

BRAZIL

MONISTRY OF DEFENSE

AERONAUTICS COMMAND

DEPARTMENT OF AIRSPACE CONTROL

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Rio de Janeiro/RJ

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AIC A
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AIR NAVIGATION CHARGES

1 PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

The purpose of this Aeronautical Information Circular (AIC) is to clarify an update of the data on Air Navigation Charges, contained in part GEN 4.2 of AIP Brazil.

1.2 SCOPE

The provisions established in this AIC apply to all users of services, facilities and aids provided by SISCEAB.

1.3 ANNEX

A – AIP BRAZIL part GEN 4.2 updates.

2 FINAL PROVISIONS

This Circular is effective at the time of its publication.

ANNEX A

AIP BRAZIL PART GEN 4.2 UPDATES

1. GENERAL

1.1 The use of services, facilities and aids with the purpose of supporting and providing safe air navigation, as managed by the SISCEAB and its units, are subject to the payment of Air Navigation charges.

1.2 Charges are retributions for the set of services, facilities and aids with the purpose of supporting and making air navigation safe, as provided by the SISCEAB and its units regarding the following:

- a) Control of General Air Traffic (CAG), and Military Operations Area (COM);
- b) Airspace Surveillance;
- c) Aeronautical Telecommunications and Air Navigation Aids;
- d) Air Traffic Management;
- e) Aeronautical Meteorology;
- f) Aeronautical Cartography;
- g) Aeronautical Information;
- h) Search and Rescue;
- i) Flight Inspection;
- j) Coordination, supervision and support to specific technical training, including regular and additional instruction, at all levels;
- k) Support to flight safety activities; and
- l) Supervision of manufacturing, repairing, maintenance and distribution of equipment employed in airspace control activities.

1.3 Air Navigation Charges are calculated based on the aircraft owner or operator, and are comprised by:

- a) Charges for the Use of Communications and Aids to Enroute Air Navigation (TAN);
- b) Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP); and
- c) Charges for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR).

2. AIR NAVIGATION CHARGES

2.1 The price charged from aircraft owners or operators for the use of services, facilities and aids provided en route, and remunerated by TAN, is designated PAN.

2.2 The price to be charged from aircraft owners or operators, per operation, for the use of services, facilities and aids made available to approach control, and remunerated by TAT APP, is designated PAT APP.

2.3 The price charged from aircraft owners or operators for the use of services, facilities and aids provided for approach control and/or Aerodrome Flight Information Services (AFIS), and remunerated by TAN ADR, is designated PAT ADR.

2.3.1 PAN values, to be charged from aircraft owners or operators belonging to air transportation companies registered for activities from Group I, shall be charged based on the nature of the flight (domestic or international), on the Weight Factor (Fp) of the aircraft, on the distances travelled in each overflowed flight information region (FIR) and on the respective TAN fee, according to the price lists published by the Air Force Command.

2.3.1 PAT APP values, to be charged from aircraft owners or operators belonging to air transportation companies registered for activities from Group I, shall be charged based on the nature of the flight (domestic or international), on the Weight Factor (Fp) of the aircraft, on the aerodrome class, and on the respective TAT APP fee, according to the price lists published by the Air Force Command.

2.6 PAT ADR values, to be charged from aircraft owners or operators belonging to air transportation companies registered for activities from Group I, shall be charged based on the nature of the flight (domestic or international), on the Weight Factor (Fp) of the aircraft, on the aerodrome class and on the corresponding TAT ADR fee, according to the price lists published by the Air Force Command.

2.7 PAN, PAT APP and PAT ADR values, to be charged from aircraft owners or operators of the General Aviation registered for activities from Group II, shall be charged per Single Price, per overflowed segment and operation.

2.8 Single Price values for PAN and PAT (APP and ADR) for General Aviation aircraft are contained in price lists published by the Air Force Command, and established according to:

- a) PMD range and nature of the flight (domestic or international), for PAN;
- b) PMD range, aerodrome class and nature of the flight (domestic or international), for PAT APP; and
- c) PMD range, aerodrome class and nature of the flight (domestic or international), for PAT ADR.

2.9 The Weight Factor (Fp) of the aircraft to be applied for purposes of calculating PAN, PAT APP and PAT ADR prices regarding operation of aircraft belonging to air transportation companies registered for activities from Group I is calculated based on aircraft PMD, expressed in square tons, according to the following formula:

$$F_p = \sqrt{\frac{PMD}{50}}$$

Where:

Fp = Weight Factor of the aircraft;

PMD = Maximum total weight set forth in metric tons;

2.10 The Maximum Take-off Weight (PMD), for airline aircraft registered for activities from Group I, shall be the standard average PMD calculated by means of weighed average of each company's fleet, per type of aircraft.

2.11 PMD of aircraft registered for activities from Group II shall be as indicated in the Airworthiness Certificate of the aircraft, or, otherwise, as indicated in the aircraft Flight Manual.

2.12 The PMD range to be considered for purposes of charging Single Prices for PAN, PAT APP and PAT ADR, regarding operation of General Aviation aircraft registered for activities from Group II shall be the one indicated in the price lists published by the Air Force Command.

3. CHARGES FOR THE USE OF AIDS TO ENROUTE AIR NAVIGATION (TAN)

3.1 Charge for the Use of Communications and Aids to Enroute Air Navigation (TAN) is the unit price that remunerates costs due to the use of services, facilities and aids listed in this publication, provided to aircraft of weight factor equal to 1, within a 1-km range.

3.2 TAN shall be established according to the nature of the flight (domestic or international), with specific prices for each Flight Information Region (FIR), depending on services, facilities and aids available in the respective FIR.

3.3 Prices to be charged from aircraft owners or operators for the use of services, facilities and aids provided en route and remunerated by TAN shall be designated PAN and will be calculated according to the formula set forth in this section.

3.3.1 From aircraft belonging to air transportation companies registered for activities from GROUP I: according to the product of the Weight Factor (F_p) of the aircraft, given by the sum of the products of distances travelled in each overflown flight information region (FIR) and the respective domestic or international fees, i.e.:

$$PAN = F_p \sum D_i T_i$$

Where:

PAN = Price to be charged;

F_p = Weight Factor of the aircraft;

i = Indication of Flight Information Region(s) overflown; and

D_i = Distance, set forth in Kilometers, measured at the Flight Information Region (FIR) "i" between:

- departure and arrival aerodrome in the same flight information region (FIR);
- departure aerodrome and exit point in the same flight information region (FIR);
- entry point and arrival aerodrome in the same flight information region (FIR); and
- entry and exit points in the same flight information region (FIR).

T_i = Domestic or international fee corresponding to flight information region (FIR) "i";

3.3.1.1 In order to calculate PAN, orthodromic distances of the shortest path between two points, i.e. in straight line, shall be considered, based on the geographic coordinates of the runway centerline at the aerodrome where the flight was originated, and the geographic coordinates at the destination aerodrome, the respective distance for the overflown FIR, including Atlantico FIR.

3.3.1.2 For the overflight operations whose distance calculation results is zero, due to the mentioned methodology, the actual distance used between the entry and exit fixed points in each FIR shall be considered;

3.3.1.3. The PAN distance referred in the previous item 2.6 shall be calculated according to an application adopted by DECEA, subtracting from the calculated distances, for each flight, 20 (twenty) kilometers in the FIR in which the landing airport is located, a single time, regarding PAT (APP and ADR) for landing and take-off; and

3. In overflight operations without landing, the distance of 20 (twenty) kilometers shall not be subtracted.

3.3.2 From General Aviation aircraft registered for activities from GROUP II, in the form of SINGLE PRICE, according to the price lists published by the Air Force Command, depending on the PMD range and nature of the flight (domestic or international).

3.4 Overflying the Brazilian airspace, without landing in the national territory, shall result in payment of PAN, based on the fee for international flights.

3.5 PAN shall not be charged:

a) when the origin, landing and destination aerodromes are the same;

b) when the origin and landing aerodromes are the same; and

c) exceptionally, aircraft with foreign marks of nationality and registration are not comprised by activities regarding Group I, when they overfly the Brazilian airspace without landing in the domestic territory. This exceptionality is related to the unavailability of aircraft owners or operators' registration data for means of effective charges by DECEA.

4 CHARGES FOR THE USE OF COMMUNICATIONS AND RADIO AIDS TO AIR NAVIGATION AT APPROACH CONTROL AREAS (TAT APP)

4.1.4 The Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP) is the unit price that remunerates for the use of services, facilities and aids, as listed in this Publication, and provided by an aircraft with weight factor equal to 1, in its landing or climb operation within an air traffic terminal area, of a classified aerodrome.

4.2 TAT APP is set forth according to the nature of the flights (domestic or international) and according to the aerodrome class defined by DECEA, based on services, facilities and aids for available approach and climb procedures.

4.3 The price to be charged from aircraft owners or operators, per operation, for the use of services, facilities and aids made available for approach control, and remunerated by TAT APP, is designated PAT APP and shall be calculated according to the formula set forth in this section.

4.3.1 From aircraft belonging to air transportation companies registered for activities from Group I: according to the product of the Weight Factor (F_p) of the aircraft set forth by the fee, considering the aerodrome class and the nature of the flight (domestic or international), i.e.:

$$\text{PAT APP} = F_p \times T_t$$

Where:

PAT APP = Price to be charged;

F_p = Weight Factor of the aircraft; and

T_t = Value of the TAT APP, domestic or international, set forth considering the aerodrome class.

4.3.2. From General Aviation aircraft registered for activities from GROUP II: as a UNIT PRICE, according to the price lists published by the Air Force Command, according to the PMD range of the aircraft, aerodrome class and nature of the flight (domestic or internacional).

4.4 PAT APP shall only be charged for flights destined to aerodromes classified by DECEA.

5 CHARGES FOR THE USE OF COMMUNICATIONS AND RADIO AIDS TO AIR NAVIGATION AT AERODROME CONTROL AREAS (TAT ADR)

5.1 The Charge for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR) is the unit value that remunerates for the costs of services, facilities and aids as listed in this publication, provided to an aircraft with weight factor equal to 1, in support to its landing and take-off operations in areas within the jurisdiction of classified aerodromes.

5.2 TAT ADR shall be set forth according to the nature of the flight (domestic or international), and according to the aerodrome class as designated by DECEA, based on services, facilities and aids to landing and take-off operations available at those aerodromes.

5.3 The price to be charged from aircraft owners or operators, per operation, for the use of services, facilities and aids made available at classified aerodromes, and remunerated by TAT ADR, is designated PAT ADR and shall be calculated according to the formula set forth in this section.

5.3.1 From aircraft belonging to air transportation companies registered for activities from Group I: according to the Weight Factor (F_p) of the aircraft set forth by the fee, considering the aerodrome class and the nature of the flight (domestic or international), i.e.:

$$\text{PAT ADR} = F_p \times T_t$$

Where:

PAT ADR = Price to be charged;

F_p = Weight Factor of the aircraft; and

T_t = Value for TAT ADR, domestic or international, set forth considering the aerodrome class.

5.3.2 From General Aviation aircraft registered for activities from GROUP II: as SINGLE PRICE, according to the price lists published by the Air Force Command, according to the aircraft PMD range, the aerodrome class and the nature of the flight (domestic or international).

5.4 PAT ADR shall only be collected from flights destined to aerodromes classified by DECEA.

6 AIRPORT CLASSIFICATION

6.1 According to the criteria for the quality of provided services, facilities and aids, as observed in this publication, aerodromes shall be classified as follows, for the specific purposes of collecting TAT APP and TAT ADR charges:

a) CLASS A, regarding aerodromes in which approach control services, aerodrome control services and the following facilities and/or aids are provided: RADAR, ILS/ALS, VOR/DME, NDB, PAPI or VASIS;

b) CLASS B, regarding aerodromes in which approach control services, aerodrome control services and the following facilities and/or aids are provided: ILS/ALS or RADAR, VOR/DME, NDB, PAPI or VASIS;

c) CLASS C, regarding aerodromes in which approach control services, aerodrome control services and the following facilities and/or aids are provided: VOR/DME or RADAR, NDB, PAPI or VASIS;

d) CLASS D, regarding aerodromes in which approach control services or aerodrome control services and IFR approach procedures are provided;

e) CLASS E, regarding aerodromes in which Aerodrome Flight Information Services (AFIS) and IFR approach procedures are provided; and

f) CLASS F, regarding aerodromes in which Aerodrome Control Services or Aerodrome Flight Information Services (AFIS) are provided.

6.2 Domestic public aerodromes, for purposes of collecting Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP) and Charges for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR), are classified according to enactments to be issued by DECEA.

Chart 1 – Classified Domestic Public Aerodromes

I - CLASS A		
Location	Acronym	Aerodrome Name
BELÉM (PA)	SBBE	AEROPORTO INTERNACIONAL DE BELÉM / VAL-DE-CANS / JÚLIO CÉZAR RIBEIRO
BELO HORIZONTE (MG)	SBCF	AEROPORTO INTERNACIONAL TANCREDO NEVES / BELO HORIZONTE / CONFINS
BRASÍLIA (DF)	SBBR	AEROPORTO INTERNACIONAL PRESIDENTE JUSCELINO KUBITSCHKE
CAMPINAS (SP)	SBKP	AEROPORTO INTERNACIONAL DE VIRACOPOS
CURITIBA (PR)	SBCT	AEROPORTO INTERNACIONAL AFONSO PENA
FLORIANÓPOLIS (SC)	SBFL	AEROPORTO INTERNACIONAL HERCÍLIO LUZ
GUARULHOS (SP)	SBGR	AEROPORTO INTERNACIONAL GOVERNADOR ANDRÉ FRANCO MONTORO
MANAUS (AM)	SBEG	AEROPORTO INTERNACIONAL EDUARDO GOMES

NATAL (RN)	SBNT	AEROPORTO AUGUSTO SEVERO
PORTO ALEGRE (RS)	SBPA	AEROPORTO INTERNACIONAL SALGADO FILHO
RIO DE JANEIRO (RJ)	SBGL	AEROPORTO INTERNACIONAL DO RIO DE JANEIRO / GALEÃO / ANTÔNIO CARLOS JOBIM
SANTA MARIA (RS)	SBSM	AEROPORTO DE SANTA MARIA
SÃO PAULO (SP)	SBSP	AEROPORTO DE CONGONHAS
II - CLASS B		
Location	Acronym	Aerodrome Name
BELO HORIZONTE (MG)	SBBH	AEROPORTO DA PAMPULHA / CARLOS DRUMMOND DE ANDRADE
BOA VISTA (RR)	SBBV	AEROPORTO INTERNACIONAL DE BOA VISTA / ATLAS BRASIL CANTANHEDE
CAMPO GRANDE (MS)	SBCG	AEROPORTO INTERNACIONAL DE CAMPO GRANDE
CUIABÁ (MT)	SBCY	AEROPORTO MARECHAL RONDON
CURITIBA (PR)	SBBI	AEROPORTO DE BACACHERI
FORTALEZA (CE)	SBFZ	AEROPORTO INTERNACIONAL PINTO MARTINS
FOZ DO IGUAÇU (PR)	SBFI	AEROPORTO INTERNACIONAL DE FOZ DO IGUAÇU / CATARATAS
GOIÂNIA (GO)	SBGO	AEROPORTO DE SANTA GENOVEVA
JOINVILLE (SC)	SBJV	AEROPORTO LAURO CARNEIRO DE LOYOLA
MACAÉ (RJ)	SBME	AEROPORTO DE MACAÉ
MACEIÓ (AL)	SBMO	AEROPORTO ZUMBI DOS PALMARES
PORTO VELHO (RO)	SBPV	AEROPORTO GOVERNADOR JORGE TEIXEIRA DE OLIVEIRA
RECIFE (PE)	SBRF	AEROPORTO DE GUARARAPES / GILBERTO FREYRE
RIBEIRÃO PRETO (SP)	SBRP	AEROPORTO LEITE LOPES
RIO BRANCO (AC)	SBRB	AEROPORTO PLÁCIDO DE CASTRO
RIO DE JANEIRO (RJ)	SBRJ	AEROPORTO SANTOS DUMONT
SALVADOR (BA)	SBSV	AEROPORTO DEPUTADO LUÍS EDUARDO MAGALHÃES
SANTARÉM (PA)	SBSN	AEROPORTO INTERNACIONAL MAESTRO WILSON FONSECA
SÃO JOSÉ DOS CAMPOS (SP)	SBSJ	AEROPORTO PROFESSOR URBANO ERNESTO STUMPF
SÃO LUÍS (MA)	SBSL	AEROPORTO INTERNACIONAL MARECHAL CUNHA MACHADO
UBERLÂNDIA (MG)	SBUL	AEROPORTO TEN CEL AV CÉSAR BOMBONATO
VITÓRIA (ES)	SBVT	AEROPORTO EURICO DE AGUIAR SALLES
III - CLASS C		
Location	Acronym	Aerodrome Name
BELEM	SBJC	AEROPORTO BRIGADEIRO PROTÁSIO DE OLIVEIRA

JOÃO PESSOA (PB)	SBJP	AEROPORTO PRESIDENTE CASTRO PINTO
JUNDIAÍ (SP)	SBJD	AEROPORTO COMANDANTE ROLIM ADOLFO AMARO
LONDRINA (PR)	SBLO	AEROPORTO GOVERNADOR JOSÉ RICHÁ
MACAPÁ (AP)	SBMQ	AEROPORTO INTERNACIONAL DE MACAPÁ / ALBERTO ALCOLUMBRE
NAVEGANTES (SC)	SBNF	AEROPORTO MINISTRO VICTOR KONDER
PALMAS (TO)	SBPJ	AEROPORTO BRIGADEIRO LYSIAS RODRIGUES
PRESIDENTE PRUDENTE (SP)	SBDN	AEROPORTO DE PRESIDENTE PRUDENTE
RIO DE JANEIRO (RJ)	SBJR	AEROPORTO DE JACAREPAGUÁ / ROBERTO MARINHO
SÃO PAULO (SP)	SBMT	AEROPORTO DE CAMPO DE MARTE
TERESINA (PI)	SBTE	AEROPORTO SENADOR PETRÔNIO PORTELLA
IV - CLASS D		
Location	Acronym	Aerodrome Name
ARACAJU (SE)	SBAR	AEROPORTO DE ARACAJU / SANTA MARIA
ARARAQUARA (SP)	SBAQ	AEROPORTO BARTOLOMEU DE GUSMÃO
ARAXÁ (MG)	SBAX	AEROPORTO ROMEU ZEMA
BAURU (SP)	SBBU	AEROPORTO DE BAURU
BAURU – AREALVA (SP)	SBAE	AEROPORTO DE BAURU - AREALVA
CABO FRIO (RJ)	SBCB	AEROPORTO DE CABO FRIO
CAMPOS DOS GOYTACAZES (RJ)	SBCP	AEROPORTO BARTOLOMEU LISANDRO
CAXIAS DO SUL (RS)	SBCX	AEROPORTO CAMPO DOS BUGRES
GUARATINGUETÁ (SP)	SBGW	AEROPORTO DE GUARATINGUETÁ
ILHÉUS (BA)	SBIL	AEROPORTO JORGE AMADO
MARABÁ (PA)	SBMA	AEROPORTO JOÃO CORRÊA DA ROCHA
MARÍLIA (SP)	SBML	AEROPORTO DE MARÍLIA
MARINGÁ (PR)	SBMG	AEROPORTO SÍLVIO NAME JÚNIOR
PORTO SEGURO (BA)	SBPS	AEROPORTO DE PORTO SEGURO
SÃO ROQUE (SP)	SBJH	SÃO PAULO CATARINA AEROPORTO EXECUTIVO
TABATINGA (AM)	SBTB	AEROPORTO DE TABATINGA
UBERABA (MG)	SBUR	AEROPORTO MÁRIO DE ALMEIDA FRANCO
URUGUAIANA (RS)	SBUG	AEROPORTO RUBEM BERTA
V - CLASS E		
Location	Acronym	Aerodrome Name

ALTA FLORESTA (MT)	SBAT	AEROPORTO PILOTO OSVALDO MARQUES DIAS
ALTAMIRA (PA)	SBHT	AEROPORTO DE ALTAMIRA
ARACATI (CE)	SBAC	AEROPORTO REGIONAL DE ARACATI / DRAGÃO DO MAR
ARAÇATUBA (SP)	SBAU	AEROPORTO DE ARAÇATUBA
BAGÉ (RS)	SBBG	AEROPORTO COMANDANTE GUSTAVO KRAEMER
BARBACENA (MG)	SBBQ	AEROPORTO MAJ BRIG DOORGAL BORGES
BARRA DO GARÇAS (MT)	SBBW	AEROPORTO DE BARRA DO GARÇAS
CALDAS NOVAS (GO)	SBCN	AEROPORTO NELSON RIBEIRO GUIMARÃES
CAMPINA GRANDE (PB)	SBKG	AEROPORTO PRESIDENTE JOÃO SUASSUNA
CASCADEL (PR)	SBCA	AEROPORTO CORONEL ADALBERTO MENDES DA SILVA
CHAPECÓ (SC)	SBCH	AEROPORTO SERAFIM ENOSS BERTASO
CORUMBÁ (MS)	SBCR	AEROPORTO INTERNACIONAL DE CORUMBÁ
CRUZ (CE)	SBJE	AEROPORTO COMANDANTE ARISTON PESSOA / JERICOACOARA
CRUZEIRO DO SUL (AC)	SBCZ	AEROPORTO DE CRUZEIRO DO SUL
DOURADOS (MS)	SBDO	AEROPORTO FRANCISCO DE MATOS PEREIRA
FERNANDO DE NORONHA (PE)	SBFN	AEROPORTO DE FERNANDO DE NORONHA
GOIANÁ (MG)	SBZM	AEROPORTO PRESIDENTE ITAMAR FRANCO / ZONA DA MATA
GOVERNADOR VALADARES (MG)	SBGV	AEROPORTO DE GOVERNADOR VALADARES
GUAJARÁ-MIRIM (RO)	SBGM	AEROPORTO DE GUAJARÁ-MIRIM
IMPERATRIZ (MA)	SBIZ	AEROPORTO PREFEITO RENATO MOREIRA
ITAITUBA (PA)	SBIH	AEROPORTO DE ITAITUBA
JACAREACANGA (PA)	SBEK	AEROPORTO DE JACAREACANGA
JAGUARUNA (SC)	SBJA	AEROPORTO REGIONAL SUL HUMBERTO GHIZZO BORTOLUZZI
JUAZEIRO DO NORTE (CE)	SBJU	AEROPORTO ORLANDO BEZERRA DE MENEZES
LAGES (SC)	SBLJ	AEROPORTO DE LAGES
MONTES CLAROS (MG)	SBMK	AEROPORTO MÁRIO RIBEIRO
MOSSORÓ (RN)	SBMS	AEROPORTO DIX-SEPT ROSADO
OIAPOQUE (AP)	SBOI	AEROPORTO DE OIAPOQUE
ORIXIMINÁ (PA)	SBTB	AEROPORTO DE PORTO TROMBETAS
PARAUPEBAS (PA)	SBCJ	AEROPORTO DE CARAJÁS
PASSO FUNDO (RS)	SBPF	AEROPORTO LAURO KURTZ
PATO BRANCO	SBPO	AEROPORTO MUNICIPAL DE PATO BRANCO / JUVENAL CARDOSO
PELOTAS (RS)	SBPK	AEROPORTO INTERNACIONAL JOÃO SIMÕES LOPES NETO
PETROLINA (PE)	SBPL	AEROPORTO SENADOR NILO COELHO

POÇOS DE CALDAS (MG)	SBPC	AEROPORTO EMBAIXADOR WALTER MOREIRA SALLES
PONTA PORÃ (MS)	SBPP	AEROPORTO INTERNACIONAL DE PONTA PORÃ
SANTANA DO PARAÍSO (MG)	SBIP	AEROPORTO DA IPATINGA / USIMINAS
SANTO ÂNGELO (RS)	SBNM	AEROPORTO REGIONAL SEPÉ TIARAJU
SÃO GABRIEL DA CACHOEIRA (AM)	SBUA	AEROPORTO DE SÃO GABRIEL DA CACHOEIRA
SÃO JOSÉ DO RIO PRETO (SP)	SBSR	AEROPORTO PROFESSOR ERIBERTO MANOEL REINO
SORRISO (MT)	SBSO	AEROPORTO REGIONAL ADOLINO BEDIN
TEFÉ (AM)	SBTF	AEROPORTO DE TEFÉ
TOLEDO (PR)	SBTD	AEROPORTO LUIZ DALCANALE FILHO
VARGINHA (MG)	SBVG	AEROPORTO MAJOR BRIGADEIRO TROMPOWSKY
VILHENA (RO)	SBVH	AEROPORTO BRIGADEIRO CAMARÃO
VITÓRIA DA CONQUISTA (BA)	SBQV	AEROPORTO DE VITÓRIA DA CONQUISTA
VI - CLASS F		
Location	Acronym	Aerodrome Name
BELO HORIZONTE (MG)	SBPR	AEROPORTO CARLOS PRATES
BONITO (MS)	SBDB	AEROPORTO DE BONITO
BRAGANÇA PAULISTA (SP)	SBBP	AEROPORTO ARTHUR SIQUEIRA
GOIÂNIA (GO)	SBNV	AERÓDROMO NACIONAL DE AVIAÇÃO
JI-PARANÁ (RO)	SBJI	AEROPORTO DE JI-PARANÁ
MARICÁ (RJ)	SBMI	AEROPORTO DE MARICÁ
PARNAÍBA (PI)	SBPB	AEROPORTO PREFEITO DOUTOR JOÃO SILVA FILHO
PAULO AFONSO (BA)	SBUF	AEROPORTO DE PAULO AFONSO
PONTA GROSSA (PR)	SBPG	AEROPORTO COMANDANTE ANTÔNIO AMILTON BERALDO
RONDONÓPOLIS (MT)	SBRD	AEROPORTO MAESTRO MARINHO FRANCO
SINOP (MT)	SBSI	AEROPORTO PRESIDENTE JOÃO BATISTA FIGUEIREDO
SOROCABA (SP)	SDCO	AEROPORTO DE SOROCABA
TRÊS LAGOAS (MS)	SBTG	AEROPORTO DE TRÊS LAGOAS – PLÍNIO ALARCON

Reference: Decree nr. 264/DGCEA, dated 13 November 2020

7 VALUES OF AIR NAVIGATION CHARGES

7.1 Current values of TAN, TAT APP and TAT ADR charges were set forth by specific regulations published by the Air Force Command and are described in the following charts:

Chart 2 – Charges for Communications and Aids to Air Navigation (TAN) Group I – Domestic Flights and International Flights

Flight Information Region (FIR)	Domestic Flights (in R\$)	International Flights (in USD)
Brasília:	0,90	0.60
FIR Curitiba	0,90	0.60
FIR Recife	0,90	0.60
FIR Amazônica	0,90	0.60
FIR Atlântico	0,48	0.13

Reference: Decree nr. 1.599/GC3, dated 30 October 2017, and Decree nr. 1.911/GC3, dated 29 October 2019

**Chart 3 – Charges for the Use of Communications and Aids to Air Navigation (TAN)
Group II - Domestic Flights and International Flights (Single Prices)**

PMD Range (ton.)	Domestic Flights (in R\$)	International Flights (in USD)
Up to 1	35,56	25.91
Over 1 up to 2	50,82	37.00
Over 2 up to 4	79,44	57.81
Over 4 up to 6	105,22	77.08
Over 6 up to 12	210,70	154.24
Over 12 up to 24	421,69	289.28
Over 24 up to 48	843,13	578.55
Over 48 up to 100	1.580,96	1,157.21
Over 100 up to 200	3.162,07	2,314.41
Over 200 up to 300	6.012,69	4,574.50
Over 300	7.315,56	5,031.96

Reference: Decree nr. 1.599/GC3, dated 30 October 2017, and Decree nr. 1.911/GC3, dated 29 October 2019

Chart 4 – Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP)

Group I – Domestic Flights and International Flights

Aerodrome Class	Domestic Flights (in R\$)	International Flights (in USD)
A	129,46	145.38
B	103,56	116.33
C	72,53	81.42
D	50,75	56.99
E	NA	NA
F	NA	NA

NA – Not Applicable

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

Chart 5 – Charges for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR)

Group I – Domestic Flights and International Flights

Aerodrome Class	Domestic Flights (in R\$)	International Flights (in USD)
A.	517,86	581.54
B	414,24	465.34

C	290,10	325.70
D	203,00	227.98
E	177,64	199.43
F	71,09	139.58

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

Chart 6 – Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP)

Group II – Domestic Flight (Single Prices in R\$)

PMD Range (ton.)	Class A	Class B	Class C	Class D	Class E	Class F
Over 1	37,49	26,88	5,11	3,66	NA	NA
Over 1 up to 2	37,49	26,88	7,35	5,21	NA	NA
Over 2 up to 4	58,49	40,38	11,69	7,82	NA	NA
Over 4 up to 6	77,66	53,59	15,66	12,31	NA	NA
Over 6 up to 12	103,56	80,52	52,37	31,19	NA	NA
Over 12 up to 24	129,49	107,48	78,51	62,33	NA	NA
Over 24 up to 48	155,34	134,34	95,98	93,58	NA	NA
Over 48 up to 100	207,12	161,20	124,82	121,11	NA	NA
Over 100 up to 200	258,91	214,91	157,17	156,01	NA	NA
Over 200 up to 300	323,63	272,50	204,39	201,27	NA	NA
Over 300	497,09	404,60	313,65	304,54	NA	NA

NA – Not Applicable

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

Chart 7 – Charges for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR)

Group II – Domestic Flight (Single Prices in R\$)

PMD Range (ton.)	Class A	Class B	Class C	Class D	Class E	Class F
Over 1	149,95	107,54	20,43	14,66	12,64	4,90
Over 1 up to 2	149,95	107,54	29,42	20,85	18,32	7,22
Over 2 up to 4	233,96	161,51	46,76	31,28	27,49	11,09
Over 4 up to 6	310,63	214,35	62,66	49,23	43,48	17,68
Over 6 up to 12	414,24	322,10	209,50	124,78	110,17	44,00
Over 12 up to 24	517,97	429,94	314,04	249,34	220,85	88,37
Over 24 up to 48	621,38	537,37	383,90	374,32	290,10	132,10
Over 48 up to 100	828,49	644,80	499,28	484,42	381,48	176,47
Over 100 up to 200	1.035,62	859,66	628,69	624,06	483,65	220,47
Over 200 up to 300	1.294,54	1.090,00	817,55	805,07	623,93	275,94
Over 300	1.988,36	1.618,38	1.254,62	1.218,17	959,31	444,28

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

Chart 8 – Charges for the Use of Communications and Radio Aids to Air Navigation at Approach Control Areas (TAT APP)

Group II – International Flights (Single Prices in USD)

PMD Range (ton.)	Class A	Class B	Class C	Class D	Class E	Class F
Over 1	40.35	27.92	5.45	3.23	NA	NA
Over 1 up to 2	40.35	27.92	7.79	4.59	NA	NA
Over 2 up to 4	62.88	41.93	12.36	6.94	NA	NA
Over 4 up to 6	83.57	55.60	16.54	10.99	NA	NA
Over 6 up to 12	111.43	83.57	55.68	27.81	NA	NA
Over 12 up to 24	139.32	111.43	83.57	55.68	NA	NA
Over 24 up to 48	167.18	139.32	111.43	83.57	NA	NA
Over 48 up to 100	222.86	167.18	139.32	111.43	NA	NA
Over 100 up to 200	278.67	222.86	167.18	139.32	NA	NA
Over 200 up to 300	367.83	294.22	220.67	183.88	NA	NA
Over 300	485.56	388.39	291.31	242.73	NA	NA

NA – Not Applicable

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

Chart 9 – Charges for the Use of Communications and Radio Aids to Air Navigation at Aerodrome Control Areas (TAT ADR)**Group II – International Flights (Single Prices in USD)**

PMD Range (ton.)	Class A	Class B	Class C	Class D	Class E	Class F
Over 1	161.41	111.66	21.78	12.90	12.78	10.20
Over 1 up to 2	161.41	111.66	31.16	18.37	18.20	14.59
Over 2 up to 4	251.50	167.71	49.44	27.77	27.61	22.07
Over 4 up to 6	334.27	222.40	66.16	43.96	43.86	35.09
Over 6 up to 12	445.73	334.27	222.70	111.26	111.34	88.89
Over 12 up to 24	557.28	445.73	334.27	222.70	222.65	178.16
Over 24 up to 48	668.74	557.28	445.73	334.27	334.25	267.43
Over 48 up to 100	891.44	668.74	557.28	445.73	413.99	356.44
Over 100 up to 200	1,114.67	891.44	668.74	557.28	487.95	445.70
Over 200 up to 300	1,471.33	1,176.90	882.68	735.53	644.28	588.24
Over 300	1,942.22	1,553.57	1,165.24	970.91	849.96	776.46

Reference: Decree nr. 1.172/GC3, dated 5 November 2020

8 EXEMPTIONS

8.1 Exemptions from TAN, TAT APP and TAT ADR charges shall be granted to aircraft in the following situations:

- a) Brazilian military and public aircraft under the Direct Administration of Federal Government, States, Federal District and Municipalities;
- b) Brazilian private aircraft under the Indirect Administration of Federal Government, States, Federal District and Municipalities;

- c) foreign military or public aircraft destined to national territory, in transit or overflight, when reciprocity treatment is granted;
- d) aircraft categorized as instructional or historic;
- e) in functional check flights or in case of return of the aircraft due to technical or weather reasons;
- f) civil aircraft engaged in missions such as Search and Rescue, Assistance, Accident and Incident Investigation and others of a public nature, when required by the competent authority.

8.2 Aircraft owner or operator whose flight complies with the described in letters “e” and “f” above, shall inform DECEA, within a deadline of up to five working days after the flight was performed, the aircraft data (call sign, subscription, ICAO type, owner/operator) and the flights performed (date and time of operation, destination and arrival airport) in order for the exemption to apply.

8.3 Excepting exemptions prescribed by law, no individual or legal entity of public or private law shall be allowed to evade responsibility for paying TAN, TAT APP and TAT ADR charges and their respective additional fees, under penalty of sanctions provided by law.