*Organización de Aviación Civil Internacional* SAM/IG/17-NI/07
Oficina Regional Sudamericana 04/05/16
**Décimo Séptimo Taller/Reunión del Grupo de Implantación SAM (SAM/IG/17) – Proyecto Regional RLA/06/901**
Lima, Perú, 09 al 13 de mayo de 2016

**Cuestión 3 del Orden del Día:** **Implantación de la Gestión de Afluencia del Tránsito Aéreo (ATFM)**

# Medidas adoptadas durante la realización de los Juegos Olímpicos Rio 2016 en Brasil

(Presentada por Brasil)

**RESUMEN**

Esta nota informativa tiene por finalidad presentar las medidas adoptadas por el Departamento de Control del Espacio Aéreo (DECEA) para promover con eficiencia, el ATFM durante el periodo de los Juegos Olímpicos Rio 2016 en Brasil.

**Referencia:**

- Informe final del Décimo Quinto Taller/Reunión del Grupo de Implantación SAM (SAM/IG/15) - Proyecto Regional RLA/06/901 (Lima, Perú, del 11 al 15 de mayo de 2015).

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| ***Objetivos estratégicos de la OACI:*** | *A - Seguridad operacional*<br>*B –Capacidad y eficiencia de la navegación aérea* |

## 1 Introducción

1.1 La proyección del aumento de la demanda durante la realización de los Juegos Olímpicos Río 2016, requiere ágil atención, no sólo en la eficiencia en la prestación de los servicios de tráfico aéreo (ATS), sino también en lo que se refiere a la optimización de la gestión del flujo de tráfico aéreo (ATFM). Desde la realización de la Conferencia Rio +20, en 2012, hasta la Copa del Mundo de Fútbol de 2014, el Estado Brasileño tiene logrado éxito en la consecución de los objetivos estratégicos definidos por DECEA frente a los Grandes Eventos agendados para Brasil.

1.2 Con la proximidad de los Juegos Olímpicos Río 2016 previstos para julio de 2016, DECEA dio continuidad al Plan de Acción que fue desarrollado en 2011, con la finalidad de preparar al Estado Brasileño para los grandes eventos que acontecerían en Brasil (Copa de las Confederaciones, Jornada Mundial de la Juventud, Copa del Mundo de Fútbol y Juegos Olímpicos Río 2016). Este Plan fue presentado durante la SAM/IG13, y los módulos en él contenidos tienen por objetivo direccionar las medidas necesarias para la manutención de la eficiencia del SISCEAB, en lo que se refiere a la Seguridad Operacional y la optimización de la Gestión del Flujo de Tráfico Aéreo durante la realización de los grandes eventos.

1.3 Comparados al Mundial de Fútbol de 2014, los Juegos Olímpicos presentan características distintas como, por ejemplo, mayor número de Estados participantes, diversidad de las modalidades deportivas y simultaneidad de las competiciones. De este modo, siguiendo los patrones internacionales, hay la necesidad de varios espacios segregados para actuación de la defensa del espacio aéreo y seguridad de las delegaciones y, consecuentemente, existe la posibilidad de un impacto significativo en la circulación aérea de las sedes olímpicas.

1.4 Sin embargo, con los debidos ajustes, la mayoría de las acciones tomadas durante la Copa del Mundo de 2014, asociadas a las "*lecciones aprendidas*", serán la base de las medidas necesarias que serán adoptadas por DECEA para atender la especificidad de este último evento.

2 **Discusión**

2.1 Las acciones planeadas e implementadas por DECEA para los Juegos Olímpicos Río 2016, en parte son las mismas que fueron adoptadas para el Mundial de 2014 con las debidas alteraciones y actualizaciones. Las medidas previstas tienen como objetivos principales, adaptar y optimizar la infraestructura aeronáutica y aeroportuaria, poniendo atención a la demanda de tráfico aéreo resultante del aumento de las operaciones aéreas, por ocasión de las Olimpiadas.

2.2 Tal como se efectuó en la Conferencia RIO +20, la Copa de las Confederaciones, la Jornada Mundial de la Juventud y la Copa del Mundo de Fútbol, el COMITÉ DE COORDINACIÓN DE GRANDES EVENTOS participa de la planificación junto a la Secretaría de Aviación Civil (SAC, con la asesoría del DECEA, sobre las particularidades del evento que afectan directa o indirectamente la prestación de los servicios de tráfico aéreo en el ámbito del SISCEAB.

2.3 Al final de la Copa de 2014, la continuidad en el proceso de mejora de los servicios por parte de DECEA demuestra el compromiso del Estado Brasileño en promover el ATFM de forma eficiente, atendiendo asimismo a los patrones de seguridad recomendados para eventos de esa naturaleza. Las correcciones e implantaciones que serán utilizadas durante los Juegos Olímpicos Rio 2016 son el resultado directo de las "*lecciones aprendidas*" y del Planeamiento Estratégico para Grandes Eventos definido por el DECEA.

2.4 De esa forma, con el fin de llevar a la audiencia una visión general de las medidas adoptadas por el Estado Brasileño para la realización de los Juegos Olímpicos Río 2016, el **Anexo** de esta nota informativa incluye el AIC A 07/16, el cual se ocupa del cambio temporal en el espacio aéreo brasileño para la realización de los Juegos Olímpicos y Paralímpicos Río 2016.

3. **Acciones sugeridas:**

3.1 Se invita a la Reunión a:

a) tomar conocimiento de las alteraciones en el espacio aéreo de Brasil y los procedimientos específicos previstos en la AIC A 07/16;

b) considerar la AIC A 07/16 y la Guía Práctica de los Juegos Olímpicos Río 2016 en Brasil como futuras referencias y herramientas de divulgación durante grandes eventos en países de la Región.

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**ANEXO**


**BRASIL** **AIC**

DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO **A**
SUBDEPARTAMENTO DE OPERAÇÕES **07/16**
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# TEMPORARY AIRSPACE CHANGES TO THE BRAZILIAN AIRSPACE FOR THE RIO 2016 OLYMPIC AND PARALYMPIC GAMES

## 1 PRELIMINARY ARRANGEMENTS

### 1.1 PURPOSE

This Aeronautical Information Circular (AIC) aims at publicizing the temporary changes to the Brazilian airspace during the Rio 2016 Olympic and Paralympic Games, as well as the general and specific procedures to be followed by pilots-in-command and air traffic control (ATC) units under the Brazilian Airspace Control System (SISCEAB) during the event.

### 1.2 SCOPE

This document applies to all those who, in the performance of their duties, come to use the Brazilian airspace during the Rio 2016 Olympic and Paralympic Games.

### 1.3 INTRODUCTION

The growth of air traffic movements expected during the Rio 2016 Olympic and Paralympic Games signals the need for promptness and efficiency in the provision of air traffic services (ATS) and air traffic flow management (ATFM). A big event brings in new demands and increases the need for planning, making it imperative to maintain safety, security, efficiency and fluidity, aspects already present in the provision of these services.

The work to achieve the desired excellence begins with the careful execution of an extensive, clear, objective and feasible planning, in order to ensure maximum performance of ATS, ATFM, flight operations safety and the Brazilian airspace management, thus minimizing the potential impacts arising from the expected increase in air traffic during the event.

For decades, Brazil has been consolidating a leading position in air traffic management (ATM), not only investing in new equipment and facilities, but also developing its own processes, with emphasis on specialized training and on the efficient and flexible integration of modern management concepts.

The country has the responsibility to manage its territorial airspace (8,511,965 km²) and the airspace over its oceanic area, which extends to the meridian 10°W, a total of 22 million km².

In this airspace, there are several activities taking place at the same time, such as international and domestic commercial flights, private air service, public specialized air service, air taxi, general aviation flights, chartered flights, civil aviation training, military training and exercises, military operations, remotely piloted aircraft (RPA), flight tests, as well as air sports activities. The quality and efficiency in the use of the airspace will also be maintained during the Rio 2016 Olympic and Paralympic Games, thanks to the work of many sectors, including the Air Force Command (COMAER).

On behalf of COMAER, the Department of Airspace Control (DECEA) planned a set of actions for the Rio 2016 Olympic and Paralympic Games, which focused on the safety and the maintenance of a fast and orderly air traffic flow. Meanwhile, the Brazilian Airspace Defense Command (COMDABRA) developed a meticulous plan of the necessary actions for airspace security.

In order to implement these plans, the Air Navigation Management Center (CGNA), under the command of DECEA, prepared another plan of action considering the increase in traffic demand and the constraints imposed in some areas of the airspace.

The topics of these plans of action comprise airspace structure and capacity, expected demand, technical infrastructure, appropriateness of legislation, regulations and procedures, security and defense, and specialized training.

This is not the first time COMAER develops a plan to manage the air traffic flow in a big event. During the 2012 United Nations Conference on Sustainable Development (Rio +20), the 2013 FIFA Confederations Cup, the 2013 World Youth Day, and the 2014 FIFA World Cup, the Air Force Command had a successful and acclaimed performance by using a military concept and structure for a non-military event.

This concept has been successfully used by CGNA in all the previous events and will be repeated in the Rio 2016 Olympic and Paralympic Games.

By the experience gained in hosting all those events, Brazil will leave a rich legacy in terms of security, safety and efficiency - which are already the basis of our work.

## 2 ABBREVIATIONS

| | |
|---|---|
| ACAV | In-flight Alarm Control Area |
| AIC | Aeronautical Information Circular |
| AIS | Aeronautical Information Service |
| ANAC | National Civil Aviation Agency |
| APP | Approach Control |
| AREVO | Air Refueling Area |
| ATC | Air Traffic Control |
| ATFM | Air Traffic Flow Management |
| ATM | Air Traffic Management |
| ARS | Restricted Area |
| ATS | Air Traffic Service |
| CGNA | Air Navigation Management Center |
| COMAER | Air Force Command |

| | |
|---|---|
| COMDABRA | Brazilian Airspace Defense Command |
| DECEA | Department of Airspace Control |
| EAC | Special Use Airspace |
| EB | Brazilian Army |
| FAB | Brazilian Air Force |
| FIFA | Fédération Internationale de Football Association |
| FIR | Flight Information Region |
| FL | Flight Level |
| IFR | Instrument Flight Rules |
| MB | Brazilian Navy |
| MPEA | Airspace Policing Measures |
| MSC | Ground Control Measures |
| NM | Nautical Miles |
| NOTAM | Notice to Airmen |
| PSA | Airport Security Program |
| PVC | Full flight plan |
| RBAC | Brazilian Civil Aviation Regulations |
| REAST | Special Route for Non-transponder Aircraft |
| REA | Aircraft Special Routes |
| REH | Helicopter Special Routes |
| RPA | Remotely Piloted Aircraft |
| RPL | Repetitive Flight Plan |
| SAC | Civil Aviation Secretariat |
| SAR | Search and Rescue |
| SID | Standard Instrument Departure |
| SISCEAB | Brazilian Airspace Control System |
| STF | Supreme Federal Court |
| TMA | Terminal Control Area |
| VFR | Visual Flight Rules |
| VIP | Very Important Person |

## 3 AIRSPACE RESTRICTIONS

During the event, we will be visited by tourists from all over the world, business people, heads of State and Government, sports authorities, personalities, and the international press. Brazil will be the world's center of attention for the duration of the competition.

Following the safety and security criteria adopted in world events and considering the importance of Rio 2016 Olympics and Paralympics Games and the maintenance of the level of air traffic service provided, COMAER created exclusion areas (RESERVED, RESTRICTED, or PROHIBITED) in certain portions of Brazilian airspace with different sizes and levels of access.

The criteria adopted for the creation of these exclusion areas were safety, security, and operational impact, among others. The safety and security of the general public, athletes, officials, aircraft and units -- as well as a constant concern to reduce operational impacts for airspace users -- guided the location, size and levels of access of those areas.

Entry clearance in the segregated airspaces depend on the nature and the intentions of the flight, such as aircraft transporting officials, delegations, domestic and/or international regular commercial aircraft, general aviation, military flights, air defense, transportation of personnel and/or equipment (civil or military), police aircraft, search and rescue (SAR) aircraft, and air ambulances.

The exclusion areas are located in the lower airspace of the Flight Information Regions (FIR) and within the Terminal Control Area (TMA) of locations where official Olympic and Paralympic Games competitions will occur, i.e. BELO HORIZONTE, BRASÍLIA, MANAUS, RIO DE JANEIRO, SALVADOR, and SÃO PAULO.

The duration of these restrictions will be determined by the official start of the games, as well as the opening and closing ceremonies of the Rio 2016 Olympic and Paralympic Games. It is important to highlight that the duration of the restrictions varies according to the game. This means that the same host city may have different restriction schedules according to the events it is hosting.

## 4 DEFINITIONS OF EXCLUSION AREAS

The lateral and vertical limits, the centers of the exclusion areas, with their respective radius and activation days and times are described in the Appendices hereto.

### 4.1 RESERVED AREA

Area named WHITE, existing in all cities involved in the event, in which specific rules for using the airspace are applied, so ATC units can identify every air movement in it, thus increasing the security level.

### 4.2 RESTRICTED AREA

Area named YELLOW, located within the WHITE area, existing in all cities involved in the event, allowing only specific air movements which meet the the Airspace Defense Authority criteria.

### 4.3 PROHIBITED AREA

Area named RED, located within the YELLOW area, existing in all cities involved in the event, permitting the exclusive access of aircraft involved with the event, under strict permission of the Airspace Defense Authority.

## 5 RULES FOR AIR CIRCULATION WITHIN EXCLUSION AREAS

### 5.1 RESERVED AREA (WHITE)

In the WHITE AREA, including within the Special Use Airspaces (EAC), the following will be prohibited:

a) Training or instruction flights, under Instrument Flight Rules (IFR) or Visual Flight Rules (VFR);
b) National Civil Aviation Agency (ANAC) flight checks;
c) Aerobatics or tourist flights;
d) Experimental flights and flights for aircraft delivery; and
e) Parachute operations, paragliders, balloons, airships, ultra-light aircraft, experimental aircraft, hang-gliders, crop dusting aircraft, banner tows, model airplanes, rockets, and remotely piloted aircraft (RPA).

Aircraft whose origin and destination are out of the WHITE AREA are not authorized to enter such area.

Respecting the restrictions established for the YELLOW and RED AREAS, the following flights are previously authorized:

a) Origin within WHITE AREA and destination out of it;
b) Origin out of WHITE AREA and destination within it; and
c) Origin and destination within WHITE AREA.

All aircraft which fly within WHITE AREA must necessarily:

a) have their full Flight Plan submitted and approved by the ATC unit;
b) maintain bilateral radiotelephony communications with the ATC unit;
c) have transponder equipment in operation; and
d) maintain the flight profile authorized by the ATC unit.

In locations with no ATS unit, the flights should be previously coordinated with the region's APP, being it compulsory to squawk the A/C transponder code allocated by the ATC unit before takeoff until landing. In case of transponder failure, the aircraft should immediately inform the ATC unit.

Aircraft which do not comply with the rules established for the WHITE AREA will be considered SUSPICIOUS and are consequently subject to Airspace Policing Measures (MPEA).

Unidentified aircraft, and the aircraft which are authorized to fly within a WHITE AREA, but modify their routes without ATC authorization and enter YELLOW or RED AREAS, will be considered UNFRIENDLY, and will be subject to MPEA.

### 5.2 RESTRICTED AREA (YELLOW)

Aircraft listed below will be allowed in the YELLOW AREA, provided they have been previously subjected to the flight authorization process by COMDABRA:

a) Aircraft transporting Heads of State, Heads of Government, and Rulers;
b) Aircraft transporting the President of the Supreme Federal Court (STF), the President of the House of Representatives, the President of the Federal Senate, Federal Ministers, the Governor of the State hosting the event and the Mayor of the city hosting the event;
c) Brazilian Navy (MB), Brazilian Army (EB) and Brazilian Air Force (FAB) Aircraft, manned or unmanned, which are involved in the event operations;
d) Air ambulances on duty;
e) Police aircraft on duty;
f) Aircraft transporting VIP, as classified by the Presidential Chief of Staff;
g) Aircraft transporting exclusively members of institutions participating in the Rio 2016 Olympic and Paralympic Games (Committees, Families, Olympic and Paralympic Federations, both national and international, and Athlete Delegations);
h) Military aircraft not involved in the operation of Rio 2016 Olympic and Paralympic Games, carrying out procedures related to the departure and arrival of air transport missions; and
i) Aircraft of air operators in charge of official filming of sports events in Rio 2016 Olympic and Paralympic Games.

The following will be previously authorized by the COMDABRA Commander:

a) Aircraft of operators Classes III, IV-A, IV-B, V, and VI, as per the Civil Aviation Brazilian Regulation (RBAC) nº 108, carrying out procedures related to the departure from and arrival at aerodromes of that TMA;
b) Aircraft of operators Classes I, II-A and II-B, PROVIDED THEY COMPLY WITH specific regulation by other GOVERNMENTAL OFFICES related to CIVIL AVIATION and additional security measures, which meet, at least, the following criteria:

1) The aircraft will depart from a public aerodrome with an Airport Security Program (PSA);
2) Before boarding, everybody supposed to be onboard the aircraft (crew and passengers if applicable) should be subjected to the aerodrome Access Control through their identification and registration, according to procedures defined by the responsible authority, among the procedures, the inspection by metal detector will be compulsory;
3) During boarding procedures, people occupying the aircraft should not be in contact with people who have not been subjected to inspection. In case that occurs, a new inspection should be carried out;
4) Baggage belonging to people who have come on board should not be transported on the Aircraft;
5) All baggage will be subjected to inspection procedures established by the responsible authority;
6) The items listed in the following tables are forbidden both in the carry-on and in the checked baggage:

CATEGORY: pistols, firearms, and projectile firing devices

DESCRIPTION: devices which have or appear to have the possibility of being used to cause serious injuries through firing of a projectile

ITEMS:

1 - Firearms of any kind, such as pistols, revolvers, carbines, and shotguns.
2 - Toy guns, firearm replicas or imitation which could be mistaken for real firearms.
3 - Firearm components, except for telescopic sights.
4 - Firearms powered by air pressure, compressed gas or spring, such as paintball guns, airsoft guns, pistols, and shotguns which fire pellets made of lead or any other material.
5 - Flare guns and sport starting pistols.
6 - Crossbows, bows, and arrows.
7 - Spearfishing weapons, such as harpoons and spears.
8 - Slings and slingshots.

CATEGORY: neutralizing devices

DESCRIPTION: devices specifically designed to stun or immobilize

ITEMS:

1 - Shocking devices, such as Tasers and electric shock batons.
2 - Devices for stunning or slaughtering animals.
3 - Incapacitant or neutralizing chemicals, gases and aerosols, such as pepper spray, tear gas, acid spray and animal repellent aerosol sprays.

CATEGORY: sharp and cutting objects

DESCRIPTION: objects which could be used to cause serious injuries due to their sharp or cutting tips or edges

ITEMS:

1 - Objects designed to cut, such as axes, hatchets, and cleavers.
2 - Ice axes or picks.
3 - Utility knives, razors, except for cartridge razors.
4 - Knives and pocket knives whose blades are longer than 6 cm.
5 - Scissors whose blades are longer than 6 cm measured from the joint area.
6 - Sharp martial arts equipment.
7 - Swords and sabers.
8 - Multipurpose tools with blades longer than 6 cm.

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CATEGORY: work tools
DESCRIPTION: tools which could be used to cause serious injuries or threaten aircraft safety or security.
ITEMS:

1 - Crowbars and similar levers.
2 - Drills and drill bits, including cordless power drills.
3 - Tools whose blades or handles are longer than 6 cm, such as screwdrivers and chisels, which can be used as a weapon.
4 - Saws, including portable cordless power saws.
5 - Blow torches.
6 - Bolt guns, nail guns, and industrial guns.
7 - Hammers and sledgehammers.

CATEGORY: blunt tools
DESCRIPTION: objects which could cause serious injuries if used against somebody.
ITEMS:

1 - Baseball bats, polo sticks, golf clubs, hockey sticks, and snooker or billiard cues.
2 - Nightsticks, clubs and expandable batons.
3 - Blunt martial art equipment.
4 - Brass knuckles.

CATEGORY: explosive or flammable substances and devices.
DESCRIPTION: explosive or flammable materials and devices which have or appear to have the possibility of being used to cause serious injuries or to threaten the safety or security of the aircraft.
ITEMS:

1 - Ammunition.
2 - Percussion caps and fuses.
3 - Detonators and triggers.
4 - Replicas or imitations of explosive devices.
5 - Mines, grenade, and other military explosive devices.
6 - Fireworks and other pyrotechnics.
7 - Gas canisters or smoke emitter cartridges
8 - Dynamite, gunpowder, and plastic explosives.
9 - Substances liable to combust spontaneously.
10 - Flammable solids, i.e. those easily combustible and those which, with attrition, can generate fire or contribute to it, such as metal powder and metal alloy powder.
11 - Flammable liquids, such as gasoline, ethanol, methanol, diesel oil and lighter fluid.
12 - Aerosols and atomizers, except those used for medical purposes or for personal hygiene, as long as these do not exceed the amount of 4 bottles per person and each bottle contains under 300 ml or 300 g.
13 - Flammable gases, such as methane, butane, propane and LPG.
14 - Substances that, when in contact with water, emit flammable gases.
15 - Compressed gas cylinders, flammable or otherwise, such as oxygen tanks and fire extinguishers.
16 - Blow torches, regardless of size.

CATEGORY: chemical or toxic substances and other dangerous items.
DESCRIPTION: substances which may threaten the health of people aboard or aircraft safety or security
ITEMS:

1 - Chloride for swimming pools and bathtubs.
2 - Liquid bleach.
3 - Batteries with pourable corrosive liquids.
4 - Mercury, except in a small quantity inside a temperature-measuring tool (thermometer).
5 - Oxidizing substances, such as quicklime, bleaching powder and peroxides.
6 - Corrosive substances, such as acids and alkaloids.
7 - Poisonous (toxic) and infectious substances, such as arsenic, cyanide, insecticides, and defoliants.
8 - Infectious materials or biohazards, such as infected blood samples, bacteria, or viruses.
9 - Radioactive materials (medical and commercial isotopes).

CATEGORY: others.
DESCRIPTION: prohibited items which do not fit in the previous categories.
ITEMS:

1 - Alarm devices, except watches and the electronic devices allowed on board.
2 - Materials that may interfere in aircraft equipment and that are not listed as permitted electronic devices (i.e. cell phones, laptops, palmtops, electronic games, pagers), which have limited use aboard.

7) Cargo and mail transportation, for Class II-B air operators, must comply with the safety and security measures regarding their identification, approval, and inspection in accordance with criteria established in specific civil aviation legislation;
8) The aircraft must be positioned in the aerodrome Restricted Area (ARS) before crew and, if applicable, passengers board the Aircraft;
9) The aircraft must be submitted to the following ground security measures before takeoff:
   - ✓ Aircraft Security Inspection: must be carried out by the accredited service provider, hired by the air operator, every time the aircraft enters the aerodrome ARS, when it is inoperative for longer than 6 (six) hours, or when there is a suspicion of unauthorized access to the Aircraft;
   - ✓ Aircraft Security Check: must be carried out by the air operator before every flight in which an Aircraft Security Inspection is not performed; and

- ✓ Aircraft Access Control: the accredited service provider, hired by the air operator, must keep the aircraft in the ARS under constant surveillance, duly identifying and registering any person who approaches or accesses the aircraft to any purpose.

10) The air operator must apply the security measures regarding in-flight supplies, if applicable, in accordance with criteria established in specific civil aviation legislation; and

11) The aircraft which departed from foreign aerodromes whose security procedures do not meet those criteria must land at a Brazilian international airport before entering a YELLOW AREA, where such procedures will be carried out.

c) A list of international aerodromes located in the Brazilian territory which meet the security criteria necessary for checking the established measures will be published in due time.

NOTE: The following classes are set for air operators:

1. Class I, for those running private air service;
2. Class II, for those running public specialized air service or air taxi service, as follows:

   a) Class II-A, for those running public specialized air service; and
   b) Class II-B, for those running air taxi service.

3. Class III, for Brazilian air operators running public air transportation service, referring exclusively to cargo or mail transportation (air taxi is not included);
4. Class IV, for Brazilian air operators running public air transportation service, referring to passenger transportation (air taxi is not included), as follows:

   a) Class IV-A, for those operating aircraft with capacity for less than 30 passengers; and
   b) Class IV-B, for those operating aircraft with capacity for 30 or more passengers.

5. Class V, for foreign air operators running exclusively international public air cargo transportation; and
6. Class VI, for foreign air operators running exclusively international public air passenger transportation.

All the aircraft flying in the YELLOW AREA must:

a) have submitted its full flight plan and have it approved by the ATC unit;
b) maintain bilateral radiotelephony communications with the ATC unit;
c) have an operating transponder; and
d) maintain the flight profile authorized by the ATC unit.

All the aircraft that fail to comply with the established regulations for the YELLOW AREA or with the clearances and instructions received from ATC units will be considered UNFRIENDLY and will be subject to MPEA.

**5.3** PROHIBITED AREA (RED)

Aircraft listed below will be allowed in the RED AREA, provided they have been previously subjected to the flight authorization process by COMDABRA:

a) Aircraft transporting Heads of State, Heads of Government, and Rulers;
b) Aircraft transporting the President of the Supreme Federal Court (STF), the President of the House of Representatives, the President of the Federal Senate, Federal Ministers, the Governor of the State hosting the event and the Mayor of the city hosting the event;
c) Brazilian Navy (MB), Brazilian Army (EB) and Brazilian Air Force (FAB) Aircraft, manned or unmanned, which are involved in the event Operations;
d) Air ambulances on duty;
e) Police aircraft on duty; and
f) Aircraft of air operators in charge of official filming of sports events in Rio 2016 Olympic and Paralympic Games.

All aircraft flying in the RED AREA should meet the following requirements:

a) To be authorized by the COMDABRA Commander;
b) To have submitted its full flight plan and have it approved by the ATC unit;
c) To maintain bilateral radiotelephony communications with the ATC unit;
d) To have an operating transponder; and
e) To maintain the flight profile authorized by the ATC unit.

Aircraft on duty which need immediate takeoff due to contingency, emergency or urgency situations (alert or warning) will not submit a full flight plan to the ATC unit. However, they should adopt the procedures that follow:

a) To be previously subjected to the COMDABRA flight authorization process;
b) To deliver a briefing with the suitable ATC unit, at least one hour before the beginning of the alert or warning period;
c) To inform COMDABRA Air Operation Cell in the hosting city about the mission start, describing the profile of the flight to be performed; and
d) To take off only after being authorized by the COMDABRA Commander and by the suitable ATC unit.

Aircraft that do not comply with such regulations and enter the RED AREA without authorization by the COMDABRA Commander will be considered UNFRIENDLY, being subject to the MPEA.

## 6 PRESENTATION AND APPROVAL OF THE FLIGHT PLAN

Aircraft cleared to fly in the exclusion areas during the period in which they are activated shall be included in the updated repetitive flight plan (RPL) listing, or submit a full flight plan (PVC).

Aircraft with origin and/or destination within the WHITE AREA of the RJ TMA that file a flight plan containing the flight segment under VFR may only present the plan up to 24 hours in advance. In this case, the AIS operators shall include the telegraphic address of the RJ APP, SBRJZAZX, when processing the flight plan.

Regarding the full flight plan, it is compulsory to inform the take-off alternate aerodrome, the en-route alternate aerodrome, and the destination alternate aerodrome, as per current legislation. In the case of the RPL, those alternate aerodromes must be informed to the ATC units.

The Command and Control Master Room, located at CGNA, is responsible for monitoring the flights. It is also responsible for the coordination with COMDABRA, with the main military operation units, with the local operation cells, with the ATC units and with the AIS offices.

If necessary, the Command and Control Master Room can interfere in the approval process of a flight plan, authorizing, suspending or cancelling it, even if all the legal procedures have been followed.

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

Aircraft that do not have an ATC SLOT code, in case they intend to take off from or land at coordinated airports and do not conform to the maximum expected limits for their flights, or do not present the ATS messages listed in the current legislation are going to have their flight plan canceled. In such case, a new flight plan must be filed.

## 7 INSTRUMENT DEPARTURE AND ARRIVAL PROCEDURES

The activation of exclusion areas is going to cause restrictions on landing and departure operations at some host cities airports, as per the Appendix. Only the aircraft authorized by the COMDABRA Commander are going to operate at the aerodromes during the period mentioned.

The current instrument departure and arrival procedures are not going to be suspended and/or canceled, despite the restrictions imposed by the activation of these areas. Special departure and arrival procedures have been designed, as seen in the tables below, for SBSP, SBGR, SBGL, and SBRJ and include the deviation necessary to avoid the exclusion areas.

The special procedures will be valid until 20 Sep 2016, at 23:59 UTC.

| SBSP – CONGONHAS | | | |
|---|---|---|---|
| **Type** | **RWY** | **Code** | **Identification** |
| **SID** | 17R/17L | SP01S | RNAV IMBID 1C - PUKRA 1C |
| | 35R/35L | SP01T | RNAV IMBID 1C - PUKRA 1C |
| **STAR** | 35R/35L | SP01U | RNAV CPN IC |
| | 35R/35L | SP01V | CPN ID |

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| SBGR – GUARULHOS | | | |
|---|---|---|---|
| **Type** | **RWY** | **Code** | **Identification** |
| **SID** | 27R/27L | GR03B | RNAV CGO 1C |
| | 27R/27L | GR03D | RNAV CGO 1D – VUMEV 1A |
| | 09R/09L | GR03A | RNAV SCB 1A |
| **STAR** | 09R/09L | GR03C | RNAV UROSO 1D UTBUR 1D |
| | 27R/27L | GR03E | STAR RNAV ANSUG 1C |

| SBRJ – SANTOS DUMONT | | | |
|---|---|---|---|
| **Type** | **RWY** | **Code** | **Identification** |
| **STAR** | 02R/20L | RJ01N | EVRIR 1B |
| | 02/20 | RJ01O | RNAV EVRIR 1A POPSU 1A |

| SBGL – GALEÃO | | | |
|---|---|---|---|
| **Type** | **RWY** | **Code** | **Identification** |
| **IAC** | 10 | GL02S | ILS W ou/or LOC W |
| | 10 | GL02T | ILS Z ou/or LOC Z |
| | 10 | GL02U | RNAV (GNSS) Z |
| | 10 | GL03S | ILS Y ou/or LOC Y |
| | 28 | GL02Z | RNAV (GNSS) Z |
| | 28 | GL03C | ILS X ou/or LOC X RWY28 |
| | 28 | GL03D | ILS Y ou/or LOC Y |
| | 28 | GL03E | ILS T ou/or LOC T |
| | 28 | GL03F | VOR Z |
| | 33 | GL03A | VOR Z |
| | 33 | GL03B | RNAV (GNSS) Z |
| **STAR** | 10 | GL02Q | EPGIP 1A |
| | 10 | GL02R | EPGIP 1B |
| | 10 | GL02V | RNAV NOA 1A |
| | 28/33 | GL03P | RNAV EPGIP 1C |
| | 28/33 | GL03Q | EPGIP 1D |
| | 15 | GL02X | NOA 1B |
| **SID** | 28/33 | GL02W | ADA 1B SCR 1B |
| | 28/33 | GL02Y | RNAV ADA 1A SCR 1A |

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## 8 AIRPORTS AND THEIR VOCATIONS

The selection of airports was based on technical criteria and, although chosen airports do not necessarily meet all criteria, they certainly have a larger set of capabilities to meet the demands of the event.

The interest and availability of the airport administrator, distance from the host city, existing infrastructure in the vicinity of the airport (access roads, traffic flow, quick access to state and federal highways), airport capacity (number of vacancies for regular domestic and international aviation, general aviation and military aviation involved in the event), runway complex (length of runways, taxiways, resistance of the runway pavement, and parking area), and air traffic services (navigation aids, air traffic control, meteorology, communications, aeronautical information service, departure and arrival procedures) are essential for the provision of quality service to our visitors during the days in which the official events of the Rio 2016 Olympic and Paralympic Games will take place.

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

| BELO HORIZONTE | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Confins | SBCF | ■ | ■ | ■ | ■ |
| | Pampulha | SBBH | | | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Brasília | SBBR | ■ | ■ | ■ | |
| | Guarulhos | SBGR | ■ | ■ | ■ | |
| | Campinas | SBKP | | ■ | ■ | |
| | Ribeirão Preto | SBRP | | | ■ | ■ |
| | Montes Claros | SBMK | | | ■ | ■ |
| | Uberaba | SBUR | | | ■ | ■ |
| | Uberlândia | SBUL | | | ■ | ■ |
| | Carlos Prates | SBPR | | | | ■ |
| | Ipatinga | SBIP | | | | ■ |
| | Juiz de Fora | SBJF | | | | ■ |

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| BRASÍLIA | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Brasília | SBBR | ■ | ■ | ■ | ■ |
| | Goiânia | SBGO | | | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Guarulhos | SBGR | ■ | ■ | ■ | |
| | Campinas | SBKP | | ■ | ■ | |
| | Confins | SBCF | | ■ | ■ | |
| | Ribeirão Preto | SBRP | | | ■ | ■ |
| | Uberaba | SBUR | | | ■ | ■ |
| | Uberlândia | SBUL | | | ■ | ■ |
| | Montes Claros | SBMK | | | ■ | ■ |
| | Caldas Novas | SBCN | | | | ■ |

| RIO DE JANEIRO | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Galeão | SBGL | ■ | ■ | ■ | ■ |
| | Santos Dumont | SBRJ | | | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Guarulhos | SBGR | ■ | ■ | ■ | |
| | Confins | SBCF | ■ | ■ | ■ | |
| | Campinas | SBKP | | ■ | ■ | |
| | São José dos Campos | SBSJ | | | ■ | |
| | Ribeirão Preto | SBRP | | | ■ | ■ |
| | Juiz de Fora | SBJF | | | | ■ |
| | Cabo Frio | SBCB | | ■ | ■ | ■ |
| | Macaé | SBME | | | | ■ |
| | Campos | SBCP | | | | ■ |

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| MANAUS | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Eduardo Gomes | SBEG | ■ | ■ | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Boa Vista | SBBV | ■ | ■ | ■ | |
| | Belém | SBBE | | ■ | ■ | ■ |
| | Porto Velho | SBPV | | | ■ | ■ |
| | Santarém | SBSN | | | ■ | ■ |

| SALVADOR | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Salvador | SBSV | ■ | ■ | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Recife | SBRF | ■ | ■ | ■ | |
| | Aracaju | SBAR | | | ■ | ■ |
| | Maceió | SBMO | | | ■ | ■ |
| | Ilhéus | SBIL | | | | ■ |
| | Vitória da Conquista | SBQV | | | | ■ |

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| SÃO PAULO | | | | | | |
|---|---|---|---|---|---|---|
| Olympic and Paralympic Games Rio 2016 | | Designator | VIP | International | Domestic | General |
| Destination aerodromes | Guarulhos | SBGR | ■ | ■ | ■ | ■ |
| | Campinas | SBKP | ■ | ■ | ■ | ■ |
| | Congonhas | SBSP | | | ■ | ■ |
| | | | | | | |
| Alternate aerodromes | Curitiba | SBCT | ■ | ■ | ■ | |
| | Confins | SBCF | | ■ | ■ | |
| | Brasília | SBBR | | ■ | ■ | |
| | São José dos Campos | SBSJ | | | ■ | |
| | Ribeirão Preto | SBRP | | | ■ | ■ |
| | Marte | SBMT | | | | ■ |
| | Araraquara | SBAQ | | | | ■ |
| | São José do Rio Preto | SBSR | | | | ■ |
| | Arealva | SBAE | | | | ■ |

NOTE: Other aerodromes may be used as alternates, provided there is coordination with the units located in the Command and Control Master Room at CGNA.

## 9 COORDINATED AERODROMES

In order to manage the growth of air movements during the Rio 2016 Olympic and Paralympic Games, CGNA will coordinate the airports chosen by the Presidential Chief of Staff and Civil Aviation Secretariat of the Presidency of the Republic (SAC), in conjunction with the National Civil Aviation Agency (ANAC), depending on the type of operation and airport infrastructure involved.

The coordination of an airport is a methodology that consists in establishing predetermined time intervals, named ATC SLOT, for the landing and departure operations of all aircraft operating at the airport, with the purpose of regulating the use so that the operational capacity is not exceeded. Thus, it is possible to maintain the efficiency in the provision of aeronautical and airport infrastructure services, according to the limitations of the runway, apron and terminal (boarding and disembarkation, domestic and international).

When an airport is declared coordinated, it means that all flight intentions will be conditioned to the acquisition of a landing or departure ATC SLOT.

The airport coordination will happen from 19th July 2016 to 23rd September 2016, and may vary from airport to airport, depending on the number of sporting events.

ANAC will allocate ATC SLOT for commercial regular flights (domestic and international), commercial non-scheduled flights (domestic and international), and flights of delegations. SAC, in turn, will be responsible for the allocation of aircraft transporting Heads of State, Heads of Government, and VIP, as considered by the Brazilian Government. CGNA will be responsible for allocating aircraft that perform private and public specialized air services, as well as for air taxi.

To register and know the procedures for obtaining an ATC SLOT, the user of private and public specialized air services and air taxi should consult the specific AIC or visit the CGNA home page on the INTERNET at www.cgna.gov.br and click on the link SLOT.

The following aerodromes will be declared coordinated throughout the Rio 2016 Olympic and Paralympic Games: SBBH; SBBR; SBCF; SBGL; SBGR; SBKP; SBRJ; and SBSP.

The following aerodromes will be monitored throughout the Rio 2016 Olympic and Paralympic Games and, depending on demand, may be declared coordinated: SBAE; SBAQ; SBAR; SBBE; SBBV; SBCB; SBCN; SBCP; SBCT; SBEG; SBGO; SBIL; SBIP; SBJF; SBME; SBMK; SBMO; SBMT; SBPR; SBPV; SBQV; SBRF; SBRP; SBSJ; SBSN; SBSR; SBSV; SBUL; and SBUR.

## 10 SANTOS DUMONT AIRPORT OPERATING HOURS

During the Rio 2016 Olympic and Paralympic Games, the Santos Dumont Airport operating hours will change as follows:

a) Landing and take off operations will be suspended from August 8 to 18, 2016, from 12h40 to 17h10, local time; and
b) The airport operating hours will be extended to 24H from August 3 to 23, 2016.

## 11 GROUND TURNAROUND TIME

Through ANAC, in accordance with the Airport Administrations, SAC will establish the maximum turnaround time on the ground in the airports involved in the event, in order to improve the air operations flow in the installed infrastructure.

The Aircraft Operators and/or holders who do not comply with the established time limits will be subject to the expected regulation sanctions.

Ground turnaround time, as well as all the information related to the coordination of the aerodromes involved, such as coordination period, time period, ATS clearances, possible alternate aerodromes, among others, will be published by means of Notice to Airmen (NOTAM) specific to each aerodrome involved.

## 12 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 exclusion areas. During the time when the exclusion areas are activated, all special routes for aircraft without transponder (REAST) will be suspended.

## 13 AIRCRAFT AND HELICOPTERS SPECIAL ROUTES

Aircraft Special Routes (REA) and Helicopter Special Routes (REH) crossing YELLOW and RED areas will be suspended during the activation period.

Aircraft and Helicopter Special Routes will be allowed (REA and REH) inside the WHITE area, provided that the established rules for circulation in the respective area are followed.

## 14 PLAN FOR REDIRECTING AIR TRAFFIC FLOW IN CASE OF CONTINGENCIES

This plan aims at establishing general guidelines for redirecting the air traffic flow in case of contingencies or degradations at the FIR and TMA involved, as well as constrained flows of traffic and the rerouting of flights, considering the alterations in Brazilian airspace during the Rio 2016 Olympic and Paralympic Games.

CGNA has developed a specific route database which establishes the air traffic flow among national and international adjacent FIR and among constrained FIR and degraded TMA, as well as specific instructions for avoidance of exclusion areas for the following locations: SBCF, SBBH, SBBR, SBEG, and SBSV.

The route database is available at CGNA's website: www.cgna.gov.br.

## 15 FLIGHT SECURITY MEASURES

In addition to conforming to the rules and guidelines in the legislation, the users must comply with the flight rules established in the full flight plan. If amendments to the flight rules are necessary, the requests must be coordinated with the ATC units.

An aircraft with radio communication failure at departure or performing a Standard Instrument Departure (SID) may continue climbing as long as it meets all the following conditions:

The aircraft that do not comply with the flight profile or flight rules without authorization by the ATC units or enter any of the exclusion areas without permission will suffer the MPEA and will be forced to leave the restricted airspace and/or land at the aerodromes where the Ground Control Measures (MCS) are imposed.

If the use of the exclusion areas is allowed but a deviation from the approved route is necessary, it is mandatory that the pilot notifies the ATC unit immediately.

Any pilot who thinks he or she will violate the rules for the RESERVED, RESTRICTED and/or PROHIBITED airspaces without ATC authorization must keep out of the exclusion areas, contact the ATC unit, and report the situation, all the while maintaining the transponder code originally received. In case there is no contact, the pilot must call frequency 121.5MHz and set the 7600 code. The ATC units will provide assistance to the pilots.

Do not forget: UNDER NO CIRCUMSTANCES ARE YOU ALLOWED TO ENTER A RED AREA WITHOUT ATC AUTHORIZATION.

HERE ARE THE PROCEDURES TO BE FOLLOWED IN A COMMUNICATION FAILURE DURING THE ACTIVATION OF THE EXCLUSION AREAS:

### 15.1 BEFORE TAKEOFF

If a failure of the onboard radio equipment is identified during clearance or taxiing, the pilot-in-command of an aircraft cannot continue the flight. Instead, the pilot-in-command must remain in the parking position or return to it.

### 15.2 AIRCRAFT AT DEPARTURE PHASE OUTSIDE AN EXCLUSION AREA

An aircraft with radio communication failure at departure or when performing a Standard Instrument Departure (SID), up to the limits it's established in the paragraphs below, shall:

a) If departing from an aerodrome located within the lateral and/or vertical limits of a TMA, return and land at the departure aerodrome or proceed to the takeoff alternate aerodrome, as long as it is not inside an exclusion area.

b) If departing from a non-controlled aerodrome, the procedures for alternation will be the same from the previous paragraph, but the limit for the decision of the pilot-in-command must fall within a circle with 27NM (50Km) radius, with its center on the departure aerodrome.

c) In both cases squawk the transponder code 7600 and perform the other procedures related to radio communication failure that are provided in the legislation.

### 15.3 AIRCRAFT AT DEPARTURE PHASE INSIDE AN EXCLUSION AREA

An aircraft with radiocommunication failure at departure or performing a Standard Instrument Departure (SID) may continue climbing as long as it meets all the following conditions:

a) Strictly complying with what is established on the SID that is being performed.
b) Proceeding to the take-off, en-route or destination alternate aerodrome, as long as they are not inside an exclusion area.
c) Squawking the transponder code 7600 and performing the other procedures related to radio communication failure that are provided in the legislation.

**15.4** AIRCRAFT CLIMBING OR EN-ROUTE

An aircraft with radiocommunication failure when performing a SID after the limits established in the previous items or on cruise level shall:

a) Proceed to the en-route or destination alternate aerodrome, as long as they are not inside an exclusion area.
b) Squawk the transponder code 7600 and perform the other procedures related to radiocommunication failure that are provided in the legislation.

**15.5** AIRCRAFT AT THE ARRIVAL PHASE OF FLIGHT

An aircraft with radiocommunication failure and that has already started the arrival phase of flight or is still carrying out an Instrument Landing Procedure up to the lateral and/or vertical limits of a TMA shall:

a) Proceed to the destination alternate aerodrome, as long as it is not inside an exclusion area.
b) Squawk the transponder code 7600 and perform the other procedures related to radiocommunication failure that are provided in the legislation.
c) Keep out of the WHITE AREA.

**15.6** AIRCRAFT AT THE ARRIVAL INSIDE AN EXCLUSION AREA

An aircraft with radiocommunication failure WITHIN A WHITE and/or YELLOW AREA and that has already started an Instrument Landing Procedure may continue the approach, as long as it meets all the conditions below:

a) The origin aerodrome must have a PSA published by ANAC.
b) The full flight plan has been presented and approved by an ATC unit and coordinated with the APP from the TMA.
c) The transponder must be installed and working properly.
d) Strictly comply with what is established in the instrument landing procedure that is being executed.
e) Squawk the transponder code 7600 and perform the other procedures related to radiocommunication failure provided in the legislation.

**15.7** NEVER ENTER A RED AREA

Aircraft with COMMUNICATION FAILURE and the UNIDENTIFIED aircraft will be subject to Airspace Policing Measures (MPEA) and, if necessary, may suffer severe measures, including Measures of INTERVENTION, PERSUASION AND DESTRUCTION.

An aircraft that is being INTERCEPTED must immediately comply with the instructions given by the intercepting aircraft on 121.5 MHz and/or interpret and respond to visual signals; if equipped with a transponder, squawk 7700, on mode 3/A, unless it receives counter orders from the appropriate ATC unit.

COMAER RESERVES THE RIGHT TO INTERCEPT ANY AIRCRAFT, AT THE DISCRETION OF THE AIR DEFENSE UNIT OR OF THE AUTHORITIES RESPONSIBLE FOR THE EXECUTION OF THE AIRSPACE DEFENSE MISSION.

## 15 FINAL DISPOSITIONS

**16.1** The approval of this AIC was published in DECEA Internal Bulletin nº X, X de X de 2016.

**16.2** The cases which have not been covered by this Circular will be solved by the Director-General of the Department of Airspace Control (DECEA).

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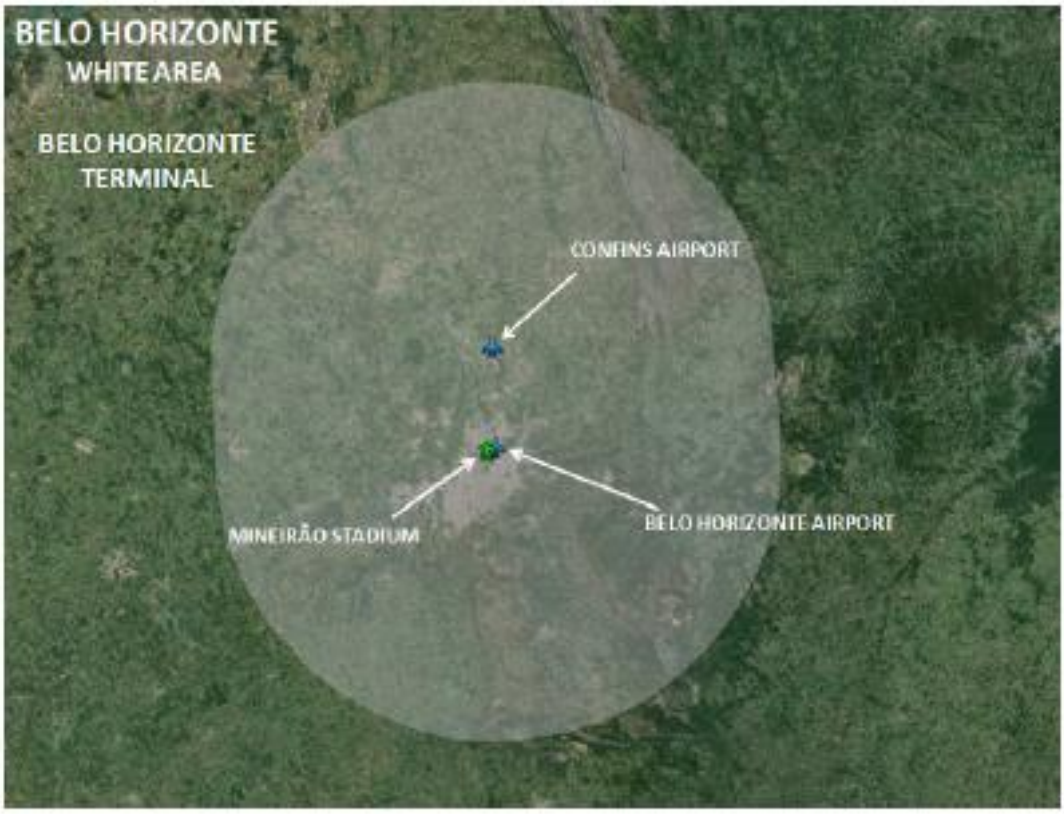
## Appendix A – BELO HORIZONTE

### 1 RESERVED AREA

WHITE area, defined by the vertical limits from the ground to FL 145 and lateral limits defined by the projections of the BELO HORIZONTE TMA whose geographic coordinates are described in the AIP-Brazil.



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**2 RESTRICTED AREA**

YELLOW area, defined by the vertical limits from the ground to FL 145 and lateral limits defined by the cylinder centered at coordinates 19°51'57" S 043°58'15" W, with 7 NM radius.

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**3 PROHIBITED AREA**

RED area, defined by the vertical limits from the ground to FL 145 and lateral limits defined by the cylinder centered at coordinates 19°51'57" S 043°58'15" W, with 4 NM radius.

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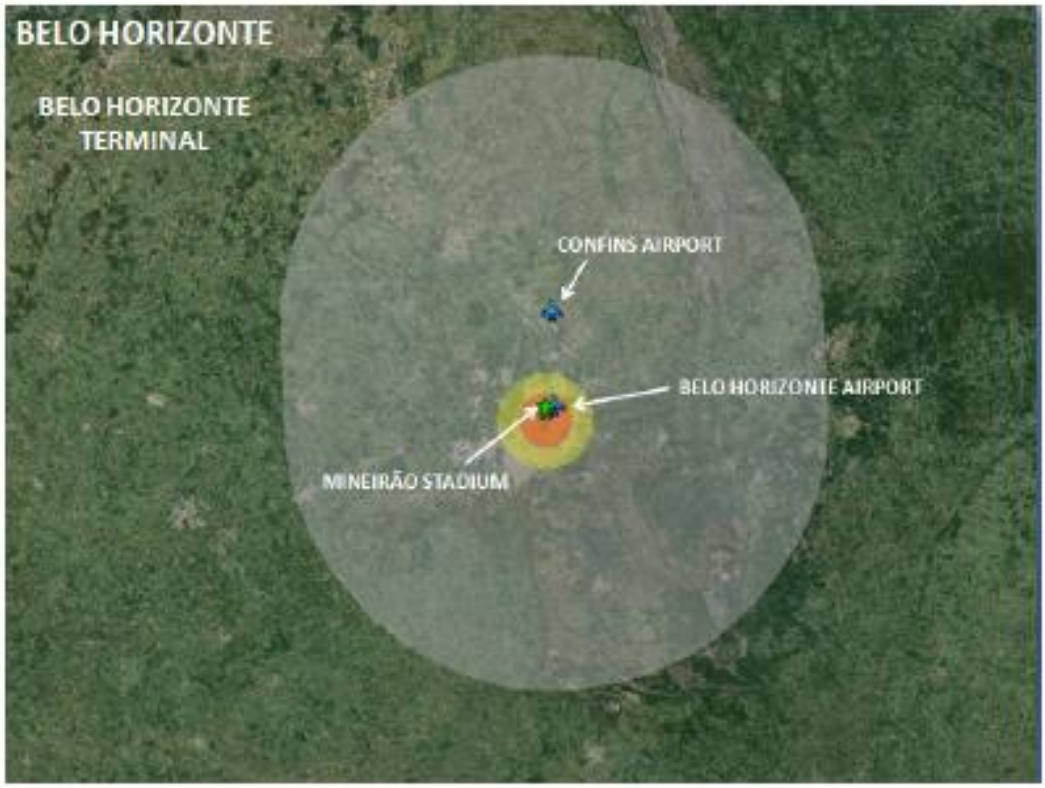
## 4 TMA BELO HORIZONTE



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## 5 AREVO AREA

AREVO area, defined by vertical limits from FL150 to FL190 and lateral limits defined by a polygon with the following geographic coordinates:

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

## 6 ACAV AREA

ACAV area, defined by the vertical limits from FL 200 to FL 240 and lateral limits defined by a polygon with the following geographic coordinates:

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

## 7 TIMETABLE

| RIO 2016 OLYMPIC GAMES | |
|---|---|
| WHITE, YELLOW AND RED AREAS | |
| BEGINNING | ENDING |
| 03 Aug 16 - 2100 UTC | 04 Aug 16 - 0400 UTC |
| 06 Aug 16 - 1900 UTC | 07 Aug 16 - 0200 UTC |
| 10 Aug 16 - 1500 UTC | 10 Aug 16 - 2200 UTC |
| 13 Aug 16 - 0000 UTC | 13 Aug 16 - 0400 UTC |
| 13 Aug 16 - 2100 UTC | 14 Aug 16 - 0100 UTC |
| 16 Aug 16 - 1800 UTC | 16 Aug 16 - 2200 UTC |
| 20 Aug 16 - 1500 UTC | 20 Aug 16 - 1930 UTC |

## 8 LANDING AND TAKEOFF OPERATIONS

Landing and Takeoff Operation restrictions:
Prohibited: Landing and takeoff operations at all runways at Pampulha Airport; and
Authorized: Landing and takeoff operations at all runways at Confins International Airport.

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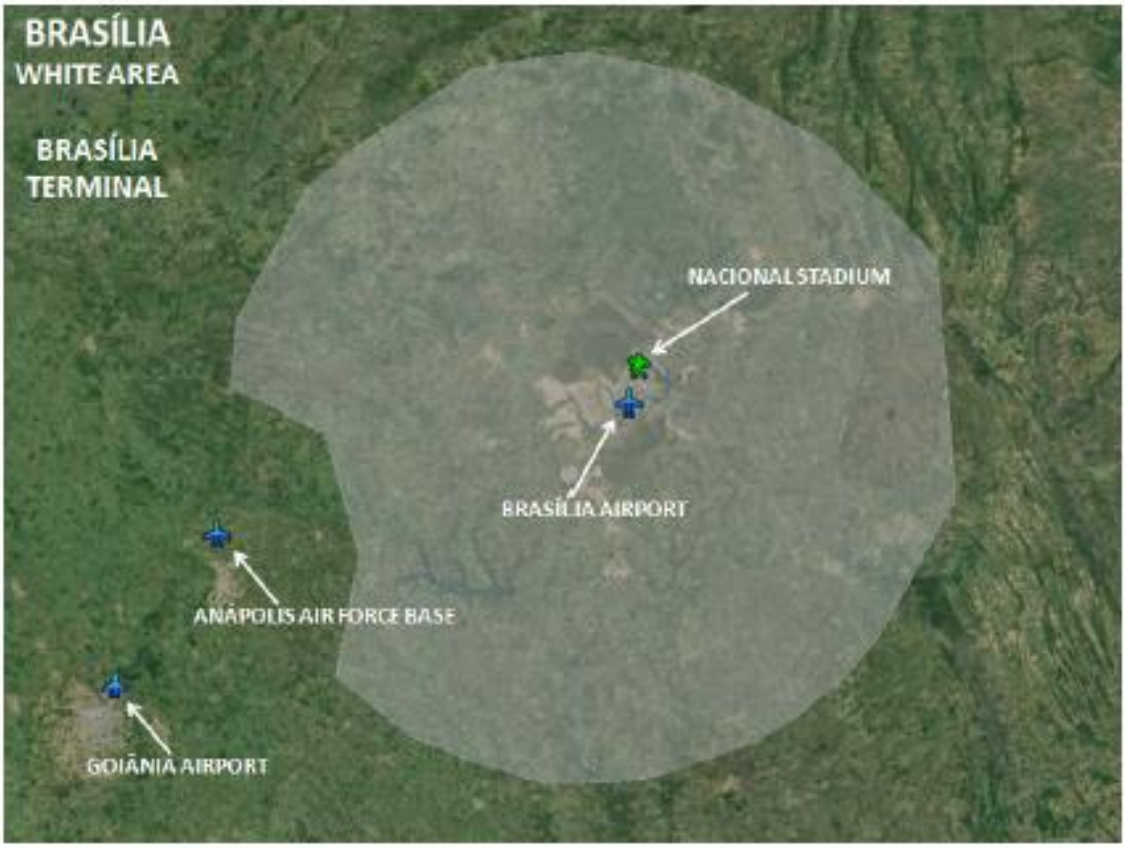
## Appendix B – BRASÍLIA

### 1 RESERVED AREA

WHITE area, defined by vertical limits from the ground to FL 145 and the lateral limits defined by the projections of the BRASILIA TMA, whose geographic coordinates are described in the AIP-Brazil.



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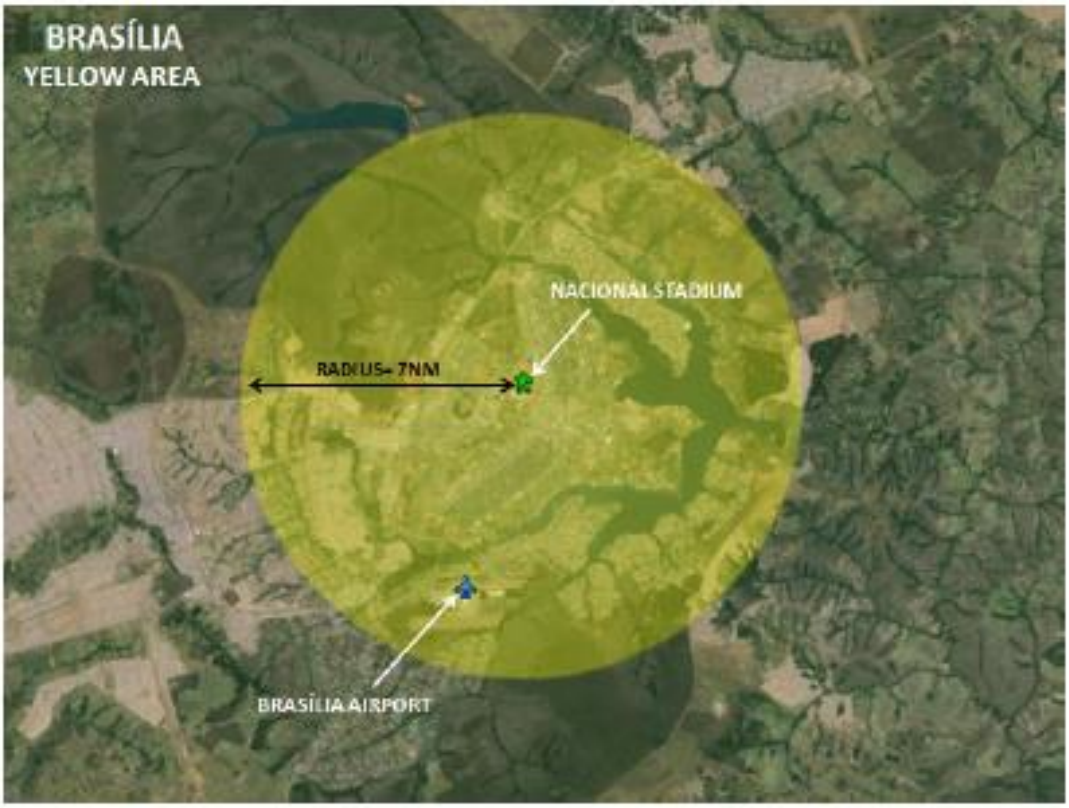
**2 RESTRICTED AREA**

YELLOW area, defined by vertical limits from the ground to FL 145 and lateral limits defined by the cylinder centered at coordinates 15°47'01" S 047°53'57" W, with 7 NM radius.



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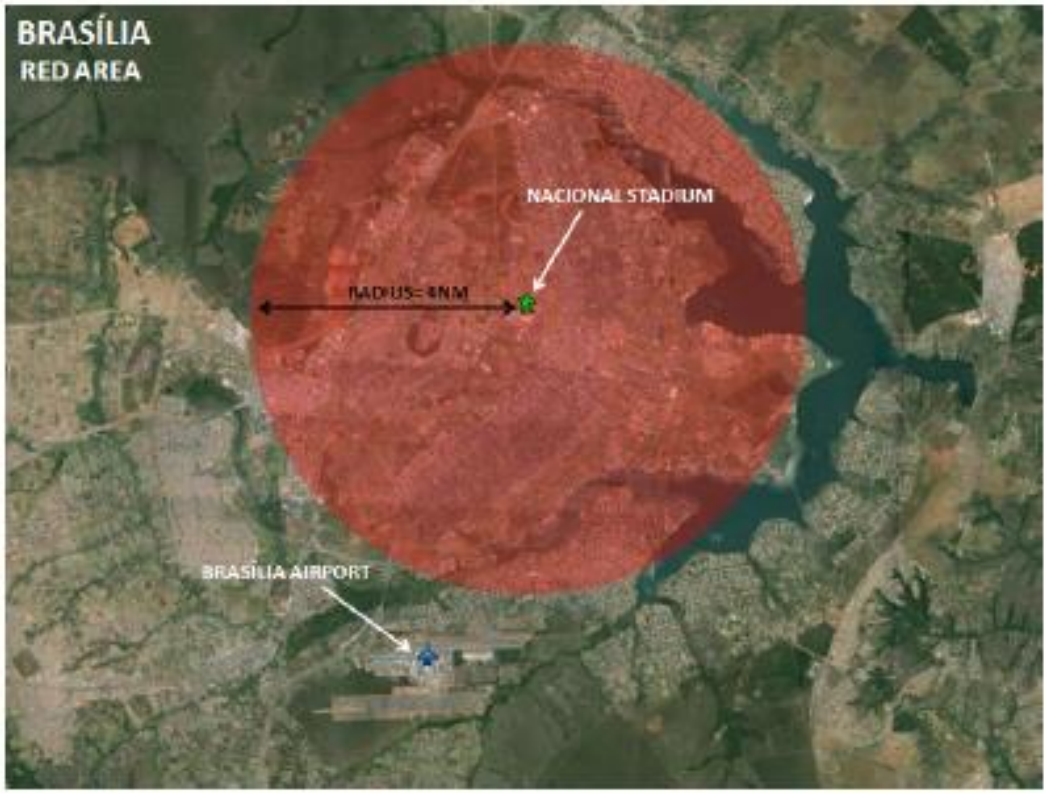
**3 PROHIBITED AREA**

RED area, by vertical limits from the ground to FL 145 and lateral limits defined by the cylinder centered at coordinates 15°47'01" S 047°53'57" W, with 4 NM radius.



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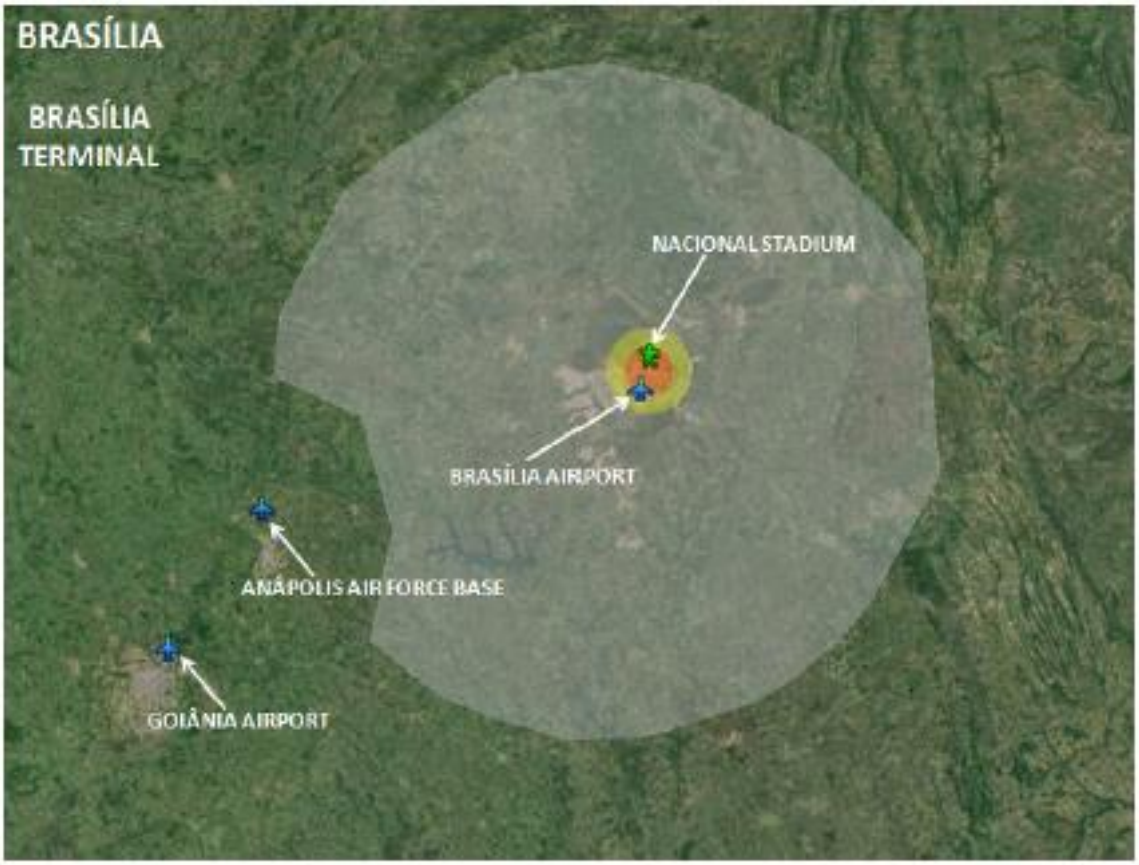
**4 TMA BRASÍLIA**



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**5 AREVO AREA**

AREVO AREA, defined by the vertical limits from FL 150 to FL190 and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 15º 06' 00" S 049º 17' 00" W | 16º 30' 00" S 049º 18' 00" W |
| 15º 25' 00" S 048º 44' 00" W | 16º 12' 00" S 049º 57' 00" W |

**6 ACAV AREA**

ACAV area, defined by the vertical limits from FL200 to FL240 and vertical limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 15º 06' 00" S 049º 17' 00" W | 16º 30' 00" S 049º 18' 00" W |
| 15º 25' 00" S 048º 44' 00" W | 16º 12' 00" S 049º 57' 00" W |

**7 TIMETABLE**

| RIO 2016 OLYMPIC GAMES | |
|---|---|
| WHITE, YELLOW AND RED AREAS | |
| BEGINNING | ENDING |
| 04 Aug 16 - 1500 UTC | 04 Aug 16 - 2200 UTC |
| 07 Aug 16 - 2100 UTC | 08 Aug 16 - 0400 UTC |
| 09 Aug 16 - 1800 UTC | 09 Aug 16 - 2200 UTC |
| 10 Aug 16 - 0000 UTC | 10 Aug 16 - 0400 UTC |
| 10 Aug 16 - 1500 UTC | 10 Aug 16 - 2200 UTC |
| 12 Aug 16 - 1500 UTC | 12 Aug 16 - 1900 UTC |
| 13 Aug 16 - 1500 UTC | 13 Aug 16 - 1900 UTC |

**8 LANDING AND TAKEOFF OPERATIONS**

Landing and Takeoff Operation restrictions:
Authorized: Landing and takeoff operations at all runways at Brasilia International Airport

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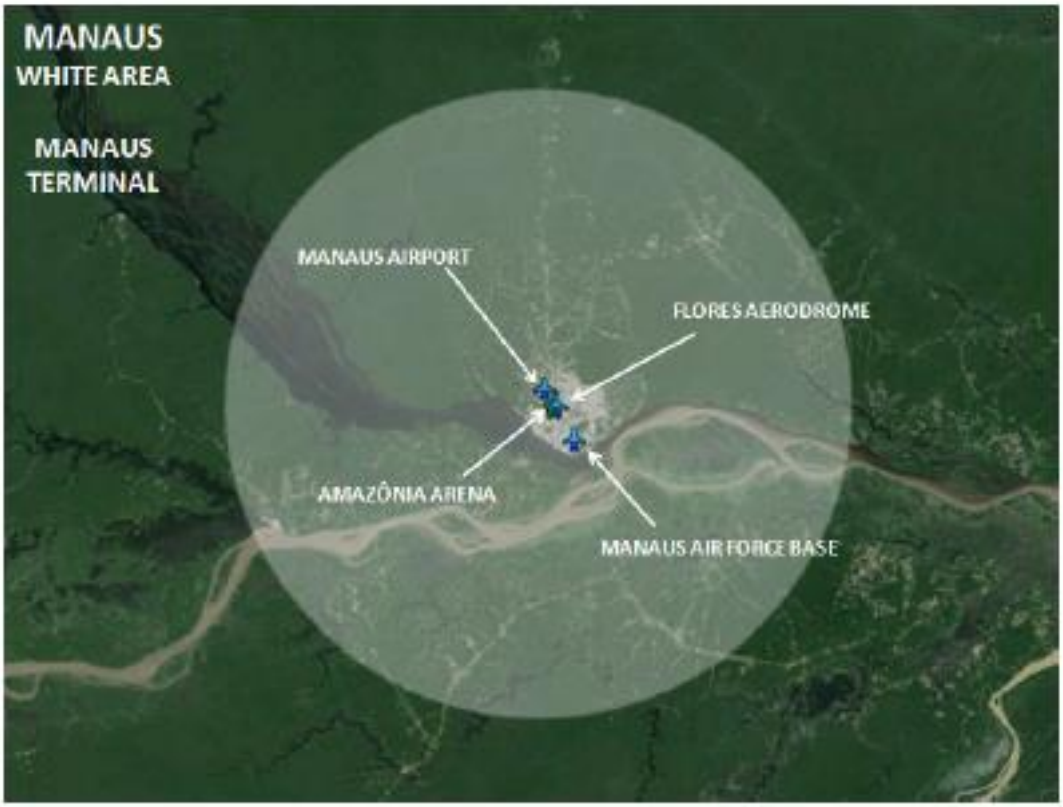
## Appendix C – MANAUS

### 1 RESERVED AREA

WHITE area, defined by the vertical limits from the ground to FL 145, and lateral limits defined by the projections of MANAUS TMA whose geographic coordinates are described in the AIP-BRAZIL.



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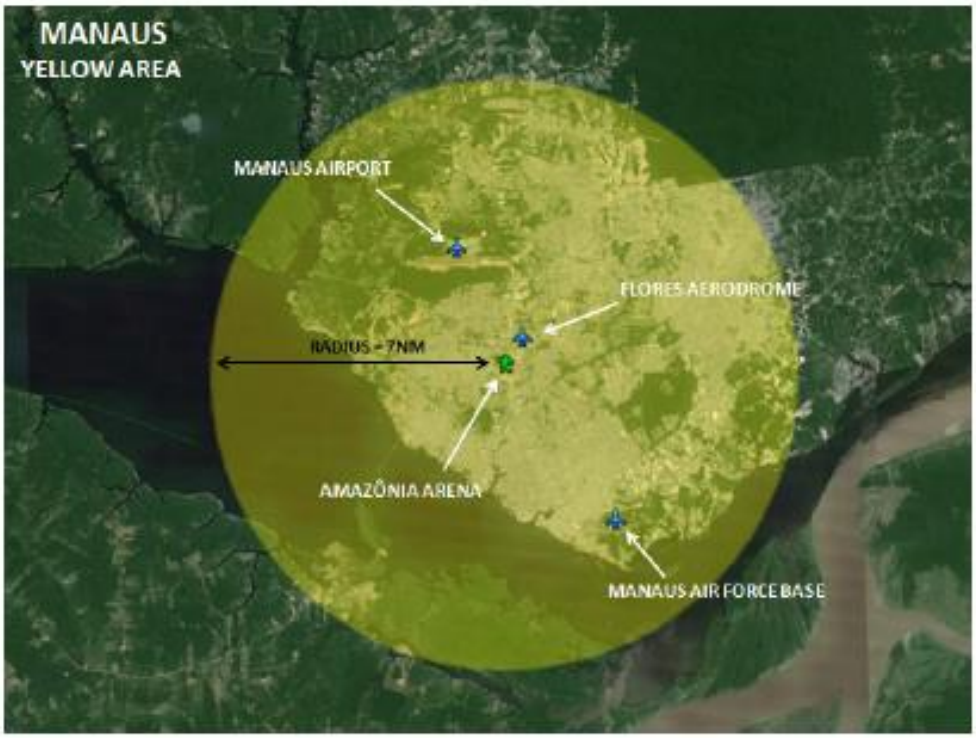
**2 RESTRICTED AREA**

YELLOW area, defined by the vertical limits from the ground to FL 145, and lateral limits defined by the cylinder centered at coordinates 03°04'58.02" S 060°01'39.76" W, with 7 NM radius.



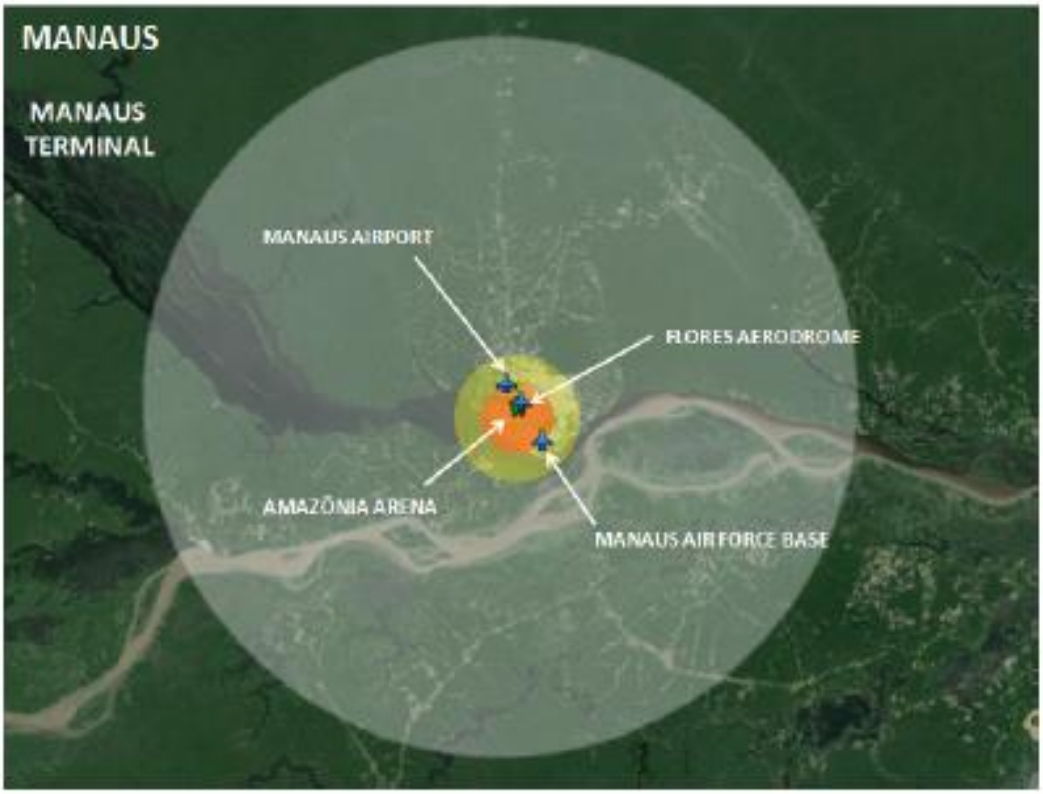
**11 MAIO 2016** **AIC A 07/16**

**3 PROHIBITED AREA**

RED area, defined by the vertical limits from the ground to FL145, and lateral limits defined by the corresponding volume to the cylinder centered at the coordinates 03°04'58.02"S 060°01'39.76"W and 4 NM radius, subtracted from the volume formed by the circular segment defined by the coordinates 03°02'39.08"S 060°04'55.85"W (A) and 03°02'42.44"S 059°58'24.44"W (B).

**11 MAIO 2016** **AIC A 07/16**

**4 TMA MANAUS**



**11 MAIO 2016** **AIC A 07/16**

**5 AREVO AREA**

AREVO area is defined by the vertical limits from FL150 to FL190, and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 01° 33' 21" S 059° 41' 10" W | 02° 55' 15" S 059° 11' 54" W |
| 02° 00' 15" S 060° 11' 17" W | 02° 29' 49" S 058° 48' 42" W |

**6 ACAV AREA**

ACAV area is defined by the vertical limits from FL200 to FL240, and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 01° 33' 21" S 059° 41' 10" W | 02° 55' 15" S 059° 11' 54" W |
| 02° 00' 15" S 060° 11' 17" W | 02° 29' 49" S 058° 48' 42" W |

**7 TIMETABLE**

| RIO 2016 OLYMPIC GAMES | |
|---|---|
| WHITE, YELLOW AND RED AREAS | |
| BEGINNING | ENDING |
| 04 Aug 16 - 2000 UTC | 05 Aug 16 - 0300 UTC |
| 07 Aug 16 - 2000 UTC | 08 Aug 16 - 0300 UTC |
| 09 Aug 16 - 2000 UTC | 10 Aug 16 - 0300 UTC |

**8 LANDING AND TAKEOFF OPERATIONS**

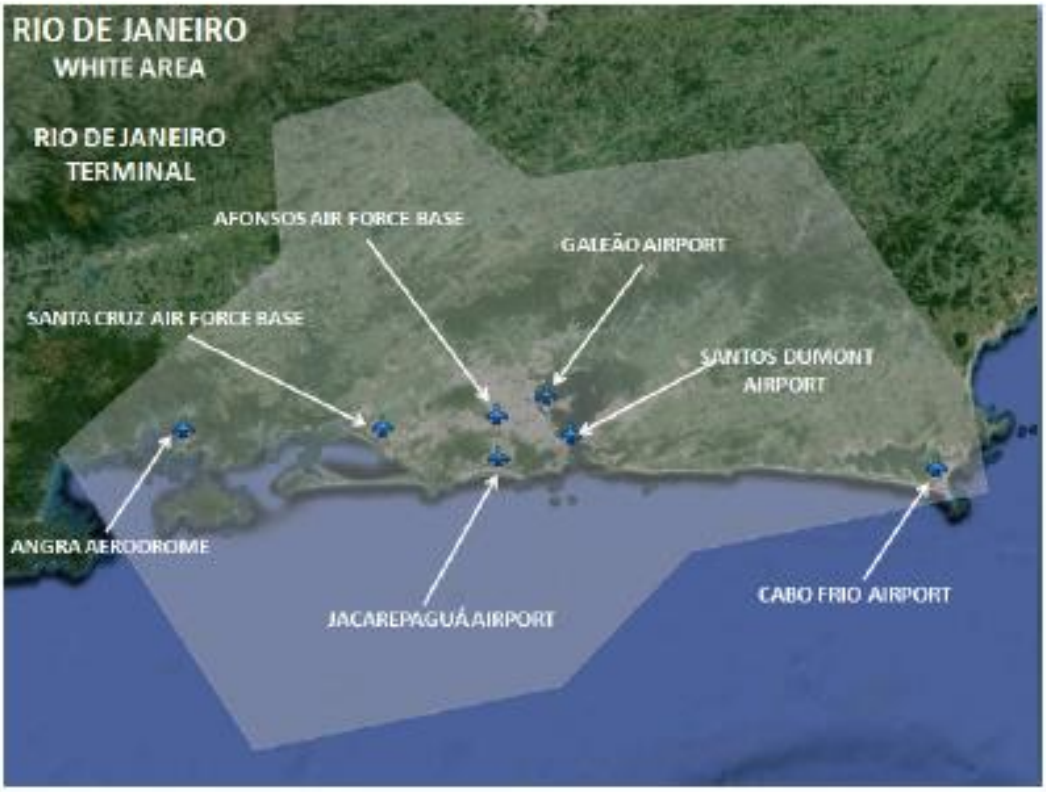
Landing and Takeoff Operation restrictions:
Authorized: Landing and takeoff operations at all the runways at Manaus International Airport without turning towards the Amazônia Arena until leaving the YELLOW area.

**11 MAIO 2016** **AIC A 07/16**

## Appendix D – RIO DE JANEIRO

### 1 RESERVED AREA

WHITE area, defined by the vertical limits from the ground to FL195 and lateral limits defined by the projections of RIO DE JANEIRO TMA, whose geographic coordinates are described in the AIP-Brazil.



**11 MAIO 2016** **AIC A 07/16**

**2 RESTRICTED AREA**

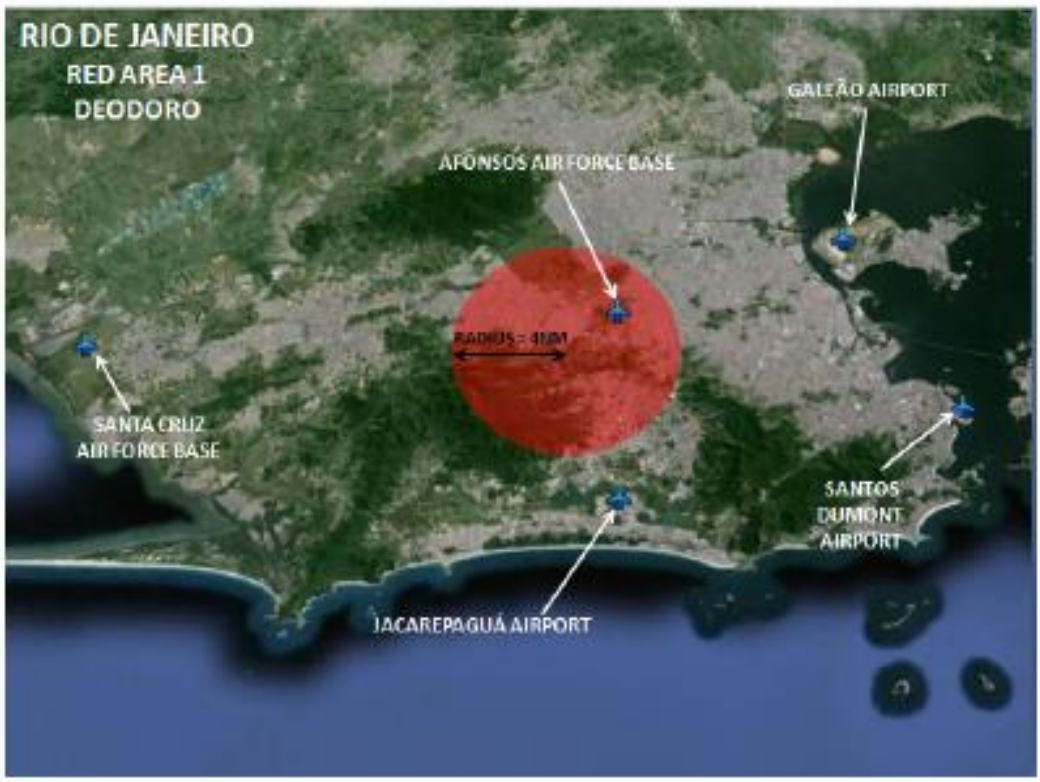
YELLOW area, defined by the vertical limits from the ground to FL195, and lateral limits defined by the cylinder centered at the coordinates 22°55'49.81"S 043°17'44.70"W, with 15 NM radius.

**11 MAIO 2016** **AIC A 07/16**

**3 PROHIBITED AREA**

**3.1** RED Area 1 (DEODORO)

Defined by the vertical limits from the ground to FL195, and lateral limits defined by the cylinder centered at the coordinates 22°53'47.37"S 043°24'57.37"W, with 4 NM radius.



**11 MAIO 2016** **AIC A 07/16**

**3.2** RED Area 2 (ENGENHÃO)

Defined by the vertical limits from the ground to FL195 , and lateral limits defined by the cylinder centered at the coordinates 22°53'36.00"S 043°17'32.34"W, with 4 NM radius.

**11 MAIO 2016** **AIC A 07/16**

**3.3** RED Area 3 (MARACANÃ)

Defined by the vertical limits from the ground to FL195, and lateral limits defined by the cylinder centered at the coordinates 22°54'57.20"S 043°14'29.11"W, with 4 NM radius.

**11 MAIO 2016** **AIC A 07/16**

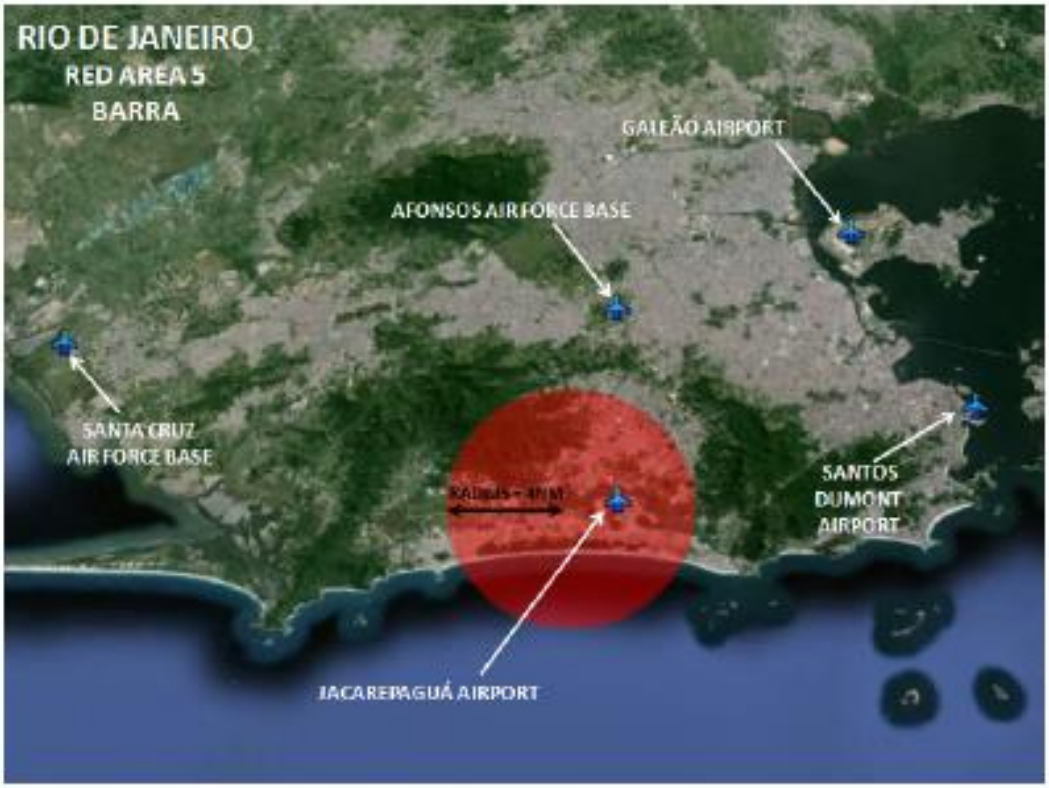
**3.4** RED Area 4 (COPACABANA)

Defined by the vertical limits from the ground to FL195, and the lateral limits defined by the cylinder centered at the coordinates 22°57'46.07"S 043°13'36.69"W, with 4 NM radius.

**11 MAIO 2016** **AIC A 07/16**

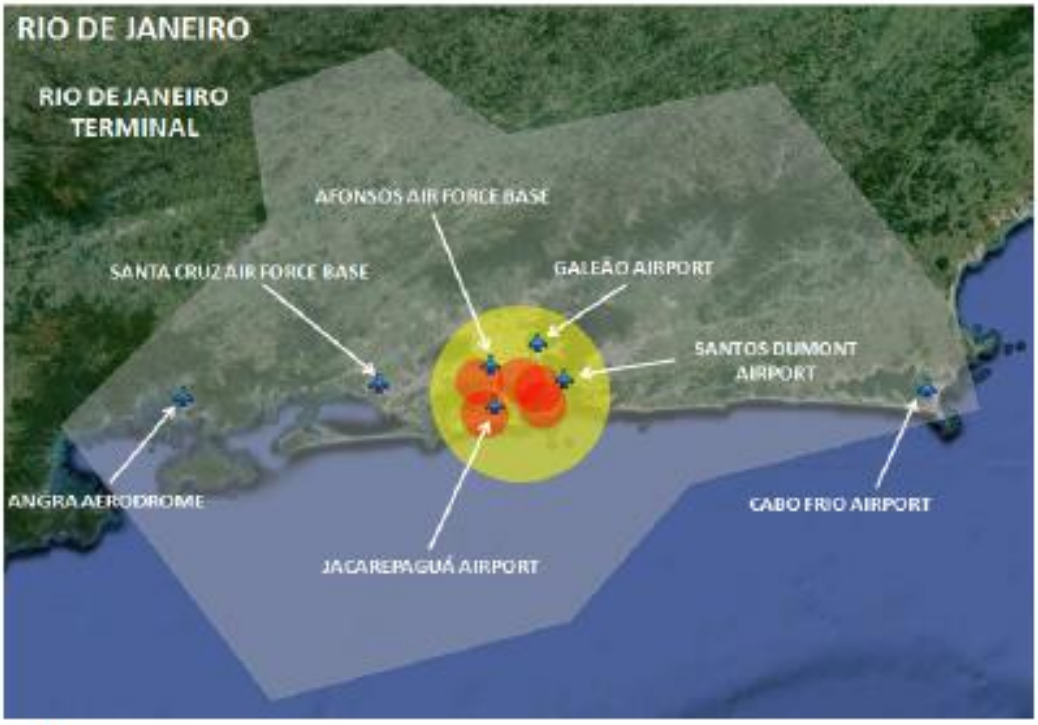
**3.5** RED Area 5 (BARRA)

Defined by the vertical limits from the ground to FL195, and lateral limits defined by the cylinder centered at the coordinates 22°59'19.38"S 043°23'55.89"W, with 4 NM radius.



**11 MAIO 2016** **AIC A 07/16**

**4 TMA RIO DE JANEIRO**




**5 AREVO AREA**

AREVO area, defined by the vertical limits from FL150 to FL190 and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 24° 04' 12" S 043° 53' 57" W | 24° 04' 00" S 041° 59' 31" W |
| 24° 33' 35" S 043° 45' 04" W | 23° 33' 24" S 042° 09' 16" W |

**6 ACAV AREA**

ACAV area, defined by the vertical limits from FL200 to FL240 and lateral limits defined by a polygon with the following coordinates:

| | |
|---|---|
| 24° 04' 12" S 043° 53' 57" W | 24° 04' 00" S 041° 59' 31" W |
| 24° 33' 35" S 043° 45' 04" W | 23° 33' 24" S 042° 09' 16" W |

**11 MAIO 2016** **AIC A 07/16**

**7 TIMETABLE**

**7.1** RIO 2016 OLYMPIC GAMES

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| WHITE | 24 Jul 16 - 1100 UTC | 24 Jul 16 - 1500 UTC |
| | 03 Ago 16 - 0300 UTC | 22 Aug 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| YELLOW | 03 Aug 16 - 1500 UTC | 03 Aug 16 - 2200 UTC |
| | 04 Aug 16 - 1700 UTC | 05 Aug 16 - 0000 UTC |
| | 05 Aug 16 - 1800 UTC | 06 Aug 16 - 0300 UTC |
| | 06 Aug 16 - 1100 UTC | 07 Aug 16 - 0500 UTC |
| | 07 Aug 16 - 1100 UTC | 08 Aug 16 - 0500 UTC |
| | 08 Aug 16 - 1100 UTC | 09 Aug 16 - 0500 UTC |
| | 09 Aug 16 - 1100 UTC | 10 Aug 16 - 0500 UTC |
| | 10 Aug 16 - 1100 UTC | 11 Aug 16 - 0500 UTC |
| | 11 Aug 16 - 1100 UTC | 12 Aug 16 - 0500 UTC |
| | 12 Aug 16 - 1100 UTC | 13 Aug 16 - 0500 UTC |
| | 13 Aug 16 - 1100 UTC | 14 Aug 16 - 0500 UTC |
| | 14 Aug 16 - 1100 UTC | 15 Aug 16 - 0500 UTC |
| | 15 Aug 16 - 1100 UTC | 16 Aug 16 - 0500 UTC |
| | 16 Aug 16 - 1100 UTC | 17 Aug 16 - 0500 UTC |
| | 17 Aug 16 - 1100 UTC | 18 Aug 16 - 0500 UTC |
| | 18 Aug 16 - 1100 UTC | 19 Aug 16 - 0500 UTC |
| | 19 Aug 16 - 1100 UTC | 20 Aug 16 - 0500 UTC |
| | 20 Aug 16 - 1100 UTC | 21 Aug 16 - 0500 UTC |
| | 21 Aug 16 - 1100 UTC | 22 Aug 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 1 (DEODORO) | 04 Aug 16 - 1700 UTC | 05 Aug 16 - 0000 UTC |
| | 06 Aug 16 - 1200 UTC | 07 Aug 16 - 0230 UTC |
| | 07 Aug 16 - 1200 UTC | 08 Aug 16 - 0230 UTC |
| | 08 Aug 16 - 1200 UTC | 09 Aug 16 - 0230 UTC |
| | 09 Aug 16 - 1200 UTC | 10 Aug 16 - 0230 UTC |
| | 10 Aug 16 - 1200 UTC | 11 Aug 16 - 0230 UTC |
| | 11 Aug 16 - 1200 UTC | 12 Aug 16 - 0230 UTC |
| | 12 Aug 16 - 1200 UTC | 13 Aug 16 - 0230 UTC |
| | 13 Aug 16 - 1200 UTC | 14 Aug 16 - 0230 UTC |
| | 14 Aug 16 - 1200 UTC | 15 Aug 16 - 0230 UTC |
| | 15 Aug 16 - 1200 UTC | 16 Aug 16 - 0230 UTC |
| | 16 Aug 16 - 1200 UTC | 16 Aug 16 - 2330 UTC |
| | 17 Aug 16 - 1200 UTC | 17 Aug 16 - 2330 UTC |
| | 18 Aug 16 - 1200 UTC | 18 Aug 16 - 2330 UTC |
| | 19 Aug 16 - 1200 UTC | 19 Aug 16 - 2330 UTC |
| | 20 Aug 16 - 1200 UTC | 20 Aug 16 - 2330 UTC |
| | 21 Aug 16 - 1430 UTC | 21 Aug 16 - 1830 UTC |

**11 MAIO 2016** **AIC A 07/16**

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 2 (ENGENHÃO) | 03 Aug 16 - 1500 UTC | 03 Aug 16 - 2200 UTC |
| | 06 Aug 16 - 1100 UTC | 07 Aug 16 - 0500 UTC |
| | 07 Aug 16 - 1100 UTC | 08 Aug 16 - 0500 UTC |
| | 08 Aug 16 - 1100 UTC | 09 Aug 16 - 0500 UTC |
| | 09 Aug 16 - 1100 UTC | 10 Aug 16 - 0500 UTC |
| | 10 Aug 16 - 1100 UTC | 11 Aug 16 - 0500 UTC |
| | 11 Aug 16 - 1100 UTC | 12 Aug 16 - 0500 UTC |
| | 12 Aug 16 - 1100 UTC | 13 Aug 16 - 0500 UTC |
| | 13 Aug 16 - 1100 UTC | 14 Aug 16 - 0500 UTC |
| | 14 Aug 16 - 1100 UTC | 15 Aug 16 - 0500 UTC |
| | 15 Aug 16 - 1100 UTC | 16 Aug 16 - 0500 UTC |
| | 16 Aug 16 - 1100 UTC | 17 Aug 16 - 0500 UTC |
| | 17 Aug 16 - 1100 UTC | 18 Aug 16 - 0500 UTC |
| | 18 Aug 16 - 1100 UTC | 19 Aug 16 - 0500 UTC |
| | 19 Aug 16 - 1100 UTC | 20 Aug 16 - 0500 UTC |
| | 20 Aug 16 - 1100 UTC | 21 Aug 16 - 0500 UTC |
| | 21 Aug 16 - 1100 UTC | 22 Aug 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 3 (MARACANÃ) | 05 Aug 16 - 1800 UTC | 06 Aug 16 - 0300 UTC |
| | 06 Aug 16 - 1100 UTC | 07 Aug 16 - 0500 UTC |
| | 07 Aug 16 - 1100 UTC | 08 Aug 16 - 0500 UTC |
| | 08 Aug 16 - 1100 UTC | 09 Aug 16 - 0500 UTC |
| | 09 Aug 16 - 1100 UTC | 10 Aug 16 - 0500 UTC |
| | 10 Aug 16 - 1100 UTC | 11 Aug 16 - 0500 UTC |
| | 11 Aug 16 - 1100 UTC | 12 Aug 16 - 0500 UTC |
| | 12 Aug 16 - 1100 UTC | 13 Aug 16 - 0500 UTC |
| | 13 Aug 16 - 1100 UTC | 14 Aug 16 - 0500 UTC |
| | 14 Aug 16 - 1100 UTC | 15 Aug 16 - 0500 UTC |
| | 15 Aug 16 - 1100 UTC | 16 Aug 16 - 0500 UTC |
| | 16 Aug 16 - 1100 UTC | 17 Aug 16 - 0500 UTC |
| | 17 Aug 16 - 1100 UTC | 18 Aug 16 - 0500 UTC |
| | 18/ Aug 16 - 1100 UTC | 19 Aug 16 - 0500 UTC |
| | 19 Aug 16 - 1100 UTC | 20 Aug 16 - 0500 UTC |
| | 20 Aug 16 - 1100 UTC | 21 Aug 16 - 0500 UTC |
| | 21 Aug 16 - 1100 UTC | 22 Aug 16 - 0300 UTC |

**11 MAIO 2016** **AIC A 07/16**

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 4 (COPACABANA) | 06 Aug 16 - 1100 UTC | 07 Aug 16 - 0500 UTC |
| | 07 Aug 16 - 1100 UTC | 08 Aug 16 - 0500 UTC |
| | 08 Aug 16 - 1100 UTC | 09 Aug 16 - 0500 UTC |
| | 09 Aug 16 - 1100 UTC | 10 Aug 16 - 0500 UTC |
| | 10 Aug /16 - 1100 UTC | 11 Aug 16 – 0500 UTC |
| | 11 Aug 16 - 1100 UTC | 12 Aug 16 - 0500 UTC |
| | 12 Aug 16 - 1100 UTC | 13 Aug 16 - 0500 UTC |
| | 13 Aug 16 - 1100 UTC | 14 Aug 16 - 0500 UTC |
| | 14 Aug 16 - 1100 UTC | 15 Aug 16 - 0500 UTC |
| | 15 Aug 16 - 1100 UTC | 16 Aug 16 - 0500 UTC |
| | 16 Aug 16 - 1100 UTC | 17 Aug 16 - 0500 UTC |
| | 17 Aug 16 - 1100 UTC | 18 Aug 16 - 0500 UTC |
| | 18 Aug 16 - 1100 UTC | 19 Aug 16 - 0500 UTC |
| | 19 Aug 16 - 1100 UTC | 20 Aug 16 - 0500 UTC |
| | 20 Aug 16 - 1100 UTC | 21 Aug 16 - 0500 UTC |
| | 21 Aug 16 - 1100 UTC | 22 Aug 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 5 (BARRA) | 24 Jul 16 - 1100 UTC | 24 Jul 16 - 1500 UTC |
| | 03 Ago 16 - 0300 UTC | 22 Ago 16 - 0300 UTC |

**11 MAIO 2016** **AIC A 07/16**

**7.2** RIO 2016 PARALYMPIC GAMES

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| WHITE | 07 Sep 16 - 0300 UTC | 19 Sep 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| YELLOW | 07 Sep 16 - 1800 UTC | 08 Sep 16 - 0300 UTC |
| | 08 Sep 16 - 1200 UTC | 09 Sep 16 - 0000 UTC |
| | 09 Sep 16 - 1100 UTC | 10 Sep 16 - 0000 UTC |
| | 10 Sep 16 - 1100 UTC | 11 Sep 16 - 0000 UTC |
| | 11 Sep 16 - 1100 UTC | 12 Sep 16 - 0000 UTC |
| | 12 Sep 16 - 1100 UTC | 13 Sep 16 - 0000 UTC |
| | 13 Sep 16 - 1100 UTC | 14 Sep 16 - 0000 UTC |
| | 14 Sep 16 - 1100 UTC | 15 Sep 16 - 0300 UTC |
| | 15 Sep 16 - 1100 UTC | 16 Sep 16 - 0300 UTC |
| | 16 Sep 16 - 1100 UTC | 17 Sep 16 - 0300 UTC |
| | 17 Sep 16 - 1100 UTC | 18 Sep 16 - 0300 UTC |
| | 18 Sep 16 - 1100 UTC | 19 Sep 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 1 (DEODORO) | 08 Sep 16 - 1200 UTC | 09 Sep 16 - 0000 UTC |
| | 10 Sep 16 - 1100 UTC | 11 Sep 16 - 0000 UTC |
| | 11 Sep 16 - 1100 UTC | 12 Sep 16 - 0000 UTC |
| | 12 Sep 16 - 1100 UTC | 13 Sep 16 - 0000 UTC |
| | 13 Sep 16 - 1100 UTC | 14 Sep 16 - 0000 UTC |
| | 14 Sep 16 - 1100 UTC | 15 Sep 16 - 0000 UTC |
| | 15 Sep 16 - 1100 UTC | 16 Sep 16 - 0000 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 2 (ENGENHÃO) | 08 Sep 16 - 1200 UTC | 09 Sep 16 - 0000 UTC |
| | 09 Sep 16 - 1100 UTC | 10 Sep 16 - 0000 UTC |
| | 10 Sep 16 - 1100 UTC | 11 Sep 16 - 0000 UTC |
| | 11 Sep 16 - 1100 UTC | 12 Sep 16 - 0000 UTC |
| | 12 Sep 16 - 1100 UTC | 13 Sep 16 - 0000 UTC |
| | 13 Sep 16 - 1100 UTC | 14 Sep 16 - 0000 UTC |
| | 14 Sep 16 - 1100 UTC | 15 Sep 16 - 0300 UTC |
| | 15 Sep 16 - 1100 UTC | 16 Sep 16 - 0300 UTC |
| | 16 Sep 16 - 1100 UTC | 17 Sep 16 - 0300 UTC |
| | 17 Sep 16 - 1100 UTC | 18 Sep 16 - 0300 UTC |

**11 MAIO 2016** **AIC A 07/16**

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 3 (MARACANÃ) | 07 Sep 16 - 1800 UTC | 08 Sep 16 - 0300 UTC |
| | 08 Sep 16 - 1200 UTC | 09 Sep 16 - 0000 UTC |
| | 10 Sep 16 - 1100 UTC | 11 Sep 16 - 0000 UTC |
| | 11 Sep 16 - 1100 UTC | 12 Sep 16 - 0000 UTC |
| | 12 Sep 16 - 1100 UTC | 13 Sep 16 - 0000 UTC |
| | 13 Sep 16 - 1100 UTC | 14 Sep 16 - 0000 UTC |
| | 14 Sep 16 - 1100 UTC | 15 Sep 16 - 0300 UTC |
| | 15 Sep 16 - 1100 UTC | 16 Sep 16 - 0300 UTC |
| | 16 Sep 16 - 1100 UTC | 17 Sep 16 - 0300 UTC |
| | 17 Sep 16 - 1100 UTC | 18 Sep 16 - 0300 UTC |
| | 18 Sep 16 - 1800 UTC | 19 Sep 16 - 0300 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 4 (COPACABANA) | 08 Sep 16 - 1200 UTC | 09 Sep 16 - 0000 UTC |
| | 09 Sep 16 - 1100 UTC | 10 Sep 16 - 0000 UTC |
| | 10 Sep 16 - 1100 UTC | 11 Sep 16 - 0000 UTC |
| | 11 Sep 16 - 1100 UTC | 12 Sep 16 -0000 UTC |
| | 12 Sep 16 - 1100 UTC | 13 Sep 16 - 0000 UTC |
| | 13 Sep 16 - 1100 UTC | 14 Sep 16 - 0000 UTC |
| | 14 Sep 16 - 1100 UTC | 15 Sep 16 - 0300 UTC |
| | 15 Sep 16 - 1100 UTC | 16 Sep 16 - 0300 UTC |
| | 16 Sep 16 - 1100 UTC | 17 Sep 16 - 0300 UTC |
| | 17 Sep 16 - 1100 UTC | 18 Sep 16 - 0300 UTC |
| | 18 Sep 16 - 1100 UTC | 18 Sep 16 - 1700 UTC |

| AREA | INÍCIO | TÉRMINO |
|---|---|---|
| RED 5 (BARRA) | 07 Sep 16 - 0300 UTC | 19 Sep 16 - 0300 UTC |

## 8 LANDING AND TAKEOFF OPERATIONS

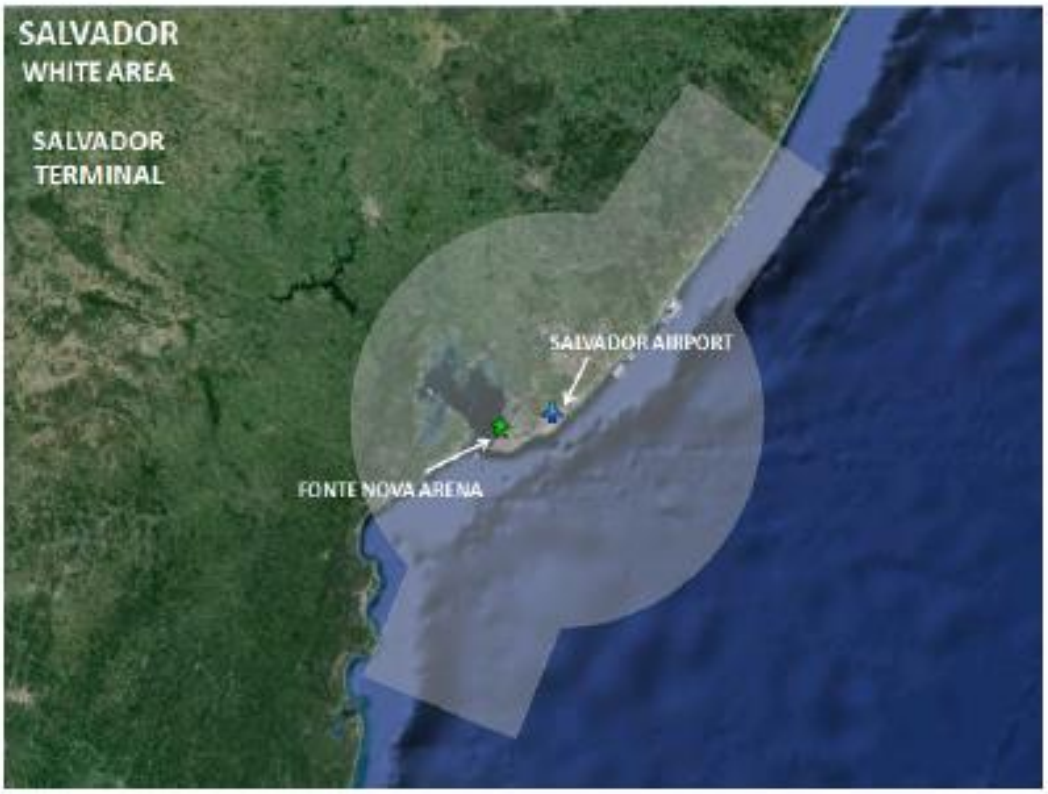
Landing and takeoff operations restrictions:
Authorized: landing and takeoff operations at all the runways at Galeão International Airport;
Authorized: landing and takeoff operations at all the runways at Santos Dumont Airport; and
Prohibited: landing and takeoff operations at all the runways at Jacarepaguá Airport

**11 MAIO 2016** **AIC A 07/16**

## Appendix E – SALVADOR

### 1 RESERVED AREA

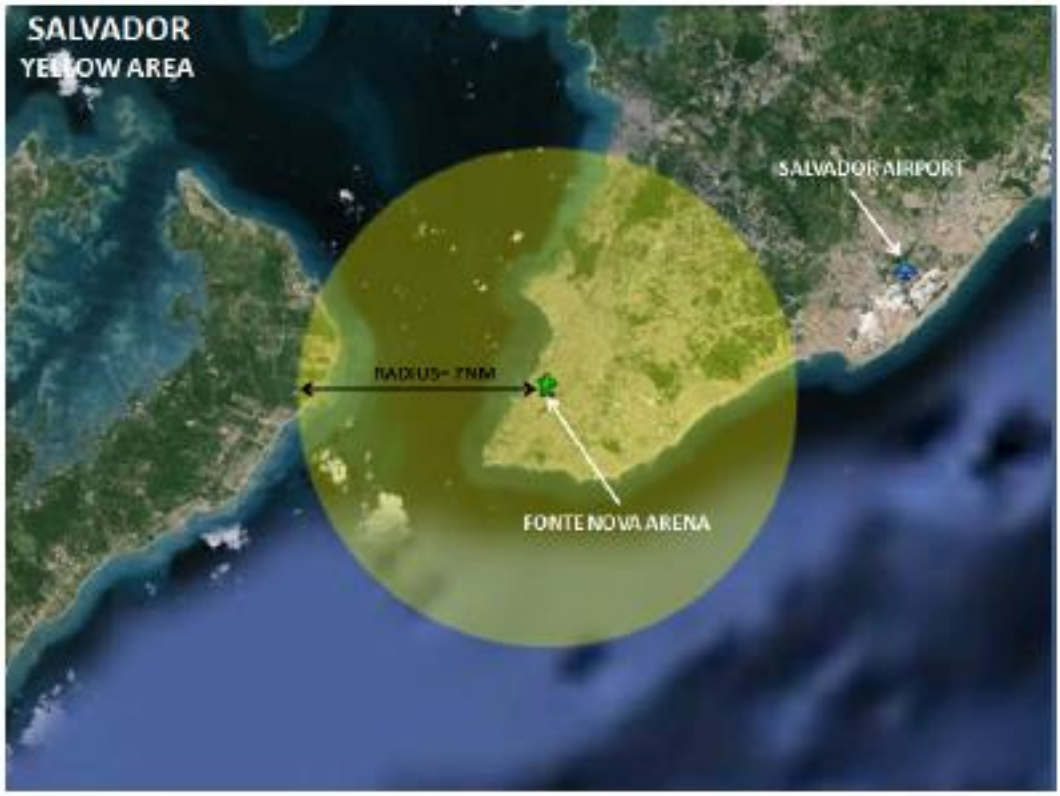
WHITE area, defined by the vertical limits from the ground to FL145, and lateral limits defined by the projections of SALVADOR TMA, whose geographic coordinates are described in the AIP-Brazil.



**11 MAIO 2016** **AIC A 07/16**

**2 RESTRICTED AREA**

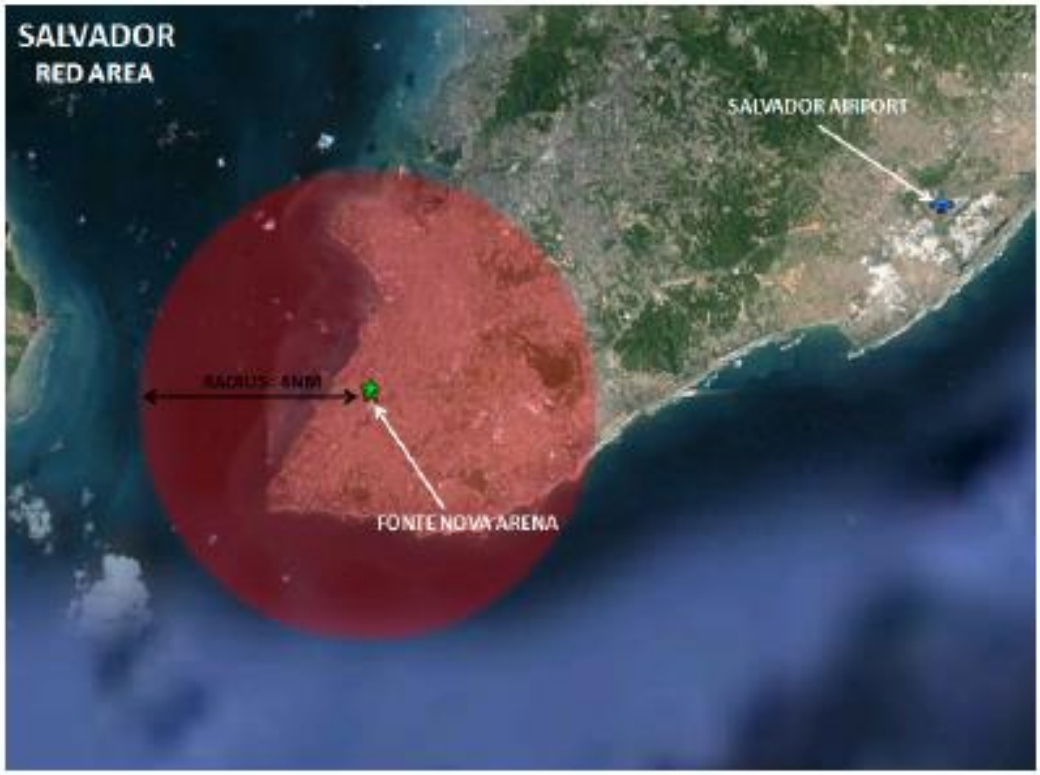
YELLOW area, defined by the vertical limits from the ground to FL145, and lateral limits defined by the cylinder centered at the coordinates 12°58'43"S 038°30'15"W, with 7 NM radius.



**11 MAIO 2016** **AIC A 07/16**

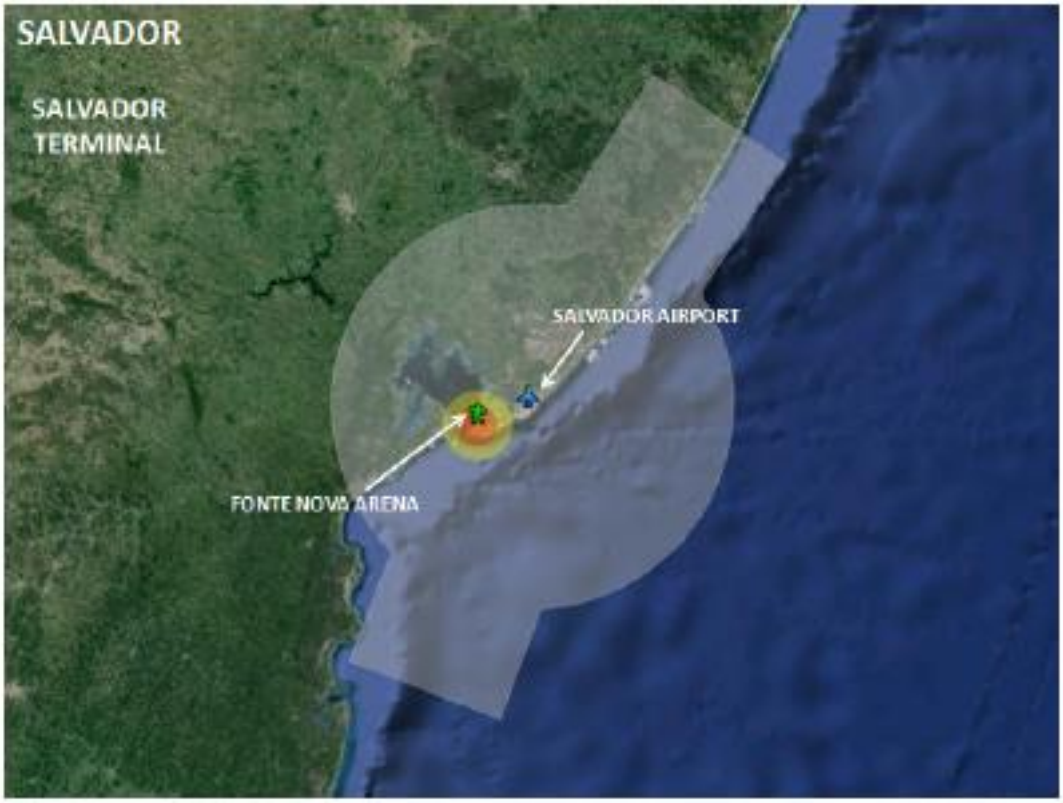
**3 PROHIBITED AREA**

RED area, defined by the vertical limits from the ground to FL145 and lateral limits defined by the cylinder centered at the coordinates 12°58'43"S 038°30'15"W, with 4 NM radius.



**11 MAIO 2016** **AIC A 07/16**

**4 TMA SALVADOR**



**11 MAIO 2016** **AIC A 07/16**

**5 AREVO AREA**

AREVO area, defined by the vertical limits from FL150 to FL190, and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 13º 37' 00'' S 037º 52' 00'' W | 12º 46' 00'' S 036º 37' 00'' W |
| 12º 26' 00'' S 037º 12' 00'' W | 13º 56' 00'' S 037º 17' 00'' W |

**6 ACAV AREA**

ACAV area, defined by the vertical limits from FL200 to FL240, and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 13º 37' 00'' S 037º 52' 00'' W | 12º 46' 00'' S 036º 37' 00'' W |
| 12º 26' 00'' S 037º 12' 00'' W | 13º 56' 00'' S 037º 17' 00'' W |

**7 TIMETABLE**

| RIO 2016 OLYMPIC GAMES | |
|---|---|
| WHITE, YELLOW AND RED AREAS | |
| BEGINNING | ENDING |
| 04 Aug 16 - 1900 UTC | 05 Aug 16 - 0200 UTC |
| 07 Aug 16 - 1500 UTC | 07 Aug 16 - 2200 UTC |
| 09 Aug 16 - 1800 UTC | 10 Aug 16 - 0100 UTC |
| 10 Aug 16 - 2100 UTC | 11 Aug 16 - 0400 UTC |
| 12 Aug 16 - 1800 UTC | 12 Aug 16 - 2200 UTC |
| 13 Aug 16 - 1800 UTC | 13 Aug 16 - 2200 UTC |

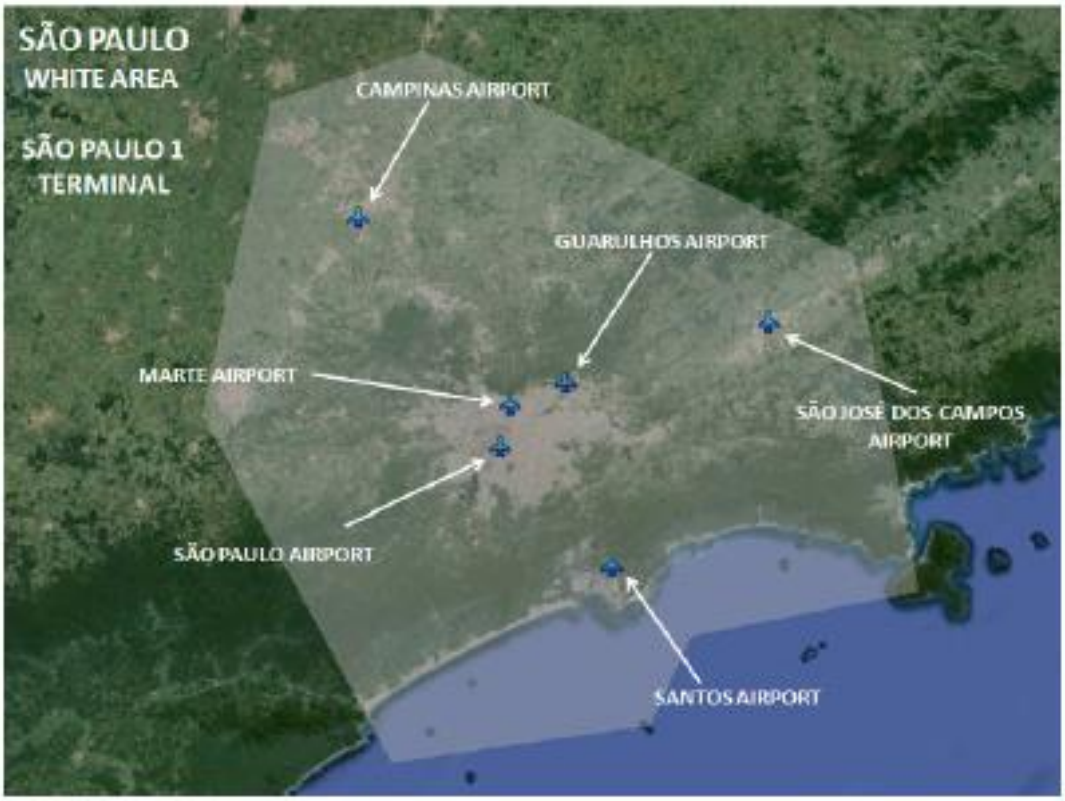
**8 LANDINGS AND TAKEOFF OPERATIONS**

Landing and takeoff operational restrictions:
Authorized: Landing and takeoff at runway 10 at Salvador International Airport;
Prohibited: Landing and takeoff at runway 28 at Salvador International Airport;
Authorized: Landing and takeoff at runway 17 at Salvador International Airport; and
Authorized: Landing and takeoff at runway 35 at Salvador International Airport.
NOTE: During the activation period of the exclusion areas, the landing operations at runways 10, 17 and 35 will only be authorized under VFR; therefore, during the RADAR VECTORING, the pilot must compulsorily report visual with the runway in use, cancelling the IFR plan and resuming navigation, proceeding to visual final.

## Appendix F – SÃO PAULO

### 1 RESERVED AREA

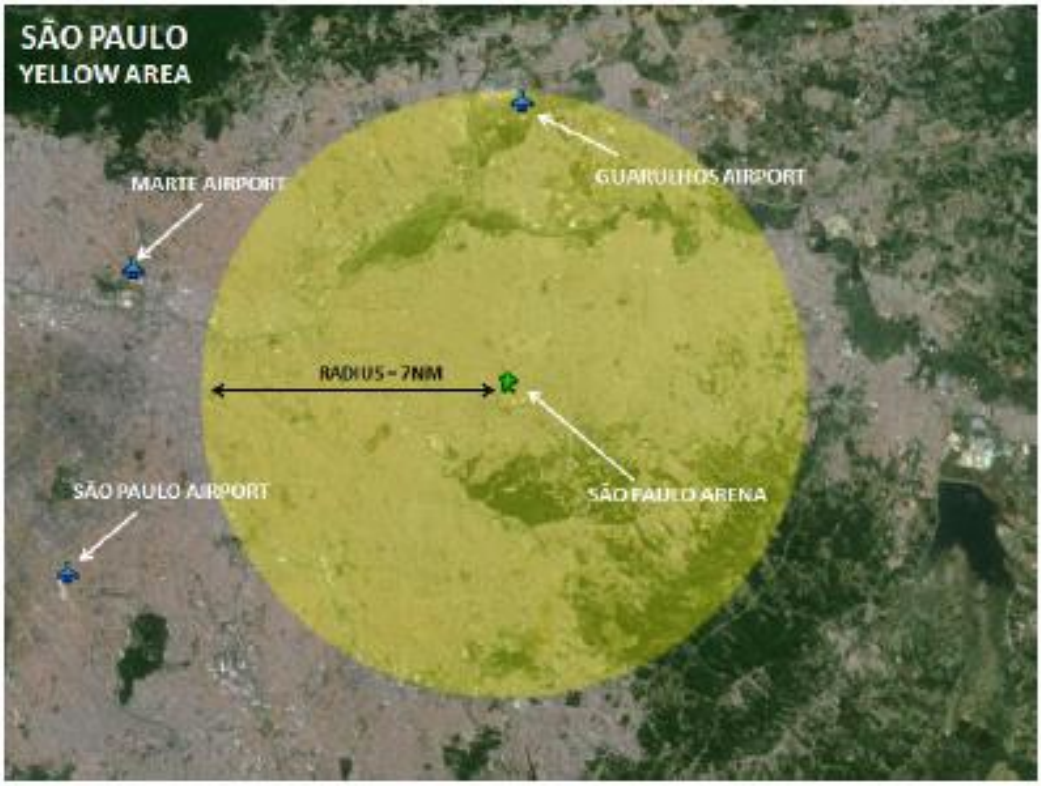
WHITE area, defined by the vertical limits from the ground to FL 145, and lateral limits defined by the projections of SÃO PAULO TMA 1 (except for the portion called TUBULAO, which is the São Paulo-Rio de Janeiro Air Bridge), whose geographic coordinates are described in the AIP-Brazil.



**11 MAIO 2016** **AIC A 07/16**

**2 RESTRICTED AREA**

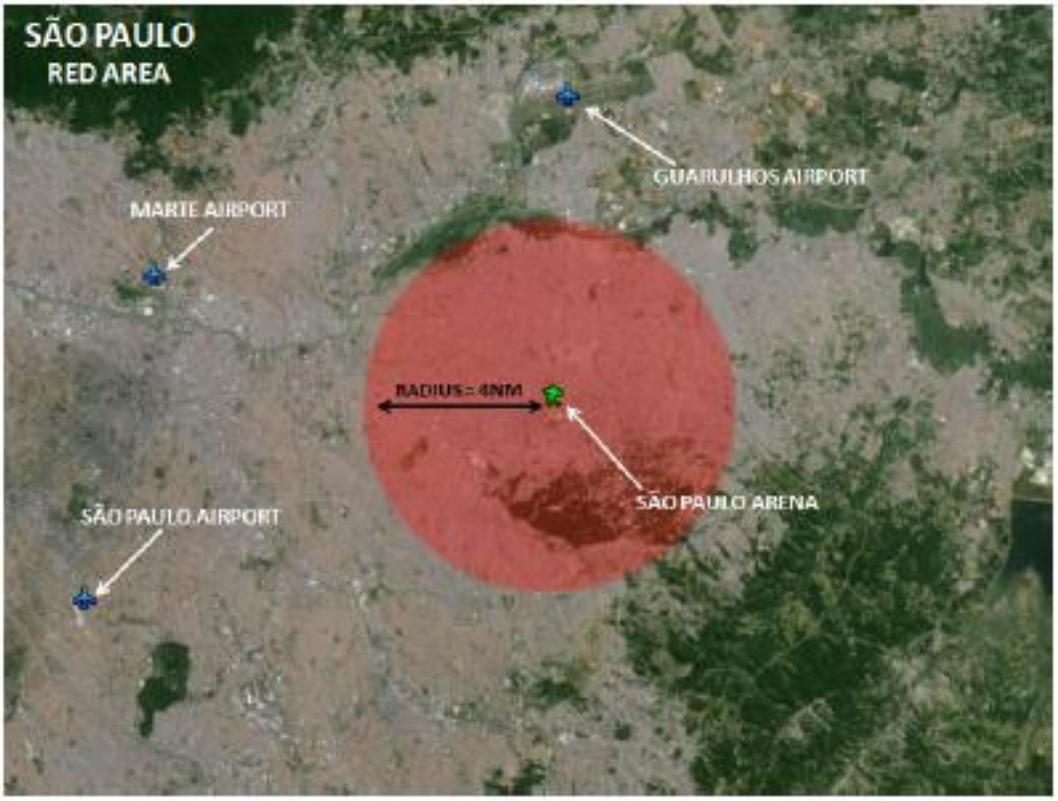
YELLOW area, defined by the vertical limits from the ground to FL 145, and lateral limits defined by the cylinder centered at the coordinates 23°32'43.14"S 046°28'23.30"W, with 7 NM radius.



**11 MAIO 2016** **AIC A 07/16**

**3 PROHIBITED AREA**

RED area, defined by the vertical limits from the ground to FL 145, and lateral limits defined by the cylinder centered at the coordinates 23°32'43.14"S 046°28'23.30"W, with 4 NM radius.



**11 MAIO 2016** **AIC A 07/16**

**4 TMA SÃO PAULO**

**11 MAIO 2016** **AIC A 07/16**

**5 AREVO AREA**

AREVO area, defined by the vertical limits from FL 150 to FL190. and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 24º 32' 25"S 046º 16' 42" W | 24º 02' 35"S 044º 23' 13" W |
| 23º 53' 35"S 045º 09' 43" W | 25º 17' 16"S 046º 24' 58" W |

**6 ACAV AREA**

ACAV Area, defined by the vertical limits from FL200 to FL240, and lateral limits defined by a polygon with the following geographic coordinates:

| | |
|---|---|
| 24º 32' 25"S 046º 16' 42" W | 24º 02' 35"S 044º 23' 13" W |
| 23º 53' 35"S 045º 09' 43" W | 25º 17' 16"S 046º 24' 58" W |

**7 TIMETABLE**

| RIO 2016 OLYMPIC GAMES | |
|---|---|
| WHITE, YELLOW AND RED AREAS | |
| BEGINNING | ENDING |
| 03 Aug 16 - 1700 UTC | 04 Aug 16 - 0000 UTC |
| 06 Aug 16 - 1700 UTC | 07 Aug 16 - 0000 UTC |
| 10 Aug 16 - 2100 UTC | 11 Aug 16 - 0400 UTC |
| 12 Aug 16 - 2100 UTC | 13 Aug 16 - 0100 UTC |
| 14 Aug 16 - 0000 UTC | 14 Aug 16 - 0400 UTC |
| 17 Aug 16 - 1800 UTC | 17 Aug 16 - 2200 UTC |
| 19 Aug 16 - 1500 UTC | 19 Aug 16 - 2000 UTC |

**8 LANDING AND TAKEOFF OPERATIONS**

Landing and takeoff operations restrictions:
Authorized: landing and takeoff operations at all runways at Guarulhos International Airport;
Authorized: landing and takeoff operations at all runways at Congonhas Airport;
Prohibited: landing and takeoff operations at all runways at Campo de Marte Airport.