

YPTN FIHA AD2 SUPP AMDT 04/24

1 Document Administration

1.1 Publication Supercession

1.1.1 Effective Timings

1.1.1.1 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 has been in effect since 28 October 2024. The procedures and amendments listed below supercede those published in YPTN FIHA AD2 SUPP and YPTN FIHA AD2 SUPP AMDT 03/24.

1.1.1.2 Expiry

This amendment is effective until cancelled or superceded by another FIHA AD2 Supp AMDT.

2 Aerodrome

2.1 Amended Aerodrome Procedures

2.1.1 Amended Runway Length

2.1.1.1 Displaced Threshold

The RWY 32 displaced threshold has been in effect since 28 October 24.

2.1.1.2 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 This OLS survey will not be published for several weeks. 17SQN BAE0 has completed a Tactical OLS survey for 75SQN operations only.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.

2.1.2 Operational readiness platforms (ORP)

2.1.2.1 Available ORPs

The ORP at ALPHA7 is not available. The ORP at TWY ALPHA2 (ORP A2) will only be available at the discretion of ATC or if an emergency dictates use of ASP2.

2.1.2.2 ORP use

No ACFT may use either RWY for take-off or landing 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 whilst CTAF procedures are in place.

2.1.2.3 Alert apron west

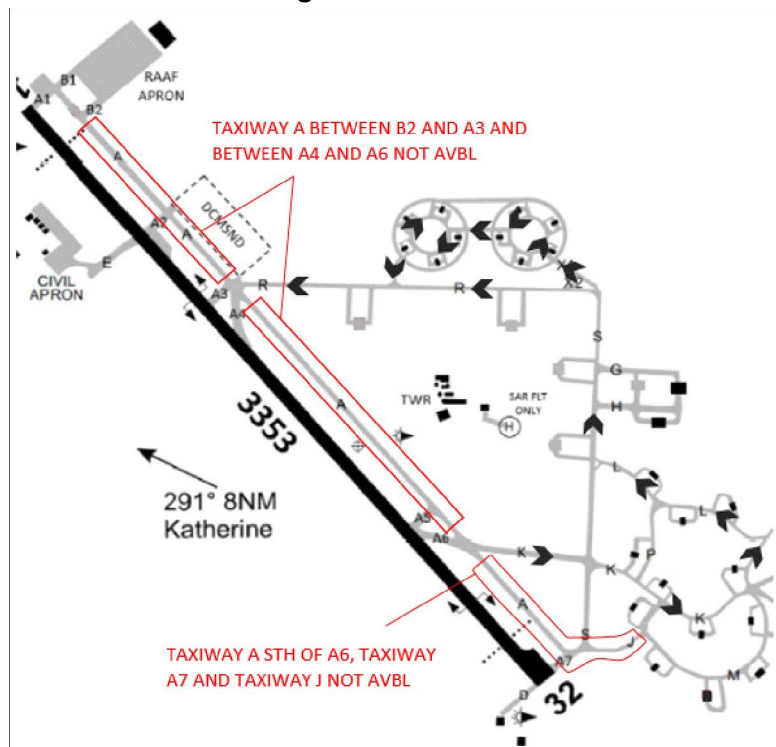
Alert Apron West is located abeam TWY ALPHA1. The western-most bay is located inside the runway holding point but clear of the inner transitional surface. In the case that the western-most bay is not available, ATC will be directive.

2.1.3 Taxi Route Requirements

2.1.3.1 Duty Runway 14

Departing military aircraft will taxi via LIMA, SIERRA, ROMEO and ALPHA3. 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 ALPHA6 and taxi via KILO for the FADA or KILO, SIERRA, XRAY for DSOLAs.

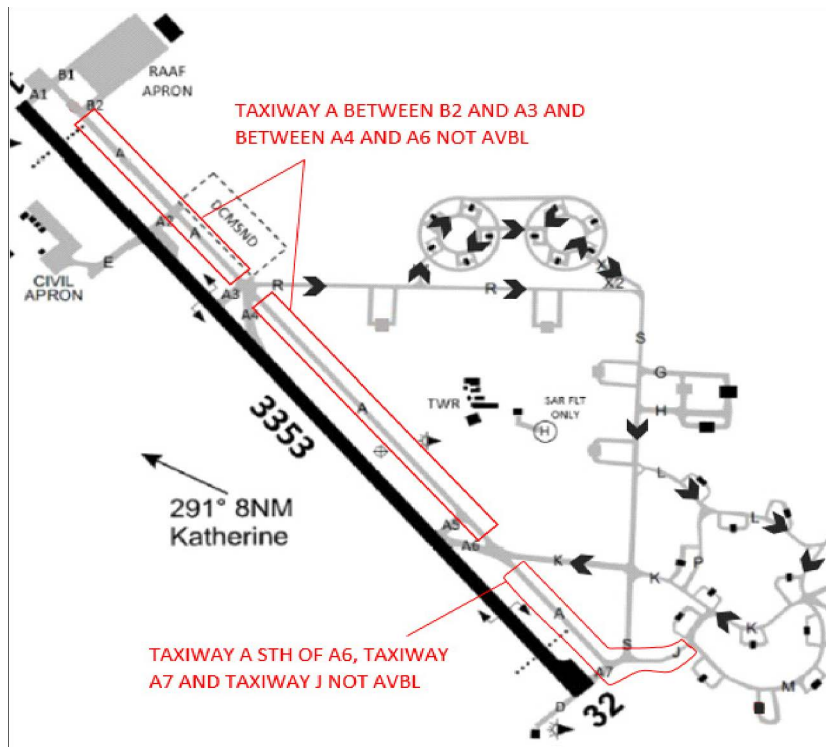
Standard Taxi Routing RWY 14:



2.1.3.2 Duty Runway 32

Departing military aircraft will taxi via KILO and ALPHA 6 for line up. Unless a full-length departure is specifically requested aircraft can expect to line-up from intersection ALPHA6. Aircraft arriving RWY 32 not requiring 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 ALPHA6 and KILO on arriving RWY 32.

Standard Taxi Routing RWY 32:



2.1.3.3 Taxi instructions

On departure, taxi clearances shall be given in full, i.e. "MPIE taxi to holding point ALPHA6" vice "MPIE taxi to holding point RWY 14".

2.1.3.4 AMA use for RWY14

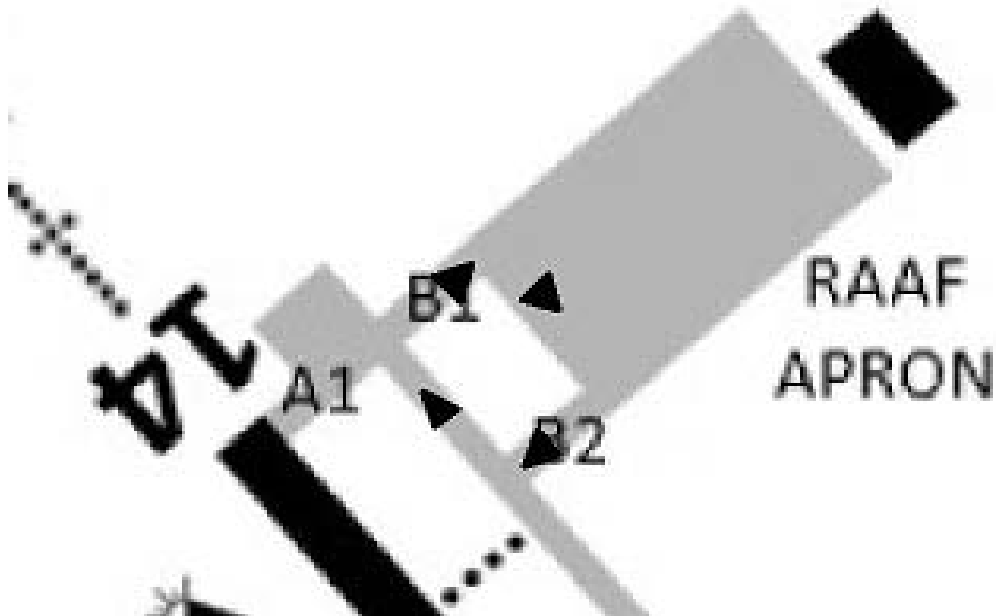
When RWY 14 is the duty RWY for military departures, the AMA may be utilised to expedite the flow of traffic. Aircraft and formations can expect simultaneous backtracking from TWY ALPHA7 to hold on the AMA or in Alert Apron West. Aircraft and formations requiring a specific departure order or roll time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

2.1.3.5 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.

2.1.3.6 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.



2.1.4 Aircraft Arrestor Systems (AAS)

2.1.4.1 Locations

YPTN has one recessed bi-directional BAK14 hookcable installed on the northern end of RWY 14/32. A BAK 12 arrestor cable is located between the displaced threshold RWY 32 and the works site at the Southern end of the RWY, and 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. Both are marked by dayglow orange disks.

2.1.4.2 AAS Operations

Standard AAS operation is in accordance with FIHA AD1 Para 2.2.1.

2.1.4.3 Position During Power Failure

In the event of a power failure, the northern cable will raise to a height of 10cm until power is restored. It is recommended that ACFT not approved to trample cables operate between the cables during CTAF.

2.1.4.4 Base Response

RAAF Base Tindal SI (OPS) 05-05 Airfield Emergency Response Plan provides Base AAS response actions.

3 Abnormal Operations

3.1 Emergency Procedures

3.1.1 Hung Stores Procedures

3.1.1.1 ASP For Use

The weapons safe direction for arming, de-arming, and hung weapons is:

- a) ASP 2 (ORP A2): 210°M, 10 degree arc to 3000 M

3.1.1.2 Aircraft Recovery

ACFT recovering with hung stores are to remain clear of populated and sensitive areas as depicted in DAH/ERSA and ACP when applicable. Landing will be via squadron procedures unless otherwise directed or requested. the following procedures shall apply on landing:

- a) **Non-explosive stores:** Return directly to OLAs.
- b) **Gun stoppage/Runaway gun:** ACFT are to park at ASP 2 facing the forward firing safe direction. ACFT may return to OLAs once de-arming crew have carried out emergency procedure.
- c) **Hung missile:** ACFT may park at ASP 2 facing the forward firing safe direction. In accordance with ACG instructions, the hung missile must be downloaded at the ASP. During this procedure both the forward firing safety distance and a 270 M (900 FT) safety radius must be observed until the ACFT is declared safe.
- d) **Hung HE bombs:** ACFT may park at ASP 2 facing the forward firing safe direction. ACFT may return to OLAs once de-arming crew has carried out the emergency procedures in accordance with ACG instructions. If the de-arming crew has determined the weapon is unsafe for the ACFT to taxi, then weapons download procedures will be carried out at the ASP. During this procedure a 270 M (900 FT) safety radius must be observed until the ACFT is declared safe.

3.1.2 Hot Brakes Procedures

3.1.2.1 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.*

3.1.2.2 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.

3.1.2.3 Armed Operations

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

3.1.2.4 Hung HE Ordnance

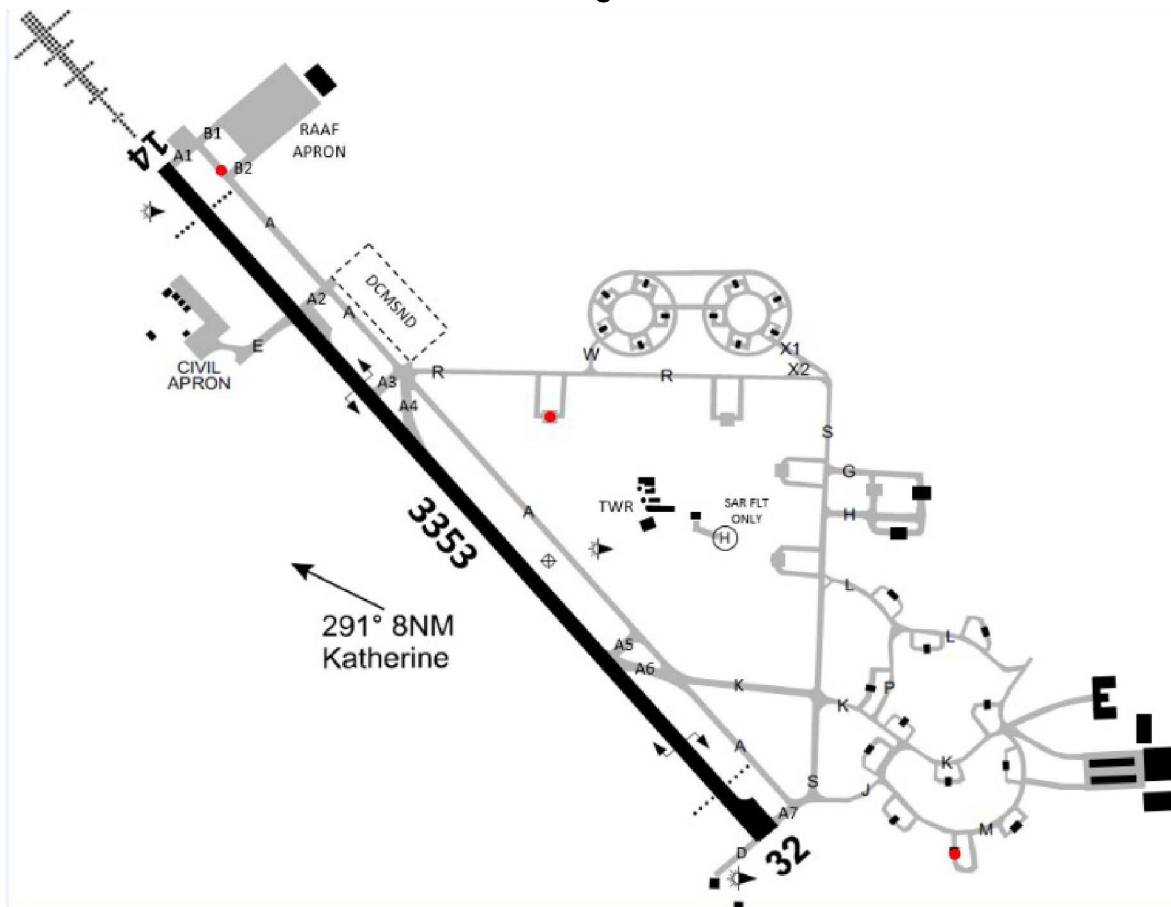
ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to ASP2.

3.1.2.5 ARFF Dispatch

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:

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

RAAF Tindal Hot Brakes Parking Areas



3.1.2.6 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. Upon confirmation for the requirement for an emergency RWY activation the emergency RWY lighting must be selected on regardless of the time of day or weather conditions. The main RWY lights should be extinguished if practicable. The emergency runways are fitted for, but not with, BAK 12 arrestor-gear.

Approval

Approved:

WGCDR Andrea Armstrong

CO 452SQN