



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

(Honolulu, Hawaii, 22 & 23 August 2018)

Agenda Item 6: Air Traffic Management (ATM) Issues

High Altitude UPR
(Presented by ATMC JCAB)

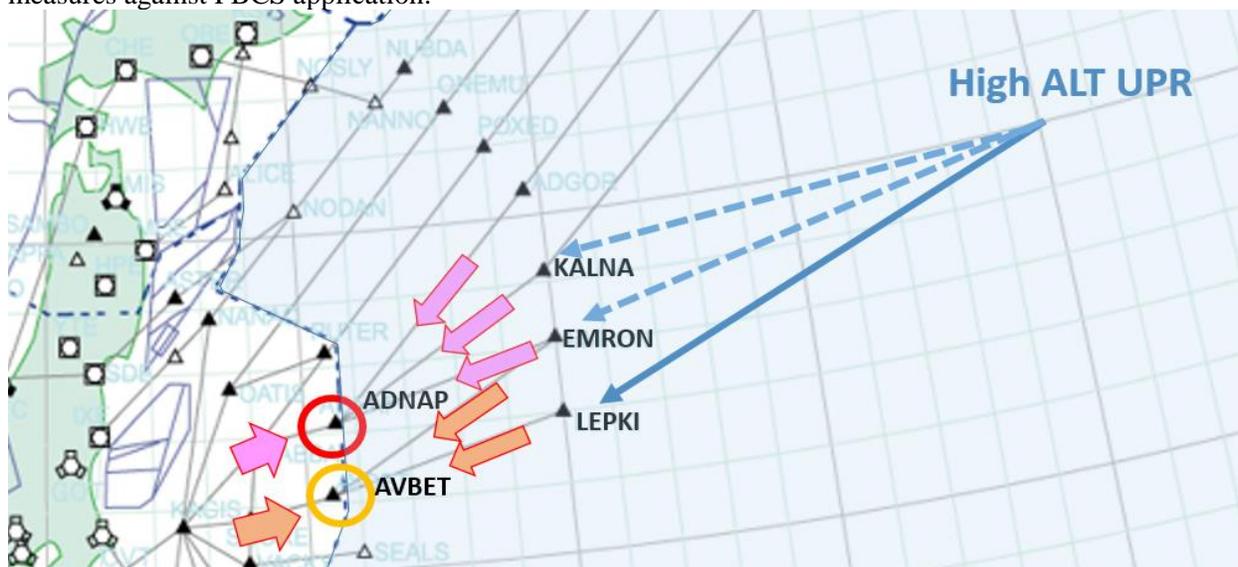
SUMMARY

IATA requested that JCAB add KALNA and EMRON to LEPKI, SEALS, MOREY, FORDO and TONIK as west-bound high altitude UPR gates. JCAB reported at former IPACG that we would expand them after TOPS transition, around in October 2018. Besides, we would like to suspend the trial of east-bound high altitude UPR scheduled in October this year until soon after TOPS transition is completed.

1. Introduction

1.1. The trial of west-bound high altitude UPR started on 31st March 2016. At the beginning, the condition for application was 180° E at FL400, however, we changed it to 180° E at FL380 in October 2016. The number of applicable aircraft doubled due to the deregulation.

1.2. At the stage of the trial, IATA and airlines requested that JCAB add EMRON and KALNA as the gates for west-bound high altitude UPR, which means to add 2 gates to further north than the LEPKI. These FIXs merge into ADNAP and AVBET that are structurally congested. JCAB considered it carefully because it would affect both east and west bounds. Besides, it was required to consider practical measures against PBCS application.



1.3. The concepts of ‘high altitude UPR’ are to maintain altitude separations between concerning aircraft by flying higher than other aircraft. However, the number of high performance aircraft has been increasing, so they struggle for altitude change because many high performance east-bound aircraft such as B789 gather at the FIX. In this case, it might increase the efficiency of each aircraft but decrease the efficiency of whole traffic. Therefore, we considered avoiding further merging.

1.4. Meanwhile, there are many aircraft in competition with departures from domestic airports. Therefore, JCAB considered introducing the trial of east-bound high altitude UPR carefully by taking the efficiency of whole traffic into account.

1.5. Under these circumstances, a large-scale system update from ODP to TOPS for oceanic control is scheduled at ATMC. The air traffic control system will be substituted the screen without strips for the original one after TOPS transition. We may be able to take this opportunity to grant the requests from merging aircraft in congested airspace. Therefore, we reported that we would expand the gates of west-bound UPR and start the trial of east-bound high altitude UPR after TOPS transition. TOPS transition was scheduled in February 2018, however, it hasn’t completed as of July. ATM officers’ burden has been increasing as they need to deal with PBCS which the current system, ODP, doesn’t support. Considering the situation, we decided to change the schedule again.

2. Discussion

2.1. TOPS transition has been suspended again and the schedule hasn’t fixed yet. Therefore, we will suspend the expansion of KALNA and EMRON as UPR gates and the trial of east-bound high altitude UPR until soon after TOPS transition.

2.2. As a reference, the following conditions will be applied to the trial of east-bound high altitude UPR. The restrictions against PACOTS differ from the restrictions against UPR. This is because ATM officers generally set PACOTS after confirming the schedule of restricted areas. However, it’s uncertain that NOTAMs for all the restricted areas are confirmed, so we avoid fixed restricted airspaces regardless of the schedule to prevent unexpected route change.

- * It should be scheduled within Fukuoka FIR and Oakland FIR.

- * Aircraft should be able to cross 160° E at or above FL390.

- * It should start on one of the following routes and be scheduled within the airspace to the south of DOVAG-UKATA-33N150E.

- BORDO Y74 AZAMA Y57 TAMAK V73 DOVAG

- BORDO Y74 TOPAT V75 CANAI

- SEDKU R595 MJC V91 NHC A582 ONC V73 DOVAG

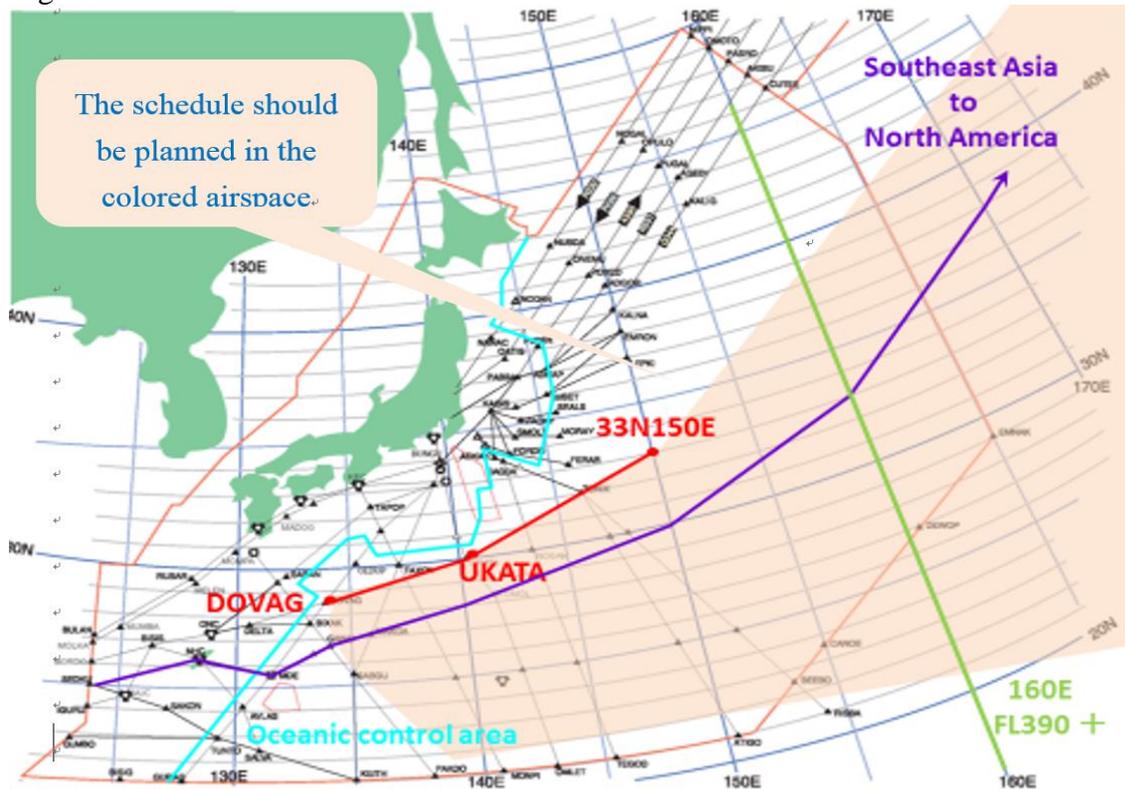
- SEDKU R595 MJC V91 NHC V75 CANAI

- *The airspaces that are published in NOTAMs including military airspaces in use and the airspaces that are affected by rocket activities should be excluded.

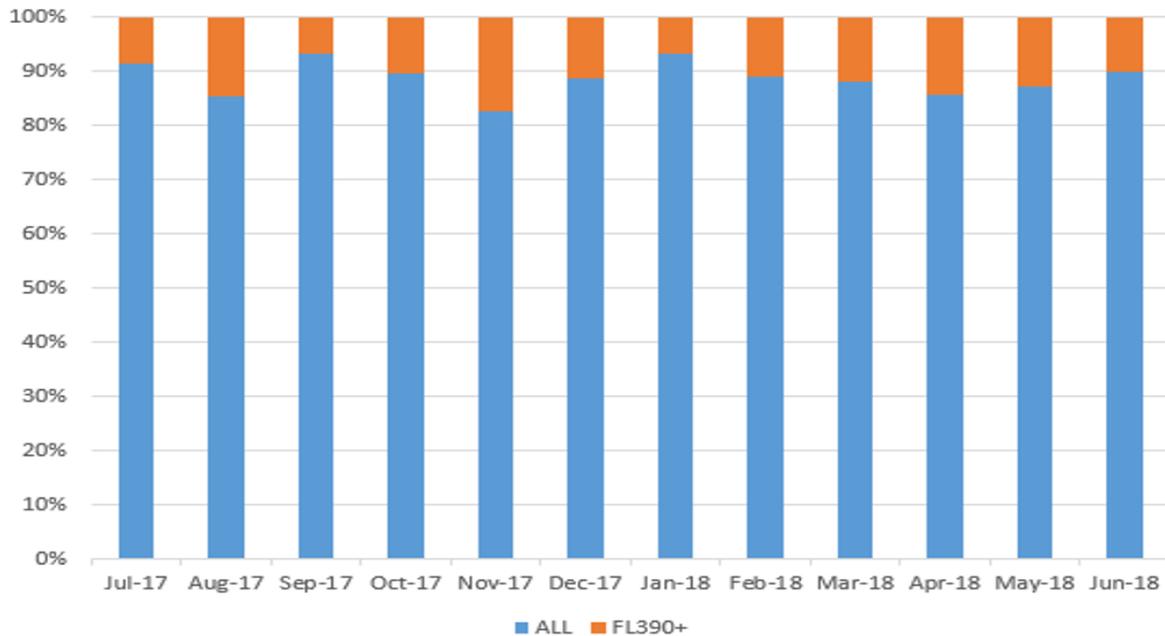
- *Refer to aeronautical information issued by the U.S. for details of Oakland FIR.

The schedule should be planned in the colored airspace of the figure 1.

Figure 1



2.3. The bar graph shows the rate of the UPR applicable aircraft. The orange part means that the aircraft entered oceanic south sector, flew towards oceanic east or north and crossed 160° E at or above FL390. It's approximately 10-20% of whole traffic. JCAB would like to consider expanding the applicable targets by taking impacts on traffic into account.



Percentage of aircraft flying at 160E at or above FL390

2.4. JCAB would like to work on an early realization by cooperating related parties.

3. Conclusion

3.1 The meeting is invited to note the information provided.