

**Twenty Sixth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/26)**

Nadi, Fiji, 1-2 March 2012

Agenda Item 4: AI 17-2 UPRs

USER PREFERRED ROUTE (UPR) UPDATE

Presented by the Federal Aviation Administration

SUMMARY

This information paper provides information on the status of UPRs within the Pacific Region.

1. INTRODUCTION

- 1.1. For the past 11 years, User Preferred Routes (UPRs) have been allowed in the Pacific Region. The usage of UPRs has grown significantly during that time, with ongoing paper and operational trials of UPRs in addition to the organized tracks.

2. DISCUSSION

- 2.1. In most instances, operational requirements from the various air navigation service providers (ANSPs) are necessary to ensure efficient and safe management of air traffic. Operational requirements are developed and published in International Notices to Airmen (NOTAMs), Aeronautical Information Publications (AIPs) and/or the Pacific Chart Supplement.
- 2.2. It is recognized that these operational requirements may, at times, create negative impacts on the overall efficiency of a particular UPR. Because of this, ANSPs must constantly review the restrictions imposed to validate their continued need. The hope is that over time constraints on UPRs can be eliminated.
- 2.3. Through analysis, it has been determined that UPRs are not always an efficient means of moving aircraft through oceanic airspace. Within Oakland Oceanic Control Area (OCA), the one area where unrestricted use of UPRs is not feasible is the Central East Pacific. Due to the volume of traffic transiting the airspace between North America and Hawaii, adherence to a structured ATS Route system provides the most overall efficient operations.
- 2.4. On 9 February 2012, a new operational trial of UPRs associated with Pacific Organized Track System (PACOTS) Track 3 began. The main operational requirement for this trial is for aircraft to remain at least 50 nautical miles (NM) south of PACOTS Track 3. Of the eight eastbound PACOTS Tracks, only PACOTS Track



2 remains. All the other eastbound PACOTS now allow UPRs as an alternative to the fixed PACOTS.

- 2.5. Two seasonal paper trials of UPRs associated with PACOTS Tracks E and F have been completed. The data shows a projected summer savings of 880 kilograms (kg) and winter savings of 299 kg of fuel burn per flight. The FAA and Japan Civil Aviation Bureau (JCAB) will discuss Tracks E and F UPRs at the 36th Meeting of the Informal Pacific ATC Coordinating Group (IPACG/36).

3. ACTION BY THE MEETING

3.1. The meeting is invited to:

- a) Note the successful implementation of UPRs throughout most of the Pacific Region; and
- b) Discuss UPRs and ways to improve their efficiency.