YMES AMEND 3/26

1. PURPOSE

1.1 This amendment is required to clarify the wording associated with a new Hi-Key procedure being implemented at RAAF Base East Sale (ESL). The revised wording provides additional context for the procedure and will assist both aircrew and Air Traffic Control (ATC) when the procedure is requested.

1.2 The new Hi-Key procedure was not intended for use by aircraft already established within the ESL or WSL circuit areas when recovering to the same circuit area. The amended wording clarifies this intent and removes any ambiguity regarding the procedure's applicability to aircraft operating within those circuit areas.

2. PROCEDURES

2.1 Replace PLN paragraph 6.3.7 with the following:

6.3.7 **Hi-Key**. Airways clearance will be in the form of:

'(C/S) TRACK TO HI-KEY (ESL/WSL) or (C/S) TRACK TO HI-KEY (ESL/WSL) Not Above (Level)'

2.2 Replace PLN paragraph 6.3.7.1 with the following:

6.3.7.1 This clearance authorises an aircraft to operate between the published Hi-Key commencement altitude (3500FT) and 10,000FT AMSL (or level assigned by ESL APP). Aircraft below the commencement altitude may climb while tracking towards Hi-Key, remaining clear of airspace defined in AIR Section 3.10.4.1 PILOT RESPONSIBILITY TO REMAIN CLEAR. Aircraft must notify ESL APP when they are ready for and be cleared for the Visual Approach (via Hi-Key) prior to commencing the approach.

2.3 Add PLN paragraph 6.3.7.2:

6.3.7.2 Aircraft established in the ESL/WSL CIRA requesting Hi-Key for the purpose of rejoining the same CIRA are not to climb above 3500FT AMSL IAW OPS Section 5.7 HI-KEY

2.4 Replace OPS paragraph 5.7.1 with the following:

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

'(C/S), TRACK TO HI-KEY NOT ABOVE 3500'

2.5 Replace OPS paragraph 5.7.2 with the following:

5.7.2 This clearance authorises an aircraft 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 3,500FT AMSL.

3. EXPIRY

3.1 This AMD will automatically cancel when incorporated into the next YMES FIHA AD2 SUPP.

Approved by:

William TODD

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