



*International Civil Aviation Organization*

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

---

**Agenda Item 7: Review developments relating to CNS/ATM implementation**

**THE AUSTRALIAN ORGANISED TRACK STRUCTURE (AUSOTS)**

(Presented by the Secretariat on behalf of Australia)

**SUMMARY**

This paper presents an overview of plans by Airservices Australia to introduce Flex Track operations between Asia and Australia/New Zealand, based on the Australian Organised Track Structure (AUSOTS) which utilises the FAA's DOTS+ system technology.

**1 INTRODUCTION**

1.1 The Australian ATM Strategic Plan (AATMSP) is a collaborative effort of all Australian aviation industry stakeholders which defines a future ideal target operational concept. While the AATMSP has identified User Preferred Trajectories (UPTs) as the desired end result, the immediate introduction of Flex Track operations using AUSOTS is seen as a first step.

1.2 DOTS+ will be licensed to Airservices Australia under a commercial agreement currently being finalised between Airservices Australia and the FAA.

**2 DISCUSSION**

2.1 Airservices Australia has chosen the FAA's DOTS+ system as the platform for AUSOTS, which will be based in the Melbourne Centre. AUSOTS is expected to generate Flex Track operations between selected city pairs from Asia to Australia from 30 June 2005.

2.2 Australian AIC H3/05 and AIP SUP H9/05 have been issued (17 February and 17 March 2005, respectively).

2.3 Initially, AUSOTS will generate Flex Tracks for daily operations from Singapore to Brisbane, Melbourne and Sydney. In addition, other flights overflying the Singapore FIR may also benefit from the daily Flex Track (e.g. Bangkok to Sydney).

2.4 In the medium term, other city pairs will be opened up for Flex Track operations and Airservices Australia is committed to working with other States, ANSPs and Operators to develop plans for the introduction of Flex Track operations across the broader Asia and Middle East regions. Examples may include Mumbai direct Sydney, or Doha direct Sydney etc.

2.5 To assist with the planning for the broader implementation of Flex Tracks, the Melbourne-based AUSOTS system will commence loading MET data for the Bay of Bengal as from June 2005.

2.6 In order to achieve the long-term goal, Airservices Australia will work with other States, ANSPs and Operators to deliver the successful implementation of User Preferred Trajectories on a “Gate-to-Gate” basis.

2.7 In a future scenario, the FAA DOTS+ “Online Track Advisory” system could be added to the AUSOTS platform, so as to provide additional ATM services within the region, under collaborative or joint venture arrangements.

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

3.1 The meeting is invited to note the work being undertaken by Airservices Australia in the development of Flex Track operations in the region, utilising the FAA’s DOTS+ system based in Melbourne Centre.

.....