

## Combined ASIOACG and INSPIRE Working Group Meeting, 2013

Dubai, UAE, 29th & 30th May 2013

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### Agenda Item 5: Inspire Programme

#### Proposal for AUSOTS Track Publication applicable for Australian Domestic Airspace only

(Presented by Emirates Airline)

##### **SUMMARY**

In order to consider individual Aircraft Performance capabilities and to not force Aircraft operating in the oceanic section of the Melbourne FIR to use the same published track at the same time of their scheduled operations, this proposal deals with a change request of the current AUSOTS publication philosophy to only publish AUSOTS Flex Tracks applicable in Australian Domestic Airspace.

### 1. INTRODUCTION

- 1.1 AUSOTS Flex Tracks are traditionally published between an Airport Gate and the FIR Entry/Exit Boundary Waypoint vv.

With several flights operating at the same time over the Indian Ocean Airspace, individual Aircraft Performance capabilities for the optimum flight path and flight level may not be considered and the wide available airspace resource over the Indian Ocean remains unused.

This proposal deals with a change of the current AUSOTS publication philosophy: For the Melbourne FIR, AUSOTS shall only be applicable and published over Australian Domestic Airspace.

Airline Operators should be able to flight plan to most efficient flight path to/from the anchor point to/from Australian Domestic airspace using the already implemented UPR philosophy (Airservices Australia, AIP SUP H35/13 refers).

### 2. DISCUSSION

- 2.1 In today's philosophy, an AUSOTS Flex Track is traditionally published between an Airport Gate and the FIR Entry/Exit Boundary Waypoint vv.

Example for an AUSOTS Flex Track between Middle East – Sydney/YSSY:

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E3544/13 NOTAMN
Q)YXXX/QARCA/IV/NBO/E/000/999/3833S12133E999
A)YMMM YBBB
B)1305190900 C)1305192200
E)AUSOTS GROUP B DOMESTIC FLEX TRACKS ACT
TDM TRK XS17 130519060001
```

1305190900 1305192200

**DADAR KAMUN IDEVI SAKEG CROWE RUNUT 16S095E 19S100E 22S106E  
SWAGY CARMi LEO 30S125E FRT CDU OJJAY EKKEY**

RTS/EKKEY J141 PKS H319 TARAL Y59 SY YSSY

RMK/AUSOTS GROUP B

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FURTHER INFORMATION ON FLEX TRACKS AVBL ON AIRSERVICES AUSTRALIA WEBSITE

AT:WWW.AIRSERVICESAUSTRALIA.COM/AUSOTS/AUSOTSTODAY.ASP



However, with the operations of different aircraft types, different engines and/or different weights the overall operational behavior for those aircraft might be different in a way, that they prefer their individual flight paths and altitudes for achieving the optimum. It might therefore be beneficial, if the AUSOTS Tracks will only be applicable and published within the Australian Domestic airspace (applicable for the Melbourne FIR only).

A revised sample for such a “reduced” AUSOTS Flex Track Message could be as follows:

E3544/13 NOTAMN

Q)YXXX/QARCA/IV/NBO/E/000/999/3833S12133E999

A)YMMM YBBB

B)1305190900 C)1305192200

E)AUSOTS GROUP B DOMESTIC FLEX TRACKS ACT

TDM TRK XS17 130519060001

1305190900 1305192200

**SWAGY CARMi LEO 30S125E FRT CDU OJJAY EKKEY**

RTS/EKKEY J141 PKS H319 TARAL Y59 SY YSSY

RMK/AUSOTS GROUP B

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The procedure is in accordance with the already published AIP SUPH35/13 “UPR Geographical Zone INSPIRE Trial” (by Airservices Australia).

The benefits for this revised AUSOTS Flex Track philosophy are therefore:

- Consideration of individual Aircraft performance habits for the most efficient flight path scenario resulting in additional savings in fuel, emissions, trip time and costs;
- De-confliction of traffic operating at the same time (specifically at the AUSOTS Flex Track Entry Points) on the AUSOTS Flex Track, when the optimum flight level is already occupied by a different flight;
- Easier weather avoidance in oceanic airspace (e.g. tropical cyclone avoidance);
- Make use of the entire unused airspace as a resource;
- Support of the UPR Concept as part of the INSPIRE initiative;

### 3. ACTION BY THE MEETING

- 3.1 The meeting is invited to review and analyse this proposal. – A study could be supported by allowing an operational trial and a further/deeper evaluation on this.

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