



Flight Information Handbook Australia

AD2 Supplement Richmond (YSRI)

Version 2.0

Effective 16 May 2024

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Approved: CO 453 SQN – WGCDR Adrian Buckley

Change summary

Version	Date	Reference	Change description
2.0	16 May 24	All pages	Inclusion of 'DASR' in the top left of header.
		2.4	Addition of OLA 5. 400m exclusion for HD1.1.
		2.5	Clarify FFW at Richmond.
		4.3.1	DZ Operation Priorities updated.
		5.2.4	DZ Bookings – 22 SQN Responsibilities broken out.
		5.1.3.1	Clarify cargo in Londonderry and
		5.3.1.3	Establishment of Eastern Boundary for LDD DZ
		5.3.1.4.1	LDD DZ. Requirement to request changes from standard drop zone pattern through ATC.
		5.3.2.4	Correcting RKBV run in bearings. Requirement to request changes from standard drop zone pattern through ATC.
		6.3	6AVN procedures changed to Military helicopter procedures.
		6.6.1	Hung Flare procedures added.
		6.7	Initial and Pitch Procedures expanded.

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1 AD2 Supplement Information

1.1 Production

This AD2 Supplement is subject to review at least every 12 months, however, it is not subject to a regular cycle. All AD2 Supplements will be published IAW AIRAC cycles.

1.1.1 AD2 Supplement amendments

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

1.1.2 Change request submission

Change request submissions for the *YSRI AD2 Supplement* shall be submitted via respective stakeholders to 453SQN RIC FLTCDR.

Changes will be reviewed at the Flying Operations Safety Committee (FOSC), to be held every 6 months. FLTCDR 453SQN RIC FLT is to chair this meeting with representatives from the base flying community.

1.2 Preface

1.2.1 Publishing authority

YSRI AD2 Supplement approval authority is CO 453 SQN.

The sponsor is the Senior Air Traffic Control Officer YSRI – 453 SQN RIC FLTCDR

Endorsement authorities are:

- a) CO 37 SQN;
- b) CO 22 SQN and
- c) CO 6 AVN REGT.

1.2.2 Applicable documents

YSRI AD2 Supplement 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)*
- c) *DASR.SRoA – Standard Rules of the Air*

1.2.3 Purpose

1.2.3.1 Operational procedures

YSRI AD2 Supplement provides operational airspace, planning, flying, abnormal operations and ground procedures that are directly related to aircraft operations at RAAF Base Richmond and within its associated airspace.

1.2.3.2 Supporting Documents

YSRI AD2 Supplement provides specific local airspace information particularly pertinent to military flying. Additional procedures and general flying information can be found in the *ERSA FAC*, *Designated Airspace Handbook (DAH)* and other relevant aeronautical information charts.

1.2.3.3 Electronic flight bag suitability

YSRI AD2 Supplement is deemed Electronic Aeronautical Information (EAI) and is made available for Electronic Flight Bag (EFB) use via the Defence Aeronautical Information Service Provider (AISP) AIS-AF. AD2 SUPP documents are available via the AIS-AF FIHA AD2 Supplements.

1.2.3.4 Defence Aviation Safety Regulations compliance

YSRI AD2 Supplement 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.

1.2.4 Use

1.2.4.1 Rule compliance

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

1.2.4.2 Local operators

The following units are considered local military operators at YSRI:

- a) 37 SQN;
- b) 6 AVN REGT; and
- c) A visiting SQN or aircraft that has received a local procedures briefing from their host SQN or 453 SQN RIC FLT, or who advises compliance with *YSRI AD2 Supplement*.

1.2.4.3 Non local operators

For aircraft not locally based at the aerodrome, advice of compliance with *YSRI AD2 Supplement* by the aircrew is required prior to ATC considering it to be a 'local aircraft' in the application of local procedures. Where doubt exists, ATC is to treat the aircraft as non-local. If necessary, transient aircraft may request a local briefing (arranged by the AD2 SUPP sponsor) prior to accepting local procedures.

1.2.5 Definitions

1.2.5.1 Glossary precedence

The terms used in *YSRI AD2 Supplement* are defined in the *Defence Aviation Safety Regulations (DASR) Glossary* and *Australian Defence Glossary (ADG)*. Where a conflict may occur between the *DASR Glossary* and *ADG*, the *DASR* takes precedence.

1.2.5.2 AD2 Specific definitions

Where terms are specific to the *YSRI AD2 Supplement* only, they are identified within this document.

1.2.5.3 Levels in AMSL

All levels referred to in the *YSRI AD2 Supplement* are in feet AMSL, unless otherwise specified.

1.2.6 Scope

1.2.6.1 ERSA information

YSRI AD2 Supplement applies to the conduct of flying operations and ATC services at YSRI aerodrome and the surrounding airspace. Information contained in the *YSRI AD2 Supplement* that may have civil application or may enhance overall usability is also provided in the YSRI section of *En Route Supplement Australia (ERSA)*.

2 Aerodrome Information

2.1 Taxiway restrictions

Refer to the *ERSA FAC YSRI Aprons and Taxiways*.

2.2 Aircraft wash bay

The status of the aircraft wash bay is indicated by the yellow bag covering the control switch. When:

- a) The cover is ON, the wash bay is switched OFF; or
- b) The cover is OFF, the wash bay is switched ON.

2.3 Grass manoeuvring areas

2.3.1 Western Grass

2.3.1.1 Western Grass location

The Western Grass is the grassed area north of TWY Z, to within 10 m of the Richmond Flying Club TWY, the Richmond Flying Club apron and the Northern Perimeter Rd. An airfield fence line segregates the northeast portion of the Western Grass.

2.3.2 Southern Grass

2.3.2.1 Southern Grass boundaries

The southern Perimeter Rd, the gable markers south of RWY 10/28 and the two unnamed bitumen roads bind the Southern Grass east and west.

2.3.2.2 Southern Grass operations during air traffic services

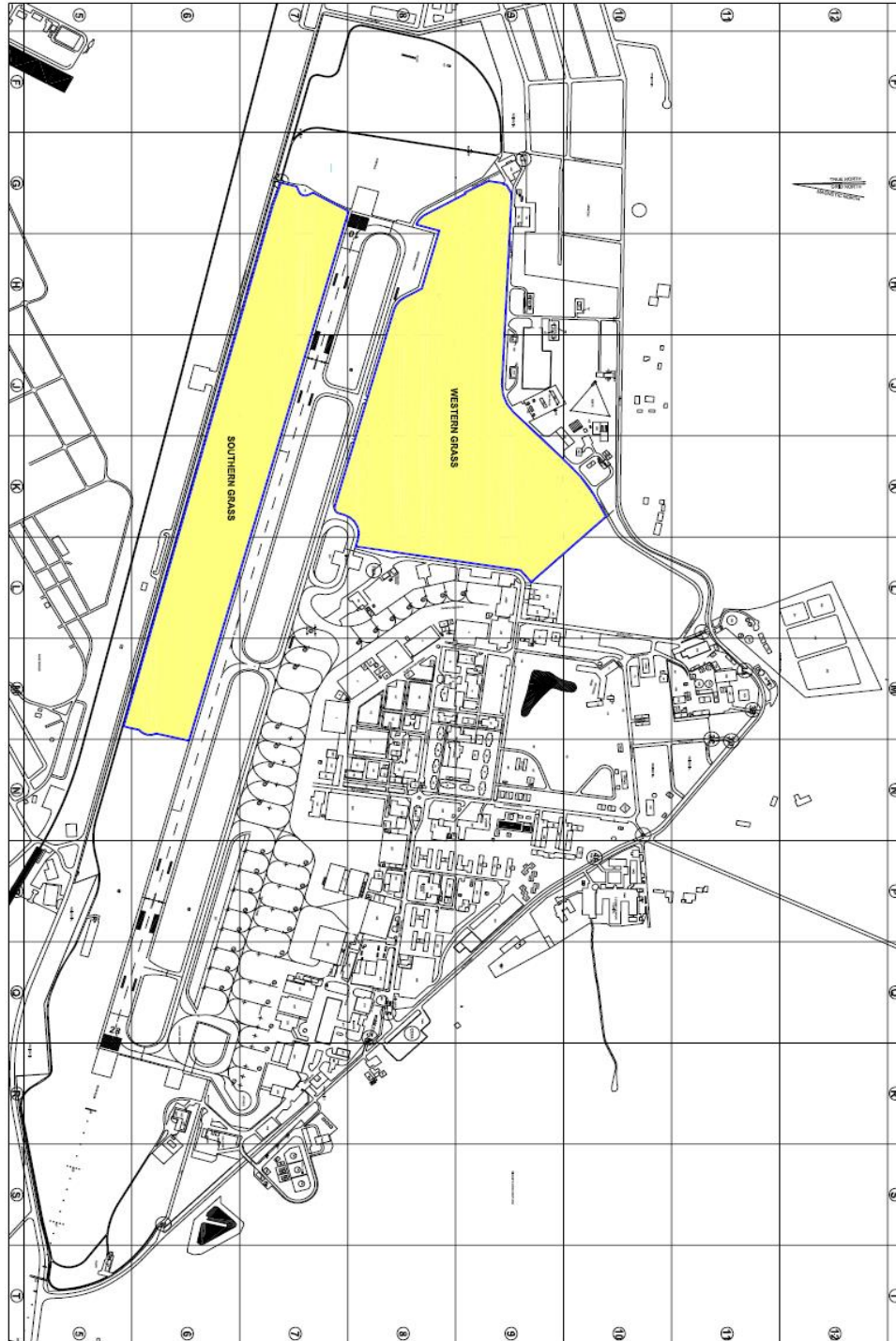
The following procedures apply when ATC is active:

- a) Aircraft shall operate on the Southern Grass in the same direction as the RWY nominated on the ATIS; and
- b) Landing and take-off clearances are required.

2.3.2.3 Grass manoeuvring areas – Figure 1

The Western Grass and Southern Grass manoeuvring areas are depicted in Figure 1.

Figure 1



2.4 Ordnance Loading Areas (OLA)

2.4.1 OLA locations

OLA 1 is on TWY X. OLA 5 and OLA 7 is on TWY Z4.

2.4.2 Safety distances

2.4.2.1 Base Armament Manager (BAM) defined distance

OLA 1, OLA 5 and OLA 7 safety distances vary due to the nature of the Explosive Ordnance (EO) used. The 22 SQN BAM will define the safety distance whenever EO is present on OLA 1, OLA 5 or OLA 7.

2.4.2.2 No defined distance provided

Whenever a safety distance has not been defined, a minimum of 400 m is to be enforced by ATC when active, to ensure the safety of personnel not involved in the EO operation (High Explosives – HD 1.1). When OLA 1, OLA 5 and OLA 7 are in use, ATC will restrict personnel and vehicles from accessing:

- a) TWY:
 - i) Z3 west of TWY W (Birdbath);
 - ii) Z4;
 - iii) D; and
 - iv) E.
- b) The Western Grass; and
- c) Runway (RWY) 10/28 west of TWY W.

2.4.2.3 NOTAM requirements

Outside of ATC hours, a NOTAM shall be raised stating that the aerodrome is not available to civil aircraft. Coordination of this NOTAM is the responsibility of the BAM.

2.5 Forward Firing Weapons (FFW)

2.5.1 FFW EO Facility

Richmond does not have an appropriate EO facility for use of FFW. Refer to Explosive Safety Advisory Circular 2023/002 for risk assessments involving EO if FFW are to be used at Richmond.

2.5.2 Arming/de-arming and loading/unloading procedures

The following points are to be considered when arming/de-arming or loading/unloading an aircraft with forward firing ordnance:

- a) There is no OLA suitable for the loading or unloading of FFW at RAAF Base Richmond, although some exemptions can be found within *ACG SI (LOG) 1-3-8*;
- b) If aircraft already fitted with FFW are required to land at RAAF Richmond, approval shall be sought from the relevant Force Element Group (FEG) or Headquarters Air Command (HQAC) via the BAM;
- c) Aircraft safety point (ASP) 1 (midpoint of TWY E) and ASP 2 (midpoint of TWY A) are the only areas to be used to change the state of readiness of armed aircraft, or removal or installation of an ordnance delivery system safety device;
- d) Aircraft taxiing, taking off or landing on the active runway may cross the line of fire of an aircraft that is armed with rockets or small arms ammunition;
- e) Notices and barriers are to be placed surrounding the aircraft defining a safety distance. Personnel or vehicles are not permitted within the declared safety distance while arming/de-arming is in progress; and
- f) Whenever armed aircraft are parked on the Western Apron in an EO loading area, or whenever EO is being loaded. The following equipment is not to be operated in the vicinity (BAM will determine safe distances):
 - i) Radars in aircraft which are proceeding along TWY Z to the holding point for RWY 10;
 - ii) Ground radio or ground radar equipment;
 - iii) Any handheld or vehicle mounted radio transceivers; or
 - iv) Any mobile phone.

3 Airspace Information

3.1 Prohibited, restricted and danger areas

3.1.1 Airspace composition

RAAF Richmond airspace comprises of the following areas defined in the DAH, Section 13:

- a) R469;
- b) R470;
- c) R494; and
- d) D459.

3.2 Air traffic control responsibility

3.2.1 R470 not above 1500 FT

453 SQN RIC FLT is responsible for the provision of ATC within restricted area R470 - not above 1500 FT. Additional vertical airspace can be negotiated when required.

3.2.2 R470 above 1500 FT, R469 and R494

Sydney Terminal Control Unit, Approach West (SAW), under Airservices Australia, is responsible for the provision of ATC on behalf of 453 SQN RIC FLT within R470 above 1500 FT, R469 and R494 (when activated by NOTAM).

3.2.3 R494 activation

R494 requires prior notice for activation by NOTAM (48 HR preferably). Activation request is via the email: ric.atc@defence.gov.au

3.2.4 453 SQN RIC FLT control hours

453 SQN RIC FLT provides ATC services during hours published in ERSA, and as varied via NOTAM. Non-controlled aerodrome procedures apply during out of hours (OOH) on VHF frequency 135.5 MHz (CTAF).

3.3 Circuit area

3.3.1 Circuit area definition

YSRI Circuit area is defined as within 6 NM of the YSRI ARP. An aircraft operating in the circuit area will be issued a clearance to the circuit area not above 1500 FT.

3.3.2 Circuit direction

Standard circuit direction is left.

3.3.3 Low level circuits

Low-level circuits must be conducted to the north for noise abatement.

3.4 Training areas

3.4.1 Londonderry Training Area (LDD TA)

Londonderry Training Area is contained within R470.

3.4.1.1 VFR vs IFR clearances

Operations within the LDD TA shall normally be conducted under VFR. An IFR clearance is available on request.

3.4.1.2 Visual boundaries

LDD TA is bound by the following visual features:

- a) Yarramundi Bridge;
- b) Then east via Springwood Road;
- c) Bonner Road and the Driftway to the intersection of Londonderry Road;
- d) Then south via Londonderry and Northern roads to the intersection of Vincent Road;
- e) Then west along Vincent Road projecting a straight line aligned with Vincent Road to the intersection of the Nepean River (contains aircraft north of the northernmost point of the Penrith Lakes); and
- f) Then north via the eastern bank of the Nepean River to Yarramundi Bridge.

3.4.1.3 Lateral limits

For plotting purposes, the following coordinates are provided:

- 33 36.783S 150 42.000E, 33 36.750S 150 42.067E, 33 36.817S 150 42.517, 33 37.433S 150 44.333E;
- South via Londonderry Road and the Northern Road to 33 42.350S 150 43.417E, 33 41.850S 150 39.567E; and
- North via the eastern bank of the Nepean River to 33 36.783S 150 42.000E.

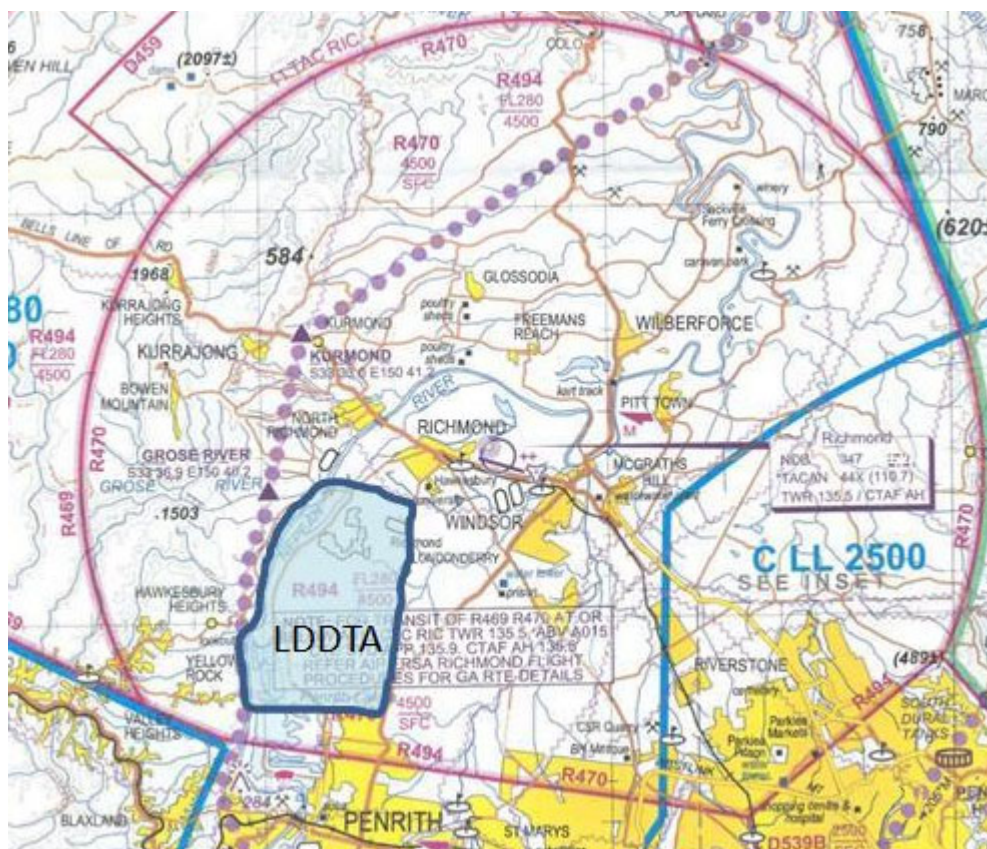
3.4.1.4 Vertical limits

Vertical limits are Surface (SFC) to 1500 FT.

3.4.1.5 LDD TA – Figure 2

LDD TA is depicted in Figure 2.

Figure 2



3.4.2 Danger Area 459 (D459)

3.4.2.1 Lateral limits

For plotting purposes, the following coordinates are provided:

- 332731S 1503436E
- Then along the clockwise arc of a circle of 42 NM radius centred on 335638S 1511057E (SY/DME) to 331835S 1504927E;
- Then 332613S 1505252E;
- Then along the counter clockwise arc of a circle of 11 NM radius centred on 333627S 1504756E (RIC/TAC) to 332940S 1503734E; and
- 332732S 1503436E.

3.4.2.2 Vertical limits

Vertical limits are SFC to 2500 FT.

3.4.2.3 D459 – Figure 3

D459 is depicted in Figure 3.

Figure 3



3.4.3 Northern Training Area (NTA)

3.4.3.1 Location

The NTA is contained within R470.

3.4.3.2 Usage

The NTA is primarily used by the RAAF Richmond Gliding Club and the RAAF Richmond Flying Club.

3.4.3.3 Lateral limits

The NTA is bound by:

- a) The intersection of the North-South (# 31/32) power line and Bells Line of Road;
- b) North along the power transmission line to the R470 boundary at 33°26'15"S 150°42'59"E;
- c) East along the R470 boundary to the Hawkesbury River;
- d) Via straight lines joining 33°27'10"S 150°53'40"E, 33°30'20"S 150°55'30"E, 33°34'00"S 150°53'20"E, 33°34'20"S 150°50'05"E, 33°33'20"S 150°50'10"E;
- e) Then West via Kurmond Road to Kurmond; and
- f) Via Bells Line of Road to the intersection of the North-South power line (# 31/32).

3.4.3.4 Vertical limits

NTA operations are normally up to 6000 FT. Pilots may request operations to higher altitudes.

3.4.3.5 NTA – Figure 4

NTA is depicted in Figure 4.

3.4.4 Southern Training Area (STA)

3.4.4.1 Location

The STA is contained within R470.

3.4.4.2 Usage

The STA is primarily used by the RAAF Richmond Gliding Club and the RAAF Richmond Flying Club.

3.4.4.3 Lateral limits

The STA is bound by:

- a) the Richmond Train Station;
- b) West to the water tank at 33°35'13"S 150°42'43"E;
- c) Via a straight line to the R470 airspace boundary at 33°33'46"S 150°35'11"E;
- d) Follow the R470 airspace boundary south through to the Northern Road;
- e) Northern Road to the intersection with Richmond/Blacktown Road; and
- f) Richmond Road to George and Macquarie Street to the railway overpass.

3.4.4.4 Vertical limits

STA operations are normally up to 4000 FT. Pilots may request operations to higher altitudes.

3.4.4.5 STA – Figure 4

STA is depicted in Figure 4.

3.5 Area YARRA

3.5.1 Location and purpose

Area Yarra is located west of R494. It is used as an Air Mobility Group and a Surveillance and Response Group training area whenever operations in R494 (or Sydney CTA within the lateral confines of R494) are impractical. It is also used for the flight-testing of military aircraft.

3.5.2 Lateral and vertical limits

Area Yarra is in Class C and E airspace and is defined as follows:

- a) Yarra A - RIC TACAN 261R to 286R, 27 NM to 49 NM, A090 and above; and
- b) Yarra B - RIC TACAN 261R to 286R, 49 NM to 64 NM, FL130 and above.

3.5.3 Area expansion

To facilitate an aircraft's operations, the dimensions of Area Yarra can be expanded on pilot request, controller workload permitting. Likewise, the controller can restrict the availability of Area Yarra should the need arise.

3.5.4 Richmond TACAN unserviceability

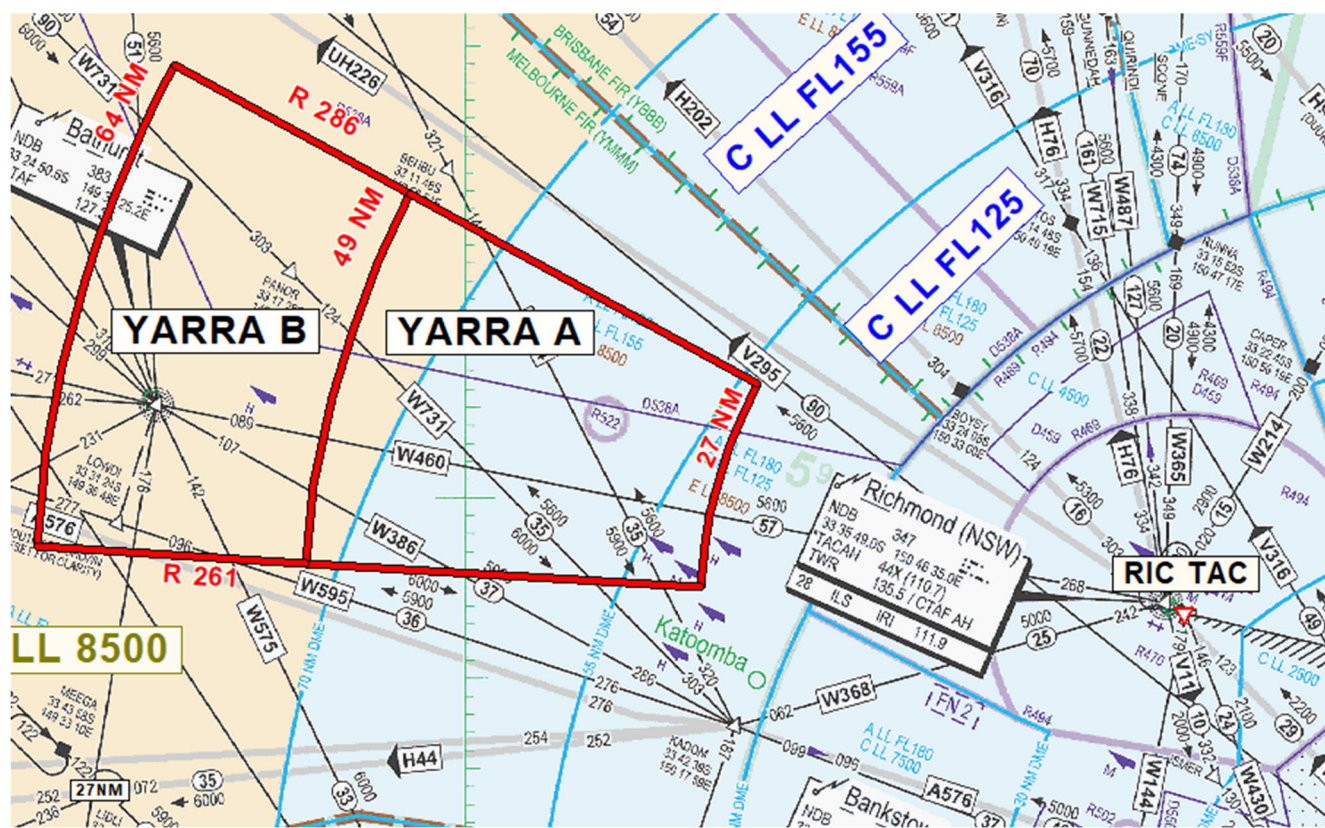
Operations when the RIC TACAN is unavailable will be on an opportunity basis in an area as coordinated between the relevant approach agencies or in R559A.

3.5.5 Planning

See *YSRI AD2 Supplement Para 4.7* for Area Yarra planning information.

3.5.6 Area YARRA – Figure 5

Area Yarra is depicted in Figure 5.



3.6 The Amaroo Step

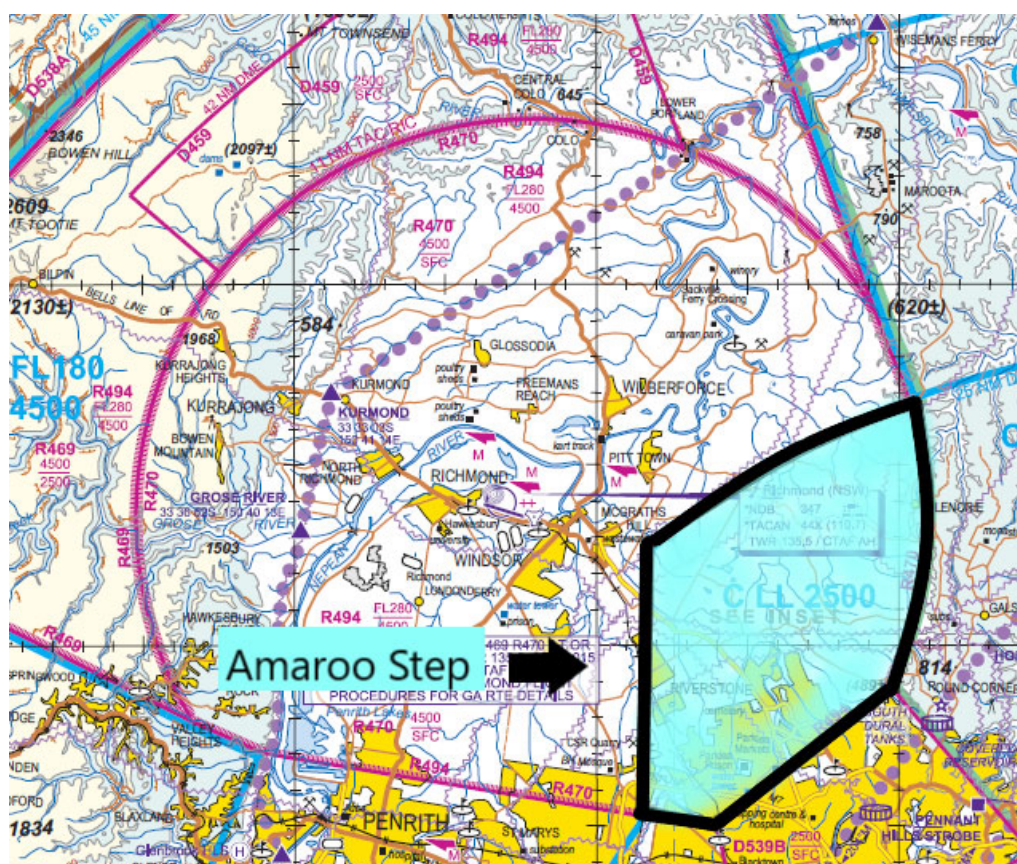
3.6.1 Location

The 'Amaroo Step' is located in the southeast corner of R470. The lateral boundaries of the 'Amaroo Step' is confined within the Class C control area that overlaps R470. Details of the Amaroo Step can be found in DAH as YMMM/SYDNEY CTA C06. See Figure 6.

3.6.2 Usage

When requesting a clearance for the entirety of R470 above 1500 FT, there is a possibility that clearances will not be available within the 'Amaroo Step'. For example, a clearance may require avoidance of the Amaroo Step, and will be issued in the form of 'Cleared to operate within R470 excluding the Amaroo Step, Not Above 4000 FT'.

Figure 6



4 Planning

4.1 Air Traffic Services (ATS)

Richmond ATC provide a Class C service to all airspace users. See AC (SI) OPS 03-16.

4.1.1 Out of hours (OOH) services

Seventy-two hours prior notice is required for aircraft movements requiring ATS outside of ATC hours. 453 SQN RIC FLT will provide ATS for all foreign military and heavy wake turbulence category aircraft movements when provided with such notice. All other requests for OOH ATS will be considered subject to ATC capability. RIC ABCP will inform 453 SQN RIC FLT when they become aware of planned OOH movements.

4.2 Local military flying

4.2.1 Operations within R469, R494 or R470 above 1500 FT

Operations within R470 above 1500 FT, or within R469 or R494 (including the lateral confines of R469 and R470 when R494 is not active) require the submission of a flight plan (FPL). The FPL shall be from YSRI to YSRI. Field 18 shall contain the following information: 'RMK/AWK R469 R470 R494'.

4.2.2 VFR operations within R470 at or below 1500 FT

Circuit, airdrop and static line parachute operations are normally conducted within R470 not above 1500 FT. Aircraft operating under VFR and remaining within R470 and not above 1500 FT, are not required to submit a FPL.

4.3 Active Drop Zone (DZ) operations

4.3.1 Impact of DZ operations

DZ operations may affect concurrent activities such as circuits, instrument approach training and other flying operations. The lowest priority event can expect holding delays. During Drop Zone operations, priorities are:

- a) Planned Drop Zone Operations;
- b) Arrivals and Departures;
- c) Circuits and Instrument Approach Training;

Note 1: Concurrent Drop Zone operations (e.g. more than one Drop Zone in use at any one time) may incur significant delays to one and/or all Drop Zone aircraft, and other airspace users.

Note 2: Company/Squadron traffic can adjust priorities through negotiation with ATC. E.g. Drop zone operations giving priority to ARR or DEP.

4.3.2 Start approvals and ‘propellers/engines stopped’ reports

A start approval is required whenever parachute drops are conducted onto the Richmond Drop Zone (‘Western Grass’). Additionally, ‘propellers/engines stopped’ reports are required. ATC shall notify these requirements by both NOTAM and ATIS broadcast.

4.3.3 Approval of engine starts

When start approvals are required, ATC may approve engine start while parachutes are still airborne, provided that the parachutes have been sighted by ATC and are assured of a landing on or near the designated DZ.

4.3.4 DZ procedures, clearances and other requirements

See *YSRI AD2 Supplement* Chapter 5 for information regarding DZ operations.

4.4 Departures

4.4.1 Standard instrument departures

For details on Standard Instrument Departures, see *TERMA/DAP East YSRI*.

4.4.2 Departure levels

Departing aircraft will be assigned A050 or flight planned level if lower.

4.4.3 R559A active

When R559A is activated (via WWX Airspace NOTAMS), pilots shall plan via amended routing as per ERSA and as promulgated by the release of a WWX NOTAM.

4.5 Noise abatement procedures

See *ERSA FAC YSRI Noise Abatement Procedures*.

4.6 Local routes

4.6.1 General aviation route

See *ERSA FAC YSRI Flight Procedures*.

4.6.2 Cadet Air Experience (CAE) route

For details relating to Australian Air Force Cadets operations at Richmond, including the CAE route, refer to *Australian Air Force Cadets Elementary Flying Training School Supplementary Aerodrome Guide*.

4.7 Area YARRA planning

4.7.1 Flight planning requirements

Flights are to be planned via a point within the Yarra airspace, either as a latitude and longitude coordinate or a bearing and distance and include an entry in Field 18 indicating the expected duration and vertical limits of the air work, for example: "RMK/AWK YARRA B, BETWEEN AXXX AND FLXXX, XXXX MINUTES".

4.7.2 Consideration of MARSA procedures

Where multiple aircraft plan to operate within Area Yarra and undertake operations where they cannot be provided a separation service, pilots should consider requesting MARSA procedures.

4.7.3 Transponder usage

4.7.3.1 Shutdown of transponder

Limited operations involving intentional shutdown of aircraft transponder may be approved, workload and traffic permitting, and at the discretion of the Melbourne Centre Bathurst Sector Controller. Aircraft requesting such operations should indicate the details on flight notification and on first contact with Melbourne Centre. Due to the proximity of routes outbound from Sydney, nil-transponder operations, when approved, may be conducted, provided that the Richmond TACAN and NDB are serviceable. When approved, clearance to shut down the transponder will be granted when established on the RIC 285R outside 27 TACAN:

- a) cleared at or below FL120; and
- b) clearance limit 55 TACAN RIC.

4.7.3.2 Multiple or modified transponder runs

Multiple runs outbound along the RIC TACAN 285R may be requested. Normal operation of the aircraft transponder will be required between runs. Levels above FL120 and/or clearance limit beyond 55 TACAN RIC may be approved on request, traffic and workload permitting. More extensive non-transponder operations will not be approved in Area Yarra (consider the use of R559A instead).

4.8 Formation flying

4.8.1 Transponders

See *AC SI (OPS) 03-16* for general formation transponder procedures.

4.8.2 Formation management

See *AC SI (OPS) 03-16* for general formation management procedures.

4.9 Meteorology

4.9.1 AWIS and ATIS

AWIS is available on 02 9353 6448. ATIS is available on 02 4587 2589.

4.9.2 MET products

TAF CAT A, METAR/SPECI, AD WRNG.

5 Drop Zone Operations

5.1 General procedures

5.1.1 VFR operations

Drop aircraft within restricted areas R469/R470/R494 shall normally operate VFR. IFR operations require the submission of a FPL.

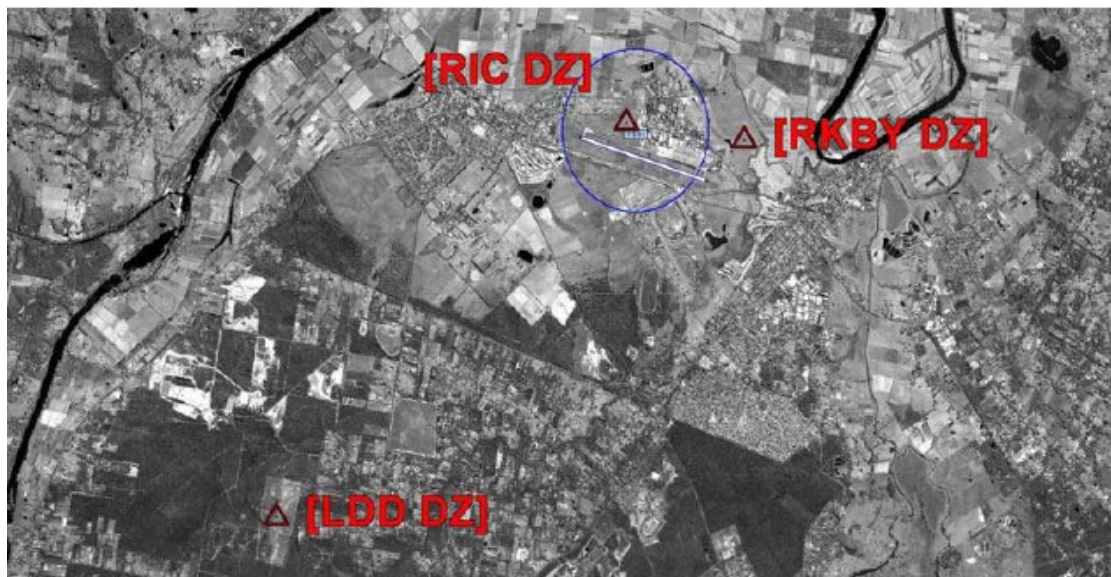
5.1.2 Drop Zone Safety Officer (DZSO) responsibility

The DZSO must ensure that the DZ survey provided to the operating unit accurately reflects the position of any visual markers in use. Points of Impact (PI) coordinates are to be provided in World Geodetic System (WGS) 84 datum.

5.1.3 Drop zones within R470

R470 contains the three drop zones and is depicted in Figure 8.

Figure 7



5.1.3.1 Drop zone purposes

The purpose of each DZ is as follows:

- a) Londonderry Drop Zone (LDD DZ). Cargo (light equipment - helibox/compacts and CDS) and personnel (free fall and ram air parachute static line (RAPSL) only);
- b) Rickabys Drop Zone (RKBY DZ). Personnel only (free fall, RAPSL or static line); and
- c) Richmond Drop Zone (RIC DZ). Cargo (helibox), personnel (free fall and RAPSL), helicopter winch training and slung loads.

5.1.3.2 Approval to use drop zones

Approval authority for the use of any DZ is the Air Base Executive Officer (ABXO).

5.1.3.3 Out of hours drops

Airdrops shall not be conducted whilst R469/470 is deactivated. Operations planned outside of normal ATC hours must be coordinated through 22SQN Air Base Command Post (ABCP) to facilitate adjusted ATC hours.

5.1.3.4 DZSO and ATC drop clearances

A drop clearance is required from the DZSO for each DZ. A separate drop clearance is also required from ATC, except for drops to LDD DZ where the operating altitude is not above 1500 FT.

5.1.3.5 Cancel drop clearance

ATC will use the phrase 'STOP DROP' to cancel a drop clearance. A read back is required.

5.1.3.6 Monitoring frequencies

Drop aircraft must monitor both the ATC and DZSO frequencies.

5.1.3.7 Personnel on board

The drop aircraft shall advise ATC of the number of jumpers planned in a stick. Any observed discrepancies shall be clarified. The aircraft will update the remaining personnel on board on recovery.

5.2 Drop zone bookings

5.2.1 Primary DZ for personnel drops

RKBY DZ is the primary DZ for all parachuting activities (personnel). RIC DZ and LDD DZ may be used when the primary DZ is not available.

5.2.2 Seventy two hours prior notice

DZ bookings are to be lodged by the user unit using the Training Area Safety and Management Information System (TASMIS) at least 72 hours in advance. Notification shall include:

- a) unit name, location and telephone contact number;
- b) date(s) requested;
- c) time period of use;
- d) number and nature of drop loads; and
- e) DZ party provision or requirement.

5.2.3 Less than seventy two hours prior notice

Requests for bookings within 72 hours require telephone contact with 22SQN Operations Officer (OPSO) to confirm availability.

5.2.4 22SQN Responsibilities

The 22SQN OPSO shall ensure that:

- a) the bookings register is maintained for each DZ;
- b) conflicting requests for DZ usage are resolved using the following basic priority;
 - i. Agreement between requesting units for mutual de-confliction; and
 - ii. Referral to parent FEG (usually Air Mobility Group (AMG) or Air Command to assign priority; and
- c) Activity details are recorded appropriately.

5.3 Drop zone details (LDD, RKBY, RIC DZ)

5.3.1 Londonderry Drop Zone (LDD DZ)

5.3.1.1 Location

LDD DZ is situated 4 NM southwest of Richmond within the LDD TA. See Figure 9.

5.3.1.2 Low level static line personnel drops

LDD DZ is not available for low level (1000FT AGL) static line personnel drops due to the surface condition.

Figure 8



5.3.1.3 Airways clearance

Locally based airdrop aircraft shall be issued with the ATC clearance 'Cleared to LDD DZ not above (altitude)'. This shall clear the aircraft to track to and then operate within R470, remaining on or west of the run-in track 181 DEG magnetic, to LDD DZ, in a right circuit pattern, at the cleared altitude.

Note: Run-in track establishes the aircraft west of the Richmond Central Business District (CBD). Other activities (e.g. VFR Rotary Wing and Light Fixed Wing Aircraft) may be segregated from LDD DZ activities by being instructed to remain east of Richmond CBD.

Exception: During LDD DZ formation activities, formation lead aircraft will be established on or west of the run-in track, other formation (e.g. in-trail) aircraft are approved to operate east of that track due operational requirements.

5.3.1.4 Run-in course/track (static line)

The preferred run-in direction for extracted loads is north to south due to the proximity of built up areas south of the LDD DZ.

5.3.1.4.1 Changes to drop pattern or altitude

Deviations from the 'standard' drop zone pattern (e.g. direction, orbits, amended inbound leg turn point etc.) require ATC clearance.

5.3.1.5 Drop zone dimensions

The cleared DZ area within the LDD TA is approximately 1150 m long by 550 m wide. Refer to user unit DZ surveys for accurate dimensions.

5.3.1.6 PI coordinates

Concrete pads have been laid to mark the normal PI.

5.3.1.7 Ground activities

It is imperative that the position of any ground activity within the LDD TA and LDD DZ is known and suitably deconflicted with any proposed airdrops. Accordingly all ground activities planned for LDD TA, including helicopter pilot training that requires the use of LDD TA as a helicopter landing area (HLA), are to be booked using TASMIS at least 72 hours in advance.

5.3.2 Rickabys Drop Zone (RKBY DZ)

5.3.2.1 Location

RKBY DZ is established near Rickabys Creek, adjacent to the fuel farm on the eastern perimeter of Richmond aerodrome. RKBY DZ is depicted in Figure 10.

Figure 9



5.3.2.2 No cargo drops

RKBY DZ is not available for any form of cargo airdrop due to its proximity to built up areas.

5.3.2.3 Airways clearance

Locally based drop aircraft shall be issued with the ATC clearance 'Cleared to RKBY DZ, not above (altitude)'. This shall clear the aircraft to track to and then operate within R470, to RKBY DZ, in a right circuit pattern, at the cleared altitude.

5.3.2.4 Run-in course/track (static line)

Drop aircraft shall fly a right circuit pattern unless otherwise coordinated with ATC. The run-in track and drop pattern is typically:

- a) 309 DEG magnetic, right pattern (default); or
- b) 129 DEG magnetic, left pattern.

Note: During RKBY DZ formation activities, formation lead aircraft will be established on the run-in track, other formation (e.g. in-trail) aircraft are approved to operate laterally offset of that track due operational requirements.

5.3.2.4.1 Changes to drop pattern or altitude

Deviations from the 'standard' drop zone pattern (e.g. direction, orbits, amended inbound leg turn point etc.) require ATC clearance.

5.3.2.5 Drop zone dimensions

The dimensions of the DZ are approximately 1050 m x 550 m. Operating units are to refer to an approved DZ surveys for accurate DZ dimensions.

5.3.2.6 PI coordinates

The PI is usually located in the southeast corner of the cleared area.

5.3.3 Richmond Drop Zone (RIC DZ)

5.3.3.1 Location

RIC DZ is established on the Western Grass. See Figure 11.

5.3.3.1.1 Explosive ordnance on OLA 1

RIC DZ is not available when Class 1.1 explosives are on OLA 1.

Figure 10



5.3.3.2 Entry to RIC DZ/Western Grass

Entry to the drop zone requires an ATC clearance. Request for entry can be made to callsign 'Richmond Ground' on VHF frequency 121.65 MHz or by telephoning Richmond Tower on 02 4587 1201. Approval for entry to the DZ does not constitute an ATC clearance to enter other airfield areas.

5.3.3.3 Parachuting DZ target and PI

The parachuting DZ target or PI marker is normally placed in the centre of the RIC DZ area at a position approximately 300 m north of TWY Z.

5.3.3.4 RIC DZ parameters

The normal RIC DZ free fall parachute drop area to the RIC DZ target is the area bound by:

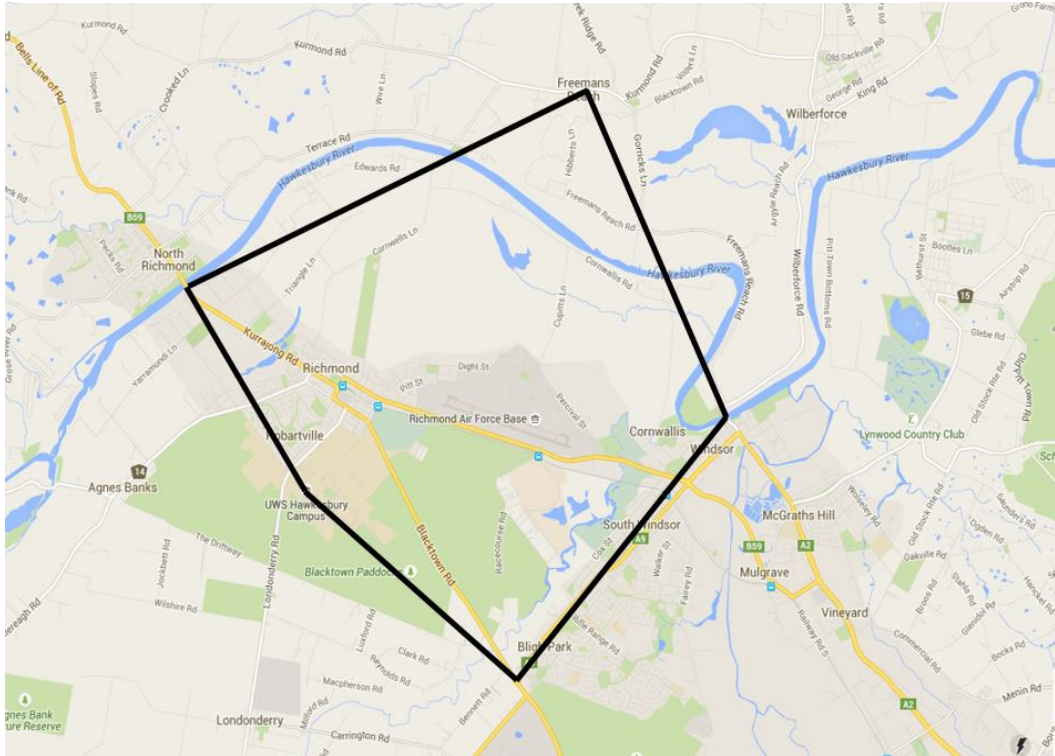
- a) Richmond Bridge (SE end) at North Richmond (33° 35.118'S 150° 43.477'E);
- b) Freemans Reach – Intersection Kurmond Rd and Dorothy St (33° 33.471'S 150° 47.805'E);
- c) Windsor Bridge at Windsor (33° 36.194'S 150° 49.331'E);
- d) Intersection of Richmond Road and George St Bligh Park (33° 38.392'S 150° 47.048'E); and
- e) UWS Hawkesbury Campus (33° 36.794'S 150° 44.767'E).

See figure 12.

5.3.3.5 Drops outside of RIC DZ parameters

Military free fall drops outside of the normal RIC DZ free fall parachute drop area require coordination with ATC.

Figure 12



6 Other Military Operations and Procedures

6.1 Tactical exercise (TACEX) operations

Inbound tactical exercise aircraft not in receipt of a clearance shall request a clearance no less than 10 NM prior to the restricted area boundary.

6.2 Night flying operations

6.2.1 Local night flying training

Local night flying training shall normally be conducted Monday to Thursday, excluding public holidays. Circuit and instrument approach training should be completed by 2300 local. High priority training may occur on the authority of SQN Commanding Officers.

6.2.2 NVG training – aerodrome lighting

Aircraft requiring aerodrome lighting will be given priority over aircraft conducting NVG training. ATC will advise NVG aircraft of the estimated timings of non-NVG movements as soon as practicable to aid sortie planning.

6.3 Military Helicopter procedures

6.3.1 Helicopter landing sites Runway 10/28

Two helicopter-landing sites (HLS) have been established on RWY 10/28.

6.3.2 Simultaneous helicopter operations

Two 6 AVN REGT aircraft may operate to these established HLS simultaneously under the following conditions:

- a) The first aircraft is upwind of the intended landing area of the following aircraft;
- b) The landing clearance is given using the phrase "Callsign, RWY 10/28 short/long cleared to land";
- c) A take-off clearance from RWY 10/28 short when RWY 10/28 long is occupied shall be via offset departure, e.g. "Callsign, offset left/right, RWY 10/28 short cleared for take-off";
- d) Aircraft conducting an offset departure will remain within the RWY Strip offset to the south and maintain separation from the aircraft in the long position, until they re-join a standard upwind leg;
- e) Practice engine failure after take-off procedures are not available whilst RWY 10/28 long is occupied; and
- f) Offset departures are not to be conducted at night unless both aircraft are NVG.

6.3.3 Nonstandard approaches (autorotation practice)

Aircraft intending to conduct a practice autorotation are to advise this intention with the base call using the phrase: "Callsign, left/right base (landing area) autorotation".

6.3.3.1 180/360 degree autorotation's

180/360 degree autorotation's may be approved provided the request is made with the aircraft's 'ready' report using the phrase: "Callsign, ready, request 180/360 auto left/right to (landing area)". ATC will approve these requests, when able, through the use of the phrase 'approved' but may also specify any required amendments e.g. "Callsign, 180/360 auto approved, [RWY 10/28] / [Southern Grass] cleared for take-off, (make left circuit)/ (extend upwind)".

6.4 Slow approaches

Any intention to make a slow approach is to be requested once established on downwind.

6.5 Night sorties – flight planning

Flight planning notification. When planning night sorties the aircraft captain shall FPL or contact 453 SQN RIC FLT prior to 1600 Local.

6.6 Chaff / flare operations

Chaff / flare operations are to be conducted in accordance with *AC SI (OPS) 04-05 Electronic Attack Policy*.

6.6.1 Hung flare

On detection of a Hung flare aircraft are proceed in accordance with aircraft publication. Aircraft Safety Point (ASP) which are located on Taxiway Alpha and Echo are available for taxi. OLA1 is also usable by certain aircraft types.

6.7 Military stream landing pattern

In accordance with *AC SI (OPS) 03-16*, an automatic flight rule change to VFR occurs at the initial point for authorised aircraft.

6.7.1 Standard Initial and Pitch Procedures

The standard initial points are 5nm downwind of the active runway, dead side, left pitch/circuit.

Note: Ensures run in is dead side of the active side (left circuit both runways) in event of multiple aircraft arriving via initial and pitch and/or concurrent circuit operations.

6.7.2 Low Level Initial

Low-level initial run shall be to the northern side (due noise sensitive area to south), pitch/circuit to the north.

Note: Only available where other traffic/circuit does not conflict.

6.8 Reduced Runway Separation Standards (RRSS)

See *AC SI (OPS) 03-16* for authorised RRSS distances.

6.9 Weekend training

For noise and surrounding community considerations, weekend circuit training should not occur prior to 0800 local and should be completed by 2200 local.

7 Emergencies

7.1 Emergency runway procedures

If RWY 10/28 is not available, possible alternates include:

- a) TWY Z;
- b) Southern Grass; or
- c) Western Grass.

7.1.1 Emergency runway lighting

See *YSRI Aerodrome Manual* for emergency runway lighting information and procedures.

7.2 Aircraft arrestor systems

Hook cable arrestor systems are located at both ends of RWY 10/28.

7.2.1 Emergency hook cable arrests - priority

Emergency hook cable arrests have priority over all other traffic, unless there is an aircraft with a higher-level emergency. ATC shall consider recovering as many other aircraft as possible prior to the arrest.

7.3 Diversions

7.3.1 Local military diversions

Diversion of local military aircraft may be required due to adverse/hazardous weather conditions or runway obstruction. Suitable diversion aerodromes are:

- a) RAAF Base Williamtown (YWLM)
- b) Sydney/Kingsford Smith (YSSY)

For further details regarding these diversion aerodromes, refer to their respective *ERSA FAC*.

7.4 SSR procedures

In addition to the procedures contained in *ADF FLIP*, a pilot experiencing an emergency in addition to radio failure can use the following (HEFOEF) SSR codes to communicate the nature of the emergency:

- a) 7701 Hydraulics;
- b) 7702 Electrics;
- c) 7703 Fuel;
- d) 7704 Oxygen;
- e) 7705 Engines; and
- f) 7706 Flight Controls.

7.5 Airborne fuel jettison

Unless limited by emergency conditions, fuel jettison should be carried out beyond 10 NM northwest of Richmond at 10, 000 FT (satisfies the statutory 6000 FT AGL minimum).

7.6 Controlled aircraft abandonment

The controlled abandonment area is RIC006011 with the aircraft tracking 006 DEG magnetic. The recommended abandonment altitude is 10 000 FT, with a minimum of 2000 FT.

8 References

Title	Designator
En Route Supplement Australia (ERSA) https://www.airservicesaustralia.com/aip/aip.asp?pg=10	FAC YSRI
Designated Airspace Handbook (DAH) https://www.airservicesaustralia.com/aip/aip.asp?pg=10	-
Air Command Standing Instructions (Operations) Air Command Standing Instructions (DPN Only)	03-16
Departure and Approach Procedures (DAP) https://www.airservicesaustralia.com/aip/aip.asp?pg=10	-
YSRI Aerodrome Manual Richmond Aerodrome Manual (DPN Only)	
Australian Air Force Cadets Elementary Flying Training School Supplementary Aerodrome Guide (Link to be sourced)	TBD