

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For SBSP
- Terminal Charts For SBSP
- Revision Letter For Cycle 01-2015
- Change Notices
- Notebook

General Information

Location: Sao Paulo Bra
IATA Code: CGH
Lat/Long: S23° 37.6' W046° 39.4'
Elevation: 2631 ft

Airport Use: Public
Magnetic Variation: 21.0°W

Fuel Types: 100-130 Octane, Jet
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0827 Z
Sunset: 2158 Z,

Runway Information

Runway: 17L
Length x Width: 4708 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft

Runway: 17R
Length x Width: 6365 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2589 ft
Lighting: Edge, ALS
Displaced Threshold: 427 ft

Runway: 35L
Length x Width: 6365 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2629 ft
Lighting: Edge
Displaced Threshold: 197 ft

Runway: 35R
Length x Width: 4708 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2629 ft
Stopway: 197 ft

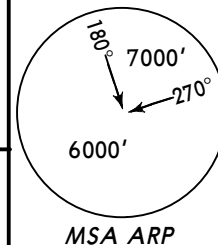
Communication Information

- ATIS 127.65
- Congonhas Tower 127.15
- Congonhas Tower 118.35
- Congonhas Tower 118.05 Secondary
- Congonhas Ground Control 121.9
- Sao Paulo Clearance Delivery 120.6
- 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 129.5 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 122.75 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
- Curitiba Center 132.8
- Curitiba Center 126.5
- Curitiba Center 123.7
- Brasilia Center 133.5
- Brasilia Center 128.5
- Brasilia Center 128.05
- Brasilia Center 126.8
- Brasilia Center 126.15

*ATIS
127.65Apt Elev
2631'

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

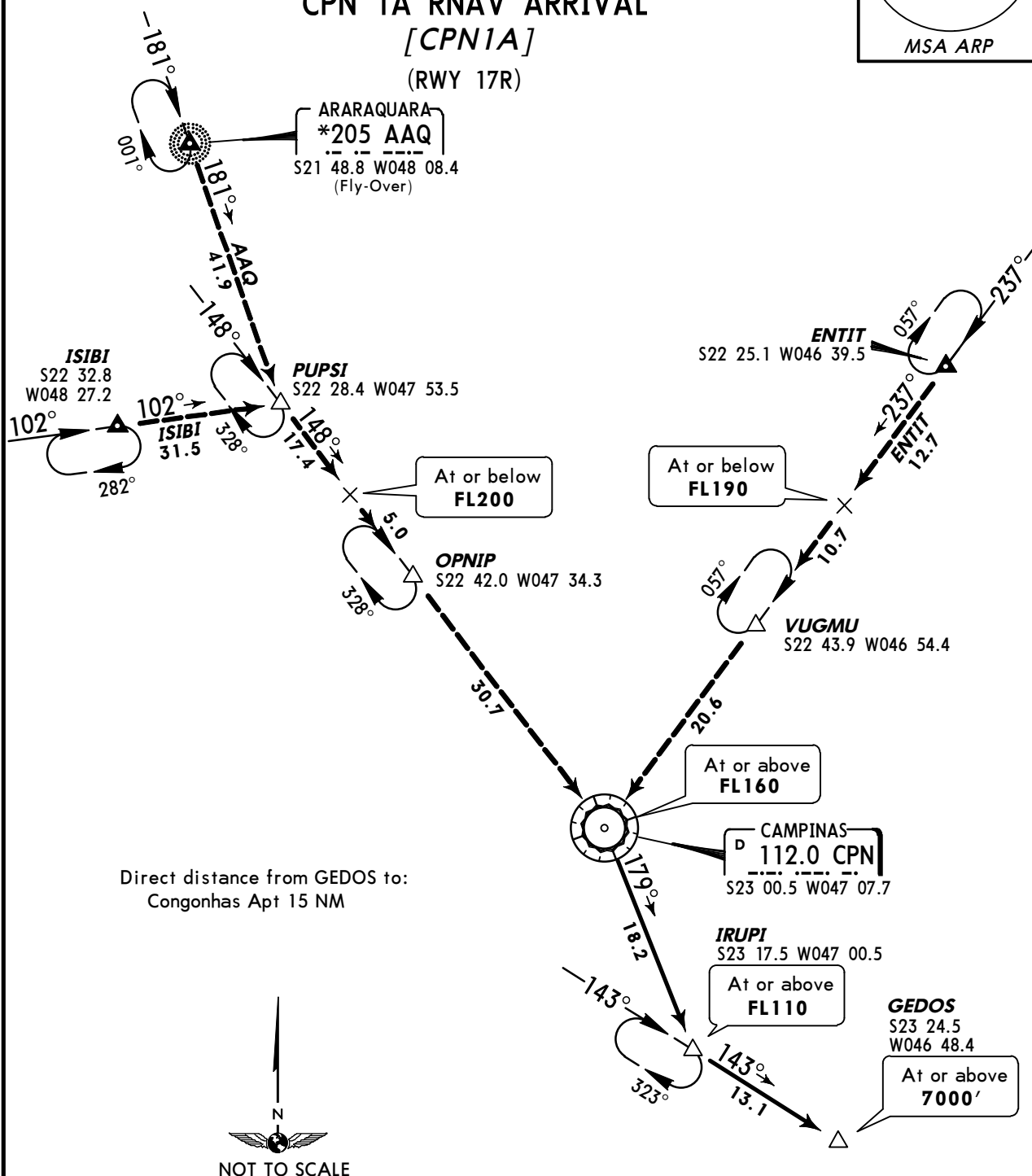
1. RNAV 1 or RNP 1.
2. RNAV 1: ATS Surveillance System required.
3. For aircraft not equipped with GNSS, the following DME must be operative: CGO, CPN, and RPR.



CPN 1A RNAV ARRIVAL

[CPN1A]

(RWY 17R)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Complete arrival until GEDOS and execute procedure authorized by ATC.

TRANSITIONS

AAQ	MAINTAIN 181° course to PUPSI. Then, turn LEFT, course 148° to CPN.
ENTIT	MAINTAIN 237° course to CPN.
ISIBI	MAINTAIN 102° course to PUPSI. Then, turn RIGHT, course 148° to CPN.

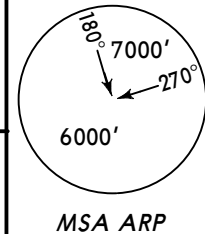
ROUTING

At CPN, MAINTAIN 179° course to IRUPI. Then, turn LEFT, course 143° to GEDOS. Then, complete procedure authorized by ATC.

*ATIS
127.65Apt Elev
2631'

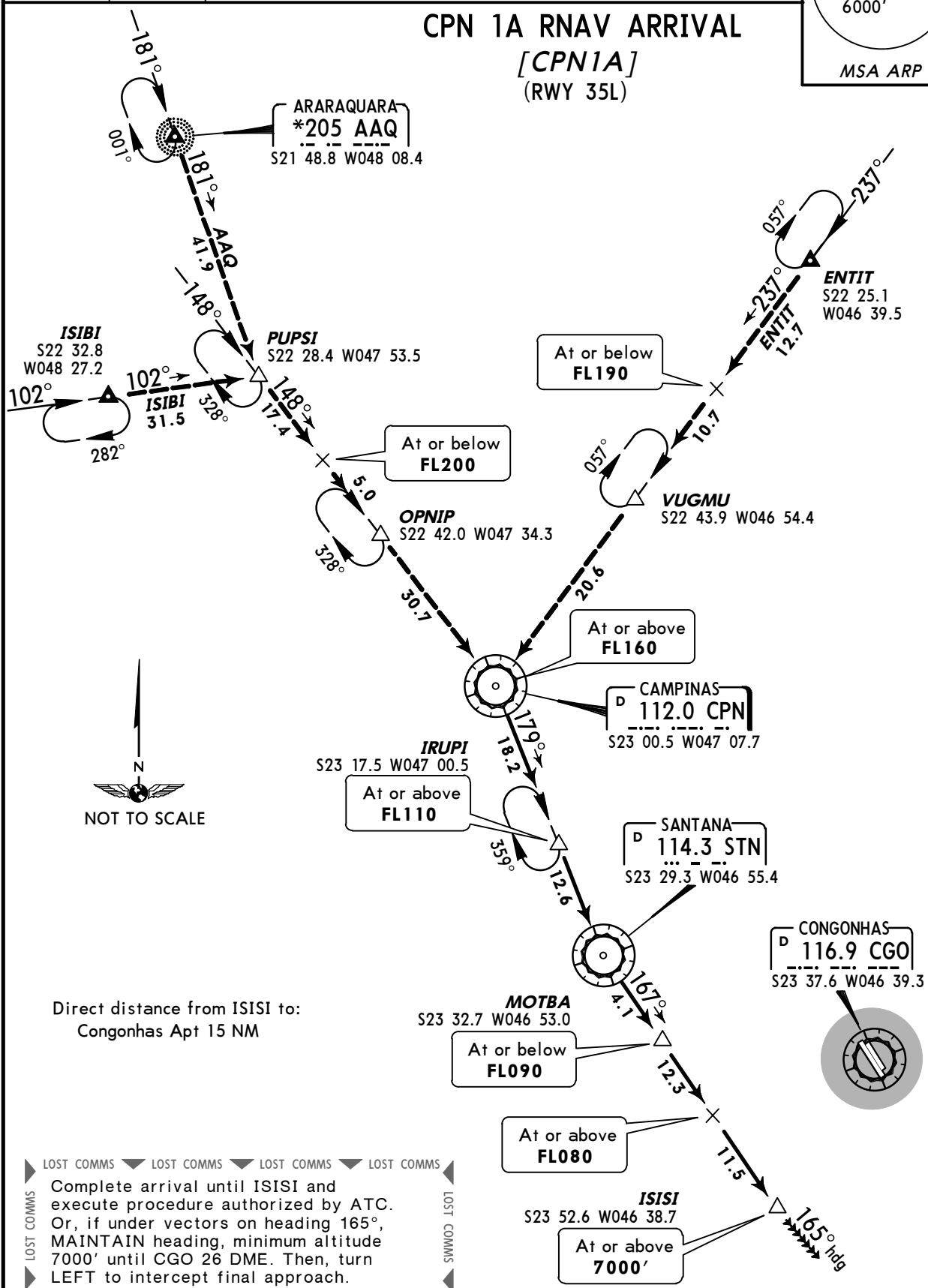
Alt Set: hPa Trans level: By ATC Trans alt: 8000'

1. RNAV 1 or RNP 1.
2. RNAV 1: ATS Surveillance System required.
3. For aircraft not equipped with GNSS, the following DME must be operative: BGC, CPN, and SCB.



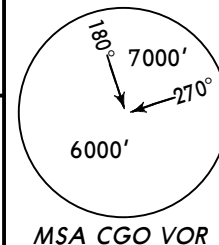
CPN 1A RNAV ARRIVAL

[CPN1A]
(RWY 35L)

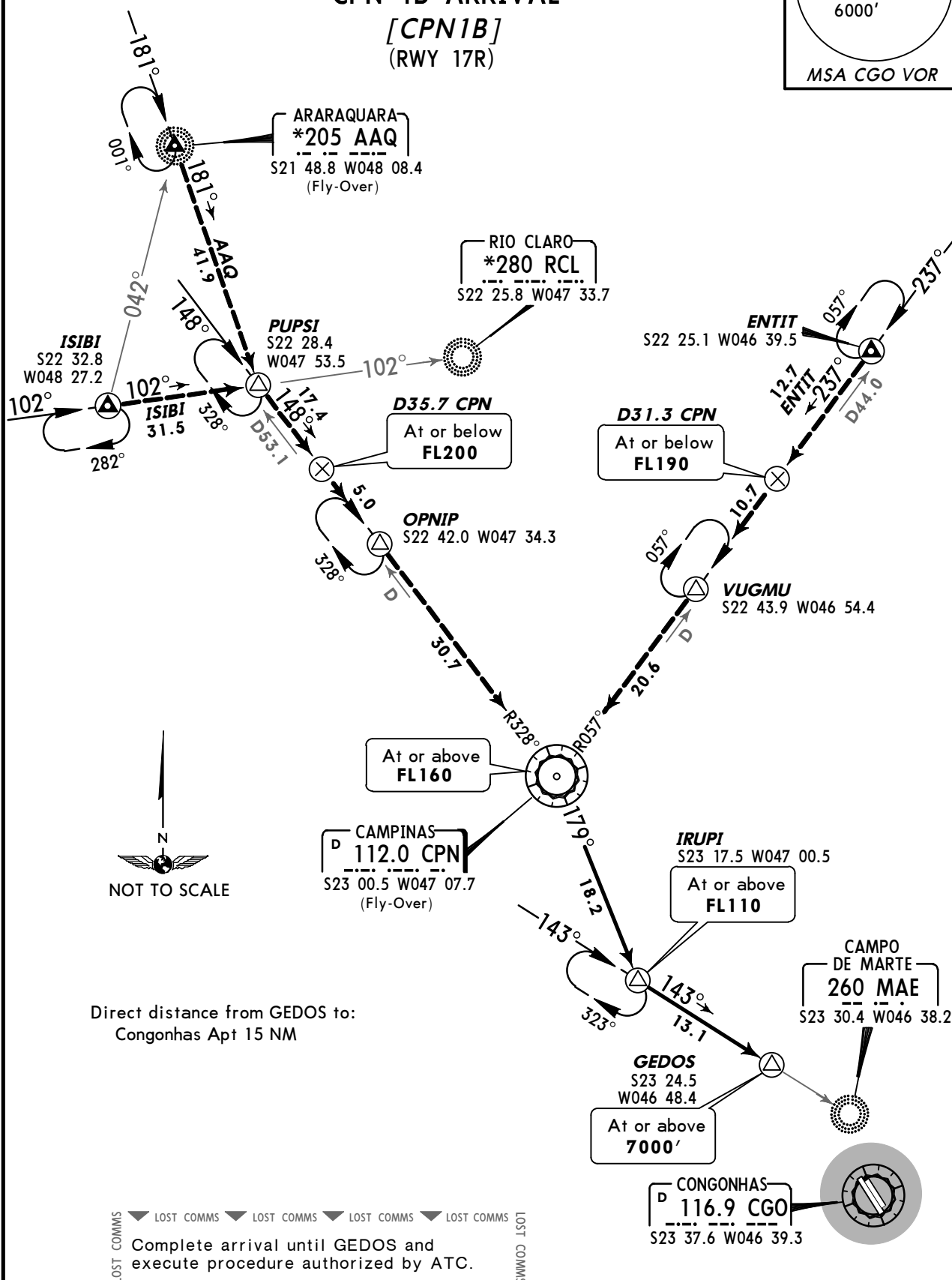


*ATIS
127.65Apt Elev
2631'

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



CPN 1B ARRIVAL

[CPN1B]
(RWY 17R)

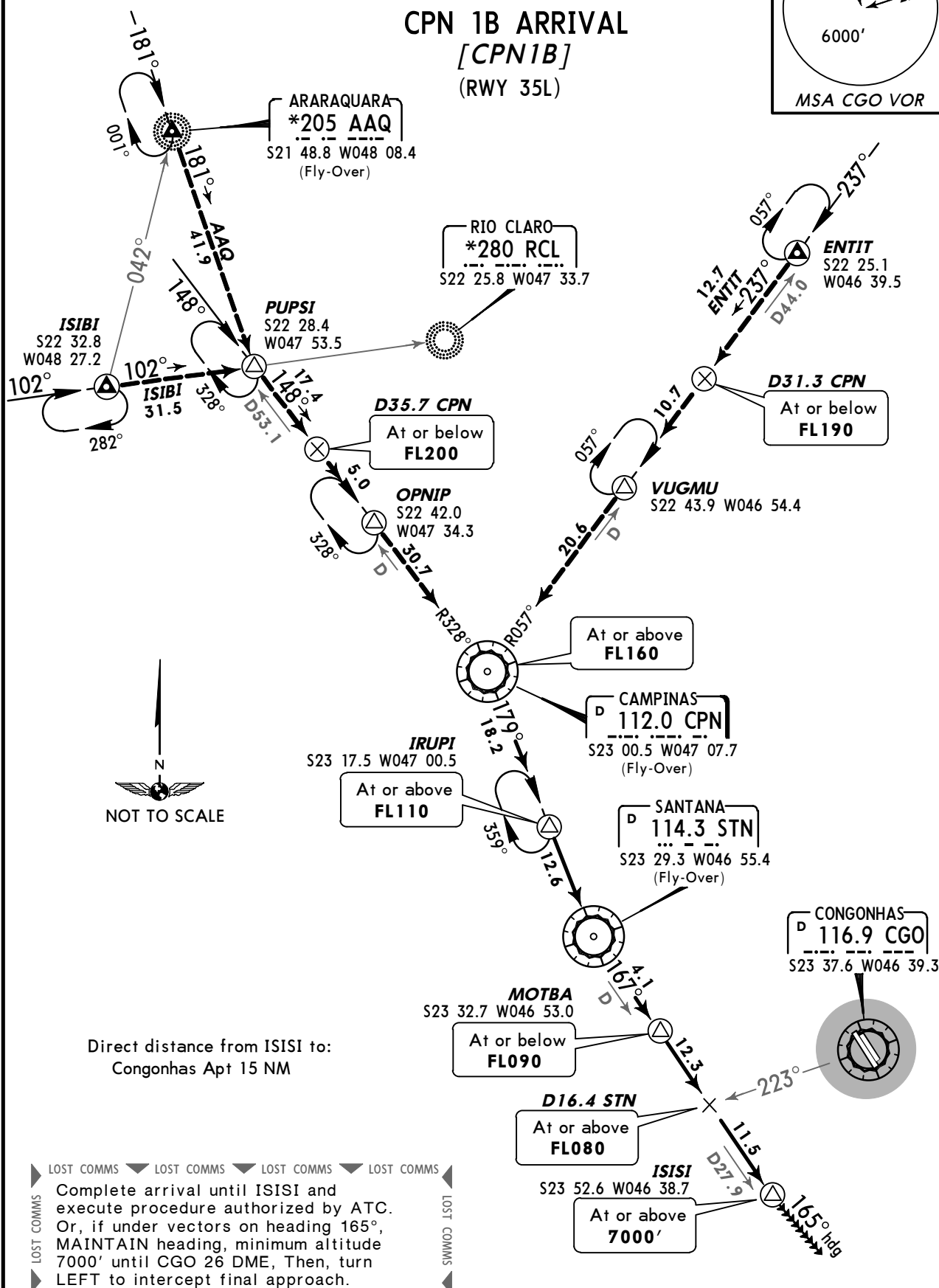
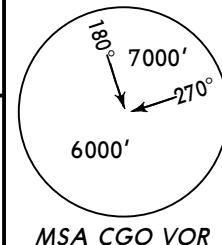
TRANSITIONS

AAQ	MAINTAIN AAQ 181° bearing to PUPSI. Then, turn LEFT CPN R-328 to CPN.
ENTIT	MAINTAIN CPN R-057 to CPN.
ISIBI	MAINTAIN RCL 102° bearing to PUPSI. Then, turn RIGHT CPN R-328 to CPN.

ROUTING

At CPN, MAINTAIN CPN R-179 to IRUPI. Then, turn LEFT, MAE 143° bearing to GEDOS. Then, complete procedure authorized by ATC.

*ATIS 127.65 Apt Elev 2631' Alt Set: hPa Trans level: By ATC Trans alt: 8000'



TRANSITIONS

AAQ	MAINTAIN AAQ 181° bearing to PUPSI. Then, turn LEFT CPN R-328 to CPN.
ENTIT	MAINTAIN CPN R-057 to CPN.
ISISI	MAINTAIN RCL 102° bearing to PUPSI. Then, turn RIGHT CPN R-328 to CPN.

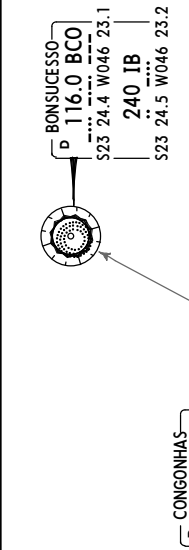
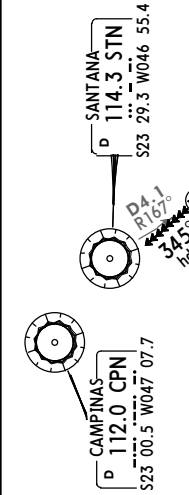
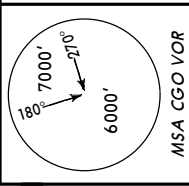
ROUTING

From CPN, MAINTAIN CPN R-179 to STN. Then, turn LEFT STN R-167 to ISISI. Then, complete procedure authorized by ATC or, on heading 165°, EXPECT vectors to final approach.

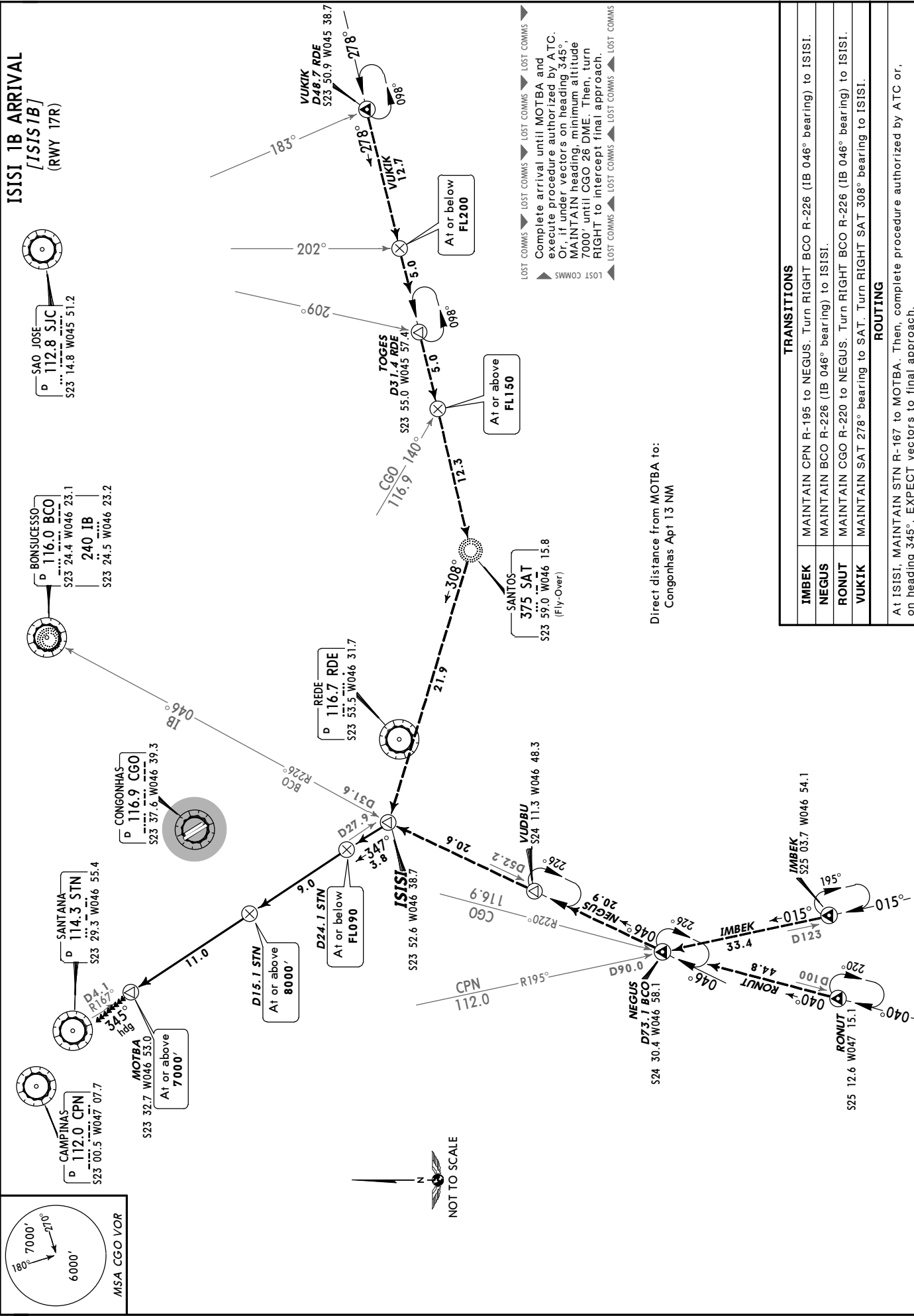
Alt Set: hPa Trans level: By ATC Trans alt: 8000'

Apt Elev
2631'

*ATIS
127.65



ISISI 1B ARRIVAL
[ISIS1B]
(RWY 17R)



Direct distance from MOTBA to:
Congonhas Apt 13 NM

TRANSITIONS

IMBEK	MAINTAIN CPN R-195 to NEGUS. Turn RIGHT BCO R-226 (IB 046° bearing) to ISISI.
NEGUS	MAINTAIN BCO R-226 (IB 046° bearing) to ISISI.
RONUT	MAINTAIN CGO R-220 to NEGUS. Turn RIGHT BCO R-226 (IB 046° bearing) to ISISI.
VUKIK	MAINTAIN SAT 278° bearing to SAT. Turn RIGHT SAT 308° bearing to ISISI.

ROUTING

At ISISI, MAINTAIN STN R-167 to MOTBA. Then, complete procedure authorized by ATC or, on heading 345°, EXPECT vectors to final approach.

[illegible]

*ATIS
127.65

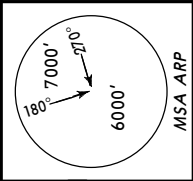
Apt Elev
2631'

Alt Set: hPa

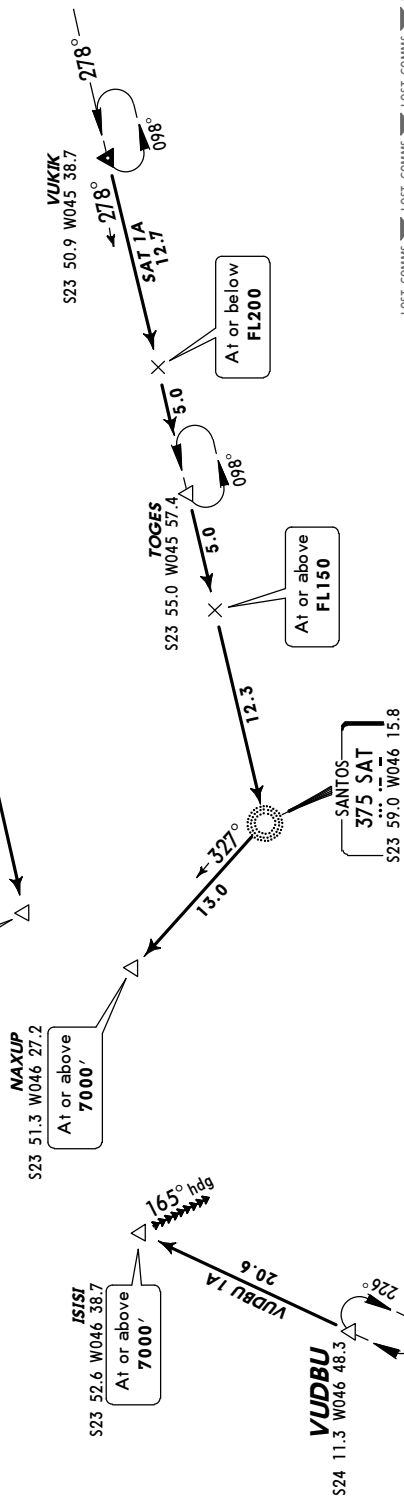
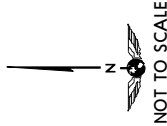
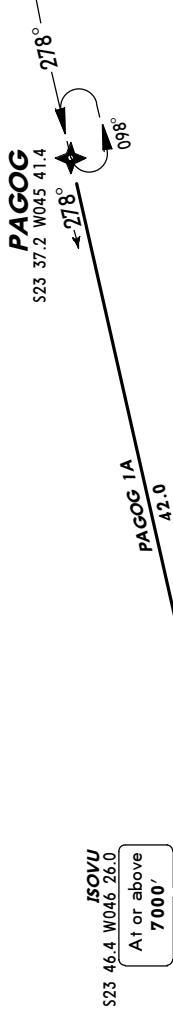
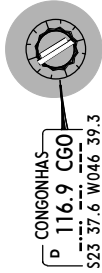
Trans level: By ATC

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 must be operative:
CGO, RDE, SCB, and STN.



PAGOG 1A [PAGO1A],
SAT 1A [SAT1A],
VUDBU 1A [VUDB1A]
RNAV ARRIVALS
(RWY 35L)



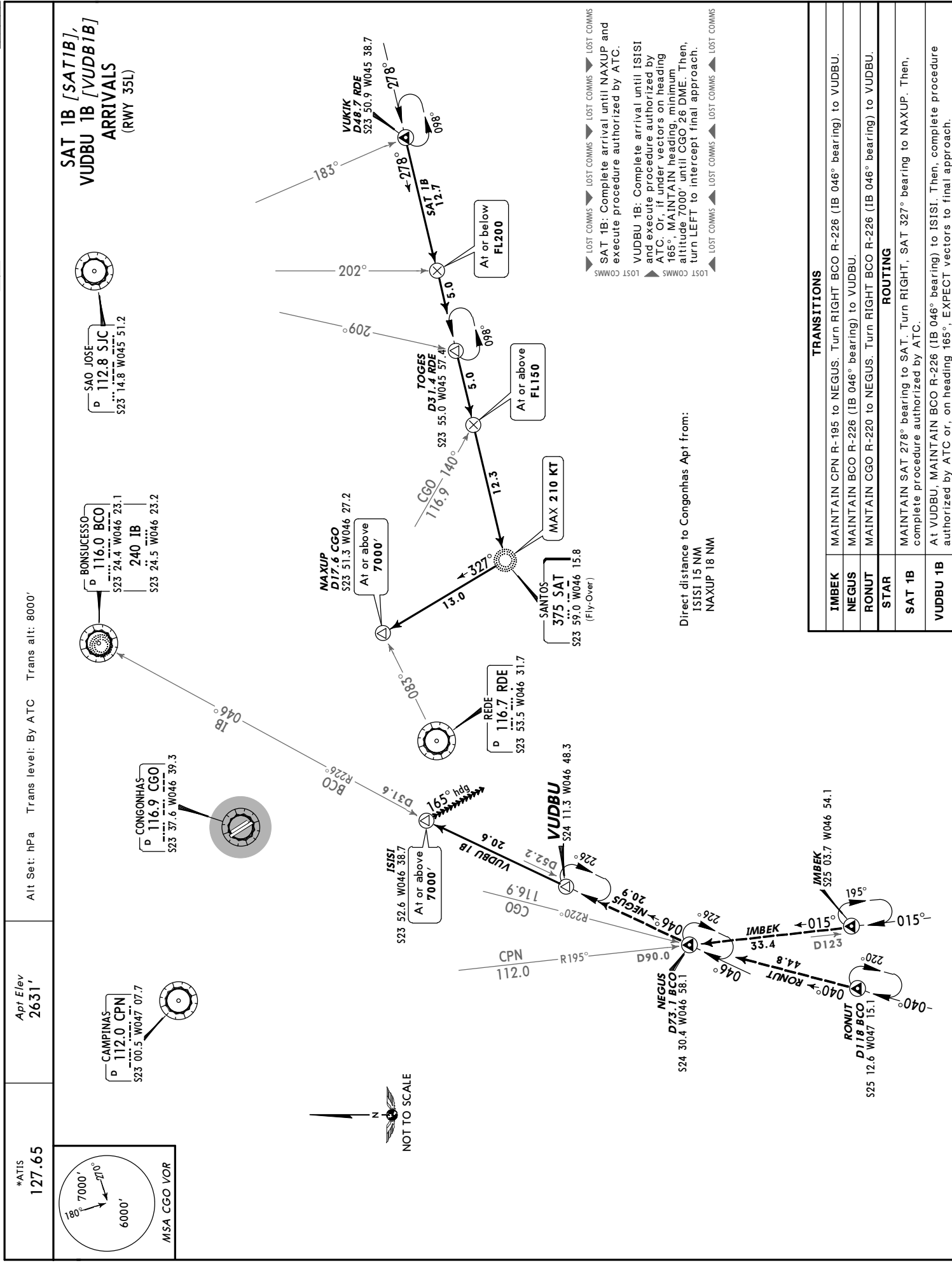
Direct distance to Congonhas Apt from:
ISISI 15 NM
ISOVU 15 NM
NAXUP 18 NM

- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- PAGOG 1A: Complete arrival until ISOVU and execute procedure authorized by ATC.
- SAT 1A: Complete arrival until NAXUP and execute procedure authorized by ATC.
- VUDBU 1A: Complete arrival until ISISI and execute procedure authorized by ATC. Or, if under vectors on heading 165°, MAINTAIN heading, minimum altitude 7000' until CGO 26 DME. Then, turn LEFT to intercept final approach.
- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

TRANSITIONS

IMBEK	MAINTAIN 014° course to NEGUS. Turn RIGHT, course 046° to VUDBU.
NEGUS	MAINTAIN 046° course to VUDBU.
RONUT	MAINTAIN 040° course to NEGUS. Turn RIGHT, course 046° to VUDBU.
STAR	
PAGOG 1A	MAINTAIN 278° course to ISOVU. Then, complete procedure authorized by ATC.
SAT 1A	MAINTAIN 278° course to SAT. Turn RIGHT, course 327° to NAXUP. Then, complete procedure authorized by ATC.
VUDBU 1A	At VUDBU, MAINTAIN 046° course to ISISI. Then, complete procedure authorized by ATC or, on heading 165°, EXPECT vectors to final approach.

ROUTING

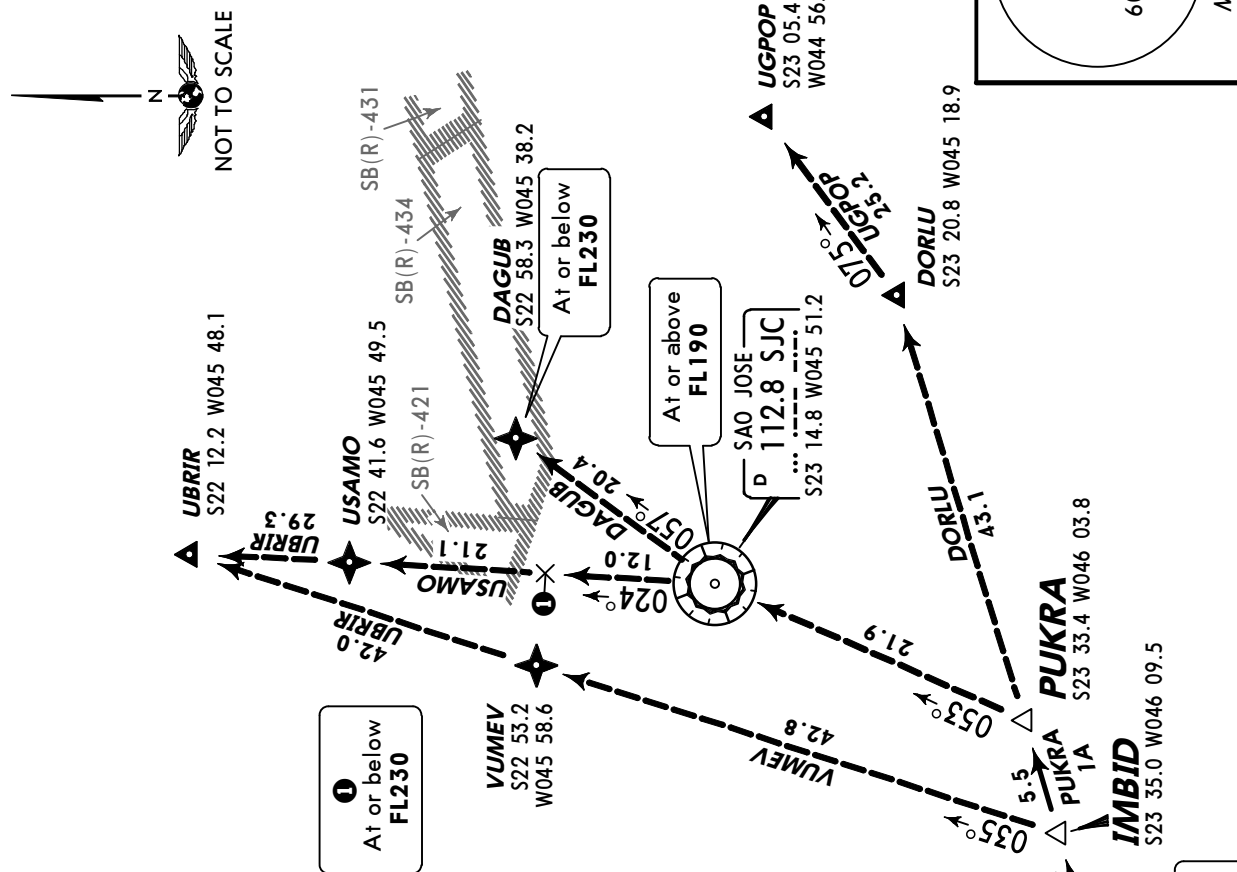


Apt Elev
2631'

Trans level: By ATC Trans alt: 8000'

1. RNAV 1 or RNP 1. 2. RNAV 1: ATS surveillance system required.
3. IMBID SID only available while SB(R)-421, SB(R)-431 or SB(R)-434 active.
4. For non-GNSS equipped aircraft: BGC, CGO, and RDE DMEs must be operational.

IMBID 1A [IMBI1A], PUKRA 1A [PUKR1A] RNAV DEPARTURES (RWYS 17L/R)



INITIAL CLIMB

After take-off, direct SP021. Turn LEFT direct MOSRA.

ROUTING

IMBID 1A At MOSRA, MAINTAIN 094° track to IMBID.**PUKRA 1A** At MOSRA, MAINTAIN 094° track to PUKRA.

TRANSITIONS

DAGUB At PUKRA, turn LEFT, track 053° to SJC, then turn RIGHT, track 057° to DAGUB.**DORLU** At PUKRA, MAINTAIN track 094° to DORLU.**UGPOP** At PUKRA, MAINTAIN track 094° to DORLU, then turn LEFT, track 075° to UGPOP.**UBRIR** IMBID 1A: At IMBID, turn LEFT, track 035° to UBRIR.
PUKRA 1A: At PUKRA, turn LEFT, track 053° to SJC, then turn LEFT, track 024° to UBRIR.**USAMO** At PUKRA, turn LEFT, track 053° to SJC, then turn LEFT, track 024° to USAMO.**VUMEV** At IMBID, turn LEFT, track 035° to VUMEV.

These SIDs allow for IFR minimums below regular take-off minimums: CEILING not required, Visibility 600m (RVR 500m).

These SIDs require minimum climb gradients of:

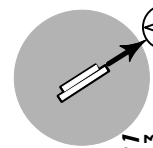
5.4% to 3600', then 3.3% after altitude restriction of 6000'.

PUKRA 1A transitions DAGUB, UBRIR, USAMO:

ATC: 5.4% until SP021, then 4.8% to FL190.

With ATC Authorization: 5.4% until SP021, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.8% V/V (fpm)	400	500	750	1000	1200	1500
5.4% V/V (fpm)	450	550	850	1100	1350	1700

Direct distance from
Congonhas Apt to:
SP021 4NMSP021
S23 40.6 W046 37.3At or above
3600'MOSRA
S23 39.9 W046 27.3At or below
6000'At or below
FL140

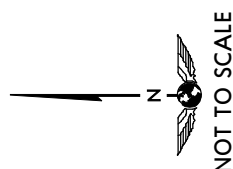
Apt Elev
2631'

Trans level: By ATC Trans alt: 8000'

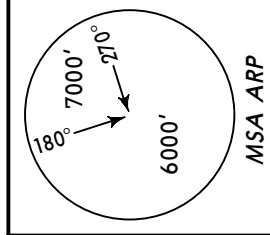
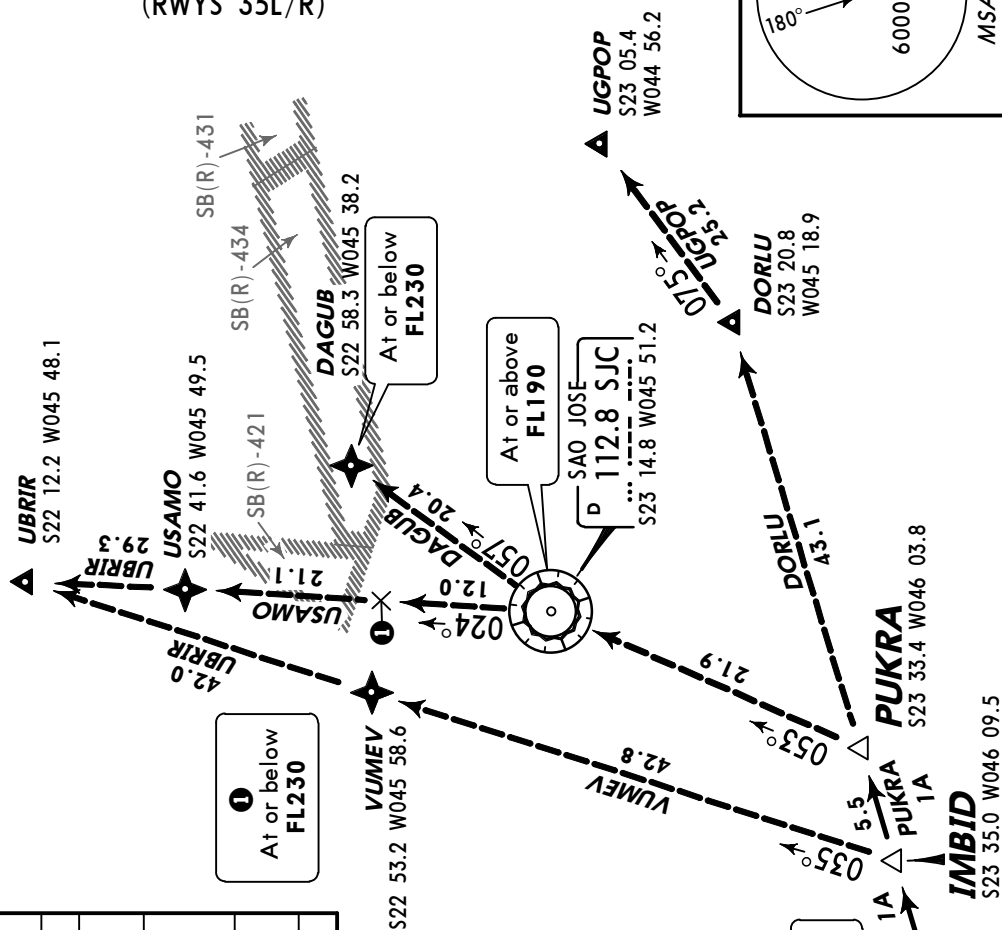
1. RNAV 1 or RNP 1. 2. RNAV 1: ATS surveillance system required.

3. IMBID SID only available while SB(R)-421, SB(R)-431 or SB(R)-434 active.

4. For non-GNSS equipped aircraft: BCO, BGC, CGO and SJC DMEs must be operational.

IMBID 1A [IMBI1A], PUKRA 1A [PUKR1A]
RNAV DEPARTURES
(RWYS 35L/R)

OBSTACLES

Close obstacles not considered
for the climb gradient:Building 2675', 314m from
THR Rwy 17L, azimuth 018°.
Building 2678', 338m from
THR Rwy 17L, azimuth 015°.

INITIAL CLIMB

After take-off, MAINTAIN track 348° to OPSIT. Turn RIGHT,
track 133° to MOSRA.

ROUTING

SID	ROUTING
IMBID 1A	At MOSRA, turn LEFT track 094° to IMBID.
PUKRA 1A	At MOSRA, turn LEFT track 094° to PUKRA.

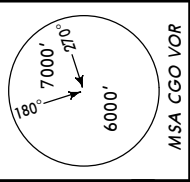
TRANSITIONS

SID	TRANSITIONS
DAGUB	At PUKRA, turn LEFT, track 053° to SJC, then turn RIGHT, track 057° to DAGUB.
DORLU	At PUKRA, MAINTAIN track 094° to DORLU.
UGPOP	At PUKRA, MAINTAIN track 094° to DORLU, then turn LEFT, track 075° to UGPOP.
UBRIR	IMBID 1A: At IMBID, turn LEFT, track 035° to UBRIR. PUKRA 1A: At PUKRA, turn LEFT, track 053° to SJC, then turn LEFT, track 024° to UBRIR.
USAMO	At PUKRA, turn LEFT, track 053° to SJC, then turn LEFT, track 024° to USAMO.
VUMEV	At IMBID, turn LEFT, track 035° to VUMEV.

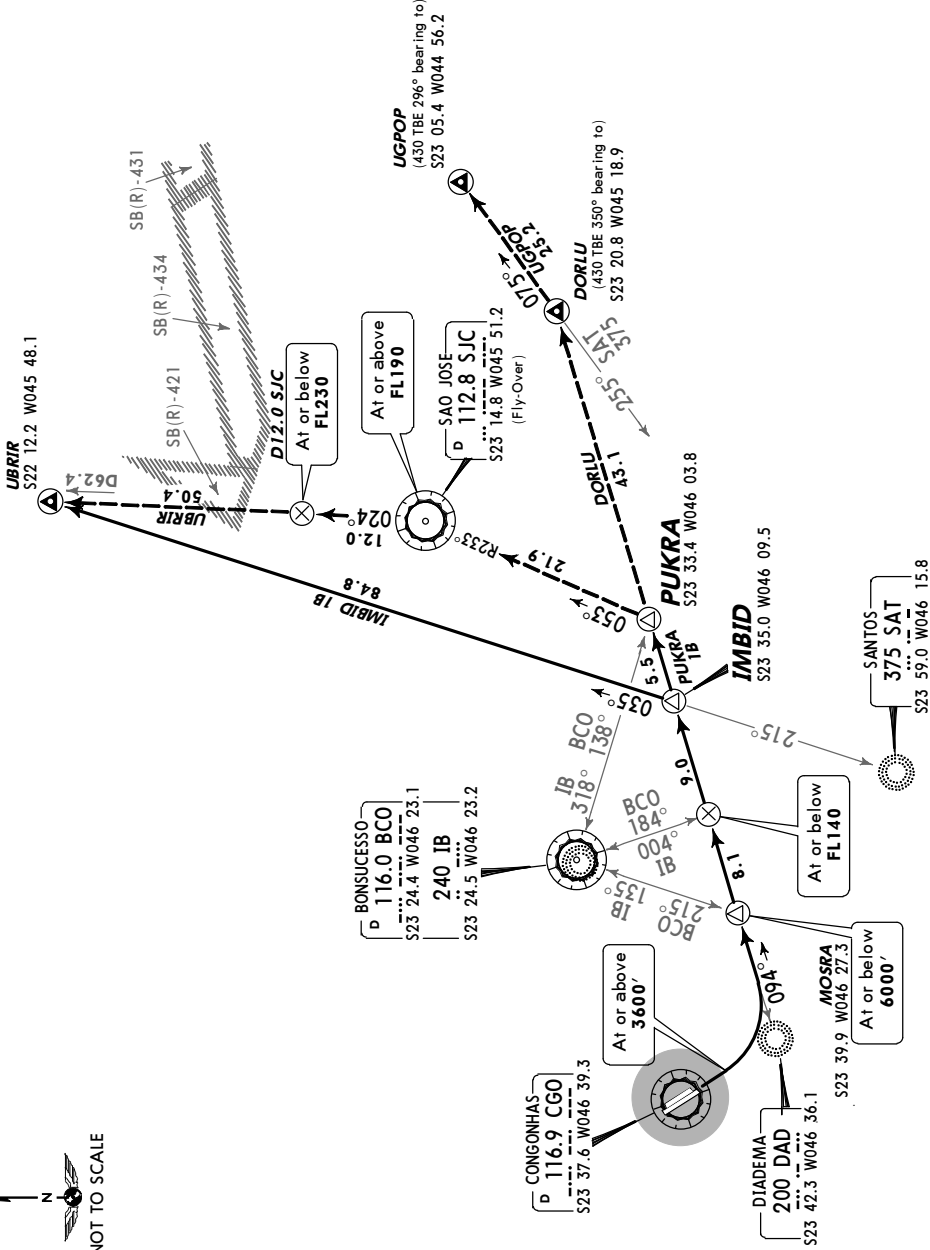
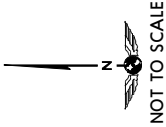
OPSIT
S23 34.7 W046 41.4
MAX 190 KT
At or above
3600'MOSRA
S23 39.9 W046 27.3
MAX 210 KT
At or below
6000'IMBID 1A
S23 35.0 W046 09.5
At or below
FL140PUKRA 1A
S23 33.4 W046 03.8
At or below
FL140IMBID
S23 35.0 W046 09.5
At or below
FL140PUKRA
S23 33.4 W046 03.8
At or below
FL140DORLU
S23 20.8 W045 18.9
At or below
FL140UGPOP
S23 05.4 W044 56.2
At or below
FL140Direct distance from
Congonhas Apt to:
OPSIT 3NM

Trans level: By ATC Trans alt: 8000'

IMBID 1B SID only available while SB(R)-421, SB(R)-431 or SB(R)-434 active.



IMBID 1B [IMB11B],
PUKRA 1B [PUKR1B]
DEPARTURES
(RWYS 17L/R)



Direct distance from
Congonhas Apt to:
MOSRA 11 NM

These SIDs allow for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 500m).
These SIDs require minimum climb gradients:
4.4% to 6000'. After altitude restriction of 6000', 3.3%.
PUKRA 1B, UBRIR Transition:
4.4% to 6000'. After altitude restriction of 6000',
4.8% to FL190 (ATC).
4.4% 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
4.4% V/V (fpm)	350	450	700	900	1100	1400
4.8% V/V (fpm)	400	500	750	1000	1200	1500

SID	INITIAL CLIMB
IMBID 1B	MAINTAIN runway heading to 3600'. Turn LEFT, DAD 094° bearing to IMBID. Turn LEFT, SAT 035° bearing to UBRIR.
PUKRA 1B	MAINTAIN runway heading to 3600'. Turn LEFT, DAD 094° bearing to PUKRA.
TRANSITIONS	
DORLU	At PUKRA, MAINTAIN DAD 094° bearing to DORLU.
UGPOP	At PUKRA, MAINTAIN DAD 094° bearing to DORLU. Then, turn LEFT, SAT 075° bearing to UGPOP.
UBRIR	At PUKRA, turn LEFT, SJC R-233 to SJC. Then, turn LEFT, SJC R-024 to UBRIR.

CHANGES: Initial climb.

OBSTACLES

Rwy 17: Close-in obstacles not considered
in climb gradient determination:
Building 2675', 314m from threshold
Rwy 17L, azimuth 018°
Building 2678', 338m from threshold
Rwy 17L, azimuth 015°.

INITIAL CLIMB

After take-off, MAINTAIN CGO R-348 to OPSIT. Turn RIGHT, STN R-133 to MOSRA.

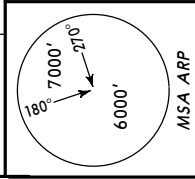
SID	ROUTING
IMBID 1B	At MOSRA, turn LEFT, DAD 094° bearing to IMBID. Turn LEFT, SAT 035° bearing to UBRIR.
PUKRA 1B	At MOSRA, turn LEFT, DAD 094° bearing to PUKRA.

TRANSITIONS

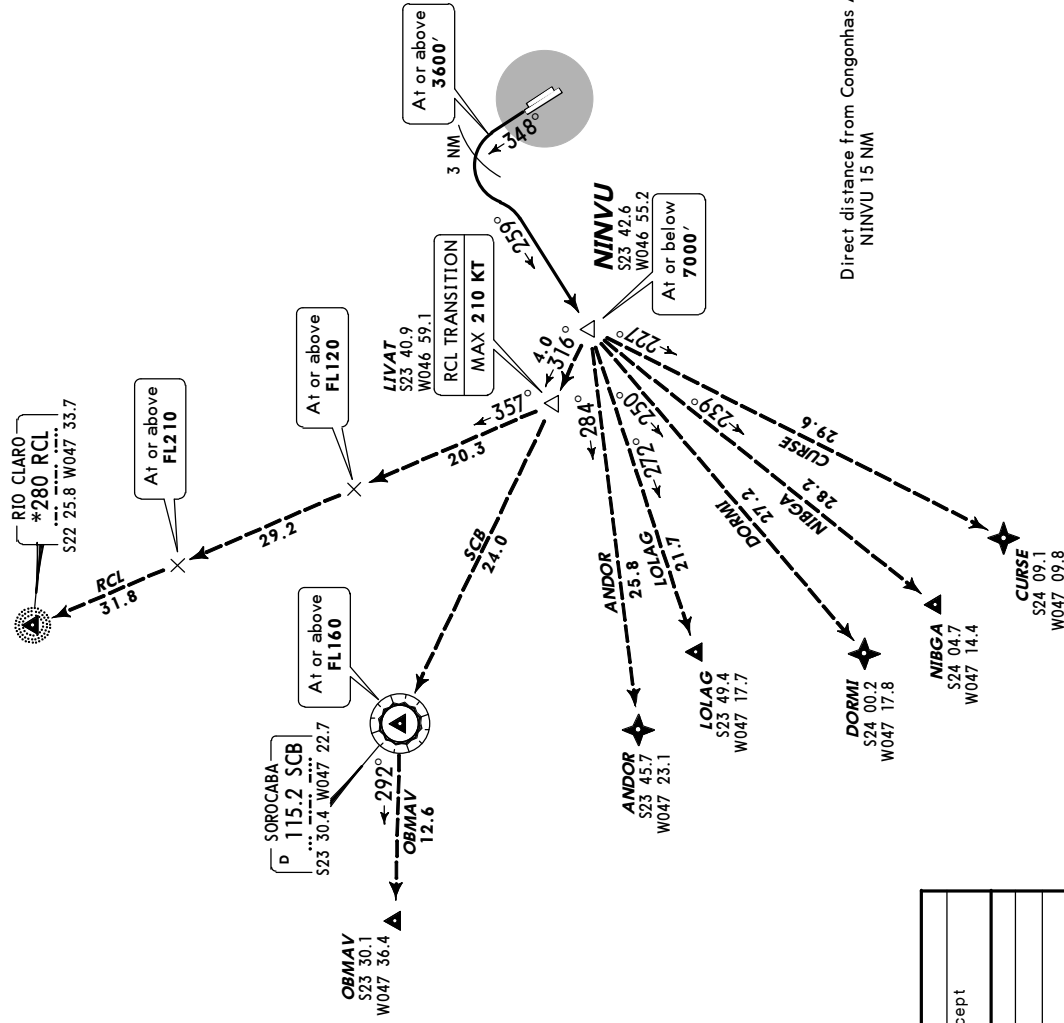
DORLU	At PUKRA, MAINTAIN DAD 094° bearing to DORLU.
UGPOP	At PUKRA, MAINTAIN DAD 094° bearing to DORLU. Then, turn LEFT SAT 075° bearing to UGPOP.
UBRIR	At PUKRA, turn LEFT, SJC R-233 to SJC. Then, turn LEFT SJC R-024 to UBRIR.

Apt Elev 2631'	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 must be operative: CGO, RDE, SCB, and STN.
4. After take-off, initiate LEFT turn within 3 NM.



NINVU 1A RNAV DEPARTURE
[NINNV1A]
(RWYS 35L/R)



OBSTACLES
Close-in obstacles not considered in gradient determination:
Building 2675', 314m from threshold Rwy 17L, azimuth 018°.
Building 2678', 338m from threshold Rwy 17L, azimuth 015°.

This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 500m).
This SID requires minimum climb gradients:
9.0% to 4000'. Then, 3.3%.
OBMAV, RCL, and SCB Transitions:
Comply with minimum gradient and, after altitude restriction of 7000', 5.5% to FL160 (ATC).
5.5% 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
5.5% V/V (fpm)	450	550	850	1100	1400	1700
9.0% V/V (fpm)	700	900	1350	1800	2250	2700

INITIAL CLIMB

After take-off, MAINTAIN 348° course to 3600'. Then, turn LEFT immediately to intercept course 259° to NINVU.

TRANSITIONS

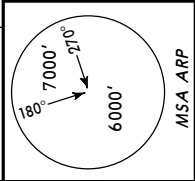
ANDOR	At NINVU, turn RIGHT, course 284° to ANDOR.
CURSE	At NINVU, turn LEFT, course 227° to CURSE.
DORMI	At NINVU, turn LEFT, course 250° to DORMI.
LOLAG	At NINVU, turn RIGHT, course 272° to LOLAG.
NIBGA	At NINVU, turn LEFT, course 239° to NIBGA.
OBMAV	At NINVU, turn RIGHT, course 316° to SCB. Turn LEFT, course 292° to OBMAV.
RCL	At NINVU, turn RIGHT, course 316° to LIVAT. Turn RIGHT, course 357° to RCL. MAX 210 KT until LIVAT.
SCB	At NINVU, turn RIGHT, course 316° to SCB.

Direct distance from Congonhas Apt to:
NINVU 15 NM

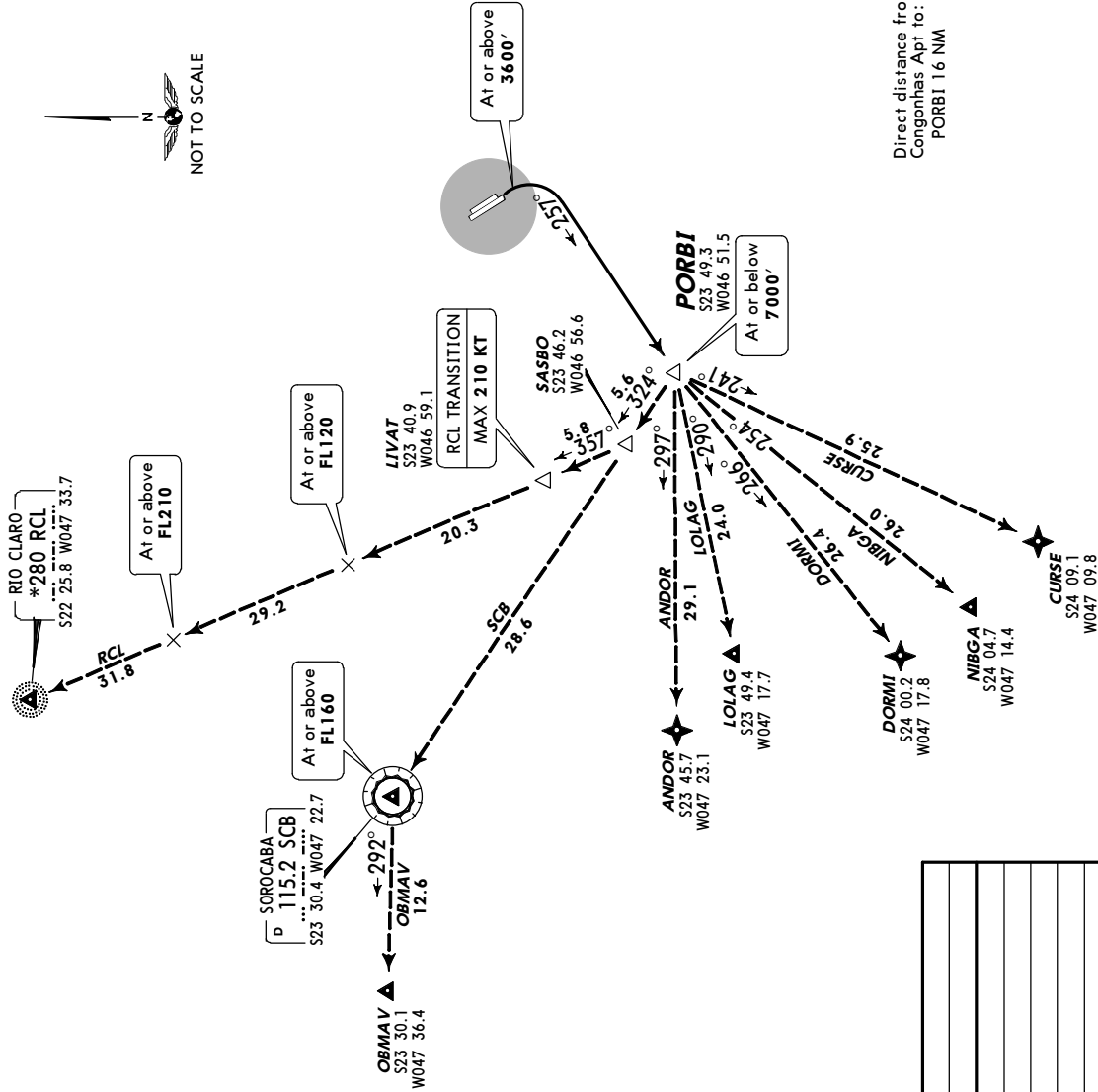
[illegible]

Apt Elev 2631'	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 must be operative: CGO, RDE, SCB, and STN.



PORBI 1A RNAV DEPARTURE
[PORBI/A]
(RWYS 17L/R)



Direct distance from
Congonhas Apt to:
PORBI 11.6 NM

This SID allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 500m).
This SID requires minimum climb gradients:
5.3% to 4000', then 3.3% (subject to ATC clearance).
OBMAV, RCL, and SCB Transitions: 4.4% to FL160 (ATC).

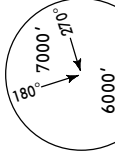
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.4% V/V (fpm)	350	450	700	900	1100	1400
5.3% V/V (fpm)	400	550	800	1100	1350	1600

INITIAL CLIMB	
MAINTAIN runway heading to 3600'. Then, turn RIGHT, course 257° to PORBI.	
TRANSITIONS	
ANDOR	At PORBI, turn RIGHT, course 297° to ANDOR.
CURSE	At PORBI, turn LEFT, course 241° to CURSE.
DORMI	At PORBI, turn RIGHT, course 266° to DORMI.
LOLAG	At PORBI, turn RIGHT, course 290° to LOLAG.
NIBGA	At PORBI, turn LEFT, course 254° to NIBGA.
OBMAV	At PORBI, turn RIGHT, course 324° to SCB. Then, turn LEFT, course 292° to OBMAV.
RCL	At PORBI, turn RIGHT, course 324° to SASBO. Then, turn RIGHT, course 357° to RCL. MAX 210 KT until LIVAT.
SCB	At PORBI, turn RIGHT, course 324° to SCB.

CHANGES: KORNÜ renamed LIVAT.

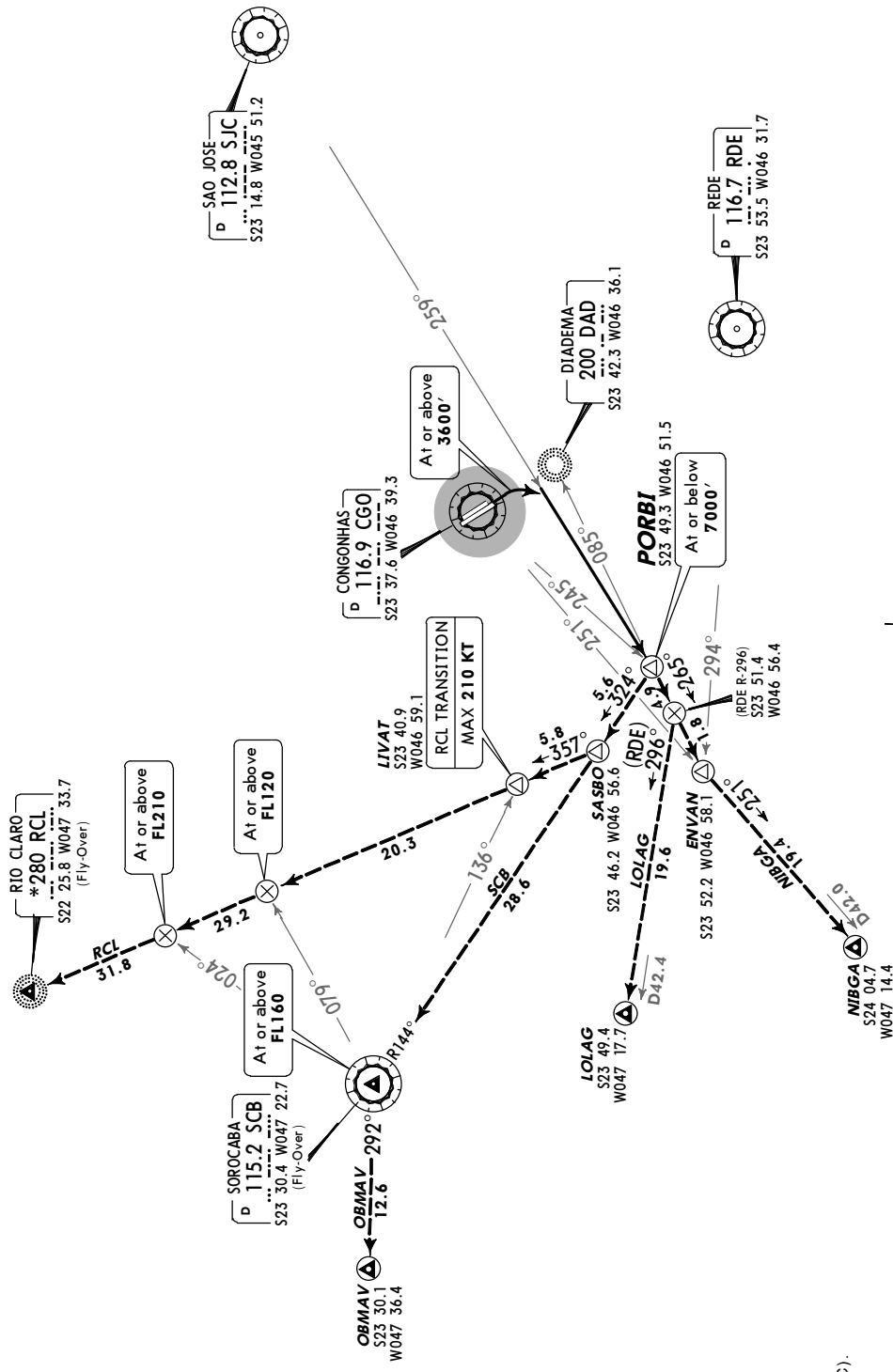
Apt Elev
2631'

Trans level: By ATC Trans alt: 8000'



MSA CGO VOR

PORBI 1B DEPARTURE
[PORB1B]
(RWYS 17L/R)



Direct distance from
Congonhas Apt to:
PORBI 16 NM

NOT TO SCALE



This SiD allows for IFR minimums below regular take-off minimums:
Ceiling not required, Visibility 600m (RVR 500m).
This SiD requires minimum climb gradients:
5.3% to 4000', then 3.3%.
OSMAY, RCL, and SCB Transitions: 5.0% to FL110 (ATC).

GenMap, H2E, and GDB Transitions, 0% to 100%	75	100	150	200	250	300
End speed-KT	250	350	500	700	850	1000
3.3% V/V (fpm)	400	500	750	1000	1250	1500
5.0% V/V (fpm)	400	550	800	1100	1350	1600

INITIAL CLIMB

MAINTAIN runway heading to 3600'. Then, turn RIGHT, SJC R-259 to PORBI.

TRANSITIONS

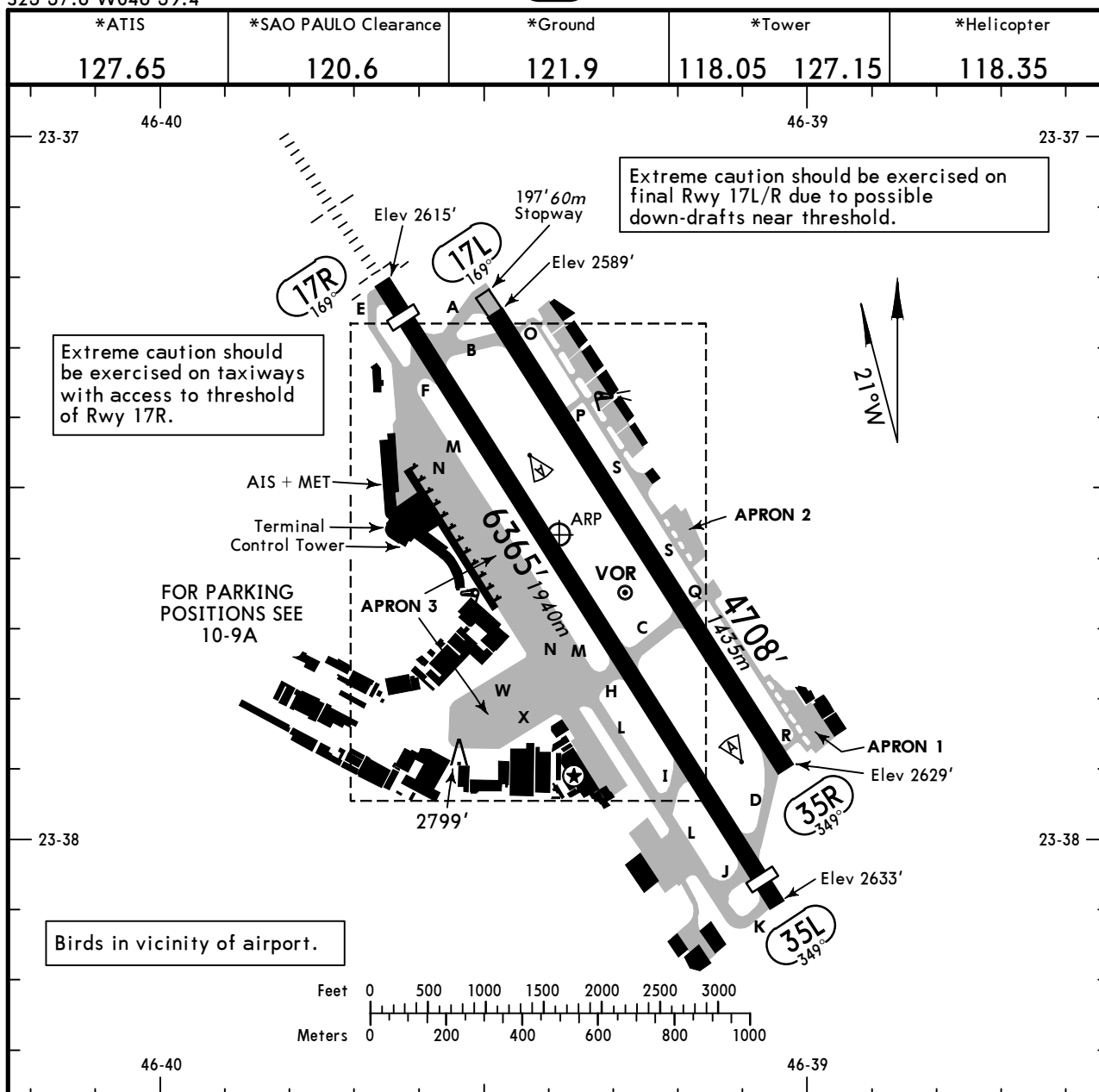
LOLAG	At PORBI, MAINTAIN DAD 265° bearing to RDE R-296. Then, turn RIGHT, RDE R-296 to LOLAG.
NIBGA	At PORBI, MAINTAIN DAD 265° bearing to ENVAN. Then, turn LEFT, CGO R-251 to NIBGA.
OBMAV	At PORBI, turn RIGHT, SCB R-144 to SCB. Then, turn LEFT, SCB R-292 to OBMAV.
RCL	At PORBI, turn RIGHT, SCB R-144 to SASBO. Then, turn RIGHT, RCL 357° bearing to RCL. MAX 210 KT until LIVAT.
SCB	At PORBI, turn RIGHT, SCB R-144 to SCB.

CHANGES: KORNII renamed IIVAT.

SBSP/CGH
Apt Elev **2631'**
S23 37.6 W046 39.4

JEPPESEN
23 MAY 14 **(10-9)**

SAO PAULO, BRAZIL
CONGONHAS



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
17R	HIRL	ALSF-I PAPI-L (angle 3.00°)	grooved	RVR	5938' 1810m			148'
35L	HIRL	PAPI-L (angle 3.00°)	grooved	RVR	6168' 1880m			45m
17L	35R	PAPI-L (angle 3.00°)	grooved	RVR				148'
			grooved	RVR				45m

TAKE-OFF & DEPARTURE PROCEDURE

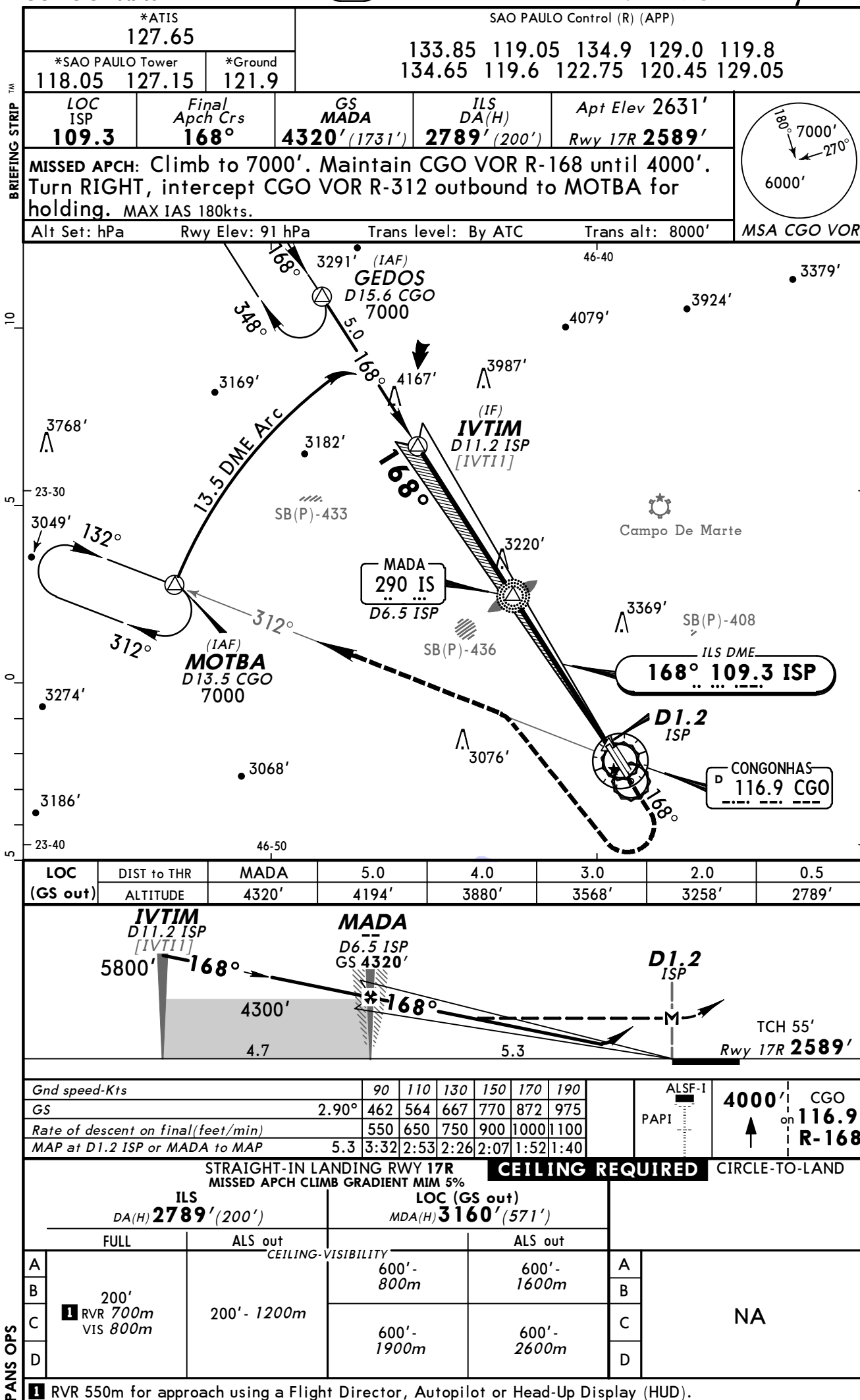
		All Rwys			
		Take-Off Alternate Apt. Filed	Regular		
		RCLM & RL			
2, 3 & 4 Eng Jet or Turbo Prop	RVR 500m VIS 600m	All Acft	Cat A Aircraft Landing Minimums		

DEPARTURE PROCEDURE: IFR departure must comply with published SIDs.



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	S23 37.4 W046 39.6	18	S23 37.7 W046 39.5
2 thru 6	S23 37.5 W046 39.6	19 thru 22	S23 37.8 W046 39.5
7, 8	S23 37.6 W046 39.6	23	S23 37.8 W046 39.6
9 thru 12	S23 37.6 W046 39.5	24, 25	S23 37.9 W046 39.5
13 thru 15	S23 37.7 W046 39.5	26	S23 37.8 W046 39.5
16, 17	S23 37.7 W046 39.4	27 thru 29	S23 37.8 W046 39.4



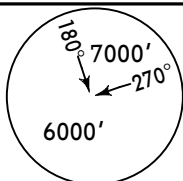
SBSP/CGH
CONGONHAS

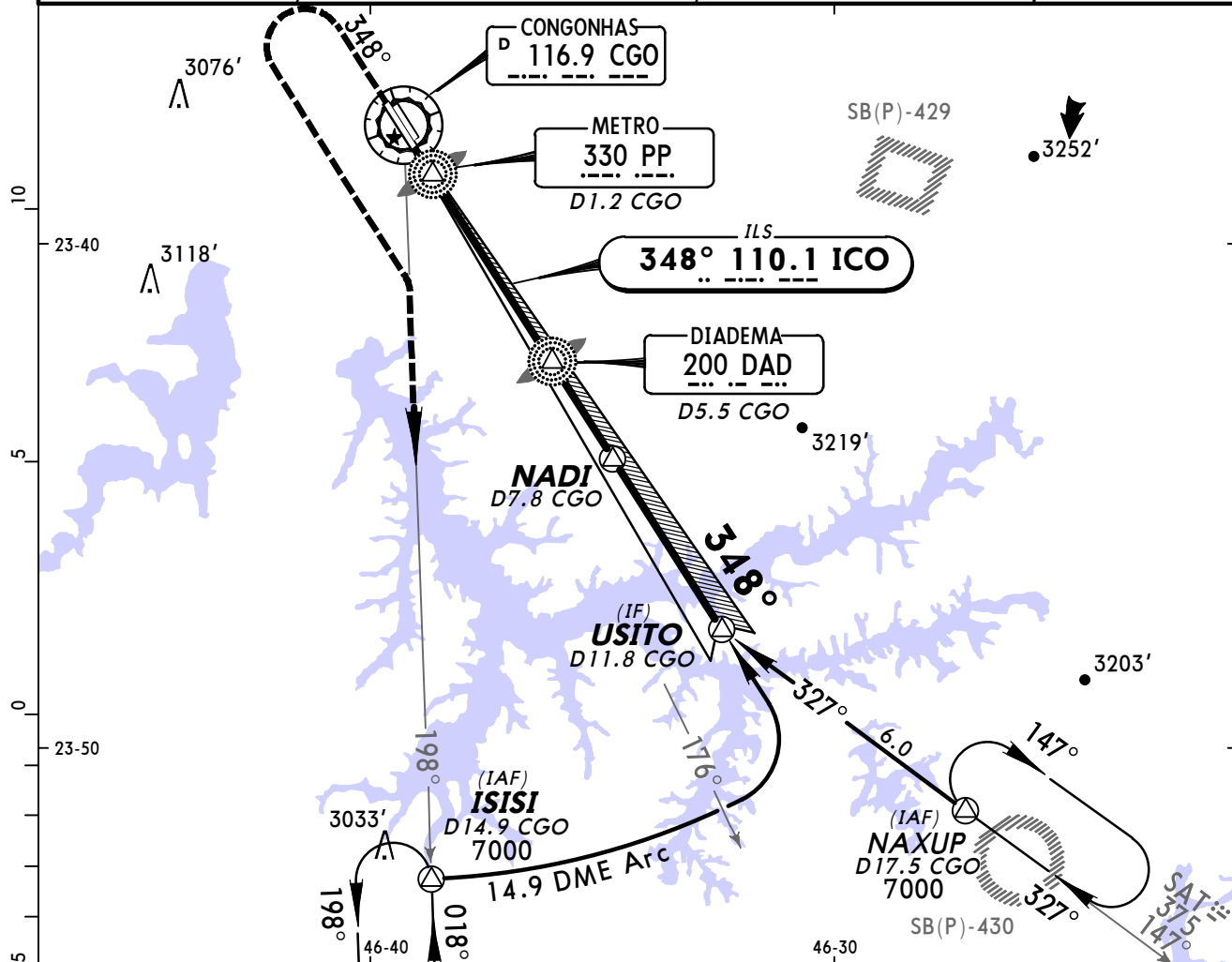
JEPPesen
24 OCT 14 **(11-3)**

MISSED APCH CLIMB
GRADIENT MIM 4%

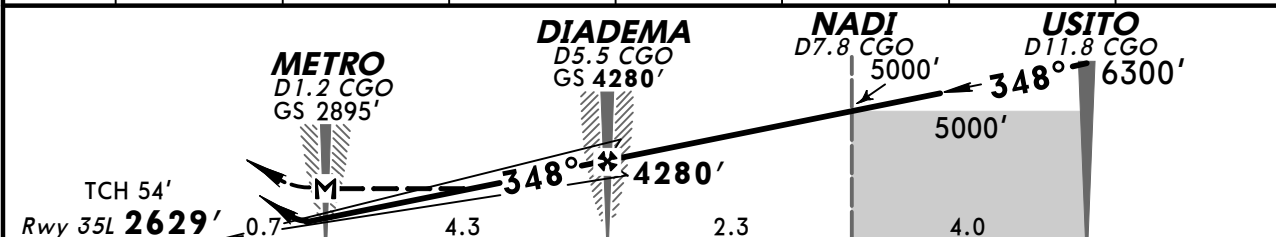
SAO PAULO, BRAZIL
ILS Y or LOC Y Rwy 35L

BRIEFING STRIP™

*ATIS 127.65			SAO PAULO Control (R) (APP)				
*SAO PAULO Tower 118.05 127.15		*Ground 121.9	133.85 119.05 134.9 129.0 119.8 134.65 119.6 122.75 120.45 129.05				
LOC ICO 110.1	Final Apch Crs 348°	GS DIADEMA 4280' (1651')	ILS DA(H) 2829' (200')	Apt Elev 2631' Rwy 35L 2629'			
MISSED APCH: Climb to 7000'. Maintain 348° course until 3500'. Turn LEFT, intercept CGO VOR R-198 outbound to ISISI and hold. MAX IAS 230 kts.							
Alt Set: hPa		Rwy Elev: 93 hPa		Trans level: By ATC			Trans alt: 8000'
MSA CGO VOR							



LOC (GS out)	DIST to THR	0.5	1.0	2.0	3.0	4.0	DIADEMA
	ALTITUDE	2829'	3006'	3325'	3644'	3962'	4280'



Gnd speed-Kts	90	110	130	150	170	190	PAPI-L	3500' ↑ on 348°
GS	3.00°	478	584	690	796	902		
Rate of descent on final(feet/min)		500	600	700	800	900		
MAP at METRO or DIADEMA to DA	4.5	3:00	2:27	2:04	1:48	1:35		

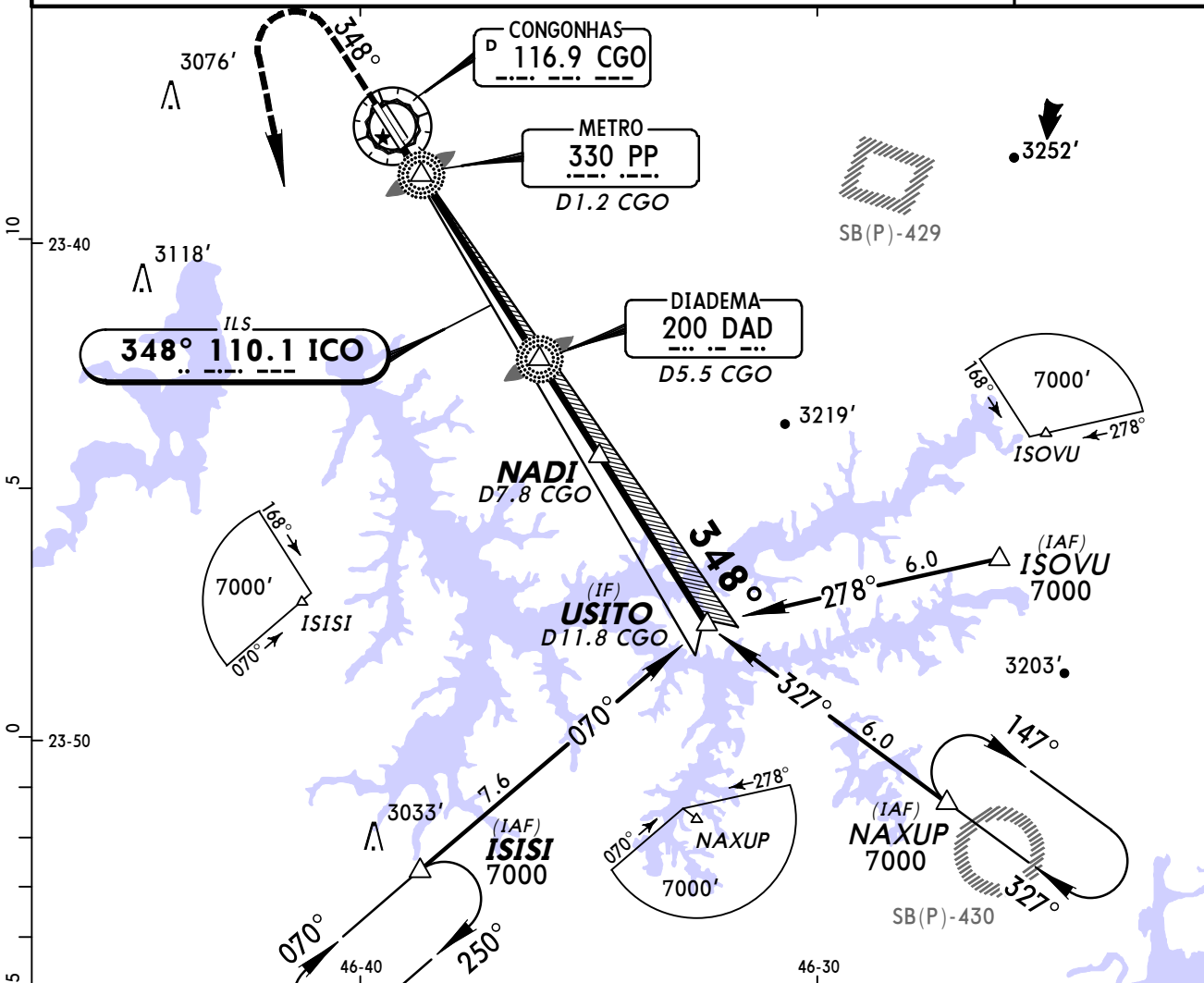
STRAIGHT-IN LANDING RWY 35L			CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 2829' (200')		LOC (GS out) MDA(H) 3130' (501')				
CEILING-VISIBILITY						
PANS OPS	A	200' - 1200m			A	NA
	B		500' - 1600m		B	
	C				C	
	D		500' - 2400m		D	

CHANGES: Approach frequencies.

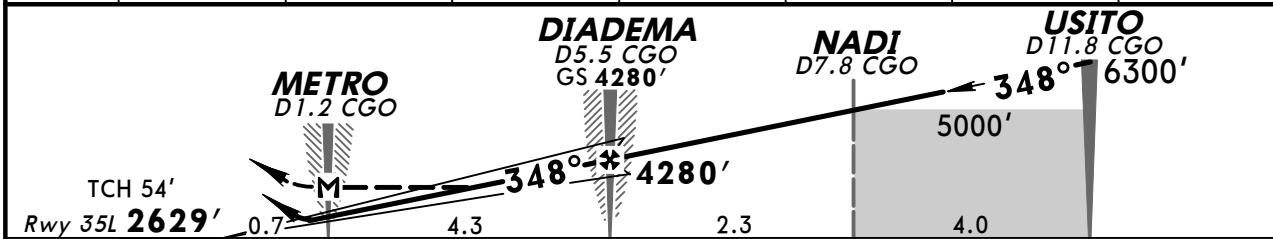
© JEPPesen, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS 127.65			SAO PAULO Control (R) (APP)				
*SAO PAULO Tower 118.05 127.15		*Ground 121.9	133.85 119.05 134.9 129.0 119.8 134.65 119.6 122.75 120.45 129.05				
LOC ICO 110.10	Final Apch Crs 348°	GS DIADEMA 4280' (1651')	ILS DA(H) 2829' (200')	Apt Elev 2631' Rwy 35L 2629'		TAA 25 NM IAF	
MISSED APCH: Climb to 7000'. Maintain 348° course until 3500'. Turn LEFT to ISISI and hold.							
Alt Set: hPa		Rwy Elev: 93 hPa	Trans level: By ATC		Trans alt: 8000'		
1. RNAV 1 or RNP 1.							



LOC (GS out)	DIST to THR	0.5	2.0	3.0	4.0	DAD	NADI
	ALTITUDE	2829'	3325'	3644'	3962'	4280'	5000'



Gnd speed-Kts	90	110	130	150	170	190	PAPI-L 3500' on 348°
GS	3.00°	478	584	690	796	902	
Rate of descent on final(feet/min)		500	600	700	800	900	
MAP at METRO or DIADEMA to DA	4.5	3:00	2:27	2:05	1:48	1:35	

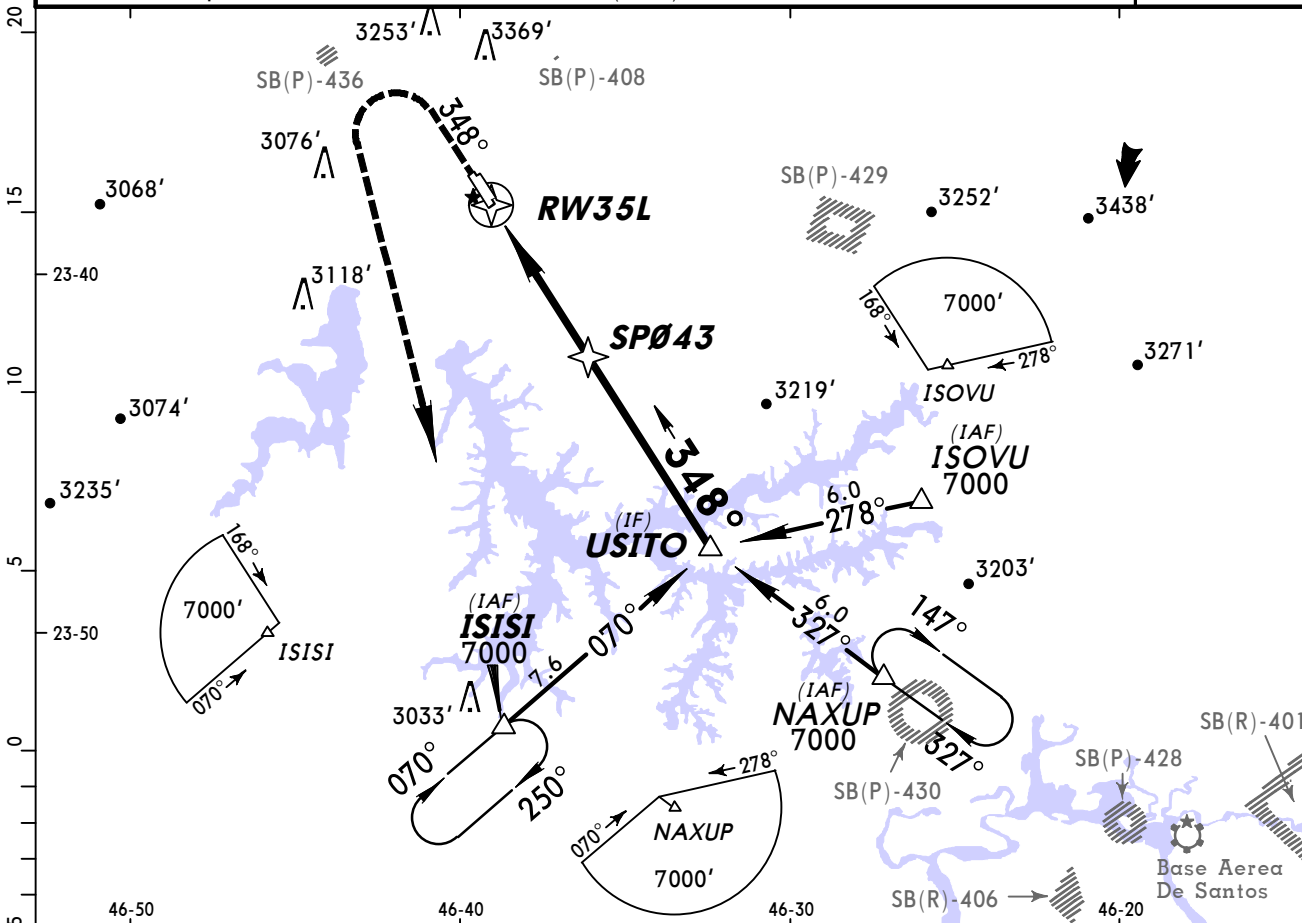
STRAIGHT-IN LANDING RWY 35L MISSED APCH CLIMB GRADIENT MIM 4%		CEILING REQUIRED		CIRCLE-TO-LAND	
ILS DA(H) 2829' (200')	LOC (GS out) MDA(H) 3130' (501')				

PANS OPS	A	200' - 1200m	500' - 1600m	A	NA
	B				
	C				
	D				

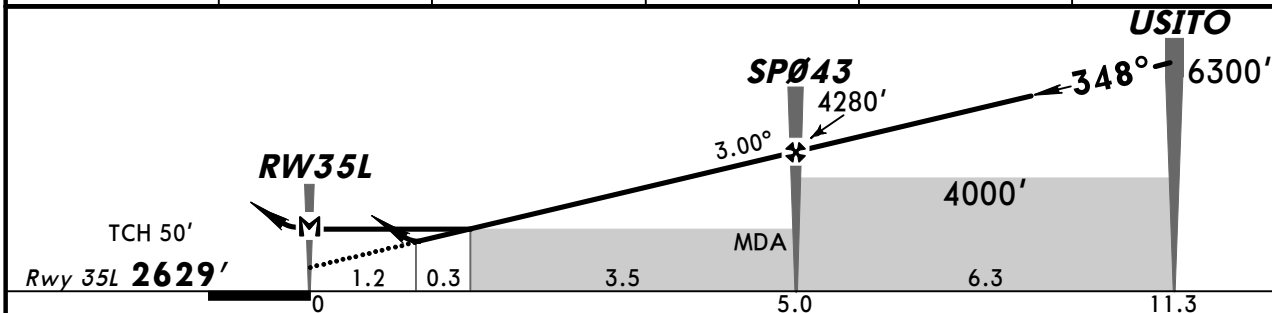
© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

BRIEFING STRIP™

*ATIS 127.65			SAO PAULO Control (R) (APP)				
*SAO PAULO Tower 118.05 127.15		*Ground 121.9	133.85 119.05 134.9 129.0 119.8 134.65 119.6 122.75 120.45 129.05				
RNAV	Final Apch Crs 348°	Minimum Alt (CONDITIONAL) Refer to Profile	LNAV/VNAV DA(H) 3073' (444')	Apt Elev 2631' Rwy 35L 2629'		TAA 25 NM IAF	
MISSED APCH: Climb to 7000'. Maintain 348° course until 3500'. Then turn LEFT to ISISI and hold.							
Alt Set: hPa Rwy Elev: 93 hPa Trans level: By ATC Trans alt: 8000'							
1. Baro-VNAV procedure not authorized below 0°C (32°F).							



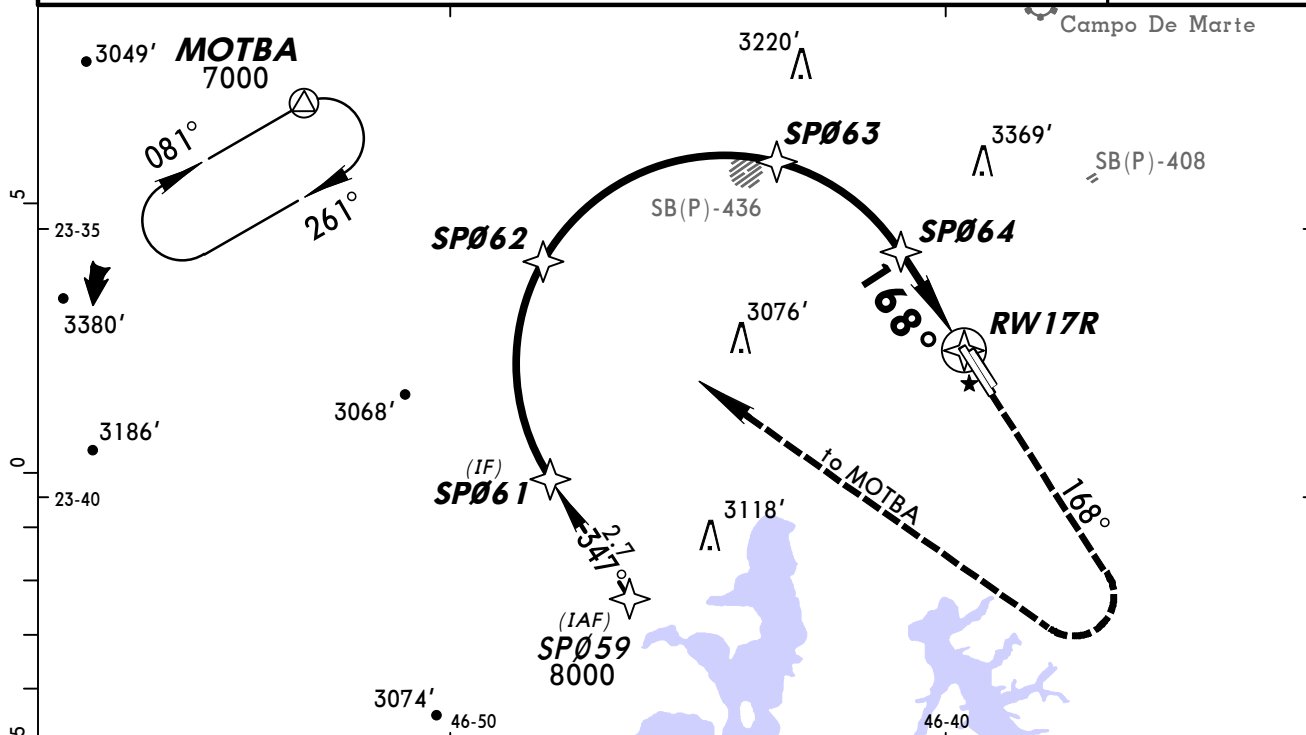
DIST to THR	1.2	2.0	3.0	4.0	SP043
ALTITUDE	3073'	3325'	3644'	3962'	4280'



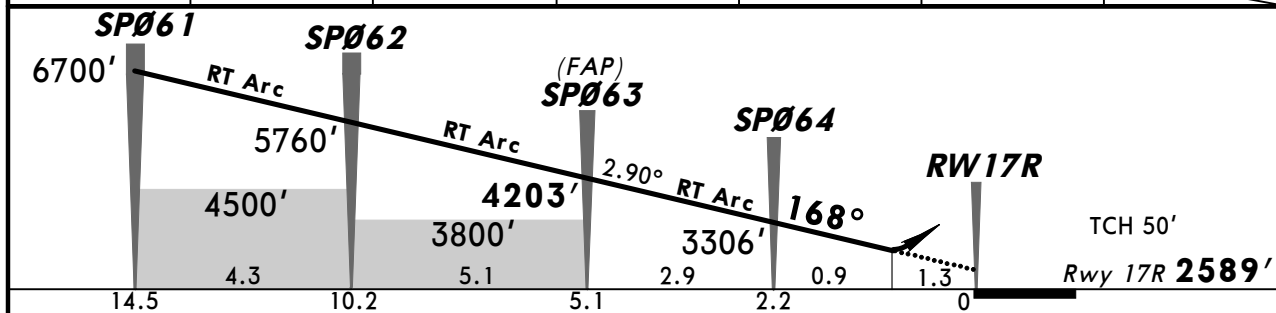
Gnd speed-Kts	90	110	130	150	170	190		
Rate of descent on final (feet/min)	500	600	700	800	900	1000	PAPI-L	3500' on 348°
MAP at RW35L								

STRAIGHT-IN LANDING RWY 35L				CEILING REQUIRED		CIRCLE-TO-LAND	
MISSED APCH CLIMB GRADIENT MIM 4%							
LNAV/VNAV		LNAV					
DA(H) 3073'(444')		MDA(H) 3160'(531')					
		CEILING-VISIBILITY					
A			600'-1600m		A		
B					B		
C	500'-2100m				C		
D			600'-2400m		D		
						NA	

BRIEFING STRIP™	*ATIS 127.65		SAO PAULO Control (R) (APP)					
	*SAO PAULO Tower	*Ground	119.25 119.6 119.8 120.85 125.6 129.0 129.5 132.1 133.85 134.9 135.75					
	118.05 127.15	121.9						
RNAV	Final Apch Crs 168°	Minimum Alt SP063 4203' (1614')	RNP 0.30 DA(H) 3036' (447')	Apt Elev 2631'	Rwy 17R 2589'			
MISSED APCH: Climb to 7000'. Maintain 168° course until 4000'. Then turn RIGHT direct to MOTBA and hold.								5500'
Alt Set: hPa Rwy Elev: 91 hPa Trans level: By ATC Trans alt: 8000'								MSA SP059
1. Special aircraft and aircrew authorization required. 2. RF required. 3. For uncompensated baro-VNAV systems, procedure not authorized below 0° C (32°F) or above 45° C (113°F). 4. Vertical trajectory and PAPI not coincident.								

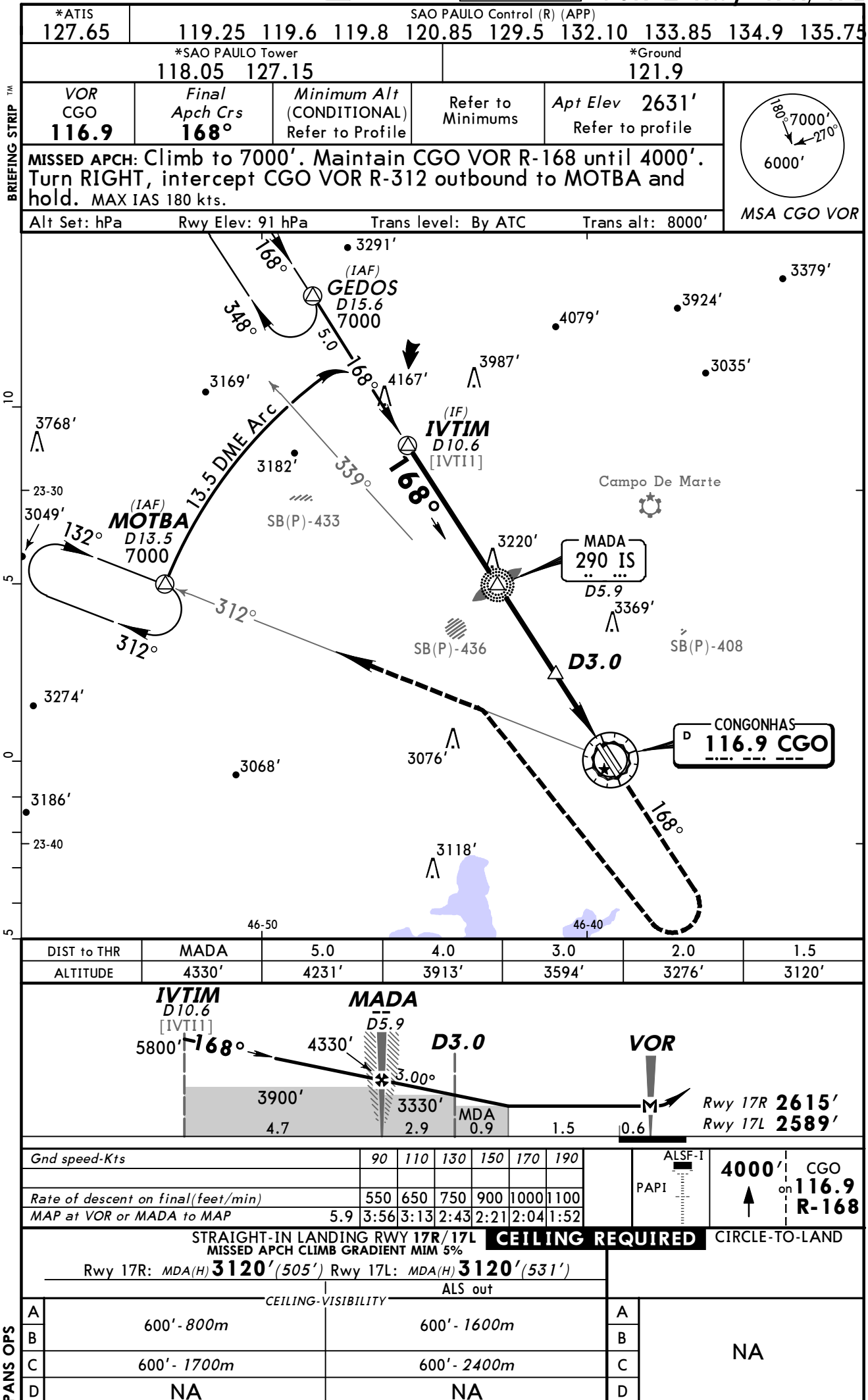


DIST to THR	SP063	4.0	3.0	SP064	1.3	RW17R
ALTITUDE	4203'	3867'	3560'	3306'	3036'	



Gnd speed-Kts	90	110	130	150	170	190	ALS-I PAPI 4000' on 168°
Rate of descent on final (feet/min)	500	600	700	800	900	1000	
MAP at DA							

STRAIGHT-IN LANDING RWY 17R CEILING REQUIRED						
MISSED APCH CLIMB GRADIENT MIM 4%						
RNP 0.30						
DA(H) 3036' (447')						
ALS out						
CEILING-VISIBILITY						
A						
B	500'-1400m			500'-2100m		
C						
D	NA					

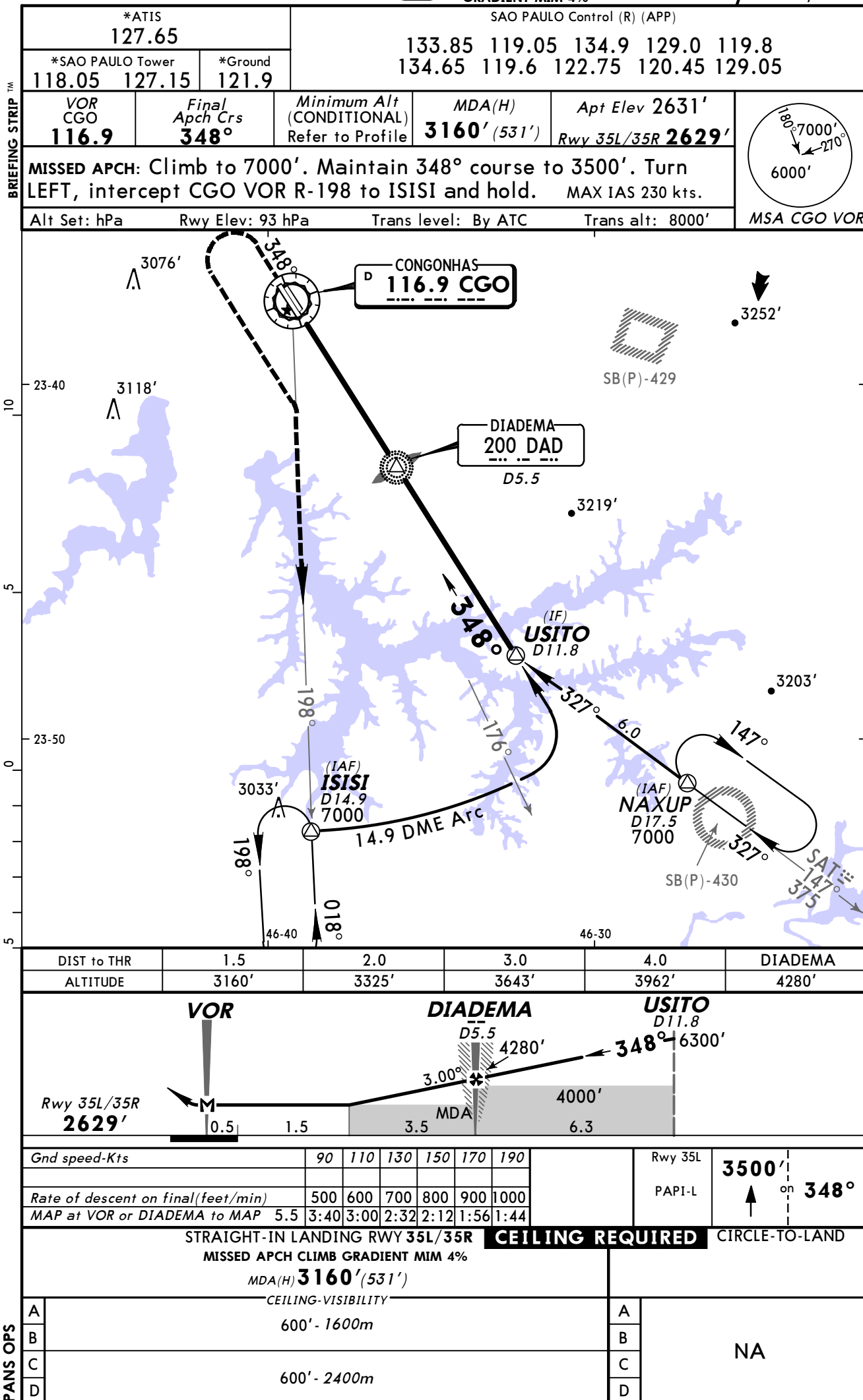


SBSP/CGH
CONGONHAS

JEPPESEN
24 OCT 14 **(13-2)**

MISSED APCH CLIMB
GRADIENT MIM 4%

SAO PAULO, BRAZIL
VOR Z Rwy 35L/35R



CHANGES: Approach frequencies.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

SAO PAULO, (CONGONHAS - SBSP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBSP

Type: Terminal
Effectivity: Temporary
Begin Date: 20140306
End Date: 20141231

Declared Distances RWy 17L/35R modified to: Rwy 17L TORA 4413' (1345m) TODA 4413' (1345m) ASDA 4413' (1345m) LDA 3921' (1195m) Rwy 35R TORA 4413' (1345m) TODA 4413' (1345m) ASDA 4413' (1345m) LDA 3921' (1195m)

Type: Terminal
Effectivity: Temporary
Begin Date: 20140306
End Date: 20141231

Declared Distances Rwy 17R/35L modified to: Rwy 17R TORA 5873' (1790m) TODA 6365' (1940m) ASDA 5873' (1790m) LDA 5446' (1660m) Rwy 35L TORA 5873' (1790m) TODA 6365' (1940m) ASDA 5873' (1790m) LDA 5446' (1660m)

Type: Terminal
Effectivity: Temporary
Begin Date: 20130725
End Date: Until Further Notice

Approach frequency 119.6 not available.

Type: Terminal
Effectivity: Temporary
Begin Date: 20111212
End Date: Until Further Notice

(16-1) Descent Juliet 1 NDB Rwy 17L/R Not Authorized