

**POINT COOK****ELEV 14****AVFAX CODE 3006**

VIC

UTC +10

YMPC

375556S

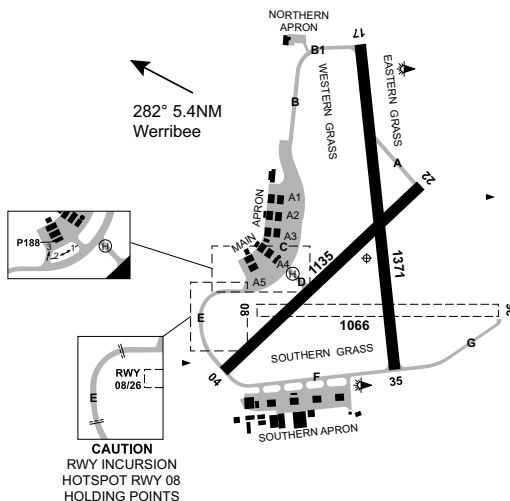
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MIL

AD OPR RAAF Air Base Command Post, RAAF Base Point Cook Aerodrome, VIC, 3027.

Email: pck.abcp@defence.gov.au. PH 03 8348 6888.

**REMARKS**

1. CIV ACFT landings not permitted without prior approval FM aerodrome commanding officer.
2. Air Base Command Post is manned 0800-1700 Local MON-THU and 0800-1500 Local FRI. AH CTC AD OPR.
3. All Point Cook based and itinerant civil ACFT: CTC AD OPR prior to operating at Point Cook.
4. AD Charges: All civilian ACFT as applicable.

**APRONS AND TAXIWAYS**

1. ALL TWYS provide CLR for ACFT with wingspan up to and including 40.41M. The 26M PRKG CLR line is permanently active, unless advised by NOTAM.
2. Pilots to exercise caution due to close proximity of parked aircraft, and on APN areas at night due to low levels of APN lighting.
3. APN areas A4 and A5: PCN 42 /R /D /1750 (254PSI) /T C130J.
4. TWY edge drop off exceeds 50MM BTN:
  - a. TWY B and western grass
  - b. TWY D western edge and grass SFC; and
  - c. TWY F southern edge.
5. RWY 04/22 grated drains in sealed SFC at INT of TWY D excessive drop off.
6. TWY B grated drains on shoulder (marked by unserviceability cones) excessive drop off.
7. ACFT ABV 5,700KG are to avoid 180DEG turns on all sealed RWY. ACFT shall use TWY where possible.
8. Pilots are to ensure accurate tracking of the lead-in line and the lateral Pilot Stop Line in the absence of the marshaller. Refer *YMPC Aerodrome Manual Part 2 section 11, figure 2.11.2.*

## AERODROME OBSTACLES

1. Lit towers (sporting field light towers) 99FT AGL BRG 348 DEG MAG 2,980M FM SOT RWY 35.
2. Vehicular traffic may infringe OLS for RWY 04, RWY 35 and RWY 26 due to proximity of perimeter road. Perimeter road crosses inside RWY 17 flight strip. All vehicular traffic shall give way to ACFT.
3. Illuminated wind indicators:
  - a. 26FT AGL, BRG 238 DEG MAG FM THR RWY 35. Infringes TNS by 17FT.
  - b. 25FT AGL, BRG 106 DEG MAG FM THR RWY 17. Infringes TNS by 15FT.

## METEOROLOGICAL INFORMATION PROVIDED

1. AWIS Phone 03 8470 3226 - Report faults to BoM.
2. AWIS FREQ 122.675 - Report faults to BoM.

## PHYSICAL CHARACTERISTICS

04/22	036	37a	PCN 33 /R /D /1000 (145PSI) /T	WID 45	RWS 150
08/26	079	35c	Unrated. Grass. Black loam	WID 45	RWS 150
17/35	164	45a	PCN 33 /R /D /1000 (145PSI) /T	WID 45	RWS 150

Grass areas AVBL WI RWS and Western Grass.

## AERODROME AND APPROACH LIGHTING

RWY 17/35 LIRL AFRU+PAL 126.2

RWY edge light spacing: 17/35: Non STD 85.6M.

## ATS AND AERODROME COMMUNICATION FACILITIES

FIA MELBOURNE CENTRE 135.7 On Ground

## LOCAL TRAFFIC REGULATIONS

1. Authorised movement areas are as follows:
  - a. Western grass OPR area, bounded by RWS 17/35 and RWS 04/22 and TWY B, C and D.  
**Caution:** ACFT wingspan greater than 23M on TWY B, C or D will infringe Western Grass OPR area. ACFT taxiing on TWY B, C or D and RWY may conflict with ACFT LDG and TKOF Western Grass OPR area. All pilots exercise caution when taxiing.  
**Caution:** AAFC EFTS APN and TWY connecting to TWY B is for use by AAFC ACFT only. Vigilance RQ due to narrow TWY (7M wide).
  - b. RWY 17/35, 04/22 and 08/26 which includes the grass area WI the RWS.
  - c. Other sealed movement areas.
2. RWY incursion hotspots grass RWY 08/26 and TWY E. HLDG point markings INSTL on TWY E for RWY 08/26. ACFT are to hold for ACFT OPR on RWY 08/26 and BCST crossing undershoot of RWY 08. HLDG points RWY 08/26 are not to be confused with HLDG point for RWY 04.

## FLIGHT PROCEDURES

1. Special CCTS and operational PROC apply due to intensive Point Cook based flying training and dissimilar ACFT types. All pilots refer to *SPECIAL PROCEDURES* section.
2. All ACFT shall illuminate all AVBL external lighting when established within 3NM Point Cook ARP.
3. **Caution:** CTA LL 2500 to N.
  - a. R330A not active: Transiting ACFT should BCST intentions and overfly Point Cook AD recommended 2,500FT AMSL when within 3NM of ARP, or remain outside 3NM - WX permitting.
  - b. R330A active: Transiting ACFT overflying Point Cook AD require a clearance FM ML APP to transit at or above 2,500FT AMSL.
4. Join via straight-in approach or BASE not recommended when CCTS OPR.
5. Right hand CCTS RQ for CIV ACFT OPR RWY 04, 08 and 35.
6. Circuit height 1,000FT AMSL for ALL ACFT. Pilot OPR not at 1,000FT AMSL (e.g. low LVL CCTS, practice forced landing, glide) shall broadcast intentions and give way to TFC conforming to circuit height.
7. MIL high performance ACFT can enter the circuit at any time for OPS WI D383.
8. The minimum radio broadcasts are: Taxiing, Departure, Inbound, Joining and BASE:

9. BASE broadcast is to include a nominated ACFT LDG sequence number, determined by PSN behind preceding airborne ACFT. (e.g:ABC Cessna 172, BASE 17 touch and go, number 2, Point Cook'.)
10. **CIRCUIT TRAINING**
- a. Circuit training permitted BTN the FLW HR:
- (i) MON-SAT 0730-2230 Local;
- (ii) SUN 0730 Local - Last Light.
- b. Crosswind CCTS:
- (i) All circuit TFC should operate to the same RWY if suitable. Pilots OPR to crosswind RWY shall give way to ACFT RQ most into wind RWY.
- (ii) All circuit TFC shall OPR to the same RWY when contra CCTS OPR due to conflicting flight tracks if OPR to crossing RWY. Refer to *SPECIAL PROCEDURES*.
11. Pilots conducting a practice RNP RWY 35 and not intending to land shall fly the APCH descend to not BLW 1,610FT to the MAPT then conduct the published missed APCH.
12. Pilots practising simulated engine failure RWY 35 are to discontinue the manoeuvre before reaching the northern AD BDRY and are to be established in the climb no later than the BDRY.
13. **SPECIAL PROCEDURES - ALL ACFT**
- 13.1. R330AB for conduct of flying displays by MIL and Warbird ACFT. OPS include AVM and low LVL formation flights. Display ACFT may RQ use of RWY other than the into wind RWY. ACFT not involved should remain clear of the AD manoeuvring area during a display.
- 13.2. **Special circuit procedures**
- a. Contra CCTS operate HJ. There is no dead side (non-active side) at Point Cook when contra CCTS may OPR.
- b. Warbirds will and MIL ACFT may conduct contra CCTS to the RWY or nominated grass area. FLW PROC apply to all ACFT when contra CCTS OPR:
- (i) Pilot initiating go-around must remain to their respective active side of RWY CL.
- (ii) Pilots OPR contra CCTS direction must clearly state intentions.
- c. **Western Grass OPR area**
- (i) Warbirds and MIL ACFT may OPR to the Western Grass OPR area simultaneously with ACFT using RWY 17/35 but will not conduct simultaneous LDG or TKOF with ACFT OPR RWY 17/35.
- (ii) Grass RWY 17R/35L should not be used by CIV ACFT when ACFT OPR to the Western Grass OPR area.
- (iii) Pilots vacating RWY 17/35 must give way to ACFT OPR on Western Grass OPR area and vacate via sealed RWY and TWY.
14. **VISUAL ARRIVAL**
- 14.1. There is no dead side (non-active side) at Point Cook HJ during contra CCTS OPR. Pilots of arriving ACFT must confirm status of contra CCTS OPR. Proceed when contra CCTS may be OPR:
- a. **Altitude.** CIV ACFT OPR not BLW 1,500FT AMSL within 3NM when on the contra side of the RWY in use.
- b. **Upwind.** Join the circuit area via published VFR approach points then overhead the AD via UPWIND leg at 1,500FT AMSL until ID circuit TFC. Descend to circuit height on the respective active side of RWY CL.
- c. **Downwind.** If positioned on the respective active side of the circuit, pilots may join at circuit height via DOWNWIND remaining clear of established circuits TFC.
- d. **Initial and pitch.** Warbird and MIL ACFT may rejoin via initial and pitch to contra CCTS direction provided circuit TFC has been identified and is clear. Initial point is 1NM downwind from LDG THR at 1,500FT AMSL. Pilots shall descend on the respective active side of RWY CL to circuit height prior to pitch. Pilot must not use MIL terminology. Radio calls must state position, altitude, intentions and circuit altitude.
15. **VISUAL DEPARTURE**
- 15.1. Depart turning in the direction of the respective active side of CCTS. If departure requires track via overhead Point Cook, recommended not BLW 2,000FT AMSL. If unable to depart on respective active side of circuit or via overhead procedure, clearly broadcast intentions and give way to arriving ACFT and circuit TFC.

**CTAF - AFRU 126.2**

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**NOISE ABATEMENT PROCEDURES**

Werribee Open Range Zoo (APRX BRG 286 DEG true, 6.2NM FM ARP) is a noise sensitive area. Pilots should avoid overflight of this area where practicable.

**ADDITIONAL INFORMATION**

1. Bird and animal (livestock) hazard exists.
2. Small arms firing range APRX BRG 217 DEG MAG 540M FM THR RWY 04. Periods of range operation are notified by NOTAM. When in use:
  - a. Marked by red flags and flashing red light on firing range butts.
  - b. Range hazard area is SFC to 500FT AGL bounded by a semicircle to S, radius of 150M centred on the firing range butts.
  - c. ACFT to remain clear of the range hazard area.
3. Carriage and use of ADS-B equipment recommended for ACFT operating in D383AB.
4. ACFT conduct aerobatic OPS HJ WI D383B. ACFT monitor CTAF 126.2.
5. Caution: High velocity exhaust plume located at 375029S 1444718E up to MAX height 2,900FT AMSL.

**CHARTS RELATED TO THE AERODROME**

1. WAC 3469, 3470.
  2. Also refer to AIP Departure and Approach Procedures.
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