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**AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION**



**FLIGHT INFORMATION HANDBOOK AUSTRALIA
AD2 SUPPLEMENT CURTAIN (YCIN)
(EFB SUITABLE VERSION)**

Effective from 15 Jun 23

Approved by:

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T/XO 44WG

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INTRODUCTION

1. This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Curtin (YCIN) is deemed Electronic Aeronautical Information (EAI) and is made available for Electronic Flight Book (EFB) use via the Defence Aeronautical Information Service Provider (AIS-AF).
2. This FIHA AD2 SUPP ensures compliance with Defence Aviation Safety Regulations (DASR) AO.GEN.05 – *Management of Orders, Information and Publication* (OIP) and DASR.SRoA – *Standard Rules of the Air* by providing useable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

AUTHORITY

3. The authority for this FIHA AD2 SUPP is [AC SI\(OPS\)01-20 Aeronautical Information Management](#). The approval authority is XO 44WG. The Sponsor is 44WG PLANS (wlm.44wg.plans@defence.gov.au). Endorsement authorities are:
 - a. ACG PLANS
 - b. JACC
4. All ADF pilots operating to YCIN are deemed to be approved to operate IAW these procedures and stipulations. Visiting aircraft (including foreign) may request a briefing on these procedures by the AD2 SUPP Sponsor.

DEFINITIONS

5. The terms used in this AD2 SUPP are defined in the *Defence Aviation Safety Regulations* – [Glossary](#) and [Australian Defence Glossary](#) (aviation context)¹. Where terms are specific to this AD2 SUPP only, they are identified within this document.
6. All levels referred to in this AD2 SUPP are in feet AMSL, unless otherwise specified.

CONTENT

7. This AD2 SUPP applies to the conduct of flying operations at YCIN aerodrome when it is activated with an accompanying ATC service. Depending on particular exercises or deployments, additional flight procedures and ATC requirements will be specified in supplementary documentation.
8. Information contained in this instruction that may have civil application or may enhance overall useability is also provided in the YCIN section of Enroute Supplement Australia (ERSA).
9. This AD2 SUPP provides bookmarks and hyperlinks for EFB useability and is broken into the following sections:
 - a. [Airspace](#)

¹ Where a conflict may occur between the DASR Glossary and the ADG, the DASR takes precedence.

- b. [General Planning](#)
- c. [Aerodrome](#)
- d. [Departures](#)
- e. [Arrivals](#)
- f. [Circuit Area](#)
- g. [Abnormal Operations](#)

AIRSPACE

10. This AD2 SUPP provides specific local airspace information that supports the airspace information in ERSA, DAH and relevant aerodrome information charts.
11. YCIN is one of three RAAF Bare Bases periodically activated as required IOT support training and operations. These procedures are applicable while an Air Traffic Service (ATS) is provided during periods of RAAF Curtin restricted airspace activation.
12. **Curtin airspace.** Curtin's airspace extends out to 150 NM from Curtin, up to FL600, as depicted in AIP charts. This airspace is divided into a number of Restricted and Danger areas. These can be activated either totally or partially depending on exercise or operational requirements.
13. Details of YCIN's permanent Restricted and Danger Areas are contained within the Designated Airspace Handbook (DAH). Temporary Restricted/Danger Areas (TRA/TDA) may be established in support of individual activities. Details on TRAs/TDAs will be available in the exercise/operation instructions and an accompanying AIP SUP.
14. Curtin airspace is activated by NOTAM. TRA/TDA activation will be via NOTAM.
15. **R801 Partial activation.** Where the entirety of R801 is not required for YCIN OPS, the northern portion may be deactivated to de-conflict MIL OPS from civil OPS at Derby (YDBY) airfield. When this occurs aircrew shall operate not below A040 while overflying the northern portion of R801. Details of R801 partial activation are as follows:

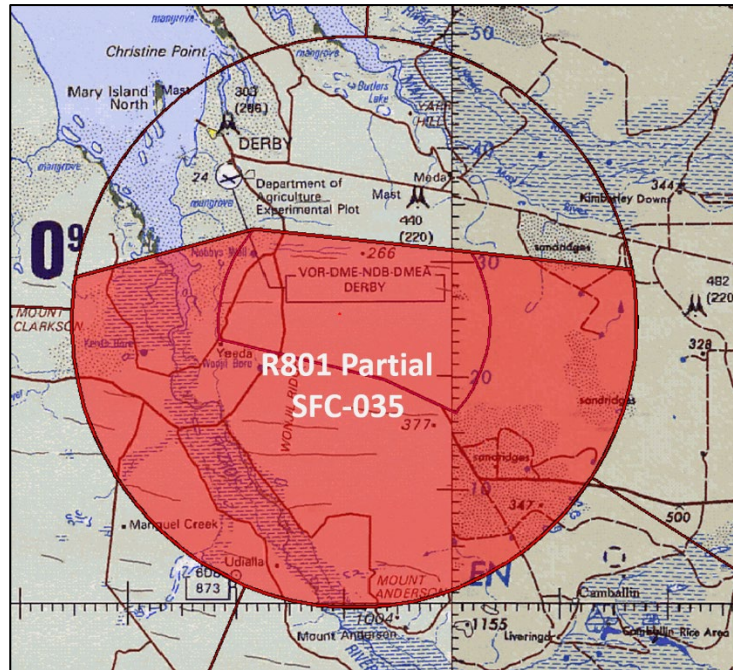
Conditional Status: RA2

Military Flying

Lateral Limits: 172710S 1234151E – 173039S 1241649E then along the clockwise arc of a circle radius 25.00NM centre 173520S 1235107E (CIN/DME) – 173120S 1232517E – 172710S 1234151E

Vertical Limits: SFC - 3500

Hours of Activity: NOTAM



16. CTAF procedures apply on frequency 126.7 when ATC is not active.

Caution – YCIN and YDBY utilise the same CTAF frequency. The runway orientation at YDBY and YCIN are also the same. Close attention to CTAF procedures are required to avoid misinterpretation of aircraft position and intentions.

17. **ATC services.** Air Traffic Services may vary depending on the nature of the exercise/operations. The following ATS may be provided:

- a. **Aerodrome Control (ADC).** ADC includes Tower (TWR) and Surface Movement Control (SMC) and may be provided as a stand-alone service, or in conjunction with a surveillance-system Approach (APP) Control service. The following levels of service apply:
- (1) A stand-alone ADC service will provide procedural control (no surveillance system) within the CTR, or the CTR and R801, or the CTR and R801 Partial.
 - (2) An ADC service provided in conjunction with an APP service will control the circuit area (see para 53).
- b. **Approach/Departure Control (APP).** If provided, an APP service will control R801/R801 Partial and R802A. Control arrangements for R802B and the outer RAs will depend on the coordination arrangements with any tactical Command and Control (C2) agency. The dimensions of ATC controlled airspace extending beyond R802A, and coordination procedures with tactical C2, will be described within exercise/operation specific instructions.

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18. Military aircraft (ACFT) will be provided with a Class D separation service IAW AC SI(OPS) 03-16 – *Operations in Military Controlled Airspace – Procedure Variations*. Civil ACFT will be provided with a Class C separation service. These services include:

Class	Type of Flight	Separation Provided	Continuous two-way communications required	Subject to ATC clearance
C	IFR	IFR from IFR IFR from VFR IFR from Special VFR	Yes	Yes
	VFR	VFR from IFR Traffic info on VFR	Yes	Yes
	Special VFR	Special VFR from Special VFR when VIS<VMC	Yes	Yes
D	IFR	IFR from IFR IFR from Special VFR Traffic info on VFR	Yes	Yes
	VFR	Traffic info on VFR	Yes	Yes
	Special VFR	Special VFR from Special VFR when VIS<VMC	Yes	Yes

19. Class C services will be applied to all fixed wing heavy IFR ACFT below 10,000FT IAW AC SI(OPS) 03-16 – *Operations in Military Controlled Airspace – Procedure Variations*.

20. Where separation is not required, YCIN ATC may provide control instructions for de-confliction and/or runway sequencing.

GENERAL PLANNING

21. **Altimetry.** Unless promulgated otherwise in exercise/operation instructions, all aircraft shall operate on YCIN QNH.

22. **VMC Criteria.** Class C VMC criteria applies.

23. **Flight rules.** All arriving fast-jet ACFT will adopt VFR when operating within the CTR, R801 and R802 following a report of 'visual.' Crews shall remain operating under VFR until in receipt of 'CLEARED IFR' from ATC.

24. Departing fast-jet ACFT shall operate VFR within the CTR and R801 and adopt IFR passing 3500.

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25. Aircrew shall request an IFR clearance when unable to remain in VMC. IFR OPS in VMC may be available on request, pending disposition of other traffic.

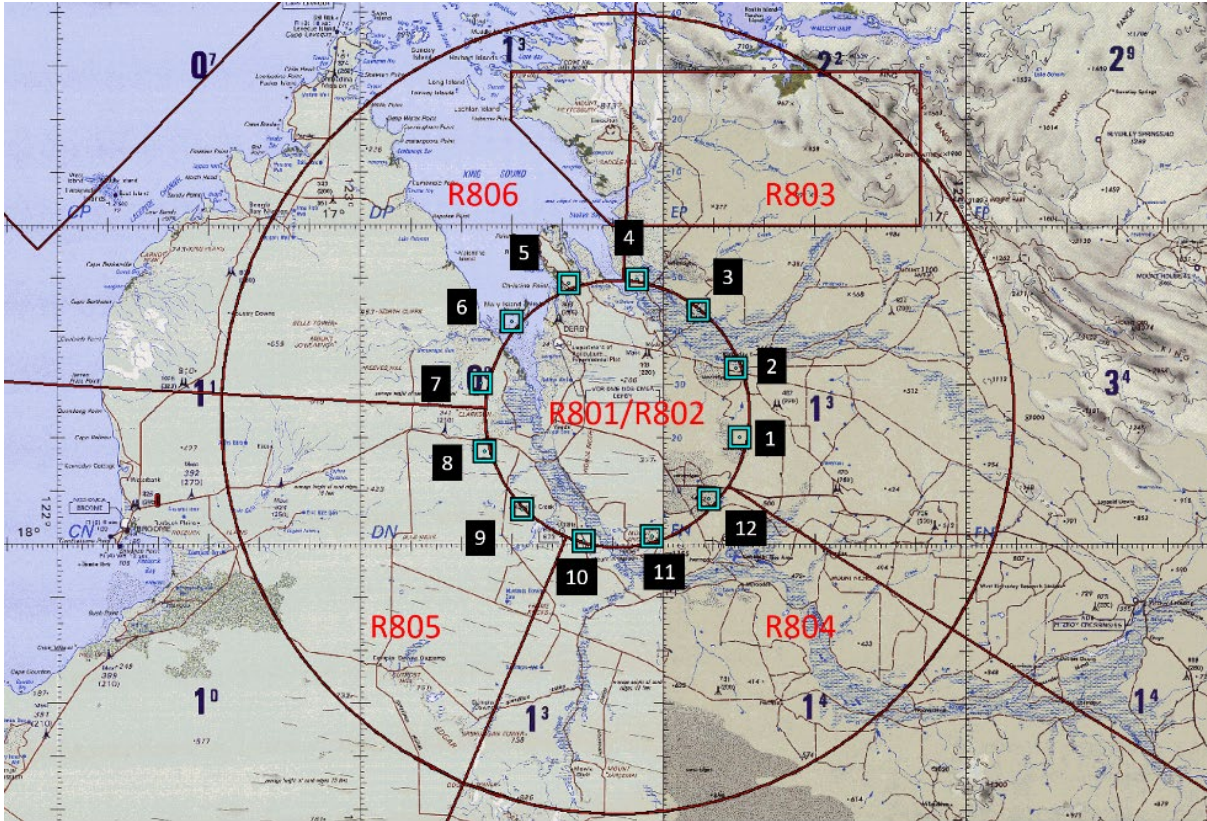
26. **Departure/arrival gates.** ACFT departing/arriving to/from OPS within YCIN airspace shall track via one of the following Gates:

GATE	TACAN BRG/DIST	LAT/LONG	DIRECTION ¹	ADJOINING RA	LEVEL ²
1	100/026	17 40 02.00S 124 16 47.00E	DEPART	R803	NOT ABOVE (NA) A190
2	070/026	17 26 29.00S 124 15 33.00E	ARRIVE	R803	NOT BELOW (NB) A070
3	040/025	17 15 42.00S 124 07 22.00E	DEPART	R803	NA A190
4	010/025	17 10 31.00S 123 54 58.00E	ARRIVE	R803	NB A070
5	340/024	17 11 51.00S 123 41 55.00E	DEPART	R806	NA A190
6	310/024	17 18 54.00S 123 31 22.00E	ARRIVE	R806	NB A070
7	280/024	17 29 51.00S 123 25 35.00E	DEPART	R806	NA A190
8	250/024	17 42 12.00S 123 25 57.00E	ARRIVE	R805	NB A070
9	220/025	17 53 04.00S 123 32 38.00E	DEPART	R805	NA A190
10	190/025	17 59 32.00S 123 44 21.00E	ARRIVE	8804	NB A070
11	160/025	17 58 30.80S 123 57 58.12E	DEPART	R804	NA A190
12	130/025	17 51 22.62S 124 09 18.58E	ARRIVE	R804	NB A070

¹Unless cleared otherwise by ATC

²Unless cleared otherwise by ATC.

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28. ACFT departing YCIN airspace shall flight plan IAW FIHA ENR 1.10.

29. **SARWATCH.** ACFT arriving at YCIN must cancel SARWATCH on the ground with Brisbane Centre upon arrival. YCIN ATC may be able to assist in obtaining and/or coordinating cancellation.

30. **Frequencies.** The following frequencies apply at YCIN:

AGENCY	C/S	UHF	VHF	CH/ OTHER	COMMENTS
TWR	CURTIN TOWER	257.8	118.3	—	Published in ERSA
SMC	CURTIN GROUND	264.6	TBA	—	UHF published in ERSA. VHF TBA in exercise/OPS instructions.
SMCV	CURTIN GROUND	259.3	—	—	UHF published in ERSA. Frequency will be utilised as Clearance Delivery when APR active.
ATIS	—	—	TBA	—	UHF, as published in ERSA, will not be utilised due to

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					requirement for civil aircraft to receive ATIS. VHF TBA in exercise/OPS instructions.
APR	CURTIN APPROACH	261.4	TBA	–	UHF published in ERSA. VHF TBA in exercise/OPS instructions.
Clearance Delivery	CURTIN DELIVERY	259.3	–	–	SMCV frequency utilised.
TACAN	CTN	–	–	TBA	CH/Frequency TBA in exercise/OPS instructions.
RADAR	–	–	–	TBA	Frequency TBA in exercise/OPS instructions.
CTAF	CURTIN TRAFFIC		126.7	–	
BN CEN	BRISBANE CENTRE		122.1	–	

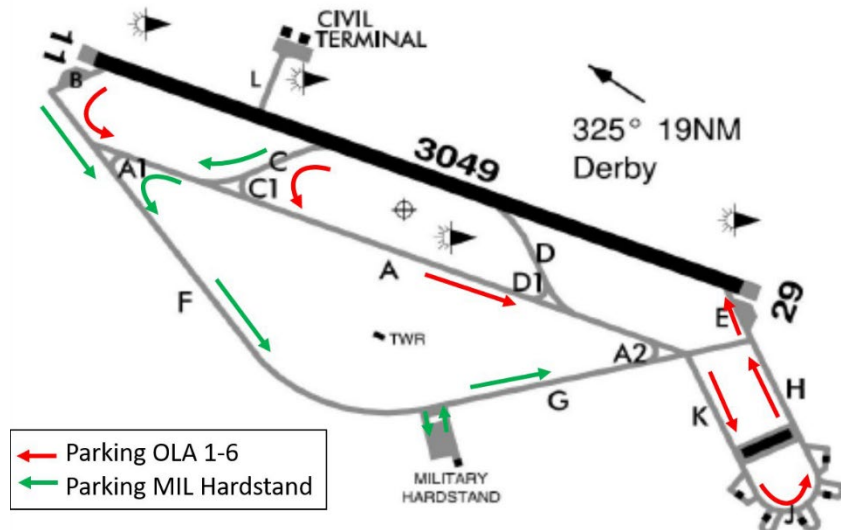
31. **Pilot Responsibility for Separation (PRS).** PRS may be utilised IAW [AC SI\(OPS\) 03-16 Operations in Military Controlled Airspace - Procedure Variations](#). Participation in these procedures by foreign military ACFT is pending agreement from the Exercise Director through a Letter of Agreement.

32. **Reduced Runway Separation.** Reduced runway (RWY) separation will be applied IAW [AC SI\(OPS\) 03-16 Operations in Military Controlled Airspace - Procedure Variations](#). Participation in these procedures by foreign military ACFT is pending agreement from the Exercise Director through a Letter of Agreement. Distances applicable to F35 apply to the applicable foreign fast-jet ACFT.

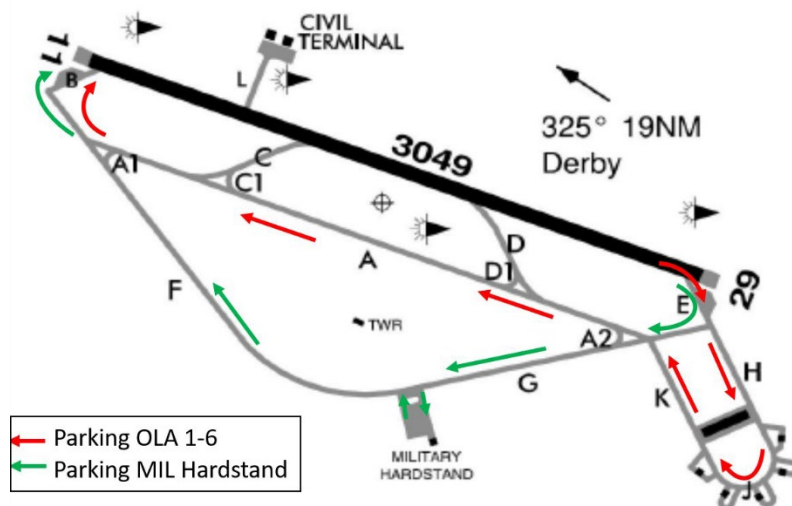
AERODROME

33. **Taxi procedures.** Standard taxi procedures apply at YCIN as shown in the diagram below:

Standard taxi route RWY 29



Standard taxi route RWY 11



34. ACFT with PCN above 21 shall make 180 degree turns at the RWY thresholds only.

35. Transport and maritime ACFT are to use the military hardstand. ACFT parking on the apron between Taxiway H and K are subject to approval. Restrictions may apply.

36. **Helicopter Landing Site (HLS).** There are no dedicated HLS at YCIN. ATS will nominate a landing point, or one may be requested from ATC if known.

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37. **Ordnance Loading and storage Areas (OLA).** The Curtin Aerodrome Manual provides detail on ordnance loading and storage requirements. Contact the Base Armament Manager for specific requirements.
38. Preparation of armament stores is to be carried out in the Explosive Ordnance Preparation Area (EOPA) located at OLA 3.
39. All aircraft being loaded/unloaded with ammunition, rockets or missiles are to be parked on an OLA with an approved 'safe direction' for forward firing ordnance.

DEPARTURES

40. **Airways clearance – for OPS with tactical C2 in outer RAs restricted areas.** Tracking shall be via the Gates described in para 21. The following standard clearance applies (contact Clearance Delivery when APP active, otherwise contact Ground):
- a. Pilot: 'CURTIN DELIVERY/CURTIN GROUND, [callsign], Gate [number], request clearance.
 - b. ATC: '[callsign], CURTIN DELIVERY/CURTIN GROUND, cleared Gate [number], A190, Squawk [code].'
 - 1) Pilots shall advise level requirements if a non-standard level is required.
 - 2) Standard airways clearance procedures apply (advise tracking, intentions and level) for OPS within R801 and R802, and for non-standard OPS within outer Restricted Areas.
41. **Airways clearance – departing YCIN airspace.** Crews shall obtain an airways clearance from Brisbane Centre prior to departure. YCIN ATC may be able to assist in obtaining and/or co-ordinating this clearance.
42. A Standard Instrument Departure (SID) may be published to support YCIN activation. Available SIDs will be published in TERMA and activated via NOTAM. Where a SID is not available, aircraft shall depart visually IAW ATC departure instructions.
43. The following standard departure procedures apply:
- a. VMC by day: Visual Departure, unless cleared via SID.
 - b. IMC and by night: SID where available. Where a SID is not available, crews are responsible for terrain clearance IAW FIHA ENR 1.1-7. Aircraft shall track via runway track until established above MSA/LSALT.
 - c. NVG/NVD: Crews operating with NVG/NVD may conduct visual departures IAW FIHA ENR 1.1-7.

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44. **Formation departures.** The India Departure ('Visual Departure India') is available:
- a. ACFT depart in 20 sec stream
 - b. Lead ACFT to extend 3NM upwind before commencing a turn onto outbound heading
 - c. All ACFT remain below 500FT AGL inside 5NM and perform unrestricted climb to levels above 10 000FT outside 5NM.
45. Departure reports to YCIN ATC are not required where an APP service is not being provided.
46. YCIN ATC will provide frequency transfer instructions.

ARRIVALS

47. The following standard arrival procedures apply:
- a. Tracking shall be via the Gates described in para 24.
 - b. Contact APP/TWR prior to 35 TACAN and advise the following:
 - 1) position
 - 2) formation composition, if different from departure
 - 3) gate number
 - 4) inflight conditions
 - 5) recovery type if other than visual approach
 - 6) any PRS
 - 7) ATIS code received.
 - c. Standard recovery:
 - 1) VMC by day: Visual approach, unless cleared via an instrument approach.
 - 2) IMC by day or night: Instrument approach, unless cleared via a visual approach at pilot request.
 - 3) NVG/NVD: Crews operating with NVG/NVD may conduct a visual approach IAW FIHA ENR1.1-14 when cleared by ATC.

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48. Instrument approaches are available to both RWY11/29 at YCIN. TACAN approaches may be published to support YCIN activation. When available, TACAN approaches will be published in TERMA and activated via NOTAM.
49. Instrument approaches when only the CTR is active (i.e. R801 is not active) will result in OPS within Class G airspace. Instrument approaches to RWY 11 via the northern Instrument Approach Fixes (IAF) will result in OPS within close proximity to Derby. ACFT should utilise the southern IAF to avoid Derby during periods where R801 is not active, or when R801 Partial is active.
50. **Initial Point (IP) RWY29.** CIN108/006 reference TACAN (S17 36 43 E123 55 40). Left pitch/break for left downwind.
51. **Initial Point RWY11.** CIN288/006 reference TACAN (S17 32 38 E123 43 51). Right pitch/break for right downwind.
52. Both IPs are displaced to the north of RWY11/29 to allow ACFT to pitch/break to the south and away from the Derby aerodrome and associated arrival/departure tracks.
53. **Standard pitch/break.** Crews are to maintain 2000FT and track parallel to RWY11/29 through the IP until commencing the pitch/break onto downwind. ACFT shall report 30 sec prior to the IP and again at the IP.
54. **Low pitch/break.** Low pitch/break is available. Crews shall advise ATC of intended height at the IP.
55. **India Arrival.** 'Visual Approach India':
- a. Maintain A160 or above by day, or A110 and above by night, until 10NM final
 - b. Traffic will be passed at top of descent (top of India)
 - c. Descend to 250FT AGL by day, 1500FT AGL by night through initial.
56. **Traffic information.** ATC will provide circuit/pattern traffic information to aircrews no later than:
- a. the IP
 - b. High Key
 - c. 5NM if joining the circuit on a visual approach via tracking other than initial
 - d. Commencement of descent on an India Approach.

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57. **Reduced RWY separation.** Reduced RWY separation is IAW AC SI(OPS) 03-16. Participation in these procedures by foreign fast-jet ACFT is pending agreement from the applicable chain of command, through a letter of agreement. Distances applicable to F35 apply to participating foreign fast-jet ACFT.

58. Where reduced RWY separation is applied for landing aircraft, ATC will use the following phraseology when issuing the landing clearance:

- a. **Where the preceding aircraft is on the runway:** '(CALL SIGN) CLEARED TO LAND, (number of aircraft) ON' – where the 'number of aircraft' is the number of preceding aircraft on the runway completing their landing rolls.
- b. **Where the preceding aircraft is still on approach:** '(CALL SIGN) CLEARED TO LAND NUMBER (number in the landing sequence)'. E.g. 'Cleared to land number three' indicates two aircraft ahead in the landing sequence, but not yet on the runway.

CIRCUIT AREA

59. **Dimensions.** Circuit Area dimensions are:

- a. 5NM centred on the YCIN TACAN
- b. Surface–2000 FT.

60. **Standard altitudes.** Standard altitudes for circuit operations at Curtin are specified as below:

- a. Jet ACFT – 2000 FT
- b. Prop ACFT and helicopters – 1500 FT.

ABNORMAL OPERATIONS

61. Requests to operate RPAS are to be sent to adf.airspace@defence.gov.au with at least 5 business days' notice prior to the planned operation. RPAS OPS are subject to military flight operations and may be cancelled or restricted at any time.

62. **Hot brakes.** The designated Hot Brakes parking areas are within Aircraft Safety Point (ASP) 1 (abeam TWY B) or ASP 2 (abeam TWY E). Crews shall advise CURTIN GROUND of Hot Brakes and any requirement for ARRF.

63. **Fuel jettison area.** ACFT with an emergency may conduct fuel dump as required. Where circumstances permit, the designated area for in-flight fuel jettison is within the lateral confines of R801 above 6000FT.

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64. **No radio procedure.** In addition to procedures described in ERSA, ACFT with two-way communications failure shall squawk 7600 and:

- a. in VMC by day: remain in VMC and track via initial and pitch, rocking wings passing the TWR (if active)
- b. in IMC and night: track via the TACAN approach
- c. if available, observe the TWR for light signals.

65. **Emergency RWYs.** Taxiways A, F and G are marked and can be lit as RWYs and can be used as such in an emergency.

66. Aerodrome Rescue and Fire Fighting (ARFF) are not permanently located at Curtin and may be deployed in support of an exercise/operation. Where MIL ARRF are not deployed, the Derby Volunteer Fire and Rescue Service and the Derby State Emergency Service will respond to an airfield emergency on request.