

High Altitude UPR

between

North America and Asia for West Bound



CPWG/21

JCAB

Montreal, Canada

17 - 20 May 2016

1 Introduction

1.1 FAA and JCAB began an operational trial for use of User Preferred Route (UPR) for flights between Hawaii and Japan in August 2008. Since then, FAA and JCAB have expanded the application of the use of UPR to the other TRACKS.

1.2 For more efficient flights, the FAA and JCAB have discussed expanding the application of the use of UPR in the IPACG meetings and decided to commence an operational trial for the use of high altitude UPR between North America and Asia for west-bound.

2 Discussion

2.1 The operational trial for the use of high altitude UPR between North America and Asia for west-bound commenced on 31 March 2016.

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

AIC
(English Part)
Effective date : 31 MAR 2016

From 0000UTC 31 MAR 2016, Operational Trial for the use of high altitude User Preferred Route (UPR)* between North America and Asia for west-bound will be underway.

The following procedures must be adhered to when flight planning UPR.

*UPR is a method of flight planning that allows oceanic airspace operators to choose random routes based on individual airframes, flight time, weather forecast etc.

1. For flight planning between North America and Asia for westbound

- a) The UPR must remain in the Fukuoka FIR and Oakland FIR.
- b) Flights must be capable of climbing to 180E at FL400 or above.
- c) Flights must cross 160E between 0000UTC and 0600UTC.
- d) Operators must flight plan one of the following Oceanic Transition Routes (OTR) or ATS route and connect to appropriate ATS routes.

- LEPKI OTR11 AVBET
- SEALS OTR13 VACKY
- MORAY OTR15 SMOLT
- FERAR OTR17 FORDO
- TONIK G223 ADKAK

- 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.

2. Others

Refer to aeronautical information published by the United States of America, for the detail about the Oakland FIR.

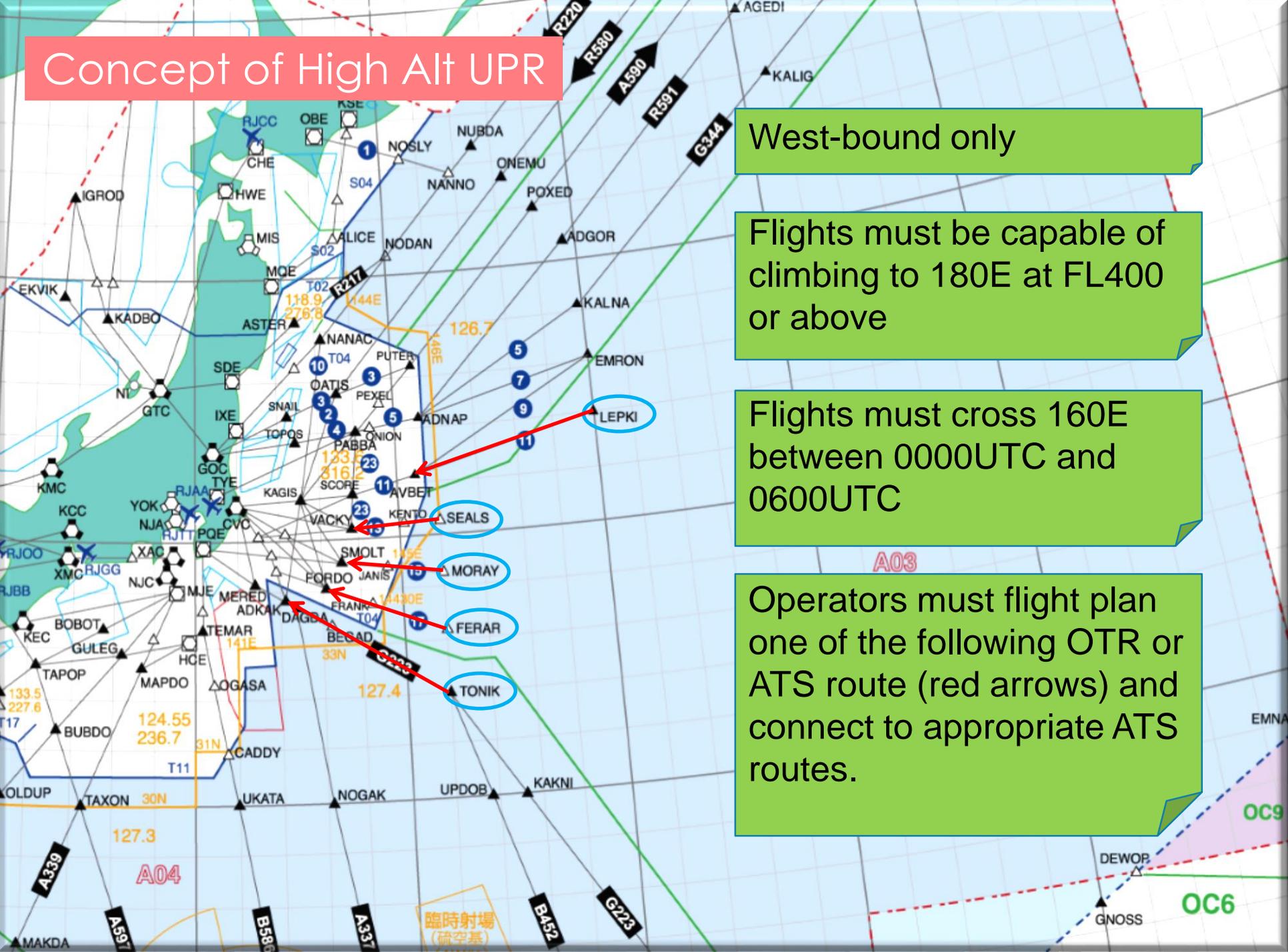
3. For further questions

The Fukuoka Air Traffic Management Center (The Fukuoka ATMC)

- Office TEL : +81-92-608-8869
- Oceanic supervisor TEL : +81-92-608-8890

Note: Operational questions should be directed to the oceanic supervisor.

Concept of High Alt UPR



West-bound only

Flights must be capable of climbing to 180E at FL400 or above

Flights must cross 160E between 0000UTC and 0600UTC

Operators must flight plan one of the following OTR or ATS route (red arrows) and connect to appropriate ATS routes.



Merci !
Thank you