

YPTN FIHA AD2 SUP AMD 02/24

1 Purpose

The purpose of this amendment is to highlight changes to YPTN operations and procedures during works at the intersection of TWY ALPHA and TWY ROMEO. This intersection is planned to be unavailable from 10 June 2024. The procedures and amendments listed below supercede those published in YPTN FIHA AD2 SUPP and YPTN FIHA AD2 SUPP AMDT 01/24.

2 Obstacle limitation surface

AIS-AF has conducted an OLS survey for the RWY extension which became operational on 13 May 2024. This OLS survey will not be published for several weeks. 17SQN BAE0 has completed a Tactical OLS survey for 75SQN operations only. The tactical survey is available through 17SQN.

3 Operational readiness platforms (ORP)

The ORP at TWY ALPHA2 (ORP A2) will only be available at the discretion of ATC or if an emergency dictates use of ASP2.

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 ALPHA3 and TWY ALPHA4
- b) Between TWY ALPHA6 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 ALPHA2/ECHO
- b) ACFT with a wingspan of 36 M (118FT) or greater roll south of ORP A2 before commencing take-off roll.

3.1.2.2 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.

3.1.3.1 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 ALPHA2
- d) PAPI and ILS are not available to ACFT landing at the displaced threshold.

3.1.3.2 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) all military ACFT with a wingspan of less than 36 M (118 FT) land full length
- d) PAPI is not available to ACFT landing at the displaced threshold.

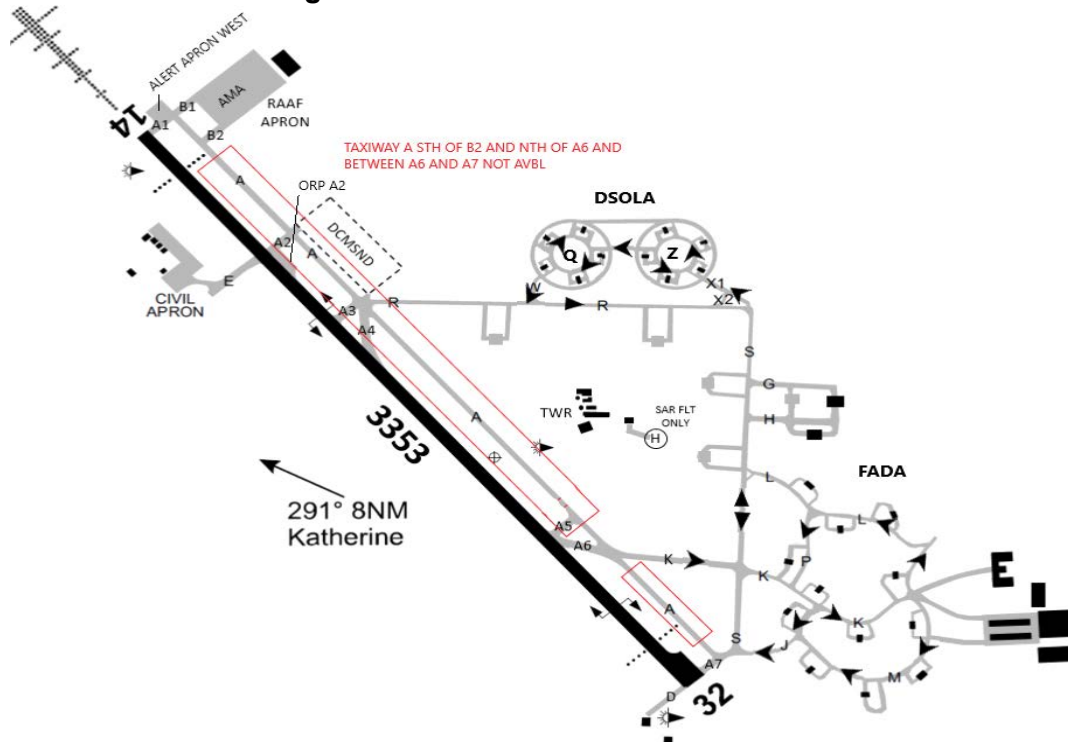
4 Alert apron west

Alert Apron West is located abeam TWY ALPHA1. The western-most bay is located inside the runway holding point but clear of the inner transitional surface. In the case that the western-most bay is not available, ATC will be directive.

5 Taxi route requirement

Standard taxi routes are subject to ATC/aircraft requirements. TWY ALPHA south of TWY BRAVO2, north of TWY ALPHA6, and between TWY ALPHA6 and TWY ALPHA7 is not available. Military aircraft operating from the FADA or DSOLA can expect taxi to TWY ALPHA7 for both RWY 14 and RWY 32 departures. Departing aircraft will enter RWY 14/32 from TWY ALPHA7 and arriving aircraft can expect to vacate at TWY ALPHA6. When aircraft arriving to RWY 14 require full length and other traffic is holding short at TWY ALPHA7, the arriving aircraft can expect to backtrack and vacate at TWY ALPHA6.

Standard Taxi Routing:



5.1 Taxi instructions

On departure, taxi clearances shall be given in full, i.e. "MPIE taxi to holding point ALPHA7" vice "MPIE taxi to holding point RWY 14".

5.2 AMA use for RWY14

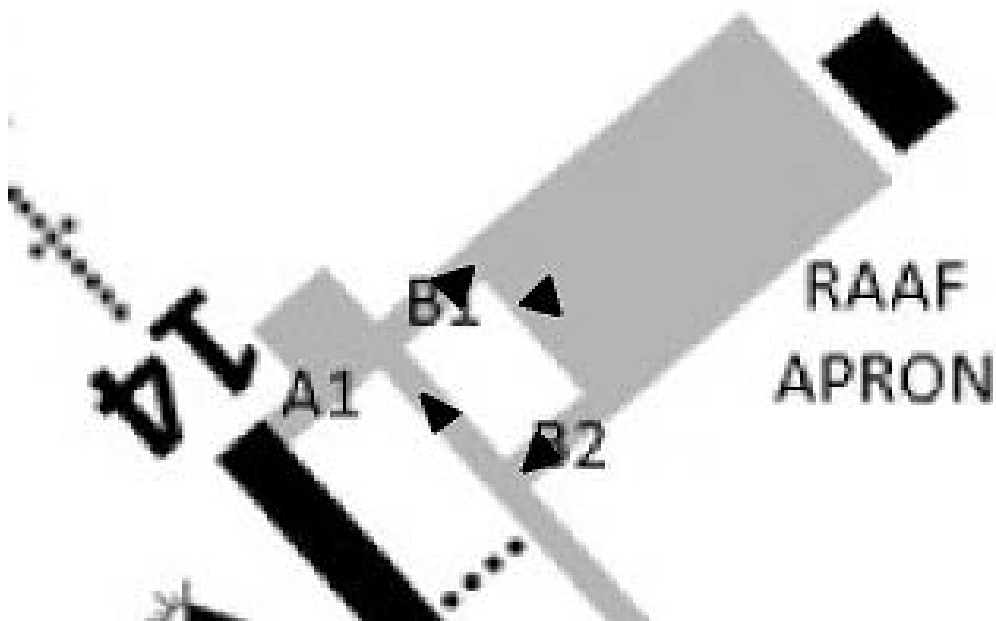
When RWY 14 is the duty RWY for military departures, the AMA may be utilised to expedite the flow of traffic. Aircraft and formations can expect simultaneous backtracking from TWY ALPHA7 to hold on the AMA or in Alert Apron West. Aircraft and formations requiring a specific departure order or roll time must advise SMC on first contact.

5.3 AMA use for RWY32

When RWY32 is the duty RWY for military arrivals, aircraft captains may be instructed to vacate onto TWY ALPHA1 and hold on the AMA. Once traffic allows, aircraft will then be instructed by ATC to enter RWY14 and vacate TWY ALPHA6 for parking.

5.4 AMA taxi flow

Military fast jets using the AMA shall taxi in an clockwise direction unless otherwise instructed by ATC. Military fast jets may enter Alert Apron West from taxiway ALPHA1 without taxiing via AMA.



6 Preferred RWY configuration

6.1 Departure

The preferred RWY for departure is RWY 32. When the duty RWY is RWY 14, ATC will broadcast the average tailwind for RWY 32 on the ATIS. Fast jets should plan to depart RWY 32 if the tailwind component is 20kt or less, however must advise this intention to SMC on first contact.

6.2 Arrival

The preferred RWY for arrival is RWY 14. When the duty RWY is RWY 32, ATC will broadcast the average tailwind for RWY 14 on the ATIS. Fast jets should plan to arrive RWY 14 if the tailwind component is 20kt or less, however must advise this intention to APP on first contact.

7 Abnormal Operations

7.1 Hot Brakes Procedures

7.1.1 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.

7.1.2 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.

7.1.3 Armed Operations

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

7.1.4 Hung HE Ordnance

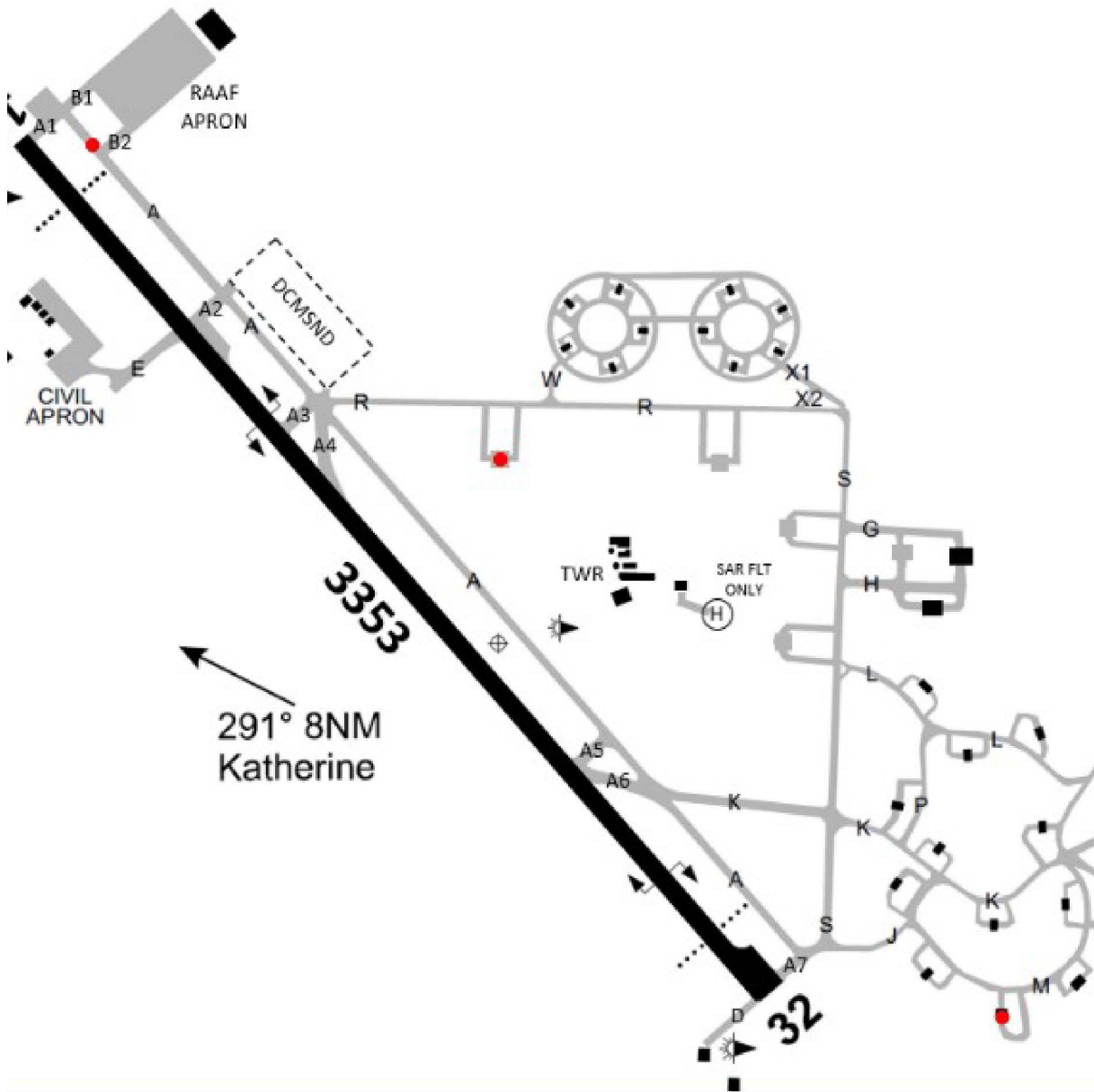
ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to ASP1. ORP A2 remains as ASP2, in the event that ASP1 is not available or unsuitable for the emergency. In the event that either of the ASP's are not available, then the hot brake ACFT is to be taxied to a position that is agreed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

7.1.5 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



7.2 Emergency Runway

In the event that RWY 14/32 is not available, TWY SIERRA may be used as an emergency RWY should diversions be impracticable. TWYs ALPHA and ROMEO will not be available for use as emergency RWYs during the works period.

8 Expiry

This amendment is effective until cancelled or superceded by another FIHA AD2 Supp AMDT.

Approved:

WGCDR Andrea Armstrong

CO 452SQN