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**AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION**



**FLIGHT INFORMATION HANDBOOK AUSTRALIA
AD2 SUPPLEMENT WOOMERA (YPWR)
(EFB SUITABLE VERSION)**

Effective from 12-Aug-21

Approved by:

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T/CO 453 SQN

Effective from 12-Aug-21

INTRODUCTION

1. This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Woomera (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.

2. This FIHA AD2 SUPP ensures compliance with Defence Aviation Safety Regulations (DASR) AO.GEN.05 – *Management of Orders, Information and Publication* (OIP) and DASR.SRoA – *Standard Rules of the Air* by providing useable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

AUTHORITY

3. The authority for this FIHA AD2 SUPP is [AC SI\(OPS\)01-20 Aeronautical Information Management](#). The approval authority is CO 453 SQN. The Sponsor is the Senior Air Traffic Controller YPED / [FLTCDR 453SQN EDNFLT](#). Endorsement authorities are:

a. CO AFTRSQN

4. A pilot of an aircraft that is not locally based at the aerodrome, but who advises being familiar with this AD2 SUPP, is deemed to be a local aircraft. If necessary, transient aircraft may request a local area briefing be arranged by the AD2 SUPP Sponsor.

DEFINITIONS

5. The terms used in this AD2 SUPP are defined in the *Defence Aviation Safety Regulations* – [Glossary](#) and [Australian Defence Glossary](#) (aviation context)¹. Where terms are specific to this AD2 SUPP only, they are identified within this document.

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

¹ Where a conflict may occur between the DASR Glossary and ADG, the DASR takes precedence.

CONTENT

7. 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).
8. This AD2 SUPP provides bookmarks and hyperlinks for EFB useability and is broken into the following sections:
 - a. [Airspace](#)
 - b. [General Planning](#)
 - c. [Aerodrome](#)
 - d. [Departure](#)
 - e. [Area](#)
 - f. [Arrival](#)
 - g. [Circuit Area](#)
 - h. [Helicopter](#)
 - i. [Abnormal Operations](#)
 - j. [Annexes](#)

AIRSPACE

9. This AD2 SUPP provides specific local airspace information that supports the airspace information ERSA FAC, Designated Airspace Handbook (DAH) and relevant aeronautical information charts.

Domestic airspace

10. YPWR is a military aerodrome established for support of Woomera Test Range (WTR) operations. YPWR is located within the Woomera Restricted Airspace (WRX).
11. Landing approval is required when landing within the Woomera Prohibited Area (WPA) including YPWR and Woomera Township. See Special Entry Requirements.
12. Airspace entry approval is required when WRX is active by NOTAM. See Special Entry Requirements.
13. Woomera Tower (WR TWR) activated infrequently for trials.

14. When WR TWR inactive, CTAF procedures apply.

Special Entry Requirements

15. Requests for landing at YPWR (all times) and entry to the WRX (when active) require two working days prior notice. Contact 20SQN Airbase Command Post (ABCP) to obtain a copy of the airspace approval request.

16. 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.

17. 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
- l. Date of flight.

Airspace booking procedures

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

Supersonic flight

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

ATC control responsibility

20. **WR TWR Active.** When active, WR TWR provides class C services within R222F, SFC–FL120.

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

22. **R222F not active.** Melbourne Centre provides class G services, SFC – FL125.

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GENERAL PLANNING

ATC frequencies

23. ATC frequencies are:

- a. Tower: 118.3/257.8
- b. Melbourne Centre: 122.0 (on ground)
- c. ATIS: provided on Tower frequency on request

Arming / De-arming

24. **Aircraft Safety Points (ASPs).** There are two ASPs:

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

Forward Firing Ordnance Arm/De-arm.

25. 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).

Non-forward Firing Ordnance Arm/De-arm.

26. 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).

ATC intra-unit procedures

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

28. The exercise TUHQ or 20SQN ABCP (if no exercise TUHQ established) must provide WR TWR details of aircraft with approvals during TWR hours.

Bird hazards

29. 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.

CTAF

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

Flight planning

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

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

MET

33. In the event of an Aerodrome Warning, the ABCP is to notify ATC and deployed flying units.

Noise Abatement

34. Avoid unnecessary low flying over Woomera Township.

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

Ordnance Loading/Unloading Areas (OLA)

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

37. 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.
- d. Applicable SI's for the Units/Squadrons operating the aircraft.

AERODROME

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

Taxi route requirements

- 39. Aircraft with an ACN of 31 or greater are restricted to taxiway A and the Eastern portion of air movements only.
- 40. Processing of aircraft and passengers must occur at the Air Movements Terminal building unless otherwise approved by the ABCP.
- 41. Aircraft are not to proceed to hanger area unless cleared to do so by ABCP.

Aircraft Arrestor Systems (AAS)

- 42. YPWR has no permanent BAK-14 AAS.
- 43. YPWR has mounting pads for installation of a deployable BAK-12 hook-cable AAS. The arrestor system is installed to meet operators planned requirements and requires a three-month lead-time.
- 44. When deployed the AAS is located 1480 feet from the 18 threshold and 1300 feet from the 36 threshold of RWY 18 / 36. 15 minute notice is required for any change in operating position.
- 45. Normal operating position when deployed:
 - a. Departure end rigged for use
 - b. Approach end not rigged unless required for cable engagement.
- 46. See [AC SI\(OPS\) 03-16](#) Annex C and [YPWR Aerodrome Manual](#) for further information.

DEPARTURE

Taxi- WR TWR active

- 47. Aircraft must contact WRA TWR for taxi clearance and advise preferred level.

Departure- WR TWR active

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

Departure gates- R222/R273/R287

- 49. Transit between YPWR and R222/R273/R287 may be in accordance with Visual tracking points in paragraph 52.

Frequency change- WR TWR active

- 50. Aircraft must remain on WRA 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).

AREA

Operations within the WRX

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

Visual tracking points

- 52. Transit between YPWR and the WRX may be:
 - a. Direct to restricted area
 - b. Via Red Swamp (WR004/018) (if required for ATC separation/ pilot segregation)
 - c. Via Lake Richardson (WR064/009) (if required for ATC separation/ pilot segregation)
 - d. Via Lake Windabout (WR121/016) (if required for ATC separation/ pilot segregation)
 - e. Via Island Lagoon/Nurrungar (WR180/013) (if required for ATC separation/ pilot segregation)
 - f. Via Lake Hart (South East corner) (WR249/022) (if required for ATC separation/ pilot segregation)
 - g. Via Koolymilka Lake (WR300/017) (if required for ATC separation/ pilot segregation)
 - h. Via Shell Lagoon (WR340/013)) (if required for ATC separation/ pilot segregation)
 - i. In accordance with SPINs/ACP.

ARRIVAL

Arrival- WR TWR active

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

Inbound gates

- 54. Transit between R222/R273/R287 and YPWR may be in accordance with Visual tracking points in paragraph 52.

Military Stream Landing Pattern (MSLP)

55. IAW [AC SI\(OPS\) 03-16](#) an automatic flight category change to VFR occurs at the initial point.
56. **Initial point (IP).** The IP is on the extended centreline for taxiway CHARLIE:
- a. Runway 18: 3NM North (Yandandarre Creek)
 - b. Runway 36: 2NM South (Camp Rapier).
57. **Pitch direction.** The preferred pitch direction is to the east.
58. **Left/Right/Straight Initial.** 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

Circuit heights

59. The YPWR circuit height is 1500 FT.

Special procedures

60. Right hand circuits Runway 36.

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HELICOPTERS

HLS locations

61. There are no designated HLS at RAAF Woomera.

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ABNORMAL OPERATIONS

Diversion aerodromes

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

Emergency runway procedures

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

Emergency runway lighting

64. Emergency lighting is not available at YPWR.

Fuel dumping

65. There are no designated fuel dump areas in the WRX.

Hung Ordnance Procedures

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

Pre-meditated Ejection

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

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ANNEXES

A. [Flying Orders](#)

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A – CURRENT FLYING ORDERS

Reserved

1. Reserved.

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