CODING TABLE

RNP RWY 35L (AR)					SÃO PAULO / Congonhas (SBSP)							SBSP_IAC_02R		31 DEC 20	
Seq Num	**Transition Identifier**	**Fly Over**	**Rec Navaid**	**Fix Ident**	**Path and Terminator**	**Course Angle**	**Turn**	**Upper Limit Altitude (FT)**	**Lower Limit Altitude (FT)**	**Speed Limit (KT)**	**Speed Limit Description**	**TM DST (NM)**	**VA (º)**	**Role of the Fix**	**Navigation Specification**
10	APCH	N/A	N/A	SP121	IF	N/A	N/A	N/A	+7000	N/A	N/A	N/A	N/A	IAF	RNP 1
20	APCH	N	N/A	SP124	TF	169.34° Mag / 147.83° True	N/A	N/A	N/A	N/A	N/A	2.2	N/A	OTHER	RNP 1
10	FINAL	N	N/A	SP124	IF	N/A	N/A	N/A	+6000	N/A	N/A	N/A	N/A	IF	RNP 1
20	FINAL	N	N/A	SP128	RF	N/A	L	N/A	R4280	180	-	7.4	N/A	FAF	RNP 1
N/A	N/A	N/A	N/A	*SP127	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ARC RADIUS 3.0	N/A	N/A	N/A
30	FINAL	N	N/A	SP129	RF	N/A	L	N/A	+3635	N/A	N/A	2.00	-3.00	FROP	RNP 0.3
N/A	N/A	N/A	N/A	*SP127	N/A	N/A	N/A	N/A	N/A	N/A	N/A	ARC RADIUS 3.0	N/A	N/A	N/A
40	FINAL	Y	N/A	RW35L	TF	349.03° Mag / 327.48° True	N/A	N/A	@2680	N/A	N/A	3.00	-3.00	LTP/FTP	RNP 0.3
10	MA	N	N/A	RENIT	TF	349.05° Mag / 327.51° True	N/A	N/A	N/A	170	-	6.02	N/A	OTHER	RNP 1
20	MA	N	N/A	SP122	TF	320.66° Mag / 299.15° True	L	N/A	N/A	170	-	5.77	N/A	OTHER	RNP 1
30	MA	N	N/A	SP123	TF	231.55° Mag / 210.07° True	N/A	N/A	N/A	170	-	5.37	N/A	OTHER	RNP 1
40	MA	Y	N/A	SP121	TF	159.92° Mag / 138.42° True	N/A	N/A	+7000	170	-	9.53	N/A	MAHF	RNP 1
50	MA	Y	N/A	SP121	HM	169.34° Mag / 147.84° True	L	N/A	+7000	N/A	N/A	1.00 min	N/A	MAHF	RNP APCH

*Fictitious point. Only for coding purpose.

Ident	Latitude / Longitude (WGS84) DD:MM:SS.SS
RENIT	S 23:32:58.08W 46:42:35.42
SP122	S 23:30:08.93W 46:48:04.61
SP123	S 23:34:48.65W 46:51:00.21
SP121	S 23:41:58.18W 46:44:06.89
SP124	S 23:43:49.89W 46:42:49.64
SP127	S 23:42:12.85W 46:40:04.21
SP128	S 23:42:30.71W 46:36:49.04
SP129	S 23:40:35.76W 46:37:18.86
RW35L	S 23:38:03.49W 46:39:04.27

COD	Meaning
+	AT OR ABOVE
-	AT OR BELOW
@	AT
R	RECOMMENDED
B	BETWEEN
=	AS ASSIGNED
SDF	STEPDOWN FIX
Y	YES
N	NO
L	LEFT
R	RIGHT
N/A	NOT APPLICABLE
FROP	FINAL APPROACH ROLLOUT POINT
LTP	LANDING THRESHOLD POINT
FTP	FICTITIOUS THRESHOLD POINT

SPECIAL PARAMETERS TABLE

This table contains the parameter values that differ from the standard values established in RNP AR Manual (Doc 9905) and/or PANS-OPS (Doc 8168) and has the objective to assist operators during the approval process by the competent Aeronautical Authority, especially regarding the Flight Operational Safety Assessment. These parameters take into account only design criteria contained in Doc 9905 and Doc 8168. Airworthiness special parameters were not considered for this classification.

SPECIAL PROCEDURE

INITIAL APPROACH SEGMENT

Track	Bank Angle(°) Used / STD		TWC (KT) Used / STD		IAS (KT) Used / STD		Dfrop (NM) Used / STD		TrD (NM) Used / STD		Gradient (%) Used / STD		RNP (NM) Used / STD		TP Altitude (FT) Used / STD	
ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS																

INTERMEDIATE APPROACH SEGMENT

Track	Bank Angle(°) Used / STD		TWC (KT) Used / STD		IAS (KT) Used / STD		Dfrop (NM) Used / STD		TrD (NM) Used / STD		Gradient (%) Used / STD		RNP (NM) Used / STD		TP Altitude (FT) Used / STD	
ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS																

FINAL APPROACH SEGMENT

Track	Bank Angle(°) Used / STD		TWC (KT) Used / STD		IAS (KT) Used / STD		Dfrop (NM) Used / STD		TrD (NM) Used / STD		Gradient (%) Used / STD		RNP (NM) Used / STD		TP Altitude (FT) Used / STD	
ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS																

MISSED APPROACH SEGMENT																
Track	**Bank Angle(°) Used / STD**		**TWC (KT) Used / STD**		**IAS (KT) Used / STD**		**D_{MASRNP} (NM) Used / STD**		**TrD (NM) Used / STD**		**Gradient (%) Used / STD**		**RNP (NM) Used / STD**		**TP Altitude (FT) Used / STD**	
ALL PARAMETERS ARE ACCORDING TO ICAO DOCUMENTS																

COD	Meaning
STD	Value according to ICAO Documents
TWC	Tail Wind Component
IAS	Indicated Air Speed
Dfrop	Distance FROP-THEL
FROP	Final Roll-Out Point
TrD	Track Distance (Needed to comply turns)
TP Altitude	Turning Point Altitude
THEL	Threshold elevation
D_{MASRNP}	Maximum distance of RNP navigation accuracy (requirement less than 1.0 NM in the missed approach)