



Flight Information Handbook Australia

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Change summary

LEARMONTH FIHA AD2 SUPP

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Table of contents

1	Introduction	5
1.1	Purpose	5
1.2	Scope	5
1.3	Authority	5
1.4	Definitions	6
2	Airspace	8
2.1	Permanent Learmonth airspace	8
2.2	Temporary Learmonth airspace	8
2.3	Activation	8
2.4	ATC managed airspace	8
2.5	Fighting airspace/training areas	8
2.6	Circuit area	9
2.7	Noise abatement/fly neighbourly	10
3	General Planning.....	11
3.1	ATS	11
3.2	VMC criteria	12
3.3	Flight rules	12
3.4	Flight Planning	12
3.5	Search and Rescue times	13
3.6	ATC Frequencies	13
3.7	Pilot Responsibility for Separation	13
3.8	Reduced Runway Separation	13
3.9	Exmouth CTAF	13
3.10	Whale shark spotting OPS	14
3.11	Offshore helicopters	14
3.12	2FTS and 79SQN procedures	14
4	Departures and Arrivals	15
4.1	OLA taxi deconfliction	15
4.2	Departure/arrival gates	15
4.3	Airways clearance	16
4.4	Standard departure	17
4.5	Standard arrivals	17
5	Circuit Area.....	20
5.1	Standard direction	20
5.2	Standard altitudes	20
5.3	Automatic circuit area clearance	20
5.4	Reduced RWY separation	20
5.5	Landing clearances	20
6	ABNORMAL OPERATIONS	21
6.1	Aerodrome Rescue and Fire Fighting (ARFF)	21
6.2	AAS operations	21

6.3	Fuel jettison area.....	21
6.4	Pre-meditated ejection area.....	21
6.5	No radio procedure	21
6.6	Hot brakes	22
6.7	Brake chutes	22
6.8	ATC RADAR failure.....	22

1 Introduction

1. This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Learmonth (YPLM) 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 YPLM 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 YPLM section of the Enroute Supplement Australia (ERSA) or formalised through letters of agreement with the applicable civil operators.

1.2.1 Additional procedures

Additional YPLM 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

- ACG SO1 ACM
- Air Academy STANDO
- 2FTS OPS
- 78WG STANDO
- 81WG STANDO
- 82WG STANDO
- SRG A7 SO2 STAND E7
- SRG A7 SO2 STAND P8

1.3.3 Sponsor

FLTCDR 452SQN DAT FLT

1.3.4 Airspace Control Authority

The Airspace Control Authority (ACA) for YPLM airspace is the HQJOC Joint Airspace Control Cell (JACC). The ACA for the Harold E Holt (HEH) airspace is Naval Communications Centre (NCS) HEH.

1.4 Definitions

Fast Jet	Any of the following aircraft types, unless specified otherwise: <ul style="list-style-type: none"> • F15 • F16 • F18 (including EA18) • F22 • F35 • Hawk • Lear Jet • PC21
Learmonth Air Weapons Range (LAWR) airspace	Those Military Operating Areas used for the purpose of conducting operations on the LAWR. Specific areas are: <ul style="list-style-type: none"> • M869A/B
Mobile Air Operations Team (MAOT)	The deployed Air Base Air Traffic Services (DABATS) unit tasked to provide YPLM 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 40DME YPLM. Specific permanent areas are: <ul style="list-style-type: none"> • M855A/B • M856A/B • M857A/B • M858A/B outside 25NM YPLM when only Terminal Area – Small is in effect • M858C • M865A/B • M866A/B • M867A/B • M868A/B • R850A/B

	<ul style="list-style-type: none"> • R860C • R851A/B/C • Any temporary airspace promulgated via AIP SUP, NOTAM or exercise/operational instructions.
TAC C2	<p>Any authorised military command and control agency, other than ATC, providing aircraft control. This may include:</p> <ul style="list-style-type: none"> • CRU • AEW&C • JTAC/FAC(A) • Naval ships
Terminal Area - Large	<p>Those RAs, TRAs, Military Operating Areas and TMOAs inside 40DME YPLM used for the purpose of YPLM arrivals and departures. Specific permanent areas are:</p> <ul style="list-style-type: none"> • M858A/B • R860A/B
Terminal Area - Small	<p>Those RAs, TRAs, Military Operating Areas and TMOAs inside 25DME YPLM used for the purpose of YPLM arrivals and departures. Specific permanent areas are:</p> <ul style="list-style-type: none"> • R860A/B

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 Learmonth airspace**

YPLM airspace extends out to 150NM from the air base, up to FL950, 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.

Additional RAs and MOAs, associated the Harold E. Holt (HEH) communications facilities and Learmonth Air Weapons Range (LAWR), exist within the YPLM airspace.

2.2 **Temporary Learmonth 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 **Activation**

YPLM and LAWR airspaces, including temporary areas, are activated by NOTAM. HEH airspaces are active H24.

2.3.1 **Activation coordination**

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

2.4 **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)

2.5 **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

2.5.1 **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.

2.5.2 **Separation**

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

2.5.3 **TAC C2**

TAC C2 may provide a control service within the outer airspaces IAW exercise/operational instructions.

2.5.3.1 **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.

2.5.3.2 **Airspace boundaries**

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

2.5.3.3 **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.

2.5.4 **Altimeter setting**

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

2.5.5 **Airspace management**

The delineation of YPLM 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 YPLM airspace for defined timelines.

2.6 **Circuit area**

Learmonth circuit area (CIRA) dimensions are:

- 5NM radius centred on the LM VOR/DME (22 14 05.00S / 114 05 38.00E),
- SFC-2500FT.

2.7 Noise abatement/fly neighbourly

ACFT shall avoid overflying the following areas:

- beaches associated with the Ningaloo Marine Park (avoid by at least 1NM when conducting low-level operations).
- the Seafood Processing Factory at the eastern end of Charles knife Rd.
- Solar Observatory facility east of the RWY 18 threshold located at LM030/001 (22 13 10.00S / 114 06 11.00E) reference the YPLM VOR/DME.
- YPLM living quarters west of TWY E located at LM240/000.75 (22 14 28.00S / 114 04 57.00E) reference the YPLM VOR/DME.
- the Exmouth township

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, YPLM ATC may provide tracking instructions for de-confliction and/or runway sequencing.

3.1.1.2 YPLM 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-Small.
- 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 – Small/Large.

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 YPLM circuit area (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 YPLM 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 YPLM airspace

Flight plans are not required for ACFT arriving and departing YPLM for OPS wholly within YPLM 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 YPLM airspace shall flight plan IAW FIHA 1.10.

3.5 Search and Rescue times

3.5.1 Arrivals

YPLM 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 YPLM:

AGENCY	C/S ¹	UHF	VHF	CH
TWR	LEARMONTH TOWER	257.8	118.3	
SMC	LEARMONTH GROUND	259.3	TBA ²	
SMCV	LEARMONTH GROUND	TBA ²	TBA ²	
ATIS	LEARMONTH TERMINAL INFORMATION	TBA ^{2,3}	TBA ²	
APP	LEARMONTH APPROACH	261.4	120.5	
CLEARANCE DELIVERY	LEARMONTH DELIVERY	TBA ²	TBA ²	
TACAN	LMO		TBA ⁴	TBA
CTAF	LEARMONTH TRAFFIC		118.3	

¹ATC may employ tactical call signs IAW exercise/operational instructions.

²Frequencies promulgated via OPTASK COMMS. Frequencies likely also promulgated in exercise/operational instructions, AIP SUP or NOTAM.

³ATIS may be broadcast on VHF only in support of civil OPS.

⁴TACAN 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 Exmouth CTAF

Exmouth Airfield (YEXM) and YPLM operate on common CTAF frequencies. Two-way radio communications between ACFT is unreliable while on the ground. Caution shall be exercised regarding Exmouth operations during CTAF procedures.

3.10 Whale shark spotting OPS

Light ACFT involved in whale shark spotting operate from Exmouth airfield. These ACFT will operate in the vicinity of the Ningaloo Marine Park, between the lighthouse at North West Cape and Yardie Creek, at levels between A005-A030. While subject to an ATC clearance during periods of YPLM airspace activation, the Whale shark ACFT will operate on an independent frequency while overhead the reef and have asked formations to contact them on that frequency on occasion. common frequency within a designated area as coordinated with ATC.

3.11 Offshore helicopters

The paragraph is reserved to detail established operating procedures with offshore helicopters including standard tracking and coded clearances and will be advised in later releases.

3.12 2FTS and 79SQN procedures

2FTS and 79SQN operate from Learmonth periodically to expose trainees to OCTA, CTAF and deployed operations. Specific Instructions, exceptions or deviations to FIHA and YPLM AD2 SUPP are to be promulgated by Exercise/Operation instructions as required.

4 Departures and Arrivals

4.1 OLA taxi deconfliction

Crews are responsible for deconfliction while manoeuvring within the OLAs on TWY R, S and T. Outbound crews shall contact Ground prior to entering TWY U and V for deconfliction with inbound traffic.

4.2 Departure/arrival gates

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

GATE	VOR/DME BRG/DIST	LAT/LONG	DIRECTION ¹	LEVEL ¹
1	360/25	21 49 00.10S / 114 05 43.70E	ARRIVE	NOT BELOW (NB) A210 ²
2	030/25	21 52 23.50S / 114 19 09.40E	DEPART	NOT ABOVE (NA) A190
3	060/25	22 01 35.00S / 114 28 59.40E	ARRIVE	NB 070
4	090/25	22 14 07.70S / 114 32 35.70E	DEPART	NA A190
5	120/25	22 26 40.20S / 114 28 58.70E	ARRIVE	NB A070
6	150/25	22 35 50.60S / 114 19 05.20E	DEPART	NA A190
7	180/25	22 39 10.60S / 114 05 34.10E	ARRIVE	NB A070
8	210/25	22 35 46.10S / 113 52 04.20E	DEPART	NA A190
9	240/25	22 26 32.40S / 113 42 14.20E	ARRIVE	NB A070
10	270/25	22 13 58.70S / 113 38 42.10E	DEPART	NA A190
11	300/25	22 01 27.20S / 113 42 23.20E	ARRIVE	NB A070
12	330/25	21 52 19.00S / 113 52 16.70E	DEPART	NA A190

¹Unless cleared otherwise by ATC

³Expect to maintain NB A210 until 20DME due R125 activation.

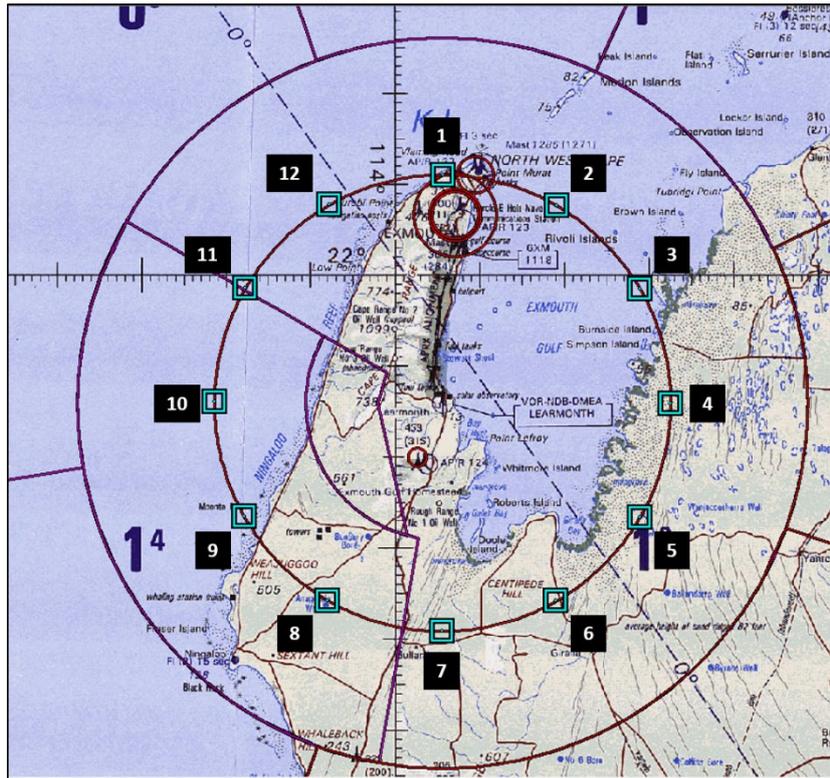


Figure 1: Fast Jet Gates

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: 'LEARMONTH DELIVERY/GOUND, [callsign], Gate [number], request clearance.'
- ATC: '[callsign], LEARMONTH 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 (advise of tracking, intentions and level) for OPS within the TMA, and for non-standard OPS within outer airspaces.

4.3.2 Non-Fast Jet clearance

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

4.3.3 Departing YPLM airspace

Crews departing YPLM airspace into Class E/A airspace shall obtain an airways clearance from Melbourne Centre prior to taxi. YPLM 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 YPLM 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, unless cleared via SID.
- IMC and by night: SID where available. Where a SID is not available, crews are responsible for terrain clearance IAW FIHA ENR 1.1-7. 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 YPLM 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 40DME and advise the following:

- Position
- Formation composition, if different from departure
- Gate number (fast jet) / tracking (non-fast jet)
- 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 RWY18/36. TACAN approaches may be published to support YPLM activations. TACAN approaches will be published in TERMA and activated via NOTAM.

4.5.2 Initial and Pitch

Initial Point (IP) for RWY 18 and 36 are aligned with TWY Alpha and are located at:

- **RWY18.** 22 08 34S / 114 05 40E (5.50DME). Overwater, abeam creek mouth 1.2NM south of Seafood Processing Factory situated on the coast at the end of Charles Knife Road.
- **RWY 36.** 22 19 33S / 114 04 49E (5.5DME). Abeam bend in the HWY.

4.5.2.1 Initial height

ACFT shall be established at A015 by the IP. Low pitch is available on request, crews shall avoid overflying:

- For RWY18: The Seafood Processing Factory at the eastern end of Charles knife Rd.
- For RWY 36: R124 SFC-A010.
- For RWY 18 and 36: YPLM living quarters west of TWY E located at 22 14 28S / 114 04 57E (LM240/0.75 reference the YPLM VOR/DME).

4.5.2.2 Standard pitch

ACFT shall run through initial and enter a LH CCT unless otherwise cleared.

ACFT conducting a low pitch shall avoid overflying the Solar Observatory facility east of the RWY 18 threshold located at 22 13 10.00S / 114 06 11.00E (LM030/001 reference the YPLM VOR/DME).

4.5.3 India Arrival

Maintain A150 or above by day (ensuring established within YPLM 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 YPLM living quarters and Solar Observatory.

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.



Figure 2: IP RWY18 and 36

5 Circuit Area

5.1 Standard direction

Unless cleared otherwise, standard circuits shall be conducted LH for all runways.

5.2 Standard altitudes

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

- Jet Aircraft: 1500FT
- Prop aircraft and helicopters: 1000FT

5.2.1 Low circuit

Low circuits are available on request. Crews shall avoid overflying the Solar Observatory.

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 YPLM and may be deployed IAW operational requirement. Emergency response is IAW LMO BSI(OPS) 04-5 – RAAF Learmonth AEP and any adjuncts necessary to account for deployed alerting and response

6.2 AAS operations

YPLM 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 over the Exmouth Gulf within the lateral and vertical confines of R860A/B above 6000FT.

6.4 Pre-meditated ejection area.

The paragraph is reserved. Pre-meditated ejection area to be advised.

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 the northern and southern alert aprons.

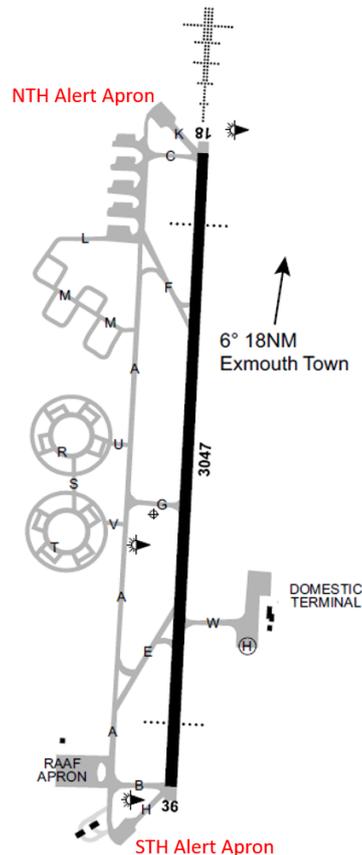


Figure 3: Hot brake parking

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 be 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 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 LM 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.