YSSY	YBCG	#		DCT TESAT H252 OLSEM Y193 BANDA Y43 GREAV DCT GOMOL DCT (Level requirements apply-refer *AIP DAP* Sydney Departure Procedures)
				DCT OLSEM Y193 BANDA Y43 GOMOL DCT (Level requirements apply-refer *AIP DAP* Sydney Departure Procedures)
		#		DCT TESAT H252 UPNEX H140 MATLA Y43 GOMOL DCT
				DCT UPNEX H140 MATLA Y43 GOMOL DCT
		>		AT or ABV A100 DCT TESAT V140 KAMBA V258 MATLA H140 IDNER W598 RIDVO GOMOL DCT (non-RNAV or non-RNP only)
				AT or ABV A100 DCT KAMBA V258 MATLA H140 IDNER W598 RIDVO GOMOL DCT (non-RNAV or non-RNP only)
YSSY	YBBN	#		DCT TESAT H252 OLSEM Y193 BANDA H252 BN DCT (Level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
				DCT OLSEM Y193 BANDA H252 BN DCT (Level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
		#		BLW FL250 DCT TESAT H252 UPNEX H140 MATLA Y43 BANDA H252 LAGOB DCT
				BETWEEN A100 and FL240 DCT UPNEX H140 MATLA Y43 BANDA H252 LAGOB DCT
		>		AT or ABV A100 DCT TESAT V140 KAMBA V258 MATLA H140 IDNER W214 GOMOL H252 BN DCT
				AT or ABV A100 DCT KAMBA V258 MATLA H140 IDNER H66 LAGOB DCT
YSSY	YBCS			DCT TESAT H530 LASUD Q293 AKUMI Q147 VOMPA Q499 NONUM J64 CS DCT If R570B or D active: DCT TESAT H530 KABIX Q147 VOMPA Q499 NONUM J64 CS DCT
YSSY	YBHM			DCT TESAT H530 LASUD Q238 DUPUG Q141 OVRON DCT If R570B or D active: DCT TESAT H530 KABIX Q141 OVRON DCT
YSSY	YBSU	#		DCT TESAT H252 OLSEM Y193 BANDA H252 GOMOL Q69 SU DCT (level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
				DCT OLSEM Y193 BANDA H252 GOMOL Q69 SU DCT (level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
		#		DCT TESAT H252 UPNEX H140 IDNER W214 GOMOL Q69 SU DCT
				DCT UPNEX H140 IDNER W214 GOMOL Q69 SU DCT

YSSY	YBNA		L3	DCT TESAT V140 WLM V535 NICLA W446 KADSI W196 BNA DCT
				DCT KAMBA V140 WLM V535 NICLA W446 KADSI W196 BNA DCT
		#		DCT TESAT H252 OLSEM Y193 BNA DCT (Level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
				DCT OLSEM Y193 BNA DCT (Level requirements apply - refer *AIP DAP*)
YSSY	YBTH			DCT TESAT A576 KADOM W386 BTH DCT
				DCT KADOM W386 BTH DCT
YSSY	YBTL			DCT TESAT H530 LASUD Q293 AKUMI Q147 VOMPA Q165 TL DCT If R570B or D active: DCT TESAT H530 KABIX Q147 VOMPA Q165 TL DCT
				DCT RIC H530 KABIX Q147 VOMPA TL DCT
YSSY	YBWW	>	L1	DCT TESAT V140 KAMBA V258 MATLA W347 MASMI Y24 UDERI DCT
		%	H1	DCT TESAT RIC H530 MUDGI H66 TW EMTID Y27 EDPEG DCT LAREG Y24 UDERI DCT (expect requirement FL240 by MUDGI)
YSSY	YCFS	#		DCT TESAT H252 UPNEX H140 MATLA BANDA CFS DCT
				AT or ABV A100 DCT UPNEX H252 WLM V535 NICLA V652 CFS DCT
				DCT TESAT H252 OLSEM Y193 BANDA J70 CFS DCT (level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
				DCT OLSEM Y193 BANDA J70 CFS DCT (Level requirements apply - refer *AIP DAP* Sydney Departure Procedures)
				DCT KAMBA V140 WLM V535 NICLA V652 CFS DCT
YSSY	YCOM		L1	DCT TESAT V169 PEGSU V20 COM DCT
				DCT PEGSU V20 COM DCT
YSSY	YCWR			DCT TESAT A576 KADOM H44 CWR DCT
				DCT KADOM H44 CWR DCT
YSSY	YGDH			DCT TESAT V140 KAMBA V258 MATLA V258 EKIBI NIXUG W572 OLRON DCT
YSSY	YGFN			AT or ABV A100 DCT TESAT V140 KAMBA V258 MATLA H140 LOSKU W334 GFN DCT
				AT or ABV A100 DCT KAMBA V258 MATLA H140 LOSKU W334 GFN DCT
YSSY	YGLA	%		DCT TESAT H252 OLSEM Y193 BANDA H252 BN Q67 GLA DCT (Level requirements apply - refer to *AIP DAP*)
				DCT OLSEM Y193 BANDA H252 BN Q67 GLA DCT (Level requirements apply - refer to *AIP DAP*)
				DCT TESAT V140 CFS W214 GOMOL W196 DULIN W189 BN V308 SAGLI W231 GLA DCT
YSSY	YGLI			DCT TESAT V140 KAMBA V258 MATLA W347 MASMI DCT
				DCT KAMBA V258 MATLA W347 MASMI DCT

YSSY	YHBA			DCT TESAT H252 OLSEM Y193 BANDA H252 GOMOL Q69 ITIDE T55 HAAVI DCT
				DCT OLSEM Y193 BANDA H252 GOMOL Q69 ITIDE T55 LEEFL DCT
YSSY	YHOT		L1	DCT TESAT V169 CB W222 OMBIS DCT
YSSY	YLHI	#		DCT TESAT B450 LHI DCT
				DCT NOBAR B450 LHI DCT
		#		DCT TESAT G595 GUTIV ABARB B450 LHI DCT
				DCT DIPSO G595 GUTIV ABARB B450 LHI DCT
YSSY	YLIS			DCT TESAT V140 KAMBA V258 MATLA H140 IDNER W598 RIDVO DCT
				DCT KAMBA V258 MATLA H140 IDNER W598 RIDVO DCT
YSSY	YMAV			DCT TESAT H65 LEECE Q29 ML W15 AV DCT
				DCT WOL H65 LEECE Q29 ML W15 AV DCT
YSSY	YMAY	>		DCT TESAT V169 CB J42 AY DCT
				DCT PEGSU V169 CB J42 AY DCT
				DCT TESAT H65 WOL J42 AY DCT
				DCT WOL J42 AY DCT
YSSY	YMDG			DCT TESAT H530 MUDGI DCT
				DCT RIC H530 MUDGI DCT
YSSY	YMEN	>		DCT TESAT V169 TEMIS W188 COLDS V512 ESDAN DCT
				DCT PEGSU V169 TEMIS W188 COLDS V512 ESDAN DCT
				DCT TESAT H65 LEECE Q29 LUVAS Q205 COLDS V512 ESDAN DCT
				DCT WOL H65 LEECE Q29 LUVAS Q205 COLDS V512 ESDAN DCT
YSSY	YMHB			DCT TESAT H65 WOL H20 MOTRA W407 TASUM DCT
				DCT WOL H20 MOTRA W407 TASUM DCT
YSSY	YMLT			DCT TESAT H65 WOL H20 OTKED J22 LT DCT
				DCT WOL H20 OTKED J22 LT DCT
YSSY	YMMB		L2	DCT TESAT V169 PEGSU V20 TEMIS W188 MB DCT
				DCT PEGSU V20 TEMIS W188 MB DCT
YSSY	YMML	>		DCT TESAT V169 ML DCT
				DCT PEGSU V169 ML DCT
				DCT TESAT H65 LEECE Q29 ML DCT
				DCT WOL H65 LEECE Q29 ML DCT
			L2	DCT TESAT V169 PEGSU V20 TEMIS V169 ML DCT
YSSY	YMND			DCT TESAT V140 KAMBA V258 MATLA DCT
				DCT KAMBA V258 MATLA DCT
YSSY	YMRY			DCT TESAT H65 WOL H20 NWA W436 URBOB DCT
				DCT WOL H20 NWA W436 URBOB DCT
		>		DCT TESAT V169 PEGSU V501 NWA W436 URBOB DCT
				DCT PEGSU V501 NWA W436 URBOB DCT
YSSY	YNAR			DCT TESAT A576 KADOM H44 LIDLI W755 VINOP
YSSY	YNBR			DCT TESAT V140 KAMBA V258 NBR DCT

YSSY	YORG			DCT TESAT A576 KADOM W595 VIRUR DCT
				DCT KADOM W595 VIRUR DCT
YSSY	YPAD	>		DCT TESAT A576 KADOM H44 BORLI W451 MIA H309 AD DCT
				DCT TESAT A576 KADOM H44 MAXEM Q60 KAKLU H309 AD DCT
YSSY	YPDN			DCT TESAT H530 IVRAD Q57 MIGAX A464 TN Q23 DN DCT
YSSY	YPMQ	>		DCT TESAT V140 WLM V535 NICLA V652 PMQ DCT
				DCT KAMBA V140 WLM V535 NICLA V652 PMQ DCT
				DCT TESAT H252 WLM V535 NICLA V652 PMQ DCT
				DCT WLM V535 NICLA V652 PMQ DCT
YSSY	YPPH		H1	DCT TESAT A576 KADOM H44 AD Q33 ESP Q158 PH DCT
				DCT KADOM H44 AD Q33 ESP Q158 PH DCT
			H2	DCT TESAT A576 KADOM H44 BORLI J21 MUBID Q10 MALUP Q158 PH DCT
				DCT KADOM H44 BORLI J21 MUBID Q10 MALUP Q158 PH DCT
			H3	DCT TESAT A576 KADOM H44 BORLI Q32 NODEV Q10 MALUP Q158 PH DCT
				DCT KADOM H44 BORLI Q32 NODEV Q10 MALUP Q158 PH DCT
			H4	DCT TESAT H65 WOL J42 CB J142 BORTO Q22 NODUR Q158 PH DCT
				DCT WOL J42 CB J142 BORTO Q22 NODUR Q158 PH DCT
YSSY	YSCB	>		DCT TESAT V169 CB DCT
				DCT PEGSU V169 CB DCT
				DCT TESAT H65 CB DCT
				DCT WOL H65 CB DCT
YSSY	YSDU			DCT TESAT V295 DU DCT
YSSY	YSNF			DCT TESAT B450 NF DCT
				DCT NOBAR B450 NF DCT
				DCT TESAT G595 GUTIV ABARB B450 NF DCT
				DCT DIPSO G595 GUTIV ABARB B450 NF DCT
YSSY	YSTW			AT or ABV A100 DCT TESAT V140 KAMBA V258 TW DCT
YSSY	YSWG		L1	DCT TESAT V169 EXETA W10 WG DCT
				DCT PEGSU V169 EXETA W10 WG DCT
YSSY	YTRE	>		DCT TESAT V140 WLM V535 NICLA DCT UGPOT DCT
				DCT KAMBA V140 WLM V535 NICLA DCT UGPOT DCT
YSSY	YWLM			DCT TESAT H252 WLM DCT
		>		DCT KAMBA DCT OVLUX WLM DCT
YSSY	YWWL		L1	DCT TESAT A576 KADOM H44 CWR BUGNI DCT
				DCT KADOM H44 CWR BUGNI DCT
YSTW	YSBK			DCT TW W183 LALIB V531 ISREV Q155 RIC V11 BK DCT If R560 active: DCT TW W130 UBLOM Q155 RIC V11 BK DCT
YSTW	YSSY			DCT TW W130 OLTIN W786 TESAT DCT

YSWG	YMML			DCT WG W638 AY V147 TEMIS V169 ML DCT
YSWG	YSSY			DCT WG W113 TESAT DCT
				DCT WG W113 ODALE DCT
YTNG	YBBN			DCT RUROX W727 SUSGI V307 BN DCT
YTRE	YSBK			DCT UGPOT V672 SORTI W656 OLTIN V543 DUUKE Q155 RIC V11 BK DCT
YTRE	YSSY			DCT UGPOT V672 SORTI W656 OLTIN W786 TESAT DCT
YTRE	YWLM	#		DCT UGPOT V672 LAXUM WLM DCT (Refer *GEN-FPR para 1*)
		#		DCT UGPOT DCT SORTI DCT LAXUM WLM DCT
YTWB	YBCV			DCT BIVAT Q303 MESED Q484 LIKTO DCT
YWDG	YPPH	>		DCT KELLA Z38 PH DCT
YWGA	YPPH			DCT GOOTA Q9 AVPAL Q38 JULIM PH DCT
YWHA	YPAD			DCT WHA H84 AD DCT
YWLM	YBBN			DCT WLM UBSON NICLA BANDA H252 BN DCT
YWLM	YBCG	#		DCT WLM V535 LOSKU H140 IDNER W598 RIDVO GOMOL DCT
		#		DCT WLM V535 NICLA BANDA Y43 GOMOL DCT
YWLM	YCFS			DCT WLM V535 NICLA W446 KADSI W196 CFS DCT
		#		DCT WLM W603 UGPOT W196 CFS DCT
YWLM	YMDG			DCT WLM MONDO IDSUP H530 MUDGI DCT
YWLM	YPMQ			DCT WLM V535 NICLA V652 PMQ DCT
		#		DCT WLM W603 UGPOT V652 PMQ DCT
YWLM	YSBK			DCT WLM MONDO AKTEG RUNNA Q155 RIC V11 BK DCT
YWLM	YSCB	>		DCT WLM MONDO W786 TESAT V169 CB
				DCT WLM LIMLO H536 OMLAV Q15 WOL H65 CB DCT
YWLM	YSSY	>		DCT WLM MONDO W786 TESAT DCT
				DCT WLM MONDO AKTEG BOREE H652 TESAT DCT
YWLM	YTRE	#		DCT WLM W603 UGPOT DCT (Refer *GEN-FPR para 1*)
		#		DCT WLM V535 NICLA V652 UGPOT DCT
YWLU	YPPH			DCT WLU LIRRI Z74 OVLUK V16 WOORA Q38 PH DCT
YWSL	YMEN			DCT DUNNE V434 MONTY V512 ESDAN DCT
YWWL	YSSY		L1	DCT BUGNI CWR W168 AKMIR W113 TESAT DCT
				DCT BUGNI CWR W168 AKMIR W113 ODALE DCT
YWYY	YMML			DCT WYY V294 ONAGI H215 WAREN W687 ML DCT

10. FLIGHT PLANNING - PREFERRED ROUTES - MILITARY

The following preferred routes are AVBL for military aircraft only.

FJDG	YPCC			NKW GUDUG UBNIS NOLAS CC DCT
FJDG	YPDN			NKW GUDUG UBNIS NOLAS CC SADUD METUM PEDSA PUPIV KU J72 DN DCT
FJDG	YPEA			NKW KALBI PANDU DUBAG 184500.0S 0900000.0E 214200.0S 0950000.0E 242400.0S 1000000.0E 265000.0S 1050000.0E MERIB T12 PH W839 PEA DCT
YAMB	YBTL		L2	DCT DULIN W196 UNVAT W270 EML W766 LUKPU W232 TL DCT
				DCT DULIN W196 UNVAT VOMPA Q165 TL DCT
YAMB	YMES		H1	DCT TATEN ISKIM Q35 PKS W703 CWR W137 CB W290 ESL DCT
			H2	DCT TATEN APAGI H91 ADMAR Q78 OLTIN W786 TESAT H65 CB W290 ESL DCT
YAMB	YMML		H1	DCT TATEN ISKIM Q35 CANTY H119 ML DCT
YAMB	YPDN	#		DCT DULIN W196 UNVAT A464 TN Q23 DN DCT
		#		DCT IBUNA Q473 IGUPI V129 EML T13 NTN J138 SURVO Q95 BEBEN Q91 ALLEE Q23 DN DCT
YAMB	YPEA	#		DCT BOBOP Q4 IDBUG Q42 ANROM T33 LEC J141 KG Q41 MALUP Q158 PH W839 PEA DCT
YAMB	YPED		H1	DCT BOBOP Q4 PAVBI Q16 MIA Q4 WOONA Q60 KAKLU H309 AD W142 DOLVU DCT If R570C or D active: DCT BOBOP Q4 WOONA Q60 KAKLU H309 AD W142 DOLVU DCT
YAMB	YPLM		H1	DCT MESED LIKTO ROM T11 PULOL Q36 ANGAS V656 AYE T44 NONAX NWN PBO LM DCT
YAMB	YPTN			DCT DULIN W196 UNVAT A464 TN DCT
YAMB	YSCB		H1	DCT TATEN ISKIM Q35 PKS W703 CWR W137 CB DCT
			H2	DCT TATEN APAGI H91 ADMAR Q78 OLTIN W786 TESAT H65 CB DCT
YAMB	YSRI		H1	DCT TATEN APAGI H91 IGDAM DUUKE Q155 RIC DCT
YAMB	YSSY		H1	DCT TATEN APAGI H91 IGDAM H652 TESAT DCT
YAMB	YWLM		H1	DCT TATEN APAGI H91 SANAD V779 LAXUM WLM DCT
YBAS	YPTN			DCT AS J251 TN DCT
YBAS	YSCB		H1	DCT AS A576 PKS W703 CWR W137 CB DCT
YBAS	YSCB		H2	DCT AS A461 LEC W428 BHI DCT BORLI W266 CB DCT
YBCS	YSCB		H3	DCT CS Y177 AKROM Y153 ROKUU H652 TESAT H65 CB DCT
YBMA	YPTN		L2	DCT MA NITUN Q57 MIGAX A464 TN DCT
YBMA	YSCB		H1	DCT MA OKVAR Y139 IGNIX DCT MIMIB DCT ENPAG H319 PKS W703 CWR W137 CB DCT
YBRM	YSCB		H1	DCT BRM G222 PKS W703 CWR W137 CB DCT
			H2	DCT BRM T20 WENER T21 LEC W428 BHI BORLI W266 CB DCT
			H3	DCT BRM T20 RUSAD DCT WHA J21 BORLI W266 CB DCT

YBRM	YSSY		H1	DCT BRM G222 VAGPO Y71 VELGI Y105 TARAL Y59 TESAT DCT
				DCT BRM G222 VAGPO Y71 VELGI Y105 TARAL Y59 RIVET DCT
			H2	DCT BRM T20 WENER T21 LEC J141 NEWMO H39 VELGI Y105 TARAL Y59 TESAT DCT
				DCT BRM T20 WENER T21 LEC J141 NEWMO H39 VELGI Y105 TARAL Y59 RIVET DCT
			H3	DCT BRM T20 RUSAD WHA J21 BORLI H205 CULIN Y59 TESAT DCT
				DCT BRM T20 RUSAD WHA J21 BORLI H205 CULIN Y59 RIVET DCT
YBSG	YPDN		H1	DCT WP GV J151 TUSTU GATOR DN DCT
YBSU	YBBN		H1	DCT SU Q35 MUDDL BN DCT
YBSU	YSCB		H1	DCT SU Q35 SANEG H91 IGDAM H652 TESAT H65 CB DCT
YBTL	YAMB		H1	DCT TL W258 LINSU W228 COCKA Y177 BESBO DULIN DCT
YBTL	YPEA		H1	DCT TL J184 MA J64 AS W408 AYE Q41 MALUP Q158 PH W839 PEA DCT
YBTL	YPED		H1	DCT TL Q30 MATAR KANGI DOVUB APOMA BHI W325 AD W142 DOLVU DCT
YBTL	YSRI			DCT TL W258 JEMMA Y153 ROKUU H652 LALIB V531 ISREV Q155 RIC DCT
YBTL	YSCB		H3	DCT TL W258 JEMMA Y153 ROKUU H652 TESAT V169 CB DCT
			H2	DCT TL Q30 MATAR Y33 SAPNO ENPAG H319 PKS W703 CWR W137 CB DCT
YBTL	YWLM		H1	DCT TL W258 JEMMA Y153 ROKUU H652 OVNOM W542 TW V417 LAXUM WLM DCT
YMES	YBTL	#		DCT ESL W118 AY W638 PKS VAMSO DCT KABIX DCT SGE W499 ROM W613 EML W766 LUKPU W232 TL DCT
			H1	DCT ESL W649 MNG Q76 LAKOT Y80 VOMPA Q165 TL DCT
YMES	YSCB			DCT ESL W290 CB DCT
YMES	YMES	#		DEPARTURE: DCT ESL [LANOS, TAVET, NOLOX or DUNNE] DCT FIRST POINT OUTSIDE R360/M301
		#		ARRIVAL: LAST POINT OUTSIDE R360/M301 DCT [GIPPS, PUKIM, RUPOD or ENBUB] ESL DCT
YMES	YSRI	#		DCT ESL W290 CB W122 AKMIR W713 KADOM W368 RIC DCT
YMES	YMHB			DCT ESL W407 TASUM DCT
YMES	YMML	#	L2	DCT ESL V434 MONTY ML DCT
			L3	DCT ESL W809 MOZZA V588 MONTY ML DCT
YMES	YSSY		L1	DCT ESL W290 CB W423 CULIN Y59 TESAT DCT
				DCT ESL W290 CB W423 CULIN Y59 RIVET DCT
YMHB	YMES		L1	DCT TASUM H111 LT W218 ESL DCT
YMML	YMES		L1	DCT ML W687 WAREN W449 ESL DCT
YPCC	FJDG			DCT CC NOLAS UBNIS GUDUG NKW DCT
YPCC	YPDN			DCT CC SADUD METUM PEDSA PUPIV KU J72 DN DCT

YPCC	YPXM			DCT CC G200 XMX DCT
YPCC	YPAD		H1	DCT CC T41 LM N640 AD DCT
			H2	DCT CC M641 MERIB T12 PH H18 BURGU Y135 DADRU Y39 ATNAR N640 AD DCT
YPDN	FJDG	@		DCT DN HELLI J151 IRPOM PEDSA METUM SADUD CC NOLAS UBNIS GUDUG NKW DCT
YPDN	YAMB	@	H2	DCT DN Y25 OPEKO A464 UNVAT W196 DULIN DCT
		>		DCT DN J251 TN A464 UNVAT W196 DULIN DCT
YPDN	YBSG	>	H1	DCT DN VANDI TUSTU J151 GV WP DCT
YPDN	YPAD	@		DCT DN Y25 BEBUX Y83 GREGA J251 WHA H84 AD DCT
YPDN	YPCC	@		DCT DN J151 IRPOM PEDSA METUM SADUD CC DCT
YPDN	YPEA	>	H1	DCT DN W287 LEVRI KU J72 ARG T63 BIDAP Q25 DALWU Q38 PH W839 PEA DCT
		@		DCT DN HELLI J151 IRPOM KU J72 ARG T63 BIDAP Q25 DALWU Q38 PH W839 PEA DCT
YPDN	YPED	@	H1	DCT DN Y25 BEBUX Y83 GREGA J251 WHA H84 AD W142 DOLVU DCT
		>		DCT DN J251 WHA H84 AD W142 DOLVU DCT
YPDN	YPPH	@	H1	DCT DN J151 IRPOM KU J72 ARG T63 BIDAP Q25 DALWU Q38 PH DCT
		@	H2	DCT DN J151 CIN W257 NWN Q38 PH DCT
		@	H3	DCT DN J151 IRPOM KU T27 VALRA W121 NWN Q38 PH DCT
YPDN	YSCB	@	H1	DCT DN Y25 BEBUX T74 ENPAG H319 PKS W703 CWR W137 CB DCT
		@	H2	DCT DN Y25 DOSAM J30 TNK T25 BHI BORLI W266 CB
YPDN	YSRI	@#		DCT DN Y25 BEBUX T74 ENPAG W535 BTH W460 RIC DCT
		>		DCT DN J251 TN BEBUX T74 ENPAG W535 BTH W460 RIC DCT
YPDN	YSSY	@	H2	DCT DN Y25 DOSAM J30 TNK T25 GUGAB G222 VAGPO Y71 VELGI Y105 TARAL Y59 TESAT DCT
		@		DCT DN Y25 DOSAM J30 TNK T25 GUGAB G222 VAGPO Y71 VELGI Y105 TARAL Y59 RIVET DCT
YPDN	YWLM	@	H1	DCT DN Y25 OPEKO A464 MIGAX Y139 IGNIX Y161 OVNOM W542 TW V417 LAXUM WLM DCT
		>		DCT DN J251 TN A464 MIGAX Y139 IGNIX Y161 OVNOM W542 TW V417 LAXUM WLM DCT
YPEA	FJDG			DCT PEA W839 PH T12 MERIB 265000.0S 1050000.0E 242400.0S 1000000.0E 214200.0S 0950000.0E 184500.0S 0900000.0E DUBAG PANDU KALBI NKW DCT
YPEA	YAMB	@	H1	DCT PEA W839 PH Y31 LAKIR Y69 BOSLI Y67 KG J141 LEC Y94 PARRY Y195 DULIN DCT
				DCT PEA W839 PH Z19 REPOK Z87 AVGIK Z23 KATCM Z67 YAHMO Y67 KG J141 LEC Y94 PARRY Y195 DULIN DCT
YPEA	YBTL	@	H1	DCT PEA W839 PH Y31 LAKIR Y69 UPRUN W408 AS J64 MA J184 TL DCT
				DCT PEA W839 PH Z19 REPOK Z87 AVGIK Z23 KATCM Z83 YOKRA Y69 UPRUN W408 AS J64 MA J184 TL DCT

YPEA	YPED	@	H1	DCT PEA W839 PH H18 MUBID J21 ISLAV N640 AD W142 DOLVU DCT
				DCT PEA W839 PH Z44 PUMRY BURGU H18 MUBID J21 ISLAV N640 AD W142 DOLVU DCT
YPEA	YPLM			DCT PEA W839 PH Y15 AVNEX H16 LM DCT
YPEA	YSNW	@	H1	DCT PEA W839 PH H18 MUBID J21 BORLI H205 CULIN NWA DCT
				DCT PEA W839 PH Z44 PUMRY BURGU H18 MUBID J21 BORLI H205 CULIN NWA DCT
YPEA	YMES	@	H1	DCT PEA W839 PH H18 BURGU Y53 WENDY TEMPL W449 ESL DCT
				DCT PEA W839 PH Z44 PUMRY BURGU Y53 WENDY TEMPL W449 ESL DCT
YPEA	YPDN	@	H1	DCT PEA W839 PH Y31 MANIG Y36 BIDAP T63 ARG J72 DN DCT
				DCT PEA W839 PH Z19 REPOK Z87 ENGUD Y36 BIDAP T63 ARG J72 DN DCT
YPEA	YSRI	@	H1	DCT PEA W839 PH Y31 LAKIR Y69 BOSLI Y67 KG J141 PKS W460 RIC DCT
YPEA	YSRI	@	H2	DCT PEA W839 PH H18 MUBID J21 BORLI H205 CULIN KADOM W368 RIC DCT
YPEA	YSRI	@	H3	DCT PEA W839 PH H18 BURGU Y135 TEDUS J15 AD H247 CULIN KADOM W368 RIC DCT
YPEA	YSRI	@	H4	DCT PEA W839 PH H18 BURGU Y53 RUFLE T131BORTO J142 NONUP Y59 CULIN KADOM W368 RIC DCT
YPEA	YSRI	@	H5	DCT PEA W839 PH H18 BURGU Y53 MEMUP Y87 TAPAX T134 SUBUM T8 AY J42 ARRAN Y59 CULIN KADOM W368 RIC DCT
YPEA	YSRI		L1	DCT PEA W839 PH Z19 REPOK Z87 AVGIK Z23 KATCM Z67 YAHMO Y67 KG J141 PKS W460 RIC DCT
YPEA	YSRI		L2	DCT PEA W839 PH Z44 PUMRY BURGU H18 MUBID J21 BORLI H205 CULIN KADOM W368 RIC DCT
YPED	YAMB			DCT DOLVU W142 AD V361 MIA CBA AGETA W623 IVL W749 DULIN DCT If R570C or D active: DCT DOLVU W142 AD V361 MIA CBA VERAV Y27 EDPEG PUGON PARRY Y195 DULIN DCT
YPED	YAMB		H1	DCT DOLVU W142 AD V361 UPROT Y27 IGIPA Y46 EMTID Y27 EDPEG PUGON PARRY Y195 DULIN DCT If R570C or D active: DCT DOLVU W142 AD V361 UPROT Y27 EDPEG PUGON PARRY Y195 DULIN DCT
YPED	YBTL			DCT DOLVU W142 AD W426 BHI W325 IDKEG DCT WDH LRE W660 TL DCT
YPED	YMES		H1	DCT DOLVU W142 AD V255 BENDO Y12 ARBEY H119 ML Y260 CORRS ESL DCT
YPED	YPDN		H1	DCT DOLVU W142 AD A585 AREPA J58 WHA J251 TN Q23 DN DCT
YPED	YPDN	>		DCT DOLVU W142 AD W238 RUKNA W142 WHA J251 TN Q23 DN DCT

YPED	YPEA	%		DCT DOLVU W142 AD A585 AREPA H54 KAMBI Q32 NODEV Q10 MALUP Q158 PH W839 PEA DCT
		#		DCT DOLVU W142 AD A585 AREPA H54 KAMBI N640 ISLAV J21 MUBID Q10 MALUP Q158 PH W839 PEA DCT
YPED	YPLM		H1	DCT DOLVU W142 AD A585 AREPA H54 KAMBI N640 LM DCT
YPED	YPTN		H1	DCT DOLVU W142 AD A585 AREPA J58 WHA J251 TN DCT
YPED	YPTN	>		DCT DOLVU W142 AD W238 RUKNA W142 WHA J251 TN DCT
YPED	YSCB		H1	DCT DOLVU W142 AD H247 NATYA H21 WG W148 CB DCT
YPED	YSNW		H1	DCT DOLVU W142 AD H247 CULIN GLB W724 NWA DCT
YPED	YSRI			DCT DOLVU W142 AD H247 NATYA W762 VINOP W419 BTH W460 RIC DCT
YPED	YWLM		H1	DCT DOLVU W142 AD H247 CULIN Y59 TESAT H252 WLM DCT
YPKG	YSCB		H2	DCT KG T97 KAMBI N640 AD V255 BENDO H36 NONUP J142 CB DCT
YPLM	YPEA			DCT LM Y207 BORVI B469 TOPIR L514 AVPAL Q38 PH W839 PEA DCT
YPLM	YSRI		H2	DCT LM W321 NWN BIDAP WENER T21 LEC J141 PKS A576 KADOM W368 RIC DCT
YPPD	YSCB		H1	DCT PD A585 AD V255 BENDO H36 NONUP J142 CB DCT
			H2	DCT PD T21 LEC J141 PKS W703 CWR W137 CB DCT
			H3	DCT PD A585 CDU J149 WHA J21 BORLI W266 CB DCT
			H4	DCT PD T21 LEC W428 BHI DCT BORLI W266 CB DCT
YPPD	YSSY		H1	DCT PD A585 AD H247 CULIN Y59 TESAT DCT
				DCT PD A585 AD H247 CULIN Y59 RIVET DCT
			H2	DCT PD A585 CDU J149 WHA J21 BORLI H205 CULIN Y59 TESAT DCT
				DCT PD A585 CDU J149 WHA J21 BORLI H205 CULIN Y59 RIVET DCT
YPPH	YPCC		L1	DCT PH T12 MERIB M641 CC DCT
YPTN	YAMB		H2	DCT TN A464 UNVAT W196 DULIN DCT
YPTN	YBMA		L1	DCT TN A464 MIGAX Y139 LEMUD MA DCT
YPTN	YBTL			DCT TN NTN J138 TL DCT
YPTN	YPED		H1	DCT TN J251 WHA H84 AD W142 DOLVU DCT
YPTN	YSCB		H2	DCT TN J30 TNK T25 BHI BORLI W266 CB DCT DCT TN T74 ENPAG H319 PKS W703 CWR W137 CB DCT
YPTN	YSRI			DCT TN T74 ENPAG W535 BTH W460 RIC DCT
YPTN	YWLM		H2	DCT TN A464 MIGAX Y139 IGNIX Y161 OVNOM W542 TW V417 LAXUM WLM DCT
YSCB	YAMB		H1	DCT CB W137 AVBEG W184 MUDGI H66 TW W411 DULIN DCT
YSCB	YBAS		H1	DCT CB W137 CWR W703 PKS A576 AS DCT
YSCB	YBMA		H1	DCT CB W137 AVBEG W184 MUDGI H530 OKVAR MA DCT
YSCB	YBSU		H1	DCT CB W137 AVBEG W184 MUDGI H66 IDNER W214 GOMOL Q69 SU DCT
YSCB	YBRM		H1	DCT CB W137 CWR W703 PKS A576 AS T11 BRM DCT

YSCB	YMES			DCT CB W290 ESL DCT
YSCB	YPED		H2	DCT CB W148 WG Q60 KAKLU H309 AD W142 DOLVU DCT
YSCB	YPLM		H1	DCT CB W148 WG Q60 KAKLU H309 AD N640 LM DCT
			H2	DCT CB W266 BORLI J21 WHA J149 CDU W486 FRT N640 LM DCT
YSCB	YPPD		H1	DCT CB W266 BORLI J21 WHA J149 CDU A585 PD DCT
			H2	DCT CB W137 CWR W703 PKS J141 LEC T21 PD DCT
YSCB	YPDN		H2	DCT CB W137 CWR W703 ENPAG T74 TN Q23 DN DCT
YSCB	YPKG		H1	DCT CB W148 WG Q60 MAXEM H44 AD N640 KAMBI T97 KG DCT
YSCB	YPTN		H1	DCT CB W137 CWR W703 ENPAG T74 TN DCT
			H2	DCT CB W137 AVBEG W184 MUDGI H530 IVRAD Q57 MIGAX A464 TN DCT
YSCB	YSNF		I1	DCT CB W423 CULIN Y59 TESAT G595 GUTIV ABARB B450 NF DCT
YSCB	YSRI		H1	DCT CB W423 CULIN KADOM W368 RIC DCT
		>		DCT CB W122 AKMIR W713 KADOM W368 RIC DCT
YSCB	YSTW		H1	DCT CB W423 CULIN Y59 TESAT H252 UPNEX H140 MATLA V258 TW DCT
			H2	DCT CB W137 AVBEG W184 MUDGI H66 TW DCT (Not to be flight planned if R560 active)
YSCB	YWLM		H1	DCT CB W423 CULIN Y59 TESAT H252 WLM DCT
YSCB	YWLM		L1	DCT CB W122 AKMIR W113 TESAT OVLUX WLM DCT
YSNW	YPEA		H2	DCT NWA CULIN H205 BORLI Q32 NODEV Q10 MALUP Q158 PH W839 PEA DCT
YSNW	YSRI		H1	DCT NWA W575 AKMIR W713 KADOM W368 RIC DCT
YSNW	YWLM			DCT NWA W575 AKMIR DCT RIVET Y59 TESAT H252 WLM DCT
YSNF	YSCB		I1	DCT NF B450 LHI H258 RIKNI N774 TESAT H65 CB DCT
YSRI	YAMB	#	L2	DCT RIC H76 UPVEN H66 TW W411 DULIN DCT If R560 active: DCT RIC H530 MUDGI H66 TW W236 DULIN (FL240 and ABV and expect restriction FL240 by MUDGI) DCT RIC H76 EMSUR Z106 EKIBI V258 TW W411 DULIN (FL230 and BLW)
YSRI	YBTL			DCT RIC H530 LASUD Q293 AKUMI Q147 VOMPA Q165 TL DCT If R570B or D active: DCT RIC H530 KABIX Q147 VOMPA Q165 TL DCT
YSRI	YMES		H2	DCT RIC W430 WOL H20 NWA W437 COM W290 ESL DCT
		>		DCT RIC W430 ANKUB PEGSU V20 COM W290 ESL DCT
YSRI	YPDN		H1	DCT RIC H226 ENPAG T74 TN Q23 DN DCT
YSRI	YPEA	@	H1	DCT RIC W460 PKS J141 KG Q41 MALUP Q158 PH W839 PEA DCT
YSRI	YPEA	@	H2	DCT RIC W368 KADOM H44 BORLI J21 MUBID Q10 MALUP Q158 PH W839 PEA DCT
YSRI	YPEA	@	H3	DCT RIC W368 KADOM H44 BORLI Q32 NODEV Q10 MALUP Q158 PH W839 PEA DCT

YSRI	YPEA	@	H4	DCT RIC W368 KADOM H44 AD Q33 ESP Q158 PH W839 PEA DCT
YSRI	YPED		H1	DCT RIC W368 KADOM H44 MAXEM Q60 KAKLU H309 AD W142 DOLVU DCT
YSRI	YPLM		H1	DCT RIC W368 KADOM H44 BORLI J21 WHA J149 CDU W486 FRT N640 LM DCT
YSRI	YPLM		H2	DCT RIC W460 PKS J141 LEC T21 WENER BIDAP NWN W321 LM DCT
YSRI	YPTN		H1	DCT RIC H226 ENPAG T74 TN DCT
YSRI	YSCB		H1	DCT RIC W430 WOL H65 CB DCT
		>		DCT RIC W430 ANKUB PEGSU V169 CB DCT
YSRI - North East Oceanic				Refer to Sydney-North East Oceanic
YSRI	YSNW		H2	DCT RIC W430 WOL H20 NWA DCT
		>		DCT RIC W430 ANKUB PEGSU V501 NWA DCT
YSRI	YWLM		H1	DCT RIC V665 MAKOR PUDUT WLM DCT
YSSY	YAMB		H1	DCT TESAT H252 UPNEX H140 LOSKU VONDO W411 DULIN DCT
YSSY	YBRM		H1	DCT TESAT H530 RIC H226 ENPAG T74 NONET T11 BRM DCT
				DCT RIC H226 ENPAG T74 NONET T11 BRM DCT
YSSY	YMES		L1	DCT TESAT H65 WOL J42 CB W290 ESL DCT
				DCT WOL J42 CB W290 ESL DCT
YSSY	YPPD		H1	DCT TESAT A576 PKS J141 LEC T21 PD DCT
				DCT KADOM A576 PKS J141 LEC T21 PD DCT
YSSY	YPTN			DCT TESAT H530 IVRAD Q57 MIGAX A464 TN DCT
YWLM	YAMB		H1	DCT WLM UBSON NICLA BANDA VONDO W411 DULIN DCT
YWLM	YAMB		H2	DCT WLM V535 LOSKU VONDO W411 DULIN DCT
YWLM	YBTL		H1	DCT WLM UBSON NICLA SORTI SANAD TW W542 OVNOM W655 SULMI AKUMI Q147 VOMPA TL DCT
YWLM	YMAV	%		DCT WLM LIMLO H536 OMLAV Q15 WOL H65 LEECE Q29 ML W15 AV DCT
		>		DCT WLM MONDO W786 TESAT V169 ML W15 AV DCT
YWLM	YMES	%		DCT WLM LIMLO H536 NWA W437 COM W290 ESL DCT
		>		DCT WLM MONDO W786 TESAT V169 PEGSU V20 COM W290 ESL DCT
YWLM	YMML	%		DCT WLM LIMLO H536 OMLAV Q15 WOL H65 LEECE Q29 ML DCT
		>		DCT WLM MONDO W786 TESAT V169 ML DCT
YWLM	YPDN		H2	DCT WLM UBSON NICLA SORTI SANAD TW W542 OVNOM W655 SULMI IVRAD Q57 MIGAX A464 TN Q23 DN DCT
YWLM	YPEA		H1	DCT WLM H536 NWA DCT ISNOL DCT BORLI J21 MUBID Q10 MALUP Q158 PH W839 PEA DCT
YWLM	YPLM		H1	DCT WLM MONDO DCT PKS J141 LEC T21 WENER BIDAP NWN W321 LM DCT
YWLM	YPTN		H2	DCT WLM UBSON NICLA SORTI SANAD TW W542 OVNOM W655 SULMI IVRAD Q57 MIGAX A464 TN DCT

YWLM	YSCB	%		DCT WLM LIMLO H536 OMLAV Q15 WOL H65 CB DCT
		>		DCT WLM MONDO W786 TESAT V169 CB DCT
YWLM	YSNW	%		DCT WLM LIMLO H536 NWA DCT
		>		DCT WLM MONDO W786 TESAT H65 WOL H20 NWA DCT
		>*		DCT WLM MONDO W786 TESAT V169 PEGSU V501 NWA DCT

*alternative routing option

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SPECIAL PROCEDURES (NOT ASSOCIATED WITH AN AERODROME)

1. SP 1 - BASS STRAIT CROSSINGS

1.1 **Recommended Routes**

1.1.1 These routes do not replace compliance with any requirements or equipment for flight over water, found in the relevant *CASR Part* for the operation conducted. These requirements still need to be met and are not alleviated by the following preferred routes.

1.1.2 For any aircraft, single or multi-engine, which are unable to maintain height after an engine failure:-

a. Flights through King Island- track via Cape Otway, Bold Head and Hunter Island. MNM ALT for continuous VHF COM - 3,000FT.

b. Flights through Flinders Island- landfall from/to Cape Liptrap through to McGauran Beach (MGBH) to track via Hogan Island, Deal Island then via Cape Portland or Waterhouse Island. MNM ALT for continuous VHF COM - 2,000FT.

1.2 **Recommended VFR Reporting Procedures Across Bass Strait**

1.2.1 The following reporting procedures are recommended for Bass Strait crossings.

a. Report position leaving the coast, together with aircraft type, tracking details and POB;

b. Nominate reporting schedule appropriate to the aircraft speed e.g. 10, 15 or 30 minute intervals;

c. At each scheduled reporting time, report “OPERATIONS NORMAL”, preferably with a position;

d. Report when crossing opposite coast to cancel the reporting schedules.

1.2.2 As an alternative, pilots may report leaving the coast and nominate a SARTIME for the expected landfall of the opposite coastline.

Note: All reports associated with these procedures for Bass Strait crossings should be made to Melbourne Centre as appropriate.

1.2.3 Minimum altitude requirements apply to enable continuous two-way VHF communication across Bass Strait.

1.3 **Air Traffic Services**

1.3.1 Air Traffic Services will respond immediately to any emergency call, but in the event of radio failure or other situation that prevents use of radio, the use of scheduled reporting over water will ensure that SAR action is taken following a missed report. A missed report ensures quicker response than a nominated SARTIME for which SAR action would be taken at the expiration of that time, or if incidental information was received indicating an aircraft was in difficulty.

1.3.2 In the unfortunate event of a ditching, particularly in Bass Strait, survivability from hypothermia is reliant on quick recovery from the water. Scheduled reporting will afford a quicker than normal response when SAR action is required.

2. SP 2 - FLIGHTS BETWEEN AUSTRALIA AND PAPUA NEW GUINEA

2.1 Pilots intending to fly to or from Papua New Guinea via Horn Island, must provide 24 hours notice to the Australian Customs Service. This notification should be directed to:
Sub-Collector of Customs, Customs House,
Victoria Parade,
Thursday Island, Queensland. 4870.
Telephone: 07 4069 1554 or fax: 4069 1211

2.2 Flights between Australia and Papua New Guinea are international flights. Pilots should refer to PNG AIP for relevant charts, frequencies and PNG entry requirements.

2.3 **Air Traffic Services And Flight Notification**

2.3.1 VFR flights proceeding from Australian to the Port Moresby FIR are required to submit flight notification in international format to Port Moresby ATS Units. Flight notification details submitted to Australian Briefing Offices will be forwarded to PNG authorities.

2.3.2 VFR aircraft operating outside Australian controlled airspace are not required to report to Australian ATS units prior to the FIR boundary, but may use reporting schedule (SKED) procedures while crossing Torres Strait. When exiting the Brisbane FIR for the Port Moresby FIR, pilots of VFR flights are responsible for establishing communications and their own SAR alerting requirements with Port Moresby FIC prior to crossing the common FIR boundary.

2.3.3 Radio communications with Port Moresby Flight Information Service (FIS) shall be established 15 minutes prior to the boundary estimate and the following details will be passed:

– aircraft registration
– aircraft type
– DEP AD/ATD
– DEST AD/ETA
– Altitude
– EST FIR boundary
– ETA next position
– Persons On Board

Flight crew shall ensure aircraft are equipped with the mandatory frequencies of 5565, 6622, 8837, 8861 and 8906. Pilot to Pilot communications are available on VHF 128.95 (refer *PNG Aerodrome/Communications (AD/COM) Chart Dated 30 NOV 2004*)

3. SP 3 - TORRES STRAIT BIOSECURITY REQUIREMENTS

3.1 Several pests and diseases present in the Torres Strait and nearby Papua New Guinea are not found on mainland Australia. Consequently, biosecurity legislation controls the movement of goods such as fresh fruit and vegetables, meat and meat products, live plants, seeds and plant materials, live animals, hides, skins and soil, south from the “Torres Strait Protected Zone” (northern islands) to the “Permanent Biosecurity Monitoring Zone” (Thursday Island group), or from either of these two zones to the mainland.

3.2 Movement of these goods is restricted by the Department of Agriculture and Water, and the Environment (the department). A permit is required for certain goods.

3.3 Pilots should ensure that an aircraft travelling south from either of these zones to the mainland are suitably disinsected.

3.4 Pilots must ensure they notify the department before departing to the Australian mainland. Pilots must attempt to contact biosecurity staff at the island departure point. This can be done 30 minutes prior to departure from the Torres Strait. A biosecurity officer may inspect your aircraft and goods carried by crew or passengers. A *notification number* will be issued by a biosecurity officer, which pilots should record for auditing purposes. If there is no biosecurity officer available on their island of departure, pilots must contact the Department 30 minutes prior to arrival on the mainland by contacting the department officers at Horn Island Airport on 07 4069 1310 or the Thursday Island Office on 07 4212 0185.

4. SP 4 - PURNULULU NATIONAL PARK (BUNGLE BUNGLE) SCENIC FLIGHTS

4.1 Scenic flights conform to the route depicted on the following Fixed wing and Rotary wing map and to the Standard Operating Procedures. Pilots conducting these flights should operate on 127.3.

4.2 **National Park Entry Points**

NE Entry 1718.3S 12830.7E
SW Entry 1728.0S 12817.5E

4.3 **Aeroplanes**

4.3.1 Aeroplanes operate around the Bungles in a clockwise direction and in accordance with the following procedures:

a. Scenic route entry and exit should be conducted via the designated points.
b. Entry and Exit of route at other locations must be at a tangent to the route.
c. Corner cutting and orbits are not permitted.
d. The maximum IAS is 140KTS.
e. Operate between 2,500FT and 3,000FT.

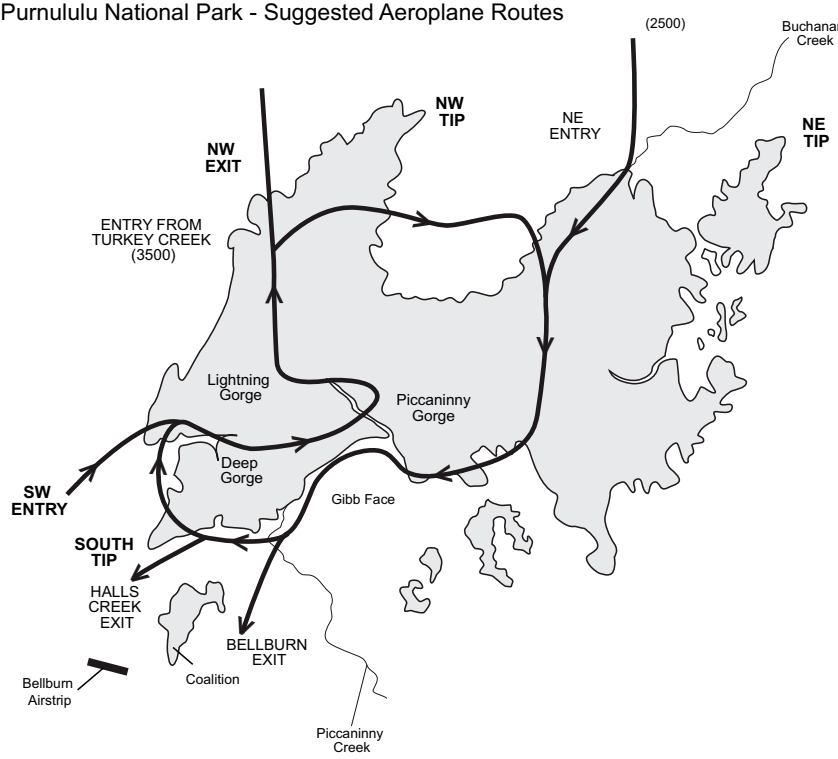
f. Broadcast departing the area on the CTAF 127.3.
g. Traffic departing the Route at the Bellburn exit point for landing at Bellburn to maintain a track 2NM East of the Coalition.

4.3.2 Bellburn is a private strip and permission is required prior to landing. Refer to Bellburn FAC entry for contact details.

4.3.3 Visiting Aircraft/Pilots. Due to high volume of both Fixed wing and Rotary wing traffic at the Bungles:
a. It is highly recommended that a briefing is obtained from any of the local scenic operators at Kununurra before conducting a scenic flight of the Bungle Bungles. If no briefing is available, pilots/aircraft should maintain 3,500FT over the Bungle Bungles.
b. Peak traffic times are 06:30-07:30, 09:30-10:30 and 15:30-16:30 Local, try and avoid these times where possible.

Bungle Bungle Ranges

Purnululu National Park - Suggested Aeroplane Routes



4.4 **Helicopters:**

4.4.1 Helicopters are requested to respect public and indigenous sensitivities by following the negotiated flight paths within the Bungle Bungles (Purnululu National Park).

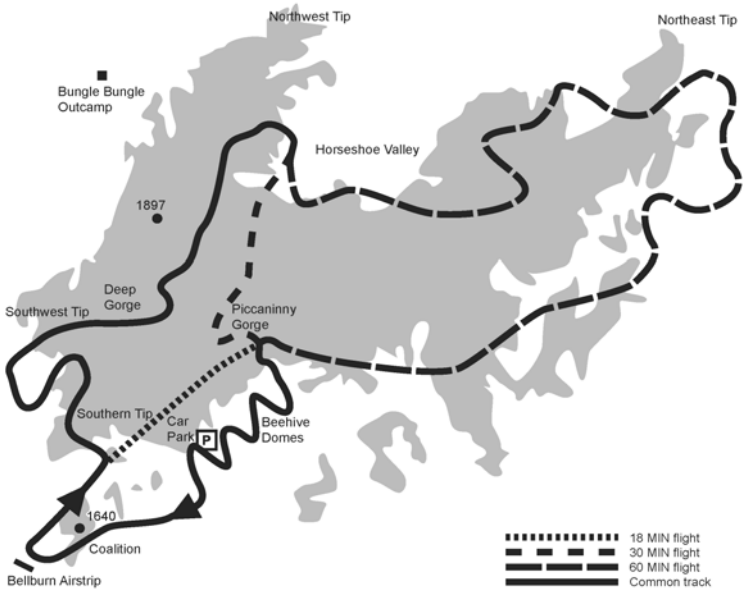
4.4.2 To maintain terrain clearance, helicopters may operate to the minimum extent required above 2,000FT provided they:
a. Broadcast their intentions before leaving 2,000FT on climb;
b. Cross the aeroplane route at right angles; and
c. Broadcast returning to operations not above 2,000FT.

4.4.3 Helicopters are not permitted to land on the Bungle Bungle Range at any time. Helicopters can only land at the Bellburn airstrip within the Purnululu National Park.

4.4.4 Bellburn is a private strip, permission is required prior to landing. Refer to *Bellburn FAC* entry for contact details.

4.4.5 Visiting Helicopters/Pilots. Due to high volume of both Fixed wing and Rotary wing traffic at the Bungles; It is highly recommended that a briefing is obtained from any of the local Helicopter scenic operators at Kununurra or Bellburn before conducting a scenic flight of the Bungle Bungles.

Bungle Bungle Ranges
Purnululu National Park - Suggested Helicopter Routes

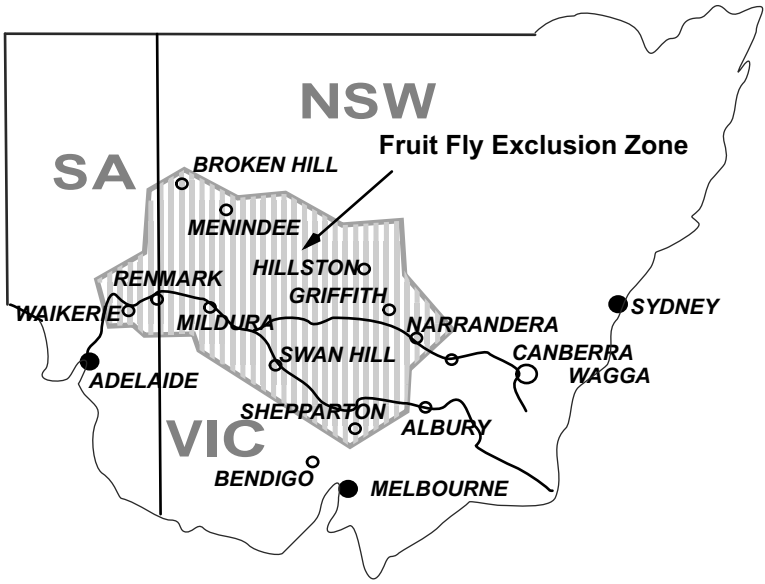


5. SP 5 - GREAT SANDY BAY MARINE PARK AND FRASER ISLAND

5.1 In the whale management area of the Great Sandy Marine Park, pilots of fixed wing ACFT must not bring the ACFT any closer to a whale than 300M unless the aircraft is at an altitude of at least 1,000FT. A helicopter must not be brought any closer to a whale than 1KM unless the helicopter is at an altitude of at least 2,000FT. For further information refer to the Marine Park (Great Sandy) Zoning Plan 2006 or contact the Queensland Parks and Wildlife Service, Senior Ranger (Great Sandy Marine Park) on phone: 07 4197 4003. For information relating to flights over the Great Sandy National Park (Fraser Island section) contact the Conservation Officer (Fraser Island) on phone: 07 4127 9128 (ext 223).

6. SP 6 - FRUIT FLY EXCLUSION AREA

6.1 Pilots should be aware that carrying fresh fruit into the Fruit Fly Exclusion Zone without a permit is illegal.



7. SP 7 - AYERS ROCK

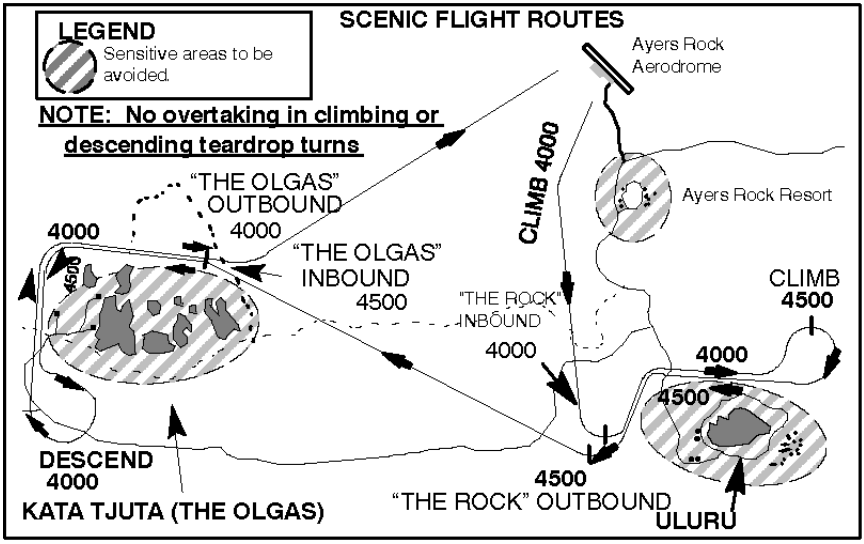
7.1 STANDARD SCENIC FLIGHT PROCEDURES

7.1.1 Except in an emergency, no aircraft is permitted to land in the Uluru-Kata Tjuta National Park (The Park). The Park covers an area of approximately 406 square NM. Irregular shaped in profile, the park is bounded by straight lines joining 2524.54S 13122.19E, 2515.47S 13122.20E, 2515.47S 13100.34E, 2515.54S 13100.34E, 2515.55S 13045.40E, 2507.19S 13045.10E, 2504.48S 13040.40E, 2524.54S 13040.40E, 2524.54S 13122.19E (GDA94 data format).

7.1.2 All commercial activity, including aviation, within or over the Park requires a permit from the Park's Director. Permits routinely take 28 days to be processed. Hang gliding, parachuting and ballooning are generally not allowed from or over the Park. Further information is available from the Park's website: www.environment.gov.au/parks/uluru/index.html.

7.1.3 Due to the cultural significance to the traditional owners of areas within the Park, Special Procedure 7 (SP7) was developed by Park management and the resident aircraft operators for scenic flights around Uluru (Ayers Rock) and Kata Tjuta (the Olgas). SP7 (the Standard Scenic Flight Procedure) describes the route to be flown.

7.1.4 Pilots operating scenic flights around Uluru (Ayers Rock) and Kata Tjuta (the Olgas) are requested to follow the flight path depicted on the diagram below and set out in subparagraphs 7.4.1 to 7.4.3. To avoid confusion, pilots are requested to refer to the aerodrome as 'Ayers Rock' or 'Ayers Rock aerodrome' and to Uluru (Ayers Rock) as 'the Rock'. More detailed information is available from the Uluru/Ayers Rock inset of the Alice Springs Visual Terminal Chart (VTC).



7.1.4.1 Flight directly over the Rock or the Olgas is to be avoided. Additionally, flight over the sensitive areas marked on the diagram is to be avoided.

7.1.4.2 Fixed wing aircraft should:

a. track Ayers Rock AD to the Rock at 4,000FT;
b. climb to 4,500FT NE of the Rock (see diagram);
c. track the Rock to the Olgas at 4,500FT;
d. descend to 4,000FT SW of the Olgas (see diagram)
e. track the Olgas to Ayers Rock AD at 4,000FT.

7.1.4.3 Helicopters should track via the same route as fixed wing aircraft, but maintain 3,500FT for the entire flight.

7.1.5 Pilots should note that a CA/GRS operates at Ayers Rock AD. All aircraft are requested to make the following broadcasts:

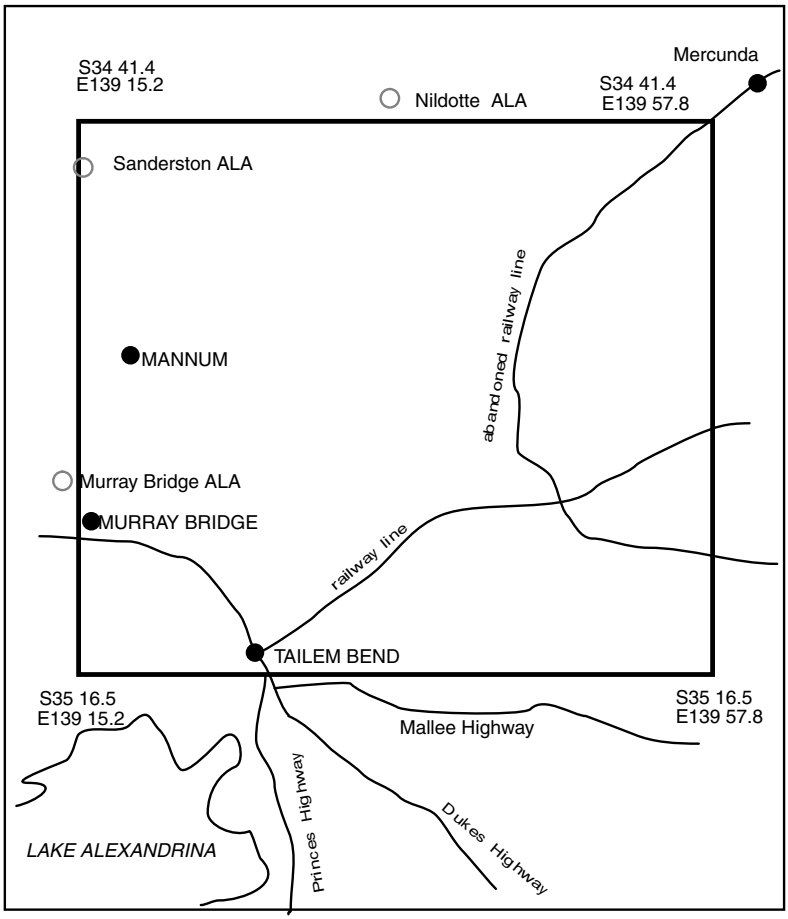
a. prior to taxiing, aircraft details and RWY;
b. 'departed Ayers Rock aerodrome for the Rock climbing to (level)';
c. 'the Rock inbound (level)' (at the gate depicted on the diagram);
d. if applicable 'leaving 4,000FT for 4,500FT';
e. at the gate depicted on the diagram, 'the Rock outbound (level)';
f. at the gate depicted on the diagram, 'the Olgas inbound (level)';
g. if applicable 'leaving 4,500FT for 4,000FT';
h. at the gate depicted on the diagram, 'departing the Olgas (level) for Ayers Rock aerodrome runway (13/31)'; and
i. for all other broadcasts, standard non-controlled aerodrome operating and communication procedures apply.

7.1.5.1 For all other flights within the Ayers Rock aerodrome (YAYE) designated broadcast area, standard non-controlled aerodrome procedures apply.

8. SP 8 - HELICOPTER OPS IN SA QUARANTINE AREA

8.1 The South Australian Department of Water, Land and Biodiversity Conservation (DWLBC) has declared a quarantine area located east of Murray Bridge Aerodrome (350400S 1391336E) to assist in preventing the spread of a noxious weed - Branched Broomrape.

8.2 The quarantine area is about 35NM square (see diagram), within the bounds 3441.4S 13915.2E, 3441.4S 13957.8E, 3516.5S 13957.8E, 3516.5S 13915.2E, 3441.4S 13915.2E.



8.3 The DWLBC has advised that the seed is spread mostly by personal footwear, including socks. Consequently, a decontamination service has been established for those who enter the quarantine area to use prior to departure.

8.4 For specialist advice, pilots of helicopter aircraft operating into the area should contact the DWLBC on 1800 245 704 (available 0700 - 2100 local daily) before planning to land in the area, or before moving the aircraft if an unplanned landing has occurred.

9. SP 9 - TASMANIAN QUARANTINE REQUIREMENTS

9.1 Tasmania has strict Quarantine regulations, backed up by strong penalties for breaking the law. Tasmania is relatively free from a range of pests and diseases found in other parts of Australia and the regulations are an important measure to minimise the risk to Tasmania's environment and important agricultural industries.

9.2 To meet Quarantine regulations, you must declare fresh fruit, vegetables, plants and plant products and fish and fish products to a Quarantine Officer. Otherwise, you should dispose of these items in the quarantine bins located in the arrival area.

9.3 Quarantine restrictions also apply to the importation of all plant cuttings, seeds, cut flowers, native birds, reptiles, aquarium fish, fishing gear, waders and animal products such as fox skins and hides. Dogs will need to be treated for the Hydatid Tapeworm and proof shown to Quarantine upon arrival in Tasmania.

9.4 Quarantine measures are important. If you do, by mistake, bring any restricted items into Tasmania, pass them to the quarantine officer at the barrier checkpoint for inspection or dispose of them in the bins provided. If you pass the checkpoint, quarantine officers or trained sniffer dogs may detect these items and you could receive an on the spot fine.

9.5 If you are unsure about any goods or material you are carrying then please check with the quarantine officer on duty, contact Quarantine Tasmania or visit the website. Quarantine Tasmania can be contacted on the following:

Email: quarantine.enquiries@dpipwe.tas.gov.au

Website: www.dpipwe.tas.gov.au/quarantine

Phone: 03 6233 3352

10. SP 10 - KATI THANDA - LAKE EYRE NATIONAL PARK

10.1 Kati Thanda - Lake Eyre National Park is administered by the Department of Environment, Water and Natural Resources (DEWNR), in accordance with the National Parks and Wildlife Act 1972. The region includes a number of sensitive areas that can, in times of lake flooding, contain large bird populations of environmental significance.

10.2 Pilots are reminded that the bird populations can appear at short notice and locations can change rapidly. This can be hazardous to aviation. Pilots are requested to keep a lookout for bird populations (airborne or nesting) and remain above 1,500FT AGL and outside a 1NM perimeter of these areas. For further details contact Natural Resources South Australian Arid Lands on 08 8648 5300 or email SAAridlands@sa.gov.au.

10.3 During periods when water is present in Lake Eyre, increased sightseeing traffic can be expected. Regular departures occur from airstrips within the broadcast area and larger capacity aircraft can be expected to be operating to a minimum of 1500FT AGL.

10.4 The following procedures are recommended when operating in the area:

(i) Communications within the Lake Eyre Broadcast Area (BA) SFC to 5,000FT should be on FREQ 127.8.

(ii) Broadcasts should be made whenever reasonably necessary to avoid a collision, or the risk of collision, with another ACFT.

(iii) Pilots should consider making and information call on entering the BA at or below 5,000FT - reporting the ACFTs position by reference to ALA's within the BA or as a bearing and distance from Lake Eyre North or Lake Eyre South. It is recommended that pilots make a broadcast when over significant features as depicted on the WAC.

(iv) It is highly recommended that a briefing is obtained from any of the local commercial scenic operators in the area to determine the traffic pattern in use and areas of increased traffic concentration. These include but are not limited to, Belt Bay and the Warburton and Cooper Creek inlets. Contact Wrightsair on 08 8670 7962 or email wrightsair@bigpond.com.

(v) Lake Eyre scenic routes can vary (seasonal water levels, concentrations of wildlife, etc), however a clockwise direction is recommended. Commercial scenic operations take place between 1,500FT and 3,500FT but may be conducted at any level in the BA depending on the nature of the operation.

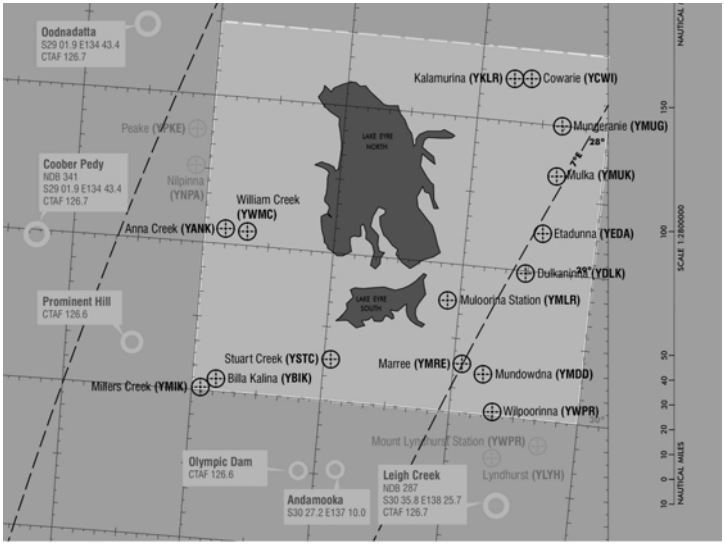
(vi) Traffic climbing or descending through the 5,000FT upper limit should broadcast intentions on the appropriate FREQ.

(vii) Except in an emergency or with prior permission from the DEWNR, landing on Lake Eyre or anywhere within the Kati Thanda Lake Eyre National Park is prohibited. Do not attempt to land on Lake Eyre as the SFC may not support the weight of your ACFT.

10.5 Prior permission is required if landing at any of the airstrips with the BA, CTAF 127.8.

10.6 Refer to ERSA FAC entry for YWMC and YMRE.

10.7 The BA is depicted on ERCL 7 and is within the boundaries of straight lines joining 2730S 13600E to 2730S 13900E to 3000S 13700E to 3000S 13600E to 2730S 13600E.



11. SP 11 - GREAT BARRIER REEF - CAIRNS SCENIC FLIGHTS

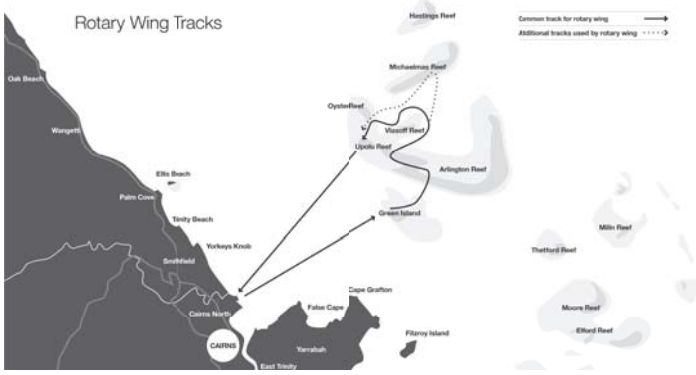
11.1 High volume helicopter and fixed wing traffic operate over an area of the Great Barrier Reef 18NM north east of Cairns Airport, encompassing Green Island, Arlington Reef, Hastings Reef and Upolu Cay. While the aircraft operate on various tracks the general traffic flow shall be anti-clockwise.

11.2 **Entry/Exit**

a. Entry gate: **Green Island**.
b. Anti-clockwise traffic flow.
c. Exit gate: **Upolu Cay**.
d. Entry/exit gates will remain unchanged regardless of the active runway-in-use at Cairns Airport.

11.3 **Rotary Wing Tracks**

a. Track outbound at 500FT to **Green Island** – remain at 500FT until 12DME from Cairns Airport then climb to 1,000FT.
b. Track inbound at 500FT from **Upolu Cay**.
c. Rotary wing aircraft to broadcast on the CTAF before operating in the reef scenic area above 500FT.

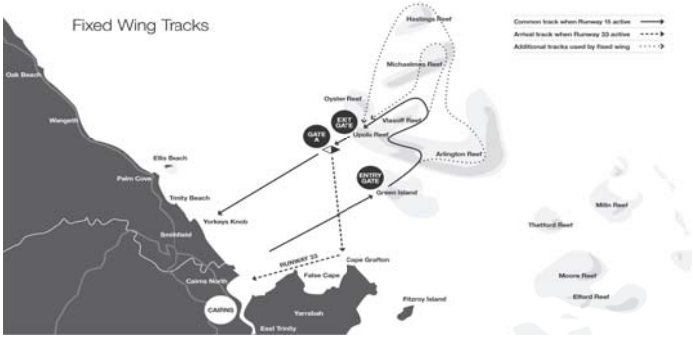


11.4 **Fixed Wing Tracks**

a. Track outbound at 1,500FT to **Green Island**.
b. Track inbound at 1,000FT from **Upolu Cay** to **Gate A**.
   (i) **Gate A** location is at 1643S 14552E on the **Upolu** to **Yorkeys Knob** track.
c. For arrivals to **Runway 15**: track as cleared and directed by ATC.
d. For arrivals to **Runway 33**: from exit **Gate A** turn left and track towards **Cape Grafton**, remaining OCTA at 1,000FT.
e. Fixed wing aircraft to broadcast on the CTAF before operating in the reef scenic area below 1,000FT.

*Note 1: When Runway 33 is in operation at Cairns Airport, outbound traffic can expect fixed wing aircraft to track south from **Gate A** toward **Cape Grafton** at 1,000FT.*

Note 2: For heightened situation awareness, all traffic should be monitoring FREQ 126.1 between 7NM and 12NM from Cairns Airport.



12. SP 12 - HORIZONTAL FALLS SCENIC FLIGHTS

12.1 Seaplanes and helicopters operate at 2,000FT and below at the Horizontal Falls, landing and departing the Talbot Bay area as depicted in the image below.

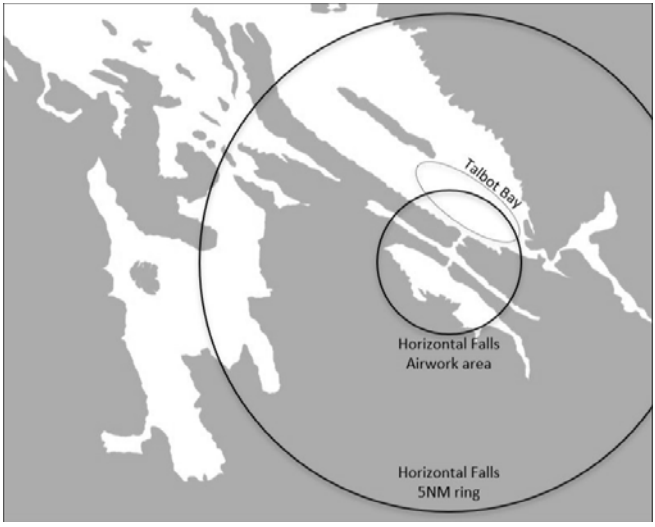
12.2 A 2,500FT lower level for fixed wing aircraft (excluding seaplanes) exists during seaplane operations to facilitate operations into Talbot Bay. If seaplanes are not in operation and passengers are wearing life jackets if required, operations at 2,000FT for fixed wing aircraft may be conducted.

12.3 Low level helicopter operations are conducted at the Horizontal Falls below 1,000FT.

12.4 An area briefing for itinerant aircraft is advised from local operators (primarily based at Broome) before conducting operations at the Horizontal Falls.

12.5 Scenic flights for all fixed wing and rotary aircraft should operate in accordance with the following procedures:

a. At 10NM, aircraft are to broadcast airwork intentions on the West Kimberley Broadcast Area CTAF 127.2.
b. Traffic to be separated by 500FT increments. If the desired altitude for airwork is unavailable, holding outside of the Horizontal Falls 5NM radius is required until the desired altitude is available.
c. At 5NM inbound to the Horizontal Falls, aircraft must be established at the desired airwork altitude and broadcast location, inbound heading and intentions.
d. Outbound from the Horizontal Falls, aircraft should not climb from their airwork altitude until outside the 5NM radius and established on their outbound track.
e. Seaplane operations to remain at 1,500FT (clear of terrain) until passing the 5NM radius from the Horizontal Falls.



13. SP 13 - WILPENA POUND

13.1 Wilpena Pound is situated in the central Flinders Ranges of South Australia and at the centre of the Wilpena Broadcast Area depicted on En Route Chart (ERC L7). The Broadcast Area extends from Hawker in the south to Blinman in the north.

13.2 Prior permission is required to land at Wilpena (YWPN) operated by Ikara Wilpena Pound Resort and Rawnsley Park (YRYK) and at most of the other airfields in the Broadcast Area.

13.3 Communications within the Broadcast Area SFC to 5,000FT should be on FREQ 126.7

13.4 Pilots of visiting aircraft should consider making an information call on entering the Broadcast Area at or below 5,000FT, reporting position and intentions by reference to significant features as depicted on the WAC.

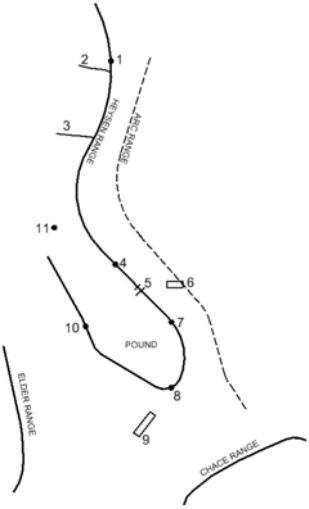
13.5 Traffic climbing or descending through the 5,000FT upper limit should broadcast intentions on the appropriate FREQ.

13.6 Broadcasts should be made whenever reasonably necessary to avoid a collision, or the risk of collision, with another ACFT.

13.7 Commercial fixed wing and helicopter flights operate a variety of scenic flight routes in the vicinity of Wilpena Pound on a regular basis. Most flights are conducted not above 4,500FT but altitudes vary due to weather conditions.

13.8 Commercial operators report over a number of points in the vicinity of Wilpena Pound. The map below depicts these points, some of which are not depicted on the WAC.

13.9 Prior to operating in the vicinity of Wilpena Pound it is highly recommended that pilots obtain a briefing from one of the local operators to determine the traffic pattern in use.



13.10 Wilpena Pound Special Procedures

a. Special Procedures are recommended in the vicinity of Wilpena Pound to separate visiting aircraft from local commercial traffic.

b. To minimise conflict with commercial scenic flights, where possible visiting aircraft planning to fly in the vicinity of Wilpena Pound should consider operating in accordance with the following:
   (i) Not below 5,000FT.
   (ii) Track to enter over either Mount Hayward in the north or Rawnsley Park in the south.
   (iii) Flights around Wilpena Pound in a clockwise direction.
   (iv) Report entering and leaving the area on FREQ 126.7.
   (v) Maintain a listening watch on FREQ 126.7 and report position, altitude and intentions to other aircraft where necessary.

c. Reporting points used by local operators:
   (1) 311839S 1383358E - Mount Hayward
   (2) 312024S 1383315E - Brachina Gorge
   (3) 312448S 1383239E - Bunyeroo Gorge
   (4) 313014S 1383305E - St Mary Peak
   (5) 313152S 1383613E - Pound Gap and/or Wilpena Resort
   (6) 313100S 1383730E - YWPN Wilpena/ALA
   (7) 313505S 1383744E - Point Bonney
   (8) 313716S 1383645E - Rawnsley Bluff
   (9) 313900S 1383700E - YRYK Rawnsley Park/ALA
   (10) 313451S 1383245E - Bridle Gap
   (11) 313000S 1383110E - Edeowie Gorge

FLY NEIGHBOURLY ADVICE

14. FN 1 - KAKADU NATIONAL PARK - Fly Neighbourly Advice

14.1 A Fly Neighbourly Agreement applies to the airspace above Kakadu National Park. The Fly Neighbourly Agreement provides specific scenic flight routes and ensures aircraft stay a respectful distance from 34 sensitive environmental, cultural and residential areas in the Park. Pilots intending to fly over Kakadu National Park should obtain, read and comply with the Fly Neighbourly Agreement. The Agreement is available at the following addresses:
Kakadu National Park
PO Box 71
JABIRU, NT. 0886
Phone 08 8938 1100
Fax 08 8938 1115
Email: kakadunationalpark@environment.gov.au
Web: www.environment.gov.au/resource/fly-neighbourly-agreement-kakadu-national-park

14.2 Except when operating on one of the specific scenic flight routes identified in the Fly Neighbourly Agreement, pilots are requested to maintain a minimum altitude of 2,500FT AMSL, unless operation at this altitude would jeopardise the safe conduct of the flight.

15. FN 2 - BLUE MOUNTAINS NATIONAL PARK - Fly Neighbourly Advice

15.1 The Blue Mountains National Park is administered by the NSW National Parks and Wildlife Service (NPWS) in accordance with the National Parks and Wildlife Act 1974. The park contains sensitive environmental areas.

15.2 Pilots undertaking sightseeing flights should obtain details of the areas to be avoided and the preferred scenic routes in the Katoomba area from the Park Manager.

15.3 The Park Manager can be contacted by Phone on 02 4787 8877, or Fax on 02 4787 8514, or by writing to:
The District Manager,
Blue Mountains National Park,
PO Box 43, BLACKHEATH NSW 2785.

15.4 Except when operating on preferred scenic routes, pilots are requested to maintain a minimum altitude of 2000FT above the surface of the park (the surface being defined as the highest point of terrain, and any object on it, within a radius of 600M of a point vertically below the aircraft), unless operation at this altitude would jeopardise the safe conduct of the flight.

15.5 This altitude recognises the special terrain/weather conditions and the overlying airspace arrangements of this area.

16. FN 3 - GRAMPIANS NATIONAL PARK - Fly Neighbourly Advice

16.1 The Grampians National Park is administered by Parks Victoria, in accordance with the National Parks Act 1975. The park contains sensitive environmental areas. Pilots undertaking sightseeing flights should obtain details of the areas to be avoided and the preferred scenic routes in the Halls Gap area from the Chief Ranger.

16.2 Contact Brambuk - the National Park and Cultural Centre, Halls Gap on 03 5361 4000, Fax on 03 5356 4446, via email to info@brambuk.com.au, or by writing to
The Chief Ranger,
Grampians National Park,
PO Box 18, HALLS GAP, VIC 3381.

16.3 Except when operating on preferred scenic routes, pilots are requested to maintain a minimum altitude of 2,000FT above the surface of the park (the surface being defined as the highest point of terrain, and any object on it, within a radius of 600M of a point vertically below the aircraft) unless operation at this altitude would jeopardise the safe conduct of the flight.

17. FN 4 - HEAD OF BIGHT - Fly Neighbourly Advice

APPLICABLE 1ST MAY TO 31ST OCTOBER ANNUALLY

17.1 The Fly Neighbourly area extends from 13055E to 13117E and to 3NM off shore.

17.2 Pilots undertaking sight seeing flights in the Fly Neighbourly area are requested to comply with the following requirements:

a. Enter the area from the eastern extremity and track west.
b. Cruise not below 1,000FT.
c. Do not circle whales.
d. Exit the area at any time by executing a turn to track inland of the shore line by 2NM.
e. Re-entry to the area is to track 2NM inland of the shore line to the entry point. (This requirement is to avoid disturbance to land-based whale watchers.)

17.3 For operations other than described above, pilots should contact:
Operations Manager, West
Department of Environment, Water and Natural Resources
Ph: 08 8688 3177 or Fax: 08 8688 3110
Mail: PO Box 22, Port Lincoln SA 5606

18. FN 5 - MOORABBIN TRAINING AREA - Fly Neighbourly Advice

18.1 The City of Casey has adopted a Fly Neighbourly Advice for aircraft operating within the "Moorabbin Training Area".

18.2 The Moorabbin Training Area is approximately defined as an area bounded by a line from Moorabbin Aerodrome to Pearcedale, then coastal to Koo-wee-rup, Pakenham to Moorabbin Aerodrome (*see map, Appendix 1*).

18.3 Pilots of aircraft operating in the Moorabbin Training Area are requested to avoid the following urban areas: Hampton Park / Lyndhurst / Cranbourne, and within circles of one nautical mile (1NM) of Cardinia and Five Ways joined tangentially (*see map*), or not to operate below 2,000FT over these areas.

18.4 Pilots are requested to minimise aerobatic manoeuvres below 3,000FT in the aerobatic area east of Berwick - Cranbourne Road and north of Ballarto Road, due to noise sensitivity.

18.5 In addition, pilots are requested to observe the following recommendations:

a. no air training activity in the Moorabbin Training Area after 1000 UTC, (1100 UTC during HDS); and
b. farm and other buildings should not be used as reference points for training manoeuvres.