

YPTN FIHA AD2 SUP AMD 03/24

1 Purpose

The purpose of this amendment is to highlight changes to YPTN operations and procedures during works on the southern end of RWY 14/32. A RWY 32 displaced threshold is planned to be in effect from 28 October 2024. The procedures and amendments listed below supercede those published in YPTN FIHA AD2 SUPP.

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 This OLS survey will not be published for several weeks. 17SQN BAEO has completed a Tactical OLS survey for 75SQN operations only. The tactical survey is available through 17SQN.

3 Displaced threshold RWY 32

The RWY 32 displaced threshold will be in effect from 28 October 24. Within the RESA of RWY 14, located between the displaced threshold RWY 32 and the works site at the Southern end of the RWY, a BAK 12 arrestor cable will be permanently raised for military jet operations. The BAK 12 cable is only to be utilised on departure RWY 14 in the event of an emergency. It is not considered an approach end cable for RWY 32.

4 Operational readiness platforms (ORP)

The ORP at TWY ALPHA 7 will not be available when the displaced threshold RWY 32 is in effect. ORP A2 is still available at the discretion of ATC or if an emergency dictates use of ASP2.

4.1 ORP use

No ACFT may use either RWY for take-off or arrival when ORP A2 is occupied unless the 75SQN Duty Supervisor has given approval to the TSPR or Senior Tower Controller. No ACFT shall enter the ORP A2 whilst CTAF procedures are in place.

5 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.

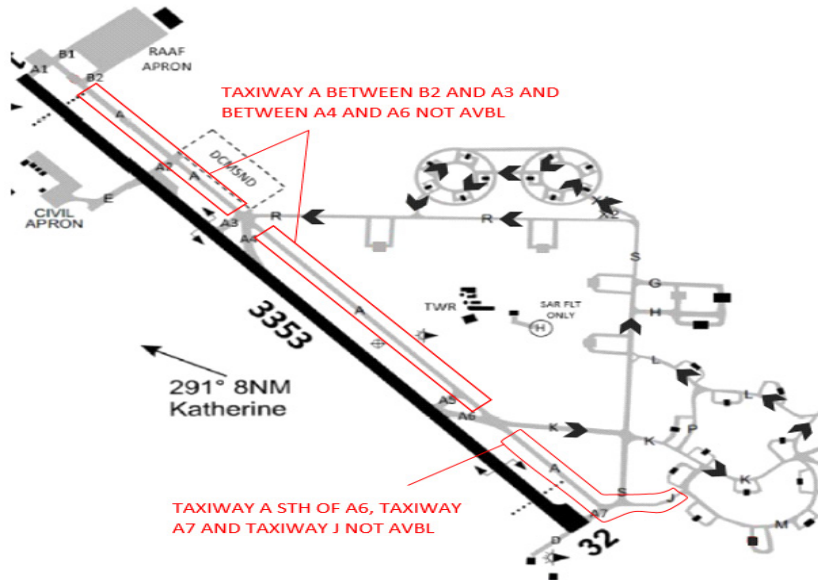
6 Taxi route requirement

Standard taxi routes are subject to ATC/aircraft requirements. TWY ALPHA south of TWY BRAVO 2 and north of TWY ALPHA 3, between TWY ALPHA 4 and TWY ALPHA 6 and south of TWY ALPHA 6 is not available.

6.1 Duty runway 14

Departing military aircraft will taxi via LIMA, SIERRA, ROMEO and ALPHA 3. Unless an intersection departure is specifically requested aircraft can expect back track for line up or Alert Apron West. Arriving aircraft will vacate RWY 14 at taxiway ALPHA 6 and taxi via KILO for the FADA or KILO, SIERRA, XRAY for DSOLAs.

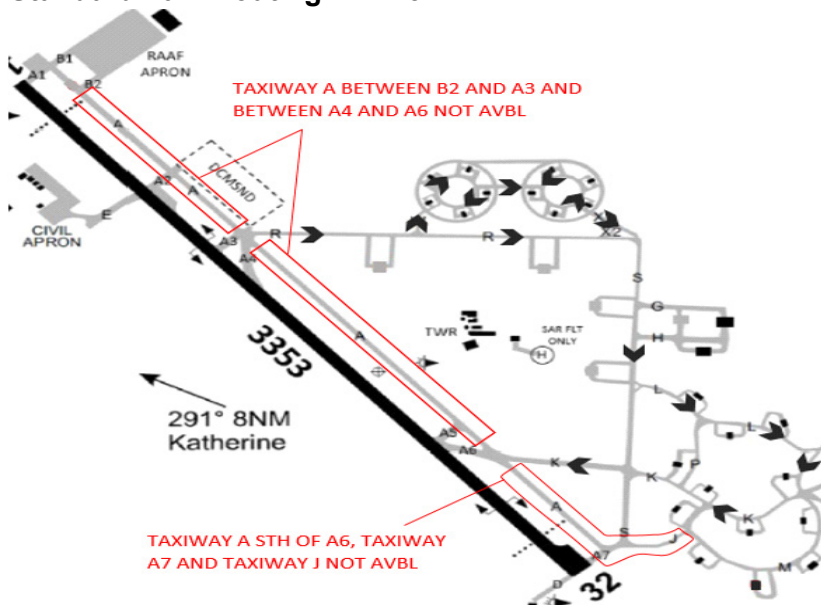
Standard Taxi Routing RWY 14:



6.2 Duty Runway 32

Departing military aircraft will taxi via KILO and ALPHA 6 for line up. Aircraft arriving RWY 32 not required to enter the AMA or Alert Apron West can expect to back track (if required) and vacate at ALPHA 3 and taxi via ROMEO, SIERRA and LIMA. Subject to traffic and ATC approval, aircraft can request "Taxi Short" to taxi via A6 and Kilo on arriving RWY 32.

Standard Taxi Routing RWY 32:



6.3 Taxi instructions

On departure, taxi clearances shall be given in full, i.e. "MPIE taxi to holding point ALPHA 6" vice "MPIE taxi to holding point RWY 14".

6.4 AMA use for RWY14

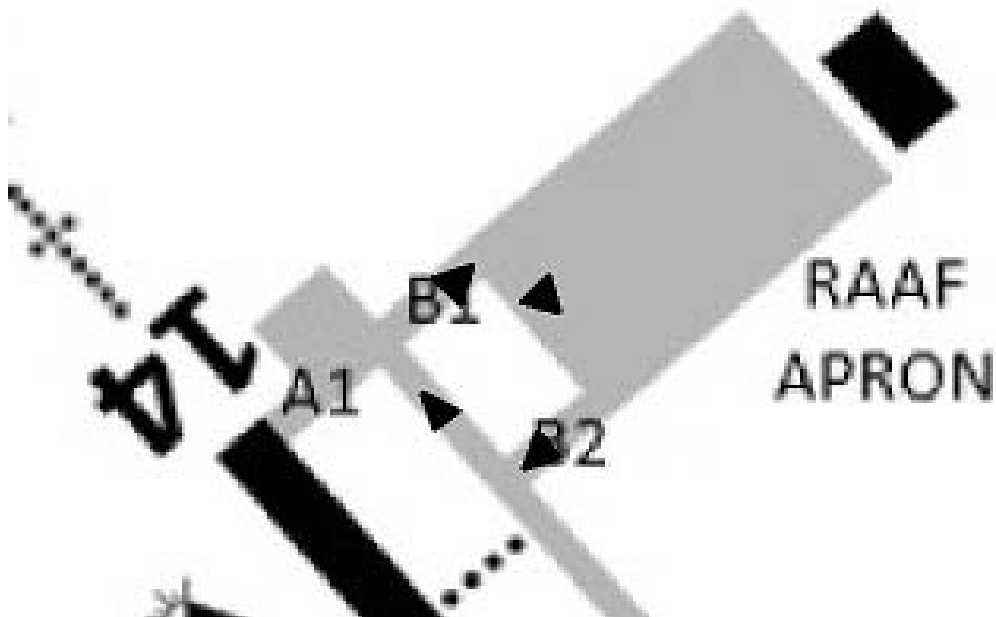
When RWY 14 is the duty RWY for military departures, the AMA may be utilised to expedite the flow of traffic. Aircraft and formations can expect backtracking from TWY ALPHA 3 to hold on the AMA or in Alert Apron West. Aircraft and formations requiring a specific departure order or roll time must advise SMC on first contact.

6.5 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.

6.6 AMA taxi flow

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



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

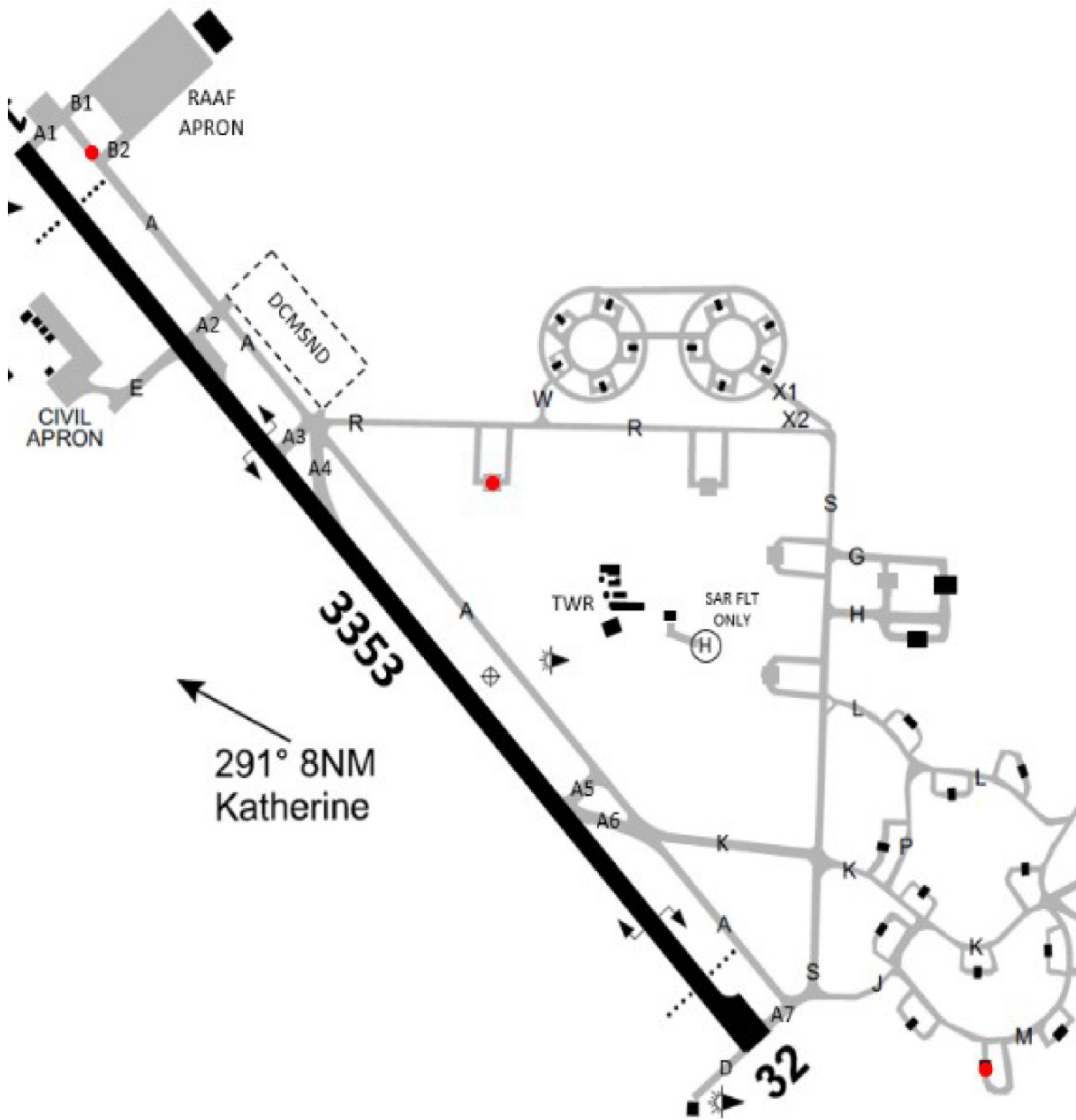
ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to ASP2. ORP A2 remains as the only ASP once the RWY 32 displaced threshold in effect.

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 ROMEO may be used as an emergency RWY should diversions be impracticable. TWYs ALPHA and SIERRA 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:

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CO 452SQN