



**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 – 28th November 2013

Agenda Item 3 – ATM Issues

Removal Connector Segments in Mumbai and Male FIR

(Presented by QANTAS & Emirates)

SUMMARY

The introduction of the connector segments leading into and within the Male FIR were a necessary efficiency initiative pre UPR Zone. These segments are now redundant with the implementation of the UPR Zone and should be removed

1 DISCUSSION

- 1.1 Given the ability to UPR, the UPR Zone should contain as few airways as possible
- 1.2 Where AWYS and connector segments were introduced to improve efficiency, these are now redundant and should be removed.
- 1.3 The proposed connector segments for removal are:
 - Mumbai FIR
 - From WPT UGPEG to the Male boundary with the exception of L516
 - From WPT GOLEM to the Male Boundary with the exception of L894
 - Male FIR
 - From WPTs ELKEL and BIBGO – all ATS segments
- 1.4 This practice of removing redundant airways and connector segments should be part of the continuous improvement which will make the UPR Zone as efficient and unambiguous as possible

2 ACTION BY THE MEETING

2.1 The meeting is invited to consider this proposal

- a) Agree to delete these redundant connector segments
- b) Agree to ongoing routine assessment of the UPR Zone to identify airways and connectors segments which have become redundant