

# **BRAZIL**

**MINISTÉRIO DA DEFESA – COMANDO DA AERONÁUTICA**

**DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO**

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<http://www.decea.gov.br>

**AIC**

**A**

**20 / 19**

**15 DEC 19**

## **SEVERE WEATHER AVOIDANCE PLAN (SWAP)**

*Period of Validity: from 15 DEC 2019 to 31 DEC 2020*

### **1 PRELIMINARY ARRANGEMENTS**

#### **1.1 PURPOSE**

The purpose of this Aeronautical Information Circular (AIC) is to inform the updates upon the actions related to the activation Severe Weather Avoidance Plan (SWAP).

#### **1.2 SCOPE**

The provisions set forth in this AIC shall apply to all ATC facilities, aircraft operators and the CGNA.

#### **1.3 ANEXX**

A – Area of interest for Severe Weather Forecast provisions.

#### **1.4 CONCEPTS**

##### **ATFM MEASURES**

Procedures applied aiming at maximizing a declared capacity or to accommodate the air traffic flow at a certain portion of the airspace, along a route or at an airport so as to avoid flow unbalances.

##### **SEVERE WEATHER AVOIDANCE PLAN (SWAP)**

Plan previously approved in order to mitigate the time effects of severe weather upon traffic flows at en route airspace or TMA, minimizing disruptions on ATC provisions.

##### **SWAP REROUTING**

ATFM Measure in which a predetermined route, collaboratively defined amongst CGNA, ATC facilities and Airlines, differs from its original plan, aiming at deviating from areas affected by severe weather build ups.

#### **1.5 ABBREVIATIONS**

DCC - Decision Collaborative Cell of CGNA  
FMC - Flow Management Cell  
SWAP - Severe Weather Avoidance Plan

## **2 INTRODUCTION**

**2.1** The Severe Weather Avoidance Plan (SWAP) aims at orienting at a strategic level the actions taken at the tactical level in operational scenarios in which severe weather condition is taking place and it entails the necessity to avoid a certain airspace maintaining the minimum level of operational efficiency to the airspace.

## **3 SWAP ACTIVATION**

**3.1** The pieces of information related to SWAP shall be coordinated amongst CGNA, FMC, Aircraft Operators and Meteorological centers and will be disseminated via SWAP messages, preferentially, within a 2 hours' time out of the estimated time for its application, via CGNA portal.

**3.2** The possibility of SWAP activation shall be informed at the operational meetings held at CGNA on a daily basis. These briefings are comprised of DCC members and FMC representatives. The SWAP activation shall be conveyed by the issuing of SWAP ADVISORY messages, by CGNA, with the appropriate information to help aircraft operators with the flight planning including additional fuel, if necessary, during the period in which severe weather is taking place inside the area of interest, envisaged in annex A.

**3.3** SWAP shall be activated by the FMC, in coordination with CGNA, as soon as the severe weather condition is confirmed by observing the deviation to avoid weather in the ATC sectors affected.

**3.4** By this time CGNA shall issue the message of SWAP Activation with the information that will support the aircraft operators in the rerouting of their flights. This message will include the routes to be filed.

**3.5** The modification of the FPL of the aircraft affected for the SWAP rerouting will be applied by the ATC facility involved.

**3.6** The CGNA will guide the aircraft operators to the adequate SWAP utilization in the FPL of the affected flights whenever the SWAP activation period extends due to severe meteorological reasons in such a way that it gets mandatory that the flight plans be filed or modified according to the SWAP rerouting.

**3.7** The aircraft operators shall inform CGNA, via DCC, any difficulty in filling out the SWAP routes, especially when it comes to the aircraft that be already in flight divert and may push the crew over the duty time minutes.

**3.8** The SWAP routes available in the Brazilian airspace are disseminated on AISWEB portal (<https://www.aisweb.aer.mil.br>), link AIRSPACE, ROUTES PLAYBOOK.

**3.9** The SWAP activation will be finished by the FMC as soon as possible, in coordination with CGNA and the meteorological center in issue, after having it confirmed by some aircraft in the area.

**3.10** Thus, the CGNA shall issue a SWAP DEACTIVATION message, comprising information to support aircraft operators in their flight planning.

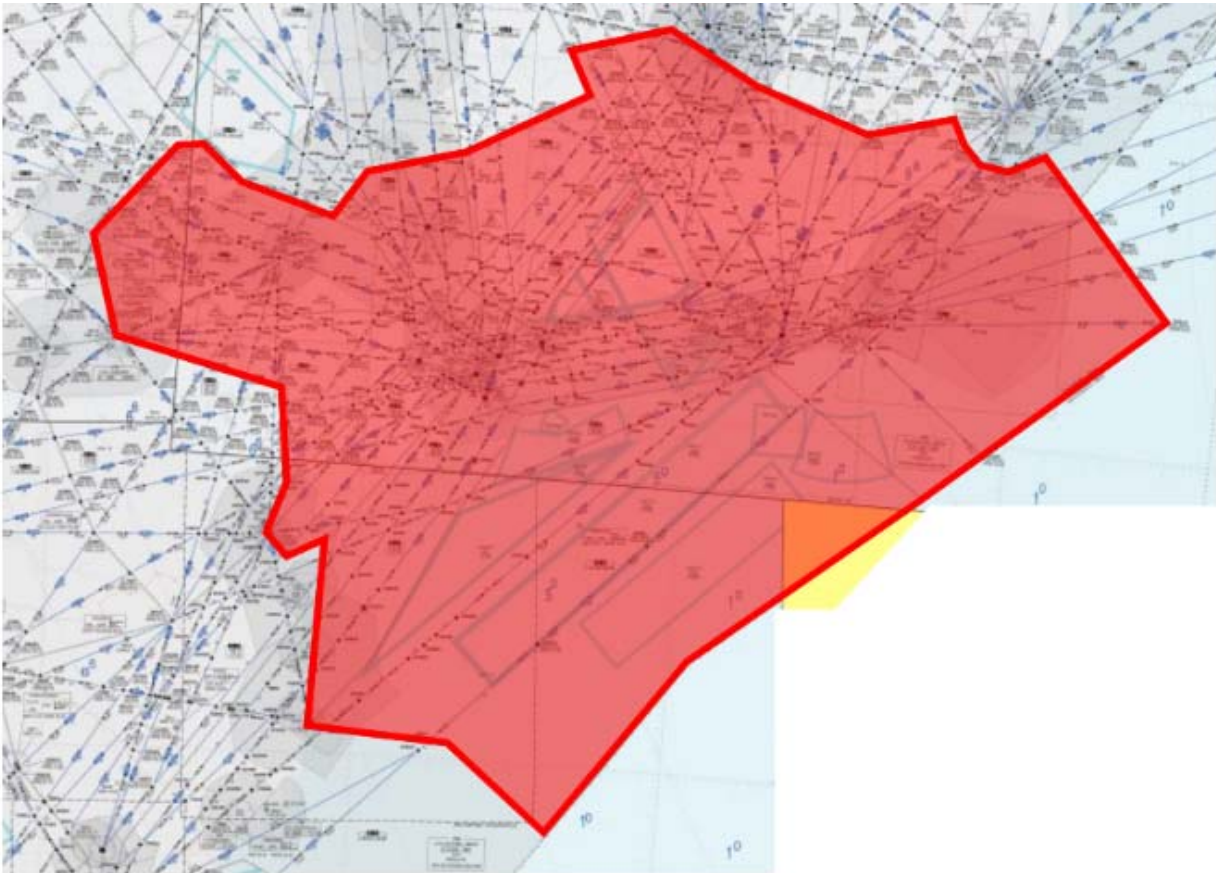
## **4 FINAL ARRANGEMENTS**

**4.1** The criteria and procedures established in this AIC do not allow pilots or bodies involved to deviate from the other current rules.

**4.2** This AIC enters into force on 15 DEC 2019 revoking on this date, AIC A19, of 15 DEC 2019.

**4.3** Cases not envisaged will be sorted out by the Chief of the Operational Subdepartment of the Airspace Control.

## ANEXX A

AREA OF INTEREST FOR SEVERE WEATHER FORECAST PROVISIONS**Limits:**

São Paulo Terminal Control Area (TMA-SP) and adjacent sectors of Brasília FIR (sectors 1, 2, 3 and 16), Curitiba FIR (sectors 5, 6, 7, 8, 9, 10 and 11), Rio de Janeiro Terminal Control Area (TMA-RJ) and Pirassununga Terminal Control Area (TMA-YS).