AUSTRALIAN DEFENCE FORCE

FLIGHT INFORMATION PUBLICATION



FLIGHT INFORMATION HANDBOOK AUSTRALIA

AD2 SUPPLEMENT EAST SALE (YMES)

(EFB SUITABLE VERSION)

Effective:

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Approved By

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CO 453SQN

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CHANGE SUMMARY

SECTION	CHANGES
Various	Grammatical changes.
AIR 1.1	Removal of CTR
AIR 2.1.1	2.1.1 Removal of “non programmed”
AIR 3.5.5	Participating Longford helicopters will remain 1nm inside the external boundary of the Longford Lane
PLN 1.1	Replacement of Class C with Class D
PLN 2.2	Class D reference in WEBBS MOU
PLN 2.3	Removal of VMC Criteria
PLN 6.3.7	Addition of Hi Key coded clearance
OPS 3.8	Formation Transponder Management
OPS 5.13.4	Inclusion of reference to AIR 2.1.1
OPS 5.13.6.1	Removal of LUL reference overhead display activity
OPS 5.19	Removal of CTR
OPS 5.20	Removal of CTR
OPS 5.7.2	Amendment to Hi Key tracking
EMERG 3.1	Removal of CTR
EMERG 7.4.1	Removal of CTR. Replacement of Class C with Class D

SECTION	CHANGES

AD2 SUPPLEMENT PRODUCTION

ESL AD2 SUPPLEMENT PRODUCTION CYCLE		
ISSUE DATE	**FOSC REVIEW**	**CHANGE SUBMISSION DEADLINE**
18 MAR 27	4 FEB 27	18 FEB 27
10 JUN 27	29 APR 27	13 MAY 27
02 SEP 27	22 JUL 27	5 AUG 27
25 NOV 27	14 OCT 27	29 OCT 27

AD2 SUPPLEMENT AMENDMENTS

To make a change to the AD2 Supplement outside of a new issue date an 'AD2 SUPP Amendment' will be issued through AIS-AF. Amendments should be distributed for review 2 weeks prior to their WEF date.

CHANGE SUBMISSIONS

Change requests to YMES AD2 SUPP are to be submitted via email to *453SQN ESL FLT PUBSO* no later than the change submission deadline tabled above for each corresponding issue date.

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PREFACE

1. PUBLISHING AUTHORITY

1.1 FIHA AD2 SUPP approval authority is CO 453 SQN.

1.2 The sponsor is the Senior Air Traffic Controller YMES - *453SQN ESL FLTCDR*

1.3 Endorsement authorities are:

a. CO AMTS

b. CO 32SQN

c. CO 1FTS

d. CO CFS

e. CHC Operations Manager.

2. APPLICABLE DOCUMENTS

2.1 FIHA AD2 SUPP is prepared in accordance with the following documents

a. *AC SI-OPS 01-20 Aeronautical Information Management*.

b. (DASR) AO.GEN.05 – *Management of Orders, Information and Publication* (OIP) and DASR.SRoA – *Standard Rules of the Air*

3. PURPOSE

3.1 FIHA AD2 Supplements provide operational airspace, planning, flying, abnormal operations and ground procedures that are directly related to aircraft operations at an aerodrome and the associated airspace.aerial displays

3.2 This FIHA AD2 SUPP YMES is deemed Electronic Aeronautical Information (EAI) and is made available for Electronic Flight Book (EFB) use via the Defence Aeronautical Information Service Provider (AISP) AIS-AF. FIHA AD2 Supplements are available via the *AIS-AF FIHA AD2 Supplements*.

3.3 This FIHA AD2 SUPP ensures compliance with Defence Aviation Safety Regulations by providing usable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

4. USE

4.1 Aircraft locally based at YMES are to adhere to the rules and procedures contained within.

4.1.1 A local aircraft is an aircraft operated by:

a. 32SQN

b. CFS

c. 1FTS

d. ESL SAR FLT (CHC Helicopters Australia)

e. Visiting state or nominated civil aircraft IAW Para 4.2.

f. Longford WEBSS Helicopters are considered local for the purposes of complying with this AD2 SUPP and operate IAW *PLN Section 2 RAAF ESL and WEBSS MOU.*

4.2 For aircraft not locally based at the aerodrome, upon acknowledgment by aircrew of being compliant with this AD2 SUPP, they are to be considered a local aircraft and subject to local procedures. The acknowledgment must occur prior to ATC applying local procedures. Where doubts exists, ATC is to treat the aircraft as non-local. If necessary, transient aircraft may request a local briefing (arranged by the FIHA AD2 SUPP sponsor) prior to accepting local procedures.

4.2.1 Visiting aircraft, or visiting SQN's, are to provide ATC with any pertinent or essential information regarding their operations. This information is used for ATC awareness and planning.

5. DEFINITIONS

5.1 The terms used in this AD2 SUPP are defined in the Defence Aviation Safety Regulations – *Glossary* and *Australian Defence Glossary*. Where terms are specific to this AD2 SUPP only, they are identified within this document.

5.2 All levels referred to in this AD2 SUPP are in feet AMSL, unless otherwise specified.

6. CONTENT

6.1 This AD2 SUPP applies to the conduct of flying operations and ATC services at YMES aerodrome and the aerodrome's supporting airspace. Information contained in this instruction that may have civil application or may enhance overall usability is also provided in the YMES section of En Route Supplement Australia (ERSA).

AIRSPACE

1. EAST SALE MILITARY AIRSPACE

1.1 East Sale (ESL) military airspace comprises of (each defined in the *DAH*, Section 13):

a. R360 A-F, and

b. M301A/B.

c. R361.

d. R393.

1.2 ESL military airspace is established for the safe conduct of ADF flying training. With an airspace classification of RA2, Civil aircraft must not flight plan through restricted airspace unless on a route specified in ERSA GEN FPR or under an agreement with Defence, however clearance is not assured. Other tracking may be offered through the restricted airspace on a tactical basis provided they do not adversely impact upon safety or ADF operations.

1.3 Air Traffic Services (ATS) are provided when ESL military airspace is activated via NOTAM.

1.4 For visiting aircraft see *AIR Section 2.2 Airspace Use Procedures.*

1.5 ESL APP, call sign SALE APPROACH, is responsible for R360A, R360B and R361. ESL ACC, call sign SALE CENTRE, is responsible for R360C-F, M301A/B.

1.6 When APP and ACC are combined their call sign must be SALE APPROACH.

1.7 Outside of ATS hours the airspace within 50 NM ESL below Melbourne Class E and C airspace is designated Class G. Flight Information Service (FIS) is provided by Melbourne Centre on 124.0MHz.

1.8 CTAF procedures apply at YMES and YWSL outside of ESL military airspace hours of activation. No radio aircraft may operate within the vicinity of YWSL when CTAF. East Sale ATIS will notify the status of R360, R361 and M301 only.

2. AIRSPACE PRIORITIES AND BOOKINGS

2.1 GENERAL OPERATING AND AIRSPACE PRIORITIES

2.1.1 ATC may apply general and airspace priorities as follows:

a. Emergency aircraft and special flight categories (SAR, MEDEVAC, FFR, AUSCAL)

b. Declared minimum fuel

c. Aircraft conducting syllabus flying tests (CHECK call sign)

d. Arriving instrument traffic for full stop

e. Landing aircraft

f. Departing aircraft

g. Instrument traffic to the duty runway

h. Touch and go circuits and instrument training to non-duty runways

i. West Sale exclusive use requests

j. High Key/ glide circuit

2.1.2 ATC will attempt to maintain standard circuit directions with four or less circuit aircraft. Aircraft captains should expect opposite direction circuits, orbits and circuit leg extensions during high tempo circuit area operations (more than four circuit aircraft). Clearance to depart High Key may be significantly delayed or denied with more than four circuit aircraft.

2.2 AIRSPACE USE PROCEDURES

2.2.1 **Civil Aircraft.** Civil aircraft landings are not permitted without approval from *Air Base Executive Officer* (ABXO). Email ABXO or phone 03 5169 9892 Monday - Thursday 2300Z-0700Z (2200Z - 0600Z HDS) and Friday 2300Z - 0300Z (2200Z - 0200Z HDS). After hours contact the East Sale Duty Member on 0429 466 667.

2.2.2 Civilian aircraft landing approvals are managed by ABOC IAW *AC SI-OPS 05-06* and communicated to support agencies via the 'visiting aircraft schedule'.

2.2.3 ATC may authorise aircraft subject to an emergency. In this instance:

a. TSPR must provide ABOC and SECFOR with aircraft details and ETA, and

b. If able, the aircraft should be parked on the Southern Apron.

2.2.4 Any proposed civilian operation of an enduring nature should be considered by the *PRE Section 1. Publishing Authority* who will recommend to the ABXO if this civilian operation is approved as requested, approval subject to restriction or denied. Once this recommendation is made, a letter of agreement must be prepared detailing the conditions of the approval. 453SQN ESL FLT must be included in any agreement should the proposed operations take place within ATC operating hours. Letters of agreements should be reviewed bi-annually, or as required.

2.2.5 **Military Aircraft.** Local military aircraft not operating under a designated SQN call sign or visiting military aircraft crewed by local aircrew must include FPL remarks (i.e. 'OPR 1FTS/CFS/32SQN) to signify that the aircraft is local and can be processed IAW local aircraft procedures.

2.2.6 Navaid and circuit training for visiting military aircraft is not permitted without prior approval from East Sale ATC 03 5146 7221. Aircraft are required to operate VFR when conducting circuit operations and weather conditions permit. Aircraft conducting continuous IFR circuit operations or navaid training may be restricted due to the proximity of the civil aerodrome at West Sale and Longford.

2.2.7 ESL military airspace has no designated areas suitable for supersonic flight.

2.3 TCAS MANAGEMENT

2.3.1 Many state and civil aircraft are equipped with TCAS equipment that may provide a resolution advisory (RA). The likelihood of an RA increases when aircraft are operating in close proximity such as circuit operations, landing and take-off or during the application of pilot visual separation. To reduce the likelihood of RA, PC21 aircrew should maintain a minimum distance of 500 FT vertically or 1 NM laterally from other aircraft types irrespective of the separation/segregation standard in place. Aircrew should consider increasing this distance for larger airframes such as P8, C17, FA7X.

2.3.2 Note: Aircrew must request an amended clearance should deviation from current track/clearance be required.

2.3.3 To reduce the likelihood of TCAS RA, ATC may:

a. Elect to depart aircraft on runway track until clear of the circuit area.

b. Laterally restrict the run in of aircraft recovering visually to reduce the likelihood of aircraft passing in close proximity to TCAS equipped aircraft.

c. Vertically restrict recovering aircraft until their circuit entry will not pass in close proximity to other traffic types.

2.3.4 If an aircraft going around gets within 3000 FT of a departing King Air, they are to report the go around and King Air in sight.

3. OPERATIONAL AIRSPACE

3.1 CIRCUIT AREAS

3.1.1 The East Sale and West Sale Circuit Area (CIRA) are active at all times when R360A is active.

3.1.2 Any communication between aircrew within a CIRA relating to traffic management or sequencing is to be conducted on either #3/118.3 MHz or #21/133.6 MHz as appropriate to ensure ATC maintains situational awareness.

3.2 ESL CIRA

3.2.1 The ESL CIRA is defined as airspace within 5 NM radius centered on the ESL Aerodrome Reference Point (ARP), SFC to 2500 FT. When cleared to operate in the ESL CIRA, ACFT must comply with standard circuit directions (as per ERSA FAC and AIP ENR 1.1 9.11), unless otherwise directed or approved by ATC.

3.2.2 Right hand circuits are preferred on RWY 04 and RWY 27. Left hand circuits may be approved on request or initiated by ATC for separation.

3.2.3 The new ATC tower is not commissioned, therefore observe the old tower for light signals.

3.2.4 Segregation of traffic in the circuit area is a joint ATC/pilot responsibility based on predictable movement and 'alerted see-and-avoid' principles. ATC should avoid the use of 'MAINTAIN/EXTEND DOWNWIND' except when operationally required for separation with IFR aircraft or sequencing crossing runway traffic.

3.2.5 The standard ESL CIRA altitudes are:

Aircraft Class	Normal Altitude	Low Level Altitude	
		Day	Night
Non-jet	1000 FT	400 FT	Circling Minima
Jet	1500 FT	600 FT	Circling Minima

3.3 WSL CIRA

3.3.1 The WSL CIRA is defined as airspace within 5 NM radius centered on the WSL ARP, SFC to 2500 FT, remaining north of the Latrobe River and within 12 TAC ESL. When cleared to operate in the WSL CIRA, ACFT must comply with circuit directions (as per AIP ENR 1.1.9.11 and ERSA FAC), unless otherwise directed or approved by ATC.

3.3.2 The standard WSL circuit altitudes are:

Aircraft Class	Normal Altitude	Low Level Altitude	
		Day	Night
All	1100 FT	500 FT	Circling Minima

3.3.3 All aircraft arriving, departing or conducting circuits in the WSL CIRA will be transferred to WSL ACD 133.6 MHz (stud #21) to ensure radio coverage on the ground at WSL and to maintain situational awareness with civilian traffic.

3.3.4 To enhance situational awareness, pilots must broadcast circuit positions IAW *OPS Section 9. Local RTF Procedures*. ATC will not respond to circuit broadcasts unless issuing a clearance, directly addressed by the pilot, acknowledging practice emergencies or responding to an absent gear check.

3.3.5 Clearance Delivery manages both ESL ACD (134.1) and WSL ACD (133.6). To reduce radio congestion, aircraft operating at WSL may be transferred to an alternate frequency/stud.

3.3.6 Aircraft operating in the WSL CIRA should be provided traffic information on aircraft conducting straight-in instrument approaches to RWY 09 YMES.

3.4 SEGREGATION BETWEEN ESL AND WSL CIRA

3.4.1 The ESL and WSL CIRA overlap overhead Sale Township. To avoid conflict between aircraft conducting circuits, a line north-south through the Sale Racecourse marks the boundary between ESL and WSL circuit patterns. A pilot must report to ATC if extension beyond the racecourse is required.

3.5 LONGFORD LANE (UOFL)

3.5.1 The Longford Lane is active at all times R360A is active.

3.5.2 The Longford Lane is an airspace reservation within R360A to allow WEBSS helicopters to operate between Longford Heliport (ESL164007, RWY09/27: 1500FT long) and the offshore oil platforms using the Bass Strait CTAF (129.75 MHz), as depicted in Figure 1, without approval from ATC.

3.5.3 The vertical dimensions of the Longford Lane are SFC to 2000 FT.

3.5.4 Upon pilot request, ATC may clear aircraft to transit through the Longford Lane. ATC will coordinate this with Longford Tower and request any arriving or departing WEBSS helicopters.

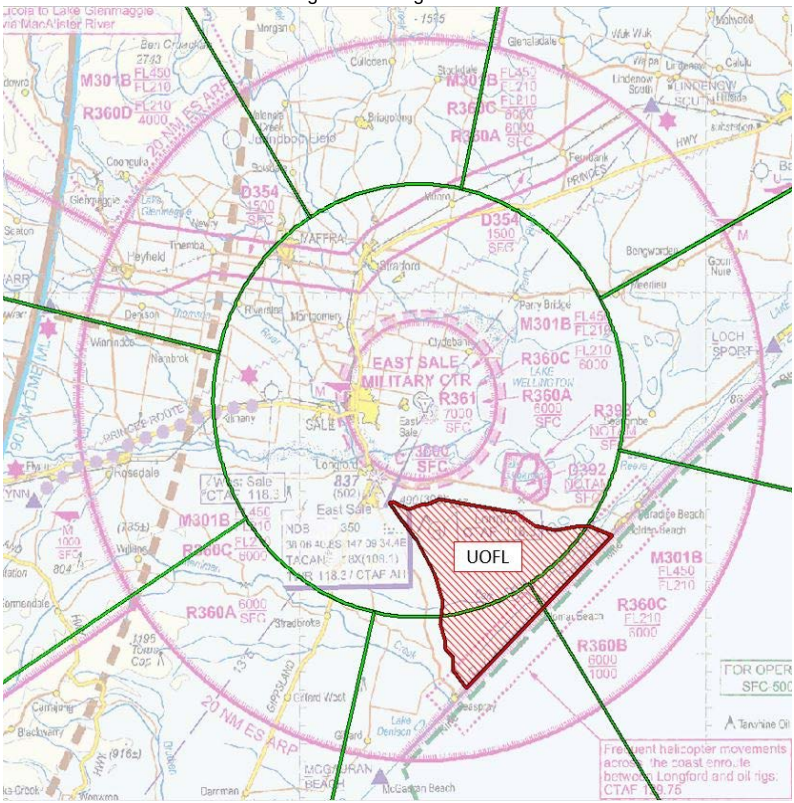
3.5.5 Participating Longford helicopters will remain 1nm inside the external boundary of the Longford Lane. The Longford Lane is defined by the area contained within the intersections of the following boundaries:

a. A line 1 NM south of and parallel to the Longford-Golden Beach and Longford-Loch Sport Roads.

b. A line 1 NM east of and parallel to the Longford-Seaspray Road.

c. North along the coastline from Seaspray to Golden Beach.

Figure 1 - Longford Lane



3.6 R393 AND D392

3.6.1 R393 and D392 are activated by NOTAM. Airspace details are contained in DAH Section 13.

3.7 PRINCES ROUTE

3.7.1 The Princes Route is active at all times when R360A is active. Route details are contained in ERSA, VNC and ERCL 2).

3.7.2 Princes Route facilitates civilian VFR aircraft to transit R360A clear of military flying activities. An aircraft intending to transit through or operate within the route below 2000 FT must obtain traffic information from ATC prior to entry.

3.8 WEST SALE TRAINING AREA

3.8.1 The West Sale Training Area (WTA) is for civilian use and defined as the piece of airspace bounded by the following four roads, and depicted in Figure 2:

a. Traralgon-Maffra Road

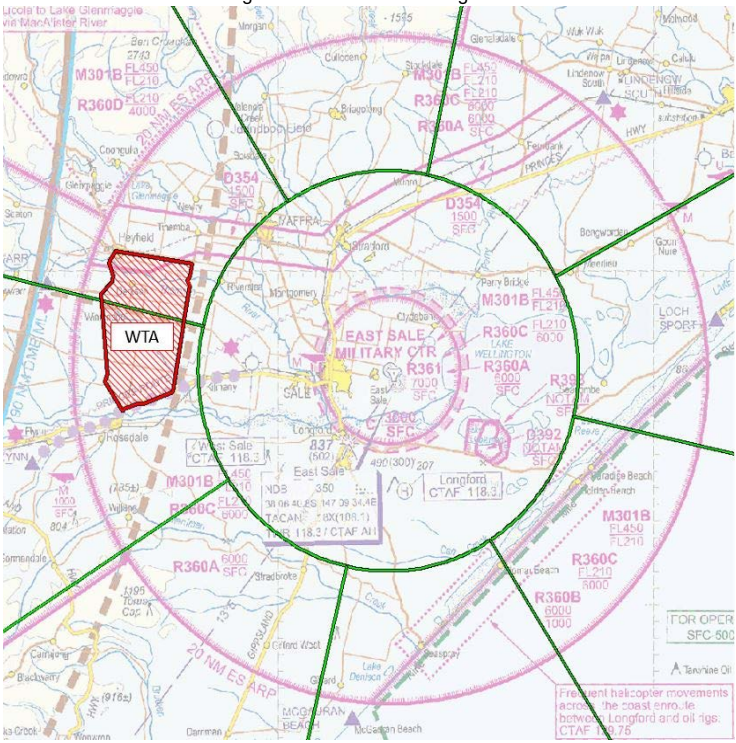
b. Maffra-Rosedale Road

c. Princes Hwy

d. Rosedale-Heyfield Road

3.8.2 Operating levels within the WTA will be assigned at ATC discretion.

Figure 2 - West Sale Training Area



3.9 SPECIFIED TRAINING AREAS

3.9.1 Surrounding East Sale a number of Specified Training Areas (STA) are used to aid in traffic management and aviation requirements. The following are classified as an STA within R360A:

a. Roulette Training Area North (RTA-N) and South (RTA-S)

b. Low Flying Area (LFA)

3.9.2 NOTIFICATION

3.9.2.1 When ESL military airspace is active, the ATIS will reflect the status of the RTA and the LFA when active.

a. Example: ‘ROULETTE TRAINING AREA NORTH AND SOUTH ACTIVE, LOWEST USEABLE LEVEL (level)’

3.9.2.2 ATC will notify the pilot of any aircraft already established in an affected training area by directed transmission when a conflicting STA activation status changes.

a. RTA activation shall always include advice of the lowest useable level (LUL). Only the LUL is a readback requirement.

b. LFA activation shall include advice on any LUL that differs from A020. If advised, only the LUL is a readback requirement.

c. Example: '(C/S), (STA) ACTIVE, LOWEST USEABLE LEVEL (level)' or '(C/S) (STA) DEACTIVATED', as applicable.

3.10 NOTIFICATION OF R393 AND D392 ACTIVITY

3.10.1 Periods of activity for R393 and D392 will be reflected on the ATIS when ESL ATC is active.

3.10.2 LOW FLYING AREA

3.10.2.1 The Low Flying Area (LFA) is activated on request of the nominating pilot.

3.10.2.2 The LFA is defined as SFC to 2000 FT, laterally depicted in Figure 3.

3.10.2.3 Pilots must be advised of the number and type of aircraft operating in the LFA upon entry and should remain on ESL APP frequency for the duration of low flying activities.

3.10.2.4 Lateral dimensions of the LFA are:

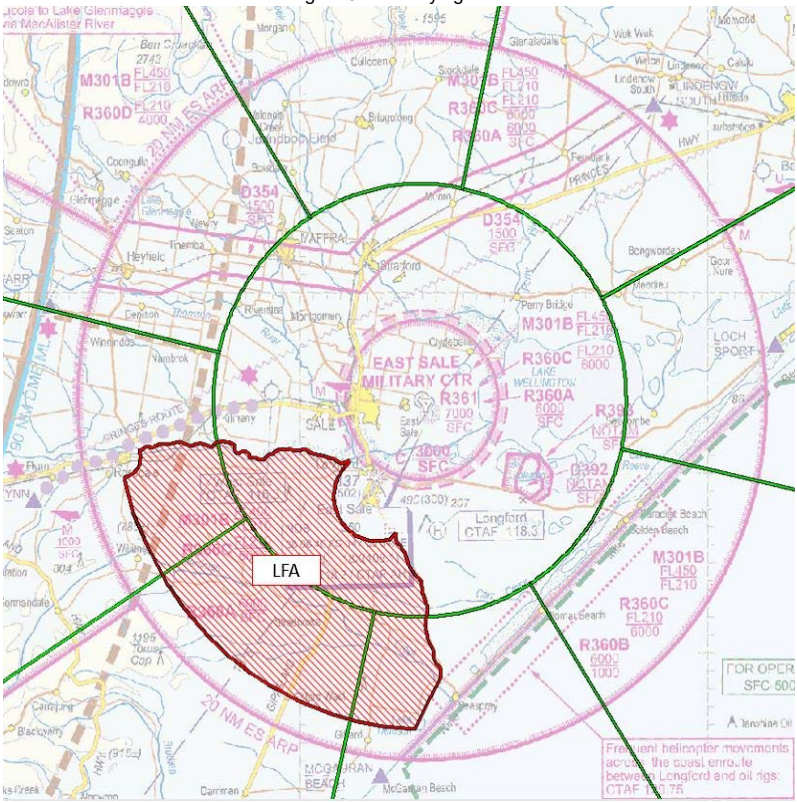
a. From the Swing Bridge west along the Latrobe River to the minor arc of a circle 2 NM radius centered on Rosedale, then south around the minor arc of this circle to the point of intersection with the Rosedale-Willung Road.

b. From the intersection with the Rosedale-Willung Road south to intersect the minor arc of a circle 18NM radius centred on ESL TACAN, then around the minor arc of this circle to the point where it intersects the south western tip of Lake Denison.

c. From the intersection with Lake Denison north to the main road junction 1.2 NM northwest of Seaspray.

d. From the road junction north, along the Seaspray-Sale Road to a minor arc of a circle 2.5 NM radius centered on 3GI radio mast and around this minor arc to the Swing Bridge.

Figure 3 - Low Flying Area



3.10.3 ROULETTE TRAINING AREA

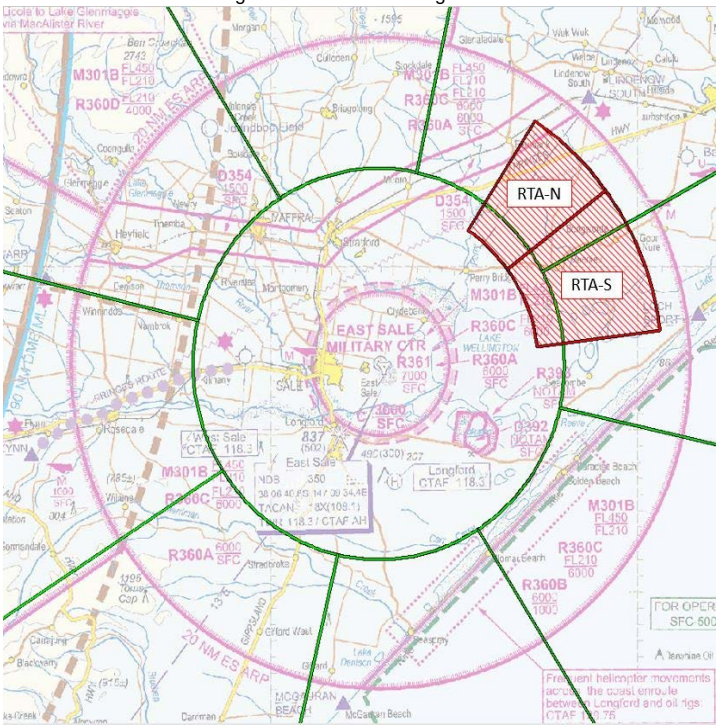
3.10.3.1 **Roulette Training Area South.** The RTA-S is that airspace within 040-070 Radial (TACAN) 10-18 NM, nominally SFC to 6000 FT (as depicted in Figure 4). The upper level may be reduced or increased as advised by the pilot.

3.10.3.2 The RTA-S may become active individually for solo or pairs activities.

3.10.3.3 **Roulette Training Area North.** The RTA-N is that airspace within 020-040 Radial (TACAN) 10-18 NM, nominally SFC to 6000 FT, remaining visually clear of D354 (as depicted in Figure 4). The upper level may be reduced or increased as advised by the pilot.

3.10.3.4 The RTA-N should not be activated independently but may be concurrently activated with RTA-S.

Figure 4 - Roulette Training Areas



3.10.4 PILOT RESPONSIBILITY TO REMAIN CLEAR

3.10.4.1 Unless cleared to enter, aircraft are responsible for remaining clear of

a. ESL CIRA,

b. WSL CIRA,

c. Longford Lane,

d. any active STA.

e. any East Sale Training Area (A-S, H-Z) unless cleared to operate or transit the Training Area by ATC.

3.10.4.2 An ATC instruction to pilot position allows a pilot to:

a. Laterally maneuver to the cleared point whilst complying with 3.10.4.1

b. If ATC has instructed a pilot to position to a point contained within 3.10.4.1, the pilot is no longer responsible for remaining clear of that area. For example, an instruction to pilot position for MESEG allows a pilot to enter training area B while remaining clear of all other training areas.

c. Descend/climb IAW ATC instructions.

3.10.4.3 If ATC assesses that a pilot may conflict with an active STA, ATC will make an advisory call to the pilot stating that the STA is active, including the lowest useable level if that level is higher than the routine activity altitude.

4. TRAINING AREAS

4.0.1 There are 16 ESL training areas (A-H and S-Z), depicted in Figure 5, which are generally defined by:

a. interior training areas - A, B, C, D, E, F, G and H

b. exterior training areas - S, T, U, V, W, X, Y and Z.

4.0.2 The interior training areas comprise of an 'inner' (12-20 NM) and 'outer' (20-35 NM) portion. These portions have been defined to simplify a standard restriction, commonly imposed by ATC, to achieve traffic management objectives.

4.0.3 Clearances for training areas follow standard *PLN Section 6. Coded Clearances*

4.0.4 Training area LSALT have been calculated using the methodology outlined in GPA GEN 3.3 Para 4.1.8.b and GEN 3.3 Para 4.1.3.

4.0.5 ATC may use training area LSALT for both civil and military aircraft.

4.0.6 Training area LSALT must be reviewed every 2-5 years IAW the AIS-AF amendment cycle. Training area LSALT were last reviewed on 26 Jul 22.

4.1 TRAINING AREA SPECIFICATIONS

4.1.1 Alpha

4.1.1.1 Training area Alpha is the airspace within:

a. a clockwise arc between the Northern Lane and Lakes Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

4.1.1.2 The LSALT is 5900 FT.

4.1.1.3 Detailed lateral limits are: 37 54 18.77S 147 12 48.55E to 37 31 45.06S 147 18 39.90E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 50 00.29S 147 48 23.58E to 38

01 01.26S 147 22 50.24E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 54 18.77S 147 12 48.55E.

4.1.2 Bravo

4.1.2.1 Training area Bravo is that airspace within:

a. a clockwise arc between the Lakes Lane and Eastern Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 3000 FT.

4.1.2.2 Detailed lateral limits are: 38 01 01.3S 147 22 50.2E to 37 50 00.3S 147 48 23.6E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 14 07.4S 147 52 07.5E to 38 09 10.1S 147 23 37.2E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 01 01.3S 147 22 50.2E.

4.1.3 Charlie

4.1.3.1 Training area Charlie is that airspace within:

a. a clockwise arc between the Eastern Lane and Bass Lane (ESL NDB)

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 1900 FT.

4.1.3.2 Detailed lateral limits are: 38 09 10.1S 147 23 37.2E to 38 14 07.4S 147 52 07.5E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 35 30.9S 147 32 49E to 38 16 05.2S 147 17 06.9E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 09 10.1S 147 23 37.2E.

4.1.4 Delta

4.1.4.1 Training area Delta is that airspace within:

a. a clockwise arc between the Bass Lane and Southern Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 2400 FT.

4.1.4.2 Detailed lateral limits are: 38 16 05.2S 147 17 06.9E to 38 35 30.9S 147 32 49E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 40 14.3S 146 59 54.9E to 38 17 46.5S 147 06 23.8E then along the counter clockwise centered on 38 05 56S 147 08 58E (YMES/AD) to 38 16 05.2S 147 17 06.9E.

4.1.5 Echo

4.1.5.1 Training area Echo is that airspace within:

a. a clockwise arc between the Southern Lane and Strezlecki Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 3900 FT.

4.1.5.2 Detailed lateral limits are: 38 17 46.5S 147 06 23.8E to 38 40 14.3S 146 59 54.9E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 25 47.9S 146 32 22E to 38 13 14.2S 146 56 53.5E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 17 46.5S 147 06 23.8E.

4.1.6 Foxtrot

4.1.6.1 Training area Foxtrot is that airspace within:

a. a clockwise arc between the Strezlecki Lane and Western Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 7000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 6600 FT.

4.1.6.2 Detailed lateral limits are: 38 13 14.2S 146 56 53.5E to 38 25 47.9S 146 32 22E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 58 41.8S 146 25 37.7E to 38 03 53.1S 146 53 59.9E then along the counter clockwise centered on 38 05 56S 147 08 58E (YMES/AD) to 38 13 14.2S 146 56 53.5E.

4.1.7 Golf

4.1.7.1 Training area Golf is that airspace within:

a. a clockwise arc between the Western Lane and Avon Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD) clockwise arc 285 bearing to 315 bearing (ESL NDB).

e. 7000 FT to FL430 - 20 NM to 35 NM (YMES/AD) counter clockwise arc 285 bearing to 270 bearing (ESL NDB).

f. The LSALT is 6800 FT.

4.1.7.2 Detailed lateral limits are: 38 03 53.1S 146 53 59.9E to 37 58 41.8S 146 25 37.7E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 36 16.3S 146 45 27.3E to 37 55 46.4S 147 00 52.6E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 03 53.1S 146 53 59.9E.

4.1.8 Hotel

4.1.8.1 Training area Hotel is that airspace within:

a. a clockwise arc between the Avon Lane and Northern Lane

b. 12 NM to 35 NM (YMES/AD)

c. SFC to FL430 - 12 NM to 20 NM (YMES/AD)

d. 5000 FT to FL430 - 20 NM to 35 NM (YMES/AD).

e. The LSALT is 7000 FT.

4.1.8.2 Detailed lateral limits are: 37 55 46.4S 147 00 52.6E to 37 36 16.3S 146 45 27.3E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 31 45.1S 147 18 39.9E to 37 54 18.8S 147 12 48.6E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 55 46.4S 147 00 52.6E.

4.1.9 Sierra

4.1.9.1 Training area Sierra is that airspace within:

a. a clockwise arc between the Northern Lane and Lakes Lane

b. 35 NM to 50 NM (YMES/AD)

c. 5000 FT to FL430

d. The LSALT is 6500 FT.

4.1.9.2 Detailed lateral limits are: 37 31 45.1S 147 18.39.9E to 37 17 02.3S 147 22 27.1E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 42 36S 148 05 06E to 37 50 00.3S 147 48 23.6E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 31 45.1S 147 18 39.9E.

4.1.10 Tango

4.1.10.1 Training area Tango is that airspace within:

a. a clockwise arc between the Lakes Lane and Eastern Lane

b. 35 NM to 50 NM (YMES/AD)

c. 5000 FT to FL430

d. The LSALT is 3500 FT.

4.1.10.2 Detailed lateral limits are: 37 50 00.3S 147 48 23.6E to 37 42 36S 148 05 06E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 17 17.5S 148 10 44.5E to 38 14 07.4S 147 52 07.5E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 50 00.3 147 48 23.6E.

4.1.11 Uniform

4.1.11.1 31.Training area Uniform is that airspace within:

a. a clockwise arc between the Eastern Lane and Bass Lane

b. 35 NM to 50 NM (YMES/AD)

c. 5000 FT to FL430

d. The LSALT is 1500 FT.

4.1.11.2 Detailed lateral limits are: 38 14 07.4S 147 52 07.5E to 38 17 17.5S 148 10 44.5E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 48 10.0S 147 43 08.1E to 38 35 30.9S 147 32 48.0E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 14 07.4S 147 52 07.5E.

4.1.12 Victor

4.1.12.1 Training area Victor is that airspace within:

a. a clockwise arc between the Bass Lane and Southern Lane

b. 35 NM to 50 NM (YMES/AD)

c. 5000 FT to FL430

d. The LSALT is 1700 FT.

4.1.12.2 Detailed lateral limits are: 38 35 30.9S 147 32 49.0E to 38 48 10.0S 147 43 08.1E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 54 52.8S 146 55 39.1E to 38 40 14.3S 146 59 54.9E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 35 30.9S 147 32 49.0E.

4.1.13 Whiskey

4.1.13.1 Training area Whiskey is that airspace within:

a. a clockwise arc between the Southern Lane and Strezlecki Lane

b. 35 NM to 50 NM (YMES/AD)

c. 5000 FT to FL430

d. The LSALT is 3900 FT.

4.1.13.2 Detailed lateral limits are: 38 40 14.3S 146 59 54.9E to 38 54 52.8S 146 55 39.1E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 33 56.3S 146 16 18.4E to 38 25 47.9S 146 32 22.0E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 40 14.3S 146 59 54.9E.

4.1.14 X-ray

4.1.14.1 Training area X-ray is that airspace within:

a. a clockwise arc between the Strezlecki Lane and Western Lane

b. 35 NM to 50 NM (YMES/AD)

c. 7000 FT to FL430

d. The LSALT is 6600 FT.

4.1.14.2 Detailed lateral limits are: 38 25 47.9S 146 32 22.0E to 38 33 56.3S 146 16 18.4E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 54 59.0S 146 07 14.6E to 37 58 41.8S 146 25 37.7E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 38 25 47.9S 146 32 22.0E.

4.1.15 Yankee

4.1.15.1 Training area Yankee is that airspace within:

a. a clockwise arc between the Western Lane and Avon Lane

b. 35 NM to 50 NM (YMES/AD)

c. 7000 FT to FL430

d. The LSALT is 7100 FT.

4.1.15.2 Detailed lateral limits are: 37 58 41.8S 146 25 37.7E to 37 54 59.0S 146 07 14.6E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 23 32.1S 146 35 28.2E to 37 36 16.3S 146 45 27.3E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 58 41.8S 146 25 37.7E.

4.1.16 Zulu

4.1.16.1 Training area Zulu is that airspace within:

a. a clockwise arc between the Avon Lane and Northern Lane

b. 35 NM to 50 NM (YMES/AD)

c. 7000 FT to FL430

d. The LSALT is 7100 FT.

4.1.16.2 Detailed lateral limits are: 37 36 16.3S 146 45 27.3E to 37 23 32.1S 146 35 28.2E then along the clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 17 02.3S 147 22 27.1E to 37 31 45.1S 147 18 39.9E then along the counter clockwise arc centered on 38 05 56S 147 08 58E (YMES/AD) to 37 36 16.3S 146 45 27.3E.

5. TRAFFIC MANAGEMENT

5.1 LANES

5.1.1 The 16 individual training areas within the ESL military airspace are delineated by 8 lanes, as described in *AIR Section 4. Training Areas*. These are used as departure/arrival lanes for aircraft transiting to/from the exterior training areas and/or flight planned routes for entry and exit of ESL military airspace. The lanes are defined by GNSS way points situated at 12, 35 and 50 NM (YMES AD).

5.1.2 For standardisation and de-confliction of training area operations, lanes are designated as either inbound or outbound; however, may be used as required when directed by ATC. For aircraft entering or exiting ESL military airspace, if lane tracking is required, ATC must specify the lane to be used or the GNSS way point on a lane as part of an airways clearance.

5.1.2.1 **Outbound.** The following lanes are designated for outbound tracking:

Lane Name	12nm GNSS	35nm GNSS	50nm GNSS	Bearing
Northern Lane	LEKEM	GONEB	LANOS	359
Eastern Lane	VEMDA	KADRU	TAVET	090
Southern Lane	SABAX	LUTUK	NOLOX	180
Western Lane	DUGAD	LERKO	DUNNE	270 (V434)

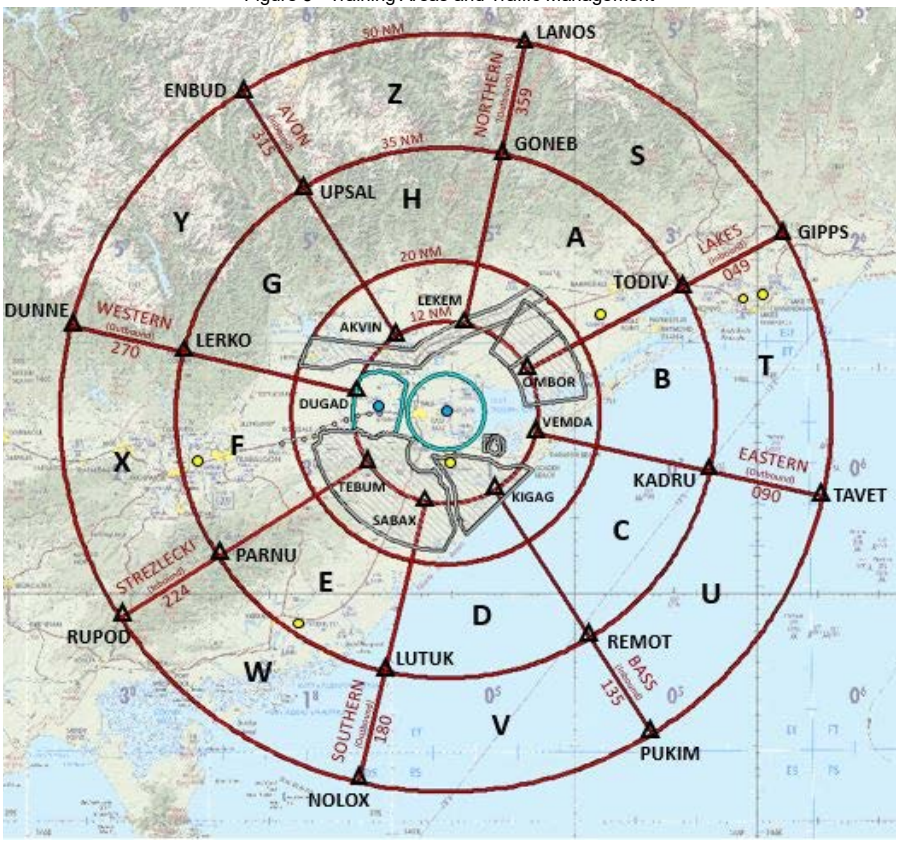
5.1.2.2 **Inbound.** The following lanes are designated for inbound tracking:

Lane Name	12nm GNSS	35nm GNSS	50nm GNSS	Bearing
Lakes Lane	OMBOR	TODIV	GIPPS	049 (W297)
Bass Lane	KIGAG	REMOT	PUKIM	135
Strezlecki Lane	TEBUM	PARNU	RUPOD	224
Avon Lane	AKVIN	UPSAL	ENBUD	315

5.1.2.3 **Vertical Dimensions.** Lanes extend from SFC or base of restricted airspace to FL160.

5.1.2.4 **Lane Procedures.** Procedures for departing ESL military airspace via lanes can be found at *OPS Section 2.2 Departing ESL military airspace.*

Figure 5 - Training Areas and Traffic Management



5.2 DEPARTING AIRCRAFT

5.2.1 For departure instructions with a heading assignment, ATC must ensure that an assigned heading or a climb requirement is provided to segregate or separate with STA activity, and to separate with R393 when active.

5.3 NDB-A APPROACH

5.3.1 For an ESL NDB-A approach, ATC must check fire R393 unless the pilot can accept a vertical restriction until clear of R393.

5.4 OTHER INSTRUMENT APPROACHES

5.4.1 R393 conflicts with arcing approaches to RWY 27 via JOSSO and RWY 04/22 via WEIRD. R393 must be check fired prior to clearing an aircraft for these approaches unless a vertical restriction exists until clear of R393.

5.5 RANGE CHECK FIRE

5.5.1 The ASPR should check fire the range at least two minutes prior to the time of a potential conflict. The ASPR will notify the TSPR once this has been done, and will also ensure the pilot is advised of the status of the check fire. Range activation will not be removed from the ATIS for a short duration of check-fire.

PLANNING

1. AIR TRAFFIC SERVICE

1.1 CLASS OF SERVICE

1.1.1 Aircraft will receive a Class D service in ESL military airspace. This includes within the MOA which will be treated as military controlled airspace IAW AIP regardless of the underlying airspace classification.

1.1.2 Regardless of ATS provided, ATC may issue clearances and/or instructions in the interest of safety or significant operational gain. Unless required for immediate/emergency situations, ATC must obtain DI approval prior to varying *1FTS Student Solo Circuit Operations* and *1FTS Student Solo (C/S CHARLIE) Area Operations* procedures.

1.1.3 Civilian aircraft crewed by local aircrew may operate using procedures contained within FIHA AD2 SUPP. Written advice must be provided to 453 SQN ESL FLT and be included in flight plan remarks (i.e. 'OPR 1FTS/CFS/32SQN).

1.1.4 **YWSL ATS.** ESL APP is responsible for providing ATS and separation, however, an aerodrome control service is not provided at YWSL.

1.2 VARIATIONS TO AIR TRAFFIC SERVICE

1.2.1 TERRAIN CLEARANCE

1.2.1.1 **Terrain clearance in training areas.** Unless under vectors, pilots are responsible for terrain clearance when established in training areas. If requested, ATC can provide a level restriction that will provide terrain clearance.

1.2.2 REMAINING CLEAR OF VFR ROUTES AND DANGER AREAS

1.2.2.1 **Princes Route.** An aircraft intending to transit through or operate within the route below 2000 FT must obtain traffic information from ATC prior to entry.

1.2.2.2 **Danger Areas.** An aircraft intending to transit through or operate in a Danger Area below 2000ft must obtain traffic information from ATC prior to entry.

2. RAAF ESL AND WEBSS MOU

2.1 RAAF Base East Sale and WEBSS Australia Helicopter Division operations from Longford Heliport are subject to a memorandum of understanding.

2.2 IAW the MOU referenced above, when East Sale (ESL) Military Airspace is active, WEBBS Helicopter Division Aircraft will comply as 'local participants' with FIHA AD2 Supplement East Sale. This compliance extends only to the application of local traffic procedures and does not include variations to MATS or AIP requirements for separation. WEBSS aircraft will receive a Class D service when operating in R360, R361 and M301.

3. OPERATING LEVELS

3.1 Maximum operating levels. Unless specifically cleared by ATC, local aircraft must not operate above:

a. FL150 - Fixed wing

b. A040 - Rotary wing

3.2 Requests for operations within M301B (above FL200 within 50 NM East Sale) must be submitted to *453SQN ESL FLT ATCOPS* by COB the day prior.

4. FREQUENCY ALLOCATION

4.1 **ATC.** ATC frequencies are:

a. Clearance Delivery: 134.1/133.6 MHz

b. Ground: 127.25 MHz

c. Tower: 118.3/257.8/350 MHz

d. Approach: 123.3/340.2 MHz

e. Centre: 135.8 MHz

f. East Sale ATIS: 125.4/350 MHz

g. Melbourne Centre: 124.0 MHz (When ESL military airspace deactivated)

4.2 **PTS.** PTS aircraft operate using the following frequencies and presets:

Preset	Frequency	Description	A-A TACAN	
			LEAD	WING
1	134.100	ACD		
2	127.250	SMC		
3	118.300	TWR		
4	123.300	APP		
5	135.800	ACC		
6	125.400	ATIS		
7	121.450	DTI (Directed Traffic Information)		
8	134.800	PTS OPS		
9	136.200	Roulette	9X	72X
10	240.650	Mustang	10X	73X
11	325.400	Spitfire	11X	74X
12	335.800	Bearcat	12X	75X
13	352.700	Flashlight	13X	76X
14	382.250	Tempest	14X	77X
15	257.100	Typhoon	15X	78X
16	133.900	Roulette Secondary VHF		
17	264.500	Roulette Primary UHF		
18	274.300	Roulette Secondary UHF		
19	257.800	TWR		
20	340.200	APP		
21	133.600	WSL		
22	120.201	Wasp	22X	85X
23	132.975	Taurus	23X	86X
24	135.125	MNT		
25	124.350	Avon	25X	88X

Preset	Frequency	Description	A-A TACAN	
			LEAD	WING
26	135.675	RWY DI/ Avon	26X	89X
27	135.775	Merlin	27X	90X
28	135.475	Garrett	28X	91X
29	135.425	Gypsy	29X	92X
30	126.700	Multicomm CTAF		
31	126.3	Lantern	31X	94X

4.2.1 Formations can also utilise the Y A/A TAC frequencies.

5. FLIGHT PLANNING

5.1 Aircrew are responsible for all flight planning, except SAR FLT in the event of an emergency response. Incorrect or absent flight plans will be referred to SQN OPS for amendment.

5.2 The below template should be used for local PTS sorties remaining within ESL military airspace. Only the fields highlighted (ACID, number of aircraft and EOBT), plus DOF, are required to be amended. Other details and remarks may be added if required.

5.3 Include 'Low Level NAVEX' in remarks for low level navigation sorties that will require deviation off track by greater than 1nm. This allows pilots to deviate up to 5nm laterally either side of track within ESX airspace without having to notify ATC.

5.4 For sorties remaining within ESL military airspace the flight rules should be left as V. IFR should be requested from ATC if it is required during the sortie in accordance with *PLN Section 8 Flight Category*

(FPL-ROLR21-VM
-01PC21/L-S/C
-YMES0200
-N0120A070 DCT ESL220040 DCT ESL270040 DCT ESL310040 DCT ESL359040 DCT ESL040040 DCT ESL090040 DCT ESL120040 DCT ESL170040 DCT
-YMES0200
-O)

5.5 Sorties departing ESL military airspace should flight plan in accordance with *ERSA GEN FPR - FLIGHT PLANNING - PREFERRED ROUTES - MILITARY*

6. CODED CLEARANCES

6.1 To streamline ATC clearances and pilot read-backs, coded clearances are used to clear aircraft to training areas, STA, areas of operation or specific activity.

6.2 Pilots operating IAW with coded clearances are not required to specify the associated standard operating level in the clearance request or the airborne report. Alternate levels may be requested and, if issued, require read back and are to be specified in the airborne report.

6.3 The coded clearances are:

6.3.1 **Training area.** Airways clearances will be in the form of:

'(C/S), CLEARED (training area)'.

6.3.1.1 A clearance for a training area is a clearance to operate within the lateral confines of the area defined in *AIR Section 4 Training Areas*. Tracking to/from a training area must be IAW *OPS Section 2 Departure*.

6.3.1.2 **ESL and WSL CIRA.** For VFR aircraft, airways clearance will be in the form of:

'(C/S), CLEARED EAST/WEST SALE CIRCUIT AREA'.

6.3.1.3 A clearance to operate in the CIRA is a clearance to track to, and operate within:

a. YMES: 5NM of the ARP, SFC to 2500FT

b. YWSL: 5NM of the ARP, SFC to 2500FT, remaining north of the Latrobe River and within 12 TAC ESL.

6.3.2 **DI Hold.** To facilitate suitable surveillance of all training areas, the 1FTS Airborne Duty Instructor may elect to enter the 'DI Hold'. Airways clearance will be in the form of:

'(C/S), CLEARED DI HOLD'

6.3.2.1 A clearance to operate in the DI Hold authorises ACFT to track to and operate within 10NM ESL, A080 - FL150.

6.3.3 **Low Flying Area (LFA).** Airways clearance will be in the form of:

'(C/S), CLEARED LOW FLYING AREA'.

6.3.3.1 A clearance to operate in the LFA is a clearance to track to and operating within the *Low Flying Area*.

6.3.4 **Roulette Training Areas (RTA).** Airways clearance will be in the form of:

'(C/S), CLEARED ROULETTE TRAINING AREA SOUTH, or

(C/S) CLEARED ROULETTE TRAINING AREA.

6.3.4.1 A clearance to operate RTA-S is a clearance to track to, and operate within RTA-S (See *Roulette Training Area*).

6.3.4.2 A clearance to operate RTA is a clearance to track to, and operate within RTA-S and RTA-N, remaining visually clear of D354.

6.3.5 **Licola Low Flying Area ('Licola Navex').** Airways clearance will be in the form of:

'(C/S), CLEARED LICOLA NAVEX'.

6.3.5.1 A clearance for the *Licola Navex* authorises a pilot to leave R360 tracking direct to Licola township not above A060, and re-enter via Lake Glenmaggie, to Area Golf not above 2000 FT.

6.3.6 **Practice Flameout TACAN (PFOTAC).** Airways clearances will be in the form of:

'(C/S), CLEARED PFOTAC (additional instructions)'.

6.3.6.1 Clearance for PFOTAC authorises a pilot to conduct an arrival IAW *Practice Flame-out TACAN (PFOTAC)* procedures.

6.3.7 **High key.** Airways clearance will be in the form of:

‘(C/S) TRACK FOR [ESL/WSL] HI KEY”

6.3.7.1 A clearance to “track for [ESL/WSL] Hi key” authorises an aircraft to operate between the published Hi Key commencement altitude and 10,000ft. Aircraft below the commencement altitude may climb while tracking towards Hi Key, remaining clear of TAs and active STAs. Aircraft must still obtain a separate clearance for a Visual Approach (VSA0 via Hi Key prior to commencing the approach.

7. AREA SEGREGATION AND MAINTENANCE

7.0.1 ATC is not responsible for airspace allocation. In the event aircrew request an occupied area, they will be cleared and advised of the conflicting traffic. If a different area is required, aircrew will either contact PTS OPS to arrange new airspace allocation, or use the DTI frequency of #7/121.450 prior to requesting a clearance from ATC.

7.0.2 Through the process of planning and programming, aircraft should be segregated into separate training areas. Should there be a requirement for two aircraft to operate in the same training area, pilots must organise positive de-confliction. This can take the form of a radial, range or geographical feature segregation.

7.0.3 Aircraft must maintain a 1 NM buffer with adjacent areas.

7.0.4 Aircraft must maintain a 2 NM buffer with a lane when in use by transiting traffic.

7.0.5 If an aircraft is observed outside their cleared area, ATC will make a directed broadcast.

Example: '(C/S), AIRSPACE'.

8. FLIGHT CATEGORY

8.0.1 Aircraft operating within ESL military airspace must be VFR unless otherwise indicated via flight plan or the pilot requests IFR or SVFR, due weather. When VFR, arriving aircraft are automatically cleared to operate in the CIRA (or WSL CIRA), as per coded clearances.

8.1 IFR

8.1.1 Local area IFR operations should be minimised to those necessary and aircraft must remain VFR until specifically cleared IFR by ATC. IFR is a readback requirement. IFR clearances should be obtained IAW the following procedures:

a. **Prior to departure.** Pilots must request IFR during clearance request or on taxi and ATC will clear the aircraft IFR. Aircraft are not required to use AIP phraseology for upgrading to IFR when requesting an initial airways clearance.

b. **Airborne.** If already airborne, a pilot must request a change of category IAW *OPS Section 9 Local RTF Procedures* and will be cleared as soon as practicable. If an IFR clearance is not immediately available, ATC will instruct the pilot to 'Remain VFR' followed by control instructions or expectation.

c. **IFR climb**. On departure from ESL, WSL or the LFA, a pilot may request IFR CLIMB in order to penetrate weather en-route to a training area. By day, unless being vectored, a pilot cleared for IFR climb is responsible for terrain clearance below LSALT. Aircraft cleared 'IFR CLIMB' must continue to climb, not above their cleared level, and report 'CANCEL IFR' when able to resume VFR.

d. **Terrain Clearance.** For terrain clearance in training areas see PLN Section 1.2.1 TERRAIN Clearance

8.2 RESUMING VFR.

8.2.1 Recovering military aircraft must automatically adopt VFR at the following points:

a. At the initial point when recovering via military stream landing pattern (initial and pitch) IAW *FIHA ENR 1.1-16*

b. At Hi-Key,

c. Following a touch and go, go around or visual overshoot when a local IFR aircraft has indicated an intention to join the circuit.

8.2.1.1 A SVFR circuit area aircraft tracking for Hi-Key IAW *OPS Section 5.7 HI-KEY* will retain SVFR through Hi-Key.

8.3 SPECIAL VFR

8.3.1 Aircraft requesting SVFR must specify whether the requirement is due to cloud or visibility or both. If already cleared SVFR, the pilot must report any changes to SVFR conditions.

8.3.2 Pilots are not to request vectors whilst operating SVFR (unless required due emergency).

8.3.3 **SVFR in ESL and WSL CIRA.** SVFR is available for circuit operations at ESL and WSL at the discretion of ATC. Only one aircraft may be cleared SVFR for circuits if the requirement for SVFR is due to visibility.

8.3.4 ATC may instruct aircraft to land or depart the CIRA when separation between IFR and SVFR aircraft cannot be assured.

8.3.5 **LFA**. Only one aircraft may operate SVFR in the LFA if the requirement for SVFR is due to visibility.

9. FREQUENCY PROCEDURES

9.1 Aircraft shall initiate communications with ATC by stating their request. Where frequency congestion or controller workload prevents an immediate response, aircraft may be instructed to stand-by.

9.2 Aircraft requesting to depart East Sale contact Clearance Delivery on 134.1 MHz. All other aircraft requesting to depart/operate West Sale or transit ESL military airspace contact Clearance Delivery on 133.6 MHz.

9.3 Aircraft requesting CCT on the ground at YMES contact Ground for airways clearance.

9.4 East Sale ATIS transmits on NDB 350 MHz. TWR transmits voice on NDB in an emergency to aircraft with communications failures.

9.5 AFIS call-sign 'Sale Information' on 118.3 MHz during hours of CTAF. Hours as advised by AWIS/ ATIS or NOTAM. AWIS available after hours on 125.4 MHz.

10. OPS NORMAL MANAGEMENT

10.1 ACFT operating in the LFA or conducting a Licola Navex shall nominate an OPS normal time to ATC.

11. CTAF

11.1 Pilots should visually check all runway thresholds prior to entering runway, or commencing take-off due to possible shielding of radio transmissions.

11.2 Military aircraft may conduct aerobatic or abrupt vertical manoeuvres within proximity of the aerodrome during hours of daylight.

11.3 RAAF Roulette aerobatic team may operate within the confines of the *Roulette Training Area* (RTA). If aircraft are operating within the RTA, lateral avoidance can be achieved by tracking north of the Princes Highway or south via the coastline.

12. R393 AND D392

12.1 R393 and D392 are in close proximity to East Sale CIRA, SID and Instrument approach paths. Check ESX and YMES NOTAM for activation details.

13. ALTIMETER SETTINGS

13.1 Local aircraft may remain on local QNH for training area operations. Pilots must ensure they conform to the maximum operating level when operating above the transition level. To meet this requirement, pilots must make allowances for the difference between local QNH and standard pressure (1013), set standard pressure on the standby altimeter (if applicable), or request ATC impose a restriction based on altitude (local QNH).

14. STANDARD SPEEDS

14.1 When under ATC control, aircraft should conform to the following speeds, as far as practicable:

Aircraft Type	Cruise/Descent IAS	Climb IAS	Glide IAS
PC21	200 - 300 kt	180 kt +/- 10%	140 kt +/- 10%

14.2 An aircraft call of 'HIGH/LOW SPEED' must be made if operating outside these ranges.

15. AIRCRAFT REQUESTING ILS TRAINING APPROACHES

15.1 Aircraft that will require an ILS training approach during their sortie that are unable to have the sequence of their planned approaches changed, are to advise ACD on first contact when requesting an airways clearance, or as soon as possible after first contact with APP irrespective of the duty runway.

16. AIRCRAFT REQUESTING AN IP TOUR

16.1 On request of an IP Tour, APP will typically clear the ACFT to track to the closet Initial Point adjacent to the duty RWY not above A025. APP may give alternate tracking or levels as required. When clear of conflict APP will clear the ACFT "Clockwise/Anti-Clockwise IP Tour, starting RWY(number)(level)" and advise the ACFT to contact TWR.

16.2 TWR will provide circuit traffic on first contact, including advise of any conflicting glide traffic. It is the pilots responsibility to de-conflict with this traffic. If tracking below A015 is required, the pilot must advise TWR prior. Acknowledgment of C/S constitutes approval.

OPERATIONS

1. AERODROME

1.0.1 The *YMES Aerodrome manual* provides general aerodrome information.

1.0.2 **Authorisation.** Airside access authorisation is given IAW *YMES Aerodrome Manual* and *AC SI-OPS 05-45*.

1.0.3 **Bird Hazard.** Significant large bird hazard exists up to 3000FT around the aerodrome and adjacent wetlands.

1.0.4 **Crosswind Notification.** Crosswind for nominated runways will be reported on the ATIS when equal to or greater than 15 kt.

1.1 MOVEMENT OF AIRCRAFT

1.1.1 **Departures.** Pilots must contact SMC for taxi clearance.

1.1.2 **Check Bays.** ACFT requiring use of the check bays shall advise ATC on taxi request. RTF is detailed in *OPS Section 9 Local RTF Procedures*.

1.1.3 Pilots are expected to taxi for a check bay in the direction of departure runway. ATC will instruct use of the alternate check bay if required for traffic management purposes.

1.2 STANDARD TAXI ROUTES.

1.2.1 Unless cleared otherwise by SMC, PTS aircraft should taxi via the following standard routes:

Nominated Departure RWY	Out Via	In Via
27	E2 or Eastern Check Bays	D2
09	D2 or Western Check Bays	E2
22	E2 or Eastern Check Bays	J
04	J	D2

1.2.2 **Arrivals.** Pilots must contact SMC vacating an active runway. For local aircraft, an acknowledgment of call sign only constitutes a clearance to taxi to the lines via the shortest route, or standard route for PTS aircraft, holding short all runways.

1.2.3 Taxiing aircraft must give way to aircraft vacating a runway

1.3 RUNWAY 22 TURNING NODE

1.3.1 A turning node at the threshold of Runway 22 is available to aircraft with a maximum turn radius of 31.50m.

1.4 OPERATIONAL READINESS PLATFORMS (ORP)

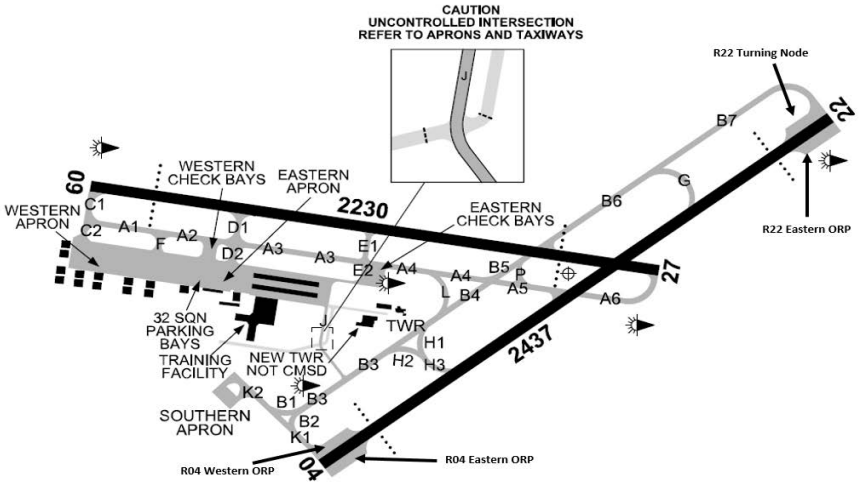
1.4.1 ORPs for R04/22 are depicted in Figure 1 The ORPs are located inside the runway strip and are designated as follows:

a. R04 Eastern ORP

b. R04 Western ORP

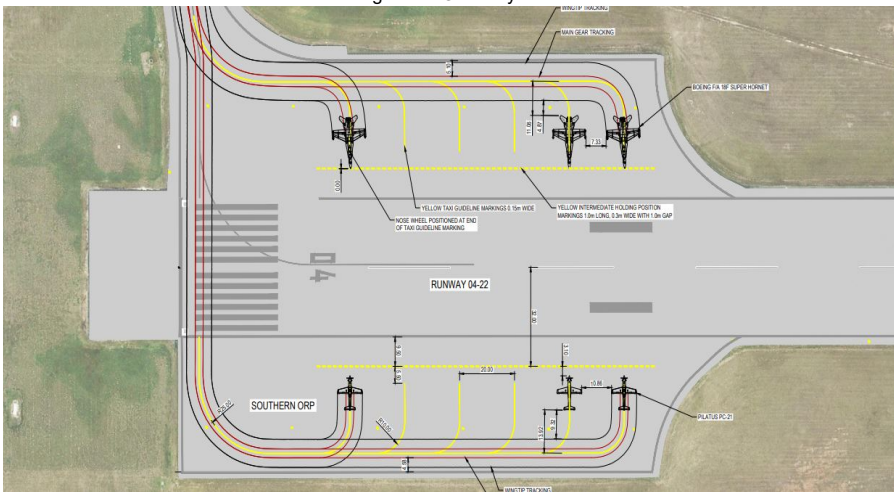
c. R22 Eastern ORP (Weight limited to 5700kg)

Figure 1 - ORP Locations



1.4.2 **ORP Layout.** ORPs are marked with yellow taxi guideline markings to indicate individual check bays. They are further marked with a dashed yellow line which delineates the intermediate holding point between the ORP and the runway proper. This is depicted in Figure 2

Figure 2 - ORP Layout



1.4.3 **ORP Procedures.** Military aircraft, Ground Support Equipment (GSE), vehicles and personnel may occupy an ORP under the following conditions:

a. Aircraft requiring use of the ORP are to contact TWR approaching the holding point. Vehicles and personnel must request the clearance from SMC.

'SALE TOWER (C/S), REQUEST THE ORP'

b. An instruction to 'ENTER THE ORP' authorises entry of the duty RWY Western ORP. This clearance must be obtained from ATC prior to entering the RWS.

c. An instruction to 'CROSS RUNWAY (NUMBER), ENTER THE EASTERN ORP' must be obtained from ATC to access the Eastern ORP.

'SALE TOWER, (C/S), REQUEST THE EASTERN ORP'

'(C/S), SALE TOWER, CROSS RWY (NUMBER), ENTER THE EASTERN ORP.'

d. The only aircraft types permitted to use the ORP are PC21, B350, Hawk and F18. Visiting aircraft must be locally briefed before occupying the ORP.

e. Due wingspan, B350 aircraft require one bay separation with other ORP users.

f. Aircraft, GSE, vehicles and personnel must remain within the ORP no closer than 9.5m from the edge of the runway proper, marked by the yellow dashed line indicated in Figure 2.

g. Personnel working within the ORP must be suitably briefed and comply with MATS 12.7.2.3 (works inside the runway strip).

1.4.4 **Aircraft Operations with ORP(s) Occupied**. Aircraft take-off and landing operations may continue when the ORP(s) are occupied provided that:

a. The maximum crosswind component does not exceed 20 kts;

b. The visibility is equal to or greater than 5000m and the ceiling is equal to or greater than 1000ft;

c. The arriving/ departing aircraft has a maximum wingspan of 40.5m (133ft) or less;

d. Aircraft are stationary on the ORP prior to arriving aircraft being established on final approach below 500FT AGL or within 1NM of the threshold, whichever occurs first;

e. All aircraft are advised of ORP use on first contact using the phrase:

'(C/S), APPROACH AND/OR DEPARTURE END ORP(S) IN USE'.

For departures, ORP notification may be issued by Ground.

1.4.5 **Pilot Discretion.** Take-off or landing with ORP(s) occupied is at pilot discretion. Local aircraft will be held as appropriate by ATC (delays can be expected) when unable to operate IAW these procedures.

1.4.6 **Emergencies.** The suitability of continuing ORP operations during an emergency requires specific assessment based on current conditions, type of emergency experienced and time available. If in doubt, ATC should seek confirmation from the emergency aircraft.

1.5 MOVEMENT OF VEHICLES AND PERSONNEL

1.5.1 Movement on the taxiways and runways is subject to clearance from ATC, by two way radio communications or by phone.

1.6 LOW VISIBILITY PROCEDURES (LVP)

1.6.1 IAW *MATS 12.8* low visibility procedures shall be implemented when the visibility on any part of the manoeuvring area is insufficient for ATC to exercise control on the basis of visual surveillance.

1.6.2 In addition to this, IAW *MATS 12.8*, RV should be reported when visibility is less than 1500m.

1.6.3 **Assessing RV.** When visibility reduces below 1500m, any personnel with a current level three airside access at ESL will assess the RV by proceeding to the green threshold lights of the duty runway to view and count the runway left hand side lights. Guidance on calculating RV is found in the *ESL Aerodrome Manual*.

1.6.4 In order to continue unrestricted operations for as long as possible whilst weather conditions deteriorate and to minimise delay when weather reaches the LVP criteria a staged implementation process may be used.

1.6.5 **LVP Stage 1 - Partial Implementation (ATC active).** LVP shall be partially implemented when the ceiling is below 330ft AMSL or visibility is 1500m or less.

1.6.6 Upon declaration of LVP stage 1 ATC shall

a. Report RV on the ATIS.

b. Advertise 'LOW VISIBILITY PROCEDURES IN FORCE' on the ATIS.

c. Notify the ABOC, through the TSPR or senior controller.

d. If necessary, instruct all aircraft to report clear of taxiways and when at a holding point.

1.6.7 Upon declaration of LVP Stage 1 local and visiting squadrons shall reconsider non-essential flying sorties.

1.6.8 **LVP Stage 2 - Full Implementation (ATC active)**. ATC shall declare LVP Stage 2 when:

a. An instrument approach operation will take place when the ceiling or visibility is less than the precision approach CAT I minima for the runway being used

b. A take-off operation will take place when the RV/RVR is less than 550m for the runway being used or

c. For a runway without a precision approach:
   (1) the ceiling is at or below 200ft AGL or
   (2) RV/RVR is 800m or less.

1.6.9 Upon declaration of LVP Stage 2 ATC shall:

a. Report RV on the ATIS.

b. Notify the ABOC, through the TSPR or senior controller.

c. Advertise 'LOW VISIBILITY PROCEDURES IN FORCE' on the ATIS.

d. Ensure RV assessment and runway inspections are conducted no more than 20 minutes prior to each aircraft departure or arrival. Taxiway inspections by ATC will be conducted at pilot request.

e. Ensure that vehicle traffic is limited to that with an immediate operational need to operate on the aerodrome.

f. Ensure that when visibility is less than 550m, not more than one aircraft at a time is allowed on the manoeuvring area. ATC shall enforce start clearance in this instance.

g. Permit up to two aircraft to operate on the movement area (i.e. two taxiing; one taxiing and one on a runway for take-off; one taxiing and one arriving to land) when the visibility is 550m or more and less than 800m.

h. Seek confirmation of the position of aircraft and vehicles on taxiways prior to an aircraft being cleared to land or take-off.

i. Use normal phraseology for take-off and landing clearances as LVP have sanitised the runway environment.

1.6.10 To enable ATC to positively determine the position of all aircraft and vehicles on the aerodrome movement area, pilots and vehicle drivers must report clear of taxiways and when at a holding point. If there is any possibility that an aircraft or vehicle taxi route could link to the runway is use, the pilot or driver on a taxiway may be instructed to hold position while another aircraft takes off or lands on the runway.

1.6.11 Upon notification of LVP Stage 2 local and visiting squadrons shall cancel or delay non-essential flying sorties.

1.6.12 LVP are considered terminated when notification of LVP has been removed from the ATIS.

1.6.13 **LVP - ATC not active.** LVP are initiated when visibility is reported as 'less than 800m' on the AWIS during CTAF hours. Implementation is in accordance with the *ESL Aerodrome Manual*.

2. DEPARTURE

2.0.1 Unless otherwise directed, departing or missed approach aircraft should contact Approach within 2NM of the upwind threshold or 2000ft, whichever occurs first.

2.1 TRAINING AREAS

2.1.1 Aircraft departing YMES or YWSL must:

a. Climb not above 6000 FT, or as instructed by ATC, and

b. If not issued a SID:

(1) **Interior training areas or STA.** Establish a direct track bounded by outer lateral dimensions of that area by 5 NM ESL, or

(2) **Exterior training areas.** Track via adjacent outbound lane (establish on lane bearing by 10 NM), or as instructed by ATC.

2.1.2 Example departure phraseology can be found at *OPS Section 9 Local RTF Procedures*.

2.1.3 A vertical restriction, including the not above 6000 FT for departing aircraft into training areas is automatically cancelled when ATC issues:

'(C/S), CLEARED OPERATING'.

2.2 DEPARTING ESL MILITARY AIRSPACE

2.2.1 Aircraft departing ESL military airspace may be instructed to track via a lane. In this instance, ATC will specify the assigned level. Unless directed otherwise by ATC, aircraft at or above FL160 are authorised to track DCT to first FPL waypoint. ATC will advise tracking back to FPL for aircraft planned at or below FL150.

2.2.2 Aircraft will be issued an airways clearance IAW standard procedures and cleared via the '(name) LANE', when applicable.

Example Airways Clearance: '(C/S), CLEARED TO (first waypoint), VIA (name) (LANE), FPR, (departure type), CLIMB VIA SID TO A060, SQUAWK (code)'.

2.2.3 Late notice changes to lane tracking should be avoided. ATC vectors should be used vice issuing or cancelling a lane clearance after an aircraft calls ready.

2.2.4 Should aircraft require a non-radar SID, the pilot is to advise ATC using the phraseology 'REQUIRE [SID]'. If not immediately available, ATC will endeavour to tactically solve the conflict where possible or suggest an alternate solution to satisfy training objectives.

2.2.5 **Mean Line of Advance (MLA) Manoeuvring.** When required, aircrew may request MLA manoeuvring for transit within ESL military airspace. When approved by ATC, MLA authorises aircraft to manoeuvre from cleared track by:

a. Up to 3NM

b. Varying heading no greater than 90 degrees (not to retreat).

3. AREA

3.1 OBSTRUCTIONS

3.1.1 Significant obstructions in the local area are as follows:

a. 3GI radio mast. Near the LFA, 5.9 NM bearing 205T from the ESL ARP and is 846 FT.

b. 3TR radio mast. 6 NM bearing 292T from the ESL ARP and is 265 FT.

c. Longford radio mast. 7.5 NM bearing 170T from the ESL ARP and is 490 FT

d. ESL NDB transmitter mast. 0.9 NM bearing 148T from the ESL ARP and is 174 FT.

e. Radar Head. 5 NM bearing 166T from the ESL ARP and is 340 FT.

3.2 CLEARANCES

3.2.1 Any pilot requesting to depart from, or move between any training area or STA, excluding when cleared to operate in adjacent areas, must obtain a clearance to do so.

3.2.2 Where appropriate, pilots may be cleared to operate in more than one training area or STA.

Example: '(C/S), RE-CLEARED ALPHA AND SIERRA'.

3.2.3 ATC may issue an amended clearance or restriction to maintain separation with other traffic.

3.3 AMENDED AIRWAYS CLEARANCE

3.3.1 Amended clearances are issued for long-term changes to an aircraft's cleared area for operational traffic management purposes. Where practicable, an amended clearance will utilise common lateral area boundaries and/or levels; however, may take the form of a radial, lateral distance or geographical feature. An amended clearance will be communicated to a pilot using the phrase 'RE-CLEARED' followed by a statement of the clearance in its entirety.

3.4 RESTRICTIONS

3.4.1 Restrictions are issued for short term tactical purposes (nominally no greater than 10 minutes). Restrictions will be issued using techniques similar to that of an amended clearance, but only the restriction is stated. All other conditions relating to the overarching airways clearance remain extant. A restriction will be communicated to a pilot using the phrase 'OPERATE'. When no longer required, a restriction will be cancelled using the phrase 'CANCEL RESTRICTION'. At this point a pilot can then operate wholly within the issued airways clearance.

3.5 RESTRICTIONS AND AMENDMENTS

3.5.1 ATC may need to impose restrictions or amend an airways clearance for operational reasons. Depending on ATC workload and avoiding saturation on Directed Traffic Information (DTI) frequency, APP will transmit on DTI one of the following:

‘(C/S), APP, WHEN ABLE'.

3.5.2 On receiving this instruction, a pilot must switch to APP frequency for relay of specific instructions.

‘(C/S), ON OPERATING, WHEN ABLE'.

3.5.3 On receiving this instruction, a pilot must reply and remain on DTI for relay of specific instructions.

‘(C/S), ON (frequency/stud), WHEN ABLE'.

3.5.4 On receiving this instruction, a pilot must switch to the issued frequency/stud for relay of specific instructions.

3.5.5 Once an instruction has been negotiated (if required), issued and read-back, the pilot may automatically transfer back to DTI.

3.6 TRAFFIC INFORMATION

3.6.1 Traffic information must be provided:

a. At pilot request

b. Where there is a possibility of conflict prior to entering a training area or STA, if occupied

c. To aircraft in training areas when aircraft operating on APP/CENR frequency are transiting a lane.

3.6.2 Traffic information may be provided to expedite the movement of traffic.

3.6.3 ATC may issue instructions, restrictions or requirements to aircraft, of any flight category to enable a safe and orderly flow of traffic, even when there is no separation responsibility.

3.6.4 ATC may omit ACFT type in traffic information broadcasts within the ESL and WSL CIRA provided the traffic referenced only includes PC21 aircraft.

3.7 RTF - TRAINING AREA OPERATIONS

3.7.1 Operations in ESL training areas and STA are conducted on DTI. DTI frequency is monitored by APP, but not transmitted on for normal control duties. To minimise distractions, broadcasts on DTI by APP will be limited to:

a. Safety alerting

b. Lane traffic broadcasts at ATC discretion (not conducted by pilot)

c. Significant operational changes

3.7.2 Pilots cleared to operate in a shared ESL training area or STA are required to make the following broadcasts:

a. Broadcast on DTI prior to entry of the training area or STA.

b. Transit via a lane - broadcast intentions on DTI prior to lane entry.

3.8 FORMATION TRANSPONDER MANAGEMENT

3.8.1 Formation Lead. When receiving an ATC control service within ESX airspace, if formation lead changes during flight, the new formation lead may continue to squawk their originally assigned SSR code and is not required to change their ADS-B callsign.

Example: A two-ship MRLN formation is assigned squawk 1234 to MRLN and squawk 7654 to MRLN2. If lead transfers from MRLN to MRLN2, MRLN2 is to continue squawking 7654 and the voice callsign remains MRLN. Formations must advise ATC whenever formation lead changes and verify their altitude. All other formation transponder procedures remain as published in FIHA.

3.9 ALLOCATED FREQUENCIES

3.9.1 ATS, STA, training area, OPS and formation frequencies pre-sets (studs) are detailed in *PLN Section 4 Frequency Allocation*.

3.10 LOW FLYING OPERATIONS

3.10.1 Low flying must be confined to the *Low Flying Area*, *Licola Navex*, low level navigation, helicopter operations, or display activities.

3.11 LICOLA NAVEX

3.11.1 Pilots may be cleared to operate along the Licola Valley from north to south IAW Coded clearances. When cleared for the 'Licola Navex':

a. Pilots should nominate an OPS normal time (or NOCOM if IFR) with ATC.

b. ATC will provide any known or observed traffic operating in the Glenmaggie area.

c. Coongulla airstrip, is located on the northeast corner of Lake Glenmaggie. Pilots must broadcast on CTAF 126.7 MHz their position and intentions approaching the airstrip and should avoid overflying airfield at low level.

3.11.2 Coongulla airstrip details:

a. **Location.** 37º53'38" South, 146º46'35" or LTV/017024, YWSL/321015. It is on the northeast corner of Lake Glenmaggie, just west of the hamlet of Coongulla.

b. **Elevation.** 330FT AMSL.

c. **Runway.** 10/28 is 790 m, grassed and relatively smooth. The first 70-80m of each runway slope slightly upwards.

d. **Windsock.** In the middle of the runway on the south side near the hangar. There is another smaller windsock next to the two adjacent hangars on the north side middle of the runway. They are hard to see and usually influenced by the buildings. Use wave patterns on the lake for a better view.

e. **Wind.** Expect downdrafts on short final over the lake at both ends if winds are fresh. Expect crosswind gusts mid runway by the taxiway to the house and in the final 1/3 of Runway 28 if winds are fresh northerly or southerly.

f. **Circuits.** Always over the lake (i.e. right circuits for Runway 10 and left circuits for Runway 28). Turn right immediately after take off on Runway 10 to avoid overflying the village at Coongulla.

g. **Multiple arrivals.** Runway 10 is preferred as aircraft can quickly vacate the runway without back-tracking.

h. **CTAF.** 126.7 MHz.

i. **Hazards.** Increased bird hazard exists around the cliffs of the airfield. Kangaroos and wombats (at dawn and dusk), rabbit and wombat holes (do not stray off the runway strip or mowed grass), pelicans, sea eagles, etc. Power line just east of Runway 28 threshold.

j. **Broadband access.** At the house for weather and/or plan updates. Good mobile coverage.

k. **Contact details.** John and Marge Gwyther - 03 5148 0222 or 0419 309 158. Ray Wootton - 5148 0240

Figure 3 - COONGULLA AIRSTRIP



3.12 1FTS STUDENT SOLO (C/S CHARLIE) AREA OPERATIONS

3.12.1 1FTS student solo (C/S CHARLIE) operations are limited to 'interior' training areas IAW *AIR Section 4 Training Areas*. ATC restrictions must not be placed upon these areas.

3.12.2 Transit to and from training areas must be facilitated as follows:

a. Departure - No tracking and/or level restrictions, excluding standard procedural restrictions contained in coded departure clearances.

b. Arrival - Level restrictions only.

3.12.3 Use of speed control, level requirements or other complicating instructions/clearances must not be applied

3.12.4 ATC must sequence 1FTS student solo (C/S CHARLIE) and 2FTS student solo (C/S EMBER) ACFT to achieve wake turbulence separation regardless of FLTCAT. Wake turbulence waivers must not be applied.

3.13 DISPLAY AREA OPERATIONS

3.13.1 DISPLAY AREAS

3.13.1.1 Aircraft approved for the exclusive use of display areas for the following operations:

a. Roulettes training

b. Low level aerobatics training

c. Formations conducting fly past or display training.

3.13.2 NON-PARTICIPANT ACCESS

3.13.2.1 Only flying operations approved by the display aircrew are permitted in a display area once a display/training has commenced. ATC will keep all other aircraft clear of the area until the display is complete.

3.13.3 ALTERNATIVE DISPLAY TRAINING AREAS

3.13.3.1 When display areas are not suitable, due to weather or other airborne activities, the pilot and ATC may negotiate an alternate suitable location.

3.13.4 DISPLAY SMOKE

3.13.4.1 The Roulettes may use white display smoke during take-off, displays and recovery without notifying ATC. Any other pilot intending to use smoke in the CIRA should advise ATC.

4. ARRIVAL

4.1 RECOVERY

4.1.1 Aircraft operating in the *Low Flying Area*, *R393* and *Roulette Training Area*, and aircraft recovering from OCTA into R360A and R360B, must contact APP for recovery. All other aircraft operating in training areas must contact ACC for recovery. Recovering aircraft must advise the following:

a. Position (not required for IFR aircraft outside ESL military airspace)

b. Receipt of ATIS

c. Intentions/preferred approach.

4.1.2 Aircraft must remain within their cleared training area, STA, outside RA or continue IAW previously issued route clearance. Aircraft must not transfer frequency between ACC and APP until instructed.

4.1.3 Once cleared by ATC, unless instructed to track DCT:

a. **Interior training area.** Aircraft arriving from an interior training area or STA must remain clear of adjacent areas, unless instructed otherwise by ATC.

b. **Lane arrival.** When cleared, aircraft recovering from exterior training areas must intercept an adjacent inbound lane, remaining clear of other areas and descend not below 7000FT, or as directed by ATC.

4.1.4 Aircraft arriving from outside ESL military airspace may be cleared or instructed to track via a lane. In this instance, ATC will specify the assigned level. On exiting the lane, aircraft may continue IAW latest route clearance, or as directed by ATC.

4.2 REMAINING CLEAR OF SPECIFIED TRAINING AIRSPACE

4.2.1 Pilots are responsible for remaining clear of all STA and ESL and WSL CIRA when recovering via a visual approach until established on an inbound leg towards the destination aerodrome.

4.2.1.1 The PIC may request direct tracking through the ESL or WSL CIRA.

4.2.1.2 If ATC advise 'NO TRAFFIC WSL' this notifies the pilot that there is no known traffic at YWSL and the PIC is authorised to transit the WSL CIRA on recovery.

4.2.2 Aircraft recovering for Right Initial (RI) RWY09 are to track to between the eastern edge of the WSL CIRA and a direct track between the Longford Golf course - Port of Sale - RI RWY 09. This tracking will allow ACFT to remain clear of both the ESL and WSL CIRA.

4.3 TRANSFER TO TWR

4.3.1 Unless advised to remain on APP or ACC frequency, arriving aircraft in receipt of an approach clearance must automatically transfer to TWR frequency at the following points:

a. Visual approach (VSA) - 10NM

b. VSA via Hi-Key or PFOTAC - Passing 5000FT or 5NM, whichever occurs first

c. An instrument approach (unless radar vectored):
   (1) ILS, NDB, TACAN - turning inbound
   (2) ILS via LIDVU - 10NM
   (3) RNP - Intermediate fix
   (4) DME - 10NM.

Note: Aircraft not yet cleared for an approach or issued tracking with a level restriction will be instructed when to contact Tower.

4.4 FAST JET ARRIVALS

4.4.1 Military fast jet initial height is 1500 feet with a maximum speed of 350 knots. Aircraft are not to overfly the base built up area during the initial run in and pitch.

4.5 MILITARY INITIAL AND PITCH CIRCUIT PROCEDURES

4.5.1 Recovery via initial and pitch must be conducted IAW *FIHA 1.1-47*.

4.5.2 The designated initial points (IP) for ESL are:

a. RWY 04 - Longford Road overpass

b. RWY 09 - Comfort Inn Motel

c. RWY 22 - Lake 2NM west of Lake Wellington Yacht Club

d. RWY 27 - Western edge of Lake Wellington.

4.5.3 When re-joining through IP aircraft must:

a. Remain clear of all STA IAW *OPS Section 4.2 Remaining Clear of Specified TRAINING Airspace* until established on the run in to initial as defined below.

b. Position on left/right/straight DCT track to the IP 45° offset from runway heading (if required), at least 30 seconds prior to the IP.

c. Report at left, right or straight initial and turn to enter the circuit displaced 800m on the dead side of the duty runway.

d. Descend to 1500FT by the IP, unless an ATC altitude restriction has been applied. Aircraft for a low pitch may descend as required once through the IP.

e. Decent from 1500FT is only permitted once wings level on the run-in on the dead side.

Note 1: A narrow pitch (displaced by less than 800m dead side) is available subject to pilot request and ATC approval. ATC acknowledgment of callsign only is approval for a narrow pitch.

4.5.4 If an aircraft/ formation is unable to pitch in to the circuit the aircraft must declare "NEGATIVE PITCH". The aircraft must maintain 1,000FT AMSL and turn away from the active circuit remaining within 5NM and await further ATC instruction.

4.6 INSTRUMENT ARRIVALS

4.6.1 PAPI Runway 09/27 night azimuth restricted to 9 degrees either side of the centreline.

4.6.2 Instrument and visual approaches from the west track in close proximity to West Sale (BRG260/ 8.7NM from East Sale ARP).

4.6.3 The RWY09 TAC via JOSSO/southern arc and RWY04 TAC via ENKIL/northern arc are restricted when aircraft are operating in the WSL CIRA above A015. Availability of this approach will be negotiated by ATC.

4.6.4 When RTA-S and RTA-N are both active, the following IAP are not available:

a. All RWY22 IAP,

b. RWY27 ILS-Y and TACAN via BRONY,

c. RWY27 RNP via MESEE, and

d. Conflicting TACAN or GNSS Arrivals.

e. All RWY04 IAP training when the intention is to conduct a missed approach.

4.6.5 When RTA-S is active without RTA-N, the IAP listed in 4.6.4 are not available with the exception of the RWY22 TACAN via ENKIL. ACFT conducting this approach are responsible for remaining clear of the RTA-S.

4.6.6 Unless otherwise directed aircraft conducting a missed approach must automatically transfer from Tower to Approach within 2NM of the upwind threshold or 2000ft, whichever occurs first.

5. CIRCUIT AREA

5.1 RIGHT OF WAY

5.1.1 The pilot of an aircraft overtaking slower traffic or descending to the level of traffic established in the CIRA is responsible for segregation, and must comply with FIHA ENR 1.1 and the following procedures:

a. Pilots should maintain spacing from aircraft ahead in the traffic pattern.

b. Pilots may turn crosswind inside preceding aircraft provided that sufficient room exists to maintain an orderly flow of traffic.

c. Pilots descending in the circuit must self-segregate from any aircraft below their flight path.

5.2 CIRCUIT SATURATION

5.2.1 ATC should declare the circuit saturated IAW the below table. This number may be reduced by ATC due to complexity of operations and prevailing weather in order to ensure safety.

	CIRA SATURATED
ESL	Day - 6 Night - 5
WSL	Day - 5 Night - 5

5.2.2 Aircraft conducting straight-in approach have priority over CIRA traffic from 4NM from the threshold. Circuit aircraft should expect to go-around behind straight in approach traffic while maintaining required distances IAW AIR 2.2.3.1.

5.2.3 When four or more aircraft are in the circuit aircrew should expect ATC to provide approximately 10NM between arrivals and expect significant delays when recovering via Hi-Key.

5.2.4 Additional aircraft may recover to a saturated circuit provided they:

a. Recover via Initial and pitch to land

b. Are conducting a missed approach/ departure

c. Recover via straight in approach to land.

5.3 REDUCED RUNWAY SEPARATION

5.3.1 Reduced Runway Separation is provided IAW *FIHA ENR 1.1-18*. Reduced runway separation standards (RRSS) are not approved for use when runway is CONTAMINATED.

5.3.2 IAW *FIHA ENR 1.1-18* RRSS may be applied on a RWY reported as WET subject to the following conditions:

a. The ACFT involved are PC21, B350 or local ACFT IAW *PRE Para 4.2*.

b. The braking characteristics when requested, or advised, are not degraded beyond ‘GOOD TO MEDIUM’.

5.3.2.1 Aircrew must immediately report braking conditions that are MEDIUM or worse to ATC. ATC shall request regular braking characteristic assessments from aircrew as required by weather conditions.

5.3.3 The crosswind and tailwind limitations for PC21 and B350 aircraft, for the application of RRSS IAW *FIHA ENR 1.1-18* are as follows:

a. PC21
   (1) Crosswind 24 kts or more
   (2) Tailwind 10 kts or more

b. B350
   (1) Crosswind 30 kts or more
   (2) Tailwind 10 kts or more

5.3.4 RRSS may only be applied to 1FTS solo (C/S CHARLIE) aircraft when issuing a touch and go clearance on a DRY runway. 1FTS solo (C/S CHARLIE) aircraft must be afforded full runway separation for all their take-off and landing clearances. 1FTS solo (C/S CHARLIE) aircraft can PASSIVELY partake in RRSS in all circumstances on a **DRY** or **WET** runway.

5.3.5 RRSS cannot be applied to aircraft using C/S EMBER on landing. Aircraft using C/S EMBER can PASSIVELY partake in RRSS in all circumstances on a **DRY** or **WET** runway.

5.4 CROSSWIND PROCEDURES

5.4.1 Aircraft should turn crosswind as soon as practicable in order to stay within visual range of other aircraft, and to promote efficient circuit operations (ideally during climb to standard/glide circuit altitude). The crosswind turn may be sufficiently delayed to:

a. create spacing behind preceding traffic

b. push in to a strong headwind, and/or

c. to make allowance for a short downwind profile (eg glide circuit).

5.4.2 Aircraft should not arbitrarily extend beyond 2NM upwind unless advised by ATC.

5.5 BASE TURN PROCEDURES

5.5.1 Aircrew are to commence base RT on downwind as soon as practicable after passing abeam the landing threshold and are to turn base at the correct, wind adjusted base turn point for the intended runway.

5.5.2 If aircrew are unable to complete all base RT (including read-back requirements) the aircraft is to go around from downwind/ base and manoeuvre as required to remain clear of traffic.

5.5.3 If aircrew are unable to visually identify all preceding traffic, or assess that the aircraft cannot turn base at the correct point due to preceding traffic, the aircraft is to go around from downwind/base and manoeuvre as required to remain clear of traffic.

5.6 GLIDE CIRCUITS

5.6.1 An advisory call of “UPWIND GLIDE” is to be made prior to departing standard circuit height to indicate that a longer upwind leg will be flown. Aircraft must not climb above 1500FT until the glide is approved.

a. Glide Approved - ATC responds with callsign only.

b. Glide Not Approved - ATC responds with “CALLSIGN, GLIDE NOT AVAILABLE.”

5.7 HI-KEY

5.7.1 Tracking to Hi-Key requires an amended clearance in order to operate above 2500FT. The PIC must be issued the following coded clearance to track to Hi-Key prior to departing the ESL or WSL CIRA:

‘(C/S), TRACK TO HI-KEY’

5.7.2 A clearance to track to Hi-Key is a clearance to track to the Hi-Key position defined in *OPS Section 8.1 Practice Forced Landing (PFL)* remaining within the lateral confines of the ESL or WSL CIRA not above 10,00FT AMSL.

5.7.3 For pilots arriving via hi-key, the process of building situational awareness should begin on first contact with TWR, when traffic information will be passed. The mental model should be refined with each subsequent circuit call received. When an aircraft calls for circuit entry at hi-key, ATC will not include aircraft that have already commenced the base turn as downwind traffic.

5.8 DEPARTURE FROM THE CIRA

5.8.1 A local pilot requesting to depart from the ESL or WSL CIRA must obtain an airways clearance and departure instructions.

5.8.2 A pilot should request their preferred training area or STA from ACD or TWR when reporting crosswind of the final circuit prior to departure. For departures from the CIRA, specific RTF is contained in *OPS Section 9 Local RTF Procedures*.

5.8.3 ATC should instruct ACFT requesting to depart the ESL or WSL CIRA VFR or on a visual departure to “REMAIN IN THE CIRA, REPORT UPWIND”. Onwards clearances and departure instructions should be issued once in receipt of the upwind report or as otherwise coordinated.

5.8.4 ATC may prefix onwards clearances of ACFT departing the ESL or WSL CIRA on other than VFR or visual departure “REMAIN IN THE CIRA, ONWARDS CLEARANCE, CLEARED [FLIGHT CAT, REQUESTED ROUTE, LEVEL OR CODED CLEARANCE]”. If ATC are not anticipating to issue departure instructions from base or final, ATC may suffix onwards clearances with the phrase “REPORT UPWIND FOR DEPARTURE INSTRUCTIONS”.

5.8.5 Onwards clearances become valid from the point at which an ACFT commences a departure from the CIRA.

5.8.6 Pilots are not to depart the CIRA until issued departure instructions or instructed to contact APP, or TWR (if cleared to ESL from WSL).

5.9 INSTRUMENT DEPARTURE FROM ESL OR WSL CIRA

5.9.1 In order to reduce RTF on TWR/ACD frequency, pilots departing the ESL or WSL CIRA for an instrument approach may be issued a SID and a level without a route clearance. To comply with radio failure procedures in ERSA EMERG 1.5 (maintain the latest ATC route clearance), a pilot issued a SID for departure from the ESL or WSL CIRA and who experiences radio failure should proceed to the IAF for the approach nominated in the initial clearance request.

5.10 CIRCUIT RESTRICTIONS AT ESL AND WSL IN LESS THAN VMC

5.10.1 The TSPR will contact PTS to discuss the availability of VFR circuits when:

a. Expectation of approach type changes on the ATIS

b. Standard circuit height may be restricted due to low cloud.

5.11 TRAFFIC MANAGEMENT - CROSSING RUNWAY APPROACHES

5.11.1 In order to minimise crossing track conflicts between circuit operations on and practice IAP to a crossing RWY, the following procedures apply:

a. IAP to a crossing RWY must only be permitted with a maximum of four aircraft operating on or recovering to the duty RWY.

b. Pilots should not initiate a low level circuit once the aircraft on an IAP reports 4 NM or FAF.

5.12 LOW APPROACH

5.12.1 By day, pilots of local aircraft may request a low approach (descent to 50FT AGL) when less than the applicable runway separation standard exists by using the phraseology “callsign, low approach.”

a. Approved - ATC responds with callsign only

b. Not Approved - ATC responds with “CALLSIGN, LOW APPROACH NOT AVAILABLE.”

5.12.2 Pilots are responsible for ensuring that no collision risk exists and that there is suitable spacing to continue the approach and for the potential/subsequent go around.

5.12.3 This procedure must only be applied when the preceding aircraft is a local aircraft.

5.13 ESL AND WSL OVERHEAD DISPLAY OPERATIONS

5.13.1 Displays for graduations, tasks or training may be conducted overhead YMES, confined within the lateral dimensions of the CIRA, SFC to a level requested by the display pilot. Any amendment to the lateral or vertical dimensions will be specifically cleared by ATC.

5.13.2 Aircraft requesting exclusive use of the ESL CIRA must notify 453SQN ESL FLT prior to 1600 local on the day prior to the activity. This notification may be through an ULTRA strip or by calling ESL TWR.

5.13.3 A clearance for display operations overhead YWSL, outside of the standard WSL CIRA definitions defined in *PLN Section 6 Coded Clearances* will be negotiated by ATC.

5.13.4 West Sale Aerodrome is a public facility. Exclusive use of the WSL CIRA only guarantees priority over other military ACFT IAW AIR 2.1.1. ATC will negotiate an alternate clearance with display aircraft when a civil aircraft will operate to or from YWSL.

5.13.5 Non participant access to the display area during an overhead display must be managed IAW *OPS Para 3.13.2.1*.

5.13.6 NOTIFICATION

5.13.6.1 Display operations will be reported on the ATIS as per the following:

YMES: 'OVERHEAD DISPLAY AT (time)' or 'OVERHEAD DISPLAY IN PROGRESS (level)'.

YWSL: ‘WEST SALE OVERHEAD DISPLAY IN PROGRESS (level)’

5.13.6.2 An ULTRA strip should be created indicating all exclusive use periods.

5.14 HELICOPTER CIRCUITS

5.14.1 When RWY09/27 is being used for fixed-wing circuit training, it is preferred that helicopters utilise threshold RWY04 (RWY09/27 direction) for landing and take-off to increase segregation between final approach and upwind segments.

5.14.2 When helicopters require use of TWY A (Pad Alpha) for circuit training, base turns should be sequenced to avoid conflict during the final approach segment.

5.15 TRAFFIC INFORMATION

5.15.1 Circuit traffic information for departing aircraft must be provided, traffic will also include any:

a. High-Key aircraft,

b. Initial and pitch aircraft, and

c. Conflicting Glide aircraft.

Note 1: The omission of traffic information by TWR indicates "No Circuit Traffic".

5.15.2 Circuit traffic information for arriving aircraft must be provided:

a. On first contact with Tower, unless recovering via initial and pitch,

b. At left/straight/right initial, if recovering via initial and pitch, and

c. Updated at Hi-Key (downwind traffic).

Note 1: IP Tour aircraft must be given traffic on first contact IAW PLN Section 16 Aircraft requesting an IP Tour.

Note 2: Tower may pass additional traffic to aircraft through initial on aircraft cleared for take-off if they consider a conflict may exist.

Note 3: The omission of traffic information by TWR indicates "No Circuit Traffic".

5.15.3 RLTS should be passed traffic information on first contact with TWR regardless of their recovery.

5.15.4 TWR should provide relevant traffic to ACFT recovering via initial and pitch on first contact and then provide CIRA traffic at initial. Any ACFT may request additional traffic information on first contact.

5.16 FORMATION RECOVERIES

5.16.1 Formations of three or more aircraft should request an OPS recovery on first contact with APP where recovery requires positive vertical separation of traffic within the CIRA. OPS recoveries will receive priority at initial, or at 5nm if recovering via a straight in approach. ATC will ensure all CIRA traffic is established not below 1500ft prior to OPS recovery aircraft passing initial or 5nm. Simultaneous OPS recoveries are not permitted. Any subsequent OPS recovery aircraft must remain outside of 5nm until all elements of the preceding OPS recovery have landed.

5.16.2 If RLTS are not issued a visual approach immediately upon calling for an OPS recovery, they can expect to remain in the RTA until their approach is available.

5.16.3 ATC must assume the RLTS will conduct a battle break arrival.

5.16.4 Tactical segregation arrangements for the Roulette loop and pitch shall be coordinated between ATC and aircraft captains on a case by case basis.

5.17 1FTS STUDENT SOLO CIRCUIT OPERATIONS

5.17.1 1FTS student solo (C/S CHARLIE) circuit operations must be communicated to other airspace users via ATIS transmission in the form of 'SOLO OPERATIONS IN PROGRESS'.

5.17.2 Aircraft captains should anticipate delays during periods of 1FTS student solo (C/S CHARLIE) operations, and if practicable, de-conflict their recovery by planning to recover outside of student solo operations.

5.17.3 When 1FTS student solo (C/S CHARLIE) operations are in progress, the following procedures and traffic restrictions apply:

a. Maximum of four ACFT for continuous circuits (maximum of three 1FTS BPC Student Solo ACFT).

b. CIRA operations restricted to PC21 only.

c. Circuit aircraft are not permitted to conduct straight-in approaches or forced landing patterns unless required by ATC or during emergencies.

d. All operations restricted to a single duty RWY nominated via ATIS, excluding rotary-wing aircraft and emergencies. Change of duty RWY must be coordinated with the Duty Instructor (DI).

e. Arriving aircraft are permitted under the following conditions:

(1) **PC21s and formations**: Recover to the duty runway via initial and pitch (preferred) or a straight in approach. Forced landing patterns only when emergency circumstances dictate.

(2) **Locally briefed B350**: Recover via straight in approach, however TWR may track shorten the B350 via left/right base provided there are no interruptions to the C/S CHARLIE aircraft.

(3) **Other fixed wing aircraft**: Recover via straight in approach.

(4) Instrument approach training to the duty RWY may be conducted for a missed approach or to circle to land.

(5) **Rotary-wing**: Join in a manner that does not conflict with CIRA operations, either vertically or laterally, for a landing surface other than the duty RWY. Operations to/from a parallel TWY must be sequenced to deconflict.

(6) When the YMES CIRA has the maximum of four ACFT in the CIRA only one callsign at a time may enter the CIRA, such that a preceding arrival should have landed or commenced the missed approach before allowing the next arrival to enter the YMES CIRA. ATC will prioritise and sequence arrivals to meet this requirement, prioritising student solo ACFT IAW *AIR Section 2.1 General Operating and Airspace Priorities*

Note: 'OPS Recoveries' and 'Loop and Pitch' are not available during 1FTS student solo (C/S CHARLIE) operations. In the event of a formation recovery during student solo operations the formation is expected to recover via an approved circuit entry.

5.17.4 ATC must not manipulate 1FTS student solo (C/S CHARLIE) ACFT away from the normal CCT pattern, excluding use of the instruction 'MAINTAIN UPWIND' when required with other traffic.

5.17.5 Aircraft using C/S EMBER are not to conduct a landing or touch and go from a glide CCT or HK as part of normal operations. The pilot will make the call of “C/S high base, three greens for the go around.” ATC will respond when appropriate with “C/S when ready, go around.” Where abnormal circumstances dictate, a landing from a glide CCT or HK may be the safest course of action.

5.18 RTF

5.18.1 When VFR, arriving aircraft are automatically cleared to operate in the CIRA, as per *Coded Clearances*. Pilots in the ESL or WSL CIRA should use standard RTF, except as follows:

a. **Crosswind.** Pilots should call 'CROSSWIND' in lieu of the 'DOWNWIND' call for each circuit, including non-standard circuit operations, with their intentions.

b. **Base.** Pilots must report 'BASE' abeam the landing threshold, or as soon as practicable thereafter, with gear indication.

5.18.2 Additional local phraseology is detailed in *OPS Section 9 Local RTF Procedures*.

5.19 R361 OPERATIONS

5.19.1 R361 can be activated when PTS only have ESL circuit operations or overhead displays planned.

5.19.2 ESL ATC will only provide TWR/SMC services. There will be no Radar/Approach services available.

5.19.3 In order to deconflict with CTAF operations on frequency #3/118.3MHz, ESL TWR will operate on non standard frequency #1/134.1MHz. This will be highlighted on the ATIS.

5.19.4 The Airborne DI will hold within 5nm ESL not above 6000ft (unless OCTA).

5.19.5 ESL Departures/Arrivals:

a. **Departures.** IFR aircraft will depart via a procedural SID into Class G airspace (ML CEN). A Radar SID will not be available. All airways clearances will be issued through SMC. Departing IFR aircraft will not be required to do taxi calls to ML CEN. ESL TWR will provide frequency change instructions on departure.

b. **Arrivals.** IFR arrivals will be via an RNP/ILS/TACAN approach only. ESL TWR will issue an airways clearance to enter R361 via the IAP (from Class G), and will not clear an arriving aircraft for their intended approach (e.g. “cleared to enter the control zone tracking via the ILS Y RWY 27 approach”).

c. Aircraft cleared to enter via an IAP are only to enter R361 after commencing final approach. Aircraft wishing to transit R361 prior to commencing final approach require a specific clearance from TWR.

d. **CHC.** Initial airways clearance will be issued by ESL SMC. By request, SARWATCH can be held by ESL TWR for all operations outside of R361. ESL TWR will issue an airways clearance to re-enter R361 upon return.

5.20 R361 OPERATIONS WITH CIRCUITS AT WSL

5.20.1 **Departures from ESL to WSL (VFR).** ESL SMC will issue a clearance of “WSL DIRECT NOT ABOVE 2000 FT”. At the R361 boundary, ESL TWR will advise known traffic OCTA. ESL SMC will monitor #3/118.3 for emergency response.

5.20.2 **ESL Arrivals from WSL (VFR).** Aircraft on their last circuit at WSL are to report crosswind with arrival intentions (e.g. left/right/straight initial) on ESL TWR who will advise the aircraft to report upwind. Aircraft can track for their requested approach while complying with standard requirements to remain clear of the ESL CIRA. When able, ESL TWR will issue an airways clearance to re-enter R361.

5.21 ATC HOLDING ANTICIPATED

5.21.1 If unexpected operational conditions are such that ATC anticipate arriving aircraft will be required to hold upon recovery for extended periods (e.g. sudden weather deterioration), a broadcast of “ATC HOLDING ANTICIPATED (REASON)” will be made on DTI, and the PTS Duty Executive must be informed directly by ATC. A call to PTS Operations only is not sufficient.

6. NIGHT OPERATIONS

6.1 CIRA SATURATION

6.1.1 A maximum of five aircraft at any one time are permitted to conduct continuous circuits at ESL or WSL. This number may be reduced by the ASPR/TSPR due to complexity of operations and prevailing weather in order to ensure safe management of operations. Additional aircraft may recover to a saturated CIRA provided the recovering aircraft:

a. Lands, or

b. Conducts a missed approach/departure.

6.1.2 Aircraft conducting straight-in approach have priority over CIRA traffic from 4 NM.

6.2 SITUATIONAL AWARENESS

6.2.1 When the CIRA is active, aircraft conducting straight-in approaches must, where practicable, display landing light ON at the final approach point/fix or 4 NM.

6.3 SAR FLT NIGHT OPERATIONS

6.3.1 VFR operations must be conducted IAW NVIS procedures when operating below LSALT at night. ATC will not specify this requirement.

7. HELICOPTERS

7.1 HELICOPTER LANDING SITES (HLS)

7.1.1 The following HLS are defined as:

a. Pad Alpha - intersection of taxiway A and D

b. SAR Pad - apron immediately north of the SAR hangar. Only to be used for significant operational reasons.

7.2 DEPARTURES AND ARRIVALS

7.2.1 When required for segregation with an active RWY, take-off and landing clearances for taxiways or aprons will include a direction.

Example: '(C/S), PAD ALPHA, RUNWAY 27 DIRECTION, CLEARED TO LAND'.

7.2.2 Taxiway and aprons may be used for helicopter landing/take-off at the same time aircraft or vehicles are manoeuvring, provided traffic information is issued to affected users and the helicopter will not overfly less than 200 FT AGL.

7.2.3 During hours of night, ATC will delay issuing departure instructions to helicopters departing Pad Alpha if it is likely that the departure will coincide with an aircraft tracking upwind in the CIRA.

7.3 TRACKING

7.3.1 Where possible, standard tracking to/from ESL should be utilised to segregate with fixed wing departure and arrival profiles. When cleared, SAR FLT must track as follows:

a. LFA - tracking to/from the LFA is via the Swing Bridge

b. Choppers North - is established at Clydebank Bridge ESL360005 (S3801E14711)

7.4 LONGFORD LANE

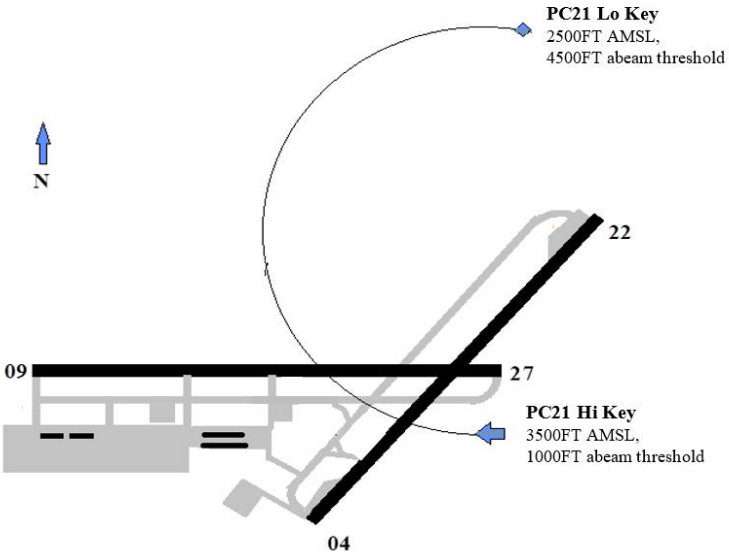
7.4.1 When operating in and in the vicinity of the Longford Lane (e.g. for winching or SAR training), SAR FLT are required to self-segregate with WEBSS traffic on Bass Strait CTAF. This requirement does not apply when ATC have issued an airways clearance that transits the Longford Lane. In this case, ATC are responsible for coordinating and obtaining traffic information from Longford.

8. ABNORMAL OPERATIONS

8.1 PRACTICE FORCED LANDING (PFL)

8.1.1 Tracking to Hi-Key requires ATC approval. Hi-Key and Lo-Key profiles are depicted in Figure 4.

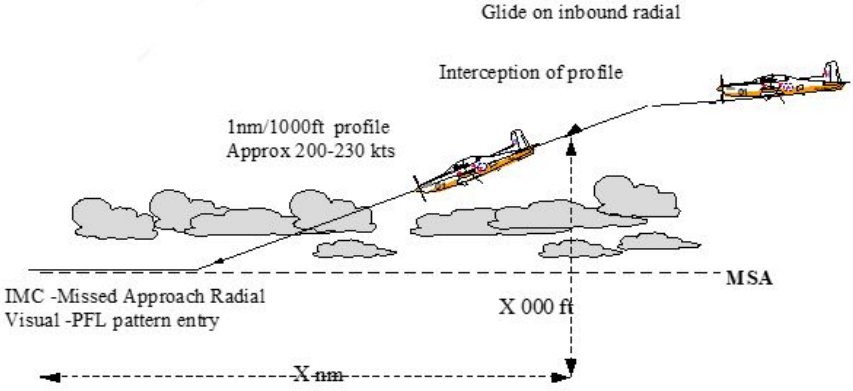
Figure 4 - Hi-Key and Lo-Key Profile



8.2 PRACTICE FLAME-OUT TACAN (PFOTAC)

8.2.1 Pilots may conduct an arrival in the form of a PFOTAC, terminating in a visual intercept of the PFL pattern. PFOTAC profile is depicted in Figure 5.

Figure 5 - PFOTAC PROFILE



8.2.2 When requesting a PFOTAC, pilots should specify the inbound radial. RTF is IAW *OPS Section 9 Local RTF Procedures* and coded clearances.

8.2.3 ATC will endeavour to clear an aircraft for the PFOTAC without restrictions. Once cleared, the following procedures apply:

a. **Flight Category.** If required, IFR must be requested.

b. **Descent.** PFOTAC authorises unrestricted descent to the MSA, unless otherwise stated by ATC. Once commenced, aircraft are not to climb unless ATC approval is obtained.

c. **Actions on - Visual.** Upon reporting 'visual' the aircraft automatically converts to VFR (if IFR) and is authorised to conduct a visual approach via Hi-Key.

d. **Actions on - IMC at MSA.** Aircraft that are unable to 'break visual' at the MSA must:
   (1) Maintain A019 (10NM MSA)
   (2) Track the reciprocal of the cleared inbound radial +/- 10 degrees, or
   (3) As cleared by ATC if arcing, and
   (4) Notify ATC.

8.3 PRACTICE FLAME OUT WEST SALE (PFO WSL)

8.3.1 A Practice Flame-out at WSL should be conducted VFR.

a. **Flight Category.** If required, IFR must be requested and is subject to ATC clearance.

b. **Tracking.** A PFO West Sale shall not be made from the East where direct tracking to WSL would conflict with the ESL Circuit Area. Clearance for PFO West Sale authorises a direct track to West Sale.

c. **Descent.** When VFR, clearance for PFO West Sale authorises unrestricted descent to join via West Sale High Key. If IFR, East Sale Approach will provide progressive descent to the applicable radar LSALT e.g. Cleared PFO West Sale descend to A022'.

d. **Actions on - Visual.** Upon reporting 'visual' the aircraft automatically converts to VFR and is authorised to conduct a visual approach via Hi-Key. Approach shall acknowledge with callsign.

e. Actions on - IMC at MSA. Aircraft that are unable to 'break visual' prior to WSL shall:
   (1) Maintain the last assigned ATC altitude
   (2) Maintain the inbound track +/- 10 degrees and
   (3) Notify ATC.

Note: Aircraft approaching from the south may expect to be taken off the approach if not visual prior to 5NM from WSL should there be conflicting traffic.

f. **Traffic Restrictions.** A PFO West Sale is not available with more than three aircraft in the West Sale circuit area.

9. LOCAL RTF PROCEDURES

Circumstances	Pilot Transmission	ATC Transmission
TRAINING AREA AND STA PROCEDURES		
AIRWAYS CLEARANCE	*denotes initiated transmission	
Training area clearance	* FOR (area) REQUEST CLEARANCE (area) (additional requirements or restrictions), code)	CLEARED (area), (additional requirements or restrictions), SQUAWK (code)
Training area clearance - IFR	* IFR for (area) REQUEST CLEARANCE IFR, (area), (additional requirements or restrictions), (type of departure), (CLIMB VIA SID TO) (level), (code)	CLEARED IFR, (area), (additional requirements or restrictions), (type of departure), (CLIMB VIA SID TO) (level) SQUAWK (code)
TAXI	*denotes initiated transmission	
Taxi	* POB (number), received (ATIS ident), REQUEST TAXI (TO THE CHECK BAY) If in check bay, once complete *(C/S), REQUEST FURTHER TAXI TAXI (holding point) / HOLD POSITION / (alternative instruction)	TAXI (holding point or check bay) / HOLD POSITION / (alternative instruction to deconflict)
Taxiing for parking	* (C/S) Note: ATC acknowledgment of C/S authorises taxi for parking, holding short of RWY	(C/S) (or) Response dictated by traffic/ intentions

Circumstances	Pilot Transmission	ATC Transmission
CHANGE OF FLIGHT CATEGORY		
IFR climb on departure Above LSALT (as appropriate)	* CHANGE OF FLIGHT RULES REQUEST IFR CLIMB, [HEADING (degrees)] IFR CLIMB, [HEADING (degrees)]	CLEARED IFR CLIMB, [HEADING (degrees)]
IFR climb on departure (pilot own navigation) **By day: Below LSALT**	*CHANGE OF FLIGHT RULES, REQUEST IFR CLIMB	CLEARED IFR CLIMB
By night: Below LSALT	*CHANGE OF FLIGHT RULES, REQUEST IFR CLIMB	[PASSING (level)], CLEARED IFR CLIMB
IFR climb on departure (vectored) **Day or night: Below MVA**	* CHANGE OF FLIGHT RULES REQUEST IFR CLIMB, [HEADING (degrees)]	[PASSING (level)], CLEARED IFR CLIMB [HEADING (degrees)] Note: pilot to cancel IFR when visual or advise intentions
Change of category VFR to IFR clearance (in area or on recovery)	* CHANGE OF FLIGHT RULES, REQUEST IFR Note: Pilot responsibility for terrain clearance when operating below area LSALT in cleared area	OPERATE IFR (additional restrictions if required) (or) REMAIN VFR, (reason)
AREA OPERATIONS	* denotes initiated transmission	
Transiting via a lane (on DTI frequency)	* ENTERING (name) Lane, INBOUND/OUTBOUND	
Entering/Exiting shared area (on allocated frequency**)**	* (position) ENTERING/EXITING (area)	*Response dictated by traffic/ intentions*
Training area change of level Request for higher levels Higher levels complete	 * REQUEST (area) NOT ABOVE (level) * STANDARD LEVELS	 RE-CLEARED (area) NOT ABOVE (level) RE-CLEARED (area)

Circumstances	Pilot Transmission	ATC Transmission
Training area restrictions (temporary)		
Level restriction	NOT ABOVE/BELOW (level)	* OPERATE NOT ABOVE/BELOW (level)
Lateral restriction - Inner/outer area or distance	(area) INNER/OUTER ONLY, (or) (area) INSIDE/OUTSIDE (number) MILES	* OPERATE (area) INNER/ OUTER, ONLY, (or) * OPERATE INSIDE/OUSIDE (number) MILES
Lateral restriction - Radial	NORTH/EAST SOUTH/WEST OF THE (number) RADIAL *Note: Restrictions do not modify other standard area clearance boundaries* *Combination of level and lateral restriction may be imposed*	* OPERATE NORTH/EAST SOUTH/WEST OF THE (number) RADIAL
Cancelling restrictions	CANCEL RESTRICTION *Note: Cancelling restrictions does not modify other standard area clearance boundaries*	* CANCEL RESTRICTION
RECOVERY	*denotes initiated transmission	
Visual Approach		
Initial and pitch	* (area), RECEIVED (ATIS ident), REQUEST VSA VIA (direction) INITIAL	TRACK FOR (position), (level), (or) TURN LEFT/RIGHT/FLY HEADING, (level), (or) CLEARED VSA VIA (initial)
Recovery via Hi-Key	* (area), RECEIVED (ATIS ident), REQUEST VSA VIA HI-KEY *Note: Pilot to report 'VISUAL, 'CANCEL IFR' as soon as practicable, if recovering IFR*	TRACK FOR (position), (level), (or) TURN LEFT/RIGHT/FLY HEADING, (level), (or) CLEARED VSA VIA HI-KEY
Visual Approach WSL		
Recovery via Hi-Key	* (area), RECEIVED (ATIS ident), REQUEST VSA VIA HI-KEY WSL *Note: Pilot to report 'VISUAL, 'CANCEL IFR' as soon as practicable, if recovering IFR*	TRACK FOR (position), (level), (or) TURN LEFT/RIGHT/FLY HEADING, (level), (or) CLEARED VSA VIA HI-KEY WSL, (traffic), [contact ACD at (position)]
Instrument Approach or IFR recovery	* (area), RECEIVED (ATIS ident), [REQUEST IFR], [VECTORS FOR], (IAF/Approach), (Intentions from the approach eg Missed Approach, Circling, Full stop)	TRACK VIA (name) lane, [FOR (position)] (or) *Response dictated by traffic/ intentions* DESCEND VIA STAR TO (level) *If relevant*

Circumstances	Pilot Transmission	ATC Transmission
AREA MISCELLANEOUS	* denotes initiated transmission	
Licola NAVEX	* REQUEST LICOLA NAVEX OPS NORMAL (time)	CLEARED LICOLA NAVEX, (known or observed traffic), OPS NORMAL (time) *Note: Clearance authorises leave and re-entry of ESL military airspace (R360/M301)*
Transiting VFR Route	* REQUEST TRAFFIC (Princes) ROUTE	*Response dictated by traffic/ intentions*
CIRCUIT AREA	* denotes initiated transmission	
Glide Circuit	*UPWIND GLIDE [intentions]	(C/S) GLIDE NOT AVAILABLE (if required)
Crosswind	* CROSSWIND, (clarifier), [intentions] *Clarifier: 'Glide / Low Level /Full stop / Slow approach.'*	
Departing the Circuit (VFR Departure - from the next touch and go)	* FOLLOWING THE NEXT TOUCH AND GO, REQUEST (clearance) *UPWIND	REMAIN IN THE CIRA, REPORT UPWIND CLEARED *(Clearance) (Departure Instructions)*
Departing the Circuit (Other departure types - from the next touch and go)	* FOLLOWING THE NEXT TOUCH AND GO, REQUEST (clearance)	REMAIN IN THE CIRA, ONWARDS CLEARANCE *(Clearance)* REPORT UPWIND REMAIN IN THE CIRA, STBY
Departing the Circuit *(from a position)* **Base Call**	* REQUEST TO DEPART FROM (position) FOR (clearance) *Note: Remain in CIRA until issued departure instructions or frequency transfer to APP* **BASE THREE GREENS (INTENTIONS)*	GO AROUND BEHIND (type) ON FINAL
Initial and Pitch	*NEGATIVE PITCH TURNING LEFT/RIGHT (Turn away from the CIRA and remain within 5NM)	(Tracking instructions)
Low Approach	* C/S LOW APPROACH	APPROVED - C/S NOT APPROVED - C/S LOW APPROACH NOT AVAILABLE

Circumstances	Pilot Transmission	ATC Transmission
Hi-Key (reporting at)	*HI-KEY	NO DOWNWIND TRAFFIC, (or) TRAFFIC, (number and type aircraft), (position)
Hi-Key (requesting from the CIRA)	*REQUEST HI-KEY	TRACK TO HI-KEY
PFOTAC Approach	* (area), RECEIVED (ATIS ident), REQUEST PFOTAC INBOUND (number) RADIAL (or) PFOTAC,(number) RADIAL, [MISSED APPROACH (number) RADIAL]	CLEARED PFOTAC INBOUND (number) RADIAL, [MISSED APPROACH (number) RADIAL], (or)
	PFOTAC (number) RADIAL, NOT BELOW (level), [MISSED APPROACH (number) RADIAL]	TRACK VIA PFOTAC INBOUND (number) RADIAL, NOT BELOW (level), [MISSED APPROACH (number) RADIAL]
In contact with TWR - Visual	* VISUAL	TRAFFIC, (number and type), (position)
In contact with TWR - Missed approach	* MAKING MISSED APPROACH	CONTACT APPROACH
King Air in Sight Aircraft going around within 3000 FT of a departing King Air - departing King Air sighted	* GOING AROUND, KING AIR IN SIGHT (Aids situational awareness for King Air pilots reference possible TCAS alerts)	

EMERGENCIES

1. SSR PROCEDURES

1.1 In addition to (ADF FLIP), a pilot experiencing an emergency within ESL military airspace when ATC is active may select a discrete emergency transponder code, using the following 'HEFOE-F' system, to communicate the nature of the emergency:

a. 7701 - Hydraulics

b. 7702 - Electrics

c. 7703 - Fuel

d. 7704 - Oxygen

e. 7705 - Engine

f. 7706 - Flight controls.

1.2 Selecting a discrete emergency code will not trigger an alarm on the ATC radar system. To ensure automatic triggering of radar system alarms, the pilot should select 7700 for two minutes before selecting the applicable HEFOE-F squawk (not required if having already squawked 7600).

2. COMMUNICATION FAILURE

2.1 In the event communications cannot be established with ESL ATC, the pilot of an airborne aircraft should contact MEL CEN on 124.0 MHz to relay information to ESL ATC.

3. EMERGENCY EVACUATION

3.1 In the event of an evacuation of the ATC control areas, in addition to procedures outlined in *453SQN ESL FLT SI (PERS) 05-01,* ATC should attempt to action as much of the following as possible, without putting their own safety at risk:

a. Aircraft in imminent conflict should be provided traffic information, and if possible, resolution advice

b. Aircraft under vectors, including radar SID (not intercepting track) should be placed under own navigation, and if necessary, climb to LSALT or proceed visually, if able

c. Broadcast deactivation R360, R361 and M301 due to ATC evacuation

d. Transfer control of aircraft (as appropriate) MEL CEN

e. IFR aircraft not in immediate conflict should be provided significant traffic. Control service must be cancelled and the aircraft advised to proceed at their own discretion.

4. HAZARDOUS WEATHER

4.1 During normal working hours, the Bureau of Meteorology disseminates warnings of forecast strong winds, squalls, thunderstorms or other hazardous weather phenomena likely to result in damage to aircraft, buildings or equipment to the following agencies:

Unit	Phone	Unit	Phone
PTS	03 5169 9582	SAR	03 5146 7600
32SQN	03 5146 7335	ARFF	03 5169 7060
ATC	03 5146 7214	ABOC	03 5169 9892

4.2 Flying units must notify their respective flight lines as appropriate.

5. PRE-MEDITATED EJECTION AREA

5.1 The pre-meditated ejection area is Dutson Range (R393).

6. CTAF EMERGENCIES

6.1 In the event of an emergency, aircraft should declare emergency on the area frequency. When within 15NM of East Sale, military aircraft may advise details to Rescue and Fire Fighting Service call-sign 'Base Fire' on 118.3 MHz.

7. TOTAL SURVEILLENCE SYSTEM FAILURE

7.1 INTRODUCTION

7.1.1 RAAF East Sale (ESL) has three surveillance system data sources: secondary surveillance radar (SSR) data provided by the Fixed Defence Air Traffic Control Surveillance System (FDATCSS) located at Deadman's Hill. ADSB data provided by Airservices Australia (AsA), and SSR data from the Mount Gellibrand TASR provided by AsA. The FDATCSS is the primary source of surveillance data for the provision of air traffic services (ATS) at ESL. Surveillance data from Mount Gellibrand provides limited coverage west of Latrobe Valley and is not suitable as a sole surveillance source for ATS. ADSB data can only be used for compliant D206B or better Mode S transponders. In the event of a FDATCSS failure, ATS can be provided using ADSB data from compliant aircraft. Aircraft without compliant transponders will be subject to procedural control. The following procedures will be enforced during a prolonged surveillance data outage to ensure that Air Academy operations are able to continue, supported by ATS. Normal rate of effort cannot be supported during procedural operations; expect delays.

7.1.2 FLTCDR 453SQN ESL FLT is responsible for:

a. ATS Mission Risk Profiles (MRP),

b. NOTAM,

c. procedure development,

d. test and evaluation, review,

e. risk assessment, and

f. training materials, including simulation.

7.1.3 Air Academy is responsible for:

a. Programming IAW agreed density restrictions, and

b. prioritising sorties to ensure maximum Air Academy force generation.

7.2 IMMEDIATE ACTIONS ON TOTAL LOSS OF SURVEILLANCE SERVICES

7.2.1 Following an unanticipated loss of surveillance services, ATC will continue to apply separation using procedural and/or emergency separation standards within the extant control zone (CTR) and restricted airspace (RA). ATC will hold all subsequent departures, and all airborne aircraft will either be recovered to YMES or transferred to an alternate control agency.

7.2.2 If it is known that the outage will be short-term (nominally less than 1hr), once the situation has been recovered, an assessment will be conducted by 453SQN ESL FLT executives. Factors considered in this assessment will include:

a. Reason for outage and likelihood of outage recurrence,

b. controllers available IAW MRP,

c. controller preparedness and experience to continue procedural services,

d. available equipment and NAVAID,

e. weather conditions, and

f. anticipate or agreed programmed flying activities (density).

7.2.3 If 453SQN ESL FLT executives determine that ATS can safely continue until surveillance services are restored, ESL ATC will continue to provide procedural ATS IAW extant local procedures and active airspace. If this is not the case, ESL airspace and ATS will be deactivated.

7.3 LONG-TERM / CATASTROPHIC SURVEILLANCE OUTAGE

7.3.1 Should it be known or anticipated that surveillance services will not resume in the near future, ESL ATC will commence preparation to implement enduring procedural ATS IAW this plan. It is expected that ATC will commence procedural ATC operations 12-24 hours following the loss of surveillance services, enabling the preparation of new control configurations and to conduct procedural control refresher training. OPSCDR 453SQN ESL FLT will coordinate with Air Academy Senior OPSO and visiting squadron executive staff, as necessary.

7.3.2 This plan has been developed to conform as far as practicable with current airspace structures and AD2 Supp - YMES procedures for ease of implementation. Where ambiguity exists, ATC and aircrew should take every opportunity to resolve and communicate with all stakeholders.

7.3.3 ESL ATC does have an ADS-B only control plan for aircraft with an ICAO compliant D260A/B or better Mode S transponder. Non-compliant aircraft will be subject to procedural control. All aircraft can expect delays.

7.4 PROVISION OF SERVICE.

7.4.1 Within R360 A/B and TRA 1 all aircraft will be separated IAW a Class D airspace service. Class G service will be provided in temporary restricted areas (TRA) 2, 3 and 4. CIRA operations within R361 must comply with Class C VMC criteria.

7.5 AIRSPACE.

7.5.1 Extant airspace design complicates the application of a procedural ATS. Unlike other airfields with a large CTR and training areas located outside the terminal area, the ESL training areas occupy the majority of the terminal area there is no CTR. In order to allow civil aircraft to access surrounding regional aerodromes while providing military aircraft prioritised access to ESL training areas, a number of TRA will be promulgated to supplement or replace existing RA. These TRA are based on, and contained wholly within, extant RA, supporting the partial use of extant ESL training areas.

7.5.2 The airspace that will be activated comprises:

a. R360A. SFC-A060

b. R360B. A010-A060

c. TRA 1 (RA2)
   (1) Inside 20NM ESL ARP
   (2) A060-A080.

d. TRA 2 (RA3)
   (1) 285 to 359 bearing (ESL NDB)
   (2) 20-35 NM ESL ARP
   (3) A040-F160.

e. TRA 3 (RA3)
   (1) 285 to 359 bearing (ESL NDB)
   (2) 35-50 NM ESL ARP
   (3) A060-F160.

f. TRA 4 (RA3)
   (1) 049 to 224 bearing (ESL NDB)
   (2) 20-50 NM ESL ARP
   (3) A040-F160.

7.5.3 RA and TRA will be activated only to support Air Academy force generation or other essential military movements.

7.5.4 Civil ACFT will not be permitted to access TRA 2, 3 and 4, promulgated as RA3.

7.5.5 **D354.** This danger area is not plotted procedurally clear (PPC) of ESL IAP and as such will not be activated. Civil VFR ACFT who would normally utilise this route will be required to plan clear of RA/TRA, unless PPR is obtained through ATC. Advice of this requirement to obtain PPR for transit through R360A/B or TRA1 will be advised by NOTAM.

7.5.6 **R393 AND D392.** This airspace will not be activated during hours of ATS.

7.5.7 **STA.** The following restrictions will be enforced when ACFT are operating IFR within R360A/B, unless separation (when required) is assured:

a. UOF Lane - Not AVBL

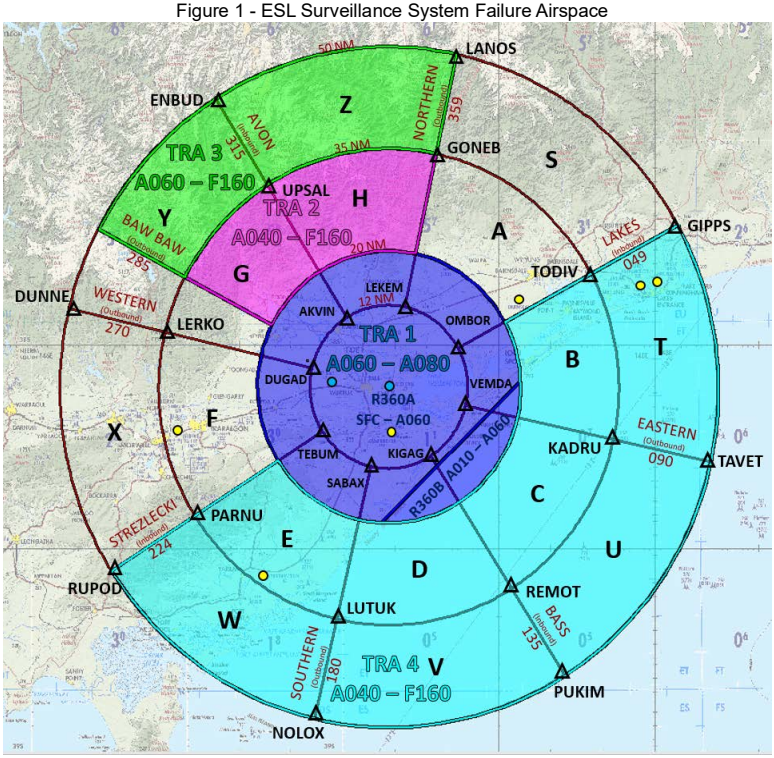
b. RTA - Not AVBL

c. LFA - Not AVBL

d. WSL CIRA - Not AVBL

7.5.8 STA may become available in future iterations of this plan as they are PPC.

Figure 1 - ESL Surveillance System Failure Airspace



7.6 TRAINING AREA OPERATIONS

7.6.1 Alpha, Foxtrot, Sierra and X-Ray are not available. Golf and Yankee are partially available. Bravo, Charlie, Delta, Echo, Golf and Hotel commence at 20 NM ESL. This expansion of the TMA is necessary to ensure lateral separation standards are achievable, and provides some scope to utilise selected IAP holding patterns.

7.6.2 Due to the modification of TA Golf and Yankee, aircraft are to track via the Baw-Baw Lane.

7.6.3 The Baw-Baw lane is defined as along the 285 bearing (ESL NDB) from 20 to 50 NM ESL from the base of RTA to FL160.

7.6.4 The lowest useable level (LUL) when operating within interior TA is A050. This level complies with standard assignable buffers with BCTA and provides segregation with ACFT commencing RNP IAP at A045.

7.6.5 ACFT will be provided a flight following 'SARWATCH' service by ESL ATC on extant DTI frequency, callsign SALE FLIGHTWATCH.

7.6.6 ACFT must report established in TA and advise the following:

a. OPS Normal time

b. Anticipated 'OFF AREA' time.

7.6.7 ACFT sharing a TA must establish contact and arrange own de-confliction.

7.6.8 ACFT must provide an 'OFF AREA in 5 MIN' call to SALE FLIGHTWATCH when appropriate, with requested recovery type.

7.7 TRAFFIC MANAGEMENT

7.7.1 **Traffic priorities.** Air Academy operations will be afforded priority in the pursuit of force generation. OPSCDR 453SQN ESL FLT will liaise with Air Academy regarding sortie requirements and flying rate of effort. ATS will also be provided to civil ACFT requiring access to YWSL and transit through R360A/B and TRA 1, subject to availability and PPR.

7.7.2 **Holding Fuel.** Civil ACFT must carry 30 min holding fuel; advised by NOTAM. FLTCDR 453SQN ESL FLT shall consult with Air Academy regarding the requirement to carry additional fuel reserves. Increased traffic density may necessitate this requirement.

7.7.3 **NOTAM.** FLTCDR 453SQN ESL FLT is to release a NOTAM to advise pilots of any restrictions, requirements or conditions as a result of procedural control. A generic NOTAM advising ACFT of change to control practices will be issued as follows:

'SURVEILLANCE SVCS NOT AVBL. DELAYS MAY OCCUR.'

CIVIL AIRCRAFT REQUIRE 120MIN PN TO TRANSIT R360A/B AND TRA1. CIVIL AIRCRAFT REQUIRE ADDITIONAL 30MIN HOLDING FUEL'.

7.7.4 Military ACFT must operate VFR when VMC exists. Requests to operate IFR can expect delays on departure or arrival.

7.7.5 Military ACFT departing ESL for enroute must not plan through TRA.

7.7.6 ACFT must not automatically transfer frequency. ATC will provide directed frequency transfer instructions. Additional requests to report position, altitude, distance and/or radial crossing are to be expected in order to assist ATC with establishing separation, when necessary, or maintain air picture.

7.7.7 When separation is required, military aircraft should initiate or accept PRS to reduce delays.

7.8 DEPARTURE PROCEDURES

7.8.1 ACFT planned to operate within any ESL TA must depart as follows:

a. **VFR.** Unless instructed otherwise by ATC, ACFT track to intercept an outbound lane, with the requirement to be established on track by 5 NM, as per AIP VSD tracking requirements.

b. **IFR.** The East Sale Five SID (RADAR) departure is not available. ACFT requiring an instrument departure will be cleared via an appropriate procedural SID (i.e. ALBURY THREE), with the expectation of being instructed to 'cancel SID' and intercept an outbound lane once above LSALT.

7.8.2 The West Sale Two SID (RADAR) departure is not AVBL. ACFT requiring an instrument departure from YWSL will not be issued a departure type and will be required to maintain own terrain clearance until above LSALT. ATC will obtain departure/tracking intentions prior to authorising an ACFT to become airborne.

7.9 ARRIVAL PROCEDURES

7.9.1 ACFT arriving from any TA must seek approval from SALE FLIGHTWATCH to commence recovery. Once approved, ACFT must track as follows:

7.9.2 **Expect visual approach (EVA).** When EVA is advertised on the ATIS, unless instructed by ATC:

a. maintain A070 and

b. track to intercept an inbound lane prior to exiting the TRA (20 NM),

c. follow ATC instructions and expect a VSA via IP for the duty RWY.

7.9.3 **Expect instrument approach (EIA)**. When EIA is advertised on the ATIS, unless instructed by ATC:

a. maintain A070 and

b. track to intercept an inbound lane prior to exiting the TRA (20 NM).

c. follow ATC instructions and expect IAP IAW the below table.

DUTY RWY	TRACKING FROM	IAP	IAF	25NM LSALT
RWY 09	Lakes Lane	TAC	BRONY	4400
	Bass Lane	TAC	JOSSO	3400
	Strezlecki Lane	RNP	MESWO	3400
	Avon Lane	RNP	MESWQ	4400
RWY 22	Lakes Lane	RNP	MESND	3500
	Bass Lane	TAC	WEIRD	1900
	Strezlecki Lane	TAC	ENKIL WEIRD	4400 3400
	Avon Lane	TAC	ENKIL	4400
RWY 27	Lakes Lane	ILS-Y RNAV	LIDVU MESEE	3500 3500
	Bass Lane	ILS-Y RNAV	LIDVU MESEJ	3500 1900
	Strezlecki Lane	ILS-Y TAC	JOSSO JOSSO	3400 3400
	Avon Lane	ILS-Y TAC	BRONY BRONY	4400 4400

7.9.4 **Preferred IAP.** IOT achieve an efficient arrival sequence, arriving ACFT can expect to remain in TA until ATC anticipate that tracking to and DCT entry into an IAP possible. ATC are to be notified of any intention to fly a holding pattern as soon as practicable.

7.9.5 **Speed.** Normal profiles speeds are to be flown. Should an alternate speed be required, ATC are to be notified as soon as practicable.

7.9.6 **Practice IAP.** Due complexity, practice IAP are not to be expected without prior consultation with ATC. It is anticipated that any need to conduct practice IAP will be coordinated and deconflicted through base programming.

7.10 PLOTTED PROCEDURALLY CLEAR (PPC)

7.10.1 The efficiency of a procedural control Traffic management plan relies on a sub-structure of routes, IAPs and airspace volumes being PPC. Any PPC determination must be endorsed by a qualified PANS-OPS design specialist and must be appropriately recorded and promulgated for use by ATC.

7.10.2 PPC determinations relating to this plan are stored within obj: fBP2047108.

7.11 RATE OF EFFORT (ROE)

7.11.1 It is to be anticipated that rate of effort will be significantly affected. This will be most prevalent during the initial stages when implementing this procedural control plan. OPSCDR 453SQN ESL FLT and Air Academy SOPSO are to negotiate programmed rate of effort and conduct a deliberate risk assessment. Subsequent increases in the allowable rate of effort are to be based on evidence obtained, and again assessed and appropriately recorded.

7.11.2 Air Academy are to self-assess procedure or density restrictions for operations within TRA.

7.11.3 Noting that rate of effort and density restrictions will affect training output. Air Academy and ESL ATC shall assess capacity to support training operations in excess of ACCD DLOC (e.g. potential weekend operations). Such decisions will be based on excess ATC capability and associated PTS contracted support.