THE FORTY-FIFTH MEETING OF THE INFORMAL PACIFIC ATC CO-ORDINATING GROUP (IPACG/45)

(Tokyo, 11 & 12 December 2019)

Agenda Item 7: ATM Issues

High altitude UPR
(Presented by JCAB ATMC)

SUMMARY
This paper provides information on the high-altitude UPR trial of JCAB.

1. Introduction

1.1. The trial of west-bound high altitude UPR started on 31st March 2016.
At the beginning of the trial, the condition for application was 180°E at FL400, however, we amended the contents of AIC to 180°E at FL380 on 13th October 2016. The number of applicable aircraft doubled due to the deregulation.

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.

In PACG43, we compared the number of high-performance aircraft flying at the beginning of the trial of westbound high-altitude UPR and at present in Fukuoka FIR, and explained that the number of aircraft flying at high altitude had been increasing. In addition, there was a concern that the application of the ADS-C reduced separation will be restricted because of the PBCS implementation on March 29, 2018. It's necessary to continue assessing the impact of PBCS implementation and operational measures.

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.

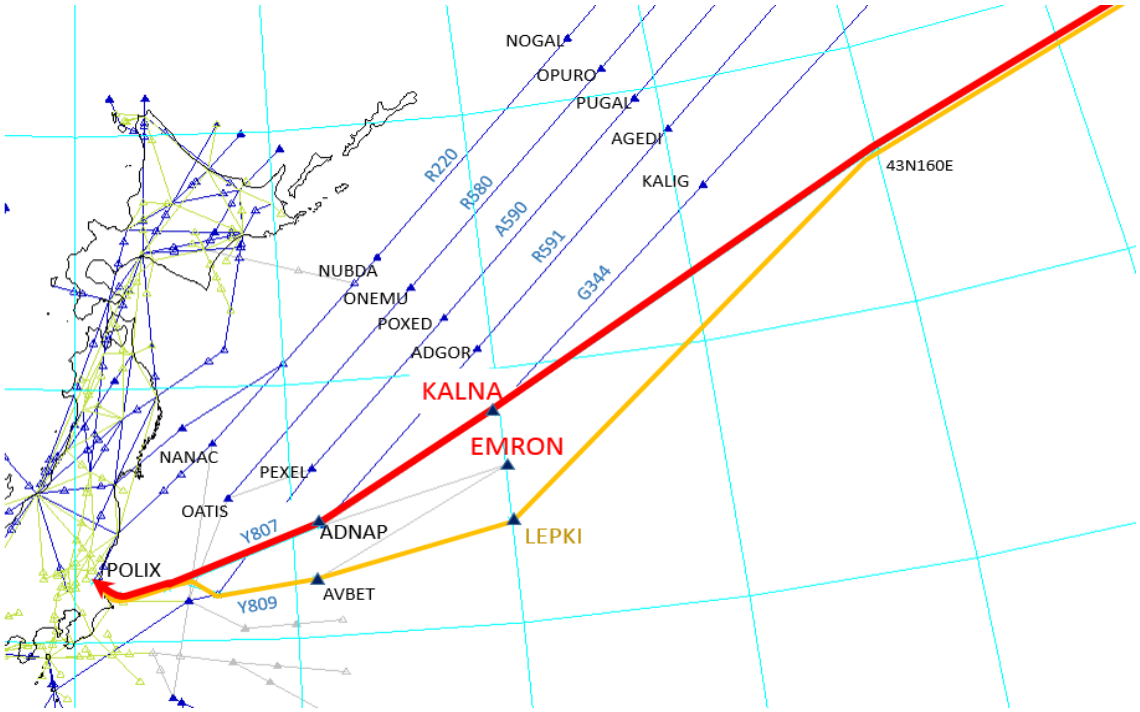
Under these circumstances, a large-scale system update from ODP to TOPS for oceanic control is scheduled at ATMC. The air traffic control system will be substituted the screen without strips for the original one after TOPS transition. We may be able to take this opportunity to grant the requests from 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.

Currently, the PBCS approval rate for the entire Fukuoka FIR oceanic airspace is around 70%, which is lower than before implementation approval number, however, the burden on the controller has decreased due to the transition to the new Oceanic system TOPS. Therefore, we decided to add KALNA as the northern limit GATE.

2. Discussion

2.1. Add 2 GATE for west-bound high altitude UPR

2.1.1. KALNA-OTR7-ADNAP-Y807-POLIX will be available as an arrival route from North America to Haneda if KALNA is defined as the northern limit of GATE, which is expected to have operational advantages.



2.1.2. The requirements of west-bound high altitude UPR will be amended as follows.

a) The UPR must remain in the Fukuoka FIR and Oakland FIR.
b) Flights must be capable of climbing to 180E at FL380 or above.
c) Flights must cross 160E between 0230UTC and 0600UTC.
d) Operators must flight plan one of the following Oceanic Transition Routes (OTR) or ATS route and connect to appropriate ATS routes.
-KALNA OTR5 ADNAP
-EMRON OTR7 ADNAP
-EMRON OTR9 AVBET
-LEPKI OTR11 AVBET

-SEALS OTR13 LAPIL
-MORAY OTR15 POVAL
-FERAR OTR17 PIPIK
-TONIK G223 DAGDA

e) The UPR must be planned to avoid NOTAM and/or State published airspace including active military airspace and/or estimated rocket impact area.
f) The UPR must be flight planned via the appropriate SID/STAR
g) The UPR aircraft do not have priority for altitude assignment over aircraft on an existing PACOTS or Central East Pacific (CEP) Traffic.

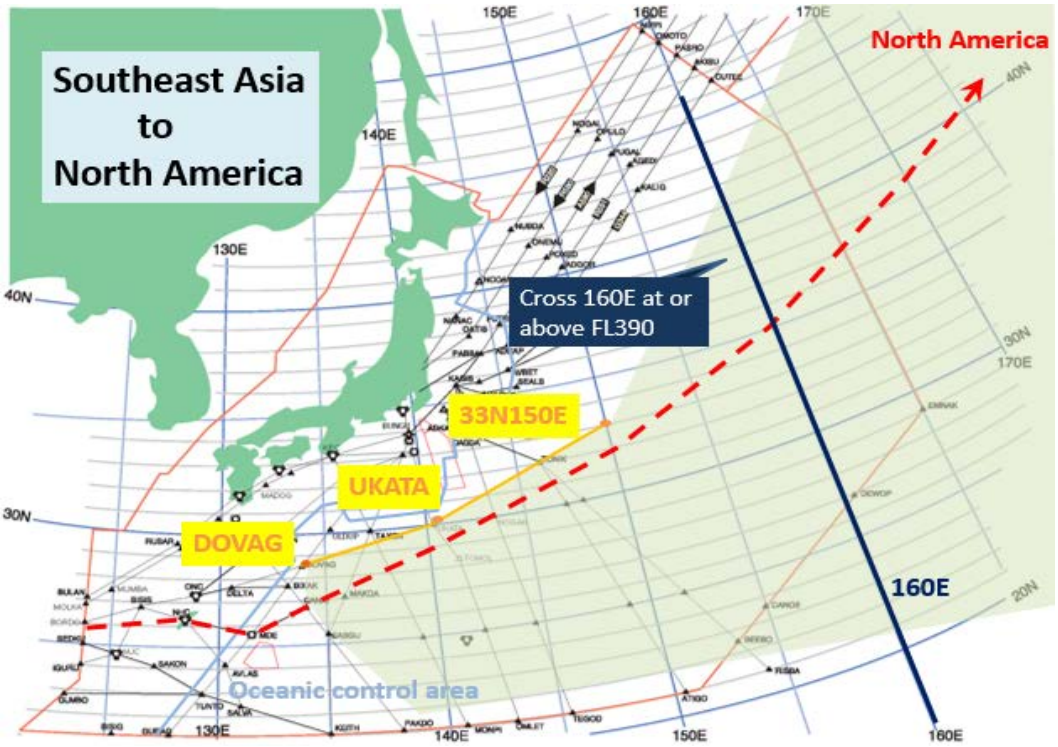
* There is no change in requirements other than the addition of GATE

2.2. Starting east-bound high altitude UPR trial

2.2.1. The following conditions will be applied to the trial of east-bound high altitude UPR.

a) The UPR must remain in the Fukuoka FIR and Oakland FIR.
b) Flights must be capable of climbing to 160E at FL390 or above.
c) 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

d) The airspaces that are published in NOTAMs including military airspaces in use and the airspaces that are affected by rocket activities should be excluded.
e) Refer to aeronautical information issued by the U.S. for details of Oakland FIR.
Note: RNAV capable aircraft should flight plan CDR when CDR is available



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.

2.3. AIC amendment will take place on April 23rd, 2020

.**Conclusion**

3.1 The meeting is invited to note the information provided.