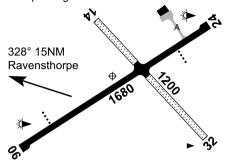
# RAVENSTHORPE AVFAX CODE 6303

**ELEV 209** 

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## REMARKS

- 1. AD Charges: RPT, Charter and GA.
- 2. This AD is a Security Controlled Airport.
- 3. Access to apron is via personnel gate with coded analogue lock (access air side only exit is via a turn latch). PH AD OPR for code.
- 4. Personnel gate must not be secured in open position at any time while unattended.
- 5. 48HR PPR CTC ARO.

### HANDLING SERVICES AND FACILITIES

Nil fuel AVBL.

#### PASSENGER FACILITIES

WC (H24). LG only AVBL during scheduled operations.

#### PHYSICAL CHARACTERISTICS

06/24	059	55a	PCN 21 /F /B /1170 (170PSI) /T Sealed	WID 30	RWS 150			
14/32	139	39c	PCN 6 /F /B /790 (115PSI) /T Gravel	WID 30	RWS 90			

#### **AERODROME AND APPROACH LIGHTING**

RWY 06/24	LIRL	AFRU+PAL 126.7		SDBY PWR AVBL
RWY 06/24	PAPI(1)	AFRU+PAL 126.7	3.0 DEG42FT	SDBY PWR AVBL

(1) Left side.

1. RWY edge light spacing: 06/24: 60M.

2. Manual activation of lighting requires at least 2 HR PN to AD OPR.

## OTHER LIGHTING

- 1. Secondary PWR switchover time: 15 SEC.
- 2. TWY LGT: Blue edge.

#### ATS AND AERODROME COMMUNICATION FACILITIES

FIA MELBOURNE CENTRE

## LOCAL TRAFFIC REGULATIONS

- 1. Itinerant PRKG to W end of RPT apron.
- 2. RWY 06/24 45 M WID turning nodes at each end.
- 3. RWY 06/24: ACFT ABV 5,700KG must use turning nodes for 180 DEG turns.
- 4. All ACFT to make MAX RAD turns at MNM speed to avoid SFC damage.
- 5. DH8D, E190 and F100 to use outer lead in line.
- 6. In the event that emergency ACFT and non-emergency ACFT should find themselves congested, Ravensthorpe ground staff will direct non-emergency ACFT to the gravel PRKG bay, W of the APN. It is under strict site guidelines that non-emergency ACFT stay in the position allocated until emergency ACFT complete their OPS and it is safe to vacate APN.

125.4

## CTAF - AFRU 126.7 ADDITIONAL INFORMATION

Bird hazard exists in VCY of AD. Flocks of Australian ravens, pink and grey galahs, plovers and black cockatoos.

# CHARTS RELATED TO THE AERODROME

- 1. WAC 3461.
- 2. Also refer to AIP Departure and Approach Procedures.