List of pages in this Trip Kit

General Information

Location: RIO DE JANEIRO BRA
ICAO/IATA: SBGL / GIG
Lat/Long: S22° 48.60', W043° 15.03'
Elevation: 28 ft

Airport Use: Joint-Use
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 23.0° W

Fuel Types: Jet
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0906 Z
Sunset: 2040 Z

Runway Information

Runway: 10
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15
Length x Width: 10433 ft x 154 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS
Displaced Threshold: 427 ft

Runway: 28
Length x Width: 13123 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 28 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 10433 ft x 154 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge
Displaced Threshold: 394 ft

Communication Information

ATIS: 127.600
Galeao Tower: 118.000
Galeao Tower: 118.200
Galeao Tower: 121.000
Galeao Tower: 121.650
Galeao Ground: 128.350 Secondary
Galeao Ground: 121.650
Galeao Ramp/Taxi: 131.050
Galeao Ramp/Taxi: 130.675 Secondary
Galeao Ramp/Taxi: 121.950
Galeao Clearance Delivery: 135.100 Secondary
Galeao Clearance Delivery: 121.000
Rio De Janeiro Control Approach: 119.350 Secondary
Rio De Janeiro Control Approach: 120.550 Secondary
Sao Paulo Control Approach: 134.900
Rio De Janeiro Control Approach: 119.000
Macae Approach: 120.000
Rio De Janeiro Control Approach: 119.725
Sao Paulo Control Approach: 124.700
Rio De Janeiro Control Approach: 120.750 Secondary
Rio De Janeiro Control Approach: 132.975 Secondary
Sao Paulo Control Approach: 120.850
Rio De Janeiro Control Approach: 133.300
Sao Paulo Control Approach: 123.900
Rio De Janeiro Control Approach: 132.500 Secondary
Rio De Janeiro Control Approach: 129.800
Macae Approach: 129.300
Rio De Janeiro Control Approach: 129.200
Sao Paulo Control Approach: 129.000
Rio De Janeiro Control Approach: 128.900
Rio De Janeiro Control Approach: 126.200 Secondary
Rio De Janeiro Control Approach: 125.950 Secondary
Sao Paulo Control Approach: 125.600
Sao Paulo Control Approach: 121.350
Rio De Janeiro Control Approach: 133.700
Macae Approach: 119.200
Rio De Janeiro Control Approach: 124.950
Rio De Janeiro Control Approach: 134.400
Rio De Janeiro Control Approach: 134.950 Secondary
Rio De Janeiro Control Approach: 121.250 Secondary
Galeao Operations: 135.100
Galeao Operations: 122.500 Military
Galeao Operations: 121.000

SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS

Dependent simultaneous segregated operations consider the application of a cut-off point, so that an aircraft will only be authorized to take off from runway 33 while another aircraft approaches to runway 28, when it has not exceeded this point.

Simultaneous operations can be performed in the set of runways 28 and 33, and these operations will be activated by the TWR-GL and will be exclusively segregated, with takeoffs, from runway 33 and landings on runway 28.

The operations will take place, according to the operational model of the unit, with the use of specific approach charts, containing in their identification the word "Converging".
For example: ILS U (Converging) Rwy 28 and will have their missed approach points displaced from the threshold.

The information on "simultaneous operations on converging runway in progress" will be provided by means of ATIS/D-ATIS, or, in case of unavailablity of these means, via radiotelephony, when traffic enters the TMA.

If the pilot identifies the impossibility of carrying out specific approach procedures for converging runway operations, he/she must inform the APP in the first contact.

In case of a go around after MAPT, the pilot must turn before the radial limit published on the chart. If there is no possibility of such a maneuver, inform the APP/TWR.

Pilots must plan the takeoff in order to arrive at the holding point ready to execute it. In case of unavailability of immediate takeoff, inform the ATC unit in advance.

It is expected that upon receiving clearance for takeoff, the pilot will start rolling immediately (expected reaction time is up to 10 seconds).

Pilots must start takeoff from the beginning of the runway, without the need to taxi to the displaced treshold.

Pilots must adjust landing and takeoff in order to guarantee the Minimum Runway Occupancy Time (MROT).

TWR-GL may employ the operations described above, provided that:

a) Weather conditions are such that visibility is equal to or greater than the procedure's minimums table, and the ceiling must be at least 100 FT above the procedure's DH;

b) The information on "simultaneous operations on converging runway in progress" is provided by means of ATIS/D-ATIS, or, in case of unavailability of these means, via radiotelephony, when traffic enters the TMA;

c) The specific instrument approach chart for this type of operation is in use.

DEPENDENT SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS (CRO) AT GALEAO AIRPORT (SBGL)

1. PRELIMINARY ARRANGEMENTS

1.1. PURPOSE

The purpose of this chart is to establish requirements and operational procedures for the implementation of Converging Runway Operation (CRO) at SBGL, under VMC, considering takeoffs from runway 33 and approaches on runway 28.

1.2. SCOPE

The provisions set forth applies to Tower, Approach and Air Operators.

1.3. CONCEPTS

The following terms and expressions will be used:

1.3.1. CONVERGING RUNWAY OPERATION (CRO)

A condition where the approaches and takeoffs occur and the extension of one runway crosses the extension of another runway at a distance of 1 NM or less.

1.3.2. SEGREGATED SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS

Simultaneous instrument operation on converging runways in which one runway is used exclusively for landing and the other exclusively for takeoff, according to the operational criteria established for each set of runways.

1.3.3. SEGREGATED DEPENDENT SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS UNDER VMC

Simultaneous instrument operation under VMC on converging runways in which one runway is exclusively used for landing and the other exclusively for takeoff, according to the operational criteria established for each set of runways, considering the approaches and takeoffs independently.

1.3.4. LIMIT RADIAL

The radial limit sets a reference for pilots so that the probability of interference between aircraft taking off from runway 33 and those in the missed approach phase on runway 28 is reduced.

1.3.5. VISUAL SEPARATION

Visual separation can be used provided that another separation method, provided for in ICA 100-37, can be ensured before and after its application.

2. GENERAL ARRANGEMENTS

2.1. The CROs in SBGL were initially established from the dependent simultaneous operations on landings on runway 28 and takeoffs on runway 33, with a cut-off point of 3 NM.

2.2. Intending to optimize these operations, this chart establishes the criteria for dependent simultaneous operations, with a reduction of the cut-off point to 1.4 NM, for this same runway system, when weather conditions are under VMC.

2.3. The procedures with the indication of CONVERGING for runway 28 at SBGL have a missed approach point (MAPT) set back so that the go-around profile does not interfere with takeoffs from runway 33. With the reduction of the cut-off point, a go-around, after the MAPT may result in greater proximity between aircraft. An aircraft going around after MAPT should be considered a contingency, in which case an application of visual separation may be necessary.

2.4. RESPONSIBILITIES IN DEPENDENT SIMULTANEOUS OPERATIONS ON CONVERGING CONVERGING RUNWAYS UNDER VMC AT SBGL

2.4.1. In addition to the provisions set out in this chart, for Dependent Simultaneous Operations on Converging Runways, the responsibilities described in this chart must be observed.

2.4.2. In order to use visual seperation in the event of a go-around after MAPT, the pilot-in-command must observe the following procedures:

2.4.3. Responsibilites of the pilot approaching runway 28:

a.) Immediately inform tower that you are starting to go-around.
b.) Keep visual with the take-off sector of runway 33 and pay attention to essential traffic information provided by the tower.
c.) Inform tower when the traffic reported is in sight.
d.) Start a right turn, as soon as possible, to intercept the trajectory of the missed approach procedure, not interfering with the take-off sector of runway 33 (do not exceed the radial limit of the chart).
e.) Remain visual with the other aircraft until it no longer constitutes essential traffic.
f.) Observe the possibility of wake turbulence when the aircraft taking off is of the heavier wake turbulence category.

2.4.4. Responsibilites of the pilot taking off on runway 33:

a.)Pay attention to the approach sector of runway 28 and essential traffic information provided by the tower.
b.) Inform tower when the traffic reported is in sight.
c.) Maintain visual separation from the other aircraft, if possible.
d.) Assess the need to maneuver to avoid traffic.

2.5. In order to use the visual separation applied by the pilot-in-command, the air traffic controller of tower and approach must observe the following procedures:

DEPENDENT SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS (CRO) AT GALEAO AIRPORT (SBGL)

2.5.1. Responsibilities of Tower:

a.) Provide pilots in command, both for approaching aircraft and for aircraft taking off, essential local traffic information in the event of a go-around after MAPT.

b.) Instruct the pilot-in-command to maintain visual separation if the provisions cited on a) above occur,

c.) Issue a wake turbulence precautionary notice when the aircraft taking off is of the heaviest wake turbulence category.

d.) To reiterate to the aircraft the existence of converging courses between them and that visual separation must be applied, reinforcing, for the approaching pilot, the need for a right turn to intercept the trajectory of the missed approach procedure.

e.) Transfer traffic to approach only after flight paths diverge.

2.6. CONDITIONS FOR THE APPLICATION OF DEPENDENT SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS UNDER VMC AT SBGL

2.6.1. Dependent operation under VMC, with reduction of the cut-off point to 1.4 NM, considers the possibility of applying visual separation in an eventual go-around after MAPT. The trajectories of missed approaches do not interfere with the take-off sector of runway 33, however, in an eventual go-around after MAPT, the application of the cut-off point and the visual conditions allow the pilots to apply a visual separation, maintaining acceptable levels of operational safety.

2.6.2. Tower may employ the operations described above, provided that:

a.) Weather conditions are such that the ceiling is equal to or greater than 1500' and visibility is equal to or greater than 5000m.

b) The information of simultaneous operations on converging runway in progress is provided through ATIS/D-ATIS, or, in the case of unavailability of these means, via radiotelephony, when traffic enters the TMA.

c) The instrument approach chart specific to that type of operation is in use.

NOTE: Even if the meteorological conditions disclosed are above the established in a), tower and approach in coordination, may, through an operational evaluation, suspended by the air traffic controller, considering the various reasons that increase the possibility of missed approaches or any other operational reason.

2.7. Phraseology

2.7.1. Phraseology to be applied by the tower in case of a go-around after the MAPT.

2.7.1.1. In an eventual go-around after the MAPT on runway 28, it is possible that the separation with the aircraft taking off from runway 33 is reduced, so that, being VMC, the application of visual separation may be feasible. In this case, essential traffic information must be detailed and provided to pilots as soon as possible.

a) Information provided to an approaching aircraft in the event of a go-around after MAPT.

ATC	(Traffic ID), turn right, for missed approach procedure, essential local traffic, (Type), departing on runway 33.
	(Traffic ID), turn right, for missed approach procedure, essential local traffic, (Type), departing on runway 33, crossing midpoint of the runway.
	(Traffic ID), turn right, for missed approach procedure, essential local traffic, (Type), starting departure on runway 33, crossing threshold 15.

b) Information to be provided for the aircraft taking off:

ATC	(Traffic ID), traffic, (Type), going around on runway 28, caution essential local traffic, crossing threshold 28.
	(Traffic ID), traffic, (Type) going around on runway 28, caution essential local traffic, crossing midpoint of the runway.

3. FINAL PROVISIONS

3.1. The criteria and procedures established in this chart does not exempt pilots and ATC facilities involved from compliance with other provisions contained in legislations in effect.

3.2. Cases not provided for in this chart shall be settled by the Head Director of the Department of Airspace Control.

SBGL/GIG

GALEAO-ANTONIO
CARLOS JOBIM INTL
(ALSO SERVES SANTOS DUMONT)

JEPPESEN

RIO DE JANEIRO, BRAZIL

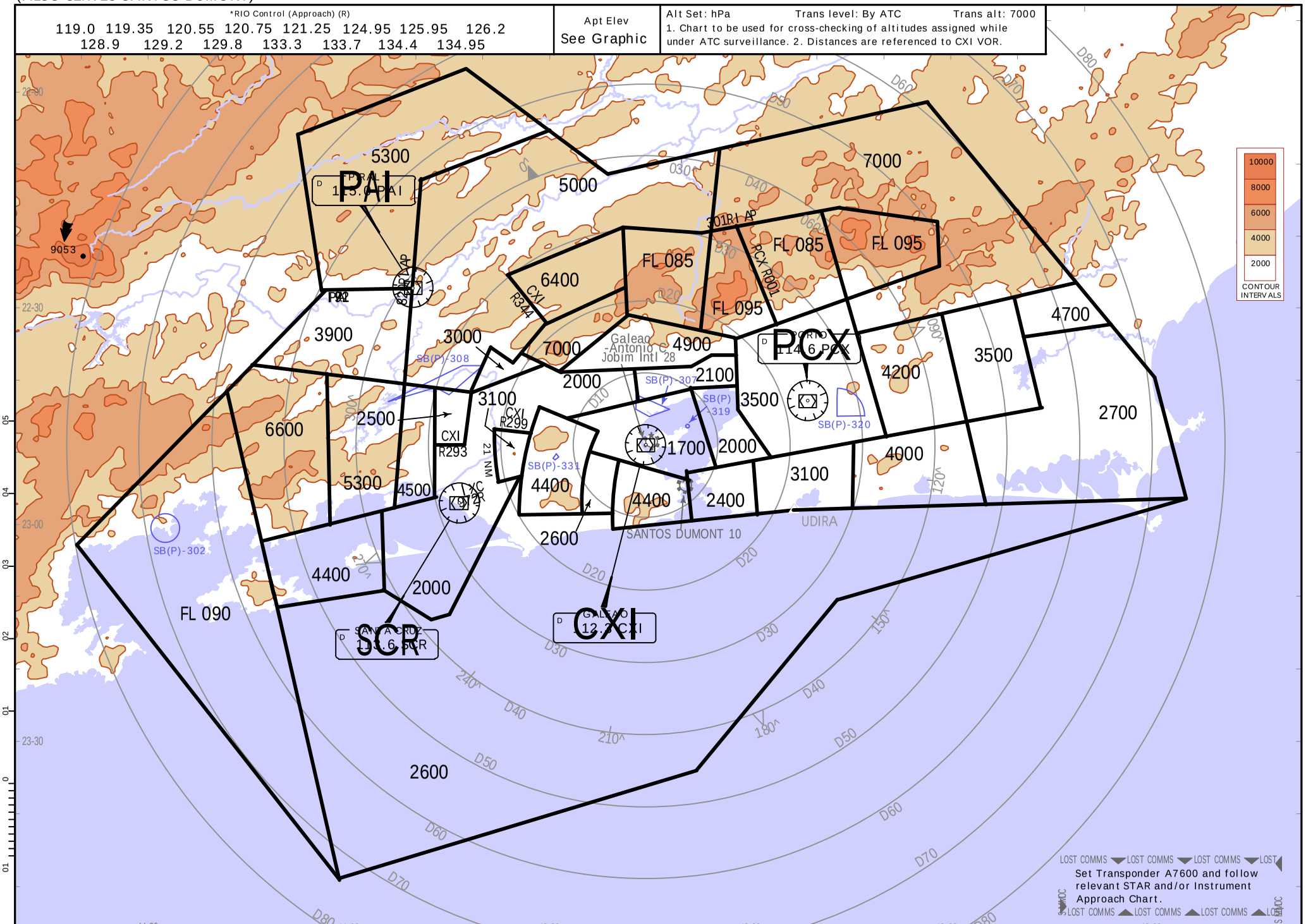
23 DEC 22 (10-1R) .Eff.29.Dec.

.RADAR.MINIMUM.ALTITUDES.

*RIO Control (Approach) (R)
119.0 119.35 120.55 120.75 121.25 124.95 125.95 126.2
128.9 129.2 129.8 133.3 133.7 134.4 134.95

Apt Elev
See Graphic

Alt Set: hPa Trans level: By ATC Trans alt: 7000
1. Chart to be used for cross-checking of altitudes assigned while under ATC surveillance. 2. Distances are referenced to CXI VOR.

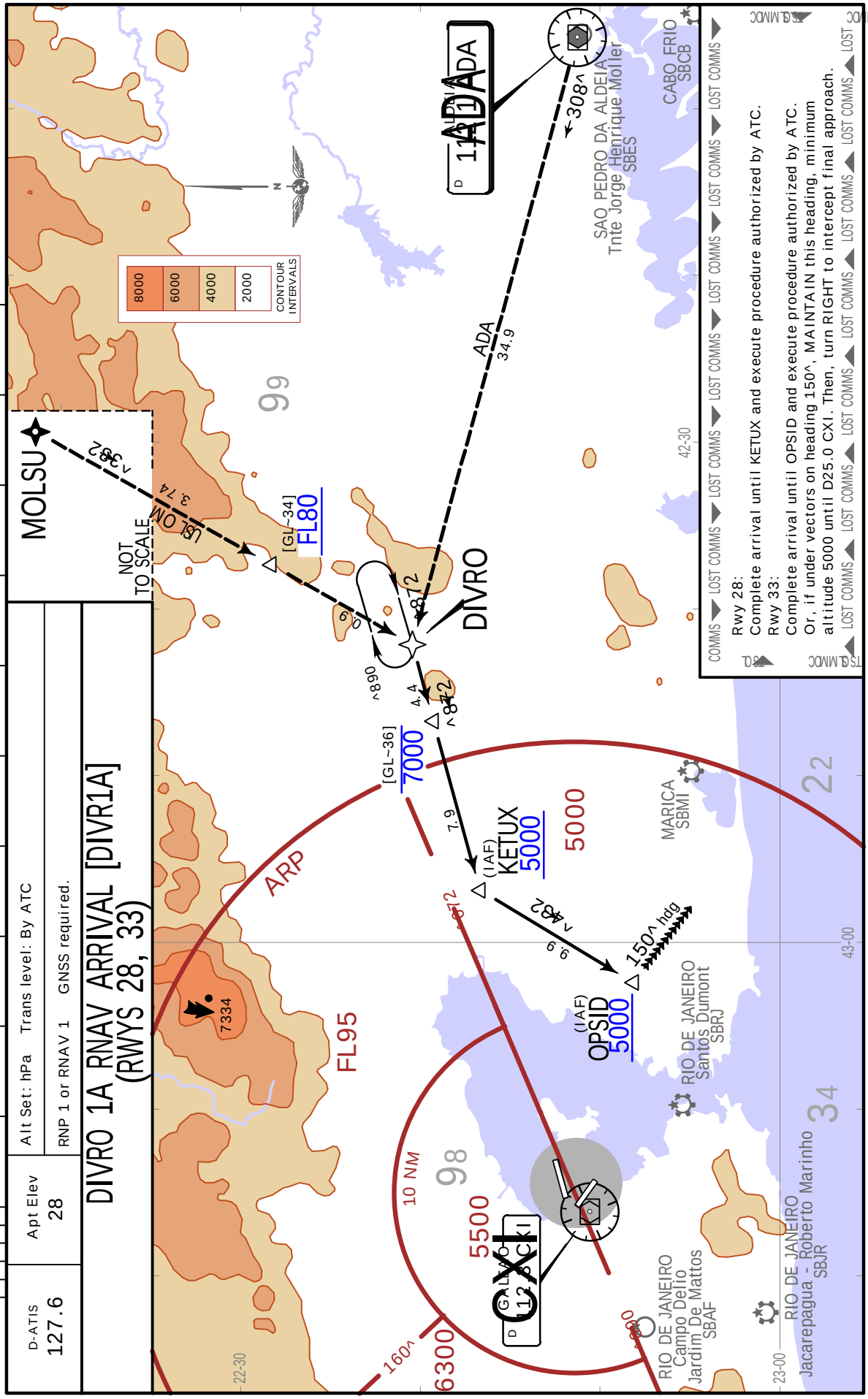


CHANGES: MIA VOR, PP NDB & formations withdrawn, waypoint UDIRA established.

SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
3 SEP 21 (10-2) .Eff.9.Sep.

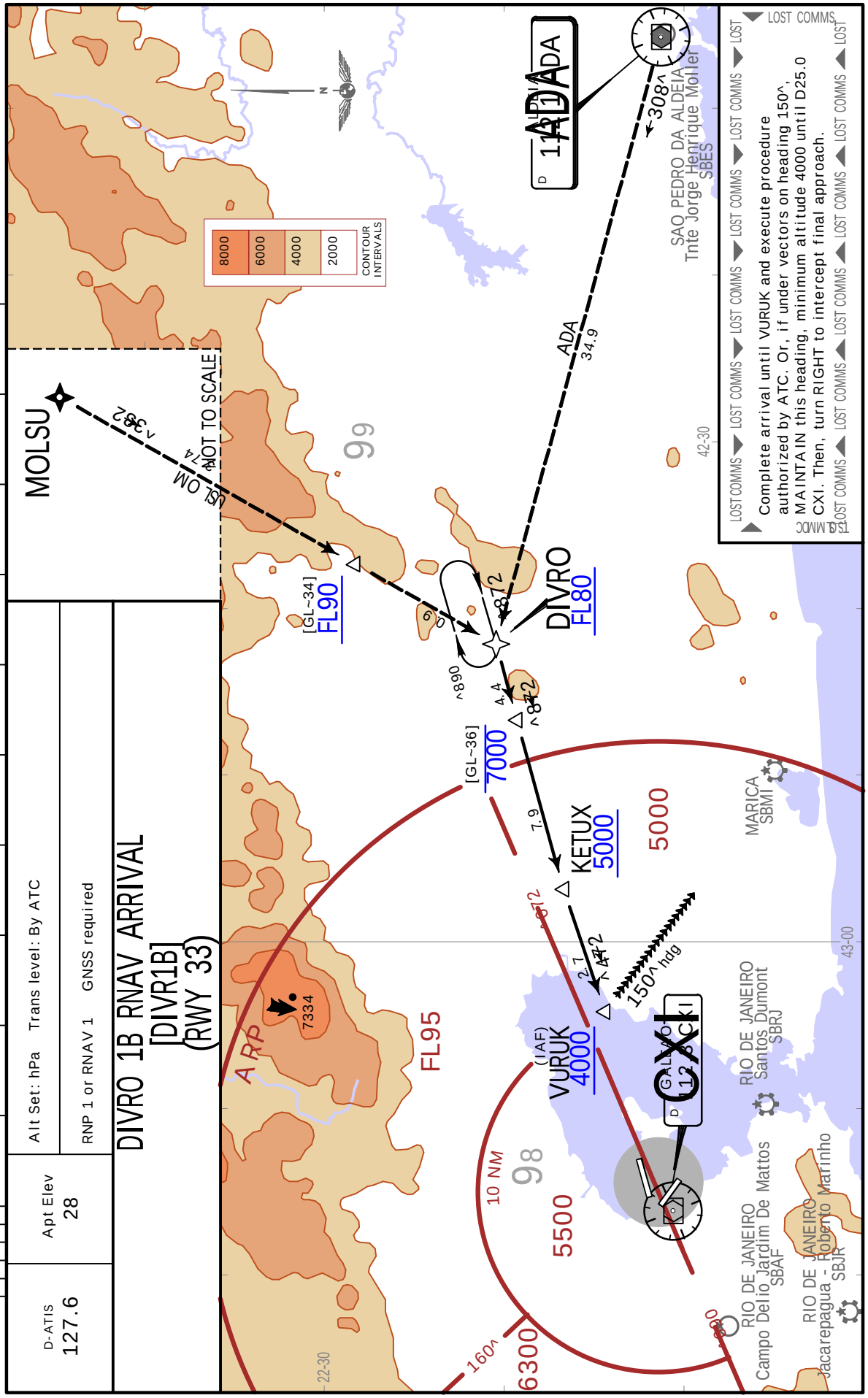
RIO DE JANEIRO, BRAZIL
.RNAV.STAR.



SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
3 SEP 21 (10-2A) .Eff.9.Sep.

RIO DE JANEIRO, BRAZIL
.RNAV.STAR.



D-ATIS	Apt Elev
127.6	28

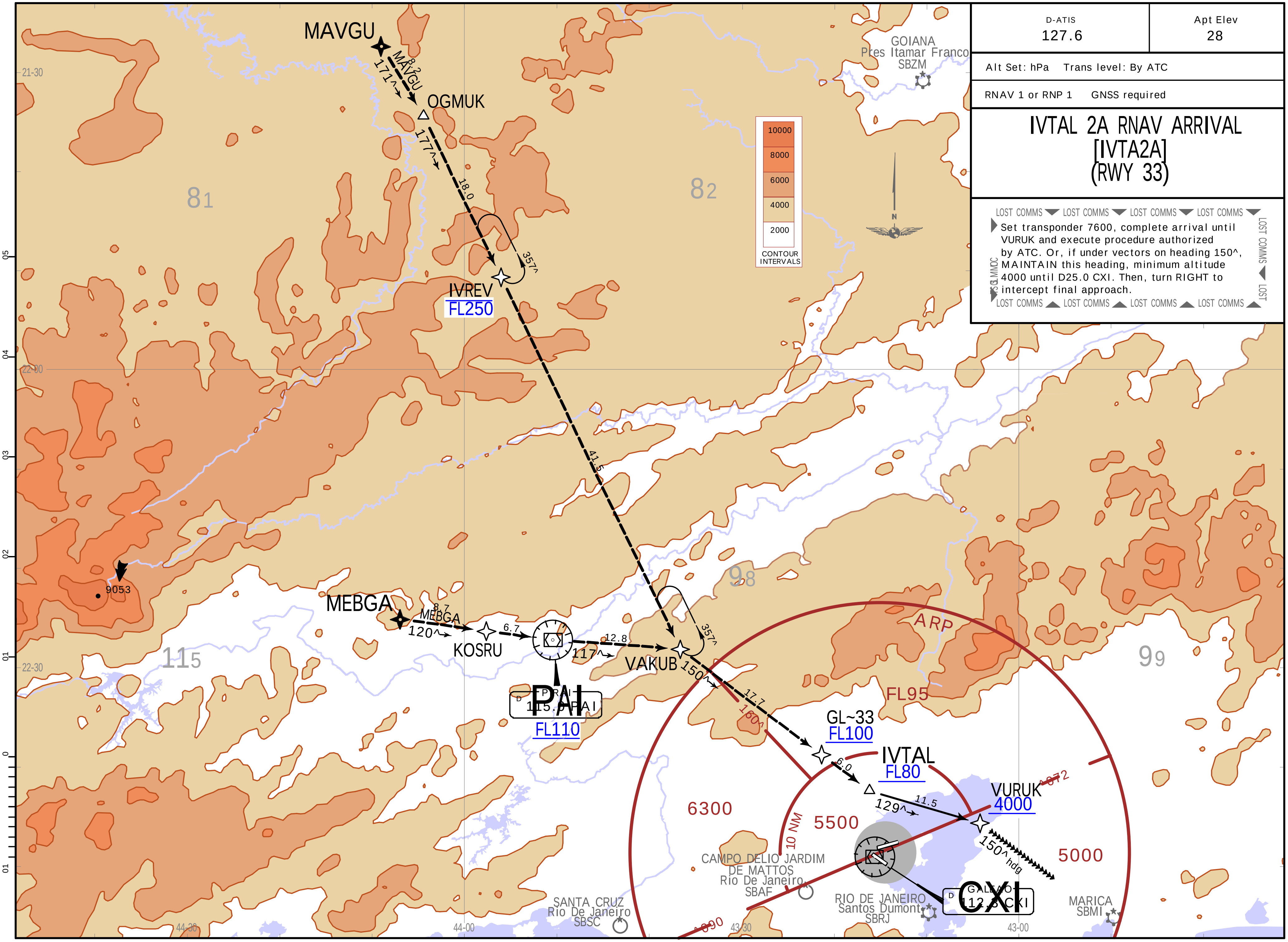
Alt Set: hPa Trans level: By ATC

RNAV 1 or RNP 1 GNSS required

IVTAL 2A RNAV ARRIVAL
[IVTA2A]
(RWY 33)

LOST COMMS

Set transponder 7600, complete arrival until VURUK and execute procedure authorized by ATC. Or, if under vectors on heading 150^, MAINTAIN this heading, minimum altitude 4000 until D25.0 CXI. Then, turn RIGHT to intercept final approach.



CHANGES: ATS surveillance note removed.

SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
3 SEP 21 (10-2E) .Eff.9.Sep.

RIO DE JANEIRO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev
127.6	28

Alt Set: hPa Trans level: By ATC

RNAV 1 or RNP 1 GNSS required

MEBGA 1A [MEBG1A]
UTBOM 2A [UTB02A]
RNAV ARRIVALS
(RWYS 10, 15)

MAVGU
OGMUK
IVREV
FL250
NOT TO SCALE
MOLSU
DOKTO
FL280
NOT TO SCALE
GL~~6
FL220
FL190
GL~14
FL200
FL190
GL~16
FL190
FL150
UTNUG
PAI
FL110
MEBGA
MEBGA 1A
KOSRU
GL~21
VAKUB
FL120
SURNA
FL130
GL~17
FL120
GIGSO
7000
UTBOM 2A
UTBOM
(IAF)
6300
ALMOS
(IAF)
6300
ARP
FL95
10 NM
5500
6300
5000
CXI
7475

8000
6000
4000
2000
CONTOUR INTERVALS

Rwy 10:
Set transponder 7600, complete arrival until ALMOS and execute procedure authorized by ATC. Or, if under vectors on heading 275^, MAINTAIN this heading, minimum altitude 6300 until D25.0 CXI. Then, turn LEFT to intercept final approach.
Rwy 15:
Set transponder 7600, complete arrival until UTBOM and execute procedure authorized by ATC.

LOST COMMS

CHANGES: ATS surveillance note removed.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.6	28	1. GNSS required. 2. RNAV 1 or RNP 1.

PABEB 1A RNAV ARRIVAL
[PABE1A]
(RWY 10)

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

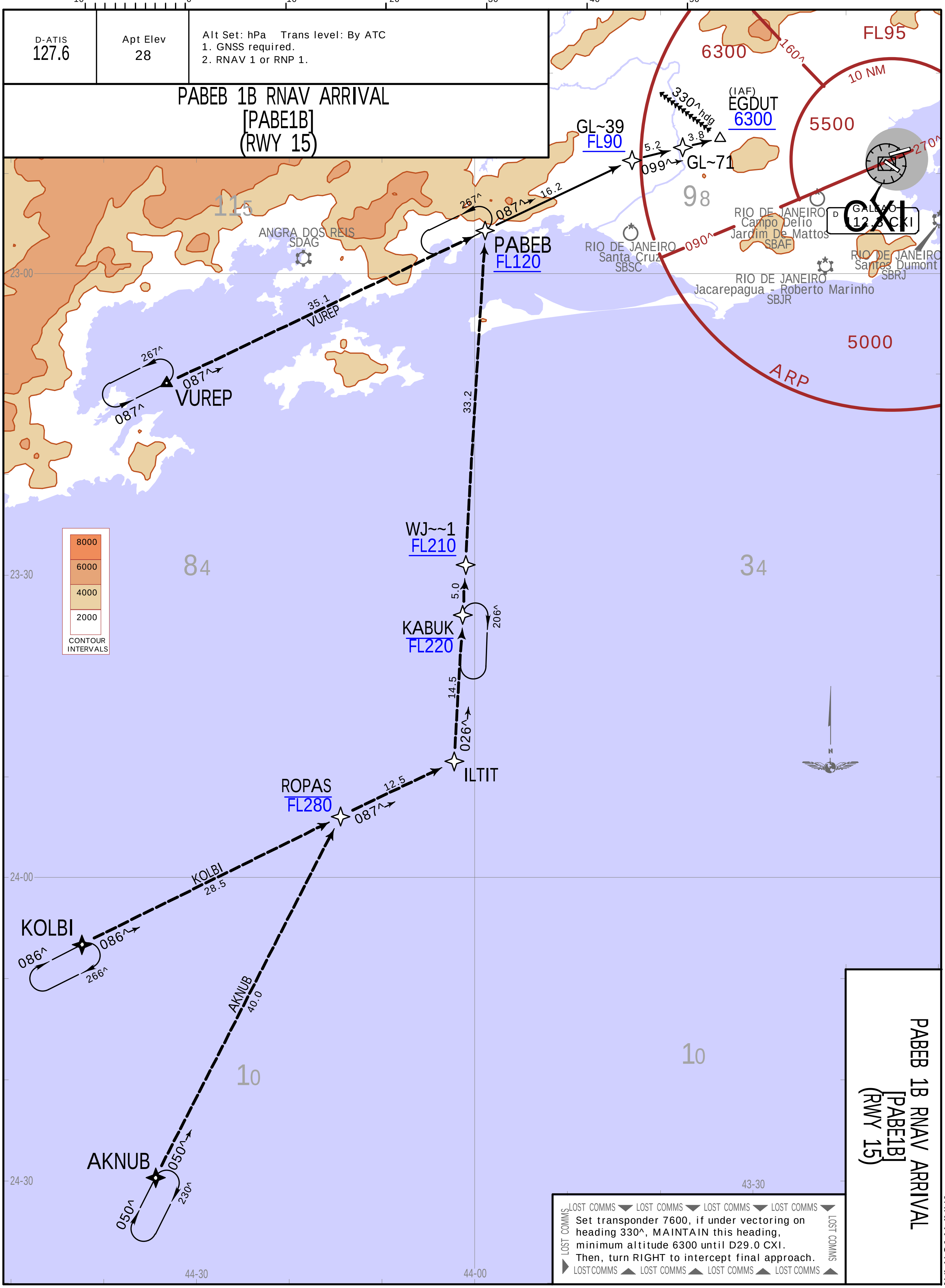
RIO DE JANEIRO, BRAZIL
JEPPESEN 14 MAY 21 10-2F .Eff.20.May. .RNAV.STAR.

PABEB 1A RNAV ARRIVAL
[PABE1A]
(RWY 10)

CHANGES: New procedure at this airport.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.6	28	1. GNSS required. 2. RNAV 1 or RNP 1.

PABEB 1B RNAV ARRIVAL [PABE1B] (RWY 15)



LOST COMMS
Set transponder 7600, if under vectoring on heading 330^, MAINTAIN this heading, minimum altitude 6300 until D29.0 CXI. Then, turn RIGHT to intercept final approach.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

RIO DE JANEIRO, BRAZIL
.RNAV.STAR.
14 MAY 21 10-2G .Eff.20.May.
JEPPESEN
PABEB 1B RNAV ARRIVAL [PABE1B] (RWY 15)

CHANGES: New procedure at this airport.

SBGL/GIG

GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
14 MAY 21 (10-2H) .Eff.20.May.

RIO DE JANEIRO, BRAZIL
.RNAV.STAR.

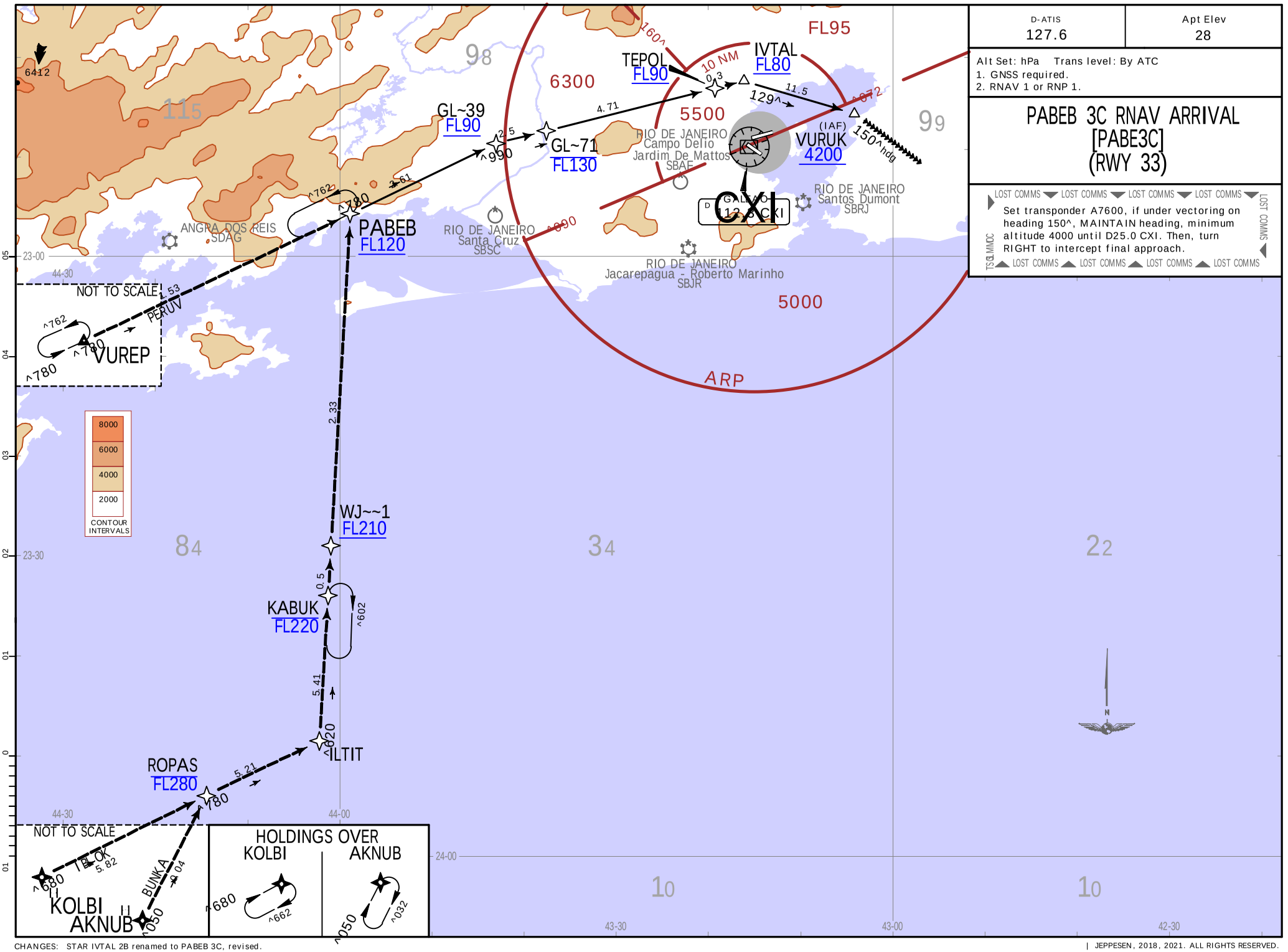
D-ATIS	Apt Elev
127.6	28

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

PABEB 3C RNAV ARRIVAL
[PABE3C]
(RWY 33)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Set transponder A7600, if under vectoring on heading 150^, MAINTAIN heading, minimum altitude 4000 until D25.0 CXI. Then, turn RIGHT to intercept final approach.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TSC.MMOC



CHANGES: STAR IVTAL 2B renamed to PABEB 3C, revised.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN
14 MAY 21 (10-2J) .Eff.20.May.

RIO DE JANEIRO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev
127.6	28

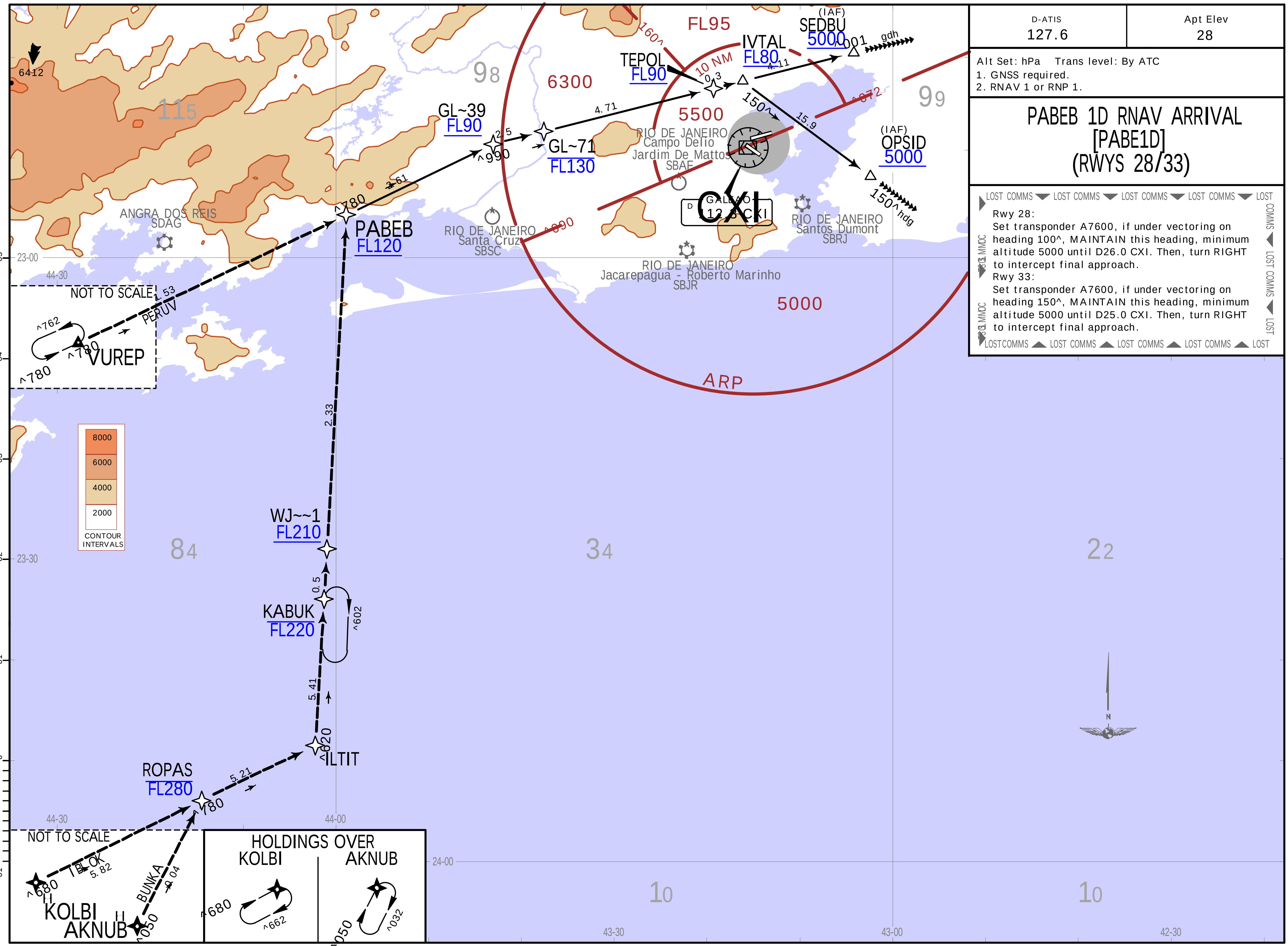
Alt Set: hPa Trans level: By ATC
1. GNSS required.
2. RNAV 1 or RNP 1.

PABEB 1D RNAV ARRIVAL [PABE1D] (RWYS 28/33)

LOST COMMS

Rwy 28:
Set transponder A7600, if under vectoring on heading 100^, MAINTAIN this heading, minimum altitude 5000 until D26.0 CXI. Then, turn RIGHT to intercept final approach.

Rwy 33:
Set transponder A7600, if under vectoring on heading 150^, MAINTAIN this heading, minimum altitude 5000 until D25.0 CXI. Then, turn RIGHT to intercept final approach.



CHANGES: New procedure at this airport.

SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
29 OCT 21 (10-2K) .Eff.4.Nov.

RIO DE JANEIRO, BRAZIL .RNAV.STAR.

D-ATIS	Apt Elev
127.6	28

Alt Set: hPa Trans level: By ATC

RNAV 1 or RNP 1 GNSS required

VAKUB 2A [VAKU2A]
RNAV ARRIVAL
(RWYS 28, 33)

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

Rwy 28:
Set transponder 7600, complete arrival until SEDBU and execute procedure authorized by ATC. Or, if under vectors on heading 100^, MAINTAIN this heading, minimum altitude 5000 until D26.0 CXI. Then, turn RIGHT to intercept final approach.

Rwy 33:
Set transponder 7600, complete arrival until OPSID and execute procedure authorized by ATC. Or, if under vectors on heading 150^, MAINTAIN this heading, minimum altitude 5000 until D25.0 CXI. Then, turn RIGHT to intercept final approach.

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

MAVGU
MAVGU 8.2 171^
OGMUK
177^ 18.0
IVREV
FL250
357^ 41.5
MEBGA
MEBGA 8.7 120^
KOSRU 6.7
PAI
D PRAI 115.6 PAI
FL110
117^ 12.8
VAKUB
150^ 17.7
160^
ARP
FL95
GL~33
FL100
6.0
SEDBU
5000
10 NM
4.11
001^ gdh
IVTAL
FL80
990
5500
6300
15.9
OPSID
5000
5000
150^ hdg
CXI
D 25.0 CXI
GOIANA
Pres Itamar Franco
SBZM
CAMPO DELIO JARDIM DE MATTOS
Rio De Janeiro
SBAF
RIO DE JANEIRO
Santos Dumont
SBRJ
SANTA CRUZ
Rio De Janeiro
SBSC
MARICA
SBMI
9053
10000
8000
6000
4000
2000
CONTOUR INTERVALS

CHANGES: Chart sequence VUSRA 1A RNAV ARRIVAL canceled.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

ALMOS 1A [ALMO1A] (RWY 28)
ALMOS 1B [ALMO1B] (RWY 33)
RNAV DEPARTURES

Apt Elev 28

Trans alt: 7000

RNP 1 or RNAV 1 GNSS required.

These SIDs require minimum climb gradients:
6.0% to 6000, then 3.3%.

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

EDNAM
EPKAX
IMBAP
UKENU
NOT TO SCALE
NOT TO SCALE
EDNAM 35.4
EPKAX 42.5
IMBAP 61.8
UKENU 111
014^
047^
065^
073^
NIBGU
ARP
7334
8.7
GL~48
FL90
160^
8.6
LIXEP
FL110
SIDUR 30.9
279^
12.2
GL~47
7000
3.4
047^
319^
SIDUR
NOT TO SCALE
ALMOS
7000
316^
ALMOS 1B
ALMOS 1A
10 NM
270^
5500
6300
FL95
5000
8000
6000
4000
2000
CONTOUR INTERVALS
RIO DE JANEIRO Santa Cruz SBSC
RIO DE JANEIRO Campo Delio Jardim De Mattos SBAF
RIO DE JANEIRO Santos Dumont SBRJ
RIO DE JANEIRO Jacarepagua - Roberto Marinho SBJR
090^
98
99
22
34
22-30
23-00
43-00
43-30

RIO DE JANEIRO, BRAZIL
ALMOS 1A [ALMO1A] (RWY 28)
ALMOS 1B [ALMO1B] (RWY 33)
RNAV DEPARTURES

JEPPESEN
26 NOV 21 (10-3) .Eff.2.Dec. .RNAV.SID.

SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
1 OCT 21 (10-3B) .Eff.7.Oct.

RIO DE JANEIRO, BRAZIL
.RNAV.SID.

Apt Elev
28

Trans alt: 7000

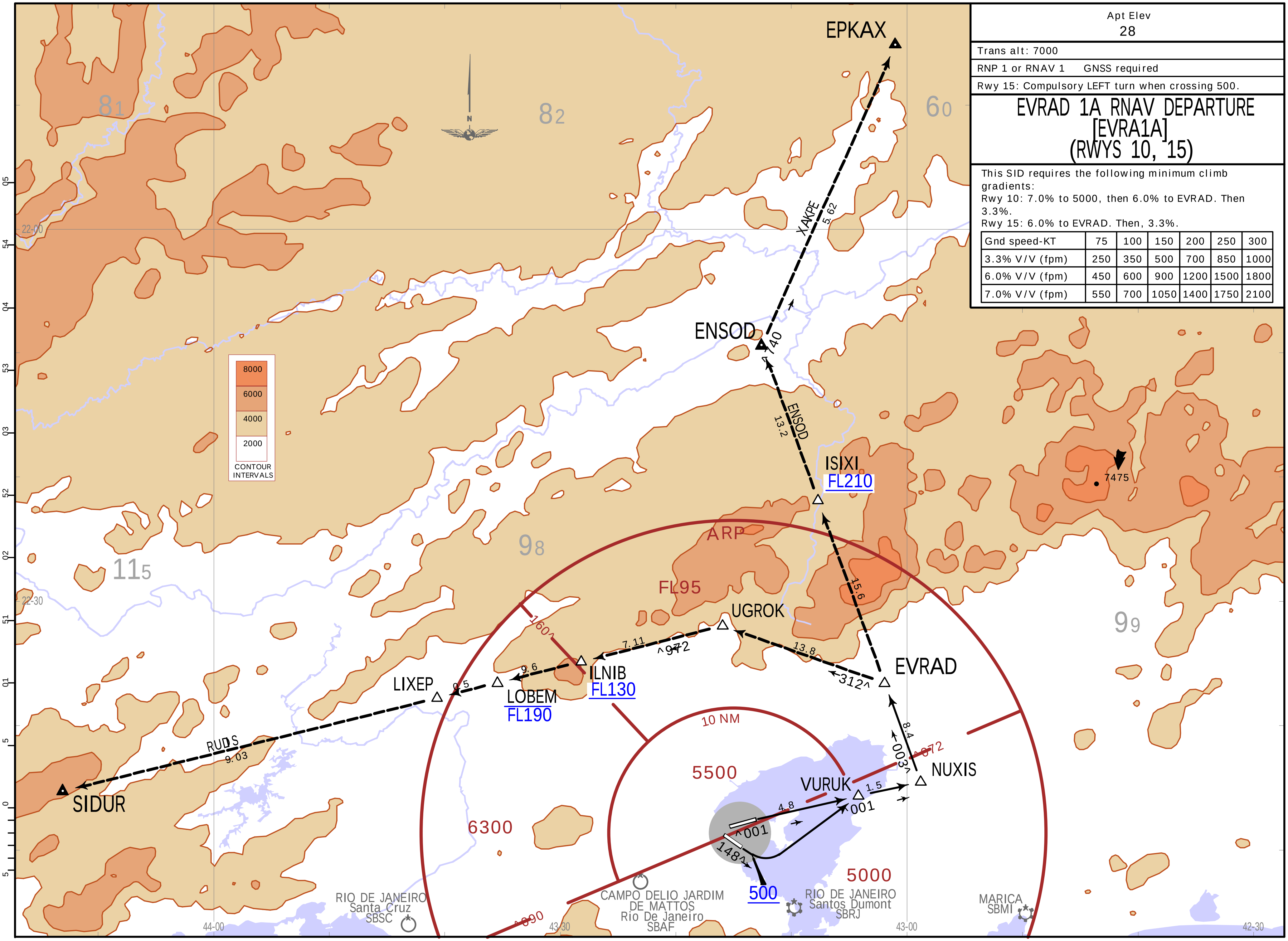
RNP 1 or RNAV 1 GNSS required

Rwy 15: Compulsory LEFT turn when crossing 500.

EVRAD 1A RNAV DEPARTURE [EVRA1A] (RWYS 10, 15)

This SID requires the following minimum climb gradients:
Rwy 10: 7.0% to 5000, then 6.0% to EVRAD. Then 3.3%.
Rwy 15: 6.0% to EVRAD. Then, 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
6.0% V/V (fpm)	450	600	900	1200	1500	1800
7.0% V/V (fpm)	550	700	1050	1400	1750	2100



CHANGES: Chart reindexed.

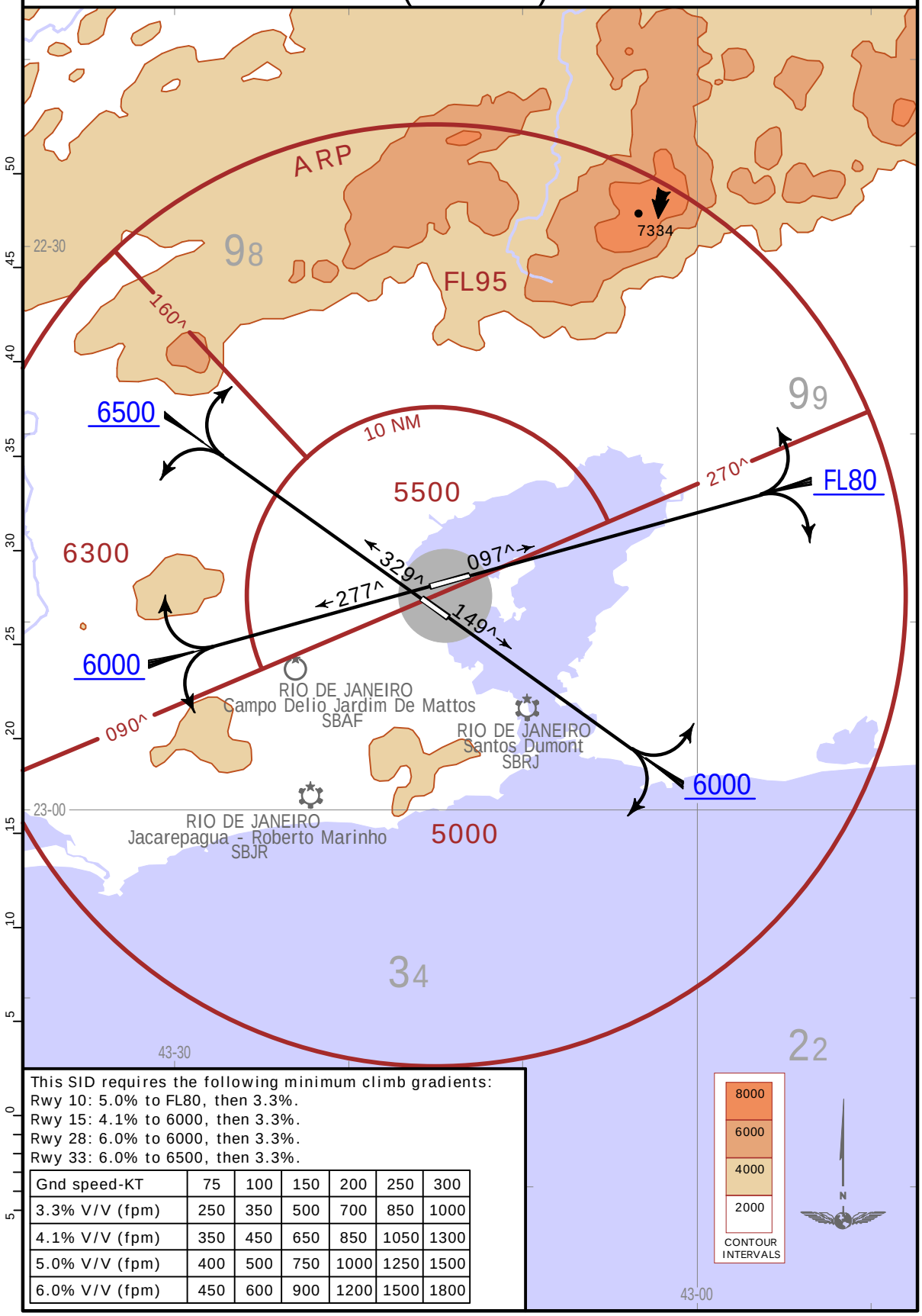
SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
1 OCT 21 (10-3C) .Eff.7.Oct.

RIO DE JANEIRO, BRAZIL
.SID.

Apt Elev	Trans alt: 7000
28	

OMNI DEPARTURE [OMNI]
(ALL RWYS)



This SID requires the following minimum climb gradients:
Rwy 10: 5.0% to FL80, then 3.3%.
Rwy 15: 4.1% to 6000, then 3.3%.
Rwy 28: 6.0% to 6000, then 3.3%.
Rwy 33: 6.0% to 6500, 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
5.0% V/V (fpm)	400	500	750	1000	1250	1500
6.0% V/V (fpm)	450	600	900	1200	1500	1800

CHANGES: Chart reindexed.

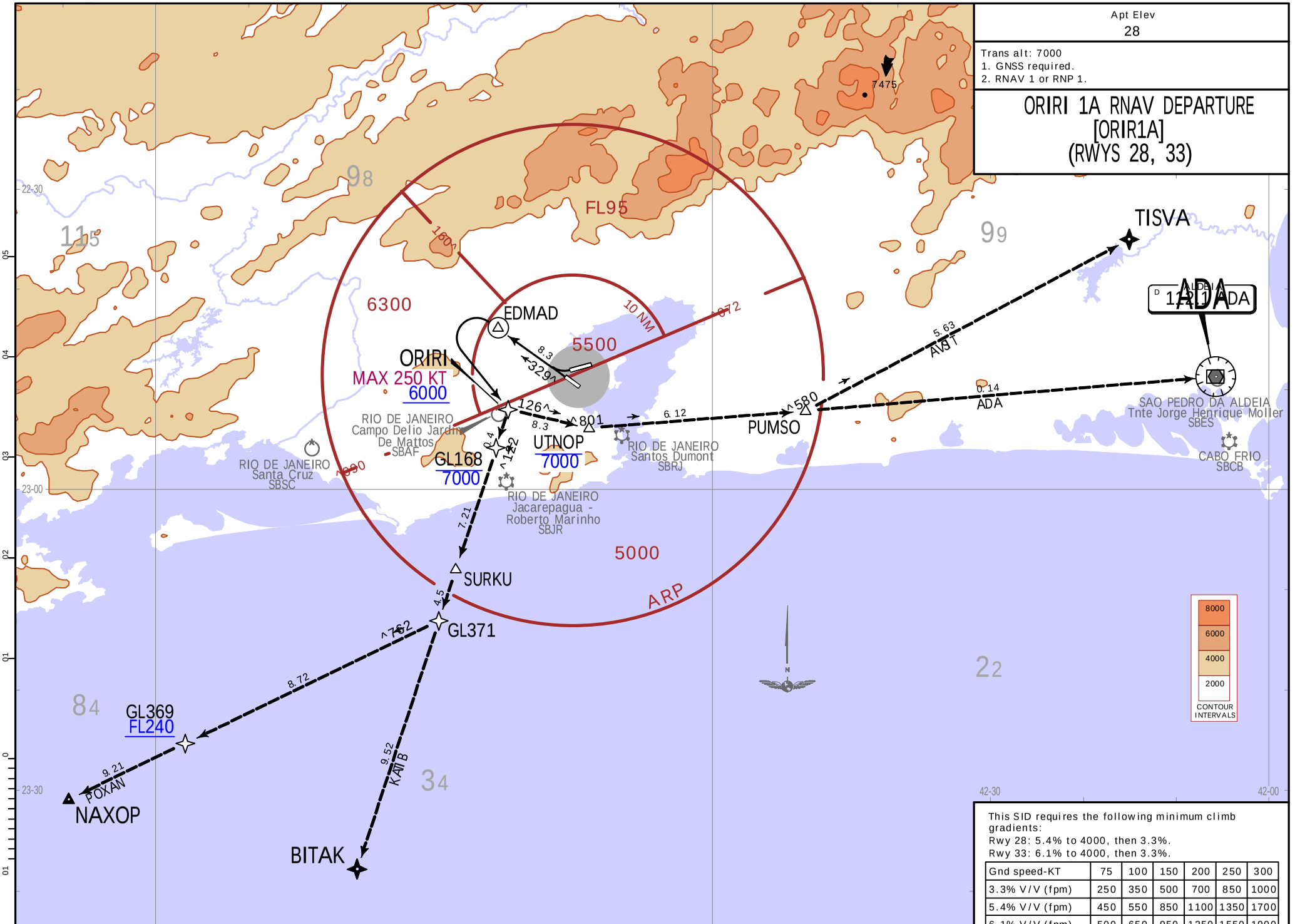
JEPPESEN
3 SEP 21 (10-3D) .Eff.9.Sep.

RIO DE JANEIRO, BRAZIL .RNAV.SID.

Apt Elev
28

Trans alt: 7000
1. GNSS required.
2. RNAV 1 or RNP 1.

ORIRI 1A RNAV DEPARTURE [ORIR1A] (RWYS 28, 33)



This SID requires the following minimum climb gradients:
Rwy 28: 5.4% to 4000, then 3.3%.
Rwy 33: 6.1% to 4000, then 3.3%.

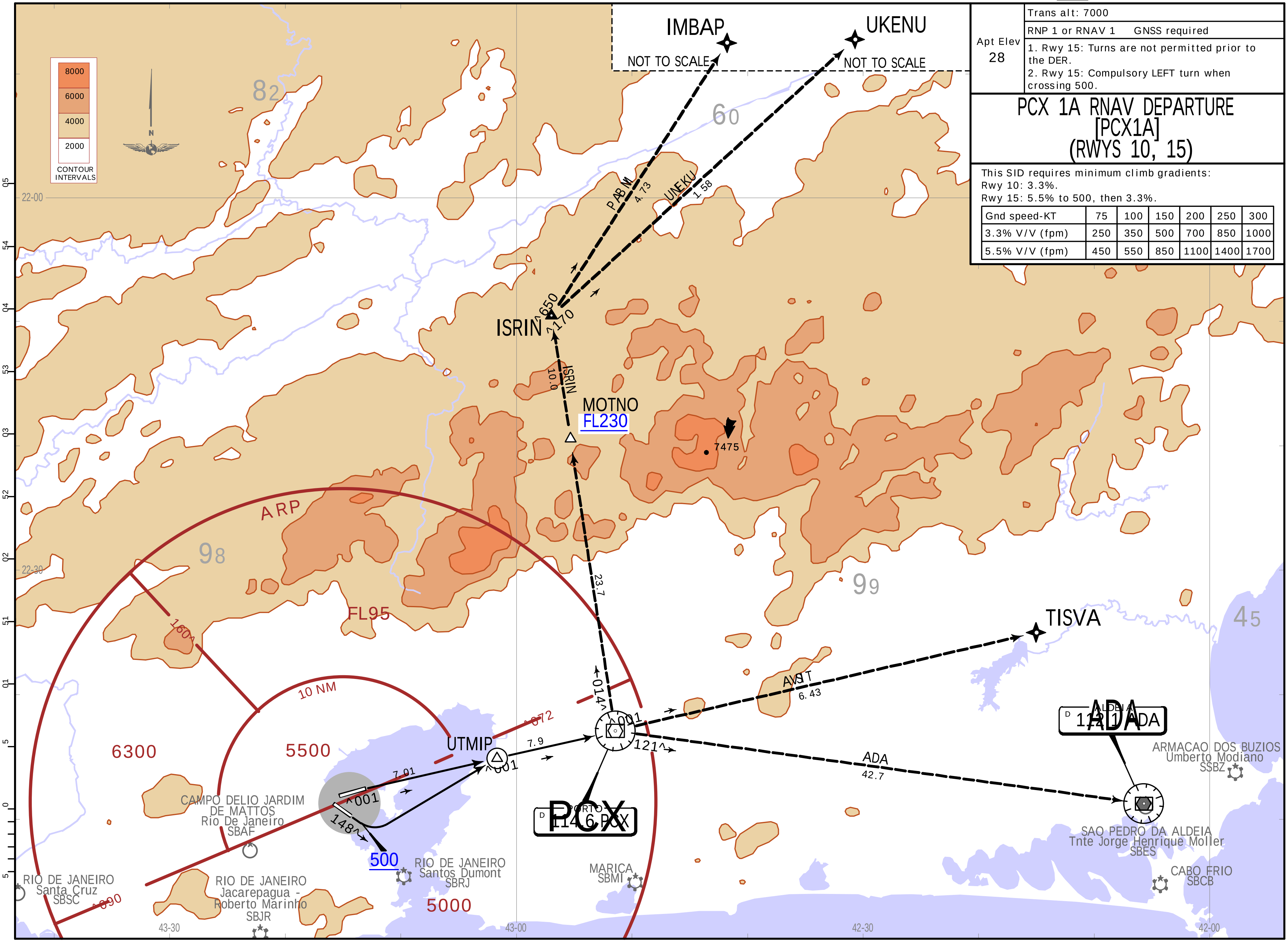
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
5.4% V/V (fpm)	450	550	850	1100	1350	1700
6.1% V/V (fpm)	500	650	950	1250	1550	1900

Apt Elev 28	Trans alt: 7000
	RNP 1 or RNAV 1 GNSS required
	1. Rwy 15: Turns are not permitted prior to the DER. 2. Rwy 15: Compulsory LEFT turn when crossing 500.

PCX 1A RNAV DEPARTURE [PCX1A] (RWYS 10, 15)

This SID requires minimum climb gradients:
Rwy 10: 3.3%.
Rwy 15: 5.5% to 500, then 3.3%.

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



CHANGES: Text removed, bearings, initial climb altitude, notes, climb gradients.

SBGL/GIG
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN
3 SEP 21 (10-3F) .Eff.9.Sep.

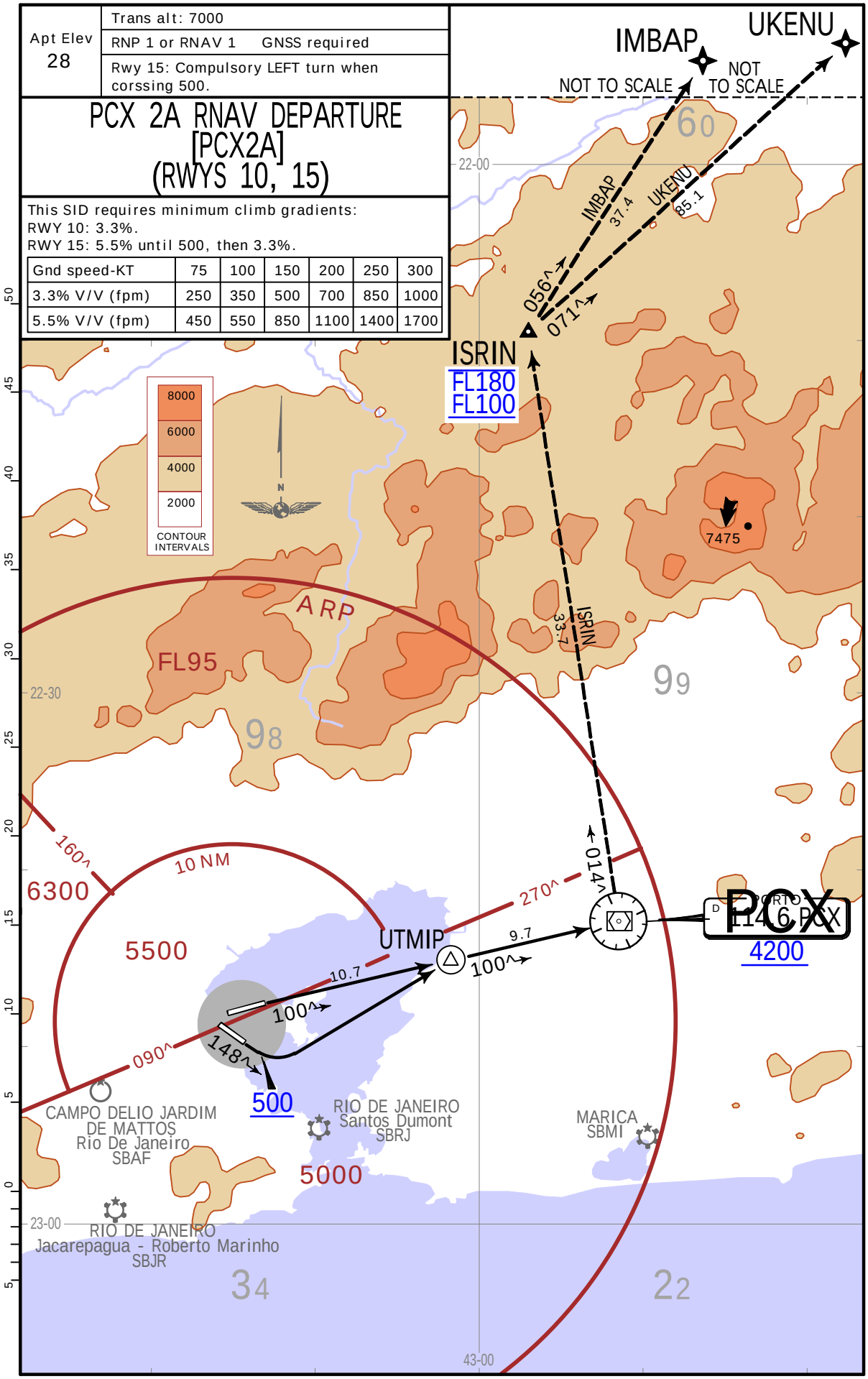
RIO DE JANEIRO, BRAZIL
.RNAV.SID.

Apt Elev	
28	Trans alt: 7000
	RNP 1 or RNAV 1 GNSS required
	Rwy 15: Compulsory LEFT turn when corssing 500.

PCX 2A RNAV DEPARTURE [PCX2A] (RWYS 10, 15)

This SID requires minimum climb gradients:
RWY 10: 3.3%.
RWY 15: 5.5% until 500, then 3.3%.

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



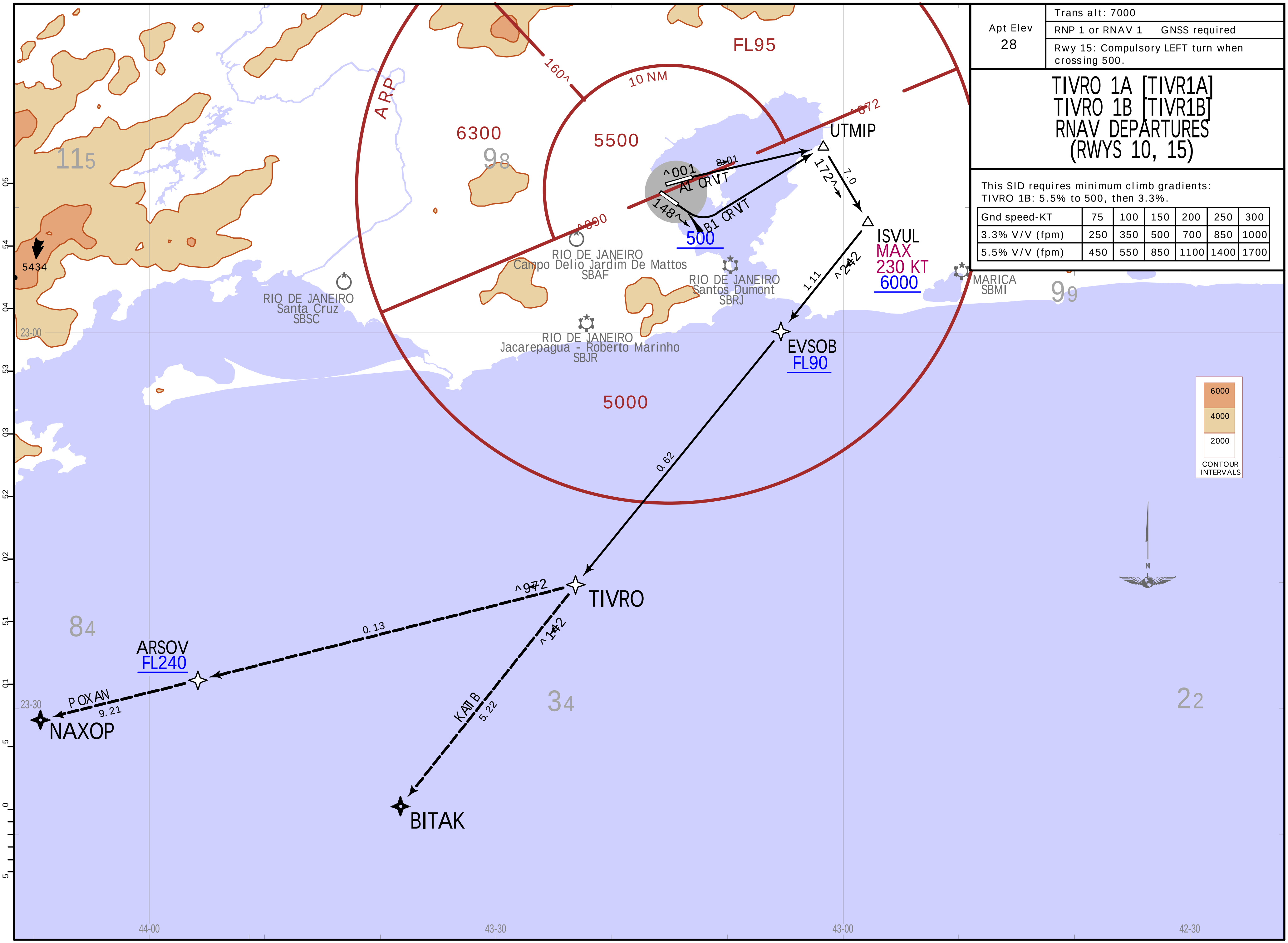
CHANGES: Text removed, bearings, initial climb altitude, notes, climb gradients.

Apt Elev 28	Trans alt: 7000
	RNP 1 or RNAV 1 GNSS required
	Rwy 15: Compulsory LEFT turn when crossing 500.

TIVRO 1A [TIVR1A]
TIVRO 1B [TIVR1B]
RNAV DEPARTURES
(RWYS 10, 15)

This SID requires minimum climb gradients:
TIVRO 1B: 5.5% to 500, then 3.3%.

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



Apt Elev	Trans alt: 7000
28	RNP 1 or RNAV 1 GNSS required
	Rwy 15: Compulsory LEFT turn when crossing 500.

UGROK 1A RNAV DEPARTURE [UGRO1A] (RWYS 10, 15)

This SID requires the following minimum climb gradients:
Rwy 10: 4.7% to 6000. Then, 3.3%.
Rwy 15: 4.1% to 6000. 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
4.7% V/V (fpm)	400	500	750	950	1200	1500

8000
6000
4000
2000
CONTOUR INTERVALS

ARP
UGROK
FL95
7334
ILNIB
FL130
LOBEM
FL190
LIXEP
SIDUR
VURUK
10 NM
5500
6300
5000
500
7.11
9.6
9.5
9.03
17.4
160^
272^
344^
001^
148^
090^
RIO DE JANEIRO
Santa Cruz
SBSC
ANGRA DOS REIS
SDAG
CAMPO DELIO JARDIM
DE MATTOS
Rio De Janeiro
SBAF
RIO DE JANEIRO
Santos Dumont
SBRJ
MARICA
SBMI
RIO DE JANEIRO
Jacarepagua -
Roberto Marinho
SBJR
11 5
9 8
9 9
8 4
3 4
2 2
22-30
23-00
44-00
43-30
43-00

SBGL/GIG

Apt Elev 28'

S22 48.6 W043 15.0

JEPPESEN

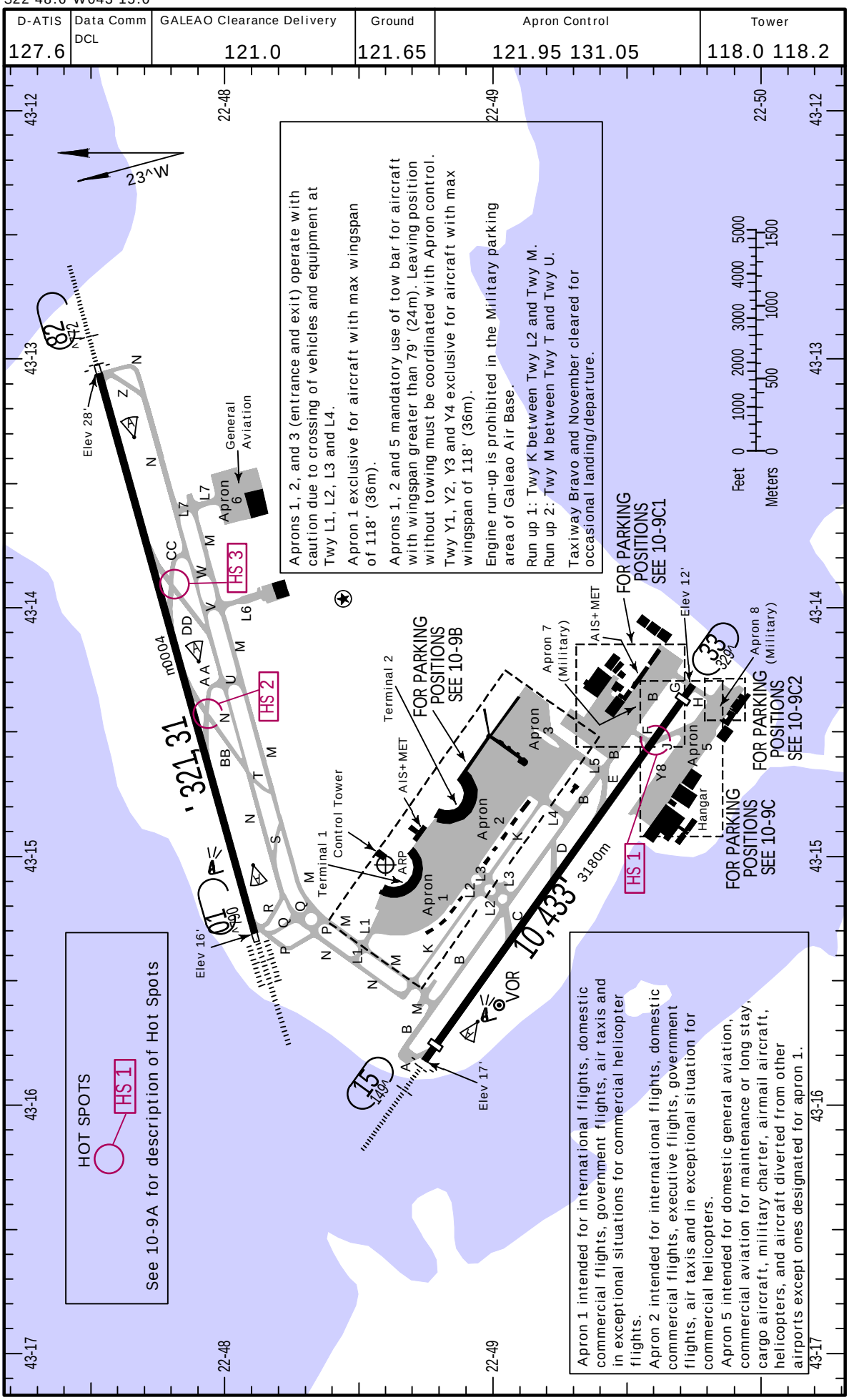
6 JAN 23

10-9

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

D-ATIS	Data Comm	GALEAO Clearance Delivery	Ground	Apron Control	Tower
127.6	DCL	121.0	121.65	121.95 131.05	118.0 118.2



CHANGES: Apron communications.

GENERAL

For approach to Rwy 15 do not mistake the Duque de Caxias Refinery lights located North of the aiport for Rwy 15 lights.

Flight over refinery below 1000' is prohibited. Two-way radio required.

Authorization required for fixed wing general aviation parking at least 4 hours in advance. Max 2 hour stay except with authorization. Authorization required for rotary aircraft parking at least 1 hour in advance. Max 2 hour stay except with authorization.

In times of high density it is required to preform take-off/landing operations quickly and vacate the Rwy as soon as possible.

ACFT regulated by RBAC 121 may be authorized to perform simultaneous departure RWY 02 SBRJ and RWY 15 SBGL.

Contact with Apron Control must be made before entry to Aprons 1, 2, 3 and 5.

Take-off from Rwy 33 for DC-10 and B-747 must be made after the first 197' (60m) of the Rwy.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL CL ALSF-II TDZ PAPI (angle 3.0^) RVR		11,991' 3655m		148' 45m
28	HIRL CL ALSF-I TDZ PAPI (angle 2.95^) RVR		12,001' 3658m		
15	HIRL HIALS PAPI-L (angle 3.0^) RVR	1	8616' 2626m	10,039' 3060m	154' 47m
33	HIRL PAPI-L (angle 3.0^)			10,007' 3050m	

1 LDA 9613'(2930m).

HOT SPOTS

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

HS

HS1 Pilots taxiing to cross Runway 15/33 on Twy F and J sometimes fail to cross and proceed on to Runway 15/33 without authorization.

HS2 Pilots must be careful to an inadvertent ingress on the active Runway.

HS3 Pilots must be careful to an inadvertent ingress on the active Runway.

NOTE: SID TAKE-OFF MINIMUMS TAKE PRECEDENCE WHEN PUBLISHED

1 IFR TAKE-OFF MULTI ENG ACFT

Take-off Altn Apt Filed - Required When Take-off Airport Visibility 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

LIGHTING & RVR REQUIREMENTS

REQUIRED	REQUIRED RVR	RVR/ VISIBILITY
HIRL & CL	TDZ & Rollout	R150m
DAY:(CL or RCLM or HIRL)	TDZ & Rollout	R350m
NIGHT: (CL or HIRL)	TDZ & Rollout	R350m
DAY: RCLM	TDZ or Mid or Rollout	R500m
RCLM	———	V800m
———	———	V1600m

HEAD UP GUIDANCE SYSTEM (HGS) REQUIRED LIGHTING & RVR REQUIREMENTS

REQUIRED	REQUIRED RVR	RVR
HGS & HIRL & CL	TDZ & Mid & Rollout	R75m
HGS & RL & CL	TDZ & Mid & Rollout	R150m
HGS & RL & CL	TDZ & Rollout	R175m
HGS & (RCLM & RL, or CL)	TDZ	R300m
HGS & (RCLM or RL or CL or HIRL)	TDZ	R350m
HGS	———	R500m

1 Stop bars required at all runway holding positions for operations below R350m.

IFR TAKE-OFF SINGLE ENG ACFT

Take-off airport Available Landing Minimums with Serviceable Lighting and NAVAIDs

IFR TAKE-OFF HELICOPTERS

ONSHORE HELIPAD DAY	ONSHORE HELIPAD NIGHT
2 R/V250m	3 R/V800m

OFFSHORE HELIPAD REQUIREMENTS	DAY	NIGHT
2 Pilots	R/V250m	
1 Pilot	R/V500m	

2 Or distance to RTODAH (Aborted Take-off Distance Available for Helicopters), whichever is greater.
3 With RL & lighted FATO & RCLM & RVR: R/V200m.

CHANGES: None.

SBGL/GIG

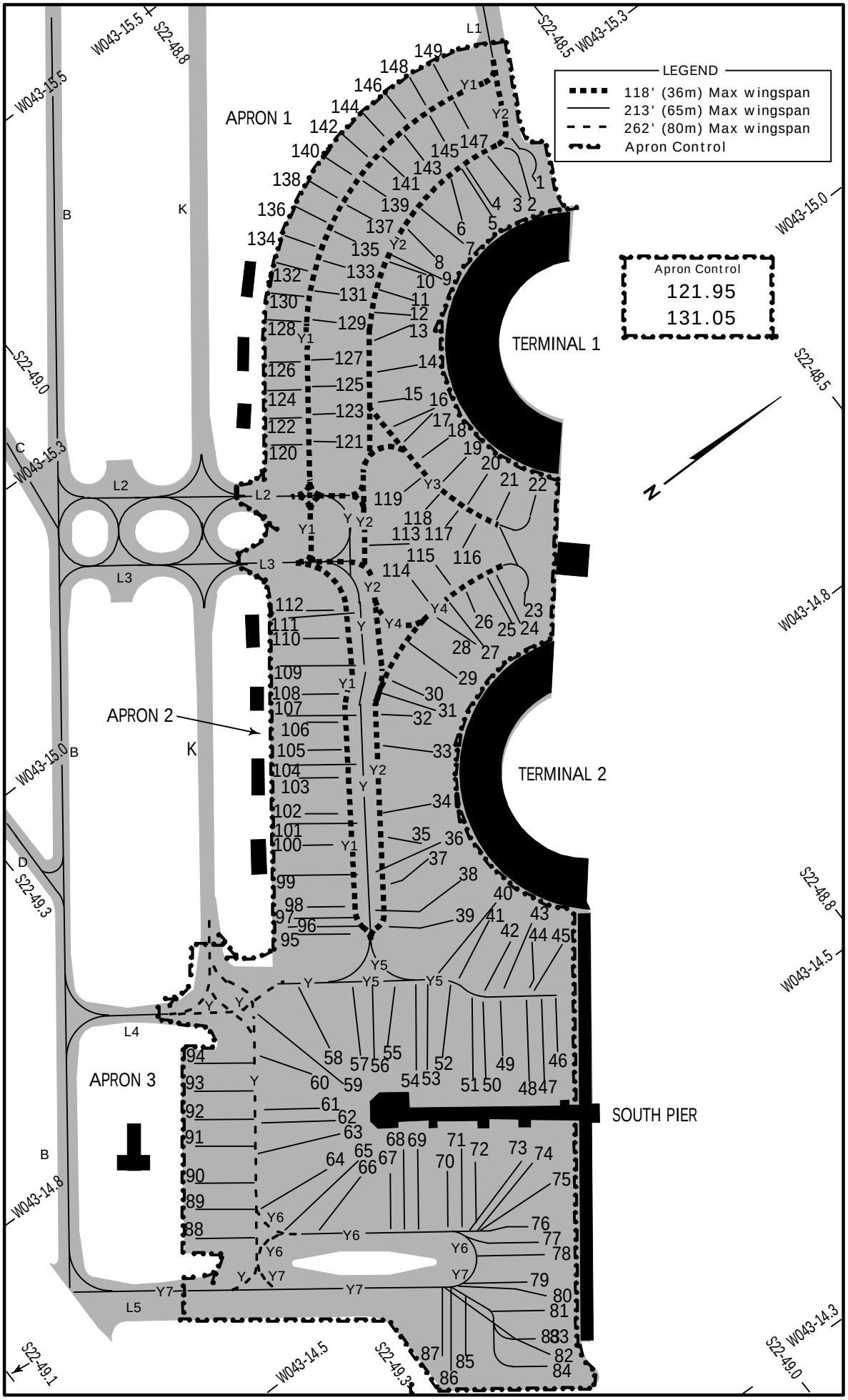
JEPPESEN

6 JAN 23

10-9B

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL



CHANGES: Apron communications.

SBGL/GIG

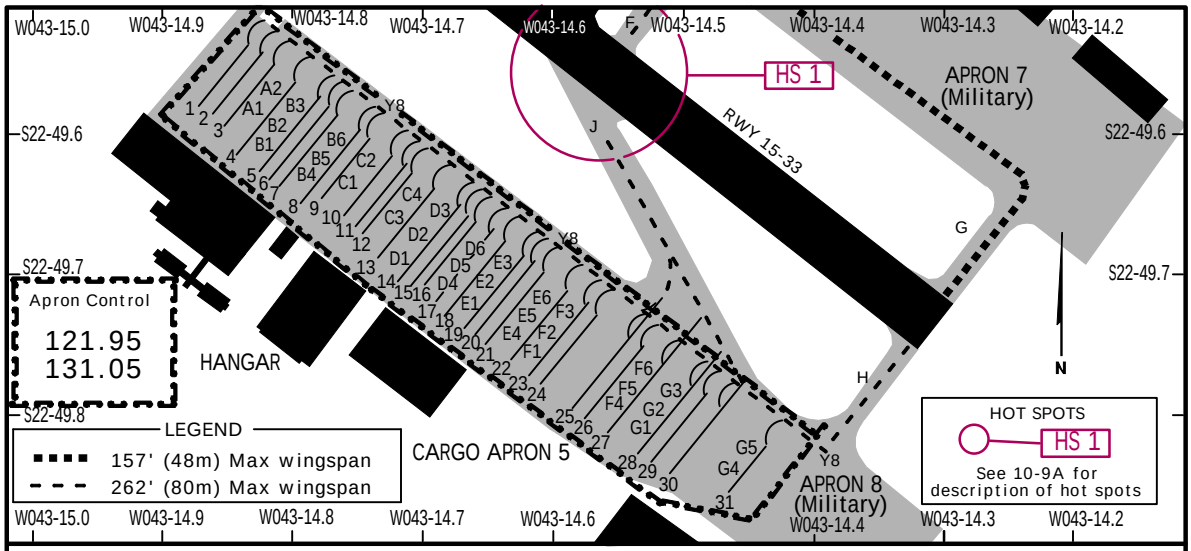
JEPPESEN

6 JAN 23

10-9C

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL



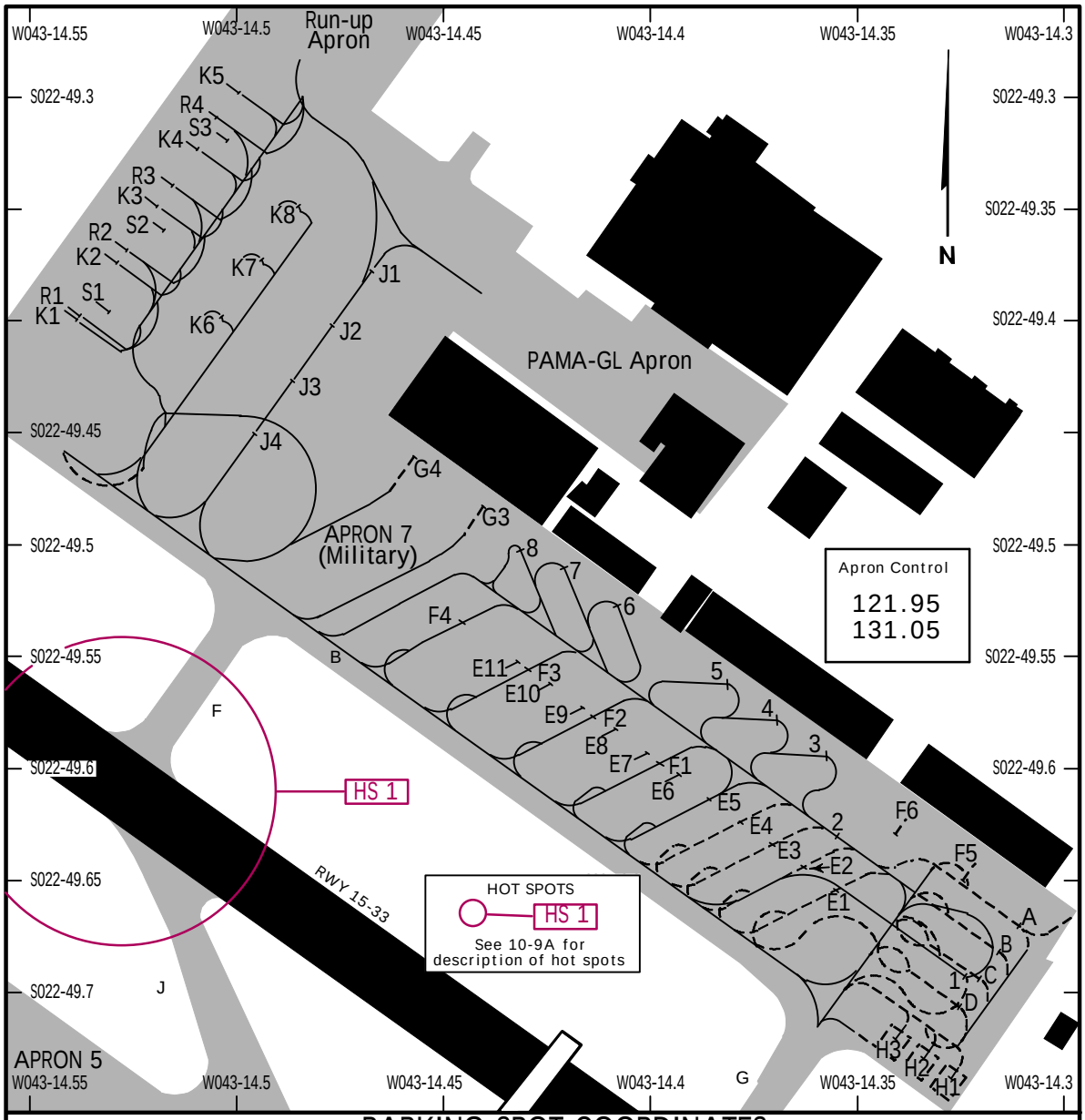
PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
1 thru 6	S22 48.6 W043 15.2	126 thru 131	S22 48.8 W043 15.2
7 thru 11	S22 48.7 W043 15.2	132	S22 48.8 W043 15.3
12 thru 14	S22 48.7 W043 15.1	133	S22 48.7 W043 15.2
15	S22 48.8 W043 15.1	134	S22 48.8 W043 15.3
16	S22 48.7 W043 15.1	135	S22 48.7 W043 15.2
17, 18	S22 48.8 W043 15.1	136	S22 48.8 W043 15.3
19	S22 48.8 W043 15.0	137	S22 48.7 W043 15.2
20 thru 22	S22 48.7 W043 15.0	138	S22 48.7 W043 15.3
23 thru 28	S22 48.8 W043 14.9	139	S22 48.7 W043 15.2
29 thru 32	S22 48.9 W043 14.9	140	S22 48.7 W043 15.3
33	S22 48.9 W043 14.8	141	S22 48.7 W043 15.2
34 thru 37	S22 49.0 W043 14.8	142	S22 48.7 W043 15.3
38 thru 42	S22 49.0 W043 14.7	143	S22 48.6 W043 15.2
43, 44	S22 48.9 W043 14.7	144	S22 48.7 W043 15.3
45	S22 48.9 W043 14.6	145, 146	S22 48.6 W043 15.3
46 thru 50	S22 49.0 W043 14.6	147	S22 48.6 W043 15.2
51 thru 54	S22 49.1 W043 14.6	148, 149	S22 48.6 W043 15.3
55 thru 60	S22 49.1 W043 14.7	**Apron 5**	
61 thru 66	S22 49.2 W043 14.6	A1 thru B6	S22 49.6 W043 14.8
67 thru 72	S22 49.1 W043 14.6	C1, C2	S22 49.6 W043 14.7
73 thru 76	S22 49.1 W043 14.5	C3 thru D4	S22 49.7 W043 14.7
77 thru 84	S22 49.1 W043 14.4	D5 thru E3	S22 49.7 W043 14.6
85 thru 87	S22 49.2 W043 14.4	E4	S22 49.8 W043 14.6
88	S22 49.3 W043 14.6	E5, E6	S22 49.7 W043 14.6
89 thru 91	S22 49.3 W043 14.7	F1, F2	S22 49.8 W043 14.6
92, 93	S22 49.2 W043 14.7	F3	S22 49.7 W043 14.6
94	S22 49.2 W043 14.8	F4 thru G3	S22 49.8 W043 14.5
95 thru 100	S22 49.1 W043 14.8	G4	S22 49.8 W043 14.4
101 thru 107	S22 49.0 W043 14.9	G5	S22 49.8 W043 14.5
108 thru 111	S22 49.0 W043 15.0	1	S22 49.6 W043 14.9
112	S22 48.9 W043 15.0	2 thru 9	S22 49.6 W043 14.8
113	S22 48.8 W043 15.0	10, 11	S22 49.7 W043 14.7
114	S22 48.9 W043 15.0	12	S22 16.7 W043 14.7
115 thru 119	S22 48.8 W043 15.0	13 thru 17	S22 49.7 W043 14.7
120	S22 48.9 W043 15.1	18 thru 20	S22 49.7 W043 14.6
121	S22 48.8 W043 15.1	21 thru 25	S22 49.8 W043 14.6
122	S22 48.9 W043 15.2	26 thru 31	S22 49.8 W043 14.5
123	S22 48.8 W043 15.1		
124	S22 48.9 W043 15.2		
125	S22 48.8 W043 15.1		

CHANGES: Apron communications.

RIO DE JANEIRO, BRAZIL

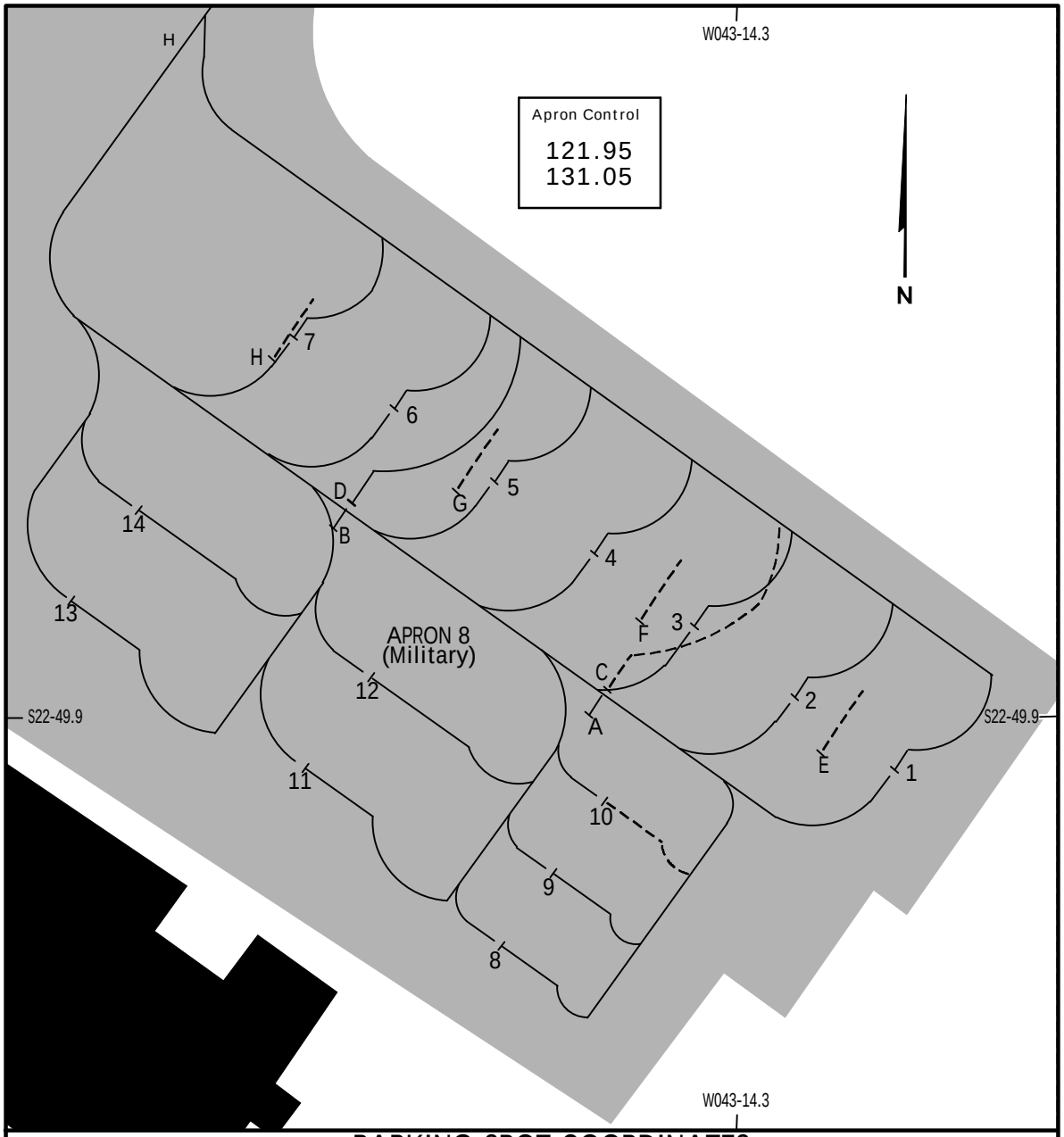
GALEAO-ANTONIO CARLOS JOBIM INTL



PARKING SPOT COORDINATES

SPOT ID.	COORDINATES	SPOT ID.	COORDINATES
1	S22 49.7 W043 14.2	J1	S22 49.4 W043 14.4
2 thru 5	S22 49.6 W043 14.3	J2 & J3	S22 49.4 W043 14.5
6	S22 49.5 W043 14.3	J4	S22 49.5 W043 14.5
7 & 8	S22 49.5 W043 14.4		
		K1	S22 49.4 W043 14.6
A	S22 49.6 W043 14.2	K2 thru K4	S22 49.4 W043 14.5
B thru D	S22 49.7 W043 14.2	K6 thru K8	S22 49.3 W043 14.5
		K5	S22 49.4 W043 14.5
E1 thru E8	S22 49.6 W043 14.3		
E9 & E10	S22 49.6 W043 14.4	R1	S22 49.4 W043 14.6
E11	S22 49.5 W043 14.5	R2 & R3	S22 49.4 W043 14.5
		R4	S22 49.3 W043 14.5
F1	S22 49.6 W043 14.3		
F2	S22 49.6 W043 14.4	S1	S22 49.4 W043 14.6
F3 & F4	S22 49.5 W043 14.4	S2 & S3	S22 49.4 W043 14.5
F5 & F6	S22 49.6 W043 14.2		
G3 & G4	S22 49.5 W043 14.4		
H1 thru H3	S22 49.7 W043 14.2		

CHANGES: Apron communications.



PARKING SPOT COORDINATES

SPOT ID.	COORDINATES	SPOT ID.	COORDINATES
1 thru 6	S22 49.9 W043 14.3	A	S22 49.9 W043 14.3
7	S22 49.9 W043 14.4	B	S22 49.9 W043 14.4
8 thru 10	S22 49.9 W043 14.3	C	S22 49.9 W043 14.3
11	S22 49.9 W043 14.4	D	S22 49.9 W043 14.4
12	S22 49.9 W043 14.3	E thru G	S22 49.9 W043 14.3
13 & 14	S22 49.9 W043 14.4	H	S22 49.9 W043 14.4

CHANGES: Apron communications.

SBGL/GIG

Apt Elev 28'

JEPPESEN

10 DEC 21

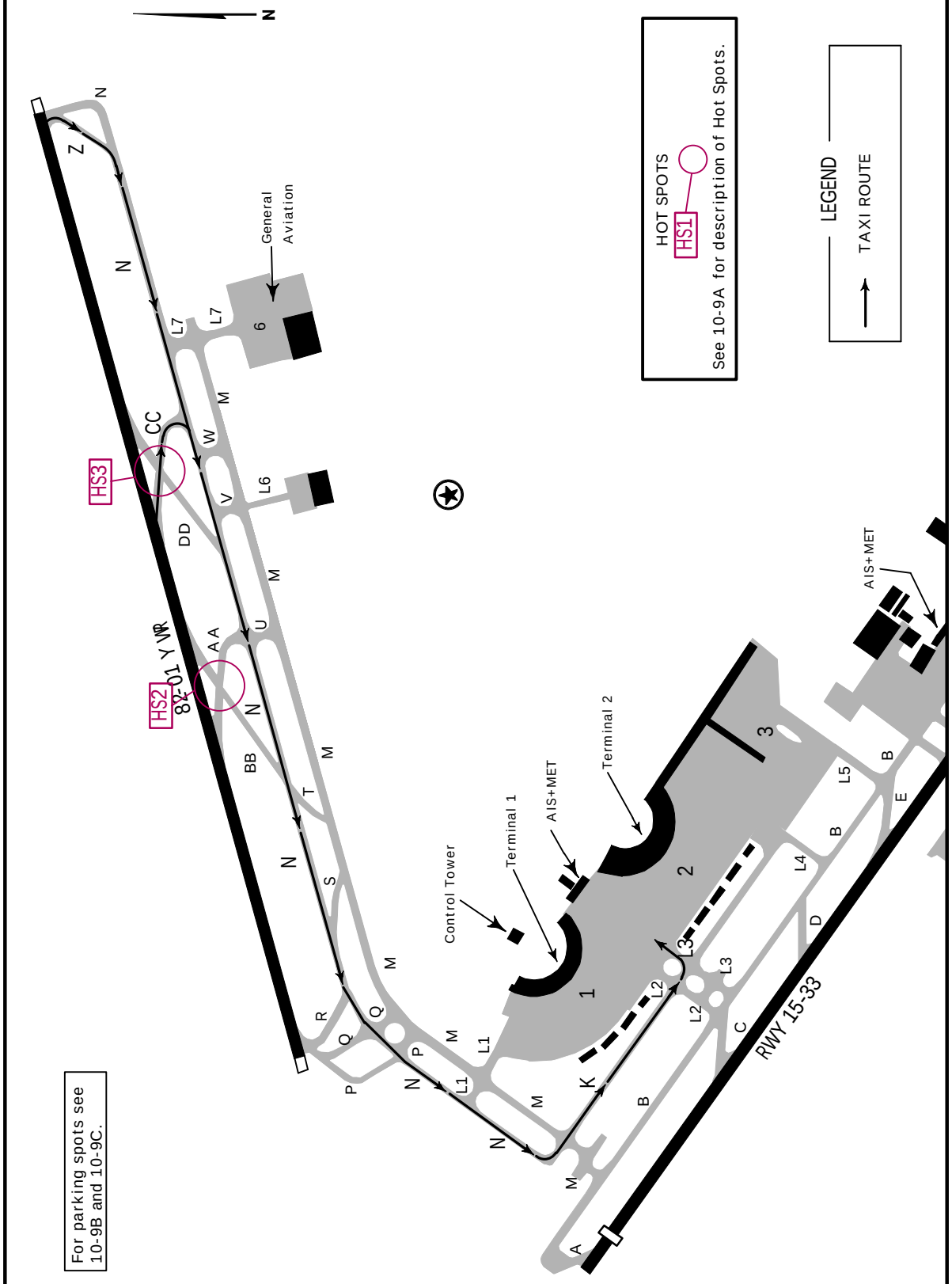
10-9D

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

LANDING ROUTE 1

D-ATIS	Data Comm D-ATIS DCL	*GALEAO Clearance Delivery	Ground	Tower
127.6		121.0	121.65	118.0 118.2



CHANGES: Communication.

SBGL/GIG

Apt Elev 28'

JEPPESEN

10 DEC 21

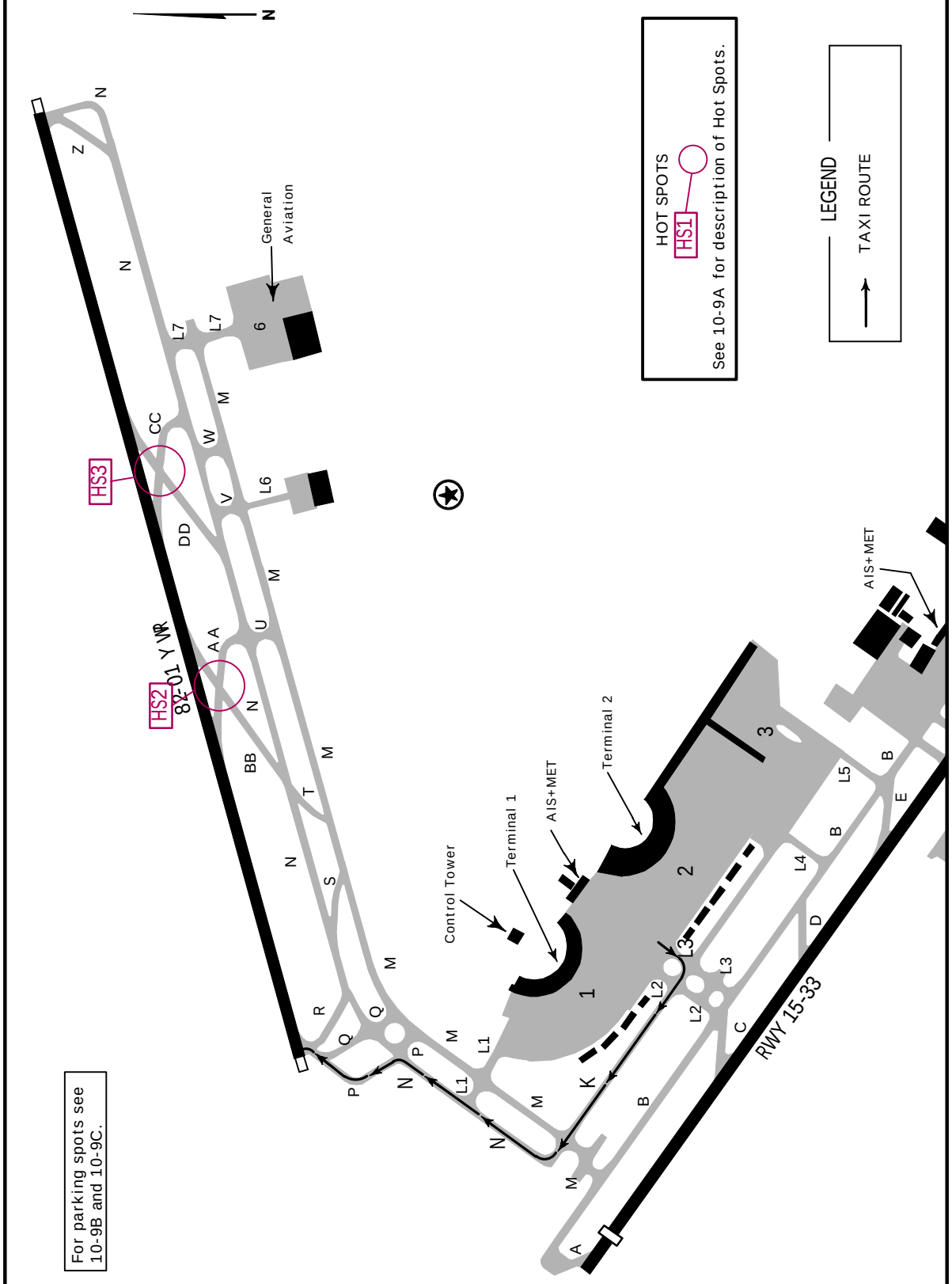
10-9E

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

TAKE OFF ROUTE 2

D-ATIS	Data Comm D-ATIS DCL	*GALEAO Clearance Delivery	Ground	Tower
127.6		121.0	121.65	118.0 118.2



CHANGES: Communication.

SBGL/GIG

Apt Elev 28'

JEPPESEN

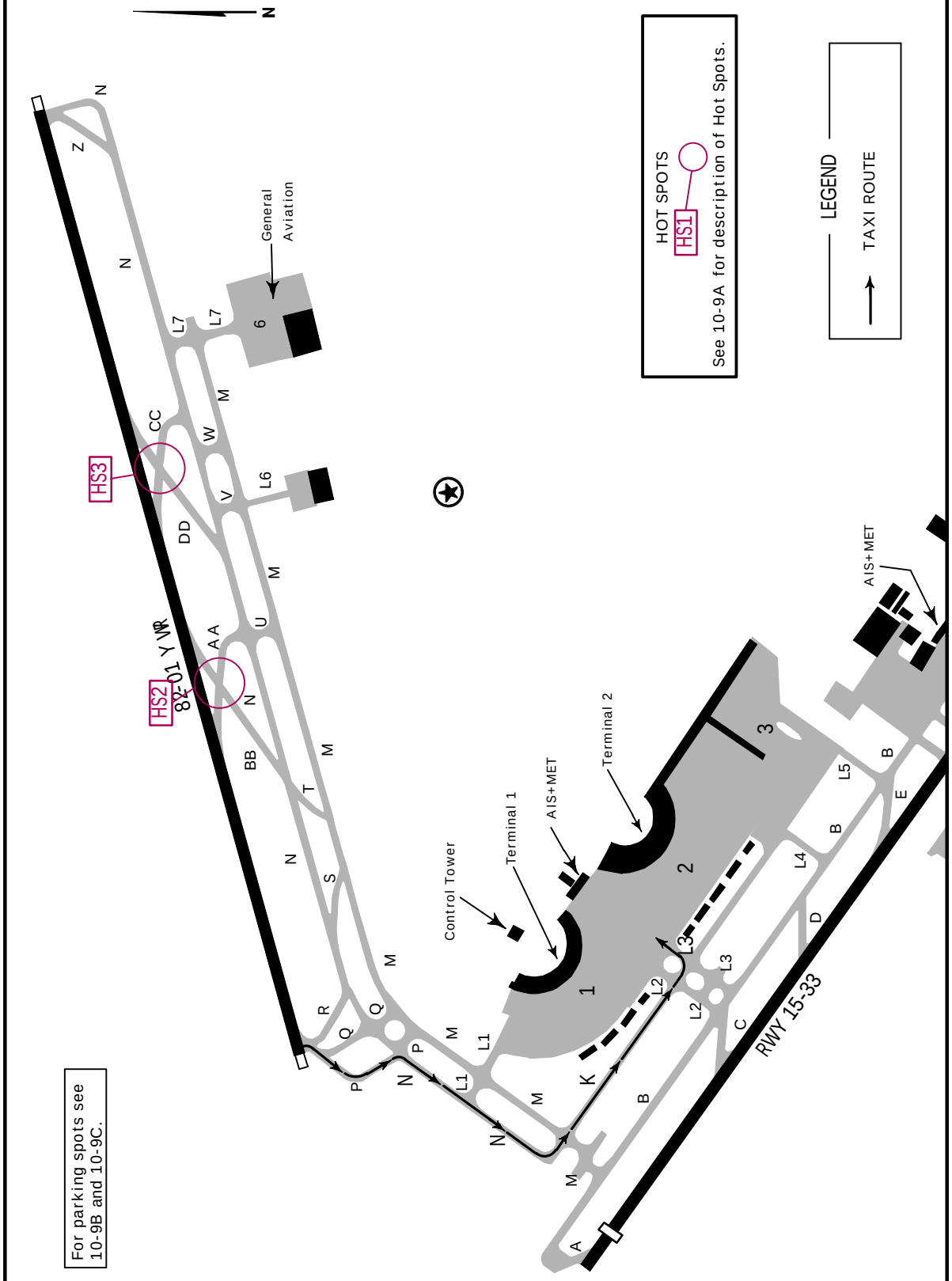
10 DEC 21 (10-9F)

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

LANDING ROUTE 3

D-ATIS	Data Comm D-ATIS DCL	*GALEAO Clearance Delivery	Ground	Tower
127.6		121.0	121.65	118.0 118.2



CHANGES: Communication.

SBGL/GIG

Apt Elev 28'

JEPPESEN

10 DEC 21

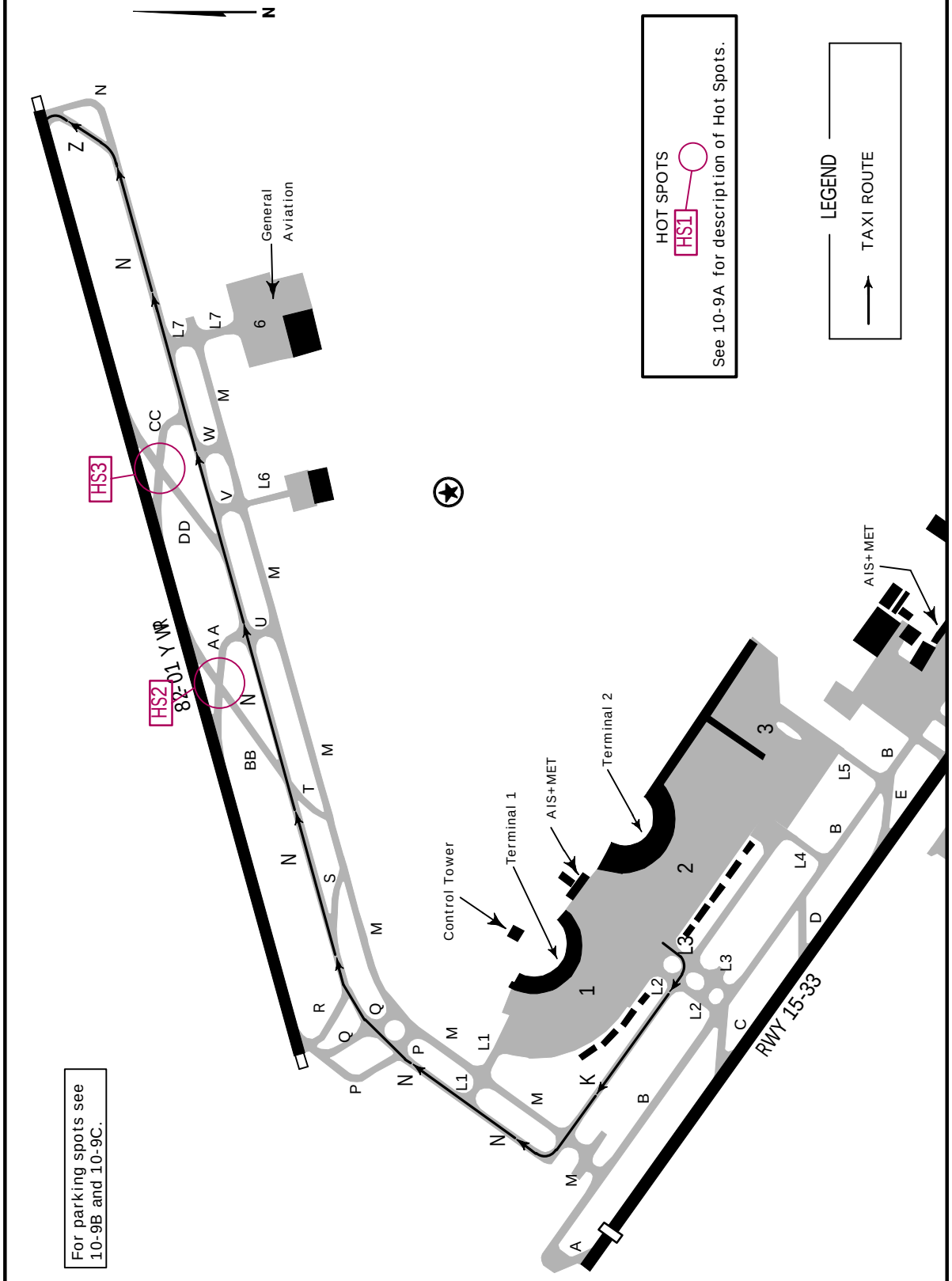
10-9G

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

TAKE OFF ROUTE 4

D-ATIS	Data Comm D-ATIS DCL	*GALEAO Clearance Delivery	Ground	Tower
127.6		121.0	121.65	118.0 118.2



CHANGES: Communication.

SBGL/GIG

Apt Elev 28'

JEPPESEN

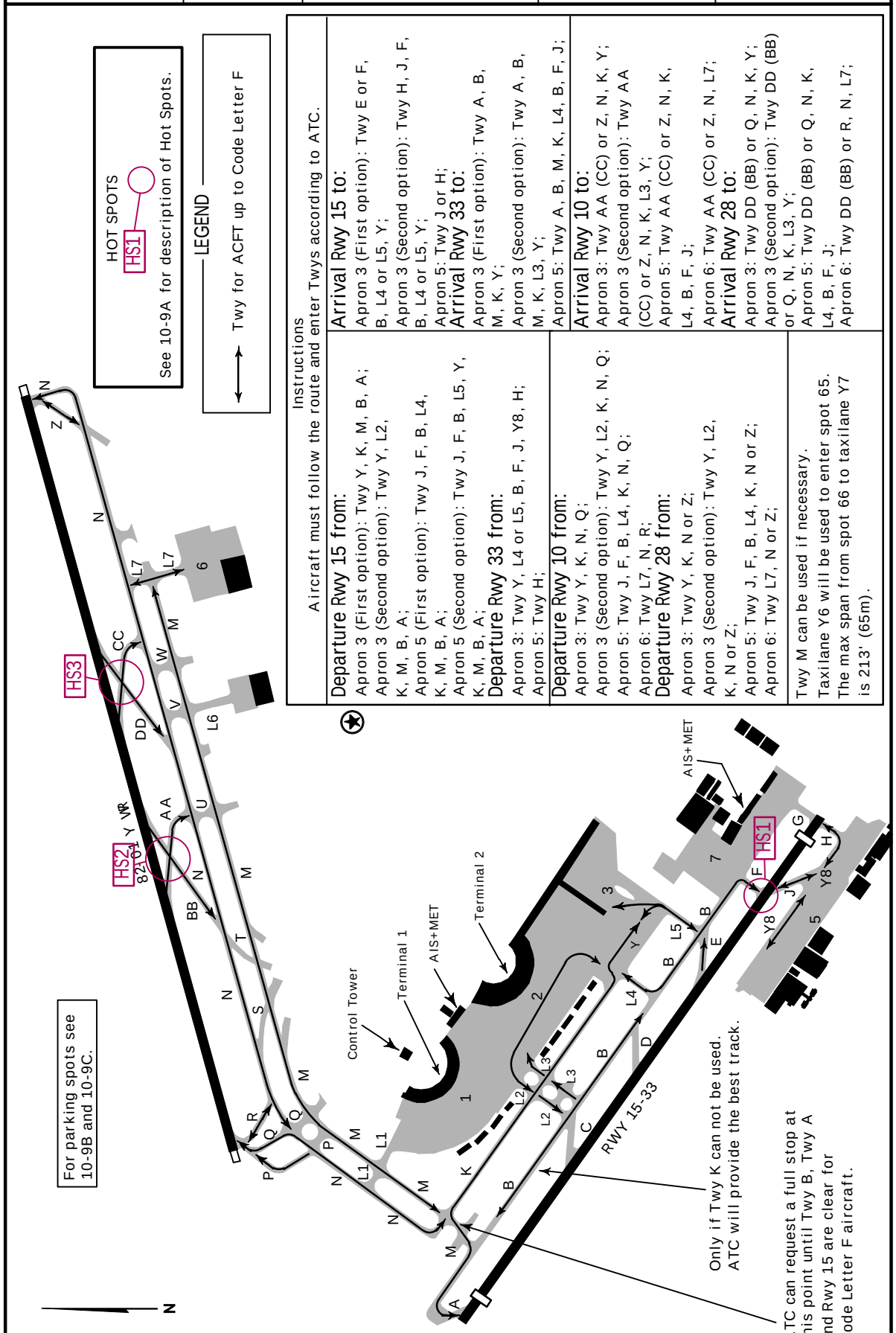
10 DEC 21 (10-9H)

RIO DE JANEIRO, BRAZIL

GALEAO-ANTONIO CARLOS JOBIM INTL

CAT F PREFERENTIAL ROUTES

D-ATIS	Data Comm D-ATIS DCL	*GALEAO Clearance Delivery	Ground	Tower
127.6		121.0	121.65	118.0 118.2



CHANGES: Communication.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

25 DEC 20
.Eff.31.Dec.

11-1

RIO DE JANEIRO, BRAZIL
ILS X or LOC X Rwy 10

BRIEFING STRIP ™

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	124.95 125.95 129.8 134.95	118.0 118.2	121.65

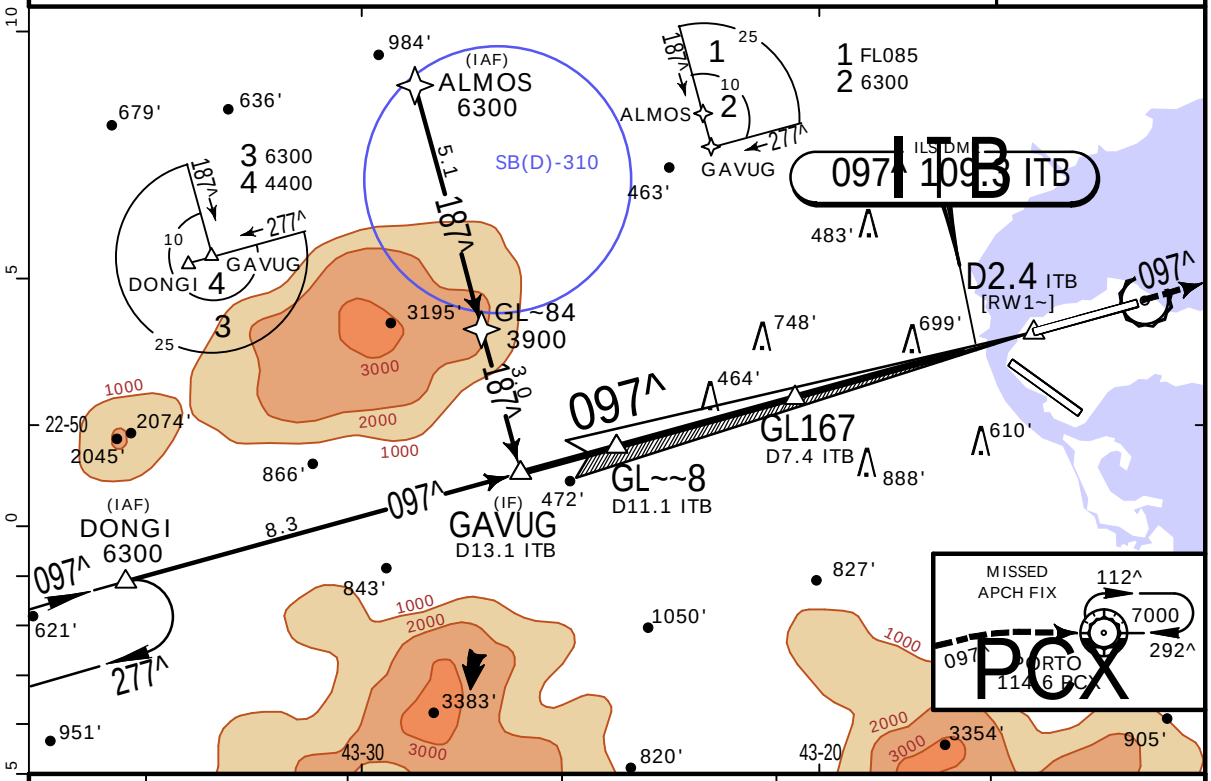
LOC ITB	Final Apch Crs	GL167	ILS DA(H)	Apt Elev 28'
109.3	097^	1670' (1654')	216' (200')	Rwy 16'

MISSED APCH: Climb to 7000' course 097^. After passing 2000' turn RIGHT for holding over PCX VOR.

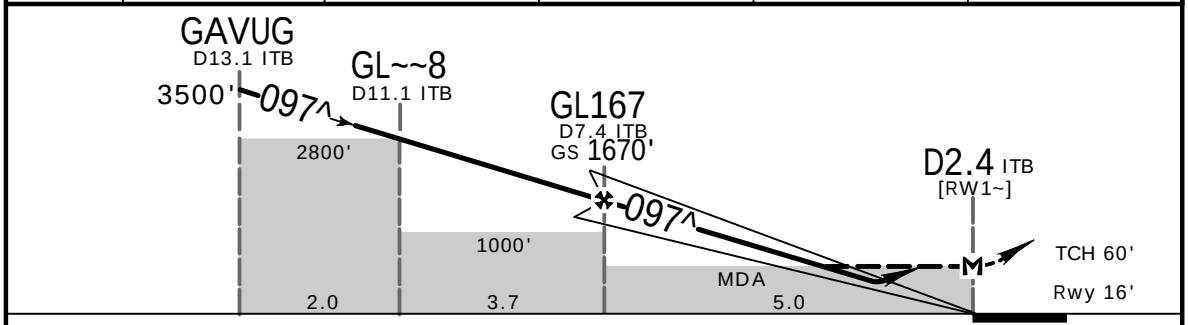
TAA
25 NM
IF

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'

RNAV 1 - GNSS required.



DIST to THR	GL167	4.0	3.0	2.0	1.5
ALTITUDE	1670'	1350'	1032'	713'	550'



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 D2.4 ITB							

ALSF-II
PAPI PAPI

2000'
097^

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 216' (200')		LOC (GS out) MDA(H) 550' (534')		CIRCLE-TO-LAND
	FULL	ALS out		ALS out	
A	RVR 550m VIS 800m	1200m	RVR 700m VIS 750m	1600m	NA
B			RVR 700m VIS 800m		
C			RVR 1550m VIS 1700m	2400m	
D					

PANS OPS

CHANGES: None.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

25 DEC 20 (11-2) .Eff.31.Dec.

RIO DE JANEIRO, BRAZIL
ILS U CAT II Rwy 10

BRIEFING STRIP ™

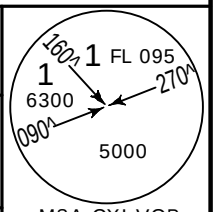
D-ATIS	RIO Control (Approach) (R)			GALEAO Tower		Ground
127.6	119.35	124.95	125.95	118.0	118.2	121.65
	128.9	129.8	134.95			

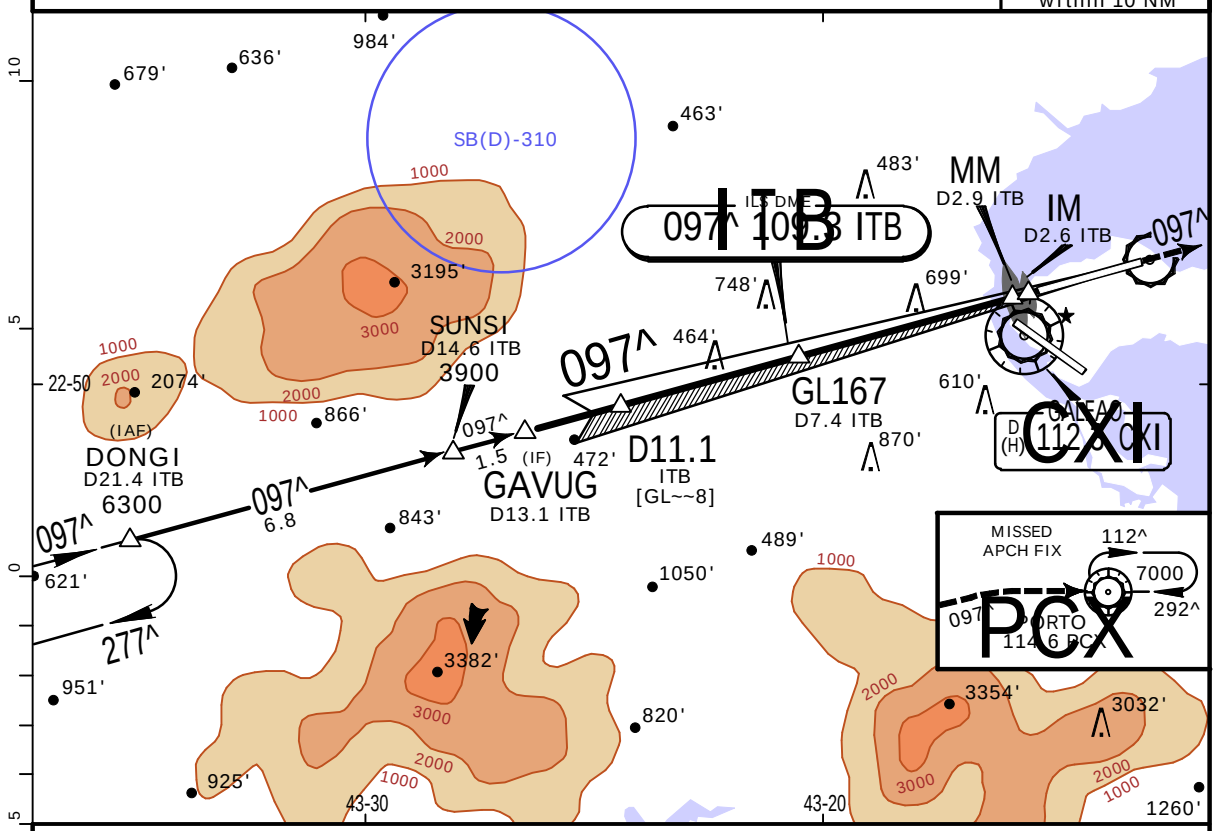
LOC ITB	Final Apch Crs	GL167	CAT II ILS	Apt Elev 28'
109.3	097^	1670' (1654')	RA 111' DA(H) 116' (100')	Rwy 16'

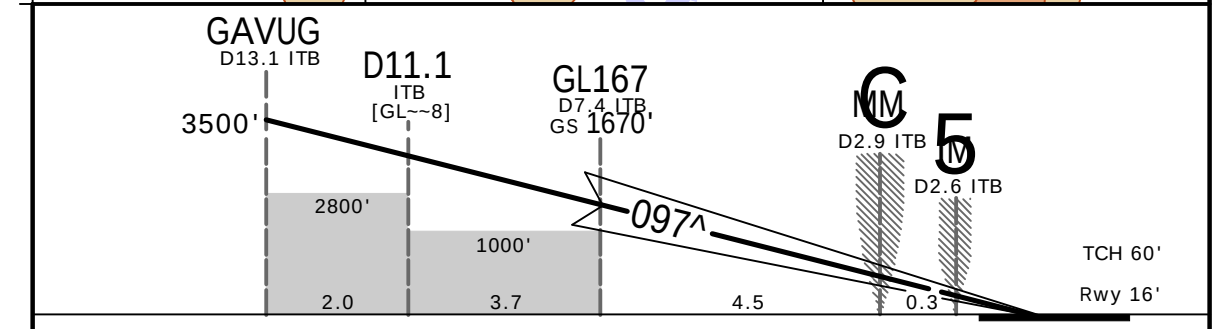
MISSED APCH: Climb to 7000'. Maintain course 097^ until 2000'. Then turn RIGHT for holding at PCX VOR.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'

MSA CXI VOR
1 5500 within 10 NM







Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI PAPI

2000' on 097^

STRAIGHT-IN LANDING RWY 10

CAT II ILS
RA 111'
DA(H) 116' (100')

RVR 400m

PANS OPS

CHANGES: Communications.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

25 DEC 20
.Eff.31.Dec.

11-3

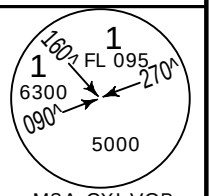
RIO DE JANEIRO, BRAZIL
ILS T or LOC T Rwy 10

D-ATIS	RIO Control (Approach) (R)			GALEAO Tower		Ground
127.6	119.35 128.9	124.95 129.8	125.95 134.95	118.0	118.2	121.65

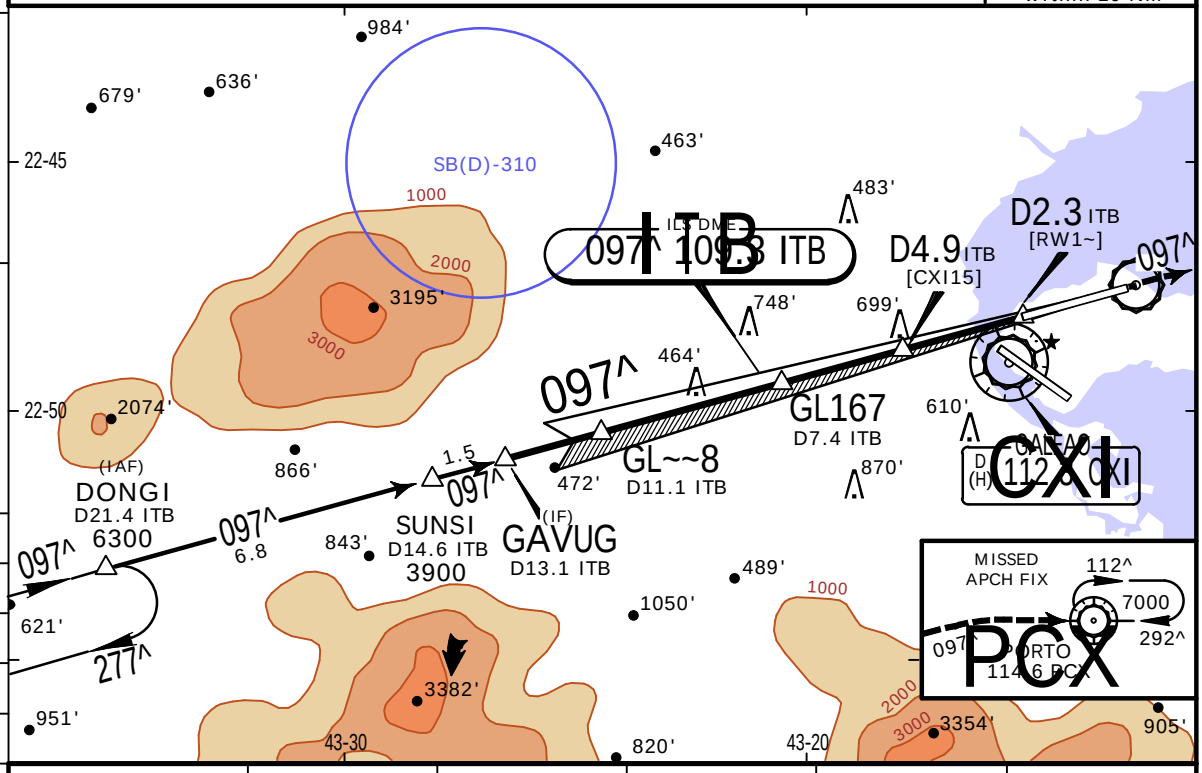
LOC ITB	Final Apch Crs	GL167	ILS DA(H)	Apt Elev 28'
109.3	097^	1670' (1654')	216' (200')	Rwy 16'

MISSED APCH: Climb to 7000' course 097^. After 2000' turn RIGHT for holding at PCX VOR.

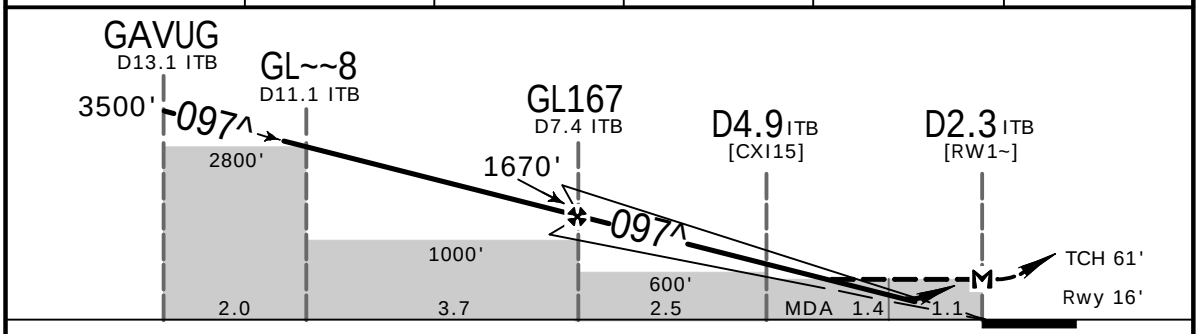
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'



MSA CXI VOR
1 5500
within 10 NM



DIST to THR	GL167	4.0	3.0	2.0	1.1
ALTITUDE	1670'	1350'	1032'	713'	420'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D2.3 ITB							

ALSF-II
PAPI PAPI

2000'

097^

STRAIGHT-IN LANDING RWY 10

ILS DA(H) 216' (200')

LOC (GS out) MDA(H) 420' (404')

CIRCLE-TO-LAND

PANS OPS

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out		CIRCLE-TO-LAND
A	RVR 550m VIS 800m	1200m	RVR 700m VIS 750m	1600m	A	NA
B			RVR 700m VIS 800m	1600m	B	
C			RVR 1100m VIS 1200m	1900m	C	
D					D	

CHANGES: Communications.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

25 DEC 20
.Eff.31.Dec.
11-4

RIO DE JANEIRO, BRAZIL
ILS W Rwy 28

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.0 119.35 120.55 121.25 124.95 125.95 128.9 129.8 134.4 134.95	118.0 118.2	121.65

BRIEFING STRIP™

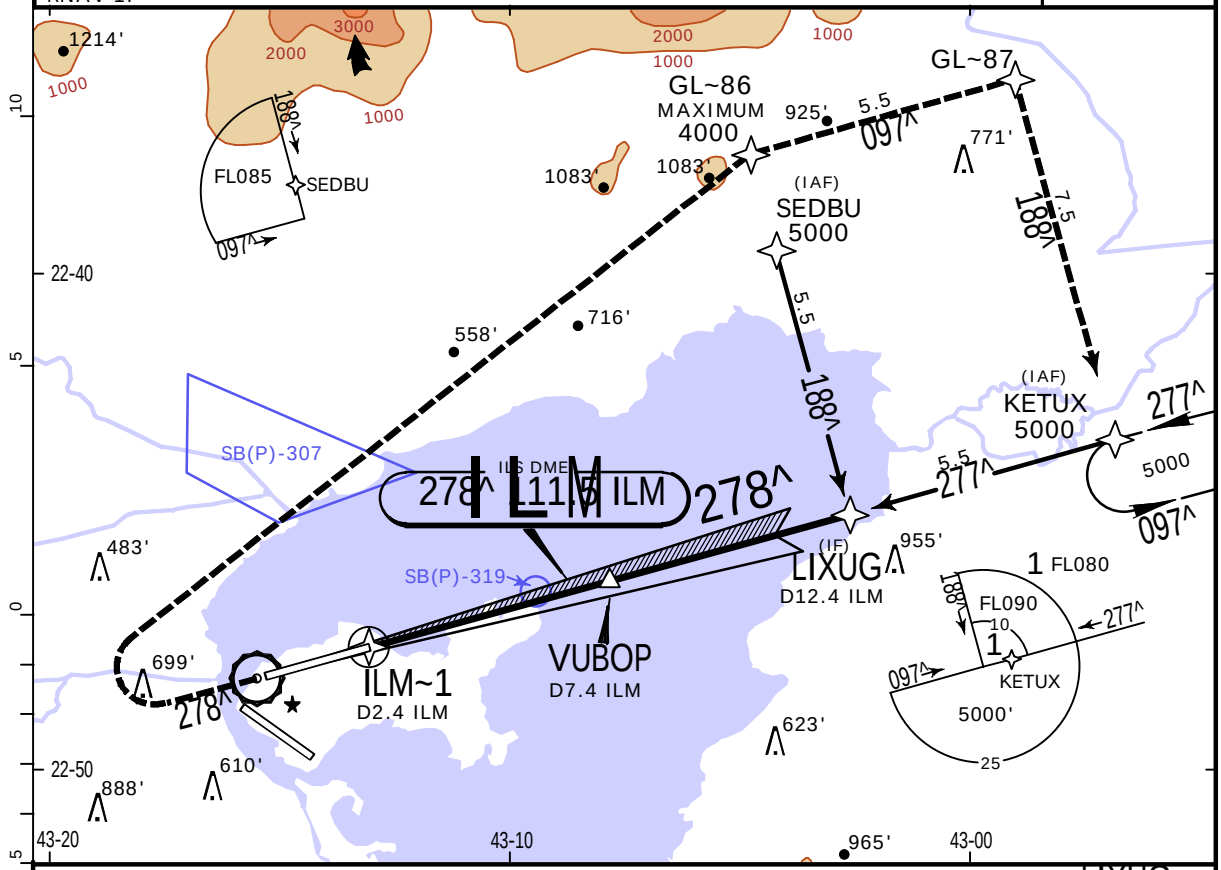
LOC ILM	Final Apch Crs	VUBOP	ILS DA(H)	Apt Elev 28'
111.5	278^	1680' (1652')	228' (200')	Rwy 28'

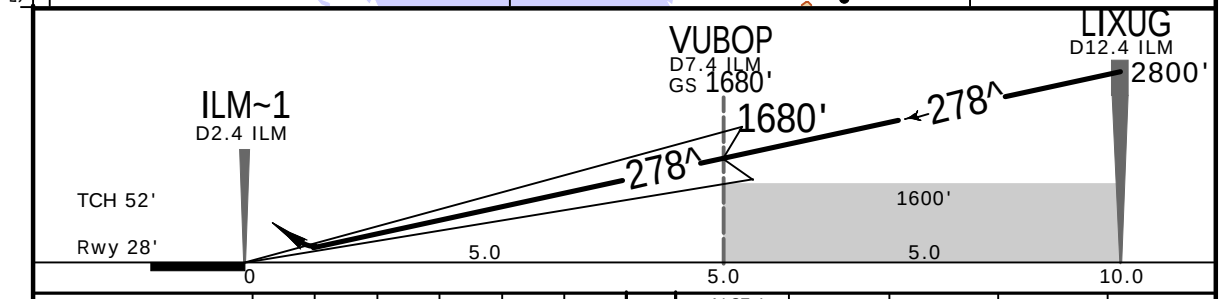
MISSED APCH: Climb to 4000'. Maintain heading 278^ until 600'. After turn RIGHT direct to GL~86. After climb to 5000', turning RIGHT course 097^ until GL~87. After, turn RIGHT course 188^ until KETUX for holding.
MAX 210 KT.

TAA
25 NM
IAF

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'

RNAV 1.





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

ALSF-I
PAPI PAPI

600' | 278^ hdg | 4000' RT | GL~86

STRAIGHT-IN LANDING RWY 28

ILS
DA(H) 228' (200')

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	
A B C D	RVR 1100m VIS 1200m	1200m	NA

CHANGES: None.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

1 OCT 21
.Eff.7.Oct.
11-5

RIO DE JANEIRO, BRAZIL
ILS V or LOC V Rwy 28

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.0 119.725 121.25 124.95 128.9 129.2 129.8 134.4 134.95	118.0 118.2	121.65

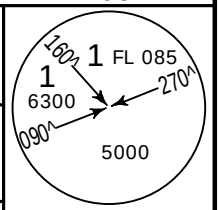
BRIEFING STRIP™

LOC ILM	Final Apch Crs	VUBOP	ILS DA(H)	Apt Elev 28'
111.5	278^	1680' (1652')	228' (200')	Rwy 28'

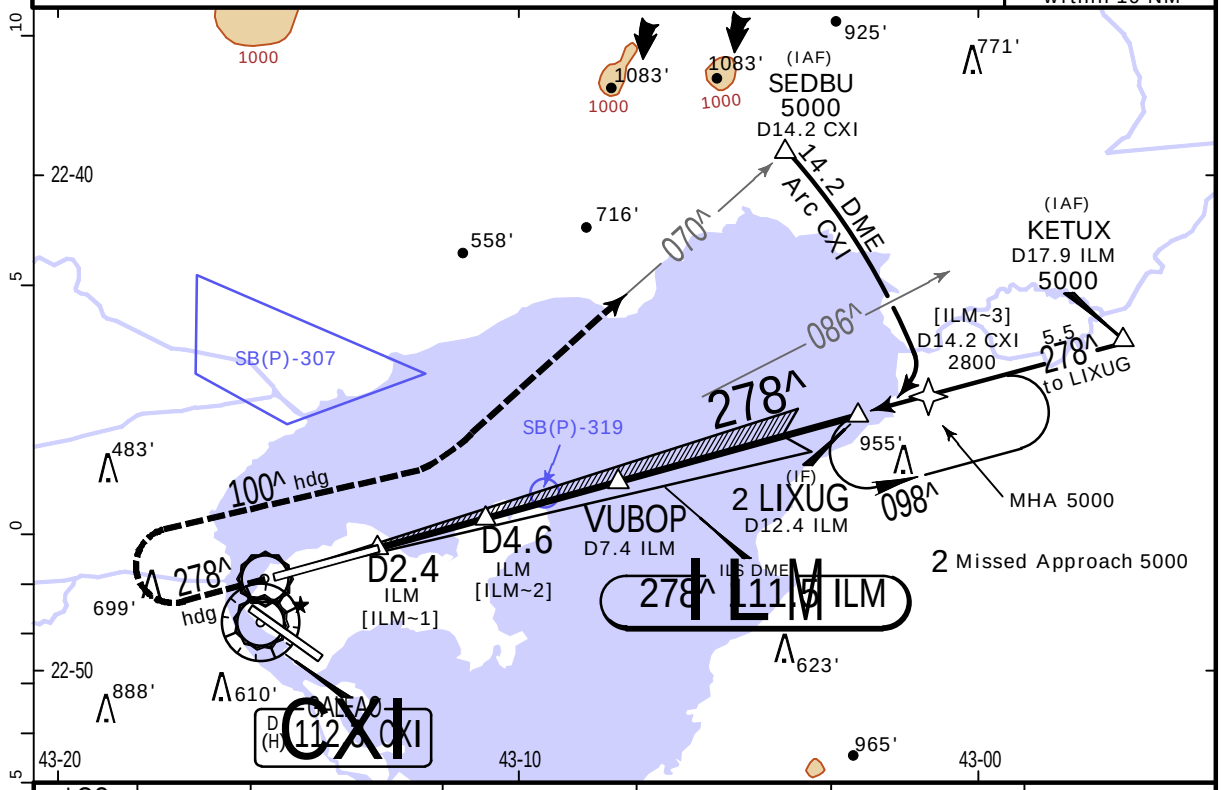
MISSED APCH: Climb to 5000'. Maintain heading 278^ until passing 600'. After, turn RIGHT heading 100^ to intercept outbound CXI VOR R-070 up to SEDBU to join 14.2 DME arc CXI for holding at LIXUG. MAX 210 KT.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'

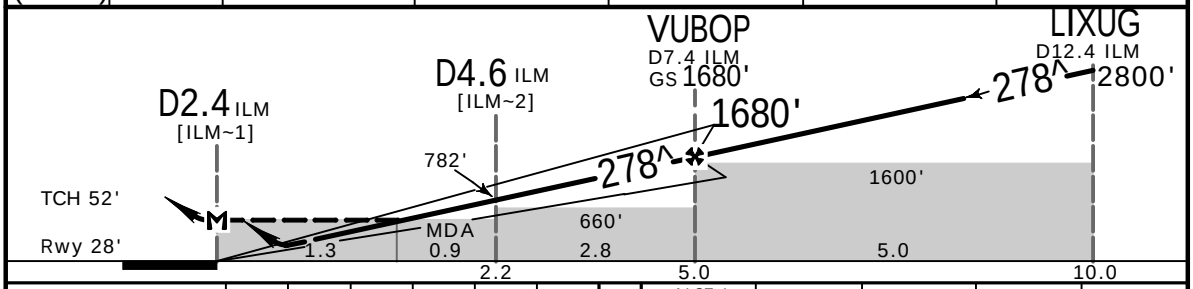
DME required.



MSA CXI VOR
1 5000
within 10 NM



LOC (GS out)	DIST to THR	1.3	2.0	3.0	4.0	VUBOP
	ALTITUDE	490'	717'	1035'	1354'	1680'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D2.4 ILM						

ALSF-I
PAPI PAPI

600' | 278^ hdg | 5000' RT | 100^ hdg

PANS OPS

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 228' (200')		LOC (GS out) MDA(H) 490' (462')		CIRCLE-TO-LAND
	FULL	ALS out		ALS out	
A	RVR 1100m VIS 1200m	1200m	RVR 1100m VIS 1200m	1600m	NA
B					
C			RVR 1700m VIS 1800m	2200m	
D					

CHANGES: None.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

1 OCT 21
.Eff.7.Oct.

11-6

RIO DE JANEIRO, BRAZIL
CONVERGING ILS U Rwy 28

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.0 119.35 120.55 121.25 124.95 125.95 128.9 129.8 134.4 134.95	118.0 118.2	121.65

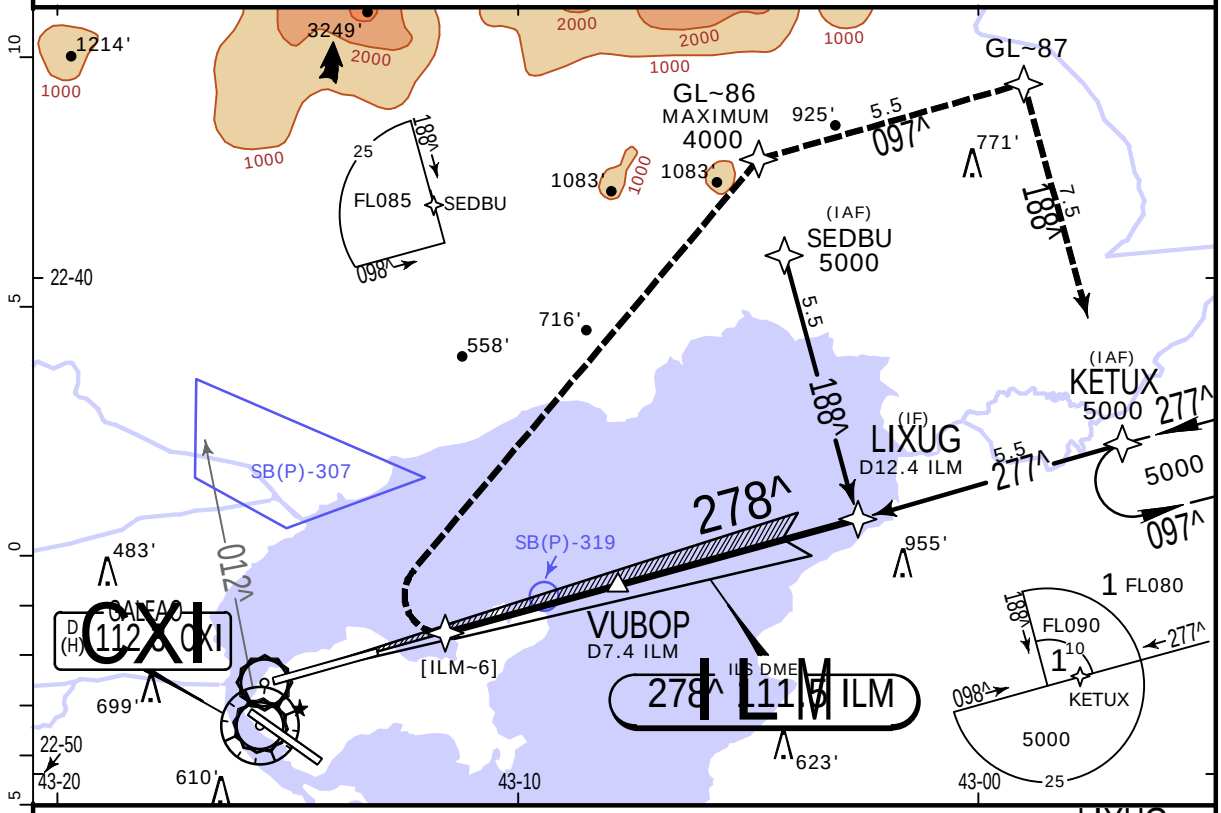
BRIEFING STRIP ™

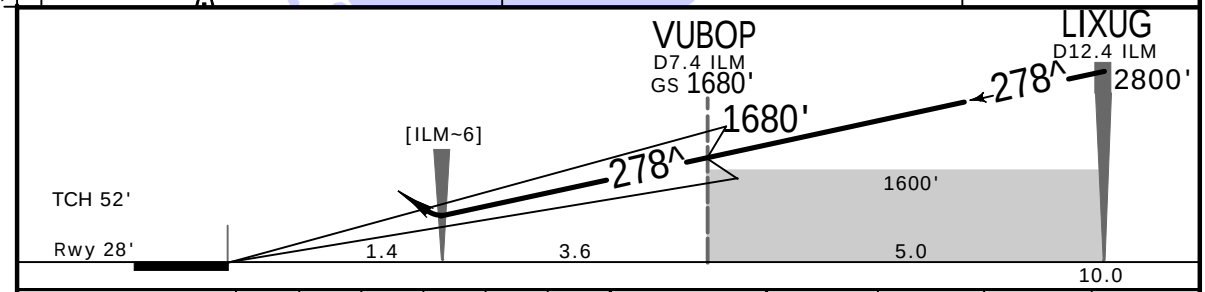
LOC ILM	Final Apch Crs	VUBOP	ILS DA(H)	Apt Elev 28'	TAA
111.5	278^	1680' (1652')	528' (500')	Rwy 28'	25 NM IAF

MISSED APCH: Climb to 4000', immediately turn RIGHT direct GL~86. After, climb to 5000' turning RIGHT on course 097^ until GL~87. After, turn RIGHT on course 188^ until KETUX for holding. MAX 200 KT

RNP 1 or RNAV 1	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'

1. GNSS required. 2. CAUTION: DH 500'. In case of missed approach, turn right immediately to avoid traffic taking off from Rwy 33. 3. Procedure for using in operations on converging Rwys, arrivals Rwy 28 and departure Rwy 33. 4. Simultaneous approach with departures from Rwy 33 authorized. 5. The pilots should plan approach in order to reduce the possibility of a go around after MAP. 6. Do not cross CXI VOR R-012, even in case of go around after MAP. Advise ATC immediately if unable.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

ALSF-I
PAPI PAPI

4000'
RT

D

GL~86

STRAIGHT-IN LANDING RWY 28

ILS
DA(H) 528' (500')

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	
A	2900m	3100m	NA
B			
C			
D			

CHANGES: PBN note, notes, TAA bearing, TOPO, minimums.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

9 DEC 22

11-7

RIO DE JANEIRO, BRAZIL
ILS Z Rwy 15
MISSED APCH CLIMB GRADIENT MIM 5%

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.35 121.25 124.95 125.95 126.2 128.9 129.8 133.3 134.4 134.95	118.0 118.2	121.65

BRIEFING STRIP ™

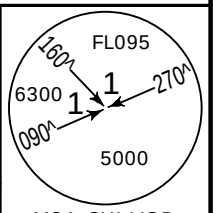
LOC IJB	Final Apch Crs	ROBOL	ILS DA(H)	Apt Elev 28'
110.5	149^	1710' (1693')	370' (353')	Rwy 17'

MISSED APCH: Climb to 5000'. Turn LEFT course 119^ to OBKEP.
After, maintain course 115^ for holding over SISER.

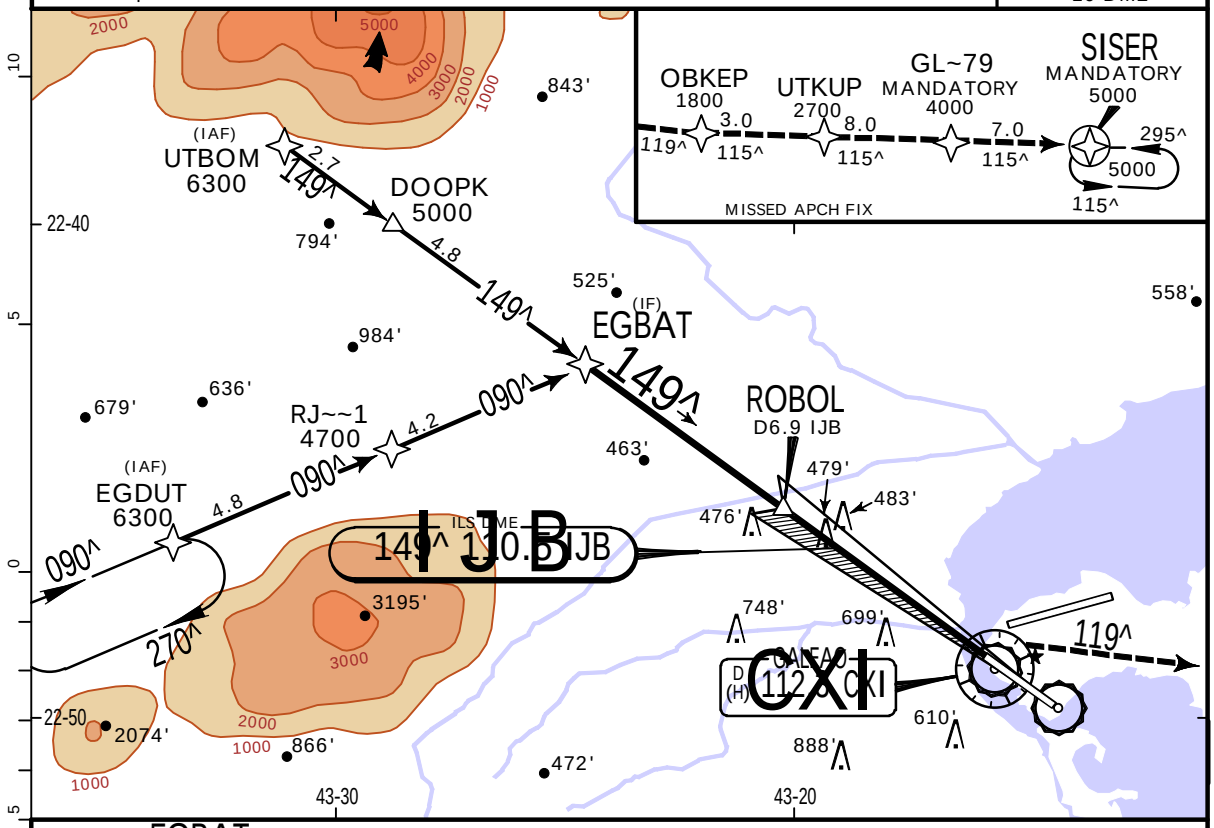
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'

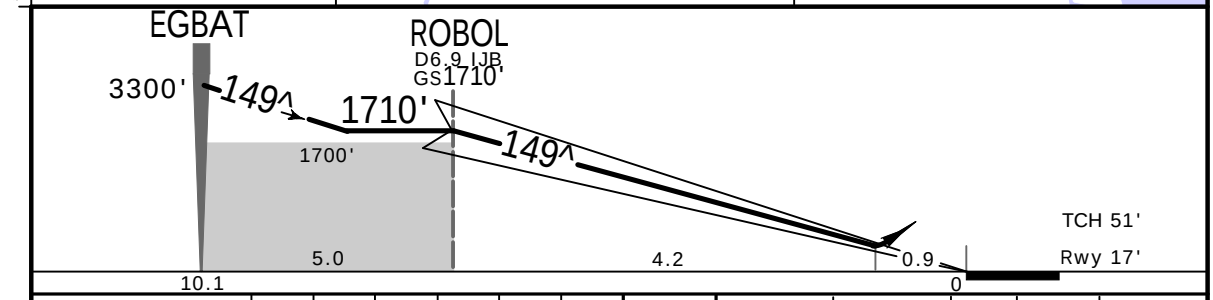
RNAV 1

GNSS required.



MSA CXI VOR
1 5500' within 10 DME





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS
PAPI
5000'
LT
119^ course
OBKEP

STRAIGHT-IN LANDING RWY 15
Missed Apch Climb Gradient Mim 5%
ILS
DA(H) 370' (353')

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	
A B C D	RVR 850m VIS 900m	1600m	NA

CHANGES: Lighting.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

9 DEC 22 (11-8)

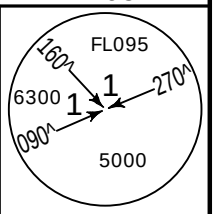
RIO DE JANEIRO, BRAZIL
ILS R or LOC R Rwy 15

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.35 121.25 124.95 125.95 126.2 128.9 129.8 133.3 134.4 134.95	118.0 118.2	121.65

BRIEFING STRIP ™

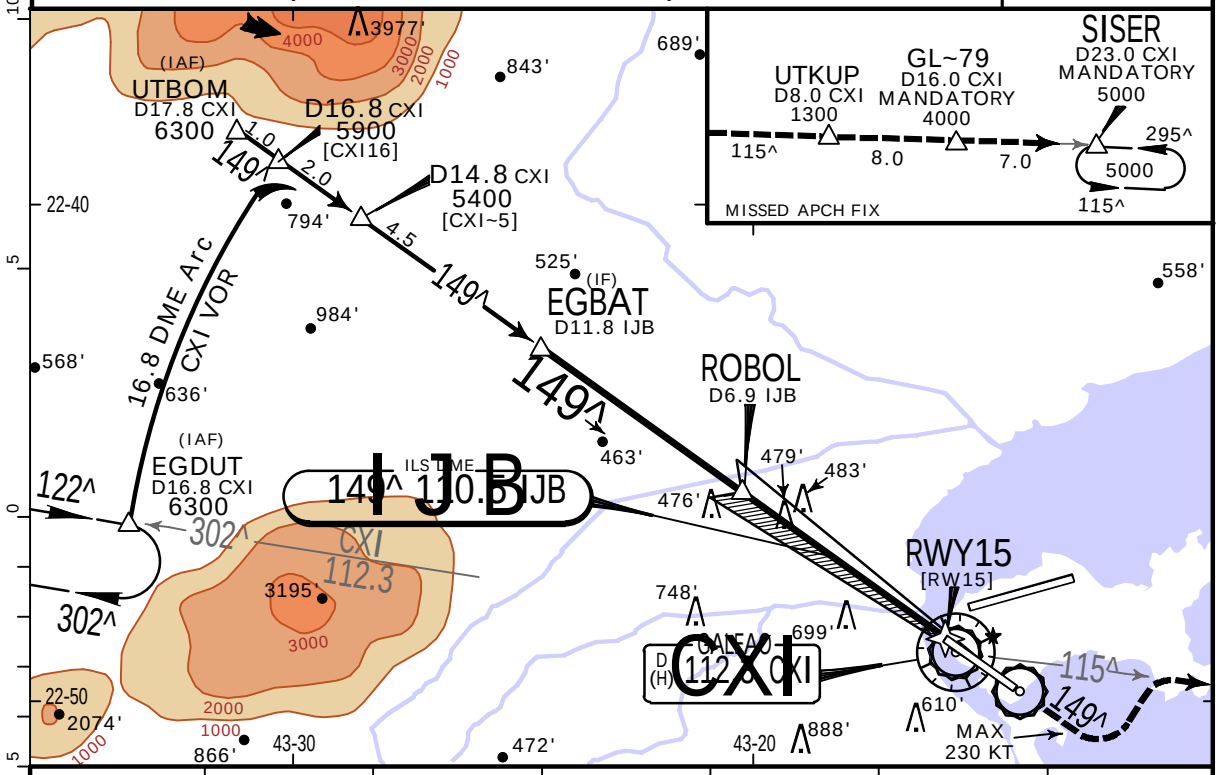
LOC IJB	Final Apch Crs	ROBOL	ILS DA(H)	Apt Elev 28'
110.5	149^	1710' (1693')	217' (200')	Rwy 17'

MISSED APCH: Climb to 5000'. Maintain course 149^ until 500'. Turn LEFT CXI VOR R-115 to UTKUP. After, maintain CXI VOR R-115 to SISER for holding.

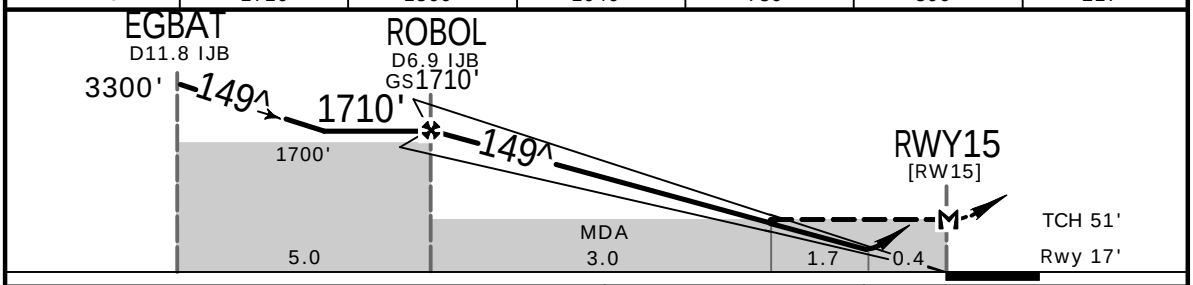


MSA CXI VOR
1 5500' within 10 DME

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'



DIST to THR	ROBOL	4.0	3.0	2.1	1.0	0.4
ALTITUDE	1710'	1360'	1040'	730'	390'	217'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at RWY15							

HIALS
PAPI
500' on 149^

PANS OPS

STRAIGHT-IN LANDING RWY15

	ILS DA(H) 217' (200')		LOC (GS out) MDA(H) 730' (713')		CIRCLE-TO-LAND
	FULL	ALS out		ALS out	
A	RVR 700m VIS 800m	1200m	RVR 700m VIS 800m	1600m	NA
B					
C			2600m	3300m	
D					

CHANGES: Lighting.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

9 DEC 22 (12-1)

RIO DE JANEIRO, BRAZIL
RNP Y Rwy 10

BRIEFING STRIP ™

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	126.2 124.95 125.95 134.95 133.3 134.4 121.25 129.8 128.9 119.35	118.0 118.2	121.65

RNAV	Final Apch Crs	GL167	LNAV/VNAV DA(H)	Apt Elev 28'
	097^	1660' (1644')	371' (355')	Rwy 16'

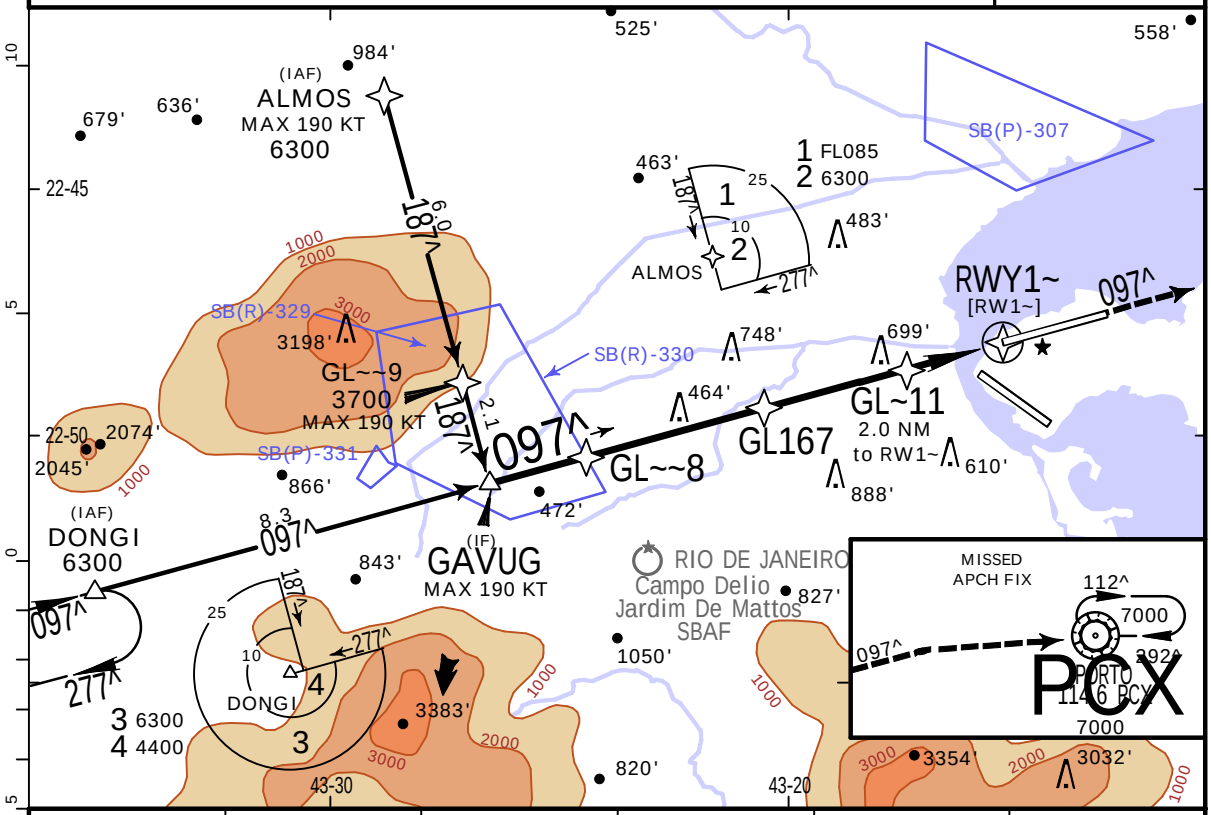
MISSED APCH: Climb to 7000'. Maintain course 097^ until 2000'. Then, turn RIGHT direct to PCX VOR for holding.

TAA
25 NM
IAF

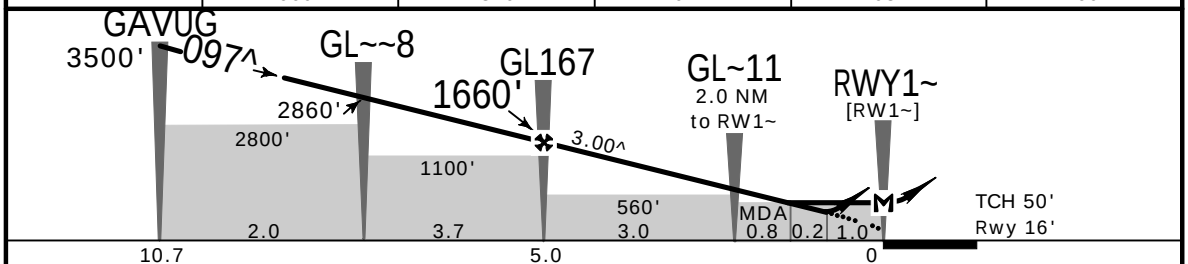
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'

RNP Apch

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 0^C or above 48^C.



DIST to RWY1~	GL167	4.0	3.0	2.0	1.2
ALTITUDE	1660'	1340'	1021'	703'	460'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY1~							

ALSF-II
PAPI PAPI
2000' on 097^

PANS OPS

STRAIGHT-IN LANDING RWY 10

	LNAV/VNAV DA(H) 371' (355')		LNAV MDA(H) 460' (444')		CIRCLE-TO-LAND
		ALS out		ALS out	
A	RVR 850m VIS 900m	1600m	RVR 850m VIS 900m	1600m	NA
B					
C			RVR 1250m VIS 1400m	2100m	
D					

CHANGES: None.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

9 DEC 22

12-2

RIO DE JANEIRO, BRAZIL
RNP Z Rwy 15

BRIEFING STRIP ™

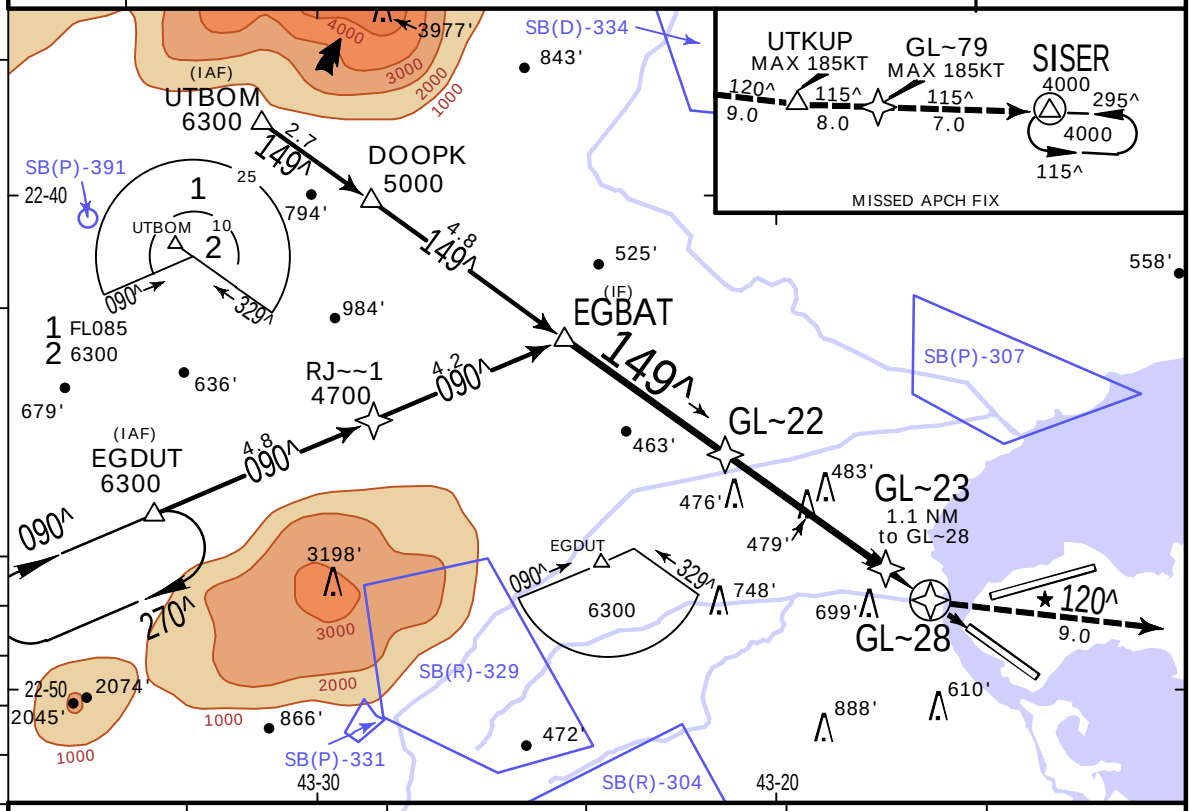
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	GALEAO Ground
127.6	126.2 124.95 134.95 133.3 134.4 121.25 129.8 125.95 128.9 119.35	118.0 118.2	121.65

RNAV	Final Apch Crs	GL~22	LNAV MDA(H)	Apt Elev 28'
	149^	2000' (1983')	420' (403')	Rwy 17'

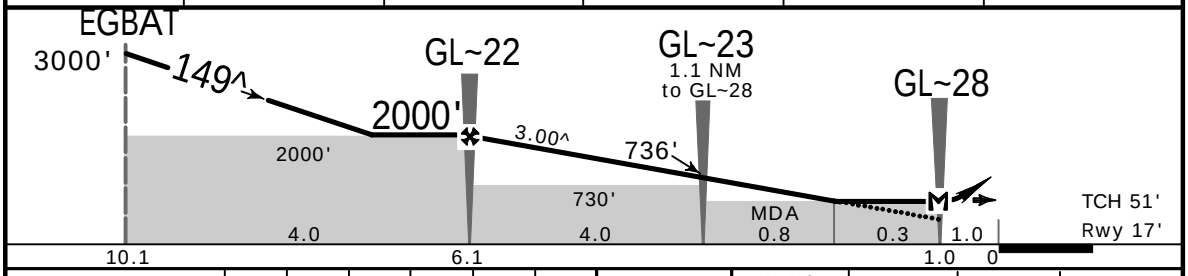
MISSED APCH: Climb to 4000'. Turn LEFT on course 120^ up to UTKUP. After, turn LEFT on course 115^ up to GL~79. Maintain course 115^ up to SISER for holding.

TAA
25 NM
IAF

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'



DIST to RWY15	GL~22	4.0	3.0	2.1	1.3
ALTITUDE	2000'	1341'	1023'	736'	420'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at GL~28						

HIALS
PAPI

4000'

LT

120^

STRAIGHT-IN LANDING RWY 15

LNAV
MDA(H) 420' (403')

ALS out

CIRCLE-TO-LAND

PANS OPS

	ALS out	CIRCLE-TO-LAND
A B	800m	1600m	NA
C D	1200m	1900m	

CHANGES: Lighting.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

24 DEC 21
.Eff.30.Dec.
12-3

RIO DE JANEIRO, BRAZIL
RNP Y Rwy 28

BRIEFING STRIP ™

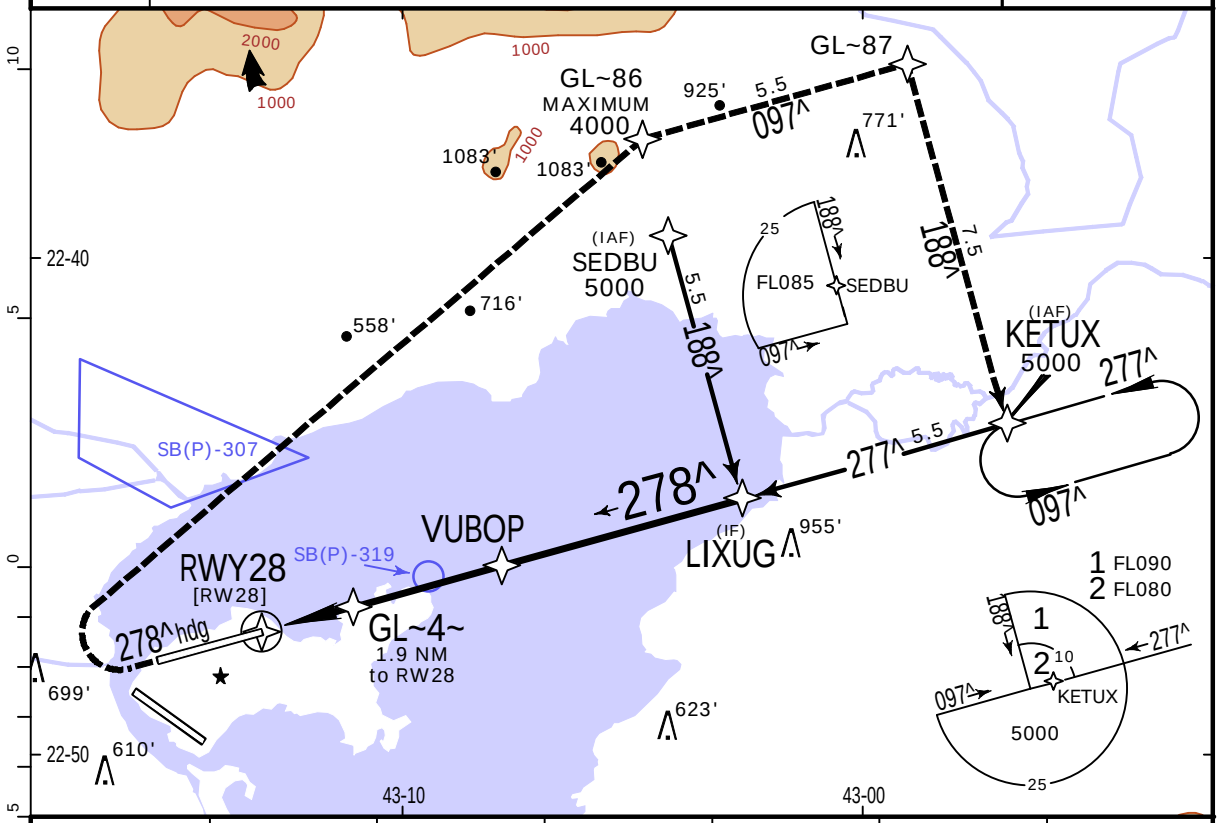
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	128.9 119.35 119.0 120.55 129.8 134.4 121.25 124.95 134.95 125.95	118.0 118.2	121.65

RNAV	Final Apch Crs	VUBOP	LNAV/VNAV DA(H)	Apt Elev 28' Rwy 28'
	278^	1670' (1642')	409' (381')	

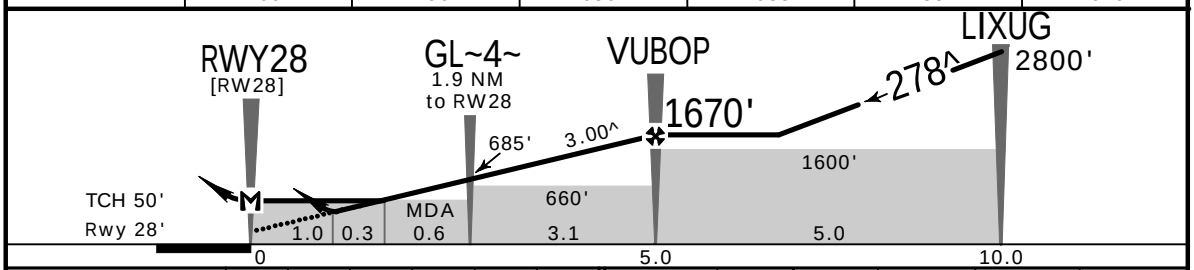
MISSED APCH: Climb to 4000'. Maintain heading 278^ until 600'. After, turn RIGHT direct to GL~86. After, climb to 5000', turning RIGHT course 097^ until GL~87. After, turn RIGHT course 188^ until KETUX for holding. MAX 210 KT.

TAA
25 NM
IAF

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'



DIST to RWY28	1.0	1.3	1.9	3.0	4.0	VUBOP
ALTITUDE	409'	490'	686'	1033'	1352'	1670'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RWY28						

ALSF-I
PAPI PAPI
600' on
278^ hdg
4000' RT
D
GL~86

PANS OPS

STRAIGHT-IN LANDING RWY 28

	LNAV/VNAV DA(H) 409' (381')		LNAV MDA(H) 490' (462')		CIRCLE-TO-LAND
		ALS out		ALS out	
A	1400m	1800m	1400m	1800m	NA
B					
C			1800m	2200m	
D					

CHANGES: Procedure Title, note removed, recommended altitudes.

SBGL/GIG — RIO DE JANEIRO, BRAZIL

JEPPESEN CAT A, B & C

GALEAO-ANTONIO CARLOS JOBIM INTL

12-4

25 NOV 22
.Eff.1.Dec.

RNP A Rwy 33

BRIEFING STRIP ™

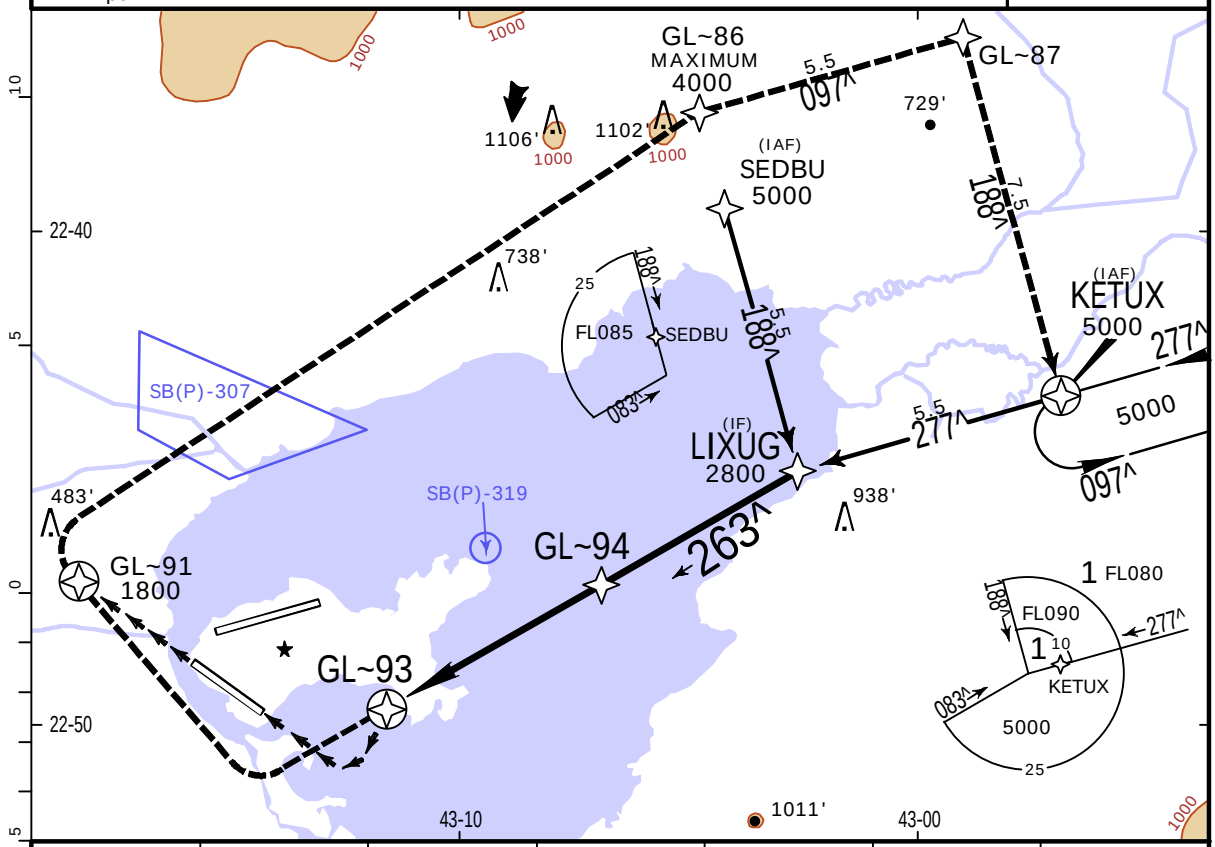
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	128.9 119.35 119.0 120.55 129.8 134.4 121.25 124.95 134.95 125.95	118.0 118.2	121.65

RNAV	Final Apch Crs	GL~94	MDA(H)	Apt Elev 28'	TAA
	263^	2280' (2268')	Refer to Minimums	Rwy 12'	25 NM IAF

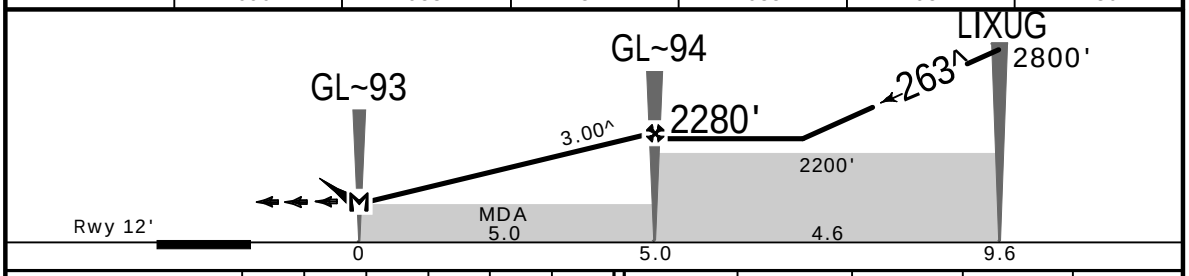
MISSED APCH: Climb to 4000'. Turn RIGHT direct GL~91. After, turn RIGHT direct GL~86. Then, climb to 5000', turning RIGHT course 097^ until GL~87. After, turn RIGHT course 188^ until KETUX for holding.
MAX 180 KT.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 7000'

RNP Apch



DIST to MAP	GL~93	1.0	2.0	3.0	4.0	GL~94
ALTITUDE	690'	958'	1317'	1635'	1954'	2280'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at GL~93						

PAPI-L | 4000' | RT | D | GL~91

PANS OPS

STRAIGHT-IN LANDING RWY 33

	LNAV/VNAV	LNAV
A	NA	NA
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	690' (662') -4600m
135	
185	
D	NA

SBGL/GIG

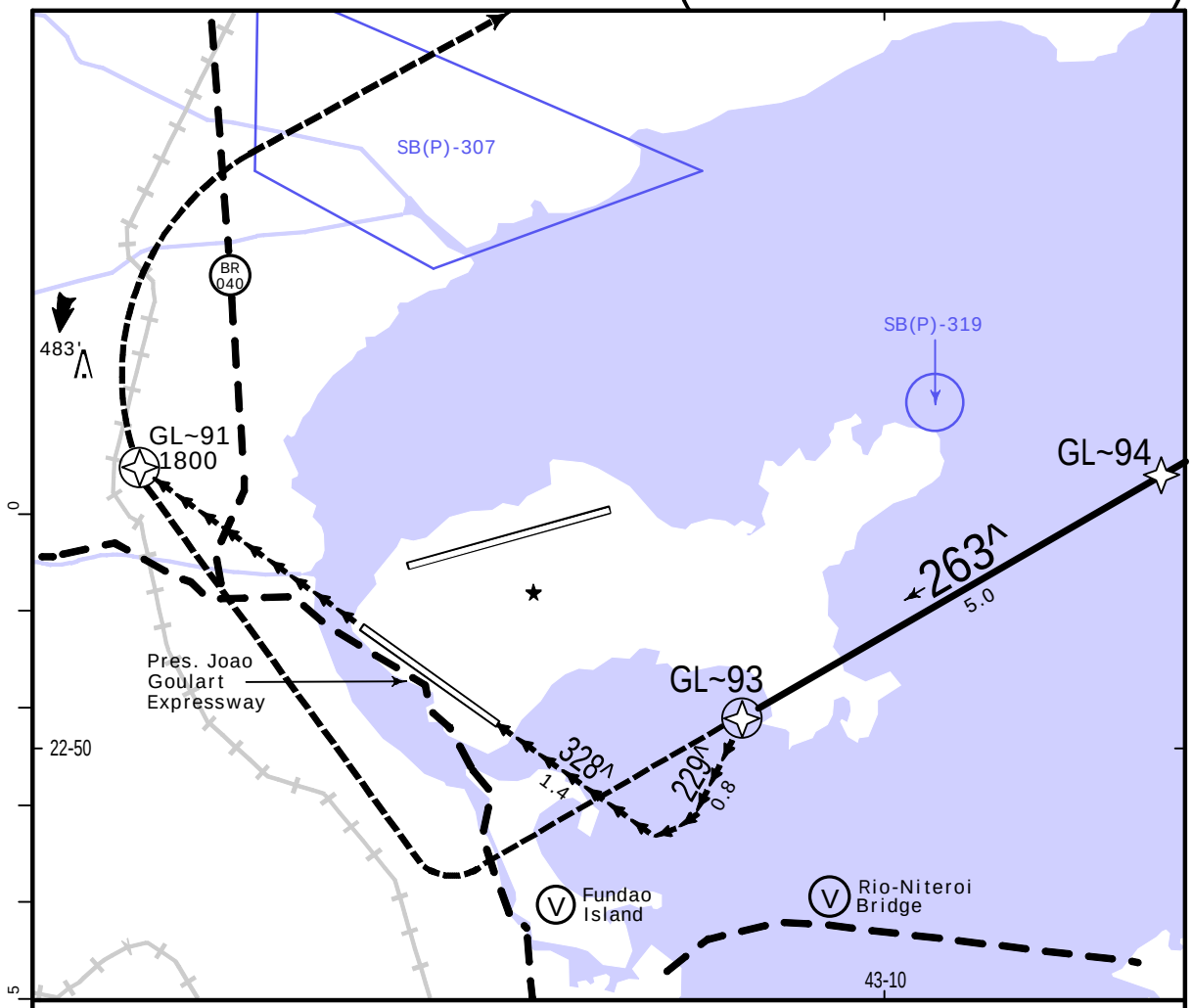
GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN CAT A, B & C

12-4A

25 NOV 22
.Eff.1.Dec.

RIO DE JANEIRO, BRAZIL
RNP A Rwy 33
(VISUAL PRESCRIBED TRACK)



VISUAL PRESCRIBED TRACK FOR RWY 33

1. IAS MAX 160 KT on visual prescribed track.

2. The pilot must be in visual contact with the following visual reference:
   Fundao Island and Pres. Joao Goulart Expressway.

3. In case of go around during the visual maneuvering: Climbing to 5000' and fly direct to GL~91 to intercept the trajectory of the published missed approach. In specific situations, during the go around, the minimum gradient may reach 10% to comply with the level restriction in GL~91.

CHANGES: Bearings, distances, waypoints, notes.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
12-5

RIO DE JANEIRO, BRAZIL
RNP W Rwy 33
MISSED APCH CLIMB GRADIENT MIN 4.0%

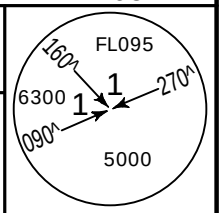
BRIEFING STRIP™

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	128.9 119.35 129.8 125.95 119.0 119.725 132.975 134.4 121.25 120.55	118.0 118.2	121.65

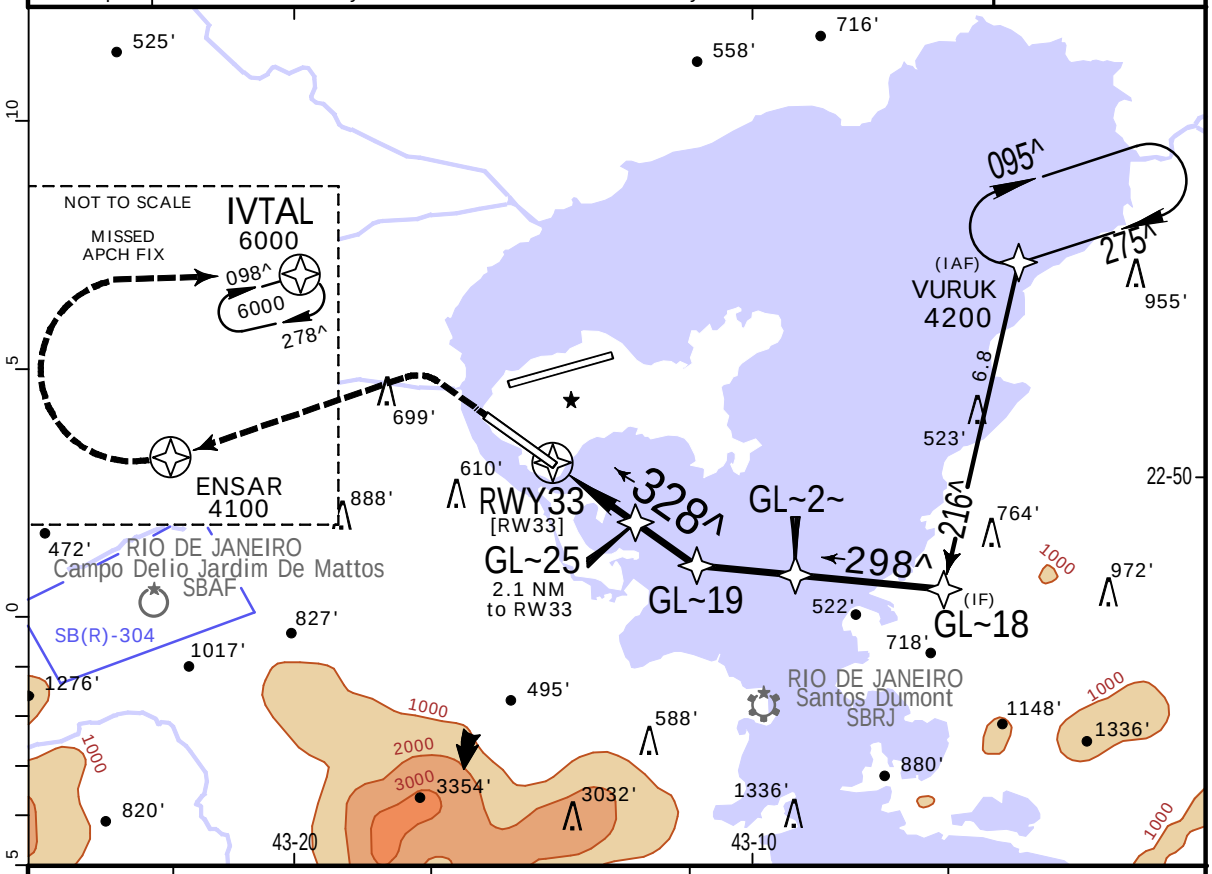
RNAV	Final Apch Crs	GL~19	LNAV MDA(H)	Apt Elev 28'
	328^	1200' (1188')	460' (448')	Rwy 12'

MISSED APCH: Climb to 6000'. Maintain course 328^ until passing 1000'. After, turn LEFT direct to ENSAR. Then, turn RIGHT direct to IVTAL for holding.
MAX 200 KT until ENSAR. Missed approach requires minimum climb gradient of 4.0%.

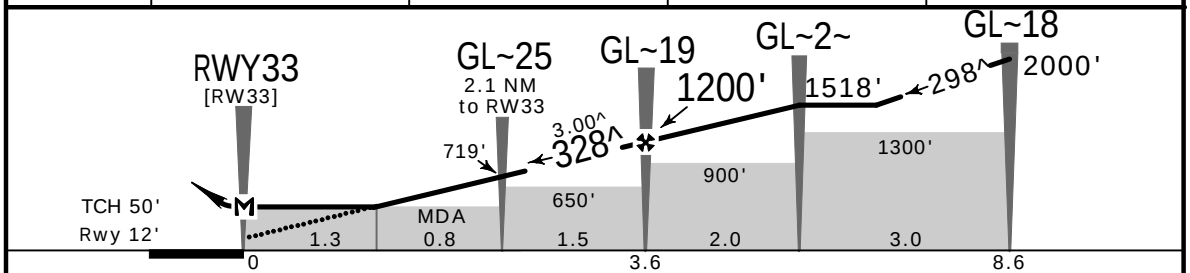
RNP Apch	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 7000'



MSA ARP
1 5500 within 10 NM



DIST to RWY33	1.3	2.1	3.0	GL~19
ALTITUDE	460'	719'	1017'	1200'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RWY33						

PAPI-L 1000' on 328^

PANS OPS

STRAIGHT-IN LANDING RWY 33	CIRCLE-TO-LAND
LNAV MDA(H) 460' (448')	
A, B: 1600m	NA
C, D: 2100m	

CHANGES: PAPI-R changed to PAPI-L.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

24 DEC 21
.Eff.30.Dec.

12-7

RIO DE JANEIRO, BRAZIL
CONVERGING RNP Z RWY 28

BRIEFING STRIP™

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	128.9 119.35 119.0 120.55 129.8 125.95 134.4 121.25 124.95 134.95	118.0 118.2	121.65

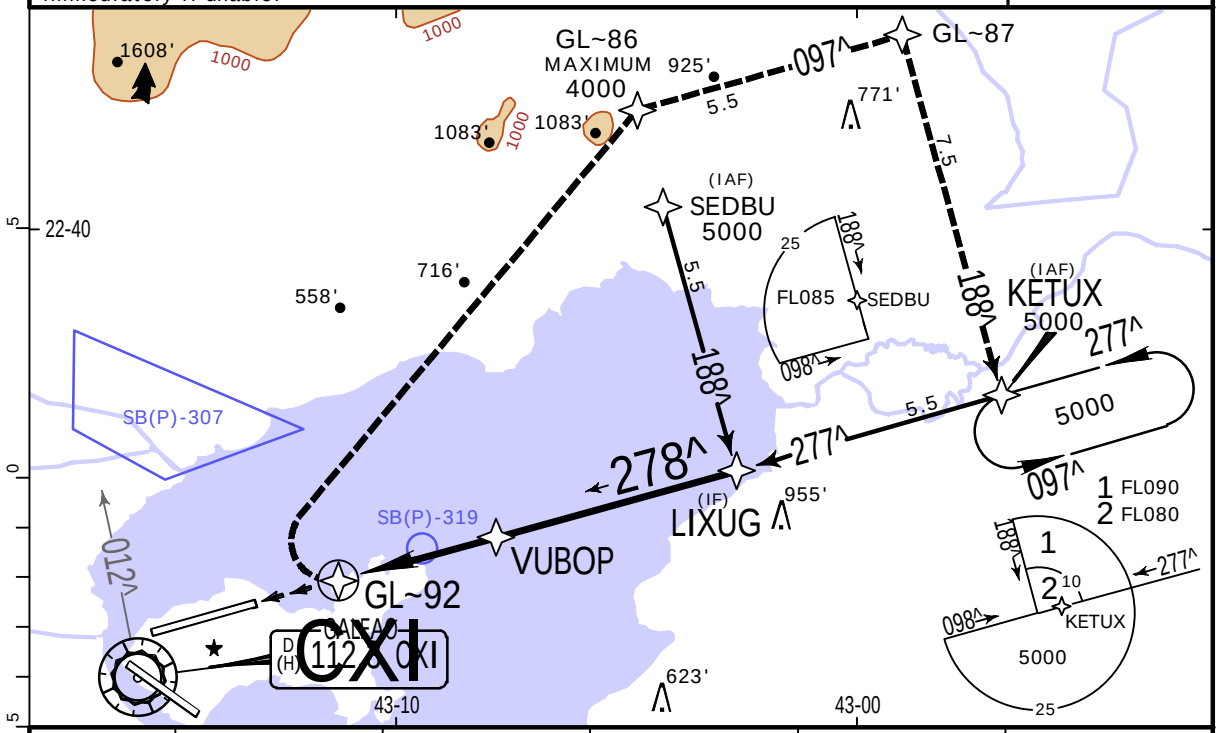
RNAV	Final Apch Crs	VUBOP	LNAV/VNAV DA(H)	Apt Elev 28' Rwy 28'
	278^	1680' (1652')	628' (600')	

MISSED APCH: Climb to 4000', immediately turn RIGHT to GL~86. After, climb to 5000' turning RIGHT on course 097^ until GL~87. After, turn RIGHT on course 188^ until KETUX for holding. MAX 200 KT.

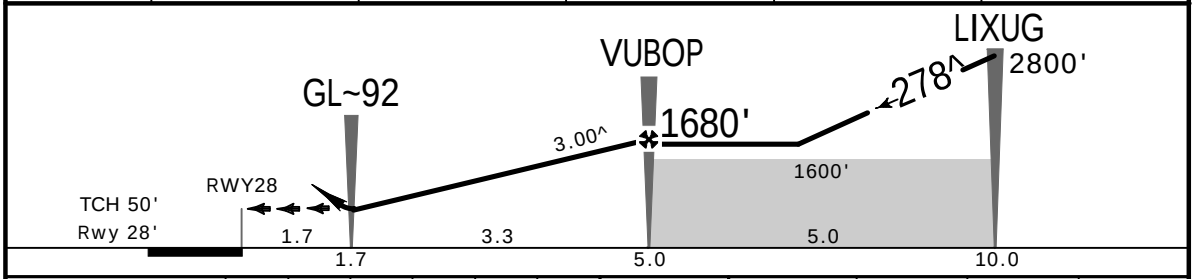
TAA
25 NM
IAF

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'

1.LNAV/VNAV MIN 0^C/MAX 48^C. 2. Exclusive chart for using in operations on converging runways, Arrival Rwy 28 and Departure Rwy 33. 3. Simultaneous approach with departures from Runway 33 authorized. 4. Attention: DH 600'. In case of missed approach, turn right immediately to avoid traffic taking off from Rwy 33. 5. The pilots should plan the approach in order to reduce the possibility of a go around after MAP. 6. Do not overshoot CXI VOR R-012, even in case of go around after MAP. Advise ATC immediately if unable.



DIST to GL~92	GL~92	2.0	3.0	4.0	VUBOP
ALTITUDE	628'	715'	1033'	1352'	1680'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849

ALSF-I
PAPI PAPI

4000'
RT

D

GL~86

STRAIGHT-IN LANDING RWY 28
LNAV/VNAV
DA(H) 628' (600')
ALS out

CIRCLE-TO-LAND

PANS OPS

A	3500m	3700m
B		
C		NA
D		

CHANGES: Procedure Title.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

20 JAN 23
.Eff.26.Jan.

13-1

RIO DE JANEIRO, BRAZIL
VOR Y Rwy 15
MISSED APCH CLIMB GRADIENT MIN 5.0%

BRIEFING STRIP ™

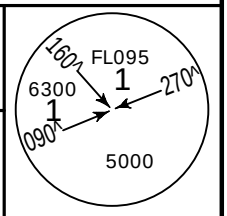
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	129.8 124.95 134.95 125.95 128.9 119.35	118.0 118.2	121.65

VOR	Final Apch Crs	UMGTI	MDA(H)	Apt Elev 28'
CXI 112.3	155^	1660' (1643')	460' (443')	Rwy 17'

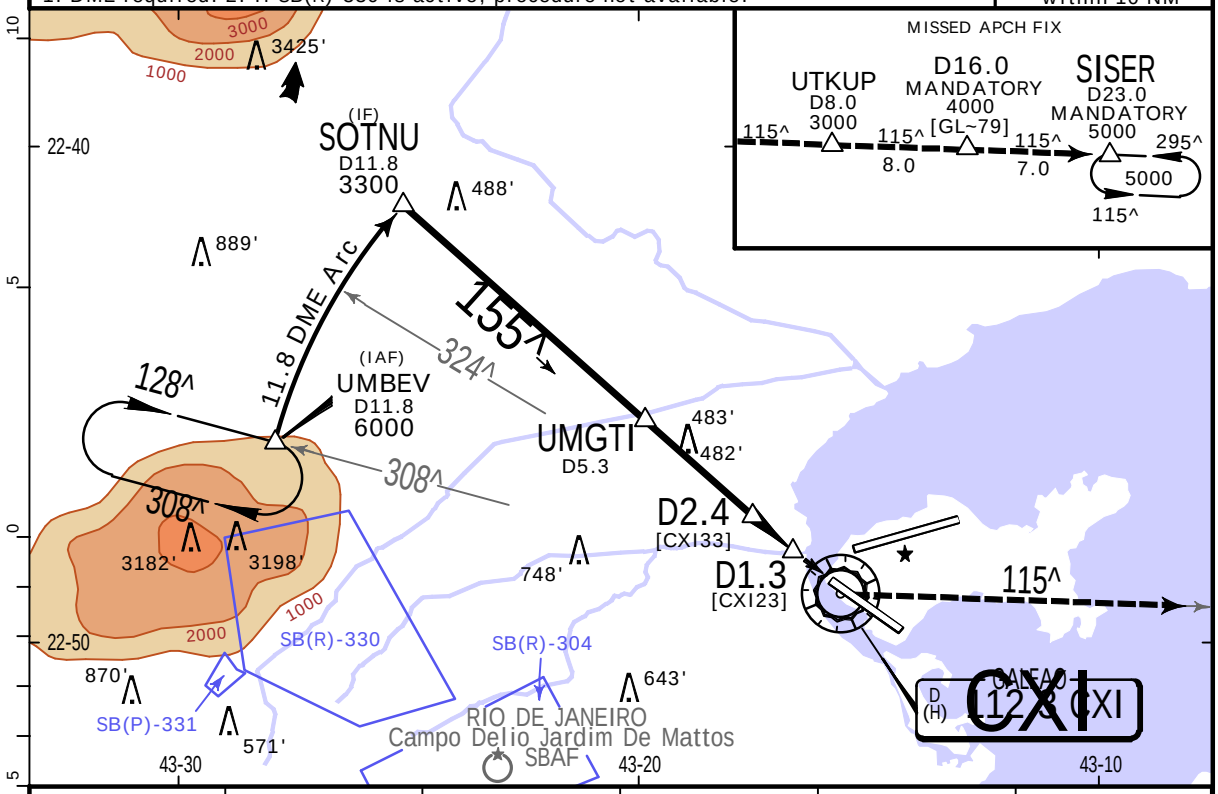
MISSED APCH: Climb to 5000'. Turn LEFT, outbound CXI VOR R-115 to UTKUP. After, maintain outbound CXI VOR R-115 to SISER for holding. Missed approach requires a climb gradient of 5.0%.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'

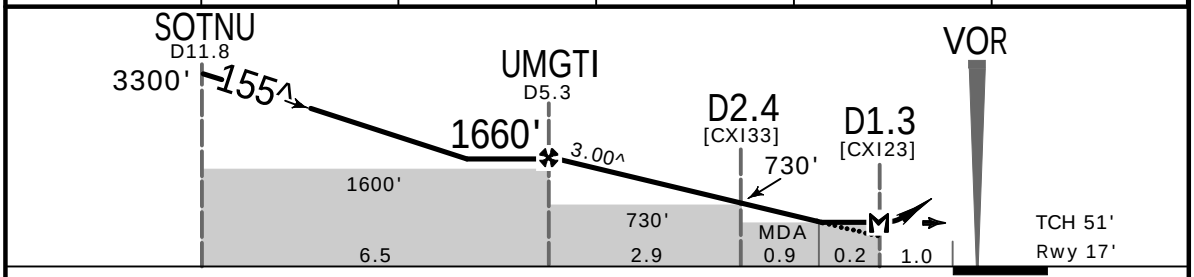
1. DME required. 2. If SB(R)-330 is active, procedure not available.



MSA CXI VOR
1 5500
within 10 NM



DIST to THR	UMGTI	4.0	3.0	2.0	1.2
ALTITUDE	1660'	1350'	1030'	730'	460'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D1.3						

HIALS
PAPI

5000'

LT

CXI
112.3
R-115

STRAIGHT-IN LANDING RWY 15

MDA(H) 460' (443')

CIRCLE-TO-LAND

PANS OPS

	ALS out	
A, B	800m	1600m
C, D	1400m	2100m

NA

CHANGES: Procedure revised.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

20 JAN 23
.Eff.26.Jan.

13-2

RIO DE JANEIRO, BRAZIL
VOR Z Rwy 28

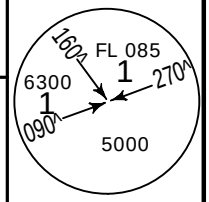
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	128.9 119.725 119.0 129.8 129.2 134.4 121.25 124.95 134.95 119.35	118.0 118.2	121.65

VOR CXI	Final Apch Crs	DETOM	MDA(H)	Apt Elev 28'
112.3	264^	1800' (1772')	570' (542')	Rwy 28'

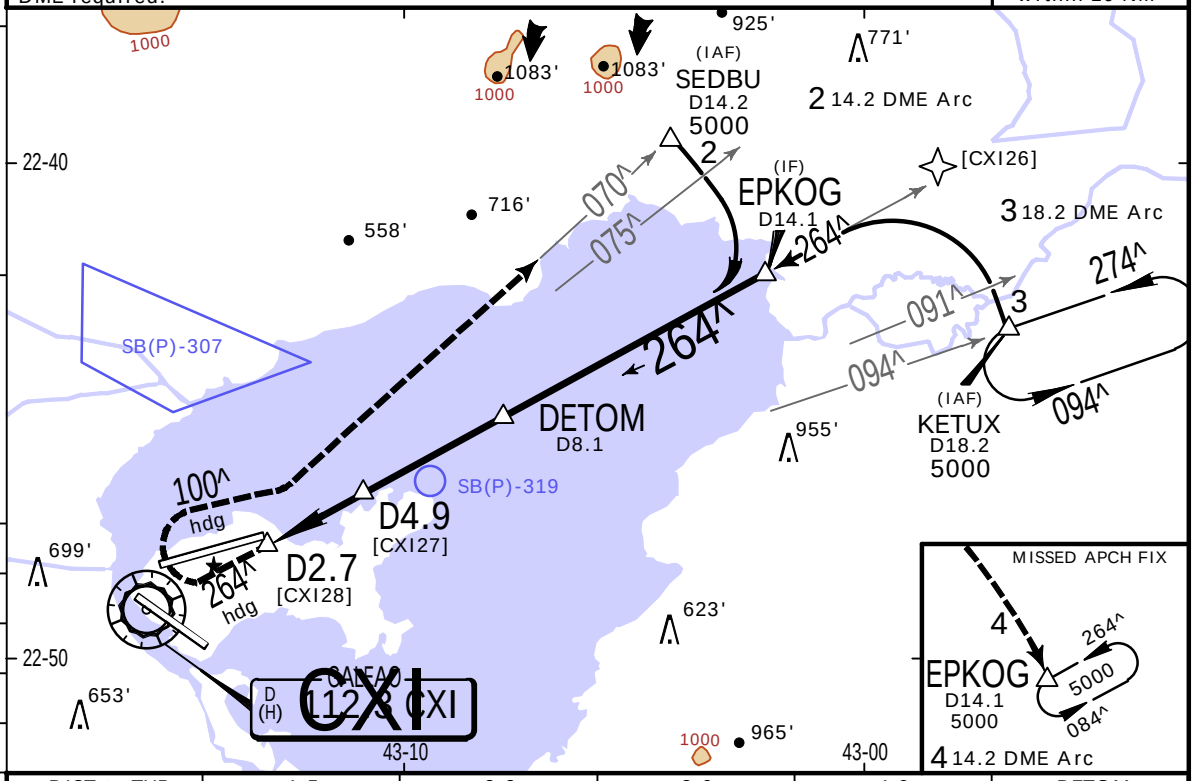
MISSED APCH: Climb to 5000'. Maintain heading 264^ until passing 600'. After, turn RIGHT heading 100^ to intercept outbound CXI VOR R-070 up to SEDBU to join 14.2 DME Arc for holding at EPKOG. MAX 210 KT.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'

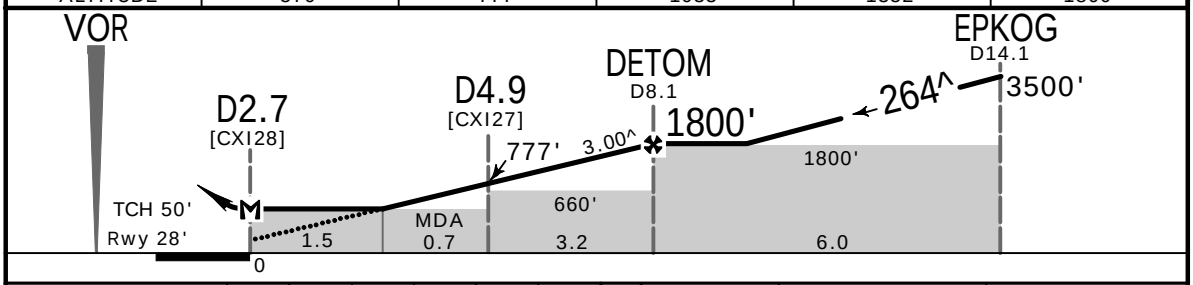
DME required.



MSA CXI VOR
1 5000
within 10 NM



DIST to THR	1.5	2.2	3.0	4.0	DETOM
ALTITUDE	570'	777'	1033'	1352'	1800'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at D2.7						

ALSF-I
PAPI PAPI

600' on 264^ hdg

5000' on 100^ hdg RT

STRAIGHT-IN LANDING RWY 28

MDA(H) 570' (542')

CIRCLE-TO-LAND

PANS OPS	ALS out	
A, B	1200m	1600m
C, D	2100m	2500m

NA

CHANGES: None.

SBGL/GIG
GALEAO-ANTONIO CARLOS JOBIM INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.

13-3

RIO DE JANEIRO, BRAZIL
VOR Rwy 33
MISSED APCH CLIMB GRADIENT MIM 4.5%

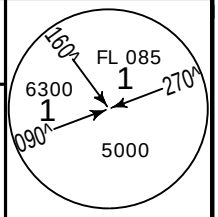
BRIEFING STRIP ™

D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	Ground
127.6	119.35 119.725 121.25 124.95 125.95 128.9 129.8 132.975 134.4 134.95	118.0 118.2	121.65

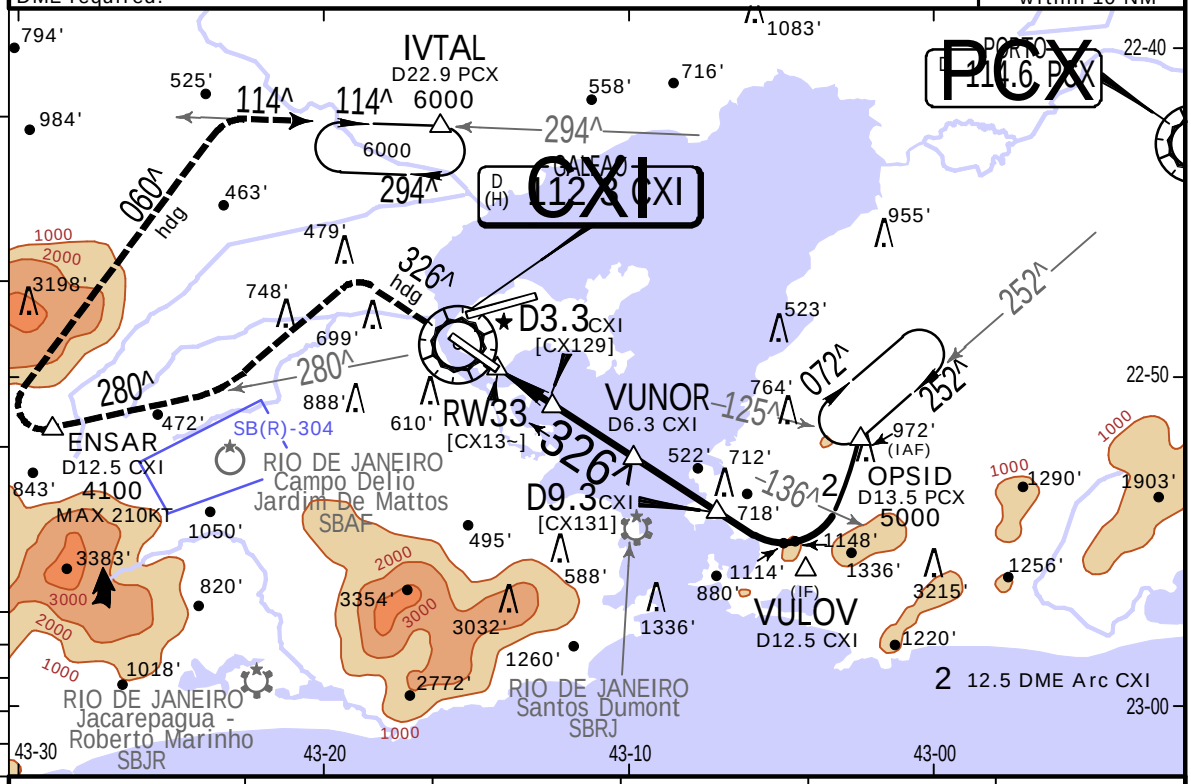
VOR CXI	Final Apch Crs	VUNOR	MDA(H)	Apt Elev 28'
112.3	326^	1660' (1648')	470' (458')	Rwy 12'

MISSED APCH: Climb to 6000'. Maintain heading 326^ until passing 1000'. After turn LEFT to intercept CXI VOR R-280 up to ENSAR. Then, turn RIGHT, heading 060^ to intercept PCX VOR R-294 up to IVTAL for holding. Missed Approach Climb Gradient Mim 4.5%
MAX 210KT until ENSAR.

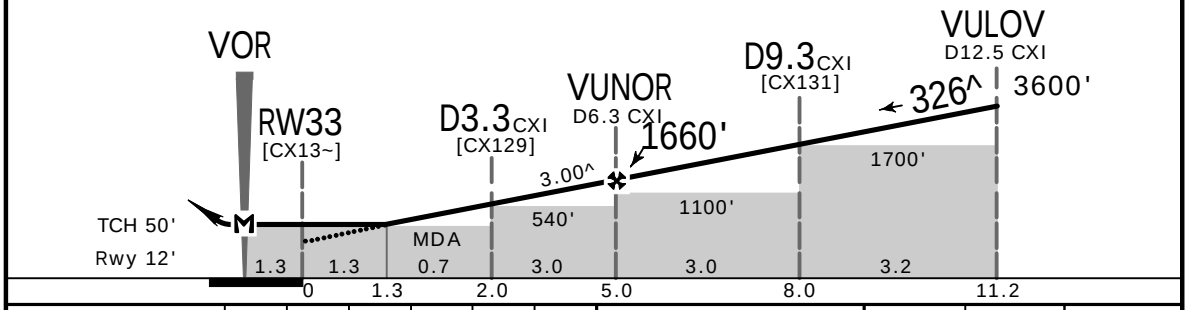
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 7000'
DME required.



MSA CXI VOR
1 5000'
within 10 NM



DIST to THR	1.3	2.0	3.0	4.0	VUNOR
ALTITUDE	470'	705'	1017'	1336'	1660'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at VOR						

PAPI-L | 1000' on | 326^ hdg

PANS OPS

	STRAIGHT-IN LANDING RWY33	CIRCLE-TO-LAND
	MDA(H) 470' (458')	
A	1600m	NA
B		
C	2100m	
D		

CHANGES: PAPI-R changed to PAPI-L.

SBGL/GIG

GALEAO-ANTONIO
CARLOS JOBIM INTL

JEPPESEN

17 MAR 23
.Eff.23.Mar.

19-1

RIO DE JANEIRO, BRAZIL
VISUAL APPROACH
Rwys 10/28-15/33

BRIEFING STRIP ™

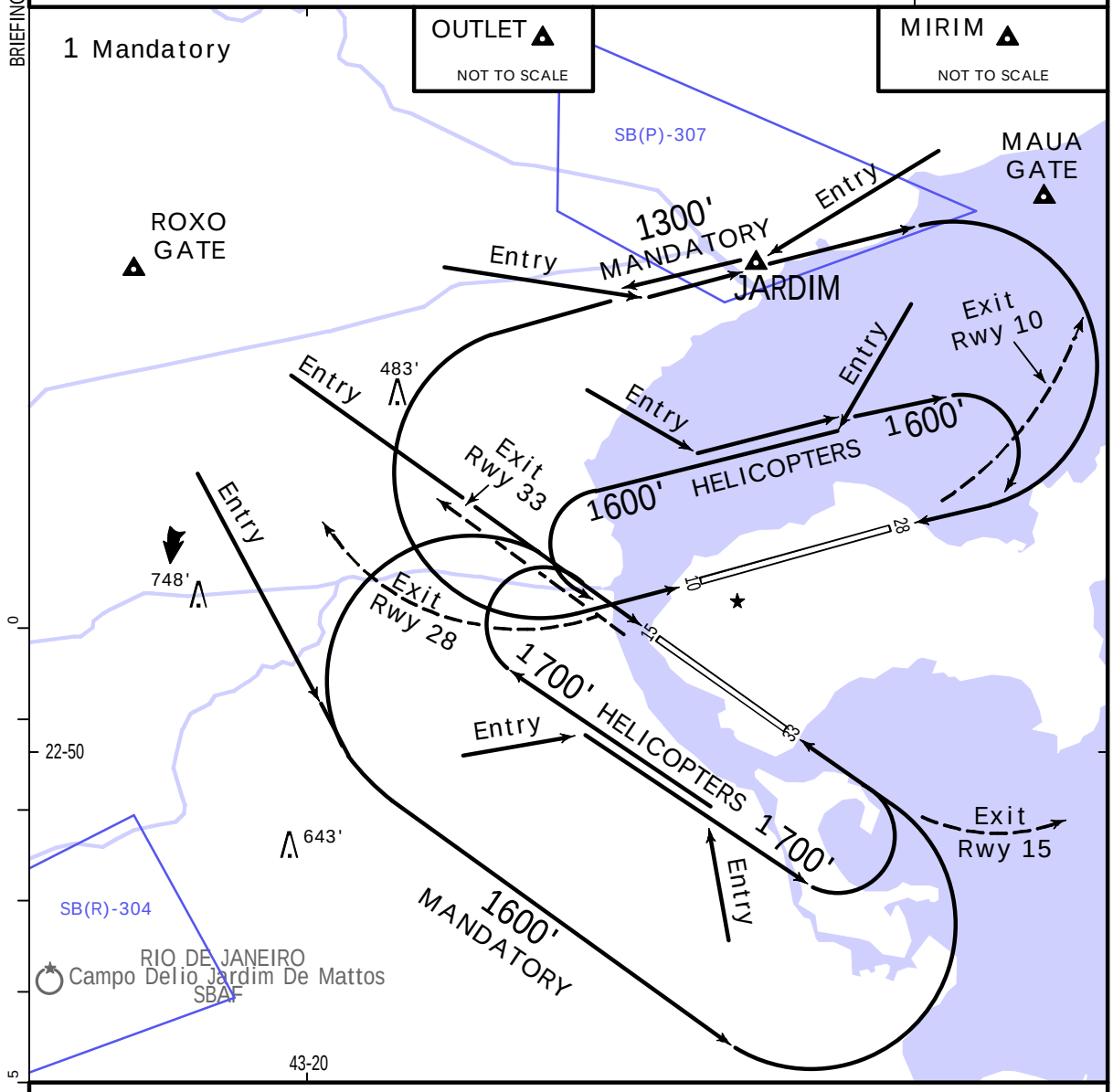
D-ATIS	RIO Control (Approach) (R)	GALEAO Tower	GALEAO Ground
127.6	119.725 126.2 132.975 133.3	118.0 118.2	121.65

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 7000'	Apt Elev 28'

1 Mandatory

OUTLET ▲
NOT TO SCALE

MIRIM ▲
NOT TO SCALE



REMARKS:

1. In order to enter and leave traffic pattern, Maua or Roxo gate must be used, according to ATC authorization.
2. Rwy 15: In case of missed approach, turn LEFT before opositive threshold. Fly direct to JARDIM position, altitude 1300'. Expect further ATC clearance for approaching Rwy 15. Attention to possibility of aircraft taking off from Rwy 10.
3. Rwy 33: In case of missed approach, turn RIGHT before opositive threshold, then turn RIGHT, and fly direct to JARDIM position, altitude 1300'. Expect further ATC clearance to fly Rwy 33 traffic pattern. Attention to possibility aircraft taking of from Rwy 10.
4. For information purpose, the geographic coordinates of the reporting points are included:
   JARDIM: S22 44.6 / W043 14.7
   MAUA: S22 43.9 / W043 11.2
   MIRIM: S22 40.1 / W043 11.7
   ROXO: S22 44.7 / W043 22.1

CHANGES: Gates, notes.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

RIO DE JANEIRO, (GALEAO-ANTONIO CARLOS JOBIM IN - SBGL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBGL

Type: Terminal
Effectivity: Permanent
Begin Date: 20220908
End Date: No end date

SBGL Rwy 15 approach lights changed from ALSF-1 to ALS.