

YPEA AMD 01/24

1 Extended Fighter Detachment Hook Cable Procedures

1.1 Purpose

A BAK12 mobile aircraft arresting system (MAAS) hook cable will be employed on RWY18L/36R for use by RSAF Extended Fighter Detachment (EFD) F16 and F15 aircraft. One hook cable will be situated 1700FT from the northern end of the RWY (north of the RWY18L threshold) and the other hook cable will be situated 1700FT from the southern end of the RWY.

1.2 Procedures

There are three states of cable operation and each of these states is defined by the following RTF for use by ATC:

- a) 'UP' – The cable is rigged across the runway and supported on grommets above the RWY surface
- b) 'FLAT' – The cable is rigged across the runway but unsupported and lying flat on the RWY surface
- c) 'REMOVED' – The cable is de-rigged and completely removed from the runway. Equipment will remain inside the RWY strip but off the sealed surface.

Employment of the BAK12 MAAS cable on RWY18L/36R does not impact upon the use of RWY18R/36L.

The BAK12 MAAS shall be employed by ATC in the following manner:

RWY36R or RWY18L full length departures.

Aircraft	Approach end cable	Departure end cable
PC21	REMOVED	Any position
Hawk	REMOVED	Any position
F15/F16	REMOVED	UP
Visiting	REMOVED	REMOVED

RWY18L south of RWY threshold.

Aircraft	Departure end cable
PC21	Any position
Hawk	FLAT or REMOVED
F15/F16	UP
Visiting	REMOVED

Pilots may request a change of the cable state if not IAW the above in exceptional circumstances only and can expect up to 20 minute delay for a cable configuration change.

ATC will prioritise the raising of the cable into the UP position over all traffic when notified that EFD aircraft are RTB with the following exceptions:

- a) Emergency aircraft;
- b) Declared min fuel aircraft;
- c) Ops recoveries (non EFD aircraft);
- d) Aircraft in the circuit area for full stop.

PEA TWR shall conduct an all stations broadcast to notify CIRA traffic that the EFD aircraft are inbound and the cable will be raised where the appropriate cable is not already in the UP position.

While the cable party is operating on RWY18L/36R, departure from RWY18R/36L may be available for PC21 aircraft at pilot request, and subject to ATC approval. Aircraft are not permitted to depart on a SID when departing from RWY18R/36L.

1.3 Expiry

This amendment is effective until cessation of the RSAF EFD 2024.

2 EFD Operations

2.1 Purpose

To include EFD aircraft in extant Pearce Runway and airspace operations.

2.2 Procedures

F16 EFD aircraft are permitted to occupy the ORP in addition to those aircraft listed in FIHA AD2 SUP PEA 4.2.2.1.

F16 EFD aircraft are permitted to conduct simultaneous operations to RWY 18L/36R when RWY 18R/36L is in use.

EFD aircraft are to adhere to altitude profiles stipulated for Hawk aircraft as per FIHA AD2 SUP PEA 4.5.2.6 and 4.6.1.

EFD aircraft operating in the WAXA airspace shall be 'cleared silent' by ATC. Pilots are to use #16 as the silent frequency.

2.3 Expiry

This amendment is effective until cessation of RSAF EFD 2024.

3 EFD Hot Brakes or Hydrazine Activation Parking

3.1 Purpose

Define parking location for EFD aircraft subject to hot brakes or activation of Hydrazine system.

3.2 Procedures

In the event RSAF EFD aircraft experience hot brakes or an emergency requiring Hydrazine activation (F16 only), but not requiring a cable engagement, they shall park on TWY B2 or TWY A3. If these locations are unavailable, the eastern ORP is to be used.

3.3 Expiry

This amendment is effective until cessation of RSAF EFD 2024.

Approved: CO 453SQN