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Terminal Charts For SBGR
Revision Letter For Cycle 01-2015
Change Notices
Notebook

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General Information

Location: Sao Paulo Bra
IATA Code: GRU
Lat/Long: S23° 26.1' W046° 28.4'
Elevation: 2461 ft

Airport Use: Public
Magnetic Variation: 21.1°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: Yes

Sunrise: 0826 Z
Sunset: 2157 Z,

Runway Information

Runway: 09L
Length x Width: 12139 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2445 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 295 ft
Stopway: 197 ft

Runway: 09R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2450 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 27L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2445 ft
Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 27R
Length x Width: 12139 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2440 ft

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Lighting: Edge, ALS, Centerline
Displaced Threshold: 197 ft
Stopway: 197 ft

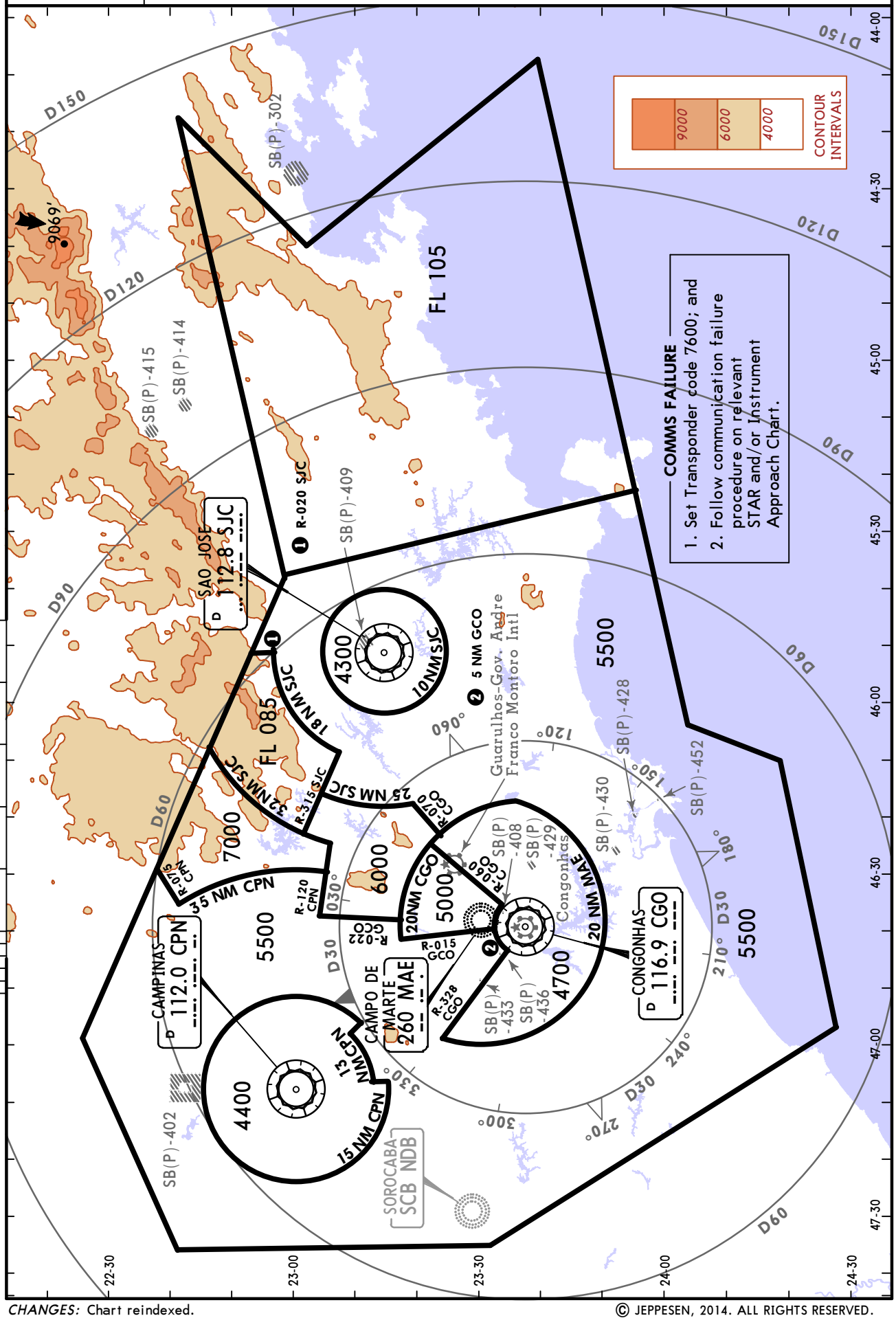
Communication Information

ATIS 127.75
Guarulhos Tower 135.2 Non-English
Guarulhos Tower 132.75
Guarulhos Tower 118.4
Guarulhos Ground Control 126.9
Guarulhos Ground Control 121.7
Guarulhos Clearance Delivery 121.0
Sao Paulo Approach Control 135.75 TCA
Sao Paulo Approach Control 135.25 TCA
Sao Paulo Approach Control 134.9 TCA
Sao Paulo Approach Control 134.65 TCA
Sao Paulo Approach Control 134.15 TCA
Sao Paulo Approach Control 133.85 TCA
Sao Paulo Approach Control 132.1 TCA
Sao Paulo Approach Control 129.75 TCA
Sao Paulo Approach Control 129.05 TCA
Sao Paulo Approach Control 129.0 TCA
Sao Paulo Approach Control 125.6 TCA
Sao Paulo Approach Control 124.7 TCA
Sao Paulo Approach Control 124.15 TCA
Sao Paulo Approach Control 123.25 TCA
Sao Paulo Approach Control 121.4 TCA
Sao Paulo Approach Control 120.45 TCA
Sao Paulo Approach Control 120.25 TCA
Sao Paulo Approach Control 120.05 TCA
Sao Paulo Approach Control 119.8 TCA
Sao Paulo Approach Control 119.6 TCA
Sao Paulo Approach Control 119.25 TCA
Sao Paulo Approach Control 119.15 TCA
Sao Paulo Approach Control 119.05 TCA
Sao Paulo Approach Control 123.9
Sao Paulo Operations 122.05
Curitiba Center 132.8
Curitiba Center 126.5
Curitiba Center 125.4
Curitiba Center 124.4
Curitiba Center 123.7
Brasilia Center 134.0
Brasilia Center 128.5 Secondary
Brasilia Center 127.25 Secondary
Brasilia Center 126.8
Brasilia Center 126.15
Brasilia Center 123.35 Secondary

SAO PAULO Control (Approach) (R)

119.25	119.6	125.6	132.1	134.9	121.5

Apt Elev	Alt Set: hPa	Trans level: By ATC	Trans alt: 8000′
2631′	1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control. 2. Distances are referenced to CGO VOR.		



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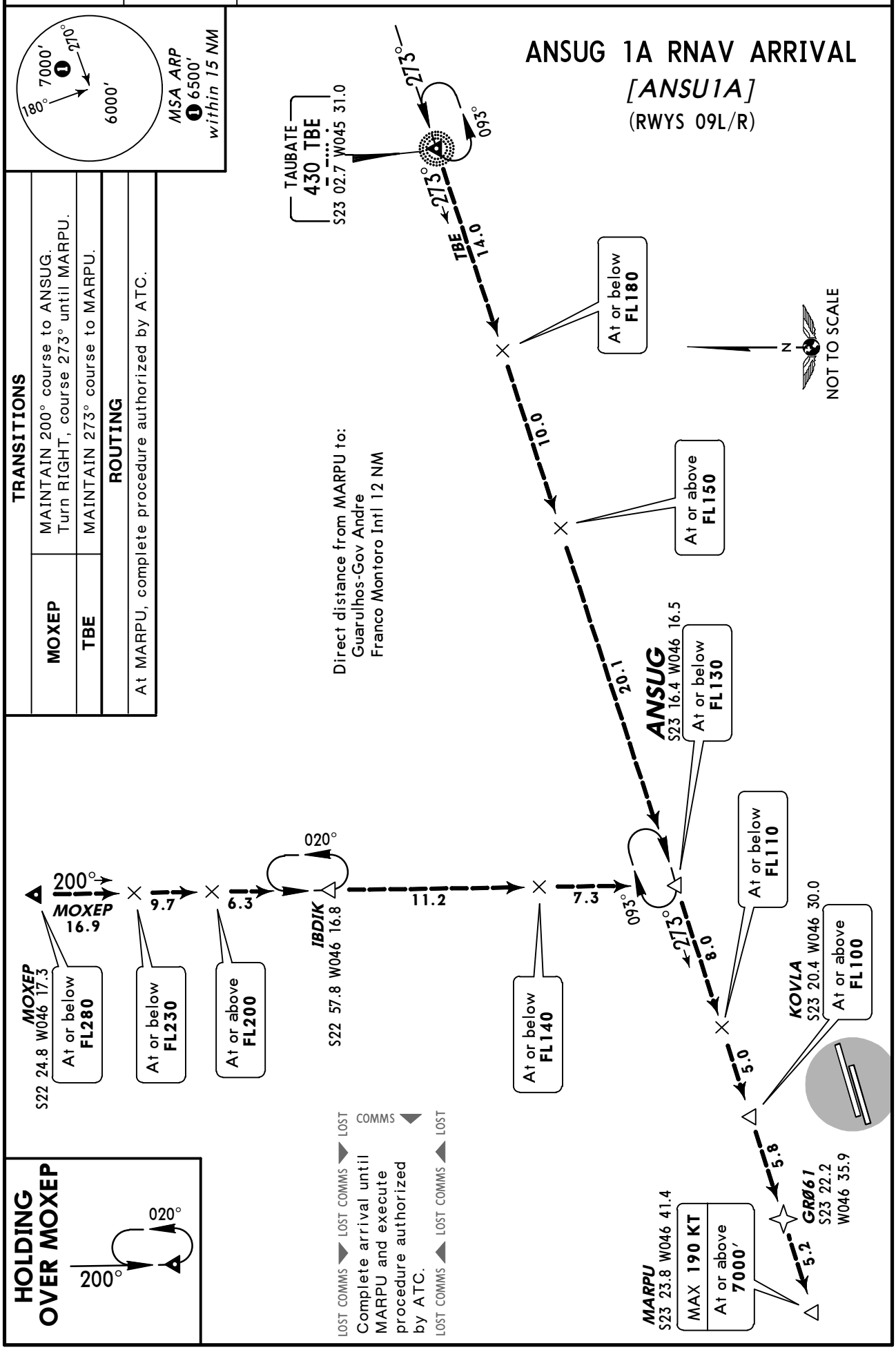
D-ATIS	Apt Elev
127.75	2459′

Alt Set: hPa Trans level: By ATC Trans alt: 8000′

1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS Surveillance System required.**
3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, CPN, and SJC.



CHANGES: Crossing restrictions.

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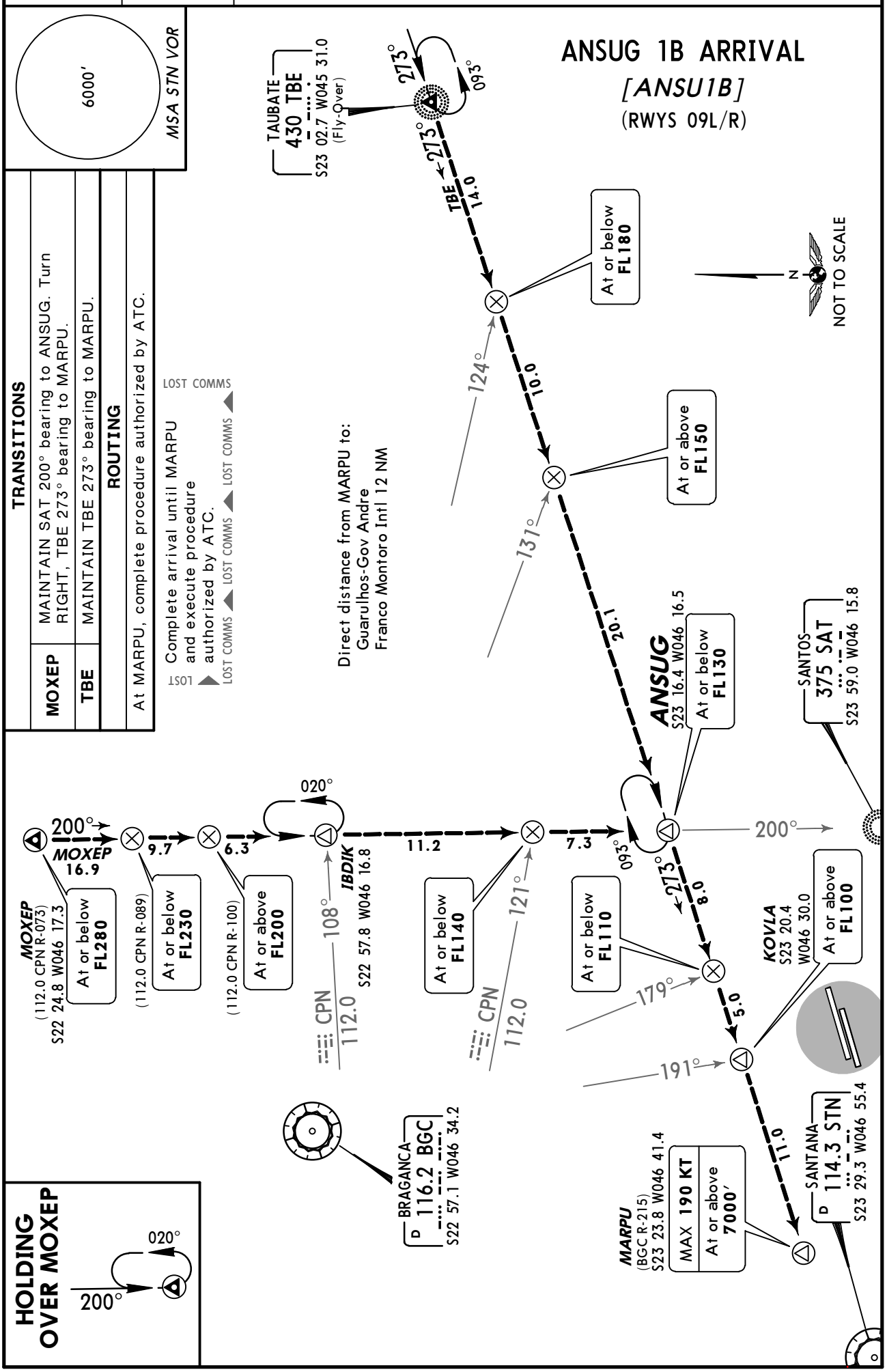
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



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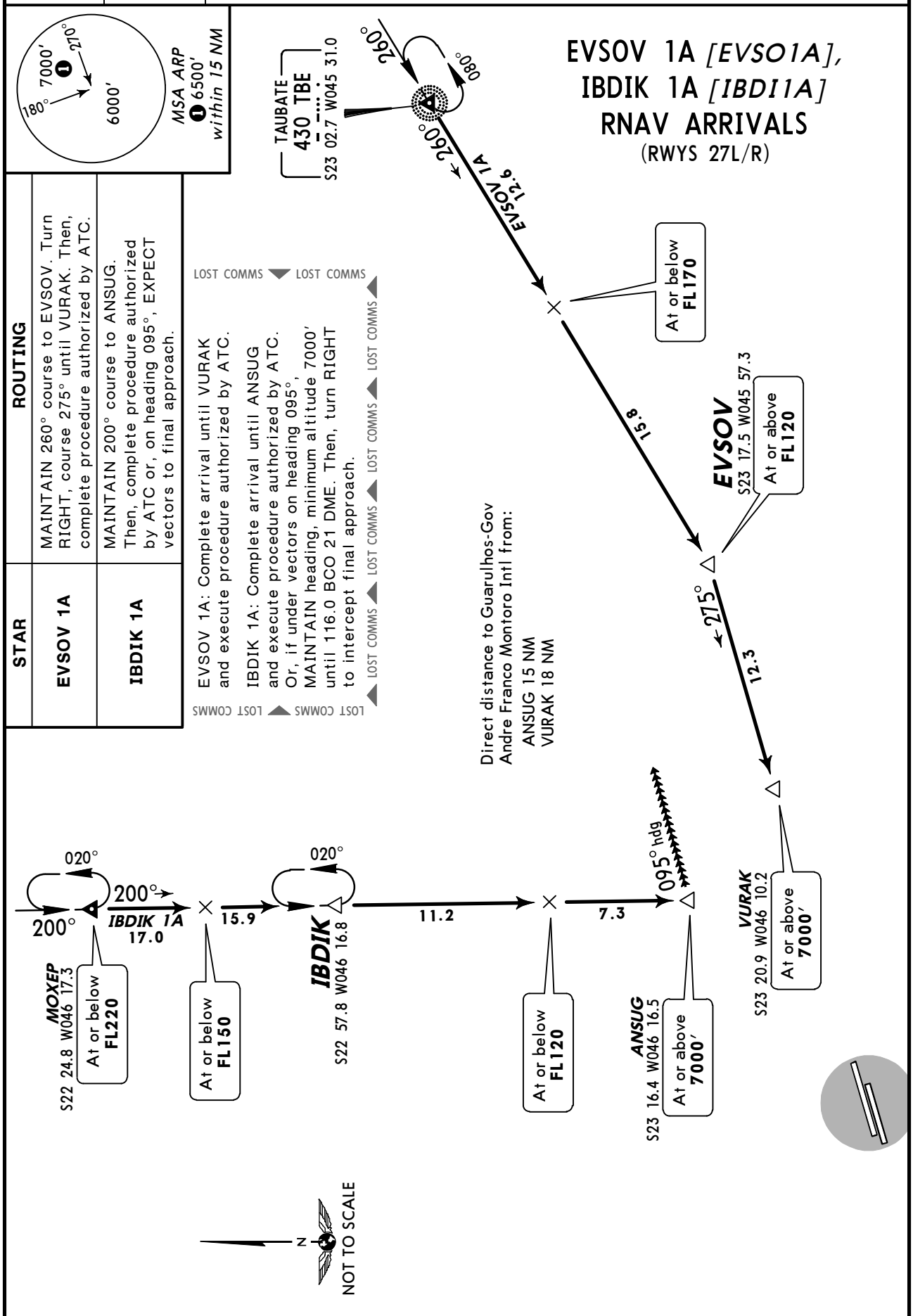
D-ATIS	Apt Elev
127.75	2459′

Alt Set: hPa Trans level: By ATC Trans alt: 8000′

1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS Surveillance System required.**
3. For aircraft not equipped with GNSS, the following DME shall be operating: BCO, BGC, CGO, CPN, and SJC.

EVSOV 1A *[EVSO1A]*, IBDIK 1A *[IBDI1A]* RNAV ARRIVALS

(RWYS 27L/R)



STAR	ROUTING
EVSOV 1A	MAINTAIN 260° course to EVSOV. Turn RIGHT, course 275° until VURAK. Then, complete procedure authorized by ATC.
IBDIK 1A	MAINTAIN 200° course to ANSUG. Then, complete procedure authorized by ATC or, on heading 095°, EXPECT vectors to final approach.

CHANGES: None.

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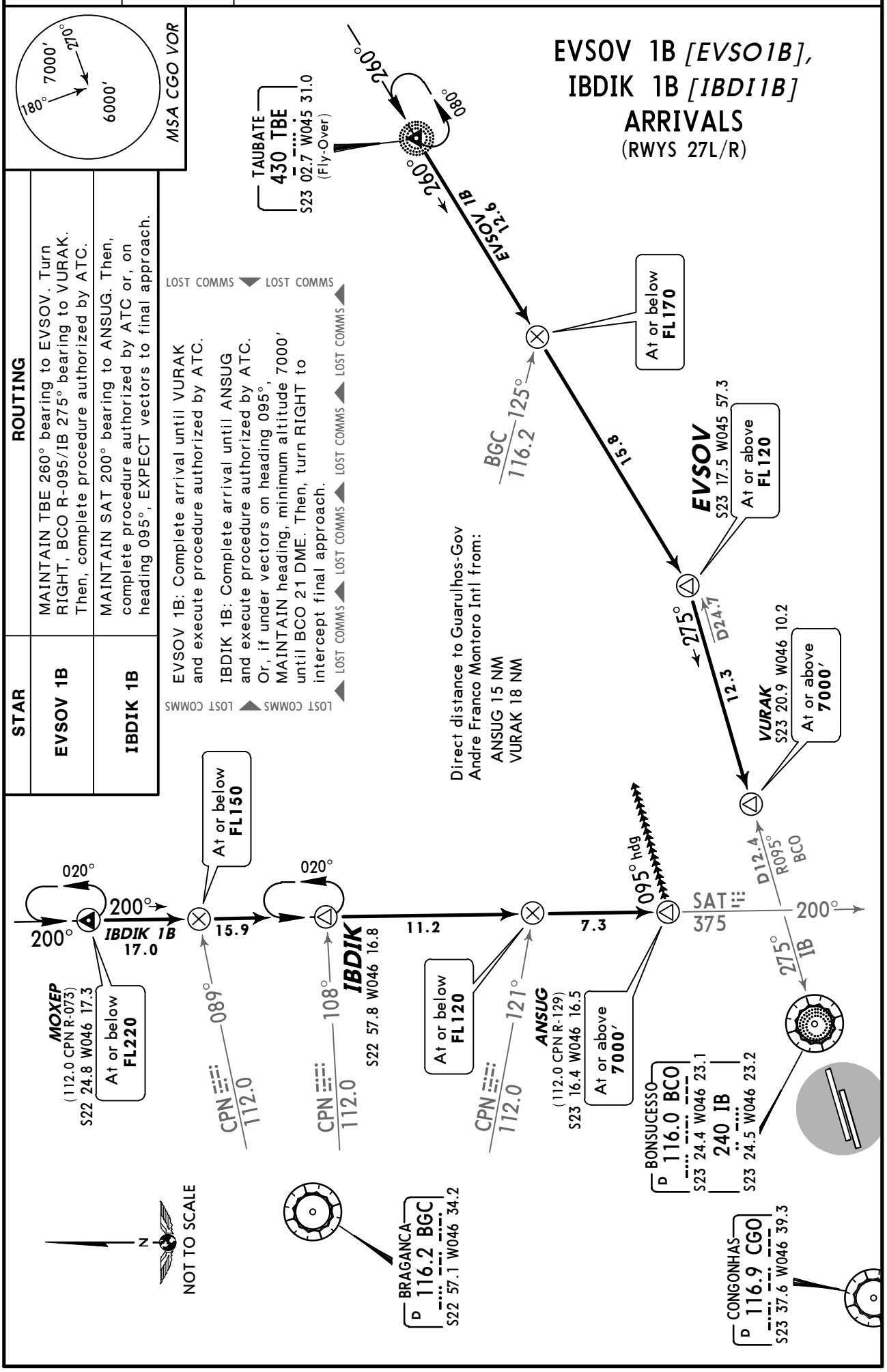
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′

EVSOV 1B [EVSO1B], IBDIK 1B [IBDI1B] ARRIVALS
(RWYS 27L/R)



CHANGES: Lost comms.

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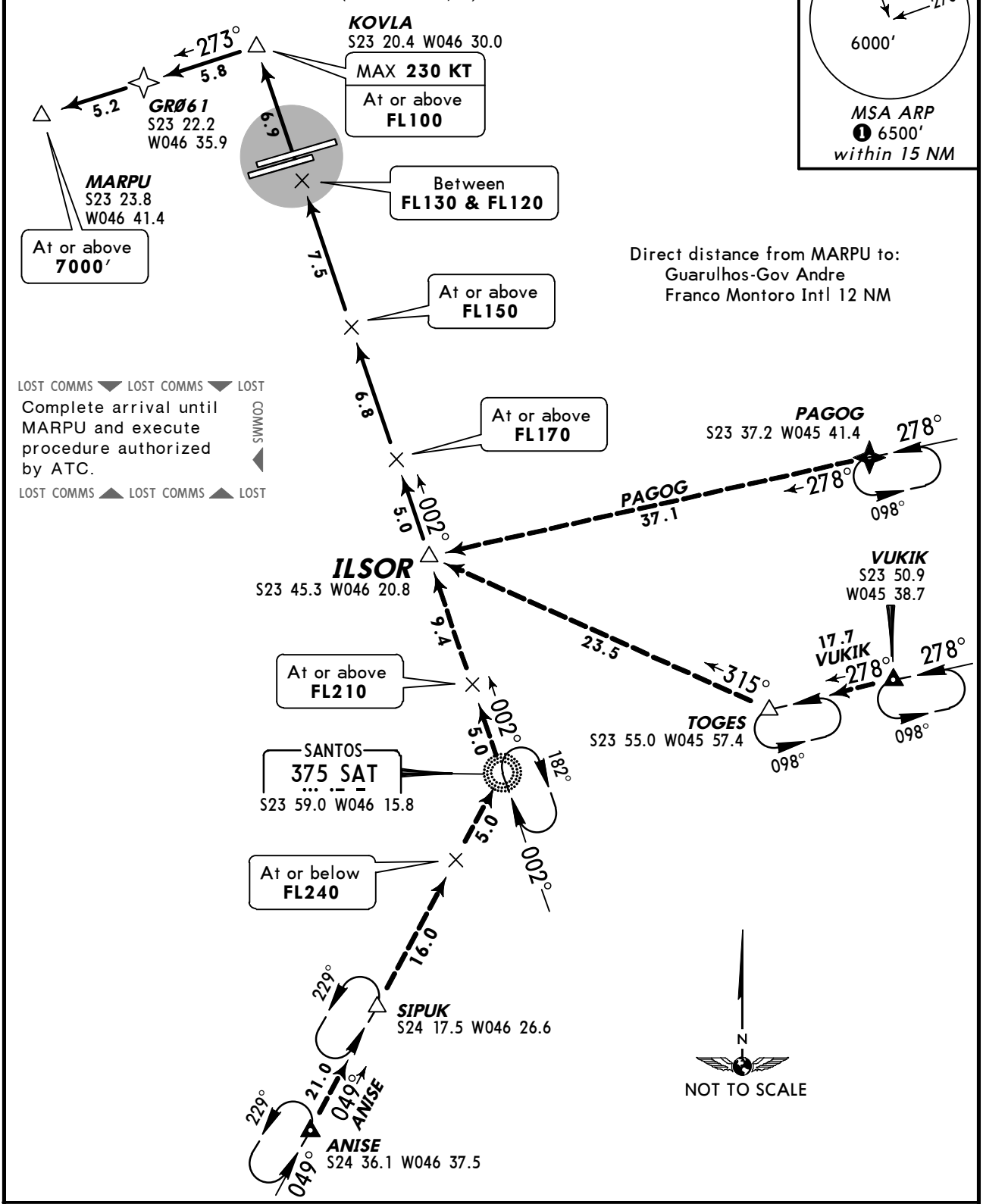
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′ **1. RNAV 1 or RNP 1.** **2. RNAV 1: ATS Surveillance System required.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: CGO, RDE, and SCB.

ILSOR 1A RNAV ARRIVAL *[ILSO1A]*

(RWYS 09L/R)



TRANSITIONS	
ANISE	MAINTAIN 049° course to SAT. Turn LEFT, course 002° to ILSOR.
PAGOG	MAINTAIN 278° course to ILSOR.
VUKIK	MAINTAIN 278° course to TOGES. Turn RIGHT, course 315° to ILSOR.

ROUTING

At ILSOR, MAINTAIN 002° course to KOVLA. Turn LEFT, course 273° to MARPU. Complete procedure authorized by ATC.

CHANGES: ANISE Transition, KOVLA speed restriction.

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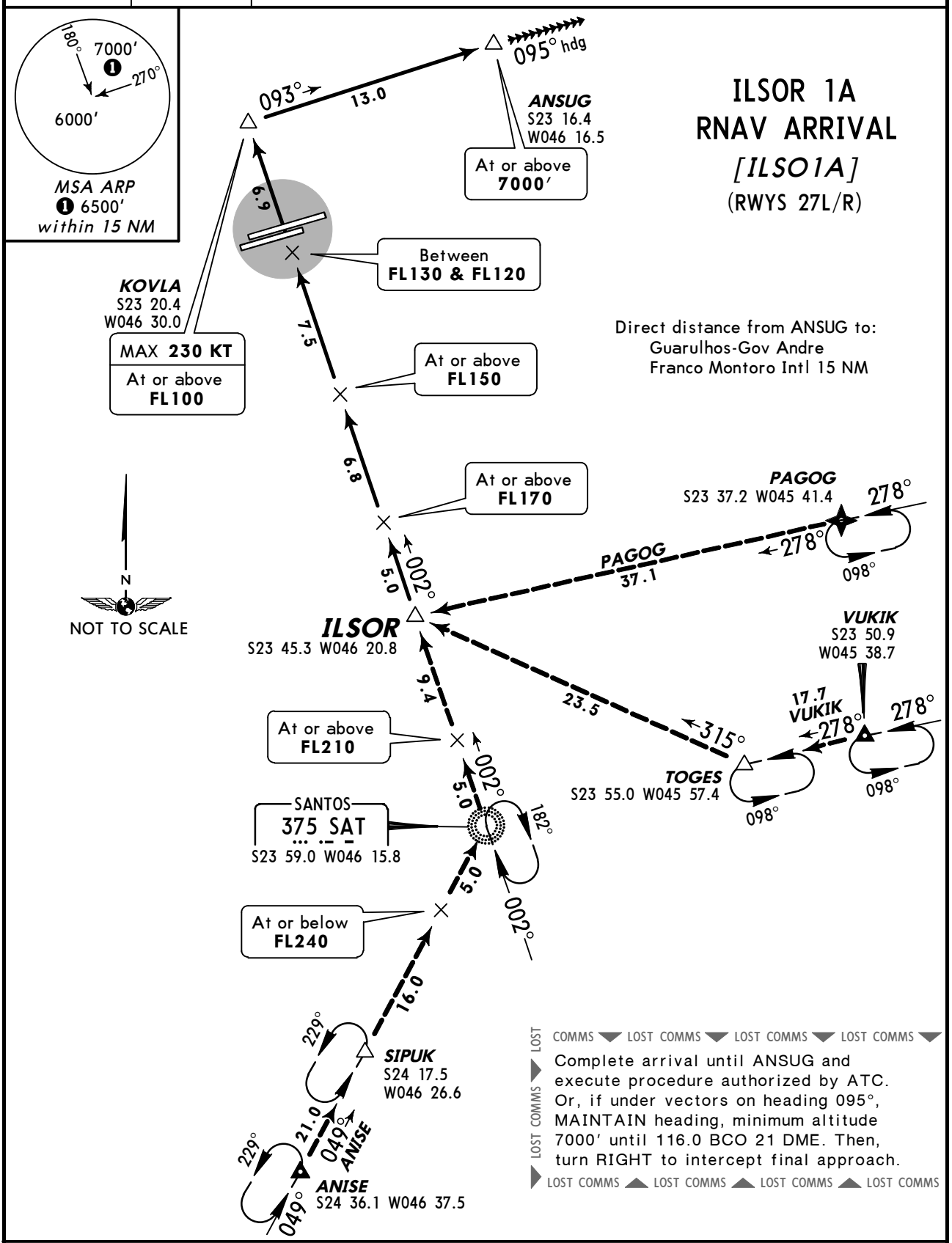
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′ **1. RNAV 1 or RNP 1.** **2. RNAV 1: ATS Surveillance System required.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: CGO, RDE, and SCB.



TRANSITIONS	
ANISE	MAINTAIN 049° course to SAT. Turn LEFT, course 002° to ILSOR.
PAGOG	MAINTAIN 278° course to ILSOR.
VUKIK	MAINTAIN 278° course to TOGES. Turn RIGHT, course 315° to ILSOR.

ROUTING

At ILSOR, MAINTAIN 002° course to KOVLA. Turn RIGHT, course 093° to ANSUG. Complete procedure authorized by ATC or, on heading 095°, EXPECT vectors to final approach.

CHANGES: ANISE Transition, KOVLA speed restriction.

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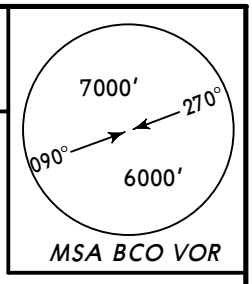
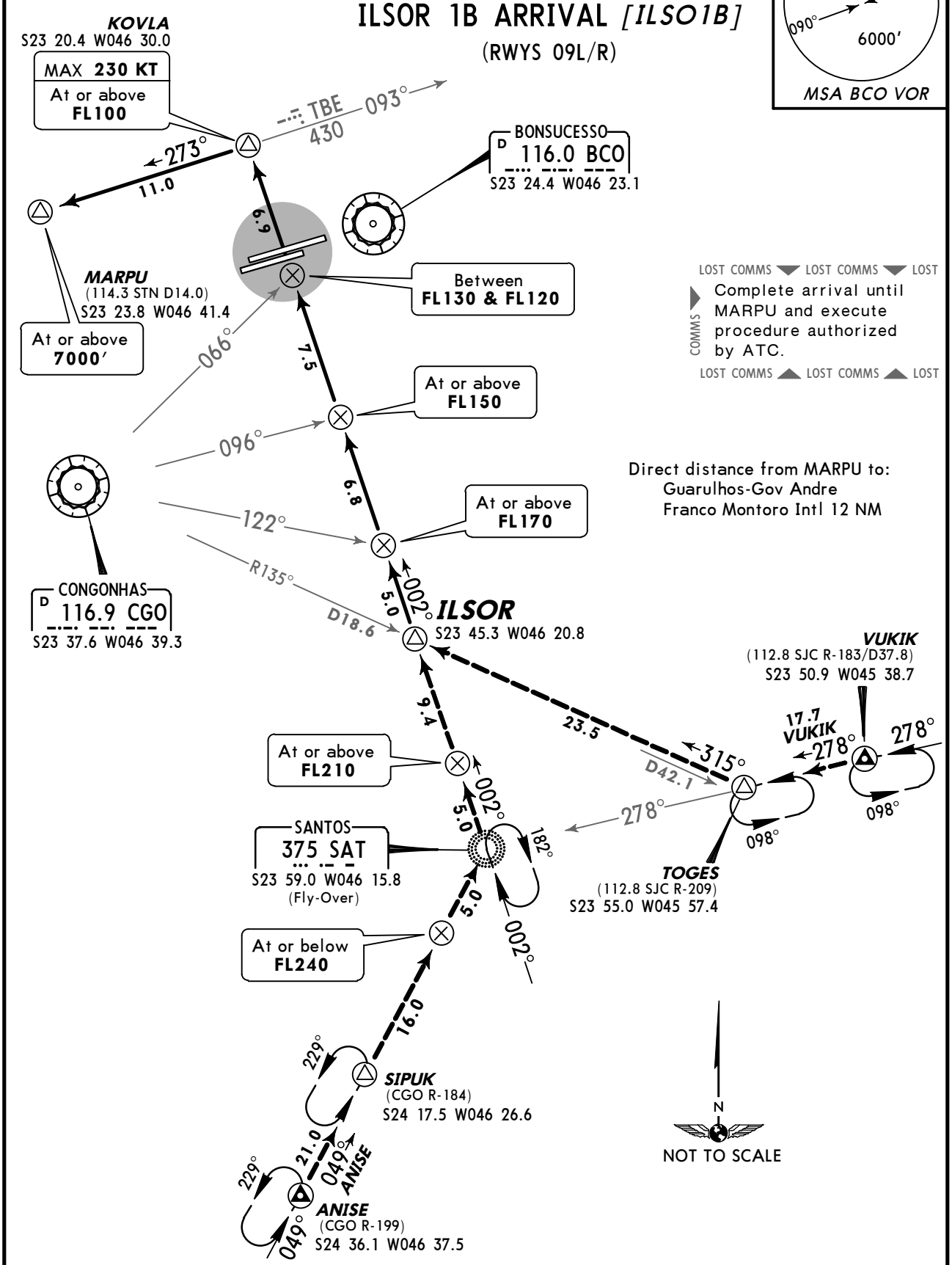
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′

ILSOR 1B ARRIVAL [ILSO1B]

(RWYS 09L/R)





TRANSITIONS

ANISE	MAINTAIN SAT 049° bearing to SAT. Turn LEFT, SAT 002° bearing to ILSOR.
VUKIK	MAINTAIN SAT 278° bearing to TOGES. Turn RIGHT, CGO R-135 to ILSOR.

ROUTING

At ILSOR, MAINTAIN SAT 002° bearing to KOVLA. Turn LEFT, TBE 273° bearing to MARPU.
Complete procedure authorized by ATC.

CHANGES: ANISE Transition.

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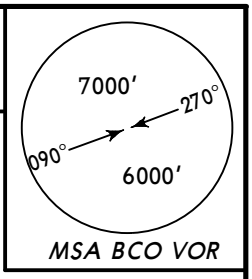
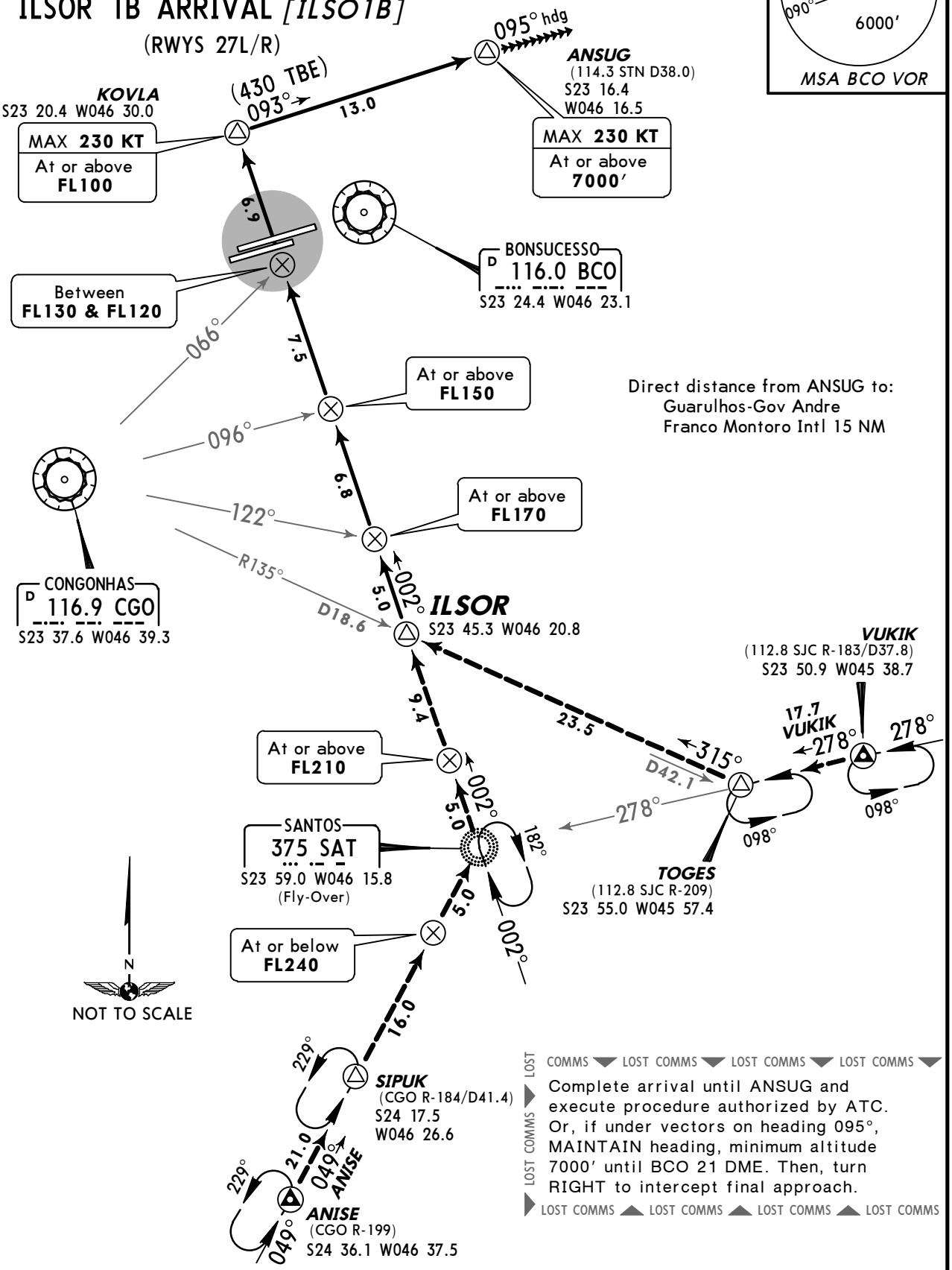
D-ATIS	Apt Elev	
127.75	2459′	Alt Set: hPa Trans level: By ATC Trans alt: 8000′



ILSOR 1B ARRIVAL *[ILSO1B]*

(RWYS 27L/R)



TRANSITIONS

ANISE	MAINTAIN SAT 049° bearing to SAT. Turn LEFT, SAT 002° bearing to ILSOR.
VUKIK	MAINTAIN SAT 278° bearing to TOGES. Turn RIGHT, CGO R-135 to ILSOR.

ROUTING

At ILSOR, MAINTAIN SAT 002° bearing to KOVLA. Turn RIGHT, TBE 093° bearing to ANSUG.
Complete procedure authorized by ATC or, on heading 095°, EXPECT vectors to final approach.

CHANGES: ANISE Transition.

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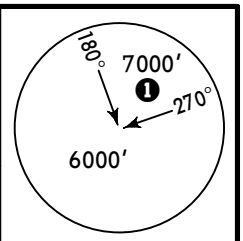
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ **1. RNAV 1 or RNP 1.** **2. RNAV 1: ATS Surveillance System Required.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC.

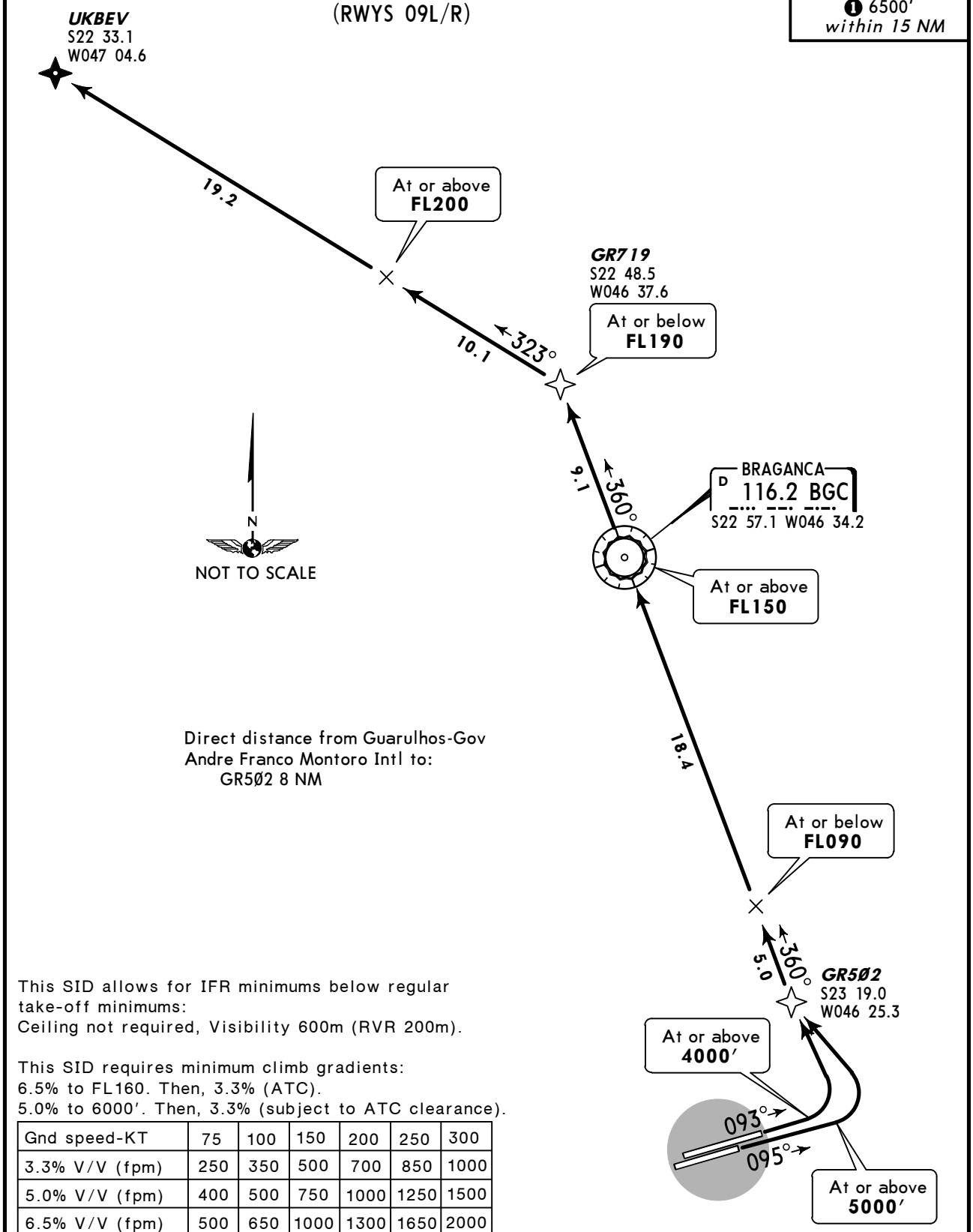


MSA ARP
❶ 6500′
within 15 NM

BGC 2A RNAV DEPARTURE

[BGC2A]

(RWYS 09L/R)



Direct distance from Guarulhos-Gov Andre Franco Montoro Intl to:
GR5Ø2 8 NM

This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
6.5% to FL160. Then, 3.3% (ATC).
5.0% to 6000′. Then, 3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
5.0% V/V (fpm)	400	500	750	1000	1250	1500
6.5% V/V (fpm)	500	650	1000	1300	1650	2000

RWY	INITIAL CLIMB
09L	MAINTAIN 093° course to 4000′. Then, turn LEFT, direct GR502. MAINTAIN 360° course to GR719. Then, turn LEFT, course 323° to UKBEV.
09R	MAINTAIN 095° course to 5000′. Then, turn LEFT, direct GR502. MAINTAIN 360° course to GR719. Then, turn LEFT, course 323° to UKBEV.

CHANGES: Procedure revised, redrawn.

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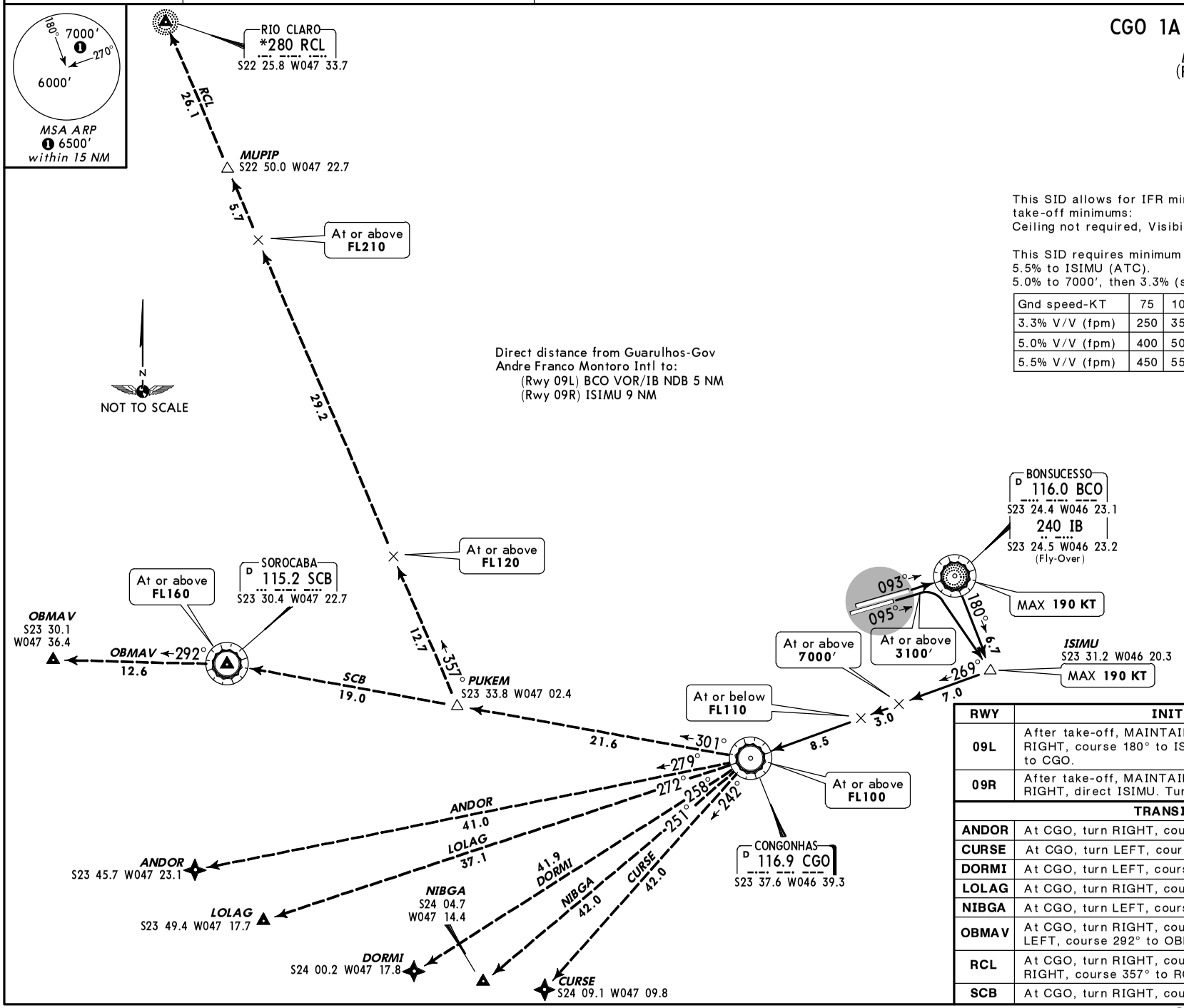
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′	**1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BCO, CGO, and RDE.

CGO 1A RNAV DEPARTURE

[CGO1A]

(RWYS 09L/R)



This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
5.5% to ISIMU (ATC).
5.0% to 7000′, then 3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
5.0% V/V (fpm)	400	500	750	1000	1250	1500
5.5% V/V (fpm)	450	550	850	1100	1400	1700

RWY	INITIAL CLIMB
09L	After take-off, MAINTAIN 093° course to BCO/IB. Turn RIGHT, course 180° to ISIMU. Turn RIGHT, course 269° to CGO.
09R	After take-off, MAINTAIN 095° course to 3100′. Turn RIGHT, direct ISIMU. Turn RIGHT, course 269° to CGO.

TRANSITIONS	
ANDOR	At CGO, turn RIGHT, course 279° to ANDOR.
CURSE	At CGO, turn LEFT, course 242° to CURSE.
DORMI	At CGO, turn LEFT, course 258° to DORMI.
LOLAG	At CGO, turn RIGHT, course 272° to LOLAG.
NIBGA	At CGO, turn LEFT, course 251° to NIBGA.
OBMAV	At CGO, turn RIGHT, course 301° to SCB. Then, turn LEFT, course 292° to OBMAV.
RCL	At CGO, turn RIGHT, course 301° to PUKEM. Then, turn RIGHT, course 357° to RCL.
SCB	At CGO, turn RIGHT, course 301° to SCB.

CHANGES: Procedure revised, reindexed.

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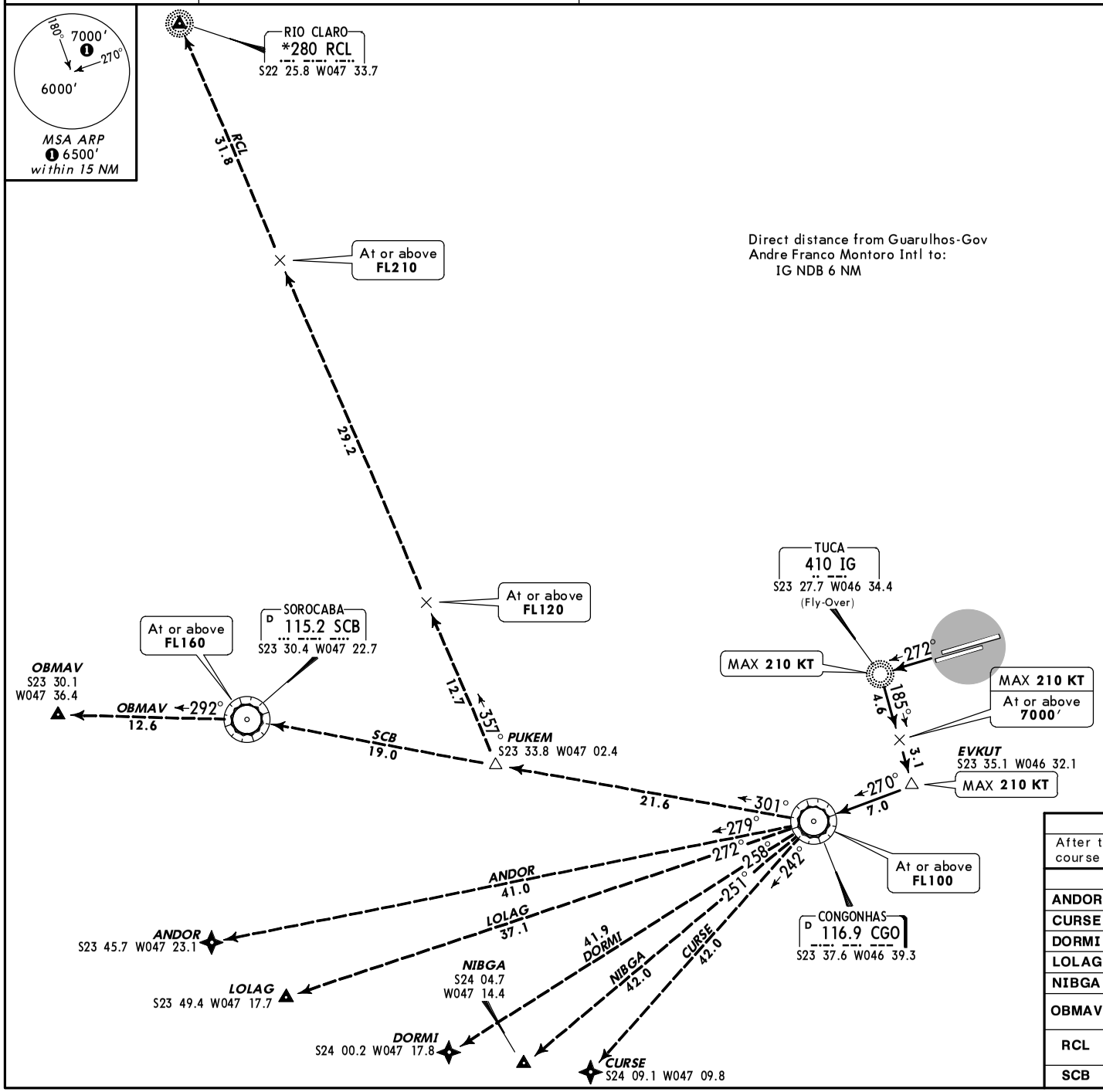
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′	**1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: CPN, RDE, SCB, and STN.

CGO 1A *[CGO1A]*
RNAV DEPARTURE
(RWYS 27L/R)



This SID allows for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
8.4% until FL090 (ATC).
3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
8.4% V/V (fpm)	650	850	1300	1700	2100	2600

INITIAL CLIMB
After take-off, MAINTAIN 272° course to IG. Then, turn LEFT, course 185° to EVKUT, MAINTAIN 270° course to CGO.

TRANSITIONS	
ANDOR	At CGO, turn RIGHT, course 279° to ANDOR.
CURSE	At CGO, turn LEFT, course 242° to CURSE.
DORMI	At CGO, turn LEFT, course 258° to DORMI.
LOLAG	At CGO, turn RIGHT, course 272° to LOLAG.
NIBGA	At CGO, turn LEFT, course 251° to NIBGA.
OBMAV	At CGO, turn RIGHT, course 301° to SCB. Then, turn LEFT, course 292° to OBMAV.
RCL	At CGO, turn RIGHT, course 301° to PUKEM. Then, turn RIGHT, course 357° to RCL.
SCB	At CGO, turn RIGHT, course 301° to SCB.

CHANGES: Chart reindexed.

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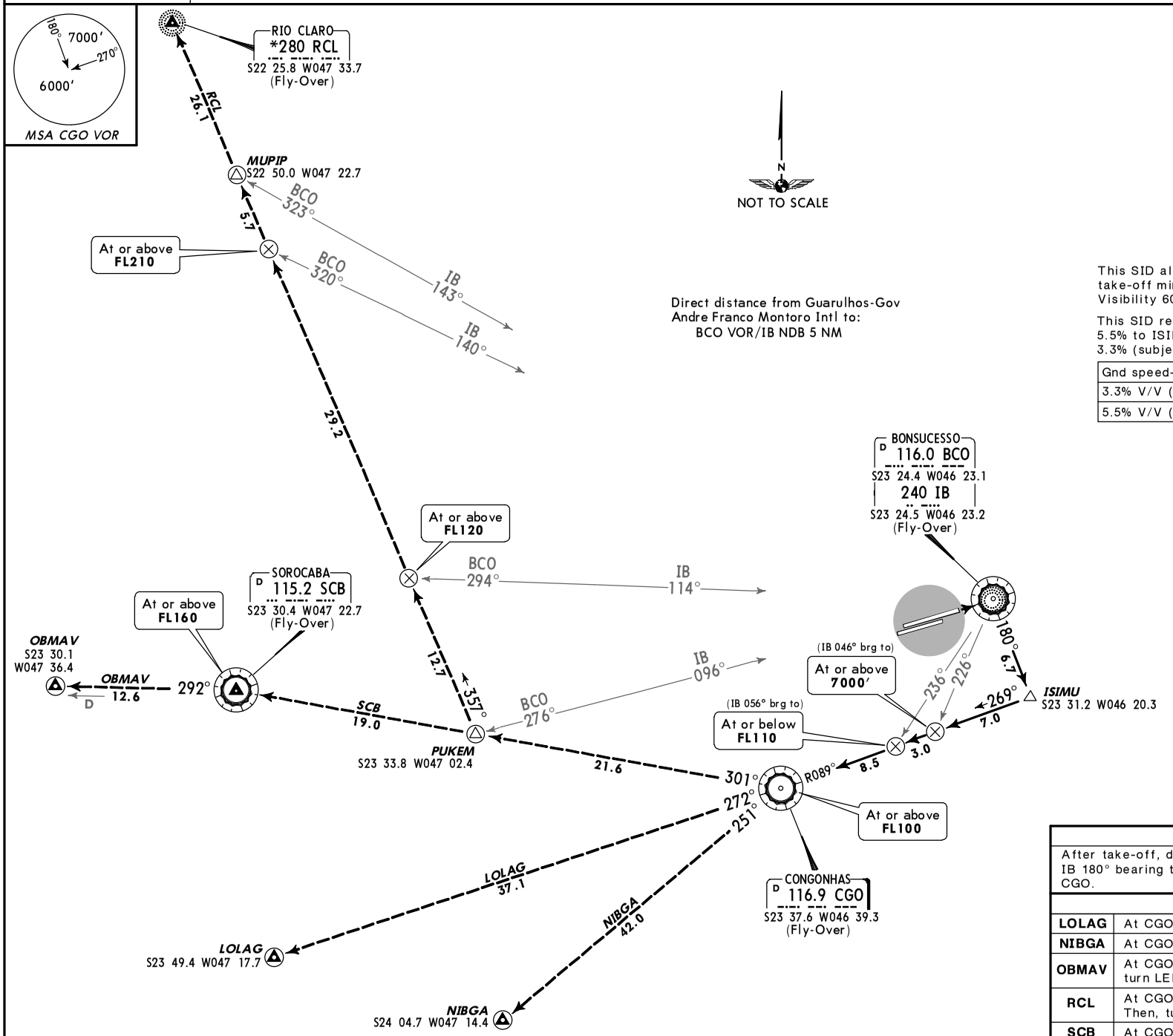
Apt Elev
2459′

Trans level: By ATC Trans alt: 8000′

CGO 1B DEPARTURE
[CGO1B]
(RWYS 09L/R)



This SID allows for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
5.5% to ISIMU (ATC).
3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
5.5% V/V (fpm)	450	550	850	1100	1400	1700

INITIAL CLIMB	
After take-off, direct BCO/IB. Turn RIGHT, BCO R-180/ IB 180° bearing to ISIMU. Turn RIGHT, CGO R-089 to CGO.	
TRANSITIONS	
LOLAG	At CGO, turn RIGHT, CGO R-272 to LOLAG.
NIBGA	At CGO, turn LEFT, CGO R-251 to NIBGA.
OBMAV	At CGO, turn RIGHT, CGO R-301 to SCB. Then, turn LEFT, SCB R-292 to OBMAV.
RCL	At CGO, turn RIGHT, CGO R-301 to PUKEM. Then, turn RIGHT, RCL 357° bearing to RCL.
SCB	At CGO, turn RIGHT, CGO R-301 to SCB.

CHANGES: Procedure revised, reindexed.

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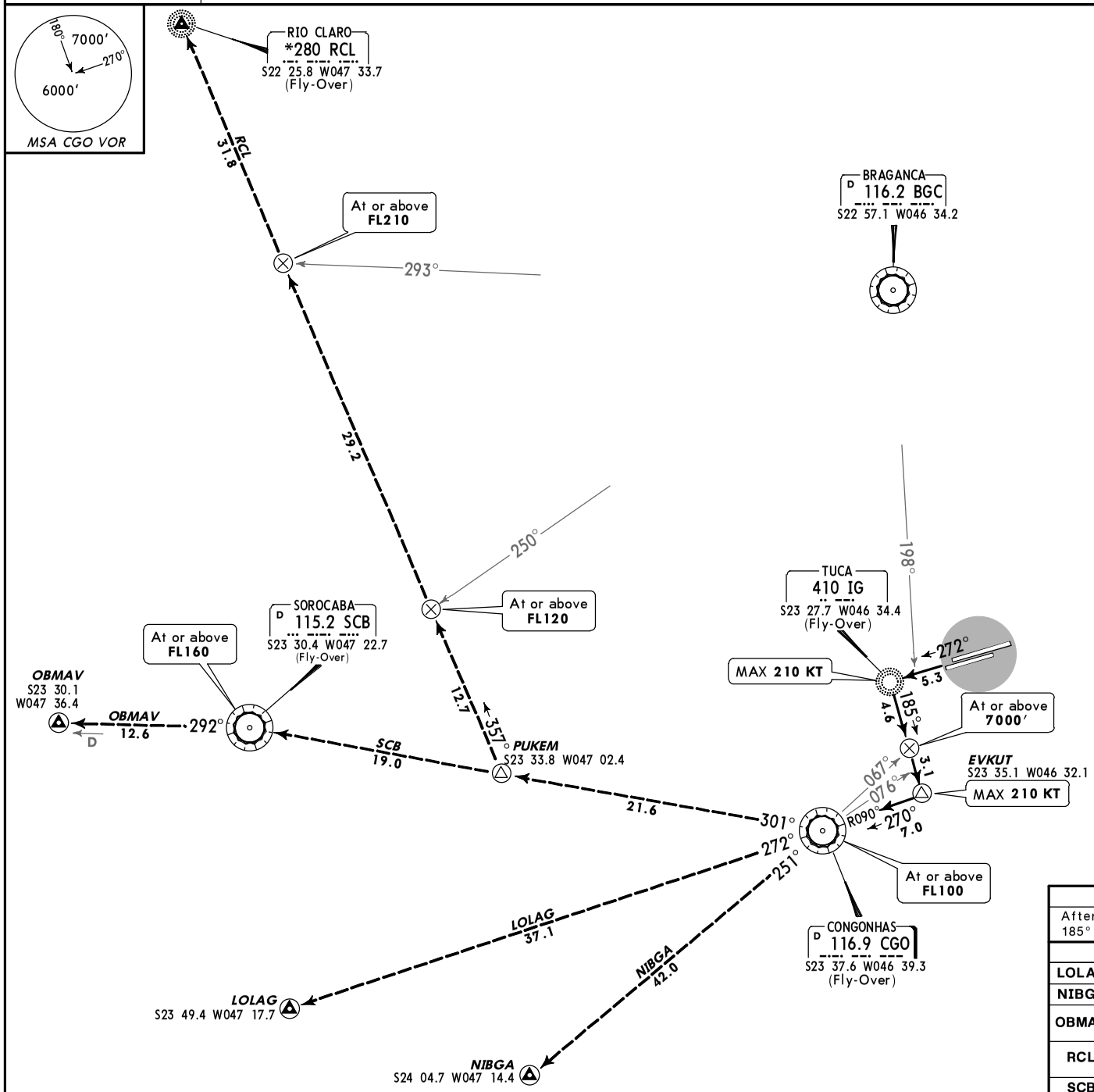
Apt Elev
2459′

Trans level: By ATC Trans alt: 8000′

CGO 1B DEPARTURE
[CGO1B]
(RWYS 27L/R)



This SID allows for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
8.4% until FL090 (ATC).
3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
8.4% V/V (fpm)	650	850	1300	1700	2100	2600

INITIAL CLIMB	
After take-off, MAINTAIN IG 272° bearing to IG. Turn LEFT, IG 185° bearing to EVKUT. Then, MAINTAIN CGO R-090 to CGO.	
TRANSITIONS	
LOLAG	At CGO, turn RIGHT, CGO R-272 to LOLAG.
NIBGA	At CGO, turn LEFT, CGO R-251 to NIBGA.
OBMAV	At CGO, turn RIGHT, CGO R-301 to SCB. Then, turn LEFT, SCB R-292 to OBMAV.
RCL	At CGO, turn RIGHT, CGO R-301 to PUKEM. Then, turn RIGHT, RCL 357° bearing to RCL.
SCB	At CGO, turn RIGHT, CGO R-301 to SCB.

CHANGES: Chart reindexed.

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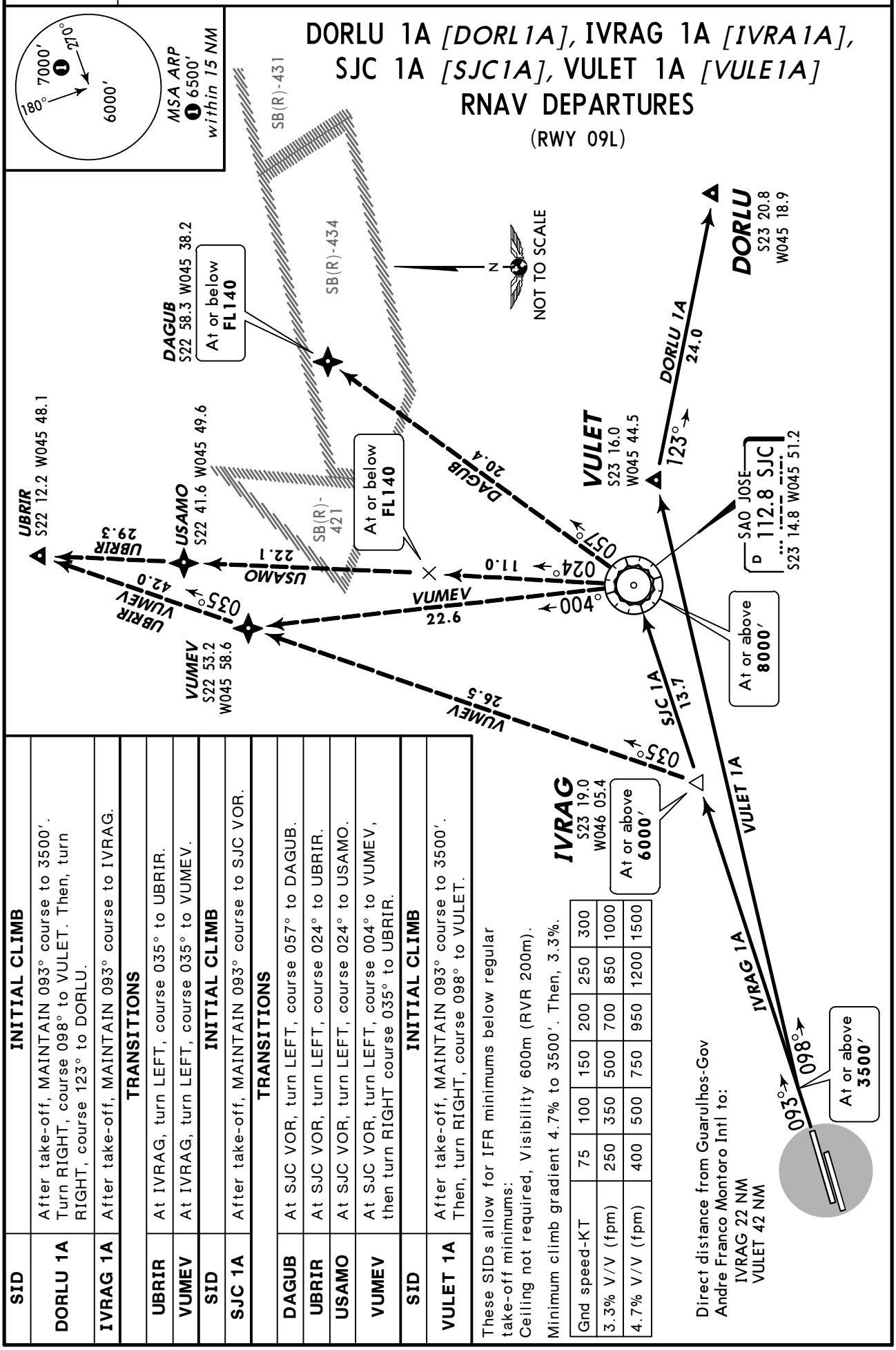
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ **1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, and SJC. 4. SID IVRAG 1A and SID SJC 1A UBRIR Transition via VUMEV only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

DORLU 1A *[DORL1A]*, IVRAG 1A *[IVRA1A]*, SJC 1A *[SJC1A]*, VULET 1A *[VULE1A]* RNAV DEPARTURES

(RWY 09L)



SID	INITIAL CLIMB
DORLU 1A	After take-off, MAINTAIN 093° course to 3500′. Turn RIGHT, course 098° to VULET. Then, turn RIGHT, course 123° to DORLU.
IVRAG 1A	After take-off, MAINTAIN 093° course to IVRAG.

TRANSITIONS	
UBRIR	At IVRAG, turn LEFT, course 035° to UBRIR.
VUMEV	At IVRAG, turn LEFT, course 035° to VUMEV.

SID	INITIAL CLIMB
SJC 1A	After take-off, MAINTAIN 093° course to SJC VOR.

TRANSITIONS	
DAGUB	At SJC VOR, turn LEFT, course 057° to DAGUB.
UBRIR	At SJC VOR, turn LEFT, course 024° to UBRIR.
USAMO	At SJC VOR, turn LEFT, course 024° to USAMO.
VUMEV	At SJC VOR, turn LEFT, course 004° to VUMEV, then turn RIGHT course 035° to UBRIR.

SID	INITIAL CLIMB
VULET 1A	After take-off, MAINTAIN 093° course to 3500′. Then, turn RIGHT, course 098° to VULET.

These SIDs allow for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).

Minimum climb gradient 4.7% to 3500′. Then, 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.7% V/V (fpm)	400	500	750	950	1200	1500

Direct distance from Guarulhos-Gov Andre Franco Montoro Intl to:
IVRAG 22 NM
VULET 42 NM

CHANGES: SJC 1A VUMEV Transition revised.

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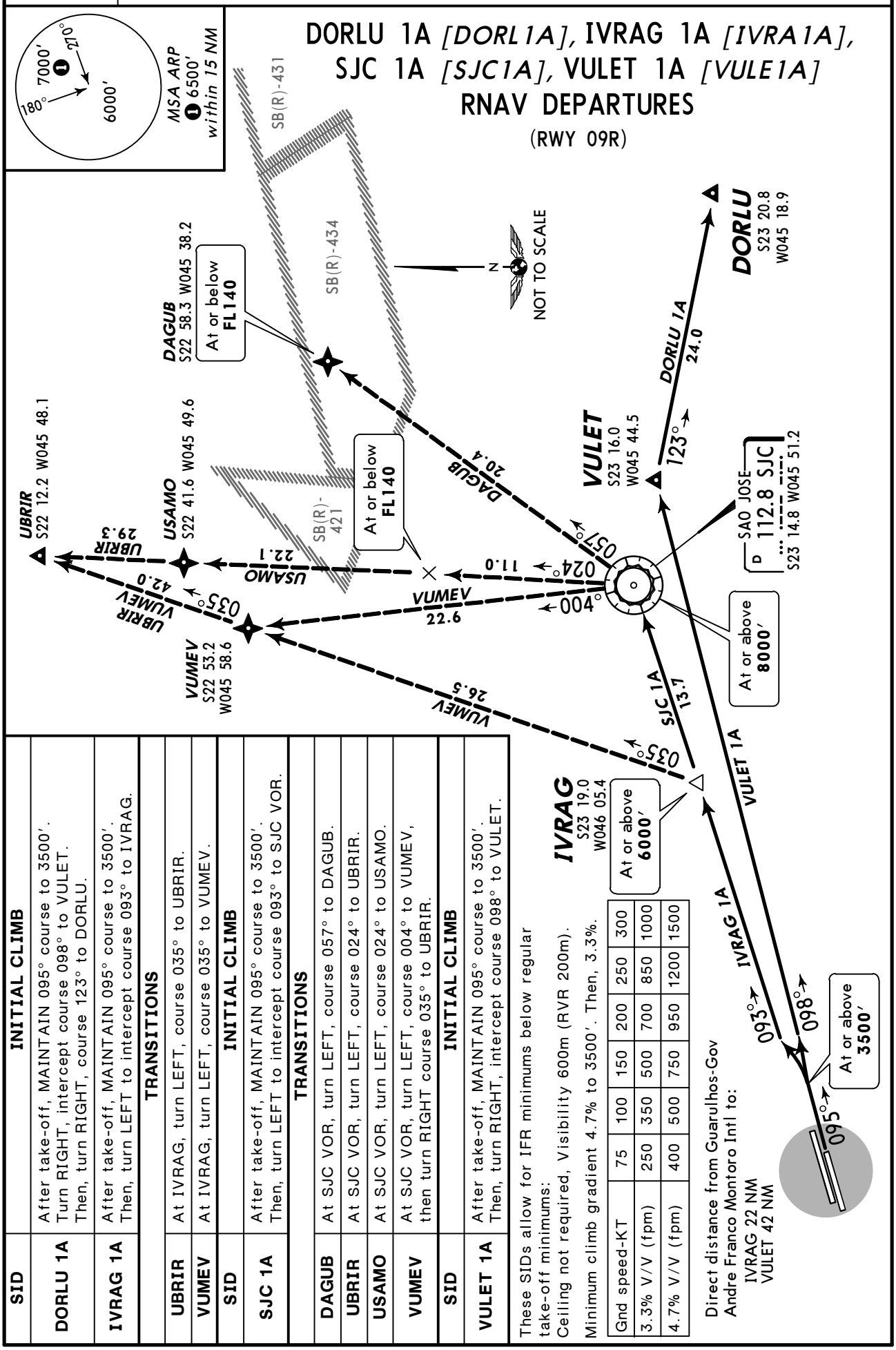
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ **1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, and SJC. 4. SID IVRAG 1A and SID SJC 1A UBRIR Transition via VUMEV only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

DORLU 1A *[DORL1A]*, IVRAG 1A *[IVRA1A]*, SJC 1A *[SJC1A]*, VULET 1A *[VULE1A]* RNAV DEPARTURES

(RWY 09R)



SID	INITIAL CLIMB
DORLU 1A	After take-off, MAINTAIN 095° course to 3500′. Turn RIGHT, intercept course 098° to VULET. Then, turn RIGHT, course 123° to DORLU.
IVRAG 1A	After take-off, MAINTAIN 095° course to 3500′. Then, turn LEFT to intercept course 093° to IVRAG.

TRANSITIONS	
UBRIR	At IVRAG, turn LEFT, course 035° to UBRIR.
VUMEV	At IVRAG, turn LEFT, course 035° to VUMEV.

SID	INITIAL CLIMB
SJC 1A	After take-off, MAINTAIN 095° course to 3500′. Then, turn LEFT to intercept course 093° to SJC VOR.

TRANSITIONS	
DAGUB	At SJC VOR, turn LEFT, course 057° to DAGUB.
UBRIR	At SJC VOR, turn LEFT, course 024° to UBRIR.
USAMO	At SJC VOR, turn LEFT, course 024° to USAMO.
VUMEV	At SJC VOR, turn LEFT, course 004° to VUMEV, then turn RIGHT course 035° to UBRIR.

SID	INITIAL CLIMB
VULET 1A	After take-off, MAINTAIN 095° course to 3500′. Then, turn RIGHT, intercept course 098° to VULET.

These SIDs allow for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).
Minimum climb gradient 4.7% to 3500′. Then, 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.7% V/V (fpm)	400	500	750	950	1200	1500

CHANGES: SJC 1A VUMEV Transition revised.

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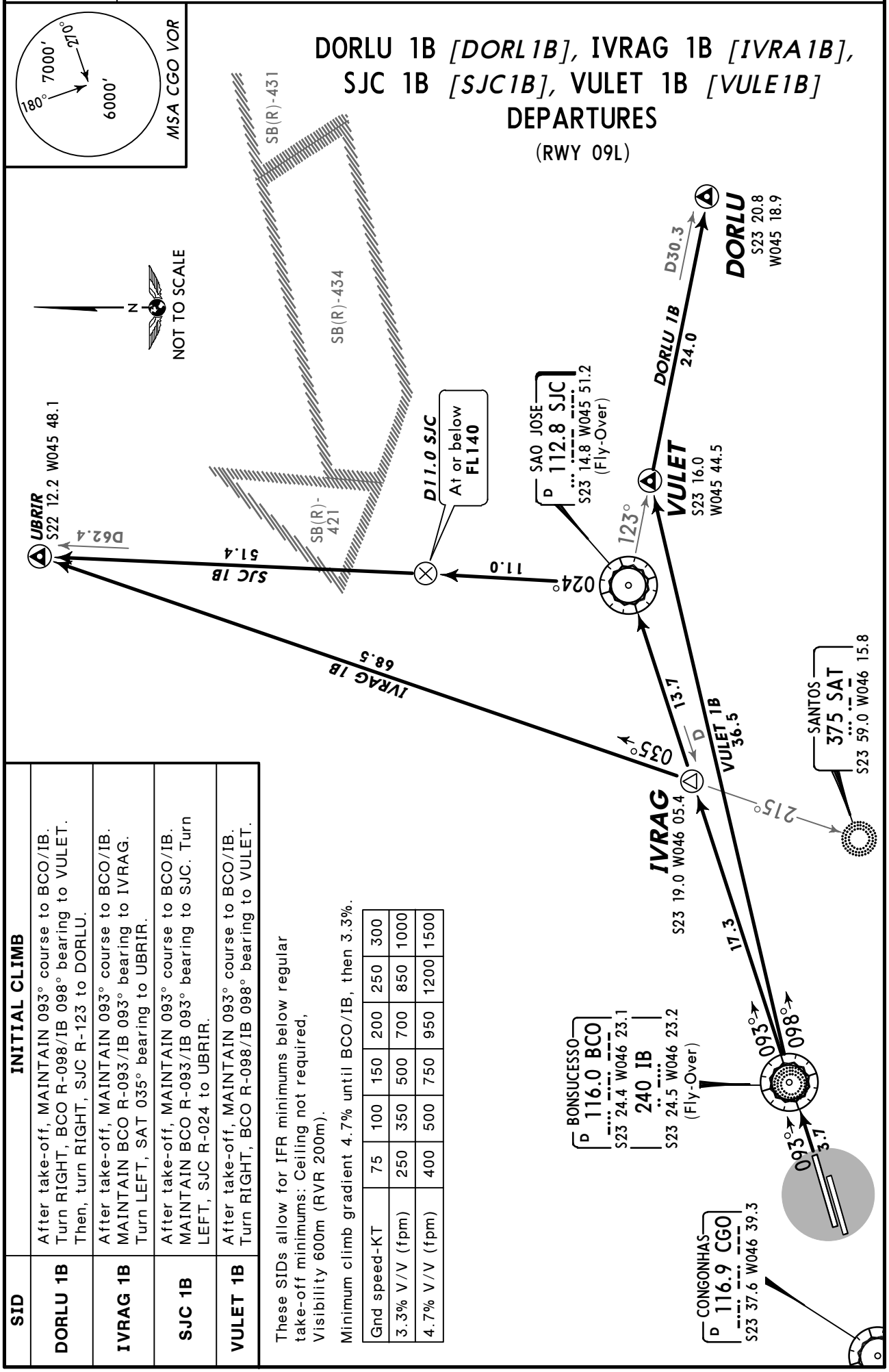
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ SID IVRAG 1B only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

DORLU 1B *[DORL1B]*, IVRAG 1B *[IVRA1B]*, SJC 1B *[SJC1B]*, VULET 1B *[VULE1B]* DEPARTURES

(RWY 09L)



SID	INITIAL CLIMB
DORLU 1B	After take-off, MAINTAIN 093° course to BCO/IB. Turn RIGHT, BCO R-098/IB 098° bearing to VULET. Then, turn RIGHT, SJC R-123 to DORLU.
IVRAG 1B	After take-off, MAINTAIN 093° course to BCO/IB. MAINTAIN BCO R-093/IB 093° bearing to IVRAG. Turn LEFT, SAT 035° bearing to UBRIR.
SJC 1B	After take-off, MAINTAIN 093° course to BCO/IB. MAINTAIN BCO R-093/IB 093° bearing to SJC. Turn LEFT, SJC R-024 to UBRIR.
VULET 1B	After take-off, MAINTAIN 093° course to BCO/IB. Turn RIGHT, BCO R-098/IB 098° bearing to VULET.

These SIDs allow for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

Minimum climb gradient 4.7% until BCO/IB, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.7% V/V (fpm)	400	500	750	950	1200	1500

CHANGES: Runway served, procedures revised, reindexed.

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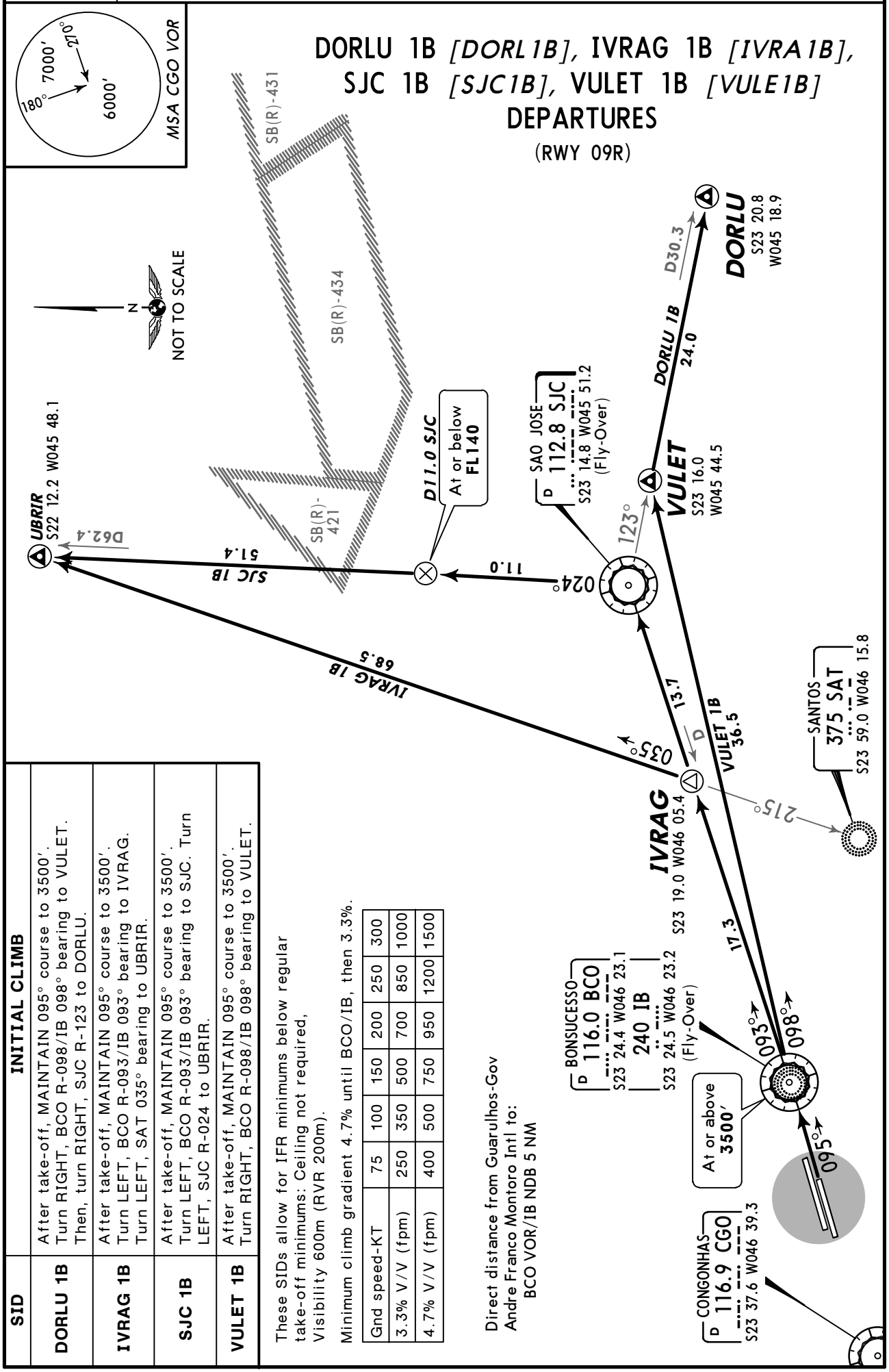
Apt Elev 2459′

Trans level: By ATC Trans alt: 8000′
SID IVRAG 1B only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

DORLU 1B *[DORL1B]*, IVRAG 1B *[IVRA1B]*, SJC 1B *[SJC1B]*, VULET 1B *[VULE1B]* DEPARTURES

(RWY 09R)



SID	INITIAL CLIMB
DORLU 1B	After take-off, MAINTAIN 095° course to 3500′. Turn RIGHT, BCO R-098/IB 098° bearing to VULET. Then, turn RIGHT, SJC R-123 to DORLU.
IVRAG 1B	After take-off, MAINTAIN 095° course to 3500′. Turn LEFT, BCO R-093/IB 093° bearing to IVRAG. Turn LEFT, SAT 035° bearing to UBRIR.
SJC 1B	After take-off, MAINTAIN 095° course to 3500′. Turn LEFT, BCO R-093/IB 093° bearing to SJC. Turn LEFT, SJC R-024 to UBRIR.
VULET 1B	After take-off, MAINTAIN 095° course to 3500′. Turn RIGHT, BCO R-098/IB 098° bearing to VULET.

These SIDs allow for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

Minimum climb gradient 4.7% until BCO/IB, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.7% V/V (fpm)	400	500	750	950	1200	1500

Direct distance from Guarulhos-Gov Andre Franco Montoro Intl to: BCO VOR/IB NDB 5 NM

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Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′	1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1. 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, and SJC. 4. SID SUMRA 1A only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

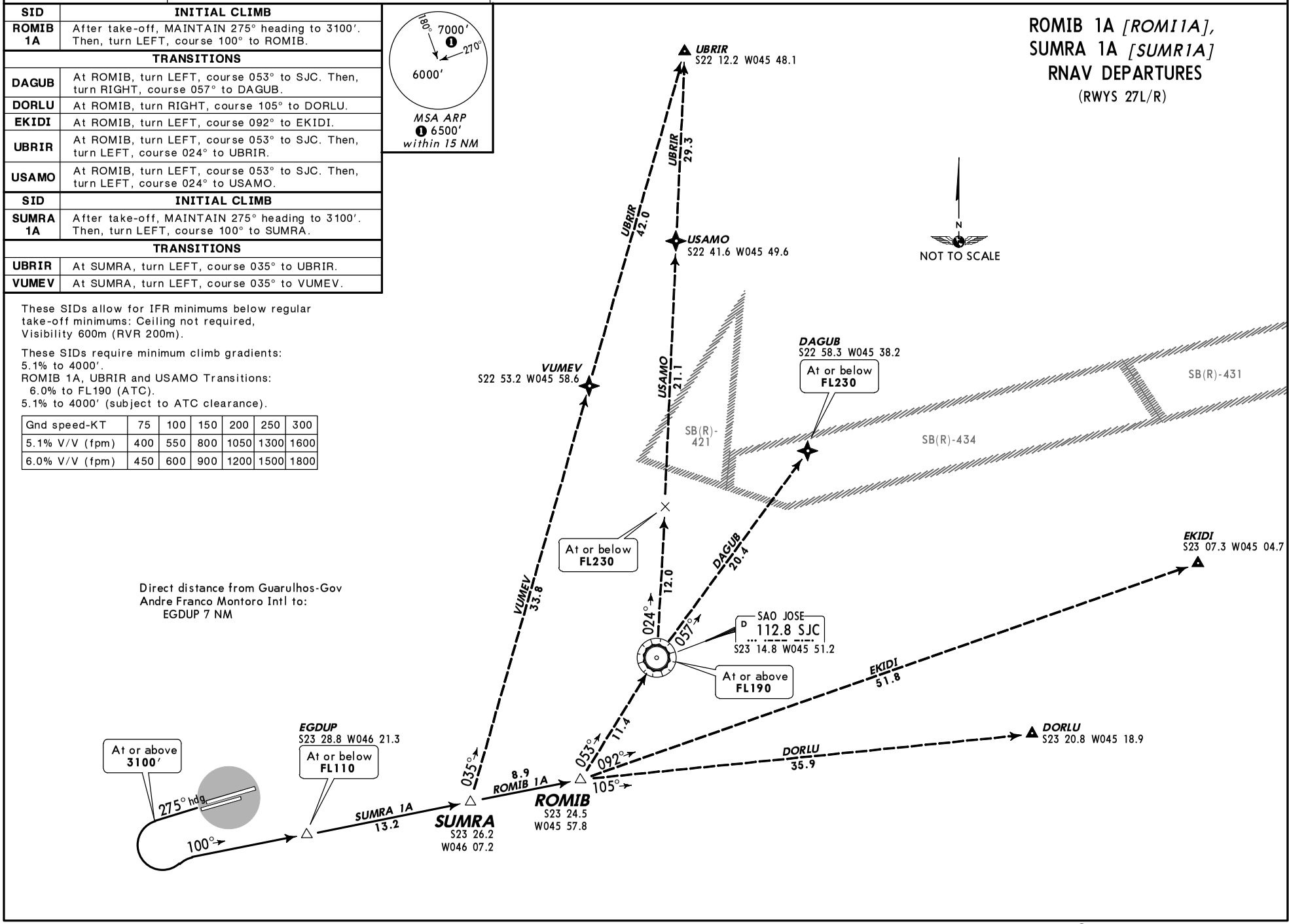
SID	INITIAL CLIMB
ROMIB 1A	After take-off, MAINTAIN 275° heading to 3100′. Then, turn LEFT, course 100° to ROMIB.
TRANSITIONS	
DAGUB	At ROMIB, turn LEFT, course 053° to SJC. Then, turn RIGHT, course 057° to DAGUB.
DORLU	At ROMIB, turn RIGHT, course 105° to DORLU.
EKIDI	At ROMIB, turn LEFT, course 092° to EKIDI.
UBRIR	At ROMIB, turn LEFT, course 053° to SJC. Then, turn LEFT, course 024° to UBRIR.
USAMO	At ROMIB, turn LEFT, course 053° to SJC. Then, turn LEFT, course 024° to USAMO.
SID	**INITIAL CLIMB**
SUMRA 1A	After take-off, MAINTAIN 275° heading to 3100′. Then, turn LEFT, course 100° to SUMRA.
TRANSITIONS	
UBRIR	At SUMRA, turn LEFT, course 035° to UBRIR.
VUMEV	At SUMRA, turn LEFT, course 035° to VUMEV.

180° 7000′ 270° 6000′
MSA ARP
6500′
within 15 NM

These SIDs allow for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

These SIDs require minimum climb gradients:
5.1% to 4000′.
ROMIB 1A, UBRIR and USAMO Transitions:
6.0% to FL190 (ATC).
5.1% to 4000′ (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	400	550	800	1050	1300	1600
6.0% V/V (fpm)	450	600	900	1200	1500	1800



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Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′	SID SUMRA 1B only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

SID	INITIAL CLIMB
ROMIB 1B	MAINTAIN runway heading to 3100′. Then, turn LEFT, IS 100° bearing to ROMIB.
TRANSITIONS	
DORLU	At ROMIB, turn RIGHT, IG 105° bearing to DORLU.
EKIDI	At ROMIB, turn LEFT, CGO R-092 to EKIDI.
UBRIR	At ROMIB, turn LEFT, SJC R-233 to SJC. Then, turn LEFT, SJC R-024 to UBRIR.
SID	**INITIAL CLIMB**
SUMRA 1B	MAINTAIN runway heading to 3100′. Turn LEFT, IS 100° bearing to SUMRA. Then, turn LEFT, SAT 035° bearing to UBRIR.

180° 7000′ 270° 6000′
MSA CGO VOR

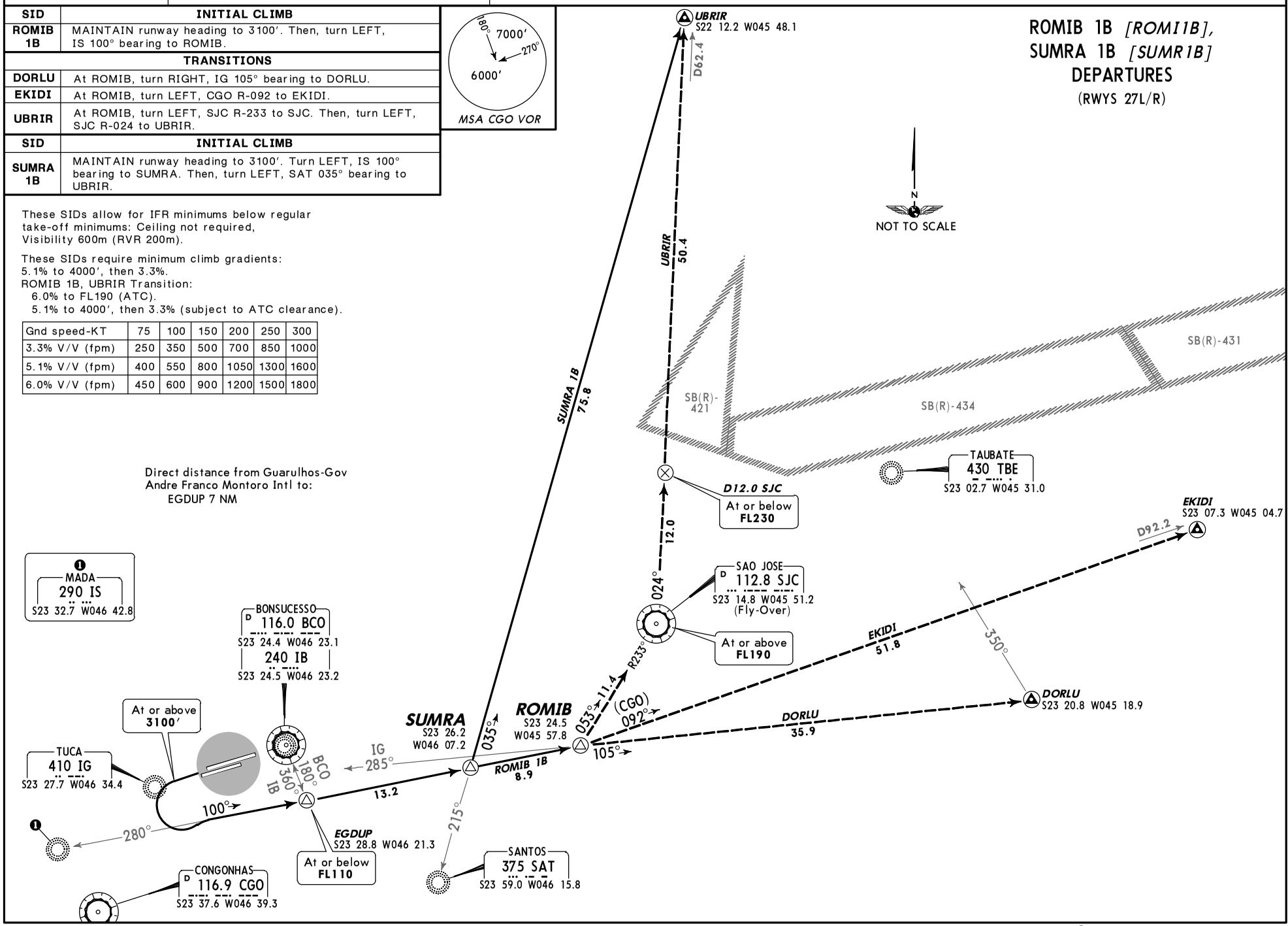
ROMIB 1B [ROMI1B], SUMRA 1B [SUMR1B] DEPARTURES
(RWYS 27L/R)

These SIDs allow for IFR minimums below regular take-off minimums: Ceiling not required, Visibility 600m (RVR 200m).

These SIDs require minimum climb gradients:
5.1% to 4000′, then 3.3%.
ROMIB 1B, UBRIR Transition:
6.0% to FL190 (ATC).
5.1% to 4000′, then 3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
5.1% V/V (fpm)	400	550	800	1050	1300	1600
6.0% V/V (fpm)	450	600	900	1200	1500	1800

Direct distance from Guarulhos-Gov Andre Franco Montoro Intl to:
EGDUP 7 NM



CHANGES: Procedures revised, reindexed.

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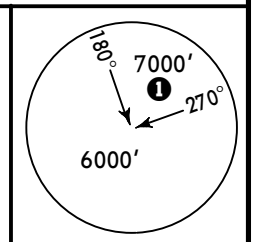
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ **1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, CPN, and SCB.

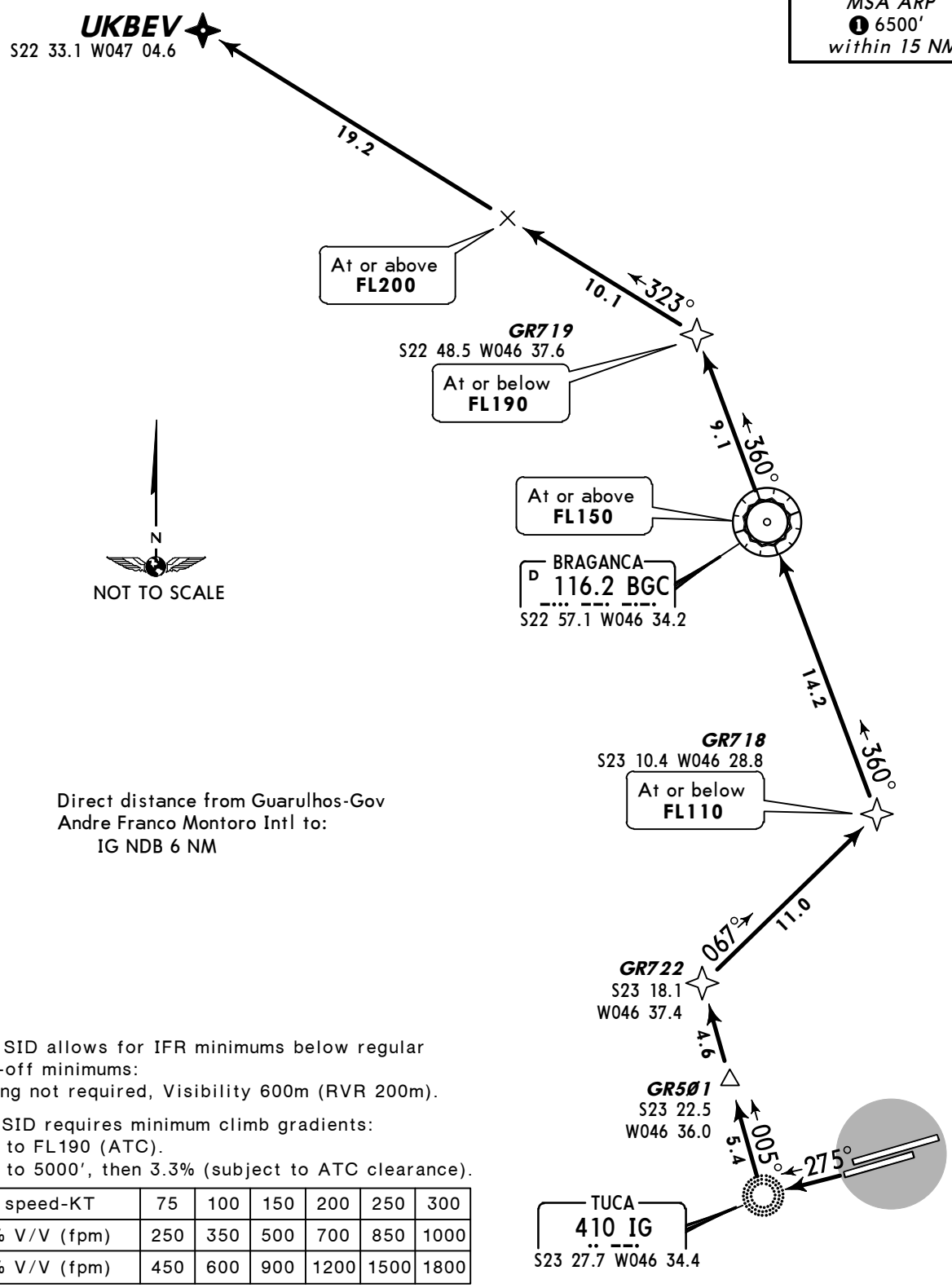
UKBEV 1A RNAV DEPARTURE

[UKBE1A]

(RWY 27L)



MSA ARP
6500′
within 15 NM



Direct distance from Guarulhos-Gov Andre Franco Montoro Intl to:
IG NDB 6 NM

This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
6.0% to FL190 (ATC).
6.0% to 5000′, then 3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
6.0% V/V (fpm)	450	600	900	1200	1500	1800

INITIAL CLIMB

After take-off, MAINTAIN 275° course to IG. Turn RIGHT, course 005° to GR722. Turn RIGHT, course 067° to GR718. Then, turn LEFT, course 360° to GR719. Then, turn LEFT, course 323° to UKBEV.

CHANGES: Runway served, procedure revised, reindexed.

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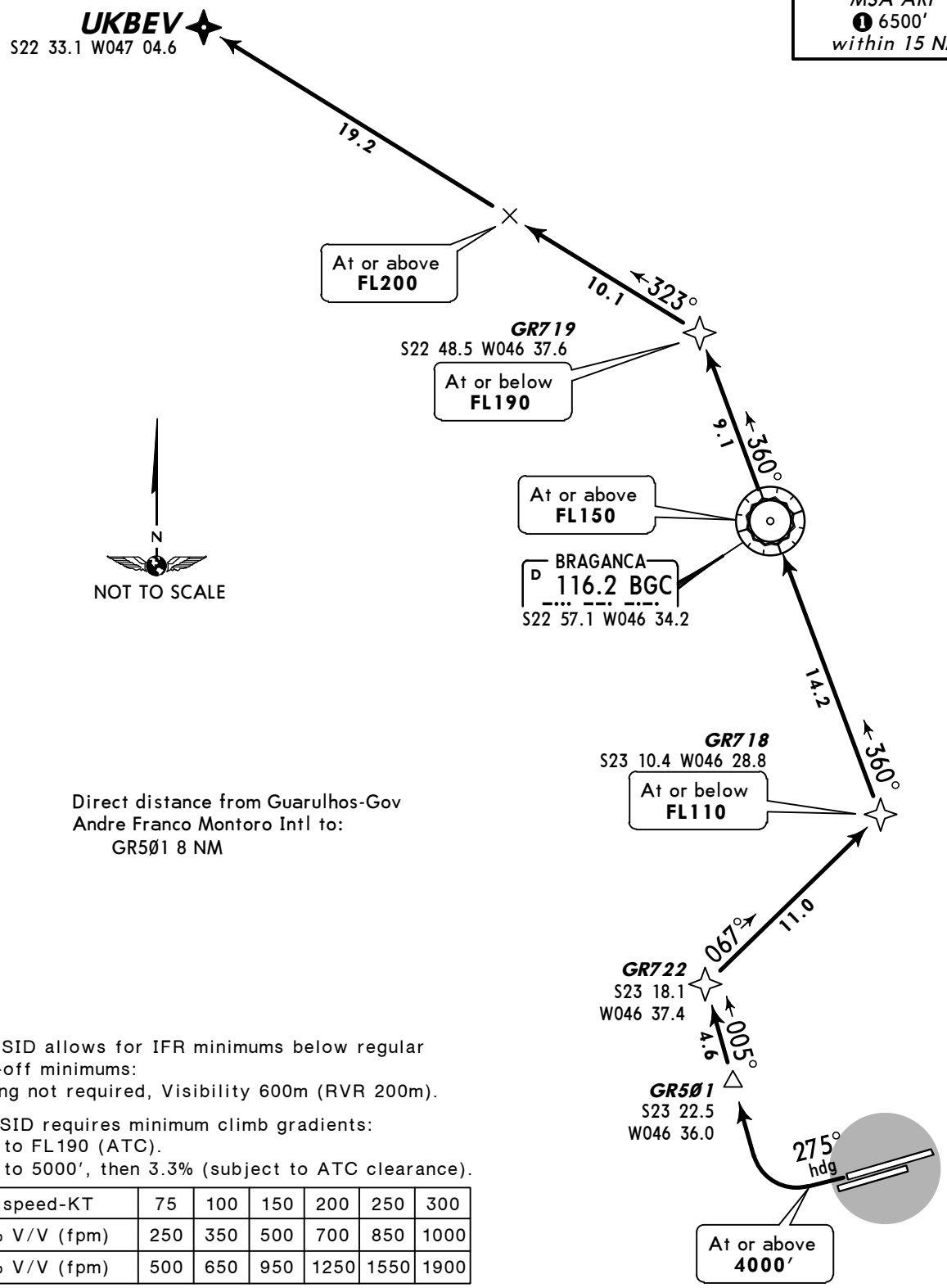
Apt Elev 2459′	Trans level: By ATC Trans alt: 8000′ **1. RNAV 1: ATS Surveillance System required. 2. RNAV 1 or RNP 1.** 3. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, CPN, and SCB.

UKBEV 1A RNAV DEPARTURE

[UKBE1A]

(RWY 27R)



This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 200m).

This SID requires minimum climb gradients:
6.1% to FL190 (ATC).
6.1% to 5000′, then 3.3% (subject to ATC clearance).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
6.1% V/V (fpm)	500	650	950	1250	1550	1900

INITIAL CLIMB

After take-off, MAINTAIN 275° heading to 4000′. Then, turn RIGHT to GR501. Then, course 005° to GR722. Turn RIGHT, course 067° to GR718. Then, turn LEFT, course 360° to GR719. Then, turn LEFT, course 323° to UKBEV.

CHANGES: Runway served, procedure revised, reindexed.

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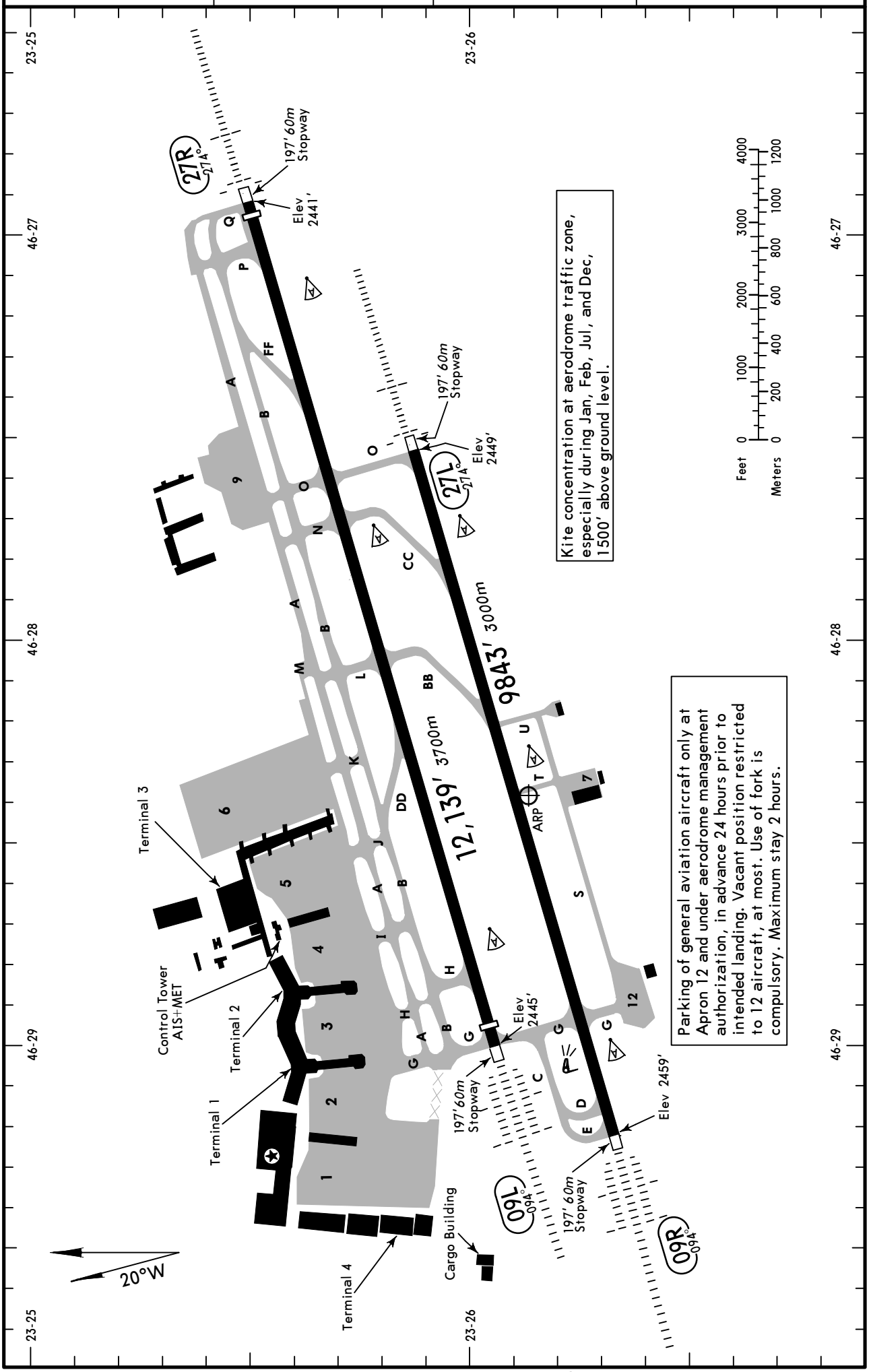
D-ATIS	GUARULHOS Clearance	Ground		Tower		
127.75	121.0	121.7	126.9	118.4	132.75	135.2



CHANGES: Runway elevations, removed taxiways, added RVR.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09R	HIRL *(60m)* CL ALSF-II TDZ PAPI (angle 3.00°) grooved RVR		8807′ *2684m*		148′ *45m*
27L	HIRL *(60m)* CL ALSF-I PAPI-L (angle 3.00°) grooved RVR		8785′ *2678m*		
09L	HIRL *(60m)* CL ALSF-II TDZ PAPI (angle 2.97°) grooved RVR	11844′ *3610m*	10745′ *3275m*		148′ *45m*
27R	HIRL *(60m)* CL ALSF-I PAPI (angle 3.00°) grooved RVR	11942′ *3640m*	10849′ *3307m*		

TAKE-OFF

	All Rwys				
	Take-Off Altn Apt. Filed			Regular	
	3 RVRs & CL & RCLM	2 RVRs & CL & RCLM	CL or RCLM & RL		
2 or more Eng Acft	TDZ RVR *200m* Mid RVR *200m* Rollout RVR *200m*	TDZ RVR *400m* Rollout RVR *400m*	RVR *500m* VIS *600m*	All Acft	Cat A Aircraft Landing Minimums

DEPARTURE PROCEDURE

IFR departures must comply with published SIDs.

CHANGES: Usable lengths.

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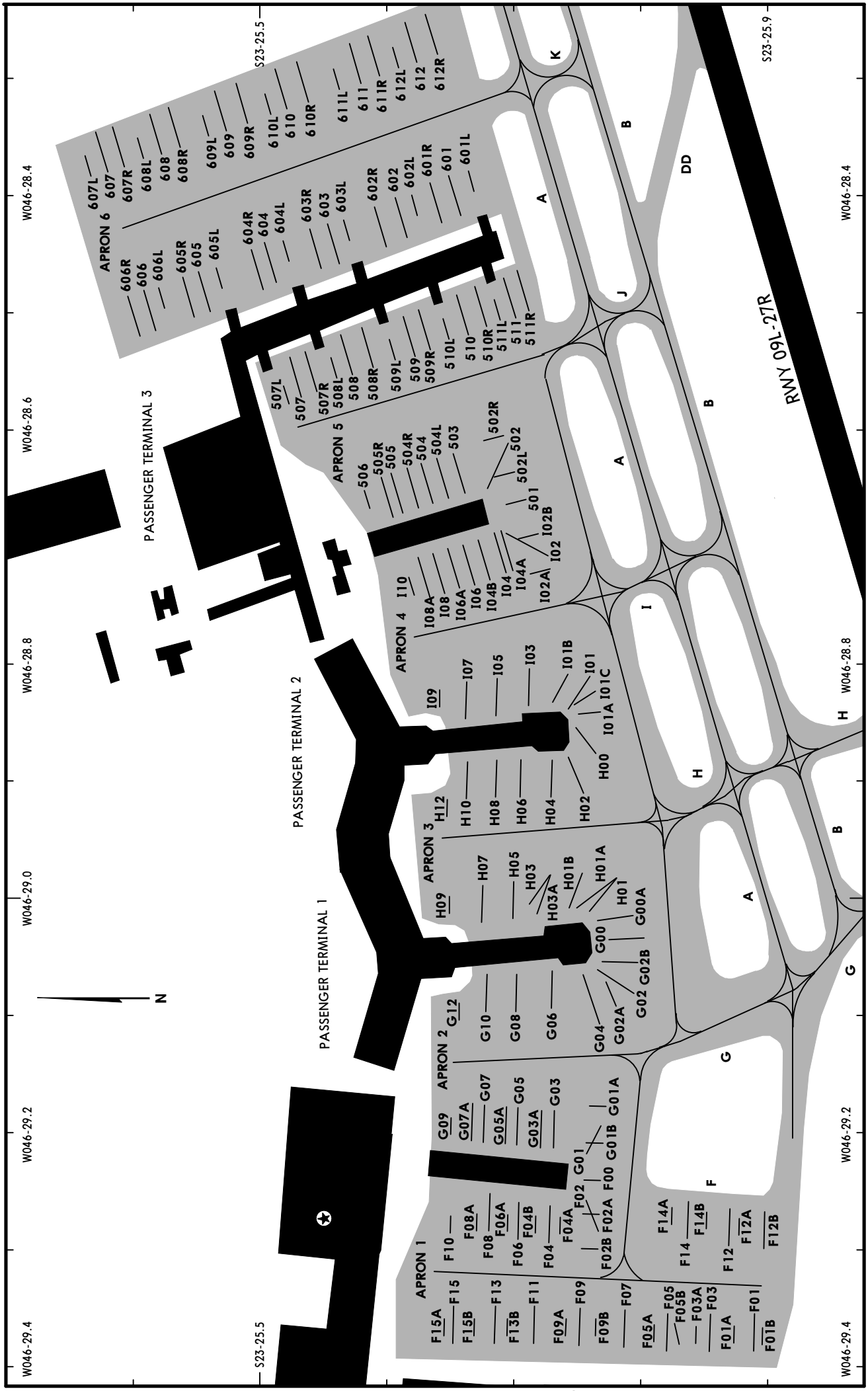

CHANGES: Parking positions, taxilanes, ramp.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES	
Apron 1		
F00 thru F08A	S23 25.7	W046 29.2
F10	S23 25.6	W046 29.2
F15, F15A, F15B	S23 25.6	W046 29.3
F09 thru F13B	S23 25.7	W046 29.3
F03 thru F07	S23 25.8	W046 29.3
F01, F01A, F01B	S23 25.9	W046 29.3
F14, F14A, F14B	S23 25.8	W046 29.2
F12, F12A, F12B	S23 25.9	W046 29.2
Apron 2		
G00 thru G02B	S23 25.8	W046 29.0
G04 thru G10	S23 25.7	W046 29.0
G12	S23 25.6	W046 29.0
G09	S23 25.6	W046 29.1
G01 thru G07A	S23 25.7	W046 29.1
Apron 3		
H00 thru H08	S23 25.7	W046 28.8
H10, H12	S23 25.6	W046 28.8
H09	S23 25.6	W046 29.0
H05, H07	S23 25.7	W046 29.0
H01B, H03, H03A	S23 25.7	W046 28.9
H01, H01A	S23 25.8	W046 28.9
Apron 4		
I02, I02B	S23 25.7	W046 28.6
I02A	S23 25.7	W046 28.7
I04, I04A, I04B	S23 25.7	W046 28.6
I06, I06A	S23 25.6	W046 28.7
I08, I08A	S23 25.6	W046 28.7
I10	S23 25.6	W046 28.7
I07, I09	S23 25.6	W046 28.8
I01 thru I01C	S23 25.7	W046 28.8
I03, I05	S23 25.7	W046 28.8
Apron 5		
501	S23 25.7	W046 28.6
502, 502L, 502R	S23 25.7	W046 28.6
503	S23 25.7	W046 28.6
504 thru 506	S23 25.6	W046 28.6
507L	S23 25.5	W046 28.5
507, 507R	S23 25.6	W046 28.5
508 thru 509R	S23 25.6	W046 28.5
510, 510L, 510R	S23 25.7	W046 28.5
511, 511L	S23 25.7	W046 28.5
511R	S23 25.7	W046 28.4
Apron 6		
601, 601L, 601R	S23 25.7	W046 28.4
602 thru 603R	S23 25.6	W046 28.4
604, 604L	S23 25.5	W046 28.4
604R	S23 25.5	W046 28.5
605L	S23 25.5	W046 28.4
605, 605R	S23 25.5	W046 28.5
606, 606L, 606R	S23 25.4	W046 28.5
607 thru 608R	S23 25.4	W046 28.3
609, 609L, 609R	S23 25.5	W046 28.3
610, 610L	S23 25.5	W046 28.3
610R	S23 25.6	W046 28.3
611, 611L, 611R	S23 25.6	W046 28.3
612L	S23 25.6	W046 28.3
612, 612R	S23 25.7	W046 28.2

CHANGES: New coordinates.

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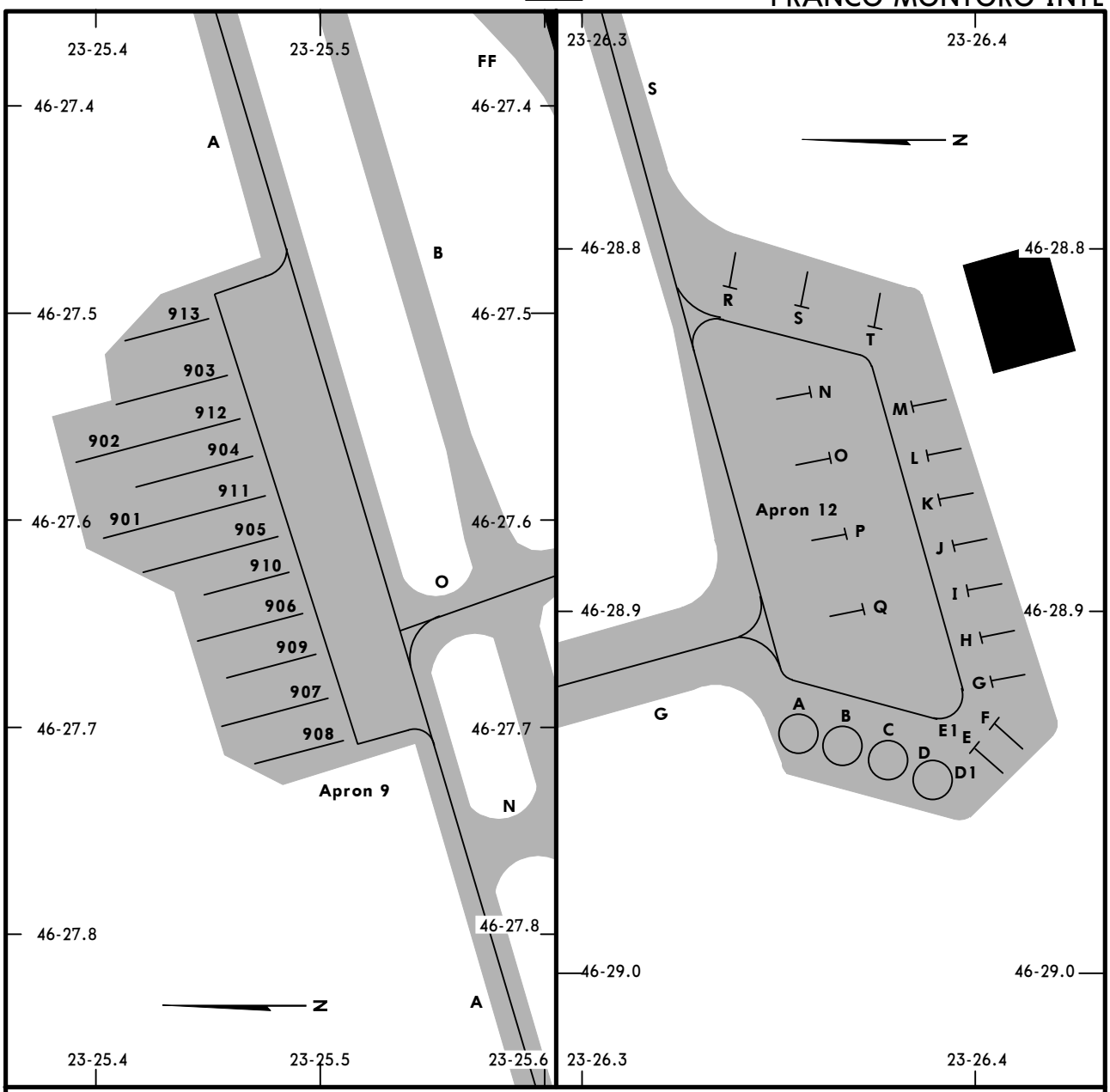

PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
APRON 9	
901, 902	S23 25.4 W046 27.6
903	S23 25.5 W046 27.5
904, 905	S23 25.5 W046 27.6
906 thru 909	S23 25.5 W046 27.7
910 thru 912	S23 25.5 W046 27.6
913	S23 25.5 W046 27.5

SPOT NO.	COORDINATES
APRON 12	
A thru F	S23 26.4 W046 29.0
G thru Q	S23 26.4 W046 28.9
R, S, T	S23 26.4 W046 28.8

CHANGES: Added taxiway S.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

23 MAY 14
Eff 29 May

(21-1)

SAO PAULO, BRAZIL

ILS Y or LOC Y Rwy 09L

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

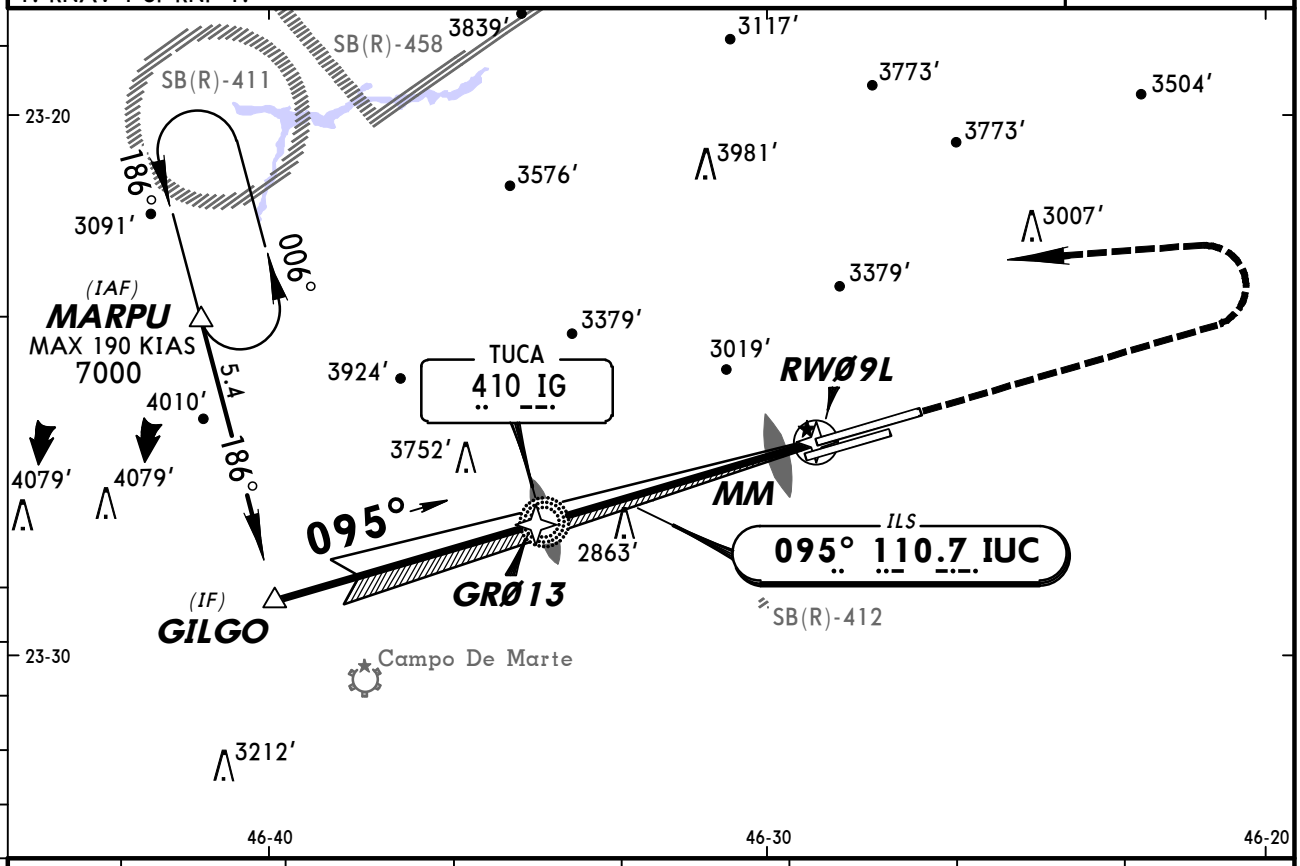
D-ATIS					SAO PAULO Control (Approach) (R)			
127.75					125.6	134.9	135.75	119.8
GUARULHOS Tower			Ground		132.1	134.65	120.45	135.25
118.4	132.75	135.2	121.7	126.9	129.75	133.85	119.25	124.15

LOC IUC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 2459′
110.7	**095°**	**4200′** (1755′)	**2645′** (200′)	Rwy 09L **2445′**

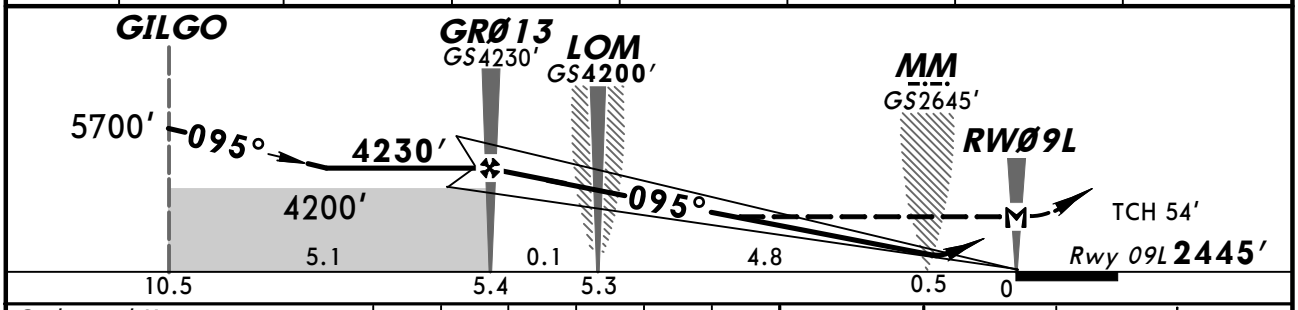
MISSED APCH: Climb to 7000′. Maintain course 095° until 5000′. Then, turn LEFT for holding at MARPU. MAX IAS 230Kts.

7000′
MSA MARPU

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′
1. RNAV 1 or RNP 1.



LOC (GS out)	DIST to THR	GRØ13	4.0	3.0	2.0	1.0	0.5
	ALTITUDE	4230′	3775′	3450′	3135′	2830′	2645′



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 RWØ9L or FAF to MAP	5.4	3:36	2:57	2:30	2:10	1:54	1:42

ALSF-II
PAPI

5000′ on 095°

STRAIGHT-IN LANDING RWY09L **CEILING REQUIRED** CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 5%

PANS OPS

	ILS DA(H) 2645′ (200′) FULL	ILS DA(H) 2645′ (200′) ALS out	LOC (GS out) MDA(H) 3100′ (655′)	LOC (GS out) MDA(H) 3100′ (655′) ALS out		CIRCLE-TO-LAND
CEILING-VISIBILITY						
A	200′- RVR 550m VIS 800m	200′- 1200m	700′- 800m	700′- 1600m	A	NA
B					B	
C			700′- 2300m	700′- 3000m	C	
D					D	

CHANGES: Reissue.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (21-2)

SAO PAULO, BRAZIL

ILS X or LOC X Rwy 09L

MISSED APCH CLIMB GRADIENT MIM 5%

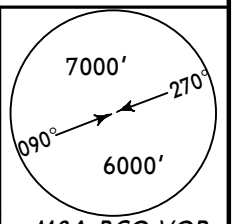
BRIEFING STRIP ™

D-ATIS	GUARULHOS Tower			Ground		SAO PAULO Control (Approach) (R)			
127.75	118.4	132.75	135.2	121.7	126.9	129.75	119.15		
						134.9	129.0	134.65	123.25
						123.9	125.6	135.25	124.7

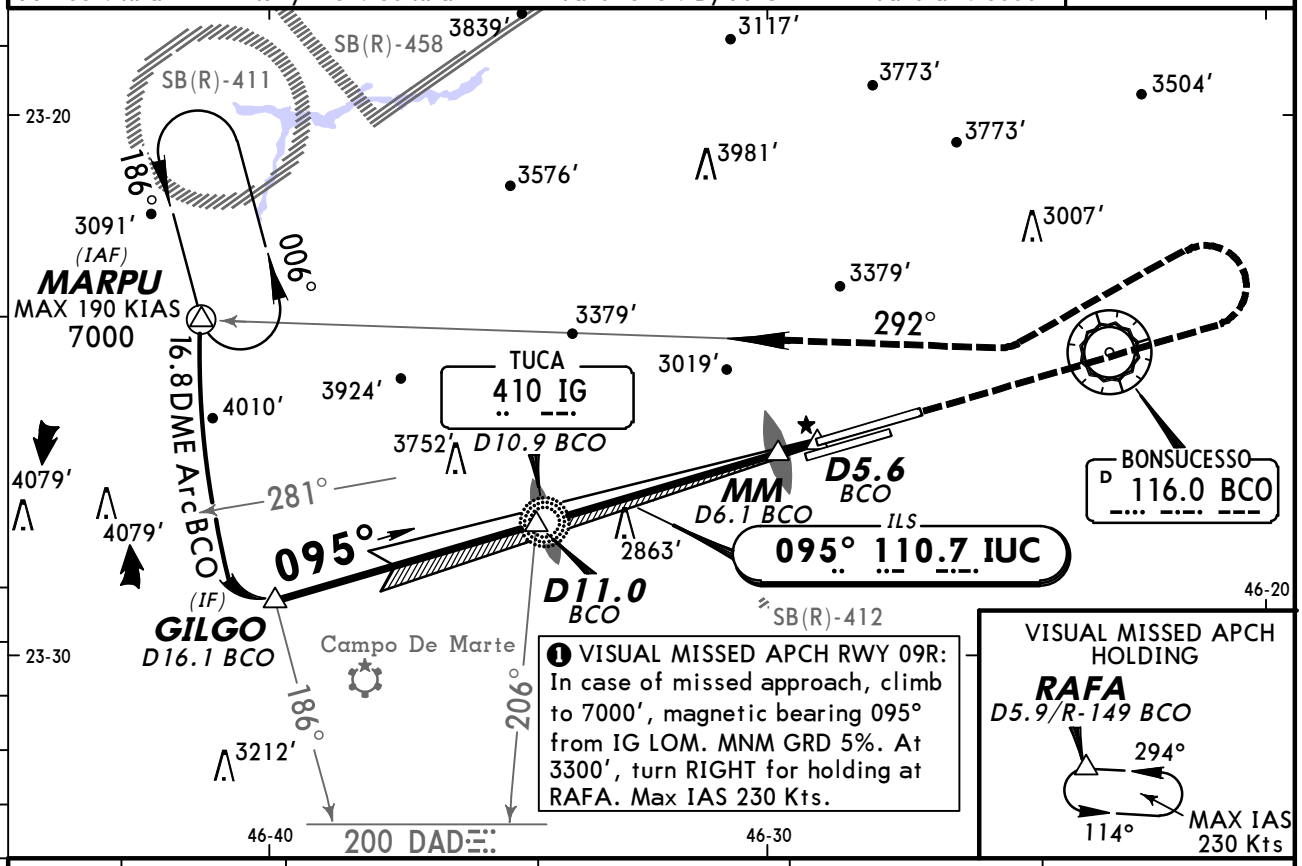
LOC IUC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 2459′
110.7	**095°**	**4200′** (1755′)	**2645′** (200′)	Rwy 09L **2445′**

MISSED APCH: ❶Climb to 7000′. Maintain course 095° until 5000′. Then, turn LEFT, outbound on BCO VOR R-292 for holding at MARPU. MAX 230 KIAS.

Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′



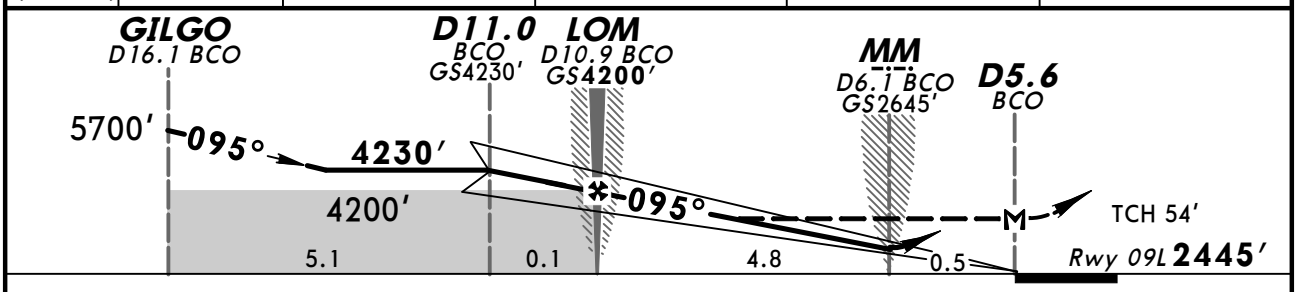
MSA BCO VOR



❶ VISUAL MISSED APCH RWY 09R: In case of missed approach, climb to 7000′, magnetic bearing 095° from IG LOM. MNM GRD 5%. At 3300′, turn RIGHT for holding at RAFA. Max IAS 230 Kts.

VISUAL MISSED APCH HOLDING

LOC (GS out)	DIST to THR	5.4	4.0	3.0	2.0
	ALTITUDE	4230′	3775′	3450′	3135′



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 D5.6 BCO or FAF to MAP	5.3	3:35	2:56	2:29	2:08	1:53	1:42

ALSF-II PAPI PAPI

5000′ on 095°

STRAIGHT-IN LANDING RWY09L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed Apch Climb Gradient Mim 5%

PANS OPS

	ILS DA(H) 2645′ (200′) FULL	ILS DA(H) 2645′ (200′) ALS out	LOC (GS out) MDA(H) 3100′ (655′)	LOC (GS out) ALS out	
	CEILING-VISIBILITY				
A	200′ - RVR 550m VIS 800m	200′ - 1200m	700′ - 800m	700′ - 1600m	NA
B					
C			700′ - 2300m	700′ - 3000m	
D					

CHANGES: Apch frequencies, missed approach, altitude table, rwy lighting.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14

(21-2A)

SAO PAULO, BRAZIL

ILS W CAT II Rwy 09L

MISSED APCH CLIMB GRADIENT MIM 5%

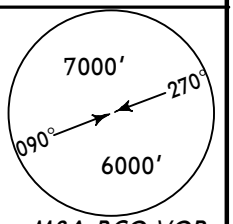
BRIEFING STRIP ™

D-ATIS					SAO PAULO Control (Approach) (R)			
127.75					129.75	119.15		
GUARULHOS Tower			Ground		134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

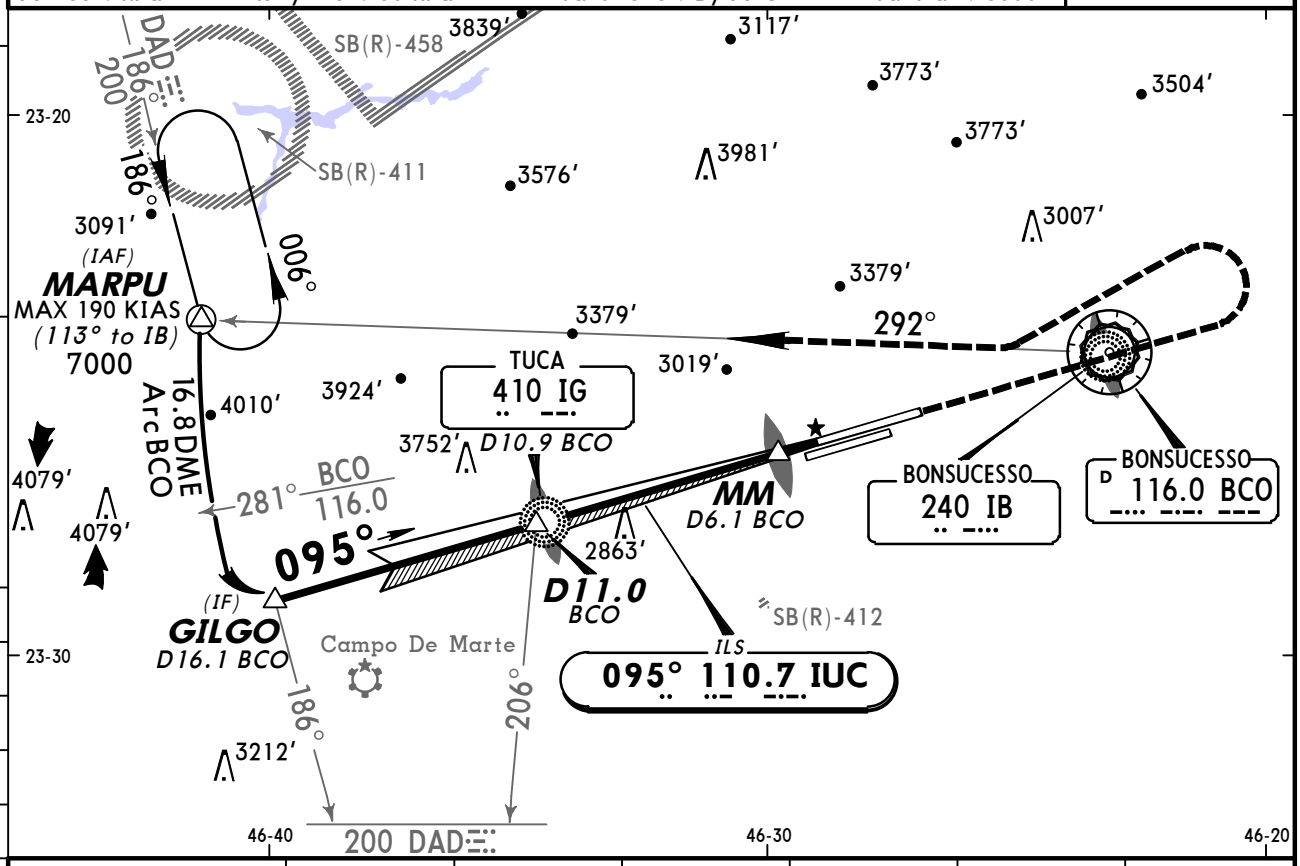
LOC	Final	GS	CAT II ILS	
IUC	Apch Crs	LOM	RA 107′	Apt Elev 2459′
110.7	095°	4200′ (1755′)	DA(H) 2545′ (100′)	Rwy 09L 2445′

MISSED APCH: Climb to 7000′. Maintain course 095° until 5000′. Then, turn LEFT, outbound on BCO VOR R-292 or 293° bearing from IB LOM for holding at MARPU. MAX 230 KIAS.

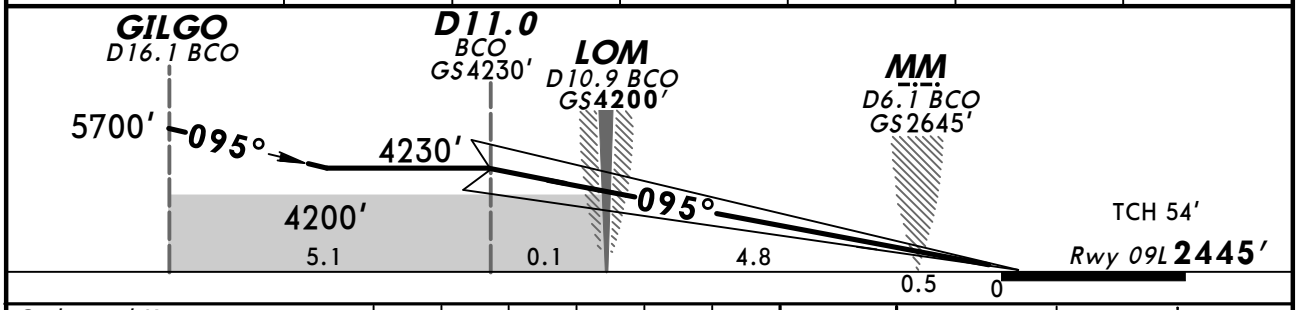
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′



MSA BCO VOR



DIST to THR	5.4	4.0	3.0	2.0	1.0	0.15
ALTITUDE	4230′	3775′	3450′	3135′	2830′	2545′



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 DA							

ALSF-II
PAPI PAPI

5000′ on 095°

STRAIGHT-IN LANDING RWY09L **CEILING REQUIRED**

Missed Apch Climb Gradient Mim 5%

CAT II ILS

RA 107′

DA(H) **2545′** (100′)

CEILING-VISIBILITY

PANS OPS

100′ - RVR 400m

CHANGES: Approach frequencies, profile.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

21 NOV 14 (21-3)

SAO PAULO, BRAZIL
ILS Y or LOC Y Rwy 09R
MISSED APCH CLIMB GRADIENT MIM 5%

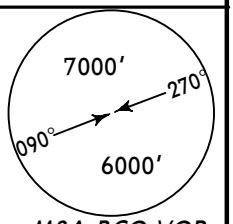
D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower			Ground		134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

BRIEFING STRIP ™

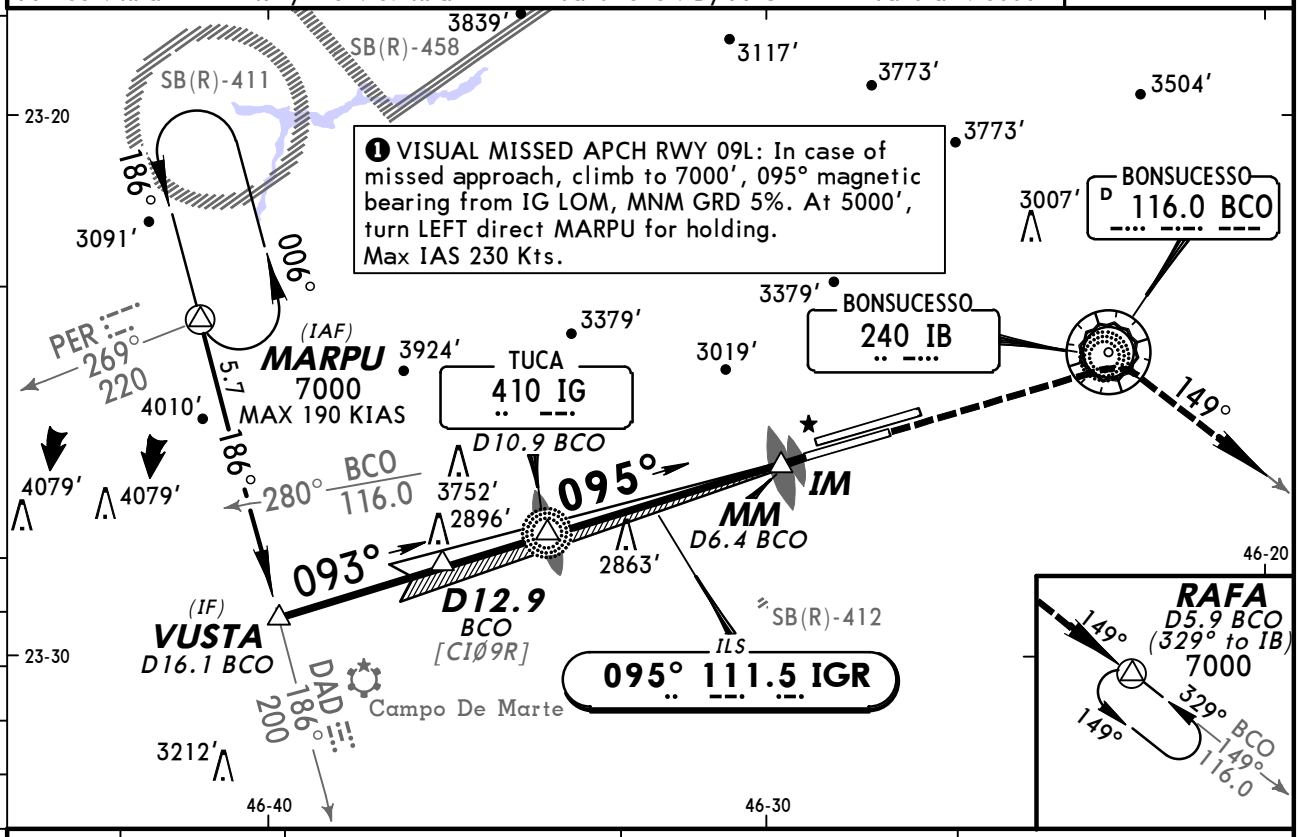
LOC IGR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 2459′
111.5	**095°**	**4060′** (1610′)	**2650′** (200′)	Rwy 09R **2450′**

MISSED APCH: ❶ Climb to 7000′. Maintain course 095° until 3100′. Turn RIGHT immediately outbound on BCO VOR R-149/149° bearing from IB NDB for holding at RAFA.

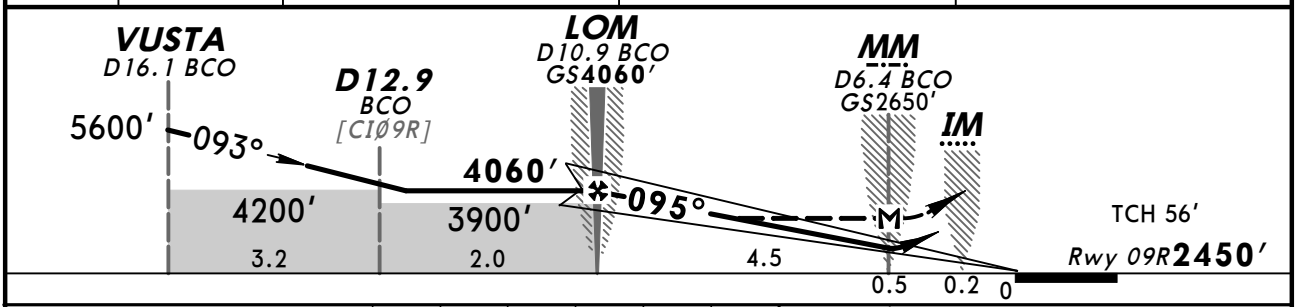
Alt Set: hPa | Rwy Elev: 87 hPa | Trans level: By ATC | Trans alt: 8000′



MSA BCO VOR



LOC (GS out)	DIST to THR	LOM	4.0	3.0
	ALTITUDE	4060′	3760′	3444′



Gnd speed-Kts		90	110	130	150	170	190
GS	2.90°	462	564	667	770	872	975
Rate of descent on final (feet/min)		500	600	700	800	900	1000
MAP at MM or FAF to MAP	4.5	3:00	2:27	2:04	1:48	1:35	1:25

ALSF-II
PAPI PAPI

3100′ on 095°

STRAIGHT-IN LANDING RWY09R **CEILING REQUIRED** CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 5%

PANS OPS

	ILS DA(H) 2650′ (200′) FULL	ILS DA(H) 2650′ (200′) ALS out	LOC (GS out) MDA(H) 3150′ (700′)	LOC (GS out) MDA(H) 3150′ (700′) ALS out		CIRCLE-TO-LAND
CEILING-VISIBILITY						
A	200′ - RVR 700m VIS 800m ❶	200′ - 1200m	700′ - 800m	700′ - 1600m	A	NA
B					B	
C			700′ - 2500m	700′ - 3200m	C	
D					D	

❶ RVR 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).

CHANGES: Visual missed approach.

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SBGR/GRU — SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

21 NOV 14 (21-3A)

ILS V CAT II & III Rwy 09R

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	129.75 119.15 134.9 129.0 134.65 123.25 123.9 125.6 135.25 124.7

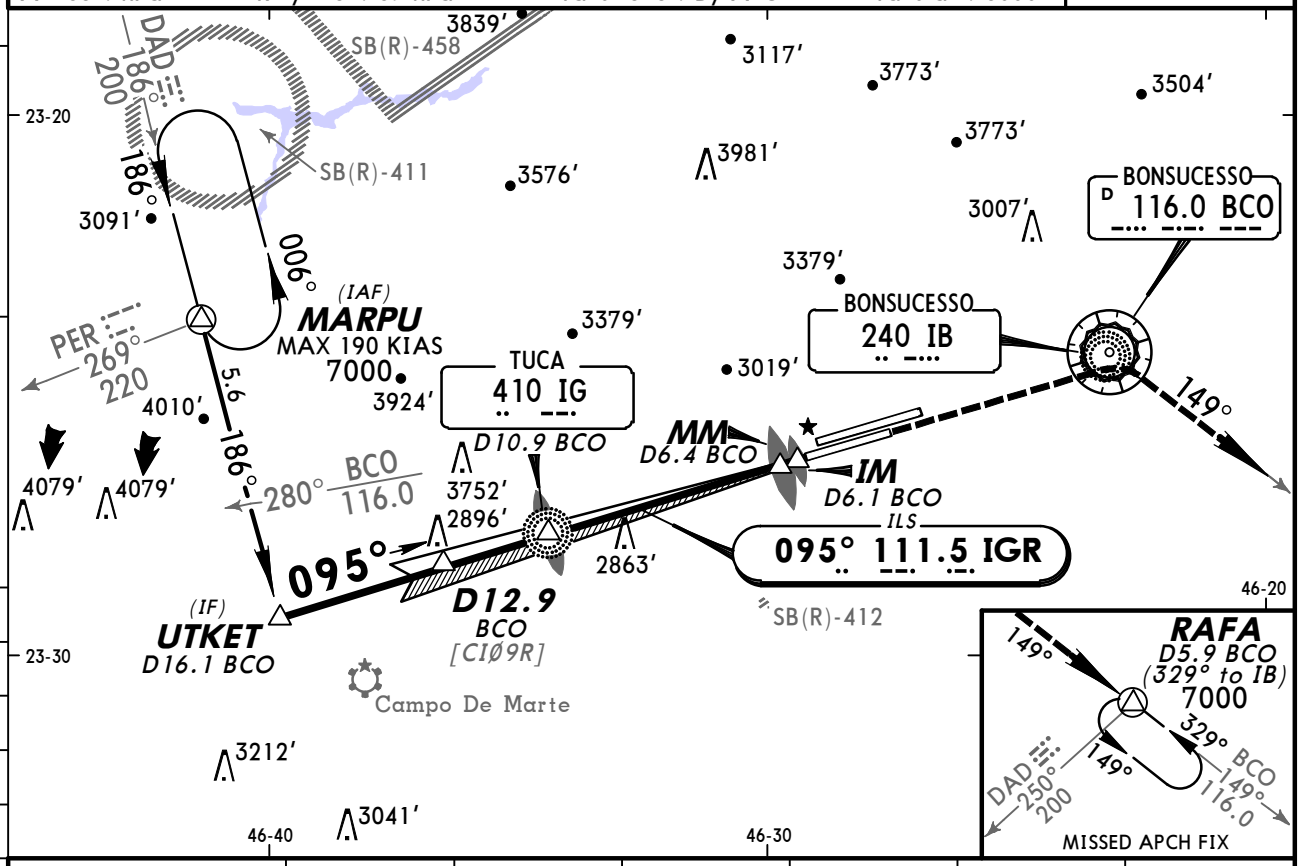
GUARULHOS Tower			Ground	
118.4	132.75	135.2	121.7	126.9

LOC IGR	Final Apch Crs	GS LOM	CAT IIIA ILS	CAT II ILS	
111.5	095°	4060′ (1610′)	Refer to Minimums	RA 112′ DA(H) 2550′ (100′)	Apt Elev 2459′ Rwy 09R 2450′

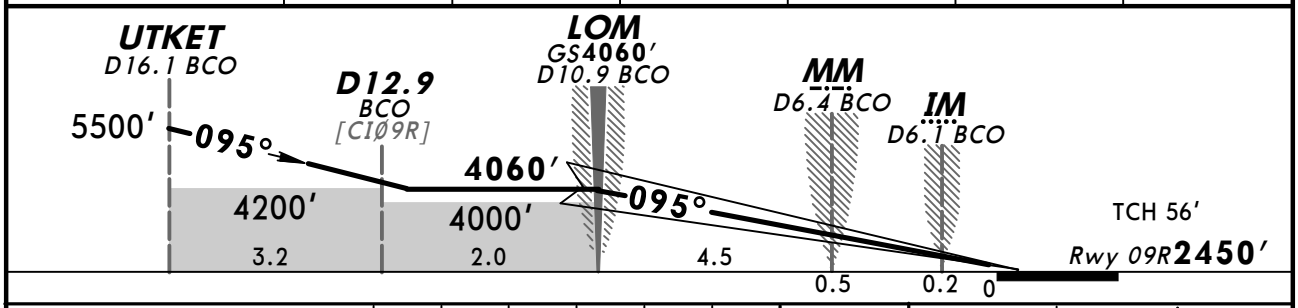
MISSED APCH: Climb to 7000′. Maintain course 095° until 3100′. Then, turn RIGHT outbound on BCO VOR R-149/track 149° outbound from IB NDB for holding at RAFA.

Alt Set: hPa | Rwy Elev: 87 hPa | Trans level: By ATC | Trans alt: 8000′

MSA BCO VOR: 7000′ (270°–090°), 6000′



DIST to THR	LOM	4.0	3.0	2.0	1.0	0.2
ALTITUDE	4060′	3770′	3444′	3129′	2817′	2562′



Gnd speed-Kts		90	110	130	150	170	190
GS	2.90°	462	564	667	770	872	975
Rate of descent on final (feet/min)		450	550	650	750	900	1000
MAP at DA							

ALSF-II; PAPI PAPI

3100′ on 095°

STRAIGHT-IN LANDING RWY09R **CEILING REQUIRED**

Missed Apch Climb Gradient Mim 5%

CAT IIIA ILS	CAT II ILS
RA 50′	RA 112′
DA(H) 2500′ (50′)	DA(H) 2550′ (100′)

CEILING-VISIBILITY

PANS OPS

RVR 200m	100′ - RVR 400m

CHANGES: None.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

29 AUG 14 (21-4)

SAO PAULO, BRAZIL

ILS T or LOC T Rwy 09R

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

D-ATIS	GUARULHOS Tower			Ground		SAO PAULO Control (Approach) (R)		
127.75	118.4	132.75	135.2	121.7	126.9	119.6	119.8	120.85
						125.6	129.50	129.75
						133.85	134.9	135.75

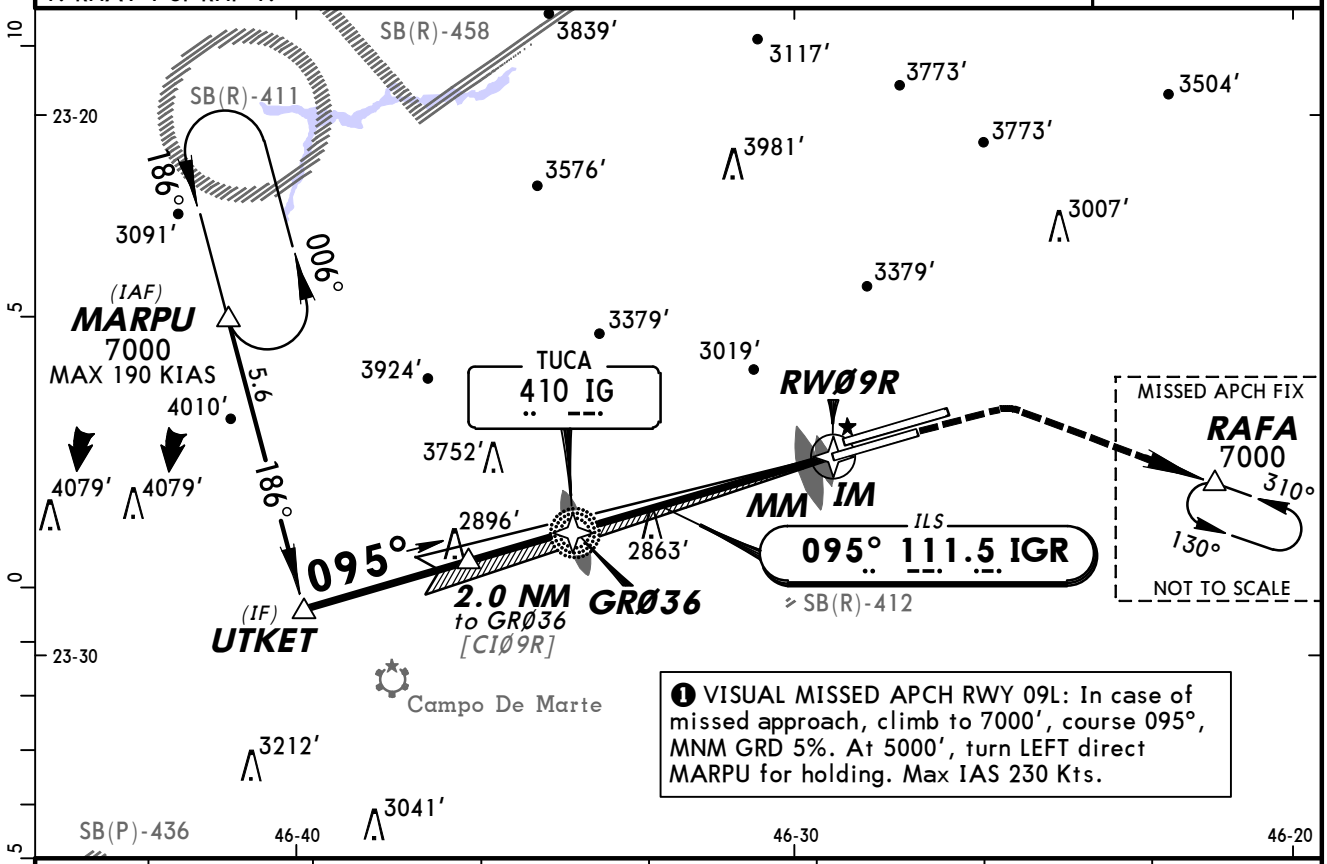
LOC IGR	Final Apch Crs	GS GRØ36	ILS DA(H)	Apt Elev 2459′
111.5	**095°**	**4060′** (1610′)	**2650′** (200′)	Rwy 09R **2450′**

MISSED APCH: ❶ Climb to 7000′. Maintain course 095° until 3100′. Then, turn RIGHT immediately for holding at RAFA.

Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′

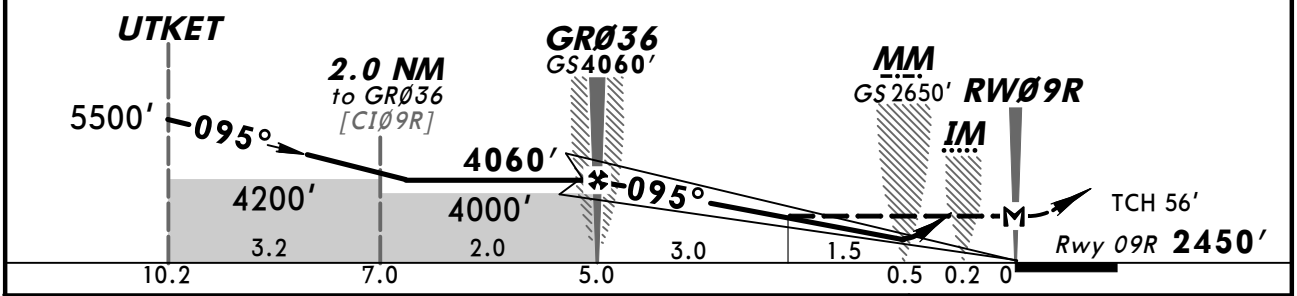
1. RNAV 1 or RNP 1.

7000′ MSA MARPU



❶ VISUAL MISSED APCH RWY 09L: In case of missed approach, climb to 7000′, course 095°, MNM GRD 5%. At 5000′, turn LEFT direct MARPU for holding. Max IAS 230 Kts.

LOC (GS out)	DIST to THR	GRØ36	4.0	3.0	2.0	1.0	0.5
	ALTITUDE	4100′	3760′	3444′	3129′	2817′	2650′



Gnd speed-Kts		90	110	130	150	170	190
GS	2.90°	462	564	667	770	872	975
Rate of descent on final (feet/min)		500	600	700	800	900	1000
MAP at RWØ9R or FAF to MAP	5.0	3:20	2:44	2:18	2:00	1:45	1:35

ALSF-II PAPI PAPI 3100′ on 095°

STRAIGHT-IN LANDING RWY09R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed Apch Climb Gradient Mim 5%

PANS OPS

	ILS DA(H) 2650′ (200′) FULL	ILS DA(H) 2650′ (200′) ALS out	LOC (GS out) MDA(H) 3150′ (700′)	LOC (GS out) MDA(H) 3150′ (700′) ALS out		
	CEILING-VISIBILITY					
A	200′ - RVR 550m VIS 800m	200′ - 1200m	700′ - 800m	700′ - 1600m	A	NA
B					B	
C			700′ - 2500m	700′ - 3200m	C	
D					D	

CHANGES: Approach frequencies.

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D-ATIS					SAO PAULO Control (Approach) (R)			
127.75					125.6	134.9	135.75	119.8
GUARULHOS Tower			Ground		132.1	134.65	120.45	135.25
118.4	132.75	135.2	121.7	126.9	129.75	133.85	119.25	124.15

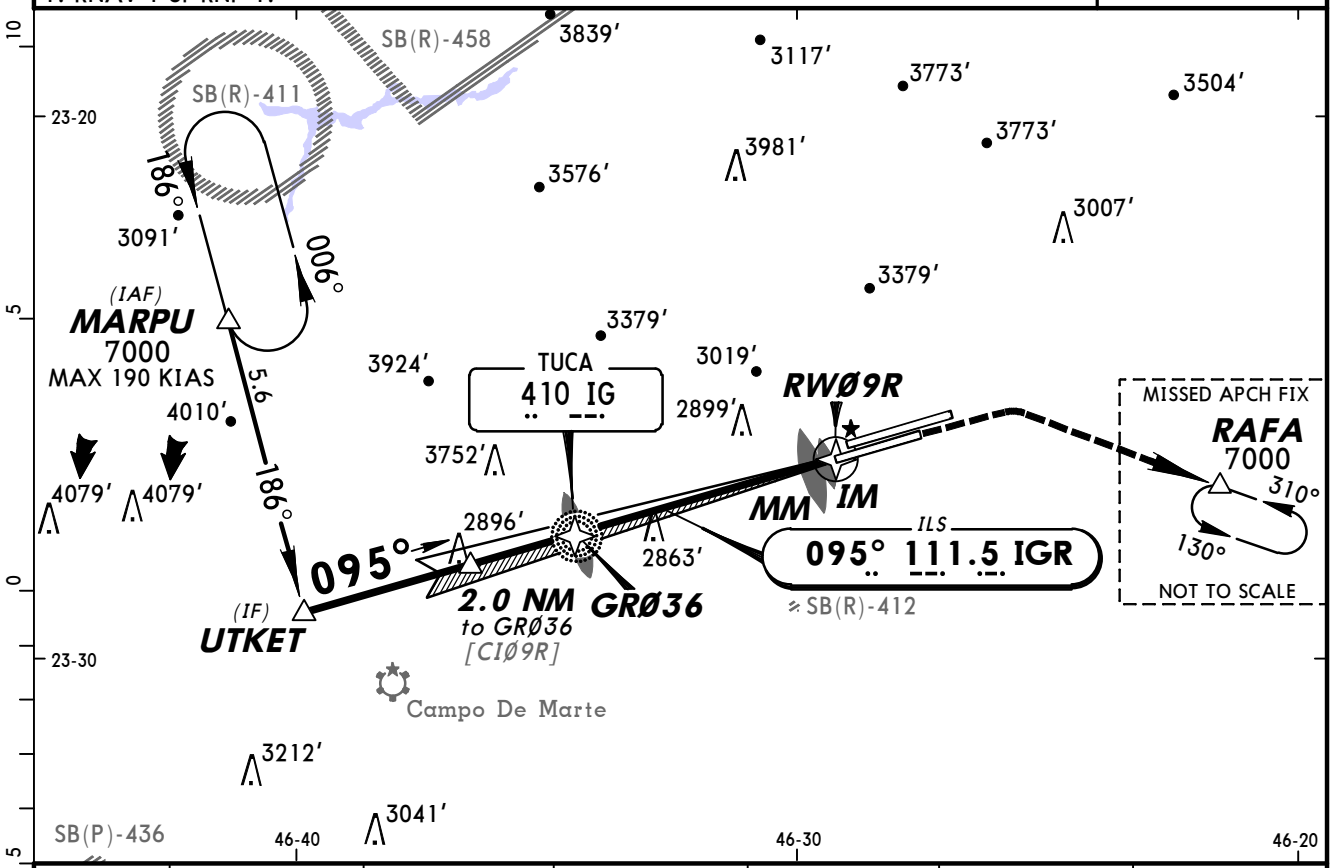
BRIEFING STRIP ™

LOC IGR	Final Apch Crs	GS GRØ36	ILS DA(H)	Apt Elev 2459′
111.5	095°	4060′ (1610′)	2866′ (416′)	Rwy 09R 2450′

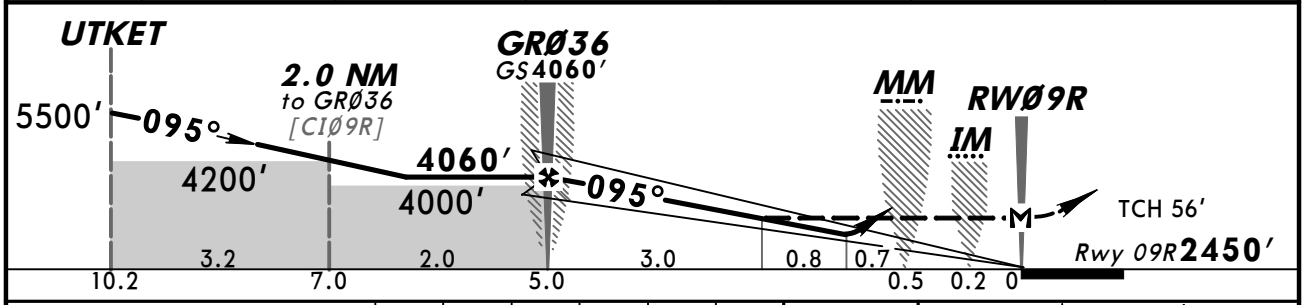
MISSED APCH: Climb to 7000′, course 095°. After 3100′, turn RIGHT immediately for holding at RAFA.

Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′
1. RNAV 1 or RNP 1.

7000′
MSA MARPU



LOC (GS out)	DIST to THR	GRØ36	4.0	3.0	2.0	1.2
	ALTITUDE	4100′	3760′	3444′	3129′	2866′



Gnd speed-Kts		90	110	130	150	170	190
GS	2.90°	462	564	667	770	872	975
Rate of descent on final (feet/min)		500	600	700	800	900	1000
MAP at RWØ9R or FAF to MAP	5.0	3:20	2:44	2:18	2:00	1:45	1:35

ALSF-II
PAPI PAPI
3100′ on 095°

STRAIGHT-IN LANDING RWY 09R **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 2866′ (416′) FULL	ILS DA(H) 2866′ (416′) ALS out	LOC (GS out) MDA(H) 3150′ (700′)	LOC (GS out) ALS out		
CEILING-VISIBILITY						
A	500′ - RVR 1100m VIS 1700m	500′ - 1900m	700′ - 800m	700′ - 1600m	A	NA
B					B	
C			700′ - 2500m	700′ - 3200m	C	
D					D	

PANS OPS

CHANGES: None.

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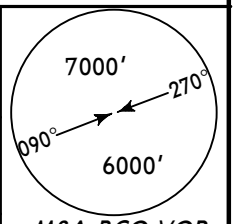
BRIEFING STRIP™

D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower		Ground	134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

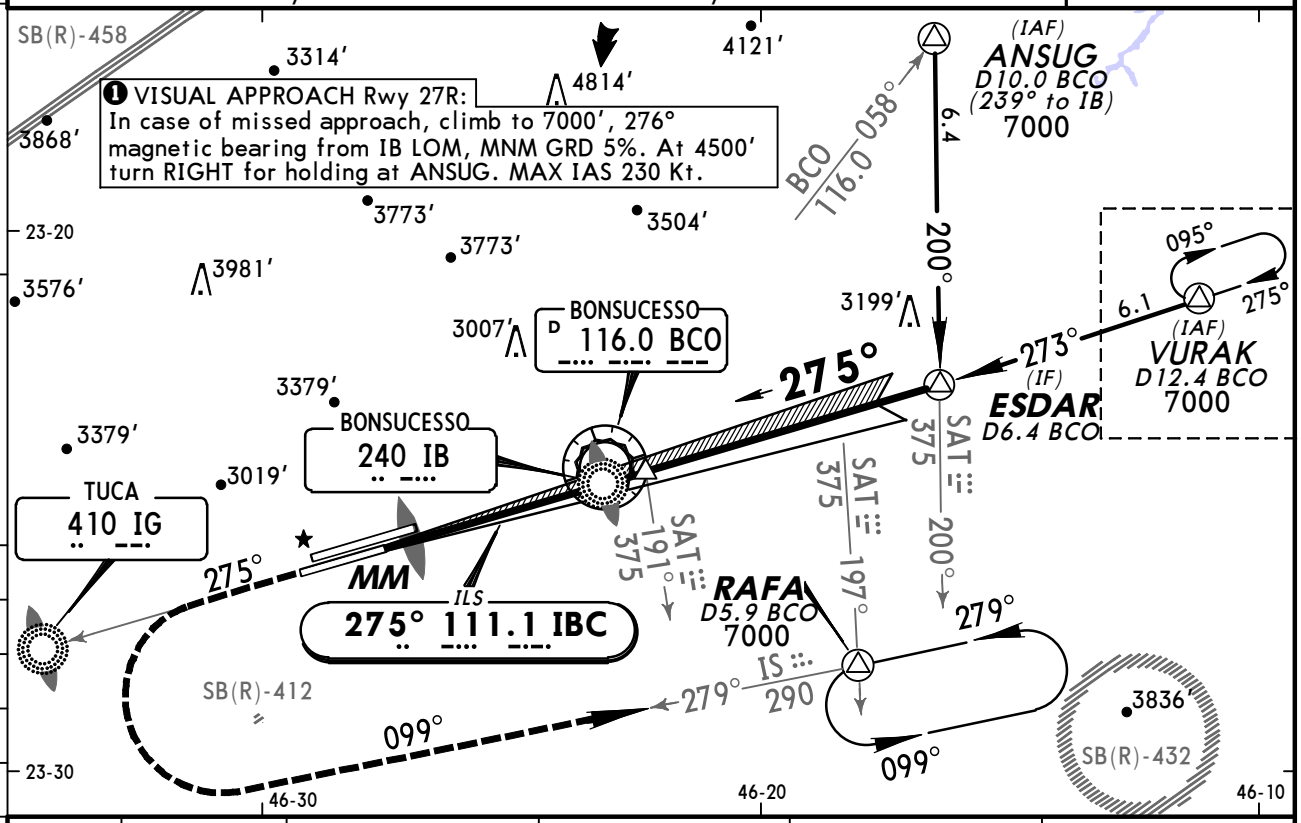
LOC IBC	Final Apch Crs	GS 191° SAT	ILS DA(H)	Apt Elev 2459′
111.1	275°	4110′ (1666′)	2644′ (200′)	Rwy 27L 2444′

MISSED APCH: ❶Climb to 7000′. Maintain 275° bearing to IG LOM until 3300′. Turn LEFT immediately, track 099° magnetic bearing outbound from IS LOM for holding at RAFA.

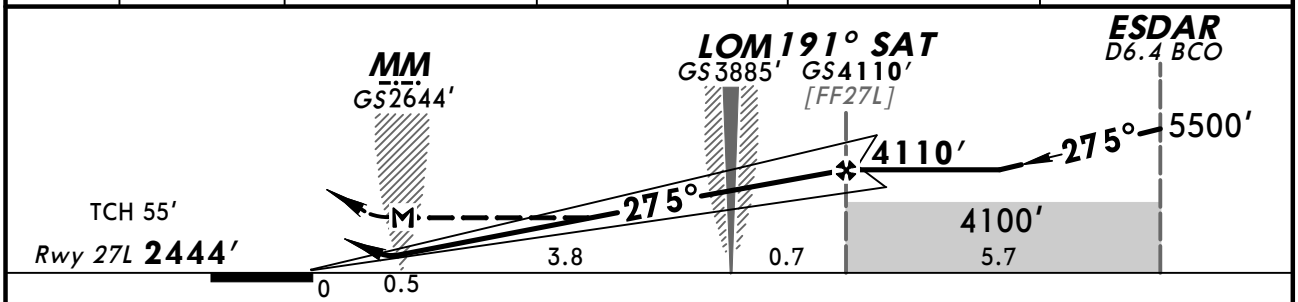
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′



MSA BCO VOR



LOC (GS out)	DIST to THR	2.0	3.0	4.0	FAF
	ALTITUDE	3137′	3462′	3786′	4110′



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 MM or FAF to MAP	4.5	3:00	2:27	2:05	1:48	1:35	1:25

ALSF-I
PAPI
3300′ on IG 410 275°

STRAIGHT-IN LANDING RWY27L **CEILING REQUIRED** CIRCLE-TO-LAND
Missed Apch Climb Gradient Mim 5%

	ILS DA(H) 2644′ (200′)		LOC (GS out) MDA(H) 3000′ (556′)		
	FULL	ALS out		ALS out	
	CEILING-VISIBILITY				
A	❶ 200′ - RVR 700m VIS 800m	200′ - 1200m	600′ - 800m	600′ - 1600m	NA
B					
C			600′ - 1800m	600′ - 2500m	
D					

PANS OPS

❶ RVR 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).

CHANGES: Approach frequencies, missed approach, recommended altitude table.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (21-7)

SAO PAULO, BRAZIL

ILS X or LOC X Rwy 27L

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP™

D-ATIS					SAO PAULO Control (Approach) (R)			
127.75					129.75	119.15		
GUARULHOS Tower			Ground		134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

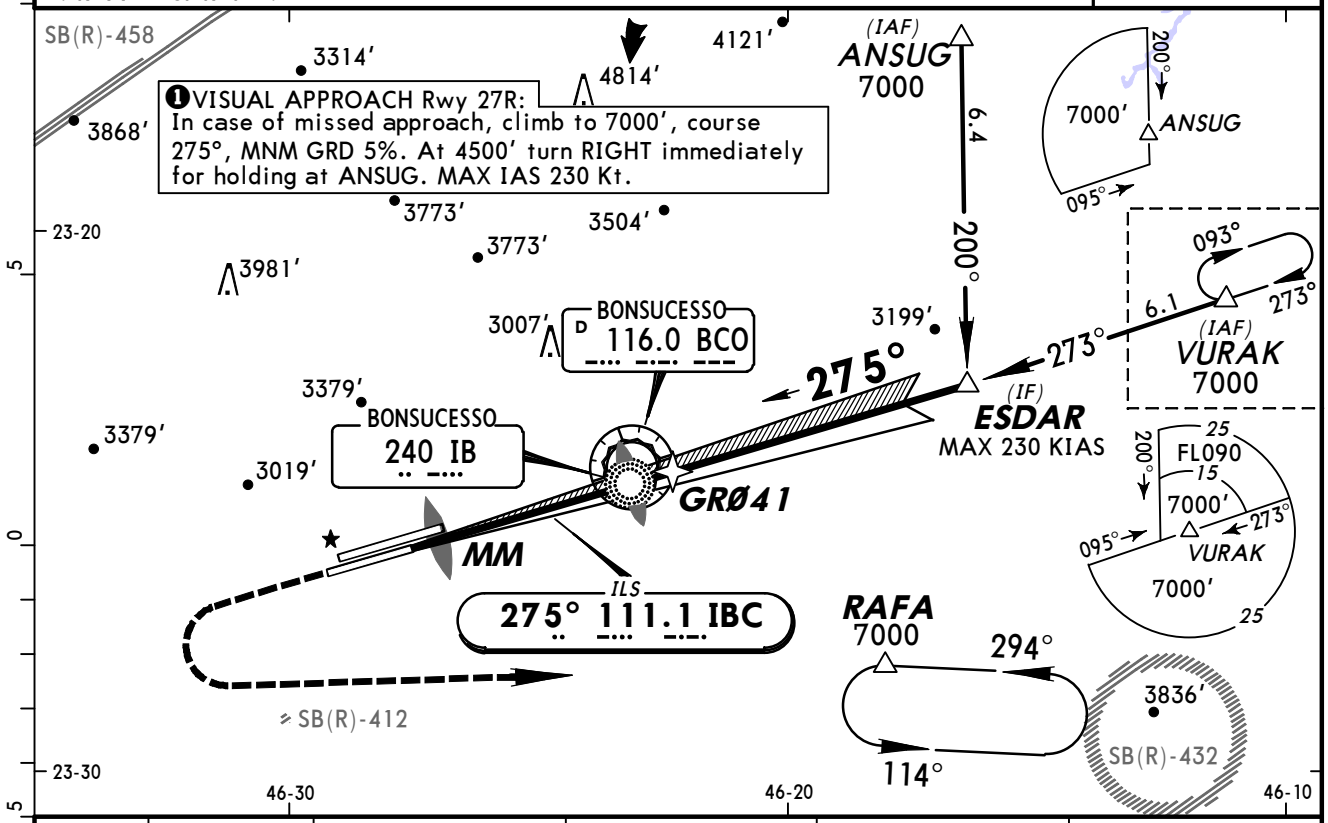
LOC	Final	GS	ILS	Apt Elev 2459′
IBC	Apch Crs	GRØ41	DA(H)	Rwy 27L 2444′
111.1	275°	4110′ (1666′)	2644′ (200′)	

MISSED APCH: ❶ Climb to 7000′. Maintain course 275° until 3300′. Then, turn LEFT for holding at RAFA.

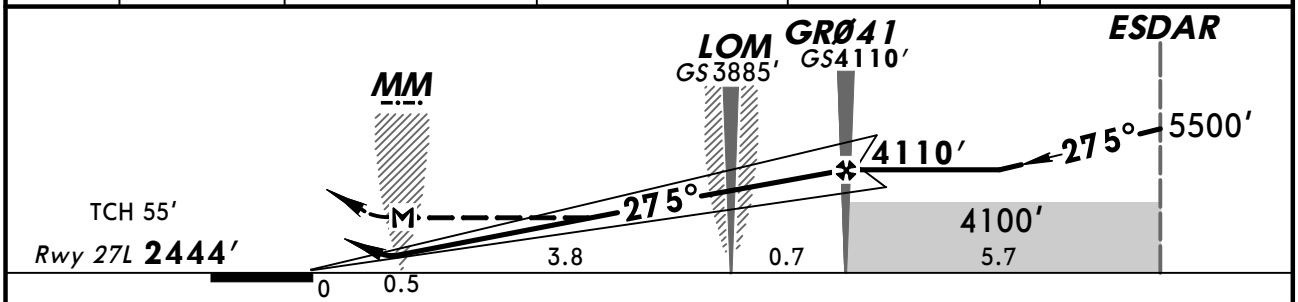
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

1. RNAV 1 or RNP 1.



LOC (GS out)	DIST to THR	2.0	3.0	4.0	GRØ41
	ALTITUDE	3137′	3462′	3786′	4110′



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 MM or FAF to MAP	4.5	3:00	2:27	2:05	1:48	1:35	1:25

ALSF-I PAPI 3300′ on 275°

STRAIGHT-IN LANDING RWY27L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed Apch Climb Gradient Mim 5%

PANS OPS

	ILS DA(H) 2644′ (200′) FULL	ILS DA(H) 2644′ (200′) ALS out	LOC (GS out) MDA(H) 3000′ (556′)	LOC (GS out) MDA(H) 3000′ (556′) ALS out	
	CEILING-VISIBILITY				
A	❶ 200′ - RVR 700m VIS 800m	200′ - 1200m	600′ - 800m	600′ - 1600m	NA
B					
C			600′ - 1800m	600′ - 2500m	
D					

❶ RVR 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).

CHANGES: Approach frequencies, recommended altitude table.

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D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower		Ground	134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

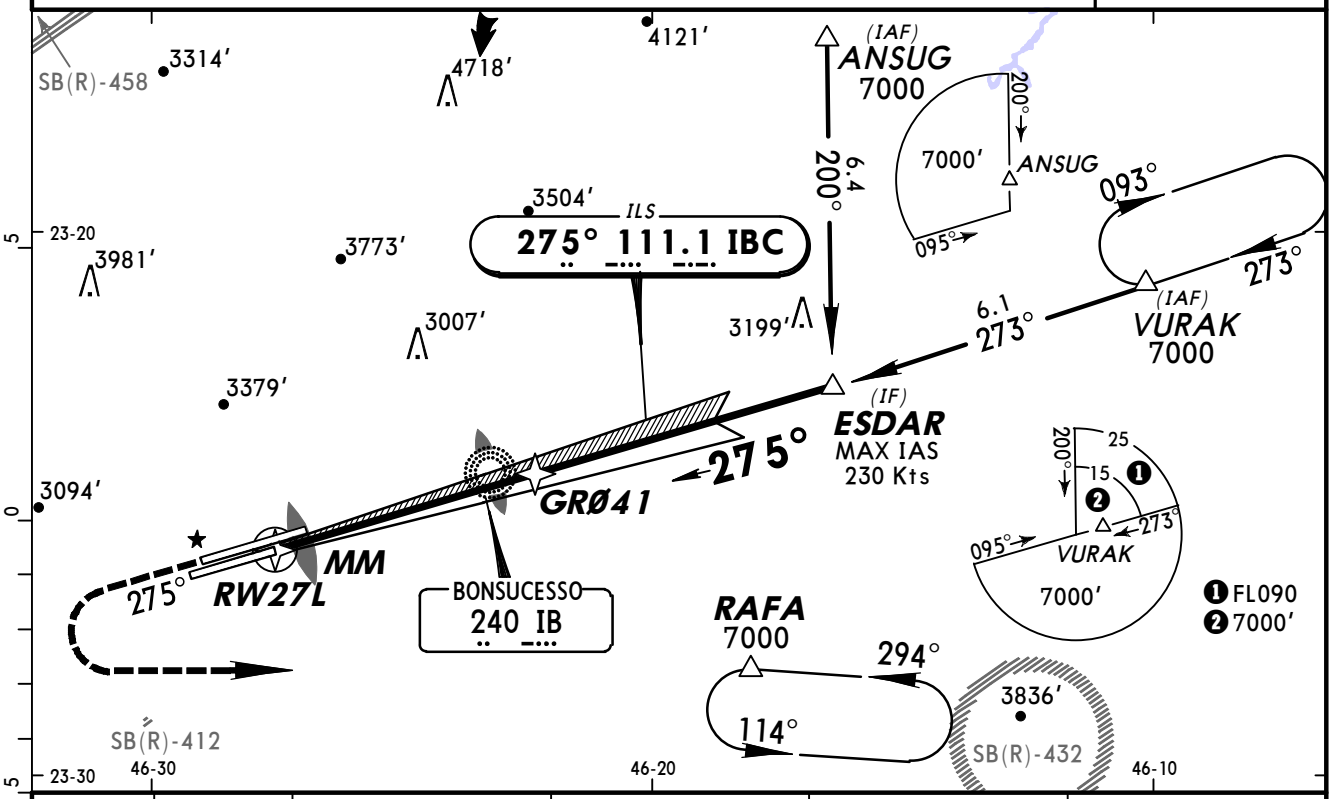
BRIEFING STRIP ™

LOC IBC	Final Apch Crs	GS GRØ41	ILS DA(H)	Apt Elev 2459′
111.1	275°	4110′ (1666′)	2750′ (306′)	Rwy 27L 2444′

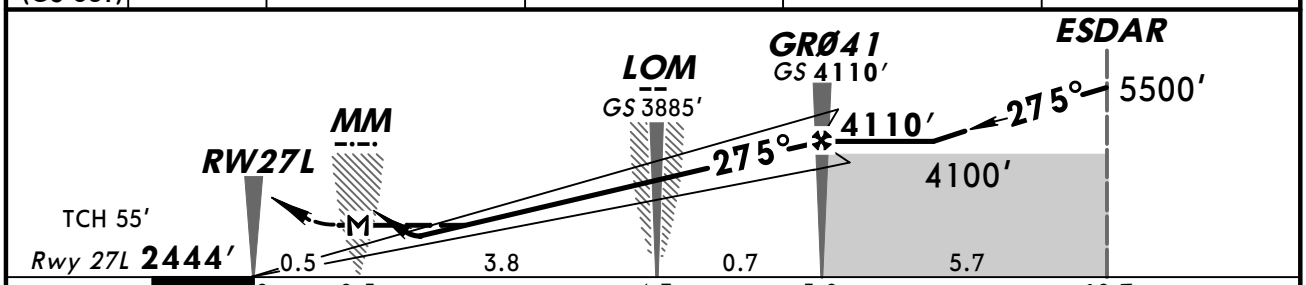
MISSED APCH: Climb to 7000′, course 275°. After 3300′, turn LEFT for holding at RAFA.

TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′
1. RNAV 1 or RNP 1.



LOC (GS out)	DIST to THR	2.0	3.0	4.0	GRØ41
	ALTITUDE	3139′	3462′	3786′	4110′



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 MM or FAF to MAP	4.5	3:00	2:27	2:05	1:48	1:35	1:25

ALSF-I PAPI 3300′ 275°

STRAIGHT-IN LANDING RWY 27L **CEILING REQUIRED** CIRCLE-TO-LAND

PANS OPS

	ILS DA(H) 2750′ (306′) FULL	ILS DA(H) 2750′ (306′) ALS out	LOC (GS out) MDA(H) 3000′ (556′)	LOC (GS out) MDA(H) 3000′ (556′) ALS out		CIRCLE-TO-LAND
CEILING-VISIBILITY						
A	400′ - RVR 700m VIS 800m	400′ - 1400m	600′ - 800m	600′ - 1600m	A	NA
B					B	
C			600′ - 1800m	600′ - 2500m	C	
D					D	

CHANGES: Approach frequencies, recommended altitude table, timing.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (21-9)

SAO PAULO, BRAZIL
ILS Y or LOC Y Rwy 27R
MISSED APCH CLIMB GRADIENT MIM 5%

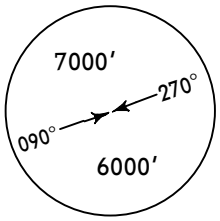
D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower			134.9	129.0	134.65	123.25
118.4	132.75	135.2	123.9	125.6	135.25	124.7
Ground						
121.7	126.9					

BRIEFING STRIP™

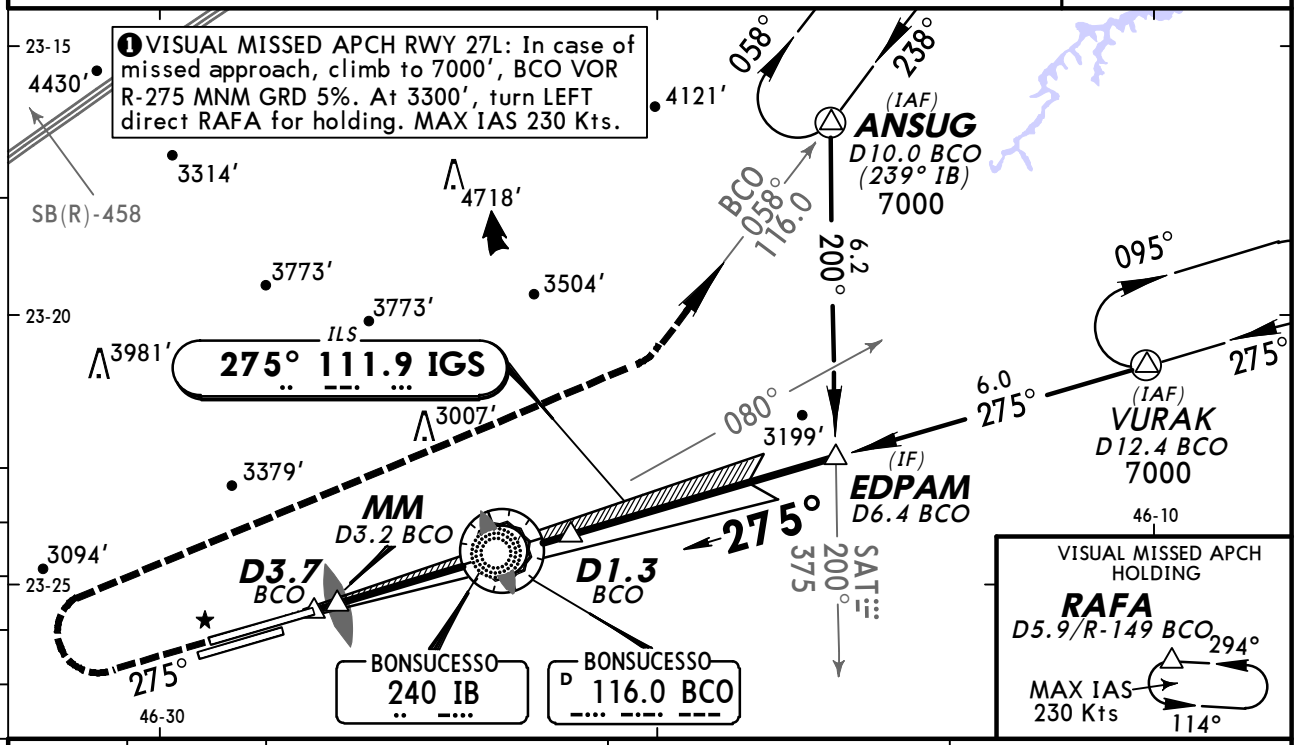
LOC IGS	Final Apch Crs	GS VOR/LOM	ILS DA(H)	Apt Elev 2459'
111.9	**275°**	**3690'** (1249')	**2641'** (200')	Rwy 27R **2441'**

MISSED APCH: ❶ Climb to 7000'. Maintain BCO VOR R-275/IB NDB 275° bearing outbound until 4500'. Then, turn RIGHT and intercept 059° bearing from IB LOM/BCO VOR R-058 outbound until ANSUG for holding.

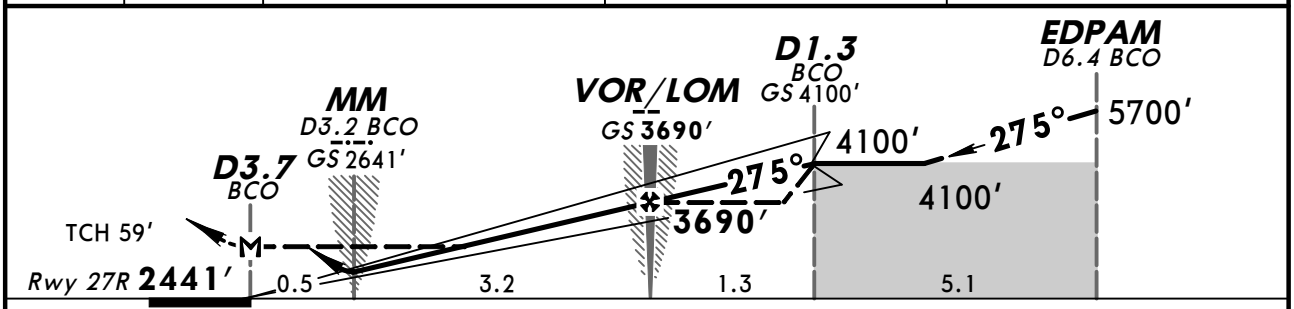
Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000'



MSA BCO VOR



LOC (GS out)	DIST to THR	2.0	3.0	BCO VOR
	ALTITUDE	3140'	3463'	3690'



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 D3.7 BCO or FAF to MAP	3.7	2:28	2:00	1:42	1:29	1:18	1:10

ALSF-I
PAPI PAPI

4500' on **BCO 116.0 R-275** or **IB 240 275°**

STRAIGHT-IN LANDING RWY **27R** **CEILING REQUIRED** CIRCLE-TO-LAND
MISSED APCH CLIMB GRADIENT MIM 5%

PANS OPS

	ILS DA(H) 2641' (200') FULL	ILS DA(H) 2641' (200') ALS out	LOC (GS out) MDA(H) 3020' (579')	LOC (GS out) MDA(H) 3020' (579') ALS out		
CEILING-VISIBILITY						
A	❶ 200' - RVR 700m VIS 800m	200' - 1200m	600' - 800m	600' - 1600m	A	NA
B					B	
C			600' - 1900m	600' - 2600m	C	
D					D	

❶ RVR 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).

CHANGES: Approach frequencies, missed approach, altitude table, rwy lighting.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (21-10)

SAO PAULO, BRAZIL

ILS X or LOC X Rwy 27R

MISSED APCH CLIMB GRADIENT MIM 5%

D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower			Ground		134.9	129.0	134.65	123.25
118.4	132.75	135.2	121.7	126.9	123.9	125.6	135.25	124.7

BRIEFING STRIP ™

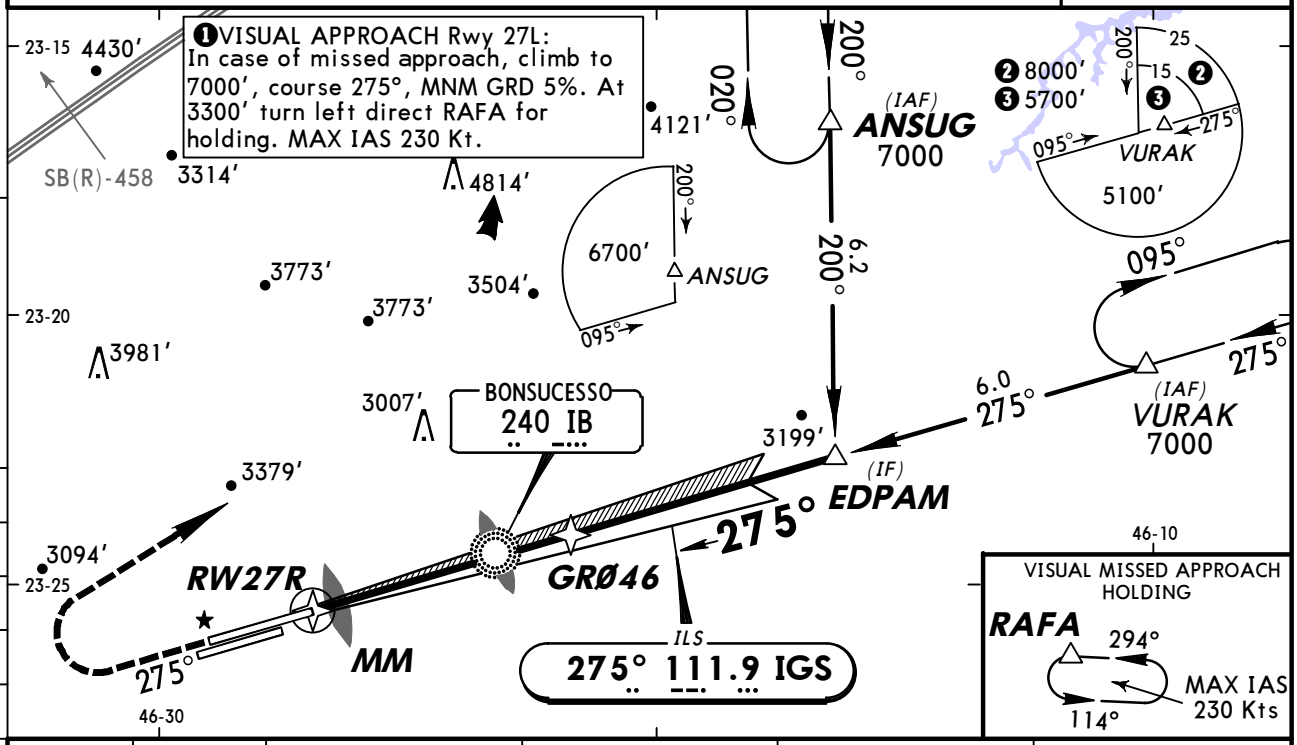
LOC IGS	Final Apch Crs	GS GRØ46	ILS DA(H)	Apt Elev 2459′
111.9	**275°**	**4100′** (1659′)	**2641′** (200′)	Rwy 27R **2441′**

MISSED APCH: ❶Climb to 7000′. Maintain course 275° until 4500′. Then, turn RIGHT to ANSUG for holding.

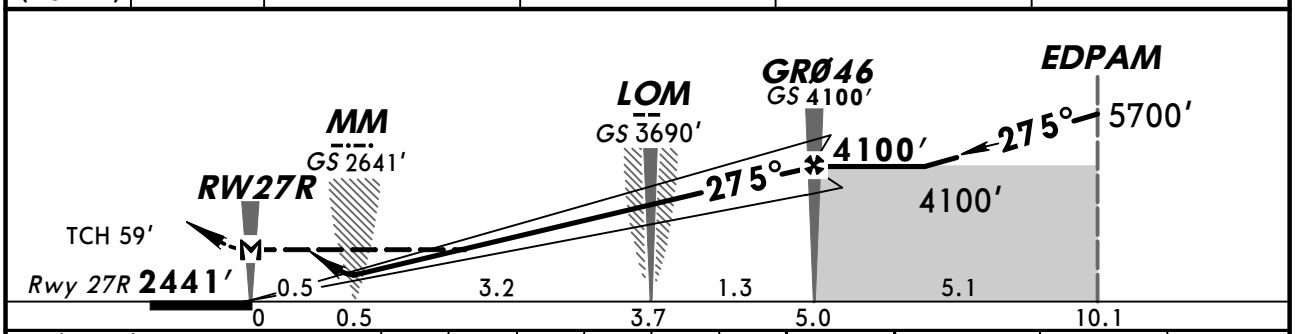
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

1. RNAV 1 or RNP 1.



LOC (GS out)	DIST to THR	2.0	3.0	4.0	GRØ46
	ALTITUDE	3140′	3463′	3788′	4100′



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 RW27R or FAF to MAP	5.0	3:20	2:44	2:18	2:00	1:45	1:34

ALSF-I, PAPI, PAPI

4500′ **275°**

STRAIGHT-IN LANDING RWY **27R** **CEILING REQUIRED** CIRCLE-TO-LAND

MISSED APCH CLIMB GRADIENT MIM 5%

PANS OPS

	ILS DA(H) 2641′ (200′) FULL	ILS DA(H) 2641′ (200′) ALS out	LOC (GS out) MDA(H) 3020′ (579′)	LOC (GS out) MDA(H) 3020′ (579′) ALS out	
	CEILING-VISIBILITY				
A	200′ - RVR 700m VIS 800m [1]	200′ - 1200m	600′ - 800m	600′ - 1600m	NA
B					
C			600′ - 1900m	600′ - 2600m	
D					

[1] RVR 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).

CHANGES: Approach frequencies, recommended altitude table, rwy lighting.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

29 AUG 14 (22-1)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
RNAV (GNSS) Y Rwy 09L

BRIEFING STRIP ™

ATIS			SAO PAULO Control (APP)			
127.75			125.6	134.9	135.75	119.8
GUARULHOS Tower			132.1	134.65	120.45	135.25
118.4	132.75	135.2	129.75	133.85	119.25	124.15
Ground						
121.7	126.9					

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2459′
	095°	GRØ43 4090′ (1645′)	2916′ (471′)	Rwy 09L 2445′

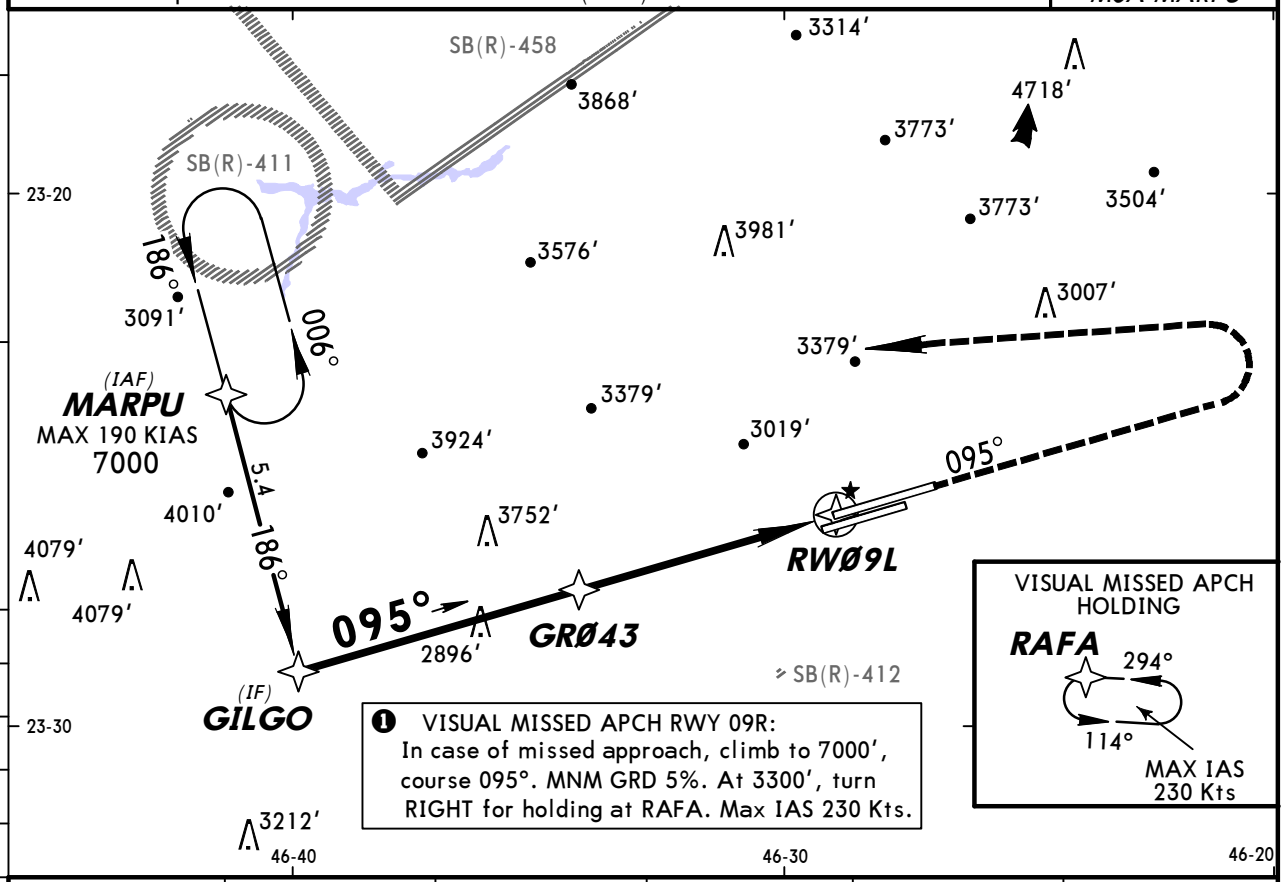
MISSED APCH: ❶ Climb to 7000′. Maintain course 095° until 5000′. After, turn LEFT for holding at MARPU. Max IAS 230 Kts.

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

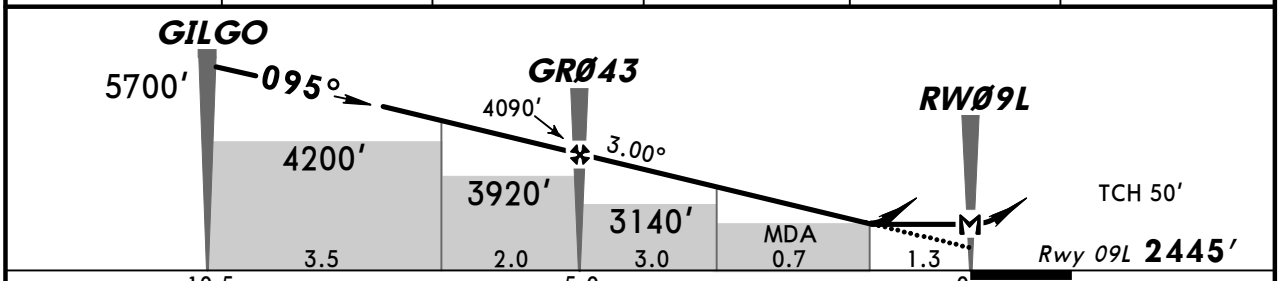
1. Baro-VNAV procedure not authorized below 0°C (32°F).

7000′

MSA MARPU



NM to RWØ9L	GRØ43	4.0	3.0	2.0	1.3
ALTITUDE	4090′	3769′	3450′	3132′	2916′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RWØ9L						

ALSF-II PAPI PAPI 5000′ on 095°

STRAIGHT-IN LANDING RWY 09L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

	LNAV/VNAV DA(H) 2916′ (471′)		LNAV MDA(H) 2920′ (475′)		
	ALS out		ALS out		
PANS OPS	CEILING-VISIBILITY				
A	500′-1500m	500′-2200m	500′-800m	500′-1600m	NA
B					
C			500′-1500m	500′-2200m	
D					

CHANGES: None.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

29 AUG 14 (22-2)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
RNAV (GNSS) Y Rwy 09R

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (Approach) (R)		
127.75			119.6	119.8	120.85
GUARULHOS Tower		Ground	125.6	129.50	129.75
118.4	132.75	135.2	133.85	134.9	135.75
121.7	126.9				

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2459′
	095°	GRØ36 4100′ (1650′)	2888′ (438′)	Rwy 09R 2450′

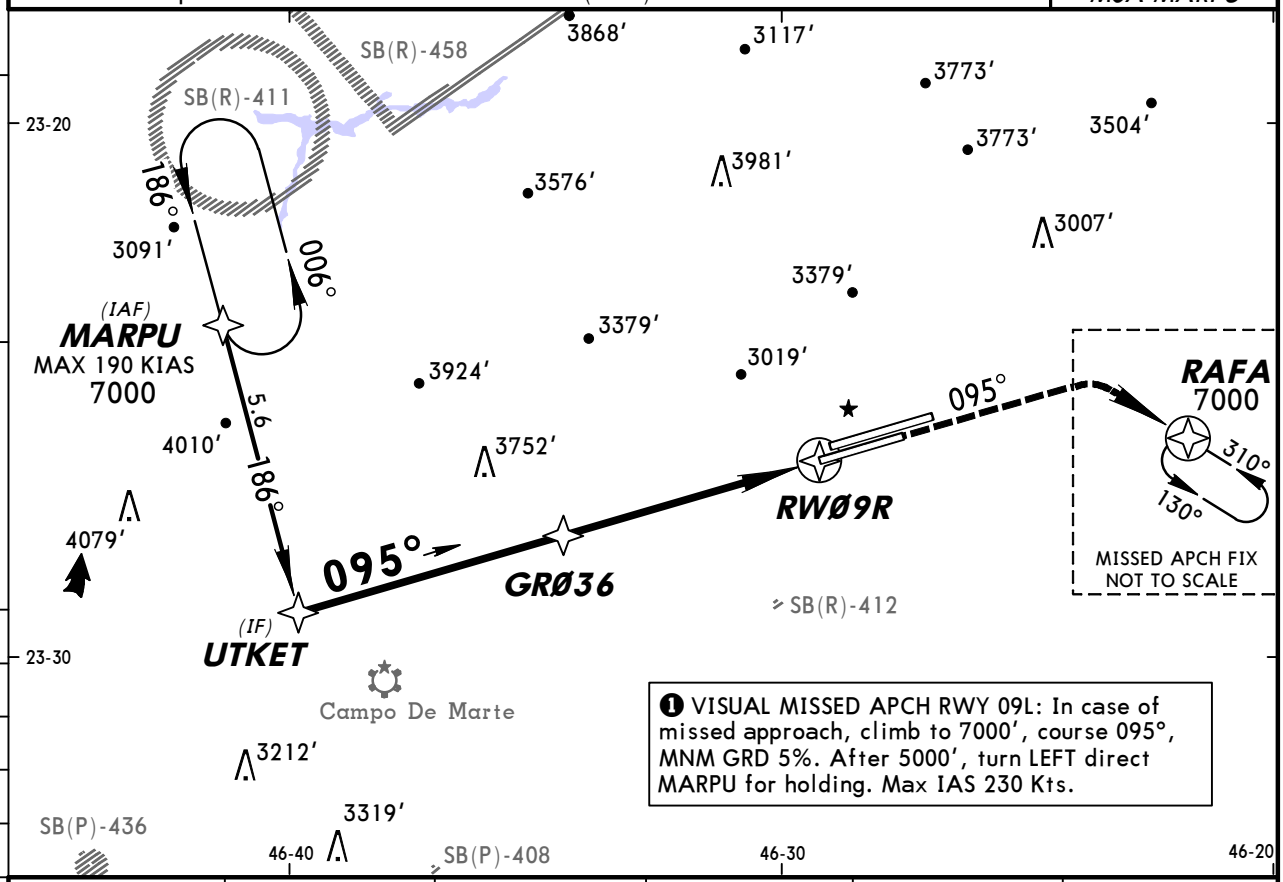
MISSED APCH: ❶ Climb to 7000′. Maintain course 095° until 3100′. Then, turn RIGHT immediately for holding at RAFA.

Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′

1. Baro-VNAV procedure not authorized below 0°C (32°F).

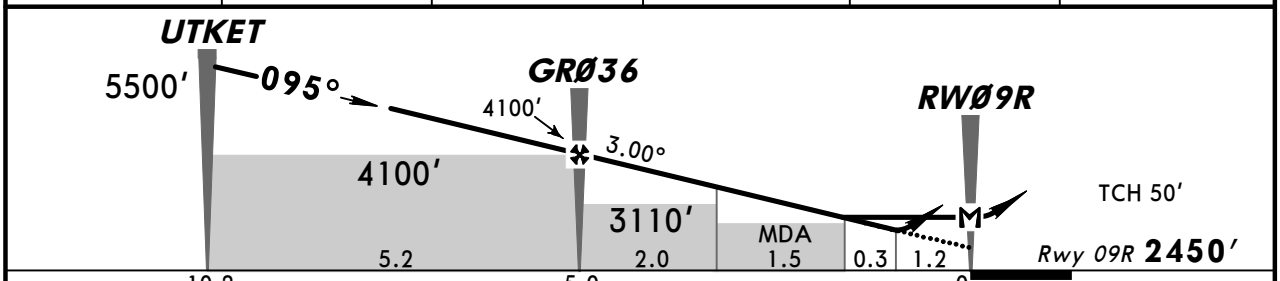
7000′

MSA MARPU



❶ VISUAL MISSED APCH RWY 09L: In case of missed approach, climb to 7000′, course 095°, MNM GRD 5%. After 5000′, turn LEFT direct MARPU for holding. Max IAS 230 Kts.

NM to RWØ9R	GRØ36	4.0	3.0	2.0	1.2
ALTITUDE	4100′	3774′	3455′	3137′	2888′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RWØ9R						

ALSF-II PAPI PAPI 3100′ on 095°

STRAIGHT-IN LANDING RWY 09R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

	LNAV/VNAV DA(H) 2888′ (438′)		LNAV MDA(H) 2980′ (530′)		
		ALS out		ALS out	
PANS OPS	CEILING-VISIBILITY				
A	500′-1300m	500′-2000m	600′-800m	600′-1600m	NA
B					
C			600′-1700m	600′-2400m	
D					

CHANGES: Approach frequencies.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (22-3)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
RNAV (GNSS) Y Rwy 27L

BRIEFING STRIP ™

D-ATIS	GUARULHOS Tower	Ground	SAO PAULO Control (APP)
127.75	118.4 132.75 135.2	121.7 126.9	129.75 119.15 134.9 129.0 134.65 123.25 123.9 125.6 135.25 124.7

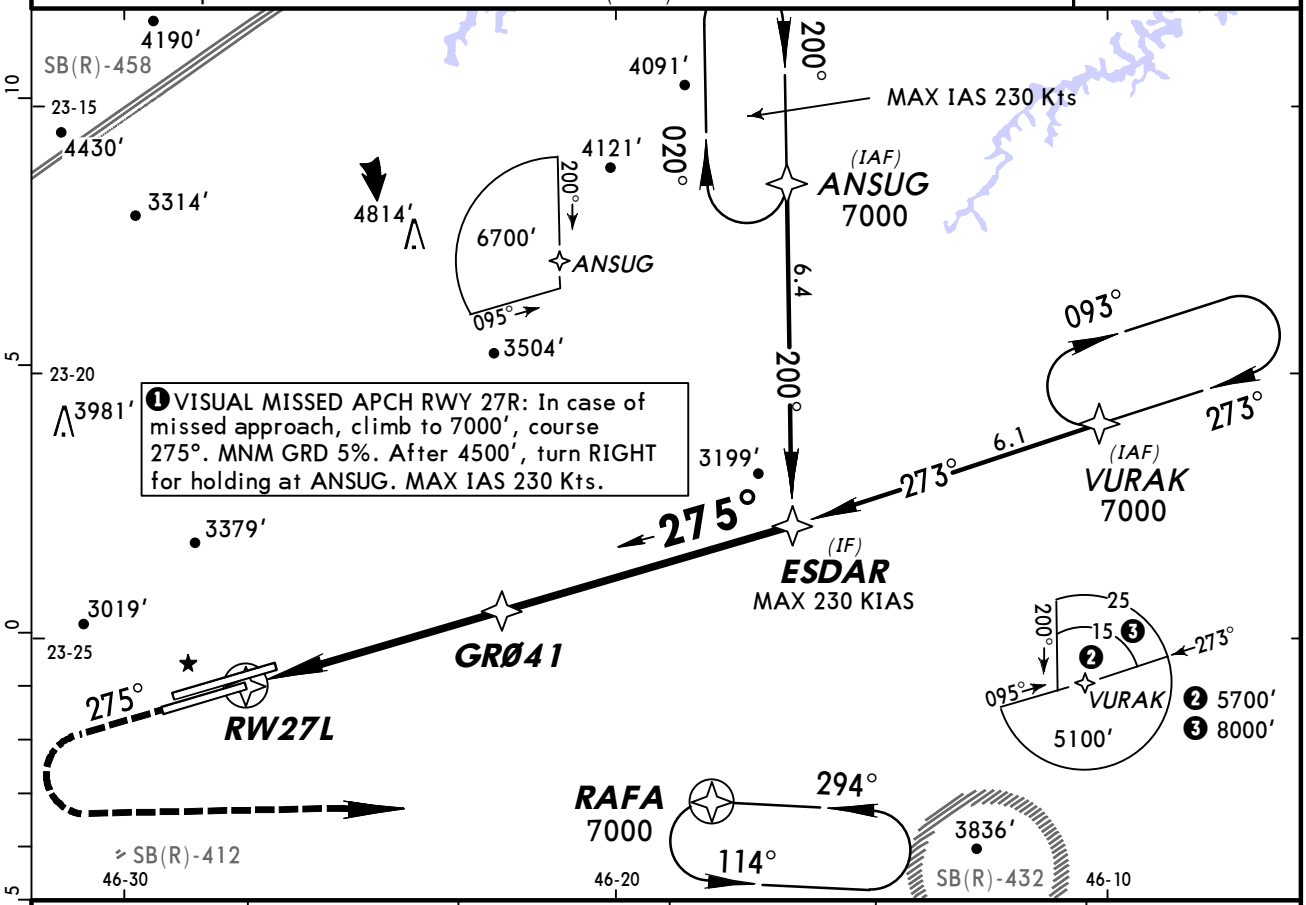
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2459′
	275°	GRØ41 4100′ (1656′)	2940′ (496′)	Rwy 27L 2444′

MISSED APCH: ❶ Climb to 7000′. Maintain course 275° until 3300′. Then, turn LEFT immediately for holding at RAFA.

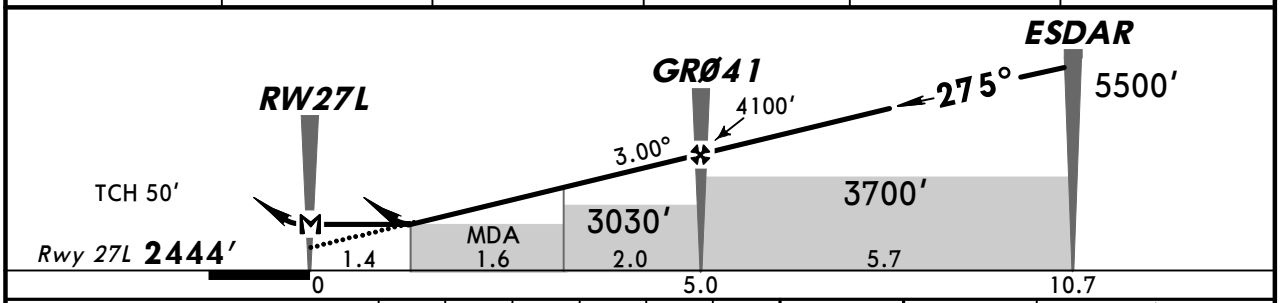
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

1. Baro-VNAV procedure not authorized below 0°C (32°F).



NM to RW27L	1.4	2.0	3.0	4.0	GRØ41
ALTITUDE	2940′	3131′	3449′	3768′	4100′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RW27L						

ALSF-I PAPI 3300′ on 275°

STRAIGHT-IN LANDING RWY 27L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

	LNAV/VNAV DA(H) 2940′ (496′)		LNAV MDA(H) 2940′ (496′)		
		ALS out		ALS out	
CEILING-VISIBILITY					
A	500′ - 1500m	500′ - 2300m	500′ - 800m	500′ - 1600m	NA
B					
C			500′ - 1500m	500′ - 2300m	
D					

PANS OPS

CHANGES: Approach frequencies.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 OCT 14 (22-4)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
RNAV (GNSS) Y Rwy 27R

BRIEFING STRIP ™

D-ATIS	GUARULHOS Tower	Ground	SAO PAULO Control (APP)
127.75	118.4 132.75 135.2	121.7 126.9	129.75 119.15 134.9 129.0 134.65 123.25 123.9 125.6 135.25 124.7

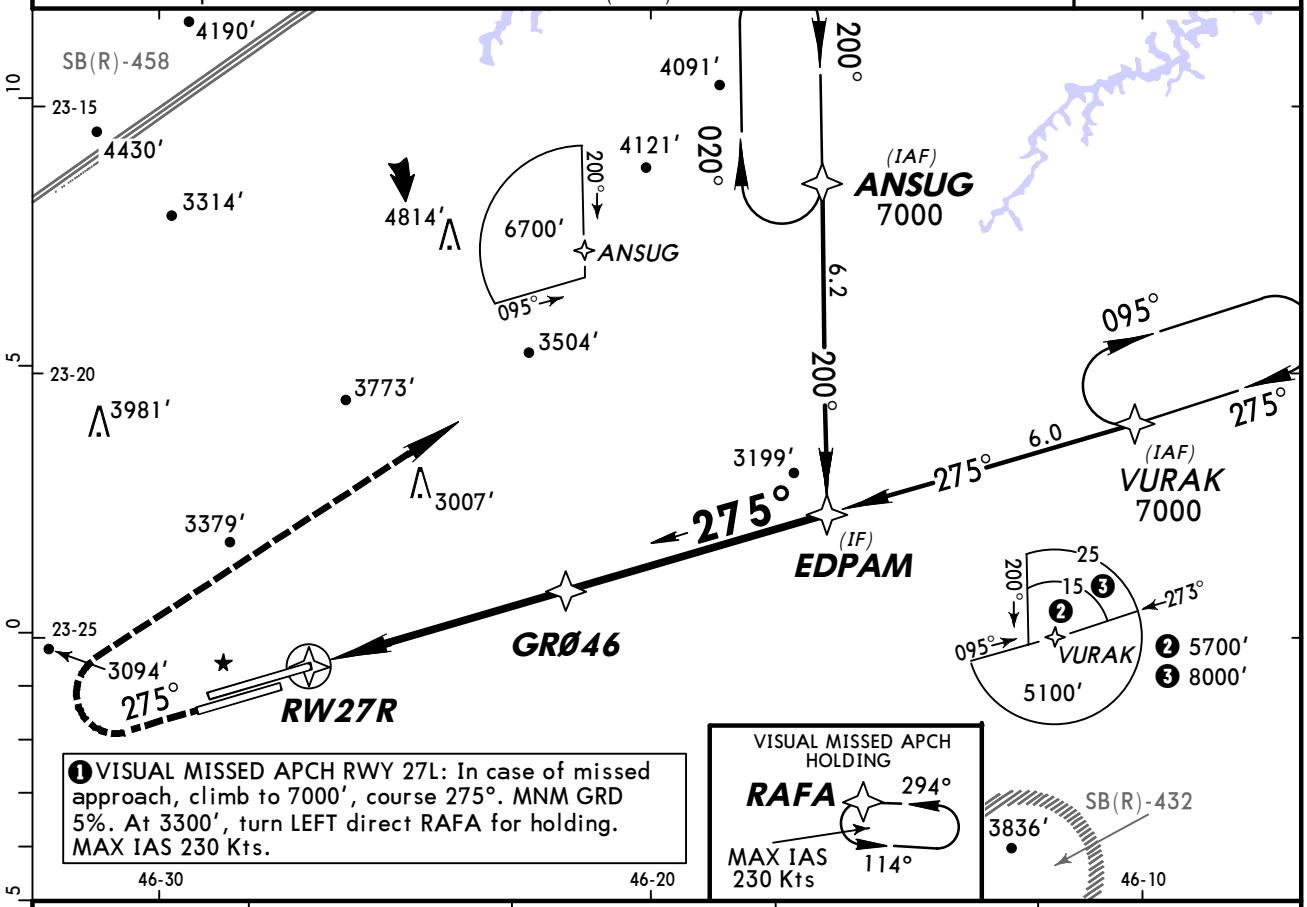
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 2459′
	275°	GRØ46 4090′ (1649′)	2857′ (416′)	Rwy 27R 2441′

MISSED APCH: ❶ Climb to 7000′. Maintain course 275° until 4500′. Then, turn RIGHT to ANSUG for holding.

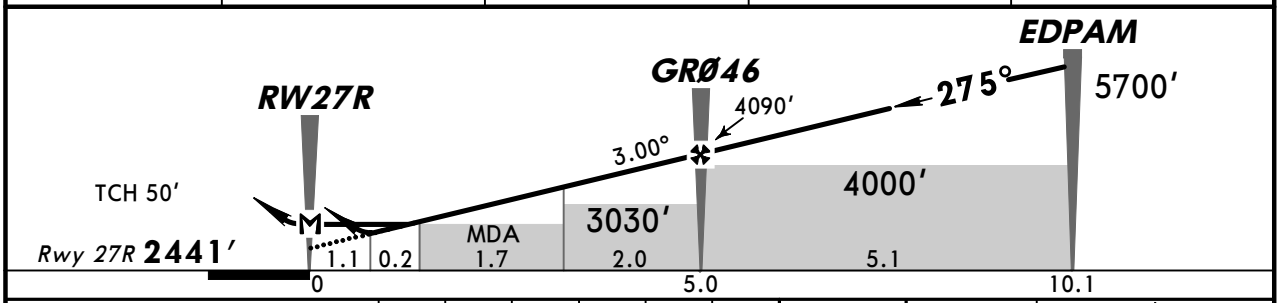
TAA 25 NM IAF

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

1. Baro-VNAV procedure not authorized below 0°C (32°F).



NM to RW27R	2.0	3.0	4.0	GRØ46
ALTITUDE	3127′	3445′	3764′	4090′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at RW27R						

ALSF-I PAPI PAPI 4500′ on 275°

STRAIGHT-IN LANDING RWY 27R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

	LNAV/VNAV DA(H) 2857′ (416′)		LNAV MDA(H) 2900′ (459′)		
		ALS out		ALS out	
PANS OPS	CEILING-VISIBILITY				
A	500′-1200m	500′-1900m	500′-800m	500′-1600m	NA
B					
C			500′-1300m	500′-2100m	
D					

CHANGES: Approach frequencies, recommended altitude table.

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SBGR/GRU GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

28 MAR 14 **Eff 3 Apr** (22-20)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL

RNAV (RNP) X Rwy 09R

BRIEFING STRIP™

ATIS			SAO PAULO Control (APP)			
127.75			125.6	134.9	135.75	119.8
GUARULHOS Tower			132.1	134.65	120.45	135.25
118.4	132.75	135.2	129.75	133.85	119.25	124.15
Ground						
121.7	126.9					

RNAV	Final Apch Crs	Minimum Alt	RNP 0.30 DA(H)	Apt Elev 2459′
	095°	GRØ36 4040′ (1590′)	2890′ (440′)	Rwy 09R 2450′

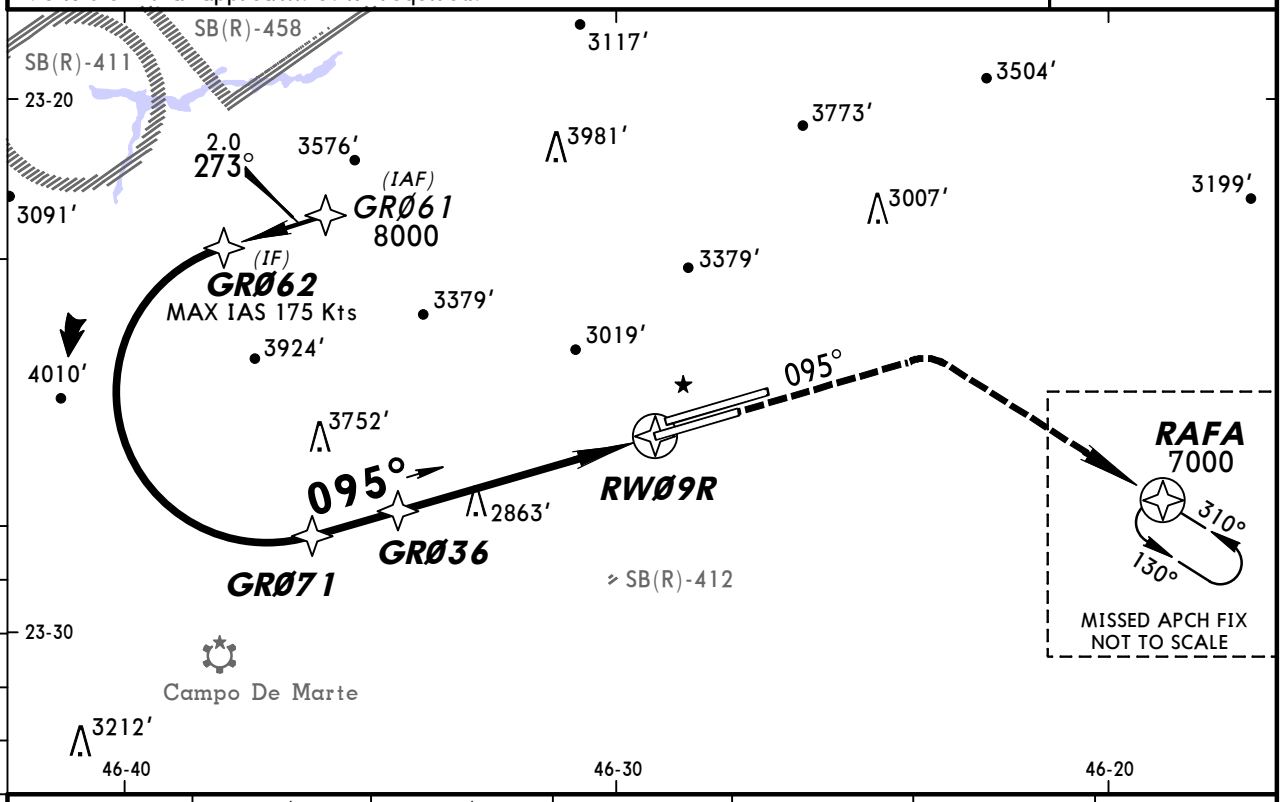
MISSED APCH: Climb to 7000′. Maintain course 095° until 3100′. Then, turn RIGHT for holding at RAFA.

Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′

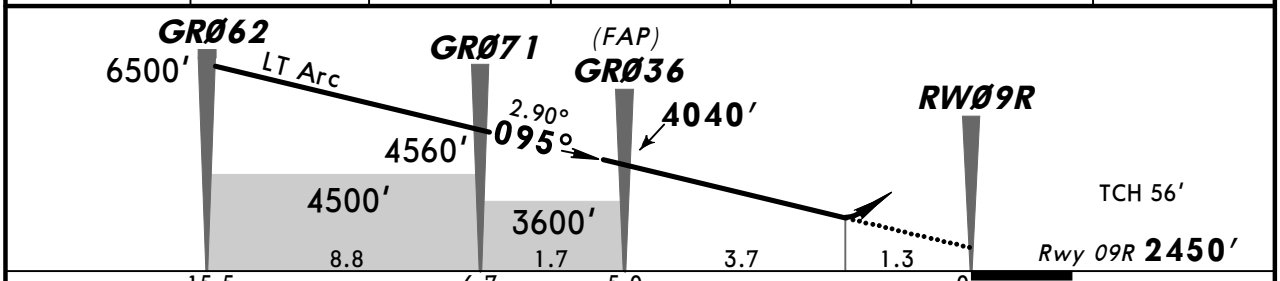
1. Special Aircraft and Aircrew Authorization Required. 2. Baro-VNAV procedure not authorized below -10°C (14°F) or above 45°C (113°F) for uncompensated Baro-VNAV systems. 3. Vertical trajectory and PAPI not coincident. 4. IAS Max 175 Kts on final approach. 5. RF required.

7000′

MSA GRØ61



NM to RWØ9R	GRØ62	GRØ36	4.0	3.0	2.0	1.3
ALTITUDE	7260′	4040′	3734′	3427′	3120′	2890′



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

ALSF-II PAPI PAPI

3100′ on 095°

STRAIGHT-IN LANDING RWY 09R **CEILING REQUIRED**

Missed apch climb gradient mim 5.0%

RNP 0.30

DA(H) **2890′** (440′)

ALS out

PANS OPS

	CEILING-VISIBILITY	
A		
B		
C	500′-1300m	500′-2000m
D		

CHANGES: Procedure.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

21 NOV 14 (23-1)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
VOR Rwy 09L

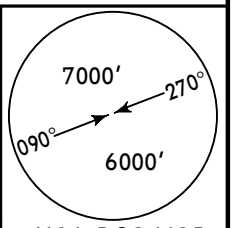
BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (APP)			
127.75			129.75	119.15		
GUARULHOS Tower						
118.4	132.75	135.2	134.9	129.0	134.65	123.25
Ground						
121.7	126.9		123.9	125.6	135.25	124.7

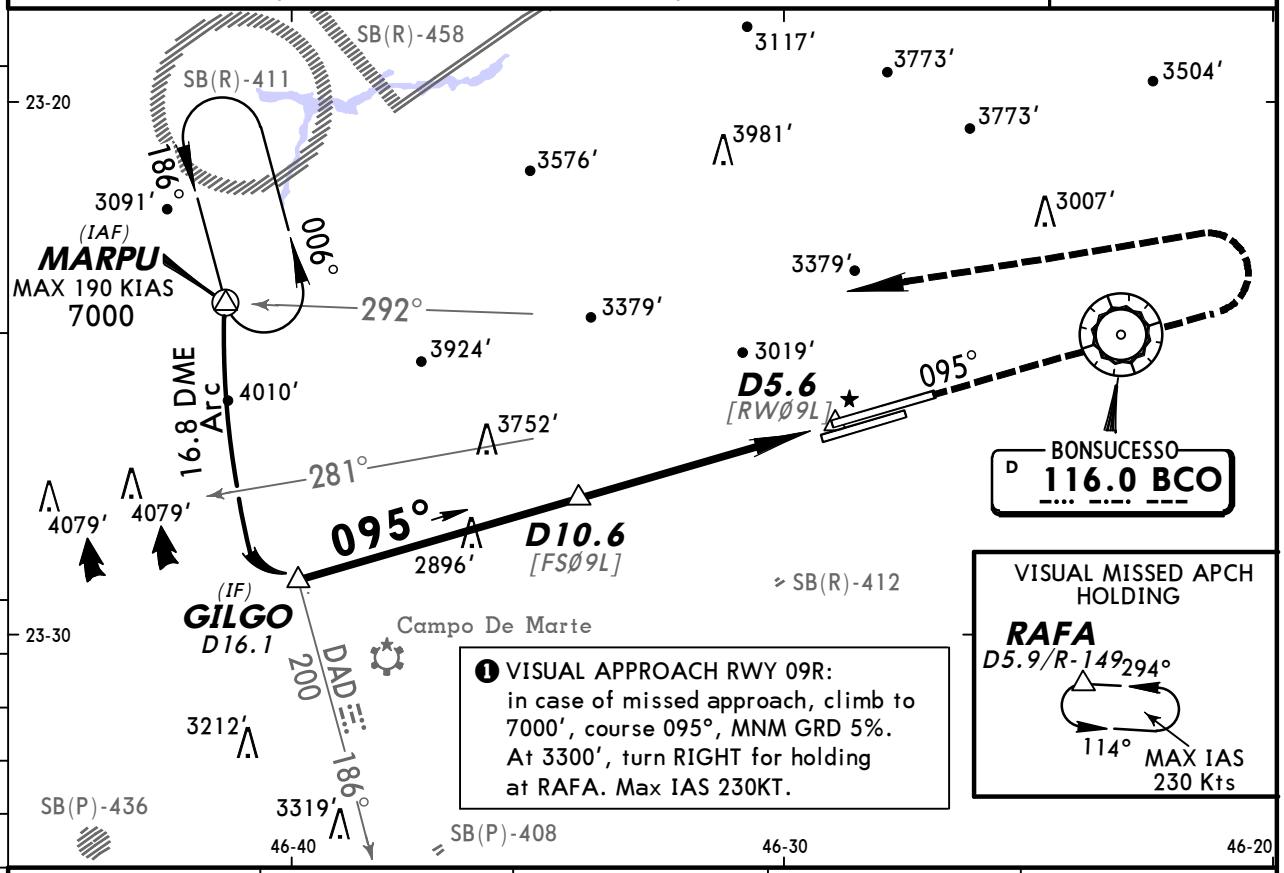
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2459′
BCO 116.0	095°	D10.6 4090′ (1645′)	3180′ (735′)	Rwy 09L 2445′

MISSED APCH: ❶ Climb to 7000′. Maintain course 095° until 5000′. Then, turn LEFT to BCO VOR R-292 outbound for holding at MARPU. Max IAS 230 Kts.

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′



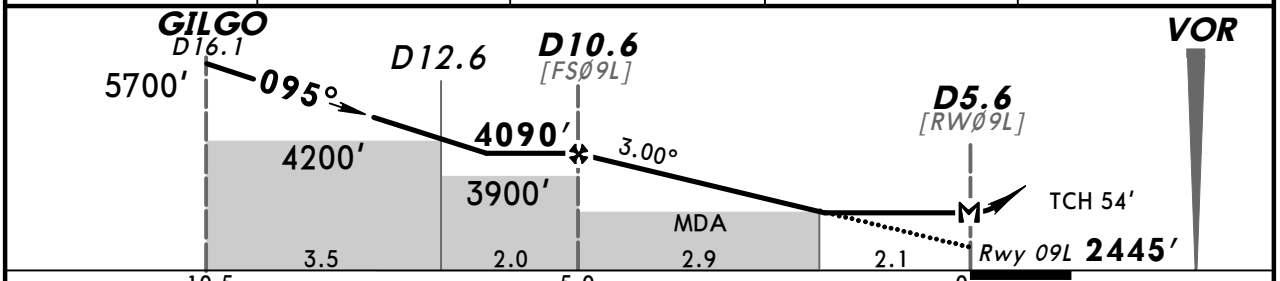
MSA BCO VOR



❶ VISUAL APPROACH RWY 09R:
in case of missed approach, climb to 7000′, course 095°, MNM GRD 5%. At 3300′, turn RIGHT for holding at RAFA. Max IAS 230KT.

VISUAL MISSED APCH HOLDING
RAFA
D5.9/R-149
294°
114°
MAX IAS 230 Kts

NM to THR	FAF	4.0	3.0	2.1
ALTITUDE	4090′	3769′	3450′	3180′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at D5.6 or FAF to MAP 5.0	3:20	2:43	2:18	2:00	1:45	1:34

ALSF-II
PAPI PAPI
5000′ on 095°

STRAIGHT-IN LANDING RWY 09L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

MDA(H) **3180′** (735′)

PANS OPS	CEILING-VISIBILITY	ALS out		
A	800′ -800m	800′ -1600m	A	NA
B			B	
C	800′ -2700m	800′ -3400m	C	
D			D	

CHANGES: None.

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BRIEFING STRIP ™

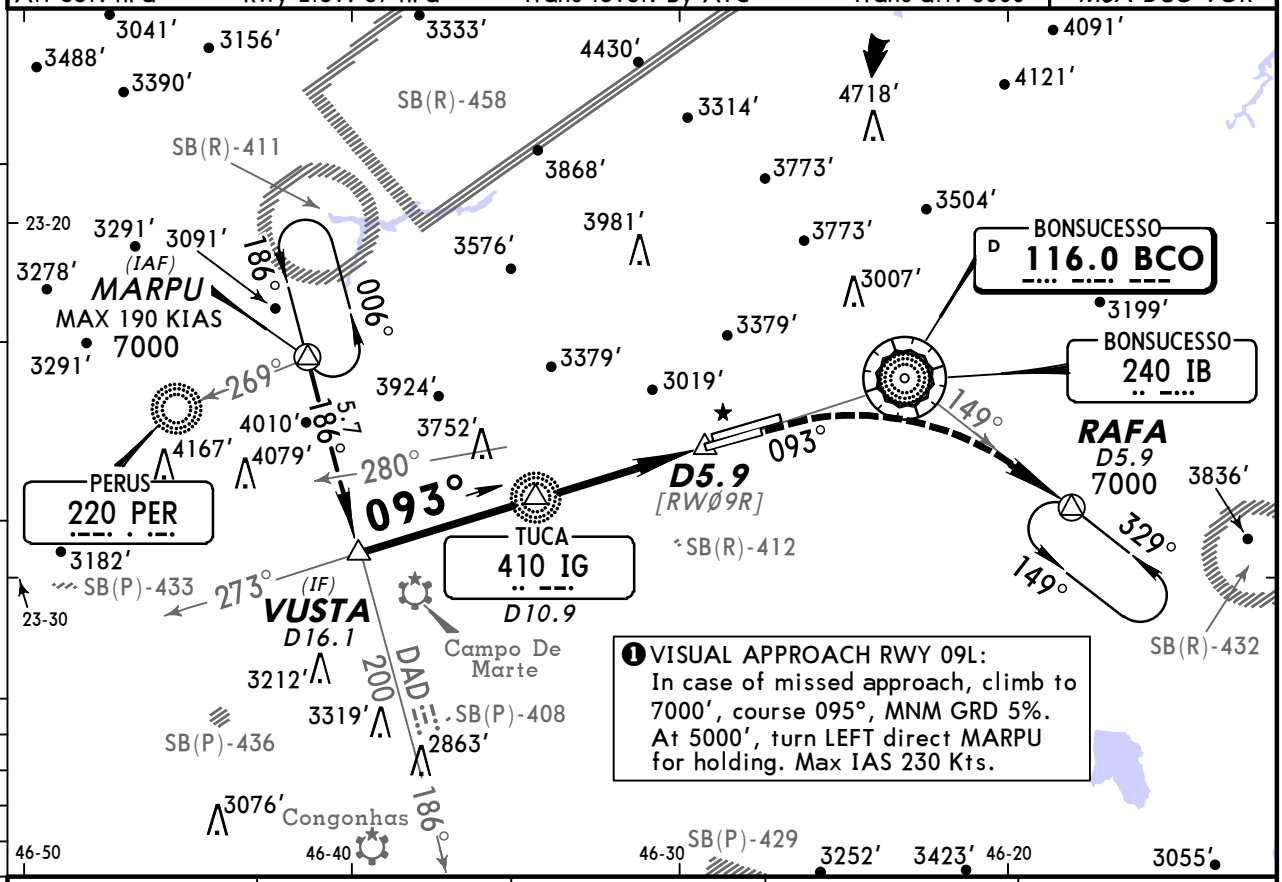
D-ATIS			GUARULHOS Tower		Ground		SAO PAULO Control (Approach) (R)		
127.75			118.4	132.75	135.2	121.7	126.9	119.6	119.8	120.85
								125.6	129.5	129.75
								133.85	134.9	135.75

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2459′
BCO 116.0	093°	Lctr 4090′ (1640′)	3150′ (700′)	Rwy 09R 2450′

MISSED APCH: ❶Climb to 7000′. Maintain course 093° until 3100′. Turn RIGHT immediately to BCO VOR R-149 outbound or IB NDB B-149 for holding at RAFA.

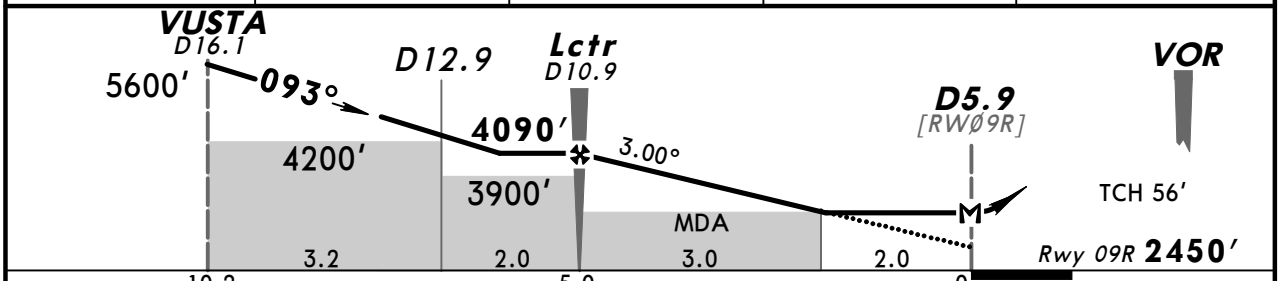
7000′ 270° 090° 6000′
MSA BCO VOR

Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′



❶VISUAL APPROACH RWY 09L:
In case of missed approach, climb to 7000′, course 095°, MNM GRD 5%. At 5000′, turn LEFT direct MARPU for holding. Max IAS 230 Kts.

NM to THR	IG	4.0	3.0	2.0
ALTITUDE	4090′	3769′	3450′	3150′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at D5.9 or Lctr to MAP 5.0	3:20	2:44	2:19	2:00	1:46	1:35

ALSF-II PAPI PAPI 3100′ on 093°

STRAIGHT-IN LANDING RWY09R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

MDA(H) **3150′** (700′)

PANS OPS

	CEILING-VISIBILITY	ALS out		
A	700′ -800m	700′-1600m	A	NA
B			B	
C	700′-2500m	700′-3200m	C	
D			D	

CHANGES: Visual missed approach.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

23 MAY 14
Eff 29 May
(23-3)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
VOR Rwy 27L

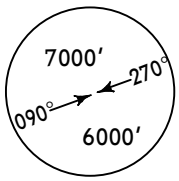
BRIEFING STRIP ™

ATIS			SAO PAULO Control (APP)			
127.75			125.6	134.9	135.75	119.8
GUARULHOS Tower			132.1	134.65	120.45	135.25
118.4	132.75	135.2	129.75	133.85	119.25	124.15
Ground						
121.7	126.9					

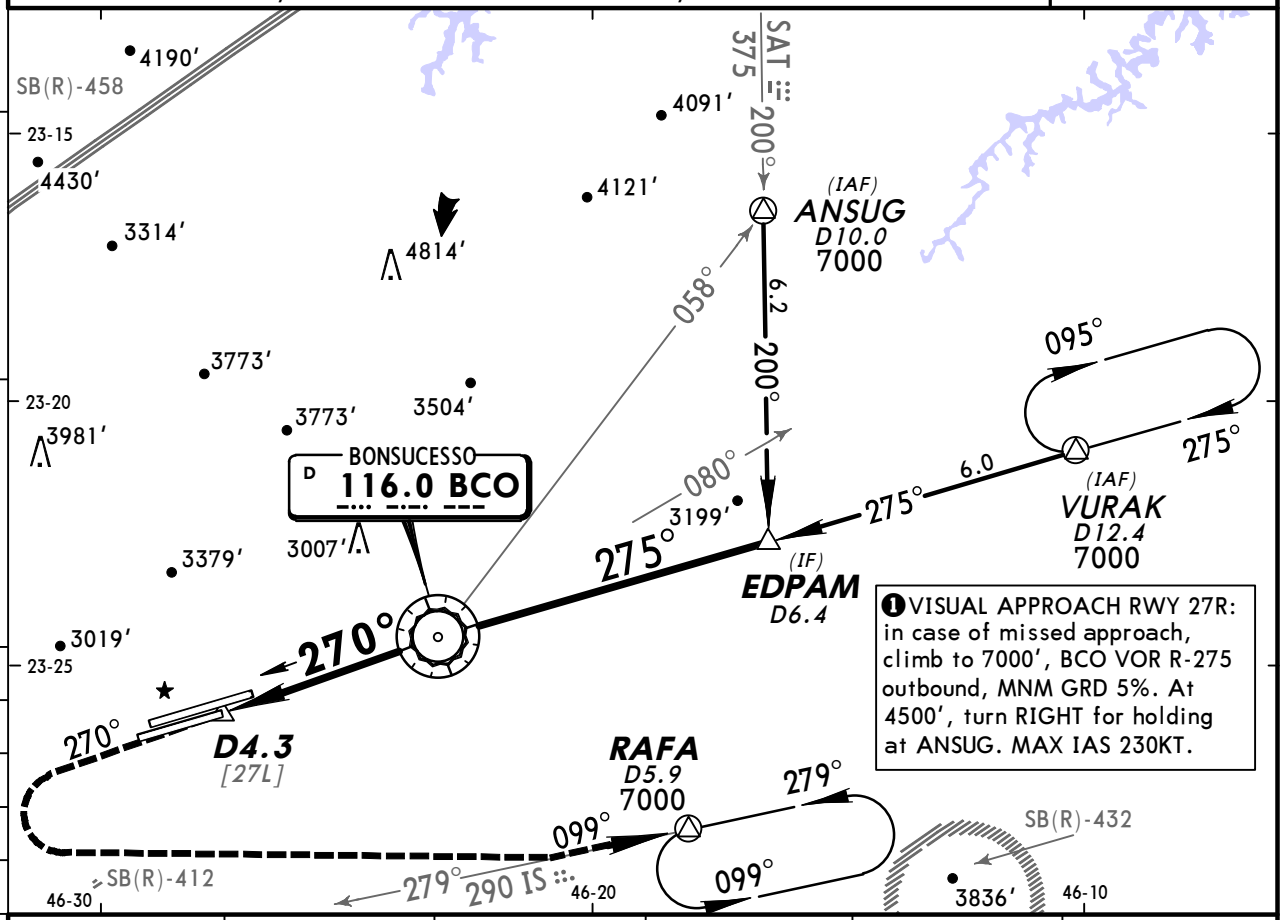
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev / Rwy 27L
BCO 116.0	270°	3870′ (1426′)	3020′ (576′)	Apt Elev 2459′ / Rwy 27L 2444′

MISSED APCH: Climb to 7000′. Maintain BCO VOR R-270 outbound until 3300′. Then, turn LEFT immediately to IS NDB B-099 for holding at RAFA. ❶

Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′

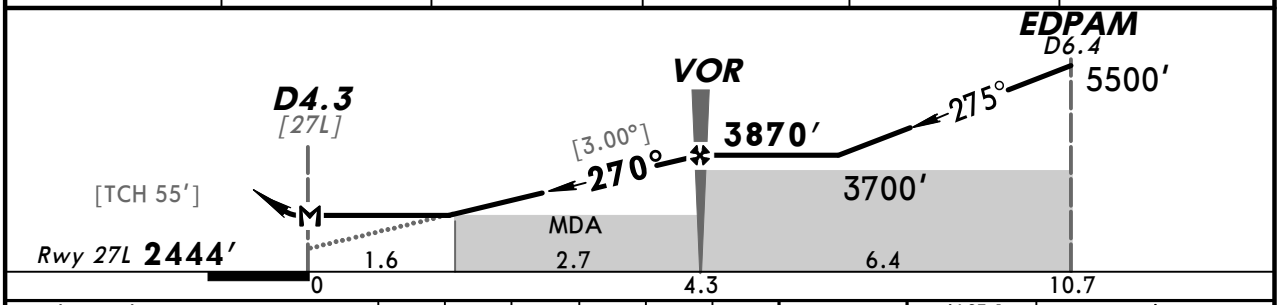


MSA BCO VOR



❶ VISUAL APPROACH RWY 27R: in case of missed approach, climb to 7000′, BCO VOR R-275 outbound, MNM GRD 5%. At 4500′, turn RIGHT for holding at ANSUG. MAX IAS 230KT.

NM to THR	1.6	2.0	3.0	4.0	VOR
ALTITUDE	3020′	3132′	3450′	3769′	3870′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at D4.3 or VOR to MAP 4.3	2:52	2:21	1:59	1:43	1:31	1:21

ALSF-I
PAPI

3500′ on BCO 116.0 R-270

STRAIGHT-IN LANDING RWY 27L **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

MDA(H) **3020′** (576′)

PANS OPS	CEILING-VISIBILITY	ALS out		
A	600′ -800m	600′ -1600m	A	NA
B			B	
C	600′ -1900m	600′ -2600m	C	
D			D	

CHANGES: Missed approach, visual missed approach.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

23 MAY 14
Eff 29 May
23-4

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, BRAZIL
VOR Rwy 27R

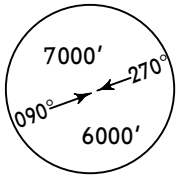
BRIEFING STRIP ™

ATIS			SAO PAULO Control (APP)			
127.75			125.6	134.9	135.75	119.8
GUARULHOS Tower			132.1	134.65	120.45	135.25
118.4	132.75	135.2	129.75	133.85	119.25	124.15
Ground						
121.7	126.9					

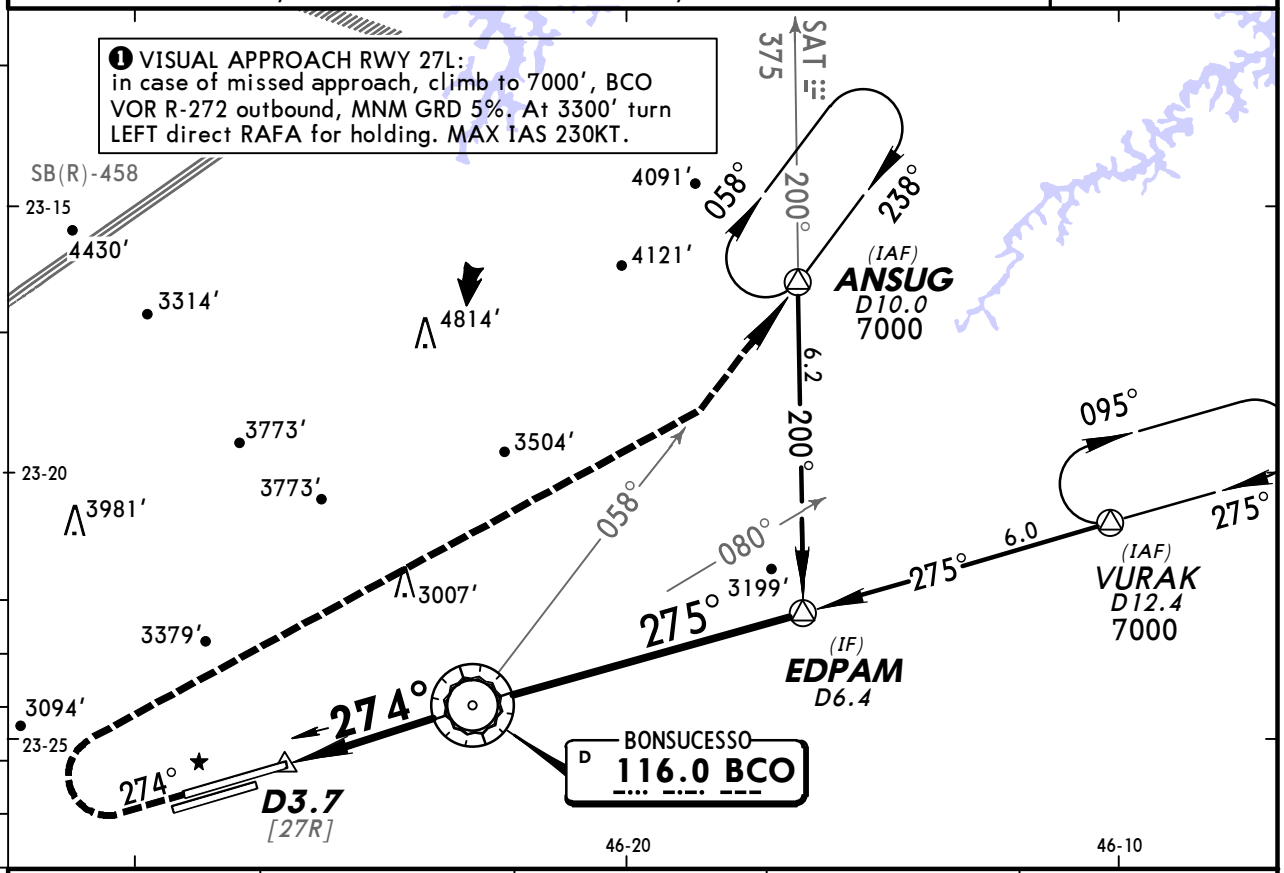
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev / Rwy 27R
BCO 116.0	274°	3670′ (1229′)	3020′ (579′)	2459′ / 2441′

MISSED APCH: Climb to 7000′. Maintain BCO VOR R-274 until 4500′. Then, turn RIGHT to BCO VOR R-058 outbound until ANSUG for holding. ❶

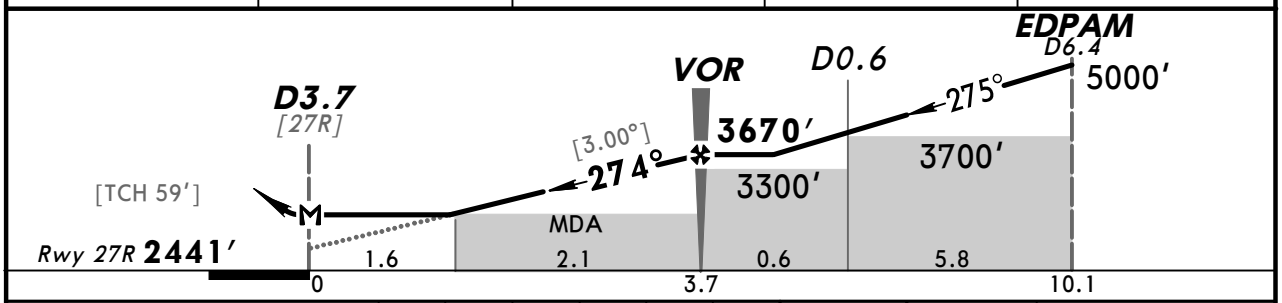
Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′



MSA BCO VOR



NM to THR	1.6	2.0	3.0	VOR
ALTITUDE	3020′	3128′	3446′	3670′



Gnd speed-Kts	90	110	130	150	170	190
Rate of descent on final (feet/min)	500	600	700	800	900	1000
MAP at D3.7 or VOR to MAP 3.7	2:28	2:00	1:42	1:29	1:18	1:09

ALSF-I
PAPI PAPI

4500′ on BCO 116.0 R-274

STRAIGHT-IN LANDING RWY 27R **CEILING REQUIRED** CIRCLE-TO-LAND

Missed apch climb gradient mim 5.0%

MDA(H) **3020′** (579′)

PANS OPS

	CEILING-VISIBILITY	ALS out		
A	600′ -800m	600′ -1600m	A	NA
B			B	
C	600′ -1900m	600′ -2600m	C	
D			D	

CHANGES: Visual missed approach.

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JeppView for Windows

Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SAO PAULO, (GUARULHOS-GOV. ANDRE FRANCO MO - SBGR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBGR

Type: Terminal
Effectivity: Temporary
Begin Date: 20140306
End Date: 20150306

The following procedures are not available: VOR Rwy 09R, ILS W CAT II Rwy 09L, VOR Rwy 27R, ILS X or LOC X Rwy 09L, ILS Y or LOC Y Rwy 09R, VOR Rwy 27L, VOR Rwy 09L

Type: Terminal
Effectivity: Temporary
Begin Date: 20141113
End Date: 20150217

TWY INDIA closed between TWY A and TWY B due to work in progress. TWY A closed between TWY J and TWY H due to work in progress. From November 13, 2014 to February 17, 2015 per AIP SUP A096-14