

# YPTN FIHA AD2 SUP AMD 01/24

## 1 Purpose

The purpose of this amendment is to highlight changes to YPTN operations and procedures during the RWY14/32 extension cutover that is expected to occur on the 13 May 24. The procedures and amendments listed below supersede those published in FIHA AD2 SUPP TDL Issue 2403 effective 21 Mar 24.

## 2 Obstacle limitation surface

AIS-AF is expected to conduct an OLS survey early May 24. This OLS survey will not be published for several weeks after the RWY 14/32 extension is available. 17SQN BAEO has completed a Tactical OLS survey for 75SQN operations only. The tactical survey is available through 17 SQN.

## 3 Operational readiness platforms (ORP)

Following the RWY extension cutover on the 13 MAY 24, the ORP at A2 (ORP A2) will remain available subject to traffic. Entry into ORP A2 may be requested by the aircraft captain or directed by ATC if the tactical situation requires.

### 3.1 ORP use

No ACFT shall enter the ORP whilst CTAF procedures are in place.

#### 3.1.1 Displaced threshold

A permanently marked temporary displaced threshold may be utilised when the ORP is occupied, by day in VMC. The displaced threshold is marked by four white cones IAW AIP AD on either side of the RWY at the following approximate locations:

- a) Between TWY ALPHA 3 and TWY ALPHA 4
- b) Between TWY ALPHA 6 and southern arrestor system (marked by dayglow orange discs either side of the RWY).

#### 3.1.2 Departures

No ACFT may use either RWY for take-off when the upwind ORP is occupied.

##### 3.1.2.1 Runway 14

ACFT may use RWY 14 for take-off when the ORP A2 is active provided:

- a) ACFT with a wingspan of less than 36 M (118 FT) depart from TWY A2/E
- b) ACFT with a wingspan of 36 M (118FT) or greater roll south of ORP A2 before commencing take-off roll.

### 3.1.2.3 Runway 32

ACFT may use the RWY for take-off when the threshold ORP is active provided:

- a) Full take-off length is available for all ACFT with a wingspan less than 36 M (118 FT)
- b) ACFT with a wingspan of 36 M (118FT) or greater roll north of the threshold ORP before commencing take-off roll.

**Note:** The following RAAF ACFT have a wingspan of 36 M or greater: P8A Poseidon, KC-30A MRTT, C17A Globemaster III, C-130J Hercules and MQ-4C Triton.

### 3.1.3 Arrivals

Aircraft may use either RWY for arrival when the upwind ORP (ORP A2 in the case of RWY 32) is occupied provided:

- a) the RWY is dry
- b) the associated (upwind) temporary displaced threshold is activated
- c) landing ACFT are advised of and accept the ORP status and reduced LDA
- d) the ACFT in the ORP are advised of the RWY configuration and provided traffic.

### 3.1.3.5 Runway 14

ACFT may use RWY 14 for landing when ORP A2 is occupied provided:

- a) all arriving civil ACFT land at the temporary displaced threshold
- b) all military ACFT with a wingspan of 36 M (118 FT) or greater land at the displaced threshold
- c) all military ACFT with a wingspan of less than 36 M (118 FT) land abeam Taxiway A2
- d) PAPI and ILS are not available to ACFT landing at the displaced threshold.

### 3.1.3.5 Runway 32

ACFT may use the RWY for landing when the threshold ORP is occupied provided:

- a) all arriving civil ACFT land at the temporary displaced threshold
- b) all military ACFT with a wingspan of 36 M (118 FT) or greater land at the displaced threshold
- c) PAPI is not available to ACFT landing at the displaced threshold.

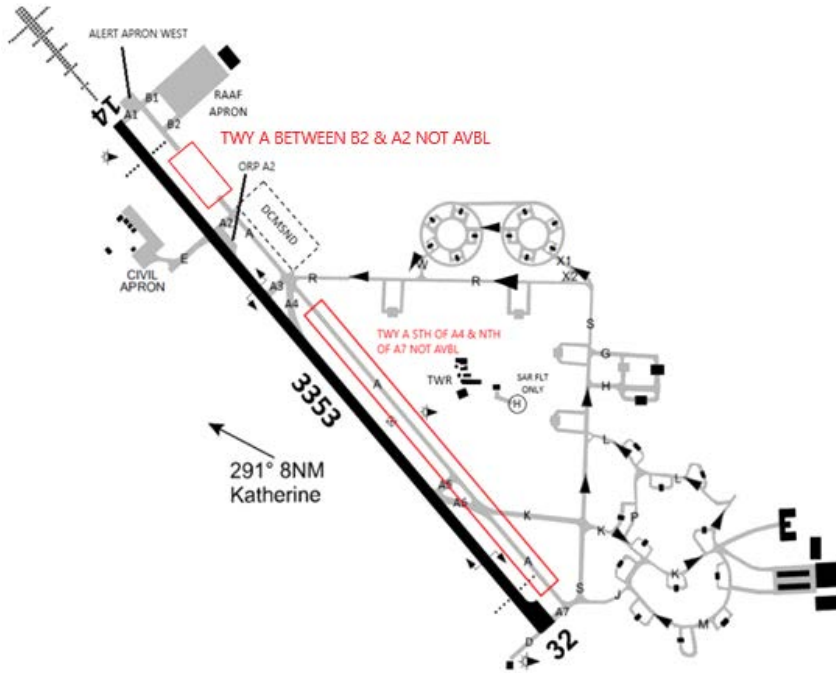
## 4 Alert apron west

Alert Apron West is located abeam Taxiway A1 outside of the runway.

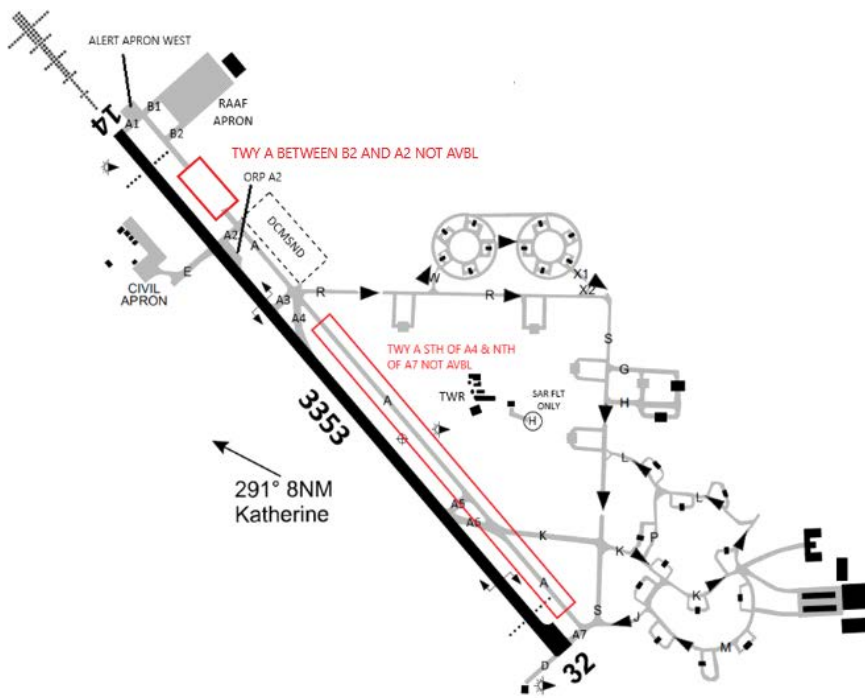
# 5 Taxi route requirement

Standard taxi routes are subject to ATC/aircraft requirements. Taxiway A between B2 and A2 is not available. Aircraft requiring full length of RWY 14 during departure can expect backtrack from taxiway A2.

## Taxi route RWY 14:



## Taxi route RWY 32:



## 5.1 Taxi instructions

On departure, taxi clearances shall be given in full, i.e. "MPIE taxi to holding point A2" vice "MPIE taxi to holding point RWY 14".

## 6 Local fast jet departures

Unless advised, local fast jet departures from RWY 14 will be via A2 for an intersection departure. Aircraft captains should advise ATC as soon as possible when a full-length departure from RWY 14 is required.

## 7 Hot Brake Procedures

### 7.1 General Operations

ACFT with suspected hot brakes will advise ATC and taxi via the most direct route to either OLA3, MOLA 37, or TWY A between B1 and B2, whichever is closer. In the event that TWY A is used, TWY B2 will need to be kept clear to allow ARFF vehicles to access the aircraft.

*Note: Non-standard taxi-directions may be required to taxi directly to OLA3. The aircraft is to be stopped of the concrete pad forward of the OLA shelter.*

### 7.2 OLA Operations

ACFT in an OLA with suspected hot brakes will remain at that OLA and taxi forward to be clear of the OLA shelter.

### 7.3 Armed Operations

Armed fast-jet ACFT with suspected hot brakes will return to the OLA from which they taxied or OLA3, whichever is closer.

### 7.4 Hung HE Ordnance

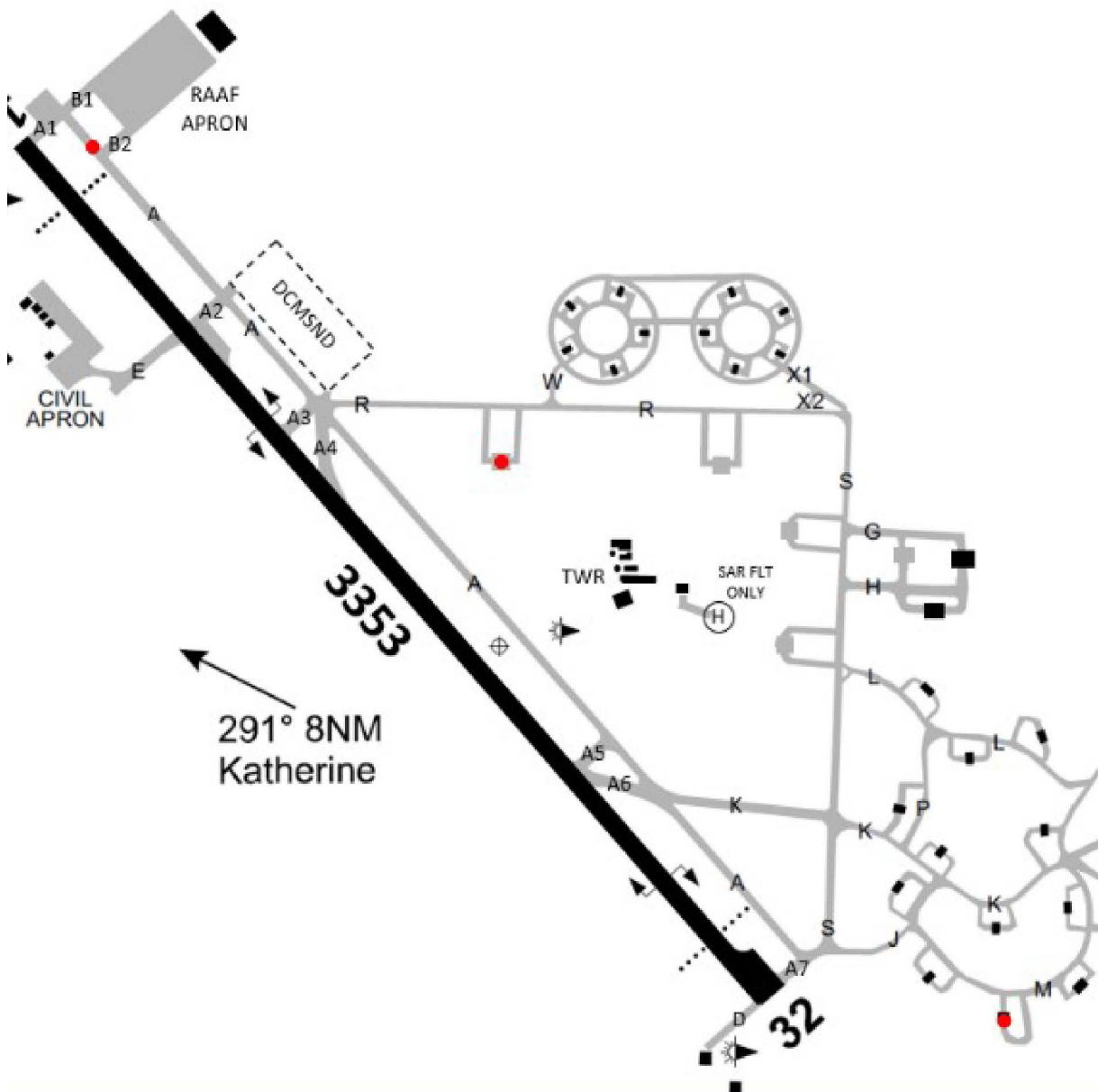
ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to ASP1. ORP A2 remains as ASP2, in the event that ASP1 is not available or unsuitable for the emergency. In the event that either of the ASP's are not available, then the hot brake ACFT is to be taxied to a position that is agreed upon by the Tower and the Pilot in Command.

## 7.5 ARFF

In all scenarios detailed above, ARFF services will be dispatched to the ACFT position. To support the dispatch and response of ARFF, the pilot or maintenance team is to:

- a) Advise SMC of the location of the ACFT
- b) Park the ACFT with the nose pointing into the prevailing wind.

### RAAF Tindal Hot Brakes Parking Areas



## 8 Expiry

This amendment is effective until incorporated into the next addition of FIHA AD2 Supplement Tindal.

Approved:

WGCDR Andrea Armstrong

CO 452SQN