Off Air Routes Planning (OARP)

Manual

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Version 59

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Prepared:	OARP Subject Matter Expert
Approved:	Brisbane Aerodrome & Airspace Services Head Melbourne Aerodrome & Airspace Services Head

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Change Summary

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Clause Number	**Change Description**	**CRC**
1.2	Addition of constraint to disallow planning via latitude/longitudes which intersect three of more FIRs	42177
1.2	Note added to clarify that published routes are not subject to the same PRD and MOA proximity constraint as DCT segments between published waypoints and/or latitude/longitudes	
1.2	Removal of Tasman Sea constraints	
2.4.3 & Appendix C	Addition of the following Approved Direct Segments in Sydney Area: - BORLI-CB (both directions) - CB-URBOB (both directions) - PKS-KABIX (westbound only)	
2.5.1, 3.6.2, Appendices D & K	Waypoint MILLA replaced by TASIS	
2.5.3, 3.6.1, 3.7.2, Appendices D, K & L	Waypoint NEVIS replaced by PEDNI	
2.5.3, 3.6.2, Appendices D & K	Waypoint CANTY replaced by DORSU	
2.5.3 & Appendix D	Addition of the following Approved Direct Segments in Melbourne Area: - BORLI-WG (both directions) - COM-MER (both directions) - COM-WG (both directions)	
2.6.1, 2.6.3 & Appendix E	Waypoint QUORN replaced by LIBNI	
3.5.1 & Appendix J	Replacement of Sydney Departure Gate terminating at KABIX with new Departure Gates terminating at BAZZA, VEDPI and UPTOD	
3.6.2 & Appendix K	Waypoint WENDY replaced by ALAXO	
3.6.2 & Appendix K	Waypoint LIZZI replaced by BOOIN	
3.6.2 & Appendix K	Waypoint WAREN replaced by RAZZI	
4.1.2	Updated Network Coordination Centre (NCC) to National Operations Management Centre (NOMC) and updated NOMC contact phone number	

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1 User Preferred Routes

This manual provides aircraft operators with the requirements for planning User Preferred Routes (UPRs). Aircraft operators may use a combination of published ATS routes and UPR segments, however requirements in this manual must be adhered to in toto.

Appendices are provided at the back of this manual and are referred to throughout to assist operators by providing a visual representation of more complex flight planning requirements.

1.1 Aircraft Equipment Requirements

Aircraft operating on UPRs must have the following equipment and navigation approvals:

Within CTA Airspace	Within OCA Airspace
a) INS/IRS; b) GNSS; c) RVSM Approved; d) ADS-B; and e) At least one of the following navigation approvals: i) RNP2; ii) RNP4; or iii) RNP10/RNAV10.	a) INS/IRS; b) GNSS; c) RVSM Approved; d) ADS-B; e) At least one of the following navigation approvals: i) RNP4; or ii) RNP10/RNAV10; and f) HF Radio.

1.2 Flight Planning Requirements

UPRs must be constructed to comply with the following requirements:

Regarding	UPR Requirements
Airspace	a) UPR segments must remain within Class A airspace and are permitted in all Australian Administered Airspace which includes: i) YMMM (Melbourne) FIR; ii) YBBB (Brisbane) FIR; iii) AGGG (Honiara) FIR; and iv) ANAU (Nauru) FIR. b) UPRs must use published routes or approved direct route segments when transiting an active UPR Exclusion Zone defined in Part 2.

Regarding	UPR Requirements
Waypoints	a) UPRs must be constructed using any combination of: i) Published enroute waypoints; ii) Navaids; and iii) Latitude/longitude coordinates in either whole degrees or degrees and minutes (e.g. 29S135E or 2900S13514E); b) UPR segments must commence/terminate: i) At any reporting point either on the boundary of or outside of an active UPR exclusion zone; except that ii) Flights departing/arriving an Australian Port, must use one of the departure/arrival gates and routes detailed in Part 3; c) UPRs must include a reporting point located on or within 1NM of the FIR boundary between: i) YMMM and YBBB FIRs on or west of 119^{O}E; ii) YMMM and YBBB FIRs on or south of 36^{O}S; and iii) An Australian Administered FIR and a foreign FIR except that latitude/longitudes that intersect three or more FIRs must not be used; and d) Time intervals between reporting points must not exceed 80 minutes.
Exit / Re-Entry Flights	UPRs which hemstitch (exit and re-enter) between the YMMM and YBBB FIRs must not re-enter the same FIR for at least 30 minutes except within 45NM SY.
Proximity to Prohibited, Restricted, Danger (PRD) & Military Operating Areas (MOA)	UPRs must remain clear of active PRD and MOA in accordance with AIP. To remain laterally clear of active areas, UPRs must be constructed at least: a) 5NM in CTA; and b) 16NM in OCA; away from the area. ***Note:*** *Published routes (including routes or DCT segments published in DAH, ERSA FPR, AIP SUP and NOTAM) which infringe these parameters but do not enter an active PRD or MOA may be planned as these routes have been specifically designed to maintain separation from the relevant PRD or MOA.*
Indian Ocean	a) UPRs between Asia and Africa must remain on or south of air route R348; b) UPRs not entering/exiting WIIF FIR must remain on or south of air route N509 between ELATI and MALBI; c) UPRs via SABEK must remain on or south of a line SABEK BEBOG; d) UPRs via LAMOB may only be planned southbound; and e) UPRs crossing the FIR boundary between YMMM and VRMF/VCCF/WIIF FIRs must plan via a published waypoint other than TEROS.

Regarding	UPR Requirements
North Australia	UPRs crossing the FIR boundary between YBBB and WAAF FIRs must plan via a published waypoint.
Great Australian Bight	a) UPRs must not be created in the opposite direction against ATS one-way routes: i) Q32 between KAMBI and SUPAS; ii) Y135 between AKRUN and TUTNO; iii) Q33 between LONLY and LUCRE; iv) Q158 between KROWS and CRICK; and v) Y53 between VIMUS and BUNGY; b) Eastbound UPRs crossing ATS route Y53 between VIMUS and BUNGY must plan to do so at a published waypoint; and c) Westbound UPRs crossing ATS route Q158 between KROWS and CRICK must plan to do so at a published waypoint.

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2 UPR Exclusion Zones

2.1 General

Due to the high density or air traffic in some parts of Australian Administered Airspace, UPR exclusion zones have been defined in these areas. UPR exclusion zones are time activated which allows aircraft operators to plan UPR segments through these areas when they are not active.

When UPR exclusion zones are active, aircraft operators must plan via published air routes or approved direct segments when transiting these areas. Approved direct segments are available in both directions H24 unless specified otherwise.

2.2 North Queensland

Refer Appendix A for graphical representation of North Queensland UPR exclusion zone and approved direct segments.

2.2.1 Definition

Area bounded by: ADGAD-KELPI-OVRON-PUPEB-MEMIG-MUNEL-KIMMI-MEMOS-KOOKA-ANDEE-LAKOT-MATAR-EML-UNVAT-ADGAD.

2.2.2 Activation Times

Daily 2300-0700 UTC.

2.2.3 Approved Direct Segments

Direct Route Segment	Restrictions
ALBUX-OVRON	
ALBUX-TL	
EGUGO-LERKI	
EGUGO-MEPEM	
GULOP-VEKBI	
HUG-NONUM	
LERKI-NTN	
NONUM-KIMMI	Northbound only
NONUM-MEMIG	Northbound only
NONUM-MEMOS	Northbound only
TL-VEKBI	
UPOLO-KIMMI	Northbound only
UPOLO-MEMIG	Northbound only
UPOLO-MEMOS	Northbound only

2.3 Brisbane Area

Refer Appendix B for graphical representation of Brisbane Area UPR exclusion zone and approved direct segments.

2.3.1 Definition

Area bounded by: CBULA-LAMSI-SCOTT-SAVER-GUMKI-ATROP-ADGAD-UNVAT-LAWRY-EYELA-PANPU-GUSNI-EGUBA-EMTID-CBULA.

2.3.2 Activation Times

Daily 2000-1200 UTC.

2.3.3 Approved Direct Segments

Direct Route Segment	Restrictions
ATROP-ITIDE	Westbound only
ATROP-MUDDL	Westbound only
BERNI-LAMSI	Eastbound only
BNA-LAMSI	Eastbound only
GOMOL-LAMSI	
SAVER-IDRAS	Westbound only
SAVER-SANEG	Westbound only

2.4 Sydney Area

Refer Appendix C for graphical representation of Sydney Area UPR exclusion zone and approved direct segments.

2.4.1 Definition

Area bounded by: URBOB-OMLAV-NOBAR-CBULA-EMTID-IGDIT-VERAV-ENPAG-BORLI-URBOB.

2.4.2 Activation Times

Daily 2000-1300 UTC (Australian Winter), 1900-1200 UTC Hours of Daylight Saving (Australian Summer).

2.4.3 Approved Direct Segments

Direct Route Segment	Restrictions
BANDA-CBULA	
BORLI-CB	
CB-URBOB	
LOSPI-KADUV	Westbound only

Direct Route Segment	Restrictions
KADUV-GUMAP	Eastbound only
PKS-KABIX	Westbound only
TW-BANDA	Eastbound only

2.5 Melbourne Area

Refer Appendix D for graphical representation of Melbourne Area UPR exclusion zone and approved direct segments.

2.5.1 Definition

Area bounded by: URBOB-BORLI-TOBOB-BERVU-NATYA-MAXEM-BORTO-NOGIP-SUNTI-ONAGI-TASIS-CORRS-ANGEX-URBOB.

2.5.2 Activation Times

Daily 2000-1300 UTC (Australian Winter), 1900-1200 UTC Hours of Daylight Saving (Australian Summer).

2.5.3 Approved Direct Segments

Direct Route Segment	Restrictions
ARBEY-CORRS	Eastbound only
BERVU-DORSU	Eastbound only
BORLI-WG	
COM-MER	
COM-WG	
ML-OKISI	
ML-SPODD	
PEDNI-WOKKA	Westbound only
WOKKA-TYNDI	Eastbound only

2.6 Adelaide Area

Refer Appendix E for graphical representation of Adelaide Area UPR exclusion zone and approved direct segments.

2.6.1 Definition

Area bounded by: BORTO-MAXEM-IBABI-ALTRO-LIBNI-OJJAY-AKDAV-FRAZA-KAMBI-TUTNO-LONLY-GILES-BORTO.

2.6.2 Activation Times

Daily 2000-1300 UTC (Australian Winter), 1900-1200 UTC Hours of Daylight Saving (Australian Summer).

2.6.3 Approved Direct Segments

Direct Route Segment	Restrictions
DAMOB-NIMEK	Westbound only
KABEK-LIBNI	Westbound only
KADUV-WHA	
ORBUN-ELMOL	Eastbound only

2.7 Perth Area

Refer Appendix F for graphical representation of Perth Area UPR exclusion zone and approved direct segments.

2.7.1 Definition

Area bounded by: PH-AMANA-TOPIR-POKIP-KAGMI-PH.

2.7.2 Activation Times

Daily 2200-1300 UTC.

2.7.3 Approved Direct Segments

Direct Route Segment	Restrictions
BIRER-MERIB	

3 Gates and Routes for Departures/Arrivals

3.1 General

Flights departing/arriving an Australian Port listed in this chapter must plan using one of the departure/arrival gates and routes defined below and comply with all relevant flight planning requirements and exceptions (FPREs) listed for that aerodrome.

Flights departing an Australian Port not listed in this chapter must plan using published routes meeting any requirements detailed in ERSA for climb to planned cruising level before commencing a UPR.

Flights arriving an Australian Port not listed in this chapter must terminate a UPR prior to descent from planned cruising level and plan using published routes meeting any requirements detailed in ERSA.

3.2 YBCS (Cairns)

Refer Appendix G for graphical representation of YBCS Gates and Routes.

3.2.1 Departures

Routes (ADEP to Gate)	Refer FPREs
CS J61 ANDEE	
CS J151 KOOKA	
CS B473 MEMOS	
CS R204 KIMMI	
CS A216 MEMIG	
CS R210 PUPEB	
CS BENKI	
CS J917 TENCH	
CS G342 NONIR	
CS G591 LAMEK	
CS Y177 AKROM Z17 OVRON	
CS Y177 WALTA	CS.1
CS Y177 AKROM Y153 JEMMA	CS.1
CS Y177 AKROM R346 TL Q30 MATAR	
CS J64 NONUM HUG	
CS J64 ONARA	

3.2.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
ANDEE J61 CS	
KOOKA J151 CS	
MEMOS B473 CS	
KIMMI R204 CS	
MEMIG A216 CS	
PUPEB R210 CS	
BENKI CS	
TENCH J917 CS	
NONIR G342 CS	
LAMEK G591 CS	
OVRON Q67 CS	
VOMPA Q499 NONUM J64 CS	CS.2
LAKOT Q76 NONUM J64 CS	
HUG NONUM J64 CS	
ONARA J64 CS	

3.2.3 Flight Planning Requirements and Exceptions (FPREs)

CS.1) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

CS.2) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

3.3 YBBN (Brisbane)

Refer Appendix H for graphical representation of YBBN Gates and Routes.

3.3.1 Departures

Routes (ADEP to Gate)	Refer FPREs
BN Q67 LOAFA	BN.1
BN Q67 GUDSO Q24 KELPI	
BN Q67 BIXAD A598 PONUX	BN.2
BN B578 GUMKI FLATY	
BN B578 GUMKI Y88 HARVS	
BN B578 MEPEM	
BN B578 GUMKI LAPIP	

Routes (ADEP to Gate)	Refer FPREs
BN B578 GUMKI Y98 BONEY	
BN J208 SCOTT GATER	
BN J208 SCOTT NETTY	
BN J208 KIBAT	
BN J208 SCOTT P880 LAMSI N584 SIFRA	
BN J208 SCOTT P880 LAMSI LAROS	
BN H91 ADMAR	BN.1
BN H91 SANEG Q4 PAVBI	BN.1, BN.3
BN V250 LEBIT V412 ROM	
BN V250 UNVAT	
BN V250 IBUNA Q473 IGUPI V129 EML	

3.3.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
PONUX H224 BN	
FLATY ATROP H224 BN	
HARVS R587 ATROP H224 BN	
MEPEM Q144 ATROP H224 BN	
LAPIP SAVER G329 BN	
BONEY G329 BN	
GATER Q39 SAVER G329 BN	
NETTY M639 SAVER G329 BN	
WODAY L503 SAVER G329 BN	
SIFRA N584 LAMSI GOMOL H252 BN	
LAROS T53 GOMOL H252 BN	
BANDA H252 BN	BN.4
LOSKU H140 IDNER H66 LAGOB H252 BN	BN.4
PEBDO H66 LAGOB H252 BN	BN.4
EMTID Y27 BN	BN.4, BN.5
EGUBA ENLIP Y27 BN	
GUSNI ENLIP Y27 BN	
PANPU ENLIP Y27 BN	
EYELA ENLIP Y27 BN	
LAWRY ENLIP Y27 BN	

Routes (Gate to ADES)	Refer FPREs
ROM Y166 IDLEG V327 IGUPI Y340 LAMUG Y177 BN	
UNVAT V327 IGUPI Y340 LAMUG Y177 BN	
EML Y409 BESBO Y177 BN	
RUROX Y177 BN	BN.4
KELPI Y89 BESBO Y177 BN	

3.3.3 Flight Planning Requirements and Exceptions (FPREs)

BN.1) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

BN.2) When M640 is active (depending on restricted area levels), plan via Q67 GUDSO Q24 TERUV PUGEL.

BN.3) When R570C or D is active (regardless of restricted area levels), plan via Q4 RUBIX or via Q4 IDBUG Q42 ANROM.

BN.4) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

BN.5) When R570C or D is active (regardless of restricted area levels), plan via IGDIT Y27 EMTID.

3.4 YBCG (Gold Coast)

Refer Appendix I for graphical representation of YBCG Gates and Routes.

3.4.1 Departures

Routes (ADEP to Gate)	Refer FPREs
GOMOL Q47 IDRAS Y258 LEBIT V412 ROM	
GOMOL Q47 IDRAS Y258 LEBIT V250 UNVAT	
GOMOL Q47 ITIDE Q295 GUDSO Q67 LOAFA	CG.1
GOMOL Q47 ITIDE Q295 GUDSO Q24 KELPI	
GOMOL Q47 ITIDE PONUX	CG.2
GOMOL Q47 IDRAS GUMKI FLATY	
GOMOL Q47 IDRAS GUMKI Y88 HARVS	
GOMOL Q47 IDRAS GUMKI B578 MEPEM	
GOMOL Q47 SCOTT LAPIP	
GOMOL Q47 SCOTT BONEY	
GOMOL LAMSI GATER	
GOMOL LAMSI NETTY	
GOMOL LAMSI KIBAT	

Routes (ADEP to Gate)	Refer FPREs
GOMOL LAMSI N584 SIFRA	
GOMOL T53 LAROS	
GOMOL Q16 APAGI H91 ADMAR	CG.1
GOMOL Q16 PAVBI	CG.1, CG.3

3.4.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
EMTID Y27 BN Y177 GOMOL	CG.4, CG.5
EGUBA ENLIP Y27 BN Y177 GOMOL	
GUSNI ENLIP Y27 BN Y177 GOMOL	
PANPU ENLIP Y27 BN Y177 GOMOL	
EYELA ENLIP Y27 BN Y177 GOMOL	
LAWRY ENLIP Y27 BN Y177 GOMOL	
ROM Y166 IDLEG V327 IGUPI Y340 LAMUG Y177 GOMOL	
UNVAT V327 IGUPI Y340 LAMUG Y177 GOMOL	
EML Y409 BESBO Y177 GOMOL	
RUROX Y177 GOMOL	CG.4
KELPI Y89 BESBO Y177 GOMOL	
PONUX H224 ATROP IDRIL Y177 GOMOL	
FLATY ATROP IDRIL Y177 GOMOL	
HARVS R587 ATROP IDRIL Y177 GOMOL	
MEPEM Q144 ATROP IDRIL Y177 GOMOL	
LAPIP GOMOL	
BONEY GOMOL	
GATER LAMSI GOMOL	
NETTY LAMSI GOMOL	
WODAY LAMSI GOMOL	
SIFRA N584 LAMSI GOMOL	
LAROS LAMSI GOMOL	
BANDA Y43 GREAV GOMOL	CG.4
OLRIP Y54 BERNI Y43 GREAV GOMOL	CG.4

3.4.3 Flight Planning Requirements and Exceptions (FPREs)

CG.1) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

CG.2) When M640 is active (depending on restricted area levels), plan via ITIDE Q295 GUDSO Q24 TERUV PUGEL.

CG.3) When R570C or D is active (regardless of restricted area levels), plan via Q4 RUBIX or via Q4 IDBUG Q42 ANROM.

CG.4) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

CG.5) When R570C or D is active (regardless of restricted area levels), plan via IGDIT Y27 EMTID.

3.5 YSSY (Sydney)

Refer Appendix J for graphical representation of YSSY Gates and Routes.

3.5.1 Departures

Routes (ADEP to Gate)	Refer FPREs
TESAT H252 UPNEX H140 IDNER	SY.1
TESAT H252 OLSEM Y193 BANDA H252 OMKAX	SY.1, SY.2
TESAT H252 OLSEM Y193 BANDA Y43 BERNI	SY.1, SY.2
TESAT H252 OLSEM Y193 BNA	SY.1, SY.2
TESAT H252 OLSEM Y193 BANDA CBULA	SY.2
TESAT B450 NOBAR B474 BEADS	SY.3
TESAT B450 NOBAR B580 IFFEY	SY.3
TESAT B450 NOBAR A579 JORDY	SY.3
TESAT B450 ABARB	SY.3
TESAT G595 SOTKI	
TESAT L521 GEROS	
TESAT M636 PLUGA	
TESAT Y84 TONIM	
TESAT H65 WOL H20 OTKED	
TESAT H65 LEECE Q29 RUMIE	SY.1
TESAT H65 WOL J42 ARRAN	SY.1
TESAT H65 WOL J42 CB W148 WG Q60 TOBOB	SY.1
TESAT A576 KADOM H44 BORLI	SY.1
TESAT A576 PKS	SY.4
TESAT H530 RIC H226 ENPAG	
TESAT H530 BAZZA	
TESAT H530 KABIX Q147 VEDPI	
TESAT H530 KABIX Q141 UPTOD	

Routes (ADEP to Gate)	Refer FPREs
TESAT H530 LASUD Q293 BINAG	SY.5
TESAT H530 LASUD Q238 ESLOM	SY.5

3.5.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
OTLAM Y161 OVNOM H652 TESAT	
UBLUK H652 TESAT	
APAGI H91 IGDAM H652 TESAT	SY.6
IDNER H98 SANAD H91 IGDAM H652 TESAT	SY.6
CBULA BANDA J70 IGDAM H652 TESAT	
BEADS RIKNI N774 TESAT	SY.7
IFFEY RIKNI N774 TESAT	SY.7
ABARB RIKNI N774 TESAT	
GOOMA H258 RIKNI N774 TESAT	
SOTKI G595 ATNAT RIKNI N774 TESAT	
AKALU N774 TESAT	
PLUGA RIKNI N774 TESAT	
TONIM RIKNI N774 TESAT	
MAKRL J163 CB W423 CULIN Y59 TESAT	
ARRAN Y59 TESAT	SY.6
KACEY H36 NONUP Y59 TESAT	SY.6
TOBOB H247 CULIN Y59 TESAT	SY.6
BORLI H205 CULIN Y59 TESAT	SY.6
VELGI Y105 TARAL Y59 TESAT	SY.8

3.5.3 Flight Planning Requirements and Exceptions (FPREs)

SY.1) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

SY.2) Vertical requirements apply below FL250, refer AIP DAP. If unable to meet vertical requirements, plan via TESAT H252 UPNEX H140 MATLA Y43 BANDA.

SY.3) When M550 is active, plan TESAT G595 ATNAT ABARB.

SY.4) Departures via PKS must remain on or South of a line PKS-ENPAG and on or North of a line PKS-NODEK.

SY.5) Gate NOT AVBL when R570B or D is active (regardless of restricted area levels).

SY.6) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

SY.7) Gate NOT AVBL when M550 is active.

SY.8) Arrivals via VELGI must remain on or South of a line ENPAG-VELGI and on or North of a line NODEK-VELGI.

3.6 YMML (Melbourne)

Refer Appendix K for graphical representation of YMML Gates and Routes.

3.6.1 Departures

Routes (ADEP to Gate)	Refer FPREs
ML V126 ESDIG SPODD	
ML V126 NOGIP	
ML Q158 CRENA	
ML H345 PEDNI WOKKA	
ML H345 BORTO	ML.1
ML H164 KEPPA Q168 KABEK	ML.1
ML H164 IBABI	ML.1
ML H164 KEPPA H336 NATYA	
ML H50 MNG Q76 TOBOB	
ML H66 KACEY	ML.1
ML H129 DOSEL Y59 NONUP	ML.1
ML Y260 CORRS RIKUS URBOB	ML.1
ML Y260 CORRS RIKUS MER	
ML Y260 CORRS RIKUS OTKED MOMSY	
ML Y260 CORRS Y81 GEMAC	
ML Y260 CORRS SNELY	
ML Y260 CORRS KURRT	
ML Y260 CORRS Y66 GIVID	
ML Y260 ECKHO	
ML Y260 CORRS Y21 DADAD	
ML H169 IRSOM V33 TASUM	

3.6.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
SPODD ALAXO V279 ML	

Routes (Gate to ADES)	Refer FPREs
NOGIP V279 ML	
MTG Y53 ALAXO V279 ML	
WOKKA TYNDI Y53 ALAXO V279 ML	
BENDO Y12 ARBEY H119 ML	ML.2
NATYA H119 ML	
BERVU DORSU H119 ML	
BORLI Q346 POLSO Q35 DORSU H119 ML	ML.2
TANTA Q29 ML	ML.2
URBOB NABBA Q29 ML	ML.2
MER RIMSU Q302 BOOIN Q29 ML	
MOMSY RIMSU Q302 BOOIN Q29 ML	
GEMAC Q302 BOOIN Q29 ML	
SNELY TASIS P753 RAZZI W687 ML	
KURRT TASIS P753 RAZZI W687 ML	
GIVID M625 TASIS P753 RAZZI W687 ML	
ECKHO L508 TASIS P753 RAZZI W687 ML	
DADAD P753 RAZZI W687 ML	
VEKLO LT H215 RAZZI W687 ML	

3.6.3 Flight Planning Requirements and Exceptions (FPREs)

ML.1) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

ML.2) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

3.7 YPAD (Adelaide)

Refer Appendix L for graphical representation of YPAD Gates and Routes.

3.7.1 Departures

Routes (ADEP to Gate)	Refer FPREs
AD Q33 LONLY	
AD A585 AREPA H54 KAMBI	
AD A585 FRAZA	
AD A585 AREPA Q8 AKDAV	
AD A585 AREPA J58 WHA J251 OJJAY	

Routes (ADEP to Gate)	Refer FPREs
AD H246 DAMOB	AD.1
AD V361 UPROT Y27 IGIPA	
AD V361 UPROT Y27 UBDIB Y54 VENEL	
AD H247 NATYA	AD.2
AD V255 BENDO H36 KACEY	AD.2
AD V255 BENDO Y12 LULTO	AD.2
AD V255 BENDO Y218 GRACY	AD.2

3.7.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
TUTNO Y135 DADRU Y39 ATNAR N640 AD	
KAMBI N640 AD	
CDU V621 ATNAR N640 AD	
AKDAV Y38 ATNAR N640 AD	
OJJAY J251 WHA H84 AD	AD.3
LEC H135 AD	
ANUXU H630 NIMEK H135 AD	
MIA Q4 WOONA Q60 KAKLU H309 AD	
MAXEM Q60 KAKLU H309 AD	AD.4
PEDNI H345 AD	AD.4
GRACY T234 BORTO H345 AD	AD.4

3.7.3 Flight Planning Requirements and Exceptions (FPREs)

AD.1) Gate NOT AVBL when R265 is active as RA2.

AD.2) Departure gate is within/adjacent to a UPR exclusion zone. Check activation times for onward flight planning requirements.

AD.3) When R292C or D or F active ABV A045 or R292E active ABV A085, plan via WHA J58 SPOTA AGROS T20 AD.

AD.4) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

3.8 YPPH (Perth)

Refer Appendix M for graphical representation of YPPH Gates and Routes.

3.8.1 Departures

Routes (ADEP to Gate)	Refer FPREs
PH T12 OPEGA	PH.1
PH Y15 AVNEX N752 POKIP	PH.2
PH Y15 AVNEX H16 GEL	PH.2
PH Y15 ESDEG Q587 WOLGO	PH.2
PH Y15 OSTOL	PH.2
PH Y15 ESDEG Y44 KAYOK	PH.2
PH Y15 ESDEG Y60 PALTI	PH.2
PH Y31 ANKEL	
PH Y31 MANIG Y13 WAGOO	
PH Y31 MANIG Y18 SUGAB	
PH Y31 MANIG Y36 YEEDI	
PH Y31 LAKIR Y69 YOKRA	
PH Y31 LAKIR Y69 BOSLI Y67 YAHMO	
PH H18 MUBID	
PH H18 BURGU Y135 HECTO	
PH H18 BURGU Y53 MEMUP	

3.8.2 Arrivals

Routes (Gate to ADES)	Refer FPREs
OPEGA T12 PH	PH.1
BORVI B469 TOPIR L514 AVPAL Q38 PH	
PALTI L514 AVPAL Q38 PH	
RULVI Q9 AVPAL Q38 PH	
AVMAS Q31 AVPAL Q38 PH	
TODIK Q181 AVPAL Q38 PH	
UNVAX Q38 PH	
NOMAV Q25 DALWU Q38 PH	
NALAR Q41 MALUP Q158 PH	
MUBID Q10 MALUP Q158 PH	
DUNDA Q32 NODEV Q10 MALUP Q158 PH	
ESP Q158 PH	
MOLGA Q27 MALUP Q158 PH	

3.8.3 Flight Planning Requirements and Exceptions (FPREs)

PH.1) Remains AVBL when M181, M171AB and M166 are active.

PH.2) MNM GRAD 6% apply for airspace requirements, refer AIP DAP – AVNEX SID. ACFT unable to comply plan via AMANA.

4 Contacts & Change Process

4.1 Contacts for Assistance

4.1.1 General Queries

For any OARP related inquiries, please email OARP@AirservicesAustralia.com.

4.1.2 Flights Departing more than 1 Hour in the Future

Contact the National Operations Management Centre (NOMC)	
Within Australia	1300 272 662
Outside of Australia	+61 3 9235 7515

4.1.3 Flights Airbourne or Departing within 1 Hour

Contact the Air Traffic Management Director (ATMD)	
Within Australia	1300 879 535
Outside of Australia	+61 3 9235 7550

4.2 Change Process

4.2.1 Changes to this Manual

A new version of OARP will be published six monthly and coincide with the MAP/DAH AIRAC amendments (usually the sixth and twelfth AIRAC cycle of each calendar year). Where such versions only contain updates to align with changes to MAP/DAH and do not add/remove/amend any procedures an AIC will not be published, however the new version of OARP will be available to download from the Airservices website at https://www.airservicesaustralia.com/industry-info/flight-briefing/off-air-route-flight-planning-options.

When any procedures are added/removed/amended in OARP, notification will be via publication of an AIC and the new version of OARP will be available to download from the Airservices website. Such versions may coincide with the MAP/DAH AIRAC amendments or be published with effect from any other date as required.

4.2.2 Industry Requests

Aircraft operators may address feedback on the content of OARP by emailing OARP@AirservicesAustralia.com.

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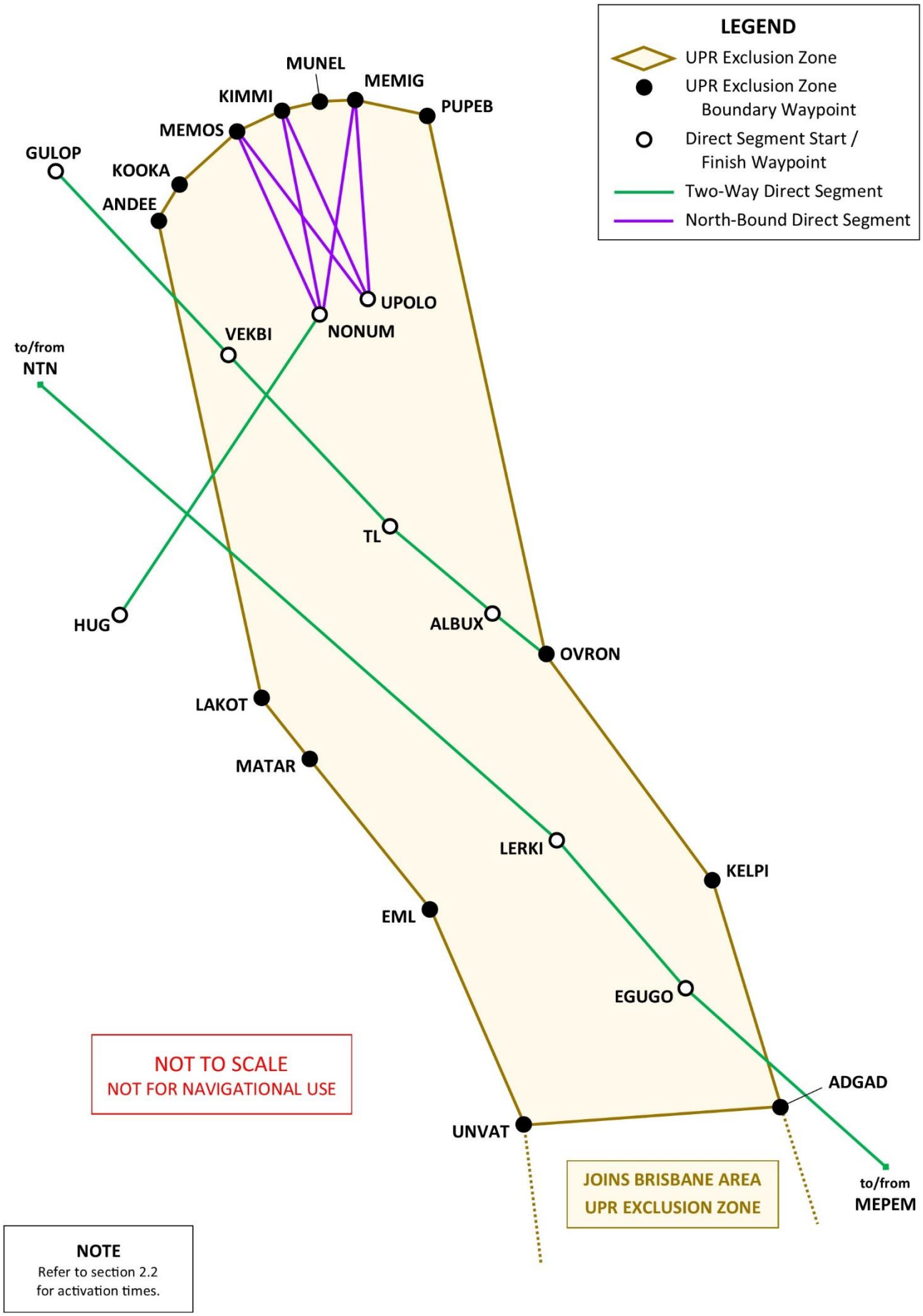
Appendix A UPR Exclusion Zone – North Queensland



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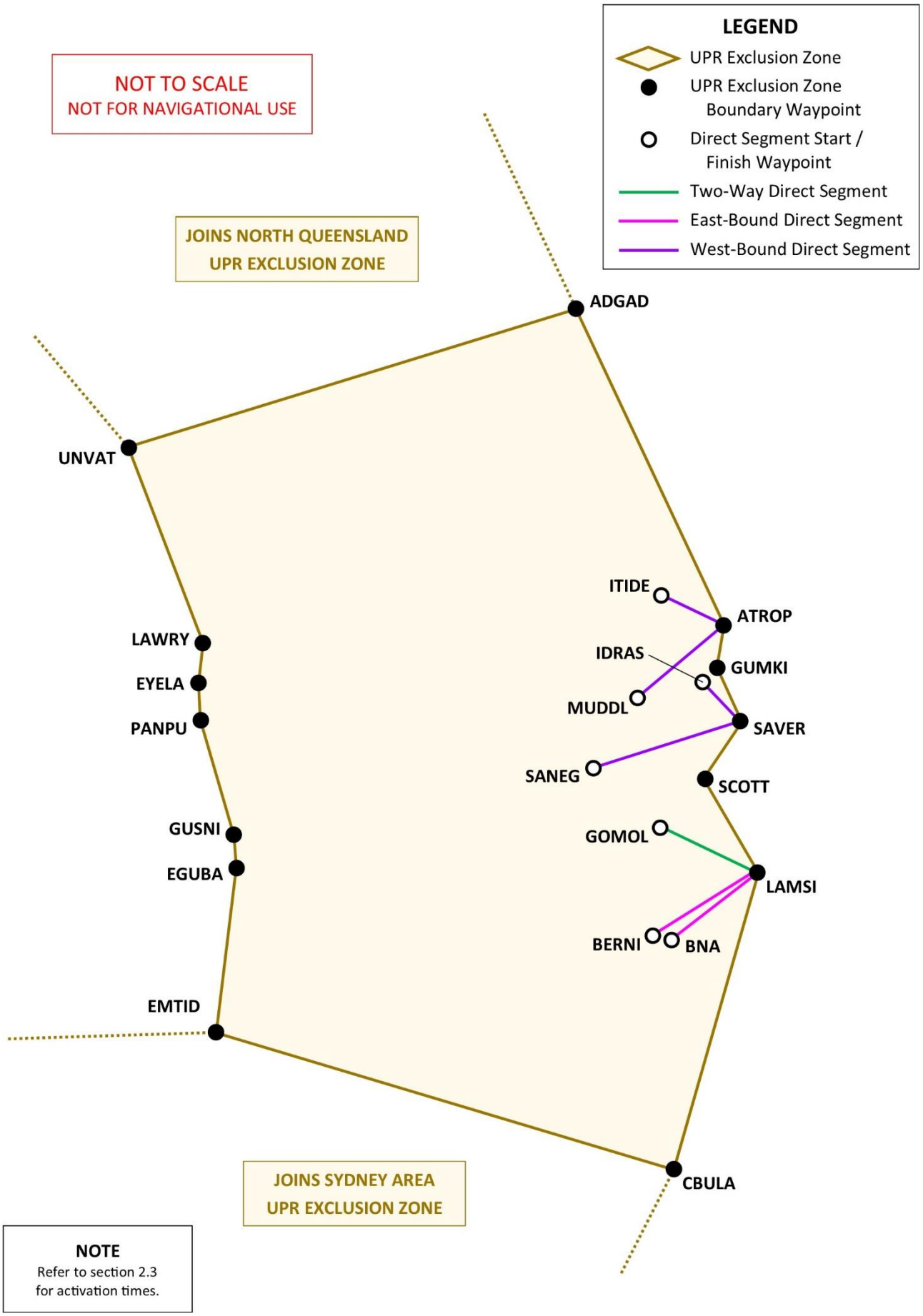
Appendix B UPR Exclusion Zone – Brisbane Area



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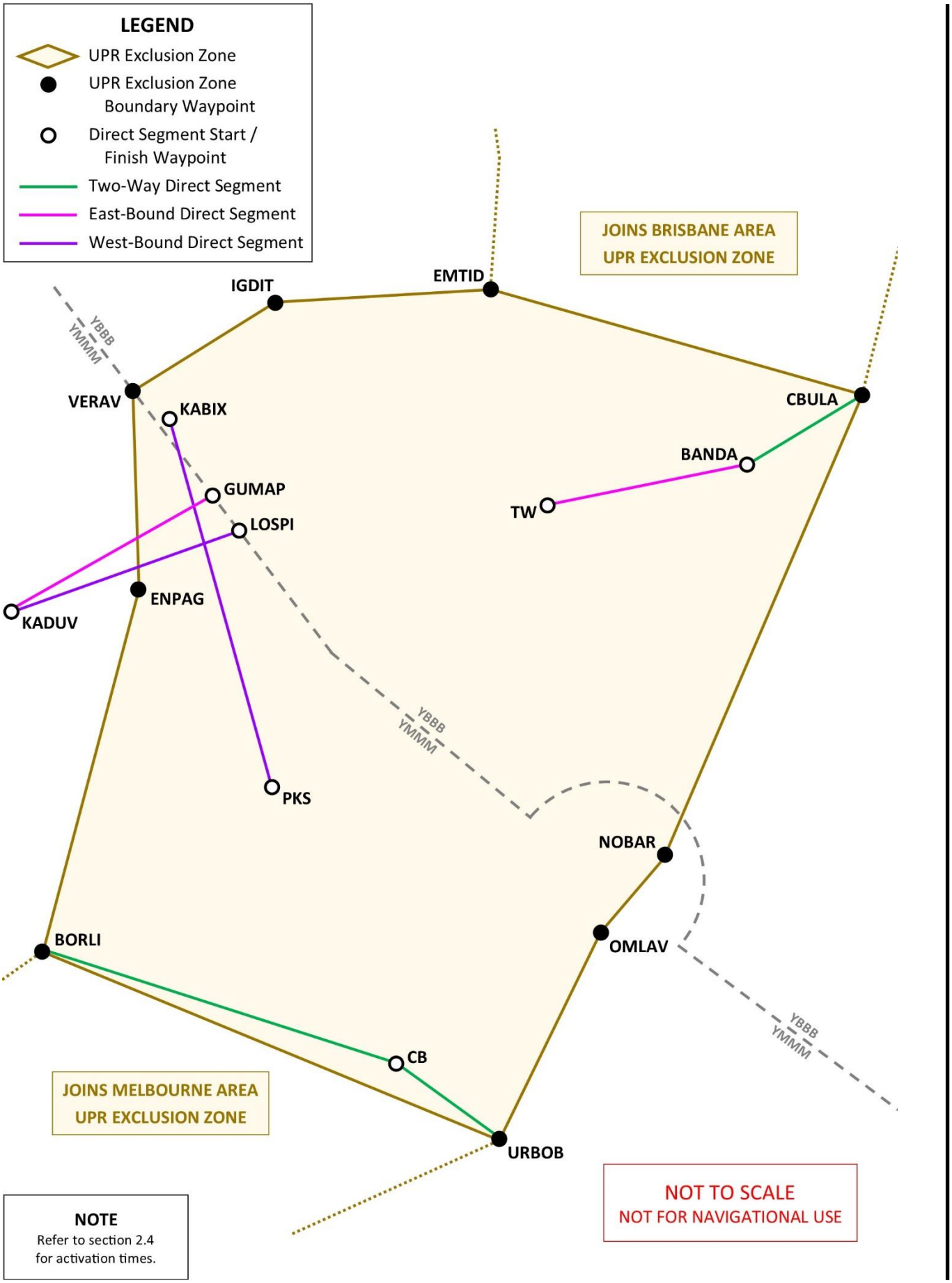
Appendix C UPR Exclusion Zone – Sydney Area



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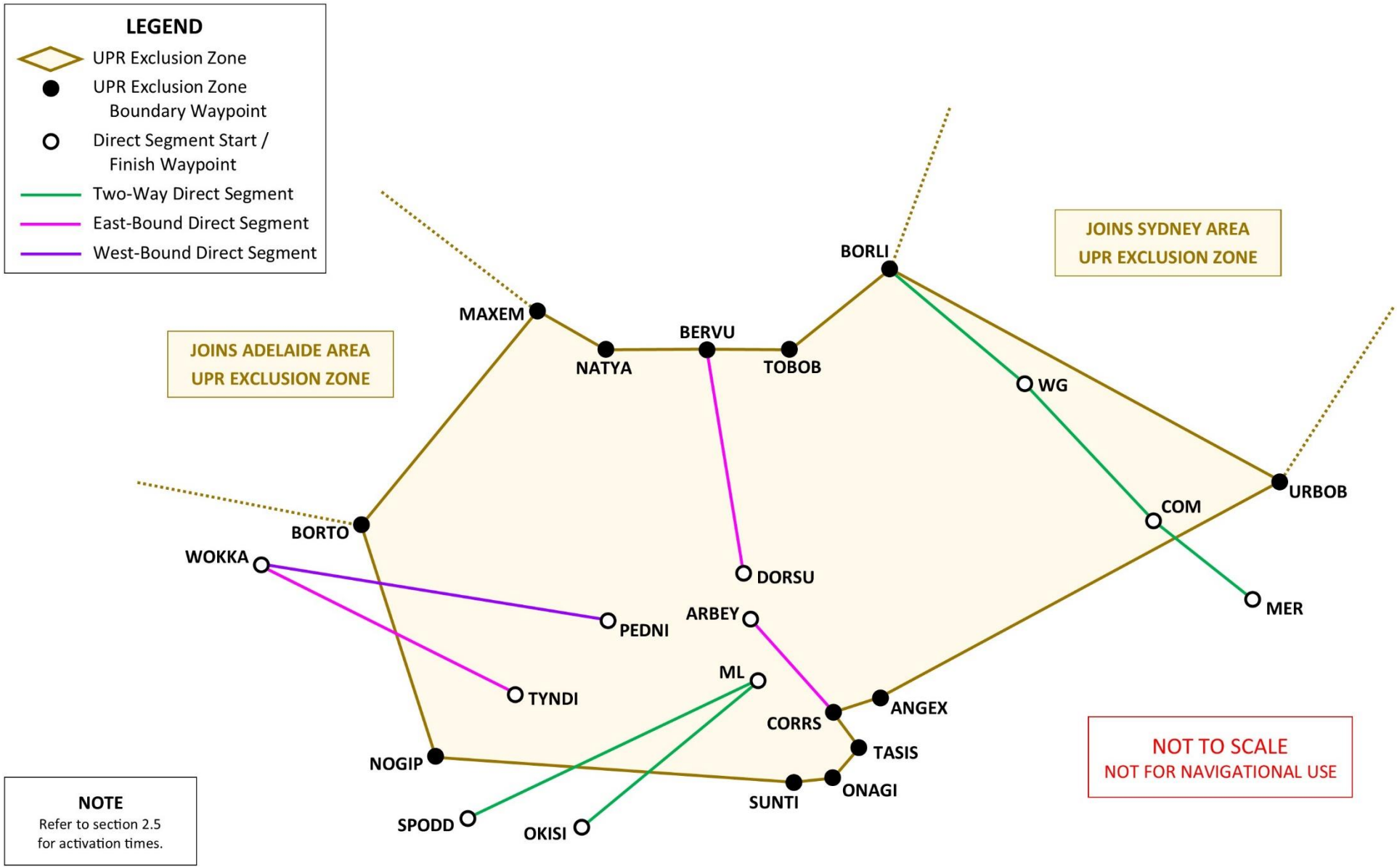
Appendix D UPR Exclusion Zone – Melbourne Area



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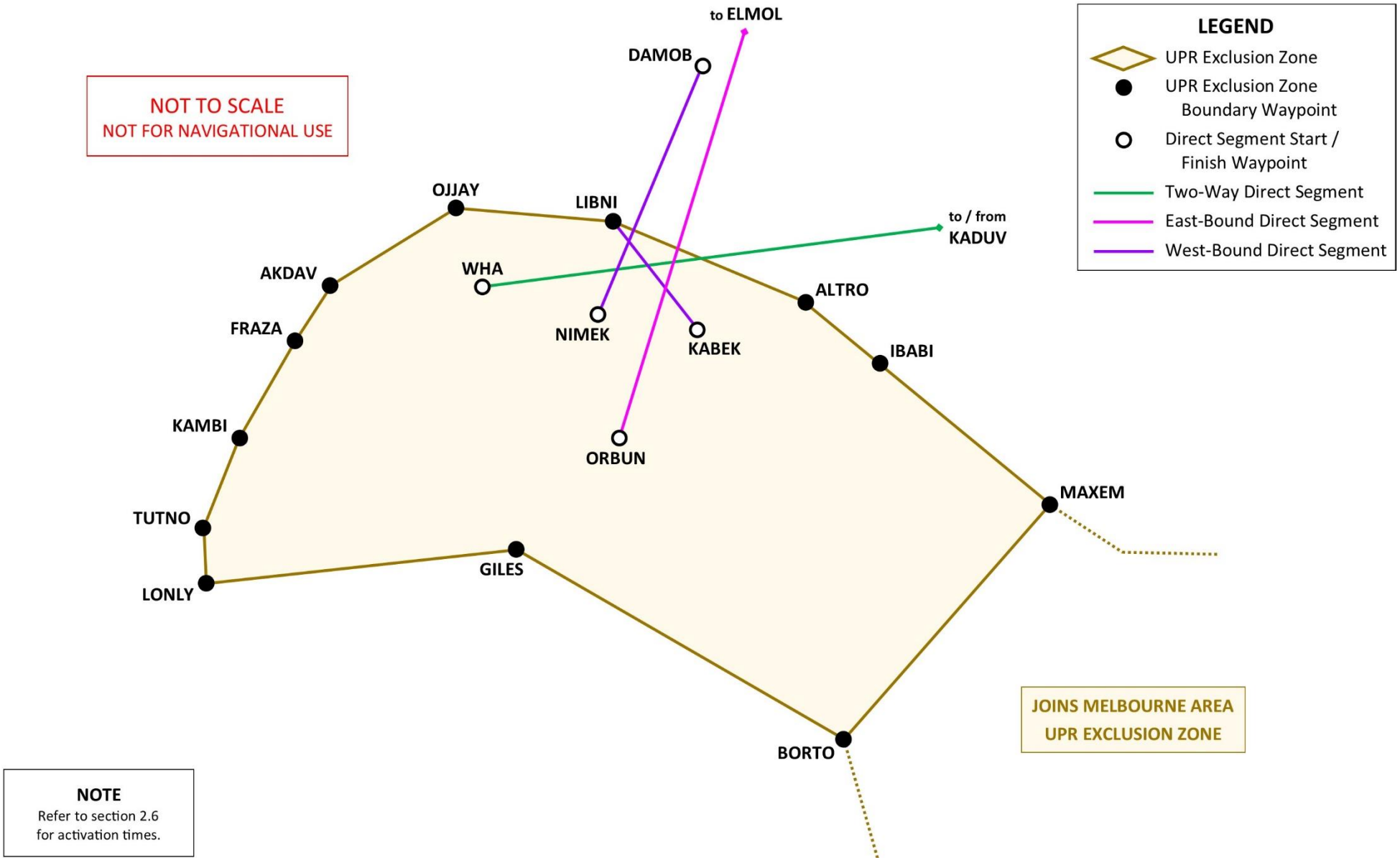
Appendix E UPR Exclusion Zone – Adelaide Area



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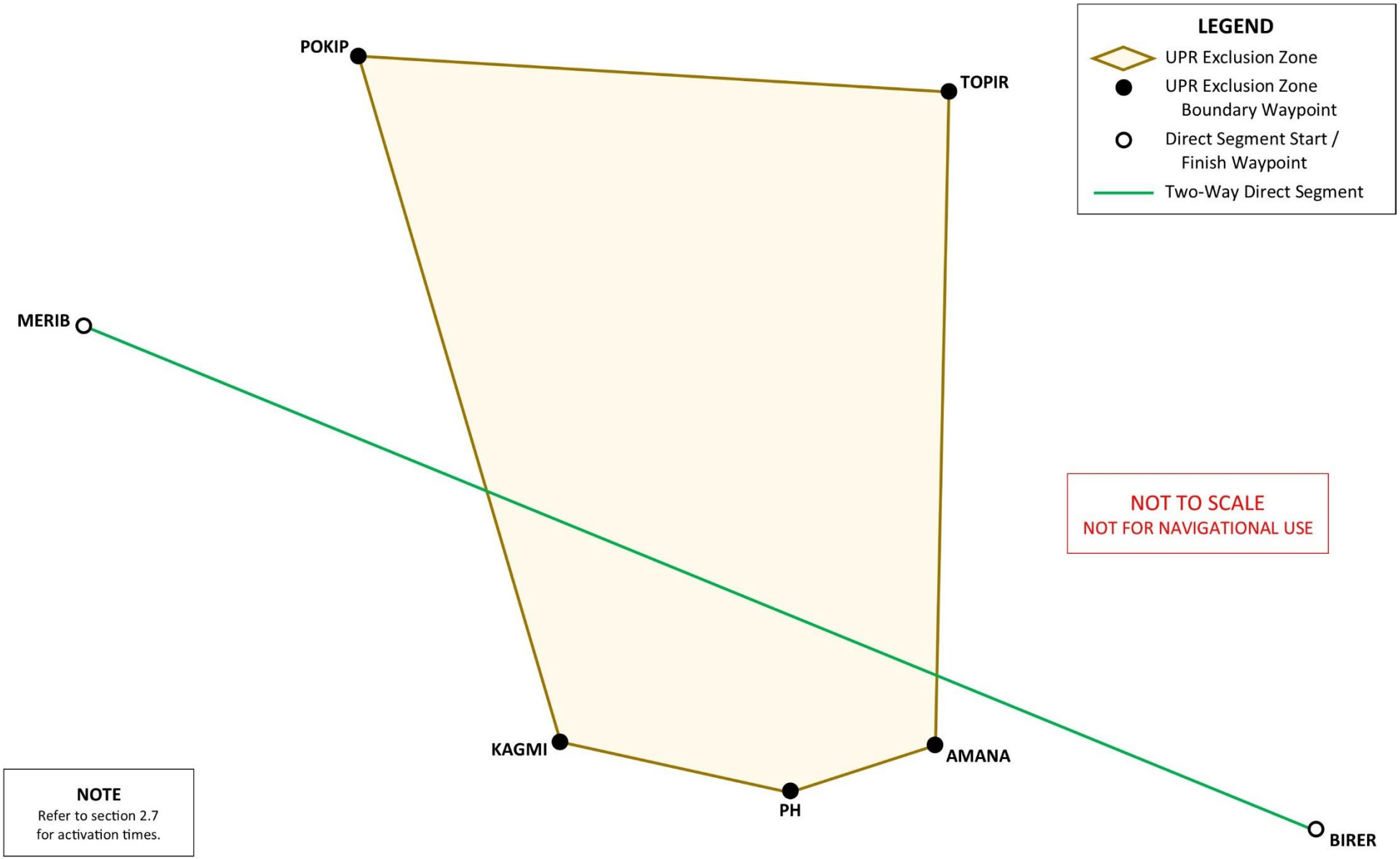
Appendix F UPR Exclusion Zone – Perth Area



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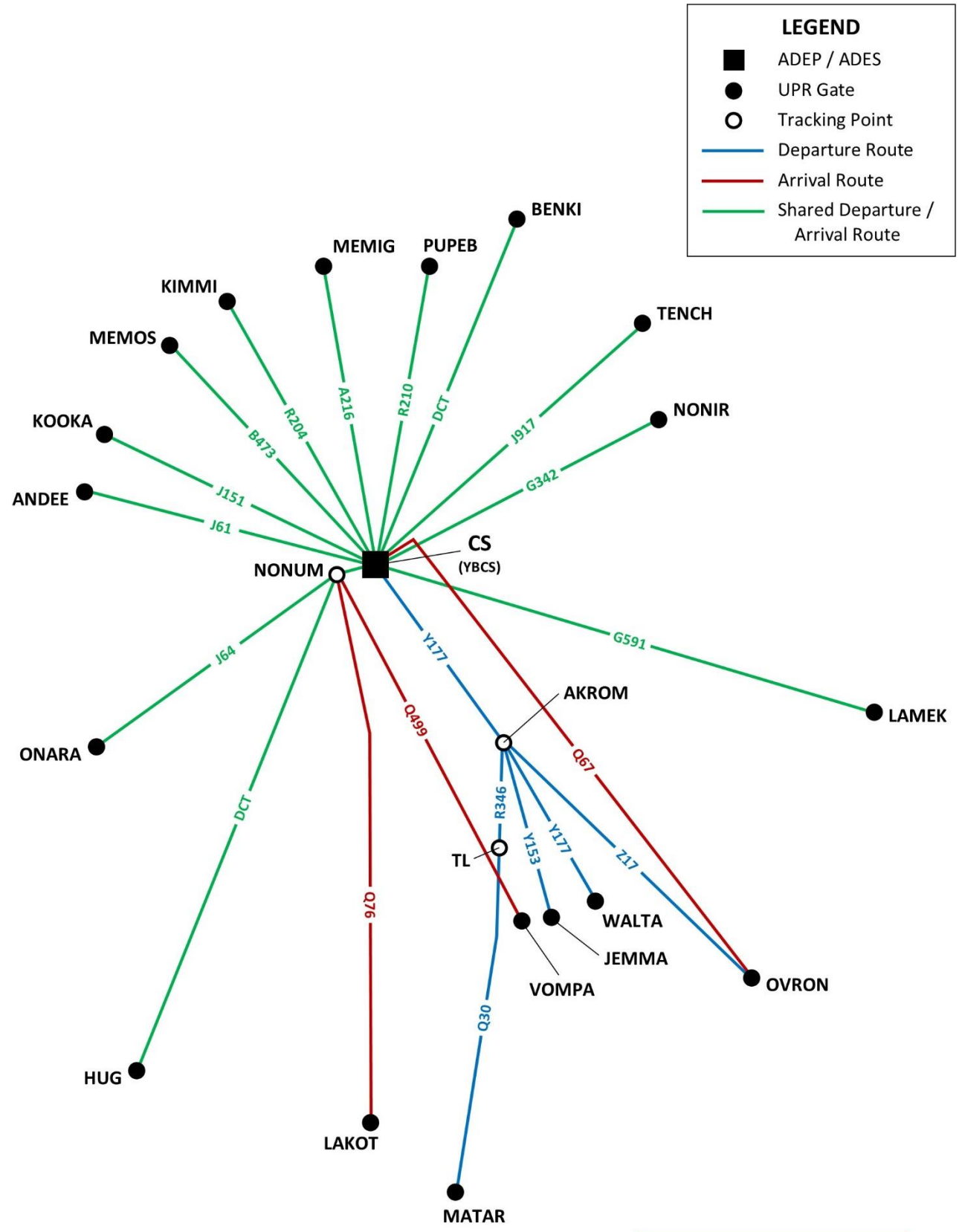
Appendix G UPR Gates – YBCS (Cairns)



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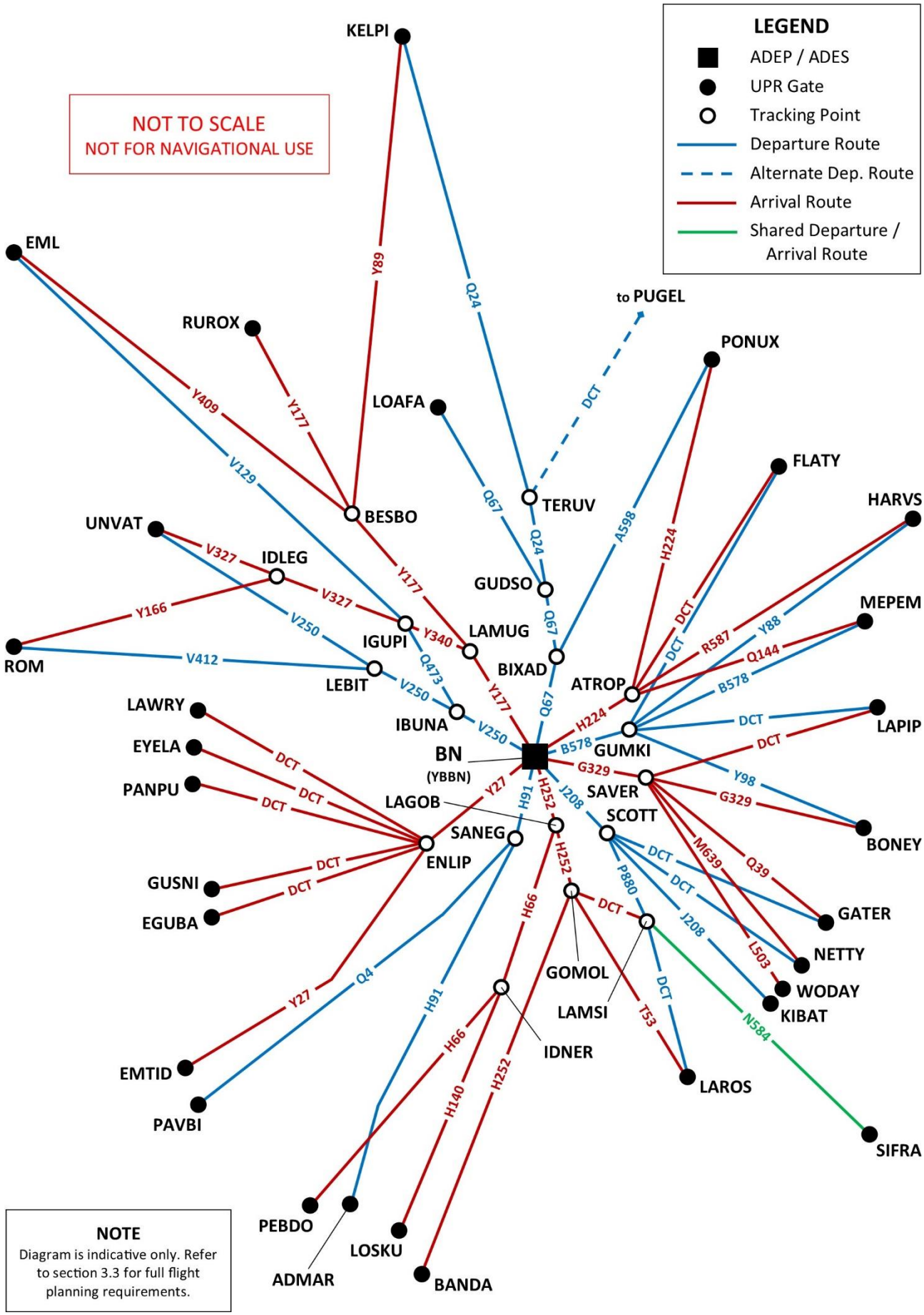
Appendix H UPR Gates – YBBN (Brisbane)



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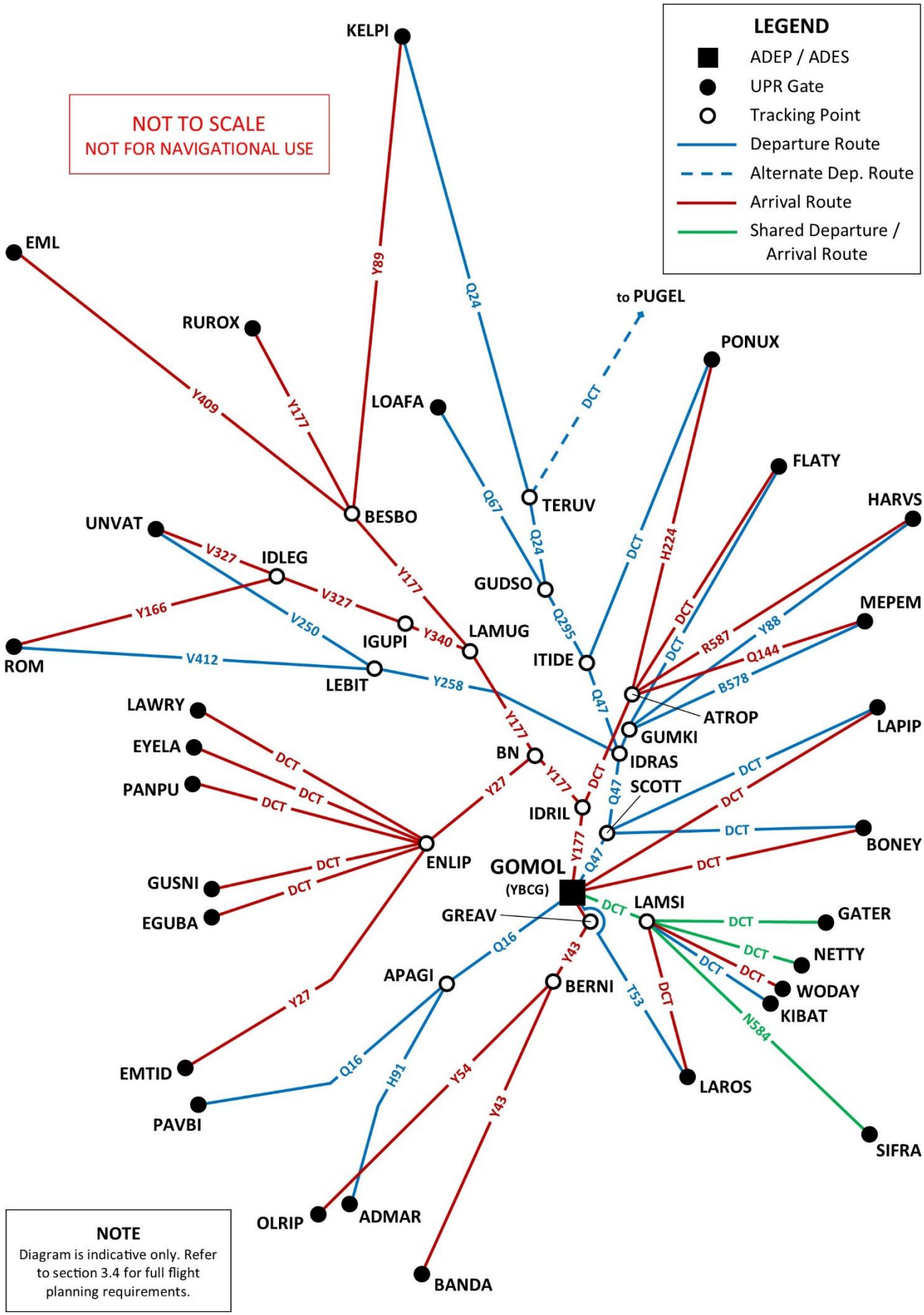
Appendix I UPR Gates – YBCG (Gold Coast)



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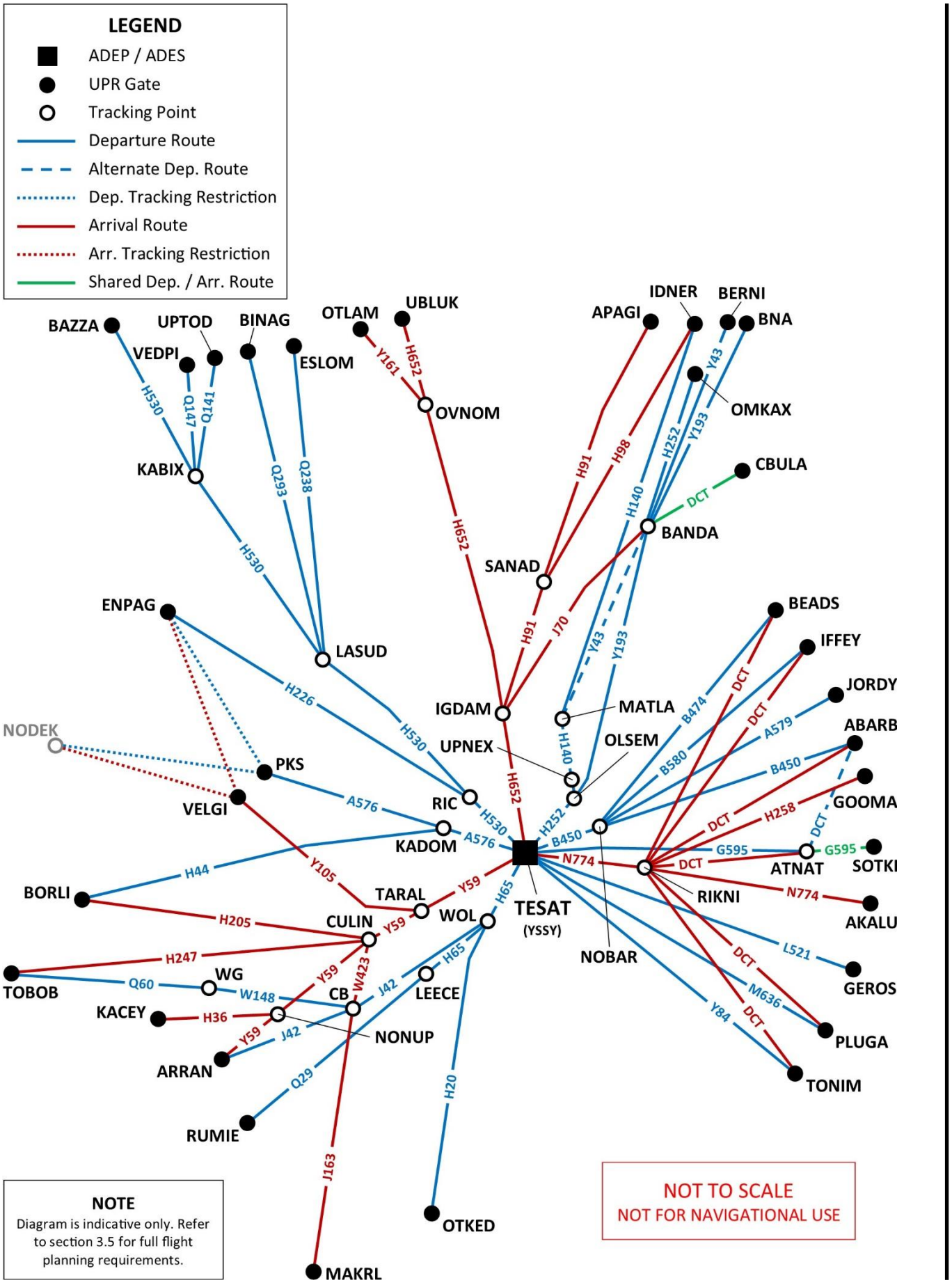
Appendix J UPR Gates – YSSY (Sydney)



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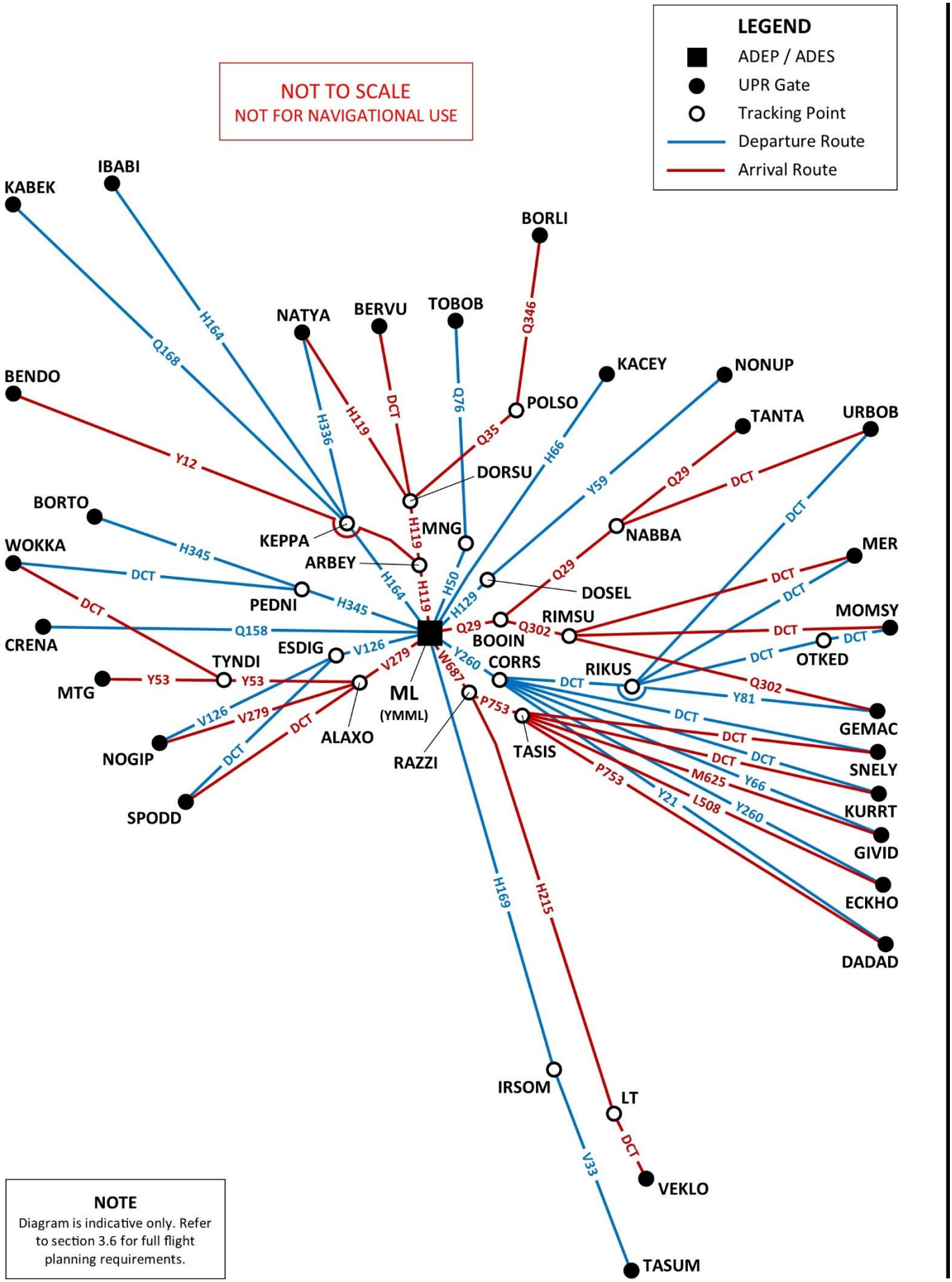
Appendix K UPR Gates – YMML (Melbourne)



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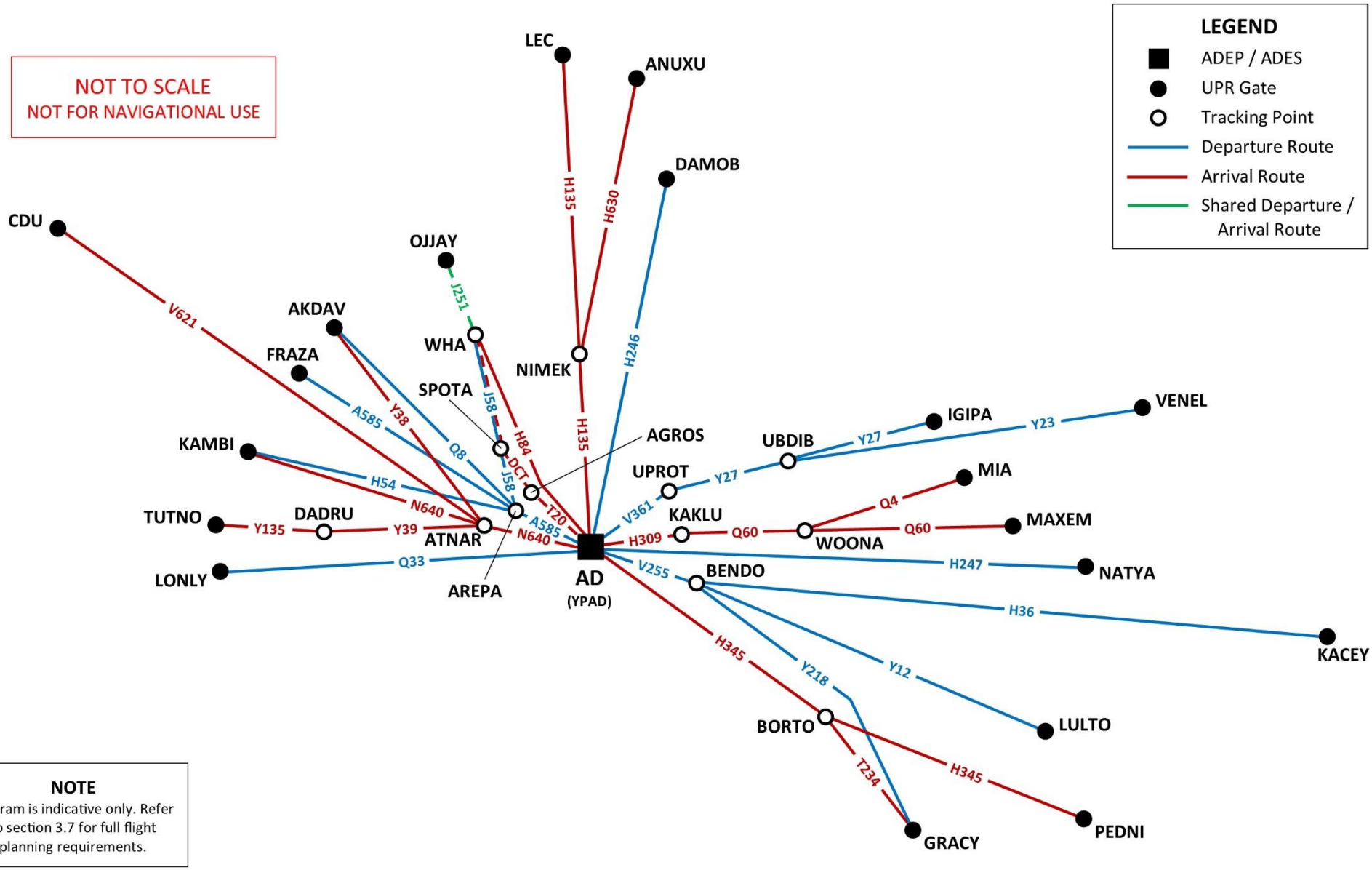
Appendix L UPR Gates – YPAD (Adelaide)



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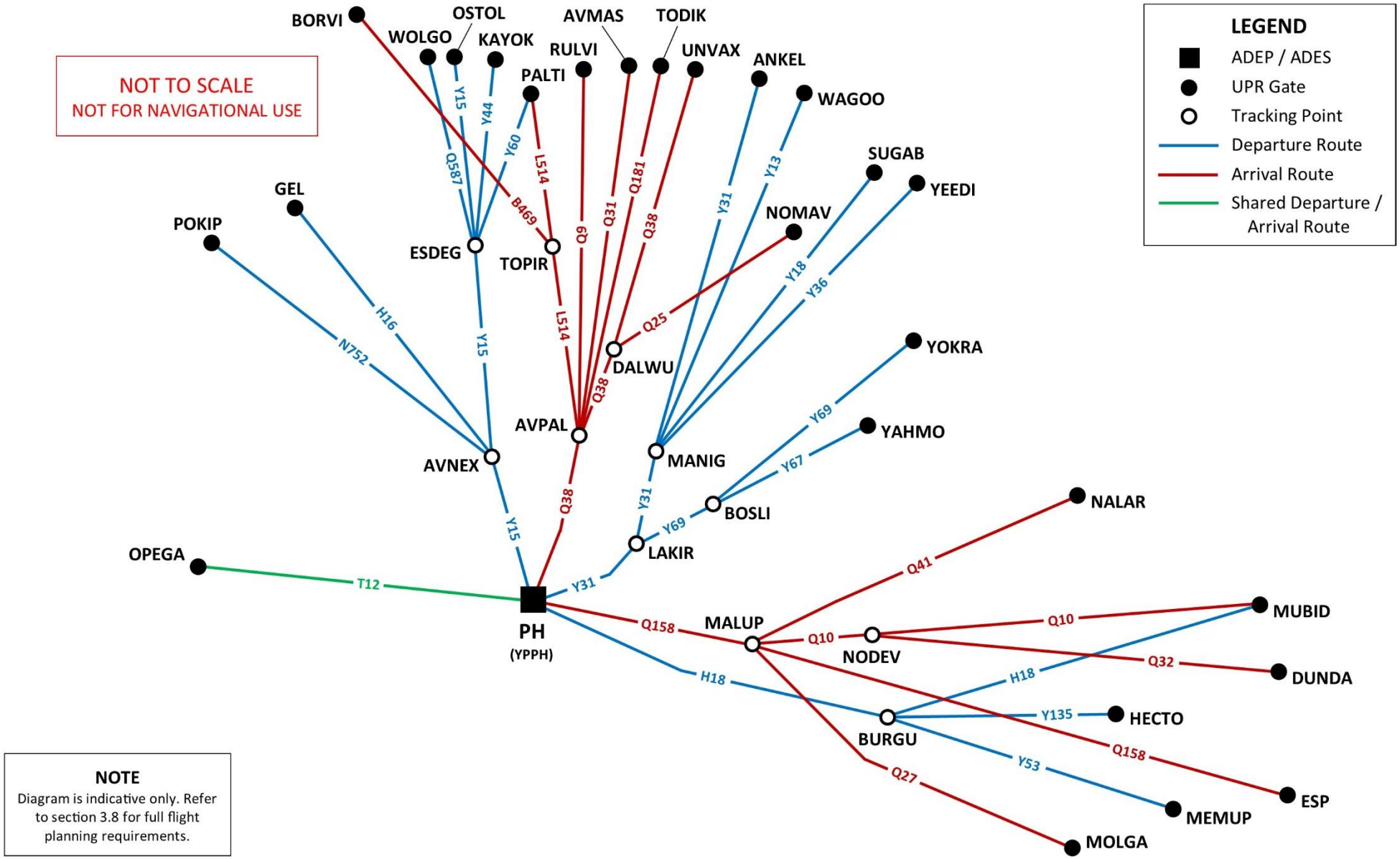
Appendix M UPR Gates – YPPH (Perth)



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