

List of pages in this Trip Kit

Trip Kit Index

Departure and Destination SOCA - SBNT

Entire Route SOCA - SBNT

Strip Charts SOCA - SBNT

Airport Information For SOCA

Terminal Charts For SOCA

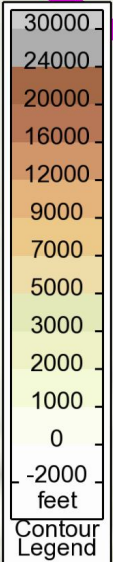
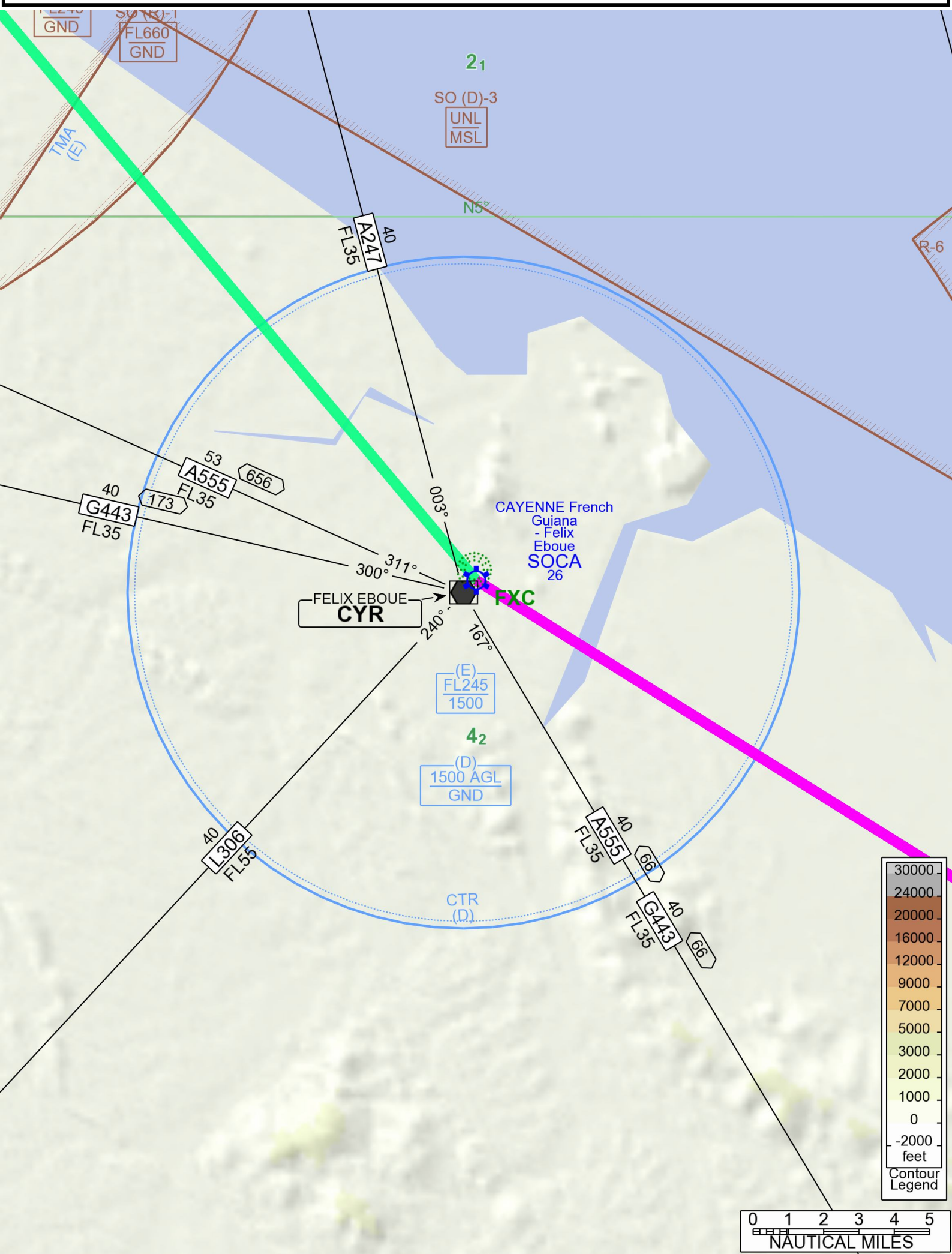
Airport Information For SBNT

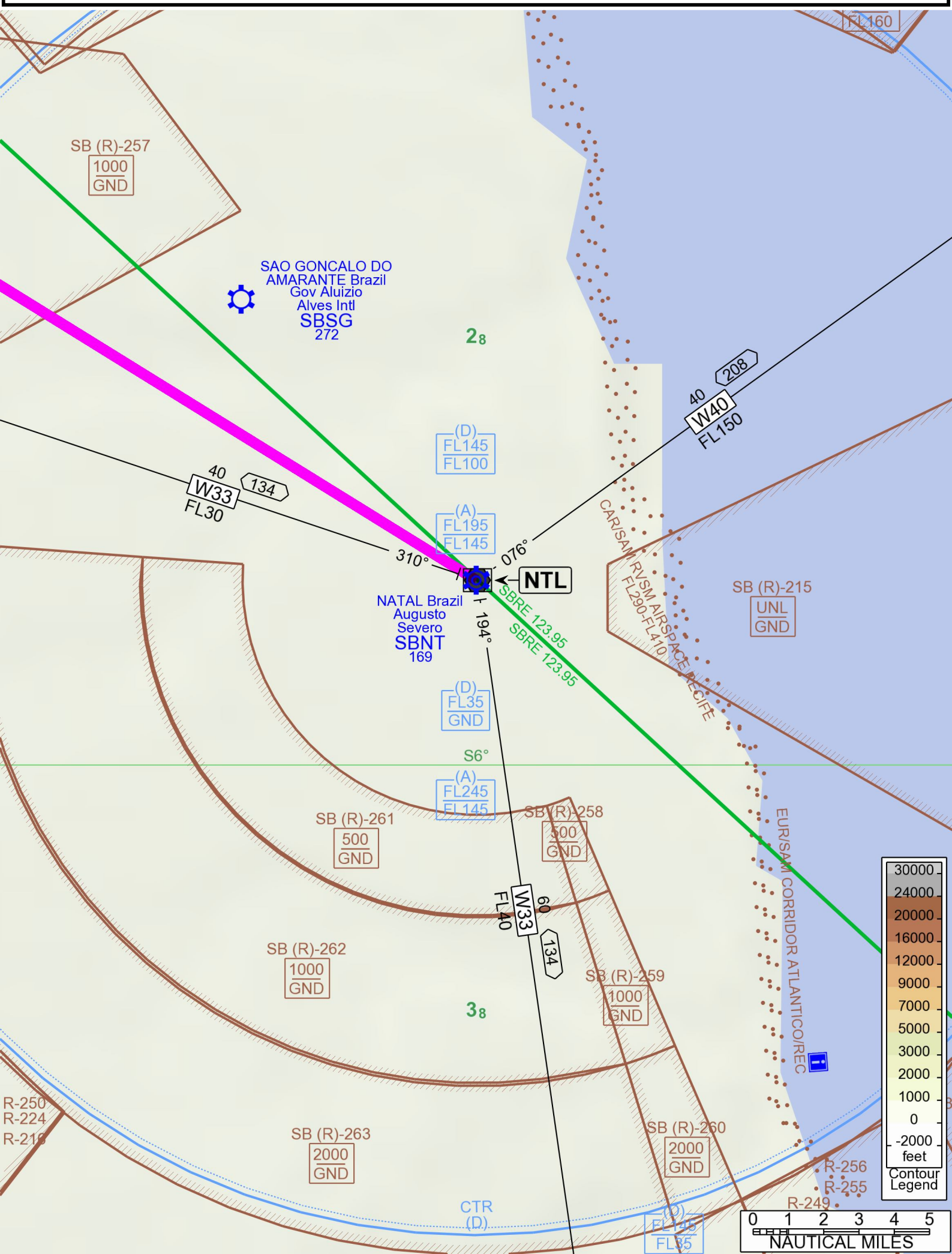
Terminal Charts For SBNT

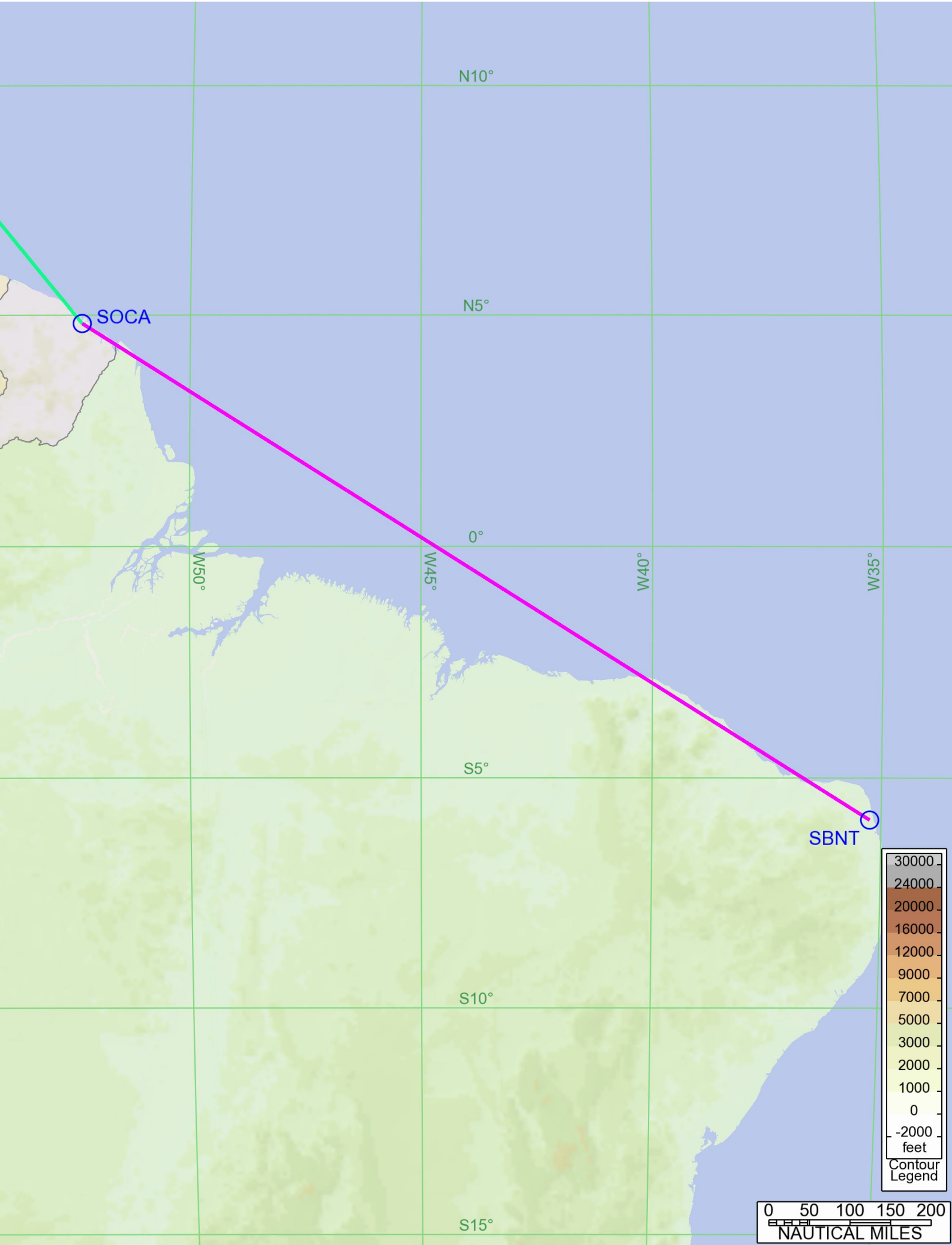
Revision Letter For Cycle 15-2016

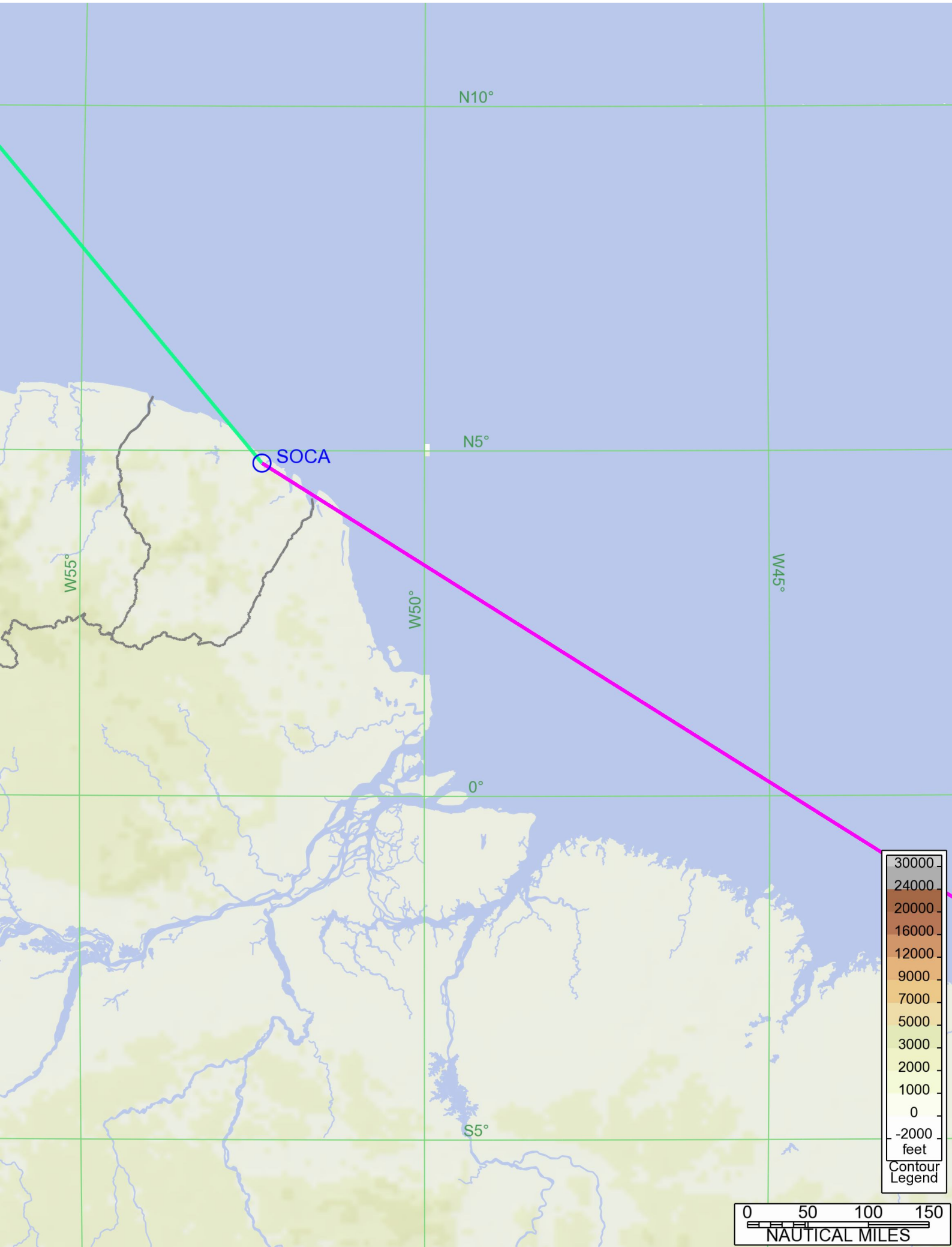
Change Notices

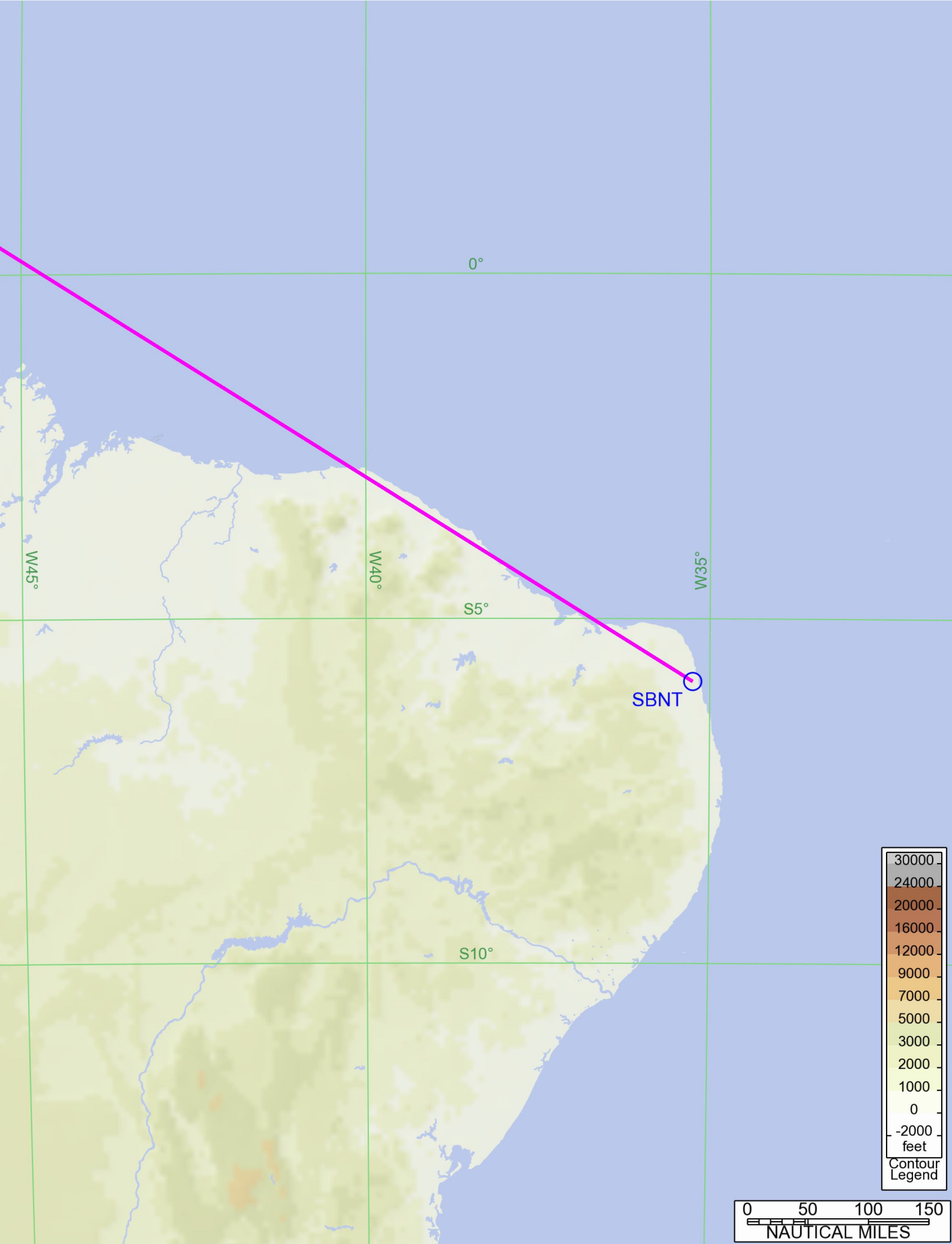
Notebook











General Information

Location: CAYENNE GUF
ICAO/IATA: SOCA / CAY
Lat/Long: N04° 49.18', W052° 21.72'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 18.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0916 Z
Sunset: 2120 Z

Runway Information

Runway: 08
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge

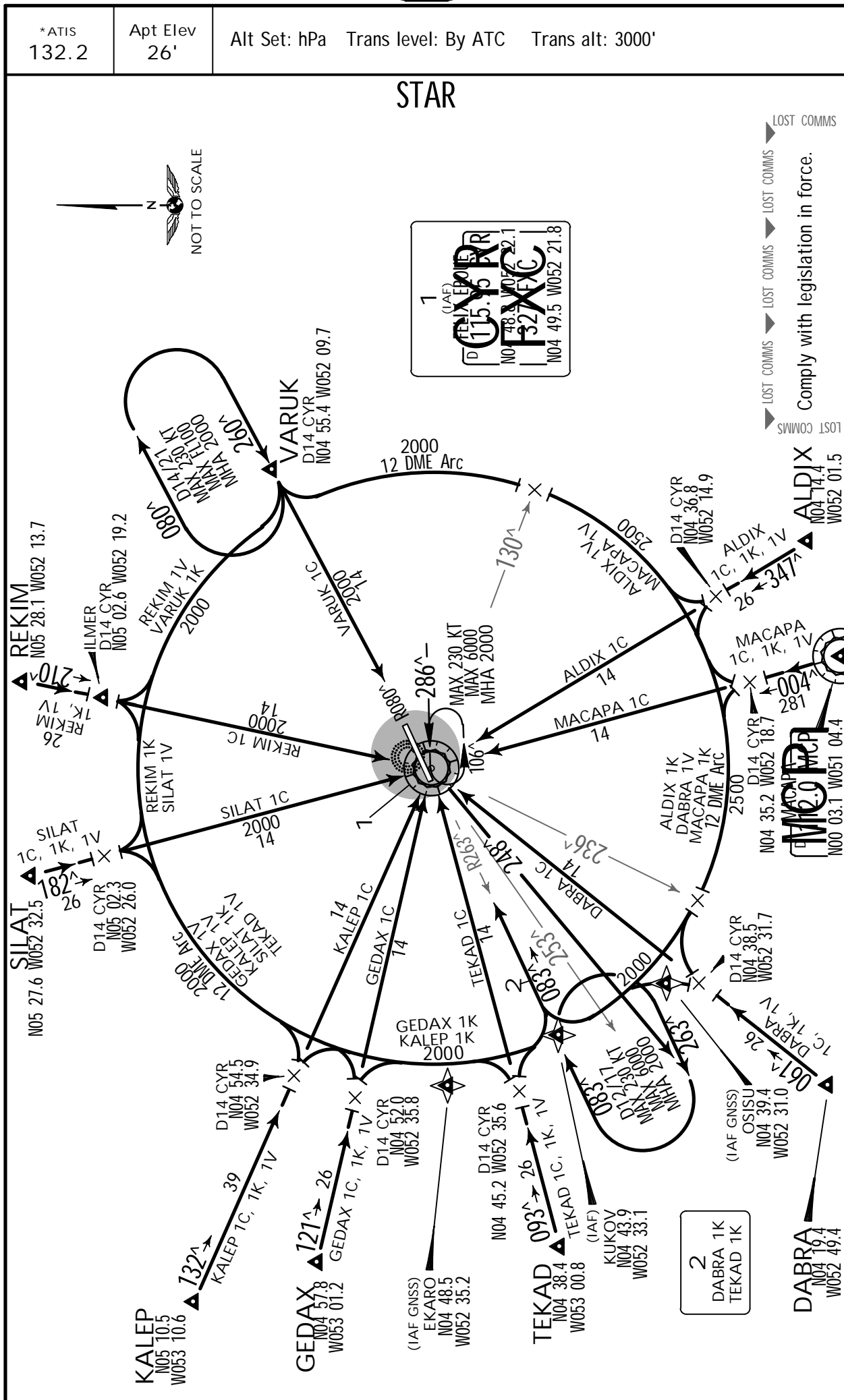
Communication Information

ATIS: 132.200
Cayenne Tower Tower: 118.100
Cayenne Approach Approach: 119.900

SOCA/CAY
FELIX EBOUE

JEPPesen
20 DEC 13 10-2

CAYENNE, FRENCH GUIANA
.STAR.



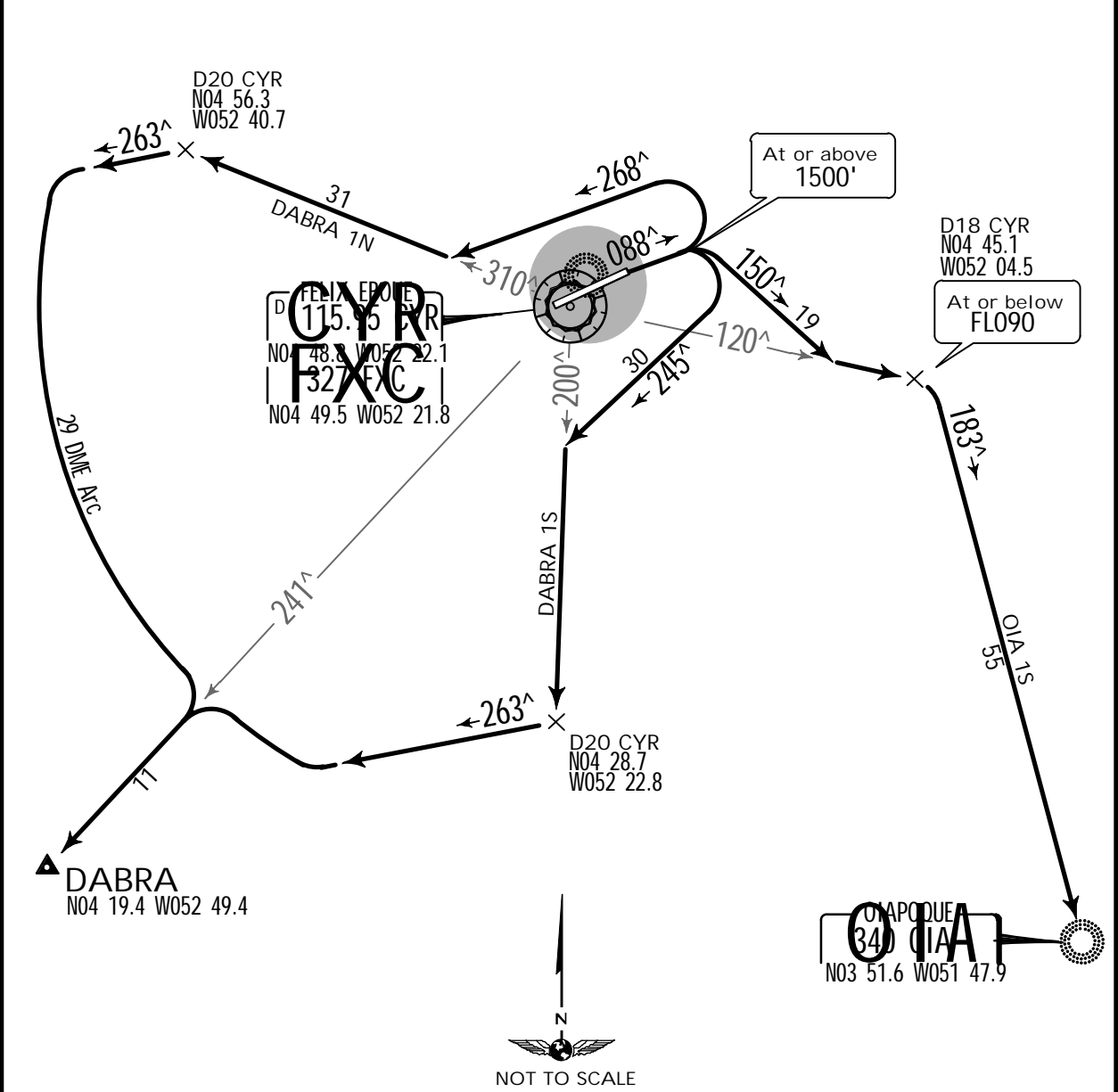
SOCA/CAY
FELIX EBOUE

JEPPESEN
20 DEC 13 10-3

CAYENNE, FRENCH GUIANA
.SID.

Apt Elev 26'	Trans level: By ATC Trans alt: 3000' DABRA 1N & DABRA 1S for CAT A & B. Reserved for aircraft flying to Maripasoula (MP NDB) and Saul airport.
-----------------	--

DABRA 1N[DABR1N], DABRA 1S[DABR1S],
OIA 1S [OIA1S] DEPARTURES
(RWY 08)



These SIDs require a minimum climb gradient of 5.0%.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

INITIAL CLIMB	
Climb on track 088°.	
SID	ROUTING
DABRA 1N	At 1500' turn LEFT track 268° to intercept and follow CYR R-310. At D20 CYR turn LEFT track 263° to intercept and follow CYR 29 DME Arc, then CYR R-241 to DABRA.
DABRA 1S	At 1500' turn RIGHT track 245° to intercept and follow CYR R-200. At D20 CYR turn RIGHT track 263° to intercept and follow CYR 29 DME Arc, then CYR R-241 to DABRA.
OIA 1S	At 1500' turn RIGHT track 150° to intercept and follow CYR R-120. At D18 CYR turn RIGHT to intercept and follow bearing 183° to OIA. Initial climb clearance FL090.

SOCA/CAY

Apt Elev 26'
N04 49.2 W052 21.7

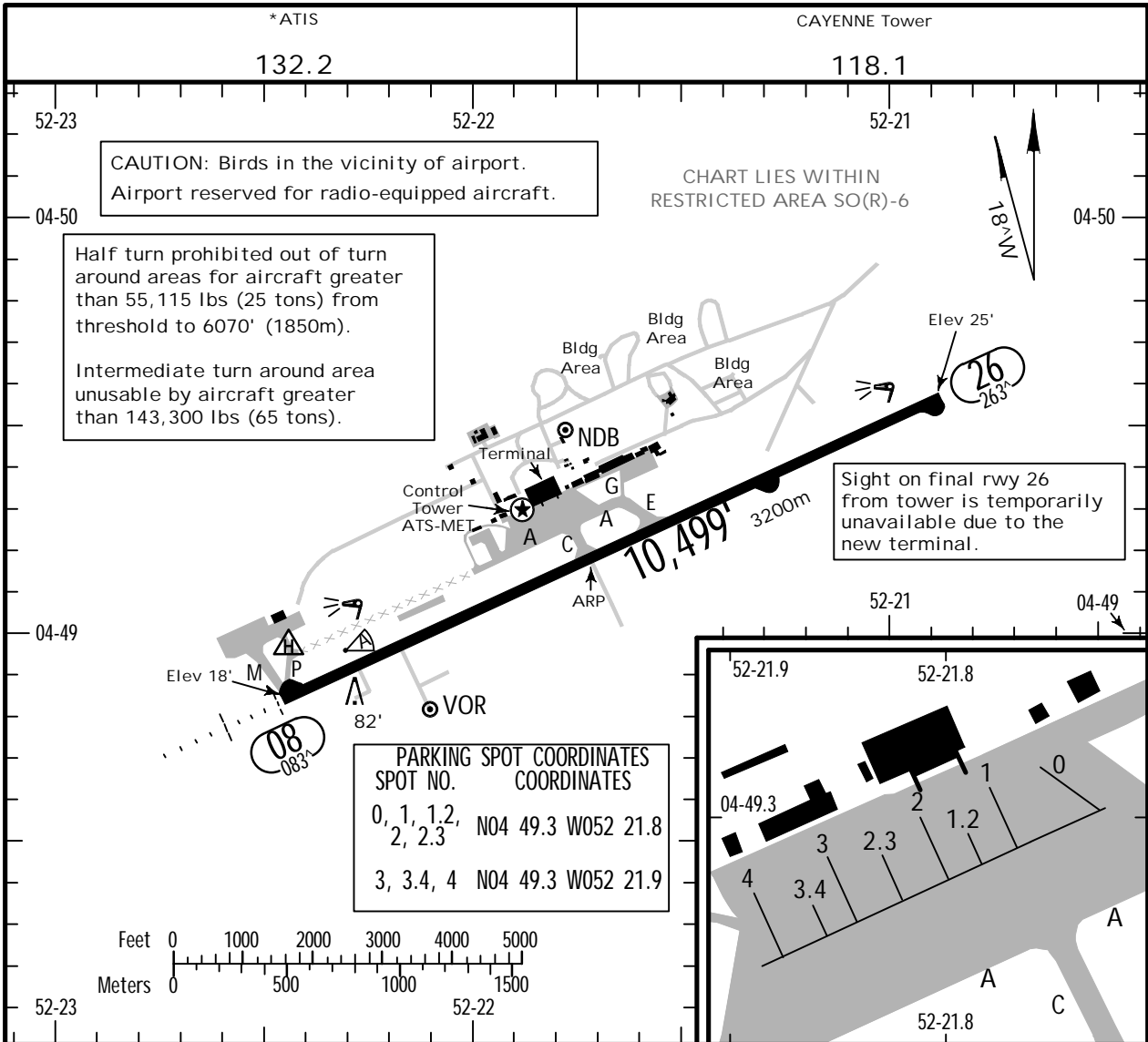
JEPPesen

25 SEP 15

10-9

CAYENNE, FRENCH GUIANA

FELIX EBOUE



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS		WIDTH
	HIRL	REIL	HIALS	PAPI-L (angle 3.0°)	RVR	Threshold	Glide Slope	
08							9547' 2910m	148'
26								45m

JAR-OPS.

TAKE-OFF & DEPARTURE PROCEDURE

	All Rwys			
	LVP must be in Force RCLM (Day only) or RL	RCLM (Day only) or RL	NIGHT only	
A	1 250m	550m	800m	
B				
C				
D	300m			

1 Operators applying U.S. Ops Specs: CL required below 300m.

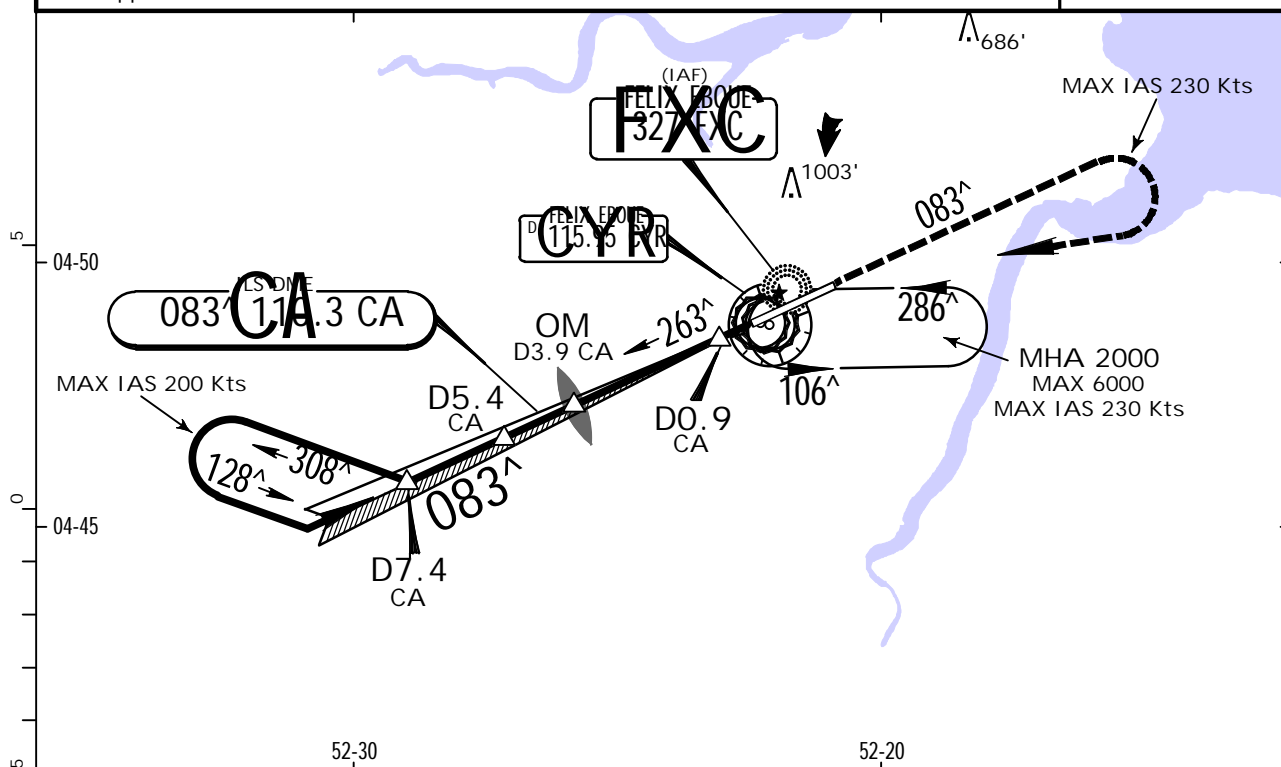
RECOMMENDED IFR DEPARTURE PROCEDURE

Rwy 08: Climb on 083° to 1500', then depart directly climbing to MEA.

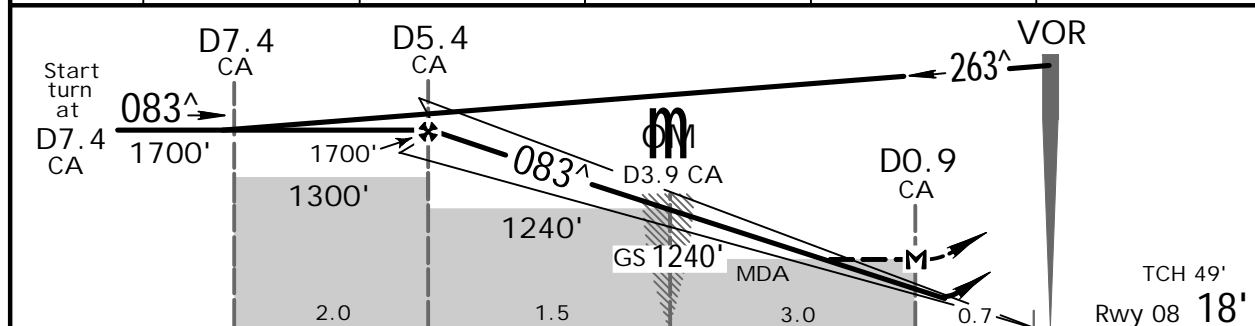
Rwy 26: Climb on 263° to 1500', then depart directly climbing to MEA.

CAYENNE, FRENCH GUIANA
b. ILS X or LOC X Rwy 08

*ATIS		CAYENNE Approach			CAYENNE Tower	
132.2		119.9			118.1	
LOC CA 110.3	Final Apch Crs 083^	GS OM 1240' (1222')	ILS DA(H) Refer to Minimums	Apt Elev 26' Rwy 08 18'		
<p>MISSED APCH: Climb on track of 083^ . At 1700' , turn RIGHT to FXC NDB climbing up to 2000' . Do not accelerate before 1700' .</p>						
<p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 3000'</p> <p>1. ADF and DME required. 2. GS azimuth coverage is limited to 6 degrees right from final approach track. Do not take into account the GS indication outside this limit.</p>						



LOC (GS out)	CA DME	5.0	4.0	3.0	2.0
	ALTITUDE	1590'	1270'	960'	640'



Gnd speed-Kts	70	90	100	120	140	160	
GS 3.00^	372	478	531	637	743	849	
MAP at D0.9 CA or FAF to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41	

..Standard..		STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND				
ILS		LOC (GS out)		DAY				
DA(H) A, B: 288' (270')		MDA(H) 450' (432')		Prohibited North of Rwy				
1 C, D: 308' (290')								
FULL/Limited		HIALS out		HIALS out				
				Max Kts				
				MDA(H) VIS				
A	RVR 900m	RVR 1300m	RVR 1500m		100	NA		
B					730' (704')		1600m	
C		RVR 1400m	RVR 1600m	RVR 2000m	180		910' (884')	2400m
D					205		1090' (1064')	3600m

1 LACFT: DA(H) 318' (300').

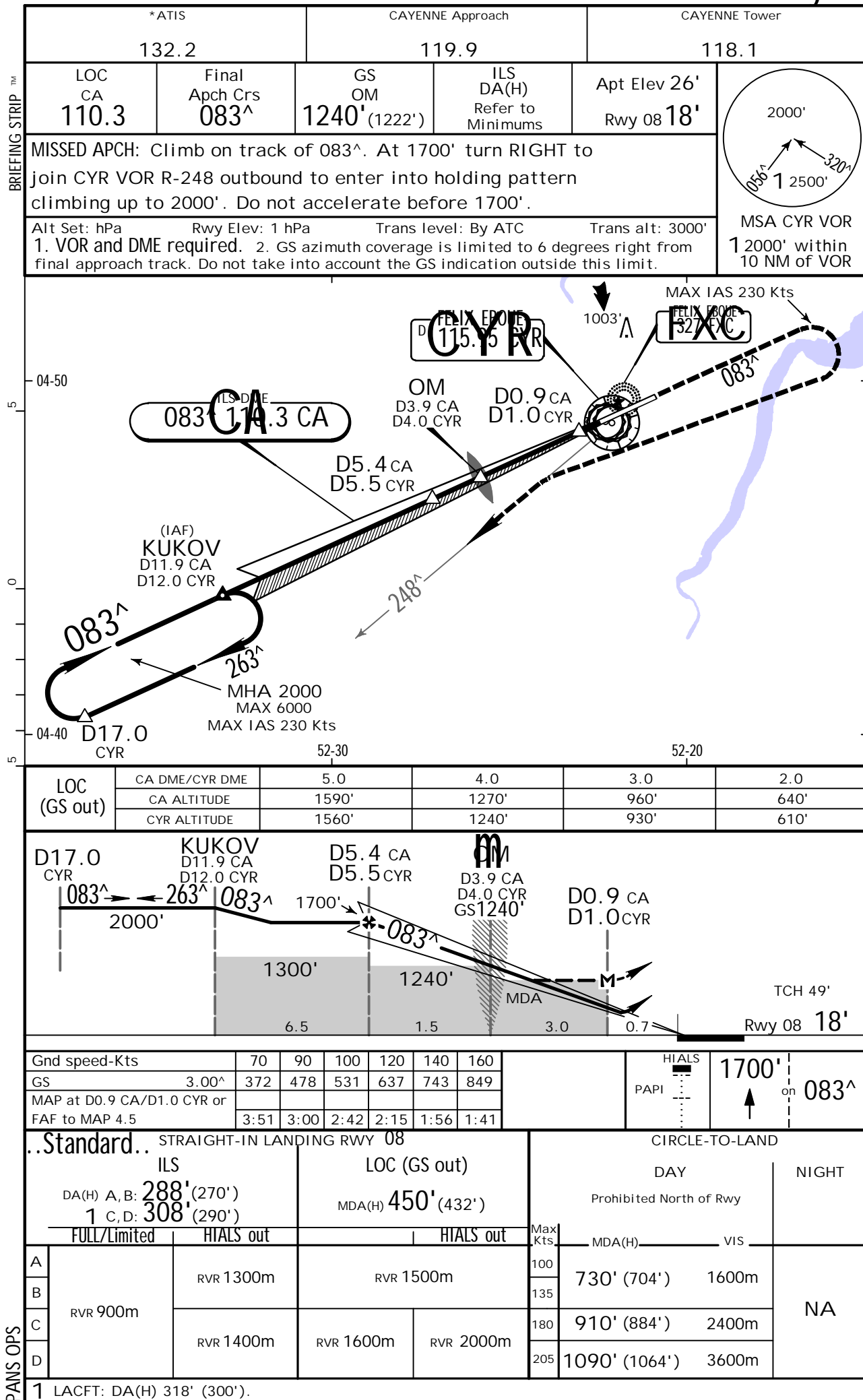
CHANGES: Minimums.

JEPPESSEN, 2012, 2013. ALL RIGHTS RESERVED.

SOCA/CAY
FELIX EBOUE

JEPPesen
1 FEB 13 (11-2)

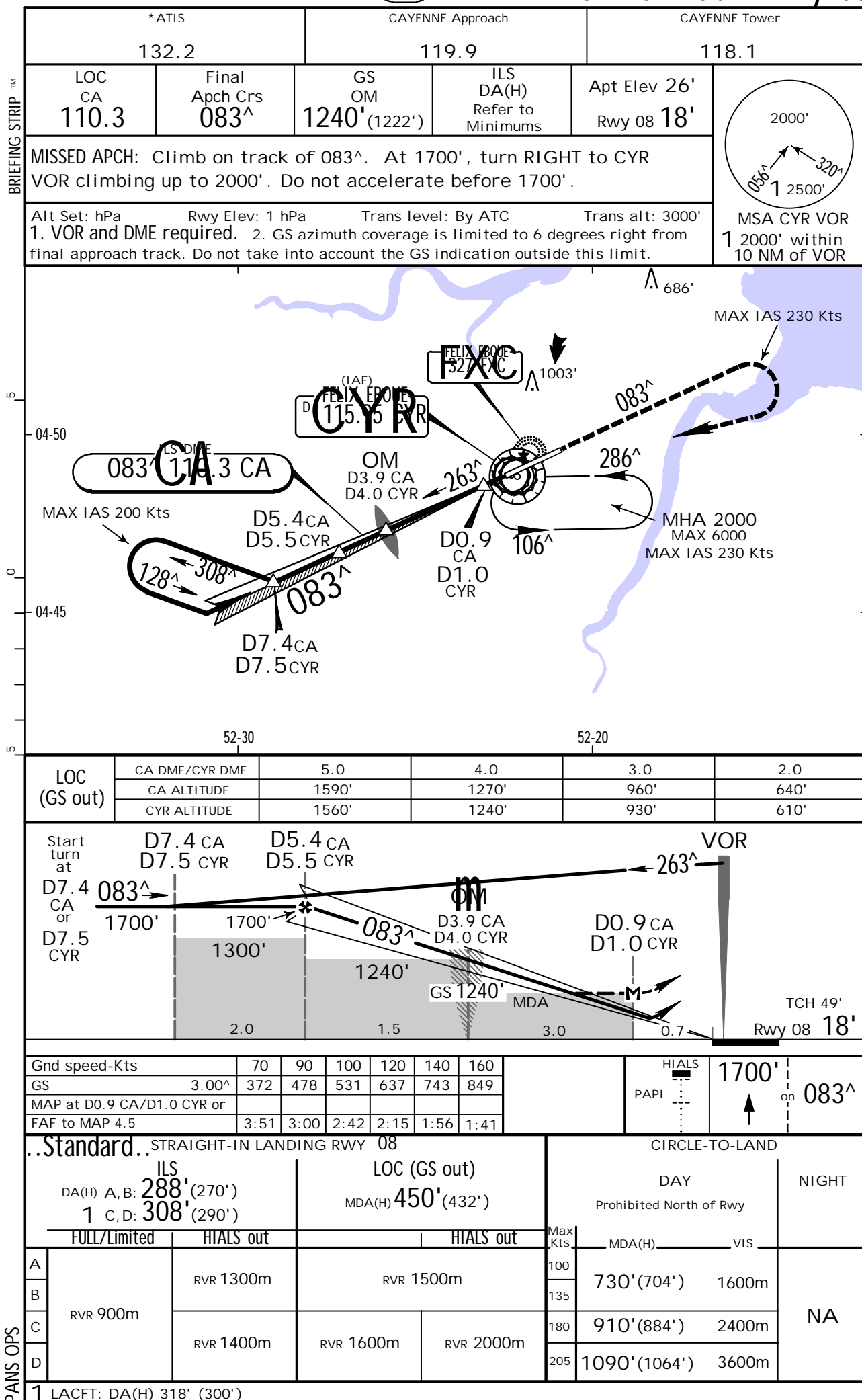
CAYENNE, FRENCH GUIANA
ILS Y or LOC Y Rwy 08



SOCA/CAY
FELIX EBOUE

JEPPesen
1 FEB 13 (11-3)

CAYENNE, FRENCH GUIANA
ILS Z or LOC Z Rwy 08

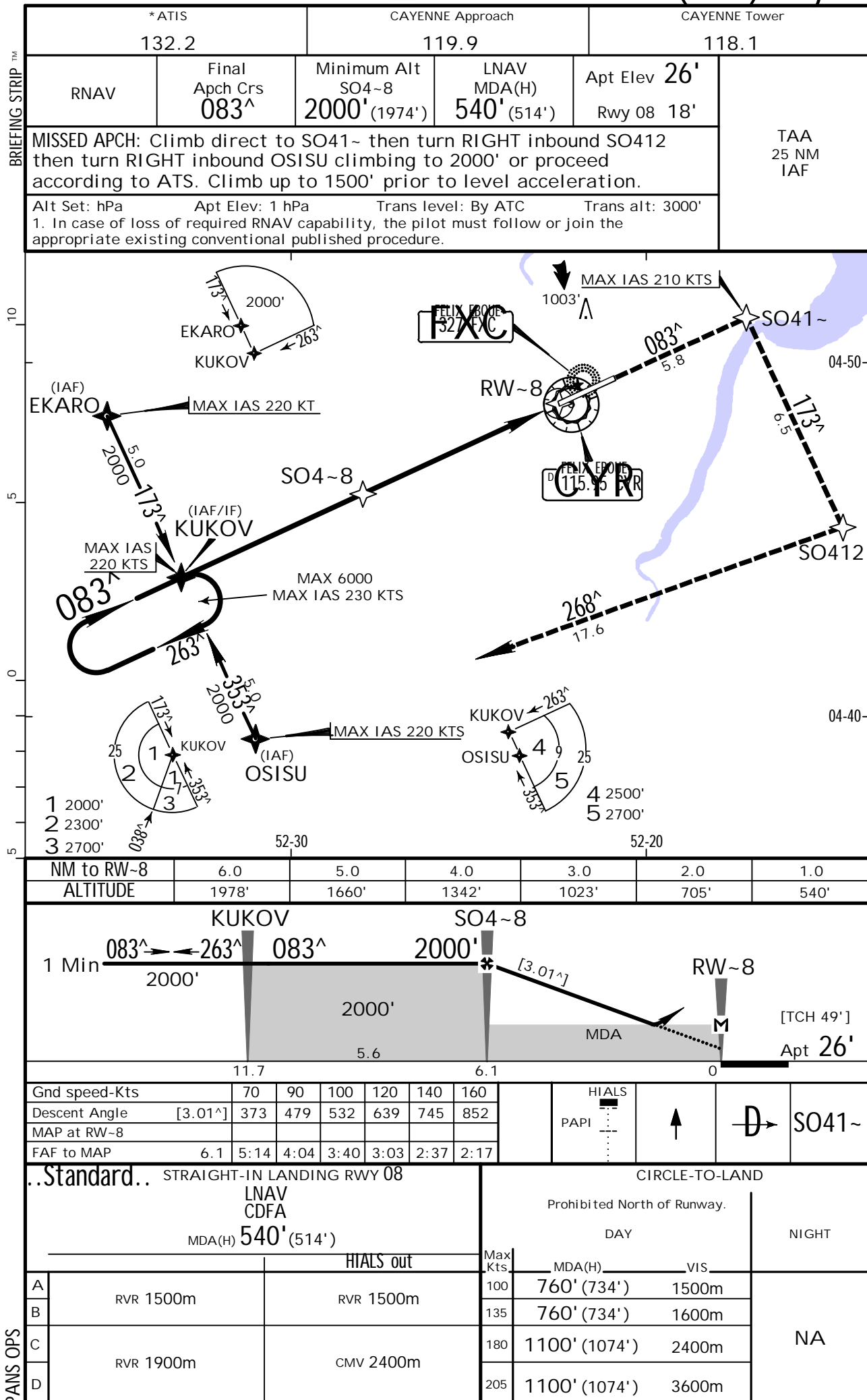


SOCA/CAY
FELIX EBOUE

JEPPesen
1 FEB 13 (12-1)

CAYENNE, FRENCH GUIANA
RNAV (GNSS) Rwy 08

Eff. 7. Feb.

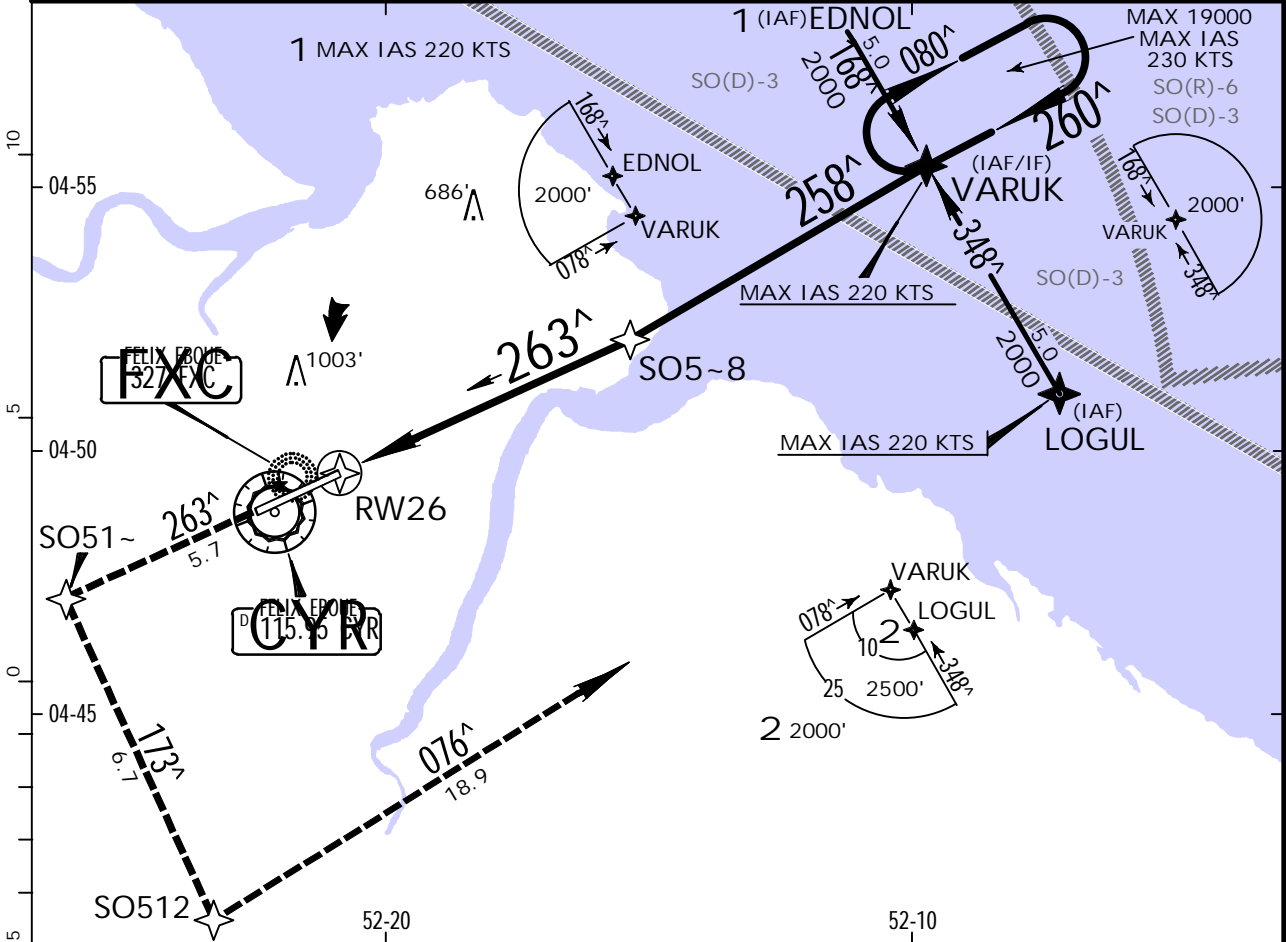


SOCA/CAY
FELIX EBOUE

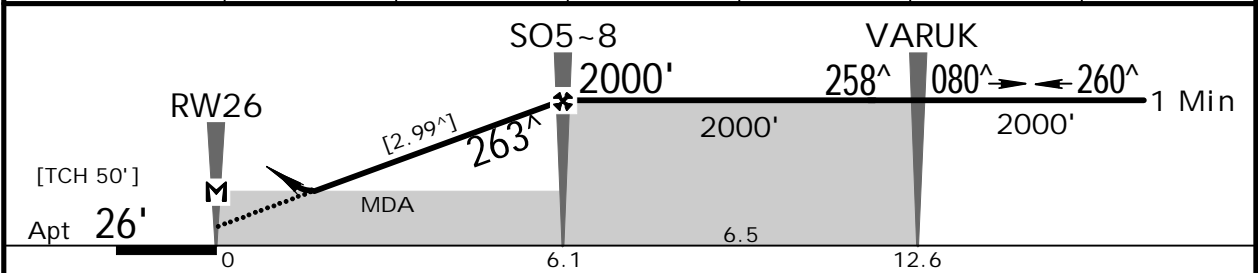
JEPPESSEN
1 FEB 13 (12-2) .Eff.7.Feb.

CAYENNE, FRENCH GUIANA
RNAV (GNSS) Rwy 26

* ATIS 132.2		CAYENNE Approach 119.9		CAYENNE Tower 118.1	
RNAV	Final Apch Crs 263^	Minimum Alt SO5~8 2000'(1974')	LNAV MDA(H) 550'(524')	Apt Elev 26' Rwy 26 25'	TAA 25 NM IAF
MISSED APCH: Climb direct to SO51~ then turn LEFT inbound SO512 then turn LEFT inbound LOGUL climbing to 2000' or proceed according to ATS. Climb up to 1500' prior to level acceleration.					
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 3000' 1. In case of loss of required RNAV capability, the pilot must follow or join the appropriate existing conventional published procedure.					



NM to RW26	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	550'	707'	1025'	1345'	1663'	1980'



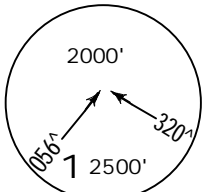
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L ↑ ↻ SO51~
Descent Angle [2.99°]	370	476	529	635	741	846	
MAP at RW26							
FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	

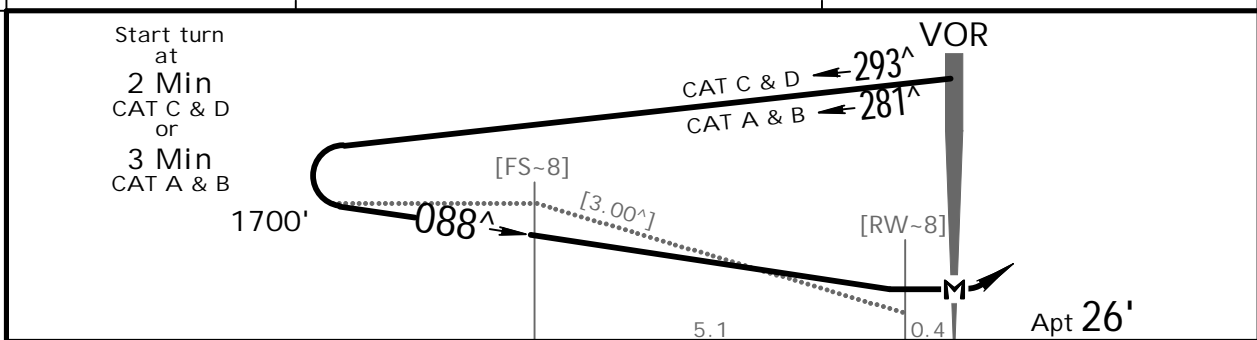
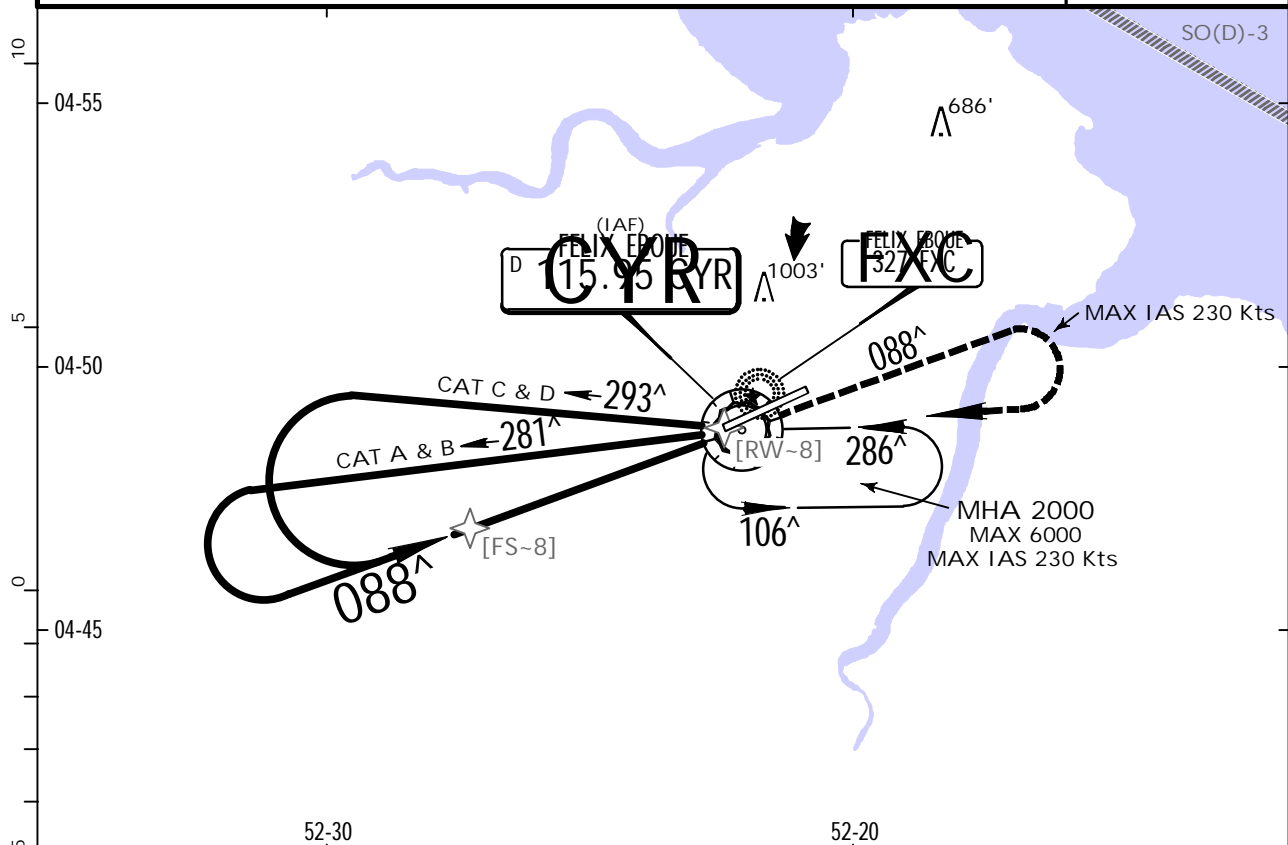
..Standard.. STRAIGHT-IN LANDING RWY 26 LNAV CDFA MDA(H) 550' (524')				CIRCLE-TO-LAND			
A	RVR 1500m			A	NOT APPLICABLE		
B				B			
C	RVR 2400m			C			
D				D			


SOCA/CAY
FELIX EBOUE

JEPPesen
1 FEB 13 **(13-1)** .Eff.7.Feb.

CAYENNE, FRENCH GUIANA
VOR X Rwy 08

BRIEFING STRIP™	* ATIS 132.2		CAYENNE Approach 119.9		CAYENNE Tower 118.1	
	VOR CYR 115.95	Final Apch Crs 088 [^]	No FAF	MDA(H) 890' (864')	Apt Elev 26' Rwy 08 18'	
	MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to CYR VOR climbing up to 2000'. Do not accelerate before 1700'.					MSA CYR VOR 1 With DME, MSA 2000' within 10 NM of VOR
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC		Trans alt: 3000'	



Gnd speed-Kts	70	90	100	120	140	160		1700' on 115.95 CYR R-088
Descent angle [3.00 [^]]	372	478	531	637	743	849		
MAP at VOR								

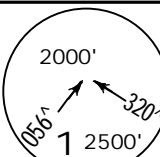
..Standard.. STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
CDFA DA/MDA(H) 1 890' (864')		Non-CDFA MDA(H) 890' (864')		Prohibited North of Rwy			
HIALS out		HIALS out		Max Kts	DAY	NIGHT	
				100	MDA(H) VIS		
				135	890' (864') 4200m		
				180	910' (884') 4400m		
				205	1090' (1064') 4400m		
A							
B							
C	CMV 3600m	CMV 4000m					
D							

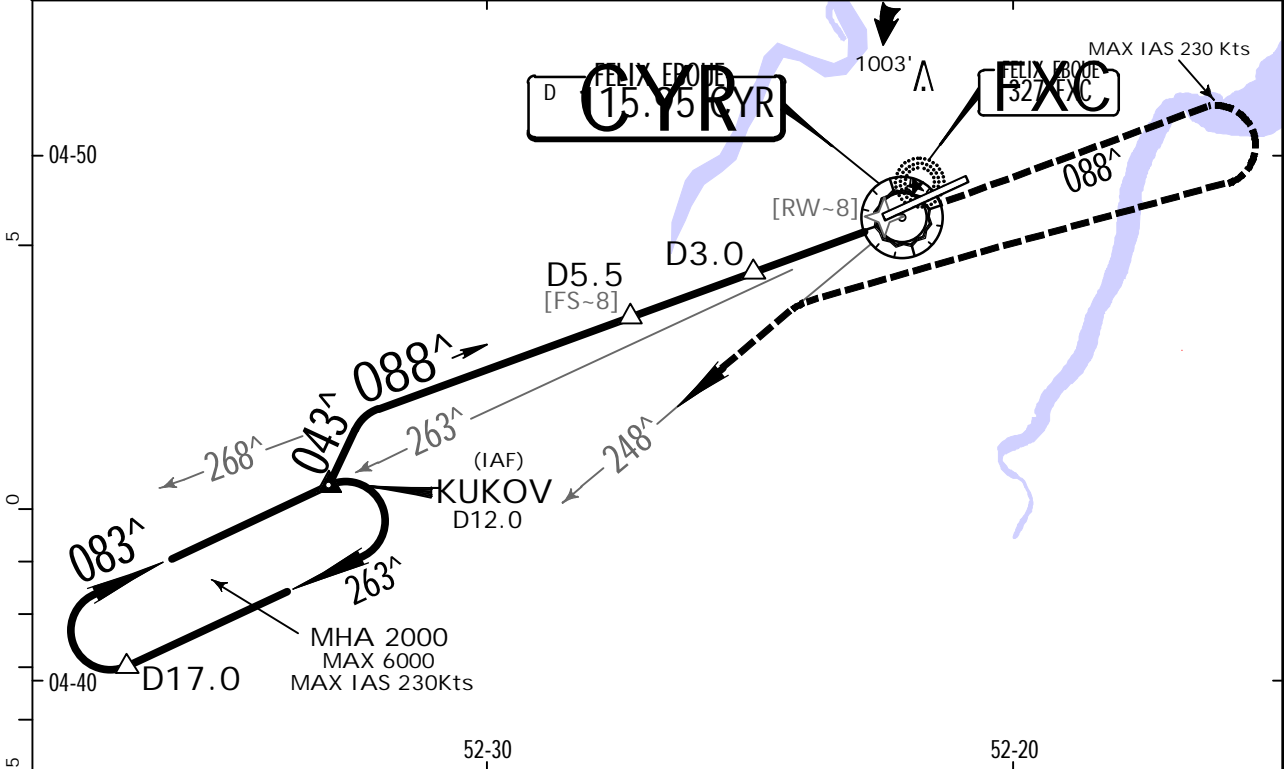
1 For add-on to the MDA(H), see ATC pages FRENCH GUIANA

SOCA/CAY
FELIX EBOUE

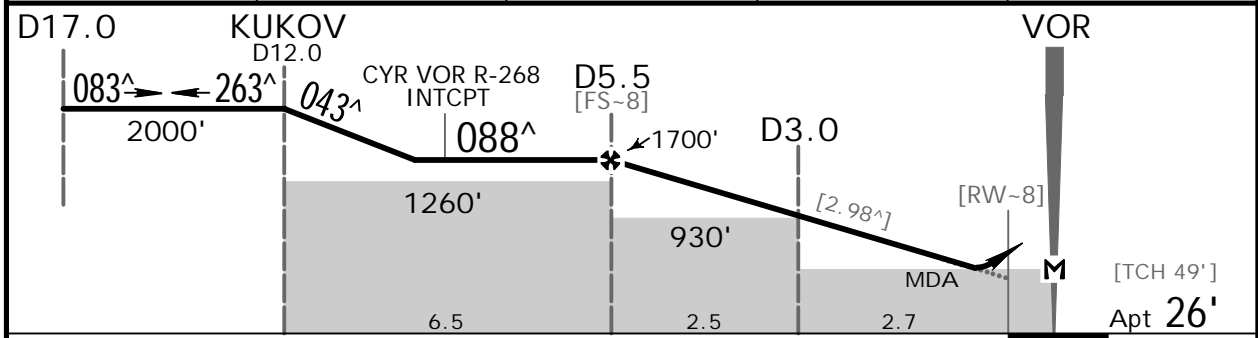
JEPPesen
1 FEB 13 13-2 .Eff.7.Feb.

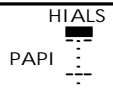
CAYENNE, FRENCH GUIANA
VOR Y Rwy 08

* ATIS 132.2		CAYENNE Approach 119.9		CAYENNE Tower 118.1	
VOR CYR 115.95	Final Apch Crs 088 [^]	Procedure Alt D5.5 1700' (1674')	DA/MDA(H) 460' (434')	Apt Elev 26' Rwy 08 18'	 MSA CYR VOR 1 2000' Within 10 NM of VOR
MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to join CYR VOR R-248 outbound to enter into holding pattern climbing up to 2000'. Do not accelerate before 1700'.					
Alt Set: hPa 1. DME required.		Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 3000'	



CYR DME	5.0	4.0	3.0	2.0
ALTITUDE	1560'	1250'	930'	620'



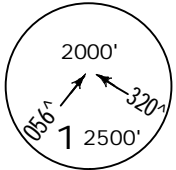
Gnd speed-Kts	70	90	100	120	140	160		1700' on 115.95 CYR R-088
Descent angle	2.98°	4.74°	5.27°	6.33°	7.38°	8.43°		
MAP at VOR or FAF to MAP	5.5	4:43	3:40	3:18	2:45	2:21		

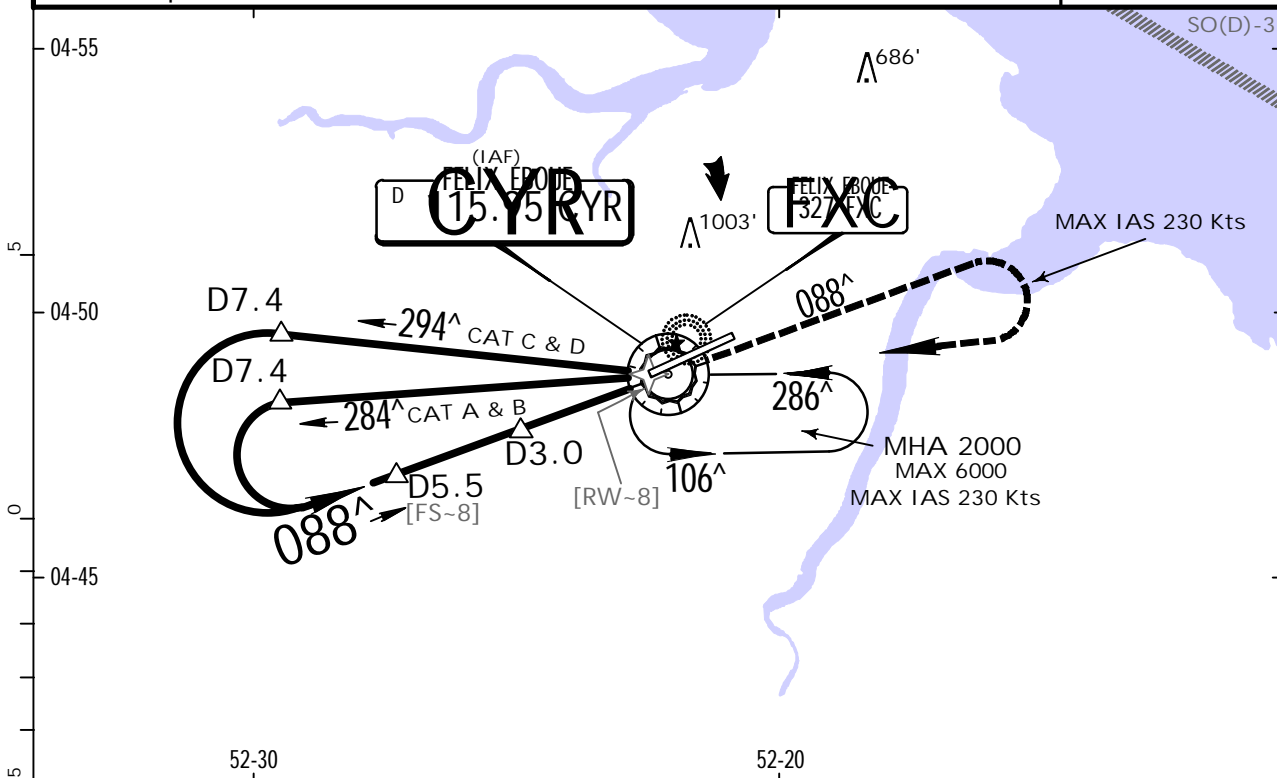
..Standard.. STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
CDFA				Prohibited North of Rwy			
DA/MDA(H) 460' (434')				DAY		NIGHT	
HIALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	730' (704')	1600m	NA
B				135			
C				180	910' (884')	2400m	
D	RVR 1600m	RVR 2000m		205	1090' (1064')	3600m	

SOCA/CAY
FELIX EBOUE

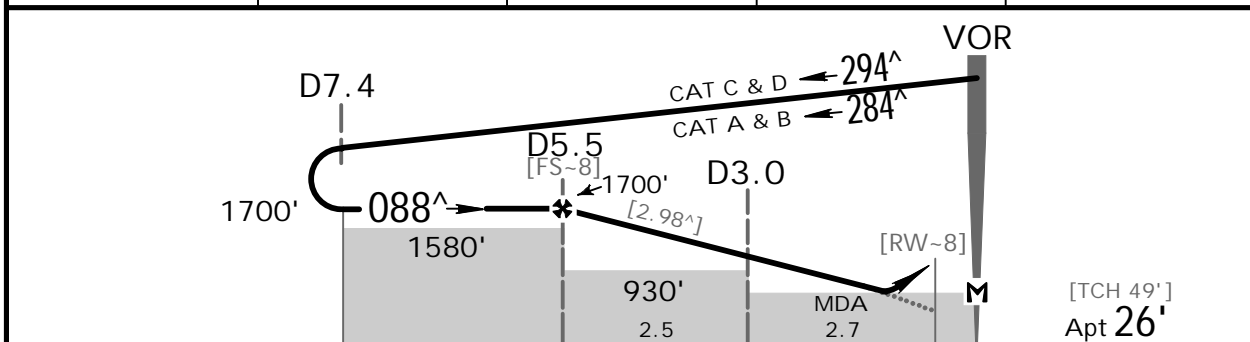
JEPPesen 1 FEB 13 **(13-3)** .Eff.7.Feb.

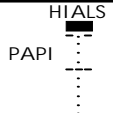
CAYENNE, FRENCH GUIANA
VOR Z Rwy 08

BRIEFING STRIP™	*ATIS 132.2		CAYENNE Approach 119.9		CAYENNE Tower 118.1	
	VOR CYR 115.95	Final Apch Crs 088 [^]	Procedure Alt D5.5 1700' (1674')	MDA(H) 460' (434')	Apt Elev 26' Rwy 08 18'	
	MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to CYR VOR climbing up to 2000'. Do not accelerate before 1700'. Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 3000' 1. DME required.					MSA CYR VOR 1 2000' Within 10 NM of VOR



CYR DME	5.0	4.0	3.0	2.0
ALTITUDE	1560'	1250'	930'	620'



Gnd speed-Kts	70	90	100	120	140	160		CYR 115.95 R-088
Descent angle	2.98°	4.74	5.27	6.33	7.38	8.43		
MAP at VOR or FAF to MAP	5.5	4:43	3:40	3:18	2:45	2:21		

..Standard.. STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
CDFA DA/MDA(H) 460' (434')				Prohibited North of Rwy			
HIALS out				DAY		NIGHT	
RVR 1500m				Max Kts	MDA(H)	VIS	NA
				100	730' (704')	1600m	
				135			
				180	910' (884')	2400m	
RVR 1600m				205	1090' (1064')	3600m	
RVR 2000m							

SOCA/CAY

FELIX EBOUE



JEPPesen

1 FEB 13

13-4

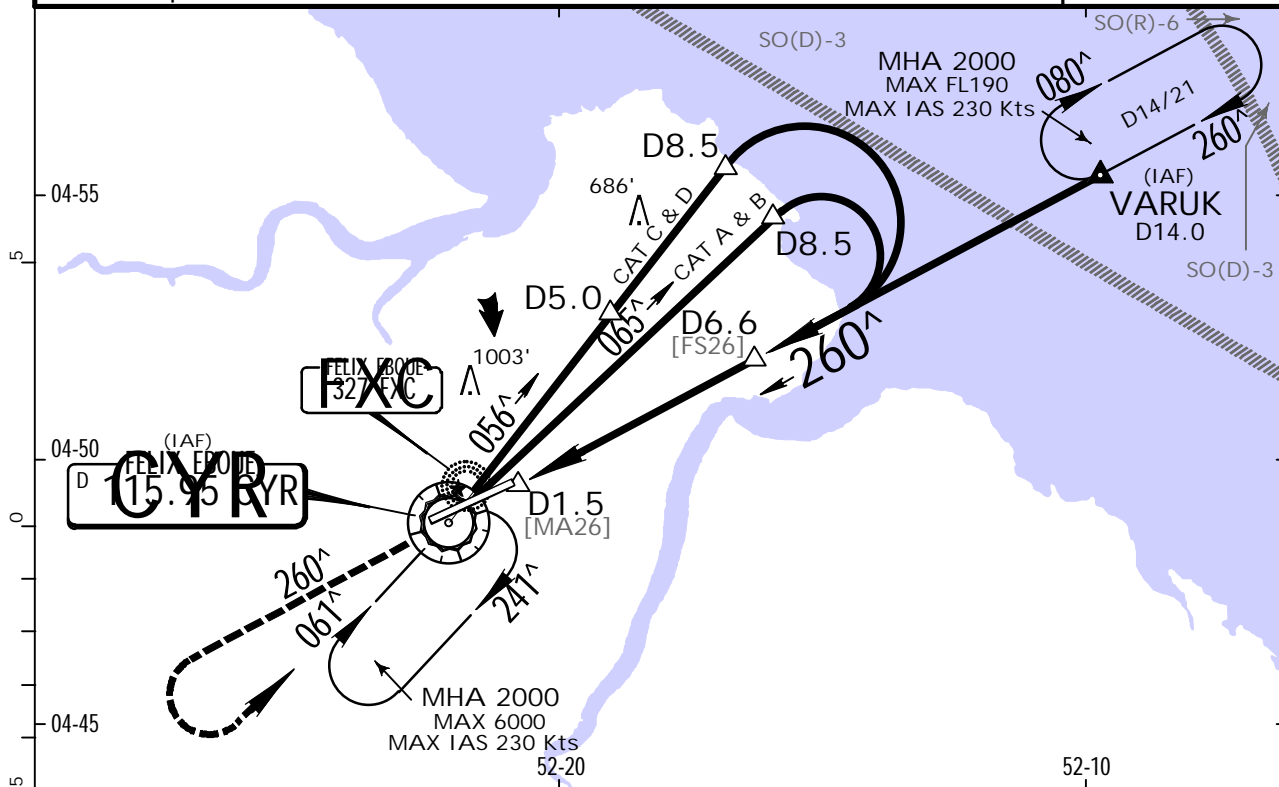
.Eff.7.Feb.

CAYENNE, FRENCH GUIANA

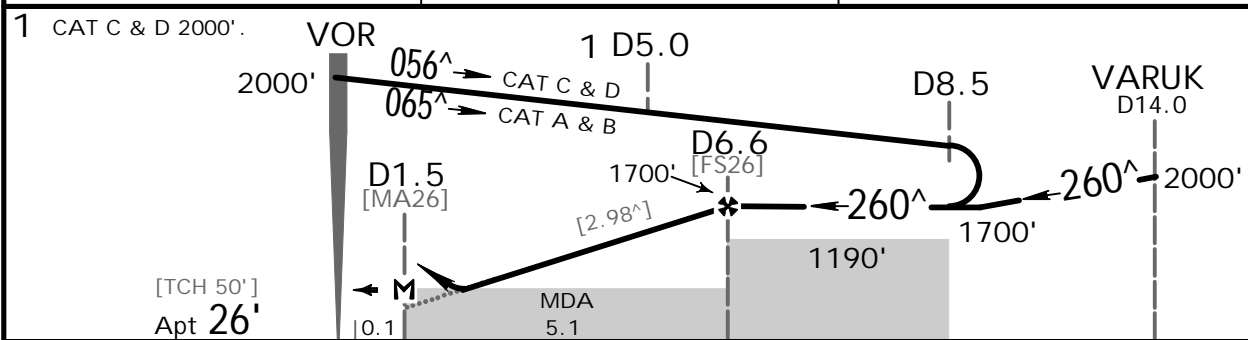
VOR Rwy 26

BRIEFING STRIP™

* ATIS		CAYENNE Approach		CAYENNE Tower	
132.2		119.9		118.1	
VOR CYR 115.95	Final Apch Crs 260^	Procedure Alt D6.6 1700' (1674')	MDA(H) 680' (654')	Apt Elev 26' Rwy 26 25'	<div><p>MSA CYR VOR 1 2000' Within 10 NM of VOR</p></div>
MISSED APCH: Climb outbound on CYR VOR R-260. At 1700' turn LEFT to enter holding climbing up to 2000'. Do not accelerate before 1700'.					
Alt Set: hPa 1. DME required.		Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 3000'	



CYR DME	4.0	5.0
ALTITUDE	900'	1220'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1700' on 115.95 CYR R-260
Descent angle	2.98°	4.74°	5.27°	6.33°	7.38°	8.43°		
MAP at D1.5								

..Standard.. STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND		NIGHT	
CDFA		Prohibited North of Rwy			
DA/MDA(H) 1 680' (654')		DAY			
		Max Kts	MDA(H)	VIS	
A	RVR 1500m	100	840' (814')	1500m	NA
B		135	840' (814')	1600m	
C	CMV 2400m	180	940' (914')	2400m	
D		205	1090' (1064')	3600m	

1 For add-on to the MDA(H), see ATC pages FRENCH GUIANA.

SOCA/CAY

FELIX EBOUE

JEPPesen

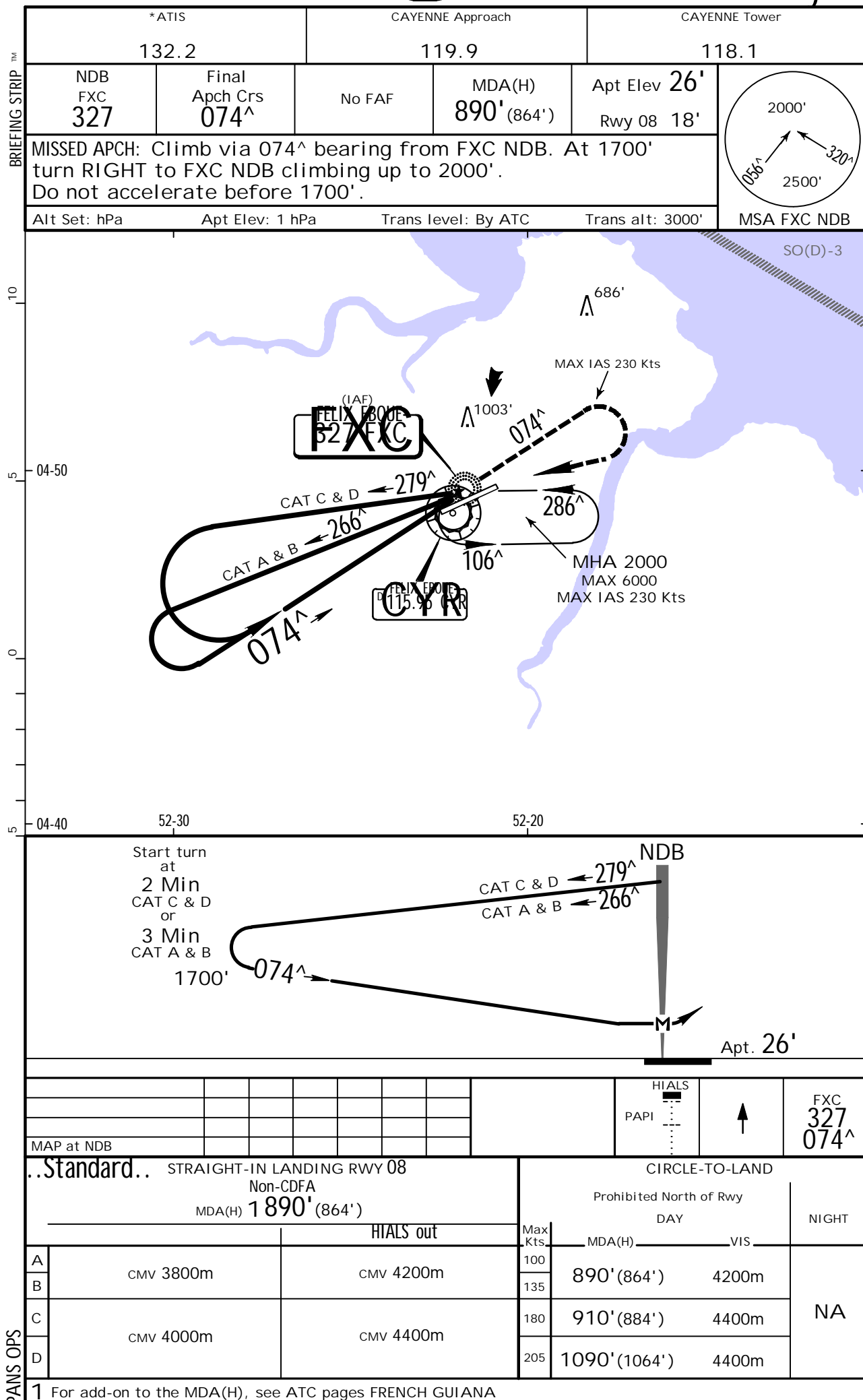
1 FEB 13

(16-1)

.Eff.7.Feb.

CAYENNE, FRENCH GUIANA

NDB Rwy 08



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

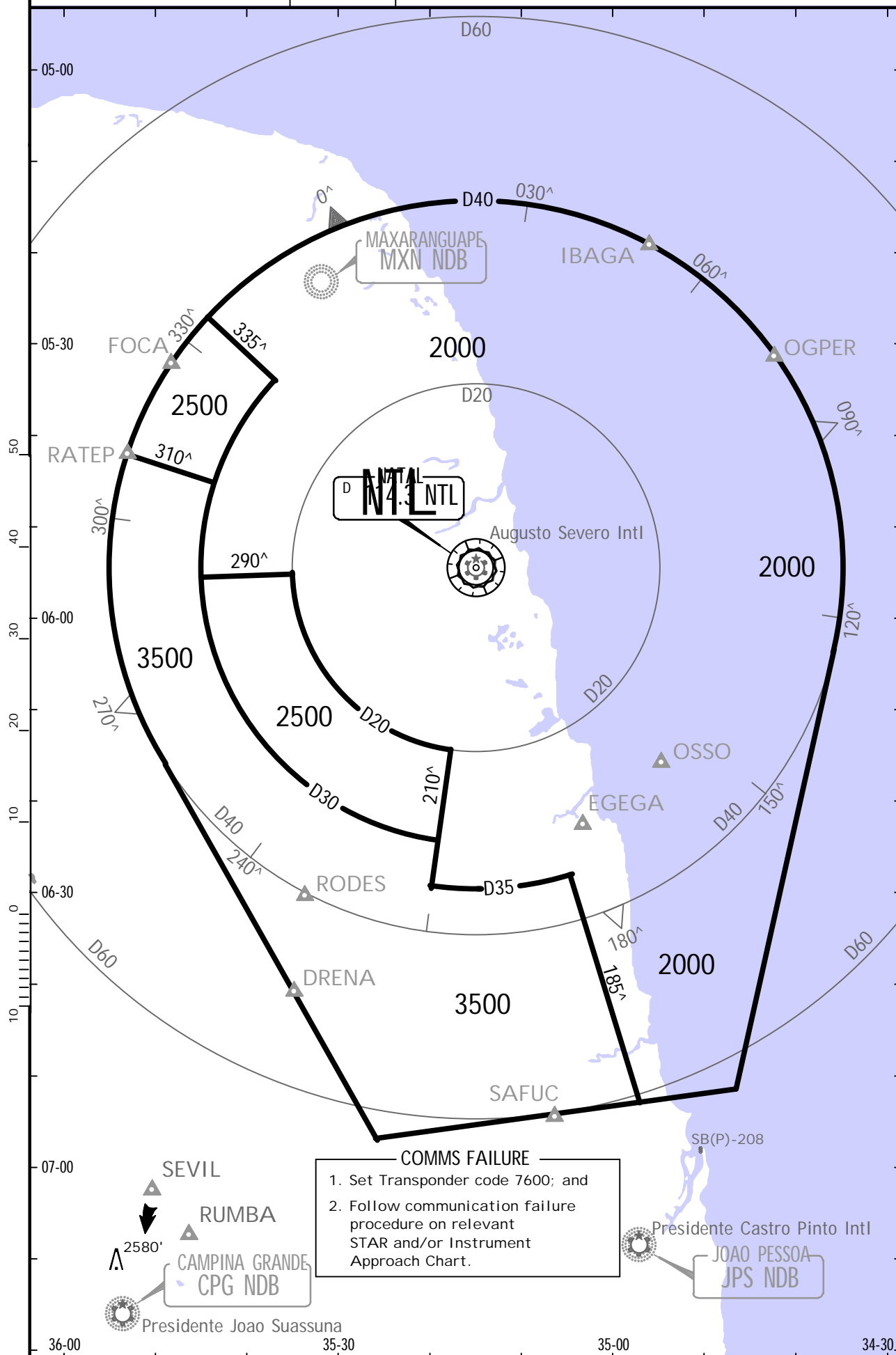
Trans level: By ATC

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

AUGUSTO SEVERO INTL

JEPPESEN

6 NOV 15

10-3

.Eff.12.Nov.

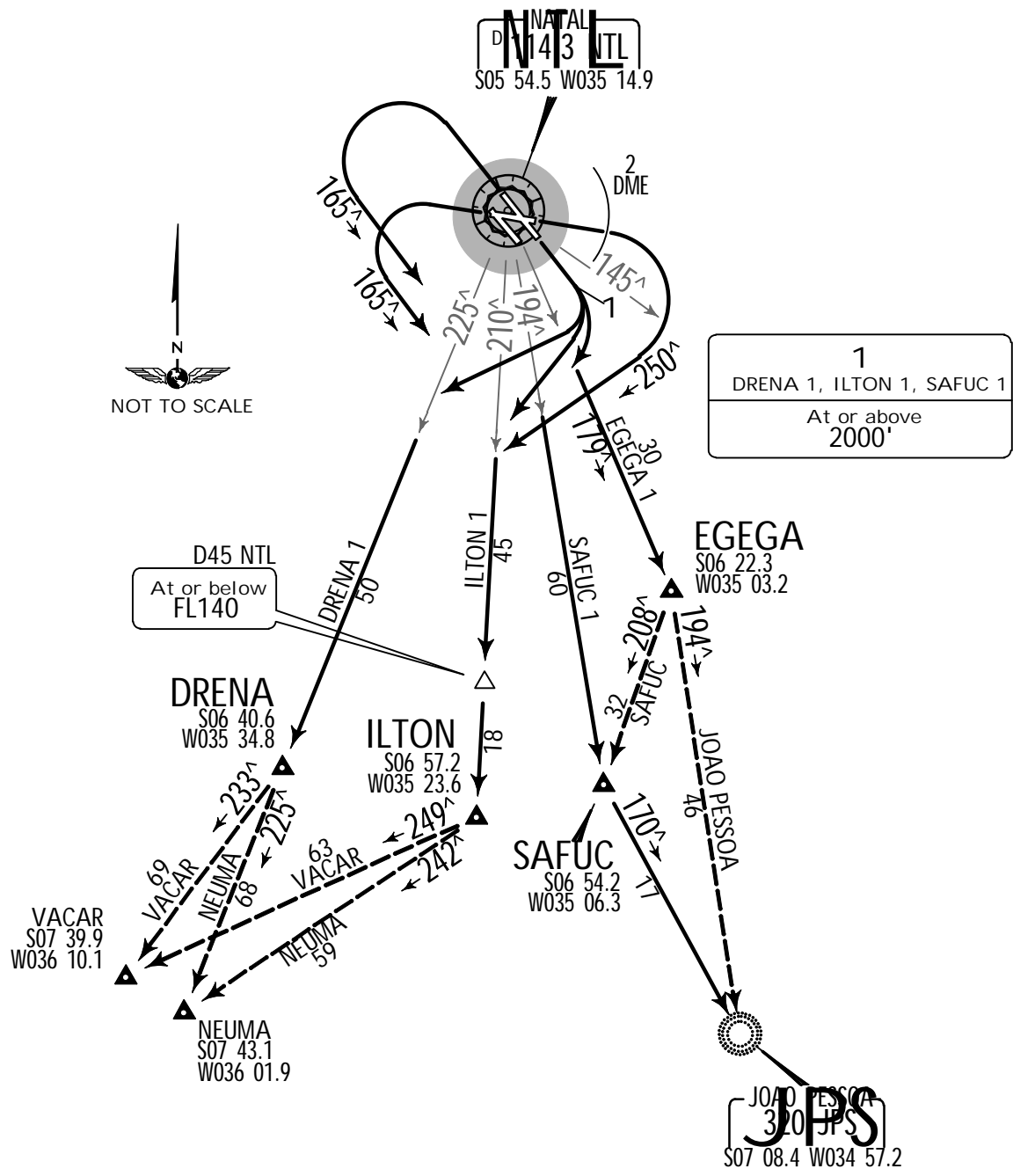
NATAL, BRAZIL

.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'.

SBNT/NSA

AUGUSTO SEVERO INTL



JEPPESSEN

6 NOV 15

10-3A

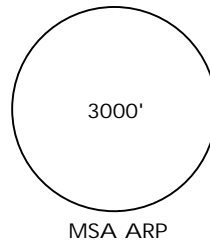
.Eff.12.Nov.

NATAL, BRAZIL

.RNAV.SID.

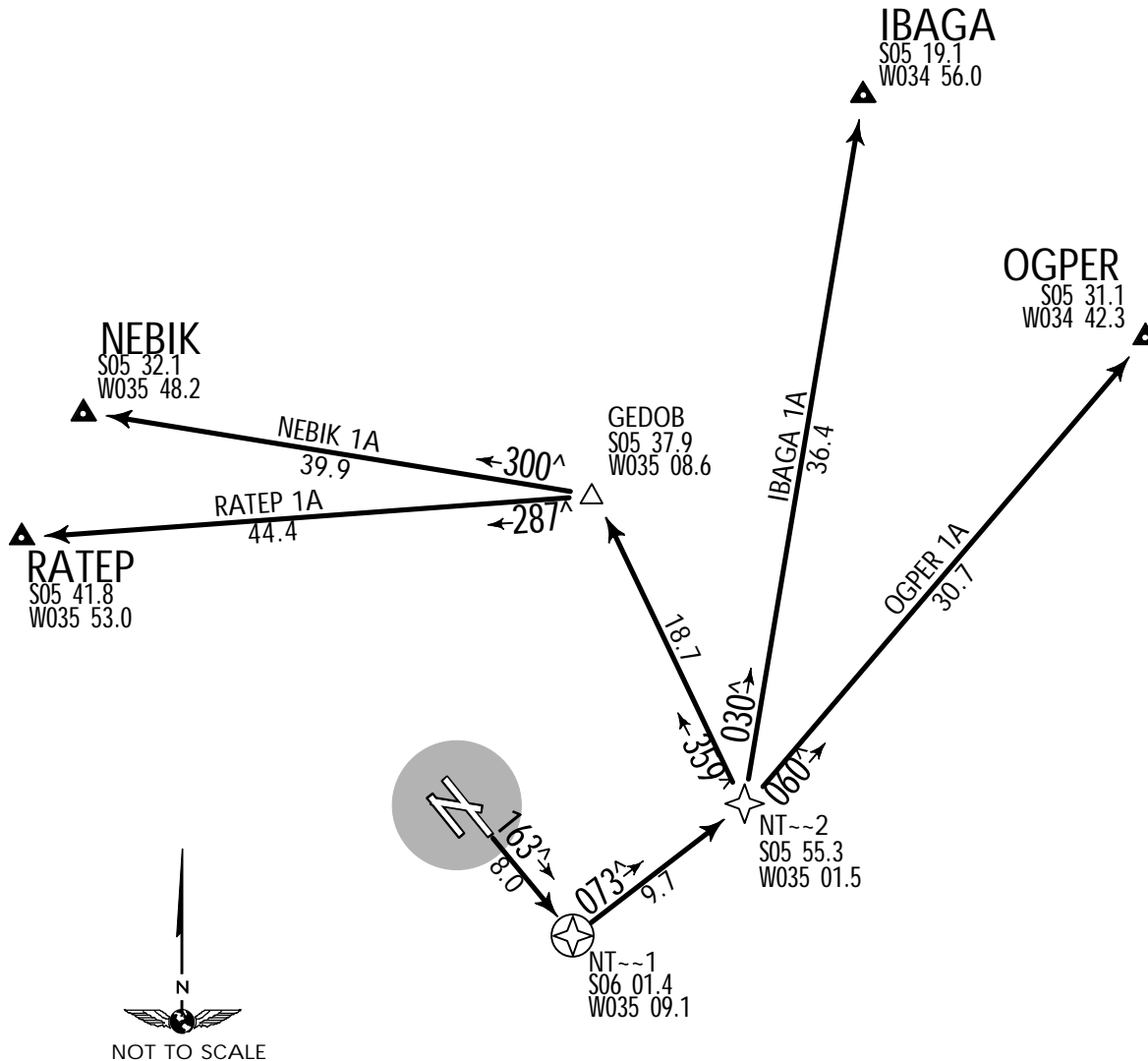
Apt Elev
169'

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.

SBNT/NSA

JEPPESEN

NATAL, BRAZIL

AUGUSTO SEVERO INTL

6 NOV 15

10-3B

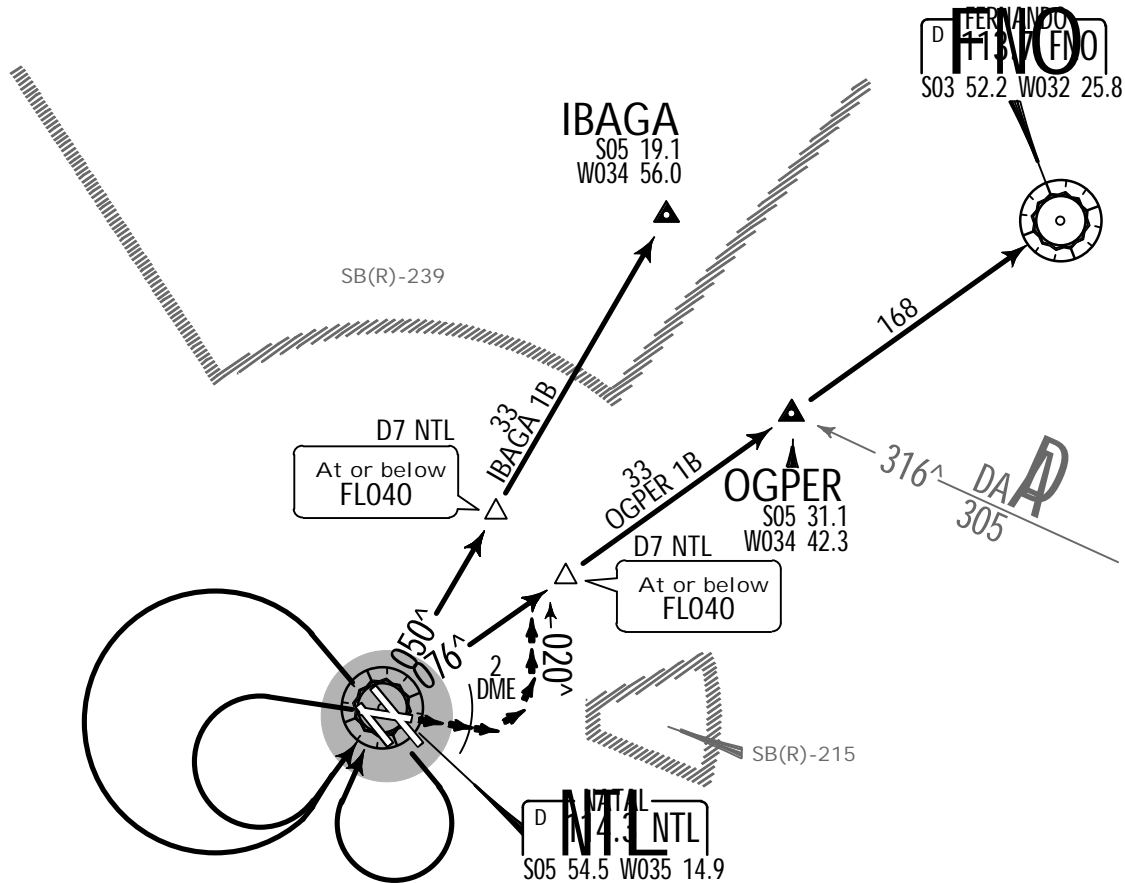
.Eff.12.Nov.

.SID.

Apt Elev
169'

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

IBAGA 1B [IBAG1B], OGPOR 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.

SBNT/NSA

JEPPESSEN

NATAL, BRAZIL

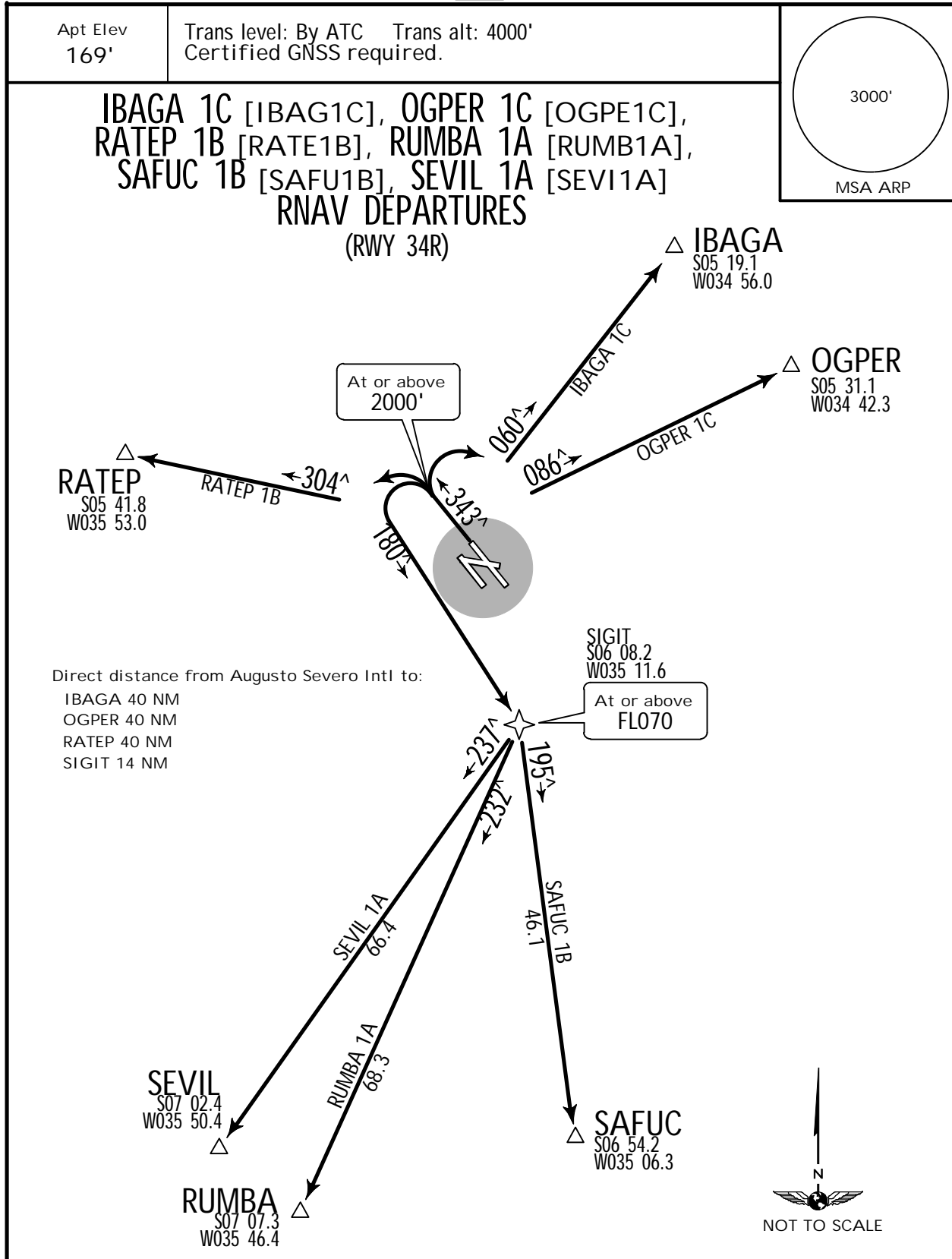
AUGUSTO SEVERO INTL

6 NOV 15

10-3C

.Eff. 12. Nov.

.RNAV.SID.



INITIAL CLIMB

After take-off, MAINTAIN 343° course to 2000'.

SID	ROUTING
IBAGA 1C	Turn RIGHT to intercept and MAINTAIN 060° course to IBAGA.
OGPER 1C	Turn RIGHT to intercept and MAINTAIN 086° course to OGP1C.
RATEP 1B	Turn LEFT to intercept and MAINTAIN 304° course to RATEP.
RUMBA 1A	Turn LEFT to intercept and MAINTAIN 180° course to SIGIT. Then, turn RIGHT to intercept and MAINTAIN 232° track to RUMBA.
SAFUC 1B	Turn LEFT to intercept and MAINTAIN 180° course to SIGIT. Then, turn RIGHT to intercept and MAINTAIN 195° track to SAFUC.
SEVIL 1A	Turn LEFT to intercept and MAINTAIN 180° course to SIGIT. Then, turn RIGHT to intercept and MAINTAIN 237° track to SEVIL.

SBNT/NSA

AUGUSTO SEVERO INTL



JEPPESSEN

9 OCT 15

10-3D

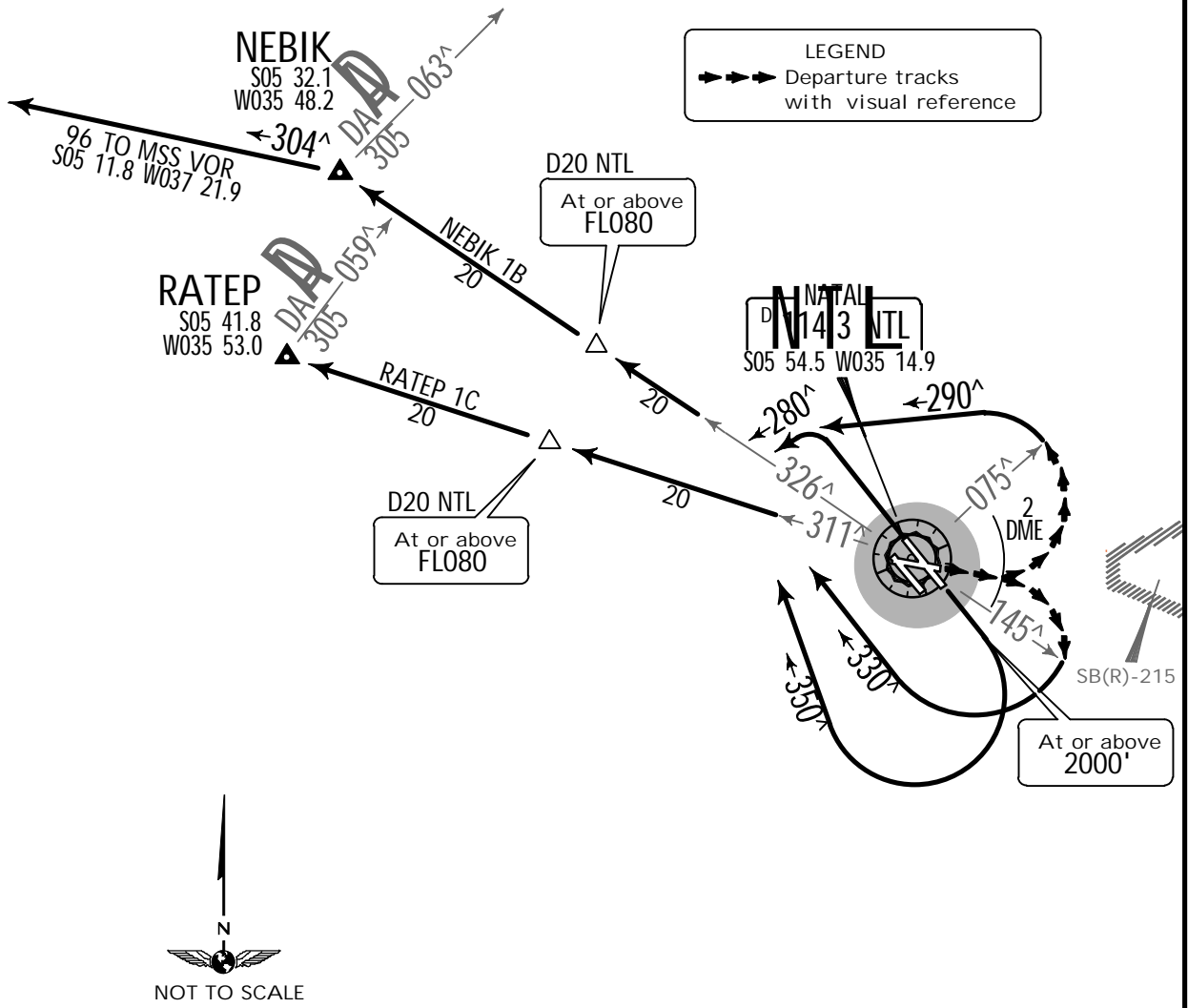
.Eff.15.Oct.

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

JEPPESEN

NATAL, BRAZIL

AUGUSTO SEVERO INTL

9 OCT 15

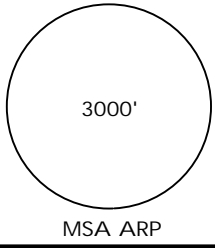
10-3E

.Eff.15.Oct.

.RNAV.SID.

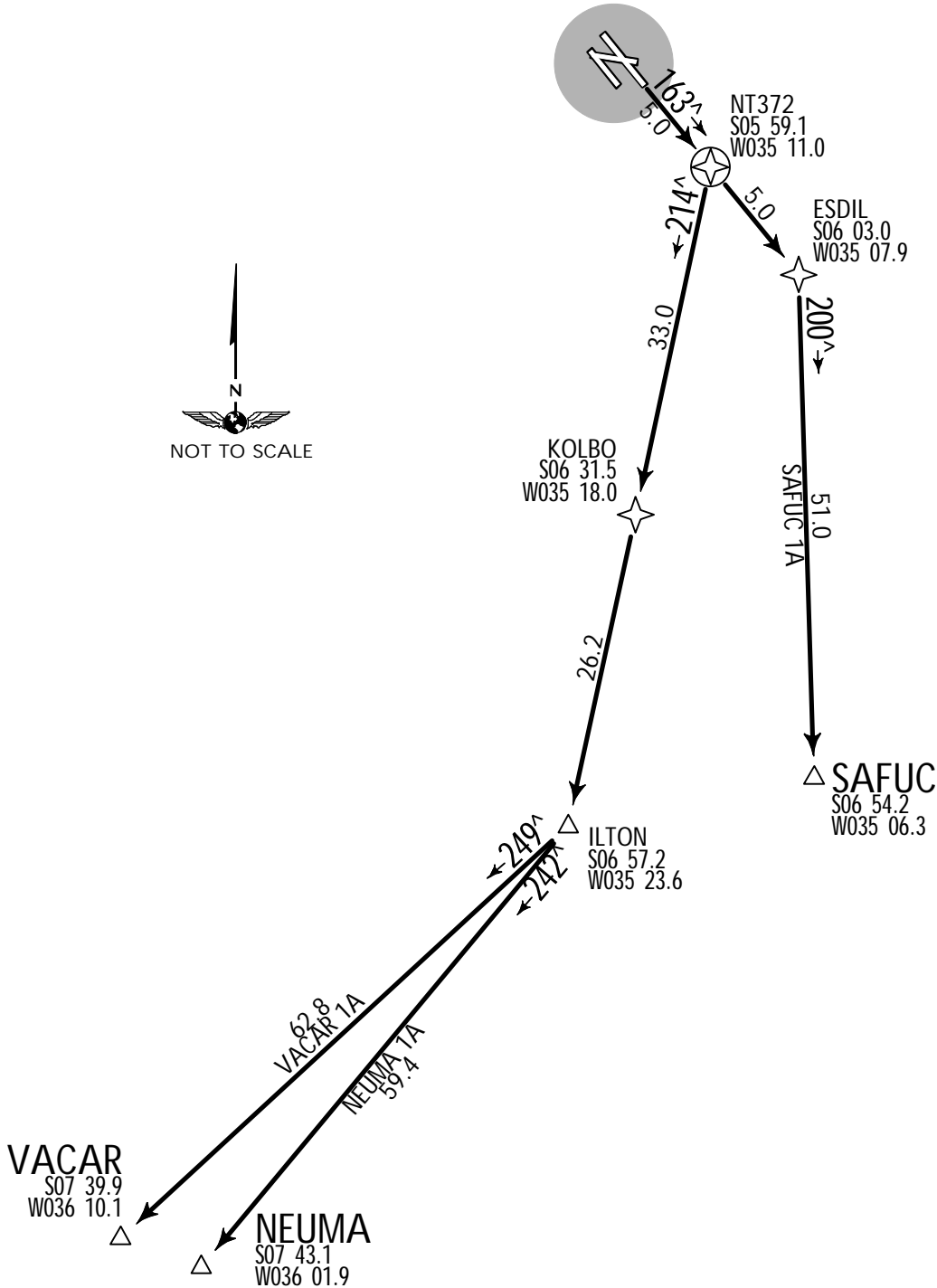
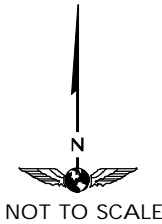
Apt Elev
169'

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.

SBNT/NSA

Apt Elev 169'

S05 54.5 W035 15.0

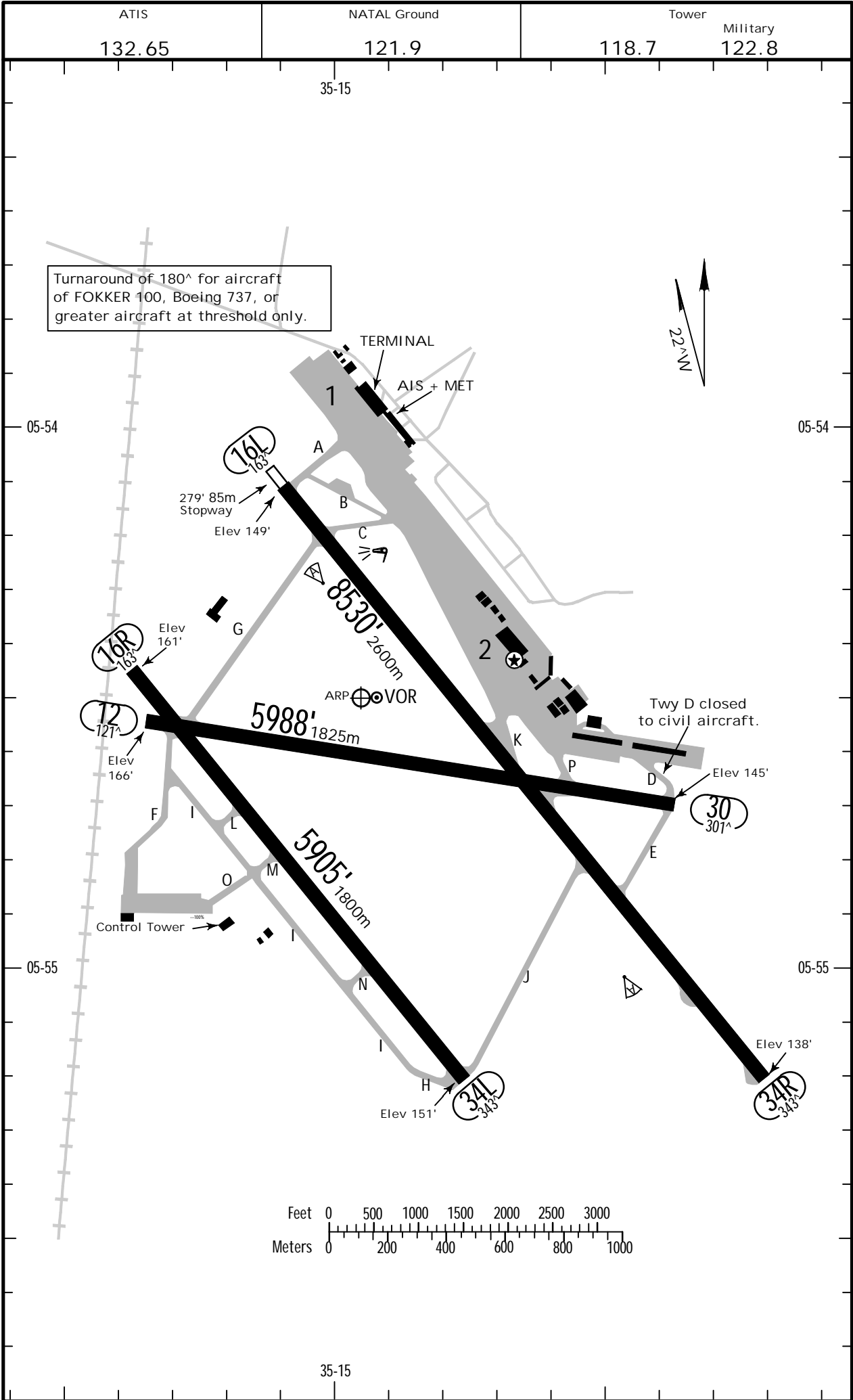
JEPPESSEN

4 JUL 14

10-9

NATAL, BRAZIL

AUGUSTO SEVERO INTL



SBNT/NSA



NATAL, BRAZIL
AUGUSTO SEVERO INTL

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.

SBNT/NSA

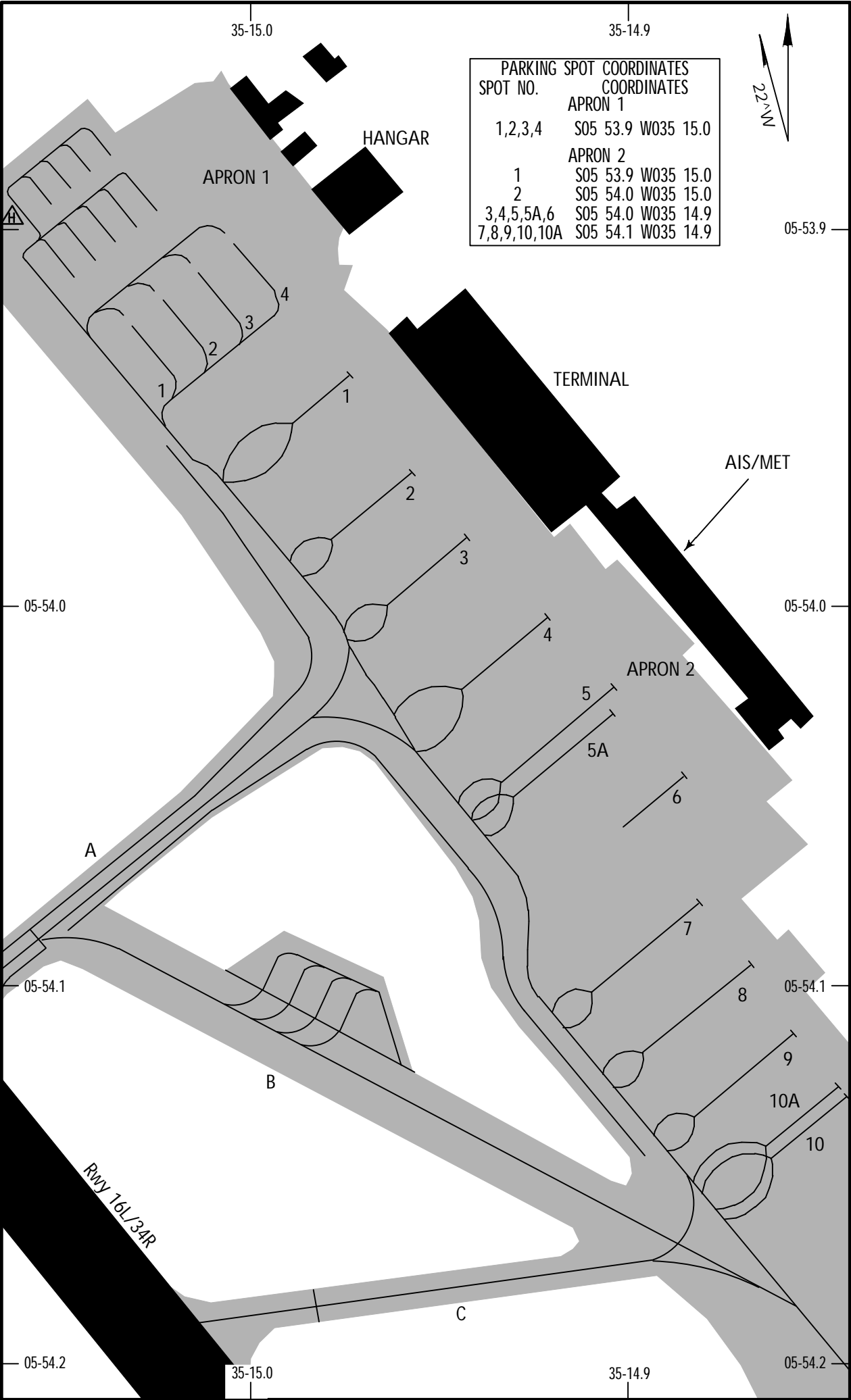
JEPPesen

NATAL, BRAZIL

6 JUN 14

10-9B

AUGUSTO SEVERO INTL



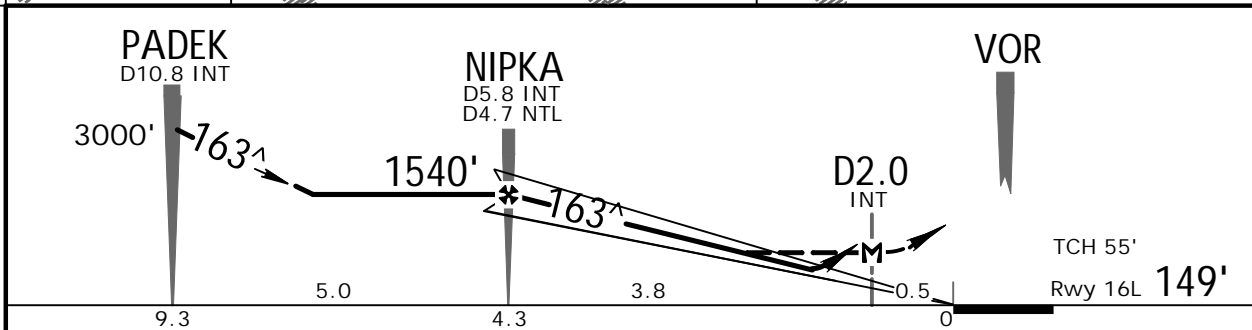
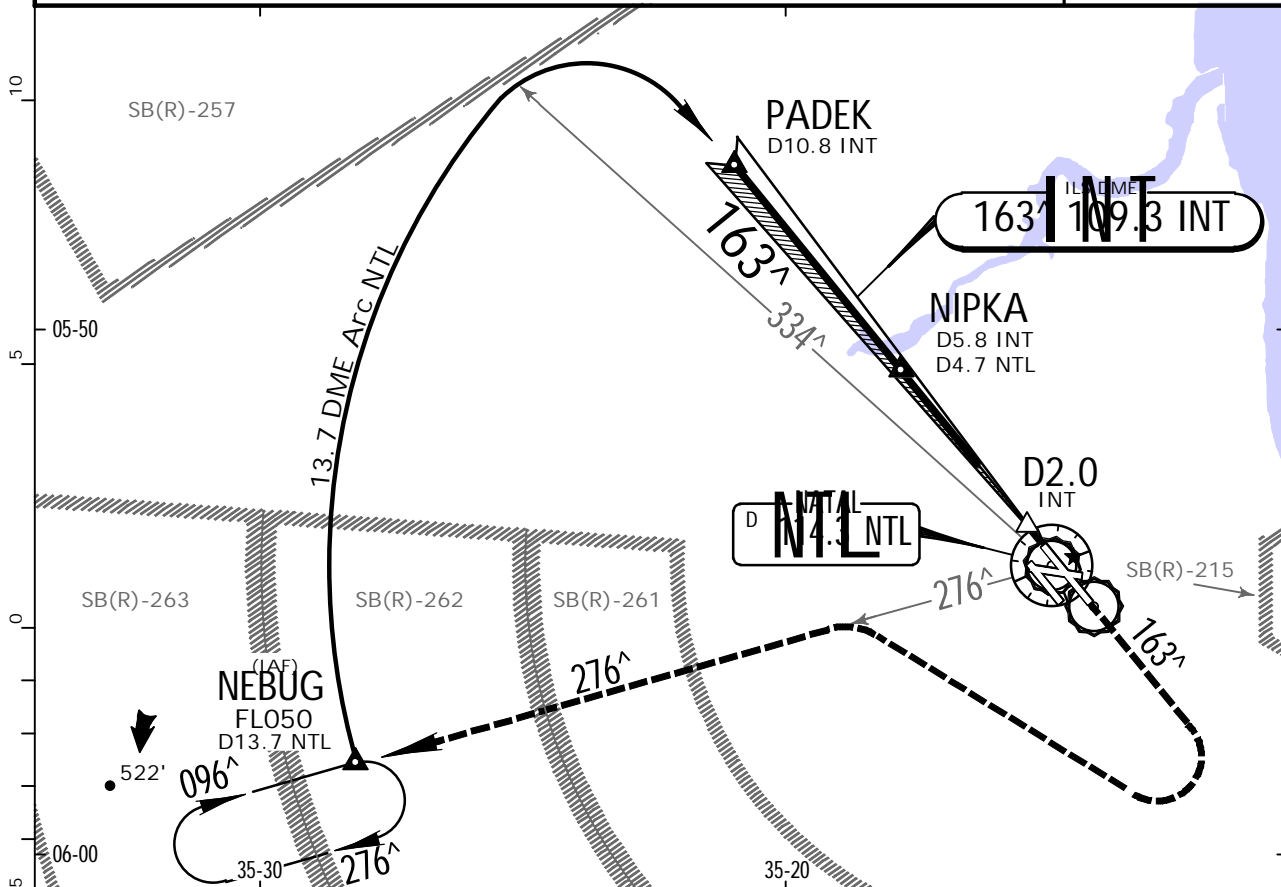
SBNT/NSA
AUGUSTO SEVERO INTL

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'	

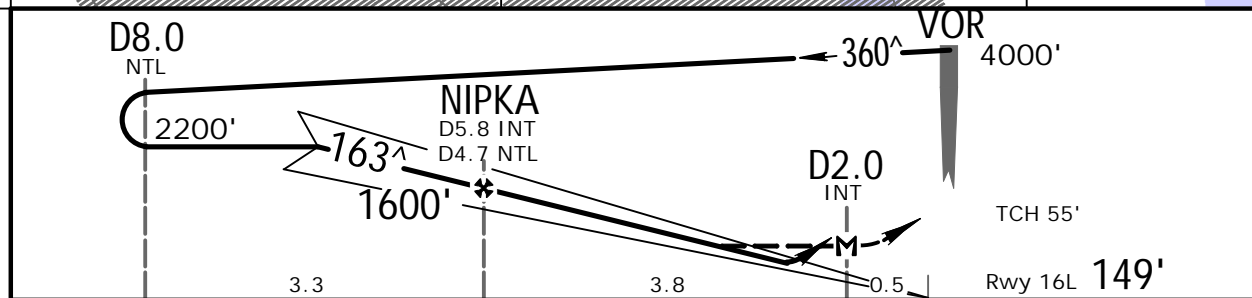
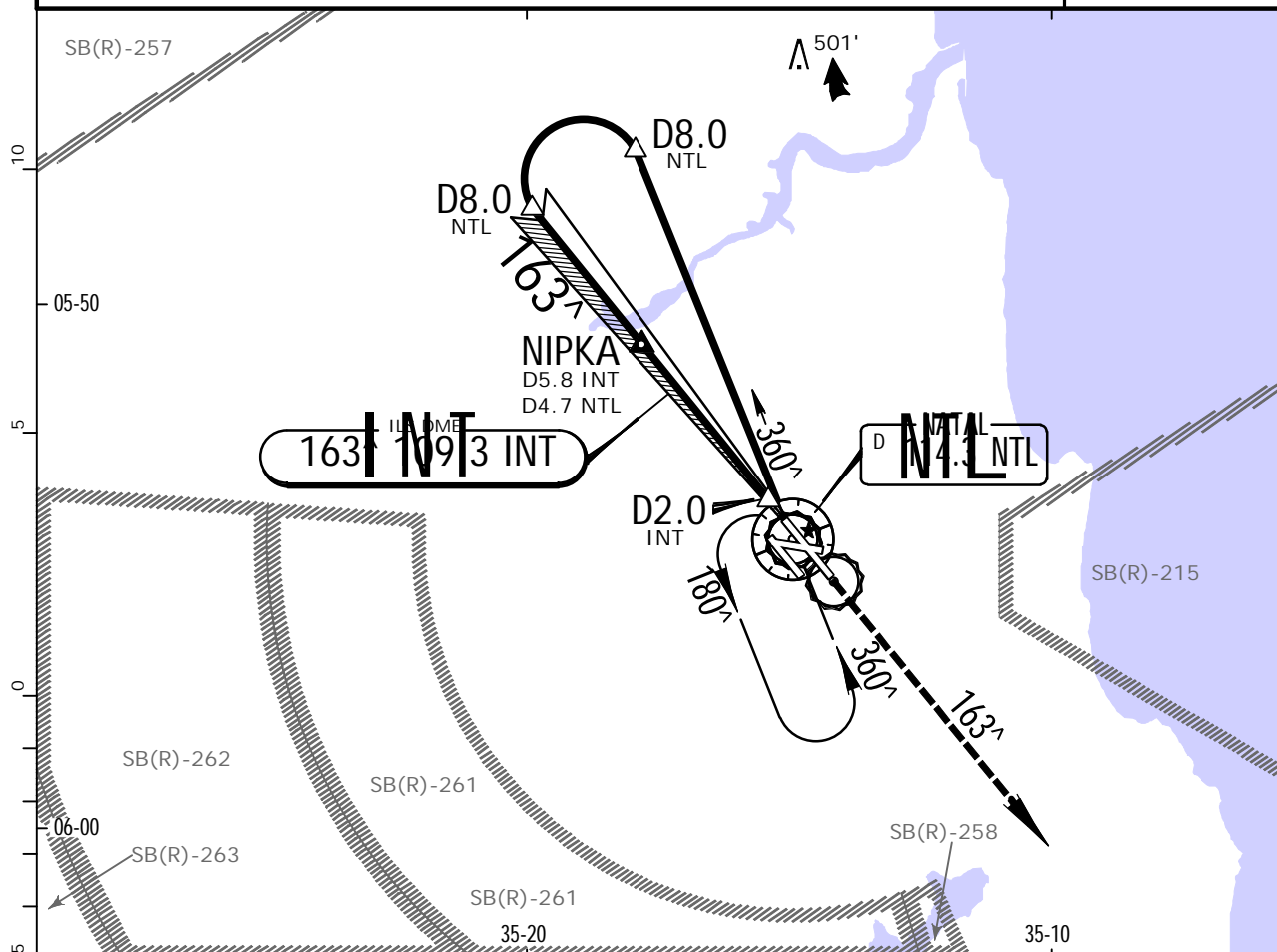


Gnd speed-Kts	90	110	130	150	170	190	PAPI	FL050 ↑ NTL 114.3 R-163
GS	3.00 [^]	478	584	690	796	902		
Rate of descent on final (feet/min)		500	600	750	850	1000		
MAP at D2.0 INT or NIPKA to MAP	3.8	2:32	2:04	1:45	1:31	1:20		

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.					
					MSA NTL VOR



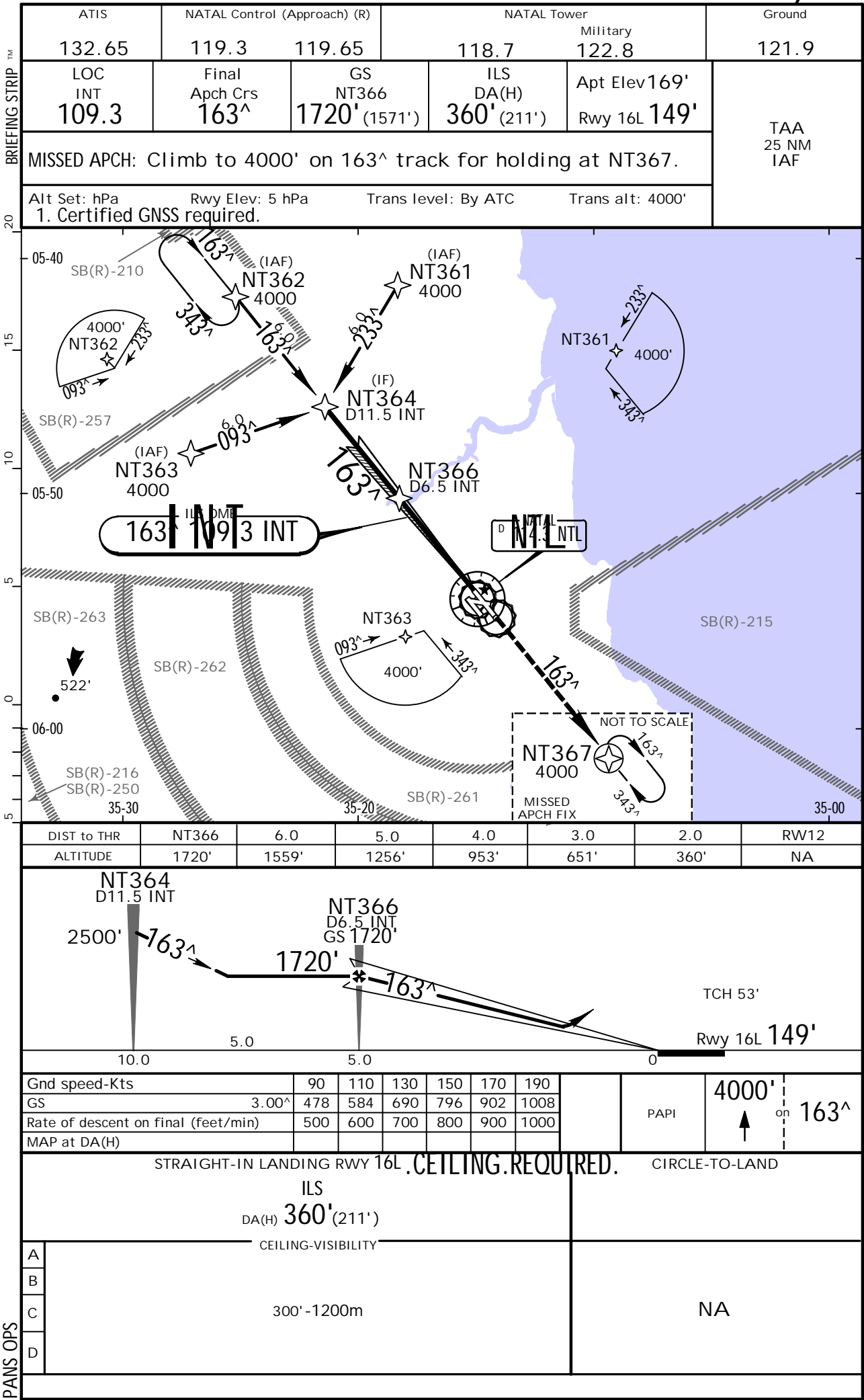
Gnd speed-Kts		90	110	130	150	170	190	PAPI	4000' ↑ on NTL 114.3 R-163
GS	3.00^	478	584	690	796	902	1008		
Rate of descent on final (feet/min)		500	600	750	850	1000	1100		
MAP at D2.0 INT or NIPKA to MAP	3.8	2:32	2:04	1:45	1:31	1:20	1:12		

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	300' -1200m	CEILING-VISIBILITY	500' -1600m	Max Kts	MDA(H)	CEIL-VIS	
B				100	580'(411')	500'-1600m	
C				135	670'(501')	600'-1600m	
D				180	760'(591')	600'-2400m	
			500' -2400m	205	860'(691')	700'-3600m	

SBNT/NSA
AUGUSTO SEVERO INTL

6 JUN 14 11-3

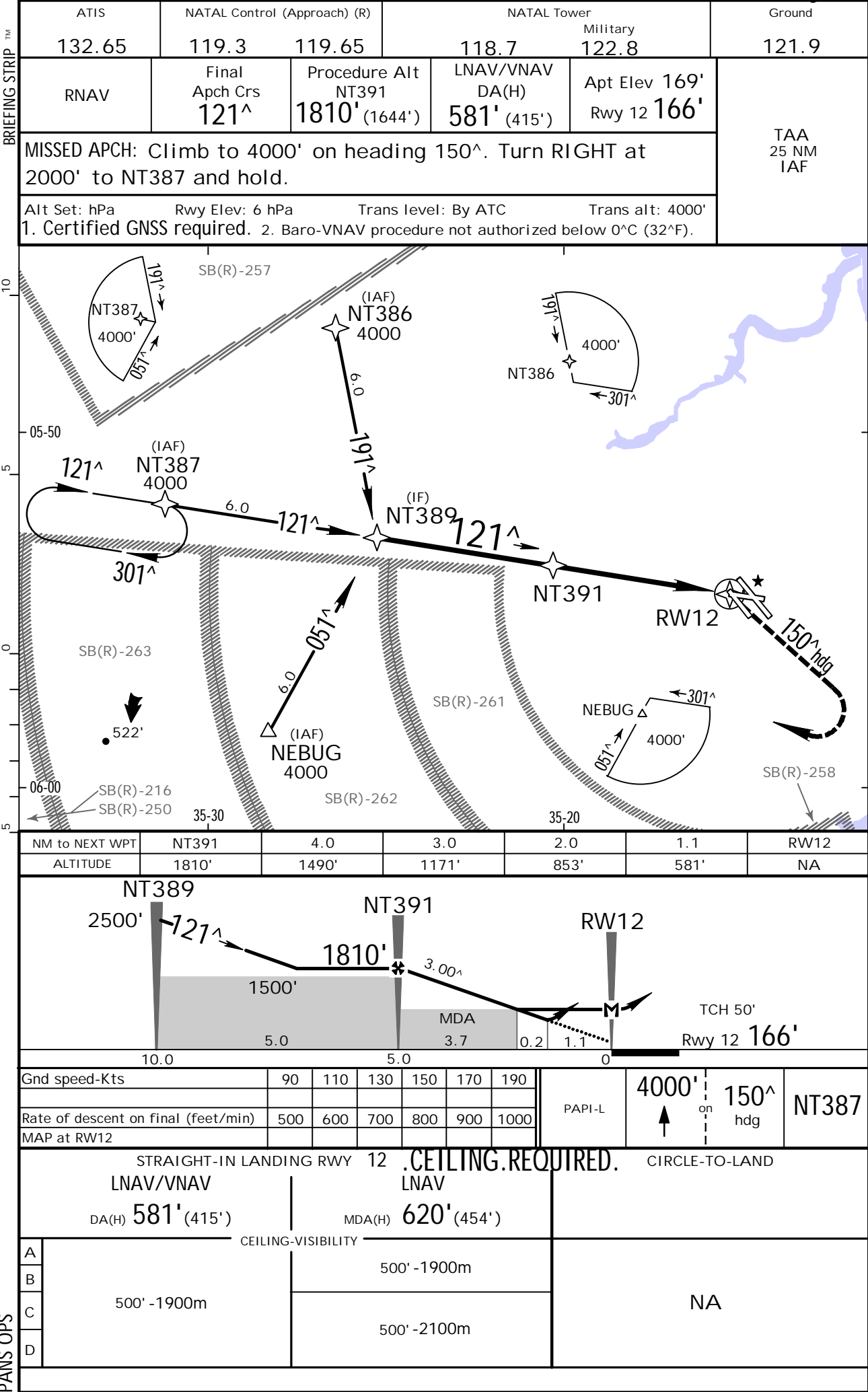
NATAL, BRAZIL
ILS Y Rwy 16L



SBNT/NSA
AUGUSTO SEVERO INTL

6 JUN 14 12-1

NATAL, BRAZIL
RNAV (GNSS) Rwy 12



SBNT/NSA

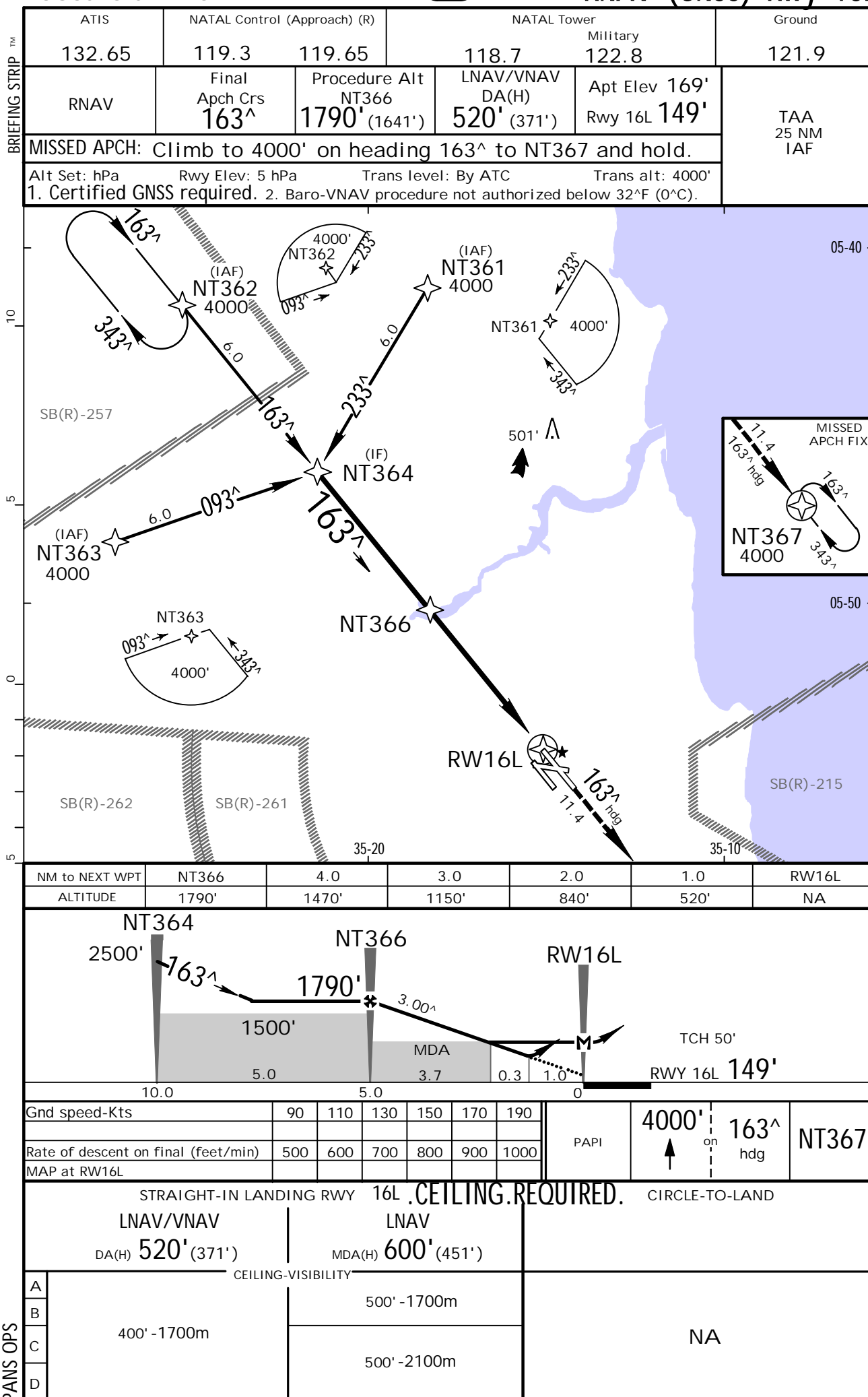
AUGUSTO SEVERO INTL

JEPPESSEN

6 JUN 14

12-2

NATAL, BRAZIL
RNAV (GNSS) Rwy 16L



SBNT/NSA

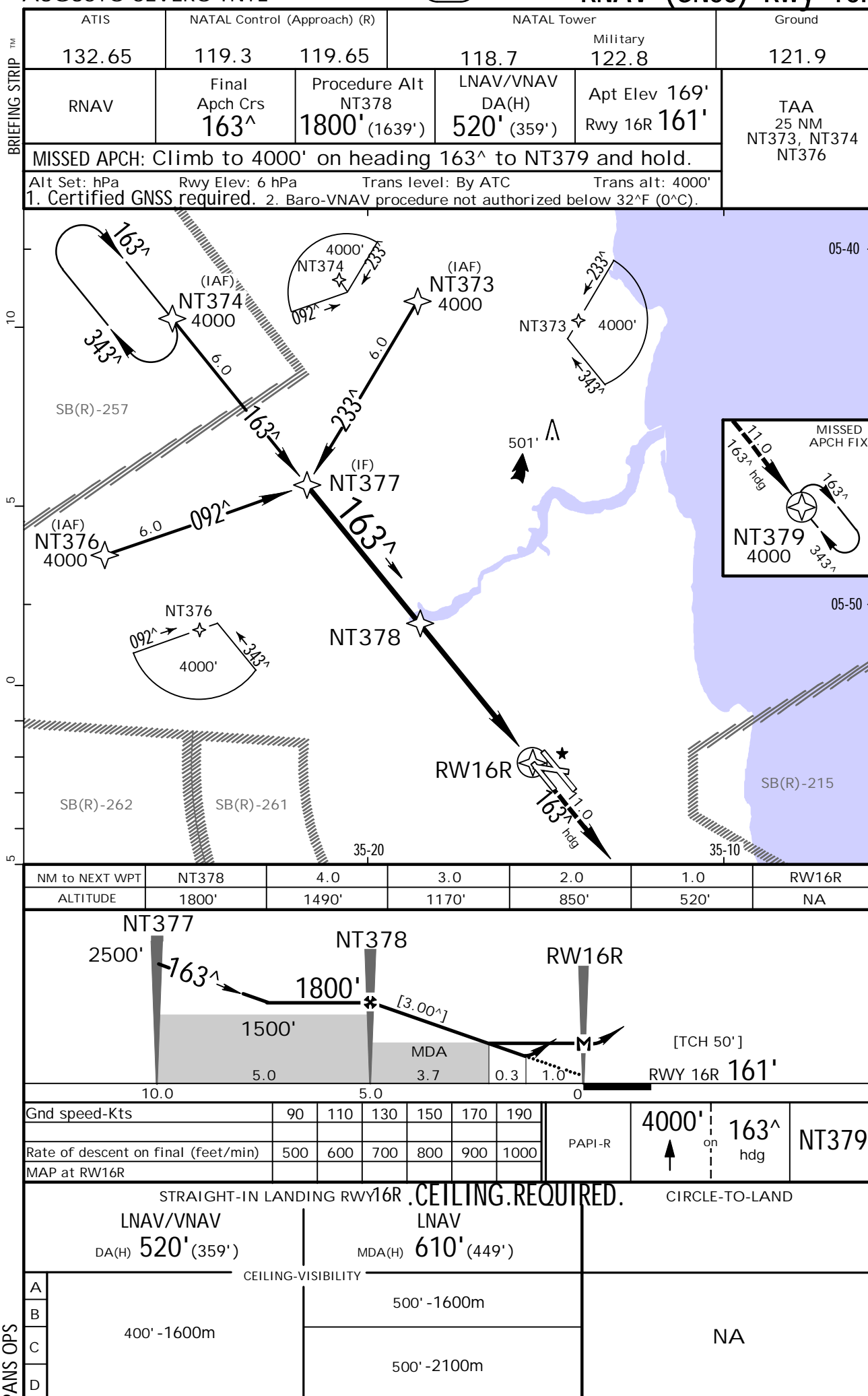
AUGUSTO SEVERO INTL

6 JUN 14

12-3

JEPPESSEN

NATAL, BRAZIL
RNAV (GNSS) Rwy 16R



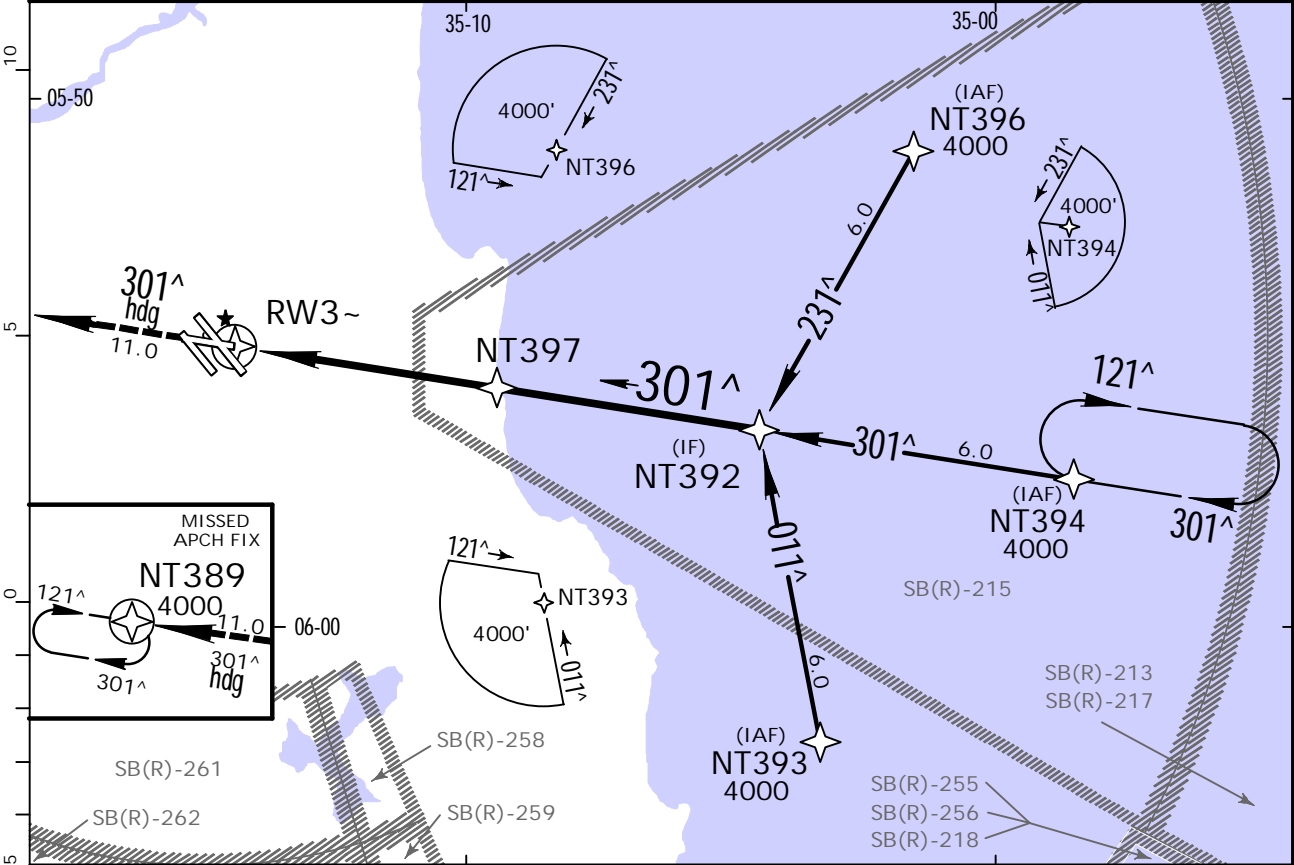
SBNT/NSA
AUGUSTO SEVERO INTL

JEPPESSEN
6 JUN 14 (12-4)

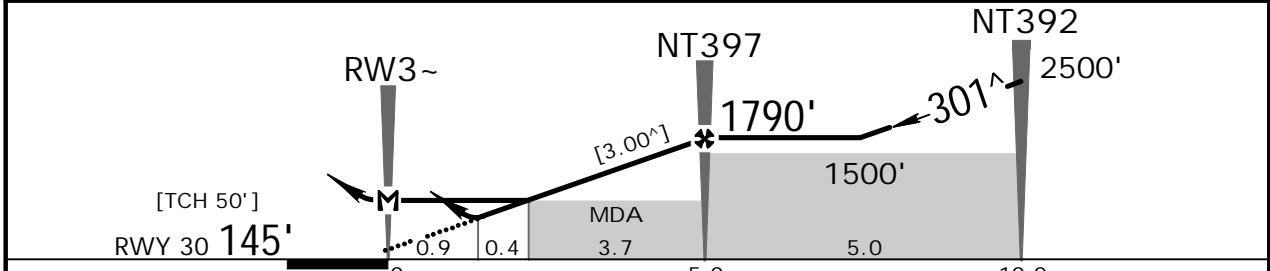
NATAL, BRAZIL
RNAV (GNSS) Rwy 30

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')		NA	
CEILING-VISIBILITY		500' -1600m			
		500' -2100m			
A	400' -1600m				
B					
C					
D					

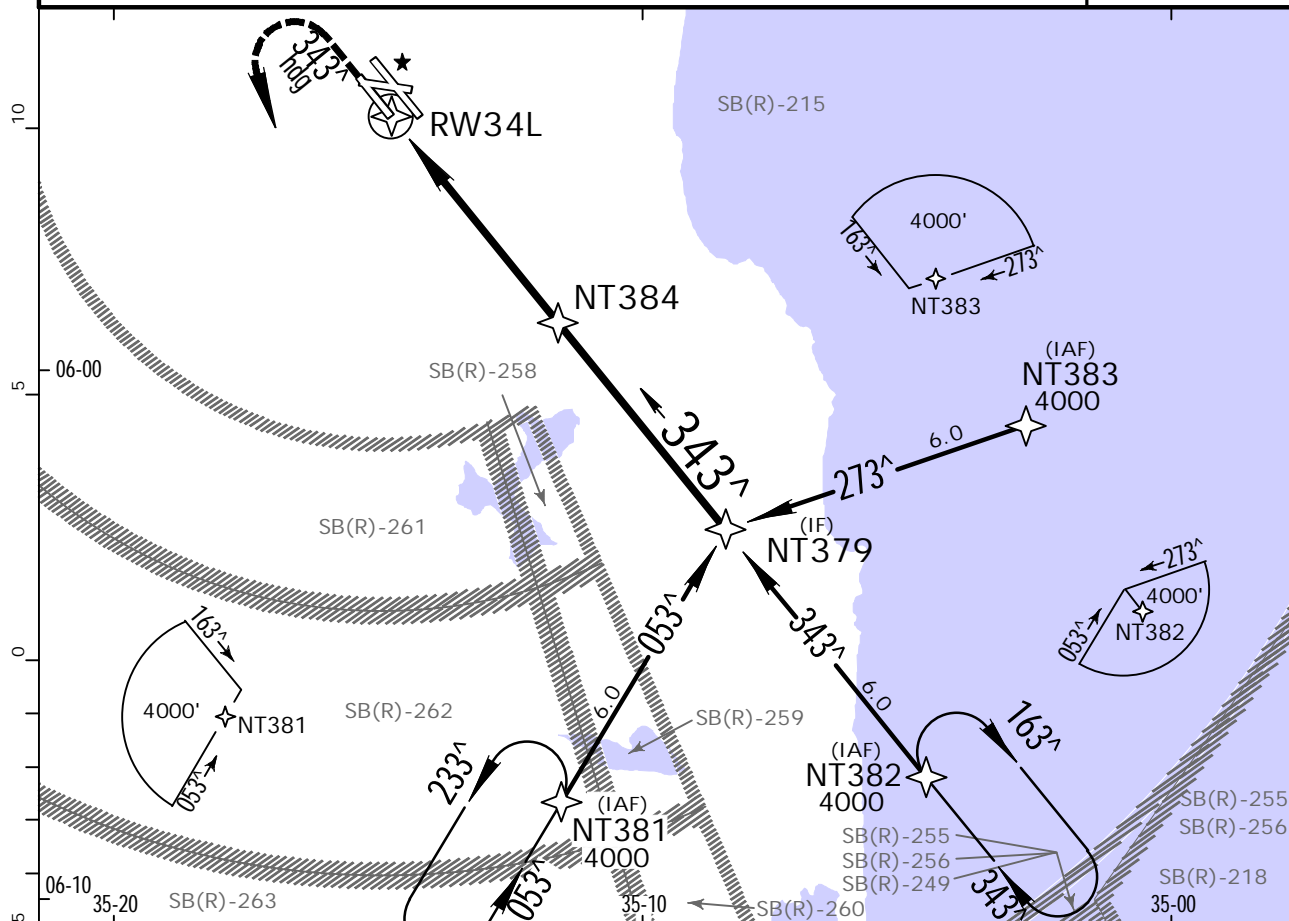
SBNT/NSA MISSED APCH CLIMB
GRADIENT MIM 4.0%
AUGUSTO SEVERO INTL

JEPPESSEN
6 JUN 14 (12-5)

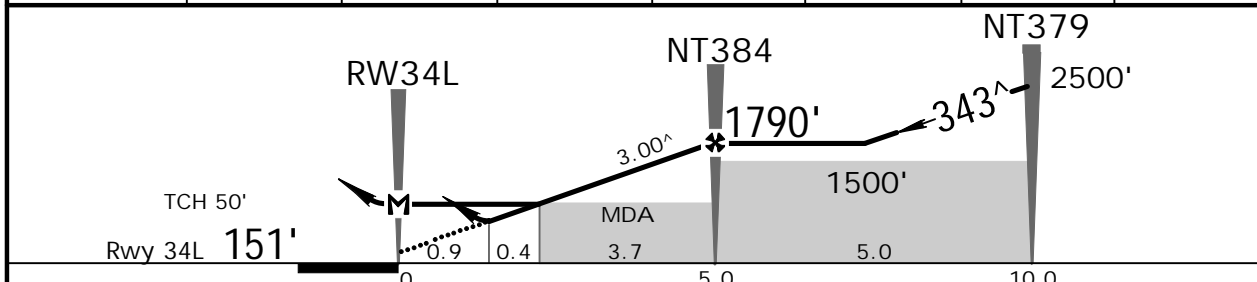
NATAL, BRAZIL
RNAV (GNSS) Rwy 34L

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		LNAV			
DA(H) 490' (339')		MDA(H) 610' (459')			
CEILING-VISIBILITY					
A		500' -1600m			
B					
C		500' -2100m			
D					

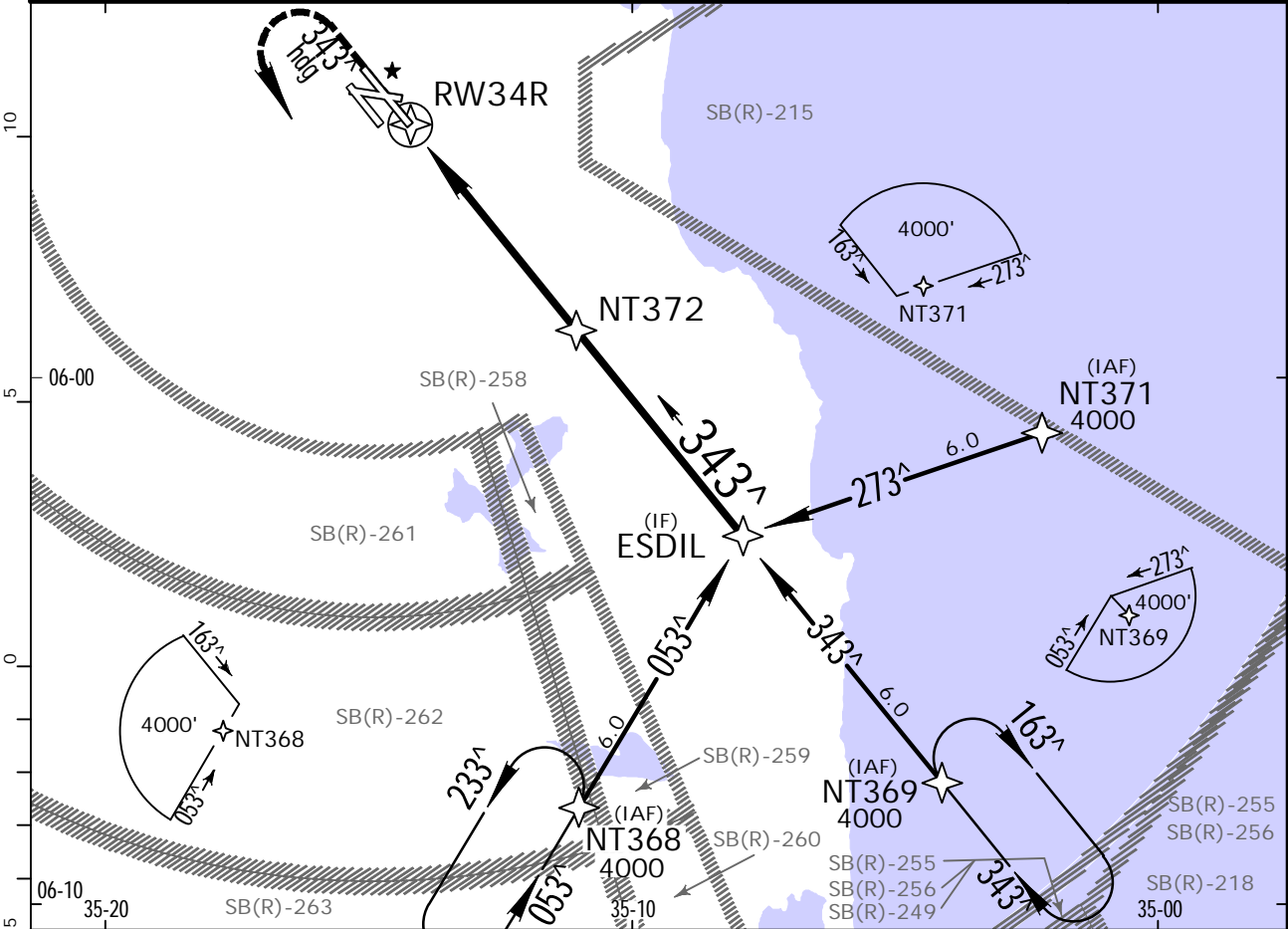
SBNT/NSA MISSED APCH CLIMB
GRADIENT MIM 4.0%
AUGUSTO SEVERO INTL

JEPPESSEN
6 JUN 14 12-6

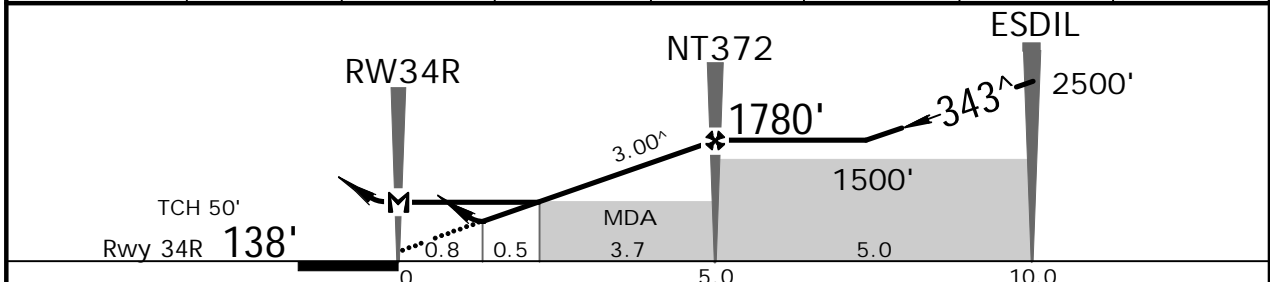
NATAL, BRAZIL
RNAV (GNSS) Rwy 34R

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

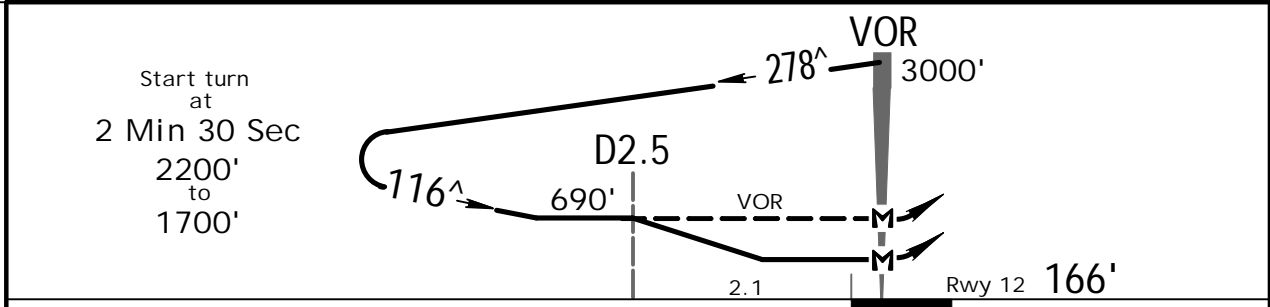
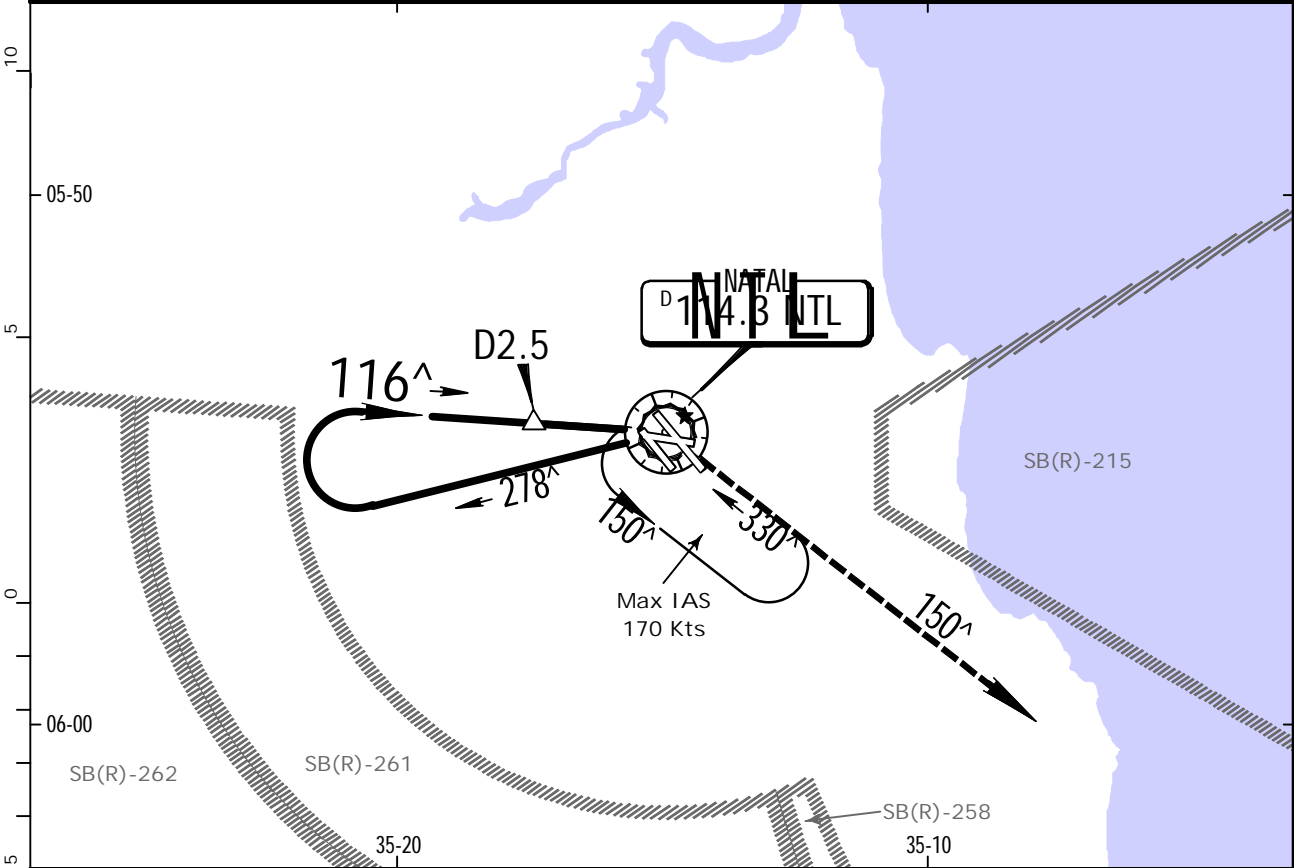
JEPPESSEN

17 JUL 15

13-1

NATAL, BRAZIL
VOR or VOR DME Z 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	VOR DME MDA(H) 530' (364')	Apt Elev 169'	<div><div></div><div>3000'</div></div>
				VOR MDA(H) 690' (524')	Rwy 12 166'	
	MISSED APCH: Climbing RIGHT turn to 3000' outbound on NTL VOR R-150.					
						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-L	3000' on 114.3 NTL R-150
MAP at VOR			

STRAIGHT-IN LANDING RWY12 .CEILING REQUIRED.				CIRCLE-TO-LAND	
VOR DME MDA(H) 530' (364')		VOR MDA(H) 690' (524')		Max Kts	
CEILING-VISIBILITY					
400'-1600m		600' -1600m		100	690'(521') 600'-1600m
				135	
		600' -2400m		180	760'(591') 600'-2400m
				205	
400' -2000m		600' -2800m			860'(691') 700' -3600m

SBNT/NSA

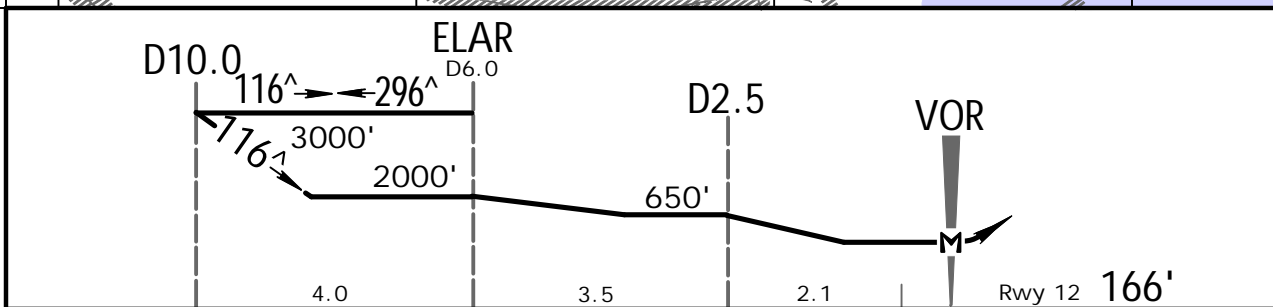
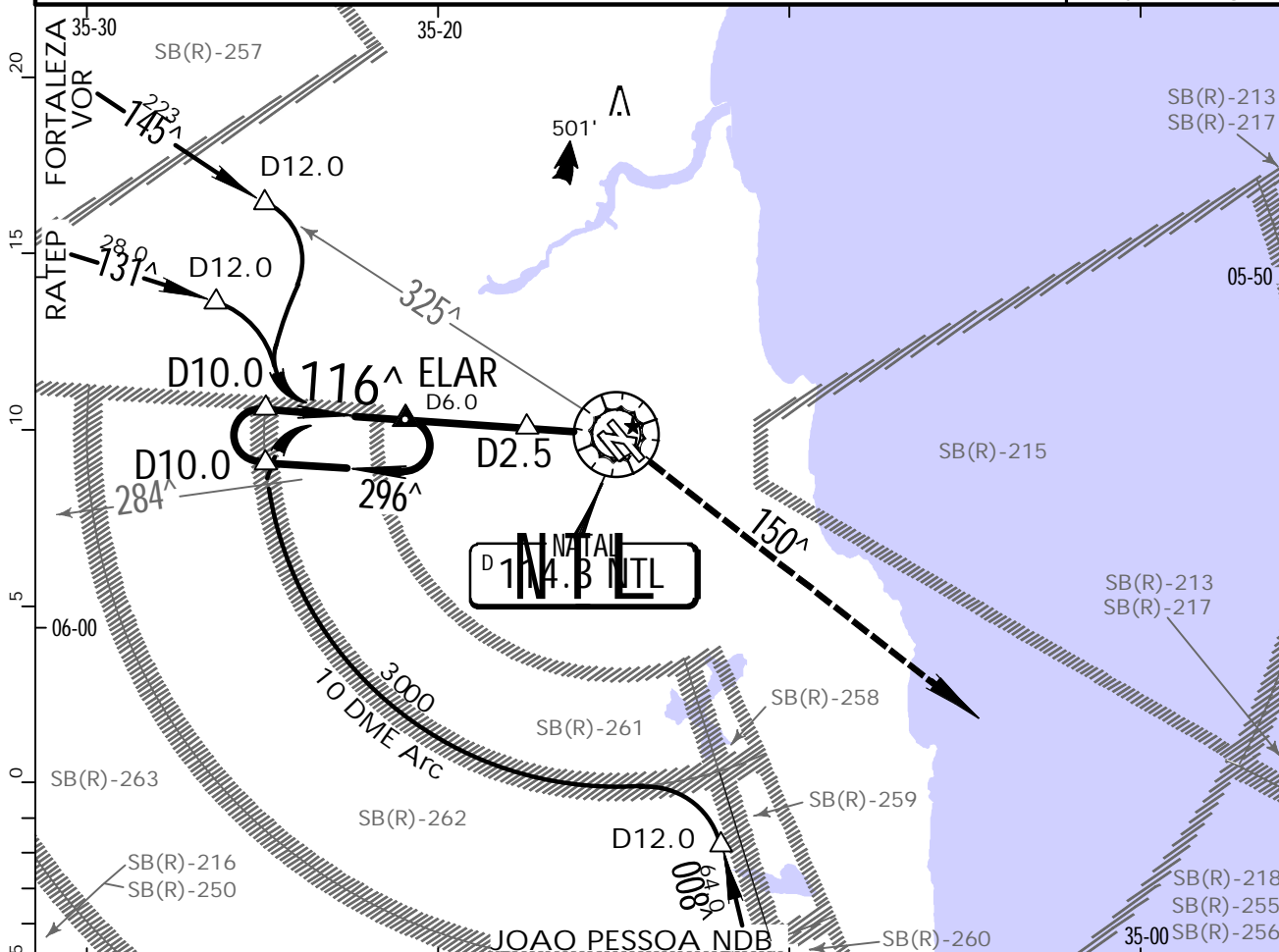
AUGUSTO SEVERO INTL

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'	3000'
MISSED APCH: Climb to 3000' outbound on NTL VOR R-150.						
Alt Set: hPa		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 4000'	MSA NTL VOR



Gnd speed-Kts	90	110	130	150	170	190			
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')			
PANS OPS	CEILING-VISIBILITY	Max Kts	MDA(H) CEIL-VIS
		100	570' (401') 500' - 1600m
	400' - 1600m	135	670' (501') 600' - 1600m
		180	760' (591') 600' - 2400m
	400' - 2000m	205	860' (691') 700' - 3600m

SBNT/NSA


JEPPESSEN

NATAL, BRAZIL

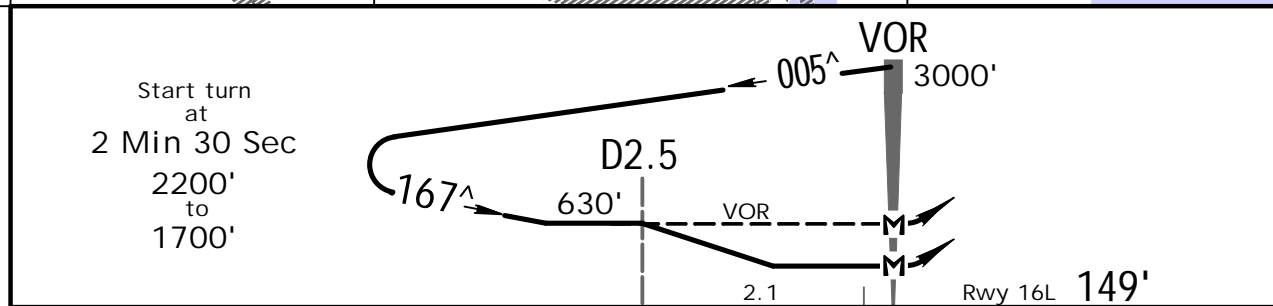
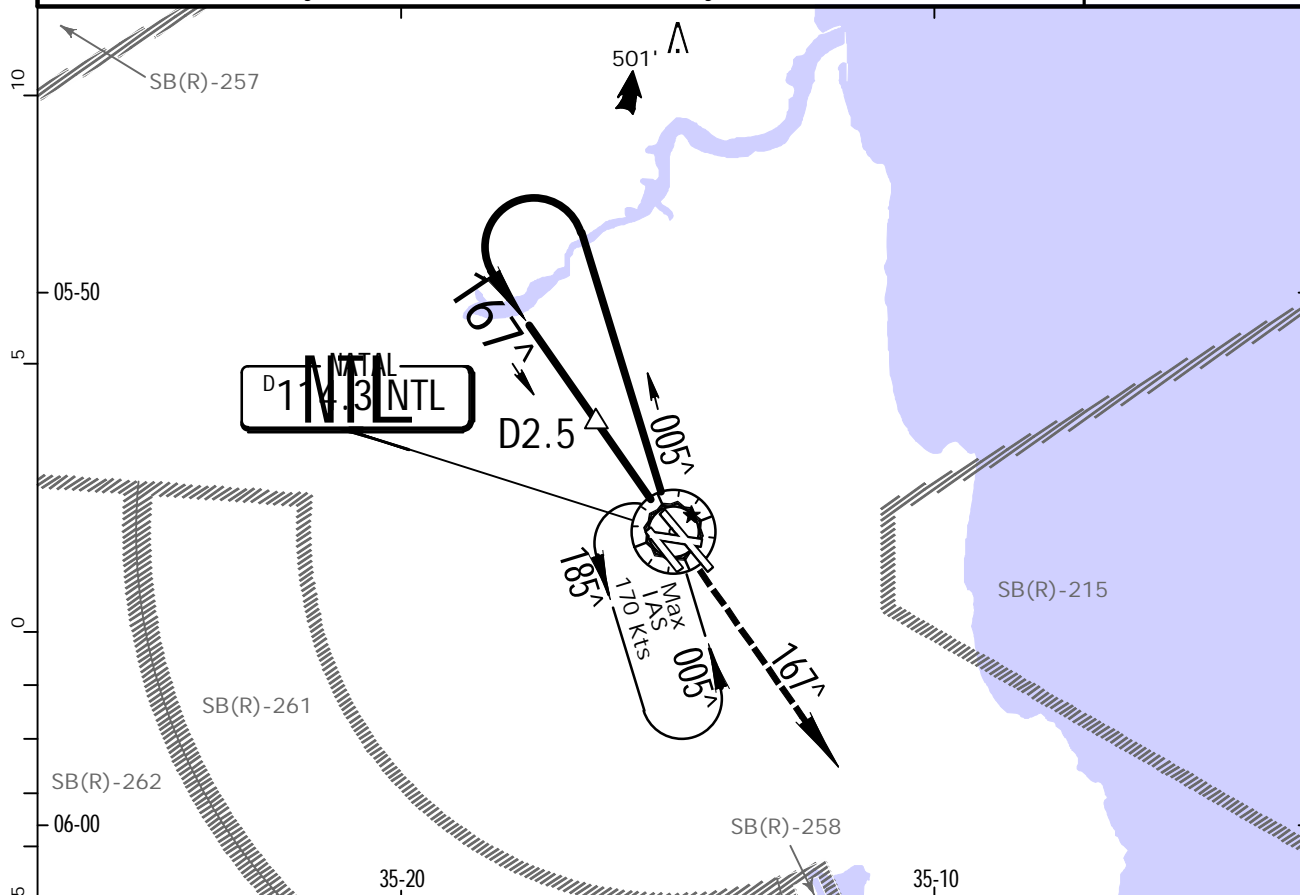
AUGUSTO SEVERO INTL

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.					MSA NTL VOR
Alt Set: hPa	Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 4000'	



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

STRAIGHT-IN LANDING RWY 16L **CUTTING REQUIRED** CIRCLE-TO-LAND

VOR DME MDA(H) 530' (381')		VOR MDA(H) 630' (481')	Max Kts	MDA(H)	CEIL-VIS
A	400'-1600m	500'-1600m	100	630' (461')	500'-1600m
B			135	670' (501')	600'-1600m
C		500'-2000m	180	760' (591')	600'-2400m
D	400'-2000m	500'-2400m	205	860' (691')	700'-3600m

SBNT/NSA

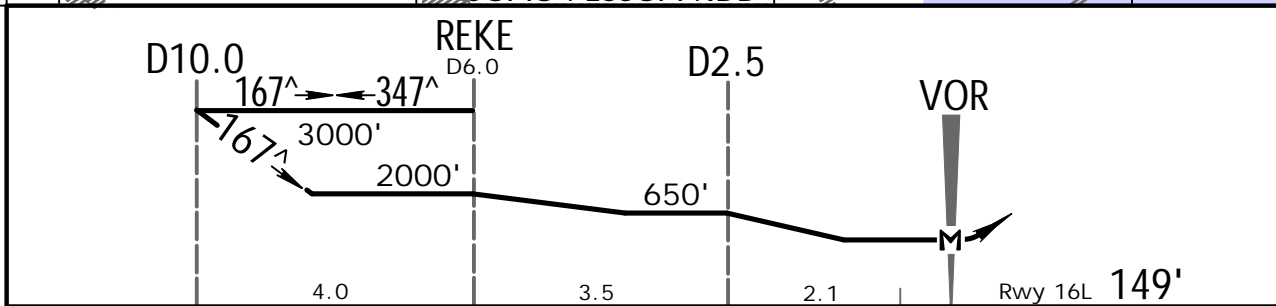
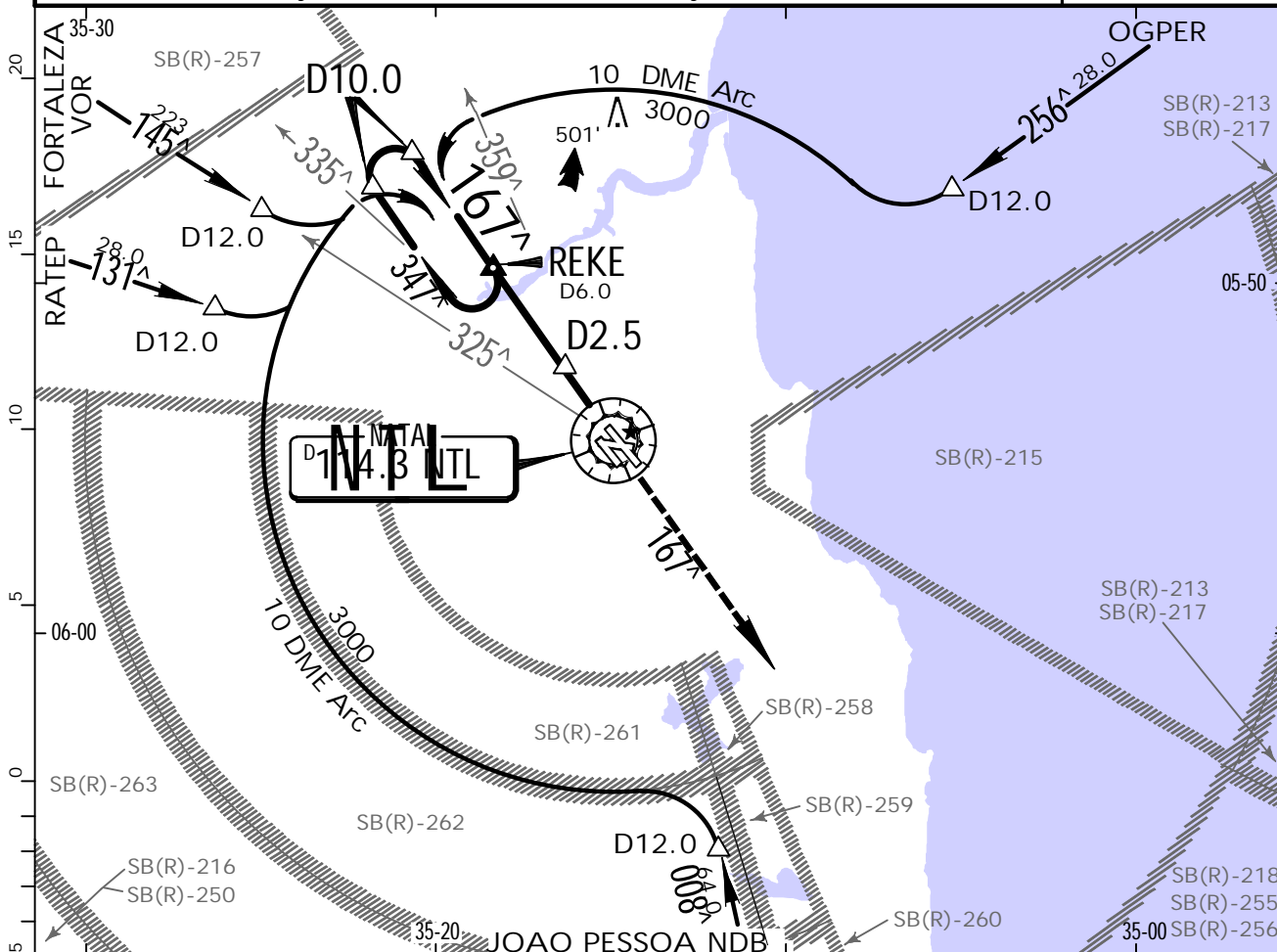
JEPPESEN

NATAL, BRAZIL
VOR DME Y Rwy 16L

AUGUSTO SEVERO INTL

17 JUL 15 (13-4)

BRIEFING STRIP™	ATIS	NATAL Control (Approach) (R)		NATAL Tower Military		Ground
	132.65	119.3	119.65	118.7	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' NTL on 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
			135	670' (501')	600' - 1600m
			180	760' (591')	600' - 2400m
PANS OPS	400' - 2000m		205	860' (691')	700' - 3600m

SBNT/NSA

AUGUSTO SEVERO INTL

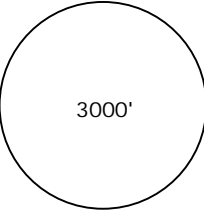
17 JUL 15

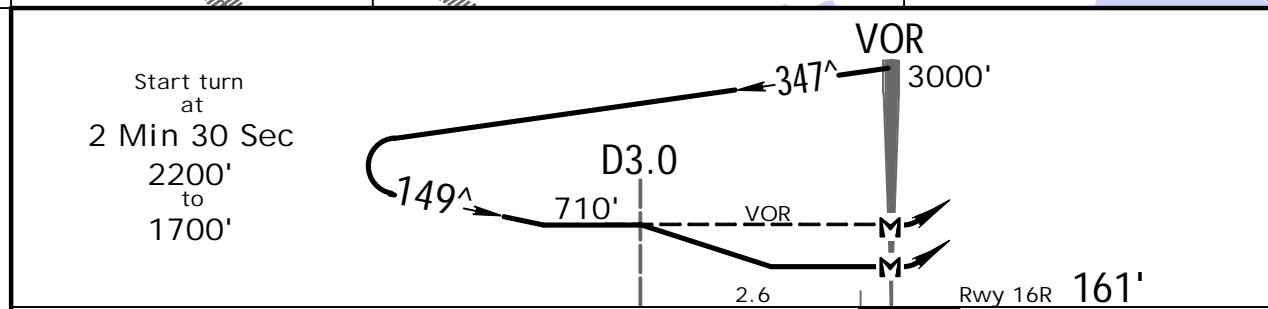
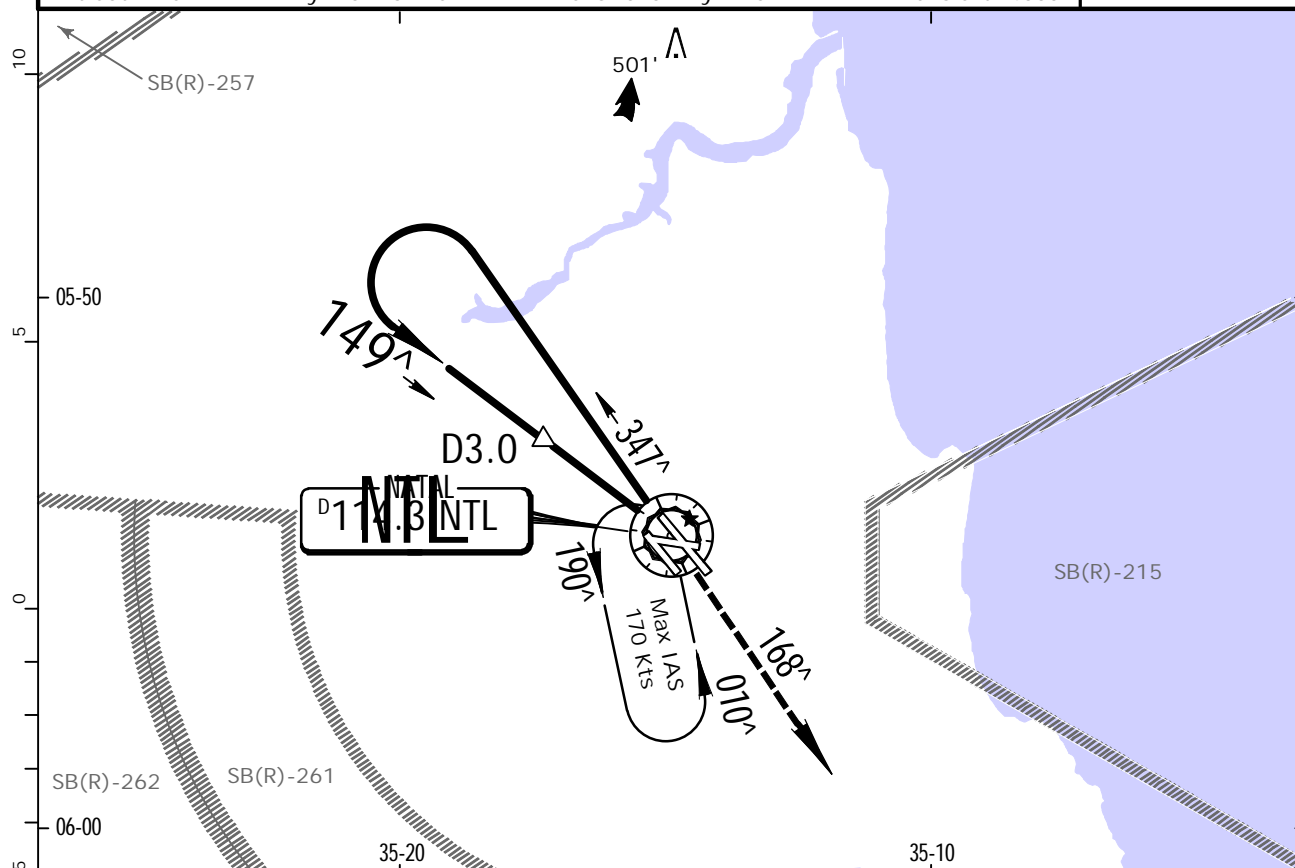
13-5


JEPPESSEN

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.					
Alt Set: hPa	Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 4000'	MSA NTL VOR



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

STRAIGHT-IN LANDING RWY16R CFTING REQUIRED CIRCLE-TO-LAND

VOR DME MDA(H) 530' (369')		VOR MDA(H) 710' (549')	Max Kts	MDA(H)	CEIL-VIS
A	400'-1600m	600' -1600m	100	710' (541')	600'-1600m
B			135		
C		600' -2400m	180	760' (591')	600' -2400m
D		400' -2000m	600'-2800m	205	860' (691')

NATAL, (AUGUSTO SEVERO - SBNT)

TERMINAL CHART CHANGE NOTICES

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.

No Chart Change Notices for Airport SOCA