



**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 25<sup>th</sup> November – 29<sup>th</sup> November 2013**

**Agenda Item 3: Improved access to UPRs**

**Proposal for AUSOTS Track to cover only Australian Domestic Airspace as per OARP**

(Presented by Emirates and Qantas)

**SUMMARY**

Australian AIP Sup states that AUSOTS need only be published for the Australian domestic airspace sector and operators are able to UPR over Oceanic Airspace. Emirates and Qantas recommend adopting this new requirement.

**1. INTRODUCTION**

1.1 AUSOTS Flex Tracks are traditionally published between an Airport Gate and the FIR Entry/Exit Boundary Waypoint vv.

Individual Aircraft Performance capabilities for the optimum flight path and flight level vary and are not covered by 1 published track. Additionally, the change to upper level winds in a H24 period can significantly affect the optimized routing in that same period.

This proposal deals with the change to AUSOT area of coverage requirements as stated in Off Air Routes Planning Manual (OARP) 2-1 UPR. For the Melbourne FIR, AUSOTS shall only be applicable and published over Australian Domestic Airspace.

2. DISCUSSION

2.1 Today an AUSOT Track looks like this

DADAR KAMUN IDEVI SAKEG CROWE RUNUT 16S095E 19S100E 22S106E  
SWAGY CARMi LEO 30S125E FRT CDU OJJAY EKKEY



With this change, the AUSOT Track will look like this

SWAGY CARMi LEO 30S125E FRT CDU OJJAY EKKEY



The benefits for this revised AUSOTS Flex Track philosophy are therefore:

- Consideration of individual Aircraft performance habits for the most efficient flight path scenario resulting in additional savings in fuel, emissions, trip time and costs;
- De-confliction of traffic operating at the same time (specifically at the AUSOTS Flex Track Entry Points) on the AUSOTS Flex Track, when the optimum flight level is already occupied by a different flight;
- Easier weather avoidance in oceanic airspace (e.g. tropical cyclone avoidance);
- Make use of the entire unused airspace as a resource;
- Support of the UPR Concept as part of the INSPIRE initiative;

2.2 This shortened AUSOTS concept will support

- Creating the AUSOTS closer to departure time
- Opportunity of flexible change of tracks across the Indian Ocean in the Melbourne FIR

### 3. **ACTION BY THE MEETING**

3.1 The meeting is invited to review and analyse this proposal.