Flight Information Handbook Australia

AD2 Supplement Scherger

Issue 2506

Effective 01 May 2025

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Change summary

Scherger FIHA AD2 SUPP **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. Addition of TRA ‘SCHERGER.’
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.
4.5.3	Amendment to India Arrival altitude.
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) Scherger (YBSG) 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 YBSG 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 YBSG section of the Enroute Supplement Australia (ERSA) or formalised through letters of agreement with the applicable civil operators.

1.2.1 Additional procedures

Additional YBSG 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 YBSG 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 YBSG 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 40TAC YBSG. Specific permanent areas are: • M610A/B • R605C • Any temporary airspace promulgated via AIP SUP, NOTAM or exercise/operational instructions.
TAC C2	Any 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 YBSG used for the purpose of YBSG arrivals and departures . Specific permanent areas are: • YBSG CTR • TRA ‘SCHERGER’ • R603 • R604A/B • R605A/B

2 Airspace

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

2.1 Permanent Scherger airspace

YBSG airspace extends out to 120NM 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 Scherger 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 TRA ‘SCHERGER’

Where the entirety of the CTR is not required for YBSG OPS, and/or where services other than Class C are required, TRA ‘SCHERGER’ may be activated to replace the CTR to remove the western portion of the CTR and de-conflict MIL and Weipa (YBWP) OPS. Details of TRA SCHERGER are as follows:

Conditional Status: RA2

Military Flying

Lateral Limits: 122246S 1420145E then along the clockwise arc of a circle radius 15.00NM centre 123726S 1420514E (YBSG/AD) - 125059S 1421156E - 124112S 1420151E then along the clockwise arc of a circle radius 5.00NM centre 123726S 1420514E (YBSG/AD) - 123638S 1420011E - 122246S 1420145E

Vertical Limits: SFC - 4000

Hours of Activity: NOTAM

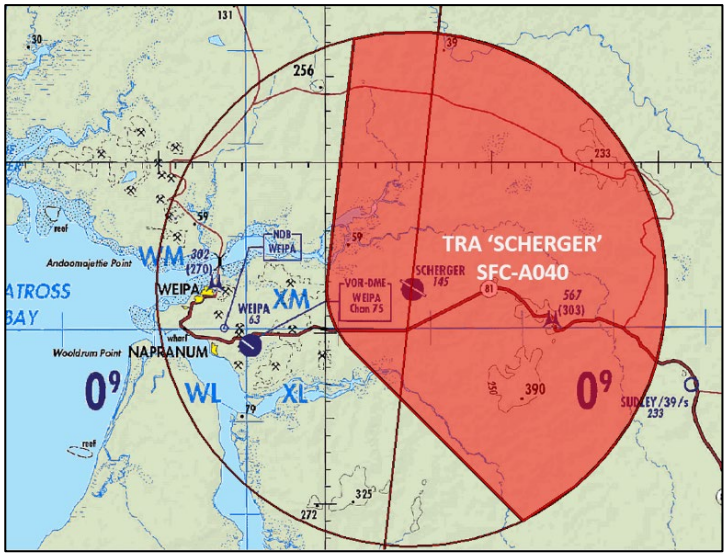

Figure 1: TRA ‘SCHERGER’

2.4 Activation

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

2.4.1 Activation coordination

Planning for YBSG 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 YBSG permanent and temporary outer airspaces IAW exercise/operational instructions.

2.6.3 TAC C2

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

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 ensure all ACFT within their controlled airspace operate no closer than 2.5NM to 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 to account for variances in QNH.

2.6.4 Altimeter setting

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

2.6.5 Airspace management

The delineation of YBSG 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 YBSG airspace.

2.7 Circuit area

Scherger circuit area (CIRA) dimensions are:

- 5NM radius centred on the YBSG TACAN (12 37 10.90S / 142 05 20.00E),
  - When TRA ‘SCHERGER’ is active – ACFT shall remain 1NM inside the western boundary to avoid Weipa traffic. ATC will provide relevant information on known Weipa traffic.
- SFC-2500FT.

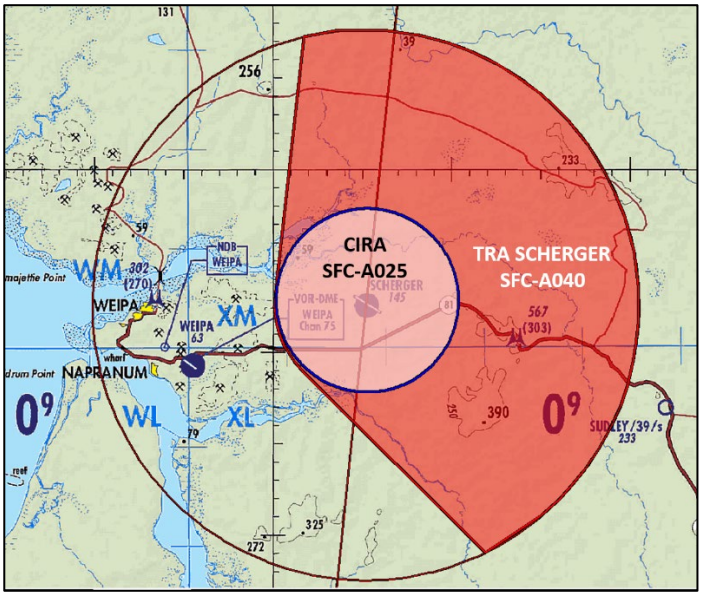

Figure 2: YBSG CIRA

2.8 Noise abatement/fly neighbourly

ACFT shall avoid overflying the YBSG living quarters at the southern extremity of the air base located at SGR170/002 (12 39 15.00S / 142 05 25.00E) reference the YBSG 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 C separation service within the CTR and a Class D separation service within all RA/TRA/MOA/TMOAs. 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, YBSG ATC may provide tracking instructions for de-confliction and/or runway sequencing.

3.1.1.2 CTR activation

As Class C services apply to the CTR, the CTR will not be activated where exercises/operations require Class D services. TRA ‘SCHERGER,’ or an alternative TRA, will be activated in place of the CTR.

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 YBSG 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 YBSG 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 YBSG airspace

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

3.5 Search and Rescue times

3.5.1 Arrivals

YBSG 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

AGENCY	C/S[1]	UHF	VHF	CH
TWR	SCHERGER TOWER	TBA[2]	TBA[2]	
SMC	SCHERGER GROUND	TBA[2]	TBA[2]	
SMCV	SCHERGER GROUND	TBA[2]	TBA[2]	
ATIS	SCHERGER TERMINAL INFORMATION		TBA[2 3]	
APP	SCHERGER APPROACH	TBA[2]	TBA[2]	
CLEARANCE DELIVERY	SCHERGER DELIVERY	TBA[2]	TBA[2]	
TACAN	SGR		TBA[4]	TBA
CTAF	SCHERGER TRAFFIC		126.7	

[1]ATC may employ tactical cal lsigns IAW exercise/operational instructions.
[2]Frequencies promulgated via OPTASK COMMS. Frequencies likely also promulgated in exercise/operational instructions, AIP SUP or NOTAM.
[3]ATIS may be broadcast on VHF only in support of civil OPS.
[4]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 Weipa CTAF

Weipa Airfield (YBWP) and YBSG 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 Weipa operations during CTAF procedures.

4 Departures and Arrivals

4.1 Standard OLA 1-10 taxi routes

Crews are responsible for deconfliction within the OLAs and TWYs K, L and M.

SMC/Ground has limited visibility of the OLAs and associated TWYs. Outbound ACFT shall contact Ground prior to entering TWYs G, H, J and N for deconfliction with inbound ACFT.

4.1.1 Standard OLA 1-10 taxi route – RWY 12

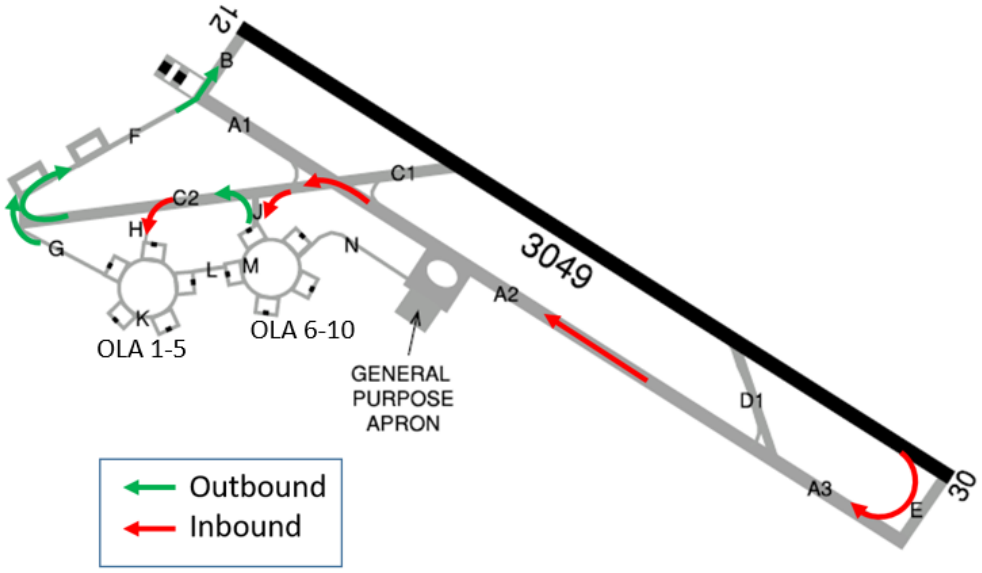

Figure 3: OLA Taxi Route – RWY12

4.1.2 Standard OLA 1-10 taxi route – RWY 30

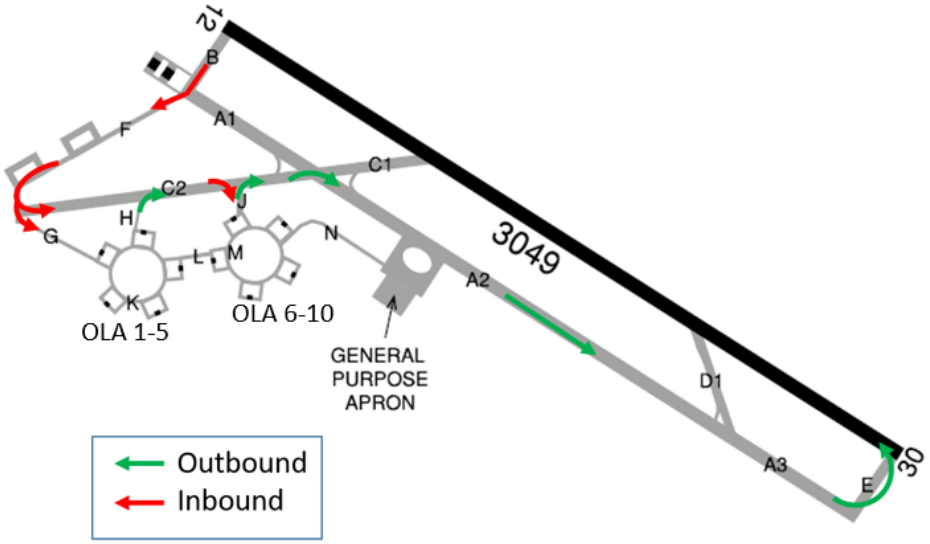

Figure 4: OLA Taxi Route – RWY30

4.2 Departure/arrival gates.

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

GATE	TACAN BRG/DIST	LAT/LONG	DIRECTION[1]	LEVEL[1]
1	360/40	11 57 08.80S / 142 08 47.20E	ARRIVE	NOT BELOW (NB) A070
2	030/40	12 04 11.60S / 142 28 39.90E	DEPART	NOT ABOVE (NA) A190
3	060/40	12 20 04.00S / 142 42 19.60E	ARRIVE	NB A070
4	090/40	12 40 31.80S / 142 46 06.30E	DEPART	NA A190
5	120/40	13 00 06.50S / 142 38 57.30E	ARRIVE	NB A070
6	150/40	13 13 32.50S / 142 22 45.50E	DEPART	NA A190
7	180/40	13 17 12.90S / 142 01 51.70E	ARRIVE	NB A070
8	210/40	13 10 08.00S / 141 41 54.20E	DEPART	NA A190
9	240/40	12 54 12.60S / 141 28 15.50E	ARRIVE	NB A070
10	270/40	12 33 43.80S / 141 24 34.70E	DEPART	NA A190
11	300/40	12 14 11.10S / 141 31 48.70E	ARRIVE	NB A070
12	330/40	12 00 48.10S / 141 47 59.40E	DEPART	NA A190

[1]*Unless cleared otherwise by ATC*

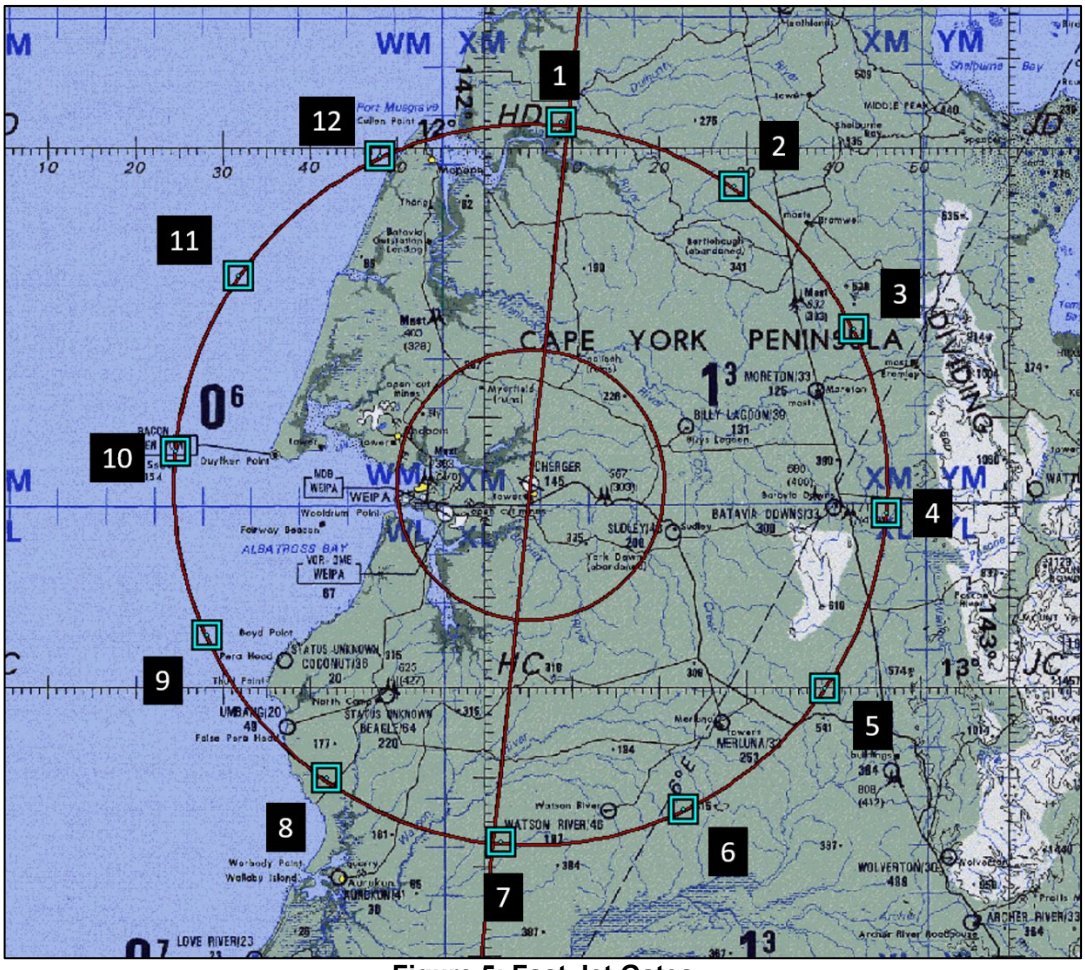

Figure 5: Fast Jet Gates

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: 'SCHERGER DELIVERY/GOUND, [callsign], Gate [number], request clearance.'
- ATC: '[callsign], SCHERGER 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 YBSG outer airspace may either utilise the departure/arrival gates or request a clearance via user-preferred tracking.

4.3.3 Departing YBSG airspace

Crews departing YBSG airspace into Class E/A airspace shall obtain an airways clearance from Brisbane Centre prior to taxi. YBSG 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 YBSG 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 YBSG 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 50TAC 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 RWY12/30. TACAN approaches may be published to support YBSG activations. TACAN approaches will be published in TERMA and activated via NOTAM.

4.5.2 Initial and Pitch

Initial Point (IP) for RWY 12 and 30 are aligned with TWY Alpha and are located at:

- **RWY 12.** 12 35 10S / 142 01 10E (4.5TAC). Bend in Mission River.
- **RWY 30.** 12 39 41S / 142 08 42E (4.2TAC). Intersection of Marmoss Creek and easterly estuary.

4.5.2.1 TRA ‘SCHERGER’ active

IP RWY12 is 0.8NM from the western boundary of TRA ‘SCHERGER.’ Right and Straight-in initials for RWY12 are not available during periods of TRA ‘SCHERGER’ activation. Crews shall be cognisant of the IP’s proximity to the TRA boundary when manoeuvring for left initial RWY12.

4.5.2.2 Initial height

ACFT shall be established at A015 by the IP. Low pitch is available on request. Crews shall avoid overflying YBSG living quarters described at para 2.8.

4.5.2.3 Standard pitch

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

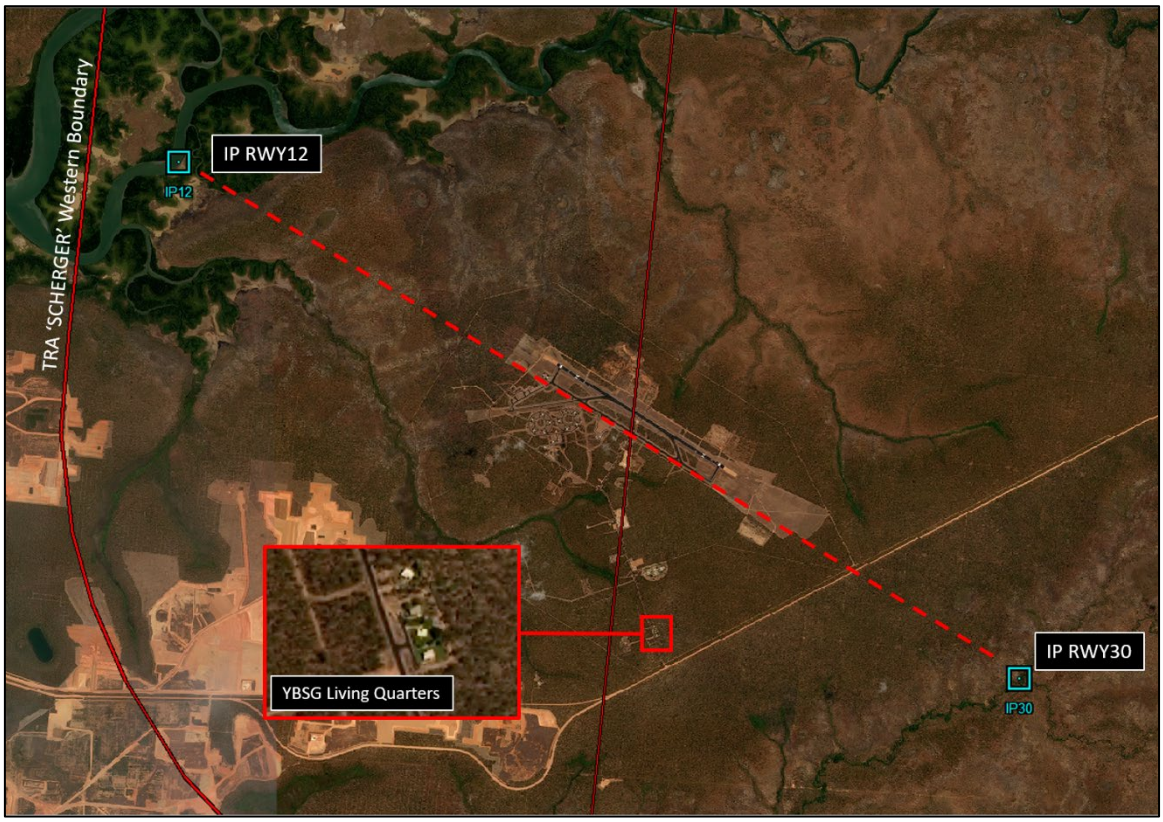

Figure 6: IP RWY12 and 30

4.5.3 India Arrival

Maintain A150 or above by day (ensuring established within YBSG 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.
- Remain within the confines of YBSG airspace. Descent profile may require adjustment during periods of TRA 'SCHERGER' activation.
- Avoid overflying the YBSG 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

Default Helicopter Landing Sites (HLS) are the helipads located midfield to the south of TWY A. Crews shall advise TWR if requiring an alternative landing site.

5 Circuit area

5.1 Standard direction

Unless cleared otherwise, circuits shall flow to the north of RWY12/30.

5.2 Standard altitudes

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

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

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 YBSG and may be deployed IAW operational requirement. Emergency response is IAW Base SI(OPS) 06-03 – RAAF Scherger Operational AEP and any adjuncts necessary to account for deployed alerting and response.

6.2 AAS operations

YBSG 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, if possible.
- 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 within the lateral and vertical confines of R604A/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:

- RWY12: TWY E
- RWY30: OLA 13/14, if vacant. TWY B if OLA 13/14 are occupied.

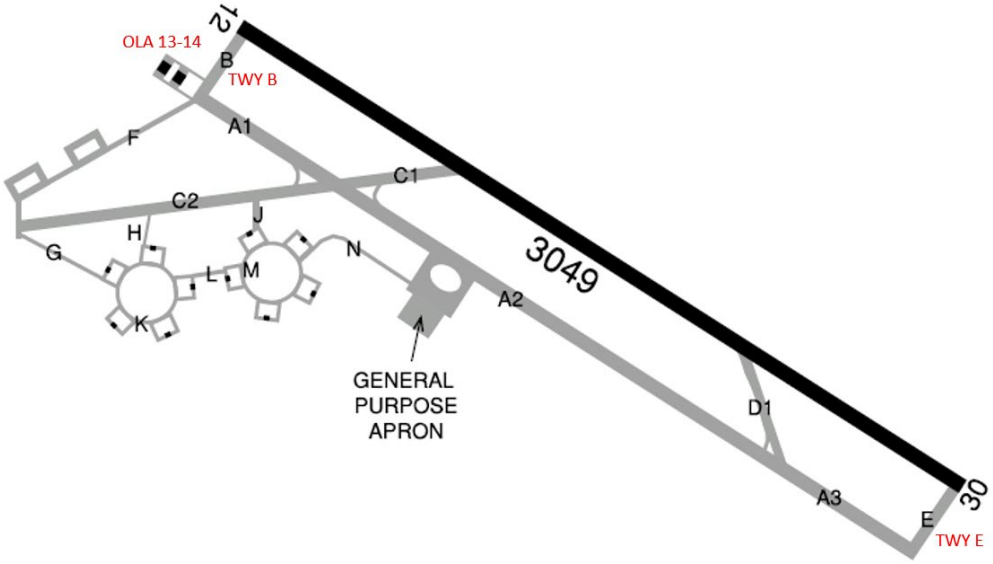

Figure 7: Hot Brakes Parking

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 and C are marked for RWY OPS and may be used in an emergency or when RWY 12/30 is not 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 ACFT 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 SGR TACAN (if active) or WEIPA 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.