

# **YPTN FIHA AD2 SUPP AMDT 04/25**

## **1 Document Administration**

### **1.1 Publication Supersession**

#### **1.1.1 Effective Timings**

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##### **1.1.1.1 Purpose**

The purpose of this amendment is to highlight changes to YPTN operations and procedures as RWY 14/32 is operational from 15 Dec 25 as per NOTAM. The temporary RWY 14L/32R has been reverted to TWY ALPHA. The procedures and amendments listed below supersede those published in YPTN FIHA AD2 SUPP and YPTN FIHA AD2 SUPP AMDT 03/25.

##### **1.1.1.2 Expiry**

This amendment is effective until cancelled or superseded by another FIHA AD2 SUPP AMDT.

## **2 Aerodrome**

### **2.1.1 AAS**

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#### **2.1.1.1 RWY 14/32**

RWY14/32 does not have AAS available.

#### **2.1.1.2 Emergency RWY 14L/32R (TWY ALPHA) AAS**

Emergency RWY 14L/32R is fitted with BAK 12 but it is de-rigged. The hook cable will be available 30 minutes after notification. The location of BAK 12 at YPTN on emergency RWY14L/32R are as follows:

- a) Southern Hookcable is located between TWY ALPHA 6 and ALPHA 7.
- b) The Northern Hookcable is located between TWY ALPHA 2 and BRAVO 2.

### **2.1.2 Aerodrome restrictions**

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#### **2.1.2.1 TWY and Apron Restrictions**

- a) TWY KILO is not available to KC-30B, B737 Wedgetail, B737 BBJ and P-8.
- b) Multi-engine propeller ACFT are not to conduct full power engine runs on paved apron due to creation of FOD. Full power engine runs are to be conducted on the threshold.
- c) To preserve RWY grooving, ACFT of MTOW of 25,000 KG or greater requiring 180 degree turns on the RWY, must execute turns at the end of the RWY (beyond the grooved section) unless directed by ATC or NOTAM. ACFT are required to use maximum radius turns.

## **2.1.3 Alert Aprons**

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### **2.1.3.1 Alert Apron West (AAW)**

AAW is located at threshold of RWY 14. AAW most western bay is not available as it is inside the RWY strip.

### **2.1.3.2 Alert Apron East (AAE)**

AAE is located at threshold of RWY 32. AAE most western bay is not available as it is inside the RWY strip.

### **2.1.3.3 Operational Readiness Platforms (ORP)**

There are no ORPs located at YPTN.

## **2.1.4 Arming/De-arming**

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### **2.1.4.1 ACFT Safety Points (ASPs)**

The following locations are designated ASPs for use:

- a) OLA 24-33 (DSOLAs),
- b) OLA 1-11.

**Note:** Other OLAs may be available but with EO licence restrictions. All Explosive Licence Limits (ELL) can be found at [EO Licences](#) and queries directed to the BAM. When an OLA is used for the purpose of an ASP other ACFT must be outside the ELL.

#### **2.1.4.1.1 Forward-firing direction in OLAs**

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

## **3 Abnormal Operations**

### **3.1.1 Hot Brake Procedure**

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#### **3.1.1.1 General Operations**

ACFT with suspected hot brakes will advise ATC and taxi via the most direct route to:

- a) Alert Aprons (excluding western most bay),
- b) OLA 1-11,
- c) DSOLAs 24-33, or
- d) MOLA 37-39.

#### **3.1.1.2 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.

#### **3.1.1.3 Armed Operations**

Armed fast-jet ACFT with suspected hot brakes will return to the OLA from which

they taxied or OLA3, whichever is closer..

#### **3.1.1.4 Hung HE Ordnance**

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

#### **3.1.1.5 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.

### **3.1.2 Hung Stores Procedures**

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#### **3.1.2.1 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 at 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.

### **3.1.3 Emergency RWY Procedures**

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#### **3.1.3.1 RWY 14/32 Not Available**

In the event that the main RWY is unavailable, emergency RWY 14L/32R (TWY ALPHA), RWY 09/27 (TWY ROMEO), and RWY 18/36 (TWY SIERRA) may be used, should diversions be impracticable. Upon confirmation for the requirement for an emergency RWY activation, the emergency RWY lighting must be selected on regardless of the time or day or weather conditions. The main RWY lights should be extinguished if practicable.

##### **3.1.3.1.1 AAS for emergency RWY**

Emergency RWY 14L/32R (TWY ALPHA) have BAK 12 installed but de-rigged at approach and departure end. BAK 12 can be rigged with 30 minutes prior notice.

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Emergency RWY 09/27 (TWY ROMEO), and RWY 18/36 (TWY SIERRA) are not fitted with an AAS.

## Approval

Approved:

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