

YWLM AMD 02/23

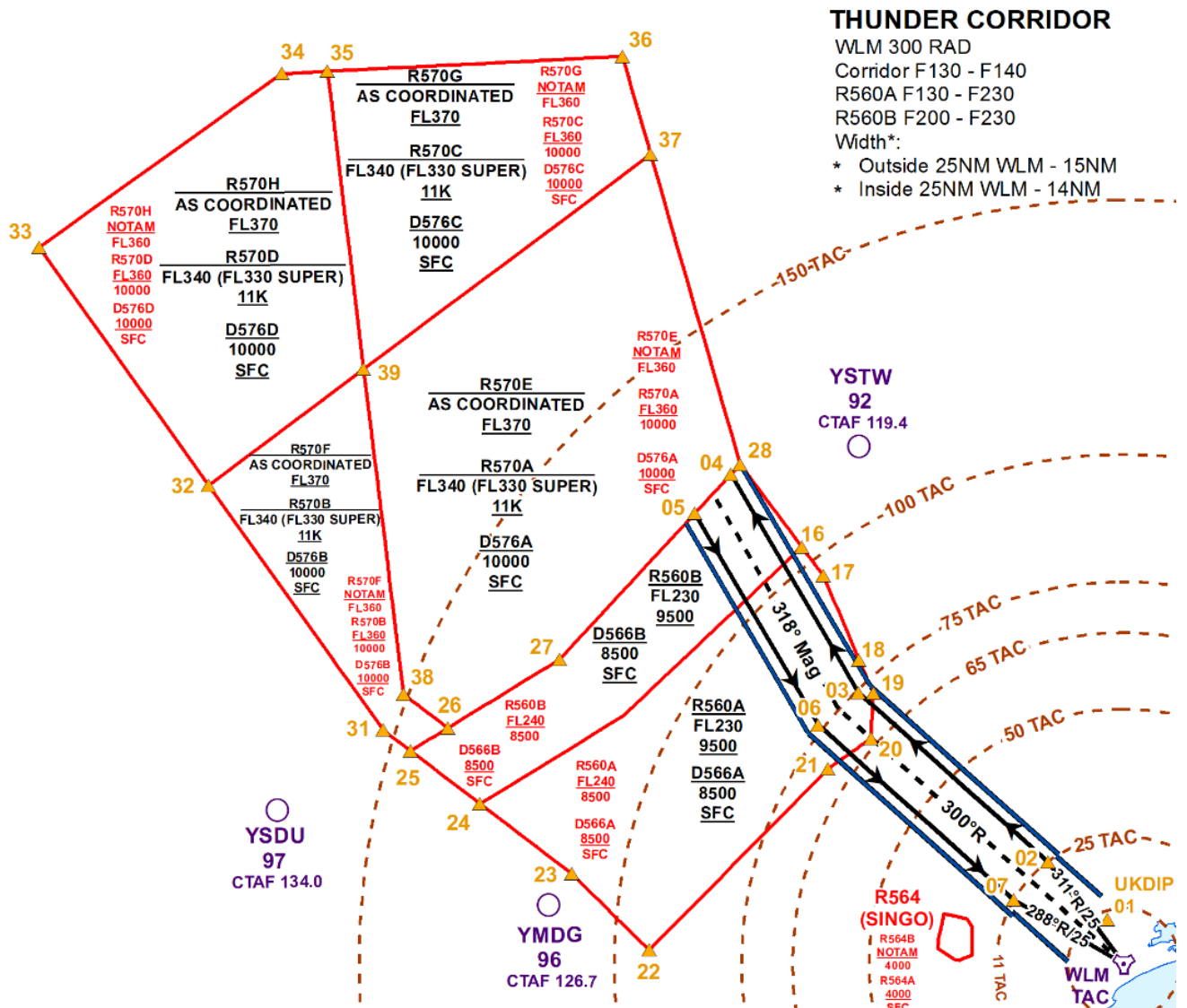
1 Purpose

The procedures below supersedes the relevant sections in the FIHA AD2 SUPP WLM Issue 2312, effective 30 Nov 23.

2 R560 and R570

Supersonic operations. Supersonic flight within R560 and R570 is prohibited until further notice.

R560 Highest useable levels. There is a discrepancy between the highest usable levels in R560A/B, HUL of FL230 is the correct altitude. Amend R560AB HUL in Table 11 to FL230. An updated diagram for FIHA AD2 SUPP WLM Figure 11 is available below:



3 Corridor Frequencies

Thunder and Lightning frequencies are as follows:

- a. Thunder Corridor outside 50 TAC - BE16
- b. Lightning Corridor – White

4 Coastal recoveries

Aircraft recovering from M550, including the lightning corridor, for the coastal corridor IAW section 3.7.6 will be provided traffic information from ATC/C2 on aircraft operating in GFTAs H and W IAW section 2.12.2.2. Once cleared into the coast, to avoid this traffic aircraft can be established at or below A035 - noting aircraft in LFA W should remain overland IAW 3.3.1.1.

5 RT guide

An updated RT guide for FIHA AD2 SUPP WLM APPENDIX D is as follows:

INITIAL AIRWAYS CLEARANCE	
<p>Requesting a clearance to any Eastern GFTA</p> <p>*ATC will not read back or acknowledge the GFTA(s) nominated in the clearance request unless they are not consistent with airspace expected for the sortie.</p> <p>†In this example, the only element of the clearance not identical to the initial request is the departure type, which was issued by ATC but not initially requested by the pilot.</p>	<p>Pilot (CALLSIGN), FOR (GATE), (TRANSIT LEVEL), FOR (GFTAs), REQUEST CLEARANCE,</p> <p><i>Example: WILLY DELIVERY, HAWKEYE FOR GATE 3, FLIGHT LEVEL 180, FOR ECHO DELTA, REQUEST CLEARANCE</i></p> <p>ATC (CALLSIGN) CLEARED (GATE/LANE), (LEVEL), [DEPARTURE TYPE]*, SQUAWK (NUMBER).</p> <p><i>Example: HAWKEYE, CLEARED GATE 3, FLIGHT LEVEL 180, VISUAL DEPARTURE, SQUAWK 1234</i></p> <p>Pilot (a read back of elements of the clearance that are identical to the original request is not required)</p> <p><i>Example: HAWKEYE, VISUAL DEPARTURE†</i></p>

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<p>SAWR</p> <p>SAWR departures are VFR and therefore require no departure type to be issued.</p>	<p>Pilot (CALLSIGN) FOR SALTASH (HIGH/LOW), (OPERATING LEVEL), TRANSIT (TRANSIT LEVEL), REQUEST CLEARANCE</p> <p><i>Example: WILLY DELIVERY, LEPD, FOR SALT ASH HIGH, 10000, TRANSIT NOT ABOVE 5000, REQUEST CLEARANCE</i></p> <p>ATC (CALLSIGN) CLEARED SALTASH (RUNWAY 12/30) DEPARTURE, TRANSIT (LEVEL), FOR OPERATIONS IN SALTASH (HIGH/LOW), NOT ABOVE (OPERATING LEVEL), SQUAWK (NUMBER).</p> <p><i>Example: LEPD, WILLY DELIVERY, CLEARED SALTASH RUNWAY 12 DEPARTURE, TRANIT NOT ABOVE 5000, FOR OPERATIONS IN SALTASH HIGH NOT ABOVE 10000, SQUAWK 1234</i></p>
<p>Display airspace</p>	<p>Pilot (CALLSIGN) FOR DISPLAY AIRSPACE, (OPERATING LEVEL), TRANSIT (TRANSIT LEVEL), REQUEST CLEARANCE</p> <p><i>Example: WILLY DELIVERY, MAPL11, FOR DISLPAY AIRSPACE, 13000, TRANSIT 10000, REQUEST CLEARANCE</i></p> <p>ATC (CALLSIGN) CLEARED OUTBOUND ON THE (RADIAL), TRANSIT (LEVEL), FOR OPERATIONS IN DISPLAY AIRSPACE, NOT ABOVE (OPERATING LEVEL), SQUAWK (NUMBER)</p> <p><i>Example: MAPL11, WILLY DELIVERY, CLEARED OUTBOUND ON THE 035 RADIAL, TRANIT NOT ABOVE 10000, FOR OPERATIONS IN DISPLAY AIRSPACE NOT ABOVE 13000, SQUAWK 1234</i></p>

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<p>Standard Instrument Approach Requests</p>	<p>Pilot (CALLSIGN), FOR (TYPE OF APPROACH), VIA (POSITION), (LEVEL), REQUEST CLEARANCE</p> <p><i>Example: WILLY DELIVERY, COGR, FOR TACAN, VIA YOGGI, 3100, REQUEST CLEARACNE</i></p> <p>ATC (CALLSIGN), CLEARED (POSITION), DIRECT, (LEVEL), [DEPARTURE TYPE], SQUAWK (NUMBER)</p> <p><i>Example: COGR, WILLY DELIVERY, CLEARED YOGGI DCT, 3100, VISUAL DEPARTURE, SQUAWK 1234</i></p>
<p>WESTERN AIRSPACE</p> <p>Cleared levels are indicated in the Thunder 1 and 2 clearances in sections 4.4.1 and 4.5.2</p> <p>Thunder 2 will be issued on initial clearance during anticipated poor communications in R560&R570</p>	<p>Pilot (CALLSIGN), FOR (R560/R570), REQUEST CLEARANCE</p> <p><i>Example: WILLY DELIVERY, CHET, FOR R560A&B, REQUEST CLEARACNE</i></p> <p>ATC (CALLSIGN), CLEARED THUNDER 1 AND THUNDER 2, [CLEARANCE LIMIT] INBOUND*, (DEPARTURE TYPE), SQUAWK (NUMBER)</p> <p><i>Example: CHET, WILLY DELIVERY, CLEARED THUNDER1 AND THUNDER 2, CLEARANCE LIMIT 35TAC INBOUND, CLASSIC 1 DEPARTURE, SQUAWK 1234</i></p>
<p>TAXI CLEARANCE (OUTBOUND)</p>	
<p>Requesting taxi for departure – to holding point</p> <p><i>*POB will be assumed 1 for all fast jets if not provided. ATC will not read back POB.</i></p> <p><i>†For expediency, ATC may nominate an intersection departure (e.g. A4 for RWY30 vice A5). If this is not suitable, advise ATC.</i></p>	<p>Pilot WILLY GROUND, (CALLSIGN), [POB*], RECEIVED (ATIS), REQUEST TAXI</p> <p><i>Example: WILLY GROUND, COGR, POB ONE PLUS TWO, RECEIVED ALPHA, REQUEST TAXI</i></p> <p>ATC (a standard clearance to a runway holding point will be provided; taxi route may be omitted for aircraft using one-way taxiways (K/L) or standard taxi routes (see 2.5.5))†</p> <p><i>Example: COGR, WILLY GROUND, TAXI TO HOLDING POINT ALPHA ONE</i></p> <p>Pilot (standard read back)</p>

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<p>Requesting taxi for departure – to alert apron</p>	<p>Pilot WILLY GROUND, (CALLSIGN), [POB*], RECEIVED (ATIS), REQUEST TAXI TO (APRON), [ROLL TIME]</p> <p><i>Example: WILLY GROUND, SHOGUN, RECEIVED BRAVO, REQUEST TAXI TO ALERT APRON EAST, ROLL TIME 55</i></p> <p>ATC (a standard clearance to the requested apron will be provided, taxi route may be omitted for aircraft using one-way taxiways (K/L) or standard taxi routes (see 2.5.5))</p> <p>Pilot (standard read back)</p>
<p>Requesting taxi for departure – from alert apron</p>	<p>Pilot (CALLSIGN) [READY], REQUEST TAXI</p> <p>ATC (a standard clearance to a runway holding point will be provided)†</p>
<p>DEPARTURE</p>	
<p>GFTA departure</p>	<p>Pilot WILLY app, (Callsign), (direction of turn or assigned HDG) CLIMBING (assigned) PASSING (alt)</p> <p>ATC (Callsign) WILLY CTR IDENTIFIED'</p> <p>ATC (Callsign) AT (posn/range) CONTACT (agency) (freq)' or '(Callsign) AT (posn/range) CLEARED OPERATING (freq) REPORT OPS NORMAL TIME</p> <p>Pilot AT (posn/range),(agency) (freq), (Callsign) or AT (posn/range), (freq), OPS NORMAL TIME (xx), (Callsign)</p>

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<p>Visual recovery</p> <p>After 5 minute RTB advice check in within WILLY APP (typically #5)</p> <p>Include pos/alt if not identified. Include amplification if not for full stop e.g. LAND 2 FOR CCTS/PFO's</p>	<p>Pilot (agency) (Callsign) DETAIL COMPLETE FOR RTB (angels/FL)</p> <p>CRU/AWE&C (Callsign) (agency) TRACK (instruction/deconfliction) COPIED (angels/FL) CONTACT (ATC agency and freq)</p> <p>Pilot (instruction/deconfliction) (Callsign)</p> <p>Pilot WILLY (agency) (Callsign)</p> <p>ATC (Callsign) WILLY (agency) IDENTIFIED</p> <p>Pilot (Callsign) VISUAL, LAND (#) RECEIVED (ATIS)</p> <p>ATC (Callsign) TRACK (instruction/restriction) CLEARED VISUAL APP, CONTACT TWR (position)</p> <p>Pilot TRACK (instruction/restriction) VISUAL APP TWR AT (position) (Callsign)</p>
<p>Coastal recovery</p> <p>VIS APP clearance implies;</p> <ul style="list-style-type: none"> • climb NA025 between Stockton Bridge and Nobbys Head • RWY 30 make a left turn between Stockton Bridge and Nobbys Head then track via left initial • RWY 12 make a right turn from Stockton Bridge and track via right initial 	<p>Pilot (Callsign) VISUAL, REQUEST COASTAL CORRIDOR RECEIVED (ATIS)</p> <p>ATC (Callsign) CLEARED COASTAL (direction) (instruction/restriction) (traffic)</p> <p>Pilot (CLEARED COASTAL (direction) (instruction/restriction) (Callsign)</p> <p>ATC (Callsign) CLEARED VISUAL APP CONTACT TWR STUD3 LEAVING THE COAST.</p> <p>Pilot VISUAL APP, TWR STUD3 (Callsign)</p>
<p align="center">INSTRUMENT APPROACH</p>	
<p>Approach intentions (following IDENT)</p>	<p>Pilot (Callsign) (level), (approach) RECEIVED (ATIS)</p> <p>ATC (Callsign), TRACK TO (position), DESCEND TO (level), ADVISE INTENTIONS AFTER THE APPROACH</p> <p>Pilot (position), (level), (intentions), (Callsign)</p>
<p>Clearance for approach</p>	<p>ATC (Callsign), CLEARED (approach), AT (position) CONTACT TWR STUD 3</p> <p>Pilot CLEARED (approach), TOWER AT (position), (Callsign)</p>

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Clearance initially not available	ATC <i>(Callsign)</i> , TRACK VIA <i>(approach)</i> , NOT BELOW <i>(level)</i> . Pilot TRACK VIA <i>(approach)</i> , <i>(level)</i> , <i>(callsign)</i> .
CIRA OPERATIONS	
At Initial	Pilot <i>(Callsign)</i> <i>(type)</i> INITIAL ATC <i>(Callsign)</i> <i>(traffic)</i>
Visual straight-in	Pilot <i>(Callsign)</i> <i>(dist)</i> STRAIGHT-IN APPROACH <i>(gear state)</i> <i>(intentions if not to land)</i> ATC <i>(Callsign)</i> <i>(traffic)</i> CLEARED TO LAND CHECK WHEELS Pilot LAND <i>(Callsign)</i> THREE GREENS/beeper
Restricted Straight-in (Visual Go Around Procedure)	ATC <i>(Callsign)</i> , GO AROUND <i>(L/R)</i> AT <i>(position)</i> Pilot GO AROUND <i>(L/R)</i> AT <i>(position)</i> , <i>(Callsign)</i> Pilot <i>(Callsign)</i> GOING AROUND <i>(position)</i> ATC <i>(Callsign)</i> <i>(instruction/traffic update if applicable)</i>
Crosswind/On the Pitch calls A normal circuit and full stop is the assumed. These calls are only required if that is not the case to update traffic/ATC SA. E.g. low level, T+GO.	Pilot <i>(Callsign)</i> <i>(position)</i> <i>(intention)</i>
LANDING/LOW APPROACH CLEARANCE	
Only the lead aircraft reports a relevant position, such as Base, the FAF or 5 miles final.	<i>(Pilot)</i> ' <i>(Callsign)</i> , <i>(position)</i> , THREE GREENS'
Formation landing clearance & gear challenge are issued to lead aircraft for the formation as a whole. Remaining elements shall, in sequence, report gear down and locked and then initiate beeper check.	<i>(ATC)</i> ' <i>(Callsign)</i> CLEARED TO LAND [<i>traffic...</i>], CHECK WHEELS' <i>(Pilot)</i> 'LAND <i>(callsign)</i> , <i>(callsign)</i> 1, <i>(beeper)</i> ' <i>(Pilot)</i> ' <i>(Callsign)</i> 2, THREE GREENS, <i>(beeper)</i> '

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<p>ATC may anticipate that previous aircraft, although not yet landed, will have landed prior to the aircraft reaching the threshold and reduced landing separation will be in place.</p> <p>In this scenario there are two aircraft ahead also landing and not yet on the runway.</p> <p>In this scenario there is one aircraft ahead and it is anticipated that the required reduced RWY separation standard will be achieved prior to the subsequent aircraft reaching 200ft for the 'low approach'</p>	<p>(ATC) '(Callsign) CLEARED TO LAND, NUMBER THREE, CHECK WHEELS'</p> <p>(Pilot) 'LAND, NUMBER THREE, (Callsign), (three greens/beeper)'</p> <p>(ATC) '(Callsign) CLEARED LOW APPROACH NUMBER TWO, CHECK WHEELS'</p> <p>(Pilot) 'LOW APPROACH NUMBER TWO, (Callsign), (three greens/beeper)'</p>
<p>TAXI CLEARANCE (INBOUND)</p>	
<p>Vacating the runway</p> <p><i>*Formation elements check in individually with Ground as soon as able; do not obstruct the runway waiting to check-in in formation order. Subsequent formation elements do not need to say WILLY GROUND.</i></p> <p><i>†Taxi instructions are not issued to Part A aircraft taxiing via one-way taxiways (K/L) or standard taxi routes (see 2.5.5); ATC read back of callsign only constitutes a taxi clearance for these aircraft.</i></p>	<p>Pilot WILLY GROUND, (CALLSIGN)* <i>Example: WILLY GROUND, TRIPOD11</i></p> <p>ATC (CALLSIGN) [TAXI INSTRUCTIONS]† <i>Example: TRIPOD, WILLY GROUND†</i></p> <p><i>Example: MAYHEM, WILLY GROUND, TAXI VIA BRAVO</i></p>
<p>Arrested Landing</p>	
<p>After prior advice to ATC where possible.</p>	<p>Pilot (Callsign), (BASE or FINAL), THREE GREENS, HOOK DOWN</p> <p>ATC (Callsign), APPROACH END CABLE UP, CLEARED TO LAND, CHECK WHEELS AND HOOK</p> <p>Pilot LAND (Callsign) THREE GREENS HOOK DOWN</p>

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Precautionary Flameout/Forced Landing PFO/PFL	
Request Request should be made during the prior circuit.	Pilot (<i>Callsign</i>), REQUEST (<i>position</i>) PFO (<i>level</i>) ATC (<i>Callsign</i>), TRACK FOR (<i>position</i>) NOT ABOVE (<i>level</i>), (<i>other instructions as appropriate</i>) REPORT APPROACHING Pilot (<i>position</i>) NA (<i>level</i>) (<i>Callsign</i>)
Clearance	Pilot (<i>Callsign</i>), APPROACHING (<i>position</i>) ATC (<i>Callsign</i>), TRAFFIC (<i>details</i>), (<i>clearance or holding instructions</i>) Pilot (<i>clearance</i>) (<i>Callsign</i>)

6 Cancellation

This amendment is cancelled when incorporated into WLM FIHA AD2 SUPP.

Approved:

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