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**AUSTRALIAN DEFENCE FORCE  
FLIGHT INFORMATION PUBLICATION**



**FLIGHT INFORMATION HANDBOOK AUSTRALIA  
AD2 SUPPLEMENT SCHERGER (YBSG)  
(EFB SUITABLE VERSION)**

**Effective from 15 Jun 23**

Approved by:

**SQNLDR WL Todd T/XO 44WG**

**Effective from 15 Jun 23**

## **INTRODUCTION**

1. This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Scherger (YBSG) 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](mailto:wlm.44wg.plans@defence.gov.au)). Endorsement authorities are:
  - a. ACG Plans
  - b. JACC
4. All ADF pilots operating to YBSG 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)<sup>1</sup>. 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 YBSG 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 YBSG section of Enroute Supplement Australia (ERSA).
9. This AD2 SUPP provides bookmarks and hyperlinks for EFB useability and is broken into the following sections:

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<sup>1</sup> Where a conflict may occur between the DASR Glossary and the ADG, the DASR take precedence.

- a. [Airspace](#)
- 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. YSBG 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 Scherger Restricted Airspace activation.
12. **Scherger Airspace.** Scherger is surrounded by a Class C CTR extending out to 15 NM up to 4000FT. Surrounding the CTR, further airspace extends out to 120NM, up to FL600, as depicted in AIP charts. This airspace is segmented into a number of Restricted and Danger areas which can be activated partially or totally by NOTAM depending on exercise or operational requirements.
13. Details of YBSGs Restricted and Danger Areas can be found in 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. Scherger airspace is activated by NOTAM. TRA/TDA activation will also be via NOTAM.
15. **Partial activation.** When the entirety of the CTR is not required it may be partially activated to allow civil aircraft to operate Weipa aerodrome (located 10 NM south-west of Scherger) unimpeded. When this occurs, aircrew will not operate below A040 when operating west of Scherger.
16. CTAF procedures apply on frequency 126.7 when ATC is not active.
17. Caution: YBSG and YBWP utilise the same CTAF frequency. The runway orientation at YBSG and YBWP are also the same (RWY 12 and 30). Close attention to CTAF procedures are required to avoid misinterpretation of aircraft position and intentions.

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18. **ATC Services.** ATC services may vary depending on the nature of the exercise/operations. The following ATC Services 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:
  - i. A stand-alone ADC service will provide procedural control (no surveillance system) within the CTR.
  - ii. An ADC service provided in conjunction with an APR service will control the circuit area.
- b. **Approach/Departure Control (APP).** If provided, an APP service will control R604 (A,B,C), R605 (A,B,C) and R607 (A,B). Control arrangements for R802B and the outer Restricted Areas 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.

19. Military aircraft will be provided with a Class D separation service. Civil aircraft will be provided with a Class C separation service. These services include:

<b>Class</b>	<b>Type of Flight</b>	<b>Separation Provided</b>	<b>Continuous two-way communications required</b>	<b>Subject to ATC clearance</b>
<b>C</b>	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
<b>D</b>	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

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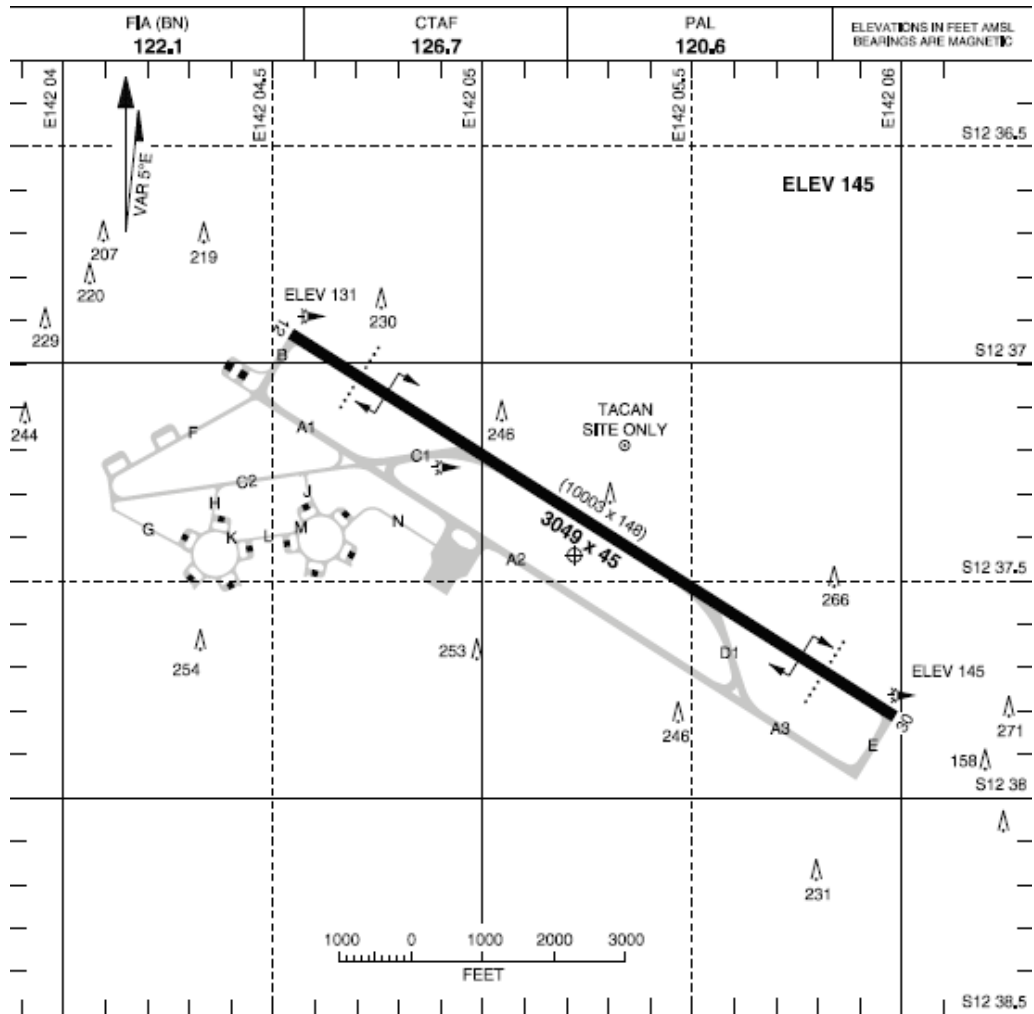
20. Class C services will be applied to all fixed wing heavy IFR ACFT below 10,000FT IAW AC SI(OPS) 03-16 – *Operations in Military Controlled Airspace – Procedure Variations*.
21. Where separation is not required, YBSG ATC may provide tracking instructions for de-confliction and/or runway sequencing.

### GENERAL PLANNING

22. **Altimetry.** Unless promulgated otherwise in exercise/operation instructions, all aircraft shall operate on YBSG QNH.
23. **VMC Criteria.** Class C VMC criteria applies.
24. **Flight Rules.** All arriving fast jet ACFT will adopt VFR when operating within the CTR, R603, R604A, R605A (SFC-FL125) following a report of 'visual.' Crews shall remain operating under VFR until in receipt of 'CLEARED IFR' from ATC.
25. Departing fast-jet aircraft shall operate VFR within the CTR and R603 and adopt IFR passing 4000.
26. 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.
27. **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.
28. **Reduced Runway Separation.** Reduced runway 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

29. **Aerodrome layout.** The layout of YBSG aerodrome is below:



30. **HLS.** There are no dedicated HLS at YBSG.

31. **Ordnance Loading and Storage Areas.** All aircraft loading/unloading activities are to be carried out at an approved OLA. All aircraft undergoing loading/unloading must be orientated as required by the applicable OLA Licence.

32. All aircraft being loaded/unloaded with forward-firing ordnance (ammunition, rockets or missiles) are to be parked on an OLA with an approved 'safe direction' for forward-firing ordnance. Contact the Base Armament Manager (BAM) for aircraft type safe direction requirements.

33. The image below depicts the location of the YBSG OLAs. The OLA complex is designated by the solid line with the Scherger Airside Boundary designated by the broken line.



34. **Hazards.** Aircrew should be aware of an obstacle hazard of 100FT high trees located 75 metres from the runway centreline. An animal hazard also exists at Scherger.

35. When on the ground at Scherger, aircraft may experience communications issues with those aircraft at Weipa due to terrain shielding.

36. **Arrestor systems.** There are no permanently installed arrestor systems at Scherger. TWY A has the capacity to have a Tactical Aircraft Arrestor System (TAAS) installed.

37. **Lighting.** Power for airfield lighting is supplied by generator. Runway edge lighting and PAPIs are only available with 24 hours notice to the RAAF Base Townsville ABCP.

## **DEPARTURES**

38. **Airways clearance – departing YBSG airspace.** Crews shall obtain an airways clearance from Brisbane Centre prior to departure. YBSG ATC may be able to assist in obtaining and/or co-ordinating this clearance.
39. A Standard Instrument Approach (SID) may be published to support YBSG activation. Available SIDs will be published in TERMA and activated via NOTAM. Where a SID is not available, aircraft shall depart visually in accordance with ATC departure instructions.
40. 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.
41. **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.
42. Departure reports to YBSG ATC are not required where an APP service is not being provided.
43. YBSG ATC will provide frequency transfer instructions.

## **ARRIVALS**

44. Both visual and instrument approaches are considered standard arrival procedures at Scherger.
45. RNP and ARA instrument approaches are available to RWY12/30 at YBSG. Aircrew should note that these procedures are not segregated from operations at Weipa and also overlap flight procedures at Weipa. In the event of a partial activation (to exclude Weipa aerodrome) these flight procedures may cause aircraft to exit and re-enter the TRA.



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46. **India Arrival.** 'Visual Approach India':
- a. Maintain A160 or above by day (ensuring established within YBSG RAs), or A110 and above by night, until 10NM final
  - b. Traffic will be passed at top of descent (top of India)
  - c. Crews descend to 250FT AGL by day, 1500FT AGL by night through initial.
47. **Traffic information.** ATC will provide circuit/pattern traffic information to aircrews no later than:
- a. the IP (as stipulated in applicable exercise ACP)
  - 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.
48. **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.
49. 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**

50. The height of the Scherger circuit area is 2000FT.
51. Standard altitudes for circuit operations at Scherger are specified as below:
- a. Jet Aircraft – 2000FT
  - b. Prop aircraft and helicopters – 1500FT

**ABNORMAL OPERATIONS**

52. Requests to operate RPAS overhead Scherger are to be sent to [adf.airspace@defence.gov.au](mailto: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.
53. **Fuel jettison area.** Aircraft with an emergency may conduct fuel dump as required. Where circumstances permit, the designated area for in-flight fuel jettison is overwater within the lateral and vertical confines of R607A and B above 6000FT.
54. **No radio procedure.** In addition to procedures described in ERSA, aircraft 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 Tower (if active)
  - b. In IMC and night: track via the TACAN approach
  - c. If available, observe the Tower for light signals.
55. **Emergency runways.** Taxiway A can be used in an emergency as a runway.
56. There are no Aerodrome Rescue and Fire Fighting (ARFF) permanently located at Scherger. During periods of intense exercise of operational activity, ARFF services may be deployed to Scherger on a temporary basis, however ordinarily civil rescue and firefighting services based in Weipa (approximately 40KM away) will be relied upon in the event of an airfield emergency.