

**RICHMOND (NSW)****ELEV 67****AVFAX CODE 2004**

NSW

UTC +10

YSRI

333602S

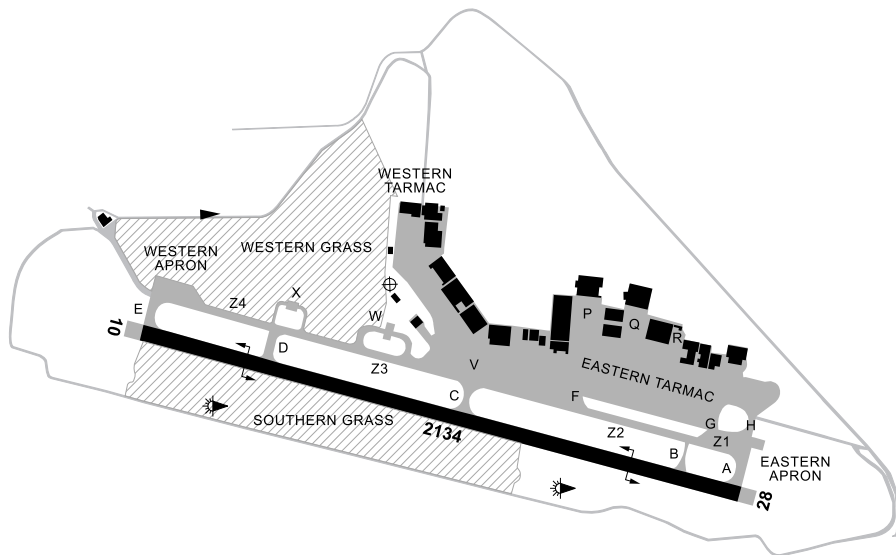
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MIL

AD OPR RAAF, Air Base Command Post - RAAF Base, Richmond, NSW, 2755.

Email: ric.abcp@defence.gov.au cc ric.atc@defence.gov.au. PH 02 4587 2888. Fax 02 4587 2224, CS RICCOM 261.7 MHz.

**REMARKS**

- 24HR PN. CTC RIC TWR on either: ric.atc@defence.gov.au or ric.abcp@defence.gov.au or 02 4587 1201 for notification of AH movements.
- Air Base Command Post HR: 2100-1300 UTC JO and 2130-0530 UTC JF (1 hour earlier during HDS) OT CTC Duty Member 0409 650 341.
- PPR for civil ACFT OPS. RAAF approval number to be quoted in FPL RMK.

**HANDLING SERVICES AND FACILITIES**

F34 O128 O133 O135 O142 H515 H576 H578 S737 S738 S747 SKD5 MMX45 WTA HPOX LHOX LOX LPOX. Other services AVBL are: E5 E6 E10 E11 E12 E13 E14 A1.

Movements section: Aviation fuel services and MIL ACFT handling services RQ 24HR PN for non-scheduled and AH services. Alternate CTC: Duty Air Movements Officer 0408 481 655 or RIC22SQNAM.SOPS@defence.gov.au

**Fuel**

- Regular aviation fuel service AVBL 2130-1100 UTC DLY (1HR earlier during HDS).
- Refuelling by tanker only (in-ground refuelling not AVBL)- EXP delays.
- CTC Duty Aviation Fuel Operator 0417 274 704 or UHF channel 8.

**General**

- CUST, IMG and Biosecurity RQ 48HR PN for any service.
- Regular MIL handling services (Duty crew, GSE, Stairs, Cargo, PAX etc.) AVBL BTN 2130-0930 UTC DLY (1HR earlier during HDS). CTC RIC ABCP 02 4587 2888, 1300 333 362 or RIC.ABCP@defence.gov.au.
- Movement sections (CS "Movements Richmond" 361.6, 15MIN prior to ARR) HS, Check NOTAMs or UHF channel 11.
- ACFT potable water SER not AVBL.

## RESCUE AND FIREFIGHTING SERVICES

- CAT 6: 2100-1300 UTC DLY (1HR earlier during HDS). CAT 4: OT.
- ARFF vehicles carry water and foam but no significant quantities of complementary agents recommended by ICAO.

## APRONS AND TAXIWAYS

- Permanent pavement concessions KC10/C5/C17 ACFT. (See FIHA AD 1).
- TWY B not AVBL to ACFT ABV 20,000KG - unlit.
- APN areas infringe Z2 and Z3 TWY strip for Code E ACFT with wingspan of 52M (170.6FT) or greater. Code E and higher ACFT taxi via RWY to avoid Z2 and Z3.
- APN TWY do not provide RQ OBST CLR for code D ACFT and ABV (wingspan 36M and greater).
- TWY D. The TWY D/TWY Z intersection does not have TWY guideline markings or centre line lighting to facilitate a left turn from TWY D onto TWY Z4 and vice versa.
- TWY F. Only C130, P3, C27J and other ACFT MTOW 7,000KG or less may enter the Eastern Tarmac via TWY F.
- TWY G. When APN PRKG position 12 is occupied TWY G affords inadequate wingtip clearance to Code E ACFT (wingspan 52M or greater). Do not use.
- TWY H. Code E ACFT proceeding to position 2/3 shall use TWY A and H.
- TWY X PCN 14.

## AERODROME OBSTACLES

- GP Antenna 50FT AGL S of RWY, 305M FM THR RWY 28, offset 115M FM CL. Infringes TNS.
- Six PERM tower cranes centred on PSN BRG 228 DEG MAG 1.9NM FM THR RWY 10. The radius of the six towers about this point is 210M. MAX HGT of the six tower cranes is 43M (141FT), MAX ELEV AMSL 65.8M (216FT). Infringes inner HZS.
- NBN tower 132FT AGL (880FT AMSL) PSN BRG 289 DEG MAG 7.8NM FM ARP. Infringes OLS.
- Lighting mast 102FT AMSL BRG 193 DEG MAG 527M FM ARP (southern grass). Infringes OLS.
- TACAN marked and lit 92FT AMSL BRG 078 DEG MAG 527M FM THR RWY 28.

## METEOROLOGICAL INFORMATION PROVIDED

- TAF CAT A, METAR/SPECI, AD WRNG.
- AWIS Phone 02 9353 6448 - Report faults to BoM.
- AWIS FREQ 126.3 and 274.55 AVBL outside TWR HR - Report faults to AD OPR.

## PHYSICAL CHARACTERISTICS

10/28 095 70a PCN 47 /F /C /1750 (254PSI) /T WID 45 RWS 154

- 91M (300FT) concrete ends. Distance to Run Marker Boards each RWY.
- RWY 10/28 bitumen surface grooved. 180 DEG turns should be done wherever possible on the concrete THR for all ACFT. If a 180 DEG turn is RQ on the bitumen SFC, turns should be at MAX radius possible and locked wheel turns are not permitted.

## ARRESTING GEAR

RWY 10	BAK 12/14	-----	BAK 12/14	RWY 28
	(R)(B)		(R)(B)	
	374 (1,226)		374 (1,226)	

Recessed bi-directional BAK 12/14 hookcables INSTL 374M (1,226FT) FM THR RWY 10/28.

Marked by dayglo orange disks. DIST BTN cables 1,386M (4,547FT). NML OPR PSN: arrestable ACFT OPR - DEP end up, APCH end - down, no arrestable ACFT OPR or outside TWR HR - both ends down. No crossing restriction in down PSN. In the event of a PWR failure, cables will rise to a HGT of 10CM until PWR restored - recommend ACFT not approved to trample hookcables OPR BTN cables during CTAF HR. CONC absorber housing 1FT high ADJ RWY edge.

## AERODROME AND APPROACH LIGHTING

RWY 10/28	HIRL	AFRU+PAL 135.5		SDBY PWR AVBL
RWY 10/28	PTBL(1)			BY PRIOR
				ARRANGEMENT
RWY 10	PAPI	AFRU+PAL 135.5	3.0 DEG47FT	SDBY PWR AVBL

RWY 28	HAL-CAT I	AFRU+PAL 135.5		SDBY PWR AVBL
RWY 28	PAPI	AFRU+PAL 135.5	3.0 DEG48FT	SDBY PWR AVBL
RWY 28	SFL	AFRU+PAL 135.5		SDBY PWR AVBL

(1) 15MIN PN

**1. ALS type and length**

- a. RWY 28 - distance coded CL: 902M.
2. AFRU+PAL AVBL during CTAF HR.
3. Fixed LGT INTST settings when PAL in use. Fixed LGT INTST settings may RQ increased ILS LDG VIS minima.
  - a. PAL day mode LGT INTST PAPI stage 6, HIRL/HIAL/SFL/TWY off.
  - b. PAL evening mode LGT INTST PAPI/HIRL/HIAL stage 4, SFL/TWY stage 2.
  - c. PAL night mode LGT INTST HIRL/HIAL/PAPI stage 2, SFL off, TWY stage 1.
  - d. Modes are based on automatic sensors and may not coincide with first/last light.
4. For manual activation of AD LGT in event of PAL failure CTC 'RICHMOND BASE FIRE' FREQ 135.5 and REQ 'PAL OVERRIDE'.
5. RWY 10/28 no RWY CL LGT INSTL.

**ATS AND AERODROME COMMUNICATION FACILITIES**

FIA	SYDNEY CENTRE		124.55 On Ground
APP	SYDNEY APPROACH	(1)	135.9 363.8P
ATIS	RICHMOND		126.3 274.55
SMC	RICHMOND GROUND		128.25
SMCV	RICHMOND GROUND		121.65
TWR	RICHMOND TOWER		135.5 243.0 257.3

(1) R469 and R470 ABV 1500FT and R494.

1. TWR HR: 2200-1300 UTC MON-THU (1HR earlier during HDS), 2200-0830 UTC FRI-SUN and PH. 0830-1300 UTC O/R (1HR earlier during HDS) 24HR PN.
2. EMERG FREQ, guarded, MNT by RI TWR when active.
3. ATIS BCST on 126.3 and 274.55 DRG ATS HR. AWIS OT. ATIS/AWIS AVBL phone ATIS 02 4587 2589; AWIS 02 9353 6448.
4. Retransmit BTN FREQ: 135.5 and 257.3; 128.25 and 121.65 DRG ATS HR.

**RADIO NAVIGATION AND LANDING AIDS**

DME	IRI	111.9/ 56X	333626.9S	1504723.3E	
		(RWY28)			
GP	IRI	331.1 (RWY28)	333626.9S	1504723.3E	(4)
ILS	IRI	111.9 (RWY28)	333601.8S	1504600.8E	(3)
LOC	IRI	111.9 (RWY28)	333601.8S	1504600.8E	
NDB	RIC	347	333549.0S	1504635.0E	Range 80 (HN 60) (1)
TAC	RIC	110.7/ 44X	333626.2S	1504756.1E	(2)

- (1) Restricted WI the sector 210DEG through N to 050DEG BLW 5000FT beyond 10NM due to possible excessive BRG fluctuations.
- (2) RESTRICTION: Terrain shielding BLW 4,000FT beyond 25NM and BLW 7,500FT beyond 40NM in the sector 260 to 355 - TACAN check boards: RWY 28, 270/0.3: RWY 10, 275/1.4.
- (3) ILS critical areas not protected outside TWR hours.
- (4) Restriction: Use within 7DEG of CL.
  1. All NAV AID except NDB Pilot MNT outside TWR HR.
  2. Radar coverage UNREL BLW 2000FT W and NW of RI.

**LOCAL TRAFFIC REGULATIONS**

1. RWY 28 is the preferred RWY at Richmond.
2. Parking position advice will be passed to ARR ACFT by RI SMC during ATC hours. Outside ATC hours aircraft are to proceed to pre-coordinated parking area or taxi for parking position 5 and look out for AMS marshaller in that vicinity.
3. PRKG position 29 not AVBL due OBST.
4. PRKG positions 20 to 31 not AVBL for HVY wake turbulence ACFT EXC with YSRI approved marshaller.
5. ACFT DEP for SY, NAV aid training SY or AWK WI S SY TMA, RQ start approval.
6. ACFT RQ pushback, prior to taxi, are to advise SMC.
7. ACFT on INSTR FNA TR are to display LDG LGT and strobes in visual COND.

8. All ACFT RQ CUST, IMG or Quarantine SER for ARR or to DEP Australia must CTC Air Base Command Post (ABCP - CS "RICCOM" 261.7) 02 4587 2888 with 3HR PN or expect DLA.
  - a. ARR MIL ACFT. Establish contact with CS "CANBERRA CONTROL" on the ADF MHFCS VCN at least 3HR prior to revised ETA RI, either phone-patch or pass MSG to RICCOM stating new ETA, POB and any special handling requirements after landing;
  - b. DEP MIL ACFT. ACFT airborne on internal routes and planning a turnaround at RI for DEP from Australia may use inbound procedure. Telephone advice from last port to RICCOM is preferred;
  - c. ACFT may establish COM with RICCOM on 261.7 WI 80NM YSRI. MHFCS VCN FREQ are listed at ERSNA NAV/COMM - 1.
9. INSTR APCH TRAINING SUBJ ATC approval under the FLW COND:
  - a. CIV ACFT: Do not phone Richmond TWR requesting availability of instrument APCH training.
  - b. MIL ACFT priority.
  - c. FPL with AMDT for DEP DLA greater than 30 MIN RQ.
  - d. YSRI NOTAM RQ.
  - e. LDG and strobe LGT must be displayed on FNA TR when in visual COND.
  - f. ATC may RQ DLA/HLDG prior to APCH.
  - g. ATC may RQ full stop LDG, touch and go or HLDG in circuit prior to DEP. Full stop LDG, touch and go not AVBL to civil aircraft (RRFC and RRGCC excepted) outside TWR HR.
10. DEP RTE RESTR (refer ERSNA GEN Route Flight Planning Requirements).
11. Low initial/flypasts, low passes and unusual manoeuvres. The low initial run in shall be to the northern side of RWY 10/28.
12. ACFT REQ transit of R469/R470/R494 should submit FPL. Transit SUBJ DLA due MIL OPS.
13. ACFT intending to conduct AWK within R469 and/or R470, contact Richmond Tower prior to becoming airborne for briefing and approval. Operations SUBJ DLA due MIL OPS.
14. Where the requirement for special VFR exists (*AIP ENR 1.2*) Special VFR clearances may be issued WI R469, R470 and R494.
15. **RICHMOND FLYING CLUB**
  - a. ACFT may operate in the circuit or training areas in R470 (NTA and STA is defined in *FIHA AD2 SUPP YSRI*) subject to ATC priorities, military operations and other traffic.
  - b. ACFT must have serviceable VHF radio. CTAF procedures apply outside TWR HR.
  - c. ACFT shall remain above 400FT AGL and will not overfly houses, buildings or livestock during:
    - (i) Practice forced landing training.
    - (ii) Practise engine failure after take-off training.
  - d. No circuit or INSTR APCH training prior to 0700 Local without prior approval from ABCP.
  - e. No circuit or INSTR APCH training after 2300 Local (1HR earlier during HDS).
16. **RICHMOND GLIDING CLUB**
  - a. Gliders may OPR in the circuit or training areas in R470 (NTA and STA is defined in *FIHA AD2 SUPP YSRI*) subject to ATC priorities, military operations and other traffic.
  - b. Gliders must have serviceable VHF radio. CTAF procedures apply outside TWR HR.
  - c. Ground duty pilot must maintain radio contact with ATC using CS 'Glider Ground'.
  - d. Ground duty pilot is responsible for all communications regarding ground handling purposes.
  - e. Airways clearances are required by both the tug pilot and glider pilot.
  - f. Airways clearances are to be read back by both the tug pilot and glider pilot in sequence.
  - g. Tug pilot shall advise ATC when 'ready' and a separate take-off clearance shall be issued by ATC.
  - h. Tug pilot shall advise ATC when glider is released and REQ tracking to preferred landing area.
  - i. Practise cable breaks to occur during TWR HR only and to be requested to ATC prior to launch.

- j. Gliders within the Training Areas shall make the following reports:
  - (i) CS 'OPS NORMAL' – on the hour and on the half hour
  - (ii) CS 'leaving XXX FT' – level AMSL when on descent and intending to return for landing.
  - (iii) CS 'downwind + landing area' – between 500-800FT AMSL abeam the intended landing point.
- k. Gliders shall use Southern Grass or RWY 10/28. Western Grass is also available for first launch and last landing or other times subject to ATC approval. Duty instructor shall determine suitability of grass areas, including inspection and familiarisation with obstacles within grass areas.
- l. Only one non-power glider may be airborne and OPR to RWY 10/28 when both grass areas are deemed unserviceable.
- m. When operating from Western Grass:
  - (i) Gliders shall not overfly other ACFT or vehicles at YSRI
  - (ii) Tug and gliders shall ensure tug rope avoids damage to infrastructure such as the Birdbath, AWIS instruments and elevated aerodrome lighting such as the RWY and APN lights.
- n. When operating during CTAF:
  - (i) A launch marshal shall be positioned close to TWY Z. Marshal shall ensure no conflict with other airborne or taxiing aircraft or vehicles.
  - (ii) The tug pilot or powered glider pilot shall negotiate airspace with other YSRI traffic, and receive clearance from the launch marshal and the wing runners, prior to launch.

## FLIGHT PROCEDURES

1. **GENERAL AVIATION ROUTE THROUGH RICHMOND TERMINAL AIRSPACE**
  - a. Applicable during TWR HR. Refer ATS Communications section and NOTAM.
  - b. Expect to transit GA RTE at A015.
  - c. Routes (marked on VTC):
  - d. **Northbound:**
    - (i) At the 'NEPEAN BRIDGE' (NPBR) contact Richmond Tower on 135.5 for airways clearance.
    - (ii) Only when in receipt of a clearance, enter R470 tracking north via the main powerlines.
    - (iii) Report at 'KURMOND' (KRMD); the intersection of the main north/south powerlines and the Bells Line of Road, with an EST for 'WISEMANS FERRY' (WSFR).
    - (iv) Thence TR 043 DEG MAG to WSFR.
  - e. **Southbound:**
    - (i) At 'WISEMANS FERRY' (WSFR) contact Richmond Tower on 135.5 for airways clearance.
    - (ii) Only when in receipt of a clearance, enter R469/R470 and advise EST for KRMD.
    - (iii) TR 223 DEG MAG to KRMD; the intersection of the main north/south powerlines and the Bells Line of Road.
    - (iv) Report at KRMD then TR S via the powerlines to 'NEPEAN BRIDGE' (NPBR).
2. RWY visibility assessments may not be AVBL during low visibility procedures.
3. The activation of restricted airspace R560A-B and R570A-H affects routes to/from YSRI. Refer *GEN-FPR paragraph 1.4 Richmond Departures*, and check airspace status WXX (Williamtown) prior to FLT planning.
4. **UNMANNED AIRCRAFT OPERATIONS (INCLUDING RPAS)**
  - a. All operators must hold the appropriate certifications endorsed by CASA.
  - b. Requests for approval must be sent with all essential information at least 48 hours prior to commencement time.
  - c. A NOTAM will be raised for RPAS operations within 6NM YSRI.
  - d. Contact the airspace arbiter via email ric.atc@defence.gov.au.
  - e. Approval remains at the discretion of the airspace arbiter.
5. Richmond circuit area defined as 6NM radius of Richmond ARP, SFC to 1,500FT AMSL. Standard circuit direction is left. All 'low level' circuits shall be conducted to the north and require ATC approval.

6. Outside TWR HR ACFT planning to enter CTA IMT after DEP, CTC Sydney Centre 124.55 MHz prior to ENG start to REQ AWY CLR.
7. ACFT with EMERG CTC RFFS CS "Richmond Base Fire" FREQ 135.5 MHz. Civil aircraft with declared emergency that have not previously coordinated to land at RIC should vacate onto TWY Charlie if able, shut down and wait for military escort.
8. The initial points are 5NM downwind of active RWY, displaced deadside, left pitch/circuit.

### **CTAF - AFRU 135.5**

Outside TWR HR.

### **NOISE ABATEMENT PROCEDURES**

All ACFT EXC those OPR via SID are to comply with the FLW PROC:

1. Do not turn before DER.
  - a. Visual DEP RWY 10 - to avoid Windsor township, MNTN RWY track 095 MAG. At 1,000FT adopt DEP instructions;.
  - b. Visual DEP RWY 28 - to avoid Richmond township, turn right track 285 MAG. At 1,000FT adopt DEP instructions.
2. HEL ARR FM S are to remain visually CLR of the racecourse and associated stables.
3. To avoid stud farm and Hawkesbury University, ACFT are not to fly BLW 1,000FT AGL, EXC in EMERG when OPR WI 1NM S of RWY 10/28.
4. All low LVL CCTS to be conducted to the N.

### **ADDITIONAL INFORMATION**

1. Bird hazard exists BTN 2 to 3NM on final RWY 28.
2. 25 Metre Ground Firing Range. APRX position 315DEG M/460M from ATC Tower. Active on display of red flags. NIL lateral or vertical safety limits.
3. Southern Grass. The 'Southern Grass' is bounded by the perimeter road to the south, the RWY 10/28 gable markers to the north and the two unnamed bitumen roads east and west. Caution unmarked obstructions.
4. Western Grass. The 'Western Grass' located in the North-West quadrant of the aerodrome is bounded by TWY Zulu, the Perimeter Rd, concrete barriers and the Western Apron. Caution unmarked obstructions.
5. Model ACFT OPR WI 400M RAD of PSN 333512.00S 1505054.00E at Pitt Town, New South Wales, BRG 064 MAG 3.5NM FM ARP. SFC to 400FT AGL.
6. Model ACFT OPR WI 500M RAD of PSN 333426.4S 1504620.4E BRG 330 MAG 1.5NM FM ARP. SFC to 400FT AGL.
7. UA (model ACFT) OPR HJ WI 400M RAD of PSN 333548.00S 1504748.00E (Rickabys Drop Zone) BRG 052 MAG 0.076NM FM Richmond (NSW) AD (YSRI) SFC to 400FT AGL.
8. New ATC TWR not commissioned - observe old TWR for light signals.
9. RAAF Richmond Flying club typically operate to RWY 10 in light variable winds.
10. GLD OPS parallel RWY 10/28 S side of RWY or FM grass area NW of TWR.
11. Caution:
  - a. R469/R470 SUBJ activation at short notice. CK status with SY CENTRE (124.55/125.8 MHz).
  - b. WAE may be operating on or near RWY and other ACFT MOV areas.
  - c. A high voltage transmission line crosses the approach path to RWY 28 N to S at 3.2NM TACAN at the closest point and 317FT high on QNH at the highest point.

### **CHARTS RELATED TO THE AERODROME**

1. WAC 3456.
  2. MIL Aerodrome Obstruction Chart Type A: FEB 2018.
  3. Also refer to AIP Departure and Approach Procedures.
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