

YPTN FIHA AD2 SUPP AMDT 01/26

1 Document Administration

1.1 Publication Supersession

1.1.1 Purpose

The purpose of this amendment is to highlight changes to YPTN FIHA AD2 SUPP Annex B (No RADAR TMP).

1.1.2 Expiry

This amendment is effective until incorporated into YPTN FIHA AD2 SUPP.

2 Procedures

2.1 Radar Failure

2.1.1 Immediate Response

2.1.1.1 Expect Delays

The procedures detailed in this amendment will be enforced during a radar outage to ensure that MIL ACFT operations remain supported, while continuing to provide a limited ATS to other ACFT. Aircrew must be aware that the provision of a procedural ATC service at Tindal cannot support the same flying rate of effort as per normal ATC, with delays and reduction of sorties likely.

2.1.1.1.1 TAC C2

TAC C2, when supporting Tindal based flying, is to:

- a) Provide ATC with a 10 minute call for first RTB; and
- b) Prioritise and sequence ACFT on RTB.

2.1.1.2 Immediate Actions on Radar Failure

Following an unanticipated loss of loss of radar services, ATC will continue to apply separation using procedural and/or emergency separations standards. ATC will initially hold all departures and all airborne ACFT will be informed of the situation on Guard frequency. Once a recovery plan is determined with flying squadron duty supervisors, ACFT will either be recovered to Tindal, established in the training areas, or transferred to another controlling agency.

2.1.1.3 Risk Assessment

As soon as practicable, an immediate risk assessment will be conducted by a 452SQN TDL FLT executive prior to the continued provision of ATS. If the 452SQN TDL FLT executive determines that ATS can continue, TDL ATC will then commence procedural ATC as outlined in the appropriate Traffic Management Plan (TMP).

In some instances procedural ATC will not commence immediately. If the 452SQN TDL FLT executive determines that ATS cannot continue, Tindal airspace will deactivate until such time as ATC is in a position to provide ATS. It is expected that ATC will resume procedural ATC operations 12-24 hours following the radar failure to prepare new controlling configurations and rosters and allow immediate refresher training to occur. Duty supervisors will be immediately notified with regards to the plan for the provision of procedural ATC.

2.2 Traffic management plan

2.2.1 Planning

2.2.1.1 Airspace

The following airspace restrictions apply:

- a) Extant Tindal airspace will be used for procedural ATC;
- b) The airspace will be activated only to support 75 and 9SQN FORGEN, or essential military movements;
- c) R226 should not be activated; and
- d) Activation of R238 will be at the discretion of TDL ATC.

2.2.1.2 Traffic Supported

Priority within CTR and R249AB will be given to 75 and 9SQN FORGEN or essential military movements, and 452SQN TDL FLT will liaise with 75SQN regarding their sortie requirements and flying rates of effort. ATS will also be provided to civil aircraft requiring access to Katherine Airport.

2.2.1.3 Separation

Within TDL CTRs and R249AB, all aircraft will be separated IAW a Class C airspace service. Class G services will be provided in any TDL airspace outside the CTRs and R249AB.

2.2.1.4 Fuel

FLTCDR 452SQN TDL FLT shall advise aircraft via NOTAM of the requirement to carry 30 minutes additional holding fuel. FLTCDR 452SQN TDL FLT shall consult with 75SQN about the requirements to carry additional fuel reserves.

2.2.1.5 Exercises

With the increased risk of RADAR outage, all Tindal based air exercises should incorporate a no-radar plan as part of their exercises planning. In the event of a RADAR outage, 452SQN TDL FLT would consult with the required exercise authority to ensure the highest priority exercise aims are achieved with the reduced flying rates ATC is able to support.

2.2.1.6 Flight rules

For the purpose of minimising delays, local sorties should plan or request VFR and remain in VMC when operating within the CTR and R249AB. If IMC is expected to be encountered, IFR should be requested early, and SVFR avoided wherever possible.

2.2.1.7 Traffic restrictions

The following restrictions apply:

- a) Other than arriving and departing, a maximum of one ACFT is permitted to operate in the CIRA in VMC;
- b) CIRA OPS are not permitted in IMC;
- c) No instrument approach training; and
- d) Operations in the overhead should be limited.

2.2.2 General

2.2.2.1 PRS

Where able, during both arrival and departure, military aircraft should request or accept PRS to reduce delays.

2.2.2.2 Changes to flight rules

To reduce delays, pilots may elect to operate VFR vice IFR, and ATC may offer the change of flight rules. Pilots need to be acutely aware that by operating VFR they are no longer entitled to separation from other VFR aircraft. ATC will at a minimum pass traffic information to aircraft in conflict.

2.2.2.3 Formation type

FIHA AD2 SUPP YPTN 6.2.3.1 still applies. However, when applying lateral separation, ATC may require formations to adopt in-trail formation. This will usually occur with to take off clearance or RTB clearance, and ATC will be explicit in this instruction. The option for a close formation may be available on request.

2.2.2.4 Traffic information

Due to the lack of a RADAR, ATC's ability to provide accurate traffic information will be severely impeded. Traffic will usually be passed as reported position, altitude, intentions, and estimate for next point (usually Tindal).

2.2.2.5 Frequencies

Except switching from TWR to APP on departure, ACFT are not to automatically switch frequency, and must remain on current frequency until instructed to switch.

2.2.2.6 MLA

MLA tracking is not available.

2.2.2.7 Low level transit

When military aircraft are not the highest priority, it may be more expeditious for aircraft to depart or recover low level to and from the areas. In these cases, aircraft will be instructed to report established low level prior to leaving their area of operations, or only be cleared to their outbound gate low level.

2.2.3 Departure

2.2.3.1 Roll times

If able, all departures should advise ATC of their roll time (or if they will be ready on reaching the holding point) as soon as possible.

2.2.3.2 Departure Gates

Access to R225 and any adjoining RAs should be via TARAKAN when the duty runway is 14, and MOROTAI when the duty runway is 32.

When R238 is active, aircraft shall track as cleared until established in R238.

2.2.3.3 Departure types

During no RADAR procedures, ACFT are not permitted to depart IAW FIHA Tindal AD2 SUPP 6.2.3.5. The following paragraphs detail the departure types and profiles for VMC, IMC, and at night.

2.2.3.3.1 VMC

In VMC, all IFR departures will be via a visual departure. All ACFT must depart by intercepting their outbound radial, and intercepting this outbound radial by 7 TACAN. If the interception of the outbound radial is not required, ATC will issue an instruction to “track direct (gate)”.

2.2.3.3.2 IMC and at night

In IMC, and at night, all departures will be via the Tindal 3 SID, with coded procedural tracking. This coded procedural tracking will be initiated by clearance delivery, using the phrase “Tindal 3 departure, procedural tracking”. Under this tracking instruction, aircraft are to track extended centreline until passing 2300 FT, then make the shortest direction of turn to track direct to their outbound gate.

2.2.4 Arrival

2.2.4.1 Reporting

Arrivals shall:

- a) Report with ATC 10 minutes prior to commencing RTB; and
- b) Estimate for the field on RTB.

2.2.4.2 Arrival Gates

RTB from R225 and any adjoining RAs should be via MOROTAI when the duty runway is 14, and TARAKAN when the duty runway is 32. ACFT may be required to intercept their respective radials if RTB is commenced within 30NM TDL. ATC will be explicit in their inbound clearance. If the interception of the inbound radial is not required, ATC will issue an instruction to “track direct (arrival point)”.

2.2.4.3 VMC

ACFT arriving via a visual approach should expect to track via close initial. ACFT can expect to remain on the inbound radial until 7 TAC and then track as cleared. ATC will be explicit in this clearance.

If traffic permits, approaches via straight-in or standard initial may be available, but shall not be expected.

2.2.4.4 IMC

Unless the pilot advises otherwise, the following instrument approaches can be expected (in order of ATC preference):

- a) ILS;
- b) ARA;
- c) TACAN;
- d) LOC;
- e) VOR;
- f) RNP;
- g) DME/GNSS.

2.2.4.4.1 Tracking to the IAF

If it is not possible to separate ACFT tracking direct to the IAF with other traffic, ACFT will be required to either track initially direct to Tindal, or hold in the training area. In the event ACFT are instructed to track direct to Tindal, a reach requirement will also usually be issued.

Approval

Approved:

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