



**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

The use of Partial Degrees within the UPR Zone

(Presented by QANTAS - Emirates)

SUMMARY

Implementing the consistent use of partial degrees in lieu of whole degree waypoints within the UPR Zone will produce small but accumulative fuel efficiencies

1 INTRODUCTION

- 1.1 Operators continuously assess improvements in airspace, technology, practices and collaboration which will facilitate improved optimization of sector fuel burn. With the implementation of the UPR Zone, aircraft are required to be equipped with serviceable ADS-C/CPDLC to operate a UPR.
- 1.2 As ANSP's within the UPR Zone will have an ADS-C/CPDLC contract with the aircraft, the use of partial degree waypoints is now requested

2 DISCUSSION

- 2.1 It is important to note that operators seek continuous improvement within their own Flight planning systems which includes incorporating optimization algorithms to improve fuel efficiency in UPR. This investment is becoming more sophisticated to capture small, incremental efficiencies or improved practices and an enabler for some of these efficiencies is the use of partial degrees waypoints for UPR.

3 ACTION BY THE MEETING

3.1 The meeting is invited to discuss and consider:

- a) Permitting the use of partial degrees LAT/LONG waypoints