International Civil Aviation Organization

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WORKING PAPER

FIRST UNASSIGNED HIGH SEAS AIRSPACE SPECIAL COORDINATION MEETING (SCM/1)

Lima, Peru, 22 to 24 July 2019

Agenda Item 6: Other Business

NO FIR AIRSPACE IN THE PACIFIC OCEAN

(Prepared by LATAM Airlines)

SUMMARY

At the border of the SAM, PAC and CAR Regions, over the Pacific Ocean, there is still an Oceanic airspace called "NO FIR", in which no State provides air traffic services. This paper aims to present the need to assessing the provision of ATS services and the standardization of said airspace in order to expand options for more efficient routes crossing that area.

REFERENCES:

- Doc. 8733 - CAR/SAM Regional Air Navigation Plan
- Doc. 9673 - ASIA/PAC Regional Air Navigation Plan

1. Background

1.1 In the recent years, SAM Region has been outstanding at a global level for making decisive progress in the implementation of PBN and improving the infrastructure of communications, surveillance and air traffic management, thus providing users with a homogeneous, seamless airspace which allows increasing the sustainable development of aviation.

1.2 This progress requires SAM States and operators to continue exploring new opportunities for improvement, in order to increase the efficiency of certain routes which, considering their flow, have not been analyzed nor need to be published.

2. Discussion

2.1 In the context of seeking improvements in planning and navigation capabilities of different routes used, LATAM Airlines, which operates daily flights to Los Angeles (KLAX) and Mexico City (MMMX) from Santiago, Chile, has been evaluating the advantages of applying between the

aforementioned city pairs the model of “Random Routes” (or RNAV User Preferred Routes), used in the South Pacific on flights to and from Oceania for over 10 years.

2.2 During this analysis, while carrying out simulations for more efficient flight plans according to the winds, there was found that these routes would cross the airspace included in the area described as “NO FIR”, which prevents even from initiating co-ordinations on these routes with the States involved, due to the lack of Flight Information and Alert services.

2.3 This airspace has been used occasionally by civil and military aircraft, even causing air traffic incidents which were analyzed at the GTE, due to lack of coordination among ATS units resulting from this gap in services.

2.4 The benefit of the implementation of such routes in the Region would imply savings that could reach close to 800 Tons. CO_2 per year, only for LATAM flights without considering that other airlines could also benefit, besides incorporating an important improvement in the SAM airspace structure which nowadays shows this limitation (apparently unique in the world).

3. Conclusion

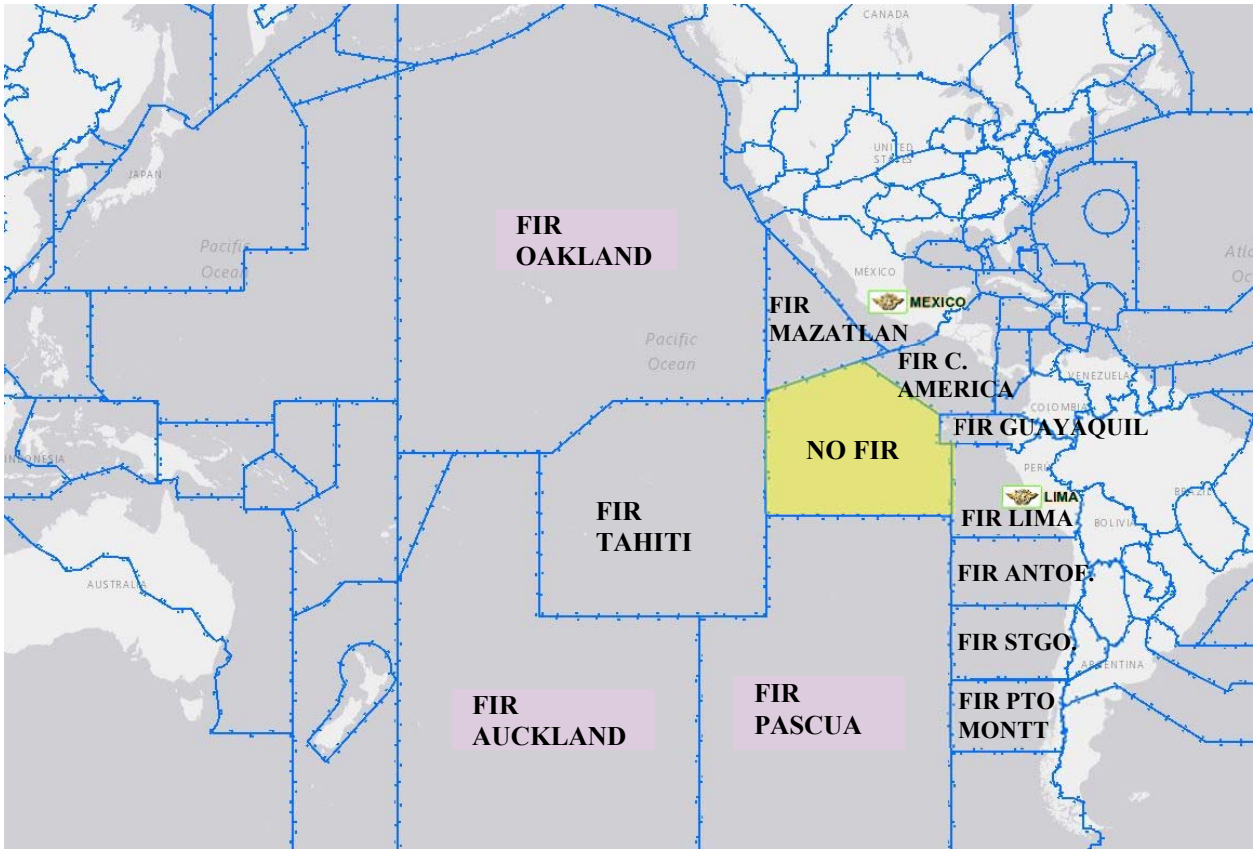
3.1 Considering the foregoing and the need to recognize the navigation capabilities implemented on board aircraft currently flying in the South Pacific, as well as the potential of planning and coordination existing in this airspace, it is necessary to analyze the background presented and discuss the feasibility of changing the condition of the “NO FIR” called airspace as a whole, or a portion of it, in order to improve the concerned airspace, thus allowing to initiate ATS coordination to implement Random Routes in this sector.

3.2 **Appendix A** includes graphics describing the situation.

4. Suggested action

a) The meeting is invited to take note of the information provided in this paper.

APPENDIX A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NO FIR
FIR GUAYAQUIL
FIR LIMA
FIR ANTOF.
FIR STGO.
FIR PTO
MONTT
FIR
TAHITI
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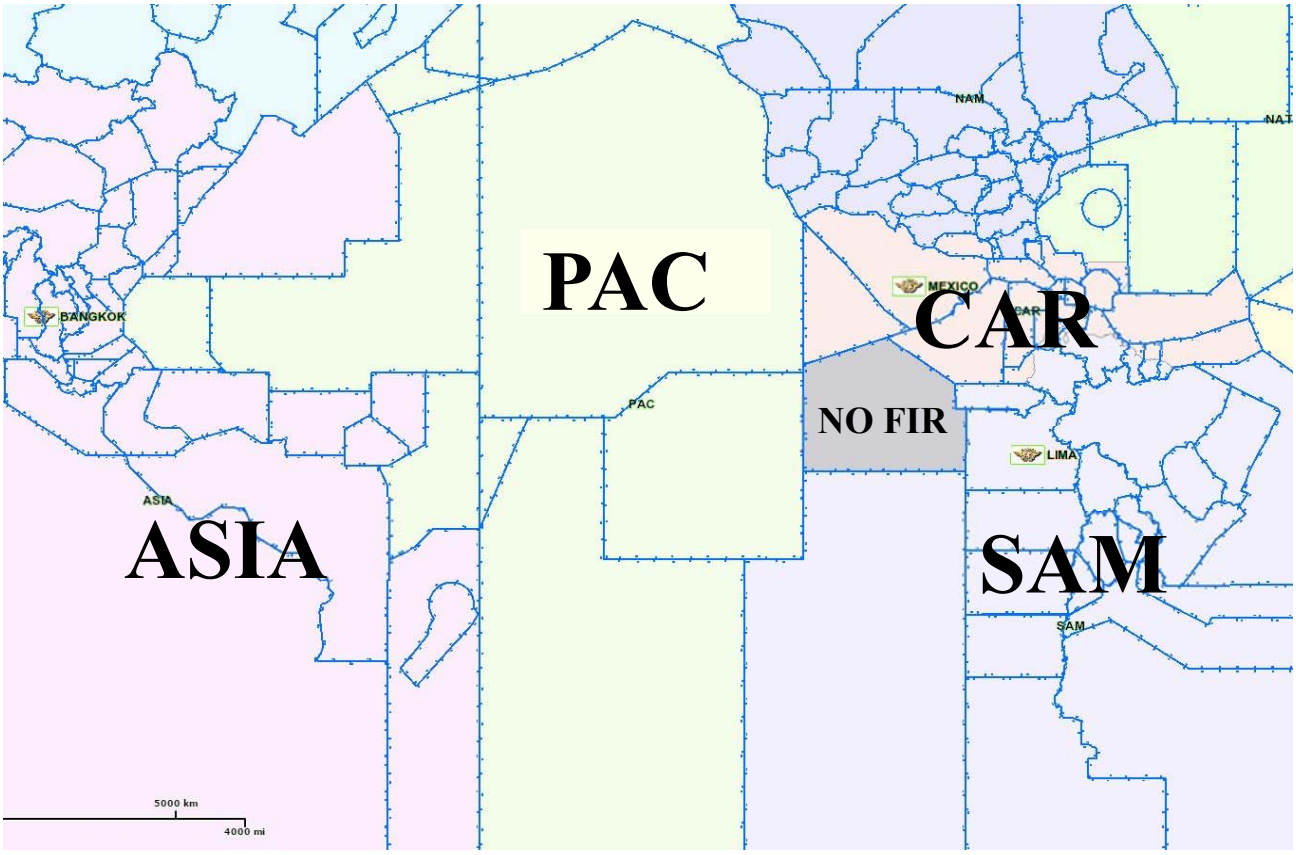
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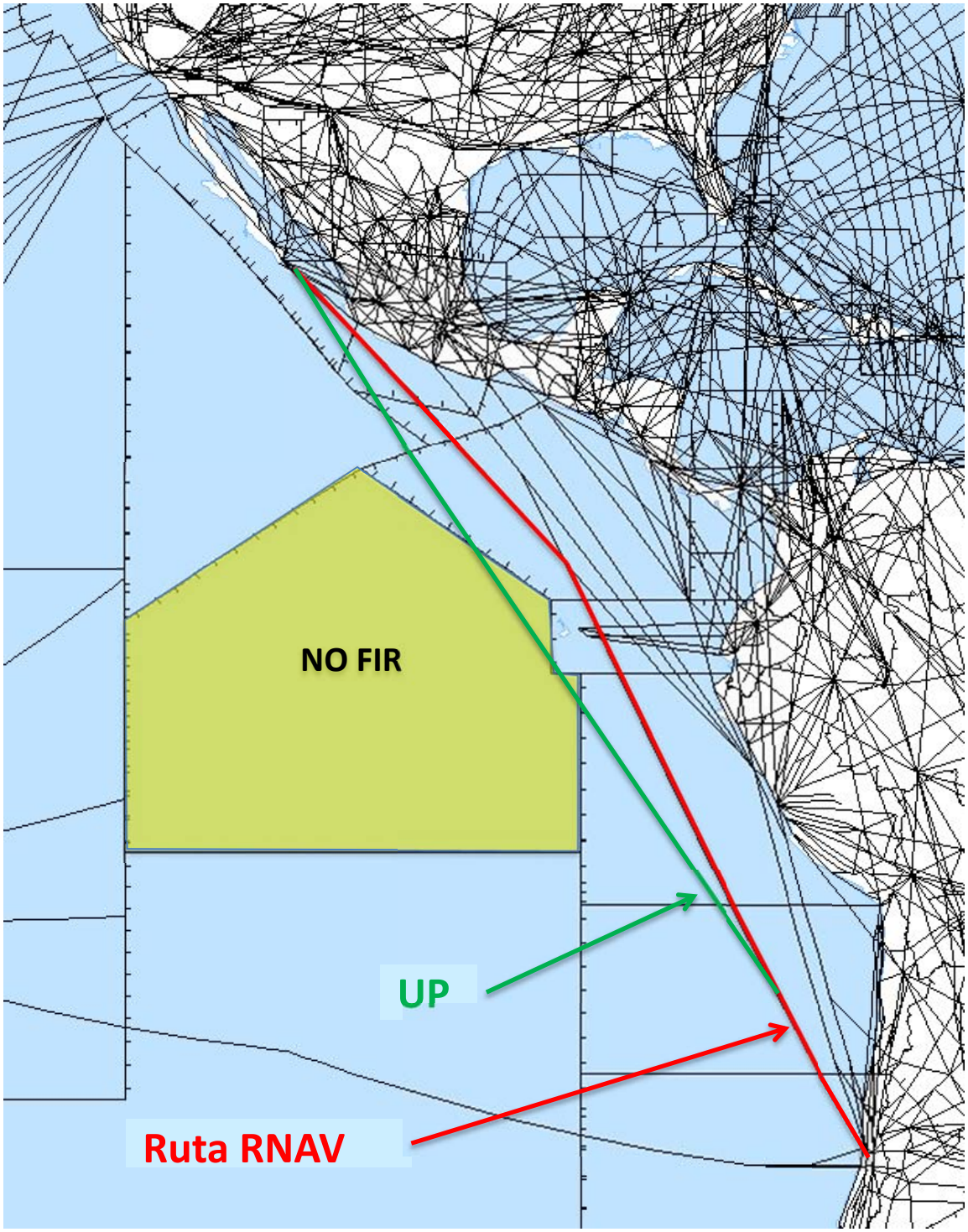

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