



**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 25<sup>th</sup> November – 28<sup>th</sup> November 2013**

**Agenda Item 3 - ATM issues**

**Implement Connector Segments in Mumbai FIR**

(Presented by QANTAS & Emirates)

**SUMMARY**

The implementation of new connector segments in the Mumbai Oceanic FIR will facilitate improved UPR fuel efficiencies and reduce the incidents of altitude blockage by providing additional planning options to separate aircraft

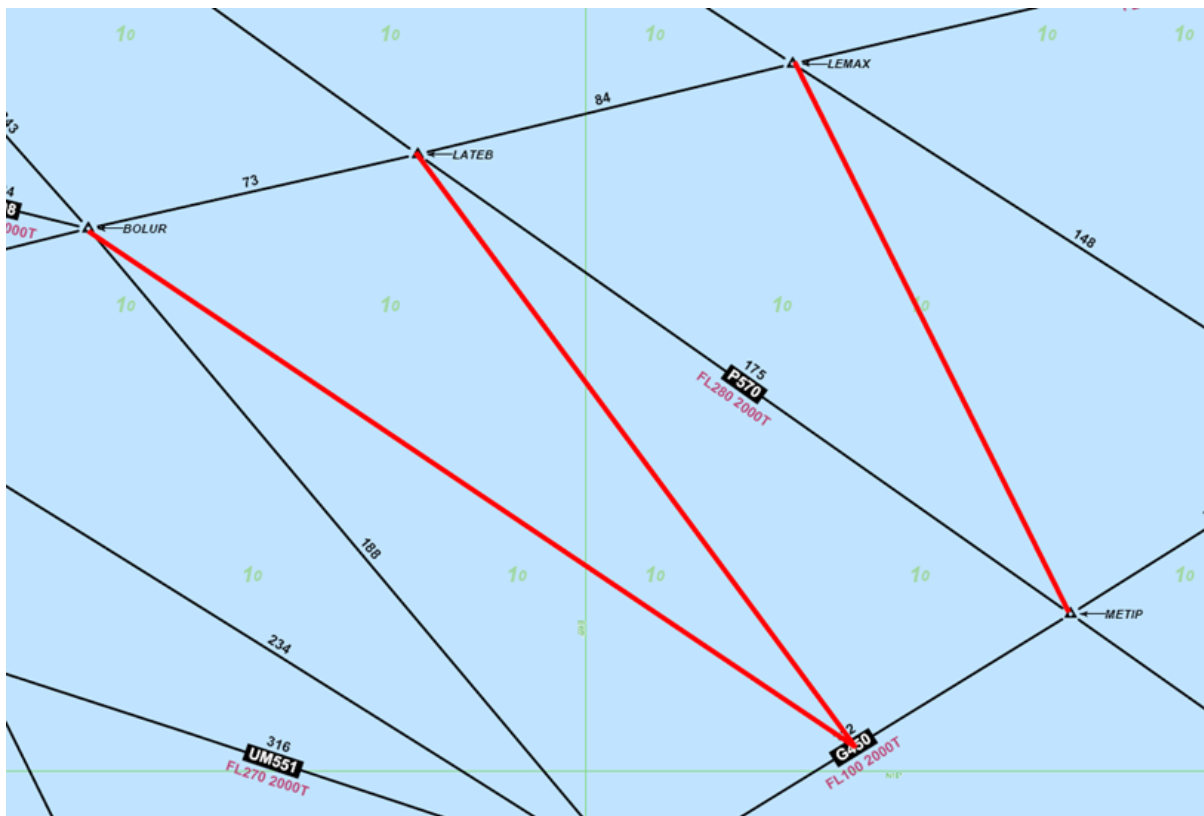
**1 INTRODUCTION**

- 1.1 Improving the availability of UPR Zone entry/exit options is subject to continuous assessment and improvement. This proposed initiative is a temporary and partial improvement to facilitate UPR fuel efficiencies by making available expanded tracking options to enter/exit the UPR Zone. Moreover, this initiative is expected to lead to a reduction in the incidences of aircraft being altitude blocked during peak times

**2 DISCUSSION**

- 2.1 Following a WP from IATA at the last ASIOACG/INSPIRE meeting, India is kindly considering moving the UPR Zone boundary further west within Mumbai FIR. When this is agreed, fuel efficiency and operating options will improve because of the additional UPR options
- 2.2 As an interim step, another means to improve fuel efficiency until the UPR Zone is moved further west is by implementing a series of connector or direct segments into the UPR Zone

- 2.3 Given the growing number of aircraft operating Middle East to Australia, it is now a daily occurrence where aircraft are being altitude blocked. This costs a significant amount of fuel which for the A380 equates to approximately 1400kgs when blocked off optimum by a single level for three hours. This is greater when further off optimum level
- 2.4 The provision of connector segments leading into the UPR Zone will provide additional planning capability to assist improve this situation
- 2.5 In order to facilitate two of the proposed connector segments there is a requirement to create a new waypoint at a position which dissects published WPTS DONSA and METIP on AWY G450. This could also be achieved as an agreed planning LAT/LONG position which operators could insert into their NAV Data bases as a company LAT/LONG WPT
- 2.6 The proposed new connector segments are: (red in chart graphic)
- WPTs BOLUR ( L894)and LATEB (P570) direct to the newly created WPT between DONSA and LETIP or the agreed LAT/LONG position
  - WPT LEMAX direct to METIP (commence UPR from METIP south of P570)



### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) discuss this proposal and agree the value it delivers
- b) request AIA to agree and consider implementing