

PARABURDOO

AVFAX CODE 6833

WA

231016S

1174443E

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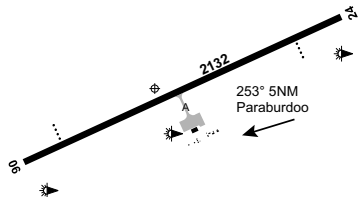
ELEV 1406

UTC +8

VAR 1 DEG E

YPBO

CERT



- REMARKS
1. MNM 24HR PPR FM AD OPR for all ACFT EXC EMERG ACFT.

2. AD Charges: All ACFT.

3. This AD is a Security Controlled Airport. Security requirements:

a. ASIC to be worn and clearly displayed when airside.

b. For enquiries regarding security screening requirements - CTC AD Manager by phone or fax.

HANDLING SERVICES AND FACILITIES

Viva Energy Aviation: Aviation Components 2230-1030 UTC DLY. AH 45MIN PN (call-out fee applies). PH 0417 640 012, JET A1. Fuel2Sky Carnet Cards or credit cards (V and MC). Northwest Aviation Services - Ground Handling Services PH 0419 121 905.

PASSENGER FACILITIES

LG/WC/HC/RF and Telstra 4G reception.

APRONS AND TAXIWAYS

TWY A - Code C, bitumen seal. 15M WID.

AERODROME OBSTACLES

1. Fences:

a. 1,415FT AMSL 2,346M FM SOT RWY 06.

b. Perimeter fence unmarked and unlit, both sides of entire length of RWY, 154M FM RWY 06/24 CL. Infringes TNS by up to 0.5M.

2. Masts:

a. Lit BRG 230DEG MAG 5.7NM FM ARP 2,320FT AMSL.

b. Unlit BRG 230DEG MAG 5.8NM FM ARP 2,300FT AMSL.

c. Unlit BRG 231DEG MAG 5.9NM FM ARP 2,177FT AMSL.

d. Unlit BRG 232DEG MAG 5.9NM FM ARP 2,146FT AMSL.

e. Radio mast unmarked and unlit 1,460FT AMSL BRG 099DEG MAG 0.31NM FM ARP. Infringes TNS by 25FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.

2. AWIS Phone 08 6216 2631 - Report faults to BoM.

3. AWIS 135.6 - Report faults to AD OPR.

PHYSICAL CHARACTERISTICS

06/24

065 70a PCR 390/F/C/X/T Grooved

WID 45 RWS 280

AERODROME AND APPROACH LIGHTING

RWY 06/24

LIRL

AFRU+PAL 126.8

SDBY PWR AVBL

RWY 06/24

PAPI(1)

AFRU+PAL 126.8

3.0 DEG52FT

SDBY PWR AVBL

RWY 06/24

PTBL(2)

BY PRIOR

ARRANGEMENT

- (1) Left side only.

(2) AVBL 120MIN PN.

- 1. PAL range restricted in some sectors at LSALT.
- 2. RWY edge light spacing: 60M.

OTHER LIGHTING

- 1. PAL activation: allow 5 second delay for confirmation of successful activation before re-attempt.
- 2. TWY LGT: Blue edge.
- 3. Solar RWY and TWY LED LGT in use. Polycarbonate LGT fittings with solar panel on frangible aluminium mounting.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA MELBOURNE CENTRE 125.7 On Ground

RADIO NAVIGATION AND LANDING AIDS

DME	PBO	116.9/116X	231021.7S	1174412.7E	(1)
NDB	PBO	278	231043.6S	1174433.1E	Range 80 (HN 70) (2)
VOR	PBO	116.9	231021.4S	1174413.3E	
(1)	Antenna ELEV 1384FT.				
(2)	018/0.5NM to ARP				

LOCAL TRAFFIC REGULATIONS

- 1. ACFT above 5,700KG to turn at RWY ends only. MAX RAD at MNM speed.
- 2. All jet ACFT to use idle power for movements on the APN with the exception of breakaway thrust to initiate taxi.
- 3. A319, A320 and E290 ACFT to use Bay 1A and 2A only, PPR from AD OPR.
- 4. Bay 1:
 - a. AVBL to DH8D and F100.
 - b. Dual Lead-out lines marked as 'A' or 'B'.
 - (i) ACFT to use lead-out 'A': F100.
 - (ii) ACFT to use lead-out 'B': DH8D.
- 5. Bay 1A:
 - a. AVBL to A319, A320 and E290.
 - b. Dual Lead-in lines marked as 'C' or 'D'.
 - (i) ACFT to use lead-in 'C': A319.
 - (ii) ACFT to use lead-in 'D': A320 and E290.

Note: If Bay 1A is in use, Bay 1 not AVBL, If Bay 1 is in use Bay 1A not AVBL.
- 6. Bay 2:
 - a. AVBL to DH8D, F100 and E190.
 - b. Dual Lead-out lines marked as 'A' or 'B'.
 - (i) ACFT to use lead-out 'A': F100.
 - (ii) ACFT to use lead-out 'B': DH8D.
- 7. Bay 2A:
 - a. AVBL to A319, A320 and E290.

Note: If Bay 2A is in use, Bay 2 or 3 not AVBL. If Bay 2 or Bay 3 is in use, Bay 2A not AVBL.
- 8. Bay 3 AVBL to F100 and PC24.

FLIGHT PROCEDURES

Right hand CCTS RQ when OPR on RWY 24.

CTAF - AFRU 126.8

ADDITIONAL INFORMATION

- 1. Bird hazard (raptors, Australian bustards and corellas) ARO will disperse for SKED OPS or at pilot request. CTC Paraburdoo ARO via CTAF.
- 2. Frequent mine blasting with associated dust hazard to 1,000FT AGL, HJ at the following locations:
 - a. BRG 152 DEG MAG 9NM FM ARP WI 4NM RAD.
 - b. BRG 215 DEG MAG 6NM FM ARP WI 2NM RAD.
 - c. BRG 245 DEG MAG 9NM FM ARP WI 3NM RAD.

CHARTS RELATED TO THE AERODROME

- 1. WAC 3229.
- 2. Also refer to AIP Departure and Approach Procedures.