

YBOK AMD 03/23

Purpose

This amendment describes the procedures for New Acland Coal (Pty Ltd) mine blasting activities inside Oakey controller airspace.

1 New Acland Coal Pty Ltd (NAC) Mine Blasting

1.1 Procedures

1.1.1 NAC responsibilities

The 452SQN OAK FLT [Letter of Agreement – New Acland Coal Pty Ltd](#) sets out the responsibilities of NAC when operating during hours of Oakey airspace activation.

1.1.2 ATC responsibilities

ATCOs are to comply with the agreed procedures described in the 452 SQN OAK FLT [Letter of Agreement – New Acland Coal Pty Ltd](#). Additionally, ATC will:

- a) on receipt of advice from NAC that blasting is planned later the same day, confirm that a NOTAM covering the activity has been published.
- b) ensure that once blast approval is issued, aircraft are not permitted to enter the blast area, until NAC has notified completion of the blast.
- c) display a map of the NAC blast area on the operational SDDs while it is active.

1.1.3 Restriction of blast clearances

ATC may withhold or temporarily revoke approval for blasting activities if blasting may adversely affect aircraft or disrupt other Defence activities.

Where aircraft are conducting, or are about to conduct an instrument approach, ATC may delay blast approval to enable the completion of those procedures.

1.1.4 Instrument approaches when NAC is active

Once blast approval has been issued, Oakey instrument approaches will only be permitted when:

- a) the aircraft conducting the approach is a local VFR aircraft, or local IFR aircraft operating in VMC;
- b) the approach path does not enter the NAC blast area in use;
- c) the pilot accepts a restriction to remain visually clear of the blast area in use; and,

- d) where the relevant missed approach path enters the NAC blast area in use, ATC will advise the pilot that the published missed approach procedure is not available and issue a suitable alternate instruction (e.g. visual go around/departure).

1.1.5 Priority aircraft

Where priority aircraft (e.g. MEDEVAC, or aircraft subject to an emergency) require to enter the blast area, approval for the blast may be cancelled or temporarily suspended by ATC.

Aircraft which cannot avoid entering the blast area in use, prior to confirmation from NAC that the blast has been suspended, are considered to be no longer be operating under a clearance and proceeding at their own risk.

1.2 NAC Blast Areas

1.2.1 NAC Area 1

NAC Area 1 is bounded by:

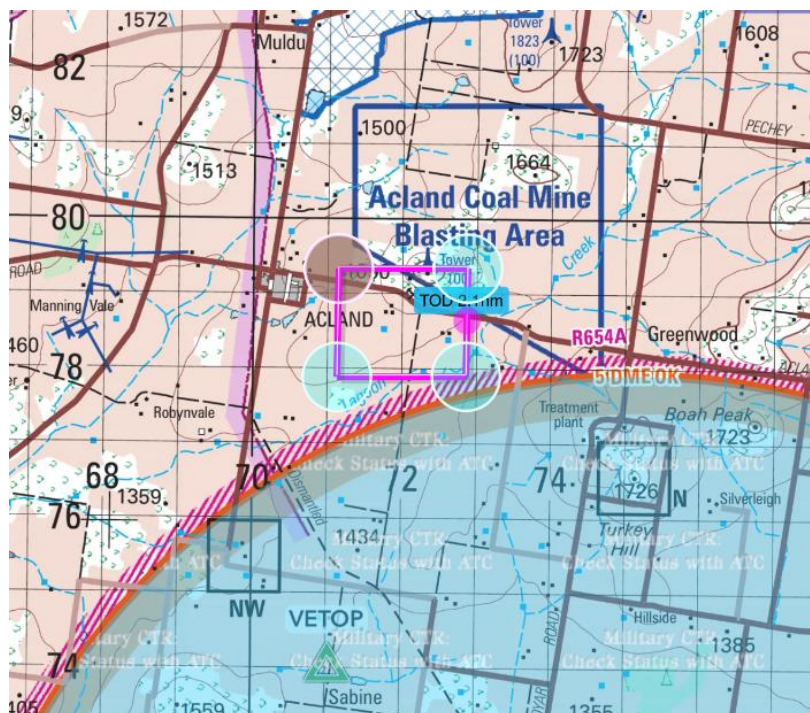
27 18 11 S 151 41 52 E

27 18 11 S 151 42 55 E

27 18 58 S 151 42 54 E

27 18 58 S 151 41 51 E

Figure 1 – NAC Area 1



1.2.2 NAC Area 2

NAC Area 2 is bounded by:

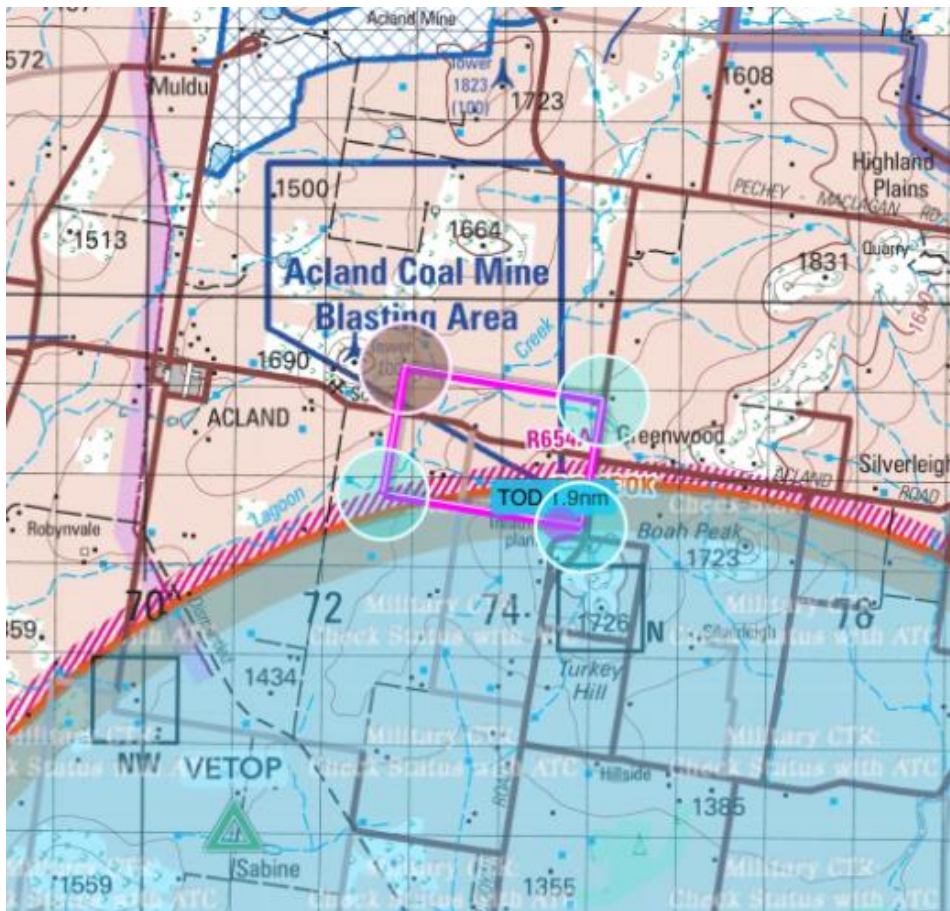
27 18 15 S 151 42 56 E

27 18 27 S 151 44 17 E

27 19 13 S 151 44 08 E

27 19 01 S 151 42 47 E

Figure 2 – NAC Area 2



1.2.3 NAC Area 3

NAC Area 3 is bounded by:

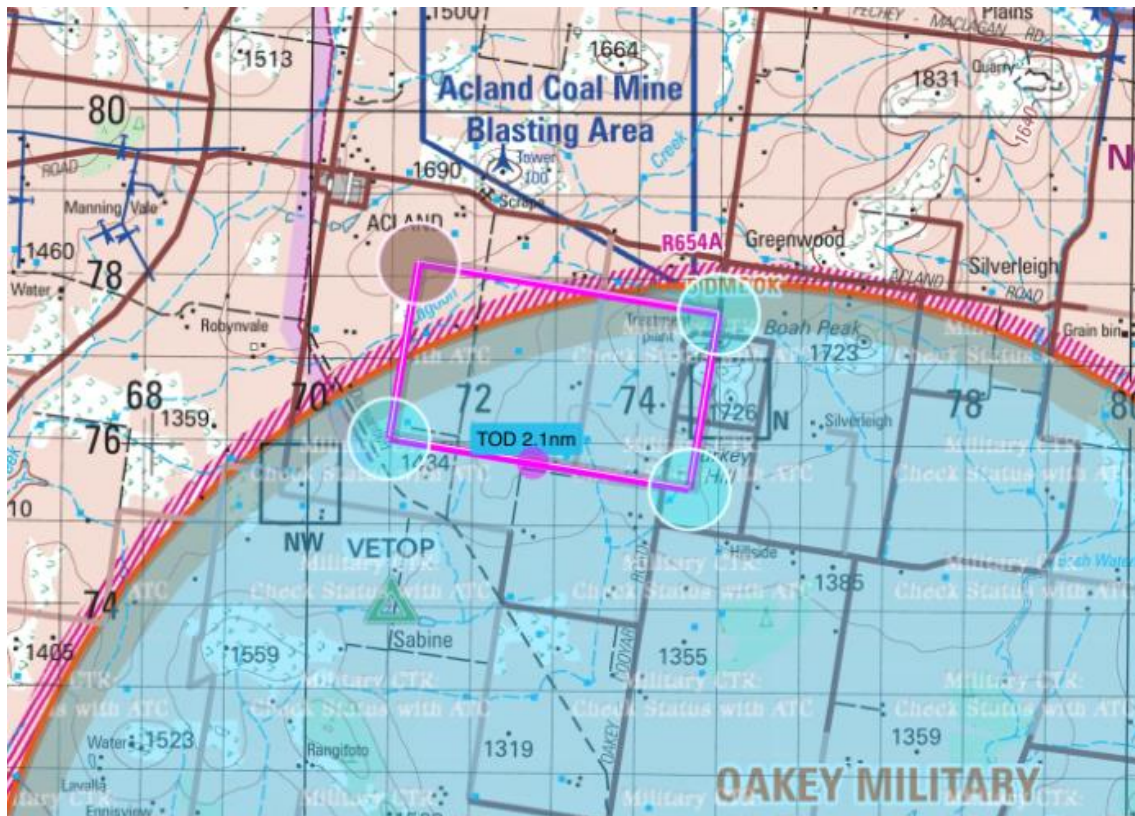
27 18 49 S 151 41 58 E

27 19 09 S 151 44 11 E

27 20 18 S 151 43 58 E

27 19 58 S 151 41 45 E

Figure 3 – NAC Area 3



1.2.4 NAC Area 4

NAC Area 4 is bounded by:

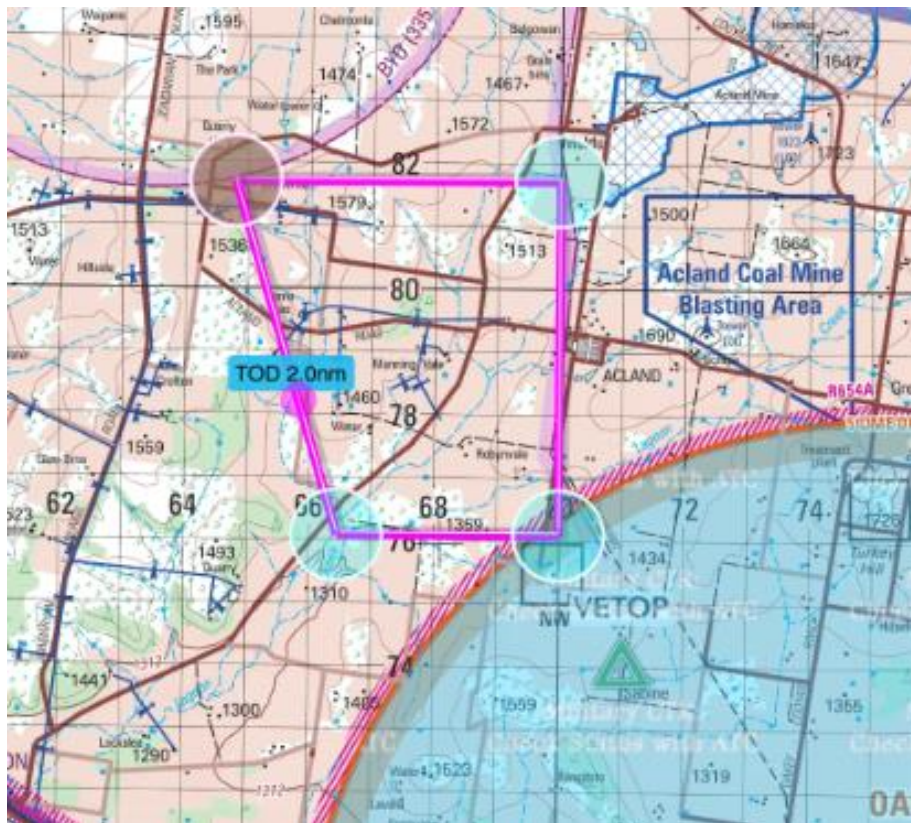
27 16 52 S 151 38 02 E

27 16 53 S 151 41 11 E

27 19 56 S 151 41 09 E

27 19 55 S 151 39 00 E

Figure 4 – NAC Area 4



1.3 Expiry

This amendment is effective until cancelled, or incorporated into AD2 SUPP YBOK.

Approved:

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CO 452 Squadron