Flight Information Handbook Australia

AD2 Supplement Amberley

Version 2607

Effective 09 July 2026

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Change summary

Location of change	Change description
Throughout	Minor editorial changes (no change bars)
2.4.2	Content change for changes to airspace requirements made after release of FLYPRO
2.4.3	Paragraph number missing
6.2.9	Added CRU/AEW&C conditions in relation to airspace clearances
6.2.13.1	Clarified Guard Frequency for SUAs
6.2.15.2 a) ii) and 6.2.16.2 a) ii)	Changed AMB to DULIN
6.2.18.2 a) ii) and 6.20.20.1 a) ii)	Changed AMB to DULIN
7.2.1	Changed linked paragraph number
7.3.2.1	New content – Clearance expiry time for airspace release
7.8.3.2	New content – RTB intentions for split trail/block formations into civilian airspace
7.12	Changed ATC-CRU/AEW&C coordination wording from ‘VOID’ to ‘EXPIRY’ to align with MATMAN Vol 1 para 9.2.2.1
8.5.1	New content – OLA and ASP positions map
8.12.6	Added TAC BOX report requirement
8.12.10.1	New content – External lighting on NVD/NVS
8.17.3.2	Reworded weather criteria for ETC operations
8.18.5 and 8.18.5.1	Content change to align with MATS 5.3.1.2 and 5.3.1.2.2
10.1.6	Changed linked paragraph number
10.2.3	Changed VFR transition level for arrivals via Initial to ‘at or below 3000 FT’ vice ‘below 3000 FT’

Location of change	Change description
11.8.2 and 11.8.3	Removed ‘SSTO’ from paragraph name (not required)
12.1	Changed linked paragraph number
18.1	Changed paragraph name
18.2 and 18.2.1	New content – PC21 High key procedures

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1 AD2 Supplement Information

1.1 Production

This AD2 Supplement (SUPP) is subject to review every 12 months, however, it is not subject to a regular cycle. All AD2 SUPPs will be published IAW AIRAC cycles.

1.1.1 AD2 SUPP amendments

To make a change to the AD2 SUPP outside of a new issue date an 'AD2 SUPP Amendment' will be issued through AIS-AF.

1.1.2 Change request cycle

1.1.2.1 Meeting organised

A meeting should be organised by the Amberley AD2 SUPP Manager at least four months prior to the AIRAC cycle. The invited stakeholders will be representatives of the endorsement authorities found in Para 1.2.1. Stakeholders are encouraged to send their change requests to 452SQN AMB FLT OPSCDR and 452SQN AMB FLT PUBSO prior to this meeting for inclusion in the agenda.

1.1.2.2 Outcomes posted

ATC will aim to email the minutes of the meeting to attendees one week after the meeting. ATC will send a reply to the proposed requests no later than one month after the meeting.

1.1.2.3 Final draft

ATC will aim to send a final draft should to endorsement authorities approximately 2.5 months prior to release date. The stakeholders will have up to two weeks to review the document and to reply with their endorsement via email. Any further requested changes will be in the subsequent release or published as an amendment.

1.2 Preface

1.2.1 Publishing authority

The authority for this AD2 SUPP is AC SI(OPS) 01-20 - *Aeronautical Information Management*. The approval authority is CO 452SQN. The Sponsor is the Senior Air Traffic Controller AMB/452SQN AMB FLT FLTCDR.

Endorsement authorities are:

a) OC 82WG;
b) OC 86WG; and
c) CO 35SQN.

1.2.2 Applicable documents

YAMB AD2 SUPP is prepared IAW the following documents:

a) AC SI(OPS) 01-20 – *Aeronautical Information Management*;
b) Defence Aviation Safety Regulation (DASR) AO.GEN.05 – *Management of Orders, Instructions and Publication (OIP);* and
c) DASR RoA – *Rules of the Air*.

1.2.3 Purpose

1.2.3.1 Definitions

The terms used in this AD2 SUPP are defined in the *Defence Aviation Safety Regulations – Glossary* and *Australian Defence Glossary* (aviation context). Terms specific to this AD2 SUPP are identified within this document. All levels referred to in this AD2 SUPP are in feet (FT) AMSL, unless otherwise specified.

1.2.3.2 Supporting documents

This AD2 SUPP is deemed Electronic Aeronautical Information and is made available for Electronic Flight Bag use via the Defence Aeronautical Information Service Provider, AIS-AF.

1.2.3.3 Defence Aviation Safety Regulations compliance

This AD2 SUPP ensures compliance with DASR AO.GEN.05 – *Management of OIP* and DASR RoA –*Rules of the Air* by providing useable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

1.2.3.4 Operational procedures

This AD2 SUPP is applicable to all aircraft operated by squadrons based at RAAF Base Amberley and CHC Australia (AMB SAR FLT only). These aircraft will be referred to as local aircraft. A pilot of an aircraft that is not locally based at the aerodrome, but who advises being compliant with this AD2 SUPP, is deemed a local aircraft. If necessary, transient aircraft may request a local area briefing be arranged by the AD2 SUPP Sponsor.

1.2.4 Use

1.2.4.1 Rule compliance

This AD2 SUPP applies to the conduct of flying operations and ATC services at YAMB aerodrome and surrounding airspace. Information contained in this instruction that may have civil application or may enhance overall useability is also provided in the YAMB section of Enroute Supplement Australia (ERSA).

2 Airspace

2.1 Amberley Domestic Airspace

2.1.1 General

YAMB is a military aerodrome. AMB domestic airspace is the AMB Control Zone (CTR) and R625A-E. R625D and R625E are activated when required. Little Amberley is the AMB CTR and R625A-C. Big Amberley is Little Amberley and R625D. When AMB domestic airspace is not active, the airspace reverts to the underlying civilian airspace class. Due to the nature and complexity of Amberley, AIP priorities may not always be followed. ATC may recall YAMB airspace at short notice and will provide notification in the form of an airspace NOTAM and/or ATIS broadcast.

2.1.2 Air traffic service hours

The following table outlines Air Traffic Service (ATS) coverage, including Directed Level of Capability (DLOC) and degrade states:

	DLOC	Degrade 1	Degrade 2	Degrade 3	Degrade 4	Degrade 5
AMG	15 hrs/day 7 days (0800-2300h, Mon-Sun)	15 hrs/day 5 days a week (0800-2300h, Mon-Fri) 15 hrs/day 2 days per week (Non-continuous 0800-2300h, Sat-Sun)	As per Degrade 1	As per Degrade 1	15 hrs/day continuous Mon-Fri (0800-2300h)	A failure in critical mission systems requires significant control measures to be implemented or a withdrawal of ATC services altogether. ACG and AMG will be notified of the relevant restrictions or withdrawal of ATC services.
ACG	13.5 hrs/day 5 days a week (0900-2230h, Mon-Fri)	As per DLOC	8.5 hrs/day 5 days per week Mon-Fri Or 13.5 hrs/day 5 days per week (0900-2230h, Mon-Fri) on notice from ACG	8.5 hrs/day 5 days per week Mon-Fri	As per Degrade 3	

Note 1: 8.5 hour window timings are agreed upon with four weeks' notice.

Note 2: 452SQN AMB FLT is responsible for advising their degrade state to AMG and ACG.

Note 3: Contact 452SQN AMB FLT OPSCDR for ATC support requests.

2.2 Oakey

Oakey aircraft conduct low level flying operations within D630A and C, including NVD operations. Airspace users conducting high-risk operations within this airspace are encouraged to contact the Oakey Airfield Operations Centre on (07) 4577 7136 or OAK.B73.Airfield.Operations.Centre@defence.gov.au to de-conflict activities where possible.

2.3 Airspace Coordination and Bookings

2.3.1 General

Use of AMB domestic airspace and AMB SUA (Special Use Airspace) is coordinated and booked IAW the process outlined in Para 2.3.2. All flying units (including non-YAMB based) intending to use AMB domestic airspace and AMB SUA for anything other than a single movement (arrival and subsequent departure) must adhere to the process.

2.3.1.1 NOTAM responsibility

452SQN AMB FLT will submit AMB SUA NOTAM for the next working day IAW the 'Airspace Daily' view in FPARS or daily flying programs for visiting units/units with limited access to FPARS.

2.3.2 Flying programs (FLYPRO)

Locally based flying units are required to email FLYPROs (as detailed below) to:

a) ATC – 452SQN AMB FLT ASPR and 452SQN AMB FLT TSPR;
b) 452SQN AMB FLT OPSCDR (Six-month forecast only); and
c) AMB ABOC.

2.3.2.1 Rolling six-monthly FLYPRO/forecast

Fast jet units shall provide a six-month FLYPRO/forecast containing requested flying window (morning, afternoon, night), general rate-of-effort (RoE), and forecast airspace.

Six-month programs shall be provided following the ACG quarterly planning conferences summarised below:

a) March – covering Quarter (Q) 2 – Q3;
b) June – covering Q3 – Q4;
c) September – covering Q4 & Q1; and
d) November/December – covering Q1 – Q2.

Note: *This requirement is fulfilled using the ACG Resource Planner*

2.3.2.2 Monthly FLYPRO

Fast jet units shall provide a monthly FLYPRO with planned sorties including:

a) individual sortie times;
b) number of aircraft in the formation; and
c) requested airspace and levels.

Programs shall be sent NLT 1500 Local, third Thursday of each month.

2.3.2.3 Weekly FLYPRO

Units shall provide a weekly FLYPRO covering all planned flying operations including:

a) callsign;
b) departure location and time;
c) arrival location and time; and
d) requested airspace and levels.

Programs shall be sent NLT 1430 Local on Thursdays.

Note: *Fast jet units fulfil weekly flying program requirements by providing the monthly flying programs.*

2.3.2.4 Daily FLYPRO

Units shall provide a daily FLYPRO covering all planned flying operations including:

a) callsign;
b) departure location and time;
c) arrival location and time; and
d) requested airspace and levels.

Note: *Daily FLYPRO published on a Friday will cover any weekend/public holidays and the first business day of the following week (e.g. Monday).*

2.3.2.5 Base FLYPRO

ABOC shall provide a consolidated base FLYPRO including any transit/visiting or aircraft not landing at Amberley but operating in AMB SUA or conducting instrument approach training at Amberley. The base FLYPRO shall contain:

a) callsign;
b) departure location and time;
c) arrival location and time;
d) requested airspace and levels; and
e) parking position (for transit aircraft only).

ABOC must send the base FLYPRO via email NLT:

a) 1500 Local Monday – Thursday; and
b) 1400 Local Friday.

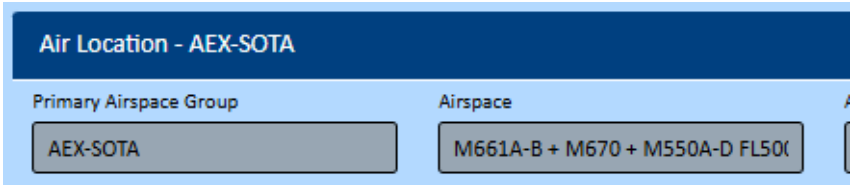
Note: *Base FLYPRO published on a Friday will cover any weekend/public holidays and the first business day of the following week (e.g. Monday).*

2.3.2.6 Requested airspace

For sorties using AMB SUA or persistent operations within R625 (e.g ROZ Gauntlet, TAC work, display practise) the Primary Airspace Group in FPARS must be entered as:

a) AWX - WETA;
b) AWX - GAYN;
c) AEX - NETA;
d) AEX - CETA;
e) AEX - SOTA;
f) AEX - SOBR;
g) EVX; and/or
h) AMX.

The requested SUA area, operating levels and times (if not as per sortie times) must be entered in the ‘Airspace’ field.



Note: *Requesting units are responsible for ensuring sorties with requested airspace are correctly shown on the 'Airspace Daily' view.*

2.3.3 Airspace planning/coordination meetings

The following meetings are held to coordinate and de-conflict SUA usage:

Meeting	Purpose	Chair & Coordinator	Required Attendance	When/where
Monthly Airspace Coordination Conference	Provide updates where required to flying unit six-month programs forecasts Determine the planned YAMB domestic airspace and SUA requirements for the following month and assign airspace accordingly Develop de-confliction plans between users as required Establish agreed ATC services for following month	452SQN AMB FLT supported by 82WG OPS	Representatives from all flying units intending to operate in domestic airspace and AMB SUA 23SQN OPS Flying unit representatives must be able to negotiate fully and resolve conflicts on behalf of their unit at the conference Non-AMB based units may engage a AMB based advocate if unable to attend	BLDG 373 Gauntlet Briefing Room 1400 Local every third Wednesday of each month Skype available for remote access
Weekly Airspace Coordination Conference	Confirm airspace requirements and de-confliction plans agreed at the Monthly conference Confirm agreed ATC services for the following week Confirm ATS red windows for publication on FPARS Develop/review rolling four week Fast Jet window	452SQN AMB FLT supported by 82WG OPS	Representatives from all flying units intending to operate in YAMB domestic airspace and SUA 23SQN OPS As per the monthly airspace conference	BLDG 373 Gauntlet Briefing Room 1400 Local every Wednesday Skype available for remote access

2.3.3.1 Unresolved programming conflicts

If an airspace programming or ATS provision conflict cannot be resolved during the Monthly or Weekly Airspace Coordination Conference, the 452SQN AMB FLT FLTCDR will resolve the conflict in consultation with Unit XOs. YAMB permanent flying units have agreed to the order of priorities detailed in Para 2.3.3.2 as the initial framework for conflict resolution. Air Operations Directive-articulated priorities will be used for higher guidance if required.

2.3.3.2 YAMB permanent flying units agreed airspace priorities

YAMB Domestic Airspace	
Priority	**Event**
1a	ACG conversion to type course events
1b	AMG conversion to type course events
2	Critical currency event
3	Planned ROZ Gauntlet operations
4	Other
AMB SUA	
Priority	**Event**
1	Major exercise use
2	ACG in the WETA (including non -YAMB based), AMG in the CETA
3	Other - YAMB permanent unit
4	Other - YAMB temporary unit
5	Other - Non-YAMB unit

2.4 Airspace Changes

2.4.1 Changes prior to release of daily FLYPRO

Changes to domestic airspace or AMB SUA requirements (requested airspace or timings) prior to the release of the units daily FLYPRO may be made without coordination with ATC provided:

a) the sortie time remains within the agreed/published ATS hours (including ATC fast jet window if applicable);
b) requesting units coordinate a de-confliction plan with other airspace users (if required); and
c) daily FLYPRO is published with the relevant changes.

Changes to the published ATS Red Window require approval from the 452SQN AMB FLT OPSCDR and are subject to ATC availability. Requests should be made as early as possible and NLT 1500 Local one working day prior.

2.4.2 Changes after the release of daily FLYPRO

Following release of the daily base FLYPRO for the next working day, changes to domestic airspace or AMB SUA requirements need additional notification to AMB ATC to ensure airspace NOTAMs are submitted correctly and IAW required timeframes.

After 1500h Mon-Thu and 1130h Fri, units must take the following actions for any changes to the next working day's domestic airspace or AMB SUA requirements (i.e. changes to airspace volume(s) and/or timings):

a) coordinate a de-confliction plan with other airspace users (if required);
b) contact ATC via phone on 07 5361 3349 to request/notify the change; and
c) update the unit's daily/weekly FLYPRO following approval from ATC.

2.4.3 NOTAMs for AMB Special Use Airspace

NOTAMs for AMB SUAs should be published with at least eight hours' notice. Changes/activations/extensions of AMB SUAs within eight hours may be available subject to agreement between AMB ATC and BN ATC considering:

a) impact to ATC staffing (both AMB and BN);
b) impact to industry (e.g. diversions required around restricted airspace); and
c) increased likelihood of airspace infringements due to short notice activation.

Except in extenuating circumstances, at least two hours' notice is required.

Note: *M646 should not be activated with less than eight hours' notice.*

2.4.4 Real-time requests

Real-time requests to enter active AMB SUA not previously coordinated IAW the above may be provided. If the airspace is already occupied, that callsign has priority (unless circumstances dictate differently, or agreed priorities in Para 2.3.3.2 are violated). The inbound callsign is responsible for coordinating with the already present callsign.

2.5 Traffic restrictions due to ATC staffing or system failure

2.5.1 General

ATC staffing is based on anticipated need and staffing availability. This system allows continued provision of service with reduced staffing, but introduces restrictions on flying activities. 452SQN AMB FLT degrade states are listed in 44WG SI(OPS) 03-10 – *ABATS Degradation Plan* (OBJ: BP27028007).

2.6 Restrictions during fast jet windows

2.6.1 Fast jet window

ATS hours in support of ACG shall be published in FPARS as 'ATC Fast Jet Window'. All fast jet operations (from taxi request to landing) must be confined within the published window times. 452SQN AMB FLT OPSCDR must approve any fast jet flying outside of the fast jet window.

2.6.2 ATS Red Windows

ATS Red windows are periods within the fast jet window where AMB flying operations are restricted to manage fast jet operations safely with reduced ATS capacity.

2.6.2.1 General restrictions

During ATS Red windows, no airspace negotiations can occur. All changes to airspace must be arranged outside of ATS Red windows.

2.6.2.2 Traffic restrictions

During ATS Red windows, the following traffic restrictions apply:

a) fast jet operations restricted to departures only (may be for active SUA). Fast jet aircraft can expect up to a 10 min delay for departures;
b) no continuous operations in the CTR or R625 (e.g. ROZ Gauntlet, Locker, Cage, instrument approach training, C-17 TAC work); and
c) Circuit Area (CIRA) limited to one aircraft.

3 Reserved

4 Supersonic Flight

4.1 Supersonic flight permitted locations

Supersonic operations are permitted above 8000FT within:

a) M640;
b) M649;
c) M661;
d) M670; and
e) M641 when M661 is activated with the same upper level.

5 Exclusive use of Amberley Control Zone

5.1 Planning Requirements

Operations requiring exclusive use of the CTR (e.g. display practises or parachute drops) must be advised NLT the Flying Coordination Meeting of the week prior, to enable notification to other airspace users and NOTAM submission.

5.2 Restrictions

Operations will be limited to within 7 NM of the YAMB ARP to ensure separation with RPT aircraft arriving into YBBN via the Y27 air route.

5.2.1 Delays

Amberley arrivals and departures can expect up to 20 minutes holding/delay during exclusive use of the AMB CTR.

6 Amberley Special Use Airspace

6.1 General

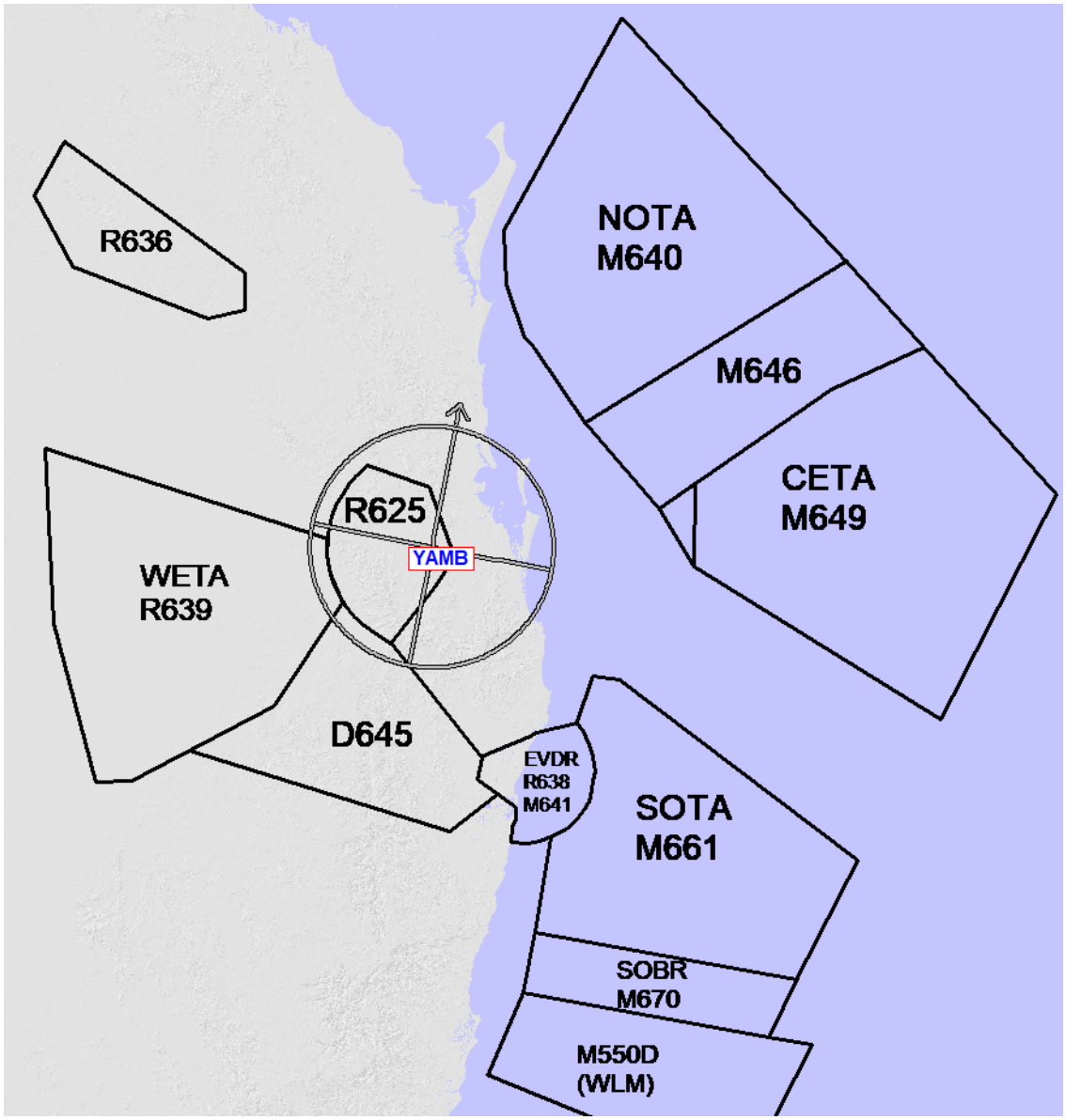
Amberley airspace comprises numerous SUAs, namely Restricted/Danger areas and Military Operating Areas. Activation height is advised by NOTAM. Some SUA have abbreviated titles for local use in radio transmissions.

6.2 AMB SUA

AMB SUA and procedures are depicted below. AMB SUA airspace includes:

a) Western Training Area: R639ABCD and D621ABCD;
b) Northern Training Area: M640ABCD and D617ABCD;
c) Central Training Area: M649AB and D658AB;
d) Northern Bridge: M646 and D632;
e) Southern Training Area: M661AB and D679AB;
f) Southern Bridge: M670AB and D690;
g) Evans Head: R638ABC and M641;
h) Gayndah: R636; and
i) Danger Area Rhino: D645.

6.2.1 Amberley SUA pictorial



6.2.2 Amberley SUA operational hours

AMB SUA operations are only available during ATC hours. Outside of these hours, the AMB SUA are not active.

6.2.3 Transponders

Transponder use in AMB SUA is at user discretion, unless otherwise directed by ATC.

6.2.4 Corridors

Airspace corridors are available to facilitate transit to the Northern, Central and Southern SUA.

6.2.5 Danger Areas

Operations in Danger Areas (DAs) must be conducted VFR unless prior coordination is conducted with ATC. Civil IFR aircraft may operate up to the base of the Restricted Area (RA)/Military Operating Area (MOA) and traffic will not be passed on aircraft within the DA. Aircraft transitioning from the RA/MOA to the DA must be VFR 1000 FT above the lower level of the RA/MOA. Flight plan remarks shall include 'RMK/VFR in [applicable DA]'.

6.2.6 Application of lateral buffers

Aircraft operating in AMB SUA must remain within the airspace allocated unless cleared by ATC or Control and Reporting Unit (CRU)/Airborne Early Warning and Control (AEW&C). AMB ATC may operate to the boundary of AMB CTR and all SUA. Aircraft may operate up to the lateral boundary of the SUA. Aircraft must apply a 2.5 NM lateral buffer to the common boundary when not cleared into active adjacent SUA.

6.2.7 Air traffic services

Aircraft operating within the AMB SUA will not receive an ATC service. Identification automatically terminates on approval to change frequency or when advised, "CLEARED OPERATING". ATC will pass AMB SUA traffic to aircraft entering the AMB SUA prior to entry or on first contact, unless the airspace is released to CRU/AEW&C. Separation is not provided within AMB SUA. Users are responsible for de-conflicting operations within AMB SUA. BN CEN provides ATS within DAs IAW the underlying civil airspace (e.g. Class E or G).

6.2.8 SARWATCH

Unless operating with CRU/AEW&C, AMB ATC will hold SARWATCH on aircraft operating in AMB SUA based on the submitted flight plan. Aircraft departing AMB SUA into civil controlled airspace must advise AMB ATC on the appropriate Common Area frequency when departing the AMB SUA.

6.2.9 Clearances

Aircraft can expect flight levels for operations within Gayndah and Evans Head above the transition level, unless also cleared into M661 to the same upper level. Aircraft departing YAMB will be issued clearances for AMB SUA on receipt of airways clearance unless the SUA is released to CRU/AEW&C. Other aircraft are required to contact AMB ATC on the relevant Common Area frequency listed in Para 6.2.13.1 to obtain clearance prior to entering the airspace. Aircraft departing YAMB and entering an AMB SUA from airspace other than AMB administered airspace are to contact AMB Centre (CENR) on 234.55 to request traffic prior to entering the airspace. Additionally, ATC continuously monitors all AMB SUA frequencies as well as 243.0.

6.2.9.1 'CLEARED OPERATING'

When advised "CLEARED OPERATING", aircraft entering AMB SUA must switch to and monitor the Common Area UHF appropriate to the SUA, unless otherwise advised to AMB ATC.

6.2.10 ATC contacting aircraft within AMB SUA

If ATC require contact with an aircraft operating in SUA, they will attempt communications on the appropriate Common Area UHF. Alternatively, ATC will attempt to raise on 243.0.

6.2.11 AMB SUA operations complete

Upon completion of SUA operations, aircraft must contact:

a) AMB CENR when returning via corridors;

b) AMB APP from the Western airspace; and

c) BN CEN if departing into civil airspace.

6.2.12 CRU/AEW&C operations

When AMB SUA airspace is released to CRU/AEW&C, both of the AMB SUA UHFs will be usable by CRU/AEW&C. CRU/AEW&C must advise AMB ATC of any changes to aircraft operating frequencies from the mission brief. ATC must monitor the VHF frequency appropriate to the AMB SUA. All AMB SUA frequencies are unique to the assigned area.

6.2.13 Air-Ground radios

Air-ground radios are installed in three locations to facilitate communications with aircraft operating in the AMB SUA. The table below lists the AMB SUA, the location of the corresponding radios and the allocated frequencies.

6.2.13.1 AMB SUA frequencies

SUA	**M640, M649, M646 (Northern/Central airspace)**
Radio location	Mount Hardgrave
Common area UHF	270.350
VHF	131.825
SUA	**M661, R638, M641, M670 (Southern/Evans Head airspace)**
Radio location	Springbrook
Common area UHF	302.250
Secondary UHF	252.550
VHF	122.000
Guard Frequency	243.000 (covers Northern, Central, Southern and Evans Head)
SUA	**R639 (Western airspace) and R636 (Gayndah)**
Radio location	Mount Mowbullan
Common area UHF	268.900
Secondary UHF	232.200
VHF	125.250
Guard Frequency	243.000

6.2.14 Western Training Area (WETA)

The WETA comprises R639ABCD and D621ABCD. Operations in the WETA must remain outside 48 TAC AMB.

6.2.14.1 Coded clearance

Users will be issued “CLEARED WESTERN A-D (level)”. This clearance allows aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.14.2 Gates

Three gates are established for entry and exit of the WETA. The coordinates are:

a) WHITL AMB255043 S 27° 41’ 24.90” E 151° 54’ 38.91”;
b) BEACH AMB240043 S 27° 52’ 27.39” E 151° 57’ 06.38”; and
c) WATTO AMB230043 S 27° 59’ 20.23” E 152° 00’ 30.62”.

6.2.14.3 Departure

The default clearance to the WETA is BEACH DCT FL180. Levels above FL200 are only available if operationally required. Aircraft must maintain cleared level until established outside 48 TAC AMB.

6.2.14.4 Arrival

Aircraft must contact AMB APP for identification and clearance prior to 48TAC AMB. The standard level for recovery is FL190. Aircraft must be established at or below FL190 by 48TAC AMB. Pilots must advise any tracking instructions issued by CRU/AEW&C on initial contact.

6.2.14.5 Civilian flying training within D621A

A civilian flying training school conducts high density flying training operations within D621A. Aircraft must consider the following:

a) To avoid the civilian flying training area, Defence high-intensity fast jet manoeuvring operations must not descend below 7000 FT IVO the civilian Danger Areas. The use of de-conflicted altitudes provides a necessary buffer between incompatible military and civilian activities; and

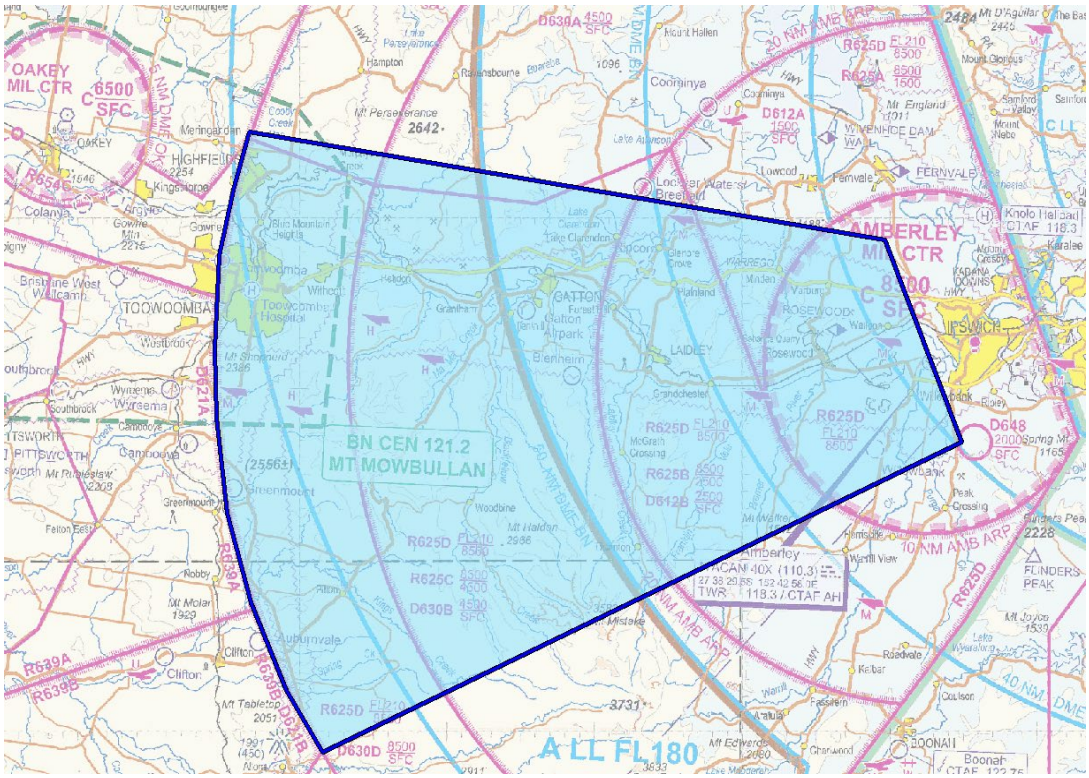
b) Military aircraft conducting a benign mission profile may still plan and conduct other flights below 7000 FT within D621A, after full consideration of any risks associated with the civilian flying training operations. These flights could be undertaken by any military aircraft platform (including foreign military) at any altitude.

6.2.14.6 Locker clearance

Users will be issued “CLEARED WESTERN A-D (level) and LOCKER”. This clearance allows aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.14.7 Locker airspace dimensions

a) S 27° 25' 03.25" E 151° 56' 56.52";
b) S 27° 31' 20.10" E 152° 39' 43.41";
c) S 27° 43' 10.59" E 152° 44' 56.01";
d) S 28° 01' 17.95" E 152° 01' 37.29"; and
e) thence along the 43 NM R625D boundary to S 27° 25' 03.25" E 151° 56' 56.52" FL210-310 (A230-A280 usable).



6.2.14.8 Services and procedures within Locker airspace

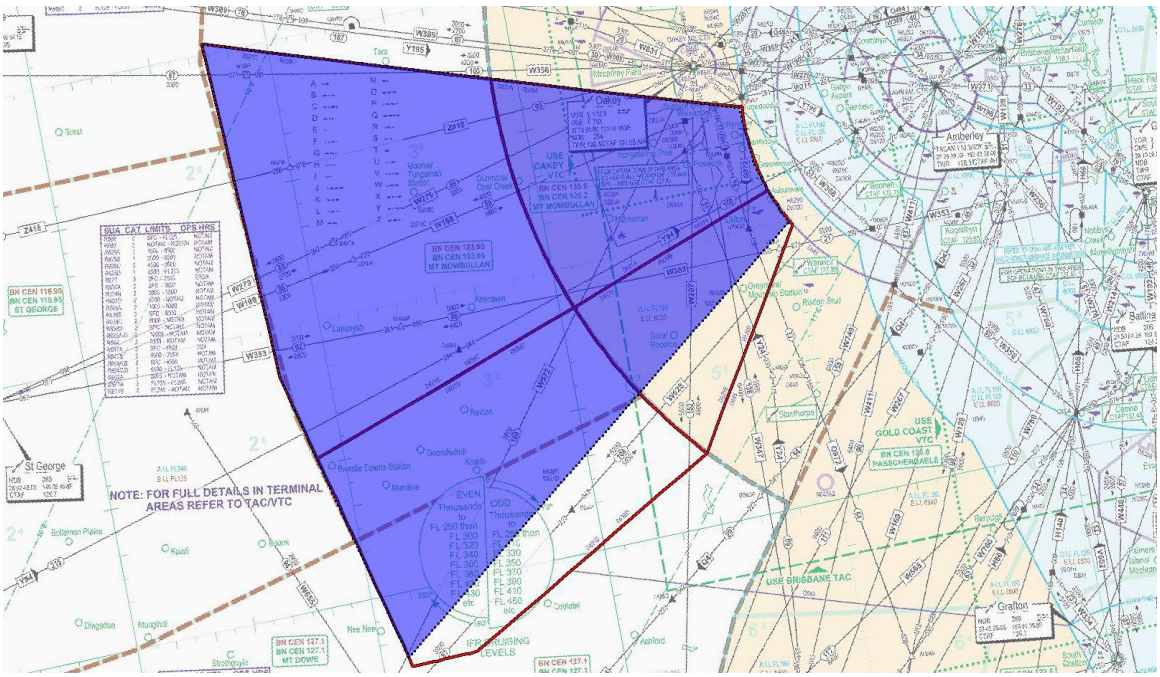
Services and procedures within Locker airspace are the same as the WETA. Clearance is not required to leave or enter Locker airspace to/from R639. Locker airspace levels are set at A230-A280 and will not be restated in clearances. BEACH is the default outbound gate for aircraft planned for Locker operations. Aircraft in Locker airspace may request tracking for initial only when planning to terminate the sortie, maintaining within the Locker airspace until cleared to descend by AMB APP.

6.2.14.9 R639 operations during AMB Red windows

When R639 is active or will activate during an AMB Red window, users will be issued “CLEARED WESTERN A-D, RAMBO RESTRICTION, (level), (Area QNH)”.

6.2.14.10 RAMBO restriction

The RAMBO restriction requires aircraft to operate within R639BD north of a line between 29°13'33"S, 150°6'49"E to 28°0'18"S, 152°0'45"E.



6.2.14.11 WETA – other vital information

Other vital information regarding WETA operations contained within this AD2 SUPP is located at (but not limited to) Para 6.2.5-11, Para 6.2.13, Para 6.2.22, Para 6.2.25.17-18, Para 14.4, Para 14.4.2 and Para 15.10.1.

6.2.15 Northern Training Area (NOTA)

The NOTA comprises M640ABCD and D617ABCD.

6.2.15.1 Coded clearance

Users will be issued “CLEARED NORTHERN A-D (level)”. This clearance allows aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.15.2 Departure and arrival

The default clearance to and from the NOTA is via Amberley Corridor North. Aircraft unable to meet the level restrictions of the corridor are to plan:

a) Single aircraft or aircraft in standard formation:
   i) Departure: BINUP – MURJO – BOBED – LESKO – MOSSI/ADNUK above A100; and
   ii) Arrival: ADNUK – BN – DULIN, above FL180.

b) Heavy formation aircraft or aircraft in block/trail formations:
   i) Departure: DULIN275030 – WOODY – WINKY – LESKO – ADNUK/MOSSI above FL190, reaching FL190 by WINKY; and
   ii) Arrival: MOSSI/ADNUK – MOOLO – OTGAT – TEZZA – PARRY – DULIN between FL190 and FL250.

Note: *Levels above FL190 may be delayed or not available if corridors are active.*

6.2.15.3 NOTA – other vital information

Other vital information regarding NOTA operations contained within this AD2 SUPP is located at (but not limited to) Para 4.1, Para 6.2.4-11, Para 6.2.13, Para 6.2.24.1-2, Para 6.2.25.1-2, Para 6.2.25.5, Para 6.2.25.11-12, Para 14.5 and Para 15.10.4.

6.2.16 Central Training Area (CETA)

The CETA comprises M649AB and D658AB.

6.2.16.1 Coded clearance

Users will be issued “CLEARED CENTRAL A-B (level)”. This clearance allows aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.16.2 Departure and arrival

The default clearance to and from the CETA is via the Amberley Corridor Central. Aircraft unable to meet the level restrictions of the corridor are to plan:

a) Single aircraft or aircraft in standard formation:
   i) Departure BN – COODA – BONEY – M649 above A100; and
   ii) Arrival: BONEY – SAVER – AMITY – BN – DULIN, above FL180.

b) Heavy formation aircraft or aircraft in block formations:
   i) Departure: DULIN275030 – WOODY – WINKY – BN – GUMKI – VIRGE above FL190, reaching FL190 by WINKY;
   ii) Arrival: GOMOL – VONDO – PARRY – DULIN between FL140 and FL250; or
   iii) Arrival (alternate): IDRAS – BUGNU – OTGAT – TEZZA – PARRY – DULIN between FL190 and FL250.

Note: *Levels above FL190 may be delayed or not available if corridors are active*.

6.2.16.3 Other vital information

Other vital information regarding CETA operations contained within this AD2 SUPP is located at (but not limited to) Para 4.1, Para 6.2.4-11, Para 6.2.13, Para 6.2.24.1-2, Para 6.2.25.3-5, Para 6.2.25.13-14, Para 14.5 and Para 15.10.4.

6.2.17 North eastern large force employment area (NLFE)

The NLFE comprises the NOTA, CETA and Northern Bridge (M640ABCD, D617ABCD, M649AB, D658AB, M646 and D632). The NLFE must only be planned for large-scale exercises following consultation with Airservices Australia and industry to identify suitable activation periods to avoid disruption to planned international flights. NOTAM activation of the NLFE must provide a minimum of 48 hours’ notice. Specific procedures for the NLFE will be published in exercise documents (e.g. Airspace Control Plans).

6.2.18 Southern Training Area (SOTA)

The SOTA comprises M661AB and D679AB.

6.2.18.1 Coded clearance

Users will be issued “CLEARED SOUTHERN A-B (level)”. This clearance allows the aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.18.2 Departure and arrival

The default clearance to and from the SOTA is via Amberley Corridor South. Aircraft unable to meet the level restrictions of the corridor are to plan:

a) Single aircraft or aircraft in standard formation:
   i) Departure: EMPUM – IDNER – SEMAJ FL150; and
   ii) Arrival: SEMAJ – IDNER – VONDO – PARRY – DULIN FL140.

b) Heavy formation aircraft or aircraft in block/trail formations:
   i) Departure: EMPUM - OSTAM – IDNER – SEMAJ FL150; and
   ii) Arrival: SEMAJ – IDNER – VONDO – PARRY – DULIN FL140.

6.2.18.3 SOTA – Other vital information

Other vital information regarding SOTA operations contained within this AD2 SUPP is located at (but not limited to) Para 4.1, Para 6.2.4-11, Para 6.2.13, Para 6.2.20.3-5, Para 6.2.24.1, Para 6.2.25.6-10, Para 6.2.25.15-16, , Para 14.5 and Para 15.10.4.

6.2.19 Southern Bridge (SOBR)

The SOBR comprises M670AB and D690. The SOBR connects M661 to M550 and is designed for operations requiring combined use of the SOTA and Williamtown SUA to the south. The SOBR is intended as ‘non-tactical’ corridor airspace and to facilitate civilian aircraft transit. Aircrew must be cognisant of the potential for close lateral proximity civilian aircraft transits and should manoeuvre to avoid civil TCAS alerts if minimum altitude differential exists. Whenever possible, M670B should be activated as the primary ‘bridging’ corridor, with M670A/B jointly activated only when package size requires additional de-confliction options.

6.2.19.1 Coded clearance

Users will be issued “CLEARED SOUTHERN BRIDGE A-B (level)”. This clearance allows aircraft to leave and re-enter controlled airspace to the specified highest usable level.

6.2.19.2 Departure and arrival

Departure and arrival procedures are IAW SOTA procedures.

6.2.20 Evans Head Range (EVDR)

EVDR comprises R638ABC and M641. Due to the impact on civil flight paths, activities within EVDR should be kept below FL150 where possible. If higher levels are required, FL250 reduces the impact to civilian aircraft. When M641 is activated in conjunction with M661 and all of M641 is not required, M641 Partial (M641P) may be activated.

6.2.20.1 Departure and arrival

Aircraft for operations in EVDR must plan:

a) Single aircraft or aircraft in standard formation:
   i) Departure: EMPUM – IDNER – TEDEB FL150; and
   ii) Arrival: TEDEB – IDNER – EMPUM – DULIN FL140.

b) Heavy formation aircraft or aircraft in block/trail formations:
   i) Departure: EMPUM - OSTAM – IDNER – TEDEB FL150; and
   ii) Arrival: TEDEB – IDNER – VONDO – PARRY – DULIN FL140.

On completion of operations, EVDR aircraft must contact BN CEN on 127.2 for identification and onwards clearance. Aircraft must depart EVDR at FL140 unless otherwise cleared.

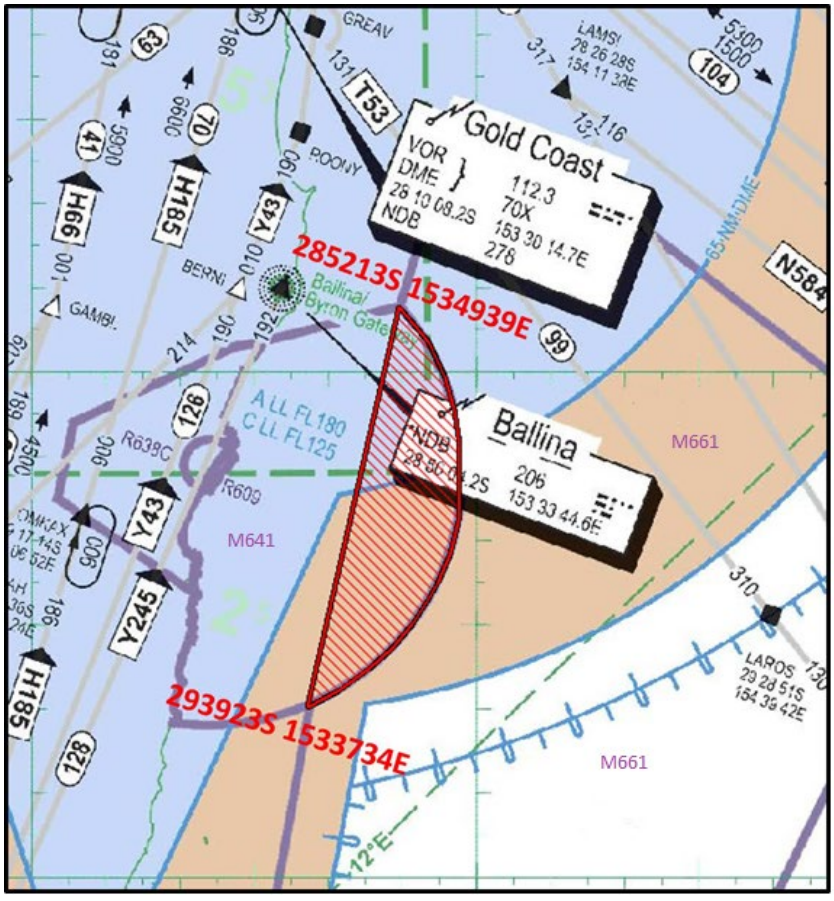
6.2.20.2 M641 Partial

A standard partial activation of M641 is available to eliminate restrictions on the western boundary of M661A. Users must request M641P in FPARS.

6.2.20.3 Lateral boundary

The lateral confines of M641P are defined as east of a line from 285213S 1534939E" to 293923S 1533734E". This line creates a linear boundary for M661A as depicted below.

6.2.20.4 M641 Partial



6.2.21 Gayndah

R636 is north-west of AMB and has no associated Danger Area.

6.2.21.1 Departure and arrival

Aircraft for operations in R636 must plan:

a) Departure: JEDDA – IDLEG – COOLA FL200; and
b) Arrival: IDLEG – JEDDA – DULIN FL210.

6.2.22 D645 (Rhino)

D645 (Rhino) is promulgated to facilitate Low Level Awareness Training (LLAT) and low-level transit between the WETA and EVDR. Intention to use D645 must be annotated on the daily FLYPRO. Pilots should advise AMB ATC on the appropriate Common Area frequency when operations are complete in WETA or EVDR.

6.2.22.1 Limitations

The following limitations apply to D645 operations:

a) serviceability of on board sensors must permit adequate airspace sanitisation by at least one aircraft in the formation;
b) ERSA listed aerodromes must be avoided by 5 NM and 3000 FT AGL. When within 10 NM and below 3000 FT AGL, aircraft must broadcast on CTAF;
c) aircraft must avoid promulgated noise sensitive areas and populated areas;
d) planned apex of abrupt vertical manoeuvres must provide a 2000 FT buffer on Class E airspace;
e) operations are limited to day VFR for LLAT and low level transit; and
f) aircrew must monitor appropriate BN CEN Class G frequencies at all times.

6.2.23 Corridor Procedures

6.2.23.1 Activation

For aircraft departing Amberley, AMB ATC will request activation of the appropriate corridor following airways clearance issue. The corridor will remain active whenever a formation is in the SUA unless the formation lead advises the corridor is not required for return to base (RTB). Aircraft must remain within the corridor volume unless an emergency dictates an immediate change of flight path. Squawking an emergency code will give adjoining ATC agencies awareness of the emergency and allow priority to be afforded.

Note: *Corridors may take up to 10 minutes to activate.*

6.2.23.2 Alternate levels

ATC may issue other levels within the corridor if no confliction exists.

6.2.23.3 Separation

Separation within the corridor is a joint pilot–ATC responsibility. Aircraft on RTB from the NOTA, CETA and SOTA are initially de-conflicted by corridor levels. For de-confliction, aircraft should be in communication with ATC and established at the RTB flight level NLT 5 NM prior to the corridor. Sequencing may be required within the corridor to facilitate descent. Aircraft may be held in SUA to facilitate sequencing.

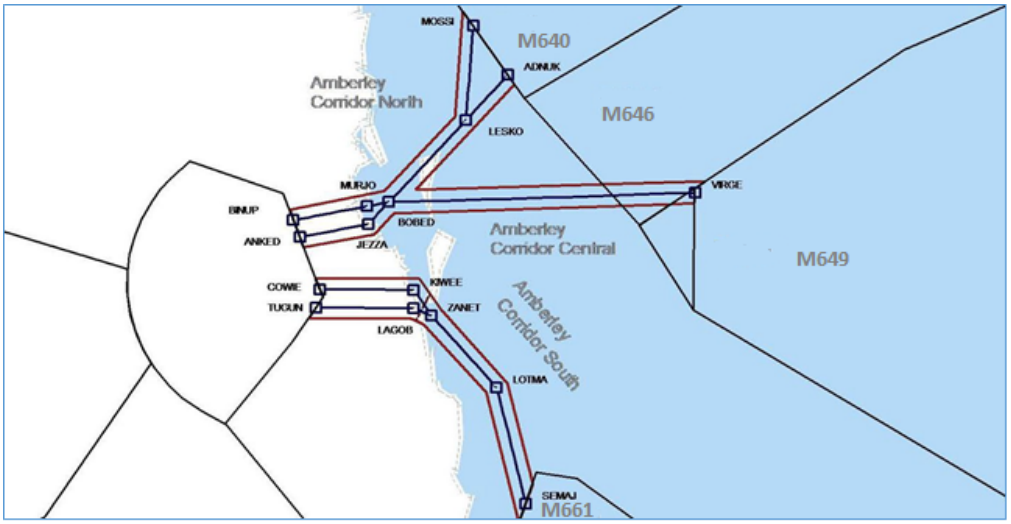
6.2.23.4 Corridors unable to be staffed

If AMB ATC is unable to staff corridors due to an unexpected capability issue, fast jet aircraft that would normally transit via corridors should flight plan via the corridor waypoints and associated level restrictions. Aircraft must remain on track, unless directed by BN ATC.

6.2.24 Amberley corridors

6.2.24.1 Amberley corridors

Fast jet access to the NOTA and CETA is via Amberley Corridor North (ACN) and Amberley Corridor Central (ACC) respectively. Fast jet access to the SOTA is via Amberley Corridor South (ACS). The corridors are defined in *South Queensland MATS Supplementary* procedures. The corridors are controlled by CENR on frequency 234.55. High definition plates of the Amberley corridors (Para 6.2.25.11-16) are available from AMB ATC.



6.2.24.2 Amberley Corridor North and Amberley Corridor Central waypoints

The waypoints for ACN and ACC are:

a) BINUP (272057S 1524407E”);
b) ANKED (272543S 1524604E”);
c) MURJO (271703S 1530609E”);
d) JEZZA (272206S 1530628E”);
e) BOBED (271552S 1531245E”);
f) LESKO (265252S 1533544E”);
g) MOSSI (262620S 1533758E”);
h) ADNUK (264005S 1534826E”); and
i) VIRGE (271312S 1544429E”).

6.2.24.3 Amberley Corridor South waypoints

The waypoints for ACS are:

a) COWIE (274026S 1525206E”);
b) TUGUN (274537S 1525050E”);
c) KIWEE (274036S 1532011E”);
d) LAGOB (274541S 1532004E”);

e) ZANET (274747S 1532530E");
f) LOTMA (280757S 1534459E"); and
g) SEMAJ (284036S 1535342E).

6.2.25 Coded clearances

6.2.25.1 Northern 5

NORTHERN 5 is the coded clearance for aircraft to track to the NOTA via ACN. Aircraft "CLEARED NORTHERN 5" must:

1) climb not above FL190 until BINUP;
2) reach FL190 x BINUP;
3) reach FL260 x MURJO; and
4) maintain FL260 MURJO–BOBED–LESKO–MOSSI/ADNUK to establish in the NOTA.

Additional transitions are available for aircraft requiring more track miles to meet the BINUP restriction. These transitions are:

a) WOBBL. Track WOBBL–BINUP then IAW above (37 NM to BINUP); or
b) AM2NG. Track AM2NG–BINUP then IAW above (26 NM to BINUP).

Note 1: *Aircraft must remain on or within 3NM north of the BINUP–MURJO–BOBED track*.

Note 2: *Aircraft must remain within 3NM either side of the BOBED–LESKO–MOSSI/ADNUK track, with entry tracking to NOTA occurring anywhere between MOSSI and ADNUK*.

Note 3: *To enable aircraft to meet the steep climb profile when tracking direct to BINUP, aircraft may set course within 10 TAC Amberley, remaining within the lateral limits of the Amberley CTR*.

Note 4: *Refer to the Fast Jet Noise Abatement plate for additional distance requirements*.

6.2.25.2 Northern 6

NORTHERN 6 is the coded clearance for aircraft to return to AMB via ACN. Aircraft "CLEARED NORTHERN 6" must:

1) maintain FL270 MOSSI/ADNUK–LESKO–BOBED–JEZZA, with entry into the corridor occurring anywhere between MOSSI and ADNUK;
2) reach FL200 x ANKED; and
3) maintain FL200 ANKED–AMB–BIGIX until issued further descent by ATC.

Note 1: *Aircraft must remain within 3 NM either side of the MOSSI/ADNUK–LESKO–BOBED track*.

Note 2: *Aircraft must remain on or within 3 NM south of the BOBED–JEZZA–ANKED track*.

6.2.25.3 Central 5

CENTRAL 5 is the coded clearance for aircraft to track to the CETA via ACC. Aircraft "CLEARED CENTRAL 5" must:

1) climb not above FL190 until BINUP;
2) reach FL190 x BINUP;

3) reach FL260 x MURJO; and
4) maintain FL260 MURJO– BOBED–VIRGE until established in the CETA.

Additional transitions are available for aircraft requiring more track miles to meet the BINUP restriction. These transitions are:

a) WOBBL. Track WOBBL–BINUP then IAW above (37 NM to BINUP); or
b) AM2NG. Track AM2NG –BINUP then IAW above (26 NM to BINUP).

Note 1: *Aircraft must remain on or within 3 NM north of the BINUP–MURJO–BOBED track*.

Note 2: *Aircraft must remain within 3 NM either side of the BOBED–VIRGE track*.

Note 3: *To enable aircraft to meet the steep climb profile when tracking direct to BINUP, aircraft may set course within 10 TAC Amberley, remaining within the lateral limits of the Amberley CTR*.

Note 4: *Refer to the Fast Jet Noise Abatement plate for additional distance requirements*.

6.2.25.4 Central 6

CENTRAL 6 is the coded clearance for aircraft to return to AMB via ACC. Aircraft "CLEARED CENTRAL 6" must:

1) maintain FL280 VIRGE–BOBED–JEZZA;
2) reach FL200 x ANKED; and
3) maintain FL200 ANKED–AMB–BIGIX until issued further descent by ATC.

Note 1: *Aircraft must remain within 3 NM either side of VIRGE–BOBED track*.

Note 2: *Aircraft must remain on or within 3 NM south of the BOBED–JEZZA–ANKED track*.

6.2.25.5 Arrival intentions – Northern 6 and Central 6

Information should be passed to AMB CENR prior to reaching BOBED, indicating:

a) receipt of ATIS information;
b) in-flight conditions;
c) preferred approach type; and
d) intentions.

6.2.25.6 Byron 1

BYRON 1 is the coded clearance for aircraft to track to the SOTA via ACS. Aircraft "CLEARED BYRON 1" must:

1) climb not above FL190 until COWIE;
2) reach FL190 x COWIE;
3) reach FL260 x KIWEE; and
4) maintain FL260 KIWEE–ZANET–LOTMA–SEMAJ to establish in the SOTA.

Note 1: *Aircraft must remain on or within 3 NM north of the COWIE–KIWEE–ZANET track*.

Note 2: *Aircraft must remain within 3 NM either side of the ZANET–LOTMA–SEMAJ track*.

Note 3: *To enable aircraft to meet the steep climb profile when tracking direct to COWIE, aircraft may set course within 10 TAC Amberley, remaining within the lateral limits of the Amberley CTR*.

6.2.25.7 Byron 2

BYRON 2 is the coded clearance for aircraft to return to AMB via ACS. Aircraft "CLEARED BYRON 2" must:

1) maintain FL270 SEMAJ–LOTMA–ZANET–LAGOB;
2) reach FL200 x TUGUN; and
3) maintain FL200 TUGUN–AMB–BIGIX until issued further descent by ATC.

Note 1: *Aircraft must remain within 3 NM either side of the SEMAJ–LOTMA–ZANET track*.

Note 2: *Aircraft must remain on or within 3 NM south of the ZANET–LAGOB–TUGUN track*.

6.2.25.8 Arrival intentions – Byron 2

Information should be passed to ATC prior to reaching ZANET, indicating:

a) receipt of ATIS information;
b) in-flight conditions;
c) preferred approach type; and
d) intentions.

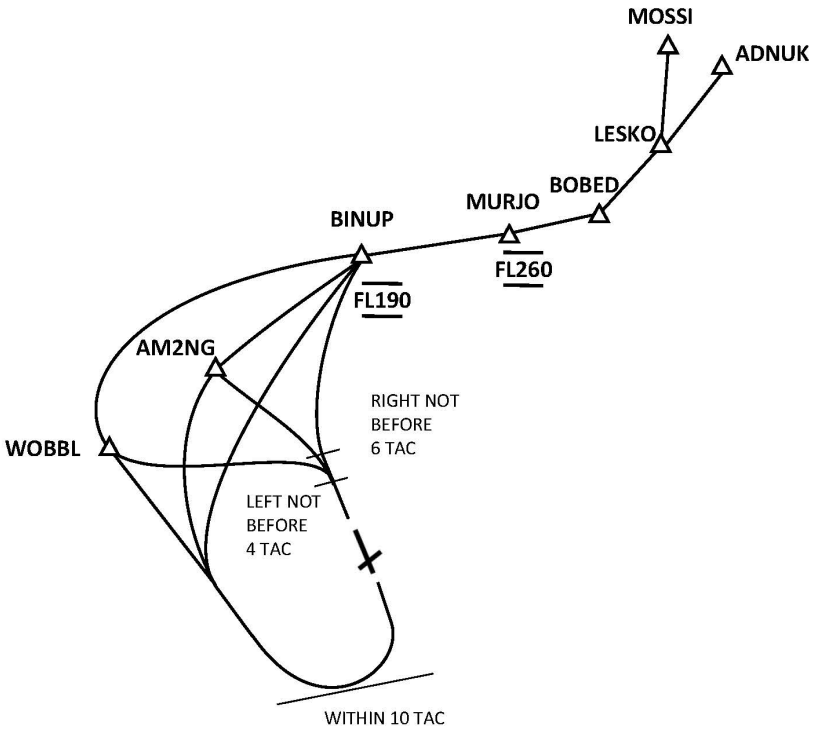
6.2.25.9 Northern 5

MILITARY USE ONLY

NORTHERN 5

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**234.55**



NORTHERN 5

RWY15	RWY33
• Climb to FL190 • Within 10 TAC TURN RIGHT* track BINUP-MURJO-BOBED-LESKO-ADNUK/MOSSI • REACH FL190 by BINUP • AT BINUP CLIMB TO FL260 • REACH FL260 by MURJO • MAINTAIN FL260 until established in NOTA	• Climb to FL190 • Between 6 and 10 TAC TURN RIGHT* track BINUP-MURJO-BOBED-LESKO-ADNUK/MOSSI • REACH FL190 by BINUP • AT BINUP CLIMB TO FL260 • REACH FL260 by MURJO • MAINTAIN FL260 until established in NOTA

TRANSITIONS

WOBBL-	AT 4TAC TURN LEFT* track WOBBL-BINUP
NG-	AT 4TAC TURN LEFT* track AM2NG-BINUP

Notes: *NOISE ABATEMENT APPLIES REFER NOISE PLATE

Changes: AMBNG now AM2NG

12 JUN 25

AMBERLEY (YAMB)

NORTHERN 5

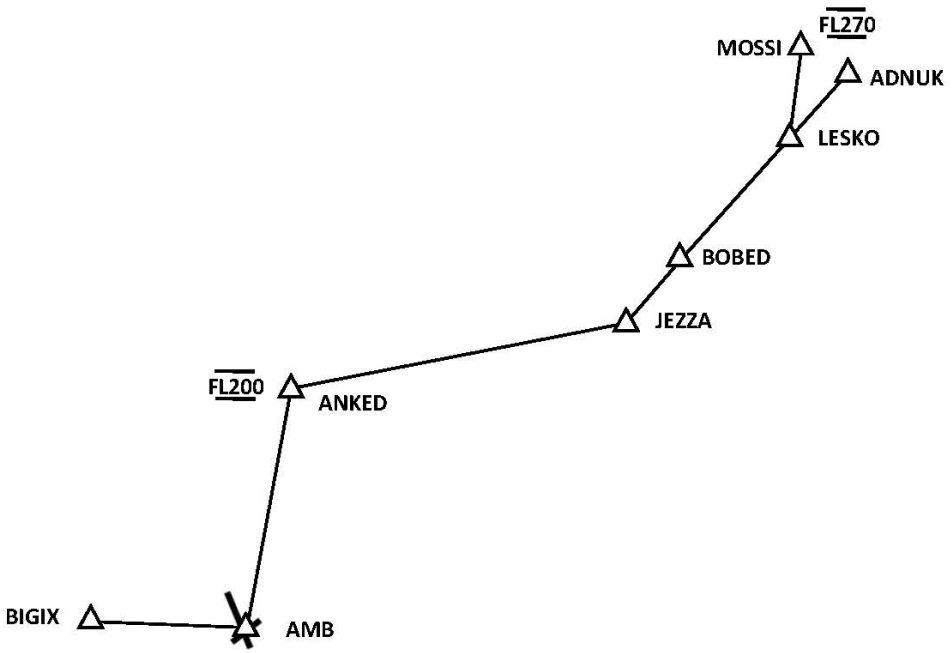
6.2.25.10 Northern 6

MILITARY USE ONLY

NORTHERN 6

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**234.55**



NORTHERN 6

- Depart NOTA via MOSSI/ADNUK AT FL270
- Track MOSSI/ADNUK-LESKO-BOBED-JEZZA-ANKED-AMB-BIGIX
- AT JEZZA DESCEND TO FL200
- REACH FL200 by ANKED
- From BIGIX track as directed by ATC

Notes: *CIRCUIT MUST BE AVOIDED BY 1NM or 1000FT

Changes: Number to continue numerical order from Northern 5

12 JUN 25

AMBERLEY (YAMB)

NORTHERN 6

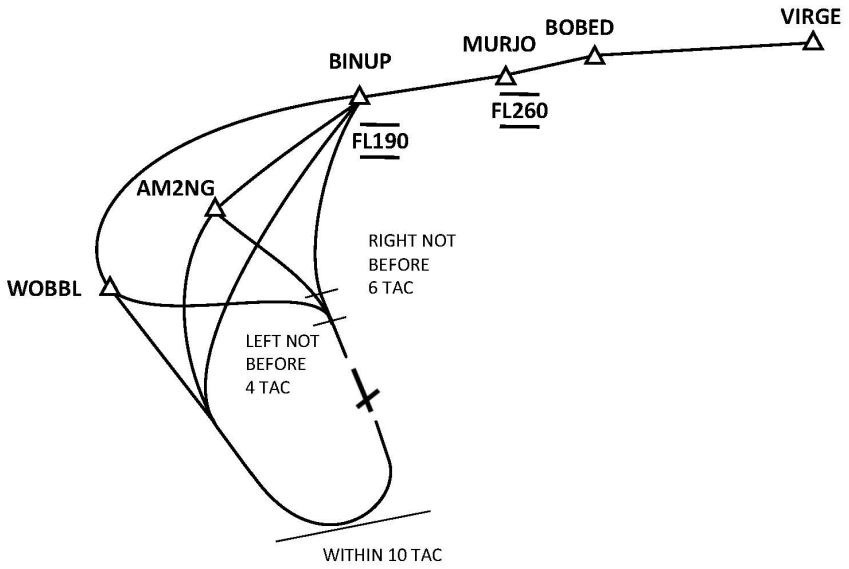
6.2.25.11 Central 5

MILITARY USE ONLY

CENTRAL 5

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**234.55**



CENTRAL 5

RWY15	RWY33
• Climb to FL190 • Within 10 TAC TURN RIGHT* track BINUP-MURJO-BOBED-VIRGE • REACH FL190 by BINUP • AT BINUP CLIMB TO FL260 • REACH FL260 by MURJO • MAINTAIN FL260 until established in CETA	• Climb to FL190 • Between 6 and 10 TAC TURN RIGHT* track BINUP-MURJO-BOBED-VIRGE • REACH FL190 by BINUP • AT BINUP CLIMB TO FL260 • REACH FL260 by MURJO • MAINTAIN FL260 until established in CETA

TRANSITIONS

WOBBL-	AT 4TAC TURN LEFT* track WOBBL-BINUP
NG-	AT 4TAC TURN LEFT* track AM2NG-BINUP

Notes: *NOISE ABATEMENT APPLIES REFER NOISE

PLATE Changes: AMBNG now AM2NG

12 JUN 25

AMBERLEY (YAMB)

CENTRAL 5

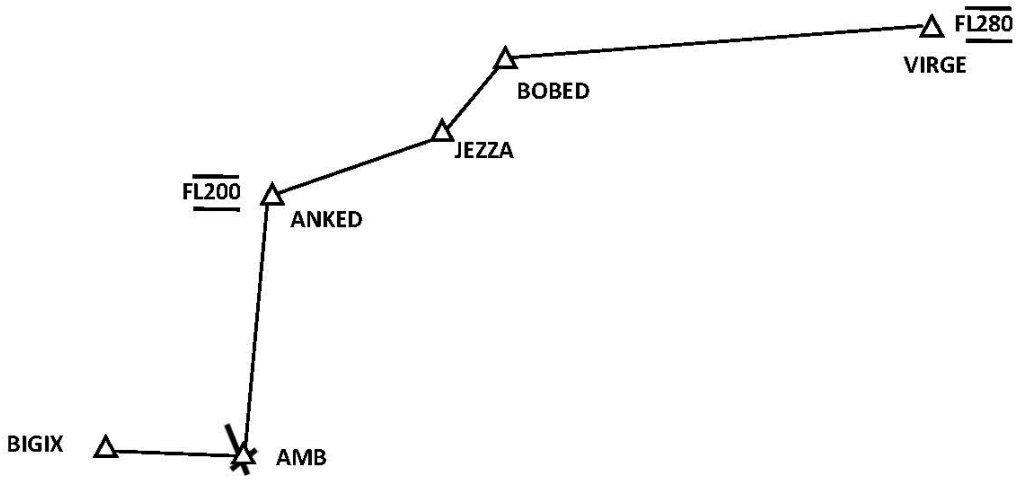
6.2.25.12 Central 6

MILITARY USE ONLY

CENTRAL 6

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	**134.6**	**129.35**	**118.3 264.6**	**126.2 335.8**	**234.55**



CENTRAL 6

- Depart CETA via VIRGE AT FL280
- Track VIRGE-BOBED-JEZZA-ANKED-AMB-BIGIX
- AT JEZZA DESCEND TO FL200
- REACH FL200 by ANKED
- From BIGIX track as directed by ATC

Notes: *CIRCUIT MUST BE AVOIDED BY 1NM or 1000FT

Changes: Number to continue numerical order from Central 5

12 JUN 25

AMBERLEY (YAMB)

CENTRAL 6

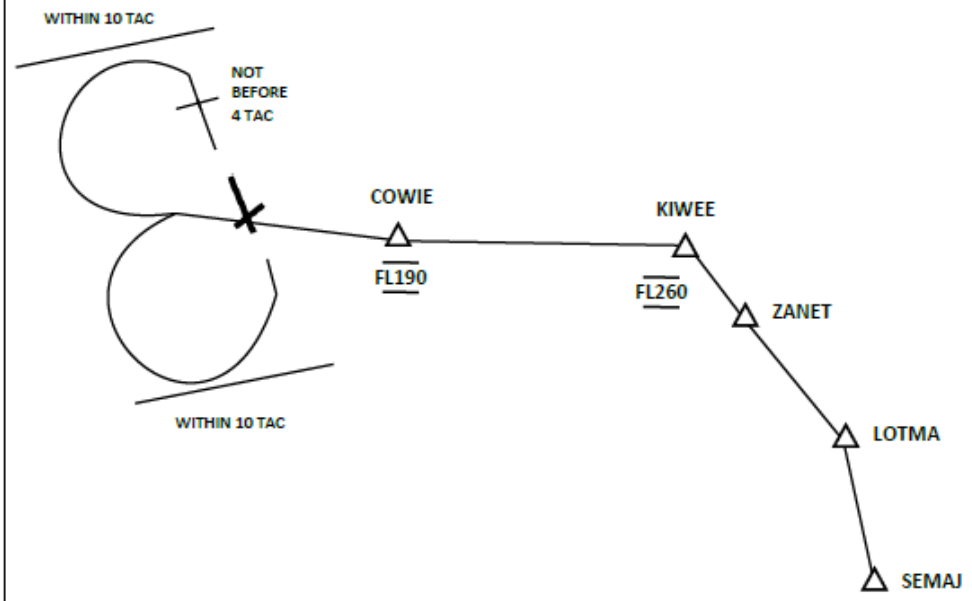
6.2.25.13 Byron 1

MILITARY USE ONLY

BYRON 1

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	234.55



BYRON 1

RWY15

- Climb to FL190
- Within 10 TAC TURN RIGHT* track COWIE-KIWEE-ZANET-LOTMA-SEMAJ
- REACH FL190 by COWIE
- AT COWIE CLIMB TO FL260
- REACH FL260 by KIWEE
- MAINTAIN FL260 until established in SOTA

RWY33

- Climb to FL190
- Between 4 and 10 TAC TURN LEFT* remain within 10 TAC track COWIE-KIWEE-ZANET-LOTMA-SEMAJ
- REACH FL190 by COWIE
- AT COWIE CLIMB TO FL260
- REACH FL260 by KIWEE
- MAINTAIN FL260 until established in SOTA

Notes: *NOISE ABATEMENT APPLIES REFER NOISE PLATE

Changes: Airspace update

28 NOV 24

AMBERLEY (YAMB)

BYRON 1

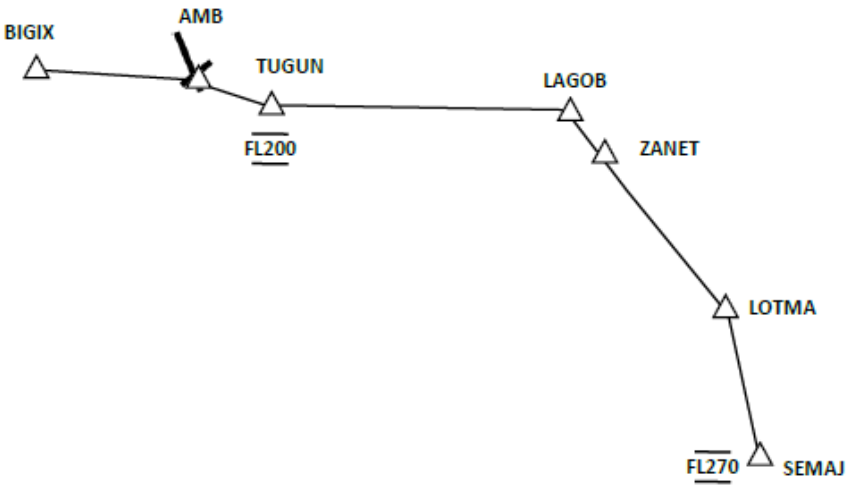
6.2.25.14 Byron 2

MILITARY USE ONLY

BYRON 2

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	234.55



BYRON 2

- Depart SOTA via SEMAJ AT FL270
- Track SEMAJ-LOTMA-ZANET-LAGOB-TUGUN-AMB-BIGIX
- AT LAGOB DESCEND TO FL200
- REACH FL200 by TUGUN
- From BIGIX track as directed by ATC

Notes: *CIRCUIT MUST BE AVOIDED BY 1NM or 1000FT

Changes: Airspace update

28 NOV 24

AMBERLEY (YAMB)

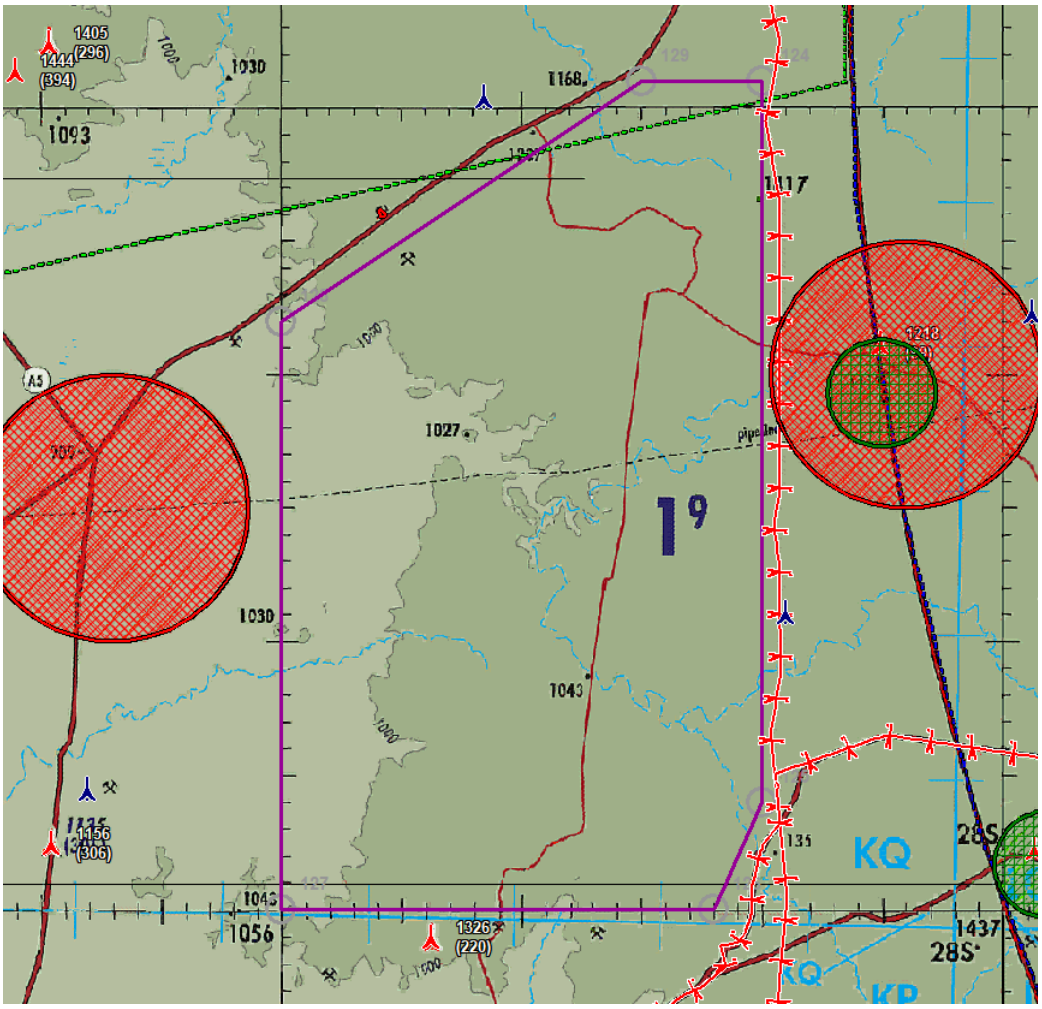
BYRON 2

6.2.25.15 Low flying area

The RAAF Amberley Low Flying Area utilised by 82WG lies below the WETA, bound by the following points:

a) S 27 29.0000 E 150 50.0000;
b) S 27 56.0000 E 150 50.0000;
c) S 28 00.0000 E 150 48.0000;
d) S 28 00.0000 E 150 30.0000;
e) S 27 38.0000 E 150 30.0000; and
f) S 27 29.0000 E 150 45.0000.

6.2.25.16 Low flying area pictorial



7 General planning

7.1 ATC frequencies

ATC frequencies are:

a) Clearance Delivery 134.6;
b) Ground 129.35/121.925;
c) Tower 118.3/264.6;
d) Approach 126.2/335.8; and
e) Centre 234.55.

Note: *ATC will not issue frequencies to local aircraft when instructing frequency change between AMB ATC agencies e.g. "SABR, contact Tower".*

7.2 Arming/De-arming

7.2.1 Aircraft safety points (ASPs)

Three ASPs are available at YAMB. ASPs are depicted in Para 8.5.1.

7.3 CRU and AEW&C operations

7.3.1 Coordination

Coordination between AMB ATC and CRU should normally be conducted using:

a) console inter-switch selective calling (SELCAL) lines; or
b) phone line (if SELCAL lines not available).

Coordination between AMB ATC and AEW&C should normally be conducted using the relevant SUA VHF as detailed in Para 6.2.13.1.

Coordination via the Defence Secret Environment must be specifically requested with 48 hours' notice through the 452SQN AMB FLT OPSCDR.

7.3.2 Airspace release

AMB ATC will release airspace to CRU/AEW&C for aircraft operations when requested by CRU/AEW&C, subject to system availability. Coordination will be IAW Para 7.12.

7.3.2.1 Clearance expiry time

To enable sufficient time to process aircraft still established in the relevant SUA (including coordination with underlying civilian ATC agencies), AMB ATC will issue a clearance expiry time that is 15 minutes prior to the SUA deactivation time, when releasing airspace to CRU/AEW&C.

7.3.3 Frequencies

When cleared by ATC to contact CRU/AEW&C, aircraft will contact the appropriate agency as per SPINS. CRU/AEW&C will advise ATC of alternate communication plans

for aircraft on taxi coordination. ATC and CRU/AEW&C must monitor the appropriate SUA VHF.

7.3.4 Radar hand-offs

Aircraft may be handed-off between ATC and CRU/AEW&C without voice coordination except:

a) in an emergency or abnormal situation;
b) a confliction exists of which CRU/AEW&C has no knowledge; or
c) CRU/AEW&C or ATC deem that a verbal hand-off is required.

Note: *This hand-off does not relay identification*.

7.3.5 Departing aircraft

Aircraft departing AMB to operate with CRU/AEW&C will be processed as follows:

a) ATC will provide CRU/AEW&C taxi advice with the callsign, number in the formation and SSR code.
b) When airspace is temporarily unavailable, CRU/AEW&C may instruct ATC to delay local aircraft, e.g. “HOLD (Callsign)”. CRU/AEW&C must advise ATC when delayed aircraft may depart, e.g. “(Callsign) RELEASED”.
c) ATC will transfer aircraft 5 NM prior to entering the SUA. CRU/AEW&C must not vary aircraft level or tracking until the aircraft is established within their cleared SUA, unless coordination with ATC has been completed.

7.3.6 Recovering aircraft

Aircraft recovering from AMB SUA will be processed as follows:

a) aircraft advise CRU/AEW&C that operations are complete and squawk Mode 3/C;
b) CRU/AEW&C will hand off aircraft IAW Para 7.3.4 and transfer recovering aircraft NLT 10 NM prior to the airspace boundary;
c) CRU/AEW&C will transfer aircraft with no restrictions on descent, unless otherwise specified; and
d) aircraft must remain in the SUA until issued an onwards clearance by ATC.

7.4 Altimetry

7.4.1 AMB SUA QNH

Altimetry with reference to Area QNH is permitted throughout AMB SUA, with the exception of Gayndah and EVDR airspace. The use of altimetry in R638 and M641 is only permitted when M661 is active to the same upper level.

7.4.2 Force QNH in combined SUA

WLM and AMB combined SUA may cover several Area QNH Zones (AQZs) e.g. Area 20/24/40. When combining airspaces over several AQZs, TAC C2 will issue the lower of the adjoining areas’ QNH as the force QNH (FQNH). To meet FIHA ENR standards of accuracy, Area QNH must not differ from an adjoining Area QNH by more than 5 hPA. Where a localised weather event contributes to a difference of +/- 5 hPA, TAC C2 will issue a common FQNH across all areas.

7.4.3 QNH settings

Altimeter settings within AMB SUA varies depending on the type of operation and restrictions associated with a particular SUA. When operating above the transition layer, altimeter settings within AMB SUA must be operated as below:

Operating level issued as	Altimeter setting
Altitude (e.g. Four Zero Thousand)	Area or Amberley QNH
Flight level	Standard QNH

7.5 Wildlife hazards

Bird and animal hazards exist on the aerodrome. Fruit bat hazard may exist within the CIRA, and the main activity period is one hour after last light. For further information, refer to the *YAMB Aerodrome Manual.*

7.6 CTAF

CTAF and PAL frequency 118.3 applies outside ATS hours. Due to terrain shielding and possible communications limitations, taxiing aircraft and/or ground vehicles at one end of the airfield cannot see or hear aircraft and/or ground vehicles at the other end of the airfield. All operators must be aware of this limitation and maintain a high level of situational awareness while operating on the airfield during CTAF.

7.7 Flight planning

7.7.1 Flight plan submission requirements

Aircrew must ensure flight plans are submitted for all flying operations, excluding circuit operations. For operations within AMB SUA, the flight plan must include VFR in all applicable DAs where aircraft do not desire an IFR service from the civil ATS agency. IFR operations within DAs require prior coordination with ATC.

7.7.2 Visiting squadron FLYPRO submission

Visiting SQN must submit their daily FLYPRO to the ABOC no later than 1500 Local on the preceding day.

7.8 Formation management

FIHA provides formation management procedures.

7.8.1 Departures for AMB domestic airspace, corridors and/or R639

Formations shou depart in standard or trail formation. Trail formations will close to standard within 20TAC AMB or prior to entering a corridor, and may do so without prior approval from AMB ATC. The lead aircraft will advise ATC once standard formation is

achieved. If trail or block formation is required, the lead will advise AMB APP on first contact with trail/block dimensions.

7.8.2 Departures to civil airspace

Standard formation will be achieved within AMB domestic airspace. The formation lead must advise ATC on taxi if trail or block formation is required. The lead aircraft must advise when established in trail or block formation airborne. If standard formation becomes unsuitable airborne, the lead aircraft must advise ATC as soon as recognised.

7.8.3 Trail or block formations into civil airspace

Trail or block formations are not permitted in the BN Terminal Control Area (TMA) (defined in *Designated Airspace Handbook*). If trail or block formation is required for flight plans to the northeast of Amberley (i.e. via BN), the formation is required to climb above BN TMA within AMB domestic airspace to reach BN CEN airspace.

7.8.3.1 Flight plan requirement

Trail and block formations must plan via:

a) DULIN275030 – WOODY– WINKY – BN – (flight planned route), above FL190, reaching FL190 x WINKY.

Note: *AMB ATC will issue the level restriction to the aircraft.*

7.8.3.2 RTB intentions – split formations

The crew should submit one formation flight plan using the formation callsign (e.g. THUM). However, where the formation intends to RTB as individual aircraft, when requesting initial airways clearance, the formation must advise AMB ATC of their intention to split on RTB. AMB will coordinate the RTB intentions with BN CEN when formation aircraft taxi, to prevent clearance delays on RTB associated with BN CEN system limitations.

7.8.4 Arrivals from AMB SUA

Recoveries from AMB SUA should be in standard formation. Other formation types must be requested. Formation type must be advised to civil ATC when requesting clearance to depart the AMB SUA.

7.9 MET

7.9.1 Change of expectation of approach type

ATC will advise changes in expectation of approach type to aircraft operating in AMB SUA.

7.10 Noise abatement

It is the pilot-in-command's responsibility to avoid noise sensitive areas. ATC must issue control instructions that assist in avoiding low-level flight over the city of Ipswich (east of YAMB) unless required for separation. Fast jet aircrew must be familiar with the

requirements of the *Super Hornet Noise Management Plan (SHNMP)*. All visiting fast jet units (including foreign forces) are expected to comply with the requirements of the SHNMP.

7.11 Class G high traffic areas

7.11.1 Lake Manchester VFR route

Light aircraft operate along the Lake Manchester VFR route to the north of the CTR SFC – 1500 FT and further west SFC – BCTA.

7.11.2 Operations east of the Amberley CTR

Light aircraft operate east of the CTR SFC – 2500 FT. Archerfield (YBAF) is the major general aviation airport in QLD and is located 16 NM northeast of YAMB.

7.11.3 Brisbane West Wellcamp

Light aircraft conduct flying training operations in Brisbane West Wellcamp D635A and B. Other aircraft, up to Heavy RPT, operate west of R625 and underneath the WETA in D621A and B.

7.12 Radio Telephony Procedures (RTF)

RTF procedures specific to YAMB are detailed below.

CONDITIONS OR PROVISIONS	PHRASES
Pilot calls for clearance	Pilot: "AMBERLEY DELIVERY, (*Callsign*) FOR (*name airspace*), REQUEST CLEARANCE".
Overwater Airspace via Corridor	ATC: "(*Callsign*), AMBERLEY DELIVERY, CLEARED NORTHERN/CENTRAL/BYRON (*number*), VISUAL (or SID) DEPARTURE, [SQUAWK (*code*)]".
Western Airspace	ATC: "(*Callsign*), AMBERLEY DELIVERY, CLEARED (*gate*) DIRECT, VISUAL (or SID) DEPARTURE, [CLIMB VIA SID TO] (*level*), [SQUAWK (*code*)]".
Clearance to operate in SUA ***Note:*** *Use of Airspace name is a requirement of the coded clearance allowing VFR descent*	ATC: "CLEARED (*Airspace name and letter/s*), (*level or altitude*), (*additional requirements/restrictions*)". Pilot: "CLEARED (*Airspace name and letter/s*), (*level or altitude*), (*additional requirements/restrictions*)".
Evans Head Airspace ***Note:*** *Unless otherwise approved operations within R638 and M641 are to be conducted subsonic*	Pilot: "AMBERLEY DELIVERY, (*Callsign*), FOR THE RANGE (*level*) [to (*level*)], REQUEST CLEARANCE".
If R638 and M641 are the same upper levels	ATC: "(*Callsign*), AMBERLEY DELIVERY, (*Airways clearance*) VISUAL (or SID) DEPARTURE, [CLIMB VIA SID TO] (*level*), [SQUAWK (*code*)], CLEARED R638 (ABC *as applicable*) and M641 (*highest usable level*),".
If R638 and M641 are different upper levels	ATC: "(*Callsign*), CLEARED R638 (ABC *as applicable*) (*highest usable level*) and M641 (*highest usable level*)."

R638 and M641 Partial	ATC: "(*Callsign*), CLEARED R638 (ABC *as applicable*) and M641 PARTIAL (*highest usable level*)."
R638 and M641, excluding Partial (Operating west of Partial) **Note:** *Aircraft are to apply buffers between common boundary.*	ATC: "(*Callsign*), CLEARED R638 (ABC *as applicable*) and M641, EXCLUDING M641 PARTIAL (*highest usable level*),"
ATC – CRU/AEW&C Coordination Taxi to CRU ***Note:*** *Frequency instructions are only to be passed through ATC if they are amended from SPINS/briefing.*	ATC: "TAXIS (*Callsign*) *(number in formation)* [*gate*] [*level*] (*code*)". CRU/AEW&C: "(*Gate*) (*level*) (*Callsign*) (*code*) [*frequency instructions*]". ATC: "[*frequency instructions*]".
ATC – CRU Coordination (continued) Airspace release to CRU Airspace release to ATC	CRU/AEW&C: "[REQUEST (*Airspace*)]". ATC: "(*Airspace*) RELEASED TO CRU/AEW&C, *(level)*, [FROM TIME (*time*)], CLEARANCE EXPIRY TIME (*time*), [QNH (*Area QNH*)]". CRU/AEW&C: "ACCEPT (*Airspace*), *(level)*, [FROM TIME (*time*)], CLEARANCE EXPIRY TIME (*time*), [QNH (*Area QNH*)]". CRU/AEW&C: "(*Airspace*) RELEASED TO ATC [*traffic*]". ATC: "ACCEPT (*Airspace*) [*traffic*]".
Contacting Approach after Take-off Departing via a Gate Departing via a corridor Commencement of operations when ATC have no further requirements On transfer to CRU/AEW&C	Pilot: "AMBERLEY APPROACH, (*callsign*) TURNING LEFT (or RIGHT), for (*gate*), PASSING (*level)*, CLIMBING TO (*level)*". Pilot: "AMBERLEY APPROACH (*callsign*), TURNING LEFT (or RIGHT), (*Corridor Clearance*), PASSING (*level*), CLIMBING TO (*level*)". ATC: "(*Callsign*) [AT (*location*) CLEARED OPERATING". or ATC: "(*Callsign*) [AT (*location*)] CONTACT (CRU/ AEW&C *callsign)* [(*frequency/channel)*]". Pilot: "(*CRU/AEW&C Callsign*), (*callsign*), ESTABLISHED (*airspace*), ANGELS (*level two digits*) TO (*level two digits*)". CRU/AEW&C: "(*Callsign*), (*CRU/AEW&C Callsign*), IDENTIFIED, [*restriction*] QNH (*number* - YAMB QNH/ AREA QNH when appropriate)".
Recovery from Training Areas Pilot and CRU/AEW&C	Pilot: "(*CRU/AEW&C Callsign*), (*Callsign*), DETAIL COMPLETE FOR RTB, ANGELS (*numbers*)." CRU/AEW&C: "(Callsign), (CRU/AEW&C Callsign), MAINTAIN AIRSPACE UNTIL ADVISED, CONTACT AMBERLEY CENTRE (or APPROACH)".
Pilot and ATC	Pilot: "AMBERLEY APPROACH (or CENTRE), (*Callsign*) (*level*) (*ATIS code*) (*flight conditions* e.g. Visual) (*approach intentions*) [*formation type*] (*onwards intentions* e.g. full stop, circuits etc)". ATC: "(*Callsign*) AMBERLEY APPROACH (or CENTRE) IDENTIFIED, [CLEARED (airways clearance as applicable)]".

Recovery Contacting Approach	
Establishing communication	Pilot: "AMBERLEY APPROACH (or CENTRE), (*Callsign*)".
	ATC: "(*Callsign*), AMBERLEY APPROACH (or CENTRE), IDENTIFIED [CLEARED (airways clearance as applicable)]".
Flight conditions	Pilot: "(*Callsign*), (*position*) (*level*), VISUAL [if applicable], (*approach intentions*), RECEIVED (*ATIS code*), [*type of formation]".*
Note: *ATC will assume aircraft are in IMC (or will enter IMC) until aircraft report "VISUAL"*	Pilot: "(*Callsign*), (*position*) (*level*), VISUAL [if applicable], LAND (number in formation) RECEIVED (*ATIS code*), [*formation type*])".
	Note: "LAND (number in formation)" expresses the intention to conduct a full stop via the most appropriate initial position during EVA conditions. This is not a visual call. In EIA conditions, "LAND (number in formation) FOR (approach type)" can also be used.
When no level or track restrictions exist	ATC: "(*Callsign*), CLEARED VISUAL APPROACH, RIGHT (or LEFT or STRAIGHT) INITIAL RUNWAY (*number*)".
	Pilot: "(*Callsign*) VISUAL APPROACH RIGHT (or LEFT or STRAIGHT) INITIAL RUNWAY (*number*)".
Radar Trail Procedures	
To indicate intention for in-trail/pairs in-trail approaches	Pilot: "(*Callsign*), (*level*) FOR IN-TRAIL (or PAIRS IN-TRAIL) (*type of approach*), RECEIVED (*ATIS code*)".
	ATC: "(*Callsign*) ADOPT (*number*) MILE TRAIL, REPORT ESTABLISHED".
ATC will prefix each instruction with "IN-TRAIL"	ATC: "(*Callsign*), IN-TRAIL, TRACK TO THE INITIAL APPROACH FIX (*type of approach*), DESCEND TO (*level*)".
Landing Clearances	
Formations conducting in-trail approaches will be cleared to land as a formation in-trail. Individual elements will report "THREE GREENS" once gear is down and locked and immediately after initiating a beeper check.	Pilot: "AMBERLEY TOWER, (*Callsign*), ILS IN- TRAIL."
	Pilot: "(*Callsign lead*), THREE GREENS."
	ATC: "(*Callsign*), CLEARED TO LAND, CHECK WHEELS."
	Pilot: "LAND, (*Callsign*), (*Callsign lead*) THREE GREENS (or beeper)."
	Pilot: "(*Callsign*) (*formation number*), THREE GREENS (or beeper)."
	ATC: "(*Callsign*)."
IAW FIHA, when RRSS is applied, ATC will follow the landing clearance with the number of airborne aircraft 'AHEAD' (between the pilot receiving clearance and the landing threshold) and the number of aircraft 'ON' the runway.	ATC: "(Callsign), CLEARED TO LAND, (number) AHEAD, (number) ON CHECK WHEELS."
	Pilot: "LAND, (*Callsign*), THREE GREENS."
Arrested Landing Call	
After prior advice to ATC (if possible)	Pilot: "(*Callsign*), BASE/FINAL, THREE GREENS, HOOK DOWN."
	ATC: "(*Callsign*), APPROACH END CABLE UP, CLEARED TO LAND, CHECK WHEELS AND HOOK."

C-17 Tactical Departure Pilot requests clearance	Pilot: "AMBERLEY (*Agency*), (*Callsign*) REQUEST TAC DEPARTURE VIA (*position*) [*level/altitude*]."
Note: In requesting TAC Departure the pilot accepts responsibility for terrain clearance IAW FIHA	ATC: "(*Callsign*), AMBERLEY (*Agency*), CLEARED (position*),* [DCT] TAC DEPARTURE, (*level/altitude*), [SQUAWK (*code*)]."

7.13 Reduced Runway Separation Standards (RRSS)

Refer to FIHA for authorised RRSS distances and procedures. 81WG and 82WG accept RRSS with a wet runway on RWY 15/33 only.

7.13.1 Hot/Cold lane procedures

The cold lane for RWY 15/33 is on the west side of the runway. Use of the east side of the runway as the cold lane is prohibited.

7.14 Transponder procedures

Formation transponder procedures are contained in FIHA.

8 Aerodrome

8.1 General aerodrome information

The *YAMB Aerodrome Manual* provides general aerodrome information.

8.2 Runway Operations

All RWYs at Amberley are active. Advice from AMB TWR of “RUNWAY LEFT/RIGHT AVAILABLE” denotes a clearance to vacate onto the crossing RWY. No read-back is required. Aircraft must vacate the crossing RWY without delay. Where practicable, aircraft should only perform 180° turns on the concrete thresholds of RWY 15/33 and RWY 04/22 to preserve runway grooving.

8.3 Low Visibility Operations

RWY 15/33 is capable of supporting landing with a RWY visibility of not less than 800 m. Manual RWY visibility readings are provided, as electronic instruments to determine runway visibility are not installed at YAMB.

8.4 Aircraft Arrestor Systems (AAS)

FIHA provides detailed AAS information. The *YAMB Aerodrome Manual* provides Base AAS response actions.

8.4.1 YAMB AAS

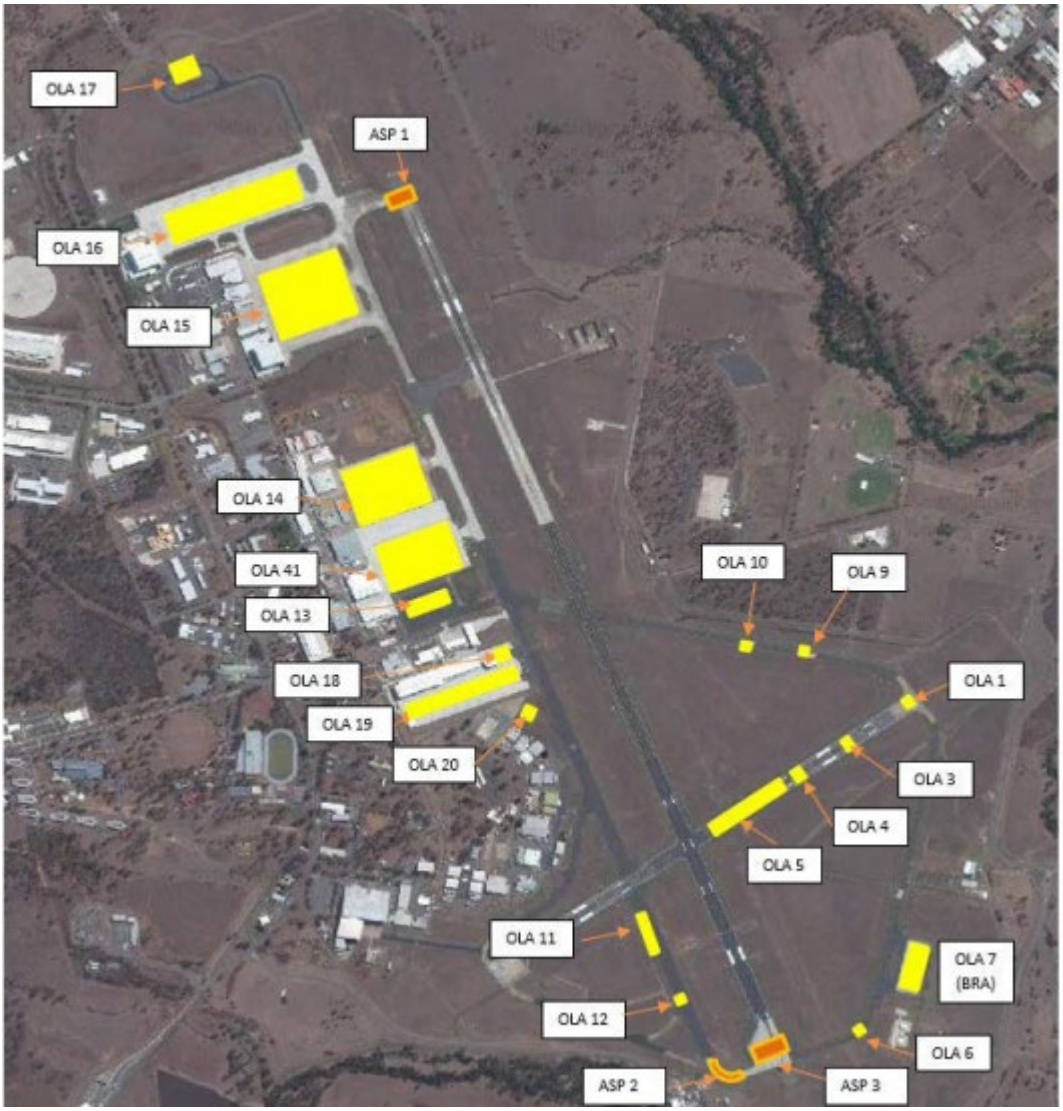
YAMB has two BAK 12/14 hook cables installed on RWY 15/33, located 464 m (1521 FT) from the thresholds.

8.4.2 AAS engagement

If an aircraft engages the cable, RWY 15/33 will be unusable for approx. 20-30 minutes. RWY 33 approach-end cable engagements will also result in RWY 04/22 being unusable for approx. 15 minutes. Coordination between the aircraft captain, SQN Duty Supervisors and ATC will determine where in the sequence the arresting aircraft will be, based on various factors (including the nature of the emergency).

8.5 Ordnance Loading/Unloading Areas (OLA)

8.5.1 OLA and ASP Positions



8.6 Operational Readiness Platforms (ORP)

ORP are located on the western side of thresholds RWY 15/33 and are delineated by ground markings.

8.6.1 ORP RWY 15 North

Located at the threshold of RWY 15 adjacent to Taxiway A4 extending inside the RWY strip.

8.6.2 ORP RWY 15 South

Located at the threshold of RWY 33 and is contained within the RWY strip.

8.6.3 Operations when the duty runway ORP is occupied

When the duty runway ORP is occupied, departures from and arrivals to that runway may continue, provided:

a) the maximum crosswind component does not exceed 20 KT;
b) visibility ≥ 5000 m and cloud ceiling ≥ 1000 FT; and
c) aircraft are not permitted to enter the ORP with another aircraft on final approach below 500 FT or within 1 NM of the landing threshold, whichever occurs first.

8.6.4 Refusal of take-off or landing when ORP is occupied

The pilot-in-command may refuse take-off or landing when the ORP is occupied. ATC will hold the aircraft as appropriate until the ORP is vacated.

8.6.5 Code D (or larger) aircraft

When the Northern ORP is occupied, there are no taxi restrictions for aircraft on TWY A. Code D (or larger) aircraft are not permitted to taxi on A4.

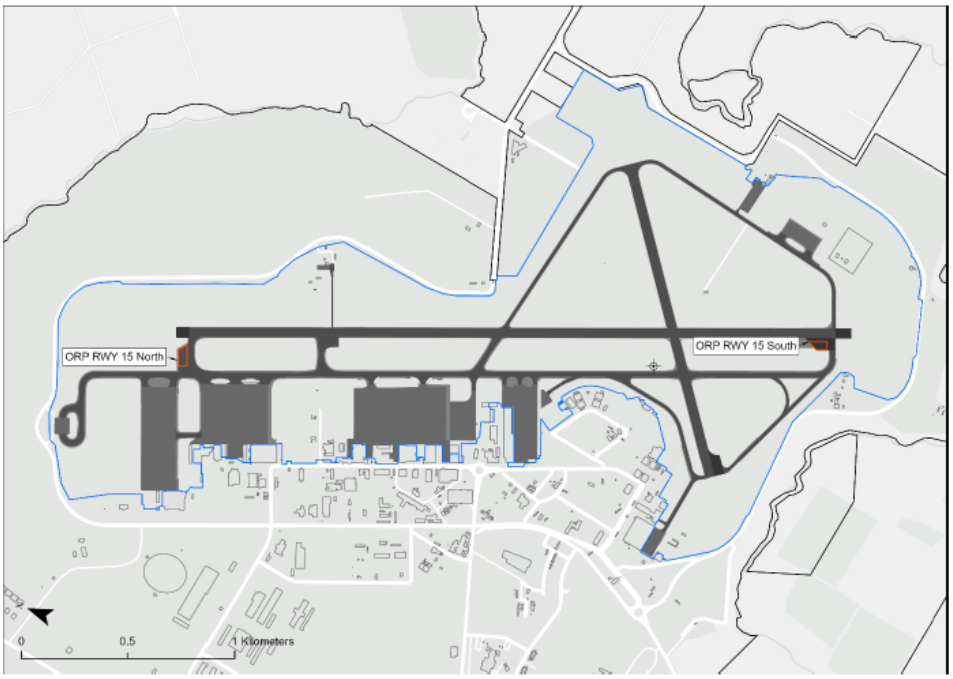
8.6.6 Landing C-17 requirement when ORP is occupied

When aircraft are parked in the ORP abeam the landing threshold on RWY 15 or RWY 33, landing C-17 aircraft must use a temporary unmarked displaced threshold in line with the approach-end hook cable markers.

8.6.7 ORP during Non-Continuous Communication (NOCOM) procedures

The ORP will not be available during NOCOM procedures unless approved by ATC prior.

8.6.8 ORP diagram



8.7 Low-level operations

IAW the *SHNMP,* approval authority for Super Hornet low-level departures and arrivals (flight below 1500 FT within 10 NM of AMB) resides with SADFO AMB or OC 82WG.

8.8 Area

8.8.1 Visual tracking points

Familiarity with the following visual tracking points will assist traffic management and may expedite clearance issue:

a) Spring Mountain (SPMT);
b) Goodna (GON);
c) Rosewood (RSWD);
d) Lake Manchester (LMC);
e) Flinders Peak (FPK);
f) Mount Walker (MTWK);
g) Wivenhoe Dam (WHDW);
h) Warrego Highway; and
i) Cunningham Highway.

8.9 External lighting on NVD

During CTAF hours, military aircraft conducting NVD operations within 50 NM of YAMB SFC–1000 FT should display external lighting on receipt of a CTAF broadcast from another aircraft.

8.10 Instrument training

All aircraft conducting instrument training, other than arriving aircraft, can expect clearance direct BIGIX at 5100 FT.

8.11 Circuit area (CIRA)

8.11.1 General

The CIRA is defined as 5 NM radius of the YAMB ARP SFC – 1500 FT. ATC may instruct CIRA aircraft to extend outside of this for traffic management. For a stream landing circuit, the cloud ceiling should not be below 3000 FT AGL. Circuit operations may be denied when the cloud base is below 2500 FT AGL.

8.11.2 Circuit operations

Circuit operations will be conducted VFR. Local aircraft are automatically cleared to operate in the CIRA upon return to Amberley and will change to VFR after the first touch-and-go or go-around. Aircraft must advise intentions for CIRA operations on first contact with AMB ATC. Aircraft must conform to circuit height and direction as follows:

a) jet and medium/heavy turbo-prop: not above 1500 FT; and
b) C-27J, light aircraft and helicopters: not above 1000 FT.

8.11.3 Circuit direction

Circuit direction is as follows:

a) RWY 15 - right circuit;
b) RWY 33 - left circuit; and
c) RWY 04/22 - left circuit.

8.11.4 ACG aircraft consideration

For concurrent mixed-type CIRA operations, ACG aircraft must be cognisant of their proximity (IVO 1000 FT or 1 NM) to Airborne Collision Avoidance System (ACAS) equipped aircraft to reduce the probability of an ACAS Resolution Advisory. This is a joint ATC and aircrew responsibility.

8.11.5 Non-standard requests/instructions

Aircraft may request, or ATC may instruct, non-standard circuit height, pitch position or direction for traffic management, ACAS alert avoidance or noise abatement.

8.11.6 Advising intentions on crosswind

Aircraft must advise further circuit intentions on crosswind. Additionally, to assist with wake turbulence separation requirements, C-17s must advise if they plan to use a TAC BOX.

8.11.7 Downwind de-confliction during non-standard circuit

IAW the diagram below, aircraft conducting non-standard left circuits RWY 15 or right circuits RWY 33, must remain visually east of Ipswich Golf course/Bremer River/edge of Ipswich built up area on downwind, to de-conflict with aircraft arriving via initial. The minimum downwind spacing equates to 1.3 NM from the runway.

8.11.8 Downwind de-confliction with initial

8.11.9 Low-level circuits

For noise abatement, all low-level circuits must be flown to the west of Amberley, clear of the townships of Walloon, Willowbank and Rosewood. Aircraft must minimise flight over built up areas.

8.11.10 External lighting on NVD/NVIS

Aircraft may operate in the CIRA using NVD/NVIS with covert external lighting when approved by ATC.

8.11.10.1 Verbal ATC approval

Any aircraft that plan to use covert or reduced external lighting (NVD/NVIS), must inform ATC prior to commencement of the sortie. Aircraft must receive verbal approval from ATC prior to switching to covert or reduced external lighting.

8.12 CIRA traffic information

ATC will pass relevant CIRA traffic information to arriving VFR aircraft, on first contact with Amberley TWR. Traffic should include which side of the circuit aircraft are operating where appropriate.

8.13 Departing the CIRA

Aircraft automatically resume IFR category on departing the CIRA for IFR operations when leaving 3000 FT, except when tracking from the CTR to the initial point and C-17s conducting tactical work IAW Para 12.2.

8.14 Helicopters

8.14.1 Standard operations

SAR Flight operates from the Southern Apron located south of the Fire Section using TWY Quebec. Due to line of sight issues from the ATC tower to the Southern Apron, first visual contact of any aircraft, helicopter or vehicular traffic is on TWY Quebec short of TWY Alpha.

8.14.2 Helicopter operations on taxiway Alpha

TWY Alpha has been divided into portions for helicopter operations, as follows:

d) between A2 and A4: 'ALPHA NORTH';
e) between A2 and RWY 04/22: 'ALPHA CENTRE';
f) between A1 and RWY 04/22:'ALPHA SOUTH'; and
g) outbound from the Southern Apron, the junction of TWY Quebec and TWY Alpha will be treated as a holding point called "HOLDING POINT QUEBEC".

8.14.3 Winching operations

The primary area to be utilised by helicopters at the airfield is Choppers East with the secondary area being Choppers West. Other preferred areas for winching operations can be coordinated through the ABOC and during the weekly programming conference.

8.15 Helicopter operations

To facilitate helicopter operations, two areas have been established, Choppers East and Chopper West, as defined in ERSA FAC YAMB 'Flight Procedures'.

8.15.1 Choppers east

Utilising the threshold RWY 22 as a Helicopter Landing Site (HLS), remaining within 600 m of threshold RWY 22 and east of a line parallel to RWY 15/33 intersecting threshold RWY 22.

8.15.2 Choppers west

Utilising the threshold RWY 04 as a HLS, remaining within 600 m of threshold RWY 04 and west of a line parallel to RWY 15/33 intersecting threshold RWY 04.

8.15.3 Primary helicopter operations area

The primary area for continuous operations is Choppers East. Due to the displaced distance of the threshold RWY 22 from RWY 15/33, wake turbulence is not a consideration with simultaneous westerly circuits to RWY 15/33 by a heavier category aircraft.

8.15.4 Take-off and landing

Take-off and landing will normally be parallel to the duty RWY on TWY Alpha and circuit operations to the threshold of RWY 22.

8.15.5 Traffic within Choppers east

Traffic on helicopters in Choppers East will be passed to fixed wing instrument or circuit traffic executing a go-around.

8.15.6 Wake turbulence considerations

For wake turbulence considerations, TWY Alpha and RWY 15/33 are treated as one runway.

8.15.7 Alternate HLS

The following HLS alternates may be offered/requested:

a) all taxiways including the Bomb Replenishment Area (BRA); or
b) any other area suitable to ATC and the helicopter crew.

8.15.8 SSR code

CHOP41 is allocated the SSR code of 6413. This code is not required to be issued verbally to the aircraft.

8.15.9 Flight planning requirements

Prior submission of a flight plan notification (FPL) is not required for CHOP operations wholly within AMB airspace or when conducting VFR operations in Class G. For SAR (non-training) operations entering the BN Control Area, PLNR will source flight details from the aircraft captain and pass to Brisbane Flight Data for FPL creation. For SAR training operations outside of the AMB volume, SAR Flight shall submit a FPL.

8.16 Engine Test Cell One (ETC1) operations

ETC1, used to test uninstalled aircraft jet engines, is located southwest of RWY 15/33, 278 m from its centreline as depicted below. ETC1 has two modes of operation depending on the engine test being conducted.

8.16.1 ETC1 location

8.16.2 Schedule

Regular coordination and scheduling occurs between ETC1 and the ABOC to de-conflict from flying where possible. ETC1 operations are advised by NOTAM.

8.16.3 Mode 1 operations

Mode 1 operations have an associated exhaust plume height of 873 FT AGL (964 FT). Mode 1 is F414 engines up to maximum afterburner and F135 engines up to military power. Mode 1 causes average air disturbance equal to the 'light turbulence' definition at 873 FT AGL and 79 m laterally with higher levels of turbulence intensity below. Mode 1 operations may take a number of hours, with engines varying in power during this time.

8.16.3.1 Activation

Mode 1 operations are permitted whilst AMB ATC is active or during CTAF periods.

8.16.3.2 Weather restrictions

To preserve the integrity of instrument approaches, there should be no simultaneous ETC1 and flying operations during periods where cloud is BKN or OVC below 2000 FT AGL, or visibility is less than 5000 m.

8.16.3.3 AMB ATC active

Aircraft must remain visually clear of the ETC1 location (remaining outside 79 m laterally or not below 873 FT AGL is clear of the hazardous plume). Aircraft unable to remain visually clear must be capable of holding for 30 min. When ETC1 is active, ATC will advise, "engine testing in progress" on the ATIS.

8.16.3.4 Reduced ATC availability/CTAF periods

ABOC will issue a NOTAM detailing CTAF operations, describing the details of the Mode 1 plume hazard and avoidance methods. Any aircraft considering CTAF operations can perform their own risk assessment of the acceptability of operating simultaneously with Mode 1 operations. These operations would be largely unchanged from Mode 1 operations with ATC present, which require aircraft to visually avoid the ETC1 location and critical plume height. Any military operator who finds this situation unacceptable may request ATC activation for their operations.

8.16.3.5 CTAF military Instrument Approach Procedure (IAP) restrictions

The ETC1 NOTAM detailing CTAF operations will state that all IAP protection surfaces are infringed. However, military aircraft operating CTAF may conduct these approaches (including ILS/LOC) if acceptable to their own Risk Management Authority with due consideration of the prevailing weather and their ability to avoid the plume hazard.

8.16.3.6 CTAF RWY 15 ILS-Z/LOC-Z restrictions

ABOC will issue a NOTAM advising that the Amberley ILS-Z RWY 15 and LOC-Z RWY 15 are not available to civil aircraft in IMC due to the hazardous plume infringing IAP protection surfaces. This is to meet CASA's requirements for notification to civil aircraft.

8.16.4 Mode 2 Operation

Mode 2 operations have an associated exhaust plume height of 2106 FT AGL (2197 FT). Mode 2 is F135 engines up to maximum afterburner and causes average air disturbance equal to 'light turbulence' definition at 2106 FT AGL and 189 m laterally with higher levels of turbulence intensity below. Mode 2 operations are expected to have a total duration of 4 min. Due to the very limited duration of Mode 2 operations, it is expected to let the Mode 2 engine run finish rather than interrupt this operation.

8.16.4.1 Activation

Mode 2 operations are permitted ONLY whilst AMB ATC is active.

8.16.4.2 Restrictions

In this mode, ATC will segregate ALL aircraft from the plume via appropriate control instructions. Restrictions include:

a) take-off RWY 15 or landing RWY 15/33 not available due proximity of the plume to the runway centreline;
b) overflight not below 2500 FT;
c) east of RWY 15/33;
d) on or north of RWY 04/22;
e) south of the Cunningham highway; and/or
f) west of the Ipswich-Rosewood Road (or west of the base built up area, if unfamiliar).

Note: *ETC1 procedures in reference to Brief for OC44WG/OC96WG/DLC CSG: Plan for Engine Test Cell 1 (ETC1 Operations with reduced Air Traffic Control (ATC) Services (OBJ: BP19744837).*

8.17 Remotely Piloted Aircraft Systems (RPAS)

8.17.1 Approval

RPAS operations at YAMB are managed IAW DASR, MATMAN 5.3 *Remotely Piloted Aircraft Systems (RPAS),* CASR 101-01 *Remotely Piloted Aircraft Systems* and MATS 5.3 *Remotely Piloted Aircraft Systems*.

8.17.2 Military RPAS

Military RPAS operations within military airspace require their own procedures/agreements with ATC IAW DASR. Military RPAS operations can become active at short notice.

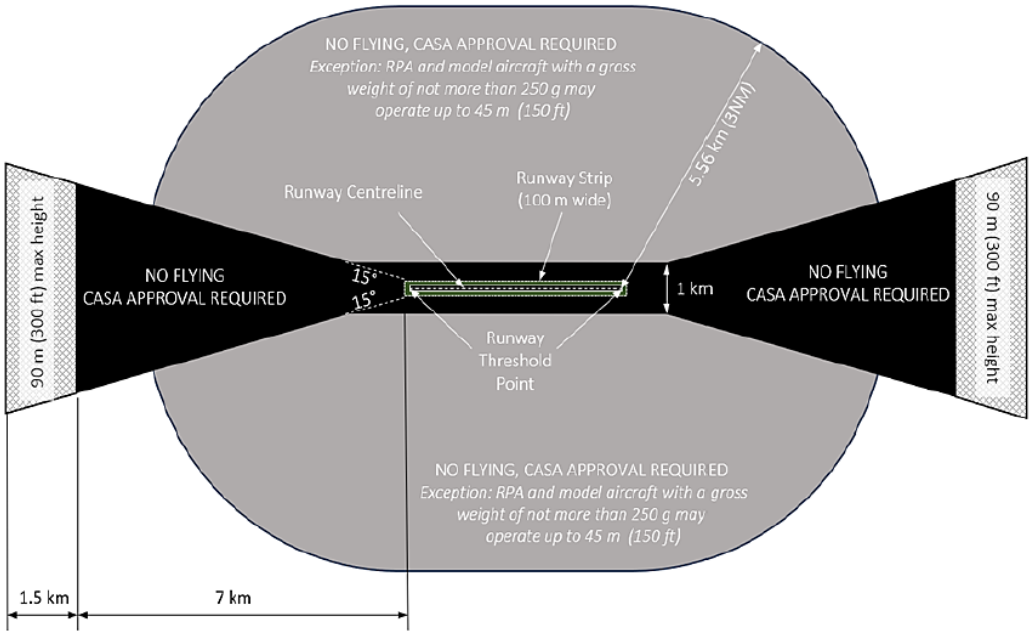
8.17.3 Enquiries

Direct all enquiries or requests to operate RPAS in AMB airspace to the AMB ABOC in the first instance for security purposes, and the 452SQN AMB FLT RPAS team for approvals.

8.17.4 RPAS up to 250 grams

IAW civil regulations, a micro RPA or a model aircraft that weighs 250 g or less may operate within 3 NM of the runway centreline without an approval, provided the operation is below 150 FT and does not enter the approach and departure paths without ATC permission.

8.17.4.1 RPAS no fly zones



8.17.5 Separation and Segregation

ATC will apply separation or segregation between RPAS and other aircraft when the RPAS operations are:

a) within a Restricted Area or Military Operating Area; or
b) within controlled airspace:
    i) above 400 FT; or
    ii) within the 'no-fly zone' of a controlled aerodrome.

8.17.6 Priority

Military flying operations usually have higher priority than RPAS operations. Aircraft captains may request via ATC that RPAS operations be ceased.

8.17.7 Notification by NOTAM

If AMB ATC is active, a NOTAM may not be required as RPAS are positively segregated or separated from crewed aircraft. If AMB ATC is not active, a NOTAM may be required for an RPAS operating within close proximity to the aerodrome. Refer to BASO or 452SQN AMB FLT RPAS team for clarification.

8.17.8 Unauthorised RPAS operations

RPAS surveillance terminals are temporarily installed in the ABOC, AP2 and ATC tower; however, terminals are not staffed continuously. If ATC become aware of an unauthorised RPAS in conflict with crewed aircraft, ATC may issue a 'hazard alert' with directed traffic information, e.g. "HAZARD ALERT, UNAUTHORISED UAV/RPAS DETECTED (POSITION) (LEVEL) [CLEARED FOR TAKEOFF/TO LAND/APPROACH AT PILOT DISCRETION]".

8.17.9 RAAF Amberley model aircraft club (RAMAC)

RAMAC operates from the model aircraft field at Hansen's Farm (West of Amberley). RAMAC area of operations is bounded by the following features:

a) north of the dam wall (approx 200 m south of the Haigslea-Amberley Rd);
b) east of the Bremer River; and
c) south and west of the nearest visible tree line.

8.17.9.1 RAMAC depiction

9 Departures

9.1 Frequency transfer to APP

Unless otherwise advised by AMB TWR, local aircraft will automatically transfer from AMB TWR frequency to AMB APP airborne.

9.2 Outbound intercept

Aircraft conducting a visual departure from YAMB between the AMB 150R and the AMB 330R (clockwise) may depart within 10 NM radius AMB direct to the first waypoint, or intercept track within 10 NM (vice 5 NM), unless otherwise instructed by ATC.

9.3 Fast jet visual departure procedure

IAW the *SHNMP*, except when given heading instructions from ATC, (e.g. “turn left heading 270 visual”), fast jet aircraft will adhere to the visual departure procedure in Para 9.7. A high definition Fast Jet Noise Abatement plate is available from AMB ATC.

9.4 Departure for Brisbane

Aircraft departing YAMB for YBBN should plan via BIGIX to facilitate flow management into YBBN. Aircraft may be held at BIGIX or vectored to meet civil ATC flow requirements.

9.5 Mean line of advance (MLA)

Aircraft requesting to track to a position MLA may manoeuvre up to 5 NM either side of the nominal forward cleared track outside of 10 NM AMB.

9.6 Persons on board (POB) – 82WG operations

POB is assumed to be two and is not required to be advised to AMB ATC unless POB is not two.

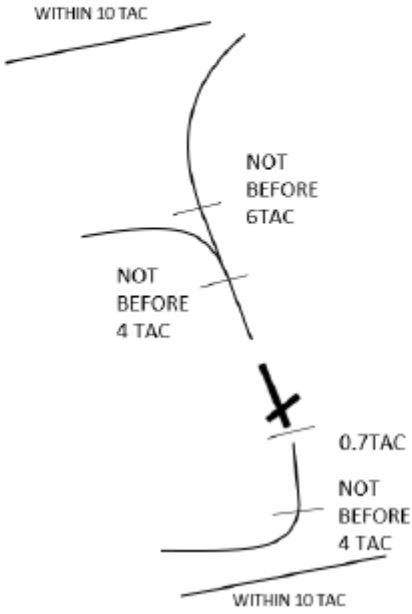
9.7 Fast Jet Noise Abatement

MILITARY USE ONLY

FAST JET NOISE

AMBERLEY (YAMB)

ATIS	ACD	SMC	TWR	APP	CEN
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8	234.55



FAST JET VISUAL DEPARTURE PROCEDURE

RWY15	RWY33
• Maintain RWY Heading • AT 0.7TAC TURN RIGHT heading 187° • NOT BEFORE 4TAC TURN RIGHT to assigned waypoint*	Overhead or West • Maintain RWY Heading • NOT BEFORE 4TAC TURN LEFT to assigned waypoint* BINUP • Maintain RWY Heading • NOT BEFORE 6TAC track to BINUP

PROCEDURE NOT APPLICABLE WHEN ISSUED A HEADING

Notes: *SET COURSE OR TRACK DIRECT WAYPOINT WITHIN 10TAC

AMBERLEY (YAMB)

FAST JET NOISE

10 Arrivals

10.1 Arrival

10.1.1 Notification of change of airfield status

In addition to changes in meteorological conditions, ATC will advise SQN OPS and notify AMB based aircraft operating in the AMB SUA if any of the following conditions occur:

a) a cable arrest occurs affecting the availability status of the RWY; or
b) any other information considered to be critical to aircraft recovering to AMB.

10.1.2 Separation from the CIRA

When aircraft are cleared a visual approach via initial, aircraft must remain clear of the CIRA, by 1000 FT or 1 NM, when on 'own navigation' tracking to left/right/straight initial.

10.1.3 Recognition of aircraft on final

In VMC, aircraft captains must ensure that aircraft on final display taxi and/or landing lights to assist circuit aircraft and ATC to identify approaching aircraft. C-17 and C-27J operating on NVD,will only display navigation and anti-collision lights (not white light landing or taxi lights) while in the circuit or on approach.

10.1.4 India Arrival

Local aircraft may recover on a visual approach to Amberley tracking via an 'INDIA ARRIVAL'. Aircraft tracking via an India Arrival will proceed to a point on 10 NM final for the assigned RWY threshold at 15 000 FT, then track via straight initial at high speed for a low pitch (not below 250 FT AGL), climbing onto a normal downwind leg.

10.1.5 Low approach

An ATC clearance for a 'LOW APPROACH' authorises a local aircraft to delay commencement of a go-around no lower than 50 FT above the landing runway threshold. Should other aircraft be landing ahead of the low approach aircraft, a reduced runway separation standard must be achieved before the pilot may descend below 200 FT AGL.

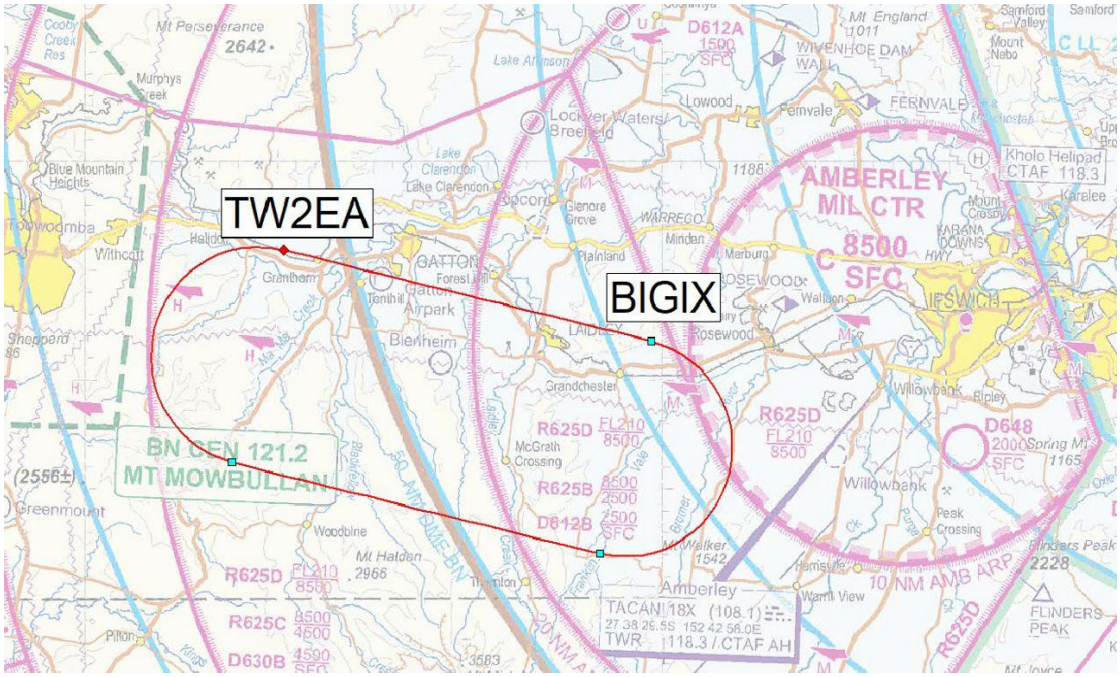
10.1.6 Straight-In approach (Fast jet only)

This includes all approaches, visual or instrument, aligned with RWY 15/33. When 'Expect Visual Approach' (EVA) is published on the ATIS, local fast jet straight-in approaches are deemed to be VFR category on passing 3000 FT established on final within 10 TAC AMB. IFR will be resumed IAW Para 8.14.

10.1.7 Fast jet formation holding pattern

To facilitate fast jet holding, the standard hold will be a left pattern between BIGIX and TW2EA at levels designated by ATC.

10.1.8 Fast jet formation hold



10.2 Initial and re-join procedures

10.2.1 Initial Point (IP) location

The IP is 5 NM from the approach-end threshold, offset dead side in line with Engine Test Cell 2 for RWY 15/33.

10.2.2 Left/Right/Straight initial positions

The left/right/straight initial positions are approximately 30 seconds flying time prior to the IP with wings level. Aircraft will report at left/right/straight initial and must be established:

a) by day at 2000 FT;
b) by night IAW the route segment/LSALT/MSA; or
c) as specified by ATC.

10.2.3 VFR transition upon reporting visual

Aircraft arriving via initial will operate VFR after reporting “VISUAL”, once inside 10 TAC AMB and at or below 3000 FT.

10.2.4 Descent after initial

Aircraft through initial may descend once satisfied with de-confliction from circuit traffic and by night are established inside the circling area.

10.2.5 Formation arriving via initial

If CIRA traffic is operating to the east of RWY 15/33, formations arriving via initial must remain ≤ 2000 FT lateral spread with the extent of the formation extending no further east than the western boundary of Ipswich Golf course.

10.2.6 Normal pitch direction

Normal pitch is to the west, unless otherwise cleared by ATC.

10.2.7 Departing the circuit for initial

Aircraft departing the circuit for initial are to track to initial, remaining inside the CTR at 2000 FT by day. At night, aircraft must climb to the 10 NM MSA. Aircraft tracking to initial by day or night remain VFR.

11 NOCOM operations

11.1 NOCOM form

An electronic NOCOM form is available from AMB ATC to facilitate NOCOM departures. Contact the AMB Approach Supervisor (ASPR) on (07) 5361 3349 or email 452SQN AMB FLT ASPR.

To facilitate NOCOM departures, the following procedures apply:

1) the formation leader must fill out the NOCOM request form and email it to the ASPR;
2) the ASPR will complete the clearance/s on the form and email the form back to the originator; and
3) the formation lead will sign the form to acknowledge acceptance of the ATC clearance/s and email the form back to ATC.

Note: *If the formation lead does not agree with an amended clearance or wishes to ascertain the reason for a change, they may call the ASPR and negotiate a compromise.*

11.2 Light signals

The following light signals and their meanings are used during NOCOM departures:

a) **Steady green:** used to indicate that all aircraft in the formation are 'Cleared for take-off' and depart as planned. The green light will be displayed for approximately two minutes before 'roll time' to allow time for line-up and pre-take-off checks to be completed; and
b) **Steady red:** used to indicate to the aircraft to hold at their present position and to expect no more than a two-minute delay before departure.

11.3 Departure by day

If the formation is ready for immediate departure, the formation lead must hold at the holding point for the departure runway and await a light signal from the Tower. If the ORP is required and has been specifically approved by AMB ATC via the NOCOM form prior, the lead aircraft may roll through the holding point into the ORP. When 'ready' from the ORP, the lead aircraft should roll forward to the edge of the runway and await a light signal from the Tower.

11.4 Departure by night

If the formation is ready for immediate departure, the formation lead must hold at the holding point for the departure runway and show landing light on, then await a light signal from the Tower. If the ORP is required, the same procedure used for day operations applies. When "ready" from the ORP, the lead aircraft should roll forward to the edge of the runway and show landing light on, then await a light signal from the Tower.

11.5 Separation on departure

Unless NOCOM departures are spaced by a minimum interval of 15 min, ATC cannot separate successive IFR NOCOM departures unless aircraft are identified by radar. To

ensure a smooth departure flow of successive NOCOM departures, pilots of local aircraft should consider nominating either VFR for departure or MARSA with other participants, and annotate this on the NOCOM form.

11.6 Unserviceability during NOCOM departures

To indicate an intention to remain on the ground due to an unserviceability, the pilot of an aircraft can fold the wings up, raise the canopy or (at night) extend the probe to activate its light. After the rest of the formation has departed, the pilot must break NOCOM with AMB TWR, advise intentions and await further instructions.

11.7 Frequency changes during NOCOM

Frequency changes are to occur at the following points:

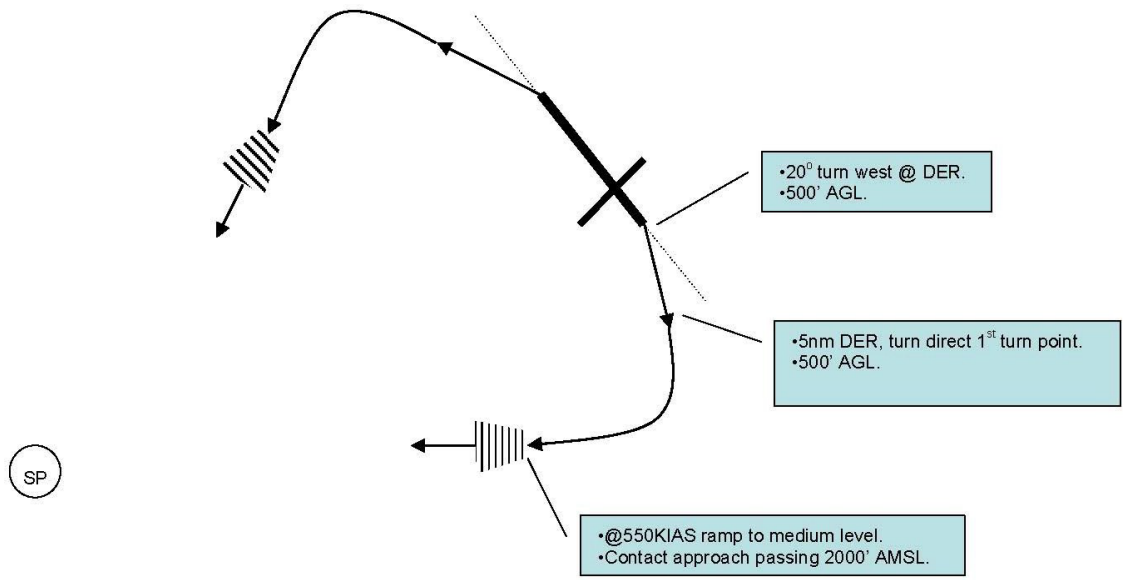
a) AMB Ground to AMB TWR: occurs as Number 1 approaches the holding point;
b) AMB TWR to AMB APP: occurs as Number 1 passes 2500 FT;
c) AMB APP to AMB CENR: approaching BINUP; and
d) Switch to operating/area frequency: on entry to area of operations/AMB SUA.

11.8 Consideration

NOCOM procedures are not available to aircraft transiting civil controlled airspace without prior approval from the relevant civil ATC agency.

11.9 NOCOM departure

11.9.1 India NOCOM departure (Amberley)



11.9.2 RWY 15

Apply the following procedure:

1) Taxi to invert 1 at briefed time. VHF on AMB GND, UHF on Form Common.
2) Formation lead indicate ready to taxi by switching ON anti-collision lights.
3) On green flashing signal from the Tower, taxi to holding point A4. Switch to TWR approaching hold point A4.
4) Formation must be ready by briefed take-off time. Tower will signal cleared for take-off with steady green light 30s prior to briefed take-off time.
5) Follow India Departure ground track as detailed in Para 11.8.1.
6) Once cleaned up, switch APP.
7) Passing 2000 FT AGL, contact APP. Resume flight full comm with ATC.

11.9.3 RWY 33

Apply the following procedure:

1) Begin taxi to invert 3 at briefed time. VHF on AMB GND, UHF on Form Common.
2) Formation lead indicate ready to taxi by switching ON anti-collision lights.
3) On green flashing signal from the Tower, taxi to holding point A-04. Hold @ A-04 until another flashing green signal is visible from the Tower, then proceed to holding point A1. Switch to AMB TWR approaching holding point A1.
4) Formations will be ready for take-off by briefed take-off time. AMB TWR will signal cleared for take-off with steady green light 30s prior to the briefed take-off time.
5) Follow India Departure ground track as detailed in Para 11.8.1.
6) Once cleaned up, switch to AMB APP.
7) Passing 2000 FT AGL, contact AMB APP. Resume flight full comm with ATC.

Note 1: *Aircraft and ATC will break NOCOM for any safety issues.*

Note 2: *Delays passed on the ground prior to stepping. Brief crew and coordinate with ATC on new timings.*

Note 3: *Number 2 Turn through 30^{O} to cut inside and avoid following the same ground track as lead.*

Note 4: *Minimum weather conditions for India: cloud no more than SCT below 2000 FT AGL. For penetration of cloud, Number 2 adopt 30^{O} stream snake climb procedures. Caution higher rate of climb.*

Note 5: *Form to be submitted NLT two hours prior to take-off.*

Note 6: *For departures to the west of RWY 15/33 only.*

Note 7: *Full communication India departure follows Para 11.8.1 ground track.*

12 C-17 Operations

12.1 C-17 Tactical flying operations

Tactical approach charts developed and maintained by 36SQN are shown below. Radiotelephony procedures are detailed in Para 7.12.These approaches vary greatly across the airspace. Generally, these approaches will begin from position ELENI. The most common include:

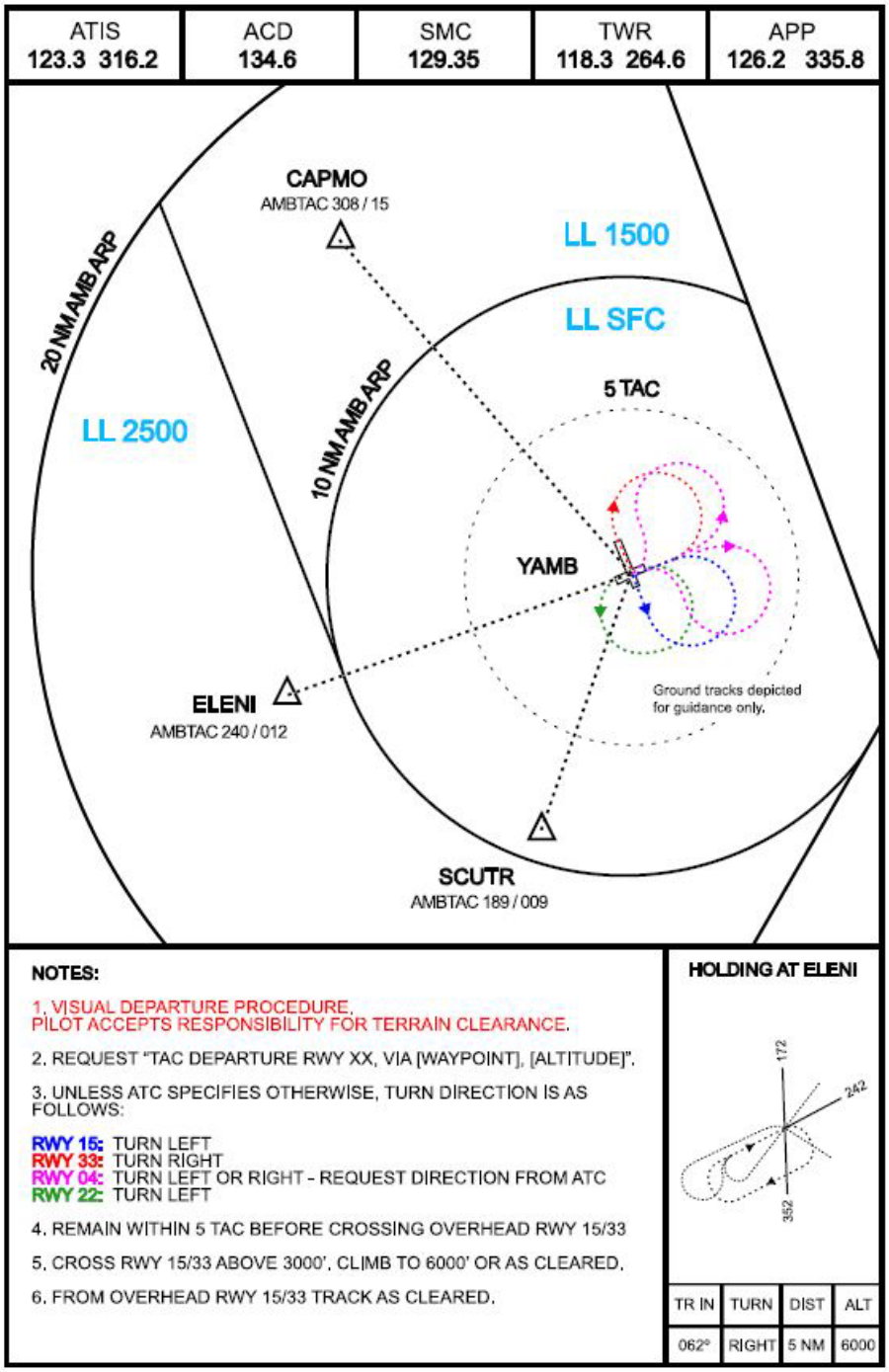
a) high and steep approaches to join via base to the active runway;
b) low approach-in or via a teardrop entry from above the landing threshold; and
c) random entry point to overhead the airfield and then position for landing via base.

12.2 C-17 Tactical flying operations – flight category

C-17s conducting operations IAW the tactical approach charts will operate VFR from the time they have reported "VISUAL", are in receipt of an approach clearance and are at or below 3000 FT. C-17s will remain VFR for further tactical work until IFR is requested by the pilot and ATC advises the aircraft to “RESUME IFR”.

12.3 Tactical Departure – All Runways

TAC DEPARTURE - ALL RUNWAYS



NOTES:

1. VISUAL DEPARTURE PROCEDURE.
PILOT ACCEPTS RESPONSIBILITY FOR TERRAIN CLEARANCE.

2. REQUEST "TAC DEPARTURE RWY XX, VIA [WAYPOINT], [ALTITUDE]".

3. UNLESS ATC SPECIFIES OTHERWISE, TURN DIRECTION IS AS FOLLOWS:

RWY 15: TURN LEFT
RWY 33: TURN RIGHT
RWY 04: TURN LEFT OR RIGHT - REQUEST DIRECTION FROM ATC
RWY 22: TURN LEFT

4. REMAIN WITHIN 5 TAC BEFORE CROSSING OVERHEAD RWY 15/33

5. CROSS RWY 15/33 ABOVE 3000', CLIMB TO 6000' OR AS CLEARED.

6. FROM OVERHEAD RWY 15/33 TRACK AS CLEARED.

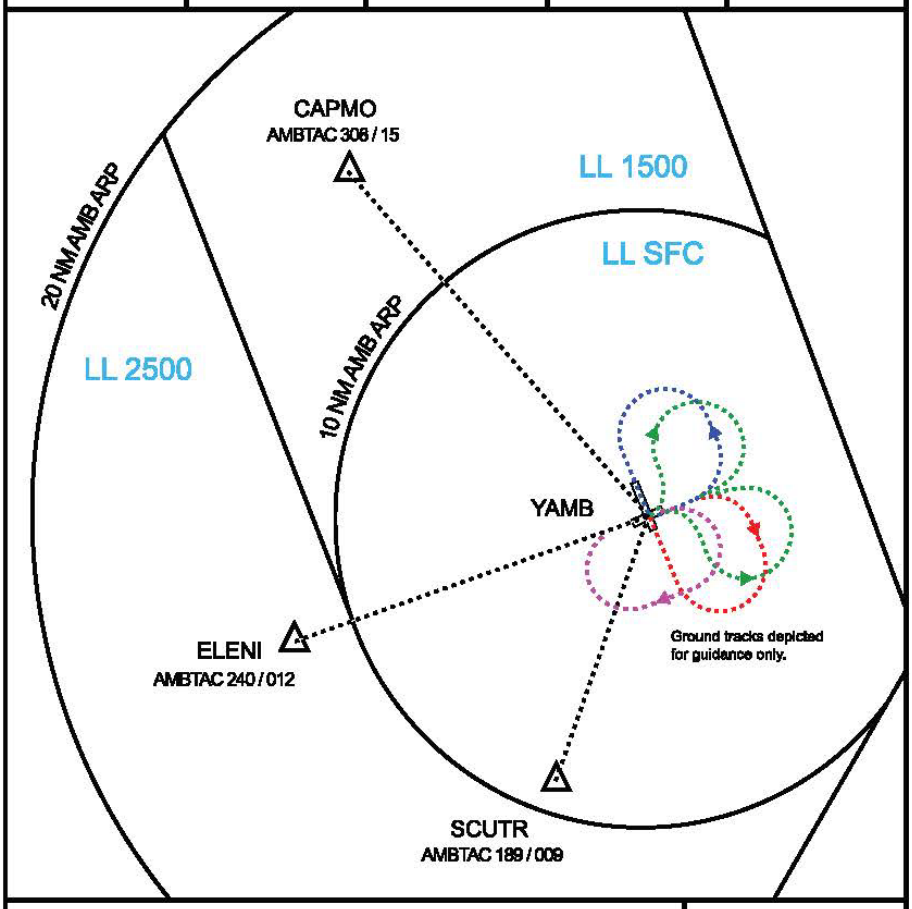
HOLDING AT ELENI

TR IN	TURN	DIST	ALT
062°	RIGHT	5 NM	6000

12.4 Tactical Arrival – All Runways

TAC ARRIVAL - ALL RUNWAYS

ATIS	ACD	SMC	TWR	APP
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8



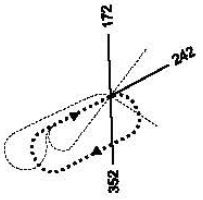
NOTES:

1. VISUAL APPROACH PROCEDURE ONLY
2. REQUEST "TAC ARRIVAL RWY XX, VIA [STARTING WAYPOINT]"
3. TRACK ELENI, CAPMO OR SCUTR INBOUND TO YAMB AT 6000' OR AS CLEARED.
4. MAINTAIN AT OR ABOVE 6000' UNTIL OVERHEAD RWY 15/33
5. UNLESS ATC SPECIFIES OTHERWISE, TURN DIRECTION IS AS FOLLOWS:

RWY 15: TURN LEFT
RWY 33: TURN RIGHT
RWY 04: TURN RIGHT
RWY 22: TURN LEFT OR RIGHT - REQUEST TURN DIRECTION FROM ATC

6. BEGIN MANOEUVRE TO LAND ONCE OVERHEAD THE AIRFIELD.
7. BY DAY - REMAIN WITHIN 5 TAC.
   BY NIGHT - REMAIN WITHIN THE CIRCLING AREA

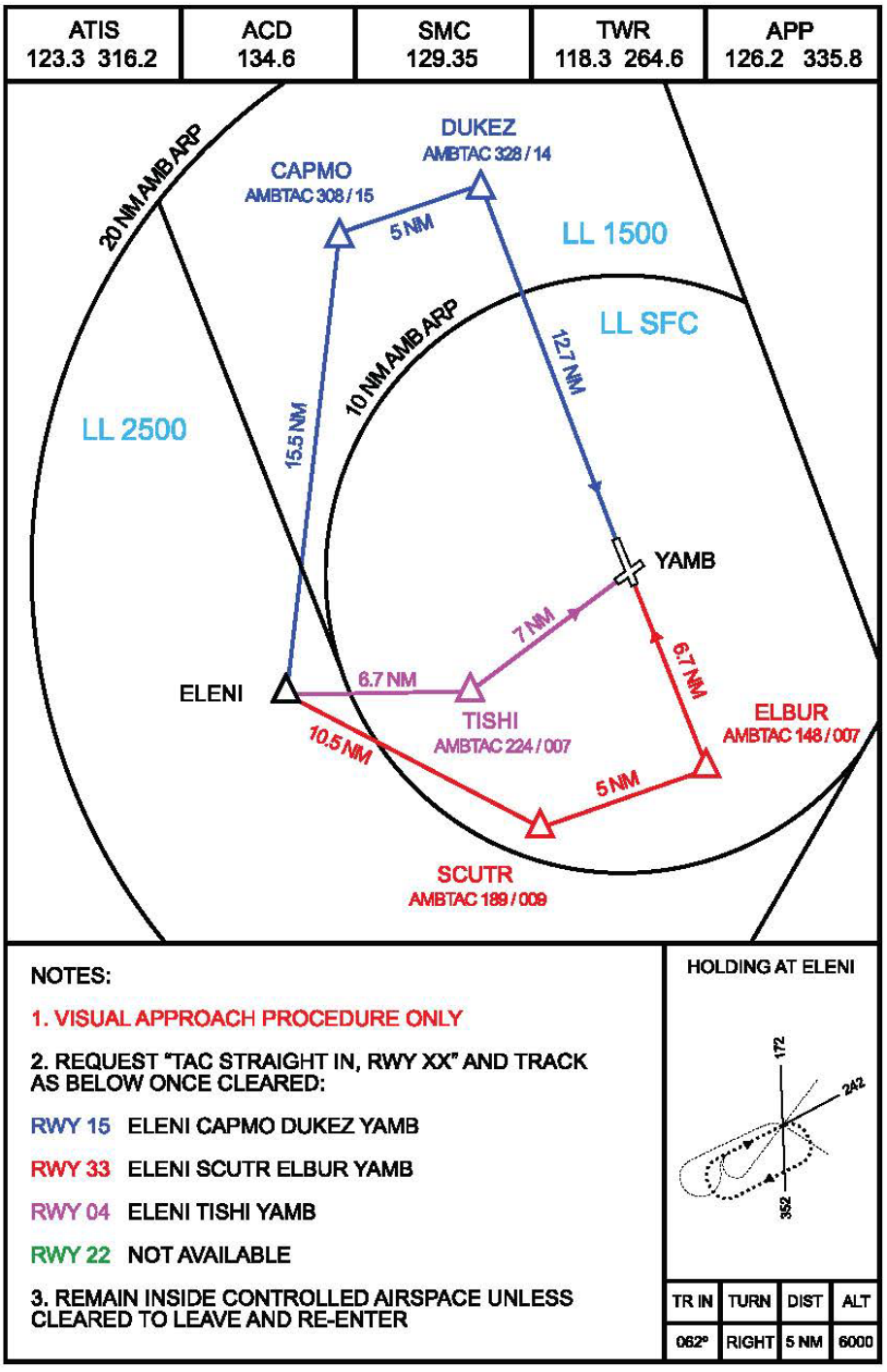
HOLDING AT ELENI



TR IN	TURN	DIST	ALT
062°	RIGHT	5 NM	6000

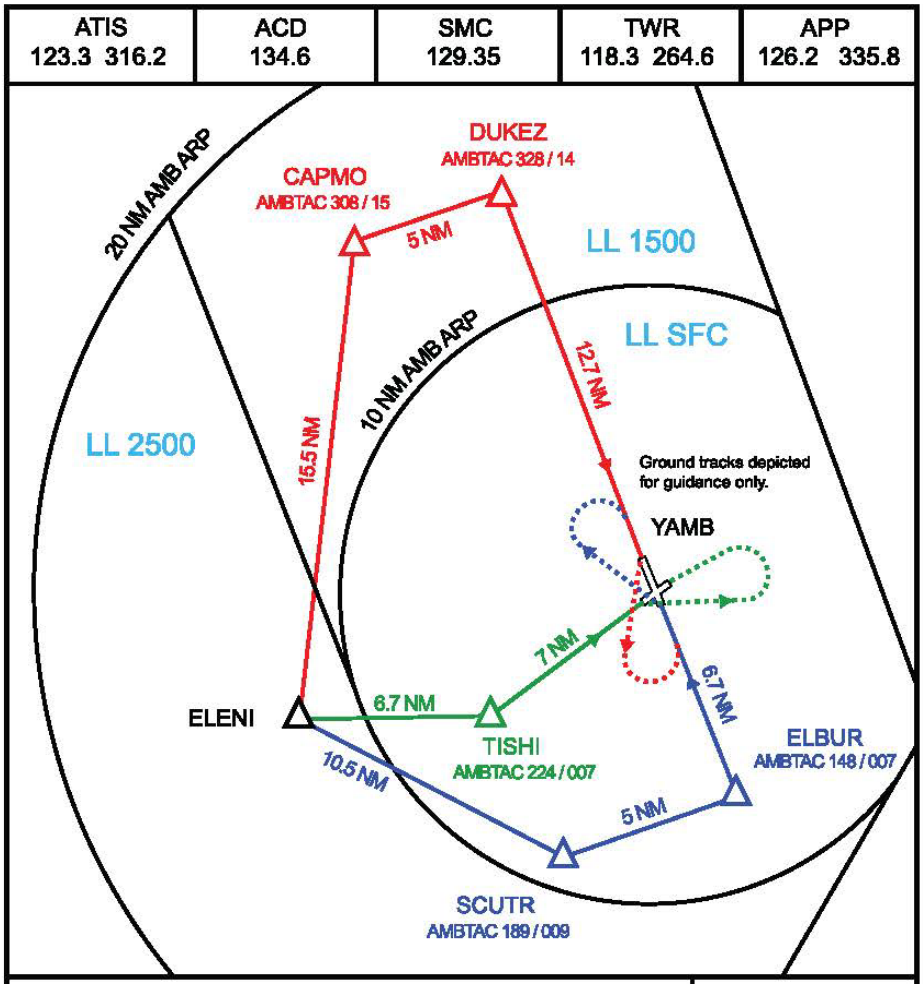
12.5 Tactical Straight In – All Runways

TAC STRAIGHT IN - ALL RUNWAYS



12.6 Tactical Teardrop – All Runways

TAC TEARDROP - ALL RUNWAYS



NOTES:

1. VISUAL APPROACH PROCEDURE ONLY

2. REQUEST "TAC TEARDROP, RWY XX" AND TRACK:

RWY 15 ELENI SCUTR ELBUR YAMB
THEN, TURN LEFT AND FLY TO A RIGHT BASE FOR RWY 15

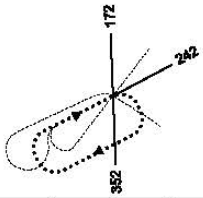
RWY 33 ELENI CAPMO DUKEZ YAMB
THEN, TURN RIGHT AND FLY TO A LEFT BASE FOR RWY 33

RWY 22 ELENI TISHI YAMB
THEN, TURN RIGHT AND FLY TO A LEFT BASE FOR RWY 22

RWY 04 - NOT AVAILABLE

3. REMAIN INSIDE CONTROLLED AIRSPACE UNLESS CLEARED TO LEAVE AND RE-ENTER

HOLDING AT ELENI

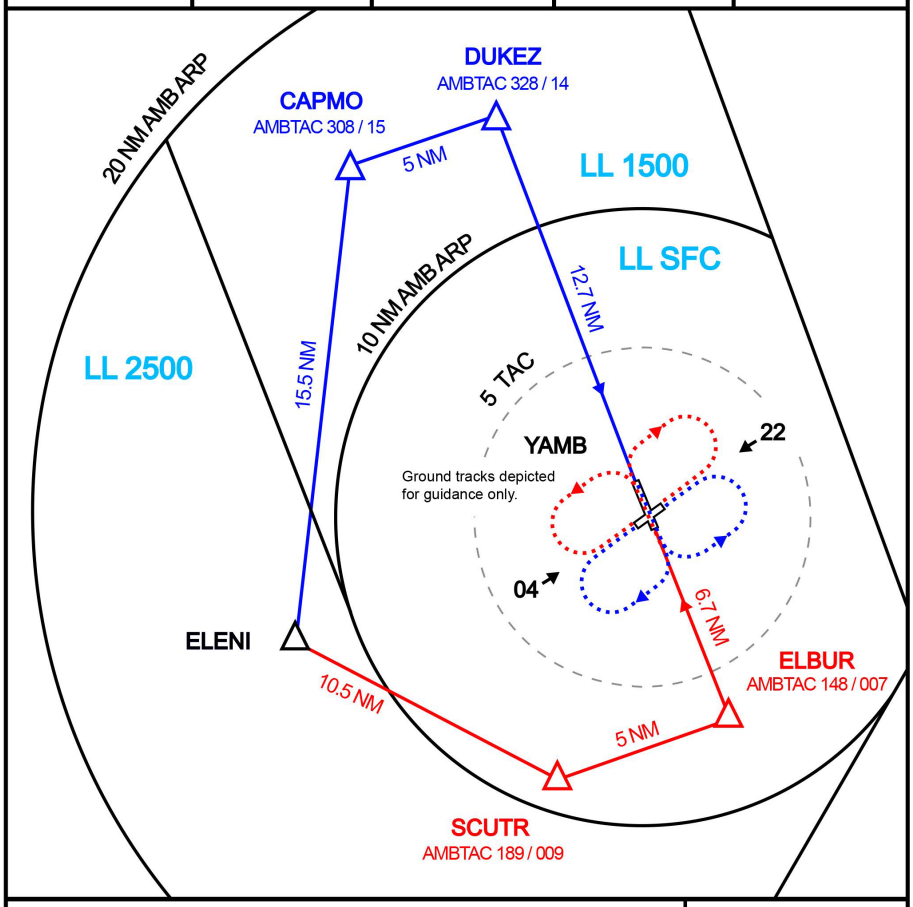


TR IN	TURN	DIST	ALT
062°	RIGHT	5 NM	6000

12.7 Tactical Beam – All Runways

TAC BEAM NORTH / SOUTH - CROSS STRIP

ATIS	ACD	SMC	TWR	APP
123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8



NOTES:

1. VISUAL APPROACH PROCEDURE ONLY

2. REQUEST "TAC BEAM NORTH OR SOUTH, RWY XX" AND TRACK:

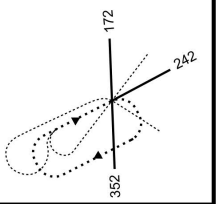
NORTH ELENI CAPMO DUKEZ YAMB
THEN, TURN LEFT FOR RWY 22 OR RIGHT FOR RWY 04

SOUTH ELENI SCUTR ELBUR YAMB
THEN, TURN LEFT FOR RWY 04 OR RIGHT FOR RWY 22

3. REMAIN INSIDE CONTROLLED AIRSPACE UNLESS CLEARED TO LEAVE AND RE-ENTER

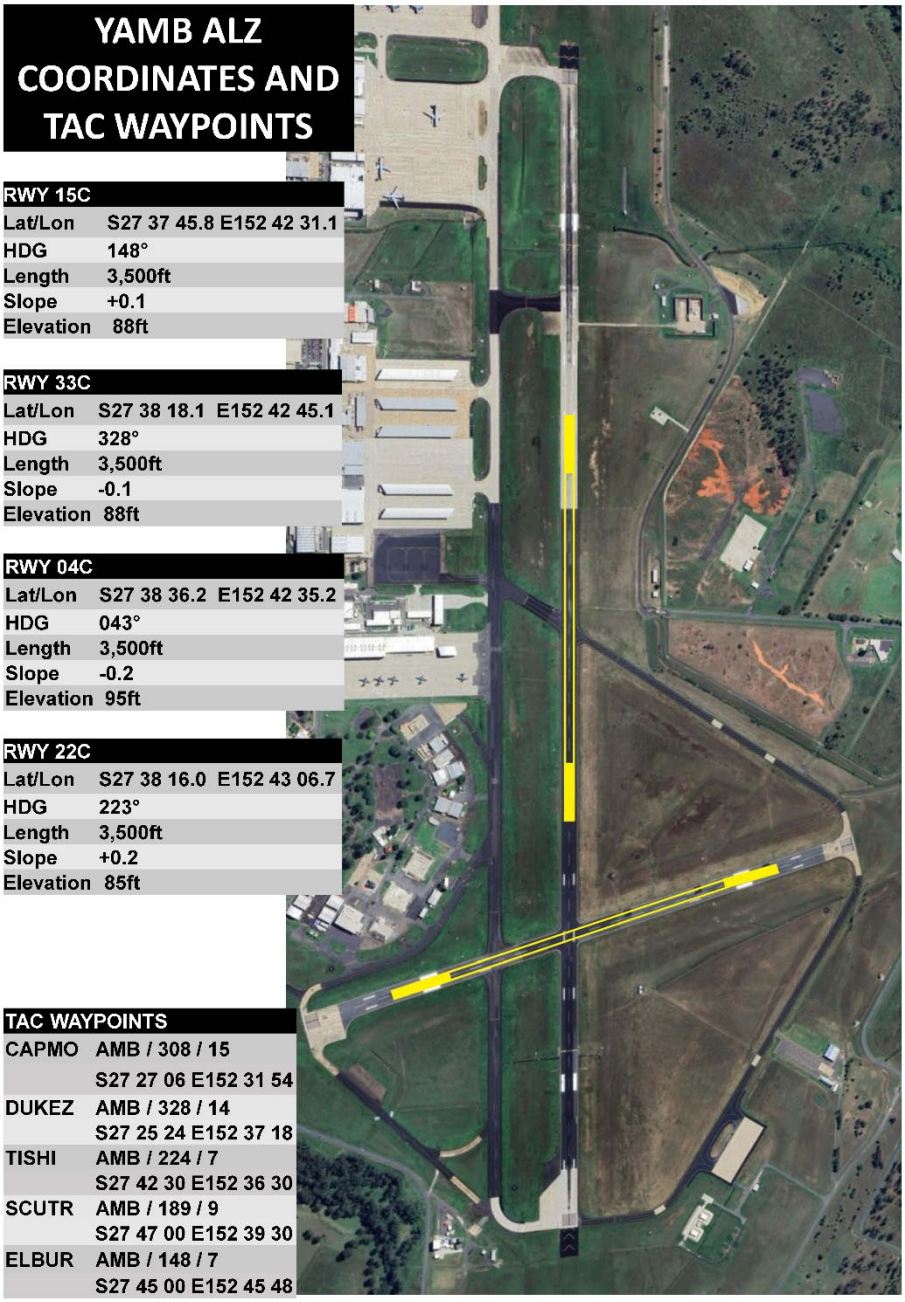
4. REMAIN WITHIN 5 TAC FOR THE BEAM PROCEDURE

HOLDING AT ELENI



TR IN	TURN	DIST	ALT
062°	RIGHT	5 NM	6000

12.8 Tactical Assault Landing Zone



12.9 C-17 Night Vision Equipment (NVD) operations

Use of NVD within AMB domestic airspace is an essential part of C-17 Raise, Train and Sustain (RTS) activities. Crews flying these sorties conduct similar tactical approaches as those flown during daylight hours with the NVD elements of a sortie being carried out. If required, 36SQN OPS will issue a request to AMB ABOC for base-wide restrictions on the use of non-NVD compatible lighting and exclusive airfield/runway use to enhance training outcomes.

12.10 Portable Infra-Red (IR) light procedures

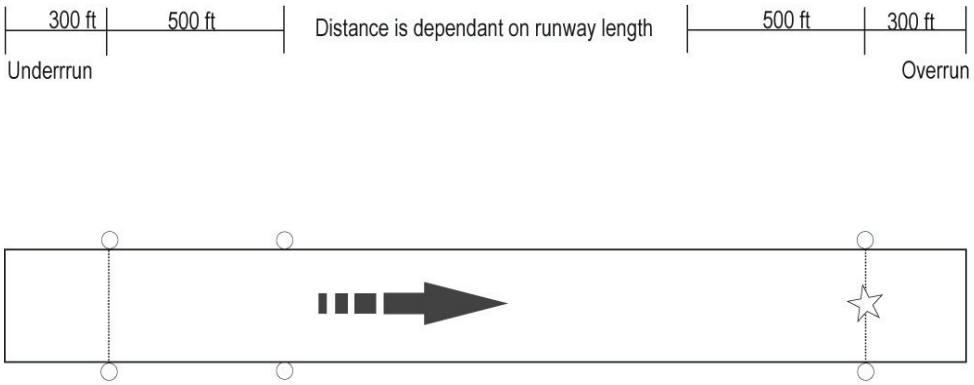
Amberley aerodrome has built-in IR lighting for NVD activities. However, if these lights are not available, 36SQN personnel will position approved IR lighting on the painted Assault Landing Zone as per the configuration detailed in Para 12.11. This Airfield Marker Pattern – Three may be referred to as the 'box and one'. The IR lights are positioned under the authority of ATC and removed as soon as practical once training objectives are complete. At all times, 36SQN personnel will provide a 15 min recall capability to facilitate emergency operations.

12.10.1 NOTAM activation

Whenever portable IR lighting operations are scheduled, AMB ABOC will promulgate a NOTAM, in consultation with ATC, to advise of exclusive airfield/runway use and recall timings. Operations may continue to the other runway.

12.11 C-17 Landing Zone (LZ) lighting pattern

Airfield Marker Pattern 3 (Night)



○ Field Marker light - may be overt or covert.

☆ Flashing Strobe Light. This may be replaced by one field marker light (overt or covert)

Note 1: *Overrun distances are not included in stated runway length, or usable runway length.*

Note 2: *Lights are to be placed on the edge of the runway.*

13 C-17 Formation Operations

13.1 C-17 formation operations

36SQN conducts IFR formation flying within the confines of R625. The operations will consist of two components: the 'Form Run', which replicates an airdrop pattern; and the 'Form Area', which allows for a series of formation turns.

13.2 Formation Run

Aircraft will track AMB-ELBUR-SCUTR-ELENI-CAPMO-DUKEZ-AMB regardless of the duty runway at Amberley. This is defined as the 'FORM RUN' as depicted in Para 13.7. An onwards clearance will not be required as the aircraft will continue to track the 'FORM RUN' unless advised by AMB APP or alternate tracking is requested by the aircraft, e.g. direct straight initial.

13.3 Airways clearance

Upon clearance request with AMB Delivery, the formation will be cleared "FORM RUN, not above 4000 (or other agreed level) VISUAL, SQUAWK (code)". During IMC, the formation will request "FORM RUN, [LEVEL], MILITARY TERRAIN CLEARANCE". The 'FORM RUN' clearance automatically clears the formation to leave and re-enter controlled airspace. ATC will coordinate with Brisbane Centre and provide traffic as required.

13.4 Airborne

Once the formation is airborne, they will contact AMB APP tracking FORM RUN. If holding is required for traffic management, AMB APP will utilise ELENI or provide alternate tracking/holding. Formations can be cleared the FORM RUN from elsewhere in the airspace and this should commence from ELENI. As the formation will overfly the runway at 300 FT AGL, prior to the aircraft continuing their form run from ELENI, AMB APP must coordinate the FORM RUN with AMB TWR. Due to flight system programming limitations, no tracking alterations should be made to the formation once they have commenced their run and passed ELENI. If alterations are required, the formation will need to recommence the run at ELENI. Formations can be expected to commence their run at ELENI and finish at ELENI; they will remain on AMB APP frequency unless otherwise advised. Upon completion of their run, the formation will advise their intentions and track as directed by AMB APP.

13.5 Formation manoeuvres

When aircraft require airspace to conduct formation manoeuvres prior to the FORM RUN, they shall advise ATC at clearance request. If Big AMB, AMB Delivery will clear the aircraft "FORM AREA via CLEOS, (LEVEL)". The levels should be between A060 and A080.

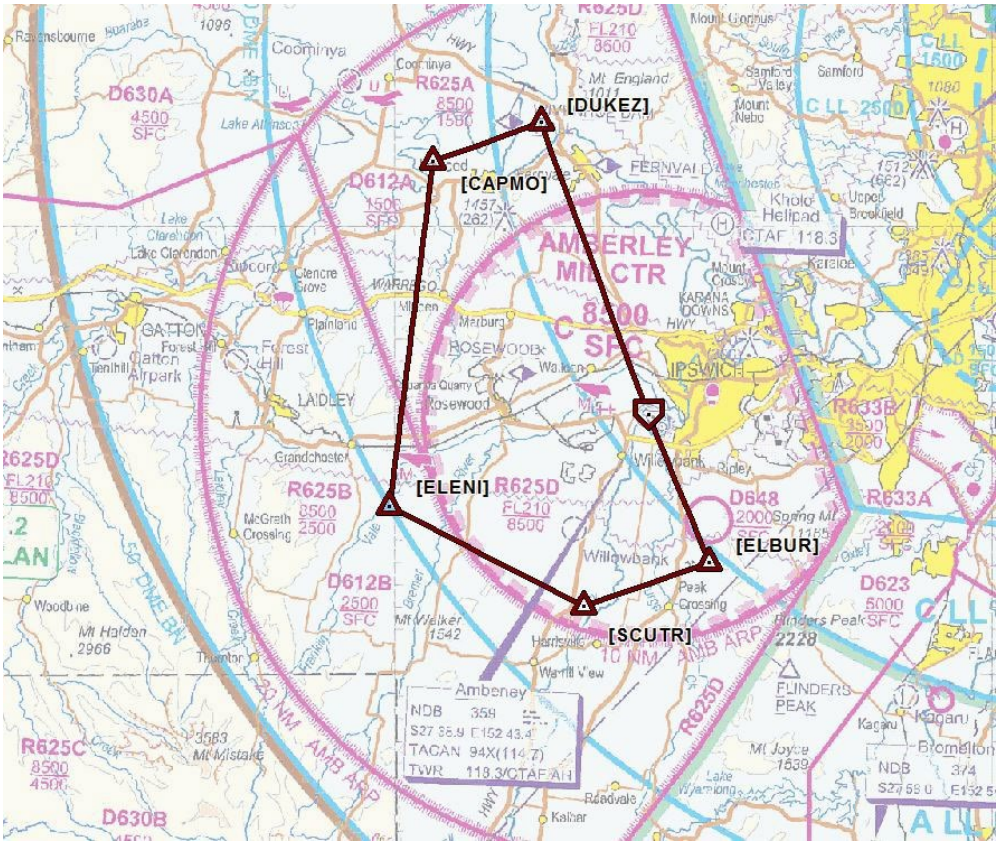
13.6 Formation Area

The FORM AREA is defined as:

a) AMBT210020, AMBT210035, along the AMB 35 TAC arc clockwise, to
b) AMBT270035, AMBT270020 along AMB 20 TAC arc anticlockwise, joining back AMBT210020.

The FORM AREA may be divided into A and B sections along the AMB 240 TAC radial if required. ATC may direct different radials and distances at any time for traffic management.

13.7 Formation Run



14 ROZ Gauntlet

14.1 General

ROZ Gauntlet is used by 82WG to conduct Urban Close Air Support training and Basic Fighting Manoeuvres within the lateral confines of R625. This airspace heavily impedes traffic flow within R625 and therefore should only be employed when deemed essential. There are multiple restrictions and considerations when activating this airspace (covered in Para 14.1.1 and Para 14.5).

14.1.1 Requesting ROZ Gauntlet

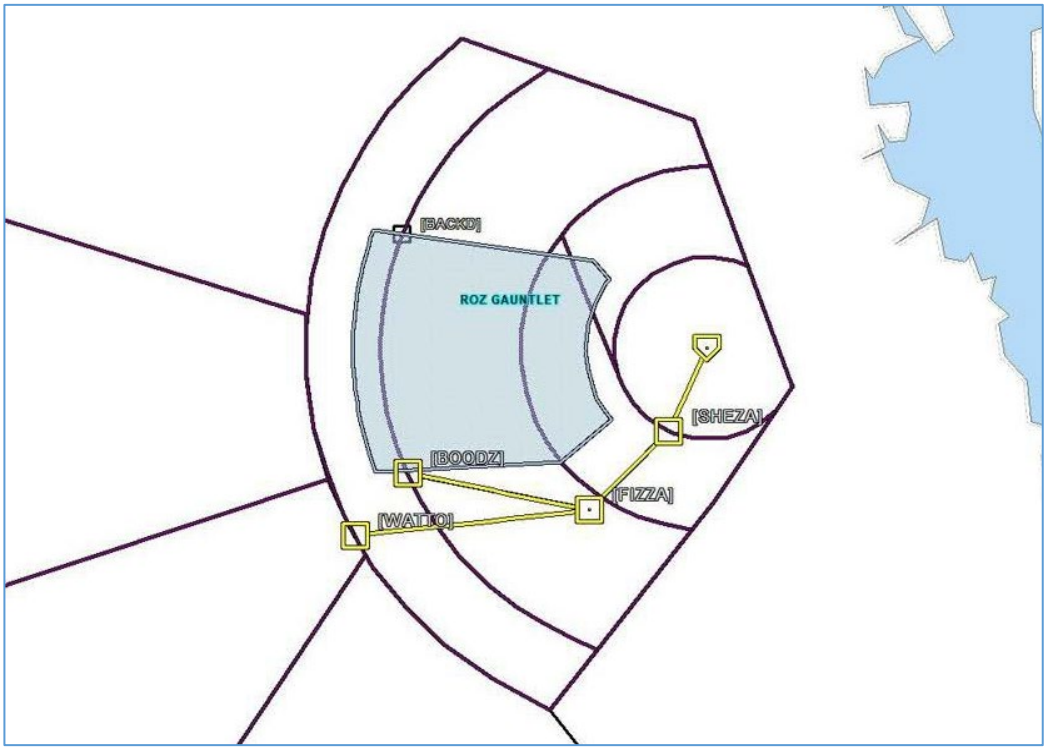
AMB ATC must provide Airservices 14 days' notice for ROZ Gauntlet operations. Therefore, 82WG must request this airspace with no less than three weeks' notice, but should consider providing as much notice as possible. This airspace must be de-conflicted by 82WG with other local aircraft operations.

14.2 ROZ Gauntlet

The lateral dimensions of ROZ Gauntlet are as follows:

a) S 27° 46' 15" E 152° 31' 07" then along minor arc 13 NM AMB ARP to S 27° 30' 55" E 152° 30' 53";
b) S 27° 28' 53" E 152° 28' 55";
c) S 27° 25' 29" E 152° 02' 27", then along minor arc 38 NM AMB ARP to S 27° 52' 03" E 152° 02' 42";
d) S 27° 51' 00" E 152° 25' 00"; and
e) S 27° 46' 15" E 152° 31' 07".

14.2.1 ROZ Gauntlet graphical depiction



14.3 ROZ Gauntlet operations

For traffic management, the following points will be utilised:

a) SHEZA – AMB195010 (S 27° 47' 35" E 152° 38' 02");
b) FIZZA – AMB205022 (S 27° 56' 13" E 152° 28' 31");
c) BOODZ – AMB236035 (S 27° 52' 08" E 152° 06' 38"); and
d) BACKD – AMB279035 (S 27° 25' 54" E 152° 05' 49").

14.3.1 ROZ Gauntlet entry gate

BOODZ is the entry gate into ROZ Gauntlet and shall be used for the majority of aircraft to enter ROZ Gauntlet. SHEZA and FIZZA will be used as tracking points to keep departing aircraft separated from ROZ Gauntlet. BACKD is an alternate entry gate from the north. Aircraft will be cleared into ROZ Gauntlet with the initial airways clearance as follows: “Cleared SHEZA – FIZZA – BOODZ A060, (departure type), Squawk (code). Cleared ROZ Gauntlet block level A100 – F200 [OR] (requested block level)”. Aircraft will be on AMB QNH operating at or below the transition altitude and on standard QNH when operating at and above the transition level. If the highest useable level is issued as an altitude, the aircraft will operate on AMB QNH.

14.3.2 SSR code

Upon clearance request, AMB Delivery will issue a squawk code for all individual elements within the formation. All aircraft must squawk their assigned codes whilst established within ROZ Gauntlet. This will allow AMB APP to retain the aircraft identification and base separation on the aircraft’s position when applicable.

14.3.3 Departing Amberley

All departures from YAMB during Gauntlet operations can expect initial climb to A060. AMB APP will advise Gauntlet aircraft of other traffic cleared within ROZ Gauntlet and instruct the aircraft to switch to their operating frequency. Gauntlet aircraft are not required to monitor AMB APP once frequency change has been authorised. AMB APP will contact Gauntlet aircraft utilising the console emergency radios. Gauntlet aircraft shall advise their operating frequency to AMB Delivery at clearance request.

14.3.4 Recovery

Upon recovery, Gauntlet aircraft shall remain within ROZ Gauntlet, descend to their lowest cleared level tracking to Lowood (RWY 15) or EMPUM (RWY 33) and contact AMB APP advising approach intentions. AMB APP will recover aircraft via the most direct route dependant on other traffic. ATC will instruct aircraft to remain within ROZ Gauntlet if separation cannot be immediately assured.

14.3.5 Participation in Gauntlet requirement

All participants in Gauntlet operations shall operate MARSA with all other participants enabling clearance for a visual approach to be issued as soon as available.

14.4 Clearance for R639 whilst Gauntlet airspace is active

During Gauntlet operations, 82WG aircraft transiting to and from R639 should receive the following clearances in order to remain clear of ROZ Gauntlet:

a) on departure: “Cleared SHEZA – FIZZA – WATTO A060, (departure type), squawk (code)”;
b) on recovery RWY 33: “Cleared WATTO – FIZZA – LI/MIKER FL190”; and
c) on recovery RWY 15: “Cleared WATTO – FIZZA – SHEZA – AMB FL190.”

14.4.1 Alternate Clearances

Alternate clearances may be issued provided separation is assured with ROZ Gauntlet.

14.4.2 Transit coded clearance between ROZ Gauntlet and R639

Users will be issued “CLEARED GAUNTLET TRANSIT”. This clearance allows Gauntlet aircraft to transit between ROZ Gauntlet and R639 between the AMB240 and AMB263 radials at FL140-FL190 inclusive. Gauntlet aircraft may advise APP that they are transiting between ROZ Gauntlet and R639 with a broadcast on 126.2 for information only. APP will not acknowledge this transmission.

14.5 De-confliction between ROZ Gauntlet and other military aircraft

Whilst ROZ Gauntlet is active, the following de-confliction measures apply:

a) Air Test Flights will not be available within R625;
b) PRO-A flights should not expect unrestricted climb. Aircrew should plan PRO-A sorties with the expectation to receive interim levels until established in R639;
c) Corridor operations will not be available. Fast Jet M640/M649/M661 departures shall be de-conflicted with ROZ Gauntlet by time. RTB from M640/M649/M661 will be low level;
d) C-17 tactical approaches/departures will not be available; and
e) Cage airspace will not be available.

Note 1: *‘Restricted Operations Zone Active’ will be added to the YAMB ATIS to advise airspace users when ROZ Gauntlet is active*.

Note 2: *AMB ATC will raise a NOTAM advising the possibility of amended routing and delays within R625*.

15 Emergencies

15.1 Aircraft Recall

When weather conditions may become marginal or when hazardous weather or aerodrome conditions exist, ATC must notify the relevant flying SQN OPS and seek advice on the possibility of SQN aircraft recall.

15.2 Diversion Aerodromes

Diversion of local aircraft may be required due to adverse/hazardous weather conditions or runway obstruction. Suitable diversion aerodromes and main runway lengths are:

a) Brisbane – RWY 01R/19L 3560 m, RWY 01L/19R 3300 m;
b) Gold Coast – 2492 m;
c) Wellcamp – 2870 m;
d) Sunshine Coast – 2450 m; and
e) Oakey – 1649 m.

Note: *Pilots are responsible for confirming runway lengths and availability in ERSA/NOTAMs*.

15.2.1 YBWW RNP 12

RAAF F/A-18F and EA-18G aircraft are permitted to conduct the YBWW RNP RWY 12 approach when Oakey airspace is active.

Note: *Refer to the 82WG, 452SQN OAK FLT and 452SQN AMB FLT MOU (Objective ID: BP44302734)*.

15.3 Emergency Landing on TWY Alpha

In the event that neither runway at Amberley is usable, and insufficient fuel exists to reach a suitable diversion airfield, aircraft captains may elect to conduct an emergency landing on TWY Alpha. A landing on TWY Alpha should be considered an emergency procedure and used as a last resort. If time permits, the Tower Supervisor (TSPR) will arrange for the Fire Controller to block access to TWY Alpha as required. When landing in the direction of RWY 15, aircrew should be mindful of the noticeable hump in TWY Alpha north of F3.

15.4 Emergency Runway Lighting

Refer to the *YAMB Aerodrome Manual* for emergency runway lighting information.

15.5 Hot Brake Procedures

When advised that an aircraft may have hot brakes, ATC must dispatch Aerodrome Rescue and Fire Fighting Service (ARFFS) to respond to the following locations:

a) THR RWY 22 (Primary); and/or
b) THR RWY 04 (Secondary).

15.6 Hung Ordnance Procedures

ATC will support aircraft recovering with hung ordnance as follows:

a) issue instructions so the aircraft may track clear of built up areas;
b) advise ARFFS and ABOC that the aircraft is inbound, including the ordnance type, and ensure ARFFS respond. ABOC will advise relevant ground crews of the inbound aircraft; and
c) issue taxi instructions to the most suitable ASP.

15.7 Hydrazine Procedures

Aircraft that utilise hydrazine to power the aircraft emergency flight control system, such as an F-16, can pose serious personal safety risks due to hydrazine venting. To safely isolate the aircraft after landing, ATC must direct the pilot to a remote hot brakes area.

15.8 Pre-meditated Ejection

The pre-meditated ejection area is 195/14 TAC heading 215 degrees at 5100 FT.

15.9 Brake Chute Procedures

AMB has no resident aircraft fitted with brake chutes. Should a transiting aircraft deploy a brake chute, the following procedures apply.

15.9.1 Advising ATC

The requirement to deploy brake chutes should be advised on first contact with AMB APP. ATC will instruct the aircraft to release the brake chute on the western side of the RWY, leaving the eastern side available as a Hot Lane for other aircraft in the formation. Where crosswind conditions are such that chutes may drift into the Hot Lane, expect the pilot to delay the release for as long as is operationally possible (approximately beyond 4000 FT from the landing threshold).

15.9.2 Runway restrictions

When a brake chute is on the runway, the runway is considered obstructed for any additional aircraft/formations.

15.9.3 Brake chute retrieval

ATC will advise ARFFS when the chute is to be retrieved. ARFFS personnel will carry out brake chute retrieval IAW Para 15.9.4.

15.9.4 Vehicle procedure

15.9.4.1 Positioning

ATC will initiate brake chute call-out directly to Fire Watch Room. Fire vehicle will report on radio and proceed as directed by ATC. This will normally be to the standby position at TWY A3 (for RWY 15), but may be to other positions depending on the time available and position of the brake chute(s). Fire vehicle will report when in position.

15.9.4.2 Retrieval

For brake chute retrieval, ATC will instruct the Fire vehicle to “ENTER RUNWAY (number) AND PICK UP CHUTES”. The Fire vehicle will enter the runway strip and proceed to the chute(s), where the retrievers will then pick up the chutes and place them in the vehicle.

15.10 Radio Failure Procedures and Hung Bomb Routes

In addition to the procedures contained in FLIP, the follow procedure applies for an aircraft experiencing radio failure landing at YAMB:

a) track direct BIGIX at LSALT/MSA;
b) at 25 TAC AMB descend to 5100 FT;
c) from BIGIX track via the ILS-Y or TACAN RWY 15 approach; and
d) established on final, look to the Tower for light signals indicating status of landing clearance.

15.10.1 R639 – Western

Aircraft with a loss of radio communications must squawk 7600 and:

a) track not below FL130 to WHITL;
b) from WHITL track direct BIGIX not below FL130 until 35 TAC AMB, then descend to 5100 FT;
c) from BIGIX track via the ILS-Y or TACAN RWY 15 Approach; and
d) established on final, look to the Tower for light signals indicating status of landing clearance.

15.10.2 R638 and M641 – Evans Head no radio recovery and hung bomb route

Aircraft with a loss of radio communications must squawk 7600 and:

a) remain within R638/M641 for five minutes, if possible;
b) track JAYDE–AMB at FL140;
c) from AMB track direct BIGIX, descend to 5100 FT, track via the ILS-Y or TACAN RWY 15 approach; and
d) established on final, look to the Tower for light signals indicating status of landing clearance.

15.10.3 R636 – Gayndah

Aircraft with a loss of radio communications must squawk 7600 and:

a) remain within R636 for two minutes, if operationally viable;
b) track IDLEG–JEDDA–BIGIX at FL130;
c) from 35 TAC AMB, descend to 5100 FT, direct BIGIX for the ILS-Y or TACAN RWY 15 approach; and
d) established on final, look to the Tower for light signals indicating status of landing clearance.

15.10.4 M640 (Northern), M649 (Central) and M661 (Southern)

If a radio failure occurs within the over water training areas, excluding Evans Head, squawk 7600 and:

a) remain within the SUA for two minutes, then RTB via the appropriate inbound coded corridor clearance;
b) from ANKED/TUGUN descend to FL140, track direct AMB;
c) from AMB descend to 5100 FT, track direct BIGIX for the ILS-Y or TACAN RWY 15 approach; and
d) established on final, look to the Tower for light signals indicating status of landing clearance.

15.10.4.1 Radio failure within Amberley corridors

In the event of a radio failure, aircraft will squawk 7600 and remain within the corridor laterally and vertically until established within the relevant SUA associated with the corridor or AMB airspace.

15.10.4.2 Other emergencies within the corridors

Aircraft experiencing an emergency in the corridors must operate as below, depending on the severity of the situation:

a) advise AMB ATC and remain within the corridor laterally and vertically until established within the relevant SUA associated with the corridor or AMB airspace, then conform to local emergency procedures;
b) if remaining in the corridor is not viable and time permits, advise AMB ATC of intentions. AMB ATC must advise the relevant BN ATC sectors;
c) if an immediate excursion from the corridor is required, establish direct contact with the relevant BN ATC sector and advise intentions; and
d) if time does not permit contact with sectors, squawk 7700 and transmit intentions on guard frequency.

15.10.5 Shoal Water Bay Training Area (SWBTA) hung bomb route

Aircraft with a hung bomb must track via ADGAD (250000.0S 1525500.0E) – UKAPI (260812.0S 1531518.0E) – TAROL (263212.0S 1522124.0E) – DULIN.

Note: *Aircraft with a hung bomb will avoid built-up areas and sharp turns*.

15.11 KC-30A / F/A-18F buddy contingency

15.11.1 KC-30A Landing with Hose(s) Trailed or Boom Extended

During air-to-air refuelling operations, the KC-30A may encounter a problem with the hose or boom system that requires return to YAMB with the hose(s) trailing or boom extended. The aircraft captain will declare a PAN advising the nature of the emergency and recovery procedures. Consideration should be given to allow other traffic IVO the aerodrome to land prior to the KC-30A landing. On approach, aircrew should be cognisant of airfield structures such as the ILS or LOC array that may be struck by trailing hoses or boom. After landing, taxiing should be avoided unless absolutely operationally necessary.

15.11.2 Parking

The aircraft must be parked on concrete to minimise surface damage from fuel leakage. To facilitate this, the aircraft is to be parked on threshold RWY 15/33 after landing until the 33SQN duty crew can attend the aircraft to either remove the refuelling pods or manually retract the hose(s) or boom.

15.11.3 F/A-18F buddy tank operations – recovery

The F/A-18F may conduct operations utilising a centre-line buddy tank to refuel other fast jet type aircraft. In this configuration, the aircraft may need to return to YAMB with the hose trailing. Due to the position of the tank system, it has a higher probability of striking the fuselage on landing. In the event that this occurs, the aircraft captain will declare a PAN and advise the nature of the emergency and recovery procedures. If the aircraft requires a cable engagement on landing, the hose may foul or damage the arrestor hook and aircraft during cable arrest.

15.11.4 Jettisoning of the trailing hose from the aircraft

To enable the safe recovery of the aircraft, the hose may need to be jettisoned from the aircraft. This will be a pre-planned action to minimise risk and/or damage to civilian or military personnel and infrastructure. To achieve this, the aircraft captain may elect to return to Amberley and jettison the hose on the airfield. This allows the aircraft to be in a configuration that increases the probability of the hose landing in a safe area.

15.11.4.1 Primary F/A-18F / KC-30A hose jettison boundary area

The primary hose jettison area is bound by:

a) north of TWY Charlie;
b) south of TWY Delta;
c) west of threshold RWY 22; and
d) east of the RWY strip of RWY 15/33.

15.11.4.2 Primary jettison area

15.11.4.3 Captains responsibility

Aircraft captains must ensure they are visually established east of the TACAN building prior to initiating hose jettison. Hose jettison preferred configuration is level release at 500 FT AGL/250 KIAS. Initiation of hose jettison must be made when crossing:

a) TWY Delta for southbound run; or
b) TWY Charlie for northbound run.

15.11.4.4 ABOC responsibility when advised of hose jettison

On advice that a hose jettison is to occur, the ABOC will advise SECFOR to close the perimeter road/track to all traffic. The perimeter road north of the back gate must be blocked off north of the old SURAD installation. To the south, it is to be blocked off IVO the Localiser. The back gate must be closed and vacated and the access road to the back gate must be blocked off IVO Ivor Marsden Ovals to ensure no vehicular access.

15.11.5 Jettison configuration

Hose jettison preferred configuration for the F/A-18F is level release at 500 FT AGL/250 KIAS. Hose jettison preferred configuration for the KC-30A (and other like type aircraft) is level release at 1000 FT AGL/250 KIAS.

15.11.6 Post-jettison recovery

Post-jettison, SQN Strip Clearance must attend the drop area, when able, to collect the remains of the hose and conduct a FOD inspection to ensure that all equipment has been recovered. Any damage to airfield lighting or pavements must be advised to the ABOC for maintenance action. Any residual fuel that may have spilled from the hose must be reported IAW normal procedures.

15.12 ATC Radar Failure Procedures

15.12.1 General

ATC will implement the following procedures during a prolonged total ATC radar outage to ensure that local flying squadrons can continue RTS activities, supported by ATS. Procedural ATS at AMB cannot support normal flying RoE. Delays and reduction of programmed sorties should be anticipated.

15.12.2 Initial actions

Following an unanticipated loss of radar services, ATC will:

a) ensure separation using procedural separation standards within AMB domestic airspace;
b) hold all pending departures;
c) recover airborne aircraft from AMB SUA;
d) deactivate Amberley corridors as soon as practicable; and
e) transfer aircraft to an alternate control agency as necessary.

AMB ATC will notify aircraft operating in AMB SUA of ATC radar outage. For RTB to YAMB, SUA aircraft shall:

a) contact BN CEN for clearance to YAMB;
b) remain in AMB SUA until in receipt of clearance; and
c) advise any minimum or emergency fuel states as soon as possible.

Note: *Non-RTS aircraft that have already reported taxiing or have already departed YAMB may continue as per flight plan. Non-RTS aircraft that have not yet reported taxiing at YAMB will be subject to start approvals from BN ATC; however, a clearance can be expected*.

15.12.3 Ongoing radar outage

If the expected duration of the radar outage is greater than one hour, AMB ATC will raise a NOTAM as appropriate to reflect associated requirements/expectations for airspace users. Unless the radar returns to service during initial actions, all AMB SUA will be deactivated for the remainder of the day following aircraft recovery to YAMB, for troubleshooting and consultation with BN ATC to occur. Should the outage extend into the following day, aircraft may be able to proceed with RTS activities at a reduced RoE and be processed through BN airspace to the relevant AMB SUA (transit corridors will not be available). Aircraft will be subject to start approvals from BN ATC.

15.12.4 Risk assessment

452SQN AMB FLT OPSCDR and local flying squadron executives are to negotiate programmed RoE and conduct a deliberate risk assessment. A further risk assessment shall be conducted prior to subsequent increases in the allowable RoE.

16 Civil procedures

16.1 General

This section contains flying instructions that apply to civil aircraft only and may be published in ERSA. Civil aircraft requesting air, landing and/or ground operations at YAMB require 48 hr prior notification to the ABOC. Flying training operations by the RAFC and AAFC/EFTS have a standing approval, provided these organisations maintain continual liaison with BOPSO. VFR aircraft requesting to enter or transit AMB domestic airspace must contact AMB Delivery for clearance. VFR aircraft should submit FPL to reduce delays. If clearance is not immediately available, remain in Class G airspace.

16.2 Elementary Flight Training School (EFTS)

The Queensland Branch of the Australian Air Force Cadets (AAFC) often holds flying camps at Amberley during school holidays. Permission to hold a flying camp must be sought from ABXO at least one month prior to the camp.

16.2.1 FLYPROs

FLYPROs, including aircraft callsigns, are to be forwarded to the ABOC and 452SQN AMB FLT ASPR and TSPR at least 14 days prior to the camp. Any significant changes to the program or callsigns must be reported ASAP. The CFI or other QFI must call the ASPR (07 5361 3349) each day to advise the daily FLYPRO.

16.2.2 CTAF periods

If the captain of a military aircraft operating at Amberley deems the safety or efficiency of their operations is jeopardised by EFTS operations, they may direct EFTS aircraft to alter their flight or land. During organised camps, EFTS aircraft have priority over military helicopters conducting practise instrument approach training.

16.2.3 Hours of operation

EFTS must not conduct circuit training prior to 0630h Local without prior approval from BOPSO. Operations outside of the CIRA prior to 0630h may be approved on a case-by-case basis.

16.2.4 Cadet Air Experience (CAE) routes and procedures

CAE can be one of two routes;

a) Lake Manchester (LMC) Air Experience; or
b) Mount Walker (MTWK) Air Experience.

Route direction is dependent on the runway in use. Aircraft may remain on AMB TWR frequency for the duration of the flight.

16.2.4.1 Levels

Levels must be requested on clearance delivery.

16.2.4.2 Routes

The LMC Air Experience and MTWK Air Experience routes are runway dependant:

Departing RWY 15 aircraft will track:

a) LMC Air Experience: YAMB – South of Ipswich – North following the CTR Boundary – LMC (avoid directly overflying) – YAMB; and
b) MTWK Air Experience: YAMB – MTWK – CALVERT – YAMB.

Departing RWY 33 aircraft will track:

a) LMC Air Experience: YAMB – LMC (avoid directly overflying) – South following the CTR Boundary – South of Ipswich – YAMB; and
b) MTWK Air Experience: YAMB – CALVERT – MTWK – YAMB.

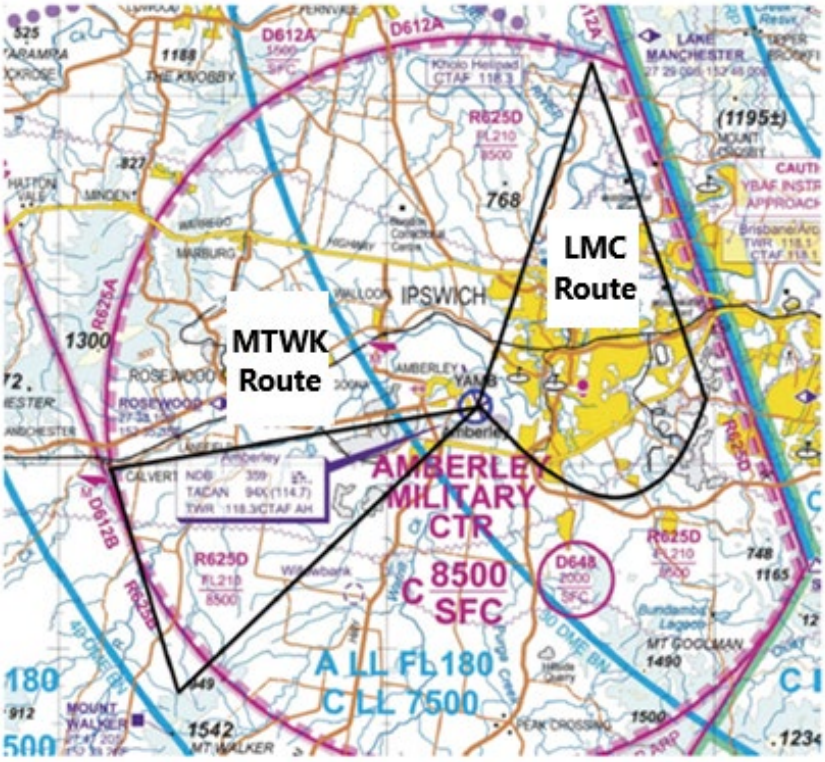
16.2.4.3 Clearances

Aircraft will request the Air Experience route via the following RTF:

Pilot: “AMB Delivery, (Callsign) for the (LMC or MTWK) Air Experience, (level), request clearance.”

ATC: “(Callsign) cleared the (LMC or MTWK) Air Experience, (level), squawk (code)”.

16.2.4.4 CAE Graphical Depiction



16.3 RAAF Amberley Flying Club (RAFC) operations

16.3.1 Authorisation

The RAFC is authorised to operate on weekends, public holidays and at other times by arrangement with BOPSO.

16.3.2 Notification

Details of all planned RAFC operations must be advised to the ABOC one week prior, allowing discussion at the Base Weekly Flying Coordination meeting. Any changes to the program must be notified to the BOPSO 48 hr prior to the event.

16.3.3 Hours of operation

The RAFC must not conduct circuit training prior to 0630h without prior approval from BOPSO. Operations outside of the CIRA prior to 0630h may be approved by BOPSO on a case-by-case basis.

16.3.4 Operational requirements

The following operational requirements apply:

a) RAFC operations will be conducted IAW these instructions, the Club Operations Manual, CARs, CAOs and AIP; and
b) the OIC is to ensure that the Club Operations Manual conforms to ATC requirements.

16.4 EFTS and RAFC operations

16.4.1 Use of landing lights

All EFTS/RAFC aircraft are to display landing lights on final.

16.4.2 South West Training Area (SWTA)

EFTS/RAFC training activities (excluding circuits or NAVEXs) are within the SWTA. The SWTA is bounded by the 10 AMB ARP NM ARC to the East, the Cunningham Highway to the South, the 20 AMB ARP NM ARC to the West, and the Rosewood-Grandchester-Gatton Road to the North. The SWTA is divided in half by the Rosewood-Mt Walker-Aratula Road, SWTA Alpha (North) and SWTA Bravo (South).

16.4.2.1 Levels

Once established in the SWTA, aircraft must remain OCTA unless otherwise cleared by ATC. Pilots may request levels above 2500 FT only when required due to sortie profile (e.g. stalls). Aircraft flying above 2500 FT may be contained to either SWTA Alpha or SWTA Bravo to facilitate traffic management and segregation. If a clearance for the SWTA is given to a level within controlled airspace, e.g. “Cleared SWTA, not above 4500 FT”, this clearance allows the aircraft to leave and re-enter controlled airspace.

16.4.2.2 Routes

The routes to and from the SWTA are runway dependant.

When RWY 15 is the nominated duty runway on the ATIS, aircraft will track:

a) Departure: YAMB – MTWK at 2500 FT; and
b) Arrival: CALVERT – YAMB at 2500 FT or 1500 FT (for solo students).

When RWY 33 is the nominated duty runway on the ATIS, aircraft will track:

a) Departure: YAMB – CALVERT at 2500 FT; and

b) Arrival: MTWK – YAMB at 2500 FT or 1500 FT (for solo students).

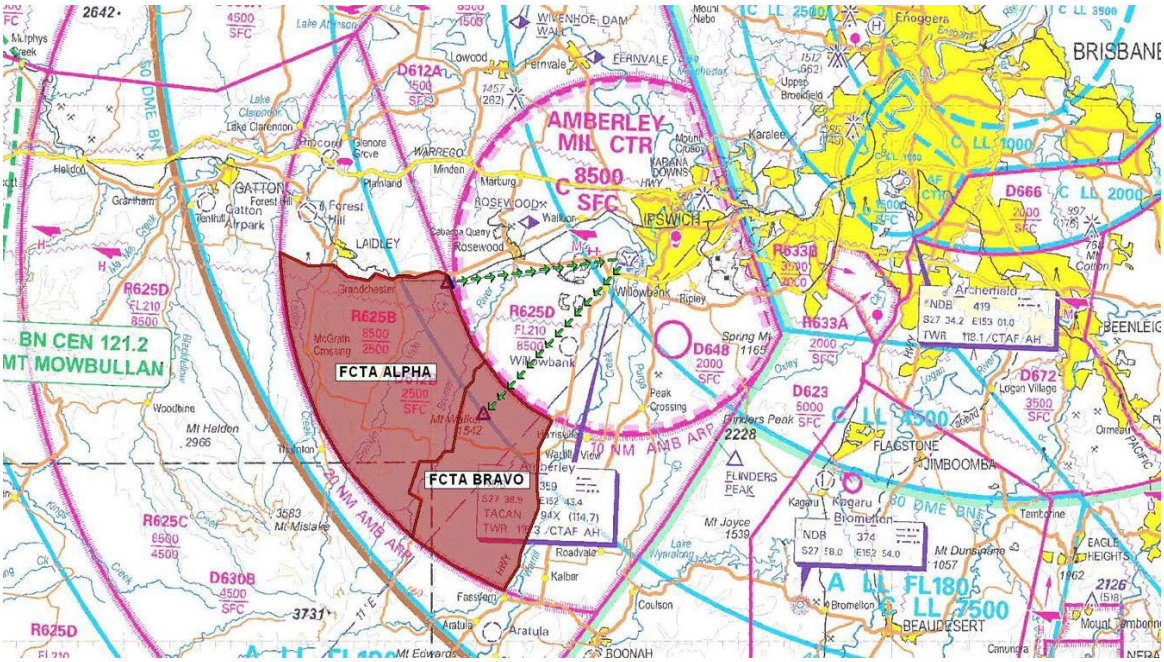
Note 1: *ATC or the pilot may request alternate levels*.

Note 2: *For arrivals to and departures from RWY 04/22, the aircraft will track as directed by ATC*.

16.4.2.3 Clearances

The outbound clearance to an aircraft departing for the SWTA will be "(Callsign) cleared SWTA [Alpha / Bravo] via (tracking point) 2500, squawk (code)".

16.4.2.4 SWTA graphical depiction



16.4.3 Aircraft cross-hire

The EFTS/RAFC may cross-hire aircraft from other organisations for use; however, permission from BOPSO for the cross-hired aircraft to take off/land at Amberley must be requested 48 hr prior. Visitors to the EFTS/RAFC may be approved to land non-AAFC aircraft at YAMB; however, permission must be requested 48 hr prior. Civilian visitors must be escorted at all times by AAFC/RAFC members, including an immediate visit to the pass office.

17 C-27J Operations

17.1 C-27J Night Vision Device (NVD) operations

C-27J is permitted to conduct night visual approaches IAW with the day requirements when using NVDs IAW FIHA ENR1.1. C-27J OIP places additional tracking requirements based on illumination levels. When requesting a night visual approach (NVD), the pilot will specify tracking requirements.

17.2 C-27 Contingency Airdrop (CONTAD) operations

C-27 CONTAD operations are designed to airdrop equipment, with 7-14 lb heli-boxes utilised for training, to any location with or without a Drop Zone Safety Officer. 35SQN accepts all risk for this activity.

17.2.1 Requesting CONTAD operations

This procedure must be coordinated and de-conflicted with other operations at the Flying Coordination Meeting the week prior. ABOC and ATC must be provided with confirmation of the mission 48 hours prior. 35SQN must request a NOTAM to be raised by the ABOC for exclusive use of the runway.

17.2.2 CONTAD Primary Drop Zone

The Primary Drop Zone at YAMB is the eastern end of RWY 04. The Point of Impact (PI) is the 1000 FT to run marker to the end of the tarmac runway.

17.2.2.1 Primary Drop Zone diagram

17.2.3 CONTAD setup

The Drop Zone must be clear of personnel and vehicles within 250 m of the PI, which is the responsibility of the aircraft captain. The aircraft will operate in a circuit pattern for RWY04. Alternate run-in direction may be requested.

17.2.4 CONTAD procedure

Pilots must report on base ready for the drop. ATC will reply with “CLEARED LOW APPROACH, DROP AT PILOT DISCRETION”. Aircrew will report either “GOOD DROP” if the heli-box has landed in the Drop Zone, or “BAD DROP [location of heli-box]”. ATC will call “STOP DROP” if at any time the drop needs to be ceased.

17.2.5 Retrieval and post drop

The heli-boxes will be retrieved by aircrew or ground based personnel. If damage to the runway or airfield equipment is suspected, aircrew will request an AFENG inspection through ATC.

18 Special Procedures

18.1 Cage Airspace

Cage airspace is contained within R625A-D and is predominately used by ARDU PC-21 aircraft. Other local aircraft can use this airspace; however, this should be as a final option as it impedes traffic flow within R625. The lowest recommended operating level is 8000 FT; AMB ATC must be consulted for lower levels. Requested operating levels must be specified upon airspace activation request.

18.1.1 Cage dimensions

“CAGE” is a coded clearance for operations bounded by the following points:

a) S 27° 26’ 11” / E 152° 06’ 03”;
b) S 27° 30’ 24” / E 152° 28’ 32”, then along the anticlockwise arc of a circle radius 15.00NM centre S 27° 38’ 26” / E 152° 42’ 43”;
c) S 27° 49’ 31” / E 152° 31’ 32”;
d) S 28° 02’ 19” / E 152° 13’ 37”, then along the anticlockwise arc of a circle radius 35.00NM centre S 27° 38’ 26” / E 152° 42’ 43”; and
e) S 27° 26’ 11” / E 152° 06’ 03”.

18.1.2 Cage Alpha and Cage Bravo

Cage airspace can be split into Cage Alpha and Cage Bravo for traffic management. Aircraft must be able to accept a clearance to operate in either Alpha or Bravo. Cage Alpha is the preferred operating area for ARDU aircraft. The internal division is spilt by the following points:

a) S 27° 51’ 24’ / E 152° 06’ 03” to
b) S 27° 44’ 25” / E 152° 27’ 13”.

18.1.3 Clearances

Pilot: “AMB DELIVERY, (Callsign), FOR THE CAGE (block level), REQUEST CLEARANCE.”

ATC: “(Callsign), CLEARED PARRY DIRECT, (departure type), [climb via SID to] 8000, SQUAWK (code). CLEARED CAGE ALPHA AND BRAVO (block level)”.

Variations to clearances may be issued outside of these limits, at the discretion of the APP controller that will factor in all traffic considerations.

18.1.4 Departure

Maintain initial level until issued “CLEARED OPERATING” by AMB APP. This clears the aircraft to operate IAW their “Cage” coded clearance.

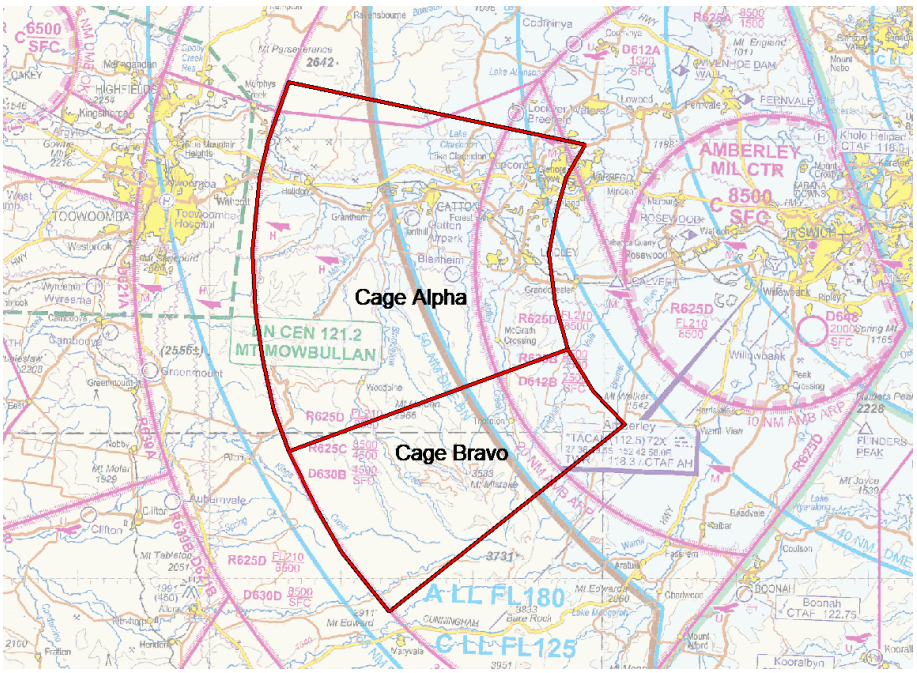
18.1.5 Arrival

Aircraft shall report ready for RTB as per Para 7.12. Delays may occur due to the close proximity to YAMB.

18.1.6 Frequency requirements

Cage aircraft must monitor 126.2, as AMB APP may amend clearances to facilitate MEDEVAC or other priority aircraft transits.

18.1.7 Cage graphical depiction



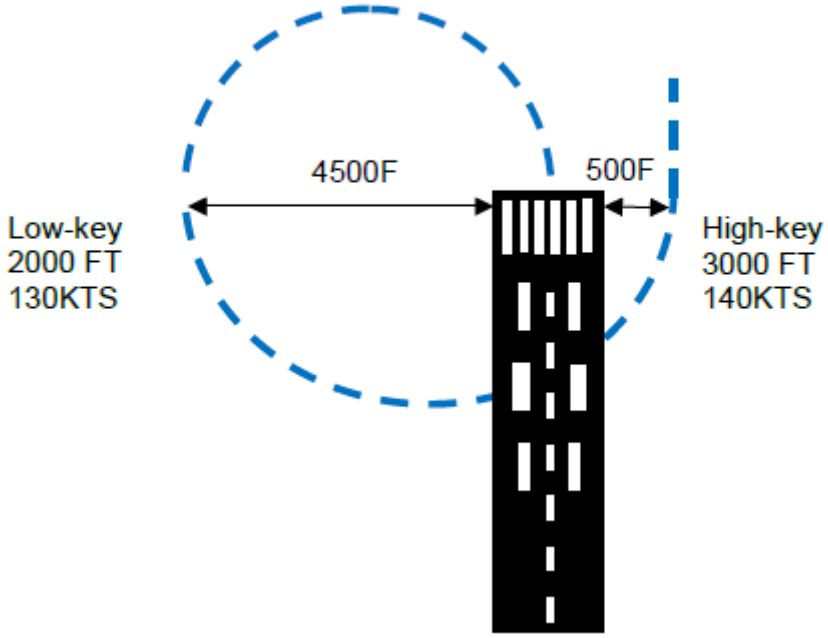
18.2 PC21 High key (spiral) procedure

The high key procedure is conducted overhead the airfield, remaining within the lateral boundaries of the CIRA. The procedure is available in VMC only. Any level may be requested.

Report “HIGH KEY”. If passed downwind traffic, the aircraft may request to:

a) remain at high key and request to hold; or
b) reposition at 3000FT.

At the base position, low key, report “HIGH BASE, (gear status), (intentions)”.



18.2.1 Flight rules

Aircraft conducting the high key procedure automatically change category to VFR:

a) after reporting ‘VISUAL”; and

b) at high key or at or below 3000FT – whichever occurs earlier.

Aircraft departing the circuit for high key, or repositioning for high key due to downwind traffic, will remain VFR. Aircraft departing the CIRA for other operations will resume IFR category IAW para 8.14.