

PHYSICAL CHARACTERISTICS

10/28 100 29a PCN 10 /F /A /1000 (145PSI) /T Grooved WID 30 RWS 90

The 90M wide RWS width is mildly truncated at both ends; right hand side of APCH.

AERODROME AND APPROACH LIGHTING

RWY 10/28 PTBL(1)

BY PRIOR
ARRANGEMENT

- (1) EMERG only. 1HR PN REQ. RWY THR and RWY end lighting in wingbar configuration. PTBL battery flares AVBL as back up if REQ.

ATS AND AERODROME COMMUNICATION FACILITIES

ACC BRISBANE CENTRE 124.95 (1)
FIS BRISBANE SP6 INTL HF 3467 5643 8867 13261 17904
WI SELCAL

- (1) On Ground Lord Howe Island
Brisbane SP6 HF FREQ mandatory.

RADIO NAVIGATION AND LANDING AIDS

DME LHI 114.3/ 90X 313144.4S 1590421.3E (1)
NDB LHI 272 313144.1S 1590422.6E OW 140 (OW HN110) (2)

- (1) 157/0.6 to ARP. Antenna ELEV 198 FT.
(2) 143/0.6 to ARP.

LOCAL TRAFFIC REGULATIONS

- Confine OPS to sealed SFC; limited ACFT tie-down FAC AVBL. Flares EMERG only.
- Pavement subject to disturbance by turning ACFT. All turns to be MAX RAD. 180 DEG turns, all ACFT ABV 5,700KG MTOW use nodes only.

FLIGHT PROCEDURES

- Because of the topography of Lord Howe certain wind COND may generate SEV TURB in the APCH to the RWY and preclude a safe LDG. The only safe course of action in such cases is to divert to a mainland AD. The Bureau of Meteorology is not able to FCST SEV TURB in all cases. The final responsibility for the safe conduct of a flight to Lord Howe rests with the pilot in command who must consider the possibility of a diversion to a mainland AD should TURB preclude a safe APCH.
- Right hand circuits RQ when OPR RWY 28.

CTAF - AFRU 126.7

ADDITIONAL INFORMATION

- Bird hazard may exist year round with increased bird activity on approach RWY 28 between September and March.
- CAUTION: Expect MOD to SEV mechanical (orographically induced) TURB at low ALT in winds greater than 12KT in the S Sector BTN 120 and 240 DEG and in the N Sector BTN 320 and 060 DEG.
- Weather balloon launch APRX 2315 UTC FM 440M S of ARP. Launches may occur at other times.

CHARTS RELATED TO THE AERODROME

- WAC 3358.
- Also refer to AIP Departure and Approach Procedures.