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**OPERATING PROCEDURES FOR THE ESTABLISHMENT OF LATERAL
SEPARATION MINIMUM OF 3 NM IN THE TMA-RJ/CTR-RJ**

1 PRELIMINARY ARRANGEMENTS**1.1 PURPOSE**

Establish operational procedures to be followed for the application of lateral separation minimum of 3 NM in the TMA-RJ/CTR-RJ.

1.2 SCOPE

This Aeronautical Information Circular (AIC) applies to ATS Units, users of the Brazilian Airspace Control System (SISCEAB), as well as all pilots who intend to fly in the TMA-RJ/ CTR-RJ.

2 INTRODUCTION

2.1 The Department of Airspace Control, through the Regional Flight Protection Service of São Paulo, has established a new traffic flow in the TMA-RJ and the CTR-RJ, as of May 02, 2013, aiming to increase the use of airspace with safety.

2.2 This new air traffic flow structure was based on modifying the set of IFR procedures for approach, landing and takeoff in Galeão (SBGL) and Santos Dumont (SBRJ) airports. This, in turn, led to the need to adjust the TMA-RJ sectoring, by modifying the lateral limits of the existing sectors and creating two new ones, which resulted in distinct sectors for Santos Dumont and Galeão final approaches, until now represented as a single sector.

2.3 Thus, it is expected an increase in the absorption capacity of air traffic by the APP-RJ, which aims to balance the complex equation between the TMA-RJ air traffic demand and the ATC capacity of this ATS unit.

2.4 However, to use distinct sectors for SBRJ and SBGL final approaches, due to the proximity between such aerodromes and the configuration of their runways, is of fundamental importance to establish standards and conditions for the application of lateral separation minimum of 3 NM between the air traffics accomplishing IFR procedures for the mentioned aerodromes in the TMA-RJ/CTR-RJ.

2.5 With such purpose, it is understood that by applying the lateral separation minimum of 3 NM, the aircraft flying within the TMA-RJ/CTR-RJ at least 3 NM from each other are considered separated, provided they meet not only the conditions of CIRTRAF 100-6 (Radar Separation Minimum of 3 NM between Aircraft), dated November 14, 2007, further on those included in this AIC.

3 CONDITIONS THAT ENSURE THE APPLICATION OF A LATERAL SEPARATION IN THE TMA-RJ/CTR-RJ

3.1 The lateral separation minimum of 3 NM shall be applied only within the area defined in Chapter 5 of this AIC.

3.2 The APP-RJ ATCO and the involved aircraft's crew shall observe full compliance with the IFR procedures within the areal of application of 3 NM lateral separation minimum.

3.3 The sectors of APP-RJ responsible for application of the lateral separation minimum of 3 NM must be equipped with primary and secondary VHF frequencies and such frequencies are required to be operational.

3.4 The application of lateral separation of 3 NM is conditioned to the operational situation of the primary radar of Galeão. The view on the radar screen of APP-RJ must be on mode "monoradar", with the radar signal of Galeão selected.

3.5 Inside the area destined to the application of a lateral separation of 3 NM, in order to guarantee the separation established by published procedures, the APP-RJ may provide the service of Vectoring, by using the minima prescribed for the lateral separation of 3 NM.

3.6 The information about application of minima prescribed by this AIC must be included in the TMA-RJ ATIS, with the following text: "**Minimum lateral separation of 3 NM applied in the area of TMA-RJ/CTR-RJ**".

NOTE: In case of unavailability of ATIS and if it is possible to apply the lateral separation of 3 NM, the ATCO shall, wherever possible, give advance notice to the aircraft involved.

4 CONDITIONS THAT SUSPEND THE APPLICATION OF LATERAL SEPARATION MINIMUM OF 3 NM IN THE TMA-RJ/CTR-RJ

4.1 The lateral separation minimum of 3 NM can not be applied in the following situations:

- a) the Galeão primary radar is unavailable;
- b) the primary OR secondary frequency of one of the final sectors is unavailable (SBRJ and SBGL);
- c) the procedure prescribed for SBGL RWY 15 does not have vertical guidance (ILS or Baro/VNAV).

NOTE: In all cases mentioned above, the application of lateral separation minimum of 3 NM will be suspended by APP-RJ and it is left to the APP to determine what separation is adequate, according to the air traffic legislation.

- d) between air traffic following to the same destiny;

NOTE: APP-RJ shall not use this parameter of separation to accomplish the approach and departure sequencing between two aircraft operating in the same aerodrome.

- e) to apply separation between air traffic vectored within the area of application of lateral separation minimum of 3 NM with converging headings.

NOTE: If there is need to accomplish vectoring within the TMA-RJ/CTR-RJ airspace, outside the area restricted to the application of the separation minima prescribed by this AIC, the APP-RJ must observe the longitudinal or lateral separation of 5 NM or the vertical separation of 1000 FT.

f) when the weather conditions prevent the accomplishment of IFR procedures profiles and also require deviations by aircraft within the area established for application of the lateral separation of 3 NM.

g) in case of additional events that may reduce the control ability, such as: aircraft in emergency, activation of controlled airspace that may affect the traffic flow within the portion defined for the application of lateral separation minimum of 3 NM or whenever the competent authority determines, directly or by delegation via subordinate ATS units.

4.2 When the application of minima prescribed in this AIC is suspended, CGNA (Air Navigation Management Center) must be informed immediately.

5 AREA OF TMA-RJ AND CTR-RJ WHERE THE REDUCED HORIZONTAL SEPARATION MINIMA WILL BE APPLIED

5.1 The lateral separation minimum of 3 NM will be applied within the TMA-RJ portion comprised by the polygon defined by the following geographical coordinates: 22°51'20"S/043°33'35"W, 22°59'34"S/043°32'22"W, 22°54'13"S/043°21'05"W, 22°49'02"S/043°23'32"W and 22°51'20"S/043°33'35"W, being the lower vertical limit 2500 feet and upper vertical limit 6000 feet.

5.2 It will also be applied in all CTR-RJ and the space of TMA-RJ overlapping the CTR-RJ, at 2500 feet, inclusive, up to 5000 feet, inclusive.

6 FINAL PROVISIONS

6.1 The approval of this AIC was published in DECEA Internal Bulletin n° 81 of 26 April 2013.

6.2 Cases not provided for in this AIC shall be settled by the Head of DECEA's Operations Subdepartment.