

Off Air Routes Planning (OARP)

Manual

ATS-MAN-0080

Version 53

Effective 15 June 2023

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Change Summary

Off Air Routes Planning (OARP) Manual Version 53: Effective 15 June 2023		
Clause Number	Change Description	CRC
All	<p>Complete Document Re-Write of Document (No Change Bars):</p> <ul style="list-style-type: none"> • Complete removal of Australian Organised Track Structure (AUSOTS) due to the permanent discontinuation of flex tracks. • User Preferred Routes (UPRs) replace flex tracks across the Australian Continent. • All Class A Australian Administered Airspace is now UPR Airspace. • UPR Exclusion Zones have been created to prevent UPRs being planned through high-density airspace in peak times. • Direct Route Segments wholly contained outside of UPR Exclusion Zones have been removed due to no longer being required. • Changes to aircraft equipage requirements. • Changes to UPR flight planning requirements. • Updated UPR gates for major aerodromes to support new structure of document. • Removal of specific UPR gates for Sunshine Coast (YBSU), Newcastle/Williamtown (YWLM), Canberra (YSCB) and Hobart (YMHB). • Generic UPR gate rules created for use at aerodromes where gates are not specific in this document. • Changes to contact information for assistance. 	26743

This document was created using Generic Document Template C-TEMP0047 Version 11.

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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 or must have the following equipment and navigation approvals:

Within CTA Airspace	Within OCA Airspace
<ul style="list-style-type: none"> a) INS/IRS; b) GNSS; c) RVSM Approved; d) ADS-B; and e) At least one of the following navigation approvals: <ul style="list-style-type: none"> i) RNP2; ii) RNP4; or iii) RNP10/RNAV10. 	<ul style="list-style-type: none"> a) INS/IRS; b) GNSS; c) RVSM Approved; d) ADS-B; e) At least one of the following navigation approvals: <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> a) UPR segments must remain within Class A airspace and are permitted in all Australian Administered Airspace which includes: <ul style="list-style-type: none"> 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 Chapter 2.

Regarding	UPR Requirements
Waypoints	<p>a) UPRs must be constructed using any combination of:</p> <ul style="list-style-type: none"> i) Published waypoints; ii) Navaids; and iii) Latitude/longitude coordinates in either whole degrees or degrees and minutes (e.g. 29S135E or 2900S13514E); <p>b) UPR segments must commence/terminate:</p> <ul style="list-style-type: none"> i) At any reporting point either on the boundary of <u>or</u> 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 Chapter 3; <p>c) UPRs must include a reporting point located on <u>or</u> within 1NM of the FIR boundary between:</p> <ul style="list-style-type: none"> i) YMMM and YBBB FIRs on or west of 119°E; ii) YMMM and YBBB FIRs on or south of 36°S; and iii) An Australian Administered FIR and a foreign FIR; and <p>d) Time intervals between reporting points must not exceed 80 minutes.</p>
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)	<p>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:</p> <ul style="list-style-type: none"> a) 5NM in CTA; and b) 16NM in OCA; <p>away from the area.</p>
Indian Ocean	<ul style="list-style-type: none"> 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 Tيروس.

Regarding	UPR Requirements
Tasman Sea	<ul style="list-style-type: none">a) UPRs must not be created in the opposite direction against ATS one-way routes:<ul style="list-style-type: none">i) N774 between OLREL and AKALU; andii) L521 between GEROS and LEGAN; andb) UPRs crossing ATS route N774 and/or L521 must plan to do so only once.
Great Australian Bight	<ul style="list-style-type: none">a) UPRs must not be created in the opposite direction against ATS one-way routes:<ul style="list-style-type: none">i) Q32 between KAMBI and SUPAS;ii) Y135 between AKRUN and TUTNO;iii) Q33 between LONLY and LUCRE;iv) Q158 between KROWS and CRICK; andv) 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; andc) 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 of 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	
BULOK-GULOP	
BULOK-TL	
EGUGO-LERKI	
EGUGO-MEPEM	
HUG-NONUM	
LERKI-NTN	
NONUM-KIMMI	Northbound only
NONUM-MEMIG	Northbound only
NONUM-MEMOS	Northbound only
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-AKOGO-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	
ISKIM-AGETA	Westbound only
SAVER-KATEB	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-AKOGO-OBLED-AGETA-LAYUP-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
AGETA-RACHL	Eastbound only
BANDA-CBULA	
LOSPI-KADUV	Westbound only

Direct Route Segment	Restrictions
ISKIM-AGETA	Westbound only
KADUV-GUMAP	Eastbound 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-MILLA-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-CANTY	Eastbound only
ML-OKISI	
ML-SPODD	
NEVIS-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-QUORN-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-QUORN	Westbound only
KADUV-WHA	
ORBUN-YLLE	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-BRIGG-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 SWIFT Z17 OVRON	
CS Y177 WALTA	CS.1
CS Y177 SWIFT Y153 JEMMA	CS.1
CS Y177 SWIFT 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 CHEWY	
BN J208 SCOTT P880 LAMSI N584 SIFRA	
BN J208 SCOTT P880 LAMSI LAROS	
BN H91 ADMAR	BN.1
BN H91 SANEG Q923 ISKIM	BN.1
BN H91 SANEG Q210 VIGUT	BN.1
BN V250 LEBIT V412 ROM	
BN V250 UNVAT	
BN V250 IBUNA Q473 HAWKE V129 EML	

3.3.2 Arrivals

Routes (Gate to ADES)	Refer FPRES
PONUX UH224 BN	
FLATY ATROP UH224 BN	
HARVS R587 ATROP UH224 BN	
MEPEM Q144 ATROP UH224 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 H185 BN	
LAROS T53 GOMOL H185 BN	
BANDA H185 BN	BN.3
LOSKU H133 IDNER H66 LAGOB H185 BN	BN.3
PEBDO H66 LAGOB H185 BN	BN.3
RACHL Y465 BN	BN.3
EGUBA ENLIP Y465 BN	
GUSNI ENLIP Y465 BN	
PANPU ENLIP Y465 BN	
EYELA ENLIP Y465 BN	

Routes (Gate to ADES)	Refer FPRES
LAWRY ENLIP Y465 BN	
ROM Y166 ROWLO V327 HAWKE Y340 LAMUG Y177 BN	
UNVAT V327 HAWKE Y340 LAMUG Y177 BN	
EML UY409 BESBO Y177 BN	
RUROX Y177 BN	BN.3
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 R637 is active (depending on restricted area levels), plan via Q67 GUDSO Q24 TERUV PUGEL.
- BN.3) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

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 KATEB Y258 LEBIT V412 ROM	
GOMOL Q47 KATEB 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 KATEB GUMKI FLATY	
GOMOL Q47 KATEB GUMKI Y88 HARVS	
GOMOL Q47 KATEB GUMKI B578 MEPEM	
GOMOL Q47 SCOTT LAPIP	
GOMOL Q47 SCOTT BONEY	
GOMOL LAMSI GATER	
GOMOL LAMSI NETTY	
GOMOL LAMSI CHEWY	
GOMOL LAMSI N584 SIFRA	
GOMOL T53 LAROS	
GOMOL Q53 APAGI H91 ADMAR	CG.1

Routes (ADEP to Gate)	Refer FPRES
GOMOL Q53 ISKIM	CG.1

3.4.2 Arrivals

Routes (Gate to ADES)	Refer FPRES
RACHL Y465 BN	CG.3
EGUBA ENLIP Y465 BN Y177 GOMOL	
GUSNI ENLIP Y465 BN Y177 GOMOL	
PANPU ENLIP Y465 BN Y177 GOMOL	
EYELA ENLIP Y465 BN Y177 GOMOL	
LAWRY ENLIP Y465 BN Y177 GOMOL	
ROM Y166 ROWLO V327 HAWKE Y340 LAMUG Y177 GOMOL	
UNVAT V327 HAWKE Y340 LAMUG Y177 GOMOL	
EML UY409 BESBO Y177 GOMOL	
RUROX Y177 GOMOL	CG.3
KELPI Y89 BESBO Y177 GOMOL	
PONUX UH224 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.3
OLRIP Y23 BERNI Y43 GREAV GOMOL	CG.3

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 R637 is active (depending on restricted area levels), plan via ITIDE Q295 GUDSO Q24 TERUV PUGEL.
- CG.3) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.

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 H185 ENTRA H133 IDNER	SY.1
TESAT H185 ENTRA Y245 BANDA H185 OMKAX	SY.1, SY.2
TESAT H185 ENTRA Y245 BANDA Y43 BERNI	SY.1, SY.2
TESAT H185 ENTRA Y245 BNA	SY.1, SY.2
TESAT H185 ENTRA Y245 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 RAZZI 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 H202 RIC UH226 ENPAG	
TESAT H202 AGETA	SY.5
TESAT H202 RIC H76 NBR B587 SGE	SY.6
TESAT H202 RIC H76 NBR H105 SULMI	SY.6

3.5.2 Arrivals

Routes (Gate to ADES)	Refer FPRES
APAGI H91 IGDAM H12 TESAT	SY.7
IDNER H98 SANAD H91 IGDAM H12 TESAT	SY.7
CBULA BANDA J70 IGDAM H12 TESAT	
BEADS RIKNI N774 TESAT	SY.8

Routes (Gate to ADES)	Refer FPRES
IFFEY RIKNI N774 TESAT	SY.8
JORDY RIKNI N774 TESAT	SY.8
ABARB RIKNI N774 TESAT	
GOOMA UH258 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.7
KACEY H36 NONUP Y59 TESAT	SY.7
TOBOB H247 CULIN Y59 TESAT	SY.7
BORLI UH205 CULIN Y59 TESAT	SY.7
VELGI Y105 TARAL Y59 TESAT	SY.9
AGETA UH201 SCO H12 TESAT	SY.10
SGE B587 NBR UH209 SCO H12 TESAT	
ROKUU H12 TESAT	

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 FL270, refer [AIP DAP](#). If unable to meet vertical requirements, plan via ENTRA H133 MATLA Y43 BANDA.
- SY.3) When R574 is active, plan via TESAT G595 GUTIV 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) Vertical requirements apply below FL260, refer [AIP DAP](#).
- SY.6) When R559 is active and H76 is NOTAM as NOT AVBL, plan via TESAT H202 MUDGI H105 NBR. Vertical requirements apply below FL260, refer [AIP DAP](#).
- SY.7) Arrival gate is within/adjacent to a UPR exclusion zone. Check activation times for preceding flight planning requirements.
- SY.8) When R574 is active, plan via ABARB RIKNI N774 TESAT.
- SY.9) Arrivals via VELGI must remain on or South of a line ENPAG-VELGI and on or North of a line NODEK-VELGI.
- SY.10) When R559F is active, plan via AGETA QDI SCO H12 TESAT.

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 NEVIS WOKKA	
ML H345 BORTO	ML.1
ML H164 KEPPA Q168 KABEK	ML.1
ML H164 IBABI	ML.1
ML H164 KEPPA UH336 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 WENDY V279 ML	
NOGIP V279 ML	
MTG Y53 WENDY V279 ML	
WOKKA TYNDI WENDY V279 ML	
BENDO Y12 ARBEY H119 ML	ML.2
NATYA H119 ML	

Routes (Gate to ADES)	Refer FPRES
BERVU CANTY H119 ML	
BORLI UQ346 POLSO Q923 CANTY H119 ML	ML.2
TANTA Q29 ML	ML.2
URBOB NABBA Q29 ML	ML.2
MER RIMSU Q302 LIZZI Q29 ML	
MOMSY RIMSU Q302 LIZZI Q29 ML	
GEMAC Q302 LIZZI Q29 ML	
SNELY MILLA P753 WAREN W687 ML	
KURRT MILLA P753 WAREN W687 ML	
GIVID M625 MILLA P753 WAREN W687 ML	
ECKHO L508 MILLA P753 WAREN W687 ML	
DADAD P753 WAREN W687 ML	
KAREN LT H215 WAREN 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 LONELY	
AD A585 HAWKY H54 KAMBI	
AD A585 FRAZA	
AD A585 HAWKY Q8 AKDAV	
AD A585 HAWKY J58 WHA J251 OJJAY	
AD H246 DAMOB	AD.1
AD V361 SEDAN Y465 IGIPA	
AD V361 SEDAN Y465 UBDIB Y23 VENEL	
AD H247 NATYA	AD.2
AD V255 BENDO H36 KACEY	AD.2

Routes (ADEP to Gate)	Refer FPRES
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 ROGAS Y39 RIKAB N640 AD	
KAMBI N640 AD	
CDU V621 RIKAB N640 AD	
AKDAV Y38 RIKAB N640 AD	
OJJAY J251 WHA H84 AD	AD.3
LEC H135 AD	
ANUXU H630 NIMEK H135 AD	
MIA Q53 WOONA Q60 BLACK H309 AD	
MAXEM Q60 BLACK H309 AD	AD.4
NEVIS 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 KEELS	
PH Y15 AVNEX N752 POKIP	PH.1
PH Y15 AVNEX H16 GEL	PH.1
PH Y15 ESDEG Q587 WOLGO	PH.1
PH Y15 OSTOL	PH.1

Routes (ADEP to Gate)	Refer FPRES
PH Y15 ESDEG Y44 KAYOK	PH.1
PH Y15 ESDEG Y60 PALT	PH.1
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
KEELS T12 PH	
BORVI B469 TOPIR L514 AVPAL Q38 PH	
PALT 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 HAMTN Q158 PH	
MUBID Q10 HAMTN Q158 PH	
DUNDA Q32 NODEV Q10 HAMTN Q158 PH	
ESP Q158 PH	
MOLGA Q27 HAMTN Q158 PH	

3.8.3 Flight Planning Requirements and Exceptions (FPRES)

- PH.1) MNM GRAD 6% apply for airspace requirements, refer [AIP DAP](#) – AVNEX SID. ACFT unable to comply plan via AMANA.

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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 Network Coordination Centre (NCC)	
Within Australia	1300 272 662
Outside of Australia	+61 2 6268 5662

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>.

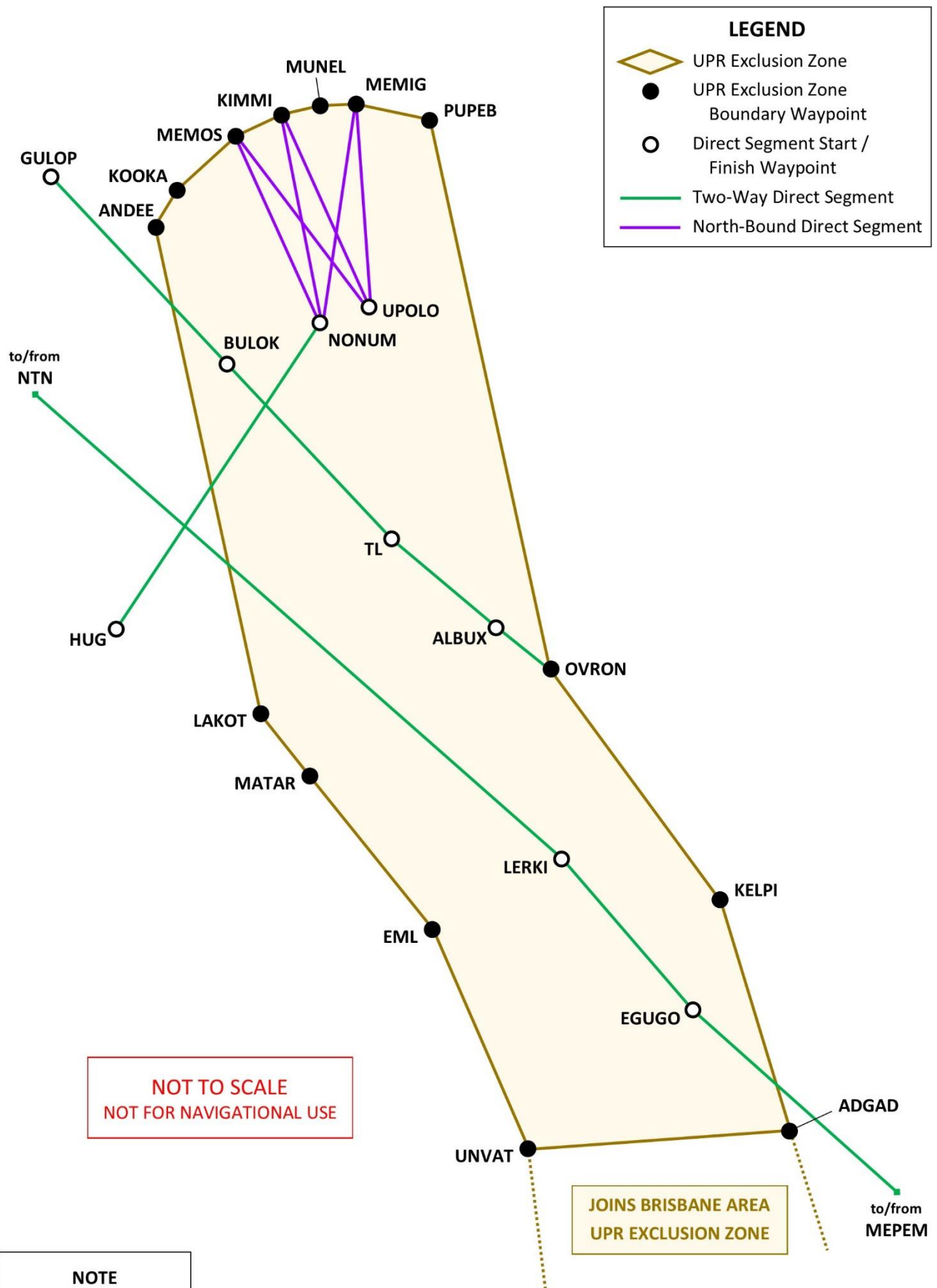
When any procedures are added/removed/amended in OARP, notification will be via publication of an AIC and the new version of OARP will be available to download from the Airservices website. Such versions may coincide with the MAP/DAH AIRAC amendments or be published with effect from any other date as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

4.2.2 Industry Requests

Aircraft operators may address feedback on the content of OARP by emailing ats.change@airservicesaustralia.com.

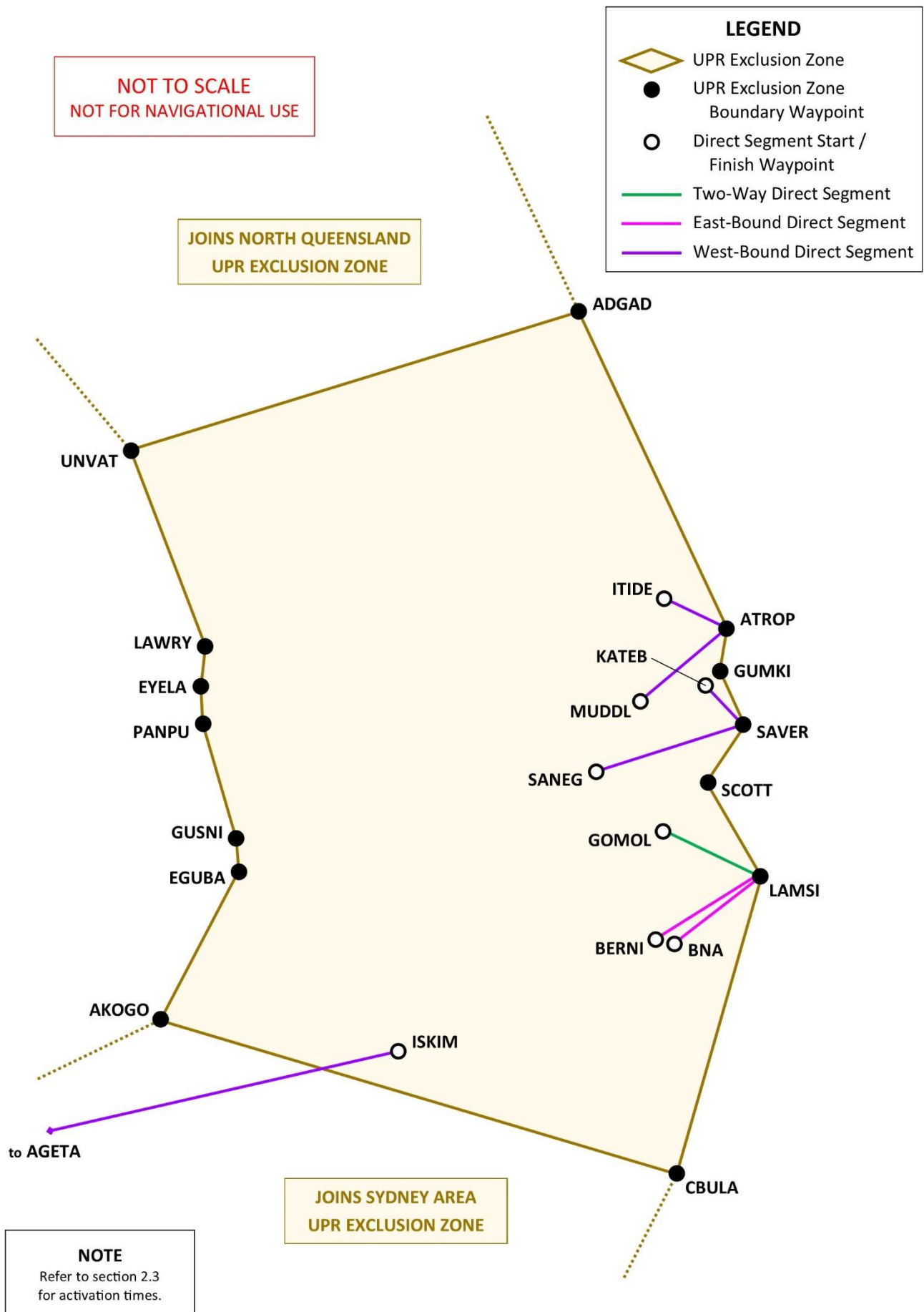
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Appendix A UPR Exclusion Zone – North Queensland



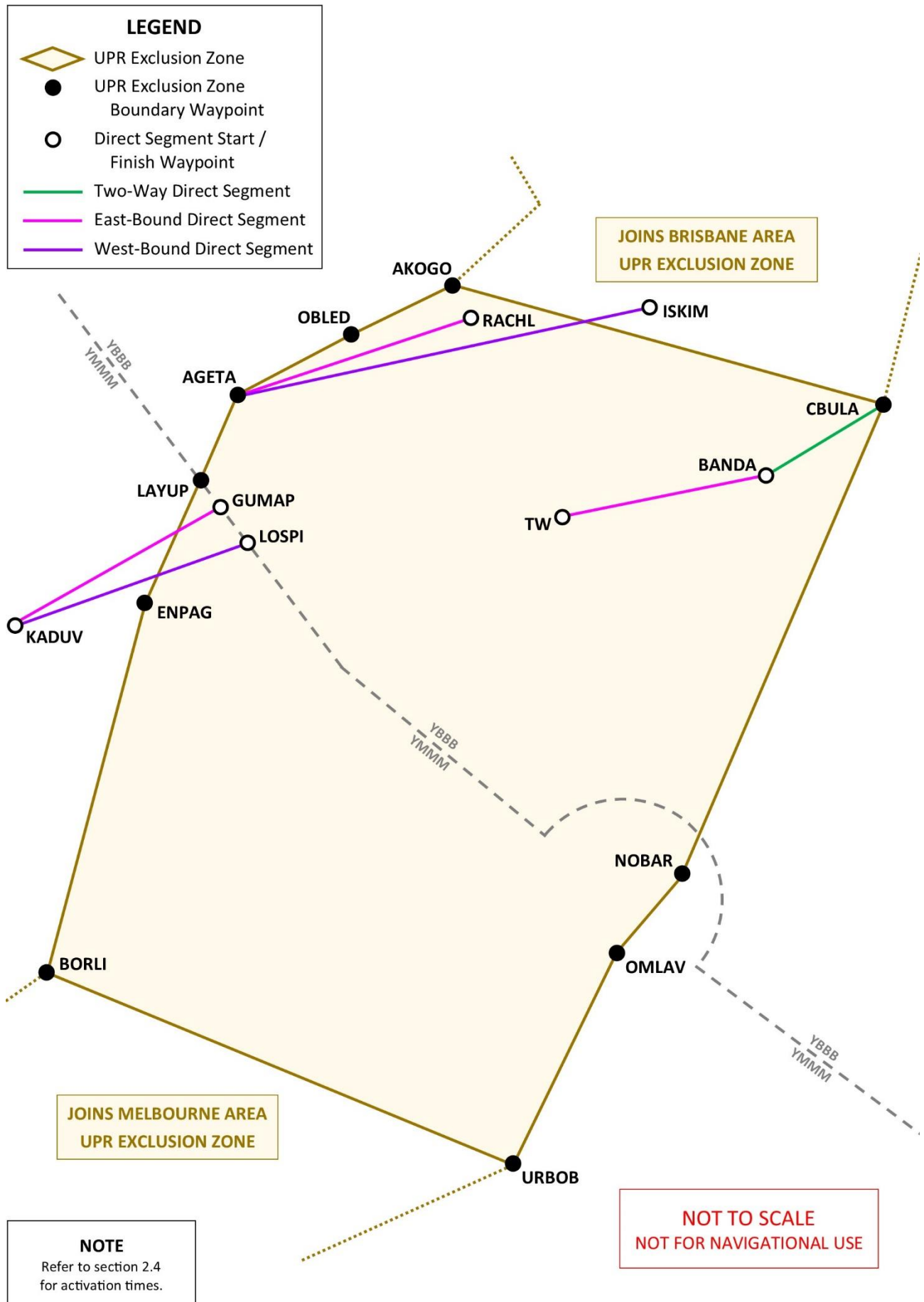
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Appendix B UPR Exclusion Zone – Brisbane Area



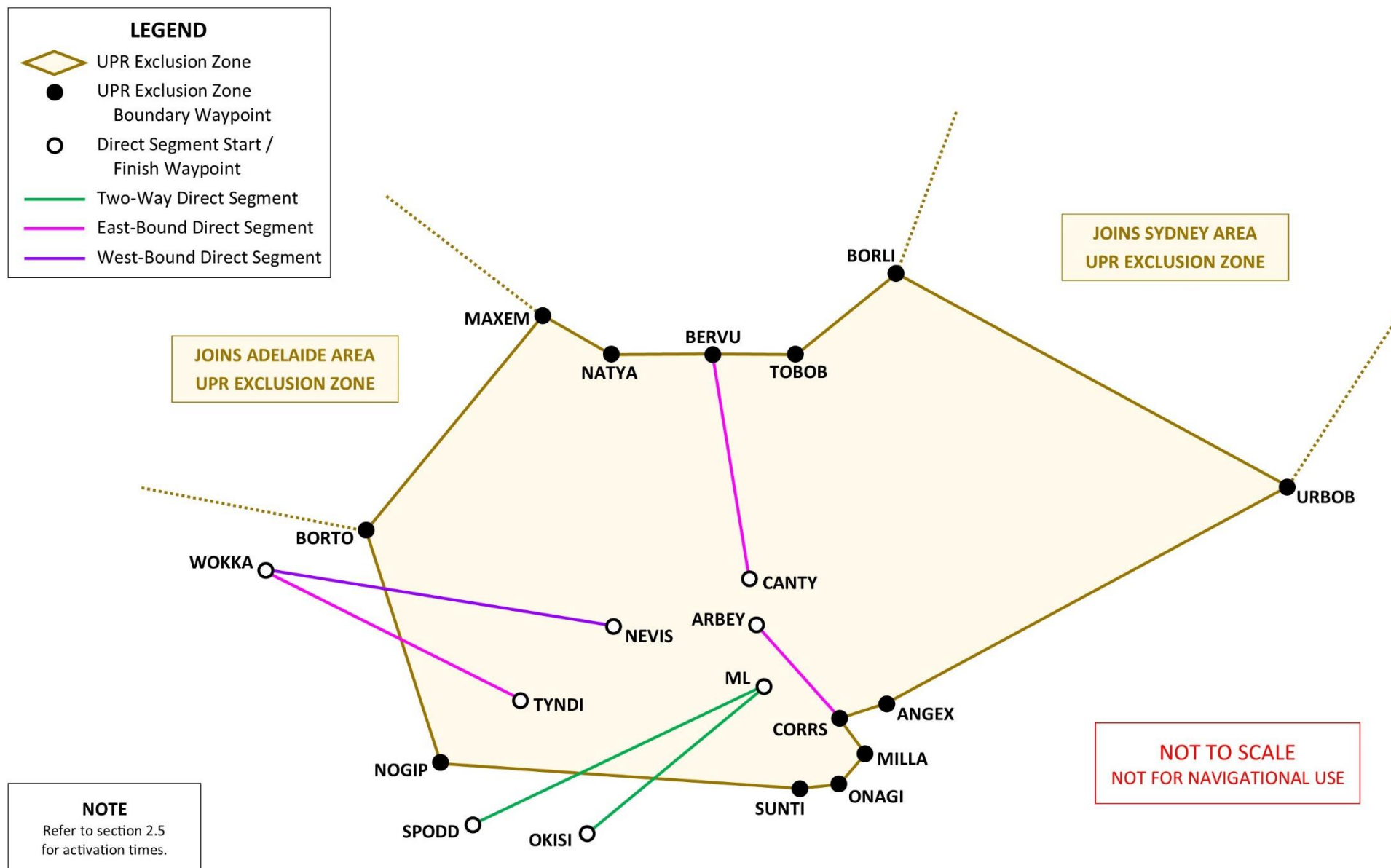
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Appendix C UPR Exclusion Zone – Sydney Area



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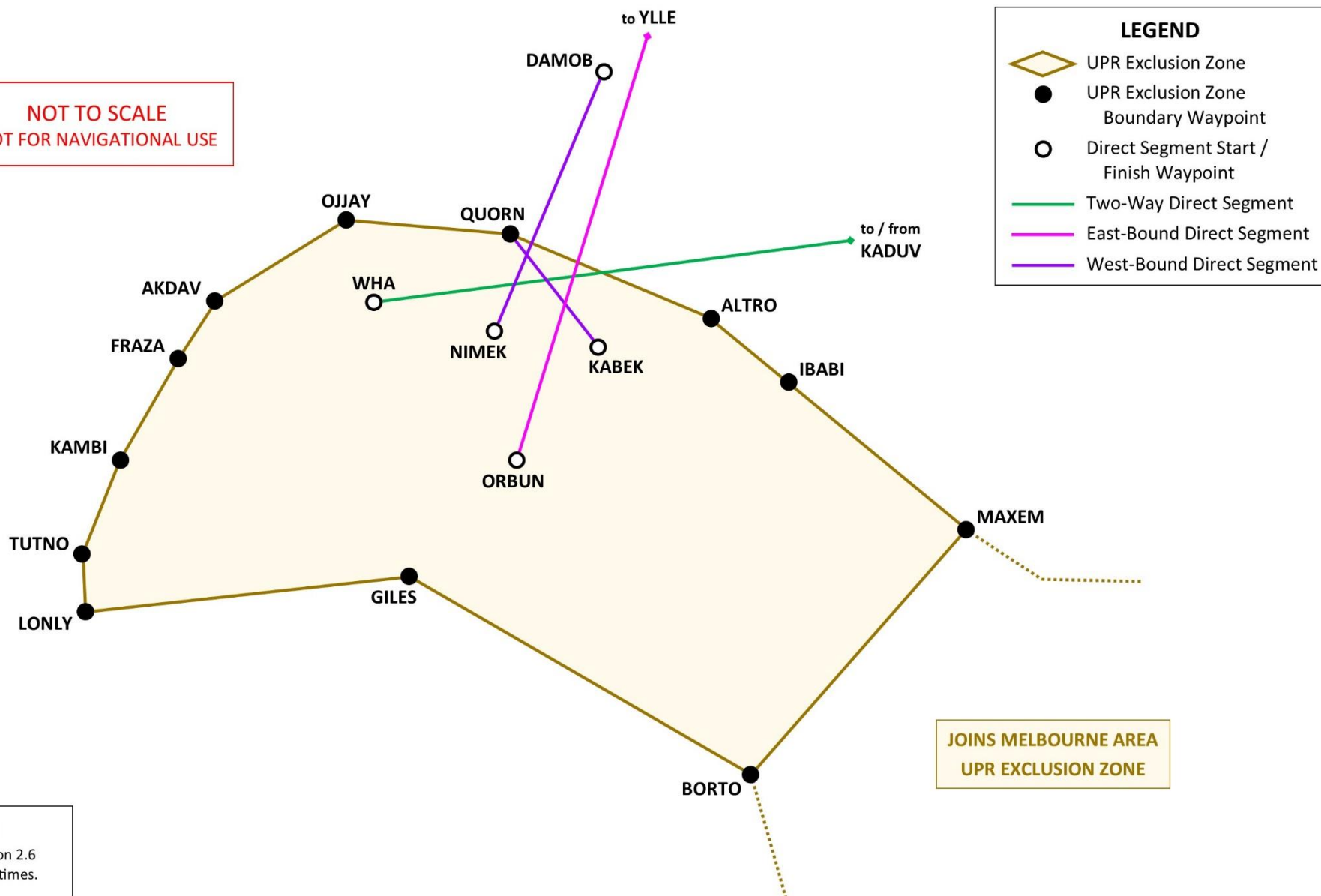
Appendix D UPR Exclusion Zone – Melbourne Area



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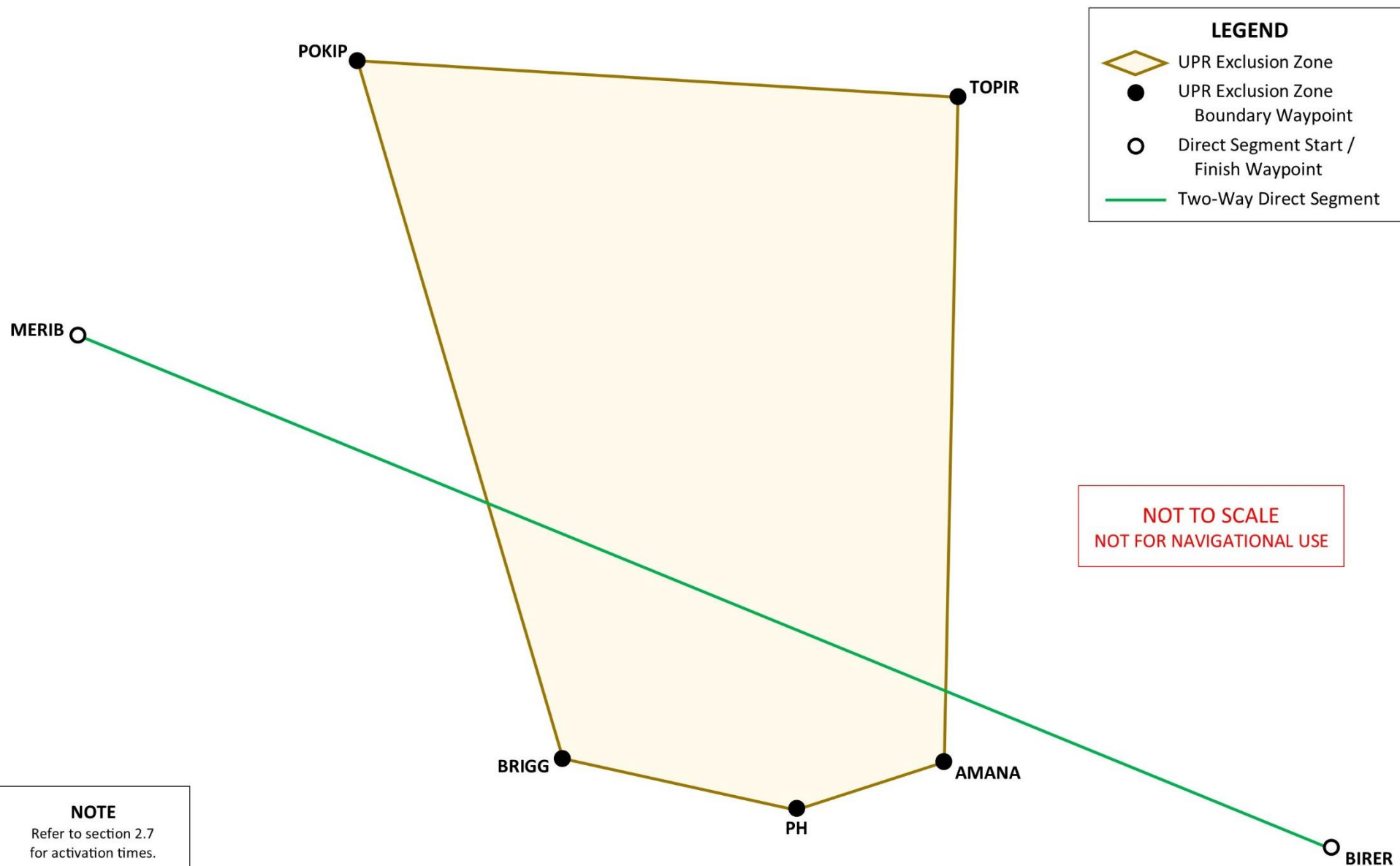
Appendix E UPR Exclusion Zone – Adelaide Area

NOT TO SCALE
NOT FOR NAVIGATIONAL USE



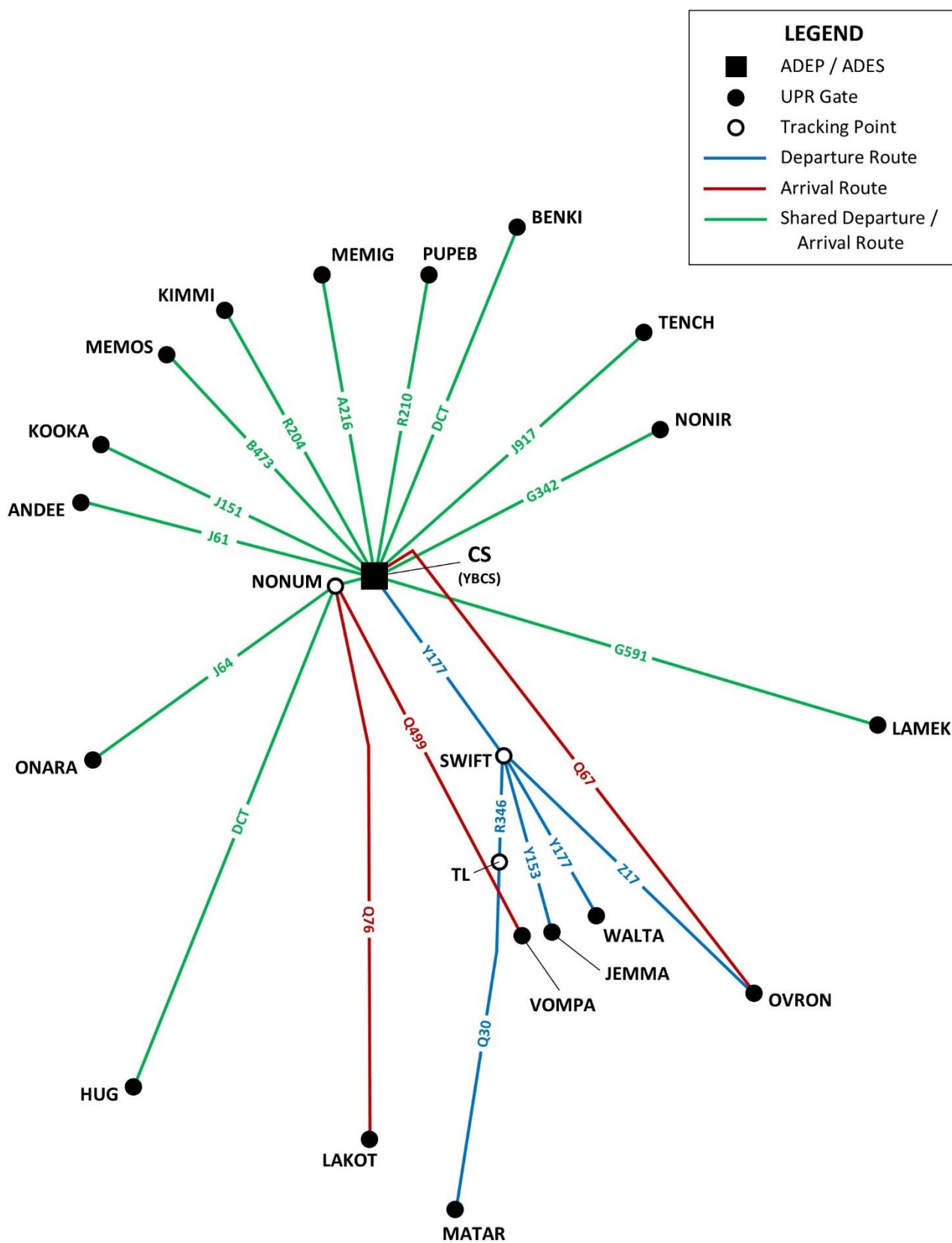
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Appendix F UPR Exclusion Zone – Perth Area



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Appendix G UPR Gates – YBCS (Cairns)



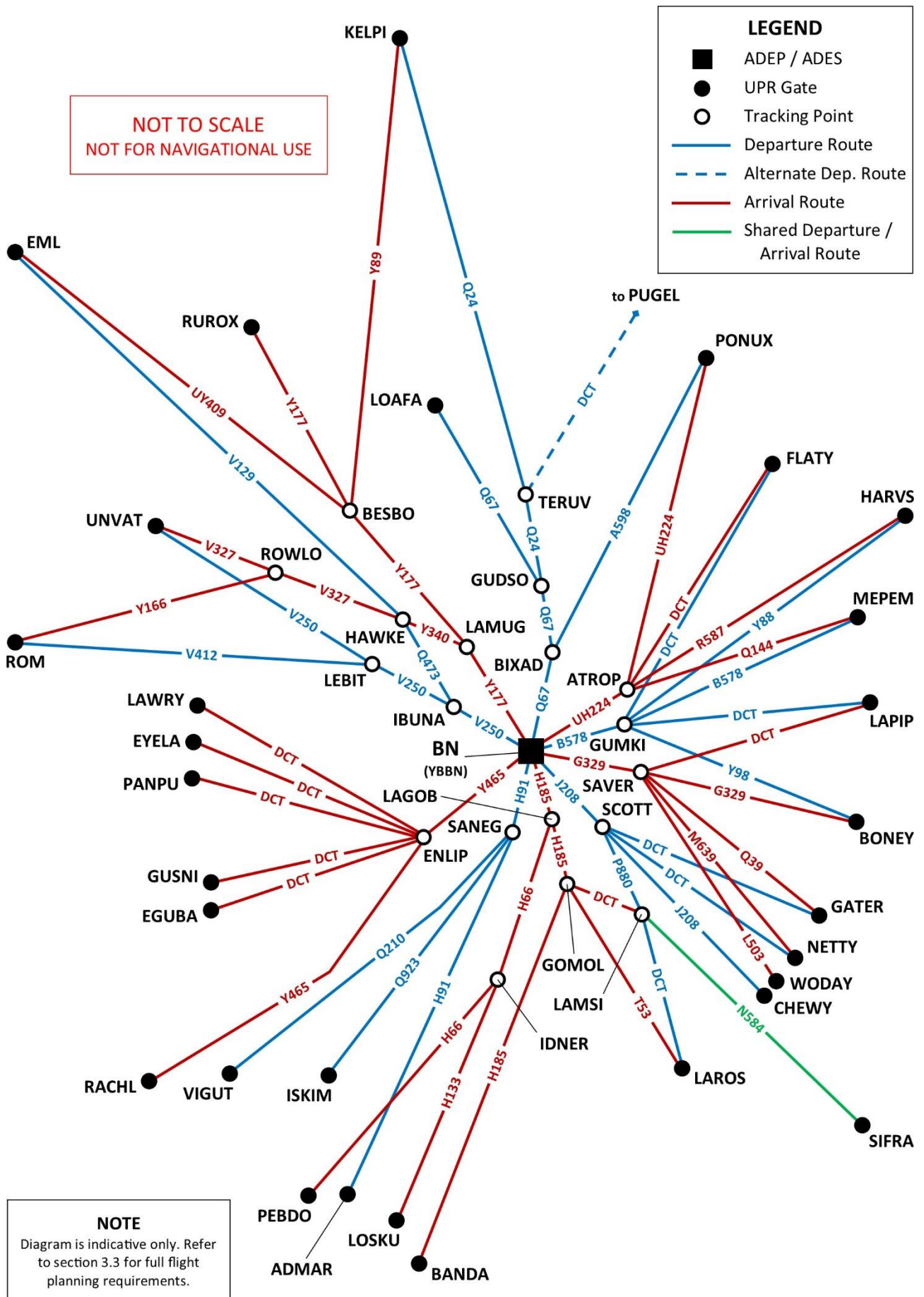
NOTE

Diagram is indicative only. Refer to section 3.2 for full flight planning requirements.

NOT TO SCALE
NOT FOR NAVIGATIONAL USE

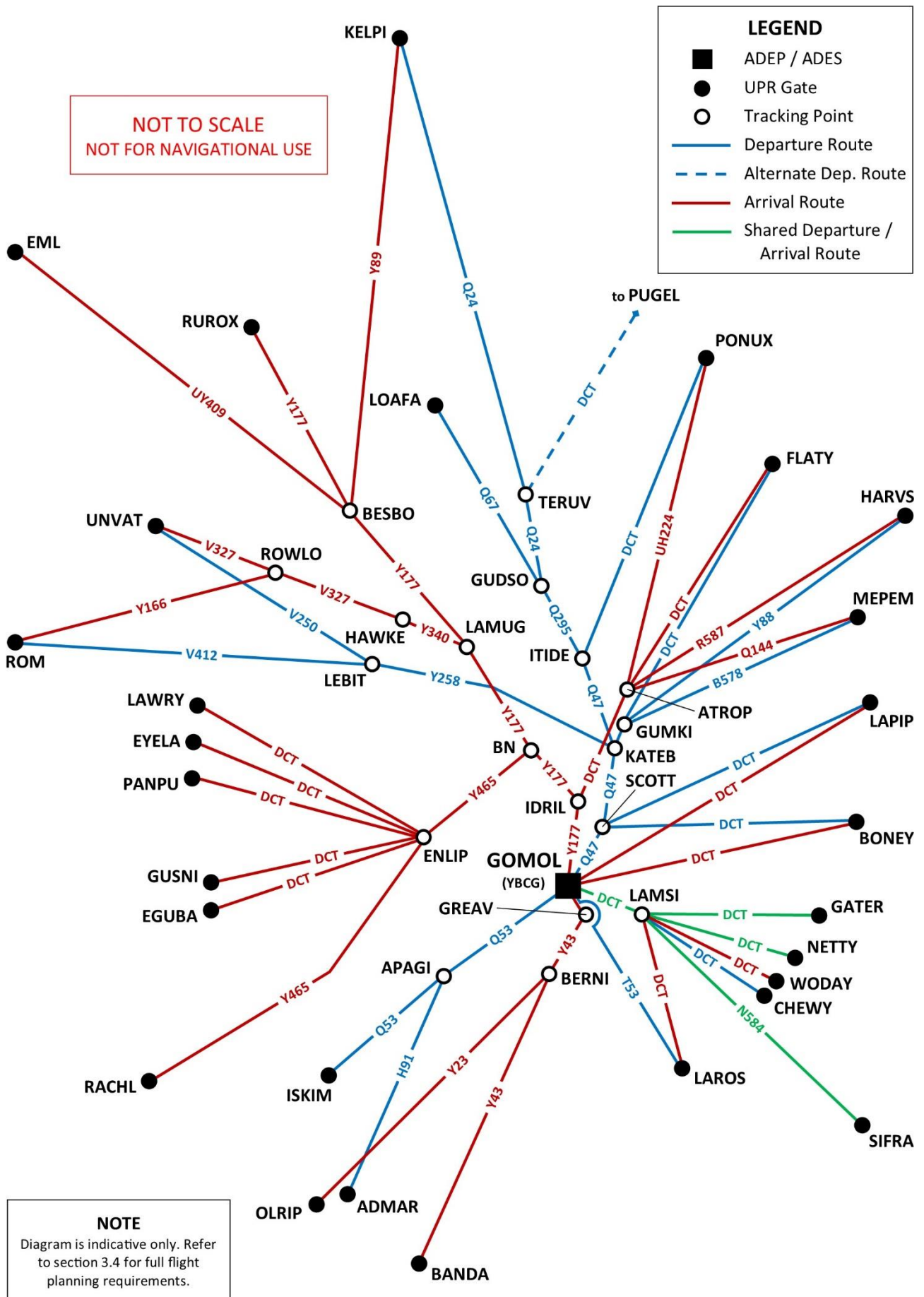
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Appendix H UPR Gates – YBBN (Brisbane)



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Appendix I UPR Gates – YBCG (Gold Coast)



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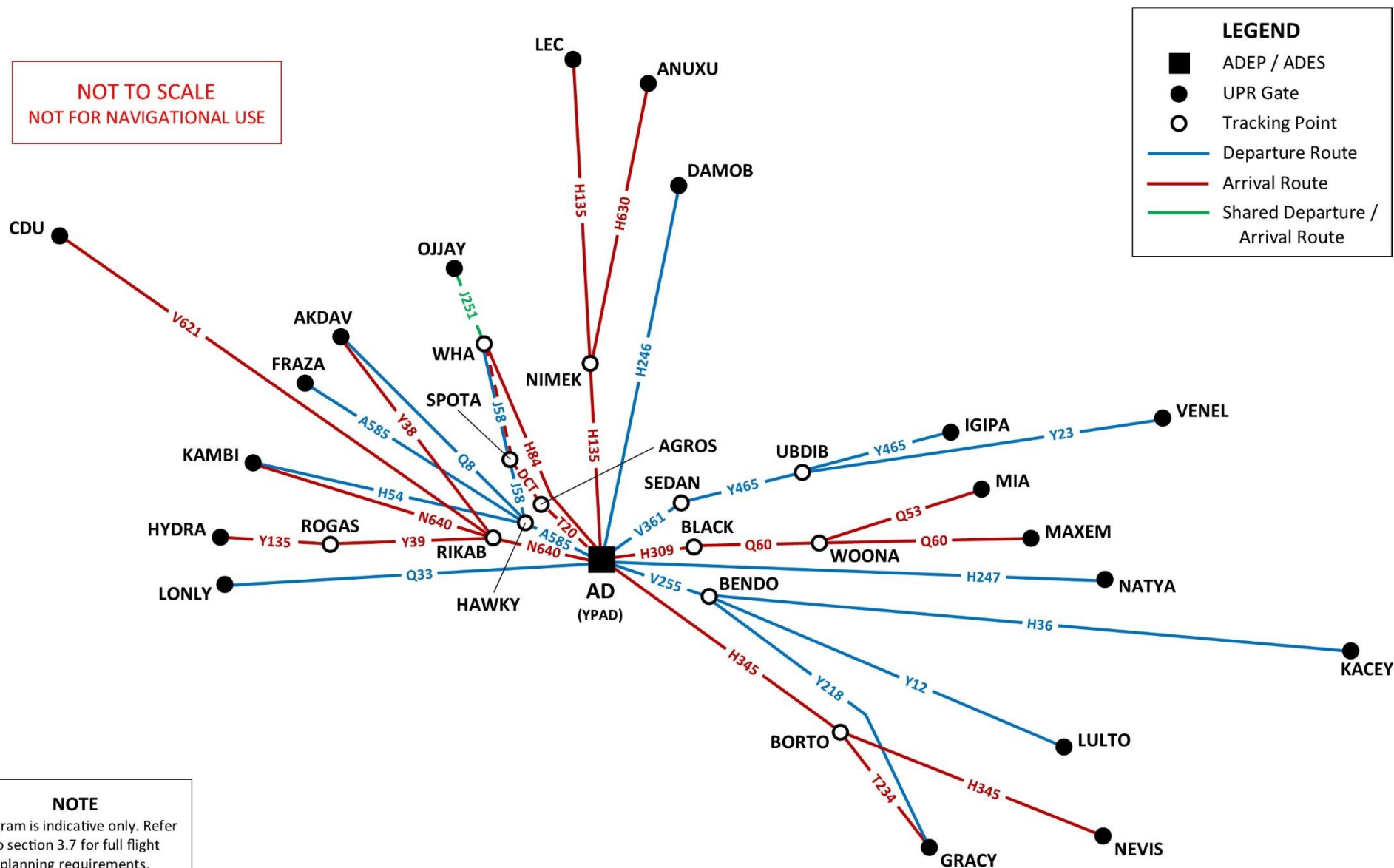


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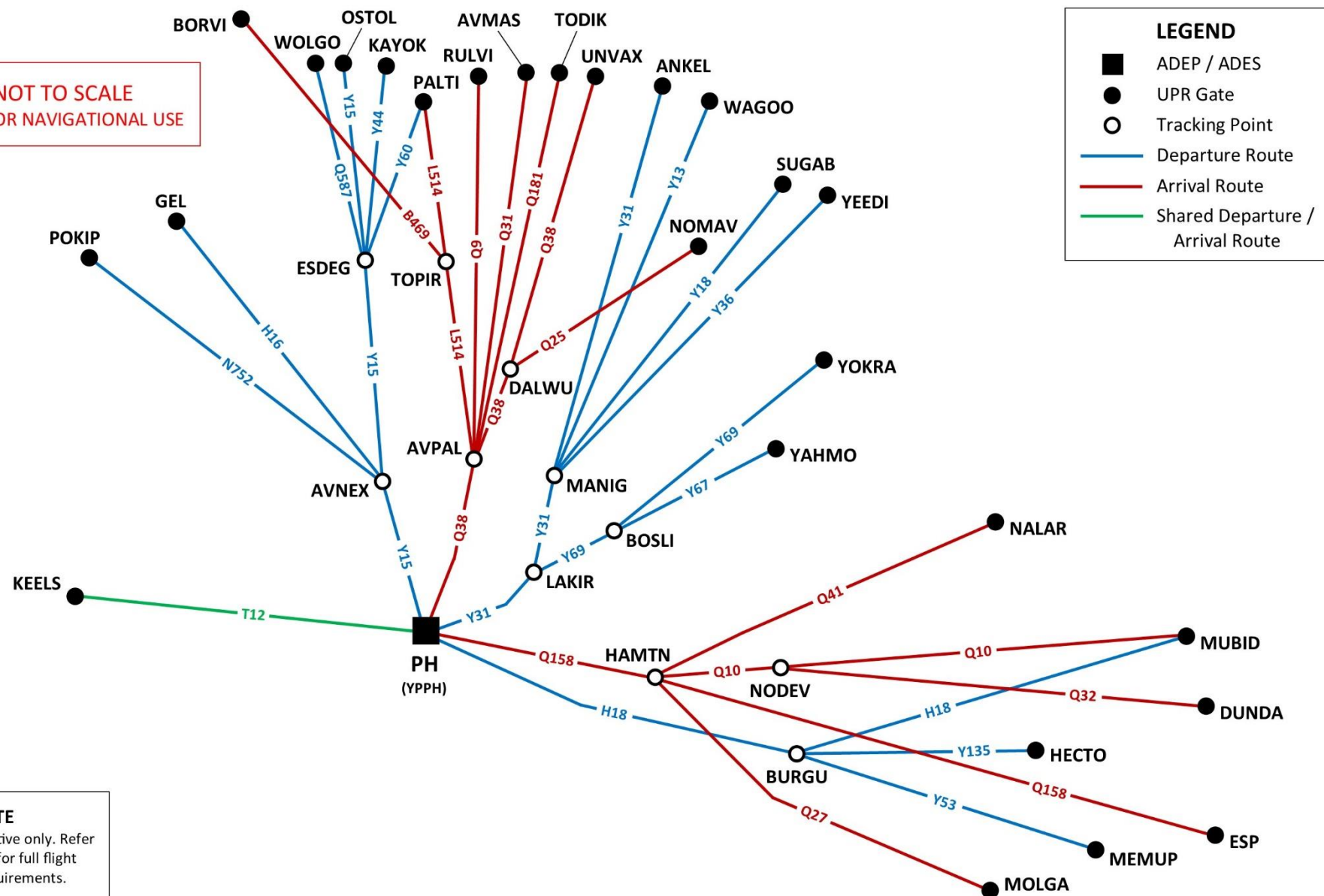
Appendix L UPR Gates – YPAD (Adelaide)



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Appendix M UPR Gates – YPPH (Perth)

NOT TO SCALE
NOT FOR NAVIGATIONAL USE



NOTE

Diagram is indicative only. Refer to section 3.8 for full flight planning requirements.

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