

MEETING ACTION POINTS

MEETING: Flex Track Core Team Meeting

DATE: 15th March Melbourne Centre & 16th Avalon Airshow

PURPOSE: To Finalise the Operational Concept for Flex Tracks (AUSOTS)

PRESENT: 15th & 16th Airservices Australia, Singapore Airlines, Qantas Airways, Emirates Airlines
16th Only Virgin Blue, Airservices Australia

DECISIONS AND ACTIONS:

REF	DECISION & ACTION	WHO	WHEN
1.	Information: The meeting was to discuss and finalise the Operational Concept document for Flex Tracks. Following agreement a press release would be issued that publicly announced the intention for Flex Tracks.		
2.	Decision: Operational Concept Document (refer attachment 1) agreed by all stakeholders.		
3.	Decision: <ul style="list-style-type: none"> • Cockpit procedures for Flex Tracks (eg non FMS aircraft) are an issue for individual airlines. The opinion was that procedures already exist to provide for them. • Feedback on the TCM to start as phone call to the Trackmaster from each participating airline and then evolve to email when experience has been gained. • A “grace” period at the end of the TDM validity for which it is acceptable for the airline to ask for an extension to be added to the Dispatcher Guidelines. (eg 30 min and don’t even think about asking afterwards) • Use/create floating waypoints at suitable locations. (eg half degrees) • Dispatcher guidelines to be: <ul style="list-style-type: none"> ○ maintained by airlines on a rotational basis ○ initially distributed through IATA ○ located on the Airservices Australia website • Decision on aircraft models to use for Flex Tracks creation for each specific city pair deferred until DOTS+ is in place and working. 		



FLEX TRACKS

4.	<p>Action:</p> <ul style="list-style-type: none"> Establish a NOTAM group within NAIPS for Trackmaster briefing. Confirm that 110E positions are charted Ascertain acceptable “grace” period from controllers. Determine controller & manager procedures for “grace” period. Establish feedback process for controllers. If possible, investigate including direction arrows on the AUSOTS tracks published on the web. In-Trap & Out-Trap terminology to be standardized with SPOM & FOM etc. Research possibility of domestic Flex Tracks at different levels to that of international Flex Tracks due to different aircraft types. 	Airservices Australia	30 th Mar
5.	<p>Information:</p> <p>Terrain in Indonesian FIR may make certain gates unsuitable for 2-engined aircraft due to engine out glide altitudes.</p>		
6.	<p>Action:</p> <p>Include agreed changes to Dispatcher Guidelines including:</p> <ul style="list-style-type: none"> Create a checklist for evaluating the TCM Add “Grace” period instructions with information from Airservices Australia. Establish feedback procedures Develop list of acceptable reasons why AUSOTS would not be suitable and include in Dispatcher Guidelines. 	Emirates Airlines	30 th Mar
7.	<p>Action:</p> <p>Provide feedback on Dispatcher Guidelines to Emirates Airlines.</p>	Singapore Airlines & Qantas Airways	6 th Apr
8.	<p>Action:</p> <p>Ensure Garuda is aware of Flex Track developments.</p>	Airservices Australia	30 th Mar
9.	<p>Action:</p> <p>Fix errors in AUSOTS AIP SUPP and re-issue. (ie day of week numbers)</p>	Airservices Australia	14 Apr
10.	<p>Action:</p> <p>Telecon to be arranged in 2 weeks time to decide on most appropriate NOTAM format for TDM information. Core Team members to research and be ready to make a decision on the most appropriate format.</p>	Airservices Australia	30th Mar

