Western Australia Manual of Air Traffic Services Supplementary Procedures

Procedure

ATS-PROC-0002

Version 44

Effective 12 June 2025

Authorised: Melbourne Aerodrome & Airspace Services -s47F, Perth Aerodrome & Airspace Services -s47F

SRG A7 STD ANSP

ATTENTION

Temporary amendments may apply

Change summary

Western Australia Manual of Air Traffic Services Supplementary Procedures Version 44: Effective 12 June 2025		
Location of change	**Change description**	**CRC**
2.2.2.1	North-west plan diagram enlarged.	43102
2.2.2.2	South-west plan diagram updated. North western Approach and Departures airspace levels amended.	
2.4.3.10	M161 activation details updated.	
2.4.3.16	Tolerances details amended.	
3.1.3	Pearce airspace release procedure added.	
3.3.3.2	Level assignment and coordination for aircraft departing Pearce and entering Perth CTA amended. Southwest deleted from this procedure.	
3.3.3.3	Level assignment and coordination for aircraft departing Pearce and entering Southwest CTA added.	
3.4.7	QANTAS DARP transit requests deleted.	
3.5.1	Editorial. Titles in table renamed.	
3.7.1, 3.7.2	Air Test Airspace renamed Hawk Release.	

This document was created using Air Traffic Services (ATS) Operational Document Template (C–TEMP0256) Version 8.

View change summaries for the previous six months

Table of contents

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1 Definitions

1.1 Abbreviations and acronyms

Abbreviation	Definition
Pearce positions	
453SQN PEA FLT	453 Squadron Pearce Flight
PEA	Pearce Approach
PEN	Pearce Centre North
PEW	Pearce Centre West
PEP	Pearce Planner (ACD)
PEA TWR	Pearce Tower
PEA ASPR	Pearce Supervisor
PEA TSPR	Pearce Tower Supervisor
Navy positions	
FXP Cell West	Fleet Exercise Program Cell West
Melbourne Centre positions	
ATMD	Air Traffic Management Director
DAL	Dally
GEL	Geraldton
GVE	Grove
HYD	Hyden
JAR	Jarrah
KLA	Kella
KNE	Kalannie
LEA	Leeman
PIY	Pingelly
Southwest	Enroute Services South, Southwest
SCR	Cross
ML SM3	Shift Manager Aisle 3
ML SS	System Supervisor
Perth TCU positions	
PHA	Perth Approach
PHD	Perth Departures
PNE	Perth Approach

Abbreviation	Definition
PHF	Perth Flow
PHR	Perth Centre (Providing SIS and ACD)
PH SM	Perth Shift Manager
PHN	Terminal Area North
PHS	Terminal Area South

1.2 Terms and definitions

Terms	Definition
Airspace Coordinator	The agency responsible for tactical management of a designated airspace block.
Pearce Special Use Airspace	R153A/B/C/D, R155A/B, R156, R163, M161, M166, M170A/B, M171A/B.
Pearce Circuit Area	Lateral limits: 5 NM radius centred on the Pearce ARP within R155A (not including R153). Vertical limits: SFC – 3500 FT. ***Note:*** *Aircraft are to maintain a 1.5 NM buffer from the boundary of civil CTA and/or remain at least 500 FT below Class C control steps overlying R153A&B except:* *a) Aircraft may visually position as far east as the Great Northern Highway and operate not above1500 FT AMSL in proximity to R153A/not above 3000 FT AMSL in proximity to R153B; and* *b) Aircraft may visually position south of Maralla Road not above 1000 FT AMSL, but no further south than an east-west line through Mt Mambup.*
Pearce AFIS Airspace	Lateral limits: Within 3 NM radius of Pearce ARP within R155A. Vertical limits: SFC – 1500 FT. ***Note:*** *Activated when Pearce AFIS is provided for arrival and departures only.*
Perth Basin	The airspace and all aerodromes, ALAs and HLSs within 36 NM of the Perth VOR.
Perth TCU	Generic term for the controlling authority for all civil airspace below FL245 within 36 NM of the Perth VOR.
Perth TMA	Perth CTR/CTA within 36 NM radius of the Perth VOR. Pearce Special Use Airspace within 36 NM of the Perth VOR when released by Pearce ATC. SFC to FL245. TMA is subdivided into TMA North (PHN), TMA South (PHS) and TMA North East (PNE). Remaining Class G and E airspace is the responsibility of PHR.
Perth TMA Departure Gates	The waypoints by which aircraft at or above A090 exit Perth Basin. These gates are AMANA, REPOK, HIDOT, MEVAD, SOLUS, OLMAM, IPMOR, AVNEX, OTLED and BUVOT.

Terms	Definition
Perth TMA Arrival Gates	The waypoints by which aircraft at or above A090 enter Perth Basin. These gates are JULIM, SAPKO, BUVOT, HIDOT, SOLUS, OLMAM, IPMOR, KYEMA and DAYLR.

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2 Operational context

2.1 Airspace Administration

2.1.1 Purpose

2.1.1.1 Airspace management

This document:

a) describes airspace management procedures (including operating procedures and services provided to participating and non-participating aircraft); and

b) nominates the airspace Controlling Authority.

2.1.2 References

The primary references for airspace and air route information is the Designated Airspace Handbook and ERSA.

2.1.3 Special Use Airspace (SUA) administration

All Special Use Airspace change proposals are centrally managed through the Joint Airspace Control Cell (JACC).

The Control Authority, as per the Designated Airspace Handbook (e.g. FLTCDR 453SQN PEA FLT), is responsible for coordinating any changes to airspace for which they are responsible with the JACC.

Direct requests to establish temporary Defence SUA areas to the JACC via email s47E(d)

Direct requests for temporary civil airspace to the OAR.

2.1.4 Primary User

The Primary User will establish a priority for the use of the airspace.

The Primary User must only provide access to other users if the administrator's commitments allow. This may mean the total exclusion of other airspace users.

2.1.5 Airspace Coordinator responsibilities

The Airspace Coordinator:

a) designates airspace for its own use;

b) coordinates access to other airspace users in a manner which keeps overall inconvenience to a minimum and as far as practical will evenly spread inconvenience among all users and make every effort to accommodate activities and adjust procedures and facilities to achieve this; and

c) considers the effect of airspace decisions on general and military aviation activities for which airspace is not specifically designated and provide for such activities within the airspace insofar as is practical. Alternatively, minimise airspace activation to reduce its effect on other airspace users.

2.1.6 Controlling Authority

The Controlling Authority is responsible for service provision and management of the airspace, and will apply the procedures published within MATS Supp.

2.2 Area of responsibility

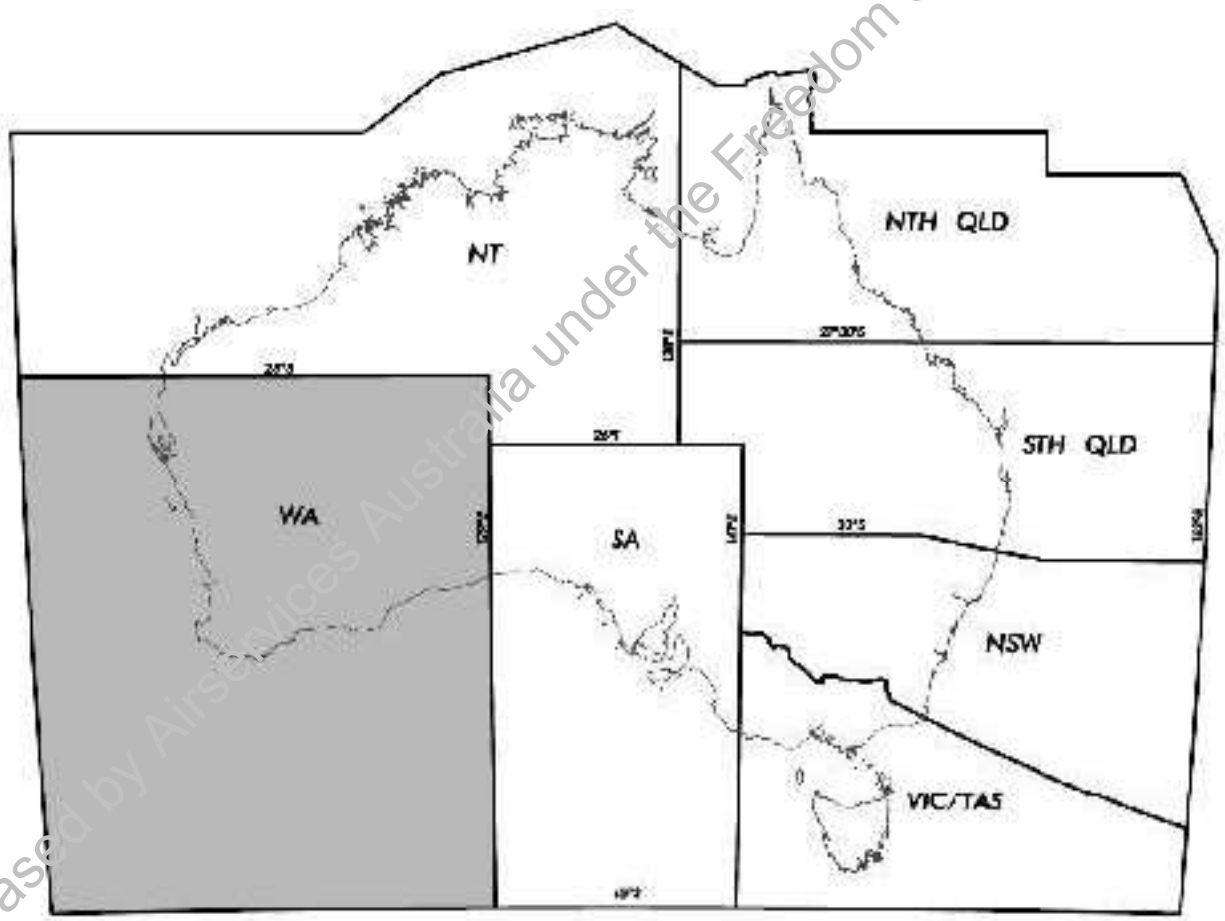
2.2.1 Dimensions

The area of responsibility for airspace and airspace management covered by these procedures is:

45 00 00S 107 00 00E, 23 00 00S 107 00 00E, 23 00 00S 129 00 00E, 45 00 00S 129 00 00E, 45 00 00S 107 00 00E.

A diagram of the WA MATS Supp area of responsibility is depicted as follows:

Figure 2.1 Area of Responsibility

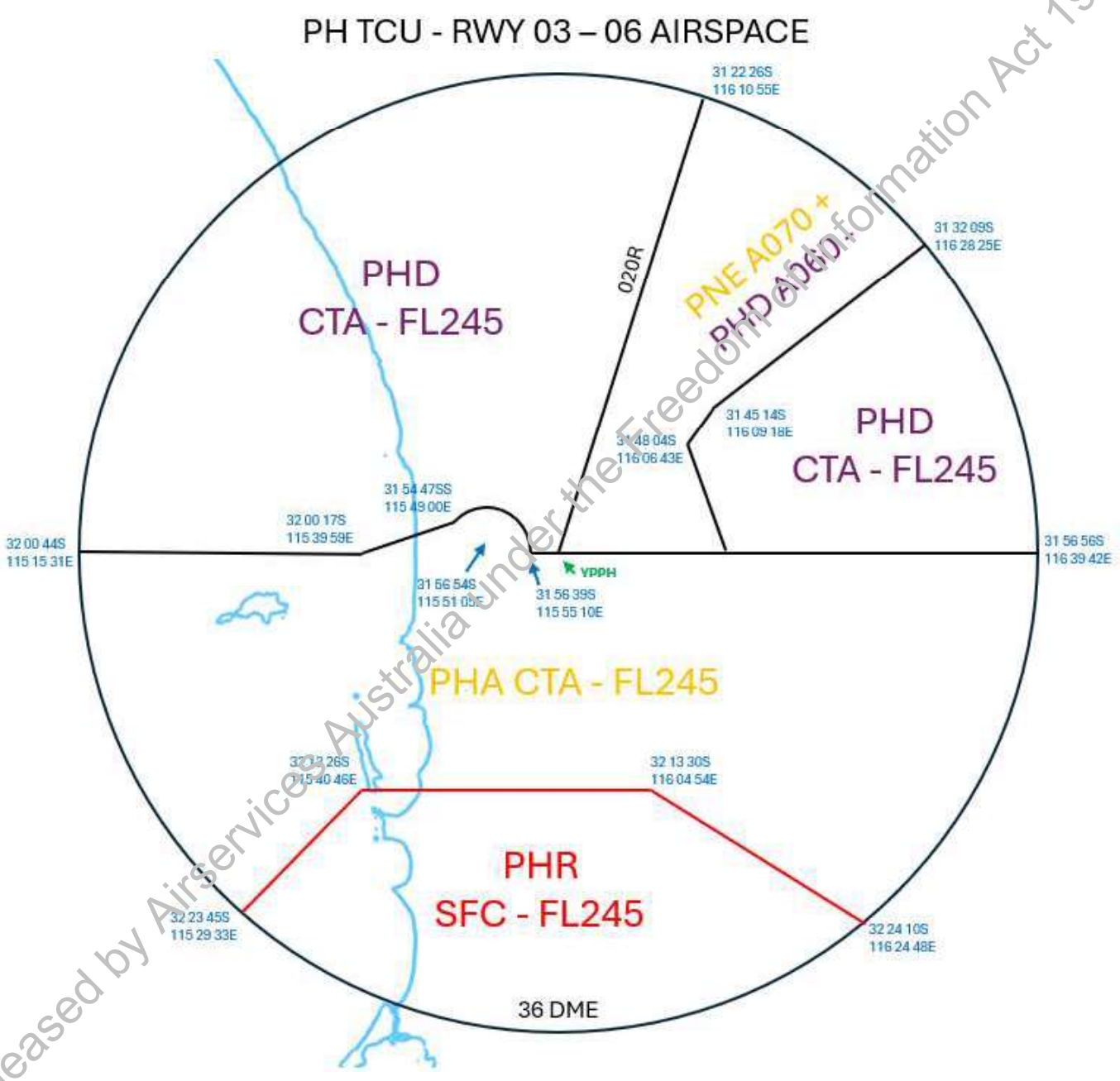


2.2.2 Perth TMA areas of responsibility

2.2.2.1 RWY 03/06

When RWY 03/06 (North-East Runway Plan) is in use, Perth TMA is divided as follows:

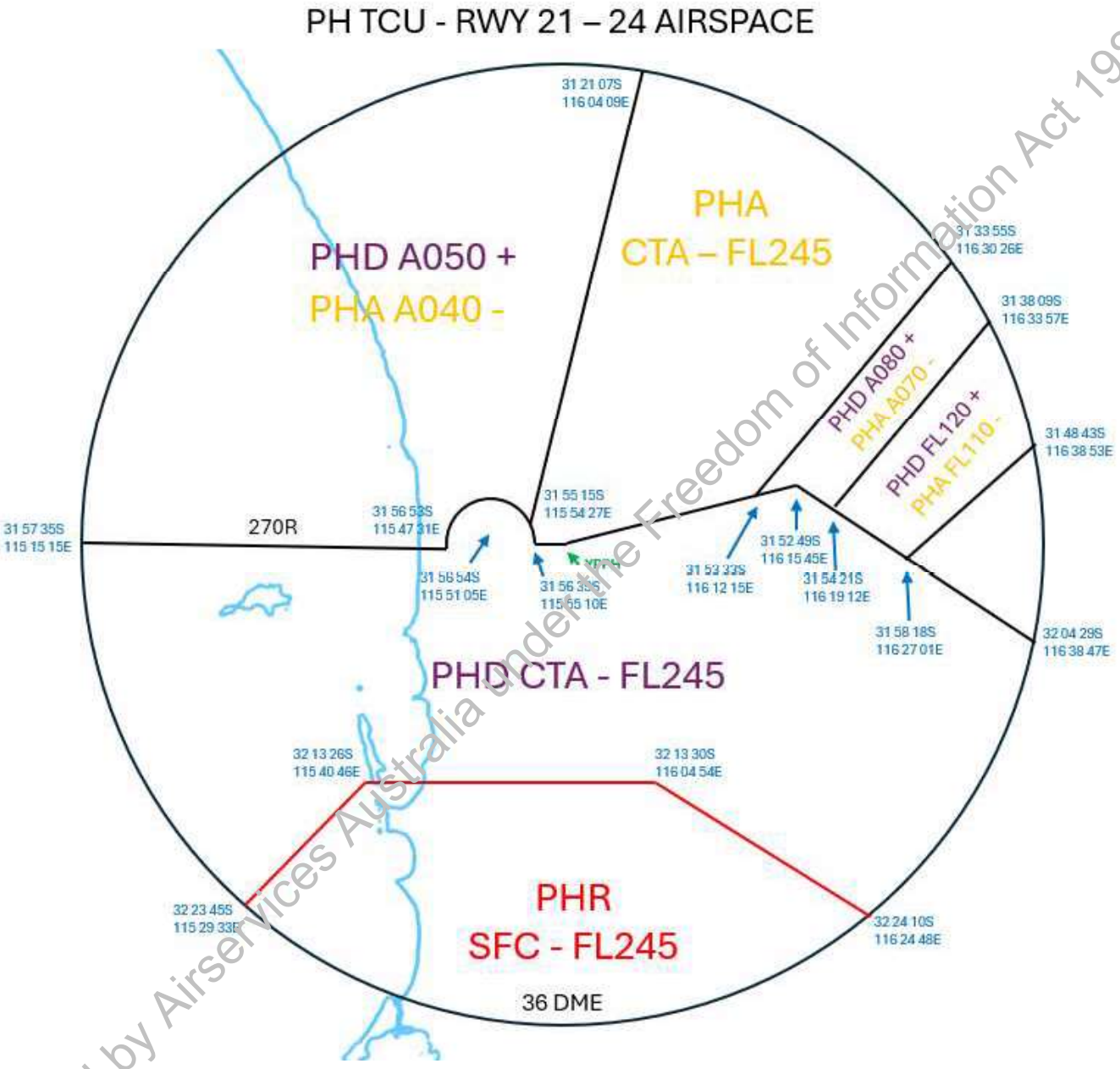
Figure 2.2 Perth TCU – RWY 03/06 Airspace



2.2.2.2 RWY 21/24

When RWY 21/24 (South-West Plan) is in use, Perth TMA is divided as follows:

Figure 2.3 Perth TCU – RWY 21/24 Airspace



2.2.2.3 R155A active and TMA airspace within 36 NM PH

When R155A is active to FL160, Perth TMA airspace above R155A is automatically released to PEW.

2.2.2.4 Position and airspace responsibility

Class C services provided by PHA and PHD positions are determined by the runway configuration plan.

Class E and G services are provided by PHR (SIS).

RWY plan	RWY	Approach (PHA) control	Frequency	Departures (PHD) control	Frequency	Centre (SIS)	Frequency
South–West	21/24	PHN	123.6 MHz	PHS	118.7 MHz	PHR	135.25 MHz
		*PNE	132.95 MHz				
North–East	03/06	PHS	123.6 MHz	PHN	118.7 MHz	PHR	135.25 MHz
				*PNE	132.95 MHz		

* Aircraft arriving via JULIM or SAPKO are handed off to PNE and transferred to Perth Approach frequency 132.95.

Functional sector PNE encompasses aircraft tracking via JULIM and SAPKO and is consistent with the lateral and vertical boundaries depicted as

Note: *'PNE A070+' in Figure 2.2 Perth TCU – RWY 03/06 Airspace.*

2.3 Pearce Special Use Airspace – responsibility

2.3.1 Pearce position and airspace responsibility

Position	Area of responsibility
PEA	R153 A-C and R155A, A120 and below.
PEN	a) R155A, excluding south of the Pearce 315 TACAN radial and west of the Pearce 175 TACAN radial, above A120 (LUL A130); b) R155B excluding south of the Pearce 315 TACAN radial, above A120 (LUL A130); c) R153D; and d) R156.
PEW	a) R155 A&B south of the Pearce 315 TACAN radial and west of the Pearce 175 TACAN radial, above A120 (LUL A130); b) TCU released airspace above R155A FL160 to FL245 (See 2.2.2.3 R155A active and TCU airspace within 36 NM PH; and c) M161, R163, M166, M170A&B and M171A&B.

2.4 Airspace management and release responsibilities

2.4.1 QNH settings

QNH settings at Perth, Jandakot, Pearce and Gingin are regarded as equal.

2.4.2 Standard airspace releases

2.4.2.1 Gnangara Release

Gnangara Release	Dimensions and responsibilities
Airspace released from Perth TCU to Pearce ATC to enable military aircraft to position via left initial to enter the circuit for RWY 36 at Pearce when operating to RWY 36 and the Merlo Release is not released to Pearce	**Lateral limits:** 31°47'46"S 115°59'57"E, 31°47'43"S 115°51'30"E31°47'37"S 115°50'24"E, thence along the minor arc of a circle of 11.0 NM radius centred on YPPH/DME to 31°46'14"S 116°01'36"E 31°47'46"S 115°59'57"E. **Vertical limits:** SFC – 1500.
Released to Pearce ATC	When Pearce nominates RWY 36 and Perth is on the South West Plan or when operationally required.
Level assignment	HUL for Pearce is A010 LUL for Perth is A020
Military operations	Military aircraft will contain their operations within the Gnangara Release by remaining visually east of Gnangara Lake, north of Gnangara Road and north and west of the West Swan Road and Great Northern Highway at/or below 1000 FT AMSL.
Coordination when requesting the release	PHN advises of relevant traffic and releases the Gnangara Release to PEA.
Coordination when released to PEA	PHN is not required to coordinate with PEA when aircraft for RWY 21 are assigned an instrument approach.
Coordination when cancelling the release	PEA will return the Gnangara Release to PHN when not operationally required.

2.4.2.2 Merlo Release

Merlo Release	Dimensions and responsibilities
Airspace released from Perth TCU to Pearce ATC to enable Pearce ATC to operate a 7 NM arc to PEA RWY 36 ILS/TACAN Only available on the North-East Plan	**Lateral limits:** 31°48'55"S 116°04'39"E thence along the minor arc of a circle of 9.0 NM radius centred on 31°40'26"S 116°01'03"E (YPEA/TAC) to 31°49'07"S 115°58'12"E, 31°47'49"S 115°51'52"E, 31°47'22"S 115°50'43"E, thence along the minor arc of a circle of 11.0 NM radius centred on 31°56'42"S 115°57'34"E (YPPH/DME) to 31°45'51"S 115°59'49"E to 31°44'06"S 116°02'37"E, 31°35'50"S 116°05'55"E, thence along the minor arc of a circle of 22.0 NM radius centred on 31°56'42"S 115°57'34"E (YPPH/DME) to 31°41'53"S 116°16'42"E, 31°44'36"S 116°13'14"E, 31°45'13"S 116°12'25"E. 31°48'15"S 116°05'52E. **Vertical limits:** SFC – A045.
Level assignment	HUL for Pearce is A040. LUL for Perth is A050
Military operations	PEA will monitor aircraft operations on the 7 NM arc and take positive action to ensure the aircraft remains on the arc.
Coordination when requesting the release	PHN advises of relevant traffic and releases the Merlo Release to PEA.
Coordination when cancelling the release	When changing from the North-East Plan to the South-West Plan, PEA must return the Merlo Release.

2.4.2.3 Quokka Release

Quokka Release	Dimensions and responsibilities
Airspace released from Perth TCU to Pearce ATC to reduce coordination for military aircraft. Released by Perth TCU if available, on request from PEW. Perth TCU may resume the Quokka Release if required.	**Lateral limits:** 31°47'22"S 115°50'43"E, then along the minor arc of a circle of 11.0 NM radius centred on 31°56'42"S 115°57'34"E (PH/DME) to 31°48'23"S 115°49'06"E, 31°57'14"S 115°36'26"E, then along the minor arc of a circle of 18.0 NM radius centred on 31°56'42"S 115°57'33"E (PH/VOR) to 32°01'07"S 115°37'02"E, 32°13'29"S 115°40'47"E, 32°13'38"S 115°48'26"E, 31°47'22"S 115°50'43"E. **Vertical limits:** A085 – FL245.
Level assignment	LUL for Pearce is A090 HUL for Pearce is FL240 HUL for Perth is A080

2.4.3 Airspace requests and NOTAM publication

2.4.3.1 NAVY FXP Cell–West hours of operation

When a NOTAM for RAN controlled airspace is required, contact FXP Cell–West between:

a) 0600 – 1600 Monday to Thursday; and

b) 0600 – 1300 Fridays.

When activation is required outside these hours, contact the Maritime Operations Watchkeeper who consults with the on–call FXP Cell–West staff.

The FXP cell may operate H24 during major exercises.

2.4.3.2 RAAF requests for use of RAN M182 (WAXA) airspace

At least eight hours before RAAF requires RAN airspace:

a) coordinate with FXP Cell–West during work hours; or

b) to the Maritime Operations Watchkeeper after hours.

2.4.3.3 R134 A/B/C/D Bindoon Military non–flying

Item	Details
Controlling Authority and NOTAM responsibility	Army DOTAM WA (Primary User) NOTAM requests must be completed by the Army.
Activation	R134A: NOTAM R134B: NOTAM R134C: H24 R134D: NOTAM

2.4.3.4 R140 A/B Garden Island – Military non–flying

Item	Details
Controlling Authority and NOTAM responsibility	Navy HMAS Stirling (Primary User) FXP Cell–West
Activation	R140A: H24 R140B: NOTAM R140B may be activated at short notice due to bomb disposal requirements.

2.4.3.5 M147 A/B/C Lancelin – Military flying/non–flying

Item	Details
Controlling authority and NOTAM responsibility	Navy HMAS Stirling (Primary User) FXP Cell–West
Activation	NOTAM Only activate M147 B/C with M147A.
Lancelin RSO responsibilities	The Lancelin RSO must be equipped with a phone to contact: a) ML SM3; and b) Lancelin (LDTA) Caretaker.
Airspace use	M147A contains the NGS and air to ground impact areas. M147B/C is intended as manoeuvring airspace for aircraft involved in air to ground bombing. M147A/B are also used for other flying/non–flying activities.
Airspace release	Release the areas to ML ATC when operations are suspended or discontinued. Southwest contacts FXP-W with any requests for airspace release. The RSO may release the airspace to RAAF ATC.

2.4.3.6 R153 A/B/C/D Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM
Separation	Pearce will operate 500 FT below the published upper limit of R153ABCD. Pearce will advise Perth TCU when operations are required to the upper limit of R153ABC. Perth TCU will assign levels 1000ft above R153ABC.

2.4.3.7 R155A within 10NM Pearce (Pearce Tower airspace) – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM Publish the NOTAM at least 45 minutes before the airspace is required.

2.4.3.8 R155 A/B Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM R155B will only be activated when R155A is active.

2.4.3.9 R156 Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM

2.4.3.10 M161 Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM If less than 2 hours notice is provided, Pearce ATC advises JAR/PHR at least 45 minutes prior to activation. A delayed activation time may be negotiated.

2.4.3.11 R163 Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM

2.4.3.12 M166 and M171 A/B Pearce – Military flying/non-flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM

2.4.3.13 M170 A/B Pearce – Military flying/non-flying

Item	Details
Controlling authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM When Pearce ATC are not providing an approach service, activation is limited to a maximum NOTAM level of 7000 FT.

2.4.3.14 R179 Pearce – Military flying/non-flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	NOTAM

2.4.3.15 R184 Lancelin – Military flying/non-flying

Item	Details
Controlling Authority and NOTAM responsibility	Navy HMAS Stirling (Primary User)
Activation	NOTAM

2.4.3.16 R189, M182 A/B/C/D/E/F/G and M195 Stirling – Military flying/non-flying

Item	Details
Controlling Authority and NOTAM responsibility	Navy HMAS Stirling (Airspace Coordinator) FXP Cell-West When the areas are no longer required, either FXP Cell-West or a qualified Maritime Operations Watchkeeper must cancel the NOTAM.
Activation	NOTAM Outside of the Pearce ATC operating hours, if the navy activates M195 and M182B concurrently, either M195 or M182B will not be active above FL150.
Tolerances	Navy agrees to provide an appropriate procedural navigation tolerance to contain flying activity within M182AB to allow 2.5 NM separation to be applied by Southwest to the northern boundary of M182AB. When a vertical standard for separation is not practicable, military ATC shall apply a lateral standard of 2.5 NM separation between any aircraft outside of M182ABCDEFG and M195 with the boundary, regardless of the type of activity within M182 and M195.
Priorities for use of RAN controlled areas	Priorities in descending order are: 1) Operations; 2) Operational lead up training; 3) Formal exercises; 4) RAN training; and 5) RAAF training. ***Note:*** *The WAXA planning guide and an operations planning calendar is available on the Defence Intranet.*
Airspace release	FXP Cell–West may transfer control to 453SQN PEA FLT. If the areas are not required, release the areas to ML SM3. ML SM3 advises Perth TCU when the specified release period commences and finishes. Do not commence firing within the areas until the ML SM3 has advised that the area is clear of non–participating Aircraft.
Coordinate transit with Pearce when active	When Pearce is active, Southwest coordinates with Pearce if transit of the areas is required.
Transit route	The navy will accommodate transit of the areas, including M171B when activated outside of Pearce ATC operating hours, on the OPEGA – IPMOR – OPEGA track for civil flights.
Alternative access	Do not deny access to the OPEGA – IPMOR route to UPRs with destinations other than Perth. The navy coordinates with PH SM and ATMD to arrange a NOTAM and suitable routes. The navy will only require such changes when high priority activities associated with international fleet operations are necessary.

2.4.3.17 M180 Stirling – Military flying/non-flying

Item	Details
Controlling Authority and NOTAM responsibility	Navy HMAS Stirling (Airspace Coordinator)
Activation	NOTAM

2.4.3.18 M181 Stirling – Military flying/non–flying

Item	Details
Controlling Authority and NOTAM responsibility	Navy HMAS Stirling (Primary User) FXP Cell–West
Activation	NOTAM
Airspace use	Carrier support

2.4.3.19 D193 Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	JO HJ or as amended by NOTAM

2.4.3.20 D197 Muchea range – Firing

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	HJ or as amended by NOTAM

2.4.3.21 D198 Pearce – Military flying

Item	Details
Controlling Authority and NOTAM responsibility	FLTCDR 453SQN PEA FLT (Primary User)
Activation	JO HJ

2.5 Navigation Exercises (NAVEXs)

2.5.1 Flight planning

2.5.1.1 NAVEX beyond Pearce Special Use Airspace

Plan NAVEXs to avoid Class C airspace within Perth TMA. Pearce ATC can tactically manage the FPL to avoid Perth TCU Class C airspace.

2.5.1.2 Non–standard NAVEX

Military will not plan above A090 when planning NAVEXs within the area bounded by YPEA–PEA010050 – Cadoux – YCUN – VEMON due west to the CTA boundary along the CTA boundary to 36PH – PH VOR – YPEA.

Provide 24 hours' notice to Perth TCU and ML SM3 when flights that involve multiple aircraft are planned for:

a) non–standard NAVEXs;
b) air displays;
c) large formations; or
d) flights that require non-standard routing.

2.6 Significant Event Flypasts

2.6.1 Significant Events

Defence advises Airservices on flypasts of significant importance that require aircraft to meet specific on target times.

Significant event flypasts include, but not limited to, ANZAC Day and Remembrance Day.

2.6.2 Notification process

For significant event flypasts, Defence will:

a) Notify Airservices via email at: s47E(d) 5 days prior to the flypast.
b) Email will include all relevant details of the flypast such as:
   i) Holding position;
   ii) Run-in track;
   iii) Time over target; and
   iv) Total time from holding position to time over target, or if multiple targets time over final target.
c) Contact Perth TCU on s47E(d) prior to the significant event flypast to confirm details and discuss any issues that may impact on meeting the time over target.

2.7 HAWK TCAS ground testing RAAF Pearce

2.7.1 Notification process

Prior to conducting TCAS ground tests, 79 SQN Maintenance Coordinator or Duty Engineer:

a) emails the PH SM at s47E(d) before the planned testing, using the 'TCAS Ground Testing Notification Proforma 79SQN Pearce';

b) contacts the PH SM on s47E(d) confirming the allocated test time and aircraft details have been received;

c) 15 minutes prior to testing, contacts the PH SM on s47E(d) confirming the start of the ground test; and

d) on completion of the TCAS testing, notifies the PH SM.

The PH SM:

a) forwards the email notification to ML SM3; and

b) notifies ML SM3 when testing is about to occur and when complete.

2.7.2 Timing of TCAS ground testing

To de-conflict with civil air traffic, testing will be carried out during normal week-day activation of Pearce airspace (0000–0900z Mon–Fri).

To de-conflict with military air traffic, testing will be planned to take place just after activation or just before de-activation of the Pearce airspace.

2.7.3 Mode 3/A code selection

Hawk 127 aircraft squawk 2100 in accordance with AIP ENR.

2.7.4 TCAS ground testing notification proforma 79SQN Pearce

For action: Airservices Australia – Perth TCU Shift Manager

79SQN are conducting TCAS testing on a Hawk 127 aircraft, refer below for the test details.

TCAS Ground Testing Details.

Aircraft Type – Hawk 127

Location – RAAF Base _____

IFF Mode 3/A code – 2100

Mode S address – _____ (Hex address for aircraft – obtain from VH–101B44A27–10–CAP)

Max altitude 29 000 FT

Test duration approx _____ hrs

Test times _____ to _____

Date of test – _____

Contact phone number for the duration of test – _____

Submit via email s47E(d)

3 Normal operations

3.1 Pearce Special Use Airspace activation and deactivation

3.1.1 Activation procedures

15 minutes prior to Pearce airspace activation	Required action
PEA ASPR	Advise PH SM and JAR of activation time
At the activation time:	**Required action**
PEA	Contact PHN and PHR for traffic
PHN and PHR	Hand-off traffic
PEW	Contact Perth TMA and Southwest for traffic
Southwest	Hand-off traffic

3.1.2 Deactivation procedures

Before NOTAM expiry, cancellation or review	Required action
PEA ASPR	Advise JAR and PH SM of deactivation time
At the activation time	**Required action**
PEW	Coordinate and hand-off traffic
PEA	

3.1.3 Airspace release procedures

Pearce may release Pearce Special Use Airspace to Perth TCU and Southwest when local flying is on hold, and a deactivation of airspace is not preferred.

PEA ASPR coordinates with JAR and PH SM the release of airspace with a defined UTC end time using the phrase: 'PEX AIRSPACE RELEASED TO [Southwest/Perth] until XXXX'.

PEA ASPR will provide at least 30 minutes notification to JAR and PH SM prior to resuming airspace.

3.1.4 Pearce Eurocat RMAP Combination

Perth TCU, Pearce and Southwest use the following RMAP proforma to display the activation of Pearce Special Use Airspace.

RMAP option	Displayed maps
PEA 1	R153 ABC + R155A
PEA 2	R153 ABCD + R155AB
PEA 3	R153 ABCD + R155AB + M166
PEA 4	R153 ABCD + R155AB + R156 + M166 + M171AB
PEA 5	R153 ABCD + R155AB + R156 + R163 + M166 + M170AB + M171AB

3.1.5 Separation and airspace boundaries

3.1.5.1 Pearce Areas/airspace releases and Perth TCU

Perth and Pearce ATC apply half the applicable surveillance standard from the respective common airspace boundaries.

Exceptions:

Perth ATC must coordinate with Pearce ATC when aircraft track west of the WOORA – HAIGH track.

Gnangara Release

When the Gnangara Release is active, Perth ATC applies 3 NM separation from the boundary.

3.1.5.2 Pearce Areas/airspace releases and Southwest

Southwest separate traffic from Pearce airspace boundaries and airspace releases by the applicable surveillance standard (5 NM). Pearce may operate up to the boundary of the restricted or released areas.

Exception:

Pearce applies appropriate procedural navigation tolerances to operations within M161 to separate from aircraft established on or east of the PH – SOLUS – JOSBU route (W172).

3.1.6 Monitoring aircraft and airspace boundaries

Monitor aircraft close to lateral boundaries, particularly:

a) on the 9 NM arc for the Perth RWY 21 IALs; and

b) on the 7 NM arc for the Pearce RWY 36 IALs.

3.2 Perth Basin Traffic Management Plans (TMP)

3.2.1 Selection of TMP

3.2.1.1 Runway in use and airspace plan

The TMP is determined by the runway(s) nominated on the Perth DATIS and determines how the airspace and aerodromes within the Perth Basin will operate:

Runway plan	Runway
South–West	21
	24
North–East	03
	06

Perth ATC is responsible for deciding which TMP is used by Pearce and Perth.

Pearce will prioritise the use of RWY 18 when able.

Note:

a) The intent is to align the operations of both aerodromes to the maximum extent possible. *DAP* – West, Noise Abatement Procedures Perth Section 1 describes the selection of preferred runways at Perth and links the selection at Perth with wind conditions at Pearce when Pearce airspace active.

b) The availability of instrument approach aids, weather conditions, aircraft type, pilot notified operational requirement and availability of arrester barriers/cable at Pearce may impact on the preferred runway and/or non-coordinated runway plan.

3.2.2 The TMP and agreed procedures

Perth runway plan	Pearce runway	Airspace release(s) to Pearce	Restriction to operations	Agreed procedures
North–East	05/23/18	Gnangara if operationally required	Nil	Nil
North–East	36	Merlo	9 NM TACAN arc not available – no IAL for CAT C, D and E aircraft	Pearce ASPR advises PH SM of requirement for IAL when Pearce weather conditions are Expect Instrument Approach. Aircraft requiring 9 NM TACAN arc approaches must not be coordinated by PEA prior to 15 NM of the IAF (MERLO).
South–West	05/23/18	Gnangara if operationally required	Nil	Nil required
South–West	36	Gnangara	No IAL available in VMC conditions	Pearce recoveries via visual approaches only.
			No IAL available in VMC conditions	Pearce ASPR advises PH SM of requirement for IAL when Pearce weather conditions are Expect Instrument Approach. Aircraft requiring 7 NM or 9 NM TACAN arc approaches must not be coordinated by PEA prior to 15 NM of the IAF. Perth nominates and uses RWY 24 to the greatest extent possible. Pearce uses TACAN 05 to the greatest extent possible.
			Avon valley recoveries, visual approaches RI RWY 36, 130SQN low level navigation exercises may require R153A +1000.	PEA obtains airspace IAW Western Australia MATS Supp 3.1.1.

3.2.3 Runway changes at Perth and Pearce

3.2.3.1 Minimise conflicts

The runway change procedure is intended to minimise conflicts between traffic management requirements at aerodromes within the Perth basin. Where possible, Perth and Pearce operates on the preferred runways and manage airspace using the procedures for that TMP.

When the aerodromes are operated using the least preferred runway combinations, Perth and Pearce will agree on the most efficient use of airspace.

3.2.3.2 Runway change criteria RWY 03 to RWY 21

When the tailwind component on Perth RWY 03 does not exceed the allowed parameters and Pearce RWY 18 tailwind exceeds 5 kt, Perth will delay change to RWY 21 until advised that the tailwind on RWY 18 is less than 5 kt.

3.2.3.3 Coordination required

Perth and Pearce must liaise when a change to the TMP is required.

Before changing the Perth TMP, PHF advises Pearce ASPR.

3.2.4 South – West plan and RWY 36 IAP operations during IMC

3.2.4.1 PHF responsibilities

When Pearce RWY 36 instrument approaches are required while Perth is operating to the South–West plan, PHF:

a) utilises RWY 24 as much as possible;
b) strategically sequences Pearce approaches to RWY 36 with aircraft arriving RWY 21;
c) provides early advice of EAT or time to commence final; and
d) gives equal priority to military traffic for Pearce RWY 36 IAPs.

Note: *Extensive delays can be expected.*

3.2.4.2 Pearce responsibilities

Pearce must not depart aircraft that will increase the IAP requirements in these conditions.

Aircraft being sequenced for RWY 36 IAP must be for full stop landing.

3.2.5 North-East plan and Pearce RWY 36 – VMC recoveries by day for 79SQN aircraft

During periods of low traffic on North-East plan, Perth TCU may accommodate HAWK aircraft via the 9 TAC arc.

Give priority to traffic departing Perth.

Pearce ASPR contacts the PH SM to check the likelihood of such approaches being available before coordinating between affected sectors.

Note: *79SQN HAWK aircraft require RWY 36 9 TAC arc tracking to complete some sorties to a full stop landing.*

3.2.6 Pearce IAP aircraft

Treat aircraft returning to Pearce for a full stop landing in instrument conditions that require an instrument approach with equal priority to scheduled/non–scheduled RPT.

3.3 Aircraft exiting the Perth Basin

3.3.1 Aircraft A090 and above

3.3.1.1 Clearance issue

Clear aircraft planned A090 and above that have planned to exit the Perth Basin:

a) via a TMA Departure gate;

b) via the relevant SID if departing Perth;

c) if not departing Perth, via the Standard route clearances table and then via points to get established on the flight planned route; and

d) departing Perth or Pearce (when Pearce TCU active) maintain A050.

Coordinate with MIL SM3 when an operator is unable to comply with Australian Flight Planning requirements to determine what tracking is required outside Perth TMA airspace.

When an operator is unable to depart Perth via a published procedural SID or requires departure contrary to the traffic management plan, Perth ACD clears the aircraft on the radar SID via the planned procedural SID end waypoint, thence flight planned route.

Perth TCU processes aircraft that are not cleared via a procedural SID via the SID route to comply with noise abatement procedures.

3.3.1.2 Level assignment

After departure coordination is completed, Perth ATC may assign aircraft transiting into Class C airspace FL180 or the planned level, whichever is lower.

3.3.2 Standard route clearances

When planned via the following gates	Ensure aircraft are cleared via
AMANA (jet)	AMANA
REPOK (non-jet)	REPOK
SOLUS	SOLUS
OLMAM	OLMAM
IPMOR	IPMOR
AVNEX (jet)	[AVPES VENUP] AVNEX
OTLED (non-jet)	[OSADA IRNOD LEVKA] OTLED
On the South–West plan	
HIDOT (jet)	HIDOT
MEVAD (non-jet)	MEVAD PUMRY
On the North–East plan	
HIDOT (jet) then H18 MUBID	(AR) [AMANA INVIX BIRER] MUBID
HIDOT (jet) then H18 BURGU Y135	(AR) [AMANA INVIX BIRER] HECTO (HECTO YESP for destination YESP)
HIDOT (jet) then H18 BURGU Y53	(AR) [AMANA INVIX BIRER] MEMUP
MEVAD (non-jet)	(AR) BUVOT LENVU then next flight planned waypoint beyond PUMRY (LENVU YNOV for destination YNOV)

3.3.3 Pearce departures entering Perth or Southwest controlled airspace

3.3.3.1 Pearce airways clearance delivery

Clear aircraft that plan to enter Perth CTA:

Planned	Clearance
Below A050	Flight planned route and level.
Between A050 and A080 inclusive	Flight planned route, MAINTAIN A050.
A090 and above	Via the TMA gate and route in accordance with the Traffic Management Plan in use and MAINTAIN A050.
Note: *1) Navigation exercises must plan to avoid CTA C within 36 NM of Perth.* *2) 2FTS 'CUN diversions' planned A090 or below may be cleared YPEA – YCUN and will be processed subject to Perth TMA traffic.* *3) Flights that plan to transit the Quokka release and enter Perth Class G may be assigned MAINTAIN FL120.*	

Clear aircraft that plan to enter Southwest CTA:

Planned	Route exits Special Use Airspace	Clearance
Below A090	ALL	Flight planned route, [LEVEL].
A090 and above	36–60 NM PH (above R153D)	Flight planned route, MAINTAIN A080.
	Remainder	Flight planned route, and: a) [LEVEL] for aircraft planned between A090 and FL140 inclusive; or b) MAINTAIN FL150 for aircraft planned FL150 or above.

3.3.3.2 Level assignment and coordination on departure – Perth CTA

Pearce ATC provides heads–up coordination to the relevant Perth position.

On receipt of heads–up coordination, Perth ATC coordinates a level.

3.3.3.3 Level assignment and coordination on departure – Southwest CTA

Pearce ATC assigns a maximum of FL120 until Southwest enters tracking and/or level instructions are entered into the GLOBAL_OPS_INFO field.

Southwest enters tracking and level instructions in the GLOBAL_OPS_INFO field in the following order:

a) Direct tracking when track shortening past AVNEX/OTLED or OPEGA is available (e.g ESDEG\);

b) NVR or coordinated level – this may be omitted if it coincides with the level issued in a restriction (e.g. 290); and

c) Restriction, if applicable (e.g. ESDEG\R350XESD).

3.3.4 Control practices for aircraft outbound from YPPH/YPJT

3.3.4.1 Perth TCU to PEW

Aircraft departing Perth via the AVNEX or OTLED SID are not subject to coordination when assigned:

a) FL180 or below; or

b) A080 or below when the QUOKKA Release is active.

For other departing aircraft, Perth TCU must not assign departing aircraft above A060 until heads-up coordination with PEW is completed. After heads-up coordination, assign FL180 or below.

Perth TCU must coordinate any tracking that is different to the standard route clearance or published SID route.

PEW may vector or track aircraft direct to a waypoint provided the aircraft remains within PHD airspace prior to entering Pearce Special Use Airspace.

3.3.4.2 PEW/PEN to Southwest – controlled airspace

Do not assign above FL180 until level and/or tracking details have been entered into the GLOBAL_OPS_INFO field by Southwest.

Aircraft may be cleared direct AVNEX, OTLED or OPEGA without coordination to Southwest.

PEW is responsible for separation until the aircraft pass AVNEX or OTLED.

3.3.4.3 Southwest to PEW

Enter tracking and level instructions in the GLOBAL_OPS_INFO field in the following order:

a) Direct tracking when track shortening past AVNEX/OTLED or OPEGA is available (e.g. ESDEG\);

b) NVR or coordinated level – this may be omitted if it coincides with the level issued in a restriction (e.g. 290); and

c) Restriction, if applicable (e.g. ESDEG\290R240x16E or ESDEG\R350x16ESDEG).

Note: *Tracking and level instructions will not be entered until departing aircraft are coupled in Eurocat. This is to avoid overwrite issues with INTAS.*

Assign at least FL160 to aircraft departing Pearce airspace.

Note: *This will provide separation with Pearce training areas.*

3.3.4.4 Coordination between Southwest and Pearce

When coordinating between Southwest and Pearce:

a) Apply clean hand-offs between Pearce and Southwest;

b) Pre-coordinate aircraft that will re-enter preceding sectors airspace; and

c) Coordinate aircraft that infringe or re-enter M171A unless the nominal track from YPEA resulted in the infringement.

3.3.5 Using the GLOBAL_OPS_INFO field – outbound

Only Southwest sectors may enter tracking and level instructions into the GLOBAL_OPS_INFO field for outbound aircraft that are entering Southwest airspace.

3.4 Aircraft entering the Perth Basin

3.4.1 Issue STARs for YPPH, YPJT, YPEA

Issue STARs where published for IFR aircraft at or above A090 that are arriving at YPPH, YPJT or YPEA.

Note: *STAR plates include expectations to receive radar vectors to YPEA/YPJT inside 36 NM Perth.*

3.4.2 When a STAR cannot be accepted

Process aircraft that cannot accept a STAR via the relevant STAR waypoints and include VNAV requirements where specified.

3.4.3 Non–standard tracking

Requests for non-standard tracking must be coordinated to PHF by the initiating agency prior to the amended clearance being issued.

3.4.4 Responsibilities for aircraft transiting Pearce areas inbound to YPPH/YPJT

3.4.4.1 Southwest to PEW – controlled airspace

Heads–up coordination to PEW is not required when:

a) FL190 is assigned, and

b) the aircraft is on the standard route or pre-coordinated tracking.

3.4.4.2 PEW to Perth TCU

Prior to coordination, PEW may assign A090 or the planned level if it is below A090.

PEW coordinates with Perth TCU prior to hand-off.

On receipt of coordination, Perth TCU coordinates a level.

3.4.4.3 PHF to PEW

Coordinate sequencing instructions to PEW when required.

3.4.5 Using the GLOBAL_OPS_INFO field – inbound

Only PHF or Southwest/Pearce under direction of PHF may enter instructions into the GLOBAL_OPS_INFO field for aircraft inbound to YPPH and YPJT.

3.4.6 Coordination between RAAF Pearce and Southwest

Voice coordination is not required for aircraft entering Pearce Special Use Airspace from Southwest Class G airspace provided a system hand-off to Pearce TCU (via Eurocat label transfer) is completed 10 NM prior to the applicable airspace boundary.

3.5 Transit of Pearce Areas

3.5.1 Standard routes

Aircraft on Perth standard route clearance may transit Pearce airspace at FL160 or above as per ERSA GEN FPR. Exceptions are specified in the table below.

Airspace	Clearance
M161	Standard route at any level.
R156, R163, M166, M171A, below FL160	OTKUN – UPTEK – BUVEL at or below A050. Levels up to A100 may be available on request. Available for unpressurised aircraft only.

3.6 Pearce Aerodrome Flight Information Service (AFIS)

3.6.1 Activation

3.6.1.1 Pearce AFIS Officer (AFISO) responsibility

When Pearce AFIS airspace is required, the Pearce AFISO:

a) arranges NOTAM publication;
b) advises PH SM by telephone 20 minutes before activation; and
c) advises PHR on activation.

When the Pearce AFIS is activated, the Pearce AFISO:

a) broadcasts details at activation of the Pearce AFIS Airspace; and
b) provides an Aerodrome Flight Information Service.

Pearce AFISO may contact Perth TCU to request an accurate ETA.

3.6.1.2 Perth TCU responsibility

PHR will advise Pearce AFISO of traffic at the time of activation.

PHR will broadcast details prior to activation of the Pearce AFIS airspace.

3.6.2 Aircraft arriving at Pearce during AFIS

3.6.2.1 Pearce AFISO responsibility

If the observed weather differs significantly from that provided by the automated weather information service (AWIS), advise Perth TCU at least 20 minutes before the aircraft's ETA.

3.6.2.2 Perth TCU responsibility

Transfer the aircraft to the Pearce AFIS frequency (118.3 MHz) prior to the airspace boundary.

3.6.3 Aircraft departing Pearce during AFIS activation

3.6.3.1 Departing aircraft

Aircraft will contact Perth Centre for an airways clearance in accordance with ERSA.

3.7 RAAF test flights

3.7.1 Hawk Release airspace

Airspace	Lateral limit	Vertical limit
Hawk Release	Civil Class A, C and E airspace within the lateral confines of R155A/B/156 west of the 350 PEA TACAN radial and west of the 190 PEA TACAN radial in R155A.	FL160 – FL240 inclusive Southwest LUL FL250
PEW coordinates with LEA and PIY when the Hawk Release is required.		

Note:

a) Pearce based aircraft occasionally require operations above FL150 over land to conduct performance checks. The checks require unrestricted climb, random manoeuvring at altitude and unrestricted descent.

b) RAAF Hawk aircraft may require this area when a sea state of greater than five exists or when other factors preclude over water operations.

c) VFR aircraft not subject to an airways clearance may be operating in Class E airspace when the Hawk Release airspace is activated.

3.7.2 Hawk Release activation and deactivation

3.7.2.1 Pearce responsibilities

PEW requests the Hawk Release airspace from Southwest.

PEW releases the airspace to Southwest and provides traffic information when:

a) the airspace is no longer required; or

b) when requested. The RAAF process aircraft to vacate the area as quickly as possible.

3.7.2.2 Southwest responsibilities

Southwest may:

a) refuse release of the Hawk Release airspace;

b) negotiate alternate dimensions (e.g. west of the Pearce 360 TACAN radial); and

c) resume the airspace at any time.

Southwest should release the airspace to PEW as soon as practical and provide traffic information when released.

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4 Business continuity

4.1 ATS system management

4.1.1 Changing radar settings

When primary radar site adjustments at either the Perth or Kalamunda radar are required, Perth TCU coordinates with the radar technicians, ML SS and Pearce ATC.

4.1.2 Perth TCU equipment failure

Follow the Eurocat Degraded Mode Operations Handbook (TCU) when there is an equipment failure.

Report all failures to the ML SS and Service Desk, Airways.

4.1.3 Telephone usage

Contact relevant sectors via telephone if communication lines are affected.

4.1.4 ATS civil contingency

When an ATS contingency affects Airservices administered airspace, the ATMD or Contingency Response Manager will forward a checklist appropriate to the contingency to the relevant Defence unit(s) by fax or email. Defence will use the checklist to respond to the ATS contingency.

4.2 Pearce TWR emergency operations

4.2.1 Tower not active

If Pearce tower is not active, advise the Pearce RFFS, the Pearce Duty Controller and the 453SQN REA FLTCDR when an unplanned or emergency operation will affect the Pearce aerodrome.

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5 Contact numbers

RAAF Pearce	
FLTCDR	s47E(d)
OPSCDR (Tower)	
Tower	
ASPR	
TSPR	
Pearce Duty Controller/Pearce Emergency mobile	
OPSCDR (Approach)	
RFFS	
Melbourne Centre	
ML SM3	s47E(d)
ATMD	
ML SS	
Perth TCU	
SM	s47E(d)
Navy	
FXP Cell–West	s47E(d)
Lancelin Caretaker/Range Control	s47E(d)
Lancelin Tower	
Maritime Operations Watchkeeper	
Army	
Bindoon Range	s47E(d)

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