



**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

UPR Zone Inconsistencies

(Presented by QANTAS – Emirates)

SUMMARY

The AIP Supplements issued by each State involved with providing Air Traffic Management within the UPR Zone reflect different requirements for maximum segment lengths between Position reports and various other inconsistencies. With the aim of continuous improvement this paper suggests some amendments to ensure the UPR Zone become homogenous with respect to inconsistencies

1 INTRODUCTION

- 1.1 The UPR Zone is an excellent regional development but like other regional/global initiatives, rule standardization is required so operators can flight plan efficiently and pilots understand the rules of a harmonized UPR Zone without having to consider FIR differences
- 1.2 Currently operator's flight planning aircraft through the UPR Zone have to make considerable modifications to be able to configure their systems for managing differing segment waypoint lengths.
- 1.3 Furthermore the requirement by some States within the UPR Zone that operators must apply each season for separate approval to operate within the UPR Zone is largely an administrative time impost on stakeholders which appears to serve no useful purpose and is inconsistently applied.

2 DISCUSSION

- 2.1 Currently, in the UPR Zone there are 20, 30, 60 and 80 minute maximum segment length requirements published by States.
- 2.2 ICAO Doc 4444 states the following
- 14.1.2 On routes not defined by designated significant points, position reports shall be made as soon as possible after the first half hour of flight and at hourly intervals thereafter, except as provided in 14.1.3. Additional reports at shorter intervals of time may be requested by the appropriate air traffic services unit when so required for air traffic services purposes.
- 14.1.3 Under conditions specified by the appropriate ATS authority, flights may be exempted from the requirement to make position reports at each designated compulsory reporting point or interval. In applying this paragraph, account should be taken of the meteorological requirement for the making and reporting of routine aircraft observations.
- Note.— This is intended to apply in cases where adequate flight progress data are available from other sources, e.g. ground radar (see Part VI, 6.4.4), and in other circumstances where the omission of routine reports from selected flights is found to be acceptable.*
- 2.3 ADS-C is a core capability to operate UPR within the UPR Zone and each ANSP will have surveillance using the ADS contract with the aircraft tracking a UPR. Typical ADS-C periodic reporting rates are between 14-27 minutes, therefore the *NOTE* under ICAO Doc 4444 14.1.3 is applicable. This effectively supports and allows a standardized approach without creating impost
- 2.4 The QF-EK preference is for a standardized maximum 80 minute segment lengths which will allow the flight planning systems to optimize segment lengths for position reporting based on airspace and AWY requirements. *Note- all UPR WPTS are compulsory reporting points*
- 2.5 ANSP mitigating action is the applicable surveillance ADS-C periodic contract rate
- 2.6 With respect to the requirement of several States for operators to request separate approval to operate UPR within the UPR Zone. This is an administrative resource impost on both operators and ANSPs. There is also the potential for confusion for operators who irregularly traverse the UPR Zone as some States require approval whereas most do not.
- 2.7 Mitigation action is that FPL field 10 displays the aircraft capability and if an operator is not ADS-C/CPDLC compliant then the ANSP can REJ the UPR FPL.
- 2.8 The need for a State to require the filing of a FPL two hours prior to ETD is a further cost impost. Operators have expended considerable effort in improving the operating environment especially where it relates to en-route winds and weather in UPR sectors. To ensure optimization, the flight planning of a flight is left as late as practical. It is requested that States consider this in future developments.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the issues raised in this WP
- b) with a view for continuous improvement amend current requirements to further harmonise practices with the UPR Zone

States	Prior permission/approval	Time intervals between waypoints	FPL filing
Australia	N/A	Maximum 80 minutes	N/A
India	At least seven days in advance for flight operators to fly UPR in Mumbai FIR. Permission may be requested for whole or part of Summer/Winter schedule for particular flights	Maximum 30 minutes	At least two hours before ETD.
Madagascar	From INSPIRE	must not exceed 20 minutes	N/A
Maldives	From INSPIRE	N/A	N/A
Mauritius	N/A	Maximum 60 minutes.	N/A
Seychelles	N/A	Maximum 30 minutes	N/A
South Africa	From INSPIRE	N/A	N/A
Sri Lanka	At least seven days in advance for flight operators to fly UPR in Colombo FIR. Permission may be requested for whole or part of Summer/Winter schedule for particular flights.	N/A	At least two hours before ETD/EOTB.