

AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION



FLIGHT INFORMATION HANDBOOK AUSTRALIA

AD2 SUPPLEMENT WOOMERA (YPWR)

(EFB SUITABLE VERSION)

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Approved By

CO 453SQN

CHANGE SUMMARY

SECTION	CHANGES
Whole Document	Complete formatting update to FIHA AD2 Supp Woomeera
WR AIR - 1.3.1	ABCP changed to AFTRSQN Ops Cell
WR PLN - 2.2.2	ABCP changed to ESA/AFTRSQN WMA OPS
WR PLN - 2.2.2	TUHQ changed to ESA
WR PLN - 2.6.1	ABCP changed to AFTRSQN WMA OPS
WR AER - 1.2.2	ABCP changed AFTRSQN WMA OPS
WR AER - 1.2.3	ABCP changed AFTRSQN WMA OPS

AD2 SUPPLEMENT PRODUCTION

WR AD2 SUPPLEMENT PRODUCTION CYCLE		
ISSUE DATE	DOCUMENT REVIEW	CHANGE SUBMISSION DEADLINE
05 SEP 24	25 JUL 24	01 AUG 24
28 NOV 24	17 OCT 24	24 OCT 24
20 MAR 25	06 FEB 25	30 JAN 25

AD2 SUPPLEMENT AMENDMENTS

To make a change to the AD2 Supplement outside of a new issue date an 'AD2 SUPP Amendment' will be issued through AIS-AF. Amendments should be distributed for review 2 weeks prior to their WEF date.

CHANGE SUBMISSIONS

Change requests to YPWR AD2 SUPP are to be submitted via email to 453SQN.EDN.FLT.PUBSO no later than the change submission deadline tabled above for each corresponding issue date.

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YPWR FIHA AD2 SUPP

PREFACE

1. PUBLISHING AUTHORITY

- 1.1 FIHA AD2 SUPP approval authority is CO 453 SQN.
- 1.2 The sponsor is the Senior Air Traffic Controller YPED - [453SQN EDN FLT FLTCDR](#).
- 1.3 CO AFTRSQN is the endorsement authority.

2. APPLICABLE DOCUMENTS

- 2.1 FIHA AD2 SUPP is prepared in accordance with the following documents
 - a. [AC SI\(OPS\) 01-20 Aeronautical Information Management](#).
 - b. (DASR) AO.GEN.05 – *Management of Orders, Information and Publication* (OIP) and DASR.SRoA – *Standard Rules of the Air*

3. PURPOSE

3.1 FIHA AD2 Supplements provide operational airspace, planning, flying, abnormal operations and ground procedures that are directly related to aircraft operations at an aerodrome and the associated airspace.

3.2 This FIHA AD2 SUPP YPWR is deemed Electronic Aeronautical Information (EAI) and is made available for Electronic Flight Book (EFB) use via the Defence Aeronautical Information Service Provider (AISP) AIS-AF. FIHA AD2 Supplements are available via the [AIS-AF FIHA AD2 Supplements](#).

3.3 This FIHA AD2 SUPP ensures compliance with Defence Aviation Safety Regulations by providing usable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

4. USE

4.1 For aircraft not locally based at the aerodrome, upon acknowledgment by aircrew of being familiar with this AD2 SUPP, they are to be considered a local aircraft and subject to local procedures. If necessary, transient aircraft may request a local area briefing to be arranged by the AD2 SUPP Sponsor.

5. DEFINITIONS

5.1 The terms used in this AD2 SUPP are defined in the Defence Aviation Safety Regulations – [Glossary](#) and [Australian Defence Glossary](#). Where terms are specific to this AD2 SUPP only, they are identified within this document.

5.2 All levels referred to in this AD2 SUPP are in feet AMSL, unless otherwise specified.

6. CONTENT

6.1 This AD2 SUPP applies to the conduct of flying operations and ATC services at YPWR aerodrome and the aerodrome's supporting airspace. Information contained in this instruction that may have civil application or may enhance overall useability is also provided in the YPWR section of Enroute Supplement Australia (ERSA).

AIRSPACE

1. DOMESTIC AIRSPACE

1.1 GENERAL

1.1.1 This AD2 SUPP provides specific local airspace information that supports the airspace information [ERSA FAC. Designated Airspace Handbook \(DAH\)](#) and relevant aeronautical information charts.

1.1.2 YPWR is a military aerodrome established for support of Woomera Test Range (WTR) operations. YPWR is located within the Woomera Restricted Airspace.

1.2 DOMESTIC AIRSPACE

1.2.1 Landing approval is required when landing within the Woomera Prohibited Area (WPA) including YPWR and Woomera Township. See Special Entry Requirements.

1.2.2 Airspace entry approval is required when WRX is active by NOTAM. See Special Entry Requirements.

1.2.3 Woomera Tower (WR TWR) activated infrequently for trials.

1.2.4 When WR TWR inactive, CTAF procedures apply.

1.3 SPECIAL ENTRY REQUIREMENTS

1.3.1 Requests for landing at YPWR (all times) and entry to the WRX (when active) require two working days prior notice. Contact Woomera Air Force Test Ranges Squadron Ops Cell ([WMA AWC AFTR SQN - WSCC OPS](#)) to obtain a copy of the airspace approval request.

1.3.2 Landing/departure approval only approves transit of active R222F to/from YPWR. All other active WRX must be avoided laterally or vertically unless the RCO Woomera has specifically approved the transit.

1.3.3 Provide the following information for both arrival and departure requests:

- a. Callsign;
- b. Aircraft type;
- c. Place of departure;
- d. Destinations;
- e. Landing places;
- f. Estimated off blocks time;
- g. Time intervals;
- h. Flight levels;
- i. Name of crew;
- j. Name of passengers;
- k. Reason for flight; and
- l. Date of flight.

1.4 AIRSPACE BOOKING PROCEDURES

1.4.1 See Woomera Test Range Standing Orders.

1.5 SUPERSONIC FLIGHT

1.5.1 See Woomera Test Range Standing Orders.

1.6 ATC CONTROL RESPONSIBILITY

1.6.1 **WR TWR Active:** When active, WR TWR provides class C services within R222F, SFC - FL120.

1.6.2 **R222F active, WR TWR not active:** No ATC control services are provided. SARWATCH may be available from Melbourne Centre for arrival/departure.

1.6.3 **R222F not active:** Melbourne Centre provides class G services SFC - FL125.

PLANNING

1. AIR TRAFFIC CONTROL

1.1 FREQUENCIES

1.1.1 ATC frequencies are:

Agency	Spoken Name	Frequency
ADC	Woomera Tower	118.3 257.8
MEL CEN	Melbourne Centre	122.0 (on ground)
ATIS		Provided on Tower frequency on request.

2. PLANNING

2.1 ARMING / DE-ARMING

2.1.1 There are two Aircraft Safety Points (ASPs):

- a. ASP1. Located at the junction of taxiway Bravo and runway 18/36 with aircraft heading 353° mag; and
- b. ASP3. Located at the northern end of runway 18/36 with aircraft heading 350° mag.

2.1.2 Arming of all forward firing ordnance may only occur at a designated ASP with the aircraft facing the safe direction specific to that ASP. On landing, any aircraft with forward firing ordnance must proceed to an ASP to have the weapon rendered safe prior to taxiing to an OLA. Detailed information regarding forward-firing ordnance can be obtained from the Base Armament Manager (BAM).

2.1.3 Arming/De-arming of non-forward firing Explosive Ordnance is to be carried out in an applicable licensed OLA for that weapon / store. Detailed information regarding non-forward firing ordnance can be obtained from the Base Armament Manager (BAM).

2.2 ATC INTRA-UNIT PROCEDURES

2.2.1 WR TWR must coordinate aircraft taxiing for range operations to the RSO (Air).

2.2.2 The Enabling Support Agency (ESA) or AFTRSQN WMA OPS (if no exercise ESA established) must provide WR TWR details of aircraft with approvals during TWR hours.

2.3 BIRD HAZARDS

2.3.1 Moderate levels of Feral Pigeon, Australian Bustard, Little Raven and Black-Winged Stilt. Refer to the RAAF Base Woomera Wildlife Hazard Management Plan for more detailed wildlife hazard information.

2.4 CTAF PROCEDURES

2.4.1 CTAF procedures apply when WR TWR not active, including when R222F is active.

2.5 FLIGHT PLANNING

2.5.1 Flight plan to avoid active WRX areas (except R222F) unless in receipt of approval to transit those areas by the RCO.

2.5.2 Landing and/or airspace approval number must be noted in RMKS field of FPL.

2.6 METEOROLOGY

2.6.1 In the event of an Aerodrome Warning, AFTRSQN WMA OPS is to notify ATC and deployed flying units.

2.7 NOISE ABATEMENT

2.7.1 Avoid unnecessary low flying over Woomera Township.

2.7.2 See [Woomera Test Range Standing Orders](#).

2.8 ORDNANCE LOADING AREAS (OLA)

2.8.1 Details regarding OLAs and individual OLA restrictions at RAAF Base Woomera, can be found on the [DEOS EO Licensing Authority website](#).

2.8.2 All activities involving aircraft loaded with EO must be carried out IAW:

- a. [eDEOP_101](#)– Department of Defence Explosive Regulations;
- b. [AAP 7039.001-1](#) - Management of Explosive Ordnance Activities in the Royal Australian Air Force;
- c. Applicable AAPs for the aircraft; and
- d. Applicable SI's for the Units/Squadrons operating the aircraft.

AERODROME

1. AERODROME

1.1 AERODROME MANUAL

1.1.1 The [YPWR Aerodrome Manual](#) provides general aerodrome information.

1.2 TAXI ROUTE REQUIREMENTS

1.2.1 Aircraft with an ACN of 31 or greater are restricted to taxiway A and the Eastern portion of air movements only.

1.2.2 Processing of aircraft and passengers must occur at the Air Movements Terminal building unless otherwise approved by AFTRSQN WMA OPS.

1.2.3 Aircraft are not to proceed to the hanger area unless cleared to do so by AFTRSQN WMA OPS.

1.3 AIRCRAFT ARRESTOR SYSTEMS (AAS)

1.3.1 YPWR has no permanent BAK-14 AAS.

1.3.2 YPWR has mounting pads for installations of deployable BAK-12 hook-cable AAS. The arrestor system is installed to meet operators planned requirements and requires a three-month lead-time.

1.3.3 When deployed, the AAS is located 1480 feet from the R18 threshold and 1300 feet from the R36 threshold. 15 minute notice is required for any change in operating position.

1.3.4 Normal operating position when deployed are as follows:

1.3.5 Departure end rigged for use; and

1.3.6 Approach end not rigged unless required for cable engagement.

1.3.7 See [AC SI\(OPS\) 03-16](#) Annex C and [YPWR Aerodrome Manual](#) for further information.

1.4 HELICOPTER LANDING SITE (HLS)

1.4.1 There are no designated HLS at RAAF Woomera.

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DEPARTURE**1. DEPARTURE****1.1 TAXI - WR TWR ACTIVE**

1.1.1 Aircraft must contact WR TWR for taxi clearance and advise preferred level.

1.2 DEPARTURE - WR TWR ACTIVE

1.2.1 Aircraft must proceed IAW cleared route and level and provide a non-surveillance departure report to WR TWR.

1.3 DEPARTURE GATES

1.3.1 Transit between YPWR and R222/R273/R287 may be IAW YPWR visual tracking points specified in AREA 2.1.

1.4 FREQUENCY CHANGE - WR TWR ACTIVE

1.4.1 Aircraft must remain on WR TWR frequency until:

- a. They have advised "APPROACHING THE BOUNDARY"; and
- b. They have been given the instruction "FREQUENCY CHANGE APPROVED" (for WRX) or "CONTACT MELBOURNE CENTRE ON 122.0" (for civil airspace).

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AREA**1. AREA****1.1 OPERATIONS WITHIN WRX**

1.1.1 For operations within WRX, see [Woomera Test Range Standing Orders](#).

1.2 VISUAL TRACKING POINTS

1.2.1 Transit between YPWR and the WRX may be direct to a Restricted Area. If required for ATC separation or pilot segregation, tracking may be via the following visual tracking points:

- a. Red Swamp (WR004/018);
- b. Lake Richardson (WR064/009);
- c. Lake Windabout (WR121/016);
- d. Island Lagoon/Nurrungar (WR180/013);
- e. Lake Hart (South East Corner) (WR249/022);
- f. Koolymilka Lake (WR300/017);
- g. Shell Lagoon (WR340/013); or
- h. IAW SPINS/ACP.

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ARRIVAL**1. ARRIVAL****1.1 ARRIVAL - WR TWR ACTIVE**

1.1.1 Aircraft must contact WR TWR for clearance prior to R222F and advise their preferred transit altitude.

1.2 INBOUND GATES

1.2.1 Transit between R222/R273/R287 and YPWR may be IAW the visual tracking points specified in AREA 2.1.

1.3 MILITARY STREAM LANDING PATTERN (MLSP)

1.3.1 IAW [AC SI\(OPS\) 03-16](#), an automatic flight category change to VFR occurs at the initial point (IP).

1.3.2 The initial points are on the extended centreline for taxiway CHARLIE and are located at:

- a. Runway 18 - 3NM North (Yandandarre Creek); and
- b. Runway 36 - 2NM South (Camp Rapier).

1.3.3 The preferred pitch direction is to the east.

1.3.4 The left, right, and straight initial positions are 30 seconds flying time prior to the IP with wings level. Right initial runway 36 must avoid overflight of Woomera Township.

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CIRCUIT AREA

1. CIRCUIT AREA

1.1 CIRCUIT ALTITUDE

1.1.1 The YPWR circuit altitude is 1500 feet.

1.2 SPECIAL PROCEDURES

1.2.1 Circuits on runway 36 are to be right hand circuits.

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ABNORMAL OPERATIONS**1. ABNORMAL OPERATIONS****1.1 DIVERSION AERODROMES**

- 1.1.1 For diversion aerodromes, see [Woomera Test Range Standing Orders](#).

1.2 EMERGENCY RUNWAY PROCEDURES

- 1.2.1 The decommissioned gravel runway 12/30 to the North-East of the field can be used in extreme emergency situations.

1.3 EMERGENCY RUNWAY LIGHTING

- 1.3.1 Emergency lighting is not available at YPWR.

1.4 FUEL DUMPING

- 1.4.1 There are no designated fuel dump areas in the WRX.

1.5 HUNG ORDNANCE PROCEDURES

- 1.5.1 For hung ordnance procedures, see [Woomera Test Range Standing Orders](#).

1.6 PRE-MEDITATED EJECTION

- 1.6.1 For pre-meditated ejection, see [Woomera Test Range Standing Orders](#).

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