

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 EMBARKATION CHARGE (TEM)

Under construction.

2 LANDING CHARGE (TPO)

Under construction.

3 PERMANENCY CHARGE (TPR)

Under construction.

4 SECURITY

Brasil does not have aviation security charges.

5 NOISE-RELATED ITEMS

Brasil does not have noise surcharges.

6 OTHER

NIL

7 EXEMPTIONS AND REDUCTIONS

7.1 Exemptions from embarkation charge shall be granted to:

- a) passengers of Brazilian military and public aircraft under the Direct Federal Administration;
- b) passengers reembarked, in case of return due to technical or weather reasons, or in the event of an accident;
- c) passengers in transit;
- d) children under two years of age;
- e) Civil Aviation inspectors, when in the exercise of their duties;
- f) passengers who bear tickets issued on the Air Command request – “FREE-AIR PASS”;
- g) passengers of foreign military or public aircraft destined to national territory or in transit, when reciprocity treatment is granted;
- h) Brazilian Government guest passengers;
- i) foreign diplomatic representatives and respective families when bearers of diplomatic identity and reciprocity treatment is granted.

7.2 Exemptions from landing charge shall be granted to:

- a) Brazilian military and public aircraft under the Direct Federal Administration;
- b) aircraft in test or training flights;
- c) aircraft forced to return to the airport for technical or weather reasons;
- d) foreign military or public aircraft destined to national territory or in transit, when reciprocity treatment is granted.

7.3 Exemptions from permanency charge shall be granted to:

- a) Brazilian military and state aircraft under the Direct Federal Administration;
- b) foreign military or public aircraft destined to national territory or in transit, when reciprocity treatment is granted;
- c) other aircraft:
 - When it is not possible to take-off, for weather reasons or due to aerodrome technical conditions, during the waiting period;
 - in case of accident, during interdiction by competent authority;
 - when parking in areas leased by the owner or operator of aircraft; and
 - when parking in areas leased for offices certified by ANAC, during the maintenance service.

7.4 Civil aircraft engaged in missions such as Search, Rescue and Assistance, Aeronautical Accident Investigation and others of a public nature, are exempt from airport charges when requested by the competent aeronautical authority.

8 CHARGING SYSTEMATICS

8.1 General

8.1.1 For the purpose of establishing charges for the use of services rendered by aeronautical substructure, the following shall be considered:

- a) in Group I – aircraft belonging to:
 - NATIONAL SCHEDULED AIRLINES – when observing HOTRAN (Air Transport Schedule);
 - NATIONAL REGIONAL AIRLINES – when observing HOTREG (Regional Air Transport Schedule);
 - FOREIGN AIRLINES – when they render or operate a scheduled international service observing a Bilateral Agreement and HOTRAN (Air Transport Schedule), landing or overflying National Territory; and

- NON SCHEDULED – when they render flights for cargo or passengers (charter flights).
- b) in Group II – general aviation and non-scheduled airlines aircraft engaged in the following activities:
 - administrative;
 - air taxi;
 - private transport;
 - industry and commerce service;
 - training;
 - entertainment;
 - display; and
 - specialized services.

8.1.2 Aircraft included in numbers 1), 2) and 3) of item 8.4.1, when executing freight, non-scheduled, transfer, cargo or charter flights not prescribed in HOTRAN (air transport schedule) or HOTREG (regional air transport schedule) shall be included in GROUP I.

8.1.3 Aircraft included in number 4) of item 8.4.1, when belonging to a Brazilian airline will be included in GROUP I for after sight charge payment and, when foreign, will pay such charges on demand at the airports where they operate.

8.1.4 The INFRAERO will prepare and distribute to the airports tables for on demand collecting of charges for the operations of foreign non-scheduled airline aircraft engaged in charter or cargo flights mentioned in the preceding item.

➔ 8.1.5 Non-scheduled domestic airlines executing charter or cargo flights catalogued in GROUP I, shall inform the ANAC of their flights, by means of the BAV (Flight Change Bulletin), collect the respective embarkation charges from the passengers and refund them to the INFRAERO, according to the specific legislation in force.

8.1.6 Since the Empresa Brasileira de Infra-estrutura Aeroportuária – INFRAERO administrates the Unified Charging System, it shall be responsible for processing and collecting Airport Charges and those referring to the use of Communications and Enroute Air Navigation Aids.

8.1.7 The following shall be excluded from this systematics:

- a) the charge for embarkation services and facilities, through the specific legislation in force, for as long as it proves to be convenient;
- b) the charge for the services rendered in the Air Cargo Terminals for imported and exported goods, corresponding to storage and foremanship;
- c) the charges owed by the foreign aircraft included in number 4 of GROUP I and those of GROUP II that shall be collected directly from the respective administrations of the airports where they operate;
- d) the embarkation charge for passengers of the foreign air lines mentioned in number 4 of item 8.4.1 (charter flights), which shall be collected directly by the air lines referred to, corresponding to the airport where the embarkation takes place, being such charge levied and refunded, on demand, to the Airport Administration, together with the other charges concerning the same flight.

8.2 CHARGE AND PAYMENT

8.2.1 Owners or operators of aircraft catalogued in number 1 and 2 and domestic aircraft in number 4 of GROUP I and II shall be charged, after sight, for services rendered each fortnight in what concerns GROUP I, and monthly for GROUP II, according to the legislation in force. Aircraft belonging to foreign airlines included in number 3 of GROUP I shall be charged fortnightly for the services rendered, in US dollars, converted into national currency, taking into account the sale floating exchange rate of the currency (commercial dollar), in force on the day of the collecting bill, issuance calculated by the Central Bank of Brazil. Foreign aircraft of GROUP II overflying without landing within Brazilian airspace shall also pay after sight. The price shall be assessed on the basis of information provided by the Civil Aviation Integrated Control and Inspection System (SICONFAC) and in accordance with the relevant tables in force.

8.2.2 Owners or operators of aircraft bearing foreign registration and nationality marks, included in Group II, shall be charged on demand, directly by the Administration of the airport where the aircraft operates, for the services rendered, in US dollars or the corresponding value in national currency, in accordance with sale floating exchange rate of the currency (commercial dollar), calculated by the Central Bank of Brazil in force on the day when the charge is to be paid.

8.2.3 Aircraft bearing foreign registration and nationality marks connected with or operated by Air Taxi or national specialized services companies shall be charged monthly, for the services rendered, by INFRAERO, and prices shall be assessed in US dollars and converted into national currency, in accordance with the sale floating exchange rate of currency (commercial dollar), as calculated by the Central Bank of Brazil, on the day the bill is due.

8.2.4 The invoice mentioned in the item above shall be suspended if payment of the bill is delayed, and the respective aircraft shall be subject to what is prescribed in item 8.2.5.

8.2.5 The approval of the Flight Plan of aircraft indicated in 8.2.2 shall be subject to payment of the charges and fees for the use of the aeronautical substructure. The airport administration shall establish contact directly or through the SAC – Civil Aviation Section – with the flight protection unit of the airport for the purpose of hindering the Flight Plan approval, when the owner or operator fails to comply with what is established in 8.2.2.

8.2.6 Owners or operators of aircraft included in Group II shall pay a unified charge for operation, maximum total weight authorized (PMD), nature of flight (domestic or international) and airport category.

The unified fee is to be charged for:

a) the use of facilities and clearance and terminal building embarkation services; and b) the use of areas and services related to operations of landing, taxiing and aircraft stay up to 3 (three) hours after landing.

The fee for the aircraft stay in the maneuvering area and/or permanency area, exceeding the first 3 (three) hours after landing is not included in the unified charge.

"Helicopter operations will be charged 75% of the value prescribed for the UNIFIED PRICES in force, due to the peculiarity that they do not utilize the complete airport substructure services."

- 8.2.7 Owners or operators of aircraft included in Group II shall be charged unified fees which apply to:
- a) PAN (charge for the use of communications and air navigation aids), for operation, maximum total weight authorized (PMD) and nature of flight (domestic or international); and
 - b) PAT (charge for the use of communications and radio and visual aids in air traffic terminal area), for operation, maximum total weight authorized (PMD), nature of the flight (domestic or international) and aerodrome class.
- 8.2.8 The after sight charge payment, mentioned in item 8.2.1, shall be collected through collecting bills covering all services, according to their nature (domestic and international). Collecting bills for GROUP I, numbers 1, 2 and 3, and domestic aircraft, number 4, shall be issued on the first and the sixteenth days of each month corresponding to the last due fortnight and for domestic aircraft of GROUP II, on the first day of each month, referring to the last due month. When the fee is to be charged on demand, a specific document including items defined by an administrative entity shall be adopted, and it shall be issued by the administration of each airport where the aircraft operates.
- 8.2.9 The Empresa Brasileira de Infra-estrutura Aeroportuária - INFRAERO, as the managing entity responsible for the processing and collecting system will assess the minimum value for the invoice issue, reporting it to the ANAC. If the minimum value is not reached within a period of 90 (ninety) days, the existing values will be cancelled.
- 8.2.10 Owners or operators of aircraft included in numbers 1 and 2 and domestic aircraft of number 4 in GROUP I and GROUP II will be sent by the Empresa Brasileira de Infra-estrutura Aeroportuária - INFRAERO the documents charging for the services rendered which shall be paid within a period of 20 days, from the date of their issue. Delay to pay these debts shall imply incidence of delay interests and monetary updating besides the sanctions prescribed in the Brazilian Aeronautical Code - CBAer. Those included in number 3, and dealt with in 8.2.1, shall pay their debts within a period of 15 (fifteen) days from the date the collecting bill is issued. Delay to pay these debts shall imply acquittance of such debts calculated in US dollars converted into national currency, according to the sale floating exchange rate of the currency (commercial dollar), in force on the day when the debt is to be paid and calculated by the Central Bank of Brazil, in case of delay interests and when the sanctions prescribed in the Brazilian Aeronautical Code are to be applied. The charge shall be collected from the aircraft owner or operator:
- a) in operations of "LEASING", RESERVATION OF DOMAIN, RENTING and ASSIGNMENT 'IN COMMODATUM', the charge shall be collected from the aircraft operator;
 - b) for aircraft under importation process already authorized by COTAC – Civil Air Transport Coordination Committee, the charge shall be collected from the importer;
 - c) for aircraft made in Brazil, when under the responsibility of an authorized reseller, the charge shall be collected from this reseller;
 - d) if the aircraft is sold without the necessary communication to the Departamento de Aviação Civil, the seller registered in the Brazilian Aeronautical Register – RAB and the buyer shall be subject to a fine prescribed in item K of paragraph VI of article 302 of the Brazilian Aeronautical Code;
 - e) in case of ownership and operation transfer of the aircraft included in GROUP II, under the circumstances mentioned in letters a), b) and c) above, the debts of tariffs and fines to the CBAer remain associated with the aircraft.
- 8.2.11 On the tenth, twentieth and last day of each month or on the first working day after such days, the collecting system managing entity shall refund the managing firms the amounts received that fall to them and shall also provide them with the respective vouchers.
- 8.2.12 The amounts received on demand, related to PAN and PAT shall be refunded to the Empresa Brasileira de Infra-estrutura Aeroportuária - INFRAERO, by the airport managing firms in which the aircraft operate by means of the standardization of the managing system until the 10th working day of the month subsequent to that in which the collection was carried out.
- 8.2.13 The monetary readjustment, applied to delayed charge payments of services rendered by the domestic aeronautical substructure will vary:
- I. with the Bonus of the National Treasury (BTN-Fiscal) until January 31st., 1991.
 - II. with the Daily Referential Tax (TRD) from February 1st., 1991.
- 8.2.14 Owners or operators of foreign aircraft engaged in general aviation and non-scheduled air transportation who are in arrears with the debts to the Unified Collection System of Airport Charges and Fees for use of Communications and Enroute Air Navigation Aids - SUCOTAP, referring to periods prior to the enforcement of this decree, shall pay such debts at the airport of entry into the country, even though they refer to another aircraft they own or operate. Overdue charges shall be paid by means of a specific collecting document to the Administration of the Airport of entry in parallel with the charges incident upon the aircraft utilizing the referred airport. For the purpose of collecting such overdue charges, the SUCOTAP will provide the international airports with a "List of debts" arranged according both to the order of aircraft nationality and number and to the alphabetic order of owners and/or operators with the amounts to be paid expressed in United States dollars. Should the user produce a document proving that overdue charges were paid, such charges shall

be considered out of debt for purposes of acceptance of flight plan and aircraft clearance. When the overdue charges mentioned in this item are paid, the international airports shall report the amounts received to the SUCOTAP, indicating number of collection bill and aircraft's number for the purpose of updating the system current account.

- 8.2.15 The charges payable for the services rendered by the aeronautical infrastructure during international trips and flights shall be assessed in US dollars and exchanged into national currency, taking into account the floating exchange rate for purchase of the currency determined by Banco do Brasil, in force on the last working day before the day on which the bill of collection is due, excepting the embarkation charge which shall be in conformity with the following criteria:
a) when added at the passenger ticket as it is issued, the embarkation charge will be assessed according to the same exchange rate used for the conversion of the fare shown in the respective ticket; and
b) when collected at the airport, at the moment the passenger embarks, the embarkation charge will be assessed according to the exchange rate used for the conversion of the fare in force on the day of the respective embarkation.
- ➔ 8.2.16 The fines imposed according to Brazilian Aeronautical Code, by the ANAC, are established in Fiscal Unit Reference – UFIR.
- 8.2.17 The fines mentioned in the preceeding item, paid until their maturity date, shall be calculated by using the value of the UFIR on the first workday of the month corresponding to the payday.
- 8.2.18 The monetary readjustment applied to the delayed payment of the fines mentioned in item 8.2.16, will be made in accordance with:
I. the Highest Reference Value (MVR), until January 31st, 1991;
II. the Daily Referential Tax (TRD), from February 1st, 1991;
III. the Fiscal Unit Reference (UFIR), from January 3rd, 1992 (daily).
- 8.3 MAXIMUM TOTAL WEIGHT AUTHORIZED (PMD)
- 8.3.1 The standard maximum total weight authorized (PMD) for GROUP I shall always be calculated through the weighted average of each airline's fleet per type of aircraft, according to the information supplied by such airlines. Scheduled and non-scheduled airlines shall communicate any change that may occur to their aircraft fleet to the Civil Aviation National Agency (ANAC).
- ➔
- 8.3.2 In the absence of the information prescribed in the former item, for the calculation of the service charge, the highest PMD of the airline's aircraft type or, in its absence, the highest PMD of the manufacture's aircraft type shall be adopted.
- 8.3.3 The standard maximum total weight authorized (PMD) for GROUP II shall be calculated through the average of the PMD per type of aircraft operating in the country and published in a Civil Aviation Instruction (IAC) of this Department.
- 8.3.4 Changes concerning PMD and/or inclusions of types of aircraft shall be taken into consideration 30(thirty) days after the information, not counting the month when they occur.
- 8.3.5 For the calculation of charges for the Use of Communications and Enroute Air Navigation Aids, the weight factor arising from the respective standard PMD shall be used.
- 8.4 AIRPORT CHARGES
- 8.4.1 Airport Charges are payable for the following services and facilities available at airports:
a) services and facilities at passenger terminal – including embarkation, disembarkation, orientation and facilities to users:
1) Embarkation:
– pre-embarkation area;
– pre-embarkation room acclimation;
– embarkation bridge; – baggage dispatch conveyor belt system; and
– baggage carts available to passengers.
2) Disembarkation:
– baggage claim area with conveyor belt or carousels;
– baggage claim area;
– baggage carts available to passengers;
– disembarkation bridge; and
– passenger ascent-descent system by means of escalators.
3) Orientation:
– television closed circuit;
– semi-automatic message announcer system;
– sound system; and
– flight informative system.
4) Facilities to users:
– general acclimation;
– places destined to public service facilities;
– places destined to commercial support facilities;

- emergency medical service; and
- specialized water rescue service.

b) Services and facilities on runway, taxiway, maneuvering apron and permanency area:

- 1) day and night marking;
 - 2) apron lighting;
 - 3) specialized fire-fighting service;
 - 4) medical emergency removal service;
 - 5) aircraft taxiing;
 - 6) aircraft stay until three hours after landing;
 - 7) preservation, maintenance and lighting of runways and aprons; and
 - 8) aids, facilities and signalling to control aircraft movement in the maneuvering apron.
- c) Utilization of areas destined to aircraft stay exceeding three hours after landing.

8.4.2 Airport Charges are payable by users when they make effective use of the installations, facilities and services available at airports destined to support and make safe aircraft landing, take off and stay operations as well as embarkation and disembarkation of passengers and their baggage. Such charges are the following:

- a) TEM – Embarkation Charge;
- b) TPO – Landing Charge; and
- c) TPR – Permanency Charge.

9 VALUES OF AIRPORT CHARGES

9.1 The values of Domestic Airport Charges for aircraft included in GROUP I are the following:

DOMESTIC CHARGES UNIFIED VALUES IN R\$				
Airport category	Embarkation per PAX	Landing per T	Permanency per t and h	
			MANOEUVRING AREA	PARKING AREA
1 ^a	6,10	1,67	0,33	0,07
2 ^a	4,80	1,47	0,29	0,06
3 ^a	3,60	0,96	0,19	0,04
4 ^a	2,50	0,45	0,09	0,02

9.2 The values of International Airport Charges for aircraft included in GROUP I are the following:

INTERNATIONAL CHARGES UNITARY VALUES IN US\$				
Airport category	Embarkation per PAX	Landing per T	Permanency per t and h	
			MANOEUVRING AREA	PARKING AREA
1ST	24,00	5,66	1,13	0,23
2ND	20,00	5,14	1,03	0,21
3RD	16,00	4,41	0,88	0,18
4TH	8,00	2,20	0,44	0,09

9.3 The values of the Unified Price, showed in 8.2.4, for aircraft included in GROUP II are the following:

Maximum Take Off Weight	Domestic values in R\$				International values in US\$			
	Airport Category				Airport Category			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Up to 1T	27,33	16,79	8,11	4,94	46,00	42,00	24,00	12,00
Over 1 up to 2T	27,33	16,79	11,56	7,07	46,00	42,00	34,00	18,00
Over 2 up to 4T	33,18	29,22	20,08	12,10	81,00	73,00	61,00	31,00
Over 4 up to 6T	67,12	59,06	40,76	24,66	163,00	148,00	122,00	62,00
Over 6 up to 12T	87,42	76,89	52,79	31,57	215,00	195,00	161,00	82,00
Over 12 up to 24T	198,56	174,67	120,12	72,41	485,00	440,00	363,00	185,00
Over 24 up to 48T	509,53	448,33	308,91	187,88	1,090,00	990,00	825,00	420,00
Over 48 up to 100T	603,15	530,56	364,60	218,84	1,480,00	1,340,00	1,110,00	565,00
Over 100 up to 200T	984,43	865,76	712,76	360,88	2,460,00	2,230,00	1,850,00	945,00
Over 200 up to 300T	1,554,05	1,366,48	934,52	546,91	3,915,00	3,540,00	2,945,00	1,505,00
Over 300T	2,597,40	2,284,25	1,564,98	94,71	6,480,00	5,865,00	4,865,00	2,485,00

9.4 The values of the Permanency Charge in the Manoeuvring Area per hour or fraction thereof for aircraft included in GROUP II are the following:

Maximum take off weight	Domestic values in R\$				International values in US\$			
	Airport category				Airport category			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Up to 1T	4,52	3,95	2,65	0,75	5,00	4,50	2,60	1,10
Over 1 up to 2T	4,52	3,95	3,78	1,08	5,00	4,50	3,80	1,60
Over 2 up to 4T	4,52	3,95	3,78	1,08	5,00	4,50	3,80	1,60
Over 4 up to 6T	4,52	3,95	3,78	1,08	6,00	5,00	4,50	2,00
Over 6 up to 12T	4,52	3,95	3,78	1,08	10,00	9,00	8,00	4,00
Over 12 up to 24T	6,56	5,74	3,79	1,78	20,00	17,50	15,00	7,50
Over 24 up to 48T	13,15	11,52	7,59	3,54	39,00	35,50	30,50	15,50
Over 48 up to 100T	21,77	19,07	12,58	5,86	65,00	59,00	50,50	25,50
Over 100 up to 200T	49,32	43,22	28,49	13,31	147,00	133,50	115,00	57,50
Over 200 up to 300T	85,99	75,37	49,66	23,16	257,00	233,00	200,00	100,00
Over 300T	125,04	109,59	72,23	33,71	374,00	339,00	292,00	145,00

9.5 The values of the Permanency Charge in the Parking Area per hour or fraction thereof for aircraft included in GROUP II are the following:

Maximum take off weight	Domestic values in R\$				International values in US\$			
	Airport category				Airport category			
	1st	2nd	3rd	4th	1st	2nd	3rd	4th
Up to 1T	0,30	0,30	0,21	0,21	0,30	0,30	0,20	0,20
Over 1 up to 2T	0,30	0,30	0,30	0,30	0,30	0,30	0,25	0,25
Over 2 up to 4T	0,30	0,30	0,30	0,30	0,65	0,60	0,50	0,25
Over 4 up to 6T	0,39	0,34	0,30	0,30	1,15	1,00	0,90	0,45
Over 6 up to 12T	0,67	0,59	0,39	0,30	2,00	1,85	1,60	0,80
Over 12 up to 24T	1,31	1,14	0,77	0,36	3,90	3,55	3,05	1,55
Over 24 up to 48T	2,62	2,31	1,51	0,73	7,80	7,00	6,00	3,00
Over 48 up to 100T	4,35	3,82	2,51	1,18	13,00	11,50	10,00	5,00
Over 100 up to 200T	9,85	8,64	5,70	2,66	29,50	26,50	2,00	11,50
Over 200 up to 300T	17,20	15,08	9,94	4,63	51,50	46,50	40,00	20,00
Over 300T	25,00	21,92	14,44	6,75	75,00	68,00	58,00	29,00

GEN 4.2 CHARGES FOR THE USE OF COMMUNICATIONS AND EN-ROUTE AIDS TO AIR NAVIGATION**1 GENERAL**

The charges for the Use of Communications and En-route Aids to Air Navigation Constitute Remuneration for the following facilities and services:

- a) Aeronautical Information, air traffic and meteorological services, communication facilities and aids to en-route air navigation, search and rescue and other flight safety supporting services.
- b) Aeronautical Information, air traffic and meteorological services, communication facilities and aids to approach, landing, take-off and departure at public aerodromes.

Charges for the use of Communications and Aids to En-route Air Navigation consist of the following specific tariffs:

- a) TAN – Charge for the use of Communications and Aids to Air Navigation;
- b) TAT – Charge for the use of Communications and Visual and Radio Aids for Air Traffic Terminal Area.

Both TAN and TAT charges will be paid by aircraft owner or operator.

The values mentioned in this chapter will be increased by 50% (fifty per cent).

2 CHARGE FOR THE USE OF COMMUNICATIONS AND AIDS TO AIR NAVIGATION (TAN)

2.1 Charge for the Use of Communications and Aids to Air Navigation (TAN) is the unitary value that remunerates for the use of services and facilities, mentioned in the above letter a) General, provided for an aircraft with weight factor equal to 1 within a 1km course.

2.2 TAN is set up according to the costs of the services provided at flight information regions and overflow control areas and the nature of the flight (domestic or international).

2.3 The charge for the use of the services and facilities mentioned in the above letter a) General, named PAN, is equal to the product of the weight factor by the total amount of the product of the distances travelled within each overflow region, by the respective charges, and set forth by the formula:

$$PAN = F_p \sum_i^n D_i T_i$$

PAN = The price for the service provided:

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

Being PMD the maximum total weight authorized set forth in metric tonnes.

- D_i = the distance, set forth in Kilometers, measured at the flight information region "i" between:
- departure and arrival aerodrome at the same region; departure aerodrome and departing point at the same region;
 - entry point and arrival aerodrome at the same region; and
 - entry and departing points at the same region.

T_i = Charge corresponding to region "i";

n = Number of overflowed Flight Information Regions;

i = ranging from 1 to n Flight Information Regions.

The distance related to the last overflow region will be reduced in 20 (twenty) kilometers, due to **TAT** charge.

2.4 Charges for rendered services are payable after sight, except in the following cases, when they are payable on demand:

- a) aircraft destined to foreign aerodrome;
- b) aircraft destined to national aerodrome that does not collect charges;
- c) aircraft departing from an aerodrome that does not collect charges to another one that also does not collect charges; and
- d) aircraft with foreign nationality and registration marking, engaged in general aviation and non-scheduled air transport.

➔ 2.5 The Civil Aviation National Agency (ANAC) may establish a distinct fee in the charge for the use of Communications and Aids to Air Navigation (**TAN**) for continued helicopter operations from or to the same aerodrome.

2.6 Non-stop overflight of Brazilian airspace, by making effective use of the services and facilities as prescribed in the above mentioned letter a) General, shall imply in PAN payment, based on the charge set up for international flights.

3 CHARGE FOR THE USE OF COMMUNICATIONS AND VISUAL AND RADIO AIDS AT AIR TRAFFIC TERMINAL AREA (TAT)

3.1 The charge for the use of Communication and Visual and Radio Aids at Air Traffic Terminal Area (TAT) is the unitary value that remunerates for the use of services and facilities mentioned in the above letter b) General.

- 3.2 TAT is set up according to services, facilities, aids to approach, landing and departure at public aerodromes that provide equivalent services and the type of the flight (domestic or international).
- 3.3 The charge for the use of services and facilities, mentioned in the above letter b) General, named PAT, is equal to the product of aircraft weight factor by the charge set up for the aerodrome and set forth by the formula:

$$PAT = F_p \times T_f$$
 PAT = The price for the service provided
 F_p = The weight factor specified in 1.3
 T_f = The charge set up for the class of the aerodrome
- 3.4 The aerodromes, according to quality criteria of the services mentioned in the above letter b) General, shall be classified into:
- a) CLASS A – aerodrome provided with approach control (APP), aerodrome control (TWR) and the following facilities: RADAR, ILS, ALS, VOR, DME, NDB (optional), VASIS or PAPI;
 - b) CLASS B – aerodrome provided with approach control (APP), aerodrome control (TWR) and the following facilities: ILS, ALS (optional) or RADAR, VOR, DME, NDB (optional), VASIS or PAPI;
 - c) CLASS C – aerodrome provided with approach control (APP), aerodrome control (TWR) and the following facilities: VOR, DME (optional) or RADAR, NDB, VASIS (optional) or PAPI (optional);
 - d) CLASS D – aerodrome provided with approach control (APP) or aerodrome control (TWR) and VOR or NDB;
 - e) CLASS E – aerodrome provided with aerodrome flight information service (FIS) and VOR or NDB; and
 - f) CLASS F – aerodrome provided with aerodrome flight information service (FIS) only.
- 3.5 For the aerodrome classification, those equipment and services furnished to more than one aerodrome will be considered. Eventual changes in the facilities available at public aerodromes do not determine changes in their classification.
 When different types of Air Traffic Services (ATC – Air Traffic Control and FIS – Flight Information) are provided at an aerodrome, during operational hours, this aerodrome will be classified according to the service provided during the longest period of time, or according to the Air Traffic Control service, if periods are identical.
- 3.6 Values of TAN and TAT Charges
 The values of TAN and TAT charges for the aircraft classified in GROUP I are the following:

TAN (per km)				TAT (per operation)		
Flight Information Region FIR	Flight			AD Class	Flight	
	Domestic R\$	International US\$			Domestic R\$	International US\$
		Over region	Oceanic			
FIR/UTA Brasília	0,34	0,30	0,07	A	89,50	100,51
FIR Curitiba	0,34	0,30	0,07	B	71,59	80,42
FIR Recife	0,26	0,22	0,06	C	50,13	56,30
Other FIR	0,18	0,15	0,04	D	35,08	39,41
				E	24,56	27,58
				F	9,83	19,30

3.7 The PAN and PAT unified charges, mentioned in item 8.2.5, included in part GEN 4.1.8, collected from the aircraft classified in GROUP II, are the following:

Maximum take-off weight	PAN		AD Class	PAT	
	Flight			Flight	
	Domestic R\$	International US\$		Domestic R\$	International US\$
Up to 1T	13,31	12,99	A	25,91	27,90
			B	18,59	19,30
			C	3,54	3,77
			D	2,53	2,23
			E	1,76	1,77
			F	0,69	1,42
Over 1 up to 2T	19,02	18,55	A	25,91	27,90
			B	18,59	19,30
			C	5,08	5,39
			D	3,61	3,18
			E	2,53	2,52
			F	1,00	2,02
Over 2 up to 4T	29,71	28,98	A	40,43	43,46
			B	27,92	28,98
			C	8,08	8,54
			D	5,40	4,81
			E	3,80	3,82
			F	1,53	3,06
Over 4 up to 6T	39,37	38,65	A	53,68	57,78
			B	37,05	38,43
			C	10,83	11,44
			D	8,52	7,60
			E	6,01	6,07
			F	2,44	4,85
Over 6 up to 12T	78,81	77,34	A	71,60	77,03
			B	55,66	57,78
			C	36,21	38,50
			D	21,57	19,23
			E	15,24	15,39
			F	6,09	12,30
Over 12 up to 24T	157,74	145,03	A	89,51	96,31
			B	74,30	77,03
			C	54,28	57,78
			D	43,10	38,50
			E	30,53	30,78
			F	12,22	24,63

Maximum take-off weight	PAN		AD Class	PAT	
	Flight			Flight	
	Domestic R\$	International US\$		Domestic R\$	International US\$
Over 24 up to 48T	315,36	290,07	A	107,39	115,57
			B	92,87	96,31
			C	66,35	77,03
			D	64,69	57,78
			E	45,81	46,22
			F	18,26	36,98
Over 48 up to 100T	591,34	580,19	A	143,18	154,07
			B	111,43	115,57
			C	86,29	96,31
			D	83,73	77,03
			E	61,14	61,63
			F	24,40	49,29
Over 100 up to 200T	1.182,72	1,160,37	A	178,97	192,63
			B	148,57	154,07
			C	108,65	115,57
			D	107,85	96,31
			E	76,42	77,03
			F	30,49	61,63
Over 200 up to 300T	2.248,94	2,293,52	A	223,73	254,27
			B	188,37	203,40
			C	141,29	152,55
			D	139,14	127,11
			E	95,49	101,71
			F	38,15	81,33
Over 300T	2.736,26	2,522,86	A	343,63	335,66
			B	279,69	268,49
			C	261,82	201,38
			D	210,52	167,79
			E	153,66	134,23
			F	61,42	107,36

4 AERODROME CLASSIFICATION

4.1 For the purpose of collecting airport charges, Brazilian public aerodrome are classified as follows:

4.1.1 1st. Category

BELÉM/Val de Cans - INTL, PA

BELO HORIZONTE/Tancredo Neves - INTL, MG

BRÁSÍLIA/Presidente Juscelino Kubitschek - INTL, DF

CURITIBA/Afonso Pena - INTL, PR

FLORIANÓPOLIS/Hercílio Luz - INTL, SC

FORTALEZA/Pinto Martins - INTL, CE

MACEIÓ/Zumbi dos Palmares, AL (INTL-for passengers only)

MANAUS/Eduardo Gomes - INTL, AM

NATAL/Augusto Severo - INTL, RN

PORTO ALEGRE/Salgado Filho - INTL, RS

RECIFE/Guararapes Gilberto Freyre - INTL, PE

RIO DE JANEIRO/Galeão-Antônio Carlos Jobim - INTL, RJ

SALVADOR/Deputado Luís Eduardo Magalhães - INTL, BA

SÃO LUÍS/Marechal Cunha Machado - INTL, MA

SÃO PAULO/Congonhas, SP

SÃO PAULO/Guarulhos - Governador André Franco Montoro - INTL, SP

4.1.2 2nd. Category

ARACAJU/Santa Maria, SE

BELO HORIZONTE/Pampulha, Carlos Drummond de Andrade, MG

BOA VISTA/Atlas Brasil Cantanhede - INTL, RR

CALDAS NOVAS/Caldas Novas, GO

CAMPINA GRANDE/ Presidente João Suassuna, PB

CAMPINAS/Viracopos - INTL, SP

CAMPO GRANDE/Campo Grande - INTL, MS

CARAJÁS/Carajás, PA

CORUMBÁ/Corumbá - INTL, MS

CUIABÁ/Marechal Rondon - INTL, MT

FOZ DO IGUAÇU/Cataratas - INTL, PR

GOIÂNIA/Santa Genoveva, GO

ILHÉUS/Bahia-Jorge Amado, BA

IMPERATRIZ/Prefeito Renato Moreira, MA

JOÃO PESSOA/Presidente Castro Pinto - INTL, PB

JOINVILLE/Joinville, SC

JUAZEIRO DO NORTE/Orlando Bezerra de Menezes, CE

JUIZ DE FORA/Francisco de Assis, MG

LONDRINA/Governador José Richa, PR

MACAPÁ/Alberto Alcolumbre - INTL, AP

MARABÁ/Marabá, PA

MARINGÁ/Regional de Maringá, Sílvio Name Júnior, PR (INTL FOR CARGO ONLY)

MONTES CLAROS/Mário Ribeiro, MG
NAVEGANTES/Ministro Victor Konder - INTL, SC
PALMAS/Brigadeiro Lysias Rodrigues, TO
PETROLINA/Senador Nilo Coelho, PE (INTL FOR CARGO ONLY)
PORTO SEGURO/Porto Seguro, BA (INTL FOR PAX ONLY)
PORTO VELHO/Governador Jorge Teixeira de Oliveira, RO
RIBEIRÃO PRETO/Leite Lopes, SP (INTL FOR CARGO ONLY)
RIO BRANCO/Plácido de Castro, AC
RIO DE JANEIRO/Santos Dumont, RJ
SANTARÉM/Maestro Wilson Fonseca, PA
SÃO JOSÉ DO RIO PRETO/São José do Rio Preto, SP
SÃO JOSÉ DOS CAMPOS/Professor Urbano Ernesto Stumpf, SP (INTL FOR CARGO ONLY)
TABATINGA/Tabatinga - INTL, AM
TERESINA/Senador Petrônio Portella, PI
UBERABA/Mario de Almeida Franco, MG
UBERLÂNDIA/Tenente Coronel Aviador César Bombonatt, MG
VITÓRIA/Eurico de Aguiar Salles, ES (INTL FOR CARGO ONLY)

4.1.3

3rd. Category
ALTAMIRA/Altamira, PA
ARAÇATUBA/Araçatuba, SP
ARARAQUARA/Araraquara, SP
BAGÉ/Cmte. Gustavo Kraemer, RS (INTL FOR PAX ONLY)
BARRETOS/Chafei Amsei, SP
BAURU/Bauru, SP
BELÉM/Júlio Cesar, PA
CABO FRIO/Cabo Frio, RJ (INTL FOR PAX ONLY)
CAMPOS DOS GOITACAZES/Bartolomeu Lisandro, RJ (INTL FOR CARGO ONLY)
CASCAVEL/Cascavel, PR
CAXIAS DO SUL/Campo dos Bugres, RS
CHAPECÓ/Chapecó, SC
CRICIÚMA/Forquilha - Criciúma, SC
CRUZEIRO DO SUL/Cruzeiro do Sul - INTL, AC
CURITIBA/Bacacheri, PR
DIVINÓPOLIS/Divinópolis, MG
FERNANDO DE NORONHA/Fernando de Noronha, PE
FRANCA/Franca, SP
GOVERNADOR VALADARES/Governador Valadares, MG
IPATINGA/Usiminas, MG
JÍ PARANÁ/Jí Paraná, RO
JUNDIAÍ/Jundiaí, SP
LAGES/Lages, SC

LENÇÓIS/Chapada Diamantina, BA
MACAÉ/Macaé, RJ
MARÍLIA/Marília, SP
MONTE DOURADO/Monte Dourado, PA
PARINTINS/Parintins, AM
PARNAÍBA/Prefeito Doutor João Silva Filho, PI
PAULO AFONSO/Paulo Afonso, BA
PELOTAS/Pelotas - INTL, RS
PONTA PORÃ/Ponta Porã - INTL, MS
POUSO ALEGRE/Pouso Alegre, MG
PRESIDENTE PRUDENTE/Presidente Prudente, SP
RIO DE JANEIRO/Jacarepaguá - Roberto Marinho, RJ
SANTA MARIA/Santa Maria, RS
SÃO CARLOS/São Carlos, SP
SÃO PAULO/Campo de Marte, SP
SOROCABA/Sorocaba, SP
TEFÉ/Tefé, AM
URUGUAIANA/Rubem Berta - INTL, RS
VALENÇA/Valença, BA

4.1.4

4th. Category
ALEGRETE/Alegrete Novo, RS
ALTA FLORESTA/Alta Floresta, MT
ANDRADINA/Andradina, SP
ANGRA DOS REIS/Angra dos Reis, RJ
APUCARANA/Apucarana, PR
ARAGUAÍNA/Araguaína, TO
ARAPONGAS/Arapongas, TR
ARAPOTI/Arapoti, PR
ARAXÁ/Araxá, MG
ASSIS/Assis, SP
AVARÉ/Avaré, SP
BARIRI/Bariri, SP
BARREIRAS/Barreiras, BA
BELO HORIZONTE/Carlos Prates, MG
BLUMENAU/Blumenau, SC
BOM JESUS DA LAPA/Bom Jesus da Lapa, BA
BOTUCATU/Botucatu, SP
BRAGANÇA PAULISTA/Artur Siqueira, SP
BREVES/Breves, PA
CAMPINAS/Amarais, SP
CAMPO GRANDE/Estância Santa Maria, MS
CAMPO MOURÃO/Campo Mourão, PR

CANAVIEIRAS/Canavieiras, BA
CANELA/Canela, RS
CARACARAÍ/Caracaraí, RR
CARAUARI/Carauari, AM
CARAZINHO/Carazinho, RS
CIANORTE/Cianorte, PR
COARI/Coari, AM
CONCEIÇÃO DO ARAGUAIA/Conceição do Araguaia, PA
CONCÓRDIA/Concórdia, SC
CORNÉLIO PROCÓPIO/Cornélio Procópio, PR
DRACENA/Dracena, SP
FEIRA DE SANTANA/João Durval Carneiro, BA
FRANCISCO BELTRÃO/Francisco Beltrão, PR
GUÁIRA/Guaíra, PR
GUANAMBI/Guanambi, BA
GUARAPARI/Guarapari, ES
GUARAPUAVA/Tancredo Thomaz de Faria, PR
GUARATUBA/Guaratuba, SP
GURUPI/Gurupi, TO
IRECÊ/Irecê, BA
ITAITUBA/Itaituba, PA
ITANHAÉM/Itanhaém, SP
ITAPERUNA/Itaperuna, RJ
JACAREZINHO/Jacarezinho, PR
JEQUIÉ/Jequié, BA
JOAÇABA/Joaçaba, SC
LINS/Lins, SP
LOANDA/Loanda, PR
LUZIÂNIA/Luziânia, GO
MARECHAL CÂNDIDO RONDON/Marechal Cândido Rondon, PR
MEDIANEIRA/Medianeira, PR
MOSSORÓ/DIX Sept Rosado, RN
OSÓRIO/Osório, RS
OURINHOS/Ourinhos, SP
PALMAS/Palmas, PR
PARANAGUÁ/Paranaguá, PR
PARANAVAÍ/Paranavaí, PR
PASSO FUNDO/Lauro Kurtz, RS
PATO BRANCO/Pato Branco, PR
PENÁPOLIS/Penápolis, SP
PIRACICABA/Piracicaba, SP

POÇOS DE CALDAS/Poços de Caldas, MG
PONTA GROSSA/Ponta Grossa, PR
PORTO NACIONAL/Porto Nacional, TO
PRADO/Prado, BA
REDENÇÃO/Redenção, PA
RESENDE/Resende, RJ
RIO GRANDE/Rio Grande, RS
SANTA ROSA/Santa Rosa, RS
SANTO ÂNGELO/Santo Ângelo, RS
SÃO FÉLIX DO XINGU/São Félix do Xingu, PA
SÃO FRANCISCO DO SUL/São Francisco do Sul, RS
SÃO LOURENÇO/São Lourenço, MG
SÃO MANUEL/São Manuel, SP
SÃO MIGUEL DO IGUAÇU/São Miguel do Iguazu, PR
SÃO MIGUEL DO OESTE/São Miguel do Oeste, SC
SAQUAREMA/Saquarema, RJ
SARANDI/Sarandi, RS
TELÊMACO BORBA/Telêmaco Borba, PR
TEÓFILO OTONI/JK, MG
TOLEDO/Toledo, PR
TUPÃ/Tupã, SP
UBATUBA/Ubatuba, SP
UMUARAMA/Umuarama, PR
UNIÃO DA VITÓRIA/União da Vitória, PR
VARGINHA/Maj. Brig. Trompowsky, MG
VERANÓPOLIS/Veranópolis, RS
VIDEIRA/Videira, SC
VILHENA/Vilhena, RO
VITÓRIA DA CONQUISTA/Vitória da Conquista, BA
VOTUPORANGA/Votuporanga, SP

4.1.5 The aerodrome not included in this classification will be submitted to future selection, as their infrastructure conditions get better.

4.2 For the purpose of collecting the charge for the use of communication services and visual and radio facilities at an Air Traffic Terminal Area (TAT), Brazilian public aerodrome are classified as follows:

4.2.1 Class A

BELÉM/Val de Cans-INTL, PA
BELO HORIZONTE/Tancredo Neves-INTL, MG
BRASÍLIA/Presidente Juscelino Kubitschek-INTL, DF
CURITIBA/Afonso Pena-INTL, PR
FLORIANÓPOLIS/Hercílio Luz-INTL, SC
MANAUS/Eduardo Gomes-INTL, AM
PORTO ALEGRE/Salgado Filho-INTL, RS
RIO DE JANEIRO/Galeão-Antônio Carlos Jobim-INTL, RJ

- SÃO PAULO/Congonhas, SP
SÃO PAULO/Guarulhos - Governador André Franco Montoro -INTL, SP
- 4.2.2 Class B
- BOA VISTA/Atlas Brasil Cantanhede-INTL, PR
CAMPINAS/Viracopos-INTL, SP
CAMPO GRANDE/Campo Grande-INTL, MT
CUIABÁ/Marechal Rondon-INTL, MT
FORTALEZA/Pinto Martins-INTL, CE
FOZ DE IGUAÇU/Cataratas-INTL, PR
GOIÂNIA/Santa Geneveva, GO
MACAÉ/Macaé, RJ
MACEIÓ/Zumbi dos Palmares, AL (INTL FOR CARGO ONLY)
NATAL/Augusto Severo-INTL, RN
RECIFE/Guararapes-INTL, PE
RIO DE JANEIRO/Santos Dumont, RJ
SALVADOR/Deputado Luís Eduardo Magalhães-INTL, BA
SANTA MARIA/Santa Maria, RS
SANTARÉM/Maestro Wilson Fonseca-INTL, PA
SÃO JOSÉ DOS CAMPOS/Professor Urbano Ernesto Stumpf, SP (INTL FOR CARGO ONLY)
- 4.2.3 Class C
- BELÉM/Julio Cesar, PA
BELO HORIZONTE/Pampulha, Carlos Drummond de Andrade, MG
CURITIBA/Bacacheri, PR
JOINVILLE/Joinville, SC
LONDRINA/Governador José Richa, PR
MACAPÁ/Alberto Alcolumbre-INTL, AP
PALMAS/Brigadeiro Lysias Rodrigues, TO
PORTO VELHO/Governador Jorge Teixeira de Oliveira-INTL, RO
PRESIDENTE PRUDENTE/Presidente Prudente, SP
RIO BRANCO/Plácido de Castro, AC
RIO DE JANEIRO/Jacarepaguá - Roberto Marinho, RJ
SÃO LUÍS/Marechal Cunha Machado-INTL, MA
SÃO PAULO/Campo de Marte, SP
TERESINA/Senador Petronio Portella, PI
UBERLÂNDIA/Tenente Coronel Aviador César Bombonato, MG
VITÓRIA/Eurico de Aguiar Salles, ES (INTL FOR CARGO ONLY)
- 4.2.4 Class D
- ARACAJU/Santa Maria, SE
ARARAQUARA/Araraquara, SP
BAURU/Bauru, SP

BELO HORIZONTE/Carlos Prates, MG
CABO FRIO/Cabo Frio, RJ
CAMPOS DOS GOITACAZES/Bartolomeu Lisandro, RJ (INTL FOR CARGO ONLY)
CORUMBÁ/Corumbá-INTL, MS
GUARATINGUETÁ/Guaratinguetá, SP
ILHÉUS/Bahia-Jorge Amado,BA
ITAITUBA/Itaituba, PA
JOÃO PESSOA/Presidente Castro Pinto-INTL, PB
NAVEGANTES/Ministro Victor Konder - INTL, SC
PORTO NACIONAL/Porto Nacional, TO
PORTO SEGURO/Porto Seguro, BA
RIBEIRÃO PRETO/Leite Lopes, SP
UBERABA/Mario de Almeida Franco, MG

4.2.5

Class E
ALMEIRIM/Monte Dourado, PA
ALTA FLORESTA/Alta Floresta, MT
ALTAMIRA/Altamira, PA
AMAPÁ/Amapá, AP
ARAXÁ/Romeu Zema, MG
ASSIS/Assis, SP
BAGÉ/Cmte. Gustavo Kraemer-INTL, RS (INTL FOR PAX ONLY)
BARBACENA/Barbacena, MG
BARRA DO GARÇAS/Barra do Garças, MT
BARRETOS/Chafei Amsei, SP
CAMPINA GRANDE/Presidente João Sussana, PB
BOM JESUS DA LAPA/Bom Jesus da Lapa, BA
CARAJÁS/Carajás, PA
CARAVELAS/Caravelas, BA
CAROLINA/Brig. Lysias Augusto Rodrigues, MA
CASCAVEL/Cascavel, PR
CAXIAS DO SUL/Campo dos Bugres, RS
CHAPECÓ/Chapecó, SC
CONCEIÇÃO DO ARAGUAIA/Conceição do Araguaia, PA
CRICIÚMA/Forquilha - Criciúma, SC
CRUZEIRO DO SUL/Cruzeiro do Sul-INTL, AC
FERNANDO DE NORONHA/Fernando de Noronha, PE
GOVERNADOR VALADARES/Governador Valadares, MG
GUAJARÁ-MIRIM/Guarajá-Mirim, RO
GUARAPUAVA/Tancredo Thomas de Faria, PR
IMPERATRIZ/Prefeito Renato Moreira, MA
IPATINGA/Usiminas, MG
ITACOATIARA/Itacoatiara, MG
JACAREACANGA/Jacareacanga, PA

JUAZEIRO DO NORTE/Orlando Bezerra de Menezes, CE
JUIZ DE FORA/Francisco de Assis, MG
LAGES/Lages, SC
MANICORÉ/Manicoré, AM
MARABÁ/Marabá, PA
MARINGÁ/Regional de Maringá, Sílvio Name júnior, PR (INTL - FOR CARGO ONLY)
MOSSORÓ/Dix-Sept. Rosado, RN
MONTES CLAROS/Mário Ribeiro, MG
OIAPOQUE/Oiapoque, AP
PASSO FUNDO/Lauro Kurtz, RS
PAULO AFONSO/Paulo Afonso, BA
PELOTAS/Pelotas, RS
PETROLINA/Senador Nilo Coelho, PE (INTL FOR CARGO ONLY)
POÇOS DE CALDAS/Poços de Caldas, MG
PONTA PORÃ/Ponta Porã-INTL, MS
RIO GRANDE/Rio Grande, RS
SANTO ÂNGELO/Santo Ângelo, RS
SÃO GABRIEL DA CACHOEIRA/São Gabriel da Cachoeira, AM
SÃO JOSÉ DO RIO PRETO/São José do Rio Preto, SP
TABATINGA/Tabatinga-INTL, AM
TEFÉ/Tefé, AM
TELÊMACO BORBA/Telêmaco Borba, PR
TUCURUÍ/Tucuruí, PA
URUGUAIANA/Rubem Berta-INTL, RS
VARGINHA/Major Brigadeiro Trompowsky, MG
VILHENA/Vilhena, RO

4.2.6

Class F

TARAUACÁ/Tarauacá, AC

4.2.7

The charge for the use of communications services and visual and radio facilities at Air Traffic Terminal will not be collected at aerodrome not classified.

5

EXEMPTIONS AND DISCOUNTS

Exemptions from the Charge for the use of Communications and En-route Aids to Air Navigation (TAN and TAT) will be granted to:

- a) Brazilian military or public aircraft of the Federal Direct Administration;
- b) foreign military and public aircraft destined to national territory, in transit or overflying it, when reciprocity treatment is granted;
- c) aircraft on trial or training flight;
- d) aircraft on homeward flight due to technical or meteorological reasons; and
- e) civil aircraft engaged in mission of Search, Rescue and Inquiry Assistance and other missions of a public nature, when requested by the competent aeronautical authority.