

GENERAL

Operational Hours

ATS Hours: TWR MON-FRI 2030-1035, SAT 2030-0930, SUN 2100-1035
(TWR HRs may change at short notice, check status of ASP with ATS or ATIS)
CTAF outside TWR HRs.

AD OPS Hours: Not published

Airport Information

RFF: See NOTAM,
Fire: FREQ 131.000 AVBL HO
Fuel: 2100-0900 1 HR PN
PCN: RWY 04/22: 20/F/C/1000 (145PSI)/T
RWY 15/33: 72/F/C/1400 (203PSI)/T Grooved
Customs: O/R

Operation

Preferential RWY

LDG: RWY 33

TKOF: RWY 15

Transponder OPS

For details on Transponder Mode S Operation see CRAR.

RWY Restriction

ACFT above 22t / 48502lbs shall execute 180° turns at RWY ends or turning nodes only.

TWY Restriction

TWY A and APN edge TL between TWY A and K MAX wingspan 36m / 118ft.

Taxi/Parking

ACFT on TWYs B, J and K taxiing with ENGs overhanging TWY edge must avoid using PWR above idle thrust to prevent shoulder erosion and ENG damage.

A346, A388 and B773 OPS:

Exercise caution during turns as normal clearance to TWY edge may not be AVBL. Apply judgemental oversteering technique when negotiating TWY to TWY and RWY to TWY turns. Where ACFTs ground maneuvering camera is not AVBL, request marshalling assistance via company's agent.

48HR PN required for ACFT above 5.7t / 12566lbs for parking approval.

Warnings

RWY 15/33 has non-standard edge lighting as follows:

- North of RWY 04/22 Intersection: 60m / 197ft
- South of RWY 04/22 Intersection 61m / 200ft

Weather balloon launch APRX 2315, 250m / 820ft NNE ARP. Launches may occur at other times.

Glider activity in vicinity of AD.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**Outside TWR HRs:**

Contact Rocky APP for CLR and for ground reports.

COM Failure: See CRAR and in addition;

If unable to report arrival in D706 or make a nominated OPS NORMAL call, then the ACFT must:

- Remain within D706 until 10min after either,
 - the missed arrival report time, or
 - the expiry of the OPS normal time,
- Attempt to contact TWR via mobile phone.
- Make blind transmissions of intentions.
- Listen out on ATIS for any instructions.
- Return to Rockhampton tracking via Gracemere Hill at 1500ft.
- From Gracemere Hill, make visual APCH to the preferred RWY via:
 - straight in for RWY 04, or
 - right base for RWY 15, or
 - left base for RWYs 33 or 22.
- On final, look for light signals from TWR.
- Proceed in accordance with the light signal from TWR.

In the event of a MISAP, make a left circuit for the same or appropriate alternative RWY.

Arrival Procedure

VFR Traffic Pattern: RWY 15, 22 right-hand circuit.

Noise Abatement Procedure: See CRAR and in addition;

RWY 33:

From the south make a straight-in APCH or overfly for a left base.

From other directions turn right for a left base.

RWY 15:

From the south and west turn right for a right base.

From the north make a straight-in APCH.

From the east turn right for a left base.

RWY 04:

From the south turn right for a right base.

From the north, east and west turn right for a left base.

RWY 22:

From the south overfly for a right base.

From the north, east and west turn right for a right base.

DEPARTURE

Take-off Minima

RWY		15/33	
Multi-ENG	ft - m/km	0 - 800V	-
other		c300 - 2.0V	-
RWY		04/22	
Multi ENG	ft - m/km	0 - 800v	HJ only
other		c300 - 2.0v	

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

ROCKHAMPTON

- Maintain last assigned vector for 2min, and
- CLIMB IF NECESSARY TO MNM SAFE ALT. to maintain terrain CLR, then
- proceed in accordance with the latest ATC route CLR acknowledged.

Departure Procedure

Noise Abatement Procedure: See CRAR and in addition;

RWY 33: To the west and south turn left.

RWY 15: To the north and west turn right.

RWY 22:

To the south and east turn left.

To the north and west turn right.

RWY 04: All ACFT turn left.

ATC Slot, Clearance

Outside TWR HRs:

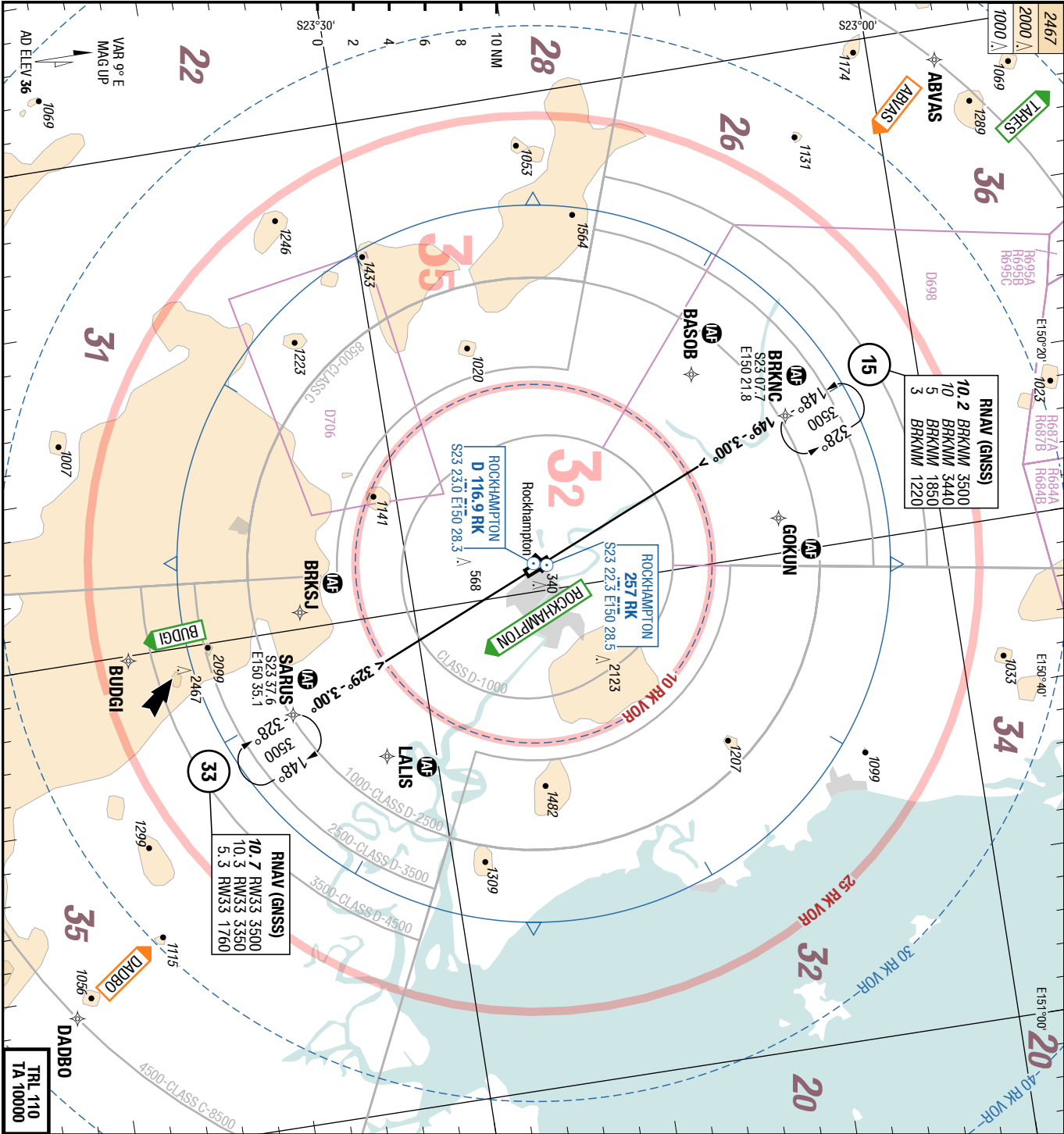
Include RWY and preferred DEP PROC with taxi report to APP. APP may negotiate an alternative DEP if required for traffic reasons.

Taxi, LDG or TKOF CLR will not be issued. PIC has responsibility of GND movement and avoidance of other ACFT/obstacles.

Do not enter DEP RWY until:

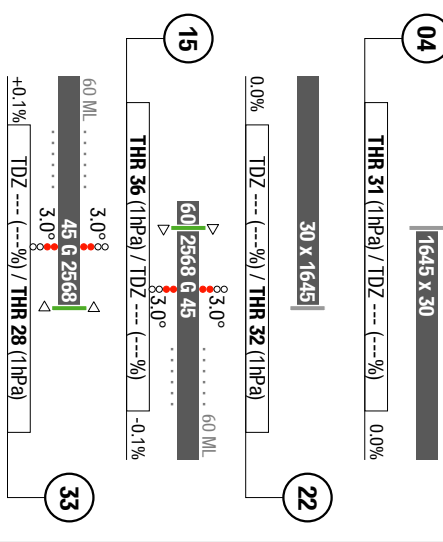
- if in receipt of SID - assigned DEP HDG obtained;
- if not in receipt of SID - AWY CLR obtained; or
- instruction to report lined up is issued.

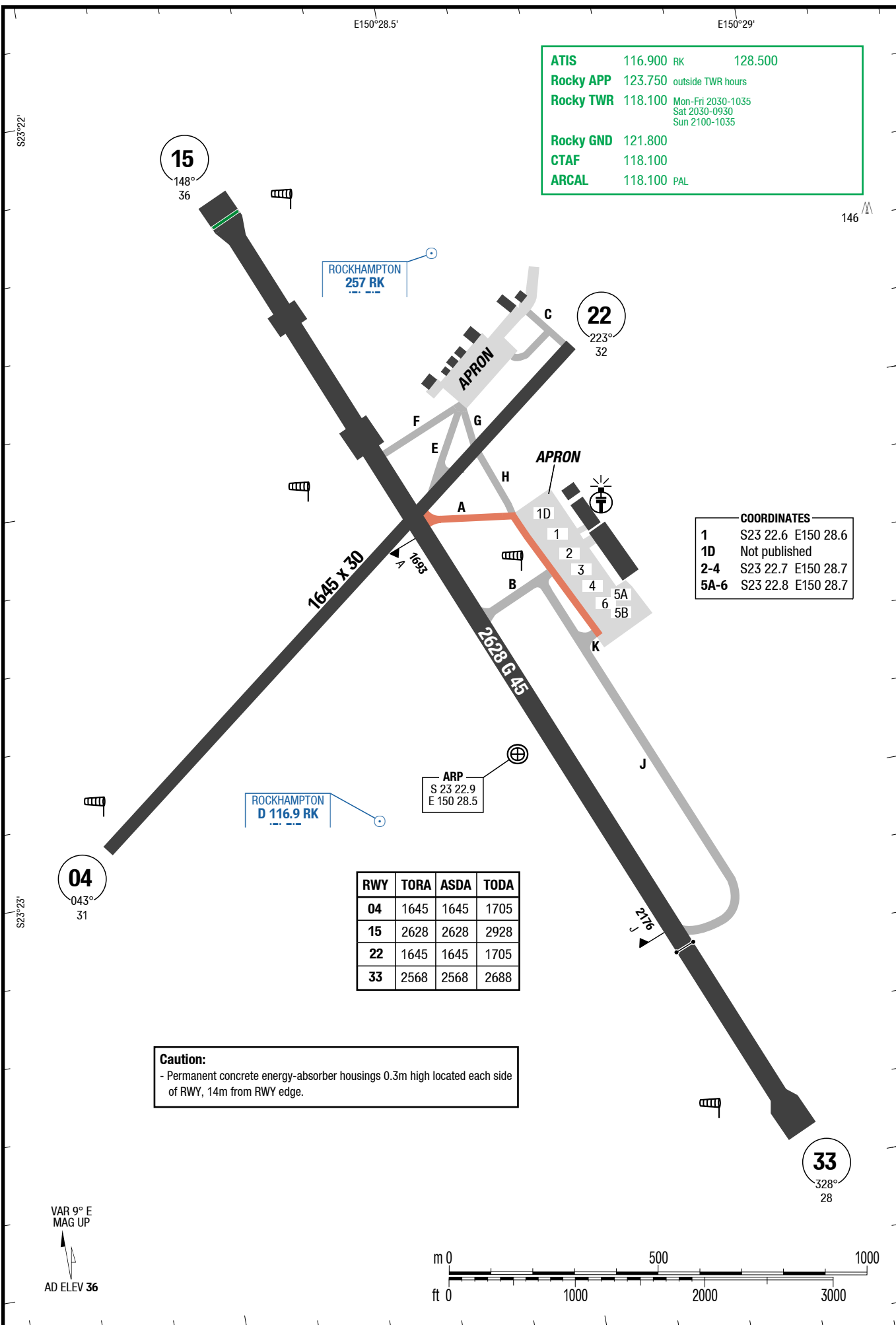
Report ready at RWY HLDG point to obtain DEP instructions prior to entering the RWY. Commence TKOF within 3min of issue of DEP instruction.

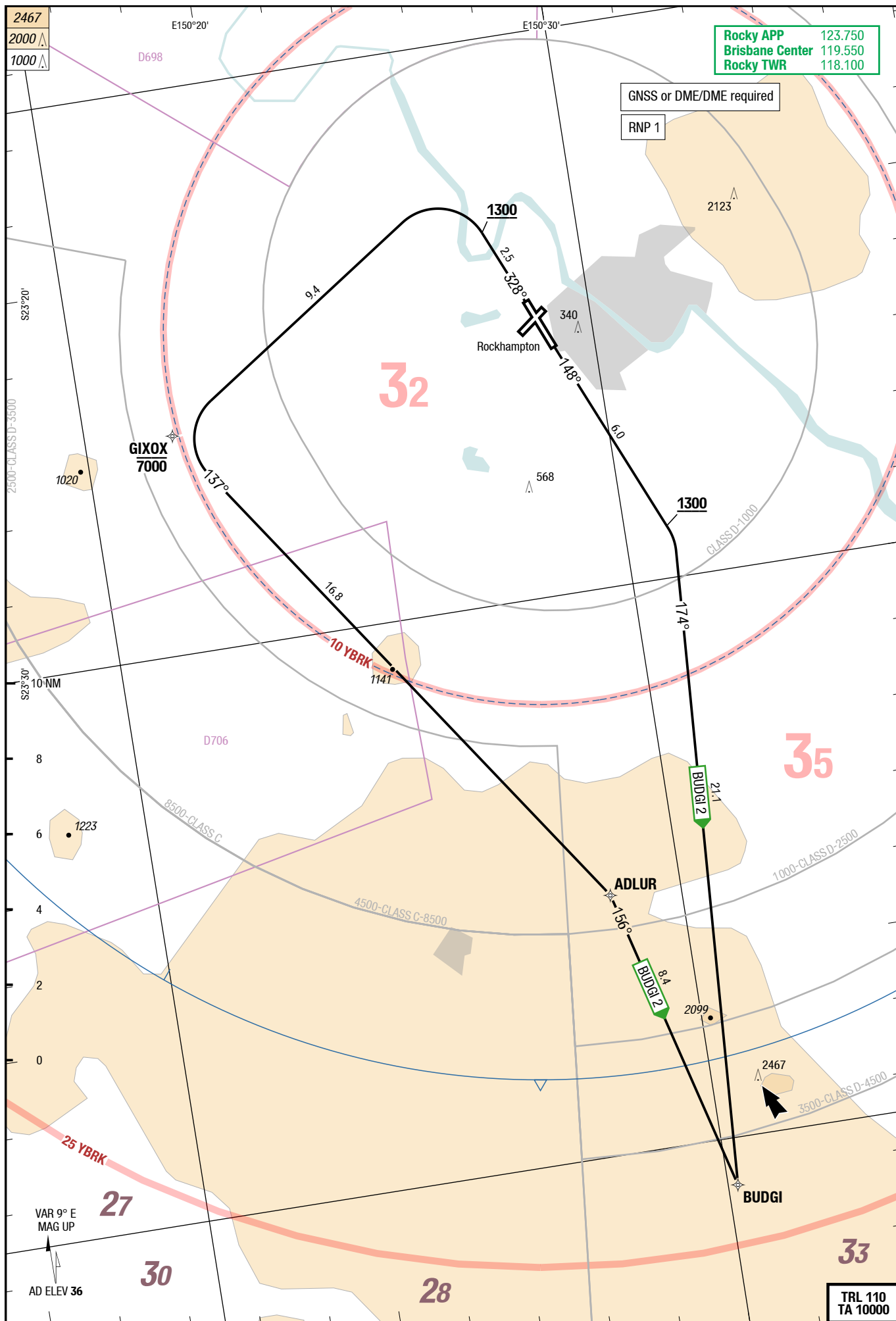


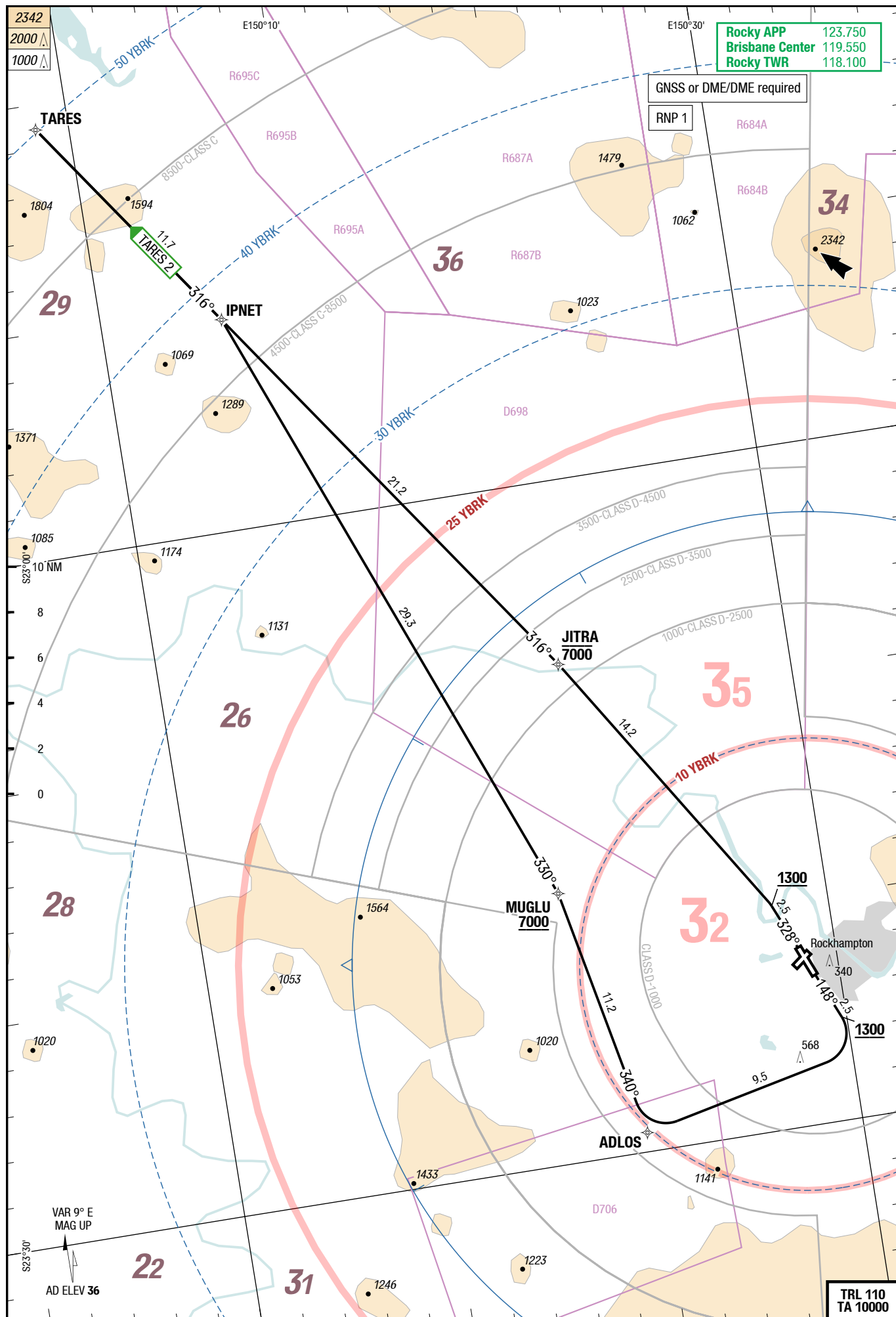
ATIS	116.900 RK
Brisbane Center	128.500
Rocky APP	119.550
Rocky TWR	123.750 outside TWR hours
Rocky GND	118.100 Mon-Fri 2030-1035 Sat 20.30-0930 Sun 2100-1035
CTAF	121.800
ARCAL	118.100
	118.100 PAL

Landing RWY system:









ROK-YBRK

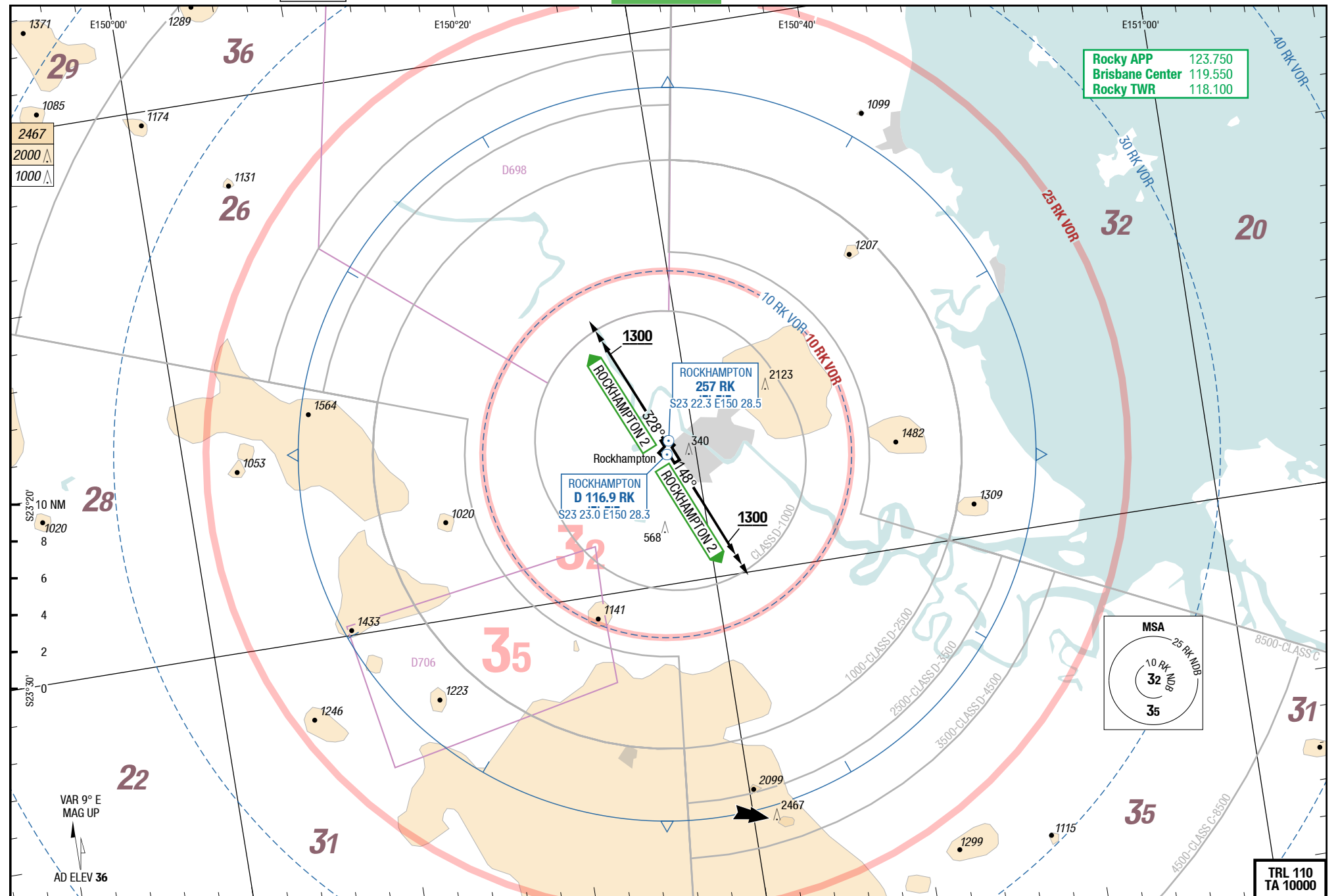
SIDs

SID

SID

SIDs

4-30



Changes: ALT

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BUDGI 2

RWYs 15 (148°) / 33 (328°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
BUDGI 2 123.750	148° [A1300+ ;R] - 174° BUDGI	
	Runway 33	
BUDGI 2 3.4% to 2500 123.750	328° [A1300+ ;L] - DCT GIXOX - ADLUR - BUDGI	GIXOX MAX 7000

TARES 2

RWYs 15 (148°) / 33 (328°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
TARES 2 123.750	148° [A1300+ ;R] - DCT ADLOS - MUGLU - IPNET - TARES	MUGLU MNM 7000
	Runway 33	
TARES 2 3.4% to 2400 123.750	328° [A1300+ ;L] - DCT JITRA - IPNET - TARES	JITRA MAX 7000

ROCKHAMPTON 2

RWYs 15 (148°) / 33 (328°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 15	
ROCKHAMPTON 2 YBRK 2 (Radar)	at MNM 1300 turn to assigned HDG	
	Runway 33	
ROCKHAMPTON 2 YBRK 2 (Radar) 3.4% to 2500	at MNM 1300 turn to assigned HDG	

Effective 17-AUG-2017

10-AUG-2017

Australia Rockhampton

[DADBO 1 RNAV]

ROK-YBRK

6-10

ABVAS 1 RNAV

STAR

STAR

Rockhampton Australia

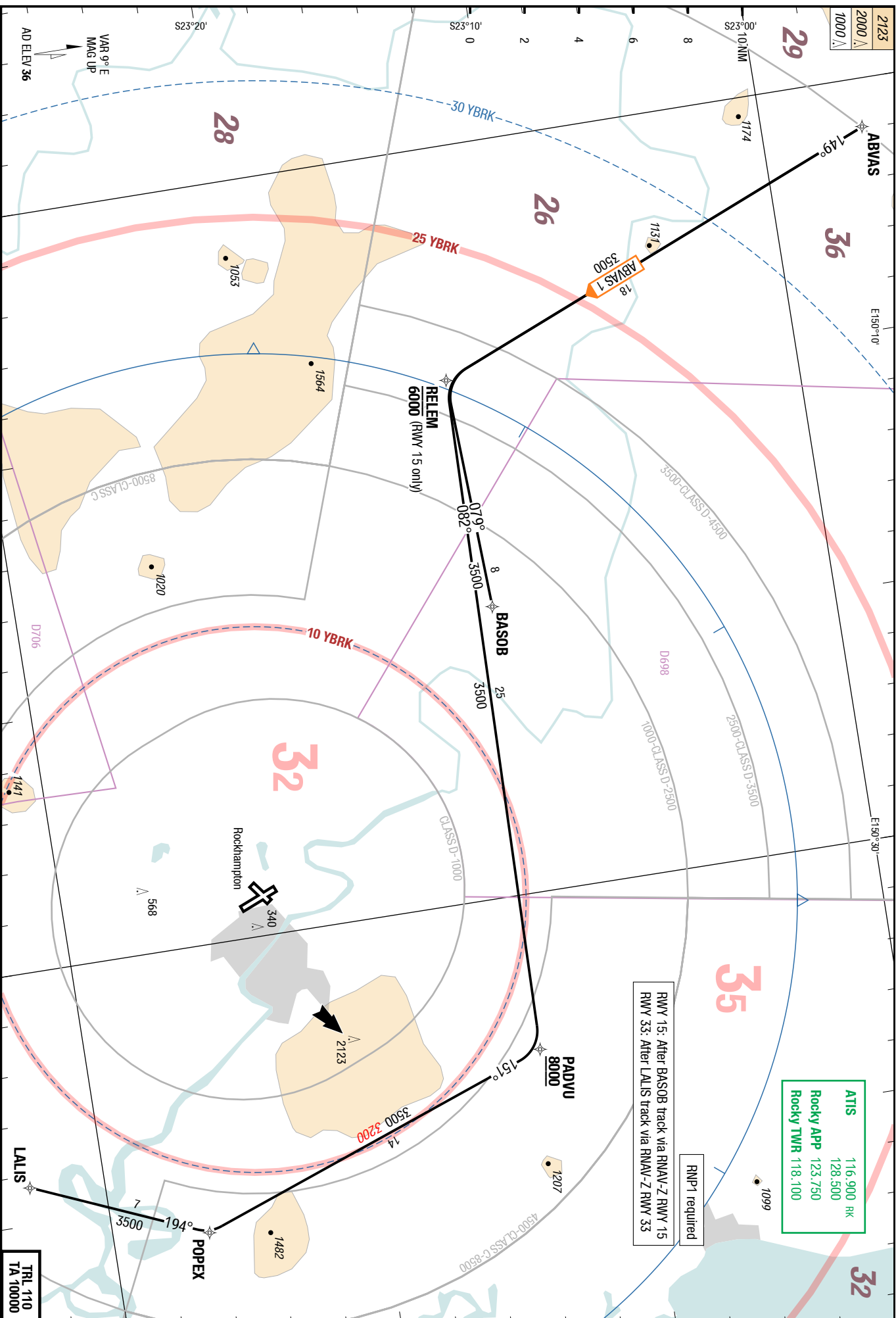
[DADBO 1 RNAV]

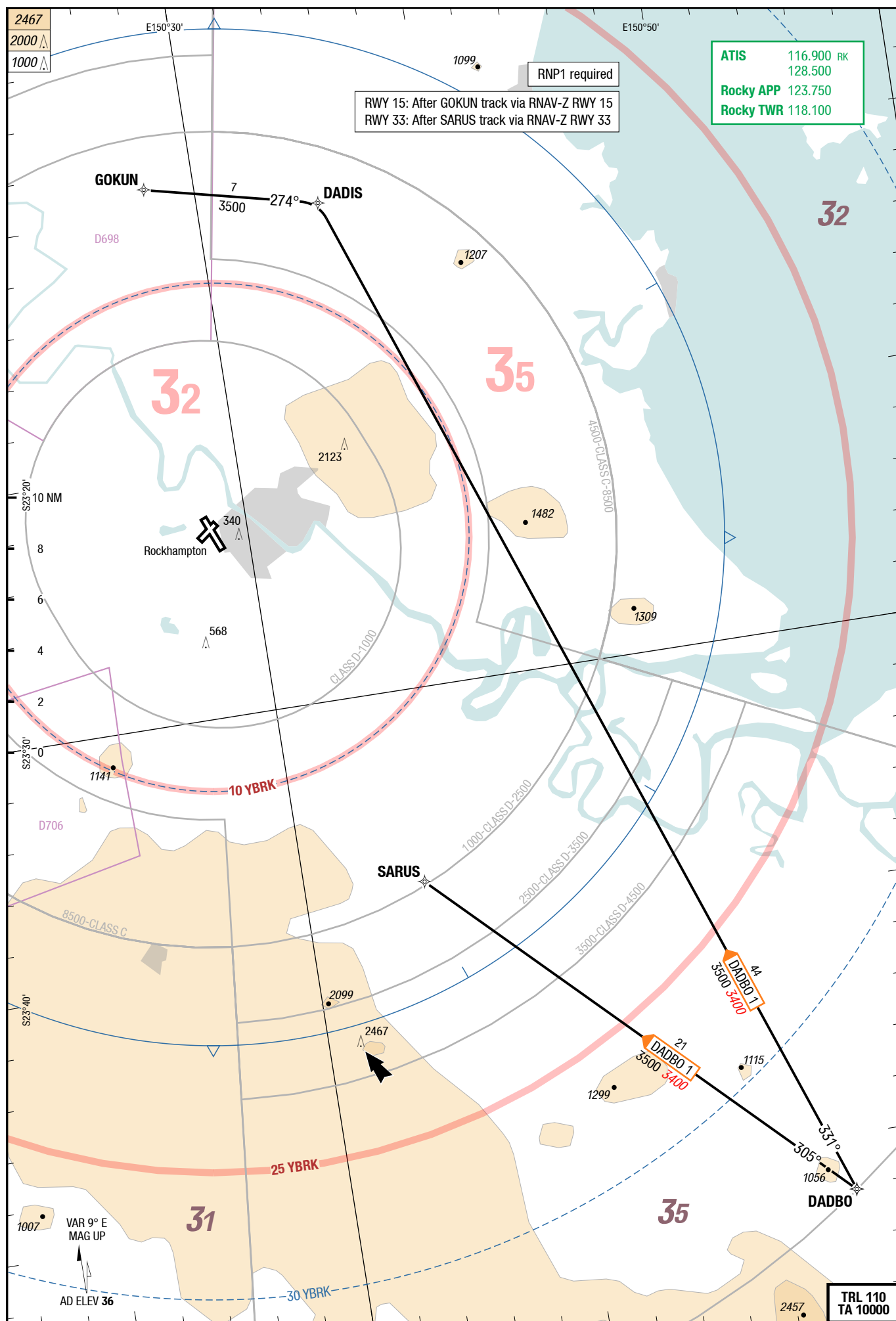
ABVAS 1 RNAV

ATIS 116.900 RK
Rocky APP 123.750
Rocky TWR 118.100

RNP1 required

RWY 15: After BASOB track via RNAV-Z RWY 15
RWY 33: After LALIS track via RNAV-Z RWY 33

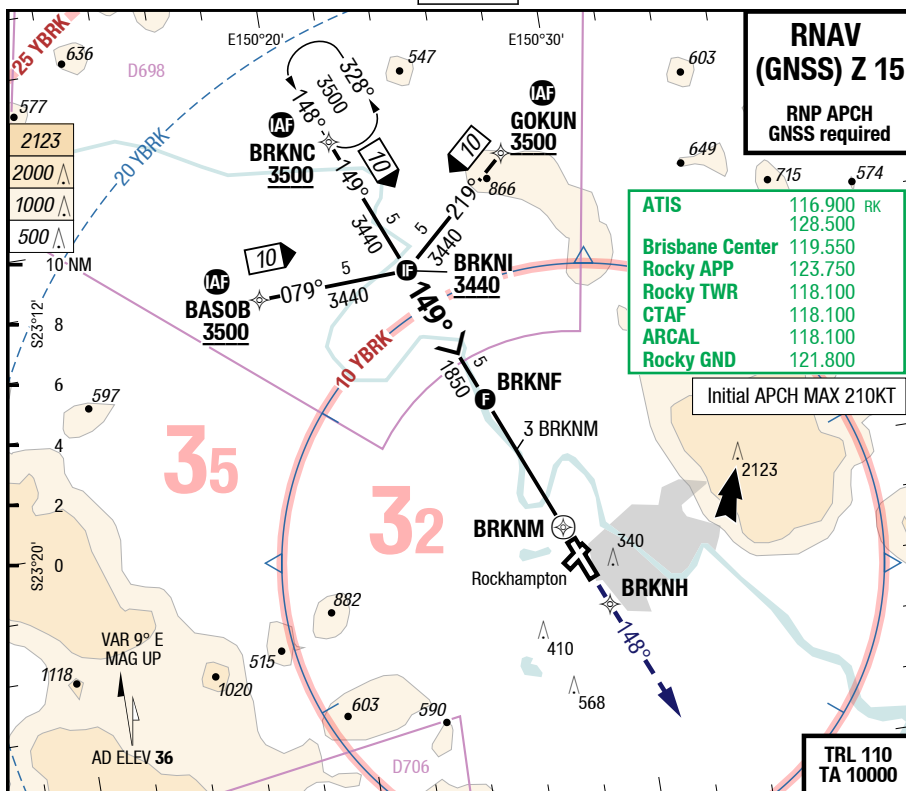




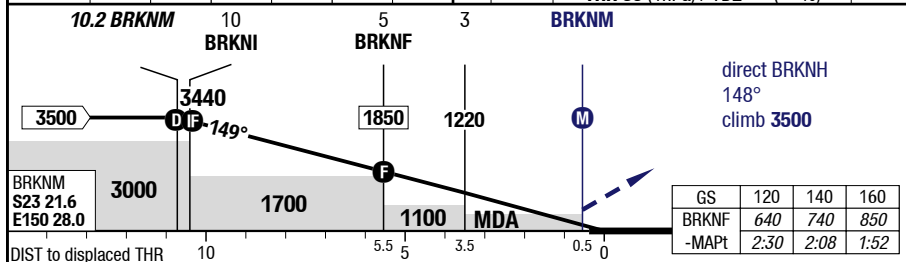
ROK-YBRK

7-10

RNAV (GNSS) Z 15



3.00° BRKNM 149° RWY 148°	10.2	9	8	6	4	2	<div><div>15</div></div>	<div><div><div>83.0°</div><div>60 2568 G 45</div><div>83.0°</div></div><div><div>60 ML</div><div>----</div></div></div>
	3500	3130	2810	2170	1540	900		<div><div>THR 36 (1hPa) / TDZ --- (---%)</div><div>-0.1%</div></div>



15		RNAV GNSS LNAV 1)					Circling 1) 2) 3)
C	ft - m/km ft	520 - 2.7V 550					1050 - 4.0V 1080
D	ft - m/km ft	520 - 2.7V 550					1050 - 5.0V 1080

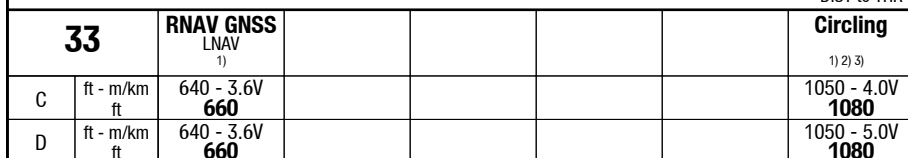
1) Minima may be reduced by 100ft with actual QNH

3) To RWY 04/22 HJ only

2) W and up to 4NM E of RWY 15/33 only

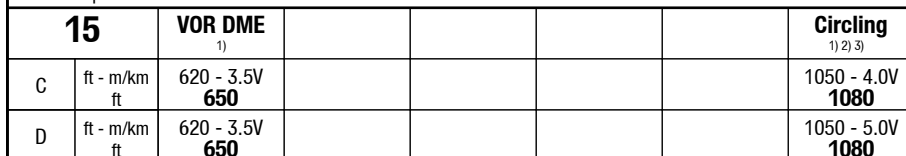
Changes: MIN, ALT

RNAV (GNSS) Z 33



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VOR 15



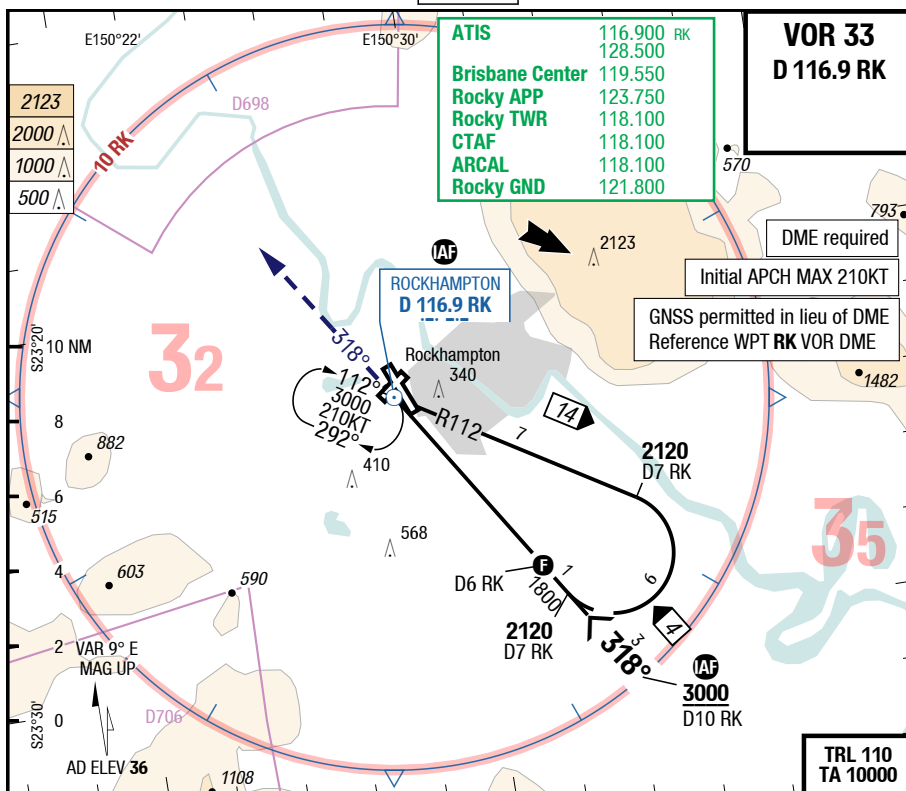
2) W and up to 4NM E of RWY 15/33 only

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ROK-YBRK

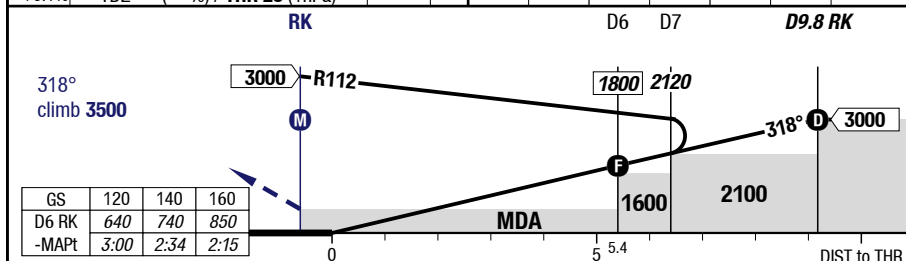
7-40

VOR 33



60 ML 3.0° 8
 45 G 2568
 3.0° 8
 +0.1% TDZ --- (---%) / THR 28 (1hPa)

3	4	5	8	9	9.8	3.00°
850	1160	1480	2440	2760	3000	D RK 318° RWY 328°



33	VOR DME 1)					Circling 1) 2) 3)
C	ft - m/km ft	640 - 3.6V 660				1050 - 4.0V 1080
D	ft - m/km ft	640 - 3.6V 660				1050 - 5.0V 1080

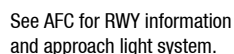
1) Minima may be reduced by 100ft with actual QNH

3) To RWY 04/22 HJ only

2) W and up to 4NM E of RWY 15/33 only

Changes: MIN, DIST ALT table, Profile

VOR A

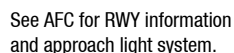


1) Minima may be reduced by 100ft with actual QNH
2) W and up to 4NM E of RWY 15/33 only

3) To RWY 04/22 HJ only

Changes: MIN, FREQ

NDB A



1) Minima may be reduced by 100ft with actual QNH
2) W and up to 4NM E of RWY 15/33 only

3) To RWY 04/22 HJ only

Changes: MIN, FREQ