

**AIP SUPPLEMENT
(SUP)****H137/24****Effective: 202409230100 UTC**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.com

For **CONTENT** queries regarding this SUP, contact:
Email: Darren.McKenzie@perthairport.com.au

**PERTH AIRPORT (YPPH)
NEW RESTRICTIONS - TWY B
CONVERGENCE ZONE****1. INTRODUCTION**

- 1.1 This AIP SUP revises information previously published in AIP SUP H22/24 and explains the restrictions for simultaneous aircraft operations on TWY H3, TWY H4 and the Terminal 4 Apron TWY in the Bay 12-13 area due to taxiway strip convergence overlap.

2. OPERATIONAL INFORMATION

- 2.1 The changes listed in Appendix 1 are the result of a minor realignment of the apron taxiway centreline behind Bay 12-13, which now permits simultaneous parallel movements of Code C aircraft along the apron taxiway and TWY H3 and TWY H4 in some situations.

3. TECHNICAL QUESTIONS AND ADVICE

- 3.1 For additional information or clarification of information contained within this SUP please contact the Airfield Safety & Operations Manager:

Darren McKenzie

Email: Darren.McKenzie@perthairport.com.au

PH: +61 8 9478 8441

4. CANCELLATION

- 4.1 This SUP is expected to be cancelled on 20 March 2025, when it is incorporated into AIP ERSA.

5. DISTRIBUTION

5.1 Airservices Australia website only.

Appendix

1. Revised ERSA Local Traffic Regulations Section 4

1. Revised ERSA Local Traffic Regulations Section 4

TWY/TAXILANE INFRINGEMENTS

- a) Taxilane W by pushback from Bay 601.
- b) TWY W by pushback from Bay 701.
- c) TWY H4 by pushback from Bay 604.
- d) Terminal 3 APN TWY BTN Bay 911 and Bay 915 infringed when ACFT holding Northbound on TWY J1. Terminal 3 APN TWY BTN Bay 911 and Bay 915 reduced to Code C ACFT and BLW when Code C ACFT at RWY holding point on TWY J1. Terminal 3 APN TWY BTN Bay 911 and Bay 915 not AVBL when Code D and E ACFT at RWY holding point on TWY J1.
- e) Holding on TWY H3 and TWY H4 may be required due TWY strip convergence. ACFT OPR on TWY H3 may be instructed to hold at the HLDG PSN located on TWY H3 (abeam Bay 13 marked by intermediate holding point and yellow cones) in the FLW cases:
 - i) Taxiing of Code D or ABV ACFT OPS with any other OPS;
 - ii) Any other OPS when ACFT are pushed tail North or South from Bay 12, except Code C and BLW pushed behind Bay 10; and
 - iii) Any other OPS when ACFT are pushed tail North from Bay 13.
- f) Simultaneous OPS between TWY H4 and TWY B to/from the North not AVBL with:
 - i) ACFT pushed back into TWY B mouth from Bay 12; and
 - ii) ACFT OPS BTN APN TWY and TWY H3 via TWY B.
- g) A380 may use TWY A, TWY A9, TWY A11 and TWY D subject to AD OPR approval due to an unserviceability of TWY C. TWY A6, TWY A7 and TWY A9 must be vacant for A380 taxiing on TWY A.
- h) ACFT to use MNM power when entering, exiting and operating on all aprons.
- i) ACFT DEP from Terminal 3 Taxilane to push back and tow forward to disconnect between Bay 22 and taxilane roadway.
- j) Engine ground running on aprons only permitted by approval from AD OPR and to be conducted not above ground idle power setting.

- k) RWY 21 Holding Point on TWY W eastern side, is located 210M FM RWY 21 centreline.
- l) All aircraft must provide their parked position/gate number to ATC on airways clearance readback.
- m) ACFT DEP RWY 21 that are instructed to taxi via TWY B and hold short of TWY W or via TWY W and hold short of TWY B should change to TWR FREQ close to, or at, intermediate holding PSN markings when ready for TKOF.
- n) All OPS on Perth Airport APN areas must be in accordance with relevant ACFT PRKG plans. Plans to be obtained from AD OPR.
- o) ACFT ENG overhanging TWY edges where no blast protection is provided are requested to be OPR at low PWR to prevent erosion and ENG damage.
- p) OPS not AVBL due jet blast hazard:
 - i) BTN TWY H4 and TWY B when Code D and ABV taxi after tail North push back Bay 13;
 - ii) BTN TWY H3 and TWY B or TWY H4 when Code D and ABV taxi after tail North pushback Bay 14; and
 - iii) ACFT Code B and BLW must hold abeam Bay 703 when Code D ACFT and ABV push back into TWY B from Bay 12.
- q) CAUTION: Jet blast hazard may exist for light ACFT OPR on TWY H3 from ACFT OPR on apron edge TWY.
- r) Reversing of ACFT under own power is not permitted without approval of AD OPR.