



PIARCO INTERNATIONAL NOTAM OFFICE

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REPUBLIC OF TRINIDAD AND TOBAGO

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REPUBLIC OF TRINIDAD AND TOBAGO

USER PREFERRED ROUTES IN THE PIARCO FIR

1. Purpose

- 1.1. The purpose of this Aeronautical Information Circular (AIC) is to disseminate to all personnel involved in air operations a series of user-preferred routes that may be filed in their flight plan and used by Air Traffic Control in the clearance.
- 1.2. By definition, a User Preferred Route (UPR) is a unique flight path that aircraft operators can flight plan and fly instead of following the conventional, predetermined aviation routes published by air navigation service providers.
- 1.3. The personnel responsible for the preparation and presentation of flight plans (Aircraft Operators or Pilots) are responsible for complying with the provisions of this AIC.

2. Introduction

- 2.1. The ICAO Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU) methodology provide a flexible, global approach for all aviation stakeholders to advance their Air Navigation capacities based on their specific operational requirements. ASBU Free Route Operations FRT0 Block 0 Element 1 (B0/1, Direct routing (DCT) states that DCTs are established at national and regional levels and can be made available for flight planning within the published conditions of use. DCTs should be considered an early iteration of the Free Route Airspace (FRA) concept of operation that allow airspace users to optimize flight and fuel planning.
- 2.2. While the implementation of the broader concept of DCT routing is still being developed, it is operationally important to take advantage of opportunities to implement user preferred routes for filing flight plans, which consist of the most optimized routes possible according to the technical/operational capabilities of the involved ANSPs.
- 2.3. ICAO NACC Airspace Optimization Task Force, ICAO SAM Airspace Study and Implementation Group (GESEA), CANSO (CADENA), and IATA have identified opportunities to achieve fuel savings and reduce CO2 emissions by working collaboratively to help optimize a flight's end-to-end routing. In today's environment, after the flight plan has been filed and the aircraft is en-route, pilots will often receive "direct" routings from air traffic controllers. While this can help shorten the route, the aircraft has already been fuelled for the longer route and must still carry that extra fuel to destination.



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2.4. By working with the Civil Aviation Authorities (CAA), Air Navigation Service Providers (ANSPs) and airlines, the ICAO NACC and SAM Regional Offices, with the support of CANSO (CADENA) and IATA, it has been possible to facilitate the development of optimized city- pair user preferred routes that can be used by dispatchers for filing flight plans so that fuel savings and CO2 reductions can be achieved.

2.5. Section 4 below contains routes that may be used by aircraft operators in the preparation of optimized Instrument Flight Rules (IFR) Flight Plans (FPL) between origin and destination airports.

2.6. As additional user preferred routes opportunities are identified and developed by ICAO NACC Airspace Optimization Task Force, the ICAO SAM Airspace Study and Implementation Group (GESEA), CANSO (CADENA), and IATA, and approved for use by the CAAs and ANSPs, this AIC will be updated and published in accordance with the applicable Aeronautical Information Regulation And Control (AIRAC) dates.

3. Aircraft Capabilities

In order to file and fly the optimized routes, the following minimum aircraft capabilities are required:

		Flight Plan Entries	
Communication Requirements	Performance-Based Navigation (PBN) Requirements	PBN in field 18 PBN/	
Voice comm – Very High Frequency (VHF), Controller-Pilot Data Link Communication (CPDLC) as required, to maintain contact over the entire route to be flown	Area navigation (RNAV-5)	B1/B2	



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4. Optimized Routes – End to End

For overall situational awareness, the optimized routes in the table below are predefined routes from origin to destination and have been coordinated, reviewed, and approved by all of the ANSPs along the route.

NOTE: Coordination of the following routes apply to Brazil, Guyana, Trinidad and Tobago and United States.

Optimized Routes	Predefined Routes - Origin to Destination
TTPP - KMIA	TTPP DCT ANADA DCT MUNOZ DCT HARBG Y330 FODED DCT MADIZ DCT FOXID DCT FLIPR FLIPR7 KMIA
KMIA - TTPP	KMIA SKIPS2 SKIPS Y290 HAGIT Y421 HARBG L452 ANADA UG449 PERGA ITRAK NAPKO LEXOR TALUS TTPP
KATL - SBGR	KATL VRSTY2 MCN DCT YANTI Q89 MANLE Y185 RENAH Y355 FIPEK Y294 GESSO L467 ANADA DCT KORTO DCT SUMVA SBGR
SBGR - KATL	SBGR SUMVA DCT KORTO DCT ANADA L452 HARBG Y421 HAGIT Y306 VENDS Y185 MANLE Q89 SHRKS DCT LAIRI DCT LARZZ JJEDI2 KATL



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5. Optimized Route Portion in the Piarco FIR

As pertains to the portion of the routes in the Piarco FIR, the optimized routes in the table below have been coordinated, reviewed, and approved by TTCAA.

Optimized Routes	Optimized Route Portions
TTPP - KMIA	TTPP DCT ANADA
KMIA - TTPP	ANADA UG449 PERGA ITRAK NAPKO LEXOR TALUS TTPP
KATL - SBGR	ANADA DCT KORTO
SBGR - KATL	KORTO DCT ANADA

6. Contact Information

If you require assistance with this AIC or need to coordinate a special request related to these optimized routes, please contact Mr. Ernie Snyder (ESnyder@icao.int), Midori Tanino (midori.tanino@faa.gov), and/or Joe Hof (jhof@cghitech.com).

END