

Rio de Janeiro International Airport

IATA/ICAO CODE: GIG/ SBGL  
CITY: Rio de Janeiro  
COUNTRY: Brazil

AIRPORT CONTACT

No changes reported by the airport in 2011  
Verify information below with the airport

|                   |  |  |
|-------------------|--|--|
| Name:             | Luiz Bellini   | Frits Harald Brems   |
| Title:            | Operations Manager                                       | Security Manager - GLSE  |
| Airport:          | Rio de Janeiro International Airport                     | Rio de Janeiro International Airport - Galeão/<br>Antonio Carlos Jobim SBGL - GIG  |
| Address:          | Av. 20 Rio de Janeiro s/n<br>Rio de Janerio,RJ<br>Brazil | Aeroporto Internacional do Rio de Janerio/<br>Galeão – Antonio carlos Jobim<br>Predio UAC - 114<br>Cep 21942.900<br>Rio de Janeiro, RJ<br>Brazil |
| Phone:            | +55 21 3398 4560   | +55 21 3398-4165   |
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| Email:            |  | fbrems.sbgl@infraero.gov.br  |
| Airport Web Site: |  |  |

ELEVATION: 30 ft.

| RUNWAY INFORMATION |            |                             |                  |           |
|--------------------|------------|-----------------------------|------------------|-----------|
| Orientation        | Length (m) | Displaced<br>Threshold (ft) | Glide Slope(deg) | Width (m) |
| 10/28              | 4000       | -                           | -                | 45        |
| 15/33              | 3180       | -                           | -                | 154       |

NOISE ABATEMENT PROCEDURES  
Take-off 10/28 turn left to around Paqueta Island

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

yes

PREFERENTIAL RUNWAYS  
10/28 for take-off  
15/33 for landing

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Twy “M” BNT “X “ e “U”

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Most recent legislative noise mitigation laws: It would carry In the 629/GM5, of 02/05/1984M, approves the Plan Specific of Zoning of Ruido and Port. 0629/GM5, of 02/05/84, establishes restrictions to the use and occupation of the ground is incorporated the urban legislation of the areas special, involving the cities of Rio De Janeiro and Duque de Caxias. The responsibility of advising to the City halls for insertion of these restrictions in the law of use of the ground is of the ANAC and the areas of zoning of noise I and II how much to the implantation, the use and the development of activities are of the established standards (Art. 69 and 70

| Type of Program   | Date Implemented |   | Status |
|---|------------------|---|--------|
| Sound Insulation (Residences and Public Buildings)                          | -                | - |        |
| Purchase Assurance for Homeowners Located Within the Airport Noise Contours | -                | - |        |
| Avigation Easements   | -                | - |        |
| Zoning Laws   | -                | - |        |
| Real Estate/Property Disclosure Laws  | -                | - |        |
| Acquire Land for Noise Compatibility to date                                | -                | - |        |
| Population within each noise contour level relative to aircraft operations  | -                | - |        |
| Airport Noise Contour Overlay Maps  | -                | - |        |
| Total Cost of Noise Mitigation Programs to Date                             | -                | - |        |
| Source of Noise Mitigation Program Funding for Aircraft Noise               | -                | - |        |

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Lim 69.9 db(A)/Lmax 118.4 db(A)/Lavg 83.8 db

CHAPTER 2 RESTRICTIONS

See information under Chapter 2 Phase out.

## CHAPTER 2 PHASEOUT

### [Chapter 2 Phase out Summary Information](#)

After December 31, 1998, it will be prohibited to register additional Chapter 2 aircraft in Brazil.

Starting January 1, 2005, airlines must progressively remove from operation a minimum of 20% Chapter 2 aircraft from their fleet per year

After December 31, 2010, all Chapter 2 aircraft are prohibited from operating in at all Brazilian airports.

## CHAPTER 3 RESTRICTIONS - [NONE](#)

### COMMENTS

In Brazil, the method used for measuring noise nuisance caused by aircraft operations is named Weighted Noise Index - WNI (IPR - Indice Ponderado de Ruido). This unit is adopted for calculating cumulative nuisance in Brazil since 1982.

The WNI component due to all type  $i$  aircraft, following route  $j$  during  $k$  time of the day, and the formula is given by:

$WNI(i,j,k) = \text{number of aircrafts}$

$p(k) = \text{data weight which is a function of the time of day.}$

For the daily period (7am to 8pm),  $k=1$  and  $p(1)=1$  and for night periods (8pm to 7am),  $k=2$  and  $p(2)=10$ .

The relationship between the WNI and subjective nuisance is:

Below 53 IPR (55 Ldn) - No complaints expected

Between 53 IPR(55 Ldn) and 60 IPR(65 Ldn) - A considerable number of complaints is expected

Above 60 IPR(65 Ldn) - A large number of complaints is expected. Residents may take legal actions against the airport operation.