

3.3 UPR Between New Zealand and Australia or Overflying Australia

3.3.1 A UPR is not permitted within the area north of ATS route L521 and south of ATS route A346 for flights between Australia and New Zealand.

3.3.2 This restriction does not apply to flights between Australia and airports outside New Zealand.

3.3.3 Aircraft may operate off ATS routes on a UPR, on or south of, ATS route L521 provided the following requirements are followed:

Westbound flights

- (a) Waypoint LUNBI (200 NM AA) is NOT available for westbound flights departing from within NZCC.
- (b) Aircraft must exit the NZCC/NZZO FIR boundary at any published waypoint on or south of waypoint PEBLU.

Eastbound flights

- (a) Eastbound UPR must terminate at a published waypoint on NZZO/NZCC FIR boundary on or south of waypoint LUNBI.

3.4 UPR To/From New Zealand Except To/From Australia**UPR arriving and departing Auckland Airport**

3.4.1 Flights arriving into NZAA must flight plan via a published waypoint or a position (latitude/longitude) on NZZO/NZCC FIR boundary (200 NM Auckland) then via the STAR commencement waypoint to NZAA.

3.4.2 Flights departing NZAA must flight plan via a published waypoint or a position (latitude/longitude) on the NZCC/NZZO FIR boundary (200 NM Auckland).

UPR arriving and departing from other airports in New Zealand

3.4.3 Flights to all other destinations within New Zealand must flight plan via a published waypoint on NZZO/NZCC FIR boundary then via a domestic ATS route to the destination.

3.4.4 Flights departing from other airports within New Zealand must flight plan via a domestic ATS route to the NZCC/NZZO FIR boundary published waypoint.

3 USER PREFERRED ROUTES (UPR) WITHIN AUCKLAND OCEANIC FIR**3.1 General**

3.1.1 Within the Auckland Oceanic (NZZO) FIR operators of RNAV aircraft may file a flight plan using random (user preferred) routes provided that:

- (a) The aircraft is RNAV10/RNP10 or better equipped, and
- (b) Minimum communication requirement indicates the aircraft is HF capable.

3.2 UPR Flight Planning Requirements

3.2.1 The following flight planning requirements are applicable:

- (a) A UPR must be flight planned to avoid military operating areas, restricted areas or danger areas when active;
 - (b) A position report is required at the intersection of all FIR boundaries, including New Zealand FIR (NZCC);
 - (c) Positions on UPR must be:
 - (i) published waypoints;
 - (ii) navigation aids; or
 - (iii) geographical coordinates expressed in latitude/longitude in either whole degrees (e.g. 12N167W) or degrees and minutes (e.g. 3415S16745E);
 - (d) Avoid filing positions that are at the intersection of multiple FIR boundaries;
 - (e) Avoid short term (e.g. <20 minutes) FIR transits;
 - (f) Avoid filing routes along any FIR boundary;
 - (g) A UPR may include published air routes provided that they start and finish at a published waypoint on that route;
 - (h) Time intervals between positions on the UPR must not exceed 80 minutes;
- 3.2.2 When reporting position in latitude/longitude by voice, flight crews must ensure that the entire latitude/longitude is reported and no abbreviations are used. Refer to ENR 1.1; section 4 Position Reporting in Auckland Oceanic FIR.
- 3.2.3 Refer to appropriate State documentation for flight planning requirements for UPR in other FIRs.