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AIC**A
11/22****10MAY22**

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**HIGH INTENSITY RUNWAY OPERATIONS (HIRO) IN PORTO ALEGRE
INTERNATIONAL AIRPORT (SBPA)**

Period of validity: from 19 MAY 2022 to 31 DEC 2022

1. PRELIMINARY ARRANGEMENTS**1.1 PURPOSE**

This Aeronautical Information Circular aims to establish the operational procedures related to high intensity runway operations in the Porto Alegre International Airport.

1.2 SCOPE

The provisions set forth in this AIC shall apply to TWR-PA and to APP-PA, as well as to pilots and aircraft operators that operate at SBPA.

2. HIGH INTENSITY RUNWAY OPERATIONS (HIRO)

High Intensity Runway Operations (HIRO) procedures will be applied between 0800-0300 UTC or as advised by ATC via ATIS. HIRO allows the reduction of runway occupation time, providing the optimization of separation between aircraft on final approach, between takeoffs and between landings/takeoffs, maximizing the use of runway capacity, minimizing the possibility of go-arounds, and reducing ground and in-flight holdings. Pilots must adjust takeoff and landing to ensure the Minimum Runway Occupancy Time (MROT).

2.1. APPROACHES AND LANDINGS

Pilots must clear the runway at the fastest speed allowed by standard operating procedures and in compliance with safety, allowing ATC to apply minimum separation on final approach.

All landing aircraft must ensure that the runway has been completely cleared before coming to a complete stop. During landing, the pilot must select an appropriate and feasible exit taxiway to ensure MROT.

Aircraft reference codes A, B and C must clear the runway on the taxiways indicated below or inform the Porto Alegre Approach Control and/or Porto Alegre TWR if they are unable to comply with this procedure.

RWY 11: Taxiway E or earlier. Distance from the threshold to taxiway E: 1,995m

RWY 29: Taxiway C. Distance from the threshold to taxiway C: 2.625m

2.2. DEPARTURES

Pilots must be ready for departure when reaching the holding point. Otherwise, they must inform to the ground control before reaching the holding point. Upon receiving clearance to line up or take off, pilots must ensure, considering safety, that they can proceed quickly. After clearance for takeoff, the pilot's expected reaction time is up to 10 seconds

Reference code A, B and C aircraft must be configured to take off from the intersection between RWY 29 and TWY "E" (Available distance 1,995m). If it is not possible to comply with this procedure, the pilot must inform at the time of requesting the flight plan clearance.

In the case of impossibility of taking off from the intersection between RWY 29 and TWY "E", aircraft reference codes A, B and C must be configured to take off from the first turning area (Available distance: 2,280 m). If it is not possible to take off from the intersection between RWY 29 and TWY "E" and from the first turning area, the pilot must inform when requesting the flight plan authorization, warning that the use the entire runway will be necessary.

3. FINAL ARRANGEMENTS

3.1. This AIC shall enter into force on 19MAY22.

3.2. Cases not provided for in this Circular shall be settled by the Head of the Subdepartment of Operations at DECEA.