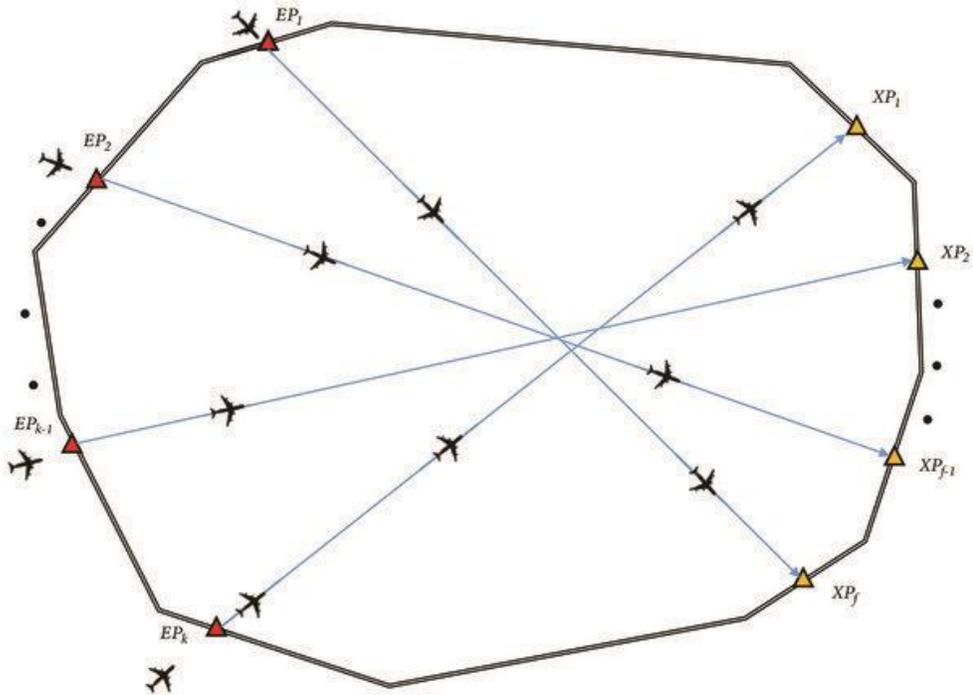


Free Route Airspace IATA Regions

3rd. Meeting of the AFI FRA PMT (AFI
FRA PMT/3) and awareness workshop
(virtual from 6 to 7 July 2022)

Celso Figueiredo

Head ATM Infrastructure & Efficiency, IATA HQ's

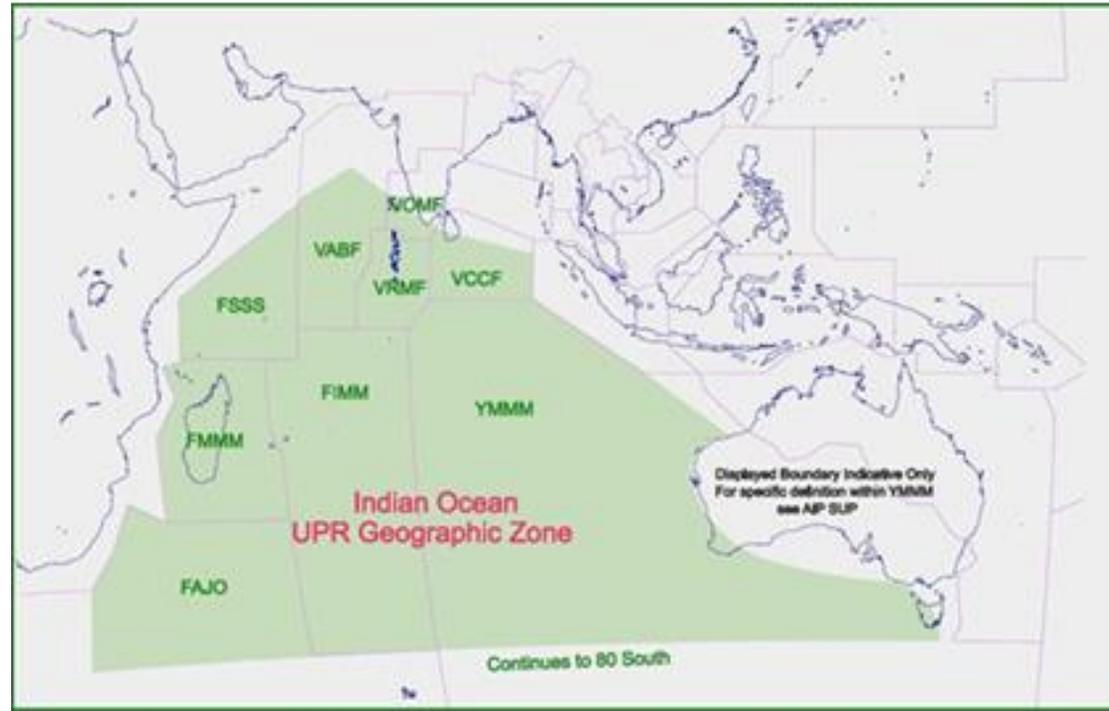


Overview

- FRA/UPR implementation in IATA Regions.
- ASPAC Implementation.
 - Several States in ASPAC
- Planned revision of the NOPAC Route System.
- South America & Caribbean Implementation.

FRA/UPR Implementation

- UPRs are available in several States in ASPAC.



- Australia has permitted oceanic '*FlexTracks*' and then UPRs in the Indian Ocean for a long time now (20 years).
- ... and also moved to UPRs over the continent.

FRA/UPR Implementation

Still in ASPAC States...

- Other States are more recent, but availability is growing and the COVID interruption provided low traffic opportunity to push for expansion.
- Indonesia is one of these who are currently conducting a UPR trial in both of their FIRs.
- It has been slow-going to get airlines to participate in that trial as for the first period the winds weren't optimal and then the constraints, they had on flight planning windows were very restrictive but they're working through it.

FRA/UPR Implementation

Still in ASPAC States...

- New Zealand has been processing UPRs in the Pacific for 20 plus years.
- The whole South Pacific (SOUPAC) is essentially a UPR zone - Auckland, Nadi, Tahiti, Oakland, Santiago with UPRs being unconstrained in those FIRs.
- The **North Pacific (NOPAC)** has constrained UPRs including freer upper level UPRs.
- NOPAC restructuring is a reduction of lateral spacing between fixed routes then a **gradual** south to north **elimination of fixed routes in favor of UPRs.**



FRA/UPR Implementation

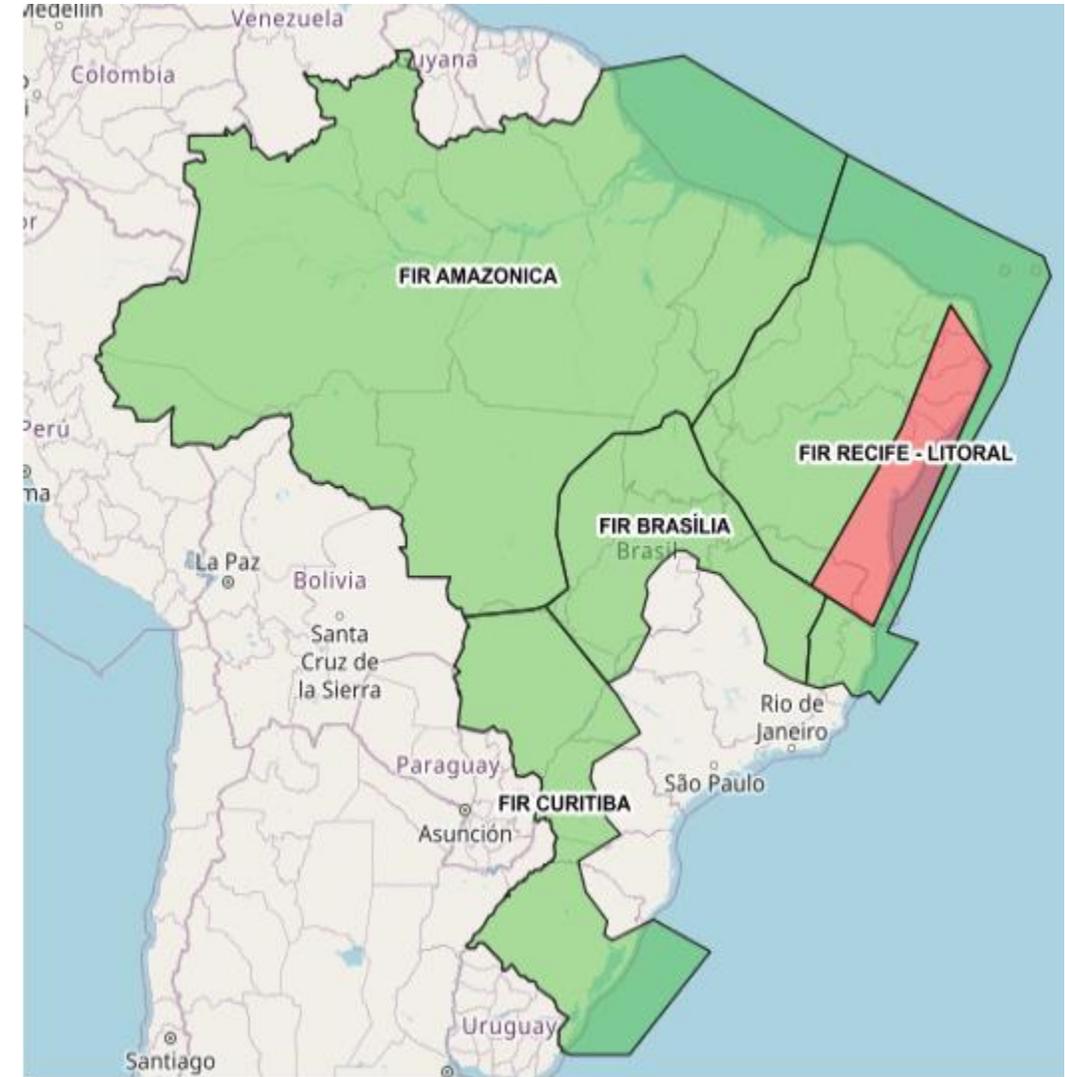
South America States

- In South America we have a mix of **UPRs** with **DCT Routing Airspace**.
- They started the development of the **DCT Routing Airspace strategy** at the beginning of pandemic and it was possible to keep it after traffic recovery.
- Excellent effort in Brazil, with a work of redesigning the airspace, involving re-sectorization/airspace capacity.

FRA/UPR Implementation

Still in South America States

- The Brazilian DCT Routing Airspace (green + red).
- The **red portion** in the Recife FIR is being used just at night.
- In the non-DCT Routing Airspace, Brazil applies a “kind” of UPRs previously coordinated with Brazilian ATFM Center



FRA/UPR Implementation

Central America & Caribbean States

- For the Central America and Caribbean, the process of implementing DCT Routing is a little bit behind.
- There are some UPRs trials, but already with important fuel savings.
- There is a group named **CIIFRA** (CANSO, IATA, ICAO Free Route Airspace), which support ICAO NACC in DCT routing implementation.
- The UPR initiative will be used also in South America, in the States who are reluctant in implementing DCT routing



FRA/UPR Implementation

IATA Americas States

- There is a lot of room for DCT routing implementation and harmonization, and they are starting the development of a **Guidance Material for implementing DCT Routing/Free Route Airspace** in SAM.

Thank you