

YPTN FIHA AD2 SUPP AMDT 01/25

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 RWY 14/32. Temporary RWY 14L/32R will be in effect from 24 MAR 25. The procedures and amendments listed below supercede those published in YPTN FIHA AD2 SUPP and YPTN FIHA AD2 SUPP AMDT 04/24.

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This amendment is effective until cancelled or superceded by another FIHA AD2 SUPP AMDT.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 RWY 14L/32R TODA/LDA

The TODA/LDA of TEMP RWY 14L/32R is between TWY A1 and TWY KILO. TWY ALPHA south of TWY KILO to the works site is for Aircraft Arrestor System (AAS) runout only.

2.1.1.2 Obstacle Limitation Surface

An OLS survey for the RWY 14L/32R has been conducted. The Air Movements Apron (AMA) high-mast lights closest to the TEMP RWY will be lowered during TEMP RWY operations.

2.1.2 Local Jets Preferred RWY Configuration

The preferred RWY for locally based jets is RWY 32R for departure and RWY 14L for arrival up to a maximum tailwind component of 10 knots. ATC will broadcast the tailwind component, if any, on the ATIS. ACFT must advise APP or SMC on first contact if their RWY intention is not IAW the duty RWY.

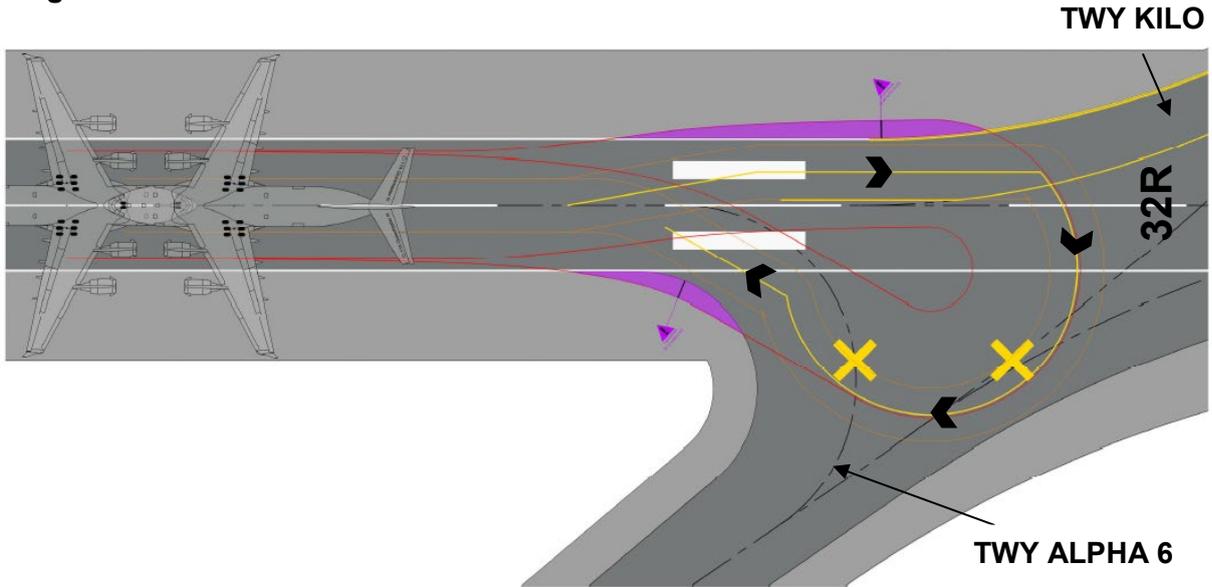
2.1.3 Visiting Aircraft Preferred RWY Configuration

The preferred RWY for visiting ACFT parking at the AMA is RWY 32R for arrivals and RWY14L for departures.

2.1.3.1 Preferred RWY Not Suitable For Use

If the preferred RWY is not suitable for use, visiting ACFT are to conduct a right hand maximum radius turn at the intersection of TWY KILO and ALPHA 6 (as depicted below) but must not transit the shoulders. ACFT that deviate onto the shoulders are to notify tdl.baeo@defence.gov.au to ensure integrity of pavement.

Right hand maximum radius at TWY KILO and TWY ALPHA 6:

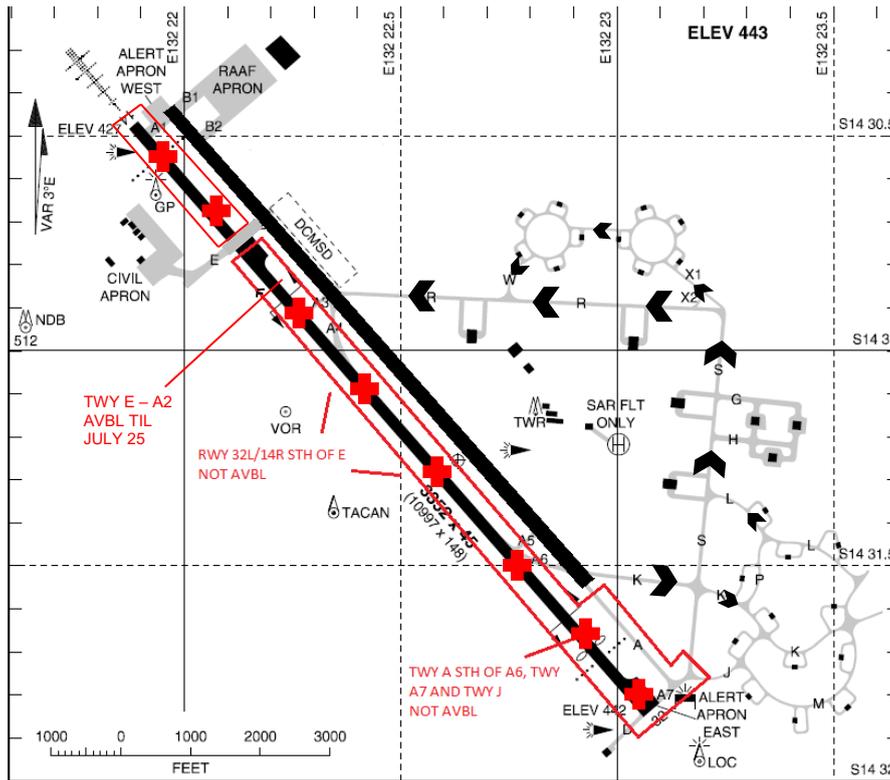


2.1.4 Taxi Route Requirements

2.1.4.1 Duty RWY 14L

Departing military aircraft will taxi via WHISKEY – ROMEO or LIMA – SIERRA – ROMEO. Unless an intersection departure is specifically requested aircraft can expect back track, line up or vacate BRAVO2 and taxi to BRAVO1. Arriving military aircraft will vacate at KILO and taxi via KILO for the FADA or KILO – SIERRA – XRAY1 for DSOLAs.

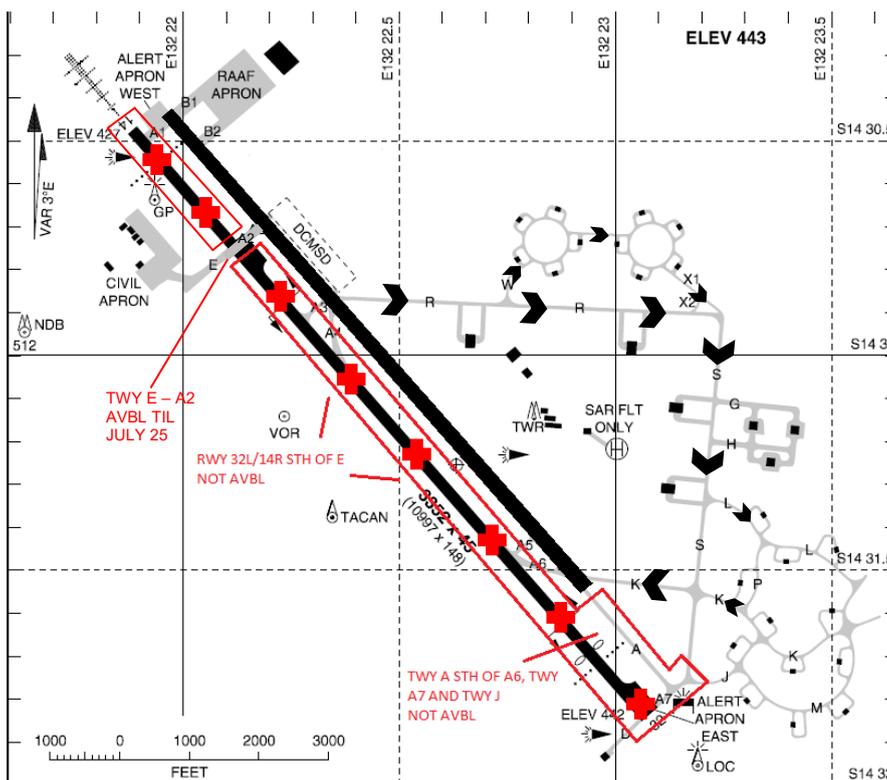
Standard Taxi Routing RWY 14L:



2.1.4.2 Duty Runway 32R

Departing military aircraft will taxi via KILO or XRAY1 – SIERRA – KILO. Military arrivals not parking in the AMA can expect to back track and taxi via ROMEO – SIERRA – LIMA or ROMEO – WHISKEY.

Standard Taxi Routing RWY 32R:



2.1.4.3 Taxi instructions

On departure, taxi clearances shall be given in full.

2.1.4.4 AMA use for RWY14L

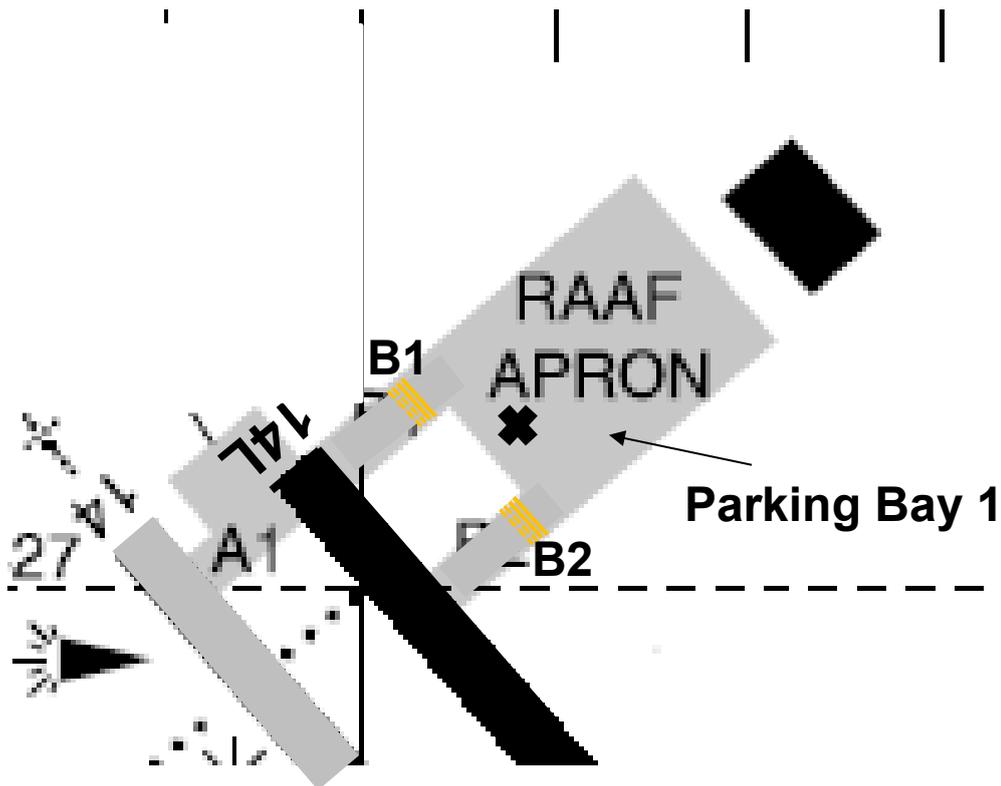
When RWY 14L is the duty RWY, fast jet military departing aircraft may use the AMA to expedite the flow of traffic. Aircraft and formations can expect simultaneous backtracking from TWY ROMEO to hold on the AMA within the confines of parking bay 1. Aircraft and formations requiring a specific departure order or roll time must advise SMC on first contact.

2.1.4.5 AMA use for RWY32R

When RWY 32R is the duty RWY, military arriving ACFT may be instructed to vacate into the AMA. ACFT will then be instructed to enter RWY 32R and vacate TWY ROMEO for parking.

2.1.4.6 AMA Use

Military fast jets using the AMA shall taxi in and hold at Parking Bay 1, Holding Point BRAVO1 or BRAVO 2 as instructed by ATC.



2.1.5 Aircraft Arrestor Systems (AAS)

2.1.5.1 Locations

Two Hookcables located at YPTN during TEMP RWY 14L/32R in use:

- a) The Southern Hookcable is a BAK12, located between the threshold RWY 32R and the works site at TWY ALPHA 7.
- b) The Northern Hookcable is a BAK12 located between TWY ALPHA 2 and BRAVO 2.

2.1.5.2 AAS Operations

The southern Hookcable is permanently raised and only available for departures RWY 14L. It is not considered an approach end cable for RWY 32R. The Northern Hookcable will be de-rigged until ATC is notified of its requirement. The hookcable will be AVBL 25 minutes after notification.

2.1.5.3 Position During Power Failure

Not Applicable.

2.1.5.4 Base Response

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

2.1.6 Operational readiness platforms (ORP)

2.1.6.1 Available ORPs

No AVBL ORPs.

2.1.6.2 ORP use

No ORPs on RWY 14L/32R.

2.1.6.3 Alert Apron West (AAW)

Alert Apron West is not AVBL.

2.1.7 Weapon Arming/De-arming

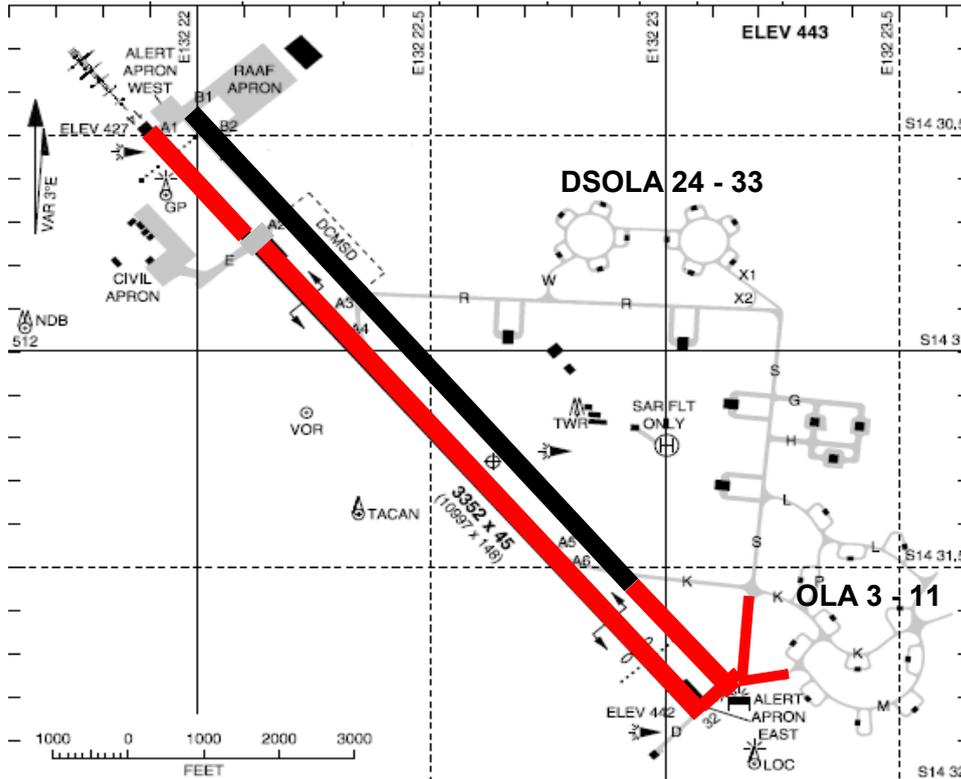
2.1.6.1 ACFT Safety Points (ASPs)

The following locations are designated ASPs for use:

- a) OLA 24-33 (DSOLAs)
- b) OLA 3-11

Note: Other OLAs may be available but with EO Licence restrictions. All Explosive Licence Limits (ELL) can be found at [EO Licences- Air Force](#) and queries directed to the BAM.

ASP Locations:



3 Abnormal Operations

3.1 ACFT Emergency Procedures

3.1.1 Hung Stores Procedures

3.1.1.1 ASP Use

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

- a) Within OLAs, aircraft are to be parked as far forward within the licence limit of the OLA and facing towards the revetment wall.

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 an OLA designated as an ASP facing the forward firing safe direction. ACFT may return to parking OLAs once de-arming crew have carried out emergency procedure.
- c) **Hung missile:** ACFT may park at an OLA designated as an ASP 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 safety radius IAW the EO Licence must be observed until the ACFT is declared safe.

- d) **Hung HE bombs:** ACFT may park an OLA designated as an ASP 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 safety radius IAW the EO Licence 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:

- a) OLA 1-12,
- b) OLA 24-33,
- c) MOLA 37,
- d) AMA Parking Bay 1, provided Parking Bay 2 is vacant.

Note: *The above locations are in order of preference. 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

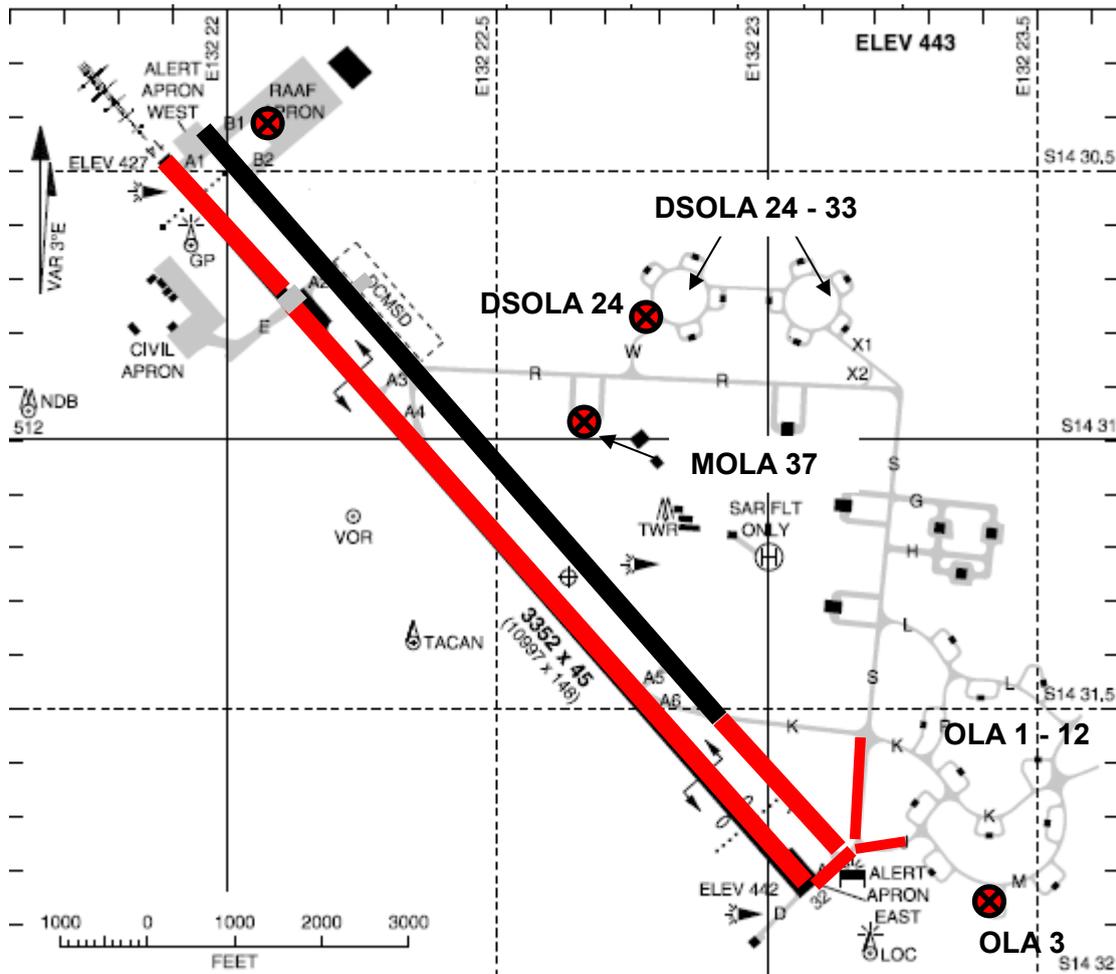
ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to an ASP.

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:

- 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:



3.1.2.6 Emergency Runway Procedures

In the event that RWY 14L/32R is not available, EMERG RWY 09/27 (TWY R) may be used, should diversions be impracticable. EMERG RWY 18/36 (TWY S) is not AVBL during the works period. Upon emergency RWY activation, the emergency RWY lighting will be turned on, in all conditions. The main RWY lights should be extinguished if practicable.

Approval

Approved:

WGCDR Andrea Armstrong
CO 452SQN