



Large Airtanker Scenario

(Scenario 1: Regional Fire)

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INSTRUCTIONS

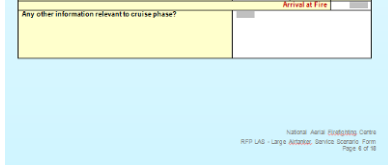
Before Completing this Form:

- Please note, the forms in this document are designed to be completed electronically using *Microsoft Word* on a *Windows PC*.
- The scenario contained in this document describes a Large Airtanker mission comprising three sorties delivering Fire Retardant Slurry to a fire 150nm from the airtanker base.
- Please use the instructions listed overleaf under '*Completing the Large Airtanker Service Scenario Form*' to complete this document.
- Please read and understand all the instructions and scenario specifications contained in this document before entering any data.
- Please note, proposers **must** complete a separate scenario document for each **different type** of airtanker being proposed (for example, if two different types of aircraft are being proposed please complete this form twice).
- However, where a pair of **similar aircraft** is being proposed, please **select one** of the aircraft and complete the scenario document for this aircraft only.
- To save this document select '**Save As**' from the **File** menu prior to entering any data.
- This document **must** be saved using the unique **Tenderer username** (as selected by you when you registered on the NAFC Electronic Tender Portal) as the file name e.g. username.docx. If **more than one** '*Large Airtanker Service Scenario*' Form is required, the file name should be the proposers *username-X* where X = an aircraft counter. For example if two different aircraft are being proposed, the file name for the first document should be *username-1* and the file name for the second document should be *username-2* and so on.
- Completed Documents are to be uploaded to the NAFC online tender service under Aircraft and Services Tab.
- For information on how to upload your completed document, please refer to the '*How To Respond*' Guide.
- In addition to the forms contained in this document, proposers are required to submit additional information via the NAFC Electronic Tender Portal in order to complete this RFP.
- As far as possible, proposers are asked to provide the information requested using the space provided in this document.
- If insufficient space is provided for a particular response, proposers may include further information in the main body of their proposal provided a clear note is made in the appropriate field of this form

- Proposers are asked to complete each of the forms contained in this document for **each different type** of airtanker being proposed.
- Each form in this in this document is displayed on a pale blue background, as per the example opposite.
- Proposers are asked to enter the appropriate text or value in each of the grey boxes contained in the forms as per the example below.



< Example grey data entry box

- If this form is printed the grey boxes may disappear to leave a white box.
- 
- Proposers are asked to enter the values the air crew would **actually use** when planning or conducting a mission such as described in the scenario.
 - Enter all times as local time in 24hour notation. Make sure you enter requested times in the time column in the form.
 - If the airtanker(s) being proposed would be restricted or limited in any way when performing this scenario, proposers are asked to enter the restricted or limited values in the appropriate field and then provide an explanation in the field labelled '***Any other information relevant...***' in that particular section.

English translation		
Aircraft registration mark		
ender ID		
to be filled in by the signatory with the AARF code and the aircraft		
to be filled in by the signatory with the AARF code and the aircraft		
Will aircraft require refuelling before this sortie?		Dispatch calls tanker back with request
Is it planned to conduct a normal practice or to train the aircraft solo or fully		15-20 min
How long will refuelling take		Minutes
Is it planned to conduct a normal practice or to train the aircraft solo or fully		15-20 min
Can refuelling and retardant loading occur simultaneously		15-20 min
Is it planned to conduct a normal practice or to train the aircraft solo or fully		15-20 min
Refundant load taken		Engine start
Minimum retardant loading time		15-20 min
Will pre take off delays be required		Retardant loading complete
Refuel, warm up, cool down, instrument alignment, etc.		
Time required from completion of retardant loading to take off		Minutes
Dispatch		
Does this departure limit the load carried?		15-20 min
Does this departure require a balanced field calculation?		15-20 min
What runway length is required (use 100% calculation as per flight manual)		15-20 min
Accrual weight at take off		15-20 min
Endurance at take off		15-20 min
Is it planned to conduct a normal practice or to train the aircraft solo or fully		15-20 min
Any other information relevant to take off phase?		Wheels off time
Cause of delay		
Crash Refuelled as usual or not		15-20 min
Can aircraft climb directly to cruise altitude?		15-20 min
Would aircraft be pressurised at cruise altitude on route to fire		15-20 min
What cruise speed is used, or not		15-20 min
Time taken from departure to arrival at fire		15-20 min
Any other information relevant to cruise phase?		Arrival at fire

Nature: Aerial Refuelling Corps
RPP LAG - Large Aircraft, Service Support
Page 6 of 16

Notes:

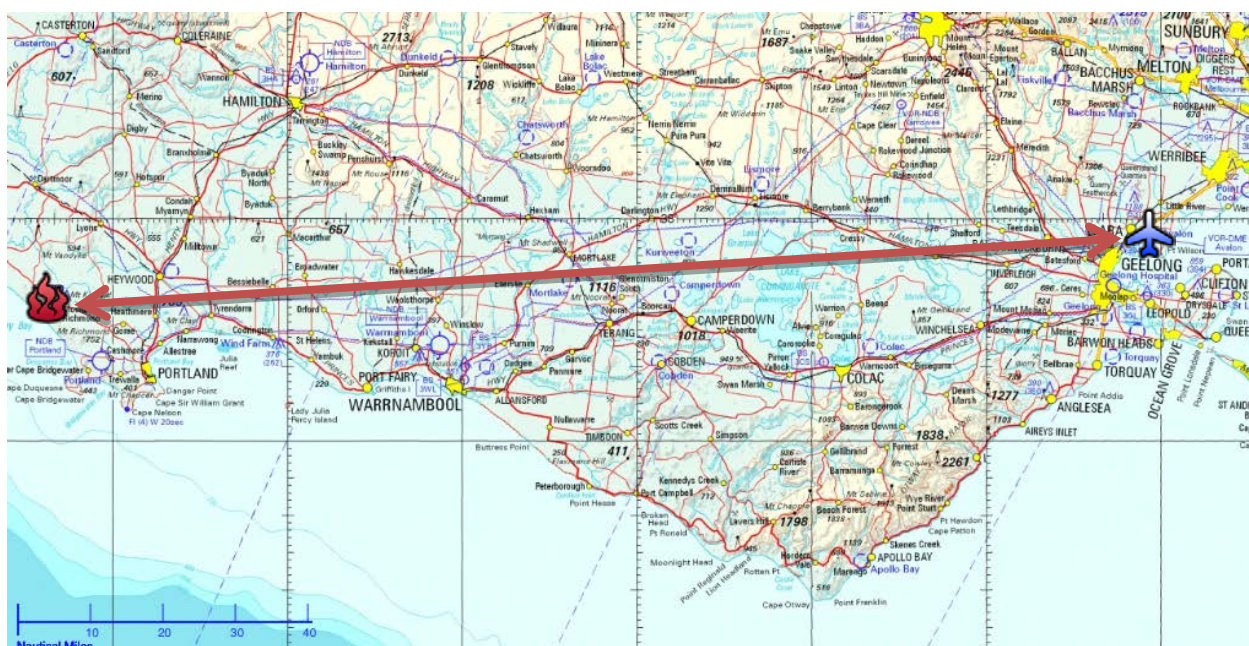
- Where a 'pair' of Airtankers are proposed, complete the scenario for one aircraft only. Include any commentary supporting the use of more than one tanker for this scenario in your proposal narrative.
- Where a scooping Airtanker is proposed, complete the scenario as laid out (i.e. Fire Retardant loads taken from Avalon). Scooping Aircraft performance analysis will be completed using information provided in the Aircraft Data form and elsewhere in your proposal.

AIRTANKER SCENARIO

Scenario 1	
Name	Regional Fire
Time and date	7 th March, 13:30 AEDT (UTC+11)
Situation	<p>A fire is burning in the Mount Richmond National Park in the 'Far South West' fire district of Victoria.</p> <p>Mount Richmond is a 225 metres high extinct volcano surrounded by low, flat land. The volcano is covered with a layer of sand blown inland long ago from Discovery Bay. The predominant vegetation is coastal heath with pine plantations in the area.</p> <p>Fire is currently burning under 15kt northerly wind. Multiple fingers of fire and short distance spotting with long lines of uncontained fire edge. Pyro-Cumulus cloud are developing over active areas of the fire.</p> <p>Three SEATS already operating with rotary wing Air Attack Supervisor above.</p> <p>The incident controller has requested airtanker support to hold fire edge in difficult country on western side of the fire until ground crews can extend dozer lines and hand trails to contain the fire.</p> <p>Airtanker(s) are based at Avalon Airport (YMAV) near Melbourne, Victoria.</p> <p>Avalon airport under IMC conditions at time of dispatch request (13:30 AEDT) due to reduced visibility in smoke from other fires north of Melbourne.</p>
Fire area	569 Hectares
Fire behaviour	Active Fire – fragmented, short distance spotting, back burns.
Fire location	-38.27, 141.41
Fire elevation	225 metres (750 feet) AMSL
Initial tasking	<p>Deploy tanker aircraft from Avalon airbase to fire without delay.</p> <p>Take maximum load of retardant / suppressant</p> <p>Expect tactical directions from local air attack supervisor on site (aka ATGS)</p> <p>Expect one or more requests to reload and return to fire without delay</p>
Scenario	In this scenario the airtanker will be requested to complete three sorties as per attached descriptions
Assumptions	<p>Incident controller requests the use of long term fire retardant.</p> <p>Avalon airport is nearest Multi Engine Airtanker reload facility.</p> <p>Enough retardant delivery lines will be available at tanker base to fill all ports on one side of tanker with a maximum flow rate of 1800 litres per minute per line.</p> <p>No retardant load on board tanker at time of initial request</p> <p>Lead plane, if required, will be based with tankers at Avalon Airport.</p> <p>Portland airport will have fuel available for lead plane.</p> <p>Sortie number 1 is first for the day.</p> <p>Crew has been required to be on duty from 0900.</p> <p>All operations to be conducted in accordance with Australian civil aviation regulations</p> <p>No air traffic control delays in clearance to taxi, take-off, climb, descend, or land.</p> <p>Use Melbourne airport as alternate if required, assume conditions are above alternate minima and suitable as an alternate.</p>
Attachments	<p>Sortie descriptions x3</p> <p>Fire report & map</p> <p>Airport documentation: Avalon – YMAV</p>

SORTIE 1: DESCRIPTION

Sortie 1	
Departure	
Airport	YMAV
RWY - Length	3048 metres
RWY - Heading	360
Airspace - Class	Class D - tower active
Conditions - Temp	ISA + 20 (= 35°C)
Conditions - Wind at departure	20 knots, gusting 40 knots, 300 degrees
Conditions - IMC / VMC	IMC - Instrument departure required – low vis in smoke
En route	
Distance	150 nautical miles
Direction	265 degrees
Conditions - IMC / VMC	VMC
Conditions - Turbulence	Moderate turbulence
Conditions – Wind	300/30 below 1000ft, 300/45 above 1000ft
Fire	
Conditions - Visibility	5000 metres visibility in smoke
Drop	Split load requested – two loads on ‘corner’ of fire
Coverage level requested	Coverage level 6
Return	
Airport	YMAV
Conditions - IMC / VMC	IMC - Instrument approach required – low vis in smoke
Note:	Assume there will be a request to reload and return without delay occurs after the drop in this sortie, therefore expect a request to hot reload on return to airbase



SORTIE 1: TANKER PERFORMANCE – LOADING, DEPARTURE AND CRUISE TO FIRE

Complete all grey boxes on this page.

Service Information			
Airtanker registration mark (As entered in your Proposal Service Summary spread sheet)			
Tenderer ID (tenderer username selected by you on registering with the NAFC tender portal)			
Start up and loading			Time
Dispatch calls tanker base with request			13:30
Will aircraft require refuelling before this sortie? (this will depend on whether normal practice is to leave the aircraft partly or fully fuelled)		Yes / No	
How long will refuelling take (assume no delay for refuelling services to attend to tanker aircraft)		Minutes	
Can refuelling and retardant loading occur simultaneously		Yes / No	
Retardant load taken		Litres	
Minimum retardant loading time		Minutes	
Retardant loading complete			
Fuel on board at engine start		Litres	
Engine start			
What pre take off delays are required (briefing, warm up, cool down, instrument alignment, checklists, taxi etc)			
Time required from completion of retardant loading to take off		Minutes	
Departure			
Does the IMC departure limit the load carried?		Yes / No	
Does this departure require a balanced field calculation?		Yes / No	
What runway length is required (use TODA calculation as per flight manual)		Metres	
Aircraft weight at take off		Kilograms	
Endurance at take-off (assume endurance at loaded cruise speed and altitude)		Minutes	
Wheels off time			
Any other information relevant to take off phase?			
Cruise to fire			
Cruise Altitude (as loaded, en route to fire)		Feet	
Can aircraft climb directly to cruise altitude?		Yes / No	
Would aircraft be pressurised at cruise altitude en route to fire?		Yes / No	
Top of climb			
Cruise airspeed (as loaded, en route to fire)		Knots-TAS	
Time taken from departure to arrival overhead the fire		Minutes	
Arrival at Fire			
Any other information relevant to cruise phase?			

SORTIE 1: TANKER PERFORMANCE – AT THE FIRE

Complete all grey boxes on this page.

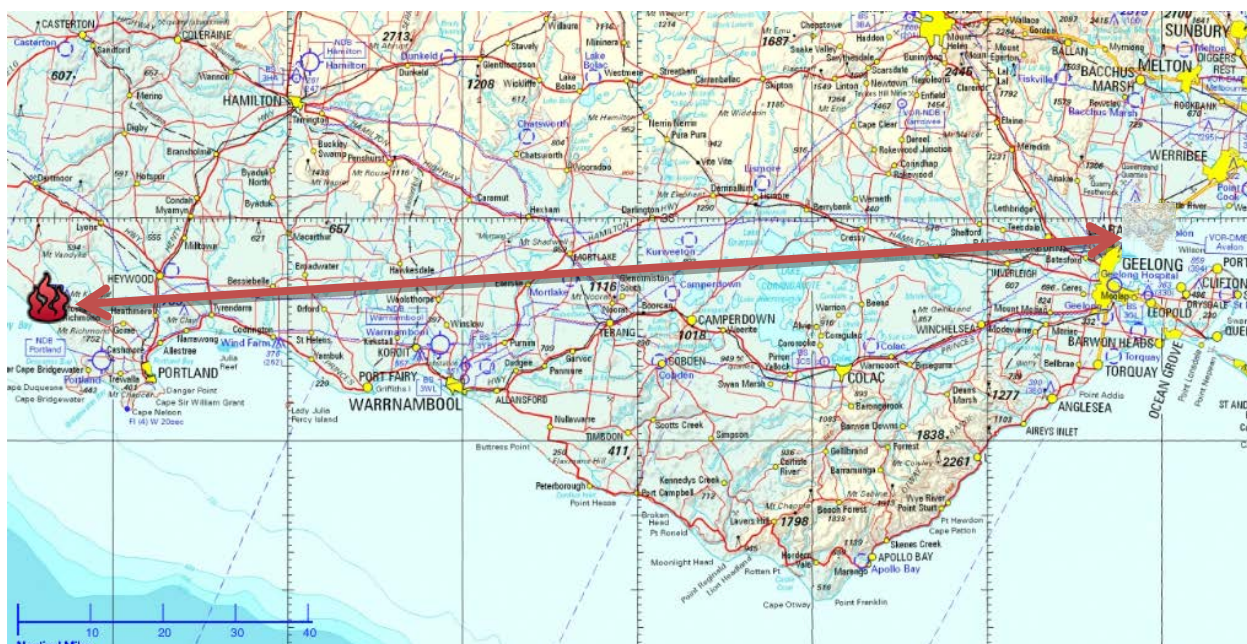
Operations at Fire			Time
What endurance is available on arrival at the fire		Minutes	
What is the manoeuvring speed in the fire pattern / circuit		Knots-TAS	
What is the preferred drop speed in this scenario		Knots-TAS	
What is the preferred drop height in this scenario		Feet (AGL)	
What is the stalling speed in drop configuration		Knots-TAS	
Estimated time in the fire area prior to first drop (Assume 3 minutes to maneuver plus any dummy runs, system recharging, etc that you would normally perform)		Minutes	
First Drop time			
Estimated time between first and second drops (Include any maneuver, dummy runs, system recharging, etc that you would normally perform)		Minutes	
Second Drop time			
What total length of retardant line would be produced (At requested coverage level -CL 6)		Metres	
What width of retardant line would be produced		Metres	
What is the tankers wake turbulence category?		FAA	
What restrictions would this operation place on other aircraft operating in the fire area? (eg wake turbulence clearance)			
How does the low visibility affect operations in the fire area (5000m in smoke)			
Any other information relevant to drop phase?			

SORTIE 1: TANKER PERFORMANCE – RETURN AND RELOAD *Complete all grey boxes on this page.*

Return from Fire			Time
Cruise Altitude (with no load)		Feet	
Would aircraft be pressurised at cruise altitude when returning?		Yes / No	
Cruise airspeed (with no load)		Knots-TAS	
Time taken from departing fire to landing back at airbase		Minutes	
Arrival time back at the airbase			
How does the instrument approach affect return? (eg holding fuel required etc)			
Reload			
How much fuel would be remaining on arrival back at airbase		Litres	
Remaining endurance on arrival back at airbase		Minutes	
Will aircraft require refuelling before the next sortie?		Yes / No	
How much fuel would be taken on during refuelling?		Litres	
Can refuelling be conducted while retardant is being loaded?		Yes / No	
Can retardant be loaded with all engines running?		Yes / No	
Retardant load taken		Litres	
How long will reloading and refuelling take		Minutes	
What other turn around delays might be expected before the next sortie. (eg: cool down, crew change etc)			
Reload and refuel complete time			
Any other information relevant to return and reload phase?			

SORTIE 2: DESCRIPTION

Sortie 2	
Departure	
Airport	YMAV
RWY - Length	3048 metres
RWY - Heading	360
Airspace - Class	Class D - tower active
Conditions - Temp	ISA + 20 (= 35°C)
Conditions - Wind at departure	20 knots, gusting 40 knots, 300 degrees
Conditions - IMC / VMC	VMC
En route	
Distance	150 nautical miles
Direction	265 degrees
Conditions - IMC / VMC	VMC
Conditions - Turbulence	Moderate turbulence
Conditions – Wind	300/30 below 1000ft, 300/45 above 1000ft
Fire	
Conditions - Visibility	10km visibility with some smoke haze
Drop	full load requested – extend one of the previous drops
Coverage level requested	Coverage level 6
Return	
Airport	YMAV
Conditions - IMC / VMC	VMC - CAVOK
Note:	Changes from previous sortie shown in red text



SORTIE 2: TANKER PERFORMANCE – DEPARTURE AND CRUISE

Complete all grey boxes on this page.

Departure			
Does this VMC departure require a balanced field calculation?		Yes / No	
What runway length is required (use TODA calculation as per flight manual)		Metres	
Aircraft weight at take off		Kilograms	
Endurance at take-off (assume endurance at loaded cruise speed and altitude)		Minutes	
Wheels off time			
Any other information relevant to take off phase?			
Cruise to fire			
Cruise altitude (as loaded, en route to fire)		Feet	
Top of climb			
Cruise airspeed (as loaded, en route to fire)		Knots-TAS	
Time taken from departure to arrival at fire		Minutes	
Arrival at Fire			
Any other information relevant to cruise phase?			

SORTIE 2: TANKER PERFORMANCE – AT THE FIRE

Complete all grey boxes on this page.

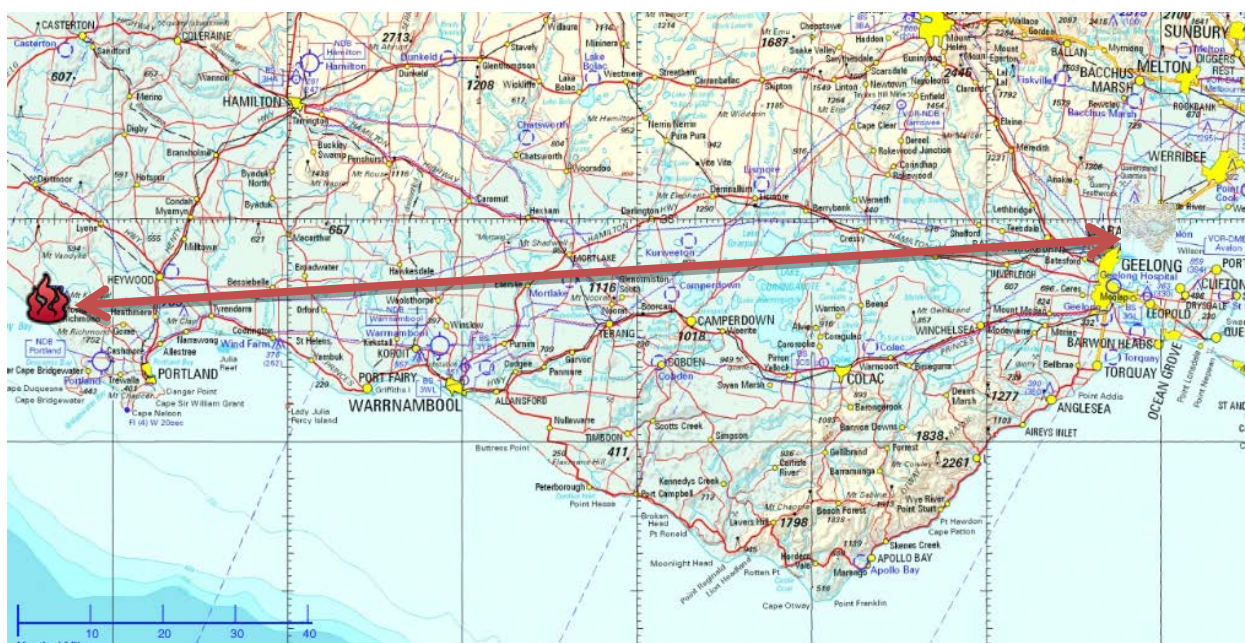
Operations at Fire			Time
What holding time is available on arrival at the fire		Minutes	
What is the manoeuvring speed in the fire pattern / circuit		Knots-TAS	
What is the preferred drop speed in this scenario		Knots-TAS	
What is the preferred drop height in this scenario		Feet (AGL)	
What is the stalling speed in drop configuration		Knots-TAS	
What is the estimated time in the fire area to conduct these drops		Minutes	
			Drop time
What length of retardant line would be produced (At requested coverage level -CL 6)		Metres	
How much overlap with previous retardant line would be used		Metres	
What width of retardant line would be produced		Metres	
How does the low visibility affect operations in the fire area (10km in smoke haze)			
Any other information relevant to drop phase? (eg Would you expect a reduction in time in the fire area on second and subsequent sorties?)			

SORTIE 2: TANKER PERFORMANCE – RETURN AND RELOAD *Complete all grey boxes on this page.*

Return from Fire			Time
Cruise altitude (no load)		Feet	
Cruise airspeed (no load)		Knots-TAS	
Time taken from departing fire to landing back at airbase		Minutes	
Arrival time back at the airbase			
Reload			
How much fuel would be remaining on arrival back at airbase		Litres	
Remaining endurance on arrival back at airbase		Minutes	
Will aircraft require refuelling before the next sortie?		Yes / No	
How much fuel would be taken on		Litres	
Retardant load taken		Litres	
How long will reloading and refuelling take		Minutes	
What other turn around delays might be expected before the next sortie. (eg: cool down, crew change etc)			
Reload and refuel complete time			
Any other information relevant to return and reload phase?			

SORTIE 3: DESCRIPTION

Sortie 3	
Departure	
Airport	YMAV
RWY - Length	3048 metres
RWY - Heading	360
Airspace - Class	Class D - tower active
Conditions - Temp	ISA + 25 (= 40°C)
Conditions - Wind at departure	15 knots, gusting 25 knots, 270 degrees
Conditions - IMC / VMC	VMC
En route	
Distance	150 nautical miles
Direction	265 degrees
Conditions - IMC / VMC	VMC
Conditions - Turbulence	Moderate turbulence
Conditions – Wind	300/30 below 1000ft, 300/45 above 1000ft
Fire	
Conditions - Visibility	CAVOK
Drop	full load requested – prevent a finger of fire from reaching pine plantation
Coverage level requested	Coverage level 8
Return	
Airport	YMAV
Conditions - IMC / VMC	VMC - CAVOK
Note:	Changes from previous sortie shown in red



SORTIE 3: TANKER PERFORMANCE – DEPARTURE AND CRUISE

Complete all grey boxes on this page.

Departure			
Does this departure require a balanced field calculation?		Yes / No	
What runway length is required (use TODA calculation as per flight manual)		Metres	
Aircraft weight at take off		Kilograms	
Endurance at take-off (assume endurance at loaded cruise speed and altitude)		Minutes	
Wheels off time			
How does the cross wind affect airtanker performance?			
Any other information relevant to take off phase?			
Cruise to fire			
Cruise altitude (as loaded, en route to fire)		Feet	
Top of climb			
Cruise airspeed (as loaded, en route to fire)		Knots-TAS	
Time taken from departure to arrival at fire		Minutes	
Arrival at Fire			
Any other information relevant to cruise phase?			

SORTIE 3: TANKER PERFORMANCE – AT THE FIRE AND RETURN

Complete all grey boxes on this page.

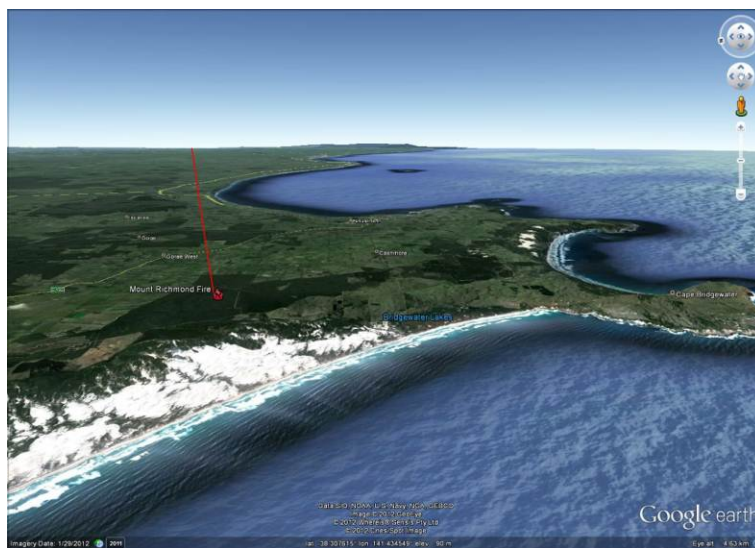
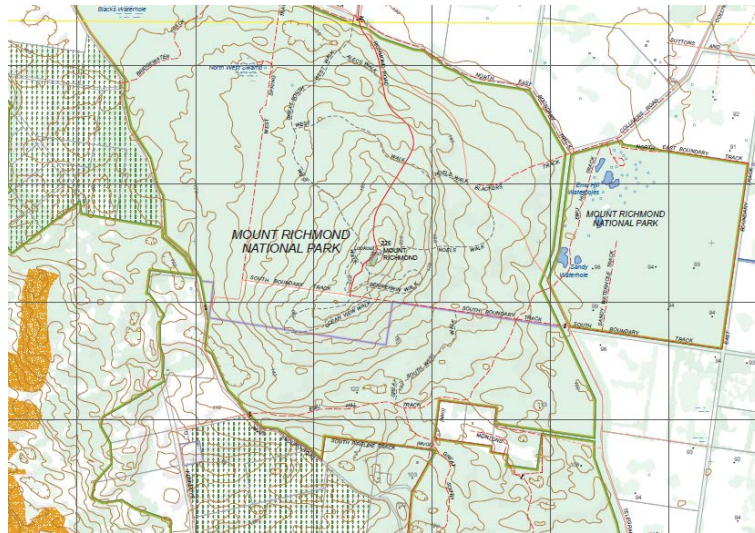
Operations at Fire			Time
What holding time is available on arrival at the fire		Minutes	
What is the maneuvering speed in the fire pattern / circuit		Knots-TAS	
What is the preferred drop speed in this scenario		Knots-TAS	
What is the preferred drop height in this scenario		Feet (AGL)	
What is the stalling speed in drop configuration		Knots-TAS	
Estimated time in the fire area to conduct these drops		Minutes	
Drop time			
What length of retardant line would be produced (At requested coverage level -CL 8)		Metres	
What width of retardant line would be produced		Metres	
Any other information relevant to drop phase?			

Return from Fire			Time
Cruise altitude (no load)		Feet	
Cruise airspeed (no load)		Knots-TAS	
Time taken from departing fire to landing back at airbase		Minutes	
Arrival time back at the airbase			
How much fuel would be remaining on arrival back at airbase		Litres	
Remaining endurance on arrival back at airbase		Minutes	
Any other information relevant to return phase?			

Lead Plane		
Would normal practice be to use a lead plane for this scenario		Yes / No
Any other information relevant to a Lead Plane? (Applicability of lead plane to this tanker, preferred aircraft type, cruise speed compared to Tanker, etc.)		

Scenario Totals		
Drops	4	Number
Retardant delivered		Litres
Fuel used		Litres
Time from deployment call (13:30) to wheels stop (estimate)		Minutes

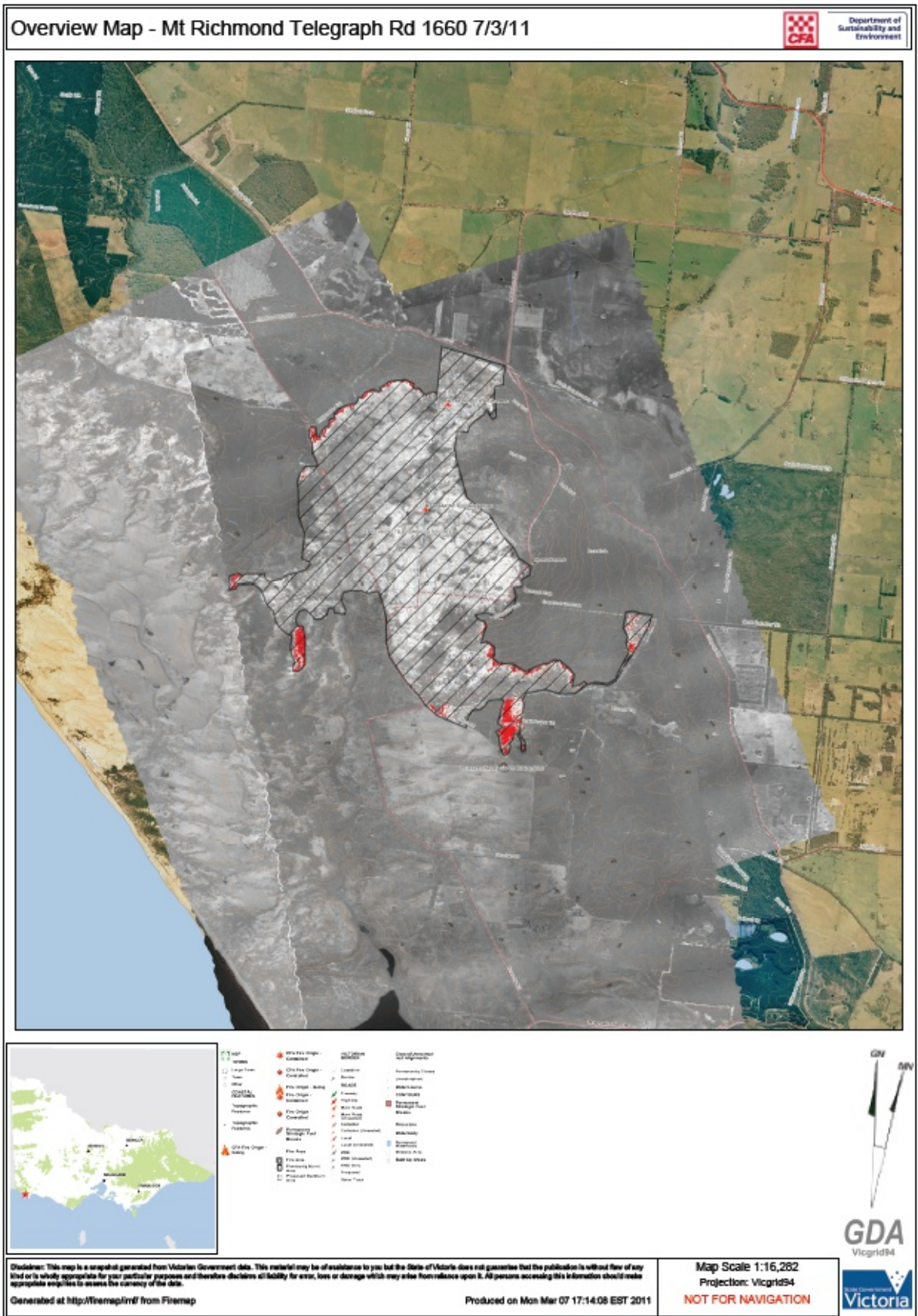
AIRTANKER SCENARIO ATTACHMENTS



FIRE REPORT:

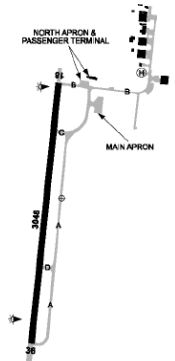
Potential								
Potential Loss: HIGH					Potential Spread: MODERATE			
Potential Incident Level: LEVEL 3								
Expected To Be: CONTAINED					By: 09:00 9 Mar 2011			
Fire Behaviour								
Fuel Type: HEATH					Fuel Type Note:			
Wind Speed: 20 - 29 km/hr					Bark Hazard: HIGH			
Wind Direction: N					Elevated Fuel Hazard: HIGH			
FDI: 12 High					Surface Fuel Hazard: HIGH			
					Overall Hazard: HIGH			
Resources								
	Personnel	Tanker	Slip On Unit	First Attack Dozer	Large Dozer	Fixed Wing	Helicopter	Other
DSE Working	46	3	13	1	3	1	2	Plus 35 IMT
DSE Resting	0	0	0	0	0	0	0	None
CFA	34	3	9	0	0	0	0	None
Other	15	2	4	0	0	0	0	Industrial Brigades
Incident Management								
Management Class: MULTI AGENCY (DSE)					Incident Level: LEVEL 3			
Controller: Andrew Morrow					Agency: DSE			
ICC/IMT: Heywood					Control/Operations Point: Heywood			
Comments								
<p>CURRENT FIRE SITUATION (including damage report)</p> <p>Fire area 569.6 ha including 59 ha of plantation and 22 ha other private land. Fire bombers deployed to address spot over. Plantation and Cultural Heritage advisers in IMT. Significant cultural assets identified in western sector.</p> <p>Wind direction is predominately from the north. Fire spread prediction completed at 1059. Updated spot weather issues at 1338. FBAN stated new fire spread prediction based on updated spot weather is not required.</p> <p>Spots on west and east sectors. Retardant lines being constructed around fires edge in dunes in the western sector. Two graders working in plantations to consolidate fall back lines. D4 and D6 addressing spot overs in eastern sector.</p> <p>Back burning continuing in northern sector along Bridgewater Tk.</p> <p>1.5km retardant line constructed from the summit north to West Walking Track. West Walk Tk along north eastern edged tracked by D4.</p> <p>CONTROL STRATEGY</p> <p>WEST Graders consolidate fall back lines and patrolling.</p> <p>EAST Back burning unburnt area south from Great South West Walk if conditions allow.</p> <p>NORTH Complete back burn along Bridgewater Tk and patrol.</p> <p>CRITICAL CONTROL FACTORS</p> <p>Potential for fire to spread into plantations.</p> <p>CRITICAL COMMUNITY ISSUES</p> <p>Public meeting held at 11:00 at Cape Bridgewater surfclub and at 15:00 at Gorae West public hall.</p> <p>Signed road closures at Cnr Kennedys Rd and Bridgewater Rd, Stephens Rd from Mt Richmond Rd, Selection Rd from Telegraph Rd, Hanns Track from Telegraph Rd and Strachan Rd from Kennedys Rd.</p>								

FIRE MAP:



YMAV AVALON AIRPORT DETAILS:

Note: Airtanker base is located at "MAIN APRON" as shown on diagram. Provided for scenario use only

AIP Australia	23-Aug-2012	FAC A - 1	AIP Australia	23-Aug-2012	FAC A - 2
AVAILON AVFAX CODE 3004 VIC S 38 02.4 E 144 28.2 UTC +10 VAR 11 DEG E YMAV CERT AD OPR Avalon Airport Australia Pty Ltd, Locked Bag 9, Lara, VIC, 3212. PH 03 5227 9100, PH AH 03 5227 9150, FAX 03 5282 3335, ARO 03 5227 9470, ARO FAX 03 5227 9108.			ELEV 35		
					
REMARKS 1. AD Charges: All ACFT. 2. This AD is a Security Controlled Airport. 3. Prior permission required FM AD OPR for all non-training flights and use of AD as an alternate. CTC AD OPR BH 03 5227 9100, AH 03 5227 9470.					
HANDLING SERVICES AND FACILITIES SHELL: Avalon Airport Australia Pty Ltd. 1830-1300 UTC. AH call out fee may apply. Phone 03 5227 9470, Fax 03 5227 9108, AH 03 5227 9150. JET A1. Shell Fuel and Fly Card and Shell Global Carnet Card. Unicom 129.3 - Call sign "Airport Safety"- 0430-2330 Local, D. Fuel, ACFT parking, general ground requirements. RESCUE AND FIREFIGHTING SERVICES CAT 6 HO as per current NOTAM. 131.0 MHz AVBL HO. SURFACE MOVEMENT GUIDANCE RWY touchdown zone and fixed distance marking on RWY 18/36.					
Information may be continued on next page-PTO					
METEOROLOGICAL INFORMATION PROVIDED 1. TAF CAT A. MET information available from ATS briefing services. Elaboration of MET can be obtained from the Regional Forecast Centre 03 9669 4850. Automatic weather station reports AVBL FM ATS. 2. AWIS - 116.1 (Outside TWR HR) or Phone 03 5282 1769. 3. Avalon APP 133.55 on REQ (subject to ATC workload).					
PHYSICAL CHARACTERISTICS 18/36 176 100a PCN 73 /F /C /1750 (254PSI) /T WID 45 RWS 150					
AERODROME AND APPROACH LIGHTING RWY 18/36 MIRL (1) PAL+AFRU 120.1 SDBY PWR AVBL RWY 18/36 RTIL (1) PAL+AFRU 120.1 SDBY PWR AVBL RWY 18 PAPI (1) PAL+AFRU 120.1 3.0 DEG69FT SDBY PWR AVBL RWY 36 PAPI (1) PAL+AFRU 120.1 3.0 DEG65FT SDBY PWR AVBL (1) PAL + AFRU requires three one-second pulses to activate. (See INTRO para 23.5) If PAL activation fails, Phone 03 5227 9470 for MAN activation.					
OTHER LIGHTING HBN FLG 2 R FLG R 2 SEC, ELEV 1188FT 5.7, NM NNW of ARP ABN FLG 4 W FLG W 4 SEC					
ATS COMMUNICATIONS FACILITIES ATIS AVAILON ATIS 116.1 118.2 APP AVAILON APPROACH 133.55(1) TWR AVAILON TOWER (2) 120.1(3) 129.3(4) 314.6(5) FIA MELBOURNE CENTRE 135.7 On ground (1) On ground (2) TWR activated BTN 2100-1000 UTC, D (1 HR earlier HDS). (3) Primary (4) Secondary (5) Primary UHF					
RADIO NAVIGATION AND LANDING AIDS VOR AV 116.1 S 38 02.9 E 144 27.5 (2) DME AV 116.1/108X S 38 02.9 E 144 27.6 (1) ILS IAV 109.5 (RWY 18) S 38 03.6 E 144 27.8 LOC IAV 109.5 (RWY 18) S 38 03.6 E 144 27.8 DME IAV 109.5/32x (RWYS 38 01.8 E 144 28.2 18) GP IAV 332.6 (RWY 18) S 38 01.8 E 144 28.2 MM IAV 75 (RWY 18) S 38 01.1 E 144 28.3 (1) Operated by AD OPR. (2) Operated by AD OPR. FREQ used for ATIS during TWR HR, and AWIS outside TWR HR.					
LOCAL TRAFFIC REGULATIONS 1. Pilots of B747, B707 and DC8 ACFT are required to apply MNM power on outboard engines when taxiing to prevent erosion of soft TWY shoulders. 2. All ACFT operating into and out of Avalon Airport are required to operate not ABV 250KT IAS BLW 10,000FT AMSL. ACFT which operationally require speeds greater than 250KT must advise ATC. 3. Limited parking AVBL. Contact AD OPR 03 5227 9470. 4. ACFT are not to proceed east past the intersection of TWY Alpha and Bravo unless escorted. Code E and F ACFT must be under tow from this point. H24 PN required of intention to enter hangar area. Phone 03 5227 9470, FAX 03 5227 9108. 5. Code F ACFT are not permitted to free move on TWY B past the passenger terminal when code C, D or E ACFT are parked at the terminal. Wing tip clearances cannot be met for code F ACFT in this situation - code F ACFT under tow only.					
Information may be continued on next page-PTO					
6. 180DEG turns for B707, B767, A300 and B747 on RWY permitted only at intersections with intermediate TWY. 7. Parking AVBL on Eastern Apron for up to 2 x B747 ACFT. Access via TWY A. No GA parking AVBL on Eastern Apron. 8. GA parking at main passenger terminal and northern apron not AVBL due security restricted area. 9. Heli parking on helipad adjacent to TWY B and hangar complex. PPR. 10. For CASA APV operators, RWY is capable of supporting take-offs with an RVR/RWY VIS of not less than 350M. 11. Outside TWR HR ACFT parked on Northern Apron Bay 1 must pushback east only. 12. TWY A Restriction: TWY A past TWY D not AVBL to code C ACFT (or larger) when a code C ACFT (or larger) is HLDG on TWY D. CTAF - AFRU 120.1 CTAF-AFRU operates outside TWR HR. AIRSPACE MANAGEMENT OUTSIDE TWR HR Outside TWR HR the Avalon controlled airspace becomes Class E from 700FT AGL WI the lateral boundary of the CTR (upper level 2,500FT AMSL) and WI the steps from 1,500FT AMSL to an upper level of 4,500FT AMSL. SFC to 700FT AGL WI the lateral boundary of the CTR becomes Class G. NOISE ABATEMENT PROCEDURES Noise Abatement Procedures (NAP) apply. Refer AIP DAP. ADDITIONAL INFORMATION Bird hazard exists. Expect increased activity during months August to December. CHARTS RELATED TO THE AERODROME 1. WAC 3469. 2. Aerodrome Obstruction Chart Type A: RWY 18/36, June 2010. 3. Also refer to AIP Departure & Approach Procedures.					
Information may be continued on next page-PTO					
RUNWAY DISTANCE SUPPLEMENT			RDS A - 1		
AVAILON					
RWY	(CN)	TORA	TODA	ASDA	LDA
18	(4)	3048 (10000)	3353 (11001) (1.77%)	3108 (10197)	3048 (10000)
36	(4)	3048 (10000)	3291 (10797) (1.59%)	3108 (10197)	3048 (10000)
Slope 0.03% down to N. RWY WID 45 RWS WID 150 Graded 150					
SUPPLEMENTARY TAKEOFF DISTANCES					
RWY18 - 3329(10922)(1.6)					
Information may be continued on next page-PTO					