

YPTN FIHA AD2 SUPP AMDT 03/25

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 is 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 02/25.

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This amendment is effective until cancelled or superceded by another FIHA AD2 SUPP AMDT.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

2.1.1.1 RWY14L/32R Code 2 (ii)

TEMP RWY14L/32R is 23M wide with 15M shoulders.

2.1.1.2 Amended RRSS

RRSS (Reduced Runway Separation Standards) IAW FIHA is not AVBL due to lack of hot lane availability. IAW the Risk Assessment ([BP48590791](#)) conducted, ATC will apply a minimum 6000ft distance behind a preceding “fast jet” type aircraft.

2.1.2 Amended Runway Length

2.1.2.1 RWY 14L/32R TODA/LDA

The TODA/LDA of TEMP RWY 14L/32R is between TWY ALPHA1 and TWY KILO. TWY ALPHA south of TWY KILO to the works site is for Aircraft Arrestor System (AAS) runout only.

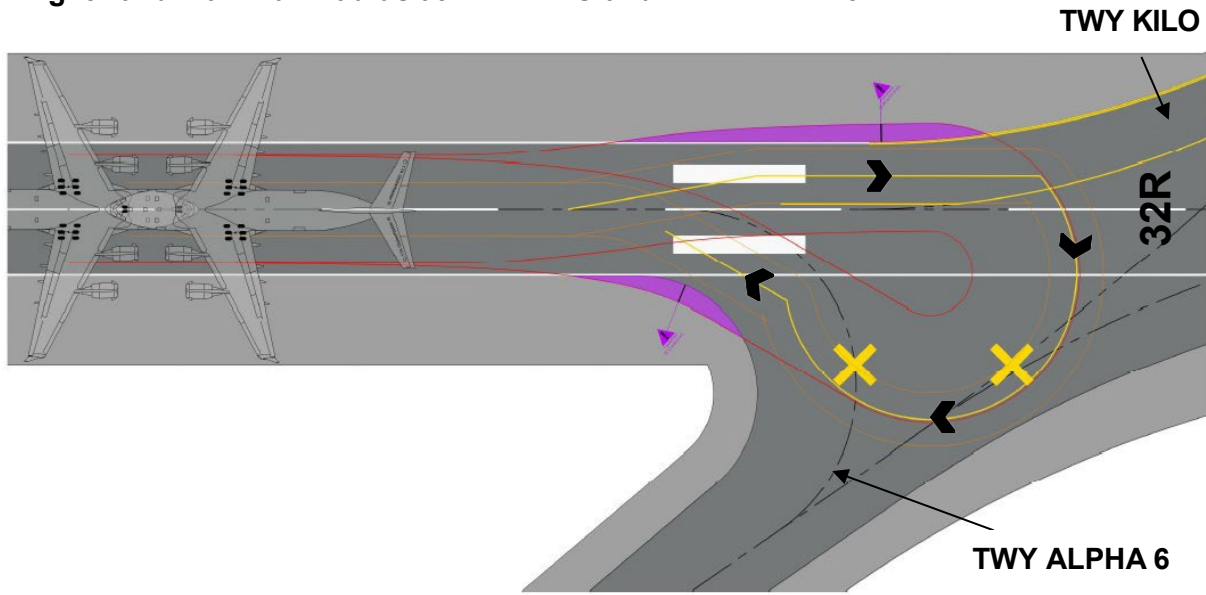
2.1.2.2 Obstacle Limitation Surface

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.

2.1.2.3 ACFT MTOW $\geq$ 25,000KG 180 Degree Turn on RWY14L/32R

When a 180 degree turn on RWY 14L/32R is required, ACFT with MTOW $\geq$ 25,000kg 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:



2.1.3 Taxi Route Requirements

2.1.3.1 Duty RWY 14L

Departing military aircraft will taxi via WHISKEY – ROMEO or LIMA – SIERRA – ROMEO. If a re-sequence is required for taxiing ACFT MOLA 37 may be used. Unless an intersection departure is specifically requested, ACFT can expect to either back track and line up, vacate BRAVO2 and taxi to holding point BRAVO1, or vacate ALPHA1 for the Alert Apron West (AAW). Arriving military aircraft will vacate at KILO and taxi via KILO for the FADA or KILO – SIERRA – XRAY1 for DSOLAs/MOLAs.

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. When multiple formations land, the preceding aircraft can expect to vacate AMA or ALPHA1 for turn around on the Alert Apron West (AAW).

2.1.3.3 Taxi instructions

On departure, taxi clearances shall be given in full.

2.1.3.4 AMA use for RWY14L

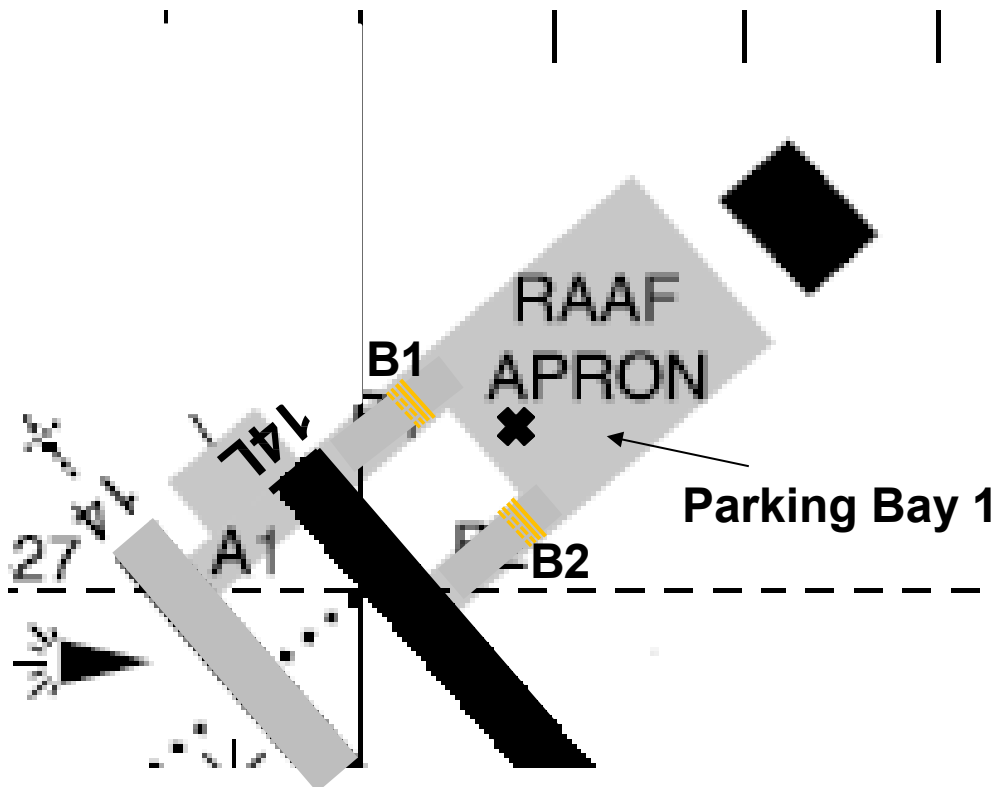
When RWY 14L is the duty RWY, fast jet military departing aircraft may use the AMA to expedite the flow of traffic. Aircraft and formations can expect simultaneous backtracking from TWY ROMEO to hold on the AMA within the confines of parking bay 1. Aircraft and formations requiring a specific departure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

2.1.3.5 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, backtrack RWY 32R and vacate TWY ROMEO for parking.

2.1.3.6 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.



2.1.4 Aircraft Arrestor Systems (AAS)

2.1.4.1 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.

2.1.4.2 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.

2.1.4.3 Position During Power Failure

Not Applicable.

2.1.4.4 Base Response

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

2.1.5 Operational readiness platforms (ORP)

2.1.5.1 Available ORPs

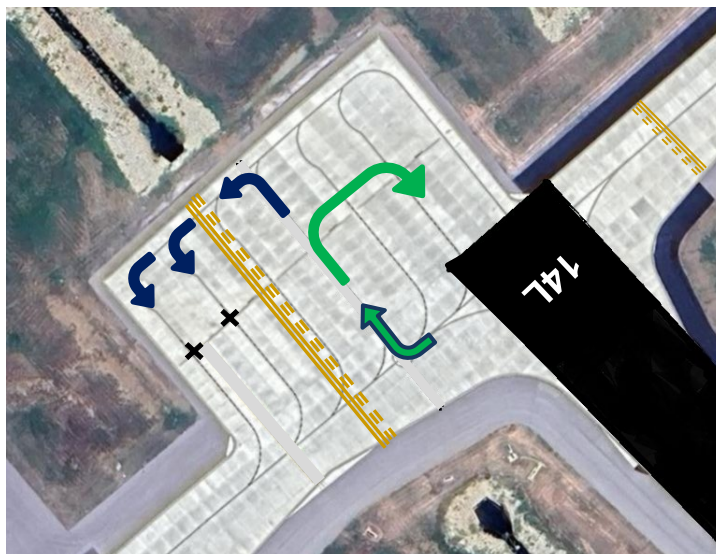
No AVBL ORPs.

2.1.5.2 ORP use

No ORPs on TEMP RWY 14L/32R.

2.1.5.3 Alert Apron West (AAW)

AAW may be used for holding prior to departure, maneuvering for line-up or positioning upon arrival. The two most western bays are AVBL for holding. As depicted below.



2.1.6 Hot Lane Procedures

2.1.6.1 No AVBL Hot Lane

Due to the narrow width of TEMP RWY14L/32R no hot lane is AVBL.

2.1.6.2 Emergency use of Hot Lane

In the event of an emergency YPTN FIHA AD2 SUPP 4.1.5 still applies. The decision to use the RWY remains with the pilot.

2.1.7 Weapon Arming/De-arming

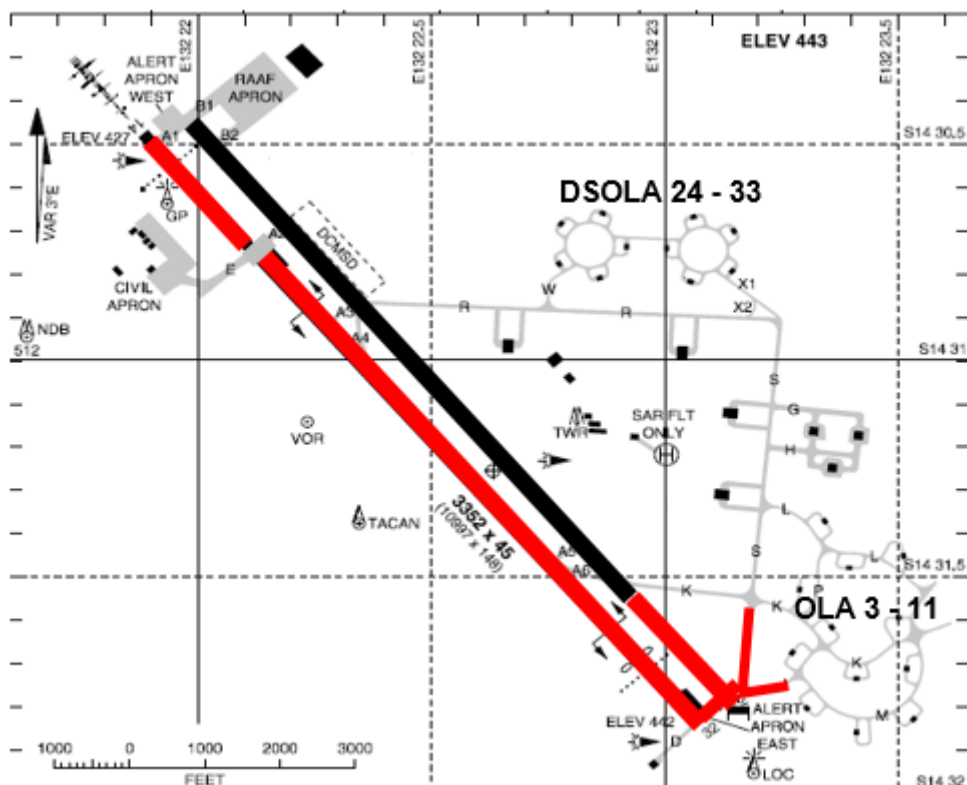
2.1.7.1 ACFT Safety Points (ASPs)

The following locations are designated ASPs for use:

- OLA 24-33 (DSOLAs)
- 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. When an OLA is used for the purpose of an ASP other ACFT must be outside the ELL.

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 3,
- b) MOLA 37,
- c) DSOLA 24-33 if vacant,
- 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.

3.1.2.6 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