

YWLM AMD 01/26

1 Purpose

This amendment incorporates changes to WLM FIHA AD2 SUPP 2.13.2.6 to detail a deviation from a military self-separation procedure with Williamtown VFR routes. Additionally, changes to approval processes within DASA now require the relevant Accountable Manager (AM) to approve separation variations, requiring the addition of 1.3.5 (Endorsement Authorities).

The new procedure restricts approvals to and between Part A compliant aircraft only, whilst adding a caveat to exclude any instrument approaches to runway 30 (RWY30) for risk management. The inland route is no longer referenced, due to being a Danger Area within Class G airspace.

2 Procedures

1.3.5 – Endorsement Authorities

The variations to Air Traffic Control Services and standards described in Part A of this document are endorsed by the following MAO-AM/HOFO. Endorsement for each variation is filed at [fBP9798743](#).

- a) CDR ACG
- b) CDR AWC
- c) CHC Helicopter HOFO
- d) Air Affair Australia HOFO
- e) Raytheon Australia HOFO

2.13.2.6 – Separation with Coastal Route

Except when operating in the OHEAD training area IAW para 2.8, Part A compliant pilots are responsible for separation with other Part A compliant VFR traffic operating in the coastal route (see para 2.3.2).

This responsibility exists by day and night, in VMC and IMC (except instrument approaches to RWY30), and includes operations within a training area, departure, arrival and transit.

When applied, ATC will not pass traffic information about aircraft operating in the coastal route. Part A compliant pilots must assume the route is always occupied and avoid it at all times, including on departure.

3 AM Acceptance

All relevant Part A compliant AMs/HOFOs have formally accepted the risk associated with the separation variation.

4 Cancellation

This amendment will be cancelled when incorporated in the WLM AD2 SUPP.

Approved:

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