

ENR 3.1 REGIONAL (INTERNATIONAL) ATS ROUTES

1 ATS ROUTES IN AUCKLAND OCEANIC FIR

1.1 General

1.1.1 Regional (International) ATS routes are defined by reporting points or waypoints, and are depicted on appropriate Enroute charts. Routes have been assigned a route designator which consists of a letter of the alphabet followed by a number from 1 to 999.

1.1.2 Letters L, M, N and P indicate routes which are area navigation (RNAV) routes, and letters A, B, G and R indicate routes which are not area navigation routes. In voice communications the letter of the designator is spoken in accordance with the ICAO spelling alphabet.

1.1.3 A detailed listing of all ATS routes established in the Auckland Oceanic FIR is provided in the Air Navigation Register.

1.1.4 Reporting points and Waypoints are each identified by a unique five letter pronounceable name assigned by ICAO. A list of all IFR reporting points and waypoints is provided in the Air Navigation Register.

2 AREA NAVIGATION (RNAV)

2.1 Equipment Requirements

2.1.1 For the purpose of the provision of ATC separation within the Auckland OCA/A, RNAV equipped aircraft are those equipped with:

- (a) Inertial Navigation Systems (INS); or
- (b) Inertial Reference Systems in conjunction with a Flight Management System (IRS/FMS); or
- (c) Global Navigation Satellite System (GNSS) approved aircraft; or
- (d) Required Navigation Performance 10 (RNP10) or less approved aircraft.

3 USER PREFERRED ROUTES (UPR) WITHIN AUCKLAND OCEANIC FIR

3.1 General

3.1.1 Within the Auckland Oceanic (NZZO) FIR operators of RNAV aircraft may file a flight plan using random (user preferred) routes provided that:

- (a) The aircraft is RNAV10/RNP10 or better equipped, and
- (b) Minimum communication requirement indicates the aircraft is HF capable.

3.2 UPR Flight Planning Requirements

3.2.1 The following flight planning requirements are applicable:

- (a) A UPR must be flight planned to avoid military operating areas, restricted areas or danger areas when active;
- (b) A position report is required at the intersection of all FIR boundaries, including New Zealand FIR (NZZC – see 3.3 and 3.4);
- (c) Positions on UPR must be:
 - (i) published waypoints;
 - (ii) navigation aids; or
 - (iii) geographical coordinates expressed in latitude/longitude in either whole degrees (e.g. 12N167W) or degrees and minutes (e.g. 3415S16745E);
- (d) Avoid filing positions that are at the intersection of multiple FIR boundaries;
- (e) Avoid short term (e.g. <20 minutes) FIR transits;
- (f) Avoid filing routes along any FIR boundary;
- (g) A UPR may include published air routes provided that they start and finish at a published waypoint on that route;
- (h) Time intervals between positions on the UPR must not exceed 80 minutes;

3.2.2 When reporting position in latitude/longitude by voice, flight crews must ensure that the entire latitude/longitude is reported and no abbreviations are used. Refer to ENR 1.1; section 4 Position Reporting in Auckland Oceanic FIR.

3.2.3 Refer to appropriate State documentation for flight planning requirements for UPR in other FIRs.

3.3 UPR To/From New Zealand and Australia/Overflying Australia

Westbound flights

3.3.1 Flights departing NZAA, including flights on UPR transitting NZCC, between waypoints MOTKO clockwise to SALAG:

Aircraft must exit the NZCC/NZZO FIR boundary at any published waypoint on the NZCC/NZZO boundary then UPR. Waypoint LUNBI is NOT available for flights departing from within NZCC.

3.3.2 Flights departing from other airports within New Zealand except NZQN:

Aircraft must flight plan via a domestic ATS route to exit the NZCC FIR at a published waypoint on the NZCC/NZZO FIR boundary then UPR.

3.3.3 Flights departing NZQN:

Aircraft must flight plan via BEBOB, DADLU, MADOK, or EKODA then UPR.

Eastbound flights

3.3.4 Eastbound UPR must terminate at a published waypoint on NZZO/NZCC FIR boundary except flights arriving NZQN must terminate at BEBOB, DADLU, MADOK or EKODA. Waypoint MADEP is NOT available for Eastbound flights.

3.4 UPR To/From New Zealand Except To/From Australia

UPR flights arriving and departing NZAA

3.4.1 Flights arriving into NZAA must flight plan via a published waypoint or a position (latitude/longitude) on NZZO/NZCC FIR boundary (200 NM Auckland).

3.4.2 Flights departing NZAA must flight plan via a published waypoint or a position (latitude/longitude) on the NZCC/NZZO FIR boundary (200 NM Auckland).

3.4.3 Flights vacating the NZCC FIR between waypoints MOTKO clockwise to SALAG must exit the NZCC/NZZO FIR boundary at any published waypoint on the NZCC/NZZO boundary then UPR. Waypoint LUNBI is NOT available for flights departing from within NZCC.

UPR flights arriving and departing from other airports in New Zealand

3.4.4 Flights to all other destinations within New Zealand must flight plan via a published waypoint on NZZO/NZZC FIR boundary then via a domestic ATS route to the destination.

3.4.5 Flights departing from other airports within New Zealand must flight plan via a domestic ATS route to the NZZC/NZZO FIR boundary published waypoint.

3.5 UPR Flights Arriving and Departing From Tonga, Samoa and Cook Islands***Tonga/Fua'amotu (NFTF)***

3.5.1 The UPR must terminate/commence at the STAR commencement waypoint where promulgated, otherwise at a position (latitude/longitude) not closer than 75 NM from TBU VOR.

3.5.2 A position (latitude/longitude) or waypoint on the NFFF/NZZO and NZZO/NFTF Sector boundary is required.

Cook Islands/Rarotonga (NCRG)

3.5.3 The UPR must terminate/commence at a position (latitude/longitude) or waypoint not closer than 70 NM from RG VOR and the flight plan must include the 30 NM CTR waypoint.

Samoa/Faleolo (NSFA)

3.5.4 Inbound UPR must terminate at the STAR commencement waypoint. If the STAR commencement waypoint is not on the TMA boundary, a position (latitude/longitude) or waypoint is required on the TMA boundary.

3.5.5 Outbound UPR must commence at the final waypoint on any SID. A position (latitude/longitude) or waypoint is required on the TMA boundary.