



## OPERACIONAL CAPACITY DECLARATION

Winter Season – W22 (10/30/2022 to 03/25/2023)

2022, April 18th

São Gonçalo do Amarante International Airport Governor Aluísio Alves

Initials: ICAO – SBSG → IATA – NAT

Operations Director: Juan Djedjeian

Airport Superintendence: Ibernnon Martins Gomes

Operations Leader: Kalynson Jácome de Lima

## 1 – ARRIVAL AND DEPARTURE RUNWAY

The São Gonçalo do Amarante International Airport - SBSG has 1 (one) runway for arrivals and departures, with declared capacity by CGNA (Air Navigation Management Center), for 30 (thirty) flight movements per hour, consolidating the largest track capacity in the northeast region.

The declared distances technical information, runway length and others as PCN (Pavement Classification Number), critical aircraft and 8 (eight) taxiways, see annex A.

CHART 1 – RUNWAY GENERAL DATA 12/30

LENGTH (m)		WIDTH (m)		SURFACE TYPE		PCN	CRITICAL AIRCRAFT	RUNWAY TRACK		PREPARED TRACK	
								LENGTH	WIDTH	LENGTH	WIDTH
3.000		60		ASPHALT		70/F/A /X/T	B747 400	3.120	300	3.120	210
<b>THR 12</b>								<b>THR 30</b>			
<b>TORA</b> (m)	<b>TODA</b> (m)	<b>ASDA</b> (m)	<b>LDA</b> (m)					<b>TORA</b> (m)	<b>TODA</b> (m)	<b>ASDA</b> (m)	<b>LDA</b> (m)
3.000	3.000	3.000	3.000					3.000	3.000	3.000	3.000

### 1.1 ARRIVAL SYSTEMS AND RUNWAYS INSTRUMENTS

Aerodrome has ALS (Approach Lighting System) in threshold 12, with shaft alignment flashlight, ramp service with visual aid (PAPI). It also has an Instrument Landing System – ILS (Instrument Landing System) in threshold 12.

CHART 2 – AIR NAVIGATION SUPPORT

THR	SETTINGS ALS (HOMOLOGATED)	OTHERS VISUAL AIDS	OPERATION
12	ALSF-1	PAPI	VRF/IFR - CAT I
30	NOT APPLICABLE	PAPI	VRF/IFR

During season W22, the airport administration may cancel all flight operations (arrivals and departures) to do usual maintenances in the runway. And it is done by using NOTAM – *Notice to Airmen*, in a time during the day to be defined without

movement of commercial flights. Therefore, for more efficiency of slots processing, we ask for seeing previously the site AISWEB (<http://www.aisweb.aer.mil.br>) those interested.

## 1.2 PARKING POSITIONS CAPACITY

Its total parking homologated positions is 28 for operation at SBSG, and some of them have maximum operating capacity, others have restrictions with adjacent positions, therefore, the positions distribution is scheduled by category.

CHART 3 – PARKING POSITIONS CAPACITY (HOMOLOGATED)

<i>Local</i>	<i>Position Number</i>	<i>Quantity - Cod. ICAO</i>
<i>Apron 1 (Remotes)</i>	01B – 05A	10 - C or 5 - E
<i>Apron 2 (AVG)</i>	06B – 12A	10 - C or 4 - C and 3 - E
<i>Apron 3 (AVG)</i>	13-20	6 – A/B and 2 – A

### Homologated:

The table below exposes the most used composition of stay and maneuver aprons mix, considering that the situation is referring simply to an illustrative allocation. The allocation will be done always getting a major efficiency possible.

CHART 4 – DECLARED CAPACITY ALOCATION

<i>Cod. ICAO</i>	<i>CATEGORY</i>					
<i>APRON</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D*</i>	<i>E *</i>	<i>Total</i>
<b>1</b> <i>(STAY)</i>	-	0	8	0	1	9
<b>2</b> <i>(MANEUVERS)</i>	-	-	8	0	1	9
<b>3</b> <i>(STAY)</i>	2	6	-	-	-	6
<b>TOTAL HOMOLOGATED</b>	2	6	16	0	2	<b>26</b>

*\*For each Charlie type position, it has parking capacity of one aircraft category Delta/Echo.*

### Not homologated:

The table below displays positions of contingency use, that can be used in case of apron saturation and/or when there are aircrafts without ways to perform pushback, to exit from apron position. It is important to know that the positions can be used by aircrafts with long stay time, considering that it be agreed previously with the airport administration,

**CHART 5 – AIRCRAF PARKING LOT CAPACITY (NOT HOMOLOGATED)**

Cod. ICAO	CATEGORY					Total
APRON	A	B	C	D	E	
TWY ALPHA	-	5	-	-	1	6
<b>TOTAL NOT HOMOLOGATED</b>	-	5	-	-	1	<b>6</b>

**CHART 6 – USED POSITIONS BY ESPECIFIC SERVICE AND TYPE**

ESPECIF SERVICE AND TYPE	POSITION
<b>GENERAL AVIATION</b>	13 - 20 (AVG)
<b>CARGO AVIATION</b>	1 - 2 (APRON 1) <sup>1</sup>
<b>COMMERCIAL AVIATION</b>	APRON 1 AND 2 (ALL POSITIONS)

**CHART 7 – USED POSITIONS FOR STAY (OVERDAY AND OVERNIGHT)**

APRON	POSITION <sup>2</sup>
<b>1</b>	3B to 5A
<b>2</b>	12B and 12A
<b>3</b>	ALL

<sup>1</sup> Frequent used positions for cargo aircrafts parking lot, it is also possible to be used by different aircrafts with specific type service.

<sup>2</sup> Aircrafts frequent used positions for stay (overday and/or overnight), it is also possible to be used for different purposes. Aircrafts will be subject to permanence tariffs application. To see permanence tariffs: <http://www.natal.aero/br/tarifas/>

### 1.3 MAXIMUM CAPACITY OF POSITIONS

Some SBSG positions can receive superior capacity aircrafts, considering that the mix be operated with any adjacent interdictions. Therefore, for best optimization in using courtyard positions, it is important when allocating to consider: equipment type, time on ground, aircrafts mix, stay areas e maneuver area. See annex B.

Aircrafts must transit or keep on courtyard considering current NOTAM. It is necessary to coordinate previously with TWR/SG and to the Airport Operations Area, observing the guidelines laid down in AIP Brazil, NOTAM and airport regulations

### 1.6 TIME ON GROUND

**Long Stay:** It will be subject to long stay analysis at SBSG – aircrafts with time on ground longer than 03 (three) hours for regular and not regular passenger flights (chartering, charter flights, extra flights and transfer flights) and for cargo aircraft flights (regular and not regular flights).

Aircrafts with time on ground bigger than 01:30 (one hour and thirty minutes) and/or without departure flights scheduling may be allocated on bridge according to bridge positions availability and then they will be towed subsequently to the remote positions defined by Operational Control Center - CCO, according to the rules laid down in Operations Manual - MOPS.

The minimum time of stay at SBSG it will be 40 (fourty) minutes, and it can be changed according to the aircraft offered seat quantity. Failure for not complying these limits, aviation companies will be subject to the airport administration internal rules. SBSG considers minimums time on ground aircraft chock entry and exit (Block On – Block Off Time).

If stay time limits are exceeded considering those above established, aircrafts will be towed to the stay positions or other courtyard designated by Operational Control Center – CCO, according to the aerodrome positions availability.

According to the Law number 11.182, decision number 13 from 2014/02/18 ANAC (Civil Aviation National Agency), *“Aerodrome operator can proceed immediately with aircraft removal procedure when it violates use rules of aerodrome.”*

## 2 – PASSENGER TERMINALS

Passenger Terminal of SBSG, considering it is one of the best of its category (up to 5 million passengers (year) on satisfaction survey done by Civil Aviation Secretary - SAC quarterly, it has a large and modern space for travelers, designed to provide more security and facilities such as: installations comfort, customer service, cleanliness and conveniences.

**CHART 8 – AIRLINES COMPANIES OPERATING IN SBSG**

TPS	DOMESTIC FLIGHTS	INTERNATIONAL FLIGHTS	CARGO FLIGHTS
1	LATAM GOL AZUL ITAPEMIRIM	TAP GOL	

**CHART 9 – PASSENGER TERMINAL CAPACITY (PAX/HOUR)**

International		Domestic		Reversible	
Departure	Arrival	Departure	Departure	Arrival	Departure
675	322	1.200	1.460	116	116

- Capacity above describes accupation potential of critical areas of passenger terminal on specific time period.
- The minimum parameters used for capacity analysis they are equivalentes to those indicated in the PEA (*Plano de Exploração Aeroportuário*) of ANAC.
- The São Gonçalo do Amarante Airport operates on level “C” on processors capacity – Good level of service, flow condition stable, acceptable delays, good level of comfort.
- The maximum flow rate used for flights authorization is conditioned to terminal processors capacity, as well as the Public Agencies Performance, when it can also get a level of service higher as level D – Appropriate Level of Service, flow condition stable, acceptable delays in short periods of time, appropriate level of comfort – with increasing of percentage according to the chart 10.

CHART 10 – PUNCTUAL INCREASING OF FLOW

% maximum flow rate used for flights authorization	Boarding		Landing	
	Domestic	International	Domestic	International
Two hours	20%	30%	30%	60%
Hour	10%	10%	15%	30%
Half hour	5%	5%	5%	0%
Four hours	0%	0%	0%	0%

## 2.1 CHECK-INS COUNTERS

The São Gonçalo do Amarante Airport has a total of 42 check-in positions (fourty two) for shared use by airline companies.

Passengers terminal has also a total of 13 (ten) shared self-service check-in machines.

- The check-in counters distribution it is done by Operational Control Center, considering aircraft class type, declared *load factor* and airlines employees availability
- For international flights it is observed the check-in counter availability as the total manned check-in positions, considering request for position up to 4 (four) before flight departure schedule;
- For international flights it is observed the check-in counter use closing up to 1 (one) hour before flight scheduled time;
- For domestic flights it is observed the check-in counter availability as the total manned check-in positions, considering request for position up to 3 (three) hours before flight departure schedule;
- For domestic flights it is observed the check-in counter use closing up to 30 (thirty) minutes before flight scheduled time;
- All and any extra need of check-in counter availability it will be verified by CCO, by consulting e-mail: [cgaasga@inframerica.aero](mailto:cgaasga@inframerica.aero) or by landline phone +55 84 3343-6482 and + 55 84 3343-6090.
- Check-in counters operation by airline companies, it depends on the position availability and planning by CCO that will appraise all demand. These must proceed with distribution presented and given by CCO.

## 2.2 LUGGAGE BELTS SYSTEM

The São Gonçalo do Amarante Airport has an automated luggage screening system, where it is possible carry out luggage screening and also luggage restitution to passengers, then it has 2 (two) screening belts and 6 (six) luggage restitution belts. This belt smart system promotes a better restitution process, considering waiting time of passengers in baggage claim service area.

Chart 11 – LUGGAGE SYSTEM

RESTITUTION BELTS DEMONSTRATION		
TERMINAL	DOMESTIC	INTERNATIONAL
01	04	02 <sup>3</sup>

  

SCREENING BELTS DEMONSTRATION		
TERMINAL	DOMESTIC	INTERNATIONAL
01	02	01 <sup>4</sup>

## 2.3 LUGGAGE RESTITUTION TIME

The luggage restitution time at SBSG it may varies according to contracted handling service by airline company and its aircraft position on courtyard. Below it is the chart with a measured restitution time by airport administration on months January to March 2020.

CHART 12 – LUGGAGE RESTITUTION AVERAGE TIME (INTERNATIONAL)

Average	1st Luggage Average Time
time	00:07:06

<sup>3</sup> Shared use.

<sup>4</sup> The same use.



#### CHART 13 – LUGGAGE RESTITUTION AVERAGE TIME (DOMESTIC)

Average	1st Luggage Average Time
Time	00:05:44

#### 2.4 EMIGRATION AND IMMIGRATION INSPECTION

Federal Police is responsible for Migratory Control Management. A total of Emigration and Immigration installed Inspection counters in the SBSG it is as seen below.

#### CHART 14 – PASSPORT CONTROL COUNTERS

EMIGRATION COUNTERS (DEPARTURE)	IMMIGRATION COUNTERS (ARRIVAL)
10	10

#### 2.5 BOARDING CONTROL AND SAFETY INSPECTION

Boarding control it is done by checking boarding pass, whether printed or electronic, and it must be legible and possible being identified by electronic collector.

Safety inspection controls people and objects, before accessing restricted area, and the security supervisor must accomplish management together Federal Police for getting needed procedures in adverse situations.

All passengers, without exception, they must carry boarding pass to access restricted area.

SBSG security procedures comply with current Civil Aviation Security Standards. There are 2 inspection channels and a total of 7 (seven) inspection machines (X-rays).

## CHART 15 – INSPECTION CHENNELS

	DOMESTIC	INTERNATIONAL
TPS 1	3 inspection machines (x-rays)	3 inspection machines (x-rays)

### 3 - OPERATIONAL PROCEDURES

All companies with flight operations and aircrafts in SBSG must comply strictly the Operations Manual (MOPS) and others airport normative instructions.

#### 3.1 REQUEST FOR INSTALLING NEW AERIAL COMPANIES (REGULAR FLIGHTS), PASSENGER REGULAR AND NON-REGULAR FLIGHTS (CHARTERING FLIGHT, CHARTER, EXTRA FLIGHT, TRANSFER FLIGHT AND CARGO FLIGHTS (REGULAR AND NON-REGULAR).

Companies planning to start regular and non-regular operation at SBSG they must make previous contact [slot@inframerica.aero](mailto:slot@inframerica.aero) landline phone +55 61 3214-6055.

Flight formal requests for operation must be done according to the SBSG current process.

The São Gonçalo do Amarante Airport applies the following rules:

- Non-regular flights approval it is subject to the aerial company agreement considering the airport operating procedures to this type of service;
- Search for non-regular flight operation it must be done according to the current request form;
- For time on ground analysis, it must be informed the flight track, even for cancellations;
- Non-regular flights they must be requested as soon as possible, considering a minimum period of 2 days (two) before the scheduled date of flight operation, waiting for the best courtyard allocation planning and information to the related areas. Contacts must be done by e-mails: [slot@inframerica.aero](mailto:slot@inframerica.aero), landline phone +55 61 3214-6055.

### 3.2 UNAUTHORIZED OPERATIONS

Flight Operations and/or unauthorized civil aircrafts, as well as the aircraft permanence without due consent of airport administration, they will be declared as “*à revelia*” (indocility), and they will be also subject to foreseen sanctions in current legislation, as foreseen on Decision number 13 from ANAC.

SBSG is responsible only for operations carried out with orientation by TWR/SG.

### 3.3 DIVERGENT OPERATIONS / AUTHORIZED ALLOCATIONS

Uncoordinated information referring to early and delayed flights it will impact directly passengers comfort, causing degradation on services quality.

Flights with early or delayed arrivals-departures longer than 15 (fifteen) minutes, they must be coordinated by CCO/NAT for adjustments and setting on aircraft allocation, considering it must be informed and renewed by aerial companies and also it is needed to be inserted in flight information system simultaneously.

For timely coordination on contingency situations, aerial companies must report it previously to CCO, by landline phone 55 84 3343-6482 / telephone extension 6090, and then the CCO together other departments, it will assess impacts on flows of passengers, aircrafts, luggage and also on cargo service.

Air carriers failing on complying rules above established, they will be subject to punishments, according to current legislation, and also it is possible for the airport administrator proceed with control and management on this situation, ensuring that there are no impact on SBSG operations planning.

### 3.4 ENGINE TESTING

SBSG has specific and appropriated places to engine testing, and there all operation must be coordinated by TWR/SG and CCO.

#### CHART 16 – POSITIONS USED FOR ENGINE TESTING

Engine testings ACFT up to 15 meters of wingspan, they must occur in the appendix of TWY ALPHA, on COORDINATION between TWR/SG and OPERATIONS LEADER.

Engine testings ACFT with wingspan equal to or bigger than 15 meters, they must occur in the TWY BRAVO, between TWR/SG and OPERATIONS LEADER.

### 3.5 OTP – ON TIME PERFORMANCE (PUNCTUALITY AND REGULARITY)

The São Gonçalo do Amarante Airport presents 80% on parameters of punctuality reaching up to 99% on regularity according to flight history – SHL. Considering maximum time of 15 (fifteen) minutes for reaching the adequate level of service offered by SBSG. Airline companies must insert in operational system the real reasons for early and delayed flights, according to IATA standard (*International Air Transport Association*) offered by airport administration and available on staff machines at boarding gates and also in companies operational areas.

The ESATAS (*Air Transport Auxiliary Service Companies*) contracted for providing this kind of service, they must present to airline companies quality programs and performance on handling services, because it is has a relevant factor on flight operation punctuality.

#### SPECIFICATIONS FOR ALLOCATING SLOTS IN THE SÃO CONÇALO DO AMARANTE AIRPORT / RN

The executing operations as planned it is an important factor for coordinating slots in São Gonçalo do Amarante Airport, because it can offer a better use of the structure considering the movement capacity. As a facilitating condition on process of allocating slots, the coordination will act by neutral way, it will coordinate clearly and indiscriminately, respecting the airport capacity.

On interest of answering harmoniously all requests for every aerodrome operations, the coordination will proceed with the following principles for slot allocations of aerial companies already operating here and new ones starting the operation.

- Comply all current rules for air transport operations;
- Make contact with coordination previously by e-mail or landline: [slot@inframerica.aero](mailto:slot@inframerica.aero) or +55 61 3214-6055;
- Aerial companies operating and planning to operate flights at SBSG, they must present to facilitator, details of their planned operations and use them;
- Slots will be allocated on multiple minutes of 5 (five), and if there is no availability on requested time, it will be offered a nearest time;
- Submission or critical analysis of data from the aerial companies it must comply calendar of current season;

- Approval of regular and non-regular flights it will be subject to agreement of aerial companies on accepting the airport operational proceedings to this kind of service;
- Aerial companies must have infrastructure and an effective staff to attend to requested demand.
- For prioritizing a certain slot, it will be evaluated if the aerial company present and keep a better performance of flights history and how long time the infrastructure is used. It considers the antiquity by use.
- Considering there is any equal request or any conflict, company with bigger slots series, bigger aircraft and the highest total operational efficiency index on previous equivalent season, it will be prioritized;
- For dealing with sinister cases, 45 (forty-five) days before starting the season, air transport companies operating at SBSG, must have a service contract with holding companies of "Recovery Kit" system, also they must have the service contract aforementioned formally forwarded to the airport operator;
- Dispensable need for slots allocation: emergency, salvage or rescue (SAR), air medical transport or vital organs transport, military and Head of State or Government transport.

**ANNEXE:**

**Annex A**

**Taxiways and their specifications**

TWY	DESCRIPTION	LENGHT (M)	WIDTH (M)	WIDTH TOTAL(M)	TRACK TWY(M)	CRITICAL ACFT	SURFACE TYPE	PCN
<b>A</b>	TWY parallel to TWY B that connects TWY E to TWY F	789,9	25	60	110	B747-400	ASPHALT	70/F/A/X/T
<b>B</b>	TWY same size and parallel to PPD	3.303,03	25	60	110	B747-400	ASPHALT	70/F/A/X/T
<b>B1</b>	TWY of entering to RWY 12	196,19	34	60	110	B747-400	ASPHALT	70/F/A/X/T
<b>B4</b>	TWY of entering to RWY 30	196,19	34	60	110	B747-400	ASPHALT	70/F/A/X/T
<b>CC</b>	Second fast exit from RWY 12	312	32,35	67,6	110	B747-400	ASPHALT	70/F/A/X/T
<b>DD</b>	First fast exit from RWY 12	312	32,35	67,6	110	B747-400	ASPHALT	70/F/A/X/T
<b>E</b>	TWY perpendicular to TWY B access to courtyard	200	47,4	82,4	110	B747-400	ASPHALT	70/F/A/X/T
<b>F</b>	TWY perpendicular to TWY B access to courtyard	200	47,4	82,4	110	B747-400	ASPHALT	70/F/A/X/T

**Annex B**

### Maximum Capacity of Positions

Apron Designation	Position Designation	Aircrafts Category	Critical Aircraft on Parking	
			Wingspan	Length
1	1B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	1	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
1	1A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	2B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	2	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
1	2A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	3B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	3	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
1	3A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	4B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	4	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
1	4A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	5B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
1	5	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
1	5A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	6B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	6	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
2	6A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	7B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	7	E	Boeing 747-400 (70,6 m)	Airbus 340-600 (75,63 m)
2	7A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)

2	8	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	9	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	10	C	Boeing 757-300W (35,79 m)	Airbus 321-231S (44,51 m)
2	11	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	12B	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
2	12	E	Boeing 747-400 (64,92 m)	Airbus 340-600 (75,63 m)
2	12A	C	Boeing 737-800W (35,79 m)	Airbus 321-231S (44,51 m)
3	R13	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R14	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R15	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R16	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R17	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R18	B	GLF 4 (23,7 m)	CRJ-700 (32,33 m)
3	R19	A	LJ45 (14,58m)	LJ55 (16,80m)
3	R20	A	LJ45 (14,58m)	LJ55 (16,80m)
*B757-300W = Boeing 757-300 with winglet				
*A320S = Airbus A320 with sharklets				
*A321S = Airbus A321 with sharklets				