



ADELAIDE AREA LOCAL INSTRUCTIONS

WARNING

Information contained in this document is intended for flight simulation purposes and must not be used for any real-world aviation use.

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Document Control

Adelaide Area Local Instructions Version 5.2 – 24 Jun 2020		
Date	Version	Description
30/07/2019	5.1	Document re-design
24/06/2020	5.2	Error correction

Change Process

Submit change proposals to operations@vatpac.org or in the “Airspace – Australia” forum.

Scope

This procedure is used by Adelaide Tower, Adelaide TCU, Parafield Tower and enroute sectors interfacing Adelaide TMA.

The scope of the document includes all procedures to be used by civil ATS units within the Adelaide TMA and clearances and coordination procedures to be used by enroute sectors interfacing Adelaide TMA.

General procedures for providing ATS are out of scope and are found in MATS.

Referenced Documents

Document Title
VATPAC Ratings and Controller Positions Policy
Manual of Air Traffic Services

1 Operational Positions

1.1 Adelaide Tower

Name	Callsign	Frequency	Login
Adelaide ADC	Adelaide Tower	120.500	AD_TWR
Adelaide SMC	Adelaide Ground	121.700	AD_GND
Adelaide ACD	Adelaide Delivery	126.100	AD_DEL
Adelaide ATIS		134.500	YPAD_ATIS

1.2 Parafield Tower

Name	Callsign	Frequency	Login
Parafield ADC [†]	Parafield Tower	118.700	PF_TWR
Parafield SMC	Parafield Ground	119.900	PF_GND
Parafield ATIS		120.900	YPPF_ATIS

[†] CTAF when Tower closed

1.3 Adelaide Terminal Control Unit

Name	ID	Callsign	Frequency	Login
Adelaide Approach West	AAW	Adelaide Approach	124.200	AD_APP
Adelaide Approach East [*]	AAE	Adelaide Approach	118.200	AD_DEP
Adelaide Approach North [‡]	AAN	Adelaide Approach		
Adelaide Flow [*]	AFL	N/A	N/A	AD-FLW_CTR

^{*} Non-standard position – may only be opened in accordance with VATPAC Ratings and Controller Positions Policy 4.2.

[‡] AAN is to be permanently combined with AAW for VATPAC operations.

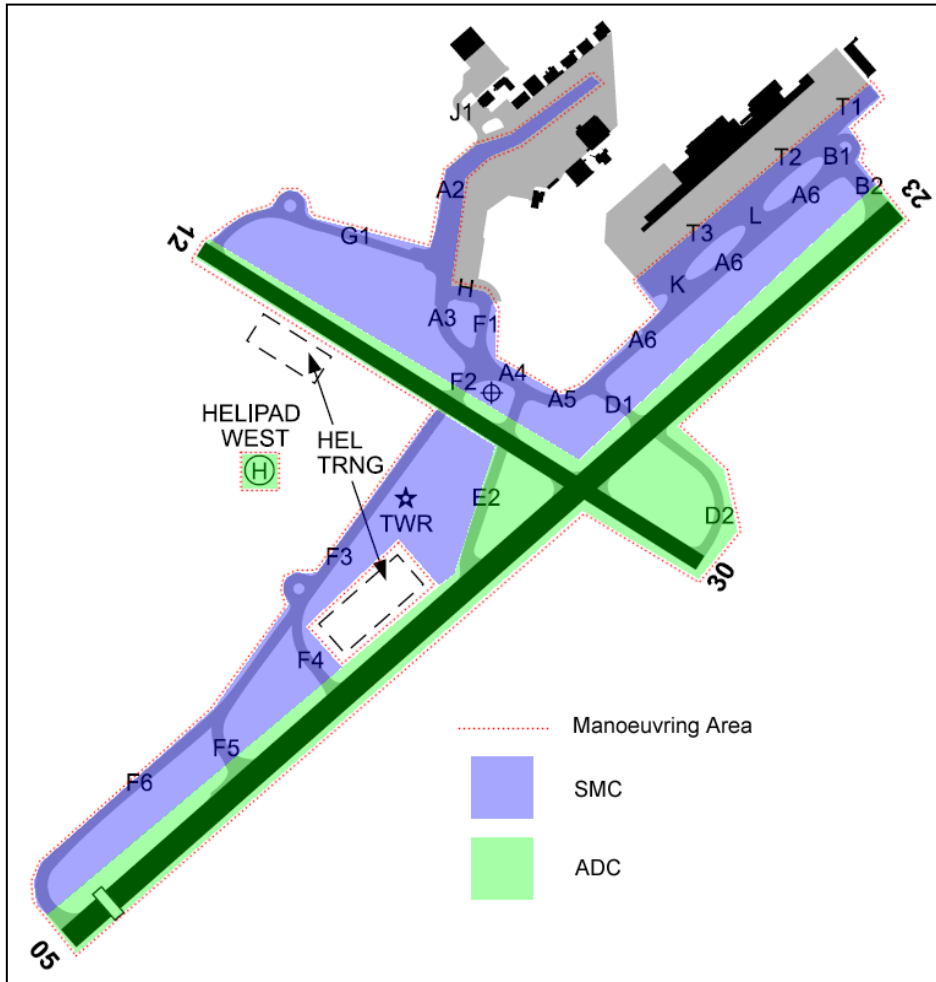
1.4 Radio Navigation Aids

Name	Abbreviation	Type	Frequency
Adelaide	AD	VOR/DME	116.400
Edinburgh	EDN	NDB	311
		TACAN	94X (114.700)
Parafield	PF	NDB	416
Adelaide ILS Runway 23	IAD	ILS/DME	109.700
Edinburgh ILS Runway 18	IED	ILS	110.700

2 Adelaide Airport

2.1 Aerodrome Operations

2.1.1.1 The manoeuvring area and areas of responsibility are as depicted in the following diagram:



2.2 Departures

2.2.1.1 RNAV IFR Jets shall be cleared via SID:

Direction	23	05
East PANKI BENDO		PANKI BENDO
West GILES HAWKY		GILES HAWKY
North ORBUN		ORBUN
Northeast SEDAN		SEDAN

2.2.1.2 All other IFR departures shall be assigned the Adelaide SID(R).

2.2.1.3 Due to terrain, departures from Runway 12 shall be assigned Heading **180°**.

2.2.1.4 VFR Departures to Parafield shall be cleared via Port Adelaide (**PAL**) at 1500FT.

2.3 Standard Assignable Levels

2.3.1.1 Non-Jet: **4000FT** or request level if lower.

2.3.1.2 Jet: **5000 FT** or request level if lower.

2.4 Arrivals

2.4.1.1 RNAV IFR aircraft shall be cleared via:

Direction	Runway 23	Runway 05
North OJJAY KLAVA RAYNA	RANYA.OJJAY [†] RAYNA.KLAVA [†] RANJA [†]	SALTY.KLAVA
East BLACK DINA DUKES ALEXI	BLACK	
	DRINA	ALEXI.DUKES ALEXI
Northwest RIKAB MARGO AGROS SALTY	RIKAB [†] SALTY.MARGO [†] SALTY.AGROS [†] SALTY [†]	

[†] Victor STAR (runway 23) only available by day

2.4.1.2 Dash 8 Q400 are normally cleared via the above STARs and preferably assigned the Victor STARs if conditions permit.

2.4.1.3 RNAV **Non-jet** IFR aircraft can also be cleared via the following STARs to improve sequencing with Jet arrivals:

Direction	23	05	12	30
Northeast RUSSL BLACK SURGN	RUSSL SURGN.BLACK SURGN			
Southeast ATPIP	ATPIP			
Southwest ELROX	ELROX*			ELROX—AD*
West RIKAB GULFS	GULFS. RIKAB* GULFS*			RIKAB—AD*
Northwest MARGO AGROS PAMMY	PAMMY.MARGO* PAMMY.AGROS* PAMMY*			MARGO/ARS then: PAMMY—AD*

* Victor only STAR

2.4.1.4 STAR suffix indicates the STAR termination as follows:

STAR Suffix	Termination
Alpha	ILS Approach
Bravo	VOR Approach
Mike	RNAV – M Approach
Papa	RNAV – P Approach
Victor	Visual Approach
Whiskey	RNAV – W Approach
Xray	RNAV – X Approach
Zulu	RNAV – Z Approach

- 2.4.1.5 If a STAR is available but cannot be flown, ATC shall vector aircraft along the STAR lateral route.

2.5 Runway Selection

2.5.1 Standard runway modes

- 2.5.1.1 The standard runway modes are:

- a) RWY 23;
- b) RWY 05;
- c) RWY 23 for departures and Jet arrivals; RWY 12 for applicable for non-Jet arrivals.

2.5.2

2.5.2 Curfew runway mode

- 2.5.2.1 Between the period **1330 – 2030 UTC** (or during daylight savings, **1230 – 1930 UTC**), Adelaide shall operate in the Curfew runway mode, regardless of meteorological conditions.

Departures	Arrivals
RWY 23	RWY 05

- 2.5.2.2 Should the conditions be unsuitable for a landing or take-off from the nominated runways, the pilot-in-command is responsible for requesting a more appropriate runway.
- 2.5.2.3 As the curfew runway mode is a form of reciprocal runway operation, the following conditions apply:
- a) no aircraft may depart from RWY 23 once another aircraft commences final approach to RWY 05;
 - b) no aircraft may commence final approach to RWY 05 once another aircraft commences departure from RWY 23;
 - c) the above conditions do not apply if visual separation is applied, the pilot is instructed to make an immediate turn after departure and the TWR controller judges that there will be sufficient space for the departing aircraft to safely manoeuvre away from the runway extended centreline;
 - d) include in the ATIS: "CURFEW IN OPERATION UNTIL (time) ZULU".

2.6 Separation

2.6.1.1 When curfew operations in progress:

- a) When one aircraft is arriving, and one aircraft is departing, the arriving aircraft must be:
 - i. Greater than 10 nm to touchdown on a straight-in approach and assigned a level above and vertically separated from the level assigned to the departing aircraft; or
 - ii. Confined to the downwind leg of the circuit; or
 - iii. Confined to a square base leg to join not less than a 10 nm final.
- b) When two arrival aircraft are approaching from opposite ends of the same runway, the second aircraft must be:
 - i. Greater than 10 nm to touchdown on a straight-in approach and assigned a level above and vertically separated from the first aircrafts published missed approach; or
 - ii. Confined to the downwind leg of the circuit; or
 - iii. Confined to a square base leg to join not less than a 10 nm final.

2.6.1.2 **2400m Reduced Runway Separation Minima**

By day, ATC may use 2400m runway separation between aircraft arriving to Runway 23/05. Both aircraft may occupy the runway during application of the standard. The standard allows for two aircraft to occupy the runway at one time, provided the lead aircraft has a MTOW of 7,000KG or more, and environmental conditions support normal approaches, good visibility and good braking characteristics. The lead aircraft must remain in motion and vacate the runway without backtracking. The following aircraft may be any weight or category but wake turbulence separation must still be applied between the aircraft. Traffic information will be provided to the following aircraft, for example: 'VOZ123 TRAFFIC IS AN A330 ON THE RUNWAY VACATING (TWY), RWY 23 CLEARED TO LAND" Other than traffic information and/or ATC direction to vacate, there will be no indication to the pilot whether the 2,400M runway standard is in use. ATC will advise if a roll-through is available, pilots should not request it unless operationally required.

2.7 **Circuit Direction**

- 2.7.1.1 Circuits are to be conducted in accordance with standard circuit heights per aircraft type.

Runway	Direction
23	Left
05	Right
12	Right
30	Left

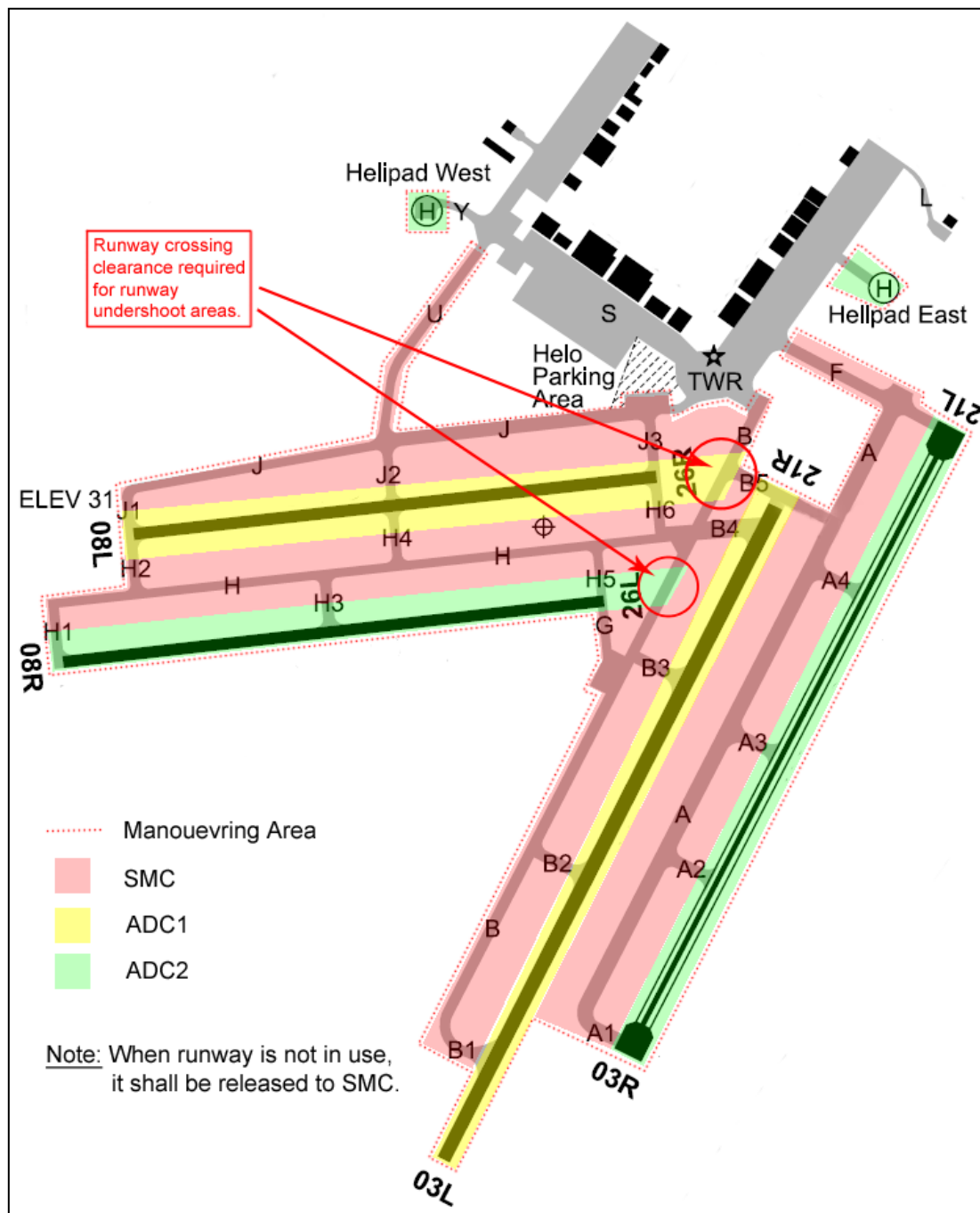
2.8 **Miscellaneous**

- 2.8.1.1 Overflights shall normally be at or above 9000 ft to minimize departure delays and coordination.
- 2.8.1.2 For circuit training, Adelaide TCU may release airspace responsibility within 5 nm of YPAD (vertical limits as required) to Adelaide ADC. "CCT" shall be inserted into the data label of these aircraft.

3 Parafield Airport

3.1 Aerodrome Operations

3.1.1.1 Parafield aerodrome manoeuvring area and controller areas of responsibility are:



3.1.1.2 Inactive runways are released to SMC.

3.1.1.3 Circuit altitude: **1000FT.**

- 3.1.1.4 Circuit direction:
- a) by day and VMC: Contra circuits on parallel runways;
 - b) other:
 - i. 03L – left;
 - ii. 21R – right circuits

- 3.1.1.5 Two helicopter-landing-sites (HLS) are known as “Helipad West” and “Helipad East” are available. Helicopters will advise preferred HLS, otherwise runways may be used.

3.2 **Departures**

- 3.2.1.1 Departures into Adelaide Class C and Edinburgh MIL airspace will obtain airways clearance from PF SMC. These aircraft shall be held in the run-up bays to avoid congestion at holding points.
- 3.2.1.2 Outside tower hours, these aircraft will contact Adelaide TCU for clearance and will require an airways clearance prior to departure due to the proximity of Parafield to Adelaide Class C airspace. This should be issued once the pilot reports ready at the runway holding point.
- 3.2.1.3 Parafield IFR departures shall be assigned the *Parafield* radar SID.
- 3.2.1.4 Parafield VFR daytime departures transiting Adelaide Class C CTR shall be cleared via:
- a) Outer Harbour (**OHB**) thence coastal to Port Noarlunga (**PNL**); or
 - b) Hope Valley VFR Route.
- 3.2.1.5 Parafield VFR daytime departures landing at Adelaide shall be cleared via Port Adelaide (**PAL**).
- 3.2.1.6 All other VFR departures into CTA shall be cleared via Substation (**SUB**) or St Kilda (**SKI**) and be issued an SSR code.

3.3 **Standard Assignable Levels**

- 3.3.1.1 Parafield departures into Adelaide Class C airspace should normally be assigned **4000FT**, unless a lower level is requested.
- 3.3.1.2 SUB departures will climb to **1500FT** and SKI departures will climb to **1000FT** (as per ERSA).

3.4 **Arrivals**

- 3.4.1.1 VFR arrivals from Class G shall normally be instructed to track via:
- From the NW: Outer Harbour (**OHB**);
 - From the NE: Dam Wall (**DMW**);
 - From the north, outside EDN TWR hours: Edinburgh (**EDN**).
- 3.4.1.2 VFR arrivals (including IFR flights arriving under VFR) from CTA shall be instructed by Adelaide Approach to track direct to one of these points and cleared to leave CTA descending.
- 3.4.1.3 VFR arrivals from Adelaide will track via Port Adelaide (**PAL**).
- 3.4.1.4 Arrivals shall enter the CTR at **1500FT**. Helicopters from the NW may enter the CTR at **500FT**.
- 3.4.1.5 Aircraft arriving via instrument approach to circle-to-land shall **not** be provided with instructions that require circling east of RWY 03L/21R.
Warning: Missed approach procedures for all Parafield instrument approaches re-enter Adelaide Class C airspace.

3.5 **Runway Selection**

- 3.5.1.1 By day and in VMC, parallel runways are to be used:

Arrivals and Departures	Circuit Operations
03L	03R
21R	21L
08L	08R
26R	26L

3.5.1.2 Preferred runways are 03L/R and 21L/R.

3.5.1.3 By night or in other than VMC, use Runway 03L/21R.

Note: These are the only lit runways.

3.5.1.4 Runway usage and required tower frequencies shall be notified on the ATIS:

Runway 03L for arrivals and departures west, frequency 118.7; runway 03R for circuit training and arrivals and departures east, frequency 124.6.

Runway 21R for all operations, frequency 118.7.

3.6 Tower closed procedures

3.6.1.1 Outside tower hours, Parafield Class D CTR is reclassified Class G.

3.6.1.2 Due to the proximity of Parafield to Adelaide Class C airspace, departing IFR and night VFR aircraft will require airways clearance prior to departure (LSAT is the base of AD CTR).

4 Adelaide Terminal Control Unit

4.1 TMA Airspace Administration

4.1.1.1 Adelaide TCU is responsible for Class A, C, G airspace (including Restricted Areas) contained within:

a) **Lateral Limits:**

342011S 1382231E, 340756S 1381815E

then along the clockwise arc of a circle of 50.00NM radius centred on 345649S 1383128E (AD/DME) to 341716S 1390838E

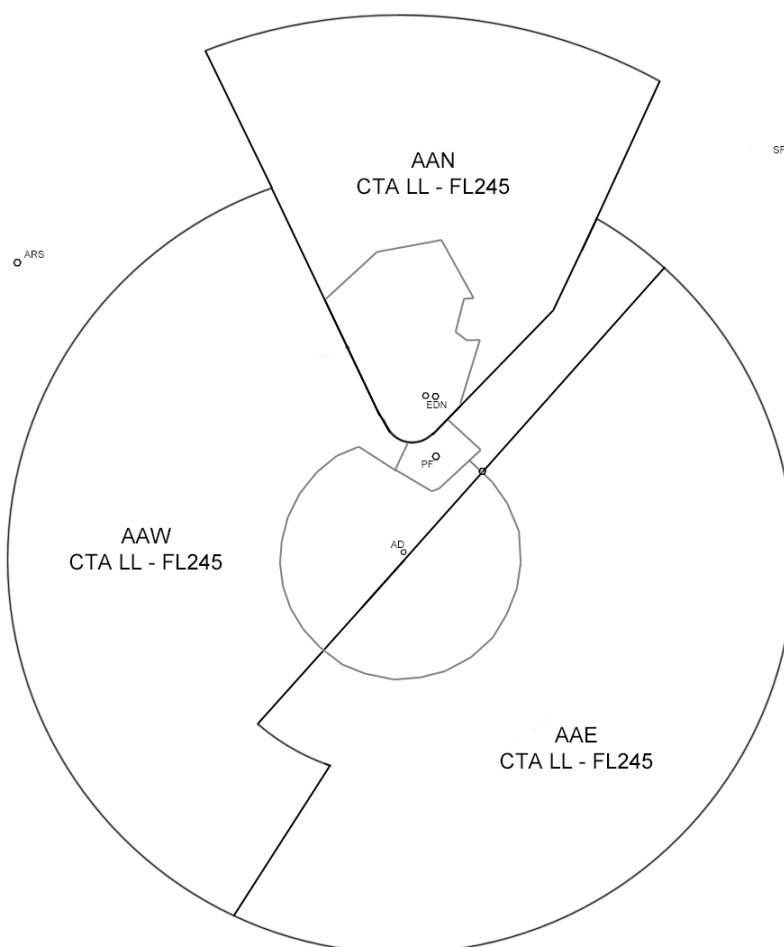
342756S 1385736E

then along the clockwise arc of a circle of 36.00NM radius centred on 345649S 1383128E (AD/DME) to 342127S 1382259E

342011S 1382231E

b) **Vertical Limits:** SFC – FL245

c) Including R265AB (below FL245), R279 (inside 36NM)
Excluding PF CTR, EDN CTR



4.1.1.2 Adelaide TCU airspace responsibilities are divided into three sectors, each extending vertically from SFC to FL245:

- a) Adelaide Approach East (AAE)
- b) Adelaide Approach North (AAN)
- c) Adelaide Approach West (AAW)

4.1.1.3 AAW also assumes responsibility for AAN airspace.

4.1.1.4 During periods of intensive military activity, Alice Spring (ASP) may release the following airspace to AAW:

- a) R265A, above FL245;
- b) R265B, above FL245;
- c) R265C;
- d) R265D;
- e) R279, beyond 36NM AD.

4.1.1.5 Parafield Class D CTR is located directly north of the Adelaide CTR, from surface to 1500FT. This airspace is operated by PF TWR during tower hours. Outside tower hours, this is reclassified as Class G and within the responsibility of AAW.

4.1.1.6 Edinburgh Military CTR and Restricted Area R255 are located directly north of the Parafield CTR, from surface to 1500FT. This airspace is operated by EDN TWR during tower hours. Outside tower hours, this airspace is deactivated and within the responsibility of AAW.

4.1.1.7 Above FL245, Tailm Bend (TBD) operates the airspace to the east and Alice Spring (ASP) operates the airspace to the west.

4.2 Separation

Parafield Departures RWY 26/08 or RWY 21

4.2.1.1 Departure tracks in the sector 055 clockwise to 245 from PF are laterally separated from the EDN CTR and EDN Restricted Area boundary.

4.3 Control Practices

4.3.1.1 Aircraft via Western Jet STARs must overfly GLOBE prior to tracking visually for a shorter final.

- 4.3.1.2 Do not assign below 5000 FT until passing ELIZA to aircraft on the following STARs:
- a) RIKAB ALPHA
 - b) SALTY ALPHA
- 4.3.1.3 Due to problems associated with Ground Proximity Warning alerts, RPT jet aircraft shall not be required to maintain a level below 5000 FT between the Adelaide 070 and 120 VOR radials.

4.4 Flow Control

- 4.4.1.1 General flow control procedures are promulgated in the VATPAC Procedure titled "Procedures for Terminal Flow Control" and may be updated from time to time.
- 4.4.1.2 AFL shall sequence Adelaide traffic to achieve the following minimal intervals at the runway threshold. Crossing runways shall be treated as the same runway, except when LAHSO shall be used.

Conditions	Interval (Mins)	Hourly rate
Visual	+2+3+2+3 recurring	24
Instrument	+3 recurring	20

- 4.4.1.3 A 2-minute interval shall be increased to 3 minutes when wake turbulence separation is required to the same runway.
- 4.4.1.4 AFL shall use the tables in Appendix A to determine the landing sequence. The time intervals are approximate, and adjustments may be necessary to account for weather conditions and variations in aircraft performance.
- 4.4.1.5 When significant variations occur due to weather, AFL shall note the observed time interval and use the new value.

5 Coordination and Communication

5.1 ATS Coordination

5.1.1 Adelaide TCU Internal

- 5.1.1.1 In addition to Flow responsibilities, AFL may perform coordination with external ATC units on behalf of Adelaide TCU control positions in order to reduce workload of control positions.
- 5.1.1.2 Coordination is required for across all Adelaide TMA internal boundaries.
- 5.1.1.3 AAE must coordinate with AAW for aircraft that will operate within 3NM of the boundary except for aircraft:
- Departing from the **duty** RWY 05/23 on or east of the boundary that will be established at least 3NM from the boundary by 11NM Adelaide;
 - Automatically separated from AAW traffic by AD TWR.
- 5.1.1.4 AAW must coordinate with AAE for aircraft:
- Overflying within 3NM of YPAD, or
 - In possible conflict with AAE traffic departing from **duty** RWY 05/23.
 - Otherwise, AAW is not required to coordinate with AAE for aircraft on or west of the boundary.
- 5.1.1.5 AAW and AAE must provide 'heads-up' notification to the other, prior to issue a visual approach or clearance for final, in circumstances where an aircraft has planned to transit from one controller's airspace to the other after conducting a touch-and-go, missed-approach or go-around.
- 5.1.1.6 In cases where Adelaide Flow (AFL) is not already aware, AAW/AAE provides heads-up notification to AFL in relation to aircraft that will enter AD TCU Class C/Restricted areas, directly from Class G and will affect the Adelaide sequence, e.g., AD airwork, arrivals to YPPF in IMC.

Runway 05 HAWKY, GILES SIDs

- 5.1.1.7 AAW must coordinate with AAN as soon as possible after the aircraft becomes airborne.

Runway 05 SEDAN SID

- 5.1.1.8 AAE must coordinate with AAW as soon as possible after the aircraft becomes airborne.

5.1.2 Adelaide TCU—Adelaide TWR

- 5.1.2.1 All coordination should be standard as per MATS instruction.

5.1.3 Adelaide Auto Release

- 5.1.3.1 Auto Release is available for departures from Adelaide, subject to the following conditions:

- a) assigned the standard assignable level; and
- b) assigned a Procedural SID.

5.1.4 Adelaide TCU—Parafield TWR

- 5.1.4.1 Parafield TWR shall contact the TCU to obtain airways clearance for aircraft departing into Adelaide Class C. These aircraft may not be cleared to depart until a departure release is obtained from the TCU.

5.1.5 Adelaide TCU—Melbourne Centre

- 5.1.5.1 All coordination should be standard as per MATS instruction.

5.1.6 Non-Coordination Routes

- 5.1.6.1 Any route (including SID or a random direct track) to any of the fixes listed in 2.2.1.1 shall be a Non-Coordination Route, provided that:

- a) the aircraft departed from Adelaide;
- b) the aircraft is assigned **FL240** or requested level if lower; and
- c) the aircraft is a Jet.

- 5.1.6.2 Any route (including a random direct track) to any of the fixes listed in ERSA FPR 4.1,

shall be a Non-Coordination Route, provided that:

- a) the aircraft departed from Adelaide or Parafield;
- b) the aircraft is assigned **FL240** or requested level if lower; and
- c) any conditions listed adjacent to the entry are also met.

- 5.1.6.3 All of the routes listed in 2.4 shall be Non-Coordination Routes, provided that:
- a) the aircraft is arriving at Adelaide;
 - b) the aircraft is assigned **9000 FT**; and
 - c) if the aircraft is unable to accept the STAR:
 - i. the aircraft is cleared via the last fix prior to the STAR then direct AD; and
 - ii. "NS" is inserted into the track label.

5.1.7 Coordination Routes

- 5.1.7.1 All routes that are not expressly listed as Non-Coordination Routes above shall be Coordination Routes for the purpose of coordination between Adelaide TCU and Melbourne Centre.

5.1.8 Arrivals from Class G

- 5.1.8.1 All aircraft entering Adelaide Class C from Class G shall be coordinated.

A Flow Data

A.1 Average times from FF to RWY (Jets & DH8D)

STAR	Runway 23		Runway 05	
	Alpha	Victor	Bravo/Zulu	Victor
BLACK	12	-	17	15
DRINA	14 (15#)	-	-	-
ALEXI	-	-	15 (16#)	14 (15#)
RIKAB	15	13	13	11
MARGO	14	12	14	12
ERITH	13	12	-	-
KLAVA	13	12	-	-
ORBUN	13	12	18*	14*

* indicates tracking via SIGUL/PADSG

indicates DH8D times

For aircraft assigned 250 KT from the FF, an increase of the above times by 1 minute is required.

A.2 Average times from FF to RWY (TURBOPROPS)

AD Via	DCT	GULLY	LUNGA	SIGUL
BLACK	12	14	20	-
DRINA	12	16	17	-
LRT	15	20	18	-
EEMUE	9	18	-	-
RIKAB	11	18	-	14
MARGO	10	15	-	15
RUSSL	13	-	22	22