

**BRASIL**

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**DEPARTAMENTO DO CONTROLE DO ESPAÇO AÉREO**  
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**AIC**  
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**CONVERGIN RUNWAY OPERATION (CRO) AT GALEÃO AIRPORT (SBGL)**

*Period of validity: from 07 OCT 2021 to 14 JUL 2022*

**1 PRELIMINARY ARRENGEMENTS**

**1.1 PURPOSE**

The purpose of this Aeronautical Information Circular (AIC) is to establish requirements and operational procedures for the implementation of Converging Runway Operation (CRO) at SBGL, considering takeoffs from runway 33 and approaches on runway 28.

**1.2 SCOPE**

The provisions set forth in this AIC apply to TWR-GL, APP-RJ and air operators.

**1.3 CONCEPTS**

For the purpose of this circular, the following terms and expressions will be used:

**1.3.1 CONVERGING RUNWAY OPERATION (CRO)**

A condition where the approaches and takeoffs occur and the extension of one runway crosses the extension of another runway at a distance of 1 NM or less.

**1.3.2 SIMULTANEOUS SEGREGATED OPERATIONS ON CONVERGING RUNWAYS**

Simultaneous instrument operation on converging runways in which a runway is exclusively used for takeoff and the other runway exclusively for approaches, accordingly with the operational criteria established for each set of runways.

**1.3.3 LIMIT RADIAL**

The limit radial establishes a reference to pilots for reducing the probability of interference between aircraft taking off from runway 33 and that one in missed approach fase on runway 28.

## 1.4 ABBREVIATIONS

AIC – Aeronautical Information Circular

ATCO – Air Traffic Controller

CRO – Converging Runway Operation

DECEA – Department of Airspace Control

IAC – Instrument Approach Chart

TWR – Air Traffic Control Tower

## 2 GENERAL ARRANGEMENTS

2.1 The CRO implementation at SBGL have as its main objectives to provide a better flow of air traffic approaching and taking off, increase of runway capacity, without increasing the workload of pilots and ATCOs, as well as favoring the reduction of fuel consumption and reduce CO2 emission. This operation will take place by allowing dependents and simultaneous takeoffs from runway 33, considering approaches to runway 28, under conditions established on this Circular and in other specific regulations.

### 2.2 RESPONSIBILITIES ON CONVERGING RUNWAY OPERATIONS AT SBGL

#### 2.2.1 Responsibilities of the pilot approaching to runway 28:

- a) Be aware of information on ATIS/D-ATIS;
- b) To plan the approach in a manner to reduce the possibility of a missed approach after the MAPT;
- c) In case of a missed approach after the MAPT, the right turn must occur before the limit radial of CXI VOR, in order to avoid possible traffics taking off from runway 33;

NOTE: If the pilot in command considers such maneuver impracticable it must be informed as soon as possible to APP/TWR.

#### 2.2.2 Responsibilities of the pilot taking off from runway 33:

- a) To plan the departure in order to reach the holding point ready for takeoff. If such is not possible, inform to ATC; and
- b) When receiving clearance, start rollout immediately (reaction time expected is up to 10 seconds).

#### 2.2.3 Responsibilities of TWR-GL:

- a) To observe whether the execution of takeoff clearances is being carried out immediately after issuing the instruction;

- b) To prioritize communications in a way to follow the specified on Operational Model of the facility;
- c) To inform essential local traffic to pilots if required by the situation before the transfer of communication and control occurs;
- d) To not apply CRO, as established at OPERATIONAL MODEL of the facility, if it receives the information that the pilot is not able to perform the turn before the limit radial published on chart, declare emergency/urgency, or is performing missed approach in contingency procedure.

## 2.3 SEGREGATED SIMULTANEOUS OPERATIONS ON CONVERGING RUNWAYS

2.3.1 The CRO will use specific IAC, identified with the expression CONVERGING. To reduce the possibility of proximity between aircraft, approach procedures for operation on converging runways will normally have their missed approach points prior to the threshold, so that, in the event of a missed approach, they start to turn in a divergent direction in relation to aircraft taking off from the other runway.

2.3.2 The criteria established to clear an aircraft to takeoff from a runway while another approaches to a converging runway consider a minimum distance from the aircraft in relation to the approaching threshold, according to the ATC facility OPERATIONAL MODEL.

2.3.3 TWR-GL may apply the operations established in this circular, provided that:

- a) The meteorological conditions are such that the visibility is in accordance with the minimums established in the procedure, and the ceiling must be at least 100 FT above the DH of the procedure;
- b) The information of “simultaneous operations on converging runway in progress” is provided through ATIS / D-ATIS, or, in the case of unavailability of these means, via radiotelephony when traffic enters the TMA; and
- c) The instrument approach chart specific to this type of operation is in use.

NOTE: Even if the meteorological conditions informed are above the established in a), the TWR-GL / APP-RJ in coordination, may, through an operational evaluation, suspend the CRO, considering the various reasons that increase the possibility of missed approaches or any other operational reason.

2.4 PHRASEOLOGY

2.4.1 PHRASEOLOGY USED BY TWR-GL IN CASE OF MISSED APPROACH:

a) Information to be an aircraft in case of a missed approach after the MAPT:

ATCO	(Traffic Id), turn right, for missed approach procedure, essential local traffic, (Type), departing on runway 33.
ATCO	PTATC, turn right, for missed approach procedure, essential local traffic, B737 departing on runway 33.

b) Information to an aircraft taking off:

ATCO	(Traffic Id), traffic, (Type), going around on runway (28), caution essential local traffic.
ATCO	PTATC, traffic, B737 going around on runway 28, , caution essential local traffic.

**3 FINAL PROVISIONS**

3.1 The criteria and procedures established in this AIC does not exempt pilots and ATC facilities involved from compliance with other provisions contained in legislations in effect.

3.2 Cases not provided for in this Circular shall be settled by the Head Director of the Department of Airspace Control.