

# **BRASIL**

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**AIC**  
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**16 / 18**  
**08 NOV 2018**

## **NEW IFR AND VFR CIRCULATION AT VITORIA TMA**

*Effective period: from 08 November 2018 to 08 November 2019*

### **1 PRELIMINARY PROVISIONS**

#### **1.1 PURPOSE**

The purpose of this Aeronautical Information Circular (AIC) is to disseminate the airspace circulation restructuring in Vitória TMA through the publication of new IFR circulation, both conventional and PBN, and new VFR circulation.

#### **1.2 SCOPE**

The provisions contained in this Circular apply to TWR-VT and APP-VT, as well to pilots and aircraft operators operating in Vitória TMA.

#### **1.3 ABBREVIATIONS**

AAL	Local Airport Administration
ANSP	Air Navigation Service Provider
BD	Database
EPTA-VT	Vitória Communications and Air Traffic Service Station
FMS	Flight Management System
NavDB	Navigation Database
REA	Aircraft Special Route
VAC	Visual Approach Chart

### **2 VITÓRIA TMA RESTRUCTURING**

**2.1** The new circulation of TMA Vitória will take effect at 0000 UTC on 08 NOV 2018 AIRAC.

**2.2** The new circulation includes the adoption of concepts from PBN, such as CDO, CCO and four corner.

**2.3** This circulation will allow, together with the provision of ATS surveillance initiated in 2017, a better utilization of airspace, especially considering the specific characteristics of the aeronautical circulation of this Terminal, such as the offshore circulation of rotary wing aircraft.

### 3 BENEFITS OF RESTRUCTURING

3.1 Restructuring of Vitória TMA, with introduction of PBN, aims for:

- a) Improve operational safety levels through the reduction of ATCO and pilots' workload by altitude windows establishment and decreasing crossings between arrival and departure procedures and between IFR and VFR trajectories;
- b) Improve air traffic circulation at TMA by establishing more predictable and direct trajectories;
- c) Support IFR and VFR operation of the new SBVT runway (RWY 02/20); and
- d) Reorganize offshore circulation.

3.2 The offshore reorganization presented in 3.1 **Erro! Fonte de referência não encontrada.** above, made it possible to reduce the operational impact on these flights and the IFR flights by reducing interaction between the two circulations. In this way, offshore aircraft can take off and land in SBVT with little or no interference with the IFR operation, considering the operation on both runways.

### 4 VITÓRIA TERMINAL

4.1 Lateral and vertical boundaries and entering and exit waypoints of the Vitória TMA were kept during the implementation of PBN concept, with no change in this information after 08 NOV 2018.

### 5 RUNWAY UTILIZATION PATTERNS

5.1 After opening and homologation of RWY 02/02 for DEP and ARR IFR operation, the SBVT operational pattern will be:

- a) Pattern 02/06:
  - IFR arrivals and departures: RWY 02;
  - VFR arrivals and departures: RWY 06.
- b) Pattern 20/24:
  - IFR e VFR arrivals: RWY 24;
  - IFR departures: RWY 20;
  - VFR departures (offshore): RWY 24.

5.2 The preferred operational standard for SBVT, in view of the operational gains of circulation and air traffic flow, will be the Pattern 02/06. This operation can be done with tail wind component up to 6 knots.

NOTE: If the tailwind operation is incompatible with the operation of the aircraft, it is the pilot's responsibility to inform the APP-VT in advance, requesting authorization to approach another runway. In this case, the APP-VT will adjust the navigation of the aircraft, according to the traffic in the TMA

5.3 Approaches in Pattern 20/24 normally will be done to RWY 24, in view of increased support of navigation aids, both visual and electronics, installed on this runway. However, if meteorological conditions are favourable, approaches may be authorized to RWY 20.

**5.4** Simultaneous approach of fixed wing aircraft to RWY 02 and rotating wing aircraft to RWY 06 can only be done in VMC, with the helicopter operating VFR. In this case, the APP will provide information of the traffic in approach to the adjacent runway for both aircraft.

**5.5** During operation in Pattern 02/06, rotative wings aircraft VFR approaches to RWY 06 can occur independently from IFR operations to RWY 02. For that, rotative wings aircraft shall approach for the RWY 02 first 600 m (Figure 1) and it shall not cross, during flight, abeam TWY B. In the case of go-around, this shall be done with left turn, proceeding to ingress downwind leg on the visual traffic circuit.

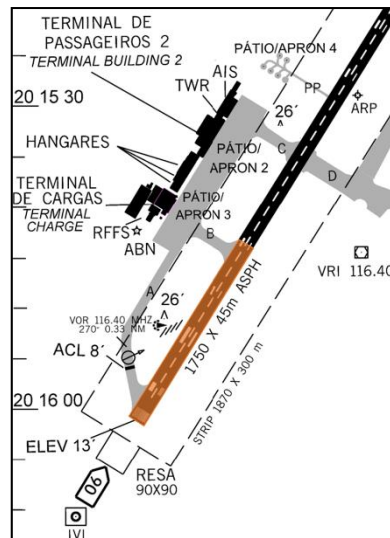


Figure 1 – VFR landing site for rotative wing aircraft RWY 06

**5.6** During operation in Pattern 20/24, rotative wings aircraft VFR departures from RWY 24 can occur independently from IFR operations to RWY 20. For that, rotative wings aircraft shall start departure run from abeam TWY PP (Figure 2) maintaining RWY heading until crossing opposite threshold, then proceeding to waypoint ARVIR, under APP-VT coordination.

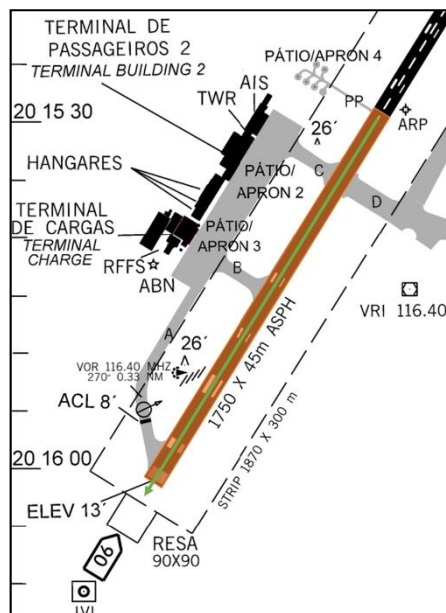


Figure 2 – VFR Departure area for rotative wing aircraft RWY 24

## 6 IFR CIRCULATION

**6.1** The IFR circulation of the new Vitória TMA was established based on the four-corner concept with closed STAR, allowing for both RWY 02/06 and RWY 20/24 circulations without major changes in trajectories.

**6.2** This reduces the complexity of airspace and provides a simpler operating standard for both ATCO and pilots, as well as reducing manoeuvres necessary to adjust air traffic flow in case of a runway change.

## 7 OFFSHORE CIRCULATION

**7.1** The offshore circulation of the new Vitória TMA has been developed to reduce the interaction with the IFR circulation and, thus, to allow independent operations between these two circulations. To do so, it was necessary to establish new landing and take-off trajectories, and arrival and departure to the offshore platforms.

**7.2** Routes between SBVT and offshore platforms were made available on ERC L2 of 11 OCT 2018 and the arrival and departure trajectories will be specified in the operational arrangements between Vitória EPTA and offshore flights operators.

## 8 VFR CIRCULATION

**8.1** VFR circulation will be made through the new Vitória TMA REA.

**8.2** Essentially, the changes made were:

- a) Deletion of the visual corridor between positions SIVU and PORTO DE TUBARÃO and between positions PORTO DE TUBARÃO and JACARAÍPE, due to the beginning of the operation of RWY 02/20, to assure operational safety for both IFR and VFR on these sectors.
- b) Creation of segments between positions PONTA DA FRUTA and VIANA, between positions MANGUINHOS and JACARAÍPE and between positions POTIRI and NOVA ALMEIDA.

**8.3** The Vitória TMA REA are mandatory, and APP may authorize VFR flights outside them, if Vitória TMA operating conditions so permit.

**8.4** Furthermore, changes were made on SBVT VAC. This new circulation has included the entrance in the air traffic circuit from position CARIACICA and the displacement of the entry point from position PORTO DE TUBARÃO to position MANGUINHOS.

## 9 TRANSITORY PROVISIONS

### 9.1 FMS NAVIGATION DATABASE (NavDB)

**9.1.1** During the transitional period between the current circulation and the new circulation, it is envisaged that some aircraft may not have updated NavDB, especially those that will be in flight when the new circulation comes into force.

**9.1.2** It is worth mentioning that it is the duty of the aircraft operator to carry out the NavDB update. To reduce the probability of occurrence of outdated NavDB in the days following the

implementation of the new circulation, it is essential that the operators carry out a verification of these database, checking if the current procedures present in the AIP Brazil checklist are included in the FMS of their aircraft.

**9.1.3** However, if an aircraft operating in SBVT does not have the NavDB updated, to mitigate the operational impact that this would cause and thus maintain the appropriate operational safety level, the following procedures should be adopted:

- a) Arriving aircraft: Upon receipt of authorization for STAR, the pilot must report not having the procedure in NavDB and request vectoring for the final approach segment of the runway in use. APP shall clear the aircraft to comply with one of the IAC listed in Table 1, vectoring the aircraft to the IAF of the procedure or to intercept the final approach fix of the procedure, according to the operational conditions existing in the TMA-VT.
- b) Departing aircraft: The pilot must report not having the NavDB updated and request for new clearance. APP shall authorize one of the SID listed in Table 1. If the authorized SID does not end at the desired departing fix, APP shall vector the aircraft from 4000 ft until the fix (MABSI, SEKMI, NIKSU or GIDOD).

**9.1.4** Contingency procedures for out of date NavDB are:

Type	RWY	Chart	AMDT	Observation
IAC	02	RNAV (GNSS) Z	AIRAC AMDT 10/18 21 JUN 18	Aircraft not homologated RNP APCH shall cancel IFR and proceed VFR or request proceed to the alternative aerodrome.
IAC	24	ILS Z	AIRAC AMDT 18/16 13 OCT 16	If, due to tail wind component, approach is not feasible for RWY 24, approach will be made for RWY 02 (RNAV).
SID	02	RNAV BUVIM 1A	AIRAC AMDT 10/18 21 JUN 18	Take off, maintain cleared SID profile and, if it does not direct to the departing fix, expect vectors after 4000 ft until exiting the TMA.
SID	20	RNAV VAPOK 1A	AIRAC AMDT 10/18 21 JUN 18	
SID	06	GIDOD 1D	AIRAC AMDT 22/16 08 DEC 16	
SID	24	MABSI 1B VRI 1B	AIRAC AMDT 22/16 08 DEC 16	

Table 1 – Procedures to be authorized to the aircraft with NavDB out of date.

## **9.2** REPETITIVE FLIGHT PLAN DATA BASE

**9.2.1** As the project did not include in its scope modification in routes and in the entry and exit fixes of the TMA, no impact is foreseen in the repetitive flight plans in force. However, it will be up to each air operator to perform the analysis and, if necessary, process the changes in its RPL database.

## **9.3** AERONAUTICAL NOISE

**9.3.1** Aeronautical noise is the exclusive competence of ANAC, according to Section X of Article 8 of Law No. 11,182, of September 28, 2005. To mitigate it, however, is a collaborative work between ANAC, DECEA, the ANSP, the local aerodrome administration and the local community.

**9.3.2** The circulation of the new Vitoria TMA considered the current aeronautical noise sensitive areas, maintaining or improving the mitigating measures already adopted. In addition, with the

start of operation of RWY 02/20, which will concentrate the largest volume of traffic, the approaches will occur mainly over the sea.

**9.3.3** Offshore circulation was planned to make helicopters approach SBVT in a higher height, thus contributing with noise abatement over neighbourhoods adjacent to the airport.

## **10 FINAL PROVISIONS**

**10.1** This AIC enters into force on 08 NOV 2018.

**10.2** The criteria and procedures established in this AIC do not exempt pilots, aeronautical and aerodrome operators and bodies involved from compliance with the other provisions contained in current legislation.

**10.3** Suggestions for the continuous improvement of this publication shall be sent to <http://publicacoes.decea.intraer/> or <http://publicacoes.decea.gov.br/>, through the specific link of the publication.

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