

PERTH**ELEV 67****AVFAX CODE 6001**

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UTC +8

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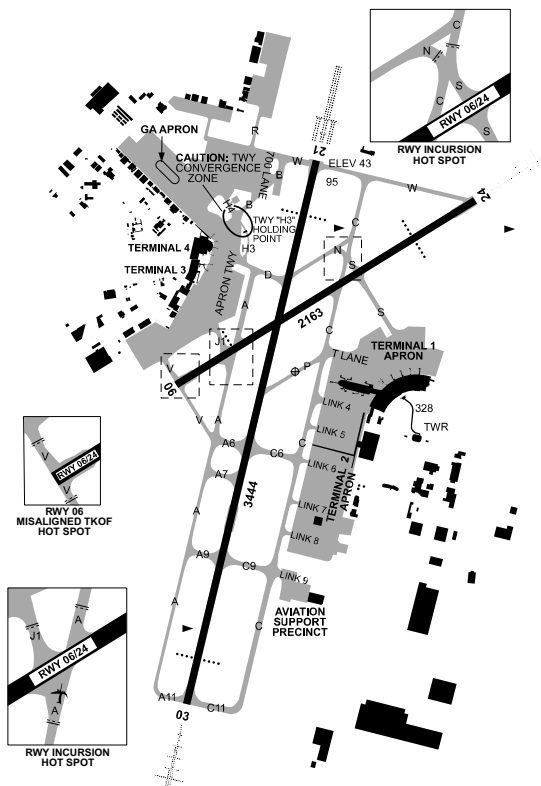
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CERT

AD OPR Perth Airport Pty Ltd, PO Box 6, Cloverdale, WA, 6105. Email: adm@perthairport.com.au.

PH 08 9478 8888, ARO Airfield Duty Manager 08 9478 8424: 0419 195 790 H24.

Fax 08 9478 8428. Website: www.perthairport.com.au.

**REMARKS**

1. AD Charges: All ACFT.
2. This AD is a Security Controlled Airport.
3. Follow me service AVBL on REQ to ATC.

HANDLING SERVICES AND FACILITIES

AIR BP: H24 Phone: 08 9478 9898, 0400 205 728. JET A1, F34, AVGAS. AIR BP carnet.

Viva Energy Aviation: 0400-0100 Local DLY. Phone 08 9277 2800, 0409 205 046,

Fax 08 9478 2280. JET A1. Fuel2Sky Carnet cards.

Revesco Aviation: FBO services and VIP lounge H24. Civil and MIL ACFT, customs/AQIS with PN, fuel sales & ENG support on request. Phone: OPS H24 +61 8 9321 4455,

Email: fbo@revescoaviation.com.au, VHF: 129.6 callsign 'Revesco Aviation'.

Airflite: FBO services, ground handling, lounge, fuel sales and hangar facilities. PVT ACFT. OPS H24. Phone 0487 818 599 or 08 9478 9087. Email: perthops@airflite.com.au.
Website: www.airflite.com.au.
GA and itinerant operators must appoint a ground handling agent 48HR prior to OPR at Perth. Limited power out OPS AVBL to general aviation. Refer to:
www.perthairport.com.au/Home/corporate/work-with-us/operating-at-perth-airport/aeronautical-charges.

General

The AD OPR does not provide ACFT marshalling services. Where ACFT marshalling is required, the pilot should confirm arrangements with Ground Handlers prior to landing.

RESCUE AND FIREFIGHTING SERVICES

- 1. CAT 9 H24.
- 2. 131.0 MHz AVBL H24.

AERODROME OBSTACLES

- 1. Antenna 144FT AMSL, BRG 035 DEG MAG 0.78NM FM ARP, infringing TNS.
- 2. RWY 06/24 TNS may be infringed by ACFT tails parked on Bays 901-904 by MAX 5.75M.
- 3. Lit (LIOL) and marked TWR at positions:
 - a. Control TWR 328FT AMSL, PSN 315636.33S 1155830.44E.
 - b. Western PWR TWR 1,191FT AMSL, PSN 315907.15S 1160404.30E.
 - c. Optus TWR 282FT AMSL, PSN 315816.48S 1155949.35E.
 - d. 6IX TWR 266FT AMSL, PSN 315605.06S 1155456.01E.
- 4. Lit BLDG:
 - a. Central Park Building (Rio Tinto) 859FT AMSL, PSN 315713.55S 1155119.94E.
 - b. Palace Tower (Bank West) 813FT AMSL, PSN 315716.17S 1155125.38E.
 - c. EQ West (Elizabeth Quay) 614FT AMSL, PSN 315730.98S 1155118.47E.
- 5. Lit (HIOL HJ and MIOL HN) and marked TV 10 TWR 1,654FT AMSL, PSN 320045.39S 1160342.10E.
- 6. Lit (MIOL) and marked TWR at positions:
 - a. Broadcast ABW 2 TWR marked 1,594FT AMSL, PSN 320038.63S 1160504.27E.
 - b. TV 7 TWR 1,598FT AMSL, PSN 320030.02S 1160503.10E.
- 7. Unmarked floodlight poles ranging BTN 117FT AMSL and 140FT AMSL. Infringing RWY 06/24 TNS by MAX 21FT:
 - a. Bays 901-911, in a line centred at PSN 315618.2S 1155731.0E
 - b. Bay 915, in a line centred at PSN 315613.5S 1155746.2E
- 8. Crane 639FT AMSL PSN 315701.0S 1155117.0E. Infringes outer HZS by 85FT.

METEOROLOGICAL INFORMATION PROVIDED

- 1. TAF CAT A, METAR/SPECI, TAF3 H24, AD WRNG, WS WRNG.
- 2. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 08 9263 2255.
- 3. AWIS PH 08 6216 2633 - Report faults to BoM.

PHYSICAL CHARACTERISTICS

03/21	016	113a	PCR 700/F/A/1.70 MPa/T Grooved	WID 45	RWS 300
06/24	061	71a	PCR 700/F/A/1.70 MPa/T Grooved	WID 45	RWS 300
1.	All RWY ends ungrooved start of TKOF through to 100M.				
2.	RWY 03/21 transitional SFC infringed W side 300M FM RWY 03 THR. OBST is illuminated WDI 94FT AMSL.				

AERODROME AND APPROACH LIGHTING

RWY 03/21	HIRL		SDBY PWR AVBL
RWY 03/21	MIRL		SDBY PWR AVBL
RWY 03/21	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL
RWY 03/21	RCLL(1)		SDBY PWR AVBL
RWY 03	HIAL-CAT I		SDBY PWR AVBL
RWY 21	HIAL-CAT III(4)		SDBY PWR AVBL
RWY 21	RTZL		SDBY PWR AVBL
RWY 06/24	HIRL		SDBY PWR AVBL

RWY 06/24	MIRL		SDBY PWR AVBL
RWY 06	PAPI(3)	3.0 DEG64FT	SDBY PWR AVBL
RWY 24	HIAL-CAT I		SDBY PWR AVBL
RWY 24	PAPI(2)	3.0 DEG71FT	SDBY PWR AVBL

- (1) 15M spacing.
- (2) Both sides and coincide with RWY Aim Point Markings.
- (3) Left side only and coincide with RWY Aim Point Markings.
- (4) Associated SFL 600M.

1. **ALS type and length**
 - a. RWY 21 - HIAL ASFL III barrette CL: 900M.
 - b. RWY 24 - distance coded CL: 900M.
 - c. RWY 03 - distance coded CL: 900M.
2. RWY edge light spacing: 03/21: 60M; 06/24: 60M.
3. Stop Bars and RGL at all RWY/TWY INT.

OTHER LIGHTING

TWY LGT: Green CL.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	PERTH CENTRE	135.25 (4)
ACD	PERTH DELIVERY	118.55 (5)
APP	PERTH APPROACH	123.6 132.95
ATIS	PERTH (2)	113.7 (3) 123.8
DEP	PERTH DEPARTURES	118.7
SMC	PERTH GROUND	121.7 (6) 122.2 (7)
TWR	PERTH TOWER	127.4
VOLMET	AUSTRALIA	6676 (1) 11387 (1)

- (1) H24, BCST 00 - 05 & 30 - 35. Refer AIP GEN 3.5.
- (2) ATIS AVBL H24 via telephone 08 9476 8800.
- (3) Perth VOR.
- (4) Call for ATC Clearances for DEP HLS/ALA WI Perth CTR or Pearce AD (when Pearce deactivated) or IFR/VFR by night DEP Jandakot directly into Perth CTA/CTR. VFR ACFT intending to enter PH TMA CTA/CTR areas call this FREQ with flight details prior to requesting ATC clearance (see Special Procedures section).
- (5) Call for ATC Clearances for DEP FM Perth AD.
- (6) W of RWY 03/21.
- (7) E of RWY 03/21.

RADIO NAVIGATION AND LANDING AIDS

DME	IGD	109.5/ 32X	315553.0S	1155809.8E	(7)
		(RWY21)			
GP	IGD	332.6 (RWY21)	315553.0S	1155809.5E	(9)
ILS	IGD	109.5 (RWY21)	315742.9S	1155731.6E	(2)
LOC	IGD	109.5 (RWY21)	315742.9S	1155731.6E	
DME	IPH	109.9/ 36X	315601.1S	1155836.9E	(8)
		(RWY24)			
GP	IPH	333.8 (RWY24)	315600.7S	1155836.6E	
ILS	IPH	109.9 (RWY24)	315631.9S	1155724.6E	(5)
LOC	IPH	109.9 (RWY24)	315631.9S	1155724.6E	
DME	IPN	110.1/ 38X	315722.0S	1155742.6E	(4)
		(RWY03)			
GP	IPN	334.4 (RWY03)	315721.9S	1155742.3E	(10)
ILS	IPN	110.1 (RWY03)	315533.5S	1155809.2E	(6)
LOC	IPN	110.1 (RWY03)	315533.5S	1155809.2E	
DME	PH	113.7/ 84X	315642.2S	1155734.4E	(3)
VOR	PH	113.7	315642.2S	1155733.2E	(1)

- (1) Voice AVBL for EMERG use.
- (2) TCH 50FT. Close proximity to PEA ILS. ILS RWY 21 Performance Classification III/E/4.
- (3) Antenna ELEV 84FT.
- (4) Antenna ELEV 75FT.

- (5) Close proximity to PEA ILS. TCH 51FT.
- (6) TCH 50FT, ILS RWY 03 Performance Classification I/T/1.
- (7) Antenna ELEV 61FT.
- (8) Antenna ELEV 72FT.
- (9) Caution GP false indications due ACFT lining up from the East TWY W.
- (10) Caution GP false indications due ACFT lining up from TWY C11.

LOCAL TRAFFIC REGULATIONS

1. RUNWAY INCURSION HOT SPOTS

- a. TWY J1 and A due ACFT slow to vacate RWY 24 after misidentifying exit, intersection complexity and distance of holding points from RWY.
- b. TWY C, N and S due intersection complexity and distance of holding points from RWY.

2. RUNWAY MISALIGNED TAKEOFF HOT SPOTS

- a. When lining up on RWY 06 from TWY V (from the north or south), ensure the aircraft is on the runway centreline to prevent misaligned TKOF due wider runway end. RWY 06 has no centreline lights.

3. TAXIWAY AND APRON RESTRICTIONS

- a. ACFT 19,000KG/24M MAX wingspan and BLW
 - (i) GA Taxilane.
- b. Code C ACFT and BLW (50,000KG MTOW) and E-190.
 - (i) TWY W west of TWY R and W Lane.
- c. Code C ACFT and BLW
 - (i) Intermediate hold point of TWY A6;
 - (ii) Link 4 BTN Bay 146 and Bay 202;
 - (iii) Link 1, 2, 5, 6, 7, 8 and 9;
 - (iv) Terminal 3 Taxilane;
 - (v) TWY C and TWY W for RWY 24 behind Code E ACFT or ABV at Holding Point for RWY 21;
 - (vi) Via TWY C, TWY S and TWY N intersection when ACFT holding on TWY C or TWY N short of RWY 06/24;
 - (vii) TWY R, TWY H4, Hotel Lane and 500 Lane.
- d. Code C ACFT and BLW (except A321)
 - (i) TWY H3;
 - (ii) Link 3.
- e. ACFT A330 and BLW
 - (i) Link 4 BTN TWY C and Bay 147;
 - (ii) Intermediate hold point of TWY D BTN RWY 03/21 and TWY A.
- f. Code E ACFT and BLW
 - (i) APN TWY BTN TWY B and V;
 - (ii) TWY V BTN RWY 06/24 and APN TWY;
 - (iii) TWY D, B, A and J1;
 - (iv) Terminal 1 APN taxilane BTN Bay 154 and 156.

4. TURNING LIMITATIONS

- a. A332, Code C ACFT and BLW
 - (i) Left turn FM TWY J1 to APN TWY;
 - (ii) Right turn to TWY J1 FM APN TWY.
- b. Code C ACFT and BLW
 - (i) Exit RWY 21 left via TWY P HJ only.
- c. 5,700KG MTOW and BLW due to no turn fillets
 - (i) Exit RWY 06 left into TWY S;
 - (ii) Exit RWY 21 left into TWY N;
 - (iii) Exit RWY 24 right into TWY C.
- d. Code C ACFT and BLW except A321
 - (i) Left turn FM TWY H3 via TWY B to southbound on APN TWY (and this RTE in reverse) HJ only;
 - (ii) Right turn FM TWY H3 via TWY D to northbound on APN TWY (and this RTE in reverse) HJ only.
- e. Pilots to exercise caution and apply judgemental oversteer when negotiating TWY intersections at Central Domestic Apron and at 900 Lane/TWY J1.

5. TWY/TAXILANE INFRINGEMENTS

- a. Taxilane W by pushback from Bay 601.
- b. TWY W by pushback from Bay 701.
- c. TWY B by pushback and tow forward from Bay 703.
- d. Link 2 by pushback from Bay 7.
- e. TWY H4 by pushback from Bay 604.
- f. 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.
- g. Holding on TWY H3 and 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.
- h. Simultaneous OPS between TWY H4 and 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.
- i. A380 may use TWY A, A9, A11 and D subject to AD OPR approval due to an unserviceability of TWY C. TWY A6, A7 and A9 must be vacant for A380 taxiing on TWY A.
- j. ACFT to use MNM power when entering, exiting and operating on all aprons.
- k. Engine ground running on aprons only permitted by approval from AD OPR and to be conducted not above ground idle power setting.
- l. RWY 21 holding point on TWY W eastern side, is located 210M FM RWY 21 centre-line.
- m. All aircraft must provide their parked position/gate number to ATC on airways clearance readback.
- 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 B when Code D and ABV taxi after tail north push-back Bay 13;
 - (ii) BTN TWY H3 and B or H4 when Code D and ABV taxi after tail north push-back 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 prior approval of AD OPR.

6. Refer to *AIP DAP* for A380 Ground Movement Chart.

FLIGHT PROCEDURES**1. ESTIMATED AIRBORNE TRAFFIC DELAYS**

- 1.1. Estimated airborne traffic delays for ARR ACFT may be expected due to terminal area traffic density:

MON to FRI

- a. 0100-0500 UTC: 20 MIN.
- b. 0500-0900 UTC: 10 MIN.
- c. 0900-1300 UTC: 20 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NOMC.

2. ATC TRAFFIC MANAGEMENT SPEED

When not on a SID or STAR (including vectoring) - ACFT ARR or DEP PH must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

3. ARRIVAL PROCEDURES

By day, ATC may use 2,400M RWY separation between ACFT ARR to RWY 03/21. Both ACFT may occupy the RWY during application of the standard.

4. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES**4.1. Strategic ATFM:**

Strategic International Air Transport Association (IATA) slot management is applicable to all airline and ACFT operators using Perth airport. All flights operating into and out of Perth must obtain an IATA slot from the Capacity Optimisation Group (COG) in accordance with *AIP ENR 1.9*.

4.2. Ground Delay Program Arrival (GDP-A) Perth

- 4.2.1. GDP-A is run on demand for Perth and promulgated by NOTAM between 0030-1400 UTC MON-FRI. GDP-A is applicable to all fixed wing, non-priority flights departing from all Australian domestic airports, and arriving at Perth. In addition, flights departing from Jandakot for a landing at Perth must contact Perth Centre on 135.25 prior to starting engines. All flights to Perth must obtain both an COG IATA slot and a GDP-A Calculated Off Blocks Time (COBT) in accordance with *AIP ENR 1.9*. Details including the allocation and use of Calculated Off Blocks Time (COBT), can be found in *AIP ENR 1.9*.

4.3. Airport Collaborative Decision Making (A-CDM)

- 4.3.1. Perth A-CDM is run continuously H24. A-CDM is applicable to all IFR fixed wing non-priority flights departing Perth, who are required to comply with A-CDM in accordance with procedures outlined in *AIP ENR 1.9*. Compliance with a Target Off Blocks Time (TOBT) is required. All flights departing Perth Airport are required to submit a TOBT through a local Designated Ground Handling Agent (DGHA) or local Fixed Base Operator (FBO). Further enquiries can be made via your company or designated ground handler.

4.4. Start and Pushback Procedures:

- a. Departing aircraft with ground power must CTC Perth Delivery ready for pushback or start. ACFT will be instructed to stand-by for Perth Ground once compliant with any applicable ATFM procedures. Perth Ground will approve pushback or start clearance when able.
- b. Departing ACFT without ground power are approved to start at own discretion, advising Perth Delivery when start complete. ACFT for pushback will be instructed to stand-by for Perth Ground once compliant with any applicable ATFM procedures. ACFT for taxi from bay will be instructed to CTC Perth Ground for taxi clearance once compliant with any applicable ATFM procedures. Perth Ground will approve pushback or taxi when able.

5. TRAINING FLIGHTS

- a. IFR training flights inbound to Perth to conduct aerial work from the Northeast through East to Southeast shall plan via either VILIN - PH or VEMON - PH at or BLW 8,000FT.
- b. Practice Instrument APCH and circuit training is permitted BTN 2300-1400 UTC.
- c. All training flights RQ prior ATC approval. Pilots must book a slot at www.wa.bookawk.com.

6. TRAINING, SURVEY AND AWK FLIGHTS

- a. Before submitting a Flight Notification for training, survey and airwork flights WI CTA, pilots/operators are RQ to contact the appropriate ATS unit BTN 0700-1900 Local on the preceding day for pre-flight briefing and approval.
- b. Contact numbers are:
Perth TCU - 08 9476 8620^; Fax 08 9476 8614;
Email: perth.tcu@airservicesaustralia.com
RAAF Pearce Approach: 08 9476 8622; Fax 08 9476 8614.
- c. Training, survey and AWK are at the discretion of ATC and TFC as workload permit.
- d. Punctuality with allocated time for training is critical and availability of multiple IAL limited.
- e. AWK and training will not normally be accepted for the following peak periods at PH: MON-FRI 0100-0500 and 0900-1300 UTC.
- f. Additional AWK restrictions may apply, refer to training flight restrictions.

7. Survey operations MON-FRI may be subject to delays and, where practicable, should be conducted outside the notified periods of traffic holding and/or on weekends.

8. ATC CLEARANCES TO OPERATE IN CTA/R

- a. DEP ACFT must request clearance on the following VHF FREQ:
 - (i) ACFT DEP Perth Airport contact Perth Delivery on 118.55 for clearance.
 - (ii) ACFT DEP HLS/ALA within Perth CTR, or PEA AD when deactivated, or IFR/VFR by night DEP Jandakot directly into CTA/CTR, contact Perth Centre on 135.25 for clearance.
- b. Airborne VFR ACFT wishing to enter Perth controlled airspace within 36NM Perth, contact Perth Centre on 135.25 MHz.
- c. ACFT wishing to conduct airwork within Pearce Training Areas, see Pearce Aerodrome entry. Transit ACFT wishing to enter Pearce Restricted Areas directly from Class G airspace:
 - (i) check NOTAM for status;
 - (ii) if deactivated, contact appropriate civil ATC FREQ (See para a and b above) prior to civil CTA boundary;
 - (iii) if active, contact Pearce APP 130.2 MHz for entry into R153A-D, R155AB, R156, M171AB, M166, R163, M170AB, M182A-G and M161 at least 10NM prior to training area entry point to confirm flight details and obtain clearance.
- d. There may be delays for IFR arrivals at Jandakot due to higher priority traffic at Perth airport. See Jandakot entry.

9. LOW VISIBILITY OPERATIONS

- a. For CASA approved operators:

RWY 21 is capable of supporting localiser guided take-offs with an RVR not less than 75M.
RWY 03 is capable of supporting take-offs with an RVR not less than 125M.
RWY 06/24 is capable of supporting take-offs with an RV of not less than 350M.
- b. For CASA approved operators:

RWY 21 is capable of supporting CAT IIIB approaches (and is normally used for low VIS arrivals);
No arrivals will be allowed when RVR is less than 75M at TDZ.
- c. For CASA approved operators:
 - (i) RWY 03 is capable of supporting SA CAT I approaches;
 - (ii) RWY 24 is capable of supporting CAT I approaches.
- d. No intersection departures permitted.
- e. Approved TWY exits in RVR conditions below 350M are TWY A9, C9, A11, C11 and TWY D.
- f. During RVR/RV conditions below 350M, the following TWY are not AVBL: A6, A7, C6, P, N and H3.
- g. TWY W BTN TWY C and RWY 06/24 AVBL in RV not less than 350M.
- h. Secondary PWR switchover time: 1 SEC during LVP 15 SEC OT.
- i. Refer to *AIP DAP* for Aerodrome Ground Movement Charts.

10. LOW VISIBILITY PROCEDURES

- a. Instrumented RVR is provided for RWY 03/21. In the event of failure of RVR, or non-availability of RWY 03/21, manual RWY visibility assessments will be provided.
- b. ATC uses Advanced Surface Movement Guidance Control System (ASMGCS) to monitor ACFT and vehicles on the manoeuvring area. In the event ASMGCS is unserviceable, ATC will restrict OPS on the manoeuvring area.
- c. In the event that Stop Bars are unserviceable, ATC will restrict OPS on the manoeuvring area.
- d. Preparations for activation of LVP commence when meteorological conditions prevent all or part of the manoeuvring area from being visually monitored by ATC.
- e. LVP must be fully implemented when cloud ceiling is 300FT or less, visibility for take-off is below 550M RV/RVR, visibility for approaches is below 550M RV/RVR RWY 03/21 or 800M RV RWY 06/24.
- f. Only one RWY will be nominated when LVP is in progress, normally RWY 21.
- g. When LVP are in force, ATC will limit vehicle access on the manoeuvring area to ARFF and airfield OPS. ACFT position reporting procedures may also be implemented.
- h. Flight Crew must notify ATC if a follow me service is RQ.

- i. LVP measures are progressively lifted when the Cloud Ceiling reaches 300FT and the VIS reaches 800M and is increasing.

11. HELICOPTER OPERATIONS

- a. There are no helipad facilities. HEL parking AVBL.
- b. ENG Ground running with rotors turning is not permitted WI 20M of other aircraft, motor vehicles or BLDGs.
- c. TAXIING: Pilots shall MNTN a continuous listening watch on Perth Ground (SMC), or, when instructed, Perth TWR FREQ. Where SFC taxiing is involved, existing TWY system is to be utilised to avoid pavement contamination by grass. Air taxiing is not permitted WI 20M of other ACFT, motor vehicles or BLDGs. This DIST may be increased when taxiing over unsealed SFC.
- d. **DEPARTURES/ARRIVALS:** TKOF or LDG from outside airport manoeuvring area will not be permitted without prior approval. The point of TKOF or LDG will be specified by ATC, however, pilots may REQ alternative LCA WI the manoeuvring area. Initial DEP or final approach instructions will be provided by Perth TWR. Whenever DEP or ARR into prevailing wind is RQ the pilot should REQ such ARR or DEP.

12. VFR OPERATIONS IN PERTH CTR

- a. VFR ACFT departing Perth, or transiting Perth CTA, to Jandakot can expect to vacate Perth CTA via Class G for Class D arrival. See Jandakot entry.
- b. VFR transits within the vicinity of Perth Airport are not normally permitted. Alternative clearances may be AVBL via Victor 65 or Victor 66
- c. When AVBL, scenic flights over Perth City can expect clearance via the VICTOR 65 route i.e. CTE-PCTY-HKE.
- d. Flights ARR Perth for Overshoot
 - (i) AVBL as per Flight Procedures para 3 and 4 for Training and AWK flights;
 - (ii) ATC will process outbound leg to Observation City (OBC);
 - (iii) RWY24 Not AVBL for overshoot.

NOISE ABATEMENT PROCEDURES

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

ADDITIONAL INFORMATION

1. SEV TURB may be experienced BLW 3,000FT in the terminal area during summer months when easterly wind gradients prevail.
2. Low-level windshear may exist for arriving ACFT on RWY 06 when wind is from the N to NW at 37KT or greater.
3. Bird Hazard exists as follows:
 - a. Galah and corella present in large flocks DRG Spring.
 - b. Flocks of Ibis species periodically overflying airfield in large flocks DRG Winter and Spring.
 - c. Nankeen kestrels present in RWY strip areas year round peaking in the Spring and Summer.
 - d. Duck species present DRG winter and spring with peak ACT DRG winter and following extended periods of heavy rain.
 - e. Black cockatoos present throughout the year with historical data peak ACT DRG January to May. These species overflying the airfield east to west in the mornings and west to east in the afternoons.
4. Weather balloon launch APRX 2315 and 1115 UTC FM 1.5KM NE ARP. Launches may occur at other times.

CHARTS RELATED TO THE AERODROME

1. WAC 3351, 3462.
 2. Aerodrome Obstruction Chart Type A:
 - a. RWY 03/21 Version 32 (DEC 2025).
 - b. RWY 06/24 Version 31 (DEC 2025).
 3. Also refer to AIP Departure and Approach Procedures.
 4. Precision Approach Terrain Charts AVBL for RWY 03/21.
-