

BRASIL

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Period of validity: 11 set 2017 a 10 out 2017

TAKE-OFF AND LANDING OPERATIONS IN TAXIWAY B AT ALUIZIO ALVES AIRPORT (SBSG)

PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

This Aeronautical Information Circular (AIC) aims at disseminating the take-off and landing operations in taxiway B, designated as RWY12L/30R, at the Aluizio Alves - São Gonçalo do Amarante Airport (SBSG), from September 11, 2017 to October 10, 2017.

1.2 SCOPE

The provisions set out in this AIC apply to all SISCEAB users involved in approach and take-off operations at SBSG.

1.3 REFERENCES:

- Doc 8168 – Vol I (Aircraft Operations) and II (Construction of Visual and Instrument Flight Procedures)
- ICA 100-37 - *Serviços de Tráfego Aéreo*
- MCA 100-16 - *Manual de Fraseologia de Tráfego Aéreo*

1.4 ACRONYMS AND ABBREVIATIONS

ACFT	Aircraft
ATCO	Air Traffic Controller
ATC SMAC	ATC Surveillance Minimum Altitude Chart
FAF	Final Approach Fix
NOTAM	Notice to Airmen
SID	Standard Instrument Departure
SOPs	Standard Operating Procedures
TWY	Taxiway
VFR FLIGHT	A flight conducted according to visual flight rules.
IFR FLIGHT	A flight conducted according to instrument flight rules.

INITIAL CONSIDERATIONS

From September 11, 2017 to October 10, 2017, as runway 12/30 at SBSG is impractical, only RWY12L shall be used for take-off and landing operations, according to the operating characteristics and declared distances described in NOTAM. RWY30R shall be used in emergencies and if the pilot informs that there are adequate landing conditions within the operating characteristics and declared distances of said runway.

The operation shall only be performed when the aerodrome is operating under visual flight rules.

Night operations will be suspended.

3 SPECIFIC CONSIDERATIONS

3.1 APPROACH OPERATIONS

ACFT under IFR may follow the IAC profile published for RWY 12. However, they should cancel the IFR plan and modify the flight rules to VFR landing in RWY12L at a point not beyond the final approach fix (FAF). In this case, the pilot-in-command shall assess the appropriate moment for cancelling the approach, according to operator's Standard Operating Procedures (SOPs) in view of the aircraft performance at the stabilized approach.

Based on operational need, the aircraft may be vectored by Approach Control (APP) to intercept the final of RWY12 at a point not lower than 08 (eight) miles from the threshold, and the change from IFR to VFR flight may occur at any time desired by the pilot, and will then proceed to RWY12L.

In this respect, the APP ATCO shall consider the vertical minima set out at ATC SMAC.

NOTE: In cases of missed approach in instrument flight conditions or due to a communication failure at the FAF, the aircraft shall climb to 4000 FT at the missed approach holding fix (MAHF) course or follow ATC guidance.

3.2 TAKE-OFF OPERATIONS

Take-offs shall occur under Visual Flight Rules (VFR) so the ACFT continues on the runway centerline extension until passing 2 000 FT altitude. From this point, they will be instructed to fly directly to a fix/waypoint, following the vertical minima set out at the ATC SMAC or vectored by the APP to intercept a SID track, being considered as IFR flights.

NOTE: This activity is subject to ATC surveillance service. Otherwise, the entire climb phase will be made under VFR until the minimum flight level in the FIR.

4. FINAL CONSIDERATIONS

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