

## MEETING ACTION POINTS

**MEETING:** Flex Tracks Core Team Meeting  
**DATE/TIME:** Wednesday July 27<sup>th</sup> 2005  
**LOCATION:** Telecon  
**PURPOSE:** Regular meeting  
**PRESENT:** Airservices, Emirates, Singapore, Qantas  
**APOLOGIES:**

### DECISIONS AND ACTIONS:

REF	DECISION & ACTION	WHO	WHEN
1.	<b>Agenda Item:</b> Review of action items from last meeting		
	<b>Information:</b> Only one action item from last meeting: Airlines to advise agreement to streamlining of TCM agreement process.		Complete
	<b>Issues:</b> Define commencement date due to lead time for Airservices documentation requirements.		
	<b>Decisions:</b> Commencement date to be 10 <sup>th</sup> Aug		
	<b>Actions:</b> Trackmaster documentation to be changed to reflect changed workflow for TCM approval. Core Team to be notified via email of confirmed date when documentation complete.	Airservices	3 <sup>rd</sup> Aug
2.	<b>Agenda Item:</b> Issues		
	<b>Information:</b> Emirates are using the Flex Tracks for VTBD flights and are finding that there are good benefits available. Qantas reported the benefits are not always on the VTBD track but they will continue to evaluate.		
	<b>Issues:</b> nil		
	<b>Decisions:</b> nil		
	<b>Actions:</b> nil		
3.	<b>Agenda Item:</b> Incidents		
	<b>Information:</b> There have been incidents reported where the flightplan contains different information to the TDM. There is no automatic means for Airservices to compare each flight plan to the TDM.		
	<b>Issues:</b> It is an airline issue to ensure that the flightplan reflects exactly the TDM. Each airline must ensure that processes exist to check each aircraft flightplan to the TDM. Suggestion that the flight crew compare the issued plan to the TDM NOTAM.		
	<b>Decisions:</b> Errors to be taken directly to the responsible airline for addressing.		

	<b>Actions:</b> Airlines to establish processes for the crew to check flightplan against track NOTAM.	All Airlines	24 <sup>th</sup> Aug
4.	<b>Agenda Item:</b> Extension Of Track Validity		
	<b>Information:</b> Slight adjustments to validity times of the tracks may increase availability of tracks to other users From airlines present, only QF31 and SQ237 are impacted by validity times of the Flex Tracks.		
	<b>Issues:</b> QFA31 (SYD-SIN) if it departed on time, it could possibly get to the start gatepoint up to 10 minutes prior to the validity time. SQ237 (SIN-MEL) on schedule completes the track 10 minutes before the end of the validity period		
	<b>Decisions:</b> Extensions of track validity to 1130 UTC for outbound from Australia tracks and to 0000 UTC for inbound tracks would reduce likelihood of being on an expired track.		
	<b>Actions:</b> Airservices to examine extending the track validity to 1130-2200 outbound and 1300-0000 inbound.	Airservices	24 <sup>th</sup> Aug
5.	<b>Agenda Item:</b> Handling overflights		
	<b>Information:</b> Some SIN-AKL		
	<b>Issues:</b> Operators are not using the AUSOTS tracks because connectors from the Flex Track gatepoints to the Tasman routes have not been defined.		
	<b>Decisions:</b> Airlines that are overflying and not taking advantage of AUSOTS to be specifically advised of the connectors so they can use the ASAP.		
	<b>Actions:</b> Connectors between the AUSOTS tracks and the Tasman route structure to be published in the overflights section of ERSA for ML/SY/BN Airlines that are overflying and not taking advantage of AUSOTS to be specifically advised of the connectors.	Airservices	Next ERSA update 24 <sup>th</sup> Aug
6.	<b>Agenda Item:</b> Adding additional flights to AUSOTS		
	<b>Information:</b> On days when the SIN track enters using the Jakarta gate, it would be advantageous to also have a track using the Bali gate and vice versa. There is significant traffic from other Asian ports that may be able to obtain benefits from Flex Tracks if AUSOTS was extended.		
	<b>Issues:</b> Controllers report issues with blending traffic from VHHH direction with traffic using AUSOTS. What would be the defined city pair to be used for creation of a second SYD inbound track?		
	<b>Decisions:</b> There would be value to airlines in having a Jakarta and a Bali gate choice to SYD on a regular basis. The naming of this extra track would be YS2A.		
	<b>Actions:</b> Qantas to research VHHH tracks to examine if there are benefits that can be obtained by airlines using Flex Tracks. Cathay to be asked to examine possible benefits to them by access to	Qantas	24 <sup>th</sup> Aug

	Flex Tracks. Airservices to examine extra route options to Asia using the other gate that the SIN track uses.	Airservices Airservices	24 <sup>th</sup> Aug 24 <sup>th</sup> Aug
7.	<b>Agenda Item:</b> General business 1 Extra Waypoints		
	<b>Information:</b> A lack of waypoints and appropriate whole degree lat longs have made it difficult for the Trackmaster to publish tracks that efficiently avoided corners and boundaries.		
	<b>Issues:</b> Points need to be available to permit Flex Tracks to cross high density routes at a defined point. Flex Tracks crossing or remaining clear of the ML/BN FIR boundary need similar points.		
	<b>Decisions:</b> nil		
	<b>Actions:</b> Airservices to publish an AIP SUPP with effective date 29 <sup>th</sup> Sept that nominates useful points to be charted high for Flex Tracks use. Qantas to ensure that Jeppesen publish extra points	Qantas Airservices	SUPP cut off Jepp cut off
8.	<b>Agenda Item:</b> General business 2 Airline support of AUSOTS		
	<b>Information:</b> Emirates voiced strong support of the AUSOTS initiative indicating benefits were exceeding expectations. This support was strongly endorsed by both Qantas and Singapore.		
	<b>Issues:</b> Reducing days of no benefits returned.		
	<b>Decisions:</b> AUSOTS to continue		
	<b>Actions:</b> nil		
9.	<b>Agenda Item:</b> Next Meeting		
	<b>Information:</b> nil		
	<b>Issues:</b> nil		
	<b>Decisions:</b> Wednesday 24 <sup>th</sup> Aug at 0330 UTC		
	<b>Actions:</b> nil		