



**ISPO – INDEPENDENT
SIMULTANEOUS PARALLEL
OPERATIONS.**

LESSONS LEARNED

**OPSI – OPERAÇÕES PARALELAS
SIMULTÂNEAS INDEPENDENTES.**

LIÇÕES APRENDIDAS



Departamento
de Controle do Espaço Aéreo



ANAC AGÊNCIA NACIONAL
DE AVIAÇÃO CIVIL

Independent simultaneous parallel operations: two takeoffs or two landings occur simultaneously under IFR conditions at the same aerodrome.

Doc 9643
AN/941



Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways (SOIR)

Approved by the Secretary General
and published under his authority

First Edition — 2004

International Civil Aviation Organization

BRASÍLIA - SBBR



1.800 M

DOC 9643: MINIMUM REQUIRED – 1.035M (3.400FT)

In Brazil { - singular: only SBBR operates under these conditions.
- pioneer: we had no previous experience.

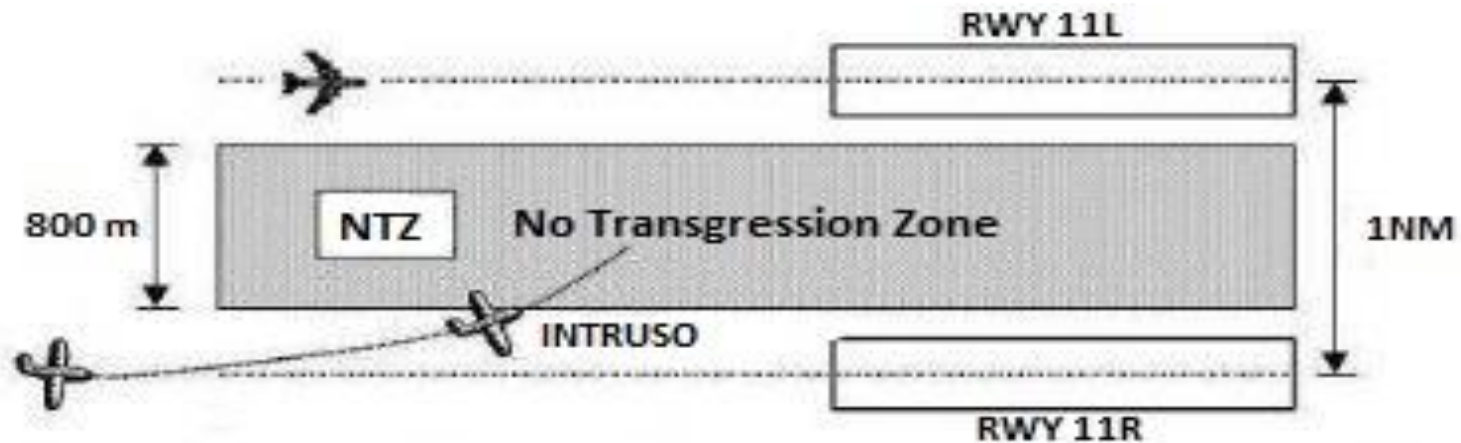
**IMPLEMENTATION IN ACCORDANCE WITH:
Annex 14 and DOC 9643**

**BENEFIT:
INCREASE IN AIR TRAFFIC FLOW**

**FIRST PRIORITY:
FLIGHT SAFETY**

PRIORITY – FLIGHT SAFETY

- RISK MANAGEMENT.
- SIMULATOR TRAINING AT AIR SPACE CONTROL INSTITUTE.
- ISSUE OF AIC 20/2015.
- DEFINITION OF OPERATING PARAMETERS, FOR EXAMPLE:



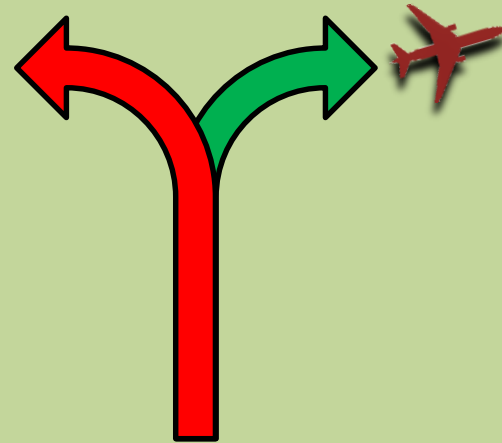
DESPITE ALL PREVIOUS SAFETY CONCERNS...

**CORRECT
PATH**



AFTER THE SECOND EVENT THE SIMULTANEOUS OPERATIONS WERE SUSPENDED.

**TURN TO THE WRONG SIDE.
WHAT IS GOING ON??**



The investigation of these events showed that:

In all cases the crew mistakenly programmed the FMS.

During the FMS setting the selection of designated runway was wrong, taking off from 11R, 11L was selected.

The name of the SIDs was the same for RWY 11L and 11R, contributing to pilot error.

LESSONS LEARNED:

- REGARDING THE BEST EFFORTS TO ENSURE SAFE OPERATION THERE IS ALWAYS A NEED FOR REAL OPERATION MONITORING;
- **SIMULTANEOUS OPERATION DEMANDS FROM PILOTS AND AIR TRAFFIC CONTROLLERS A SPECIFIC SITUATIONAL AWARENESS;**
- SBRR SID NAMES HAVE BEEN EXCHANGED, THERE ARE NO MORE IDENTIFIED CASES;
- **CABIN DOCTRINE SHOULD BE STRONG, EVEN WITH ROUTINE ACTIONS AS FMS PROGRAMMING; AND**
- COLLABORATIVE ACTION BETWEEN AIR TRAFFIC CONTROLLERS AND PILOTS WILL ALWAYS RESULT IN THE BENEFIT OF SAFETY.

CINDACTA I

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