



**Agenda Item 2: Implementation of the Air Traffic Flow Management (ATFM) and Collaborative Decision-Making (CDM)**

**DECEA actions towards the Soccer World Cup FIFA 2014**

(Presented by Brazil)

<b>SUMMARY</b>	
This working paper aims to present measures adopted by DECEA in order to promote, efficiently, the ATFM during the 2014 Soccer World Cup FIFA 2014 in Brazil.	
<b>REFERENCES:</b>	
- Report on SAM/IG/12 Meeting (Lima, Peru 13 to 17 May 2013). - DECEA Ordinance N°115-T/VICEA of 6 June 2011.	
<b>ICAO strategic Objectives:</b>	<i>A - Safety</i> <i>B - Air Navigation Capacity and Efficiency</i>

**1. Background**

1.1. The expected increase of the air traffic movement during the Soccer World Cup FIFA 2014 indicates the need to develop measures to maintain a fast and efficient Air traffic Service (ATS) and Air Traffic Flow Management (ATFM). Events of such magnitude bring new demands and, consequently the need of planning actions aiming to maintain the level of safety, air traffic flow and efficiency in services, what –by the way- is a real aspect in the current Air Traffic Service in Brazil.

1.2. With the World Cup supposed to be held in June 2014 and the Olympic Games proximity in July 2016, DECEA has developed an Action Plan aiming at the maintenance of SISCEAB efficiency, taking into account the growth of air traffic demand and restrictions imposed to some parts of the Brazilian airspace throughout these major events.

1.3. Considering such a need, DECEA has developed actions within this Plan directly involving the national ATFM, such as airports coordination, restricted airspace implementation, ATCO training, Brazilian aerial mesh adjustments and airspace design amendments.

**2. Analysis**

2.1. The actions planned and implemented by DECEA for the 2014 World Cup were defined in an Action Plan, published as a Ordinance in order to adapt and optimize the aeronautical and airports infrastructure aiming to meet air traffic demand during these events.

2.2. In order to guarantee the effectiveness of the Action Plan in this complex scenario, two working groups were created to support DECEA: The *Committee for Major Events Coordination*, created to plan and manage the process of the Action Plan and the *SISCEAB preparation Committee*, to perform the actions set in the Action Plan.

2.3. It is important to highlight that the actions developed by DECEA on the World Cup are part of a major plan which guides SISCEAB bodies and the other stakeholders on the Collaborative Decision Making system (CDM).

2.4. In spite of being two months until World Cup, DECEA commitment with this event can be measured by observing the Action Plan activities which were already performed, such as: airspace design alterations in order to improve ATFM, ATCO training, AIC elaboration, disclosure of practical guide for stakeholders, en-route-CDM implementation, contingency plan update, etc.

2.5. In order to present a general view of the Action Plan, the attachments to this working paper (**Attachment A**) raise important issues of the plan, such as: perception of the Plan, Plan composition, giving as well examples of two actions directly related to the ATFM, which were of fundamental importance for the implementation of the Plan goals. More information can be obtained by consulting DECEA Ordinance N°115-T/VICEA of 6 July 2011 and other amendments.

### 3. **Suggested actions:**

3.1. The Meeting is invited to:

- a) take note of the actions developed by DECEA concerning the 2014 World Cup Action Plan in order to ensure ATFM efficiency; and
- b) consider the planning of DECEA as a contributing factor to develop and guide the ATFM during major events involving SAM States.

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**APÉNDICE A / ATTACHMENT A**

**PLAN DE ACCION**

**COPA MUNDIAL DE FUTBOL FIFA BRASIL 2014**

**ACTION PLAN**

**FIFA SOCCER WORLD CUP BRAZIL 2014**

**MINISTRY OF DEFENSE**

**AIR FORCE COMMAND**

**DEPARTMENT OF AIRSPACE CONTROL**



**ACTION PLAN  
WORLD CUP SOCCER 2014**

# ACTION PLAN FOR THE FIFA BRAZIL SOCCER WORLD CUP 2014

## CONCEPTION



**ACTION PLAN FOR LARGE EVENTS**  
CREATED BY ORDINANCE DECEA NUMBER 1156<sup>th</sup> JUN 2011

**COMMITTEE ON PREPARATION OF SISCEAB**

**COORDINATING COMMITTEE OF MAJOR EVENTS**

CONFERENCE  
RIO +20  
ANO 2012

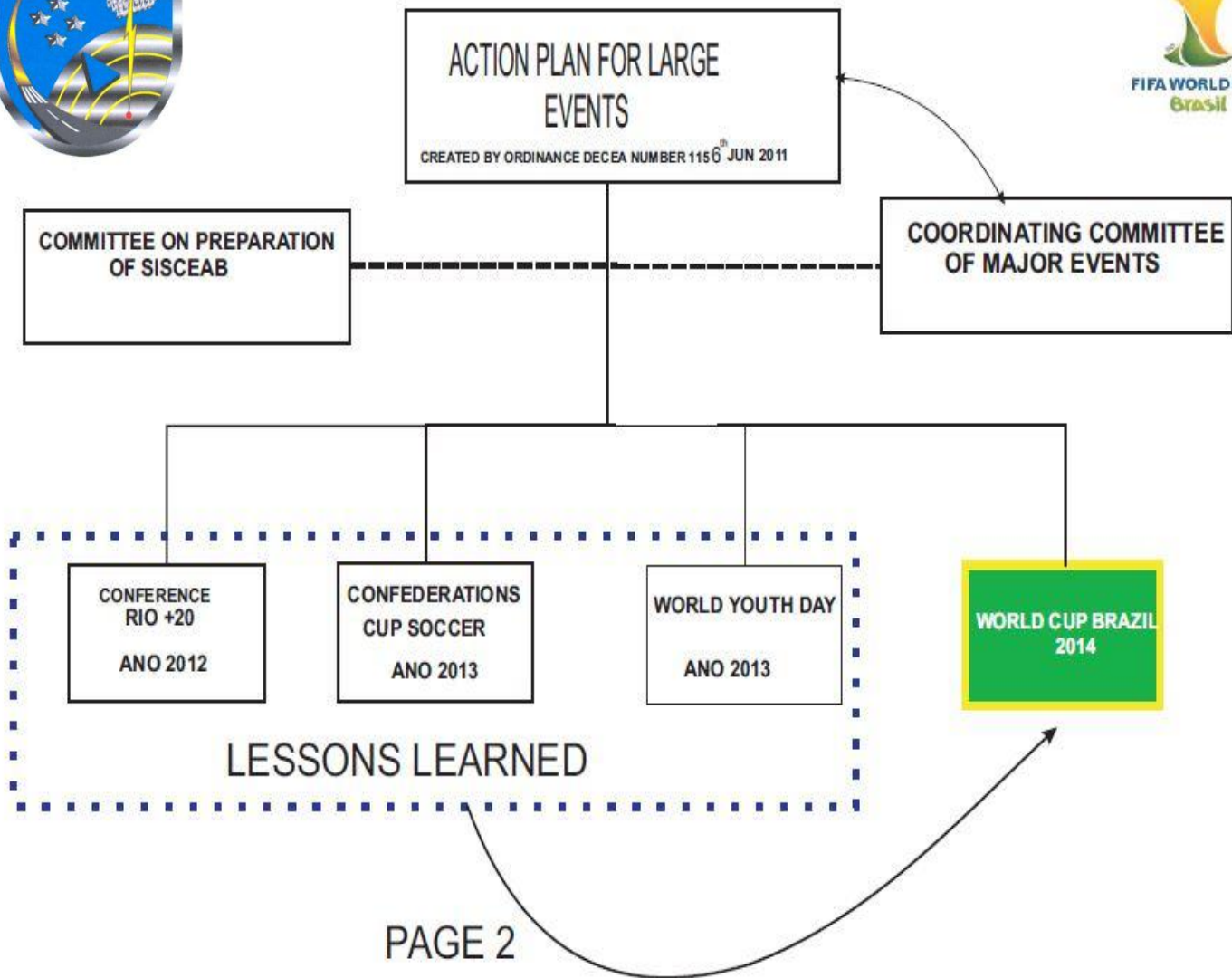
CONFEDERATIONS  
CUP SOCCER  
ANO 2013

WORLD YOUTH DAY  
ANO 2013

**WORLD CUP BRAZIL  
2014**

LESSONS LEARNED

PAGE 2



# ACTION PLAN FOR THE FIFA BRAZIL SOCCER WORLD CUP 2014



**ACTION PLAN FOR  
THE WORLD CUP**

## **MODULES**

**CAPACITY**

**PROJECTION OF DEMAND**

**MONITORING EQUIPMENTS AND AIDS**

**LEGISLATION**

**AIR TRAFFIC FLOW MANAGEMENT**

**MANAGEMENT OF OPERATIONAL SAFETY**

**SECURITY AND DEFENSE**

**CAPACITATIONS OF HUMAN RESOURCES**

**AIRSPACE DESIGN**

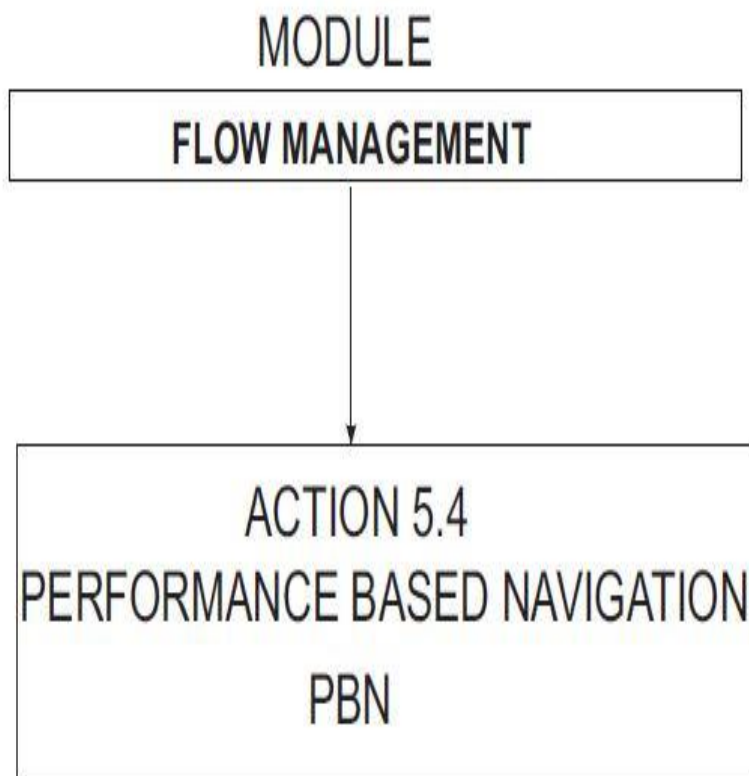
**PROPAGANDA**



<b>MODULE 1: CAPACIDADE</b>				
<b>ACTIONS</b>				<b>STATUS</b>
1.1 To define the segments of aviation of the airports in issue.	1.2 measure and declare the runway capacities of the main airport.	1.4 Measure and declare the sector capacities of the of the FIR and TMA of the airspaces.	<i>Correction action proposed by the committee</i>	Accomplished
<b>MODULE 2: PROJECTED DEMAND</b>				
<b>ACTIONS</b>				
2.1 Project the aircraft demand for the impacted airports.	2.2 project the aircraft demand for the controlled sectors of the Brazilian air space.		<i>Correction action proposed by the committee</i>	Accomplished
<b>MODULE 3: MONITORING EQUIPMENTS AND AIDS</b>				
<b>ACTIONS</b>				
3.1 To perform preventive and corrective maintenance on the installed infrastructure.	3.2 To perform the inspections in flight of the installed infrastructure.	3.3 to make available the INTERNET and INTRAER in every ATS facilities involved with the events.		Accomplished
3.4 To map the aeronautical and airport existing infrastructure.	3.5 To modernize the operational room of the Air Navigation Management Center.	<i>Correction action proposed by the committee</i>		Accomplished
<b>MODULE 4: LEGISLATION</b>				
<b>ACTIONS</b>				
4.1 Issue a brochure with all the alterations during the event and make it known by the public.	4.2 Issue the AIC of the coordinated aerodromes.	4.3 To prepare the Air space coordination plan (PCEA).		Accomplished

MODULE 5: AIR TRAFFIC FLOW MANAGEMENT				
ACTIONS				STATUS
5.1 Propose operational agreements with the ATFM centers around the world.	5.2 Simulate in advance the scenarios (aerodromes and air spaces) through a real time simulation (STR) and in accelerated time (STA).	5.3 To analyse the air traffic flow directions in the controlled sectors of the air space.	5.4 To set up the Performance Based Navigation in the Terminals of Recife, Brasilia, Rio de Janeiro and Sao Paulo.	Accomplished
5.5 Adapt and apply the military methodology (Command and control) in a civilian event, the implementation of the Master Room of Control and Command and the work methodology used in this room.	5.6 To turn operational the INTEGRATED SYSTEM OF MANAGEMENT AND AIR TRAFFIC MOVIMENT (SIGMA)	5.7 Along with INFRAERO and Airport <u>stake holders</u> to define the numbers of vacancies in the aprons of the general aviation.	5.8 To gather together with the DTCEA's involved in these events to discuss about operational subjects.	
5.9 To revise the AIC with the air space alterations during the event.	5.10 To perform the operational planning of the numbers of consoles in the operational facilities involved with the events.	5.11 to promote the en route Route CDM with the ATC facilities and airline companies, regional and international ones.	<i>Correction action proposed by the committee</i>	
MODULE 6 : MANAGEMENT OF OPERATIONAL SAFETY				
ACTIONS				STATUS
6.1 Study and analysis of risk management.	6.2 Update and publication of contingency plans	<i>Correction action proposed by the committee</i>		Accomplished

<b>MODULE 7 : SECURITY AND DEFENSE</b>			
<b>ACTIONS</b>			<b>STATUS</b>
7.1 Implementation of the national plan of defence in events of such proportions.	7.2 The creation of exclusion areas, visual corridors and patrol areas for exclusive use of the security and defence aircraft.	<i>Correction action proposed by the committee</i>	Accomplished
<b>MODULE 8: CAPACITATIONS OF THE HUMAN RESOURCES</b>			
<b>ACTIONS</b>			<b>STATUS</b>
8.1 To prepare and train the technicians in order to guarantee the appropriate number of personnel according to the traffic demand.	8.2 Training of the Chiefs, Directors and Commanders.	<i>Correction action proposed by the committee</i>	Accomplished
<b>MODULE 9: AIRSPACE DESIGN</b>			
<b>ACTIONS</b>			
9.1 Redesign the Brazilian air space to attend the demand increase.	9.2 New sectorization of the busy sectors in order to attend the projected demand increase.	<i>Correction action proposed by the committee</i>	Accomplished
<b>MODULE 10: PROPAGANDA</b>			
<b>ACTIONS</b>			
10.1 Definition of the target public for the preparing propaganda.	10.2 Selection of the appropriate media for the propaganda with the suitable target public.	<i>Correction action proposed by the committee</i>	Accomplished



AT 12<sup>th</sup> december 2013, was implemented PBN in Rio and São Paulo terminals areas in order to increase ATC capacity.

## ACTION PLAN FOR THE FIFA BRAZIL SOCCER WORLD CUP 2014



MODULE

FLOW MANAGEMENT



ACTION 5.11  
COLABORATIVE DECISION MAKING  
CDM

WERE CHANGED FLOWS FOR EUROPE AND AMERICA IN  
1st CDM-ROUTES

*"1st CDM- Routes Workshop" conducted by the Brazilian ANSP (DECEA) on a Joint venture with IATA and the Brazilian Airlines Association (ABEAR), in the period of 26th and 27th March 2014."*