



USER PREFERRED ROUTE (UPR)s TRIAL PROCEDURES WITHIN INDONESIA AIRSPACE



VERSION 2.2

JUNE 2020

AMENDMENTS

DATE	CHANGES	ENTERED BY
07 June 2020	Restriction of time interval between intermediate points	SA
15 June 2020	Lat/long and domestic waypoint availability	SA

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USER PREFERRED ROUTE (UPR)s TRIAL PROCEDURES WITHIN INDONESIA AIRSPACE

1. INTRODUCTION

- 1.1. In 2008, the Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) program demonstrated flight efficiencies and reduced emissions on international flights through the operational availability of "star-rating" procedures on selected city-pairs, including priority taxi and departure routes, uninterrupted climb and descent, User Preferred Route (UPR)s with enroute modifications depending on weather updates, and long-haul flights receiving highest priority for ATFM planning;
- 1.2. While Indonesia was not a primary participant in ASPIRE, in the event of COVID-19 crisis where traffic level experiencing significant downturn, it allows Indonesia implementing User Preferred Route (UPR)s trial, as requested by IATA to benefit airlines and act as a stimulus for traffic growth.

2. UPR GENERAL PROCEDURES

- 2.1.A User Preferred Route (UPR) is a routing generated by Aircraft Operator that is filed in an aircraft's FPL which allows the aircraft to flight plan the most efficient route for their flight, taking into consideration wind speed and direction, turbulence, temperature, aircraft type and performance.
- 2.2. User preferred route (UPR)s are available within Indonesia Airspace from FL350 to FL 600, include the following Flight Information Region:
 - 2.2.1. Jakarta FIR; and
 - 2.2.2. Ujung Pandang FIR
- 2.3. UPR is only applied for international flight overfly Indonesia Airspace;
- 2.4. Aircraft equipment and capabilities must include:
 - 2.4.1. RVSM;
 - 2.4.2. RNP10/RNAV10;
 - 2.4.3. GNSS;
 - 2.4.4. ADS-B; and
 - 2.4.5. ADS-C/CPDLC.

The minimum criteria listed above must be notified in the flight plan.

3. FLIGHT PLANNING REQUIREMENTS FOR UPR

3.1. UPR shall be constructed:

3.1.1. From entry to exit published waypoints or reporting points of Indonesia Airspace but not necessary between Jakarta FIR and Ujung Pandang FIR as in Attachment A or C;

3.1.2. Via intermediary of published waypoints, reporting points, navigation aids as in Attachment B and position designated by latitude and longitude;

3.1.3. UPR may include ATS routes;

3.2. UPR flight operated within Indonesia Airspace for more than 60 minutes, shall choose intermediate waypoint(s) or position designated by latitude and longitude, with time interval is not exceed 60 minutes;

3.3. If the UPR is intersecting any ATS route, the intersecting point shall be mentioned in the route column of flight plan as a position designated by latitude and longitude;

3.4. UPR is not allowed to enter prohibited area, restricted area, danger area and reserve/block airspace within Indonesia Airspace

3.5. Aircraft Operator intends to fly UPR must submit a proposal to Indonesia Central Flight Planning (ICFPL), **not earlier than 12 hours but not later than 6 hours before the estimate off block time (EOBT)**;

3.6. The proposed UPR submitted by the flight plan format, and sent it to ICFPL via email:

- Address : e-fpl@airnavindonesia.co.id;
- Subject : **Proposed FPL for UPR in Indonesia**;
- File format : MS Word (.docx) or Text (.txt);
- Additional : Flight trajectory diagram within Indonesia airspace.

3.7. Proposed UPR flight plan will be responded not later than 3 hours before EOBT:

3.7.1. For approved UPR proposal, Aircraft Operator shall submit a flight plan to related ATS Units according to submission time window mentioned in AIP ENR1.10 FLIGHT PLANNING paragraph 1.5.

3.7.2. For rejected UPR proposal, Aircraft Operator should resubmit new proposed UPR, in accordance with a recommendation from ICFPL or informed a cancel proposal.

- 3.7.3. UPR approval must be completed not later than 3 hours before EOBT. Aircraft Operator shall submit a flight plan to related ATS Units according to submission time window mentioned in AIP ENR1.10 FLIGHT PLANNING paragraph 1.5
- 3.7.4. For approved UPR flight plan, Aircraft Operator should fill RMK/UPR OPERATION in item 18

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ATTACHMENT A

WAYPOINTs/REPORTING POINTs BOUNDARY (TCP) AS ENTRY & EXIT POINT

FIR	ADJACENT FIR	WAYPOINT TCP
JAKARTA FIR	Melbourne FIR	SAPDA, LAMOB, ATMAL, ISRAN, AKUKO, POSOD
	Colombo FIR	KETIV, SELSU, NISOK, NIXUL, TOPIN
	Chennai FIR	MEMAK
	Kuala Lumpur FIR	POVUS, ANSAX, TOSOK, TASEK, GOTLA, PUGER, SALAX
	Singapore FIR	MIBEL, TAROS, PIDON, PARDI, ANITO, KIRDA, SURGA, KIKOR, KADAR, BAVUS, ARUPA
	Kota Kinabalu FIR (Kuching)	PAPSA, ANIPU, OKADA
UJUNG PANDANG FIR	Kota Kinabalu FIR	AGSON, MAMOK, BAXAL
	Manila FIR	GORAI, MOLLY, PEDNO, SELSO, SADAN, BOLUG, BIDOR
	Oakland FIR	CAHYO
	Port Moresby FIR	VANKA, KADAB, OSERO
	Brisbane FIR	BEGMI, OPABA, OPABA, TOREX, GUTEV, BUTPA, ELBIS, TODOT, TUNVI, ISMUD, KIKEM, SPRIG, ALEGO, SATNA, ONOXA, ATMAP, TARUN, EGATU, PUPIT

ATTACHMENT B

INTERMEDIATE WAYPOINTS/ REPORTING POINTS & NAVAIDS FOR UPR WITHIN JAKARTA
FIR & UJUNG PANDANG FIR

ABASA	CA	GARUT	KDI	MITOS	PINIR	TALAM
ABILO	CARLI	GEPAK	KENDO	MKB	PKN	TALIA
AD	CKG	GIWOT	KEONG	MKE	PKP	TANUR
ADNAT	CLP	GOBAL	KETUT	MKS	PKU	TAPIN
AGIGU	CUCUT	GOMAT	KEVOK	MOSOL	PKY	TAPIR
AGUNG	DALOT	GOMBY	KIDET	MOZES	PLB	TATAN
AGUSI	DASTY	GONTA	KIMON	MUBRA	PNK	TAVIP
ALAMO	DENDY	GTL	KIRDA	MWB	PO	TELES
ALFA	DIANI	GUANO	KK	NABAT	PORAK	TEMON
ALOBA	DIL	GUGUS	KOLOT	NASIR	POSAT	TERKA
ALTAR	DILAM	GURNI	KOLTA	NE	POVOT	TIAMA
AMBOY	DIOLA	GUVIL	KPG	NETTO	PURWO	TIRAM
AMN	DKI	HALMO	KUALA	NILOT	PUSAT	TISTO
AMRUD	DOKET	HAMOL	KUBIA	NIRIS	PW	TKG
AMVIL	DOLEM	HANTA	KUMAN	NMA	RABOL	TMK
ANY	DOLTA	HELIT	LABAT	NO	RAFIS	TODAK
APAGA	DOMIL	HIPNO	LADOP	NOBBY	RALTO	TOLIT
APASI	DORIA	HLM	LAMIN	NOKTA	RAMPI	TOMBA
ARIRU	DOTIR	HOLBA	LAMUD	NOMAD	RAMPY	TOPOR
ARITO	DOVIK	HOSBA	LASEM	NQ	REBOL	TOSTY
ATOMY	DUAMO	HOSTY	LATOS	NR	RG	TPG
BA	DULON	HULAT	LAWIB	NUGRO	RINTO	TPN
BAC	DUNIA	HUMUS	LEBON	NUPIA	ROBIT	TRIBO
BACAU	EBONY	IBALA	LELIB	NYOMA	ROPIA	TRK
BAGIL	ELANG	IBAMA	LEMUS	OBASA	ROTAN	TULIP
BALAB	ELBAM	IDAMI	LEPAR	OBMAT	RUDAL	TUNDA
BDM	ELDEM	IKAPI	LEPAS	ODIRU	RUMBO	UBLAT
BEDAX	EMONA	IKIBU	LIPOT	ODIUM	RUPKA	UDONO
BELBA	EMPIL	IMU	LIPRA	OKABU	RUSMA	UNSEP
BENTO	ENDOG	ISBIX	LMB	OLDEN	SADEP	UPROB
BIDAK	ENTAS	JAMIS	LOLOT	OLENG	SAMGE	VALGO
BIK	EROSY	JB	LUANG	OMEGA	SAMKO	VJB
BIK	ESLOG	JILAT	LUSIA	ONTAL	SAMSU	VTK
BIKAL	FALAM	JMB	MABIX	OSMON	SBR	WIDIA
BISOM	FANDO	JODRA	MADIN	OSUKA	SIPUT	XXM
BKL	FASAL	JOG	MADON	OSUVI	SO	YUANA
BLI	FATOL	JOLAM	MALIO	OVINA	SOBIA	ZDVEE
BND	FERET	JOLIA	MASRI	PAGAI	SOLOM	ZH
BOLAK	FILMO	JPA	MDN	PAL	SOSOK	ZQ
BONDA	FIMBA	KAGAS	MEDIA	PASOL	SOTRA	ZR
BORAS	FOLOT	KALAM	MELAM	PEDET	SPADA	ZW
BOSLO	FORMY	KALIV	MERIM	PENNY	SPIKO	ZX
BPN	GABIT	KANIP	MIL	PIALA	SUGIK	
BULVA	GABUS	KASAL	MILAT	PIDON	SULIS	
BUNBO	GALKO	KASOL	MIMIK	PILEK	SUMDI	
BUNIK	GAMAL	KATAN	MIMIX	PIMOK	SURIG	

