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Terminal Charts For SBGR
Revision Letter For Cycle 22-2020
Change Notices
Notebook

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General Information

Location: SAO PAULO BRA
ICAO/IATA: SBGR / GRU
Lat/Long: S23° 26.1', W046° 28.4'
Elevation: 2461 ft

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

Fuel Types: Jet
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: 0820 Z
Sunset: 2119 Z

Runway Information

Runway: 09L
Length x Width: 12139 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2454 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: 2451 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 27L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2451 ft
Lighting: Edge, ALS, Centerline

Runway: 27R
Length x Width: 12139 ft x 148 ft
Surface Type: asphalt

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TDZ-Elev: 2442 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 197 ft
Stopway: 197 ft

Communication Information

ATIS: 127.750
Guarulhos Tower: 135.200
Guarulhos Tower: 132.750
Guarulhos Tower: 118.400
Guarulhos Ground: 126.900
Guarulhos Ground: 121.700
Guarulhos Clearance Delivery: 121.000
Sao Paulo Control Approach: 123.250
Sao Paulo Control Approach: 123.900
Sao Paulo Control Approach: 122.750
Sao Paulo Control Approach: 121.400
Sao Paulo Control Approach: 121.350
Sao Paulo Control Approach: 120.850
Sao Paulo Control Approach: 120.450
Sao Paulo Control Approach: 120.250
Sao Paulo Control Approach: 124.150
Sao Paulo Control Approach: 129.000
Sao Paulo Control Approach: 129.050
Sao Paulo Control Approach: 124.700
Sao Paulo Control Approach: 129.500
Sao Paulo Control Approach: 120.050
Sao Paulo Control Approach: 119.800
Sao Paulo Control Approach: 119.600
Sao Paulo Control Approach: 125.600
Sao Paulo Control Approach: 119.150
Sao Paulo Control Approach: 135.750
Sao Paulo Control Approach: 134.150
Sao Paulo Control Approach: 133.850
Sao Paulo Control Approach: 132.100
Sao Paulo Control Approach: 129.750
Sao Paulo Control Approach: 119.050
Sao Paulo Control Approach: 119.250
Guarulhos Operations: 122.500

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GENERAL

1. LOCAL TRAFFIC REGULATIONS

1.1. AIRPORT REGULATIONS

(a) Any occasional operations or changes in flights, out of business hours, must be coordinated with Allocation Coordination.

(b) Remaining beyond 3 hours for non-scheduled flights, transfers and non-regular passenger and cargo flights is prohibited.

(c) Cargo Aircraft

(1) Authorization of mail network flights only between 0230Z and 0900Z may remain for a maximum of 2 hours.

(d) Military Aircraft

(1) Military Aircrafts destined to BASP (Apron 7) must be in contact with Guarulhos Operation Center, Frequency 122.50, from 0800-0000LT.

(2) Out of the mentioned hours, prior permission is required.

1.2. PREFERENTIAL RUNWAY SYSTEM

(a) In weather conditions with tail wind component not greater than 6 knots, the preferred runway system will be 09R/09L. Such a system will normally be used in preference to the 27L/27R runway system, provided that the runway surface is dry.

(b) When the runway system in use is 09R/09L with tail wind component, pilots requesting authorization to use the 27L/27R system must consider that their arrival or takeoff may be delayed.

(c) In order to optimize aerodrome air traffic flow, runways are operated as follow:
- RWY 09R/27L preferential use for landing.
- RWY 09L/27R preferential use for take-off.

(d) Pilots shall adjust landings and take-off to ensure Minimum Runway Occupancy Time (MROT).

1.3. ARRIVAL

1.3.1 LANDING

(a) Pilots are reminded that high speed taxiways exiting the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilization and will minimize the occurrence of "go-around". All arrivals are to ensure that they are fully vacated before stopping. During the arrival, pilot must select an appropriate and achievable Rapid Exit Taxiway (RET) to ensure MROT.

Distances from threshold to RET - ft(m)*:
09R BB: 6037' (1840m) CC: 8038' (2450m)
09L FF: 9318' (2840m)
27R DD: 7677' (2340m)
* Distances calculated to begin turnoff at max 50 KT.

(b) Pilots should clear the runway completely (holding point markings) before decelerating to taxi speed and hold short of the adjacent parallel runway at the holding point allocated by the TWR.

1.3.2 EXITING THE RUNWAY

(a) The RET have an acute angle with the runway which allows leaving the runway with higher speeds. The RET at SGBR are:
Runway 09R: BB and CC
Runway 09L: FF
Runway 27R: DD

(b) The maximum design speed of these RET is 50 KT when exiting the runway.

1.3.3 CROSSING THE RUNWAY (See 20-9J for depiction of Hot Spots)

(a) Once clear to do so, pilots should proceed expeditiously.

(b) Single engine operations must not be used prior to crossing of Rwy.

(c) After fully vacating the runway, aircraft must hold short of the adjacent parallel runway at the holding point allocated by the Control Tower.

(d) Arriving aircraft waiting before the runway must remain on the TWR frequency.

(e) Aircraft vacating runway after landing must NEVER cross the adjacent parallel RWY without first receiving specific ATC clearance.

(f) After landing RWY 09R/27L contact the ground control frequency only after RWY 09L/27R has been crossed and vacated.

1.4. DEPARTURE

(a) Pilots should be ready for departure when reaching the holding point. If not, advise ground control. When cleared to line-up or take-off, pilots shall ensure, considering safety, that they are able to proceed expeditiously.

(b) Unless otherwise instructed, Pilots are encouraged to take advantage of "intersection take-offs" to ensure minimum runway occupancy time.

(c) Aircraft category A, B and C must be prepared to take off from Rwy 09L at intersection with Twy H when required. Distance available 11,155' (3400 m).

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GENERAL

1.4. DEPARTURE (cont'd)

(d) Aircraft category A, B and C must be prepared to take off from Rwy 27R at intersection with Twy P when required. Distance available 11,352' (3460 m).

1.5. START-UP ENGINES

(a) Pilot shall contact Clearance Delivery or perform RCD (Request for Departure Clearance Downlink) to request Departure Clearance no more than 15 minutes prior to EOBT.

2. NOISE ABATEMENT PROCEDURE

2.1. Take-off Restrictions: Departures must comply with published SIDs.

3. LOW VISIBILITY PROCEDURE

1. In case of low visibility conditions, spacing between arriving aircraft will be increased.

2. RVR less than 400m, aircraft ground movements must be performed as follows:

(a) Landing aircraft: Aircrafts to Apron 1,2,3,4,7 and 12, must follow the follow-me car, that will be positioned on intersection of TWY A with TWY J. To Apron 5 and 6, Aircraft shall go by own means.

(b) Departing Aircraft: The follow-me car will be positioned in front of the departing aircraft and only after the authorization of the TWR. Then it will lead the departing aircraft to the TWY A. From Apron 5 and 6, Aircraft shall go by own means.

3. RVR less than 400m to 200m, landing and take-off operations will be limited. One landing procedure or one departing cannot occur simultaneously, refer to the following definitions:

(a) Landing: The landing operation is considered to be the outer marker block until the aircraft enters Twy A.

(b) Departing: The departure operation is from the holding point (position 2 - before the stop bar) until the aircraft crosses the opposite threshold or starts turning.

4. SEGREGATED OPERATIONS UNDER VMC.

1.1 Segregated operations under VMC may be applied in Rwy system 09/27, with use of visual separation.

1.2 Aerodrome operational minima for segregated operations under VMC are ceiling of 1000 ft and visibility of 5000 m.

1.3 Segregated operation information and IAC in use will be available via ATIS/D-ATIS or, in the case of unavailability of it, via VHF.

1.4 During segregated operations under VMC, pilot-in-command of approaching aircraft SHALL:

(a) Report to tower in case of loss of visual reference with the runway at final approach to the runway in use. Not report will indicate ATC that pilot-in-command has visual reference below 1000' with the runway and the visual separation will be applied in case of a touch and go procedure.

(b) Maintain visual separation with the aircraft departing from the parallel runway until the turn envisaged in the go around procedure is initiated;

(c) Maintain visual with the other aircraft until it is not essential traffic anymore;

(d) Observe wake turbulence separation, when instructed to maintain visual separation;

(e) Inform the ATC, if deemed that additional spacing is necessary, due to wake turbulence; and

(f) Include immediately after the aircraft call sign the word "HEAVY" or "SUPER", as applicable for heavy wake turbulence aircraft in the initial contact with ATC units.

1.5 Segregated operations under VMC may be applied when the departure and missed approach trajectories are divergent by at least 30 degrees.

1.6 Segregated operations under VMC may be applied when wake turbulence of the aircraft in final approach is not classified as HEAVY.

1.7 Segregated operations under VMC may be applied when wake turbulence of the departing aircraft from RWY 27R is not classified as HEAVY.

1.8 Occasionally, there might be a visual approach for the parallel runway during Visual Segregated Operation.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL (ALSO SERVES VIRACOPOS INTL AND CONGONHAS)

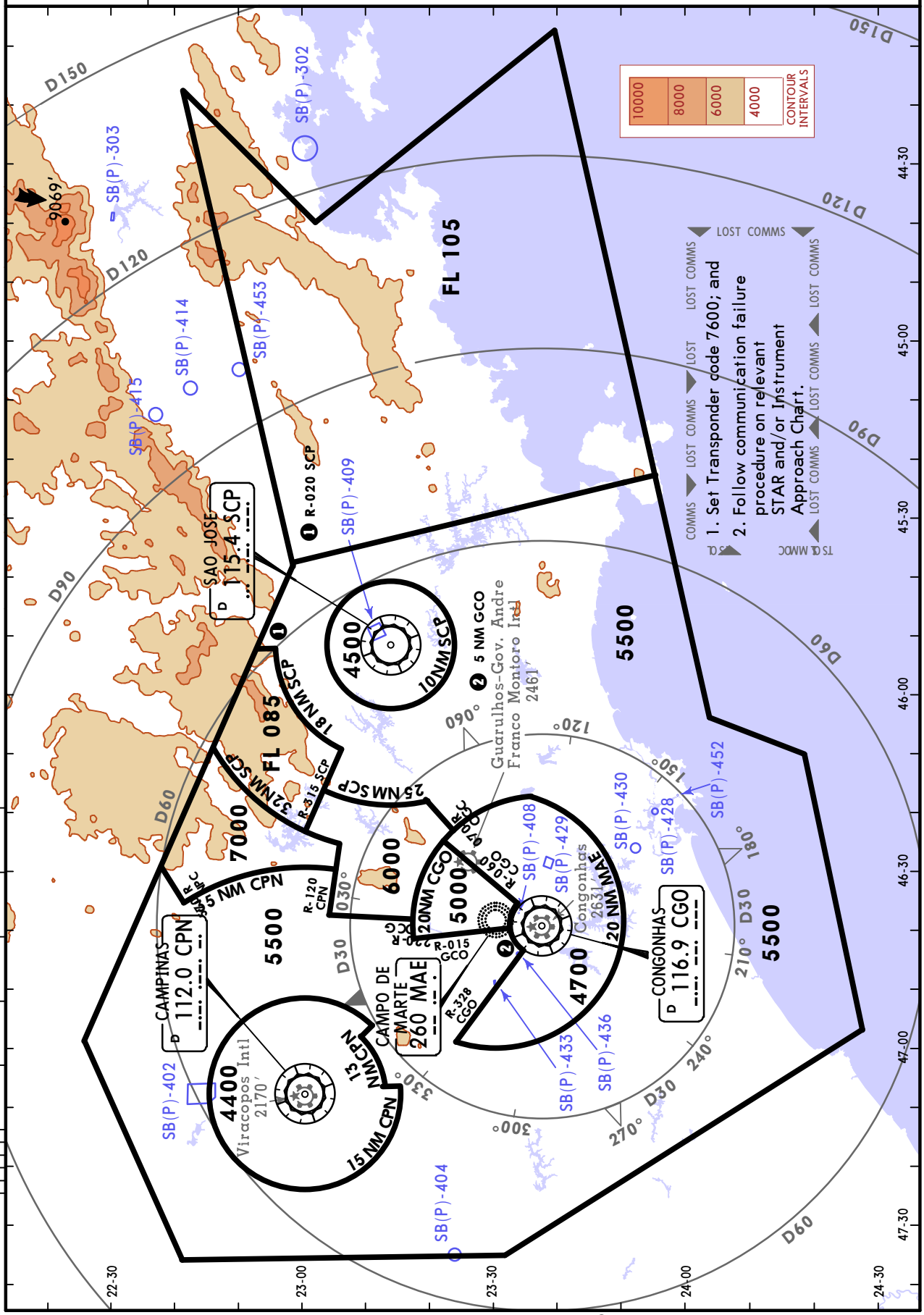
JEPPESEN

30 NOV 18
Eff 6 Dec
20-1R

SAO PAULO, BRAZIL
RADAR MINIMUM ALTITUDES

SAO PAULO Control (Approach) (R)
119.050 119.150 119.250 119.6 119.8 120.050 120.250 120.450
120.850 121.350 121.4 122.750 123.250 123.9 124.150 124.7 125.6
129.0 129.050 129.5 129.750 132.1 133.850 134.150 135.750

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



CHANGES: Approach frequency 129.5 added, 134.9 deleted.

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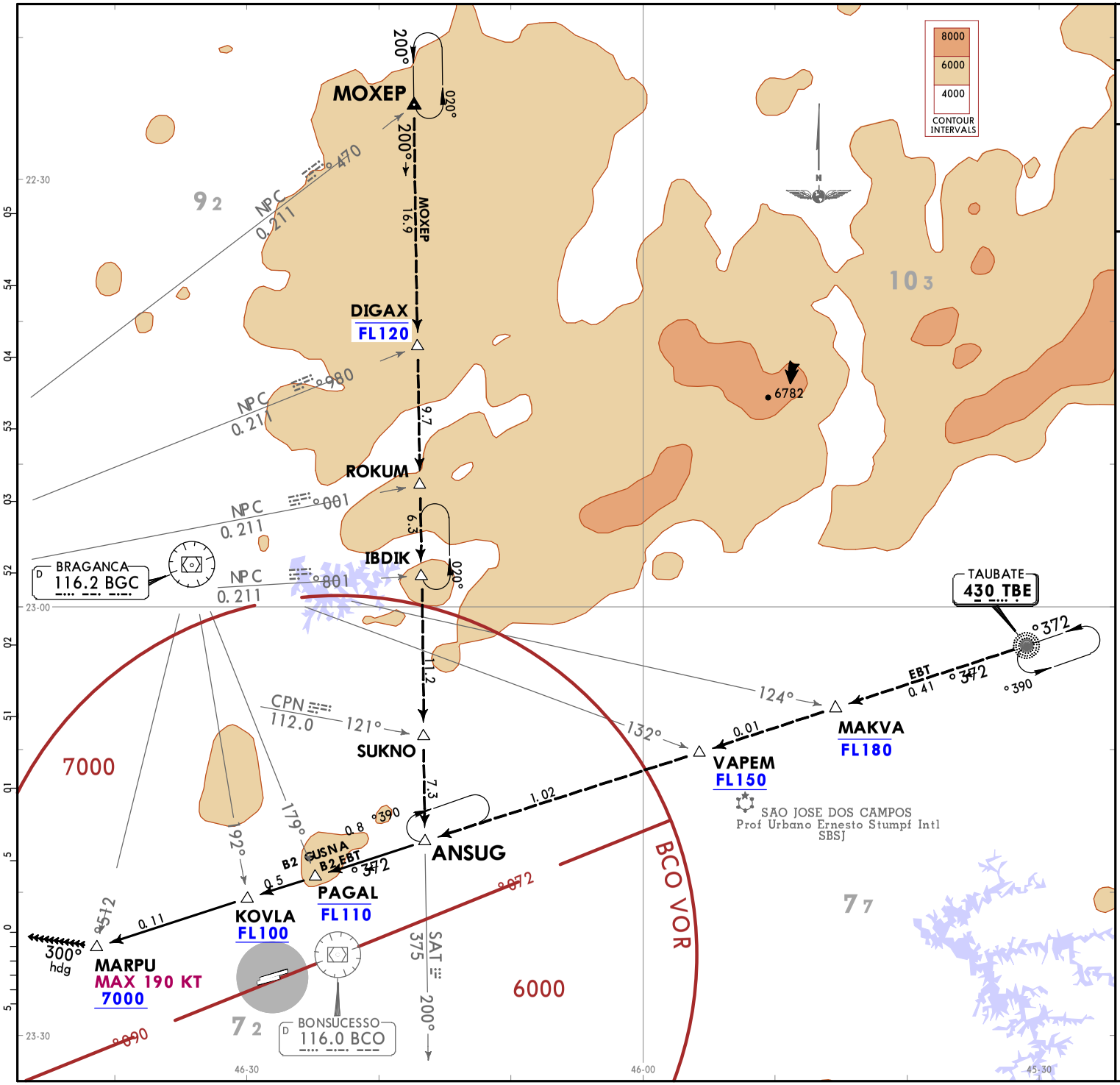

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

ANSUG 2B [ANSU2B]
TBE 2B [TBE2B]
ARRIVALS
(RWYS 09L/R)

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

Complete arrival to MARPU. Execute procedure authorized by ATC.

TS QL MMDC

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CHANGES: New format.

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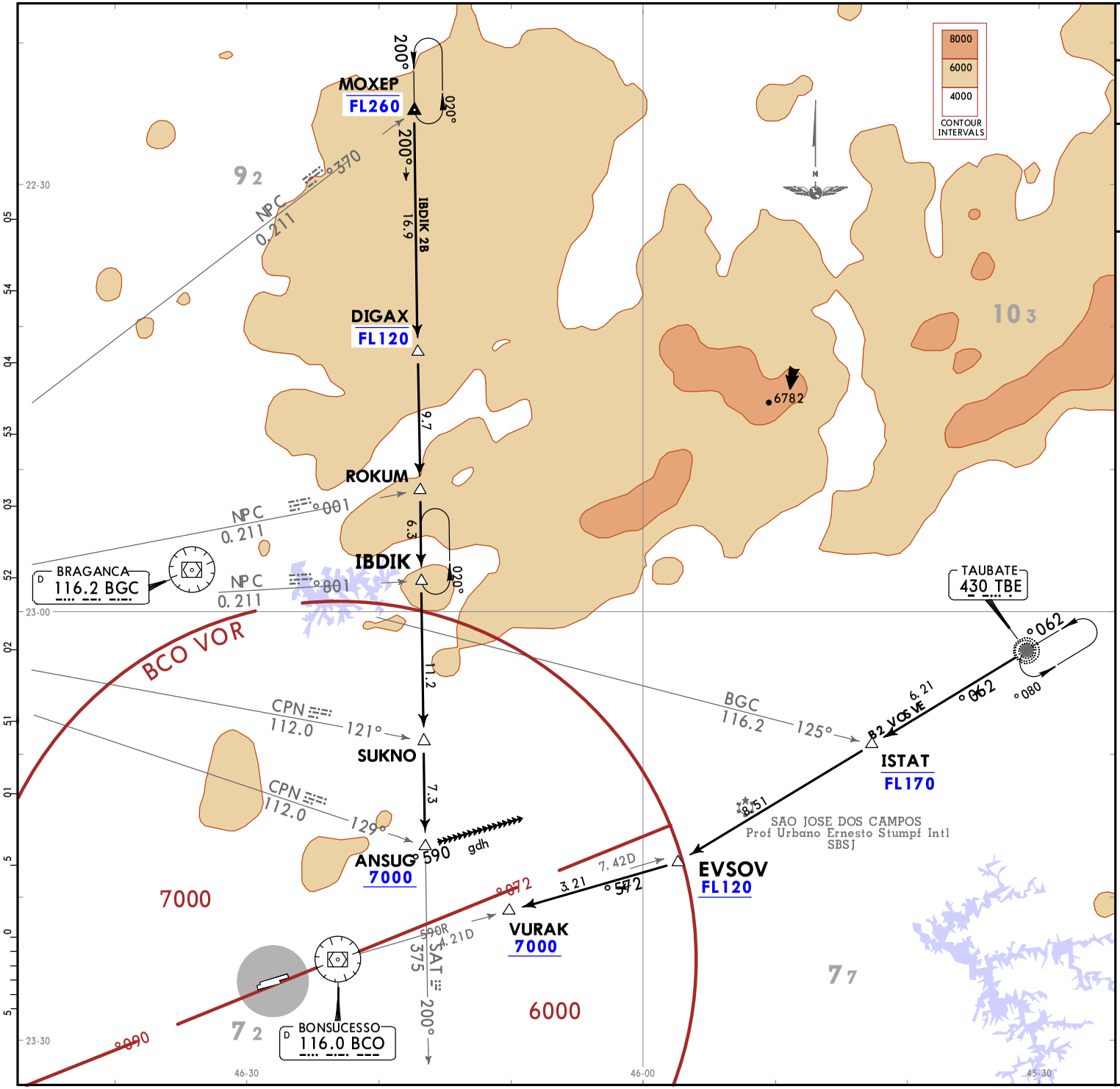

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

EVSOV 2B [EVSO2B]
IBDIK 2B [IBDI2B]
ARRIVALS
(RWYS 27L/R)

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

EVSOV 2B: Complete arrival to VURAK and execute procedure authorized by ATC.

IBDIK 2B: Complete arrival to ANSUG and execute procedure authorized by ATC. Or, if under vectoring on heading 095°, MAINTAIN heading, minimum altitude 7000 until D21.0 BCO. Then, turn RIGHT to intercept final approach.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CHANGES: New format.

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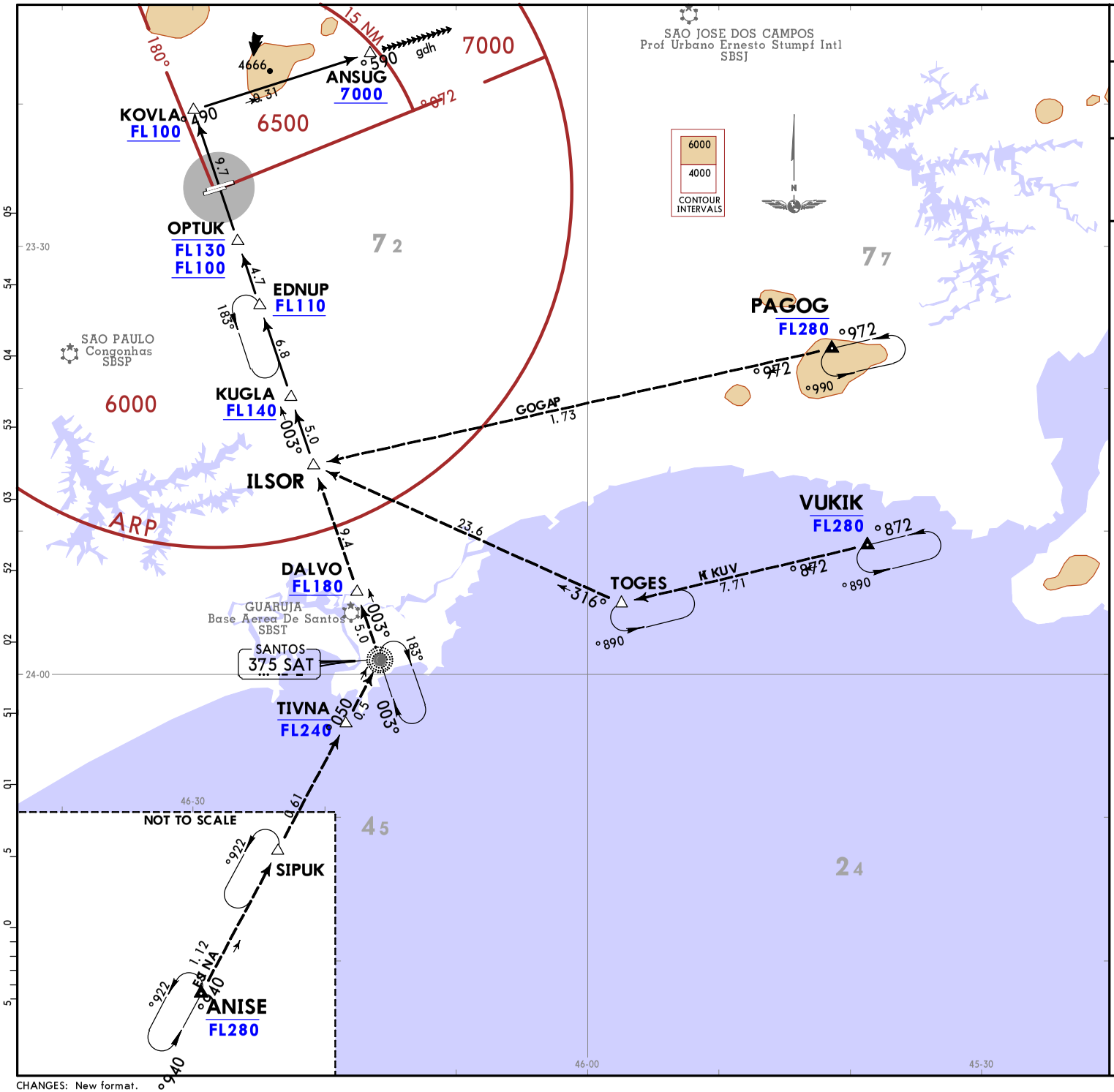
JEPPESEN
3 MAY 19 (20-2B)

SAO PAULO, BRAZIL
RNAV STAR



D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS surveillance required.**
3. **GNSS required.**

ILSOR 2A RNAV ARRIVAL
[ILSO2A]
(RWYS 27L/R)

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

Set transponder 7600. Complete arrival to ANSUG and execute procedure authorized by ATC. Or, if under vectoring on heading 095°, MAINTAIN heading, minimum altitude 7000 to 15 NM from ANSUG, then turn RIGHT to intercept final approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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CHANGES: New format.

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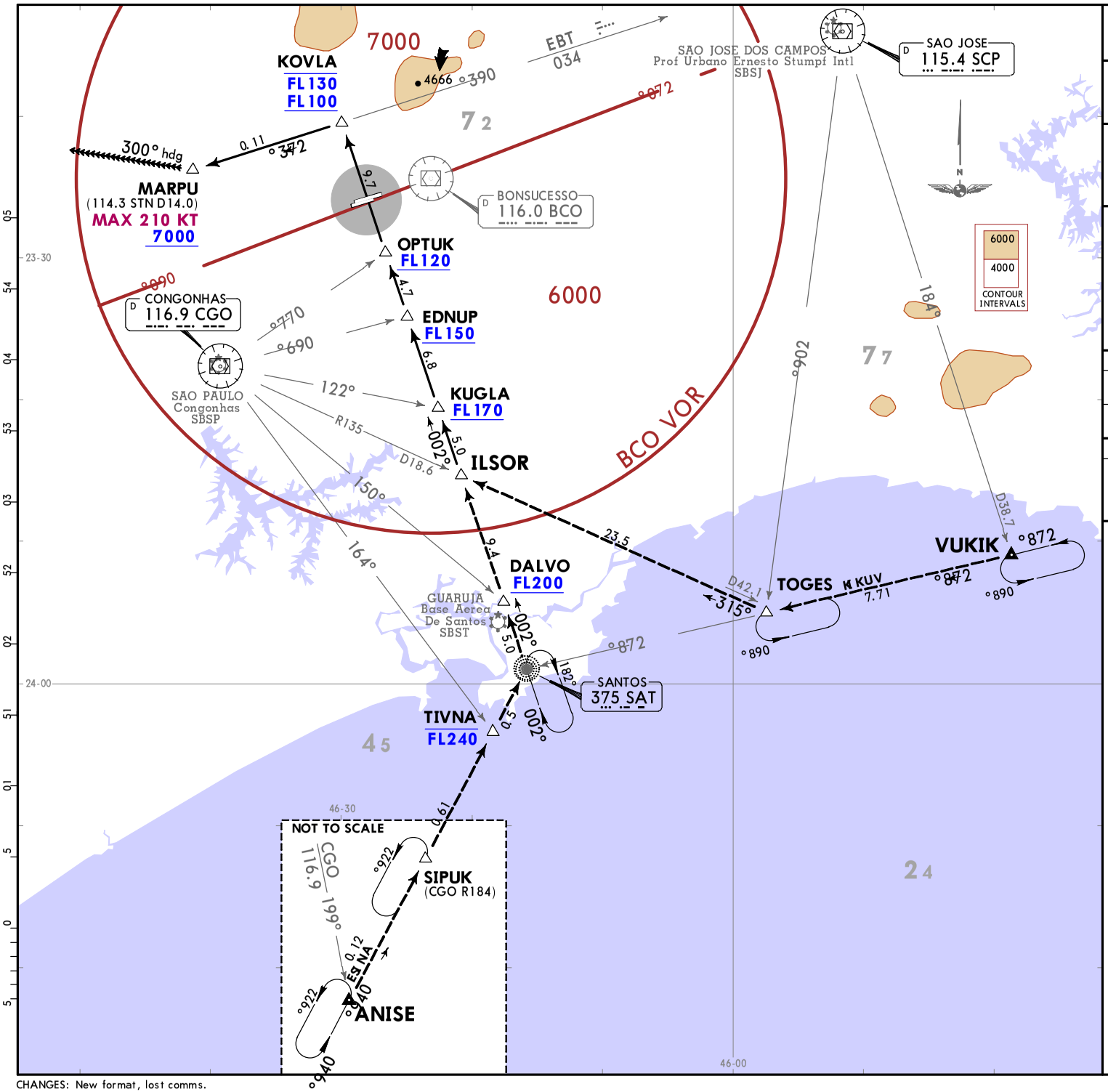

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

ILSOR 1B ARRIVAL [ILSO1B] (RWYS 09L/R)

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

Complete arrival to MARPU and execute procedure authorized by ATC. Or, if under vectoring on heading 300°, MAINTAIN heading, minimum altitude 7000 to D28.0 BCO. Turn LEFT, heading 140° to intercept final approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

TRANSITIONS

ANISE	MAINTAIN SAT 049° bearing to SAT NDB. Turn LEFT, SAT 002° bearing to ILSOR.
VUKIK	MAINTAIN SAT 278° bearing to TOGES. Turn RIGHT, CGO R135 to ILSOR.

ROUTING

At ILSOR, MAINTAIN SAT 002° bearing to KOVLA. Turn LEFT, TBE 273° bearing to MARPU. Complete procedure authorized by ATC, or on heading 300° EXPECT vectors to final approach.

CHANGES: New format, lost comms.

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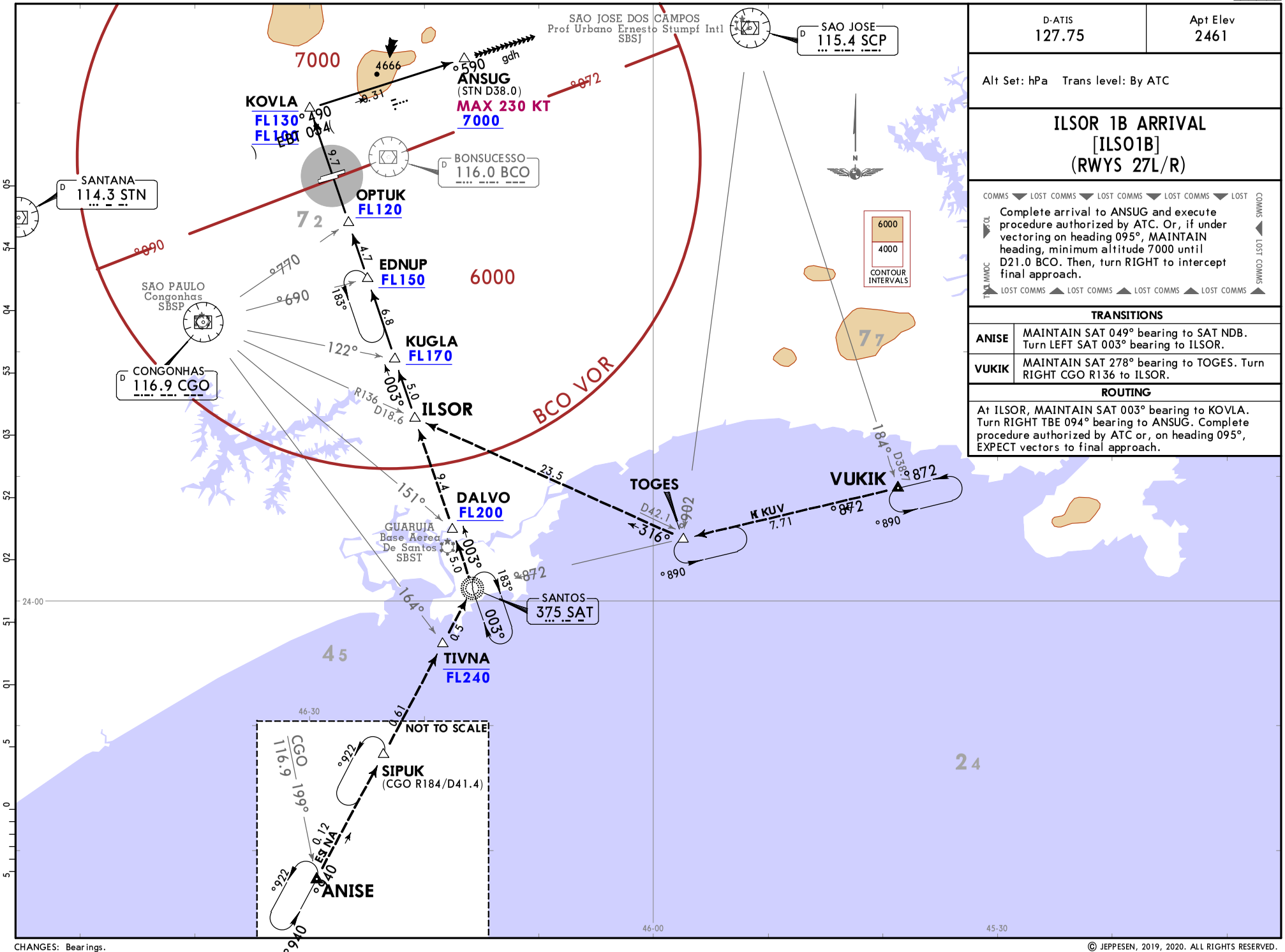
JEPPESEN
7 AUG 20 (20-2D) Eff 13 Aug



D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

ILSOR 1B ARRIVAL
[ILSO1B]
(RWYS 27L/R)

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

Complete arrival to ANSUG and execute procedure authorized by ATC. Or, if under vectoring on heading 095°, MAINTAIN heading, minimum altitude 7000 until D21.0 BCO. Then, turn RIGHT to intercept final approach.

TCL MMOC ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

TRANSITIONS

ANISE	MAINTAIN SAT 049° bearing to SAT NDB. Turn LEFT SAT 003° bearing to ILSOR.
VUKIK	MAINTAIN SAT 278° bearing to TOGES. Turn RIGHT CGO R136 to ILSOR.

ROUTING

At ILSOR, MAINTAIN SAT 003° bearing to KOVLA. Turn RIGHT TBE 094° bearing to ANSUG. Complete procedure authorized by ATC or, on heading 095°, EXPECT vectors to final approach.

CHANGES: Bearings.

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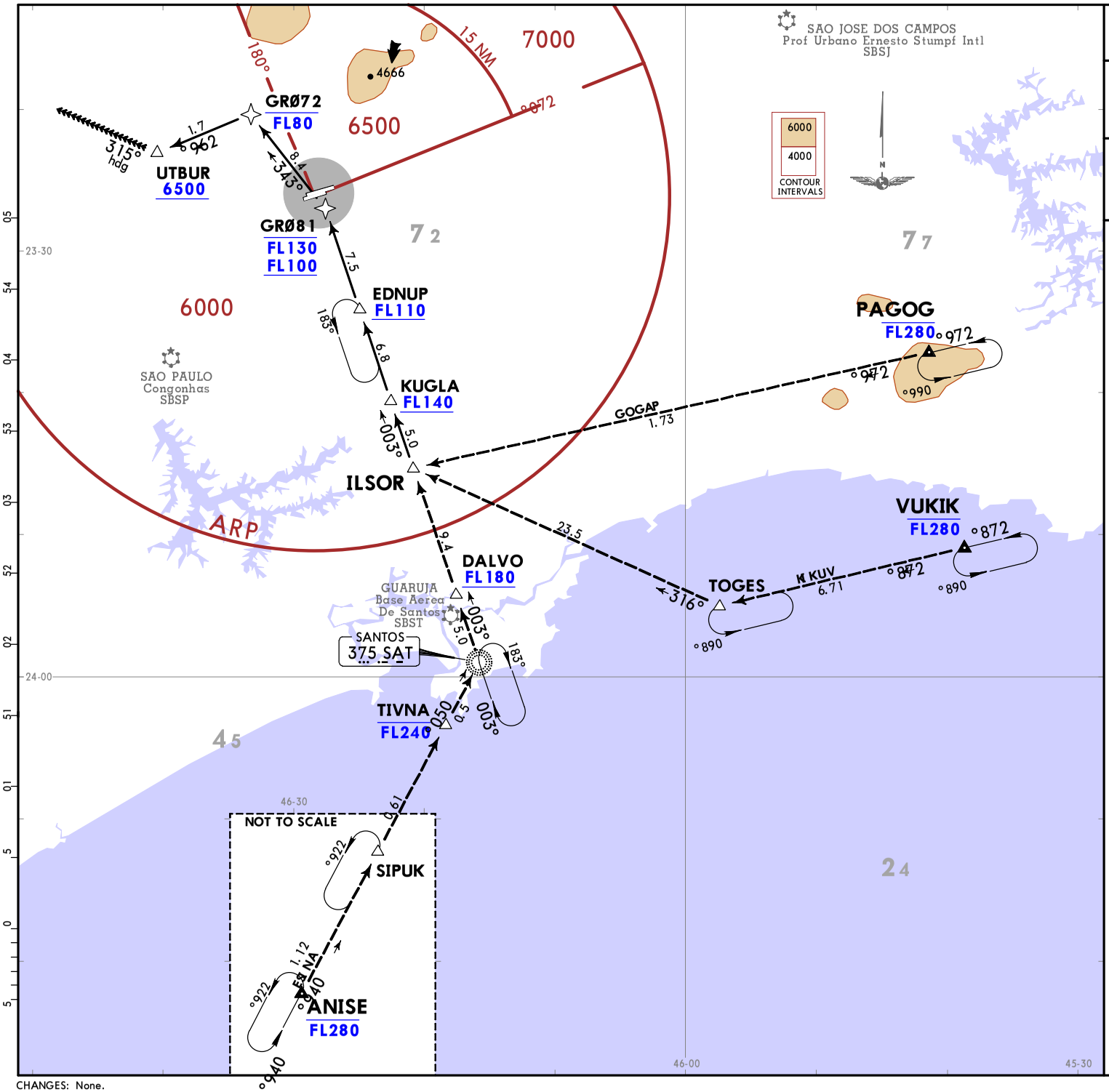

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC
1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS surveillance required.**
3. **GNSS required.**

ILSOR 1C RNAV ARRIVAL [ILSO1C] (RWYS 09L/R)

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ LOST COMMS

Set transponder 7600. Complete arrival to UTBUR and execute procedure authorized by ATC. Or, if under vectoring on heading 315°, MAINTAIN heading, minimum altitude 6500 to 15 NM from UTBUR, then turn LEFT to intercept final approach.

TOL MMOC ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

CHANGES: None.

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JEPPESEN
4 OCT 19 20-2F Eff 10 Oct

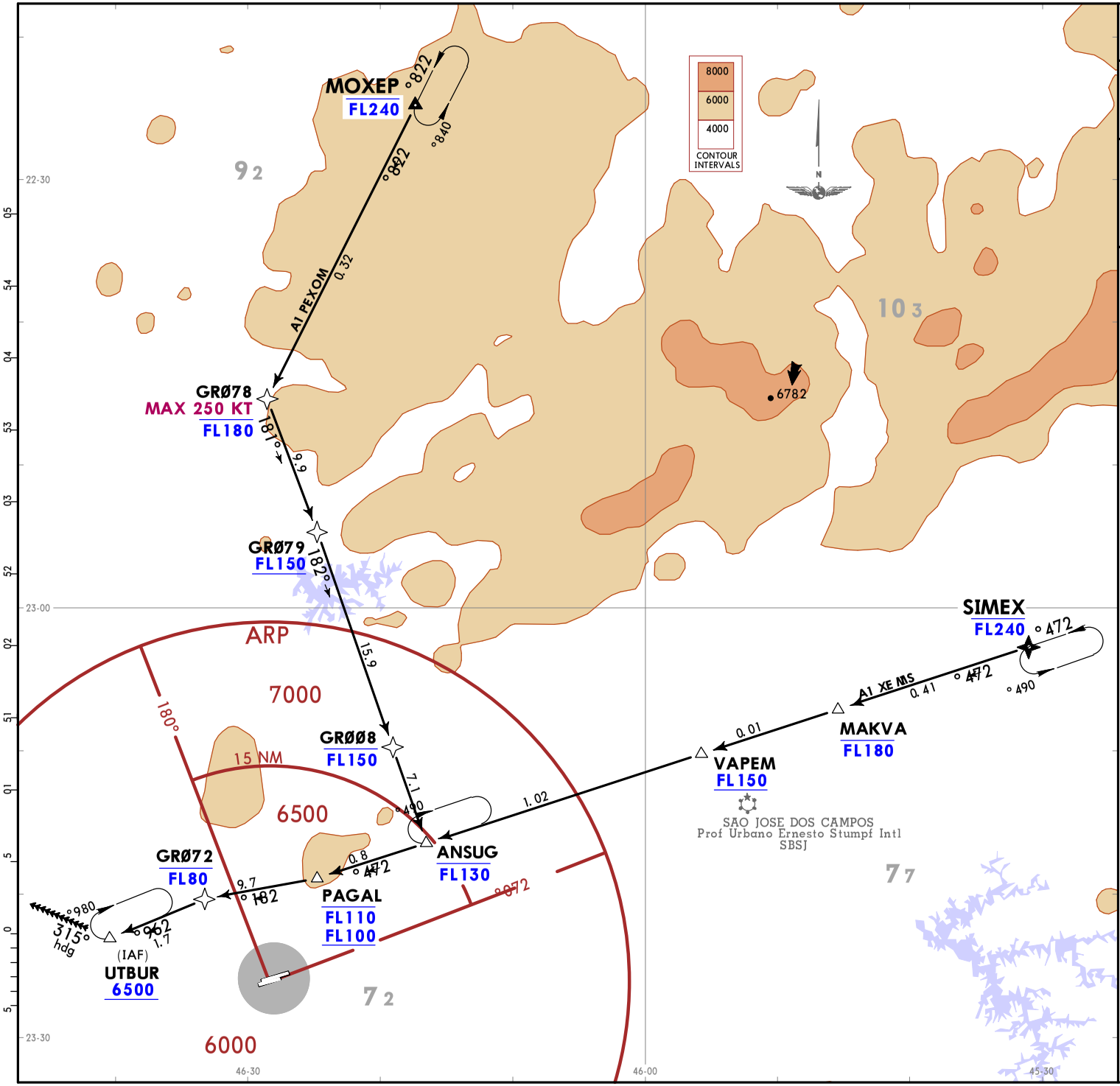
SAO PAULO, BRAZIL
RNAV STAR

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or RNP 1.
2. RNAV 1: ATS surveillance system required.
3. GNSS required.

MOXEP 1A [MOXE1A]
SIMEX 1A [SIME1A]
RNAV ARRIVALS
(RWYS 09L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Set transponder 7600, complete arrival up to UTBUR and execute procedure authorized by ATC. Or, if under vectoring on heading 315°, maintain heading, minimum altitude 6500, up to 15 NM from UTBUR, then turn LEFT to intercept the final approach of IAC procedure.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS



CHANGES: TUABATE renamed to SIMEX.

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D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC
1. RNAV 1 or RNP 1.
2. RNAV 1: ATS surveillance system required.
3. GNSS required.

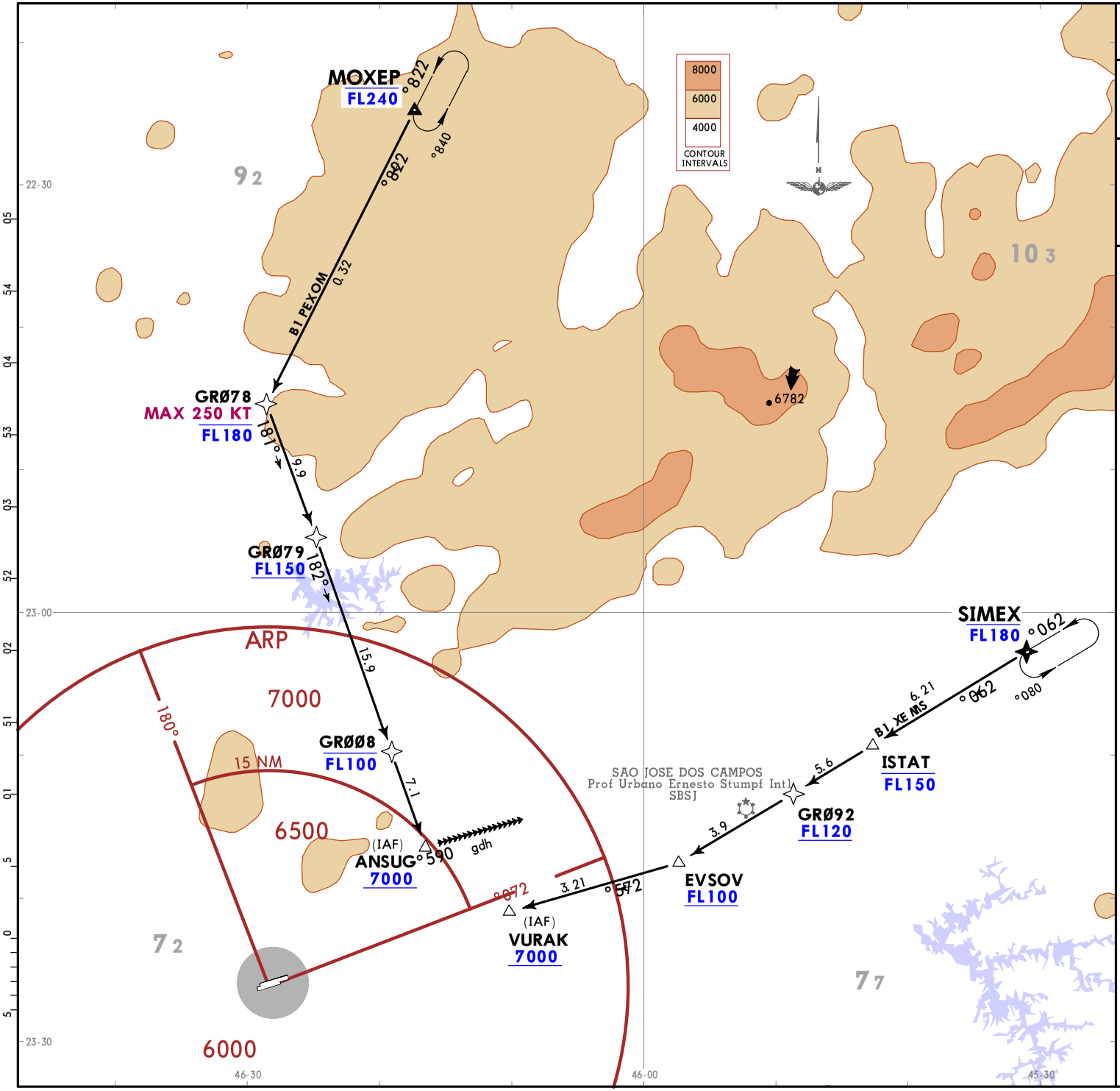
MOXEP 1B [MOXE1B]
SIMEX 1B [SIME1B]
RNAV ARRIVALS
(RWYS 27L/R)

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀ LOST COMMS

TOC MMOC

MOXEP 1B: Set transponder 7600. Complete arrival up to ANSUG and execute procedure authorized by ATC. Or, if under vectoring on heading 095°, MAINTAIN heading, minimum altitude 7000 to 15 NM from ANSUG, then turn RIGHT to intercept final approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



CHANGES: TUABATE renamed to SIMEX.

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JEPPESEN
3 MAY 19 (20-2H)

D-ATIS	Apt Elev
127.75	2461

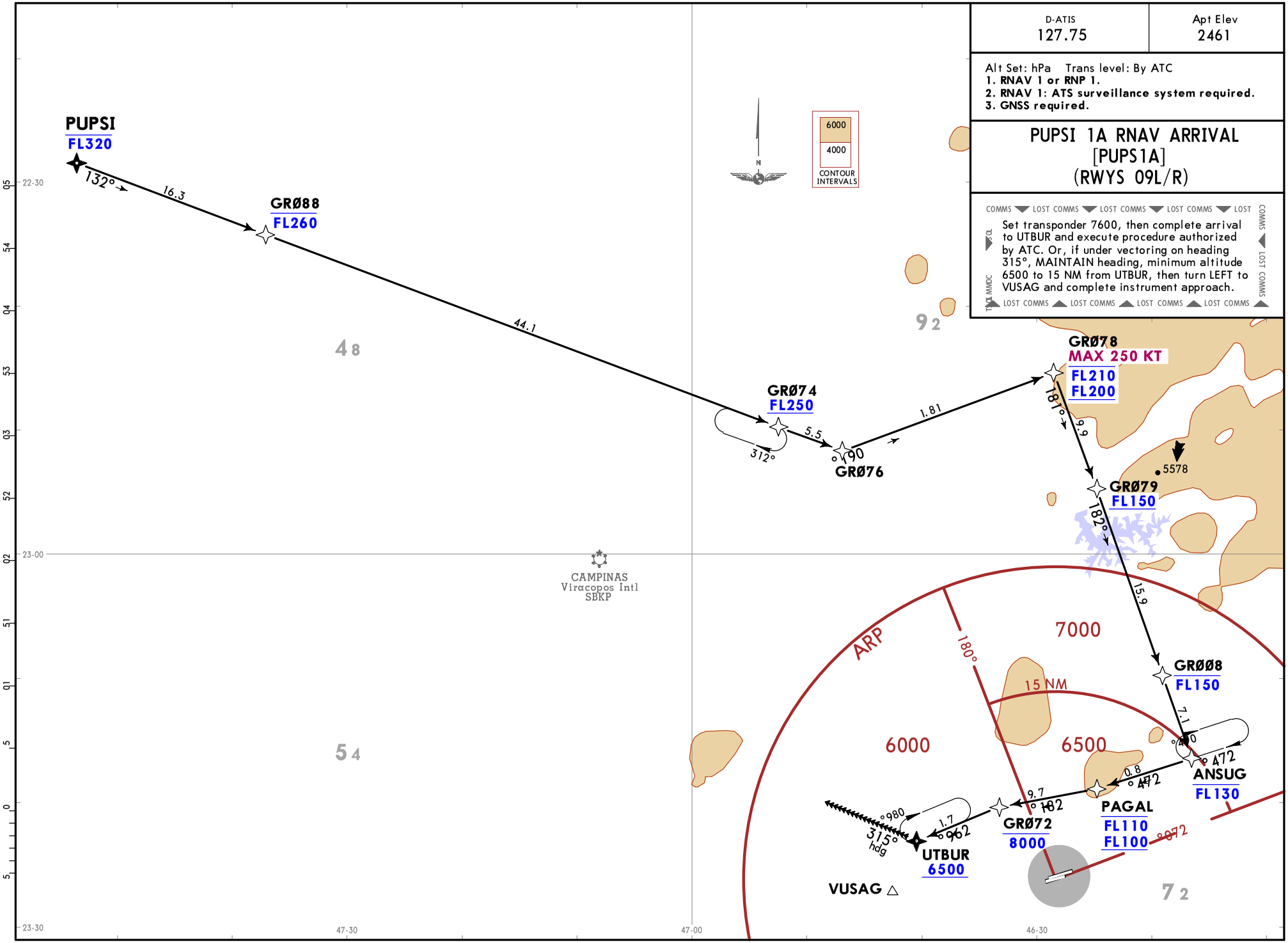
Alt Set: hPa Trans level: By ATC
1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS surveillance system required.**
3. **GNSS required.**

PUPSI 1A RNAV ARRIVAL [PUPS1A] (RWYS 09L/R)

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

Set transponder 7600, then complete arrival to UTBUR and execute procedure authorized by ATC. Or, if under vectoring on heading 315°, MAINTAIN heading, minimum altitude 6500 to 15 NM from UTBUR, then turn LEFT to VUSAG and complete instrument approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



CHANGES: New format.

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D-ATIS	Apt Elev
127.75	2461

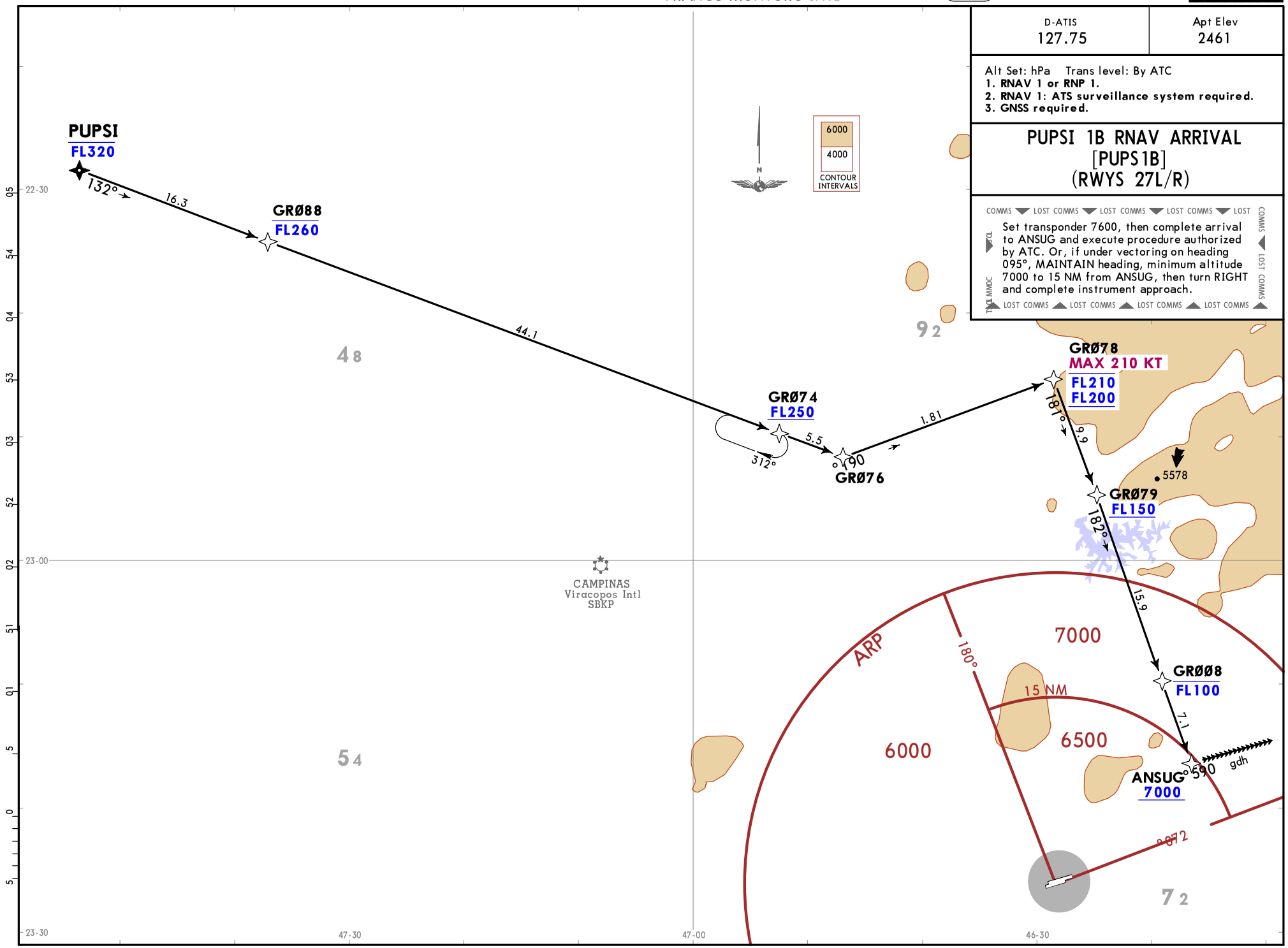
Alt Set: hPa Trans level: By ATC
1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS surveillance system required.**
3. **GNSS required.**

PUPSI 1B RNAV ARRIVAL [PUPS1B] (RWYS 27L/R)

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

Set transponder 7600, then complete arrival to ANSUG and execute procedure authorized by ATC. Or, if under vectoring on heading 095°, MAINTAIN heading, minimum altitude 7000 to 15 NM from ANSUG, then turn RIGHT and complete instrument approach.

TXI MMOC ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



CHANGES: New format.

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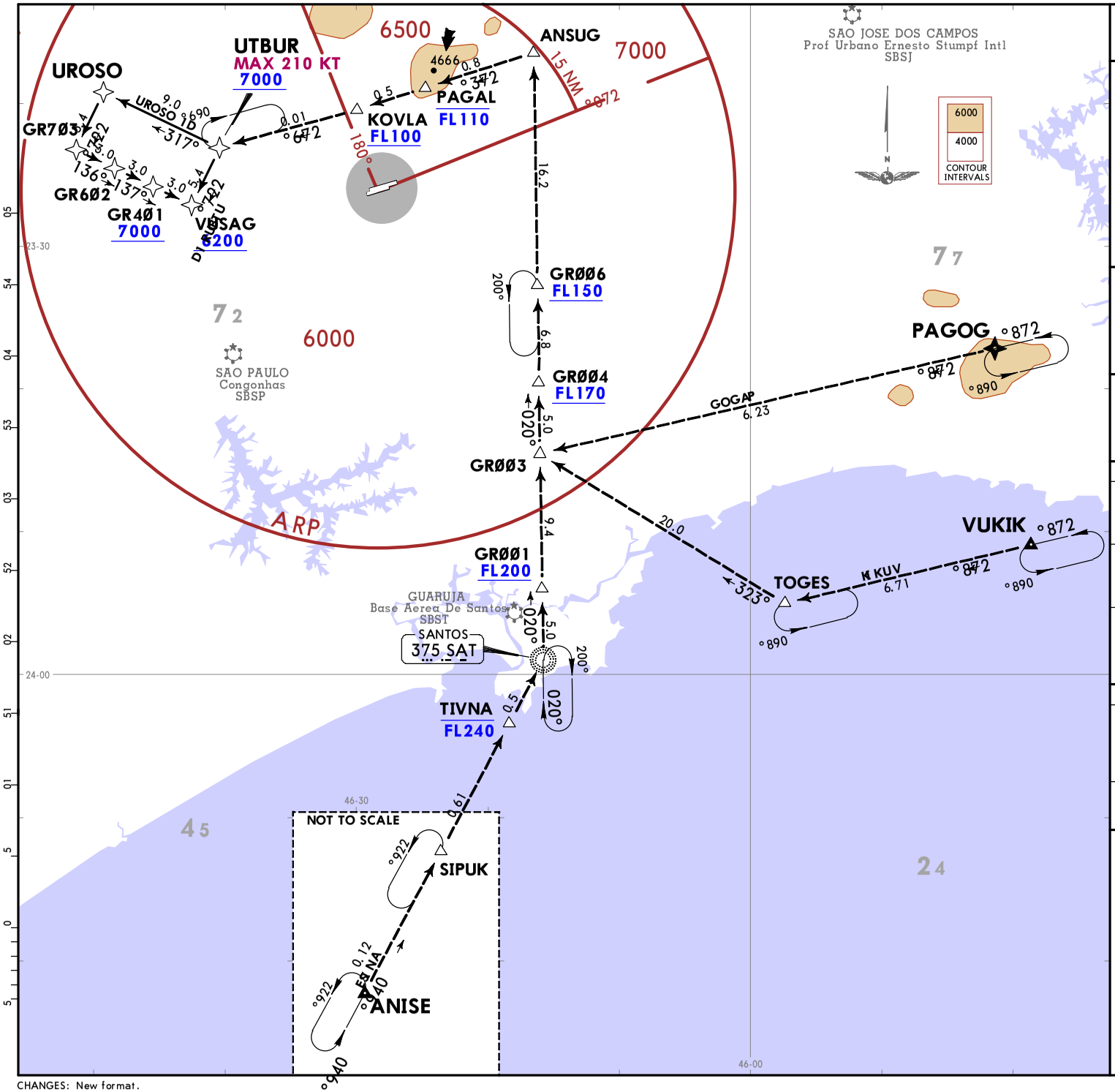

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

1. **RNAV 1 or RNP 1.**
2. **RNAV 1: ATS surveillance system required.**
3. CAUTION: UROSO 1D Arrival after UTBUR, high traffic density in the proximity.
4. For aircraft not equipped with GNSS, the following DME shall be operating: BGC, CGO, RDE and SCP.
5. UROSO 1D Arrival: Shall be used only under ATC clearance. Should not be used for flight planning. After UTBUR, EXPECT ATC clearance in order to shorten STAR segment to final approach. After UTBUR, do not overshoot 137° course to VUSAG.

UROSO 1D [UROS1D]
UTBUR 1D [UTBU1D]
RNAV ARRIVALS
(RWYS 09L/R)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Complete arrival to VUSAG and execute procedure authorized by ATC.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

TRANSITIONS	
ANISE	MAINTAIN course 049° to SAT NDB. Turn LEFT, course 020° to ANSUG. Turn LEFT, course 273° to KOVLA. Turn RIGHT, course 276° to UTBUR.
PAGOG	MAINTAIN course 278° to GR003. Turn RIGHT, course 020° to ANSUG. Turn LEFT, course 273° to KOVLA. Turn RIGHT, course 276° to UTBUR.
VUKIK	MAINTAIN course 278° to TOGES. Turn RIGHT, course 323° to GR003. Turn RIGHT, course 020° to ANSUG. Turn LEFT, course 273° to KOVLA. Turn RIGHT, course 276° to UTBUR.

STAR	ROUTING
UROSO 1D	At UTBUR, turn RIGHT, course 317° to UROSO. Turn LEFT, course 227° to GR703. Turn LEFT, course 136° to GR602. Turn RIGHT, course 137° to VUSAG. Then, exeute procedure authorized by ATC.
UTBUR 1D	At UTBUR, turn LEFT, course 227° to VUSAG. Then, execute procedure authorized by ATC.

CHANGES: New format.

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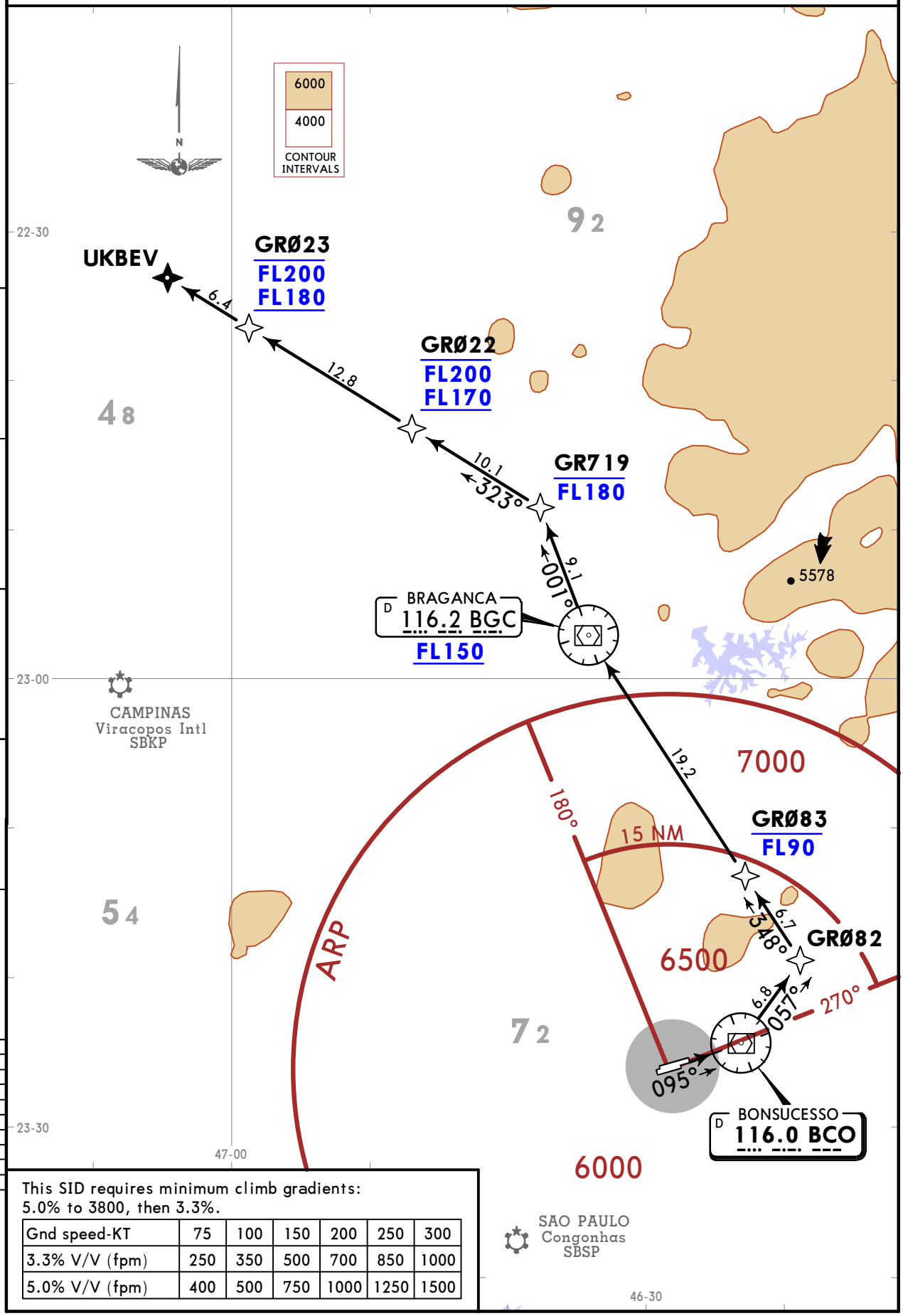
Apt Elev 2461	Trans alt: 8000 1. GNSS required. 2. RNP 1 or RNAV 1. 3. RNAV 1: ATS surveillance required.

BCO 1A RNAV DEPARTURE [BCO1A] (RWYS 09L/R)



This SID requires minimum climb gradients:
5.0% to 3800, then 3.3%.

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

CHANGES: Procedure renamed, reindexed, climb gradient.

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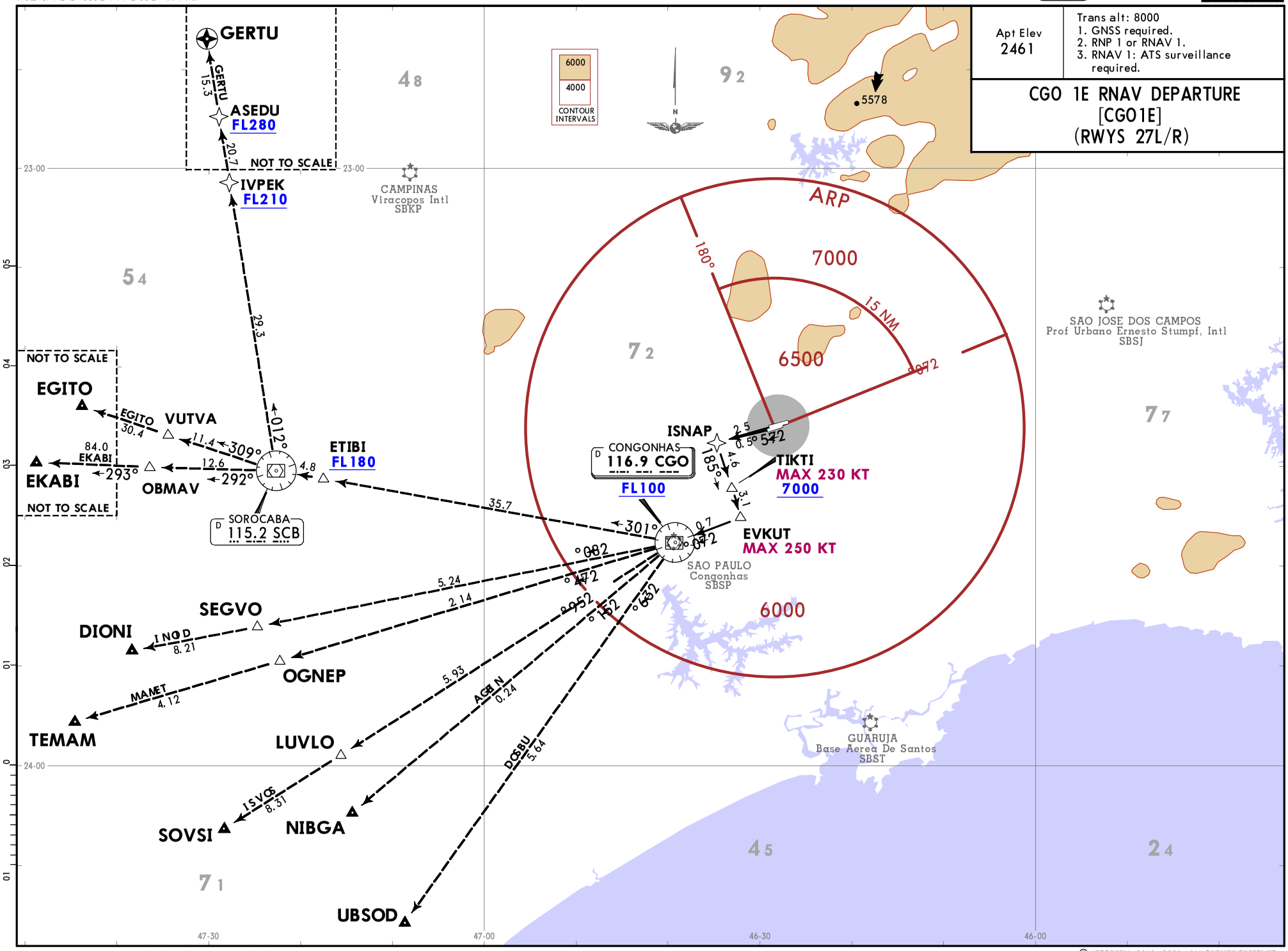
JEPPESEN
4 SEP 20 20-3-1 Eff 10 Sep

Apt Elev	Trans alt: 8000
2461	1. GNSS required. 2. RNP 1 or RNAV 1. 3. RNAV 1: ATS surveillance required.

CGO 1E RNAV DEPARTURE [CGO1E] (RWYS 27L/R)



CHANGES: GERTU waypoint, climb gradients removed, mileage to TEMAM.

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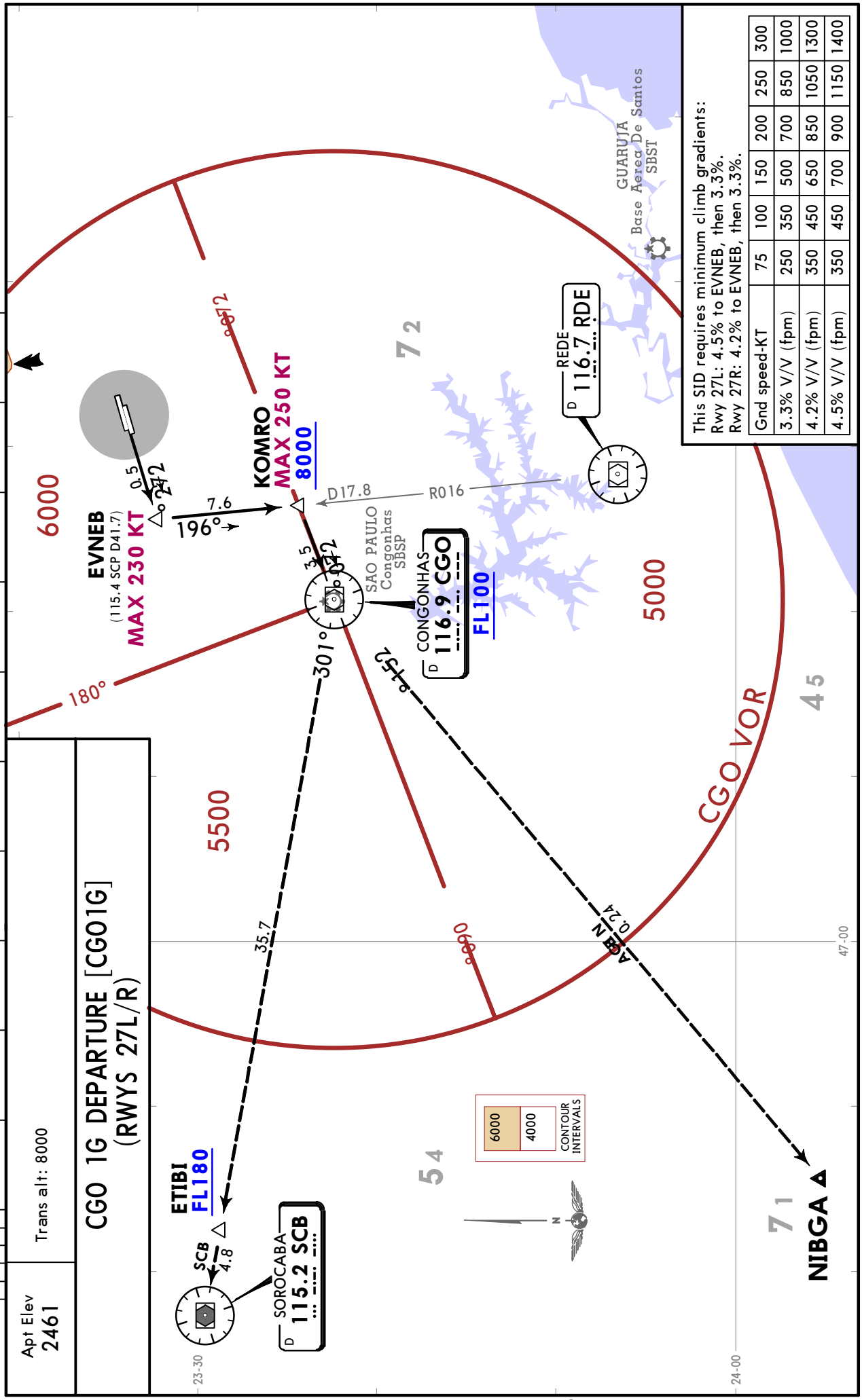

This SID requires minimum climb gradients:
Rwy 27L: 4.5% to EVNEB, then 3.3%.
Rwy 27R: 4.2% to EVNEB, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.2% V/V (fpm)	350	450	650	850	1050	1300
4.5% V/V (fpm)	350	450	700	900	1150	1400

CHANGES: Sequence CGO3F revised, renamed, reindexed.

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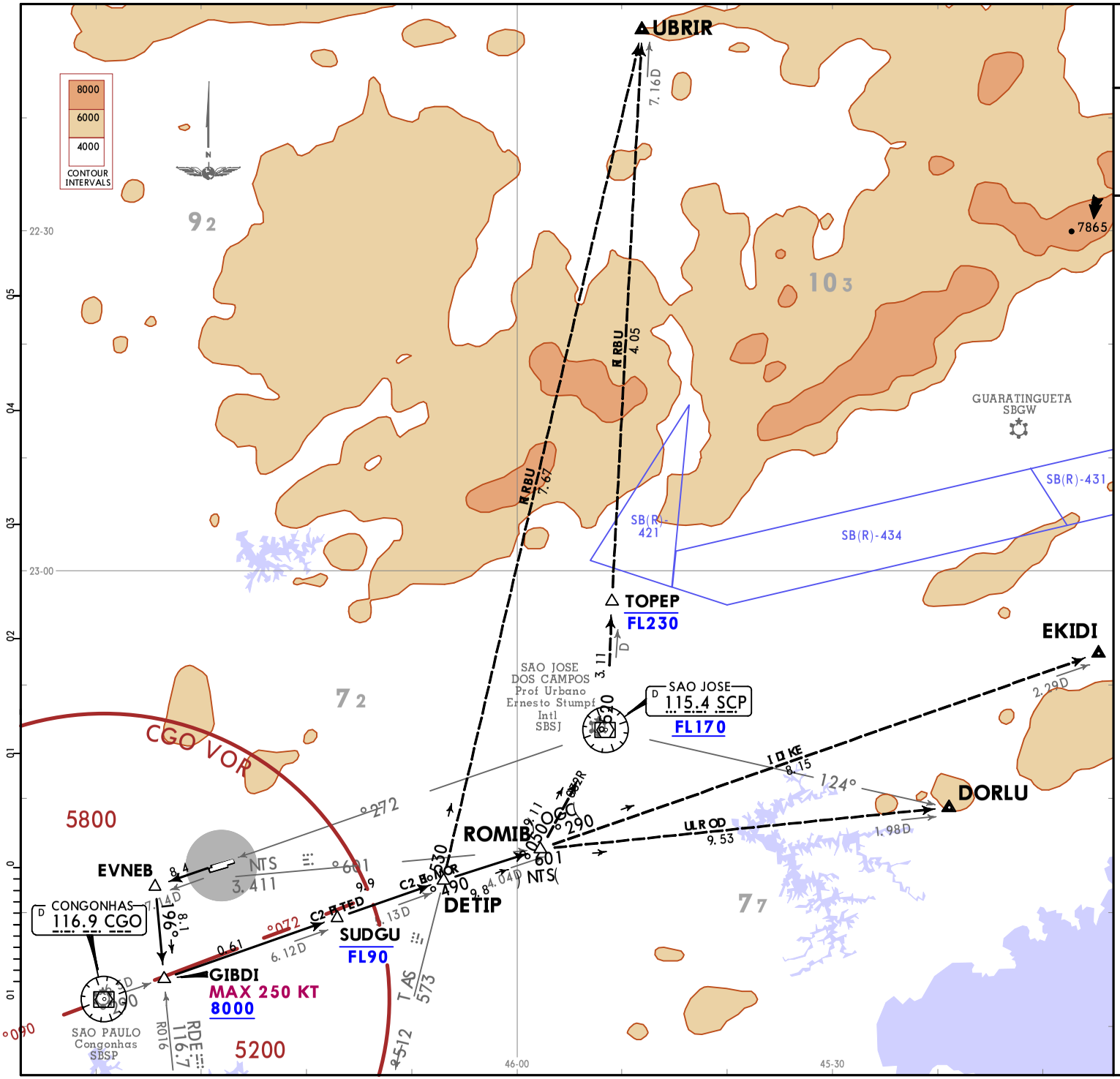
JEPPESEN
12 JUL 19 20-3C Eff 18 Jul



Apt Elev
2461

Trans alt: 8000
1. **DME required.**
2. DETIP 2C Departure only available during activation of SB(R)-421, SB(R)-431, or SB(R)-434.

DETIP 2C [DETI2C]
ROMIB 2C [ROMI2C]
DEPARTURES
(RWYS 27L/R)

These SIDs require minimum climb gradients:
5.1% to 4000, then 3.3%.

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

CHANGES: Speed restriction at GIBDI.

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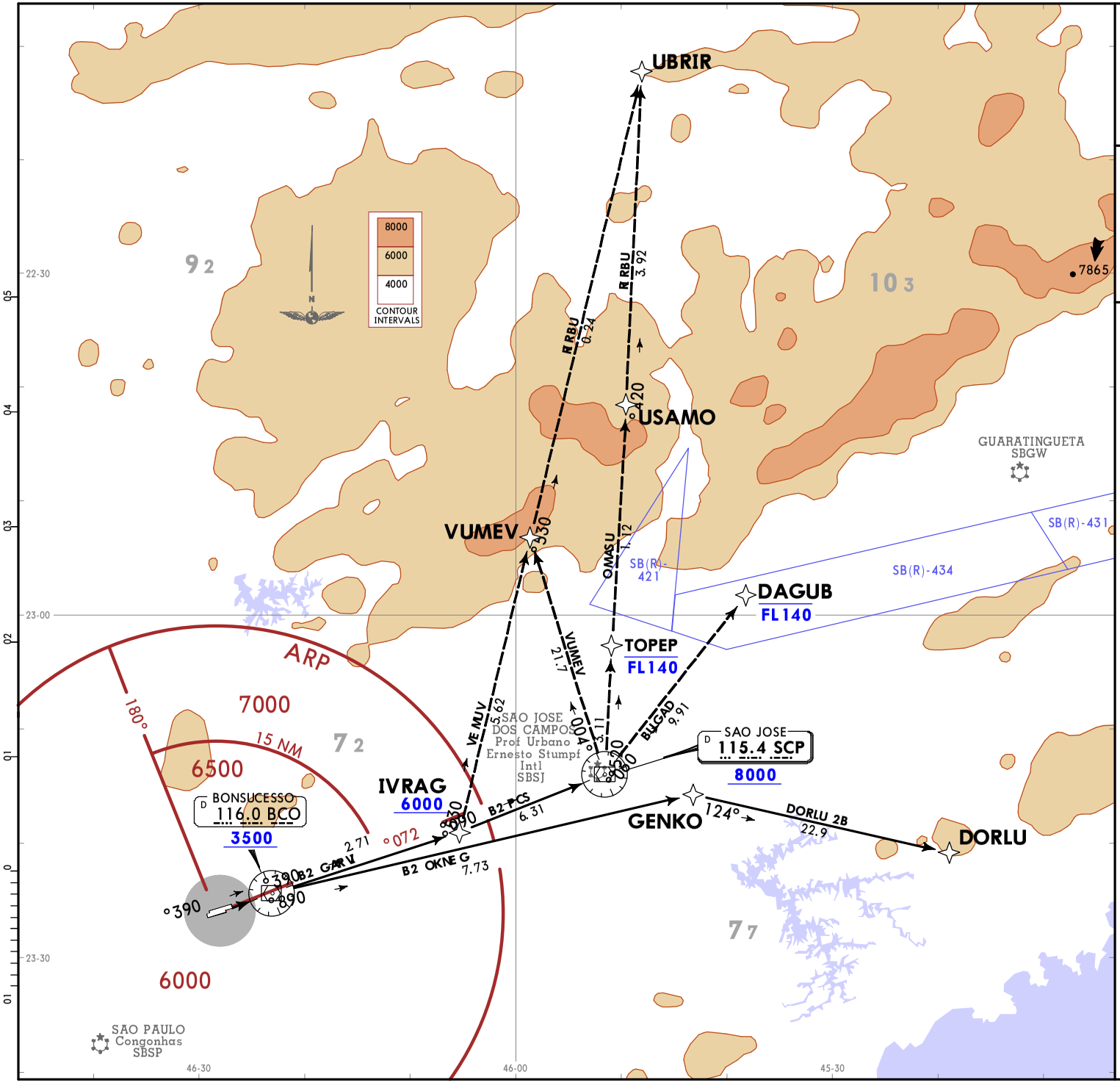

Apt Elev
2461

Trans alt: 8000
1. **GNSS required.**
2. **RNP 1 or RNAV 1.**
3. **RNAV 1: ATS surveillance system required.**
4. IVRAG 2B Departure only available during activation of SB(R)-421, SB(R)-431, or SB(R)-434.

DORLU 2B [DORL2B]
GENKO 2B [GENK2B]
IVRAG 2B [IVRA2B]
SCP 2B [SCP2B]
RNAV DEPARTURES
(RWYS 09L/R)

These SIDs require minimum climb gradients:
4.7% to BCO VOR, 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: Chart reindexed.

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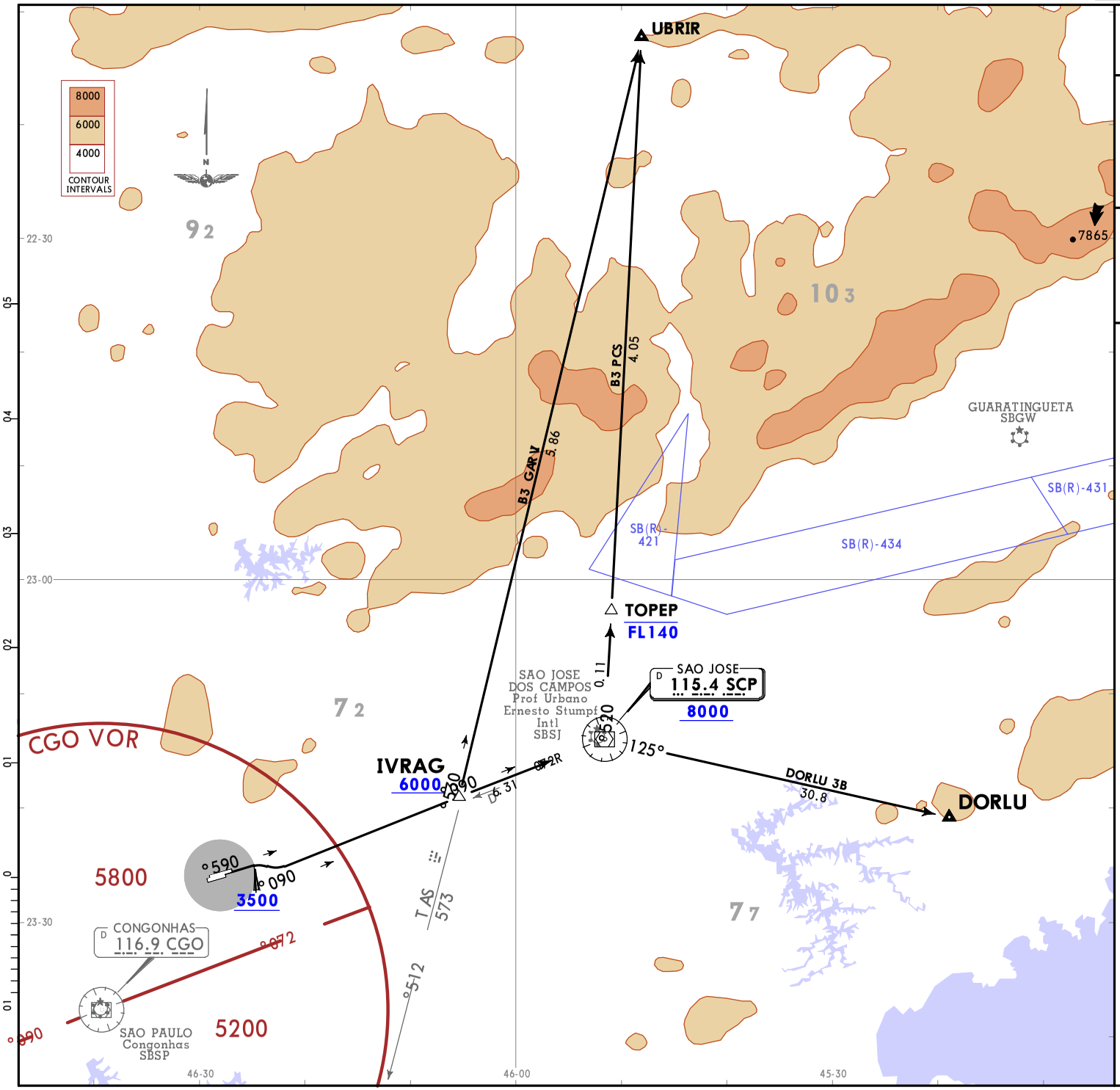

Apt Elev
2461

Trans alt: 8000
IVRAG 3B Departure only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

DORLU 3B [DORL3B]
IVRAG 3B [IVRA3B]
SCP 3B [SCP3B]
DEPARTURES
(RWYS 09L/R)

These SIDs require minimum climb gradients:
4.1% 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
4.1% V/V (fpm)	350	450	650	850	1050	1300

CHANGES: MSA, procedure reindexed, renumbered, revised.

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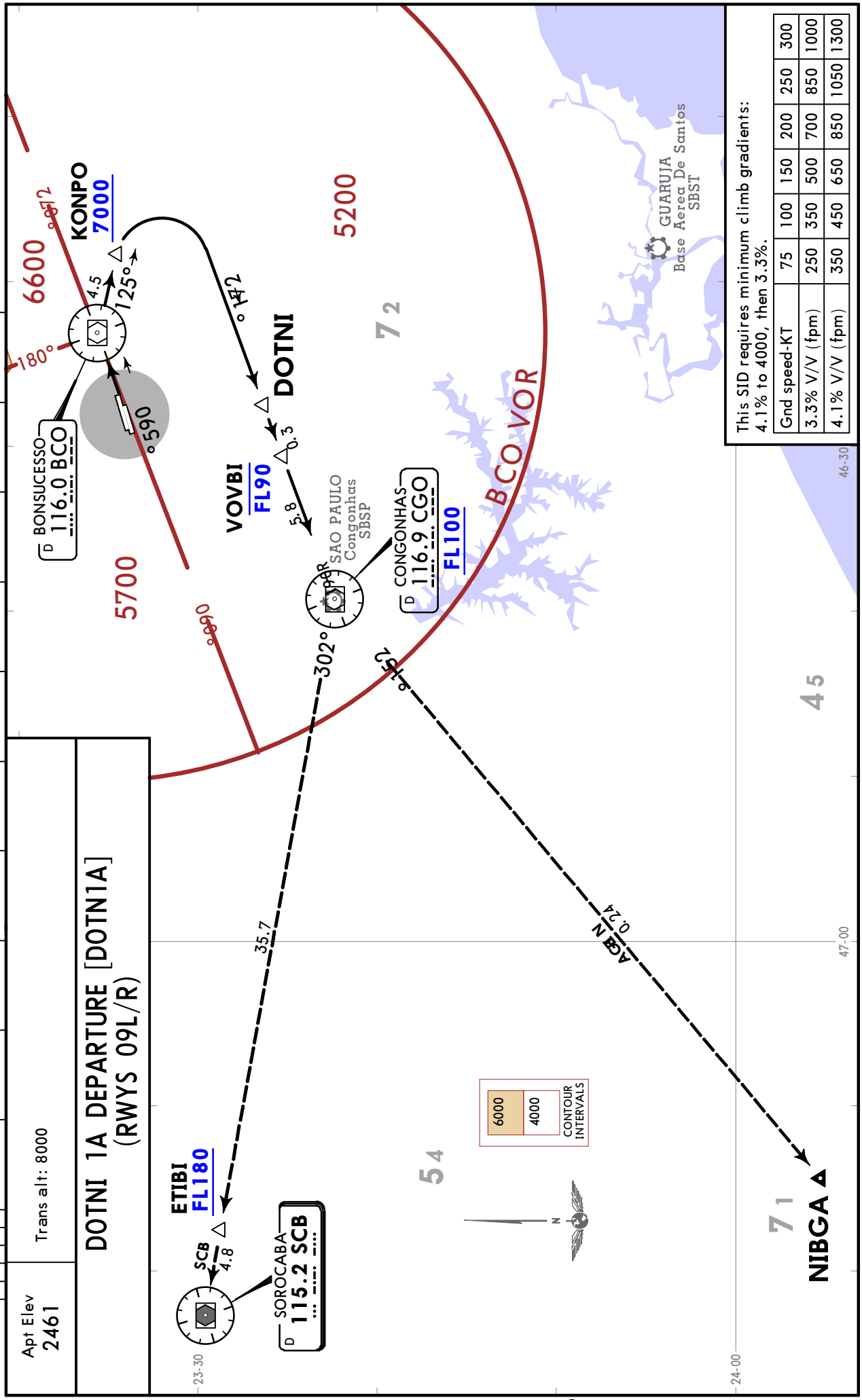

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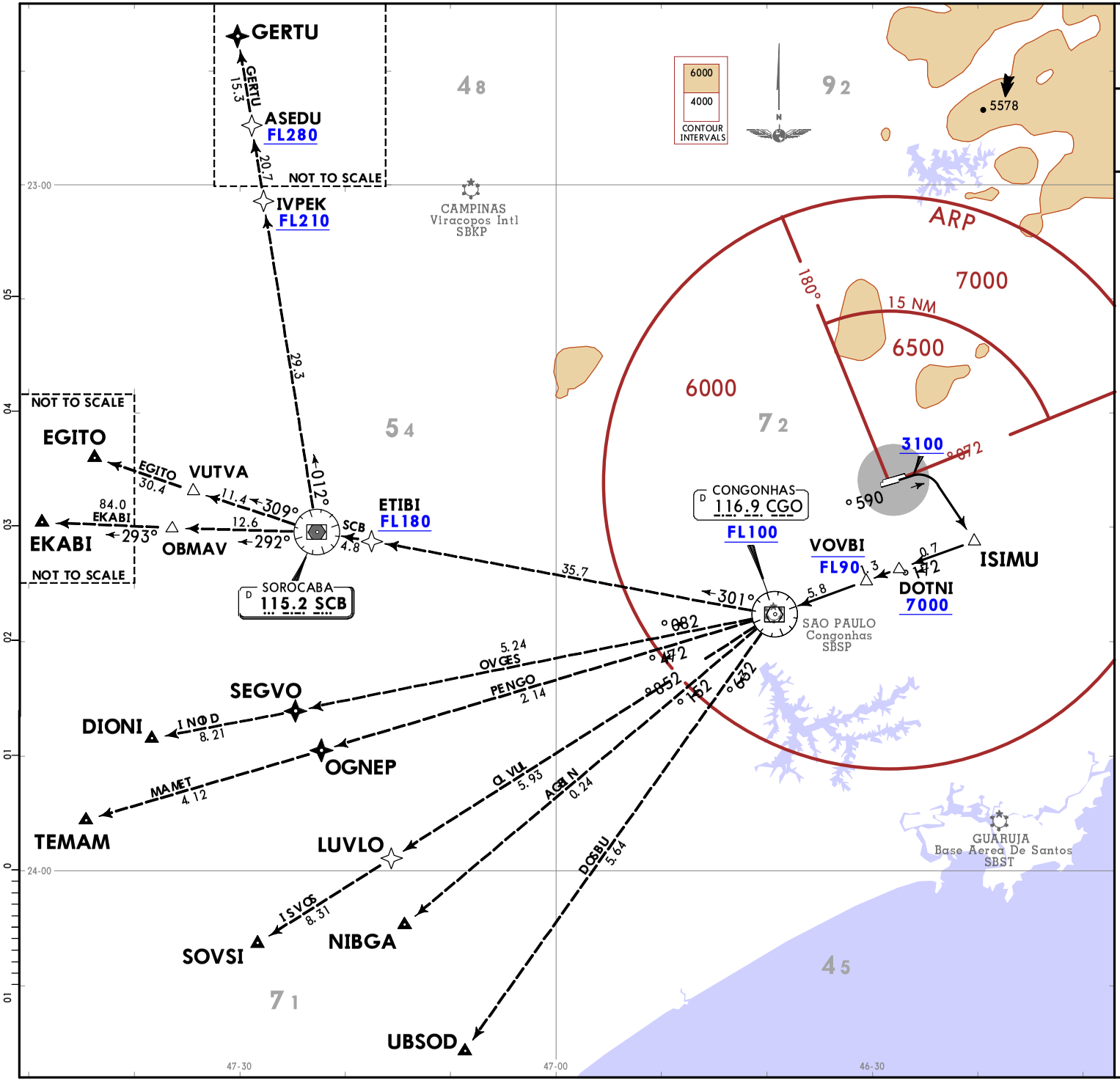

Apt Elev
2461

Trans alt: 8000
1. GNSS required.
2. RNP 1 or RNAV 1.
3. RNAV 1: ATS surveillance system required.

ISIMU 1C RNAV DEPARTURE [ISIM1C] (RWY 09R)

This SID requires the following minimum climb gradients:
5.0% to 7000, then 3.3%.

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

CHANGES: None.

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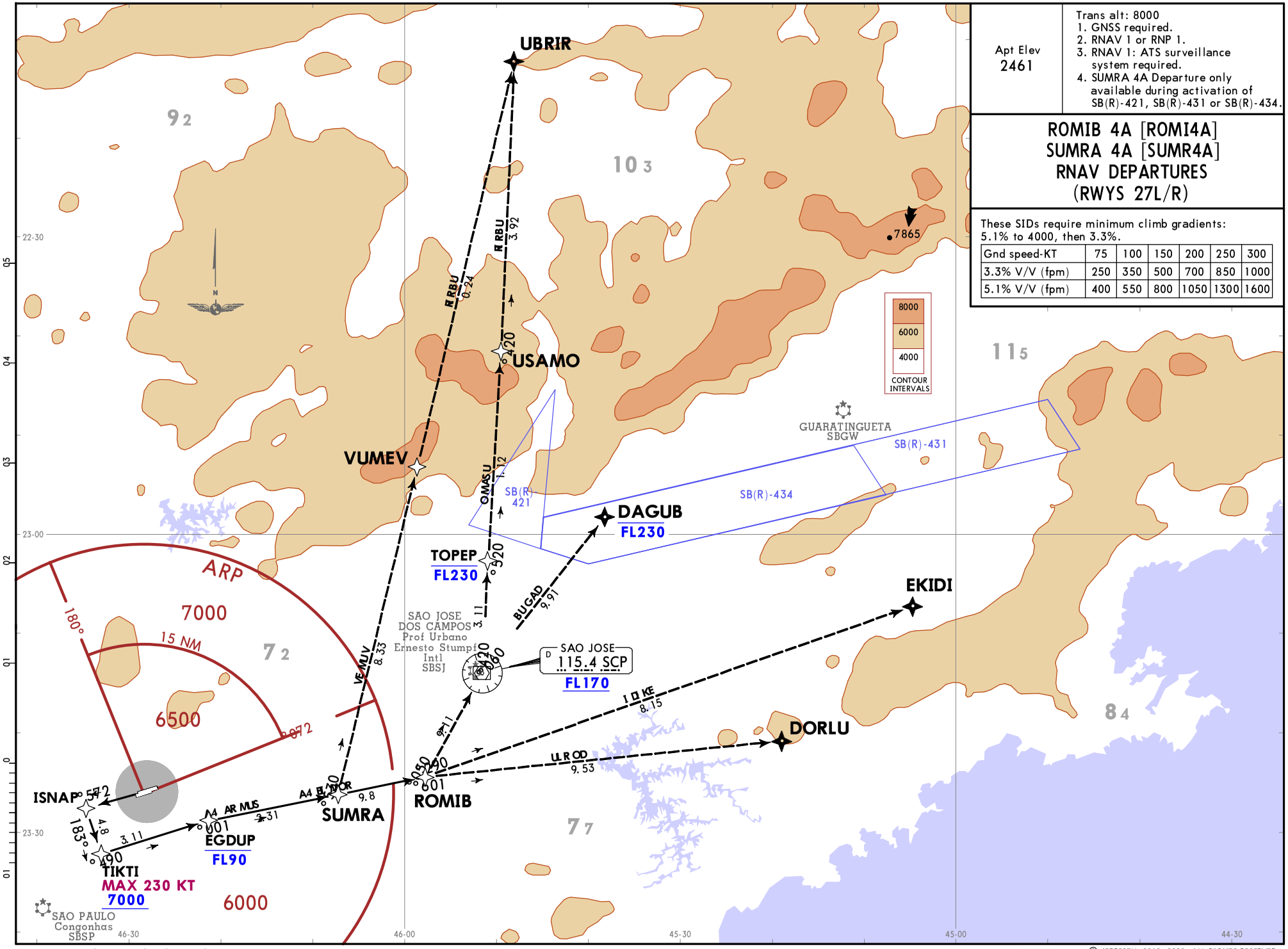
JEPPESEN
20 MAR 20 (20-3G) Eff 26 Mar



Apt Elev 2461	Trans alt: 8000 1. GNSS required. 2. RNAV 1 or RNP 1. 3. RNAV 1: ATS surveillance system required. 4. SUMRA 4A Departure only available during activation of SB(R)-421, SB(R)-431 or SB(R)-434.

ROMIB 4A [ROMI4A]
SUMRA 4A [SUMR4A]
RNAV DEPARTURES
(RWYS 27L/R)

These SIDs require minimum climb gradients:
5.1% to 4000, then 3.3%.

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

CHANGES: Procedures renumbered, revised.

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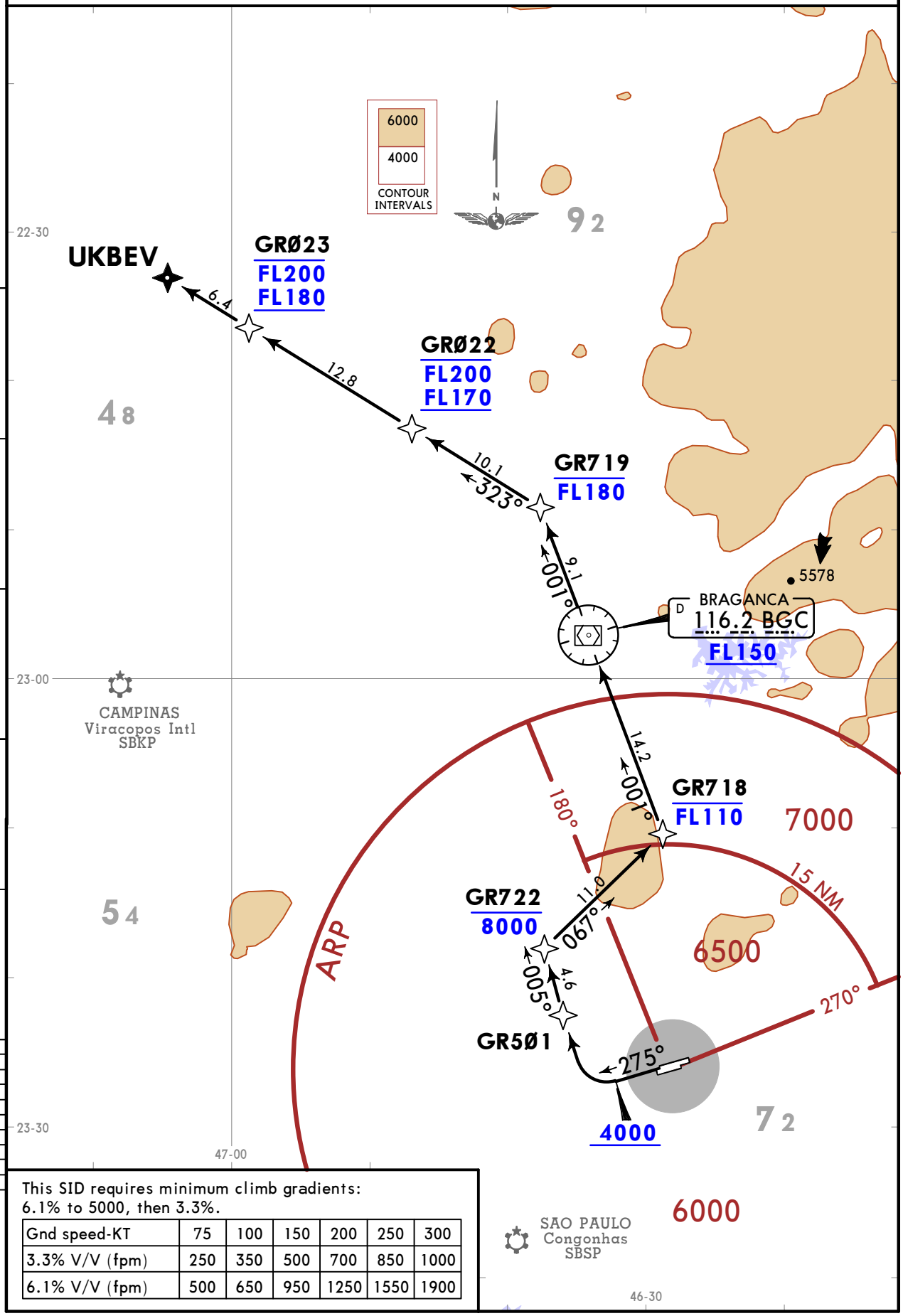
Apt Elev 2461	Trans alt: 8000 **1. GNSS required. 2. RNAV 1 or RNP 1.** **3. RNAV 1: ATS surveillance required.**

UKBEV 1A RNAV DEPARTURE [UKBE1A] (RWY 27R)



This SID requires minimum climb gradients:
6.1% to 5000, then 3.3%.

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

CHANGES: None.

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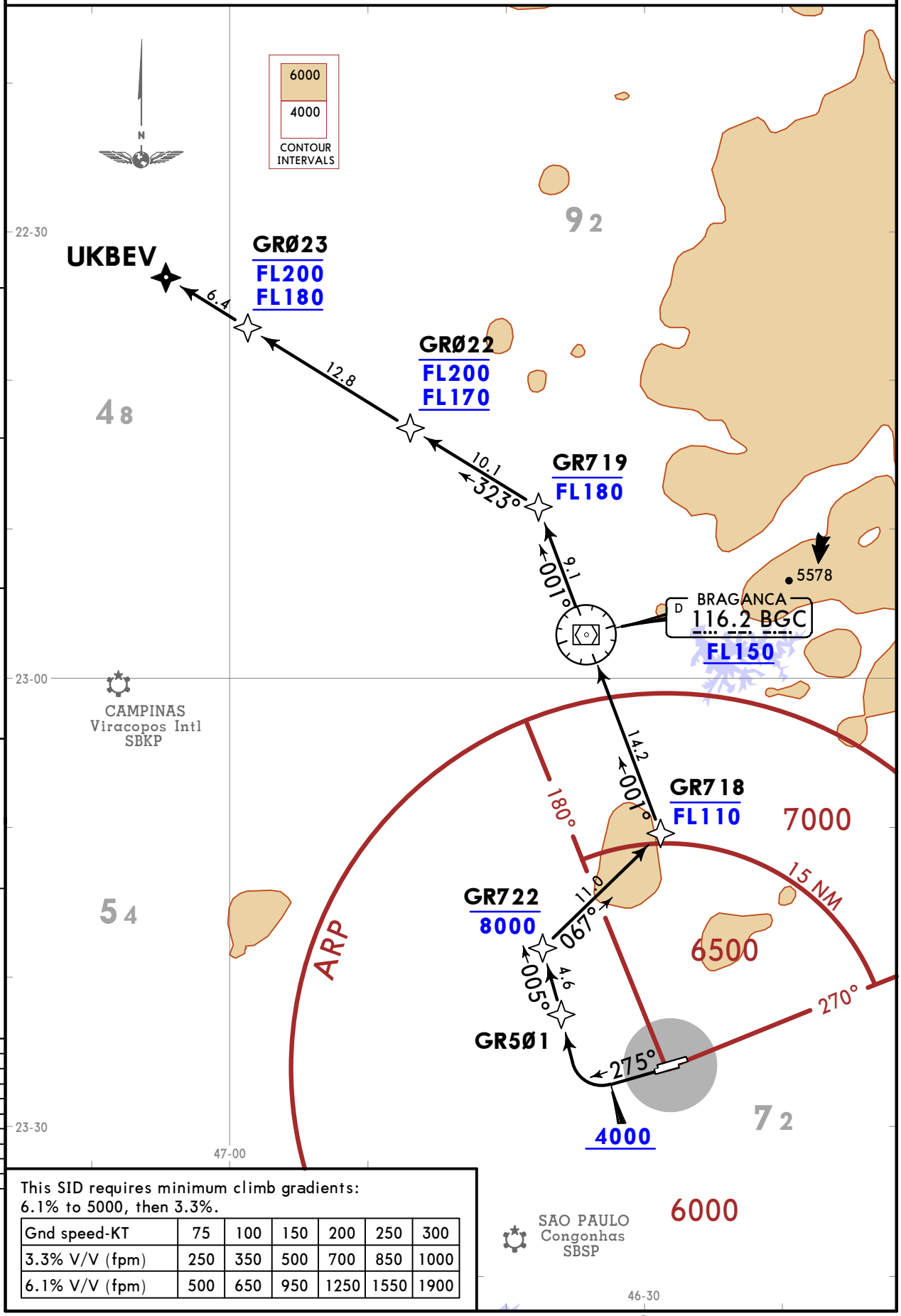
Apt Elev 2461	Trans alt: 8000 1. GNSS required. 2. RNAV 1 or RNP 1. 3. RNAV 1: ATS surveillance required.

UKBEV 1B RNAV DEPARTURE [UKBE1B] (RWY 27L)



This SID requires minimum climb gradients:
6.1% to 5000, then 3.3%.

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

CHANGES: None.

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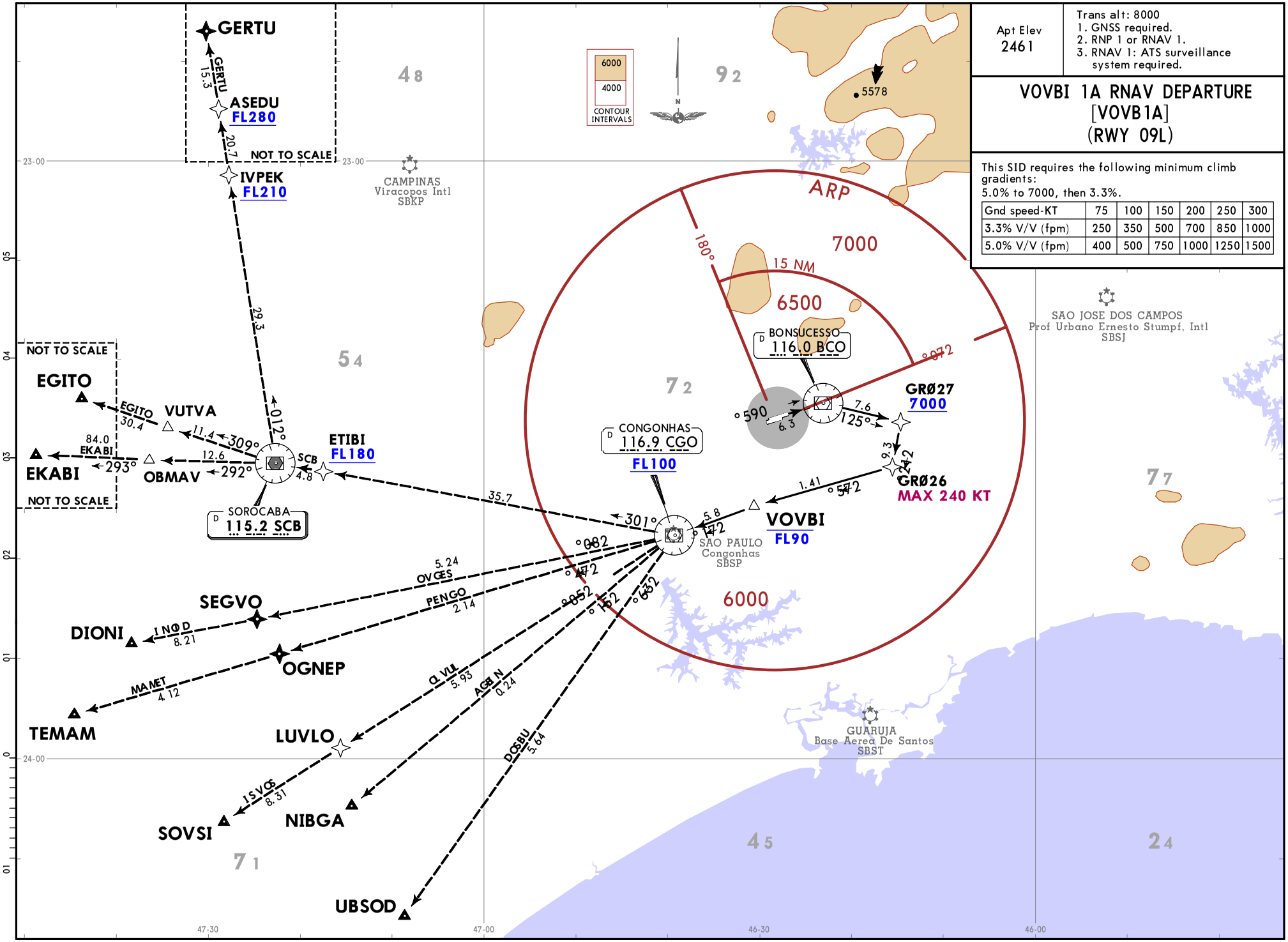
Apt Elev	
2461	Trans alt: 8000 1. GNSS required. 2. RNP 1 or RNAV 1. 3. RNAV 1: ATS surveillance system required.

VOVBI 1A RNAV DEPARTURE [VOVB1A] (RWY 09L)

This SID requires the following minimum climb gradients:
5.0% to 7000, then 3.3%.

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



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SBGR/GRU

Apt Elev **2461'**

S23 26.1 W046 28.4

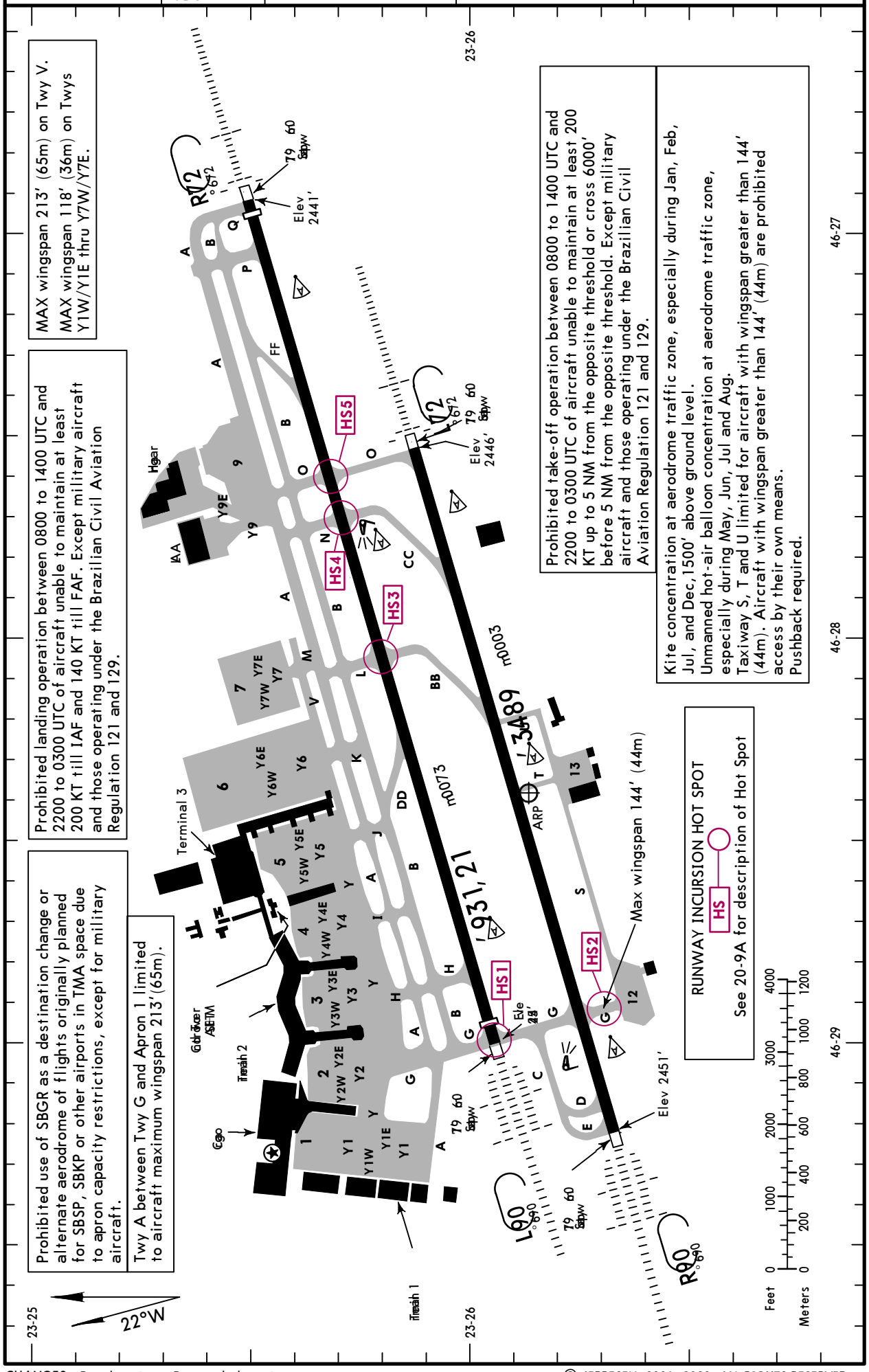
JEPPESEN

10 JUL 20 (20-9)

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

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



CHANGES: Rwy bearings, Rwy end elevations.

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GENERAL

Pilots shall adjust landings and take-off to ensure Minimum Runway Occupancy Time (MROT).
Parking of general aviation aircraft only at Apron 12 and with prior authorization.
Code A and B Acft 6 hour advance notice, Code C, D, and E require 24 hour advance notice.
Use of tow bar is compulsory.
Maximum ground time for International flights: 3 hours, Domestic flights: 2 hours.
Birds in vicinity of airport.

RUNWAY INCURSION HOT SPOT HS

For information only, not to be construed as ATC instructions.

HS1 Exercise caution on Taxiway G near Rwy 09L threshold.
HS2 Exercise caution on Taxiway G near Apron 12.
HS3 Exercise caution on Taxiway L near Rwy 09L/27R.
HS4 Exercise caution on Taxiway N near Rwy 09L/27R.
HS5 Exercise caution on Taxiway O near Rwy 09L/27R.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09R ❶ ❷	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		

❶ Full Rwy length 9843′ (3000m). Upon landing, distance from Threshold to Rapid Exit Taxiway (RET):
Rwy 09R BB: 6037′ (1840m) CC: 8038′ (2450m)

❷ Rwy 09R/27L open to aircraft operations daily except every Wednesday and Thursday between 0330-0800. During emergency, 30 minutes prior notice is required.

09L ❸❺	HIRL (60m) CL ALSF-II TDZ PAPI (angle 2.97°) RVR	11844′ 3610m	10704′ 3263m	❹	148′ 45m
27R	HIRL (60m) CL ALSF-I PAPI (angle 3.00°) RVR	11942′ 3640m	10836′ 3303m		

❸ Full Rwy length 12139′ (3700m). Upon landing, distance from Threshold to Rapid Exit Taxiway (RET):
Rwy 09L FF: 9318′ (2840m)
Rwy 27R DD: 7677′ (2340m)

❹ Full Rwy length 12139′ (3700m). Rwy 09L take-off from intersection with TWY H: 11,155′ (3400m).
Rwy 27R take-off from intersection with TWY P: 11,352′ (3460m).

❺ Rwy 09L/27R open to aircraft operations daily except every Monday between 0445-0759 and Tuesday between 0445-0659. During emergency, 30 minutes prior notice is required.

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	REQUIRED RVR	
HIRL & CL	TDZ & Rollout	RVR 150m
(HIRL & RCLM) or CL	TDZ & (Mid or Rollout)	RVR 300m
HIRL or CL or RCLM	TDZ & Rollout	RVR 350m
RL & RCLM & Taxiway Lights	TDZ & Rollout	RVR 400m

HEAD UP GUIDANCE SYSTEM REQUIRED

REQUIRED	REQUIRED RVR	
HGS & HIRL & CL	TDZ & Mid & Rollout	RVR 75m
HGS & RL & CL	TDZ & Mid & Rollout	RVR 150m
HGS & RL & CL	TDZ & Rollout	RVR 175m
HGS & RCLM & (RL or CL)	TDZ	RVR 300m
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

IFR TAKE-OFF HELICOPTERS

ONSHORE HELIPAD DAY	ONSHORE HELIPAD NIGHT
3 250m	4 800m

OFFSHORE HELIPAD REQUIREMENTS	DAY	NIGHT
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.

CHANGES: None.

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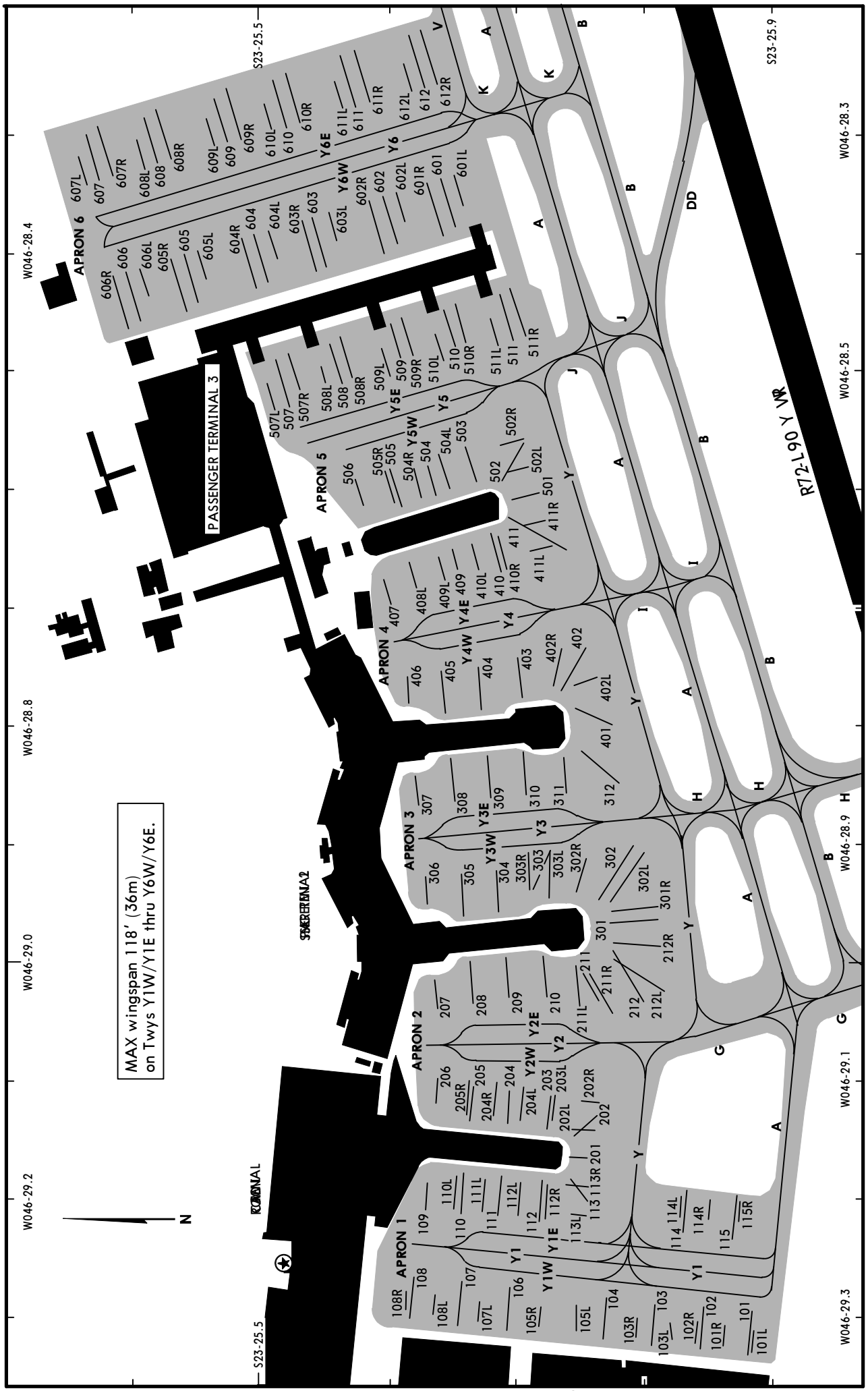

CHANGES: Buildings, parking spots shifted and added.

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PARKING SPOT COORDINATES

SPOT No.	COORDINATES	
Apron 1		
101, 101L, 101R	S23 25.9	W046 29.3
102 thru 104	S23 25.8	W046 29.3
105L thru 107L	S23 25.7	W046 29.3
108, 108L, 108R	S23 25.6	W046 29.3
109	S23 25.6	W046 29.2
110L thru 113R	S23 25.7	W046 29.2
114, 114L, 114R	S23 25.8	W046 29.2
115, 115R	S23 25.9	W046 29.2
201	S23 25.7	W046 29.2
Apron 2		
202 thru 205R	S23 25.7	W046 29.1
206	S23 25.6	W046 29.1
207	S23 25.6	W046 29.0
208 thru 211R	S23 25.7	W046 29.0
212, 212L, 212R	S23 25.8	W046 29.0
301, 301R	S23 25.8	W046 29.0
Apron 3		
302, 302L	S23 25.8	W046 28.9
302R thru 303R	S23 25.7	W046 28.9
304, 305	S23 25.7	W046 29.0
306	S23 25.6	W046 29.0
307,308	S23 25.6	W046 28.8
309 thru 312	S23 25.7	W046 28.8
401	S23 25.7	W046 28.8
Apron 4		
402L thru 402R	S23 25.7	W046 28.8
403, 404	S23 25.7	W046 28.8
405, 406	S23 25.6	W046 28.8
407 thru 409L	S23 25.6	W046 28.7
410, 410L, 410R	S23 25.7	W046 28.6
411, 411R	S23 25.7	W046 28.6
411L	S23 25.7	W046 28.7
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 25.5	W046 28.2
611L	S23 25.6	W046 28.3
611, 611R, 612L	S23 25.6	W046 28.2
612, 612R	S23 25.6	W046 28.2

CHANGES: Parking spots added, parking spot coordinates updated.

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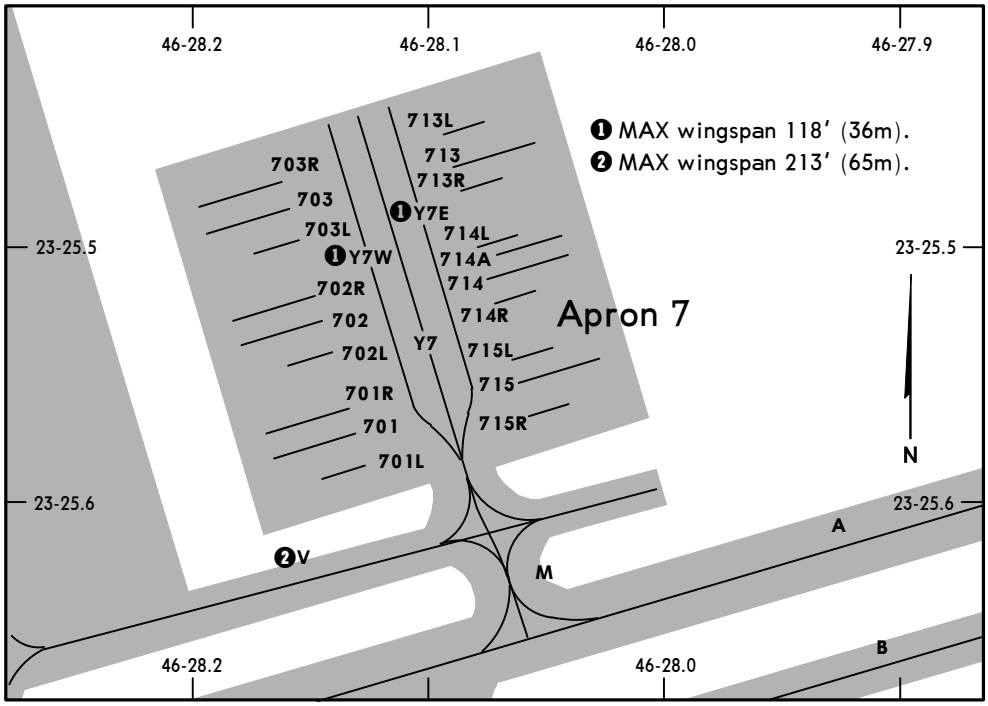

PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
APRON 7	
701L	S23 25.6 W046 28.1
701, 701R	S23 25.6 W046 28.2
702L thru 703R	S23 25.5 W046 28.2
713L thru 714L	S23 25.5 W046 28.1
714A, 714	S23 25.5 W046 28.0
714R	S23 25.5 W046 28.1
715L, 715	S23 25.5 W046 28.0
715R	S23 25.6 W046 28.0

CHANGES: None.

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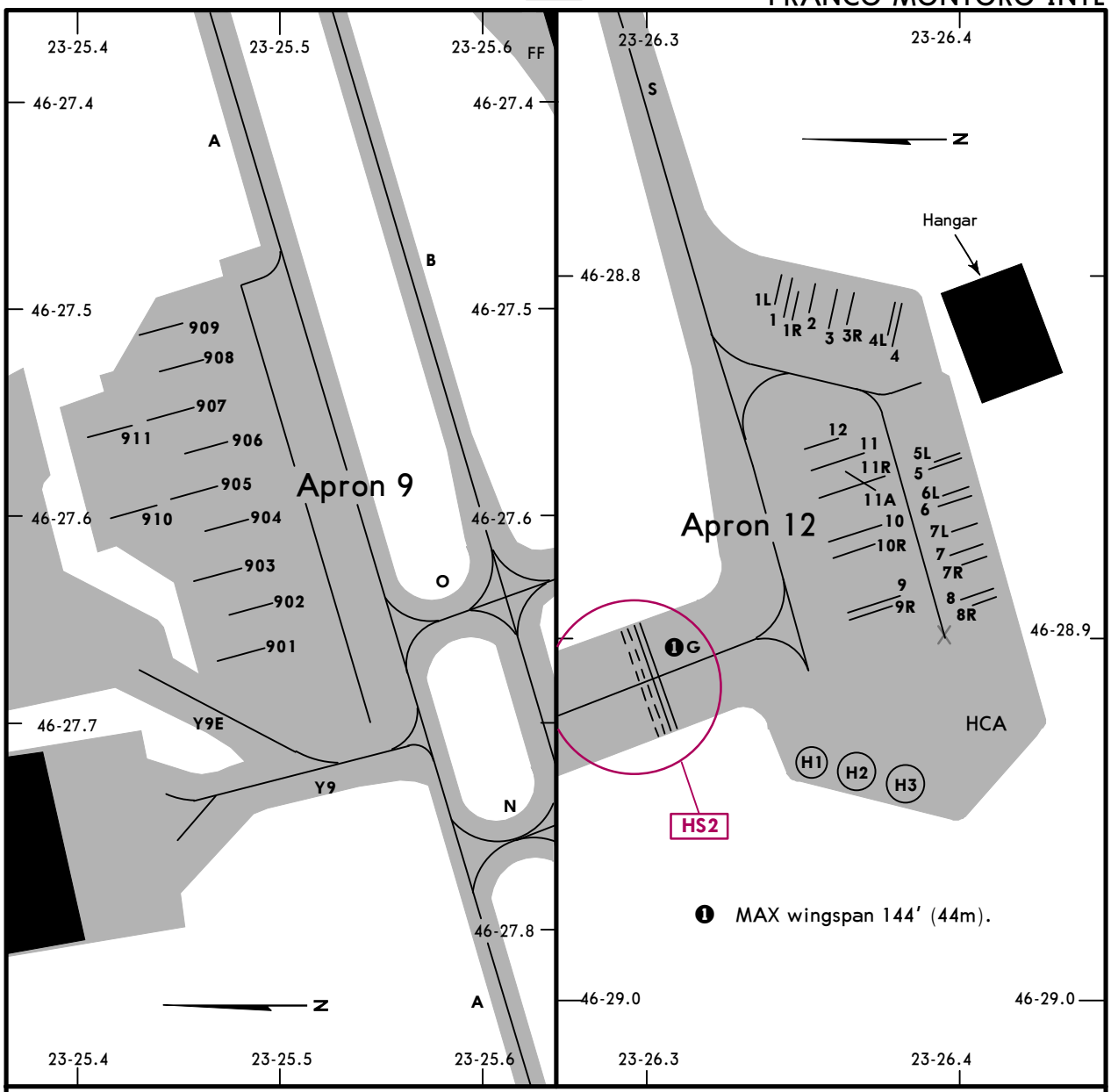

PARKING SPOT COORDINATES

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

SPOT NO.	COORDINATES
APRON 12	
1, 1L, 1R	S23 26.3 W046 28.8
2 thru 4	S23 26.4 W046 28.8
5, 5L, 11R, 11, 11A	S23 26.4 W046 28.9
12	S23 26.4 W046 28.8

CHANGES: Hold-short depiction added, hotspot numbered.

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JEPPESEN

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

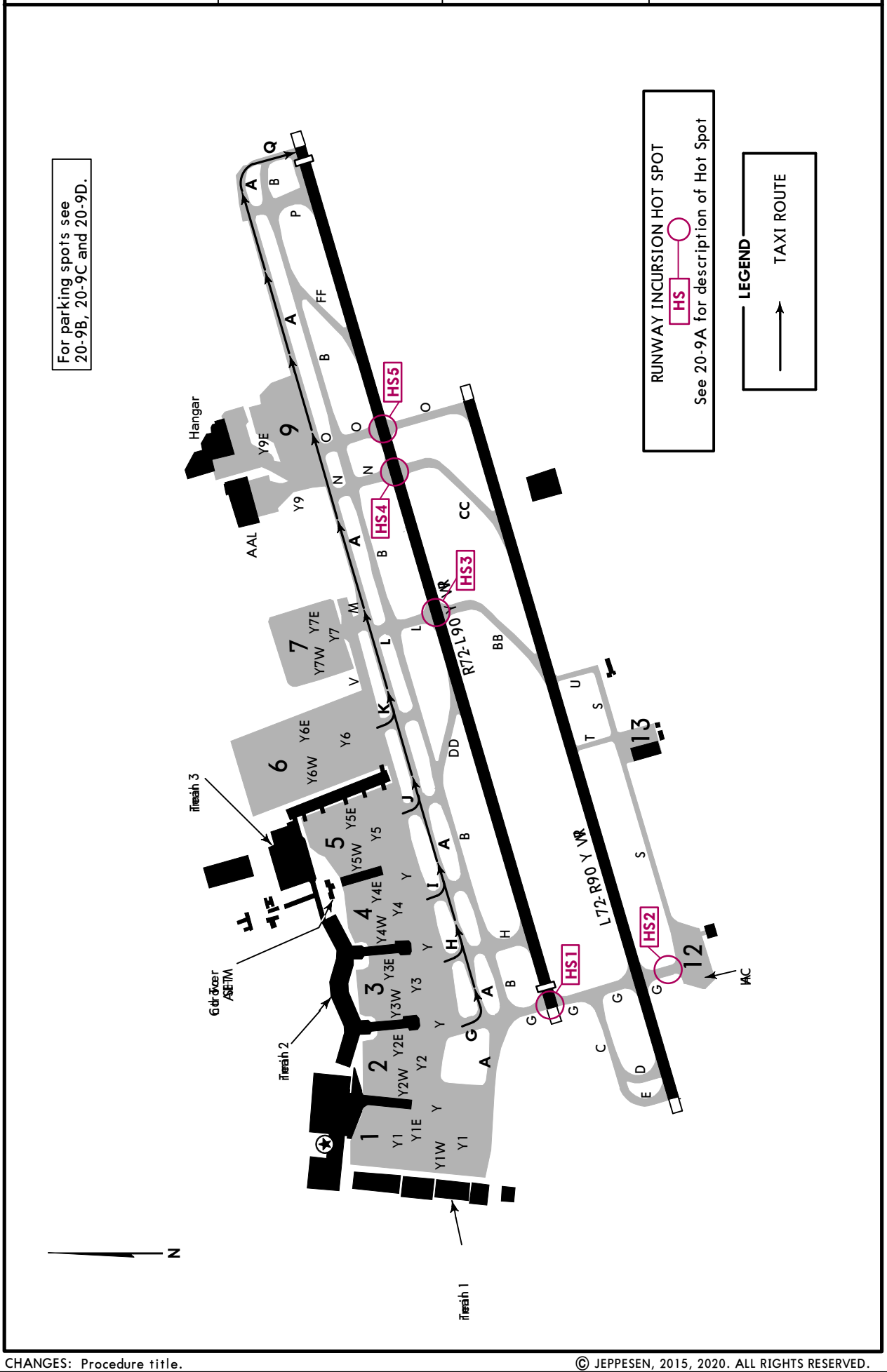
SBGR/GRU

24 JUL 20 (20-9F)

Apt Elev **2461′**

GROUND MOVEMENT TO JOIN RWY 27R

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



CHANGES: Procedure title.

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JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

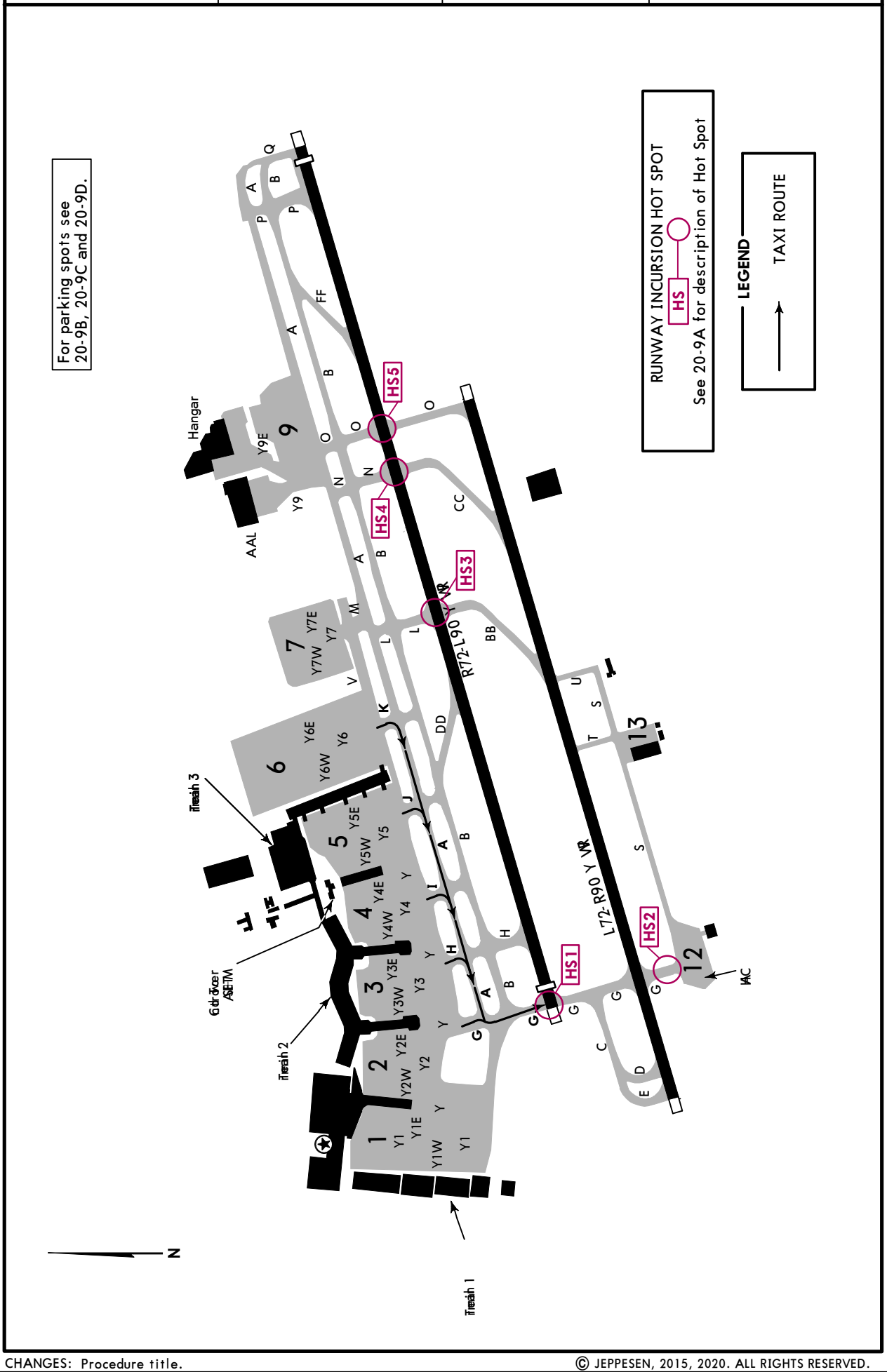
24 JUL 20 (20-9G)

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev **2461′**

GROUND MOVEMENT TO JOIN RWY 09L

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



CHANGES: Procedure title.

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JEPPESEN

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

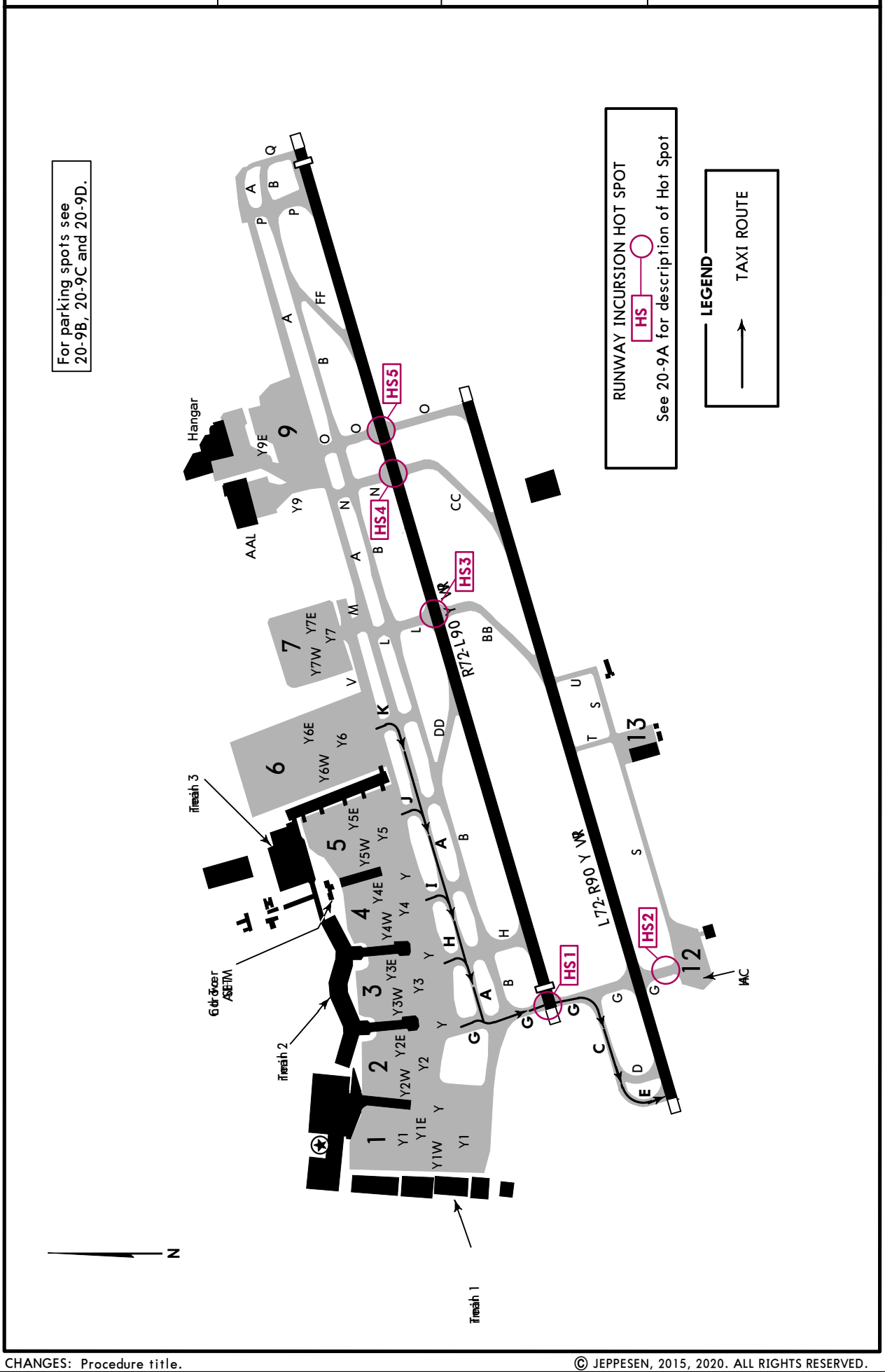
SBGR/GRU

24 JUL 20 (20-9H)

Apt Elev **2461′**

GROUND MOVEMENT TO JOIN RWY 09R

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



CHANGES: Procedure title.

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JEPPESEN

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

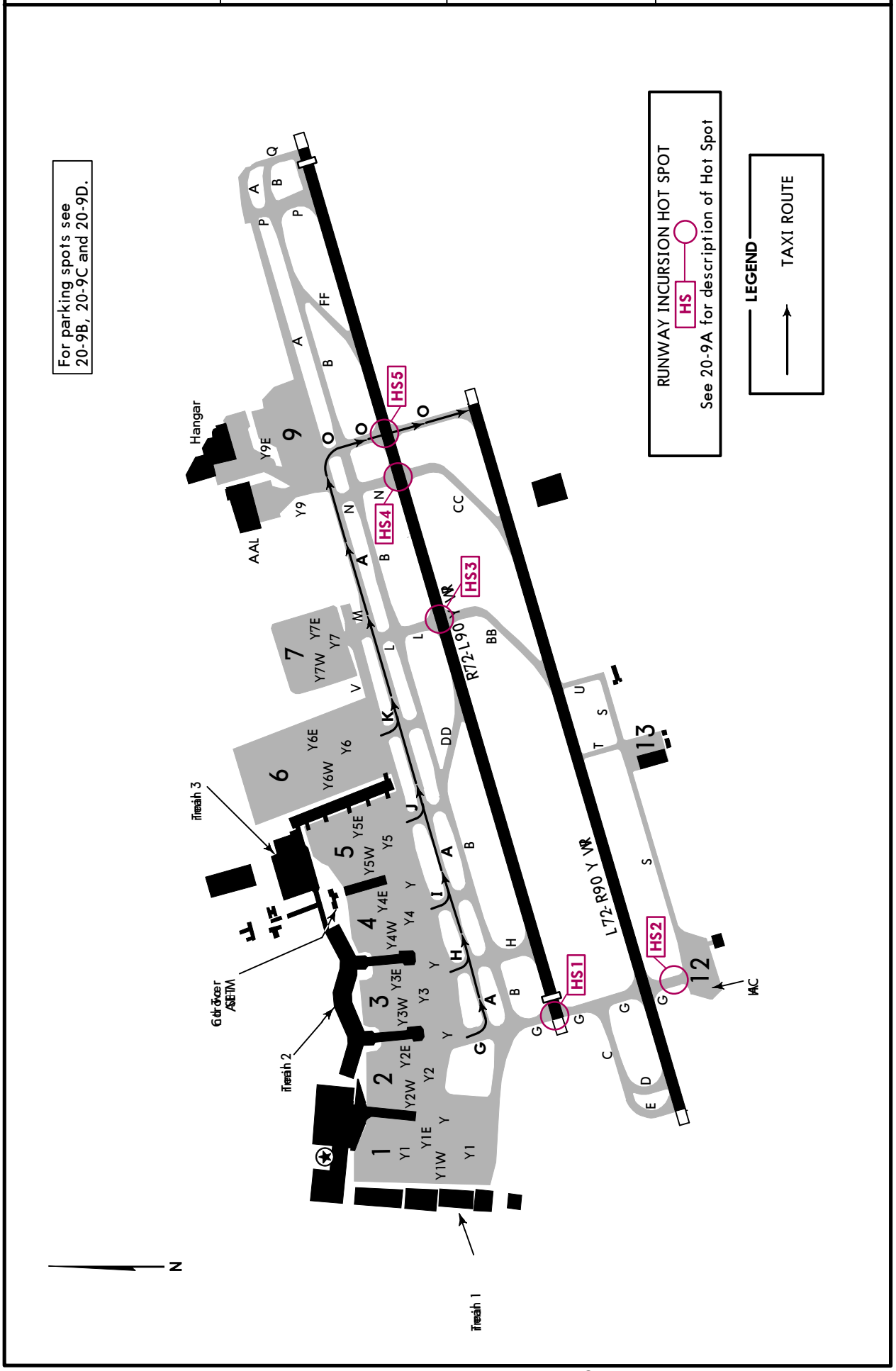
SBGR/GRU

24 JUL 20 (20-9J)

Apt Elev **2461′**

GROUND MOVEMENT TO JOIN RWY 27L

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



CHANGES: Procedure title.

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JEPPESEN

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

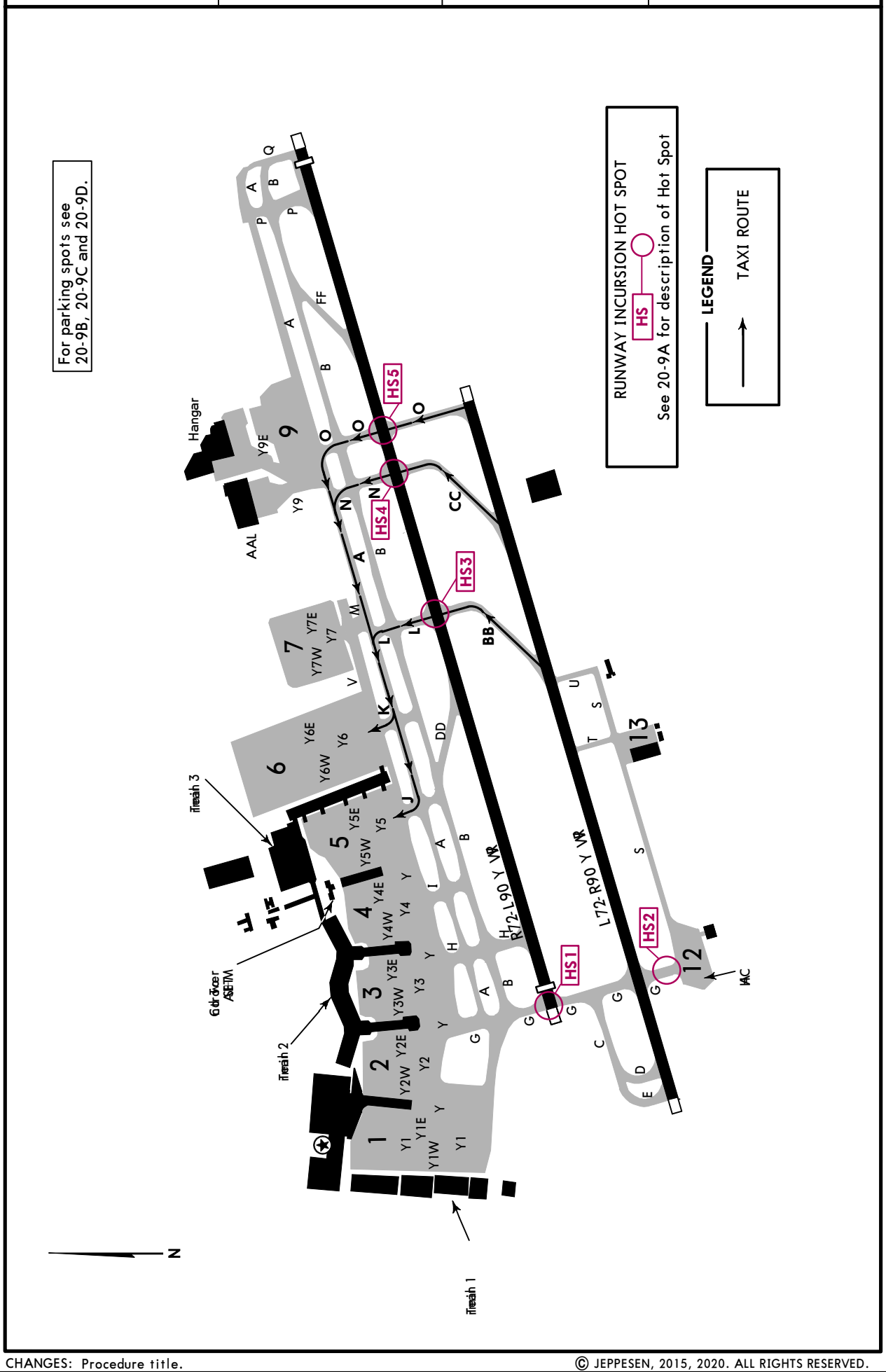
SBGR/GRU

Apt Elev **2461′**

24 JUL 20 (20-9K)

GROUND MOVEMENT AFTER LANDING RWY 09R

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



CHANGES: Procedure title.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

15 JUN 18
Eff 21 Jun
(21-1)

SAO PAULO, ~~BRAZIL~~

ILS U or LOC U Rwy 09L

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

D-ATIS			GUARULHOS Tower		Ground	
127.75			118.4	132.75	121.7	126.9

SAO PAULO Control (Approach) (R)
129.75 119.15 120.45
120.85 133.85

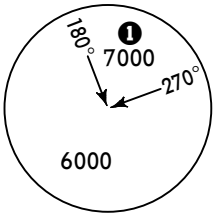
LOC IUC	Final Apch Crs	Procedure Alt GRØ13	ILS DA(H)	Apt Elev 2461′
110.7	**095°**	**4230′** (1785′)	**2645′** (200′)	Rwy 2445′

MISSED APCH: Climb to 6500′. Maintain course 095° until 5000′. Then, turn LEFT direct to UTBUR for holding. MAX 210 KT

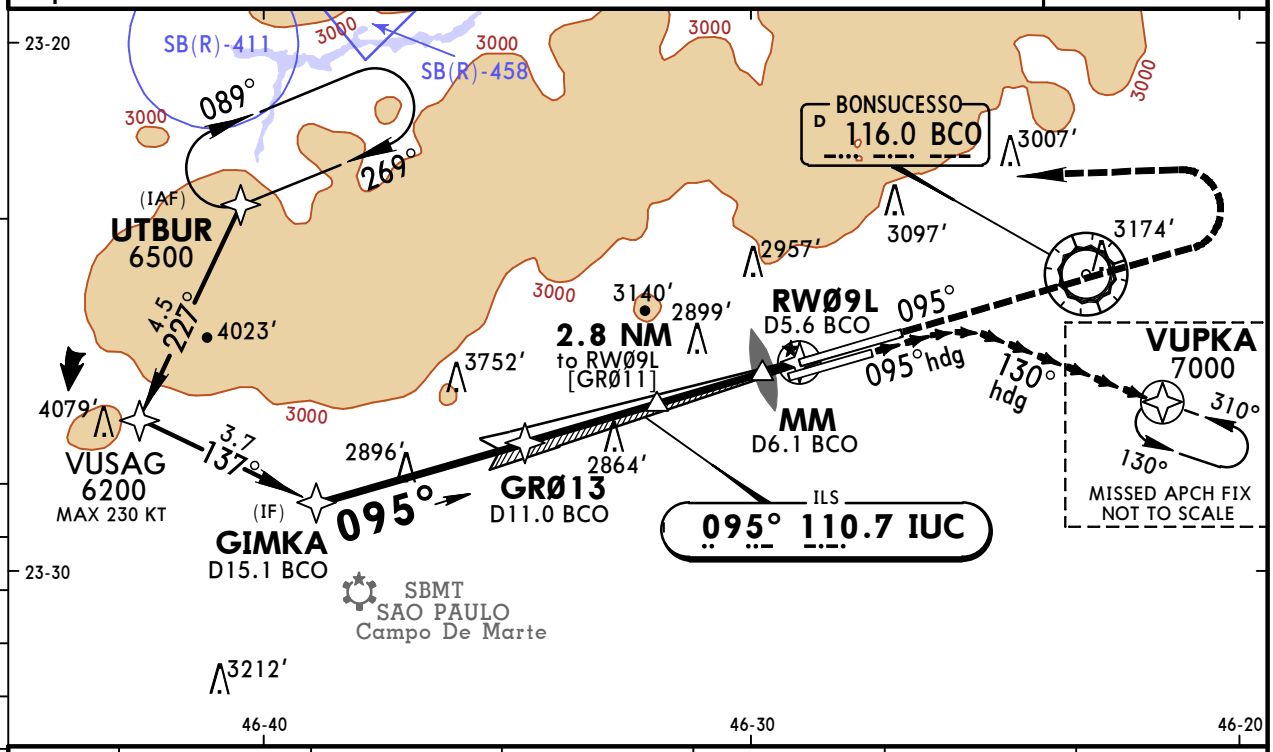
VISUAL MISSED APPROACH RWY 09R: Climb to 7000′ heading 095°. After passing 3300′, turn RIGHT heading 130° direct to VUPKA.

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

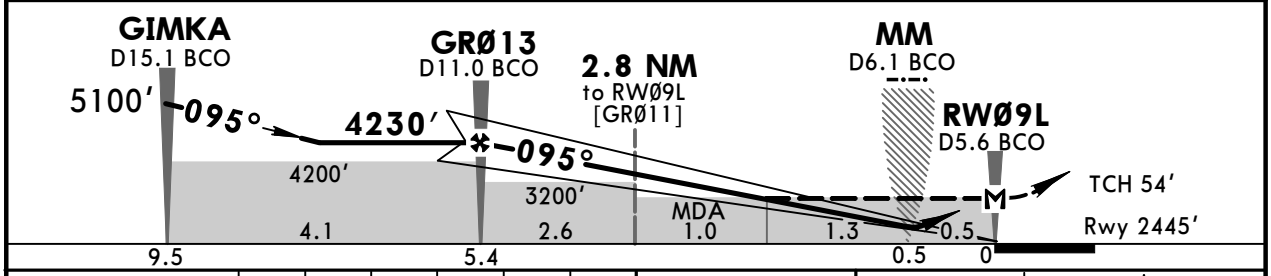
1. GNSS required. 2. RNAV 1 or RNP 1. 3. RNAV 1: ATS surveillance system required.



MSA ARP
1 6500 within 15 NM.



LOC (GS out)	DIST to THR	GRØ13	4.0	3.0	2.0	1.8
	ALTITUDE	4230′	3773′	3455′	3136′	3070′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RWØ9L							

ALSF-II
PAPI PAPI

5000′ on 095°

PANS OPS

	STRAIGHT-IN LANDING RWY 09L Missed Apch Climb Gradient Mim 5%				CIRCLE-TO-LAND
	ILS DA(H) 2645′ (200′)		LOC (GS out) MDA(H) 3070′ (625′)		
	FULL	ALS out		ALS out	
A	1 RVR 700m VIS 800m	1200m	800m	1600m	NA
B					
C			2200m	2900m	
D					

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

CHANGES: Procedure title, re-indexed.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 AUG 18 (21-2)

SAO PAULO, ~~BRAZIL~~
ILS X or LOC X Rwy 09L
MISSED APCH CLIMB GRADIENT MIM 5%

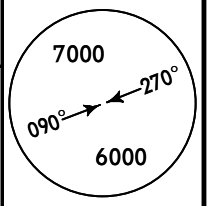
BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (Approach) (R)
127.75			129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower		Ground	
118.4 132.75 135.2		121.7 126.9	

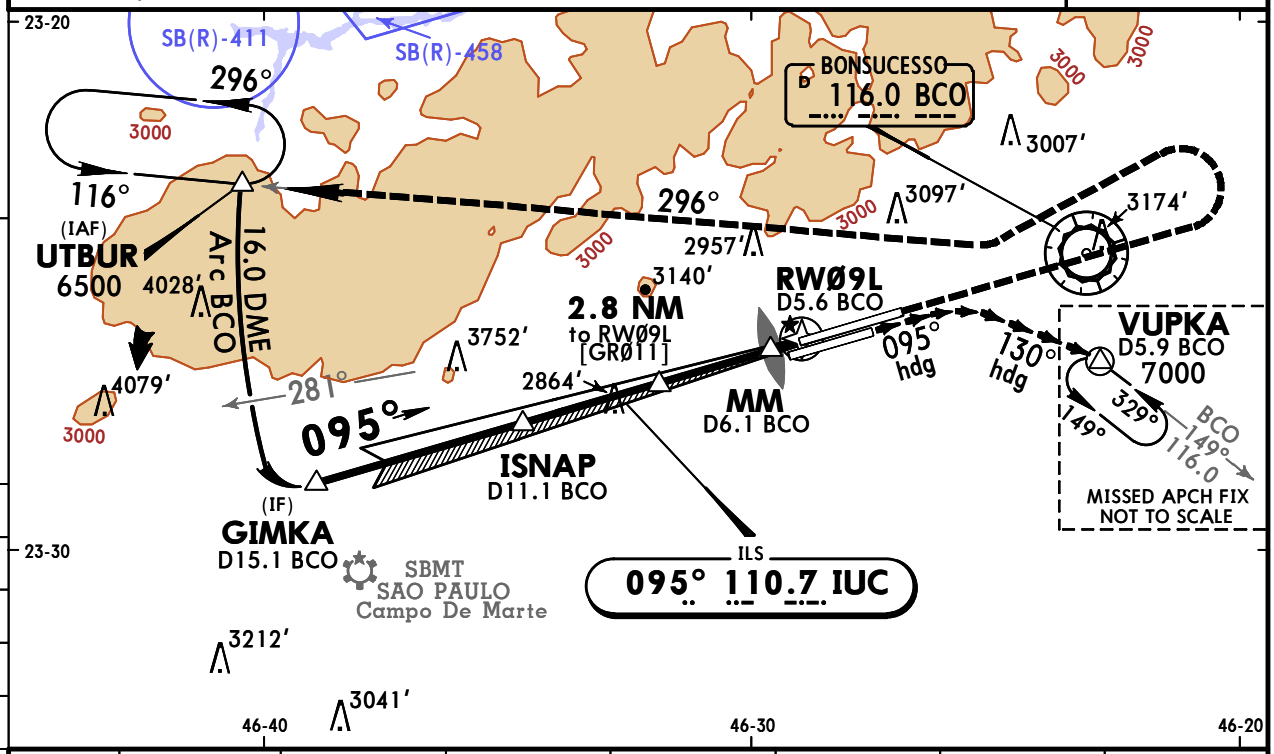
LOC IUC	Final Apch Crs	Procedure Alt ISNAP	ILS DA(H)	Apt Elev 2461' Rwy 2445'
110.7	**095°**	**4230'** (1785')	**2645'** (200')	

MISSED APCH: Climb to 6500'. Maintain course 095° until 5000'. Then, turn LEFT on BCO VOR R-296 for holding at UTBUR.
MAX 230 KT until UTBUR
VISUAL MISSED APPROACH RWY 09R: Climb to 7000' heading 095°. After passing 3300', turn RIGHT heading 130°. After, direct to VUPKA.

Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000'
1. DME required.

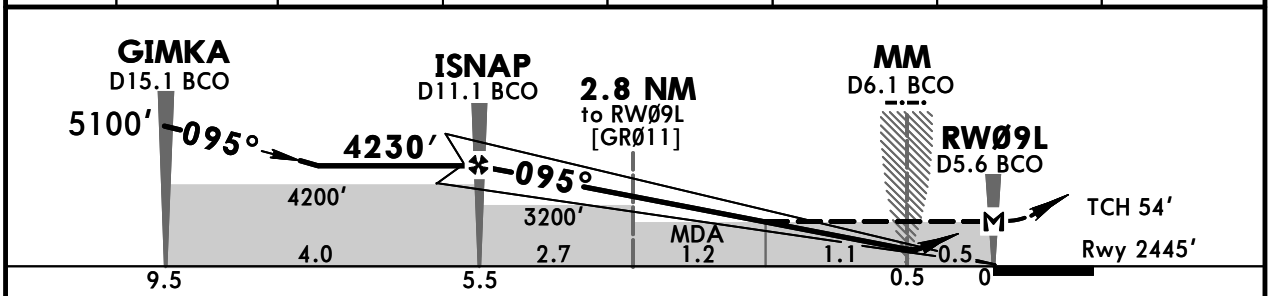


MSA BCO VOR



1 in=5 NM

LOC (GS out)	DIST to THR	ISNAP	4.0	3.0	2.0	1.6	0.5
	ALTITUDE	4230'	3773'	3454'	3136'	3020'	2645'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RWØ9L							

ALSF-II
PAPI PAPI
5000' on 095°

PANS OPS

STRAIGHT-IN LANDING RWY09L
Missed Apch Climb Gradient Mim 5%

	ILS DA(H) 2645' (200') FULL	ILS DA(H) 2645' (200') ALS out	LOC (GS out) MDA(H) 3020' (575')	LOC (GS out) MDA(H) 3020' (575') ALS out	CIRCLE-TO-LAND
A	[1] RVR 700m VIS 800m	1200m	800m	1600m	NA
B					
C			1900m	2600m	
D					

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

CHANGES: Reissue.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

24 AUG 18 (21-2A)

SAO PAULO, ~~BRAZIL~~
ILS W CAT II 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

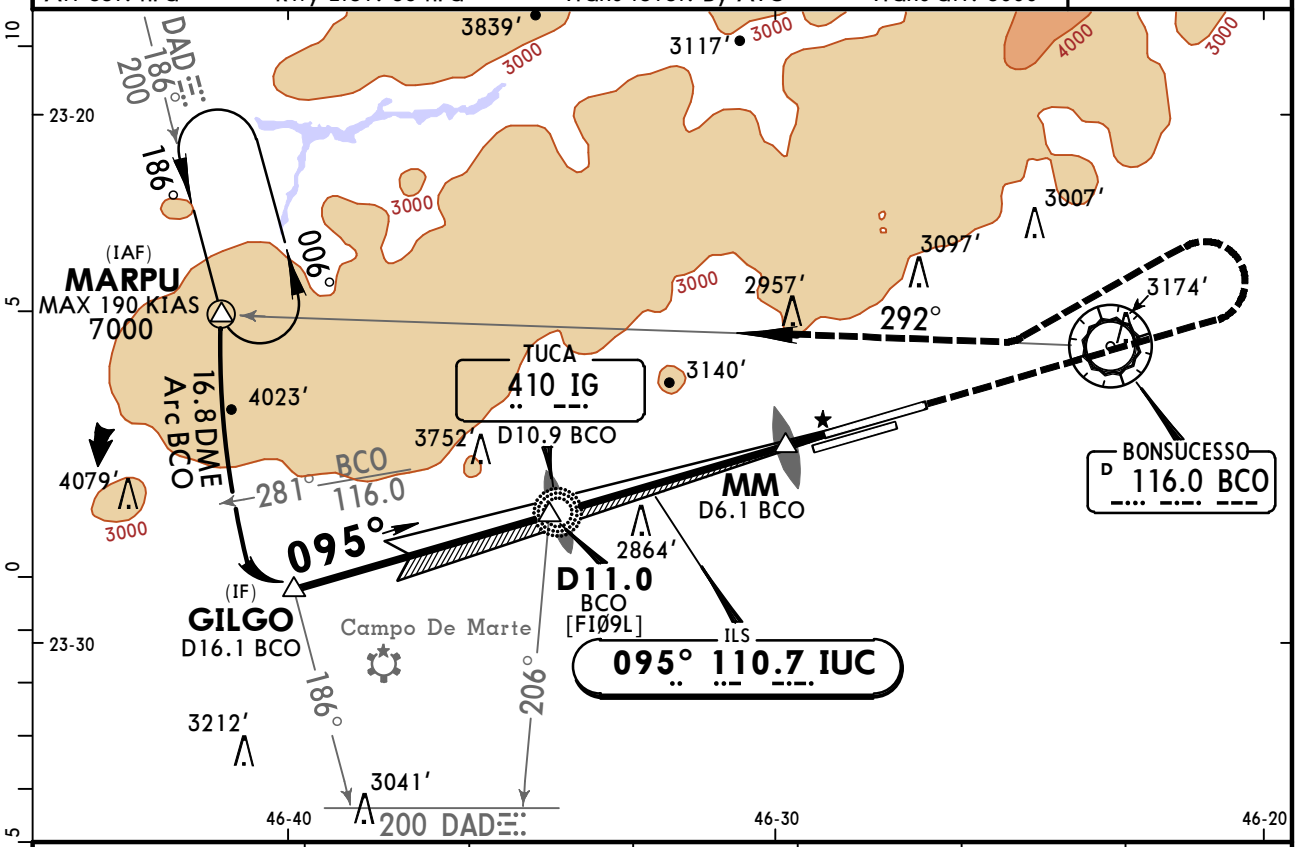
LOC IUC	Final Apch Crs	GS LOM	CAT II ILS	Apt Elev 2459′
110.7	**095°**	**4200′** (1755′)	**RA 107′** DA(H) 2545′ (100′)	Rwy 2445′

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

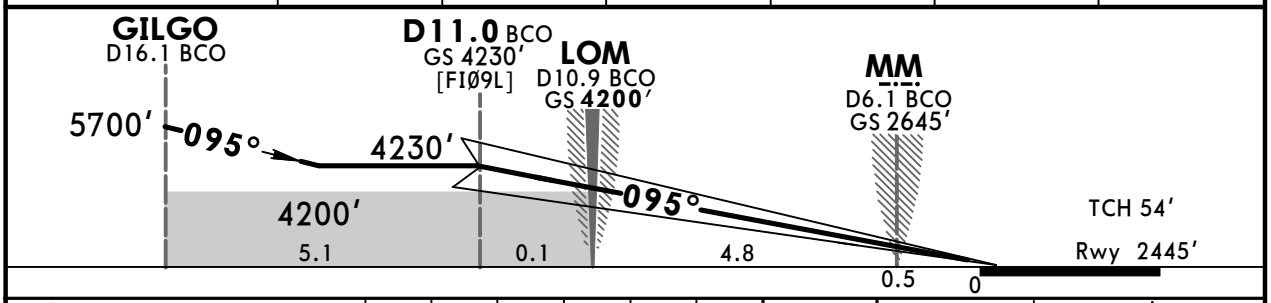
7000 270° 090° 6000

MSA BCO VOR

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



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 RWY 09L **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: None.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr
21-3

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

BRIEFING STRIP™

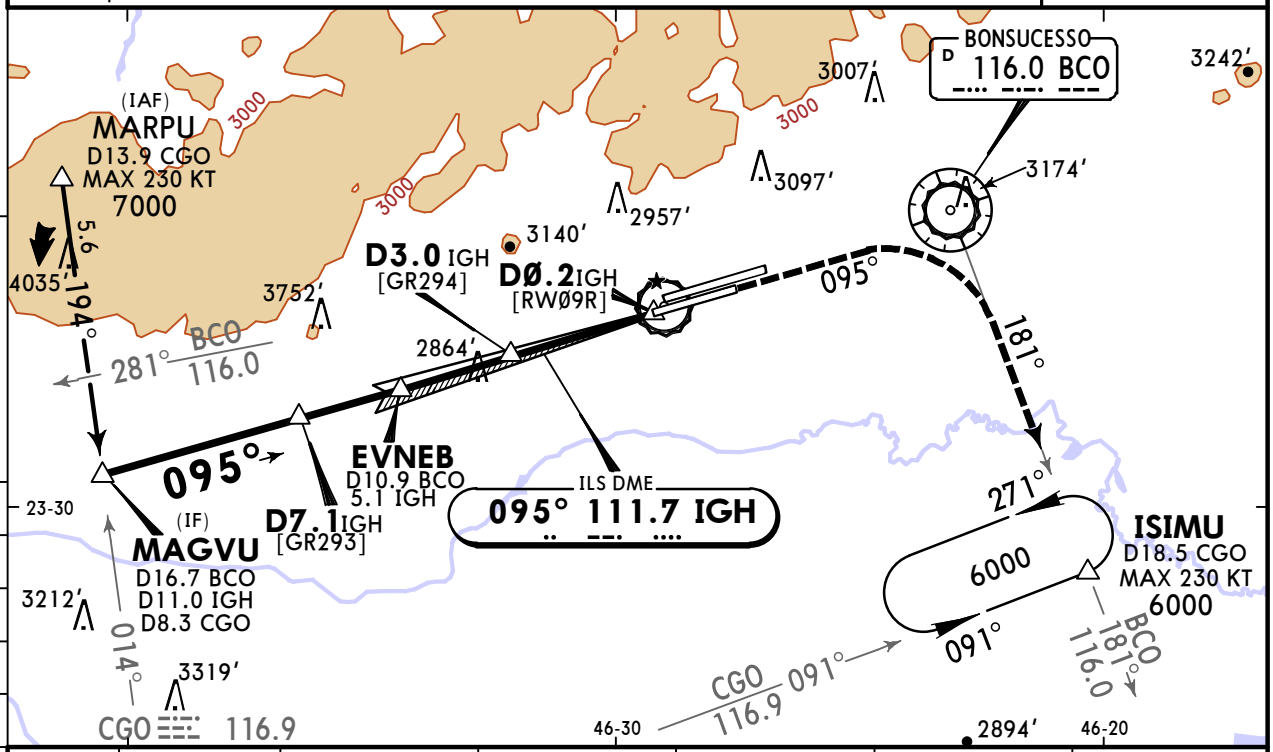
D-ATIS			SAO PAULO Control (Approach) (R)
127.75			129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower		Ground	
118.4 132.75 135.2		121.7 126.9	

LOC IGH	Final Apch Crs	EVNEB	ILS DA(H)	Apt Elev 2461′
111.7	095°	4090′(1639′)	2651′(200′)	Rwy 2451′

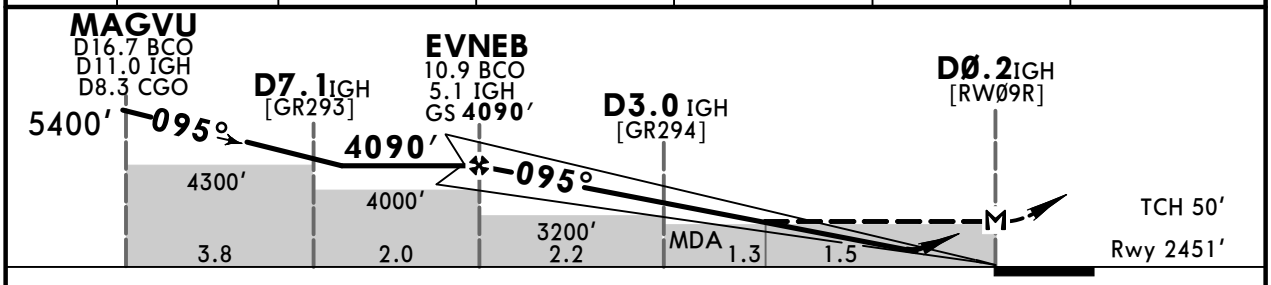
MISSED APCH: Climb to 6000′. Maintain course 095° until passing 3500′. Then, turn RIGHT, BCO VOR R-181 for holding at ISIMU.
VISUAL MISSED APPROACH RWY 09L: Climb to 6500′ maintain heading 095°. Expect ATC instructions.

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

7000 270° 090° 6000
MSA BCO VOR



LOC (GS out)	DIST to THR	EVNEB	4.0	3.0	2.0	1.5
	ALTITUDE	4090′	3776′	3457′	3139′	2980′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DØ.2 IGH							

ALSF-II
PAPI PAPI

3500′ on 095°

6000′ RT

BCO
116.0
R-181

PANS OPS

STRAIGHT-IN LANDING RWY 09R Missed Apch Climb Gradient Mim 5%				CIRCLE-TO-LAND
ILS DA(H) 2651′(200′)		LOC (GS out) MDA(H) 2980′(529′)		
FULL	ALS out		ALS out	
A	RVR 550m VIS 800m	1200m	800m	1600m	NA
B				
C			1700m	2400m	
D				

CHANGES: Procedure revised.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr

21-3A

SAO PAULO, ~~BRAZIL~~
ILS V CAT II & III Rwy 09R
MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (Approach) (R)
127.75			129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower		Ground	
118.4 132.75 135.2		121.7 126.9	

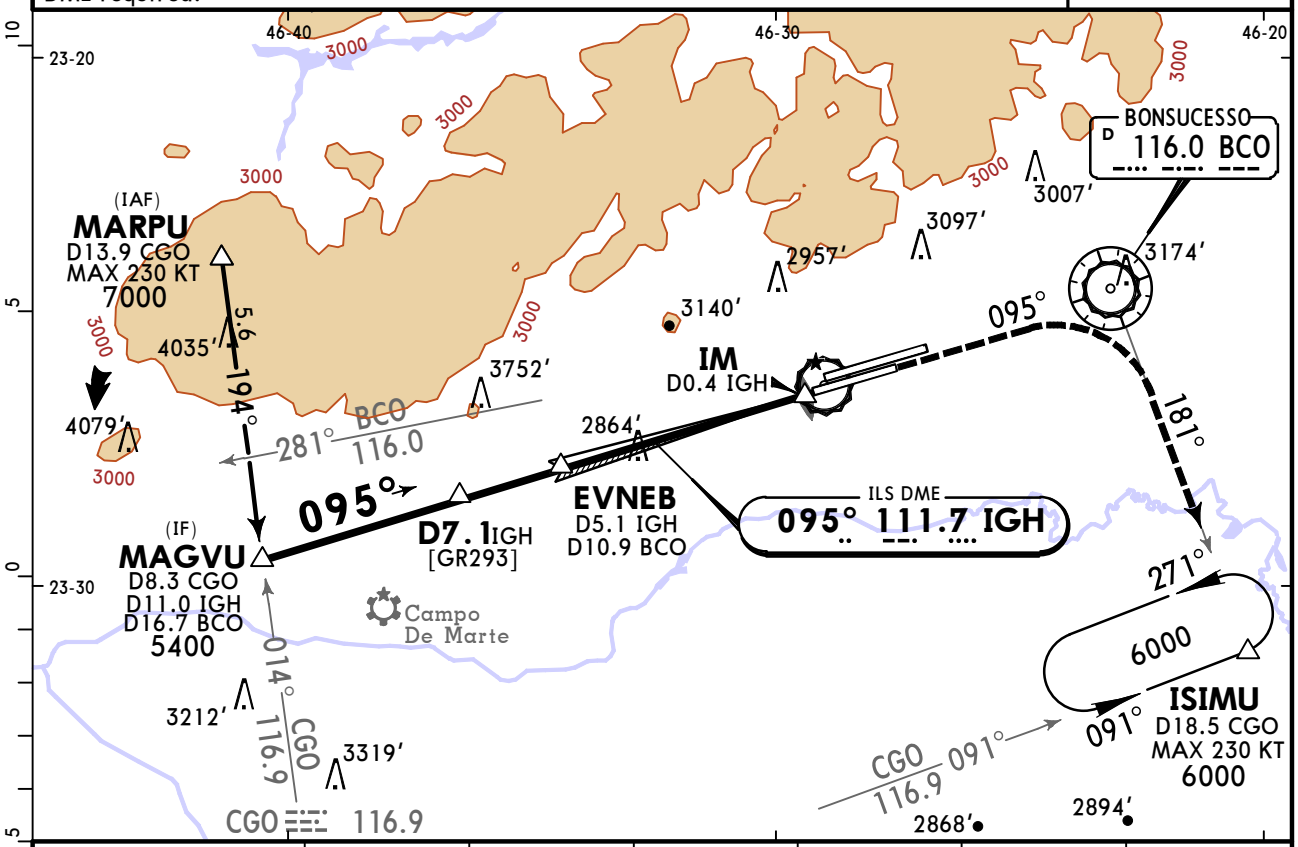
LOC IGH	Final Apch Crs	EVNEB	CAT IIIA ILS	CAT II ILS	Apt Elev 2461′
111.7	095°	4090′(1639′)	Refer to Minimums	RA 112′ DA(H) 2551′(100′)	Rwy 2451′

MISSED APCH: Climb to 6000′. Maintain course 095° until passing 3500′. Then turn RIGHT, BCO VOR R-181 for holding at ISIMU.

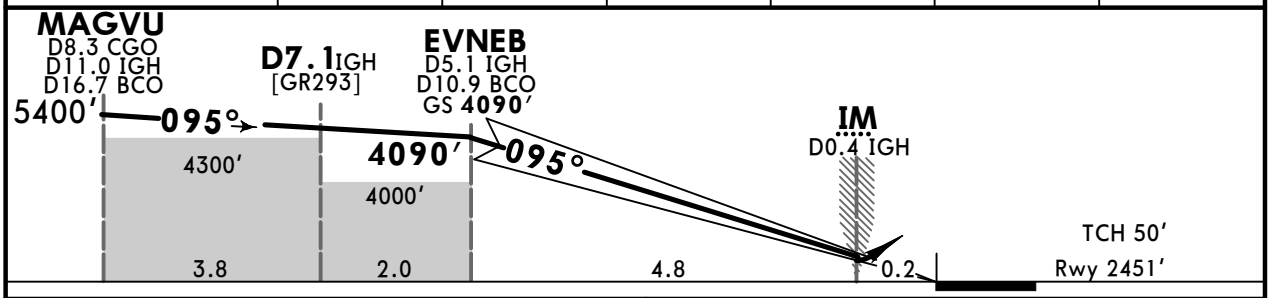
Alt Set: hPa Rwy Elev: 87 hPa Trans level: By ATC Trans alt: 8000′

DME required.

MSA BCO VOR: 7000 (270°), 6000 (090°)



DIST to THR	EVNEB	4.0	3.0	2.0	1.0	0.2
ALTITUDE	4090′	3776′	3457′	3139′	2820′	2559′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI PAPI

3500′ on 095°

6000′ RT

BCO 116.0 R-181

STRAIGHT-IN LANDING RWY 09R
Missed Apch Climb Gradient Mim 5%

PANS OPS

CAT IIIA ILS	CAT II ILS
RA 50′	RA 112′
DA(H) 2501′(50′)	DA(H) 2551′(100′)
RVR 175m	RVR 300m

CHANGES: Procedure revised.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr

(21-3B)

SAO PAULO, ~~BRAZIL~~
ILS Z CAT II & III Rwy 09R

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	120.45 120.85 133.85

BRIEFING STRIP ™

LOC IGH	Final Apch Crs	EVNEB	CAT IIIA ILS	CAT II ILS	Apt Elev 2461′
111.7	095°	4090′(1639′)	Refer to Minimums	RA 112′ DA(H) 2551′(100′)	Rwy 2451′

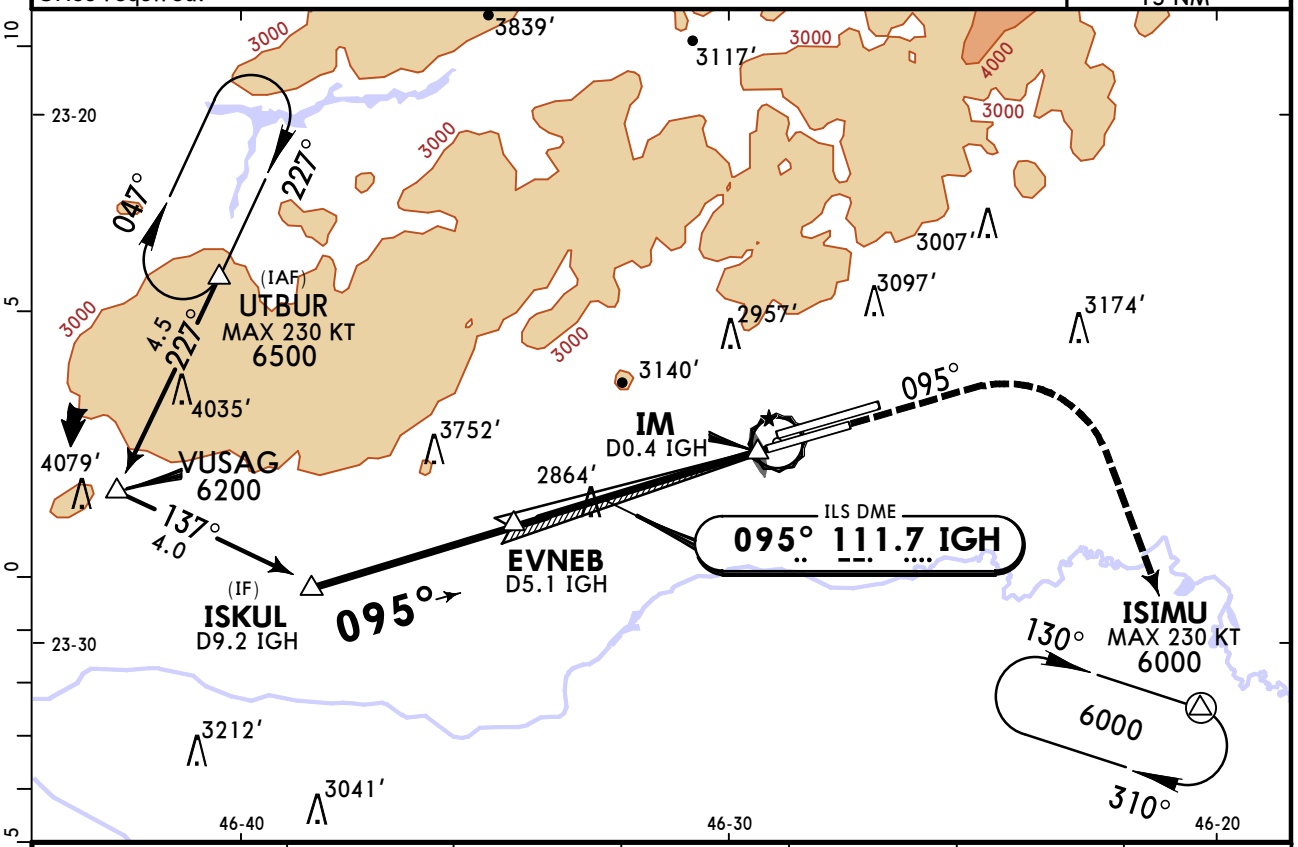
MISSED APCH: Climb to 6000′. Maintain course 095° until passing 3500′. Then, turn RIGHT direct to ISIMU for holding.

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

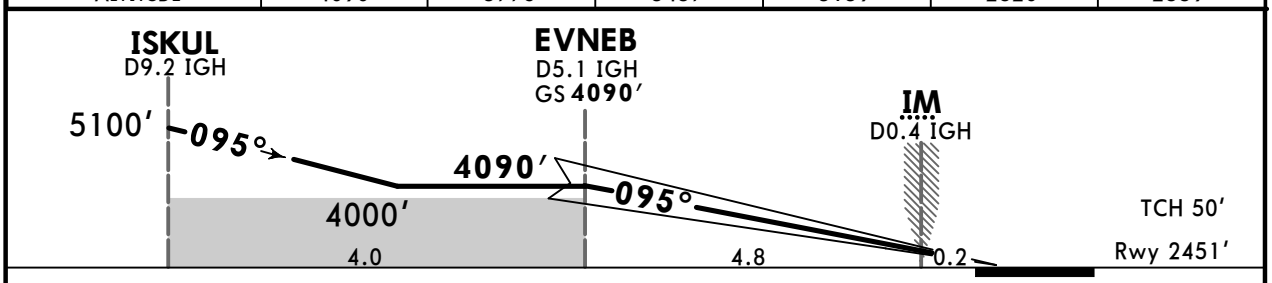
GNSS required.

180° 7000 270° 6000

MSA ARP 6500 within 15 NM



DIST to THR	EVNEB	4.0	3.0	2.0	1.0	IM
ALTITUDE	4090′	3776′	3457′	3139′	2820′	2559′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II PAPI PAPI | 3500′ on 095° | 6000′ RT | ISIMU

STRAIGHT-IN LANDING RWY 09R

CAT IIIA ILS	CAT II ILS
RA 50′ DA(H) 2501′(50′)	RA 112′ DA(H) 2551′(100′)
RVR 175m	RVR 300m

PANS OPS

CHANGES: Procedure revised.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

12 JUN 20 (21-4) Eff 18 Jun

SAO PAULO, ~~BRAZIL~~
ILS T Rwy 09R

D-ATIS	SAO PAULO Control (Approach) (R)					GUARULHOS Tower			Ground	
127.75	129.75	119.15	120.45	120.85	133.85	118.4	132.75	135.2	121.7	126.9

LOC IGH	Final Apch Crs	EVNEB	ILS DA(H)	Apt Elev 2461′
111.7	095°	4090′ (1639′)	2651′ (200′)	Rwy 2451′

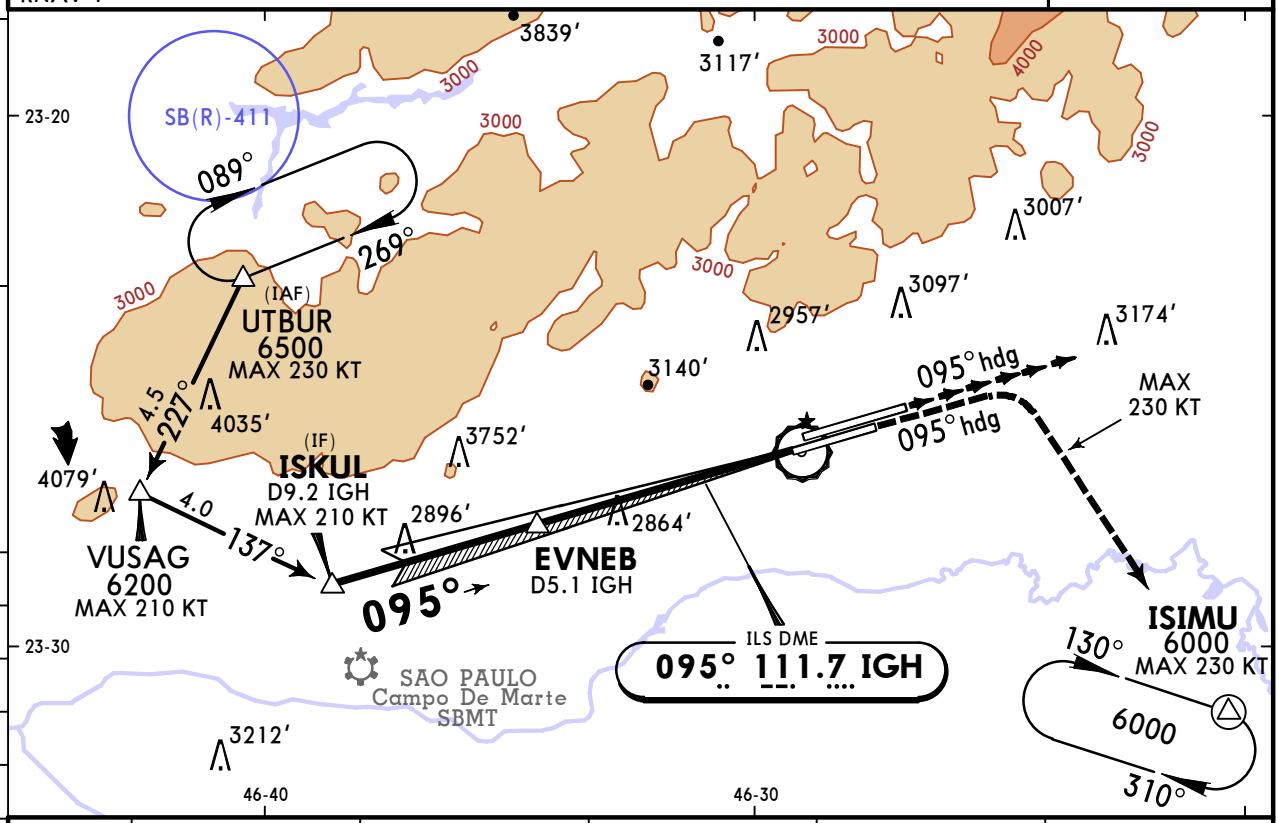
MISSED APCH: Climb to 6000′. Maintain heading 095° until passing 3400′. Then, turn RIGHT direct to ISIMU for holding.
MAX 230 KT.
VISUAL MISSED APPROACH RWY 09L: Climb to 6500′. Maintain heading 095°. Expect ATC instructions.

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

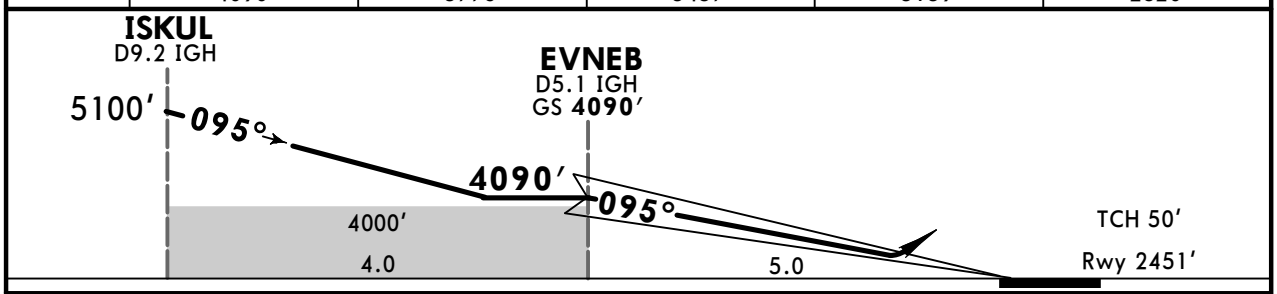
RNAV 1

180° ❶ 7000 270° 6000
MSA ARP
❶ 6500 within 15 NM.

BRIEFING STRIP ™



DIST to THR	EVNEB	4.0	3.0	2.0	1.0
ALTITUDE	4090′	3776′	3457′	3139′	2820′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-II
PAPI PAPI
3400′ on 095°

STRAIGHT-IN LANDING RWY 09R ILS DA(H) 2651′ (200′)		CIRCLE-TO-LAND
FULL	ALS out	
RVR 550m VIS 800m	1200m	NA

PANS OPS
A
B
C
D

CHANGES: None.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

12 JUN 20
Eff 18 Jun

(21-5)

SAO PAULO, ~~BRAZIL~~

ILS M or LOC M Rwy 27L

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP™

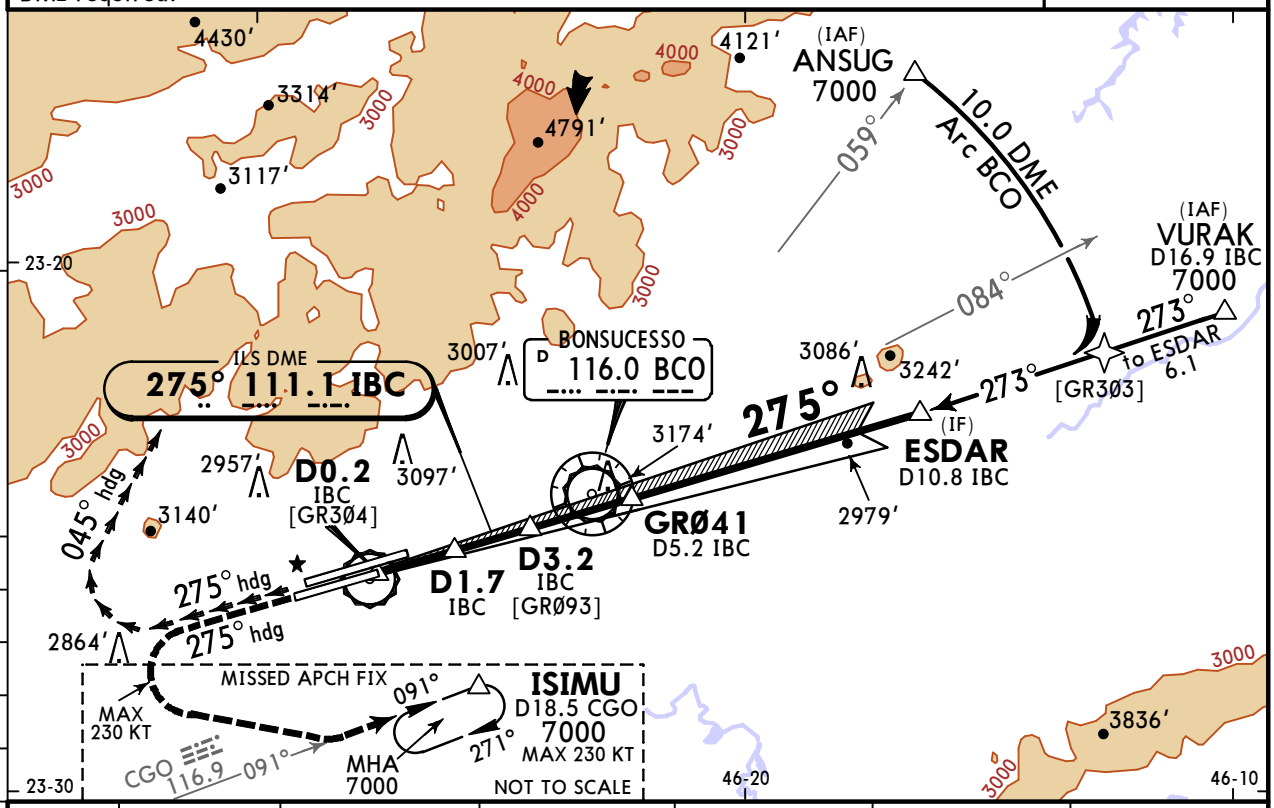
D-ATIS	GUARULHOS Tower			Ground		SAO PAULO Control (Approach) (R)		
127.75	118.4	132.75	135.2	121.7	126.9	129.75	119.15	129.0
						134.15	123.25	123.9
						125.6	121.35	124.7

LOC IBC	Final Apch Crs	GRØ41	ILS DA(H)	Apt Elev 2461′
111.1	**275°**	**4090′**(1644′)	**2646′**(200′)	Rwy 2446′

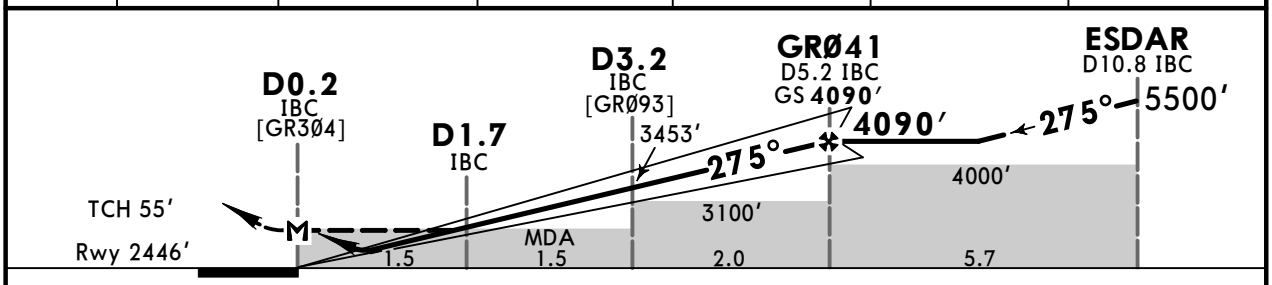
MISSED APCH: Climb to 7000′ on heading 275° until 3400′. After, turn LEFT to intercept CGO VOR R-091 for holding at ISIMU. MAX 230 KT.
Missed approach requires a minimum climb gradient of 5.0%.
VISUAL MISSED APPROACH RWY 27R: Climb to 7000′ on heading 275°. After passing 6000′, turn RIGHT heading 045° and expect ATC instructions.

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

7000 270° 090° 6000
MSA BCO VOR



LOC (GS out)	DIST to THR	1.5	2.0	3.0	4.0	FAF
	ALTITUDE	2980′	3138′	3456′	3775′	4090′



Gnd speed-Kts		70	90	100	140	160	180
GS	3.00°	372	478	531	637	743	849
MAP at D0.2 IBC							

ALSF-I
PAPI
3400′
275° hdg

PANS OPS

	STRAIGHT-IN LANDING RWY 27L				CIRCLE-TO-LAND
	ILS		LOC (GS out)		
	DA(H) **2646′**(200′)		MDA(H) **2980′**(534′)		
	FULL	ALS out		ALS out	
A	1 RVR 700m VIS 800m	1200m	800m	1600m	NA
B					
C			1700m	2400m	
D					

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

CHANGES: Minimums note.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep

(21-6)

SAO PAULO, ~~BRAZIL~~

ILS N Rwy 27L

MISSED APCH CLIMB GRADIENT MIM 5%

BRIEFING STRIP ™

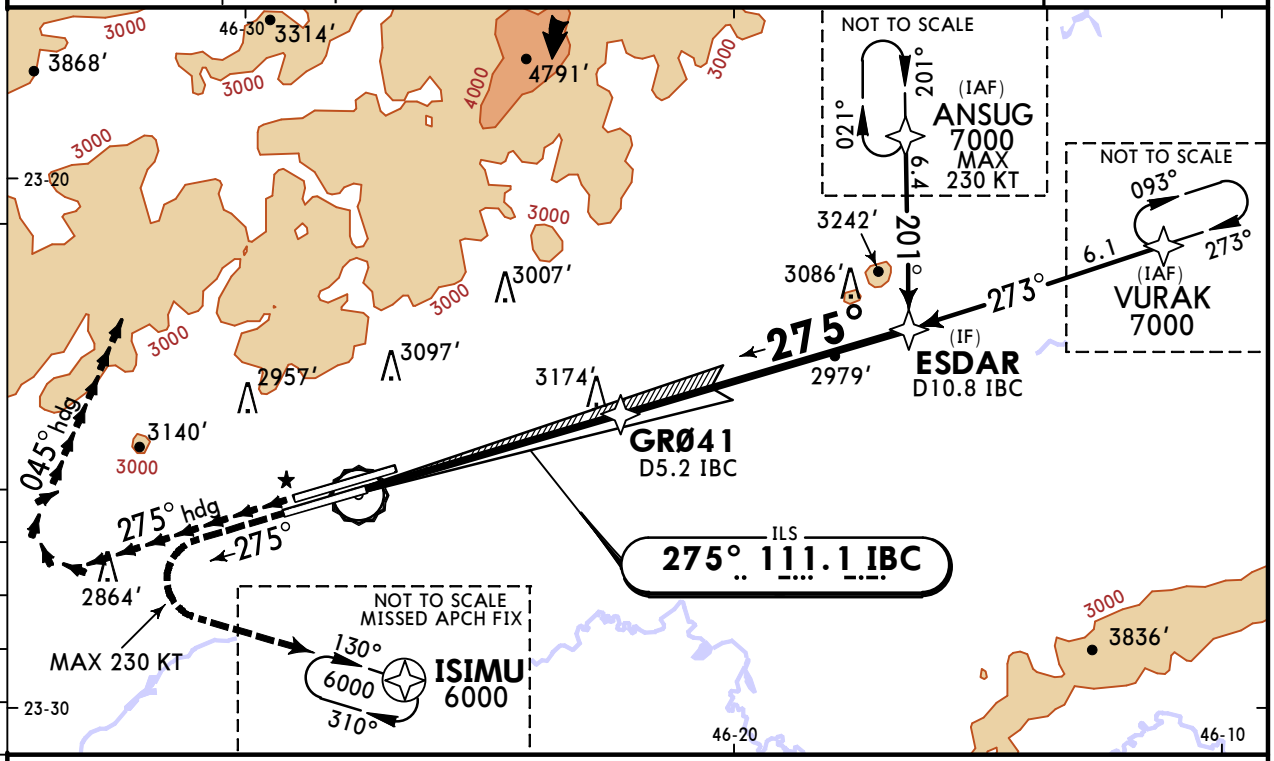
D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			129.75	119.15		
GUARULHOS Tower		Ground	134.9	129.0	123.25	
118.4	132.75	135.2	121.7	126.9	123.9	125.6	121.35	124.7

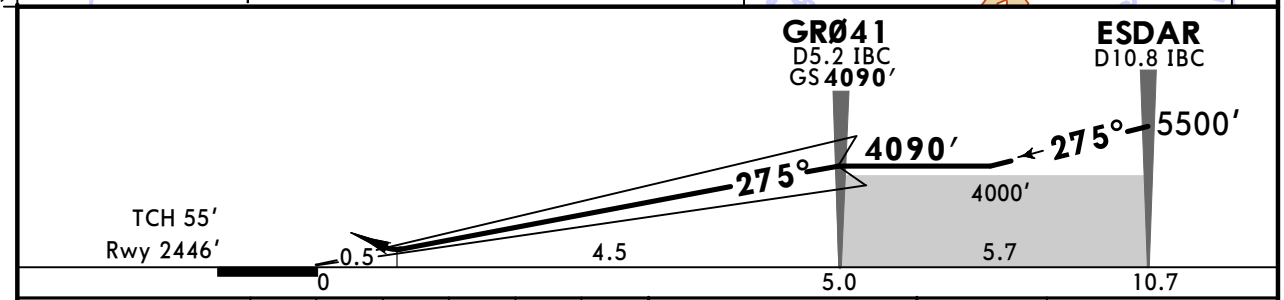
LOC IBC	Final Apch Crs	GRØ41	ILS DA(H)	Apt Elev 2461′
111.1	**275°**	**4090′**(1644′)	**2646′**(200′)	Rwy 2446′

MISSED APCH: Climb to 6000′. Maintain course 275° until 3400′. Then, immediately turn LEFT direct to ISIMU for holding.
Missed approach requires a minimum climb gradient of 5.0% until 3400′.
VISUAL MISSED APPROACH RWY 27R: Climb to 7000′. Maintain heading 275°. After passing 6000′, turn RIGHT heading 045° and expect instructions from ATC.

7000 270° 090° 6000
MSA ARP

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





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at DA							

ALSF-I
PAPI
3400′ on 275°

STRAIGHT-IN LANDING RWY27L		CIRCLE-TO-LAND
ILS DA(H) 2646′(200′)		
FULL	ALS out	
A B C D: [1] RVR 700m VIS 800m	1200m	NA

PANS OPS

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

CHANGES: Procedure.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
21-7

SAO PAULO, ~~BRAZIL~~
ILS V or LOC V Rwy 27L

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

GUARULHOS Tower	Ground
118.4 132.75 135.2	121.7 126.9

BRIEFING STRIP ™

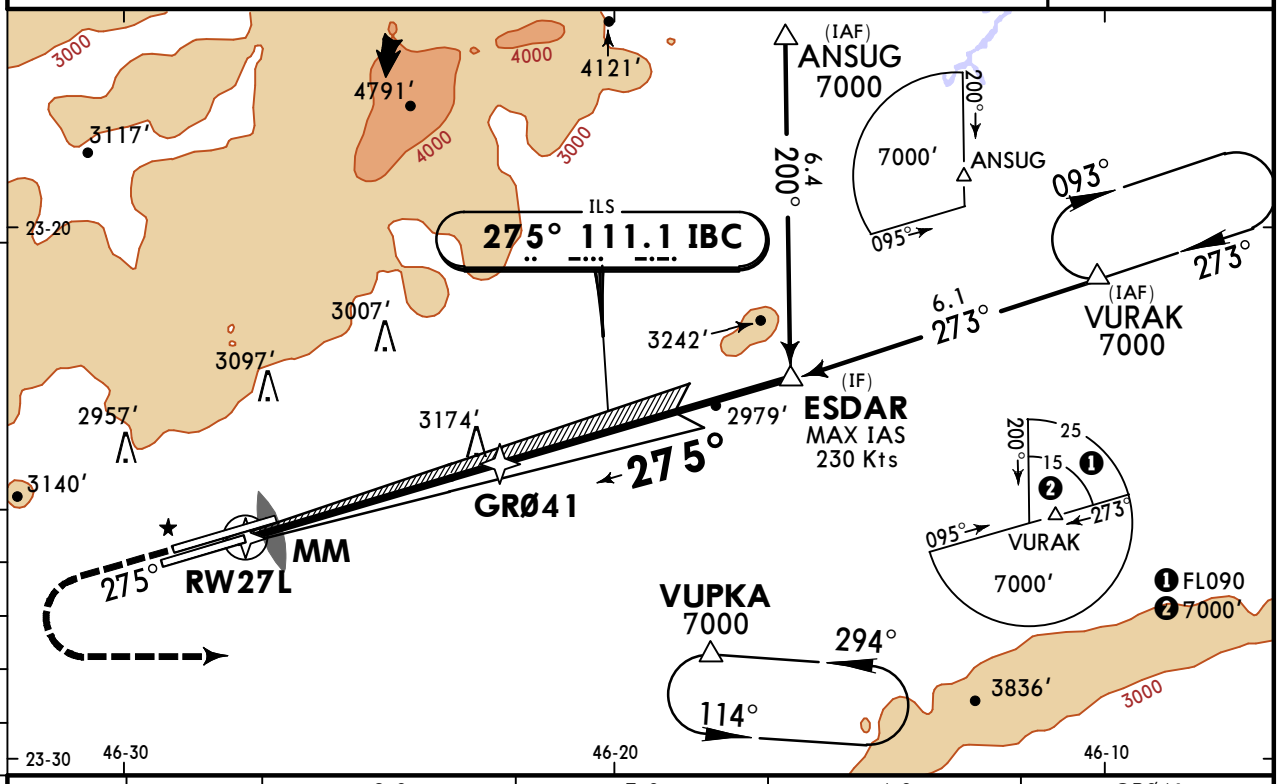
LOC IBC	Final Apch Crs	GRØ41	ILS DA(H)	Apt Elev 2461′ Rwy 2446′
111.1	275°	4110′(1664′)	2756′(310′)	

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

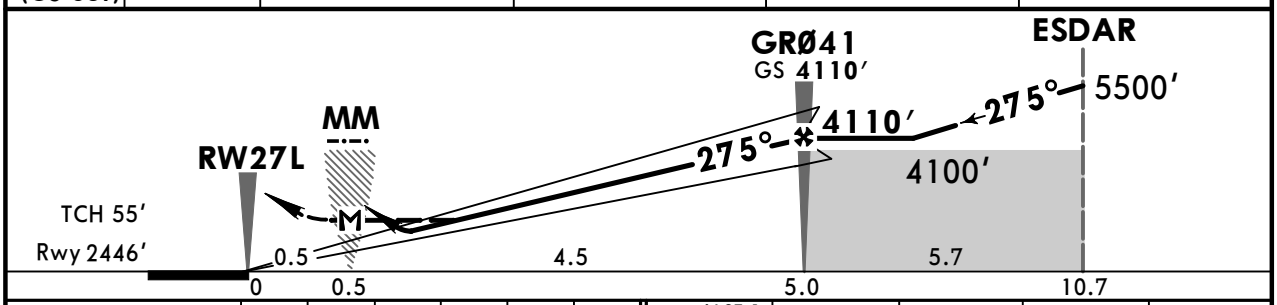
TAA 25 NM IAF

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

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		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at MM or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41

ALSF-I PAPI

3300′	275°	7000′ LT	VUPKA

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

	ILS DA(H) 2756′(310′) FULL	ILS DA(H) 2756′(310′) ALS out	LOC (GS out) MDA(H) 3000′(554′)	LOC (GS out) MDA(H) 3000′(554′) ALS out		
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	

PANS OPS

CHANGES: None.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

15 MAY 20
Eff 21 May
21-8

SAO PAULO, ~~BRAZIL~~

ILS G or LOC G Rwy 27R

MISSED APCH CLIMB GRADIENT MIM 5%

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	
						129.0	123.25	
						123.9	120.85	124.7

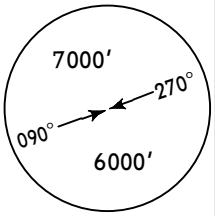
BRIEFING STRIP ™

LOC IGS	Final Apch Crs	GRØ46	ILS DA(H)	Apt Elev 2461′
111.9	**275°**	**4090′**(1649′)	**2649′**(208′)	Rwy 2441′

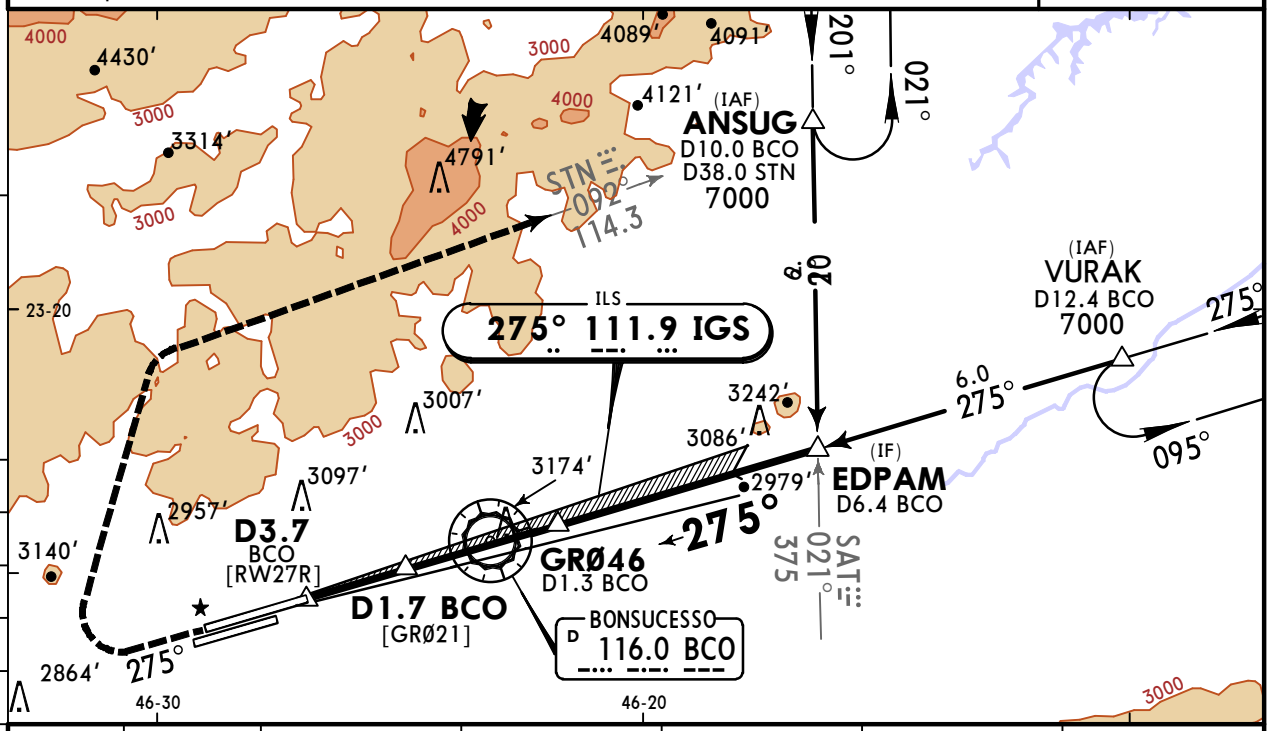
MISSED APCH: Climb to 7000′. Maintain course 275 until 4500′. Then, turn RIGHT and intercept STN VOR R-092 outbound until ANSUG for holding.

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

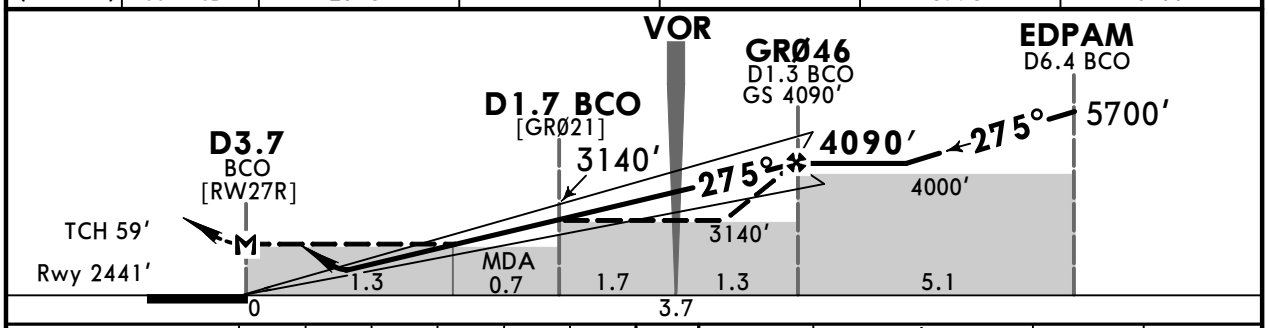
DME required.



MSA BCO VOR



LOC (GS out)	DIST to RWY	1.3	2.0	3.0	4.0	FAF
	ALTITUDE	2913′	3136′	3455′	3773′	4100′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D3.7 BCO						

ALSF-I
PAPI PAPI

4500′ on 275°

7000′ RT

STN 114.3 R-092

STRAIGHT-IN LANDING RWY 27R MISSED APCH CLIMB GRADIENT MIM 5%				CIRCLE-TO-LAND
ILS DA(H) 2649′(208′)		LOC (GS out) MDA(H) 3020′(579′)		
FULL	ALS out		ALS out	
A	1 RVR 700m VIS 800m	1200m	800m	1600m	A	NA
B					B	
C			1900m	2600m	C	
D					D	

PANS OPS

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

CHANGES: Chart reindexed.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

15 MAY 20 Eff 21 May (21-9)

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 ™

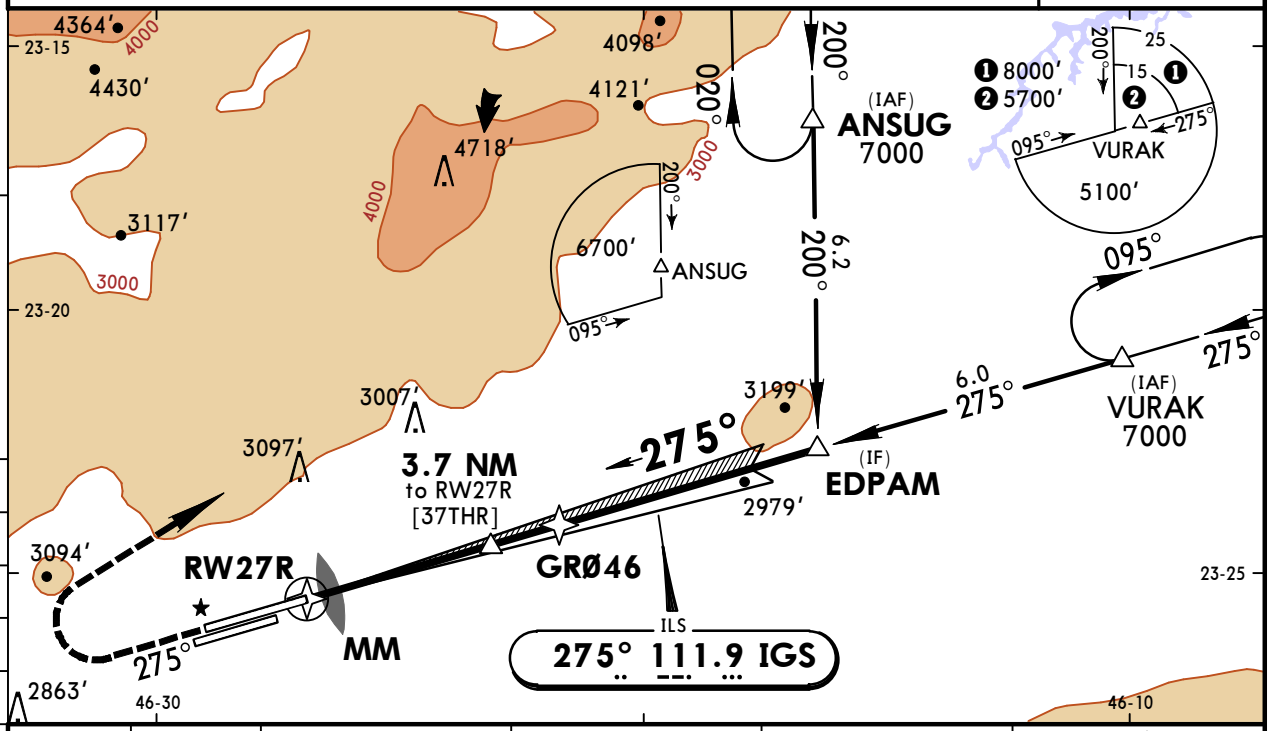
LOC IGS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 2459′
111.9	**275°**	**GRØ46** **4100′**(1659′)	**2641′**(200′)	Rwy 2441′

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

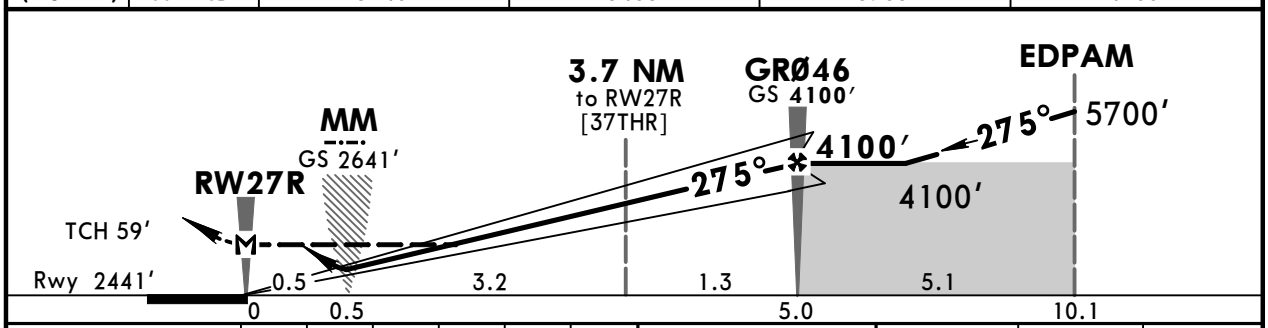
TAA 25 NM IAF

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

1. 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		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW27R or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

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	❶ 200′- RVR 700m VIS 800m	200′- 1200m	600′- 800m	600′- 1600m	NA
B					
C			600′- 1900m	600′- 2600m	
D					

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

CHANGES: Chart reindexed.

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SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

15 MAY 20
Eff 21 May

(21-10)

SAO PAULO, ~~BRAZIL~~

ILS O or LOC O Rwy 27L

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	121.35
						134.9	129.0	123.25
						123.9	125.6	124.7

BRIEFING STRIP ™

LOC IBC	Final Apch Crs	GRØ41	ILS DA(H)	Apt Elev 2461′
111.1	275°	4090′ (1644′)	3000′ (554′)	Rwy 2446′

MISSED APCH: Climb to 6000′. Maintain course 275°. After passing 3400′, turn LEFT immediately direct to ISIMU for holding.
MAX 230 KT.

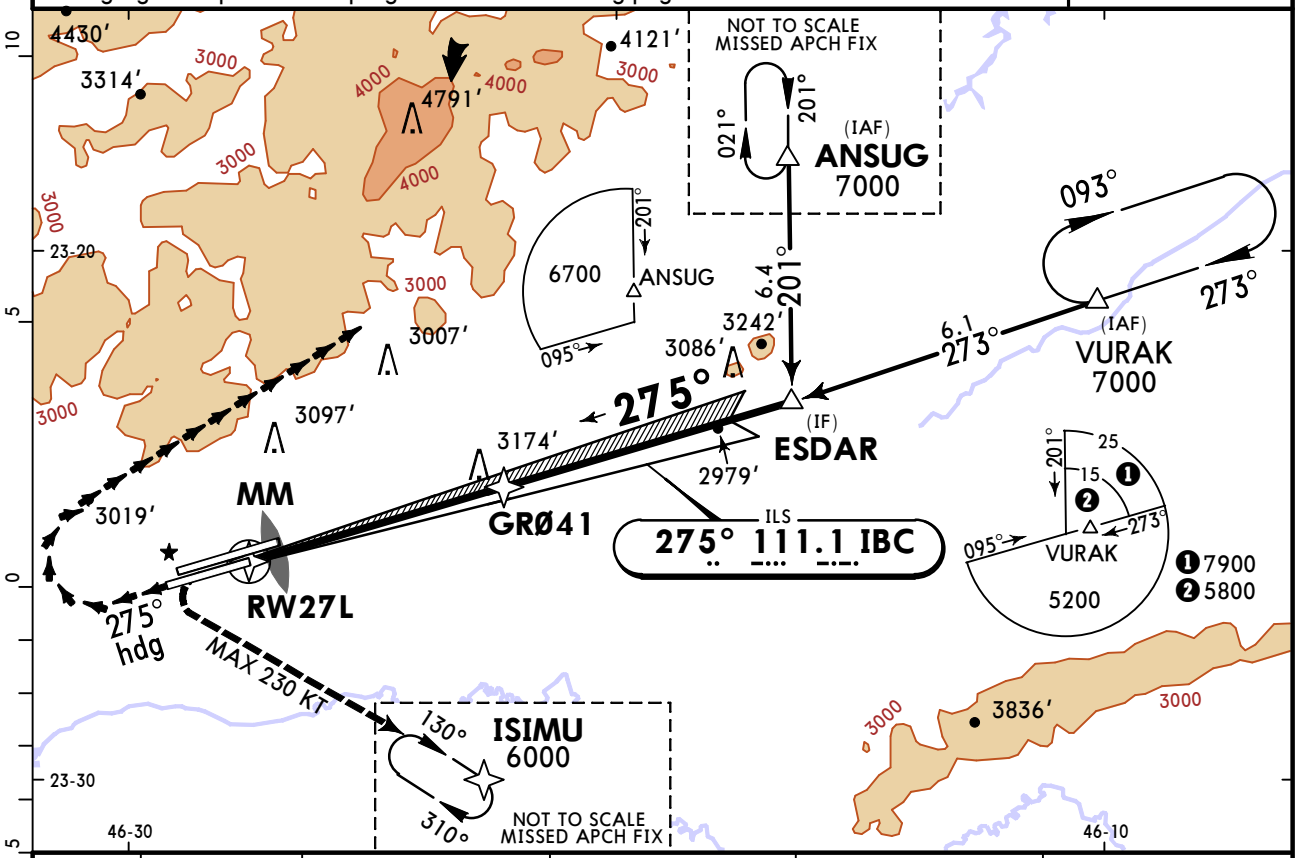
VISUAL MISSED APPROACH RWY 27R: Climb to 7000′ heading 275°. After passing 6000′, turn RIGHT direct to ANSUG for holding.

TAA
25 NM
IAF

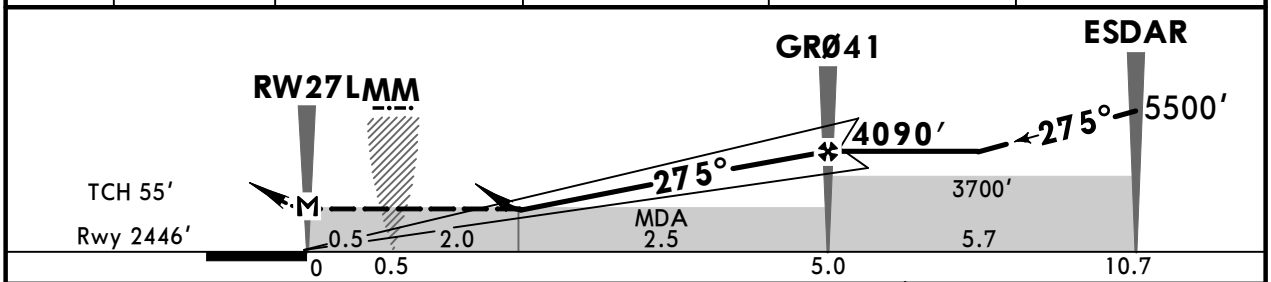
Alt Set: hPa | Rwy Elev: 87 hPa | Trans level: By ATC | Trans alt: 8000′

RNAV 1 or RNP 1 | GNSS required. | RNAV 1: ATS surveillance system required.

1. Segregated operation in progress. 2. See briefing pages for additional info.



LOC (GS out)	DIST to THR	2.5	3.0	4.0	GRØ41
	ALTITUDE	3300′	3451′	3769′	4090′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at RW27L							

ALSF-I
PAPI
3400′ on 275° hdg

PANS OPS	STRAIGHT-IN LANDING RWY 27L				CIRCLE-TO-LAND
	ILS DA(H) 3000′ (554′)		LOC (GS out) MDA(H) 3300′ (854′)		
	FULL	ALS out		ALS out	
A	1800m	2500m	3300m	4000m	NA
B					
C					
D					

CHANGES: Chart reindexed.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

27 DEC 19
Eff 2 Jan
22-1

SAO PAULO, ~~BRAZIL~~
RNAV (GNSS) Z Rwy 09L
MISSED APCH CLIMB GRADIENT MIM 5.0%

BRIEFING STRIP ™

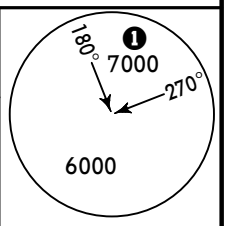
D-ATIS	SAO PAULO Control (APP)
127.75	129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower 118.4 132.75 135.2	
Ground 121.7 126.9	

RNAV	Final Apch Crs	Procedure Alt GRØ43	LNAV/VNAV DA(H)	Apt Elev 2461′ Rwy 2445′
	095°	4090′(1645′)	2835′(390′)	

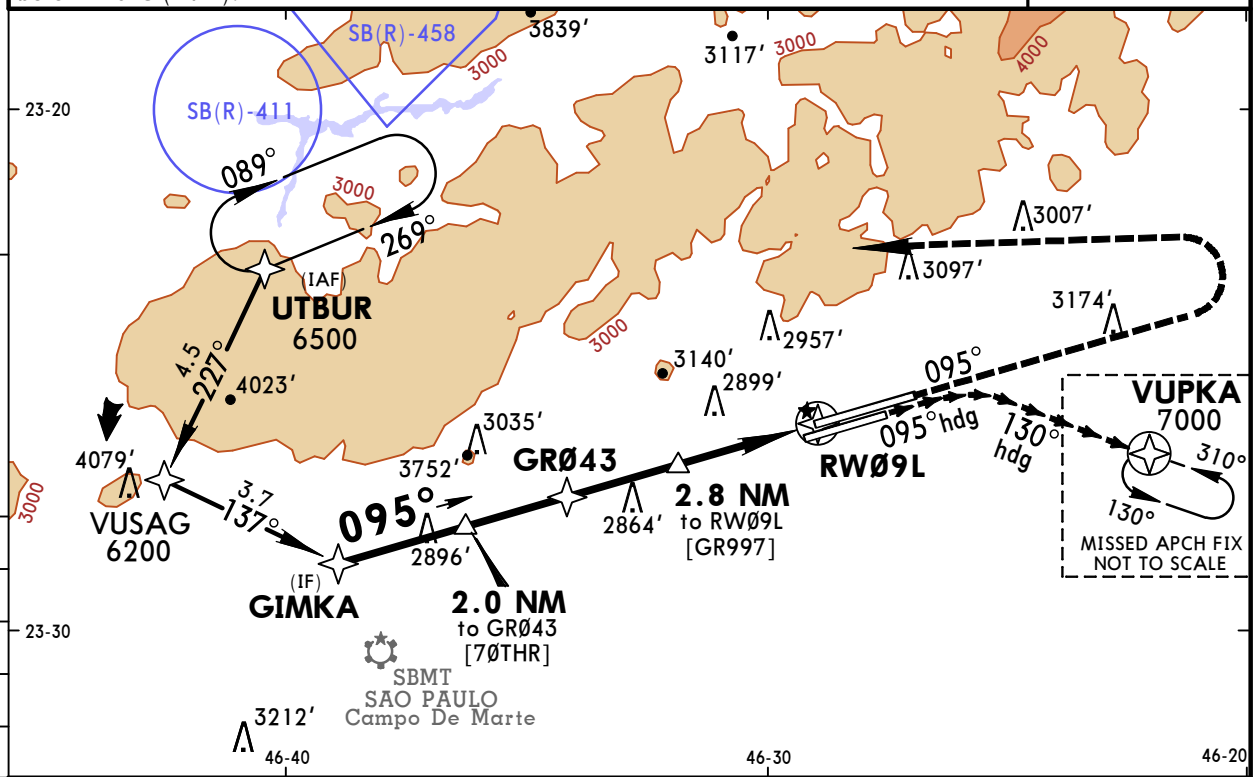
MISSED APCH: Climb to 6500′. Maintain course 095° until passing 5000′. Then, turn LEFT direct to UTBUR for holding.
VISUAL MISSED APPROACH RWY 09R: Climb to 7000′ heading 095°. After passing 3300′, turn RIGHT heading 130° direct to VUPKA.

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

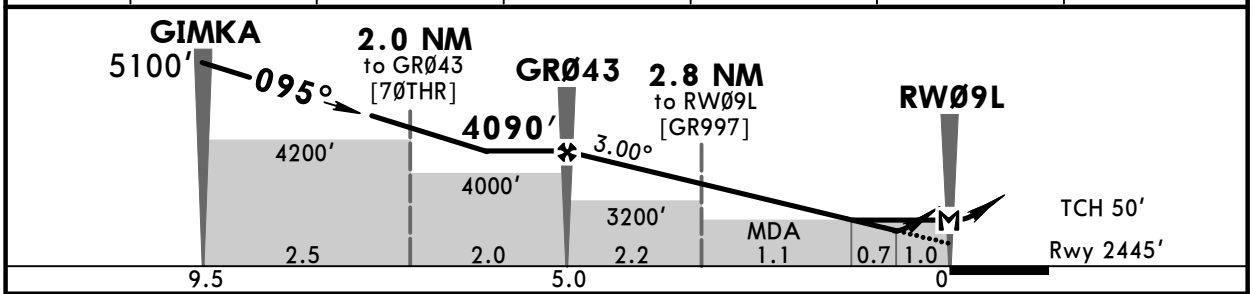
For uncompensated Baro-VNAV systems, LNAV/VNAV procedure not authorized below -10°C (14°F).



MSA ARP
❶ 6500 within 15 NM.



DIST to THR	GRØ43	4.0	3.0	2.0	1.7	1.0
ALTITUDE	4090′	3769′	3451′	3132′	3025′	2814′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RWØ9L						

ALSF-II
PAPI PAPI
5000′ on 095°

STRAIGHT-IN LANDING RWY09L
Missed apch climb gradient mim 5.0%

	LNAV/VNAV DA(H) 2835′(390′)		LNAV MDA(H) 3020′(575′)		CIRCLE-TO-LAND
		ALS out		ALS out	
PANS OPS A	800m	1600m	800m	1600m	NA
PANS OPS B					
PANS OPS C	1100m	1800m	1900m	2600m	
PANS OPS D					

CHANGES: None.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

27 DEC 19
Eff 2 Jan
22-2

SAO PAULO, ~~BRAZIL~~
RNAV (GNSS) V Rwy 09R
MISSED APCH CLIMB GRADIENT MIM 5.0%

BRIEFING STRIP ™

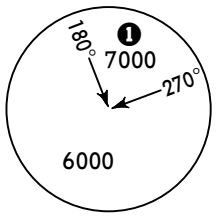
D-ATIS			SAO PAULO Control (Approach) (R)
127.75			129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower		Ground	
118.4 132.75 135.2		121.7 126.9	

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 2461′
	095°	GRØ36 4100′(1650′)	2858′(408′)	Rwy 2450′

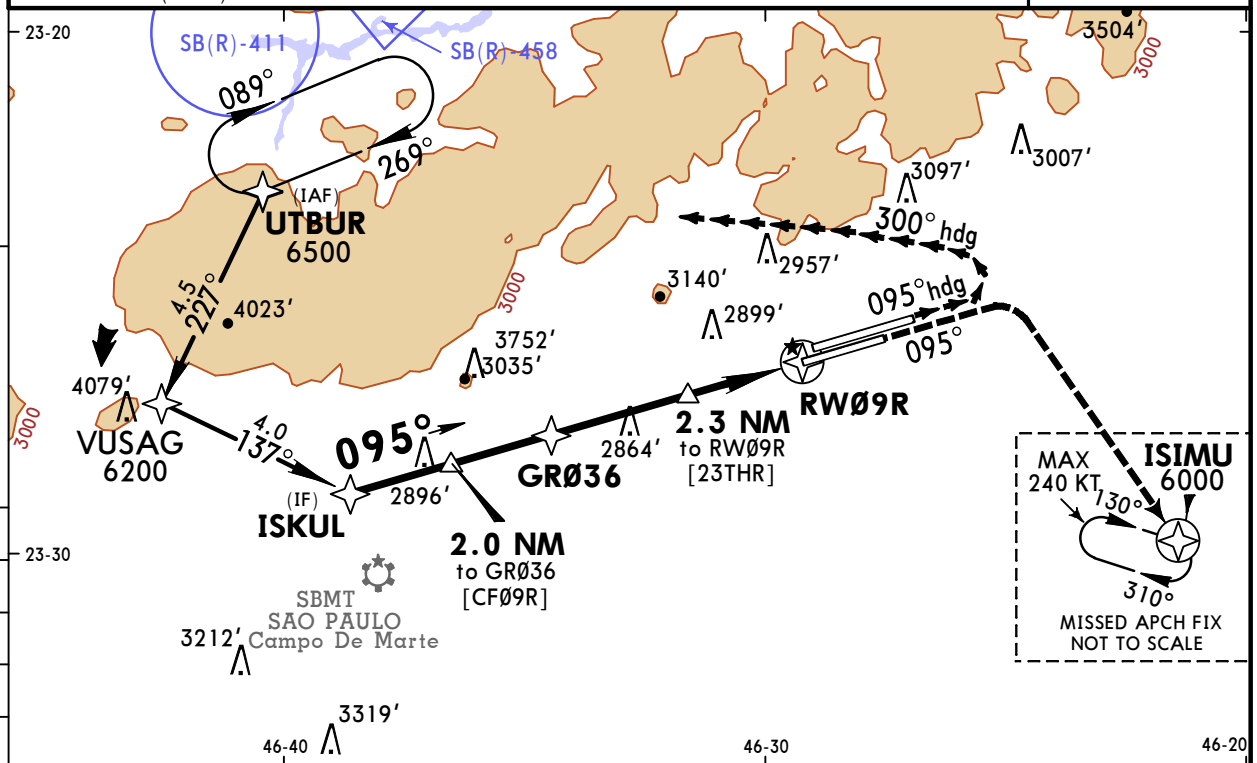
MISSED APCH: Climb to 6000′. Maintain course 095° until passing 3400′. Then, turn RIGHT direct to ISIMU for holding.
VISUAL MISSED APPROACH RWY 09L: Climb to 6500′, heading 095°. After passing 6000′, turn LEFT heading 300°. After, fly direct to UTBUR.

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

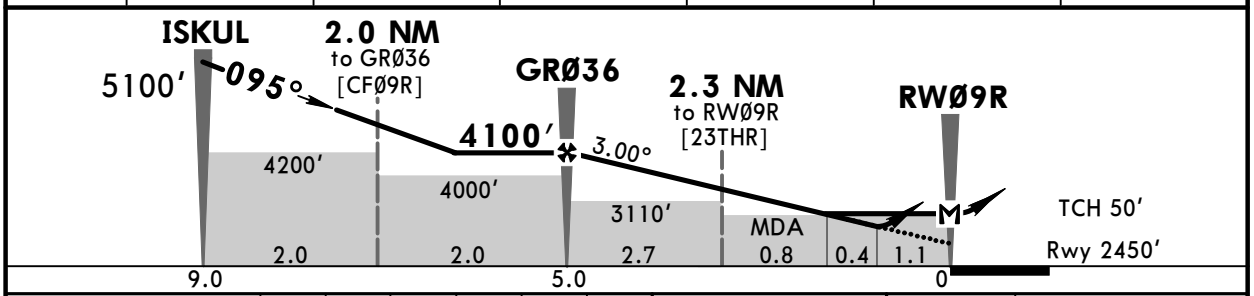
For uncompensated Baro-VNAV systems, LNAV/VNAV procedure not authorized below -10°C (14°F).



MSA ARP
6500 within 15 NM.



DIST to THR	GRØ36	4.0	3.0	2.0	1.5	1.1
ALTITUDE	4100′	3774′	3456′	3137′	2980′	2858′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9R							

ALSF-II
PAPI PAPI
3400′ on 095°

PANS OPS	STRAIGHT-IN LANDING RWY09R Missed apch climb gradient mim 5.0%				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 2858′(408′)		LNAV MDA(H) 2980′(530′)		
		ALS out		ALS out	
A, B	800m	1600m	800m	1600m	NA
C, D	1100m	1800m	1700m	2400m	

CHANGES: Missed approach, recommended alittude band, minimums, CNF.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
(22-3)

MISSED APCH CLIMB GRADIENT MIM 5.0%

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

BRIEFING STRIP ™

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

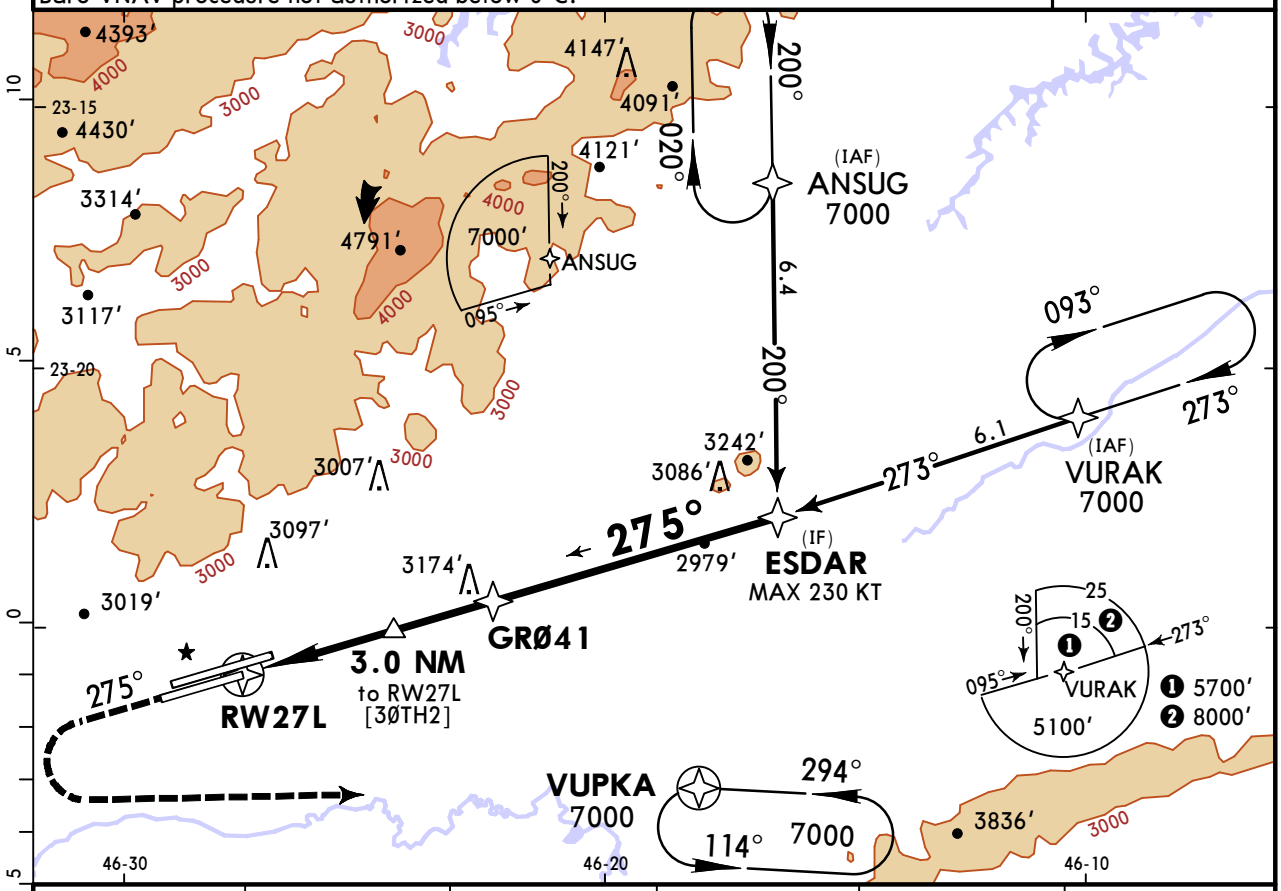
RNAV	Final Apch Crs	GRØ41	LNAV MDA(H)	Apt Elev 2461′
	275°	4100′(1654′)	2940′(494′)	Rwy 2446′

MISSED APCH: Climb to 7000′. Maintain course 275° until 3000′. Then, turn LEFT for holding at VUPKA.
Missed Approach Climb Gradient Mim 5.0%.

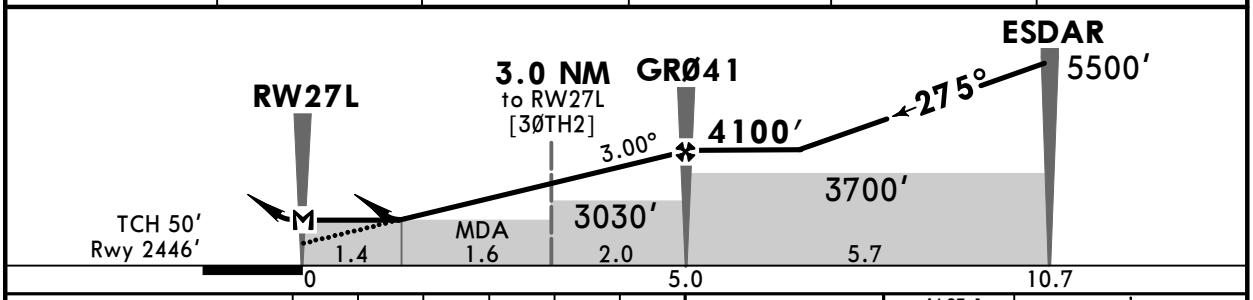
Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000′

Baro-VNAV procedure not authorized below 0°C.

TAA 25 NM IAF



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



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA						
LNAV: MAP at RW27L						

ALSF-I
PAPI
3000′ on 275°

	STRAIGHT-IN LANDING RWY27L				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 2946′(500′)		LNAV MDA(H) 2940′(494′)		
		ALS out		ALS out	
PANS OPS A	1500m	2300m	800m	1600m	NA
PANS OPS B					
PANS OPS C			1500m	2300m	
PANS OPS D					

CHANGES: Approach comms, missed approach, altitude, ceiling removed.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
(22-4)

MISSED APCH CLIMB GRADIENT MIM 5.0%

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

BRIEFING STRIP ™

D-ATIS	SAO PAULO Control (APP)
127.75	129.75 119.15 134.9 129.0 123.25 123.9 125.6 121.35 124.7
GUARULHOS Tower 118.4 132.75 135.2	
Ground 121.7 126.9	

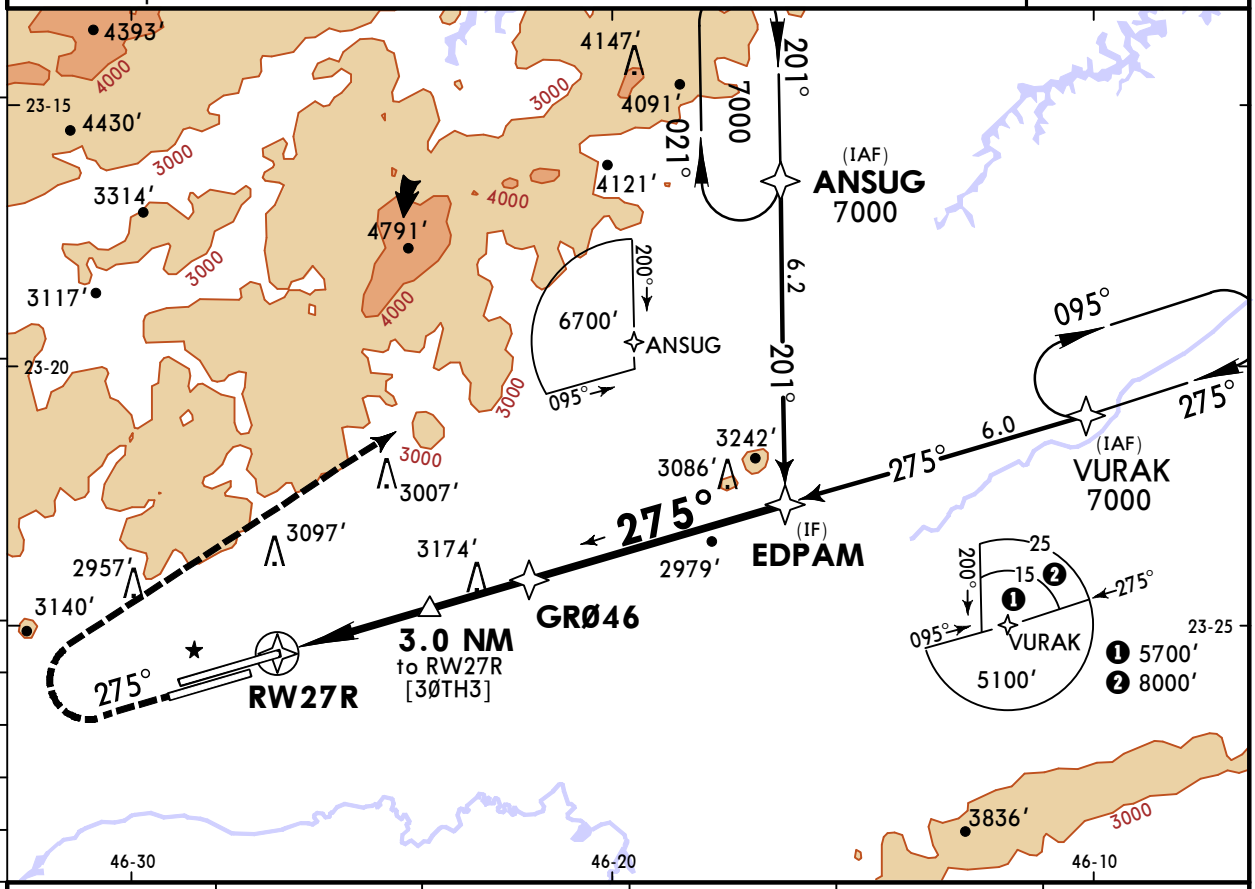
RNAV	Final Apch Crs	GRØ46	LNAV/VNAV DA(H)	Apt Elev 2461′
	275°	4090′(1649′)	2861′(420′)	Rwy 2441′

MISSED APCH: Climb to 7000′. Maintain course 275° until 4500′. Then, turn RIGHT to ANSUG for holding.
Missed Approach Climb Gradient Mim 5.0%.

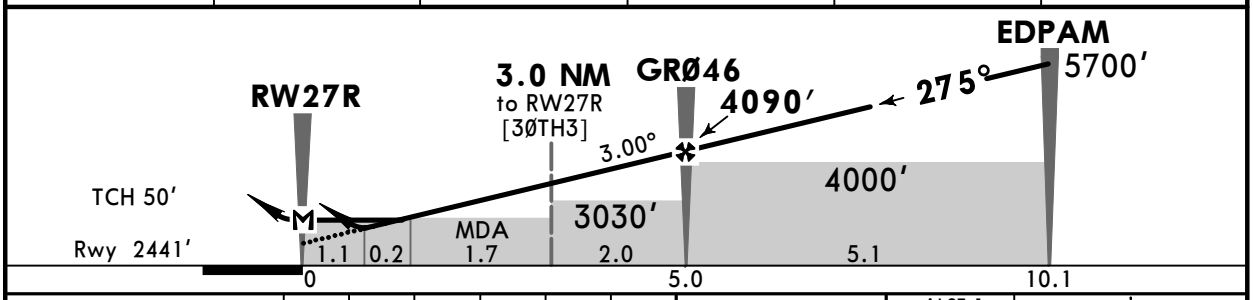
TAA 25 NM IAF

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

Baro-VNAV procedure not authorized below 0°C.



NM to RW27R	1.1	2.0	3.0	4.0	GRØ46
ALTITUDE	2857′	3127′	3445′	3764′	4090′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW27R							

ALSF-I
PAPI PAPI
4500′ on 275°

STRAIGHT-IN LANDING RWY27R

	LNAV/VNAV DA(H) 2861′(420′)		LNAV MDA(H) 3190′(749′)		CIRCLE-TO-LAND
		ALS out		ALS out	
PANS OPS A	1200m	1900m	750m	1600m	NA
PANS OPS B			1200m	2000m	
PANS OPS C			2700m	3500m	
PANS OPS D			2700m	3500m	

CHANGES: Chart format.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr
22-5

SAO PAULO, ~~BRAZIL~~
RNAV (GNSS) U Rwy 09R

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (Approach) (R)
127.75			129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower		Ground	
118.4 132.75 135.2		121.7 126.9	

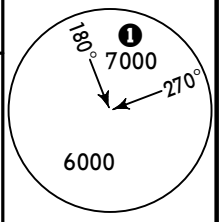
RNAV	Final Apch Crs	GRØ36	LNAV/VNAV DA(H)	Apt Elev 2461′
	095°	4100′(1649′)	3000′(549′)	Rwy 2451′

MISSED APCH: Climb to 6000′. Maintain course 095°. After passing 3300′, turn RIGHT immediately direct to ISIMU for holding.

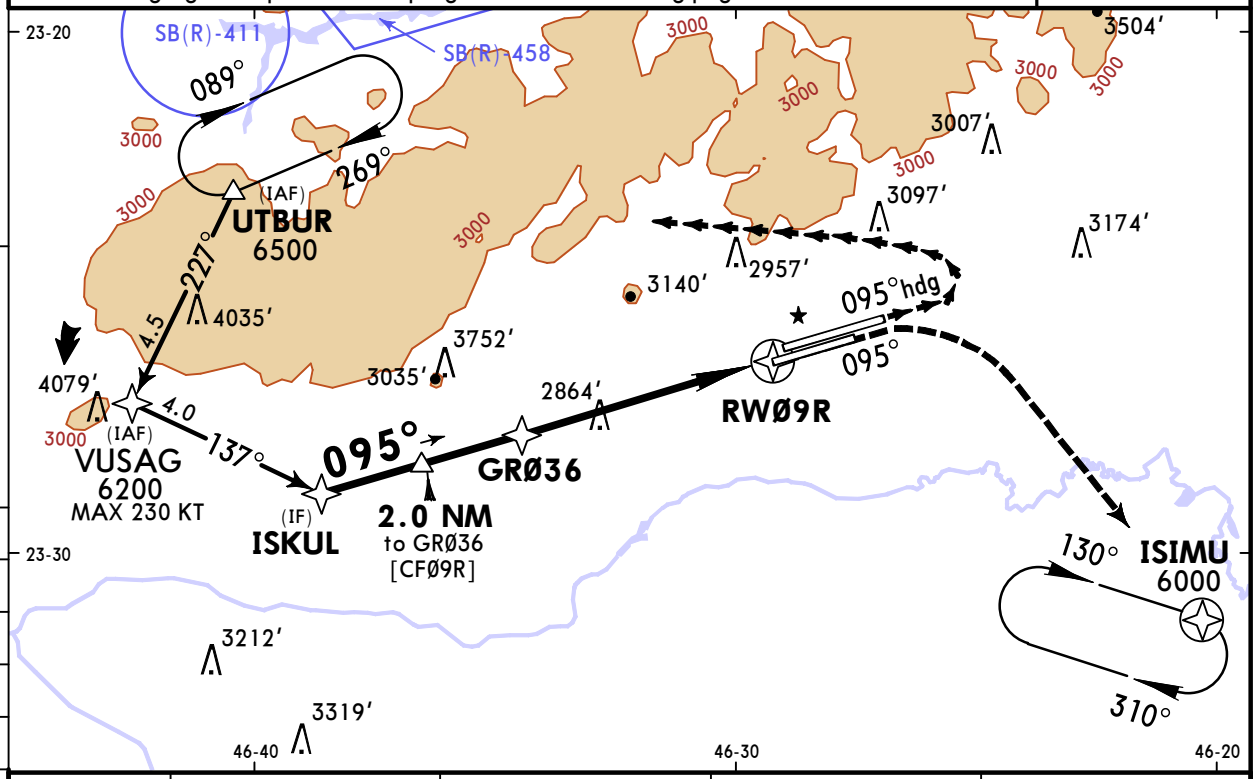
VISUAL MISSED APPROACH RWY 09L: Climb to 6500′, maintain heading 095°. After passing 6000′, turn LEFT direct to UTBUR for holding.

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

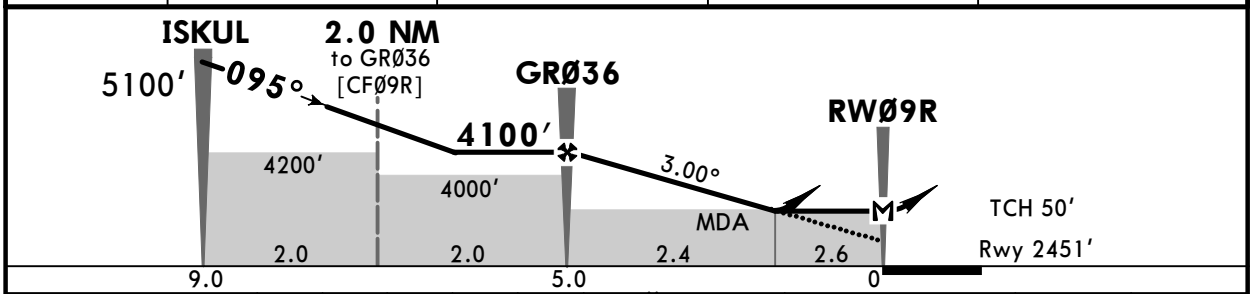
1. For uncompensated Baro-VNAV systems, LNAV/VNAV procedure not authorized below -10°C. 2. Segregated operations in progress. 3. See briefing pages for additional info.



MSA ARP
6500 within 15 NM.



DIST to THR	GRØ36	4.0	3.0	2.6
ALTITUDE	4100′	3774′	3456′	3300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ9R							

ALSF-II PAPI PAPI | 3300′ on 095° | 6000′ RT | ISIMU

STRAIGHT-IN LANDING RWY09R				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 3000′(549′)		LNAV MDA(H) 3300′(849′)	
		ALS out		ALS out	
PANS OPS A B C D	RVR 1700m VIS 1800m	2500m	3100m	3800m	NA

CHANGES: Missed approach altitude, minimums, ISIMU fly over, topo.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr
22-6

SAO PAULO, ~~BRAZIL~~
RNAV (GNSS) W Rwy 27L

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (APP)		
127.75			129.75	119.15	121.35
GUARULHOS Tower			134.9	129.0	123.25
118.4	132.75	135.2	123.9	125.6	124.7
Ground					
121.7	126.9				

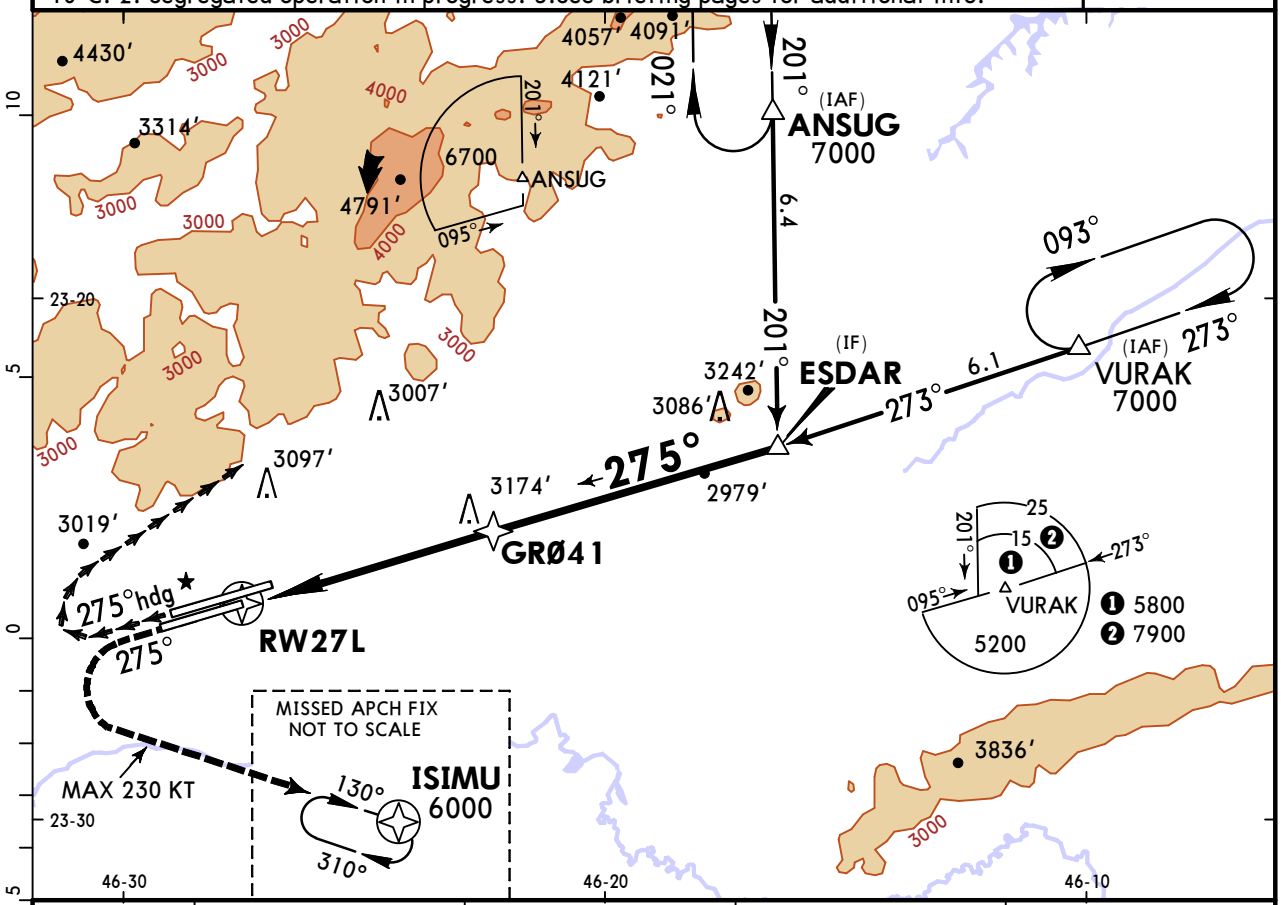
RNAV	Final Apch Crs	GRØ41	LNAV/VNAV DA(H)	Apt Elev 2461′
	275°	4090′(1644′)	3000′(554′)	Rwy 2446′

MISSED APCH: Climb to 6000′. Maintain course 275°. After passing 3400′, turn LEFT immediately to ISIMU for holding. MAX 230 KT.
VISUAL MISSED APPROACH RWY 27R: Climb to 7000′, maintain heading 275°. After passing 6000′, turn RIGHT direct to ANSUG for holding.

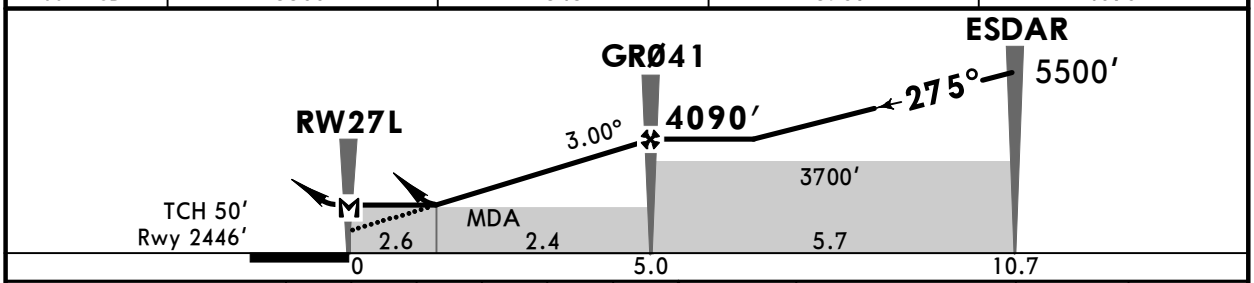
TAA 25 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV procedure not authorized below -10°C. 2. Segregated operation in progress. 3.See briefing pages for additional info.



DIST to THR	2.5	3.0	4.0	GRØ41
ALTITUDE	3300′	3451′	3769′	4090′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW27L							

ALSF-I | PAPI | 3400′ on 275° | 6000′ LT | ISIMU

PANS OPS	STRAIGHT-IN LANDING RWY27L				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 3000′(554′)		LNAV MDA(H) 3300′(854′)		
		ALS out		ALS out	
A	RVR 1700m VIS 1800m	2500m	3100m	3800m	NA
B					
C					
D					

CHANGES: Minimums, ISIMU fly over, topo.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

17 APR 20
Eff 23 Apr
22-20

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, ~~BRAZIL~~
RNAV (RNP) W Rwy 09R

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (APP)		
127.75			129.75	119.15	120.45
GUARULHOS Tower			120.85	133.85	
118.4	132.75	135.2			
Ground					
121.7	126.9				

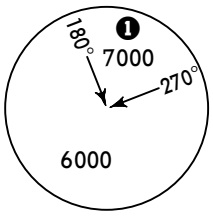
RNAV	Final Apch Crs	GRØ71	RNP 0.10 DA(H)	Apt Elev 2461′
	095°	4630′(2179′)	2813′(362′)	Rwy 2451′

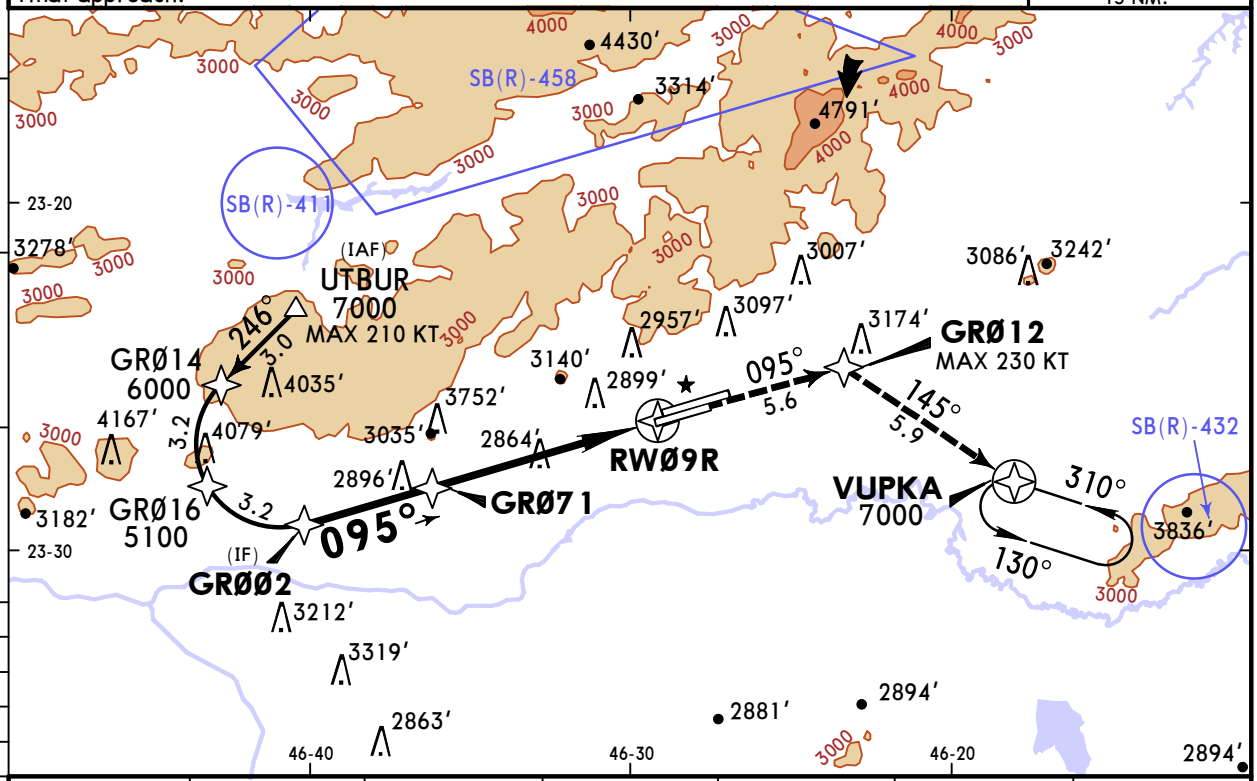
MISSED APCH: Climb to 7000′. Maintain course 095° until GRØ12. Then, turn RIGHT course 145° for holding at VUPKA.

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

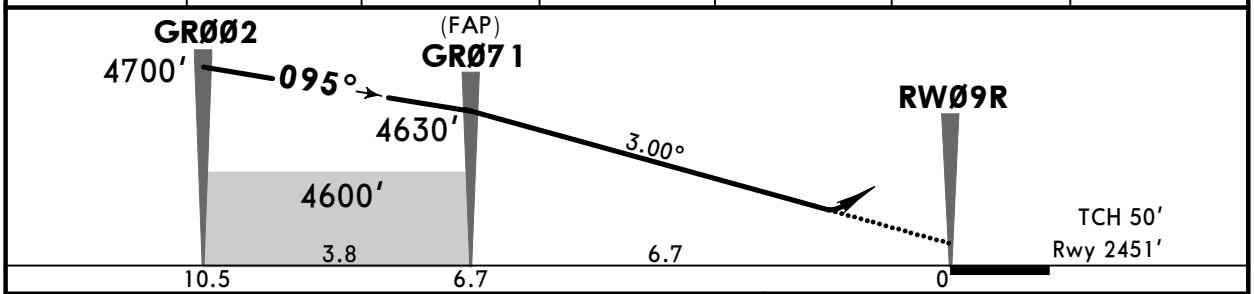
RNP AR Apch 1. Special Aircraft and Aircrew Authorization Required. 2. RF required. 3. GNSS required. 4. Baro-VNAV procedure not authorized below -10°C (14°F) or above 45°C (113°F) for uncompensated Baro-VNAV systems. 5. IAS Max 210 Kts on final approach.

MSA ARP
❶ 6500 within 15 NM.





NM to RWØ9R	GRØ71	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4630′	4093′	3774′	3456′	3137′	2818′



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

ALSF-II
PAPI PAPI
7000′ on 095°

STRAIGHT-IN LANDING RWY09R
Missed apch climb gradient mim 5.0%

PANS OPS

	RNP 0.10 DA(H) 2813′(362′)		RNP 0.30 DA(H) 2892′(441′)	
		ALS out		ALS out
A B	800m	1600m	800m	1600m
C D	1000m	1700m	1300m	2100m

CHANGES: Chart reindexed, Rwy elev, minimums, chart format, topo.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
(23-1)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, ~~BRAZIL~~
VOR Rwy 09L

BRIEFING STRIP ™

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

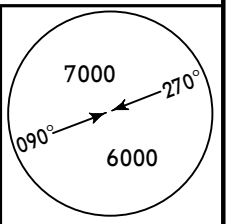
SAO PAULO Control (APP)

129.75	119.15	129.0	
124.7	123.25	123.9	125.6

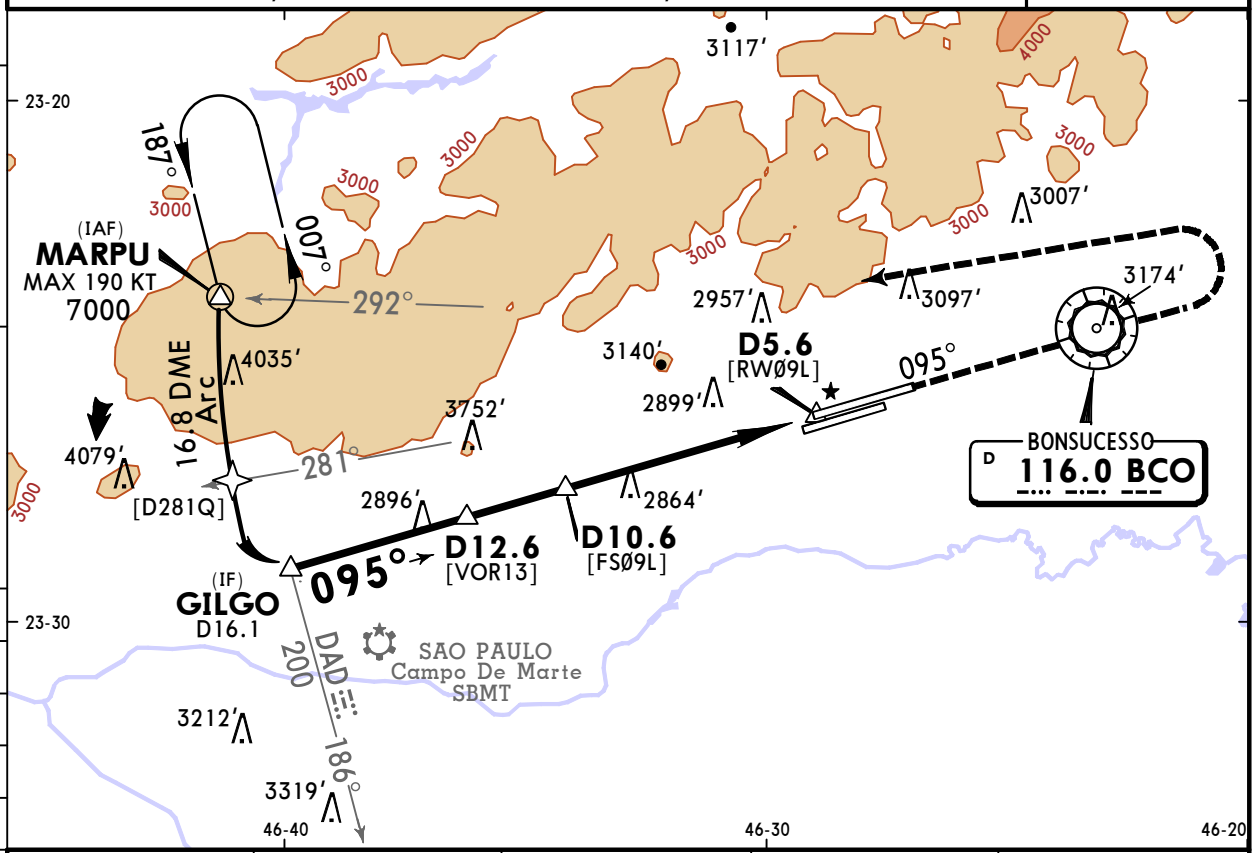
VOR BCO	Final Apch Crs	D10.6	MDA(H)	Apt Elev 2461′
116.0	095°	4090′(1645′)	3180′(735′)	Rwy 2445′

MISSED APCH: Climb to 7000′. Maintain course 095° until 5000′. Then, turn LEFT to BCO VOR R-292 outbound for holding at MARPU. MAX 230 KT. Missed Approach Climb Gradient Mim 5.0%.

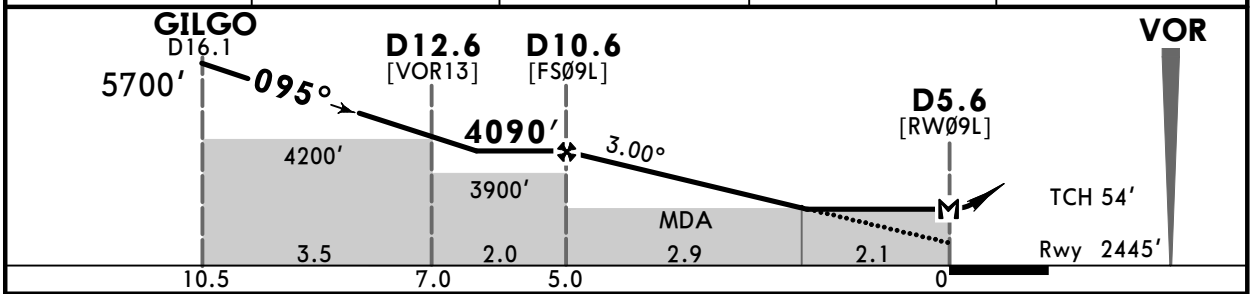
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′



MSA BCO VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.6 or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-II
PAPI PAPI

5000′ on 095°

STRAIGHT-IN LANDING RWY09L		CIRCLE-TO-LAND
MDA(H) 3180′(735′)		
	ALS out	
PANS OPS A, B: 800m	1600m	NA
PANS OPS C, D: 2700m	3400m	

CHANGES: Approach comms, CNFs, hold bearings, ceiling removed.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
23-2

SAO PAULO, ~~BRAZIL~~
VOR Rwy 09R

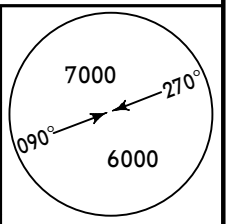
MISSED APCH CLIMB GRADIENT MIM 5.0%

BRIEFING STRIP ™

D-ATIS			SAO PAULO Control (Approach) (R)			
127.75			134.9	120.85	121.35	129.75
GUARULHOS Tower			119.15	129.0	123.25	124.7
118.4	132.75	135.2				
Ground						
121.7	126.9					

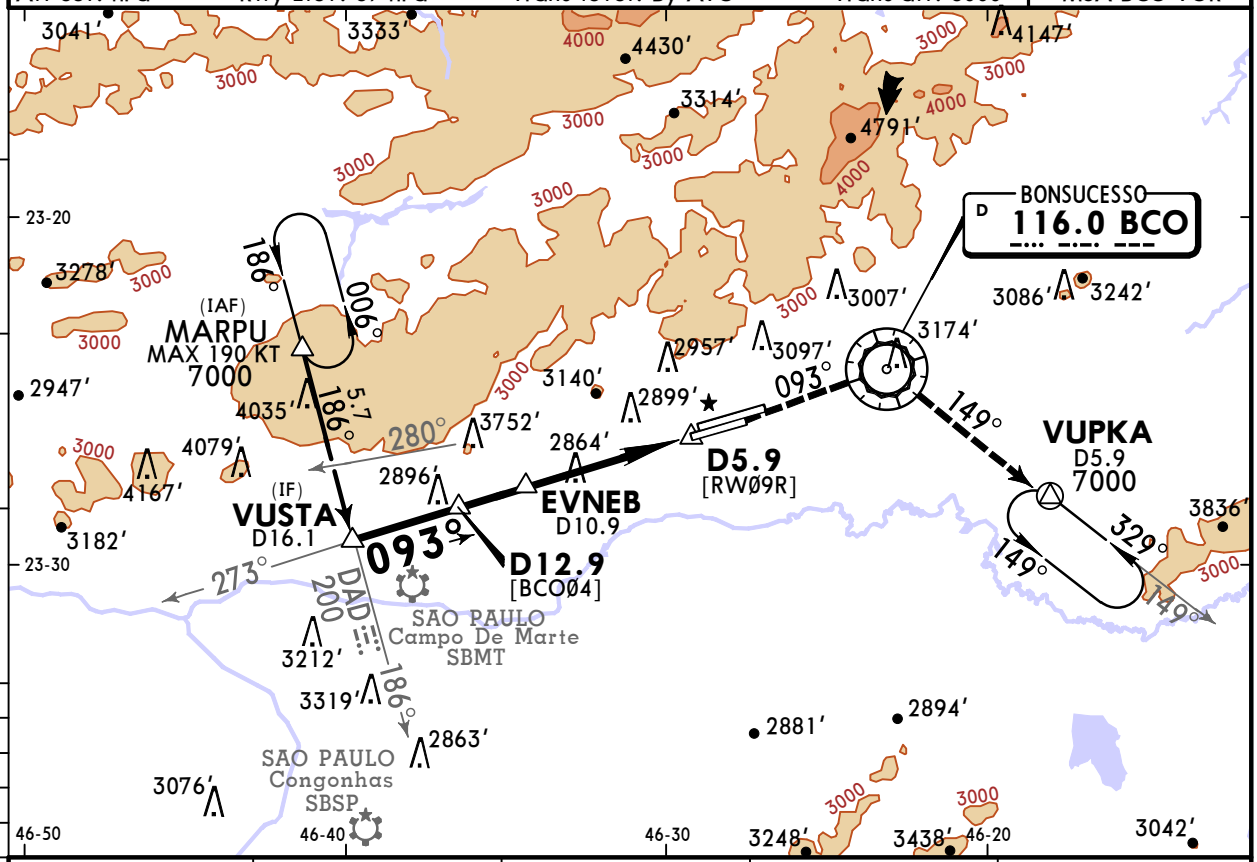
VOR BCO	Final Apch Crs	EVNEB	MDA(H)	Apt Elev 2461′
116.0	093°	4090′ (1639′)	3210′ (759′)	Rwy 2451′

MISSED APCH: Climb to 7000′. Maintain inbound BCO VOR R-273 until BCO VOR. Turn RIGHT, outbound BCO VOR R-149 for holding at VUPKA. Missed Approach Climb Gradient Mim 5.0%.

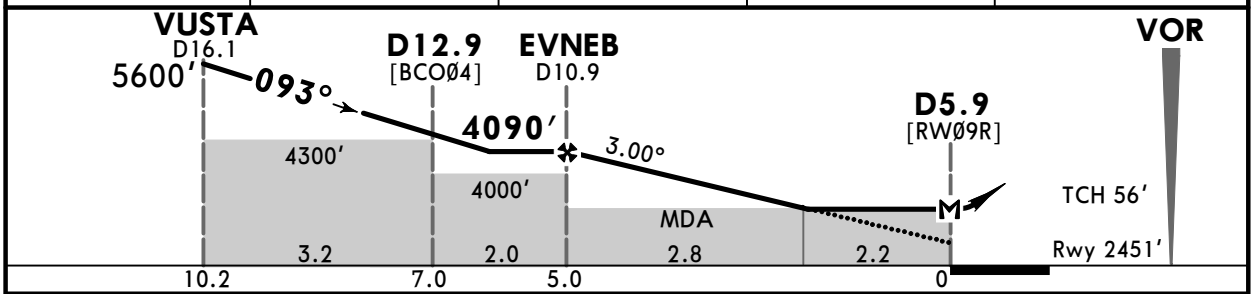


MSA BCO VOR

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



NM to THR	FAF	4.0	3.0	2.2
ALTITUDE	4090′	3773′	3455′	3210′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.9							

ALSF-II
PAPI PAPI

7000′

BCO
116.0
R-273

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

MDA(H) 3210′ (759′)

PANS OPS

	CEILING-VISIBILITY	ALS out	
A	800′-1200m	800′-2000m	NA
B			
C	800′-2700m	800′-3500m	
D			

CHANGES: Rwy elevation, CNFs, heights.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
(23-3)

MISSED APCH CLIMB GRADIENT MIM 5.0%

SAO PAULO, ~~BRAZIL~~
VOR Rwy 27L

BRIEFING STRIP ™

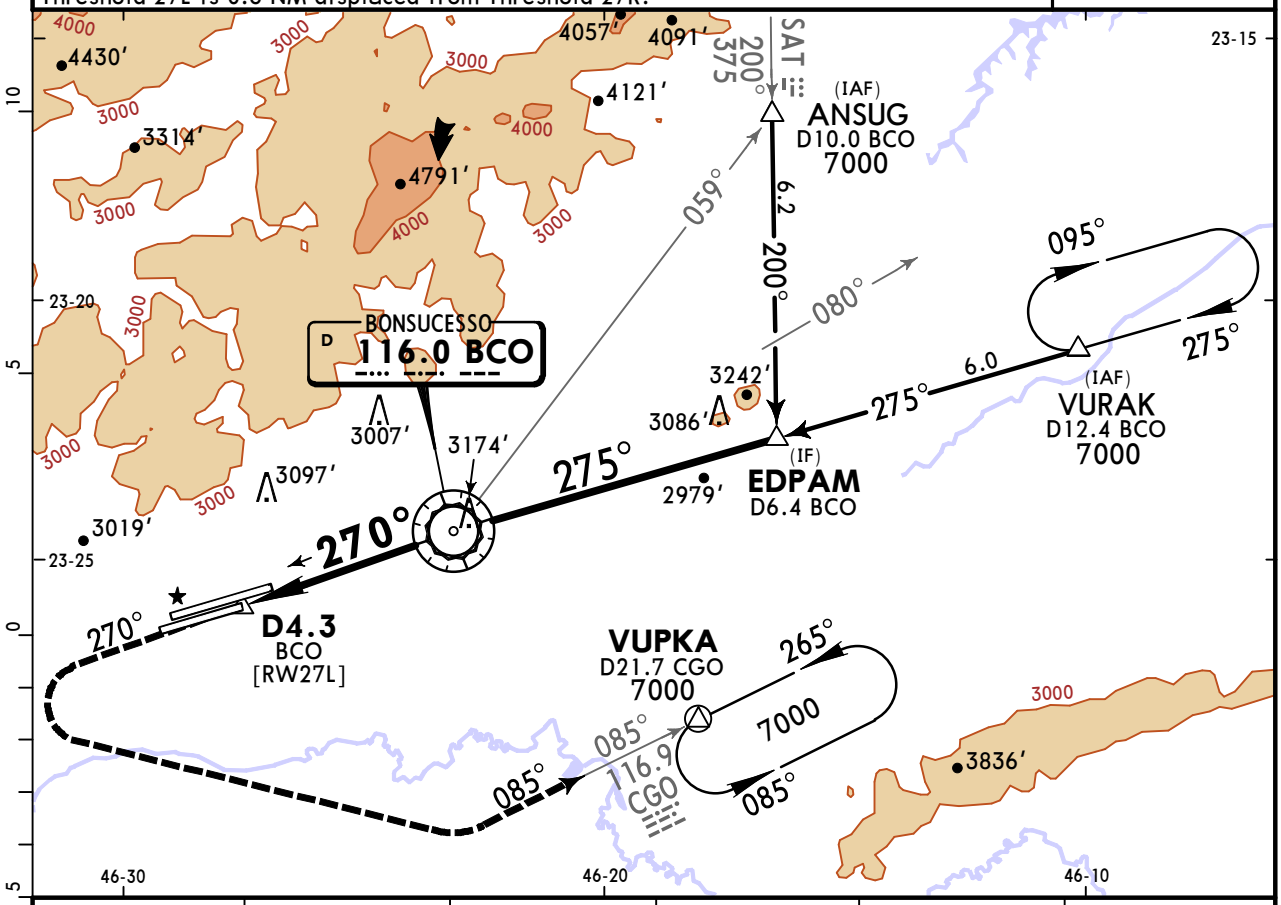
D-ATIS			SAO PAULO Control (APP)		
127.75			134.90	120.85	121.35
GUARULHOS Tower			129.75	119.15	129.00
118.4	132.75	135.2	123.25	124.70	
Ground					
121.7	126.9				

VOR BCO	Final Apch Crs	VOR	MDA(H)	Apt Elev 2461′
116.0	270°	3870′(1424′)	3020′(574′)	Rwy 2446′

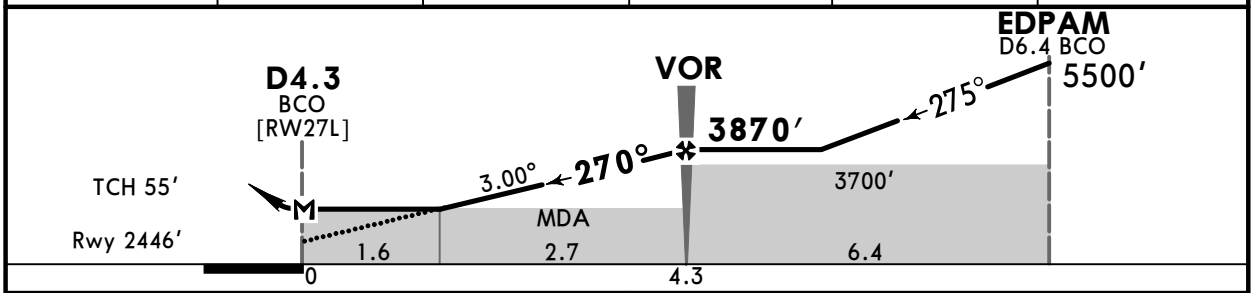
MISSED APCH: Climb to 7000′. Maintain BCO VOR R-270 outbound until 3300′. Then, turn LEFT immediately to track outbound CGO VOR R-085 for holding at VUPKA. MAX 230 KT
Missed Approach Climb Gradient Mim 5.0%.

Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′
Threshold 27L is 0.6 NM displaced from Threshold 27R.

7000
090° 270°
6000
MSA BCO VOR



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.3							

ALSF-I
PAPI

3300′

BCO
116.0
R-270

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

MDA(H) 3020′(574′)

PANS OPS

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

CHANGES: Rwy elevation, heights.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

4 SEP 20
Eff 10 Sep
(23-4)

SAO PAULO, ~~BRAZIL~~
MISSED APCH CLIMB GRADIENT MIM 5.0%

VOR W Rwy 27R

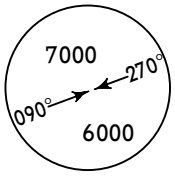
BRIEFING STRIP ™

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

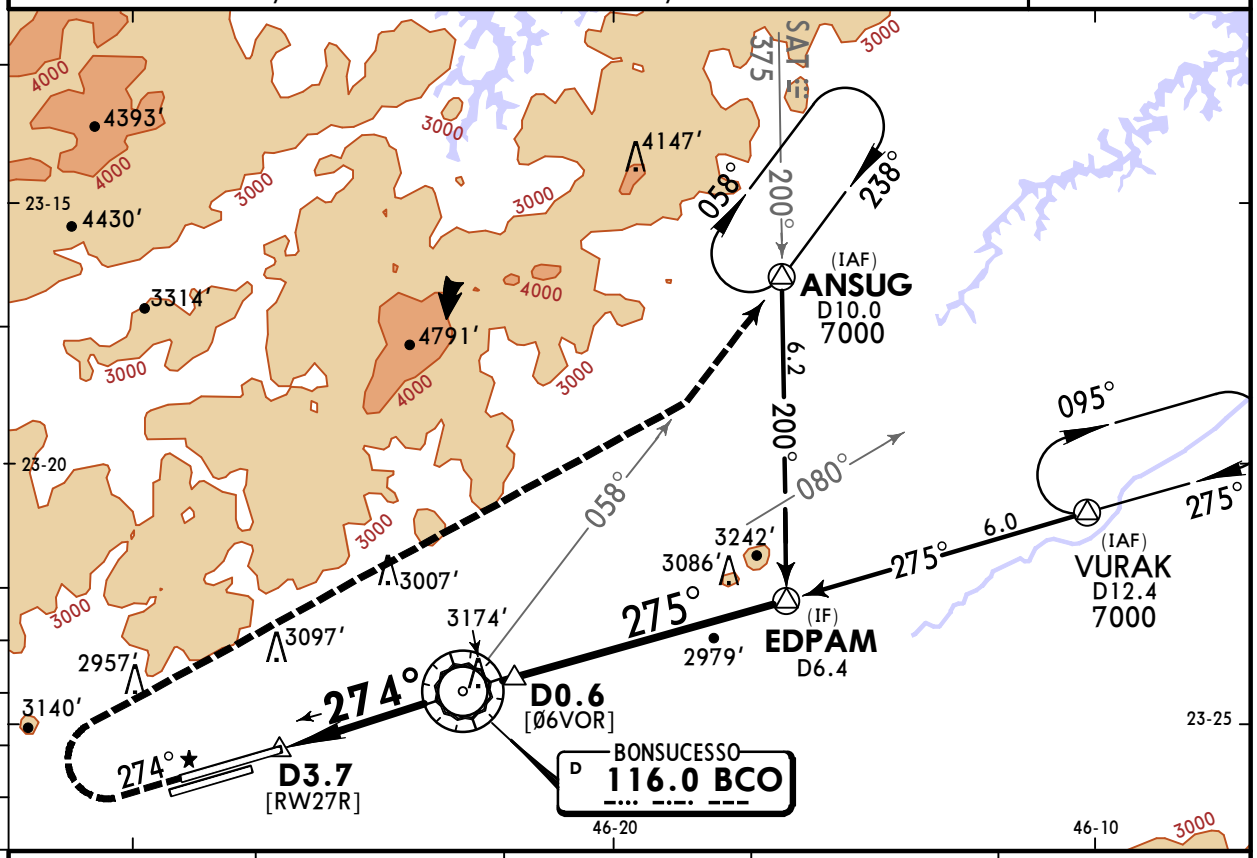
VOR BCO	Final Apch Crs	VOR	MDA(H)	Apt Elev 2461′
116.0	274°	3670′(1229′)	3020′(579′)	Rwy 2441′

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. Missed Approach Climb Gradient Mim 5.0%.

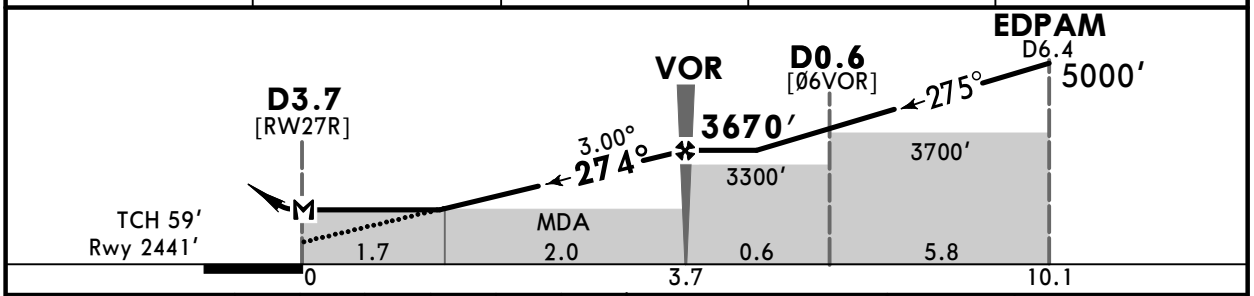
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000′



MSA BCO VOR



NM to THR	1.7	2.0	3.0	VOR
ALTITUDE	3020′	3128′	3446′	3670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D3.7 or VOR to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

ALSF-I
PAPI PAPI

4500′ on BCO 116.0 R-274

STRAIGHT-IN LANDING RWY 27R		CIRCLE-TO-LAND
MDA(H) 3020′(579′)	ALS out	
A / B: 800m	1600m	NA
C / D: 1900m	2600m	

PANS OPS

CHANGES: Procedure title, communication, minimums, chart format.

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SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
11 JAN 19 (29-1)

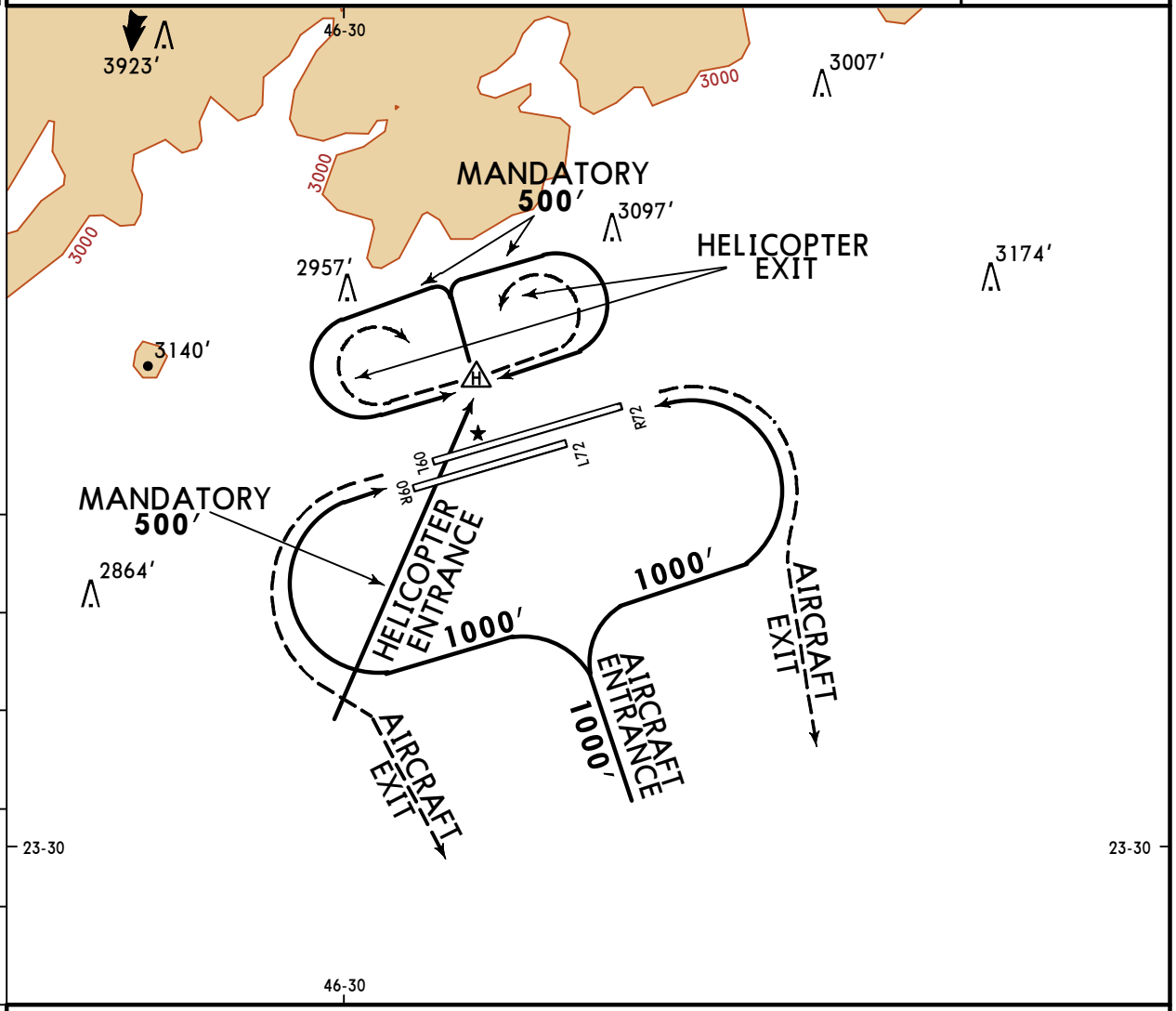
SAO PAULO, ~~BRAZIL~~
VISUAL APPROACH
Rwy 09L/27R - 09R/27L

BRIEFING STRIP TM

D-ATIS	SAO PAULO Control (Approach) (R)						
127.75	119.8	120.05	129.5	129.75	133.85	134.9	135.75

GUARULHOS Tower			Ground	
118.4	132.75	135.2	121.7	126.9

Alt Set: hPa	Apt Elev: 87 hPa	Trans level: By ATC	Trans alt: 6000′	Apt Elev 2461′



REMARKS:

1. Entrance of helicopters through southwest sector of aerodrome crossing Rwy 09/27 over Control Tower is compulsory.
2. Simultaneous operations in aircraft and helicopter patterns may be authorized under coordination with Guarulhos tower.

CHANGES: Procedure.

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Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
SAO PAULO, (GUARULHOS-GOV ANDRE FRANCO MON - SBGR)				
REV	ILSOR 2A RNAV ARR	20-2B	30 Oct 2020	05 Nov 2020
REV	ILSOR 1B ARR (RWYS 09L/R)	20-2C	30 Oct 2020	05 Nov 2020
REV	ILSOR 1B ARR (RWYS 27L/R)	20-2D	30 Oct 2020	05 Nov 2020
REV	ILSOR 1C RNAV ARR	20-2E	30 Oct 2020	05 Nov 2020
REV	DORLU 3B, IVRAG 3B, SCP 3...	20-3E	30 Oct 2020	05 Nov 2020
DEL	DOTNI 1A DEP	20-3E1	30 Oct 2020	05 Nov 2020
ADD	DOTNI 1A DEP	20-3F	30 Oct 2020	05 Nov 2020
DEL	ISIMU 1C RNAV DEP	20-3F	30 Oct 2020	05 Nov 2020
ADD	ISIMU 1C RNAV DEP	20-3F1	30 Oct 2020	05 Nov 2020
ADD	OMNI DEP	20-3F2	30 Oct 2020	05 Nov 2020
DEL	ILS J OR LOC J RWY 09R	21-3	30 Oct 2020	05 Nov 2020
ADD	ILS S OR LOC S RWY 09R	21-3	30 Oct 2020	05 Nov 2020
REV	ILS V CAT II & III RWY 09...	21-3A	30 Oct 2020	05 Nov 2020

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBGR

Type: Terminal
Effectivity: Temporary
Begin Date: 20201105
End Date: 20210908

Per SUPs A089/2020 and N143/2020 VFR Procedure approach (29-1) (VAC RWY 09L/27R - 09R/27L) ALT circuit of TFC of aircraft fixed wings modified by 1000FT to 1100FT. Period: From 05 November 2020, 0000 UTC to 08 September 2021, 2359 UTC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20200521
End Date: 20220522

Aircraft prohibited from operating by own means on Twy BRAVO between Twy PAPA and Twy QUEBEC. From 21 May 2020 to 21 May 2022 per SUP A039-20.