

YPTN FIHA AD2 SUPP AMDT 03/26

1 Document Administration

1.1 Publication Supersession

1.1.1 Purpose

The purpose of this amendment is to highlight changes to YPTN FIHA AD2 SUPP Aircraft Safety Points (ASPs). These procedures and amendments listed below supersede those published in YPTN FIHA AD2 SUPP.

1.1.2 Expiry

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

2 Procedures

2.1 ASPs

2.1.1 Additional ASPs

In addition to the ASPs detailed in YPTN FIHA AD2 SUPP, the following ASPs have been licenced:

- a) ASP 1 – located at Alert Apron East; and
- b) ASP 3 – located at Alert Apron West.

2.1.1.1 ASP restrictions

The safe directions and any additional aerodrome restrictions are to be advised by the BAM.

2.1.1.2 Hung stores

Hung stores are still to be managed IAW YPTN FIHA AD2 SUPP para 5.2.4.2.

2.2 Aircraft Arrestor Systems (AAS)

2.2.1 AAS availability

2.2.1.1 RWY 14/32

RWY14/32 does not have AAS available.

2.2.1.2 Emergency RWY 14L/32R (TWY ALPHA) AAS

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

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

Approved:

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