



# **Off Air Routes Planning (OARP)**

## **Manual**

**ATS-MAN-0080**

**Version 52**

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## Change Summary

<b>Off Air Routes Planning (OARP) Manual</b> <b>Version 52: Effective 01 December 2022</b>		
Clause Number	Change Description	CRC
1.3	Removal of the Airservices Trackmaster email address due to decommissioning.	22440
1.4	Update of web address to access OARP on Airservices website and replacement of NOTAM publication requirement for changes with AIC publication requirement for changes.	
3.2.4 & Appendix O	Flex Track Constraint “Adelaide Area” has been enlarged to better protect High Density Airspace in the Adelaide Basin.	
3.2.4	Flex Track Constraint “LAMOB Waypoint” has been added to better protect the integrity of one-way route B469 following agreement between YMMM and WIIF FIRs.	
2.2.1 & Appendix M	Waypoint AVPAL replaces REVOP (as per DAH).	
3.2.2, 3.2.4, Appendices N & P	Waypoint PANPU replaces BEBAK; and Waypoint EGUBA replaces MOUSE (as per DAH).	
3.2.2, 3.2.3, Appendix Q	Waypoint SULMI replaces HACHI; and Waypoint OKISI replaces KAYTU (as per DAH).	
3.2.2, Appendix T	Waypoint LAKIR replaces KARAB; and Waypoint NOMAV replaces CAMEL (as per DAH).	
3.2.4, Appendix N	Waypoint ONARA replaces BIDAG (as per DAH).	
3.3, Appendix U	Waypoint RUKSI replaces PARTY; Waypoint LERGU replaces CRISO; Waypoint RILVO replaces TASHA; Waypoint VEPAP replaces KARAG; Waypoint LENRI replaces TABAL; and Waypoint VAGPO replaces TAROR (as per DAH).	
4.2.2, Appendices E, F & G	Waypoint PONUX replaces SETER; and Waypoint LAPIP replaces BREAM (as per DAH).	
4.2.2, Appendices B, I & J	Waypoint OMLAV replaces HOOKS (as per DAH).	
4.2.2, Appendix H	Waypoint IDNER replaces GAMBL (as per DAH).	
4.2.2	Waypoint MATAR replaces BOXER (as per DAH).	

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# 1 General

This manual provides aircraft operators with off air route flight planning options, to supplement the fixed route network in the form of User Preferred Routes (UPRs), Flex Tracks and Direct Route Segments. Aircraft operators may use any one, or a combination of, the flight planning options available in this manual.

These options have been divided into three chapters depending on geographic location:

- [Chapter 2 – Indian & Southern Oceans](#);
- [Chapter 3 – Australian Continent](#); and
- [Chapter 4 – South Pacific](#).

Appendices are also 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.

**Note:** The procedures in this chapter must be read in conjunction with the procedures in the chapters listed above.

## 1.1 Aircraft Equipment Requirements

Aircraft operating on UPRs or Flex Tracks 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) RNP2.	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 User Preferred Routes (UPRs)

UPRs are currently only available in the Indian and Southern Oceans and South Pacific areas of Australian Administered Airspace which includes:

- a) YMMM (Melbourne) FIR;
- b) YBBB (Brisbane) FIR;
- c) AGGG (Honiara) FIR; and
- d) ANAU (Nauru) FIR.

### 1.2.1 UPR Fight Planning Requirements

UPRs are only permitted within UPR Airspace as defined in [Appendix A – UPR Airspace - Indian & South Oceans](#) and [Appendix B – UPR Airspace - South Pacific](#). UPRs must be constructed to comply with the following requirements:

- a) Remain within Class A airspace;
- b) Constructed of reporting points using any combination of:
  - i) Published waypoints;
  - ii) Nav aids; and
  - iii) Latitude/Longitude coordinates in either whole degrees or degrees and minutes (e.g. 29S135E or 2905S13514E);
- c) UPR segments may commence/terminate:
  - i) At any reporting point either on the UPR boundary or contained within UPR airspace; except that
  - ii) Flights departing/arriving an Australian Port directly into/from UPR Airspace, must use one of the departure/arrival gates and routes defined in the relevant chapter;
- d) Include a reporting point on the FIR boundary between:
  - i) YMMM and YBBB FIRs on or south of 36°S; and
  - ii) An Australian Administered FIR and a foreign FIR;
- e) Time intervals between reporting points must not exceed 80 minutes; and
- f) Must remain clear of active PRD areas in accordance with [AIP](#).

## 1.3 Flex Tracks

Flex Tracks are published daily between specific city pairs by Airservices Australia's Trackmasters. Tracks are either proposed by an airline or generated by Airservices. The Trackmasters will then make any necessary changes to these proposals to ensure they comply with Air Traffic Control requirements and, when combined, create the Australian Organised Track Structure (AUSOTS).

Tracks are published as a Track Definition Message (TDM) and sent directly to registered aircraft operators via the AFTN. TDMs are also promulgated to industry by NOTAM and by notification on the Airservices website at <http://www.airservicesaustralia.com/ausots/ausotstoday.asp>.

Operators wishing to be involved with proposing Flex Tracks, requesting amendments to validity periods of existing tracks or requesting new city pairs should do so via the Change Process method described in [1.4.2 – Industry Requests](#).

Operators involved with the daily proposal of Flex Tracks will be provided with details on the proposal process and the flight planning requirements which must be met when constructing a Flex Track.

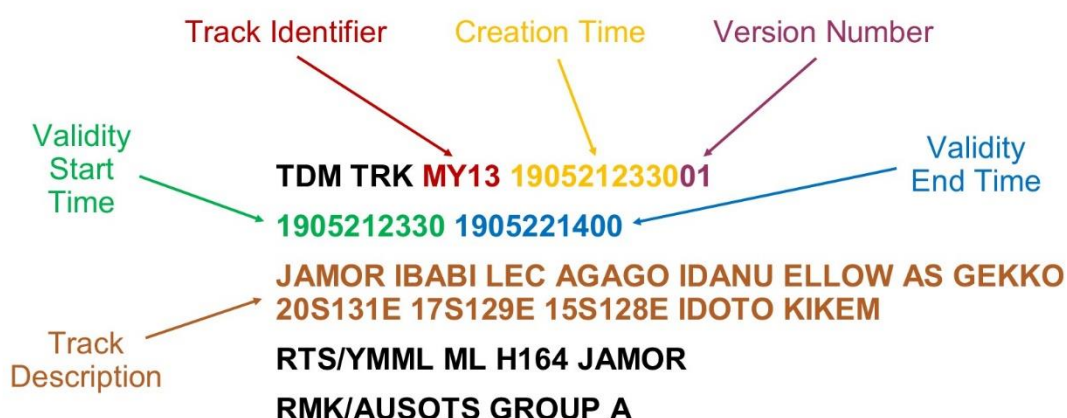
**Note:** Each aircraft operator is responsible for determining whether a Flex Track is suitable for their operational needs. Airservices does not conduct a weather assessment on tracks proposed by aircraft operators.

### 1.3.1 Track Definition Messages (TDMs)

TDMs consist of the following information:

- Track identifier;
- Creation time and version number;
- Validity period (start and end times);
- Track description;
- RTS field (route between the Australian aerodrome and the Flex Track gate); and
- RMK field.

#### EXAMPLE TDM



#### 1.3.1.1 Track Identifier

##### 1.3.1.1.1 Characters 1 & 2 – City Pair

Characters 1 and 2 represent the city pair (ADEP and ADES) of the Flex Track and therefore the direction to be flown. The city codes currently used are:

City Code	Airport
B	YBBN (Brisbane)
K	VTBS (Bangkok)
M	YMML (Melbourne)
P	YPPH (Perth)
S	YSSY (Sydney)
V	VHHH (Hong Kong)
X	OMDB (Dubai)
Y	WSSS (Singapore)

### 1.3.1.1.2 Character 3 – Track Number

Character 3 represents the track number for a specific city pair on a specific day. In most circumstances this will be number 1, unless additional tracks are published between the same city pair and become valid on the same day (e.g. MY2^, SX2^).

### 1.3.1.1.3 Character 4 – Day of Creation

Character 4 represents the day of the week the Flex Track becomes valid. Throughout this manual ^ is used to represent this character. The day codes currently used are:

Day Code	Day of the Week (UTC)
1	Monday
2	Tuesday
3	Wednesday
4	Thursday
5	Friday
6	Saturday
7	Sunday

### 1.3.1.2 Validity Period

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The typical validity period for each Flex Track is detailed in [3 – Australian Continent](#), however the legal validity period is published in the TDM and may vary from the typical validity period due to operational reasons.

### 1.3.1.3 Track Description

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Flex Tracks are created between:

- a) A gate and a waypoint on the boundary with a foreign FIR;
- b) A gate and UPR Approved Airspace; or
- c) Two gates, for tracks between two Australian aerodromes (e.g. BP1^, PB1^).

A gate is a published waypoint at the commencement/termination of a Flex Track near the Australian aerodrome for which the track is designed.

### 1.3.1.4 RTS Field

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The RTS field contains the approved route between the gate and the Australian aerodrome for which the Flex Track is published.

## 1.3.2 Flex Track Flight Planning Requirements

Flex Tracks must be flight planned in their entirety, exactly as published in the Track Description of the TDM, and aircraft must complete the entire track prior to the validity period ending. When this is not possible, an alternate flight planning option must be used.



**Note:** If a flight is unexpectedly delayed prior to departure, meaning the aircraft would still be operating on the Flex Track after the validity end time, the operator may seek approval, prior to the aircraft departing, from the Operations Room Manager in the relevant ATC Centre to utilise the Flex Track:

ATC Centre	Phone Number
YBBB (Brisbane) Centre	+61 7 3866 3224
YMMM (Melbourne) Centre	+61 3 9235 7420

Aircraft operators may utilise any Flex Track, even if the aircraft does not depart from/arrive at the published city pair, provided that all other requirements are met.

**Example:** A Sydney–Singapore Flex Track may be utilised by an aircraft flying:

- a) Sydney–Kuala Lumpur;
- b) Auckland–Singapore; or
- c) Auckland–Kuala Lumpur.

Aircraft departing/arriving the published Australian aerodrome must flight plan the RTS published in the TDM between the aerodrome and the gate.

Aircraft departing/arriving an alternate aerodrome must flight plan to/from the gate using a combination of:

- a) Fixed Routes;
- b) Approved Direct Route Segments; and
- c) UPR Airspace.

## 1.4 Change Process

### 1.4.1 Changes to Existing Procedures

When new off air route flight planning options are implemented and/or existing options are amended, the associated procedures will be updated. Notification of changes to this manual to industry will be via AIC and the Airservices website at <https://www.airservicesaustralia.com/industry-info/flight-briefing/off-air-route-flight-planning-options>.

### 1.4.2 Industry Requests

Aircraft operators may address feedback on the content of OARP by emailing [ats.change@airservicesaustralia.com](mailto:ats.change@airservicesaustralia.com).

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## 2 Indian & Southern Oceans

**Note:** These procedures must be read in conjunction with [1 – General](#).

### 2.1 Flex Tracks

Flex Tracks are not published in the Indian and Southern Oceans. Flights which transit the Australian Continent may be eligible to utilise a Flex Track for a portion of the flight plan route in compliance with the procedures contained in [3 – Australian Continent](#).

### 2.2 UPRs

Operators may generate and flight plan UPRs across the Indian and Southern Oceans which meet the following criteria:

- a) UPR segments are to be contained wholly within UPR Airspace defined in [Appendix A – UPR Airspace - Indian & Southern Oceans](#) (i.e. UPR segments may commence/terminate at any reporting point on the UPR boundary or contained within UPR airspace) and:
  - i) Between Asia and Africa must remain on or south of air route R348;
  - ii) Between Australia and the Middle East must remain on or south of air route N509 between ELATI and MALBI; and
  - iii) Via SABEK must remain on or south of a line SABEK BEBOG;
- b) Flights crossing the FIR boundary between YMMM and VRMF/VCCF/WIIF FIRs must plan via a published waypoint other than TEROS; and
- c) Flights departing/arriving an Australian Port directly into/from UPR Airspace (e.g. YPPH to/from the South and West) must use one of the departure/arrival gates and routes defined in [2.2.1 – Gates and Routes](#) and comply with all relevant flight planning requirements and exceptions listed in [2.2.2 – Flight Planning Requirements & Exceptions \(FPREs\)](#).

#### 2.2.1 Gates and Routes

##### 2.2.1.1 YPPH – Perth

##### 2.2.1.1.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
PH Y15 AVNEX N752 POKIP		<a href="#">M</a>
PH T12 KEELS		<a href="#">M</a>
PH H18 BURGU Y53 MEMUP UY87 TAPAX		<a href="#">M</a>

### 2.2.1.1.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
CAR B469 TOPIR L514 AVPAL Q38 PH		<a href="#">M</a>
KEELS T12 PH		<a href="#">M</a>
MOLGA Q27 HAMTN Q158 PH		<a href="#">M</a>

### 2.2.1.2 All Other Ports

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Refer to [4 – South Pacific](#).

## 2.2.2 Flight Planning Requirements & Exceptions (FPREs)

Nil

## 3 Australian Continent

**Note:** These procedures must be read in conjunction with [1 – General](#).

### 3.1 UPRs

UPRs are not available across the Australian Continent. Flights which transit either the Indian Ocean or South Pacific may be eligible to plan a UPR for a portion of the flight plan route in compliance with the procedures contained in either [2 – Indian & Southern Oceans](#) or [4 – South Pacific](#).

### 3.2 Flex Tracks

The following Flex Tracks are published across the Australian continent on a daily basis:

Track Designator	ADEP	ADES	Typical Validity Period (UTC)	Proposed By
BP1^	YBBN	YPPH	0930 – 1530	Virgin Australia
BX1^	YBBN	OMDB	1100 – 2200	Emirates
BY1^	YBBN	WSSS	0200 – 1900	Qantas
KS1^	VTBS	YSSY	1300 – 2300	Qantas
MV1^	YMML	VHHH	2300 – 0900	Qantas
MX1^	YMML	OMDB	1100 – 2200	Emirates
MY1^	YMML	WSSS	2330 – 1400	Qantas
MY2^	YMML	WSSS	1400 – 2300	Airservices
PB1^	YPPH	YBBN	1430 – 2200	Virgin Australia
SK1^	YSSY	VTBS	2350 – 1900	Qantas
SV1^	YSSY	VHHH	2300 – 0900	Qantas
SX1^	YSSY	OMDB	0515 – 1300	Emirates
SX2^	YSSY	OMDB	1100 – 2200	Emirates
SY1^	YSSY	WSSS	0300 – 1900	Qantas
VM1^	VHHH	YMML	1100 – 2200	Qantas
VS1^	VHHH	YSSY	1200 – 2200	Qantas
XB1^	OMDB	YBBN	0900 – 2200	Emirates
XM1^	OMDB	YMML	0900 – 2200	Emirates
XS1^	OMDB	YSSY	0900 – 2200	Emirates

Track Designator	ADEP	ADES	Typical Validity Period (UTC)	Proposed By
YB1^	WSSS	YBBN	1300 – 2200	Qantas
YM1^	WSSS	YMML	1300 – 2300	Qantas
YS1^	WSSS	YSSY	1300 – 2200	Qantas

### 3.2.1 YPAD (Adelaide) Flex Track Transitions

Flex Tracks are not currently published for aircraft arriving/departing YPAD, however these aircraft may utilise a portion of a published Flex Track, provided that:

- a) Aircraft departing YPAD:
  - i) May plan direct from one of the Routes and Gates in [3.2.2.4.1](#) to a published point on the Flex Track;
  - ii) This direct segment does not exceed 80 minutes; and
  - iii) Following the direct segment, the remainder of the Flex Track is flight planned in its entirety.
- b) Aircraft arriving YPAD:
  - i) May plan direct from a published point on the Flex Track to one of the Gates and Routes in [3.2.2.4.2](#);
  - ii) This direct segment does not exceed 80 minutes; and
  - iii) Prior to the direct segment, the remainder of the Flex Track is flight planned in its entirety.

### 3.2.2 Gates and Routes

#### 3.2.2.1 YBBN – Brisbane

##### 3.2.2.1.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
BN V250 IBUNA Q473 HAWKE V129 EML		<a href="#">P</a>
BN V250 UNVAT		<a href="#">P</a>
BN V250 LEBIT V412 ROM		<a href="#">P</a>
BN H91 SANEG Q210 VIGUT		<a href="#">P</a>
BN H91 SANEG Q923 ISKIM		<a href="#">P</a>

**3.2.2.1.2 Arrivals**

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
EML UY409 NIROK Y177 BN		<a href="#">P</a>
UNVAT V327 HAWKE Y340 LAMUG Y177 BN		<a href="#">P</a>
ROM Y166 ROWLO V327 HAWKE Y340 LAMUG Y177 BN		<a href="#">P</a>
LAWRY ENLIP Y465 BN		<a href="#">P</a>
EYELA ENLIP Y465 BN		<a href="#">P</a>
PANPU ENLIP Y465 BN		<a href="#">P</a>
GUSNI ENLIP Y465 BN		<a href="#">P</a>
EGUBA ENLIP Y465 BN		<a href="#">P</a>
RACHL Y465 BN		<a href="#">P</a>
TW H66 LAGOB H185 BN		<a href="#">P</a>

**3.2.2.2 YSSY – Sydney****3.2.2.2.1 Departures**

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
TESAT H202 RIC H76 NBR H105 SULMI	<a href="#">1,2</a>	<a href="#">Q</a>
TESAT H202 RIC H76 NBR B587 SGE	<a href="#">1,2</a>	<a href="#">Q</a>
TESAT H202 AGETA	<a href="#">2</a>	<a href="#">Q</a>
TESAT H202 RIC UH226 ENPAG		<a href="#">Q</a>
TESAT A576 PKS		<a href="#">Q</a>
TESAT A576 KADOM H44 BORLI VENEL		<a href="#">Q</a>
TESAT A576 KADOM H44 BORLI J21 UVUPU		<a href="#">Q</a>
TESAT A576 KADOM H44 MAXEM Q60 WOONA		<a href="#">Q</a>
TESAT H65 WOL J42 CB J142 BORTO		<a href="#">Q</a>
TESAT H65 WOL J42 AY T8 CRENA		<a href="#">Q</a>
TESAT H65 RAZZI Q29 ML V126 NOGIP		<a href="#">Q</a>
TESAT H65 RAZZI Q29 ML SPODD		<a href="#">Q</a>
TESAT H65 RAZZI Q29 ML OKISI		<a href="#">Q</a>

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
TESAT H65 WOL H20 OTKED		<a href="#">Q</a>

### 3.2.2.2.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
ROKUU H12 TESAT		<a href="#">Q</a>
SGE B587 NBR UH209 SCO H12 TESAT		<a href="#">Q</a>
AGETA UH201 SCO H12 TESAT	<a href="#">3</a>	<a href="#">Q</a>
VELGI Y105 TARAL Y59 TESAT		<a href="#">Q</a>
VENEL BORLI UH205 CULIN Y59 TESAT		<a href="#">Q</a>
UVUPU J21 BORLI UH205 CULIN Y59 TESAT		<a href="#">Q</a>
PANKI H247 CULIN Y59 TESAT		<a href="#">Q</a>
BORTO J142 NONUP Y59 TESAT		<a href="#">Q</a>
CRENA T8 AY J42 ARRAN Y59 TESAT		<a href="#">Q</a>
NOGIP V279 ML H129 DOSEL Y59 TESAT		<a href="#">Q</a>
SPODD ML H129 DOSEL Y59 TESAT		<a href="#">Q</a>
OKISI ML H129 DOSEL Y59 TESAT		<a href="#">Q</a>
MAKRL J163 CB W423 CULIN Y59 TESAT		<a href="#">Q</a>

### 3.2.2.3 YMML – Melbourne

#### 3.2.2.3.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
ML H50 MNG Q76 TOBOB		<a href="#">R</a>
ML H164 KEPPA UH336 NATYA		<a href="#">R</a>
ML H164 IBABI		<a href="#">R</a>
ML H164 KEPPA Q168 KABEK QUORN		<a href="#">R</a>
ML H345 BORTO		<a href="#">R</a>
ML H345 NEVIS WOKKA		<a href="#">R</a>
ML Q158 CRENA		<a href="#">R</a>



Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
ML V126 NOGIP		<a href="#">R</a>
ML V126 ESDIG SPODD		<a href="#">R</a>

### 3.2.2.3.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
POLSO Q923 CANTY H119 ML		<a href="#">R</a>
BERVU CANTY H119 ML		<a href="#">R</a>
NATYA H119 ML		<a href="#">R</a>
BENDO Y12 ARBEY H119 ML		<a href="#">R</a>
WOKKA TYNDI Y53 WENDY V279 ML		<a href="#">R</a>
MTG Y53 WENDY V279 ML		<a href="#">R</a>
NOGIP V279 ML		<a href="#">R</a>
SPODD WENDY V279 ML		<a href="#">R</a>

### 3.2.2.4 YPAD – Adelaide

#### 3.2.2.4.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
AD H246 CAPET		<a href="#">S</a>
AD A585 HAWKY J58 WHA J251 OJJAY		<a href="#">S</a>
AD A585 HAWKY Q8 AKDAV		<a href="#">S</a>
AD A585 FRAZA		<a href="#">S</a>
AD A585 HAWKY H54 KAMBI		<a href="#">S</a>
AD Q33 LONLY		<a href="#">S</a>

#### 3.2.2.4.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
LEC H135 AD		<a href="#">S</a>
OJJAY J251 WHA H84 AD		<a href="#">S</a>

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
AKDAV Y38 RIKAB N640 AD		<a href="#">S</a>
CDU V621 RIKAB N640 AD		<a href="#">S</a>
KAMBI N640 AD		<a href="#">S</a>
HYDRA Y135 ROGAS Y39 RIKAB N640 AD		<a href="#">S</a>

### 3.2.2.5 YPPH – Perth

#### 3.2.2.5.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
PH Y31 LAKIR Y69 YOKRA		<a href="#">I</a>
PH Y31 LAKIR Y69 BOSLI Y67 YAHMO		<a href="#">I</a>
PH H18 MUBID		<a href="#">I</a>
PH H18 BURGU Y135 HECTO		<a href="#">I</a>
PH H18 BURGU Y53 MEMUP		<a href="#">I</a>

#### 3.2.2.5.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
NOMAV Q25 DALWU Q38 PH		<a href="#">I</a>
KG Q41 HAMTN Q158 PH		<a href="#">I</a>
MUBID Q10 HAMTN Q158 PH		<a href="#">I</a>
ESP Q158 PH		<a href="#">I</a>
MOLGA Q27 HAMTN Q158 PH		<a href="#">I</a>

### 3.2.3 Flight Planning Requirements & Exceptions (FPREs)

- 1) When R559 is active and H76 is NOTAM as Not Available, plan via TESAT H202 MUDGI H105 SULMI or TESAT H202 MUDGI UH206 SGE.
- 2) When R559 is active, vertical requirements apply below FL260, refer [AIP DAP](#).
- 3) When R559F is active, plan via AGETA QDI SCO H12 TESAT.

### 3.2.4 Flex Track Constraints

The following requirements and constraints must be closely adhered to when proposing a Flex Track. When a proposal does not meet these requirements, the Trackmaster will make amendments prior to publishing the Flex Track.

Regarding	Flex Track Constraints
Waypoints	<ul style="list-style-type: none"> <li>a) Flex Tracks must be constructed using any combination of:               <ul style="list-style-type: none"> <li>i) Published waypoints;</li> <li>ii) Nav aids; and</li> <li>iii) Latitude/longitude coordinates in either whole degrees or degrees and minutes (e.g. 29S135E or 2900S13514E);</li> </ul> </li> <li>b) Flex Tracks must commence/terminate at a:               <ul style="list-style-type: none"> <li>i) Published gate for the relevant Australian port;</li> <li>ii) Published waypoint, not in the opposite direction against a one-way route, when constructed from/to a foreign FIR boundary between ATMAL and APUKA; or</li> <li>iii) Published waypoint or latitude/longitude on the UPR boundary;</li> </ul> </li> <li>c) Flex Tracks must include a reporting point on the FIR boundary between YMMM and YBBB FIRs on or west of 119°E; and</li> <li>d) Time intervals between reporting points must not exceed 80 minutes.</li> </ul>
Lateral Spacing between Tracks	<p>Except where Flex Tracks are common (i.e. share identical route segments) or are converging/diverging at a common point, tracks must be laterally spaced apart by:</p> <ul style="list-style-type: none"> <li>a) 5NM in CTA, except within the Great Australian Bight on or south of ATS route Q32; and</li> <li>b) 31NM in OCA and within the Great Australian Bight on or south of ATS route Q32.</li> </ul> <p><b>Note:</b> Tracks that are common/converge/diverge, may result in aircraft being denied their planned/requested levels due to increased traffic density.</p>
Proximity to FIR Boundaries	<p>Unless crossing the FIR boundary, Flex Tracks must be constructed no closer than:</p> <ul style="list-style-type: none"> <li>a) 2.5NM from the YBBB/YMMM common boundary in CTA;</li> <li>b) 16NM from the YBBB/YMMM common boundary in OCA; and</li> <li>c) 50NM from a foreign FIR boundary.</li> </ul>
Exit / Re-Entry Tracks	<p>Flex Tracks which exit an FIR must not re-enter the same FIR for at least 30 minutes.</p>

Regarding	Flex Track Constraints
Proximity to PRD Areas	Flex Tracks must be constructed no closer to active PRD areas which vertically extend into Class A airspace than: <ul style="list-style-type: none"> <li>a) 5NM in CTA; and</li> <li>b) 16NM in OCA;</li> </ul> unless procedures in <a href="#">AIP</a> permit access.
YBBB East Coast	Within the YBBB FIR, Flex Tracks must be constructed in line with ATS routes and/or approved direct route segments when east of a line MEMIG-MUNEL-KIMMI-MEMOS-KOOKA-ANDEE-ONARA-LAKOT-EML-UNVAT-LAWRY-EYELA-PANPU-GUSNI-EGUBA-AGETA-LAYUP, except where the ISKIM, RACHL, TW or VIGUT Gate Constraint applies. Refer <a href="#">Appendix N – Flex Track Constraint - YBBB East Coast</a> .
Adelaide Area	Flex Tracks must be constructed in line with ATS routes and/or approved direct segments within an area bounded by BORTO-LONLY-HYDRA-KAMBI-FRAZA-AKDAV-OJJAY-QUORN-ALTRO-BORTO. Refer <a href="#">Appendix O – Flex Track Constraint - Adelaide Area</a> .
Great Australian Bight	<ul style="list-style-type: none"> <li>a) Flex Tracks must not be created in the opposite direction against ATS one-way routes:               <ul style="list-style-type: none"> <li>i) Q32 between KAMBI and FLAKE;</li> <li>ii) Y135 between HITCH and HYDRA;</li> <li>iii) Q33 between LONLY and LUCRE;</li> <li>iv) Q158 between CRENA and CRICK; and</li> <li>v) Y53 between RERON and MTG;</li> </ul> </li> <li>b) Eastbound tracks crossing ATS route Y53 between RERON and MTG must do so at a published waypoint; and</li> <li>c) Westbound tracks crossing ATS route Q158 between CRENA and CRICK must do so at a published waypoint.</li> </ul>
YBBB/WAAF Boundary Waypoints	<ul style="list-style-type: none"> <li>a) Flex Tracks via TARUN must be constructed on or south of a line TARUN-CHUBA; and</li> <li>b) Flex Tracks via ATMAP must be constructed on or north of a line ATMAP-PONTI.</li> </ul>
LAMOB Waypoint	Only southbound flights may track via LAMOB.
IBABI Gate	Flex Tracks via IBABI must be constructed on or east of a line IBABI-CAPET.
ISKIM Gate	Flex Tracks via ISKIM must be constructed: <ul style="list-style-type: none"> <li>a) On or south of a line ISKIM-NBR-DOXIE; and</li> <li>b) On or north of a line ISKIM-HILAR.</li> </ul>

Regarding	Flex Track Constraints
PKS Gate	Flex Tracks via PKS must be constructed: a) On or south of a line PKS-ENPAG; and b) On or north of a line PKS-WILLY.
RACHL Gate	Flex Tracks via RACHL must be constructed: a) On or south of a line KOTIN-RACHL; and b) On or north of a line GUMAP-RACHL.
TW Gate	Flex Tracks via TW must be constructed: a) On or south of a line DOXIE-TW; and b) On or north of a line OKAPI-TW.
VELGI Gate	Flex Tracks via VELGI must be constructed: a) On or south of a line ENPAG-VELGI; and b) On or north of a line WILLY-VELGI.
VIGUT Gate	Flex Tracks via VIGUT must be constructed: a) On or south of a line VIGUT-RACHL-KOTIN; and b) On or north of a line VIGUT-NBR-DOXIE.

### 3.3 Direct Route Segments

The following direct route segments are available to all aircraft H24 in both directions unless a restriction is specified:

Direct Route Segment	Restrictions	Refer Appendix
AGETA – PASTA		<a href="#">U</a>
AGETA – RACHL	East-bound only	<a href="#">U</a>
AGETA – TESAT	Not available 2000-1200 UTC Not available for YSSY arrivals	<a href="#">U</a>
ALBUX – OVRON		<a href="#">U</a>
ALIRA – BRM		<a href="#">U</a>
ALIRA – HLC		<a href="#">U</a>
APUKA – LAMEK	Not available 0100-0500 UTC	<a href="#">U</a>
ARG – RUKSI		<a href="#">U</a>
ATLOD – BANKS		<a href="#">U</a>
AYE – MUKIN		<a href="#">U</a>

Direct Route Segment	Restrictions	Refer Appendix
BANAM – LEC		<a href="#">U</a>
BANAM – OLRUX		<a href="#">U</a>
BHI – CAPET		<a href="#">U</a>
BHI – GOKEN		<a href="#">U</a>
BHI – NEWMO		<a href="#">U</a>
BHI – TILLI		<a href="#">U</a>
BIDAP – KA		<a href="#">U</a>
BIDAP – NWN		<a href="#">U</a>
BIDAP – PINAV		<a href="#">U</a>
BIDAP – WENER		<a href="#">U</a>
BIRER – HECTO		<a href="#">U</a>
BIRER – MEMUP		<a href="#">U</a>
BIRER – MERIB		<a href="#">U</a>
BIRER – MUBID		<a href="#">U</a>
BOBET – JACKO		<a href="#">U</a>
BOBET – LST		<a href="#">U</a>
BOBET – PINAV		<a href="#">U</a>
BOBET – SPEER		<a href="#">U</a>
BULOK – GULOP		<a href="#">U</a>
BULOK – TL		<a href="#">U</a>
CAPET – NIMEK	West-bound only	<a href="#">U</a>
CAPET – WR		<a href="#">U</a>
CAR – NOPED		<a href="#">U</a>
CDU – JACKO		<a href="#">U</a>
CDU – OLRUX		<a href="#">U</a>
CDU – TILLI		<a href="#">U</a>
CMU – MITTS		<a href="#">U</a>
CMU – NONET		<a href="#">U</a>

Direct Route Segment	Restrictions	Refer Appendix
CMU – ONIVI		<a href="#">U</a>
CMU – SGE	East-bound only	<a href="#">U</a>
COBEL – LESON	East-bound only	<a href="#">U</a>
COBEL – RERON		<a href="#">U</a>
DADAD – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DADAD – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
DALPA – KA		<a href="#">U</a>
DALPA – NWN		<a href="#">U</a>
DALPA – PINAV		<a href="#">U</a>
DIGLA – DOPUK		<a href="#">U</a>
DIGLA – LATOM		<a href="#">U</a>
DIGLA – MUDOX		<a href="#">U</a>
DIGLA – SUNIL		<a href="#">U</a>
DOPUK – GEKKO		<a href="#">U</a>
DOPUK – RARTI		<a href="#">U</a>
DOXIE – KADUV	West-bound only	<a href="#">U</a>
DUMAV – IGOPO		<a href="#">U</a>
DUMAV – VINAX		<a href="#">U</a>
ECKHO – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
ECKHO – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>

Direct Route Segment	Restrictions	Refer Appendix
ECKHO – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
ECKHO – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
ECKHO – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
ECKHO – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
ECKHO – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
EGARO – YAHMO	Not available 2200-1300 UTC	<a href="#">U</a>
EGUGO – LERKI		<a href="#">U</a>
EGUGO – MEPEM		<a href="#">U</a>
FRT – IDUSO	East-bound only	<a href="#">U</a>
FRT – MUBID		<a href="#">U</a>
GEKKO – MITTS		<a href="#">U</a>
GEMAC – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GEMAC – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>



Direct Route Segment	Restrictions	Refer Appendix
GIVID – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GIVID – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
GOKEN – OOM		<a href="#">U</a>
GUNAM – ITSMA		<a href="#">U</a>
GUNAM – SUNIL		<a href="#">U</a>
GTE – GUTEV		<a href="#">U</a>
GTE – NTN		<a href="#">U</a>
GTE – RILVO		<a href="#">U</a>
GTE – TOREX		<a href="#">U</a>
GUKON – KA		<a href="#">U</a>
GUKON – NONAX		<a href="#">U</a>
GUKON – WENER		<a href="#">U</a>
GULOP – TOREX		<a href="#">U</a>
GULOP – WP		<a href="#">U</a>
HLC – TNK		<a href="#">U</a>
HOO – NIKOM		<a href="#">U</a>
HOO – TNK		<a href="#">U</a>
HUG – NONUM		<a href="#">U</a>
HUG – TAVEV		<a href="#">U</a>
IDUSO – TODDS	East-bound only	<a href="#">U</a>
ISKIM – AGETA	West-bound only	<a href="#">U</a>
ISMOR – PINAV		<a href="#">U</a>
ISMOR – VIRUV		<a href="#">U</a>
ITSMA – RUKSI		<a href="#">U</a>
KADUV – GUMAP	East-bound only	<a href="#">U</a>
KADUV – NEWMO		<a href="#">U</a>
KADUV – WHA		<a href="#">U</a>

Direct Route Segment	Restrictions	Refer Appendix
KG – PINAV		<a href="#">U</a>
KG – YAHMO		<a href="#">U</a>
KURRT – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
KURRT – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
LABOR – CMU	East-bound only	<a href="#">U</a>
LATOM – NONET		<a href="#">U</a>
LEC – MUKIN		<a href="#">U</a>
LENRI – MEPEM		<a href="#">U</a>
LENRI – TEKEP		<a href="#">U</a>
LERGU – RILVO		<a href="#">U</a>
LERGU – RUKSI		<a href="#">U</a>
LERKI – NTN	Not available 2300-0700 UTC	<a href="#">U</a>
LESON – HYDRA	East-bound only	<a href="#">U</a>
LIDIT – WP		<a href="#">U</a>
LONLY – COBEL	West-bound only	<a href="#">U</a>
LRE – VINAX		<a href="#">U</a>
LST – SCRUB		<a href="#">U</a>
MA – RUKSI		<a href="#">U</a>
MA – TNK		<a href="#">U</a>
MENIG – POLEV		<a href="#">U</a>
MENIG – VILOL		<a href="#">U</a>

Direct Route Segment	Restrictions	Refer Appendix
MITTS – MUDOX		<a href="#">U</a>
MITTS – VEPAP		<a href="#">U</a>
MOCHO – REBIR		<a href="#">U</a>
MOCHO – ZAMMI		<a href="#">U</a>
MOLGA – RERON		<a href="#">U</a>
MOMSY – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – NATYA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – NOGIP	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MOMSY – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – DADAD	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – ECKHO	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – GEMAC	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – GIVID	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – KURRT	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – MOMSY	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
MTG – SNELY	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
NATYA – SNELY	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
NEWMO – UPSES		<a href="#">U</a>
NOGIP – SNELY	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>

Direct Route Segment	Restrictions	Refer Appendix
NONAX – NWN		<a href="#">U</a>
NONOG – SCRUB		<a href="#">U</a>
NOPED – PINAV		<a href="#">U</a>
ONSLO – NWN		<a href="#">U</a>
OOM – CMU	East-bound only	<a href="#">U</a>
OOM – UKADI		<a href="#">U</a>
ORBUN – YLLE	East-bound only	<a href="#">U</a>
PASTA – VAGPO		<a href="#">U</a>
PINAV – OOM	East-bound only	<a href="#">U</a>
PINAV – RUSAD		<a href="#">U</a>
PINAV – SPEER		<a href="#">U</a>
PINAV – UPSES		<a href="#">U</a>
POLEV – SPEER		<a href="#">U</a>
POLEV – UXILO		<a href="#">U</a>
RARTI – VINAX		<a href="#">U</a>
REBIR – WLU		<a href="#">U</a>
REDEL – RERON		<a href="#">U</a>
RELEP – DADAD	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – ECKHO	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – GEMAC	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – GIVID	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – KURRT	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – MOMSY	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
RELEP – SNELY	East-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>

Direct Route Segment	Restrictions	Refer Appendix
ROOKI – WP		<a href="#">U</a>
RUSAD – WR		<a href="#">U</a>
SAPED – TILLI		<a href="#">U</a>
SAPED – VAGPO		<a href="#">U</a>
SAVER – KATEB	West-bound only	<a href="#">U</a>
SCO – GEROS	East-bound only Not available 2000-1200 UTC	<a href="#">U</a>
SGE – GUSNI	East-bound only	<a href="#">U</a>
SNELY – AKNUM	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
SNELY – BORTO	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
SNELY – CRENA	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
SNELY – OPORI	West-bound only Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
SNELY – WOKKA	Not available 2000-1300 UTC (1930-1200 UTC DLS*)	<a href="#">V</a>
SURFF – SAPDA	West-bound only	<a href="#">U</a>
TAVEV – YLLE		<a href="#">U</a>
TILLI – APOMA	East-bound only	<a href="#">U</a>
TILLI – MACLA	East-bound only	<a href="#">U</a>
TL – ALBUX		<a href="#">U</a>
TODDS – LABOR	East-bound only	<a href="#">U</a>
TOREX – ROOKI		<a href="#">U</a>
UKADI – VINAX		<a href="#">U</a>
UNVAT – VILOL		<a href="#">U</a>
UXILO – LAWRY	East-bound only	<a href="#">U</a>
WAGOO – WLU	East-bound only	<a href="#">U</a>
YAHMO – BOBET	East-bound only	<a href="#">U</a>
YLLE – CAPET	West-bound only	<a href="#">U</a>

\*DLS – when south-eastern states are observing Daylight Savings

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## 4 South Pacific

**Note:** These procedures must be read in conjunction with [1 – General](#).

### 4.1 Flex Tracks

Flex Tracks are not published in the South Pacific. Flights which transit the Australian Continent may be eligible to utilise a Flex Track for a portion of the flight plan route in compliance with the procedures contained in [3 – Australian Continent](#).

### 4.2 UPRs

Operators may generate and flight plan UPRs across the South Pacific which meet the following criteria:

- a) UPR segments are to be contained wholly within UPR Airspace defined in [Appendix B – UPR Airspace - South Pacific](#) (i.e. UPR segments may commence/terminate at any reporting point on the UPR boundary or contained within UPR airspace);
- b) Flights departing/arriving an Australian Port directly into/from UPR Airspace (e.g. YSSY to/from the East) must use one of the departure/arrival gates and routes defined in [4.2.2 – Gates and Routes](#) and comply with all relevant flight planning requirements and exceptions listed in [4.2.3 – Flight Planning Requirements & Exceptions \(FPREs\)](#); and
- c) UPRs are not permitted for flights operating between New Zealand Ports and:
  - i) YBSU (Sunshine Coast);
  - ii) YBBN (Brisbane);
  - iii) YBCG (Gold Coast); or
  - iv) YSSY (Sydney).

#### 4.2.1 Non-EDTO Flights Exception

When a non-EDTO flight must be planned between a New Zealand and Australian Port excluded from planning a UPR above, the operator may plan a UPR provided that:

- a) All other UPR procedures in this document are followed; and
- b) **RMK/NON-EDTO** is annotated in Field 18 of the flight plan.

#### 4.2.2 Gates and Routes

##### 4.2.2.1 YBCS – Cairns

##### 4.2.2.1.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
CS A216 MEMIG		<a href="#">C</a>
CS R210 PUPEB		<a href="#">C</a>

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
CS BENKI		<a href="#">C</a>
CS J917 TENCH		<a href="#">C</a>
CS G342 NONIR		<a href="#">C</a>
CS G591 LAMEK		<a href="#">C</a>
CS Y177 SWIFT Z17 OVRON		<a href="#">C</a>
CS Y177 BN J208 SCOTT P880 LAMSI		<a href="#">H</a>

#### 4.2.2.1.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEMIG A216 CS		<a href="#">C</a>
PUPEB R210 CS		<a href="#">C</a>
BENKI CS		<a href="#">C</a>
TENCH J917 CS		<a href="#">C</a>
NONIR G342 CS		<a href="#">C</a>
LAMEK G591 CS		<a href="#">C</a>
OVRON Q67 CS		<a href="#">C</a>
SAVER KATEB Q47 ITIDE Q295 GUDSO Q67 CS		<a href="#">H</a>

#### 4.2.2.2 YBSU – Sunshine Coast

##### 4.2.2.2.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
SU TAPET TERUV Q24 KELPI		<a href="#">E</a>
SU TAPET PONUX	<a href="#">1</a>	<a href="#">E</a>
SU TAPET FLATY		<a href="#">E</a>
SU Q923 MOOLO GUMKI Y88 HARVS		<a href="#">E</a>
SU Q923 MOOLO GUMKI B578 MEPEM		<a href="#">E</a>
SU Q923 MOOLO GUMKI LAPIP		<a href="#">E</a>
SU Q923 MOOLO GUMKI Y98 BONEY		<a href="#">E</a>



Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
SU Q923 MUDDL POODL J208 SCOTT GATER		<a href="#">E</a>
SU Q923 MUDDL POODL J208 SCOTT NETTY		<a href="#">E</a>
SU Q923 MUDDL POODL J208 CHEWY		<a href="#">E</a>
SU Q923 MUDDL POODL J208 SCOTT P880 LAMSI LAROS	<a href="#">2</a>	<a href="#">E</a>

#### 4.2.2.2.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
KELPI EGUGO Y32 REBEG SU		<a href="#">E</a>
PONUX REBEG SU		<a href="#">E</a>
FLATY REBEG SU		<a href="#">E</a>
HARVS R587 ATROP ITIDE Q69 SU		<a href="#">E</a>
MEPEM Q144 ATROP ITIDE Q69 SU		<a href="#">E</a>
LAPIP ATROP ITIDE Q69 SU		<a href="#">E</a>
BONEY G329 SAVER KATEB Q47 ITIDE Q69 SU		<a href="#">E</a>
GATER Q39 SAVER KATEB Q47 ITIDE Q69 SU		<a href="#">E</a>
NETTY M639 SAVER KATEB Q47 ITIDE Q69 SU		<a href="#">E</a>
WODAY L503 SAVER KATEB Q47 ITIDE Q69 SU		<a href="#">E</a>
LAROS T53 GOMOL Q69 SU	<a href="#">3</a>	<a href="#">E</a>

#### 4.2.2.3 YBBN – Brisbane

##### 4.2.2.3.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
BN Q67 UPOLO MEMIG		<a href="#">D</a>
BN Q67 UPOLO PUPEB		<a href="#">D</a>
BN Q67 SWALO R346 BENKI		<a href="#">D</a>
BN Q67 OVRON		<a href="#">D</a>
BN Q67 GUDSO Q24 KELPI		<a href="#">E</a>
BN Q67 BIXAD A598 PONUX	<a href="#">1</a>	<a href="#">E</a>

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
BN B578 GUMKI FLATY		<a href="#">E</a>
BN B578 GUMKI Y88 HARVS		<a href="#">E</a>
BN B578 MEPEM		<a href="#">E</a>
BN B578 GUMKI LAPIP		<a href="#">E</a>
BN B578 GUMKI Y98 BONEY		<a href="#">E</a>
BN J208 SCOTT GATER		<a href="#">E</a>
BN J208 SCOTT NETTY		<a href="#">E</a>
BN J208 CHEWY		<a href="#">E</a>
BN J208 SCOTT P880 LAMSI LAROS	<a href="#">2</a>	<a href="#">E</a>

#### 4.2.2.3.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEMIG A216 CS Y177 BN		<a href="#">D</a>
PUPEB R210 CS Y177 BN		<a href="#">D</a>
BENKI R346 SWIFT Y177 BN		<a href="#">D</a>
OVRON B462 MK V153 POONA Y61 RUROX Y177 BN		<a href="#">D</a>
KELPI Y89 NIROK Y177 BN		<a href="#">E</a>
PONUX UH224 BN		<a href="#">E</a>
FLATY ATROP UH224 BN		<a href="#">E</a>
HARVS R587 ATROP UH224 BN		<a href="#">E</a>
MEPEM Q144 ATROP UH224 BN		<a href="#">E</a>
LAPIP SAVER G329 BN		<a href="#">E</a>
BONEY G329 BN		<a href="#">E</a>
GATER Q39 SAVER G329 BN		<a href="#">E</a>
NETTY M639 SAVER G329 BN		<a href="#">E</a>
WODAY L503 SAVER G329 BN		<a href="#">E</a>
LAROS T53 GOMOL H185 BN	<a href="#">3</a>	<a href="#">E</a>

## 4.2.2.4 YBCG – Gold Coast

### 4.2.2.4.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
GOMOL Q47 ITIDE Q295 GUDSO Q67 UPOLO MEMIG		<a href="#">D</a>
GOMOL Q47 ITIDE Q295 GUDSO Q67 UPOLO PUPEB		<a href="#">D</a>
GOMOL Q47 ITIDE Q295 GUDSO Q67 SWALO R346 BENKI		<a href="#">D</a>
GOMOL Q47 ITIDE Q295 GUDSO Q67 OVRON		<a href="#">D</a>
GOMOL Q47 ITIDE Q295 GUDSO Q24 KELPI		<a href="#">G</a>
GOMOL Q47 KATEB PONUX	<a href="#">1</a>	<a href="#">G</a>
GOMOL Q47 KATEB GUMKI FLATY		<a href="#">G</a>
GOMOL Q47 KATEB GUMKI Y88 HARVS		<a href="#">G</a>
GOMOL Q47 KATEB GUMKI B578 MEPEM		<a href="#">G</a>
GOMOL Q47 SCOTT LAPIP		<a href="#">G</a>
GOMOL Q47 SCOTT BONEY		<a href="#">G</a>
GOMOL LAMSI GATER		<a href="#">G</a>
GOMOL LAMSI NETTY		<a href="#">G</a>
GOMOL LAMSI CHEWY		<a href="#">G</a>
GOMOL T53 LAROS	<a href="#">2</a>	<a href="#">G</a>

### 4.2.2.4.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEMIG A216 CS Y177 GOMOL		<a href="#">D</a>
PUPEB R210 CS Y177 GOMOL		<a href="#">D</a>
BENKI R346 SWIFT Y177 GOMOL		<a href="#">D</a>
OVRON B462 MK V153 POONA Y61 RUROX Y177 GOMOL		<a href="#">D</a>
KELPI Y89 NIROK Y177 GOMOL		<a href="#">G</a>
PONUX UH224 ATROP IDRIL Y177 GOMOL		<a href="#">G</a>
FLATY ATROP IDRIL Y177 GOMOL		<a href="#">G</a>
HARVS R587 ATROP IDRIL Y177 GOMOL		<a href="#">G</a>

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEPEM Q144 ATROP IDRIL Y177 GOMOL		<a href="#">G</a>
LAPIP GOMOL		<a href="#">G</a>
BONEY GOMOL		<a href="#">G</a>
GATER LAMSI GOMOL		<a href="#">G</a>
NETTY LAMSI GOMOL		<a href="#">G</a>
WODAY LAMSI GOMOL		<a href="#">G</a>
LAROS LAMSI GOMOL	<a href="#">3</a>	<a href="#">G</a>

#### 4.2.2.5 YWLM – Williamtown / Newcastle

##### 4.2.2.5.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
WLM W284 DONIC SOTKI		<a href="#">J</a>
WLM W284 DONIC EVONN L521 GEROS		<a href="#">J</a>

##### 4.2.2.5.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
SOTKI ENTRA H185 WLM		<a href="#">J</a>
AKALU N774 MARLN ENTRA H185 WLM		<a href="#">J</a>

#### 4.2.2.6 YSSY – Sydney

##### 4.2.2.6.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
TESAT H202 RIC H76 NBR H105 SULMI Q165 VOMPA Q499 NONUM MEMIG		<a href="#">D</a>
TESAT H202 RIC H76 NBR H105 SULMI Q165 VOMPA Q499 NONUM PUPEB		<a href="#">D</a>
TESAT H202 RIC H76 NBR H105 SULMI Q165 TL R346 BENKI		<a href="#">D</a>
TESAT H202 RIC H76 NBR H105 OVRON		<a href="#">D</a>
TESAT H185 GOMOL Q69 ITIDE Q295 GUDSO Q24 KELPI	<a href="#">4</a>	<a href="#">H</a>

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
TESAT H185 GOMOL Q47 KATEB GUMKI	<a href="#">4</a>	<a href="#">H</a>
TESAT H185 ENTRA Y245 BANDA Y43 BERNI LAMSI	<a href="#">4</a>	<a href="#">H</a>
TESAT H185 ENTRA Y245 BANDA CBULA	<a href="#">4</a>	<a href="#">I</a>
TESAT B450 NOBAR B474 BEADS	<a href="#">5</a>	<a href="#">I</a>
TESAT B450 NOBAR B580 IFFEY	<a href="#">5</a>	<a href="#">I</a>
TESAT B450 NOBAR A579 JORDY	<a href="#">5</a>	<a href="#">I</a>
TESAT B450 ABARB	<a href="#">5</a>	<a href="#">I</a>
TESAT G595 SOTKI		<a href="#">I</a>
TESAT L521 GEROS		<a href="#">I</a>
TESAT M636 PLUGA		<a href="#">I</a>
TESAT Y84 TONIM		<a href="#">I</a>
TESAT H65 WOL H20 MOTRA W407 TASUM		<a href="#">L</a>

#### 4.2.2.6.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEMIG A216 CS Y177 SWIFT Y153 ROKUU H12 TESAT		<a href="#">D</a>
PUPEB R210 CS Y177 SWIFT Y153 ROKUU H12 TESAT		<a href="#">D</a>
BENKI R346 SWIFT Y153 ROKUU H12 TESAT		<a href="#">D</a>
OVRON B462 MK H12 TESAT		<a href="#">D</a>
KELPI Y89 NIROK Y177 BN H91 CORKY H12 TESAT		<a href="#">H</a>
ATROP MUDDL Q923 SANEG H91 CORKY H12 TESAT		<a href="#">H</a>
SAVER SANEG H91 CORKY H12 TESAT		<a href="#">H</a>
CBULA BANDA J70 CORKY H12 TESAT		<a href="#">I</a>
BEADS RIKNI N774 TESAT	<a href="#">6</a>	<a href="#">I</a>
IFFEY RIKNI N774 TESAT	<a href="#">6</a>	<a href="#">I</a>
JORDY RIKNI N774 TESAT	<a href="#">6</a>	<a href="#">I</a>
ABARB RIKNI N774 TESAT		<a href="#">I</a>
GOOMA UH258 RIKNI N774 TESAT		<a href="#">I</a>

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
SOTKI G595 ATNAT RIKNI N774 TESAT		<a href="#">I</a>
AKALU N774 TESAT		<a href="#">I</a>
PLUGA RIKNI N774 TESAT		<a href="#">I</a>
TONIM RIKNI N774 TESAT		<a href="#">I</a>
TASUM J163 CB W423 CULIN Y59 TESAT		<a href="#">L</a>

#### 4.2.2.7 YSCB – Canberra

##### 4.2.2.7.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
CB W423 CULIN Y59 TESAT H185 ENTRA Y245 BANDA CBULA		<a href="#">J</a>
CB W423 CULIN Y59 TESAT B450 NOBAR	<a href="#">5</a>	<a href="#">J</a>
CB UQ215 TANTA JAMMO		<a href="#">L</a>

##### 4.2.2.7.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
CBULA BANDA J70 COOPA Q78 OLTIN W180 TESAT H65 CB		<a href="#">J</a>
OMLAV Q15 WOL H65 CB	<a href="#">6</a>	<a href="#">J</a>
TASUM J163 CB		<a href="#">L</a>

#### 4.2.2.8 YMML – Melbourne

##### 4.2.2.8.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
ML H50 MNG Q76 NONUM MEMIG		<a href="#">D</a>
ML H50 MNG Q76 NONUM PUPEB		<a href="#">D</a>
ML H50 MNG Q76 LAKOT Y80 VOMPA Q165 TL R346 BENKI		<a href="#">D</a>
ML H66 MUDGI H105 OVRON		<a href="#">D</a>
ML H66 IDNER W214 GOMOL Q69 ITIDE Q295 GUDSO Q24 KELPI		<a href="#">H</a>

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
ML H66 IDNER W214 GOMOL Q47 KATEB GUMKI		<a href="#">H</a>
ML H66 TW Y23 BERNI LAMSI		<a href="#">H</a>
ML H66 TW BANDA CBULA		<a href="#">J</a>
ML H129 DOSEL Y59 TESAT B450 NOBAR	<a href="#">5</a>	<a href="#">J</a>
ML Y260 CORRS RIKUS URBOB		<a href="#">K</a>
ML Y260 CORRS RIKUS MER		<a href="#">K</a>
ML Y260 CORRS RIKUS OTKED MOMSY	<a href="#">I</a>	<a href="#">K</a>
ML Y260 CORRS Y81 GEMAC		<a href="#">K</a>
ML Y260 CORRS SNELY		<a href="#">K</a>
ML Y260 CORRS KURRT		<a href="#">K</a>
ML Y260 CORRS Y66 GIVID		<a href="#">K</a>
ML Y260 ECKHO		<a href="#">K</a>
ML Y260 CORRS Y21 DADAD		<a href="#">K</a>
ML H169 IRSOM V33 TASUM		<a href="#">K</a>

#### 4.2.2.8.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
MEMIG A216 CS Y177 SWIFT R346 TL Q30 MATAR Y33 BORLI UQ346 POLSO Q923 CANTY H119 ML		<a href="#">D</a>
PUPEB R210 CS Y177 SWIFT R346 TL Q30 MATAR Y33 BORLI UQ346 POLSO Q923 CANTY H119 ML		<a href="#">D</a>
BENKI R346 TL Q30 MATAR Y33 BORLI UQ346 POLSO Q923 CANTY H119 ML		<a href="#">D</a>
OVRON B462 MK W472 EML MIMIB Y33 BORLI UQ346 POLSO Q923 CANTY H119 ML		<a href="#">D</a>
KELPI Y89 NIROK Y177 BN H91 SANEG Q923 CANTY H119 ML		<a href="#">H</a>
ATROP MUDDL Q923 CANTY H119 ML		<a href="#">H</a>
SAVER SANEG Q923 CANTY H119 ML		<a href="#">H</a>
CBULA BANDA J70 COOPA Q78 OLTIN W180 TESAT H65 RAZZI Q29 ML		<a href="#">J</a>
OMLAV Q15 WOL H65 RAZZI Q29 ML	<a href="#">6</a>	<a href="#">J</a>

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
URBOB NABBA Q29 ML		<a href="#">K</a>
MER LEDET BULLA Q29 ML		<a href="#">K</a>
MOMSY LEDET BULLA Q29 ML	<a href="#">I</a>	<a href="#">K</a>
GEMAC LEDET BULLA Q29 ML		<a href="#">K</a>
SNELY MILLA P753 WAREN W687 ML		<a href="#">K</a>
KURRT MILLA P753 WAREN W687 ML		<a href="#">K</a>
GIVID M625 MILLA P753 WAREN W687 ML		<a href="#">K</a>
ECKHO L508 MILLA P753 WAREN W687 ML		<a href="#">K</a>
DADAD P753 WAREN W687 ML		<a href="#">K</a>
TASUM H111 LT H215 WAREN W687 ML		<a href="#">K</a>

#### 4.2.2.9 YPAD – Adelaide

##### 4.2.2.9.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
AD V361 SEDAN Y465 UBDIB Y23 TW H66 IDNER W214 GOMOL Q69 ITIDE Q295 GUDSO Q24 KELPI		<a href="#">H</a>
AD V361 SEDAN Y465 UBDIB Y23 TW H66 IDNER W214 GOMOL Q47 KATEB GUMKI		<a href="#">H</a>
AD V361 SEDAN Y465 UBDIB Y23 BERNI LAMSI		<a href="#">H</a>
AD V361 SEDAN Y465 UBDIB Y23 TW BANDA CBULA		<a href="#">J</a>
AD H247 CULIN Y59 TESAT B450 NOBAR	<a href="#">5</a>	<a href="#">J</a>
AD V255 BENDO Y12 ARBEY CORRS		<a href="#">L</a>
AD V255 BENDO Y218 GRACY T234 TASUM		<a href="#">L</a>

##### 4.2.2.9.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
KELPI Y89 NIROK Y177 BN H91 SANEG Q210 NBR Q53 WOONA Q60 BLACK H309 AD		<a href="#">H</a>
ATROP MUDDL Q923 SANEG Q210 NBR Q53 WOONA Q60 BLACK H309 AD		<a href="#">H</a>



Routes (Gate to ADES)	Refer FPRE	Refer Appendix
SAVER SANEG Q210 NBR Q53 WOONA Q60 BLACK H309 AD		<a href="#">H</a>
CBULA BANDA J70 COOPA Q78 OLTIN W180 TESAT A576 KADOM H44 MAXEM Q60 BLACK H309 AD		<a href="#">J</a>
MARLN N774 TESAT A576 KADOM H44 MAXEM Q60 BLACK H309 AD	<a href="#">6</a>	<a href="#">J</a>
ANGEX N759 ML H345 AD		<a href="#">L</a>
MILLA P753 WAREN W687 ML H345 AD		<a href="#">L</a>
TASUM T234 BORTO H345 AD		<a href="#">L</a>

#### 4.2.2.10 YMHB – Hobart

##### 4.2.2.10.1 Departures

Routes (ADEP to Gate)	Refer FPRE	Refer Appendix
TASUM H111 LT		<a href="#">L</a>

##### 4.2.2.10.2 Arrivals

Routes (Gate to ADES)	Refer FPRE	Refer Appendix
IPLET W407 TASUM		<a href="#">L</a>

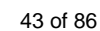
#### 4.2.2.11 YPPH – Perth

Refer to [2 – Indian & Southern Oceans](#).

### 4.2.3 Flight Planning Requirements & Exceptions (FPREs)

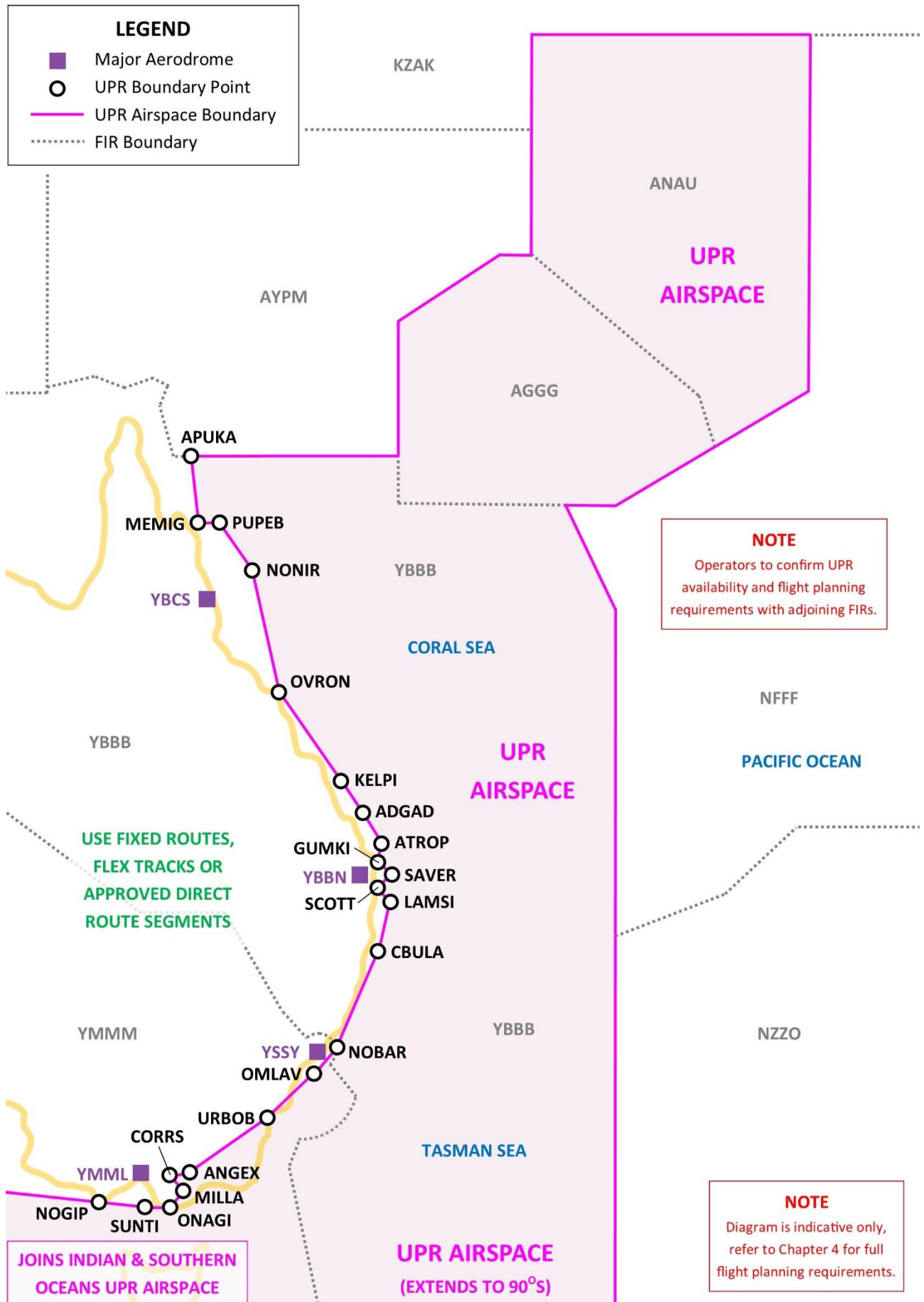
- 1) When R637 is active (depending on Restricted Area levels), plan via TERUV PUGEL.
- 2) When R662 is active (depending on Restricted Area levels), plan via LAMSI N584 SIFRA.
- 3) When R662 is active (depending on Restricted Area levels), plan via SIFRA N584 LAMSI GOMOL.
- 4) Vertical requirements apply below FL270, refer [AIP DAP](#). If unable to meet vertical requirements, plan via ENTRA H133 MATLA Y43 BANDA.
- 5) When R574 is active, plan via/on or south of TESAT G595 GUTIV ABARB.
- 6) When R574 is active, plan via/on or south of ABARB RIKNI N774 TESAT.
- 7) When R453 is active (depending on Restricted Area levels), plan on or south of MOMSY TONIM.

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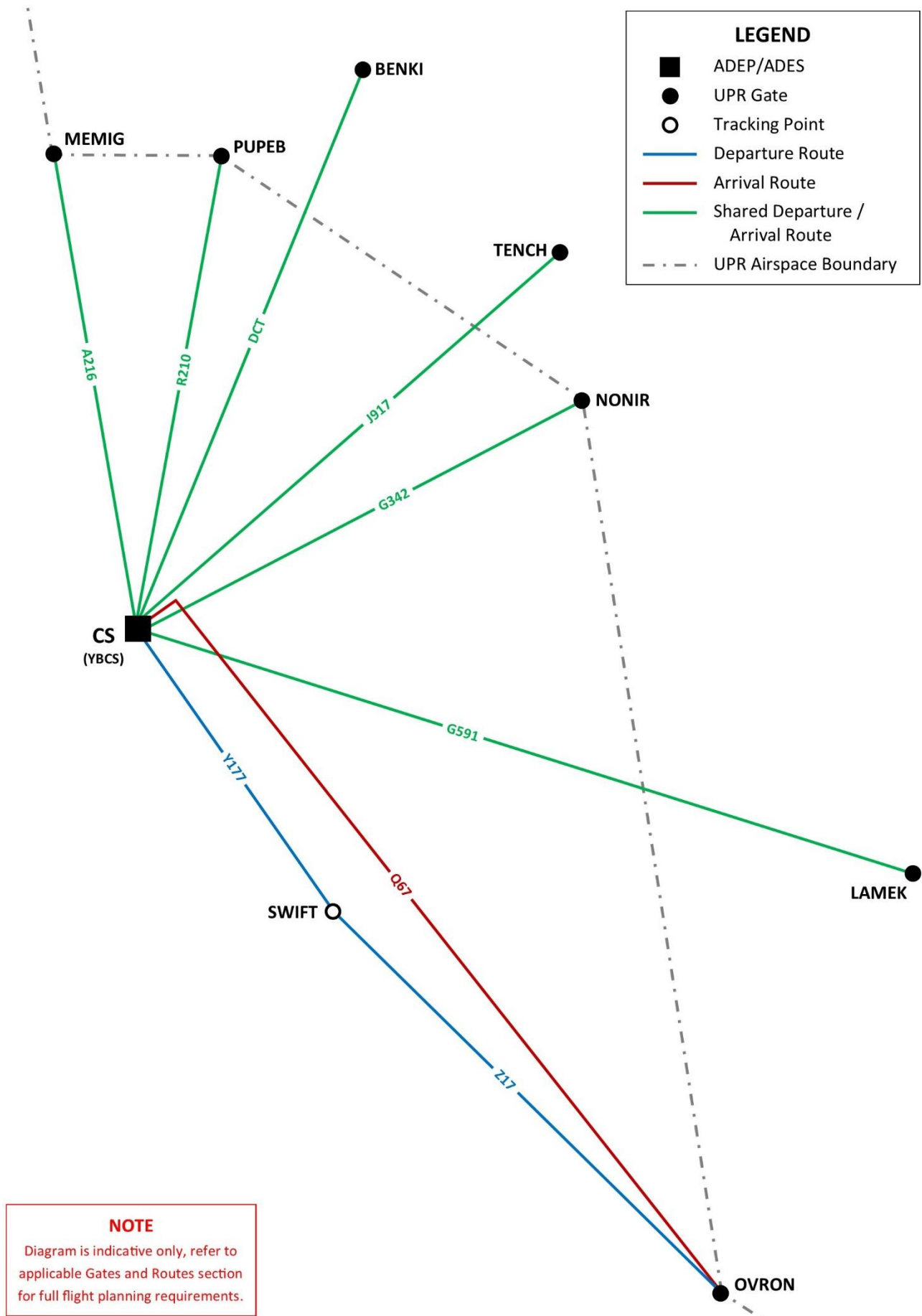
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## Appendix B UPR Airspace – South Pacific



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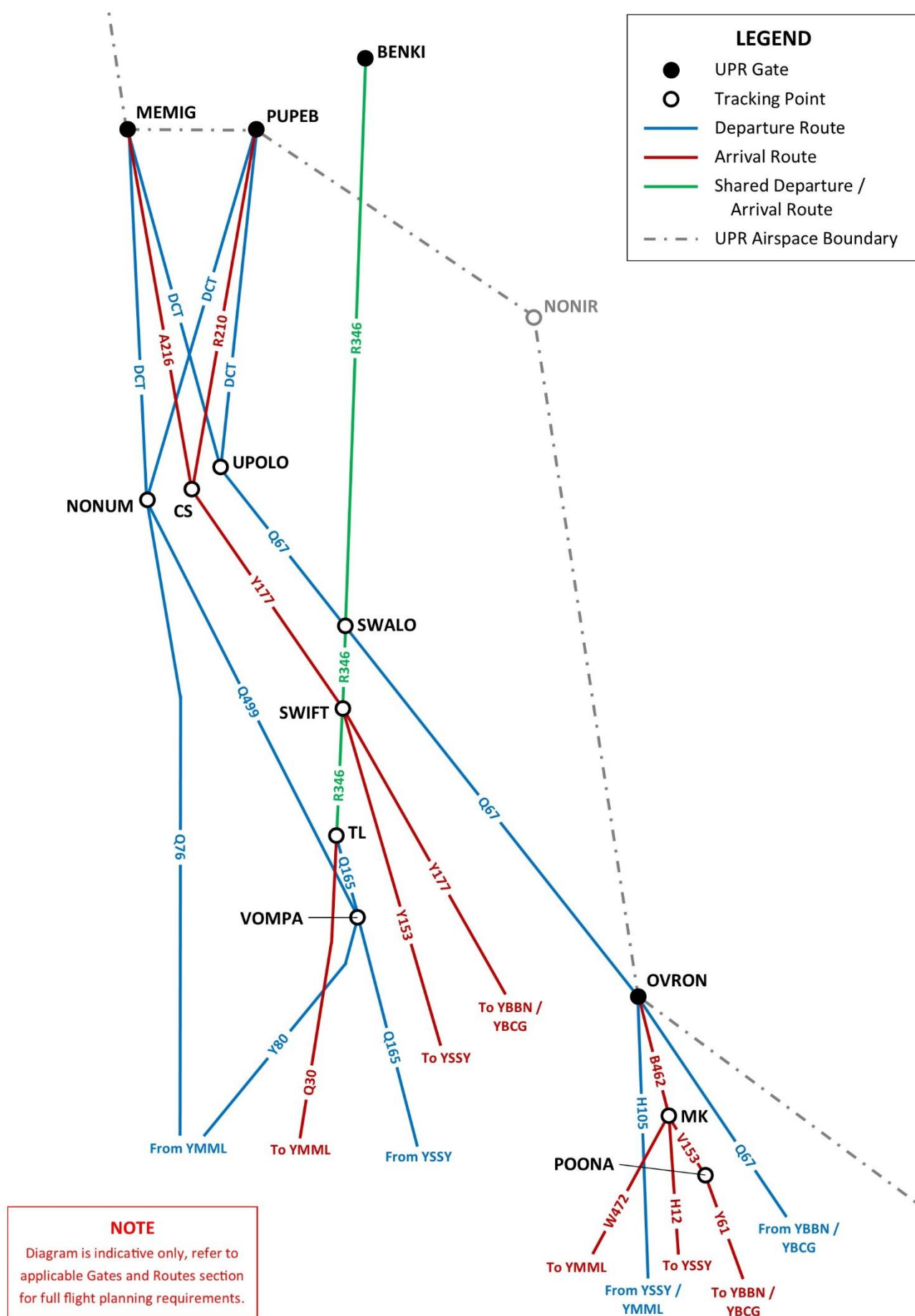
## Appendix C UPR Gates – YBCS



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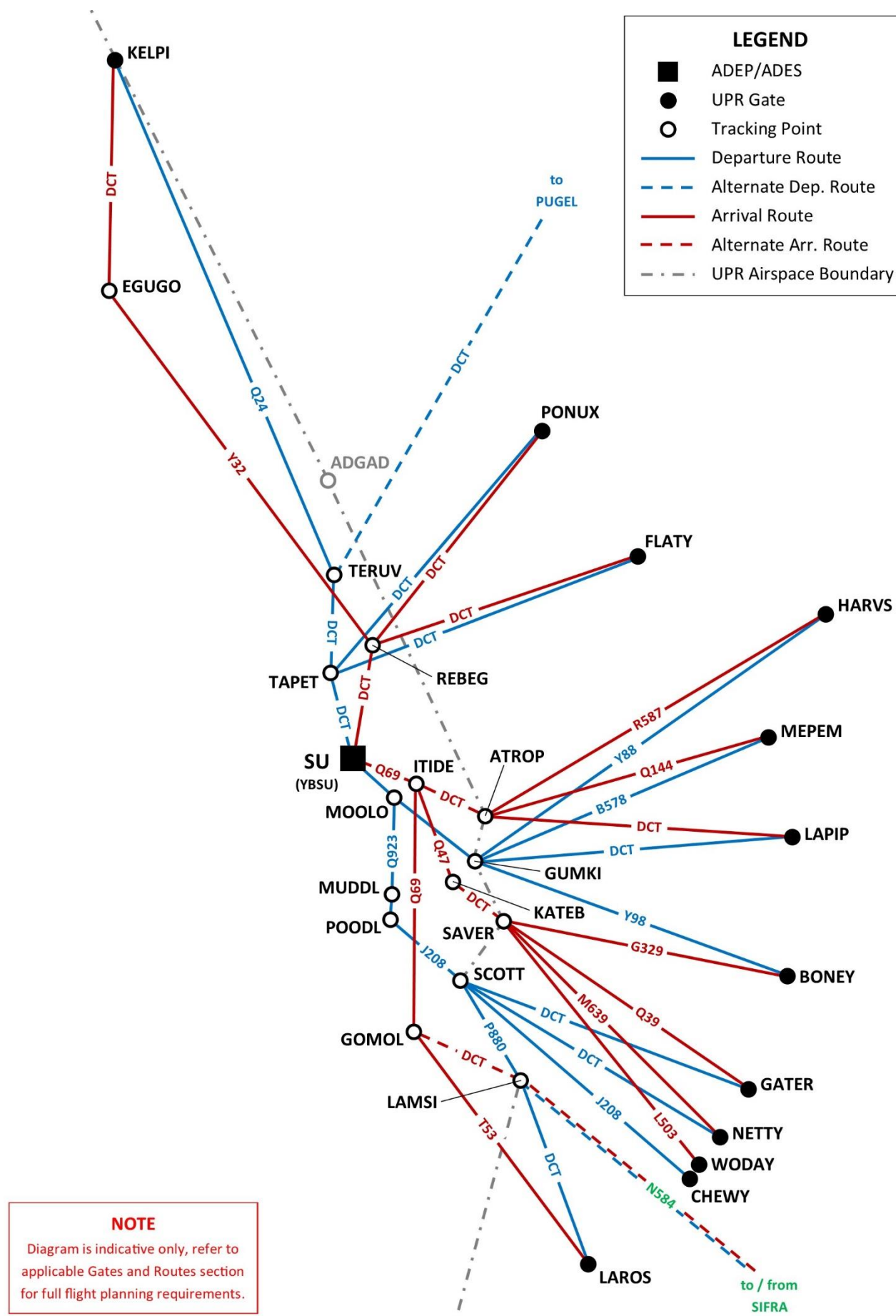


## Appendix D UPR Gates – Cairns Area Overflights



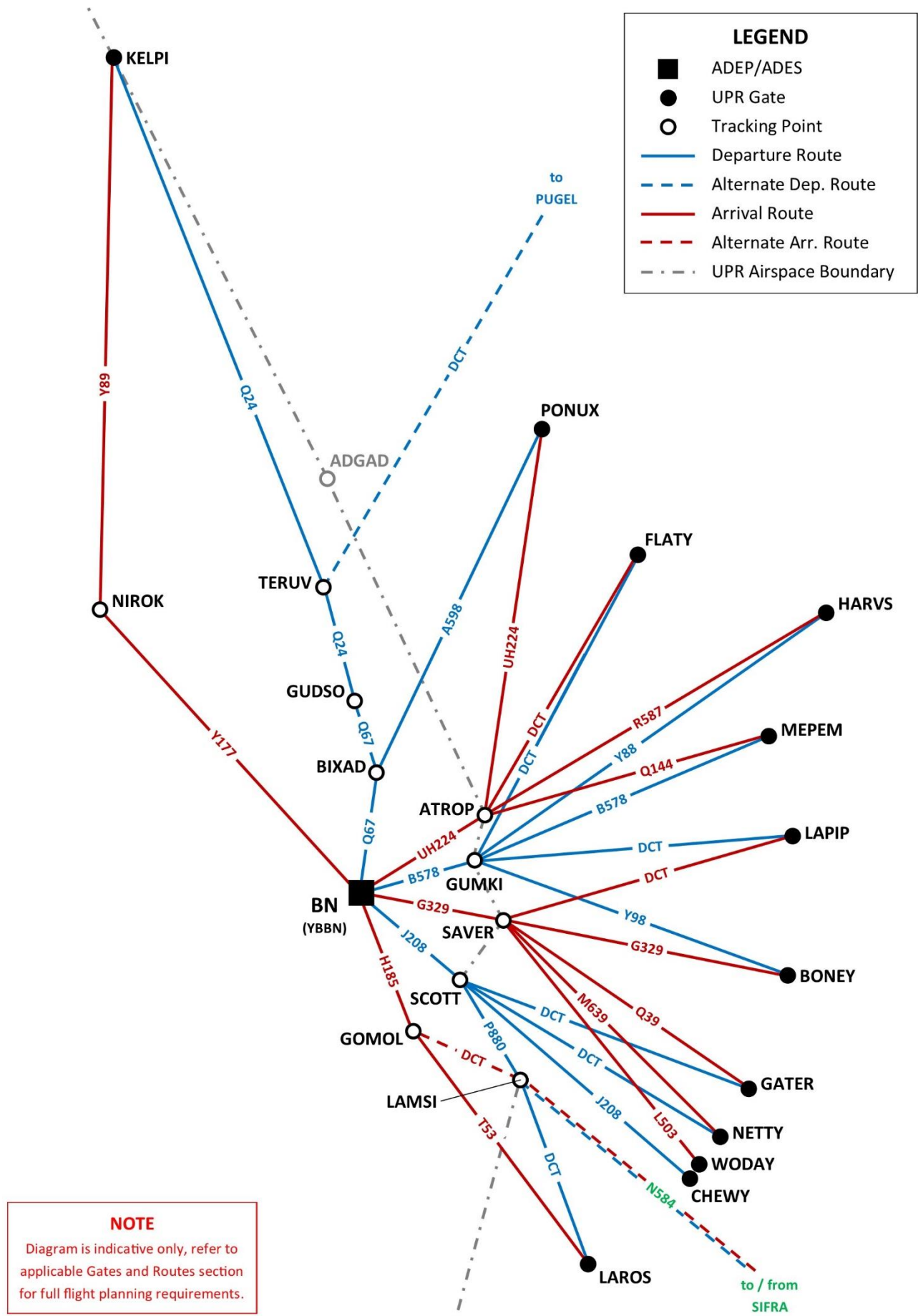
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## Appendix E UPR Gates – YBSU



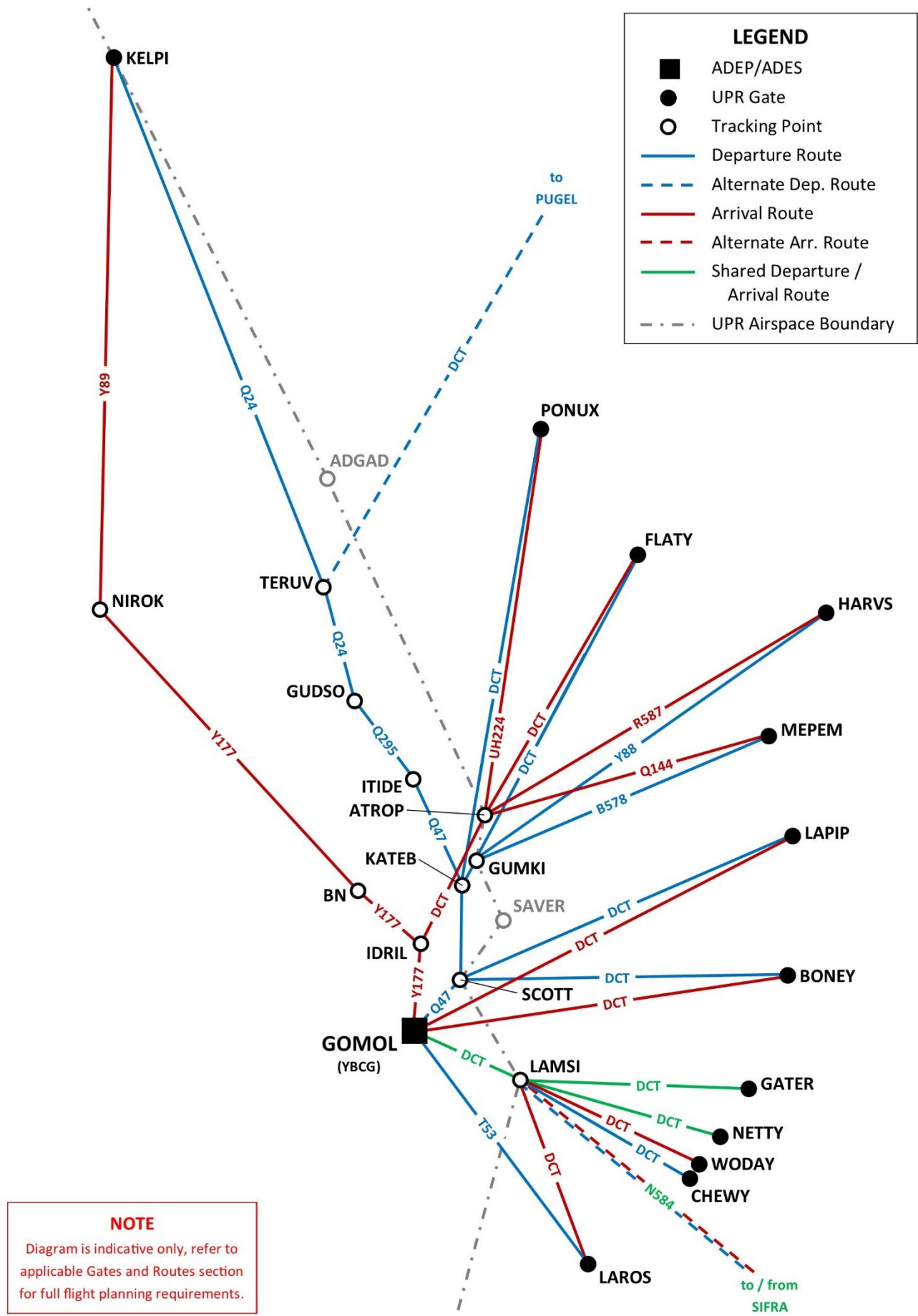
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## Appendix F UPR Gates – YBBN



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## Appendix G UPR Gates – YBCG



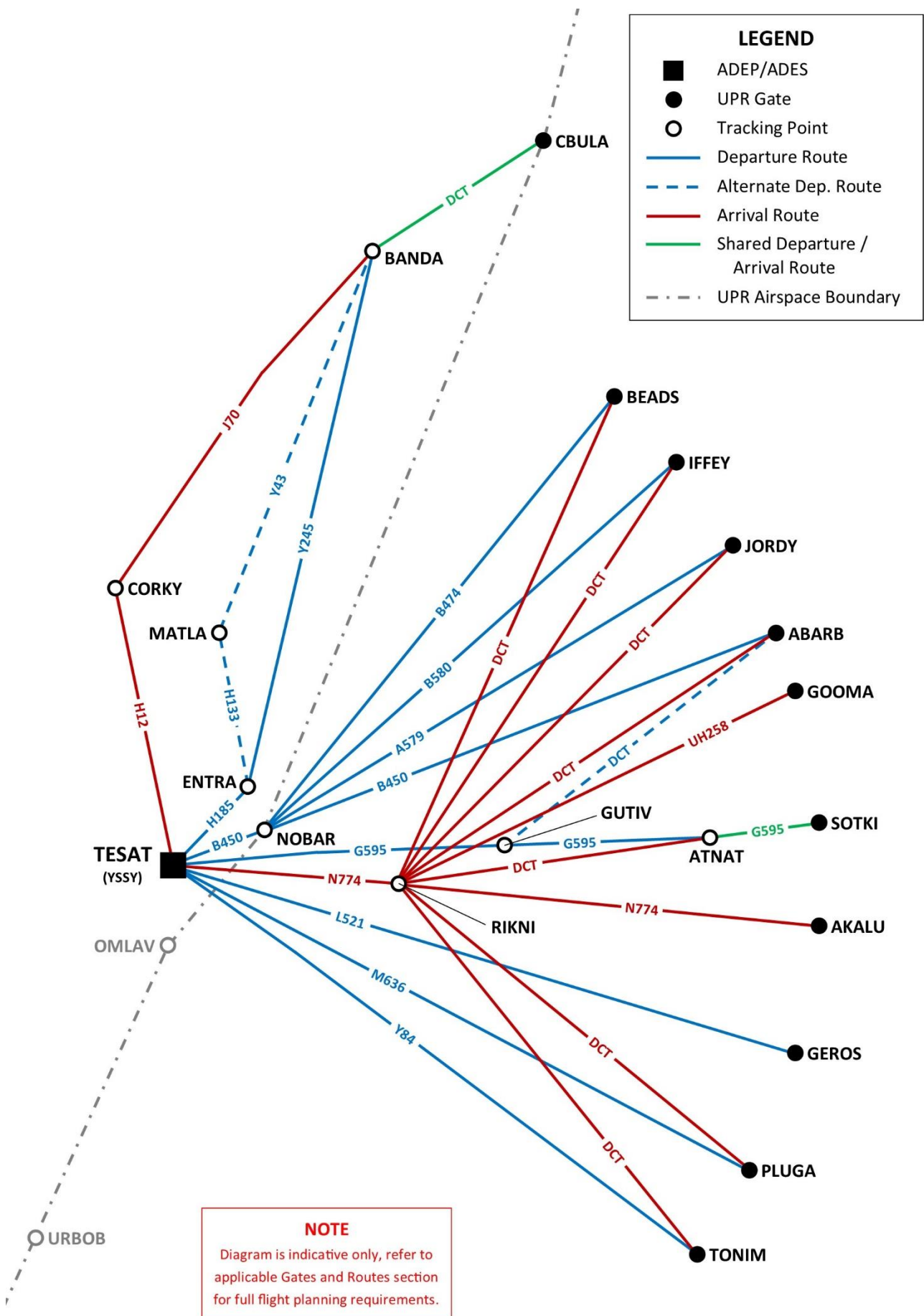
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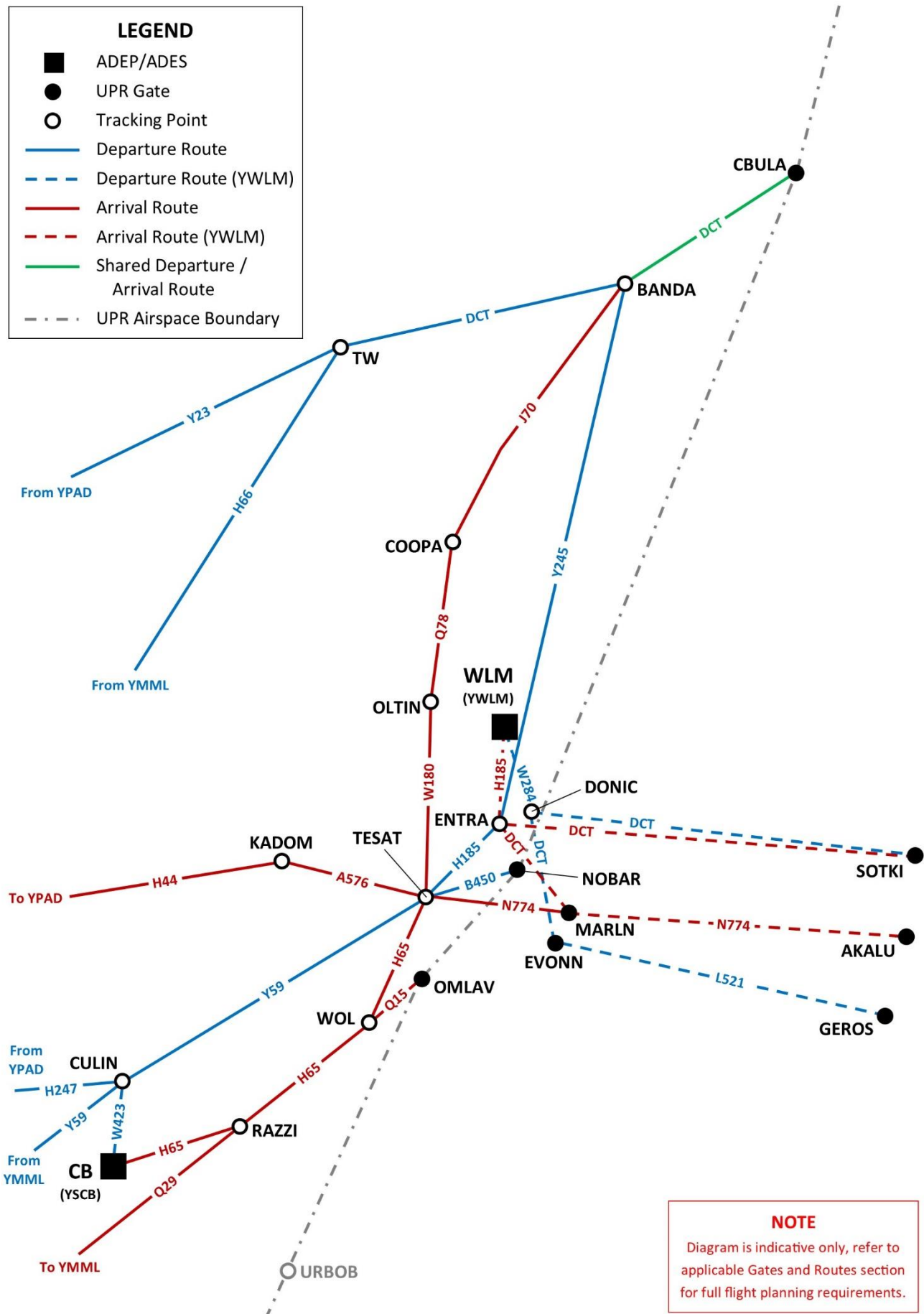
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# Appendix I UPR Gates – YSSY



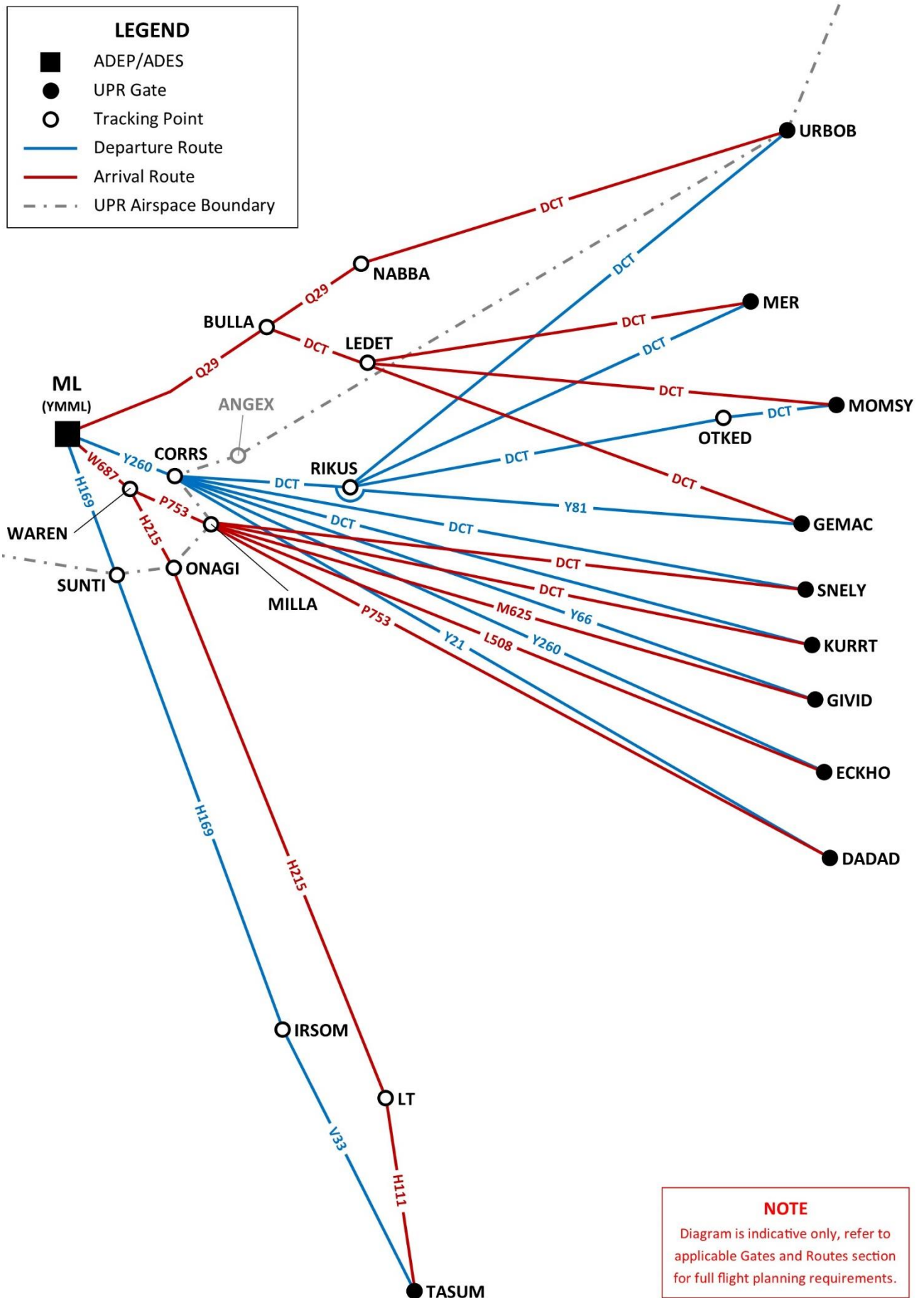
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## Appendix J UPR Gates – Sydney Area Overflights



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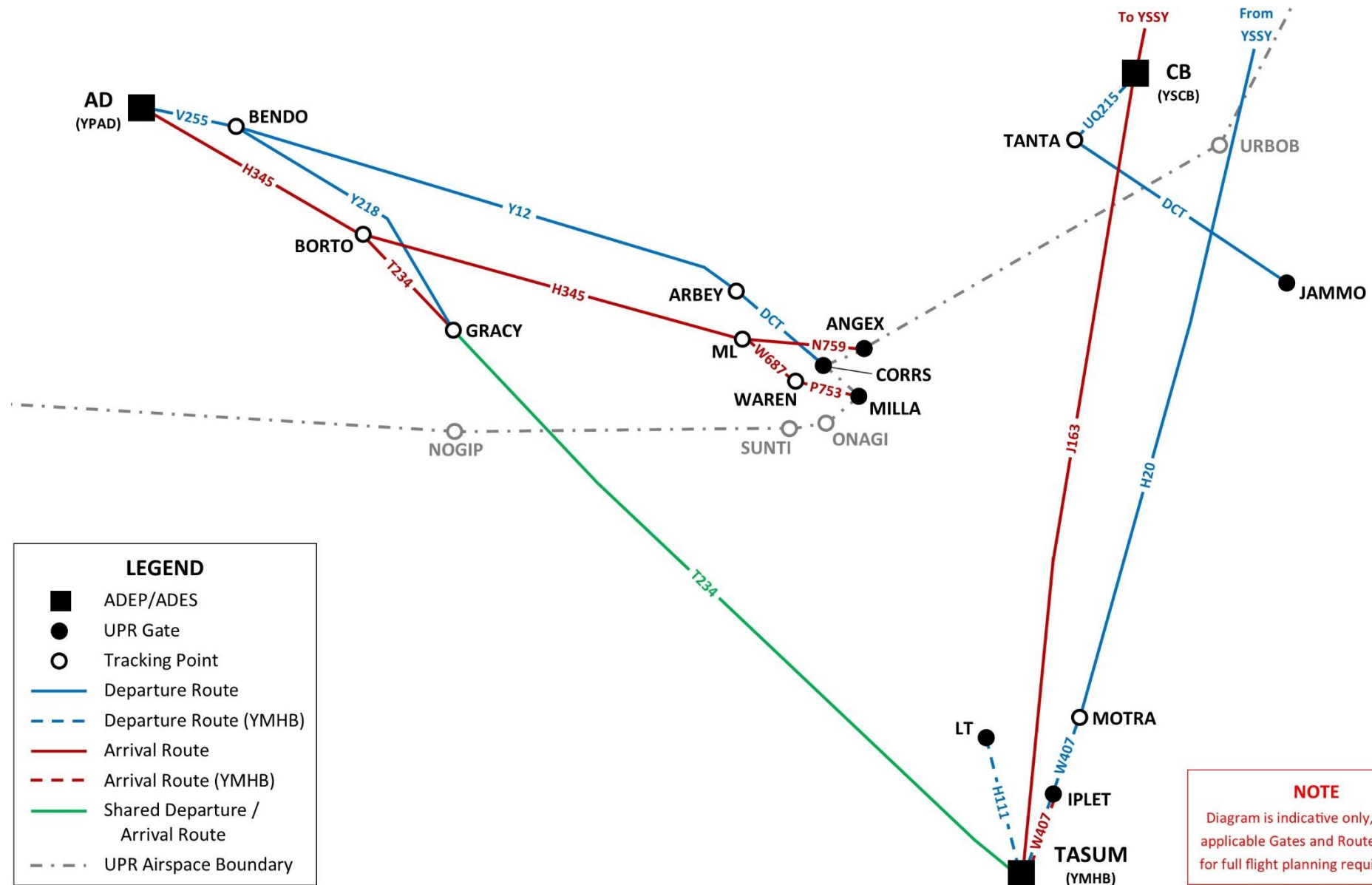
## Appendix K UPR Gates – YMML



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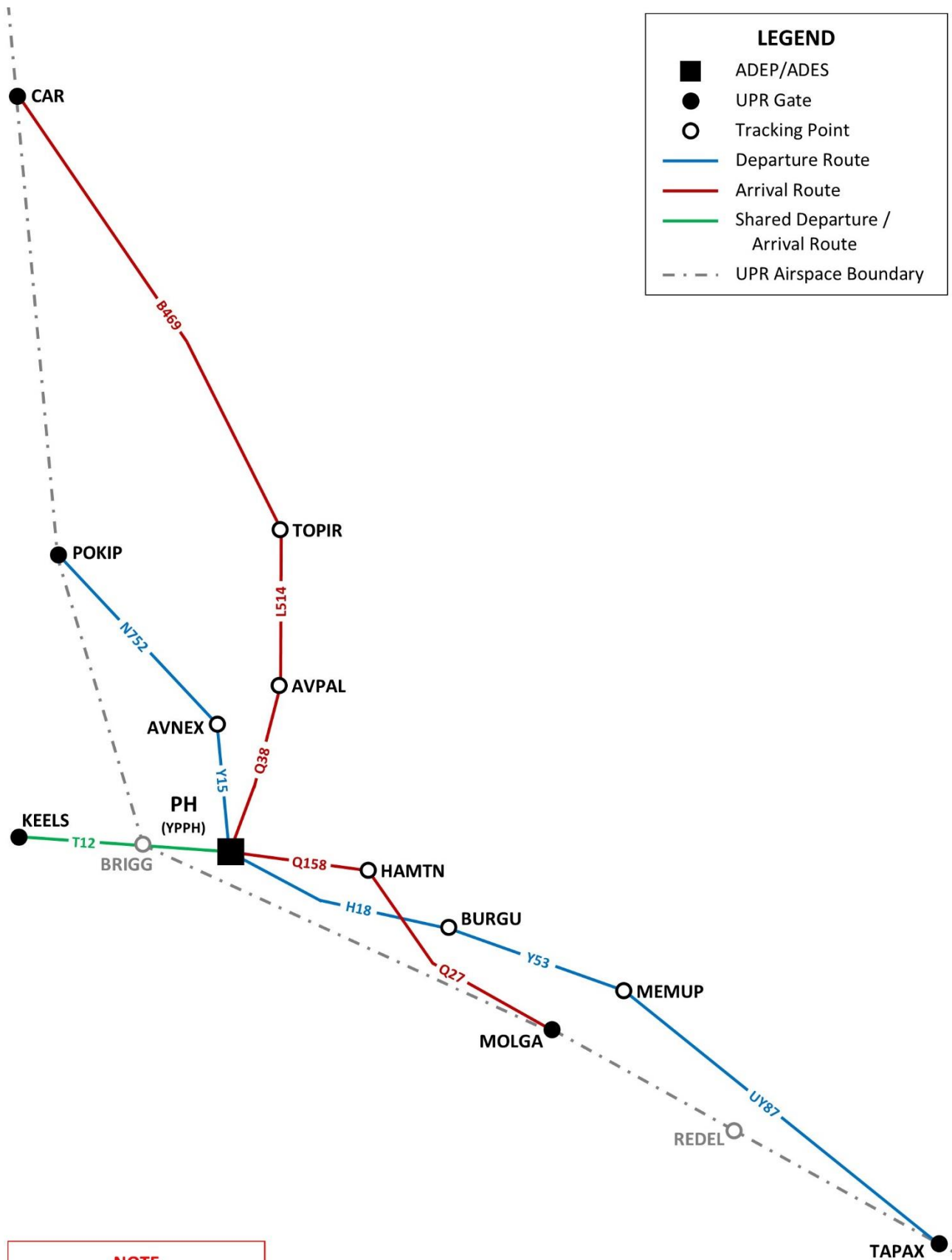


## Appendix L UPR Gates – Melbourne Area Overflights



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## Appendix M UPR Gates – YPPH

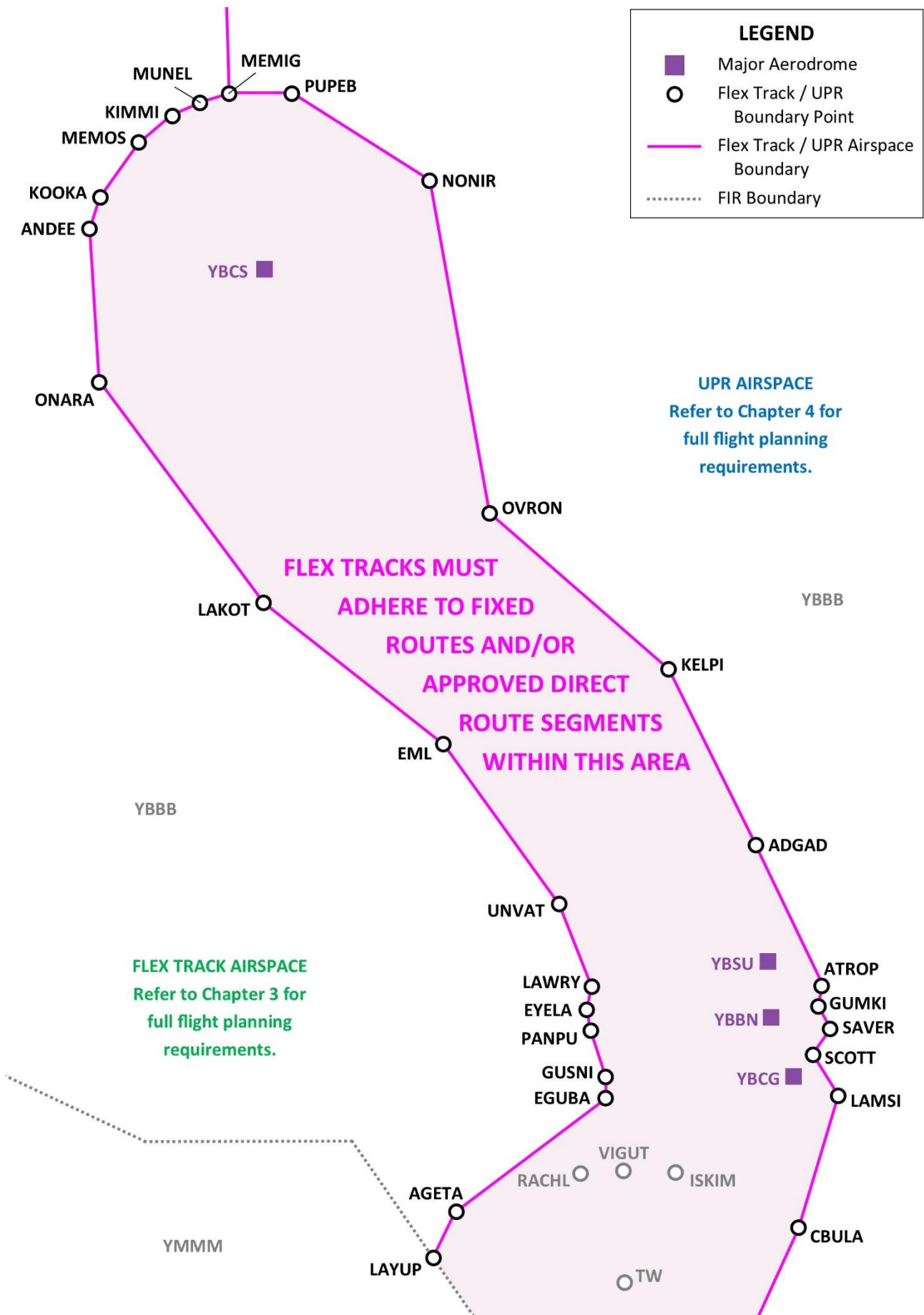


### NOTE

Diagram is indicative only, refer to applicable Gates and Routes section for full flight planning requirements.

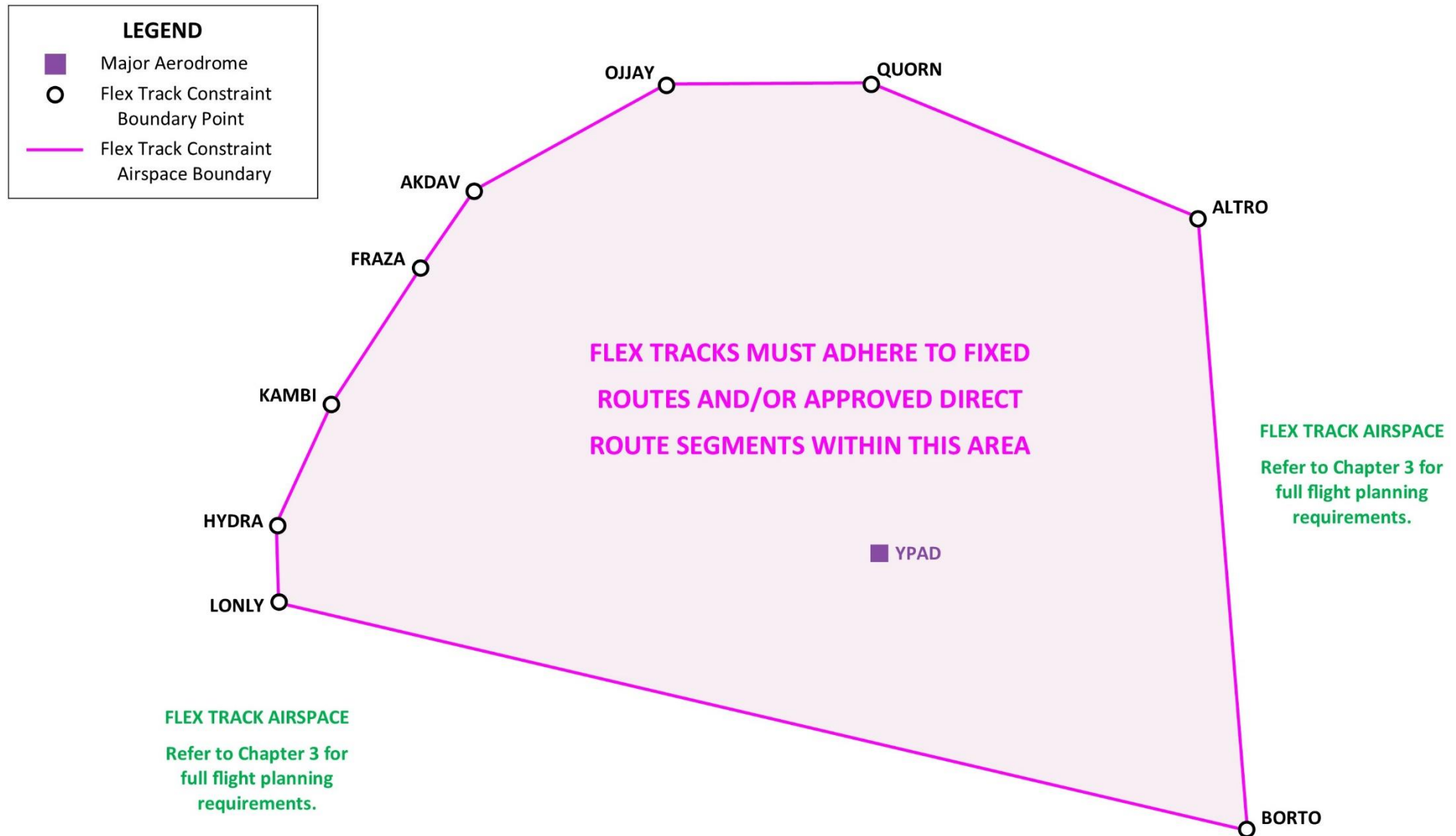
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# Appendix N Flex Track Constraint – YBBB East Coast



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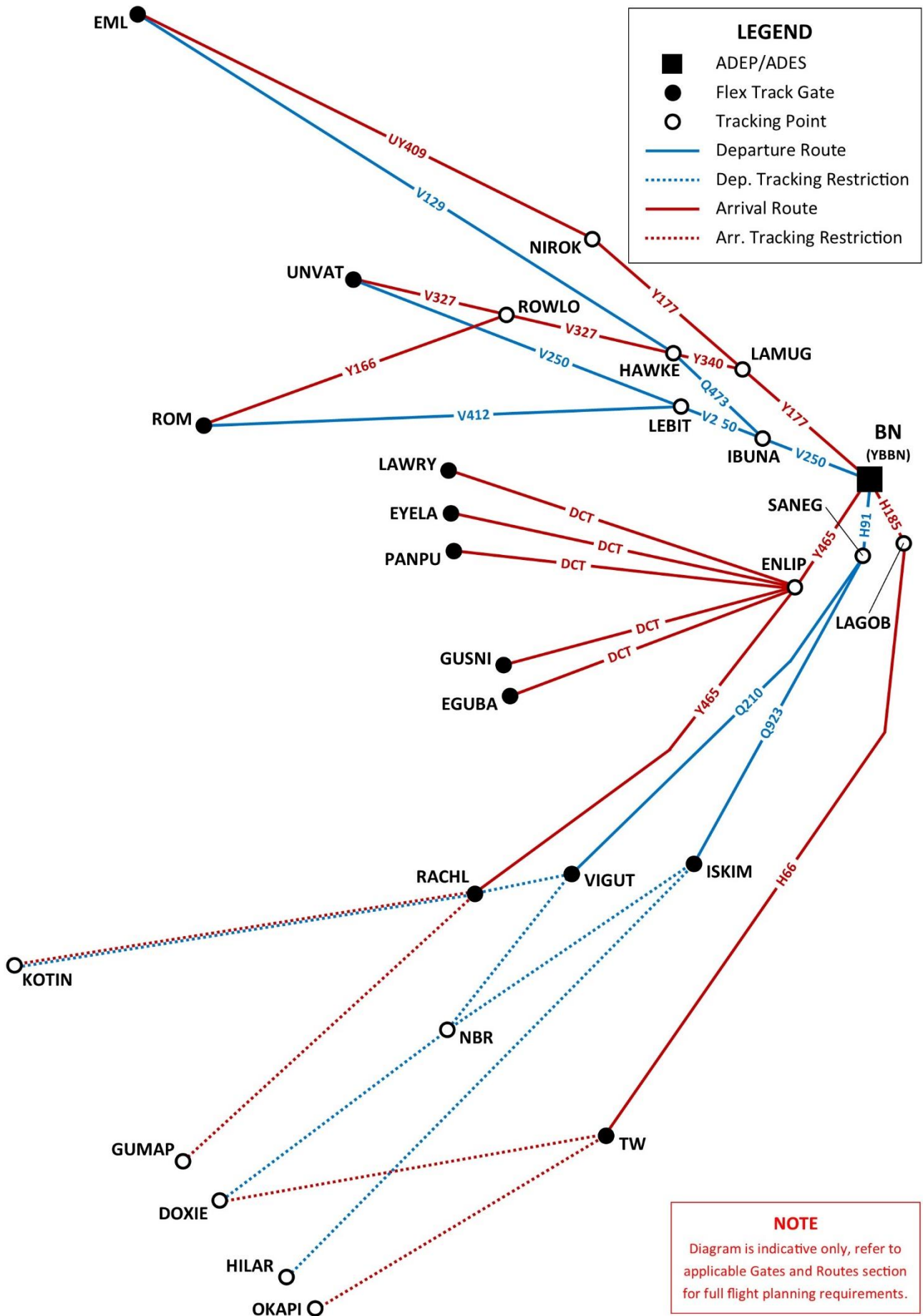
## Appendix O Flex Track Constraint – Adelaide Area



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## Appendix P Flex Track Gates – YBBN

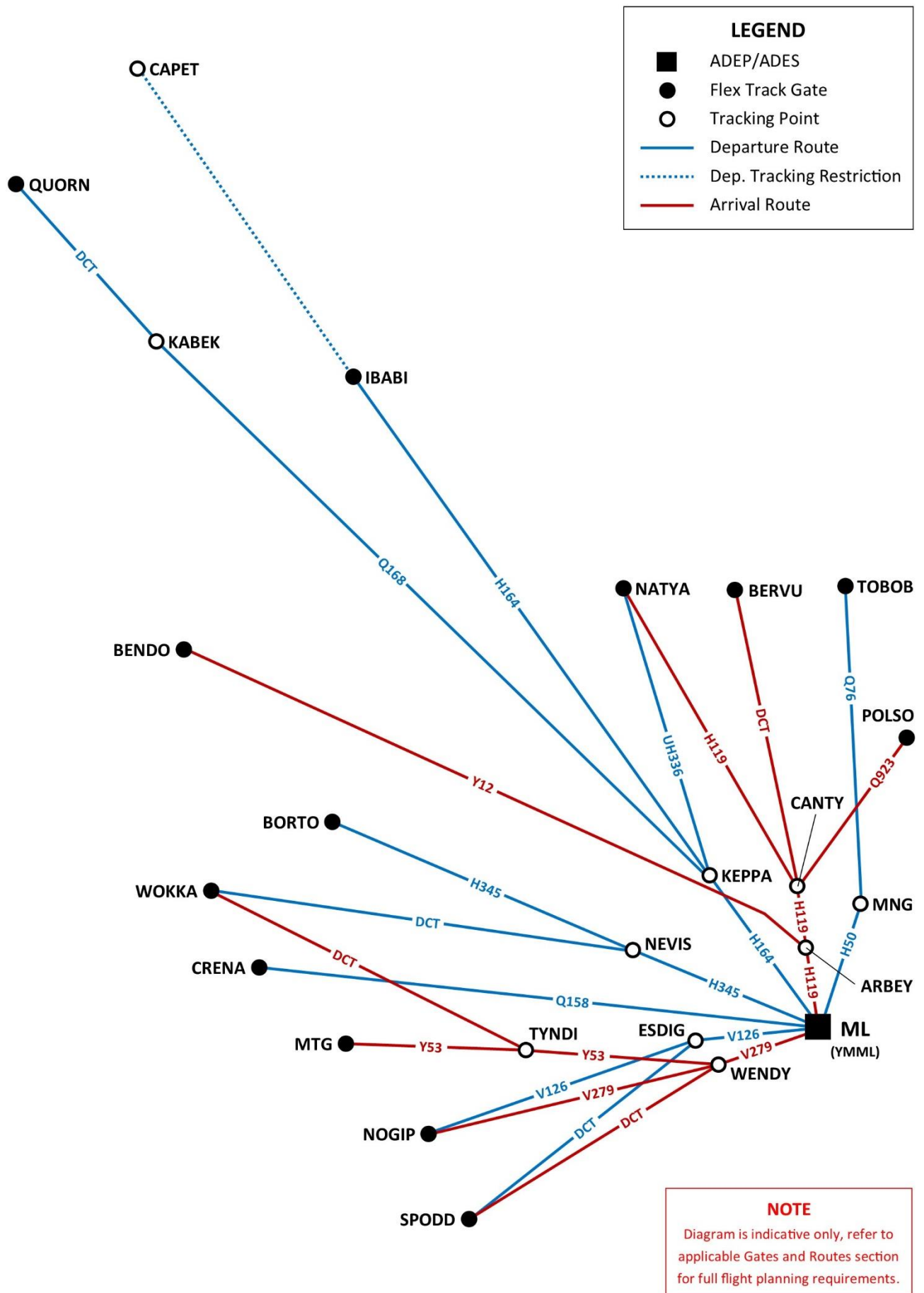


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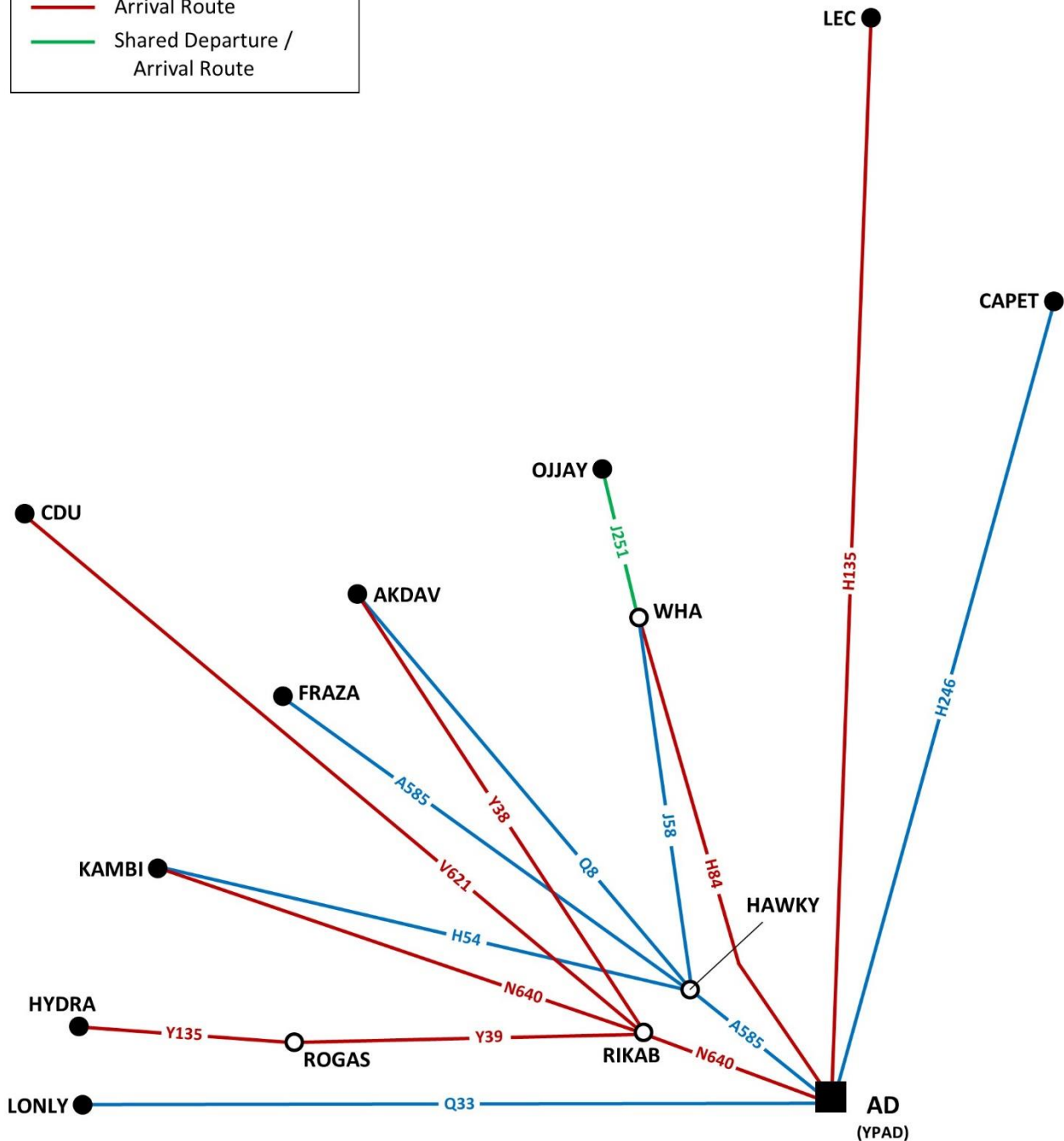
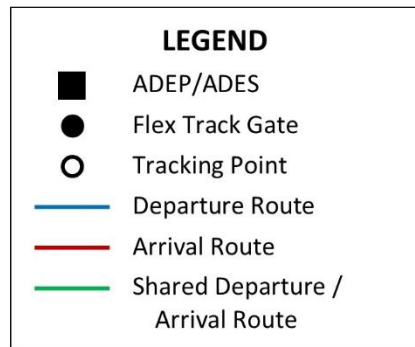
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## Appendix R Flex Track Gates – YMML



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## Appendix S Flex Track Gates – YPAD



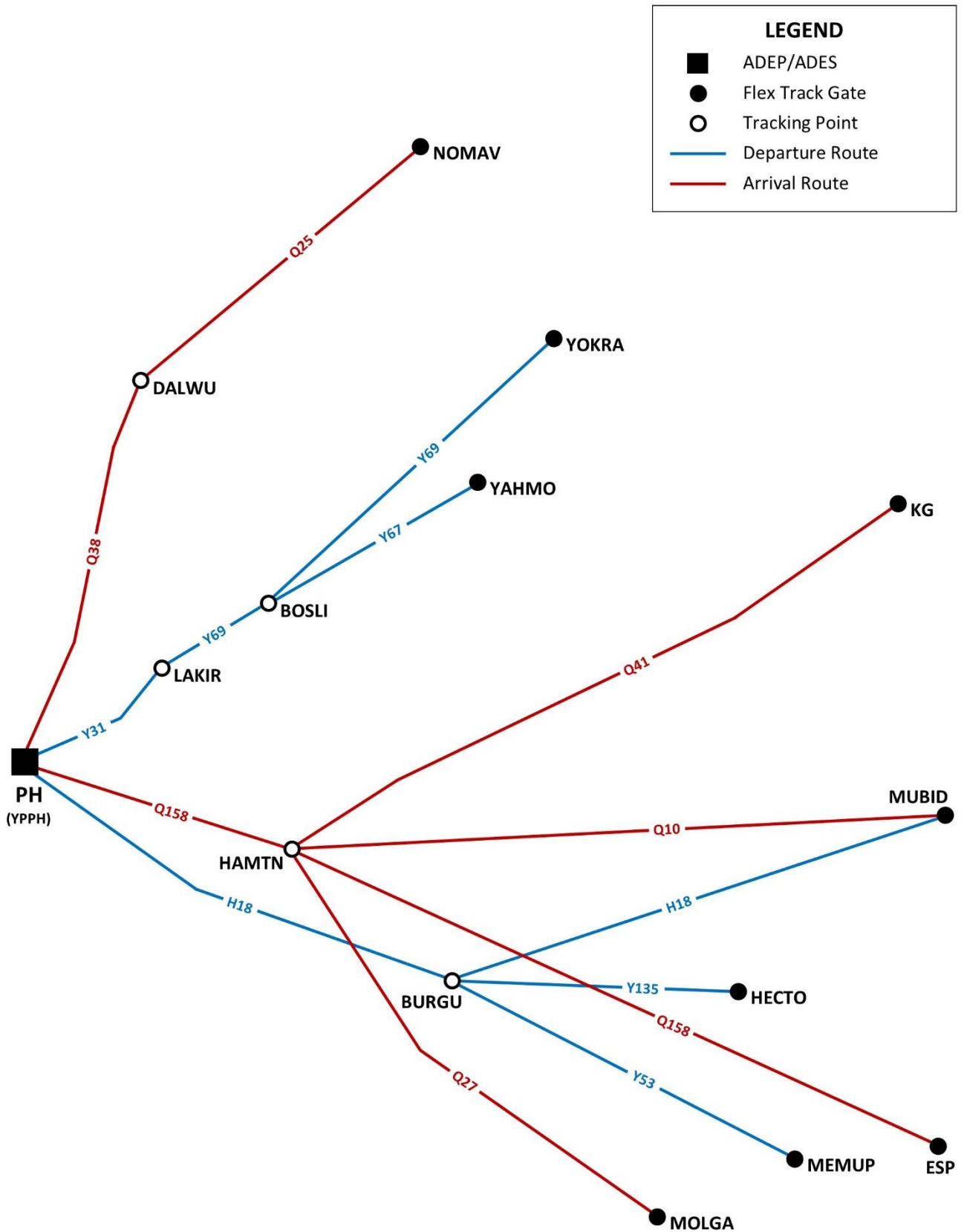
### NOTE

Diagram is indicative only, refer to applicable Gates and Routes section for full flight planning requirements.

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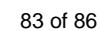
## Appendix T Flex Track Gates – YPPH



### NOTE

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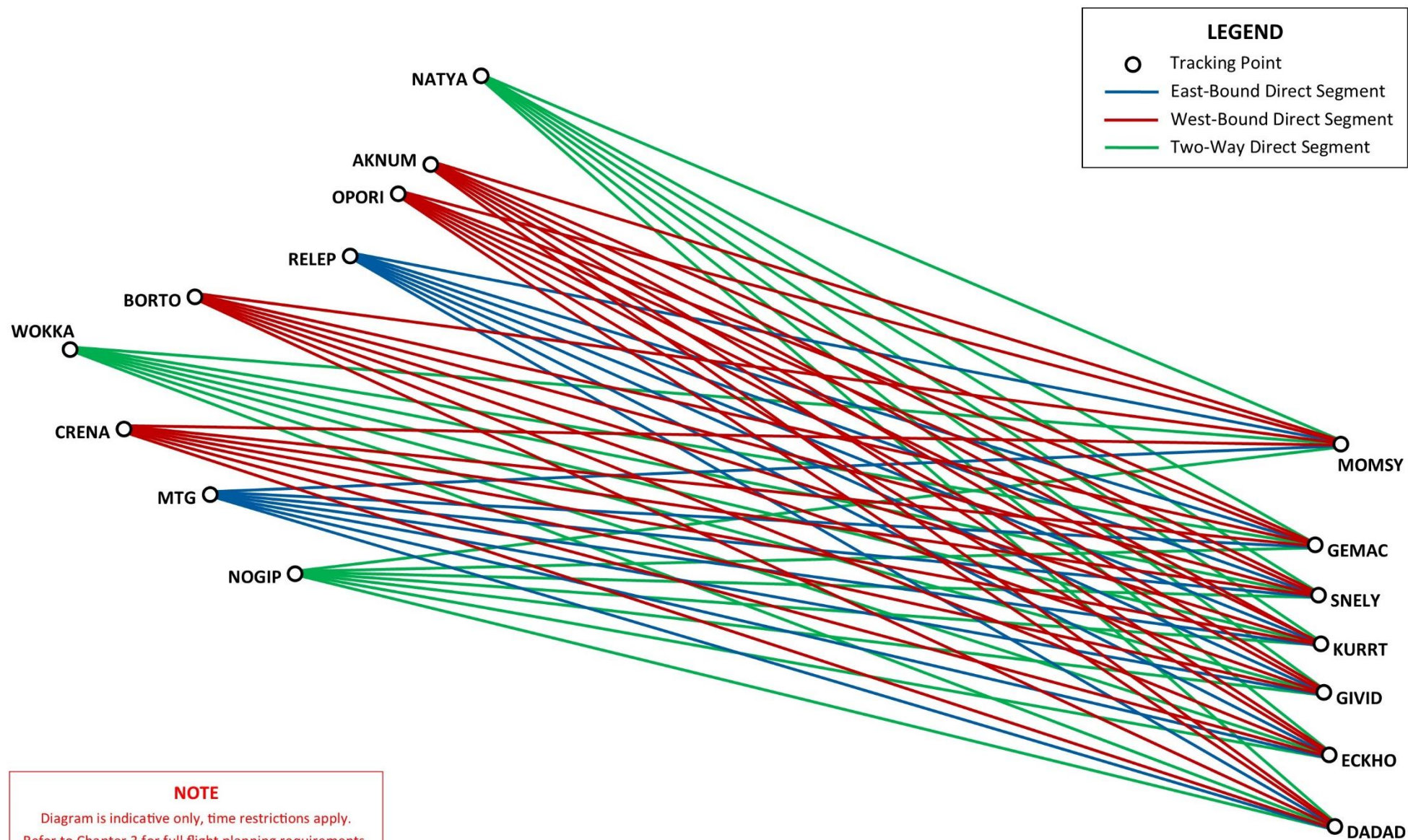
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## Appendix V Direct Route Segments – Melbourne Area Overflights



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