

**Twenty Fifth Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/25)**

**Honolulu, Hawaii, USA, 24-25 March 2011**

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**Agenda Item 4: Review Open Action Items (AI 17-2)**

**Implementation of UPRs between Melbourne and Auckland**

**Presented by Airservices Australia**

**SUMMARY**

This paper provides details of the upcoming expansion of UPRs in the Tasman Sea to permit UPRs between the Melbourne – Auckland city pairs.

**1. INTRODUCTION**

1.1 Delays in the implementation of Widespread User Preferred Routes in the Tasman have motivated customer airlines to request the introduction of several specific city pair UPRs in the Tasman Sea airspace. Initial investigations indicated that the Melbourne (ML) – Auckland (AA) and Auckland – Melbourne city pairs provided the best opportunity for successful implementation of a city pair UPR.

**2. DISCUSSION**

2.1 An analysis of the flight plan statistics for the month of September 2010 indicated that:

- 6 - 9 flights per day operate between the ML – AA city pair; and
- 6 - 11 flights per day operate between the AA – ML city pair.

In addition there are several flights that operate between Asia and Auckland which, for periods of the year, overfly ML.

2.2 It was determined that this number of flights operating on a UPR could potentially return benefits to airlines without adversely affecting non-UPR operations in the Tasman Sea airspace.

2.3 It was considered necessary to restrict the airspace within which the UPR could operate, to segregate the flights from the Sydney to Auckland one way route (L521). This airspace is described below, and is depicted in Attachment 1 (Figure 1).

- ML – AA User Preferred Routes may operate on or south of L521;
- AA – ML User Preferred Routes are constrained to operate at least 50NM south of L521. This provides segregation between the UPRs and the opposite direction Eastbound traffic on L521.

## 2.4 Entry/Exit gates

2.4.1 There are 9 waypoints that define the western entry/exit gates to/from the UPR. Four of these are existing waypoints; the others are in the process of being promulgated.

2.4.2 The eastern entry/exit gates will be LUNBI (eastbound flights only), and PEBLU & VELMO (both directions).

2.4.3 These entry/exit gates are shown in Attachment 1 (Figures 2 and 3).

## 2.5 Flight planning requirements

2.5.1 Standard UPR flight planning rules apply:

- UPRs must be constructed via published waypoints, navigation aids or whole degree latitude-longitudes. Latitude-longitudes are not limited to whole degrees, noting that a format of 2911S16300E is acceptable, whilst 2911S163E is not;
- UPRs may include air routes;
- The time intervals between waypoints must not exceed 80 minutes;
- Include a reporting point on a FIR boundary.

2.5.2 Aircraft operating on a UPR must have a minimum of:

- RNP10 approval, and
- HF communications.

## 2.6 Implementation date

2.6.1 The estimated implementation date is currently 19<sup>th</sup> May 2011

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to note the impending availability of UPRs between Melbourne and Auckland

**Attachment 1:** Draft diagrams of UPR airspace

Attachment 1

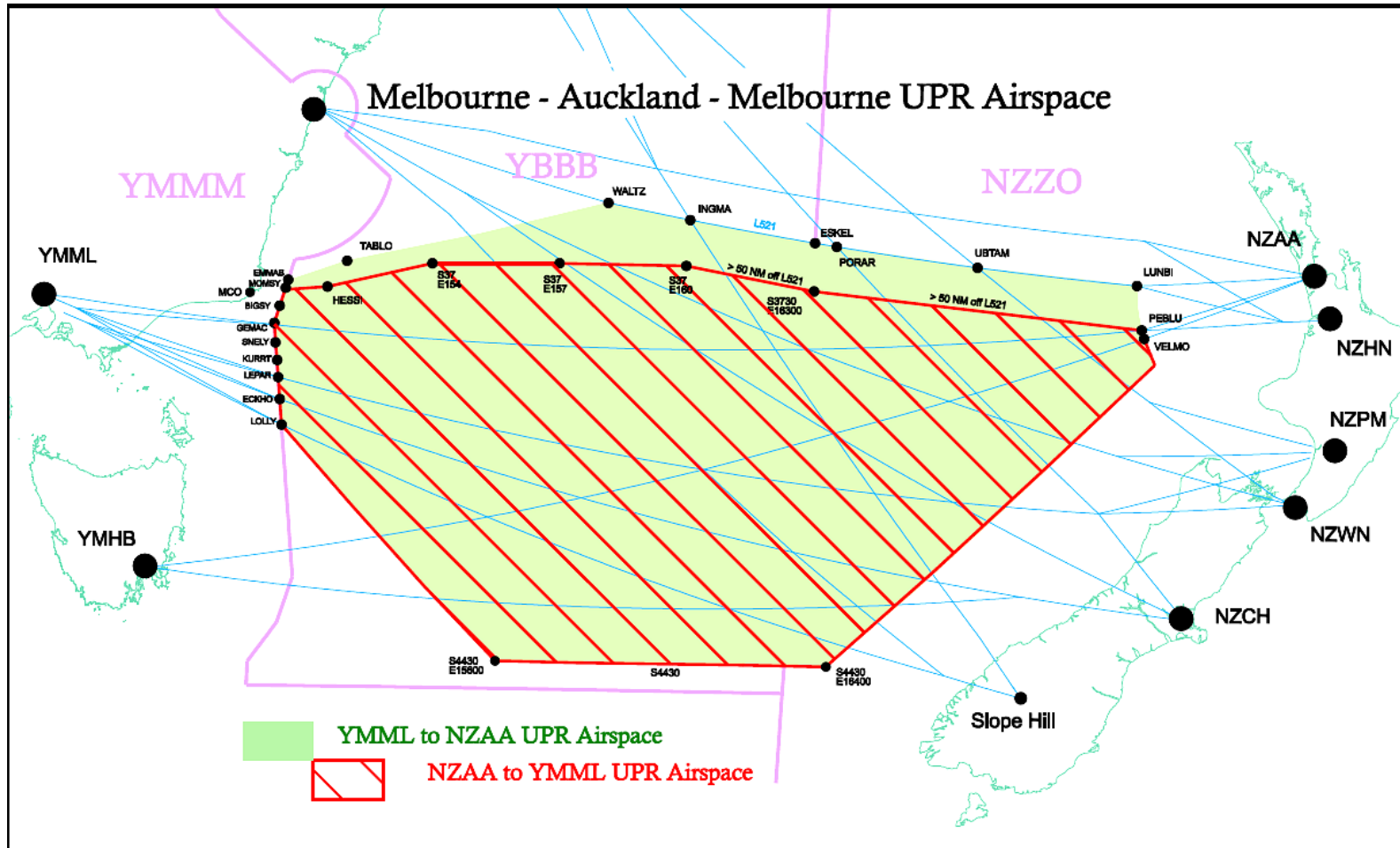


Figure 1. Depiction of UPR airspace

Attachment 1

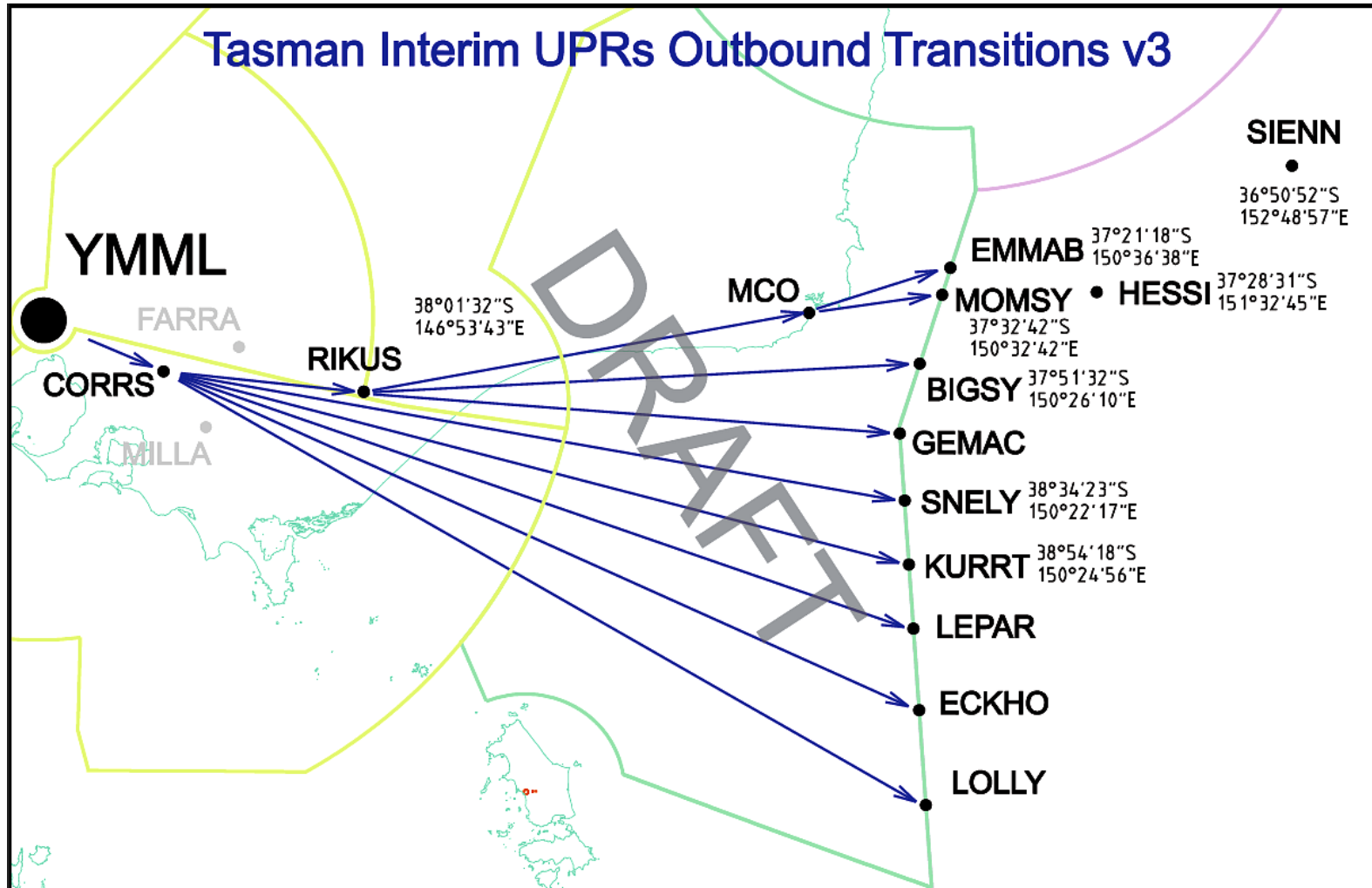


Figure 2. Transitioning to eastbound UPRs

Attachment 1

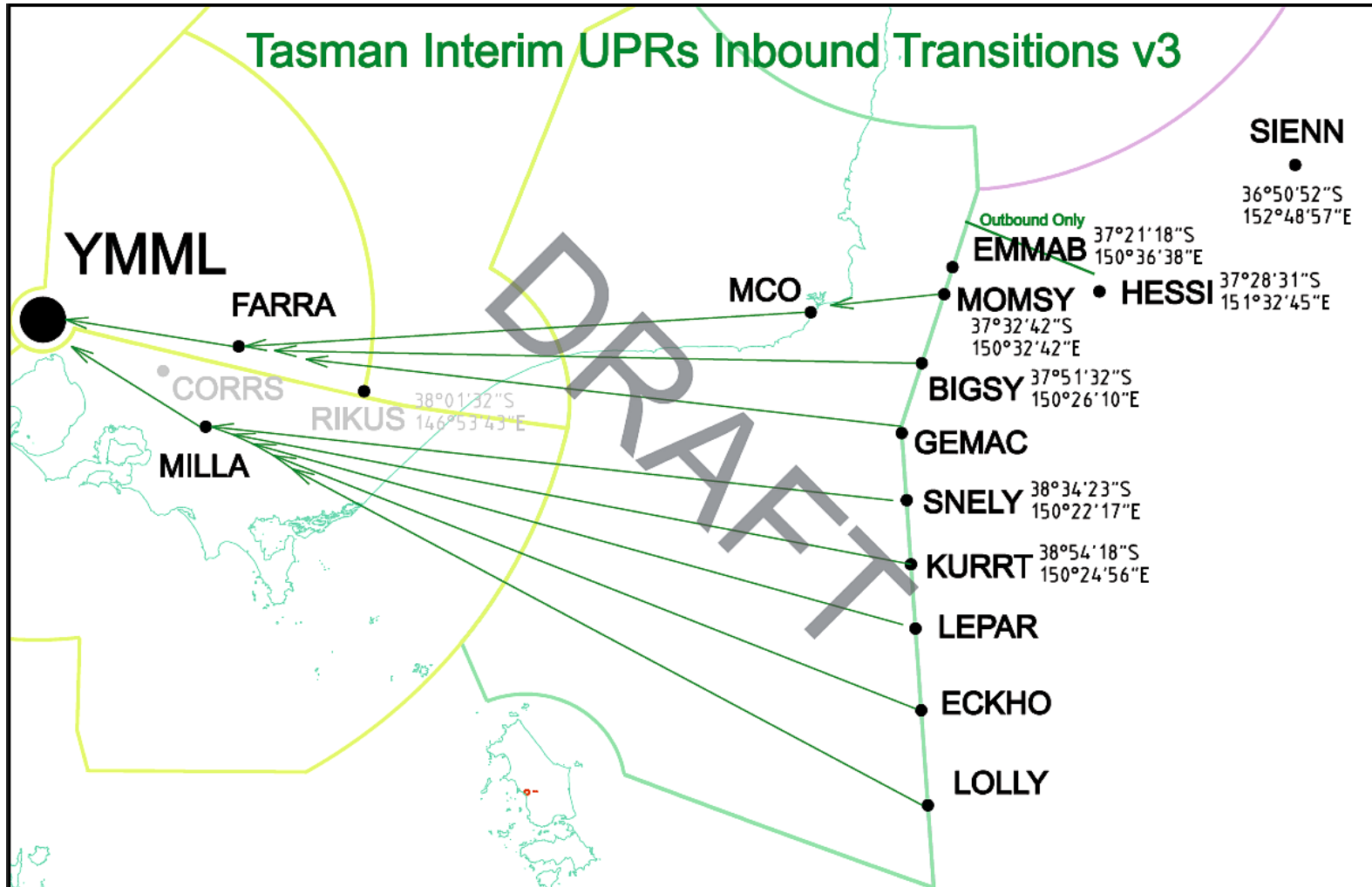


Figure 3. Transitioning from westbound UPRs