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Airport Information For SBBR

Terminal Charts For SBBR

Revision Letter For Cycle 22-2020

Change Notices

Notebook

General Information

Location: BRASILIA BRA
ICAO/IATA: SBBR / BSB
Lat/Long: S15° 52.3', W047° 55.1'
Elevation: 3498 ft

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

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0835 Z
Sunset: 2116 Z

Runway Information

Runway: 29L
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3422 ft
Lighting: Edge, ALS
Displaced Threshold: 492 ft

Runway: 29R
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3480 ft
Lighting: Edge, ALS
Displaced Threshold: 492 ft

Runway: 11R
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 3498 ft
Lighting: Edge, ALS

Runway: 11L
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt

TDZ-Elev: 3448 ft
Lighting: Edge, ALS

Communication Information

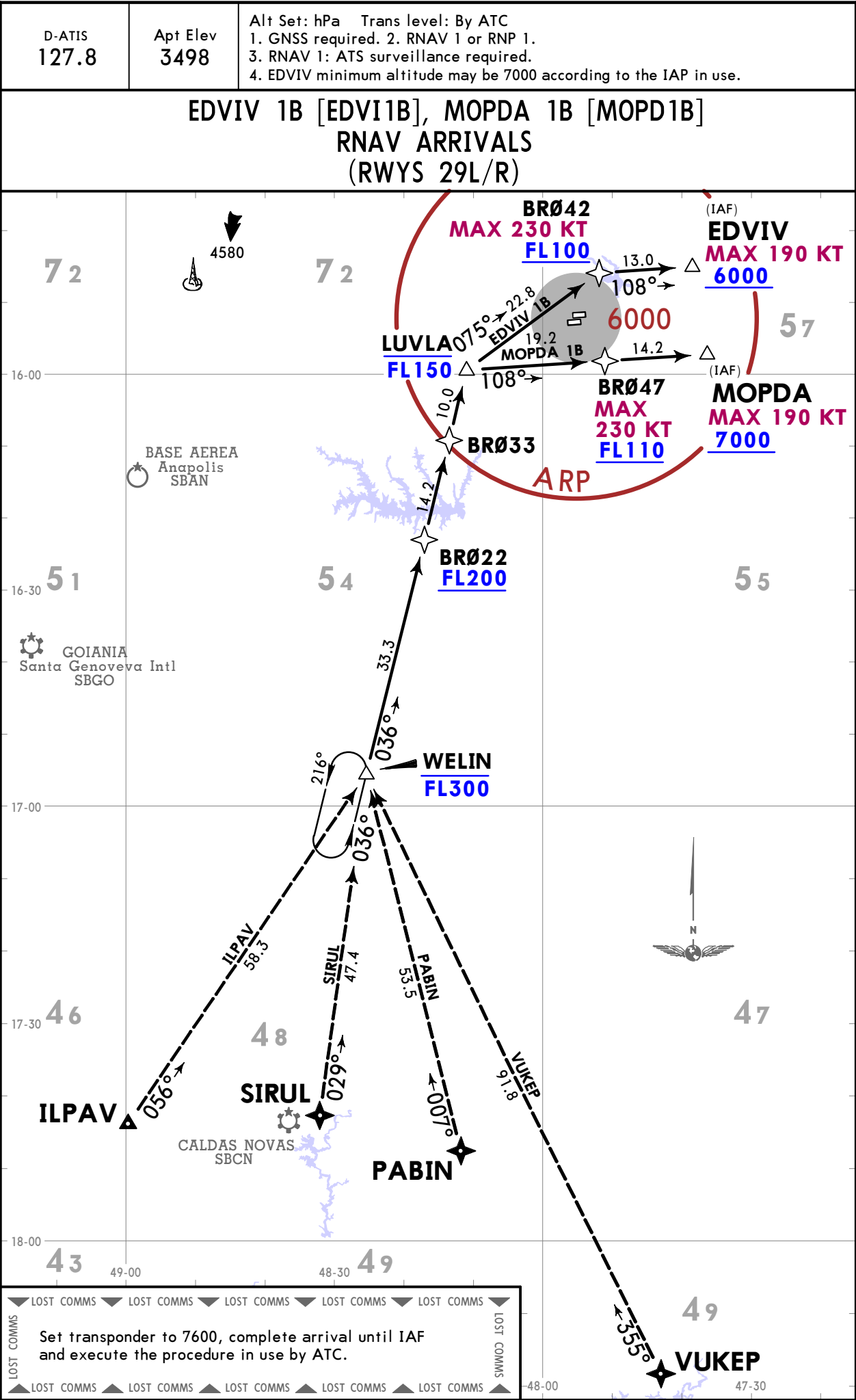
ATIS: 127.800
Brasilia Tower: 118.750
Brasilia Tower: 118.450
Brasilia Tower: 118.100
Brasilia Ground: 121.950
Brasilia Ground: 121.800
Brasilia Clearance Delivery: 121.000
Brasilia Control Approach: 120.650
Brasilia Control Approach: 119.700
Brasilia Control Approach: 120.000
Brasilia Control Approach: 119.500
Brasilia Control Approach: 129.150
Brasilia Control Approach: 119.200
Brasilia Control Approach: 129.600
Brasilia Control Approach: 120.300
Brasilia Operations: 122.500
Brasilia Operations: 121.000

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SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
16 OCT 20 **10-2**

BRASILIA, BRAZIL
RNAV STAR

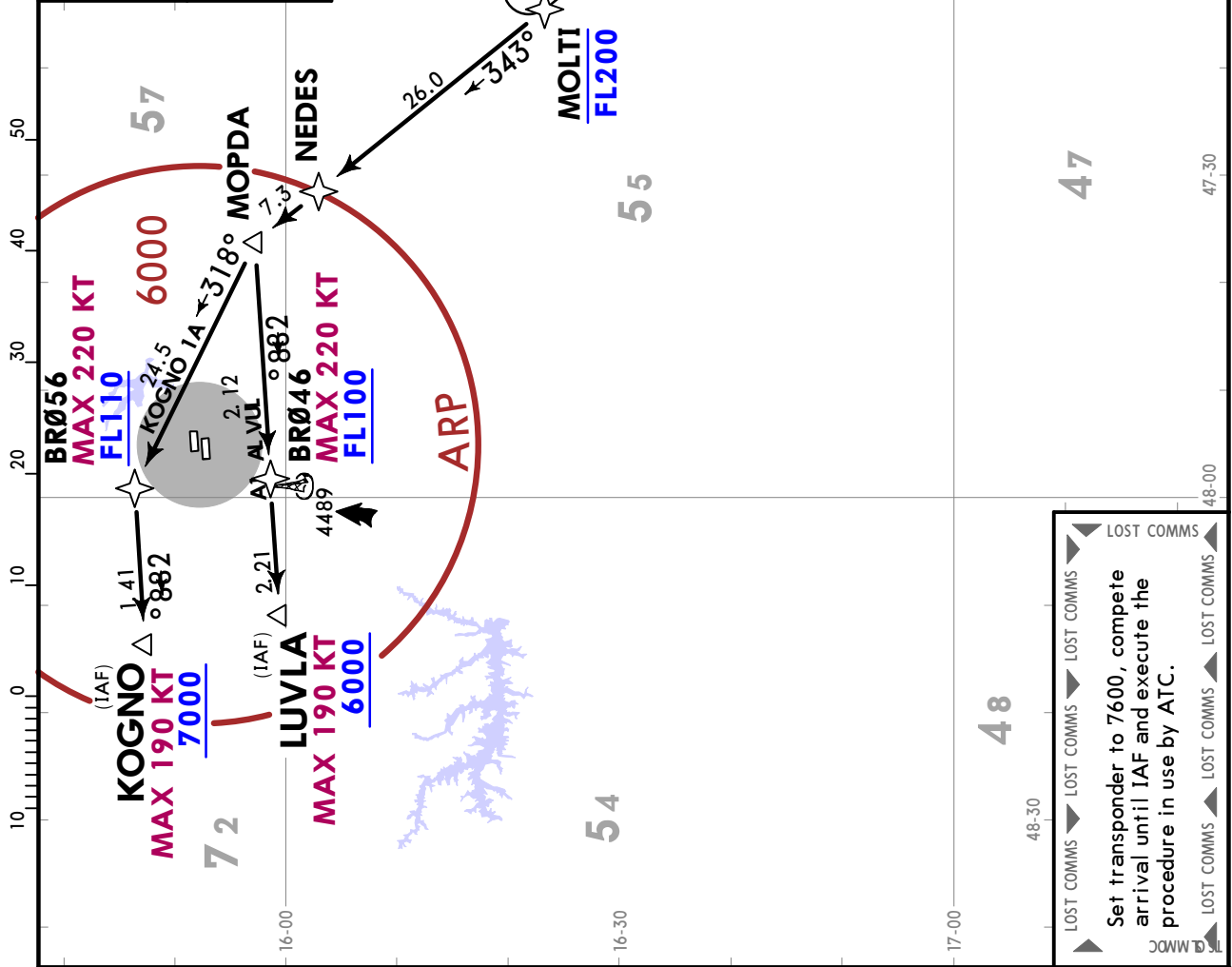


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
16 OCT 20 10-2A

BRASILIA, BRAZIL
RNAV STAR

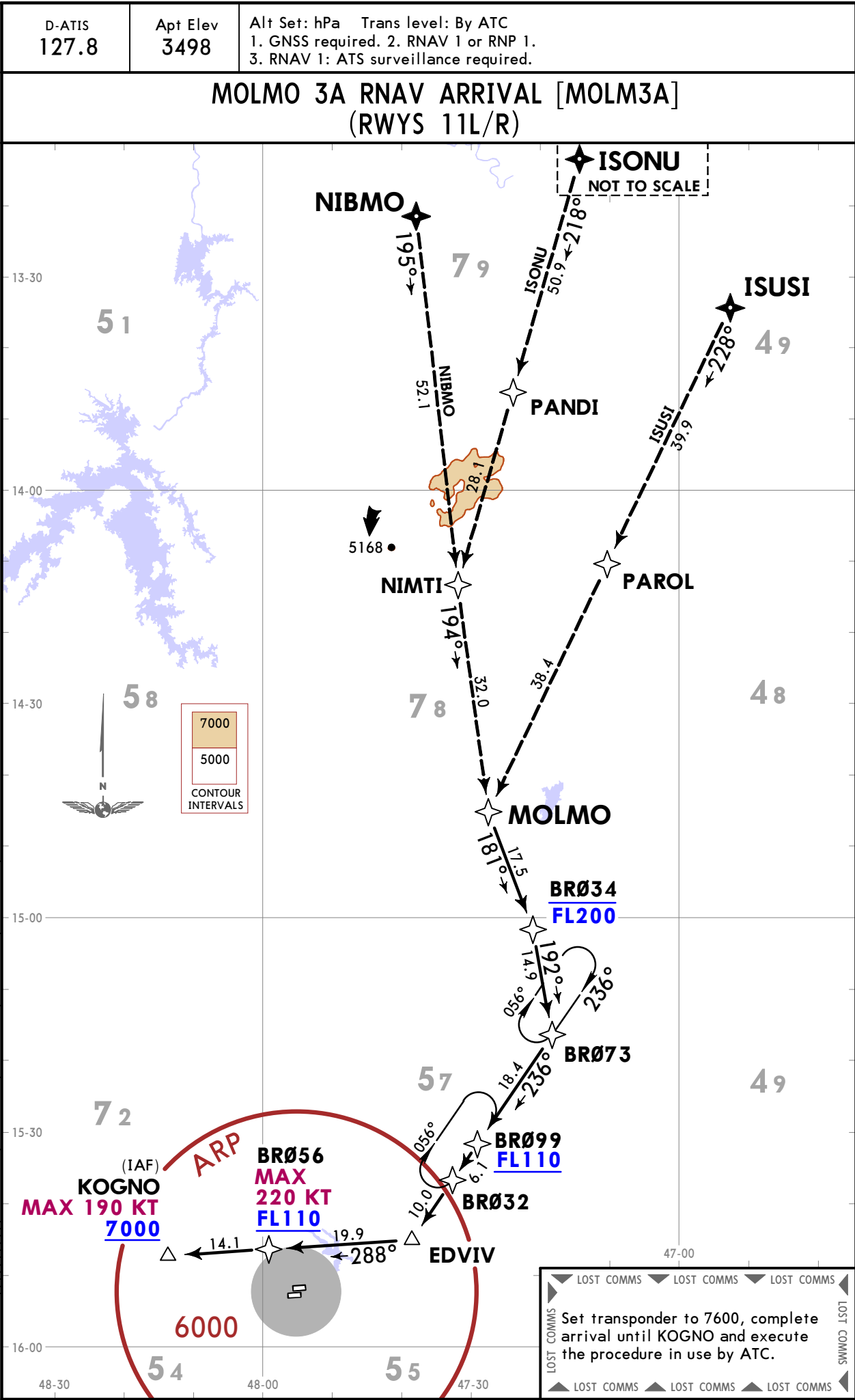
D-ATIS 127.8	Apt Elev 3498	Alt Set: hPa Trans level: By ATC 1. GNSS required. 2. RNAV 1 or RNP 1. 3. RNAV 1: ATS surveillance required. 4. LUVLA minimum altitude may be 7000 according to the IAP in use.
KOGNO 1A [KOGN1A], LUVLA 1A [LUVL1A] RNAV ARRIVALS (RWYS 11L/R)		



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
21 FEB 20 **10-2B** Eff 27 Feb

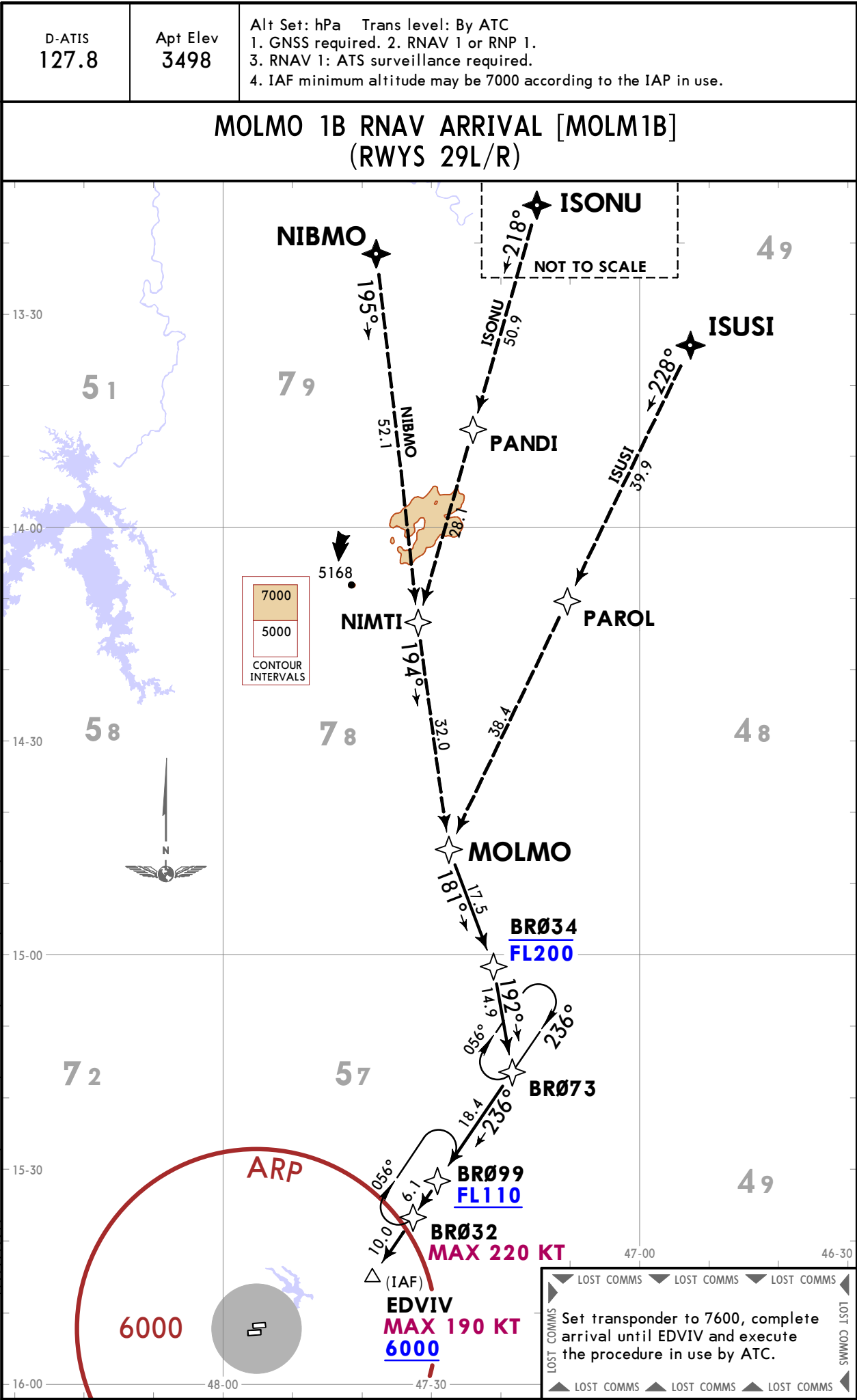
BRASILIA, BRAZIL
RNAV STAR



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
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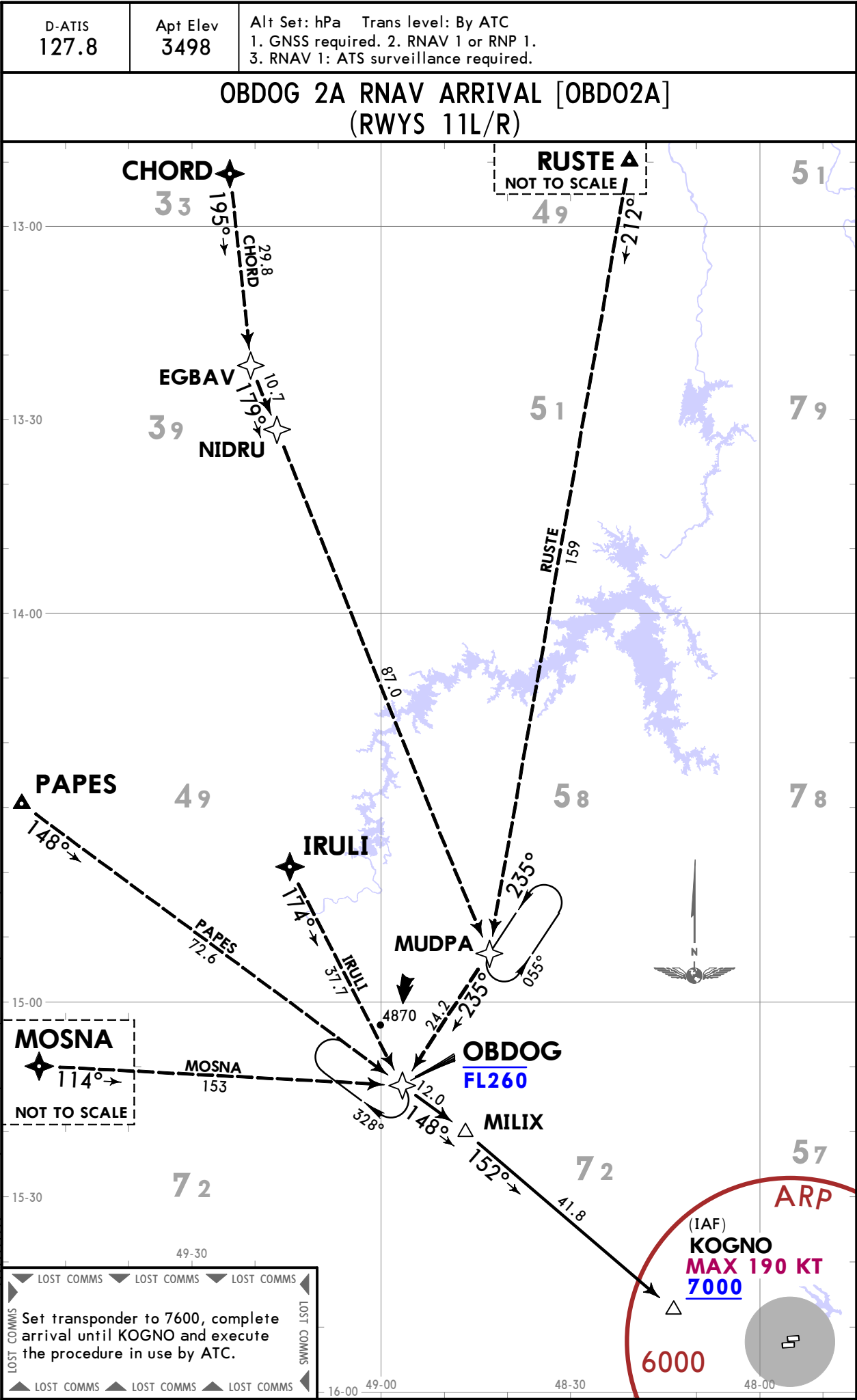
BRASILIA, BRAZIL
RNAV STAR



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
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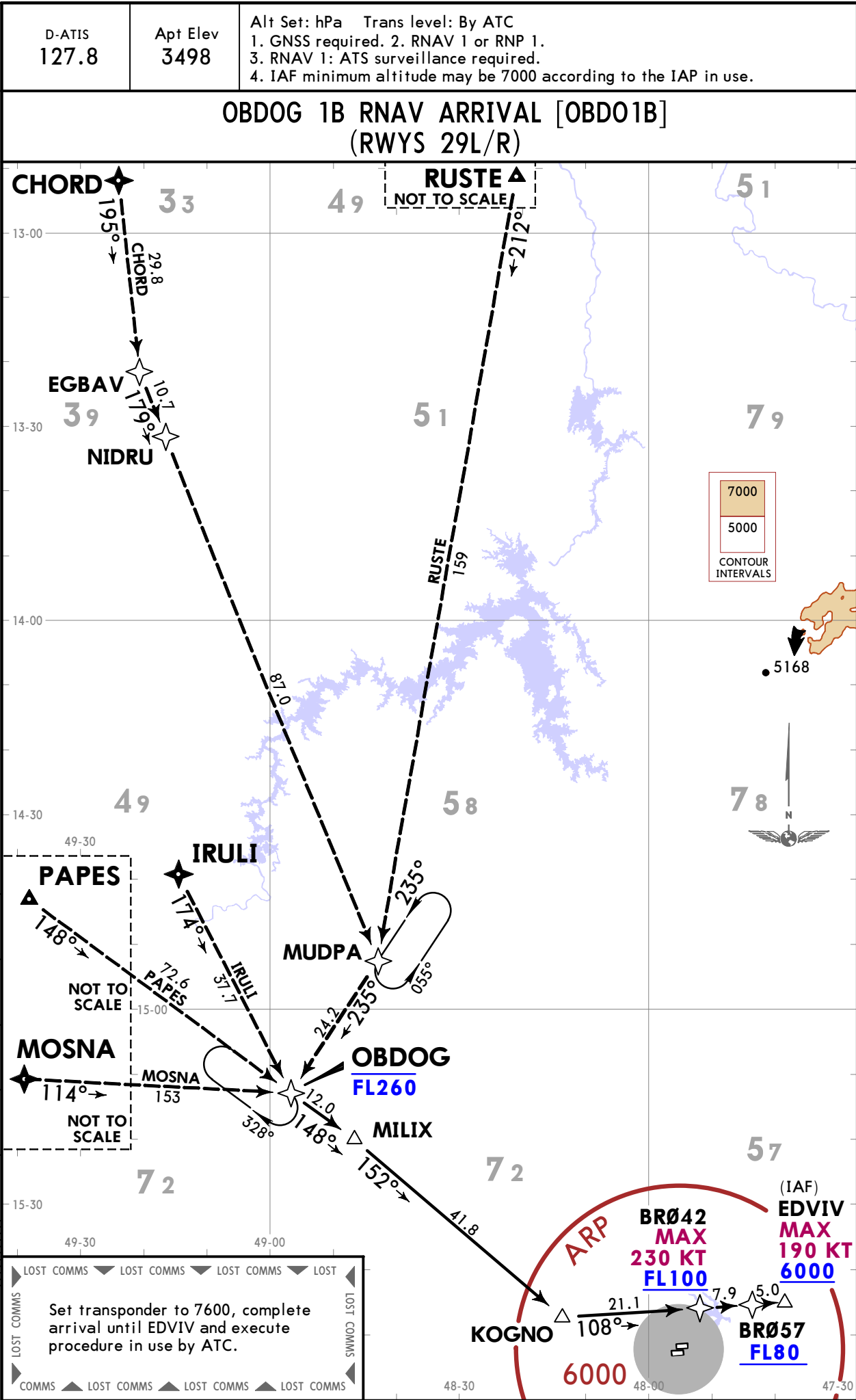
BRASILIA, BRAZIL
RNAV STAR

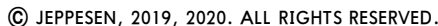


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPesen
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BRASILIA, BRAZIL
RNAV STAR

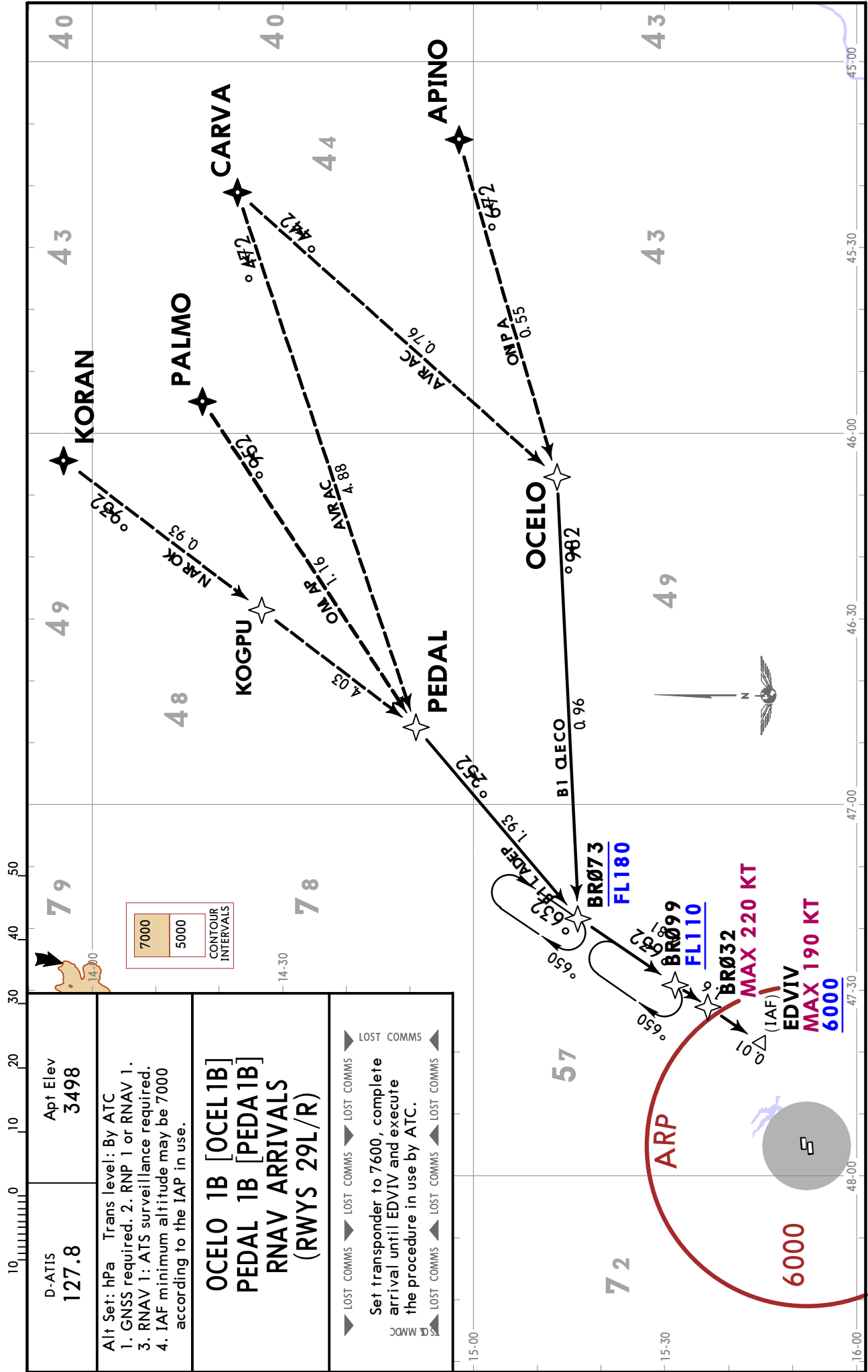




SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
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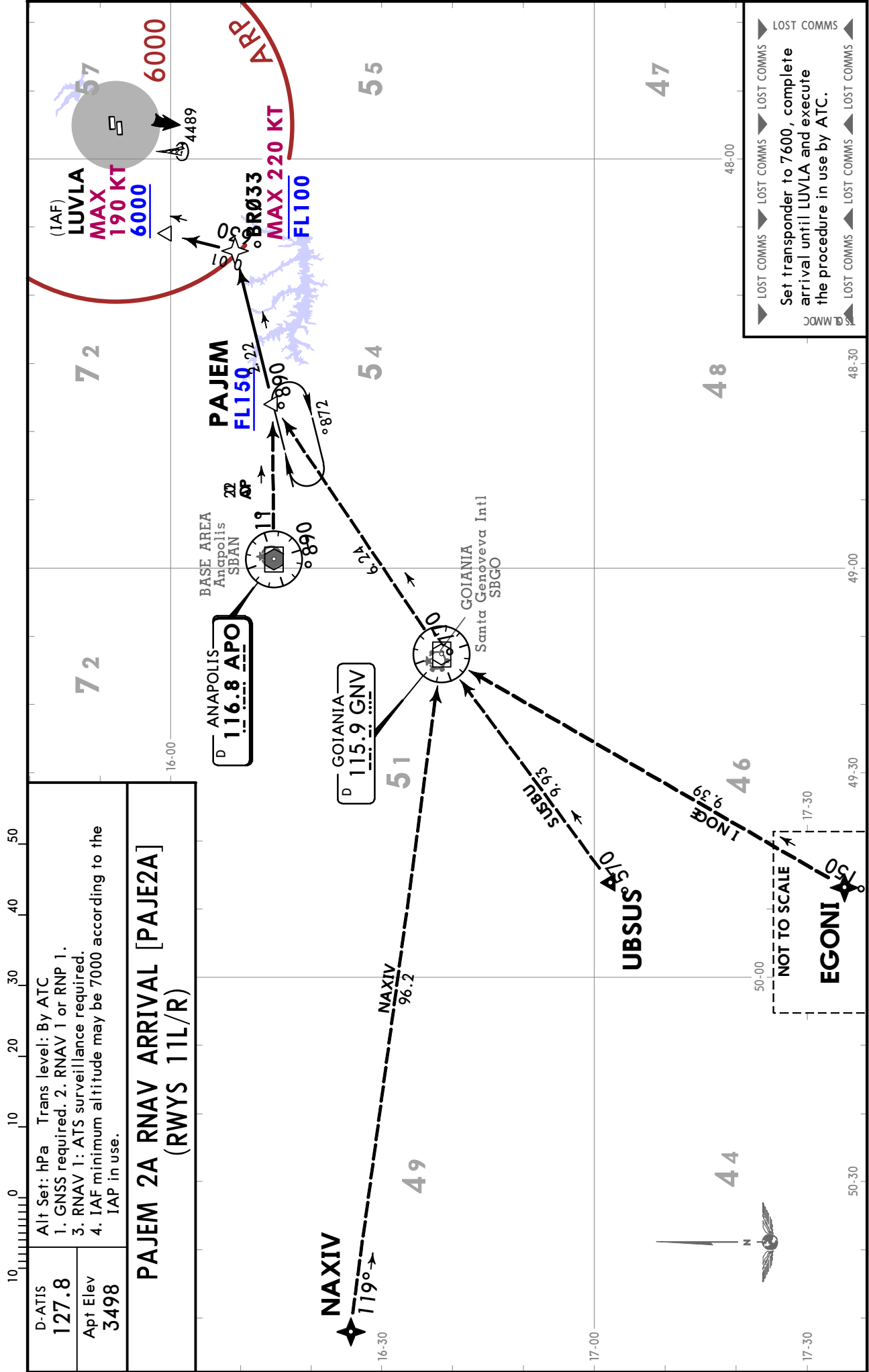
BRASILIA, BRAZIL
RNAV STAR



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
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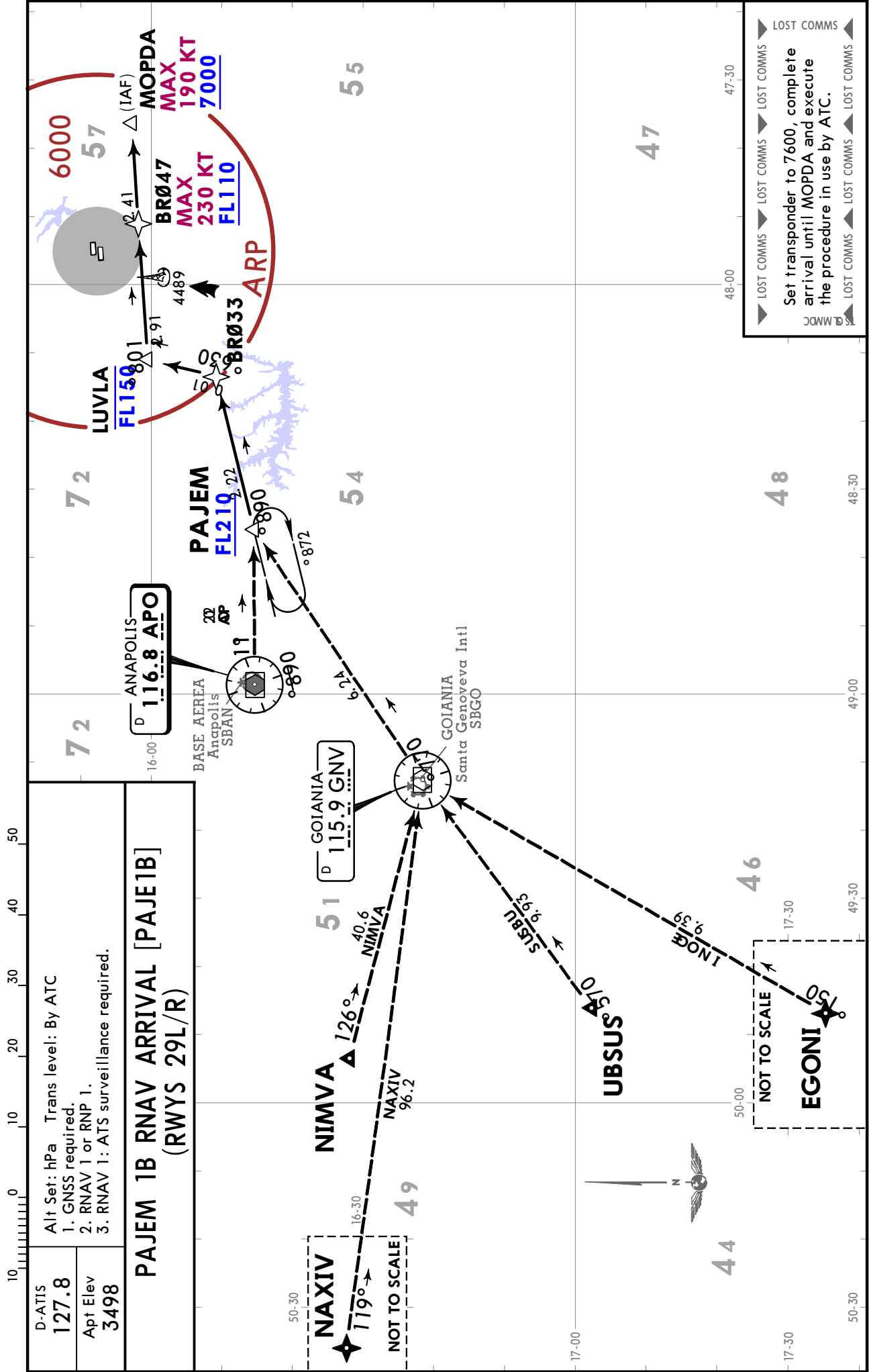
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RNAV STAR



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
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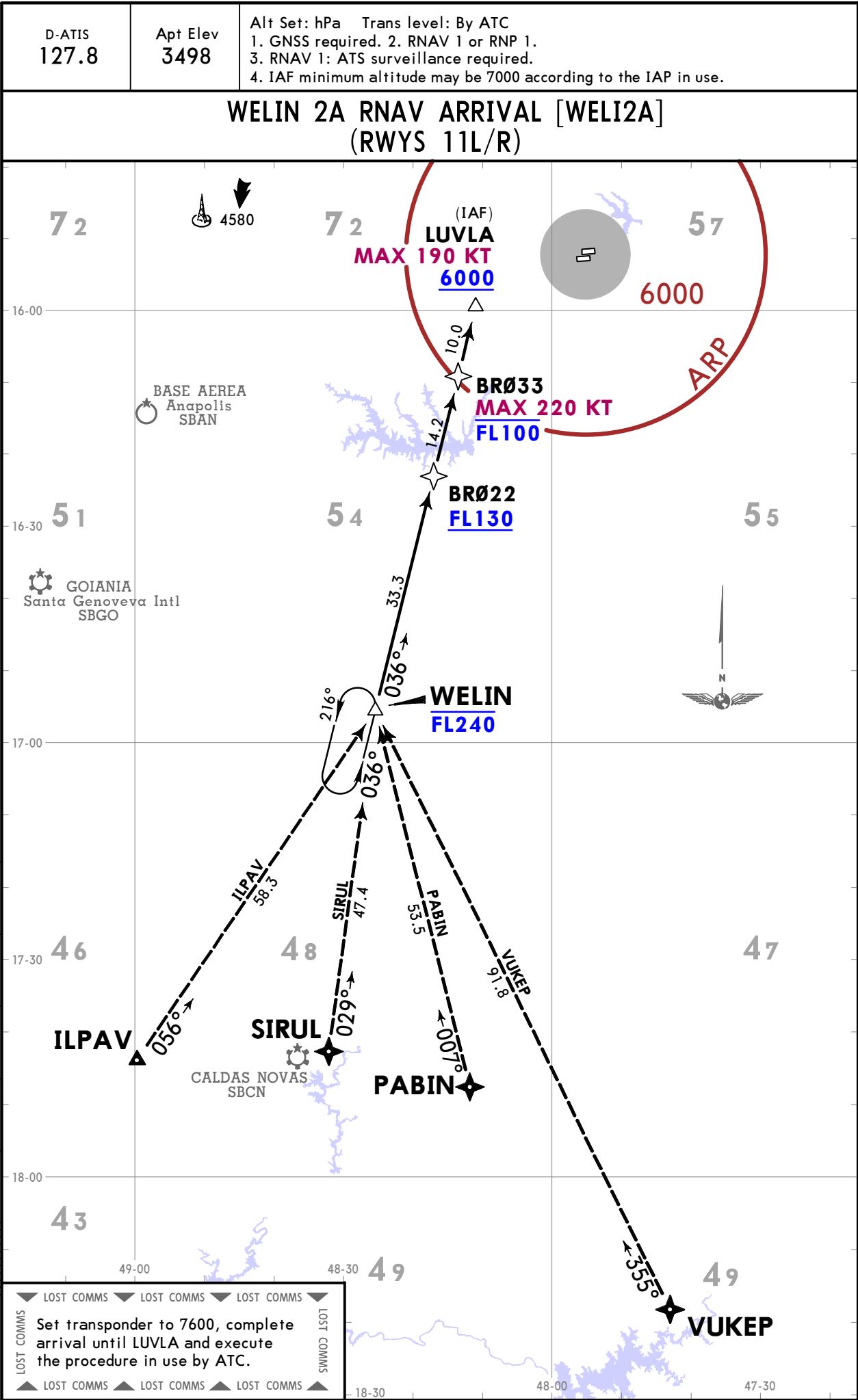
BRASILIA, BRAZIL
RNAV STAR

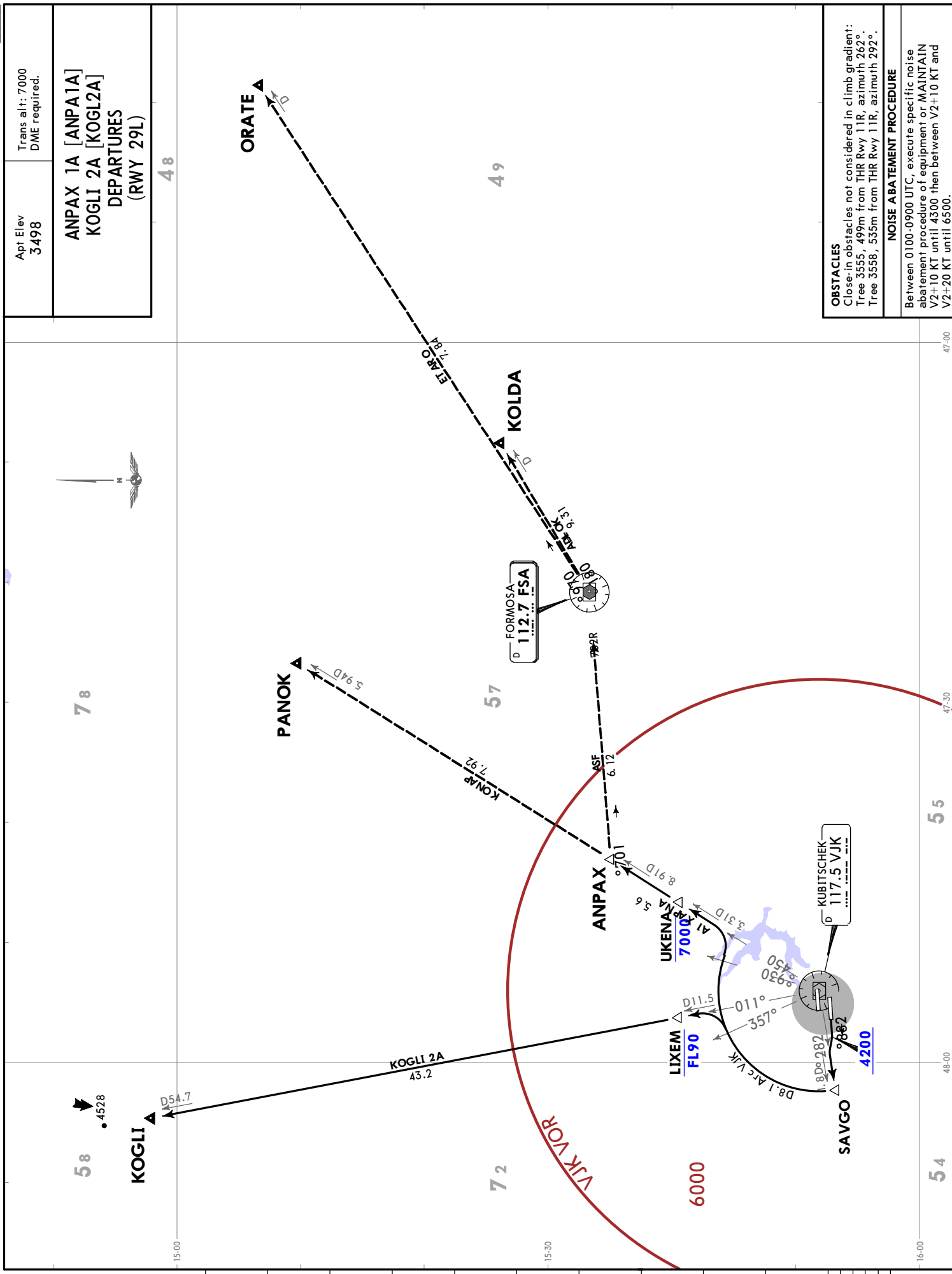


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
16 OCT 20 10-2L

BRASILIA, BRAZIL
RNAV STAR

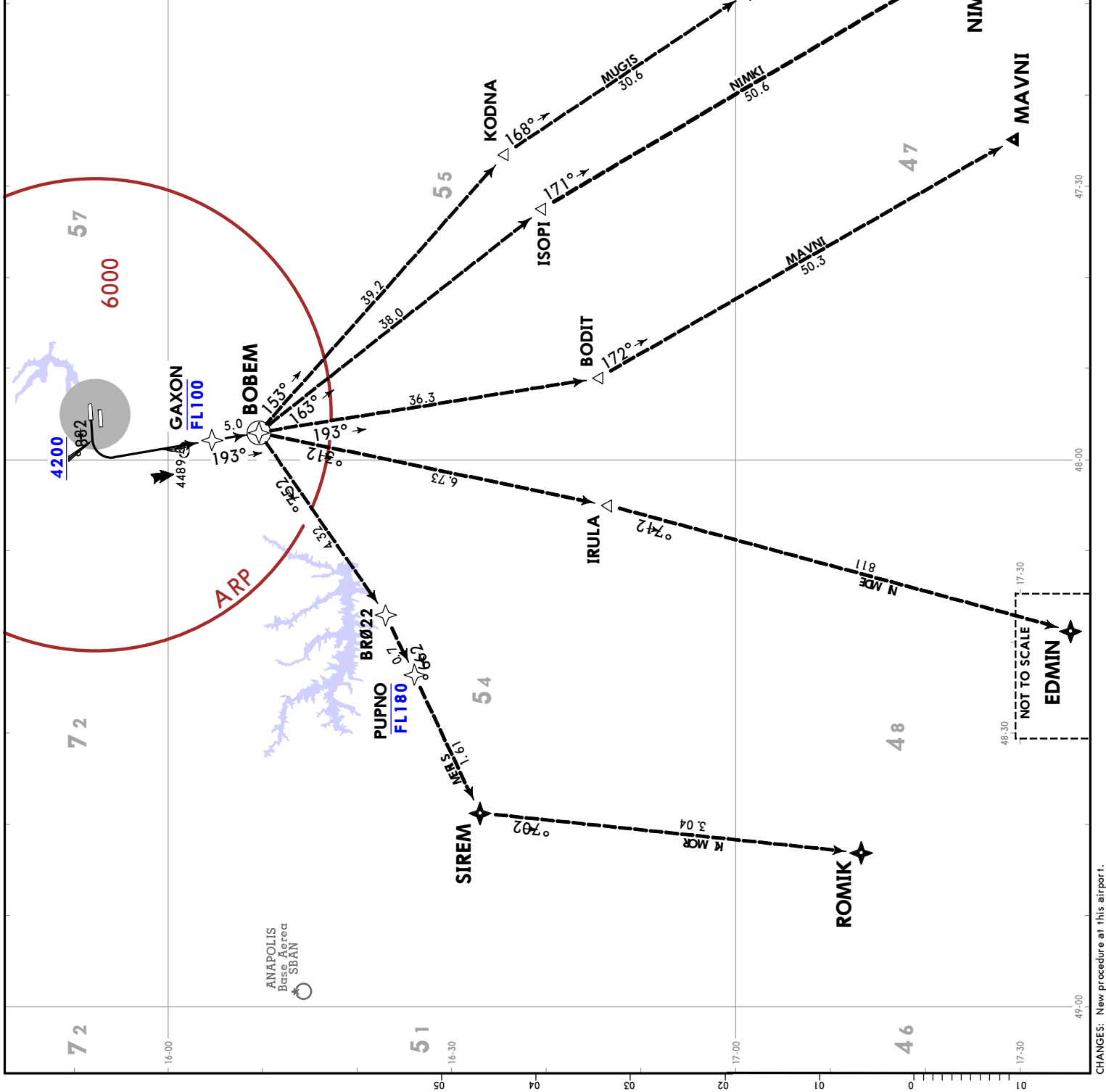




JEPPesen BRASILIA, BRAZIL
2 OCT 20 (10-3A) **Eff 8 Oct** **RNAV SID**

SBBR/BSB
PRES JUSCELINO KUBITSCHEK INTL

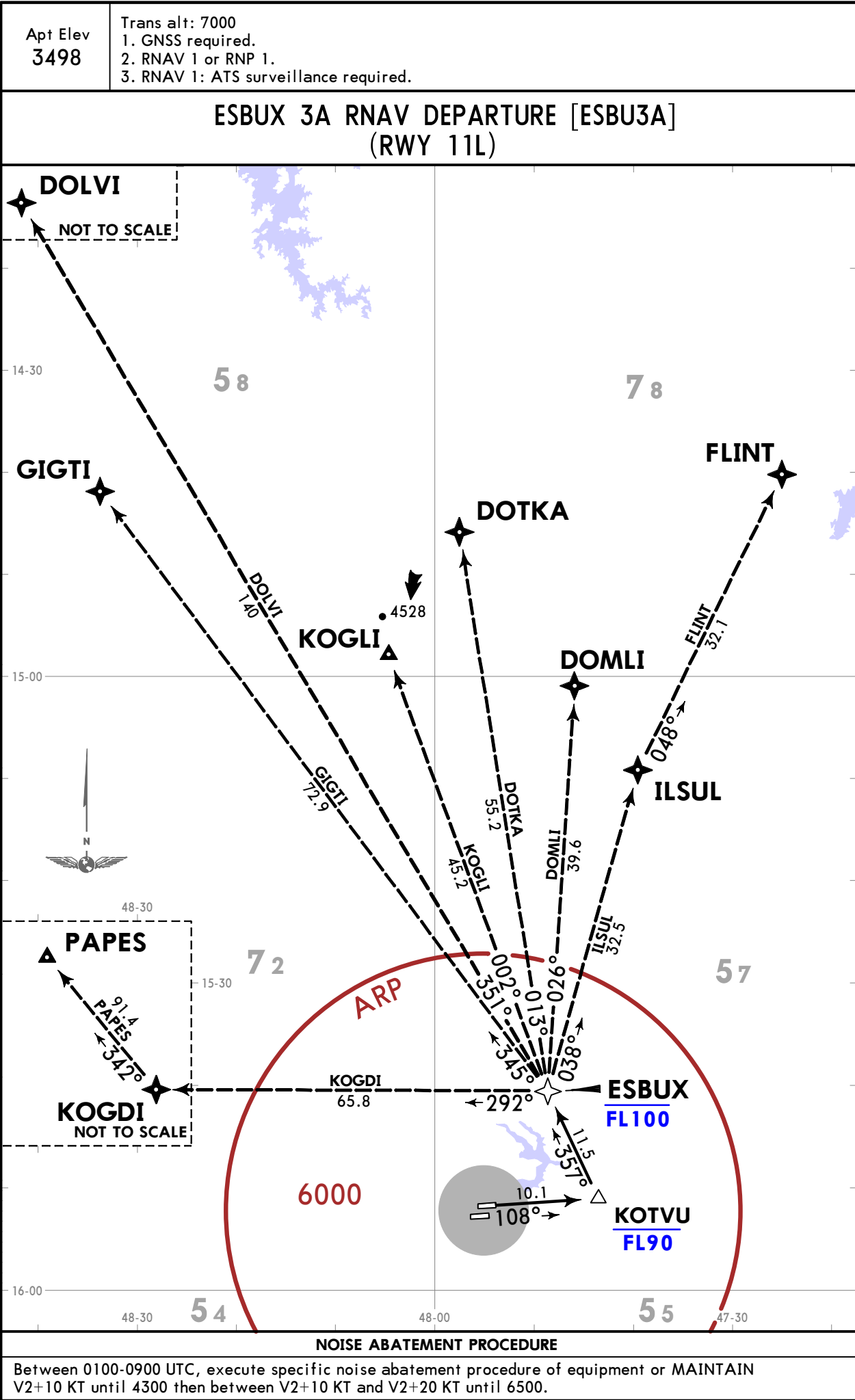
Apt Elev 3498	Trans alt: 7000 1. RNAV 1 or RNP 1. 2. GNSS required.
BOBEM 1A RNAV DEPARTURE [BOBE1A] (RWY 29R)	
NOISE ABATEMENT PROCEDURE Between 0100-0900 UTC, execute specific noise abatement procedure of equipment or MAINTAIN V2+10 KT until 4300 then between V2+10 KT and V2+20 KT until 6500.	

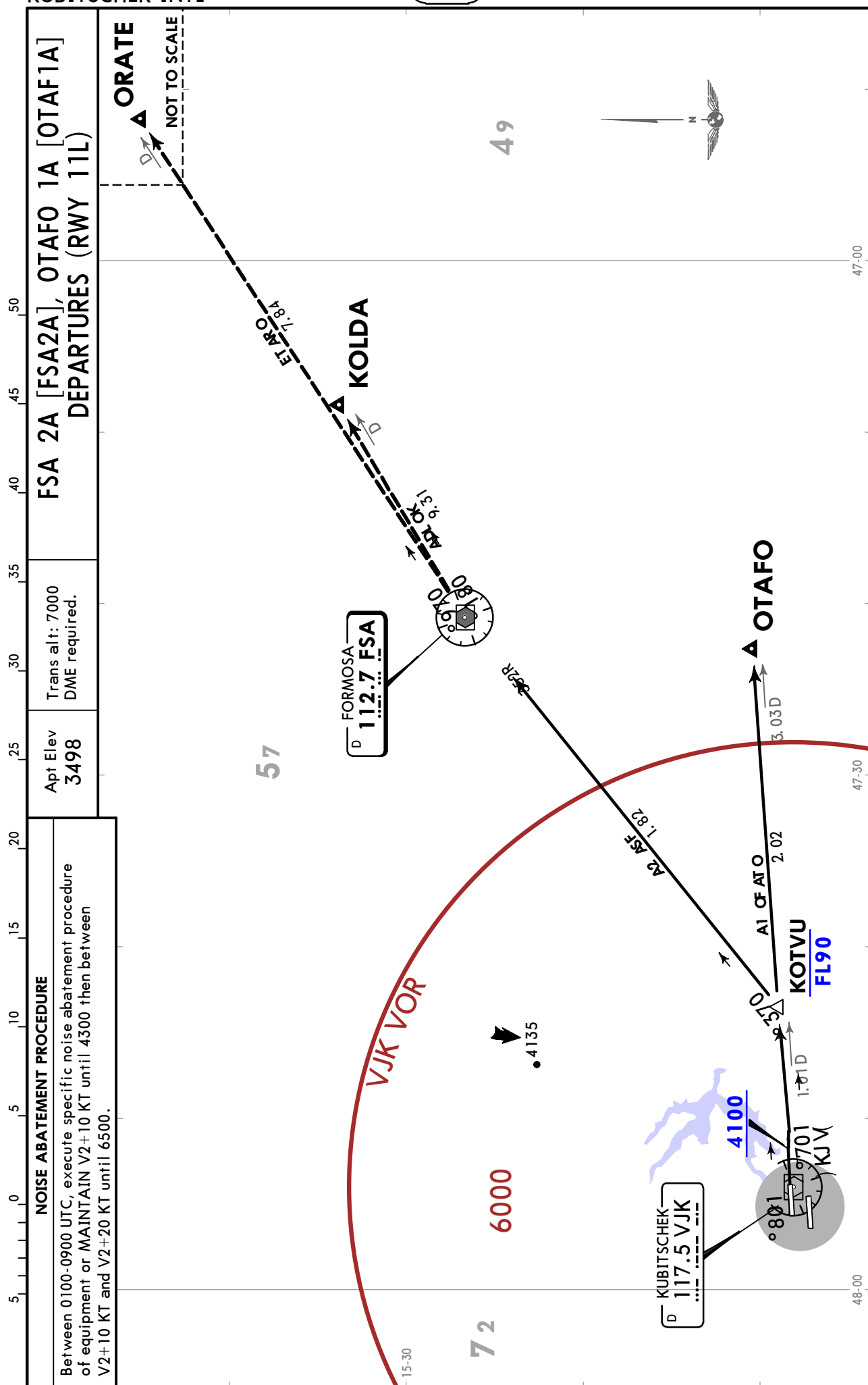


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

 **JEPPESSEN**
2 OCT 20 **(10-3A1)** Eff 8 Oct

BRASILIA, BRAZIL
RNAV SID

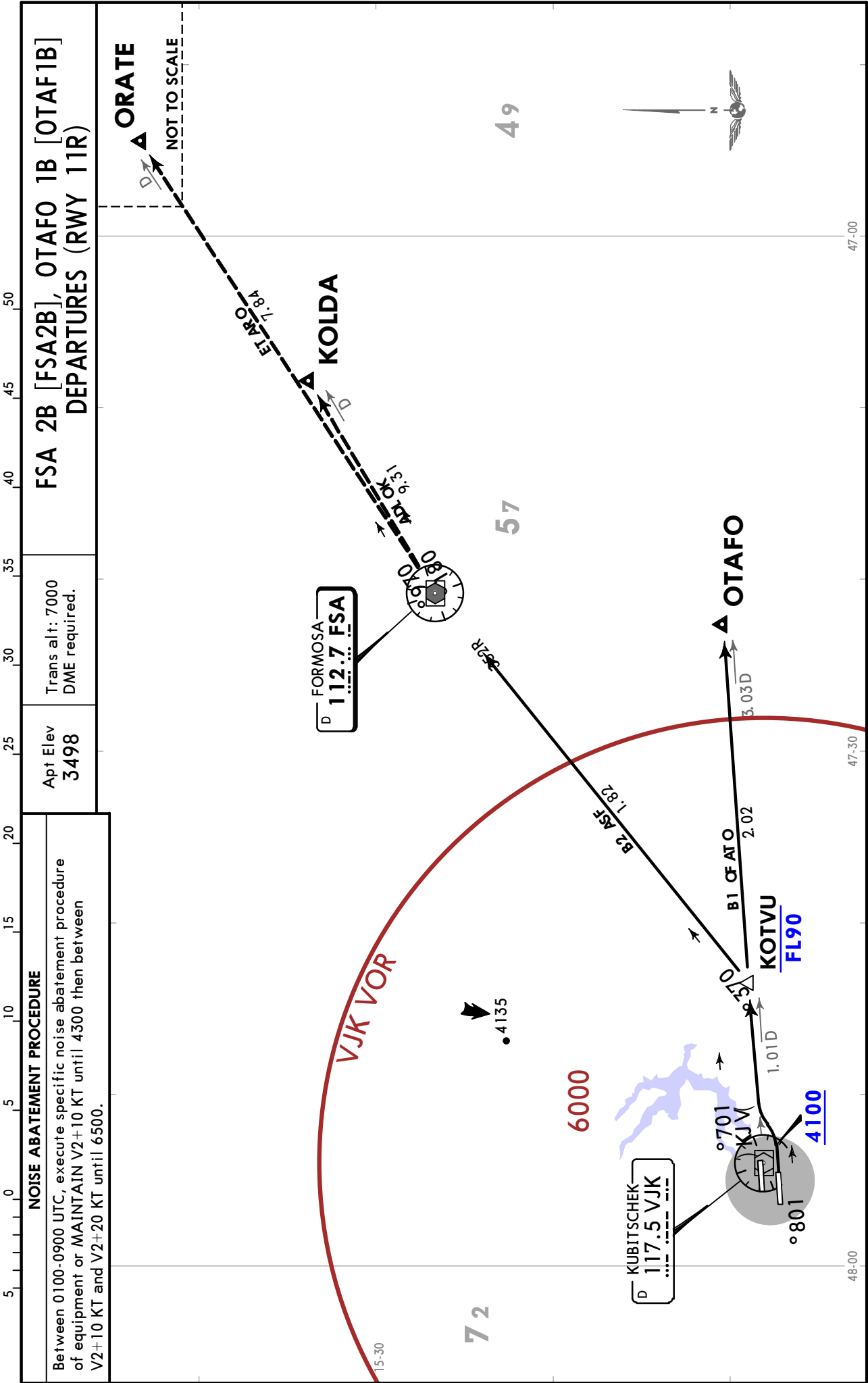


BRASILIA, BRAZIL
SID

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 10-3C Eff 23 Apr

BRASILIA, BRAZIL
SID

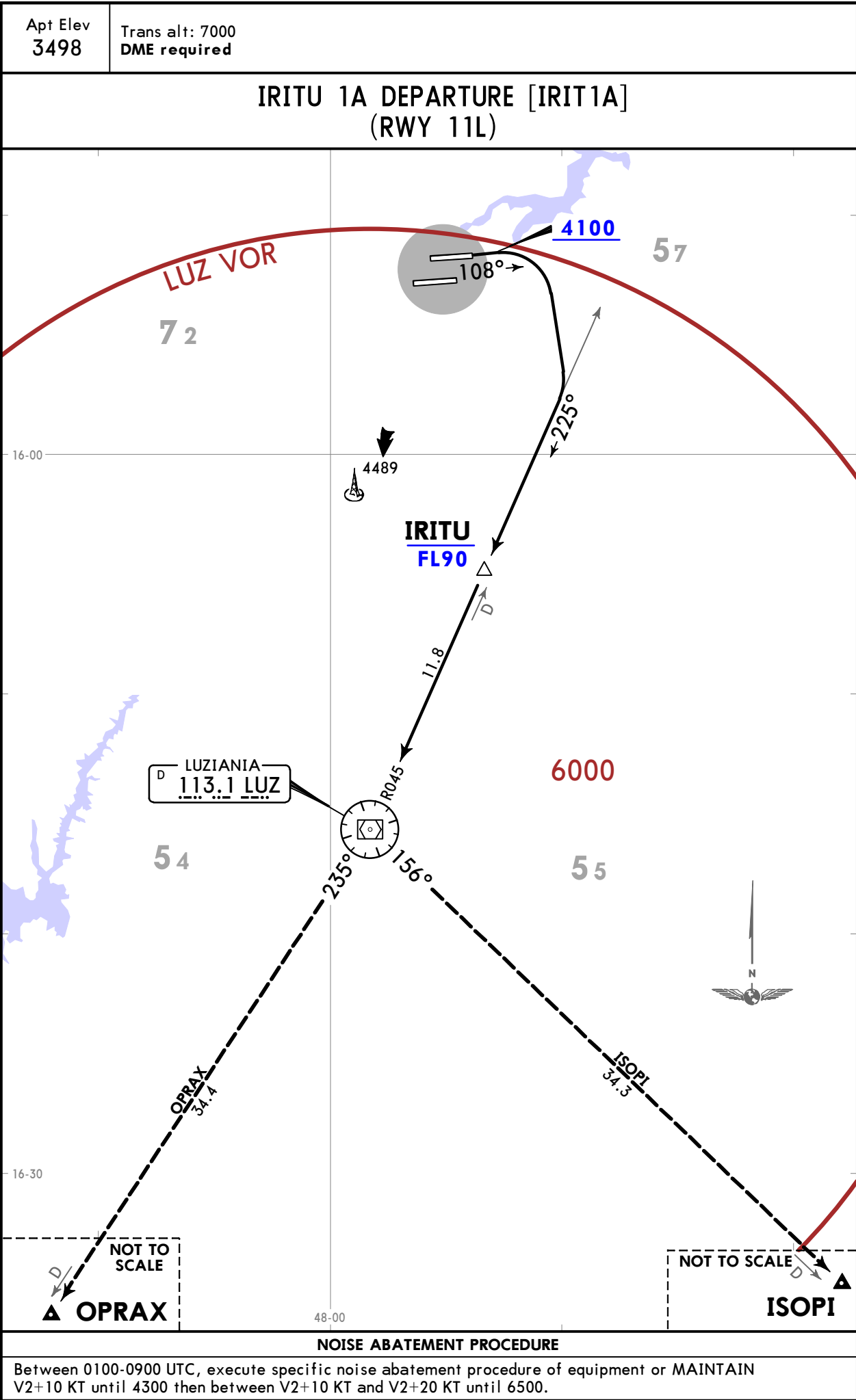




SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
6 SEP 19 **10-3E** **Eff 12 Sep**

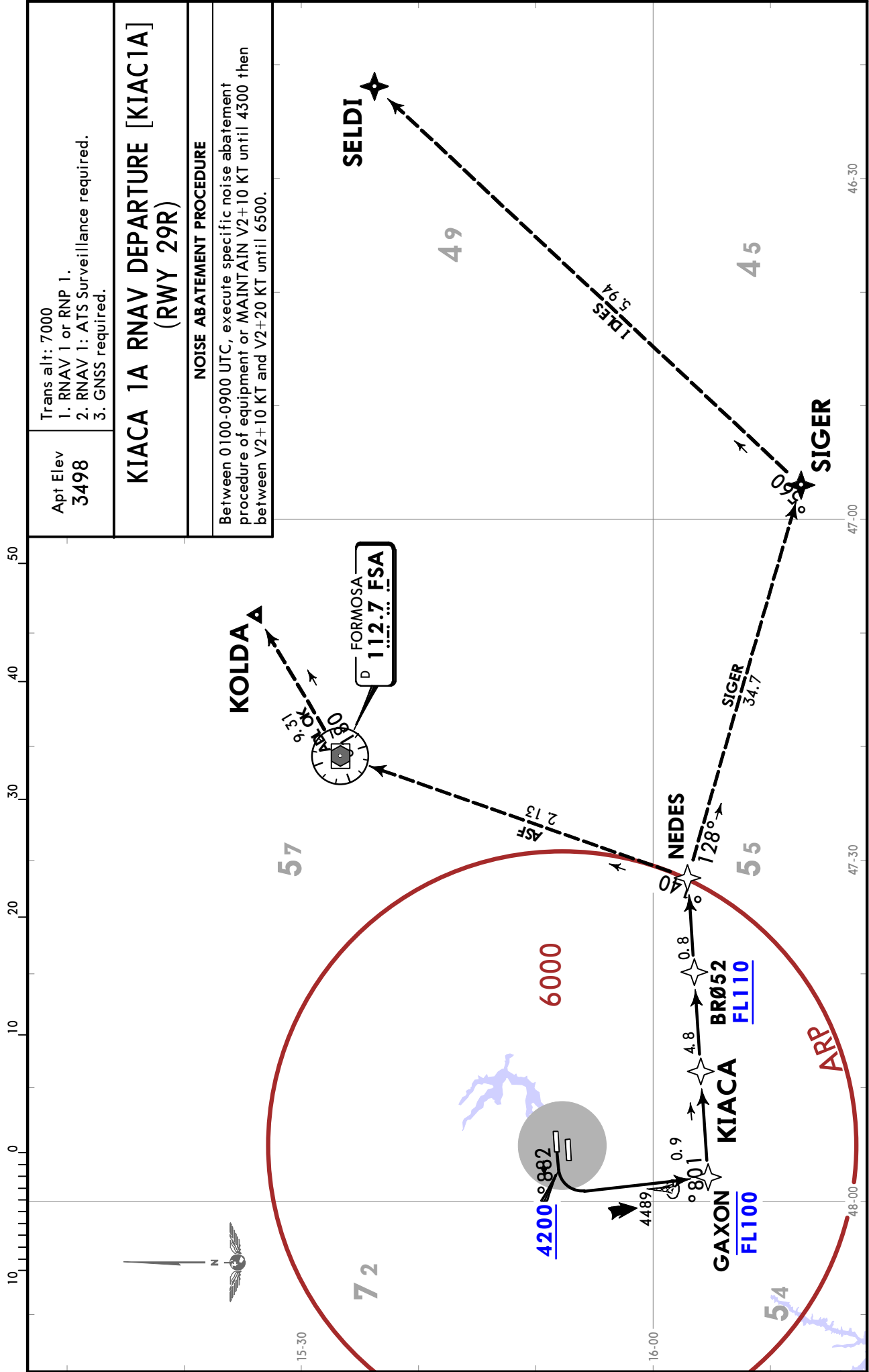
BRASILIA, BRAZIL
SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
16 OCT 20 10-3F

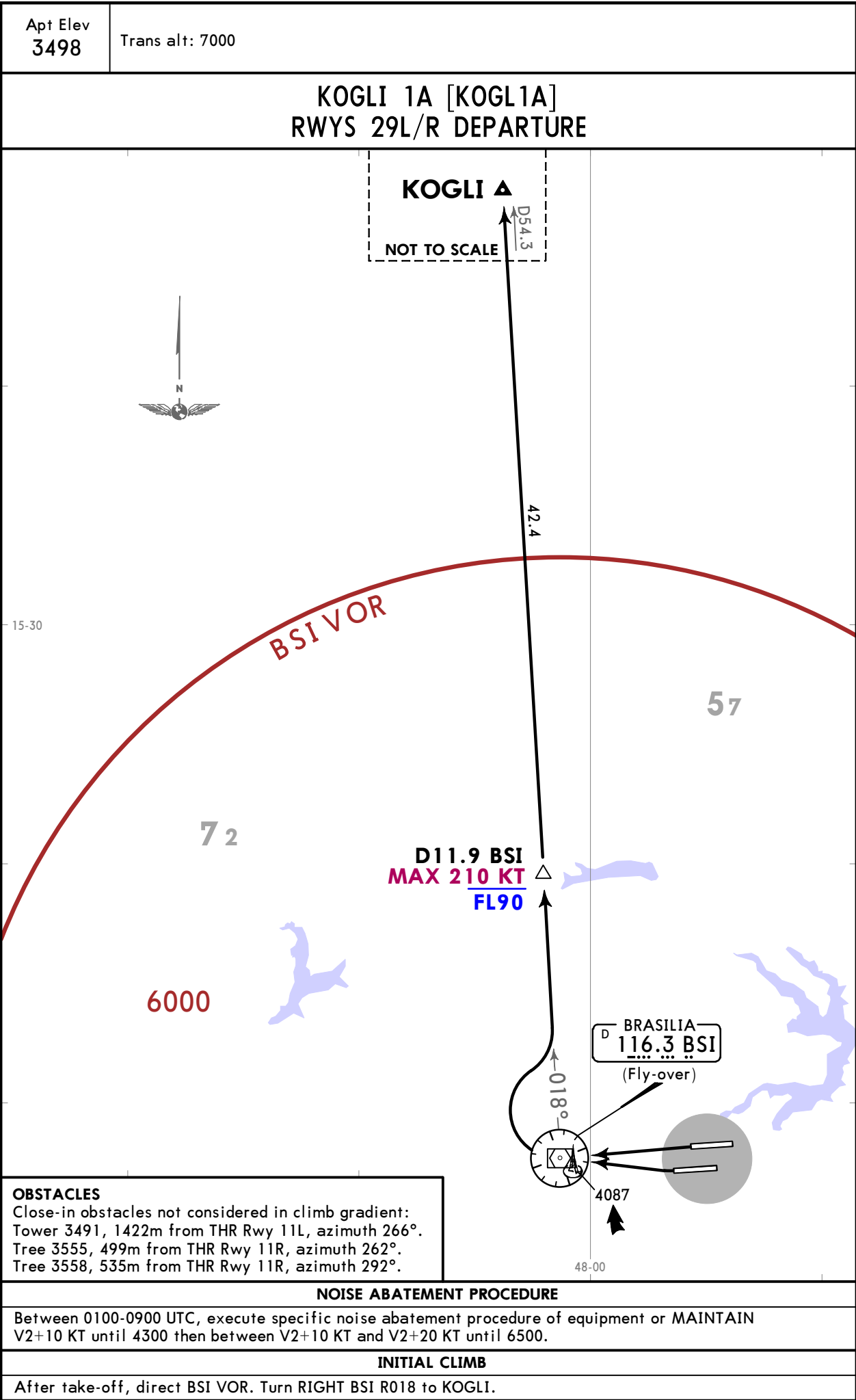
BRASILIA, BRAZIL
RNAV SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESEN
16 OCT 20 **10-3G**

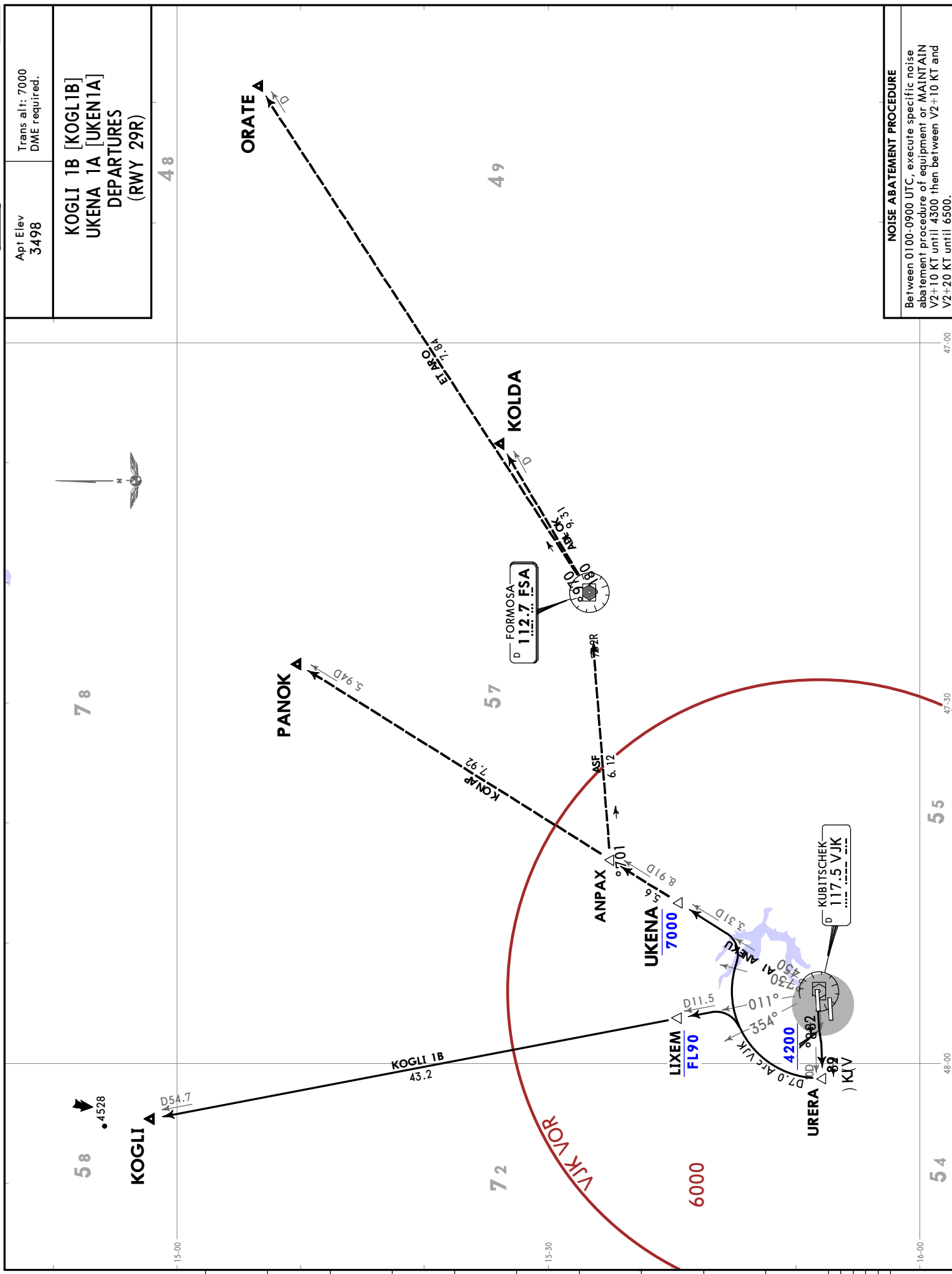
BRASILIA, BRAZIL
SID



SBRR/BSB
PRES JUSCELINO KUBITSCHEK INTL

JEYPESENBRASILIA, BRAZIL

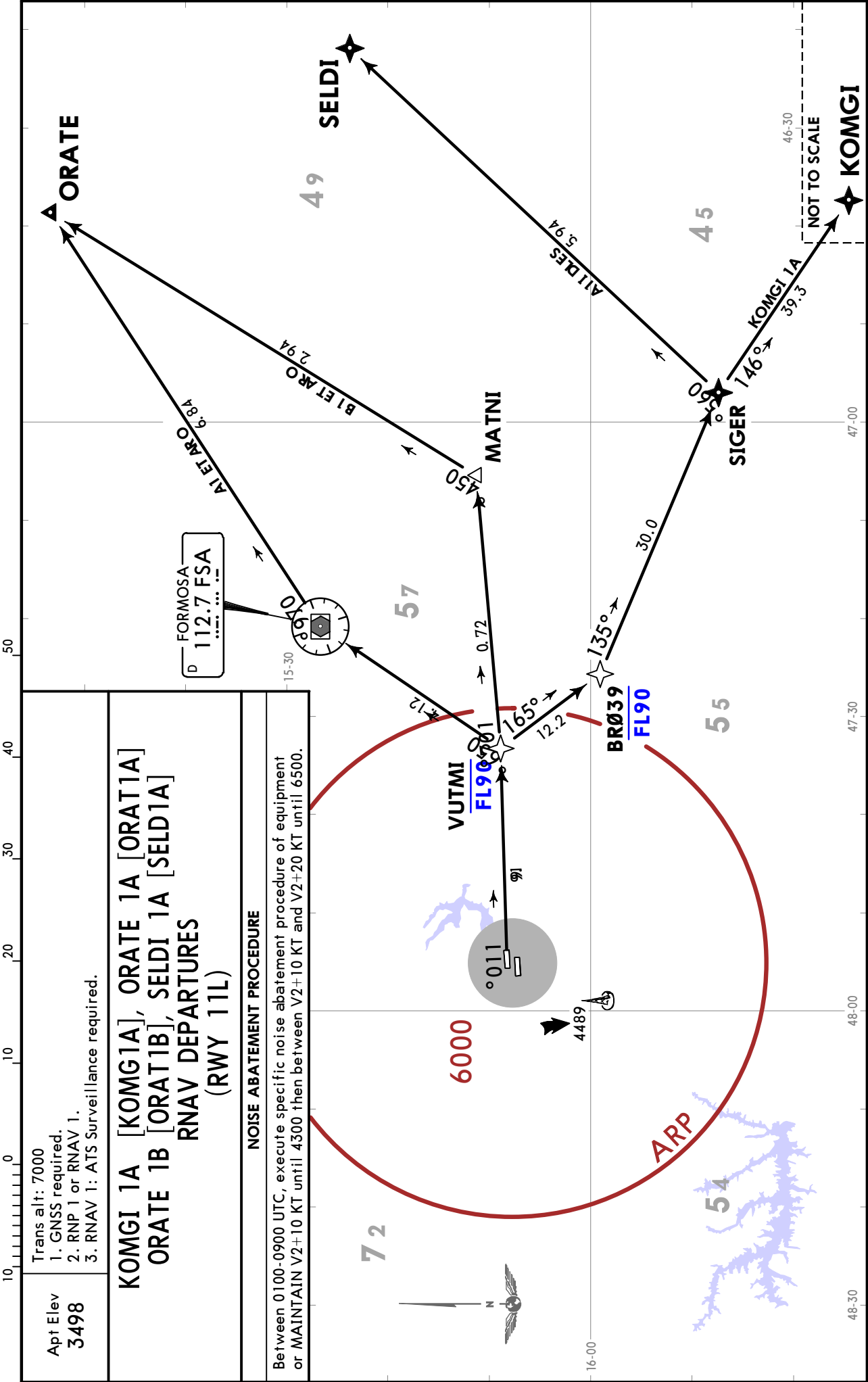
17 APR 20 (10-3G1) **Eff 23 Apr** **SID**



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 **10-3G2** **Eff 23 Apr**

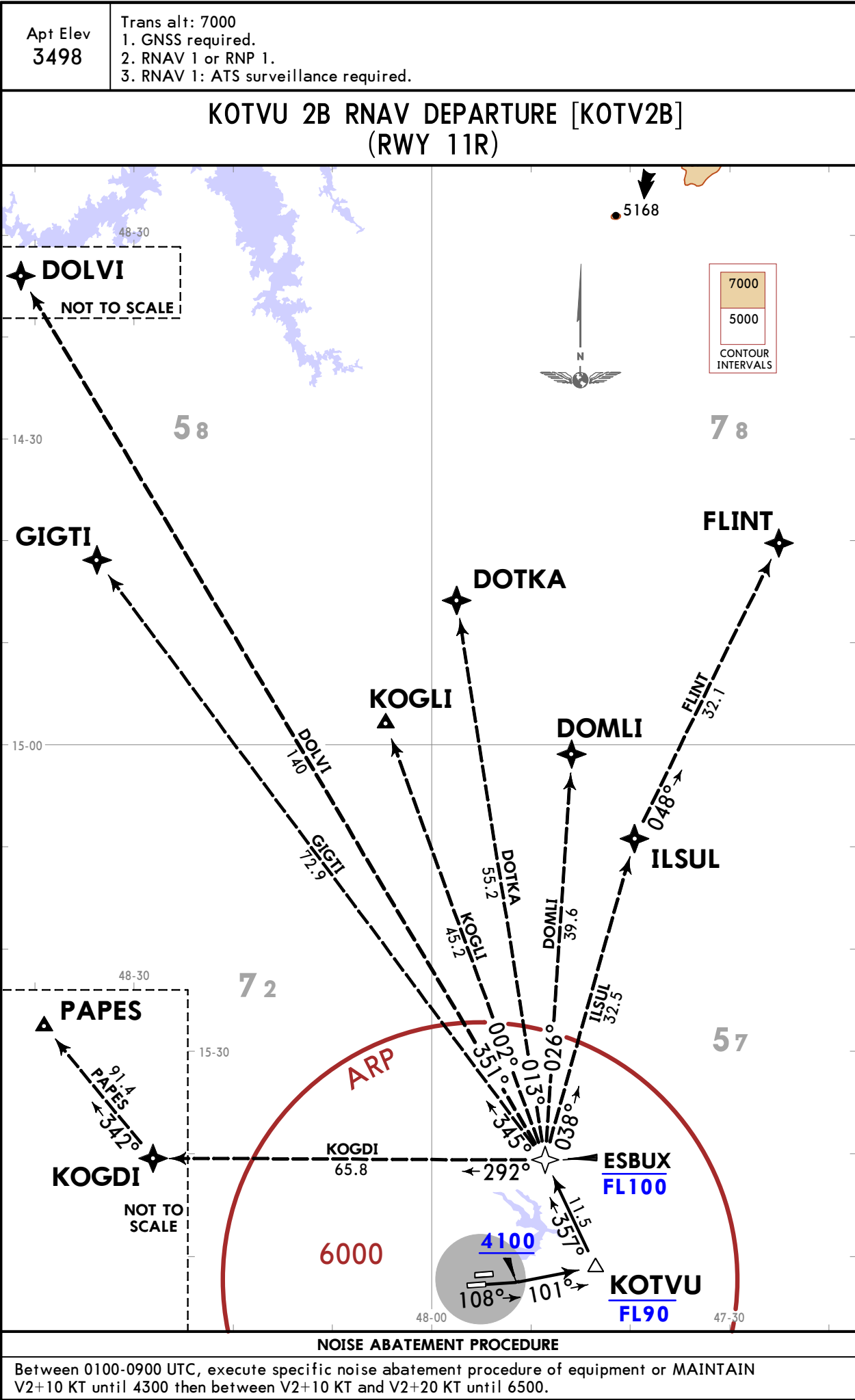
BRASILIA, BRAZIL
RNAV SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
4 SEP 20 **10-3H**

BRASILIA, BRAZIL
RNAV SID



Trans alt: 7000

1. GNSS required.
2. RNAV 1 or RNP 1.
3. RNAV 1: ATS surveillance required.

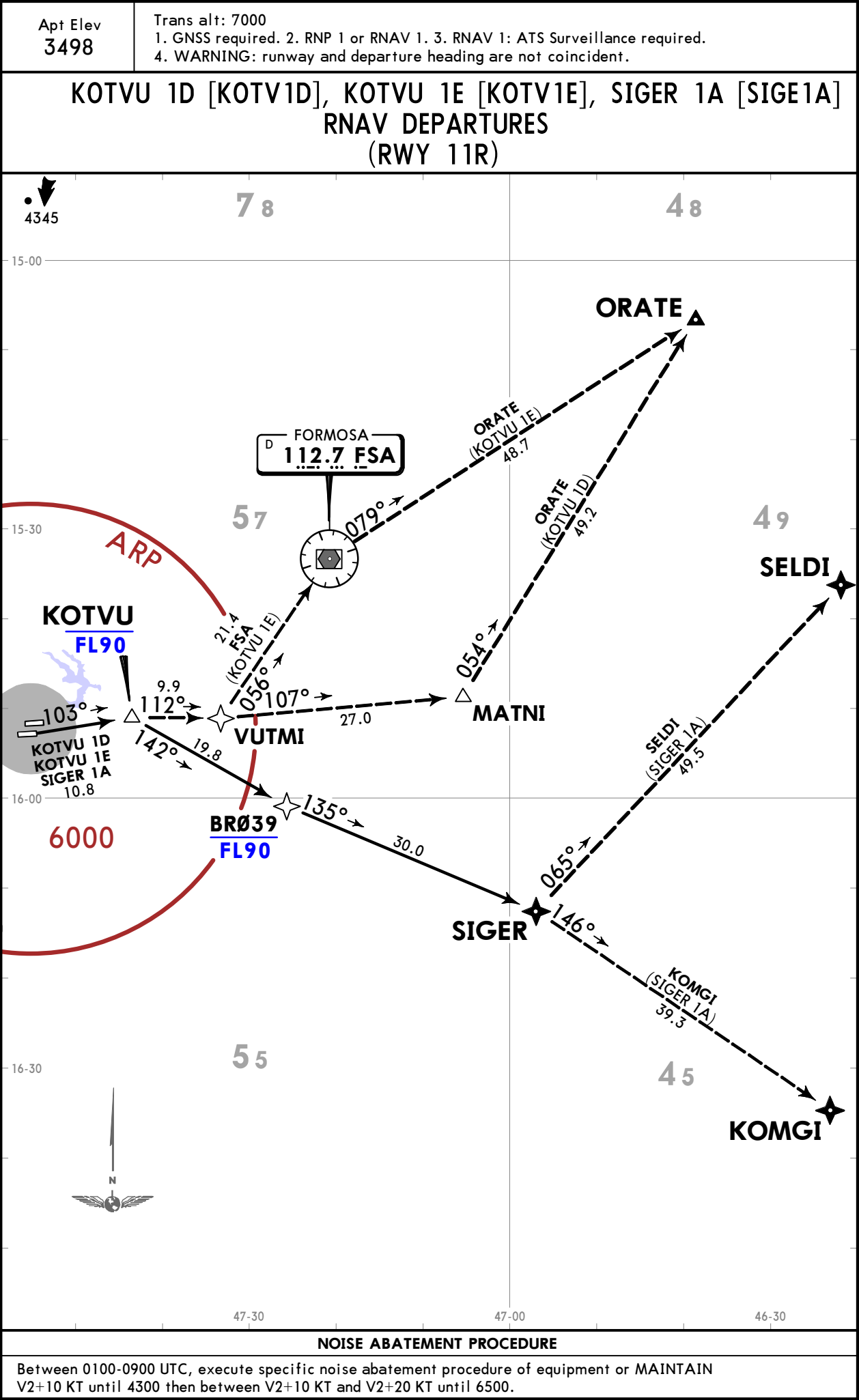
NOISE ABATEMENT PROCEDURE

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SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
20 MAR 20 10-3K Eff 26 Mar

BRASILIA, BRAZIL
RNAV SID



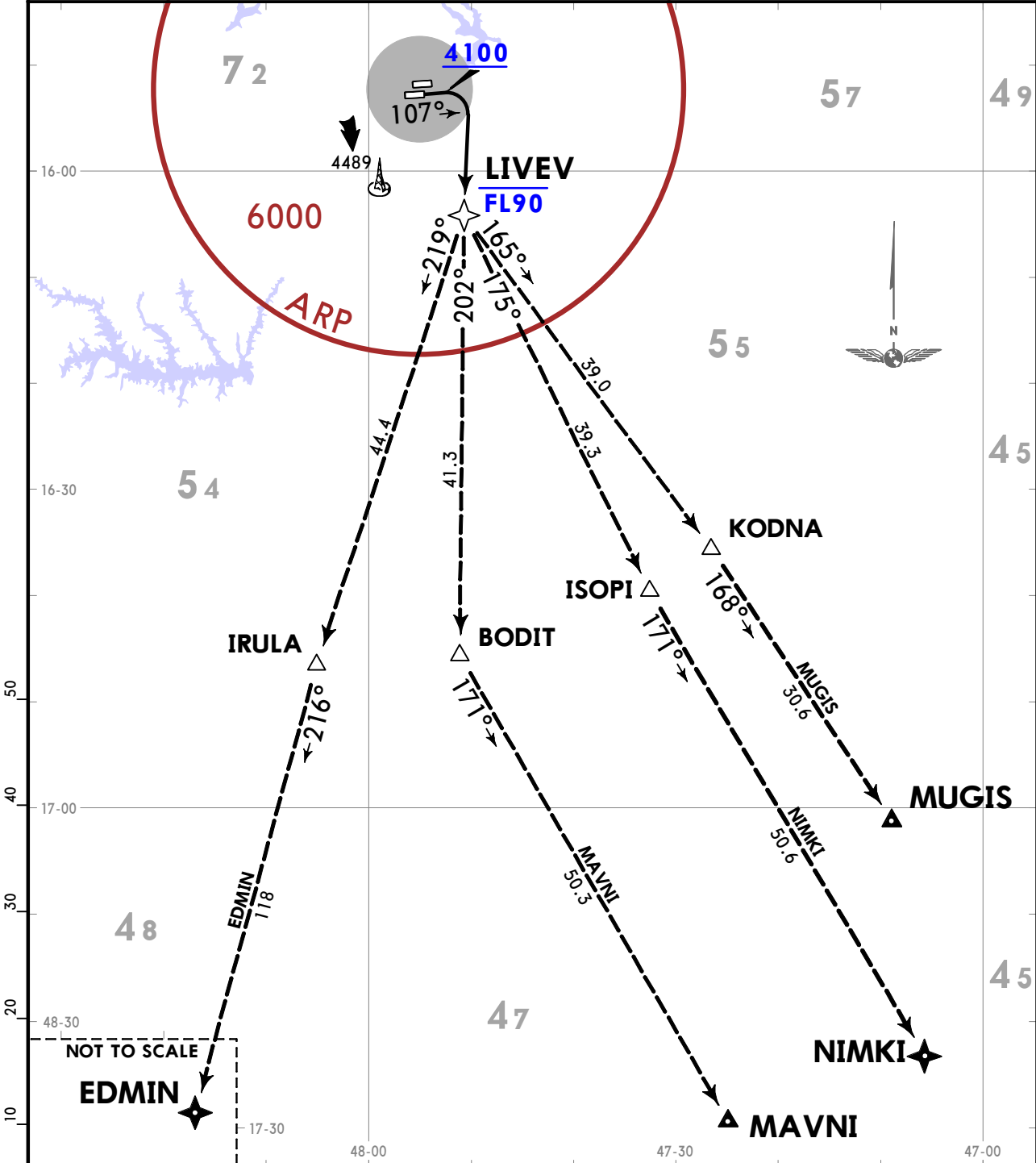
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

 **JEPPESSEN**
20 MAR 20 **10-3L** **Eff 26 Mar**

BRASILIA, BRAZIL
RNAV SID

Apt Elev 3498	Trans alt: 7000 1. RNAV 1 or RNP 1. 2. RNAV 1: ATS Surveillance System required. 3. Certified GNSS required.
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**LIVEV 1B [LIVE1B]
RWY 11R RNAV DEPARTURE**



NOISE ABATEMENT PROCEDURE

Between 0100-0900 UTC, execute specific noise abatement procedure of equipment or MAINTAIN V2+10 KT until 4300 then between V2+10 KT and V2+20 KT until 6500.

INITIAL CLIMB

After take-off, passing 4100, turn RIGHT, direct to LIVEV.

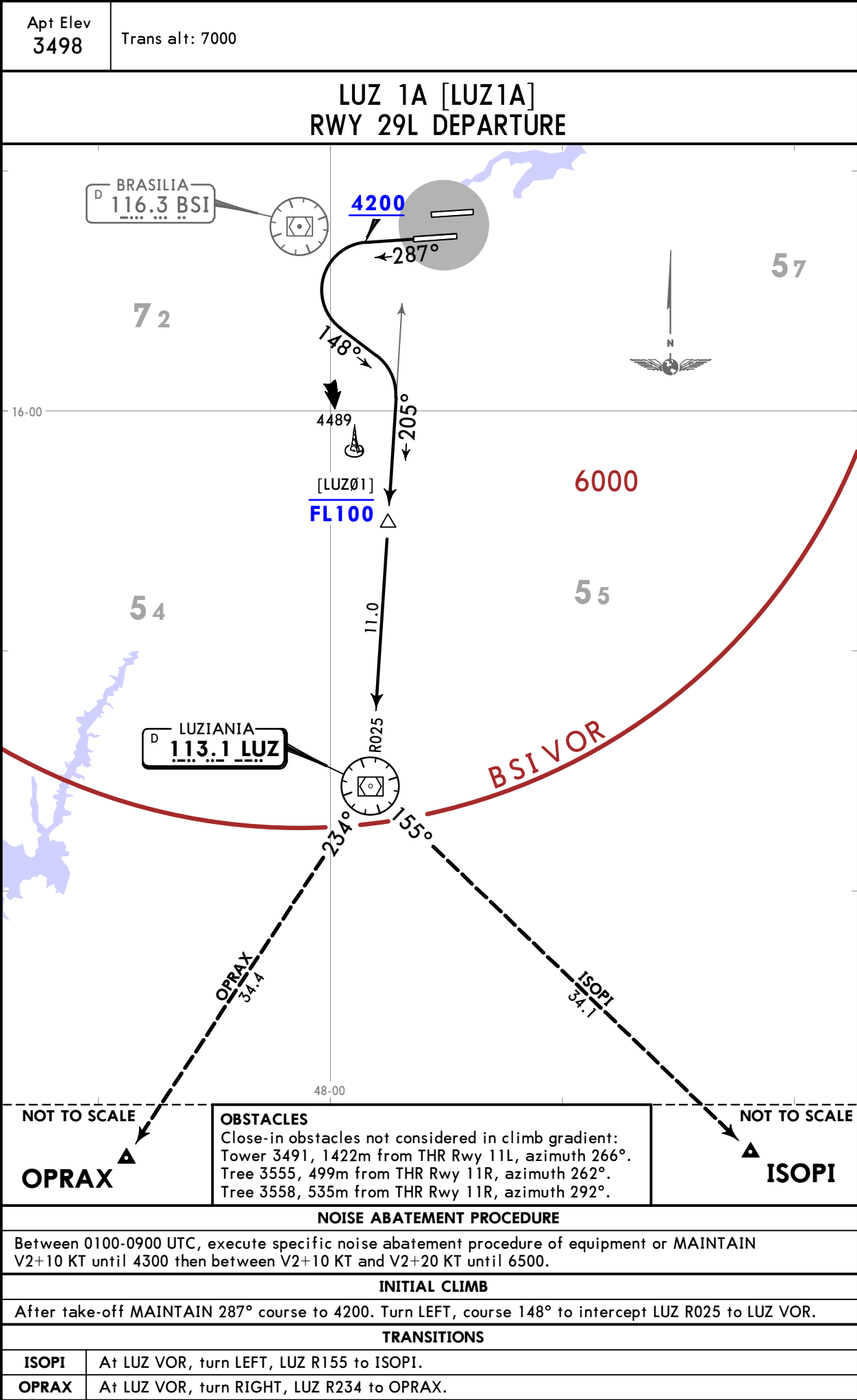
TRANSITIONS

EDMIN	At LIVEV, MAINTAIN 219° course to IRULA. Turn LEFT, course 216° to EDMIN.
MAVNI	At LIVEV, MAINTAIN 202° course to BODIT. Turn LEFT, course 171° to MAVNI.
MUGIS	At LIVEV, MAINTAIN 165° course to KODNA. Turn RIGHT, course 168° to MUGIS.
NIMKI	At LIVEV, MAINTAIN 175° course to ISOPI. Turn LEFT, course 171° to NIMKI.

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
6 SEP 19 **10-3M** **Eff 12 Sep**

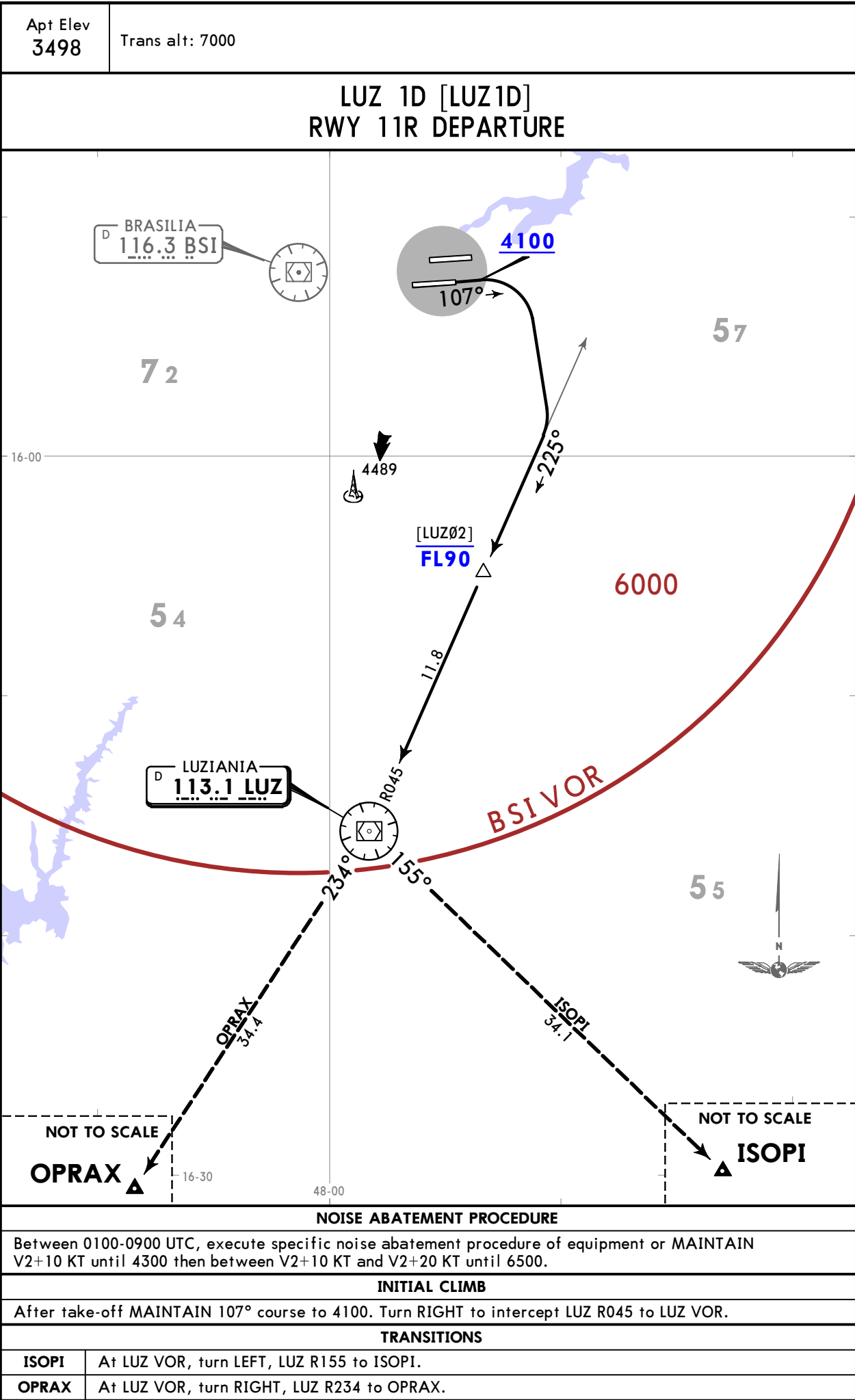
BRASILIA, BRAZIL
SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
6 SEP 19 **10-3N** Eff 12 Sep

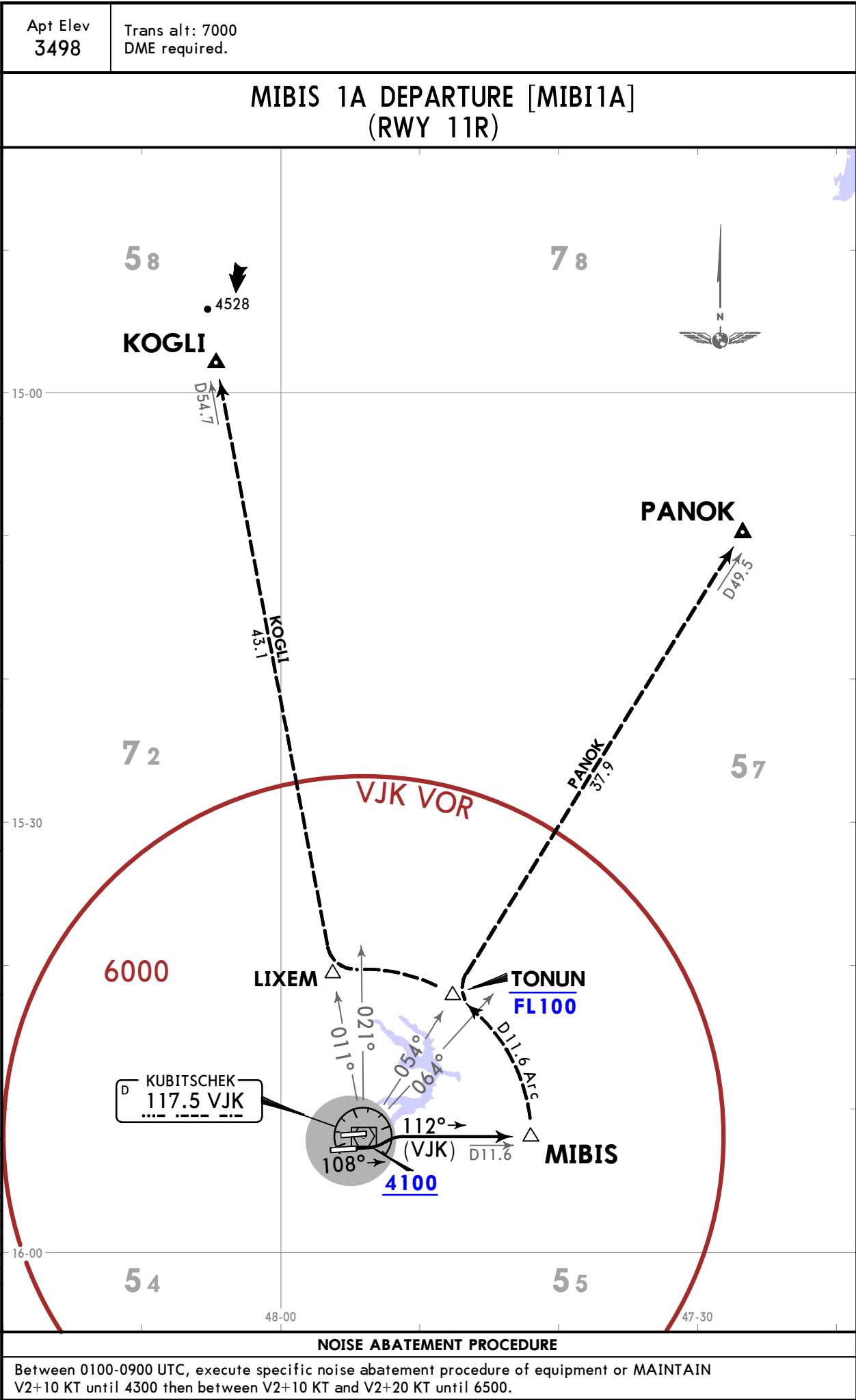
BRASILIA, BRAZIL
SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHEK INTL

JEPPESSEN
17 APR 20 **10-3P** Eff 23 Apr

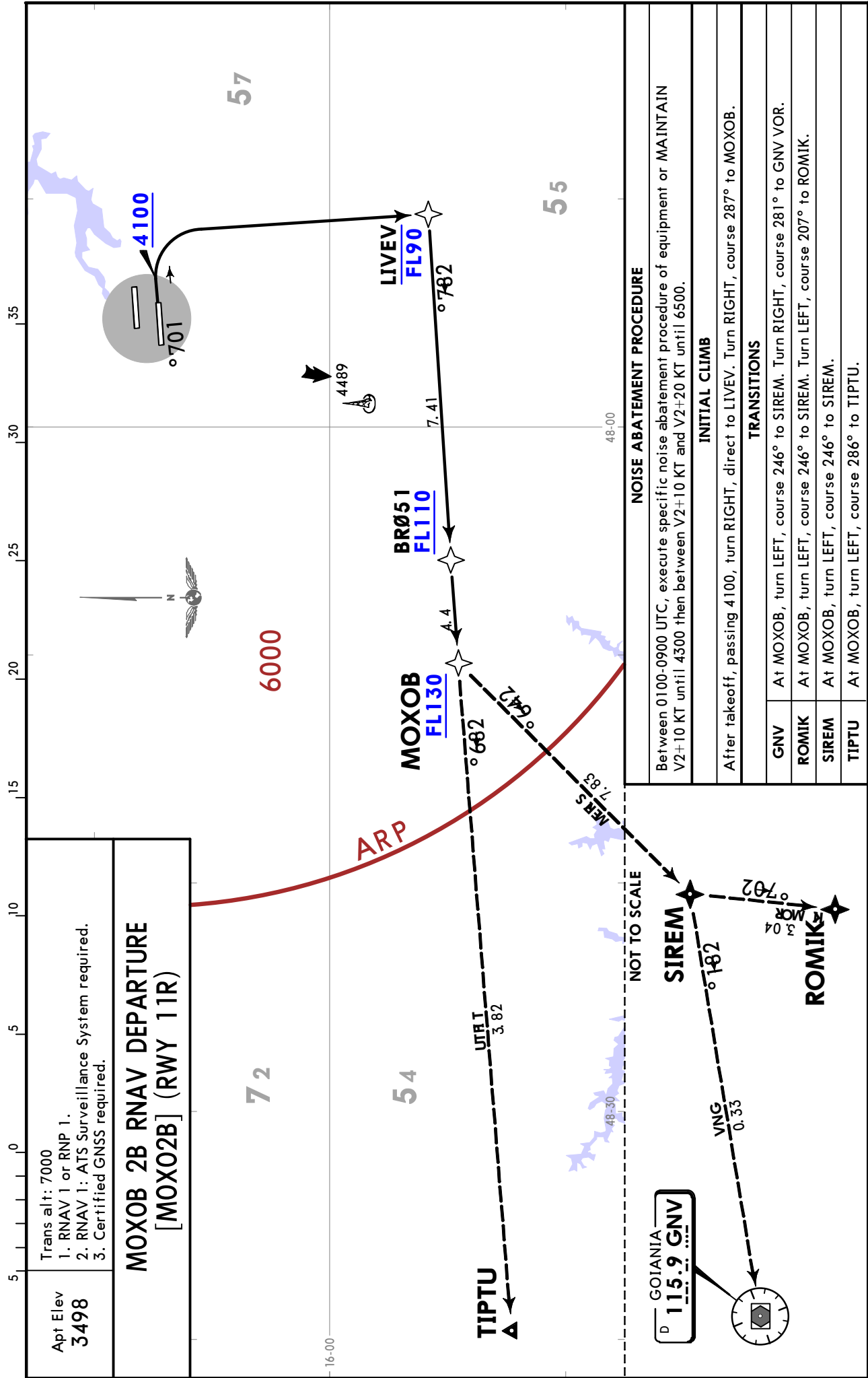
BRASILIA, BRAZIL
SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 10-3Q Eff 23 Apr

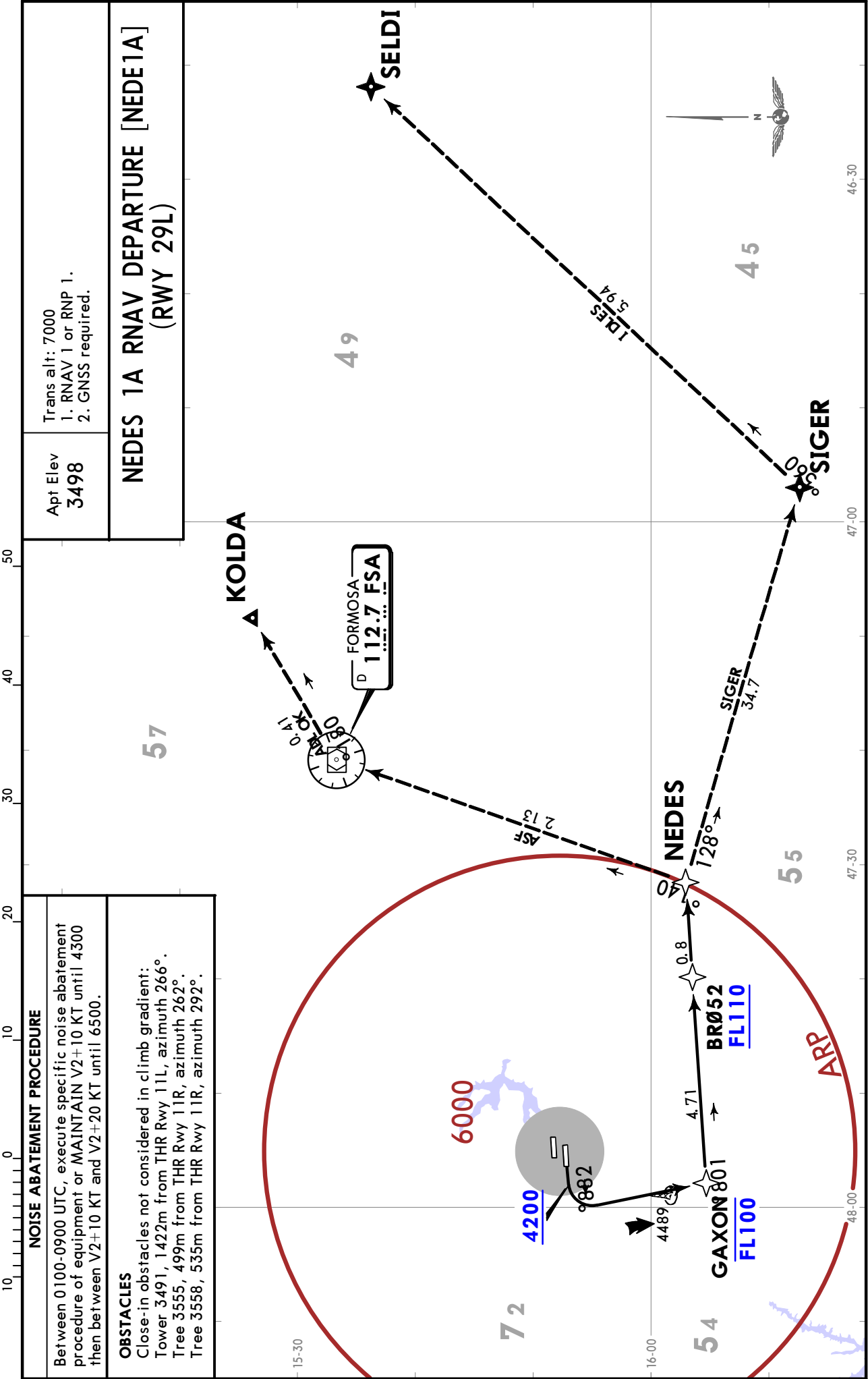
BRASILIA, BRAZIL
RNAV SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
2 OCT 20 10-3S Eff 8 Oct

BRASILIA, BRAZIL
RNAV SID



CHANGES: New procedure at this airport.

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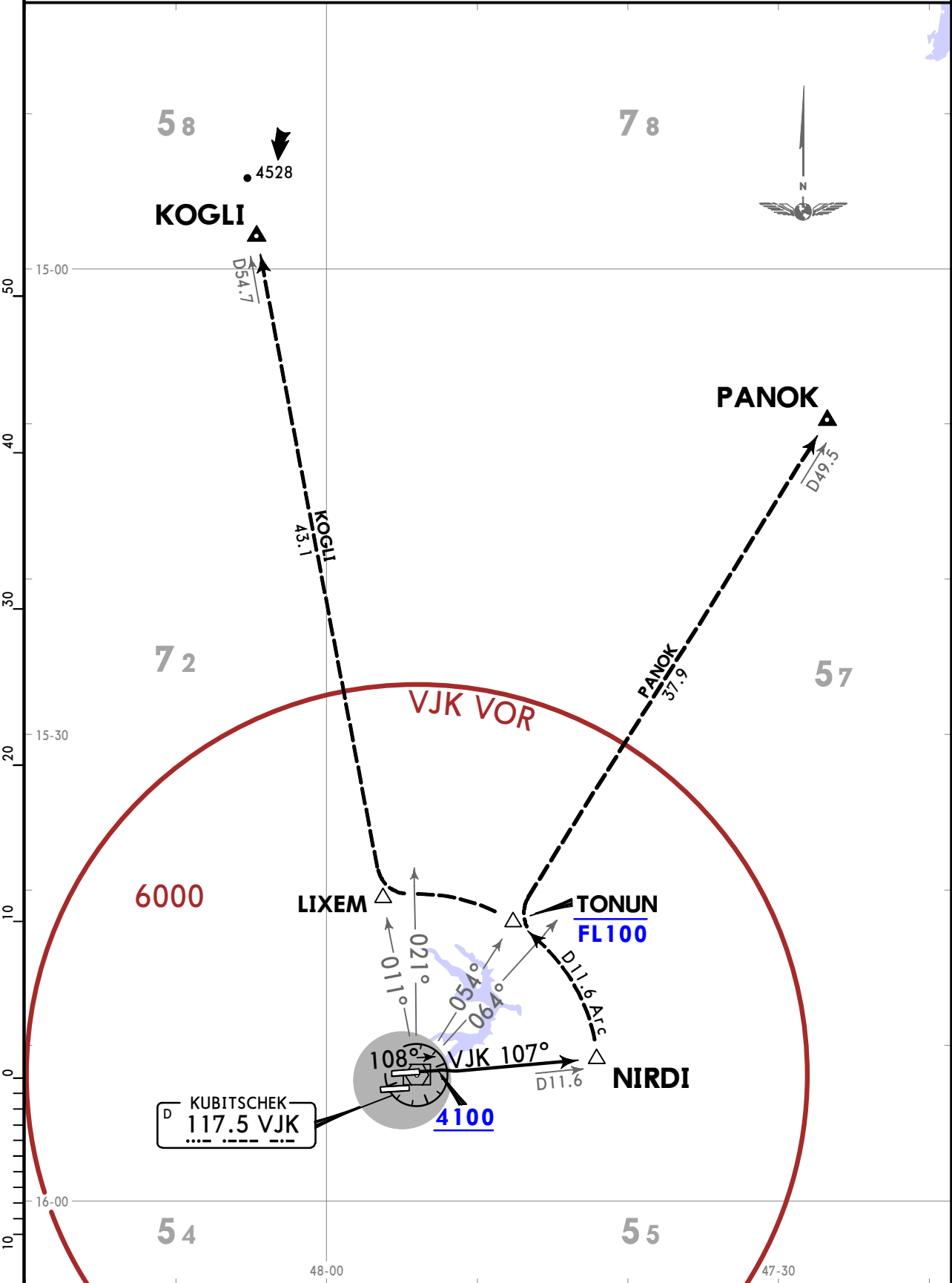
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESEN
2 OCT 20 **10-3T** **Eff 8 Oct**

BRASILIA, BRAZIL
SID

Apt Elev
3498
Trans alt: 7000
DME required.

**NIRDI 1A DEPARTURE [NIRD1A]
(RWY 11L)**



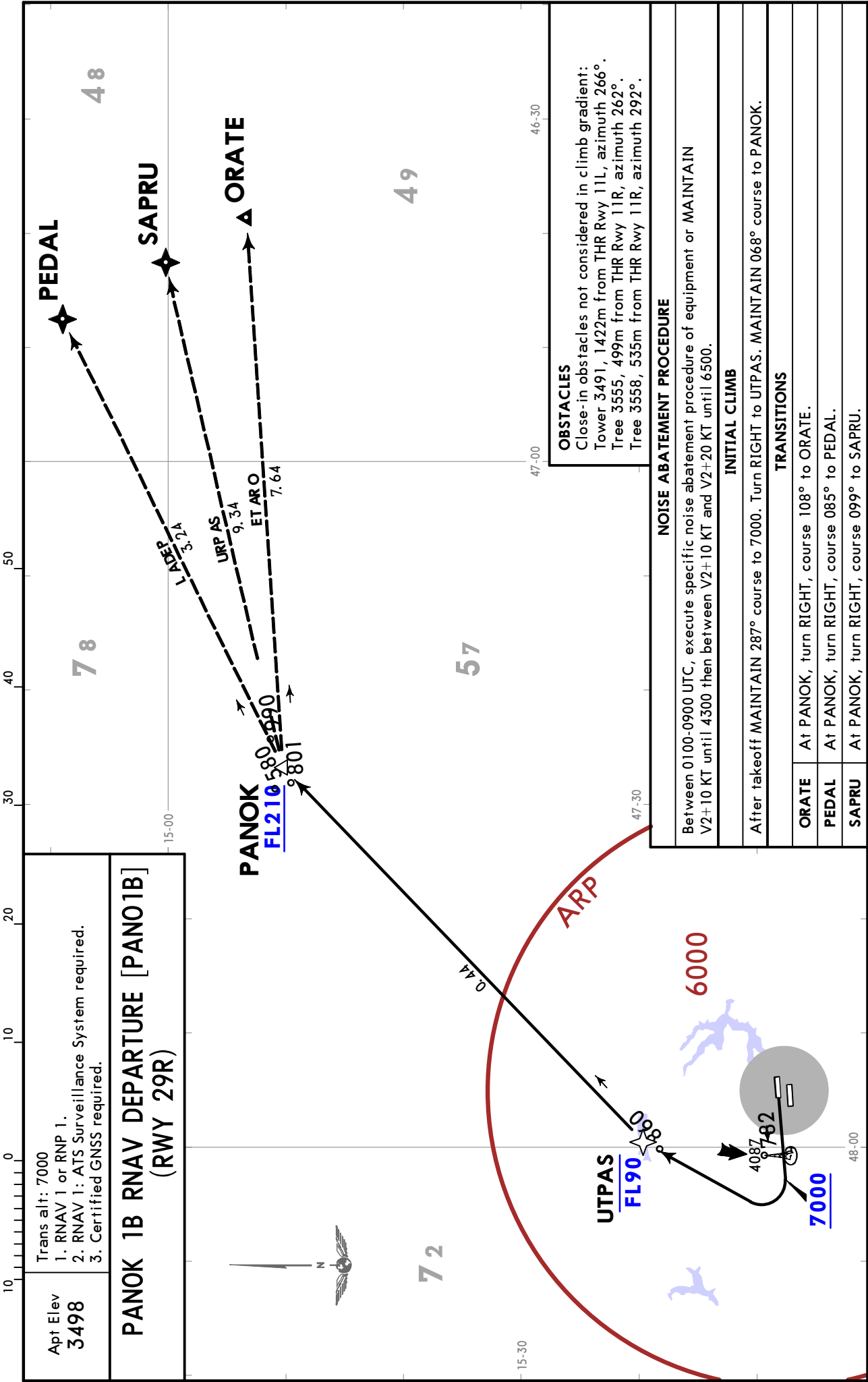
NOISE ABATEMENT PROCEDURE

Between 0100-0900 UTC, execute specific noise abatement procedure of equipment or MAINTAIN V2+10 KT until 4300 then between V2+10 KT and V2+20 KT until 6500.

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
4 SEP 20 10-3W

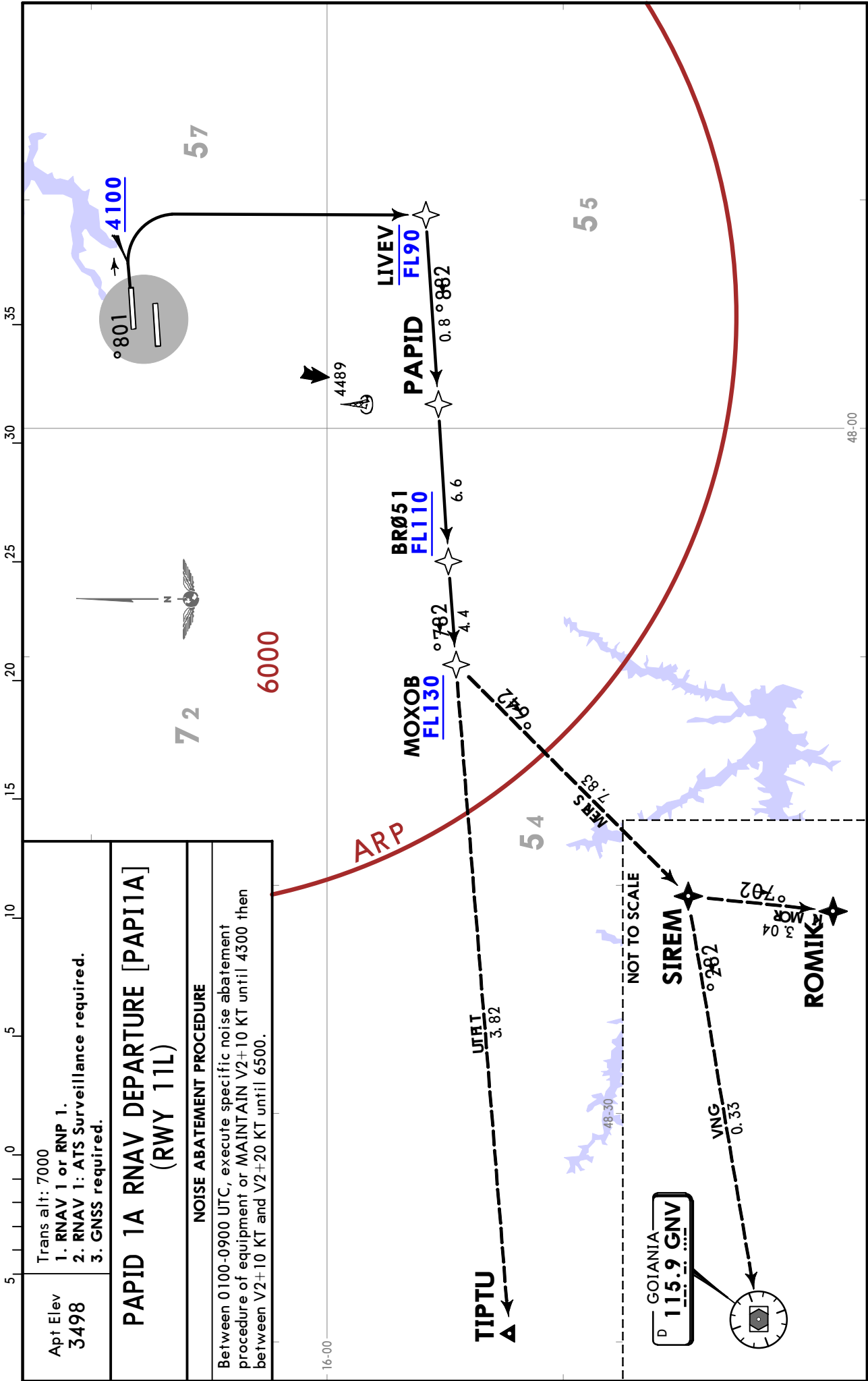
BRASILIA, BRAZIL
RNAV SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
6 SEP 19 10-3Y Eff 12 Sep

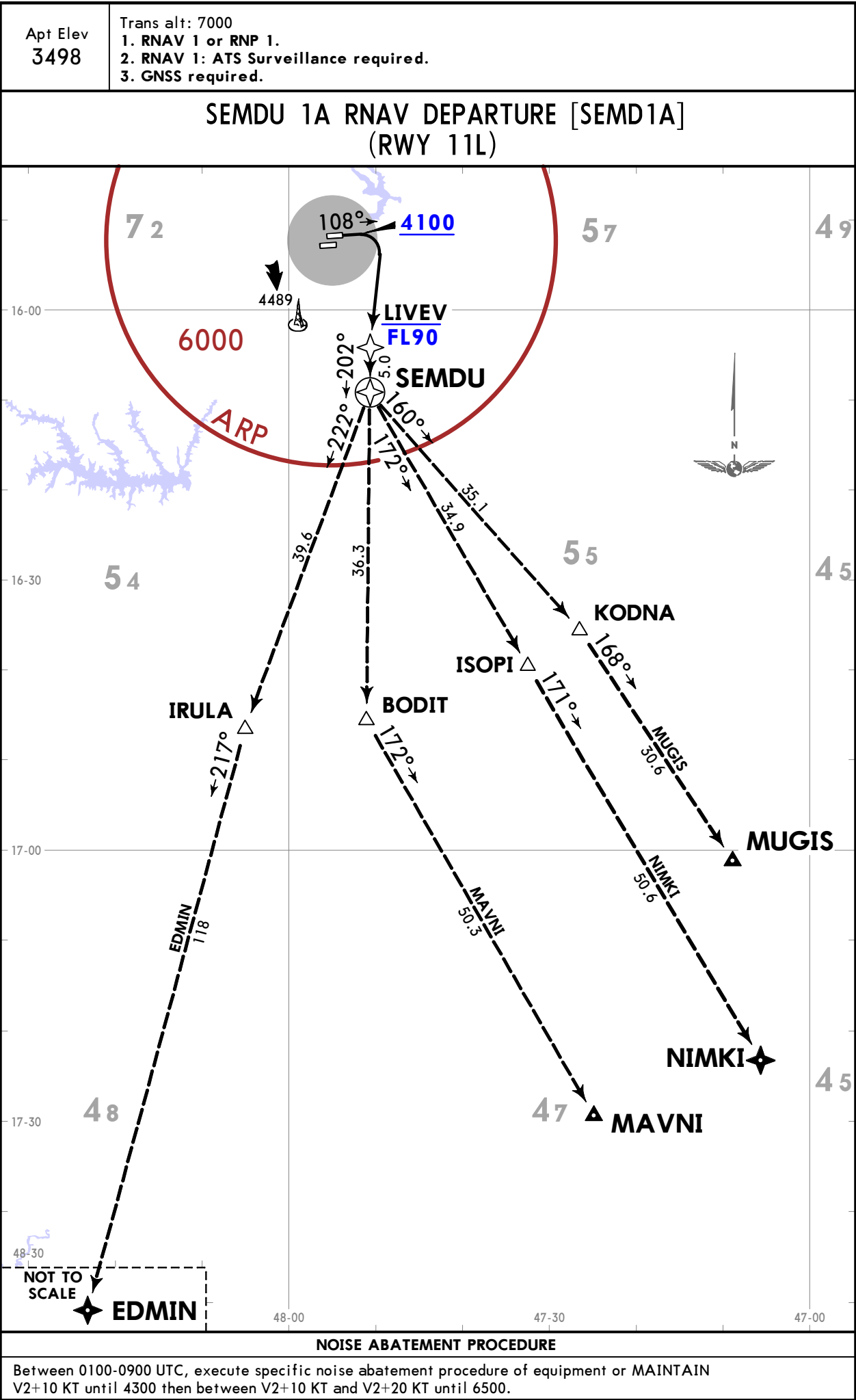
BRASILIA, BRAZIL
RNAV SID



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
6 SEP 19 **10-3Y1** Eff 12 Sep

BRASILIA, BRAZIL
RNAV SID

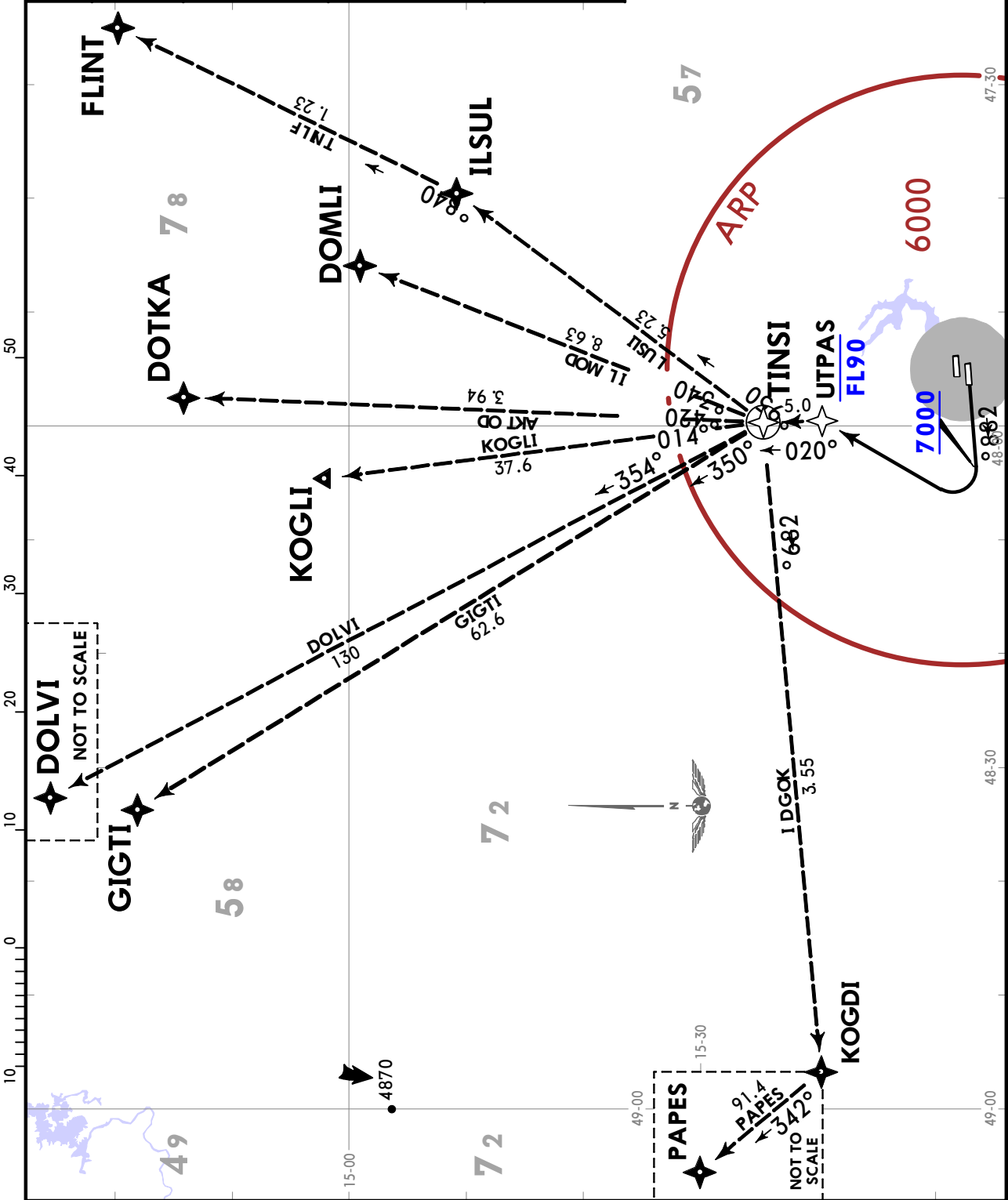


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
4 SEP 20 10-3Y2

BRASILIA, BRAZIL
RNAV SID

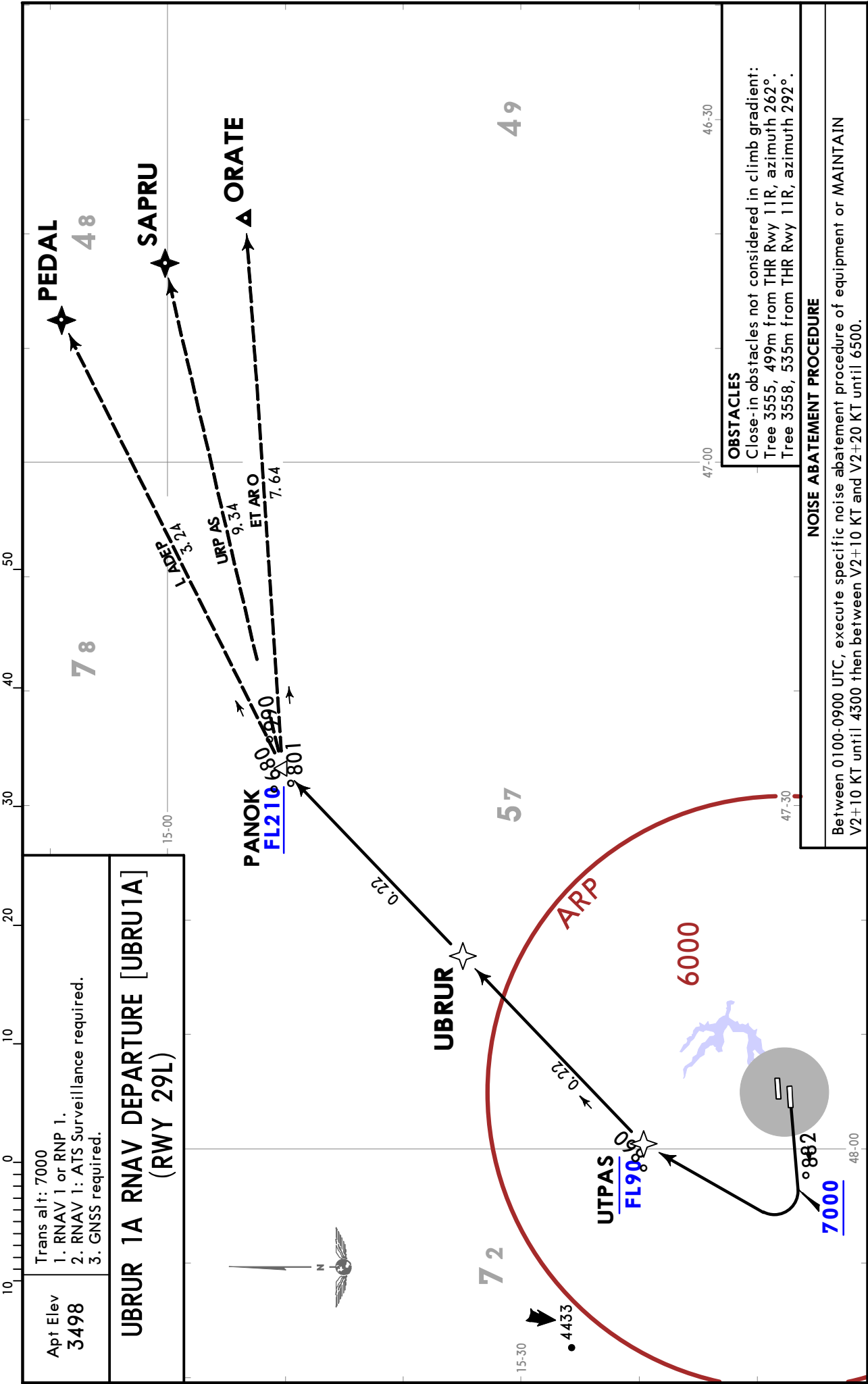
Apt Elev 3498
Trans alt: 7000 1. RNAV 1 or RNP 1. 2. RNAV 1: ATS Surveillance required. 3. GNSS required.
TINSI 2A RNAV DEPARTURE [TINS2A] (RWY 29L)
OBSTACLES Close-in obstacles not considered in climb gradient: Tree 3555, 499m from THR Rwy 11R, azimuth 262°. Tree 3558, 535m from THR Rwy 11R, azimuth 292°.
NOISE ABATEMENT PROCEDURE Between 0100-0900 UTC, execute specific noise abatement procedure of equipment or MAINTAIN V2+10 KT until 4300 then between V2+10 KT and V2+20 KT until 6500.



SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
4 SEP 20 10-3Y3

BRASILIA, BRAZIL
RNAV SID



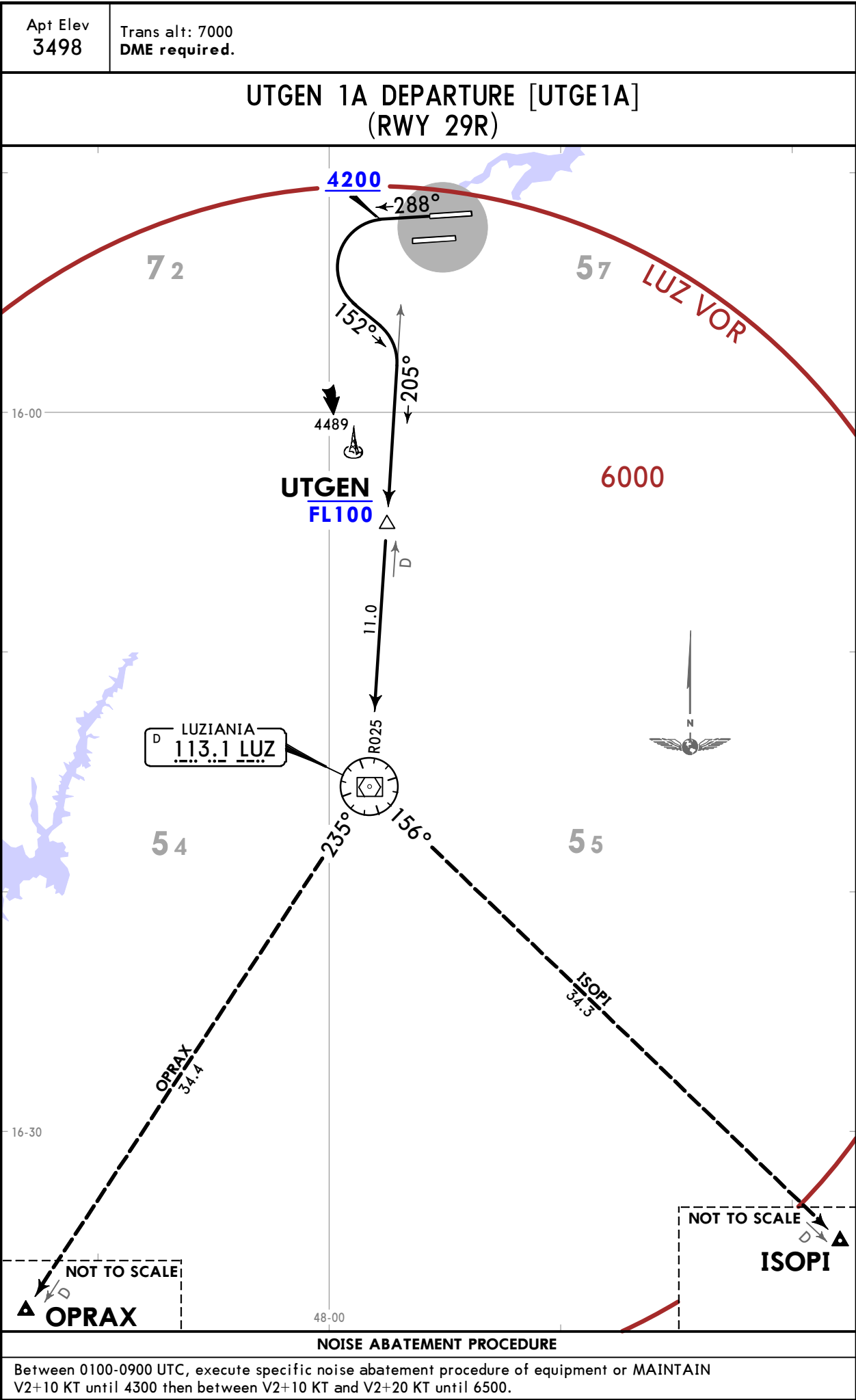
CHANGES: FLASH renamed SAPRU.

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SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
15 MAY 20 **10-3Y4** Eff 21 May

BRASILIA, BRAZIL
SID

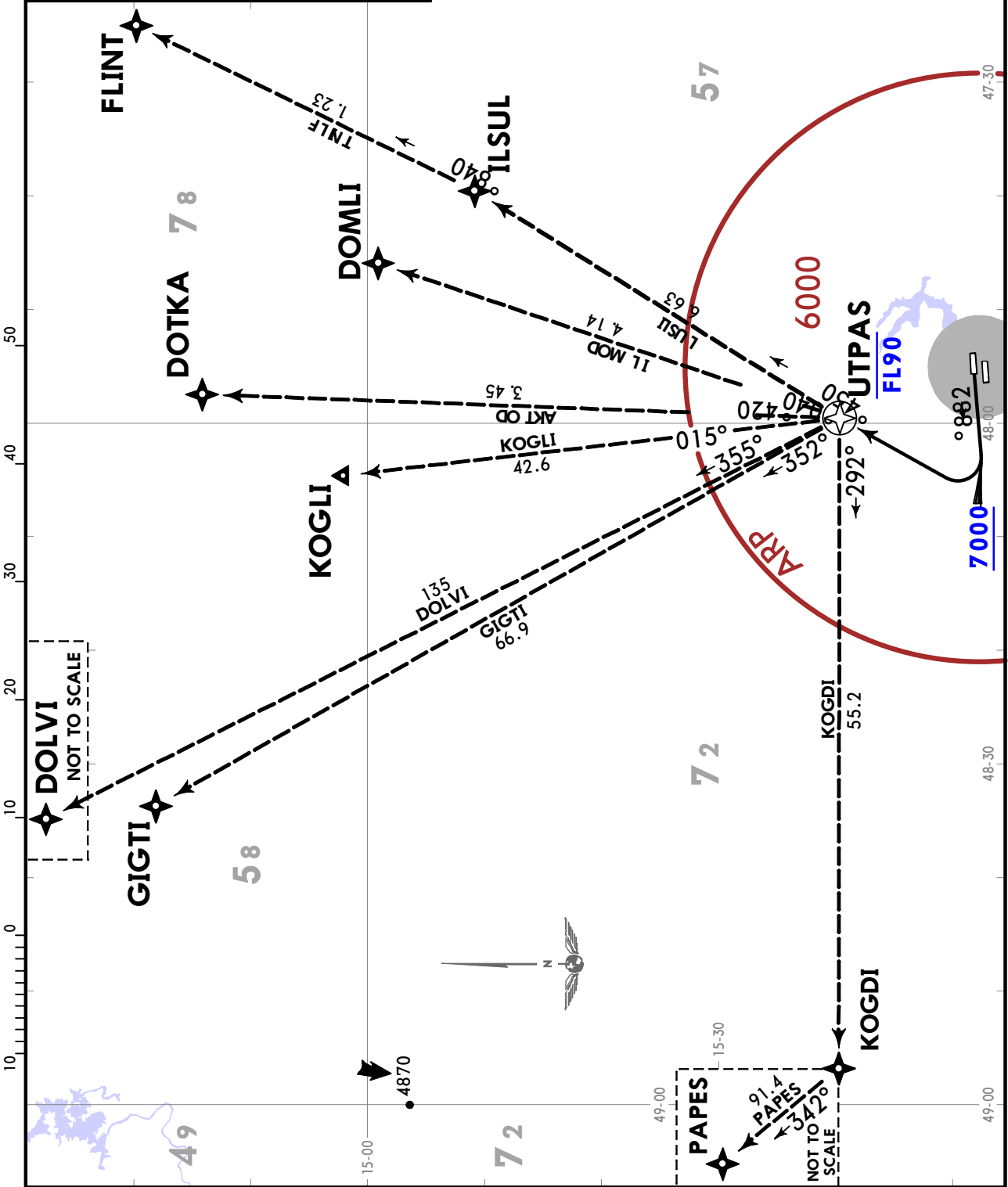


SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
15 MAY 20 **10-3Y5** **Eff 21 May**

BRASILIA, BRAZIL
RNAV SID

Apt Elev 3498	Trans alt: 7000 1. RNAV 1 or RNP 1. 2. RNAV 1: ATS Surveillance System required. 3. GNSS required.
	UTPAS 2B RNAV DEPARTURE [UTPA2B] (RWY 29R)
	NOISE ABATEMENT PROCEDURE Between 0100-0900 UTC, execute specific noise abatement procedure of equipment or MAINTAIN V2+10 KT until 4300 then between V2+10 KT and V2+20 KT until 6500.



SBBR/BSB

Apt Elev **3498'**
S15 52.3 W047 55.1

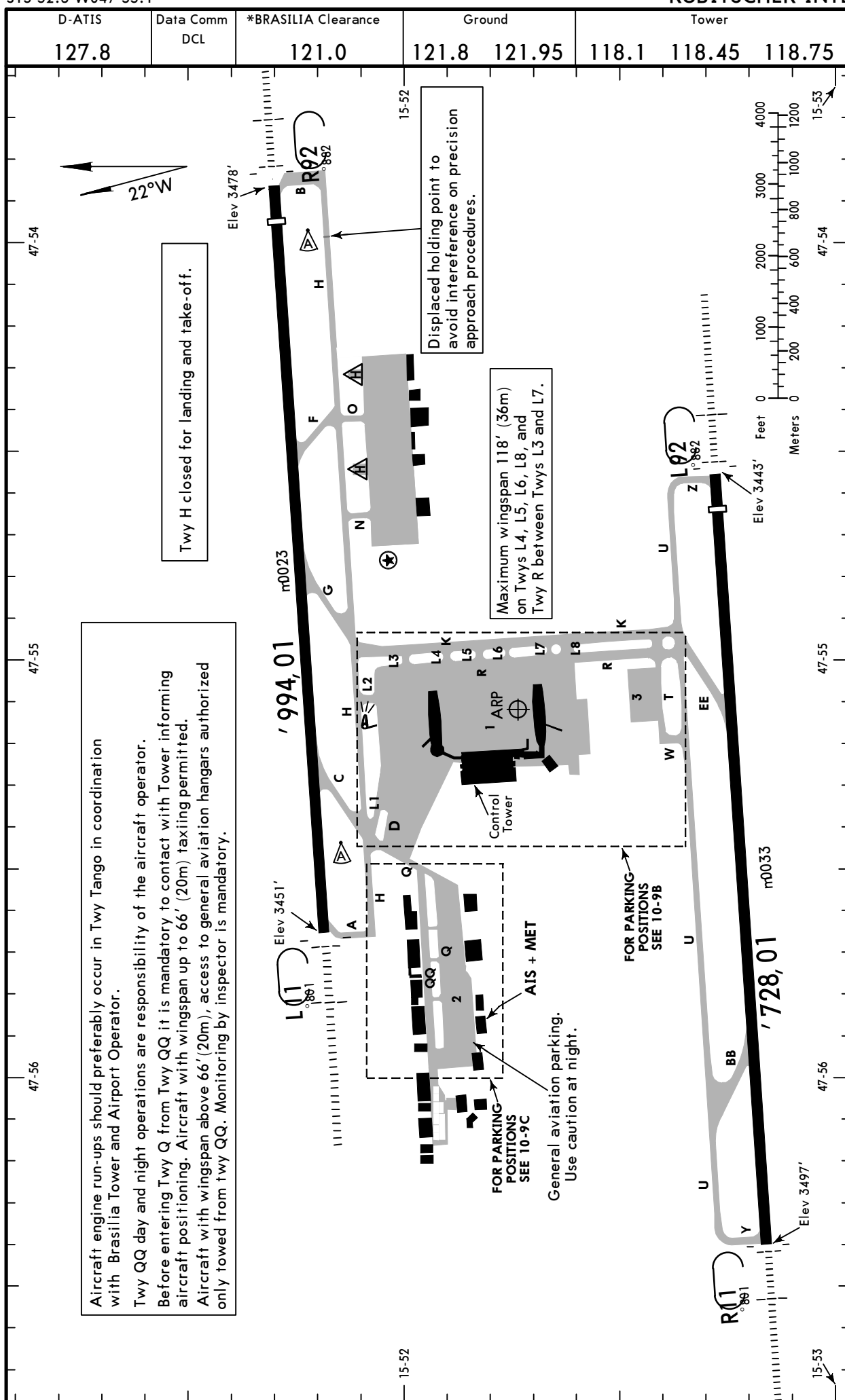
15 MAY 20

(10-9)

JEPPESSEN

BRASILIA, BRAZIL

**PRES JUSCELINO
KUBITSCHKE INTL**



SBBR/BSB

JEYPESEN
15 MAY 20 10-9A

BRASILIA, BRAZIL
PRES JUSCELINO
KUBITSCHKE INTL

GENERAL

Two-way radio required.
Birds in vicinity of airport.
Operate with CAUTION due to limited visibility from Tower to taxiways L2, L3, L7, L8, T, K between L7 and U. R between L and L4, R between L7 and U, H between G and N, H between P and B, Q between positions 55 to 66.
Aircraft must avoid engine test next to the holding points.
Only aircraft that can maintain final approach speed of 120 kt IAS can operate between periods 1100-1400 and 2100-0000.
Aircraft which do not meet noise limits should inform Brasilia clearance 15 minutes prior to estimated departure and will be subjected to delays from approach traffic to Rwy 11R
When Rwy 11L/11R is in use, takeoff operations will be performed from Rwy 11R between 0100-0900 UTC. Except when this runway is unavailable.
Training flights that interfere with the movement area are prohibited from 0800 - 1500 and 1800 - 0200.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
11L 29R	MIRL ALSF-I REIL PAPI-L (angle 3.00°, MEHT 72')	RVR 10,007'	9160' 2792m	10,007' 3050m	148'
	MIRL ALSF-I REIL PAPI-L (angle 3.00°, MEHT 69')	RVR 3050m	8896' 2712m		45m

1 Grooved.

11R 29L	HIRL ALSF-I PAPI-L (angle 3.00°, MEHT 65')	10,335'	9067' 2764m	10,335' 3150m	148'
	HIRL ALSF-I PAPI-R (angle 3.00°, MEHT 60')	3150m	9489' 2892m		45m

NOTE: SID TAKE-OFF MINIMUMS TAKE PRECEDENCE WHEN PUBLISHED

1 2 IFR TAKE-OFF MULTI ENG ACFT

Take-off Altn Apt Filed - Required When Vis Below Available Landing Minimums
2 Eng - Alternate within 1 hr (1 Eng Inop) 3 or More Eng - Alternate within 2 hr (1 Eng Inop)
Without Take-off Altn Apt Filed - Available Landing Minimums with Serviceable Lighting and NAVAIDs

REQUIRED	VISIBILITY
RCLM	800m
NO EQUIPMENT	1600m

BRAZIL CIVIL AVIATION REGULATIONS 121/135 APPROVED OPERATORS

REQUIRED			HEAD UP GUIDANCE SYSTEM REQUIRED		
REQUIRED	REQUIRED RVR		REQUIRED	REQUIRED RVR	
HIRL & CL	TDZ & Rollout	RVR 150m	HGS & HIRL & CL	TDZ & Mid & Rollout	RVR 75m
(HIRL & RCLM) or CL	TDZ & (Mid or Rollout)	RVR 300m	HGS & RL & CL	TDZ & Mid & Rollout	RVR 150m
			HGS & RL & CL	TDZ & Rollout	RVR 175m
HIRL or CL or RCLM	TDZ & Rollout	RVR 350m	HGS & RCLM & (RL or CL)	TDZ	RVR 300m
RL & RCLM & Taxiway Lights	TDZ & Rollout	RVR 400m	HGS & (RCLM or RL or CL or HIRL)	TDZ	RVR 350m
			HGS	NO EQUIPMENT	RVR 500m

1 Stop bars required at all runway holding positions for RVR below 350m. 2 2 RVR required for RVR below 400m.

IFR TAKE-OFF SINGLE ENG ACFT

Available Landing Minimums with Serviceable Lighting and NAVAIDs

ONSHORE HELIPAD			OFFSHORE HELIPAD		
DAY	NIGHT		REQUIREMENTS	DAY	NIGHT
3 250m	4 800m		2 Pilots	250m	
			1 Pilot	500m	

3 Or distance to RTODAH (Aborted Take-off Distance Available for Helicopters), whichever is greater.

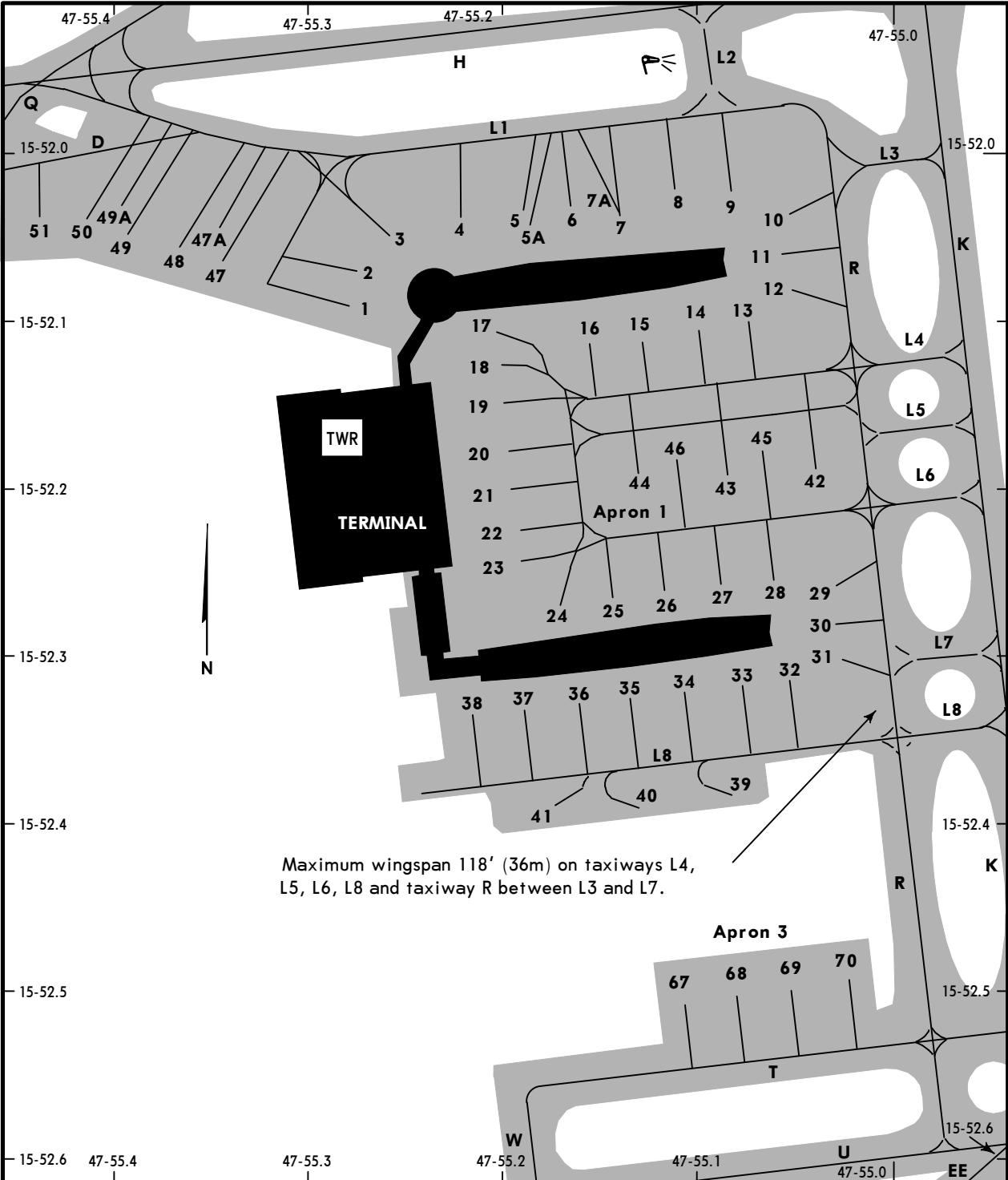
4 With RL & lighted FATO & RCLM & RVR: 200m.

SBBR/BSB

JEPPESEN
27 DEC 19
Eff 2 Jan

(10-9B)

BRASILIA, BRAZIL
PRES JUSCELINO KUBITSCHKE INTL



PARKING SPOT COORDINATES

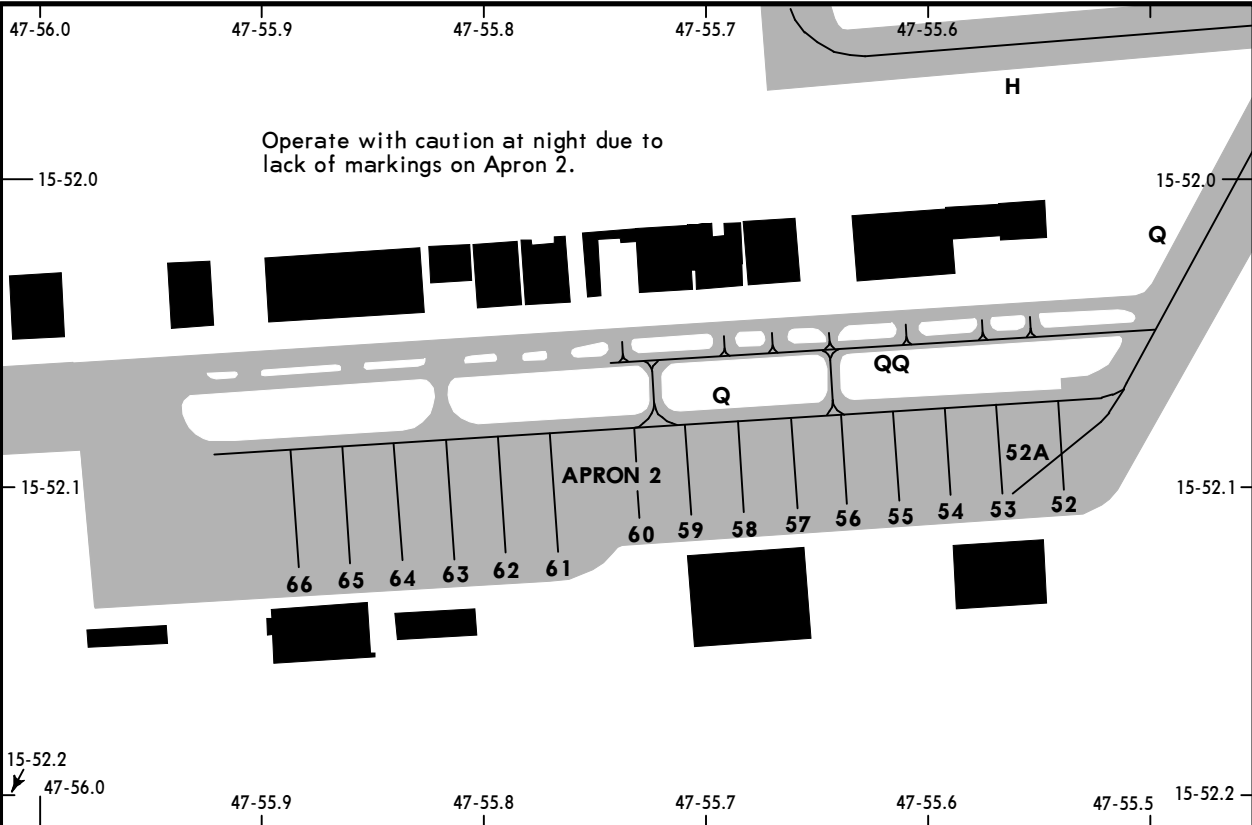
SPOT No.	COORDINATES	SPOT No.	COORDINATES
APRON 1			
1, 2	S15 52.1 W047 55.3	36 thru 38	S15 52.4 W047 55.2
3 thru 6	S15 52.0 W047 55.2	39, 40	S15 52.4 W047 55.1
7 thru 9	S15 52.0 W047 55.1	41	S15 52.4 W047 55.2
10 thru 15	S15 52.1 W047 55.1	42	S15 52.2 W047 55.0
16 thru 18	S15 52.1 W047 55.2	43 thru 46	S15 52.2 W047 55.1
19 thru 22	S15 52.2 W047 55.2	47	S15 52.0 W047 55.3
23, 24	S15 52.3 W047 55.2	47A thru 51	S15 52.0 W047 55.4
25 thru 28	S15 52.3 W047 55.1	APRON 3	
29 thru 31	S15 52.3 W047 55.0	67 thru 69	S15 52.5 W047 55.1
32 thru 35	S15 52.4 W047 55.1	70	S15 52.5 W047 55.0

SBBR/BSB

27 DEC 19
Eff 2 Jan

JEPPesen
10-9C

BRASILIA, BRAZIL
PRES JUSCELINO KUBITSCHEK INTL



PARKING SPOT COORDINATES			
SPOT No.	COORDINATES		
APRON 2			
52	S15 52.1 W047 55.5		
52A thru 56	S15 52.1 W047 55.6		
57 thru 60	S15 52.1 W047 55.7		
61 thru 64	S15 52.1 W047 55.8		
65, 66	S15 52.1 W047 55.9		

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JEPPesen

BRASILIA, BRAZIL

27 DEC 19

10-9D

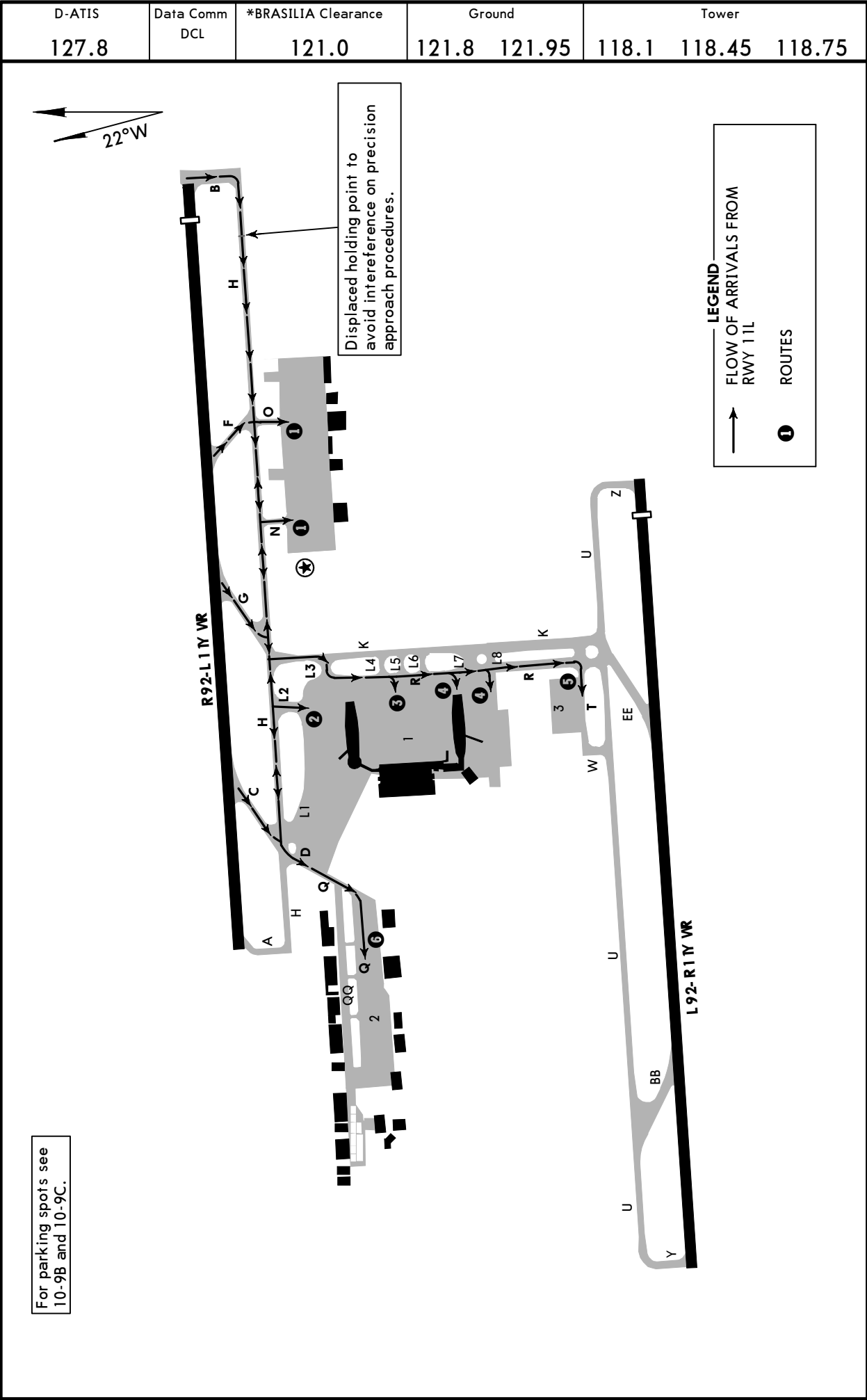
Eff 2 Jan

PRES JUSCELINO

KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES ARRS RWY 11L



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JEPPesen

BRASILIA, BRAZIL

27 DEC 19

10-9E

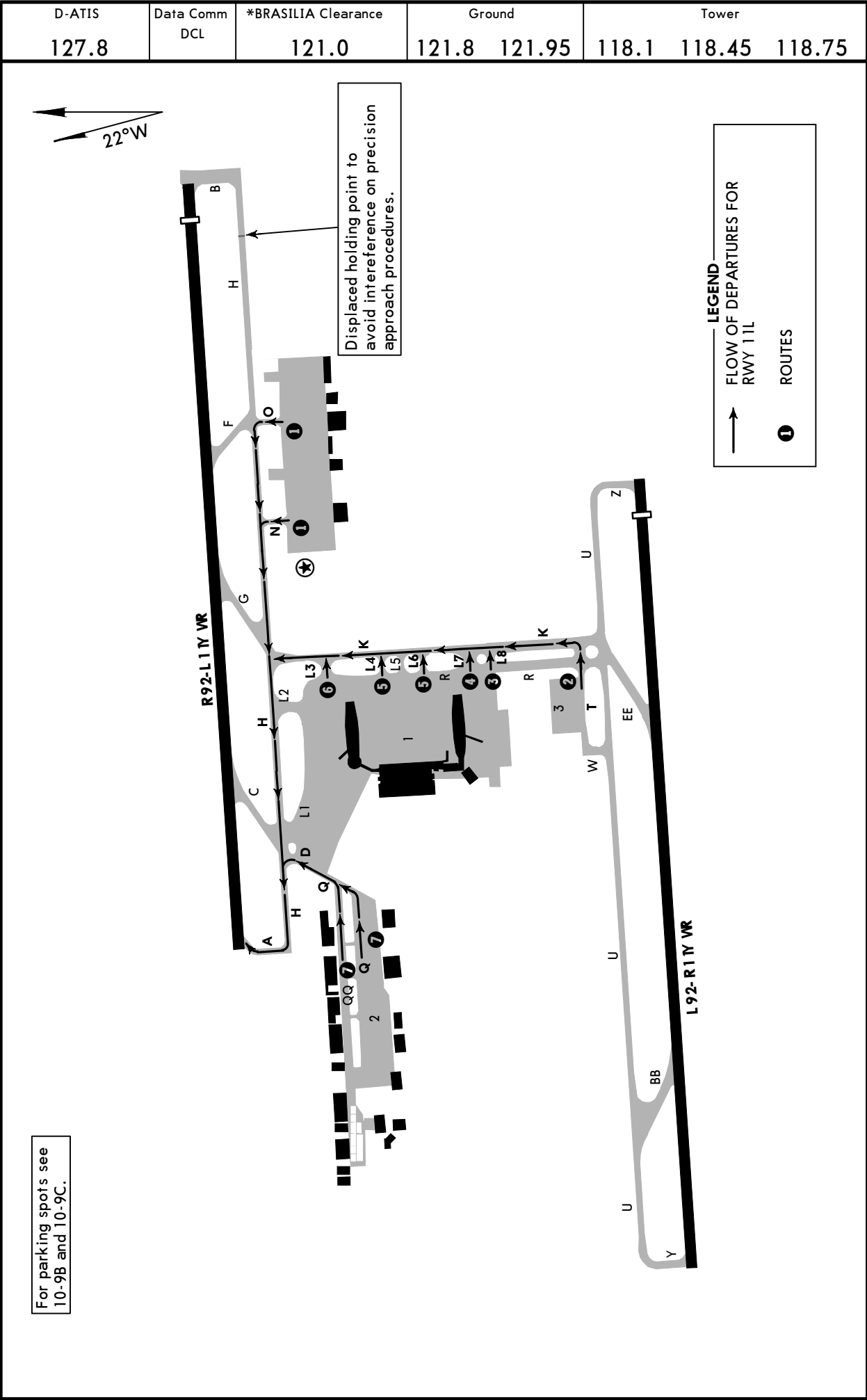
Eff 2 Jan

PRES JUSCELINO

KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES DEPS RWY 11L



SBBR/BSB



BRASILIA, BRAZIL

27 DEC 19

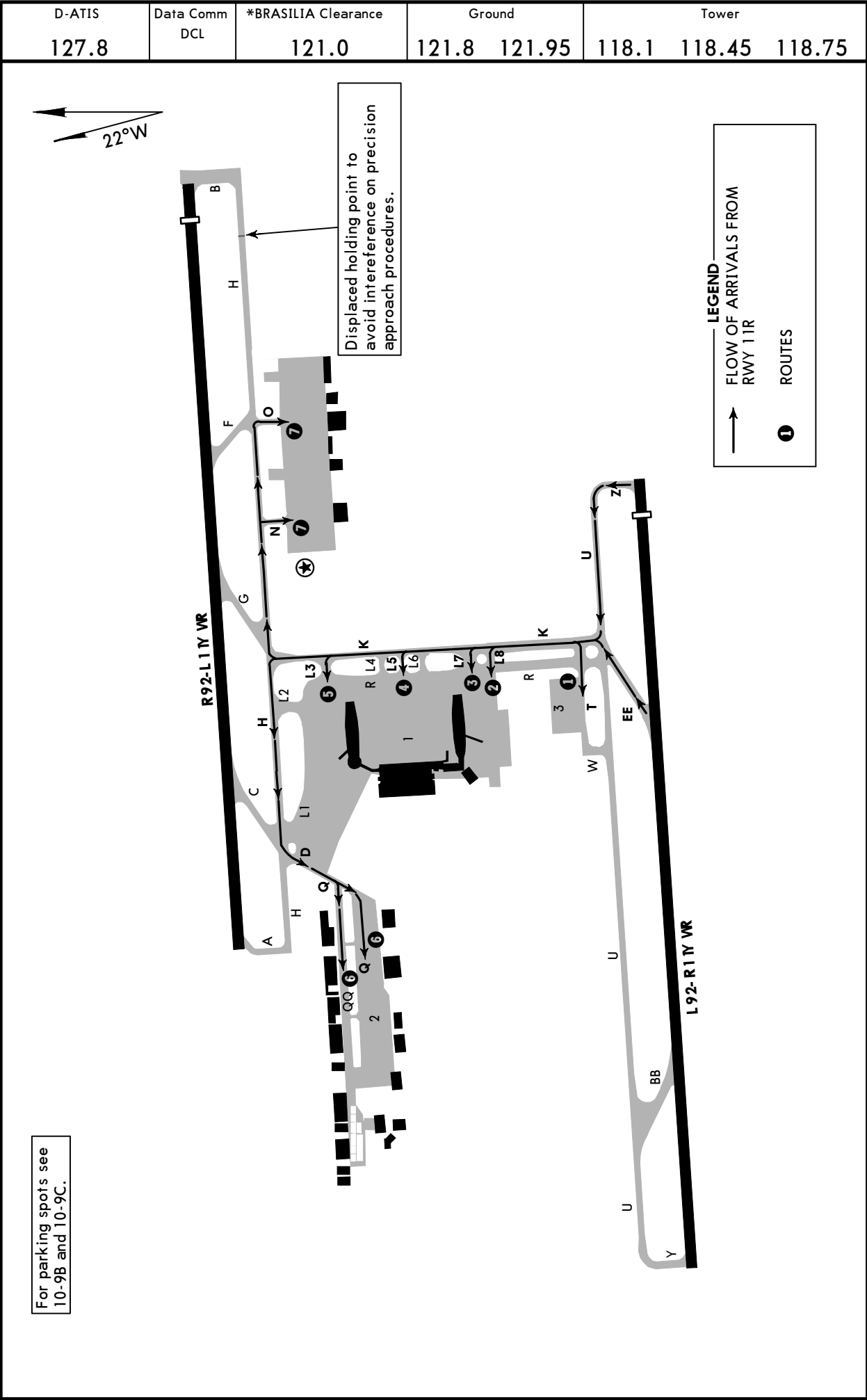
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES ARRS RWY 11R



SBBR/BSB

JEPPesen

BRASILIA, BRAZIL

27 DEC 19

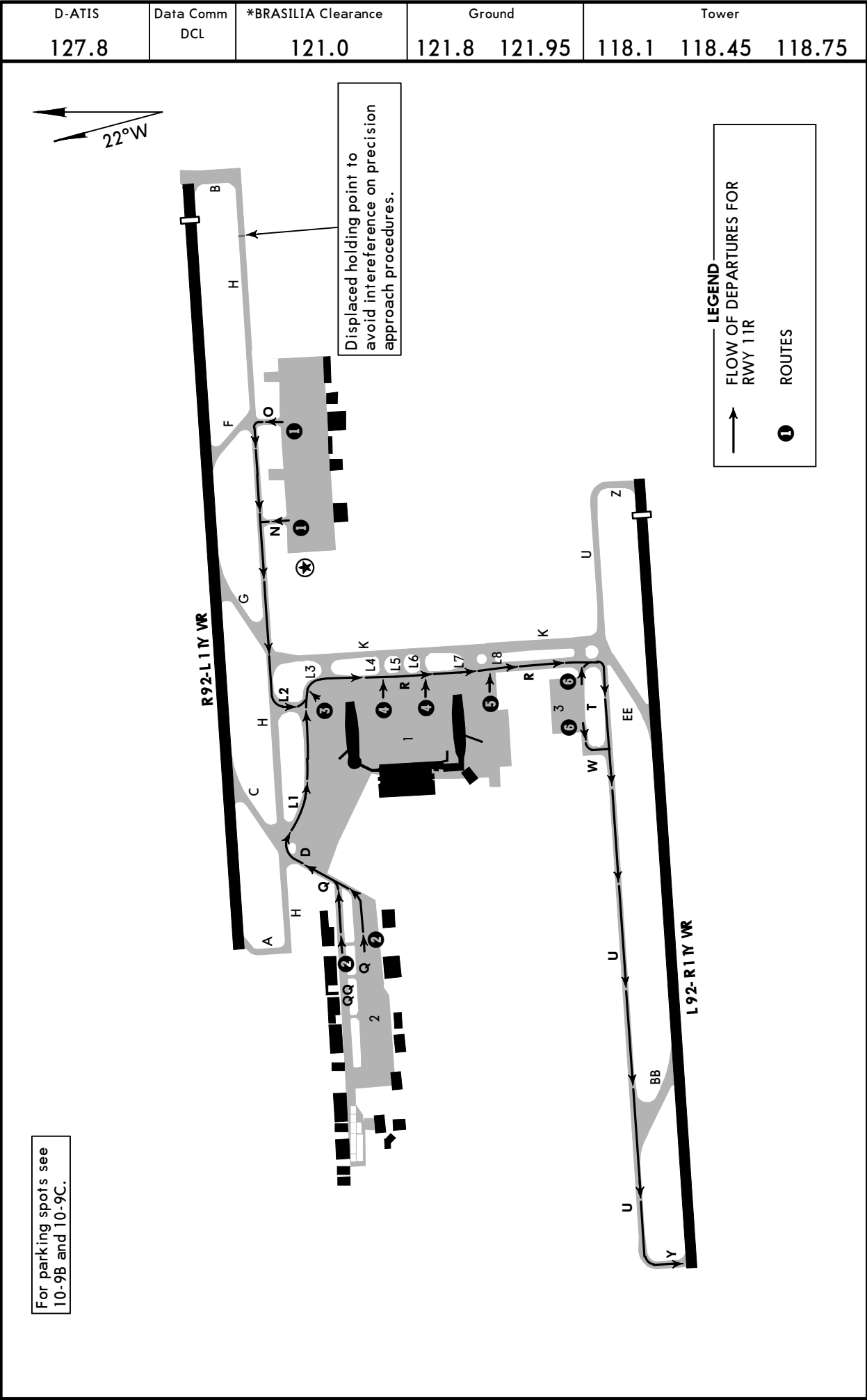
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES DEPS RWY 11R



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BRASILIA, BRAZIL

27 DEC 19

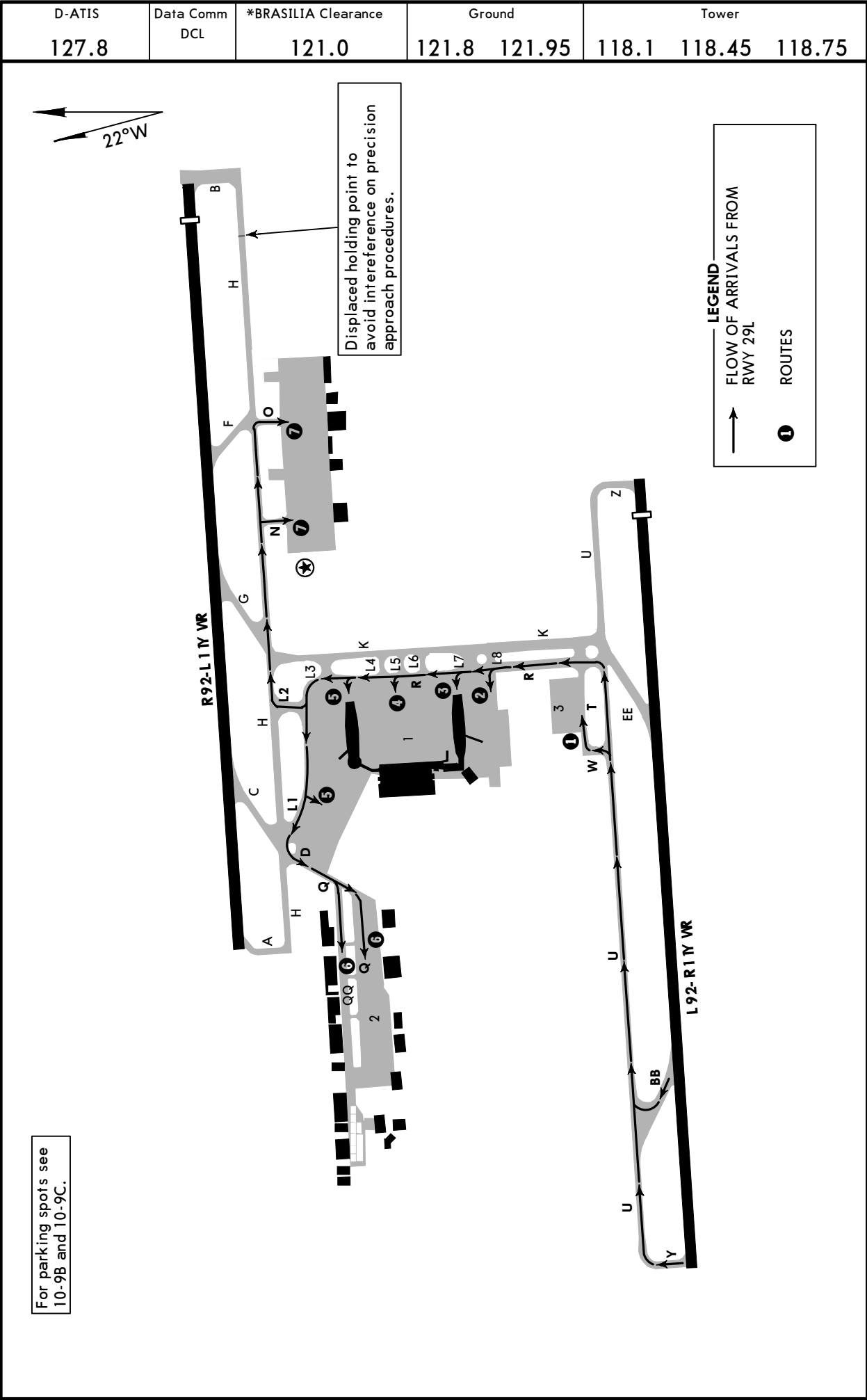
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES ARRS RWY 29L



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BRASILIA, BRAZIL

27 DEC 19

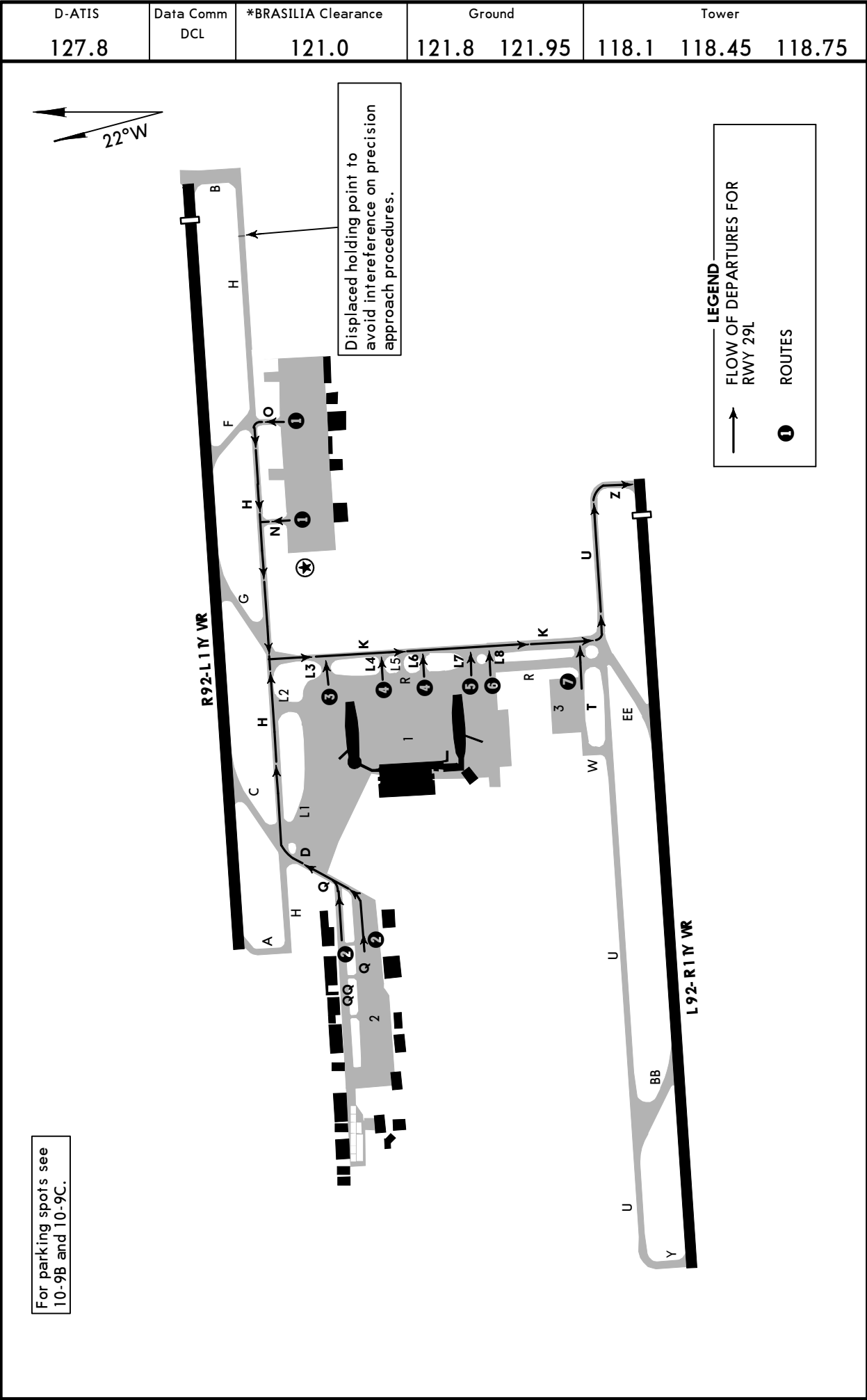
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES DEPS RWY 29L



SBBR/BSB



BRASILIA, BRAZIL

27 DEC 19

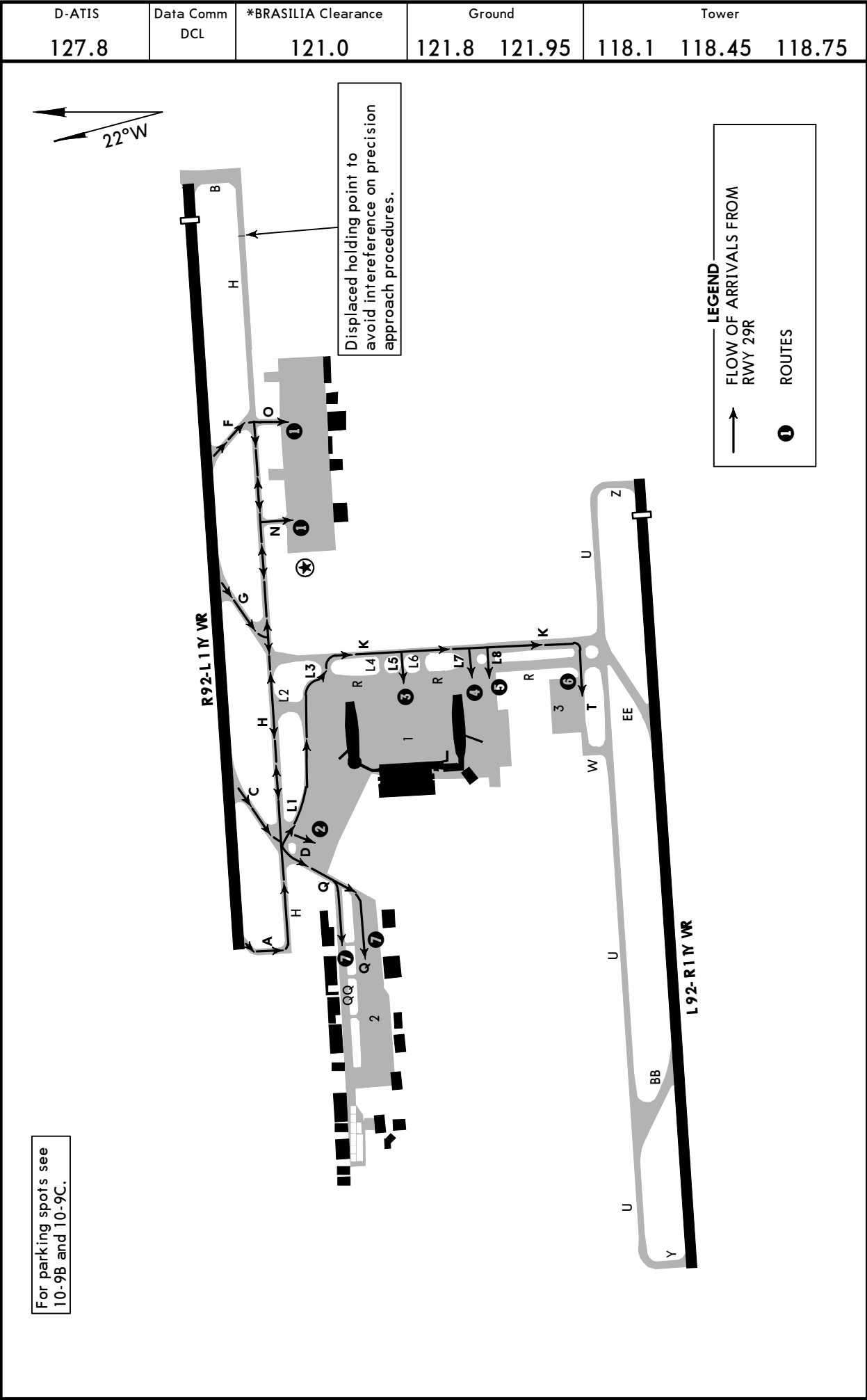
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES ARRS RWY 29R



SBBR/BSB



BRASILIA, BRAZIL

27 DEC 19

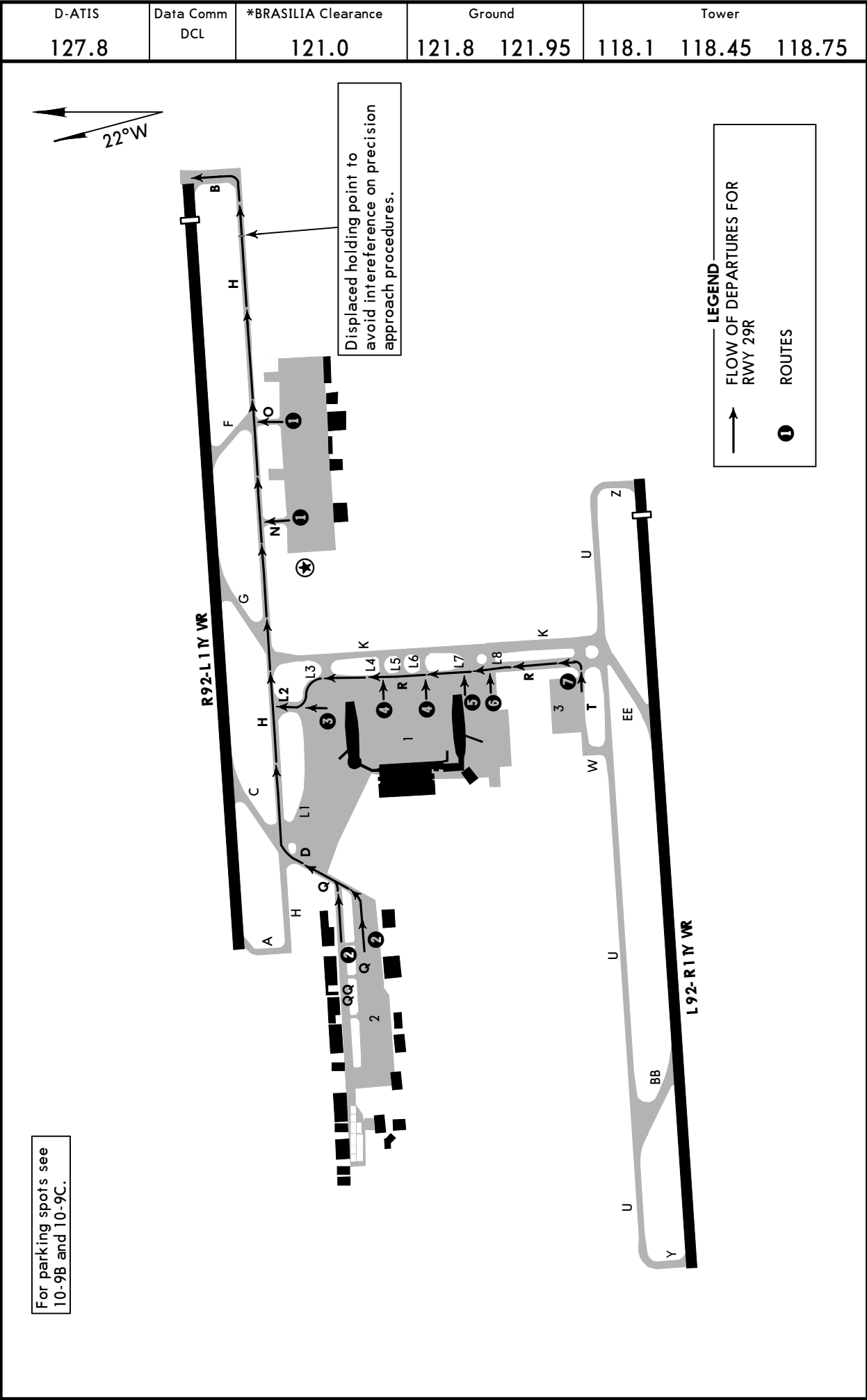
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Eff 2 Jan

PRES JUSCELINO
KUBITSCHKE INTL

Apt Elev 3498'

TAXI ROUTES DEPS RWY 29R



SBBR/BSB


JEPPesen

29 JUL 16

(11-0)

PARALLEL OPS**BRASILIA, BRAZIL****PRES JUSCELINO KUBITSCHEK INTL****SIMULTANEOUS INDEPENDENT PARALLEL OPERATIONS (OPSI)****1. FACTORS AFFECTING PARALLEL OPERATIONS**

1.1. Flight crews shall be advised prior to starting the approach or take-off procedure that independent parallel instrument operations at Brasilia Intl Airport are in force. They must be aware of the importance of performing more precise maneuvers to intercept and closely follow the ILS localizer course or departure tracks immediately after take-off. It is important to highlight that such operation implies the possibility of a breakout maneuver in case of violation of the No Transgression Zone (NTZ) by the aircraft on the adjacent approach. Information concerning the start of (OPSI) shall normally be provided through the Automatic Terminal Information Service (ATIS) broadcasts. If the ATIS is not available, the controller shall provide this information.

1.2. During parallel operations, the crew should be especially careful to avoid approach to the wrong runway, which will cause a breakout. This may be caused by three factors:

- a. The pilot may misinterpret the approach clearance or use the incorrect approach chart;
- b. The pilot on an IFR approach may, after VMC, line up on the wrong runway. Such an event might occur too quickly and too closely to the threshold to be reliably detected by the controller, which will require pilots to be more careful when visually identifying the approach runway.
- c. During (DPSI) simultaneous independent parallel departures, the pilot may select the wrong departure runway on the FMS, which makes the aircraft turn to intercept the departure track of the adjacent runway, during the transfer of control between TWR and APP.

1.3. During (DPSI), the flight crew shall pay attention to DEPARTURE instructions and information on the direction of the first turn after departure, issued by TWR, especially referring to SID insertion in FMS.

1.4. After landing, the runway occupancy time shall be optimized and the flight crew shall apply the maximum operationally safe taxi speed.

2. INDEPENDENT PARALLEL APPROACH OPERATION PROCEDURES

2.1. For OPSI, the Brasilia Approach controller shall advise each aircraft of the runway in use and the selected ILS approach procedure as early as possible.

2.2. The final approach sector controller shall repeat the information about the runway in use and the selected ILS approach procedure for each aircraft.

2.3. The pilot-in-command is responsible for reading back this information immediately, when advised of the runway identification and the ILS localizer.

2.4. The breakout maneuver is the main means for resolving conflicts during Simultaneous Independent Parallel Approaches (APSI). The TCAS, when installed, provides another form of conflict resolution in the unlikely possibility of failure of the other separation standards.

NOTE: TCAS is not required for APSI operation in Brasilia.

2.5. The breakout maneuver instruction issued by the ATC provides both vertical and lateral instructions, while TCAS provides only vertical maneuver. During APSI, if a TCAS Resolution Advisory (RA) alert is triggered, flight crew shall immediately follow this instruction, any time it occurs.

2.6. If, during an ATC-issued breakout maneuver, the pilot receives an RA alert, he/she shall comply with TCAS instruction and, after it is clear of conflict, the pilot shall advise ATC and stand by for new instructions.

2.7. The ILS LOC course interception shall preferably be made with the RNAV transition procedure depicted on the chart or, if the aircraft is not RNAV capable, it may be vectored to the ILS final approach.

2.8. A 3.0 NM longitudinal separation minima shall be established between aircraft flying the same LOC course, unless greater separation is required due to wake turbulence or other reasons, such as, for instance, TWR request for spacing to allow departures.

2.9. During independent parallel approaches, the final approach monitoring controller shall report any track deviation performed by an approaching aircraft, but still within the NOZ. Such deviations will not interrupt the approach, provided the deviating aircraft returns to the ILS final approach track.

(contd on Chart 11-0A)

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JEPPesen

29 JUL 16

(11-0A)

PARALLEL OPS**BRASILIA, BRAZIL**

PRES JUSCELINO KUBITSCHEK INTL

SIMULTANEOUS INDEPENDENT PARALLEL OPERATIONS (contd)

2.10. During independent parallel approaches, if a deviating aircraft penetrates the NTZ, the air traffic controller shall discontinue the approach of the aircraft established on the adjacent final approach, instructing the aircraft to breakout and turn away from the intruder aircraft, until separation minima are established between the aircraft.

NOTE 1: The breakout mentioned above shall be commanded by the air traffic controller who is monitoring the NTZ. The horizontal component of the breakout cannot exceed 45° from the ILS track.

NOTE 2: Breakouts shall not be made below a height of 400' in relation to the approach threshold.

NOTE 3: The use of the autopilot is encouraged while flying (APS) Simultaneous Parallel Approaches. However, it is recommended that breakout maneuvers be flown manually or in accordance with each operator's operational policy, to minimize the aircraft reaction time.

2.11. Breakouts made below the Brasilia Terminal Control Area (TMA) Air Traffic Control Surveillance Minimum Altitude Chart (ATCSMAC) assigned altitudes are protected by the Parallel Approach Obstacle Assessment Surfaces (PAOAS) analysis. This way, when in final approach and within PAOAS limits, the aircraft may be vectored until approved separation minima are established.

2.12. The PAOAS analysis criteria were developed to accommodate heading variations of up to 45 degrees from the approach trajectory, with a minimum initiation height of 400' above threshold elevation. The evaluation further considers that the initial part of the breakout maneuver must be executed in landing configuration, with a minimum climbing gradient of 8.3%.

3. AERODROME CONTROL SERVICE

3.1. In the case of communication failure between Brasilia Approach and an aircraft conducting parallel approach operations, and in the event of violation of the NTZ, Brasilia Tower shall retransmit the instructions issued by Brasilia Approach to the aircraft determined by Approach to execute the breakout maneuver.

NOTE 1: Brasilia Tower will only be able to take the action prescribed above after coordination with Brasilia Approach. In this coordination, Approach shall specify which aircraft violated the NTZ and which aircraft shall execute the coordinated breakout maneuver.

NOTE 2: Brasilia Tower is not allowed to use the surveillance repeater equipment to issue breakout maneuver instructions under any circumstances.

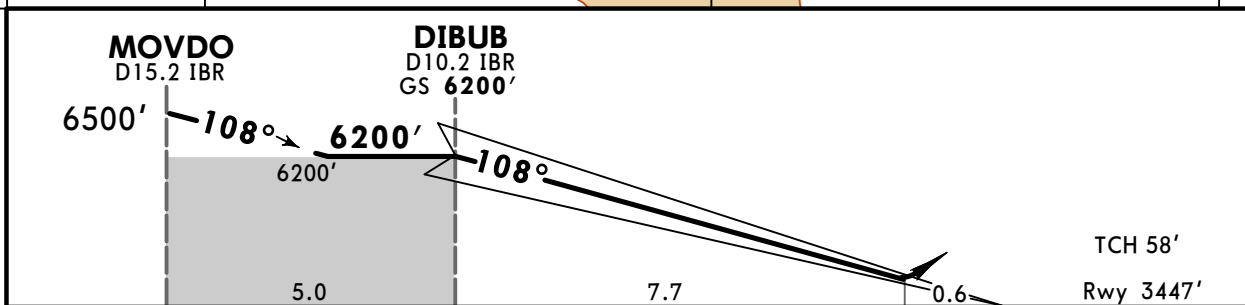
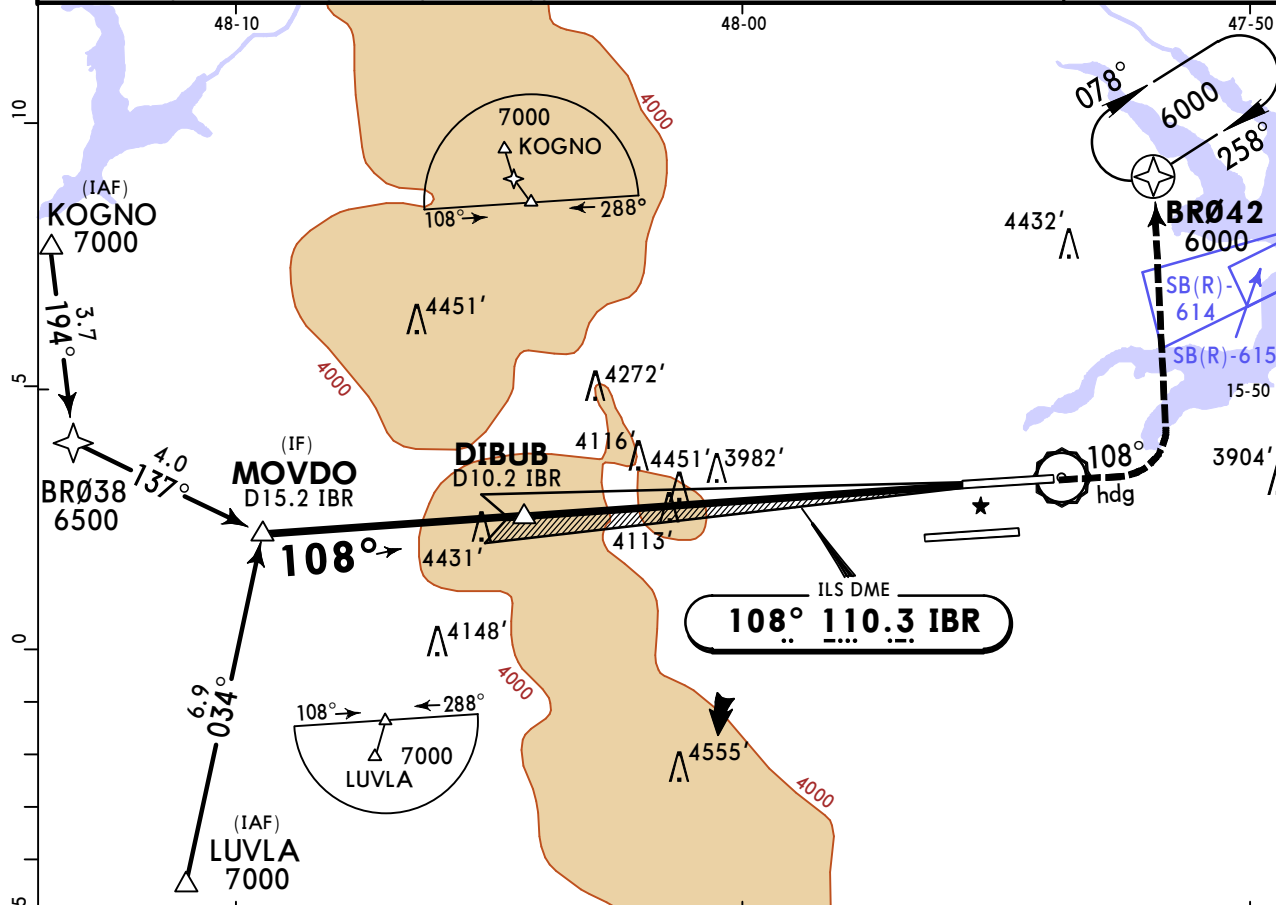
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PRES JUSCELINO
KUBITSCHKE INTL

JEPPesen
17 APR 20 **(11-1)** Eff 23 Apr

BRASILIA, BRAZIL
ILS Y Rwy 11L

BRIEFING STRIP™

D-ATIS 127.8		BRASILIA Control (App) (R) 119.5 120.65 129.15 129.6			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
LOC IBR 110.3	Final Apch Crs 108°	DIBUB 6200' (2753')	ILS DA(H) 3717' (270')	Apt Elev 3498' Rwy 3447'	TAA 25 NM IAF
MISSED APCH: Climb to 6000'. Maintain heading 108° up to 5000'. Turn LEFT direct BR042 for holding.					
Alt Set: hPa Rwy Elev: 120 hPa Trans level: By ATC Trans alt: 7000'					
RNAV 1.					
1. GNSS required. 2. Independent parallel approach.					



Gnd speed-Kts	90	110	130	150	170	190	ALSFI REIL PAPI	6000' ↑ 108° hdg
GS	3.00°	478	584	690	796	902		
MAP at DA								

STRAIGHT-IN LANDING RWY11L		CIRCLE-TO-LAND	
ILS DA(H) 3717' (270')			
FULL		ALS out	
A	1 RVR 700m VIS 800m	1300m	NA
B			
C			
D			

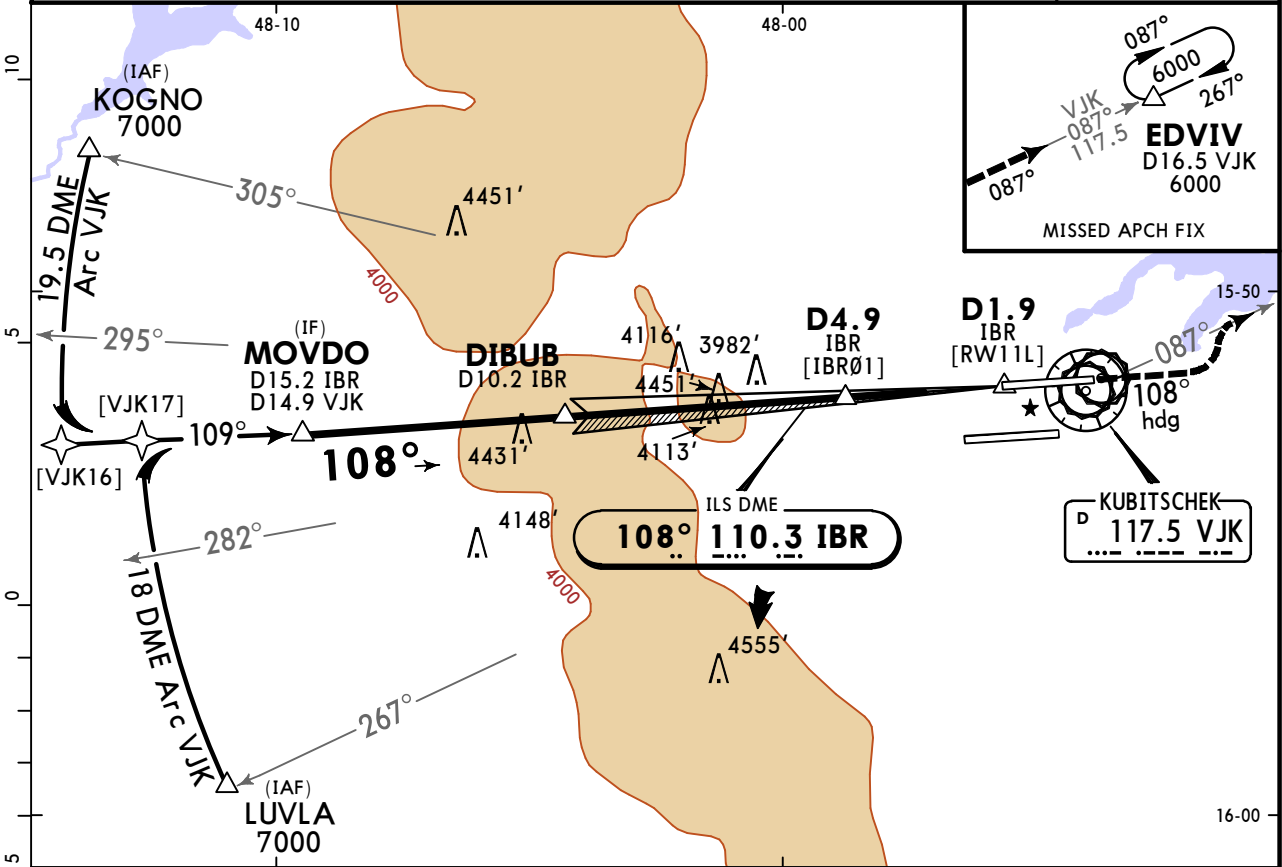
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20
Eff 23 Apr

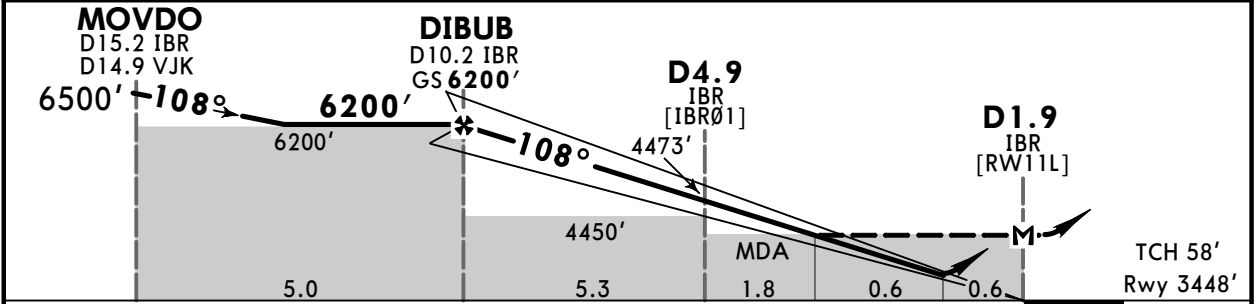
(11-2)

BRASILIA, BRAZIL
ILS W or LOC W Rwy 11L

D-ATIS 127.8		BRASILIA Control (App) (R) 119.5 120.65 129.15 129.6			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
LOC IBR 110.3	Final Apch Crs 108°	DIBUB 6200'(2752')	ILS DA(H) 3718'(270')	Apt Elev 3498' Rwy 3448'	6000 MSA VJK VOR
MISSED APCH: Climb to 6000'. Maintain heading 108° up to 4000'. Turn LEFT to intercept outbound VJK VOR R-087 for holding on EDVIV.					
Alt Set: hPa Rwy Elev: 120 hPa Trans level: By ATC Trans alt: 7000'					
1. DME required. 2. Independent parallel approach.					



LOC (GS out)	DIST to THR	DIBUB	5.0	4.0	3.0	2.0	1.2
	ALTITUDE	6200'	5097'	4779'	4460'	4142'	3890'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI 6000' 108° maintain heading
ILS GS	3.00°	372	478	531	637	743	
LOC Descent Angle	3.04°	376	484	538	645	753	
MAP at D1.9 IBR							

STRAIGHT-IN LANDING RWY 11L					CIRCLE-TO-LAND
ILS		LOC (GS out)			
DA(H)	3718' (270')	MDA(H)	3890' (442')		
FULL		ALS out			
A	1 RVR 700m VIS 800m	1300m	800m	1600m	NA
B					
C					
D					

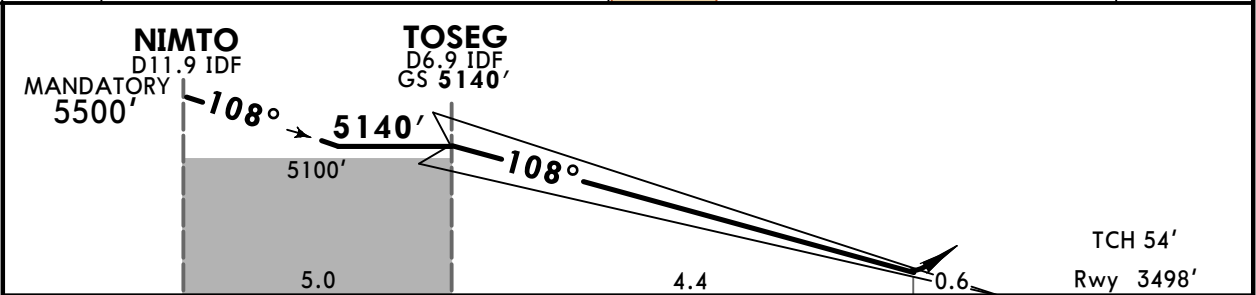
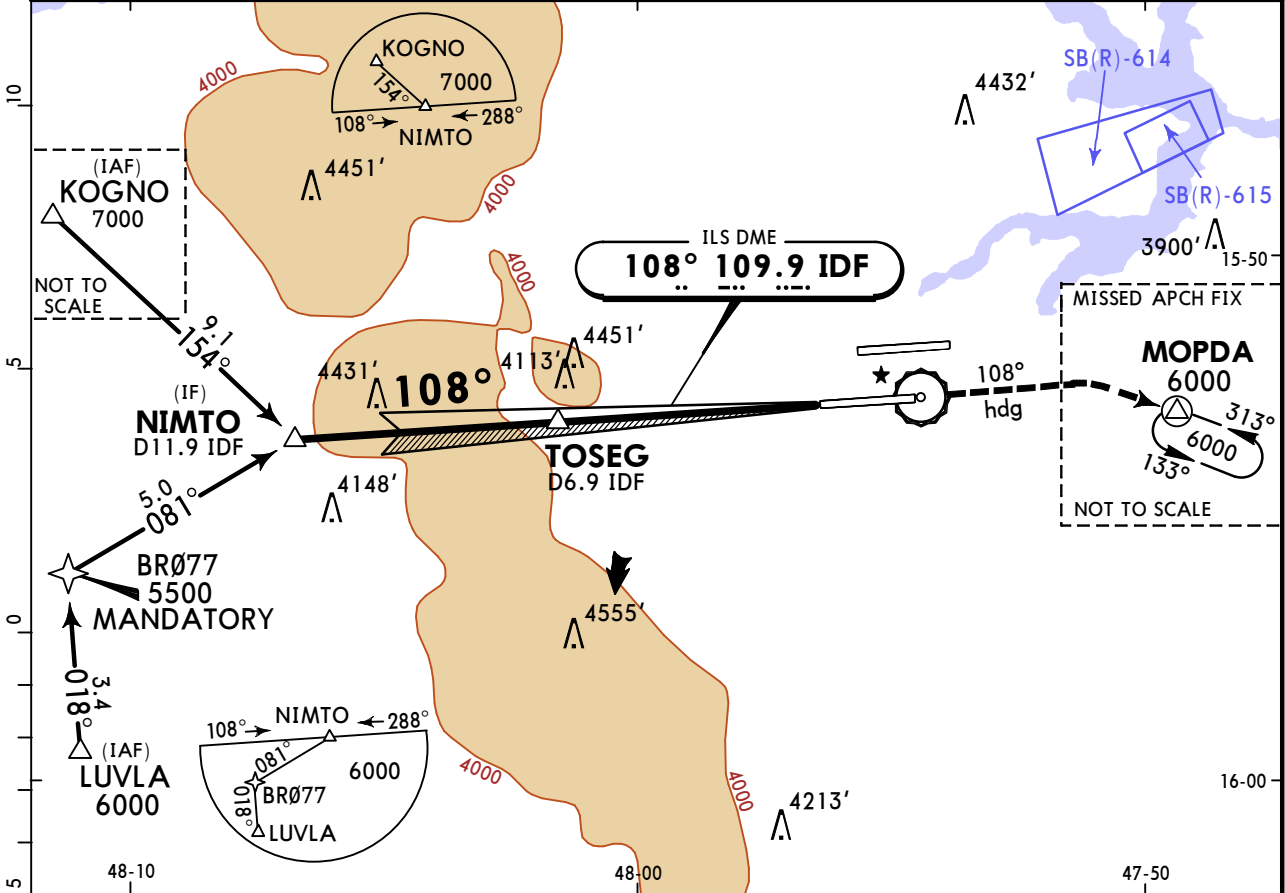
1 VIS RVR ALS 600m for approach using a Flight Director, Autopilot or Head-up Display (HUD).
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PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
15 MAY 20 11-3 Eff 21 May

BRASILIA, BRAZIL
ILS Z Rwy 11R

D-ATIS 127.8		BRASILIA Control (App) (R) 119.2 119.7 120.0 129.6			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
LOC IDF 109.9	Final Apch Crs 108°	TOSEG 5140' (1642')	ILS DA(H) 3748' (250')	Apt Elev 3498' Rwy 3498'	TAA 25 NM IF
MISSED APCH: Climb to 6000'. Maintain heading 108° up to 4500'. Turn RIGHT direct MOPDA for holding.					
Alt Set: hPa		Rwy Elev: 122 hPa	Trans level: By ATC	Trans alt: 7000'	
RNAV 1 or RNP 1					
1. GNSS required. 2. Independent parallel approach.					



Gnd speed-Kts	70	90	100	120	140	160	ALS F-I PAPI	4500'	108° maintain heading
GS	3.00°	372	478	531	637	743			
MAP at DA									

STRAIGHT-IN LANDING RWY11R			CIRCLE-TO-LAND		
ILS DA(H) 3748' (250')					
FULL		ALS out			
A					
B					
C					
D					

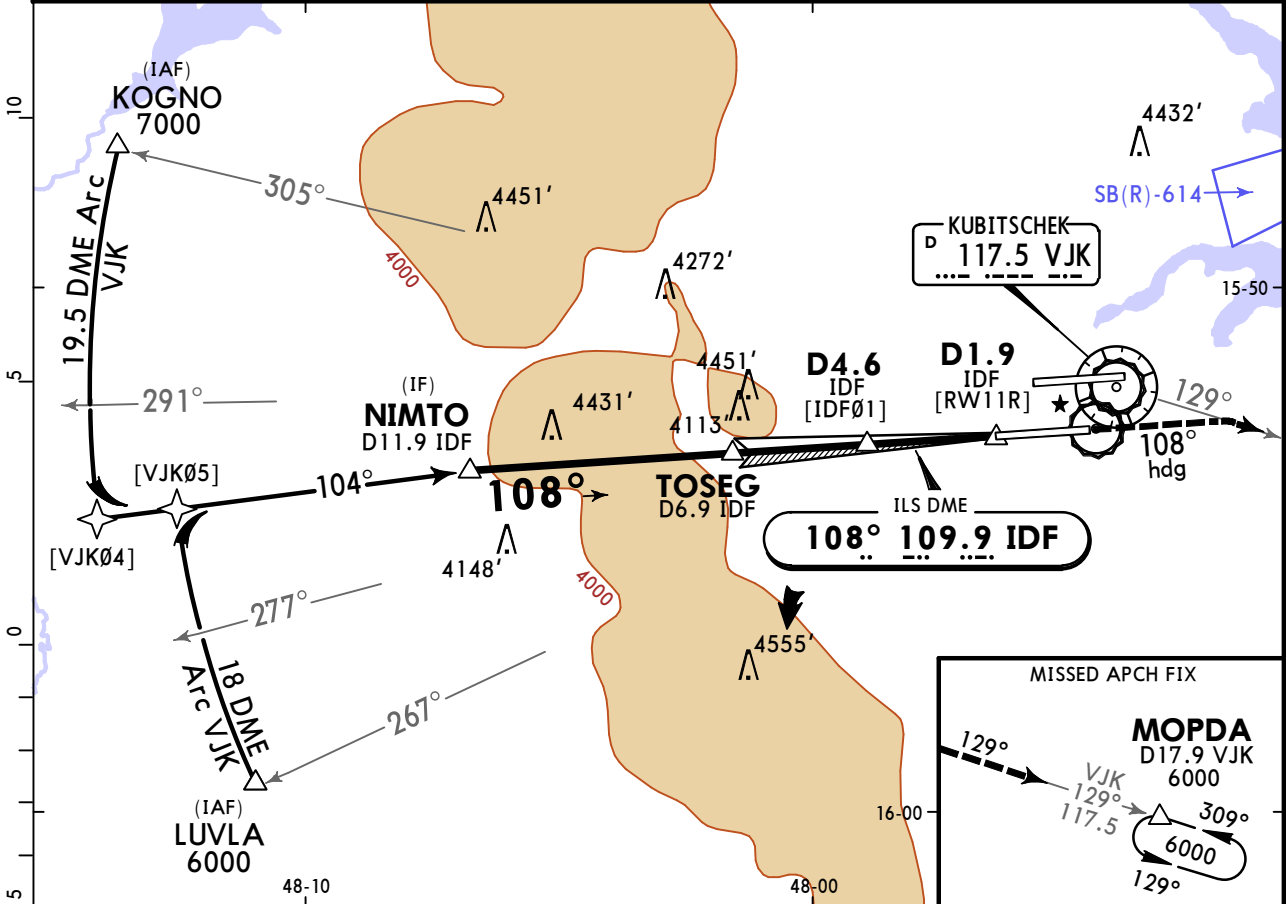
1 VIS RVR ALS 550m for approach using a Flight Director, Autopilot or Head-Up Display (HUD).

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PRES JUSCELINO
KUBITSCHKE INTL

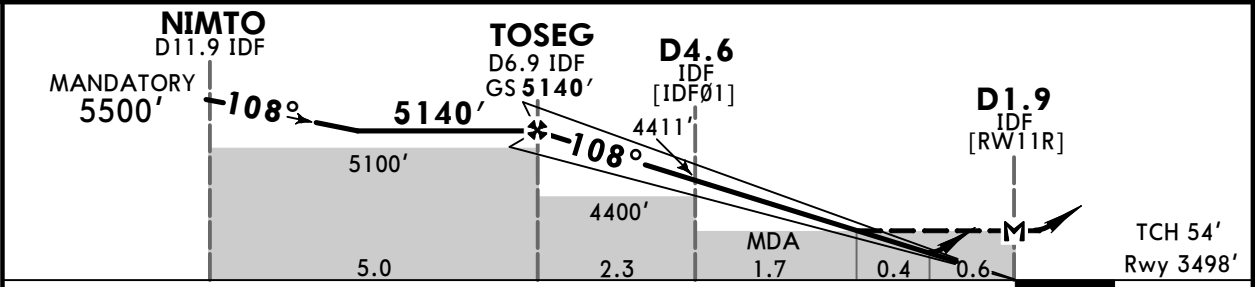
JEPPESSEN
15 MAY 20
Eff 21 May (11-4)

BRASILIA, BRAZIL
ILS X or LOC X Rwy 11R

D-ATIS 127.8		BRASILIA Control (App) (R) 119.5 120.65 129.15 129.6			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
LOC IDF 109.9	Final Apch Crs 108°	TOSEG 5140' (1642')	ILS DA(H) 3748' (250')	Apt Elev 3498' Rwy 3498'	6000 MSA VJK VOR
MISSED APCH: Climb to 6000'. Maintain heading 108° until 4500'. Turn RIGHT to intercept outbound VJK VOR R-129 for holding on MOPDA.					
Alt Set: hPa Rwy Elev: 122 hPa Trans level: By ATC Trans alt: 7000'					
1. DME required. 2. Independent parallel approach.					



LOC	DIST to THR	TOSEG	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	5140'	4826'	4507'	4189'	3880'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	6000'	108° maintain heading
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.9 IDF									

STRAIGHT-IN LANDING RWY 11R					CIRCLE-TO-LAND
ILS DA(H) 3748' (250')			LOC (GS out) MDA(H) 3880' (382')		
FULL		ALS out		ALS out	
A	1 RVR 700m VIS 800m	1300m	800m	1600m	NA
B			1100m	1800m	
C					
D					

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

CHANGES: Re-indexed.

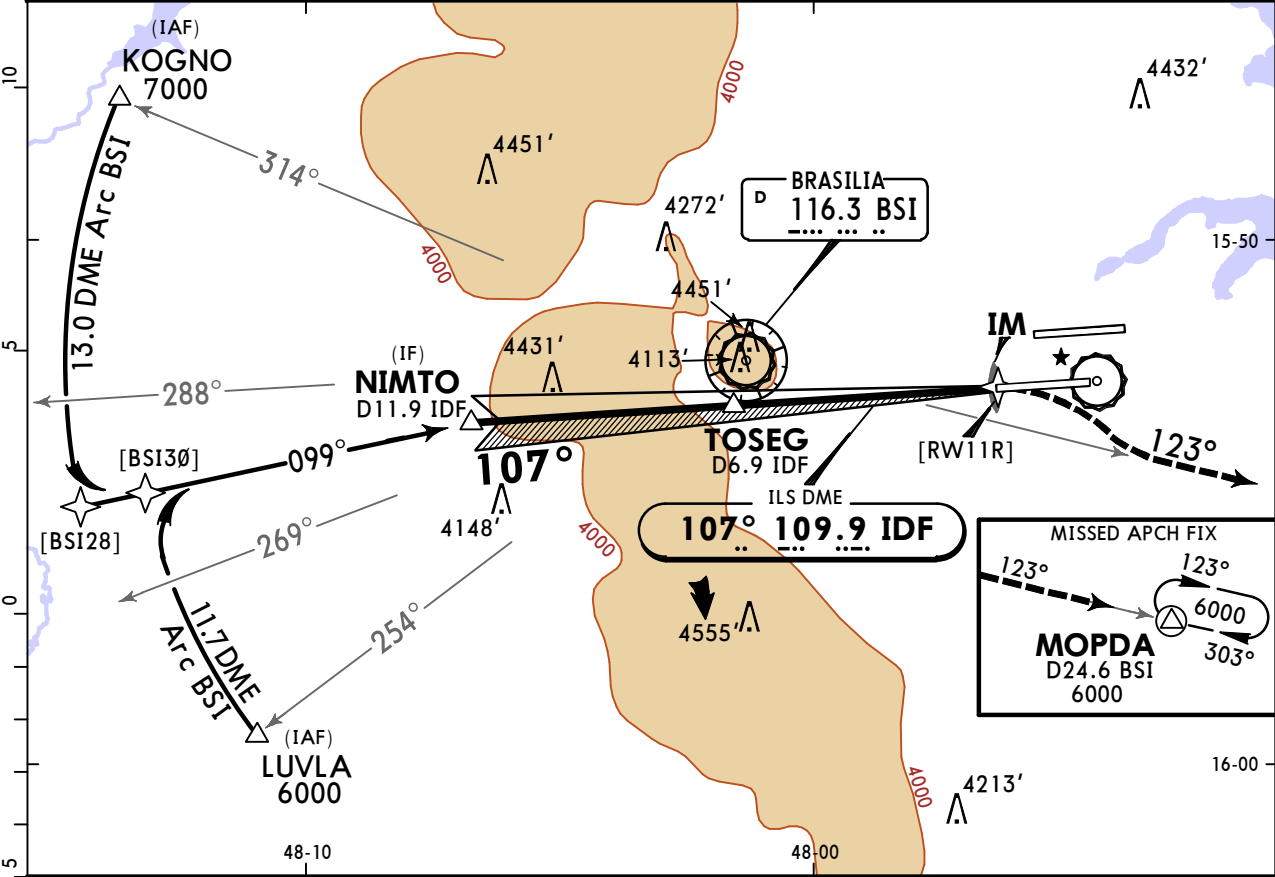
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KUBITSCHKE INTL

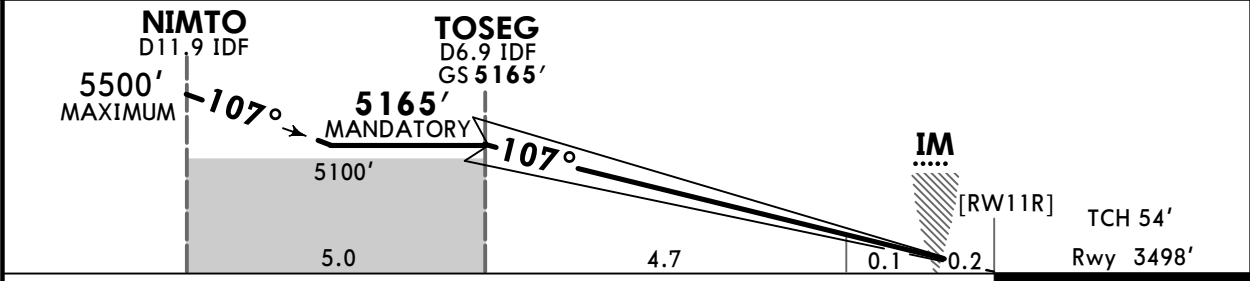
JEPPESSEN
15 MAY 20 **(11-5)** **Eff 21 May**

MISSED APCH CLIMB
GRADIENT MIM 5.0%
BRASILIA, BRAZIL
ILS V RWY 11R CAT II

D-ATIS 127.8		BRASILIA Control (App) (R) 119.2 119.5 119.7 120.0 120.65 129.15 129.6						
BRASILIA Tower 118.1 118.45 118.75				Ground 121.8 121.95				
LOC IDF 109.9	Final Apch Crs 107°	TOSEG MANDATORY 5165' (166')	CAT II ILS RA 150' DA(H) 3658'(160')	Apt Elev 3498'		6000 MSA BSI VOR		
MISSED APCH: Turn RIGHT to intercept BSI VOR R-123 outbound and climb to 6000', hold at MOPDA.								
Alt Set: hPa		Rwy Elev: 122 hPa	Trans level: By ATC		Trans alt: 7000'			
1. Special Aircrew & Acft Certification Required. 2. Independent parallel apch only under radar vectors to intercept final course.								



DIST to THR	TOSEG	4.0	3.0	2.0	1.0	0.5
ALTITUDE	5165'	4839'	4514'	4191'	3870'	3650'



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI 6000' BSI on 116.3 RT R-123
GS 3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 11R
Missed Apch Climb Gradient Mim 5.0%
CAT II ILS
RA 150'
DA(H) **3658'**(160')
CEILING-VISIBILITY
200' - RVR 500m
VIS 500m

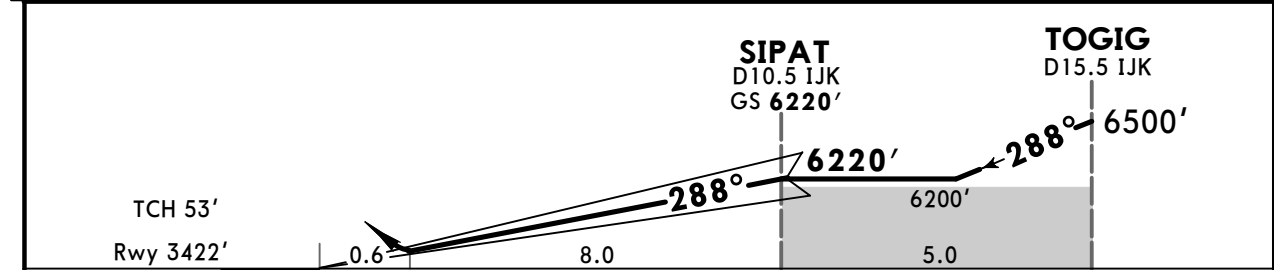
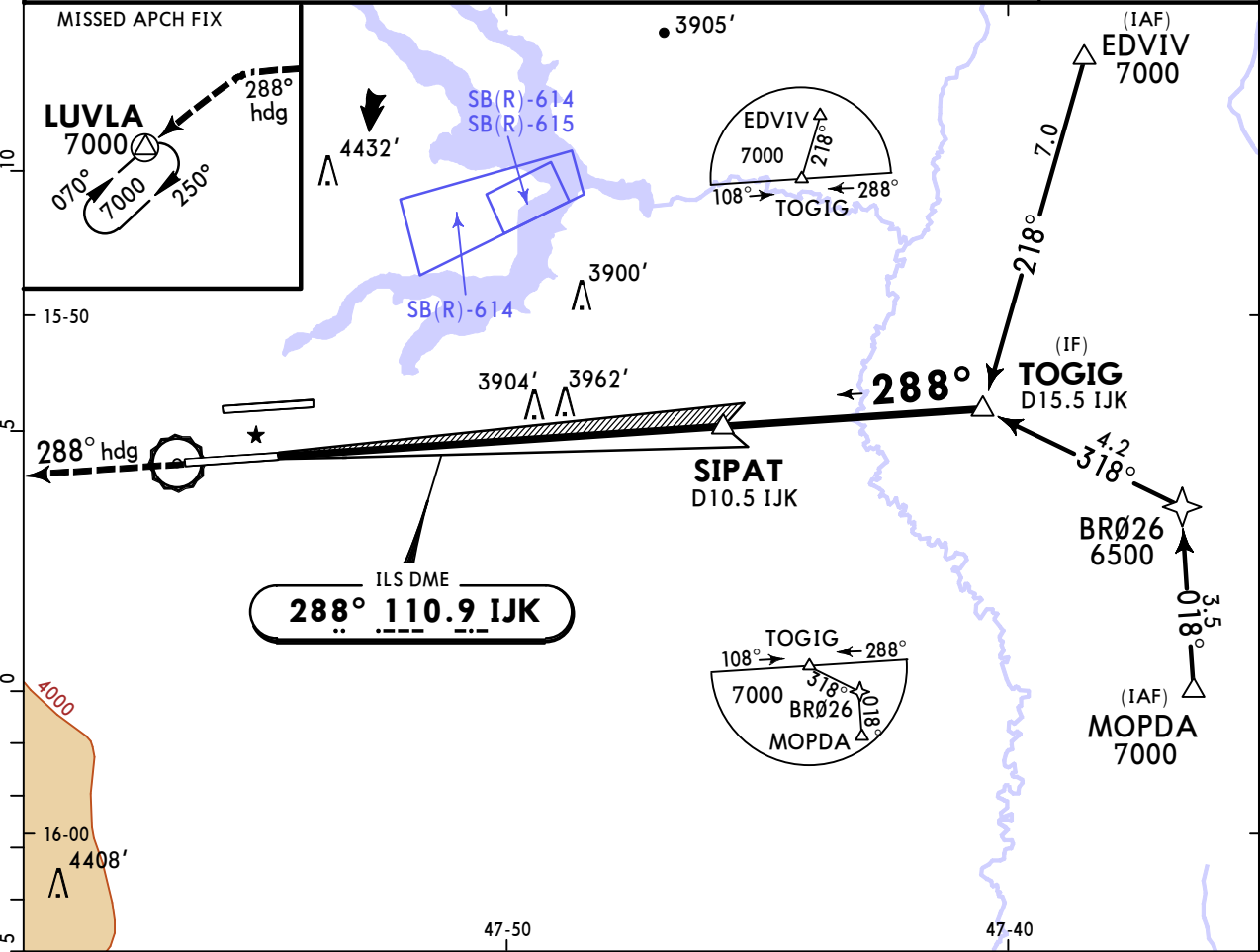
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PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
15 MAY 20 **(11-6)** **Eff 21 May**

BRASILIA, BRAZIL
ILS Z Rwy 29L

BRIEFING STRIP™

D-ATIS	BRASILIA Control (App) (R)			BRASILIA Tower			Ground	
127.8	119.5	129.15	129.6	118.1	118.45	118.75	121.8	121.95
LOC IJK 110.9	Final Apch Crs 288°	SIPAT 6220' (2798')		ILS DA(H) 3652' (230')		Apt Elev 3498' Rwy 3422'		TAA 25 NM IF
MISSED APCH: Climb to 7000' on heading 288° up to 4500'. Turn LEFT direct LUVLA for holding.								
Alt Set: hPa		Rwy Elev: 119 hPa		Trans level: By ATC		Trans alt: 7000'		
RNAV 1								
1. GNSS required. 2. Independent parallel approach.								



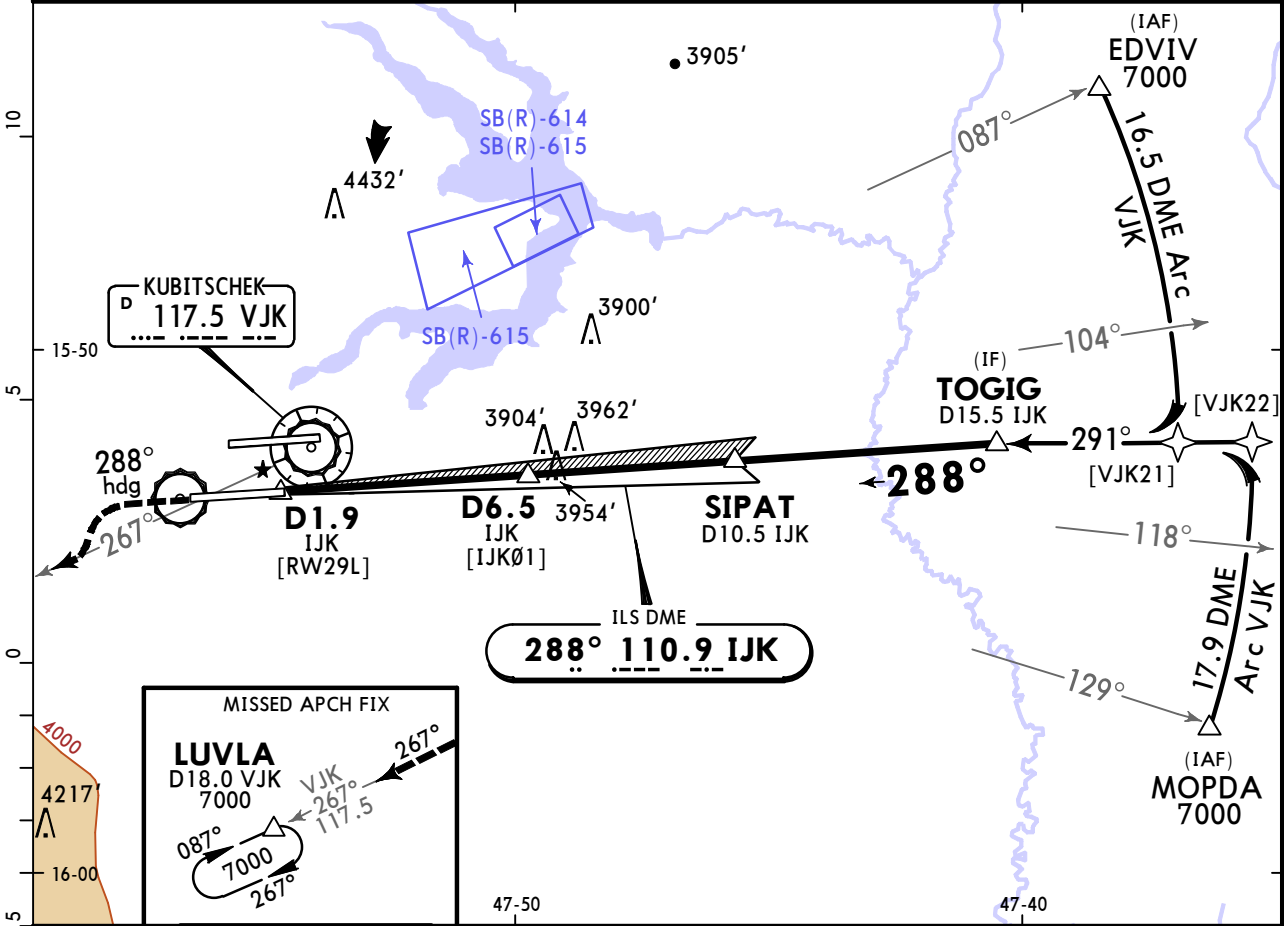
Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI 7000' on 288° hdg	CIRCLE-TO-LAND			
GS	3.00°	372	478	531	637	743					
MAP at DA											
STRAIGHT-IN LANDING RWY 29L							CIRCLE-TO-LAND				
ILS DA(H) 3652' (230')											
FULL				ALS out			NA				
A	RVR 700m VIS 800m I			1200m							
B											
C											
D											
I VIS RVR ALS 550m for approach using a Flight Director, Autopilot, or Head-Up Display (HUD).											

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

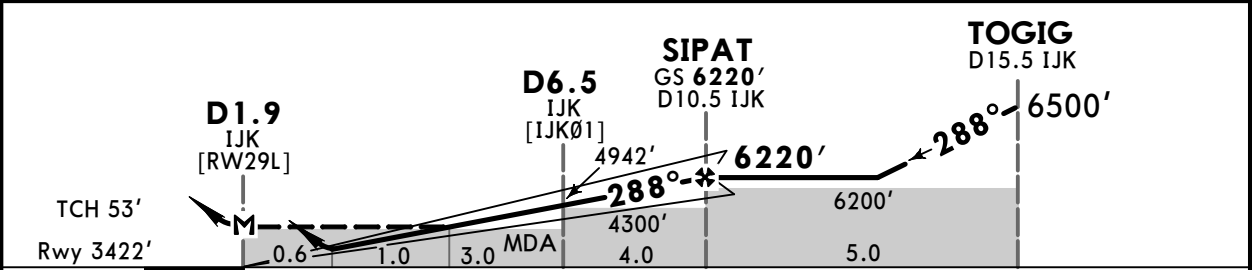
JEPPESEN
15 MAY 20
Eff 21 May (11-7)

BRASILIA, BRAZIL
ILS X or LOC X Rwy 29L

D-ATIS		BRASILIA Control (App) (R)			BRASILIA Tower			Ground	
127.8		119.5 129.15 129.6			118.1 118.45 118.75			121.8 121.95	
LOC IJK 110.9		Final Apch Crs 288°		SIPAT 6220' (2798')		ILS DA(H) 3652' (230')		Apt Elev 3498' Rwy 3422'	
MISSED APCH: Climb to 7000'. Maintain 288° heading until 4500'. Turn LEFT outbound VJK VOR R-267 to LUVLA for holding.									6000 MSA VJK VOR
Alt Set: hPa		Rwy Elev: 119 hPa		Trans level: By ATC		Trans alt: 7000'			
1. DME required. 2. Independent parallel approach.									



LOC (GS out)	DIST to THR	1.6	2.0	3.0	4.0	5.0	SIPAT
	ALTITUDE	3990'	4112'	4430'	4748'	5067'	6220'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 7000' 288° maintain heading
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.9 IJK							

STRAIGHT-IN LANDING RWY29L					CIRCLE-TO-LAND
ILS		LOC (GS out)			
DA(H)	3652' (230')	MDA(H)	3990' (568')		
FULL		ALS out		NA	
A	RVR 700m VIS 800m 1	1200m	750m		1600m
B					
C					
D					
		1900m	2600m		

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

CHANGES: Reindexed.

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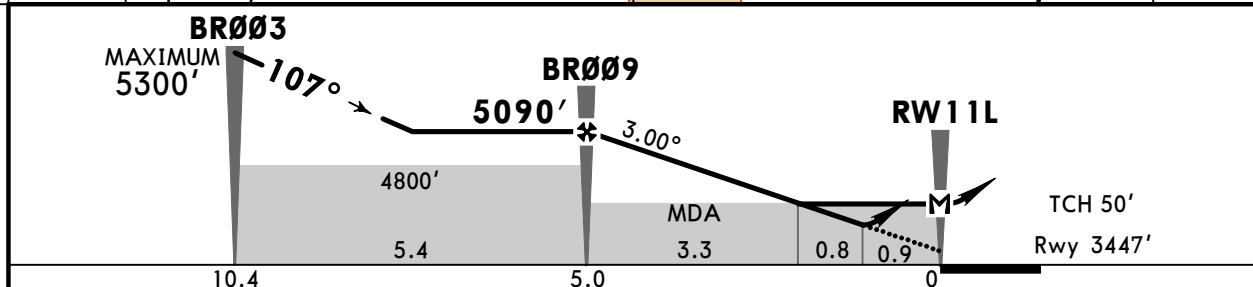
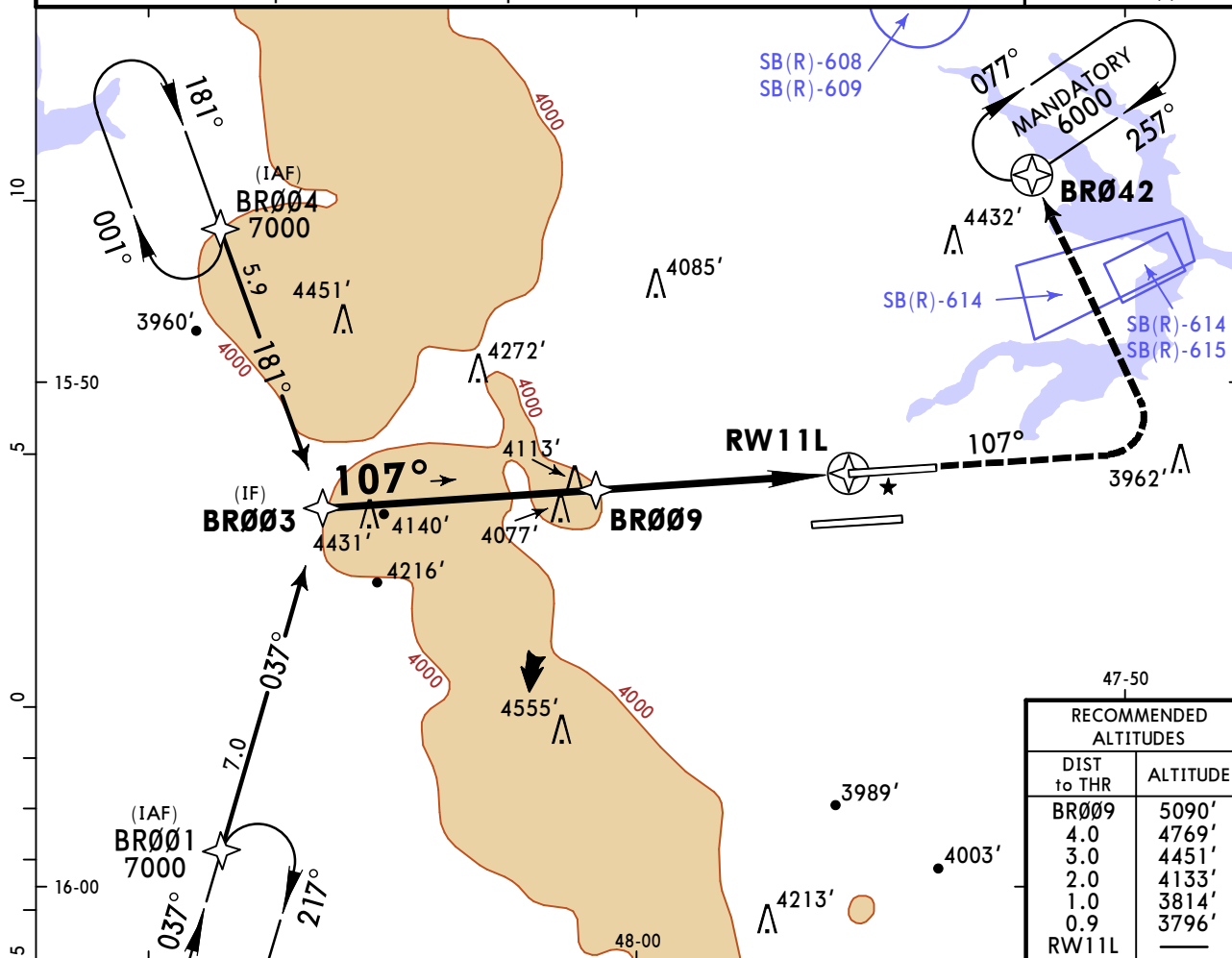
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

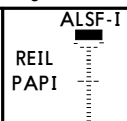
JEPPESSEN
17 APR 20
Eff 23 Apr (12-1)

BRASILIA, BRAZIL
RNAV (GNSS) Z Rwy 11L

BRIEFING STRIP™

D-ATIS 127.8		BRASILIA Control (App) (R) 119.2 119.5 119.7 120.0 120.65 129.15 129.6						
BRASILIA Tower 118.1 118.45 118.75				Ground 121.8 121.95				
RNAV	Final Apch Crs 107°	BR009 5090' (1643')	LNAV/VNAV DA(H) 3797' (350')	Apt Elev 3497' Rwy 3447'	7000 MSA BR001			
MISSED APCH: Climb to 5000' on track 107°, then turn LEFT and climb to 6000' for holding at BR042.								
Alt Set: hPa Rwy Elev: 120 hPa Trans level: By ATC Trans alt: 7000' 1. Certified GNSS required. 2. Baro-VNAV procedure not authorized below 0°C.								



Gnd speed-Kts	90	110	130	150	170	190	
Rate of descent on final (feet/min)	500	600	700	800	900	1000	
MAP at RW11L							

STRAIGHT-IN LANDING RWY11L				CEILING REQUIRED		CIRCLE-TO-LAND	
LNAV/VNAV		LNAV					
DA(H) 3797' (350')		MDA(H) 4040' (593')					
ALS out		ALS out					
CEILING-VISIBILITY							
A	400'-800m	400'-1600m	600'-800m	600'-1600m	A	NA	
B					B		
C					C		
D			600'-2000m	600'-2700m	D		

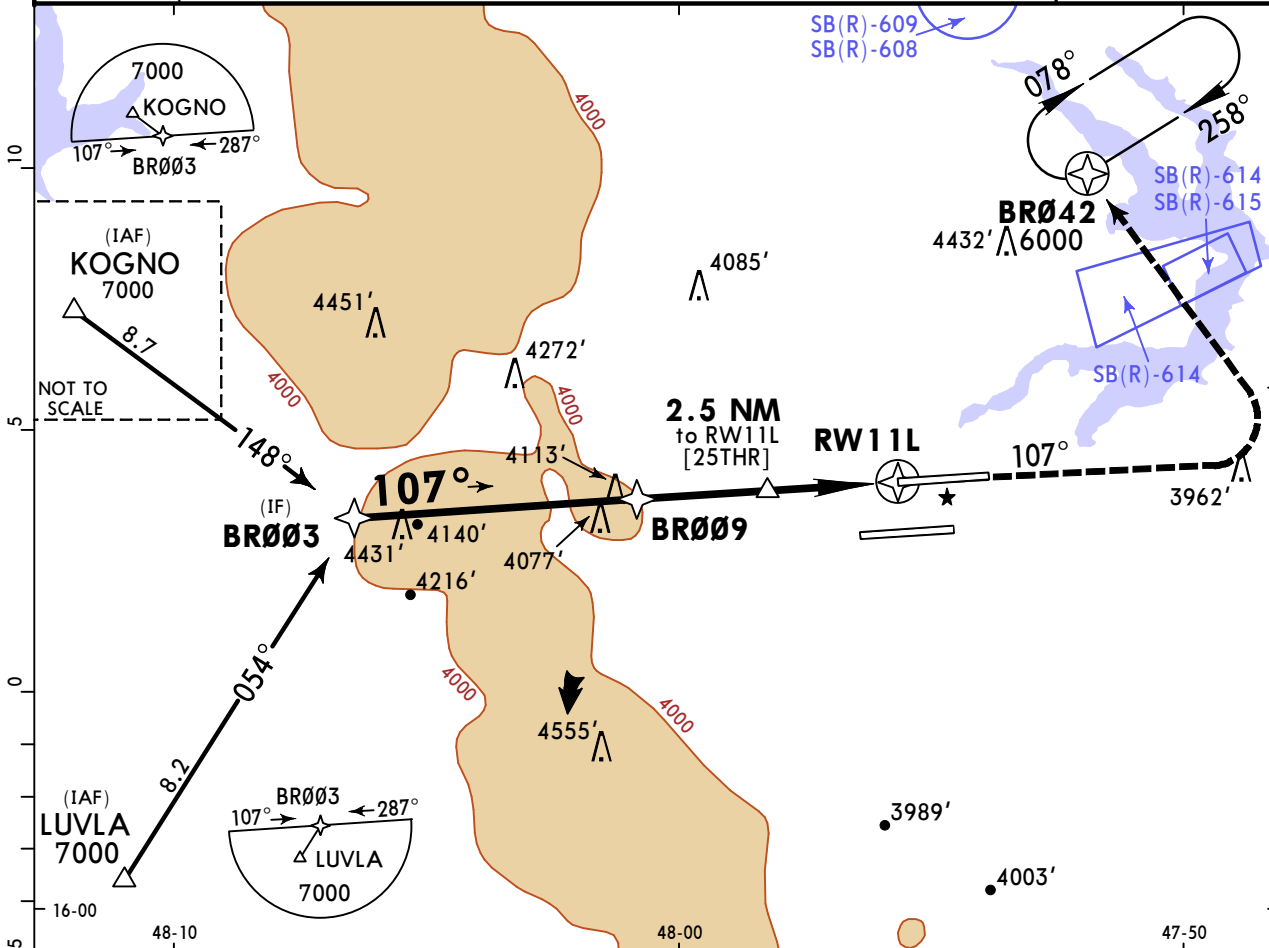
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20
Eff 23 Apr (12-2)

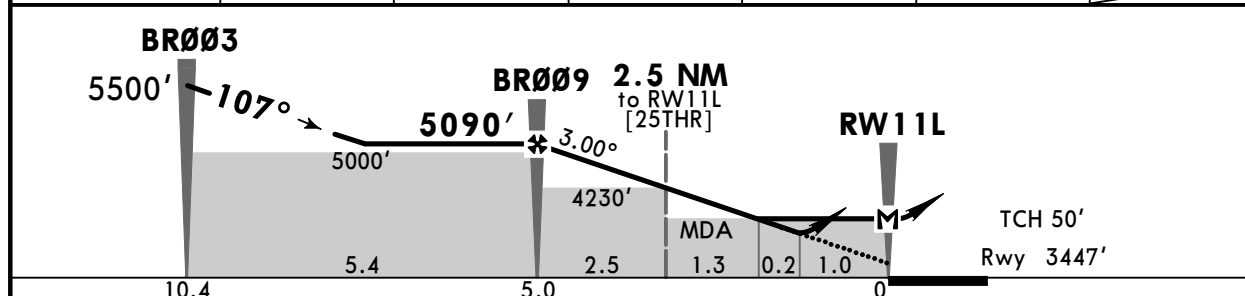
BRASILIA, BRAZIL
RNAV (GNSS) Y Rwy 11L

BRIEFING STRIP™

D-ATIS 127.8		BRASILIA Control (App) (R) 119.2 119.5 119.7 120.0 120.65 129.15 129.6						
BRASILIA Tower 118.1 118.45 118.75					Ground 121.8 121.95			
RNAV	Final Apch Crs 107°	BR009 5090' (1643')	LNAV/VNAV DA(H) 3817' (370')	Apt Elev 3498' Rwy 3447'		TAA 25 NM IAF		
MISSED APCH: Climb to 6000' on course 107°. After 5000', turn LEFT direct BR042 for holding.								
Alt Set: hPa		Rwy Elev: 120 hPa		Trans level: By ATC				
RNP Apch		Trans alt: 7000'						
Baro-VNAV procedure not authorized below 0°C.								



DIST TO THR	BR009	4.0	3.0	2.0	1.0	RW11L
ALTITUDE	5090'	4771'	4452'	4134'	3811'	



Gnd speed-Kts	90	110	130	150	170	190	ALSF-I REIL PAPI 6000' on 107°
Rate of descent on final (feet/min)	500	600	700	800	900	1000	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW11L							

STRAIGHT-IN LANDING RWY11L					CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			
DA(H) 3817' (370')			MDA(H) 3860' (413')			
ALS out			ALS out			
A	1000m	1700m	800m	1600m	A	NA
B					B	
C					C	
D			1100m	1900m	D	

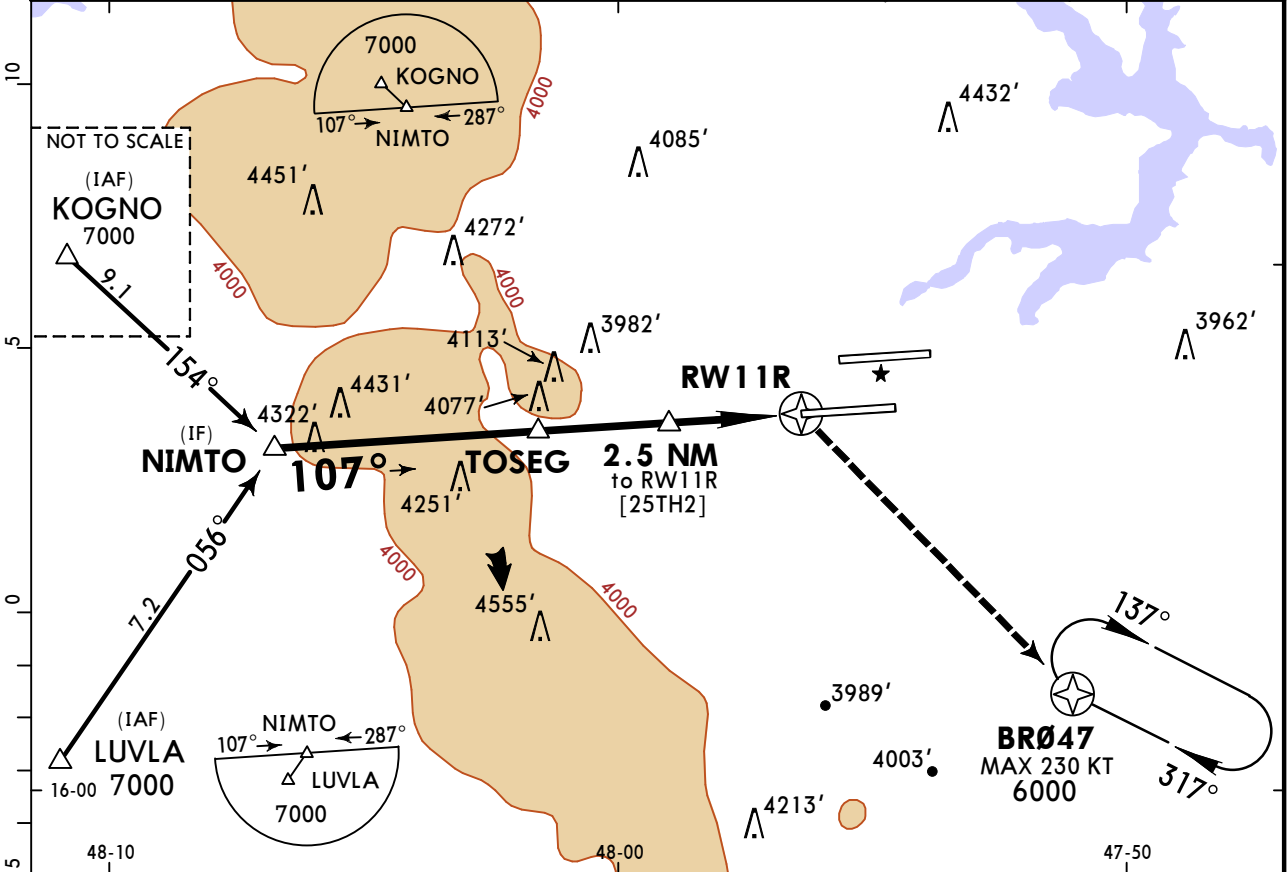
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 (12-3)

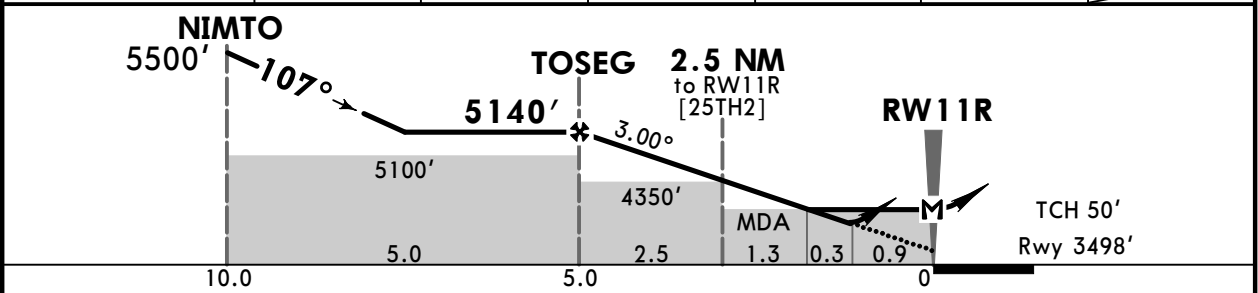
MISSSED APCH CLIMB
GRADIENT MIM 5.0%

BRASILIA, BRAZIL
RNAV (GNSS) Z Rwy 11R

D-ATIS 127.8		BRASILIA Control (App) (R) 119.5 120.65 129.15 129.6			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
RNAV	Final Apch Crs 107°	TOSEG 5140' (1642')	LNAV/VNAV DA(H) 3828' (330')	Apt Elev 3498' Rwy 3498'	TAA 25 NM IAF
MISSED APCH: Turn RIGHT and climb to 6000', for holding at BR047.					
Alt Set: hPa		Rwy Elev: 122 hPa	Trans level: By ATC		
Trans alt: 7000'					
RNP Apch					
Baro-VNAV procedure not authorized below 0°C.					



DIST to THR	TOSEG	4.0	3.0	2.0	1.2	RW11R
ALTITUDE	5140'	4821'	4502'	4184'	3920'	



Gnd speed-Kts	90	110	130	150	170	190	ALSFI PAPI	6000' RT BR047
Rate of descent on final (feet/min)	500	600	700	800	900	1000		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW11R								

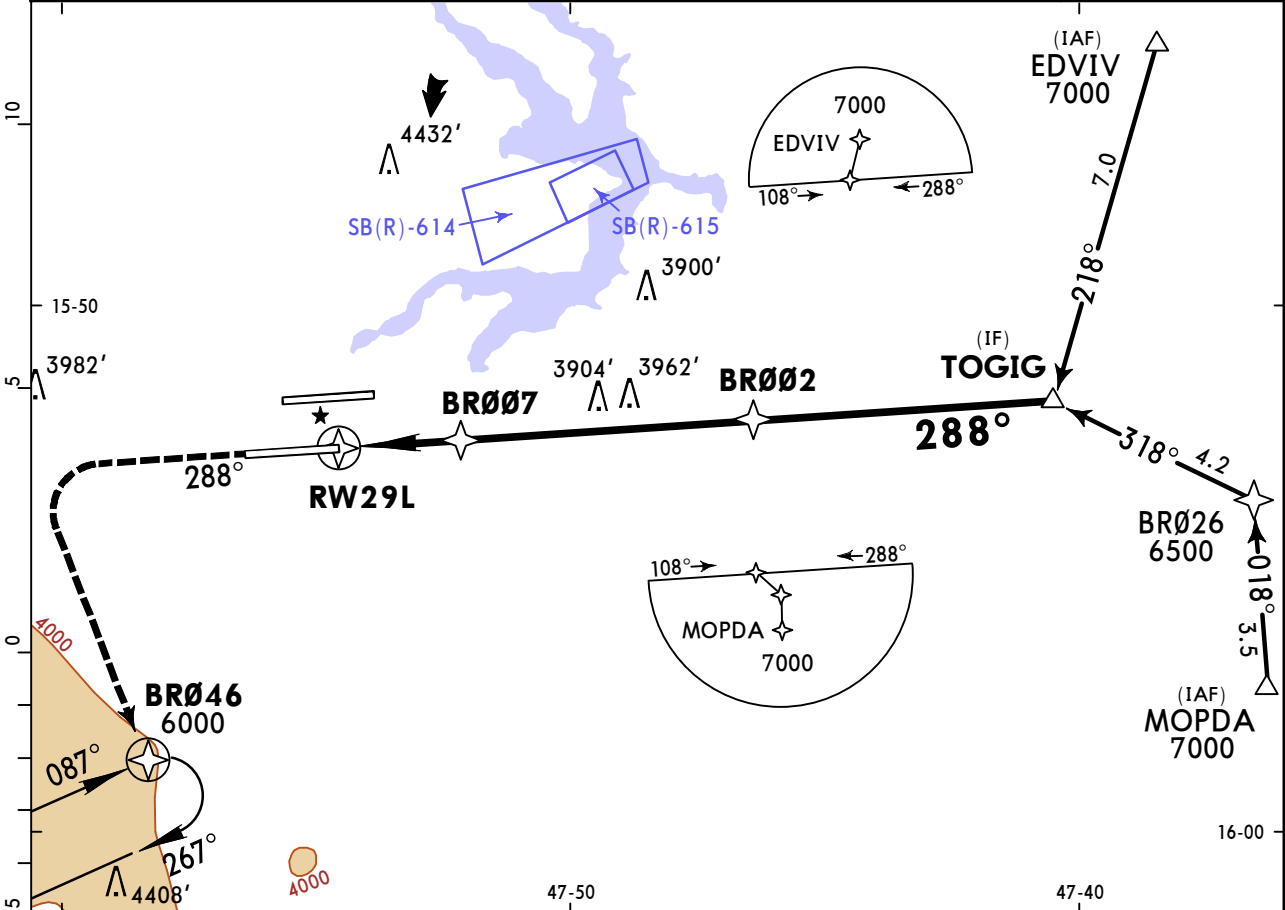
STRAIGHT-IN LANDING RWY11R Missed Apch Climb Gradient Mim 5.0%				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 3828' (330')		MDA(H) 3920' (422')					
ALS out		ALS out					
A				A			
B				B			
C	800m	1500m		C			NA
D				D			

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

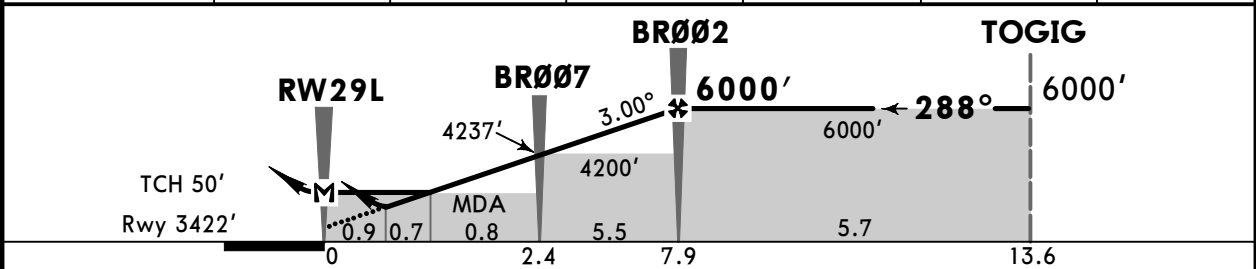
JEPPESSEN
17 APR 20
Eff 23 Apr 12-4

BRASILIA, BRAZIL
RNAV (GNSS) X Rwy 29L

D-ATIS 127.8		BRASILIA Control (App) (R) 119.2 119.5 119.7 120.0 120.65 129.15 129.6					
BRASILIA Tower 118.1 118.45 118.75				Ground 121.8 121.95			
RNAV	Final Apch Crs 288°	BR002 6000' (2578')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 3498' Rwy 3422'	TAA 25 NM IAF		
MISSED APCH: Climb to 6000'. Maintain course 288° until passing 5000'. Then, turn LEFT direct to BR046 for holding.							
Alt Set: hPa		Rwy Elev: 119 hPa	Trans level: By ATC				Trans alt: 7000'
RNP Apch	For uncompensated systems Baro-VNAV, LNAV/VNAV not authorized below 0°C or above 50°C.						



DIST to THR	1.6	3.0	4.0	5.0	6.0	BR002
ALTITUDE	3970'	4430'	4750'	5064'	5383'	6000'



Gnd speed-Kts	90	110	130	150	170	190	ALSF-I PAPI 6000' on 288° course
Rate of descent on final (feet/min)	500	600	700	800	900	NA	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW29L							

STRAIGHT-IN LANDING RWY 29L				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		NA	
DA(H)	A: 3697' (275')	C: 3732' (310')	MDA(H) 3970' (548')		
	B: 3712' (290')	D: 3759' (337')			
ALS out		ALS out			

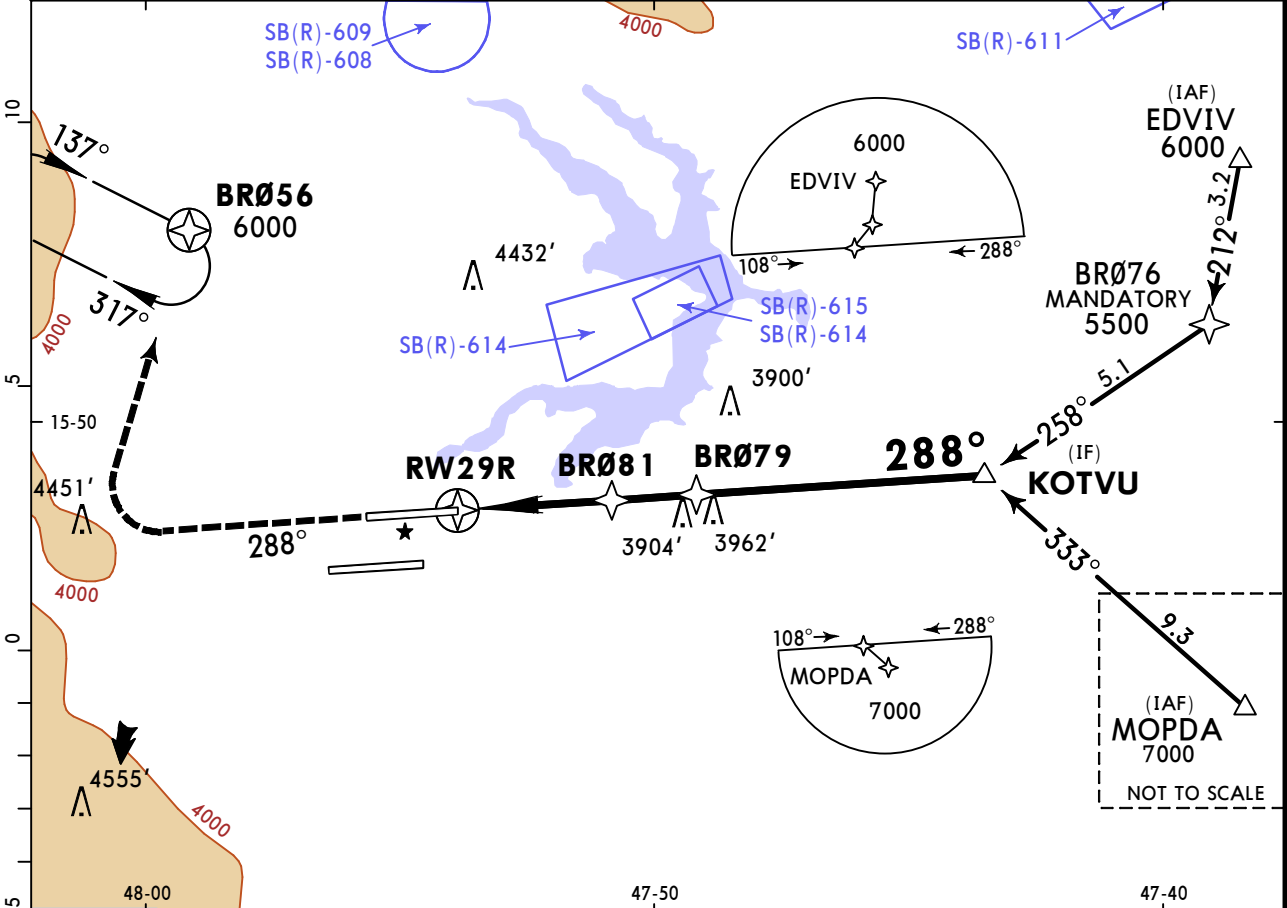
PANS OPS	A			800m	1600m	A	NA
	B			800m	1600m	B	
	C			1400m	2500m	C	
	D			1400m	2500m	D	

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

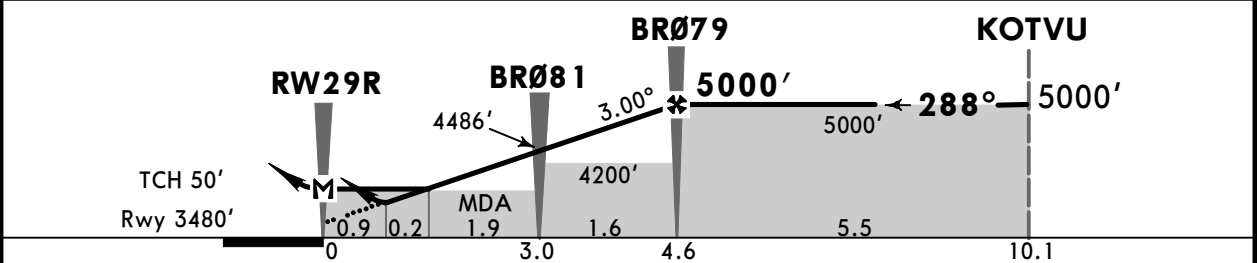
JEPPESSEN
17 APR 20
Eff 23 Apr (12-5)

BRASILIA, BRAZIL
RNAV (GNSS) Y Rwy 29R

D-ATIS 127.8			BRASILIA Control (App) (R) 119.2 119.5 119.7 120.0 120.65 129.15 129.6				
BRASILIA Tower 118.1 118.45 118.75				Ground 121.8 121.95			
RNAV	Final Apch Crs 288°	BR079 5000' (1520')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 3498' Rwy 3480'	TAA 25 NM IAF		
MISSED APCH: Climb to 6000'. Maintain course 288° until passing 5000'. Then, turn RIGHT direct to BR056 for holding.							
Alt Set: hPa		Rwy Elev: 121 hPa	Trans level: By ATC	Trans alt: 7000'			
RNP Apch	For uncompensated systems Baro-VNAV, LNAV/VNAV not authorized below 0°C or above 50°C.						



DIST to THR	1.1	2.0	3.0	4.0	BR079
ALTITUDE	3880'	4167'	4485'	4804'	5000'



Gnd speed-Kts	90	110	130	150	170	190	MALSR REIL PAPI 6000' on 288° course
Rate of descent on final (feet/min)	500	600	700	800	900	NA	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW29R							

STRAIGHT-IN LANDING RWY 29R				CIRCLE-TO-LAND	
LNAV/VNAV				LNAV	
DA(H) A: 3726' (246')		C: 3761' (281')		MDA(H) 3880' (400')	
B: 3742' (262')		D: 3778' (298')			
ALS out				ALS out	

A	800m	1600m	800m	1600m	A	NA
B					B	
C			1100m	1800m	C	
D					D	

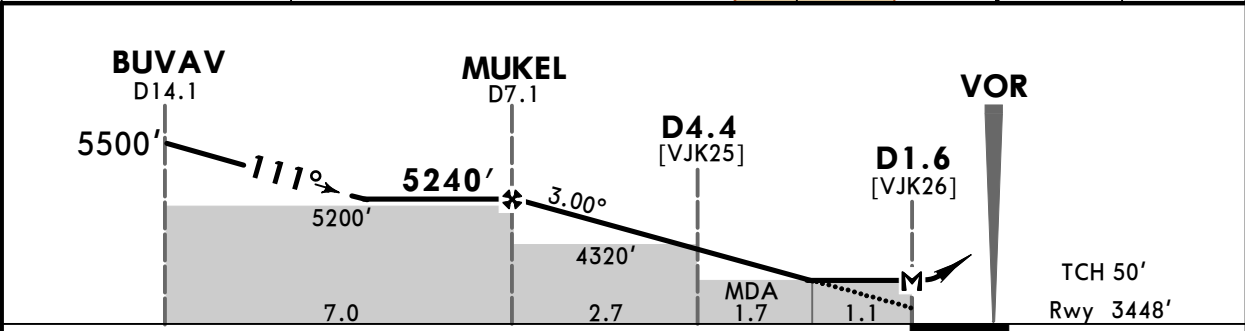
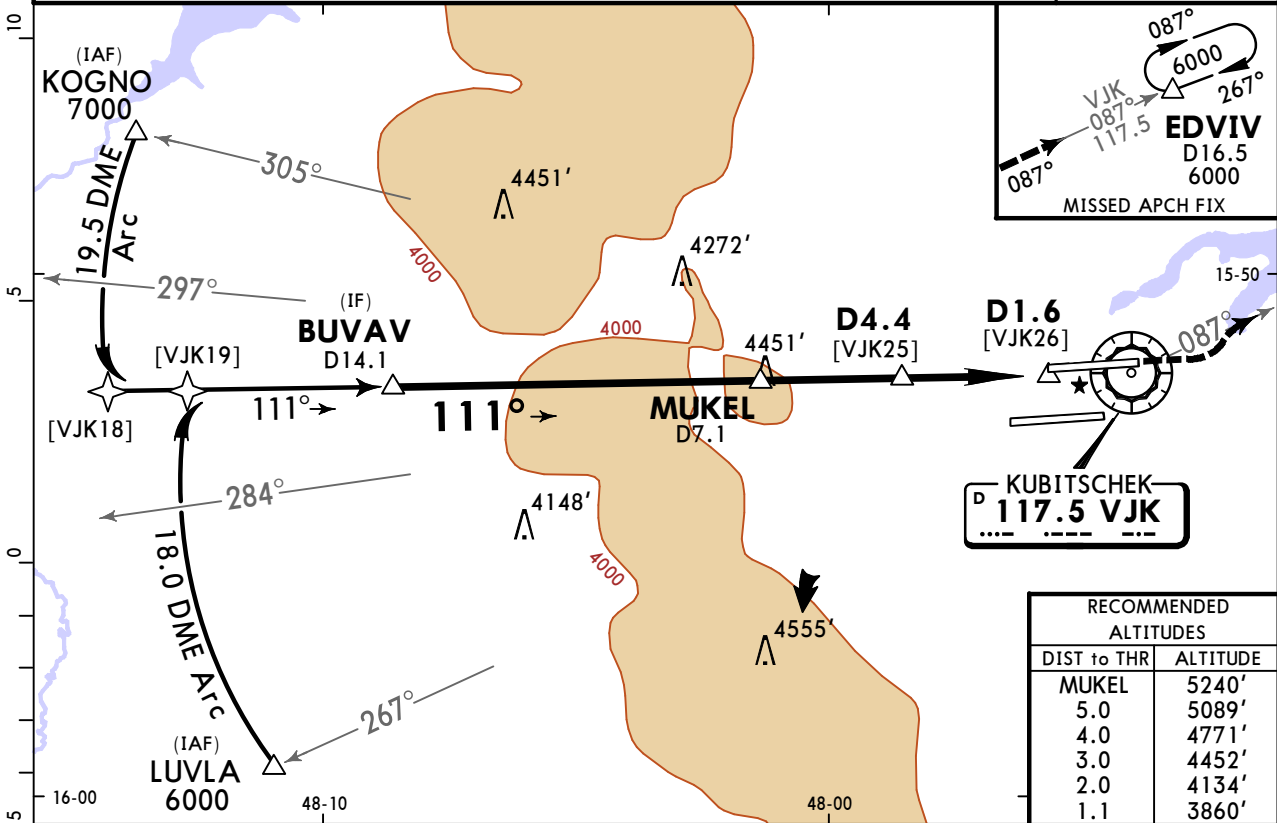
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 13-1 Eff 23 Apr

BRASILIA, BRAZIL
VOR Y Rwy 11L

BRIEFING STRIP™

D-ATIS 127.8		BRASILIA Control (App) (R)			
119.5		120.65	129.15	129.6	
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
VOR VJK 117.5	Final Apch Crs 111°	MUKEL 5240' (1792')	MDA(H) 3860' (412')	Apt Elev 3498' Rwy 3448'	6000 MSA VJK VOR
MISSED APCH: Climb to 6000', turn LEFT to intercept VJK VOR R-087 until EDVIV for holding.					
Alt Set: hPa		Rwy Elev: 120 hPa	Trans level: By ATC	Trans alt: 7000'	
DME required.					



ALS F-I	6000'	LT	VJK 117.5	EDVIV
PAPI			R-087	

STRAIGHT-IN LANDING RWY 11L		CIRCLE-TO-LAND	
MDA(H) 3860' (412')			
ALS out			
A	800m	1600m	NA
B			
C	1200m	1900m	
D			

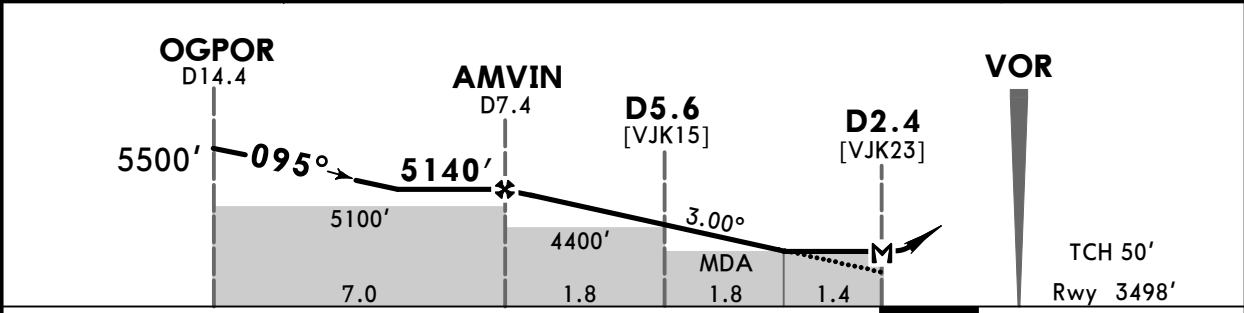
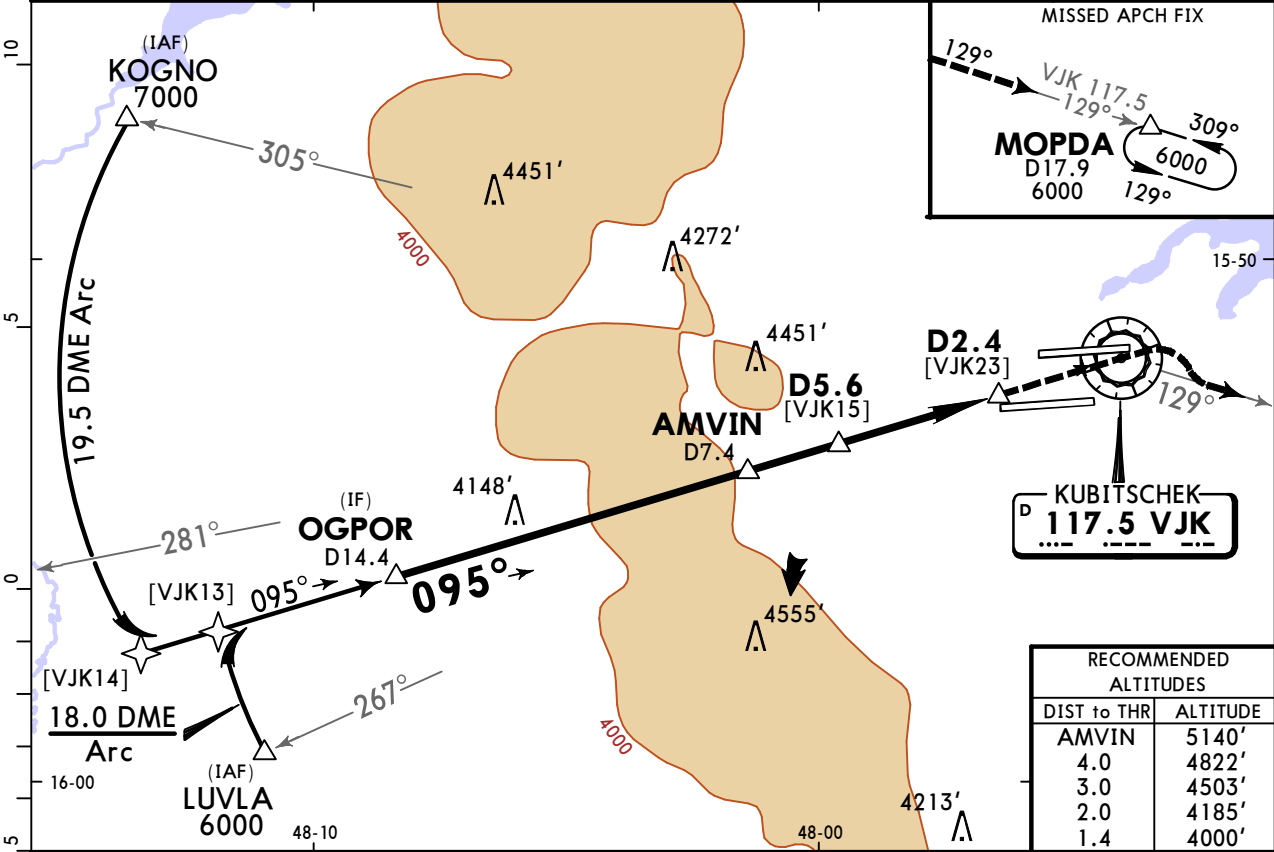
SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

JEPPESSEN
17 APR 20 **(13-2)** **Eff 23 Apr**

BRASILIA, BRAZIL
VOR Z Rwy 11R

BRIEFING STRIP™

D-ATIS 127.8		BRASILIA Control (App) (R) 119.5 120.65 129.15 129.60			
BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
VOR VJK 117.5	Final Apch Crs 095°	AMVIN 5140' (1642')	MDA(H) 4000' (502')	Apt Elev 3498' Rwy 3498'	6000 MSA VJK VOR
MISSED APCH: Climb to 6000', then turn RIGHT to intercept VJK VOR R-129 to MOPDA for holding.					
Alt Set: hPa Rwy Elev: 122 hPa Trans level: By ATC Trans alt: 7000'					
DME required.					



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	6000' ↑	RT ↻	VJK 117.5 R-129	MOPDA
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D2.4 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09					

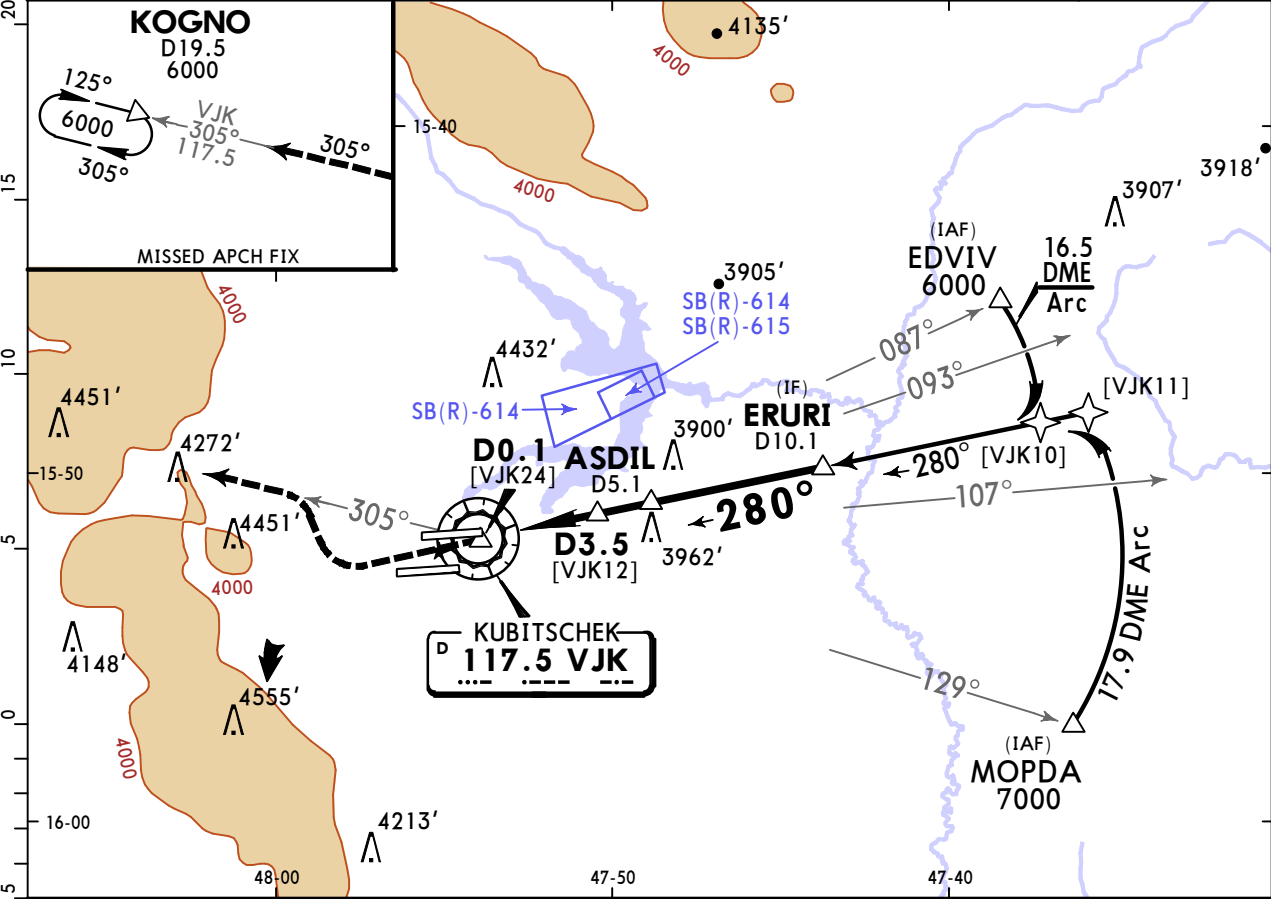
STRAIGHT-IN LANDING RWY11R		CIRCLE-TO-LAND	
MDA(H) 4000' (502')		ALS out	
A	800m	1600m	
B			
C	1600m	2400m	
D			
		NA	

SBBR/BSB
PRES JUSCELINO
KUBITSCHKE INTL

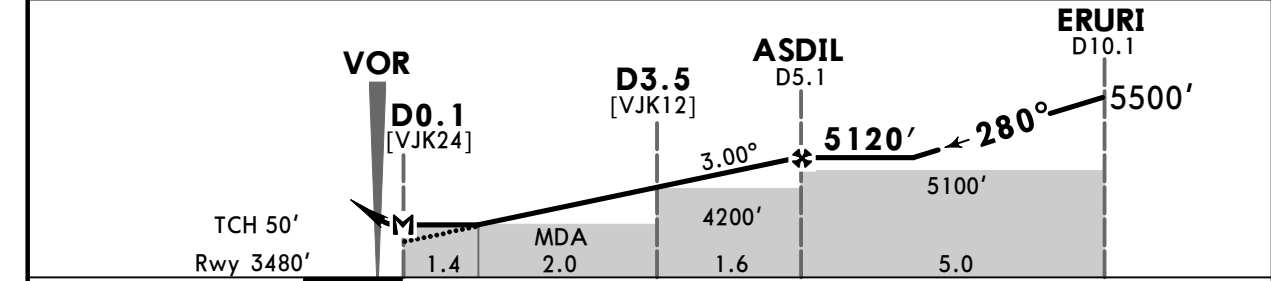
JEPPESSEN
17 APR 20 **(13-3)** **Eff 23 Apr**

BRASILIA, BRAZIL
VOR Y Rwy 29R

BRIEFING STRIP™	D-ATIS 127.8		BRASILIA Control (App) (R)			
			120.65	129.15	129.6	119.5
	BRASILIA Tower 118.1 118.45 118.75			Ground 121.8 121.95		
	VOR VJK 117.5	Final Apch Crs 280°	ASDIL 5120' (1640')	MDA(H) 3970' (490')	Apt Elev 3498' Rwy 3480'	6000 MSA VJK VOR
	MISSED APCH: Climb to 6000', turn RIGHT to intercept VJK VOR R-305 to KOGNO for holding.					
	Alt Set: hPa Rwy Elev: 121 hPa Trans level: By ATC Trans alt: 7000'					
	DME required.					



DIST to THR	1.4	2.0	3.0	4.0	ASDIL
ALTITUDE	3970'	4167'	4485'	4804'	5120'



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI 6000'	RT	VJK 117.5 R-305	KOGNO
Descent Angle	3.00°	372	478	531	637	743				
MAP at D0.1 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

STRAIGHT-IN LANDING RWY29R										CIRCLE-TO-LAND												
MDA(H) 3970' (490')										ALS out												
PANS OPS	A	800m										1600m										NA
	B																					
	C	1500m										2300m										
	D																					

Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BRASILIA, (PRES JUSCELINO KUBITSCHEK INTL - SBBR)				
REV	INDEPENDENT SIMULTANEOUS ...	11-0	30 Oct 2020	05 Nov 2020
REV	INDEPENDENT SIMULTANEOUS ...	11-0A	30 Oct 2020	05 Nov 2020

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBBR

Type: Terminal

Effectivity: Temporary

Begin Date: 20190131

End Date: Until Further Notice

Taxiway P closed from 31 Jan 19 until 31 Dec 2025 per AIP SUP A015-19

Type: Terminal

Effectivity: Temporary

Begin Date: 20190328

End Date: 20201231

Per Sup A137/2019 / N252/2019 PAPI RWY 29R unserviceable 1) Days and Hours: H24 Period: From 05 December 2019, 0000 UTC to 31 December 2020, 2359 UTC.

Type: Terminal

Effectivity: Temporary

Begin Date: 20200521

End Date: Until Further Notice

RWY 29R APPROACH LIGHTING ALSF-1.

Type: Terminal

Effectivity: Temporary

Begin Date: 20190328

End Date: 20201231

Per SUPSup A0139/19 and N254/19, ILS CAT I RWY 29R unserviceable. 1) Days and hours: H24 Period: From 05 December 2019, 0000 UTC to 31 December 2020, 2359 UTC.

Type: Terminal

Effectivity: Temporary

Begin Date: 20190328

End Date: 20201231

Per Sup A138/2019 / N253/2019 PAPI RWY 29L unserviceable PAPI RWY 29L unserviceable. 1) Days and hours: H24 Period: From 05 December 2019, 0000 UTC to 31 December 2020, 2359 UTC.

Type: Terminal

Effectivity: Temporary

Begin Date: 20191010

End Date: 20201231

Per SUPs A119/19 and N224/19, VOR/DME BSI 116.30MHZ/CH110X unserviceable. Used in 11-6 ILS V RWY 11R CAT II From 10 october 2019, 0000 UTC to 31 december 2020, 2359 UTC.