Flight Information Handbook Australia

AD2 Supplement Tindal

Issue 2612

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ATTENTION

Temporary amendments may apply

Change summary

FIHA AD2 Supplement Tindal **Issue 2612: Effective 26 November 2026**	
Location of change	**Change description**
Various	Formatting and Spelling
4.1.7.1	ACFT Safety Points (ASPs)
2.1.2.1	Flying Programs
2.1.2.5	Airspace Coordination Requirements
Various	Changed reference from “procedural” to “non-RADAR”
5.2.5.2	Landing clearance phraseology
4.1.3.1	Added note to AAS ref 20 min notice
7.3.3.3	Was 7.3.3.4. Responsibility changed to TDL ATC from TSPR
7.3.3.1	Removed activation procedures
6.2.4.2	Removed note for visual deviation

Table of contents

Change summary **2**

Table of contents **3**

1 Introduction **4**

1.1 AD2 Supplement Administration 4

2 General Planning **7**

2.1 Base Support 7

3 Airspace Operations **9**

3.1 Tindal Restricted Areas 9

3.2 Tindal Danger Areas 11

3.3 Noise Abatement 11

4 Aerodrome **13**

4.1 Local Aerodrome Procedures 13

5 Abnormal Operations **19**

5.1 Hazardous Conditions 19

5.2 Aircraft Emergency Procedures 19

5.3 Chaff/Flare Operations 23

5.4 ATC Radar Failure 23

6 Departures and Arrivals **24**

6.1 Flight Rules 24

6.2 Standard Arrival/Departure Gates 25

6.3 Non-standard Arrival/Departure procedures 27

7 Training Areas **34**

7.1 Flight Planning 34

7.2 Airspace clearances 34

7.3 Circuit Area (CIRA) 37

8 CHC Helicopters **40**

8.1 CHC Operations 40

9 Annex A - Tindal Training Areas **42**

10 Annex B - Provision of ATC Services Following Loss of Radar Services **44**

10.1 Procedures 44

10.2 Traffic management plan 45

11 Annex C - Standard Radiotelephony **49**

12 Annex D - 452 Squadron Tindal Flight EMCON/NOCOM Details **54**

1 Introduction

1.1 AD2 Supplement Administration

1.1.1 Compliance

1.1.1.1 Availability

This Flight Information Handbook Australia (FIHA) AD2 Supplement (SUPP) Tindal (YPTN) 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.

1.1.1.2 Defence Aviation Safety Regulations (DASR)

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.

1.1.1.3 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 FLTCDR 452SQN Tindal Flight (TDL FLT). Endorsement authority is CO 75SQN. CHC helicopters TDL FLT and CO 9SQN are consulted authorities.

1.1.1.3.1 Airspace Authority

The airspace control authority is FLTCDR 452SQN TDL FLT.

1.1.1.4 Definitions

The terms used in this AD2 SUPP are defined in the *Defence Aviation Safety Regulations* (DASR) - 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 the ADG, the DASR takes precedence.

1.1.1.4.1 Levels

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

1.1.1.4.2 Fast jets

Throughout this AD2 Supp, the term “fast jet” will be taken to include the following ACFT types, including all variants unless specifically mentioned otherwise:

a) F15;
b) F16;
c) F18;
d) F22;
e) F35;
f) Hawk;
g) Lear Jet; and
h) PC-21.

1.1.1.4.3 TAC C2

Throughout this AD2 SUPP, the term “TAC C2” will be used and refers to any authorised military command and control agency, other than ATC, providing ACFT control. This may include:

i) GCI/CRU;
j) AEWC (Outback);
k) Foreign Military Control; and
l) JTAC/FAC(A).

1.1.1.5 Content

This AD2 SUPP applies to the conduct of flying operations and ATC services at YPTN aerodrome and the aerodrome’s supporting airspace. Information contained in this instruction that may have civil application or may enhance overall usability is also provided in the YPTN section of En-Route Supplement Australia (ERSA).

1.1.1.6 Local Aircraft

Local ACFT at YPTN are to adhere to the rules and procedures contained within. Local ACFT are considered to be any ACFT from the following units:

m) 75 Squadron; and
n) CHC Helicopters Australia.

1.1.1.6.1 Local Briefing

Other aircraft operators may seek approval to be considered local ACFT by contacting 452SQN TDL FLT (ATC) via 452sqntdlflt.plans@defence.gov.au to acknowledge that aircrew are adequately briefed on procedures contained in this document. If required, a local briefing will be made available by 452SQN TDL FLT prior to accepting approval.

1.1.1.6.2 81WG

While not considered local ACFT, 81WG are considered locally briefed as per Lightning SOP’s.

1.1.1.6.3 Exception - 9SQN

9SQN procedures are in accordance with the MQ-4C Triton Air Traffic Management Plan.

See MQ-4C Triton Air Traffic Management Plan

2 General Planning

2.1 Base Support

2.1.1 Support Services

2.1.1.1 ATC Hours

ATC hours are published via NOTAM. Notional hours are nine hours per day Monday to Thursday, seven hours Friday.

2.1.1.2 Variation to Hours

TDL ATC operates in order to support locally based and deployed flying squadrons, as well as military exercises and operations as required. Air traffic services (ATS) may be unavailable when there is no planned military flying operations at RAAF Base Tindal or within airspace managed by 452SQN TDL FLT.

2.1.1.3 Support Services

Support for TDL flying operations is as follows:

a) **Airfield Rescue and Fire Fighting (ARFF)**: OIC Airbase Operations Flight 17SQN ensures an ARFF response level of CAT 6 is maintained during fast jet flying hours;

b) An ARFF response level of CAT 4 will be maintained outside fast jet flying hours. CAT 6 or CAT 8 may be available with 72 hours prior notice, requests can be made to TDL ABOC on 08 8973 6888 or email tdl.aboc@defence.gov.au CTAF Frequency 119.7 is monitored by the ARFF section;

c) For aerodrome lighting (including PAPI) outside tower hours, contact Base Fire on 119.7; and

d) **Other Base Support Services**: Any requests for base support services outside routine working hours are to be sent directly to TDL ABOC on 08 8973 6888.

2.1.2 ATC Additions

2.1.2.1 Flying Programs

Squadrons shall ensure that a flying program is submitted to 452SQN TDL FLT for all operations within TDL training areas and for any scheduled arrivals or departures at TDL. Squadrons shall inform 452SQN TDL FLT of changes to the flying program of 30 minutes or more by phone when less than 24 hours notice is given.

2.1.2.2 Priorities

Locally based Air Combat Group (ACG) ACFT will typically receive priority over other military ACFT.

2.1.2.3 ATC Frequencies

YPTN ATC VHF frequencies provide better coverage than UHF frequencies. ACFT are to taxi forward from shelters if communications difficulties are experienced.

ATC frequencies are:

a) Clearance Delivery: VHF 128.1 UHF 241.2;
b) Ground: VHF 135.85 UHF 264.3;
c) Tower: VHF 119.7 UHF 257.3;
d) Approach VHF 120.95 UHF 261.4;
e) Brisbane Centre: 122.6 On Ground (Outside TWR HR);
f) Guard 243.0; and
g) CTAF frequency 119.7 applies outside ATS hours. Aerodrome Frequency Response Unit (AFRU) is enabled on this frequency outside ATS hours.

2.1.2.4 Flight Planning

Requirements for activation of the TDL Restricted Areas (RAs) are identified at a weekly airspace meeting and NOTAMs are processed by 452SQN TDL Plans Cell. Any short notice or unusual requirements for airspace activation are to be notified to the FLTCDR 452SQN TDL FLT.

2.1.2.5 Airspace Coordination Requirements

Requests for activation or amendments to the following airspace must be submitted in accordance with the lead times listed below:

a) Tindal CTR, R249A/B – 30 minutes,
b) R226 – 8 hours, May be available with less notice but vertical restrictions may apply,
c) R225/250 – 1 business day,
d) BFTA – 7 Days,
e) AIP Sup or Published Documents – 28 Days.

3 Airspace Operations

3.1 Tindal Restricted Areas

3.1.1 Military Operations

3.1.1.1 Relevant Documents

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

3.1.1.2 Tindal Control Zone and R249AB

452SQN TDL FLT provides a Class C control service within Tindal CTR and R249AB.

3.1.1.3 Tindal Training Areas

TDL airspace comprises of Restricted Areas (RAs) and Danger Areas (DAs) depicted in Annex A and listed in paragraph *3.1.1.3.3 Tindal Flying Training Areas*. Activation heights are advised by NOTAM. Some RAs have abbreviated titles for local use in radio transmissions. ACFT in receipt of clearance to operate in their assigned training areas will operate on area 80 (force) QNH.

3.1.1.4 Separation

ATC do not apply separation between locally briefed military ACFT in TDL RAs (excluding R249AB). Those ACFT shall operate IAW MARSA procedures unless otherwise requested through 452SQN TDL FLT or as per the Airspace Control Plan (ACP) when published.

3.1.1.5 Clearance Limit

Once established, all ACFT are required to remain within their cleared TDL training area(s) unless:

a) departing the cleared training area for operations within D209 and D210 (clearance to re-enter the cleared training area not required), or
b) in receipt of an onwards clearance from ATC.

3.1.1.6 Tindal Flying Training Areas

Tindal flying training areas consist of:

a) R225ABCDEF: A095 - FL600;
b) R226AB: A095 – NOTAM;
c) R228B: FL120 - FL180;
d) R238: A035 – NOTAM; and
e) R250: SFC - A095, excluding D209.

3.1.1.7 High Impact Areas

Areas for ground impact consist of:

a) Delamere Weapons Range (DWR):
   i) R211: SFC - A095;
   ii) R212: SFC - A095; and
   iii) R232: SFC – NOTAM.
b) Bradshaw Field Training Area (BFTA):
   i) R268 Koolendong: SFC – NOTAM;
   ii) R269 Angalarri North: SFC – NOTAM; and
   iii) R270 Angalarri South: SFC – NOTAM.

3.1.1.8 OPS NORMAL

ACFT operations in TDL training areas will be subject to 'OPS NORMAL' time with APP, unless operating with TAC C2.

3.1.1.9 Supersonic Flight

Supersonic flight is permitted in all TDL RA excluding R238, R249AB and the CTR.

3.1.2 Agricultural Operations

3.1.2.1 Restricted Operating Zones (ROZ)

Low level aerial agricultural operations occur in R250 and R232 on a regular basis. After obtaining airspace user approval, 452SQN TDL FLT will authorise and publish a ROZ to segregate these activities from military flying. If the airspace is required exclusively by military users, 452SQN TDL FLT should be given two business days' notice, in order to inform civil users that ROZs will not be permitted. Military ACFT shall remain clear of ROZs.

3.1.2.2 ROZ Notification

75SQN will be notified of approved ROZ with the following parameters; outside these parameters, 75SQN are required to endorse the ROZ prior to approval:

a) Maximum level of 2000 FT AGL;
b) Maximum radius of 16NM;
c) Does not include any portion of R232 when R232 is active; and
d) Does not include Transit Corridors from ROZ to OCTA.

Note: *Promulgated ROZ dimensions are vertically separated and laterally segregated from operations outside the ROZ.*

3.1.2.3 Visitors Briefing

Visiting military ACFT will be briefed on the ROZ notification parameters prior to use of TDL training areas.

3.2 Tindal Danger Areas

3.2.1 Airspace Use

3.2.1.1 D209 - Victoria Highway Corridor

The Victoria Highway Corridor is established for civil transits anytime. ACFT are not required to obtain a clearance from ATC when transiting within the corridor.

3.2.1.2 CTR Airways Clearance

An airways clearance is required to enter Tindal CTR.

3.2.1.3 Dimensions

The corridor is defined in DAH along the Victoria Highway between Wayside and Research Centre waypoints not above A025. MIL ACFT are not separated from the corridor. The D209 corridor adopts the underlying airspace class of Class G, as such no separation is required within the corridor.

3.2.1.4 Frequency

While in the corridor, pilots must maintain a listening watch on 130.2 and broadcast intentions at the nominated reporting points.

3.2.1.5 Internal Segregation

ACFT tracking west are to remain north of the Victoria Highway and ACFT tracking east are to remain south of the Victoria Highway.

3.2.1.6 D210

SFC - BCTA 2130 - 1330Z EX PH. Traffic advice on ACFT operating in D210 will only be passed if specifically requested. Pilots should be aware that not all civil or MIL ACFT operating in D210 may appear on the TDL radar or have notified ATC of their presence and intentions.

3.3 Noise Abatement

3.3.1 Tindal Sensitive Noise Areas

3.3.1.1 Katherine River Gorge

Sensitive Area YB/S1 Katherine River Gorge approximately 13 NM NNE Tindal. Refer to DAH Section 24 - Military Sensitive Areas for coordinated and vertical limits.

3.3.1.2 Katherine Township

Built up area surrounding TN296/008, including Katherine Hospital - noise sensitive area below A020.

3.3.1.3 Mathison Station

150915.2S 1314151.6E - noise sensitive area. ACFT should remain clear 5 NM radius SFC - A025, unless operationally required.

3.3.1.4 Fly Neighbourly Advice 9 & 10

Fly Neighbourly advice 9 and 10 applies to Katherine Gorge and Edith River Falls in accordance with ERSA.

4 Aerodrome

4.1 Local Aerodrome Procedures

4.1.1 Wildlife Hazards

4.1.1.1 Notify Sightings

Animal and bird hazard exists. Notify all sightings to TDL ATC when active. At other times notify TDL Base fire on 119.7. Refer to the YPTN Aerodrome Manual for more detailed wildlife hazard information.

4.1.1.2 Flying-foxes

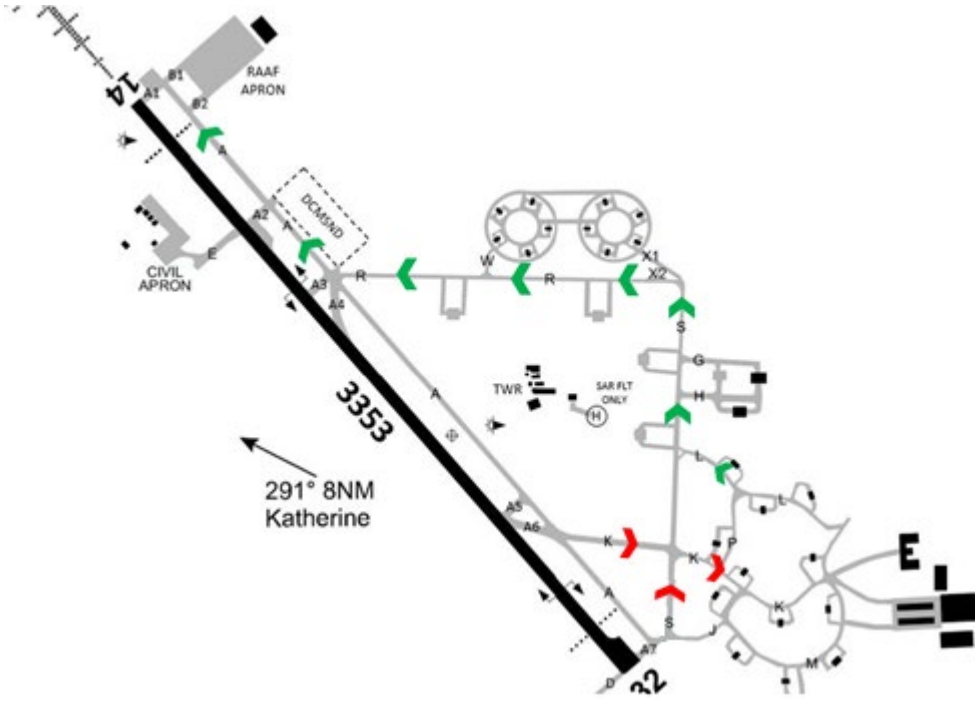
The Tindal local area has an extremely dense flying-fox population that produces a significant hazard to ACFT operations. The flying-fox hazard will typically start just after sunset and fly across the airfield in a continuous stream and in very high numbers. The most hazardous times are the hour before sunrise and the hour after sunset when the flying-fox concentration peaks. This hazard is most noticeable during the wet season (November to April), but is possible year round. ACG units should not take-off or land at Tindal between sunset to sunset+1hr and sunrise-1hr to sunrise to avoid flying-fox strike.

4.1.2 Taxi Route Requirements

4.1.2.1 RWY 14

Taxi routes for ACFT based at the FADA or the DSOLA are anti-clockwise around taxiways SIERRA and ROMEO for RWY 14 as depicted in Figure 1.

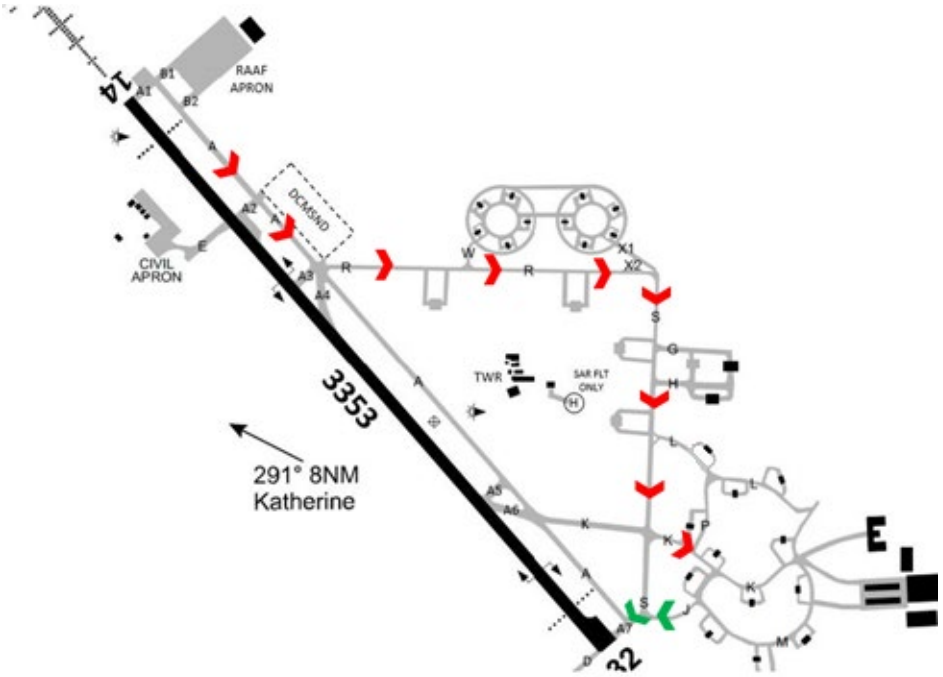
Figure 1 – RWY 14 Taxi Routes



4.1.2.2 RWY 32

Taxi routes for ACFT based at the FADA or the DSOLA are clockwise around taxiways ROMEO and SIERRA for RWY 32 as depicted in Figure 2.

Figure 2 – RWY 32 Taxi Routes



4.1.2.3 Standard FADA Taxi Routes

Standard entry to the FADA is via TWY KILO, with exit via TWY JULIET for RWY 32 or via TWY LIMA for RWY 14. ACFT vacating onto TWY A7 from long landing RWY 14 are to give way to ACFT taxiing on TWY KILO.

4.1.2.4 Taxi Short

When no conflict exists, ATC may, or on pilot request, instruct an ACFT to “taxi short” from the FADA.

a) Depart RWY 14:
   i) Clearance “C/S TAXI SHORT HOLDING POINT (position)”
   ii) Taxi description: ACFT will taxi via JULIET and ALPHA to instructed holding point.

a) Landing RWY 32
   i) Clearance “C/S TAXI SHORT”
   ii) Taxi description: ACFT will vacate RWY32 and taxi via ALPHA and Kilo.

4.1.2.4.1 DSOLA Taxi Routes

Taxi paths for entry/exit to the DSOLA are:

a) RWY 14:
   i) entry via TWY XRAY1; and
   ii) exit via TWY WHISKEY.
b) RWY 32:
   i) entry via TWY WHISKEY; and
   ii) exit via TWY XRAY1.

The taxi direction on TWY QUEBEC is clockwise. The taxi direction on TWY ZULU is anti-clockwise. Arrows painted on the TWY centreline highlight these directions.

4.1.3 ACFT Arrestor Systems (AAS)

4.1.3.1 Location

RWY14/32 is fitted with BAK 14 Aircraft Arresting Systems (AAS), and are operated IAW FIHA. The location of BAK 14 at YPTN on RWY14/32 are as follows:

a) The Southern Hookcable is located between TWY ALPHA 6 and ALPHA 7; and
b) The Northern Hookcable is located between TWY ALPHA 1 and ALPHA 2.

Note: *20 minutes notice is required for hookcable operations to allow time for Cable Party to man and operate the required cable site.*

4.1.4 Alert Aprons

4.1.4.1 Alert Apron West (AAW)

AAW is located at TWY ALPHA 1.

4.1.4.2 Alert Apron East (AAE)

AAE is located at TWY ALPHA 7.

4.1.4.3 Alert Apron Use

Alert Aprons are available for use by Code A aircraft with a maximum height of 8 M. Parking position 1 is defined as the western-most parking position and parking position 6 defined as the eastern-most position.

4.1.4.4 Frequency

ACFT will remain on SMC frequency when holding in the Alert Aprons, and automatically switch to TWR when ready.

4.1.5 Hot Lane Procedures

4.1.5.1 Response to Emergency Transmission

Hot lane procedures are as follows:

a) A pilot who requires the use of the Hot Lane is to transmit on TWR frequency “C/S, HOT LANE HOT LANE HOT LANE”;

b) All other ACFT on the runway are to immediately move to the exit side of the runway. ACFT beyond the departure end cable are to expedite taxi to clear the area;

c) All airborne ACFT are to initiate a go-around, maintain circuit altitude or proceed as directed by TWR;

d) TWR is to ensure that the departure end hook cable is in the UP position and acknowledge the emergency ACFT with “C/S, DEPARTURE END CABLE GOING UP”. Emergency services will then be dispatched.

4.1.6 Significant Weather

4.1.6.1 Expect Instrument Approaches

ATC shall declare and advertise the expectation of instrument approaches whenever the MET conditions are either:

a) Greater than scattered cloud at or below 1900 FT AGL; or

b) Visibility is less than 5000 M.

4.1.6.2 Significant Wind

Steady wind exceeding 35 KT, or gusts greater than 40 KT observed at Tindal will be advised to fast jet squadrons operating ejection capable platforms immediately.

4.1.7 Arming/De-arming

4.1.7.1 ACFT Safety Points (ASPs)

The following locations are designated ASPs for use:

a) ASP 1 – Located at Alert Apron East: and

b) ASP 2 – Located at Alert Apron West.

Note: *The safe directions and any additional aerodrome restrictions are to be advised by the BAM.*

4.1.7.1.1 Forward-firing direction in OLAs

The safe direction for forward firing ordnance is to be determined by the BAM.

4.1.7.2 Ordnance Loading/Unloading Areas

RAAF base Tindal hosts operational units and squadrons that routinely arm ACFT with Explosive Ordnance (EO). TDL Base Armament Manager (BAM) is the POC for all EO matters.

4.1.7.3 Explosive Ordnance Preparation Areas (EOPAs)

All ACFT explosive ordnance must be prepared in a licensed EOPA. Details of licensed EOPAs at RAAF Base Tindal can be found on the Directorate of Logistics - EO, EO Licenses and Safeguarding Maps Air Force website. TDL BAM is to be contacted prior to any EO preparation activities.

4.1.7.4 Ordnance Loading Aprons (OLAs)

All ACFT EO activities including parking, loading, unloading, arming, and make safe actions must be conducted within a licensed OLA. Details of all OLAs at RAAF Base Tindal can be found on the EO Licenses and Safeguarding Maps Air Force.

4.1.7.5 OLA Restrictions

Refer to the DEOS EO Licensing Authority website for details regarding individual OLA restrictions. The BAM is to be contacted prior to any ACFT EO operations.

4.1.8 Military RADAR Hazard

4.1.8.1 Hazards of Electromagnetic Radiation to Ordnance (HERO)

A MIL RADAR operates at position 142934S 1322331E. Possible avionics interruptions or errors may occur within 125 M below 750 FT AMSL. ACFT transporting ordnance are to maintain the following minimum distances from the RADAR, unless ordnance manufacturers specify shorter distances.

a) Hazards of Electromagnetic Radiation to Ordnance (HERO) susceptible within 250 M below 850 FT AMSL.
b) HERO unsafe within 900 M below 850 FT AMSL.

Note: *Prior approval required, from the TDL ABOC 24 HR prior to arrival, for ACFT planning to carry HERO susceptible or HERO unsafe ordnance to TDL.*

4.1.9 Engine Test Runs

4.1.9.1 Notification

Notification of engine test runs occur as follows:

a) During CTAF, conduct a radio check with TDL Base Fire on frequency 119.7. When ATC is active, conduct a radio check with TDL Ground on frequency 135.85.
b) Report details of the engine run, including:
    i) Callsign;
    ii) OLA number/position;
    iii) Expected duration; and
    iv) POB.
c) The radio is to be left on and monitored for the duration of the engine run to enable two-way communication with SMC/Base Fire.
d) Report on the appropriate frequency when the engine run is complete.

4.1.9.2 Full power engine runs

Unless coordinated in advance with BAEO or 75 SQN, full power engine runs are not available on aprons or OLA’s.



5 Abnormal Operations

5.1 Hazardous Conditions

5.1.1 ACFT Recall

5.1.1.1 Notification

When it appears that the weather conditions may become marginal or when hazardous weather or aerodrome conditions exist, ATC must notify the relevant squadron operations who may request ATC to recall squadron ACFT.

5.2 Aircraft Emergency Procedures

5.2.1 AAS Operations

5.2.1.1 AAS Engagement

For arrestable ACFT operations, the approach end cable will be raised on request or when arrestable ACFT rejoin NORDO.

a) In the event of a cable engagement, the RWY will be unavailable for approximately 30 minutes while the ACFT is disengaged and the cable retracted. APP will transmit on 243.0 MHz in addition to promulgated APP frequencies, advising of the cable engagement.
b) On receiving advice of the closure of RWY 14/32, ACFT captains are to provide the following information to ATC (this information may be relayed through the ACFT's controlling agency or operations):
    i) Alternative landing requirements at YPTN
    ii) Latest divert time in UTC and preferred destination airfield
c) Following a cable arrest, after cancellation of the emergency, the cable party will ascertain from the pilot the ACFT weight and speed at arrest and note the tail number of the ACFT by direct observation.

5.2.2 ARFF Fire Commander

5.2.2.1 Contact on VHF

Upon landing, emergency ACFT may contact the Fire Commander directly on the ground frequency 127.25.

5.2.3 Hot Brake Procedures

5.2.3.1 General Operations

ACFT with suspected hot brakes will advise ATC and taxi via the most direct route to:

a) Alert Aprons (noting aircraft restrictions),

b) OLA 1-11,

c) DSOLAs 24-33, or

d) MOLA 37-39.

5.2.3.2 OLA Operations

ACFT in an OLA with suspected hot brakes will remain at that OLA and taxi forward to be clear of the OLA shelter.

5.2.3.3 Armed Operations

Armed ACFT with suspected hot brakes should prioritise taxi to an ASP.

5.2.3.4 Hung HE Ordnance

ACFT with hung HE ordnance and suspected hot brakes should prioritise taxi to an ASP.

5.2.3.5 ARFF Dispatch

In all scenarios detailed above, ARFF services will be dispatched to the ACFT position. To support the dispatch and response of ARFF, the pilot or maintenance team is to:

a) Advise SMC of the location of the ACFT, and;

b) Park the ACFT with the nose pointing into the prevailing wind.

5.2.4 Hung Stores Procedures

5.2.4.1 Aircraft Recovery

ACFT recovering with hung stores or gun emergencies are to remain clear of populated and sensitive areas as depicted in DAH/ERSA and ACP when applicable. Landing and parking will be via squadron procedures unless otherwise directed or requested.

5.2.4.2 Hung Stores safety radius

A 270 m (900 FT) safety radius exists around an aircraft with hung stores until it has been made safe. This radius may be increased to 400 m at the BAM's discretion.

a) Civil ACFT are not permitted to transit the safety radius. Military aircraft may; and

b) If an ACFT carrying hung stores conducts a cable arrest, only essential personnel are to enter the safety radius until the ACFT has been made safe.

5.2.4.3 Weapons Safe Direction

The weapons safe directions for arming and de-arming are per ASP.

5.2.5 Emergency RWY Procedures

5.2.5.1 RWY 14/32 Not Available

In the event that the main RWY is unavailable, emergency RWY 14L/32R (TWY ALPHA), RWY 09/27 (TWY ROMEO), and RWY 18/36 (TWY SIERRA) may be used, should diversions be impracticable. Upon confirmation for the requirement for an emergency RWY activation, the emergency RWY lighting must be selected on regardless of the time or day or weather conditions. The main RWY lights should be extinguished if practicable.

5.2.5.2 Landing clearance

ATC will issue a landing clearance to an emergency RWY by use of the phrase “AT PILOT DISCRETION, TAXIWAY (IDENTIFIER), CLEARED TO LAND”

5.2.6 Unable to Land

5.2.6.1 Pre-meditated Ejection

The area designated as the premeditated ejection area is a large cleared farming area 6 NM south-east of TDL airfield on extended RWY centreline RWY 14. ACFT captains faced with a premeditated ejection are to:

a) Position:
   i) Visually,
   ii) By TACAN (TN136007), or
   iii) With radar assistance from APP,
b) Advise ATC of preferred level and heading for the ejection, and
c) Advise ATC when ejecting.

5.2.7 Emergency Lighting

5.2.7.1 Notification

Following failure of the permanent RWY lighting, ATC will advise the ABOC and Fire Section. When CTAF is active, Fire Section shall be notified by ACFT on frequency 119.7.

5.2.7.2 Layout of Emergency Lighting

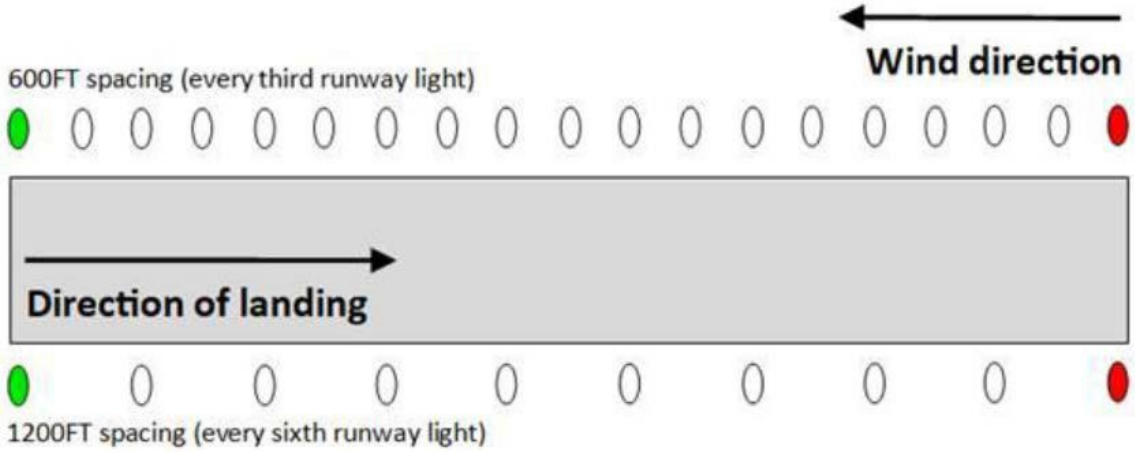
Fire section will lay out the emergency RWY lightning as follows:

a) Green lights placed on both of the approach threshold next to the existing green threshold lights;

b) White lights displaced to every third existing light on the left-hand side, 600ft apart;

c) Red lights placed on both sides of the departure end threshold adjacent to the existing red threshold lights; and

d) White lights displaced to every sixth existing light on the right-hand side, 1,200 FT apart.



5.2.7.3 Temporary Taxiway Lighting

Temporary TWY lighting is available. Pilots shall be advised of the layout by NOTAM or Method of Work Plan.

5.2.7.4 Servicing and Maintenance

Fire section is responsible for servicing and maintaining the portable airfield lights.

5.2.8 Brake Chutes

5.2.8.1 Dropped Chute Procedures

a) ACFT intending to deploy brake chute shall advise ATC as soon as possible. Brake or Drogue chutes shall be dropped outside of the runway strip, if permissible.

b) Chute pick-up will be effected by a radio-equipped vehicle under the direction of SMC. SMC is to ensure that chutes are removed from the RWY as soon as practicable.

c) When a chute is on the RWY, use of the RWY is limited to fast jet landings only, provided:

   i) No chutes are within 3000ft of the approach end threshold,

   ii) All chutes are dropped in the cold lane, and

   iii) Landing ACFT are advised of the location of the drogue chutes.

5.2.9 No Radio (NORDO) Procedure

5.2.9.1 NORDO Recovery

In addition to the standard NORDO re-join procedures outlined in ERSA, whilst operating within TDL airspace, ACFT shall comply with the following:

a) **All ACFT** shall be not above A260 by 33 NM TDL;

b) **Single ACFT in VMC** are to squawk 7600, remain in VMC and track for initial and pitch or 10 NM final/ARA/TACAN in accordance with the duty RWY nominated on the ATIS;

c) **Single ACFT in IMC**, or unable to remain VMC, are to squawk 7600 and track to the initial approach fix and re-join via TACAN/ILS/ARA for the duty RWY nominated on the ATIS;

d) **Formation in VMC or IMC**. The NORDO ACFT is to be led back for landing by a serviceable ACFT. The formation lead or shepherding ACFT is to notify the operating agency of the circumstances and recover as required.

5.3 Chaff/Flare Operations

5.3.1 Restrictions

5.3.1.1 Conduct

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

5.4 ATC Radar Failure

5.4.1 Restrictions

5.4.1.1 Traffic Management Plans

See Annex B - Provision of ATC Services Following Loss of Radar Services for the no RADAR TMP.

6 Departures and Arrivals

6.1 Flight Rules

6.1.1 Automatic Change of Flight Rules

6.1.1.1 IFR to VFR

ACFT within Tindal CTR/R249AB shall be operated in accordance with IFR except:

a) When VFR operations are requested;

b) For all fast jet arrivals via visual approach, from 10TAC/DME (including initial and pitch arrival and VMC PFO);

c) For all arrivals in VMC tracking via India Arrival, from Top of India;

d) For all arrivals in IMC, excluding IMC PFO, who have advised intention to conduct circuits, from the first touch and go or overshoot;

e) During the IMC PFO, passing 2300FT;

f) When descending into D209 or D210 from active RA, 1000ft above the base of the RA.

Note: *ACFT departing RAs into D209 or D210 are responsible for collision avoidance with other traffic operating in the danger areas.*

Note: *ACFT must inform ATC if they are unable to be VFR at these points.*

6.1.1.2 VFR to IFR

ACFT will remain VFR until recleared IFR. Transition to IFR is assumed upon re-entering RA from D209 and D210.

6.2 Standard Arrival/Departure Gates

6.2.1 Airborne Tracking

6.2.1.1 Departure/Arrival gates

Eleven gates are established to facilitate arrival to and departure from the TDL training areas, based on the TDL TACAN.

a) BIAK (BIA) TDL320030;
b) TOP GATE (TOP) TDL300030;
c) MOROTAI (MOR) TDL270030;
d) TADJI (TAD) TDL240030;
e) TARAKAN (TAR) TDL200030;
f) BOTTOM GATE (BOT) TDL190030;
g) NADZAB (NAD) TDL150030;
h) MILNE (MIL) TDL090030;
i) WEDGE 1 (W1) TDL285016;
j) WEDGE 2 (W2) TDL260012; and
k) WEDGE 3 (W3) TDL 200016.

6.2.2 SSR Code Management

6.2.2.1 Allocated SSR codes

The SSR code for aircraft operating under 75SQN will be automatically assigned in accordance with 81WG In Flight Guide.

a) MAGPIE: 5730 – 5733;

b) BLACKBIRD: 5734 – 5737;

c) CONDOR: 5740 – 5743;

d) BUZZARD: 5744 – 5747; and

e) CHOP82: 5277

6.2.3 Standard Departures

6.2.3.1 Formation type

For formation departures, default departure is stream take-off closing to standard formation, unless pilot advises otherwise. In the event of a pair's departure, aircraft will always remain in standard formation.

6.2.3.2 Frequency Transfer to Approach

Unless otherwise directed by TWR, ACFT will transfer from the TWR frequency to the APP frequency as soon as practicable after take-off. Automatic transfer should be initiated no later than the lead ACFT reaching 2000 FT.

6.2.3.3 Local airspace clearances

Provided the clearance for local airspace is issued exactly as the ACFT requested, a readback of the ACFT callsign confirms that the clearance has been acknowledged by the pilot. The following exceptions must be read back:

a) Amended clearances must be read back in full; and

b) Departure types other than a visual departure.

6.2.3.4 Nominated Heading

ACFT captains may nominate a departure heading or radial by use of the term “RADAR” or “RADIAL” during clearance request. Issue of a requested heading or radial does not release the pilot from the requirement to comply with the default (or issued) departure type.

6.2.3.5 Departure Heading

Regardless of departure type ATC will not specify a departure heading to ACFT unless vectoring for separation. Once airborne, prior to 5 TACAN/DME, pilots shall make a single turn onto a steady heading that will enable either one of the following to occur:

a) Track them direct to the cleared departure gate;

b) Intercept the cleared outbound radial by 10 TACAN/DME; or

c) Establish them on their cleared outbound radar heading.

6.2.3.6 Mean Line of Advance (MLA)

ACFT requesting to track to a position MLA are able to manoeuvre up to 5 NM either side of nominal forward cleared track, on departure once outside of 10 NM and on arrival up to 10 NM from the airfield.

6.2.4 Standard Arrivals

6.2.4.1 Formation type

Default formation type for arrival is standard formation. Pilots are to advise on first contact if otherwise.

6.2.4.1.1 Pairs recovery

For recovery via pairs/pairs in-trail, the disposition of the aircraft in pairs will be a standard formation unless advised otherwise.

6.2.4.2 Initial Points (IPs)

IPs are at 2000 FT and laterally IAW FIHA, displaced to the dead side no closer to the runway than TWY A. Close IPs are at 2000 FT and 3NM downwind of the RWY in use, displaced to the dead side no closer to the runway than TWY A. ACFT are to maintain 2000 FT until the pitch. ACFT will be cleared via left, straight, or right initial. ACFT shall report at left/straight/right initial 30 second flying time prior to the IP.

6.2.4.3 Low Approach Procedures

ATC may issue a clearance for a 'LOW APPROACH', which authorises fast jet ACFT to delay commencement of a go-around not later than 50 FT AGL above the landing RWY threshold. Reduces Runway Separation Standards (RRSS) minima will be applied before the clearance is issued. Cables will not be raised for a low approach, unless requested.

6.2.4.4 RRSS

RRSS standards will be applied as per FIHA. In addition, RRSS will be applied when the runway is WET.

6.2.5 Tindal Stereo Procedures

6.2.5.1 Standard Use

The Tindal Stereo recovery is normally utilised during periods of intense military fast jet operations but may be used by ACFT at any time for recovery or departure. The Tindal Stereo plate is located in Facilities and Procedures (FAP) Air Combat Group (ACG). For exercises where the use of the Tindal Stereo is mandatory the requirement will be published in the appropriate exercise ACP.

6.2.5.2 Radio Failure During Stereo Recovery

Loss of radio procedures for ACFT recovering via a Stereo are as follows:

a) Continue to fly the Stereo;
b) Squawk 7600;
c) If IMC:
    i) From the 15 TACAN arc track to FAF;
    ii) Make straight-in TACAN approach; and
    iii) Watch for a green light on final.
d) If VMC:
    i) Recover through initial via a no radio rejoin; and
    ii) Watch for a green light on final.

6.3 Non-standard Arrival/Departure procedures

6.3.1 INDIA Procedures

6.3.1.1 Purpose

INDIA procedures are utilised as training for pre-emptive defence against Man Portable Air Defence Systems when departing and recovering to an airbase.

6.3.1.2 INDIA Departures

Due to noise abatement procedures, INDIA departures are not available when departing from RWY 32. ACFT performing INDIA departures are to comply with the following profile:

a) ACFT depart in 20 second stream;

b) Lead ACFT extend to 3 NM upwind before commencing a turn onto outbound/assigned heading; and

c) All ACFT remain at low altitude (<500 FT AGL) inside of 5 NM and perform unrestricted climb to > 10 000 FT once established outside 5 NM.

6.3.1.3 INDIA Arrivals

The approach is a tactical visual approach through initial via a 10 NM final. Top of descent is referred to as “Top of INDIA”. The following procedures are to be used at TDL for INDIA arrivals:

a) Maintain A160 or above by day, or A110 and above by night, until 10 NM;

b) Traffic will be passed at top of descent; and

c) ACFT will descend to 250 FT AGL by day, 1 500 FT AGL by night, or assigned level through initial.

6.3.1.4 Radiotelephony

INDIA Procedure use the following radiotelephony:

a) Departures: When authorising an India departure, ATC will use the phrase “VISUAL DEPARTURE INDIA”

b) Arrivals: When authorising an India approach, after the ACFT reports ‘visual’, ATC will use the phrase “CLEARED VISUAL APPROACH INDIA”. ACFT may be instructed to ‘TRACK VIA INDIA ARRIVAL NOT BELOW (e.g. MSA), REPORT WHEN VISUAL’. For ‘offset’ India arrivals, the ACFT captain must specify “OFFSET” and nominate and inbound radial on first contact with APP (e.g. “MPIE, OFFSET INDIA, 270”).

6.3.2 Emissions Control (EMCON)/No Communication (NOCOM) Procedures

6.3.2.1 Notification procedures

To facilitate EMCON/NOCOM departures at RAAF Tindal the following procedures apply:

a) Formation leader submits request for EMCON/NOCOM using form in *Annex D*, short notice requests by phoning the ASPR on 08 8973 6705;

b) The ASPR will issue the airways clearance including any additional requirements or restrictions;

c) The ASPR will then email the completed form to 452SQN TDL FLT Briefing; and

d) Formation lead will check with SQN OPS prior to walking to ensure that there have been no changes to the requested clearance and that the formation has clearance for EMCON/NOCOM procedures.

6.3.2.2 Light Signals for EMCON/NOCOM Departures

The following light signals and their meanings are used during EMCON/NOCOM departures:

a) Steady Green - Used to indicate that all ACFT in the formation are 'CLEARED FOR TAKE-OFF' and depart as planned. The green light will be displayed approximately two minutes before roll time to allow for line-up and pre take-off checks to be completed; and

b) Steady Red - Used to indicate to the formation to hold at their present position and to expect no more than a two-minute delay before departure.

6.3.2.3 Departures by Day

If the formation is ready for immediate departure, the formation lead is to hold at the holding point for the departure RWY and await a light signal from the tower. When 'ready' from the Alert Apron the lead ACFT is to roll forward to the RWY holding point and await a light signal from the tower.

6.3.2.4 Departures by Night

If the formation is ready for immediate departure, the formation lead will hold at the holding point for the departure RWY and show landing light on then await a light signal from the tower. When 'ready' from the Alert Apron the lead ACFT will roll forward to the RWY holding point and show landing light on then await a light signal from the tower.

6.3.2.5 Unserviceability During EMCON/NOCOM Departures

To indicate an intention to remain on the ground due to unserviceability, the pilot of an ACFT can fold the wings up, raise the canopy, or at night turn on the anti- collision lights. After the rest of the formation has departed, the pilot is to break NOCOM with TWR, advise intentions and await further instructions.

6.3.2.6 Frequency Changes During EMCON/NOCOM Procedures

Frequency changes are to occur at the following points:

a) SMC to TWR occurs approaching the holding point;

b) TWR to APP occurs passing 2 000 FT;

c) APP to Operating frequency (TAC C2 not active) occurs entering the operating airspace; and

d) APP to TAC C2 10 NM prior to the airspace boundary

6.3.3 PFO/PFL

6.3.3.1 Priority

ATC will assume any request for a PFO or PFL is for training. ACFT conducting a precautionary procedure must declare an emergency to receive priority.

6.3.3.2 PFO/PFL Profiles

PFO/PFL procedures flown for training use the following profiles:

a) High key,

b) Straight in,

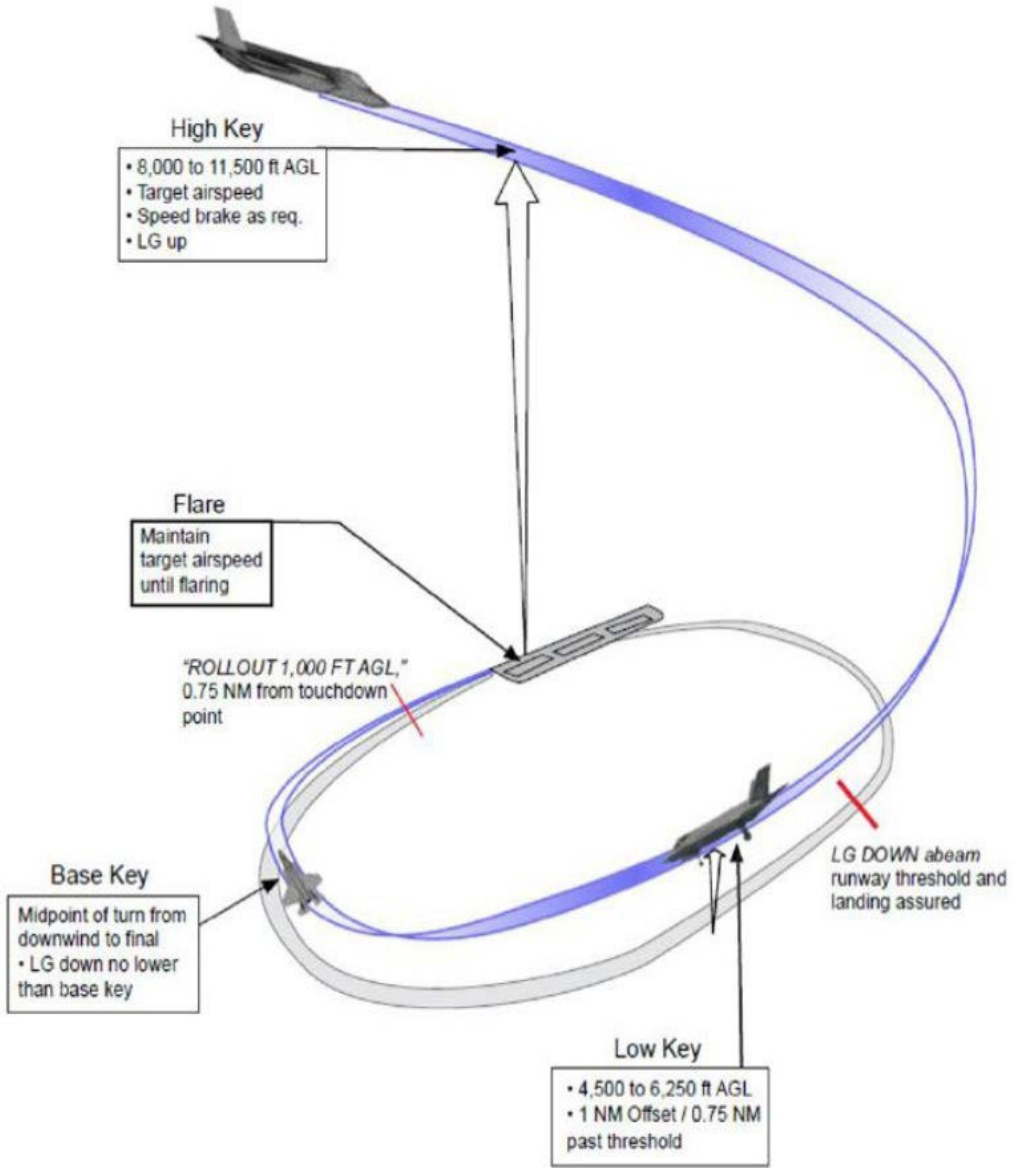
c) Random entry, and;

d) Glide approach.

6.3.3.2.1 High Key (Spiral) Procedure

a) The high key procedure is conducted overhead the airfield, remaining within the lateral boundaries of the CIRA. Any level may be requested for commencement

b) Exact trajectory varies by ACFT type and conditions, but high key is always overhead the RWY or on the dead (eastern) side of the circuit and low key is always on the active (western) side of the circuit. Diagram of the typical F35 profile as depicted below



c) If departing from the circuit to high key, the initial turn must be towards the active (western) side of the circuit unless ATC approves otherwise,

d) Once ACFT reports at High key, ATC will issue:

i) Holding instructions;

ii) "CLEARED VISUAL APPROACH";

iii) "TRACK VIA THE PFO NOT BELOW (level)"; or

iv) Relevant traffic information and, if required, sequencing instructions.

Note: *Do not depart high key until authorised by ATC.*

e) Report "HIGH BASE, THREE GREENS, (*intentions*)" at the base position.

6.3.3.2.2 Straight-in and Random Entry Procedure

a) Straight-in PFOs are conducted as a straight-in visual approach commencing at 10 NM final, unless a shortened distance is approved by ATC.

b) Random entry PFOs are conducted from a pilot-nominated position direct to the closest base key for the duty RWY. The closest base key may be on the dead side of the circuit.

c) Commencement altitude is nominated by the pilot.

d) ATC will issue:

   i) Tracking to the commencement point

   ii) Holding instructions

   iii) “CLEARED VISUAL APPROACH”

   iv) “TRACK VIA THE PFO NOT BELOW (level)”

e) ATC will issue relevant traffic information and, if required, sequencing instructions.

6.3.3.2.3 IMC PFO Procedure

a) Straight-in or random entry PFOs may be flown in IMC by requesting an ‘IMC PFO’ approach. This procedure is flown as per the equivalent VMC procedure, except that it is not a requirement to be visual to commence the approach and ATC will use the phrase “CLEARED IMC PFO” in lieu of “CLEARED VISUAL APPROACH”,

b) ACFT will remain IFR and not descend below 2 300 FT unless visual. VFR will apply automatically if the ACFT descends below 2 300 FT,

c) If not visual at 2 300 FT:

   i) Stop descent at 2 300 FT;

   ii) Track direct to TDL, then upwind via the extended RWY centreline;

   iii) Climb to and maintain 3 000 FT by 10TAC; and

   iv) Proceed as instructed by ATC.

6.3.3.3 Altimetry

PFO/PFL are flown on TDL QNH.

6.3.3.4 Transition to CIRA

For all profiles of PFO, ACFT shall operate not below 3 000 FT until established within 5TAC TN. Once established, ACFT shall remain within 5TAC TN and are considered to be operating in the CIRA.

6.3.3.5 Separation Responsibility

Pilots conducting any PFO/PFL procedure are responsible for separation with other traffic in the CIRA.

6.3.4 F35 Chase

6.3.4.1 Procedure

a) ACFT intending to conduct chase procedures in the CIRA will advise ATC “WITH CHASE” on first contact or otherwise as soon as possible.

b) If the chase procedure is not available, ATC will advise the chase formation with a reason and the expected delay until chase procedures will be available. The instructor pilot should advise ATC of their intentions.

c) Chase ACFT shall adopt and remain in close formation.

d) When on base, the instructor will fly on the outside of the trainee, displacing slightly onto the dead side but will remain within RWS. The chase ACFT is not required to report the status of the undercarriage and nor will it be challenged by ATC. Chase ACFT are expected to execute a go-around and enter the circuit once the trainee lands on a full-stop.

e) Aircrew will advise “CHASE COMPLETE” when appropriate. If aircrew wish to resume chase procedures they are to make a new request.

Note: *All ACFT and personnel on the dead side must be outside the gable markers, during the chase procedure.*

7 Training Areas

7.1 Flight Planning

7.1.1 Tindal Restricted and Danger Areas

7.1.1.1 Operations Inside Tindal Airspace

TDL based ACFT are to submit flight plans. Flight plans must include timings, levels, routes, and any NOCOM requirements.

7.1.1.2 Operations Outside Tindal Airspace

Operations outside TDL DAs and RAs will be conducted in accordance with AIP. ACFT planning NOCOM procedures are to nominate the cancellation agency and frequency on the flight plan. Airways clearances will be issued prior to NOCOM commencement and will be subject to a clearance void time.

7.1.1.3 Danger Area 210

Operations in D210 below and adjacent to active RAs do not require specific ATC clearance.

7.2 Airspace clearances

7.2.1 Transiting ACFT

7.2.1.1 Separation With Operations

Clearance for RA operations implies a clearance to operate within the vertical and lateral limits of the RA as promulgated by current NOTAM and it is the responsibility of the user to ensure the applicable airspace buffers of lower and upper operating limits are adhered to. It must be noted that most operations within the RAs are conducted on altitudes using Area QNH with overfliers operating on standard pressure. Requirements or restrictions will be advised directly to the pilot by ATC or passed via TAC C2 when applicable.

7.2.1.1.1 Vertical Separation of Military Users Operating on QNH ABOVE Transiting ACFT on standard pressure setting

	996 - 1013 hPa	1014 - 1029 hPa	1030 - 1046 hPa
Military supersonic operations	LUL 3 000 FT above transit ACFT	LUL 3 500 FT above transit ACFT	LUL 4 000 FT above transit ACFT
Other operations	LUL 2 000 FT above transit ACFT	LUL 2 500 FT above transit ACFT	LUL 3 000 FT above transit ACFT

7.2.1.1.2 Vertical Separation of Military Users Operating on QNH BELOW Transiting ACFT on standard pressure setting

	980 - 996 hPa	997 - 1013 hPa	1014 - 1046 hPa
Military supersonic operations	HUL 4 000 FT below transit ACFT	HUL 3 500 FT below transit ACFT	HUL 3 000 FT below transit ACFT
Other operations	HUL 3 000 FT below transit ACFT	HUL 2 500 FT below transit ACFT	HUL 2 000 FT below transit ACFT

7.2.2 Alternate Airspace Radiotelephony

7.2.2.1 Bradshaw

R268, R269, and R270 may be referred to as “Bradshaw” when in simultaneous use.

7.2.2.2 Coded Clearances

The following standard airspace blocks may be issued using the following coded clearance:

a) “Cleared BFM” is a clearance to operate R225D, R238 and R250, all levels;
b) “Cleared ACM” is a clearance to operate R225BD, R238, and R250, all levels;
c) “Cleared Falconer” is a clearance to operate R225DF, R232, R238, and R250 all levels;
d) “Cleared Western” is a clearance to operate R225A-F and R250, all levels;
e) “Cleared Eastern” is a clearance to operate R226A and R226B, all levels;
f) “Cleared Overhead” is a clearance to operate R249B A050-A260 within 10TAC TDL and A060 - A260 between 10-30TAC TDL.

7.2.3 Standard Airspace Procedures

7.2.3.1 Airspace Levels

By default, TDL training areas will be activated to an upper level of FL600. If a level restriction is required, it shall be stated in conjunction with the coded clearance.

7.2.3.1.1 R238

R238 laterally infringes various instrument approach procedures at Tindal. When these procedures are required, or expected to be required, aircraft will either not be cleared R238, or be issued a lowest usable level when operating in R238.

7.2.3.2 Delamere/Bradshaw Active

If the phrase ‘Delamere [and/or] Bradshaw is active’ is used by ATC, ACFT are to contact the relevant range authority prior to entering the range airspace.

7.2.3.3 Termination of Radar Identification

ATC radar identification will automatically terminate upon one of the following:

a) Transfer to any non-ATC control agency.

b) Issued “Frequency changed approved”. ATC will continue to provide SARWATCH and a traffic information service.

7.2.3.4 Recovery From Training Areas

All ACFT are required to obtain a clearance from TAC C2/ATC prior to leaving training areas. Recovery from the training areas is to be conducted as follows:

a) Upon mission completion, ACFT are to squawk their assigned SSR code and advise the airspace surveillance agency that operations are complete,

b) TAC C2 will clear the ACFT to switch to ATC,

c) After identification by ATC, ACFT are to report:

   i) present altitude;

   ii) if visual;

   iii) approach intentions;

   iv) formation type (if not in standard formation); and

   v) ATIS code received.

d) If the pilot does not advise receipt of current ATIS, ATC will only advise:

   i) duty RWY;

   ii) QNH; and

   iii) other information considered significant to fighter operations such as 400 M range activity, EIA etc.

7.2.3.5 TAC C2 Operations

Hot handoffs between APP - TAC C2 - APP are NLT 10 NM from the airspace boundary and NLT 40 NM Tindal for recovering ACFT. Hot handoffs will be used whenever TAC C2 is operating, except during emergency abnormal operations or when otherwise agreed by the Domestic Controller and ASPR. The receiving agency may vary ACFT tracking and level as required; any restrictions shall be negotiated prior to frequency transfer.

7.2.3.6 Area QNH

During CRU operations, APP will not provide outbound ACFT with area QNH. TAC C2 shall pass the area or force QNH as applicable. TDL ACD is to notify TAC C2 of the area QNH when releasing airspace

7.2.3.7 Airspace Boundaries

When TDL ATC releases airspace to CRU, CRU operations must remain within the external boundary of the released airspace by a minimum of 2.5 NM, which will be achieved in line with MATS 2.4.3.4.3. Coordinate by the quickest means possible if this separation cannot be maintained.

7.2.3.8 ATC Intra-Unit Procedures

Definitions applicable to this section include:

a) **Control and Reporting Unit (CRU)**: All ground control agencies and can be either ADF or an allied unit e.g. Merlin, Chamber, Triad and Taipan. Specific operational positions are utilised where appropriate, e.g. Merlin Operations Director (OD)

b) **Airborne Early Warning and Control (AEW&C)**: Mission crew conducting operations from an airborne AEW&C platform under an airborne callsign

   e.g. 'Outback'. Specific operational positions are utilised where appropriate, e.g. 'Outback Senior Surveillance and Control Officer (SSCO)'

c) **Homer:** A control position used during exercises dedicated to point to point coordination between CRU and ATC for recovery

7.2.3.9 Airspace Buffers

A vertical separation buffer is applied between ACFT under control of CRU/ AEW&C and those proceeding IAW an ATC clearance as follows:

a) CRU-ATC buffer 2 000 FT

b) CRU-ATC buffer (supersonic) 3 000 FT

7.2.3.9.1 Additional Buffers

To account for the difference between standard pressure and local QNH above the transition layer, buffers may be applied above or below the flight level as appropriate.

7.3 Circuit Area (CIRA)

7.3.1 CIRA Procedures

7.3.1.1 Circuit Direction

Unless directed otherwise by ATC, circuits are to be conducted on the western side of RWY 14/32.

7.3.1.2 Traffic Information to Pilots

In VMC, traffic information where applicable shall be provided to pilots no later than:

a) at the initial point

b) at high key

c) 5 NM

d) commencing final of an instrument approach

e) commencement of descent on INDIA arrivals

7.3.1.3 Circuit Area Dimensions

The Tindal circuit area is an area of 5 NM radius, centred on the ARP, up to and including 2 000 FT by day, 2 500 FT by night.

7.3.2 Circuit Procedures

7.3.2.1 Military Stream Landing Procedure

Circuit procedures at TDL are in accordance with the stream landing circuit pattern as detailed in MATS. Operating altitudes and circuit direction shall be in accordance with ERSA unless otherwise specified by ATC. ACFT that subsequently operate in the circuit area shall be deemed to be in receipt of a clearance to operate in the circuit area not above 2 000 FT by day and not above 2 500 FT by night.

7.3.2.2 Automatic Clearance

ACFT that subsequently operate in the circuit area shall be deemed to be in receipt of a clearance to operate in the circuit area not above 2000 FT by day and not above 2500 FT by night.

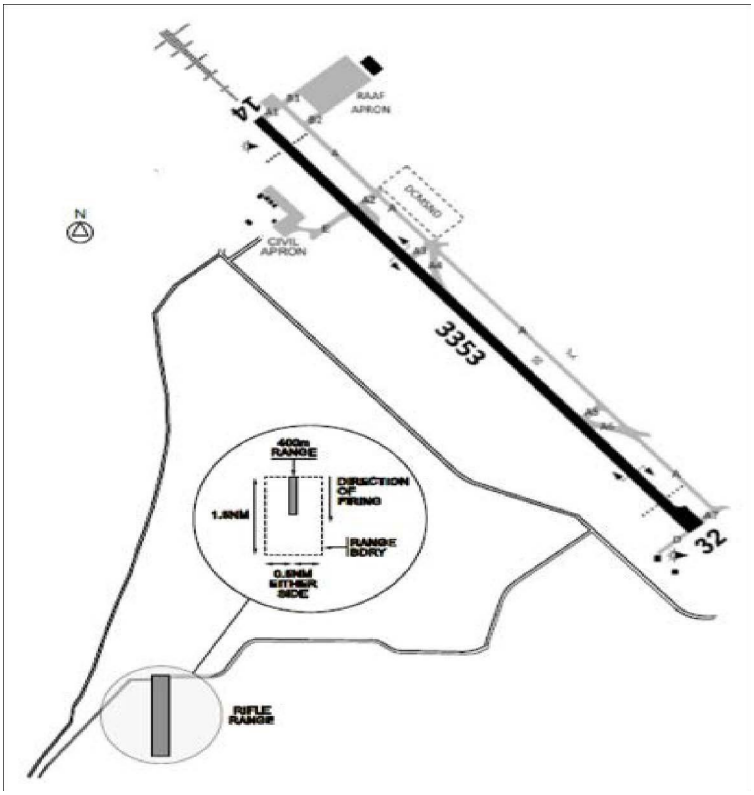
7.3.3 400 Metre Range

7.3.3.1 Clear of Range

When active, ATC will ensure that notice of activation of the 400 M range is included on the ATIS and all relevant ACFT are advised. ACFT captains receiving direct advice from ATC or advising receipt of the current ATIS shall be responsible for ensuring they remain clear of the range IAW ERSA.

7.3.3.2 Range Safety Distances

Aircraft shall remain clear operating above 2000 FT or lateral avoidance can be achieved by remaining visually outside the pictorially represented area (see diagram) when at or below 2000 FT.



7.3.3.3 Check Fires

If there is a need to authorise ACFT operations below 2 000 FT in the area of the range (e.g. Airfield Attack/INDIA Arrival/Use of RWY 09/27), then TDL ATC is to contact the 400 M range and order ‘CHECK FIRE’.

7.3.3.4 Location of Range

400 M range details are: (bearing from VOR, and distance from TACAN)

a) Orientation: 180/360
b) Bearing & Range: 205/1.3
c) GPS Position: 14 32.3S, 132 21.6E

8 CHC Helicopters

8.1 CHC Operations

8.1.1 Airborne Operations

8.1.1.1 SAR Pads

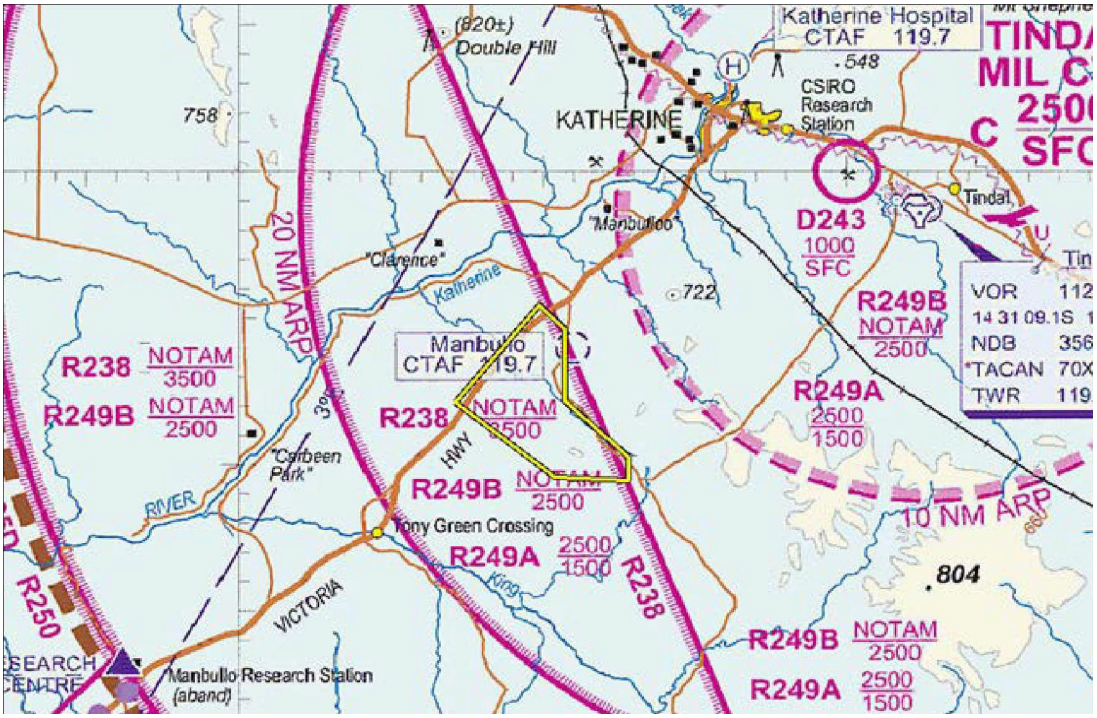
CHC regularly conduct training at various locations around the YPTN CTR. Flying and winch training will be contained within 1 NM of the pads, located as follows (approximate bearing and distance from ARP):

a) PAD1: 186/002
b) PAD2: 190/001
c) PAD3: 230/013
d) PAD4: 233/004
e) PAD5: 237/013
f) PAD6: 244/015
g) PAD7: 288/017
h) PAD8: 292/014

8.1.1.2 SAR Training Area

An area for flying and winch operations. Defined by lateral limits 143430S 1321000E - 143519S 1321050E – 143747S 1321048E – 143940S 1321256E - 144028S 1321255E – 144022S 1321028E – 143749S 1320714E.

8.1.1.3 Pictorial representation of the SAR training area



8.1.1.3.1 Clearance Levels

ACFT operating at a pad or within the SAR Training Area can expect clearance not above 1 500 FT by day and not above 2 500 FT at night.

8.1.1.4 Operations in Choppers East

No airborne or circuit reports are required from the pilot in command following the initial airborne clearance, except when requested by ATC.

8.1.1.4.1 Choppers East Boundaries

A helicopter area for conducting winch CCTS not above 1 000 FT, contained within the following boundaries:

a) East of TWY ALPHA;

b) West of the Old Stuart Highway; and

c) Not beyond THR RWY 14 or THR RWY 32.

8.1.2 Ground Procedures

8.1.2.1 CHC Taxi

CHC ACFT are not required to receive taxi instructions when manoeuvring between the SAR hangar and SAR Pads. CHC ACFT shall contact SMC to:

a) Report POB;

b) Report receipt of ATIS; and

c) Request CIRA clearance if required.

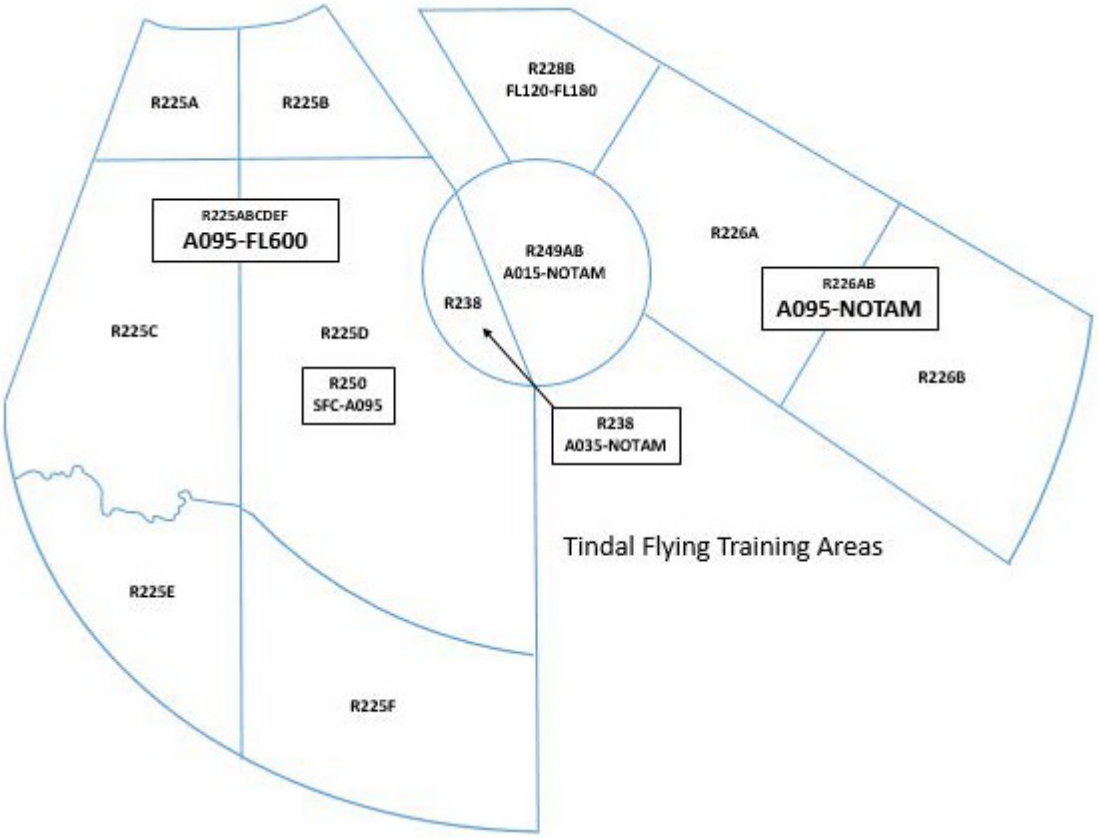
8.1.2.2 Contacting Tower

Once SMC has recorded all applicable information and is satisfied that the CHC ACFT will not be delayed prior to departure, SMC shall instruct the ACFT contact tower when ready.

8.1.2.3 Arrival

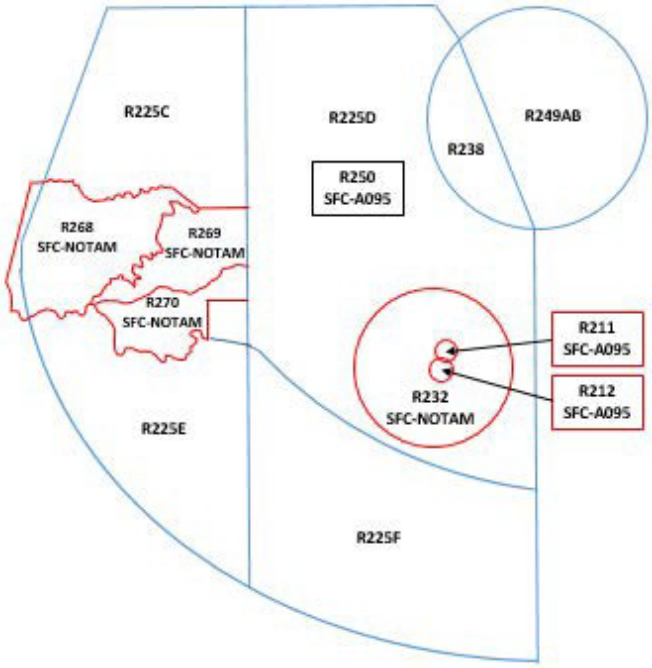
When CHC ACFT arrive to the SAR hangar or SAR HLS, they will not receive taxi instructions and shall only contact SMC to report engine shut down.

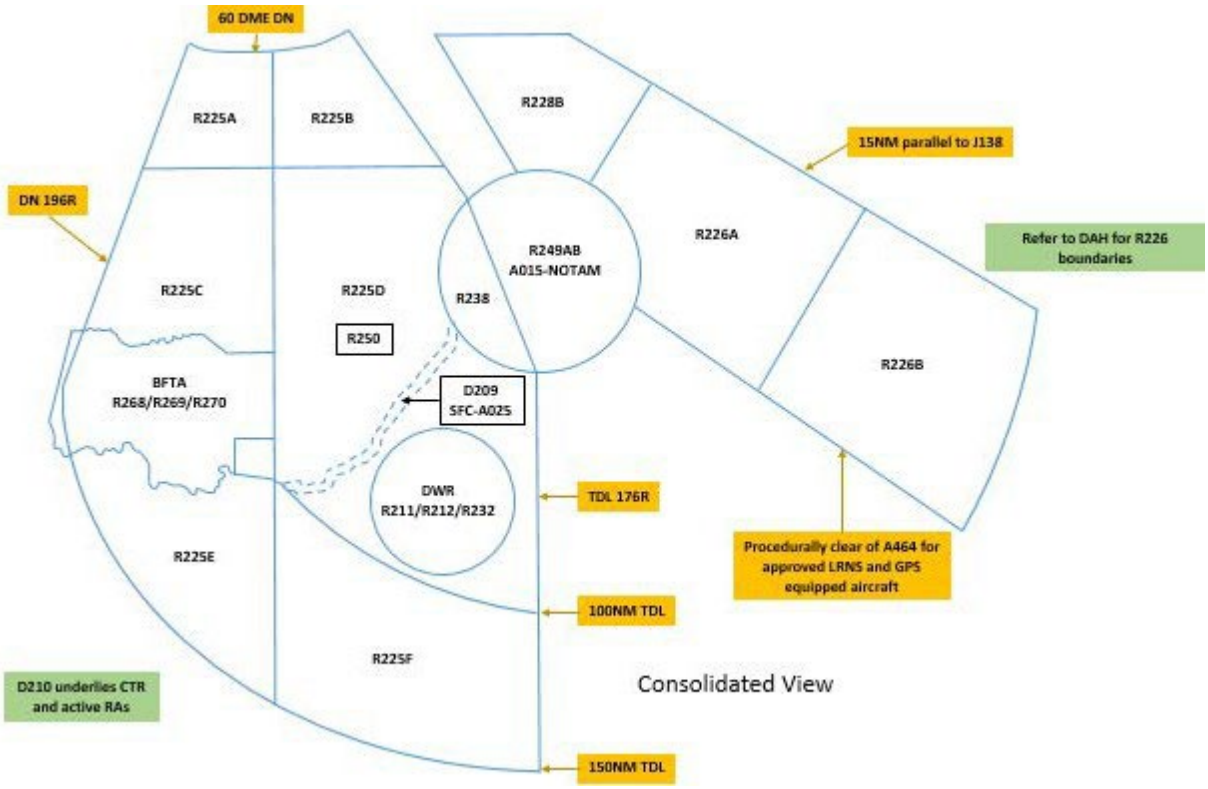
9 Annex A - Tindal Training Areas



Tindal Flying Training Areas

High Impact Areas




60 DME DN
R225A
R225B
R228B
15NM parallel to J138
DN 196R
R226A
Refer to DAH for R226 boundaries
R249AB
A015-NOTAM
R225C
R225D
R238
R250
R226B
BFTA
R268/R269/R270
D209
SFC-A025
DWR
R211/R212/R232
TDL 176R
Procedurally clear of A464 for approved LRNS and GPS equipped aircraft
R225E
100NM TDL
R225F
D210 underlies CTR and active RAs
Consolidated View
150NM TDL

10 Annex B - Provision of ATC Services Following Loss of Radar Services

10.1 Procedures

10.1.1 Immediate Response

10.1.1.1 Immediate Actions on Radar Failure

Following an unanticipated loss of loss of radar services, ATC will continue to apply separation using non-RADAR and/or emergency separations standards. ATC will initially hold all departures and all airborne ACFT will be informed of the situation on Guard frequency. Once a recovery plan is determined with flying squadron duty supervisors, ACFT will either be recovered to Tindal, established in the training areas, or transferred to another controlling agency.

10.1.1.2 Expect Delays

The procedures detailed in this amendment will be enforced during a radar outage to ensure that MIL ACFT operations remain supported, while continuing to provide a limited ATS to other ACFT. Aircrew must be aware that the provision of a non-RADAR ATC service at Tindal cannot support the same flying rate of effort as per normal ATC, with delays and reduction of sorties likely.

10.1.1.3 TAC C2

TAC C2, when supporting Tindal based flying, is to:

a) Provide ATC with a 10 minute call for first RTB; and

b) Prioritise and sequence ACFT on RTB.

10.1.1.4 Risk Assessment

As soon as practicable, an immediate risk assessment will be conducted by a 452SQN TDL FLT executive prior to the continued provision of ATS. If the 452SQN TDL FLT executive determines that ATS can continue, TDL ATC will then commence non-RADAR ATC as outlined in the appropriate Traffic Management Plan (TMP).

In some instances non-RADAR ATC will not commence immediately. If the 452SQN TDL FLT executive determines that ATS cannot continue, Tindal airspace will deactivate until such time as ATC is in a position to provide ATS. It is expected that ATC will resume non-RADAR ATC operations 12-24 hours following the radar failure to prepare new controlling configurations and rosters and allow immediate refresher training to occur. Duty supervisors will be immediately notified with regards to the plan for the provision of non-RADAR ATC.

10.2 Traffic management plan

10.2.1 Planning

10.2.1.1 Airspace

The following airspace restrictions apply:

a) Extant Tindal airspace will be used for non-RADAR ATC;

b) R226 should not be activated; and

c) Activation of R238 will be at the discretion of TDL ATC.

10.2.1.2 Traffic Supported

Due to the increased risk, TDL ATC will only activate when required. This may mean that less transiting traffic is supported.

10.2.1.3 Separation

Within TDL CTRs and R249AB, all aircraft will be separated IAW a Class C airspace service. Class G services will be provided in any TDL airspace outside the CTRs and R249AB.

10.2.1.4 Fuel

FLTCDR 452SQN TDL FLT shall advise aircraft via NOTAM of the requirement to carry 30 minutes additional holding fuel. FLTCDR 452SQN TDL FLT shall consult with 75SQN about the requirements to carry additional fuel reserves.

10.2.1.5 Exercises

With the increased risk of RADAR outage, all Tindal based air exercises should incorporate a no-radar plan as part of their exercises planning. In the event of a RADAR outage, 452SQN TDL FLT would consult with the required exercise authority to ensure the highest priority exercise aims are achieved with the reduced flying rates ATC is able to support.

10.2.1.6 Flight rules

For the purpose of minimising delays, local sorties should plan or request VFR and remain in VMC when operating within the CTR and R249AB. If IMC is expected to be encountered, IFR should be requested early, and SVFR avoided wherever possible.

10.2.1.7 Traffic restrictions

The following restrictions apply:

a) Other than arriving and departing, a maximum of one ACFT is permitted to operate in the CIRA in VMC;

b) CIRA OPS are not permitted in IMC;

c) No instrument approach training; and

d) Operations in the overhead should be limited.

10.2.2 General

10.2.2.1 PRS

Where able, during both arrival and departure, military aircraft should request or accept PRS to reduce delays.

10.2.2.2 Changes to flight rules

To reduce delays, pilots may elect to operate VFR vice IFR, and ATC may offer the change of flight rules. Pilots need to be acutely aware that by operating VFR they are no longer entitled to separation from other VFR aircraft. ATC will at a minimum pass traffic information to aircraft in conflict.

10.2.2.3 Formation type

FIHA AD2 SUPP YPTN 6.2.3.1 still applies. However, when applying lateral separation, ATC may require formations to adopt in-trail formation. This will usually occur with to take off clearance or RTB clearance, and ATC will be explicit in this instruction. The option for a close formation may be available on request.

10.2.2.4 Traffic information

Due to the lack of a RADAR, ATC's ability to provide accurate traffic information will be severely impeded. Traffic will usually be passed as reported position, altitude, intentions, and estimate for next point (usually Tindal).

10.2.2.5 Frequencies

Except switching from TWR to APP on departure, ACFT are not to automatically switch frequency, and must remain on current frequency until instructed to switch.

10.2.2.6 MLA

MLA tracking is not available.

10.2.2.7 Low level transit

When military aircraft are not the highest priority, it may be more expeditious for aircraft to depart or recover low level to and from the areas. In these cases, aircraft will be instructed to report established low level prior to leaving their area of operations, or only be cleared to their outbound gate low level.

10.2.3 Departure

10.2.3.1 Roll times

If able, all departures should advise ATC of their roll time (or if they will be ready on reaching the holding point) as soon as possible.

10.2.3.2 Departure Gates

Access to R225 and any adjoining RAs should be via TARAKAN when the duty runway is 14, and MOROTAI when the duty runway is 32. Other gates may be available on request.

10.2.3.3 Departure types

During no RADAR procedures, ACFT are not permitted to depart IAW FIHA Tindal AD2 SUPP 6.2.3.5. The following paragraphs detail the departure types and profiles for VMC, IMC, and at night.

10.2.3.3.1 VMC

In VMC, all IFR departures will be via a visual departure. All ACFT must depart by intercepting their outbound radial, and intercepting this outbound radial by 7 TACAN. If the interception of the outbound radial is not required, ATC will issue an instruction to “track direct (gate)”.

10.2.3.3.2 IMC and at night

In IMC, and at night, all departures will be via the Tindal 3 SID, with coded procedural tracking. This coded procedural tracking will be initiated by clearance delivery, using the phrase “Tindal 3 departure, procedural tracking”. Under this tracking instruction, aircraft are to track extended centreline until passing 2300 FT, then make the shortest direction of turn to track direct to their outbound gate.

10.2.4 Arrival

10.2.4.1 Reporting

Arrivals shall:

a) Report with ATC 10 minutes prior to commencing RTB; and
b) Estimate for the field on RTB.

10.2.4.2 Arrival Gates

RTB from R225 and any adjoining RAs should be via MOROTAI when the duty runway is 14, and TARAKAN when the duty runway is 32. ACFT may be required to track via those gates on RTB, or intercept their respective radials if RTB is commenced within 30NM TDL. ATC will be explicit in their inbound clearance. If the interception of the inbound radial is not required, ATC will issue an instruction to “track direct (arrival point)”.

10.2.4.3 VMC

ACFT arriving via a visual approach should expect to track via close initial. ACFT can expect to remain on the inbound radial until 7 TAC and then track as cleared. ATC will be explicit in this clearance.

If traffic permits, approaches via straight-in or standard initial may be available, but shall not be expected.

10.2.4.4 IMC

Unless the pilot advises otherwise, the following instrument approaches can be expected (in order of ATC preference):

a) ILS;
b) ARA;
c) TACAN;
d) LOC;
e) VOR;
f) RNP;
g) DME/GNSS.

10.2.4.4.1 Tracking to the IAF

If it is not possible to separate ACFT tracking direct to the IAF with other traffic, ACFT will be required to either track initially direct to Tindal, or hold in the training area. In the event ACFT are instructed to track direct to Tindal, a reach requirement will also usually be issued.

11 Annex C - Standard Radiotelephony

Condition or Provisions	Phrases
Initial clearance to training areas	
Pilots requiring other than the standard departure shall include this in the initial airways request.	(PILOT): TINDAL DELIVERY, (callsign), (gate/radial/radar/[MLA if required]), (level), [*type of departure if other than standard]* (ATC): "(callsign), TINDAL DELIVERY, CLEARED (gate/radial/radar/[MLA if required]) DIRECT, (level), [*departure type if required*]" Pilot: "[*departure type if required*], (callsign)"
Taxi instructions	
POB only advised if more than one in any element. - Any Roll Time or Instrument Trail departure requirement should be advised on taxi. - ACFT shall taxi via the standard taxi routes.	(PILOT): "TINDAL GROUND, (callsign), TAXI (number of ACFT), [POB [if applicable], RECEIVED (ATIS)" (ATC): "(callsign), TINDAL GROUND, TAXI TO HOLDING POINT (position) [alternate route if not standard]" (PILOT): "HOLDING POINT (position), [alternate route if not standard], (callsign)"
Operating clearance	
Cleared transit altitude/restriction no longer applies when ACFT are established within a cleared area of operations unless an operating area restriction is applied by Tindal APP and read back.	
CRU Not Active Transfer will normally occur at 20 TAC. DWF and BFTA either not active or not being utilised by the RSO/other ACFT and need not be specified in the area clearance.	(ATC): "(callsign), CLEARED (operating areas [*i.e. WESTERN AND R238*]), NUMBER (number) IN THE AREA, AREA QNH (number), ADVISE OPS NORMAL TIME" (PILOT): CLEARED (operating areas), AREA QNH (number), OPS NORMAL (time) (callsign). (ATC): (callsign) FREQUENCY CHANGE APPROVED"

Condition or Provisions	Phrases
CRU Not Active. DWF and/or BFTA Active Notification that DWF and/or BFTA is active and a clearance is required from the RSO prior to entering the range. It is the responsibility of the pilot to ensure that range clearance is obtained. This will only be used when ACFT are using Western RAs.	(ATC): "(callsign), CLEARED (operating areas), NUMBER (number) IN THE AREA, AREA QNH (number), DELAMERE and/or BRADSHAW ACTIVE, ADVISE OPS NORMAL TIME" (PILOT): CLERARED (operating areas), AREA QNH (number), OPS NORMAL (time) (callsign). (ATC): (callsign) FREQUENCY CHANGE APPROVED" (PILOT): (callsign), PUSH (stud/frequency)" ***Note:*** *BFTA may be advised as individual areas if less than the whole is active. NOTAM heights will be passed to pilots on request.*
CRU Active Transfer will normally be at 20 TAC. CRU will advise pilots of operating areas and status of DWF and/or BFTA.	(ATC): "(callsign), CONTACT (callsign/ frequency)" (PILOT): "(callsign), PUSH (stud/ frequency)"
RTB Clearance	
(PILOT): "TINDAL APPROACH, (callsign)" (ATC): "(callsign), TINDAL APPROACH, IDENTIFIED" (PILOT): "(callsign), (in-flights conditions, type of recovery, [formation type if not standard]), RECEIVED (ATIS)" (ATC): "(callsign), (clearance/instructions)" (PILOT): "(clearance/instructions), (callsign)"	
Landing Clearance	
Aircraft ahead preventing a clearance from being issued	(PILOT): "(callsign) BASE THREE GREENS", (ATC): "(callsign) NUMBER (number) CHECK WHEELS "

Applying RRSS	(PILOT): "(callsign) BASE THREE GREENS", (ATC): "(callsign) CLEARED TO LAND [(number) AHEAD][(number) ON] CHECK WHEELS "
Condition or Provisions	**Phrases**
Taxiing after RTB	
Fast jet ACFT taxiing to OLAs via the standard taxi routes	(PILOT): "(callsign)" (ATC): "(callsign), TINDAL GROUND"
ACFT requiring taxi via non-standard route and/or to other than published OLAs.	(PILOT): "TINDAL GROUND. (callsign), REQUEST TAXI TO (position) VIA (route)" (ATC): "(callsign), TINDAL GROUND, (instructions)" (PILOT): "(readback if route is different to requested), (callsign)"
India arrival	
Initial Clearance	(PILOT): "TINDAL APPROACH, (callsign, in-flight conditions, intentions), REQUEST INDIA ARRIVAL" (ATC): "(callsign), Cleared to Tindal via TOP of INDIA (level)"
When clearance for the approach is available	(PILOT): READBACK (ATC): "(callsign), CLEARED VISUAL APPROACH INDIA [traffic], TOP OF INDIA CONTACT TOWER" (PILOT): READBACK
When pilot has not yet reported visual	(ATC): "(callsign) TRACK VIA INDIA ARRIVAL NOT BELOW (level)" (PILOT): READBACK
Practice and precautionary flameout and forced landing procedures (PFO/PFL)	

Via High Key (Spiral) procedure from outside CIRA	(PILOT): “TINDAL APPROACH, (callsign, in-flight conditions, intentions), REQUEST PFO VIA HIGH KEY” (ATC): “(callsign) CLEARED TO TINDAL VIA HIGH KEY (level)” (PILOT): READBACK. *Pilot to report when visual.* *On receipt of visual report* (ATC): “(callsign), CLEARED VISUAL APPROACH, AT 10TAC CONTACT TOWER” (PILOT): READBACK (ATC): “(callsign) TRACK VIA PFO NOT BELOW (level)” (PILOT): READBACK (PILOT): “(Callsign) [APPROACHING] HIGH KEY”

Condition or Provisions	Phrases
Straight and random entry procedure	(PILOT): “TINDAL APPROACH (callsign, in-flight conditions, intentions), REQUEST PFO VIA (position) (level)” (ATC): “(callsign), CLEARED TO TINDAL VIA (position) (level)” (PILOT): READBACK. *Pilot to report when visual.* *On receipt of visual report* (ATC): “(callsign), CLEARED VISUAL APPROACH, AT 10 TAC CONTACT TOWER” (PILOT): READBACK or (ATC): “(callsign) TRACK VIA PFO NOT BELOW (level)”; (PILOT): READBACK
IMC PFO procedure	(PILOT): “TINDAL APPROACH, (callsign, in-flight conditions, intentions), REQUEST IMC PFO procedure via straight/random entry procedure (level)” (ATC): “(callsign), CLEARED IMC PFO VIA (position), AT 10TAC CONTACT TOWER” (PILOT): READBACK or (ATC): “(callsign) TRACK FOR (position) VIA IMC PFO NOT BELOW (level)” (PILOT): READBACK

12 Annex D - 452 Squadron Tindal Flight EMCON/NOCOM Details

The completed form, or email containing text copied from this form, shall be emailed to '452SQN TDL FLT Briefing' on DSN.

Requesting Unit: _____

DTG mission departure: _____ NOCOM/EMCON (circle application)

Mission POC (name): _____ POC PH: _____

CALLSIGN	No of ACFT	MODE 3	START	TAXI	TAKE-OFF

MARSA with (insert additional callsigns/SQN): _____

CLEARANCE REQUEST

Gate/Bearing & Distance/Point: _____ Level: _____

Departure Type: VISUAL / TANGO / INDIA / TDL3 (circle one)

DEPARTURE INSTRUCTIONS

ATC require ACFT to be at a specified distance from the field at a specified time in order to guarantee a separation standard with other airspace users. Below are the standard instructions used to achieve this, tick as required:

- On departure track via shortest distance of turn ☐
- Requirement 2 thousand 5 hundred by 5TAC, 3 min from ATD ☐
- Requirement 4 thousand by 10TAC, 4 min from ATD ☐
- Requirement to be established in the RA ATD + 5 min (TN Wedge ACT) ☐
- Requirement to be established in the RA ATD + 10 min (TN Wedge not ACT) ☐

Any changes must be specifically requested.

Place changes or additional requirements below (such as stream take off, in-trail procedures, formation type, different departure instructions required, etc – filled out by mission lead).

Clearance issued by (ASPR): _____ Time: _____