

**Thirty-Ninth Meeting of the
Informal South Pacific ATS Coordinating Group
(ISPACG/39)**

**Port Moresby, Papua New Guinea
10 April 2025**

Agenda Item 4: *User Preferred Routes.*

User Preferred Routes – Time intervals between reporting points.

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SUMMARY

This working paper will describe the ongoing expansion of UPR's in Australian administered airspace and discuss some of the emerging challenges associated with a rapid increase in use of UPR's in the South Pacific region.

1. INTRODUCTION

- 1.1 User Preferred Routes (UPRs) provide airlines with the ability to flight plan unique flight paths for each aircraft. This allows each flight to operate on the most cost-effective, fuel efficient and timely routes.
- 1.2 The number of UPR's being utilised is continually increasing within the Australian FIR, and more varied routes are being flown by airlines.
- 1.3 Widespread datalink outages have affected the Pacific region on multiple occasions in the last two years leading to increased workload and complexity particularly when processing UPR flights. This has highlighted the importance of regular reporting points along UPR's in providing a consistent, safe and efficient service through periods of reduced capability.

2. DISCUSSION

- 2.1 Airservices Australia's Off Air Routes Planning Manual includes a requirement for a reporting point to be flight planned at least every 80 minutes. Similar requirements are in place in surrounding FIR's.
- 2.2 Consistent and regular reporting points remain important even as technology improves.
 - They provide regular intervals at which a SAR alerting response will be triggered if contact is not established between the aircraft and ATC

- In the event of datalink or other equipment failure regular position reports play a vital role in maintaining an accurate position of the aircraft for the application of procedural separation standards.
- Some Airlines have SOPs that include routine tasks that occur in the cockpit each time a reporting point is passed to keep pilot actively engaged with the flight. If there are no reporting points these don't occur.

3. ACTION BY THE MEETING

3.1 Consider adopting a standardised regional approach to reporting interval requirements for UPR flights.

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