



**THE FORTY-THIRD MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/43)**

(Tokyo, Japan 27 – 28 September 2017)

Agenda Item 6: ATM Issues

BAMOK Eastbound UPR

(Presented by the Federal Aviation Administration)

SUMMARY

This paper provides an update to the User Preferred Routing (UPR) restrictions for eastbound flight over BAMOK.

1. Introduction

1.1. UPR requirements for flight planning to and from the Russian Far East (RFE) entry / exit fixes were last updated at the ninth meeting of the Pacific Project Team (PPT/9). This paper reports a change to the UPR restrictions for fix BAMOK.

2. Discussion

2.1. Currently, eastbound aircraft overflying BAMOK are required to flight plan via ATS route B932 until fix LESAD. (See Attachment 1.) After LESAD they may UPR through the Anchorage Flight Information Region (FIR) to the Edmonton, Vancouver or Oakland boundary. This restriction was put in place to alleviate the concern about conflicts with westbound R220 traffic. During peak periods, R220 can become saturated with traffic using all available altitudes potentially leaving the controller with no altitude option for the BAMOK flight. Radar coverage is available at LESAD allowing the controller to use radar separation (5 miles between radar targets) to facilitate the BAMOK flight's transition across route R220.

2.2. During IPACG/42 in Seattle, WA United Airlines and IATA presented IP/03, High Altitude UPR Trials Across the Pacific. During the presentation it was noted that the current requirement for eastbound aircraft overflying BAMOK was restrictive. United noted that the ability to begin the UPR segment closer to BAMOK would facilitate flight planning a closer to great circle route for certain destinations. In response to United's request, Anchorage has collaboratively determined that the BAMOK restriction will be modified, effective October 12, 2017, so as to only require eastbound aircraft follow route B932 until MORLY. This change will allow aircraft overflying BAMOK to begin their UPR routing 500 miles further west than previously. The sole element at Anchorage which makes this change possible is the ARTCC's Advanced Technologies and Oceanic Procedures (ATOP) automation system. Due to a modification in the way ATOP's Conflict Prediction and Reporting (CPAR) results are displayed, controllers will be able to see potential conflicts before the eastbound UPR aircraft reaches MORLY.

3. Conclusion

3.1 The meeting is invited to note the information provided.

Attachment 1

