

BRAZIL

MINISTÉRIO DA DEFESA COMANDO DA AERONÁUTICA
DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO
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CORUMBA R-AFIS OPERATION

Effective period: from 07 NOV 2019 to PERM.

1. PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

This Circular aims to detail procedures to be observed by traffic operating at the CORUMBÁ aerodrome, related to the provision of remote AFIS by the Curitiba FIR Aerodrome Flight Information Center (CIVA-CW).

NOTE: For the purposes of this publication, CIVA-CW will include the remote AFIS unit of the CORUMBÁ aerodrome, the latter being called R-AFIS CR.

1.2 SCOPE

The procedures described in this publication apply to aircraft operating within the R-AFIS CR area of responsibility.

1.3 CONCEPTS

For the purposes of this Circular, the following concepts are adopted.

1.3.1 R-AFIS UG AREA OF RESPONSIBILITY

The area of responsibility of R-AFIS CR encompasses ATS Class “G” airspace within the following limits:

- Corumbá Aerodrome Traffic Zone - below FL 145 and within a 27 NM radius of CORUMBÁ Aerodrome (SBCR), centered on the CUB NDB.

1.3.2 ATS COMMUNICATION CONTINGENCIES

Contingencies regarding ATS communications cover circumstances that prevent the operator from communicating with aircraft in the area of responsibility of the (local or remote) AFIS unit. Such situations may be caused by ground radio equipment failure, on-board equipment failure, or due to interference or ATS frequency blockage by inadvertently transmitting an aircraft or other station.

1.4 INTRODUCTION

In order to achieve operational benefits in the provision of Air Traffic Services (ATS), the Department of Airspace Control (DECEA) has developed the concept of remote units responsible for providing aerodrome ATS.

Under this concept, the operation of the remote aerodrome ATS unit (R-ATS) has the same purpose as the local aerodrome ATS unit, namely, to provide the Aerodrome Control Service (TWR) or the Aerodrome Flight Information Service (AFIS), as required by the existing rules, from a location not necessarily at the same aerodrome.

In addition, CIRCEA 63-6, “*Processos para Autorização, Implantação, Homologação, Ativação, Operação, Fiscalização, Controle e Desativação de Órgão AFIS Remoto (R-AFIS)*” (Processes for Authorization, Implementation, Approval, Activation, Operation, Inspection, Control and Deactivation of Remote AFIS (R-AFIS) Unit), provides for the possibility of an operator to provide AFIS remotely up to two aerodromes simultaneously, provided that the safety requirements established for such situations are met.

Thus, since 14 AUG 2019, DECEA approved the operation of R-AFIS CR for the remote provision of AFIS at the CORUMBÁ aerodrome, through CIVA-CW, located in the COI-2 premises, meeting the same communication and information requirements established for a local ATS unit, both in relation to the interaction with the aircraft served and with the other units, services and elements involved with air operations at that aerodrome.

Although the CIVA-CW is a new ATS unit, the call sign used in air-ground communications will be the same as the one previously used at each of the aerodromes where AFIS was provided locally (Radio Uruguaiana, Radio Corumbá, etc.).

For general information on R-ATS, please refer to AIC N 06/19, of 23 MAY 2019.

2 PROCEDURES FOR COMMUNICATION CONTINGENCIES

2.1 The following procedures must be observed by the pilot operating in the area of responsibility of the R-AFIS CR, if he/she is unable to contact Radio CORUMBÁ:

- a) The pilot shall tune in the frequency of Radio CR and use it as the Aircraft Coordination Frequency (FCA), following the prescribed procedures, both in flight and on the ground;

NOTE: The procedures for using the FCA are set forth in ICA 100-37, “*Serviços de Tráfego Aéreo*” (Air Traffic Services), in item 3.18, “*Operação em Aeródromo Não Controlado*” (Operations in Uncontrolled Aerodromes).

- b) Code 7600 should be set on the transponder;
- c) On arrival, IFR approach procedure will only be possible if relevant weather information from the aerodrome can be obtained (via ACC CW, APP PUERTO SUÁREZ, etc.); otherwise, VFR landing may be performed, fulfilling the regulatory requirements for such operation;
- d) The pilot may also proceed to the alternate aerodrome and should contact ACC CW. However, if he/she is unable to contact the aforementioned ACC, the procedures provided for failure of air-ground communications should be followed; and

NOTE: Air-ground communications failure procedures are set forth in ICA 100-12, “*Regras do Ar*” (Air Rules), in item 4.6.3.2, “*Falha de Comunicação*” (Communication Failure).

- e) On departure, if it is possible to obtain the relevant weather information from the aerodrome, the pilot may perform an IFR (SID or RNAV) departure procedure; otherwise, only VFR take-off will be possible, meeting the regulatory requirements for such operation.

3 FLIGHT PLANNING

3.1 If the flight requires the provision of ATS for aerodrome operation, the pilot of an aircraft destined for the CORUMBÁ aerodrome shall not indicate as an alternative in the Flight Plan another aerodrome provided with R-ATS. However, if such a pilot needs to alternate during flight to an aerodrome provided with R-ATS, he/she must ensure that the operation of such a unit is not in an ATS communication contingency situation.

4 FINAL ARRANGEMENTS

4.1 This AIC takes effect on 07 NOV 2019.

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