

BRASIL

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO
SUBDEPARTAMENTO DE OPERAÇÕES
DIVISÃO DE COORDENAÇÃO E CONTROLE
AV. GENERAL JUSTO, 160- 2 ANDAR
20021-130 RIO DE JANEIRO-RJ

AIC
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Email: dnorl@decea.gov.br

AFS: SBRJGYO

TEL.: (21) 2101-6761

ASSINATURA.: (21) 2117-7294

TEMPORARY AIR SPACE CHANGES IN THE BRASILIAN AIRSPACE FOR THE FIFA SOCCER WORLD CUP BRASIL 2014

1 PRELIMINARY CONSIDERATIONS

1.1 PURPOSE

This aeronautical information circular (AIC) purpose is publishing the temporary changes in the Brazilian airspace throughout the FIFA Soccer World Cup Brasil 2014, as well as the general and specific procedures to be followed by the pilots in command and by the air traffic control facilities (ATC) belonging to the Brazilian Air Space Control System (SISCEAB) in the course of the event.

1.2 SCOPE

This aeronautical information circular (AIC) applies to all those who, in the course of the performance of their duties, will use the Brazilian airspace throughout the FIFA Soccer World Cup Brasil 2014.

2 INTRODUCTION

The growth of air traffic movement, expected during the event of FIFA Soccer World Cup Brasil 2014, signalizes the need for immediate attention and efficiency in the provision of air traffic services (ATS) and air traffic flow management (ATFM). A big event brings new demands and along with them better need for planning, becoming imperative the maintenance of safety, fluidity and efficiency, aspects already present in the service provided for the air traffic.

The labor to achieve the desired excellence starts with the selective accomplishment of an ample, clear, objective and feasible planning. This way, guaranteeing the maximum performance of the ATS services, ATFM, the safety of air operations and of the Brazilian air space management, minimizing, therefore, the impact possibilities resulting from the predictable increase of air traffic throughout the event.

For decades, Brasil has consolidated vanguard position in the air traffic management (ATM), not only limiting its investments in equipment and new facilities, but also beyond expectation, developing its own methods, emphasizing specialized training and incorporating modern concepts with efficiency, quickness and flexibility.

The country has the responsibility of administering the territorial airspace (8.511.965 km²) and the oceanic airspace, that extends up to 10° W, adding up to 22 million km². In this airspace, there are several events taking place at the same time, such as: international and domestic airliners, general aviation flights, civil aviation training, exercises, military maneuvers and operations, remotely piloted aircraft (RPA), test flights and a diversity of aero-sport activities, and all those must work in perfect harmony. The quality and effectiveness in the use of airspace will be also kept throughout the FIFA Soccer World Cup Brasil 2014, due to the work of a diversity of departments, among them the Aeronautics Command (COMAER).

The COMAER, through the Air Space Control Department (DECEA), performed a planning for the FIFA Soccer World Cup Brasil 2014 that focused on security and the maintenance of a fast, safe and orderly air traffic flow and, through the Brazilian Aero-spatial Defense Command (COMDABRA), a detailed planning of the necessary actions for the airspace defense.

For the accomplishment of this planning, the COMAER, through the Air Navigation Management Center (CGNA), a DECEA subordinate Unit, performed an action plan considering the demand increment and the imposed restrictions in some airspace portions.

All of the modules expected in this action plan, such as: structure and airspace capacity; demand projection; technical infrastructure; legislation accommodation; standards and procedures; security and defense; technical qualification; among other things, were strictly achieved.

This is not the first time that COMAER delineates a planning to manage the air traffic flow on a big event. Throughout the United Nations Conference on Sustainable Development (Rio+20), in June 2012, the FIFA confederations Cup Brasil 2013, Catholic World Youth day Rio 2013, the Aeronautics Command had a successful and praised experience, using military concept and structure in a civilian event.

This concept is put into practice in the command and control master room, located at CGNA, and will be repeated in FIFA Soccer World Cup Brasil 2014 and the Olympic Games and Paralympics 2016.

For FIFA Soccer World Cup Brasil 2014, the safety and efficiency, binomial that characterizes our airspace, are going to leave indelible marks that will serve as a legacy for Brasil.

3 ABBREVIATIONS

ACAV	In-flight Alarm Control Area
AIC	Aeronautical Information Circular
AIS	Aeronautical Information Service
ANAC	National Civil Aviation Agency
APP	Approach Control
AREVO	Refueling In-flight Area
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management
ATS	Air Traffic Service
CGNA	Air Navigation Management Center
CIS	Integrated SLOT Central
COL	Local Organizing Committee

COMDABRA	Brasilian Aero-spatial Defense Command
DECEA	Air Space Control Department
FIFA	Fédération Internationale de Football Association
FIR	Flight Information Region
FL	Flight Level
FPL	Flight Plan
ICAO	International Civil Aviation Organization
ICEA	Airspace Control Institute
IFR	Instrument Flight Rules
MCS	Ground Control Measures
MPEA	Airspace Policing Measures
NM	Nautical Miles
NOTAM	Notice to Airmen
OPO	Operational Permanent Officer
PSA	Airport Security program
RCC	Rescue Coordination Center
REAST	Special Route for Non-transponder Aircraft
REH	Helicopter Special Routes
RPA	Remotely Piloted Aircraft
RPL	Repetitive Flight Plan
SAC	Civil Aviation Secretariat
SAR	Search and Rescue
SISCEAB	Brasilian Airspace Control System
SUA	Special Use Airspace
TMA	Terminal Control Area
TWR	Aerodrome Control Tower
UTI	Intensive Care Unit
VFR	Visual Flight Rules
VIP	Very Important Person

4 AIRSPACE RESTRICTIONS

Following the safety criteria adopted all over the world in such important and voluminous events such as FIFA Soccer World Cup Brasil 2014 and the maintenance of the provided air traffic service level, the COMAER created segregated areas (RESERVED, RESTRICTED or PROHIBITED) in certain Brasilian airspace portions with different access levels and sizes.

The safety and operational impact, among other things, were the criteria adopted for the segregated area. The Safety of people, athletes, Authorities, aircraft and facilities and the constant concern in reducing the operational impacts so that the airspace users get acquainted with the location, size and the access levels of the aforesaid areas.

The clearances to enter the segregated airspaces depend on the nature and the flight intentions, like, for example, aircraft carrying authorities, national soccer team delegations, regular domestic and/or international operation commercial aircraft, general aviation, military use, air defense, passenger and/or material (civilian or military) transportation, public security aircraft, search and rescue aircraft (SAR) and ambulance aircraft.

The segregated areas are located in the low FIR airspace and inside the TMAs of the locations where the official FIFA Soccer World Cup Brasil 2014 soccer matches will take place, that is, BELO HORIZONTE, BRASÍLIA, CUIABÁ, CURITIBA, FORTALEZA, MANAUS, NATAL, PORTO ALEGRE, RECIFE, RIO DE JANEIRO, SALVADOR E SÃO PAULO.

These restrictions period of validity will be between 3 (three) hours before and 4 (four) hours after the start of the matches by the opening and completion of the FIFA Soccer World Cup Brasil 2014; between 1 (one) hour before and 3 (three) hours after the start of the matches during the group phases; and 1 (one) hour before and 4 (four) hours after the start of the matches during the next phases, as well as all of the other expected actions and restrictions. It is worth pointing out that the restrictions period of validity varies according to the game. This means that a same host city might have different timetables according to the matches it will host. Outside of these periods, the airspace use is back to normality.

5 SEGREGATED AREAS DEFINITION

5.1 RESERVED AREA

Area named WHITE, defined by the lateral projections of TMAs in the involved locations and vertical limits from the surface to FL 145.

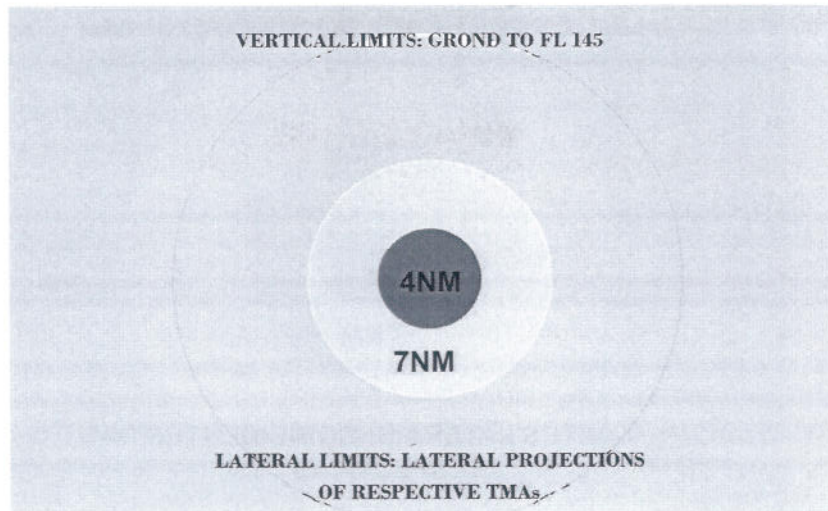
5.2 RESTRICTED AREA

Area named YELLOW, inside the WHITE area, defined with a 7-mile radius lateral limit with its center located at the soccer stadium and vertical limits from the surface to flight level FL 145, of which description is going to be through the geographic coordinates, according to the attachments.

5.3 PROHIBITED AREA

There are three PROHIBITED areas, as described below:

- a) Area named RED, inside the YELLOW AREA, defined with its 4-mile radius lateral limit with its center located at the soccer stadium and vertical limits from the surface to flight level FL 145. of which description is going to be through the geographic coordinates, according to the attachments, and published in AIC;
- b) Area named in-flight control and alarm (ACAV), with specific dimensions, located in the low Flight Information Region (FIR) airspace, between FLs 210 and 240, of which lateral limits are going to be described through the geographic coordinates, according to the attachments, and published in AIC; and
- c) Area named in-flight refueling (AREVO), with specific dimensions, located in the low FIRs airspace, between FLs 150 e 200, of which lateral limits are going to be described through the geographic coordinates, according to the attachments, and published in AIC.



6 SEGREGATED AREAS OPERATIONAL RESTRICTIONS

6.1 RESERVED AREA

In the RESERVED AREA, named WHITE, common to all host cities, all traffic must be known, follow the legislation rules and also the orientation of the ATC facilities.

Below are the operational restrictions that must be observed in the WHITE area:

- a) It will not be authorized, even inside the Special Use Airspace (SUA), IFR and VFR training, instrument approach training, traffic pattern training and touch and go landing, instruction flight, maintenance, ANAC flight check, aerobatic, tour flights, sailplanes, parachuting operations, parasail, balloons, blimps, ultra-lights, experimental aircraft, hang-glider, crop spraying aircraft, banner towing, model aircraft, rocket and remotely piloted aircraft (RPA);
- b) All flights must be properly identified and under ATC facilities coordination, prior to entering this area;
- c) Ambulance flight operations flying inside the area are going to be authorized after previous coordination with the approach control (APP);
- d) Flights inside the TMA, even identified and under ATC facilities control, in case they modify their routes without any clearance and go to non-authorized areas, as well as the non-identified aircraft, might be qualified as hostile and are going to be subject to the Airspace Policing Measures (MPEA);
- e) fixed wing aircraft operations are going to be limited to the aircraft destined to or proceeding from the TMA aerodromes, not been authorized the crossing of WHITE areas by aircraft destined to aerodromes outside this area. The aircraft proceeding from or destined to the WHITE area will follow a profile determined by the responsible APP;
- f) Aircraft crossing an airway below FL145, which destination is not inside it, are going to be directed to lateral TMA fixes. The aircraft crossing above FL145 are not going to be deviated;

- g) Flights in this area must have a filed and approved FPL by ATC facilities and coordinated by the TMA APP, being compulsory the communication with those facilities, as well as the activation of the transponder equipment. All those flights that do not comply with these rules are going to be considered SUSPICIOUS and will be subject to the MPEA; and
- h) Helicopter operations are going to be authorized for disembarking and departure from the local aerodromes or heliport, as well as offshore operation and traffic in the airspace, watching for the expected restrictions in the RESTRICTED and PROHIBITED areas. When applicable, they must utilize strictly the helicopter special routes (REH) established, noting that some of them might be suspended temporarily. The aircraft will have to file a complete FPL. The departure intentions from places without ATC facilities will have to be coordinated previously with the APP located in that TMA, being necessary the allocation of a transponder code A/C indicated by the ATC facility since before take-off up to landing and immediately inform the ATC facility the event of a transponder failure.

6.2 RESTRICTED AREA

In the RESTRICTED AREA, named YELLOW, common to all host cities, it will be allowed only aircraft duly authorized, among them: aircraft related to the events; aircraft carrying Head of State or Government; national soccer team delegations, very important person (VIP), commercial aircraft of existing regular operation, new regular and non-regular; and also the aircraft authorized by the COMDABRA Commander.

The commercial aircraft of existing regular operation, new regular and non-regular that are performing arrival and departure procedures at TMA aerodromes are going to be authorized as long as they do not enter the PROHIBITED areas and fulfill the safety ANAC requirements, that is, the crew members and the passengers undergo the civil aviation inspection process, according to the airport security program (PSA) established for the aerodromes of origin.

All those flights that do not comply with these rules are going to be considered hostile and will be subject to the MPEA.

6.3 PROHIBITED AREA

In the PROHIBITED AREA, named RED, common to all host cities, it will be allowed only aircraft involved in the events, as long as they are previously authorized by the COMDABRA Commander.

All those flights that do not comply with these rules are going to be considered hostile and will be subject to the MPEA.

All aircraft operations are going to be prohibited, except as follows:

In the area named RED, it will be authorized the public security aircraft, military aircraft, SAR aircraft, ambulance aircraft and the other aircraft involved in the operational activities, previously authorized by the COMDABRA Commander.

In the area named ACAV, all aircraft are going to be prohibited, except the E-99;

In the area named AREVO, all aircraft are going to be prohibited, except the tanker aircraft and the one being refueled; and

The regular and non-scheduled commercial aviation aircraft (charter and freighter, except air taxi) will be authorized to perform landing and take-off operations at airports inside the RED areas, as prescribed in the attachments to this Plan.

7 HOST CITIES SEGREGATED AREAS

The reserved, restricted and prohibited areas of the FIFA Soccer World Cup Brasil 2014 host cities are set out in this Circular attachments, as follows:

Belo Horizonte – According to attachment A in this AIC;

Brasília – According to attachment B in this AIC;

Cuiabá – According to attachment C in this AIC;

Curitiba – According to attachment D in this AIC;

Fortaleza – According to attachment E in this AIC;

Manaus – According to attachment F in this AIC;

Natal – According to attachment G in this AIC;

Porto Alegre – According to attachment H in this AIC;

Recife – According to attachment I in this AIC;

Rio de Janeiro – According to attachment J in this AIC;

Salvador – According to attachment K in this AIC; and

São Paulo – According to attachment L in this AIC.

8 FLIGHT SAFETY MEASURES

Besides observing the standards and procedures expected in the legislation and the guidelines in this AIC, all aircraft will have to follow the flight rules expected in the authorized flight plans. In case there is any need to modify the flight rules, the requests must be coordinated with the ATC facilities.

Aircraft that do not comply with the expected profile or flight rule, without the ATC facilities authorization and/or enter any of the segregated areas without authorization, are going to be subject to the MPEAs and are going to be compelled to abandon the restricted airspace and/or land at aerodromes with Ground Control Measures (MCS).

In case there is any need to enter the segregated areas, in the event that there is any need to deviate from the approved route, the pilot must notify the ATC facilities immediately.

The pilot who supposes he is going to violate any of the established rules for the RESERVED, RESTRICTED and/or PROHIBITED airspaces, without the ATC facility authorization, must immediately, distance from them, contact the ATC facility and inform the situation, keeping the transponder code he originally received. However, In case there is no contact, the pilot must contact on 121.5 MHz and squawk code 7600. The ATC facilities will always support the pilots.

Never forget: NEVER ENTER A RED AREA WITHOUT THE ATC FACILITY AUTHORIZATION.

You can find below the procedures to be adopted, by the aircraft in communication failure, during the segregated areas activation period:

8.1 PRIOR TO ENTER THE WHITE AREA

Do not enter. Proceed to an alternate aerodrome outside this area, squawk transponder code 7600 and execute the radio communication failure procedures expected in the legislation.

8.2 FLYING INSIDE THE WHITE AREA

In case your destination is inside the YELLOW area, DO NOT ENTER. Proceed to an alternate aerodrome outside this area, squawk transponder code 7600 and execute the radio communication failure procedures expected in the legislation.

8.3 NEVER ENTER THE RED AREA

Non-identified aircraft are going to suffer the consequences of MPEA and, if necessary, might suffer severe measures, being subject to the INTERVENTION MEASURES, PERSUASIVE MEASURES AND DETENTION MEASURES.

An aircraft being intercepted must immediately follow the instructions issued by the interceptor on 121.5 MHz and/or interpret and respond to the visual signs; if transponder operated, allocate code 7700, in mode 3/A, unless expressed differently by the appropriate ATC facility.

THE COMAER RETAINS THE RIGHT TO INTERCEPT ANY AIRCRAFT, AT THE AIR DEFENSE FACILITIES DISCRETION OR THE AUTHORITIES RESPONSIBLE FOR THE AERO-SPATIAL DEFENSE MISSIONS.

9 PRESENTATION AND APPROVAL OF THE FLIGHT PLAN

In order to perform a flight in the RESERVED, RESTRICTED, or PROHIBITED areas (departures according to attachments), in the period they are activated, the aircraft must be in the updated repetitive flight plan schedule (RPL) or file a flight plan in the aeronautical information service (AIS) room, at least, 01h30min (one hour an thirty minutes) prior to the activation of the segregated areas.

The command and control master room, located at CGNA, is responsible for the flight approvals and coordination with COMDABRA, the main military operation facilities, the local operation cells and with the ATC facilities.

The CGNA retains the right to deny the flight intentions that do not comply with the event operational requirements and those that can cause control sectors imbalance of any Terminal Control Area (TMA) or Flight Information Region (FIR) or yet those exceeding the declared capacities of the concerned airports.

The aircraft that do not file the ATC SLOT code, in case they intend to take off or land at coordinated airports and do not comply with the maximum expected limits to perform their flights or do not arrange for the ATS messages expected in the current legislation, are going to have their flight plans canceled, being necessary the filing of a new flight plan.

Flights in the PROHIBITED areas are not going to be authorized, under no circumstances, during the activation periods, except those aircraft authorized by the COMDABRA Commander. The aircraft that do not comply with such determination are going to be subject to the Airspace Policing Measures (MPEA).

9.1 TRANSPONDER USE

The transponder is the primary means of identification for traffic, flying in the airspace, throughout the air operations. Thus, only the flights with the functional equipment on board are going to be authorized. Aircraft without the transponder equipment are not going to be authorized inside the segregated areas. Throughout the segregated areas activation, all of the special routes for aircraft without transponder (REAST) are going to be suspended.

9.2 INSTRUMENT DEPARTURE AND ARRIVAL PROCEDURES

The segregated areas activation are going to cause restrictions in the landing and departure operations at some host cities airports, according to the attachments. Only the aircraft authorized by the COMDABRA Commander are going to operate at the aerodromes, during the period mentioned.

The instrument departure and arrival procedures are not going to be suspended and/or canceled, despite the restrictions imposed by the activation of these areas, however the ATC facilities are going to select and use only the procedures that are not going to intervene with the areas.

The airspace users in Brasil are not going to be penalized, since all aerodromes are going to have instrument departure and arrival procedures throughout the segregated areas activation period.

9.3 AIRPORTS AND THEIR VOCATIONS

Taking into consideration the continental dimensions of Brasil, several cities would like and would be able to have at their airports the flight operations involved in FIFA Soccer World Cup Brasil 2014.

The selection of the airports was achieved on a technical basis, not necessarily the selected airports fulfill all of the criteria, but, for sure, possess a larger set of capabilities to cater to the event demands.

Interest and availability of the airport administrator, distance from the host city, infrastructure in the vicinity of the airports (access roads, traffic outflow, fast access to federal and state roads), airport capability (number of parking places for regular domestic and international aviation, general aviation and military aviation involved in the event), runway complex (landing and departure runway length, taxiway, runway and aprons pavement classification number) and air traffic services (navigational aids, air traffic control, meteorology, communications, aeronautical information, departure and arrival procedures) are essential for providing quality service to our visitors along the days of the official FIFA Soccer World Cup Brasil 2014 matches.

Following are introduced the destination and alternate aerodromes along with their respective vocations (aviation segments) in each host city:

BELO HORIZONTE						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Confins	SBCF				
	Pampulha	SBBH				
	Parque de Lagoa Santa	PAMA-LS				
Alternate aerodromes	Galeão	SBGL				
	Guarulhos	SBGR				
	Campinas	SBKP				
	Brasília	SBBR				
	Santos Dumont	SBRJ				
	Montes Claros	SBMK				
	Ribeirão Preto	SBRP				
	Uberaba	SBUR				
	Uberlândia	SBUL				
	Carlos Prates	SBPR				
	Ipatinga	SBIP				
	Juiz de Fora	SBJF				

BRASÍLIA						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Brasília	SBBR				
	Base Aérea de Brasília	BABR				
	Goiânia	SBGO				
Alternate aerodromes	Base Aérea de Anápolis	BAAN				
	Confins	SBCF				
	Campinas	SBKP				
	Guarulhos	SBGR				
	Galeão	SBGL				
	Uberaba	SBUR				
	Uberlândia	SBUL				
	Montes Claros	SBMK				
	Ribeirão Preto	SBRP				
	Caldas Novas	SBCN				

CUIABÁ						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Cuiabá	SBCY				
Alternate aerodromes	Campo Grande	SBCG				
	Brasília	SBBR				
	Goiânia	SBGO				
	Palmas	SBPJ				
	Barra do Garças	SBBW				
	Vilhena	SBVH				

CURITIBA						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Afonso Pena	SBCT				
	Bacacheri	SBBI				
	CINDACTA II	CINDACTA II				
Alternate aerodromes	Guarulhos	SBGR				
	Porto Alegre	SBPA				
	Florianópolis	SBFL				
	Foz do Iguaçu	SBFI				
	Campinas	SBKP				
	Galeão	SBGL				
	Navegantes	SBNF				
	Londrina	SBLO				
	Maringá	SBMG				
	Chapecó	SBCH				
	Joinville	SBJV				

FORTALEZA						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Fortaleza	SBFZ				
	Base Aérea de Fortaleza	BAFZ				
Alternate aerodromes	Natal	SBNT				
	Recife	SBRF				
	Salvador	SBSV				
	Teresina	SBTE				
	João Pessoa	SBJP				
	Mossoró	SBMS				
	Parnaíba	SBPB				
	Juazeiro do Norte	SBJU				

MANAUS						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Manaus	SBEG				
	Base Aérea de Manaus	BAMN				
Alternate aerodromes	Boa Vista	SBBV				
	Porto Velho	SBPV				
	Belém	SBBE				
	Santarém	SBSN				
	Macapá	SBMQ				
	Itacoatiara	SBIC				
	Tefé	SBTF				

NATAL						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	São Gonçalo do Amarante	SBSG				
	Natal	SBNT				
	Base Aérea de Natal	BANT				
Alternate aerodromes	Fortaleza	SBFZ				
	Recife	SBRF				
	Salvador	SBSV				
	João Pessoa	SBJP				
	Campina Grande	SBKG				
	Juazeiro do Norte	SBJU				
	Paulo Afonso	SBUF				

PORTO ALEGRE						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Porto Alegre	SBPA				
	Base Aérea de Canoas	BACO				
Alternate aerodromes	Florianópolis	SBFL				
	Afonso Pena	SBCT				
	Foz do Iguaçu	SBFI				
	Campinas	SBKP				
	Guarulhos	SBGR				
	Galeão	SBGL				
	Chapecó	SBCH				
	Navegantes	SBNF				
	Caxias do Sul	SBCX				
	Joinvile	SBJV				
	Pelotas	SBPK				
	Criciúma	SBCM				
	Passo Fundo	SBPF				

RECIFE						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Destination aerodromes	Recife	SBRF				
	Base Aérea de Recife	BARF				
Alternate aerodromes	Salvador	SBSV				
	Natal	SBNT				
	Fortaleza	SBFZ				
	João Pessoa	SBJP				
	Campina Grande	SBKG				
	Maceió	SBMO				
	Paulo Afonso	SBUF				
	Juazeiro do Norte	SBJU				
	Petrolina	SBPL				

RIO DE JANEIRO						
FIFA Soccer World Cup Brasil 2014		Designator	VIP	International	domestic	General
Alternate aerodromes	Galeão	SBGL				
	Santos Dumont	SBRJ				
	Jacarepaguá	SBJR				
	Base Aérea do Galeão	BAGL				
	Base Aérea de Santa Cruz	BASC				
Destination aerodromes	Guarulhos	SBGR				
	Confins	SBCF				
	Campinas	SBKP				
	Brasília	SBBR				
	São José dos Campos	SBSJ				
	Ribeirão Preto	SBRP				
	Vitória	SBVT				
	Juiz de Fora	SBJF				
	Cabo Frio	SBCB				
	Macaé	SBME				
	Campos	SBCP				

SALVADOR						
Copa do Mundo FIFA Brasil 2014		Indicativo	VIP	Internacional	Doméstico	Geral
Aeródromos de destino	Salvador	SBSV				
Aeródromos de alternativa	Recife	SBRF				
	Natal	SBNT				
	Fortaleza	SBFZ				
	Galeão	SBGL				
	Aracaju	SBAR				
	Maceió	SBMO				
	Ilhéus	SBIL				
	Vitória da Conquista	SBQV				
	Porto Seguro	SBPS				

SÃO PAULO						
Copa do Mundo FIFA Brasil 2014		Indicativo	VIP	Internacional	Doméstico	Geral
Aeródromos de destino	Guarulhos	SBGR				
	Campinas	SBKP				
	Congonhas	SBSP				
	Campo de Marte	SBMT				
	Jundiaí	SBJD				
	Base Aérea de São Paulo	BASP				
Aeródromos de alternativa	Galeão	SBGL				
	Curitiba	SBCT				
	Confins	SBCF				
	Brasília	SBBR				
	São José dos Campos	SBSJ				
	Santos Dumont	SBRJ				
	Ribeirão Preto	SBRP				
	Araraquara	SBAQ				
	Bauru	SBBU				
	São José do Rio Preto	SBSR				
	Arealva	SBAE				

10 AEROPORTOS COORDENADOS

A fim de gerenciar o crescimento dos movimentos aéreos durante a Copa do Mundo de Futebol FIFA Brasil 2014, o CGNA coordenará os aeroportos escolhidos pela Casa Civil da Presidência de República, por meio da SAC, em articulação com a Agência Nacional de Aviação Civil (ANAC), conforme o tipo de operação e de infraestrutura aeroportuária envolvida.

A coordenação de um aeroporto é uma metodologia que consiste em estabelecer intervalos de tempo predeterminados, denominado de SLOT ATC, para as operações de pouso e decolagem de todas as aeronaves que operam no aeroporto, com o objetivo de reger a utilização para que a sua capacidade de operação não seja ultrapassada, mantendo a eficiência na prestação dos serviços das infraestruturas aeroportuária e aeronáutica, segundo os condicionantes de pista, pátio e terminal (embarque e desembarque, doméstico e internacional).

Quando se declara que um aeroporto está coordenado, significa dizer que todas as intenções de voo estarão condicionadas à obtenção de SLOT ATC para pouso ou decolagem.

O período da coordenação dos aeroportos será do dia 10 de junho de 2014 ao dia 15 de julho de 2014, podendo variar de aeroporto para aeroporto, a depender do número de jogos.

A ANAC alocará SLOT ATC para voos comerciais regulares (domésticos e internacionais), voos comerciais não regulares (domésticos e internacionais), incluindo charter público e excluindo taxi aéreo e voos de delegações. A SAC, por sua vez, ficará responsável pela alocação dos SLOT ATC para os Chefes de Estado e VIP e o CGNA para aviação geral.

Para efetuar o cadastramento e conhecer os procedimentos e regras para a obtenção do SLOT ATC, o usuário de aviação geral deverá consultar a AIC REGRAS DE ALOCAÇÃO DE SLOT PELA AS AERONAVES QUE EFETUAM SERVIÇOS DE TAXI AÉREO E AS DE AVIAÇÃO GERAL EM AERÓDROMOS COORDENADOS DURANTE A COPA DO MUNDO DE FUTEBOL FIFA BRASIL 2014 ou, então, visitar a página do CGNA na INTERNET no endereço www.cgna.gov.br e clicar no link SLOT.

Os seguintes aeródromos serão declarados coordenados durante a Copa do Mundo de Futebol FIFA Brasil 2014: SBGL; SBRJ; SBJR; SBGR; SBSP; SBKP; SBSJ; SBCF; SBBH; SBBR; SBGO; SBCY; SBCG; SBCT; SBBI; SBFL; SBPA; SBSV; SBRF; SBNT; SBFZ; SBSG; SBEG; SBMT; e SBJD.

Os seguintes aeródromos estarão sendo monitorados durante a Copa do Mundo de Futebol FIFA Brasil 2014 e, dependendo da demanda, poderão ser declarados coordenados: SBRP; SBVT; SBCB; SBME; SBCE; SBJF; SBPR; SBMK; SBIP; SBUL; SBUR; SBCN; SBTE; SBJP; SBMS; SBPB; SBMO; SBKG; SBUF; SBPL; SBJU; SBAR; SBIL; SBQV; SBPS; SBBW; SBVH; SBPJ; SBNF; SBLO; SBMG; SBJV; SBCH; SBBV; SBPV; SBBE; SBSN; SBMQ; SBIC; SBTF; SBFI; SBCX; SBPK; SBCM; SBPF; SBAQ; SBAE; SBBU; e SBSR.

10.1 TEMPO DE PERMANÊNCIA DE SOLO

A SAC, por meio da ANAC, em articulação com os Administradores Aeroportuários, estabelecerá os tempos máximos de permanência de solo, nos aeródromos envolvidos no evento, visando aprimorar o fluxo das operações aéreas nas infraestruturas instaladas.

Os operadores e/ou exploradores de aeronaves que porventura descumprirem os tempos estabelecidos estarão sujeitos as sanções previstas em lei. Dentre as punições previstas em legislação, estão as contidas na decisão Nº 13 da ANAC que trata da remoção de aeronaves.

As Administrações Aeroportuárias poderão proceder à imediata remoção da aeronave que violar as regras de utilização estabelecidas para os aeródromos envolvidos no evento nas seguintes hipóteses: ultrapassar o tempo de permanência autorizado pelo operador de aeródromo para determinada operação aérea; estacionar em posição diferente da determinada pelo operador; e qualquer outra hipótese que impeça, sem justa causa, o fluxo de operações aéreas.

Os tempos de permanência de solo, bem como todas as informações relativas à coordenação dos aeródromos envolvidos, como por exemplo, período de coordenação, faixa horária, autorizações ATS, aeródromos que poderão ser utilizados como alternativa, dentre outras, estarão publicadas por meio de Aviso aos Aeronavegantes (NOTAM) específicos para cada aeródromo envolvido.

11 DISPOSIÇÕES FINAIS

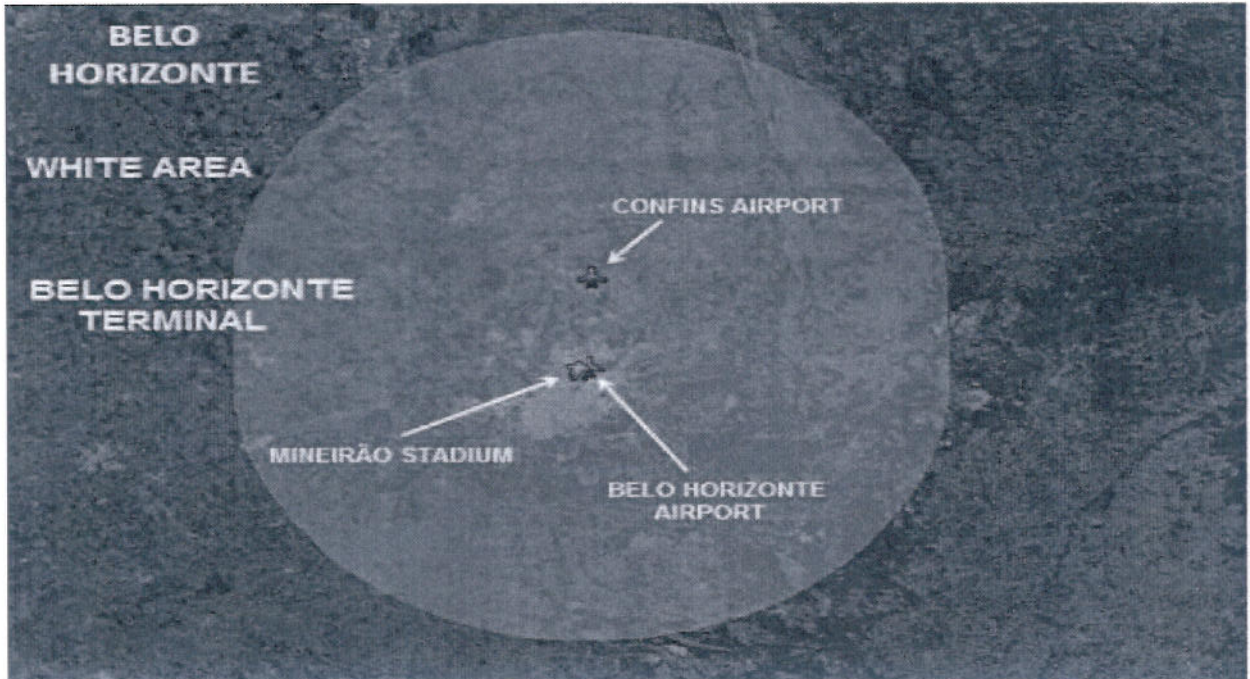
11.1 Esta AIC foi aprovada e publicada no Boletim Interno do DECEA nº XX, de XX de XXX de 2013.

11.2 Os casos não previstos nesta AIC serão resolvidos pelo Exmo Sr. Chefe do Subdepartamento de Operações do Departamento de Controle do Espaço Aéreo (DECEA).

ATTACHMENT A - BELO HORIZONTE

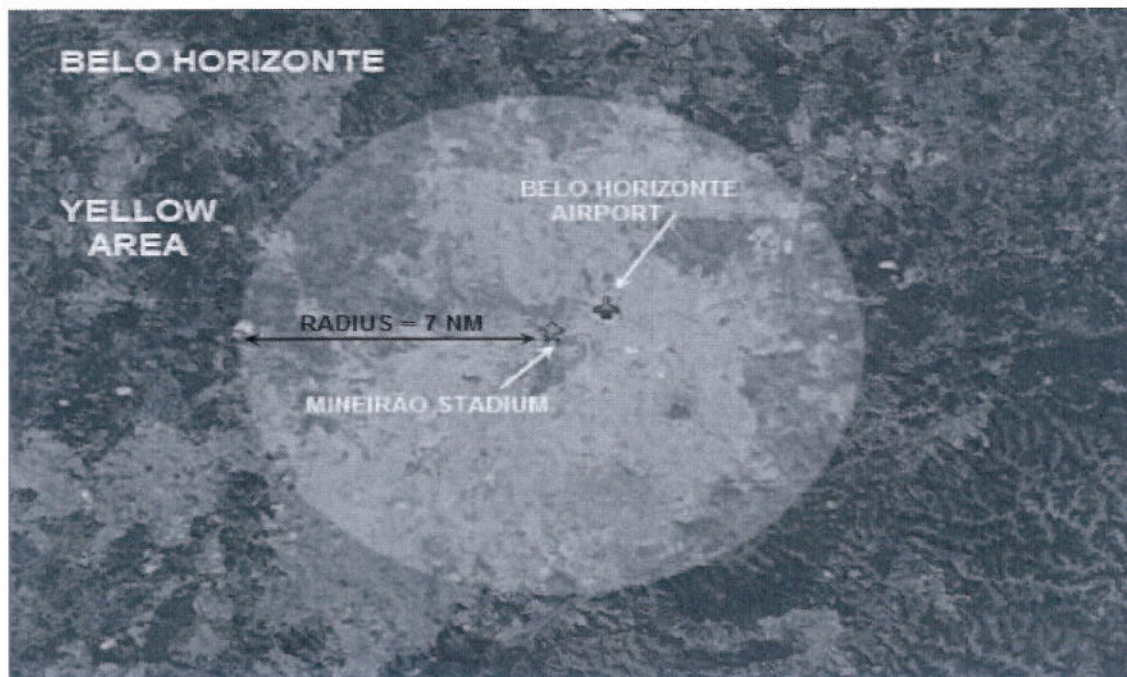
RESERVED AREA

Area named WHITE, defined by the lateral projections of Belo Horizonte TMA and vertical limits from the surface to FL 145.



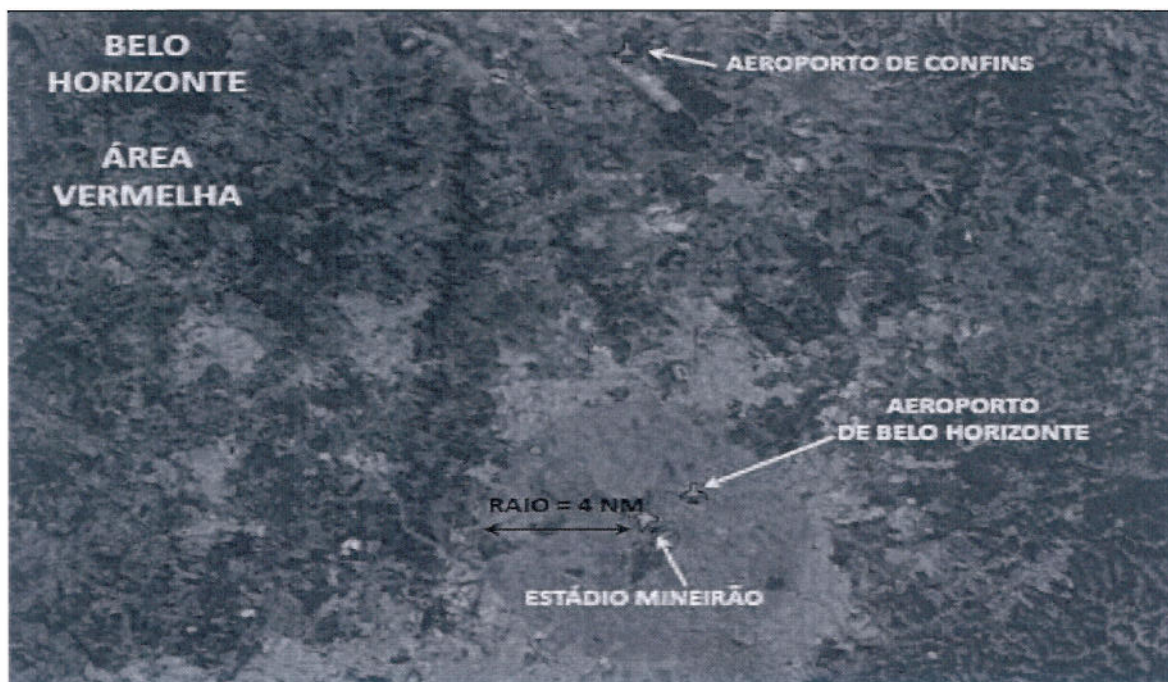
RESTRICTED AREA

Area named YELLOW, inside the WHITE area, defined as a circle centered on the coordinates 19°51'57"S 043°58'15"W, with 7-NM radius and with responsibility volume superposed from the surface up to FL 145.



ÁREA PROIBIDA

Área denominada VERMELHA, dentro da ÁREA AMARELA, definida como um círculo com centro nas coordenadas 19°51'57"S 043°58'15"W, com 4 NM de raio e com volume de responsabilidade sobreposto da superfície até o FL 145.



ÁREA ACAV

Área definida do FL 210 até o FL 240, formada por um polígono com as seguintes coordenadas geográficas:

20° 33' 24" S 043° 30' 20" W;
 20° 08' 00" S 042° 57' 42" W;
 20° 19' 30" S 042° 01' 47" W; e
 21° 08' 38" S 043° 13' 14" W.

ÁREA AREVO

Área definida do FL 150 até o FL 200, formada por um polígono com as seguintes coordenadas geográficas:

20° 33' 24" S 043° 30' 20" W;
 20° 08' 00" S 042° 57' 42" W;
 20° 19' 30" S 042° 01' 47" W; e
 21° 08' 38" S 043° 13' 14" W.

DIAS E HORÁRIOS

Dia 14/06/2014 (13h local) – início às 12h local e término às 16h local;
 Dia 17/06/2014 (13h local) – início às 12h local e término às 16h local;
 Dia 21/06/2014 (13h local) – início às 12h local e término às 16h local;
 Dia 24/06/2014 (13h local) – início às 12h local e término às 16h local;
 Dia 28/06/2014 (13h local) – início às 12h local e término às 17h local; e.
 Dia 08/07/2014 (17h local) – início às 16h local e término às 21h local.

LANDING AND TAKEOFF OPERATIONS

The landing and takeoff operations at the aerodromes of the host cities may be under operational restriction during the days and period of restricted areas activation. The aerodrome traffic is back to regular operation just after the end of areas activation.

Below are the operational constraints on landing and takeoff operations:

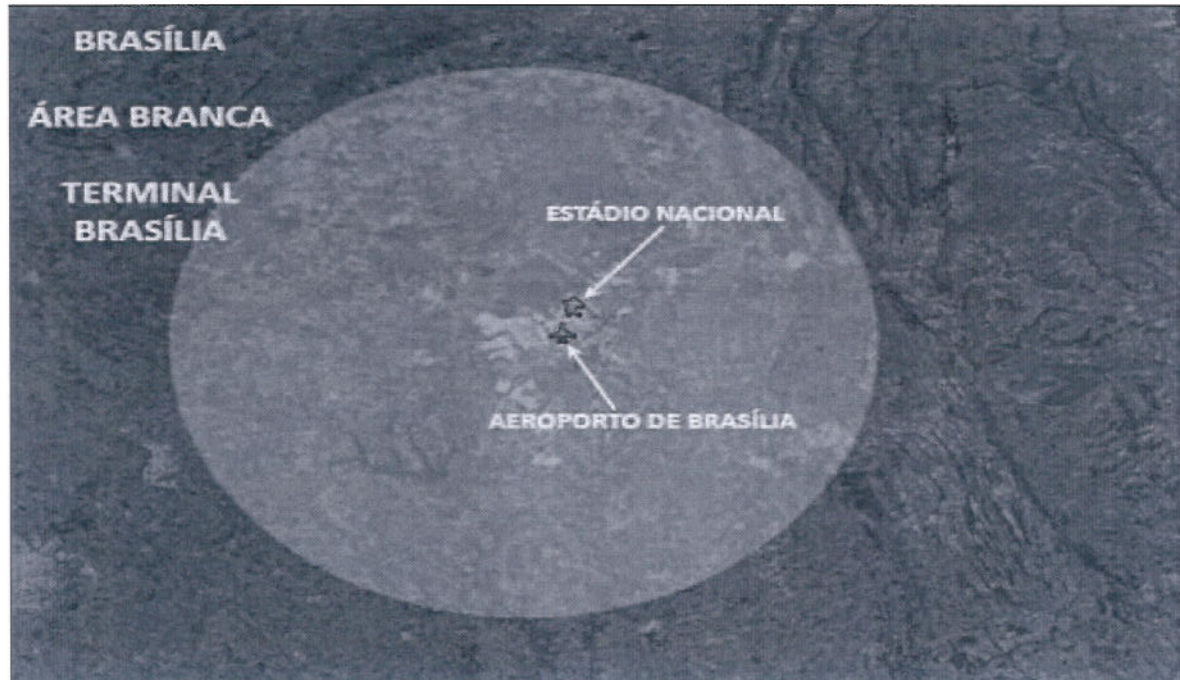
- a) Prohibited landing on any runways of Pampulha Airport, and
- b) Authorized takeoff operations from runway 13 of Pampulha Airport, with no turn towards the Stadium side, until leaving the YELLOW area.

AIRCRAFT SPECIAL ROUTES.

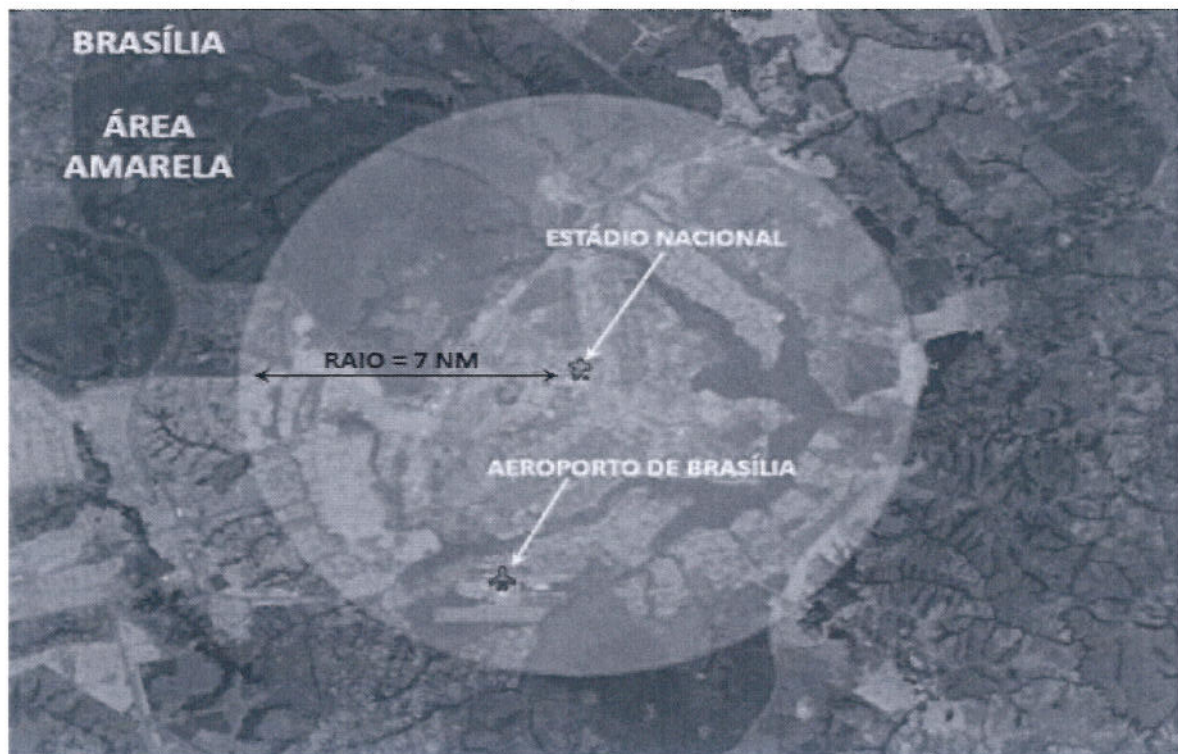
- a) Temporary suspension of REA K, from gate FLORES until JUATUBA position;
- b) Temporary suspension of REA H, from gate NOVA LIMA until ITABIRITO position; and
- c) Temporary suspension of REA SARZEDO.

ANEXO B – BRASÍLIA**ÁREA RESERVADA**

Área denominada BRANCA, definida pelas projeções laterais da TMA Brasília e limites verticais da superfície ao FL 145.

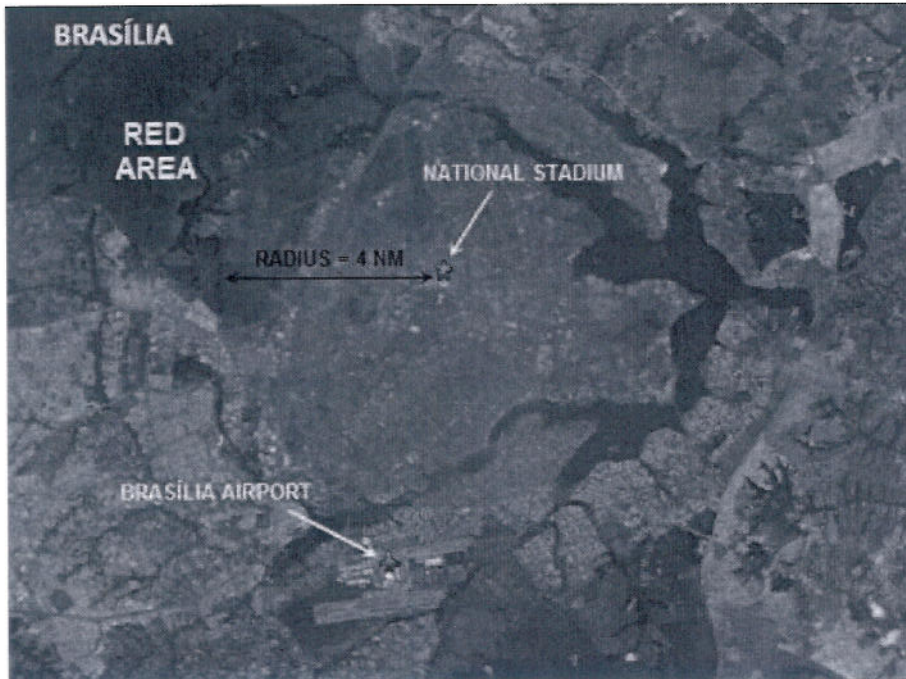
**ÁREA RESTRITA**

Área denominada AMARELA, dentro da área BRANCA, definida como um círculo com centro nas coordenadas $15^{\circ}47'01''S$ $047^{\circ}53'57''W$, com 7 NM de raio e com volume de responsabilidade sobreposto da superfície até o FL 145.



PROHIBITED AREA

Area named RED, inside the YELLOW AREA, defined as a circle centered on the coordinates 15°47'01"S 047°53'57"W, with 4-NM radius and with responsibility volume superposed from the surface up to FL 145.



ACAV AREA

Defined area from FL 210 until FL 240, formed by a polygon with the following geographic coordinates:

- 15° 06' 00" S 049° 17' 00" W;
- 15° 25' 00" S 048° 44' 00" W;
- 16° 30' 00" S 049° 18' 00" W; and
- 16° 12' 00" S 049° 57' 00" W.

AREVO AREA

Defined area from FL 150 until FL 200, formed by a polygon with the following geographic coordinates:

- 15° 06' 00" S 049° 17' 00" W;
- 15° 25' 00" S 048° 44' 00" W;
- 16° 30' 00" S 049° 18' 00" W; and
- 16° 12' 00" S 049° 57' 00" W.

DAYS AND TIMETABLE

- 15/ Jun/2014 (1 p.m. local time) - from 12 noon local time until 4 p.m. local time;
- 19/Jun/2014 (1 p.m. local time) - from 12 noon local time until 4 p.m. local time;
- 23/Jun/2014 (5 p.m. local time) - from 4 p.m. local time until 8 p.m. local time;
- 26/Jun/2014 (1 p.m. local time) - from 12 noon local time until 4 p.m. local time;
- 30/Jun/2014 (1 p.m. local time) - from 12 noon local time until 5 p.m. local time;
- 05/Jul/2014 (1 p.m. local time) - from 12 noon local time until 5 p.m. local time;
- 12/Jul/2014 (5 p.m. local time) - from 4 p.m. local time until 9 p.m. local time.

OPERAÇÕES DE POUÇOS E DECOLAGENS

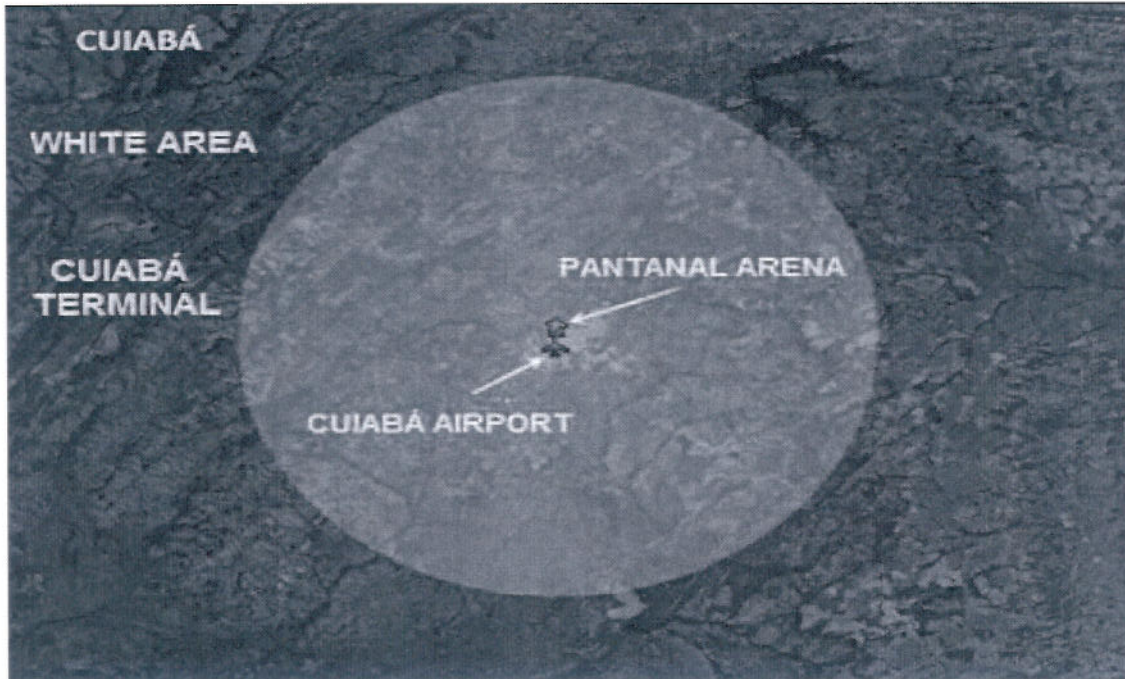
Nos dias e períodos de ativação das áreas restritas, as operações de pouso e decolagem nos aeródromos das cidades-sede poderão sofrer restrições operacionais. Após o término da ativação das áreas, o uso do aeródromo volta a sua normalidade.

Seguem abaixo as restrições operacionais nas operações de pouso e decolagem:

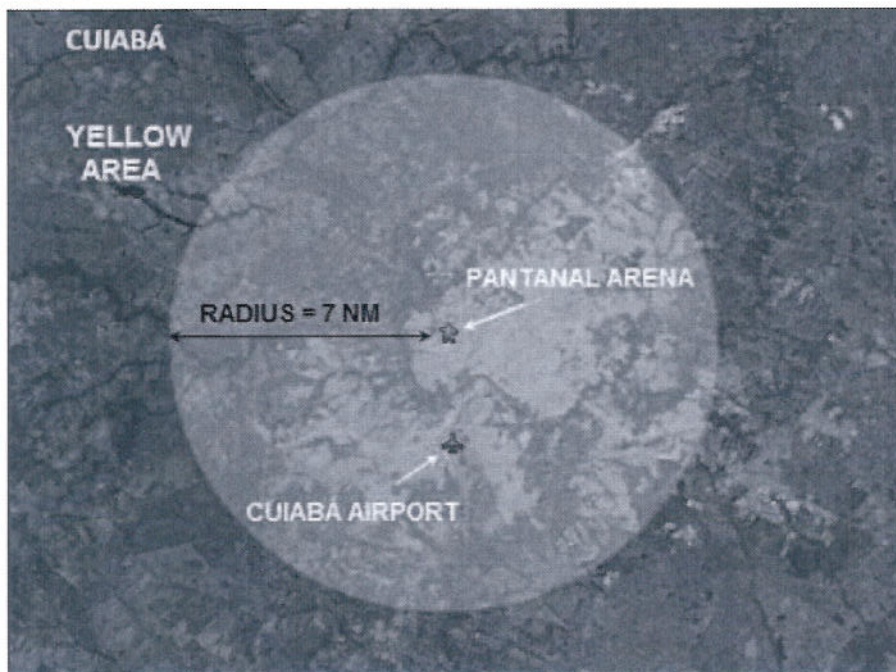
- a) Sem restrições para as operações de pouso e decolagem em todas as pistas Aeroporto Internacional de Brasília.

ATTACHMENT C - CUIABÁ**RESERVED AREA**

Area named WHITE, defined by the lateral projections of Cuiabá TMA and vertical limits from the surface to FL 145.

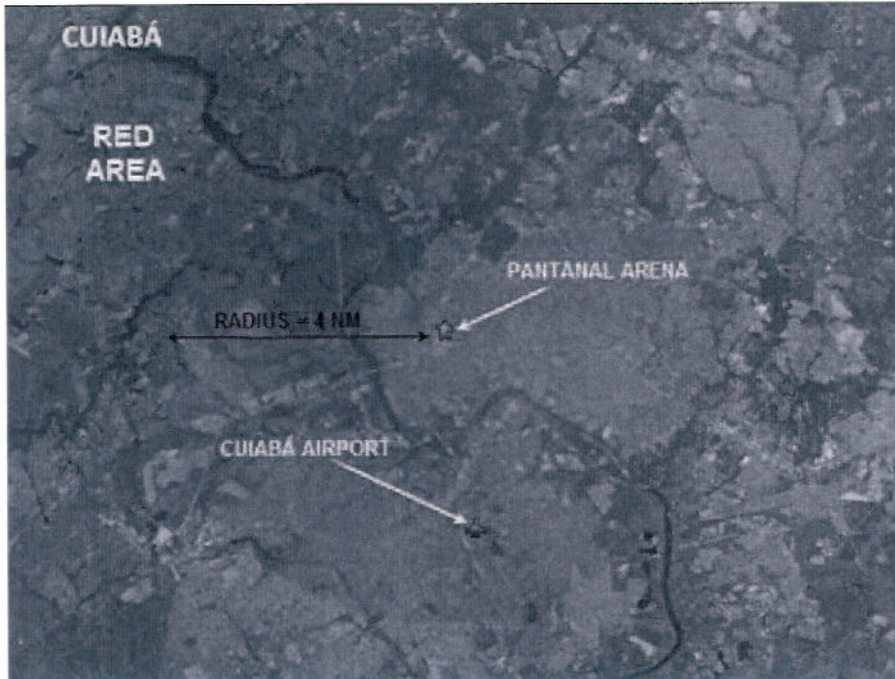
**RESTRICTED AREA**

Area named YELLOW, inside the WHITE area, defined as a circle centered on the coordinates 15°36'11"S 056°07'14"W, with 7-NM radius and with responsibility volume superposed from the surface up to FL 145.



PROHIBITED AREA

Area named RED, inside the YELLOW AREA, defined as a circle centered on the coordinates 15°36'11"S 056°07'14"W, with 4-NM radius and with responsibility volume superposed from the surface up to FL 145.



ACAV AREA

Defined area from FL 210 until FL 240, formed by a polygon with the following geographic coordinates:

- 14° 19' 00" S 055° 39' 00" W;
- 15° 17' 00" S 054° 40' 00" W;
- 15° 42' 00" S 055° 03' 00" W; and
- 14° 45' 00" S 056° 02' 00" W.

AREVO AREA

Defined area from FL 150 until FL 200, formed by a polygon with the following geographic coordinates:

- 14° 19' 00" S 055° 39' 00" W;
- 15° 17' 00" S 054° 40' 00" W;
- 15° 42' 00" S 055° 03' 00" W; and
- 14° 45' 00" S 056° 02' 00" W.

DAYS AND TIMETABLE

- 13/Jun/2014 (6 p.m. local time) - from 5 p.m. local time until 9 p.m. local time;
- 17/Jun/2014 (6 p.m. local time) - from 5 p.m. local time until 9 p.m. local time;
- 21/Jun/2014 (6 p.m. local time) - from 5 p.m. local time until 9 p.m. local time;
- 24/Jun/2014 (4 p.m. local time) - from 3 p.m. local time until 7 p.m. local time.

LANDING AND TAKEOFF OPERATIONS

The landing and takeoff operations at the aerodromes of the host cities may be under operational restriction during the days and period of restrict areas activation. The aerodrome traffic is back to regular operation just after the end of areas activation.

Below are the operational constraints on landing and takeoff operations:

- a) Prohibited landing on all runways of Cuiabá International Airport; and
- b) Authorized takeoff operations from runway 17 of Cuiabá International Airport.