

UPR Flight Planning Guidance

UPRs

Updated: 6/8/2017

USER PREFERRED ROUTE (UPR) GUIDELINES

1. General Information

- a. Geographical Boundary. UPRs may be utilized within the specified FIRs as detailed below
- b. Where UPRs are Supported
 - (1)Oakland/Anchorage ARTCC and Japan Civil Aviation Bureau Air Traffic Management Center (JCAB ATMC) support the use of UPRs in association with PACOTS Track 1, 3, and 14/15 between Asia and North America.
 - (2)Oakland ARTCC/HCF and JCAB ATMC support the use of UPRs in association with PACOTS Track 11/12 between Japan and Hawaii.
 - (3)Oakland ARTCC/HCF and JCAB ATMC support the use of UPRs in association with PACOTS Track A/B between Hawaii and Japan.
 - (4)Oakland/Anchorage ARTCC and JCAB ATMC support the use of UPRs in association with PACOTS Track E/F/H/I and K between North America and Asia.
 - (5)Oakland ARTCC, Guam CERAP, Port Moresby ATSC, Brisbane ATSC, Nadi ATMC, Auckland OAC and JCAB ATMC support the use of UPRs between RJAA and Oceania destinations.
 - (6)Oakland ARTCC, Tahiti ACC, Auckland OAC, Nadi ATMC and Brisbane ATSC support the use of UPRs between North America/Hawaii and the South Pacific.
 - (7)Oakland ARTCC and JCAB ATMC support the use of UPRs between Asia and Koror (PTRO).
- c. Flight Planning
 - (1) The UPR must utilize a published standard departure routing where applicable.
 - (2) Operators must utilize acceptable gateways and fixed routes within Fukuoka FIR, applicable to the particular PACOTS track UPR being flown. The gateways and fixed routes authorized are contained in a JCAB Aeronautical Advisory Circular pertinent to the particular PACOTS track UPR.
 - (3) Operators must utilize acceptable transition routings when transiting Anchorage FIR.
 - (a) Eastbound transition routes.
 1. A590 transition route: PASRO A590 POWAL
 2. R591 transition route: AKISU R591 ASPIN
 3. G344 transition route:
 - a. CUTEE G344 CARTO; or
 - b. CUTEE 48N170E 49N180E (or point north of 49N180E); or
 - c. CUTEE 49N170E; or
 - d. CUTEE 50N170E
 - (b) Westbound transition routes.
 1. Join R220 at any named point at or east of NATES
 2. Join R580 at any named point at or east of ONEIL
 3. Join R591 at any named point at or east of AKISU
 4. Join G344 at any named point at or east of CARTO
 - (4) Operators must utilize acceptable gateways and fixed routes within Vancouver and Oakland FIRs.
 - (a) To CYVR:
 1. KATCH: YZP POWOL KEINN CYVR

UPR Flight Planning Guidance

2. MANJO: NAKBI EPTIV POWOLCYVR
3. NUDGE: PETPA ITGAV POWOL CYVR
4. ORNAI: SIMLU KEPKO YAZ FOCHE CYVR
5. PRETY: TAMRU YAZ FOCHE CYVR
6. ROUKE: VIDKU YAZ FOCHE CYVR

(b) To KSEA/KPDX:

1. KATCH: UDMAP TOU JAWBN KSEA
UDMAP TOU KEIKO KPDX
2. MANJO NAKBI EPTIV: TOU JAWBN KSEA
TOU KEIKO KPDX
3. NUDGE PETPA ITGAV: TOU JAWBN KSEA
TOU KEIKO KPDX
4. ORNAI SIMLU KEPKO: TOU JAWBN KSEA
TOU KEIKO KPDX
5. PRETY TAMRU: TOU JAWBN KSEA
TOU KEIKO KPDX
6. ROUKE VIDKU: DOLFF TOU JAWBN KSEA
DOLFF TOU KEIKO KPDX
7. WIDEN HONSO HQM: OLM KSEA
KEIKO KPDX

(c) Transiting aircraft:

1. KATCH YZP or YZT: User Preferred Route (UPR) to destination
2. MANJO NAKBI EPTIV: Flight Plan Route to destination
3. NUDGE PETPA ITGAV: Flight Plan Route to destination
4. ORNAI SIMLU KEPKO: Flight Plan Route to destination
5. PRETY TAMRU SEFIX: Flight Plan Route to destination
6. ROUKE VIDKU DOLFF TOU: Flight Plan Route to destination
7. WIDEN HONSO HQM: Flight Plan Route to destination

(d) To KSFO:

1. KYLLE: FOT MLBEC BGGLO KSFO
2. HEMLO: FOT MLBEC BGGLO KSFO
3. FULMR: FOT MLBEC BGGLO KSFO
4. ENDAW: FOT MLBEC BGGLO KSFO
5. NATTE: AMAKR BGGLO KSFO
6. MITOH: AMAKR BGGLO KSFO
7. LATNE: AMAKR BGGLO KSFO
8. VESPA: AMAKR BGGLO KSFO

UPR Flight Planning Guidance

9. UNVER: AMAKR BGGLOKSFO
10. TRYSH: AMAKR BGGLO KSFO
11. SHENU: AMAKR BGGLOKSFO
12. FATMO: PAINT PIRAT OSI KSFO
13. DACEM: PAINT PIRAT OSI KSFO
14. CEPAS: PIRAT OSI KSFO
15. BUTEN: PIRAT OSI KSFO
16. ALLBE: PIRAT OSI KSFO

(e) To KLAX:

1. NATTE: ENI OAK BURGL IRNMN KLAX
2. MITOH: ENI OAK BURGL IRNMN KLAX
3. LATNE: ENI OAK BURGL IRNMN KLAX
4. VESPA: ENI OAK BURGL IRNMN KLAX
5. UNVER: ENI OAK BURGL IRNMNKLAX
6. TRYSH: ENI OAK BURGL IRNMN KLAX
7. SHENU: ENI OAK BURGL IRNMNKLAX
8. FATMO: PAINT PIRAT BURGL IRNMNKLAX
9. DACEM: PAINT PIRAT BURGL IRNMN KLAX
10. CEPAS: PIRAT BURGL IRNMN KLAX
11. BUTEN: PIRAT BURGL IRNMN KLAX
12. ALLBE: PIRAT BURGL IRNMN KLAX
13. GALIP: AUDIA SNAXX SERCO RYDRR KLAX

(f) To PHNL:

1. THOMA BOOKE PHNL
2. DANNO BOOKE PHNL
3. CANON BOOKE PHNL
4. LILIA BOOKE PHNL
5. PUPPI BOOKE PHNL
6. SYVAD BOOKE PHNL
7. HOOPA KATHS OPACA PHNL

(5) The UPR must be planned to avoid military special use airspace when active.

(6) The UPR must utilize a published STAR where appropriate.

d. Conditions That May Not Allow the Use of UPRs

(1) Operators will be informed whenever a condition exists that does not allow the use of UPRs within a particular FIR.

(2) Conditions that may not allow the use of UPRs include large scale military operations and typhoons.

e. For further information or questions regarding UPRs, contact the Oakland Oceanic Supervisor at (510) 745-3342.

UPR Flight Planning Guidance

2. Westbound UPRs. User Preferred Routes (UPR) from North America to specific identified CENPAC gateways in Japan, are authorized with the following constraints.

a. For Flight planning between North America and Asia:

- (1) The UPR must remain in the Fukuoka FIR and Oakland FIR.
- (2) Flights must be capable of climbing to FL380 by 180E.
- (3) Flights must cross 160E between 0000UTC and 0600UTC.
- (4) Aircraft must enter the Oakland FIR over a published boundary waypoint.
- (5) Operators must flight plan one of the following Oceanic Transition Routes (OTR) or ATS route and connect to appropriate ATS routes.

- LEPKI OTR11 AVBET
- SEALS OTR13 VACKY
- MORAY OTR15 SMOLT
- FERAR OTR17 FORDO
- TONIK G223 ADKAK

- (6) The UPR must be planned to avoid NOTAM and/or State published airspace including active military airspace and/or estimated rocket impact area.
- (7) The UPR must be flight planned via the appropriate SID/ STAR

b. PACOTS Track E UPR Procedures to the NOPAC:

- (1) UPR is only useable during the time period when the westbound PACOTS are in effect;
- (2) Aircraft must enter oceanic airspace over one of the existing waypoints on the Oakland Oceanic FIR boundary along the west coast of North America.
- (3) The UPR route must not cross the Oakland/Anchorage FIR boundary multiple times.
- (4) The UPR must be planned to avoid NOTAM and/or State published airspace including active military airspace and/or estimated rocket impact area.
- (5) The UPR must adhere to any Anchorage NOTAMs that address UPRs.

3. PACOTS Track 1 UPR Procedures. In association with PACOTS Track 1 between Asia and North America the following procedures must be used when flight planning UPRs:

- a. The UPRs must remain 50 NM north of PACOTS Track 2.
- b. Track 1 UPRs must remain on or south of NOPAC ATS Route A590.
- c. The UPR route must not cross the Oakland/Anchorage FIR boundary multiple times.

UPR Flight Planning Guidance

- 4. PACOTS Track 3 UPR Procedures.** In association with PACOTS Track 3 between Asia and North America the following procedures must be used when flight planning UPRs:
 - a. The UPR must remain in the Fukuoka, Anchorage and Oakland Oceanic Control Areas.
 - b. The UPR must remain 50NM south of PACOTS Track 2.
- 5. PACOTS Track 14/15 UPR Procedures.** In association with PACOTS Track 14/15 between Asia and North America the following procedures must be used when flight planning UPRs:
 - a. When the UPRs will cross 160E prior to 1200 UTC operators must flight plan so as to remain at least 50NM south of PACOTS Track 3 or flight plan on PACOTS Track 3 and then diverge so as to remain 50NM south of PACOTS Track 3.
 - b. When the UPRs will cross 160E after 1200 UTC operators may flight plan the UPR within the Fukuoka and Oakland FIRs without regard to other PACOTS Tracks.

Note: The PACOTS Track 14/15 UPRs must connect to GALIP via a route that is south of 37N130W DCT GALIP, when GALIP is flight planned.
- 6. PACOTS Track F UPR Procedures.** In association with PACOTS Track F between North America and Japan the following procedures must be used when flight planning UPRs:
 - a. Flights must join a NOPAC ATS Route when transiting the Anchorage FIR. Flights must not cross north of their final westbound NOPAC route and then return south to join that route. Flights must join the route over, or east of, the waypoints listed below:
 - (1) R580 ONEIL
 - (2) R591 AKISU
 - (3) G344 CUTE (as long as the flight's track crosses over, or north of, 48N170E.) Flights entering the Fukuoka FIR must cross 160E between 0200UTC and 0600UTC.
 - b. Operators must flight plan so as to remain 50 NM south of PACOTS Track E.
- 7. PACOTS Track H/I UPR Procedures.** In association with PACOTS Track H/I between North America and Asia the following procedures must be used when flight planning UPRs:
 - a. The UPR must enter oceanic airspace over one of the existing waypoints on the Oakland Oceanic FIR boundary along the west coast of North America.
 - b. Flights entering the Fukuoka FIR from the Anchorage FIR must be established on a NOPAC ATS route and cross the Anchorage/Fukuoka boundary between 0200 UTC and 0600 UTC.
 - c. Operators may flight plan on PACOTS Track F and then diverge so as to remain 50 NM south of PACOTS Track F.
- 8. PACOTS Track K UPR Procedures.** In association with PACOTS Track K between North America and Southeast Asia the following procedures must be used when flight planning UPRs:
 - a. The UPR must enter oceanic airspace over one of the existing waypoints on the Oakland Oceanic FIR boundary along the west coast of North America.
 - b. Flights must join a NOPAC ATS Route when transiting the Anchorage FIR. However, the UPR must not utilize ATS route R591 and/or G344 if it is designated as an eastbound PACOTS track.
 - c. Flights entering the Fukuoka FIR from the Anchorage FIR must be established on a NOPAC ATS route and cross the Anchorage/Fukuoka boundary between 1400 UTC and 2100 UTC.

UPR Flight Planning Guidance

- d. Operators must flight plan so as to remain 50 NM south of PACOTS Track J.

9. PACOTS Track 11/12/A/B UPR Procedures.

In association with PACOTS Track 11/12/A/B between Japan and Hawaii the following procedures must be used when flight planning UPRs:

- a. For eastbound flight planning between Hawaii and Asia:

- (1) UPRs may flight plan on PACOTS Track 3 and then diverge so as to remain at least 50 NM south of PACOTS Track 3.
- (2) The UPR route must be flight planned to remain laterally north of ATS route A450 or flight plan via A450 between SYSTA and KATHS.
- (3) The UPR shall be planned to incorporate a published waypoint on the Honolulu Control Facility boundary.
- (4) The necessary information regarding available Hawaiian gateway fixes will be sent to participating aircraft operators on request.

NOTE: Operators may contact Oakland ARTCC to be added to the daily publication of available Hawaiian Gateway fixes.

- (5) "UPR FLIGHT" must be inserted in item 18 (remarks section) of the flight plan.

- b. For westbound UPR flight planning between Hawaii and Asia:

- (1) The UPR route must be flight planned to remain laterally north of ATS route A450 or flight plan via A450 between KATHS and SYSTA.

NOTE: Operators may contact Oakland ARTCC to be added to the daily publication of available Hawaiian Gateway fixes.

- (2) The UPR shall be planned to incorporate a published waypoint on the Honolulu Control Facility boundary.
- (3) Aircraft departing Hawaii after 2330 UTC must flight plan so as to remain 50NM or more south of PACOTS Track F.
- (4) In the Fukuoka FIR, operators must file one of the acceptable fixed routes established for PACOTS Tracks A/B traffic.

10. Japan – Oceania UPR Procedures.

In association with operations between Japan (RJAA, RJBB and RJGG) and Oceania (YSSY, YBBN, YBCS, YBCG, NZAA and NWWW) the following procedures must be used when planning UPRs:

- (1) The northbound and southbound UPRs must remain in the Fukuoka, Oakland, Guam, Port Moresby, Honiara, Auckland and Brisbane FIRs.
 - (a) The flying time between filed reporting points must not exceed 80 minutes flying time.
 - (b) Aircraft routes must include filed reporting points on the Control Center boundary crossings in the FPL.
- (2) Within the Guam CTA aircraft may flight plan UPRs at or above F310. Aircraft at F300 and below must flight plan via Air Traffic Service (ATS) Routes in the Guam CTA.

UPR Flight Planning Guidance

- (3) Within the Fukuoka FIR:
 - (a) The UPRs will start or end at the waypoints along latitude 30 north and follow existing conventional ATS routes at or north of latitude 30 degrees north.
 - (b) Aircraft may file a UPR random route at or east of ATS route A597.
- (4) Within the Port Moresby FIR, aircraft may file a UPR random route at or east of ATS route B586.
- (5) Within the Brisbane FIR, Operators must utilize acceptable gateways and fixed routes within Brisbane FIR, applicable to the particular UPR being flown. The gateways and fixed routes authorized are listed in an Airservices Australia website under "Flight briefing" pertinent to the particular UPR.

11. Asia -- Koror UPR Procedures. In association with operations between Asia and Koror (PTRO) the following procedures must be used when planning UPRs:

- a. The UPR must remain in the Fukuoka FIR, Oakland FIR, Guam CTA.
- b. For flight planning between Japan and Koror (PTRO):
 - (1) Airports applicable to this operational trial in Japan are the following.
 - RJAA
 - RJTT
 - RJBB
 - RJGG
 - RJFF
 - (2) In the Fukuoka FIR:
 - (a) The UPR route must be flight planned via the waypoints along latitude 30 degrees north (i.e., TAXON, UKATA, NOGAK) and existing ATS routes at or north of latitude 30 degrees north.
 - (b) Aircraft may file a UPR route at or east of longitude 135 degrees east (inclusive) between latitude 30 degrees north and 23 degrees north.
 - (c) When transiting via BIXAK, the UPR route must be flight planned via BIXAK and existing ATS routes at or north of BIXAK, then must be flight planned via A339 or G339 between BIXAK and latitude 23 degrees north.
 - (3) In the Guam CTA, aircraft must flight plan via existing ATS routes.
 - (4) When crossing the Fukuoka/Oakland FIR boundary and planning to avoid Guam CTA, aircraft must cross the Fukuoka/Oakland FIR boundary between PAKDO and 21N131E, and flight plan to remain at least 50NM from the Guam CTA and Manila FIR.
- c. For Flight planning between RCTP and Koror (PTRO):
 - (1) RNP10 aircraft may flight plan MYC R595 TUNTO DCT 21N131E and then UPR to/from PTRO.
 - (2) Non-RNP10 aircraft may flight plan MYC R595 TUNTO DCT 21N132E and then UPR to/from PTRO.
- d. For flight planning between RKSI and Koror (PTRO):
 - (1) Standard Routing must be HKC G339 SAGBU A339 KEITH and then UPR to/from PTRO.

12. Changes to UPR procedures. Any changes to the listed UPR procedures will be published via an International NOTAM.