



Agenda Item 2: Optimization of the SAM airspace

AGILE GRU PROJECT

(Presented by Brazil and IATA)

SUMMARY

This working paper presents the initiative of the industry in Brazil for optimizing the use of runway capacity in GRU, with the application of simultaneous segregated operations under VMC.

References:

- Doc. 9750 – Global Air Navigation Plan

1. Introduction

1.1 Annex 14 indicates the following minimum distances between parallel tracks for simultaneous visual use and segregated operations:

Minimum distance between parallel runways

3.1.11 Recommendation. — Where parallel non-instrument runways are intended for simultaneous use, the minimum distance between their center lines should be:

— 210 m where the higher code number is 3 or 4;

3.1.12 Recommendation. — Where parallel instrument runways are intended for simultaneous use subject to conditions specified in the PANS-ATM (Doc 4444) and the PANS-OPS (Doc 8168), Volume I, the minimum distance between their center lines should be:

— 760 m for segregated parallel operations;

1.2 Annex 14 establishes the following definition for non-instrument runway.

*A runway intended for the operation of aircraft using visual approach procedures or **an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions.***

2. Discussion

2.1 Based on the aforementioned definition of the visual runway and the minimum distance requirements established in Annex 14, as well as considering that there is a 375m separation between the

SBGR runway axes, the aviation stakeholders in Brazil have established a project with the participation of DECEA, Brazilian Association of Aerolineas (ABEAR), GRU Airport and IATA, to implement simultaneous segregated operations in SBGR, based on IFR operations under VMC. The terms of reference of the working group formed to plan and implement the aforementioned operations are attached as **Appendix A** to this working paper (Portuguese only).

2.2 The details of the operation in GRU can be observed in the figure below.



2.3 The implementation of the segregated operations under VMC in SBGR will be carried out on December 6, 2018. As part of the post-implementation evaluation process, a draft performance measurement plan was prepared, which is attached as **Appendix B** to this working paper (Portuguese only). This plan could be considered by SAMIG for the elaboration of key performance indicators, which could be used at the regional level.

3. Suggested actions

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Discuss the feasibility of adopting segregated operations under VMC in other airports in the SAM Region;
- c) Review the draft performance measurement plan of the Agile GRU project, with a view to verifying the feasibility of adopting some key performance indicators in the SAM Region.
