



**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

Strategy to Reduce the Requirement for Low Level Holding

Presented by Virgin Australia

SUMMARY

The purpose of this Information Paper is to highlight Airservices Australia's intention to include long haul operations into the Metron ATFM system. The new process aims to reduce the need for low level holding at Sydney.

1. INTRODUCTION

- 1.1 Post flight analysis of INSPIRE flights highlighted need to improve arrival management at Australian airports (particularly at Sydney). Feedback indicates lot of scope for avoiding holdings at lower levels or vectoring during approach. This is resulting in significant erosion of fuel and emission savings achieved over enroute.
- 1.2 The purpose of this paper is to request Airservices Australia to evaluate the process complementing INSPIRE flights while developing Regional ATFM procedures for long haul flights in 2013. INSPIRE partners are also requested to consider examining proposals for their busy airports.

2. DISCUSSION

- 2.1 Sydney is a capacity constrained airport during peak periods. The recent introduction of the Metron Traffic Flow tool provides Air Traffic Control with a tactical means of managing demand however at this stage long haul flights are exempt from being compliant with the ATFM business rules.
- 2.2 Non-inclusion of long haul flights in the Metron ATFM system often results in a long haul flight arriving at a time when the programmed landing sequence has limiting capacity to accommodate the long haul flight. This results in holding at lower levels to absorb the delay.

- 2.2 Appreciating Airservices Australia's effort for developing Regional ATFM procedures that will include long haul flights. We expect draft copy of the procedures in early 2013 for Industry to provide feedback.
- 2.3 We expect that lesson learnt from two previous attempts to refine the ALOFT program indicates that situations of weather avoidance, complexities of cost index operations and differences in the Flight Management Computer algorithms may be taken in to account to make the procedures successful. .
- 2.4 The eradication or significant reduction in low level holding at Sydney will deliver a substantial benefit to the INSPIRE initiative.

3. **ACTION BY THE MEETING**

- 3.1 The meeting is invited to note the paper
 - a) Airlines are encouraged to provide feedback on New Metron AFTM procedures to both Airservices Australia.
 - b) Other INSPIRE partners in process of implementing regional ATFM may consider examining similar proposals for their airports.
 - c) Proposed to include "Arrival Management at Australian airports" in GREEN list.
