

YSNW AMD 02/25

1 Purpose

Nowra ATC previously provided a Class C ATS to aircraft within R421AB, except for military aircraft and certain approved civil aircraft who receive a Class D separation service. To reduce complexity and increase alignment with civil practice, Nowra ATC will instead provide a full Class D service IAW AIP to all aircraft within R421AB WEF 13 May 25. The purpose of this AD2 SUPP AMD is to amend FIHA AD2 SUPP YSNW for the provision of Class D ATS to all aircraft within R421AB. This AD2 SUPP AMD also supersedes and cancels FIHA AD2 SUPP YSNW AMD 01/2025.

2 Procedures

Replace FIHA AD2 SUPP YSNW 'Separation' section in full with the following:

SEPARATION

1. INTRODUCTION

1.1 Nowra ATC provide a Class D Air Traffic Service (ATS) as approved by OC 44WG IAW AIP/FIHA to all aircraft operating within R421AB when active.

1.2 The application of standards and procedures beyond what is detailed below requires approval from the aircraft operator's MAO-AM, Head of Flying Operations, or authorised delegate IAW FIHA.

2. PROVISION OF CLASS D ATS

2.1 Unless otherwise varied by these instructions, all aircraft will receive a Class D ATS when operating within R421AB. A radar approach service is provided within R421AB by 'Nowra Approach'. All aircraft are to comply with the relevant procedures for operation in Class D airspace as specified in AIP/FIHA.

2.2 **Airways clearances.** ATC airways clearances are required for aircraft to operate within R421AB.

2.3 **Traffic information.** Traffic information will be passed IAW Class D procedures to build pilot situational awareness, while providing opportunity for pilots to request amended tracking if deemed necessary. Pilots may request ATC assistance to avoid other traffic.

2.4 **Training area operations.** ATC will advise aircraft joining training areas within R421 of other traffic in the same training area by the use of the phrase "NUMBER #", which indicates how many aircraft are within that area.

2.5 Pilots established in a training area are responsible for deconflicting their operations with those of other aircraft in the same area, and for containing their operation within the boundaries of training areas in which they are cleared to operate.

2.6 Aircraft may not be provided with traffic information on aircraft operating within adjacent training areas including the CIRA. Operations near boundaries may be in close proximity to unknown traffic. Aircraft may request traffic information on adjacent areas.

OFFICIAL

3. SEPARATION WITH EAXA

3.1 **Normal procedures.** ATC are required to apply separation between aircraft operating within R421AB and the EAXA areas immediately adjacent to R421 when activated by NOTAM for military flying. This will generally involve application of a surveillance separation standard between aircraft and the EAXA boundary, or ATC restrictions on operations to ensure aircraft do not enter the EAXA airspace. Operations in close proximity to active EAXA airspace may not be possible.

Note: Aircraft that are serialised for activity on the FXP are considered participants in EAXA activities and thus do not require separation with the EAXA.

3.2 **Self-separation.** Navy FAA aircraft are approved by COMFAA to self-separate from EAXA. Other operators are approved to self-separate from the EAXA provided they have established a formal agreement between Nowra ATC and the operator's approved delegate.

3.3 Nowra ATC will inform self-separating aircraft that EAXA airspace is active or about to become active. Self-separating aircraft captains are expected to be aware of planned serials in adjacent EAXA areas during their period of operation. Once such aircraft are informed of the active airspace, they assume responsibility for self-separation by remaining clear of the airspace. SQNs and operators may promulgate specific tracking, navigation or separation tolerances based on individual aircraft type navigation system performance and/or specific flight conditions.

3.4 Aircraft operating in the EAXA shall not enter R421AB without a clearance.

3.5 **ATC radar vectors.** Nowra ATC shall not vector self-separating aircraft until a separation standard exists with the EAXA boundary. To facilitate this ATC may issue an instruction 'WHEN READY FLY HEADING (DEGREES) [VISUAL]', in which case responsibility for separation with the EAXA will remain with the pilot until an ATC separation standard is established.

4. SEPARATION BETWEEN PARACHUTING OPERATIONS AND NON-PJE AIRCRAFT

4.1 Separation procedures between parachute operations and non-PJE aircraft can be found under the Parachute Operations section.

3. Cancellation

This amendment will be cancelled when incorporated into the next YSNW FIHA AD2 SUPP.

Approved:

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