

# **BRASIL**

**MINISTÉRIO DA DEFESA – COMANDO DA AERONÁUTICA**  
**DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO**  
Av General Justo, 160 – CEP 20021-130 – Rio de Janeiro/RJ  
<http://www.decea.gov.br>

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**12/18**  
**11 OCT 2018**

## **SEGREGATED OPERATIONS UNDER VMC AT GUARULHOS INTERNATIONAL AIRPORT (SBGR)**

*Effective period: from 06 December 2018 to 05 December 2019*

### **1 PRELIMINARY ARRANGEMENTS**

#### **1.1 PURPOSE**

The purpose of this Aeronautical Information Circular is to establish the requirements and operational procedures for the employment of segregated operations under VMC at Guarulhos International Airport and to provide air traffic controllers of TWR-GR and APP-SP, pilots and airlines operating in SBGR with the information pertinent to the implementation and operation at this airport of segregated operations under VMC.

#### **1.2 SCOPE**

The provisions contained in this Circular apply to TWR-GR and APP-SP, as well to pilots and aircraft operators operating in SBGR.

### **2 DEFINITIONS**

For the purposes of this publication the following terms and expressions shall be used:

#### **2.1 SEGREGATED OPERATIONS UNDER VMC**

Simultaneous IFR operations under VMC in which one runway is used exclusively for landing and the other is used exclusively for take-off.

### **3 ABBREVIATIONS**

AIC	Aeronautical Information Circular
ATCO	Air Traffic Controller Officer
DECEA	Brazilian Department of Airspace Control
IAC	Instrument Approach Chart
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
TWR	Control Tower

### **4 INTRODUCTION**

The implementation of Segregated Operations under VMC at Guarulhos Airport has as main objective to provide better air traffic flow arriving and departing from SBGR, without

increasing the workload of pilots and ATCO, as well as to favor the reduction of fuel consumption and CO<sub>2</sub> emissions.

This operation will be carried out by allowing aircraft to take off from SBGR simultaneously and independently of the approach of aircraft in VMC to the adjacent runway, under the conditions expressed in this Circular.

With this operation as well as other initiatives, real gains in airport capacity may be achieved, through greater operational flexibility in the use of the runway system installed at SBGR.

## **5 VISUAL SEPARATION**

**5.1** Visual separation can be applied provided another separation method, set out in ICA 100-37, may be assured before and after its application.

**5.2** For the use of visual separation applied by the pilot-in-command, the TWR-GR and APP-SP ATCO shall observe the following procedures:

- a) Provide to the pilot-in-command of both departing and approaching aircraft the local essential traffic information, in the case of a going around, according to the phraseology example presented in item 7.1 of this Circular;
- b) Instruct the pilot-in-command to maintain the visual separation, in case of what is foreseen in “a)”, above;
- c) Issue a warning concerning the wake turbulence when the preceding aircraft wake turbulence category is HEAVY;
- d) Inform the aircraft, if it is noticeable, about the existence of converging courses between them and that visual separation must be applied; and
- e) Transfer traffic to APP-SP only after flight paths become divergent;

**5.3** For applying visual separation, the pilot-in-command must observe the following procedures:

- a) Report “VISUAL” with both aircraft and adjacent runway to TWR, when entering final approach in the runway in use, according to the example of phraseology set out in item 7.1.3 of this Circular;
- b) Maintain visual separation with the aircraft departing from the adjacent runway, in case of go around procedure;
- c) Maintain visual with the other aircraft until it is not essential traffic anymore;
- d) Observe wake turbulence separation, when instructed to maintain visual separation;
- e) Inform the ATC, if deemed that additional separation is necessary, due to wake turbulence;
- f) Inform the ATC, if deemed that additional spacing is necessary, due to wake turbulence; and
- g) Include immediately after the aircraft call sign the word "HEAVY" or "SUPER", as applicable, for heavy wake turbulence aircraft in the initial contact with ATC units.

## **6 SEGREGATED OPERATIONS UNDER VMC**

**6.1** The segregated operations under VMC aerodrome operational minima are ceiling of 1500 ft and visibility of 5000 m.

**6.2** The ATCO may employ segregated operations on runways 09/27, using visual separation, provided that:

- a) The meteorological conditions are above the aerodrome operational minima set for segregated operations under VMC;
- b) The information of segregated operations in progress is provided via ATIS/D-ATIS or, in case of its unavailability, via VHF;
- c) The departure and missed approach trajectories are divergent by at least 15 degrees;
- d) The wake turbulence of the aircraft in final approach **is not** classified as HEAVY; and
- e) The wake turbulence of the departing aircraft **is not** classified as HEAVY.

## 7 PHRASEOLOGY

**7.1** Phraseology to be applied on segregated operations under VMC in the case of a go-around.

**7.1.1** Information to be provided to the aircraft performing go-around:

<u>ATCO</u>	<b><i>(Traffic Id), traffic, (Type), departing on runway (09L/27R), maintain visual separation, caution wake turbulence (when applicable).</i></b>
<u>ATCO</u>	<i>PTATC, traffic, B757 departing on runway 09L, maintain visual separation, caution wake turbulence.</i>

**7.1.2** Information to be provided to the departing aircraft:

<u>ATCO</u>	<b><i>(Traffic Id), traffic, (Type), going around on runway (09L/27R), maintain visual separation, caution wake turbulence (when applicable)</i></b>
<u>ATCO</u>	<i>PTATC, traffic, B757 going around on runway 27L, maintain visual separation, caution wake turbulence.</i>

**7.1.3** Information of visual reference with the runway and the aircraft at the adjacent runway to be provided by the approaching aircraft:

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

## 8 FINAL ARRANGEMENTS

**8.1** The criteria and procedures established in this AIC do not exempt the pilots and ATS units involved from compliance with the other provisions contained in the legislation in force.

**8.2** Cases not provided for in this AIC shall be settled by the Head of the Operations Subdepartment of the Department of Airspace Control.