



ICAO

International Civil Aviation Organization

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/9)

Video Teleconference, 01 – 03 June 2021

Agenda Item 3: Review of the Existing Traffic Flow Route Structures in SCS Airspace and Identifying Priorities

USER PREFERRED ROUTE (UPR) TRIAL IMPROVEMENT WITHIN JAKARTA AND UJUNG PANDANG FIRS

(Presented by Indonesia)

SUMMARY

This paper presents information of Indonesian endeavour to conduct the User Preferred Route (UPR) trial within Jakarta and Ujung Pandang FIRs to provide benefit for airlines during pandemic of COVID-19 period while seeking experience and reference before providing a full implementation of UPR procedures.

1. INTRODUCTION

1.1 In the event of COVID-19 crisis where traffic level experiencing significant downturn, it allows Indonesia implementing User Preferred Route (UPR) trials to benefit airlines and act as a stimulus for traffic growth.

1.2 Referring to ICAO State Letter T 3/4.9, T 3/4.14, T 3/15.1 – AP086/20 (ATM) dated 26 March 2020 in subject ATM and Aerodrome COVID-19 Contingency Response and Information Promulgation, it is mentioned the need for Air Navigation Service Provider (ANSP) to support aircraft operators to improve flight efficiency.

1.3 By far, there have been three different sets of applied conditions as an adaptation to accommodate user's preferences.

2. DISCUSSION

Early Phase

2.1 June 1st, 2020 to February 28th, 2021

At this trial period, applied conditions are as follows:

| Conditions | Parameters |
|----------------------|--|
| FL | FL350 Up to FL600 |
| Exit and Entry point | Only via published route's fix point (pre-defined) |
| Intermediate point | Only via published route's fix point |

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|------------|---|
| FPL Timing | 12 hours prior EOBT |
| Traffic | There are 3 proposed FPLs to fly by UPR rules but only 1 (one) traffic fly by UPR rules (Q913) <i>Note: One cancelled due to weather reason, and other cancelled without confirmation.</i> |

Feedbacks

2.2 From the June 1st 2020 trial period up to now, IATA has actively provided Indonesia with feedbacks as follows:

- Flight planning 12 hrs - 6 hours before EOBT is unfavourable as forecasted winds may not be available by that time.
- Winds may not be favourable during these periods and FL350 is not low enough.
- UPR may not be fully implemented in Australia and Port Moresby airspace.
- Via pre-defined entry/exit points are unfavourable.

Present Improvement

2.3 March 1st, 2021 to June 16th, 2021

At this trial period, applied conditions are as follows:

| Conditions | Parameters |
|----------------------|--|
| FL | FL350 Up to FL600 |
| Exit and Entry point | Only via published route's fix point (pre-defined) |
| Intermediate point | Fix point or Latitude and Longitude Position are allowed |
| FPL Timing | 3 hours prior EOBT |
| Traffic | No traffic |

Future Improvement

2.4 June 16th, 2021-

At this trial period, applied conditions are as follows:

| Conditions | Parameters |
|----------------------|--|
| FL | FL310 Up to FL600 |
| Exit and Entry point | Fix point or Latitude and longitude Position are allowed |
| Intermediate point | Fix point or Latitude and Longitude Position are allowed |
| FPL Timing | 3 hours prior EOBT |

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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