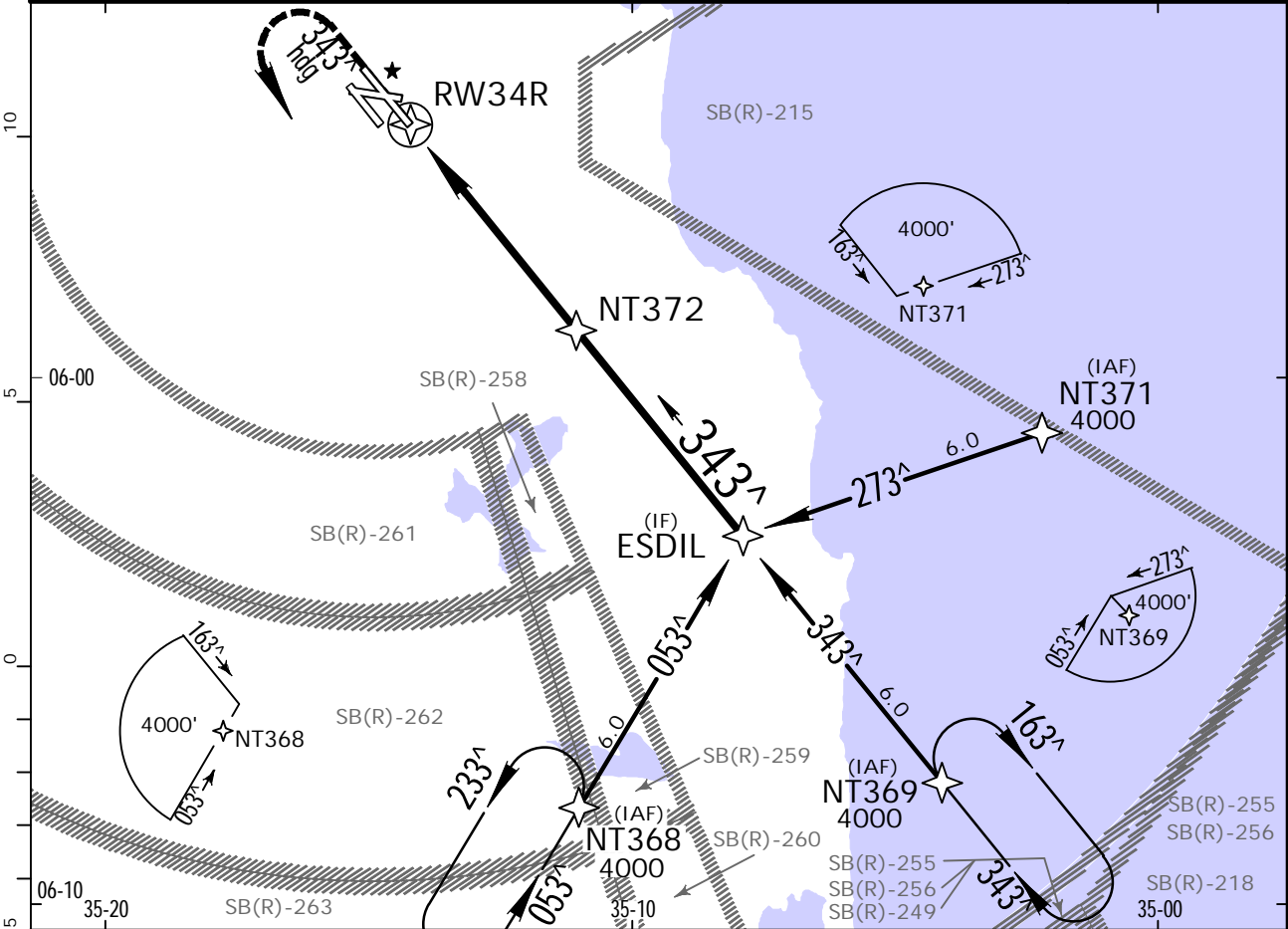
SBNT/NSA MISSED APCH CLIMB
GRADIENT MIM 4.0%
AUGUSTO SEVERO INTL

6 JUN 14 12-6
JEPPESSEN

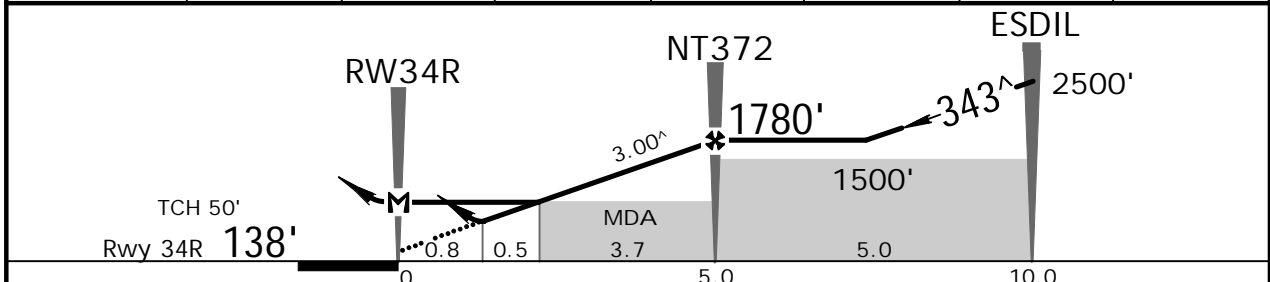
NATAL, BRAZIL
RNAV (GNSS) Rwy 34R

BRIEFING STRIP™

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
RNAV	Final Apch Crs 343^	Procedure Alt NT372 1780' (1642')	LNAV/VNAV DA(H) 450' (312')	Apt Elev 169' Rwy 34R 138'	TAA 25 NM IAF
MISSED APCH: Climb to 1000' on heading 343^. Then turn LEFT to 4000' to NT368 and hold.					
Alt Set: hPa Rwy Elev: 5 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	RW34R	0.8	1.0	2.0	3.0	4.0	NT372
ALTITUDE	NA	450'	506'	825'	1143'	1462'	1780'



Gnd speed-Kts	90	110	130	150	170	190	1000'	343^	4000'	NT368
Rate of descent on final (feet/min)	500	600	700	800	900	1000	↑	on hdg	LT	
MAP at RW34R										

STRAIGHT-IN LANDING RWY 34R			CEILING REQUIRED.			CIRCLE-TO-LAND		
Missed apch climb gradient mim 4.0% until 1000'								
LNAV/VNAV			LNAV					
DA(H) 450'(312')			MDA(H) 590'(452')					
CEILING-VISIBILITY								
A			500' -1600m			NA		
B								
C	400' -1400m							
D			500' -2100m					

SBNT/NSA

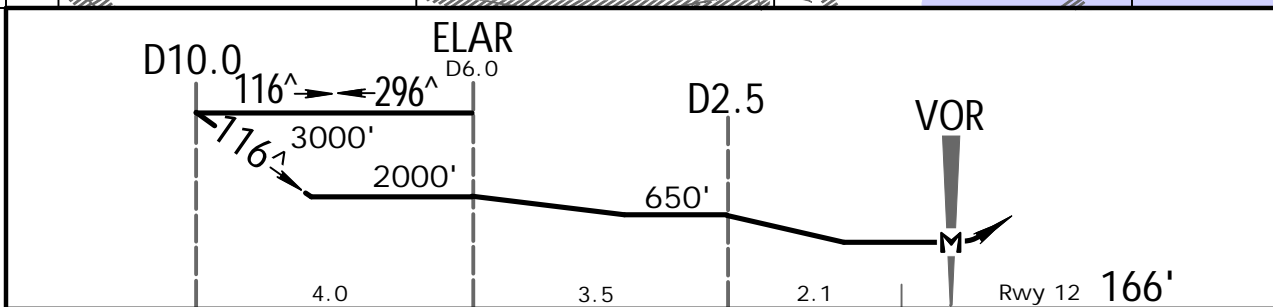
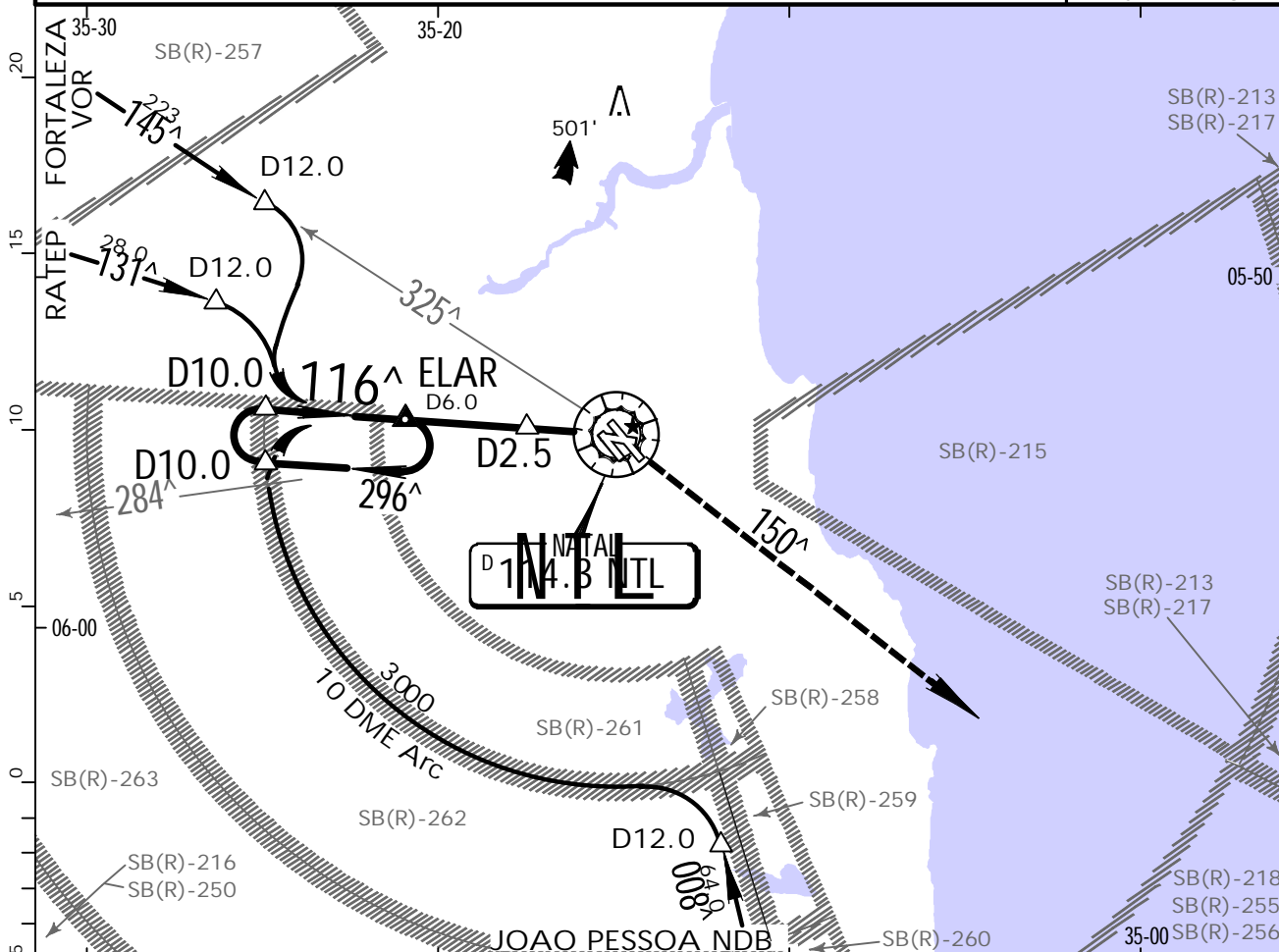
AUGUSTO SEVERO INTL

JEPPESSEN

17 JUL 15 (13-2)

NATAL, BRAZIL
VOR DME Y Rwy 12

BRIEFING STRIP™	ATIS		NATAL Control (Approach) (R)		NATAL Tower		Ground
	132.65		119.3	119.65	118.7	Military 122.8	121.9
	VOR NTL 114.3		Final Apch Crs 116^	No FAF	MDA(H) 530' (364')	Apt Elev 169' Rwy 12 166'	<div>3000'</div>
	MISSED APCH: Climb to 3000' outbound on NTL VOR R-150.						
	Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC		
MSA NTL VOR							



Gnd speed-Kts	90	110	130	150	170	190	PAPI-L	3000' on NTL ↑ 114.3 R-150
Rate of descent on final(feet/min)	450	550	650	750	850	950		
MAP at VOR								

STRAIGHT-IN LANDING RWY 12 .CEILING.REQUIRED.		CIRCLE-TO-LAND	
MDA(H) 530' (364')			
CEILING-VISIBILITY		Max Kts	MDA(H) CEIL-VIS
A	400'-1600m	100	570' (401') 500' -1600m
		135	670' (501') 600' -1600m
		180	760' (591') 600' -2400m
		205	860' (691') 700' -3600m

SBNT/NSA

JEPPESSEN

NATAL, BRAZIL

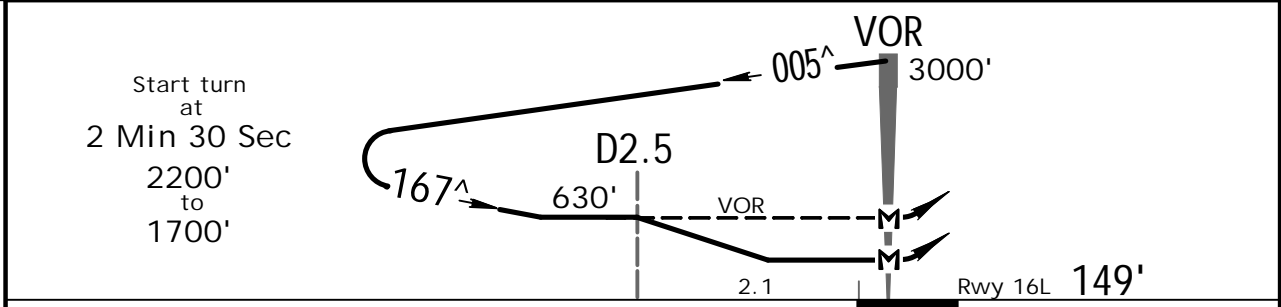
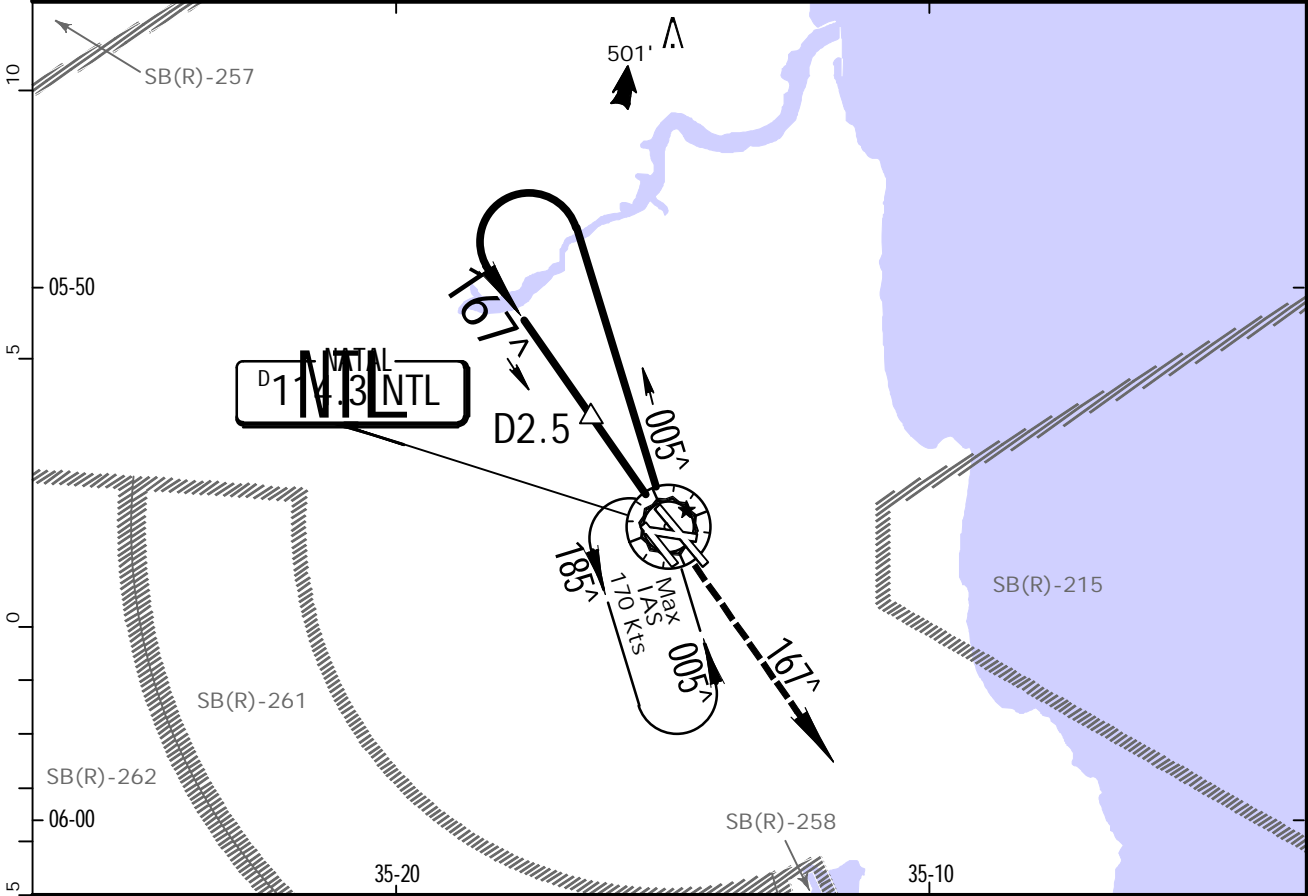
AUGUSTO SEVERO INTL

17 JUL 15

13-3

VOR or VOR DME Z Rwy 16L

ATIS 132.65		NATAL Control (Approach) (R) 119.3 119.65		NATAL Tower Military 118.7 122.8		Ground 121.9			
VOR NTL 114.3		Final Apch Crs 167^		No FAF		VOR DME MDA(H) 530' (381')		Apt Elev 169'	
						VOR MDA(H) 630' (481')		Rwy 16L 149'	
MISSED APCH: Climb to 3000' outbound on NTL VOR R-167.								<div>3000'</div> <div>MSA NTL VOR</div>	
Alt Set: hPa		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 4000'			



Rate of descent on final (feet/min)	700	PAPI	3000' on NTL 114.3 R-167
MAP at VOR			

STRAIGHT-IN LANDING RWY 16L .CEILING REQUIRED.		CIRCLE-TO-LAND	
VOR DME MDA(H) 530' (381')	VOR MDA(H) 630' (481')	Max Kts	MDA(H) CEIL-VIS
400'-1600m	500'-1600m	100	630' (461') 500'-1600m
	500'-2000m	135	670' (501') 600'-1600m
	500'-2400m	180	760' (591') 600'-2400m
400'-2000m	500'-2400m	205	860' (691') 700'-3600m

CHANGES: Circling minima.

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SBNT/NSA

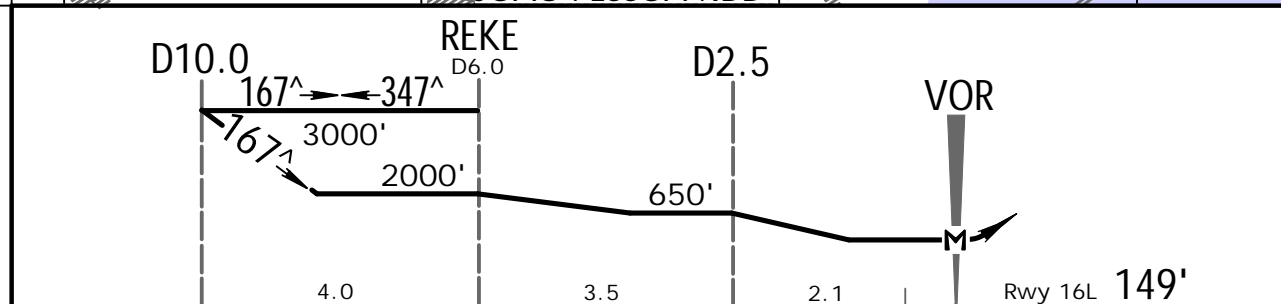
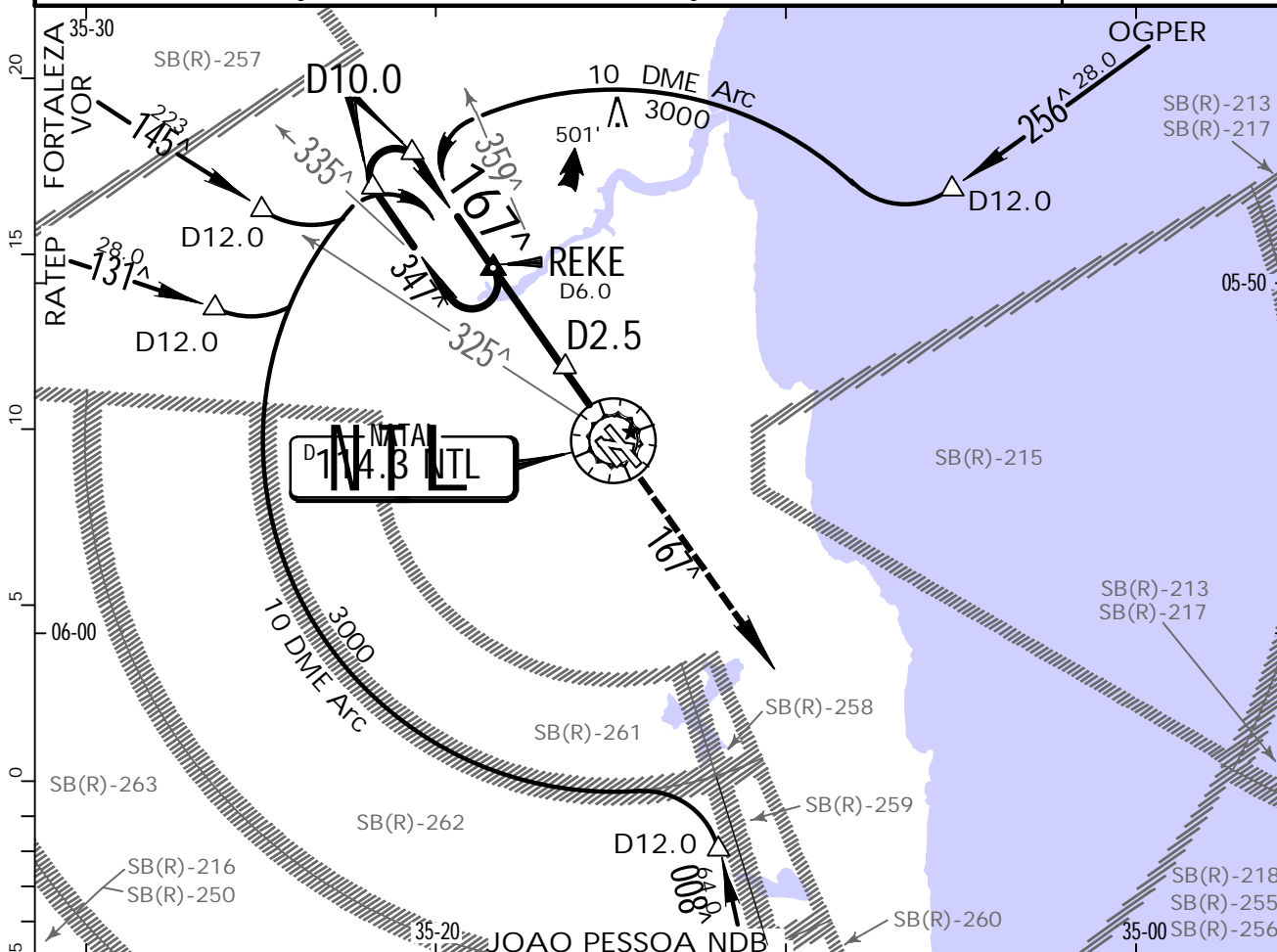
JEPPESEN

NATAL, BRAZIL
VOR DME Y Rwy 16L

AUGUSTO SEVERO INTL

17 JUL 15 (13-4)

BRIEFING STRIP™	ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
	132.65	119.3	119.65	118.7	Military 122.8	121.9
	VOR NTL 114.3	Final Apch Crs 167 [^]	No FAF	MDA(H) 530' (381')	Apt Elev 169' Rwy 16L 149'	3000'
MISSED APCH: Climb to 3000' outbound on NTL VOR R-167.						MSA NTL VOR
Alt Set: hPa		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 4000'	



Gnd speed-Kts	90	110	130	150	170	190	PAPI	3000' ↑ on NTL 114.3 R-167
Rate of descent on final(feet/min)	450	550	650	750	850	950		
MAP at VOR								

STRAIGHT-IN LANDING RWY 16L .CEILING.REQUIRED. CIRCLE-TO-LAND

MDA(H) 530' (381')

PANS OPS	CEILING-VISIBILITY		Max Kts	MDA(H)	CEIL-VIS
	400'-1600m		100	630'(461')	500'-1600m
	400'-1600m		135	670'(501')	600'-1600m
	400'-1600m		180	760'(591')	600'-2400m
PANS OPS	400'-2000m		205	860'(691')	700'-3600m

SBNT/NSA

AUGUSTO SEVERO INTL

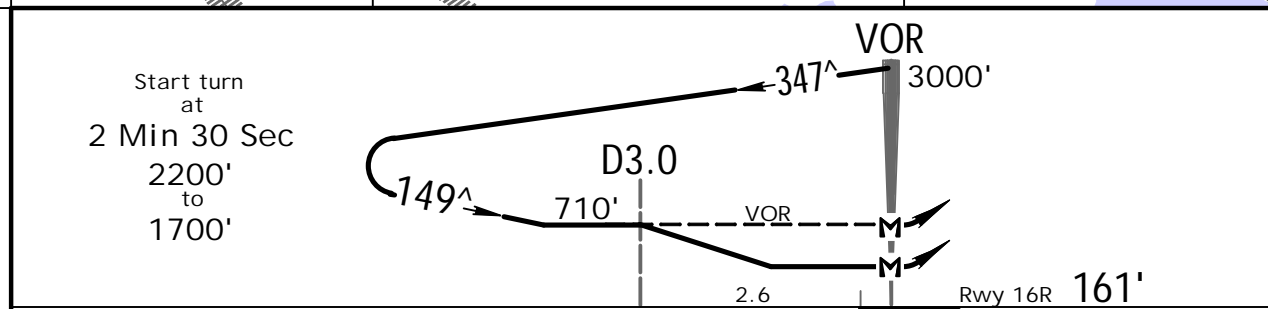
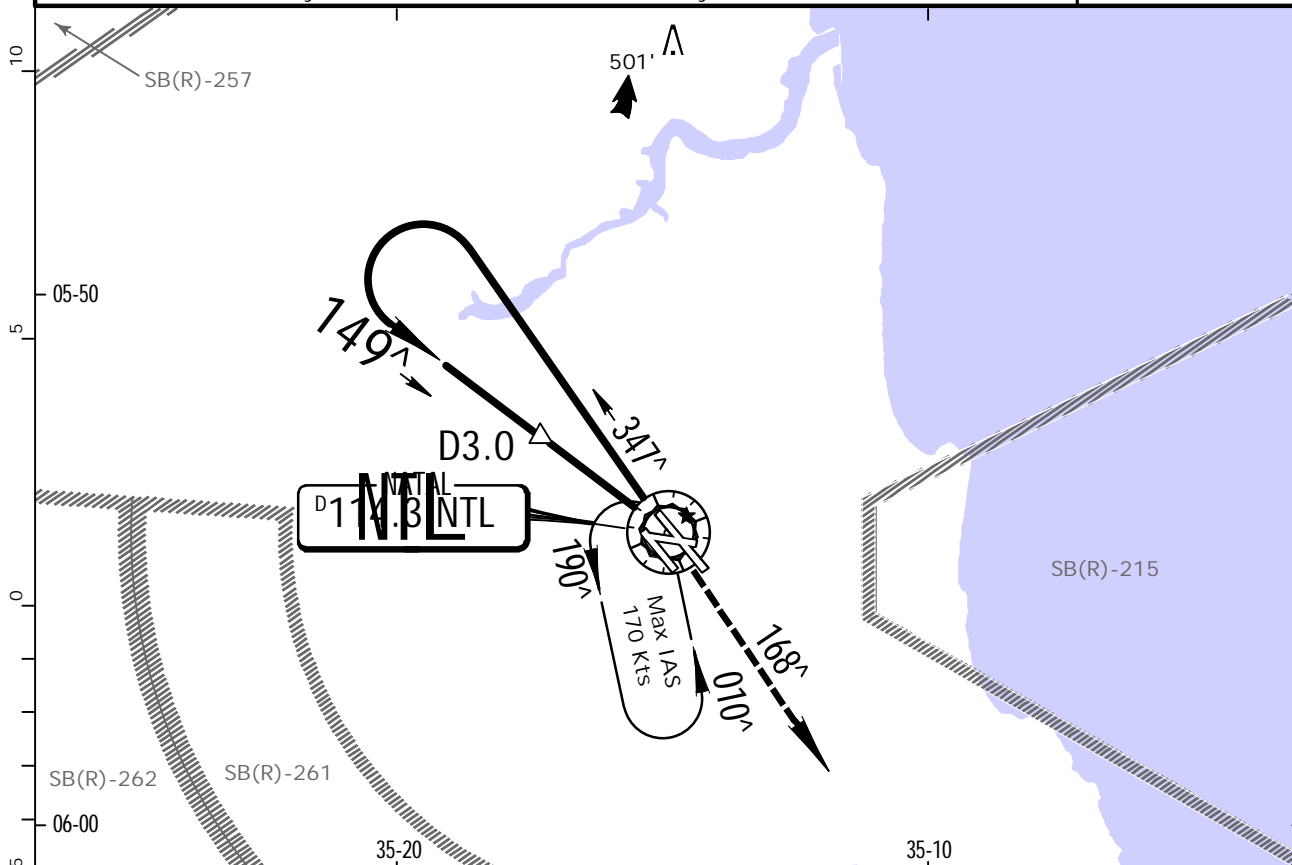
JEPPESSEN

17 JUL 15

13-5

NATAL, BRAZIL
VOR or VOR DME Rwy 16R

ATIS	NATAL Control (Approach) (R)		NATAL Tower		Ground
132.65	119.3	119.65	118.7	Military 122.8	121.9
VOR NTL 114.3	Final Apch Crs 149 [^]	No FAF	VOR DME MDA(H) 530' (369')	Apt Elev 169'	3000'
			VOR MDA(H) 710' (549')	Rwy 16R 161'	
MISSED APCH: Climbing RIGHT turn to 3000' outbound on NTL VOR R-168.					MSA NTL VOR
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 4000'	



Rate of descent on final (feet/min)	700	PAPI-R	3000' NTL on 114.3 RT R-168
MAP at VOR			

STRAIGHT-IN LANDING RWY 16R .CEILING REQUIRED.				CIRCLE-TO-LAND	
VOR DME MDA(H) 530' (369')		VOR MDA(H) 710' (549')		Max Kts	
CEILING-VISIBILITY					
A				100	710' (541') 600'-1600m
B	400'-1600m	600'-1600m		135	
C		600'-2400m		180	760' (591') 600'-2400m
D	400'-2000m	600'-2800m		205	860' (691') 700'-3600m

CHANGES: Circling minima.

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General Information

Location: SAL CPV
ICAO/IATA: GVAC / SID
Lat/Long: N16° 44.26', W022° 57.00'
Elevation: 184 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +1:00 = UTC
Magnetic Variation: 10.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0722 Z
Sunset: 1919 Z

Runway Information

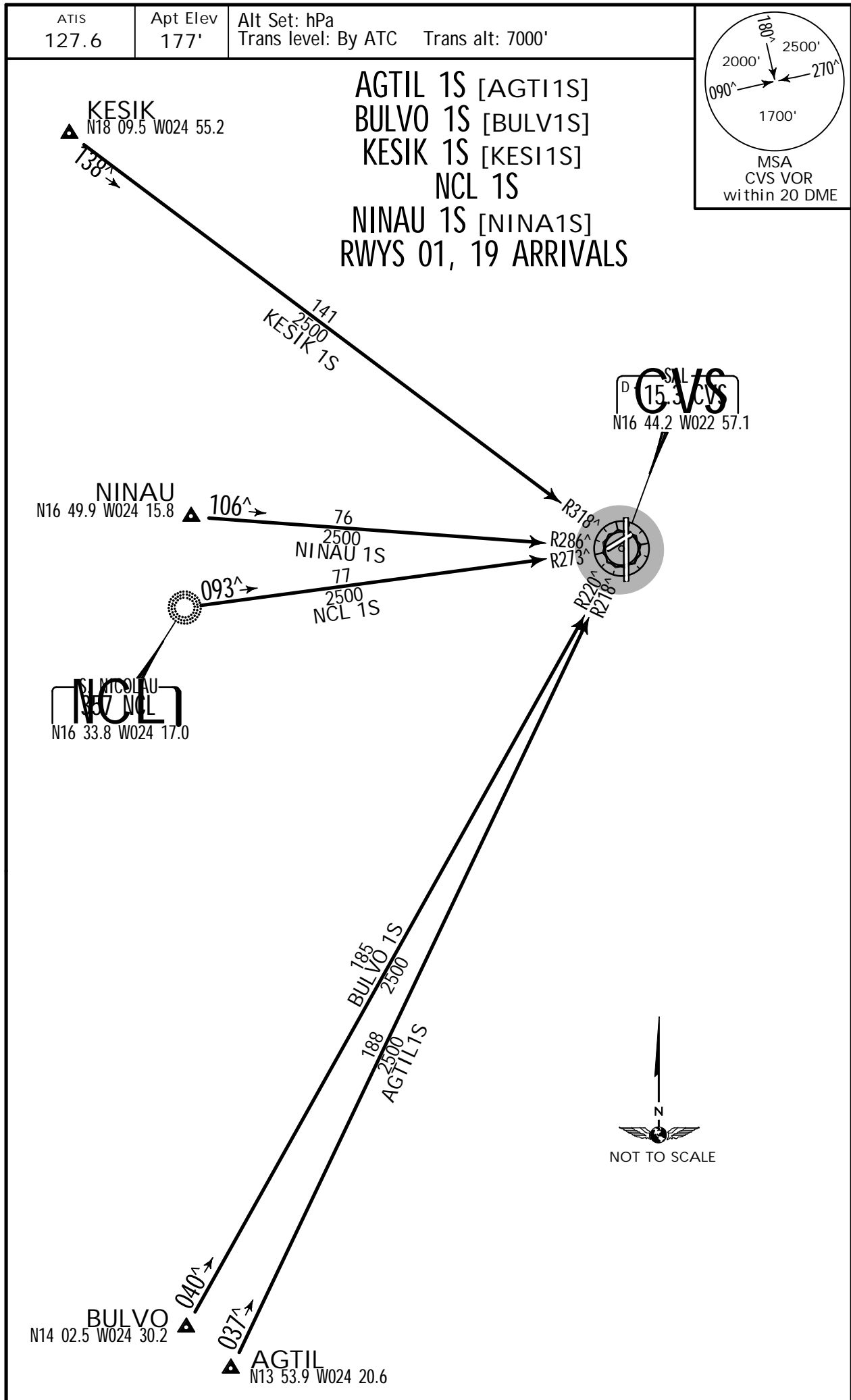
Runway: 01
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 185 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 127.600
Amilcabral Tower: 119.700
Sal Approach: 126.400

SAL, CAPE VERDE
.STAR.

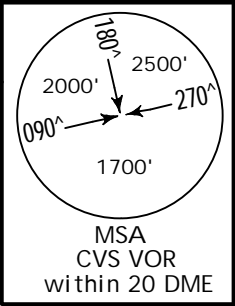


GVAC/SID
AMILCAR CABRAL

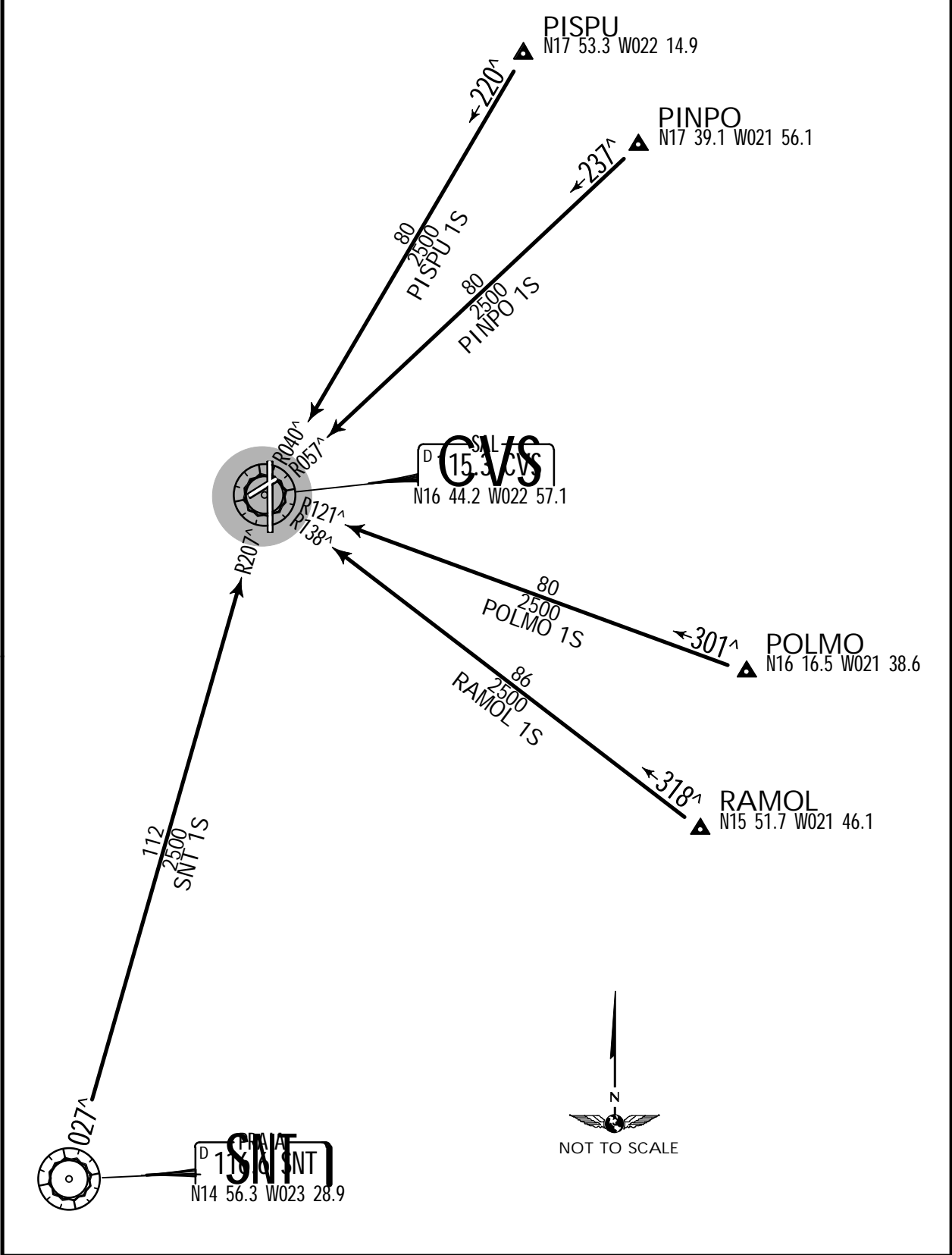
JEPPESEN
8 JAN 10 10-2A

SAL, CAPE VERDE
.STAR.

ATIS 127.6	Apt Elev 177'	Alt Set: hPa Trans level: By ATC	Trans alt: 7000'
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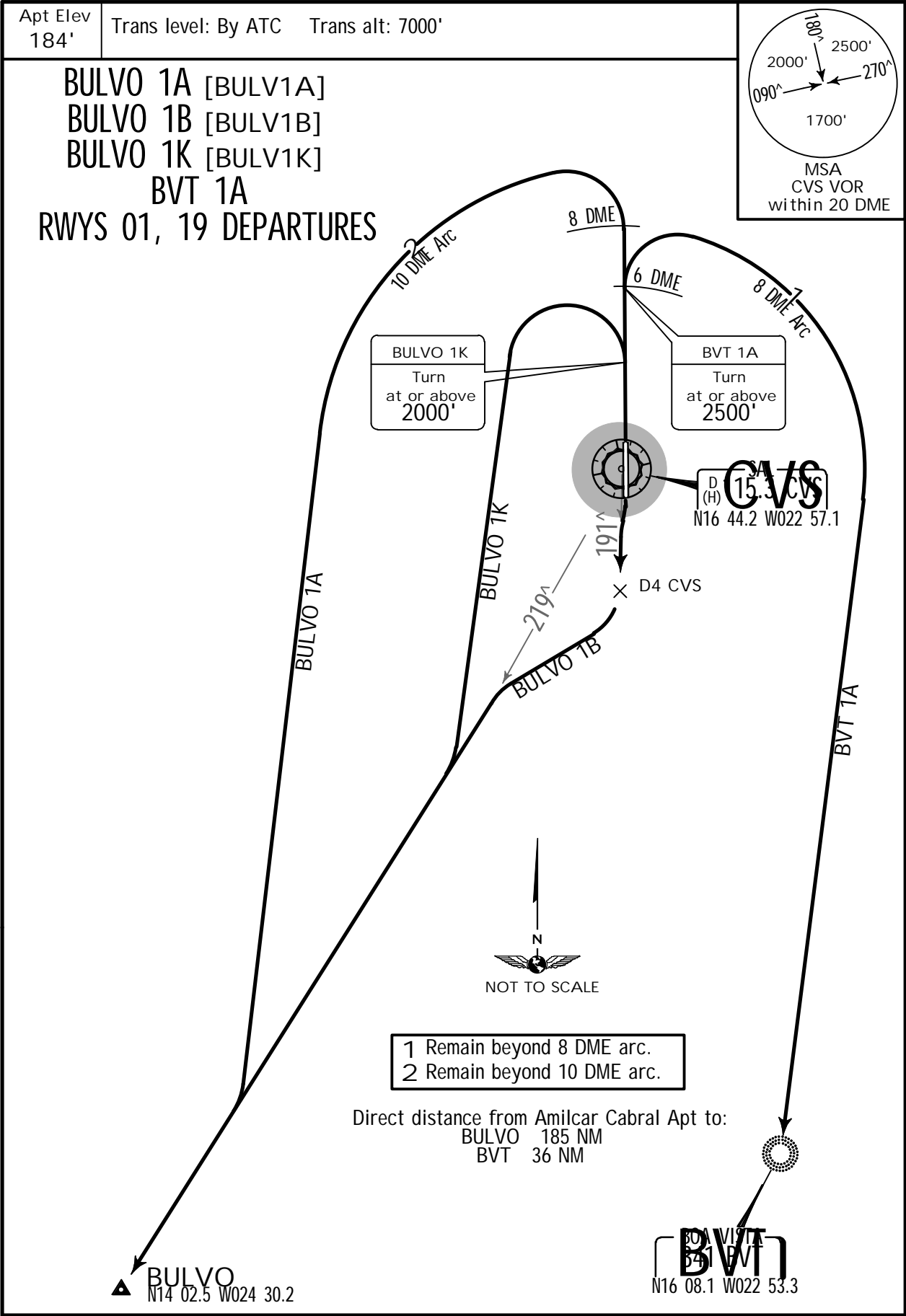
PINPO 1S [PINP1S]
PISPU 1S [PISP1S]
POLMO 1S [POLM1S]
RAMOL 1S [RAMO1S]
SNT 1S
RWYS 01, 19 ARRIVALS



GVAC/SID
AMILCAR CABRAL

JEPPesen
30 MAY 14 10-3

SAL, CAPE VERDE
.SID.



SID	RWY	ROUTING
BULVO 1A	01	Climb on runway track to CVS 8 DME, turn LEFT to BULVO following CVS R-219.
BULVO 1B	19	Intercept CVS R-191 to D4 CVS, turn RIGHT, intercept CVS R-219 to BULVO.
BULVO 1K	01	Climb on runway track to at or above 2000', turn LEFT to BULVO following CVS R-219.
BVT 1A		Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to BVT.

SAL, CAPE VERDE
.SID.

SAL, CAPE VERDE
.SID.

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GVAC/SID
AMILCAR CABRAL

JEPPESSEN

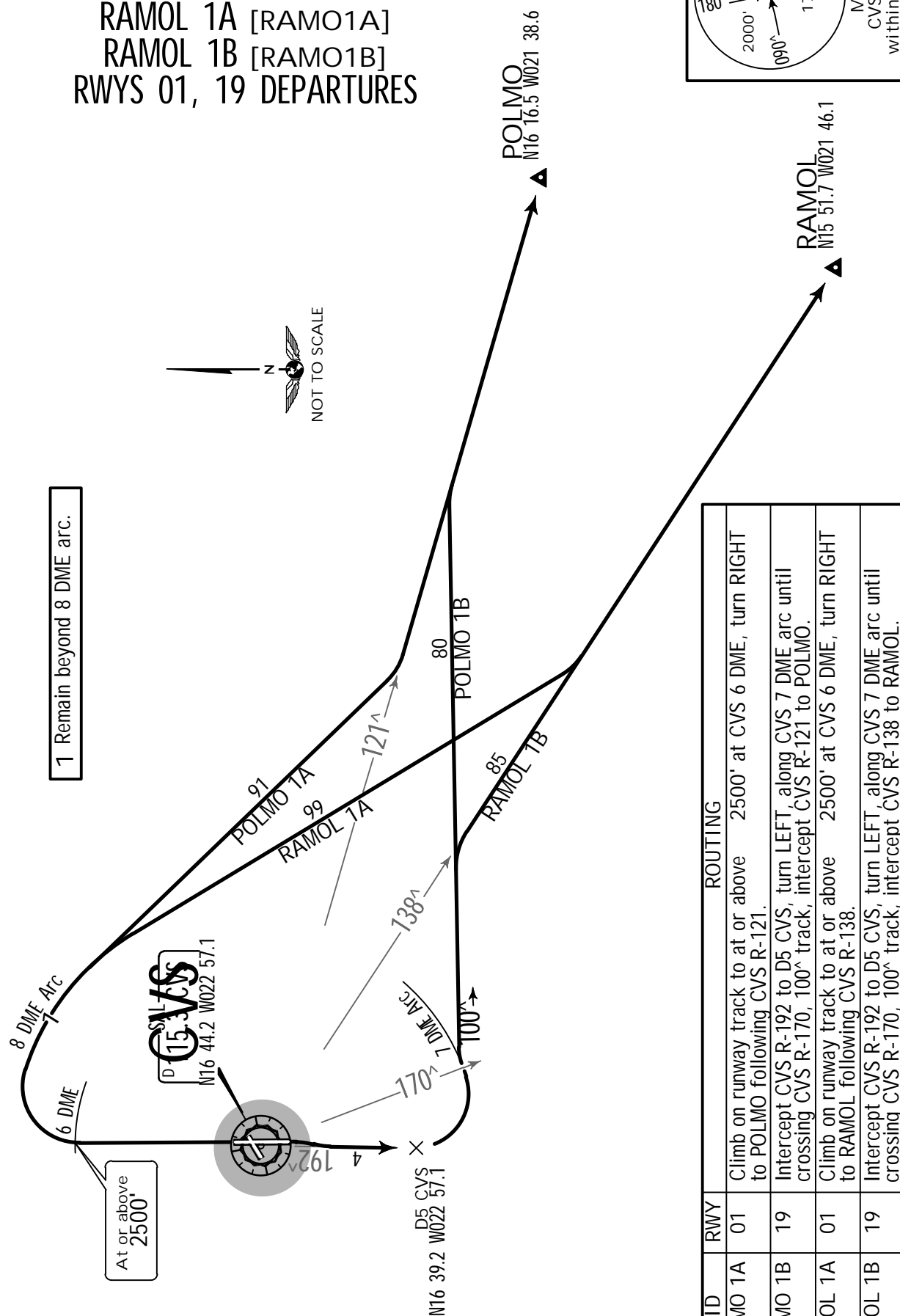
5 JAN 07 (10-3C)

SAL, CAPE VERDE
.SID.

Apt Elev
177'

Trans level: By ATC Trans alt: 7000'

POLMO 1A [POLM1A]
POLMO 1B [POLM1B]
RAMOL 1A [RAMO1A]
RAMOL 1B [RAMO1B]
RWYS 01, 19 DEPARTURES

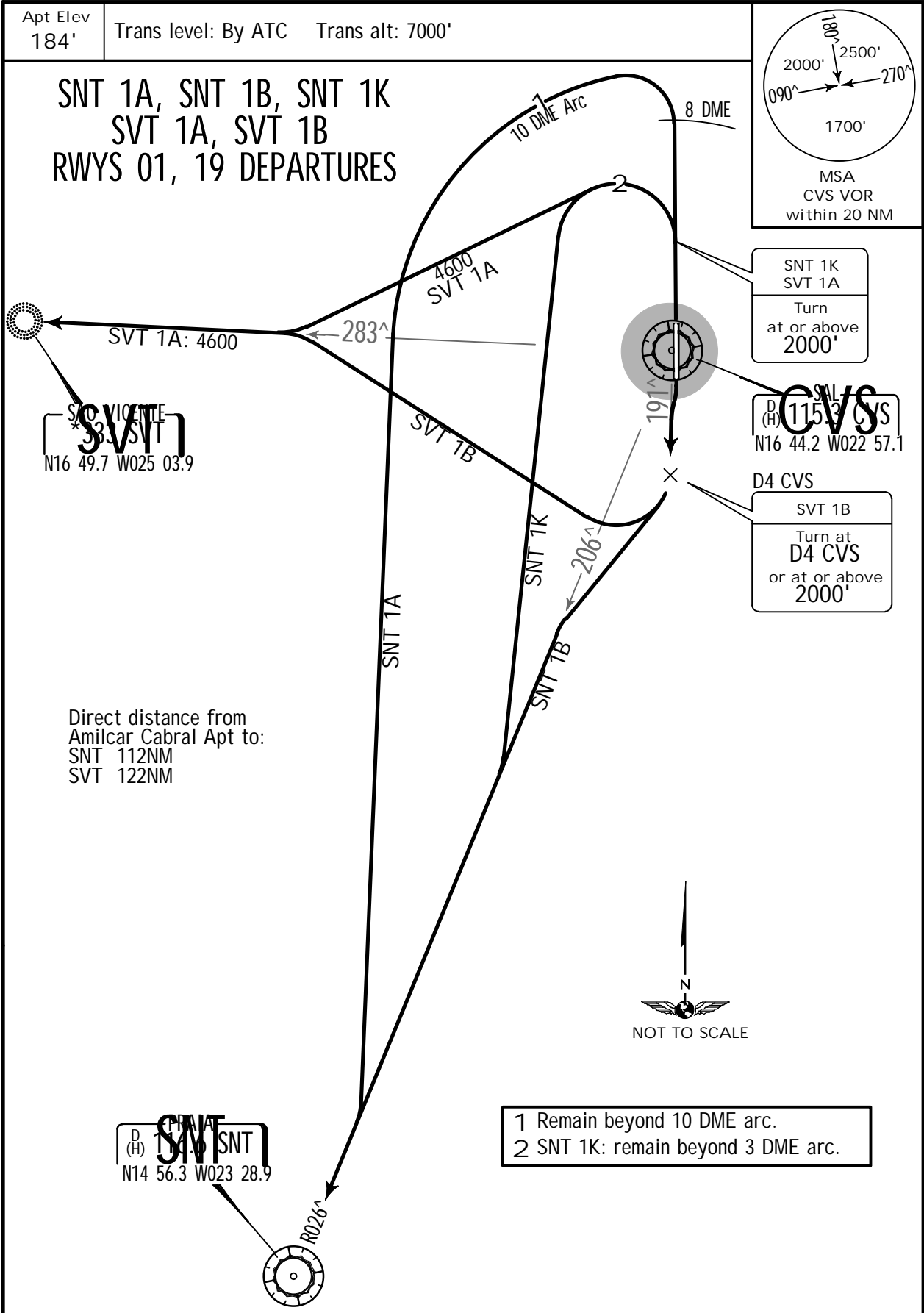


SID	RWY	ROUTING
POLMO 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to POLMO following CVS R-121.
POLMO 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100 [^] track, intercept CVS R-121 to POLMO.
RAMOL 1A	01	Climb on runway track to at or above 2500' at CVS 6 DME, turn RIGHT to RAMOL following CVS R-138.
RAMOL 1B	19	Intercept CVS R-192 to D5 CVS, turn LEFT, along CVS 7 DME arc until crossing CVS R-170, 100 [^] track, intercept CVS R-138 to RAMOL.

GVAC/SID
AMILCAR CABRAL

JEPPESSEN
23 OCT 15 10-3D

SAL, CAPE VERDE
.SID.



SID	RWY	ROUTING
SNT 1A	01	Climb on runway track to CVS 8 DME, turn LEFT, intercept CVS R-206 to SNT.
SNT 1B	19	Intercept CVS R-191 to D4 CVS, turn RIGHT, intercept CVS R-206 to SNT.
SNT 1K	01	Climb on runway track to at or above 2000', turn LEFT, intercept CVS R-206 to SNT.
SVT 1A		Climb on runway track to at or above 2000', turn LEFT, intercept CVS R-283 to SVT.
SVT 1B	19	Intercept CVS R-191 to D4 CVS or at or above 2000', turn RIGHT, intercept CVS R-283 to SVT.

GVAC/SID

Apt Elev 184'

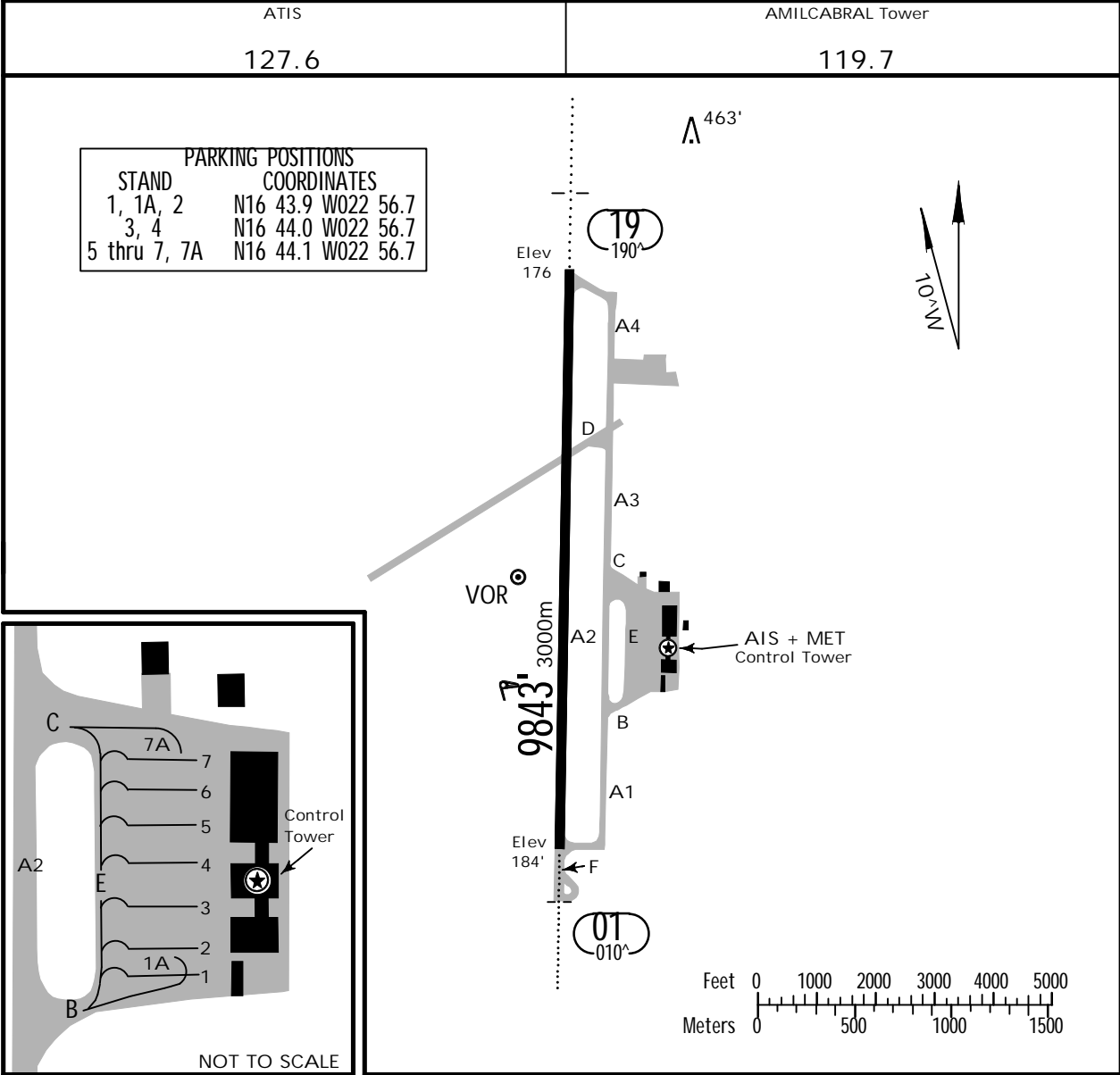
N16 44.3 W022 57.0

JEPPesen

30 MAY 14 10-9

SAL, CAPE VERDE

AMILCAR CABRAL



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING BEYOND			
						Threshold	Glide Slope		
01		HIRL (30m)	CL(15m)	HIALS	TDZ	PAPI-L (3.0^)	8810' 2685m		148'
19									45m

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TAKE-OFF					
AIR CARRIER (JAA) Rwys 01, 19				AIR CARRIER (FAR 121) Rwys 01, 19	
LVP must be in force				Adequate Vis Ref	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A				2 Eng	vis 400m
B	200m	250m	400m	3 & 4 Eng	
C					
D	250m	300m			

GVAC/SID



Standard
SAL, CAPE VERDE
AMILCAR CABRAL

STRAIGHT-IN RWY		A	B	C	D
01	ILS	378' (202')	378' (202')	378' (202')	378' (202')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC 1	540' (364')	540' (364')	540' (364')	540' (364')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR 1	540' (363')	540' (363')	540' (363')	540' (363')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB 1	550' (373')	550' (373')	550' (373')	550' (373')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1700m	R1700m	R1700m	R1700m
	NDB	550' (373')	550' (373')	550' (373')	550' (373')
		R1200m	R1200m	R1400m	R1400m
	ALS out	R1900m	R1900m	C2100m	C2100m
19	VOR 1	720' (550')	720' (550')	720' (550')	720' (550')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	C2400m	C2400m

1 Continuous Descent Final Approach.

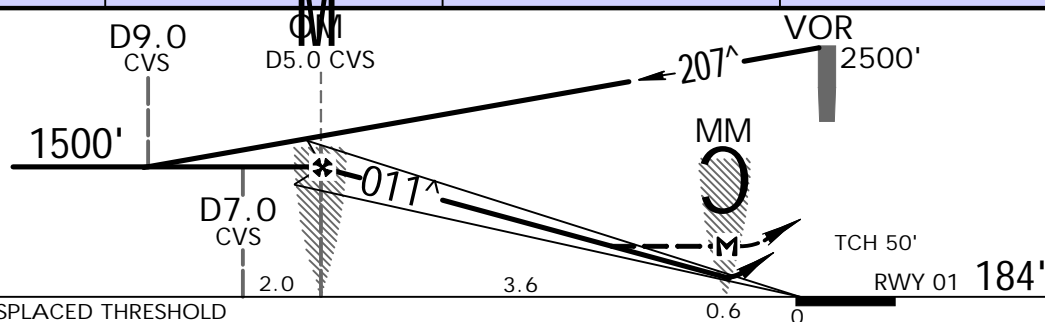
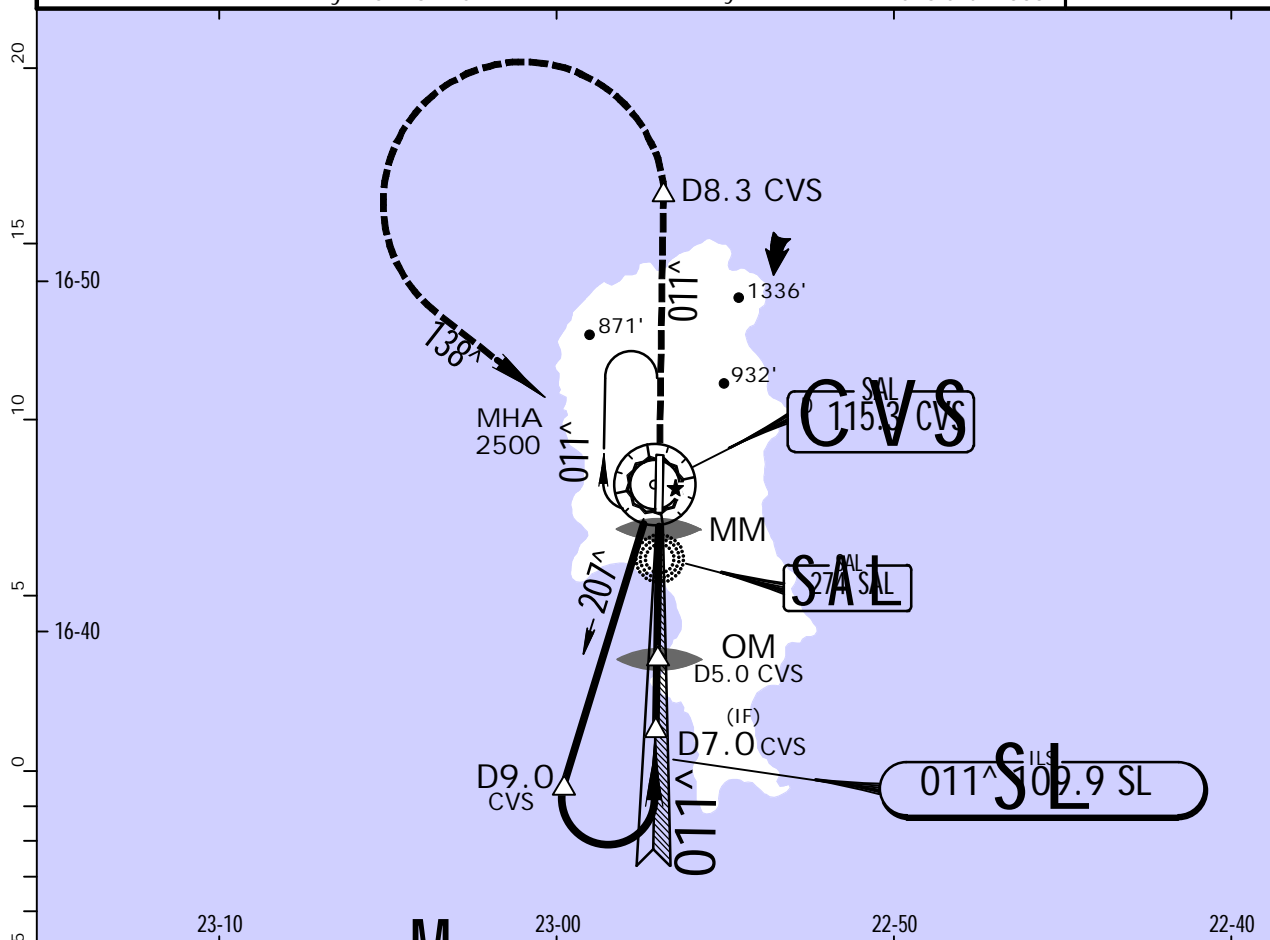
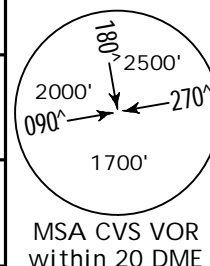
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
West of rwy	930' (753')	930' (753')	1460' (1283')	1460' (1283')
East of rwy	930' (753')	1070' (893')	1560' (1383')	1930' (1753')
	V1500m 2	V1600m 2	V2400m	V3600m

2 or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 01, 07, 19, 25				
LVP must be in Force				
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m
B				
C				
D	200m	250m	300m	500m

SAL CAPE VERDE
VOR ILS Rwy 01

ATIS		SAL Approach (R)		AMILCABRAL Tower	
127.6		126.4		119.7	
LOC SL 109.9	Final Apch Crs 011^	GS OM 1500' (1324')	ILS DA(H) 378' (202')	Apt Elev 184'	RWY 184'
MISSED APCH: Climb to 2500', maintain rwy heading to D8.3 CVS, then turn LEFT back to VOR.					
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'



TO DISPLACED THRESHOLD							0.6	0		
Gnd speed-Kts	70	90	100	120	140	160		2500' ↑ on	RWY hdg	D8.3 CVS
ILS GS or	372	478	531	637	743	849				
LOC Descent angle 3.00^										
MAP at MM										

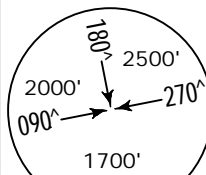
STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND				
ILS			LOC (GS out)			West of rwy		East of rwy		
DA(H) 378' (202')			MDA(H) 540' (364')							
FULL	TDZ or CL out	ALS out		MM out	ALS out	Max Kts	MDA(H)	MDA(H)		
A	800m		1200m		800m	NOT AUTH	1600m	100	930'(753') 1600m	930'(753') 1600m
B								135	930'(753') 2000m	1070'(893') 2000m
C								180	1460'(1283') 4800m	1560'(1383') 4800m
D								205	1930'(1753') 4800m	1930'(1753') 4800m
			1200m		2000m					

GVAC/SID
AMILCAR CABRAL

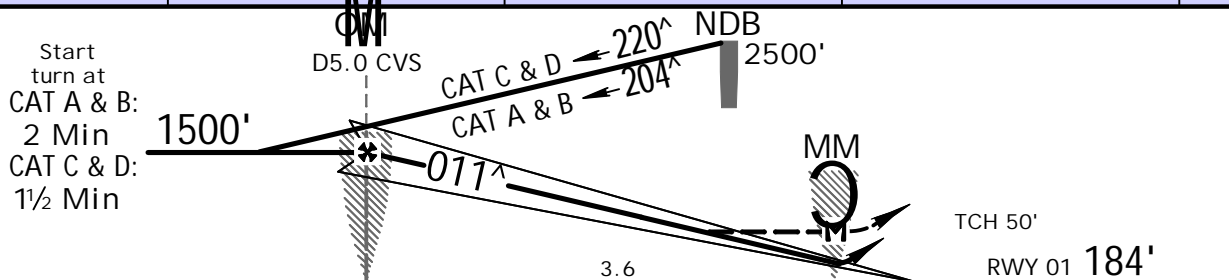
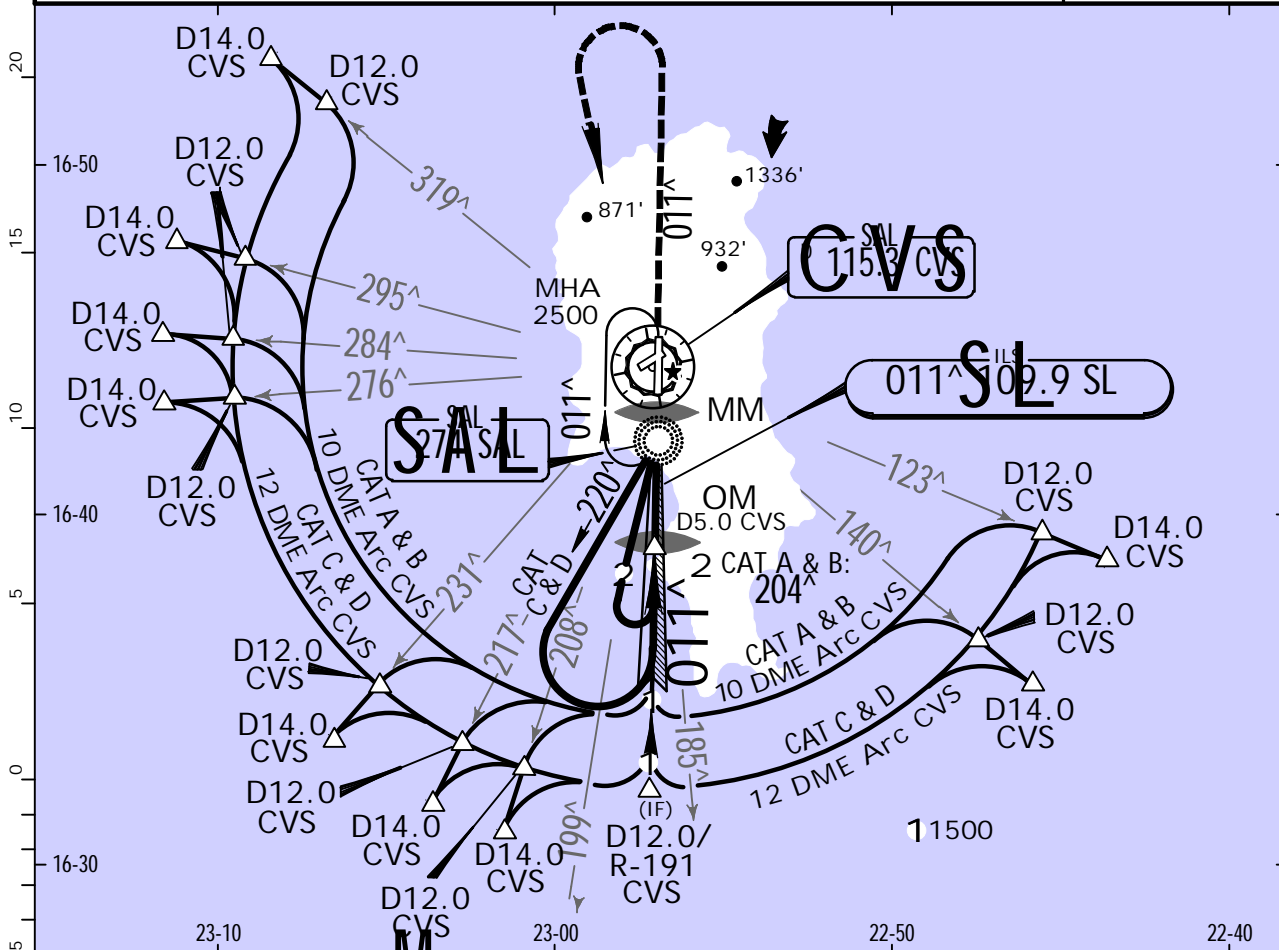
JEPPesen
22 NOV 13 (11-2)

SAL CAPE VERDE
NDB ILS Rwy 01

ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7	
LOC SL 109.9	Final Apch Crs 011^	GS OM 1500' (1324')	ILS DA(H) 378' (202')	Apt Elev 184'	RWY 184'
MISSED APCH: Climb on track 011^ to 2500', then turn LEFT to NDB holding. Contact ATC. Climb to 1500' prior to level acceleration.					
Alt Set: hPa		Rwy Elev: 6 hPa		Trans level: By ATC	
				Trans alt: 7000'	




MSA CVS VOR
within 20 DME

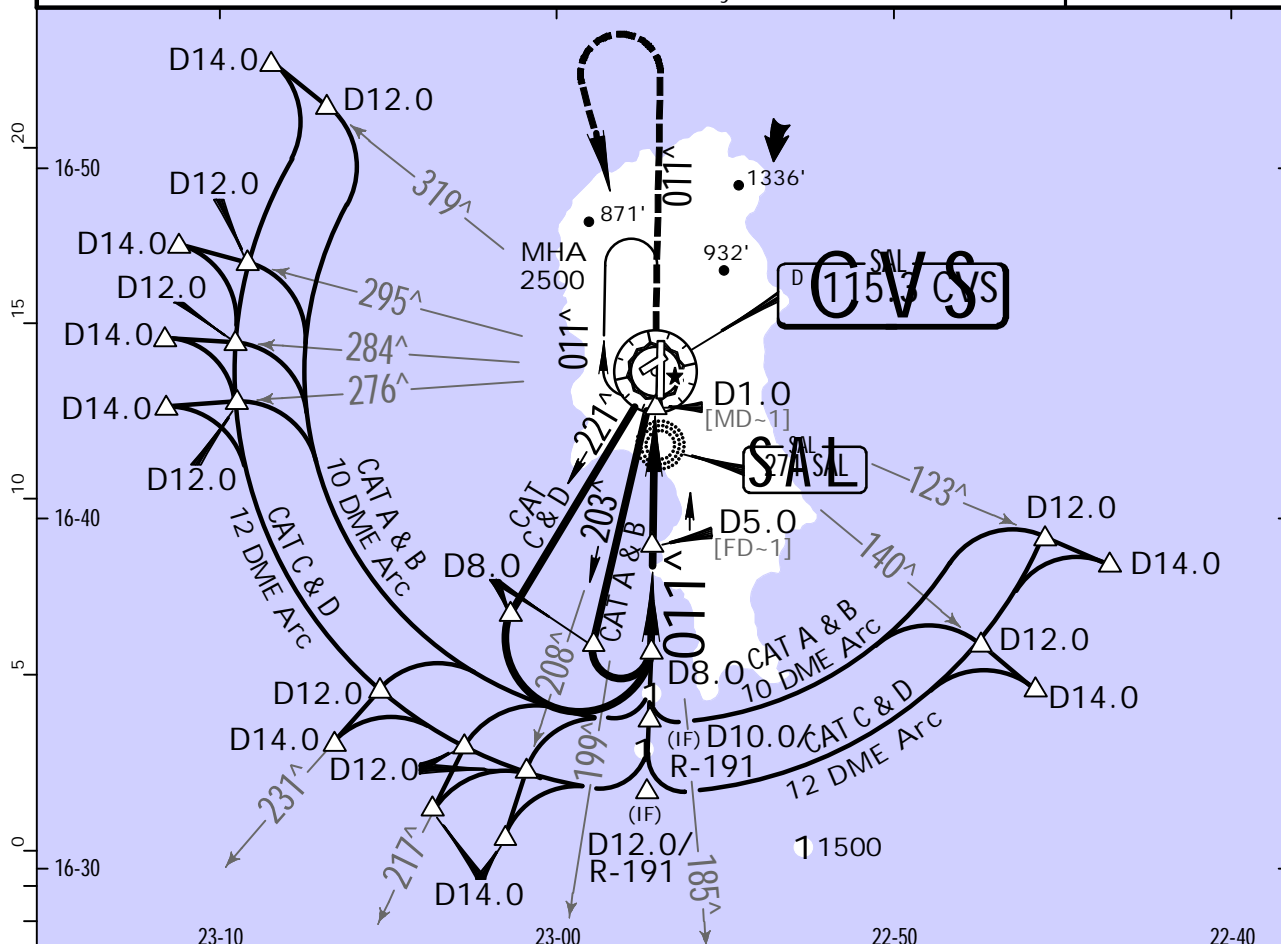


TO DISPLACED THRESHOLD						HIALS		PAPI	
Gnd speed-Kts	70	90	100	120	140	160			
ILS GS or LOC Descent angle 3.00^	372	478	531	637	743	849			
MAP at MM									

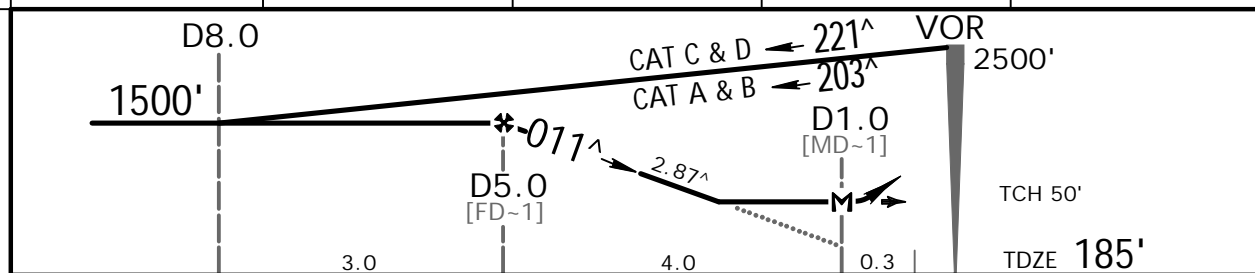
STRAIGHT-IN LANDING RWY 01						CIRCLE-TO-LAND			
ILS			LOC (GS out)			West of rwy		East of rwy	
DA(H) 378' (202')			MDA(H) 540' (364')			MDA(H)		MDA(H)	
FULL	TDZ or CL out	ALS out	MM out	ALS out	Max Kts				
A					100	930'(753')	1600m	930'(753')	1600m
B					135	930'(753')	2000m	1070'(893')	2000m
C	800m	1200m	800m	1600m	180	1460'(1283') 4800m		1560'(1383') 4800m	
D			1200m	2000m	205			1930'(1753') 4800m	

SAL, CAPE VERDE
VOR' DME Rwy 01

ATIS 127.6		SAL Approach (R) 126.4		AMILCABRAL Tower 119.7		 <p>MSA CVS VOR within 20 DME</p>
VOR CVS 115.3	Final Apch Crs 011^	Minimum Alt D5.0 1500' (1323')	MDA(H) 540' (363')	Apt Elev 184' TDZE 185'		
MISSSED APCH: Climb on track 011^ to 2500', then turn LEFT to VOR holding. Contact ATC. Climb to 1500' prior to level acceleration.						
Alt Set: hPa		TDZ Elev: 6 hPa	Trans level: By ATC	Trans alt: 7000'		



CVS DME	5.0	4.0	3.0	2.0
ALTITUDE	1500'	1200'	900'	600'



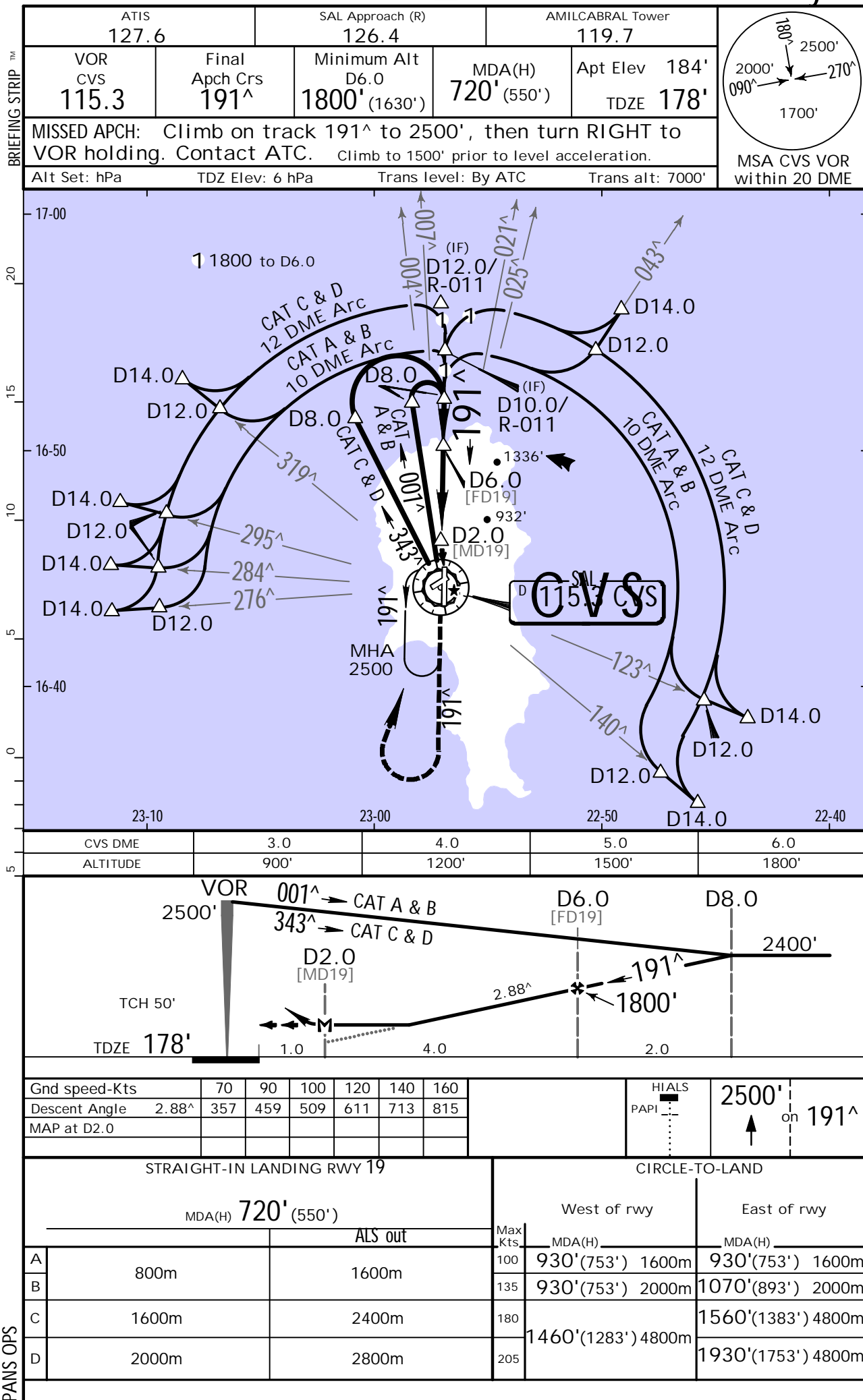
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.87^	355	457	508	609	711	812
MAP at D1.0						

STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND		
MDA(H) 540' (363')			West of rwy		East of rwy
		ALS out	Max Kts	MDA(H)	MDA(H)
A	800m	1600m	100	930'(753') 1600m	930'(753') 1600m
B			135	930'(753') 2000m	1070'(893') 2000m
C			180	1460'(1283') 4800m	1560'(1383') 4800m
D	1600m	2000m	205		1930'(1753') 4800m

GVAC/SID
AMILCAR CABRAL

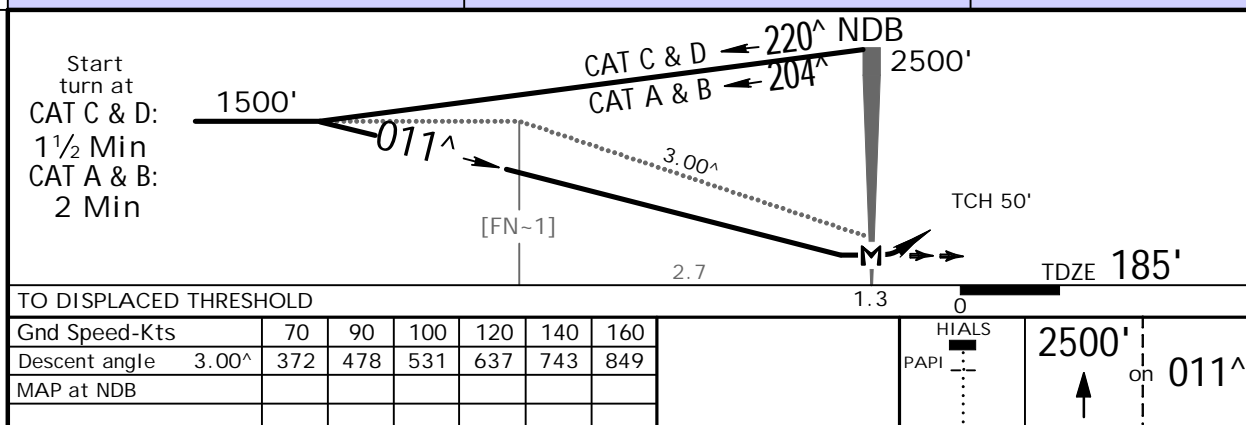
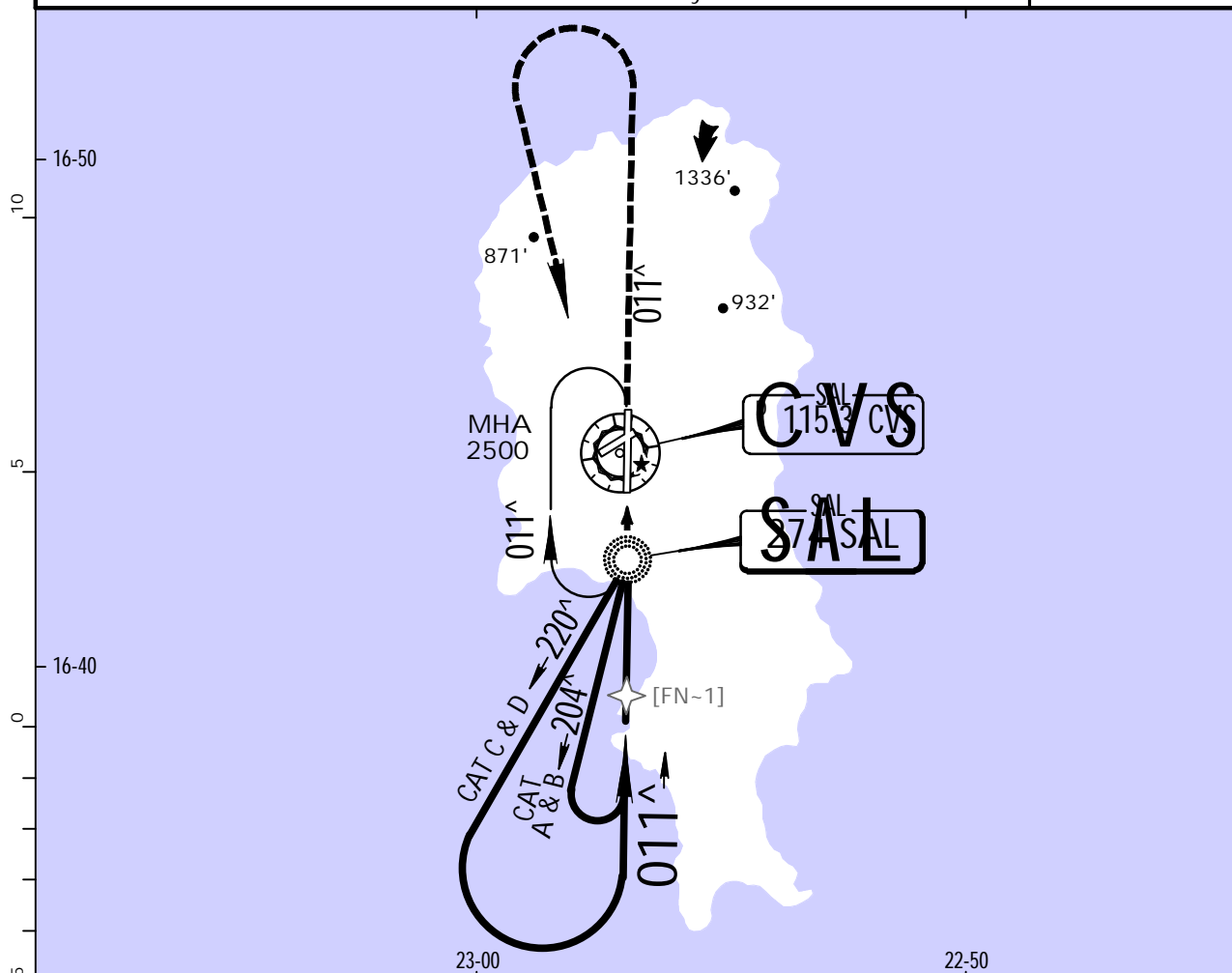
JEPPESSEN
22 NOV 13 (13-2)

SAL, CAPE VERDE
VOR DME Rwy 19



SAL, CAPE VERDE
NDB Rwy 01

MSA CVS VOR
within 20 DME



STRAIGHT-IN LANDING RWY 01			CIRCLE-TO-LAND		
MDA(H) 550' (373')			West of rwy		East of rwy
		ALS out	Max Kts	MDA(H)	MDA(H)
A	1600m	2400m	100	930'(753') 2400m	930'(753') 2400m
B			135		1070'(893') 2400m
C			180	1460'(1283') 4800m	1560'(1383') 4800m
D			205		1930'(1753') 4800m

PANS OPS

SAL, (AMILCAR CABRAL - GVAC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport GVAC

Chart Change Notices for Airport SBNT

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20170427

First 427' (130m) of Runway 16R closed due to asphalt disintegration and Declared Distances of Runway 16R-34L changed as follows- Rwy 16R- TORA 5479' (1670m) TODA 5479' (1670m) ASDA 5479' (1670m) LDA 5479' (1670m) Rwy 34L- TORA 5479' (1670m) TODA 5479' (1670m) ASDA 5479' (1670m) LDA 5479' (1670m) From 28 April 2016 0000 UTC to 27 April 2017 2359 UTC.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

TCH for ILS Y Rwy 16L revised from 53' to 55' per the Brazil MAP 05/14 29 May 14

Type: Terminal

Effectivity: Temporary

Begin Date: 20160428

End Date: 20170427

PAPI of Runway 16R not available from 28 April 2016 0000 UTC to 27 April 2017 2359 UTC.