

AUSTRALIAN DEFENCE FORCE
FLIGHT INFORMATION PUBLICATION



FLIGHT INFORMATION HANDBOOK AUSTRALIA

AD2 SUPPLEMENT EDINBURGH (YPED)
(EFB SUITABLE VERSION)

Effective:

05 Sep 2024

Approved By

CO 453SQN

CHANGE SUMMARY

SECTION	CHANGES
AIR - 6.1.1	Amendment of buffer to align with MATS.
AIR - 7.2.1	ABOC - Unit name change.
AIR - 7.5.2	ABOC - Unit name change.
PLN - 5.1	ABOC - Unit name change.
PLN - 9.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA ENR 1.1 - 63</i>
PLN - 11.2.1	ABOC - Unit name change.
PLN - 14.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA ENR 1.1 - 19</i>
PLN - 16.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA ENR 1.5 - 9</i>
PLN - 17.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA ENR 1.6 - 4</i>
OPS - 1.3.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA AD 1-1</i>
OPS - 4.1.1	Change from <i>AC SI(OPS) 03-16</i> to <i>FIHA ENR 1.2 - 16</i>

AD2 SUPPLEMENT PRODUCTION

EDN AD2 SUPPLEMENT PRODUCTION CYCLE		
ISSUE DATE	DOCUMENT REVIEW	CHANGE SUBMISSION DEADLINE
05 SEP 24	25 JUL 24	01 AUG 24
28 NOV 24	17 OCT 24	24 OCT 24

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 YPED AD2 SUPP are to be submitted via email to 453SQN.EDN.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 453SQN.
- 1.2 The sponsor is the Senior Air Traffic Controller YPED - [453SQN EDN FLT FLTCDR](#)
- 1.3 Endorsement authorities are:
 - a. CO ARDU;
 - b. CO 10 SQN;
 - c. CO 11 SQN; and
 - d. CO 292 SQN.

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.

3.2 This FIHA AD2 SUPP YPED 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 YPED are to adhere to the rules and procedures contained within.

4.1.1 A local aircraft is an aircraft operated by:

- a. ARDU;
- b. 11 SQN; and
- c. 292 SQN.

4.2 For aircraft not locally based at the aerodrome, upon acknowledgment by aircrew of being familiar 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 exist, 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.

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 YPED aerodrome and the aerodrome's supporting airspace. Information contained in this instruction that may have civil application or may enhance overall useability is also provided in the YPED section of Enroute Supplement Australia (ERSA).

AIRSPACE

1. DOMESTIC AIRSPACE

1.1 GENERAL

1.1.1 This AD2 SUPP provides specific local airspace information that supports the airspace information [ERSA FAC. Designated Airspace Handbook \(DAH\)](#) and relevant aeronautical information charts.

1.1.2 YPED is a military exclusive aerodrome, home to 92WG and ARDU. Visiting civilian aircraft make use of YPED nav aids for training purposes; however, are subject to approval.

1.1.3 In standard configuration Edinburgh ATC (RAAF) provides ground, tower and clearance delivery services within the Edinburgh circuit area (ECA). Adelaide Approach (ASA) provides approach services within the remaining portion of Edinburgh restricted areas.

1.2 AIRSPACE ACTIVATION

1.2.1 Class C air traffic services (ATS) are provided, excluding public holidays:

- a. Mon- Thurs 2230z – 1130z (2130-1030 hours of daylight savings (HDS)); and
- b. Friday 2230z – 0730z (2130-0630 HDS).

1.2.2 Outside of these hours, the CTR and associated restricted areas revert to a combination of class A and C (YPAD control steps) and G airspace. Refer to charts to view a detailed airspace configuration. CTAF procedures apply when the EDN CTR is not active.

1.2.3 For visiting civil aircraft see [Airspace Use Procedures - CIVIL](#).

1.2.4 Airspace may be deactivated on cessation of military operations. Airspace NOTAM are available via NAIPS in the EDX group.

1.2.5 CTR or CTAF status is available from Adelaide Centre on 130.45; via ATIS on 126.25 or (08) 7383 2417 or NAIPS; or, AD TCU 03 9235 2012.

1.2.6 ATC may recall the CTR and required restricted areas at short notice and will provide notification in the form of an airspace NOTAM and/or ATIS broadcast.

1.3 AIRSPACE PRIORITIES AND BOOKINGS

1.3.1 Units with specific airspace requirements should forward them to YPED Tower via their OPS cells NLT 0800h Thursday the week prior to use.

1.3.2 Visiting aircraft requiring priority of airspace use are encouraged to de-conflict their operations with [Surveillance and Response Coordination Cell \(SRCC\)](#) and [ARDU OPS](#). There is a fortnightly operations meeting held on off-pay Thursdays at 24SQN HQ (BLD 980, [RAAF Base Edinburgh](#)) at 0930 Local.

2. GENERAL FLYING TRAINING AREA (GFTA)

2.1 GENERAL

2.1.1 Edinburgh airspace comprises the Edinburgh Control Zone (ED CTR), Restricted Areas and Danger Areas as promulgated in DAH.

2.1.2 Aircraft operating in the GFTAs must apply the appropriate navigational tolerances to keep their operations contained laterally within the relevant airspace.

2.2 COMPOSITION

2.2.1 The Edinburgh Circuit Area and Flying Training Areas are:

- a. **Edinburgh Circuit Area (ECA)** - that portion of the ED CTR bounded by the Gawler River to the north and the powerline running from the Gawler River (1.5NM south of the Gawler Township) to the south eastern boundary of the ED CTR. Vertical Limits SFC—A020.

Note: ECA encompasses the portion of R234 overlaying the lateral dimensions above between 1500 – 2000ft

- b. **Edinburgh Training Areas (EDTA)** - the combination of:
 - (1) EDN CTR north of the lateral limits of the ECA;
 - (2) R234 north of the lateral limits of the ECA;
 - (3) R265A north of the lateral limits of the ECA;
 - (4) R265B, C, D, F;
 - (5) R265E (when active);
 - (6) R233A/B (when active); and
 - (7) R255 (when active).
- c. **Edinburgh Training Area South (EDSA)** - that portion of the EDTA within 50NM AD (Includes R265A,B,F and, when active, R255, R233AB and R265E).
- d. **Edinburgh Training Area North (EDNA)** - that portion of the EDTA beyond 50NM AD (Includes, when active, R265CD).
- e. The boundary between the 'North' and 'South' areas is at 50NM Adelaide (approximately 35TAC). Pilots are requested to differentiate between specific areas when requesting airways clearance if it is known that operations will be contained wholly within a subdivision. This procedure is not mandatory but may assist Adelaide Approach with traffic management. Similarly nominated height blocks are preferred and should be indicated in the 'RMKS' field of their flight plan.
- f. The portion of R265A overlying the ECA is available separately, or in conjunction with EDSA. Pilots requiring the use of this airspace must request it when requesting airways clearance or in the 'RMKS' field of their flight plan.

2.3 AIRSPACE CONFIGURATIONS

2.3.1 YPED will generally activate airspace in a high or low configuration, low being the default, as follows:

- a. **Low.** CTR, R234, R265ABF to FL240 and optional airspace as req; or
- b. **High.** CTR, R234, R265ABCDF to FL450 and optional airspace as req.

3. LOW LEVEL FLYING

3.1 AUTHORITY

3.1.1 ACAUST¹ has appointed SADFO EDN to manage low flying at YPED.

3.2 ADF HAND MAINTENANCE

3.2.1 ARDU updates the HAND database IAW [ARDU SI\(OPS\) 03-18 Mission planning](#). Enquiries can be directed to [ARDU OPS](#) (08 7383 2221).

3.3 DESIGNATED AREAS

3.3.1 The following areas are available for low flying training (details of each area available in DAH and relevant charts):

- a. R231 (over water);
- b. D258² (over land);
- c. R279³ (over water); or
- d. M201⁴ (over water).

1. IAW [DASR SPA.20](#)
 2. D258 is not a surveyed LFA. Refer to [ARDU SI\(OPS\) 3-2 Low flying](#) for details of low flying operations in this area.
 3. Aircraft intending to operate in R279 must include "OPS Approved R279" in flight plan.
 4. Aircraft intending to operate in M201 must include "OPS Approved M201" in flight plan.

*Note 1: **Advice of intention to operate in D258.** Adelaide Approach must be advised of the intention to use D258 prior to aircraft entering the area. The entire area or sub-sections A, B or C only may be nominated. Vertical and lateral limits are in accordance with [DAH](#).*

*Note 2: **Low visibility wind monitoring masts.** A number of wind turbines are located within D258. Whilst these are easily seen and avoided, prior to installation masts are erected to measure the prevailing winds. These masts are designed to be low visibility, the highest known example is 272ft AGL. Refer to [ARDU SI\(OPS\) 3-2 Low flying](#) for considerations regarding operations in this area.*

4. SUPERSONIC FLIGHT

4.1 SUPERSONIC FLIGHT - OVERWATER

4.1.1 Supersonic flights may be conducted over water with the following limitations:

- a. flights heading away from the coast are to be no closer than 15NM to the coast;
- b. flights parallel or heading towards land are not to be conducted closer than 20NM from the coast; and
- c. surface craft within 5NM are not to be overflown below 10 000ft.

4.1.2 R279 and M201 are suitable for supersonic flight.

4.2 SUPERSONIC FLIGHT - OVERLAND

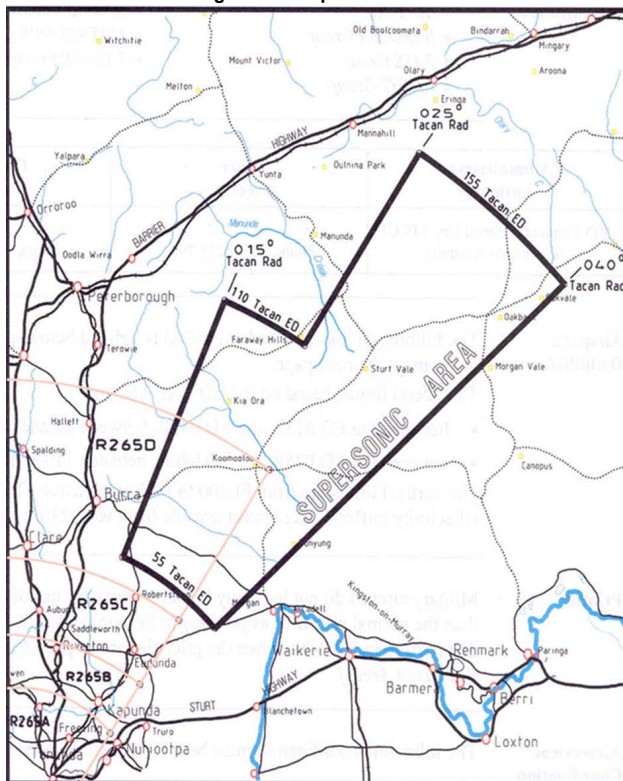
4.2.1 Supersonic flight may be conducted overland in the Edinburgh supersonic area (SSA). The SSA is defined below and shown in [Figure 1.1](#). The SSA is controlled by Airservices Australia and military operations have no priority over other airspace users. Aircraft planning to use the SSA must include this in the remarks field of their flight plan.

4.2.2 **Dimensions.** The lateral and vertical limits of the SSA based on the ED TACAN are:

- a. between the ED 015R and ED 040R, between 55 and 110 NM YPED;
- b. between the ED 025R and ED 040R, between 110 and 155 NM YPED;
- c. FL245 to FL700 inclusive.

Note: Supersonic operations must be vertically separated with the airspace boundaries i.e the lowest useable level is FL275 and highest useable level is FL670.

Figure 1.1: Supersonic area



5. AIRSPACE BOUNDARY INCURSION HOTSPOTS

5.1 GAWLER AIRFIELD AIRSPACE BOUNDARY

5.1.1 The boundary of R233A and EDN CTR north of the Gawler river is a known airspace incursion hotspot. Aircraft on YPED ILS RWY 18 or TACAN RWY 18 must remain vigilant of this risk.

6. GLIDING AIRSPACE

6.1 ACTIVATION AND DIMENSIONS

6.1.1 Adelaide Soaring Club (ASC) operate from Gawler (YGAW) aerodrome, usually outside active restricted airspace. On request, parts of R265A and F are released for gliding operations and become class G up to an agreed level. ATC will apply the applicable buffer above released airspace. Aircraft remaining laterally clear of a gliding release:

- a. Kapunda – remain outside the lateral confines of R233AB (Figure 1.2);
- b. Anlaby – remain outside the lateral confines of R265EF (Figure 1.2);
- c. Eudunda – remain outside the lateral confines of R233AB and R265EF (Figure 1.3).

6.1.2 When Edinburgh airspace is inactive, the ASC will activate danger areas D204, D205 or D206 as appropriate. The dimensions of these danger areas are available in DAH and are displayed in the ADF EFB.

6.1.3 Gliding airspace is able to be recalled at short notice by contacting YPED tower (08) 7383 2114.

Figure 1.2: Kapunda and Anlaby

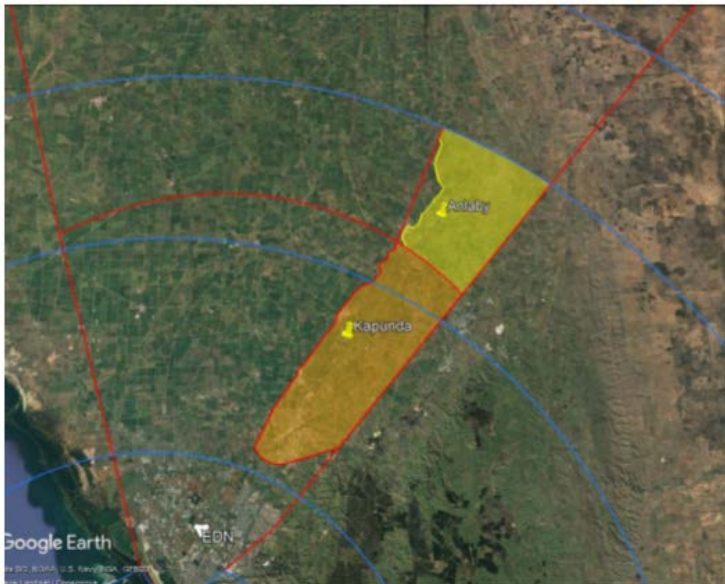
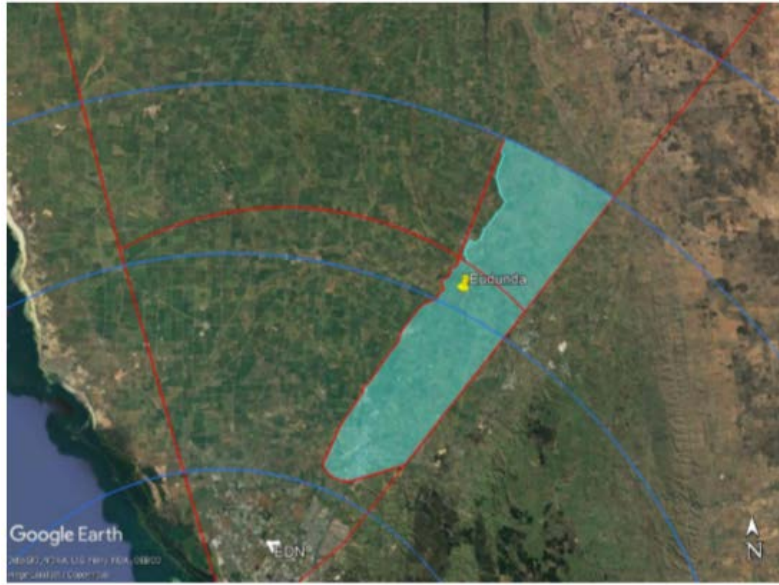


Figure 1.3: Eudunda



7. AIRSPACE USE PROCEDURES - CIVIL

7.1 APPROVED CIVIL OPERATORS

7.1.1 IAW [SI\(AC\) OPS 05-06 RAAF Aerodrome Use by Non-Defence Aircraft](#) RAAF Edinburgh is a military exclusive aerodrome and only the following operators are approved to conduct flying operations at Edinburgh:

- Civil aircraft operating under charter to DSTG are approved to use RAAF Edinburgh aerodrome subject to sufficient notice of the movement (normally 24 hours) being given to ATC, and the aircraft captain accepting the level of RFF available, as detailed in ERSA;
- Civil aircraft operating under contract to Defence (e.g. Pelair) or civil aircraft supporting ARDU are approved for operations at RAAF Edinburgh;
- Aircraft involved in the calibration of navigation aids are approved for operations at RAAF Edinburgh; and
- Aircraft tasked by higher RAAF authority.

7.2 REQUESTS FOR APPROVAL TO OPERATE

7.2.1 Requests for approval to operate at RAAF Edinburgh by agencies not listed as approved operators must be forwarded to the [ABOC](#) not less than 48 hours prior to planned operations. This includes civil aircraft planning to land and park at Edinburgh; or to pick up, or drop off, passengers or goods.

7.3 INSTRUMENT APPROACH TRAINING

7.3.1 Civil aircraft may seek clearance for instrument approaches to Edinburgh, and conduct missed approach/overshoot, at the discretion of the tower controller or supervisor, without prior approval.

7.4 APPROVAL FOR CIRCUITS BY CIVIL AIRCRAFT

7.4.1 When traffic and weather conditions are such that they will not interfere with military flying training/operations, civil aircraft may be approved by ATC for circuits and touch and go operations during ATC operating hours only.

7.5 CIVIL AIRCRAFT DIVERSIONS

7.5.1 In the event of a diversion associated with an emergency, Edinburgh is available to civil aircraft. In circumstances other than this, approval to divert to YPED is not to be expected.

7.5.2 Aircraft seeking to hold YPED as either a technical or planning alternative aerodrome are to liaise with the [ABOC](#) on (08) 7383 2888 for approval.

7.6 NAVAID TRAINING

7.6.1 The ILS is available for civil training approaches at the discretion of ATC. Civil aircraft must:

- a. File an IFR flight plan for instrument training at YPED;
- b. Display landing lights on final;
- c. Maintain a minimum of 110kt on final; and
- d. Not use the surface of Edinburgh without prior approval.

8. CIVIL OPERATING AREAS IN EDINBURGH (EDX) AIRSPACE

8.1 ADELAIDE SOARING CLUB

8.1.1 The Adelaide Soaring Club (ASC) is approved to conduct glider operations (GFY) from YGAW into airspace released from the EDX group during ATC hours. Outside ATC hours, GFY may occur in promulgated danger areas.

8.2 CALVIN GROVE AIRSTRIP

8.2.1 County Helicopters is approved to operate crop dusting aircraft from Calvin Grove airstrip, located 1.5NM directly west of the EDN airfield. Operations are low level and subject to positive control by ATC or complying with CTAF procedures.

8.3 CONCORDE MODEL FLYING CLUB

8.3.1 is approved to operate radio controlled model aircraft within 500 metres laterally from an airstrip located 356M/9.1 NM from YPED (cnr of Lucas and Boundary Roads, Reeves Plains). Flying is conducted up to 400FT AGL Monday-Friday and up to 1000FT on weekends. The contact number for this club is 0413 512 350.

8.4 CONSTELLATION MODEL FLYING CLUB (CMFC)

8.4.1 CMFC is approved to operate radio controlled model aircraft within 0.5NM of an airstrip located 270M/4.5 NM (S34 42.4 E138 32.2) from YPED (west of the Adelaide International Raceway). CMFC hours of operation are 2230z-0830z Mon to Sat, 2330z-0830z Sun with a maximum operating height of 400 FT AGL.

8.4.2 Operations at other times and up to 1000 FT may occur with written approval from [453SQN EDN FLTCDR](#), a NOTAM covering these periods of operation will be published.

8.4.3 CMFC are required to be at or below 400ft on hearing a CTAF broadcast or seeing an aircraft.

8.5 WASLEYS MODEL GLIDING FIELD

8.5.1 Model gliders operate from a field located approximately 1 NM east of Wasleys. Model glider flying operations may occur at any time during daylight hours when R255 is not active, up to a height of 1000FT.

8.5.2 County Helicopters is approved to operate crop dusting aircraft from Calvin Grove airstrip, located 1.5NM directly west of the EDN airfield. Operations are low level and subject to positive control by ATC or complying with CTAF procedures.

AIR - 8

05 SEP 24

YPED FIHA AD2 SUPP

PLANNING

1. AIR TRAFFIC SERVICE

1.0.1 The provision of ATS is outlined in AIR Section 1 DOMESTIC AIRSPACE.

2. FREQUENCIES

Agency	Spoken Name	Frequency
ADC/SMC	Edinburgh Ground	134.1
SMC-V	Edinburgh Ground	127.25
TWR	Edinburgh Tower	118.3 257.8
Approach	Adelaide approach	128.6 306.3
Area	Adelaide Centre	130.45
ATIS		126.25 316.3

3. ARMING/DE-ARMING

3.1 ORDINANCE LOADING AREAS

3.1.1 Part 2 section 15 of the [YPED Aerodrome Manual](#) contains guidance on use of Ordinance Loading Areas (OLAs) and Aircraft Safety Points (ASPs). See the diagram showing [OLA and ASP positions](#).

3.2 AIRCRAFT SAFETY POINTS (ASPS)

3.2.1 ASP 1 and 2 are located on runway centreline ([OLA and ASP positions](#)) in the overrun areas to runways 36 and 18 respectively. Safe firing directions:

- a. ASP1 – 028 degrees magnetic; and
- b. ASP2 – 169 degrees magnetic.

Note: When ASP 2 is used for arming/disarming forward firing munitions, OLA 1,2,5-8 are to be clear of aircraft, personnel and equipment.

3.3 FORWARD FIRING ORDNANCE.

3.3.1 Aircraft with forward firing ordnance will use OLA 10 and 11. The safe direction for the OLAs is facing the revetment. Aircraft diverting to YPED with unsafe forward firing ordnance can expect to land, backtrack and vacate the runway on TWY F before taxi directly to OLA 10 or 11

3.4 OPERATIONAL READINESS PLATFORMS (ORP)

3.4.1 There are no ORPs at YPED.

3.5 CHAFF AND FLARE OPERATIONS

3.5.1 Chaff and Flare operations are to be conducted in accordance with AC SI(OPS) 04-05, Electronic Attack Policy.

3.6 ORDINANCE LOADING/UNLOADING AREAS (OLA)

3.6.1 All SQNs must provide the Base Armament Manager (BAM) (08 7383 3894/ 0419 233 358) a minimum of 72h notice of inbound and outbound EO and any armed aircraft operations so a parking position can be assessed and assigned.

3.6.2 The primary OLA to be used for EO load/unload will be OLA 9. When OLA 9 is active for EO activities, the following restrictions will apply:

- a. TWY C will not be available to non-participating aircraft and vehicles,
- b. The YPED manoeuvring area is not available to civil aircraft,

c. Only those personnel essential to the EO transfer are permitted within an area bounded by Taxiways Bravo, Delta and Foxtrot and Runway 18/36.

3.6.3 Contact the BAM (08 7383 3894/ 0419 233 358) prior to any EO program regarding aircraft loading/unloading to check for applicable restrictions.

Figure 1.1: OLA and ASP positions



4. ATC RADAR FAILURE TRAFFIC MANAGEMENT PLAN

4.1 EDINBURGH RADAR LOSS

4.1.1 In the event of a loss of radar information at YPED, tower will continue to operate normally; however, minor delays may occur.

4.2 ADELAIDE TCU RADAR LOSS

4.2.1 A loss of radar services at AD TCU may take two forms:

- a. **Cessation of approach services.** If approach services cease at AD (eg fire evacuation) the areas under control of AD TCU will revert to a TRA and TIBA. The Adelaide broadcast frequency is 118.2
- b. **Loss of radar information.** In the event of a loss of radar information at AD TCU, aircraft will be processed procedurally prioritising arriving aircraft. Aircraft established in training areas may be required to remain in the training areas until able to be procedurally separated from inbound aircraft. No departures will be processed by AD TCU until radar feeds are restored.

4.2.2 In the event of a loss of approach services, during tower hours, YPED TWR will be available on 118.3 to provide limited advisory services

5. BIRD HAZARDS

5.1 Significant bird hazards exist at YPED. A civil contractor, AVISURE, provides pest management services and will NOTAM specific additional hazards as they present. RFIs from AVISURE should be directed to the RAAF Edinburgh ABOC.

6. CIVIL AIRCRAFT

6.1 Flying instructions that are relevant to civil aircraft only are in [AIR Section 8 CIVIL OPERATING AREAS IN EDINBURGH \(EDX\) AIRSPACE](#).

7. CLASS G HIGH TRAFFIC AREAS

7.1 YPED is immediately adjacent to YPPF CTR and VFR routes along the southern, western and eastern boundaries of the CTR. There are also civil and gliding operations to the N/NE of YPED overhead Gawler.

8. CTAF OPERATIONS

8.1 GENERAL

8.1.1 Aircraft operating within the lateral and vertical control zone limits are required to monitor and broadcast on CTAF 118.3.

8.1.2 Edinburgh is equipped with an aerodrome frequency response unit (AFRU) which is activated during CTAF periods. The AFRU provides confirmation of correct frequency selection and of radio serviceability. When a transmission is made on the CTAF frequency, the AFRU will respond in one of two ways:

- a. If no other transmissions have been detected in the past 5 minutes, AFRU will respond **“Edinburgh CTAF”**
- b. If another transmission has occurred in the past 5 minutes, AFRU will respond with a **“beep”**.

8.2 AIRFIELD EMERGENCY PLAN

8.2.1 During CTAF, the AEP will be activated by Edinburgh Base Fire using standard emergency calls on the CTAF frequency. Aircraft requiring medical assistance should reiterate this when making their emergency call to fire.

8.3 AIRWAYS CLEARANCES

8.3.1 Aircraft departing YPED into adjoining controlled airspace are required to contact AD CEN on 130.45 for SSR code immediately prior to taxi. When at the holding point and 'ready' contact centre again for airways clearance. IFR departures will be issued a procedural SID or tracking instructions.

8.4 ARRESTOR SYSTEMS

8.4.1 Arrestor systems are not available during CTAF.

8.4.2 In the event of a mains power failure:

- a. the hook cables will fail and raise to the up position;
- b. within 10 Seconds the emergency generators will activate;
- c. the hook cables can be lowered again once under generator power; and
- d. in the event of a total power failure - generator failure - the hook cables will fail in the up position.

8.5 COMMUNICATION AND NAVAID LIMITATIONS

8.5.1 Due to shielding, vehicle and aircraft communications are limited at certain positions on the aerodrome. All vehicles must enter RWY 18/36 from TWY F or C.

8.5.2 In addition:

- a. All Edinburgh NAVAIDS are pilot monitored during CTAF;
- b. The ILS critical areas are not protected during CTAF.

8.6 LOW VISIBILITY CONDITIONS

8.6.1 When low visibility conditions exist, all ground operations are restricted to operationally essential tasks only. Personnel conducting these tasks are to be equipped with, and trained for use of, a radio and are to make regular broadcasts on CTAF. Where aircraft operations and ground operations conflict, aircraft ops have priority and ground operations will give way.

8.7 NVD

8.7.1 During CTAF hours, military aircraft conducting NVD operations within YPED airspace should display external lighting on receipt of a CTAF broadcast from another aircraft.

8.8 SAFETY CHECKS

8.8.1 If airfield or runway safety checks are required, the aircraft must contact Edinburgh Base Fire on CTAF 118.3 15 minutes prior to ETA or taxi.

8.9 SARWATCH

8.9.1 Arriving aircraft must cancel SARWATCH with Adelaide APP/CEN after vacating the active runway.

8.10 FLIGHT PLANNING

8.11 Aircraft arriving or departing from YPED must flight plan IAW [ERSA](#) GEN FPR 4. South Australia.

9. FORMATION MANAGEMENT

9.1 [FIHA ENR 1.1- 63](#) provides formation management procedures. ATC will assume that formations are operating in standard formation unless flight lead notifies otherwise.

10. LOCAL PARACHUTE OPERATIONS

10.1 There are no permanently established drop zones at YPED. Units intending to conduct parachute operations should contact ATC by [email](#) as early as possible – even with only tentative dates and details – to allow the necessary co-ordination to occur with Airservices Australia and letters of agreement to be compiled.

11. MET

11.1 TAF AMEND

11.1.1 On receipt of a TAF Amend with significant changes in weather or un-forecast deteriorating weather conditions, ATC will notify:

- a. SRCC;
- b. ARDU OPS;
- c. visiting detachments; and
- d. airborne aircraft if/as requested by OPS.

11.2 AERODROME WARNING

11.2.1 On receipt of an aerodrome warning the following notifications are made:

- a. EDN Tower:
 - (1) Aircraft inbound to EDN;
 - (2) ABOC (or Duty Member if ABOC not manned); and
 - (3) 453SQN EDN FLTCDR.
- b. ABOC/Duty Member will send a base wide email and will notify:
 - (1) ARDU maintenance controller (08 738 93572 / 0410 564 037) or, if no response, Duty ARDU OPS (0403 295 345 / 0419 943 820);
 - (2) Air Movements Section (08 738 33430 / 0418 685 817);
 - (3) 11SQN Duty Maint Officer (08 738 37357 / 0419 869 481);
 - (4) Duty Refueller (0409 691 773); and
 - (5) Commanders of any detachments operating aircraft at EDN.

12. NOISE ABATEMENT

12.1 There are no noise abatement procedures for arrivals/departures to YPED.

12.2 Operations between 1330-2030z (1 hour earlier HDS) are limited to military operationally essential flights only.

12.3 A Fly Neighbourly protection area exists around the Waitpinga Cliffs on Fleurieu Peninsula (approximately 55nm south of RAAF Edinburgh). Refer to [ERSA](#) GEN Special Procedures FN 13 for detailed information.

13. PARKING

13.1 The authority for allocation and coordination of aircraft parking is the ABXO.

13.2 With the exception of 10 and 11 SQN departures only, all international arrivals and departures must be parked on the air movements (AMS) apron.

14. REDUCED RUNWAY SEPARATION STANDARDS (RRSS)

14.1 Refer to the [FIHA ENR 1.1 - 19](#) for authorised RRSS distances and procedures.

15. HOT LANE PROCEDURES.

15.1 The COLD lane for runway 18/36 is on the eastern side of the runway. Use of the western side of the runway as the COLD lane is **prohibited** unless approved by ATC.

16. SPEED RESTRICTIONS

16.1 [FIHA ENR 1.5 - 9](#) advises speed restrictions do not apply to State aircraft or nominated civil aircraft when not on a SID or STAR. There are no additional speed restrictions applicable to operations at YPED; however, some high speed manoeuvres may preclude the provision of a radar service.

17. TRANSPONDER PROCEDURES

17.1 General formation transponder procedures are contained in [FIHA ENR 1.6 - 4](#).

OPERATIONS

1. AERODROME

1.1 GENERAL

1.1.1 The [YPED Aerodrome manual](#) provides general aerodrome information.

1.2 TAXIWAYS

1.2.1 Aircraft (less 92WG) operating from the main apron will taxi in and out via TWY A.

1.2.2 TWY W is not to be used unless specifically directed by ATC.

1.2.3 Pavement strength is contained in ERSA. Applications for pavement concessions should be directed to the [Base Engineering Officer](#) in the first instance prior to submission to DEEP.

1.3 AIRCRAFT ARRESTOR SYSTEMS (AAS)

1.3.1 [FIHAAD 1-1](#) provides detailed AAS information.

1.3.2 Edinburgh is equipped with BAK12/14 arrestors 460m from each runway threshold. Aircraft will be advised of the arrestor position when it is not in the normal position for aircraft type.

1.3.3 There are no M34B barriers available at YPED.

1.4 AIRCRAFT RINSE FACILITY

1.4.1 A rinse facility is available on TWY W and is certified for use for the following aircraft types:

- a. P-8;
- b. E-7;
- c. AP-3;
- d. C-130; and
- e. C-27.

1.4.2 Rinse frequency is 225.0 and operates on click patterns – each click pattern must be made within five seconds. At any stage seven clicks will abort the wash.

1.4.3 Sequence of operations:

- (1) Aircraft will activate the rinse with three clicks on 225.0,
- (2) LED message board will rotate through the following airframes available displaying each for five seconds,
- (3) Aircraft will select the airframe displayed with three clicks. The red light will illuminate and remain solid when the aircraft is selected and the airframe type will continue to display. If no selection is made within three rotations of the list, the system will disarm,
- (4) If incorrect airframe is selected, abort with five clicks to start over.

1.4.4 **Rinse process.** The rinse process is tailored by airframe and proceeds as follows:

- a. **(0:00-0:30)** Once the aircraft has taxied to the first stop and selected their airframe (process outlined in the "Radio Operation Procedure) the monitor rinse process will begin. After the monitor rinse the monitors will shut down and the undercarriage rinse will turn on. The aircraft will remain parked until the **RED** indicator light turns off, and the **GREEN** indicator light turns on.
- b. **(0:30-0:50)** Once the **GREEN** indicator light has turned on, the aircraft will taxi to the second stopping point. The aircraft will be taxiing over the active undercarriage rinse.
- c. **(0:50-1:20)** While stopped, the **GREEN** indicator will shut off following the completion of the first undercarriage rinse, and the **RED** indicator light will turn on to indicate the beginning of the monitor rinse process. The aircraft will remain parked until the **RED** indicator light turns off, and the **GREEN** indicator light turns on. C-27 Rinse program ends here.
- d. **(1:20 – 1:50)** Once the **GREEN** indicator light has turned on, the monitors will shut down and the final undercarriage rinse will initiate. The aircraft will request clearance to taxi and commence taxi off the wash pad. The aircraft will be taxiing over the active undercarriage rinse.

1.5 ENGINE START AND PUSH-BACK

1.5.1 Unless otherwise specified on the ATIS, engine starts under normal power settings do not require any external approval or other arrangements.

1.5.2 Aircraft push-backs require ATC approval and must be under the control of an aircraft marshalling crew.

1.6 LOW VISIBILITY CRITERIA

1.6.1 Air Traffic Control (ATC) will implement LVP if any of the following occur:

- a. the Runway Visibility (RV) is 800m or less;
- b. the cloud ceiling is 200 FT or less; or
- c. visibility on any part of the aerodrome is insufficient for ATC to exercise control over all traffic on the basis of visual surveillance.

1.6.2 When YPED tower is active, the ATIS (126.25 or (08) 738 32417) will advise whether low visibility procedures are in force. When in force, the following restrictions apply:

- a. When LVP are due to RV, traffic is limited to one aircraft **and** one vehicle on the maneuvering area,
- b. When LVP are due to RV, only one aircraft, **or** one vehicle is permitted on the RWY.

1.6.3 For CTAF procedures, see [CTAF OPERATIONS](#). Additional information on LVP is contained in part 2 section 22 of the [YPED Aerodrome manual](#)

2. DEPARTURE

2.1 STANDARD INSTRUMENT DEPARTURES (SIDS)

2.1.1 YPED SIDs are published in TERMA and include a radar SID and a procedural SID. The Edinburgh radar SID is not available during CTAF.

2.1.2 Aircraft not authorised to use TERMA procedures can expect a visual departure or tracking instructions on departure and will be responsible for their terrain separation until above LSALT (10NM A032).

2.2 FAST JET VISUAL DEPARTURES

2.2.1 There are no fast jet visual departure procedures at YPED. Fast jets departing R18 should be cogniscant of the airspace boundaries as they execute their turn to the north.

2.3 DEPARTURE LEVELS

2.3.1 Aircraft will be cleared an initial level of A040 at clearance delivery unless lower is requested. AD Approach will clear aircraft to their planned height following departure.

2.4 DEPARTURE GATES AND TRANSIT LANES.

2.4.1 Aircraft can expect to depart to the north, regardless of the duty runway, to conform with AD traffic.

2.4.2 Most aircraft will not be taken overhead AD, regardless of the flight planning requirements.

2.5 SPECIAL PROCEDURES - AIRBORNE PICK-UP.

2.5.1 When aircraft request an airborne pick up, the lead aircraft will take off, manoeuvre in the circuit area remaining visual, prior to the second aircraft becoming airborne, aiming to establish in formation upwind. The airborne pickup is available on the radar SID or, at pilot request, on a visual departure. Using the following procedures:

- a. ATC will advise approval to conduct airborne pickup through the phrase;
"*Callsign, airborne pick up approved, (departure instructions), cleared for takeoff.*"
- b. Once airborne pickup has been approved, unless otherwise specified, aircraft may manoeuvre anywhere within the ECA NA020 until pick up complete.
- c. Formation leads must advise ATC once airborne pick up is complete using the phrase;
"*(Callsign) pick up complete.*"

2.5.2 Formations on the radar SID must overfly the runway prior to adopting their assigned heading.

3. AREA

3.1 VISUAL TRACKING POINTS

3.1.1 Familiarity with the listed visual tracking points will assist traffic management and may expedite low level clearances:

- a. RMH – River Mouth (295/15);
- b. SUB – Substation (105/5);
- c. OHB – Outer Harbour (230/8).

3.2 GENERAL AVIATION ROUTES

3.2.1 The western, southern and eastern boundaries of the YPED CTR are high traffic areas for GA aircraft operating OCTA to and from YPPF. ATC will provide separation or traffic information as appropriate IAW airspace classification levels of service.

3.3 TRANSIT ROUTES/COASTAL ROUTES ETC

3.3.1 There are no pre-established transit routes through YPED restricted airspace.

4. ARRIVAL

4.1 MILITARY STREAM LANDING PATTERN (MSLP)

4.1.1 IAW [FIHA ENR 1.1 - 16](#) an automatic flight category change to VFR occurs at the initial point.

4.1.2 **Initial point (IP).** The IP is 4NM north (R18) and 2NM south (R36) displaced east of centreline.

Note: The IP for R36 is close to the boundary of the Parafield (YPPF) Circuit Area. Aircraft must track to remain inside the Edinburgh Circuit Area.

Note: The IP for R18 is in close proximity to livestock and equestrian centres. Where possible pilots should try to avoid low overflight in the area displayed in figure 1.1.

4.1.3 **Pitch direction.** Pitch direction is to the West. Eastern pitches will rarely be available due to the proximity of YPPF and the airspace boundary with adjacent class G.

4.2 INSTRUMENT ARRIVALS

4.2.1 There are no published instrument approaches to R36, aircraft will be required to circle from the relevant R18 approach. Circling approaches will normally be conducted to the west of R36 due to proximity to YPPF.

4.3 VISUAL APPROACH PROCEDURES

4.3.1 AD Approach will often use a visual approach via a STAR as a traffic management tool for arrivals to YPED. Aircraft requiring direct tracking should request this directly from APR.

Note: Where this request this is not available, please report to tower by voice or [email](#).

Figure 1.1: IP FLIGHT AVOIDANCE AREA



5. CIRCUIT AREA

5.1 CIRCUIT ALTITUDE

5.1.1 Standard circuit altitude for locally based aircraft are:

- a. PC21 – NA020; or
- b. P8 – NA015.

5.1.2 All other aircraft, traffic dependent, can expect a circuit area clearance NA015.

5.2 PROXIMITY TO PARAFIELD CIRCUIT AREA

5.2.1 Aircraft arriving, departing or operating within the ECA should be cognisant of the circuit area boundary shared by RAAF Edinburgh and Parafield (YPPF) aerodrome. The boundary reduces to 2.9 TACAN on the 141 ED TACAN radial. Aircraft captains should pay particular attention when conducting circuits east of RWY 18/36. Circuit priority

5.2.2 **Restrictions on circuit operations due weather.** When circuit operations cannot be separated from IFR arrivals and departures, circuit operations may be suspended to facilitate the arrival of IFR aircraft when:

- a. There is significant cloud below A030; or
- b. Visibility is such that TWR cannot provide visual separation with the IFR arrivals or departures.

5.2.3 ATC may request circuit traffic to:

- a. Make a full stop. Re-taxi for departure may be available, or
- b. Depart the ECA on an instrument approach to be sequenced behind arriving traffic.

5.3 CIRCUIT EAST PROCEDURES

5.3.1 The tracking tolerance of aircraft departing on the Parafield RWY 03L SID infringes the ECA. To ensure Edinburgh circuit aircraft and the departing civil aircraft are procedurally separated, VFR aircraft in the ECA will be required to remain on or west of RWY centreline by use of the phrase:

“CIVIL TRANSIT IN PROGRESS, DEAD-SIDE NOT AVAILABLE”

5.3.2 These restrictions will only be imposed with the concurrence of affected aircraft and will be removed as soon as possible. Practice PFL / PFO / high key operations from the ECA will not be available during civil transits.

5.3.3 The circuit east procedure does not preclude recovery to YPED on a visual approach, inclusive of high key and initial and pitch.

5.4 FLYING DISPLAYS

5.4.1 There is no promulgated display airspace at YPED. Requests for flying displays should be co-ordinated through the [FLTCDR 453 SQN EDN FLT](#).

5.5 PRECAUTIONARY FORCE LANDING PRACTICE PROFILES

5.5.1 The PFL / PFO / high key procedure is conducted overhead the airfield, remaining within the lateral dimensions of the ECA. Any level may be requested, standard levels are:

Aircraft	Upper level
PC21 PFL	A030
Hawk PFL	A050
F35 PFL	A120

Note: Requests for PFL/PFO/high key are assumed to be for practice. Aircraft requiring priority must declare an emergency.

6. DEFAULT FLIGHT RULES

6.1 The following default flight rules apply to all locally based military aircraft (including aircraft contracted to Defence) unless the pilot advises otherwise:

6.1.1 Aircraft cleared to operate in the Edinburgh Circuit Area are VFR;

6.1.2 Aircraft arriving and departing YPED are IFR, unless flight planned VFR; and

6.1.3 Aircraft conducting instrument approaches are IFR.

6.2 Where aircraft transition between activities, the transition between IFR and VFR (or vice-versa) takes place on the runway, in the go-around or upon reaching high key.

6.3 Flight rules transition will be automatic and not instructed by ATC.

6.4 When locally based military aircraft accept the Edinburgh Circuit Area vice the Missed Approach they will automatically transition to VFR in the go around unless requested otherwise.

6.5 Visiting aircraft (including aircraft contracted to Defence) that are considered locally briefed and specifically request to operate under these conditions can do so provided official notification is provided to 453SQN EDN FLT

FIGURE 1.1: PC21 PFL

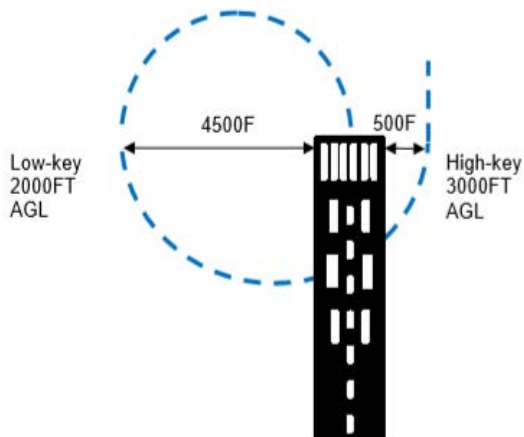


FIGURE 1.2: HAWK PFL

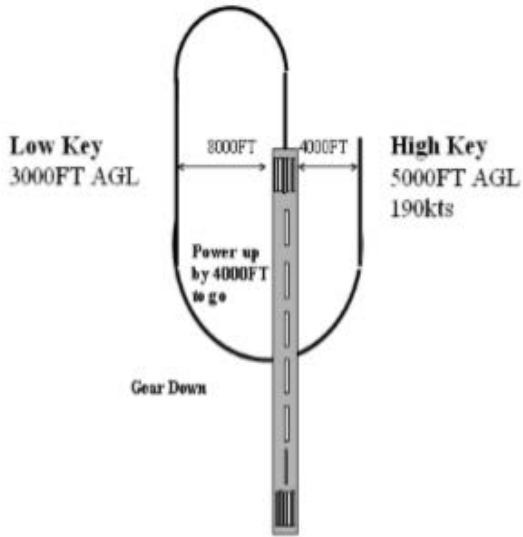
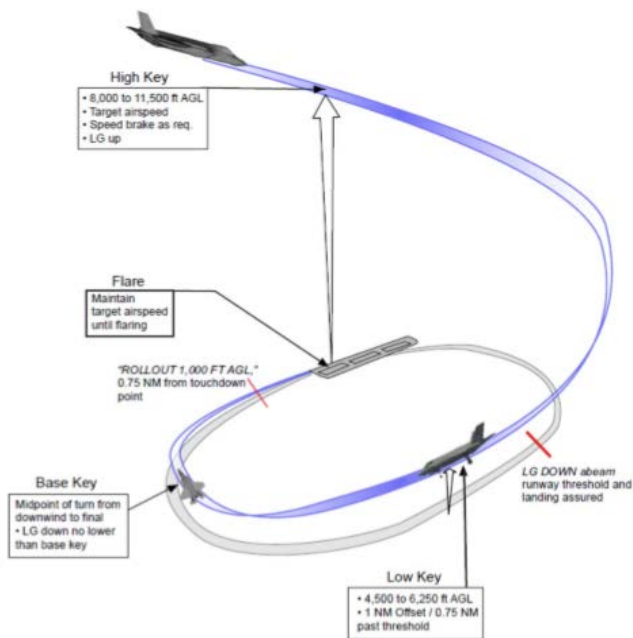


FIGURE 1.3: F35 PFL



7. HELICOPTERS

7.1 HLS LOCATIONS

7.1.1 HLS is located on TWY D immediately east of OLA 11. There are no SIDs associated with the HLS, aircraft requiring an instrument departure can expect to depart from the runway.

7.2 GROUND EFFECT

7.2.1 Upon receipt of a pilot report of an aircraft operating 'in ground effect', ATC will not treat the aircraft as airborne for the purpose of separation.

7.3 LISTENING WATCH

7.3.1 Helicopters may request to operate on *listening watch*. During the conduct of listening watch, the pilot may operate within the lateral confines of an assigned area no higher than the cleared level, and is not required to report airborne or on the ground. The following conditions apply:

- a. Conditions permitting, request/clearance phraseology is:
 - (1) clearance request '(CALLSIGN), REQUEST LISTENING WATCH [AREA]';
 - (1) clearance approval '(CALLSIGN) LISTENING WATCH APPROVED'.
- b. The pilot must continuously monitor the TWR frequency.
- c. ATC may cancel the listening watch at any time using the phrase '(CALLSIGN) RESUME FULL REPORTING'.

7.4 WAKE TURBULENCE MANAGEMENT

7.4.1 The [military restricted airspace](#) for operations on RWY 18/36 extends 760m east and parallel to RWY 18/36. This line runs west of TWY W and is shown below. Helicopters remaining east of this line may conduct operations without wake turbulence restrictions.

FIGURE 1.4: WAKE TURBULENCE ENVELOPE



8. MILITARY RESTRICTED AIRSPACE

8.1 MILITARY RA SEPARATION

8.1.1 For operations within M201, R231 and R279 separation is not provided between Defence aircraft. Separation is provided between Defence and civil aircraft.

ABNORMAL OPERATIONS

1. AIRCRAFT RECALL

1.1 When it appears that weather conditions may become marginal or when hazardous weather or aerodrome conditions exist, ATC must notify the relevant flying squadron operations and seek advice on the possibility of a recall of SQN aircraft.

2. ARFFS FIRE CONTROLLER

2.1 Upon landing, emergency aircraft may contact the Fire Commander directly on CTAF or ground frequency.

3. DIVERSION AERODROMES

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

	Destination	RWY Length
Primary	YPAD	3160M
Secondary	YPWR	2372M
Emergency	YPPF	1350M

4. USE OF TAXIWAYS AS RUNWAYS

4.1 ATC may offer the use of taxiway Bravo as a runway for the landing or take-off of military non-jet aircraft 12500kg MTOW or less, IAW the following circumstances and conditions:

- a. **Circumstances.** Use is subject to any of the following:
 - (1) There is no suitable alternative for operational reasons;
 - (2) the runway(s) crosswind component is excessive for the aircraft type;
 - (3) the runway(s) is obstructed;
- b. **Conditions.** Use is subject to the following:
 - (1) the use of the taxiway is be at the discretion of the aircraft captain;
 - (2) the taxiway may only be used for an arrival or departure (ie it is not available for circuits);
 - (3) the taxiway is checked for FOD prior to the movement; and
 - (4) airfield vehicles (preferably ARFF) will be positioned to prevent the entry of vehicles and pedestrians to TWY B while it is in use as a runway.
- c. TWY B specifications:
 - (1) length - 4800ft
 - (2) width - 50ft
 - (3) direction - 035/215° magnetic.

5. EMERGENCY RUNWAY LIGHTING

5.1 Refer to the [YPED Aerodrome Manual](#) for emergency runway lighting information. If emergency runway lighting is required, ARFF will place emergency portable lights as per the [Aerodrome Manual](#).

6. FUEL DUMPING

6.1 ATC is to be advised of any requirement to dump fuel. Aircraft established in the ECA can expect to depart for fuel dumping prior to return to YPED.

7. HOT BRAKE PROCEDURES

7.1 When advised an aircraft may have hot brakes, ATC must dispatch ARFFS to respond as required based on aircraft disposition. Additional considerations by airframe below:

- a. **P8.** When a P8 advises of a high brake energy landing (they may use terms such as “caution zone” or “fuse plug melt zone”) there is a risk of tyre deflation and the aircraft remaining on the runway. If able, affected aircraft will vacate the runway at the end and come to a complete stop on the TWY, clear of the gable markers.
- b. **JSF.** F-35 will taxi from the runway and shut down in the nearest suitable apron or OLA.
- c. Visiting aircraft with specific requirements should advise ATC as soon as practicable.

8. HUNG STORES PROCEDURES

8.1 Military aircraft with hung stores may make a request to Adelaide Approach for vectors via the Hung Stores Route. This route enables tracking to YPED over low populated areas.

8.2 The Hung Store Route is (Position/TACAN Bearing/Distance):

Position	TACAN Bearing/Distance
River Mouth	292/15.5
River 1	311/12.2
River 2	351/18.2
ILS Base	357/18.3
Intercept ILS	002/16.7

Note: 92WG aircraft will follow the RIKAB [numbers] ECHO STAR. Aircraft may request vectors to fly the hung stores route

9. AIRCRAFT STRESS AND FUEL TANK JETTISON AREAS

9.1 Use of identified areas for the jettison of aircraft stores and fuel tanks will assist with the recovery of jettisoned items as well as protect the public and public property as much as possible. Whenever practicable aircraft stores and fuel tanks must be jettisoned in the following areas (in descending order of preference):

- a. Port Wakefield Restricted Areas;
- b. Gulf of St Vincent, on a westerly heading;
- c. Open grass area between base facilities and Thales compound, heading northeast beyond TWY D;
- d. the remainder of YPED airfield, avoiding personnel and fixed installations.

10. HYDRAZINE PROCEDURES

10.1 Aircraft that utilise hydrazine to power the aircraft emergency flight control system, such as the F-16, can pose a serious personal safety risks due to hydrazine venting. To safely isolate the aircraft after landing, ATC will direct the aircraft to OLA 10.

11. MEDICAL SUPPORT.

11.1 The primary medical support agency at YPED is the South Australian Ambulance Service, augmented by Edinburgh Health Centre during periods of coverage. During any activation of the AEP medical support will be reacted to the airfield unless it is clear that the aircraft will not require medical assistance.

12. PHYSIOLOGICAL EMERGENCIES

12.1 Aircraft with physiological emergencies will vacate the runway to the nearest suitable apron or OLA prior to shut-down, unless directed otherwise by ATC or required by the aircraft captain.

13. EJECTION

13.1 MINIMISATION OF DANGER

13.1.1 RAAF Base Edinburgh is adjacent to suburban areas. Aircraft captains must ensure that, compatible with the survival of the crew abandoning an aircraft, danger to the local populace from the abandoned aircraft is minimised.

13.2 PREMEDITATED EJECTION

13.2.1 **Ejection area:** The premeditated ejection area is as follows:

- a. **Height:** 3000ft to 5000ft;
- b. **Heading:** seawards, at 90 degrees to the coast;
- c. **Position:** The general area around but inland from the mouth of the Light River (Adelaide VTC visual reporting point 'River Mouth' (RMH); TACAN position ED292 at 14.5NM) and no further south than the Gawler River.

14. RADIO FAILURE PROCEDURES

14.1 HEFOEF

14.1.1 In addition to the procedures contained in FLIP, for an aircraft experiencing radio failure, use of the following Hydraulics, Electrics, Fuel, Oxygen, Engines and Flight Control (HEFOEF) SSR codes to identify additional malfunctions in addition to radio failure may assist ATC awareness:

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

14.2 SINGLE ACFT IN VMC

14.2.1 Single ACFT in VMC are to remain in VMC and rejoin via Initial for a standard no-radio rejoin.

14.3 SINGLE ACFT IN IMC

14.3.1 Single ACFT in IMC, or unable to remain in VMC, are to rejoin via a TACAN or ILS approach to R18. Aircraft may circle for R36 if required by prevailing conditions.

*Note: **Arrestable ACFT with radio failure.** During ATC hours, arrestable aircraft experiencing radio will have both cables (if available) raised to the up position.*