FIHA AD2SUPP YBOK Temporary Amendment 03/24

RQ21 Integrator Operations in Oakey Airspace (AL1)

1   Purpose

This FIHA AD2 SUPP YBOK amendment sets out the procedures for the operation of the RQ21 Integrator in R654AB.

The Integrator Air Traffic Management plan (ATMP) specifies the minimum segregation required between Integrator and other UAS and crewed aircraft.

2   Implementation

2.1.1 Flight Planning

Air Traffic Control (ATC) will create a local flight plan for each sortie promulgated in FLYPRO.

2.1.2. Callsign

Integrator will utilise the callsign OMEN in conjunction with the last two digits of the aircraft tail number.

2.1.3. Transponder Codes.

Integrator shall utilise SSR code 6500, 6501, 6502 or 6503 for each sortie. The preferred code shall be annotated on FLYPRO.

2.1.4 Priority

Integrator will be segregated in ROZ Brymaroo and ROZ Lima 4 only and will not share airspace with crewed aircraft. Some restrictions have been created for crewed aircraft operating Lima 1, Lima 3 and YWYO to segregate with ROZ Brymaroo.

2.1.5 Flight Rules

Integrator cannot fully comply with the requirements of either Visual Flight Rules (VFR) or Instrument Flight Rules (IFR). IAW the ATMP, Integrator must operate in Visual Meteorological Conditions (VMC) as prescribed for the appropriate airspace classification.

This may be reduced for launch and recovery (in the launch and recovery zone/area), in localised reduced visibility conditions to a minimum of 3000 metres visibility and remaining clear of cloud with ground or water in sight.

2.1.6   Segregation

The Integrator navigation system is not approved to the same standard as that of a crewed aircraft. Therefore, ATC cannot separate Integrator from other aircraft using the separation standards applicable to crewed aircraft[1].

A ROZ will be established for all Integrator operations. UA operating in a ROZ must apply the lateral and vertical buffers with the ROZ boundaries as specified in the Integrator ATMP.

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[1] ATMP para 22.

2.1.7   Vertical segregation from crewed aircraft.

Crewed aircraft operating at the vertical limits of a ROZ are considered separated from activities within the ROZ[2].

Integrator must not operate within 1000ft of the vertical restricted area boundary, where the boundary abuts Class G airspace, or 1500ft of the boundary where the boundary abuts airspace of any other class[3].

Note: ROZ may be activated with levels negotiated between ATC and the UA operator, but to meet these buffer requirements with Class G airspace above, the base of any ROZ in R654A/B must not be activated higher than 4000ft AMSL.

2.1.8   Lateral Segregation from crewed aircraft

Regardless of the type and dimensions of the ROZ, Integrator must not operate within 1 NM (1.85km) of the lateral ROZ boundary[4]. Where ATC is providing a control service to crewed aircraft in airspace adjacent to an Integrator ROZ, ATC must apply lateral separation between crewed aircraft and the lateral ROZ boundary[5]. The lateral boundaries will be displayed on the ATC surveillance display.

2.1.9   Segregation between UA.

Integrator must not operate within 500ft vertically and 0.5NM laterally of other UA[6]. Segregation between multiple Integrator UA is the responsibility of the operator.

2.1.10   Terrain

The Aircraft Captain (AC) shall be responsible for terrain separation at all times. The AC must advise ATC if any assigned level is not suitable.

3   Restricted Operating Zones (ROZ)

3.1.1 Activation and deactivation

UA ROZ may only be activated when R654A is active. ROZ will be activated and deactivated via phone between the operator and the ATC Supervisor. Activation is to include:
a. SSR code/s,
b. the vertical limits of the ROZ/s,
c. POC phone number/s and/or radio frequencies to be used,
d. estimated mission length,
e. intentions.

Once any ROZ is activated, the operator must remain immediately contactable by phone and or radio to allow changes to be made by ATC in the event of emergencies.

3.1.2 ROZ Brymaroo

ROZ Brymaroo is defined as a circle with 4NM radius, centred on Brymaroo airfield (YBYO). ROZ Brymaroo will normally be activated from the surface for climb and descent into ROZ Lima 4, but

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[2] ATMP para 27.
[3] ATMP para 28.
[4] ATMP para 26.
[5] ATMP para 27
[6] ATMP para 32.

the lower limit may be increased for use as a Mission operating area, or to allow crewed aircraft to transit below. The upper limit may also be reduced for launch and recovery operations only.

3.1.2 Tracking restrictions on crewed aircraft when ROZ Brymaroo is active

ATC will provide clearances to crewed aircraft to achieve separation with ROZ Brymaroo.

3.1.3   ROZ Lima 4

ROZ Lima 4 has the same lateral boundaries of Low Flying Area Lima 4 (LFA4) as described in YBOK FIHA AD2 SUPP, but may also be broken into ROZ Lima 4 North and South. ROZ Lima 4 will be used as a Mission operating area only. To reduce disruption to crewed traffic, the lower level of ROZ Lima 4 will not normally be lower than 3000ft AMSL.

4   Emergency procedures

4.1.1. Lost Link procedures

Integrator is capable of changing SSR code when airborne and will squawk 7400 in the event of a lost link. The AC/MC will immediately notify ATC if the UA loses link. The UA will proceed to the nearest point on the lost link route to return to ROZ Brymaroo. Once established in ROZ Brymaroo the operators are free to spend the remaining endurance trying to regain the link, or for the UA to commence automated recovery procedure.

4.1.2   Ditching Locations

In the event Integrator encounters an emergency that requires intentional ditching of the aircraft, the operator will attempt to fly or glide to YBYO.

4.1.3   Emergency transits

Crewed aircraft may be subject to in-flight emergency response, or transit Oakey Restricted areas as MEDEVAC category, or in response to other emergencies such as fires. To provide segregation with crewed aircraft, ATC may instruct airborne UA to recover and/or close part/s of active ROZ. Due to the short notice nature of these situations, it is critical that the UA operator remain immediately contactable and able to respond to ATC.

Expiry

This amendment is effective until 31 Dec 2024.

Approved:

WGCDR A Armstrong
CO 452 Squadron

Expiry