Brazilian Operations

Wednesday, February 4, 2015 | 3:30 p.m. - 5:00 p.m.

PRESENTED BY:
Cynthia Oliveira – Lider Aviation
Mitch Greene – Rockwell Collins ARINCDirect
Brazil

Statistics

• Area: 3.288 Million Square Miles
  – Largest country in South America – 5th largest in the World
• Population: > 200 million
• 27 States
  – Capital: Brasília
• Language: Portuguese
• Currency: Brazilian Real (R$)
  • $1 USD ≈ 2.8 R$
• Time Zones: UTC -3, -4, -5
VISAS

• Only Captains and First Officers will be exempt from having a visa. All other crewmembers are to be regarded as passengers.

• All other crew (Engineers, Mechanics and Flight Attendants) will require visas.
  – If time allows a crewmember to obtain a Brazil visa, it is recommended they do so

• Visas are NOT available on arrival.

• Deportation and possible fines may be ordered.

• The Captain may also face penalties or fines.
Visa Requirements For Relief Crew & Passengers

- "Working crew" (Pilots) - arriving or departing by commercial carrier (crew change, for example), WILL need visas because they are considered "passengers" when traveling on commercial carriers.
- Working crew arriving to Brazil without a visa, that need to depart commercially, will require a "Letter of Transfer" in order to do so.
  - Transfer letter will be prepared by local agent.
- Passengers MUST obtain Brazilian Visas prior to arrival.
  - Pax from US, Canada, Mexico, Japan, Australia will require visas.
  - Check with your ISP for other nationality requirements.
- Tourist visas valid for 10 years for US pax.
  - Brazil Visa remains valid after passport expires.

* 2014 December - Rules may change depending on Brazilian Authorities
CHARTER

No Charter Permits

• Charter flights are authorized in Brazil.
• It is recommended that all the passengers flying in the country are the same flying out.
  – Passenger list changes may be considered Cabotage by Customs authorities.
• Aircraft will not be authorized to ferry to Brazil and pick up passengers for a domestic destination.
• The Brazilian government is working to curtail illegal charter operations.

* 2014 December - Rules may change depending on Brazilian Authorities
HANDLING PROCEDURES

Aircraft Arrival

MANDATORY DOCUMENTS
- Insurance Certificate
- Pilot License
- Medical Certificate
- Airworthiness Certificate
- Aircraft Registration
- Aircraft Itinerary

DOCUMENTATION ANALYSIS AND AVANAC APPLICATION
- ANAC Resolution 178/10

SERVICES COORDINATION AT ALL LOCATIONS
- Slots
- PPR
- Notification of Authorities
- Catering
- Transportation
- Fuel Release
- Hotel
- Other services

INTERNATIONAL HANDLING REQUEST
ISP/OPERATOR

LOCAL SERVICE PROVIDER

AFTER LANDING

CUSTOMS AND IMMIGRATION PROCEDURES

CREW + AUTHORITIES

TEAT
- Insurance Certificate
- Pilot Licences
- Medical Certificates
- Airworthiness Certificate
- Aircraft Registration
- Aircraft Itinerary
- Letter proving the purpose of the flight informed on the AVANAC.

LOCAL SERVICE PROVIDER

CREW + AUTHORITIES

ALTHOUGH THESE PROCEDURES ARE BETWEEN THE CREW AND CUSTOMS, ARRANGEMENTS MAY BE MADE FOR A LOCAL AGENT TO ESCORT THE CREW THROUGH THE CUSTOMS PROCESS.
International Service Provider (ISP) or Operator sends the Handling Request including:

- Aircraft Registration
- Type
- Purpose of the flight
- Full aircraft itinerary including origin and destination
- Crew and Pax information for General Declaration
- Necessary ramp equipment and other requests (catering, transportation, hotel reservations …)
- Mandatory documentation for overflight/landing permit
HANDLING PROCEDURES

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DOCUMENTATION ANALYSIS AND AVANAC APPLICATION
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LOCAL SERVICE PROVIDER

SERVICES COORDINATION AT ALL LOCATIONS
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LOCAL SERVICE PROVIDER

CUSTOMS AND IMMIGRATION PROCEDURES

CREW + AUTHORITIES

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CREW + AUTHORITIES

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Three types of Landing Permits issued by Brazilian Authorities.

AVOEM

NOTIFICATION ONLY

AVANAC
AVOEM

- Permit required for DIPLOMATIC flights.

- This particular permit must be requested between countries' Embassies without handler or flight operator assistance.

* Reference: ANAC Resolution 178/10
* 2014 December - Rules may change depending on Brazilian Authorities
NOTIFICATION ONLY

- Permission required for aircraft that intend to OVERFLY Brazilian territory or only make a SINGLE STOP.

- If it is necessary to move the aircraft on the ground beyond the customs area at the same airport, or land in another airport in Brazil, it will be necessary to obtain an AVANAC permit.

* Reference: ANAC Resolution 178/10
* 2014 December - Rules may change depending on Brazilian Authorities
AVANAC

• Permission required for aircraft that will make MULTIPLES STOPS in Brazil.

• This permission should be requested at least 24 hours prior to arrival.

• The aircraft can land without this permission, but cannot depart.

* Reference: ANAC Resolution 178/10
* 2014 December - Rules may change depending on Brazilian Authorities
MANDATORY DOCUMENTS

ISP/OPERATOR

AVANAC

• Insurance Certificate
• Pilot License
• Medical Certificate
• Airworthiness Certificate
• Aircraft Registration
• Aircraft Itinerary

* Reference: ANAC Resolution 178/10
*2014 December - Rules may change depending on Brazilian Authorities
The Insurance certificate must state 6 priority items in order to be accepted:

1. Aircraft Operator’s Details
2. Policy Number/Reference
3. Validity Period (with expiration date)
4. Geographical Coverage, which includes Brazilian’s territory coverage
5. Third Party Liability (most commonly stated as ‘Third Party Liability’, ‘Property Damage’ or even ‘All Risks’)
6. Aircraft Registration
**Crew License Requirements:**

1. Be issued by the same CAA that the aircraft is registered (i.e. USA Aircraft are only able to be operated by pilots who holds FAA Licenses)
   - Pilots with Licenses issued in a country different from where the aircraft is registered must provide their Co-validation Certificate (i.e. Bermuda and Cayman Island)
   - Licenses issue by the JAA / Joint Aviation Authority are accepted to operate aircraft from a different country (i.e. a pilot with a British License to operate a German registered aircraft)

2. Front and Back parts (if applicable)

3. License must be an ATPL or Commercial Pilot, showing the certificate number, and it must be the current one. Older licenses will not be accepted.

4. The license must states the aircraft rating according to the aircraft to be operated

5. Must be signed by the Holder.
Crew Medical Certificates Requirements:

1. 1st Class Medical Certificates are valid for one year after Date of Examination
   - If a previous Medical is within the 1 year period but the Pilot has a new Medical then the most recent needs to be submitted (this can be confirmed through FAA databases.) Older certificates will not be accepted.

2. Certificate must be signed by holder
Airworthiness Certificate Requirements:

1. Aircraft Registration
2. Aircraft Serial Number
3. Airworthiness Certificates must be within the validity period if listed.
Aircraft Registration:

1. Aircraft Registration
2. Aircraft Serial Number
3. Validity of the Registration
MANDATORY DOCUMENTS

ISP/OPERATOR

ADDITIONAL DOCUMENTS

Non-Scheduled / Charter / Air Taxi Flights (including MEDEVAC flights)

- Aircraft OpSpecs
  - B050 – Authorized Areas of En Route Operations
  - D085 – Aircraft Listing
- Air Operator Certificate (A.O.C.)
- Copy of the signed Charter Contract

Private Flights

- Document proving the Purpose of Flight
  - Customs Agent may request proof that aircraft is carrying a director or company representative of the aircraft operator.
  - Some of the Customs agents may accept a company ID, others may not, so it is advised that operators prepare a letter (on company letterhead) stating the purpose of the flight.
    - Have letter notarized if possible
Part 91

To whom it may concern:

We, the undersigned, hereby acknowledge all passengers on board are directors, employees, or guests of the operator. This flight is for business purposes and is a Non-Revenue Part 91 flight. The aircraft and crew have company approval to fly to Brazil.

<Signature>

Name
Position
Company Name

Part 135

To whom it may concern:

This flight is for business purposes and is a Revenue Part 135 flight. The passenger[s] will be in the country [purpose of visit] per the below flight itinerary. We also authorize that the aircraft, [tail number], and crews, listed below, have company approval to fly to Brazil.

SCHEDULE

<table>
<thead>
<tr>
<th>CREW NAME</th>
<th>DATE OF BIRTH / GENDER</th>
<th>NAT-PP NBR</th>
<th>EXPIRATION DATE</th>
</tr>
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<table>
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<tr>
<th>PASSENGER NAME</th>
<th>DATE OF BIRTH / GENDER</th>
<th>NAT-PP NBR</th>
<th>EXPIRATION DATE</th>
</tr>
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</tr>
</tbody>
</table>

<Signature and Company info>
HANDLING PROCEDURES

Aircraft Arrival

MANDATORY DOCUMENTS
• Insurance Certificate
• Pilot Licences
• Medical Certificates
• Airworthiness Certificate
• Aircraft Registration
• Aircraft Itinerary

INTERNATIONAL HANDLING REQUEST
ISP/OPERATOR

DOCUMENTATION ANALYSIS
AND AVANAC APPLICATION
• ANAC Resolution 178/10

LOCAL SERVICE PROVIDER

SERVICES COORDINATION
AT ALL LOCATIONS
• Slots
• PPR
• Notification of Authorities
• Catering
• Transportation
• Fuel Release
• Hotel
• Other services

LOCAL SERVICE PROVIDER

CUSTOMS AND IMMIGRATION PROCEDURES

CREW + AUTHORITIES

ALTHOUGH THESE PROCEDURES ARE BETWEEN THE CREW AND CUSTOMS, ARRANGEMENTS MAY BE MADE FOR A LOCAL AGENT TO ESCORT THE CREW THROUGH THE CUSTOMS PROCESS.

ISP/OPERATOR

CREW + AUTHORITIES

TEAT
• Insurance Certificate
• Pilot Licences
• Medical Certificates
• Airworthiness Certificate
• Aircraft Registration
• Aircraft Itinerary
• Letter proving the purpose of the flight informed on the AVANAC.

AFTER LANDING

Although these procedures are between the crew and customs, arrangements may be made for a local agent to escort the crew through the customs process.
After the application on the ANAC system, the permit will be issued within 24 hours.

- In case of any inconsistency in the documentation submitted, the application will be resubmitted and the evaluation period starts again.

It is important to note that an aircraft may land without any permission, but will not be allowed to takeoff.

* Reference: ANAC Resolution 178/10
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HANDLING PROCEDURES

Aircraft Arrival

INTERNATIONAL HANDLING REQUEST

ISP/OPERATOR

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ISP/OPERATOR

DOCUMENTATION ANALYSIS AND AVANAC APPLICATION
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SLOTS

• To obtain a slot, it is necessary to register the aircraft in the CGNA system.
  – To register, it is necessary to have an AVANAC permit.
• Slots are issued by CGNA 120 hours before ETA/ETD (may not be applicable for the Olympics.)
• Slot validity is from 5 minutes before until 15 minutes after the approved slot time.
• The slot code for the approved slots are required to be listed in Block18, the RMK section, of the ICAO flight plan.

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SLOTS

• Slot time changes will not be allowed in the slot allocation system.
  – Changing an arrival or departure operation will require cancelling an allocated slot and allocating a new slot to the new intended time.

• Cancellations must be done at least 4 hours in advance otherwise the operator is subject to penalties imposed by Brazilian Authorities.

• It is possible to operate without slots.
  – An “Opportunity Slot” would be requested from ATC (by PIC, SIC or ANAC licensed Dispatcher) who will evaluate and approve according to airport traffic.

• Best efforts should be made to operate per approved slot times.

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PPR

- At some locations a PPR will be required.
  - It is strongly recommended that a full aircraft itinerary be sent in advance.

FUEL

- Suppliers give priority to Commercial Aviation.
- In Brazil, FBOs aren't allowed to have their own fuel farms.
- Fuel provided by distributors and into-plane agents.
- Brazil has a good fuel quality.
- Arrange fuel releases as soon as practical.
FUEL

• The major suppliers are Petrobras, Shell, and Air BP
• Fuel on arrival is recommended to avoid delays and missed slots.
• The preferred methods of payment are: Fuel release, cash and credit cards
• At domestic airports fuel can only be arranged through a Brazilian company and there is a significant increase in fuel price due to taxes and fees
HANDLING PROCEDURES

Aircraft Arrival

INTERNATIONAL HANDLING REQUEST

ISP/OPERATOR

MANDATORY DOCUMENTS

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ISP/OPERATOR

DOCUMENTATION ANALYSIS AND AVANAC APPLICATION

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LOCAL SERVICE PROVIDER

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CUSTOMS AND IMMIGRATION PROCEDURES

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CREW + AUTHORITIES

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• Letter proving the purpose of the flight informed on the AVANAC.
• Customs and immigration procedures must be cleared in the main terminal of the airport
  – Subject to same lines as commercial passengers
  – Some airports may have dedicated lines for private passengers

• Crew must bring original aircraft and pilot documents to clear Customs.
  – If the aircraft insurance lists multiple aircraft then a copy should be presented. It is STRONGLY recommended that this copy be notarized.
  – Any documents issued by Brazilian authorities on arrival will need to be presented for departure.

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HANDLING PROCEDURES

Aircraft Arrival

INTERNATIONAL HANDLING REQUEST

ISP/OPERATOR

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CUSTOMS AND IMMIGRATION PROCEDURES

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The mandatory documents required for the issuance of the TEAT are the same as for the AVANAC permit + a letter proving the purpose of the flight.

The TEAT is available only in Portuguese, so please ask for assistance.

Original AVANAC and TEAT documents must be kept on board the aircraft during all the operations in Brazil.

These documents must be presented to officials prior to departure from Brazil.

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**Temporary Admission Term - SBGR Example**

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**Termo de Entrada e Admissão Temporária de Aeronave**

- **Nº do Termo**
- **Nº do Termo de Entrada (MANTA)**
- **8º. RF**
- **ALF / GRU**
- **cod. cercao 1081415**

**Identificação do Responsável pela Aeronave**

- **3a. Nome do Piloto**
- **3b. Domicílio no Exterior**
- **3c. N.º do Passaporte e País Emissor**

**Dados do Véculo**

- **4a. Prefixo**
- **4b. País Registro**
- **4c. Marca**
- **4d. Tipo/Modelo**

**Outros Dados - N.º de série da aeronave**

**Autorização de Sobrevoar / Trânsito N.º**

**Procedência**

- **5a. Data Partida**
- **5b. Hora Partida**
- **5c. Local de Partida (Cidade) / Código IATA**

**Chegada**

- **5d. Data Chegada**
- **5e. Hora Chegada**
- **5f. Local de Chegada (Cidade) / Código IATA**

**Finalidade**

- **Turismo**
- **Negócios**
- **Desporto**
- **Outros**

**Posição de Estacionamento**

- **TPS-1**
- **TPS-2**

**Equipamentos Auxiliares (acessórios que acompanham o veículo) / Números de Identificação**

- **GPS**

**Transporte de Carga?**

- **Não**
- **Sim**
- **Especificar**

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**Ato ou detalhe que requer a assinatura da Autoridade Aduaneira**

- **Assinatura e Carimbo da Autoridade Aduaneira**
- **Assinatura e Carimbo do Responsável**

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**Admissão Temporária**

- **O prazo desta Admissão Temporária pode ser prorrogado**

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**Saída do Território Nacional**

- **MOMENTO DA SAÍDA**
- **ASSINATURA E CARIMBO DA AUTORIDADE ADUANEIRA**
HANDLING PROCEDURES

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LOCAL SERVICE PROVIDER

SERVICES COORDINATION AT ALL LOCATIONS
- Slots
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LOCAL SERVICE PROVIDER

AFTER LANDING

CUSTOMS AND IMMIGRATION PROCEDURES

CREW + AUTHORITIES

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HANDLING PROCEDURES

Aircraft Departure

SERVICES COORDINATION AT ALL LOCATIONS
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LOCAL SERVICE PROVIDER

AIRPORT FEE PAYMENT
LOCAL SERVICE PROVIDER

FLIGHT PLAN PROCEDURES
- ICA 100/12
LOCAL SERVICE PROVIDER + ISP/OPERATOR

CREW RECEPTION
LOCAL SERVICE PROVIDER

SECURITY PROCEDURES
CREW + AIRPORT AUTHORITIES

CUSTOMS AND IMMIGRATION PROCEDURES FOR INTL DEPARTURES
- Original TEAT Required
CREW + AIRPORT AUTHORITIES

AIRCRAFT TAKE OFF

LOCAL SERVICE PROVIDER

NBAA
• The airport fee (DAT) is issued by the Airport Administrator and is calculated according to the following:
  
  – Aircraft Origin & Destination
  
  – Max Take-Off Weight of the aircraft.
  
  – Time on the ground
  
  – Air Navigation/Communications/ATC charges
  
  – May also include special event parking fees (World Cup, Olympics???)

• Flight Plans will only be accepted after the payment of airport fees.

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HANDLING PROCEDURES

Aircraft Departure

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AIRPORT FEE PAYMENT

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FLIGHT PLAN PROCEDURES

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LOCAL SERVICE PROVIDER + ISP/OPERATOR

CREW RECEPTION

LOCAL SERVICE PROVIDER

SECURITY PROCEDURES

CREW + AIRPORT AUTHORITIES

CUSTOMS AND IMMIGRATION PROCEDURES FOR INTL DEPARTURES

- Original TEAT Required

CREW + AIRPORT AUTHORITIES

AIRCRAFT TAKE OFF
1. Send the flight plan to the correct address
   - AFTN address is the airport ICAO code followed by the code YOYX.
2. Pay attention to the 45 minute rule
3. File with the correct Flight Level
4. Check unusual route informed on NOTAM (preferential route)
   - Due to constant changes within Brazilian air space, many preferential routes (NOTAM’s) are created to manage the air traffic.

*Reference: ICA 100/12
*2014 December - Rules may change depending on Brazilian Authorities
1. Use proper alternate airports

Outside the main terminal area (TMA).

2. Include PBN, AVANAC, SLOT, Operator, Date of Flight and “From” in Field 18 of the ICAO flight plan, as applicable

3. Remember it is possible to operate without slots

   For arrival and departure it is possible to use the “opportunity slots”, although it is MANDATORY to go personally to the AIS room (PIC, SIC or Dispatcher with ANAC License).

   In this case, there are specific rules and information to file in the flight plan. If the flight plan is 100% correct, and depending on air traffic, the local Authority will accept it and advise what time the aircraft can operate.

*Reference: ICA 100/12
*2014 December - Rules may change depending on Brazilian Authorities
1. Include all the necessary information on the 19 Field, such as Endurance and Survival Equipment.

2. Use a group of 9 on PIC’s name, if not Brazilian

EX: ROBERT 999999

*Reference: ICA 100/12
*2014 December - Rules may change depending on Brazilian Authorities
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LOCAL SERVICE PROVIDER

AIRPORT FEE PAYMENT
LOCAL SERVICE PROVIDER

FLIGHT PLAN PROCEDURES
- ICA 100/12
LOCAL SVC PROVIDER + ISP/OPERATOR

CREW RECEPTION
LOCAL SERVICE PROVIDER

SECURITY PROCEDURES
CREW + AIRPORT AUTHORITIES

CUSTOMS AND IMMIGRATION PROCEDURES FOR INTL DEPARTURES
- Original TEAT Required
CREW + AIRPORT AUTHORITIES

AIRCRAFT TAKE OFF
• Crew and pax shall comply with the airport safety procedures such as x-ray and baggage inspection

• Main Brazilian airports, generally, have good surveillance programs

• Additional security may be available but must be certified by ANAC, registered with the airport management, and have a badge issued by the airport administrator

• Armed security is not allowed in controlled areas

• Private vehicles are restricted from ramp access
  – Exceptions may be granted to official Government or military cars and ambulances with prior approval

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HANDLING PROCEDURES
Aircraft Departure

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LOCAL SERVICE PROVIDER

AIRPORT FEE PAYMENT
LOCAL SERVICE PROVIDER

FLIGHT PLAN PROCEDURES
- ICA 100/12
LOCAL SERVICE PROVIDER + ISP/OPERATOR

CREW RECEPTION
LOCAL SERVICE PROVIDER

SECURITY PROCEDURES
CREW + AIRPORT AUTHORITIES

CUSTOMS AND IMMIGRATION PROCEDURES FOR INTL DEPARTURES
- Original TEAT Required
CREW + AIRPORT AUTHORITIES

AIRCRAFT TAKE OFF
Before departure, the PIC will need to go to the Federal Police/Customs office with the original AVANAC and TEAT forms in order to finalize the process in the SIAVANAC system.

This procedure is very important to avoid severe penalties in a future return to Brazil.

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HANDLING PROCEDURES
Aircraft Departure

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LOCAL SERVICE PROVIDER

AIRPORT FEE PAYMENT
LOCAL SERVICE PROVIDER

FLIGHT PLAN PROCEDURES
• ICA 100/12
LOCAL SVC PROVIDER + ISP/OPERATOR

CREW RECEPTION
LOCAL SERVICE PROVIDER

SECURITY PROCEDURES
CREW + AIRPORT AUTHORITIES

CUSTOMS AND IMMIGRATION PROCEDURES
FOR INTL DEPARTURES
• Original TEAT Required
CREW + AIRPORT AUTHORITIES

AIRCRAFT TAKE OFF
WORLD CUP
LESSONS LEARNED

Photo of Lider’s Parking at Galeao International Airport
July 13, 2014.

World Cup Final Match
WORLD CUP LESSONS LEARNED

• Flow control congestion due to airspace closures around venues during matches
• NOTAM issuance (a month or less prior to matches)
• Increase of supervision by the authorities
• Unavailability of hotel rooms in the main cities
• High profile operators and cup sponsors denied access to airports due to slots being unavailable
• Services affected by the high demand
• Strong restrictions in the slot system during all the period
  – Amendments were restricted to only two changes
  – Availability was limited for last minute requests
2016 SUMMER OLYMPICS
August 5 – 21, 2016

Mascots
Vinicius
Tom
2016 SUMMER OLYMPICS

August 5 – 21, 2016

• Host city Rio de Janeiro
  – Football (soccer) matches to be played in Rio de Janeiro, Sao Paulo, Belo Horizonte, Brasilia & Salvador from Aug. 3 – 19, 2016.
• First Time in Latin America
• More than 100,000 people directly involved with the organization
• US$ 1.6 billion investment in Airport (SBGL.)
• More than 200 countries expected to participate.
• At least 1000 business aircraft expected.
MAIN AIRPORTS OF ENTRY

Europe/Asia

Africa

North/Central America

South America

Rio de Janeiro
- SBGL - Galeão Intl Airport
- SBRJ - Santos Dumont Airport
- SBJR - Jacarepagua Airport
RIO HOT SPOTS

MAIN AIRPORTS
1. SBGL – Tom Jobim International Airport – Galeão
2. SBRJ – Santos Dumont Airport
3. SBJR – Jacarepagua Airport

COMPETITION SPOTS
4. Maracanã Area
5. Copacabana Area
6. Barra Area
7. Deodoro Area
PRIMARY AIRPORTS

RIO DE JANEIRO / SBGL / GIG

Galeao Antonio Carlos Jobim Intl
- Open 24 hours
- RWY 10 /28  13123’x148’
- RWY 15 /33  10433’x154’

1. Terminal 1
   Lider’s VIP Room

2. Terminal 2

3. General Aviation Parking

4. General Aviation Parking

5. Military Aviation Parking

6. Lider’s Hangar
SANTOS DUMONT AIRPORT

- Open from 08:00Z to 01:00Z
- Domestic Airport
- RWY 02R/20L 4341’x138’
- RWY 02L/20R 4134’x98’

1. Main Terminal (II)
2. Terminal I / Lider’s VIP Room
3. Lider’s Hangar
4. General Aviation Parking
5. Military Aviation Parking
Jacarepagua Airport
- Open from 08:00Z to 00:00Z
- Domestic Airport
- RWY 02/20 900’x30’

1. Lider’s Hangar
2. General Aviation Parking
3. Main Terminal
SOCCER AIRPORTS

Sao Paulo

• Guarulhos / SBGR / GRU
  – Open 24 hours; international; PPR required; 1 hr. drive downtown

• Congonhas / SBSP / CGH
  – Open from 08:00Z to 01:00Z; domestic; downtown; slots required; GA infrastructure

• Campinas / SBKP / VCP
  – Open 24 hours; international; PPR required; 1.5 hr. drive to Sao Paulo
  – Parking confirmation may not be confirmed until 2 hours prior.
  – Towbar required
SOCCER AIRPORTS

Salvador
• Salvador / SBSV / SSA
  – Open 24 hours; international

Brasilia
• Brasilia / SBBR / BSB
  – Open 24 hours; international

Belo Horizonte
• Confins / SBCF / CNF
  – Open 24 hours; international
• Pampulha / SBBH / BHZ
  – Open 24 hours; domestic
WHAT TO EXPECT FOR OLYMPICS

- Slots necessary for operating in the main airports of the country
- Slots availability will depend on the airport capacity
- Airspace restrictions
- Parking restrictions in the main airports of the country
  - Possibility of repositioning for parking
- Unavailability of hotel rooms in the main cities
FINAL RECOMMENDATIONS

- Plan ahead.
- Get itinerary specific security briefings.
- Prepaid ground transport where available.
- Fuel on arrival.
- Order catering as early as possible for delivery as early as acceptable.
- Bring a towbar.
- All crew/pax get Yellow Fever vaccinations NLT 10 days prior to arrival*.

* Not mandatory.
CONTACTS

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DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.