



**Combined Fourth Meeting of Arabian Sea Indian Ocean ATS Coordination Group
ASIOACG/8 and Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE/4) –**

Melbourne, Australia 25th November – 29th November 2013

Agenda Item 2: Update from Airspace User

Inspire demonstration flight

(Presented by Emirates)

SUMMARY

This Working Paper summarizes the results of the INSPIRE demonstration flights which were undertaken in September 2013.

1. INTRODUCTION

- 1.1 At the last ATM WG in Dubai, all ANSPs and Airspace users agreed to establish UPR Zone on 17OCT2013, and Emirates start to conduct RNP AR at Brisbane for reduce emission.
- 1.2 For demonstration of above operations, Emirates conducted the demonstration flight with the cooperation from all ANSPs.
- 1.3 Emirates also started to join the ASPIRE daily from 1 October between Melbourne and Singapore, for the celebration of joining ASPIRE, Emirates conducted ASPIRE demonstration flight between Brisbane and Auckland with using same airplane used for INSPIRE DEMO flight from Dubai.
- 1.4 Our Flight detail is follows.
 - EK434 Departs DXB 31 Aug 1025 (0625 UTC) / Arrives BNE 1 Sep 0605 (2005 UTC)
 - EK434 Departs BNE 1 Sep 0750 (2150 UTC) / Arrives AKL 1315 (0105 UTC)
- 1.6 These flights connect 2 initiatives in Indian ocean and South pacific.

2. **DISCUSSION**

2.1 On this flight, we planned following best practices.

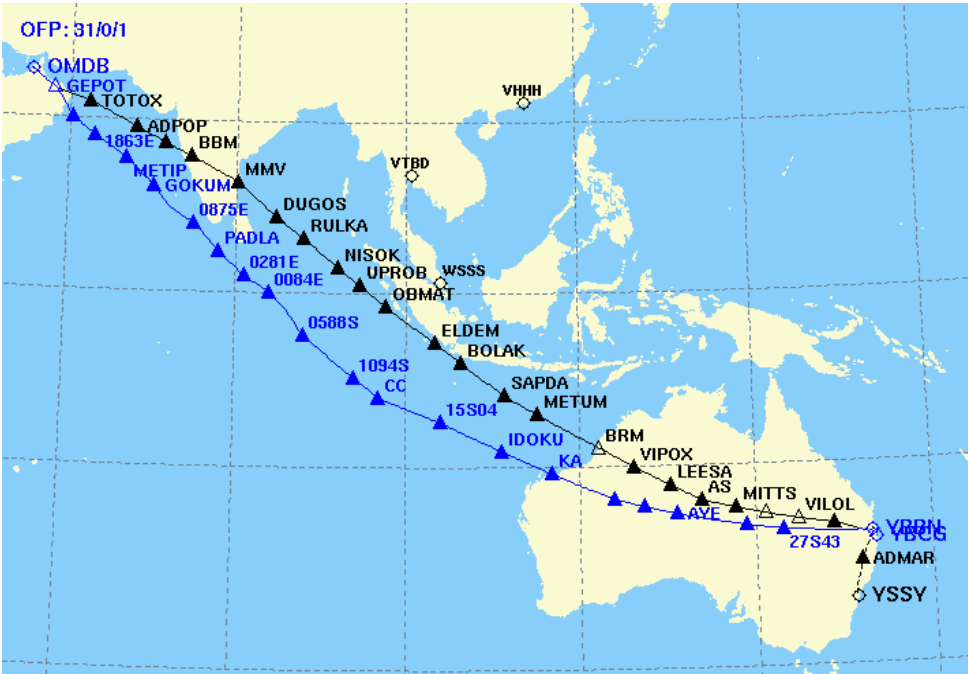
- 1) CCO for departure from Dubai
- 2) Route Optimization (Short cut) in Oman airspace
- 3) Simulated UPR from Mumbai-Muscat boundary to STAR at Brisbane

Use AUSOTS tactically

- 4) CDA to RNP AR in Brisbane.

2.2 Result

- Fuel saving 3.5 tons- compare with fix route.
- TALDI SLOT from Dubai, SZC and DANS subsequently coordinated and cancelled SLOT for minimum ground delay
- Uninterrupted climb
- Tactical short cut on radar in Muscat FIR(between
- UPR in UPR Geographic zone
- UPR from Mumbai –Muscat boundary
- UPR Australia Continental airspace.
- Uninterrupted descent on STAR to
- RNP AR approach YBBN RWY 19



Blue- UPR, Black - fixed route.

- 2.3 Fight could not climb to optimum altitude due to other traffic through Mumbai airspace.
We need to consider applying 30NM or 50NM long separation, instead of current 10min long separation in UPR zone Arabian Sea area.

3. **ACTION BY THE MEETING**

- 3.1 The meeting is invited to
- a) Appreciate all ANSPs support to this flight.
 - b) Note the INSPIRE flight result of end to end UPR and possibilities.
 - c) Discuss reduced long separation in Mumbai, Male and Colombo