

**Fortieth Meeting of the  
Informal South Pacific ATS Coordinating Group  
(ISPACG/40)**

**Brisbane, Australia  
5-7 May 2026**

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**Agenda Item 4: Information and Working Papers**

**Presented by: United Airlines**

**SUMMARY**

**Military Aerodromes within Australia as “technical” alternates**

**1. INTRODUCTION**

1.1 There are a limited number of airports available in Australia to serve as alternates for Adelaide Australia, and also Sydney Australia. It is our desire to engage the Australian government, and especially the Department of Defence, to gain approval of two military aerodromes as “technical” alternates.

**2. DISCUSSION**

2.1 Military aerodromes are generally not approved by the Australian Defence department to be nominated as alternates for various destinations in Australia. As a “technical” alternate there is a very low risk for an actual diversion , unless there is a declared emergency.

2.2 There are two military aerodromes in Australia that are desirable to be nominated as “technical” alternates:

- Edinburgh (YPED) located near Adelaide. This aerodrome would significantly reduce the required reserve fuel for flights destined to Adelaide. Currently the closest approved alternate is Melbourne, nearly an hour away.
- Williamtown (YWLM) is a joint use aerodrome with Newcastle and is located 78 nautical miles north of Sydney. Having Williamtown as a “technical” alternate would reduce the risk of a diversion to Canberra, or a stop short at Brisbane when excessive ATC holding is required for Sydney, or if Canberra, or the new Western Sydney International Airport is below

alternate and/or landing minima.

2.3 Having the ability to nominate these aerodromes as “technical” alternates provides another level of safety to long range operations from North America to Australia. Fuel efficiency can be greatly improved along with reduced emissions, and the ability to maximize cargo potential.

### **3. CONCLUSIONS**

3.1 Having the authorization to nominate these aerodromes as “technical” alternates would improve efficiency of flight and reduce any extra workload on the Air Traffic system by reducing the risk of diversions to less desirable alternates.

3.2 The meeting is requested to take note of this paper and to support our efforts to gain approvals from the Australian Government to authorize these aerodromes as “technical” alternates.

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