=JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: SAO PAULO BRA
ICAO/IATA: SBGR / GRU
Lat/Long: S23° 26.13', W046° 28.38'
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: 0920 Z
Sunset: 2052 Z

Runway Information

Runway: 10L
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: 10R
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2451 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 197 ft

Runway: 28L
Length x Width: 9843 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 2451 ft

Lighting: Edge, ALS, Centerline
Stopway: 197 ft

Runway: 28R
Length x Width: 12139 ft x 148 ft
Surface Type: asphalt
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: 121.700
Guarulhos Ground: 126.900
Guarulhos Clearance Delivery: 121.000
Sao Paulo Control Approach: 124.150
Sao Paulo Control Approach: 133.850
Sao Paulo Control Approach: 129.050
Sao Paulo Control Approach: 119.600
Sao Paulo Control Approach: 119.800
Sao Paulo Control Approach: 120.250
Sao Paulo Control Approach: 120.450
Sao Paulo Control Approach: 134.150
Sao Paulo Control Approach: 134.900
Sao Paulo Control Approach: 120.850
Sao Paulo Control Approach: 125.600
Sao Paulo Control Approach: 123.900
Sao Paulo Control Approach: 119.050
Sao Paulo Control Approach: 121.350
Sao Paulo Control Approach: 129.000
Sao Paulo Control Approach: 119.150
Sao Paulo Control Approach: 121.400
Sao Paulo Control Approach: 122.750
Sao Paulo Control Approach: 120.050
Sao Paulo Control Approach: 123.250
Sao Paulo Control Approach: 132.100
Sao Paulo Control Approach: 129.500
Sao Paulo Control Approach: 135.750
Sao Paulo Control Approach: 119.250
Sao Paulo Control Approach: 129.750
Sao Paulo Control Approach: 124.700
Guarulhos Operations: 122.500

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 10R/10L. Such a system will normally be used in preference to the 28L/28R runway system, provided that the runway surface is dry.

(b) When the runway system in use is 10R/10L with tail wind component, pilots requesting authorization to use the 28L/28R 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 10R/28L preferential use for landing.
- RWY 10L/28R 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)*:

10R BB: 6037' (1840m) CC: 8038' (2450m)
10L FF: 9318' (2840m)
28R 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 10R: BB and CC
Runway 10L: FF
Runway 28R: 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 10R/28L contact the ground control frequency only after RWY 10L/28R 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 10L at intersection with Twy H when required. Distance available 11,155' (3400 m).

1.4. DEPARTURE (cont'd)

(d) Aircraft category A, B and C must be prepared to take off from Rwy 28R 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.

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 overfly 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 10/28, 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 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 reporting will indicate ATC that pilot-in-command has visual reference below 1000' and visual separation will be applied in case of GO AROUND.

(b) In case of GO AROUND, maintain visual separation with the aircraft departing from the parallel runway until the missed approach start of turn.

(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 15 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 28R is not classified as HEAVY.

DEPARTURE

A-CDM PROCEDURES

1 GENERAL PROVISIONS

1.1 The A-CDM (Airport Collaborative Decision Making) is an operational concept within the context of ATM (Air Traffic Management) that seeks to improve operational efficiency, predictability and punctuality for the ATM network and for participating partners.

1.2 A-CDM needs a joint and collaborative work from the different partners in order to enable decision making based on better and more accurate information, in which each piece of information is obtained in a standardized manner for complete situational awareness of each partner involved.

1.3 The implementation of A-CDM at an aerodrome transforms many of the communication policies and procedures that have historically dominated the airport operations environment, bringing substantial improvements to all A-CDM partners involved, such as:

a) better predictability;
b) punctuality performance;
c) possibility of automated and anticipated ATFM (Air Traffic Flow Management) measurements;
d) reduction of ground movement costs;
e) optimization of airport infrastructure;
f) reduced congestion in the aprons and taxiways; and
g) measurement of air traffic performance indicators.

1.4 At times, the objectives of each A-CDM partner are diffuse and can be contradictory or complementary. Each A-CDM partner may not have a complete understanding of the others operations and priorities. However, all A-CDM partners have the primary objective of seeking efficient, regular and safe air transport for the benefit of the aviation community. To achieve this goal there needs to be a collaborative culture in place, seeking a more efficient use of the aerodrome. Thus, the guidelines contained in the specific provisions of these procedures must be strictly complied with to enable the implementation and dissemination of the A-CDM concept in the Brazilian aeronautical community.

2 SPECIFIC PROVISIONS

The A-CDM procedures for operation at the Guarulhos Sao Paulo aerodrome are detailed below.

2.1 ACCESS TO THE AERODROME PLATFORM ACISP (A-CDM information sharing platform).

2.1.1 Access to the ACISP platform will be by means of a computer with internet access at https://taticacdmgru.saipher.com.br or via mobile app.

2.1.2 Access will be granted to A-CDM partners through a User-ID and a password.

2.1.3 Accreditation for access to the platform must be made together with the Airport Administrator. The contact channels can be obtained in the Support area of the ACISP portal, at https://taticacdmgru.saipher.com.br.

2.1.4 Viewing and entering information on the ACISP platform will take place according to the profile of each user.

2.1.5 The application for accessing the ACISP platform via mobile devices (abridged version) can be obtained at https://taticacdmgru.saipher.com.br.

2.1.6 For the purposes of control and information security, all operations on the ACISP platform will be recorded by user, date and time of occurrence of the event.

2.2 PRESENTATION OF FLIGHTS ON THE ACISP PLATFORM

2.2.1 ARRIVALS

Flights with scheduled arrival at SBGR will be displayed in the Arrivals table 3 (three) hours in advance of their ELDT (Estimated Landing Time).

2.2.2 DEPARTURES

2.2.2.1 Flights with scheduled departure from SBGR will be displayed in the Departures table from 3 (three) hours before the EOBT (Estimated off-block time).

2.2.2.2 The AO (aircraft operator), or GH (Ground Handler) when delegated by the AO, will be responsible for verifying their respective flight on the ACISP platform. In case of absence of registration, contact the GRU CCO (Operational Control Center).

2.3 FLIGHT PLAN VALIDATION

2.3.1 Scheduled air transport flights departing from the SBGR aerodrome will have the flight plan data confronted with data from the respective SOBT (Scheduled Off-Block Time) airport slots. The data to be compared include: EOBT, aircraft type, destination aerodrome and aircraft registration (when informed in the flight plan).

2.3.2 If there are differences between the flight plan data and the airport slots data, there must be an understanding between the GRU CCO and the AO to solve the issue. Failure to do so will prevent the validation of the proposed TOBT (Target Off-Block Time), and the TSAT (Target Start-up Approval Time) cannot be generated for the flight until the issue is effectively resolved.

2.4 CHANGE OF IN THE FLIGHT NETWORK (SCHEDULED TRANSPORT)

2.4.1 The AO shall update the GRU CCO, AOC (Airport Operations Center) on the link changes between flights in its air network up to 1 (one) hour before the EOBT. The AOC will immediately update this information in its database AODB (Airport Operational Database) for updating the ACISP.

2.5 TOBT FIELD

2.5.1 On the ACISP platform, there will be a column to display the TOBT.

2.5.2 For reference and situational awareness only, until the user enters the TOBT manually, the ACISP platform will display a TOBT value based on estimated aircraft arrival time, MTTT (minimum turnaround time) and EOBT. This value is for user reference only and will not be automatically used by the system.

2.6 TOBT ENTERED BY THE USER

2.6.1 The AO or GH will be responsible for manually entering its TOBT into the ACISP platform at least 30 (thirty) minutes before the proposed time.

2.6.2 For a TOBT to be entered for the flight, it must meet the following conditions:
a) there must be a flight plan approved by the Flight Plan Processing System and within the validity period;
b) the first TOBT must be at least 30 minutes in advance and a maximum of 180 minutes before the current time; and
c) the TOBT must be within the -15/+45 minutes window of the EOBT.

2.6.3 If there are one or more restrictive CDM messages for the flight, the TOBT entered will be displayed in yellow to alert the user of the condition so that he/she can solve the problem up to 30 minutes before the TOBT.

2.6.4 After entering a valid TOBT the platform will display a grey T sign and white numbers.

2.6.5 The TOBT can also be entered the SBGR AODB (AMS) platform. However, alerts and validation messages will not be provided through this platform, being restricted to the ACISP platform.

2.7 TOBT CHANGES BEFORE CONFIRMATION

2.7.1 Until the TOBT confirmation time, the user can change this as many times as necessary.

2.7.2 At any time that the aircraft operator realizes that it is impossible to comply with the TOBT, it must correct the proposed time, respecting the provisions of item 2.6.2.

2.8 TOBT CONFIRMATION

2.8.1 The TOBT, previously entered by the AO/GH, will be automatically confirmed by the system 30 (thirty) minutes in advance of the proposed time.

2.8.2 The system will be displayed accordingly: yellow T sign and white numbers, informing the proximity of the TOBT confirmation time 5 (five) minutes in advance.

2.8.3 After confirmation of the TOBT by the system, it will be displayed accordingly: white T sign and white numbers, to inform the user that the TOBT has been confirmed.

2.8.4 If there are one or more restrictive CDM messages for the flight, the TOBT will not be confirmed. In this case, it will be displayed: red T sign and yellow numbers. In this case (in which the user has not corrected the restrictive situation until the confirmation time), he/she must do so and enter a new TOBT.

2.8.5 If the ACISP platform receives a message with a change to the EOBT of a given flight (DLA or CHG), and this change invalidates the current TOBT in accordance with the provisions of item 2.6.2 c) (outside the -15/ +45 minutes from the EOBT), an alert message for corrective action by the user will be displayed and the TOBT will not be validated.

2.9 ISSUE OF TSAT (TARGET START-UP APPROVAL TIME)

2.9.1 After confirming the TOBT, the PDS (Pre-Departure Sequencer) system will issue the TSAT according to the established prioritization criteria. This time will be displayed in the TSAT column of the ACISP platform : white T sign and white numbers.

2.9.2 If the TSAT is not issued within 5 (five) minutes after confirmation of the TOBT, the user must contact the GRU CCO.

2.9.3 During A-CDM operation, the AO is prohibited from making radio contact on the Control Towers communication frequencies to request any information about TSAT of their respective flights.

2.9.4 The aerodromes ATC Unit has the autonomy to change the TSAT issued by the PDS, in order to make specific adjustments to optimize traffic.

2.9.5 If a CTOT (ATFM Calculated Take-off Time) is established by the ATFM Unit, the platform will present a TSAT immediately, regardless of the TOBT confirmation time. In that case, if a TOBT is later inserted with a proposed time after the already established TSAT, it will be changed to a new TSAT and the CTOT measure will be removed.

2.10 TOBT CHANGES AFTER TSAT ISSUANCE

2.10.1 If the operator, after receiving the TSAT, realizes that it is impossible to comply with the TOBT and wants to adjust its schedule, it may do so without prejudice to the TSAT, provided that the proposed TOBT time is earlier than the TSAT already issued.

2.10.2 If the operator, before the start of the TSAT window, realizes that it is impossible to comply with the TSAT issued and wants to adjust it to a later time, he/she may do so by requesting a new TOBT without the need for minimum advance.

2.10.3 If the operator, within the TSAT window, realizes that it is impossible to comply with the TSAT issued and wants to adjust it to a later time, he/she may do so by requesting a new TOBT at least 10 minutes in advance.

2.10.4 If the operator, after the end of the TSAT window, wants to adjust to a later time, he/she may do so by requesting a new TOBT at least 10 minutes in advance.

2.10.5 If the change occurs for a new TOBT after the TSAT already issued, the system will allocate a new TSAT according to the availability of the aerodrome.

3.10.6 Modifications to the TOBT to times after the TSAT, with the consequent loss thereof, will have their priority reduced for the purposes of traffic sequencing, so as not to harm later aircraft that are complying with their respective TSAT.

2.11 TTOT (TARGET TAKE-OFF TIME)

2.11.1 After entering the TOBT, the target take-off time of the aircraft will be displayed to optimize the use of the aerodrome TTOT. When the TSAT is issued, this TTOT will be updated.

2.11.2 This time is a reference to be pursued, but it does not have priority over the ground operational coordination carried out as needed by the ATC Unit.

2.12 FLIGHTS WITH CTOT (ATFM CALCULATED TAKE-OFF TIME)

2.12.1 A flight with CTOT will be handled by the system to comply with the take-off window allocated by the ATFM Unit NO (Network Operator).

2.12.2 If a CTOT time is established by the NO, the platform will display a TSAT immediately, regardless of the TOBT confirmation time.

2.13 ASBT (ACTUAL START OF BOARDING TIME)

For scheduled (S) and non-scheduled (N) flights, the AO/GH must enter the start boarding time, which can be done either through the aerodromes AODB system or through the ACISP platform itself.

2.14 ASRT (ACTUAL START-UP REQUEST TIME)

2.14.1 The aircraft must be ready for start up and/or push back at TSAT time. The pilot shall request, via phone and at the established frequency, the engine start up within the TSAT window.

2.14.2 During A-CDM operation, occupation of the frequency of the ATC Units to request the engine start up outside the TSAT window is prohibited.

2.14.3 Matters related to the TSAT must be solved with the respective airline and the local airport administration.

2.14.4 If the request for start up and/or push back does not occur within 3 minutes after the TSAT, the TSAT will be cancelled, and the start up approval will not be issued by the ATC Unit. In this case, it will be necessary for the AO/GH to enter a new TOBT to receive a new TSAT.

2.15 ASAT (ACTUAL START-UP APPROVAL TIME)

The control tower will seek to issue approval for engines start-up within the TSAT window, subject to necessary traffic coordination.

2.16 ENGINE START UP

2.16.1 The engine start-up and/or push-back AOBT (Actual Off-Block Time) shall be initiated within 5 (five) minutes after approval, ASAT.

2.16.2 If the engine start-up and/or push-back, AOBT is not initiated within 5 (five) minutes after approval, the flight will be subject to the cancellation of its TSAT by the ATC Unit, according to the legislation in force.

2.16.3 If after push back and/or start up, or during the entire taxi-out period, there is a need for the aircraft to return to the parking position, the TSAT and TOBT will be automatically cancelled. In this case, the AO/GH shall enter a new TOBT on the ACISP platform (there will be no restriction of the 30 (thirty) minutes in advance rule).

2.17 CDM ALERTS AND MESSAGES

2.17.1 CDM alerts and messages will be displayed on the ACISP platform, in the "Timeline" table and in the "Alerts" table, for users situational awareness.

2.17.2 The purpose of alerts and messages on the ACISP platform is to guide those responsible for resolving pending issues that may cause TOBT to be invalidated, at confirmation time.

2.17.3 In cases where there are discrepancies between flight plan data x airport slot data, as mentioned in item 2.3.1, the ACISP platform will display a restrictive message.

2.17.4 Restrictive messages will be displayed on the platform in red, while alert messages will be displayed in yellow.

2.17.5 If there are one or more restrictive messages for a flight at the time of TOBT confirmation, there will be no TSAT confirmation/allocation.

2.17.6 The restrictive CDM messages are:

a) CDM01: No Airport Slot Available, or slot already correlated;
b) CDM02: SOBT vs. EOBT discrepancy;
c) CDM03: Aircraft Type discrepancy;
d) CDM04: Aircraft Registration discrepancy;
e) CDM05: First Destination discrepancy;
f) CDM08: EOBT Compliance Alert; and
g) CDM13: No ATC Flight Plan Available.

2.17.7 In cases of restrictive messages, the AO/GH must correct the condition up to 30 (thirty) minutes before the TOBT so that it can be confirmed. If the correction requires coordination with the airport administrator, contact must be made with the GRU CCO.

2.18 A-CDM EXCEPTIONS

2.18.1 Aircraft operating at the SBGR aerodrome will be subject to the A-CDM rules of procedure contained in these charts, with the exception of:

a) rotorcraft with flight plan under visual flight rules (V or Z);
b) aircraft with VOCOM flight plan;
c) aircraft on an Aerospace Defense mission;
d) aircraft in military operation (war or internal security mission);
e) aircraft in SAR operation; and
f) aircraft carrying the President of the Republic.

2.18.2 In the cases foreseen as an exception to the A-CDM procedures, the AO and the ATC Unit must disregard the ACISP platform and carry out the procedures in accordance with the air traffic rules in force.

2.19 CONTINGENCIES

2.19.1 The A-CDM operating condition at the SBGR aerodrome will be informed through the current ATIS message.

2.19.2 If there is an interruption of the A-CDM procedures greater than 60 (sixty) minutes this condition will also be informed through NOTAM.

2.19.3 In case the message "A-CDM NOT AVAILABLE" is displayed on the ACISP platform, the A-CDM procedures will be suspended. In this case, the period in which the flights will be exempt from the A-CDM rules will be informed. The procedures for the aerodrome will be those provided for in current legislation.

2.19.4 If the user is unable to access the ACISP platform or notices any type of discrepancy related to the system, he/she shall contact the aerodromes A-CDM support.

3 FINAL ARRANGEMENTS

3.1 This procedures comes into effect on 31 DEC 2022, and will end its term 31 DEC 2023.

3.2 The A-CDM operation is determined by the GRU CCO, which is responsible for coordinating with the other SISCEAB Units regarding the issuance of NOTAM, updating ATIS and other user messages.

3.3 Contact:

- A-CDM Support: (011) 2445-3411
- GRU CCO: (011) 2445-3411/supervisores.cco@gru.com.br

3.4 Criticisms and/or suggestions are welcome and should be sent via Fale Conosco - SAC-DECEA, on the Internet, at https://www.decea.mil.br/, or via Intraer, at www.decea.intraer.

3.5 For more information on A-CDM operation, design and training at SBGR, visit www.acdm.com.br.

3.6 Cases not provided for shall be settled by the Head of DECEA's Operations Sub-department.

SBGR/GRU

GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL
(ALSO SERVES VIRACOPOS INTL, CONGONHAS AND PROF URBANO ERNESTO STUMPF INTL)

JEPPESEN

14 MAY 21 (20-1R).Eff.20.May.

SAO PAULO, BRAZIL

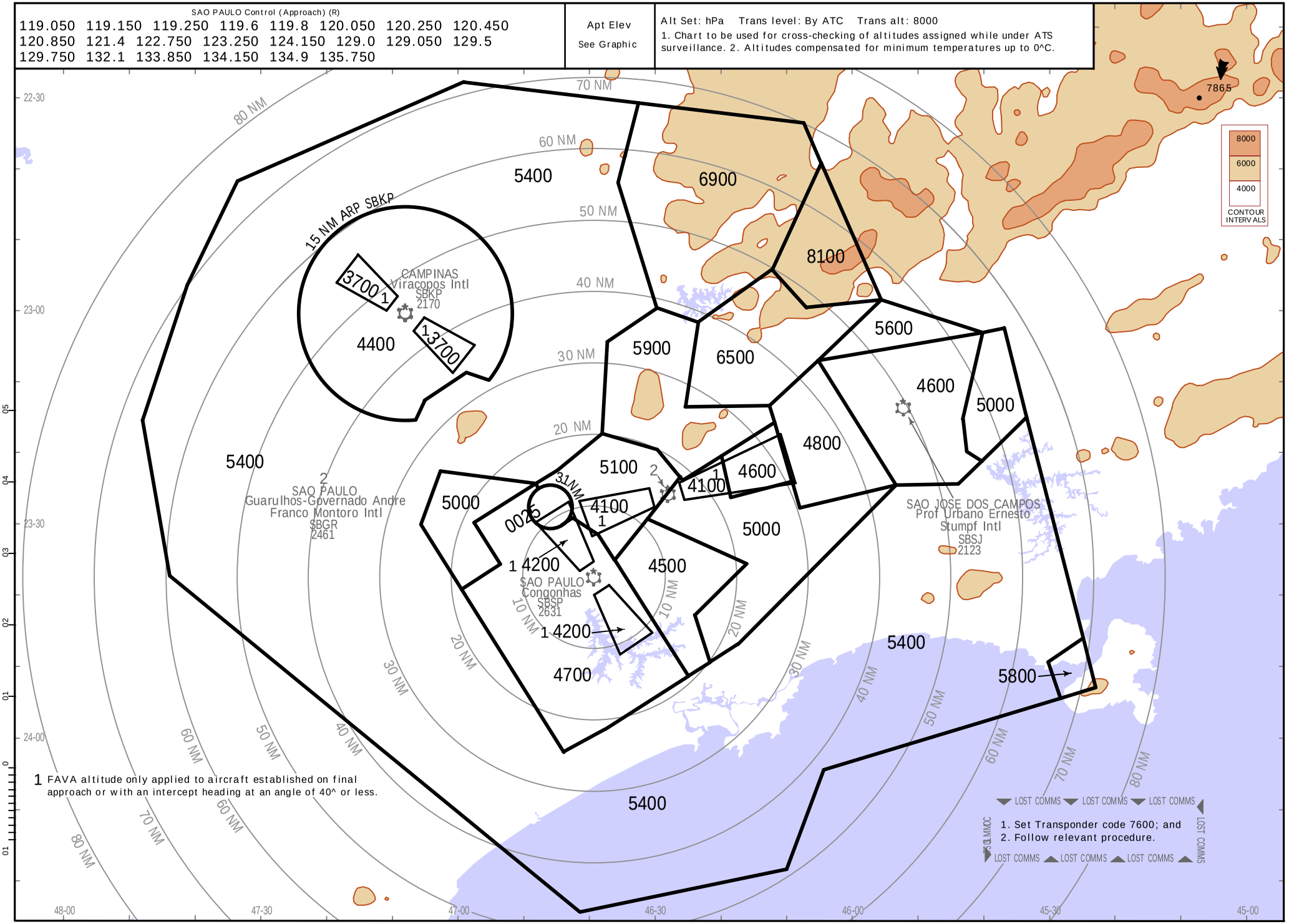
.RADAR.MINIMUM.ALTITUDES.

SAO PAULO Control (Approach) (R)

119.050 119.150 119.250 119.6 119.8 120.050 120.250 120.450
120.850 121.4 122.750 123.250 124.150 129.0 129.050 129.5
129.750 132.1 133.850 134.150 134.9 135.750

Apt Elev
See Graphic

Alt Set: hPa Trans level: By ATC Trans alt: 8000
1. Chart to be used for cross-checking of altitudes assigned while under ATS surveillance. 2. Altitudes compensated for minimum temperatures up to 0^C.



1 FAVA altitude only applied to aircraft established on final approach or with an intercept heading at an angle of 40^ or less.

LOST COMMS
1. Set Transponder code 7600; and
2. Follow relevant procedure.

CHANGES: Chart revised.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2B) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

RNAV 1 or RNP 1 GNSS required

EDMUS 1A RNAV ARRIVAL [EDMU1A] (RWYS 10L/R)

8000
6000
4000
CONTOUR INTERVALS

ARP
5900
5700
5200
15 NM
180^
^090
^272

GR288
FL85
GR287
GR283
FL100
GR289
7000
GR286
FL110
GR284
FL110
LOMEN
(IAF)
6000
POLYP
FL150
NIBVO
EDMUS
FL260
0.6
5.9
1.6
8.0
11.6
10.7
2.02
7.9
0.32
^082
310^
^052
145^
325^
^590
^572
^990
^972

BASE DE AVIACAO DE TAUBATE
Taubate
SBTA

SAO JOSE DOS CAMPOS
Prof Urbano Ernesto Stumpf Intl
SBSJ

SAO PAULO
Congonhas
SBSP

6782

45 77 99 50 58 64
23-00 23-30
47-00 46-30 46-00 45-30

CHANGES: Runway designator, grid MORA values.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2C) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev
127.75	2461

Alt Set: hPa Trans level: By ATC

RNP 1 or RNAV 1 GNSS required

EDMUS 1B [EDMU1B]
VUNOX 1B [VUNO1B]
RNAV ARRIVALS
(RWYS 28L/R)

VUNOX
FL220

GR259
FL180

GR262
FL160

GR282
8000

GR281

GR279

GR278
FL90
8000

SANPA
FL100
8000

GR253

GR254

UTKUG
(IAF)
6000

POLYP

NIBVO
FL150

EDMUS
FL170

B1 XONUV

B1 SUMOE

ARP

15 NM

5900

5700

5200

SAO JOSE DOS CAMPOS
Prof Urbano Ernesto Stumpf Intl
SBSJ

GUARATINGUETA
SBGW

BASE DE AVIACAO DE TAUBATE
Taubate
SBTA

7865

CONTOUR INTERVALS
8000
6000
4000

22-30
23-00
46-30
46-00
45-30

CHANGES: Runway designator, grid MORA values.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2D) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

EVRAL 1A RNAV ARRIVAL [EVRA1A] (RWYS 10L/R)

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

ZARES
GR246 FL260
GR247 FL240
GR248 FL210
EVRAL
GR249 FL190
GR251 At 250 KT FL170
GR252 FL140
GR272
GR273
GR274
GR276
GR277 At 250 KT FL140
SANPA At 230 KT FL090 8000
GR283 8000
(IAF) LOMEN 6000
GR258 FL220
GR257 FL240
GR256 FL260
BUXUK

CAMPINAS Viracopos Intl SBKP
SAO ROQUE Sao Paulo Catarina Aeroporto Executivo SBJH
SAO PAULO Congonhas SBSP

6000
4000
CONTOUR INTERVALS

ARP
15 NM
5900
5700
5200

CHANGES: Runway designator, grid MORA values.

EVRAL 1B RNAV ARRIVAL [EVRA1B] (RWYS 28L/R)

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

ZARES
GR246 FL260
GR247 FL240
GR248 FL210
EVRAL
GR258 FL220
GR257 FL240
GR256 FL260
BUXUK
GR249 FL190
GR251 At 250 KT FL170
GR252 FL140
GR272
GR273
GR274
GR276
GR277 At 250 KT FL140
SANPA At 230 KT FL100 FL090
GR253
GR254
(IAF) UTKUG 6000

CAMPINAS Viracopos Intl SBKP
SAO ROQUE Sao Paulo Catarina Aeroporto Executivo SBJH
SAO PAULO Congonhas SBSP

6000
4000
CONTOUR INTERVALS

ARP
15 NM
5900
5700
5200

CHANGES: Runway designator, grid MORA values.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2F) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

EVRAL 1C RNAV ARRIVAL [EVRA1C] (RWYS 28L/R)

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

ZARES
GR246 FL260
GR247 FL240
GR248 FL210
GR249 FL190
GR251 FL170
GR252 FL140
EVRAL
GR258 FL220
GR257 FL240
GR256 FL260
BUXUK
SANPA FL100 FL090
GR253
GR254
UTKUG (IAF) 6000

CAMPINAS Viracopos Intl SBKP
SAO ROQUE Sao Paulo Catarina Aeroporto Executivo SBJH
SAO PAULO Congonhas SBSP

6000
4000
CONTOUR INTERVALS

ARP
15 NM
5900
5700
5200

CHANGES: Runway designator, grid MORA values.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2G) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

EVRAL 1D RNAV ARRIVAL [EVRA1D] (RWYS 10L/R)

ZARES
GR246 FL260
GR247 FL240
GR248 FL210
EVRAL
GR249 FL190
GR251 FL170
GR252 FL140
SANPA FL090 8000
GR283 8000
(IAF) LOMEN 6000
GR258 FL220
GR257 FL240
GR256 FL260
BUXUK

CAMPINAS Viracopos Intl SBKP
SAO ROQUE Sao Paulo Catarina Aeroporto Executivo SBJH
SAO PAULO Congonhas SBSP

ARP
15 NM
5900
5700
5200
6000
4000
CONTOUR INTERVALS
5578

CHANGES: Runway designator, grid MORA values.

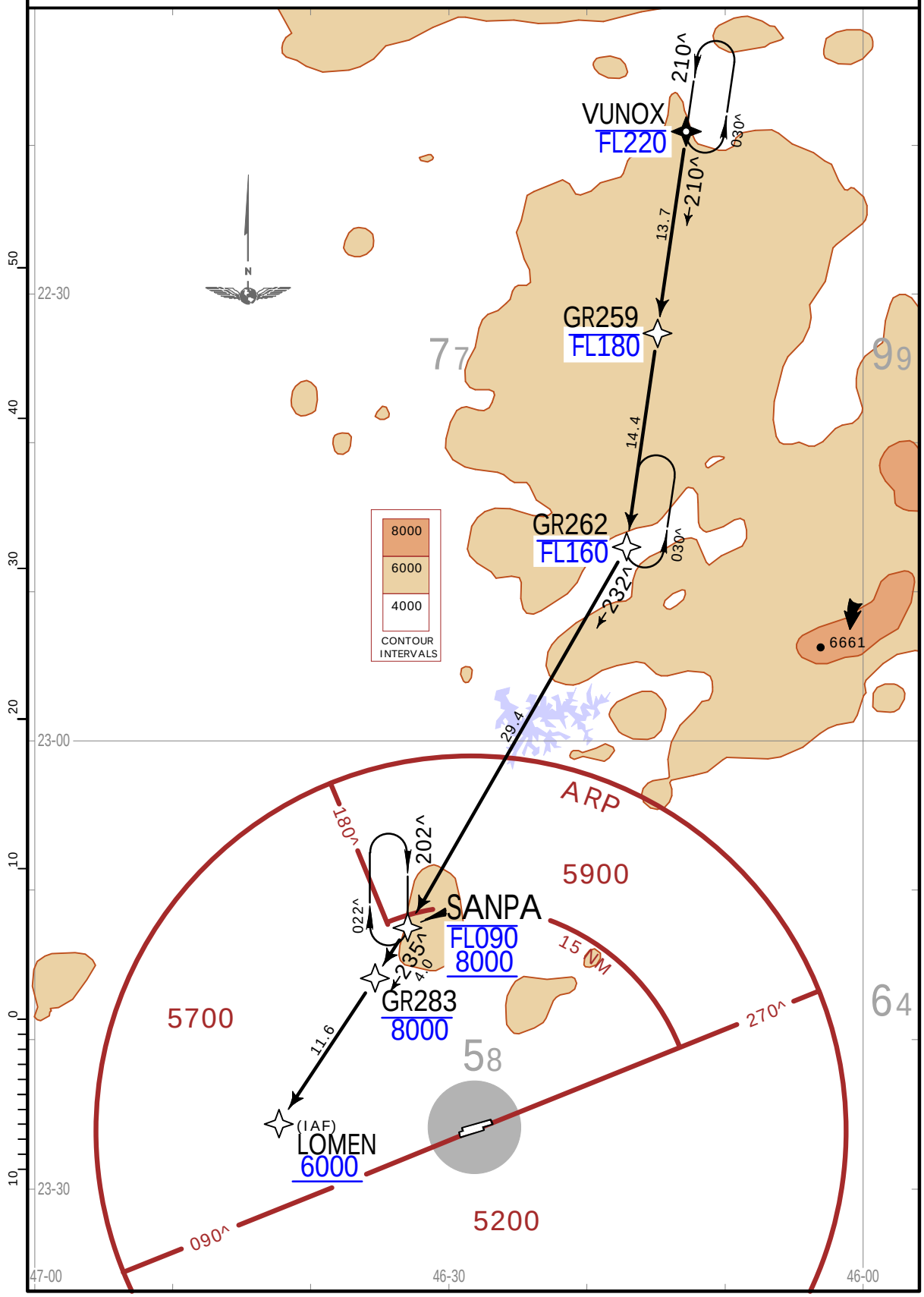
SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2M) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

SANPA 1A RNAV ARRIVAL [SANP1A] (RWYS 10L/R)



CHANGES: Runway designator, grid MORA values.

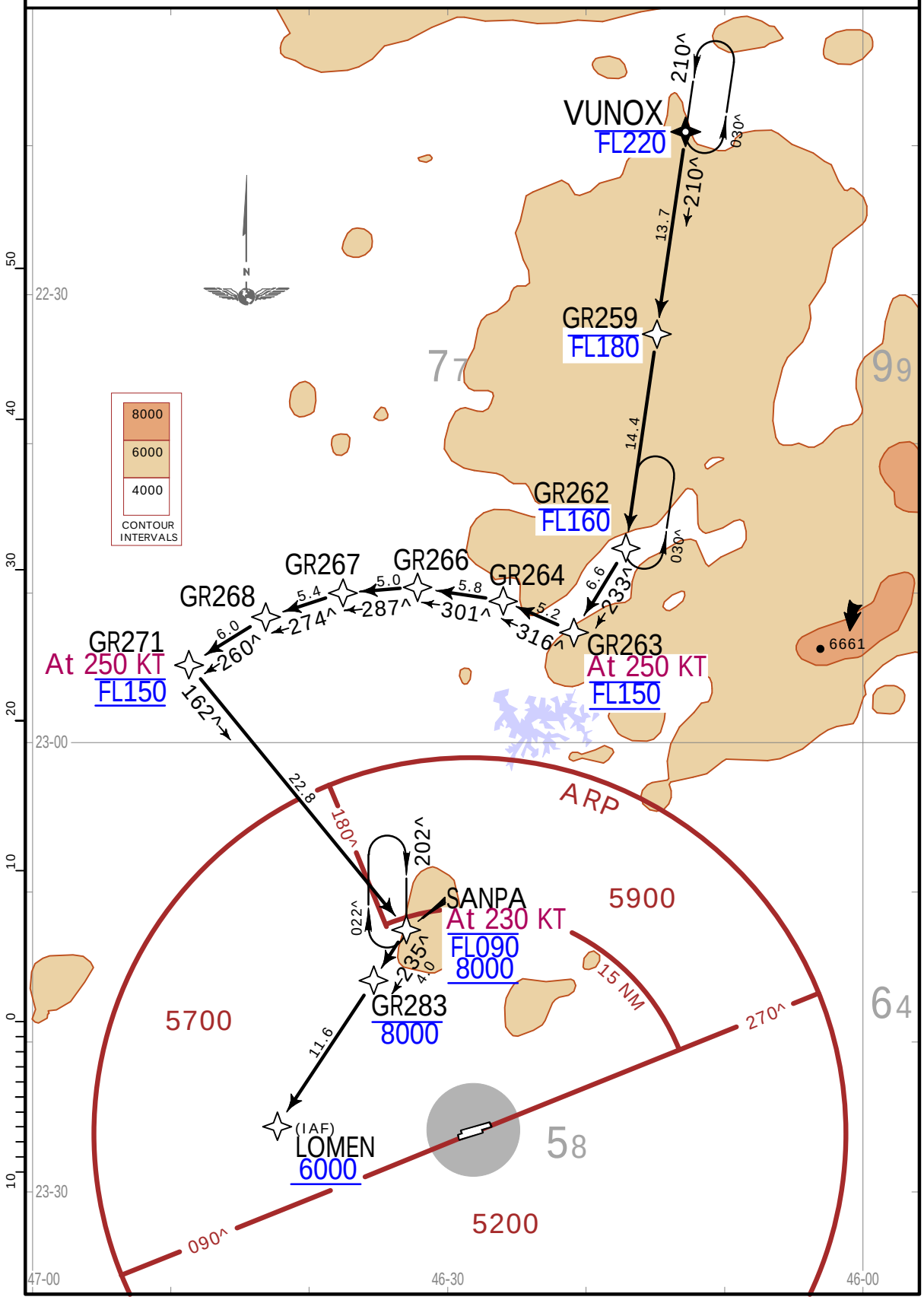
SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2N) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1 GNSS required

VUNOX 1A RNAV ARRIVAL [VUNO1A]
(RWYS 10L/R)



CHANGES: Runway designator, grid MORA values.

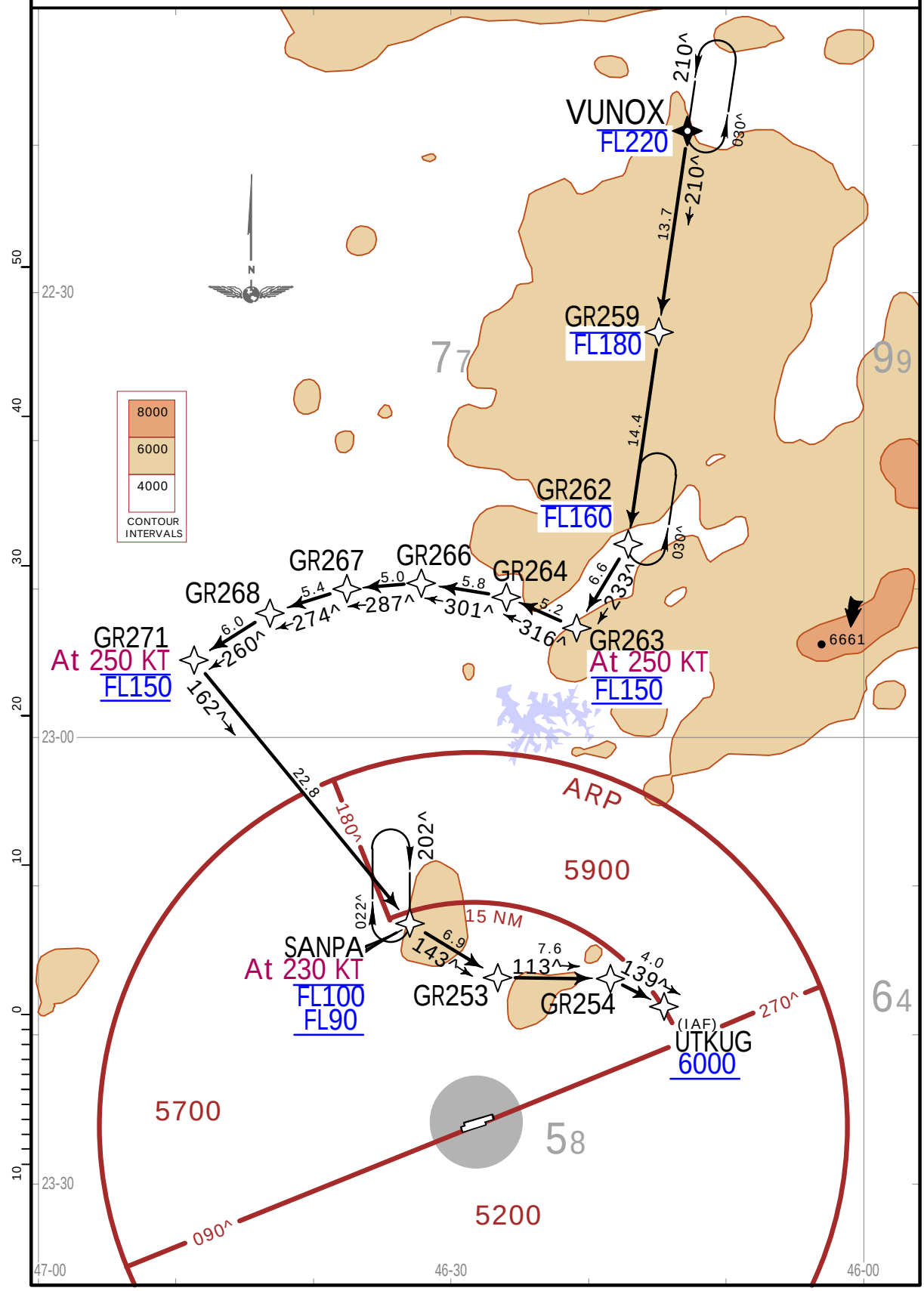
SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-2P) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.STAR.

D-ATIS	Apt Elev	Alt Set: hPa	Trans level: By ATC
127.75	2461	RNP 1 or RNAV 1	GNSS required

VUNOX 1C RNAV ARRIVAL [VUNO1C]
(RWYS 28L/R)



CHANGES: Runway designator, grid MORA values.

This SID requires minimum climb gradients:
5.0% until AMVUL, 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

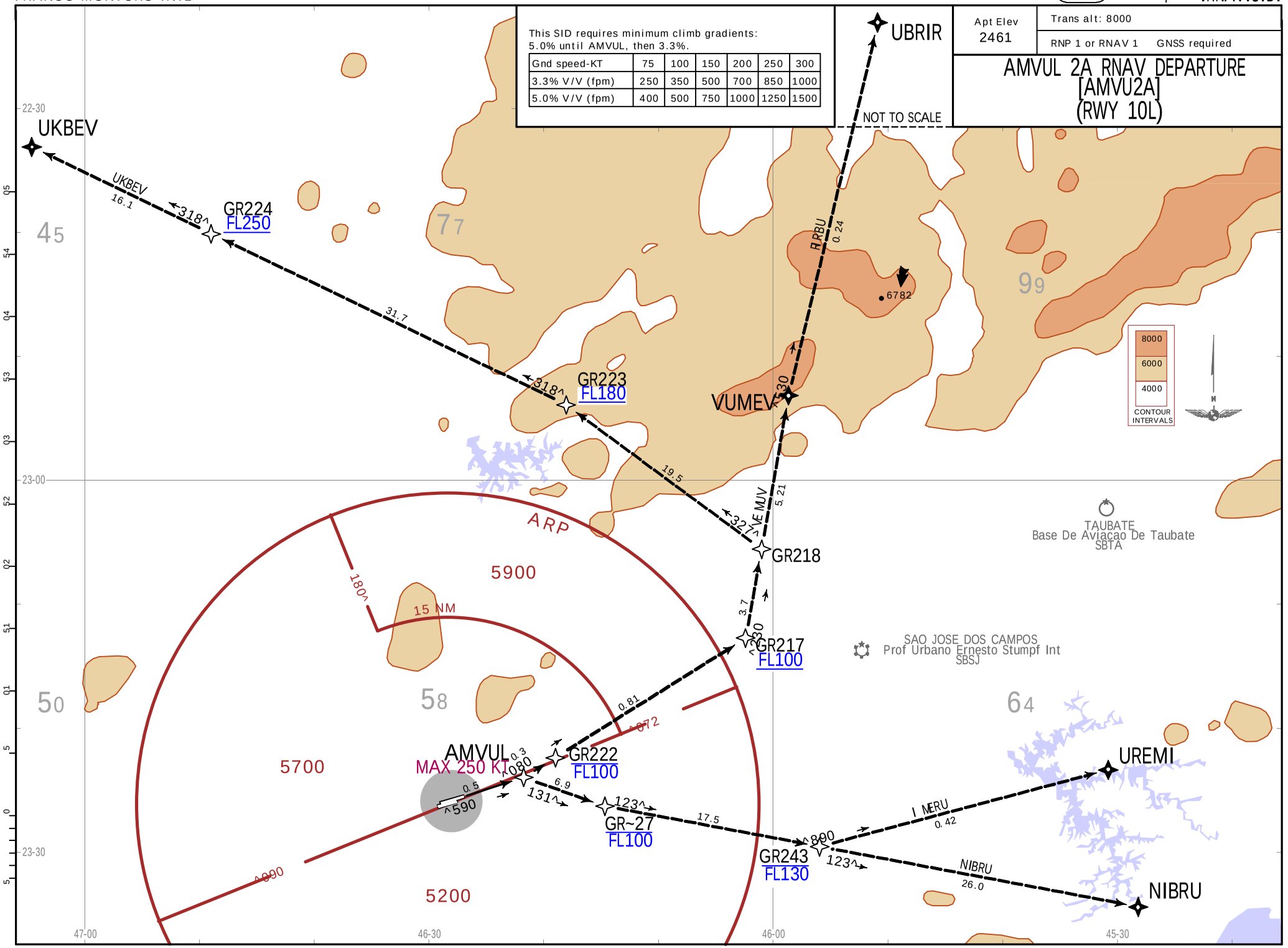
NOT TO SCALE

Apt Elev 2461

Trans alt: 8000

RNP 1 or RNAV 1 GNSS required

AMVUL 2A RNAV DEPARTURE [AMVU2A] (RWY 10L)



CHANGES: Runway designator.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-3A) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.SID.

This SID requires minimum climb gradients:
6.0% until GR317, 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

Apt Elev 2461

Trans alt: 8000

RNP 1 or RNAV 1 GNSS required

CGO 1A RNAV DEPARTURE [CGO1A] (RWY 10R)

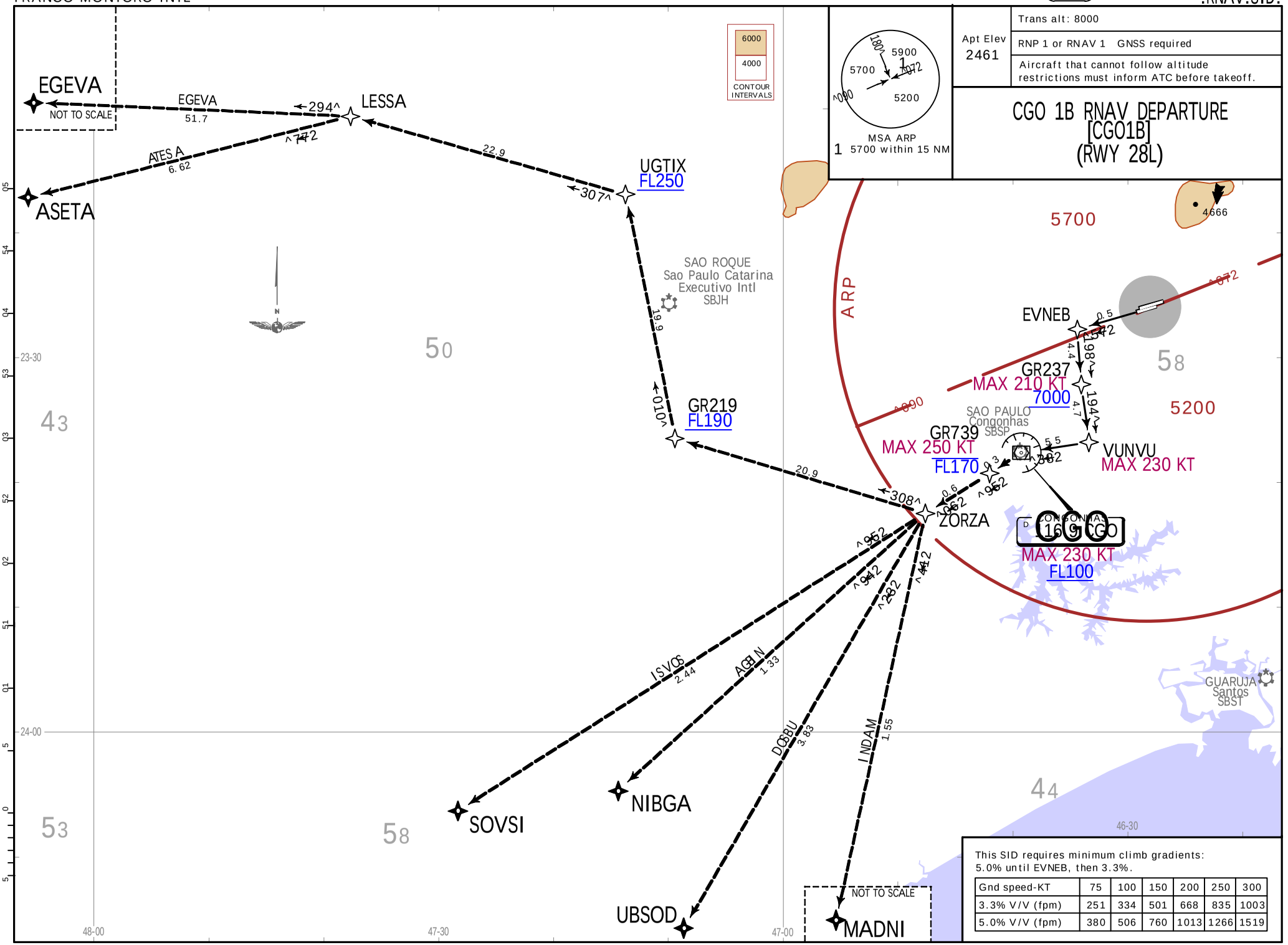
EGEVA
NOT TO SCALE
EGEVA
51.7
294^
LESSA
ATESA
6.62
ASETA
24.2
GR216
FL270
11.0
GR214
FL240
20.7
SAO ROQUE
Sao Paulo Catarina Executivo Intl
SBJH
ARP
326^
ZORZA
ISVOS
2.44
SOVSI
AGEIN
1.33
NIBGA
DOSBU
3.83
UBSOD
INDAM
1.55
NOT TO SCALE
MADNI
6000
4000
CONTOUR INTERVALS
15 NM
180^
5900
5700
5200
4666
2900
590^
GR317
6000
GR318
7000
UGIKI
CGO
CONGONHAS
D 116.9 CGO
FL100
6.7
GR212
FL160
0.5
GR739
FL170
0.3
0.6
SAO PAULO
Congonhas
SBSP
GUARUJA
Base Aerea De Santos
SBST
5 3
4 3
5 0
5 8
5 8
4 4
23-30
24-00
48-00
47-30
47-00
46-30

CHANGES: Runway designator.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
17 MAR 23 (20-3B)

SAO PAULO, BRAZIL
.RNAV.SID.



CHANGES: Speed restriction established for GR237 and withdrawn for EVNEB.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required

EDLUT 1A RNAV DEPARTURE
[EDLU1A]
(RWYS 10L/R)

CAT A, B, C

This SID requires minimum climb gradients:
4.5% until GR226, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.5% V/V (fpm)	342	456	684	911	1139	1367

UKBEV
FL200
UKBEV
11.0
GR231
FL120
6.2
GR311
FL110
8.9
GR292
FL100
21.6
317^
GR223
13.6
VF MUV
7.81
VUMEV
6661
8000
6000
4000
CONTOUR INTERVALS
001^
050
EDLUT
ARP
180^
15 NM
5900
5700
5200
9.9
050^
GR227
9.8
045^
GR226
MAX 180 KT
059^
2900
CAMPINAS
Viracopos Intl
SBKP
JUNDIAI
Cmte Rolim Adolfo Amaro
SBJD
SAO JOSE DOS CAMPOS
Prof Urbano Ernesto Stumpf Int
SBSJ
23-00
47-00
46-30
46-00
45
77
99
50
58
64

CHANGES: None.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN SAO PAULO, BRAZIL
17 MAR 23 (20-3C1) .RNAV.SID.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required
	Aircraft that cannot follow altitude restrictions must inform ATC before takeoff.

EVNEB 1A RNAV DEPARTURE [EVNE1A] (RWY 28L)

This SID requires minimum climb gradients:
5.0% until EVNEB, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

8000
6000
4000
CONTOUR INTERVALS

NOT TO SCALE

UBRIR
ARBU 0.24
6782
VUMEV
VEMUV 6.22
ORIMU
FL250
0.01
ISOXO
FL160
GR232
MAX 280 KT
1.5
GR242
FL160
2.91
GR237
MAX 210 KT
7000
4.4
4.7
EVNEB
0.5
VUNVU
MAX 250 KT
1.01
12.0
GR244
7.91
GR241
UREMI
I MERU 5.13
NIBRU
URB N 1.03

ARP
5900
5700
5200
180
15 NM
072

TAUBATE
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SBTA

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Prof Urbano Ernesto Stumpf Int
SBSJ

SAO PAULO
Congonhas
SBSP

23-00
23-30
46-30
46-00
45-30
45-00

CHANGES: Speed restriction established for GR237 and withdrawn for EVNEB.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required

NIBRU 1A [NIBR1A]
UREMI 1A [UREM1A]
RNAV DEPARTURES
(RWY 10R)

These SIDs require minimum climb gradients:
5.3% until 2900, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.3% V/V (fpm)	403	537	805	1073	1342	1610

6000
4000
CONTOUR INTERVALS

4801

180^

15 NM

5900

5700

5200

5 8

6 4

2900

^590

GR~27
FL100

122^

17.5

GR243
FL130

^790

123^

A11 MERU
0.42

NIBRU 1A
26.0

UREMI

NIBRU

ARP

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SBSJ

SAO PAULO
Congonhas
SBSP

GUARUJA
Santos
SBST

23-00

23-30

46-30

46-00

45-30

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

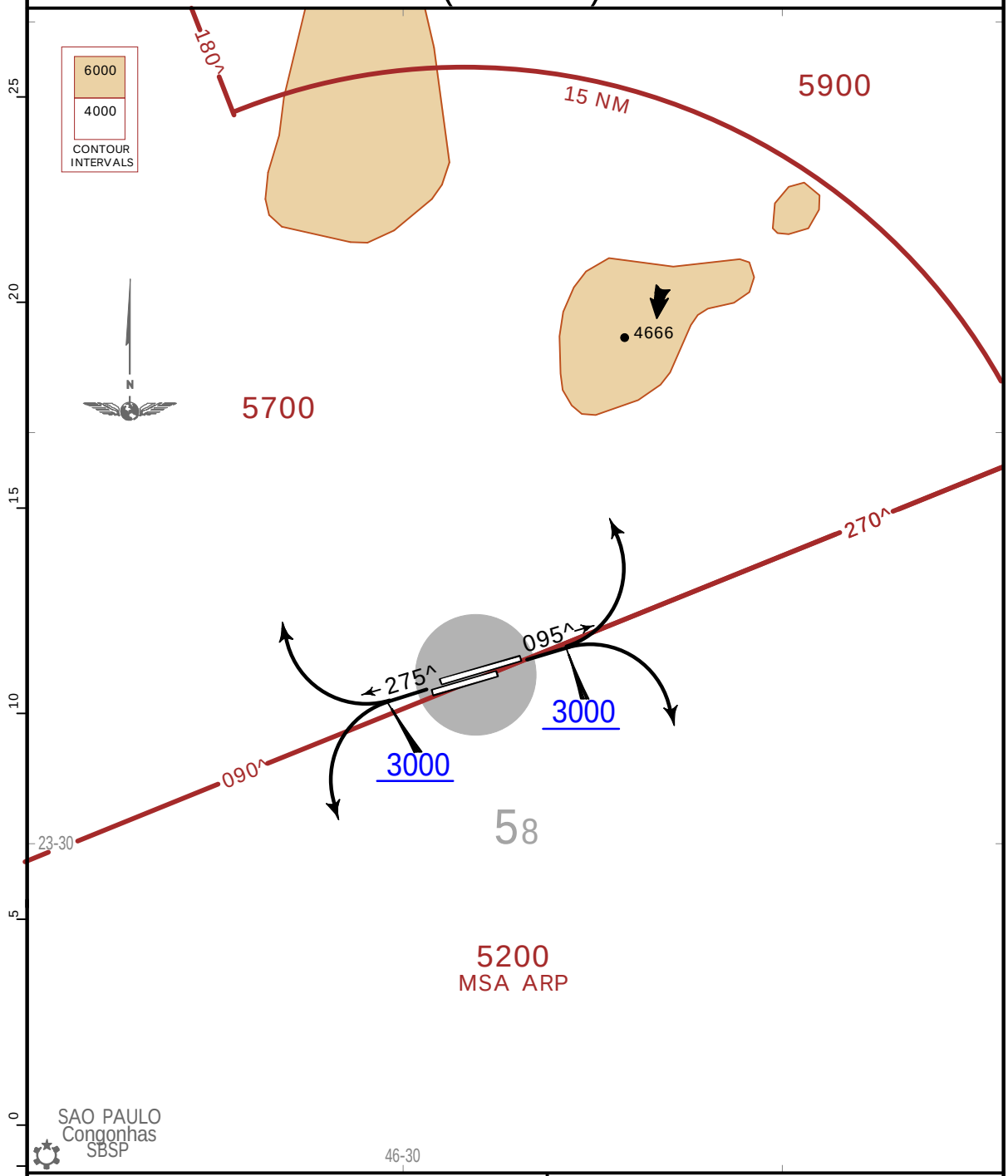
JEPPESEN
2 SEP 22 20-3D .Eff.8.Sep.

SAO PAULO, BRAZIL
.SID.

Apt Elev
2461

Trans alt: 8000

OMNI DEPARTURE [OMNI]
(ALL RWYS)



This SID requires minimum climb gradients:
Rwy 10L/10R: 5.3% until 6000, then 3.3%.
Rwy 28L/28R: 4.9% until 6000, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000
4.9% V/V (fpm)	400	500	750	1000	1250	1500
5.3% V/V (fpm)	400	550	800	1100	1350	1600

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
After 25 NM away from SBGR, direct to flight plan enroute.
COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

INITIAL CLIMB

Climb to 6000 on cleared heading and expect further ATC instructions.

CHANGES: Runway designators in climb gradient text, grid MORA value.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN SAO PAULO, BRAZIL
2 SEP 22 20-3E.Eff.8.Sep. .RNAV.SID.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required

REORI 1A RNAV DEPARTURE [REOR1A] (RWY 10R)

NOT TO SCALE

This SID requires minimum climb gradients:
5.0% until REORI, 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

UBRIR
UKBEV
GR224 FL250
GR223 FL180
VUMEV
GR218
GR217 FL100
GR222 FL100
REORI
MAX 250 KT
ARP
15 NM
5900
5700
5200
6782
8000
6000
4000
CONTOUR INTERVALS
CAMPINAS Viracopos Intl SBKP
JUNDIAI Cmte Rolim Adolfo Amaro SBJD
SAO JOSE DOS CAMPOS Prof Urbano Ernesto Stumpf Int SBSJ
TAUBATE Base De Aviacao De Taubate SBTA

Printed from JeppView for Windows 5.3.0.0 on 16 Apr 2023; Terminal chart data cycle 07-2023 (Expired); Notice: After 13 Apr 2023, 0000Z, this chart may no longer be valid

CHANGES: Runway designator.

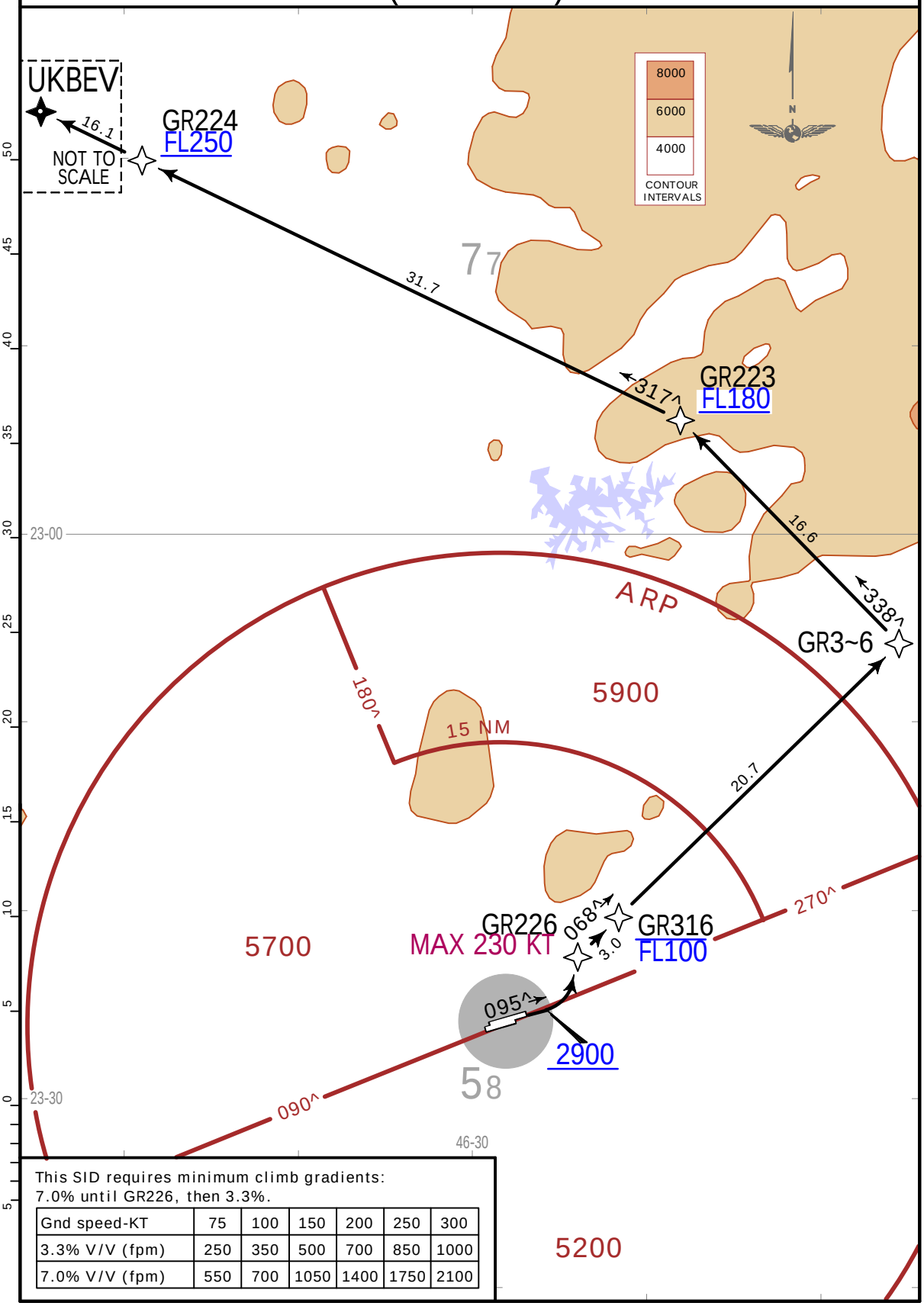
SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 (20-3F) .Eff.8.Sep.

SAO PAULO, BRAZIL
.RNAV.SID.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required

UKBEV 1D RNAV DEPARTURE
[UKBE1D]
(RWYS 10L/R)



This SID requires minimum climb gradients:
7.0% until GR226, then 3.3%.

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

CHANGES: Runway designator, grid MORA values.

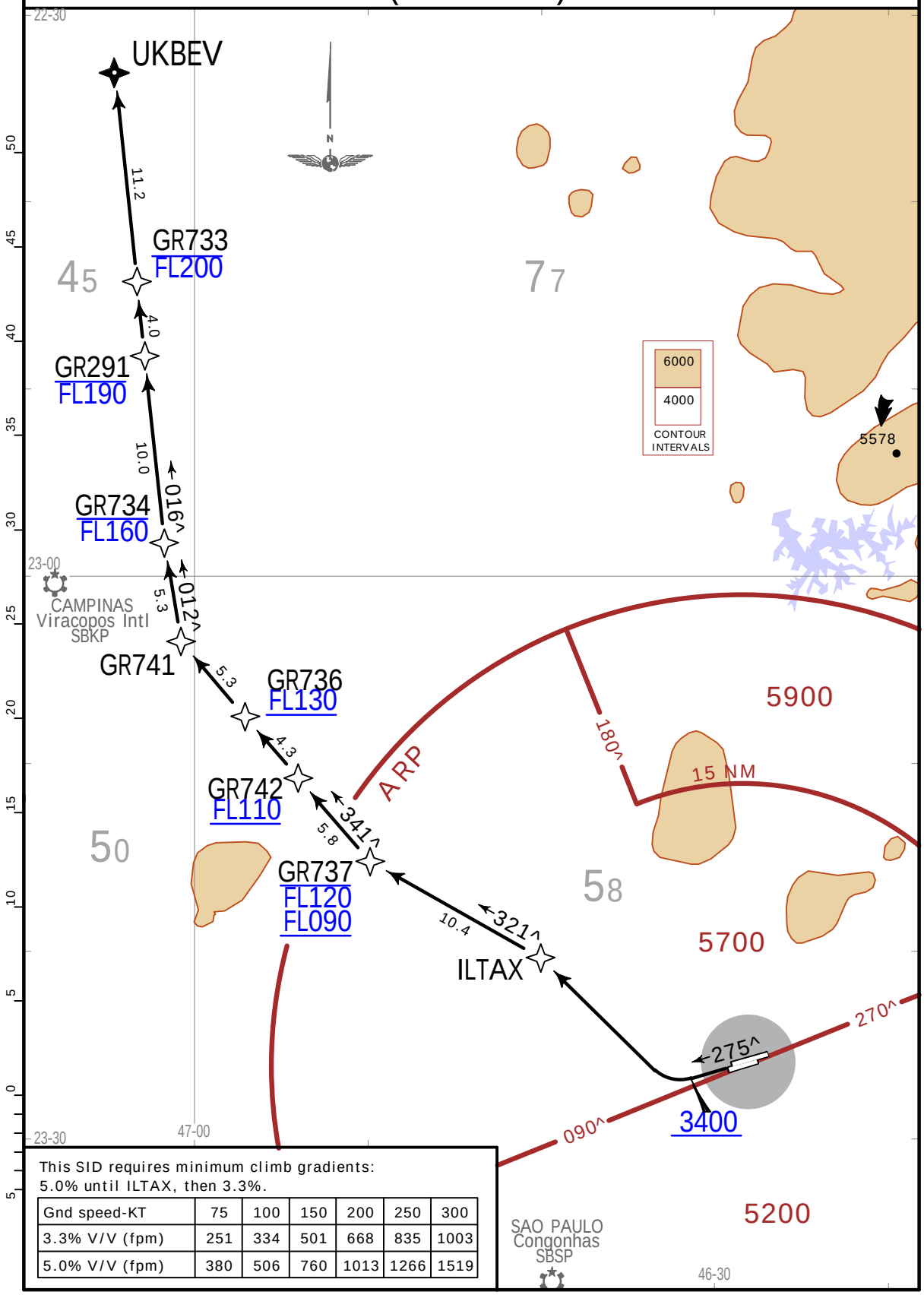
SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
6 JAN 23 20-3G

SAO PAULO, BRAZIL
.RNAV.SID.

Apt Elev	RNP 1 or RNAV 1 GNSS required	Trans alt: 8000
2461	Aircraft that cannot follow altitude restrictions must inform ATC before takeoff.	

UKBEV 1E RNAV DEPARTURE
[UKBE1E]
(RWYS 28L/R)



This SID requires minimum climb gradients:
5.0% until ILTAX, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: General note established.

SBGR/GRU
GUARULHOS-GOV ANDRE
FRANCO MONTORO INTL

JEPPESEN
17 MAR 23 (20-3J)

SAO PAULO, BRAZIL
.RNAV.SID.

Apt Elev	RNP 1 or RNAV 1 GNSS required	Trans alt: 8000
2461	Aircraft that cannot follow altitude restrictions must inform ATC before takeoff.	

VUNVU 3A RNAV DEPARTURE [VUNV3A] (RWY 28R)

NOT TO SCALE

This SID requires minimum climb gradients:
5.0% until ISNAP, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

UBRIR
ARBU 0.24
6782
VUMEV ^330
VEMUV 6.22
ORIMU FL250
ISOXO FL160
0.01
420^
1.5
GR232
MAX 280 KT
UREMI
I MERU 5.13
NIBRU
URB N 1.03
GR241
280^
301^
ISNAP
5.5
^172
194^
4.6
GR237
MAX 210 KT
7000
4.7
GR242
FL160
2.91
^101
1.01
VUNVU
MAX 250 KT
138^
12.0
301^
GR244
7.91

ARP
180^
15 NM
5900
5700
5200
072^
090^

8000
6000
4000
CONTOUR INTERVALS

GUARATINGUETA
SBGW
TAUBATE
Base De Aviacao De Taubate
SBTA
JUNDIAI
Cmte Rolim Adolfo Amaro
SBJD
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SBSJ
SAO PAULO
Congonhas
SBSP

CHANGES: Speed restriction established for GR237 and withdrawn for ISNAP.

SBGR/GRU
GUARULHOS-GOV
ANDRE FRANCO MONTORO INTL

JEPPESEN SAO PAULO, BRAZIL
17 MAR 23 (20-3K) .RNAV.SID.

Apt Elev	Trans alt: 8000
2461	RNP 1 or RNAV 1 GNSS required

ZORZA 1A RNAV DEPARTURE [ZORZ1A] (RWY 10L)

EGEVA
NOT TO SCALE
ASETA
51.7
EGEVA 293^
ATESA 277^
6.62
LESSA
24.2
GR216
FL270
SAO ROQUE
Sao Paulo Catarina Aeroporto E
SBJH
11.0
GR214
FL240
20.7
ZORZA
326^
259^
214^
0.6
GR739
FL170
0.3
259^
6.7
SAO PAULO
Congonhas
SBSP
282^
GR212
FL160
1.41
280^
GR2~9
212^
3.7
AMVUL
095^
0.5
131^
6.9
GR~27
FL90
7000
CGO
CONGONHAS
116.9 CGO
FL100
ARP
180^
15 NM
5900
5700
5200
4666
6000
4000
CONTOUR INTERVALS
GUARUJA
Base Aerea De Santos
SBST
SOVSI
NIBGA
UBSOD
NOT TO SCALE
MADNI
ISVOS 2.44
AGBIN 1.33
DOBBU 3.83
INDAM 1.55
249^
231^
5 0
5 8
4 4
23-30
24-00
47-30
47-00
46-30

This SID requires minimum climb gradients:
5.0% until AMVUL, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: None.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
17 MAR 23 (20-3L)

SAO PAULO, BRAZIL .RNAV.SID.

This SID requires minimum climb gradients:
5.0% until ISNAP, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Apt Elev 2461

Trans alt: 8000

RNP 1 or RNAV 1 GNSS required

ZORZA 2B RNAV DEPARTURE [ZORZ2B] (RWY 28R)

EGEVA
NOT TO SCALE
EGEVA
51.7
294^
LESSA
ATES A
6.62
742
ASETA
22.9
307^
UGTIX
FL250
19.9
SAO ROQUE
Sao Paulo Catarina Executivo Intl
SBJH
010^
GR219
FL190
20.9
308^
ZORZA
CGO
116.6 MCGD
FL100
SAO PAULO
Congonhas
SBSP
GR739
FL170
VUNVU
MAX 250 KT
ISNAP
GR237
MAX 210 KT
7000
194^
4.6
4.7
5.5
15 NM
180^
5900
5700
5200
6000
4000
CONTOUR INTERVALS
4666
ARP
GUARUJA
Base Aerea De Santos
SBST
SOVSI
2.44
NIBGA
1.33
DOBBU
3.83
INDAM
1.55
UBSOD
NOT TO SCALE
MADNI
5 0
4 3
5 3
5 8
4 4
23-30
24-00
48-00
47-30
47-00
46-30

CHANGES: Speed restriction established for GR237 and withdrawn for ISNAP.

SBGR/GRU.
Apt Elev 2461'
S23 26.1 W046 28.4

JEPPESEN
23 DEC 22 (20-9) .Eff.29.Dec.

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

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

OPERATIONAL NOTES

Prohibited use of SBGR as a destination change or alternate aerodrome of flights originally planned for SBSP, SBKP or other airports in TMA space due to apron capacity restrictions, except for military aircraft.

Prohibited landing and take-off operation between 0930 to 1300 UTC and 2200 to 0200 UTC for turboprop and piston aircraft except military aircraft, aircraft complying with MEDEVAC and those operating under Brazilian Civil Aviation Regulation 121 and 129.

Prohibited presentation of Flight Plan and its updates by radiotelephony.

Kite concentration at aerodrome traffic zone, especially during Jan, Feb, Jul, and Dec, 1500' above ground level.

Unmanned hot-air balloon concentration at aerodrome traffic zone, especially during May, Jun, Jul and Aug.

Pushback required.

1 Twy A between Twy G and Apron 1 limited to aircraft maximum wingspan 213'(65m).

2 Taxiway S, T and U, limitation for aircraft with wingspan greater than 144'(44m): forbidden access by own means. Push back required.

3 MAX wingspan 213' (65m) on Twy V.

4 MAX wingspan 118' (36m) on Twys Y1W/Y1E thru Y7W/Y7E.

5 MAX wingspan 144' (44m).

6 Towing Acft only.

For Segregated Operations Under VMC see chart 20-1P2.

RUNWAY INCURSION HOT SPOT
HS
See 20-9A for description of Hot Spot

CHANGES: Notes.

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.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10R 1 2 28L	HIRL (60m) CL ALSF-II TDZ PAPI (angle 3.00^)	RVR		8807' 2684m		148' 45m
	HIRL (60m) CL ALSF-I PAPI-L (angle 3.00^)	RVR		8785' 2678m		

1 Full Rwy length 9843' (3000m). Upon landing, distance from Threshold to Rapid Exit Taxiway (RET):
Rwy 10R BB: 6037' (1840m) CC: 8038' (2450m)

2 Rwy 10R/28L open to aircraft operations daily except every Wednesday and Thursday between 0330-0800. During emergency, 30 minutes prior notice is required.

10L 3 5 28R	HIRL (60m) CL ALSF-II TDZ PAPI (angle 2.97^)	RVR	11844' 3610m	10795' 3290m	4	148' 45m
	HIRL (60m) CL ALSF-I PAPI (angle 3.00^)	RVR	11942' 3640m	10836' 3303m		

3 Full Rwy length 12139' (3700m). Upon landing, distance from Threshold to Rapid Exit Taxiway (RET):
Rwy 10L FF: 9318' (2840m)
Rwy 28R DD: 7677' (2340m)

4 Full Rwy length 12139' (3700m). Rwy 10L take-off from intersection with TWY H: 11,155' (3400m).
Rwy 28R take-off from intersection with TWY P: 11,352' (3460m).

5 Rwy 10L/28R open to aircraft operations daily except every Monday between 0445-0759 and Tuesday between 0445-0659. During emergency, 30 minutes prior notice is required.

RUNWAY INCURSION HOT SPOT HS

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

HS1 Rwy incursion risk at Twy G and Rwy 10L/28R, wide intersection.
HS2 Exercise caution on Taxiway G near Apron 12.
HS3 Rwy incursion risk at Twy BB and Rwy 10L/28R, wide intersection.
HS4 Rwy incursion risk at Twy CC and Rwy 10L/28R, wide intersection.

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			HEAD UP GUIDANCE SYSTEM (HGS) REQUIRED LIGHTING & RVR REQUIREMENTS		
REQUIRED	REQUIRED RVR	RVR/ VISIBILITY	REQUIRED	REQUIRED RVR	RVR
HIRL & CL	TDZ & Rollout	R150m	HGS & HIRL & CL	TDZ & Mid & Rollout	R75m
DAY:(CL or RCLM or HIRL)	TDZ & Rollout	R350m	HGS & RL & CL	TDZ & Mid & Rollout	R150m
NIGHT: (CL or HIRL)	TDZ & Rollout	R350m	HGS & RL & CL	TDZ & Rollout	R175m
DAY: RCLM	TDZ or Mid or Rollout	R500m	HGS & (RCLM & RL, or CL)	TDZ	R300m
RCLM	———	V800m	HGS & (RCLM or RL or CL or HIRL)	TDZ	R350m
———	———	V1600m	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		OFFSHORE HELIPAD		
DAY	NIGHT	REQUIREMENTS	DAY	NIGHT
2 R/V250m	3 R/V800m	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.

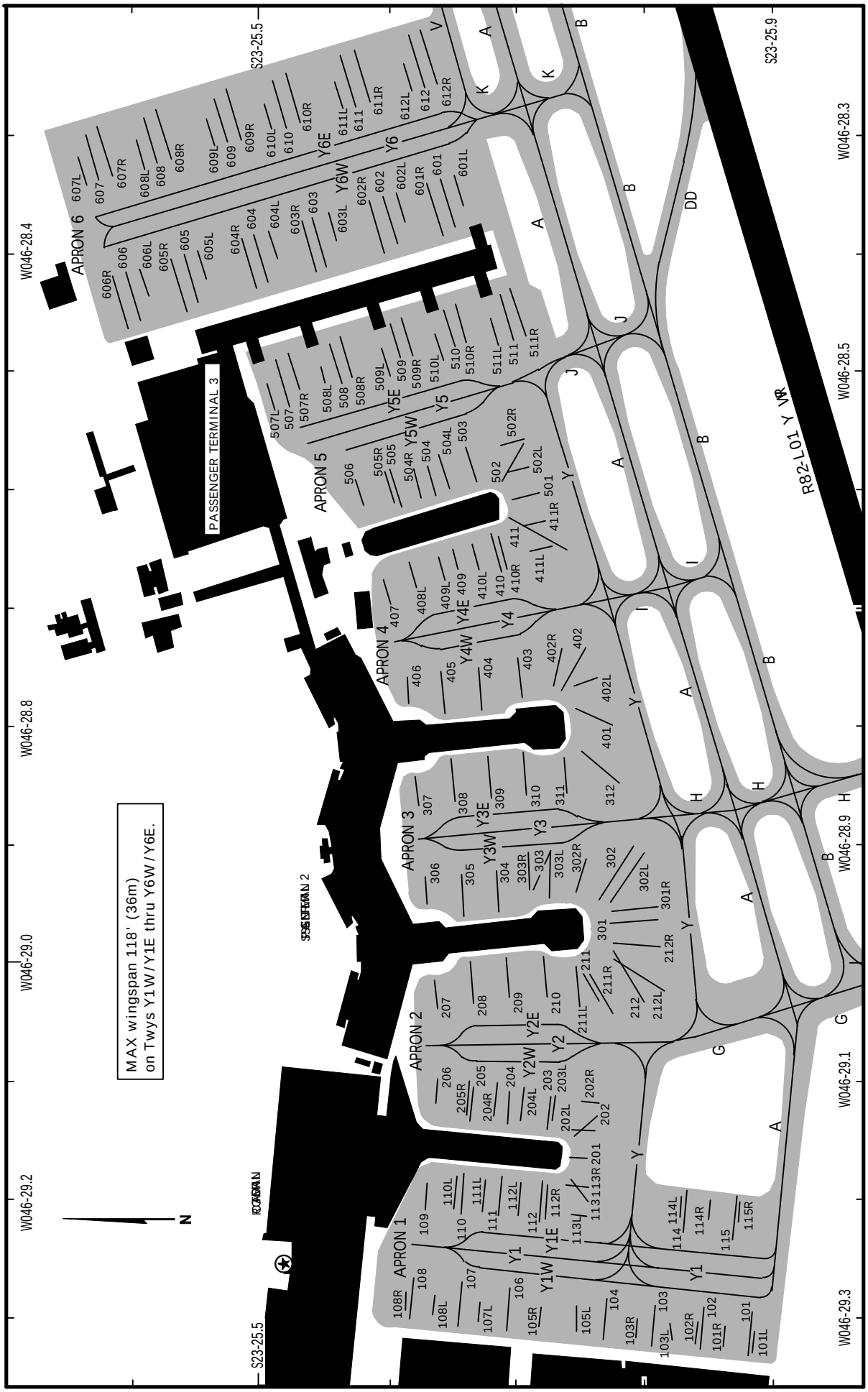
SBGR/GRU

JEPPESEN

2 SEP 22 (20-9B) .Eff.8.Sep.

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

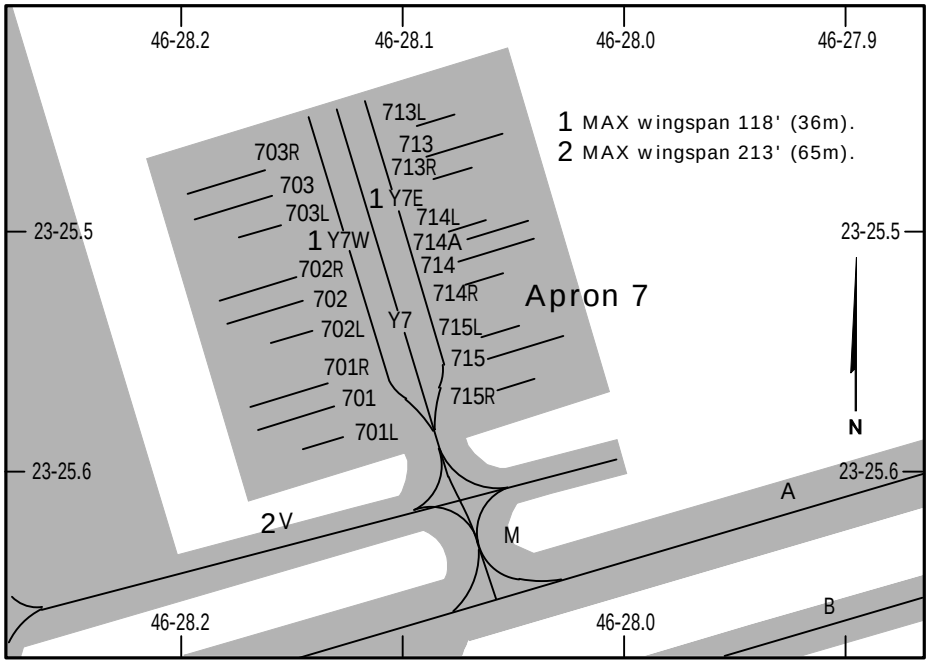


CHANGES: Rwy designators.

PARKING SPOT COORDINATES

SPOT No.	COORDINATES		SPOT No.	COORDINATES	
Apron 1			**Apron 5**		
101, 101L, 101R	S23 25.9	W046 29.3	501	S23 25.7	W046 28.6
102 thru 104	S23 25.8	W046 29.3	502, 502L, 502R	S23 25.7	W046 28.6
105L thru 107L	S23 25.7	W046 29.3	503	S23 25.7	W046 28.6
108, 108L, 108R	S23 25.6	W046 29.3	504 thru 506	S23 25.6	W046 28.6
109	S23 25.6	W046 29.2	507L	S23 25.5	W046 28.5
110L thru 113R	S23 25.7	W046 29.2	507, 507R	S23 25.6	W046 28.5
114, 114L, 114R	S23 25.8	W046 29.2	508 thru 509R	S23 25.6	W046 28.5
115, 115R	S23 25.9	W046 29.2	510, 510L, 510R	S23 25.7	W046 28.5
201	S23 25.7	W046 29.2	511, 511L	S23 25.7	W046 28.5
			511R	S23 25.7	W046 28.4
Apron 2			**Apron 6**		
202 thru 205R	S23 25.7	W046 29.1			
206	S23 25.6	W046 29.1	601, 601L, 601R	S23 25.7	W046 28.4
207	S23 25.6	W046 29.0	602 thru 603R	S23 25.6	W046 28.4
208 thru 211R	S23 25.7	W046 29.0	604, 604L	S23 25.5	W046 28.4
212, 212L, 212R	S23 25.8	W046 29.0	604R	S23 25.5	W046 28.5
			605L	S23 25.5	W046 28.4
301, 301R	S23 25.8	W046 29.0			
			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
Apron 3			609, 609L, 609R	S23 25.5	W046 28.3
			610, 610L	S23 25.5	W046 28.3
302, 302L	S23 25.8	W046 28.9			
302R thru 303R	S23 25.7	W046 28.9	610R	S23 25.5	W046 28.2
304, 305	S23 25.7	W046 29.0	611L	S23 25.6	W046 28.3
306	S23 25.6	W046 29.0	611, 611R, 612L	S23 25.6	W046 28.2
307,308	S23 25.6	W046 28.8	612, 612R	S23 25.6	W046 28.2
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			

CHANGES: None.



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

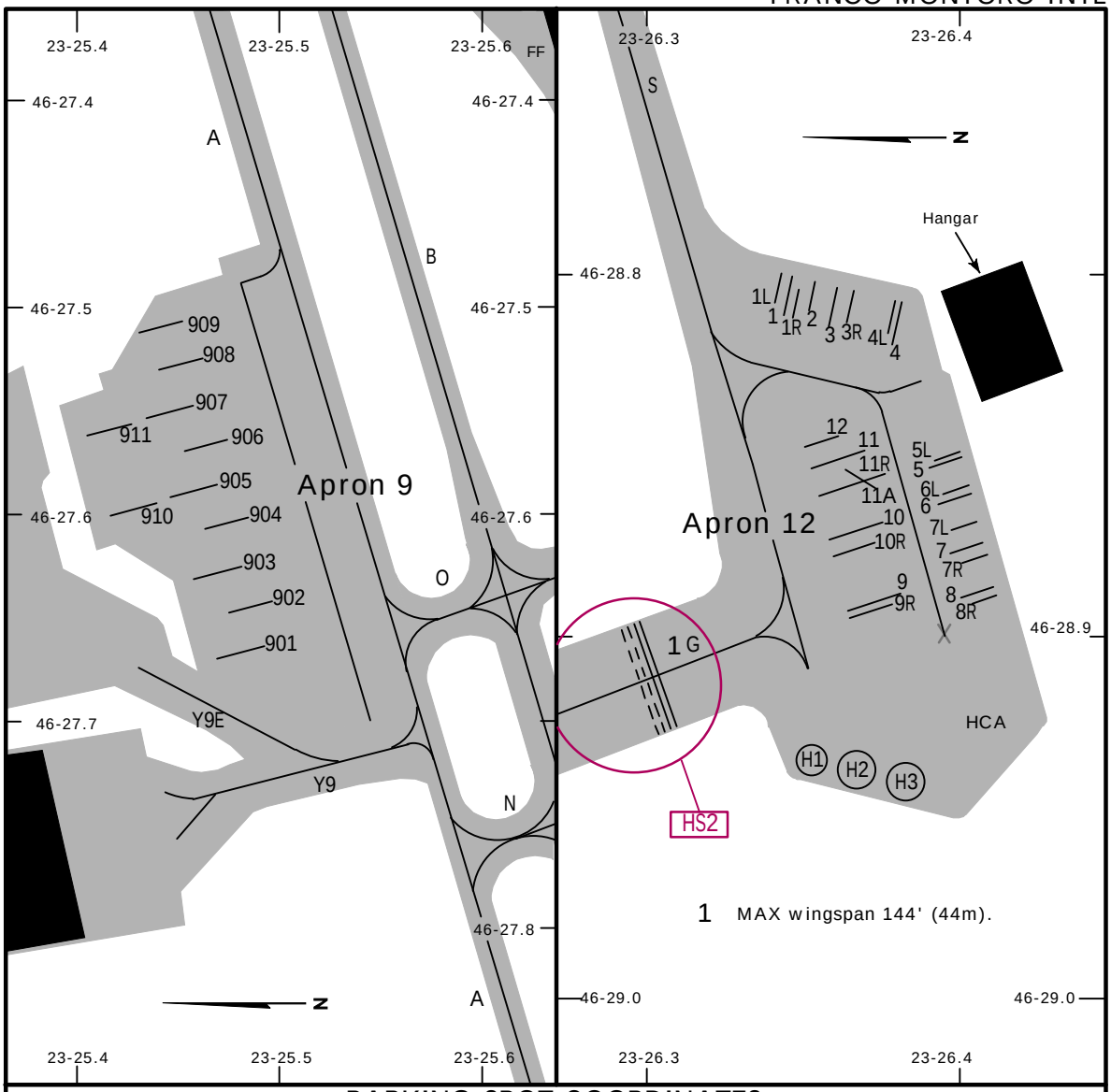
SBGR/GRU

JEPPESEN

15 MAY 20 (20-9E) .Eff.21.May.

SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL



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.

JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

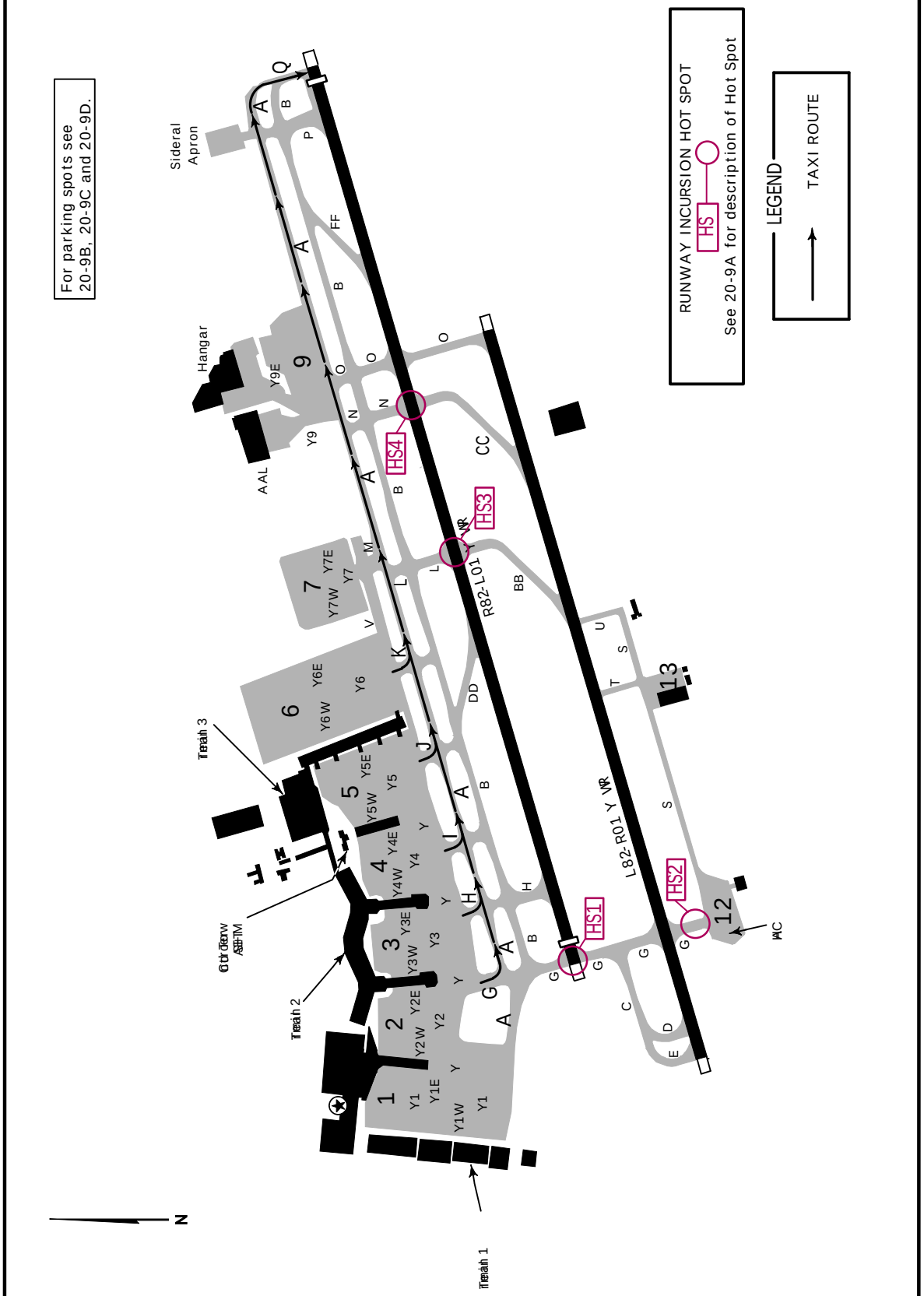
2 SEP 22 (20-9F) .Eff.8.Sep.

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev 2461'

GROUND MOVEMENT TO JOIN RWY 28R

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



CHANGES: Procedure title, Rwy designators, Sideral Apron added.

JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

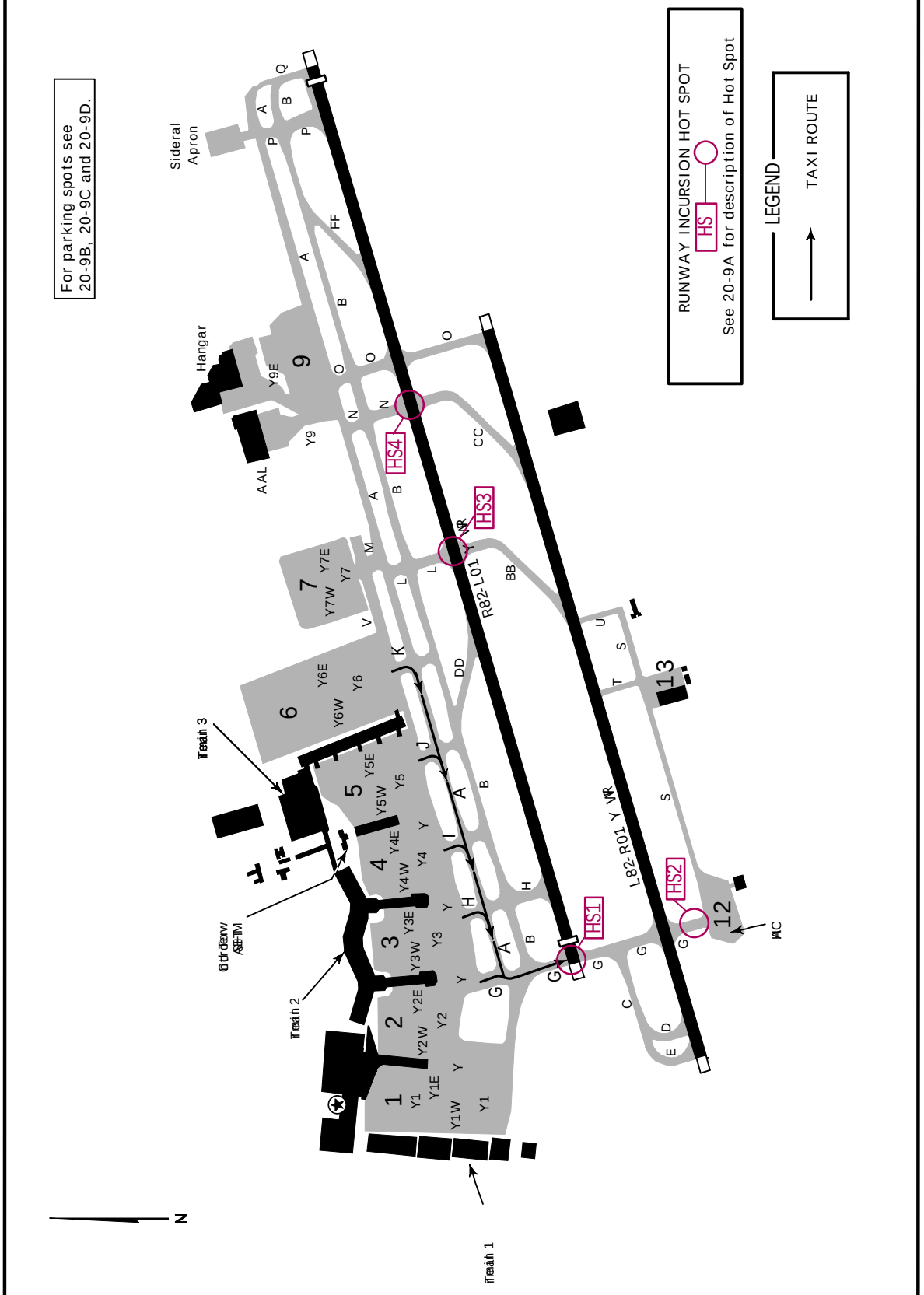
2 SEP 22 (20-9G) .Eff.8.Sep.

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev 2461'

GROUND MOVEMENT TO JOIN RWY 10L

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



CHANGES: Procedure title, Rwy designators, Sideral Apron added.

JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

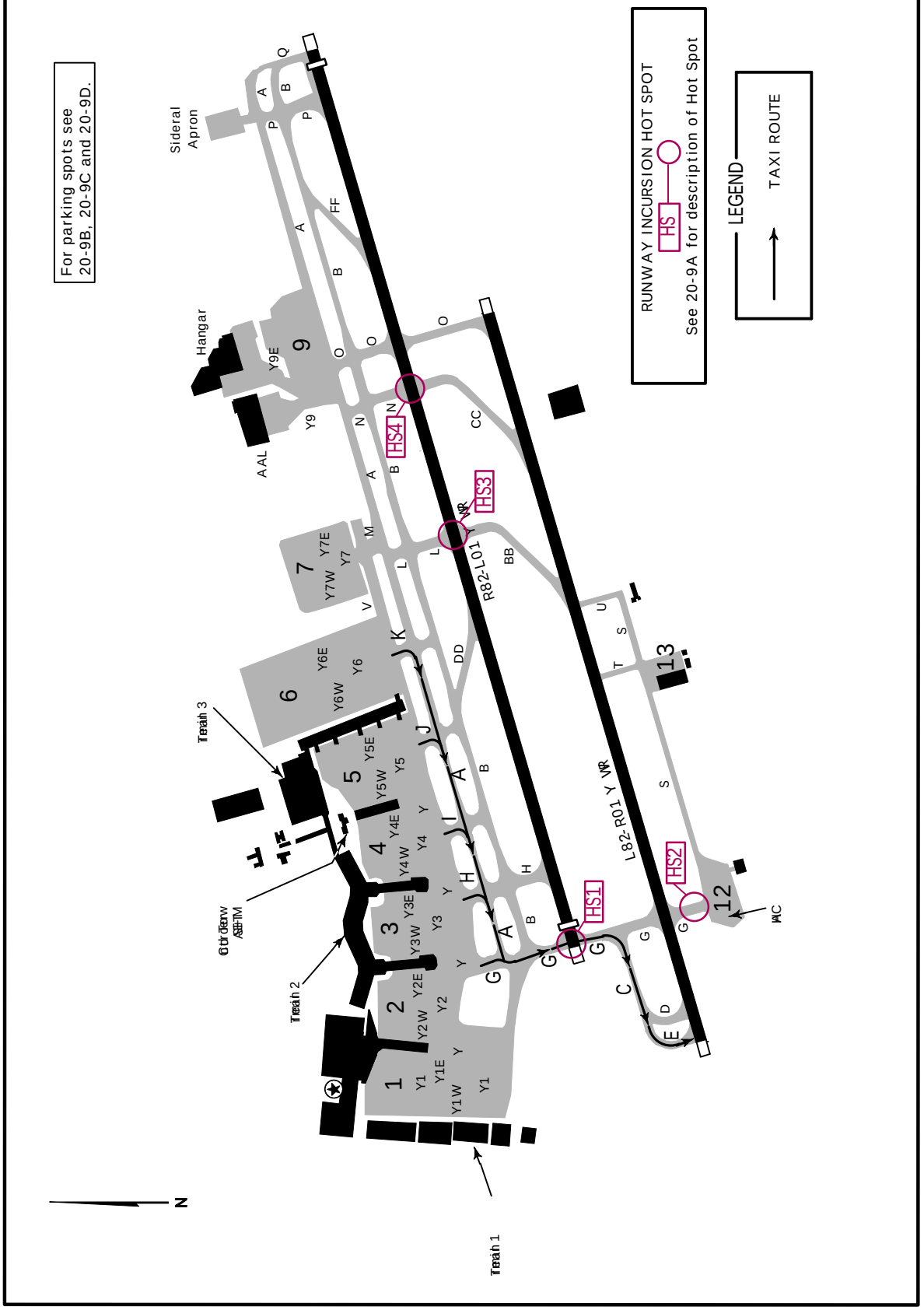
2 SEP 22 (20-9H) .Eff.8.Sep.

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev 2461'

GROUND MOVEMENT TO JOIN RWY 10R

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



CHANGES: Procedure title, Rwy designators, Sideral Apron added.

JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

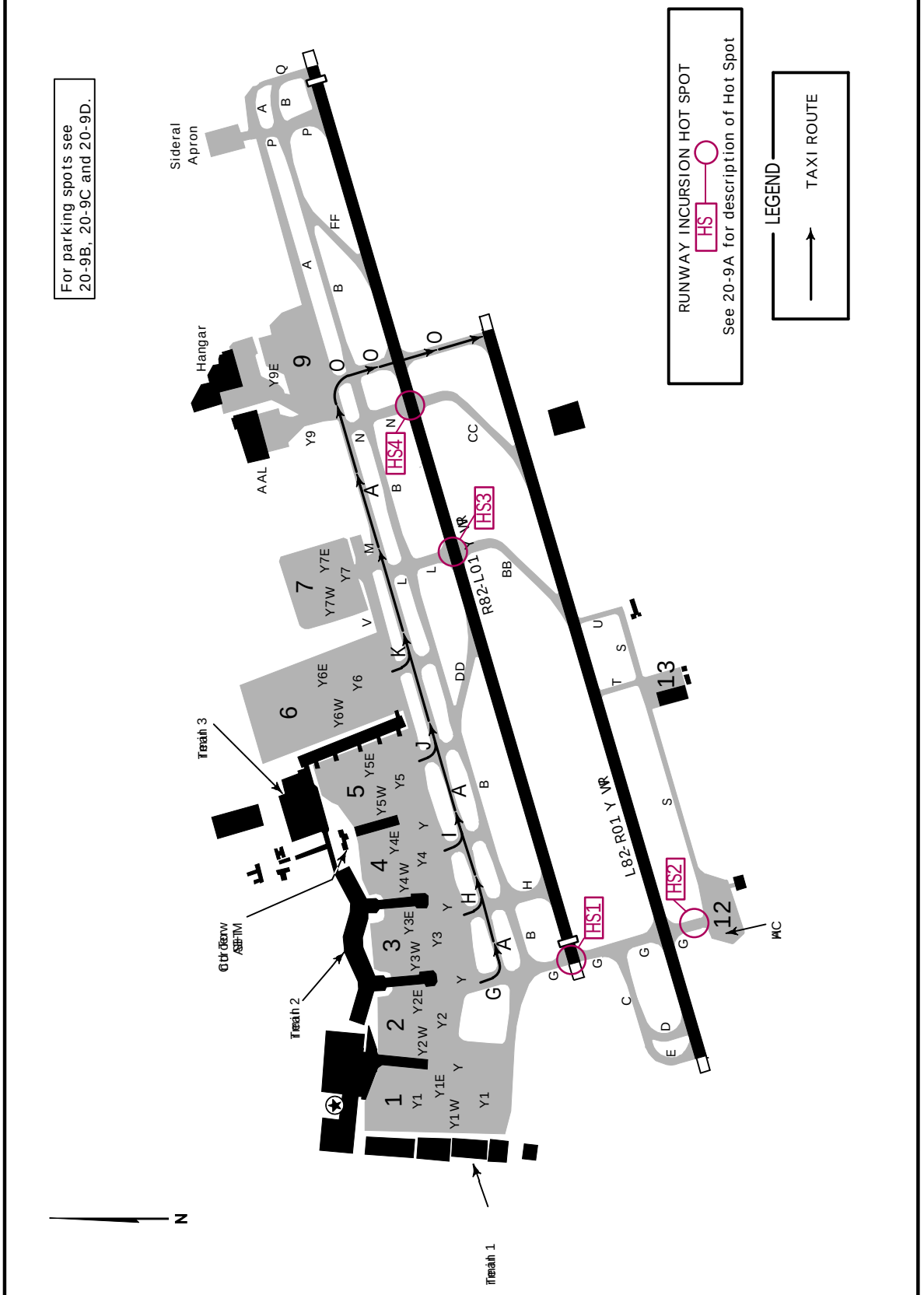
2 SEP 22 (20-9J) .Eff.8.Sep.

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev 2461'

GROUND MOVEMENT TO JOIN RWY 28L

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



CHANGES: Procedure title, Rwy designators, Sideral Apron added.

JEPPESEN

SAO PAULO, BRAZIL

SBGR/GRU

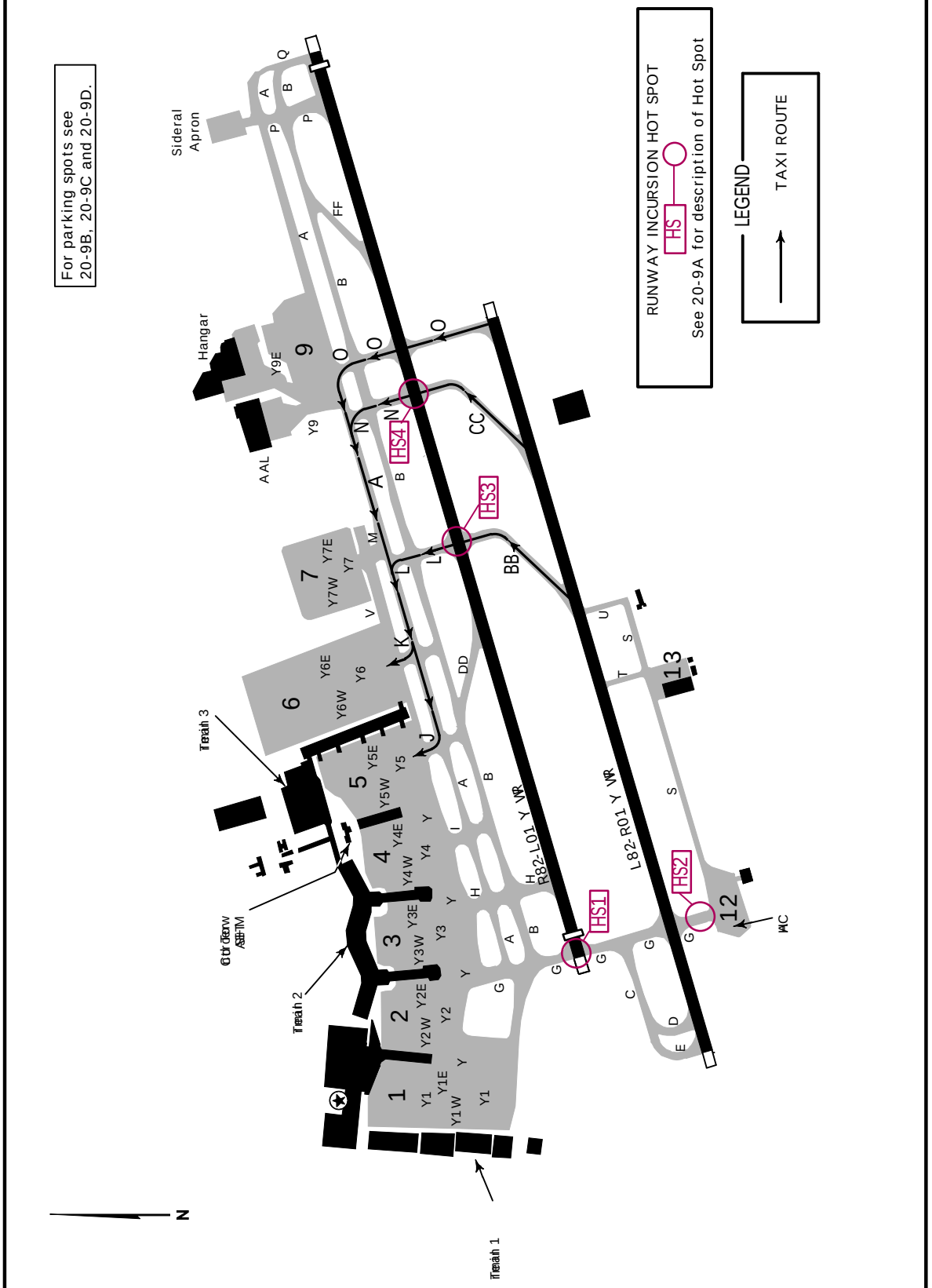
2 SEP 22 (20-9K) .Eff.8.Sep.

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

Apt Elev 2461'

GROUND MOVEMENT AFTER LANDING RWY 10R

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



CHANGES: Procedure title, Rwy designators, Sideral Apron added.

SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 .Eff.8.Sep. 21-2

SAO PAULO, BRAZIL

ILS O Rwy 10L

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

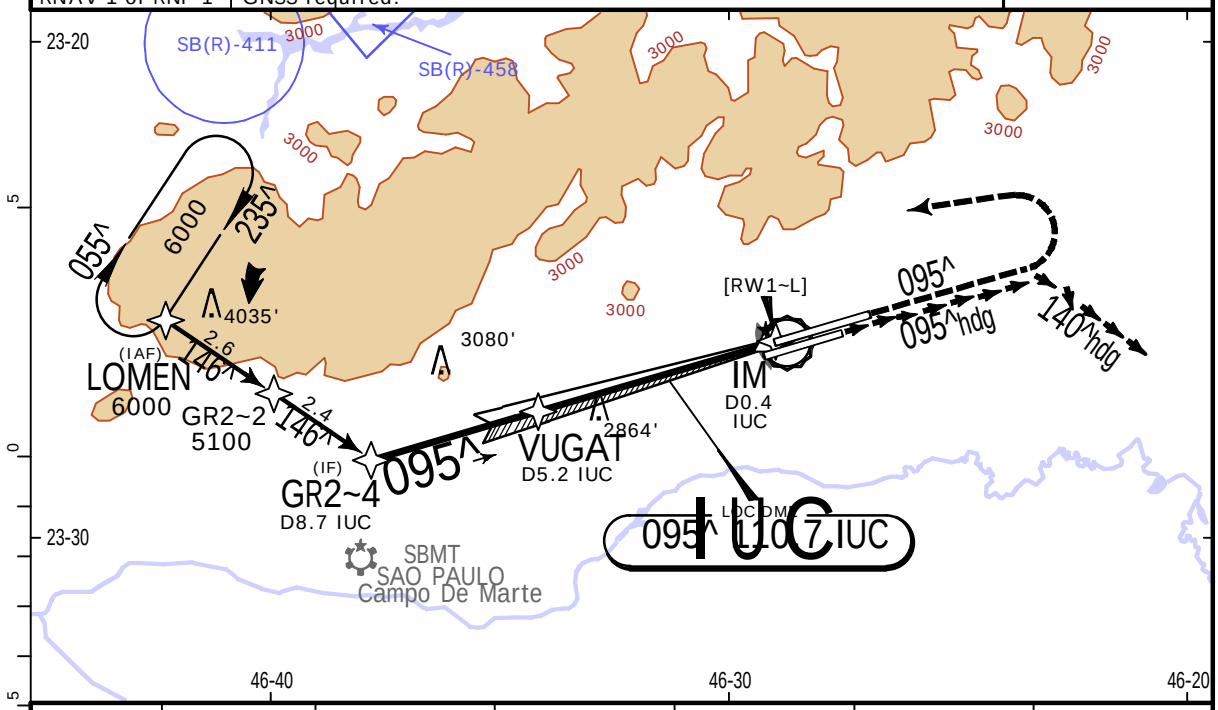
LOC IUC	Final Apch Crs	VUGAT	ILS DA(H)	Apt Elev 2461'
110.7	095^	4070' (1625')	2645' (200')	Rwy 2445'

MISSED APCH: Climb to 6000'. Maintain course 095^ until 4500'. After, turn LEFT direct to LOMEN for holding.
VISUAL MISSED APPROACH RWY 10R: Climb to 6000'. Maintain heading 095^ until 3300'. After, turn RIGHT heading 140^ and expect ATC instructions.

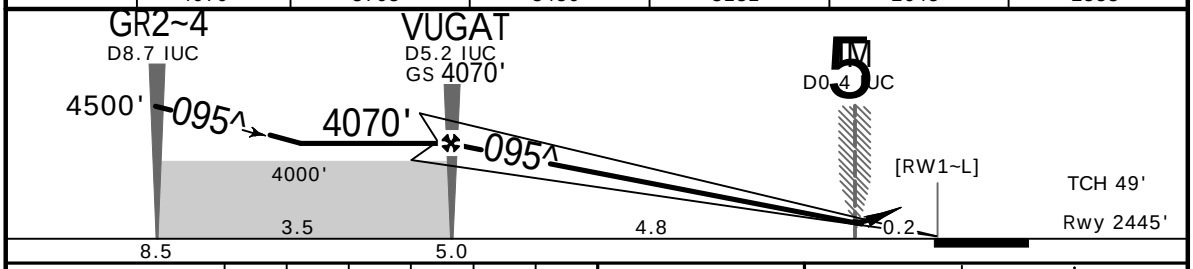
MSA ARP
1 5700 within 15 NM

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

RNAV 1 or RNP 1 | GNSS required.



DIST to THR	VUGTA	4.0	3.0	2.0	0.5	IM
ALTITUDE	4070'	3768'	3450'	3131'	2645'	2558'



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

ALSF-II PAPI PAPI

4500' on 095^

STRAIGHT-IN LANDING RWY 10L

ILS

DA(H) 2645' (200')

CIRCLE-TO-LAND

	FULL	ALS out	
A	1 RVR 700m VIS 800m	1200m	NA
B			
C			
D			

PANS OPS

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

CHANGES: Procedure title, Rwy designators.

SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 .Eff.8.Sep. 21-2A

SAO PAULO, BRAZIL

ILS O CAT II Rwy 10L

BRIEFING STRIP ™

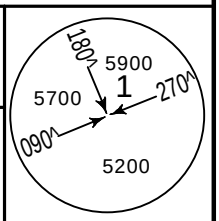
D-ATIS			SAO PAULO Control (Approach) (R)	
127.75			129.75 119.15 120.45 120.85 133.85	
GUARULHOS Tower		Ground		
118.4	132.75 135.2	121.7 126.9		

LOC IUC	Final Apch Crs	VUGAT	CAT II ILS RA 107' DA(H)	Apt Elev 2461' Rwy 2445'
110.7	095^	4070' (1625')	2545' (100')	

MISSED APCH: Climb to 6000'. Maintain course 095^ until 4500'. After, turn LEFT direct to LOMEN for holding.

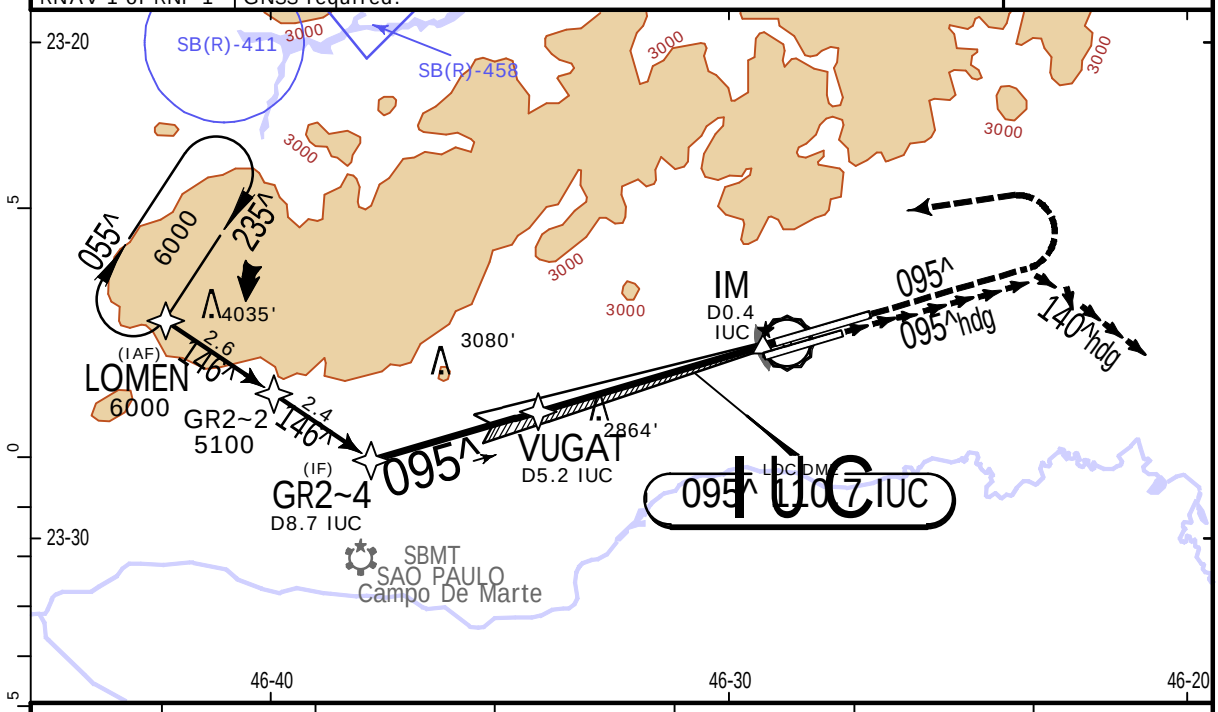
VISUAL MISSED APPROACH RWY 10R: Climb to 6000'. Maintain heading 095^ until 3300'. After, turn RIGHT heading 140^ and expect ATC instructions.

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

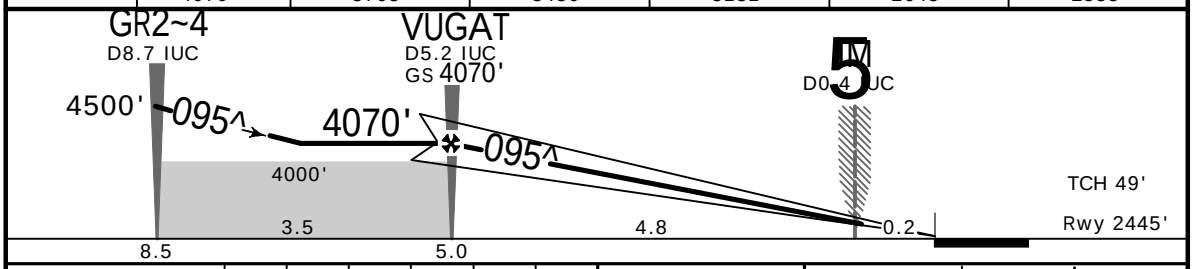


MSA ARP

1 5700 within 15 NM



DIST to THR	VUGTA	4.0	3.0	2.0	0.5	IM
ALTITUDE	4070'	3768'	3450'	3131'	2645'	2558'



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

ALSF-II

PAPI PAPI

4500' on 095^

STRAIGHT-IN LANDING RWY 10L

CAT II ILS

RA 107'

DA(H) 2545' (100')

RVR 300m

PANS OPS

CHANGES: Procedure title, Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
21-3

SAO PAULO, BRAZIL
ILS N or LOC N Rwy 10L

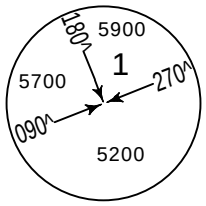
BRIEFING STRIP™

D-ATIS			GUARULHOS Tower		Ground		SAO PAULO Control (Approach) (R)		
127.75			118.4	132.75	121.7	126.9	129.75	119.15	120.45
							120.85	133.85	134.90

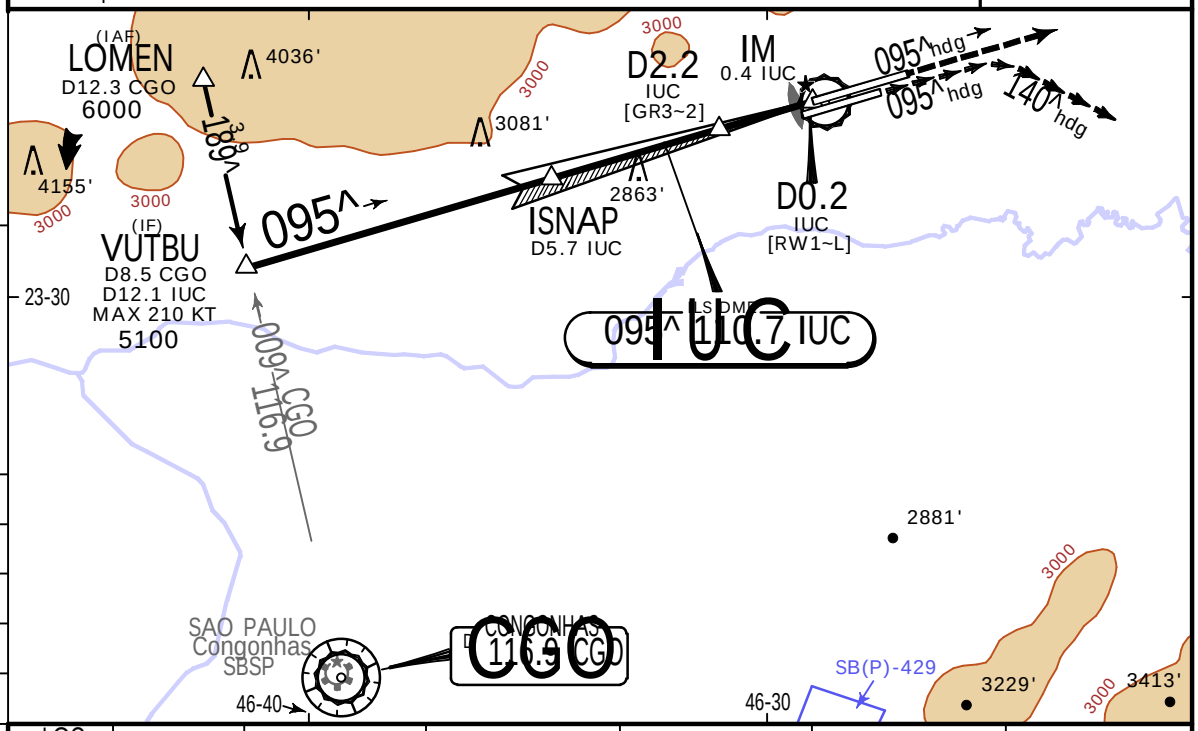
LOC IUC 110.7	Final Apch Crs 095^	ISNAP 4250' (1805')	CAT II & I ILS Refer to Minimums	Apt Elev 2461' Rwy 2445'

MISSED APCH: Climb to 6000'. Maintain heading 095^ and expect ATC instructions.
VISUAL MISSED APPROACH RWY 10R: Climb to 6000'. Maintain heading 095^ until 3300'. Then, turn RIGHT heading 140^ and expect ATC instructions.

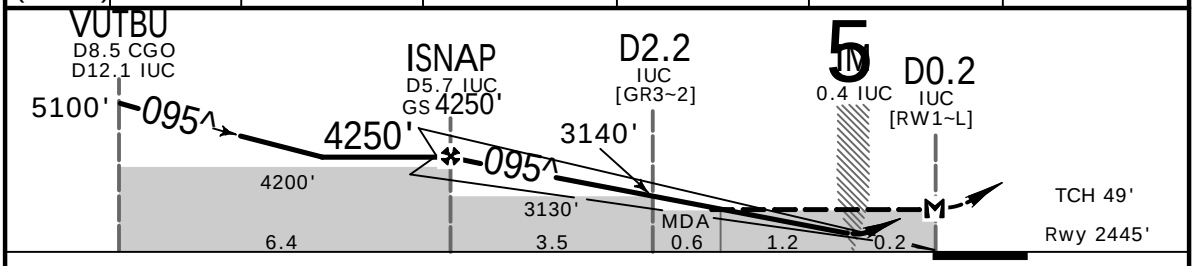
Alt Set: hPa	Rwy Elev: 86 hPa	Trans level: By ATC	Trans alt: 8000'
DME required.			



MSA ARP
1 5700 within 15NM



LOC (GS out)	DIST to THR	ISNAP	4.0	3.0	2.0	1.4
	ALTITUDE	4250'	3768'	3449'	3131'	2930'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.2 IUC							

ALSF-II
PAPI PAPI
6000'
095^ hdg

STRAIGHT-IN LANDING RWY 10L

CAT II ILS	CAT I ILS		LOC (GS out)		CIRCLE-TO-LAND
RA 107' DA(H) 2545' (100')	DA(H) 2645' (200')		MDA(H) 2930' (485')		
	FULL	ALS out		ALS out	
A RVR 300m	1 RVR 700m VIS 800m	1200m	RVR 700m VIS 800m	1600m	NA
B RVR 300m	1 RVR 700m VIS 800m	1200m	RVR 700m VIS 800m	1600m	NA
C RVR 300m	1 RVR 700m VIS 800m	1200m	RVR 1400m VIS 1500m	2300m	NA
D RVR 300m	1 RVR 700m VIS 800m	1200m	RVR 1400m VIS 1500m	2300m	NA

PANS OPS

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

CHANGES: Procedure title, Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (21-4) .Eff.8.Sep.

SAO PAULO, BRAZIL
ILS Y Rwy 10R

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

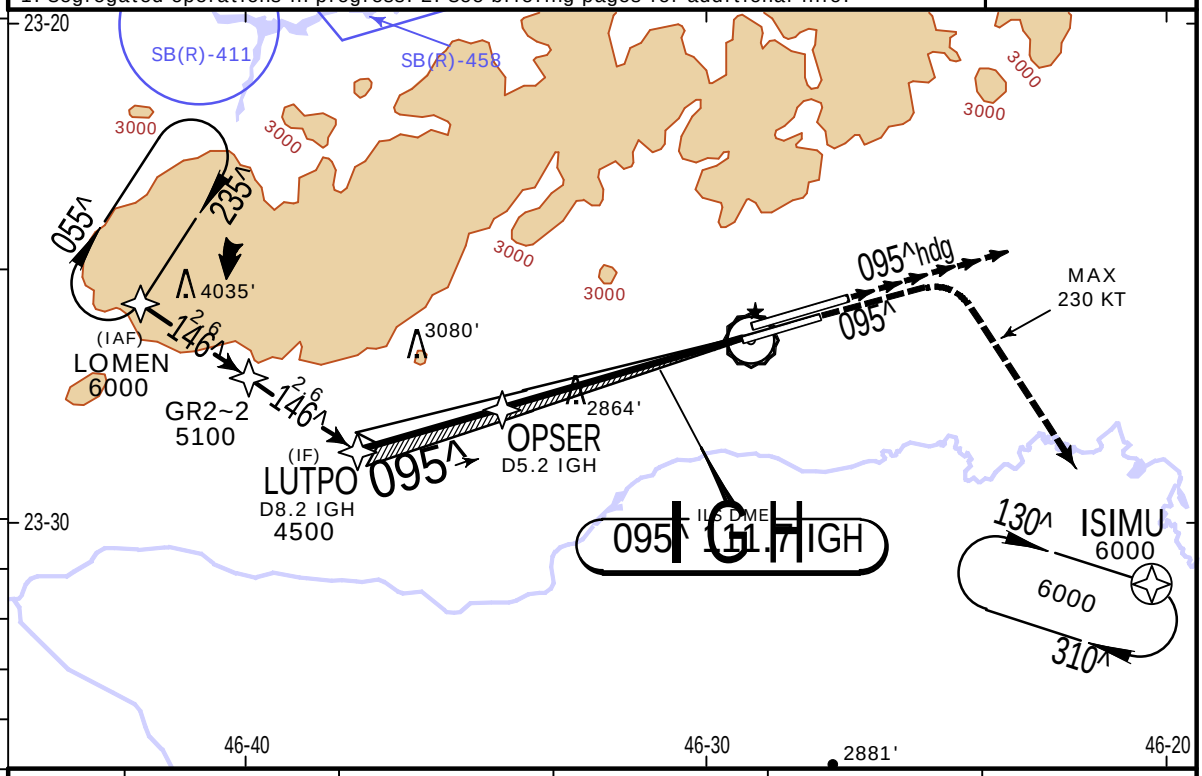
LOC IGH	Final Apch Crs	OPSER	ILS DA(H)	Apt Elev 2461'
111.7	095^	4100' (1649')	3000' (549')	Rwy 2451'

MISSED APCH: Climb to 6000'. Maintain course 095^ until 3300'. Then, turn RIGHT direct to ISIMU for holding. MAX 230 KT.
VISUAL MISSED APPROACH RWY 10L: Climb to 6000'. Maintain heading 095^. Expect ATC instructions.

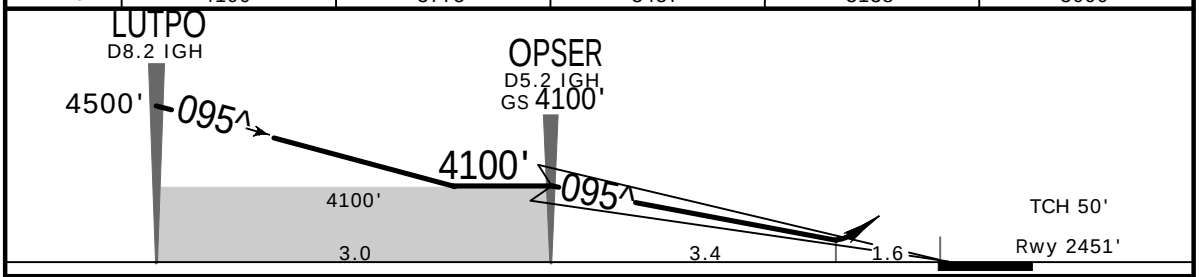
Alt Set: hPa	Rwy Elev: 87 hPa	Trans level: By ATC	Trans alt: 8000'
RNP or RNAV 1		GNSS required	

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

MSA ARP
1 5700 within 15NM



DIST to THR	OPSER	4.0	3.0	2.0	1.6
ALTITUDE	4100'	3775'	3457'	3138'	3000'



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

ALSF-II PAPI PAPI

3300'

095^ course

STRAIGHT-IN LANDING RWY 10R		CIRCLE-TO-LAND
ILS DA(H) 3000' (549')		
FULL	ALS out	
A RVR 1700m VIS 1800m	2500m	NA
B		
C		
D		

PANS OPS

CHANGES: Rwy designators.

SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (21-6) .Eff.8.Sep.

SAO PAULO, BRAZIL

ILS Q Rwy 10R

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

BRIEFING STRIP ™

LOC IGH	Final Apch Crs	OPSER	ILS DA(H)	Apt Elev 2461'
111.7	095^	4100' (1649')	2651' (200')	Rwy 2451'

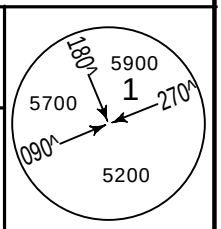
MISSED APCH: Climb to 6000'. Maintain course 095^ until passing 3300'. Then, turn RIGHT direct to ISIMU for holding. MAX 230 KT.

VISUAL MISSED APPROACH RWY 10L: Climb to 6000'. Maintain heading 095^ and expect instructions from ATC.

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

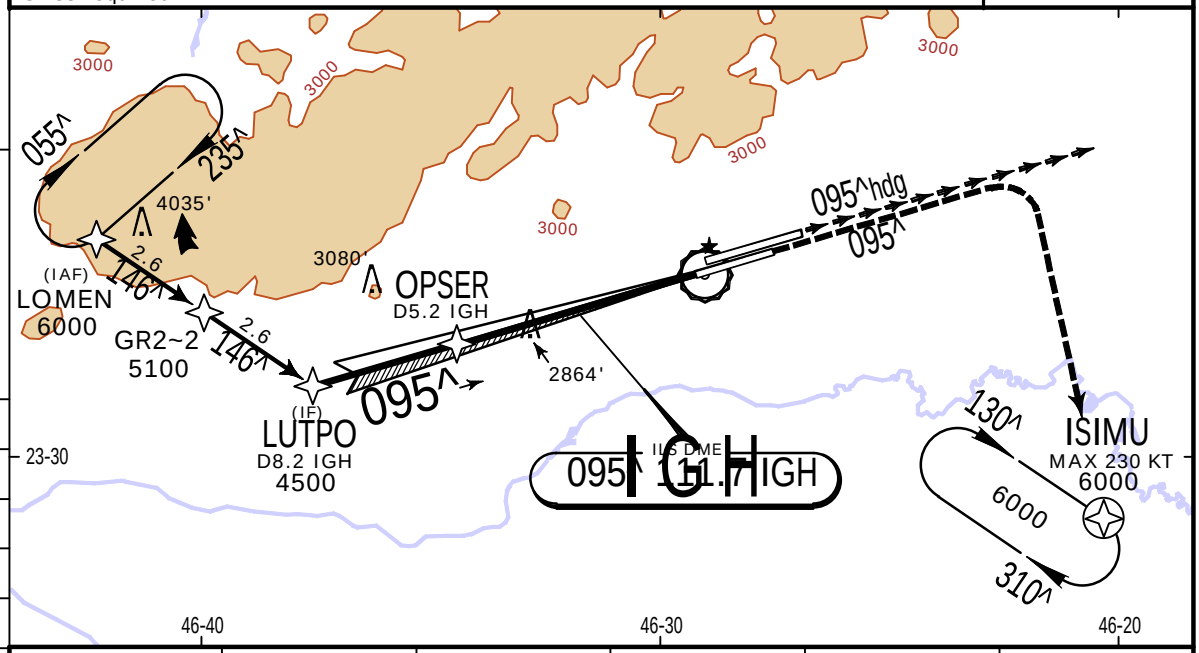
RNAV 1 or RNP 1

GNSS required.

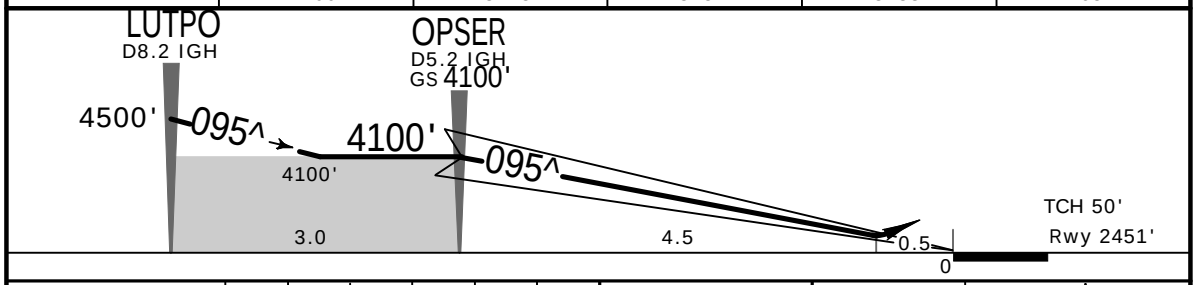


MSA ARP

1 5700 within 15 NM



DIST to THR	OPSER	4.0	3.0	2.0	0.5
ALTITUDE	4100'	3775'	3457'	3138'	2651'



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

ALSF-II PAPI PAPI

3300' on 095^

STRAIGHT-IN LANDING RWY 10R

ILS

DA(H) 2651' (200')

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	CIRCLE-TO-LAND
A B C D	1 RVR 700m VIS 800m	1200m	NA

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

CHANGES: Rwy designators.

SBGR/GRU SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 .Eff.8.Sep. 21-6A

ILS Q CAT II & III Rwy 10R

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

BRIEFING STRIP ™

LOC IGH	Final Apch Crs	OPSER	CAT IIIA ILS	CAT II ILS	Apt Elev 2461'
111.7	095^	4100' (1649')	Refer to Minimums	RA 112' DA(H) 2551'(100')	Rwy 2451'

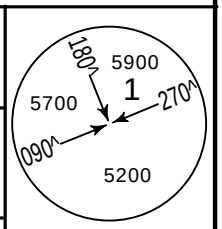
MISSED APCH: Climb to 6000'. Maintain course 095^ until passing 3300'. Then, turn RIGHT direct to ISIMU for holding. MAX 230 KT.

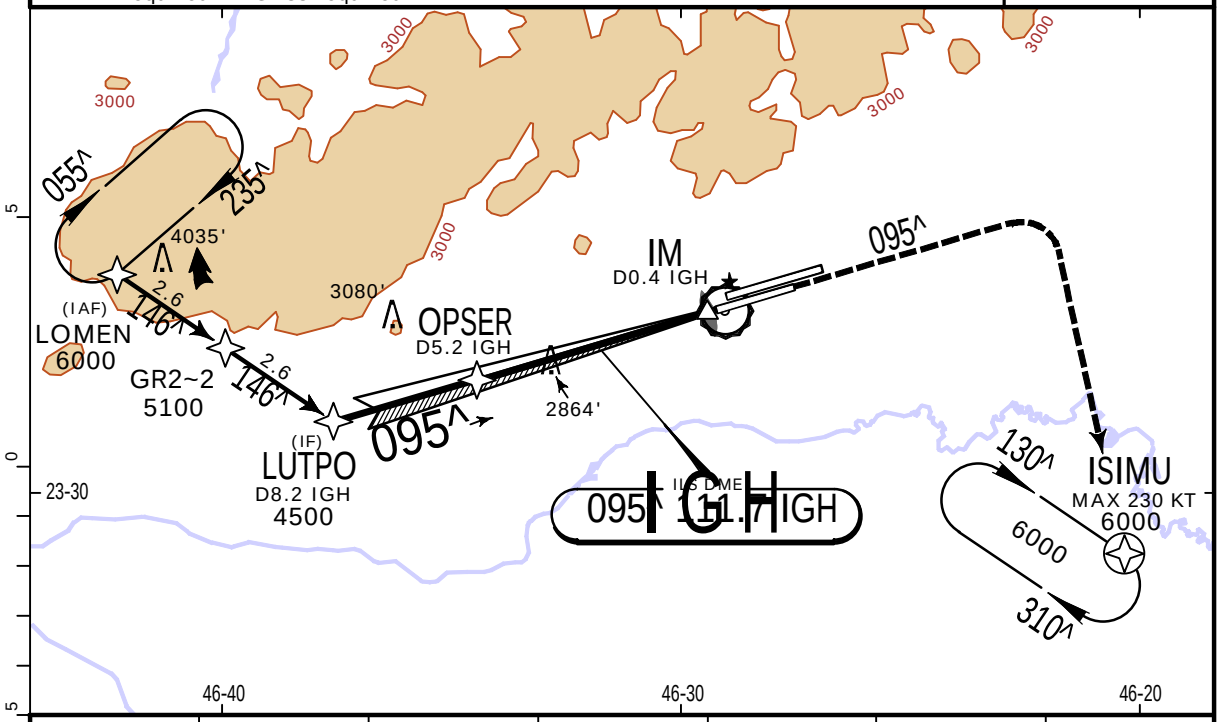
Alt Set: hPa | Rwy Elev: 87 hPa | Trans level: By ATC | Trans alt: 8000'

RNAV 1 or RNP 1

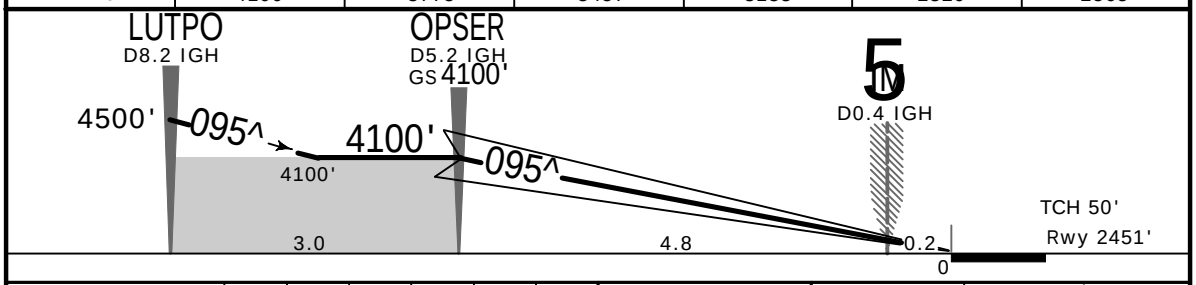
1. DME required. 2. GNSS required.

MSA ARP
1 5700 within 15 NM





DIST to THR	OPSER	4.0	3.0	2.0	1.0	IM
ALTITUDE	4100'	3775'	3457'	3138'	2820'	2565'



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

ALSF-II PAPI PAPI

3300' on 095^

PANS OPS

STRAIGHT-IN LANDING RWY 10R

1 CAT IIIA ILS	CAT II ILS RA 112' DA(H) 2551' (100')
RVR 175m	RVR 300m

1 Aircraft operating "fail passive" DA(H) 2501' (50') RA 50'.

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 .Eff.8.Sep. 21-7

SAO PAULO, BRAZIL
ILS P OR LOC P Rwy 10R

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	129.75 119.15 120.45 120.85 133.85 134.9

GUARULHOS Tower			Ground	
118.4	132.75	135.2	121.7	126.9

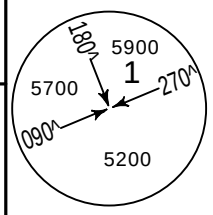
BRIEFING STRIP ™

LOC IGH	Final Apch Crs	OPSER	ILS	Apt Elev 2461'
111.7	095^	4100' (1649')	Refer to Minimums	Rwy 2451'

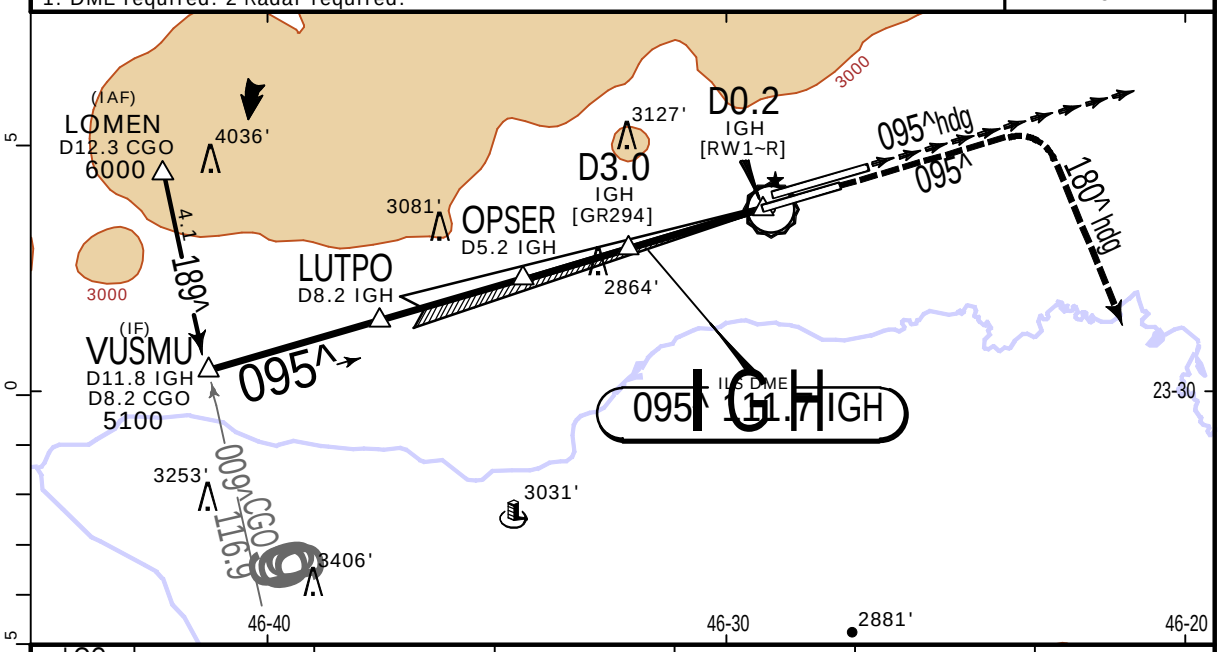
MISSED APCH: Climb to 6000'. Maintain course 095^ until 3300'. Then, turn RIGHT heading 180^ and expect ATC instructions.
MAX 230 KT.
VISUAL MISSED APPROACH RWY 10L: Climb to 6000'. Maintain heading 095^ and expect ATC instructions.

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

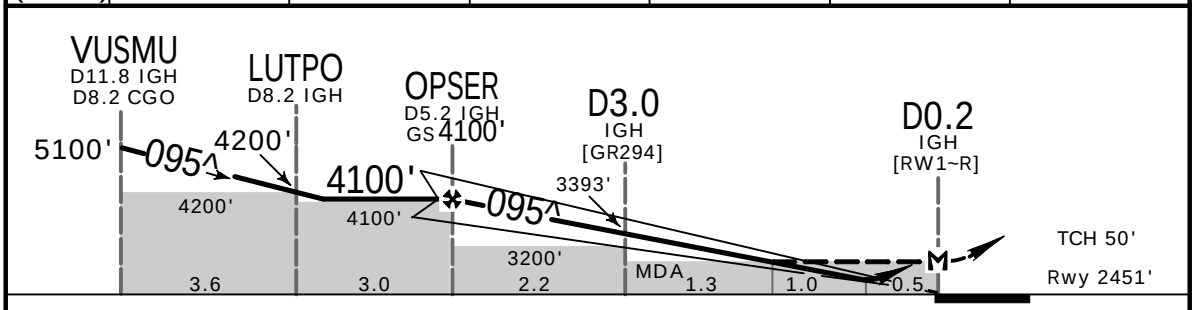
1. DME required. 2 Radar required.



MSA ARP
1 5700 within 15 NM



LOC (GS out)	DIST to THR	OPSER	4.0	3.0	2.8	1.5
	ALTITUDE	4100'	3775'	3456'	3393'	2980'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 IGH						

ALSF-II
PAPI PAPI

3300' on 095^

PANS OPS

STRAIGHT-IN LANDING RWY 10R

	ILS CAT A,B,C,D: DA(H) 2651' (200') CAT E: DA(H) 2691' (240') FULL	ILS CAT A,B,C,D: DA(H) 2651' (200') CAT E: DA(H) 2691' (240') ALS out	LOC (GS out) MDA(H) 2980' (529')	LOC (GS out) MDA(H) 2980' (529') ALS out	CIRCLE-TO-LAND
A B C D E	1 RVR 700m VIS 800m	1200m	800m	1600m	NA
			1700m	2400m	

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

CHANGES: Rwy designators.

SBGR/GRU — SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

2 SEP 22 .Eff.8.Sep. 21-7A

ILS P CAT II & III Rwy 10R

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	129.75 119.15 120.45 120.85 133.85 134.9

GUARULHOS Tower	Ground
118.4 132.75 135.2	121.7 126.9

BRIEFING STRIP ™

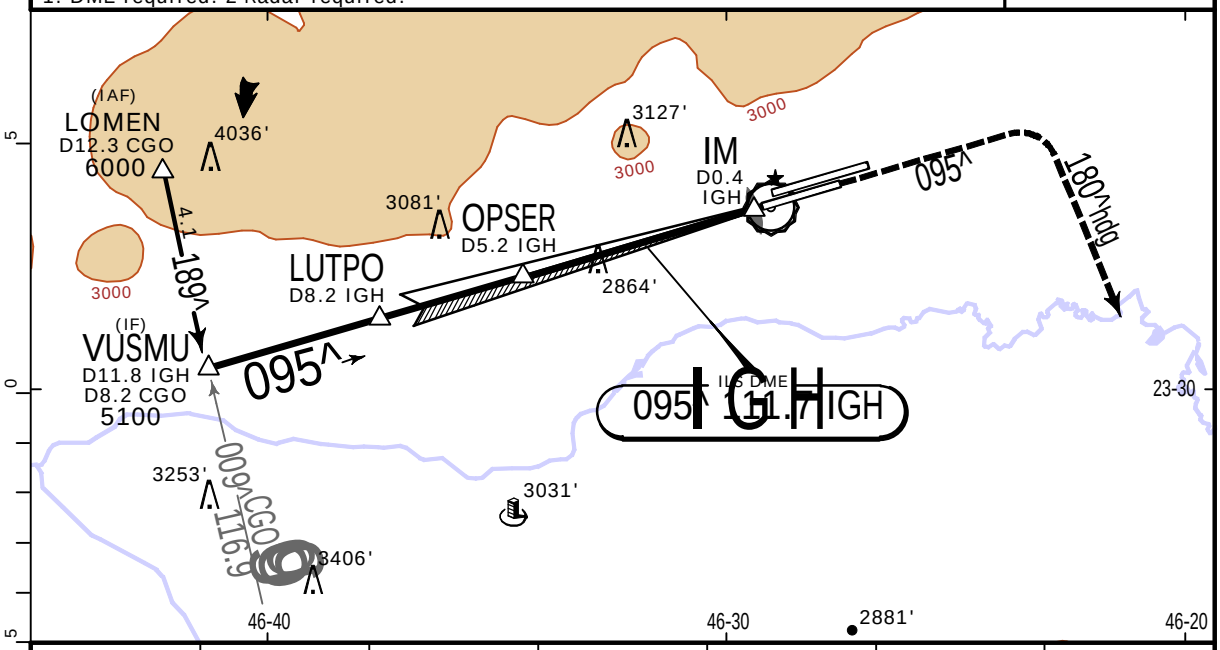
LOC IGH 111.7	Final Apch Crs 095^	OPSER 4100' (1649')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 112' DA(H) 2551' (100')	Apt Elev 2461' Rwy 2451'

MISSED APCH: Climb to 6000'. Maintain course 095^ until 3300'. After, turn RIGHT heading 180^ and expect ATC instructions.
MAX 230 KT.

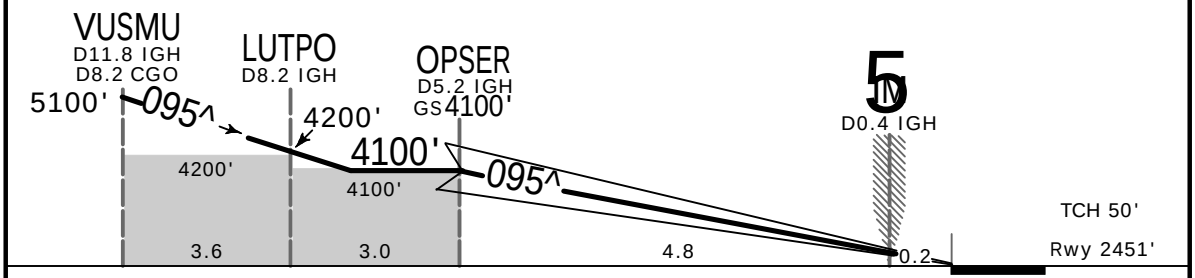
MSA ARP
1 5700 within 15 NM

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

1. DME required. 2 Radar required.



DIST to THR	OPSER	4.0	3.0	2.0	1.0	IM
ALTITUDE	4100'	3775'	3456'	3138'	2819'	2565'



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

ALSF-II
PAPI PAPI

3300' on 095^

PANS OPS

STRAIGHT-IN LANDING RWY 10R

1 CAT IIIA ILS	CAT II ILS RA 112' DA(H) 2551' (100')
RVR 175m	RVR 300m

1 Aircraft operating "fail passive" DA(H) 2501' (50') RA 50'.

CHANGES: Rwy designators, notes.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
21-8

SAO PAULO, BRAZIL
ILS Z or LOC Z Rwy 28L

BRIEFING STRIP™

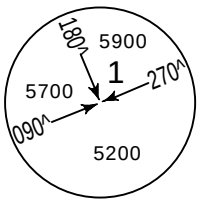
D-ATIS	GUARULHOS Tower			Ground		SAO PAULO Control (Approach) (R)		
127.75	118.4	132.75	135.2	121.7	126.9	119.15	120.85	122.75
						123.25	129.0	129.75

LOC IBC	Final Apch Crs	VUSNI	ILS DA(H)	Apt Elev 2461'
111.1	275^	4090' (1644')	2646' (200')	Rwy 2446'

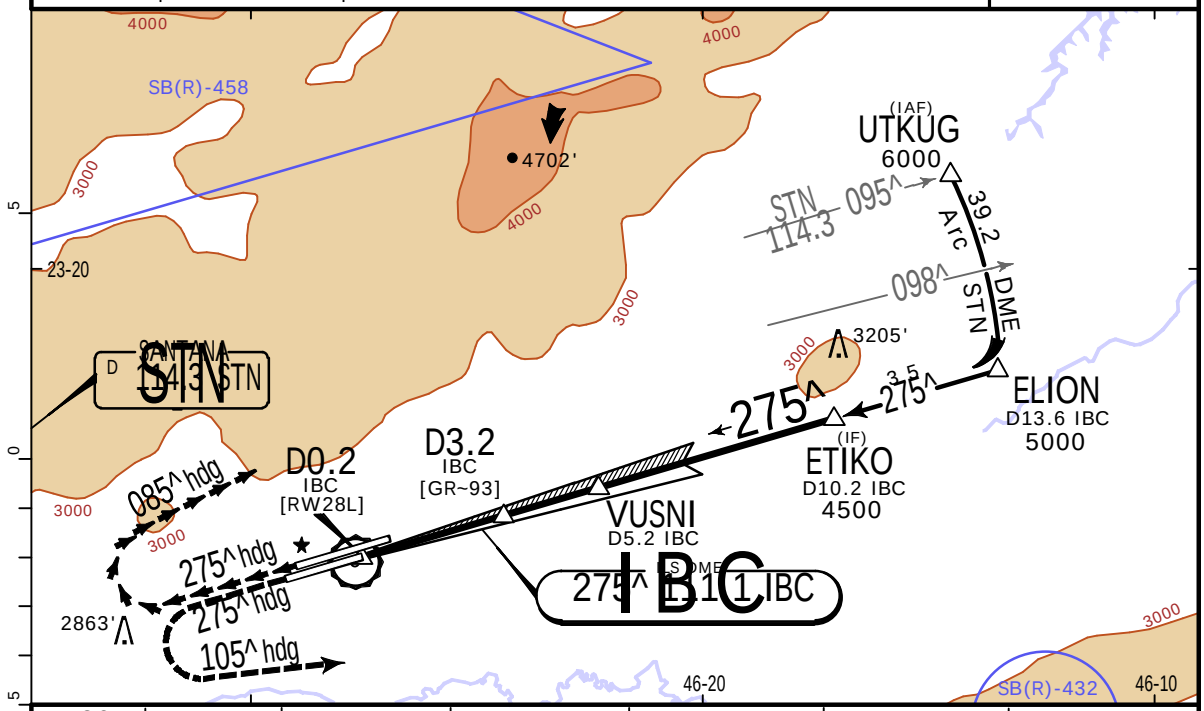
MISSED APCH: Climb to 6000'. Maintain heading 275^ until passing 3400'. After, turn LEFT heading 105^ and expect ATC instructions. MAX 230 KT.
VISUAL MISSED APPROACH RWY 28R: Climb to 6000'. Maintain heading 275^ until 6000'. Then, turn RIGHT heading 085^ and expect ATC instructions.

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

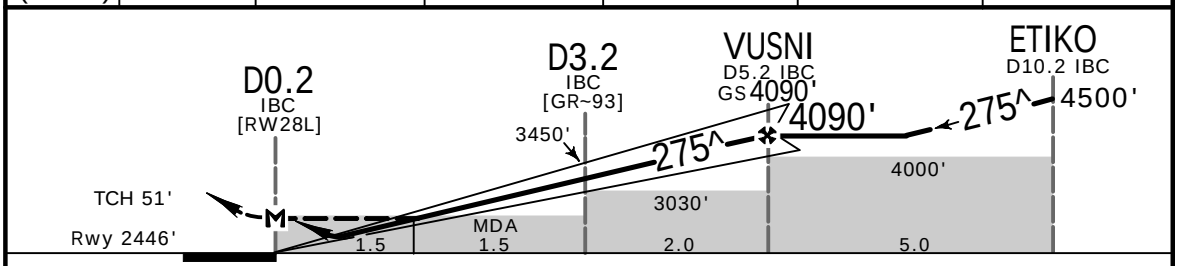
1. Radar required. 2. DME required.



MSA ARP
1 5700 within 15 NM



LOC (GS out)	DIST to THR	1.5	2.0	3.0	4.0	VUSNI
	ALTITUDE	2980'	3134'	3450'	3771'	4090'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849
MAP at D0.2 IBC						

ALSF-I
PAPI

3400'

275^ hdg

STRAIGHT-IN LANDING RWY 28L

	ILS DA(H) 2646' (200')		LOC (GS out) MDA(H) 2980' (534')		CIRCLE-TO-LAND
	FULL	ALS out		ALS out	
A	1 RVR 700m VIS 800m	1200m	RVR 700m VIS 800m	1600m	NA
B					
C			RVR 1550m VIS 1700m	2400m	
D					

PANS OPS

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

CHANGES: Rwy designators.

SBGR/GRU SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (21-9) .Eff.8.Sep.

ILS Y Rwy 28L

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	119.15 120.85 122.75 123.25 129.0 129.75

GUARULHOS Tower	Ground
118.4 132.75 135.2	121.7 126.9

BRIEFING STRIP ™

LOC IBC	Final Apch Crs	VUSNI	ILS DA(H)	Apt Elev 2461'
111.1	275^	4090' (1644')	3000' (554')	Rwy 2446'

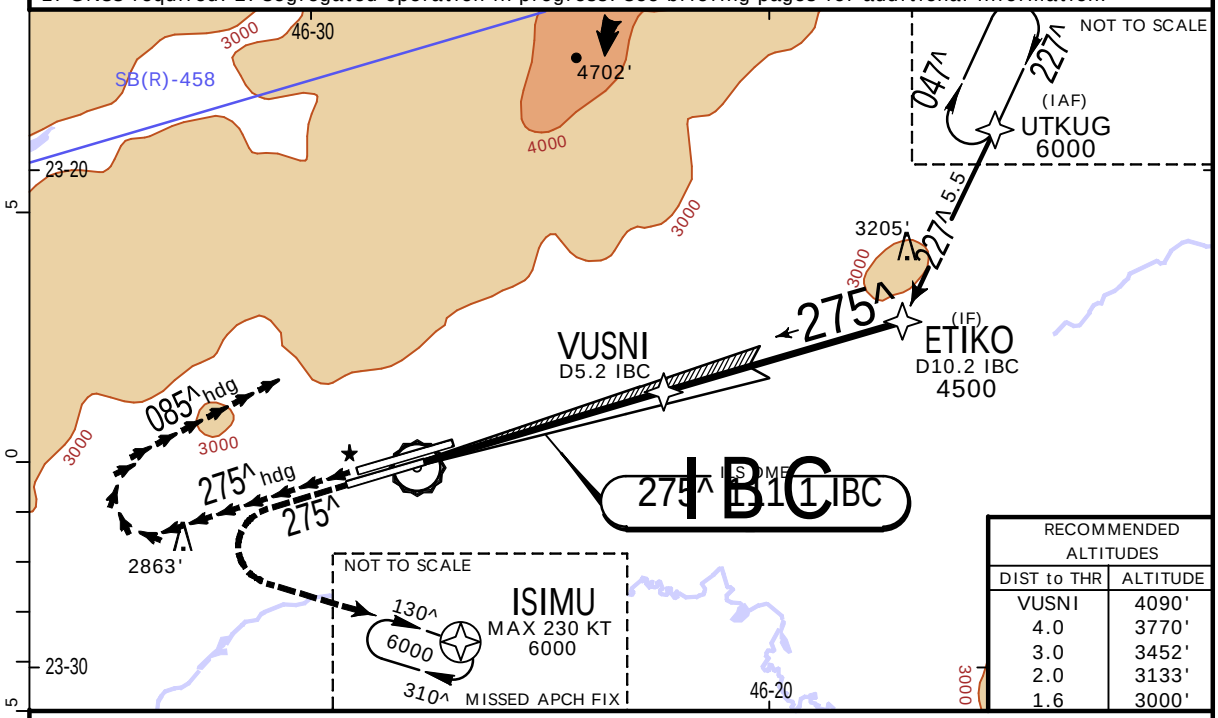
MISSED APCH: Climb to 6000'. Maintain course 275^ until 3400'. Then, turn LEFT immediately direct to ISIMU for holding. MAX 230 KT.
VISUAL MISSED APPROACH RWY 28R: Climb to 6000'. Maintain heading 275^ until reaching 6000'. Then, turn RIGHT heading 085^ and expect ATC instructions.

MSA ARP
1 5700
within 15 NM

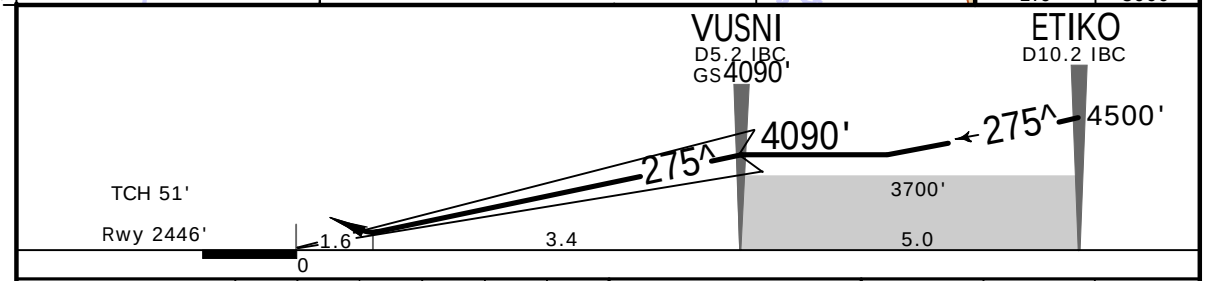
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000'

RNAV 1 or RNP 1

1. GNSS required. 2. Segregated operation in progress. See briefing pages for additional information.



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
VUSNI	4090'
4.0	3770'
3.0	3452'
2.0	3133'
1.6	3000'



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

ALSF-I
PAPI

3400'

275^

STRAIGHT-IN LANDING RWY 28L

ILS

DA(H) 3000' (554')

FULL	ALS out

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	CIRCLE-TO-LAND
A	1800m	2500m	NA
B			
C			
D			

CHANGES: Rwy designators.

SBGR/GRU SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (21-10) .Eff.8.Sep.

ILS W Rwy 28L

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	119.15 120.85 122.75 123.25 129.0 129.75

GUARULHOS Tower	Ground
118.4 132.75 135.2	121.7 126.9

BRIEFING STRIP ™

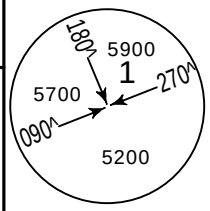
LOC IBC	Final Apch Crs	VUSNI	ILS DA(H)	Apt Elev 2461'
111.1	275^	4090' (1644')	2646' (200')	Rwy 2446'

MISSED APCH: Climb to 6000'. Maintain course 275^ until 3400'. Then, turn LEFT direct to ISIMU for holding. MAX 230 KT.
VISUAL MISSED APPROACH RWY 28R: Climb to 6000'. Maintain heading 275^ until reaching 6000'. Then, turn RIGHT heading 085^ and expect ATC instructions.

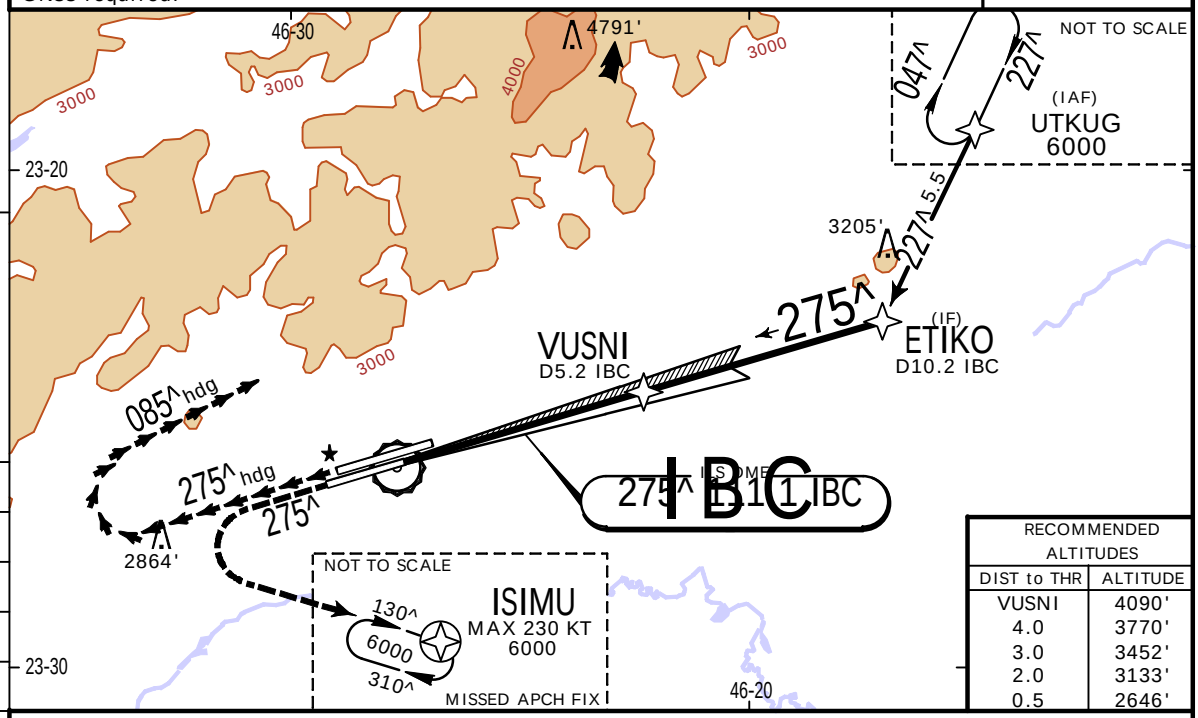
Alt Set: hPa Rwy Elev: 86 hPa Trans level: By ATC Trans alt: 8000'

RNAV 1 or RNP 1

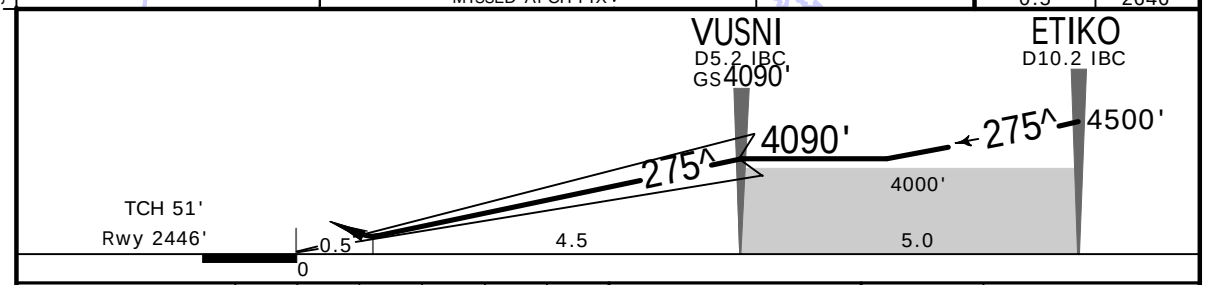
GNSS required.



MSA ARP
1 5700
within 15 NM



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
VUSNI	4090'
4.0	3770'
3.0	3452'
2.0	3133'
0.5	2646'



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

ALSF-I
PAPI
3400' on 275^

STRAIGHT-IN LANDING RWY 28L

ILS
DA(H) 2646' (200')

CIRCLE-TO-LAND

PANS OPS

	FULL	ALS out	
A B C D	1 RVR 700m VIS 800m	1200m	NA

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

CHANGES: Procedure title, Rwy designators.

SBGR/GRU SAO PAULO, BRAZIL

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 .Eff.8.Sep. 21-12

ILS W or LOC W Rwy 28R

D-ATIS			SAO PAULO Control (Approach) (R)		
127.75			129.75	119.15	134.9
GUARULHOS Tower		Ground	129.0	123.25	120.85	122.75
118.4	132.75	135.2	121.7	126.9	

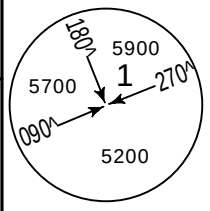
LOC IGS	Final Apch Crs	PUGTA	ILS	Apt Elev 2461'
111.9	275^	4090' (1649')	Refer to Minimums	Rwy 2441'

MISSED APCH: Climb to 6000'. Maintain heading 275^ until passing 4500'. After, turn RIGHT to intercept STN VOR R-095 outbound until UTKUG for holding.

VISUAL MISSED APPROACH RWY 28L: Climb to 6000'. Maintain heading 275^ until 3400'. After, turn LEFT heading 105^ and expect ATC instructions.

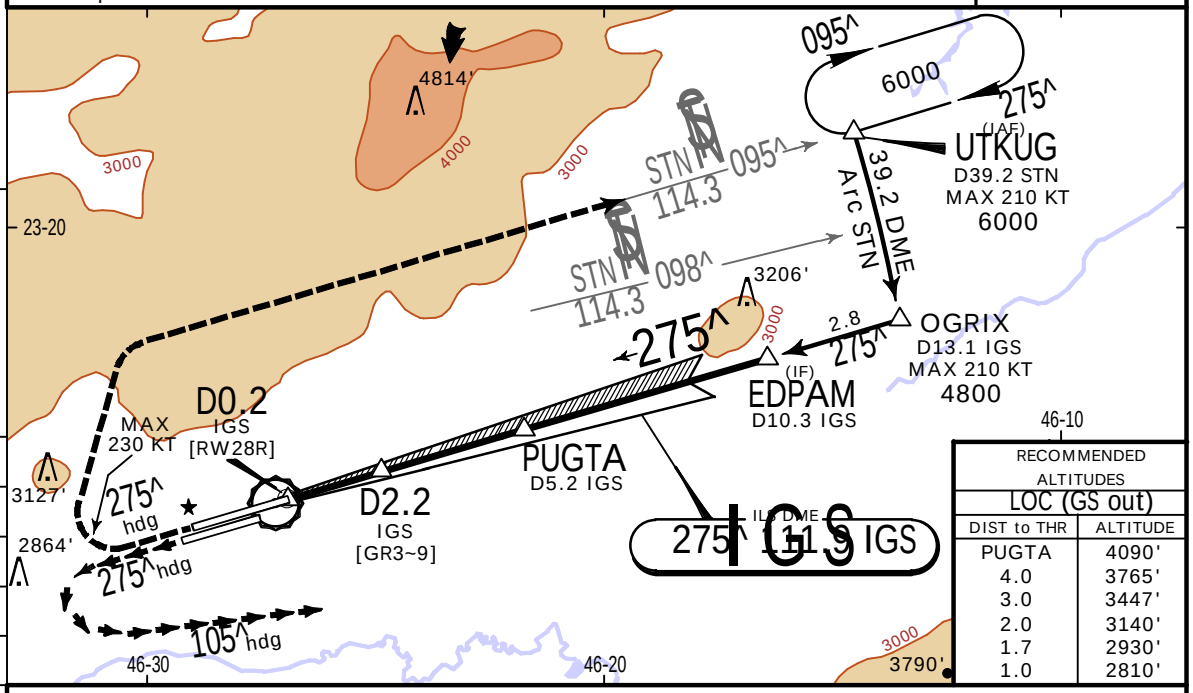
Alt Set: hPa | Rwy Elev: 86 hPa | Trans level: By ATC | Trans alt: 8000'

DME required.

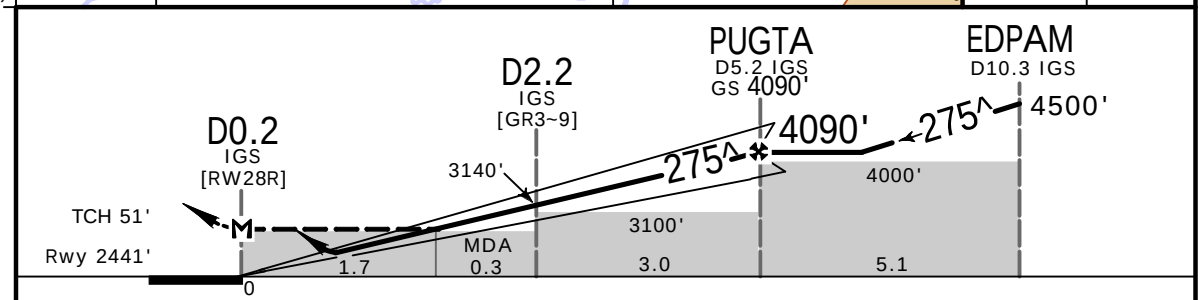


MSA ARP

1 5700 within 15 NM



RECOMMENDED ALTITUDES LOC (GS out)	
DIST to THR	ALTITUDE
PUGTA	4090'
4.0	3765'
3.0	3447'
2.0	3140'
1.7	2930'
1.0	2810'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.2 IGS							

ALSF-I PAPI PAPI | 4500' on 275^ hdg | 6000' RT | STN 114.3 R-095

STRAIGHT-IN LANDING RWY 28R

ILS
CAT A,B,C,D: DA(H) 2641' (200')
CAT E: DA(H) 2705' (264')

LOC (GS out)
MDA(H) 3050' (609')

CIRCLE-TO-LAND

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out	CIRCLE-TO-LAND
A	1 RVR 700m VIS 800m	1200m	RVR 700m VIS 800m	1600m	NA
B					
C			2100m	2800m	
D					
E	RVR 700m VIS 800m	1300m			

PANS OPS

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

CHANGES: Procedure title, Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (21-13) .Eff.8.Sep.

SAO PAULO, BRAZIL
ILS T Rwy 28R

D-ATIS	SAO PAULO Control (Approach) (R)
127.75	119.15 120.85 122.75 123.25 129.0 129.75

GUARULHOS Tower	Ground
118.4 132.75 135.2	121.7 126.9

BRIEFING STRIP ™

LOC IGS	Final Apch Crs	PUGTA	ILS Refer to Minimums	Apt Elev 2461' Rwy 2441'
111.9	275^	4090' (1649')		

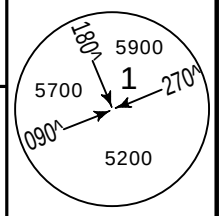
MISSED APCH: Climb to 6000'. Maintain course 275^ until passing 4500'. Then, turn RIGHT direct to UKTUG for holding.

VISUAL MISSED APPROACH RWY 28L: Climb to 6000'. Maintain heading 275^ until 3400'. Then, turn LEFT heading 105^ and expect ATC instructions.

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

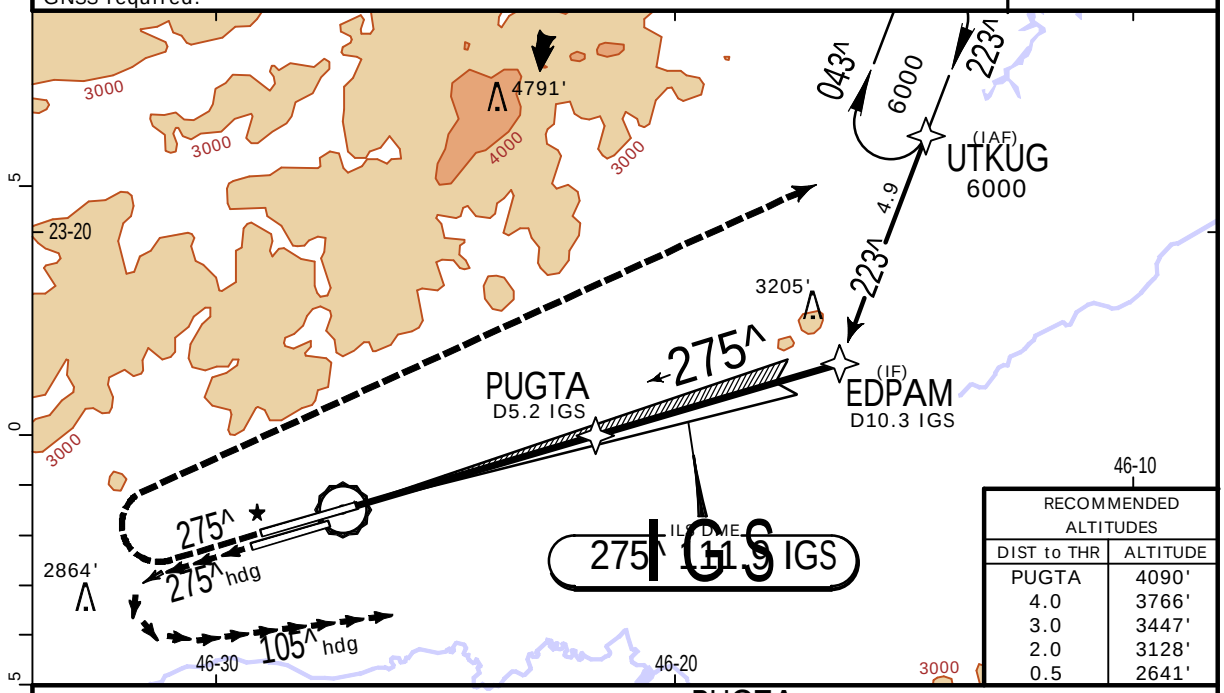
RNAV 1 or RNP 1

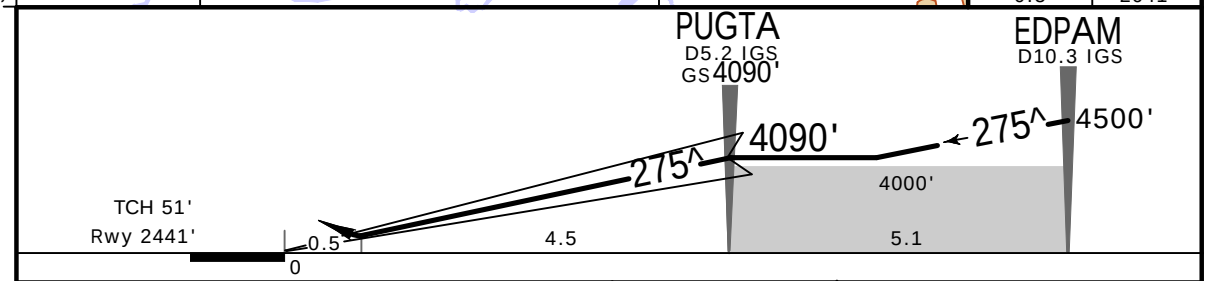
GNSS required.



MSA ARP

1 5700 within 15 NM





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

ALSF-I
PAPI PAPI
4500' on 275^

PANS OPS

STRAIGHT-IN LANDING RWY 28R

ILS

CAT A,B,C,D: DA(H) 2641' (200')

CAT E: DA(H) 2666' (225')

CIRCLE-TO-LAND

	FULL	ALS out	
A B C D E	1 RVR 700m VIS 800m	1200m	NA

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

CHANGES: Procedure title, Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22 (22-1) .Eff.8.Sep.

SAO PAULO, BRAZIL
RNP T Rwy 10L

BRIEFING STRIP™

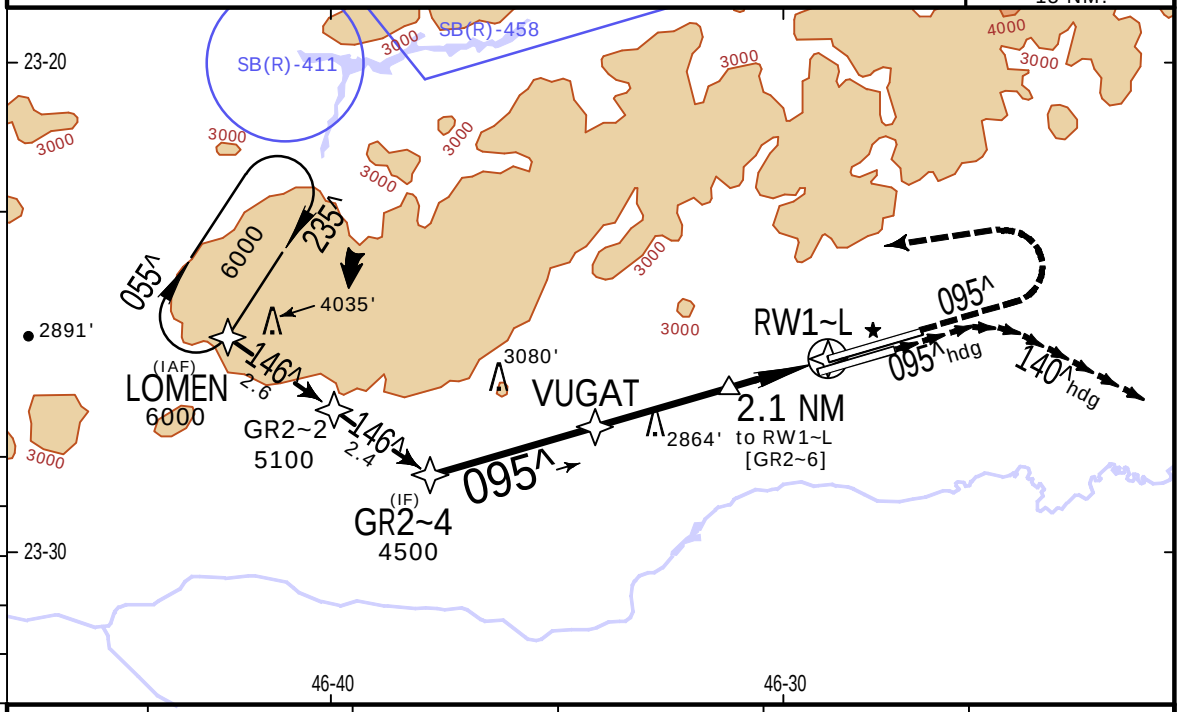
D-ATIS	SAO PAULO Control (APP)
127.75	129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower	
118.4 132.75 135.2	
Ground	
121.7 126.9	

RNAV	Final Apch Crs	VUGAT	LNAV/VNAV DA(H)	Apt Elev 2461'
	095^	4080' (1635')	2891' (446')	Rwy 2445'

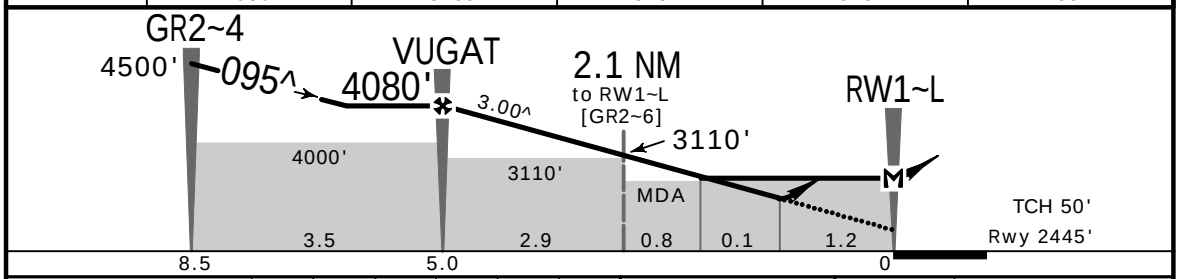
MISSED APCH: Climb to 6000'. Maintain course 095^ until passing 4500'. Then, turn LEFT direct LOMEN for holding.
VISUAL MISSED APPROACH RWY 10R: Climb to 6000'. Maintain heading 095^ until 3300'. After, turn RIGHT on heading 140^ and expect ATC instructions.

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

LNAV/VNAV: MIN -10^/MAX 50^C.



DIST to RW1~L	VUGAT	4.0	3.0	2.0	1.2
ALTITUDE	4080'	3769'	3451'	3132'	2891'

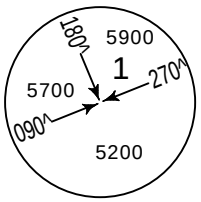


Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW1~L							

ALSF-II PAPI PAPI

4500' on 095^

MSA ARP



1 5700 within 15 NM.

PANS OPS

	STRAIGHT-IN LANDING RWY 10L				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 2891' (446')		LNAV MDA(H) 2920' (475')		
		ALS out		ALS out	
A	1400m	2100m	1400m	2100m	NA
B					
C			1500m	2200m	
D					

CHANGES: Rwy designators, thr elev.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
22-3

SAO PAULO, BRAZIL
RNP Y Rwy 10R

BRIEFING STRIP™

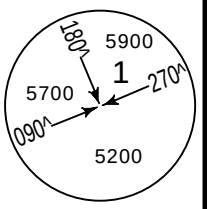
D-ATIS	SAO PAULO Control (APP)
127.75	129.75 119.15 120.45
GUARULHOS Tower	120.85 133.85
118.4 132.75 135.2	
Ground	
121.7 126.9	

RNAV	Final Apch Crs	OPSER	LNAV/VNAV DA(H)	Apt Elev 2461'
	095^	4100' (1649')	3000' (549')	Rwy 2451'

MISSED APCH: Climb to 6000'. Maintain course 095^ until 3300'. After, immediate RIGHT turn direct ISIMU for holding.
MAX 230 KT.
VISUAL GO AROUND RWY 10L: Climb to 6000'. Maintain heading 095^ and expect ATC instructions.

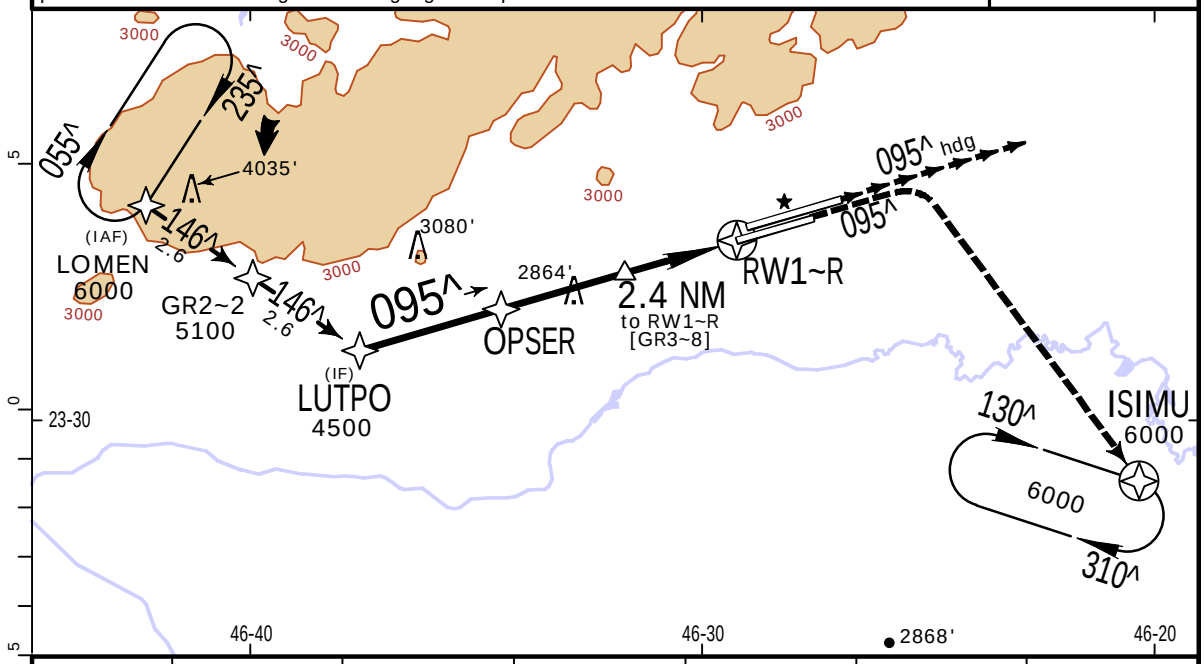
RNP Apch	Alt Set: hPa	Rwy Elev: 87 hPa	Trans level: By ATC	Trans alt: 8000'

1. LNAV/VNAV: MIN -10^/MAX 50^C. 2. Segregated operation in progress. 3. See briefing pages for additional info. 4. ATC may possibly authorize a visual approach to parallel RWY 10L during visual segregated operations.

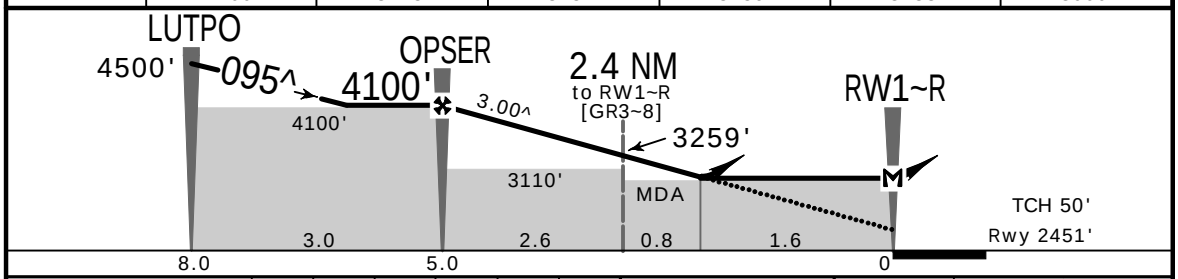


MSA ARP

1 5700 within 15 NM.



DIST to RW1~R	OPSER	4.0	3.0	2.4	2.0	1.6
ALTITUDE	4100'	3775'	3457'	3259'	3138'	3000'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW1~R							

ALSF-II
PAPI PAPI
3300' on 095^

STRAIGHT-IN LANDING RWY 10R				CIRCLE-TO-LAND
LNAV/VNAV DA(H) 3000' (549')		LNAV MDA(H) 3000' (549')		
ALS out		ALS out		
PANS OPS				
A	1800m	2500m	1800m	2500m	NA
B				
C				
D				

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
22-4

SAO PAULO, BRAZIL
RNP X Rwy 10R

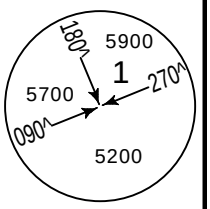
BRIEFING STRIP™

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	

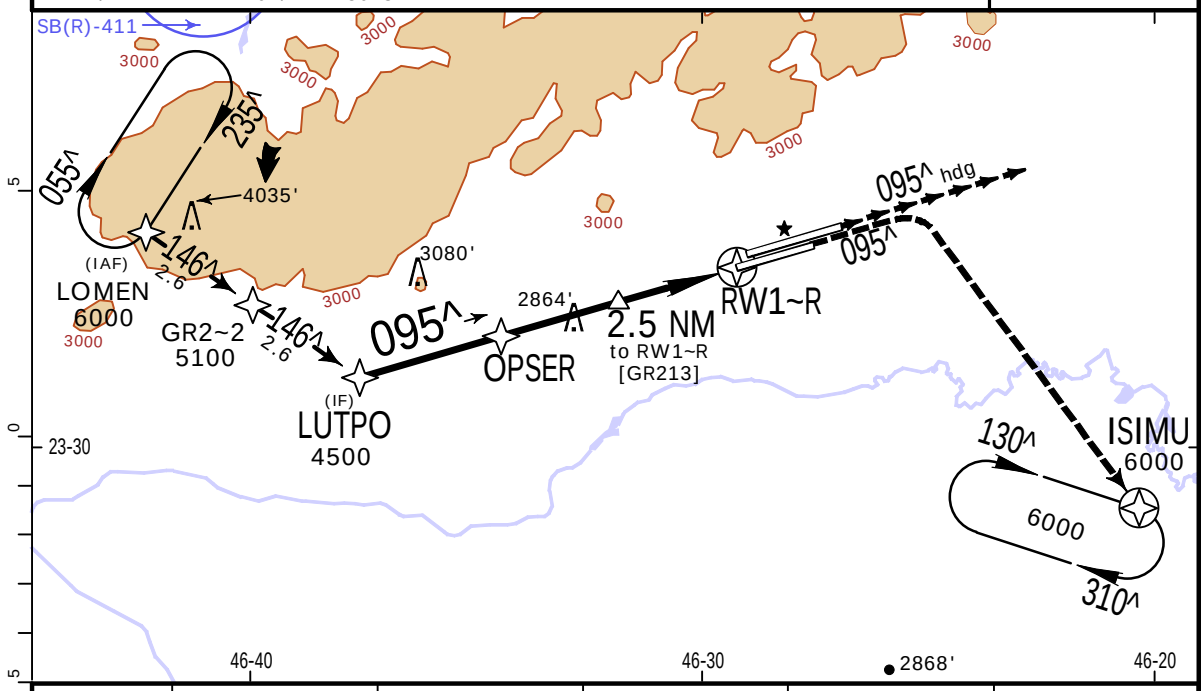
RNAV	Final Apch Crs	OPSER	LNAV/VNAV DA(H)	Apt Elev 2461'
	095^	4100' (1649')	2891' (440')	Rwy 2451'

MISSED APCH: Climb to 6000'. Maintain course 095^ until passing 3300'. Then, turn RIGHT direct to ISIMU for holding.
MAX 230 KT.
VISUAL GO AROUND RWY 10L: Climb to 6000'. Maintain heading 095^ and expect ATC instructions.

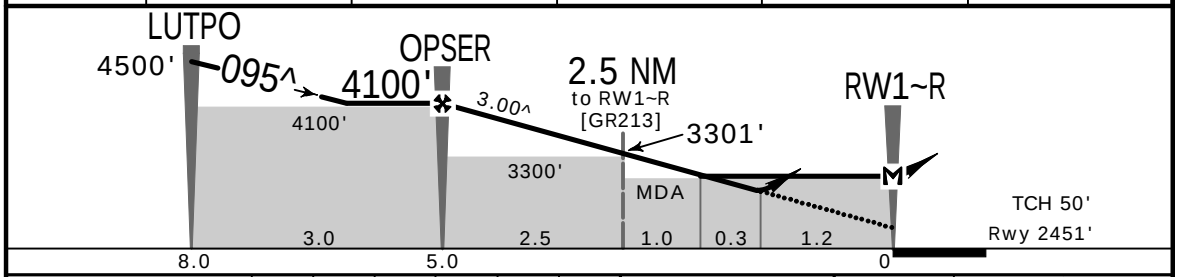
Alt Set: hPa	Rwy Elev: 87 hPa	Trans level: By ATC	Trans alt: 8000'
RNP Apch			
LNAV/VNAV: MIN -10^/MAX 50^C.			



MSA ARP
1 5700 within 15 NM.



DIST to RW1~R	OPSER	4.0	3.0	2.0	1.2
ALTITUDE	4100'	3775'	3457'	3138'	2891'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW1~R							

ALSF-II
PAPI PAPI
3300' on 095^

PANS OPS

	STRAIGHT-IN LANDING RWY 10R				CIRCLE-TO-LAND
	LNAV/VNAV DA(H) 2891' (440')		LNAV MDA(H) 2980' (529')		
	ALS out		ALS out		
A	1300m	2000m	1300m	2000m	NA
B					
C			1700m	2400m	
D					

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

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

SAO PAULO, BRAZIL
RNP Z Rwy 28L

BRIEFING STRIP™

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

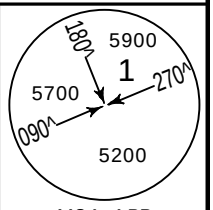
SAO PAULO Control (APP)

119.15	120.85	122.75
123.25	129.0	129.75

RNAV	Final Apch Crs	VUSNI	LNAV/VNAV DA(H)	Apt Elev 2461'
	275^	4090' (1644')	3000' (554')	Rwy 2446'

MISSED APCH: Climb to 6000'. Maintain course 275^ until 3400'. Then, turn LEFT immdediately direct to ISIMU for holding.
MAX 230 KT.

VISUAL MISSED APPROACH RWY 28R: Climb to 6000'. Maintain heading 275^ until reaching 6000'. Then, turn RIGHT heading 085^ and expect ATC instructions.

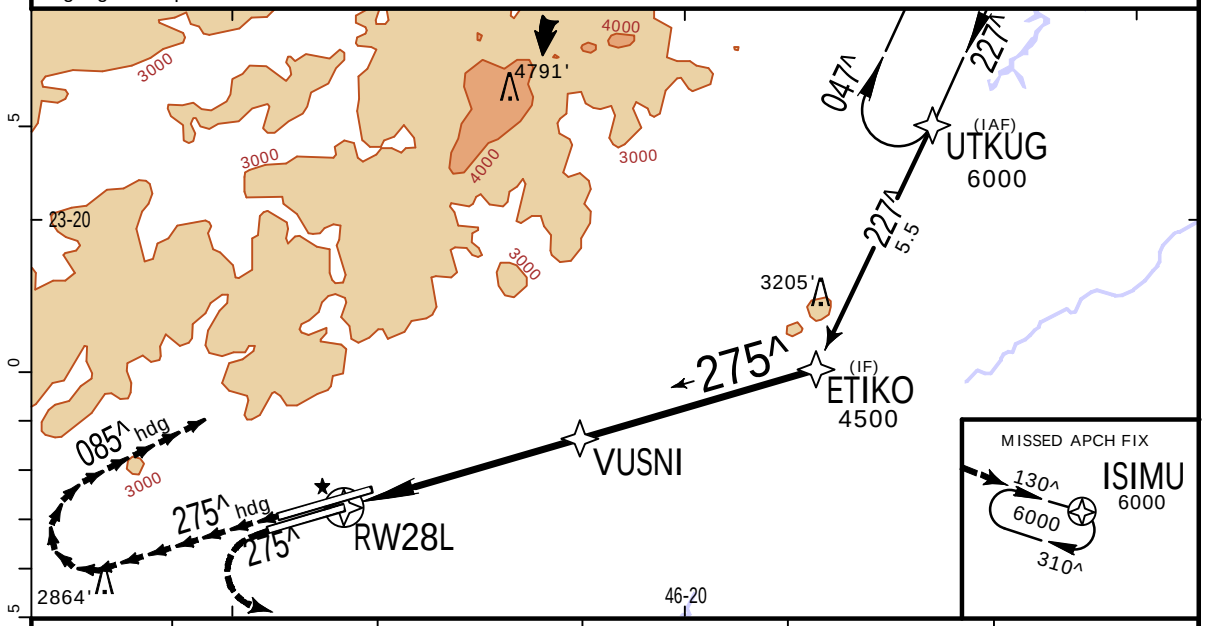


MSA ARP
1 5700 within 15 NM.

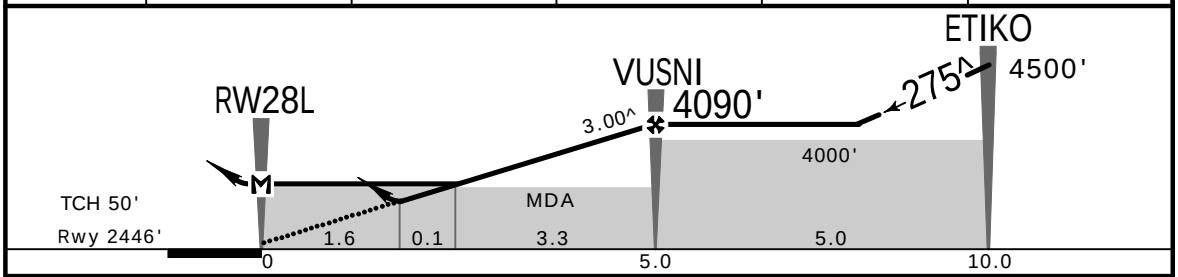
Alt Set: hPa	Rwy Elev: 86 hPa	Trans level: By ATC	Trans alt: 8000'

RNP Apch

1. LNAV/VNAV: MIN -10^C/MAX 50^C. 2. Segregated operation in progress. 3. See briefing pages for additional info. 4. ATC may possibly authorize a visual approach to parallel RWY 28R during visual segregated operations.



DIST to RW28L	1.6	2.0	3.0	4.0	VUSNI
ALTITUDE	3000'	3133'	3452'	3770'	4090'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW28L							

ALSF-I
PAPI

3400' on 275^

STRAIGHT-IN LANDING RWY 28L

	LNAV/VNAV DA(H) 3000' (554')		LNAV MDA(H) 3040' (594')		CIRCLE-TO-LAND
		ALS out		ALS out	
A	1800m	2500m	1800m	2500m	NA
B					
C			2000m	2700m	
D					

PANS OPS

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
22-7

SAO PAULO, BRAZIL
RNP X Rwy 28L

BRIEFING STRIP™

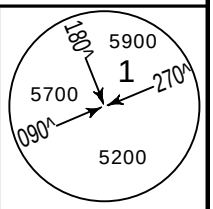
D-ATIS		
127.75		
GUARULHOS Tower		
118.4	132.75	135.2
Ground		
121.7	126.9	

SAO PAULO Control (APP)

119.15	120.85	122.75
123.25	129.0	129.75

RNAV	Final Apch Crs	VUSNI	LNAV/VNAV DA(H)	Apt Elev 2461'
	275^	4090' (1644')	2849' (403')	Rwy 2446'

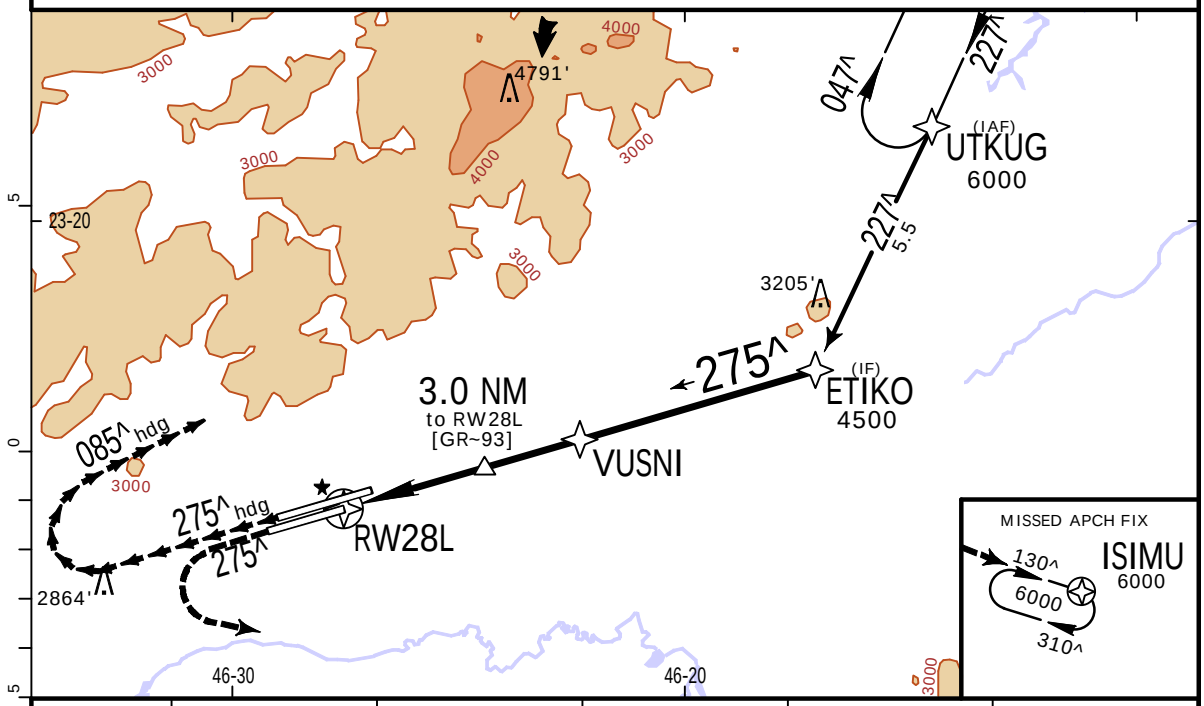
MISSED APCH: Climb to 6000'. Maintain course 275^ until 3400'. Then, turn LEFT direct to ISIMU for holding.
MAX 230 KT.
VISUAL MISSED APPROACH RWY 28R: Climb to 6000'. Maintain heading 275^ until reaching 6000'. Then, turn RIGHT heading 085^ and expect ATC instructions.



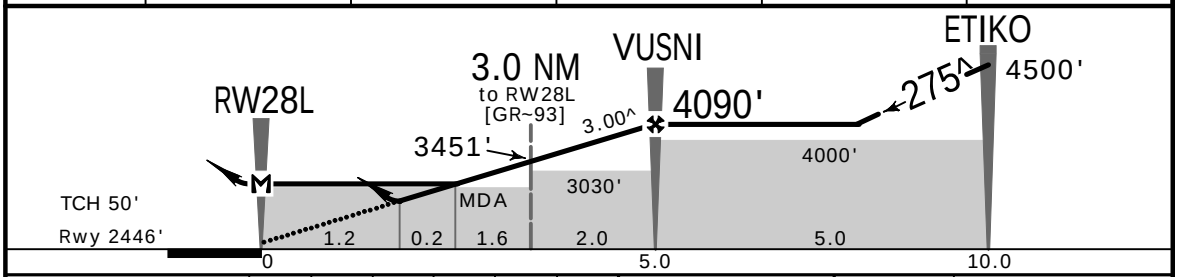
MSA ARP
1 5700 within 15 NM.

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

LNAV/VNAV: MIN -10^C/MAX 50^C.



DIST to RW28L	1.2	2.0	3.0	4.0	VUSNI
ALTITUDE	2849'	3133'	3452'	3770'	4090'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW28L							

ALSF-I
PAPI

3400' on 275^

PANS OPS

STRAIGHT-IN LANDING RWY 28L

	LNAV/VNAV DA(H) 2849' (403')		LNAV MDA(H) 2950' (504')		CIRCLE-TO-LAND
		ALS out		ALS out	
A	1200m	1900m	1200m	1900m	NA
B					
C			1600m	2400m	
D					

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN

2 SEP 22
.Eff.8.Sep.
22-9

SAO PAULO, BRAZIL
RNP V Rwy 28R

BRIEFING STRIP™

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

SAO PAULO Control (APP)

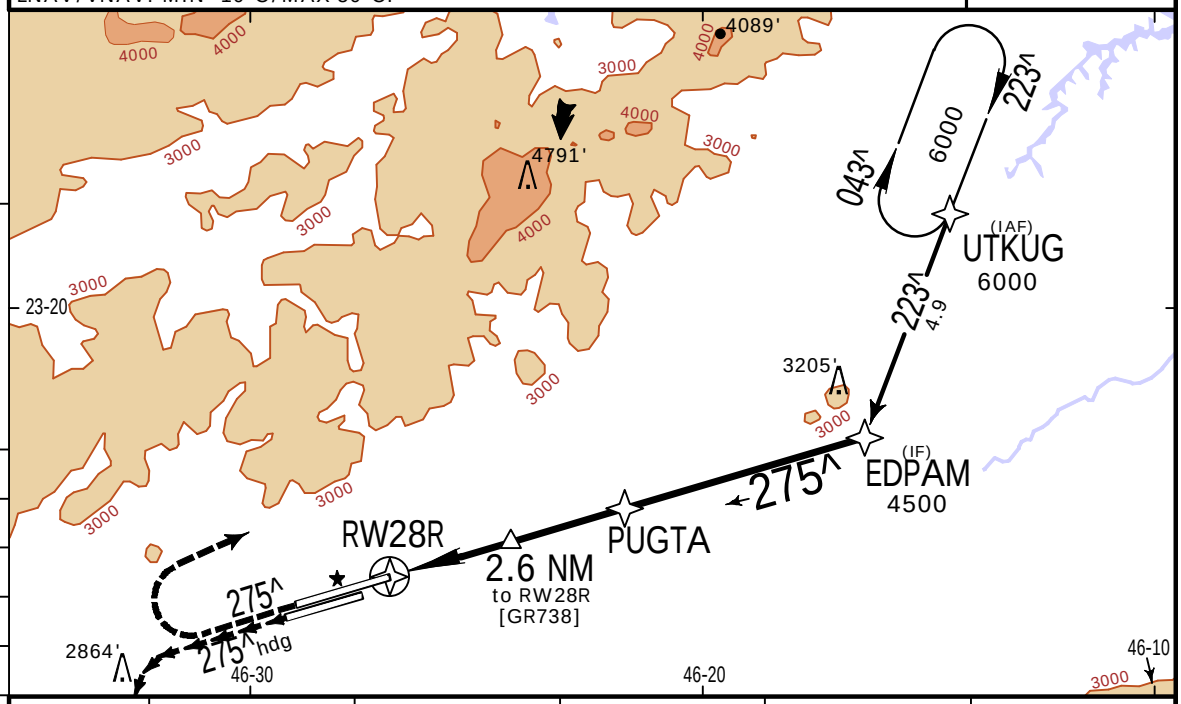
119.15	120.85	120.25
123.25	129.0	129.75

RNAV	Final Apch Crs	PUGTA	LNAV/VNAV DA(H)	Apt Elev 2461'
	275^	4090' (1649')	2857' (416')	Rwy 2441'

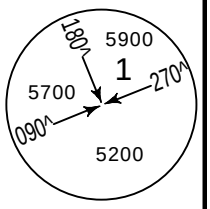
MISSED APCH: Climb to 6000'. Maintain course 275^ until 4500'. Then, turn RIGHT direct to UTKUG for holding.

VISUAL MISSED APPROACH RWY 28L: Climb to 6000'. Maintain heading 275^ until 3400'. Then, turn LEFT heading 105^ and expect ATC instructions.

Alt Set: hPa	Rwy Elev: 86 hPa	Trans level: By ATC	Trans alt: 8000'
RNP Apch			
LNAV/VNAV: MIN -10^C/MAX 50^C.			

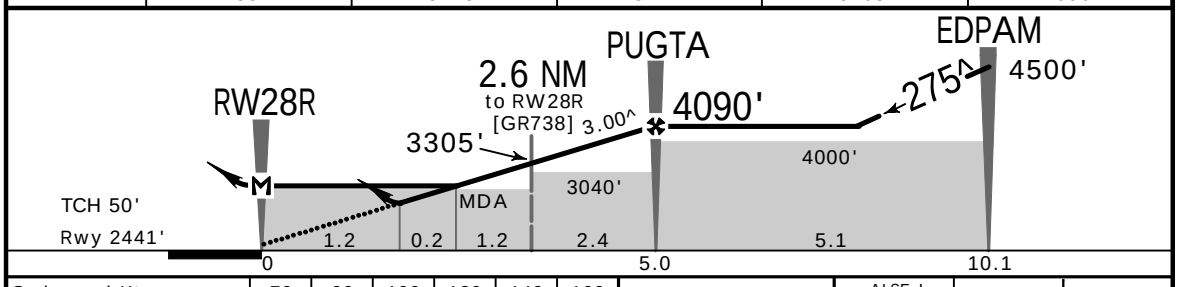


MSA ARP



1 5700 within 15 NM.

DIST to RW28R	1.2	2.0	3.0	4.0	PUGTA
ALTITUDE	2857'	3128'	3447'	3765'	4090'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849
MAP at RW28R							

ALSF-I
PAPI PAPI

4500' on 275^

PANS OPS

STRAIGHT-IN LANDING RWY 28R

	LNAV/VNAV DA(H) 2857' (416')		LNAV MDA(H) 2930' (489')		CIRCLE-TO-LAND
	ALS out		ALS out		
A	1200m	1900m	1200m	1900m	NA
B					
C			1500m	2300m	
D					

CHANGES: Rwy designators.

SBGR/GRU
GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN CAT A, B & C

SAO PAULO, BRAZIL
RNP S Rwy 10L (AR)

2 SEP 22 .Eff.8.Sep. 22-20

BRIEFING STRIP™

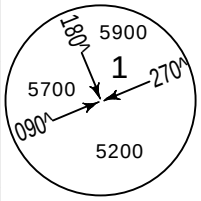
D-ATIS	SAO PAULO Control (APP)
127.75	129.75 119.15 120.45 120.85 133.85
GUARULHOS Tower: 118.4 132.75 135.2	
Ground: 121.7 126.9	

RNAV	Final Apch Crs	GR~29	RNP 0.30 DA(H)	Apt Elev 2461' Rwy 2445'
	095^	4800' (2355')	2847' (402')	

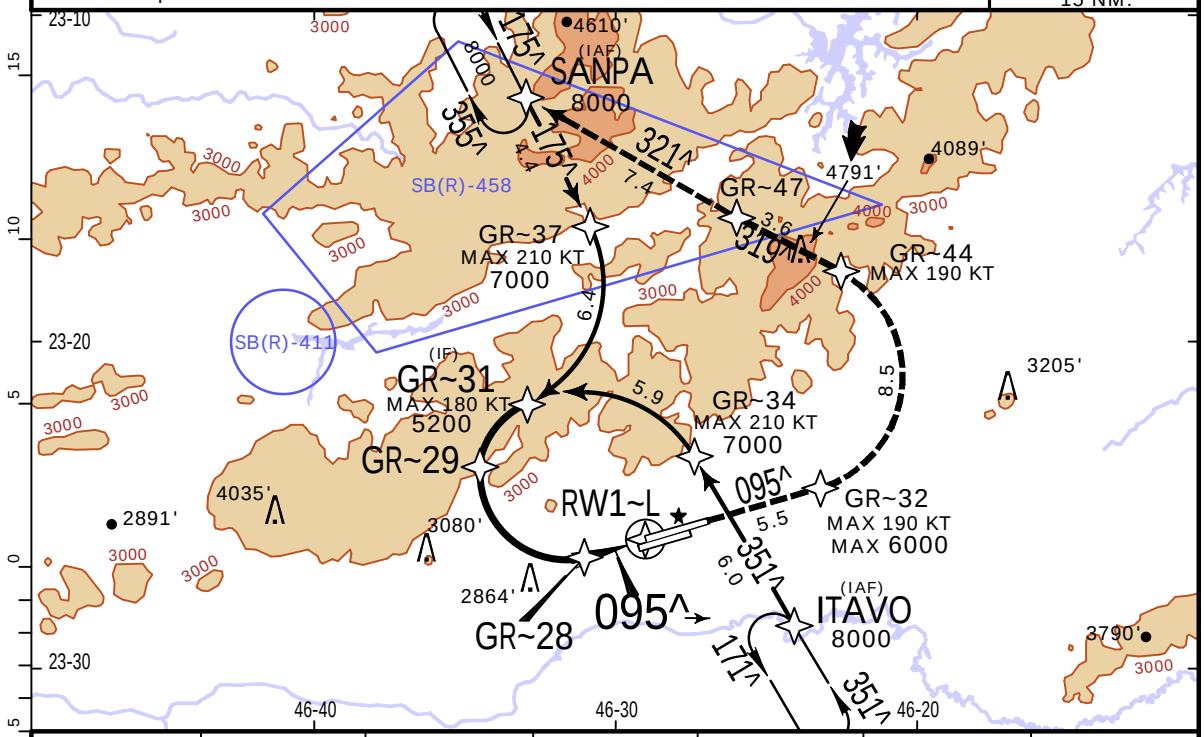
MISSED APCH: Climb to 8000'. Maintain course 095^ until GR~32. After, turn LEFT until GR~44. After, course 319^ until GR~47. After, course 321^ until SANPA for holding.
MAX 190 KT until GR~44.

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

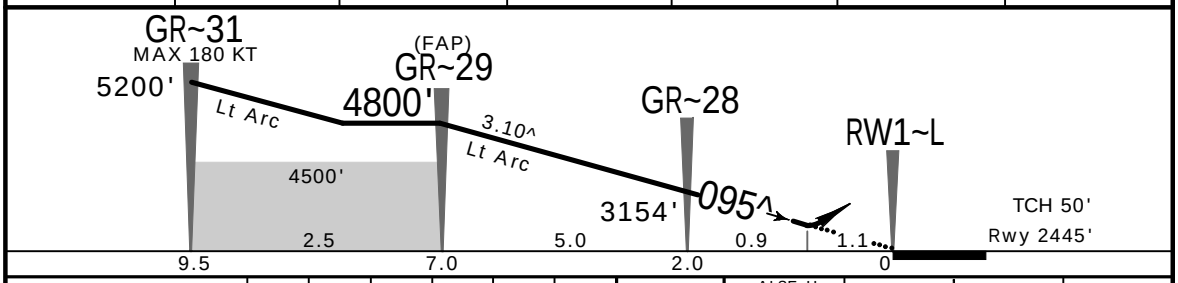
RNP AR Apch 1. Special Aircraft and Aircrew Authorization Required. 2. RF required. 3. GNSS required. 4. LNAV/VNAV: MIN 0^C/MAX 50^C.



MSA ARP
1 5700 within 15 NM.



NM to RW1~L	GR~29	5.0	4.0	3.0	GR~28	1.1
ALTITUDE	4800'	4140'	3811'	3482'	3154'	2847'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.10^	384	494	548	658	768	878

ALSF-II PAPI PAPI

8000' on 095^ GR~32

STRAIGHT-IN LANDING RWY 10L

RNP 0.30
DA(H) 2847' (402')

PANS OPS

	ALS out
A	
B	1200m 1900m
C	
D	NA

CHANGES: Rwy designator, thr elev.

SBGR/GRU

GUARULHOS-GOV ANDRE FRANCO MONTORO INTL

JEPPESEN
2 SEP 22 29-1 .Eff.8.Sep.

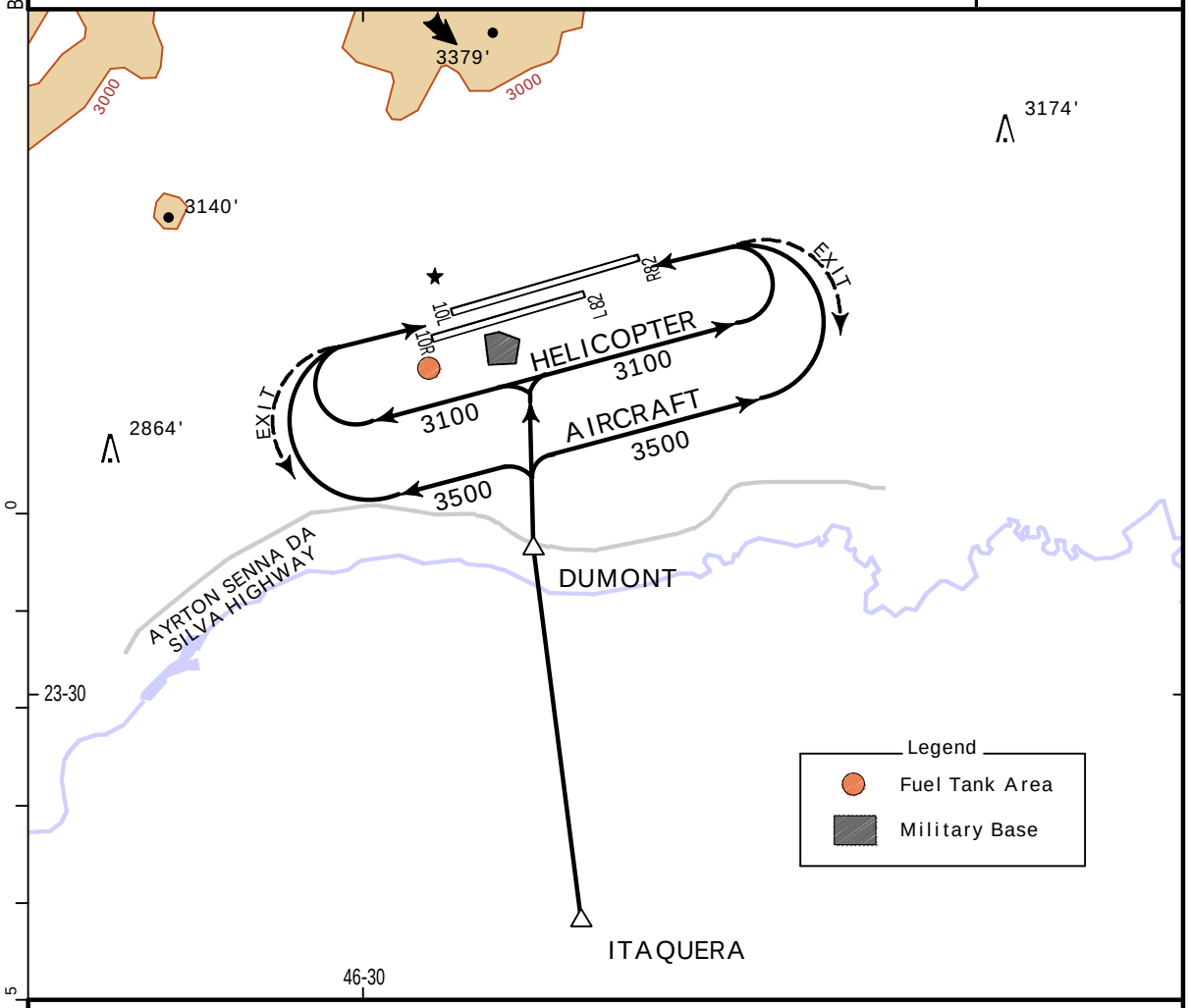
SAO PAULO, BRAZIL
VISUAL APPROACH
Rwy 10L/28R - 10R/28L

D-ATIS	SAO PAULO Control (Approach) (R)				
127.75	119.15	120.45	120.85	129.75	133.85

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: 8000'	Apt Elev 2461'

BRIEFING STRIP ™



REMARKS:

1. Simultaneous operations in aircraft and helicopter patterns may be authorized under coordination with Guarulhos Tower.
2. Simultaneous operation of helicopters on Apron 12 with fixed-wing aircraft operating on Runways:
   - Helicopters landing compulsory on Apron 12.
   - Patterns limited by Ayrton Senna da Silva Highway.
   - Helicopters avoid overflying fuel tanks and Military Air Base.
3. For information purpose, the geographic coordinates of the reporting points are included:
   ITAQUERA: S23^ 32' 33" / W046^ 27' 56"
   DUMONT: S23^ 28' 49" / W046^ 28' 09"

CHANGES: Rwy designators, transition altitude.

Chart changes since cycle 06-2023

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)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SBGR

Type: Terminal
Effectivity: Temporary
Begin Date: 20210909
End Date: 20230808

Per SUP A054-21 and N094-21, STN VOR 114.3 unserviceable between radials 185 and 225. From 09 September 2021, 0000 UTC to 08 August 2023, 2000 UTC.