FIHA AD2 SUPP YBOK

Version 2.12

Effective 17 Apr 2025

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ATTENTION

Temporary amendments may apply

Change summary

FIHA AD2 SUPP YBOK **Version 2.12: Effective 17 Apr 2025**	
Location of change	**Change description**
1.5.2	Added Non Defence Owned Training Areas Brief to briefing requirements.
4.2.6.6	Added Transit Areas to LFA deconfliction section
5.1.7	Moved Mandatory go-around from 5.1.9

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1 Introduction

1.1 Introduction

This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Oakey (YBOK) 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.

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 usable, current, portable and correctly authorised procedures that support flying operations within the specified area of operations.

1.2 AD2 Supplement Production

1.2.1 Review

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

1.2.2 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.

1.2.3 Change submissions

Change submissions for the YBOK AD2 Supplement should be submitted NLT than the two months prior to an AIRAC cycle date using the objective spreadsheet BP26622469. Change submissions should be brought to the attention of 452 SQN Oakey Flight ATC Flight Commander 452sqnoakflt.fltcdr@defence.gov.au

1.3 Authority

The authority for this FIHA AD2 SUPP is AC SI (OPS) 01-20 *Aeronautical Information Management*.

The approval authority is CO 452SQN.

The Sponsor is the Senior Air Traffic Controller YBOK/FLTCDR 452SQN OAK FLT.

Endorsement authorities are:

- COMDT AAvnTC
- Det Commander, Oakey Detachment RSAF

Changes to this document may be promulgated by NOTAM and FIHA AD2 SUPP AMD as per AC SI (OPS) 01-20 *Aeronautical Information Management*.

1.4 Definitions

The terms used in this AD2 SUPP are defined in the Defence Aviation Safety Regulations – Glossary and Australian Defence Glossary (aviation context). Where terms are specific to this AD2 SUPP only, they are identified within this document. Where a conflict may occur between the DASR Glossary and ADG, the DASR takes precedence.

All levels referred to in this AD2 SUPP are in feet AMSL, unless otherwise specified.

1.5 Applicability

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

A local aircraft is an aircraft operated by:

- AAvnTC
- RSAF
- Helicorp Pty. Ltd trading as Toll Helicopters

Visiting state or nominated civil aircraft upon acknowledgment by aircrew of being compliant with this FIHA AD2 SUPP, they are to be considered a local aircraft and subject to local procedures.

1.5.1 Visiting Aircraft utilising OFTA

Military aircraft or aircrew visiting YBOK to engage in flying training, to conduct a task, or to engage in activities that require the use of the OFTA or assets, require pre-approval for the visit.

1.5.2 Briefing requirements

Aircraft Captains (ACs) who wish to conduct operations within the OFTA must be recognised as familiar with this FIHA AD2 SUPP and Non-Defence owned Training Areas Induction Brief. This can occur in the following ways:

a) RSAF aircrew are considered locally briefed when inducted by 452SQN OAK FLT;

b) AAvnTC units can induct their own aircrew and are responsible for ensuring appropriate briefs are provided and that the AAvnTC callsign list is updated;

c) Other pilots may be approved as locally based on a case by case basis by SO2 OPAW and their callsign will be entered on the AAvnTC callsign list held by SAA OPS to signify they have received the appropriate briefs; or,

d) Advise ATC of familiarity with this SUPP and other required briefs.

1.6 Content

This AD2 SUPP applies to the conduct of flying operations and ATC services at YBOK 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 YBOK section of Enroute Supplement Australia (ERSA).

This AD2 SUPP provides bookmarks and hyperlinks for EFB useability and is broken into the following sections:

2 ATC Support

2.1 Separation

2.1.1 Class of service

ATC will provide Class D service to state aircraft and nominated civil aircraft within R654ABCD and the Oakey CTR. All other aircraft will receive a Class C service. Civil aircraft approved to participate under Class D are listed in the 44WG A7 STD ANSP Letter of agreements for application of FIHA procedures.

2.1.2 Practice Instrument approaches

ATC will apply a minimum of 500ft vertical segregation between VFR category flights conducting instrument approaches via the overhead, during the sector entry and holding phase of the procedure.

2.1.3 Visual Meteorological Conditions (VMC)

For local aircraft within Oakey Restricted Airspace and the CTR, VMC requirements are IAW Class D in Section 2.07 of the Part 91 MOS.

2.1.4 Normal ATS Hours

Normal ATS hours for unrestricted flying operations are adjusted seasonally as follows:

a) 01 – 31 Mar, 01 Aug – 31 Oct:
   i) Mon – Tue: 0930 – 2330h
   ii) Wed – Thu: 0930 – 1630; 1830 – 2330h
   iii) Fri: 0900 – 1300h.
b) 01 Apr – 31 Jul:
   i) Mon – Tue: 0930 – 2300h
   ii) Wed – Thu: 0930 – 1630; 1800 – 2300h
   iii) Fri: 0900 – 1400h.
c) 01 Nov – 28 Feb:
   i) Mon – Tue: 0930 – 2330h
   ii) Wed – Thu: 0930 – 1630; 1900 – 2330h
   iii) Fri: 0900 – 1400h.

The actual date of change of these timings will be set at the Weekly Flying Coordination Conference (FCC). Any AAvnTC flying outside of these hours must be completed IAW SI (TC). Flying on weekends or overnight trips away must be approved in an AAvnTC TASKORD.

2.1.4.1 ATC and Airspace NOTAMs

ATC are active whenever R654A/B/C/D and Oakey CTR are active. This Airspace is NOTAM'd in the NAIPS 'OKX' NOTAM Group.

2.2 ATC Frequencies

Oakey Approach has two frequencies to overcome terrain shielding issues, 123.7MHz is to be used in L5, L6, L7 and the northern part of L4. The transmitter for this frequency is located at approximately 27°11'40S, 152°05'31E, 2400ft AMSL. 125.4MHz must be used for all other areas of the Oakey Flying Training Area (OFTA).

2.2.1 Radio Procedures

The following radio procedures are used in the OFTA:

a) Local military helicopters are not required to prefix radio transmissions with 'Helicopter' when operating within the OFTA;

b) On first contact with ground, departing aircraft must advise the pad number on which their aircraft is parked;

c) ATC must be advised if the aircraft is 'NVG/NVIS'; and,

d) When transferring local aircraft to another Oakey agency, ATC will provide the agency name only. (e.g. TOWER or APPROACH) and not the associated frequency.

   Once outside the CIRA, ATC cannot guarantee continuous radar identification of aircraft cleared at a 'Not Above' level. Aircraft operating at low levels will not be advised when radar identification is lost or re-established due to terrain shielding.

2.2.2 Phone contacts

Phone contacts. The following phone contacts are provided to assist pilots in planning:

a) Oakey ATC: 07 45777222 (Pri); 0775145947 (Sec)

b) Airfield Operations Centre (AOC): 07 45777136 (Pri), 0427 725 658 (Sec)

c) ARFF: 07 45777444

2.3 Airspace Planning and Support

2.3.1.1 Airspace booking procedures.

Booking of specific airspace is done through AOC with ATC approval.

2.3.1.2 Planning cycle.

A weekly Flying Coordination Conference (FCC) coordination meeting is conducted by the AOC at 1300h, on Thursdays in the School of Army Aviation (SAA) Mellor Theatre. The purpose of the FCC is to deconflict operations for the following three weeks, with particular focus on the next week.

2.3.1.3 Airfield Support Services

Airfield support services (ATC, CRH, ECC, ARFF and MED) will be provided for military flying or approved civil operations as coordinated at the FCC. The timings coordinated for all support services in support of the weekly flying program are not to be amended without AOC approval.

3 Airspace description

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

Note. The electronic overlay information in the EFB and JMPS mission planning are the primary sources of boundary and coordinate information. Images and descriptions presented in this document are general in nature and are for explanatory purposes only. They are not to be relied upon for flight planning.

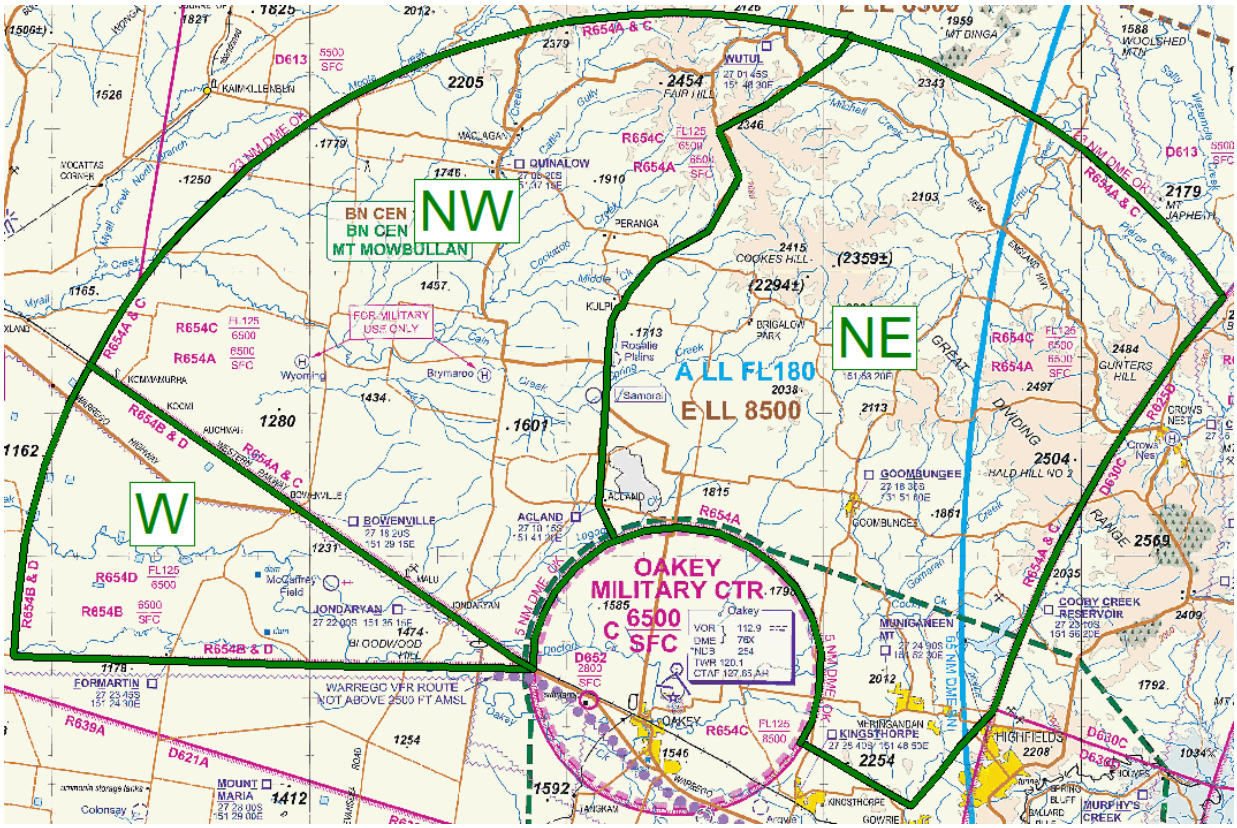
3.1 Oakey Flying Training Area (OFTA)

3.1.1 Oakey Controlled Airspace.

Oakey Controlled Airspace consists of R654ABCD and the OK CTR as defined in DAH.

3.1.2 Flying Training Areas (FTAs)

R654ABCD are divided into the Western, North Western and North Eastern FTAs. These areas overlay the LFAs and are depicted on the Oakey Special. The lowest useable level in the FTAs is 3500FT. See simplified representation below.

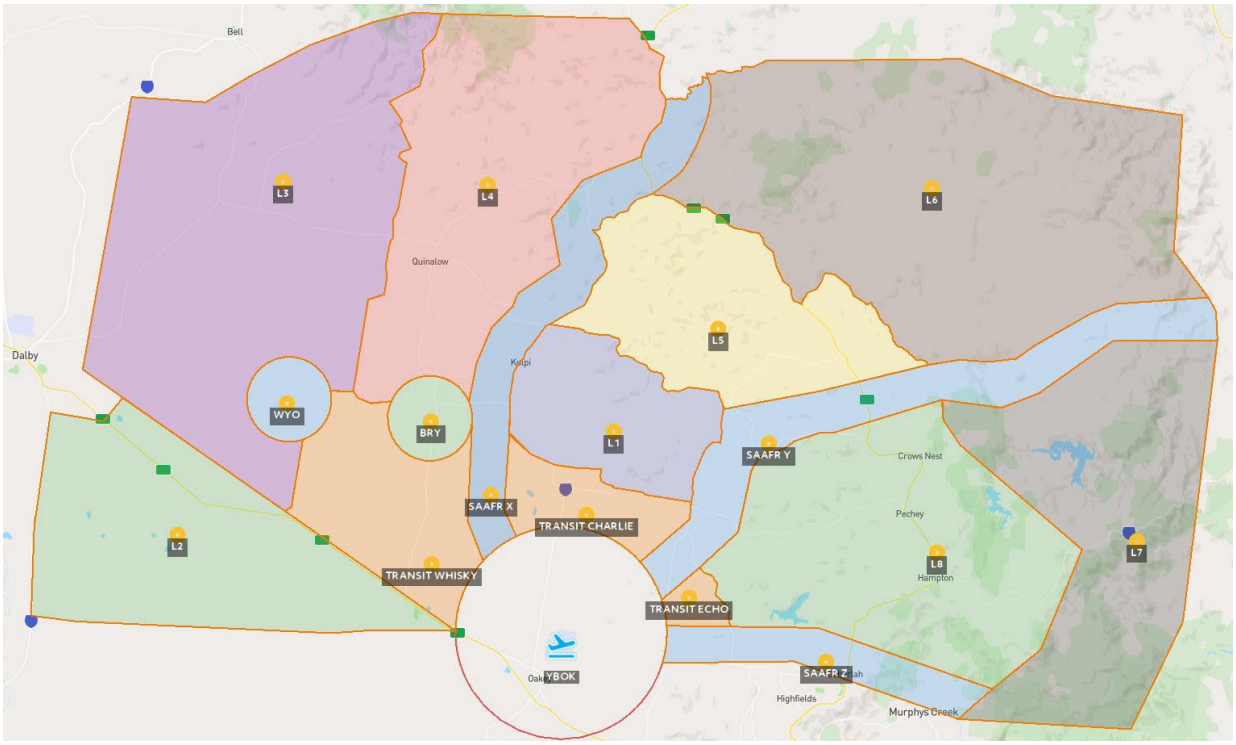


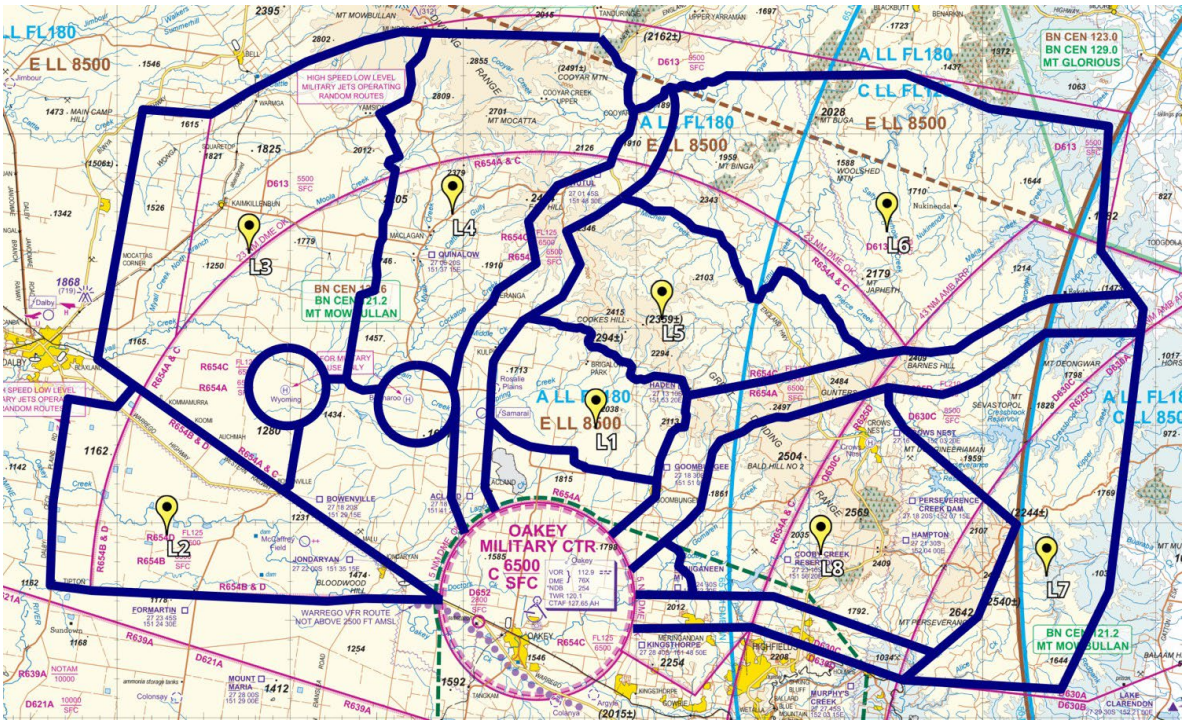
3.1.3 Low Flying Areas (LFAs)

Low Flying Areas (LFAs). There are eight (8) LFAs. The vertical limits are SFC – 3000FT, and are depicted on the Oakey Special. They are referred to as LFA in this publication, ‘L(number)’ or ‘LIMA(number)’ by voice.

3.1.3.1 LFA Boundaries

The Oakey Special depicts the LFA boundaries. The boundaries largely follow features depicted on the topographic chart. Where an LFA boundary follows a line feature such as a road or creek, the LFA boundary is depicted on the Oakey Special by a blue line which has been drawn running parallel to the feature. This ensures that the feature itself is not obscured. Operators are to use the physical feature as the LFA boundary, rather than the adjacent blue line. Accurate boundary data is available via EFB/JMPS updates and this remains the primary reference for flight planning. A simplified depiction of the LFAs is provided below.





3.1.3.2 Saturation Levels

Each LFA is subject to a saturation level that limits the number of aircraft permitted to operate in the LFA. The saturation limit for all LFAs is either:

a. Four independent callsigns

b. A single coordinated activity (see definition below)

c. A single formation of five or more aircraft

Note 1: For saturation purposes, an “independent callsign” may be a single aircraft or a formation of not more than four aircraft.

Note 2: Callsigns that are formations may join or break as a formation within a LFA.

Note 3: However if the saturation limit is or would subsequently be exceeded the callsign leader is responsible for coordinating the join or break with all callsigns within the LFA until the saturation limit is satisfied.

Note 4: Wyoming & Brymaroo circuit areas should not be used as an LFA when circuit operations are in progress.

3.1.3.3 Coordinated activity.

A Coordinated Activity is a shared activity involving multiple aircraft or formations that has been planned and briefed via formal orders prior to departure for the applicable mission. E.g. a multi-formation, multi-type ROBC mission.

When a coordinated activity is taking place in an LFA, there are no saturation limits applicable to the participants. The LFA in use for the coordinated activity will be saturated to other, non-participant traffic. This limitation allows for the activity to occur without having to monitor the Deconfliction frequency.

ATC is to be informed prior to taxi or by the inclusion of the term “Coordinated Activity with (callsign)” in the clearance request.

3.1.4 Cougar Training Area (CGR)

CGR is North of LFA 6. CGR is not a LFA. The minimum operating height in the CGR is 200FT AHO unless making an approach to or departing from the approved landing areas.

3.1.5 SAAFRs (Standard use Army Aircraft Flight Routes)

SAAFRs – “X-Ray”, “Yankee” and “Zulu” provide efficient movement through the OFTA. They are defined as 2NM wide and SFC – 3000FT, and are depicted on the Oakey Special.

3.1.6 ACPs

Airspace Control Point (ACPs) are dispersed throughout the OFTA. They are named using a fish theme and are depicted on the Oakey Special. There are also specific ACPs within the SAAFRs named “X-Ray 1-3”, “Yankee 1-3” and “Zulu 1-2”.

3.1.7 CIRA Gates

To aid in facilitating traffic management in the vicinity of the CIRA, six easily visible ground features are used as “Gates”. All gates are depicted on the Oakey Special. Gates are referred to by cardinal points; the six gates are North Gate, North East Gate, East Gate, South Gate, West Gate and North West Gate.

3.1.8 Transit Areas (TAs)

Three transit areas, named “Whiskey” (western), “Charlie” (central) and “Echo” (eastern) are located between the Oakey CTR and inner boundaries of their respective LFAs. These areas exist to provide flexibility in routing when leaving or enter Oakey CTR. Prolonged operations in these areas will not normally be approved, except for use of CRH training pads. The TA vertical limit is SFC to 3000FT, and depicted on the Oakey Special.

3.1.9 Circuit Areas

3.1.9.1 Brymaroo Circuit Area (YBYO)

The Brymaroo Circuit Area (CIRA) is defined as 2NM radius of YBYO, SFC –3000FT and is depicted on the Oakey Special.

3.1.9.2 Wyoming Circuit Area (YWYO)

The Wyoming CIRA is defined as 2NM radius of YWYO, SFC – 3000FT and is depicted on the Oakey Special.

3.1.9.3 Oakey Circuit Area (CIRA)

The Oakey CIRA is defined as a circle of 5NM radius centred on the OK VOR, SFC to 3000FT.

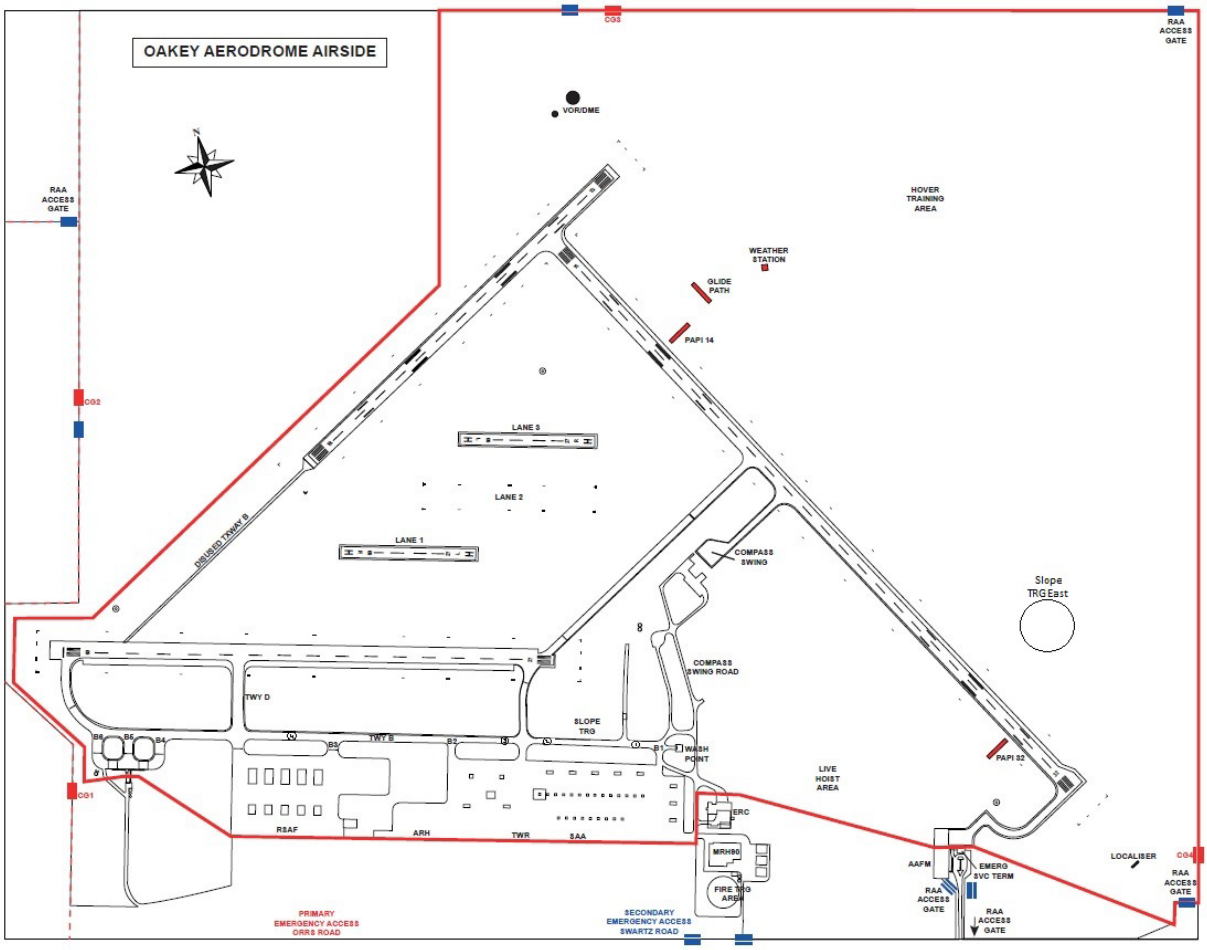
3.2 Oakey Aerodrome description

3.3 General information

The YBOK Aerodrome Manual provides general aerodrome information.

3.4 Oakey Airside

Oakey airside is depicted below.

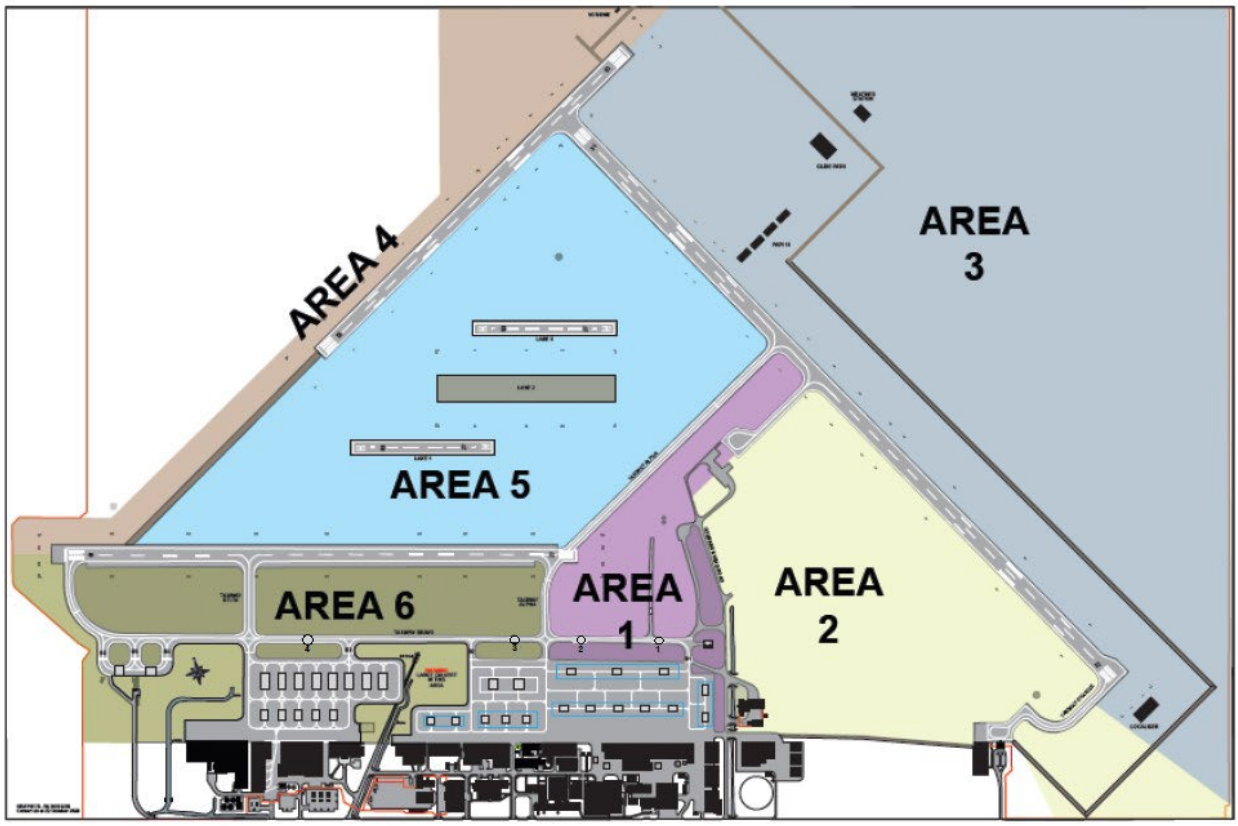


3.4.1 Compass Swing.

A Class 1 Compass Swing site is located airside. Bookings for the site are to be made through the AOC.

3.4.2 Oakey Airfield Mowing Area

The Oakey Airfield Mowing Area Map is depicted below.



3.5 Aprons

3.5.1 Parking on the military apron

AOC is the authority for the allocation of aircraft parking locations at the Oakey Airfield.

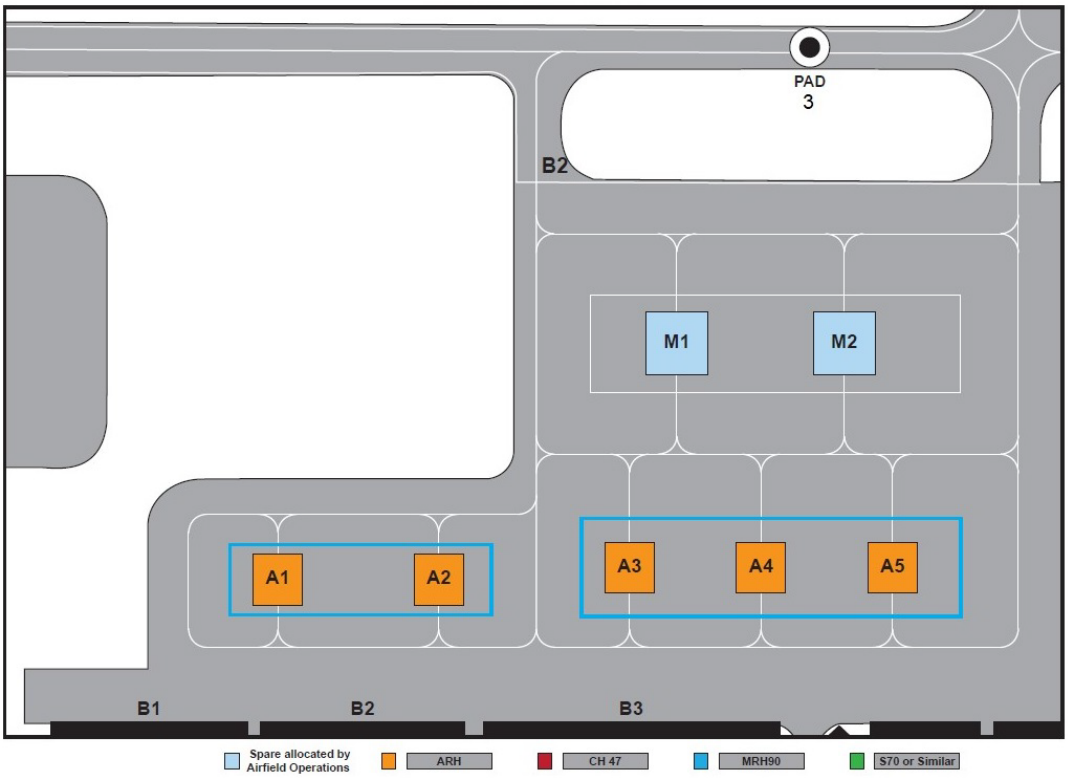
3.5.2 Apron floodlight control

ATC have the ability to control the flood lighting over four apron segments (East, West, Tower and RSAF apron). Individual hangars have override switches installed and each of the apron segments can be controlled by the respective hangar switches. Hangar control switches are normally selected ‘OFF’ to allow control of the flood lights by ATC.

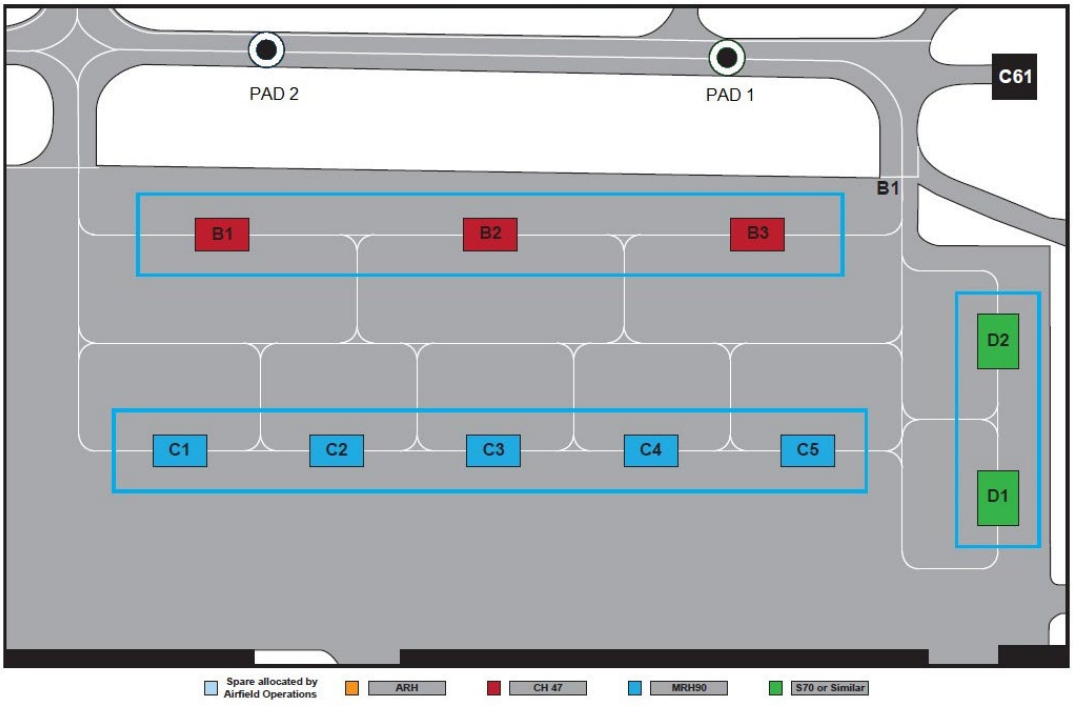
3.5.3 Military Apron Layout

The Military Apron Layouts are depicted below.

3.5.3.1 Military apron parking – West



3.5.3.2 Military apron parking - East



3.5.4 RSAF Apron

The RSAF Apron is located west of the Military Apron and can be accessed via taxiway inverts Bravo 3 and Delta Bravo.

4 Area Operations

4.1 Flight Planning

Flights proceeding further than 5NM from Oakey Airfield, and remaining within the OFTA, must submit a flight notification.

When planning to operate wholly within OFTA, the following two suggested flight plans should be used to assist ATC :

AVPLAN: YBOK YWYO YBOK with DLA/YWYO 0130 where 0130 is planned flight duration; or

NAIPS: YBOK DCT OK090010 DCT OK070010 DCT OK030023 DCT OK010023 DCT OK350023 DCT OK310023 DCT OK290023 DCT YBOK DCT.

Note: 'DCT' between each position is to ensure compatibility with the Oakey ATC flight planning system.

The flight plan must remain within the OFTA and have an expected elapsed time longer than the planned sortie time. Remarks are not necessary, however maybe included in the remarks field, eg. L1 ILSY YBOK CCT. Abbreviations found in AIP and YBOK AD2 SUPP may be utilised.

4.2 Clearances

4.2.1 Start clearances.

Start clearances are not required at Oakey, unless advised on the ATIS.

4.2.2 Dangerous cargo and Explosive Ordnance/Stores.

Aircraft Captains must notify ATC of any dangerous cargo or EO stores being carried when requesting taxi and landing instructions, unless the information has previously advised, IAW FIHA ENR 1.1.

4.2.3 Taxi clearance.

Pad number, ATIS, POB[1] and NVG/NVIS status (at night) are to be provided on taxi.

4.2.4 Circuit clearance.

Local aircraft will automatically be in receipt of a clearance to operate in the CIRA not above 3000FT AMSL when:

a) Taxiing for operations within the CIRA (e.g. circuits, lane ops, HTA, etc), or;

b) On recovery having advised intentions for operations within the CIRA (e.g. circuits, lane ops, ops in the HTA, etc).

Aircraft operating in YBOK CIRA, wishing to depart are to advise TWR of their intention and requested next clearance in advance. TWR will subsequently issue an onwards clearance and SSR code as applicable.

[1] ARH Tiger and AH-64 are not required to provide POB

4.2.5 Airways/area clearances

Aircraft are to contact Airways Clearance Delivery (ACD) for airways clearance and SSR code. Airways clearance request for formations requires number and type of aircraft.

By default, transit to and from LFAs will be achieved by use of SAAFRs. Clearance via a SAAFR will not normally be specified via a Gate or an ACP, but ATC may use gates, ACPs and transit areas for traffic management.

Clearance example to LFA 5, via SAAFR X, not above 3000ft AMSL:

"(*Callsign*), CLEARED TO LIMA 5, VIA X-RAY, NOT ABOVE 3000, [SQUAWK (*SSR code*)]"

Clearance to leave and re-enter restricted airspace is not required when operating in LFA that are partially contained within restricted airspace.

Boundaries of some LFAs cross the lateral boundary of R654A/B. An ATC Clearance to operate in a LFA where this is the case, authorises an aircraft to leave and re-enter R654A/B within the dimensions of the cleared LFA. L7 LFA is wholly OCTA. Whilst clearances to operate OCTA are not required, a clearance to L7 is required for SAR and saturation purposes.

4.2.6 Entry and exit

4.2.6.1 Use of SAAFRs

When cleared to depart via a SAAFR, ACFT are to depart the appropriate leg of the circuit and track direct to the appropriate SAAFR entry gate.

ACFT are to proactively fly neighbourly (avoid unnecessary terrain flight, avoid houses and livestock, etc) along SAAFRs to avoid noise complaints.

Aircraft operating on a SAAFR with known traffic must keep to the right of the centreline.

If exiting the SAAFR into a LFA requires crossing the centreline, the ACFT must give way to opposite traffic. When departing a LFA into a SAAFR with known traffic, the ACFT entering the SAAFR must give way to that traffic.

Once the ACFT has reported established in the final destination LFA, that SAAFR clearance is no longer valid.

4.2.6.2 Clearance limit

An ACP on a SAAFR may be used as a clearance limit to facilitate positive traffic separation (eg. Instrument approach in progress). Progress beyond that point requires cancellation of the clearance limit.

4.2.6.3 Crossing a SAAFR

An ACFT may require to cross a SAAFR (eg. From L7 to L6). In this instance, the onwards clearance from one LFA to another LFA implies the clearance to cross the SAAFR. Where relevant, ATC will pass traffic information on other aircraft in the SAAFR. Once the ACFT has reported established in the final destination LFA, that implied SAAFR clearance ceases.

4.2.6.4 Operating in a SAAFR

An ACFT may operate in a SAAFR for an extended period with a specific clearance. In that instance, specifying the requested area between two ACPs along the SAAFR will prevent unnecessary passing of traffic. Eg. “Cleared Lima 6, Lima 7, and operations SAAFR Yankee between Y2 and Y3” [or “… East of Y2”]. (where Y2 & Y3 are ACPs along SAAFR Yankee).

4.2.6.5 Use of Transit Areas.

Transit Areas (TAs) allow an entry and exit corridor that links the CIRA to the operating areas. The intent is for ACFT to transit these areas to enter/exit adjoining training areas and therefore are not intended for prolonged operations. Once an ACFT has reported established in the final destination LFA, the TA clearance ceases. Where specifically requested, extended operations within a TA maybe approved.

4.2.6.6 LFA de-confliction.

Aircraft operating within the Low Flying Areas (LFAs) or Transit Areas (TAs) are to monitor and transmit on the ‘OAKEY DECON’ frequency 135.85MHz for the purposes of deconfliction within these areas.

ATC must advise aircraft inbound to LFAs or TAs of the callsign and type of aircraft in the area and if the LFA is saturated. Inbound ACFT are responsible for de-confliction from ACFT already established in the area.

4.2.7 Altitude requirements

4.2.7.1 Outbound/inbound to YBOK

The standard level for helicopters departing or arriving for OFTA sorties will be not above 3000FT AMSL. ATC may vary this, or clear aircraft at non-standard levels for traffic management or separation.

4.2.7.2 LFA vertical avoidance

ACs must remain laterally clear, or overfly not below 3500FT, any LFA or SAAFR they are not cleared to enter. Traffic will not be passed to aircraft transiting at 3500FT to aircraft established in LFAs not above 3000FT and vice versa.

4.2.7.3 Low level transit/operation heights

The following areas are intended for transit / operations at terrain flight heights (as specifically authorised - usually NB 50FT AHO):

a) LFAs: L1-L7 (inclusive)

b) SAAFRs: X-Ray and Yankee

c) Transit Areas: Whisky, Charlie

d) YWYO and YBYO circuit areas

e) CIRA – North of the Toowoomba-Dalby railway line (for specifically authorised ROBC sorties only)

The following areas are not intended for terrain flight and hence the minimum operating height is NB 200FT AHO:

a) CIRA – South of the Toowoomba-Dalby Railway line

b) LFA: L8

c) SAAFR: Zulu

d) Transit area Echo

4.3 Instrument flight training

4.3.1 Instrument training area

Instrument training may be conducted between radials specified by ATC in an airspace block as follows:

a) 10NM to 20NM based on the Oakey DME or GPS

b) Block level 3500FT – 6000FT.

4.3.2 Flight category for instrument training

All instrument approach training MUST be conducted VFR where possible. Instrument approach training conducted IFR or SVFR due visibility may place limitations upon other users of adjoining LFAs, SAAFRs, Transit Areas and departing/arriving traffic.

4.3.3 Priorities

Priorities will be in accordance with FIHA ENR 1.4-10 paragraph 6, except:

a) Local Special VFR operations will be given equal priority to local IFR operations.

b) Based upon aircraft disposition and training outcomes as directed by AAvnTC a more effective service can be provided.

4.4 CTAF procedures

CTAF procedures apply at YBOK outside of ATS hours. The CTAF frequency is 127.65MHz which is also utilised at Toowoomba (YTWB) and Wellcamp (YBWW) within the Darling Downs broadcast area.

4.5 Aircraft lighting for area operations

Aircraft operating on a SAAFR with known traffic must fly with their landing light (visible or IR) “ON”.

Aircraft operating in OFTA by day should fly with the landing light ‘ON’ when potential traffic conflicts exist.

NVG aircraft approaching the Oakey CTR, must display visible spectrum lighting before contacting Oakey Tower.

Other lighting is to be IAW FIHA.

4.6 SARWATCH

The following requirements are to be observed whenever Oakey's airspace is activated. When the airspace has not been activated aircraft must operate IAW FIHA.

ACs must:

a) Report 'Established' in the training area(s). Once reported established, this becomes the ACFT's last known area of operation for SAR and saturation purposes.

b) Report 'Ops Normal' every 30 minutes on the hour and half hour. The reports may be up to five minutes early. Alternative reporting times are only available when ACs anticipate being unable to communicate at the standard times. Time between reports must not exceed 30 minutes when alternative times are used.

c) ACFT are to minimize the number of concurrently cleared areas, both in order to reduce saturation and areas to be searched in case of missed OPS Normal.

4.6.1 Emergency Activation

ATC will immediately activate emergency response if communications cannot be established within three minutes of a scheduled 'OPS normal'. Timely OPS normal reporting prevents inadvertent activation of emergency services.

5 Aerodrome and Circuit Area Operations

5.1 Circuit area procedures

5.1.1 Taxi Requirements

Wheeled helicopters are to ground taxi on the apron.

5.1.2 Standard circuit direction

The standard circuit direction is to the North of the field. ATC will only issue a circuit direction for other than standard direction circuits.

5.1.3 Non-standard circuits

ATC must be notified of the intention to fly other than a normal circuit when requesting take-off clearance or prior to turning crosswind.

5.1.4 Circuit height

The standard circuit heights for all local aircraft are:

a) Standard circuit 2400ft; and,

b) Low level circuit 1700ft

5.1.5 Departure turns

To avoid conflictions with aircraft operating on the other landing surfaces, aircraft must not turn until past all other sealed landing surfaces, or as directed by ATC.

5.1.6 Provision of traffic information

On receipt of a ‘base’ call, ATC will provide the aircraft with:

a) the total number of aircraft ahead (all landing areas, excluding TWY Bravo);

b) traffic for TWY Bravo; and,

c) a specific landing instruction.

5.1.7 A Mandatory go-around

If all preceding traffic is not identified the AC is to initiate a go-around and notify ATC. The AC of a helicopter making a go-around must:

a) Climb to or maintain circuit altitude;

b) Track upwind along the extended centreline of the nominated runway or lane;

c) Maintain separation with sighted aircraft;

d) Continue to look for unsighted aircraft; and,

e) Advise ATC of intentions.

5.1.8 Taxiway Bravo

Four helipads are available on TWY Bravo from east to west they are named Pad 1, Pad 2, Pad 3 and Pad 4. All pads are labelled as such.

A clearance to land anywhere on TWY Bravo includes a clearance to taxi for dispersal via the adjacent or next available invert without backtracking, unless otherwise instructed by ATC.

5.1.9 Advisory calls

The following advisory calls are recommended for non-standard circuits to aid situational awareness to ATC and other aircraft:

"(callsign), Ready, Rwy/Lane XX, Low Level" – Intention for a low level circuit

"(callsign), Ready Rwy/Lane XX, via a vertical departure"

"(callsign), Low Base, Rwy/Lane XX" – turning base from a low level circuit

"(callsign), Low Base, Rwy/Lane XX, termination to Hover OGE"

5.1.10 Landing areas

RWYs may be divided into a number of landing areas with a 1000ft buffer between each landing area. RWYs 09/27 and 05/23 have two landing areas and RWY 14/32 has three. The landing areas are called 'RWY (number) SHORT/CENTRE/LONG'. LONG is always the most upwind landing area and SHORT is the most downwind. The extremities of buffer zones are distinguished by orange gable markers by day and flashing portable landing lights by night.

5.1.11 Separate landing sites

RWY landing areas are to be considered separate helicopter landing sites and accordingly, use of one is not restricted by the others. ACs are responsible for manoeuvring to prevent over flying other aircraft operating to the landing areas.

Simultaneous operations to the same RWY are permitted if ATC specifies 'SHORT/CENTRE/ LONG' with the landing clearance.

5.1.12 Taxiway Bravo

Provided Aerodrome PCN limits are complied with, TWY Bravo may be used for helicopter arrivals and departures in any direction as specified by ATC.

Offset arrivals and departures to the north will be issued to CH47s if other aircraft are at a holding point on TWY B, or established in the HRF and the CH47 will pass them on arrival or departure.

5.1.13 Slope Training Area Bravo

The slope training area Bravo (STAB) is located immediately North of TWY Bravo, and provides an alternative slope training location, with the following gradients:

a) Northern side - 10°
b) Southern side - 4°
c) Eastern side - 6°
d) Western side - 8°

5.1.14 Helicopter lanes

Lanes are available in the 09/27 direction and are numbered (1-3) northwards from RWY 09/27. Lanes 1 and 3 are sealed. Lane 2 is grass.

5.1.15 Lane saturation

Each lane may only be occupied by one callsign at a time.

5.1.16 Lane Identification

ATC cannot always visually determine which lane a helicopter is occupying, particularly if the helicopter is hovering. Aircraft captains are responsible for identifying their allocated lane and ensuring that the lane is clear.

5.1.17 Lane pavement strength

Lane 1 and 3 are both Pavement Classification Number (PCN) 7.

5.1.18 Lane operations

Aircraft cleared to land or enter a lane may conduct lane operations. A clearance is required for lane operations on a RWY. Lane operations permit the conduct of hover and above ETL operations not above 300FT AGL within the RWY/lane. For landing aircraft, lane operations commence after the aircraft has entered an In Ground Effect hover.

5.1.19 Advice to pilots of lane serviceability

When grass lane 2 is ‘red’, ATC will clear the aircraft to operate using the phrase ‘LANE 2 HOVER APPROVED’.

5.1.20 Backtrack operations

Clearance is required to conduct backtrack operations. Backtrack operations permit lane operations including up to 500m in the undershoot. An additional clearance is required to cross RWYs as required.

5.1.21 Occupied areas

When upwind landing areas are occupied, following aircraft will only be cleared for offset departures.

5.1.22 Offset departures

ATC may approve offset departures from TWY Bravo or a RWY. ATC must specify ‘(callsign) Offset Departure Left/Right, RWY 09 Short Cleared for Take-off’. ACs must:

a) offset their departure as directed to avoid the upwind aircraft;
b) not conduct practice EFATO;
c) not interfere with aircraft operating to other landing surfaces;
d) not interfere with operations on the tarmac or hot refuel point;
e) maintain as close as practicable the take-off direction in use; and

f) when outside the RWY strip and clear of the other aircraft, resume normal circuit procedures or proceed as directed by ATC.

5.1.23 Offset arrivals

ATC may approve offset arrivals to TWY Bravo or a RWY. ACs requesting landing clearance must be advised of the landing area to land on and provided with any occupied landing area that the aircraft will pass in order to land at the designated area (i.e. 'KNGT31, short and centre occupied, offset left/right, RWY [number] long, cleared to land').

AC must:

a) offset their arrival as directed to avoid the occupied landing area,
b) not interfere with aircraft operating to other landing surfaces,
c) not interfere with operations on the tarmac or hot refuel point, and
d) maintain as close as practicable the approach direction in use.

5.1.24 Special VFR

Special VFR operations in the CIRA must be visible from the Oakey Control Tower.

5.1.25 Circuit saturation

The maximum number of aircraft permitted to conduct concurrent circuits is five (5).

Aircraft using the Hover Training Area (HTA), Slope Training Areas or Live Hoist Area (LHA) will not be included when determining circuit saturation levels.

Once CIRA saturation has been reached, ATC will restrict clearance to further aircraft seeking circuit operations.

5.2 Hover Training Area (HTA)

5.2.1 Segregation

Segregation from other aircraft operating in the HTA is the responsibility of the AC. When using the HTA ACs must:

a) maintain a listening watch;
b) report 'Ops Normal' IAW para 4.6 (b);
c) operate not above 100FT AGL; and
d) be cognisant that vehicles may be operating on the dirt track and not in communication with ATC.

5.2.2 HTA Circuits

AC conducting circuits to the HTA are to remain north of Lane 3, unless authorised by ATC.

5.2.3 Slope Training Area Alpha

Slope training area east (STAA) is the large hill located in the south of the HTA and provides slopes of the following gradients:

e) Northern side - 12°

f) Southern side - 10°
g) Eastern side - 8°
h) Western side - 8°

Note: The STAA is a feature within the HTA and as such is subject to the same requirements detailed in paragraph 5.2.1. Aircraft requesting clearance for STAA will be cleared to the HTA.

5.3 Live Hoist Area

5.3.1 Operating in the LHA

When using the LHA ACs must:

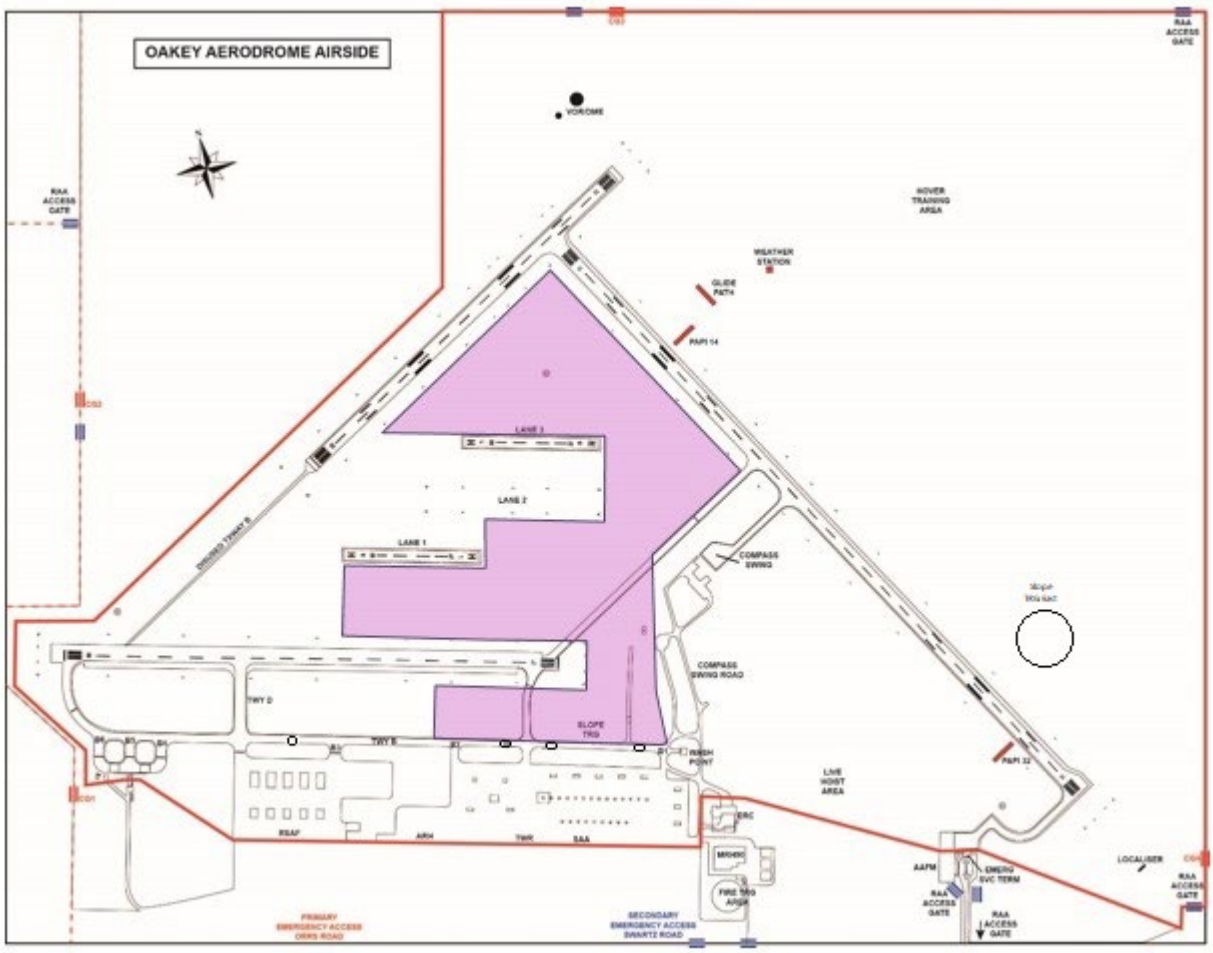
a) Remain south of the extended centreline of TWY B.
b) operate not above 25FT AGL, and
c) maintain a listening watch

5.3.2 Noise

ACs are to be cognisant of prevailing winds and wherever possible locate within the designated live hoist area at positions that minimise the effects of noise on the Emergency Response Centre (ERC) and the Museum of Army Flying.

5.4 Huey

A procedure for transit to/from the lanes or runways while avoiding other landing surfaces is referred to as “Huey”. Aircraft cleared via Huey are to air transit/taxi in the corridor depicted below (in pink), remaining outside lanes and RWYs.



5.4.1 Huey requirements

A Clearance is required to cross TWY B.

ATC may issue holding instructions where required.

‘Huey’ is a read back requirement.

Helicopters may request air transit or air taxi direct, ATC clearance is required prior to crossing any RWY, lane or TWY Bravo.

5.5 Additional night CIRA procedures

5.5.1 Airfield lighting

When unaided aircraft are in the circuit, full airfield lighting will be displayed. ACs may request to vary the airfield lighting to meet training requirements.

5.5.2 Aircraft lighting for CIRA operations

Aircraft lighting requirements within the Oakey CIRA are:

a) Within formations all aircraft must display position lights on unless they are at two rotor diameter spacing. The preference is for all formation aircraft to display position lights so ATC and other circuit users can see all aircraft within the circuit. At a minimum, the last aircraft in the formation must display all external lighting (lower strobes may be turned off). All formation aircraft must display a form of covert/IR lighting.

b) Single aircraft, must display, as a minimum, position lights and strobe lighting.

c) A white search or landing light may be used at the AC's discretion.

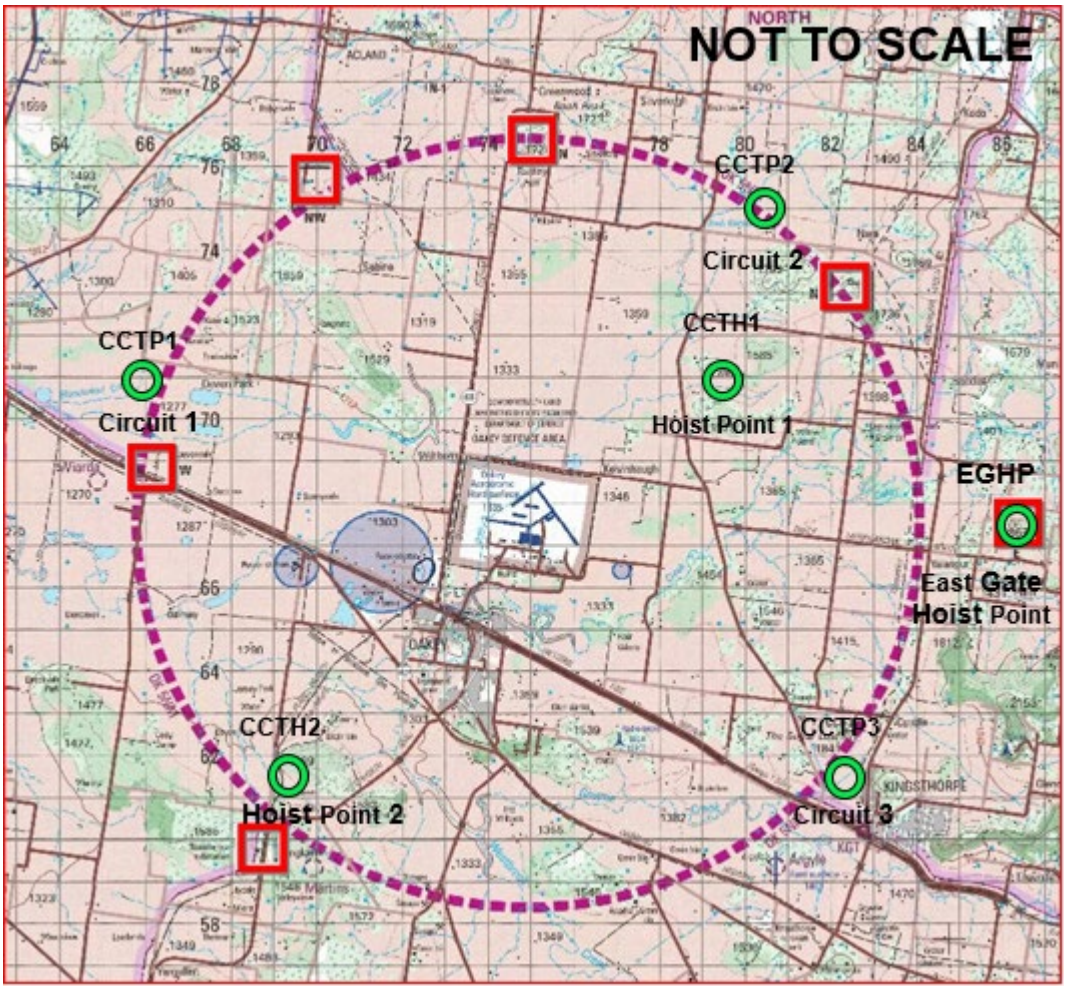
5.5.3 ATC formation instructions

When ATC is unsure of the location of all aircraft in the formation, ATC may at any time request pilots to report airborne or to report vacated a TWY or RWY.

5.5.4 CRH training pads

The 5NM Landing Pads and 5NM Hover Points are intended to be used to practice a variety of helicopter operations while remaining within 5NM of Oakey and keeping the airfield clear. These positions are outlined in the following table.

5nm Landing Pads				
Ser	**Name**	**Abv**	**MGRS (56J)**	**Remarks**
1	Circuit 1	CCT-1	LQ 66238 70979	~1nm N of West Gate
2	Circuit 2	CCT-2	LQ 81120 73465	~1nm NW of North East Gate
3	Circuit 3	CCT-3	LQ 82496 32485	~3nm SW of East Gate
5nm Hover Points				
1	Circuit HP-1	CCT HP-1	LQ 79520 69930	~2nm SW of North East Gate
2	East Gate HP	EGHP	LQ 8634 6746	East Gate
3	Circuit HP-2	CCT HP-2	LQ 7005 6190	~1nm NE of South Gate



Map of CRH Training Pads

5.5.4.1 Clearances

At AC request, ATC will clear the aircraft to operate the training pad not above 2000FT AMSL, however this level can be adjusted traffic permitting. A clearance to operate a training pad entitles the AC to operate within a 2NM radius of these positions.

5.5.4.2 OPS Normal Requirements

AC are to maintain a listening watch and report ‘OPS Normal’ every 30 minutes IAW 4.6 (b).

6 Noise management

Noise management is to be a briefing item for all routine missions flown by Oakey based aircraft. All aircrew are to consider noise footprint and impact as an integral part of their planning processes. Should noise footprint be a concern the issue must be raised to Unit HQ to determine the efficacy of the activity and (if required) community engagement activities.

The safe operation of the aircraft should not be compromised in attempts to adhere to noise abatement procedures. Poor weather, emergencies and specific ATC restrictions are examples where aircrew may make deliberate decisions to operate their aircraft in contravention to the guidelines below.

However, aircrew should make a clear distinction between variation from these guidelines due to valid external factors and variation due to convenience.

6.1.1 Fly neighbourly guidelines

The following fly neighbourly guidelines should be considered when planning or managing activities:

a) comply with published airfield noise abatement procedures;
b) minimise flight over residential areas and other noise sensitive buildings such as hospitals and schools;
c) minimise the use of Toowoomba Airport (especially at night);
d) avoid low flying over known noise sensitive areas such as commercial feed lots, studs, and livestock yards;
e) vary flights paths;
f) alternate the use of landing pads and low flying areas;
g) transit at higher altitudes;
h) include aircraft noise awareness in pilot training and familiarisation;
i) notify local communities of major exercises or other non-routine training and flying activities; and,
j) flying over active mine cut areas.

Aircrew are to be briefed on noise sensitive areas, noise issues, potential impacts and heavy use flying avenues/LFA during their area induction and this can be reinforced at aircrew forums.

6.1.2 Noise Avoid Areas

Noise Avoid Areas (NAA) are areas identified as a no entry area for aircraft with an overfly height restriction. These areas are detailed on the JMPS Oakey Noise Avoids Overlay (.drw file) and presented on the OFTA Master Hazard map marked with a either a yellow, green or blue border; whilst predominantly circular in shape, the shape and size of the area can vary:

a) **Noise Sensitive Area (NSA).** A NSA will be activated when an area of concern has been identified, usually through the receipt of noise complaints. The establishment of a NSA is the first step in managing a potential problem area. NSAs are marked as **yellow** bordered / shaded areas on the OFTA Master Hazard map.
b) **Temporary Noise Avoid Area.** This is an area that is established for a short period of time and continually reviewed. A Temporary NAA may be activated at the property owners request for circumstances such as, relocated cattle not used to aircraft noise or calving. Temporary NAAs are marked as **green** bordered / shaded areas on the OFTA Master Hazard map.

c) **Permanent Noise Avoid Area.** Permanent NAA are established as a result of ministerial action or repeated complaints of a serious nature e.g. feed lots, horse studs, or where aircraft noise may result in a safety concern e.g. cattle mustering. Each permanent NAA is reviewed on a six monthly basis by the Oakey Training Area Officer (TAO). Permanent NAAs are marked as **blue** bordered / shaded areas on the OFTA Master Hazard map.

6.1.2.1 Overflying of NSA and NAA

ACs should avoid overflying NSA and NAA to reduce the noise nuisance created by the aircraft. NSA and NAA should be over flown at a minimum height of 1000ft AGL; however, flying higher such as for a transit flight will minimise noise exposure further. In particular, the following are to be avoided:

a) Oakey Hospital (located two km south-west of the airfield);

b) Private residences in the Oakey CIRA;

c) No aircraft operations over Cooby Creek Reservoir (in LFA 8) other than transiting aircraft.

d) Areas on the OFTA master hazard map indicated by yellow, green, or blue bordered/filled shapes AA's that have cross hatching have an overfly requirement of not below 1000ft AGL;

e) The direct over flight of houses and stock yards;

f) Operations in the vicinity of houses, sheds or stockyards during terrain flight or approach and departure to landing points/hoisting sites;

g) Hovering over mature grain crops, or producing sufficient downwash that would cause damage to immature plants, or recently seeded areas; and,

h) Flying in the vicinity of feed lots.

7 Oakey Aerodrome Ground Operations

7.1.1 Aircraft ground runs

Locations and noise limitations for aircraft ground runs are detailed in the Oakey Aerodrome Manual.

Aircraft operators must advise Oakey Emergency Response Centre (ERC) on 07 7514 5024 of position, POB and duration before conducting ground run.

7.1.2 Airside access

Airside access at Oakey is managed IAW AC SI (OPS) 05-45 and SI (AVN) OPS 5-105.
A person without airside authorisation may be escorted by a person who holds a current airside authorisation for Oakey. All APS and Civilian members require an Aeronautical Radio Operators Certificate (AROC) to utilise an aviation band radio.

7.1.3 Airside training

Airside access and awareness training and certification is conducted by the AOC on request.

7.1.4 Airside communication

A clearance from the Surface Movement Controller (SMC) is not required for movement on:

a) the aprons;

b) the perimeter dirt road from the Emergency Services Apron to the VOR; and,

c) the compass swing access road.

Vehicles must comply with airfield signage on these roads and be on SMC frequency 121.9 MHz, if doubt exists then a call to SMC should be made to confirm it is safe to proceed. Traffic information may be provided by ATC to the aircraft but the responsibility for segregation lies with the vehicle driver and the AC. Vehicles and aircraft must exercise extreme caution when operating in the vicinity of Taxiway Bravo and the compass swing access road due to their close proximity.

7.1.5 Vehicle lighting

As NVIS equipped aircrew operate at Oakey, it is critical that vehicle drivers operating on the airfield at night are cognisant of the effect of their vehicle lights on these devices and therefore the impact to the safety of the aircraft.

7.1.6 AAVNTC Aerodrome Refuelling

The Oakey base refuellers provide cold refuelling (F34 AVTUR only) at Oakey, co-ordinated through the AOC and is available to all local and visiting ADF Aircraft. Hot refuelling is available as per the requirements outlined in section 2.5.

7.1.7 Conduct of hot refuelling

All HREF Operations are conducted IAW AAP7200.003-1, Army Aviation Aircraft Support Operating Procedures Manual & Oakey Aerodrome Manual. These operations are conducted by trained and authorised personnel.

7.1.8 Hot Refuel Facility (HRF) programming

AAvnTC units have priority use and are not required to submit bookings, instead all HREF requirements will be programmed on Flight Pro IAW Flying Coordination requirements. RSAF and visiting units wishing to utilise the HRF for planned sorties are to provide a request through SAA OPS or agreed pathway.

Priority of requests will be to support ADF operations and training prior to additional requests.

It is the responsibility of the GCAS Shift Supervisor to ensure that Flight Pro is monitored and notify SAA Ops if any requirements cannot be met.

On inbound, all ADF aircraft are to call inbound to SAA OPS NLT 10 minutes prior to arrival. SAA OPS will notify SAA GCAS OPS to ensure the HRF is staffed for the arrival of aircraft. All other HREF inbounds are to be communicated through the agreed upon method prior to arrival to ensure staffing of the HRF.

HRF procedures are described in section 4.9.

7.1.9 HRF Unavailable.

When military assumes Crash Rescue Helicopter (CRH) duties and the military CRH is airborne, ATC will immediately notify the CRH if advice is received that the HRF is unavailable.

7.1.10 Chaff/flare operations

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

7.1.11 Firefighting capability

Hot refuelling operations should be attended by specialist firefighting services or conducted at a hot refuel facility with integral firefighting capability where possible, IAW AAP7200.003-1 Army Aviation Aircraft Support Operating Procedures Manual & Oakey Aerodrome Manual. In the event the installed fire-fighting system at the HRF is unserviceable, Oakey Aviation Rescue Fire Fighter (ARFF) Tender is required where possible.

In the event an ADF ARV is being utilised and the installed fire-fighting system at the HRF is serviceable, Oakey Aviation Rescue Fire Fighter (ARFF) Tender is NOT required.

If the Oakey ARFF is in attendance for dual HREF’s at the Oakey HRF the ARFF will hold short on TWY B to the East of the HRF to allow overview of the operation and to provide a staging point for the assessment prior to committing to the conditions.

7.1.12 Approved Layouts

Figure1 & 2 below provide the approved layouts for HREFs located within the Oakey HRF for approved airframe for this facility. Alternatively, Figure 3 shows the approved layout for HREF’s when conducted IVO the Compass Wing. All aircraft safety distances are IAW AAP7200.003-1 Army Aviation Aircraft Support Operating Procedures Manual.

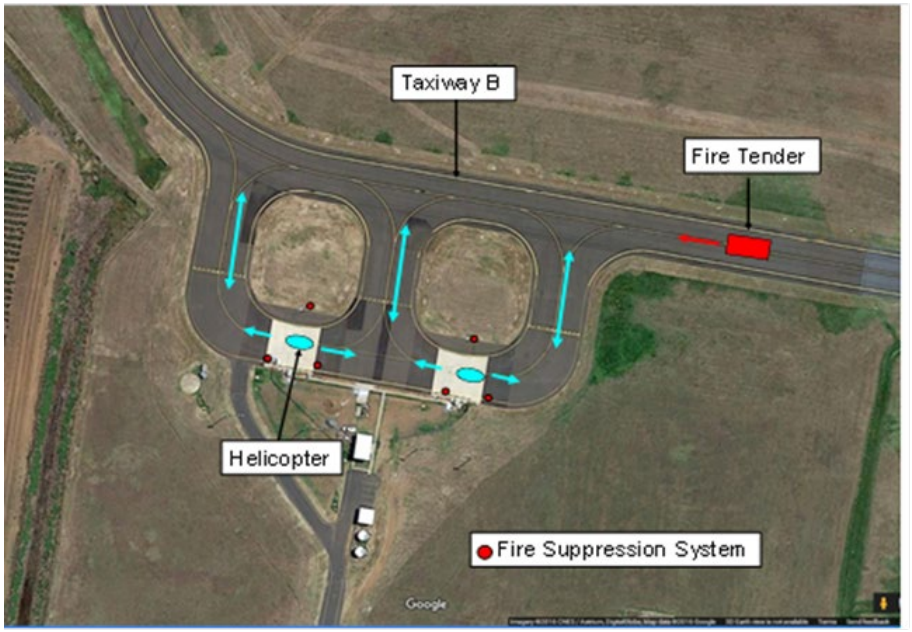


Figure 1: Simultaneous HREF Operations on two refuel pads

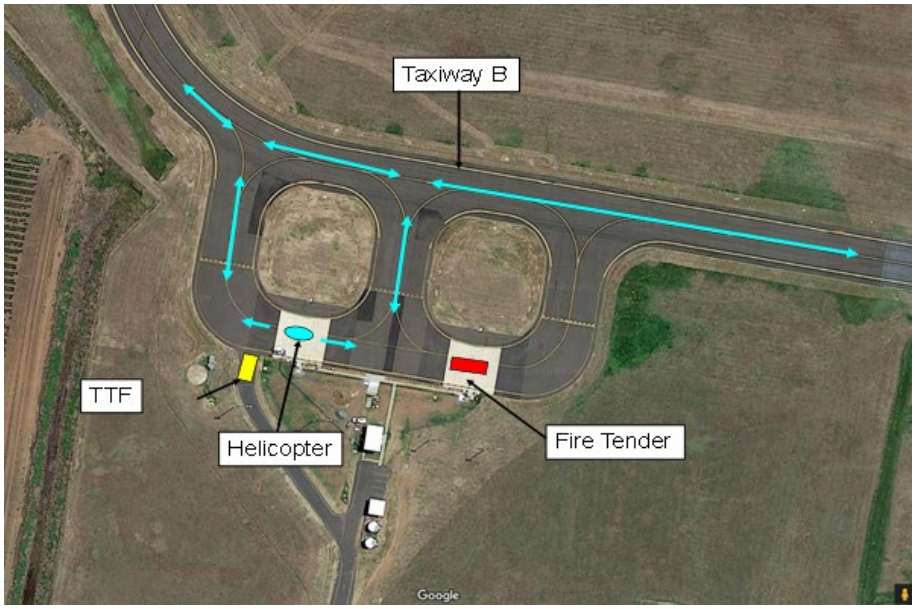


Figure 2: Layout for hot refuelling from bulk tankers

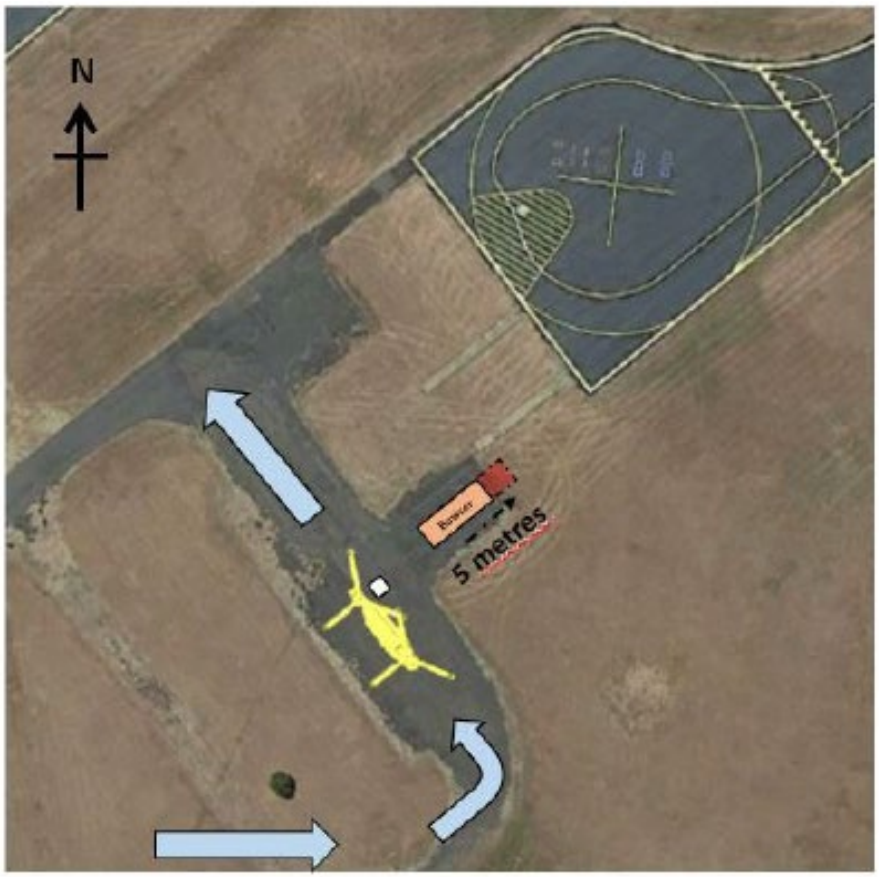


Figure 3: Compass Wing HRF example layout

7.1.13 Refuelling procedures

All refuelling will be conducted will be IAW:

a) AAP7200.003-1 Army Aviation Aircraft Support Operating Procedures Manual & all associated documents within this manual.

b) Oakey Aerodrome Manual.

c) All local SOP's and agreements.

8 Reporting and Notifications

8.1.1 Classes of flying operations

The classification of flying operations in the OFTA is predicated on the level of support services available. The five support services are ATC, ECC, ARFF, MED, and CRH. Changes to the classification of flying operations will be completed IAW with the Oakey Aerodrome Emergency Plan (AEP) The three classes of operations are:

a) **Unrestricted Operations**: all five support services are available;
b) **Limited Operations**: the CRH is not available; all other support services are available;
c) **Restricted Operations**: one or more of the support services are not available (excludes CRH).

Aircraft will be advised by ATC directed transmission immediately when the class of operations reduces. Increases in class of operations will be advised by ATC as soon as practical but no later than the next OPS Normal.

ATC may be provided during Restricted Operations. The provision of ATC does not change the class of flying operations.

8.1.2 Airfield Serviceability/useability

The surface condition at Oakey is inspected and reported via the template outlined in the Oakey Aerodrome Manual. The following serviceability indicators are used on the inspection reports for grass lane 2:

a) **Green**: serviceable;
b) **Red**: unsuitable for landing. Only approaches to the hover and lane operations at the hover may be conducted.

Grass lane status is listed on the Airfield Ops planning board. ATIS will advise 'GRASS LANE RESTRICTED' if there are ‘red’ lanes. Grass areas (other than Lane 2) ARE NOT INSPECTED.

It is the ACFT Captains’ responsibility to ensure that any grassed area is suitable for the intended activity. Unserviceability of all other grass operating areas will be advised by NOTAM. If aircrew have not checked status by other means they are to contact AOC to determine lane restrictions.

8.1.3 Brymaroo and Wyoming Satellite Airfields

The satellite airfields are inspected on a weekly basis and their status is reported via the template outlined in the YBOK Aerodrome Manual.

8.1.4 Area Landing Pads

The area landing pads are inspected and maintained on a priority basis dependent on conditions.

8.1.5 Hazardous Weather Warning status

The Hazardous Weather Warning system identifies warnings through two criteria and is designated by a colour coded system. The warnings and governing criteria are as follows:

Status	Storm Warning Criteria	
	Weather	**Wind**
Yellow	Storms are reported within 20NM of the Oakey Airfield.	Oakey Airfield experiencing wind speeds in excess of 30KT but not exceeding 40KT.
Orange	Storms are reported within 10NM radius of Oakey Airfield.	Oakey Airfield experiencing wind speed in excess of 40KT and/or consistent gusts greater than 15KT.
Red	Storms are reported within 5NM radius of Oakey Airfield.	Oakey Airfield experiencing wind speeds in excess of 50KT.

8.1.5.1 Hazardous weather Notification

Aircraft will be advised by ATC directed transmission immediately when Hazardous Weather Warning Red comes into effect. All other changes to Hazardous Weather Warning status will be advised by ATC as soon as practical but no later than the next OPS Normal.

8.1.5.2 Unit Actions

Unit actions on receipt of weather warnings are outlined in the YBOK Aerodrome Manual.

9 Airspace and Hazard Mapping

9.1 OFTA Master Hazard Map

The OFTA Master Hazard map is maintained digitally via a JMPS produced 1:100K GEOTIFF map consisting of the following default JMPS Oakey Mission Package overlays onto the latest AGO 1:100K CADRG Oakey Special map:

a) OFTA Airspace/LFA/SAAFR boundaries (.drw file)
b) Wires & Towers - Manual CHUM (.mch file)
c) Noise Avoids (.drw file)
d) LZ Pads (.lpt file)
e) ACPs (.drx file)
f) ROZ Acland (.drx file)

The OFTA Master Hazard map can be produced by any qualified aircrew using the above files. The layer order of the overlays is important to ensure wires and towers are not obscured by graphical lines or text.

9.1.1 Validity & Classification

The Hazard Map is to specify below the CIRA the “MASTER AS AT” date in order for easy identification of its validity. The validity date will be displayed on the Master Hazard Map at the outside AOC. For flight safety, the OFTA Master Hazard map is to remain UNCLASSIFIED. Any CoA military member may declassify the GEOTIFF produced map from JMPS for this purpose. See example below.

9.1.2 Availability

A printed version of the OFTA Master Hazard map is posted outside the AOC. The digital version is uploaded to approved Electronic Flight Bags (EFBs) and available to all in the AAvnTC user group. All users requiring access to the EFB group are to contact the SAA Technical Publications Officer (for inclusion). The AOC is responsible to provide the RSAF with the necessary printed and digital files.

9.1.3 Hazardous Wires

Hazardous wires are emphasised on the OFTA Master Hazard map with the use of a yellow ellipsoid surrounding the section.

9.2 Helicopter landing pads and hoist points

Helicopter Landing pads (LPs) and Hoist Points (HPs) are located on private property, Council land and within State forestry areas. The Oakey Training Area Engagement Officer (TAEO) coordinates Defence use of these landing areas with the land owner/organisation.

LPs and HPs are numbered as per the Oakey Special. The definitive source of information for LPs and HPs is the Master map located outside the AOC. The LPs and HPs Local Point file (.lpt) is available in JMPS.

LP size and surface clearance is maintained IAW LWP-CA (AVN) 3-1-2 Aircraft Support – CH6. Pad maintenance is conducted IAW the AOC Pad Maintenance SOP. Details of the location and size of the LPs and HPs, and the maintenance schedule can be obtained from the AOC.

Operation into any LP or HP is at the discretion of the AC, in accordance with their flight authorisation. ACs are responsible for checking the status of proposed areas prior to use.

AOC is dependent on aircrew reports for early advice of pad maintenance problems. Request template for unscheduled maintenance is at paragraph 7.6.2.

9.3 Wire reporting

All wires and towers within the OFTA are detailed on the JMPS Oakey Manual CHUM file (.mch) and presented on the OFTA Master Hazard map

In the event that aircrew find a wire that is not marked on the Master Hazard Map, ATC must be informed immediately. ATC will immediately advise airborne aircraft with clearance for the area through directed transmission. The ATIS has a limited vocabulary, but will be updated to include a warning that “Wire hazard located Lima (number)”.

ACs finding a new wire are to suspend their planned mission and plot the wire on the Oakey Special.

ATC will advise the AOC of any reported new wires. The AOC will notify aircrew of the presence of a new wire or hazard via the Oakey Aircrew group email.

AC are to complete the Wire and Hazard report located in 7.6.1 and forward to the AOC at the end of the sortie. AOC will update the Master Hazard Map as soon as possible and advise aircrew when complete.

9.3.1 New Wire/Hazard Report Form

NEW WIRE / HAZARD REPORT
ARMY AVIATION CENTRE

Regn No: _____

Date: _____

1. Originating Unit: _____

2. Area (LFA etc.): _____

3. Start of new wire/tower location: _____
(Grid Reference & description)

4. First Turning Point: _____

5. Second Turning Point: _____

6. End of New Wire: _____
(MGRS Reference & description)

7. Additional Notes: _____

_____

8. Submitted by

Name: _____**Signature:** _____ **Date**: _____

8. Information distributed to AAC flying units

Name: _____

Signature: _____

Date: _____

FLIGHT SAFETY DOCUMENT
*** Forward to AAvnTC Airfield Operations for distribution***

9.3.2 Landing Pad maintenance request form

LANDING PAD MAINTENANCE REQUEST

Process for submitting this request - please provide a detailed word picture for the maintenance works required before submitting this form to SAA Operations. SAA Ops will confirm that the pad maintenance requirements will suit all flying wings, before approval and on-forwarding to SD - DD Airfield Operations.

Low Flying Area: **Pad No:**

Date & Time: **Grid Reference:**

Aircraft type, please circle: **ARH Tiger** **MRH 90** **CH47 Chinook**

Maintenance Requirements

The following landing pad maintenance is required: please provide a detailed word picture for the pad maintenance works that are required, i.e slash long grass, remove sapling or dead wood etc:

Please Note : Any requirement to change the existing dimensions of the a landing pad will require a separate formal request to be staffed through the OPSO SAA, prior submission to the DS-DD TAO.

Pilot/Aircrew Details:

Contact No.

For Action AAvnTC Ops: The requested pad maintenance has been checked and will not impede on any other flight training requirements AAvnTC conduct to this landing site/pad.

Additional Information:

Print Name: **Signature/Date:** **Position:**

SD-DD Airfield Ops/TAO Actions:

Print Name: **Signature/Date:** **Position:**

9.4 New Acland Coal Mine Blasting

9.4.1 NAC responsibilities

The 452SQN OAK FLT Letter of Agreement – New Acland Coal Mine Pty Ltd sets out the responsibilities of NAC when operating during hours of Oakey airspace activation.

9.4.2 ATC responsibilities

ATCOs are to comply with the agreed procedures described in the 452 SQN OAK FLT Letter of Agreement – New Acland Coal Pty Ltd. Additionally, ATC will:

a) on receipt of advice from NAC that blasting is planned later the same day, confirm that a NOTAM covering the activity has been published;

b) ensure that once blast approval is issued, aircraft are not permitted to enter the lateral or vertical boundaries of the blast area, until NAC has notified completion of the blast; and,

c) display a map of the NAC blast area on the operational SDDs while it is active.

9.4.3 Restriction of blast clearance

ATC may withhold or temporarily revoke approval for blasting activities if blasting may adversely affect aircraft or disrupt other Defence activities.

Where aircraft are conducting, or are about to conduct an instrument approach, ATC may delay blast approval to enable the completion of those procedures.

9.4.4 Instrument approaches when NAC is active

Once blast approval has been issued, Oakey instrument approaches will only be permitted when:

a) VMC conditions exist;

b) the approach path does not enter the NAC blast area in use;

c) the pilot accepts a restriction to remain visually clear of the blast area in use; and,

d) where the relevant missed approach path enters the NAC blast area in use, ATC will advise the pilot that the published missed approach procedure is not available and issue a suitable alternate instruction (e.g. visual go around/departure).

9.4.5 Priority aircraft

Where priority aircraft (e.g. MEDEVAC, or aircraft subject to an emergency) require to enter the blast area, approval for the blast may be cancelled or temporarily suspended by ATC.

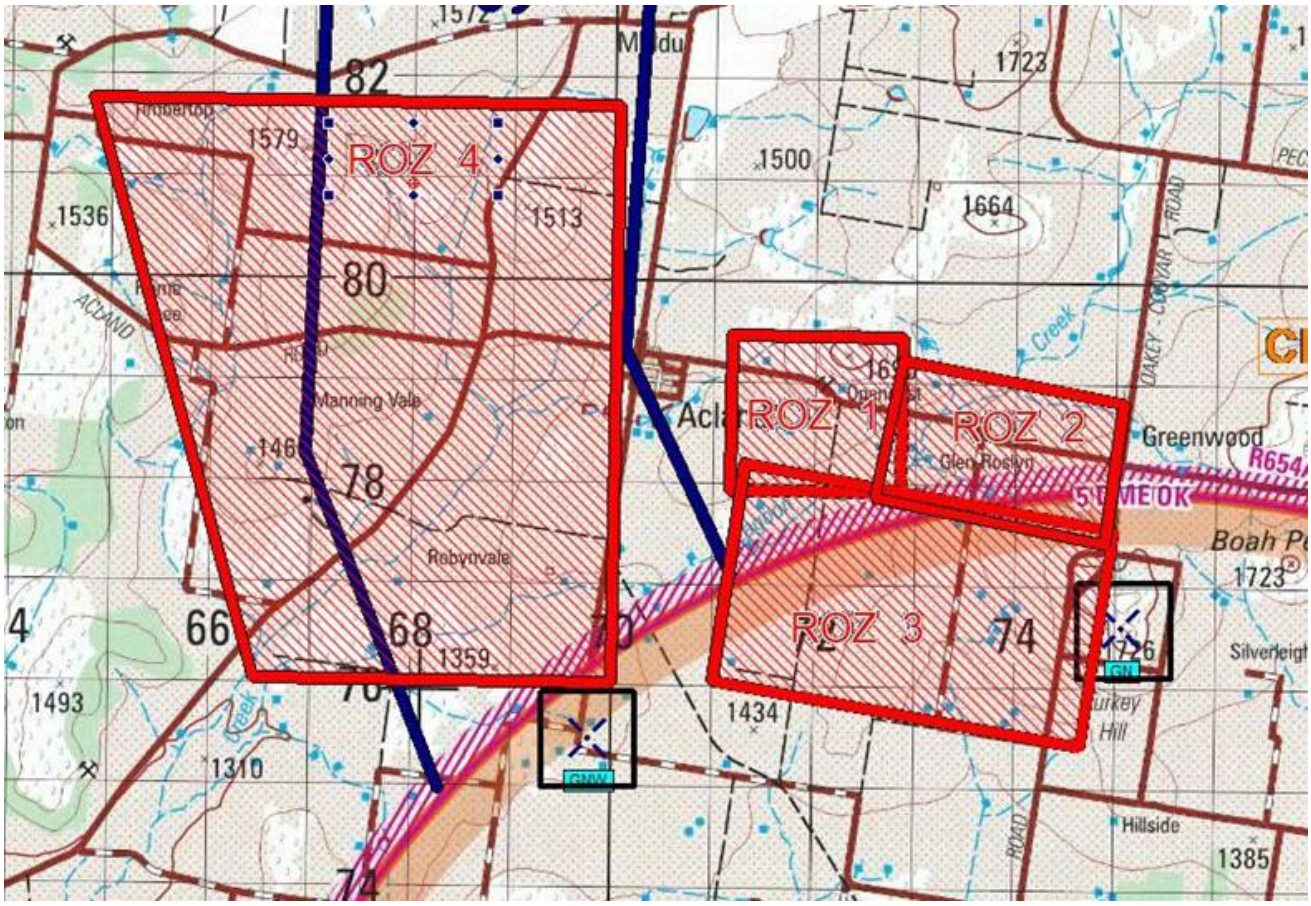
Aircraft which cannot avoid entering the blast area in use, prior to confirmation from NAC that the blast has been suspended, are considered to be no longer be operating under a clearance and proceeding at their own risk.

9.4.6 ROZ Acland Areas

The OFTA Master Hazard Map depicts the New Acland Coal (NAC) mine blasts areas as Restricted Operating Zones (ROZs). Each ROZ is representative of designated NOTAM/NAC blast areas. The LAT/LONG and vertical extent of the ROZs is as per the areas detailed in the active blasting NOTAM[2]. If advised that a particular ROZ is active, ACs are to seek clearance for routing via alternative areas eg. via a Transit Area.

The four ROZ and their equivalent NOTAM/NAC designation are (also see map depiction below):

a) ROZ 1 - (NAC Area 1),
b) ROZ 2 - (NAC Area 2),
c) ROZ 3 - (NAC Area 3), and
d) ROZ 4 - (NAC Area 4).



[2] These areas are also described in detail in the 452SQN OAK FLT ATC Letter of agreement

10 RPAS Operations

10.1 General

For the purposes of this document, the term RPAS refers to all RPA/UAS/TUAS/Drones/ UAV/UCAV.

10.1.1 Approval

452SQN OAK FLT FLTCDR is the approving authority[3] for civil RPAS operations within OAK CTR, and R654ABCD. Enquiries and applications are to be sent to oakey.rpas@defence.gov.au for action.

10.1.1.1 Notification to other airspace users

Details of approved civil RPAS within the OFTA will be forwarded to the AOC. Operating areas must be published by the AOC through the Oakey aircrew email distribution list and details input on FLYPRO. A NOTAM will be issued for civil RPAS operations within the No Fly Zone, or for operations above 400ft.

10.1.2 Large RPAS procedures

RPAS weighing 150kg or less may be operated subject to a letter of agreement between 452SQN Oakey Flight and the operator. The operation of large RPA is to be subject to an individual ATMP[4].

10.1.3 TUAS Procedures

Reserved.

[3] IAW 44WG Flying Order 02/23 and 44WG SI (OPS) 03-09
[4] IAW 44 Wing SI (OPS) 03-09

11 Satellite airfields

The two satellite airfields employed in the OFTA are Brymaroo (YBYO) and Wyoming (YWYO).

11.1 General requirements

11.1.1 RSAF Priority

ADF and RSAF aircraft may use either airfield; however RSAF has priority for YWYO.

11.1.2 Location/dimensions

Both airfields are located in the North West training area. The locations and circuit areas are depicted on the Oakey Special.

11.1.3 Condition/serviceability

Service Delivery Darling Downs (SD-DD) maintains the grounds and facilities associated with both airfields. Should aircrew encounter any problems with either airfield the matter should to be reported to the AOC as soon as possible.

11.1.4 Airfield layout and description

The AOC maintains master maps of the satellite airfields layout and facilities. Aircrew must be familiar with the layout and facilities.

11.1.5 Clearances

An airways clearance is required to operate at either airfield. If operations are required outside of 2nm radius, then clearance in either/all of the adjoining LFAs is required.

11.1.6 Non-controlled aerodrome procedures

Separation and sequencing within the applicable circuit area is to be achieved using non-controlled aerodrome procedures on the de-confliction frequency.

11.1.7 Circuit altitudes

Normal circuit operations are not above 3000FT. Circuit altitudes are:

a) Normal Circuits: 2400FT at YBYO and 2200FT at YWYO

b) Low Level Circuits: 1700FT

11.1.8 Re-establishing communications with ATC

Aircraft that have shut down at either satellite airfield and require a clearance to operate in the OFTA may become airborne not above 1800FT within the confines of the applicable circuit area. This approval to become airborne is only provided to enable two-way communications to be established with Oakey Approach.

11.1.9 Circuit saturation

Both airfields have saturation limits (see below for airfield specific information) which are the AC responsibility to observe. ATC is not responsible for enforcing circuit saturation limitations.

11.1.10 Night operations

Night operations may be either aided, unaided, or a combination of both.

Aircraft operating at night must display visible spectrum external lighting to ensure they are visible to other aircraft within the circuit area. Aircraft in formation are required, as a minimum, to display visible spectrum external lighting on the last aircraft.

11.1.11 Building avoidance

AC should avoid, when practicable, over-flight of buildings within the circuit areas.

11.2 Brymaroo

YBYO is located at GR LQ 626874 at an elevation of 1352FT.

11.2.1 Slope Training Area

The slope training areas are located W and NW of the lanes with the following gradients:

a) Western Mound: Northern side 6° / Eastern side 4°

b) Eastern Mound: Northern side 8° / Eastern side 6°.

11.2.2 Lanes

YBYO has five grass lanes aligned 09/27 and numbered 1 to 5 from South to North.

a) Each lane may be used by only one aircraft at a time

b) 180°/360° auto-rotations may only be conducted to the outer lanes

c) AC must note that there are no buffers between the lanes and therefore the AC is responsible for maintaining segregation with aircraft in adjacent lanes.

d) AATES has an extensive array of ADS33 manoeuvring courses marked with black tyres located in the grass areas west of the Lanes. These are not to be moved.

11.2.3 Circuit direction

Circuits to Lanes 1 to 5 are to be conducted to the south.

11.2.4 Circuit saturation

The maximum aircraft for operations to 09/27 circuits is five (5).

11.2.5 Running landings

All helicopters may conduct running landings at YBYO.

11.2.6 Aircraft parking

Aircraft parking is confined to the grassed area north of the sealed road, adjacent to the building complex. Parking areas are delineated by a line of four tyres oriented north-south.

11.2.7 Night operations

The preferred circuit direction is 09/27. Alternative directions may be used provided that the landing is made to a point and there is no conflict with other circuit traffic.

Two aircraft may conduct concurrent circuits to one landing aid (for example, T-aid) during night unaided operations.

11.2.8 Refuelling Procedures

HREF and CREF operations may be conducted at YBYO using portable refuelling assets. This is to be requested as per section 2.5 and will conducted:

a) AAP7200.003-1 Army Aviation Aircraft Support Operating Procedures Manual & all associated documents within this manual.

b) Oakey Aerodrome Manual.

c) All local SOP’s and agreements.

11.3 Wyoming

YWYO is located at GR LQ 508885 at an elevation of 1250FT

Pictorial representations of YWYO is presented below.

11.3.1 Runway

YWYO has one sealed runway (1200FT x 100FT) oriented 06/24 (064°/244° magnetic). Two helicopter landing points, marked as circles ‘A’ and ‘B’ are located equidistant from each threshold. The sealed runway can be used by all types of helicopters up to the CH47 class.

11.3.2 Refuelling facilities

There are no refuelling facilities at YWYO.

11.3.3 Aircraft parking

A dispersal area is available adjacent to the RWY 24 Threshold. The dispersal area can accommodate a maximum of two helicopters at any one time. Units intending to park their aircraft in the dispersal area must advise other flying units of their intentions at the FCC.

11.3.4 Prohibitions

The following prohibitions apply:

a) Slung load operations onto the sealed runway are prohibited; and,
b) Running landings by skid equipped helicopters are prohibited.

11.3.5 Circuit direction

Circuits can be flown to the north or south of the runway with the following limitations.

a) When two or more call-signs are operating simultaneously, contra rotating circuits are not allowed to the runway;
b) Aircraft conducting slung load operations will fly a northern circuit, using the adjacent grass area for landing; and,
c) When two or more aircraft are operating simultaneously, and at least one is conducting slung loads, the aircraft not conducting slung load operations will fly a Southern circuit utilising the sealed runway for landing.

11.3.6 Circuit saturation

A maximum number of two call-signs, not exceeding three helicopters, or one call-sign, not exceeding five helicopters are permitted to operate at YWYO at any one time.

11.3.7 Night operations

Lighting aids may be placed on the grass adjacent to the sealed runway. No lighting aids are to be placed on the sealed runway.

It is the responsibility of the AC to remove the light aids on completion of night operations.

12 Emergencies

12.1 General Emergencies

General Oakey emergency procedures are outlined in the Aerodrome Emergency Plan (AEP) managed by the AOC.

12.2 Stores jettison areas

Stores jettison areas for non-time-critical emergencies are YWYO, YBYO and the Hover Training Area. These stores jettison areas do not preclude the time critical jettison of stores at any time or area for aircraft safety.

AC should advise ATC as soon as practicable when stores jettison is required as well as the preferred jettison area and type of stores. ACs may declare a PAN when advising of stores jettison. The jettison area will then be closed for all aviation activities. ATC will notify closed jettison areas by ATIS.

12.3 Aircraft management during base incidents

As detailed in the AEP, the Airfield Operations Manager (AOM) may be directed to activate the ECC and implement a response to a potential threat if the direction is given by the Senior Australian Defence Force Officer (SADFO), Base Support Manager (BSM) or representative from the Base Command Post (BCP).

The AOM will confirm with ATC when there is a change in base alert levels and direct that one of the following actions be notified by ATC to all aircraft by directed transmission, acknowledgment is required:

a) **ALERT**. This informs aircraft that there is a situation in progress however aircraft may continue sorties as originally planned. Aircraft may be requested to assist in surveillance depending on the situation

b) **AWAY.** This informs aircraft that there is a situation in progress and aircraft are to cease training and recover to the most appropriate airfield/satellite airfield/landing pad however are not to recover to the Oakey airfield. Aircraft captains are to establish contact with their OPS via mobile phone after landing for further directions

c) **RETURN.** This informs aircraft that there is a situation in progress and aircraft are to cease training and recover to the Oakey airfield immediately

d) **STAND DOWN.** This informs aircraft to return to normal operations.

12.4 Ground Emergencies

In the event of an emergency such as fire or spill, actions are to be IAW:

a) AAP7200.003-1 Army Aviation Aircraft Support Operating Procedures Manual & all associated documents within this manual.

b) Oakey Aerodrome Manual.

c) All local SOP’s and agreements.

12.5 No radar procedures

12.5.1 Radar failure

In the event of a total radar failure, the ATC Supervisor (SPVR) is to determine whether to continue to provide air traffic services using these no radar procedures, or close Oakey airspace.

The ATC SPVR will then notify to the AOC who will notify flying SQN OPS of no radar procedures and any other restrictions/limitations.

12.5.2 Enduring No Radar Procedures

For enduring no radar procedures in excess of one day or planned no radar periods, an aircrew briefing should be conducted to refresh no radar procedures in consultation between the SATCO and flying SQN OPSOs.

12.5.3 Airspace

Unless already active, R654B will only be activated if there is an operational requirement for that airspace. R654CD should be deactivated as soon as possible.

R654A and R654B may be activated to an amended level. D613, D630A and D630C will remain active.

12.5.4 ATS Procedures and traffic restrictions

Ground and Tower procedures will not change. Changes to Airways Clearance Delivery and

Approach procedures are as follows:

a) Departures and Arrivals will be via a SAAFR or gate at standard altitudes.
b) Aircraft must only be cleared into one training area/LFA at a time[5]; Clearances will not be available for multiple LFAs due to the inability to narrow down an aircraft's position should SAR be activated.
c) SAR will be based on pilot/controller estimate for next point/area and communications checks commenced three minutes after a failure to report. Once established in LFA, normal 30 min OPS normal calls automatically commence.

12.5.5 Position reporting

Pilots must advise estimate for the next point on first contact with Approach (with departure report) or on receipt of clearance for subsequent clearances, eg:

a) 'Oakey Approach, KNGT31 departed Oakey at 10, tracking for L5 via SAAFR Yankee not above 3000, estimating L5 at 17'
b) 'Re-cleared L4 not above 3000, estimate L4 at 26, KNGT31' (after receiving clearance from Approach)

On return to Oakey pilots must advise an estimate for the gate.

[5] A key identified risk is poor position reporting resulting in delays in locating aircraft after an accident.

12.5.6 Transponder

Aircraft will continue to squawk their assigned SSR code, or 5000 if none issued.

12.5.7 SAR frequency monitoring

Aircraft that have the ability to continuously monitor Guard (121.5MHz, 243MHz) and 406MHz transmissions are to operate that equipment.

12.5.8 Airspace incursions

AC should be aware that there is limited ability for ATC to observe aircraft incursions into Oakey restricted airspace. If an unknown aircraft is noticed within the Oakey restricted area this is to be immediately reported to ATC (note some training areas are OCTA).

12.5.9 Visual Flight Rules (VFR)

All local aircraft are to operate under VFR unless sortie objectives cannot be met. Practice inadvertent IMC (IIMC) should remain VFR category.

12.5.9.1 Special VFR

Special VFR due visibility will not normally be available. Unplanned Special VFR due visibility will be treated as VFR in IMC (Alert SAR phase).

12.5.10 Instrument Flight Rules (IFR)

If IFR flight is required, it will only be approved for one aircraft at a time, and no concurrent Special VFR operations will be approved.

a) In the event another aircraft declares IIMC or requires an IFR arrival, the first IFR aircraft should expect to have some form of ATC management. This will depend on the nature of the event but is likely to involve an instruction to climb and maintain a height block and subsequent delay.
b) Due to this risk, Oakey based aircraft planning to operate IFR must carry an additional traffic holding fuel reserve to account for procedural delays.

12.5.11 Maximum on frequency restrictions

TWR – A maximum of 5 local aircraft on Tower frequency

APP – A maximum of 7 local aircraft on Approach frequency with a maximum of two aircraft conducting instrument approach training.

Instrument approaches are available to only one RWY at a time. Pilots are to provide an estimate for IAF when requesting the APP.

Note: *Formations are considered a single aircraft, unless split.*