

3.2 UPR Flight Planning Requirement

3.2.1 The following flight planning requirements are applicable:

- (a) A UPR shall be flight planned to avoid military operating areas, restricted areas or danger areas when active; and
- (b) A position report is required at intersection of all FIR boundaries, including Nadi FIR (NFFF); and
- (c) Positions on UPR shall contain:
 - (i) published waypoints; or
 - (ii) navigation aids; or
 - (iii) geographical coordinates expressed in latitude/longitude in either whole degrees, (e.g. 12S172E) or degrees and minute (e.g. 1732S17930E); and
- (d) Avoid filing positions at the intersection of multiple FIR boundaries; and
- (e) Avoid short term FIR transits of less than 20minutes; and
- (f) Avoid filing routes along any FIR boundary; and
- (g) A UPR may include published air routes provided the routes commences and ends at a published waypoint on that route; and
- (h) Time intervals between positions on the UPR shall not exceed Eighty (80) minutes; and
- (i) Reporting position in Latitude/Longitude by voice, flight crews shall ensure that the entire coordinate in Latitude/Longitude is reported and no abbreviations are used

3.3 UPR Flights Arriving and Departing From An International Airport within the Nadi FIR

3.3.1 Flights utilizing UPR to operate into and depart from international airport within Nadi FIR, shall flight plan via published waypoints on the CTA/TMA which is contiguous to Nadi FIR.

3.3.2 For arriving flights, UPR shall terminate prior to CTA/TMA boundary.

3.3.3 For departing flights, UPR shall commence after the CTA/TMA boundary