



**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 XX: Establishment of additional Western Australia, Indian Ocean UPR gates

Development of additional UPR gates: Mid Term plan

(Presented by IATA)

SUMMARY:

This paper proposes:

Feasibility study for additional Western Australia, Indian Ocean UPR gates.

1. INTRODUCTION

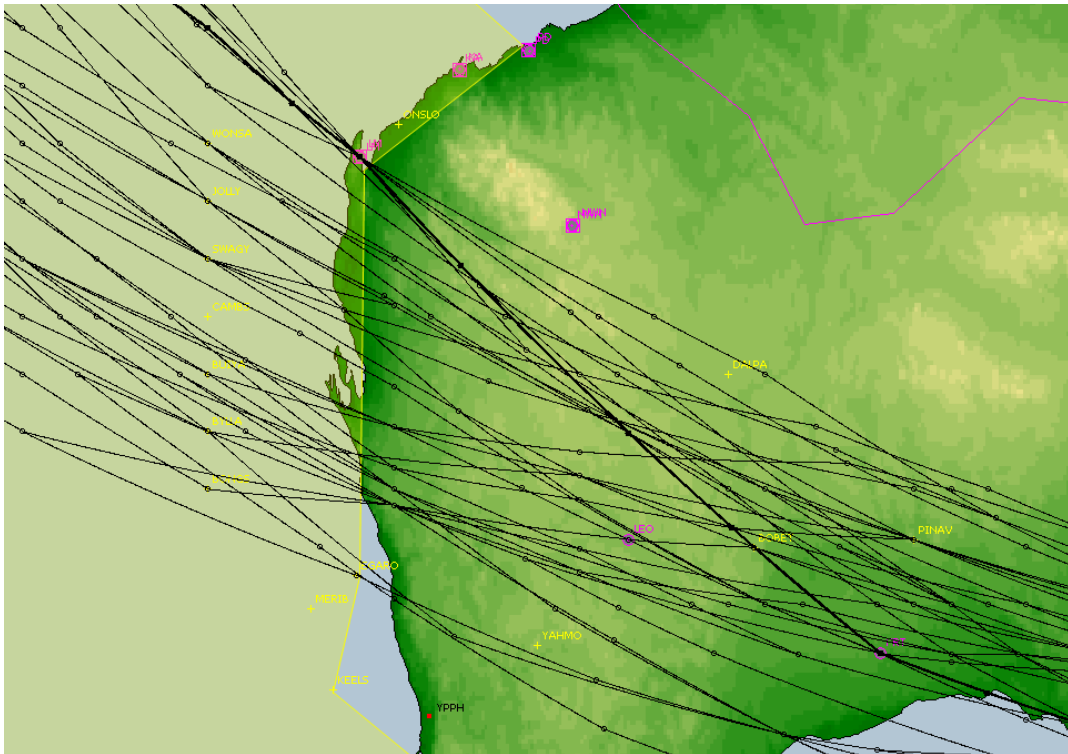
- 1.1 Purpose of this paper is to propose Air Services Australia adding additional Western Australia, Indian Ocean UPR gates that can complement the UPR Zone development.
- 1.2 It is understood that we are not looking for immediate access through Continental Australia as a UPR; however there is a high expectation that once Air Services Australia indicate Upper re-sectorisation & controller training is complete, that this will become a reality.
- 1.3 This paper identifies mid-term areas where further approved direct segments would complement the existing UPR Zone.

2. DISCUSSION

- 2.1 While planning UPR's within the INSPIRE UPR Zone boundaries, it was observed that the published AUSOTS Middle East – Sydney Flex Track was not optimum for our operation on all occasions. The requirement to join the published Flex Track prior to crossing the coastline was de-optimizing our flight plan.
- 2.2 A Flex Track is essentially the originating operators User Preferred Route; it may not however be everybody's preferred route, due to flight planning systems / aircraft type / weights & costs / EDTO limitation etc.

2.3 During the previous season (Northern Summer 2013) it was observed that Virgin Australia needed to join the Flex Track 38/76 times (50%) whilst transiting the coastline between LM & EGARO, due to UPR gate limitations.

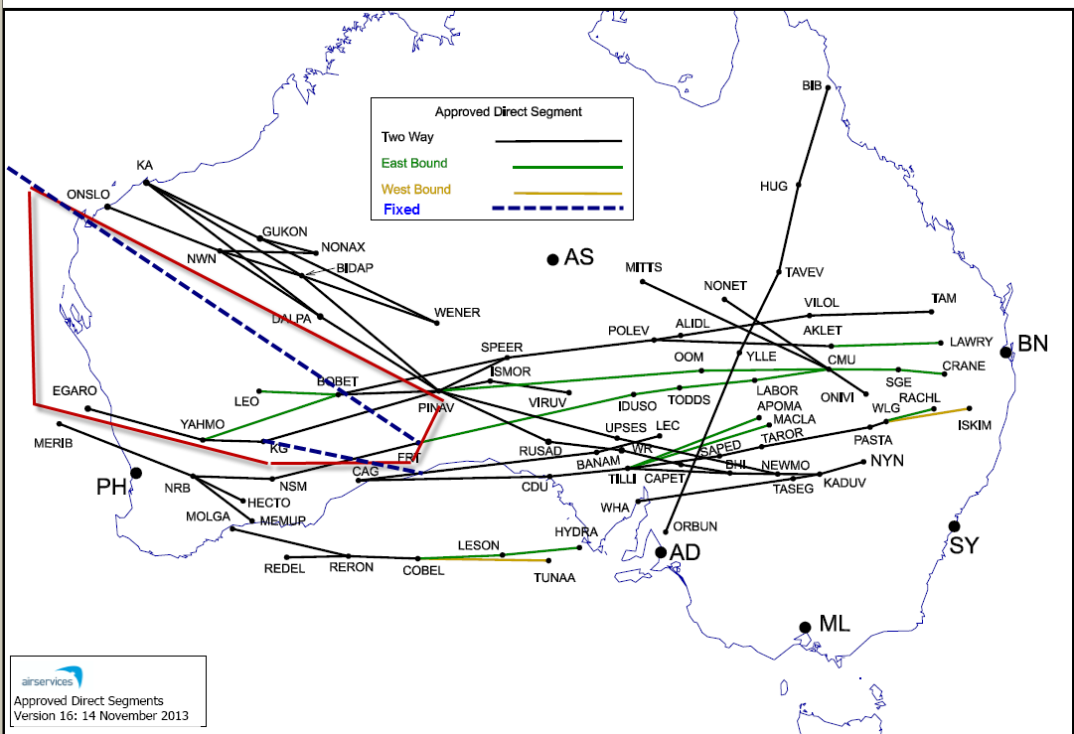
2.4 Graphic below illustrates the spread of tracks between LM & EGARO.



3. **Limited Fixed Airway Structure / Approved Direct Segment adjoining UPR Zone:** Availability of fixed airways / approved direct segments adjoining the UPR Zone results in limiting options for operators who do not find the Flex Track as optimum. Details illustrated below.

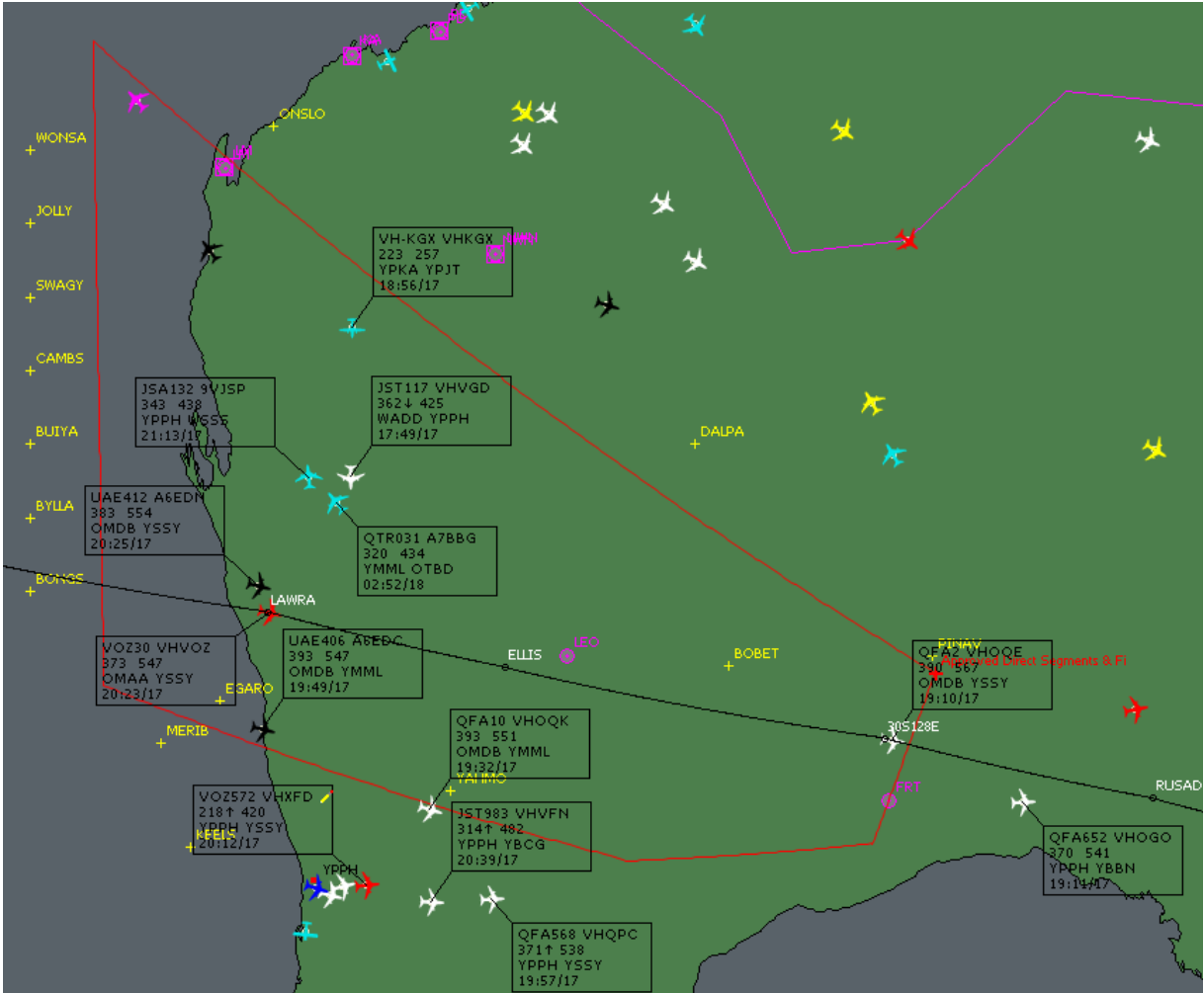
3.1 Between LM & EGARO & inland towards KG, there are only two airways (N640, T97) that allow connection to conventional airway structure, in the intended direction of travel. There are approved direct segments from EGARO eastbound, but nothing north of EGARO until LM (435nm).

3.2 Graphic below indicates current Approved Direct Segments with conventional airways overlaid.

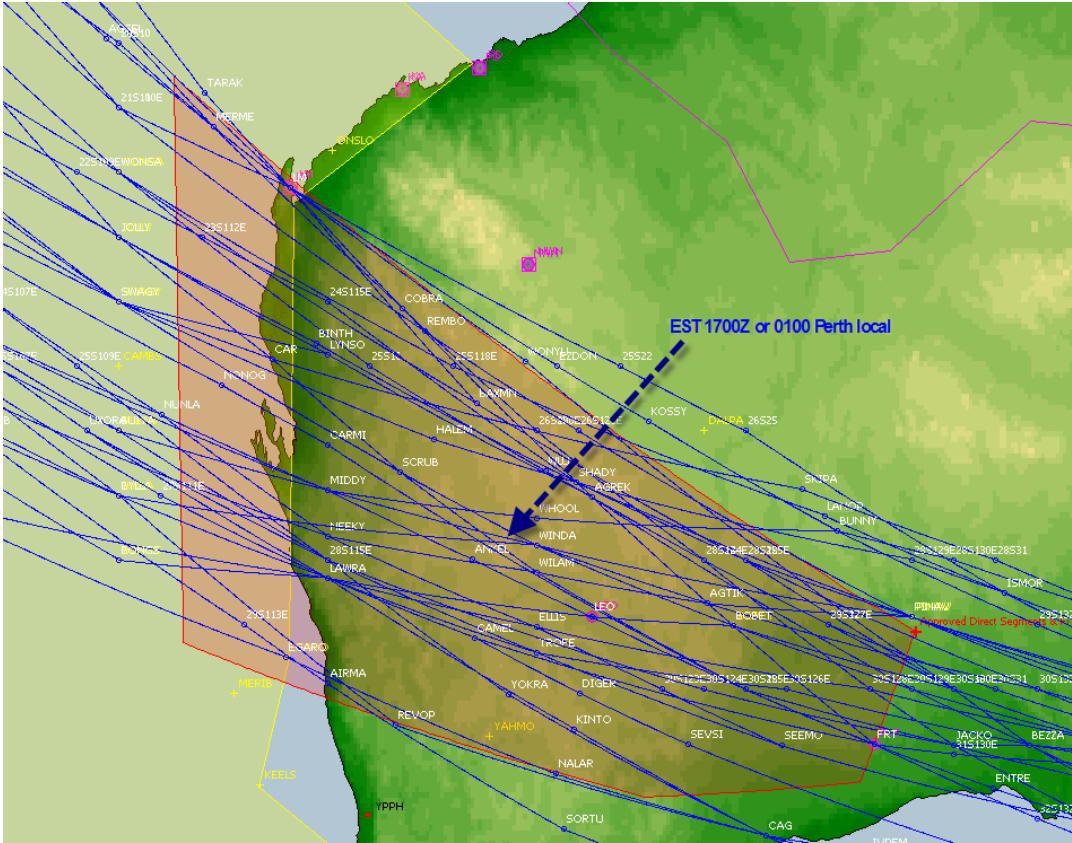


3.3 Typically VOZ30 (OMAA-YSSY) would transit the middle of the red shaded areas @ 1700Z or 0100 Perth local.

The graphic below shows a Flight Explorer snapshot of VOZ30 plus other traffic @ 1658Z on the night of 17/18 July 2013. UAE412 is just to the north 1000’ above & QFA2 is 690nm ahead on the same track.



3.4 The graphic below highlights the area that additional approved direct segments would assist at connecting to suitable points merging into the continental airway structure.



4.0 Proposed next actions

4.1 Additional approved direct segments from the legendary waypoint structure of WONSA / JOLLY / SWAGY / CAMBS / BUIYA / BYLLA / BONGS linked with PINAV / LEO or FRT would assist planning options.

5.0 **ACTION BY THE MEETING:** The meeting is invited to consider

5.1 Proposing new additional approved direct segments as a mid-term gain, prior to full UPR approval, to assist operators who do not consider the Flex Track optimum for their needs.

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