

- **Evening and overnight:** Preventive shutdown of Porto Alegre radar. A non-radar APP-PA was activated at DTCEA-CO (BACO) for simultaneous contingency operation.
- **20:07 local time:** Last aircraft departure (AZU6039) handled by TWR-PA before closure.
- **20:30 local time:** FRAPORT announced the closure of SBPA. No ATC service interruption, as AFIS-CO and APP-PA were already operational at BACO.

Rescue operations continued from SBCO (Canoas Air Base), with APP-PA and AFIS-CO in uninterrupted operation. For safe TMA-PA operations, TWR-PA was deactivated, AFIS-CO was established, and APP-PA was transferred to the PAR office at DTCEA-CO for conventional operations.

AFIS-CO was later deactivated, and TWR-CO services resumed at SBCO. An ATIS was set up on 122.8 MHz, and a CLEARANCE position was opened. An ATCO was assigned for direct insertion of rescue helicopter flight plans, streamlining departures. Apron images from BACO were provided to enhance C² (Command and Control).

6 May 2024:

- AFIS Taquari was installed at the 3rd RCG and became operational on 7 May. Staff included a CTA specialist officer, 28 ATCOs on a 24-hour roster, meteorological personnel, and others. The aim was to provide flight information and alert services in the Taquari FIZ, managing air traffic below TMA (FL040) due to high traffic volume in affected areas.
- Peak of 593 air movements recorded on 9 May.

9–11 May 2024:

- Start of radar site deactivation in Chapecó, with support from 4^o/1^o GCC and BASM using semitrailers, MUNCK trucks, a 7-ton forklift, and a minibus. Teams: 9 from 2^o/1^o GCC, 10 from 4^o/1^o GCC, 4 from BASM.
- Brazilian Army support (São Borja and Santa Maria units) in clearing access to CDAT-SM and transporting MUNCK truck and forklift.

12–13 May 2024:

- FAB 2855 (KC-390) flew SBGL–SBCH–SBCO carrying radar antenna, wiring, BAGL loader, shelters, ECUs, and personnel.

14–16 May 2024:

- Ground transport of remaining Chapecó radar equipment to BACO (~1,036 km) with GSD-CO escort.
- Assembly of TT-12 Tower and TPS B-34M radar at CDAT-CO.

16 May 2024:

- NOTAM issued on TMA-PA resizing, Canoas ATZ, self-coordination sectors, Taquari FIZ, and TWR-CO operational positions.

18–22 May 2024:

- TPS B-34 radar parameterization and adjustment. Radar certified by GEIV and integrated into CINDACTA II system.

June 2024:

- Commercial aviation continued at BACO with 8 daily slots, up to 11 on some days with night flights.
- TWR-CO operating 24h; TWR-PA remains closed. SDOP extended CHTs until Dec 2024; ATCOs scheduled for PAELS in August.
- APP-PA remote radar service (CINDACTA II) operational until 22:00; from 22:00 to 06:30, conventional service provided by DTCEA-CO.

August 2024 (forecast as of 1 August):

- 2nd half: FRAPORT expected to restore low-voltage power for ILS and EMS sites; 63 KVA generator from 2°/1° GCC to provide redundancy.
- 1st half: Antenna and 3 frequency installations in TWR-PA and Operational Block technical room.
- 30 August: Scheduled completion of internal access reform and sanitization of Operational Block by FRAPORT.

From 19 August:

- Integration of TPS-B34 radar (Canoas) and INDRA radar (Caxias do Sul) into SAGITARIO system.

September 2024 (forecast):

- 15 Sept: Completion of internal painting.
- 16 Sept: Operational availability after PAPI installation and inspection (RWY 11) by FRAPORT, ANAC, and GEIV.

October 2024:

- 21 Oct: Resumption of fixed-wing operations at SBPA using displaced threshold RWY 11 with 1,700 m available.
- EMS-3 (tactical/contingency) to be operational.
- RNAV IAC under development for displaced threshold; VOR FIG IACs available on **aisweb** by 28 August, published on 3 October 2024.

December 2024:

- Full operation restored with complete RWY 11/29 and APP-PA sectorized operation.
- GLIDE (ILS component) operational with full runway.
- EMS-1 (RVR and ceilometer) operational after sanitization access to tech room.

March 2025:

- Elevated power center acquisition and installation planned within 200 days post-bidding.

3. **Suggested Actions**

3.1 The Meeting is invited to:

- a) Take note of the progressive approach adopted. DECEA's actions demonstrated the resilience and responsiveness of the Brazilian Airspace Control System (SISCEAB) under extreme calamities;
- b) consider this experience a regional best practice for contingency planning, covering emergency, recovery, and normalization ATS phases;
- c) encourage States to strengthen civil-military cooperation through pre-agreed support frameworks for logistics, technical and human resources during natural disasters affecting air navigation services;
- d) promote investment in mobile and transportable CNS/ATM infrastructure—such as tactical radars, electronic shelters, portable ATIS stations, and contingency communications—to ensure rapid operational recovery;
- e) foster the exchange of lessons learned, methodologies, and best practices through regional mechanisms like GREPECAS, SAM/IG meetings, or ATS contingency working groups;
- f) assess, when appropriate, the interoperability of adjacent FIRs and the potential for mutual assistance in emergency ATS service provision through bilateral or regional agreements; and
- g) promote multinational contingency exercises simulating natural disasters to improve joint readiness and cross-border coordination among SAM States.

— END —