

Ninth Meeting of Pacific Project (PPT/9)

(Tokyo, Japan 112 May 2015)

Agenda Item x: Status on PPT08 Actions**Response to Pacific Project Action Item PP08-03, “UPR Expansion”****(Action Item PP08-03)**

(Presented by the United States)

SUMMARY

This working paper presents information related to Pacific Project Action Item PP08-03 concerning the expansion of User Preferred Routing (UPR).

1. Introduction

1.1 During the 8th Pacific Project Team meeting in Paris, held as part of the 18th Meeting of the Cross Polar Trans East Air Traffic Management Provider’s Work Group (CPWG/18), an action item, PP08-03, was proposed requesting the Federal Aviation Administration (FAA) review its current restrictions on UPRs with the goal of eliminating, or reducing, as many restrictions as possible.

1.2 PP08-03 specifically requested review of the UPR restrictions affecting flight over the Russian entry fixes ERNIK, RUSOR, BESAT, BAMOK, KOKES, LUMES and KUNAD. PP08-03 also requested that requirements for associated ATS route usage be eliminated wherever possible.

1.3 In March and April, 2015, an action group was convened at FAA’s Anchorage Air Route Traffic Control Center (ARTCC) to examine the PP08-03 request. In accordance with FAA’s policy on labor/management collaboration, the workgroup membership consisted of a mixture of management, staff and control personnel. This paper reports the outcome of the action group’s efforts and FAA’s response to PP08-03.

2. Discussion

2.1 As its initial action, the Anchorage ARTCC group collated UPR restriction data from FAA’s three publication sites: “PAZA” Flight Information Region (FIR) International NOTAMs, FAA’s “Notices to Airmen, Domestic/International” publication, and FAA’s “Supplement, Alaska” Chart Supplement. Review of this data revealed the following UPR information for the seven PP08-03 Russian entry fixes:

- a. General UPR requirements applicable to all entry fixes – all flights to/from the seven Russian entry fixes share these common constraints:
 - Aircraft on established routes, airways, or PACOTS tracks have priority for altitude assignment *over* UPR aircraft.

- UPR aircraft crossing NOPAC or other ATS routes in areas of non-RADAR coverage are notified that they may be required to descend.
 - UPR aircraft must avoid the airspace bounded by 5626N15217W, 5638N15059W, 5705N15110W and 5658N15230W.
 - Westbound UPR flights are permitted to enter PAZA airspace:
 - Anywhere over or east of KATCH provided the flight remains in the PAZA FIR and does not re-enter the CZEG FIR.
 - Anywhere between KATCH and 15230W provided the flight also flight plans KATCH, HMPTN, GRIZZ, CJAYY or ODK.
 - Anywhere between 15230W and 17000E.
 - Westbound flights crossing the PAZA / CZEG FIR boundary on, or between NCA routes NCA30 and NCA10 must flight plan over POTAT, GOATS, FIORD, CHAPO, FANES, TIMBOY, EMSOW, BIBEM, AYZOL, GAHAM, TOVAD, OMSUN, JAGIT, COHIL or DEEJA. (In addition; non RNP-10 aircraft must also flight plan the associated NCA route or airway to the first named point after the CZEG/PAZA boundary.)
- b. ERNIK – Westbound UPR flights have no other restrictions. Eastbound UPR flights must flight plan “ERNIK B240 IDROD then via UPR”.
 - c. RUSOR – Westbound UPR flights must flight plan ROCET, thence via B241 to RUSOR. Eastbound UPR flights must flight plan RUSOR B241 ROCET, thence via UPR.
 - d. BESAT – Westbound UPR flights must flight plan ROCET R338 MARCC, MUNRI G583 MARCC or PALIN G349 MARCC, then MARCC G583 BESAT. Eastbound UPR flights must flight plan BESAT G583 MARCC and then either MARCC R338 ROCET, MARCC G583 MUNRI or MARCC G349 PALIN, and then via UPR.
 - e. BAMOK – Westbound UPR flights must flight plan PALIN G349 KIVAK B932 BAMOK, LESAD B932 BAMOK, or NOLTI direct EPLOS B932 BAMOK. Eastbound UPR flights must flight plan BAMOK B932 LESAD and then via UPR.
 - f. KOKES – Westbound UPR flights have no other restrictions. Eastbound flight via KOKES is prohibited.
 - g. LUMES - Westbound UPR flights have no other restrictions. Eastbound flight via LUMES is prohibited.
 - h. KUNAD - Westbound UPR flights have no other restrictions. Eastbound flight via KUNAD is prohibited.

2.2 Taking the information above in consecutive order, the Anchorage ARTCC action group examined each restriction to identify if and how the restriction could be eased. This effort yielded the following improvements:

- a. Reference the restrictions applicable to all entry fixes: the action group found that the language used to describe the southern restriction, “Anywhere between KATCH and...” would be improved by clarifying the relationship with the earlier, “must avoid” airspace description. Accordingly, the Anchorage (PAZA) UPR NOTAM was reissued to state that westbound aircraft may enter PAZA FIR airspace:

- ANYWHERE BETWEEN KATCH AND 5638N15059W PROVIDED THE FLIGHT OVERFLIES ONE OF THE FOLLOWING: KATCH, HMPTN, GRIZZ, OR CJAYY.
 - ANYWHERE OVER OR BETWEEN 5626N15217W AND 4746N17000E.
- b. Reference RUSOR: the action group found that the need for the current westbound restriction remains valid, but that current language is too restrictive. Accordingly a revision to the Supplement, Alaska publication has been requested to change this restriction to state that aircraft must flight plan, “on, or south of, a line ROCET direct RUSOR and on, or north of, a line PALIN direct RUSOR.” The action group found that both the need for, and the language of, the eastbound RUSOR restriction remains valid and appropriate.
 - c. Reference BESAT: the action group found that the current restriction language, referencing MARCC, for both east and westbound aircraft should be revised to speak directly to BESAT. Also, the group found that the need for both eastbound and westbound restrictions remains valid, but that the restriction language is too strict. As for RUSOR above, these restrictions reside in the Supplement, Alaska publication and a request has been made to alter them to the effect that westbound traffic must flight plan on, or south of, a line ROCET direct BESAT and on, or north of, a line NANZA direct BESAT. The eastbound restriction will be changed to require flights to flight plan a line on or south of BESAT direct MARCC direct ROCET.
 - d. Reference BAMOK: the action group found that the need for restrictions on BAMOK traffic, both east and westbound, remains and, unfortunately, the operational environment does not yet offer an avenue for moderation.
 - e. Reference KOKES, LUMES, and KUNAD: the action group found that, beyond the general UPR requirements, there are no currently published restrictions for westbound flight planning to these entry points. Eastbound flight is currently prohibited at each of these points and the group found that this prohibition could be lifted, but will require changes in the Anchorage ARTCC – Petropavlovsk-Kamchatsky Area Control Centre Inter-facility Coordination Letter of Agreement. FAA will pursue this topic with State ATM and will report back when new information becomes available.

2.3 In addition to reviewing the UPR restrictions for the Russian entry fixes noted above, the action group also undertook a review of Anchorage ARTCC’s North Pacific (NOPAC) routing requirements. This illuminated additional traffic flows where restrictions could be eased.

- a. R220 - Anchorage ARTCC’s UPR NOTAM restricted UPR aircraft to join NOPAC route R220 no further west than position NATES (unless the aircraft was capable of FL400 by 170E in which case it could flight plan direct NIPPI). The action group determined that for aircraft entering PAZA airspace over, or south of, Yakutat (YAK) routing direct NYMPH could be accommodated. Anchorage ARTCC’s UPR NOTAM was modified accordingly.
- b. R580 - Similar to the above, Anchorage’s UPR NOTAM restricted UPR aircraft to join R580 no further west than OPAKE, (except those aircraft able FL400 by 170E which could flight plan direct OMOTO). The action group found that a routing on or south of a YAK direct OLCOT line was acceptable and the UPR NOTAM was modified accordingly.
- c. G344 – The action group found the existing UPR restrictions for Eastbound G344 traffic too complex and needed only to ensure UPR aircraft did not cross the Fukuoka / Anchorage FIR and then too abruptly cross the Anchorage / Oakland FIR. The UPR NOTAM was modified to state

that eastbound G344 UPR traffic must route via CUTEE then direct 48N170E, or any point north of 48N170E, thence via UPR.

3. Action by the Meeting

3.1 The meeting is invited to:

- a. review the information contained in this Information Paper, and
- b. provide constructive comments as to the practical usefulness of the noted UPR changes.