



**THE FORTY-FOURTH MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/44)**

(Honolulu, Hawaii, 22 & 23 August 2018)

Agenda Item 5: Communications/Navigation/Surveillance (CNS) Issues

UPR and PBCS Readiness Survey

(The International Air Transport Association (IATA))

SUMMARY

This paper presents the results of a survey undertaken by IATA to determine the UPR and PBCS readiness of airlines flying trans-Pacific routes in the NOPAC and PACOTS airspaces.

1. Introduction

- 1.1. The FAA and JCAB have recently presented airlines with plans for progressive restructuring of the NOPAC airspace. This initiative is very much welcomed and appreciated by airlines.
- 1.2. Many of the restructuring options are predicated upon the use of reduced lateral and longitudinal separations. As of March 2018, the use of such separations requires aircraft to have Performance Based Communications and Surveillance (PBCS) certification.
- 1.3. Both the FAA and JCAB are also proposing an expansion of airspace available for flight planning utilizing User Preferred Routes (UPRs).
- 1.4. IATA determined that it would be prudent to reaffirm that airlines will be suitably equipped and certified to take advantage of the benefits offered by the restructuring proposals within the timeframes indicated by the ANSPs.
- 1.5. To do this IATA undertook a survey to determine the UPR and PBCS readiness of airlines flying trans-Pacific routes in the NOPAC and PACOTS airspaces.
- 1.6. At a high level the survey produced the following results:
 - 1.6.1. 100 percent of respondents indicated that they estimate 80 percent or more of their NOPAC and PACOTS fleets will be PBCS compliant by 2020;
 - 1.6.2. 25 percent of respondents indicated that all their trans-Pacific operations between Asia and North America in the NOPAC and PACOTS airspaces will utilize or be able to utilize UPRs by 2020;
 - 1.6.3. 50 percent of respondents indicated that all their trans-Pacific operations between Asia and North America in the NOPAC and PACOTS airspaces will utilize or be able to utilize UPRs by 2025.

2. Discussion

- 2.1. The survey link was sent to all IATA member airlines that are known to have trans-Pacific operations in the NOPAC (and PACOTS) airspaces.
- 2.2. Twelve airlines from the North Asia region (China, Hong Kong and Chinese Taipei) and four from North America responded. No responses were received from airlines in Japan or the Republic of Korea.
- 2.3. The survey included nine questions and the responses are summarized below.

2.3.1. Question one asked:

In total how many trans-Pacific flights do you operate daily (in either direction) and what percentage of these flights utilize UPRs the majority of the time?

Two airlines reported that none of their trans-Pacific services utilize UPRs.

The highest UPR utilization rate was 85 per cent reported by an airline with 28 daily flights (east- and westbound combined). Another airline reported that 90 percent of their 52 daily flights can utilize UPRs, and frequently did.

An airline with 16-20 total daily flights reported UPR utilization of 90 percent for eastbound flights and 20 percent for westbound flights.

The (significant) favouring of UPR usage for eastbound flights was not uncommon in survey responses. Some airlines also reported a decrease in UPR usage during winter months.

The remaining respondents indicated that current UPR usage was between 25 and 50 percent.

2.3.2. Question two asked airlines to indicate the **main** impediment to more extensive use of UPRs within their airline.

What is the **main** impediment within your airline to more extensive UPR usage (pick only the **main** reason)?

16 out of 16 people answered this question

1	Other	5 / 31%
2	Lack of UPR availability in a particular airspace	4 / 25%
3	Flight planning system limitations	3 / 19%
4	Management do not endorse the use of UPRs	1 / 6%
5	Our flight planning system allows UPRs however we do not have the technical expertise to utilize them	1 / 6%
6	Our flight planning system allows UPRs however we do not have the time during flight planning to utilize them	1 / 6%
7	Our regulator does not allow the use of UPRs	1 / 6%

The most common response in the ‘other’ category was an explanation that UPRs are commonly used eastbound, but far less for westbound flights.

The one response regarding the airline’s regulator not allowing UPRs is discounted as other airlines from the same State reported UPR usage.

2.3.3. Question three asked respondents to detail any other impediments within their airline to more extensive UPR usage.

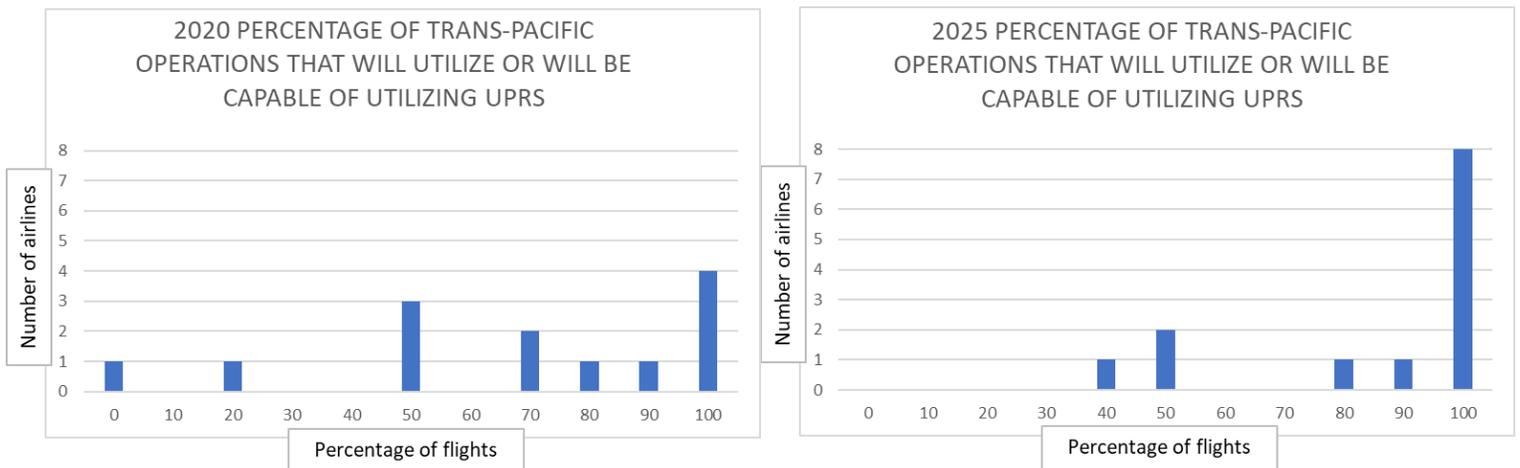
What are the other impediments within your airline to more extensive UPR usage (pick all that apply)?

16 out of 16 people answered this question

1	Other	9 / 56%
2	Flight planning system limitations	5 / 31%
3	Lack of UPR availability in a particular airspace	3 / 19%
4	Our flight planning system allows UPRs however we do not have the technical expertise to utilize them	3 / 19%
5	Our flight planning system allows UPRs however we do not have the time during flight planning to utilize them	2 / 13%
6	Pilot groups are opposed to the use of UPRs	2 / 13%
7	We see no benefit in UPRs	1 / 6%

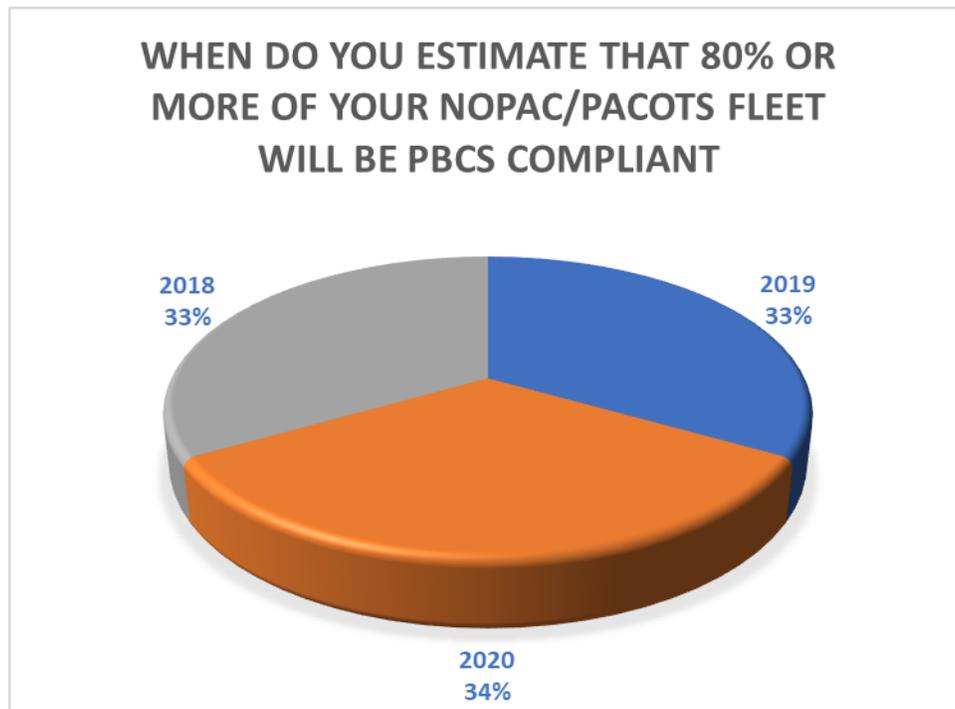
The most common response in the ‘other’ category was again an explanation that UPRs are commonly used eastbound, but far less for westbound flights.

2.3.4. Questions four and five asked operators what percentage of their trans-Pacific operations between Asia and North America in the NOPAC and PACOTS airspaces do they estimate will utilize or be able to utilize UPRs by 2020 and 2025 respectively.



2.3.5. The remaining questions all dealt with PBCS readiness. In response to a question on the main impediment they face in being PBCS compliant today, the clear majority of airlines indicated that they were either going through the approval process at the moment or waiting for an OEM to provide demonstrated airframe compliance for certification.

The respondents were also asked to indicate when they estimate that 80 percent or more of their NOPAC and PACOTS fleets will be PBCS compliant. In terms of the restructure of the NOPAC it is heartening to see that all the respondents have indicated they estimate achieving this level of compliance by 2020.



3. Conclusion

3.1 The meeting is invited to note the information provided.