

ROCKHAMPTON**ELEV 36****AVFAX CODE 4024**

QLD

UTC +10

YBRK

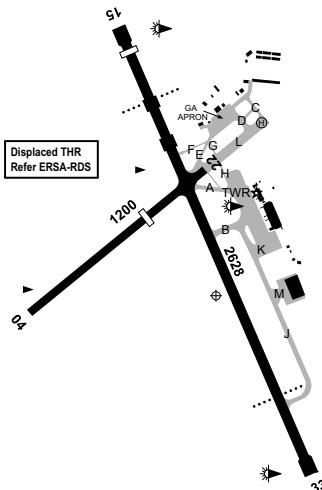
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CERT

AD OPR Manager, Rockhampton Airport, Rockhampton Regional Council, PO Box 1860, Rockhampton, QLD, 4700. ARO 24HR Duty ARO 0409 368 314: 0448 619 596. Council PH 07 4936 8018. Website: www.rockhamptonairport.com.au.

**REMARKS**

- AD Charges: Current schedule of fees and conditions of use can be obtained FM AD OPR or website.
- Customs AD by prior approval for each flight.
- This AD is a Security Controlled Airport.
- For airside access CTC AD OPR. OPR hours 0500-2000 Local. Call-out fee will apply AH.

HANDLING SERVICES AND FACILITIES

Ampol: L, D and H. M. Day: 2000-0800 UTC DLY, AH 1 HR PN. Phone 0411 163 210, 07 4927 3181, AH 0411 163 210. JET A1.

Viva: 2000-0800 UTC DLY, AH 1 HR PN. Phone 0411 163 210, 07 4927 3181, AH 0411 163 210. JET A1.

World Fuel: 2000-0800 UTC DLY, AH 1 HR PN. Phone 0411 163 210, 07 4927 3181, AH 0411 163 210. JET A1.

Air BP: 2100-0700 UTC MON-FRI, AH 1HR PN. Phone 0409 638 801, AH 0409 638 801. JET A1.

AVGAS: H24 self-serve bowser.

RESCUE AND FIREFIGHTING SERVICES

- CAT 6:
 - 1945-1125 UTC MON-FRI.
 - 2015-1125 UTC SAT.
 - 2045-1125 UTC SUN.
- 131.0 MHz AVBL HO.

AERODROME OBSTACLES

- Lit (HN) building 200FT AMSL BRG 069 DEG MAG 2NM FM ARP. Infringes inner HZS.
- Towers:
 - Unlit 895FT AMSL BRG 016 DEG MAG 6.88NM FM ARP. Infringes outer HZS.
 - Unlit 2,123FT AMSL BRG 056 DEG MAG 6.2NM FM ARP. Infringes HZS.
 - Marked and lit (HN) 410FT AMSL BRG 208 DEG MAG 2.8NM FM ARP. Infringes COS.
 - Lit (HN) 568FT AMSL BRG 184 DEG MAG 4.3NM FM ARP. Infringes outer HZS.
 - Lit (HN) 340FT AMSL BRG 094 DEG MAG 1.0NM FM ARP. Infringes inner HZS.

- f. Lit (HN) 144FT AMSL BRG 034 DEG MAG 0.83NM FM ARP. Infringes inner HZS.
- g. Lit (HN) 2,114FT AMSL BRG 054 DEG MAG 6.2NM FM ARP. Infringes outer HZS.
- h. Lit (Red) Communications TWR 2,086FT AMSL BRG 055 DEG MAG 6.2NM FM ARP. Infringes outer HZS.
- 3. Masts:
 - a. At hospital - lit by steady red LGT (HN) 284FT AMSL BRG 073 DEG MAG 1.1NM FM ARP. Infringes inner HZS.
 - b. Lit (HN) 2,084FT AMSL BRG 054 DEG MAG 6.2NM FM ARP. Infringes outer HZS.
 - c. Lit (HN) 283FT AMSL BRG 097 DEG MAG 1.09NM FM ARP. Infringes inner HZS.
- 4. Primary IWI lit by steady red light (HN). Infringes TNS (E side).
- 5. Unlit trees 247FT AMSL BTN BRG 128 and 136 DEG MAG 1.6NM FM ARP. Infringes inner HZS.

METEOROLOGICAL INFORMATION PROVIDED

- 1. TAF CAT A, METAR/SPECI, AD WRNG.
- 2. AWIS Phone 07 3564 3734 - Report faults to BoM.
- 3. AWIS FREQ 133.325 - (requires 1 SEC pulse to ACT) - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

- | | | | | | |
|-------|-----|-----|--------------------------------|--------|---------|
| 04/22 | 043 | 39a | PCN 20/F/C/1.00 MPa/T | WID 23 | RWS 80 |
| 15/33 | 148 | 86a | PCN 72/F/C/1.40 MPa/T Grooved. | WID 45 | RWS 300 |
- 1. BAK 12 bi-directional, removable, hook cable, 100MM high, installed 487 (1600) FM THR 33, rigged for MIL OPS only. Notified by TWR/NOTAM.
 - 2. **CAUTION:** Permanent concrete energy-absorber housings 0.3 (1) high located each side of RWY 14 (46) FM RWY edge.

AERODROME AND APPROACH LIGHTING

- | | | | | |
|-----------|---------|----------------|-------------|---------------|
| RWY 15/33 | MIRL(1) | AFRU+PAL 118.1 | | SDBY PWR AVBL |
| RWY 15/33 | PAPI(2) | AFRU+PAL 118.1 | 3.0 DEG70FT | SDBY PWR AVBL |
| RWY 15/33 | RTIL(3) | AFRU+PAL 118.1 | | SDBY PWR AVBL |
- (1) AFRU+PAL outside TWR HR.
 - (2) Both sides
 - (3) AFRU+PAL outside TWR HR. Non-standard RTIL configuration RWY 15. RWY 15 RTILS located 75M in front of threshold.
 - 1. RWY 15/33 edge light spacing 60M.
 - 2. AFRU+PAL lighting status confirmed on AFRU+PAL FREQ. PAL cycle 30MIN. Last 10MIN Primary IWI flashing continuously.

OTHER LIGHTING

- ABN ALTN 6 WG On TWR - AVBL with AFRU+PAL. OPS continuous HN.
- 1. Secondary PWR switchover time: 1 SEC during LVP; 15 SEC other times.
 - 2. TWY LGT: Green CL on A, B, E, F, J and K.
 - 3. Blue edge lighting on RWY 15/33 turning node.
 - 4. RWY guard lights on RWY 15/33 TWY intersections.

ATS AND AERODROME COMMUNICATION FACILITIES

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|------|---------------------|-------------|
| FIA | BRISBANE CENTRE | 119.55 |
| APP | CORAL APPROACH (RK) | 123.75 |
| ATIS | ROCKY | 116.9 128.5 |
| SMC | ROCKY GROUND | 121.8 |
| TWR | ROCKY TOWER | 118.1 |
- 1. TWR HR:
 - a. MON-FRI: 2030-1035 UTC.
 - b. SAT: 2030-0930 UTC.
 - c. SUN: 2100-1035 UTC.
 - 2. Phone RK TWR: 07 4931 5205^, BN CEN: 07 3866 3224^.
 - 3. Rocky TWR provides Class D TWR services within Rockhampton CTR, SFC to 1,000FT AMSL. CTC TWR for CLR.
 - 4. During TWR HRS, CORAL APP provides ATS:
 - a. WI the CTA steps Class D ABV 1,000FT AMSL to an upper level of 4,500FT AMSL.

- b. WI the Class C airspace contained within the boundaries of the Rockhampton CTA steps 36NM north and 36NM south of YBRK ABV 4,500FT AMSL to an upper level of FL150.
5. Outside TWR HR Brisbane Centre provides:
 - a. ATS within Class C airspace ABV 4,500FT AMSL.
 - b. Class G service at and below 4,500FT AMSL.

Note: Outside TWR HR, CTC Brisbane Centre for TAX and on ground reports in this airspace.

Note: TWR and APP may operate independently, hours or airspace responsibility may change at short notice. Check status of airspace with ATS, NOTAM or Rocky ATIS.

RADIO NAVIGATION AND LANDING AIDS

| | | | | | | |
|-----|--------------------|------------|-----------|------------|------------------|-----|
| DME | RK | 116.9/116X | 232258.1S | 1502818.0E | | (1) |
| NDB | RK | 257 | 232215.3S | 1502831.1E | Range 65 (HN 65) | |
| VOR | RK | 116.9 | 232258.1S | 1502817.5E | | |
| (1) | Antenna ELEV 57FT. | | | | | |

LOCAL TRAFFIC REGULATIONS

1. Circuit training for ACFT ABV 5,700KG permitted 2100-1200 UTC.
2. TWY B, J and K - ACFT TAX with engines overhanging TWY edge must avoid using power above idle thrust to prevent shoulder erosion and ENG damage.
3. TWY A and APN edge TAX lane BTN TWY A and TWY K restricted to 36M MAX wingspan.
4. ACFT ABV 5,700KG MTOW RQ pavement concession to use light ACFT TWYs and refuelling areas.
5. RPT APN is a Security Restricted Area. Access for non RPT operators by permission from Airport Management only.
6. All SVY, practice IAL and NAVAID training within Class C and D airspace requires prior notice. Phone RK TWR DRG TWR HR for approval.
7. A340-600, A380-800 and B777-300 ACFT OPS: ACFT should exercise caution during turns as normal CLR to TWY edge may not be AVBL. Pilots should apply judgemental oversteer when negotiating TWY to TWY and RWY to TWY turns. Where the aircraft's ground manoeuvring cameras are not AVBL, the pilot should request marshalling assistance from the company's agent.
8. Primary PRKG bays on the RAAF APN are marked for standard type F/A-15E. ACFT type designators are not marked at the stop lines. PRKG on this APN is only AVBL by prior permission from airport management.
9. Parallel TWY separation for TWY J and RPT APN TWY is restricted to code C separation. Simultaneous OPS not permitted if one ACFT is greater than 36M wing span.
10. ACFT ABV MTOW 22,000KG to execute turns at RWY ends or turning node.
11. ACFT ABV 5,700KG CTC AD OPR 48HRS prior for PRKG approval.

FLIGHT PROCEDURES

1. Flying Training in D706 and Radio Failure Procedures

1.1. ATC Requirements

ACFT proceeding to, from or operating within D706 up to 4,500FT AMSL shall:

- a. Do so in accordance with the Airways Clearance issued (see below).
- b. Report when established in D706.
- c. Report on 123.75 at the OPS NORMAL time/s nominated by CORAL approach.
- d. Report on 123.75 when ready to depart D706 for CLR.

1.2. Operating Clearance.

A CLR to "Track to and operate within the Training Area not above A045", will mean:

- a. Enter the Training Area (D706) tracking direct to the Stanwell Power Station.
- b. Operate within D706 not above A045, leaving and re-entering CTA as required.

1.3. Radio Failure

IF an ACFT is unable to report arrival in D706 or make a nominated OPS NORMAL call, THEN the ACFT must:

- a. Remain within D706 until 10 minutes after either,
 - (i) the missed Arrival Report Time, or
 - (ii) the expiry of the OPS NORMAL Time,
- b. Squawk SSR Code 7600.
- c. Attempt to contact Rocky Tower by mobile.

- d. Make “blind” transmissions of intentions.
- e. Listen out on ATIS for any instructions.
- f. Return to Rockhampton tracking via Gracemere Hill at 1,500FT.
- g. From Gracemere Hill, make a visual APCH to the preferred RWY via:
 - (i) Straight-in for RWY 04, or
 - (ii) Right Base for RWY 15, or
 - (iii) Left Base for RWY 33 or 22,
- h. On final, look for a light signal from the tower.
- i. Proceed in accordance with the light signal from the tower.

Note: In the event of a missed APCH, make a Left Circuit for the same or appropriate alternative runway.

2. Low Visibility Procedures

- a. LOW VIS TKOF are not supported by manual RV assessments.
 - b. Transmissometers are not installed.
 - c. ARO will assist pilots to access RWY for RV assessments.
 - d. RWY 15/33 is capable of supporting TKOF with RWY VIS not less than 800M.
 - e. Procedure AVBL for LVP from AD OPR.
3. Outside TWR HR, ACFT in the circuit are to operate as follows:
- a. RWY 15 and 22 - Right hand CCTS;
 - b. RWY 04 and 33 - Left hand CCTS.

CTAF - AFRU 118.1

Outside TWR HR.

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures (NAP) apply. Refer AIP DAP.

ADDITIONAL INFORMATION

- 1. Hang gliding at Mt Helen 155/28NM FM Rockhampton AD, HJ JF. MAX 4,000FT AMSL.
- 2. Significant bird hazard exists:
 - a. Waterfowl (ibis, duck, pelican and cormorant) hazard significantly increases on airfield and in vicinity after period of rainfall.

Note: Increased in the undershoot of RWY 33.

- b. Seasonally migratory species increase in the terminal airspace in spring to summer (SEP-JAN).
- c. Flying-fox, micro-bat and waterfowl risk increased after sunset due to increased activity and decreased detectability.

Note: Flying fox hazard increased before first light and in the vicinity of the AD.

- d. Check the Bird Watch reports and NOTAM for real-time wildlife hazard information.

CHARTS RELATED TO THE AERODROME

- 1. WAC 3235.
 - 2. Aerodrome Obstruction Chart Type A: 7th Edition (September 2021). Can be obtained FM AD OPR or website.
 - 3. Also refer to AIP Departure and Approach Procedures.
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