



ARABIAN SEA INDIAN OCEAN ATS  
COORDINATION GROUP AND INDIAN  
OCEAN STRATEGIC PARTNERSHIP TO  
REDUCE EMISSIONS WORKING GROUP  
MEETING

**ARABIAN SEA INDIAN OCEAN ATS COORDINATION GROUP AND  
INDIAN OCEAN STRATEGIC PARTNERSHIP TO REDUCE EMISSIONS  
WORKING GROUP MEETING**

**DOHA, QATAR 4-5 JUNE 2014**

**Agenda Item 2: Review of UPR zone promulgation and next steps**

**The Australian experience of the ASIO-Z**

(Presented by Airservices)

**SUMMARY**

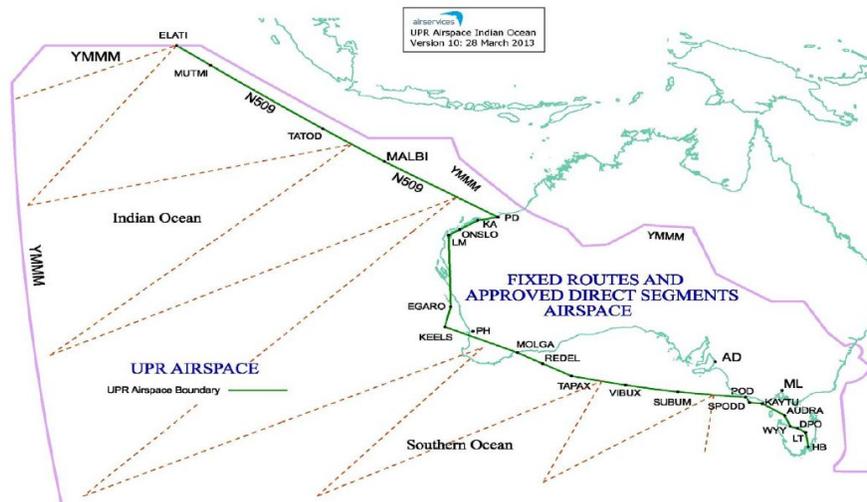
This Information Paper summarises the Australian experience of the Arabian Sea and Indian Ocean UPR Geographic Zone since its introduction in October 2013 as well as developments in the Melbourne FIR to compliment the zone.

**1. INTRODUCTION**

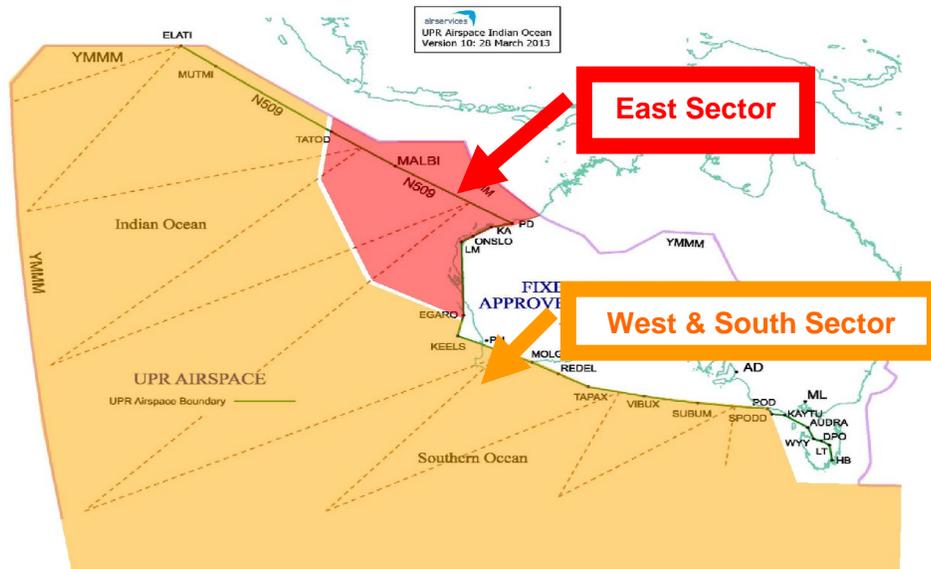
- 1.1 The Arabian Sea and Indian Ocean User Preferred Route Geographic Zone was established 17 October 2013.
- 1.2 The ASIO-Z incorporates a large proportion of oceanic airspace in the Melbourne FIR. This Information Paper summarises the Australian experience of the UPR Geographic Zone and initiatives to improve operations within and around the zone.

**2. DISCUSSION**

- 2.1 The Arabian Sea and Indian Ocean User Preferred Route Geographic Zone established 17 October 2013 incorporates a large proportion of the Melbourne FIR oceanic airspace.



- 2.2 A number of improvements to flight planning options have been made since the UPR Geographic Zone was established with the intention of improving efficiency for aircraft within and near the zone; these improvements are summarised below.
- 2.3 An increase in staffing since March 2014 has allowed for the oceanic sector to be operated standalone for 16-18 hours per day. By operating standalone, the workload of oceanic controllers is reduced and they may therefore apply separation standards that provide greater efficiency to aircraft.
- 2.4 In April 2014 the existing Melbourne and Sydney to Middle East Flex Tracks were amended to be published twice daily, with the overall validity increased to be 0530-2200 UTC, and to only exist outside the UPR Geographic Zone. When aircraft reach the boundary of the UPR Geographic Zone they transition from the Flex Track to a UPR, which is intended to improve efficiency and reduce instances of level blocking that may occur when multiple aircraft depart at a similar time and fly an identical route.
- 2.5 The airspace over continental Australia is not yet suitable for inclusion in the UPR Geographic Zone due to the volume and complexity of domestic traffic. As an interim measure to increase efficiency, additional direct segments have been introduced from the west coast of Australia for flights to Adelaide, Melbourne and Sydney. The additional direct segments commence from waypoints NONOG and CAR (an area that has been identified by industry as restrictive for flight planning). These additional direct segments are available for use 1200-2200 UTC each day.
- 2.6 In November 2014 the single Melbourne FIR oceanic sector will be split into east and west/south sectors, which during periods of high traffic will allow the South East Asia-Australia traffic and the Middle East-Australia traffic to be controlled separately by two controllers. By dividing the traffic between two controllers, controller workload will be reduced, allowing for better service provision. The proposed boundary between the sectors is aligned with the internal sector boundary in the Jakarta FIR.



### 3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note the ongoing work to improve the efficiency of the UPR zone within the Melbourne FIR.