

Flight Planning Guidance

GUAM AREA

GUAM AREA PREFERENTIAL ROUTING

1. Due to traffic congestion within the Oakland OCA/FIR north, south and west of the airspace delegated to Guam CERAP (A 250NM radius of 13°32'N/144°55'E) preferred routings have been established. This notice applies to all turbojet aircraft at or above FL280 operating within the Oakland OCA/FIR north, south or west of the Guam CTA. The following are the Guam area preferential routings within the Oakland OCA/FIR. Aircraft operators must ensure that these preferential routes are indicated in Field 15 of the ICAO standard flight plan unless following published UPR Procedures. The acronym FPRD in the descriptions below means flight plan route to destination.
2. **Southbound aircraft en route from the Fukuoka OCA/FIR and terminating within Guam CERAP delegated airspace:**
 - a. OVER KEITH - KEITH R584 OTTRE FPRD
 - b. OVER PADKO - PAKDO G339 RIDLL FPRD
 - c. OVER MONPI - MONPI A597 REEDE FPRD
MONPI A216 RIDLL FPRD
 - d. OVER OMLET - OMLET B586 WINZR FPRD
 - e. OVER TEGOD - TEGOD G205 GUYES FPRD
TEGOD A337 SNAPP W21 HIRCH FPRD
3. **Northbound aircraft originating within Guam CERAP delegated airspace, en route to destinations within the Fukuoka OCA/FIR:**
 - a. OVER MIKYY - MIKYY R584 KEITH FPRD
 - b. OVER NATSS - NATSS G339 PAKDO FPRD
 - c. OVER OATSS - OATSS A216 MONPI FPRD
 - d. OVER RICHH - RICHH A597 MONPI FPRD
 - e. OVER TOESS - TOESS B586 OMLET FPRD
 - f. OVER TERYY - TERYY G205 TEGOD FPRD
 - g. OVER TEEDE - TEEDE A337 TEGOD FPRD

NOTE 1: Aircraft within the Oakland OCA/FIR and transiting Guam CERAP delegated airspace must flight plan to enter/exit Guam Center airspace on an appropriate ATS route(s) or other established compulsory reporting points (e.g., FATUM or JOBSS).

NOTE 2: With the exception of aircraft flight planned via Oceania UPR procedures, operators flight planning at or above FL280 with filed routes other than those described above should expect to be re-routed to the preferential route. Requests for alternate routes will be considered on a real-time basis as traffic conditions permit. However, aircraft should file for and be prepared to fly the entire preferential route. Aircraft operating EAST of 150E longitude will not be affected.