

**Twenty Fourth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/24)**

Brisbane, Australia, 11-12 March 2010

Agenda Item 4: Review Open Action Items

Flight Planning Constraints Associated with User Preferred Routes

Presented by IATA – United Airlines

SUMMARY

User Preferred Routes provide the most significant benefit to operators by permitting optimum routings between North America and Australia and New Zealand. The main constraints associated with UPRs are generally associated with military warning areas or restricted areas that do not allow the planning of UPRs through this airspace. As has become the standard for the Oceanic Working Group, IATA would like the various ANSPs to provide a listing of flight planning constraints within their airspace and an update to any proposed changes to “restricted” airspace within the foreseeable future that would provide greater benefits to operators in the planning and operation of User Preferred Routes

1. INTRODUCTION

- 1.1 User Preferred routes provide significant efficiency to operations within the ISPACG region.
- 1.2 The most limiting factor in obtaining further efficiencies in the operation of UPRs generally is due to various military warning areas and restricted areas within the various FIRs.

2. DISCUSSION

- 2.1 The goal of operating UPRs is to provide the most efficient operation possible based on the flight planning capability of the individual operator.
- 2.2 The Oceanic Working Group, which meets quarterly at ARINC facilities in Livermore California, is comprised of FAA, NAV Canada, IATA member airlines, and various other representatives. Over the past couple of years this group has made an effort to identify flight planning constraints within the North Pacific, and modify, reduce, or in some cases eliminate them where possible.

- 2.3 Therefore a request is being made to ISPACG to identify those constraints that can affect the efficiency of UPR operations within the various FIRs..
- 2.4 Current and future status of military warning areas and restricted areas should also be considered during this evaluation..

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Note the concerns and requests made in this paper.
 - b) Request an in depth review by each ANSP on the constraints for planning UPRs and provide a current and future status of military restricted airspace and warning areas that currently affect UPR operations within their FIRs.