Combined Fourth Meeting of Arabian Sea/Indian Ocean ATS Coordination Group (ASIOACG/8) and Fourth Meeting of Indian Ocean Strategic Partnership to Reduce Emissions (INSPIRE/4)

Melbourne, Australia 25th November – 28th November 2013

Agenda Item 2 – Organisational Update

Update on Australian Airspace

(Presented by Airservices Australia)

SUMMARY

This paper provides and update on recent and upcoming activities in Australian airspace relevant to INSPIRE and ASIOACG.

1. INTRODUCTION

1.1 A number of changes have taken place in Australian airspace in the past 12 months. Many of these relate to the formalisation of the INSPIRE ASIO-Z (Arabian Sea and Indian Ocean User Preferred Route Zone). Additional recent changes include airspace resectorisation in Western Australia.

1.2 Upcoming developments include the ADS-B equippage mandate for airspace above FL285, introduction of a conflict safety net tool in Indian Ocean and Continental airspace, MAESTRO Sequencing software at Perth, and AIDC testing with adjacent Flight Information Regions.

2. DISCUSSION

2.1 ASIO-Z Changes

2.1.1 Flights from Australia to the Middle East planning a flex track are now permitted to depart a published flex track in Indian Ocean Airspace in order to transition to a User Preferred Route. This allows operators to exploit the benefits of the flex track system over Australian continental airspace, and User Preferred Routes for the Oceanic phase of flight.

2.1.2 All suitably equipped operators between Asia and Africa are now permitted to plan a UPR in the Melbourne. Previously this was only available to flights approved to participate in the INSPIRE UPR trials.

2.1.3 Connector routes continue to be progressively implemented in Australian continental airspace. A number of connector routes, or 'direct segments', are now available in central continental airspace.

2.1.4 SABEK waypoint is available for flight tracking via co-requisite waypoint BEBOG. The requirement to track via BEBOG was identified as necessary during the INSPIRE trials in order to ensure agreed boundary coordination parameters were met between Melbourne and Colombo.

2.2 **ADS-B**

2.2.1 The national mandate for ADS-B equipage above FL285 becomes effective December 13th, 2013. The reduced separation standards and increased operational flexibility provided by ADS-B will continue to contribute to improving access to efficient trajectories in Australian airspace.

2.2.2 Although the vast majority of long-haul traffic has been equipped for some time, the mandate will ensure that all interacting traffic flows above FL285 are equipped and able to benefit from reduced separation standards and more flexible control practices.

2.3 **AIDC**

2.3.1 Airservices has been in discussions with both Airports and Aviation Sri Lanka, and Maldives Airports Company Ltd, to commence AIDC testing. Initial testing will occur in 2013 on a non-operational test platform. Pending the success of these tests, an operational trial period will commence early 2014.

2.3.2 The key benefit of AIDC is improved coordination practices through automated transfer of coordination information.

2.4 **FPSNA – Flight Plan Safety Net Alert**

2.4.1 FPSNA provides a 'medium term' conflict alert to ATC, by continuously analysing flight plan data and applying the appropriate tolerances to aircraft pairs. In the event of detection of an unresolved conflict, a notification is provided to the controller.

2.4.2 FPSNA will be progressively introduced into the Upper Air Space environment in the Melbourne FIR (above FL285) commencing from the second quarter of 2014.

2.4.3 The tool will commence operations in Indian Ocean, Western and Central Australian airspace.

2.4.4 The additional safety net provided by the tool will assist in providing additional access to optimised trajectories in continental airspace, and assist controllers in managing increasing traffic levels and complexity in oceanic airspace.

2.5 **MAESTRO Sequencing tool at Perth**

2.5.1 Commencing in Q2, 2014, Maestro automated sequencing software will be introduced at Perth airport. Maestro is already in use at Melbourne, Sydney and Brisbane airports.

2.5.2 Generation of arrival sequences will be automated, and delay optimised by sharing the absorbtion of delay between enroute airspace and terminal airspace. In the present 'feeder fix' system, the majority of delay is required to be absorbed enroute.

2.6 West Australian airspace changes

2.6.1 A number of airspace sectorisation changes were implemented in Western Australia on November 14 2013.

2.6.2 The purpose of the changes was to better distribute ATC workload, reduce internal coordination requirements, and prepare for the introduction of a control tower at Port Hedland.

2.6.3 An additional ATC console had been installed to allow sectors in the Pilbara region of Western Australia to be de-combined, in order to manage increased traffic complexity and workload during periods of convective weather activity in the summer months.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the contents of this paper.
