



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

(Tokyo, Japan 27 – 28 September 2017)

Agenda Item 6: Air Traffic Management (ATM) Issues

**Operational Trial for the use of East-Bound high altitude User Preferred Route (UPR)  
between Asia and North America**

(Presented by Civil Aviation Bureau, Japan)

**SUMMARY**

This paper summarizes possibility of expansion for the use of high altitude User Preferred Routes (UPRs) between Oakland and Fukuoka FIR.

**1. Introduction**

- 1.1. The operational trial for west-bound high altitude UPR began on 31<sup>st</sup> March 2016. It isn't influenced by the restrictions that are applied for former UPRs.
- 1.2. Considering IATA's request to carry out the operational trial for east-bound high altitude UPR at IPACG/42, JCAB proposed an operational image at IPACG PM19.

**2. Discussion**

2.1. JCAB would like to propose a concrete plan for east-bound high altitude UPR here at IPACG/43 in order to improve the efficiency.

The concepts of east-bound high altitude UPR are as follows:

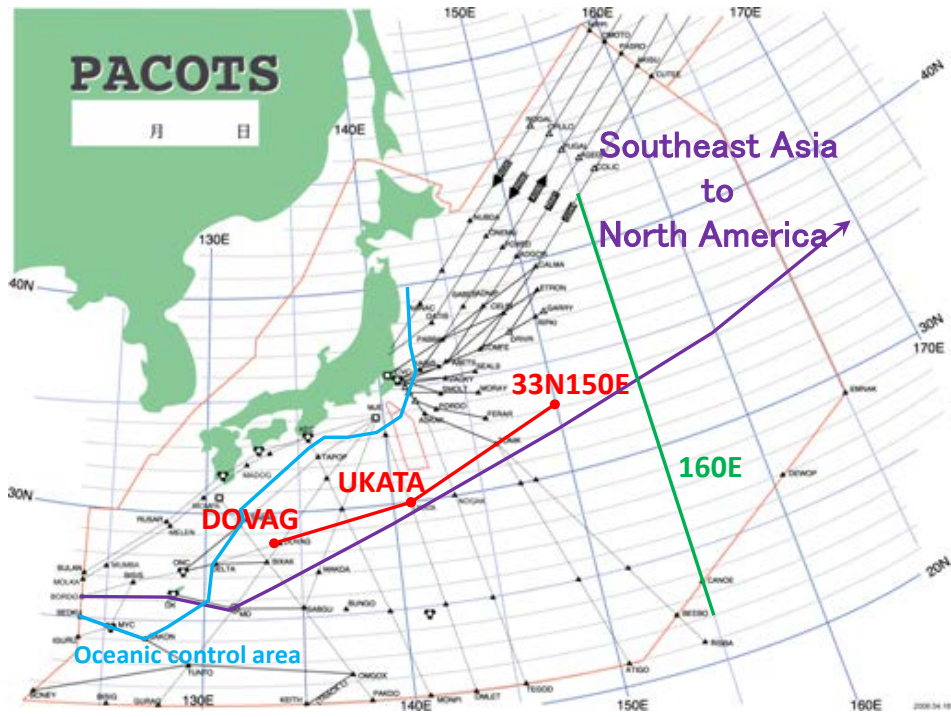
East-bound high altitude UPR shall:

- \* remain in Fukuoka and Oakland FIR.
- \* be to the south of the line which connect DOVAG-UKATA-33N150E.
- \* be only applied for the aircraft that can cross 160E at or above FL390.
- \* be flight plan the following routes:
  - BORDO Y74 AZAMA Y57 TAMAK V73 DOVAG
  - BORDO Y74 TOPAT V75 CANAI
  - SEDKU R595 MJC V91 NHC A582 ONC V73 DOVAG
  - SEDKU R595 MJC V91 NHC V75 CANAI

Note: RNAV capable aircraft should flight plan CDR when CDR is available.

2.2. Large-scale update on oceanic control system is scheduled in February 2018. Therefore, we expect the operational trial for east-bound high altitude UPR will be carried out from the spring of 2018.

2.3. The rate of high-performance aircraft has been increasing in oceanic sector Fukuoka FIR. We need to revise the conditions of the operational trial properly.



3. Action by the meeting