

**Twenty Third Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/23)**

Santiago, Chile, 26-27 March 2009

Agenda Item 4: Review Open Action Items

USER PREFERRED ROUTES FOR NON DATA LINK EQUIPPED AIRCRAFT

(Presented by Airservices Australia)

SUMMARY

The availability of User Preferred Routes (UPRs) in the oceanic airspace east of Australia is being extended to permit UPRs by aircraft that are not data link equipped.

1. INTRODUCTION

- 1.1 User Preferred Routes (UPRs) within the oceanic airspace east of Australia are currently restricted to data link equipped aircraft operating between specific city pairs. The main reason for this restriction was to control the additional workload associated with manually identifying conflicts between aircraft operating on non-ATS routes.

2. DISCUSSION

- 2.1 After considerable review, it has been decided to increase the availability of UPRs to non-data link aircraft operating between generic city pairs. The city pairs that were selected were chosen to maximize the potential benefits of the UPR.

2.2 City pairs

- 2.2.1 The generic city pairs between which UPRs will initially be available are listed in the table below.

RJ**	YBCS YBBN YBCG YSSY
K*** PH** NF**	YBBN YBCG YSSY YMML
NVVV NWWW	YSSY YMML
NTAA YCVR	YSSY
NZ** NWWW	RJ**

Table 1. City pairs between which UPRs are available

2.2.2 There are defined entry and exit gates for the various city pairs.

2.2.3 These city pairs will be reviewed when automated conflict alerting is operational. However, it should be noted that making UPRs available in the busier and more complex Tasman Sea airspace could potentially actually cause an economic *disadvantage* to airlines. Once a group of aircraft converges (which will happen when multiple aircraft are chasing advantageous tail-winds), it reduces the availability of preferred flight levels for most of these aircraft, as well as restricting their ability to change levels.

2.3 Aircraft requirements

2.3.1 To be eligible to flight plan via these UPRs, aircraft must have the following minimum approval and equipment:

- RNP10 approval; and
- HF radio.

2.4 Flight planning requirements

2.4.1 Consideration should be given to the following when flight planning these UPRs:

- UPRs must be constructed via published waypoints, navigation aids or whole degree latitude/longitudes;
- UPRs may include air routes;
- UPRs must commence/terminate at one of the defined entry/exit gates;
- Time intervals between waypoints must not exceed 80 minutes;
- The UPR must include an FIR boundary reporting point:
 - ⇒ Not required between YBBB and AGGG FIRs;
 - ⇒ Not required between AGGG and ANAU FIRs;
 - ⇒ FIR boundary latitude/longitudes are not limited to whole degrees.

2.5 Promulgation

2.5.1 Information concerning these UPRs will be available via an interactive web page. The address of this web page will be promulgated in the 4th June 2009 ERSA update.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss the proposed expansion of UPR availability and
- b) Determine any additional city pairs that may be desirable for inclusion in the UPR programme.