IATAS.aero

UPPER — The Infrastructure for BIG Traffic Growth

UPPER is a Resilient Infrastructure for ANSPs Preparing for the 20-30 Year Traffic Growth, with Advanced Control Over:

• Vast regions, each with own SOP, MANOPS and regulations
• Consolidation and mix of multiple sectors from ACC, FIR, CTR, ENR
• Support Oceanic coastal incoming/outgoing traffic, up-to 900 NM from coast
• Full integration with IATAS autonomous approach/departures control (AMAN / XMAN / DMAN)
• Planning mode for 1/2/4/6/8/12 hours, with Auto-Resolve / auto-suggest
• Dynamic definition of protected areas, support future & progressive airspace redesigns
• Built-in support for multiple EMER/back-up centers
• Automated route/speed/vector suggest, assign & communicate
• Built-in autonomous CPDLC communication of all common ATC directives and bi-bidirectional comm. (as per CANSO CPDLC OPS)
• Advisory, semi, or full autonomous command and control, from plan approval through gate shut down, full 360 gate-to gate operations, without the need for pilots to communicate with controllers, solving many language issues and misunderstandings.
• Autonomous handoff between sectors supporting the system, from DEP, ACC, FIR, CTR, ENR. (TWR possible under no-tower airport definition)
• Set-and-forget scenarios with allowance for contingencies/EMER
• Templates for special conditions, storms, EMER, etc.
• Supports the patented IATAS CATS, in case of course deviations or hijacking
• Full integration of military operations routes, airspaces, training zones, etc.
• Adherence to CANSO, ICAO regulations, customizable to support EASA / EUROCAE / etc.
• And much more..

Guaranteed by 24x365 on-site local staffing, with a 30-second phone response and 5-minute physical response to calls. Optional service includes a last-line of defense for a regional disaster from an Int'l Operations Center.