

**Twenty-First Meeting of the Cross Polar Trans East Air Traffic Management Providers'
Work Group (CPWG/21)**

(Montreal, Canada, 17-20 May 2016)

Agenda Item 4: Pacific Project

High Altitude User Preferred Route (UPR) between North America and Asia for West-Bound

(Action Item # PP08-06)

(Presented by Civil Aviation Bureau of Japan)

SUMMARY

This paper presents information for the commencement of an operational trial for the use of high altitude User Preferred Route (UPR) between North America and Asia for west-bound.

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.

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

a) For flight planning between North America and Asia for west- bound

- (1) The UPR must remain in the Fukuoka FIR and Oakland FIR.
- (2) Flights must be capable of climbing to 180E at FL400 or above.
- (3) Flights must cross 160E between 0000UTC and 0600UTC.
- (4) 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
- (5) The UPR must be planned to avoid NOTAM and/or State published airspace including active military airspace and/or estimated rocket impact area.
- (6) The UPR must be flight planned via the appropriate SID/STAR
- (7) The UPR aircraft do not have priority for altitude assignment over aircraft on an existing PACOTS or Central East Pacific (CEP) Traffic.

b) Others

Refer to aeronautical information published by the United States of America, for details about the Oakland Flight Information Region (FIR).

c) For further questions

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

3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.