Flight Information Handbook Australia

AD2 Supplement Curtin

Issue 2506

Effective 01 May 2025

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Change summary

Curtin FIHA AD2 SUPP **Issue 2506 – Effective 01 May 2025**	
Location of change	**Change description**
Multiple	Numerous editorial amendments throughout associated with format change, FIHA references due to migration from AC SI(OPS) 03-16, and change in airspace names with introduction of Military Operating Areas.
1	Addition of governance explanation and definitions.
2	Addition of airspace management processes.
2.6.3	Amendment to TAC C2 procedures
4.2	Amendment to Fast Jet Gates.
4.3	Addition of non-Fast Jet procedures.
4.5.2	Amendment to Initial Points and pitch procedures.
5.1	Amendment to standard circuit direction.
6	Addition of Aircraft Arrestor System (AAS) OPS, pre-meditated ejection area, brake chute OPS and ATC RADAR failure procedures.

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1 Introduction

1. This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Curtin (YCIN) is deemed Electronic Aeronautical Information (EAI) and is made available for Electronic Flight Book (EFB) use via the Defence Aeronautical Information Service Provider (AIS-AF).

1.1 Purpose

The purpose of these procedures is to, in order of priority:

- ensure the safety of flight
- facilitate flying operations which cannot be conducted within standard flight rules or air traffic control procedures
- facilitate the efficient use of military airspace
- ensure compliance with regulations
- flexibly and cooperatively integrate military flying into the national airspace system.

1.2 Scope

This instruction applies to the conduct of flying operations at YCIN aerodrome and associated airspace during periods of Air Traffic Control activation. Information contained within this instruction that may have civil application will either be contained within the YCIN section of the Enroute Supplement Australia (ERSA) or formalised through letters of agreement with the applicable civil operators.

1.2.1 Additional procedures

Additional YCIN procedures may be promulgated via exercise/operational instructions.

1.3 Authority

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

1.3.1 Approval authority

HQSRG SO1 CM ANSP

1.3.2 Consulted authority

- 81WG STANDO
- 82WG STANDO
- SRG A7 SO2 STAND E7

1.3.3 Sponsor

FLTCDR 452SQN DAT FLT

1.3.4 Airspace Control Authority

The Airspace Control Authority (ACA) for YCIN airspace is the HQJOC Joint Airspace Control Cell (JACC).

1.4 Definitions

Fast Jet	Any of the following aircraft types, unless specified otherwise: • F15 • F16 • F18 (including EA18) • F22 • F35 • Hawk • Lear Jet • PC21
Mobile Air Operations Team (MAOT)	The deployed Air Base Air Traffic Services (DABATS) unit tasked to provide YCIN Air Traffic Control (ATC).
Outer airspace	Those Restricted Areas (RA), Temporary Restricted Areas (TRA), Military Operating Areas (MOA) and Temporary Military Operating Areas (TMOA) outside 25DME YCIN. Specific permanent areas are: • M821A/B • M822A/B • M823A/B • M824 • R802B • R803A/B • R804A/B • R805A/B • R806A/B • R808A/B • Any temporary airspace promulgated via AIP SUP, NOTAM or exercise/operational instructions.
TAC C2	Any authorised military command and control agency, other than ATC, providing aircraft control. This may include: • CRU • AEW&C

	• JTAC/FAC(A) • Naval ships
Terminal Area	Those RAs, TRAs, Military Operating Areas and TMOAs inside 25DME YCIN used for the purpose of YCIN arrivals and departures . Specific permanent areas are: • R801 • R801 Partial • R802A

2 Airspace

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

2.1 Permanent Curtin airspace

YCIN airspace extends out to 150NM from the air base, up to FL600, as depicted in AIP charts and the Designated Airspace handbook (DAH). This airspace is apportioned into a Class C Control Zone (CTR) and a number of RAs and MOAs that can be activated in total, or partially to suit exercise or operational requirements.

2.2 Temporary Curtin airspace

Temporary Restricted/Danger/Military Operating Areas (TRA/TDA/TMOA) may be established in support of individual activities. Details on TRAs/TDA/TMOAs will be promulgated in the exercise/operation instructions and an accompanying AIP SUP.

2.3 R801 Partial

Where the entirety of R801 is not required for YCIN OPS, the northern portion may be deactivated to de-conflict MIL OPS from civil OPS at Derby (YDBY) airfield. When this occurs aircrew shall operate not below A040 while overflying the northern portion of R801. Details of R801 partial activation are as follows:

Conditional Status: RA2

Military Flying

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

Vertical Limits: SFC - 3500

Hours of Activity: NOTAM

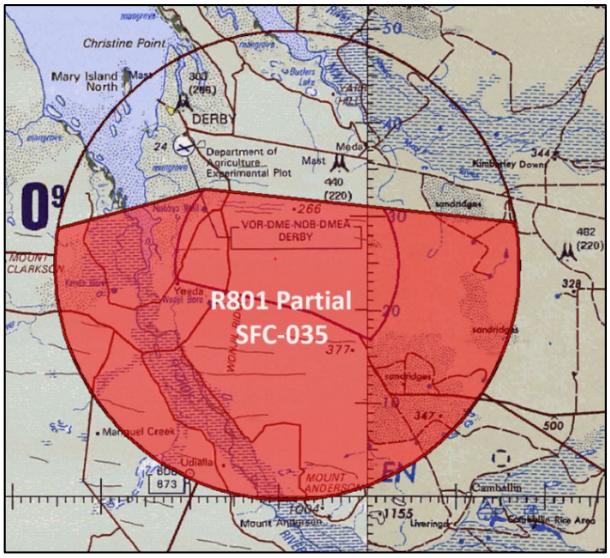

Figure 1: R801 Partial

2.4 Activation

YCIN airspace, including temporary areas, are activated by NOTAM.

2.4.1 Activation coordination

Planning for YCIN airspace activation shall be coordinated through HQJOC JACC via adf.airspace@defence.gov.au.

2.5 ATC managed airspace

Unless documented otherwise within exercise/operational instructions, Air Traffic Services (ATS) will be provided within the following airspaces:

- Terminal Area (TMA)
- Control Zone (CTR)
- Circuit Area (CIRA)

2.6 Fighting airspace/training areas

Unless documented otherwise in exercise/operational instructions, fighting airspace/training areas are contained within the following airspaces:

- Permanent outer airspaces
- Temporary outer airspaces

2.6.1 Airspace boundary compliance

ACFT must be capable of remaining within fighting airspace/training area boundaries, including application of navigation and equipment error tolerances. The technical means for achieving this is at the discretion of the applicable airworthiness authorities. ATC will not apply additional buffers.

2.6.2 Separation

Unless an ATS is specifically requested or promulgated in exercise/operational instructions, military ACFT are responsible for their own separation in YCIN permanent and temporary outer airspaces IAW exercise/operational instructions.

2.6.3 TAC C2

TAC C2 shall ensure all ACFT within their controlled airspace operate no closer than 2.5NM to the airspace boundaries.

2.6.3.1 TAC C2 – ATC coordination

Hot handoffs will be used as standard practice between TAC C2 and ATC, except during an emergency or as coordinated between control agencies. Unless coordinated otherwise, the receiving agency may vary ACFT tracking and level as required. Hot handoffs shall occur NLT 10NM from the airspace boundary.

2.6.3.2 Airspace boundaries

TAC C2 shall retain all ACFT OPS within 2.5NM of the airspace boundaries.

2.6.3.3 Airspace buffers

ATC will apply a 2000FT buffer between vertically adjoining ATC and TAC C2 controlled airspaces. Additional buffers may be applied as necessary to account for variances in QNH and standard pressure.

2.6.4 Altimeter setting

Operations within fighting airspace/training areas shall be with reference to YCIN QNH, unless a force QNH is provided by a TAC C2 agency.

2.6.5 Airspace management

The delineation of YCIN airspace management responsibility will be promulgated in exercise/operational instructions. Control agencies (ATC and TAC C2) may tactically coordinate management/control responsibility of portions of YCIN airspace for defined timelines.

2.7 Circuit area

Curtin circuit area (CIRA) dimensions are:

- 5NM radius centred on the CIN TACAN (17 34 40.70S / 123 49 45.40E),
  - When R801 Partial is active – caution Derby CTAF traffic. A buffer of 1.5NM exists between the northern boundaries of R801 Partial and the YCIN CIRA.
- SFC-2500FT.

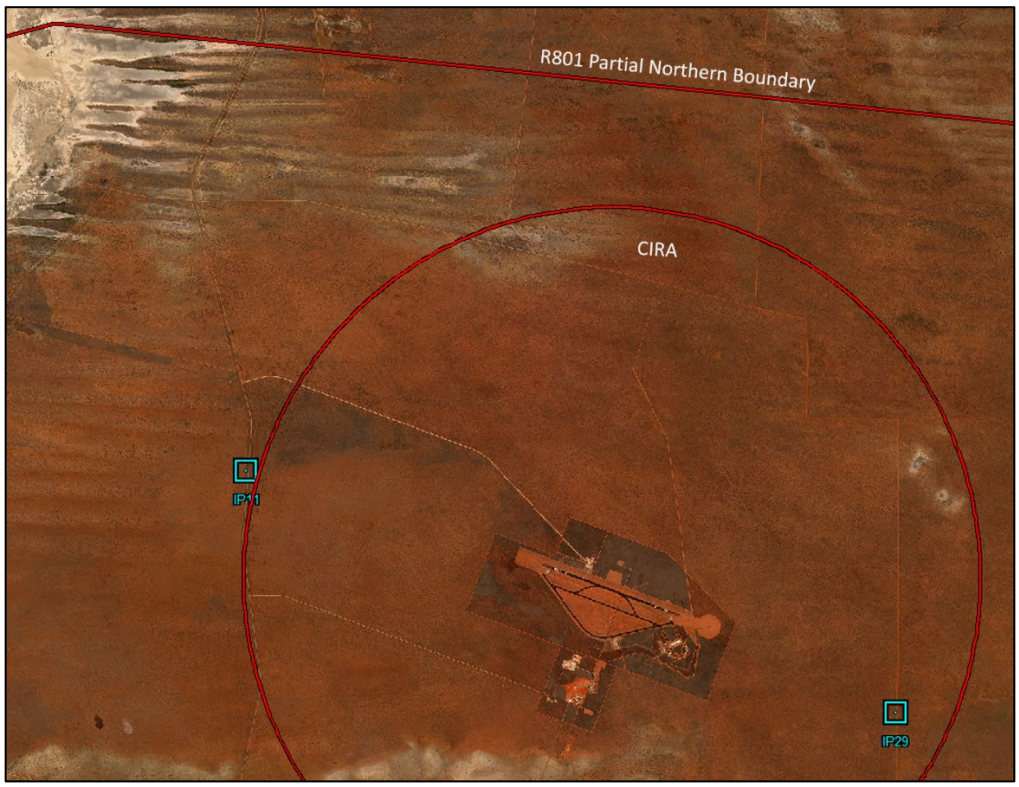

Figure 2: CIRA and R801 Partial northern boundaries

2.8 Noise abatement/fly neighbourly

ACFT shall avoid overflying the YCIN living quarters at the southern extremity of the air base located at CTN205/001.80 (17 36 18.00S / 123 48 53.00E) reference the YCIN TACAN.

3 General Planning

3.1 ATS

A MAOT delivered ATS may vary depending on the nature of the exercise/operations and will be advised within exercise/operational instructions. A MAOT may provide the following ATC Services.

3.1.1 Level of ATS

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

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

3.1.1.1 Class D exception

Heavy fixed wing IFR ACFT will be provided with a Class C service during departure and approach phases of flight below 10,000ft AMSL.

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

3.1.1.2 YCIN CTR

Class C services apply to the CTR; the CTR will not be activated where exercises/operations require Class D services.

3.1.2 Aerodrome Control

Aerodrome Control (ADC) includes Tower (TWR) and Surface Movement Control (SMC) and may be provided as a stand-alone service, or in conjunction with a surveillance-system Approach (APP) Control service. The following levels of service apply:

- A stand-alone ADC service will provide procedural control (no surveillance system) within the CTR and/or TMA.
- An ADC service in conjunction with an APP service will control the CIRA, or other airspace volume, as described in relevant exercise/operational documentation.

3.1.3 Approach Control

An Approach (APP) service will provide an arrivals and departures function within TMA.

3.1.4 Centre Control

A Centre (CEN) service may provide a directed level of ATS within assigned outer airspaces, as described within exercise/operational instructions.

3.2 VMC criteria

Class D VMC criteria applies within the YCIN CIRA. Class C VMC criteria applies in all other airspaces.

3.3 Flight rules

3.3.1 Arrivals

All arriving fast jet ACFT will adopt VFR following a report of ‘visual’ with APP or TWR.

3.3.2 Departures

Departing fast-jet ACFT for OPS within YCIN airspace shall operate VFR and adopt IFR passing 4000.

3.3.3 IFR clearances

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

3.4 Flight Planning

3.4.1 OPS within YCIN airspace

Flight plans are not required for ACFT arriving and departing YCIN for OPS wholly within YCIN airspace. Flying units shall provide the MAOT with notification of the daily flying program, including amendments, as it becomes available.

3.4.2 Departures for other destinations

ACFT departing YCIN airspace shall flight plan IAW FIHA 1.10.

3.5 Search and Rescue times

3.5.1 Arrivals

YCIN ATC will cancel SARWATCH for arriving ACFT.

3.5.2 Local OPS

ACFT operating in the outer airspaces may hold SARTIME or OPS Normal times within ATC.

3.6 ATC Frequencies

The following frequencies and frequency planning applies at YCIN:

AGENCY	C/S[1]	UHF	VHF	CH
TWR	CURTIN TOWER	257.8	118.3	
SMC	CURTIN GROUND	264.6	TBA[2]	
SMCV	CURTIN GROUND	259.3	TBA[2]	
ATIS	CURTIN TERMINAL INFORMATION	316.3	TBA[2]	
APP	CURTIN APPROACH	261.4	TBA[2]	
CLEARANCE DELIVERY	CURTIN DELIVERY	TBA[2]	TBA[2]	
TACAN	CTN		TBA[3]	TBA
CTAF	CURTIN TRAFFIC		126.7	

[1]ATC may employ tactical call signs IAW exercise/operational instructions.
[2]Frequencies promulgated via OPTASK COMMS. Frequencies likely also promulgated in exercise/operational instructions, AIP SUP or NOTAM
[3]TACAN frequency and channel promulgated via NOTAM and/or exercise instructions.

3.7 Pilot Responsibility for Separation

Pilot Responsibility for Separation (PRS) may be utilised IAW FIHA ENR 1.4.

3.8 Reduced Runway Separation

Reduced runway (RWY) separation will be applied IAW FIHA ENR 1.1.

3.9 Derby CTAF

Derby Airfield (YDBY) and YCIN operate on common CTAF frequencies with identical RWY orientation. Two-way radio communications between ACFT is unreliable while on the ground. Caution shall be exercised regarding Derby operations during CTAF procedures.

4 Departures and Arrivals

4.1 Standard taxi routes

Crews are responsible for deconfliction within the OLAs and TWY H, J and K. SMC/Ground has limited visibility of TWYs H and K. Outbound Crews shall contact Ground prior to entering TWY E and G for deconfliction with inbound traffic.

4.1.1 Standard taxi route – RWY 11

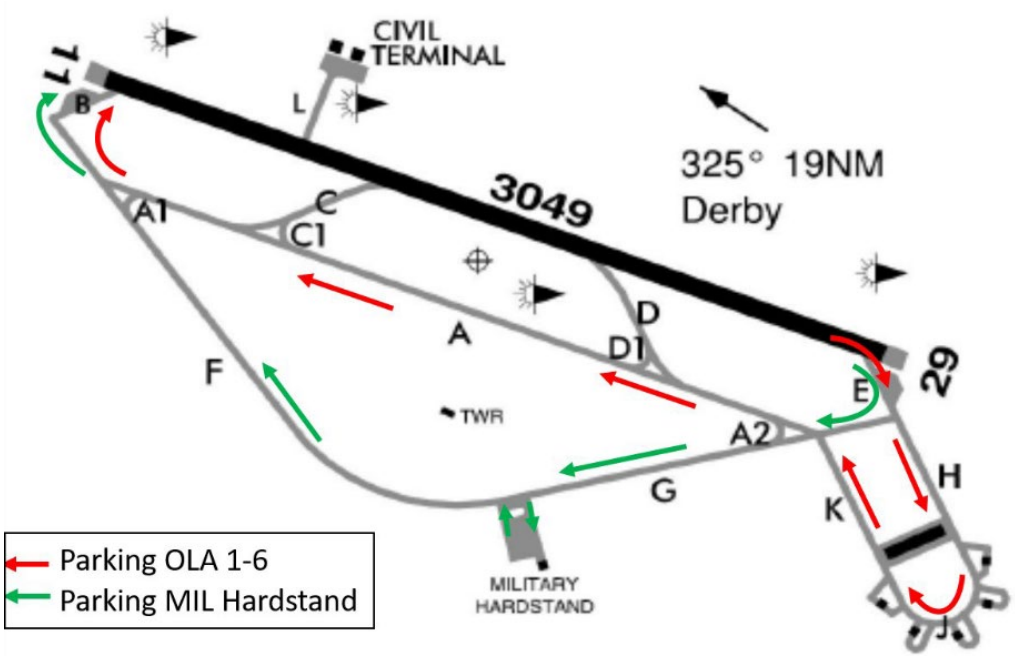

Figure 3: Standard taxi route RWY 11

4.1.2 Standard taxi route – RWY 29

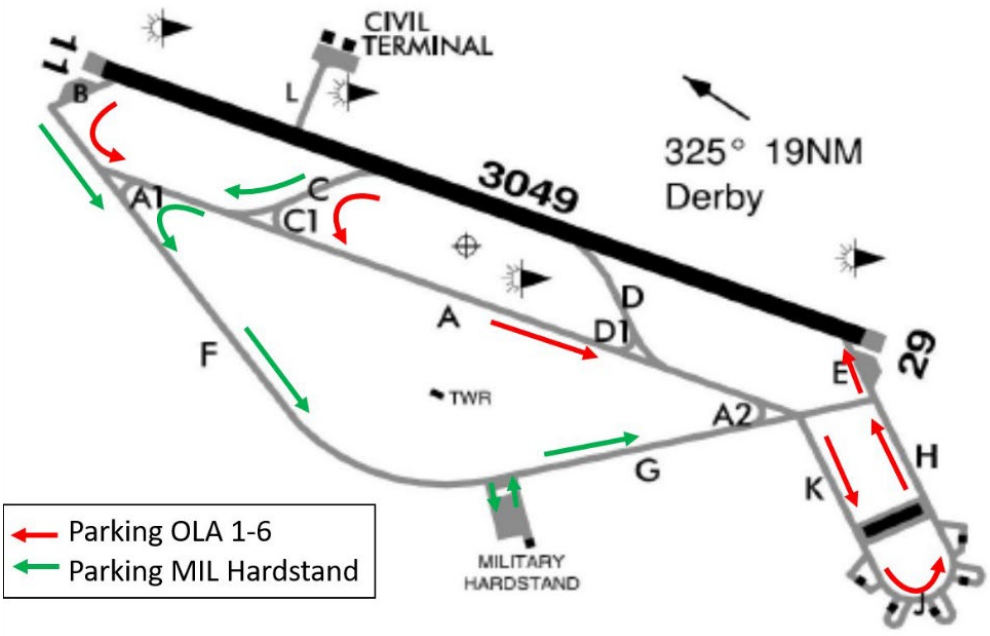

Figure 4: Standard taxi route RWY 29

4.2 Departure/arrival gates.

Fast jet ACFT departing/arriving to/from OPS within YCIN airspace shall track via one of the following gates:

GATE	TACAN BRG/DIST	LAT/LONG	DIRECTION[1]	LEVEL[1]
1	360/25	17 09 35.30S / 123 50 30.40E	ARRIVE	NOT BELOW (NB) A070
2	030/25	17 13 18.10S / 124 03 27.60E	DEPART	NOT ABOVE (NA) A190
3	060/25	17 22 44.10S / 124 12 45.70E	ARRIVE	NB A070
4	090/25	17 35 22.20S / 124 15 55.00E	DEPART	NA A190
5	120/25	17 47 49.60S / 124 12 03.70E	ARRIVE	NB A070
6	150/25	17 56 45.60S / 124 02 12.60E	DEPART	NA A190
7	180/25	17 59 46.00S / 123 49 00.20E	ARRIVE	NB A070
8	210/25	17 56 02.30S / 123 36 00.00E	DEPART	NA A190
9	240/25	17 46 34.60S / 123 26 42.10E	ARRIVE	NB A070
10	270/25	17 33 55.70S / 123 23 36.00E	DEPART	NA A190
11	300/25	17 21 29.30S / 123 27 30.30E	ARRIVE	NB A070
12	330/25	17 12 35.00S / 123 37 21.20E	DEPART	NA A190

[1]*Unless cleared otherwise by ATC*

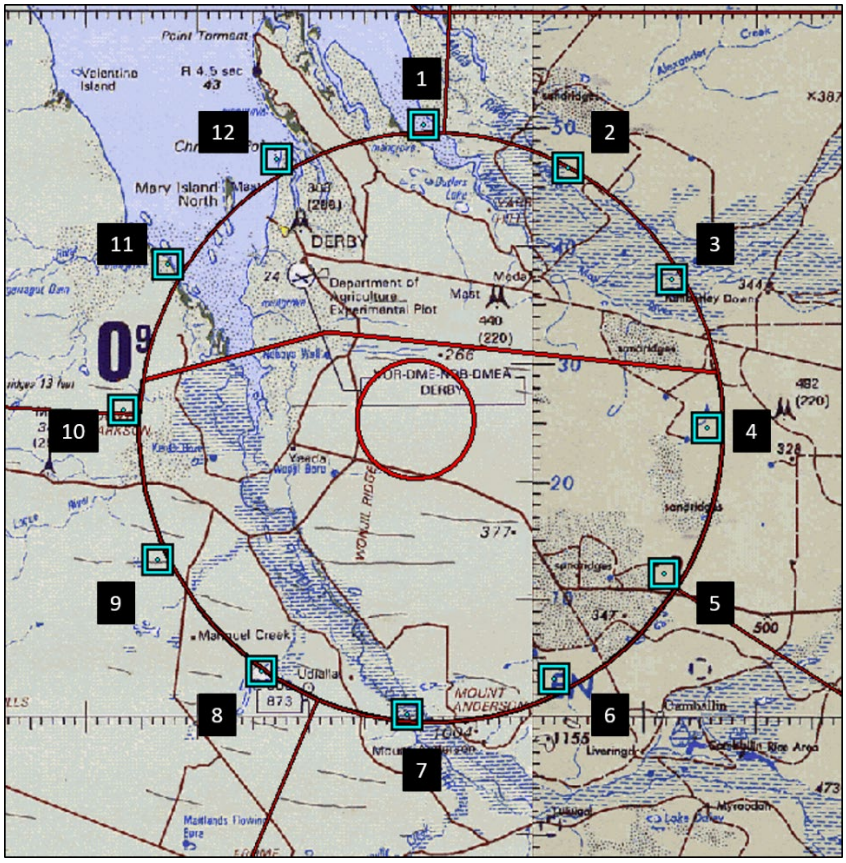

Figure 5: Fast Jet Gates

4.3 Airways clearance

4.3.1 Fast Jet OPS within outer RA/MOA or TRA/TMOA

Fast Jet tracking shall be via one of the departure/arrival Gates. The following standard clearance applies (contact Clearance Delivery when APP active, otherwise contact Ground):

- Pilot: 'CURTIN DELIVERY/GOUND, [callsign], Gate [number], request clearance.'
- ATC: '[callsign], CURTIN DELIVERY/GROUND, cleared Gate [number], A190 [or requested lower level], Squawk [code].
    - Pilots shall advise level requirements if a non-standard level is required.
    - Standard airways clearance procedures apply for OPS within the TMA, and for non-standard OPS within outer airspaces (advise of tracking, intensions, area of operation and level).

4.3.2 Non-Fast Jet clearance

Non-fast jet ACFT for OPS within YCIN outer airspace may either utilise the departure/arrival gates or request a clearance via user-preferred tracking.

4.3.3 Departing YCIN airspace

Crews departing YCIN airspace into Class E/A airspace shall obtain an airways clearance from Brisbane Centre prior to taxi. YCIN ATC may be able to assist in obtaining and/or co-ordinating this clearance.

4.4 Standard departure

A Standard Instrument Approach (SID) may be published to support YCIN activation. Available SIDs will be published in TERMA and activated via NOTAM. Where a SID is not available, aircraft shall depart visually in accordance with ATC departure instructions.

The following standard departure procedures apply:

- VMC by day: Visual Departure (where published, SID available on request).
- IMC and by night: SID where published. Where a SID is not published, crews are responsible for terrain clearance IAW FIHA ENR 1.1-7. Tracking instructions will be provided.
- NVG/NVD: Crews operating with NVG/NVD may conduct visual departures IAW FIHA ENR 1.1-7.

4.4.1 India departures

The India Departure ('Visual Departure India') is available for formations IAW the following:

- ACFT depart in 20 sec stream
- Lead ACFT to extend 3NM upwind before commencing a turn onto outbound heading

- All ACFT remain below 500FT AGL inside 5NM and perform unrestricted climb to levels above 10 000FT outside 5NM.

4.4.2 Departure reports

Departure reports to YCIN ATC are not required where an APP service is not being provided. APP/TWR will provide frequency transfer instructions.

4.5 Standard arrivals

Fast jet arrivals from the outer airspace shall be via the departure/arrival Gates. Non-fast jet arrivals may be via either the Gates or via user-preferred tracking.

Contact APP/TWR by 35TAC and advise the following:

- Position
- Formation composition, if different from departure
- Gate number / tracking
- Inflight conditions
- Recovery type, if other than a visual approach
- Any PRS
- Receipt of ATIS

4.5.1 Standard recovery

Standard recoveries are IAW the following:

- VMC by day: Visual approach, unless cleared via instrument approach at pilot request.
- IMC by day and night: Instrument approach, unless cleared via visual approach at pilot request.
- NVG/NVD: Crews operating with NVG/NVD may conduct visual approach IAW FIHA ENR 1.1 when cleared by ATC.

Instrument approaches are available to both RWY11/29. TACAN approaches may be published to support YCIN activations. TACAN approaches will be published in TERMA and activated via NOTAM.

4.5.2 Initial and Pitch

Initial Point (IP) for RWY 11 and 29 are aligned with TWY Alpha and are located at:

- **RWY 11.** 17 33 14S / 123 44 34E (5.0TAC). Overhead the Derby HWY approximately mid-way between the northern and southern Curtin access roads.
- **RWY 29.** 17 36 30S / 123 53 47E (4.3TAC). Overhead the north-south track that delineates the eastern boundary of Defence land, approximately 0.5NM south of a track intersection.

4.5.2.1 Initial height

ACFT shall be established at A020 by the IP. Low pitch is available on request, crews shall avoid overflying YCIN living quarters described at para 2.8.

4.5.2.2 Standard pitch

ACFT shall run through initial aligned with TWY Alpha and pitch to the north.

When R801 Partial is active – caution northern boundary of R801 Partial and Derby CTAF traffic.

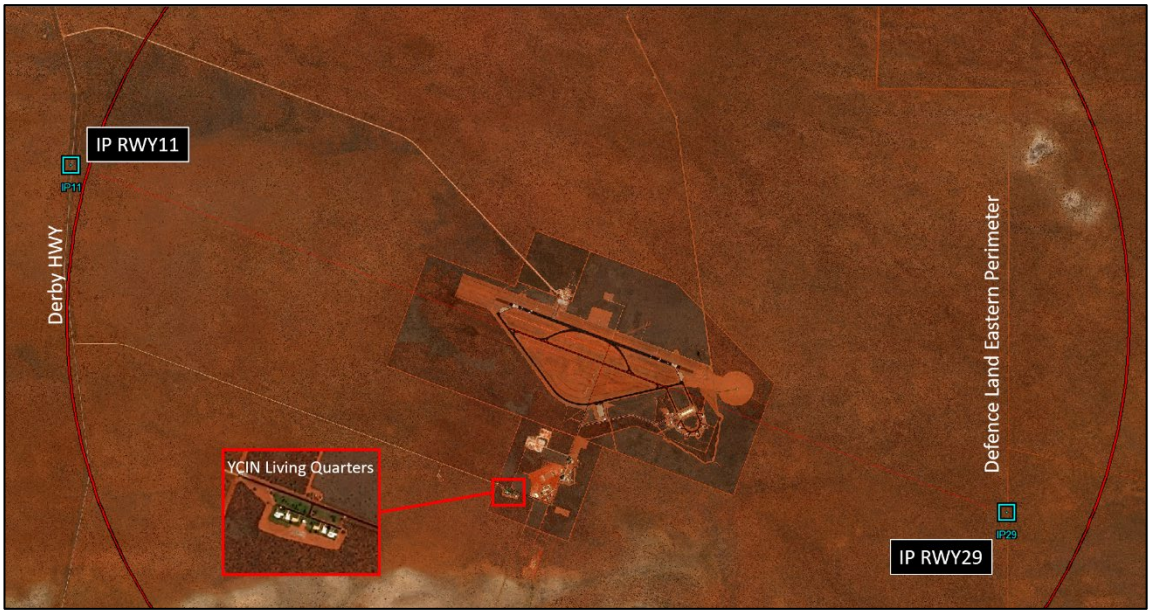

Figure 6: IP RWY11 and 29

4.5.3 India Arrival

Maintain A160 or above by day (ensuring established within YCIN RAs), or A110 and above by night, until 10NM final

- Traffic will be passed at top of descent (top of India)
- Crews descend to 250FT AGL by day, 1500FT AGL by night through initial.
- Avoid overflying the YCIN living quarters.

4.5.4 Traffic information

ATC will provide circuit/pattern traffic information to aircrews no later than:

- the IP,
- High Key,
- 5NM if joining the circuit on a visual approach via tracking other than initial, and
- Commencement of descent on an India Approach.

4.5.5 Helicopter Landing Sites

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

5 Circuit area

5.1 Standard direction

Unless cleared otherwise, circuits shall be flow to the north of RWY11/29.

When R801 Partial is active – caution northern boundary of R801 Partial and Derby CTAF traffic.

5.2 Standard altitudes

Standard altitudes for circuit operations at Curtin are IAW the following:

- Jet Aircraft: 2000FT
- Prop aircraft and helicopters: 1500FT

5.2.1 Low circuit

Low circuits are available on request.

5.3 Automatic circuit area clearance

ACFT undertaking a go around, low overshoot, or touch and go following an arrival are automatically cleared to operate in the circuit area not above A025.

5.4 Reduced RWY separation

Reduced RWY separation is IAW FIHA ENR 1-1. Participation in these procedures by foreign fast-jet ACFT is pending agreement from the applicable chain of command, through a letter of agreement.

5.5 Landing clearances

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

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

6 ABNORMAL OPERATIONS

6.1 Aerodrome Rescue and Fire Fighting (ARFF)

ARFF are not permanently located at YCIN and may be deployed IAW operational requirement. Emergency response is IAW CIN SI(OPS) 06-03 – RAAF Base Curtin AEP and any adjuncts necessary to account for deployed alerting and response.

6.2 AAS operations

YCIN does not operate a permanent AAS. The following procedures apply for the operation of deployed AAS (cables):

- ATC does not have remote control of deployable AAS. Cables are established across the RWYs following verbal coordination between the TWR and Cable Party.
- Cables will be removed for non-arrestable ACFT arrivals/departures.
- The departure end cable will be established prior to arrestable ACFT departures and arrivals.
- The approach end cable will be established at pilot request and when an arrestable ACFT rejoins with a loss of two-way communications.
- Following a cable engagement, the pilot shall contact the Fire Controller on SMC frequency. The pilot shall also provide SMC with the ACFT weight, engagement speed and ACFT tail number.
- The RWY will be unavailable for approximately 30min following a cable engagement. APP/TWR will transmit this information on control frequencies and 243.0.
- Following notification of a RWY closure, ACFT captains shall advise ATC of their latest divert times and alternative landing destination.

6.3 Fuel jettison area.

Aircraft with an emergency may conduct fuel dump as required. Where circumstances permit, the designated area for in-flight fuel jettison is south of the Great Northern HWY within the lateral and vertical confines of R802A/B above 6000FT.

6.4 Pre-meditated ejection area

Where emergency and time permits, the designated area for premeditated ejection is 5NM south of YCIN, tracking south.

6.5 No radio procedure

In addition to procedures described in ERSA, aircraft with two-way communications failure shall squawk 7600 and:

- For single ACFT in VMC by day: remain in VMC and track via initial and pitch, rocking wings passing the Tower. Observe the Tower for light signals.
- For single ACFT in IMC and night: track via the most appropriate instrument approach

- For formation: the ACFT with the loss of communications is to be led back for landing by a serviceable ACFT. The led ACFT shall advise ATC of the circumstances and intentions for landing. Observe the Tower for light signals.

6.6 Hot brakes

Crews shall advise TOWER or GROUND of hot brake and any requirements for ARFF. The designated hot brakes parking areas are within Aircraft Safety Point (ASP) 1 and 2.

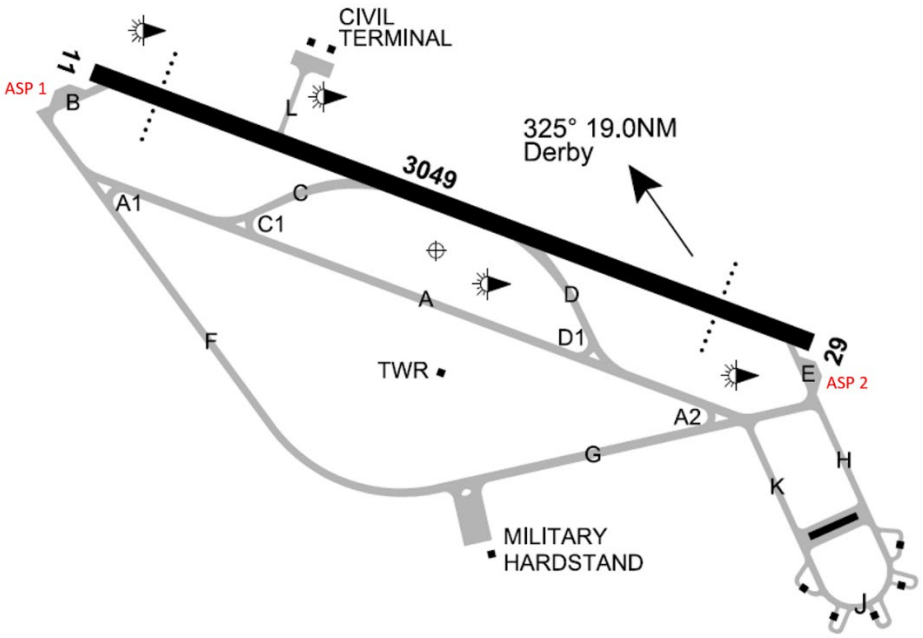

Figure 7: Hot brake parking

6.7 Brake chutes

ACFT shall advise ATC of intent to deploy a brake chute, and shall drop the chute in the cold lane (exit side of the RWY). Chute pick up will coordinated by ATC. Subsequent fast jet ACFT landings are permitted while a chute is on the RWY provided:

- All chutes are in the cold lane
- Landing ACFT are advised of the chute location.

6.8 Emergency RWYs

Taxiways A, F and G are marked for RWY OPS and may be used in an emergency or when RWY 11/29 is not available. Emergency RWY lighting is available.

6.9 ATC RADAR failure

In the event of RADAR failure, APP will continue to provide a separation service via procedural control means. The following procedures apply:

- Emergency separation standards may be established.
- APP will broadcast advice of the RADAR failure on control frequencies and 243.0.

- Aircrew should expect delays where IMC procedures are in effect, or where civil ACF are being processed.
- TAC C2 shall apply appropriate priorities, establish an arrivals sequence and provide any additional information that will aid ATC situational awareness.
- Where able, approved ACFT should adopt PRS procedures.
- Aircrew should be prepared to provide position reports and navigate with reference to the CIN VOR/DME.
- The MAOT will coordinate any enduring operational impacts and/or changes to procedures with the TUHQ, locally based flying units and TAC C2.