



**Combined Third Meeting of Arabian Sea Indian Ocean ATS Coordination Group ASIOACG/7 and
Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE/3) –
Mumbai, India, 11 – 14th December 2012**

Agenda Item 6: Review of UPR Trials and follow-up actions

Australian UPR gates and continental connector routes

(Presented by Airservices Australia)

SUMMARY

The purpose of this paper is to update the ASIOACG on the progress to implement additional UPR gates and connector routes across continental Australia.

1. INTRODUCTION

- 1.1 At the ASIOACG/6 meeting in Cape Town, Airlines requested additional UPR gates and complementary connector routes in Western Australia to improve their operational efficiency and reduce their impact on the environment.
- 1.2 Airservices acknowledged the significant benefit of the proposed change and agreed to a proposal to assess the feasibility of new UPR gates and connector routes in Western Australia.
- 1.3 At the Combined ASIOACG and INSPIRE Working Group meetings held in Dubai in May 2012 Airservices Australia (Airservices) presented a series of proposed UPR gates and connector routes. (refer IP UPR Gates and Connector Routes – Western Australia).
- 1.4 Independent of the request for UPR gates and connector routes Airservices had initiated a multi-faceted program of activity to reduce risk and efficiently respond to the changing operational requirements within the Upper Airspace Services area of responsibility.
- 1.5 The Airservices program of activity included a refined sectorisation, additional controller workstations, and the commissioning of new surveillance facilities. Supplementary changes included the reconfiguration of the voice communication systems, the reconfiguration of the automation system, refinements to the Air Traffic Controller endorsements, and the development of new procedures.
- 1.6 Implementation of the program changes began during October 2012 and the majority were completed with effect 15 November 2012. The program of activity will be completed with an upgrade to the voice communications system on 10 December 2012.

2. DISCUSSION

- 2.1 During the design and safety review of the proposed UPR gates and connector routes it was identified that various gate and connector options were dependent on the delivery of ATMS changes. These changes had already been initiated and would be delivered through out 2012.
- 2.2 To facilitate making available improved routing options as soon as practicable the work was separated into three packages of work. Each package had clearly differentiated dependencies in relation to the program of work to amend the ATMS.

2.3 Northern Area

- 2.3.1 With effect 11 October 2012 the northern area package of gates and connector routes (refer Australian AIP SUP H69/12) was published. This package facilitates improved routing options in north western portion of the Australian continental region of the Melbourne FIR.

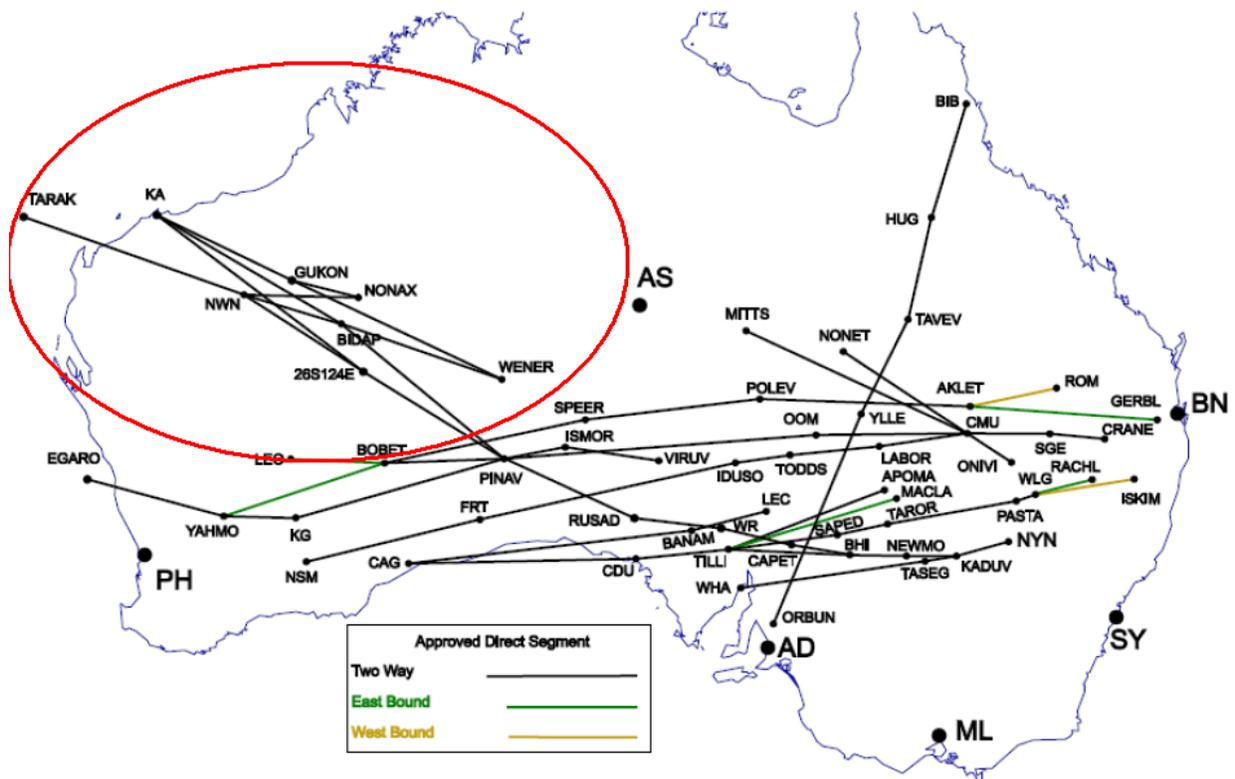


Figure 1 - Gates & Connector Routes - Oct 2012

2.4 Southern Area

- 2.5 The Southern area connectors transit an airspace that was significantly amended in November 2012. To allow the airspace changes to bed-in and minimise the risk of change fatigue this package of connectors will be delivered later.
- 2.6 The southern area package is in the final stages of preparation and is expected to be published with effect in the first calendar quarter of 2013.

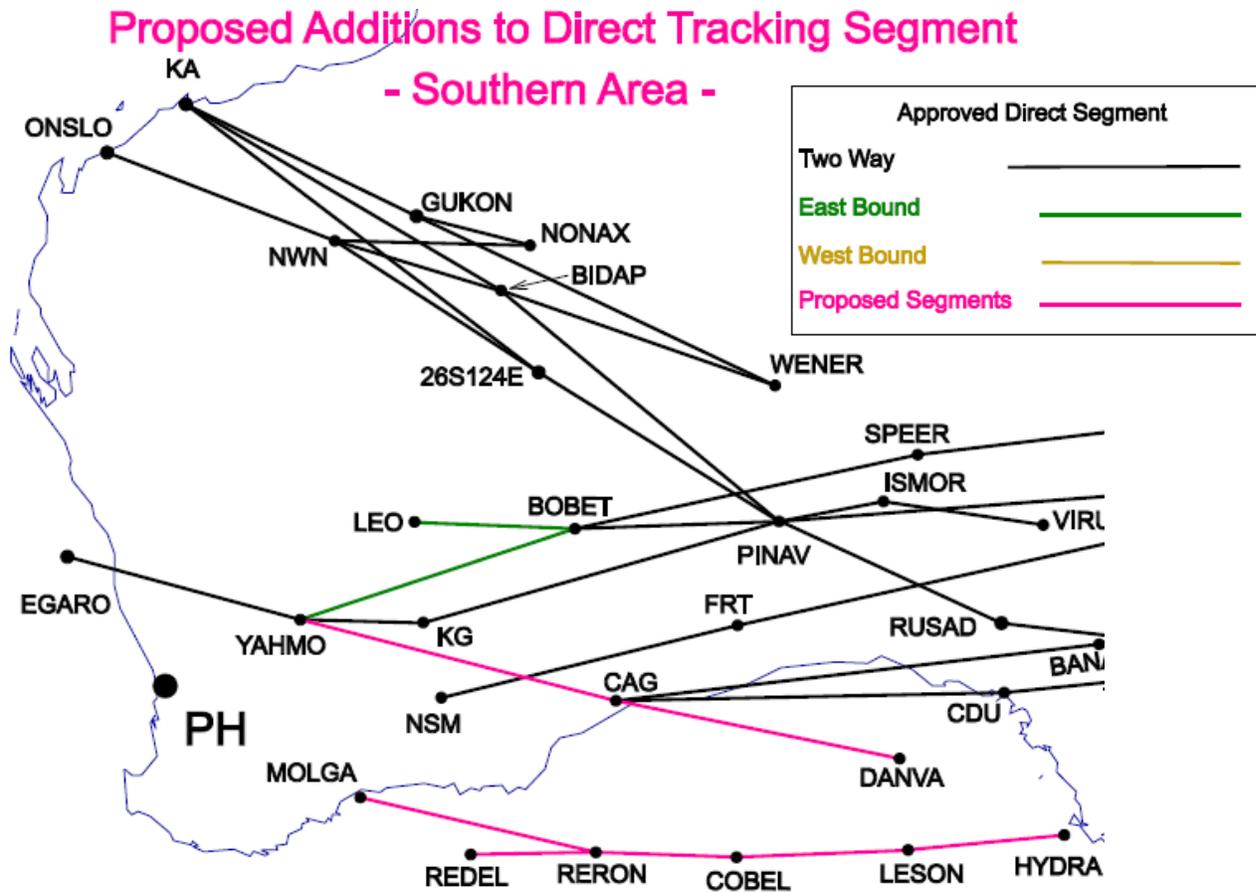


Figure 2 - Southern Area Gates & Connector Routes

2.7 Central Area

- 2.7.1 The central area will be the third package of gate and connectors.
- 2.7.2 This package directly affects the primary domestic traffic flow in the West Australian region. The north south flow to the mining regions of west Australia is characterized by the increasing use of modern jet passenger aircraft and has for the last three years experienced 15% growth each year.
- 2.7.3 The Central area connectors transit the airspace that was most significantly amended in November 2012. Furthermore these connectors transit a 'gap' in radar coverage which adds to the complexity of the airspace.
- 2.7.4 The central area package is being progressed, however due to the density and complexity of air traffic in this area the exact implementation date and configuration is yet to be confirmed.

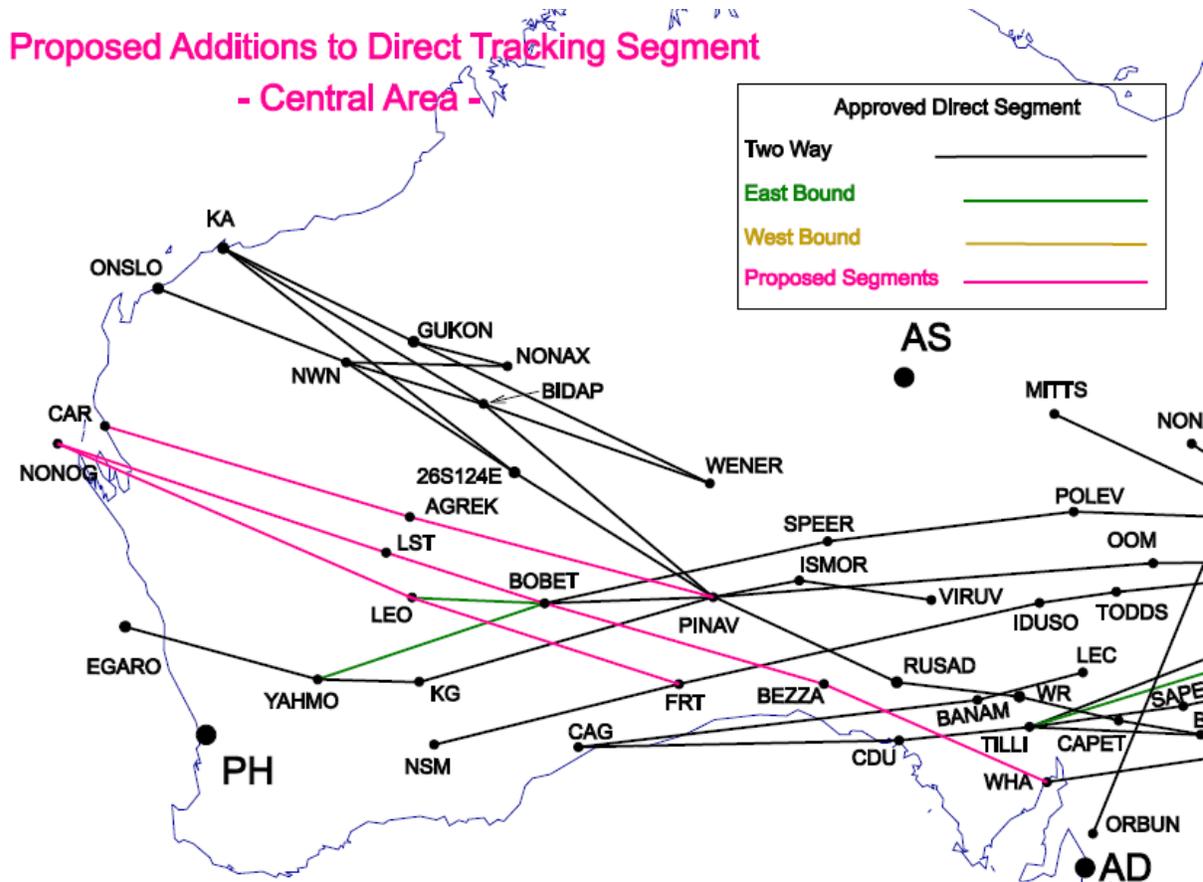


Figure 3 - Central Area Gates & Connector Routes

2.8 When considered with the regard to the existing fixed route structure and previously published UPR gates and connector routes, the flexibility provided by routing options published during 2012 provide airlines with significant routing flexibility across continental Australia.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the ongoing improvement to routing flexibility across continental Australia, and
- b) Discuss the requirement for additional gates and connector routes to facilitate greater routing flexibility.