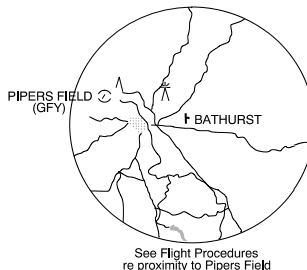


ELEV 2435

CERT

airport@bathurst.nsw.gov.au. PH 02 6333 6100. ARO 0408 639 075. ARO Fax 6337 3429.



1. AD Charges: All ACFT - refer fees and charges at Council's AD webpage.
2. This AD is a Security Controlled Airport.

BP - 'Aerowork Bathurst': 1HR PN (non BP Carnet), call-out fee applies. Phone 02 6337 3433 or 0429 322 424. 24HR Cardswipe Bowser - Air BP card only. AVGAS, O100, D100. BP Carnet, V, MC. Cheques (BH only).

Jet Chek: JET A1 Single point and overwing - PN required, AH call out fee applies.

Phone 0409 455 084. V, MC, Cash, no Carnet.

Aero Refuellers: Phone 02 6054 2200 or AH 0413 003 808. H24 AVGAS and JET A1 self-service bowsers. Accepts Aero Refuellers card. V and MC.

PT/TX (131 008)/HC (02 6331 7033, 6337 3158, 6332 5774, 131 390, 133 039)/

RF (Aero Club 6337 3310)/ME (6337 3433)/WC. Groundsman 0408 639 075. Fax 6337 3429.

1. TAF CAT C, METAR/SPECI.
2. AWIS Phone 02 9353 6404 - Report faults to BoM.
3. AWIS FREQ 133.25 - Report faults to AD OPR.

08/26 079 43a 5700 kg/0.58 MPa 150M W end grass.

17/35	164	56a	PCR 150/F/C/0.70 MPa/T
-------	-----	-----	------------------------

WID 18 RWS 90

WID 30 RWS 150

RWY 17/35 LIRL AFRU+PAL 127.35

RWY 17/35 PAPI(1) AFRU+PAL 127.35

SDBY PWR AVBL

SDBY PWR AVBL

(1) PAPI RWY 35 located right hand side.

RWY edge light spacing: 17/35: 59M.

1. Secondary PWR switchover time: 1 MIN.
2. TWY LGT: Green CL.

FIA	MELBOURNE CENTRE	135.25 On ground
-----	------------------	------------------

NDB BTH 383 332450.6S 1493925.2E Range 30 (HN 30)

(1) Pilot Monitored

(1)

LOCAL TRAFFIC REGULATIONS

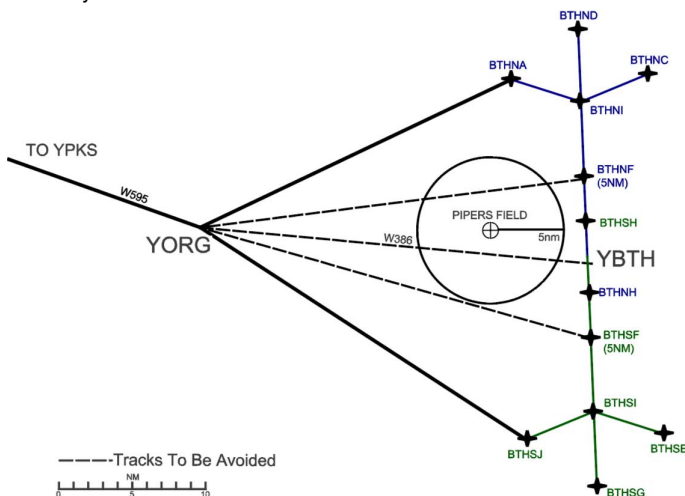
1. No circuit training BTN 2200 Local and first light.
2. Due to grades on RWY 17/35, the opposite ends of the RWY are not visible when taking off. Mandatory CTAF BCST RQ BFR OPR on RWY.
3. TWY F AVBL one way from TWY D. No entry to TWY F from TWY A.

FLIGHT PROCEDURES

1. Right hand CCTS required HJ on RWY 35.
 2. **GLIDING OPERATIONS - BATHURST AERODROME**
 - 2.1. Glider flying operations by Australian Air Force Cadets (AAFC) during daylight hours will be advised by NOTAM.
 - 2.2. Gliders and tugs are radio equipped and will broadcast and monitor CTAF 127.35 within 10NM of the aerodrome.
Note: Gliders outside 10NM from the aerodrome will use area frequency 135.25 or glider frequency 122.7
 - 2.3. Powered aircraft must give way to landing gliders.
 - 2.4. Glider launches will not take place during air transport operations.
 - 2.5. Practice instrument approaches not recommended during glider flying.
 - 2.6. Runway 17/35 operations during glider flying operations:
 - a. NON-INDEPENDENT contra circuit operations may take place.
 - (i) Simultaneous parallel runway operations are NOT permitted.
 - (ii) THERE IS NO DEAD SIDE WITH CONTRA CCTS.
 - b. Gliders and tugs:
 - (i) Use grass strip west of Runway 17/35 using right hand CCTS on grass strip 17 and left hand CCTS on grass strip 35.
 - (ii) All glider and tug CCTS to the west. All glider operations, including CCTS, to remain west of Runway 17/35
 - c. Aircraft other than gliders and tugs:
 - (i) Use right hand CCTS on Runway 35 and left hand CCTS on Runway 17 (all CCTS are to the east)
 - (ii) Must not infringe the glider circuit below 1,500FT AGL.
 - (iii) Recommended join circuit on upwind overhead the runway or on downwind, to avoid the glider circuit.
 - 2.7. Runway 08/26 operations during glider flying operations:
 - a. Glider flying operations may take place using Runway 08/26 if operationally necessary.
 - b. All aircraft (including gliders and tugs) must use left hand CCTS. Contra CCTS not permitted.
 - c. Gliders and tugs normally fly below and inside standard 1,000FT circuit.
 - d. Gliders and tugs will occupy the runway for the minimum time during launch and recovery and will remain clear of the flight strip at other times.
 - e. When RWY 08 is the duty RWY, glider operations will be to the east of the aerodrome, otherwise glider operations will be to the west of the aerodrome for all other duty RWY.
 - 2.8. If the use of a crossing runway is operationally required, a wide circuit to join a long final, clear of established circuit traffic is recommended. Maintain runway heading on departure until clear of other circuit traffic.
 - 2.9. For more information contact Air Force Cadets on 0488 242 033 (CFI) or 0428 445 402 (Deputy CFI).
-

3. GLIDING OPERATIONS - PIPERS FIELD

- 3.1. Intensive gliding OPS at Pipers Field located 7NM W Bathurst AD - HJ, JF, and OCNL JO. Gliders monitor 122.7 WI 3NM Pipers Field and 127.35 (Bathurst CTAF) beyond 3NM FM Pipers Field. Glider training activities, including aerobatics, are concentrated WI 3NM Pipers Field up to A050 but glider OPS often extend well beyond 20NM Bathurst and ABV A080.
- 3.2. Intensive gliding activity will mainly be confined NORTH of the Orange-Bathurst highway. To avoid gliding activity, in VMC conditions by day other aircraft should remain SOUTH of the highway at all times between Orange Airport and the Macquarie River. Even when SOUTH of the highway keep watch as gliders may be operating or conducting cross-country exercises.



CTAF - AFRU 127.35

ADDITIONAL INFORMATION

1. Frequent mowing operations occur within RWY strips during summer.
2. Bird hazard exists.
3. Significantly increased animal hazard (kangaroos) mainly at dawn and dusk.

CHARTS RELATED TO THE AERODROME

1. WAC 3457, 3456.
2. Also refer to AIP Departure and Approach Procedures.
3. Aerodrome Obstruction Chart Type A: RWY 17/35 and 08/26 - Edition 22, June 2020.