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INTERNATIONAL CIVIL AVIATION ORGANIZATION

FOURTEENTH MEETING ON THE IMPROVEMENT OF AIR TRAFFIC SERVICES OVER THE SOUTH ATLANTIC

Montevideo, Uruguay, 7 to 9 May 2008

(Montevideo, Uruguay, 7 to 9 May 2008)

Agenda Item 1.5: Air traffic management (ATM)

ATS Contingency planning

(Presented by Brazil)

Summary

The objective of this Working Paper is present the Brazilian ATS Contingency Plan (Atlantic FIR - SBAO), in order to give acknowledge to ACC boundary for handling the air traffic services, in the event of no availability of Atlantic ACC.

1.1 Introduction

1.1. The States responsibility to manage the air traffic brings the necessity to establish appropriate and interrelated contingency plans and for the safe and coordinated handling of the airspace during an unexpected failure of one of the ATS centers in the Region.

1.2. The purpose of this working paper is to show Brazilian ATS Contingency Plan and discuss the establishment of these contingency procedures and its safe diffusion.

2. Analysis

2.1 The purpose of the ATM Contingency Plans contained in **Appendix A** to this Working Paper consists in that other facilities and services work when those foreseen in regional Plans of air navigation are interrupted and it is responsibility of the States of instituting the necessary measures dedicated to guarantee safe operations of the international civil aviation.

2.2 These ATM Contingency Plans will contemplate the own activity in each FIR and establish a Regional ATS plan of contingency (intra and inter-regional) considering the main flows of traffic in CAR, SAM and SAT Regions.

3 Conclusions

3.1 By the light of all exposed above, it should be recognized that it is essential to have contingency measures that should be applied in the event of partial or total interruption of the air traffic services and support services so that, in those circumstances, the main international routes continue available.

4 Suggested action

4.1 The Meeting is invited to take note of the contained in Appendix A to this Working Paper and consider that with an additional effort, Brazil, Angola, South Africa and Senegal establish necessary coordination in order to harmonizing the plans of contingency that can be used, when the circumstances so require it.

4.2 To introduce the Contingency Plan in each letter of agreement in order to facilitate the actions in case of contingency.

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AIP SUPPLEMENT

SUP A113/07

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ENR

A113 - AIP-BRASIL – NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIR

ENR 3.5 ITEM 11 ADD: (11 - NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIR) AS DESCRIBED IN ANNEX. SEE ANNEX.

DURATION: FROM 14 FEB 08 0300 / PERMANENT.

REFERENCE: AIP-BRASIL ENR 3.5-10 ITEM 11.

11. NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIR'S

11.1. INTRODUCTION

11.1.1. The current Contingency Plan was drawn up based on the guidelines as contained in the Annex 11, Appendix D and in the Air Traffic Services Planning Manual, approved by the ICAO Council, (Doc. 9426, Part II, Section I, Chapter 1, paragraph 1.3).

11.2. PURPOSE

11.2.1. The purpose of this Contingency Plan is to establish procedures for admittance, overflying, landings and take-offs of aircraft flying to or coming from international/national FIRs in the event of a **partial or total** interruption in the air traffic services, aiming at keeping the safe and orderly movement of air navigation.

11.2.2. The procedures relating to a partial interruption, event in which it is considered, at least, the provision of Flight Information and Alerting Services, foresee the establishment of contingency routes among specific terminal control areas and adjacent FIRs, used by Aircraft that intend to land on the aerodromes located at the FIR(s) in contingency. Aircraft which intend just to overfly the contingent FIR shall use the routes set forth in Brazil's AIP and included in the Route (ERC) and Planning Charts (FPC).

11.2.3. The procedures relating to a total interruption, event in which no ATS services are provided whatsoever, foresee the establishment of contingency routes between Brazil's FIRs and among these and adjacent FIRs, besides pre-established flight levels and minimum longitudinal separation.

11.2.4. Due to peculiary characteristics for effect of application of this Plan, Recife and Atlantic FIR shall be considered as a unique FIR.

11.2.5. The effective application of the procedures at issue assumes the existence of close coordination on the part of the CGNA, the ACCs in charge of the adjacente FIR's to the FIR in contingency, as well as the users of the airspace mentioned.

11.3. APPLICABLE REGULATION AND PROCEDURES

11.3.1. The FIRs directly affected by the procedures at issue are:
Amazonian/Brazil, Atlantic/Brazil, Brasília/Brazil, Curitiba/Brazil, Recife/Brazil, La Paz/Bolivia, Lima/Peru, Resistencia/Argentina, Bogota/Colombia, Maiquetia/Venezuela, Georgetown/Guyana, Paramaribo/Suriname, Rochambeau/French Guyana, Asuncion/Paraguay, Montevideo/Uruguay, Dakar/Senegal, Johannesburg/South Africa and Luanda/Angola.

11.3.2. This Contingency Plan does not have the objective of establishing procedures which comprise all degradation possibilities since they are countless. In fact, it aims at defining general principles for the establishment of contingency measures that may be applied in the event of predictable or non-predictable occurrences that, somehow, can affect the air traffic services provision within the considered FIRs.

11.3.3. To assure the application of the operational procedures set forth in this document is performed in a safe and orderly way, the following principles are established:

11.3.3.1. The ATM National Contingency Organ, designated by the Brazil Administration (Department of Airspace Control - DECEA) to activate, manage, monitorate and coordinate the actions resulting from the application of the Contingency Plan is:

Denomination: Air Navigation Management Center (CGNA)
Contact: Decision and Coordination Cell (DCC) – National Management
Telephones: 55 21 21 2101-6449; 55 21 21 2101-6409; REDDIG: 3058
Fax: 55 21 21 2101-6504
E-mail: genac@cgna.gov.br

11.3.3.2. Contact and AFTN Address of the Brazilian's ACC:

ACC	TELEPHONES	REDDIG	AFTN
BRASÍLIA	55 61 3364-8404 55 61 3365-5215 55 61 9166-9716	3031 3032 3033 3041	SBBSSQZX
CURITIBA	55 41 3356-3475 55 41 3251-5310 55 41 3251-5342	3060	SBCWSQZX
RECIFE	55 81 3462-2742 55 81 2129-8388 55 81 3462-4297	3860	SBREZQZX/SBREZRZX
AMAZONIC	559236525318 559236521401	Belém Region: 3651 / 3661 Manaus Region: 3663 Porto Velho Region: 3665	SBAZSQZX
ATLANTIC	55 81 3462-2742 55 81 2129-8388 55 81 3462-4297	3878 3879	SBAOZQZX

11.3.3.3. In the event of air/ground communications failure, air traffic services will be supported by VHF and HF frequencies, respectively, in each ACC or APP that has received the attribution of providing ATS within a specific portion of the airspace, as contained in current publications, or in any other designated by the central organ.

11.3.3.4.It is due to the Air Navigation Management Center (CGNA):

11.3.3.4.1. Evaluate the situation presented and establish the initial measures, aiming at minimizing the effects of punctual degradations in the Brazilian ACC.

11.3.3.4.2. To cease the entrance into the contingent FIR until the situation be duly evaluated and the Contingency Plan implemented.

11.3.3.4.3. To establish flow control measures for entrance, landing and take-off operations from/to the contingent FIR, aiming at preventing the overload of ACC and APP control sectors.

11.3.3.4.4. To evaluate, depending on the period and complexity of degradation, the need of activating the Contingency Committee, previously designated by the Department of Airspace Control. That Contingency Commission will coordinate the activities during the period of contingency.

11.3.3.4.5. To coordinate contingency situations with sufficient anticipation, or as soon as possible, with the Central Organs in charge of the adjacent FIRs, with the ICAO (SAM Regional Office) and with the representatives of air transportation companies.

11.3.3.4.6. To take the necessary actions to issue the corresponding NOTAM(s), according to the contingency situation. If the event is predictable, the NOTAM will be issued 48 hours in advance, at least.

11.4. PROCEDURES TO BE FOLLOWED PRIOR TO THE ACTIVATION OF THE CONTINGENCY PLAN.

11.4.1 In the event of a total interruption, while the Contingency Plan is not activated, if necessary, aircraft overflying the contingent FIR shall apply the procedures stipulated for air / ground communications failure, set forth in Annex 2 to International Civil Aviation Convention, including the differences published in GEN 1-7, as well as to keep permanent listening watch on the frequency of the flying specific sector and air/air coordination frequency (123.45 MHz) for Broadcast Procedures of Flight Information.

11.5. PLAN ACTIVATION

11.5.1. Issuing of the NOTAM

11.5.1.1. The provisions applicable to the ATS Organs and to the aircraft that take off, land or overfly the Brasílian FIRs due to a partial or total failure on supplying the Air Traffic Services, shall be activated by CGNA, through issuing of specific NOTAM.

11.5.2. Interruption of the Repetitive Flight Plan (RPL)

11.5.2.1. While persisting the contingency situation, the RPL lists are suspended and the users, in all the cases, shall present the corresponding FPL.

11.5.3. Self-transference Procedures

11.5.3.1. When the ATS Organs can not accomplish the air traffic coordinations due to failure of the Fix Service of Communication, the following procedures of sel-transference shall be applied:

11.5.3.1.1. The ATS Organ shall:

a) Inform to the pilot the unavailability of the Fix Service with the receiver ATS organ; and

b) Make available the information and necessary instructions so that the pilot can establish contact with the receiver organ.

11.5.3.1.2. The pilot shall:

a) Try to establish contact with the receiver organ with at least 5 minutes in advance of the estimate (ETO) on the reporting point of transference;

b) To inform ATS unit that he is executing a self-transference; and

c) To transmit the following information: aircraft identification, origin, destination, route, flight level, transponder code, state of RVSM approaval and estimate for the reporting point of self-tranference.

11.5.4. Clearance Limit

11.5.4.1. When the ATS organ can not realize the air traffic coordinations due to the fix web failure of communication, but if they have communication coverage for the Mobile Service, the clearance limit shall be restricted until the control transference point, with the coordination of self-transference accomplished by the pilot.

11.5.5. Provisions Applicable to the ATS Units Involved

a) To transmit, in accordance with the stipulated normal procedures, air traffic messages to the contingent ACC, as well as an estimate (EST) message to the first FIR located right after the contingent FIR;

b) To authorize the entrance of an aircraft into the contingent FIR, in accordance with what is set forth in item 11.6 and 11.7 of this Contingency Plan;

c) To await instructions of the Air Navigation Management Center for adjusting the corresponding contingency measures, up to the moment when the system is back to normality;

d) The coordination among the ATS units engaged shall happen through the ATS coordination circuits or other available means with, at least, 30 minutes in advance to the estimated time over the entry/exit points of the contingent FIR;

e) In the event of a total interruption, to instruct aircraft's pilots-in-command to keep the last level and airspeed adopted while overflying the contingent FIR; and

f) To observe that aircraft shall be leveled in accordance with what is set forth in this Plan, at least, 10 minutes before moving into the contingent FIR; and to instruct aircraft to communicate with adjacent ATS units at least 5 minutes in advance to the estimated time of entrance into the subsequent FIRs.

g) To instruct aircraft in order to try communication with the adjacent ATS organs with, at least 5 minutes in advance to the estimated time of entrance into the subsequent FIRs;

h) To observe that, in case of a total or partial interruption on the provision of the air traffic service, the entrance into FIR in contingency shall be suspended until the situation be duly evaluated and the Contingency Plan implemented by CGNA, the Central Organ; and

i) Observe that, during the activation of the Contingency Plan, flights of non-approved in the RVSM airspace aircraft shall not be allowed, with any exceptions.

11.5.6. Provisions Applicable to the Aircraft

11.5.6.1. Aircraft that overfly Brazilian FIRs and those coming from / going to the Terminal Control Areas included in this Plan shall adhere to the following:

a) Only IFR flights which are carrying out regular air transportation, either national or international, humanitarian flights, search and rescue flights and State aircraft will be authorized. The others kinds of flights shall make previous coordination and acquire CGNA specific authorization;

b) During the activation of this Plan, only RVSM approved aircraft shall fly between FL290 and FL410;

c) In the event of a total interruption, to fly straight in the axis contingency designed route or the nearest as possible;

d) In the event of a partial interruption, keep permanent listening watch on VHF or HF frequency corresponding to the sector that overflies or other designated, as well as on TIBA frequency (123.45 MHZ) and report any climbing or descent maneuver that circumstances may demand.

The message shall contain the following items: aircraft information, position, abandoned level, crossing level and any other relevant information;

e) Keep navigation and anti-collision lights permanently turned on while operating within the contingent FIR;

f) Keep the transponder ON and set on code 2000, in case no other SSR code has been previously assigned;

g) It is mandatory to have ACAS equipped to fly in the upper airspace;

h) To make the necessary coordination with other aircraft, using the corresponding ATC frequencies and the TIBA frequency (123.45 MHz); and

i) The FPL shall be fulfilled in accordance with the legislation in force.

11.6. SPECIFIC PROVISIONS APPLICABLE IN THE EVENT OF A PARTIAL INTERRUPTION ON THE PROVISION OF THE AIR TRAFFIC SERVICES IN THE BRASILIAN'S FIR

During the application of this Contingency Plan, refering to a **partial interruption**, it shall be observed the following:

a) The ATS routes will be reclassified as airspace class G and only Flight Information and Alerting Services will be provided;

b) All ATS routes of lower airspace will have their FL minimum altered to FL 160;

c) Aircraft that will land at and/or take off from aerodromes located in the TMAs specified below can fly under IFR only, applying the list of flight levels set forth in Appendix 3 of ICAO's Annex 2 and shall, mandatorily, use the ATS routes included in the subsequent items;

d) Flights whose origin and/or destination different from the places described in items 9.1, 9.2, 9.3 and 9.4 will be performed only under the VFR flight rules and below FL145, inclusive, and the pilot-in-command will have the responsibility to provide his own separation. For those aircraft, ATS services will not be provided at the contingent FIRs, being prevented the presentation of AFIL flight plan, via phone, to the ACC in contingency.

e) For the condition stated in the previous item, in case there is an ATS organ at the destination aerodrome, located in the contingent FIR, the pilot-in-command shall inform his traffic, at least, five minutes in advance to his entrance into the airspace under an ATS organ jurisdiction.

f) Aircraft that will just overfly the contingent FIR shall use the upper airspace routes published in the AIP Brazil, as contained in the Enroute Charts (ERC) and Flight Planning Chart (FPC), in accordance with the instructions given by the ATS units which are providing Flight Information (FIS) and Alerting Services;

g) All flights shall be performed keeping listening watch of the TIBA frequency (123.45 Mhz); and

h) To the aircraft that will take off or land the FIR in contingency, shall be observed the subsequent paragraphs for each FIR; and

i) The application of the Contingency Plan assumes the provision of, at least, flight information and alerting services at the TMA shown below.

11.6.1. Brasília FIR

If it is possible, during the contingency, to provide Flight Information (FIS) and Alerting Services and, still, to provide, at least, Flight Information (FIS) and Alerting Service in the TMAs directly engaged in the flight progress, that serve the airports of Brasília (SBBR), Goiânia (SBGO), Confins (SBCF), Vitória

(SBVT), Galeão (SBGL), Guarulhos (SBGR) and Cuiabá (SBCY), it will be used a simplified system, composed of the ATS routes network of Brasília FIR, interconnecting those TMAs and connecting them to the Amazonic, Atlantic, Curitiba, Recife and La Paz FIRs or vice-versa, according to the following: (See Croquis 1 for upper airspace or Croquis 2 for lower airspace)

11.6.1.1. Aircraft coming from Brasília Terminal Area, flying to Recife/Atlantic FIR.
They will use the following routes:
UW43 (MAX FL 250 TIL PELTA); UW10 (MNM FL 250 AT ORATE); W2; W10.

11.6.1.2. Aircraft coming from Recife/Atlantic FIR, flying to Brasília Terminal Area.
They will use the following routes:
UZ27(MNM FL 280 AT FLASH); UZ17(FL 260 AT BLUES); W2; W10.

11.6.1.3. Aircraft coming from Brasília Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UZ6(MNM FL 260 AT NABOL); UW6(MAX FL 280 TIL BRAZE); UW10 (FL 280 VOR GOI/ITAMA SEGMENT); G678; W10; G449.

11.6.1.4. Aircraft coming from Amazonic FIR, flying to Brasília Terminal Area.
They will use the following routes:
UA317(MNM FL 250 AT PAPES); UW6(MNM FL 290 AT BRAZE); UW10(FL 310 ITAMA/VOR GOI SEGMENT); G678; W10; G449.

11.6.1.5. Aircraft coming from Brasília Terminal Area, flying to Curitiba FIR..
They will use the following routes:
UW6(MAX FL 260 AT PAGUE);UW10 GOI UW29 (FL 280); G449 PCL W1 CTB.

11.6.1.6. Aircraft coming from Curitiba FIR, flying to Brasília Terminal Area.
They will use the following routes:
UW6(MNM FL 270 AT PAGUE);UB688/UB695 (MAX FL290); G449 PCL W2.

11.6.1.7. Aircraft coming from Brasília Terminal Area, flying to La Paz FIR.
They will use the following routes:
UW10 VOR CIA UB652 NDB SMT MAX FL280; W10 VOR CIA B652 NDB SMT.

11.6.1.8. Aircraft coming from La Paz FIR, flying to Brasília Terminal Area.
They will use the following routes:
UB652 VOR CIA UW10 FL290; B652 VOR CIA W10.

11.6.1.9. Aircraft coming from Rio de Janeiro Terminal Area, flying to Brasília FIR.
They will use the following routes:
a) UL327 VORVTR FL 250; UZ1 ESMAP (MNM FL 270; MAX FL300); UZ10 (MNM FL270; MAX FL300) ESLUN; W6 VORVTR, G677; B691 VOR CNF W8.
b) UA312(MNM FL 270, MAX FL300) ERUKA; W50.

11.6.1.10. Aircraft coming from Brasília FIR, flying to Rio de Janeiro Terminal Área.
They will use the following routes:
UL330 FL 300 VTR UW50 FL 280; G677; W8.
a)VOR VTR UW50 FL 280; G677; W8.
b) ESMAP UZ1 FL280.
c) UA317(MNM FL 270, MAX FL300); W49.

11.6.1.11. Aircraft coming from São Paulo Terminal Area, flying to Recife/Atlantic FIR.
They will use the following routes:

a) UN866(MNM FL310 AT SORAI);

b) UW62(FL270)NDB NOA DCT VOR PCX UL327(MAX FL270 TIL VOR VTR), AFTER:
b1) UL330(MAX FL270 ATÉ POLVO); ou
b2) UL206 (MAX FL 290 ATÉ CALVO).

c) UW62 NDB NOA DCT VOR PCX (FL270) UL340(FL310); UW62 NDB NOA DCT VOR PCX DCT VOR ADA (FL270) DCT CIDER (FL330)UL224;

d) UW62 NDB NOA DCT VOR PCX (FL270) UZ1 OU UZ10 (MNM FL270, MAX FL310); or

e) W45 CNF W8 or W1.

11.6.1.12. Aircraft coming from Recife/Atlantic FIR, flying to São Paulo Terminal Area.
They will use the following routes:

a) TO SBSP: UZ14 FL310 FALSE DCT BELIA(MNM FL310) DCT PERES(MNM FL 310) DCT SULCO;

b) TO SBGR: UZ14 FL310 FALSE DCT BELIA(MNM FL310) DCT PERES(MNM FL 310) DCT TRIGO;

c) UN741 PSN(MNM FL 310) UW1

d) UL330(FL300) VTR UW50(FL280); UL340 EKALO(FL260)DCT ADA UW50(FL280); UL224 (FL280)MRC UW50(FL280); or

e) W1; W2 BRSVOR G449 PCL NDB W1.

11.6.1.13. Aircraft coming from São Paulo Terminal Area, flying to Amazonic FIR.
They will use the following routes:

a) UW45 BRU (FIR-CW) UW53(MNMFL300 TIL TONEL; MNM FL320 TIL GENAN, MNM FL360 TIL VOR BAG UW9 FL 360 TIL RONIL); or

b) W2 VOR BRS G678; W2 VOR BRS G449.

11.6.1.14. Aircraft coming from Amazonic FIR, flying to São Paulo Terminal Area.
They will use the following routes:

a) UW9(MNM FL330; MAX FL350);

b) W10 VOR GOI W24 NDB URB G449 NDB PCL W1; or

c) G678 VOR BRS G449 NDB PCL W1; G449 NDB PCL W1.

11.6.1.15. Aircraft coming from Belo Horizonte Terminal Area, flying to Recife/Atlantic FIR.
They will use the following routes:

UW13 FL250; UW58 FL250; W1; W45.

11.6.1.16. Aircraft coming from Recife/Atlantic FIR, flying to Belo Horizonte Terminal Area.
They will use the following routes:

UW13 FL280; UW58 FL260; W8; W1; W45.

11.6.1.17. Aircraft coming from Amazonic FIR, flying to Belo Horizonte Terminal Area.
They will use the following routes:

UA317 VOR BRS UW11 FL370; UB680 FL370; G678.

11.6.1.18. Aircraft coming from Belo Horizonte Terminal Area, flying to Amazonic FIR.
They will use the following routes:

UZ13 FL360; UW12 VOR BRS UZ6 FL280; G678.

11.6.1.19. Aircraft coming from Amazonic FIR flying to Cuiabá Terminal Area.
They will use the following routes:

UW10 FL310; UW28 FL280; W47; W10.

11.6.1.20. Aircraft coming from Cuiabá Terminal Area, flying to Amazonic FIR.
They will use the following routes:

UW10 FL260; UW28 FL250; W47; W10.

11.6.1.21. Aircraft coming from Curitiba FIR, flying to CuiabáTerminal Area .
They will use the following routes:

UW28 FL260; W47.

11.6.1.22. Aircraft coming from CuiabáTerminal Area, flying to Curitiba FIR.
They will use the following routes:

UW28 FL250; W47.

11.6.1.23. Aircraft coming from FIR Recife/Atlântico, flying to Cuiabá Terminal Area.
They will use the following routes:

UW10 FL280; W10.

11.6.1.24. Aircraft coming from Cuiabá Terminal Area, flying to Recife/Atlântico FIR.
They will use the following routes:

UW10 FL250; W10.

11.6.1.25. Aircraft coming from Brasília Terminal Área, flying to Belo Horizonte Terminal Área.
They will use the following routes:

UW11(MAX FL250); G678.

11.6.1.26. Aircraft coming from Belo Horizonte Terminal Área flying to Brasília Terminal Area.
They will use the following routes:

UW12(MAX FL260); G678

11.6.1.27. Aircraft coming from Brasília Terminal Area, flying to Rio Terminal Area.
They will use the following routes:

UA317(MNM FL270; MAX FL300); W49

11.6.1.28. Aircraft coming from Rio Terminal Area, flying to Brasília Terminal Area.
They will use the following routes:

UA312 (MNM FL270; MAX FL300)PROVE UW12(MAX FL260); W50.

11.6.1.29. Aircraft coming from Brasília Terminal Area, flying to São Paulo Terminal Area.
They will use the following routes:

UW1 FL280;W2 NDB PCL W1.

11.6.1.30. Aircraft coming from São Paulo Terminal Area, flying to Brasília Terminal Area.
They will use the following routes:

UW2(MAX FL250 NDB PCL, APÓS MAX FL290); W2; W2.

11.6.1.31. Aircraft coming from Brasília Terminal Area, flying to Cuiabá Terminal Area.
They will use the following routes:

UW10 FL280; W10.

11.6.1.32. Aircraft coming from Cuiabá Terminal Area, flying to Brasília Terminal Area.
They will use the following routes:

UW10 FL250; W10.

11.6.1.33. Aircraft coming from Belo Horizonte Terminal Area, flying to Vitória Terminal Area.
They will use the following routes:

W11(MAX FL230)

11.6.1.34. Aircraft coming from Vitória Terminal Area, flying to Belo Horizonte Terminal Area.
They will use the following routes:

W11(MAX FL240).

11.6.1.35. Aircraft coming from Vitória Terminal Area, flying to Brasília Terminal Area.
They will use the following routes:

UW12 FL280; W11 VOR CNF G678.

11.6.1.36. Aircraft coming from Brasília Terminal Area, flying to Vitória Terminal Area.
They will use the following routes:
UW11 VOR BHZ UZ 16 MADAM UW12 FL250; G678 VOR CNF W11.

11.6.1.37. Aircraft coming from Belo Horizonte Terminal Area, flying to São Paulo Terminal Area.
They will use the following routes:
UW58 FL260; W1.

11.6.1.38. Aircraft coming from São Paulo Terminal Area, flying to Belo Horizonte Terminal Area.
They will use the following routes:
UW13 FL250; W45.

11.6.2 Curitiba FIR

If it is possible, during the contingency, to provide Flight Information (FIS) and Alerting Services and, still, to provide, at least, Flight Information (FIS) and Alerting Service in the TMAs directly engaged in the flight progress, that serve the Airports of Curitiba (SBCT), Porto Alegre (SBPA), Florianopolis (SBFL), Campo Grande (SBCG) and Guarulhos (SBGR), it will be used a simplified system, composed of the ATS routes pertaining to the routes network structure of Curitiba FIR, connecting it to the Recife/Atlantic, Brasília, Asuncion, La Paz, Montevideo and Resistencia FIRs, or vice-versa, according to the following: (See Croquis 3 for upper airspace or Croquis 4 for lower airspace)

11.6.2.1 Aircraft coming from Assunção FIR, flying to Curitiba Terminal Area.
They will use the following routes:
GAXAS UM548 FL 250; VOR FOZ A431.

11.6.2.2 Aircraft coming from Curitiba Terminal Area, flying to Assunção FIR.
They will use the following routes:
UW8 VOR FOZ FL 260; A431 VOR FOZ.

11.6.2.3 Aircraft coming from Assunção FIR, flying to Porto Alegre Terminal Area.
They will use the following routes:
GEBUN UR563 FL250; GEBUN R563 FL260.

11.6.2.4 Aircraft coming from Porto Alegre Terminal Area, flying to Assunção FIR.
They will use the following routes:
UR563 GEBUN FL260; R563 GEBUN.

11 6.2.5 Aircraft coming from Assunção FIR, flying to Florianópolis Terminal Aera.
They will use the following routes:
GAXAS UM548 VOR CTB UW19 FL250; VOR FOZ A431 VOR CTB W48.

11.6.2.6 Aircraft coming from Florianópolis Terminal area, flying to Assunção FIR.
They will use the following routes:
UW19 VOR CTB UW8 VOR FOZ FL260; W48 VOR CTB A431 VOR FOZ.

11.6.2.7 Aircraft coming from Assunção FIR, flying to Campo Grande Terminal Area.
They will use the following routes:
AKSUL UM544 FL250; TEDAS UB554 FL270; NDB PTP A430.

11.6.2.8 Aircraft coming from Campo Grande Terminal Area, flying to Assunção FIR.
They will use the following routes:
UM544 AKSUL FL260; UB554 TEDAS FL280; A430 NDB PTP.

11.6.2.9 Aircraft coming fromSão Paulo Terminal Area, flying to Assunção FIR.
They will use the following routes:
UL301 BOLIR FL300; G449 VOR CTB A431 VOR FOZ; A428 VOR LON A428 GEMAS

11.6.2.10 Aircraft coming from Assunção FIR, flying to São Paulo Terminal Area.
They will use the following routes:
GAXAS UM548 VOR CTB UW61 FL250; VOR FOZ A431 VOR CTB G678.

11.6.2.11 Aircraft coming from Resistência FIR, flying to Curitiba Terminal Area.
They will use the following routes:
VOR FOZ UW8 FL270; VOR FOZ A431.

11.6.2.12 Aircraft coming from Curitiba Terminal Area, flying to Resistência FIR.
Utilizarão as seguintes rotas
UW8 ILBEK UL310 GEBUN FL260; A431 VOR FOZ.

11.6.2.13 Aircraft coming from Resistência FIR, flying to São Paulo Terminal Area.
They will use the following routes:
LODUR UM400 NDB PNG UW61 FL270; VOR FOZ A431 VOR CTB G678.

11.6.2.14 Aircraft coming from São Paulo Terminal Area., flying to Resistência FIR.
They will use the following routes:
UL310 GEBUN FL280; G449 VOR CTB A431 VOR FOZ; A428 VOR LON W13 VOR FOZ.

11.6.2.15 Aircraft coming from Montevidéu FIR, flying to Curitiba Terminal Area..
They will use the following routes:
AKPOD UM540 VOR POR UW6 FL290; AKNEN UM671 VOR CXS UW6 FL330; UGURA A309 VOR POR G449.

11.6.2.16 Aircraft coming from Curitiba Terminal Area, flying to Montevidéu FIR.
They will use the following routes:
UA310 VOR MLO FL300; UA310 ASDEK UM788 VOR BGE UA314 ISALA FL300; G449 VOR POR A309 VOR PTS A305 UGELO

11.6.2.17 Aircraft coming from Montevidéu FIR, flying to Porto Alegre Terminal Area.
They will use the following routes:
AKPOD UM540 FL250; OGRUN UA308 FL270; UGURA A309.

11.6.2.18 Aircraft coming from Porto Alegre Terminal Area., flying to Montevidéu FIR.
They will use the following routes:
UA308 OGRUN FL280; UA314 ISALA FL300; A309 VOR PTS A305 UGELO.

11.6.2.19 Aircraft coming from Montevidéu FIR, flying to Florianópolis Terminal Area..
They will use the following routes:
AKPOD UM540 VOR POR UA314 FL310; OGRUN UA308 VOR POR UA314 FL290; UGURA A309 VOR POR G677

11.6.2.20 Aircraft coming from Florianópolis Terminal Area., flying to Montevidéu FIR.
They will use the following routes:
UA314 VOR POR UA308 OGRUN FL300; UA314 ISALA FL320; G677 VOR POR A309 VOR PTS A305 UGELO

11.6.2.21 Aircraft coming from Montevidéu FIR flying to São Paulo Terminal Area.
They will use the following routes:
AKNEN UM671 FL350; UGURA A309 VOR POR G677 VOR FNP W45.

11.6.2.22 Aircraft coming from São Paulo Terminal Area, flying to Montevidéu FIR.
They will use the following routes:
UM788 VOR BGE UA314 ISALA FL340; UM792 AKNEN FL340; G449 VOR POR A309 VOR PTS A305 UGELO; G449 VOR POR A314 ISALA.

11.6.2.23 Aircraft coming from La Paz FIR, flying to Campo Grande Terminal Area.
They will use the following routes:
VOR CUB UW62 FL270; VOR CUB A304.

11.6.2.24 Aircraft coming from Campo Grande Terminal Area, flying to La Paz FIR.
They will use the following routes:
UW62 VOR CUB FL260; A304 VOR CUB.

11.6.2.25 Aircraft coming from La Paz FIR, flying to São Paulo Terminal Area.
They will use the following routes:
VOR CUB UW62 VOR CGR UW52 FL270; VOR CUB A304.

11.6.2.26 Aircraft coming from São Paulo Terminal Area, flying to La Paz FIR.
They will use the following routes:
UW50 VOR CGR UW62 VOR CUB FL280; W51 NDB BRU A304 VOR CUB.

11. 6.2.27 Aircraft coming from Porto Alegre Terminal Area, flying to Florianópolis Terminal Area.
They will use the following routes:
UA314 FL250; G677.

11. 6.2.28 Aircraft coming from Florianópolis Terminal Area, flying to Porto Alegre Terminal Area.
They will use the following routes:
UW19 FL260; G677.

11.6.2.29 Aircraft coming from Florianópolis Terminal Area, flying to Curitiba Terminal Area.
They will use the following routes:
UW19 FL250; W48.

11.6.2.30 Aircraft coming from Curitiba Terminal Area, flying to Florianópolis Terminal Area.
They will use the following routes:
UW19 FL260; W48.

11.6.2.31 Aircraft coming from Porto Alegre Terminal Area., flying to Curitiba Terminal Area..
They will use the following routes:
UW6 FL270; G449.

11.6.2.32 Aircraft coming from Curitiba Terminal Area, flying to Porto Alegre Terminal Area.
They will use the following routes:
UW24 FL260; G449.

11.6.2.33 Aircraft coming from Curitiba Terminal Area, flying to São Paulo Terminal Area.
They will use the following routes:
UW47 VOR RDEFL270; UW61 NDB SAT FL250; G678.

11.6.2.34 Aircraft coming from São Paulo Terminal Area, flying to Curitiba Terminal Area.
They will use the following routes:
UW24 FL260; UA310 FL280; G449; W1.

11.6.2.35 Aircraft coming from Florianópolis Terminal Area, flying to São Paulo Terminal Area.
They will use the following routes:
UW21 FL 270; UW25 FL290; W45.

11.6.2.36 Aircraft coming from São Paulo Terminal Area, flying to Florianópolis Terminal Area.
They will use the following routes:
UM788 DELAY UW19 FL300; UA310 VOR CTB UW19 FL320; W45.

11.6.2.37 Aircraft coming from Foz Terminal Area, flying to Curitiba Terminal Area.
They will use the following routes:
UM548 FL250; A431.

11.6.2.38 Aircraft coming from Curitiba Terminal Area., flying to oz Terminal Area.
They will use the following routes:
UW8 FL260; A431.

11.6.2.39 Aircraft coming from Campo Grande Terminal Area, flying to São Paulo Terminal Area.
They will use the following routes:
UZ22 FL270; A304.

11.6.2.40 Aircraft coming from São Paulo Terminal Area, flying to Campo Grande Terminal Area.
They will use the following routes:
UW50 FL280; W51 NDB BRU W7.

11.6.2.41 Aircraft coming from Rio de Janeiro Terminal Área, flying to Recife/Atlântico FIR.
They will use the following routes:
UL224 CIDER FL 270; UL340 EKALO FL 250.

11.6.2.42 Aircraft coming from Recife/Atlântico FIR, flying to Rio de Janeiro Terminal Area.
They will use the following routes:
UL340 FL 260 EKALO DCT ADA; CIDER UL224 FL 280.

11.6.2.43 Aircraft coming from Rio de Janeiro Terminal Area, flying to Curitiba Terminal Area.
They will use the following routes:
UW50(MAX FL280) VOR RDE DCT NIGBA UW24 FL280; G678.

11.6.2.44 Aircraft coming from Curitiba Terminal Area, flying to Rio de Janeiro Terminal Area.
They will use the following routes:
UW 47 NEGUS UW25 VOR BCO UW62 (MAX FL270); W53.

11.6.2.45 Aircraft coming from Rio de Janeiro Terminal Area, flying to Florianópolis Terminal Área.
They will use the following routes:
UA314 FL280; G677.

11.6.2.46 Aircraft coming from Florianópolis Terminal Área, flying to Área Rio de Janeiro Terminal Area
They will use the following routes:
UA314 FL270; G677.

11.6.2.47 Aircraft coming from Rio de Janeiro Terminal Area, flying to Porto Alegre Terminal Area.
They will use the following routes:
UN857 FL300; G677.

11.6.2.48 Aircraft coming from Porto Alegre Terminal Area, flying to Rio de Janeiro Terminal Area.
They will use the following routes:
UN857 FL290; G677.

11.6.2.49 Aircraft coming from Belo Horizonte Terminal Area, flying to Curitiba Terminal Area.
They will use the following routes:
UW58 VOR SCB UA310 FL260; W1.

11.6.2.50 Aircraft coming from Curitiba Terminal Area, flying to Belo Horizonte Terminal Area.
They will use the following routes:
UW47 VOR RDE DCT VOR BCO UW13 FL250; G678 VOR RDE DCT VOR BGC W45.

11.6.2.51 Aircraft coming from Vitória Terminal Area flying to São Paulo Terminal Area.
They will use the following routes:
UW50 FL280; G677 VOR MRC G678; G677 VOR MRC W54.

11.6.2.52 Aircraft coming from São Paulo Terminal Area flying to Vitória Terminal Area.
They will use the following routes:
UW63 VOR PCX UL327 FL250; W52 NDB NOA DCT VOR PCX W6; W53 VOR SCR DCT VOR PCX W6.

11.6.2.53 Aircraft coming from Vitória Terminal Area flying to Rio Terminal Area.
They will use the following routes:
UW50 FL260; G677.

11.6.2.54 Aircraft coming from Rio Terminal Area flying to Vitória Terminal Área.
They will use the following routes:
UL327 FL250; W6.

11.6.2.55 Aircraft coming from Belo Horizonte Terminal Area flying to Rio Terminal Area.
They will use the following routes:
UW5 FL260; UB680 FL250; G678.

11.6.2.56 Aircraft coming from Rio Terminal Area flying to Belo Horizonte Terminal Area.
They will use the following routes:
UW11 MAX FL270; B691.

11.6.3 Amazonic FIR

If it is possible, during the contingency, to provide Flight Information (FIS) and Alerting Services and, still, to provide, at least, Flight Information (FIS) and Alerting Service in the TMAs directly engaged in the flight progress, that serve the Airports of Eduardo Gomes (SBEG), Porto Velho (SBPV), Boa Vista (SBBV), Rio Branco (SBRB), Belém (SBBE), Macapá (SBMQ) and Santarém (SBSN), it will be used a simplified system composed of ATS routes pertaining to the routes network structure of Amazonic FIR, connecting it to Bogota, Georgetown, La Paz, Lima, Maiquetia, Paramaribo and Rochambeau FIRs, or vice-versa, according to the following (See Croquis 5 for upper airspace or Croquis 6 for lower airspace):

11.6.3.1 Aircraft coming from Maiquetia FIR, flying to Manaus Terminal Area.
They will use the following routes:
PAKON UA300 FL310; VOR LDP G678.

11.6.3.2 Aircraft coming from Manaus Terminal Area, flying to Maiquetia FIR.
They will use the following routes
UA300 PAKON FL300; G678 VOR LDP.

11.6.3.3 Aircraft coming from Georgetown FIR, flying to Manaus Terminal Area.
They will use the following routes:
GEMOL UB681 VOR BVI UA300 FL330; GEMOL B681 VOR BVI G678.

11.6.3.4 Aircraft coming from Manaus Terminal Area, flying to Georgetown FIR.
They will use the following routes:
UA300 VOR BVI UB681 GEMOL FL320; G678 VOR BVI B681 GEMOL.

11.6.3.5 Aircraft flying coming from Bogota FIR, to Manaus Terminal Area.
They will use the following routes:
BRACO UA323 FL310; VOR YAU W12.

11.6.3.6 Aircraft coming from Manaus Terminal Area, flying to Bogota FIR.
They will use the following routes:
UA323 BRACO FL300; W12 VOR YAU.

11.6.3.7 Aircraft coming from Lima FIR, flying to Manaus Terminal Area.
They will use the following routes:
SELVA UL306 FL 350.

11.6.3.8 Aircraft coming from Manaus Terminal Area, flying to Lima FIR.
They will use the following routes:
UL306 SELVA FL360.

11.6.3.9 Aircraft flying coming from La Paz FIR, flying to Manaus Terminal Area.
They will use the following routes:
ILRES UA316 FL330; GRAFO UL309 VOR RBC UW17 FL310; NDB GJM W3.

11.6.3.10 Aircraft coming from Manaus Terminal Area, flying to La Paz FIR.
They will use the following routes:
UA316 ILRES FL320; UW17 VOR RBC UL309 GRAFO FL300; W3 NDB GJM.

11.6.3.11 Aircraft coming from Maiquetia FIR, flying to Boa Vista Terminal Area.
They will use the following routes:
PAKON UA300 FL250; VOR LDP G678.

11.6.3.12 Aircraft coming from Boa Vista Terminal Area, flying to Maiquetia FIR.
They will use the following routes
UA300 PAKON FL260; G678 VOR LDP.

11.6.3.13 Aircraft coming from Georgetown FIR, flying to Boa Vista Terminal Area.
They will use the following routes:
GEMOL UB681 FL280; GEMOL B681.

11.6.3.14 Aircraft coming from Boa Vista Terminal Area, flying to Georgetown FIR.
They will use the following routes:
GEMOL UB681 FL270; GEMOL B681.

11.6.3.15 Aircraft coming from Paramaribo FIR, flying to Santarém Terminal Area.
They will use the following routes:
ACARI UA312 FL270; NDB TIR W23.

11.6.3.16 Aircraft coming from Santarém Terminal Area, flying to Paramaribo FIR.
They will use the following routes:
UA312 ACARI FL260; W23 NDB TIR.

11.6.3.17 Aircraft coming from Rochambeau FIR, flying to Belém Terminal Area.
They will use the following routes:
VOR NDB OIA FL270 UA555; OTONI UG449 FL290; NDB OIA A555

11.6.3.18 Aircraft coming from Belém Terminal Area, flying to Rochambeau FIR.
They will use the following routes:
UA555 NDB OIA FL260; UG449 OTONI FL280; A555 NDB OIA.

11.6.3.19 Aircraft flying coming from La Paz FIR, to Porto Velho Terminal Area.
They will use the following routes:
GRAFO UL309 VOR RBC UW10 FL250; NDB GJM W3.

11.6.3.20 Aircraft coming from Porto Velho Terminal Area, flying to La Paz FIR.
They will use the following routes:
UW10 VOR RBC UL309 GRAFO FL260; W3 NDB GJM.

11.6.3.21 Aircraft coming from La Paz FIR, flying to Rio Branco Terminal Area.
They will use the following routes:
GRAFO UL309 FL250; VILUX A301.

11.6.3.22 Aircraft coming from Rio Branco Terminal Area, flying to La Paz FIR.
They will use the following routes:
UL309 GRAFO FL260; A301 VILUX.

11.6.3.23 Aircraft coming from Lima FIR, flying to Rio Branco Terminal Area.
They will use the following route:
LIMPO UA321 FL250.

11.6.3.24 Aircraft coming from Rio Terminal Area Branco, flying to Lima FIR.
They will use the following route:
UA321 LIMPO FL260.

11.6.3.25 Aircraft coming from Boa Vista Terminal Area, flying to Manaus Terminal Area.
They will use the following route:
UA300 FL290; G678.

11.6.3.26 Aircraft coming from Manaus Terminal Area, flying to Boa Vista Terminal Area.
They will use the following route:
UA300 FL280; G678.

11.6.3.27 Aircraft coming from Porto Velho Terminal Area, flying to Manaus Terminal Area.
They will use the following route:
UW3 FL330; W3.

11.6.3.28 Aircraft coming from Manaus Terminal Area, flying to Porto Velho Terminal Area.
They will use the following route:
UW3 FL320; W3.

11.6.3.29 Aircraft coming from Manaus Terminal Area, flying to Belem Terminal Area.
They will use the following route:
UW33 FL350; A566.

11.6.3.30 Aircraft coming from Belem Terminal Area, flying to Manaus Terminal Area.
They will use the following route:
UW33 FL360; A566.

11.6.3.31 Aircraft coming from Rio Branco Terminal Area, flying to Manaus Terminal Area.
They will use the following route:
UW10 VOR PVH UW3 FL350; W10 VOR PVH W3.

11.6.3.32 Aircraft coming from Manaus Terminal Area, flying to Rio Terminal Area Branco.
They will use the following route:
UW3 VOR PVH UW10 FL340; W3 VOR PVH W10.

11.6.3.33 Aircraft coming from Belem Terminal Area, flying to São Luiz Terminal Area.
They will use the following route:
UW33 FL250; G677.

11.6.3.34 Aircraft coming from São Luiz Terminal Area, flying to Belem Terminal Area.
They will use the following route:
UW33 FL260; G677.

11.6.3.35 Aircraft coming from Manaus Terminal Area, flying to Brasília FIR.
They will use the following route:
UW9 VOR ATF UA317 XINGU FL370; G678.

11.6.3.36 Aircraft coming from Brasília FIR, flying to Manaus Terminal Area.
They will use the following route:
UZ6 FL360; G678.

11.6.3.37 Aircraft coming from Porto Velho Terminal Area, flying to Brasília FIR.
They will use the following route:
UW10 FL350; W10.

11.6.3.38 Aircraft coming from Brasília FIR, flying to Porto Velho Terminal Area.
They will use the following route:
UW10 FL360; W10.

11.6.3.39 Aircraft coming from Belém Terminal Area, flying to Brasília FIR.
They will use the following route:
UW6 FL340; G449.

11.6.3.40 Aircraft coming from Brasília FIR, flying to Belém Terminal Area.
They will use the following route:
UW6 FL350; G449.

11.6.3.41 Aircraft coming from São Luiz Terminal Area, flying to FIR Brasília.
They will use the following routes:
UZ2 FL340; W22 VOR YTZ G449.

11.6.3.42 Aircraft coming from Brasília FIR, flying to São Luiz Terminal Area.
They will use the following route:
UZ2 FL350; G449 VOR YTZ W22.

11.6.4 Recife/Atlantic FIR

If it is possible, during the contingency, to provide Flight Information (FIS) and Alerting Services and, still, to provide, at least, Flight Information (FIS) and Alerting Service in the TMAs directly engaged in the flight progress, that serve the Airports of Recife (SBRF), Fortaleza (SBFZ), Salvador (SBSV), Natal (SBNT) and Porto Seguro (SBPS), it will be used a simplified system composed of ATS routes pertaining to the routes network structure of Recife/Atlantic FIR, connecting it to Brasília, Amazonic, Dakar Oceanic, Luanda FIRs, or vice-versa, according to the following (See Croquis 7 for upper airspace or Croquis 8 for lower airspace):

11.6.4.1 Aircraft coming from Dakar Oceanic FIR, flying to Recife Terminal Area.
They will use the following routes:
ERETU UN857 NOR VOR UB623 REC VOR FL360; RAKUD B623 REC VOR.

11.6.4.2 Aircraft coming from Recife Terminal Area, flying to Dakar Oceanic FIR
They will use the following routes
UR551 BUGAT UL206 KODOS FL370; REC VOR B623 RAKUD.

11.6.4.3 Aircraft coming from Dakar Oceanic FIR, flying to Natal Terminal Area.
They will use the following routes:
TASIL UN873 FL340; RAKUD B623 VOR NOR W40.

11.6.4.4 Aircraft coming from Natal Terminal Area, flying to Dakar Oceanic FIR.
They will use the following routes:
UN873 TASIL FL330; W40 VOR NOR B623 RAKUD.

11.6.4.5 Aircraft coming from Dakar Oceanic FIR, flying to Fortaleza Terminal Area.
They will use the following route:
NANIK UN741 FL340.

11.6.4.6 Aircraft coming from Fortaleza Terminal Area, flying to Dakar Oceanic FIR.
They will use the following route:
FLZ MAGNO UN866 FL330.

11.6.4.7 Aircraft coming from Dakar Oceanic FIR, flying to Salvador Terminal Area.
They will use the following routes:
TASIL UN873 VOR NTL UZ10 FL360.

11.6.4.8 Aircraft coming from Salvador Terminal Area, flying to Dakar Oceanic FIR.
They will use the following routes:
UW58 VOR REC UR551 BUGAT UL206 KODOS FL350.

11.6.4.9 Aircraft coming from Brasília FIR flying to Recife Terminal Area.
They will use the following routes:
UW10 FL350; UZ16 NDB SGR UN857 RUBEN DCT VOR REC FL370; W10; W1 NDB YLH G677; G677.

11.6.4.10 Aircraft coming from Recife Terminal Area, flying to Brasília FIR.
They will use the following routes:
UW58 VOR SVD UZ17 FL360; UW58 FL380; W10; G677; G677 NDB YLH W1.

11.6.4.11 Aircraft coming from Brasília FIR, flying to Fortaleza Terminal Area.
They will use the following routes:
UW43 FL370; W2 VOR TRS W44; W1; G677 NDB YLH W1.

11.6.4.12 Aircraft coming from Fortaleza Terminal Area, flying to Brasília FIR.
They will use the following routes:
UW13 VOR PTL UZ27 FL380; UZ19 VOR SVD UW58 FL360; W44 VOR TRS W2; W1; W1 NDB YLH G677.

11.6.4.13 Aircraft coming from Brasília FIR, flying to Salvador Terminal Area.
They will use the following routes:
UW10 VOR LAP UW42 FL350; UZ16 HAVEM UZ10 FL370; G677; W1; W10 VOR LAP W42.

11.6.4.14 Aircraft coming from Salvador Terminal Area, flying to Brasília FIR.
They will use the following routes:
UZ17 FL360; UW58 FL360; G677; W1; W42 VOR LAP W10.

11.6.4.15 Aircraft coming from Brasília FIR, flying to Porto Seguro Terminal Area.
They will use the following routes:
UW50 VOR CVL DCT NDB SGR FL250; G677; W45.

11.6.4.16 Aircraft coming from Porto Seguro Terminal Area, flying to Brasília FIR.
They will use the following routes:
UZ15 FL240; UZ16 FL240; G677; W45.

11.6.4.17 Aircraft coming from Brasília FIR, flying to Teresina Terminal Area.
They will use the following routes:
UZ5 FL350; W2.

11.6.4.18 Aircraft coming from Teresina Terminal Area, flying to Brasília FIR.
They will use the following routes:
UW44 VOR BRR UW43 FL340; W2.

11.6.4.19 Aircraft coming from Amazonic FIR, flying to Fortaleza Terminal Area.
They will use the following routes:
UW33 FL250; G677.

11.6.4.20 Aircraft coming from Fortaleza Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UW44 VOR TRS UZ7 FL280; G677.

11.6.4.21 Aircraft coming from Amazonic FIR, flying to Teresina Terminal Area.
They will use the following routes:
UZ20 FL250; W20.

11.6.4.22 Aircraft coming from Teresina Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UZ7 FL260; W20.

11.6.4.23 Aircraft coming from Amazonic FIR, flying to Recife Terminal Area.
They will use the following routes:
UW33 FL290; G677.

11.6.4.24 Aircraft coming from Recife Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UW33 FL320; G677.

11.6.4.25 Aircraft coming from Amazonic FIR, flying to Salvador Terminal Area.
They will use the following routes:
UW33 VOR REC UW58 FL330; G677 VOR FLZ W1.

11.6.4.26 Aircraft coming from Salvador Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UZ20 VOR TRS UZ7 FL340; W1 VOR FLZ G677.

11.6.4.27 Aircraft coming from Amazonic FIR, flying to Natal Terminal Area.
They will use the following routes:
UW33 VOR MSS UW23 FL310; G677.

11.6.4.28 Aircraft coming from Natal Terminal Area, flying to Amazonic FIR.
They will use the following routes:
UW23 VOR MSS UW33 FL340; G677.

11.6.4.29 Aircraft coming from Fortaleza Terminal Area flying to Salvador Terminal Area.
They will use the following routes:
UZ19 FL360; W1

11.6.4.30 Aircraft coming from Salvador Terminal Area flying to Fortaleza Terminal Area.
They will use the following routes:
UZ19 FL370; W1.

11.6.4.31 Aircraft coming from Recife Terminal Area flying to Salvador Terminal Area.
They will use the following routes:
UW58 FL260; G677.

11.6.4.32 Aircraft coming from Salvador Terminal Area flying to Recife Terminal Area.
They will use the following routes:
UW58 FL250; G677.

11.6.4.33 Aircraft coming from Natal Terminal Area flying to Salvador Terminal Area.
They will use the following routes:
UZ10 FL280; G677.

11.6.4.34 Aircraft coming from Salvador Terminal Area flying to Natal Terminal Area.
They will use the following routes:
UZ10 FL290; G677.

11.6.4.35 Aircraft coming from Porto Seguro Terminal Area flying to Salvador Terminal Area.
They will use the following routes:
UN857 BIDEV UW50 FL250; G677.

11.6.4.36 Aircraft coming from Salvador Terminal Area flying to Porto Seguro Terminal Area.
They will use the following routes:
UW50 BIDEV UN857 FL260; G677.

11.6.4.37 Aircraft coming from Porto Seguro Terminal Area flying to Recife Terminal Area.
They will use the following routes:
UN857 BIDEV UW50 VOR SVD UW58 FL270; G677.

11.6.4.38 Aircraft coming from Recife Terminal Area, flying to Porto Seguro Terminal Area.
They will use the following routes:
UW58 VOR SVD UW50 BIDEV UN857 FL280; G677.

11.6.4.39 Aircraft coming from the Porto Seguro Terminal Area, flying to Natal Terminal Area.
They will use the following routes:
UN857 BIDEV UW50 VOR SVD UZ10 FL330; G677.

11.6.4.40 Aircraft coming from Natal Terminal Area, flying to Porto Seguro Terminal Area.
They will use the following routes:
UZ10 VOR SVD UW50 BIDEV UN857 FL320; G677.

11.6.4.41 Aircraft coming from Porto Seguro Terminal Area, flying to Fortaleza Terminal Area.
They will use the following routes:
UN857 BIDEV UW50 VOR SVD UZ19 FL330; G677.

11.6.4.42 Aircraft coming from Fortaleza Terminal Area, flying to Porto Seguro Terminal Area.
They will use the following routes:
UZ19 VOR SVD UW50 BIDEV UN857 FL360; G677.

11.6.4.43 Aircraft coming from Recife Terminal Area, flying to Natal Terminal Area.
They will use the following routes:
UW33 FL260; G677.

11.6.4.44 Aircraft coming from Natal Terminal Area, flying to Recife Terminal Area.
They will use the following routes:
UW33 FL250; G677.

11.6.4.45 Aircraft coming from Recife Terminal Area, flying to Fortaleza Terminal Area.
They will use the following routes:
UW33 FL320; W46 VOR MSS G677.

11.6.4.46 Aircraft coming from Fortaleza Terminal Area, flying to Recife Terminal Area.
They will use the following routes:
UW33 FL290; G677.

11.6.4.47 Aircraft coming from Natal Terminal Area, flying to Fortaleza Terminal Area.
They will use the following routes:
UW33 FL290; G677.

11.6.4.48 Aircraft coming from Fortaleza Terminal Area, flying to Natal Terminal Area.
They will use the following routes:
UW33 FL250; G677.

11.7 SPECIFIC PROVISIONS TO BE APPLIED IN THE EVENT OF A TOTAL INTERRUPTION ON THE PROVISION OF THE AIR TRAFFIC SERVICES IN THE BRASILIAN'S FIR.

For the entrance into the FIR in contingency, the following procedures shall be mandatorily observed:

a) In order to keep the minimum lateral, vertical and longitudinal separation, the aircraft that shall overfly the FIR in contingency shall use the flight levels and routes set forth in the subsequent paragraphs for each FIR;

b) The minimum longitudinal separation shall be of 15 minutes on the same reporting point, independently of the flight level;

c) Depending on the speed difference, flight time in the contingency segment and on the degradation level of the Services, the respective supervisors shall, in concert, increase or reduce the 15-minute longitudinal separation without detriment of the regulatory separations;

d) The event in which the aircraft in flight, before entering into the FIR in contingency, doe not have conditions to perform the overfly, according to what was mentioned previously, shall be coordinated with the Air Navigation Management Center - CGNA.

11.7.1 Brasília FIR

Provisions applicable in the event of a **Total Interruption** in the provision of the air traffic services in the Brasília FIR (See Croquis 9):

11.7.1.1 Aircraft coming from Recife/Atlantic FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) CARDO UN741 OROKA, FL360.

b) KORAN UZ18 FRM VOR UW10 GOI VOR UW29 ALBEX, FL360.

c) KORAN UZ18 FRM VOR UW10 BRS VOR UB688 PONEI, FL360.

d) BAIAN UW10 GOI VOR UW29 ALBEX, FL340.

e) BAIAN UW10 BRS VOR UB688 PONEI, FL340.

f) FORTI UW13 DEPOT UW58 PREGO, FL360.

g) SAGAZ UW58 PREGO, FL320.

h) BUXER UN873 FERMA UZ1 ESMAP, FL380.

i) APINO UZ3 CNF VOR UW 58 PREGO, FL300.

j) POLVO UL330 VOR VTR, FL470

k) GARUP UL335 VOR VTR, FL430.

l) EKALO DCT VOR MRC UA314 FL260.

m) CIDER UL224 VOR MRC UW50 FL280.

n) CIDER UL224 VOR MRC UA314 FL280.

11.7.1.2 Aircraft coming from Curitiba FIR flying to FIR Recife/Atlantic, will be routed throughout the FIRs' ATS routes network, according to the following:

a) PONEI UB688 BRS VOR UW10 FRM VOR UZ18 KORAN, FL290 or FL310.

b) PONEI UB688 BRS VOR UW10 FRM VOR UZ27 PALMO, FL290 or FL310.

c) PONEI UB688 BRS VOR UW10 BAIAN, FL290.

d) ALBEX UW29 GOI VOR UW10 FRM VOR UZ18 KORAN, FL250.

e) ALBEX UW29 GOI VOR UW10 FRM VOR UZ27 PALMO, FL250.

f) ALBEX UW29 GOI VOR UW10 BAIAN, FL250.

g) DOGSU UN857 DAGEL, FL350.

h) ESMAP UZ1 MILTA, FL350

i) RDE VOR UW25 BCO VOR UW13 FORTI, FL370.

j) RDE VOR UW25 BCO VOR UW13 BHZ VOR DCT CNF VOR UZ3 APINO, FL370.

k) RDE VOR UW25 BCO VOR UW13 QUARU UN866 RUBIC, FL370.

l) RDE VOR UW25 BCO VOR UW62 NOA NDB DCT PCX VOR UL327 VTR VOR UL206 CALVO, FL370.

11.7.1.3 Aircraft coming from Curitiba FIR flying to Amazonic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) TOUPA UW53 BAG VOR UL795 RONIL, FL320.

b) TOMBO UW45 CIA VOR UB554 UGINA, FL320.

c) EGIMO UL 655 ISENA, FL280.

d) TOSAR UM799 ALVAR, FL350.

11.7.1.4 Aircraft coming from Amazonic FIR flying to Curitiba FIR, will be routed throughout the FIRs' ATS routes network, according to the following:

a) UGINA UB554 CIA VOR UW45 TOMBO, FL330.

b) ALVAR UM799 TOSAR, FL360.

c) ISENA UL655 EGIMO, FL250 or FL410.

d) RONIL UL795 BAG VOR UW53 TOUPA, FL370.

11.7.1.5 Aircraft coming from FIR La Paz flying to Amazonic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) SMT NDB UB652 CIA VOR UW10 LISAN UM799 ALVAR, FL390.

11.7.1.6 Aircraft coming from Amazonic FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ALVAR UM799 LISAN UW10 CIA VOR UB652 SMT NDB, FL360.

11.7.1.7 Aircraft coming from La Paz FIR flying to Recife/Atlantic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) SMT NDB UB652 CIA VOR UW10 FRM VOR UZ18 KORAN, FL390.

b) SMT NDB UB652 CIA VOR UW10 FRM VOR UZ27 PALMO, FL390.

11.7.1.8 Aircraft coming from Recife/Atlantic FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) BAIAN UW10 CIA VOR UB652 SMT NDB, FL340.

11.7.2 Curitiba FIR

Provisions applicable in the event of a **Total Interruption** in the supply of the air traffic services in the Curitiba FIR. (See Croquis 10)

11.7.2.1 Aircraft coming from Brasília FIR flying to Asuncion FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ALBEX UW29 CGR VOR UM544 AKSUL, FL340 or FL360.

b) PONEI UB688 FOZ VOR, FL340 or FL360.

c) TOSAR UM799 REMEK, FL360.

11.7.2.2 Aircraft coming from Asuncion FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) FOZ VOR UB688 PONEI, FL290.

b) AKSUL UM544 CGR VOR UW29 ALBEX, FL250.

c) REMEK UM799 TOSAR, FL350.

11.7.2.3 Aircraft coming from Brasília FIR flying to Resistencia FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) RDE VOR UW50 SCB VOR UA310 BRETA UL310 GEBUN, FL260 or FL280.

b) PREGO UW58 SCB VOR UA310 BRETA UL310 GEBUN, FL320.

11.7.2.4 Aircraft coming from Resistencia FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) FOZ VOR UB688 PONEI, FL310.

11.7.2.5 Aircraft coming from Brasília FIR flying to Montevideo FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) OROKA UN741 ISALA, FL360.

b) PREGO UW58 SCB VOR UA310 ASDEK UM792 AKNEN, FL300 or FL320 or FL360.

c) RDE VOR UW50 SCB VOR UA310 ASDEK UM792 AKNEN, FL260 or FL280 or FL380 or FL470.

d) VOR VTR UW50 VOR MAC DCT VOR MRC UA314 VOR POR UA309 VOR PTS UA305 UGELO, FL260 ou FL280 ou FL360 ou FL380 ou FL430 ou FL470.

11.7.2.6 Aircraft coming from Montevideo FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) AKNEM UM671 OSAMU UW25 RDE VOR, FL370.
b) OGRUN UN857 DOGSU, FL350.

11.7.2.7 Aircraft coming from Brasília FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) RDE VOR UW50 PRR VOR UM415 SIDAK, FL260.

11.7.2.8 Aircraft coming from La Paz FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) SIDAK UZ22 CGR VOR UW62 PORTE, FL270.

11.7.2.9 Aircraft coming from Brasília FIR flying to Recife/Atlântico FIR, will be routed throughout the FIRs' ATS routes network, according to the following:

a) RDE VOR UW25 BCO VOR UW62 NOA NDB DCT MRC VOR UN857 DOGSU, FL370.

b) RDE VOR UW25 BCO VOR UW62 NOA NDB DCT PCX VOR UL340 EKALO, FL370.

c) RDE VOR UW25 BCO VOR UW62 NOA NDB DCT MRC VOR UL224 CIDER, FL370.

d) PORTE UW62 NOA NDB DCT PCX VOR UL340 EKAL0, F350.

e) PORTE UW62 NOA NDB DCT MRC VOR UL224 CIDER, FL350.

f) RDE VOR UW25 BCO VOR UW62 NOA NDB DCT PCX VOR UL327 VTR VOR, FL370.

g) PORTE UW62 NOA NDB DCT PCX VOR UL327 VTR VOR, FL370.

11.7.2.10 Aircraft coming from Recife/Atlântico FIR flying to Brasília FIR, will be routed throughout the FIRs' ATS routes network, according to the following:

a) UL340 EKALO DCT MRC VOR UW50 RDE VOR FL360.
b) CIDER UL224 MRC VOR UW50 RDE VOR FL380.

c) VTR VOR UW50 RDE VOR FL250 ou FL 360.

d) VTR VOR UW50 ADA VOR UW 64 SAT NDB FL250 ou FL 360

11.7.3 Amazonic FIR

Provisions applicable in the event of a **Total Interruption** in the supply of the air traffic services in the Amazonic FIR. (See Croquis 11).

11.7.3.1 Aircraft coming from Brasília FIR flying to Maiquetia FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) RONIL UL795 VUMPI, FL320.

b) TESAL UL304 ISANI, FL300.

c) RONIL UL795 ATF VOR UA315 VAGAN, FL320.

11.7.3.2 Aircraft coming from Maiquetia FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) VAGAN UA315 ATF VOR UA317 XINGU, FL290.

b) VUMPI UL795 RONIL, FL330.

c) ISANI UL304 TESAL, FL350.

11.7.3.3 Aircraft coming from Brasília FIR flying to Bogota FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) XINGU UA317 MITU, FL280.

b) ISENA UL655 ASAPA, FL280.

11.7.3.4 Aircraft coming from Bogota FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) MITU UA317 XINGU, FL250 or FL410.

b) ASAPA UL655 ISENA, FL250 or FL410.

11.7.3.5 Aircraft coming from Maiquetia FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) UGAGA UL793 UDIDI, FL350.

b) PAKON UA300, FL390 till MAN VOR. At the overhead MAN VOR descend to FL380, UM402 UBKAB.

11.7.3.6 Aircraft coming from La Paz FIR flying to Maiquetia FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) UDIDI UL793 UGAGA, FL380.

b) UBKAB UM402, FL370 till MAN VOR. At the overhead MAN VOR descend to FL360, UA300 PAKON.

11.7.3.7 Aircraft coming from Brasília FIR flying to Paramaribo FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) MEVOS UA312 ACARI, FL280 or FL380.

11.7.3.8 Aircraft coming from Paramaribo FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ACARI UA312 MEVOS, FL290 or FL370.

11.7.3.9 Aircraft coming from Brasília FIR flying to Rochambeau FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) NOLED UB680 ATITA, FL320.

11.7.3.10 Aircraft coming from Rochambeau FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ATITA UB680 NOLED, FL330.

11.7.3.11 Aircraft coming from Lima FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) LIMPO UA321 RBC VOR UB554 FLOTE, FL330.

11.7.3.12 Aircraft coming from La Paz FIR flying to Lima FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) FLOTE UB554 RBC VOR UA321 LIMPO, FL320.

11.7.3.13 Aircraft coming from La Paz FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) FLOTE UB554 SILIC UB554 UGINA, FL330.

11.7.3.14 Aircraft coming from Brasília FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) UGINA UB554 SILIC UB554 FLOTE, FL320.

11.7.3.15 Aircraft coming from Lima FIR flying to Paramaribo FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) SELVA UL306 SIROS, FL270.

11.7.3.16 Aircraft coming from Paramaribo FIR flying to Lima FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) SIROS UL306 SELVA, FL260.

11.7.3.17 Aircraft coming from Rochambeau FIR flying to Recife/Atlantic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) OTONI UG449, FL290 until BEL VOR. At overhead BEL VOR climb to FL300, UZ3 LOVIS.

11.7.3.18 Aircraft coming from Recife/Atlantic FIR flying to Rochambeau FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) LOVIS UZ3, FL370 until BEL VOR. At overhead BEL VOR climb to FL380, UG449 OTONI.

11.7.3.19 Aircraft coming from La Paz FIR flying to Bogota FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) VILUX UA301 TBT NDB, FL340.

11.7.3.20 Aircraft coming from Bogota FIR flying to La Paz FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) TBT NDB UA301 VILUX, FL350.

11.7.4 Recife/Atlantic FIR

Provisions applicable in the event of a **Total Interruption** in the supply of the air traffic services in the Recife/Atlantic FIR. (See Croquis 12)

11.7.4.1 Aircraft coming from Brasília FIR flying to Dakar Oceanic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) PALMO UZ27 MSS VOR UN866 DEKON, FL250 or FL290 or FL310 or FL390.

b) BAIAN UW10 REC VOR UR551 BUGAT UL206 KODOS, FL250 or FL290.

c) RUBIC UN866 DEKON, FL370.

d) DAGEL UN857 ERETU, FL350 or FL370.

e) CALVO UL 206 KODOS, FL370.

f) POLVO UL330 ASDOK, FL270 ou FL370.

g) GARUP UL335 AKRAN, FL270 ou FL370.

h) PORGA UL327 SERIM, FL 310 ou FL 350.

11.7.4.2 Aircraft coming from Dakar Oceanic FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) NANIK UN741 FLZ VOR UZ18 KORAN, FL360.

b) NANIK UN741 CARDO, FL360.

c) TASIL UN873 BUXER, FL380.

d) ERETU UN857 NOR VOR UB623 REC VOR UW58 SAGAZ, FL320.

e) ERETU UN857 NOR VOR UB623 REC VOR UW10 BAIAN, FL340.

f) NANIK UN741 FLZ VOR UW13 FORTI, FL360.

g) ASDOK UL330 POLVO, FL470.

h) AKRAN UL335 GARUP, FL430.

i) SERIM UL327 PORGA, FL 320 ou FL 340.

11.7.4.3 Aircraft coming from Brasília FIR flying to Amazonic FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) APINO UZ3 LOVIS, FL370.

11.7.4.4 Aircraft coming from Amazonic FIR flying to Brasília FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) LOVIS UZ3 APINO, FL300.

11.7.4.5 Aircraft coming from Rochambeau FIR flying to Luanda FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) EGIMI UL375 ETAXO, FL330.

11.7.4.6 Aircraft coming from Luanda FIR flying to Rochambeau FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ETAXO UL375 EGIMI, FL280.

11.7.4.7 Aircraft coming from Curitiba FIR flying to Luanda FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) EKALO UL340 ILGER FL270 ou FL370.

11.7.4.8 Aircraft coming from Luanda FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ILGER UL340 EKALO, FL260.

11.7.4.9 Aircraft coming from Curitiba FIR flying to Johannesburg FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) CIDER UL224 ITGIV, FL270 ou FL370.

11.7.4.10 Aircraft coming from Johannesburg FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ITGIV UL224 CIDER, FL280 ou FL380.

11.7.5 Provisions Applicable in the Event of a Total Interruption in the Supply of the Air Traffic Services in the Brasília FIR and Amazonic FIR. (see croquis 9 and 11)

11.7.5.1 Aircraft coming from Curitiba FIR flying to Maiquetia FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) TOUPA UW53 BAG VOR UL795 VUMPI, FL320.

b) TOUPA UW53 BAG VOR UL795 ATF VOR UA315 VAGAN, FL320.

11.7.5.2 Aircraft coming from Maiquetia FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) VAGAN UA315 ATF VOR UA317, FL290.

b) VUMPI UL795, FL330

11.7.5.3 Aircraft coming from Curitiba FIR flying to Lima FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) TOMBO UW45 CIA VOR UB554 RBC VOR UA321 LIMPO, FL320.

11.7.5.4 Aircraft coming from Lima FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

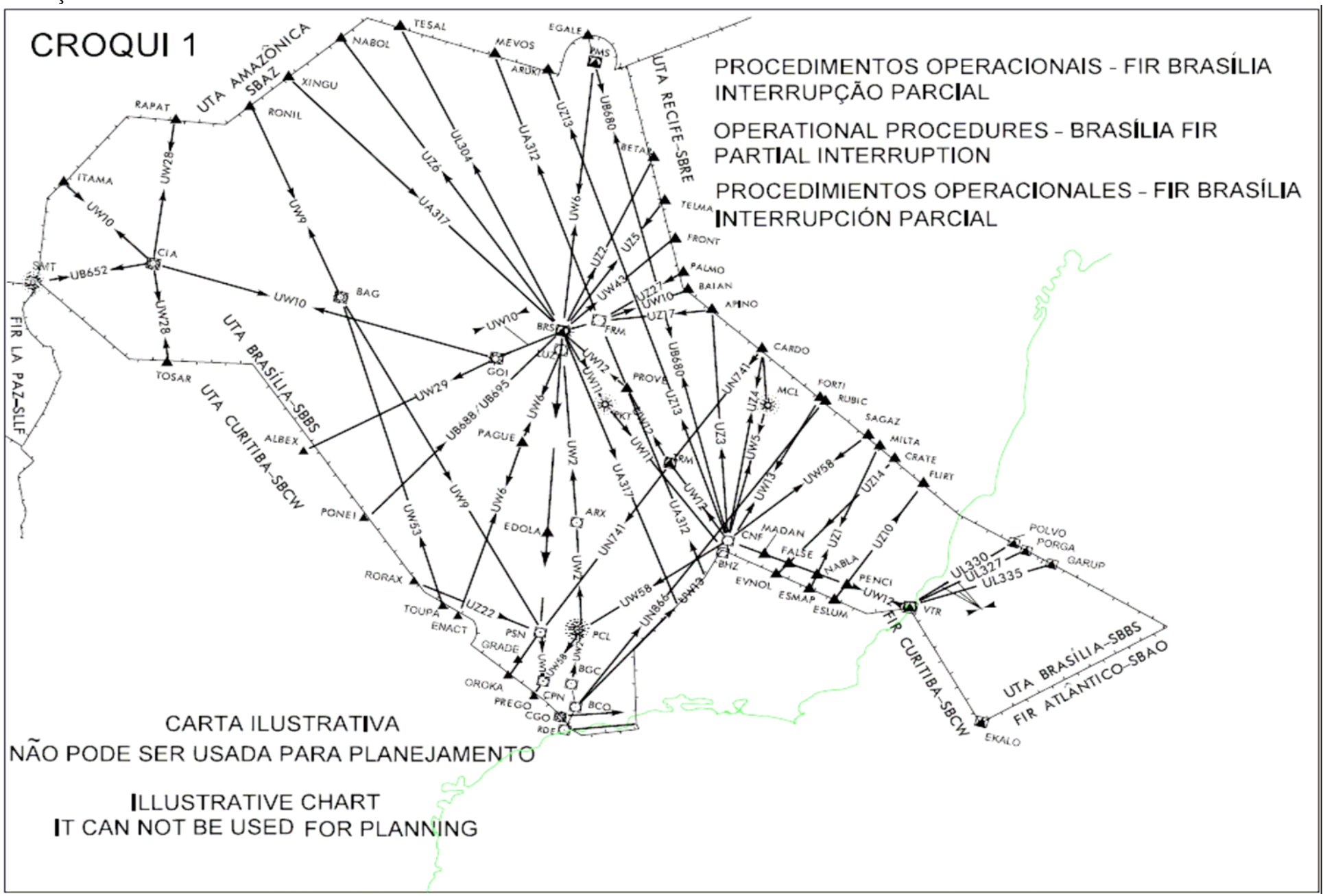
a) LIMPO UA321 RBC VOR UB554 CIA VOR UW45 TOMBO, FL330.

11.7.5.5 Aircraft coming from Curitiba FIR flying to Bogota FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) EGIMO UL655 ASAPA, FL280.

11.7.5.6 Aircraft coming from Bogota FIR flying to Curitiba FIR will be routed throughout the FIRs' ATS routes network, according to the following:

a) ASAPA UL655 EGIMO, FL250 or FL410.


CROQUI 1
PROCEDIMENTOS OPERACIONAIS - FIR BRASÍLIA
INTERRUPÇÃO PARCIAL
OPERATIONAL PROCEDURES - BRASÍLIA FIR
PARTIAL INTERRUPTION
PROCEDIMIENTOS OPERACIONALES - FIR BRASÍLIA
INTERRUPCIÓN PARCIAL
UTA AMAZÔNICA
SBAZ
UTA RECIFE-SBRE
UTA BRASÍLIA-SBBS
UTA CURITIBA-SBCW
FIR LA PAZ-SLLF
FIR CURITIBA-SBCW
UTA BRASÍLIA-SBBS
FIR ATLÂNTICO-SBAO
TESAL
NABOL
MEVOS
EGALE
PMS
ARUKI
XINGU
RONIL
RAPAT
ITAMA
UW28
UW10
UW9
UZ6
UL304
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SMT
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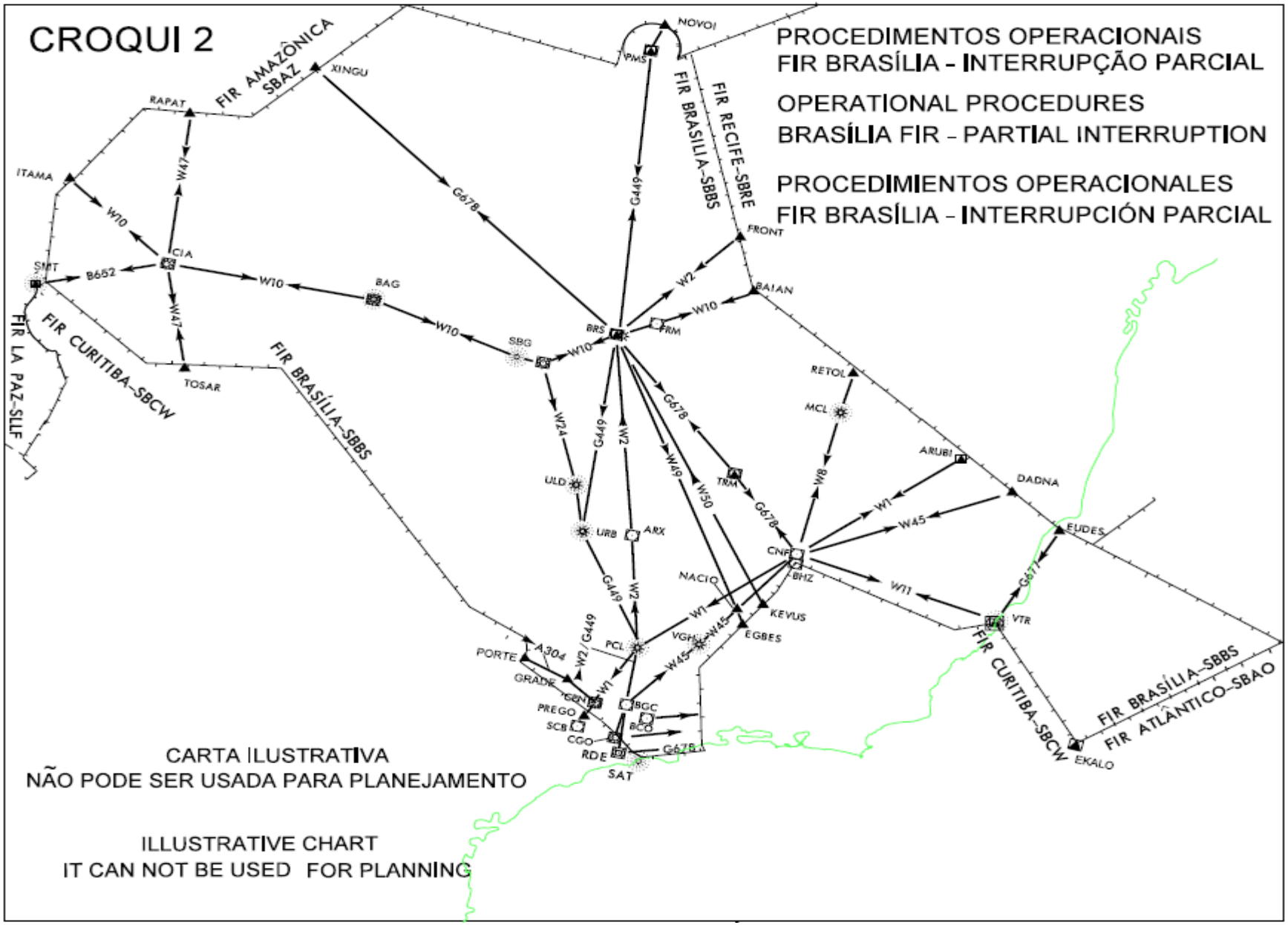
CROQUI 2
PROCEDIMENTOS OPERACIONAIS
FIR BRASÍLIA - INTERRUPÇÃO PARCIAL
OPERATIONAL PROCEDURES
BRASÍLIA FIR - PARTIAL INTERRUPTION
PROCEDIMIENTOS OPERACIONALES
FIR BRASÍLIA - INTERRUPCIÓN PARCIAL
FIR AMAZÔNICA SBAZ
FIR RECIFE-SBRE
FIR BRASILIA-SBBS
FIR LA PAZ-SLF
FIR CURITIBA-SBCW
FIR BRASÍLIA-SBBS
FIR CURITIBA-SBCW
FIR BRASÍLIA-SBBS
FIR ATLÂNTICO-SBAO
NOVOI
XINGU
RAPAT
ITAMA
CIA
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CARTA ILUSTRATIVA
NÃO PODE SER USADA PARA PLANEJAMENTO
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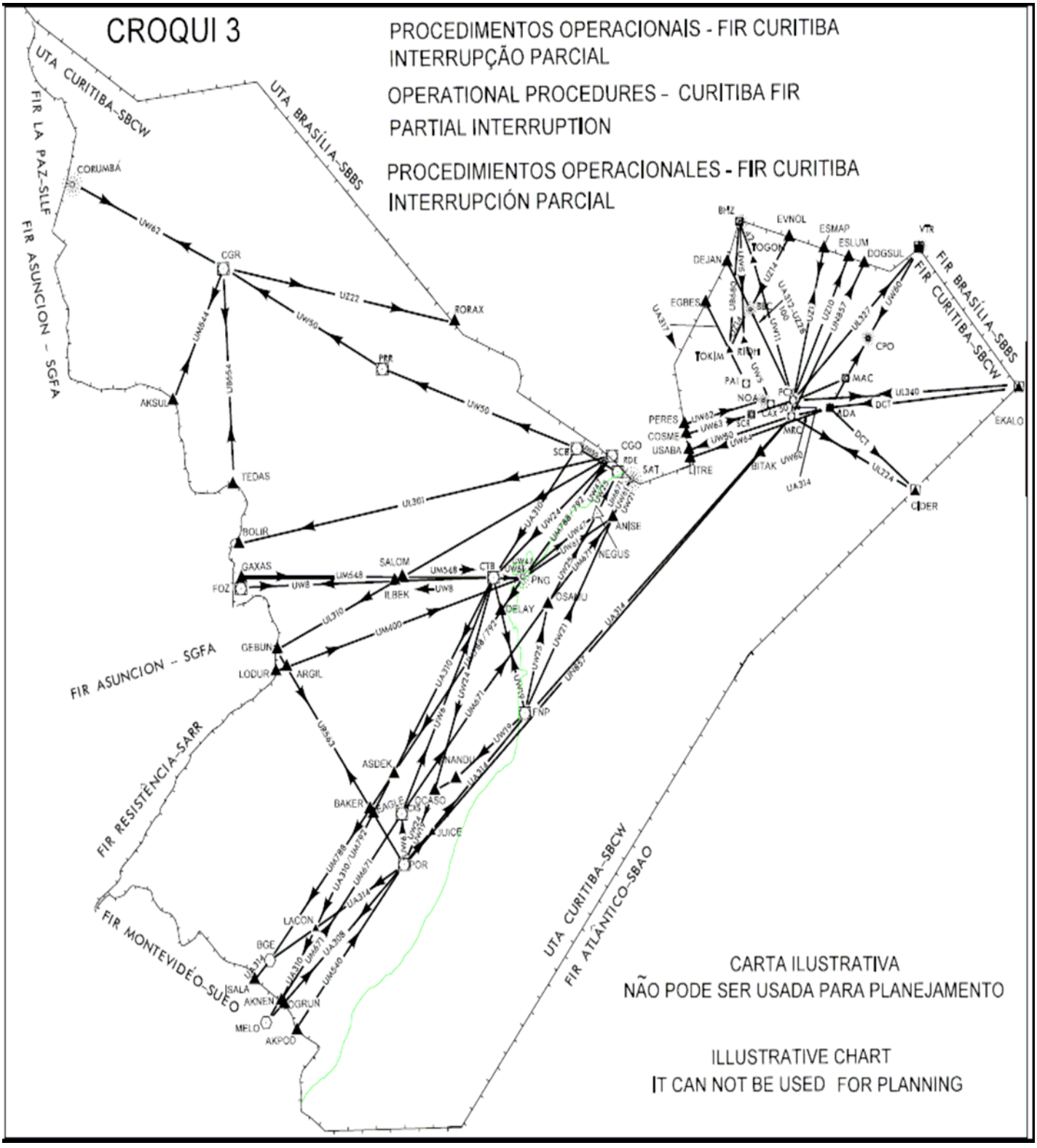
FIR CURITIBA

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL

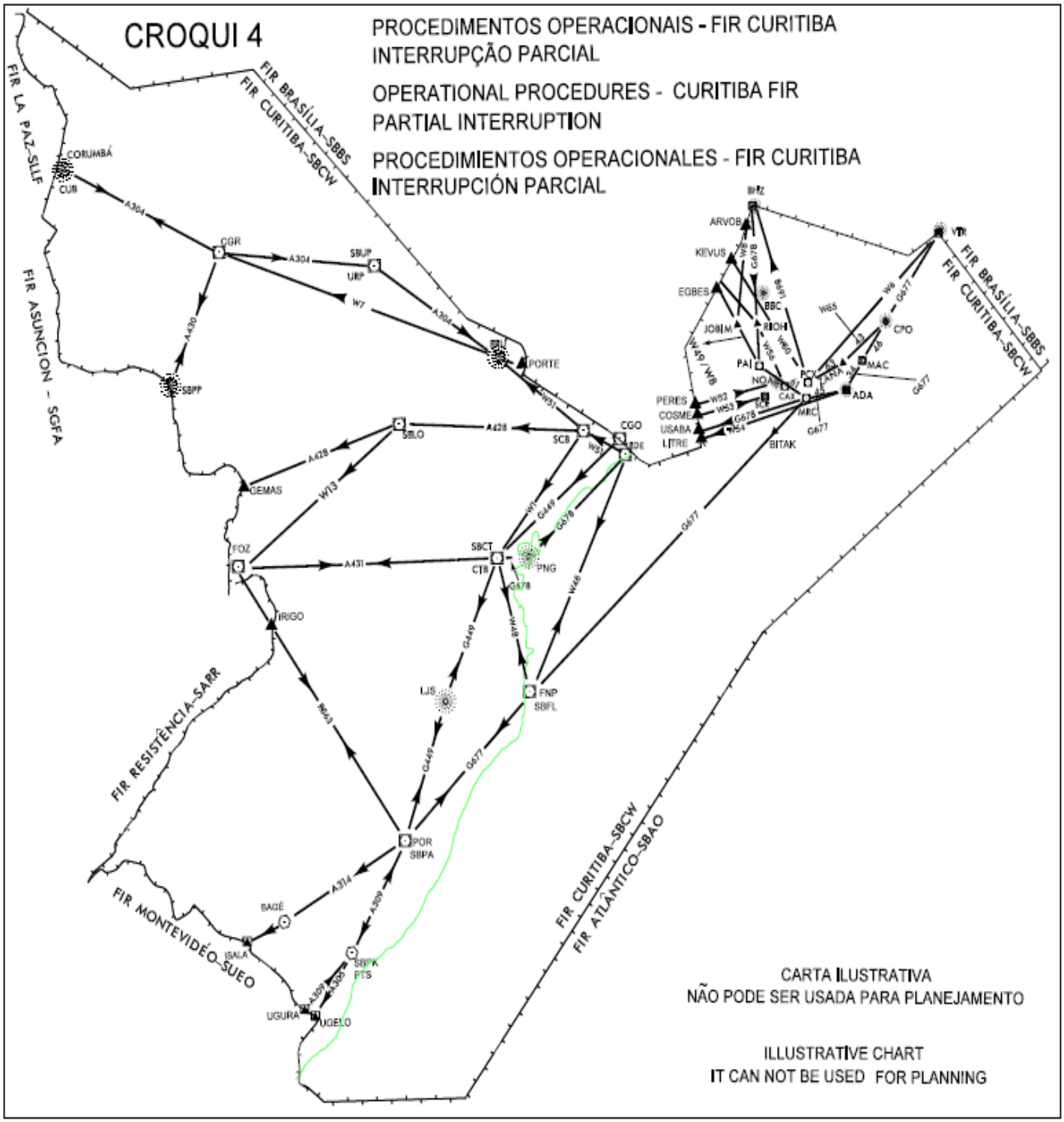
ESPAÇO AÉREO SUPERIOR



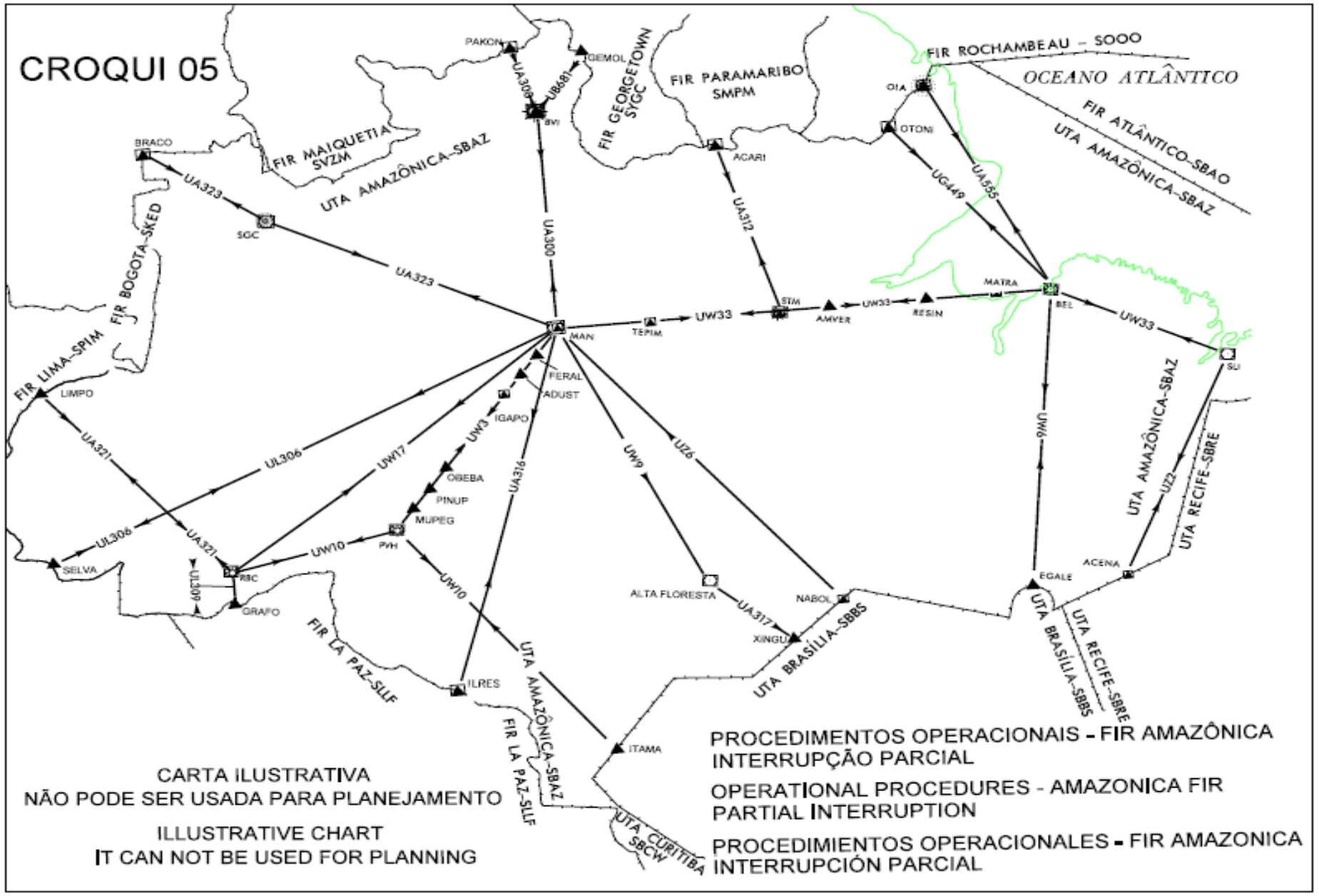
FIR CURITIBA

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL

ESPAÇO AÉREO INFERIOR



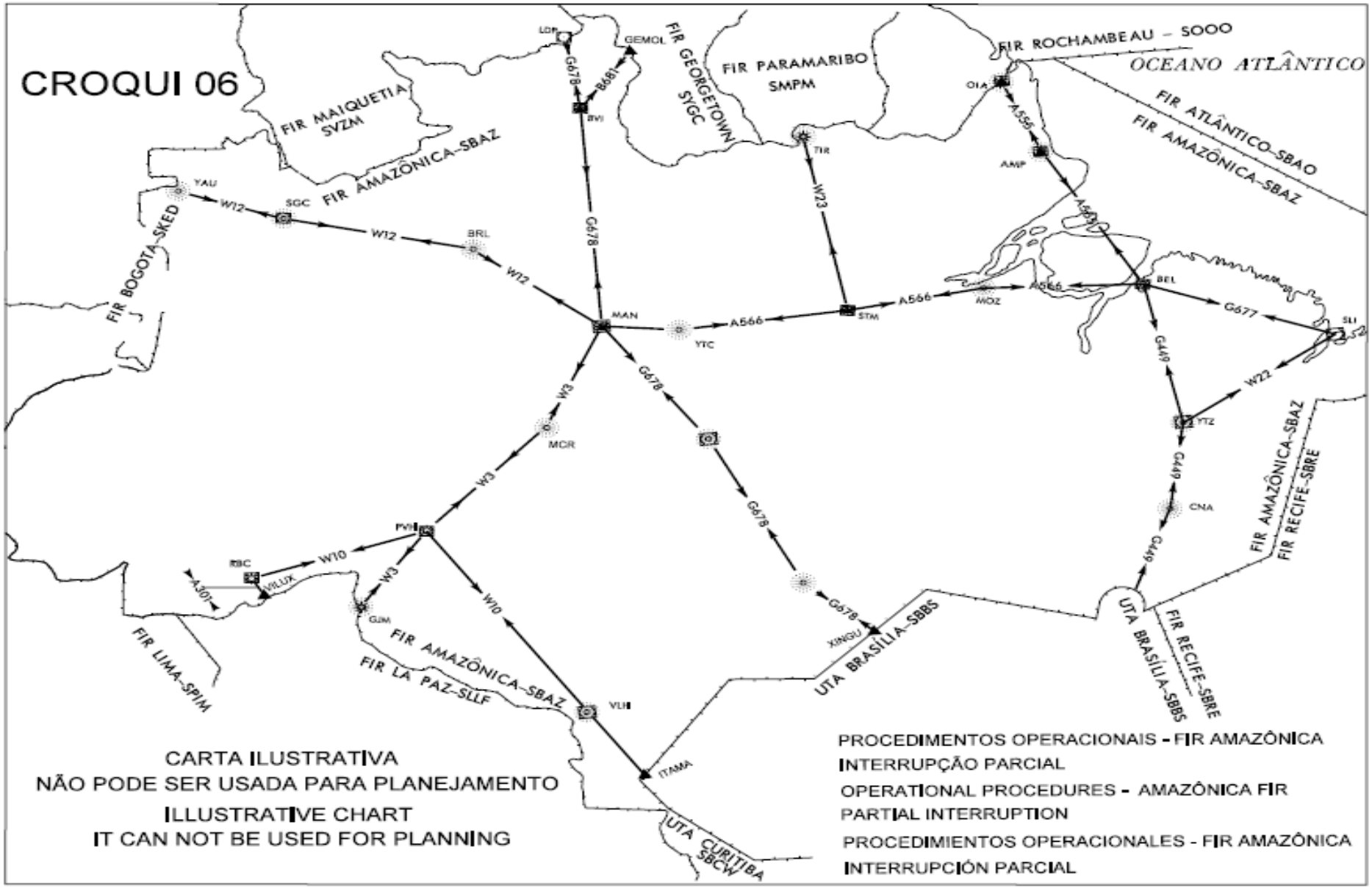
FIR AMAZÔNICA
REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL
ESPAÇO AÉREO SUPERIOR



FIR AMAZÔNICA

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL

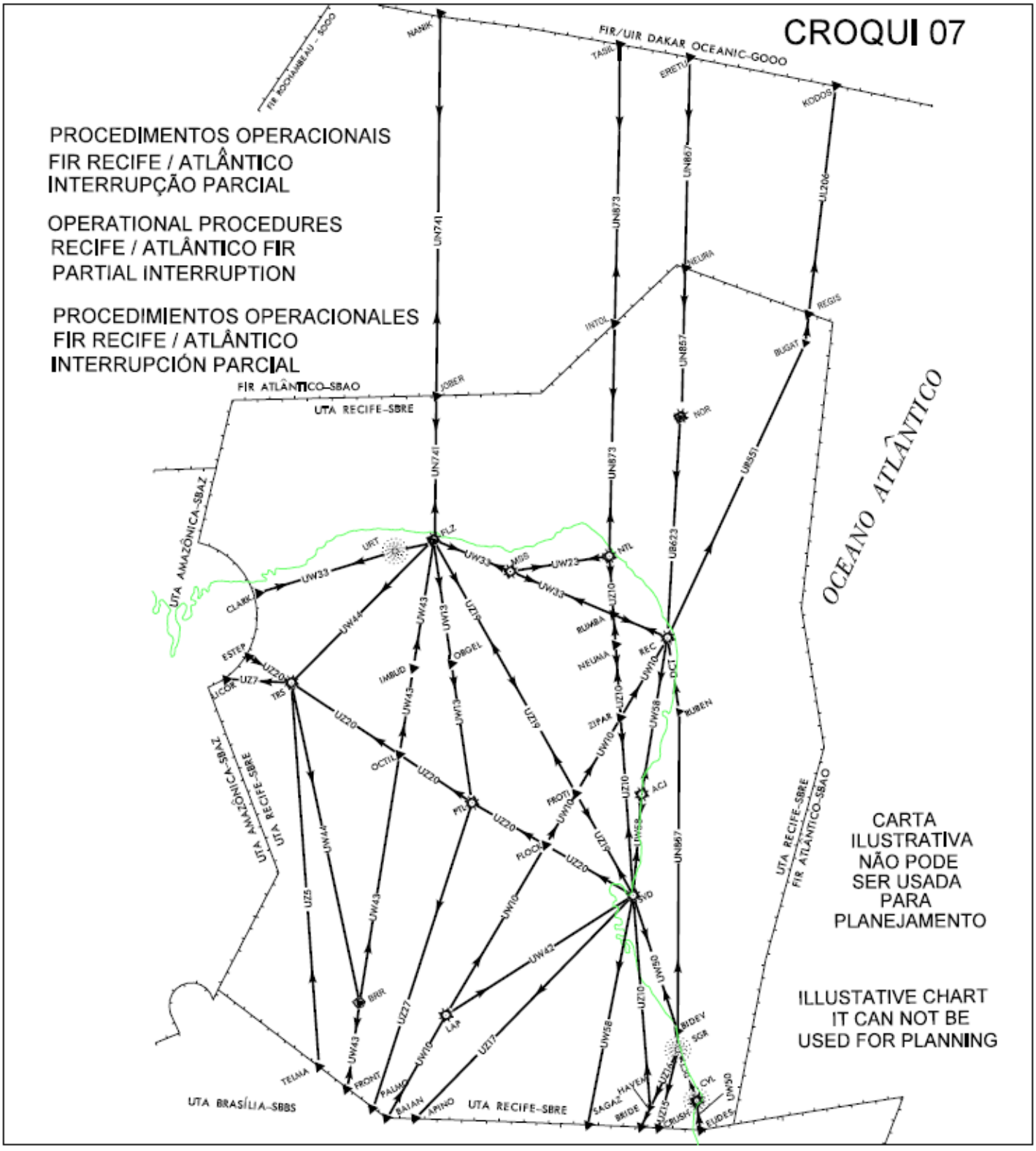
ESPAÇO AÉREO INFERIOR



FIR RECIFE E ATLÂNTICO

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL

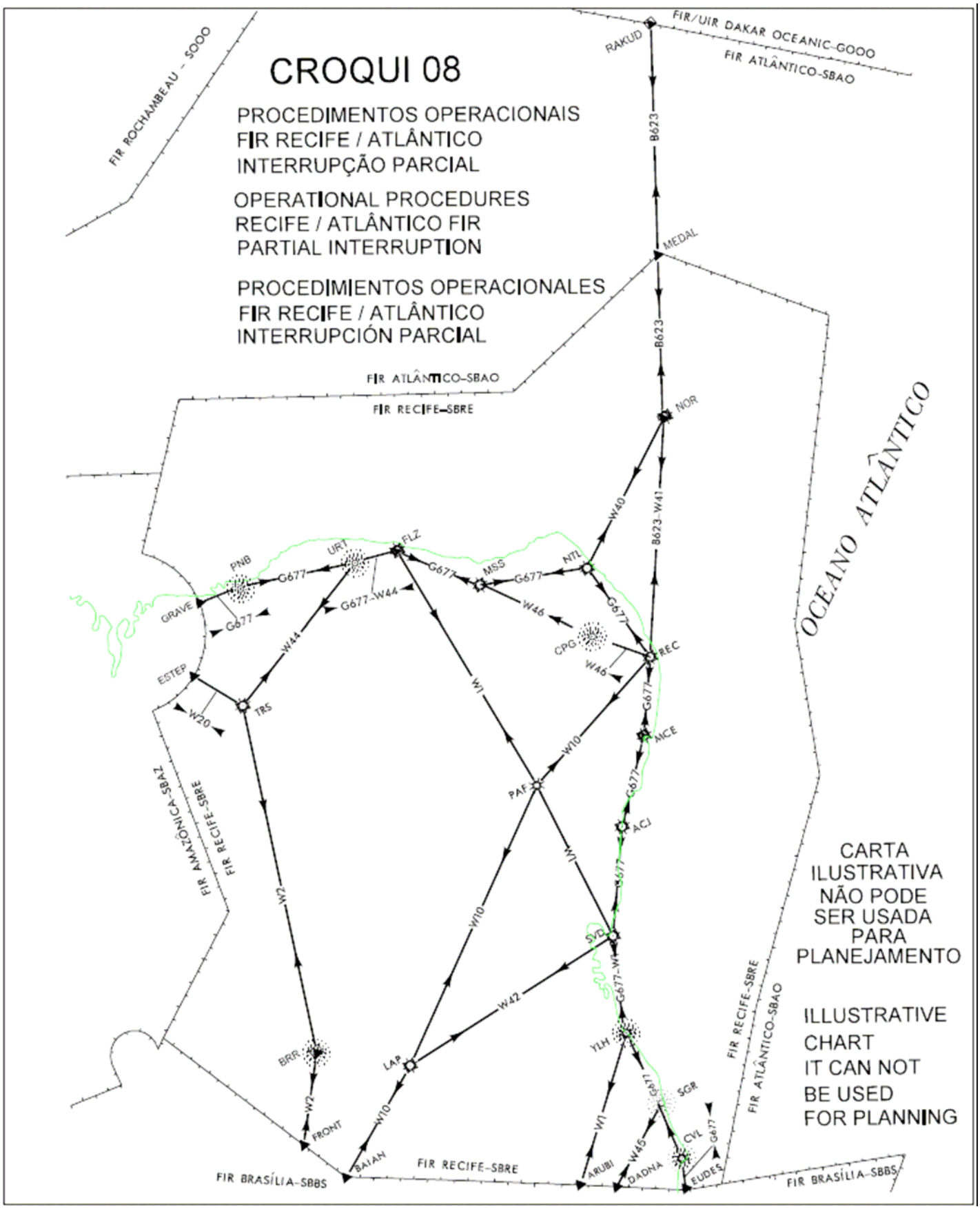
ESPAÇO AÉREO SUPERIOR



FIR RECIFE E ATLÂNTICO

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA PARCIAL

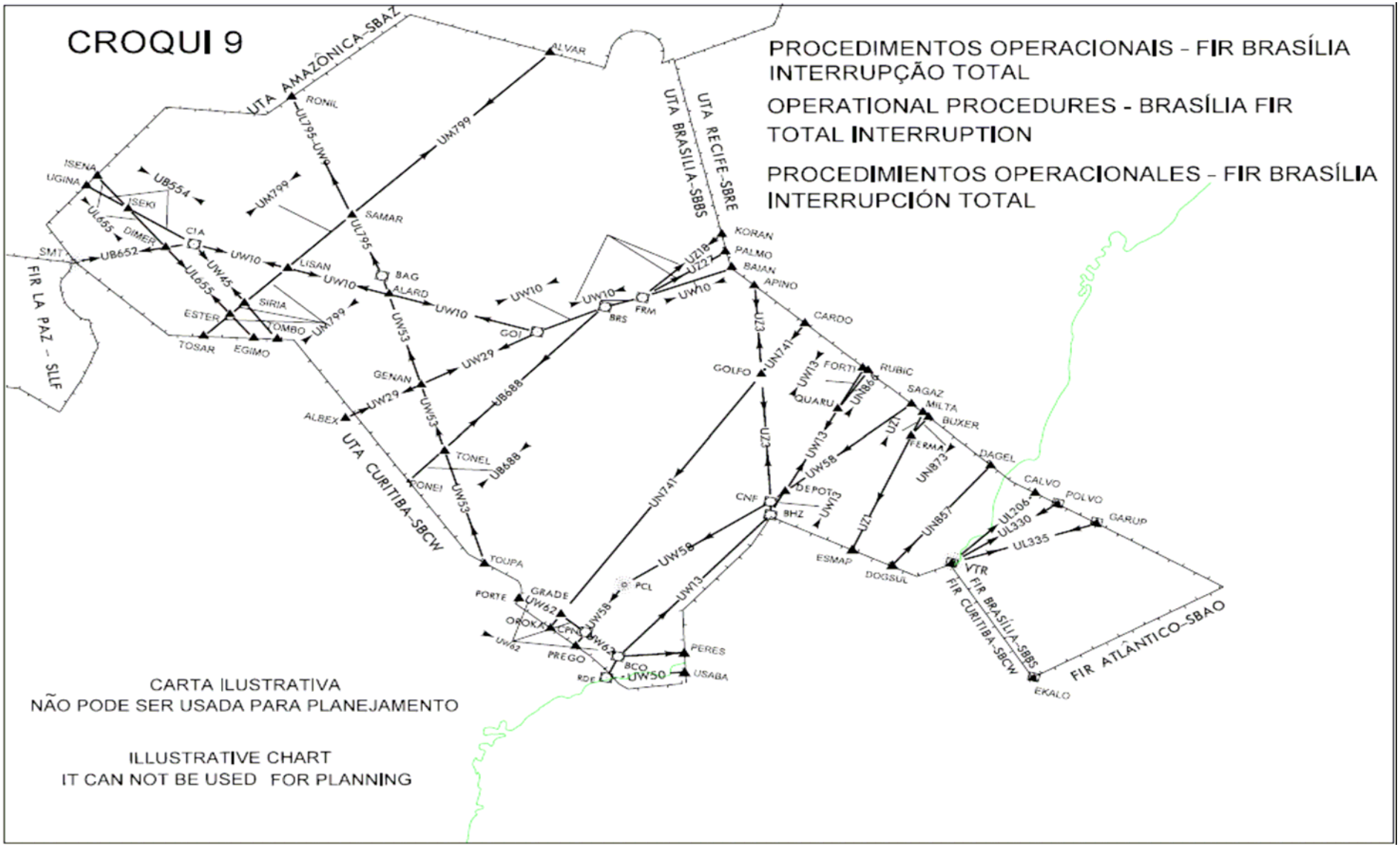
ESPAÇO AÉREO INFERIOR



FIR BRASÍLIA

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA TOTAL

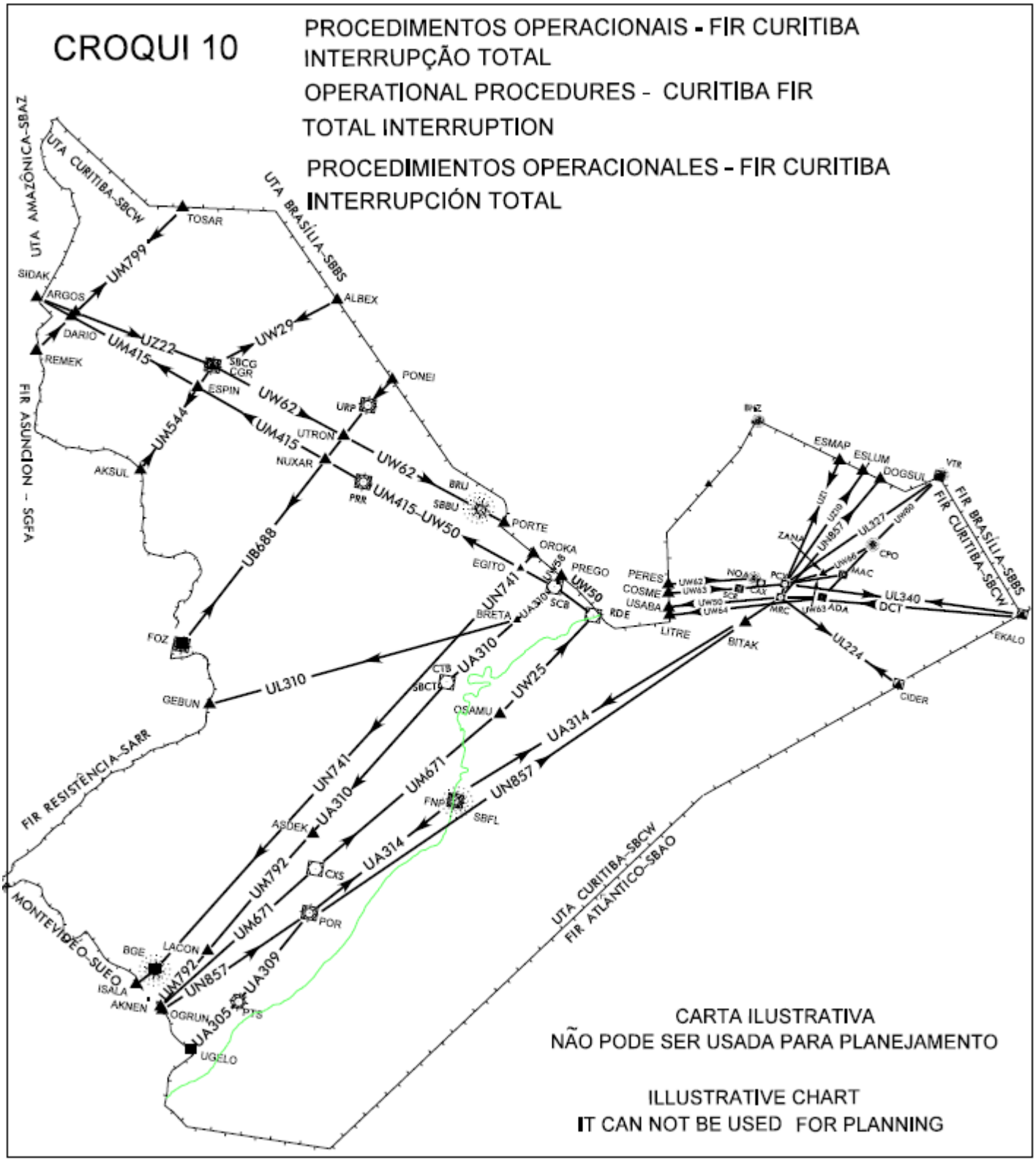
ESPAÇO AÉREO SUPERIOR



FIR CURITIBA

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA TOTAL

ESPAÇO AÉREO SUPERIOR



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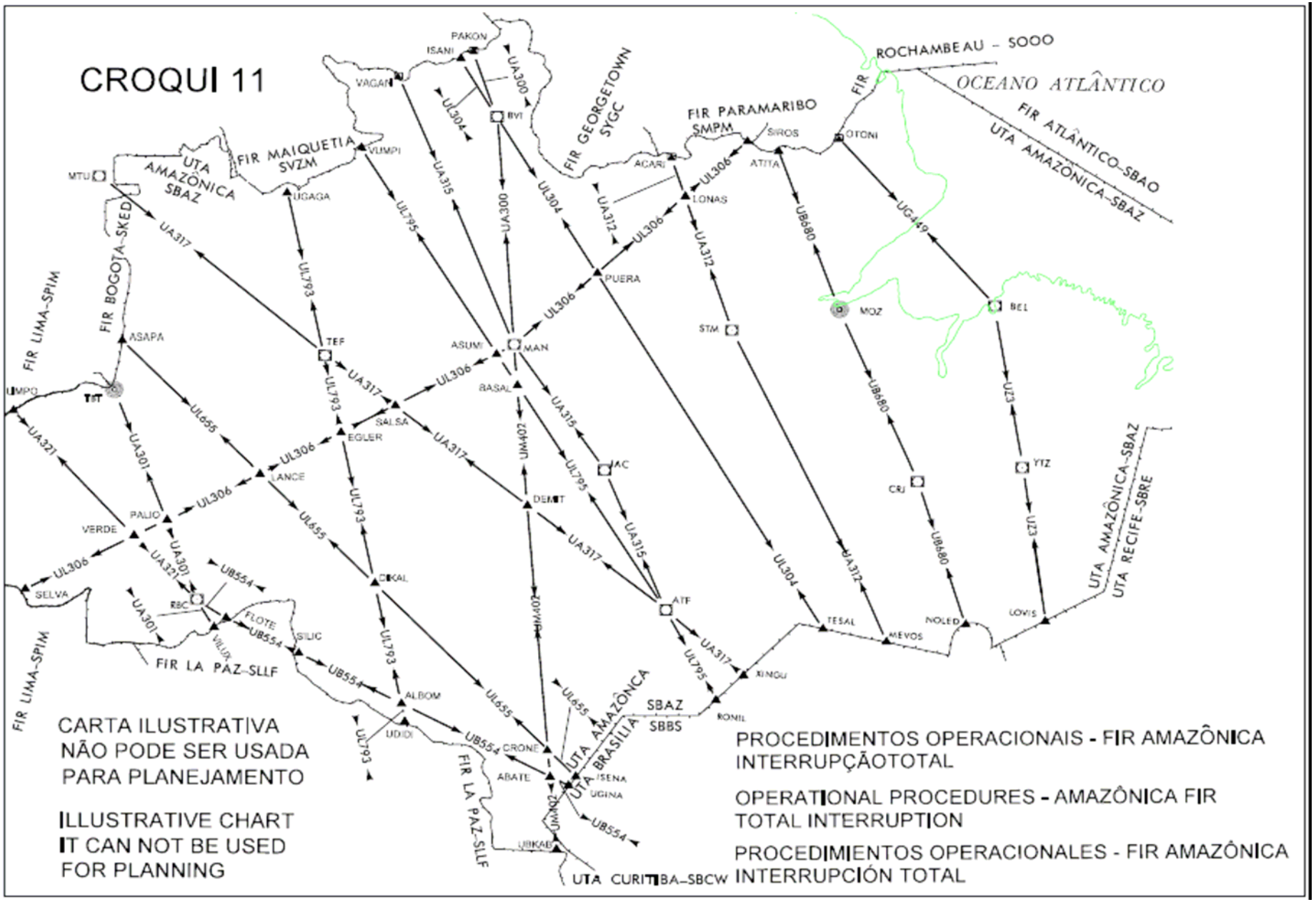
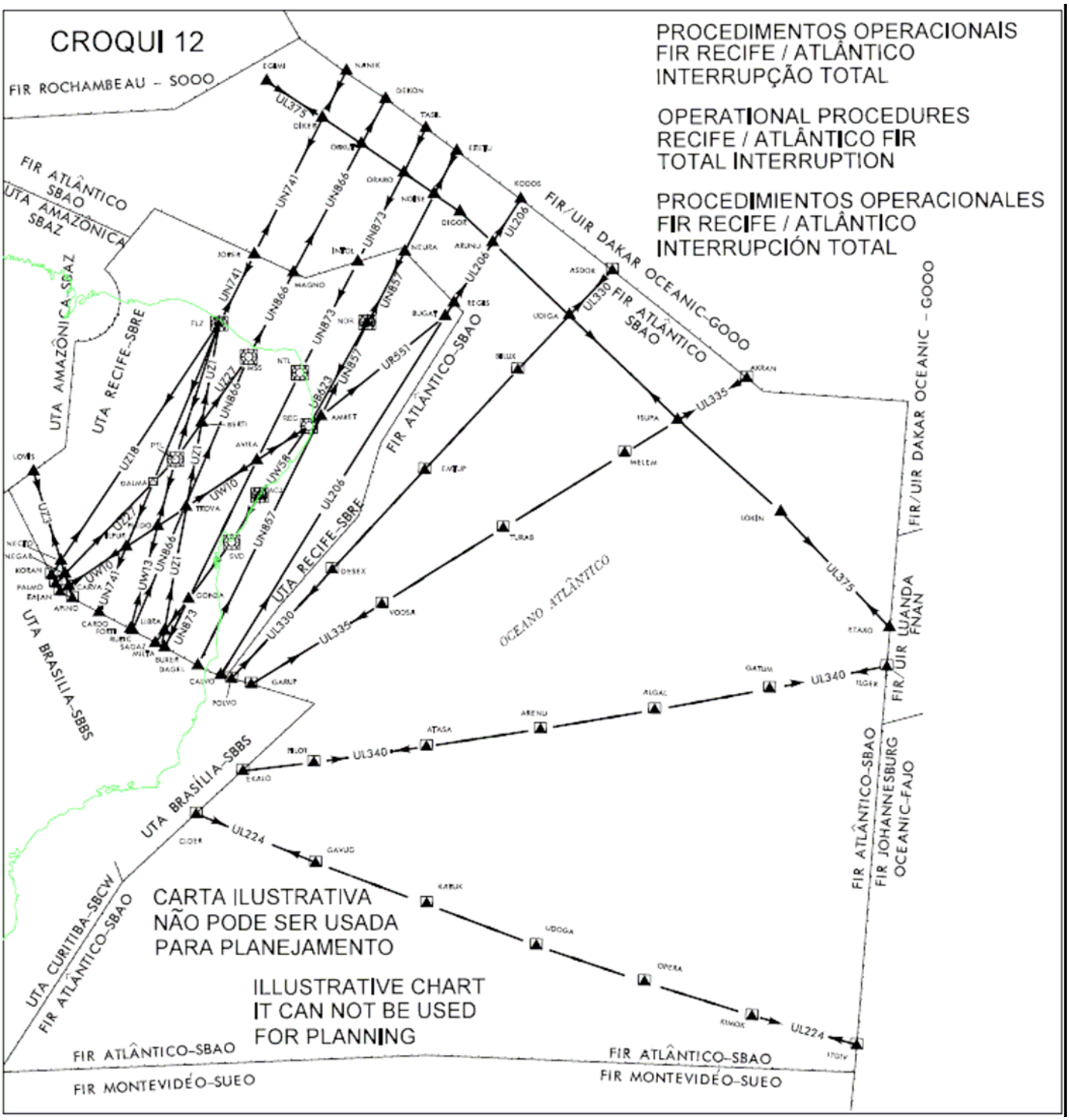
REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA TOTAL
ESPAÇO AÉREO SUPERIOR



FIR RECIFE E ATLÂNTICO

REDE SIMPLIFICADA DE ROTAS PARA CONTINGÊNCIA TOTAL

ESPAÇO AÉREO SUPERIOR ANNEX TO AIP SUPPLMENT A113/07 - PAGE 41/42



NOTAM MODEL FOR CONTINGENCY CASES

In case of total/partial interruption of the ATS services into the CTA/UTA/FIR (XXX), the Air Navigation Management Center (CGNA), shall publish a NOTAM indicating the following:

a) Starting date and hour and foreseen duration time of contingency measures;

b) The Contingency Plan of the Republic of Brazil shall be applied, affected FIRS: SBXX, SBYY;

c) Facilities and/or services NOT available;

d) Procedures to be followed by adjacent ATS units;

e) Procedures to be followed by pilots, who shall maintain in listening the main frequency of the sector being flown and air/air frequency **123,45 MHz,** applying in-flight radio dissemination procedures; and

f) Any other detail related with contingencies which requires for immediate knowledge of users.

TRIGGER CONTINGENCY NOTAM

NOTAM A *XXXX/XX* DUE TO ATS INTERRUPTION THE BRASILIAN'S CONTINGENCY PLAN HAS BEEN ACTIVATED WITHIN FIR *SBXX*, SINCE *(DATE/HOUR*), UNTIL *(ESTIMATED DATE/HOUR*). FOR FURTHER INFORMATION AND FLIGHT PLANNING, SUBMIT TO THE BRASILIAN'S CONTINGENCY PLAN, PUBLISHED IN AIP-BRASIL PART ENR 3-5.

As an option, the NOTAM may include other relevant aspects from the contingency plan such as:

- Aeronautical mobile service is not available;
- Delays in air traffic are foreseen;
- Only traffic proceeding via simplified ATS route net and flight levels, specified in the activated contingency plan will be accepted;
- Pilots will maintain listening in the main frequency assigned to the sector they are flying and also the air/air frequency 123,45 MHZ, applying in-flight radio dissemination procedures;
- Auto-transferences procedures are authorized;
- Repetitive flight plans are not authorized; and
- In the event that flights can not comply with the specifications established in the contingency plan they must be planned or routed to avoid the affected fir.

CANCELLATION NOTAM

NOTAMC *XXXX/XX* SINCE *(DATE/HOUR*) THE BRASILIAN'S CONTINGENCY PLAN HAS BEEN DEACTIVATED. ATS SERVICES PROVISION NORMAL.