

BRASIL

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VISUAL SEGREGATED OPERATIONS FOR SÃO PAULO/GUARULHOS
INTERNATIONAL AIRPORT (SBGR)

Period of validity: 23 APR 2020 to 03 DEC 2020.

1 PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

This circular aims to establish the requirements and operational procedures for the application of the Visual Segregated Operations at Guarulhos Airport.

1.2 SCOPE

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

1.3 CONCEPTS AND ABBREVIATIONS

1.3.1 CONCEPTS

Considering this publication, the following terms and expressions will be used:

VISUAL SEGREGATED OPERATIONS

Simultaneous instrument operation in which one runway is exclusively used for landings and the other runway is exclusively used for departures. In this operation the approach is performed in visual reference to terrain.

VISUAL APPROACH TO THE PARALLEL RUNWAY

Manoeuvre in which an aircraft, performing an IFR approach to a runway, is allowed to approach with visual references and land on the parallel runway.

1.3.2 ABREVIATURAS

AIC Aeronautical Information Circular

ATCO Air Traffic Controller

APP Approach Control

ATIS/D-ATIS Automatic Terminal Information Service / Data Link - Automatic Terminal Information Service

DECEA Department of Airspace Control

IAC Instrument Approach Chart

SBGR Guarulhos Airport

TWR Control Tower

VFR Visual Flight Rules

VMC Visual Meteorological Conditions

2 GENERAL ARRANGEMENTS

The implementation of the visual segregated operations at Guarulhos Airports aims at providing a better traffic flow of departing and approaching operations from/to SBGR, without increasing the Workload for pilots and air traffic controllers, and also promoting reduction of pollutant emissions and fuel burn.

Such operation will be set up when departure procedures are allowed to take place, simultaneously and independently of aircraft approaching, with visual references, for the parallel runway, under the requirements envisaged in this Circular.

With this operation, jointly with other initiatives, actual enhancements on airport capacity are expected, enabled by the operational flexibility of the runway system.

3 SPECIFIC ARRANGEMENTS

3.1 VISUAL SEPARATION

3.1.1 The visual separation can be applied provided that another separation method is assured before and after its application.

3.1.2 For the appropriate use of the visual separation by the pilot in command, the ATCO from Guarulhos TWR and Sao Paulo APP must:

a) provide the pilots-in-command on both approach and departure procedures with information about local essential traffic in case of missed approach or go around procedures, according to the phraseology envisaged in 3.3;

b) instruct the pilot-in-command to maintain own separation in case of missed approach or go around;

c) warn the pilot in command whenever the preceding aircraft belongs to a heavier wake turbulence category;

d) provided that it is noticeable, inform aircraft crew about converging courses between them and that visual separation must be applied; and

e) hand off the traffic to Sao Paulo approach only after the flight trajectories are no longer a factor.

3.1.3 For the application of the visual separation, pilots-in-command must:

a) report to the TWR in case of loss of Visual References on final approach. If there is no report it will indicate to the ATC that the pilot in command has Visual references below 1000 feet and that the visual separation will be applied appropriately in case of missed approach or go-around procedure. In this case, the pilot must maintain own separation from the aircraft departing from the parallel runway until the turn envisaged in the missed approach procedure is initiated; and

b) be aware of the possibility of wake turbulence when instructed to maintain own visual separation.

3.2 VISUAL SEGREGATED OPERATIONS

3.2.1 Airport operating minima for segregated visual approaches are 1000 feet ceiling and 5000 metres visibility.

3.2.2 The ATCO may adopt Segregated Operations for runways 09/27 with the visual separation application, provided that:

- a) the information that Segregated Operations are being adopted will be broadcast in the ATIS/D-ATIS, or if unavailable, by radiotelephony;
 - b) departure and missed approach trajectories diverge in at least 30 degrees;
 - c) the aircraft on the final approach is NOT in the heavy wake turbulence category;
- and
- d) the aircraft departing from RWY 27R is NOT in the heavy wake turbulence category.

3.2.3 Occasionally, there might be a visual approach for the parallel runway during the visual Segregated Operation.

3.3 PHRASEOLOGY

3.3.1 Phraseology to be employed in the segregated visual operations in case of a go around or missed approach.

3.3.2 AIRCRAFT EXECUTING A GO AROUND OR MISSED APPROACH:

<u>ATCO</u>	(Callsign), traffic, (Type), departing from runway (09L/27R), maintain visual separation. Caution, wake turbulence (when applicable)
<u>ATCO</u>	PTATC, traffic, B787 departing from runway 09L, maintain visual separation. Caution, wake turbulence.

3.3.3 DEPARTING AIRCRAFT:

<u>ATCO</u>	(Callsign), traffic, (Type), starting missed approach (or go around) procedure from runway (09R/27L), maintain visual separation. Caution, wake turbulence (when applicable).
<u>ATCO</u>	PTATC, traffic, B737 starting missed approach (or go around) procedure from runway 27L, maintain visual separation. Caution, wake turbulence.

3.3.4 INFORMATION UPON VISUAL REFERENCES WITH RUNWAY AND AIRCRAFT ON ADJACENT RUNWAY:

<u>ACFT</u>	Guarulhos Tower, (Callsign), final approach runway (09R/27L), visual.
<u>ACFT</u>	Guarulhos Tower, PTATC, final approach runway 09R, visual.

4 FINAL ARRANGEMENTS

4.1 This AIC shall enter into force on 23 APR 2020.

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