

**Twenty Second Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/22)**

Papeete, Tahiti, 12-14 March 2008

**Agenda Item 4: Review Progress on Open Action Items
AI 17-2**

Update on the Implementation of UPRs

Presented by Airservices Australia

SUMMARY

This working paper provides an update on the implementation of north/south UPRs through the Moresby FIR

1. UPRs between Japan and New Zealand/New Caledonia

- 1.1 After considerable coordination throughout late 2006/early 2007, a start date for UPRs between Japan and New Zealand/New Caledonia was set for July 19, 2007. However the first UPR was not conducted until early September 2007.
- 1.2 When UPRs were first introduced through the Moresby FIR, there were a few minor problems associated with coordination with Moresby. This was due to the fact that the coordination point was now invariably a latitude/longitude rather than a waypoint name. As the Moresby controllers became familiar with this type of coordination, it ceased to be a problem.
- 1.3 Attachment 1 contains a depiction of several of the early Air New Zealand UPRs between New Zealand and Japan.

2. Paper trial of UPRs between Japan and Sydney/Brisbane

- 2.1 Correspondence was recently received by Airservices Australia from the FAA advising that JCAB and JAL were interested in conducting a UPR paper trial between Narita (RJAA) and Sydney/Brisbane. Airservices Australia was requested to advise if they were interested in participating in such a trial, and to liaise with Port Moresby if possible.
- 2.2 After consideration of the issues associated with such a UPR, Airservices Australia has agreed to support the proposed UPR paper trial between RJAA and SY/BN. This trial is also supported by Port Moresby.

2.3 It must be reiterated that this is a paper UPR trial only. Any possible implementation of these UPRs operationally would be subject to agreement between all parties. It should not be assumed that the trial is simply a pre-cursor to operational implementation.

2.3 The following guidelines for the trial are also suggested:

- The initial proposal tentatively suggested a trial period of one week. To gain a better appreciation of the variations in route that may occur, it is suggested that a time period in excess of this be used (e.g. 4+ weeks). Alternatively, is it possible that an airline holds historical weather data for the area of interest and we could have someone determine the lateral variation we might see during the four seasons of the year?
- For the purpose of the trial, and to gain an idea of the 'maximum benefit' available, it is suggested that the UPR terminate at waypoints at 40NM Brisbane/45NM Sydney. This would only be for the purpose of the paper trial - if UPRs between Japan and Australia were implemented, the exit gates would be expected to be much further from the destination.
- There is every chance that the generated UPR will cross into the Eastern Indonesian airspace. While this is not perceived to be a problem for a paper trial, it is not likely that this would be available operationally. It may be worth the operators including that restriction into the paper trial.

3. Documentation associated with UPRs

3.1 Each time that a UPR between new city pairs is implemented, we reiterate the set of generic rules. Is it worth documenting these rules (e.g. in the FOM)?

4. Action by the Meeting

4.1 The meeting is invited to:

- a) Note the availability of UPRs between Japan and new Zealand/New Caledonia; and
- b) Discuss the proposed UPR paper trial; and
- c) Determine the need to include generic UPR information in the FOM or other appropriate document.

Attachment 1

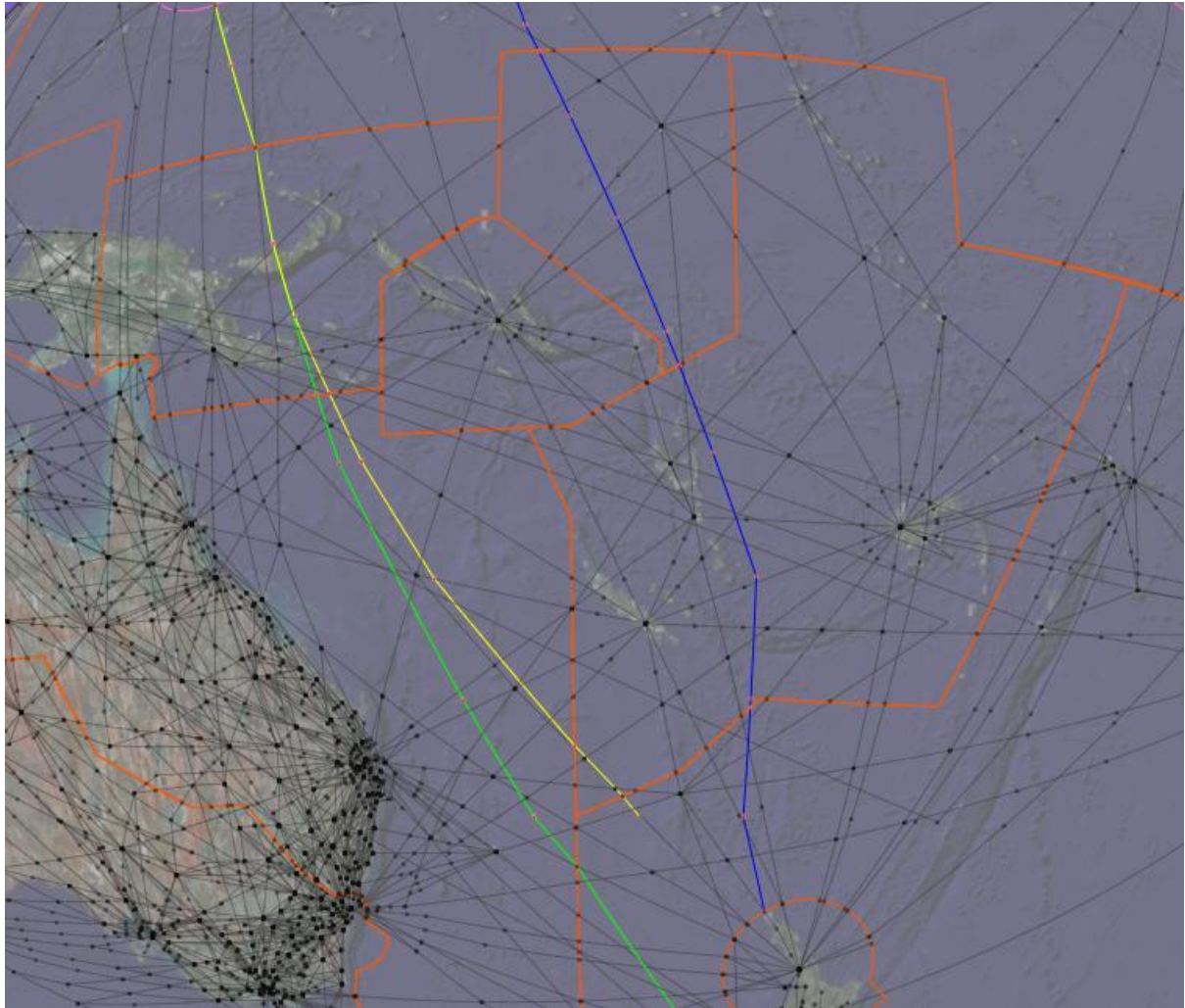


Figure 1. UPRs for southbound ANZ90 (green), ANZ98 (yellow) and northbound ANZ99 (blue) 10th Sep 2007