

General rules for the slots allocation at coordinated airports during the World Cup FIFA 2014

Flight Facilitation Committee



ANAC NATIONAL CIVIL AVIATION
AGENCY - BRAZIL

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SUMMARY

- 1 – Introduction _____ 4**
- 2 – Airports that will be coordinated by ANAC _____ 7**
- 3 – Procedures and deadlines to be considered on slots request at airports coordinated by ANAC _____ 9**
 - 3.1 – Airports coordination period _____ 9**
 - 3.2 – Activities _____ 9**
 - 3.3 – General Rules for Slots Request _____ 11**
 - 3.3.1 –Illustrative Example of a Slot Request _____ 13**

1 – Introduction

The FIFA World Cup is the biggest single sport international competition, it has the world's largest sporting event audience and it is disputed by leading men's football teams of the FIFA's 208 member federations. The competition is played every four years since its inaugural edition in 1930, except in 1942 and 1946, when they did not happen due to the Second World War.

In 2014, the FIFA World Cup will be held in Brazil from **12 June to 13 July 2014** with matches on 12 host cities, namely:

1. Belo Horizonte (MG);
2. Brasília (DF);
3. Cuiabá (MT);
4. Curitiba (PR);
5. Fortaleza (CE);
6. Manaus (AM);
7. Natal (RN);
8. Porto Alegre (RS);
9. Recife (PE);
10. Rio de Janeiro (RJ);
11. Salvador (BA);
12. São Paulo (SP);

The matches dates in each city was established according to the calendar below. As the experience of previous similar events show, such as the Olympic Games 2008 in China and the 2010 World Cup in South Africa, it is observed that sporting events of this magnitude are intense in terms of handling domestic and international passengers, and they demand planning and coordination of access to aircraft and airport infrastructure, as well as the provision of related services.

June 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				12 São Paulo	13 Cuiabá Natal Salvador	14 Belo Horizonte Fortaleza Manaus Recife
15 Brasília Porto Alegre Rio de Janeiro	16 Curitiba Natal Salvador	17 Belo Horizonte Cuiabá Fortaleza	18 Manaus Porto Alegre Rio de Janeiro	19 Brasília Natal São Paulo	20 Curitiba Recife Salvador	21 Belo Horizonte Cuiabá Fortaleza
22 Manaus Porto Alegre Rio de Janeiro	23 Brasília Curitiba Recife São Paulo	24 Belo Horizonte Cuiabá Fortaleza Natal	25 Manaus Porto Alegre Rio de Janeiro Salvador	26 Brasília Curitiba Recife Salvador	27	28 Belo Horizonte Rio de Janeiro
29 Fortaleza Recife	30 Brasília Porto Alegre					

	Groups
	Eighth finals

Image 1 – Matches dates in the host cities

July 2014

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 Salvador São Paulo	2	3	4 Fortaleza Rio de Janeiro	5 Brasília Salvador
6	7	8 Belo Horizonte	9 São Paulo	10	11	12 Brasília
13 Rio de Janeiro	14	15	16	17	18	19

	Eighth finals
	Fourth finals
	Semifinals
	Final

Image 1 – Matches dates in the host cities

2 – Airports that will be coordinated by ANAC

Anticipating an increase in demand for air services during this period in the airports located near the host cities, and aiming to improve the use of these infrastructures in accordance with the available airport capacity, maintaining the independence, equality and transparency, ANAC decided to coordinate during the World Cup the following airports:

	Airport	ID IATA	UF	City/ Host City Attended	Period Of Coordination
1	Presidente Juscelino Kubitschek	BSB	DF	Brasília/ Brasília	06/06/2014 to 20/07/2014
2	Santa Genoveva - Goiânia	GYN	GO	Goiânia/ Brasília	
3	Pampulha - Carlos Drummond De Andrade	PLU	MG	Belo Horizonte/ Belo Horizonte	
4	Tancredo Neves	CNF	MG	Confins/ Belo Horizonte	
5	Francisco De Assis	JDF	MG	Juiz De Fora/ Rio De Janeiro	
6	Internacional Do Rio De Janeiro - Galeão - Antonio Carlos Jobim	GIG	RJ	Rio De Janeiro/ Rio De Janeiro	
7	Santos Dumont	SDU	RJ	Rio De Janeiro/ Rio De Janeiro	
8	Cabo Frio	CFB	RJ	Cabo Frio/ Rio De Janeiro	
9	Congonhas	CGH	SP	São Paulo/ São Paulo	
10	Guarulhos - Governador André Franco Montoro	GRU	SP	Guarulhos/ São Paulo	
11	Viracopos	VCP	SP	Campinas/ São Paulo	
12	Professor Urbano Ernesto Stumpf	SJK	SP	São José Dos Campos/ São Paulo	

	Airport	ID IATA	UF	City/ Host City Attended	Period Of Coordination
13	Deputado Luís Eduardo Magalhães	SSA	BA	Salvador/ Salvador	06/06/2014 to 12/07/2014
14	Pinto Martins	FOR	CE	Fortaleza/ Fortaleza	
15	Presidente Castro Pinto	JPA	PB	Bayeux/ Recife E Natal	
16	Presidente João Suassuna	CPV	PB	Campina Grande/ Recife	
17	Guararapes - Gilberto Freyre	REC	PE	Recife/ Recife	
18	Regional Hugo Cantergiani	CXJ	RS	Caxias Do Sul/ Porto Alegre	
19	Salgado Filho	POA	RS	Porto Alegre/ Porto Alegre	
20	Eduardo Gomes	MAO	AM	Manaus/ Manaus	06/06/2014 to 03/07/2014
21	Marechal Rondon	CGB	MT	Várzea Grande/ Cuiabá	
22	Afonso Pena	CWB	PR	São José Dos Pinhais/ Curitiba	
23	Augusto Severo	NAT	RN	Parnamirim/ Natal	
24	São Gonçalo Do Amarante		RN	São Gonçalo Do Amarante/ Natal	
25	Lauro Carneiro De Loyola	JOI	SC	Joinville/ Curitiba	

Image 2 – Airports that will be coordinated by ANAC

These are **destination airports** (directly related with public reception and event participants), and ANAC coordination will be focused only on supporting **commercial aviation** – regular and non-regular.

Access to airport runway infrastructure has been fractionated by the Federal Government in 80% of daily slots to serve commercial operations and 20% of the daily slots for flights of the event (VIP, material transportation, etc.), general aviation and executive aviation.

3 – Procedures and deadlines to be considered on slots request at airports coordinated by ANAC

On the ANAC Flight Facilitation Committee website (<http://www.anac.gov.br/comitedefacilitacao/>) a link (World Cup) was inserted with information and data of the airports coordination during the World Cup. It is also available, in addition to this manual, the list of airports that will be coordinated and the schedule with a summary of dates and deadlines to be considered during the coordination period.

ANAC will use the PDC-Aviation software called SCORE, a specific capacity management system for coordinated airports, currently used in over 30 countries. With this system, the allocation of slots at coordinated airports can be performed efficiently and in compliance with the best international practices, observing the capacity of runways, yards and terminals. To do so, we will use the communication protocol used by IATA's Worldwide Slot Guidelines (WSG) , and as specified on Chapter 6 of its Standard Schedules Information Manual (SSIM).

Thus, any airline operation to or from these 25 airports must be previously submitted (in **SCR format**) via e-mail **slot@anac.gov.br** for a request review of the available airport capacity as informed by airport operators.

3.1 – AIRPORTS COORDINATION PERIOD

Coordination will start a week before the first matches and will end one week after the last match. Thus, airports shall be coordinated only on periods established at the **last column of Figure 2** (except GRU that is already coordinated regularly).

Therefore, all flight authorization outside these periods will occur as previously established (without coordination) via SINTAC and SIAVANAC systems.

3.2 – ACTIVITIES

A base of reference slots (Freeze hotran bases approved on **July 09, 2013**) was initially established to be considered as Historical Basis in airports that will be coordinated. A trial date in 2013 was selected within the corresponding period that will be coordinated in 2014, in which from this day on no major changes in the air network adopted in HOTRAN were observed.

DECEMBER/13

On **December 5th** the list of airports to be coordinated was disclosed, as well as the coordination agenda and the **submission of baseline** for airlines with the relation of pre-allocated slots (regular flights) for each coordinated airport.

On **December 6th** the raffle for the FIFA football Groups was conducted.

From **December 16th to the 20th** airlines have sent **slots submission for regular flights and extra sections**. Slots were prioritized in the allocation according to the following criteria and order: regular identical to those contained in the baseline; regular flights of the current route network; slots adjustments contained in the reference base; new slots that comprise to the series (at least 4 consecutive weeks) ; and new slots that do not comprise to the series of flights.

In this phase only flights which will be sold directly to the public were requested and processed. For this submission, airlines have sent a SCR message, using the actions codes C/R , C/L, D and N, once the slots sent on December 5th were already allocated in the database system and they correspond to the slots already approved for the period.

JANUARY/14

ANAC has disclosed the slots allocation for the 2014 FIFA World Cup, as a result from the processing of reference database change messages.

From **January 16th** companies and air operators were able to submit requests for **network adjustments and ad hoc flights requests (non-regular flights - charters) to the groups phase and for the last coordination week (from July 14 to 20)**.

JUNE/14

From **June 28th to July 14th** an exclusive basis for slots allocation (non-regular flights) will be placed due to the qualifying phases of the 2014 FIFA World Cup.

Only from **June 19th** will companies / operators be able to request ad hoc flights for the round-of-16 matches and quarter-finals (**28jun-07jul**).

Only from **June 27th** companies / operators will be able to request ad hoc flights for the semifinals and final (**8jul-14jul**).

3.3 – GENERAL RULES FOR SLOTS REQUEST

The coordination process chosen for the 2014 World Cup is quite similar to the one already used at the Guarulhos Airport coordination. Requests for slots must be submitted to the electronic address **slot@anac.gov.br** using the message protocols established in SSIM Chapter 6.

Thus, here are some basic guidelines to air operators for message composing of slots request / alteration in Coordinated Airports during the World Cup. During this period, **three types of messages** associated with slots requests (**SCR**) or information about slots requests (**SAQ** and **SIR**) will be covered:

A) **SCR** (Slot Clearance Request / Reply): used for slot requests (or updates to existing slots) in airports.

B) **SAQ** (Slot / Availability Schedule Query): used for questioning about slots availability (given a scenario) and response supply (by the coordinator) to the question.

C) **SIR** (Slot / Schedule Informational Request / Reply): used for requests of clarification / confirmation of allocated slots in the database for each coordinated airport. Through this kind of message the airline may request the complete listing of their allocated slots at a particular airport during the coordination period, for example.

All slots requests / updates at coordinated airports should be submitted according to the schedule of activities reported and should refer to the period of coordination of each airport.

All messages must be forwarded on the **Turn-Around** format (arrivals and departures connected) - so an analysis of ground time could be made in the airports yards.

All arrival or departure times (and corresponding dates/frequencies) should be requested at **UTC time**, submitted with minutes in multiples of 5.

For a given assignment of flight operator, there should be only one arrival and / or departure on the same day at the airport involved.

In the messages, the following types of service should be informed:

J	<i>Scheduled passenger</i>
F	<i>Scheduled cargo/mail</i>
G	<i>Additional passenger scheduled service</i>
C	<i>Charter passenger service</i>
H	<i>Charter cargo/mail</i>
P	<i>Positioning/ferry flight</i>
D	<i>General aviation</i>

In case of multiple requests for slots to be allocated at the same time, it will be **prioritized**:

- A) Orders with historic right, i.e., which have operated regularly in the same period of 2013;
- B) Orders whose slots constitute a series of flights (minimum 4 weeks);
- C) Orders that have aircraft with more seats.

In allocating ad hoc flights, the general rule of maximum ground time will be observed at airports that serve a city match: on match days: 3 hours and, on days without match: 9 hours. This time can be different when established by the airport manager.

For each slot offer, it is necessary that the airline sends a reply message with the codes A (accepting the offer) or Z (declining the offer). If no response is sent within 3 days from the date of the offer during the groups phase or 12 hours during the qualifying phases, it is automatically deleted from the base. Therefore, in case of requests for new flights, if no reply is sent by the deadline, the infrastructure reservation is freed up. Similarly, in the case of requests for slots changes, if no reply is sent by the deadline, the system frees the offer reservation and returns to the original settings before the change.

The following table has the main “Reason Codes” used when there is impossibility for fulfilling the request slots (RESTRICTIONS ON INFRASTRUCTURE):

Reason Code	Comment
OK	<i>Cleared Ok</i>
BAN	<i>Banned A/C</i>
P	<i>Pax Flow (Terminal)</i>
PA	<i>Parking (Pátio)</i>
R	<i>Runway (Pista)</i>
UA	<i>Miscellaneous Reason</i>

The maximum time response to requests for slots assumed by ANAC coordination team will be 3 days until the end of the group phase (June 26) and 1 day from the qualifiers phase (as from 27 June).

All processing of SCR, SAQ and SIR slots messages sent to **slot@anac.gov.br** is automatically processed by the system. Therefore, any message for the Coordination of Airports other than SCR, SAQ or CRS should be addressed to **coord@anac.gov.br** - otherwise it will be directed to the system inbox without being identified by the slots team coordination of ANAC.

More information: +5561 3314.4473

3.3.1 – Illustrative Example of a Slot Request

A request example for a regular arrival flight (J) that is paired with a passenger departure charter flight (C) requested by ZZ operator, on the June 14, to be operated on June 19 in Brasilia (BSB) airport on a A319 equipment with 120 passengers:

```
SCR
S14
14JUN
BSB
NZZ0700 ZZ0701 19JUN19JUN 0004000 120319 FAB1200 1245NCE JC
GI BRGDS
```

