

SAO PAULO (Guarulhos) INTL (GRU/SBGR)

Elevation 2,459ft

CATEGORY B

AV brief – not required

GENERAL

- Airfield pronounced 'Gwa-rule-ihos'.
- Situated in the NE outskirts of São Paulo city.
- ATC standard is reasonably good – disguised by the fact English comes a distant third to Portuguese and Spanish. Slow and standard R/T yields best results.

Threats

CFIT

- The airfield (and city) sits in a wide valley running NE-SW.
- Immediately to the north of the airfield terrain reaches nearly 3900ft asl at 5 nm N, and 4700ft asl 9 nm NE. On base leg to 09L/R terrain reaches nearly 4200ft asl.
- More distantly between Sao Paulo and the coast are hills reaching 3900ft asl 25 nm S and 4400ft asl 40 nm SE.

Runway Excursion – Unstable Approach

- Anecdotal evidence suggests all SIDs/STARS were designed and tested for A320s. As such pro-active energy management should be employed at all times.
- Due to airfield elevation/daytime temperatures refer to OM C RIM Section – 'Hot and High' Operations, on operations to High Density Altitude airfields (available on BAVirtual Forums).

Loss of Control In-flight

- Laser attacks against aircraft are very common in Brazil during evening hours.

Ground Collision

- Landing traffic can expect to hold short of 09L/27L after landing.

Mid Air Collision

- Birds, Kites (on very long strings) & Balloons are a common occurrence. ATC unlikely to be aware of them (nor understanding if reported).

ARRIVAL

Diversions Airports

CAMPINAS	VCP/SBKP	045 nm/305°T	CAT B
RIO DE JANEIRO INT	GIG/SBGL	182 nm/078°T	CAT B
BELO HORIZONTE	CNF/SBCF	269 nm/031°T	CAT B
BRASILIA	BRS/SBBR	463 nm/350°T	CAT A

Initial Approach

- ATIS in Portuguese and English.
- Initial Descent is with Brasilia Centre. STAR clearance only issued later by São Paulo Approach and can often be different to the Flight Plan. It is worth having the most likely alternative loaded into the second route of the FMS to aid workload management.
- Descend 'via' terminology occasionally used – especially if quiet.
- 09R/09L: Initial STAR clearance may deliberately increase track miles (e.g. UROSO 1C) to allow ATC time to organise arrival traffic. It also stops traffic from automatically turning onto approach following downwind.
- As traffic becomes sequenced, revised STARS (e.g. UTBUR 1C), or more commonly direct routings, are often given to reduce track miles. Whilst the STAR may not be formally changed, approaching the end of the arrival, routing should be confirmed. It is important to note that beyond this point there is relatively little ability to lose extra energy. A suggested configuration is F5/180 kts level at 7000ft.
- Rwy 27L/27R: Expect shortened route to the localiser.

Approach

- Rwy 09R/09L: Expect clearance for an ILS procedure:
 - Good weather – ILS 'T' 09R
 - Bad weather – ILS 'V' 09R.
- It is important to recognise a change in mind-set is required; from radar cleared altitudes and speed control, to flying independently on a procedure. As such no further descent clearances are issued and it is important to have a strategy for altitude setting in the MCP. This should be discussed at the briefing stage to minimise workload.
- Distance reference and ability to check the Glideslope changes according to the procedure. Note the BCO is 6 nm beyond the threshold.
- A localised tailwind is often encountered on base leg as you pass over the terrain to the north.

GROUND

- Company VHF frequency is rarely manned on arrival. ACARS prior to landing best means of communication.
- Expect parking stand from ATC after landing. Normal stand on Apron 5/6 of Terminal 3. Expect a remote stand if significantly off-schedule.
- Piers are movable and a modern stand guidance system is in use. Expect to stop some way short of the terminal building and reports have been received of the guidance 'ramping down' quickly.

DEPARTURE

- If performance is critical, contact ATC for the latest temperature.
- Some SIDs are prohibited for BA use (as listed in the performance manual available on BAVirtual Forums). ATC are unaware of these restrictions, and have been known to allocate prohibited SIDs. Consider retrieving performance figures and departure clearance as soon as possible, to avoid delay.
- DCL Clearance listed as available although often inoperative. Available via voice at STD-20.

- Boarding is often completed early.
- 'Climb via' SID terminology occasionally used. Departure route climbs toward arrival traffic so altitude restrictions are common and can occur at short-notice.
- Performance Information/Emergency Turns exist for all runways. Specific tracks to follow after EFATO can be based on the distant Congonhas (CGO) VOR.
- Do not confuse CGO with the local Bonsucesso (BCO) VOR. BCO is often u/s.

Enroute

- Recife Centre will ask for your Mach No. – This is your intended speed on the ocean for separation purposes.
- Pro-active climbs when still under radar should be considered.
- No clearance is required if you are on one of the airways of the EUR-SAM corridor (e.g. UN866). The opposite is true if you are transiting Santa Maria – clearance should be requested both northbound and southbound at least 40 mins prior to entry.

WEATHER

- Morning Radiation Fog is common in the colder months of the year (April–October), forming at sunrise lasting 1–2 hrs. Compare against STA for likelihood of disruption. Thick overnight fog can also form in the coldest winter months.
- The normal diversion airfield Campinas (SBKP/VCP) is usually clear however can be prone to occasional unforecast bad weather.
- Should a diversion be likely, an early decision is better as handling capacity is limited at all alternates. An aircraft night-stop should be avoided if at all commercially possible.
- Afternoon CBs and Thunderstorms are daily occurrences in the hotter parts of the year. They can be extremely violent, occur at short-notice and produce significant turbulence and windshear.

OPERATIONAL INFORMATION

Handling Agent	BA/PRIOR (RAMP)
Handling Agent VHF	131.7
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times