

GENERAL**Operational Hours****ATS Hours:** Uncontrolled AD, CTAF**AD OPS Hours:** Not published**Airport Information****RFF:** Not published**Fuel:** 2230-0730‡, other times O/R**PCN:** RWY 05/23: 15/F/A/690 (100PSI) /T**Customs:** Not published**Operation****Transponder Operation**

For details on Transponder Mode S see CRAR.

Taxi

Taxiing only permitted via sealed surfaces.

Warnings

Bird and animal hazard.

ARRIVAL**Communication****COM Failure:** See CRAR.**Arrival Procedure****Noise Abatement Procedure:** See CRAR.**DEPARTURE****Take-off Minima**

| RWY | | 05/23 | |
|-----------|-----------|-------------|--------------------|
| Multi ENG | ft - m/km | 0 - 550V | REDL+RCLM, HJ only |
| | | 0 - 800V | - |
| | | c300 - 2.0V | - |

Communication**COM Failure:** See CRAR.**Departure Procedure****Noise Abatement Procedure:** See CRAR.

Effective 24-MAY-2018

17-MAY-2018

BHQ-YBHI

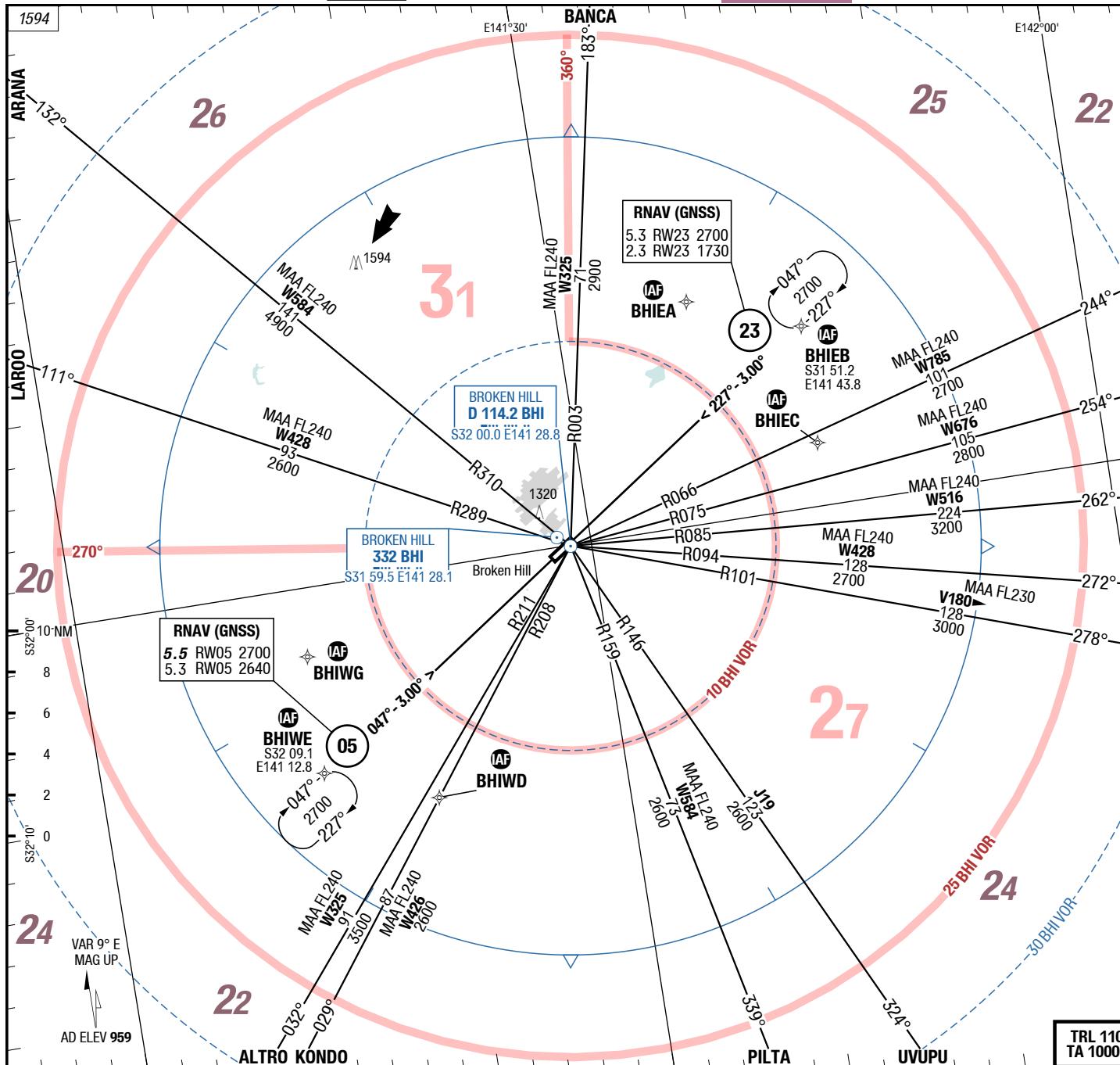
Australia Broken Hill

AGC
AFC

Broken Hill Australia

AGC
AFC

2-10



Melbourne Center 122.600 On ground

CTAF 126.700

ARCAL 119.600 ARCAL PAL

Landing RWY system:

Diagram: A runway with a green centerline. Slope markings are shown as a series of small squares above and below the centerline, labeled "3.0°". The runway number "2515 x 30" is written below the centerline.

| | | |
|---|------------------|-------------|
| 05 | 2515 x 30 | 60 L |
| THR 908 (33hPa) / TDZ --- (---%) | | +0.6% |

23

| | |
|-------------|---|
| 60 L | 30 x 2515 |
| -0.6% | TDZ --- (---%) / THR 959 (35hPa) |

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BHQ-YBHI

Australia Broken Hill

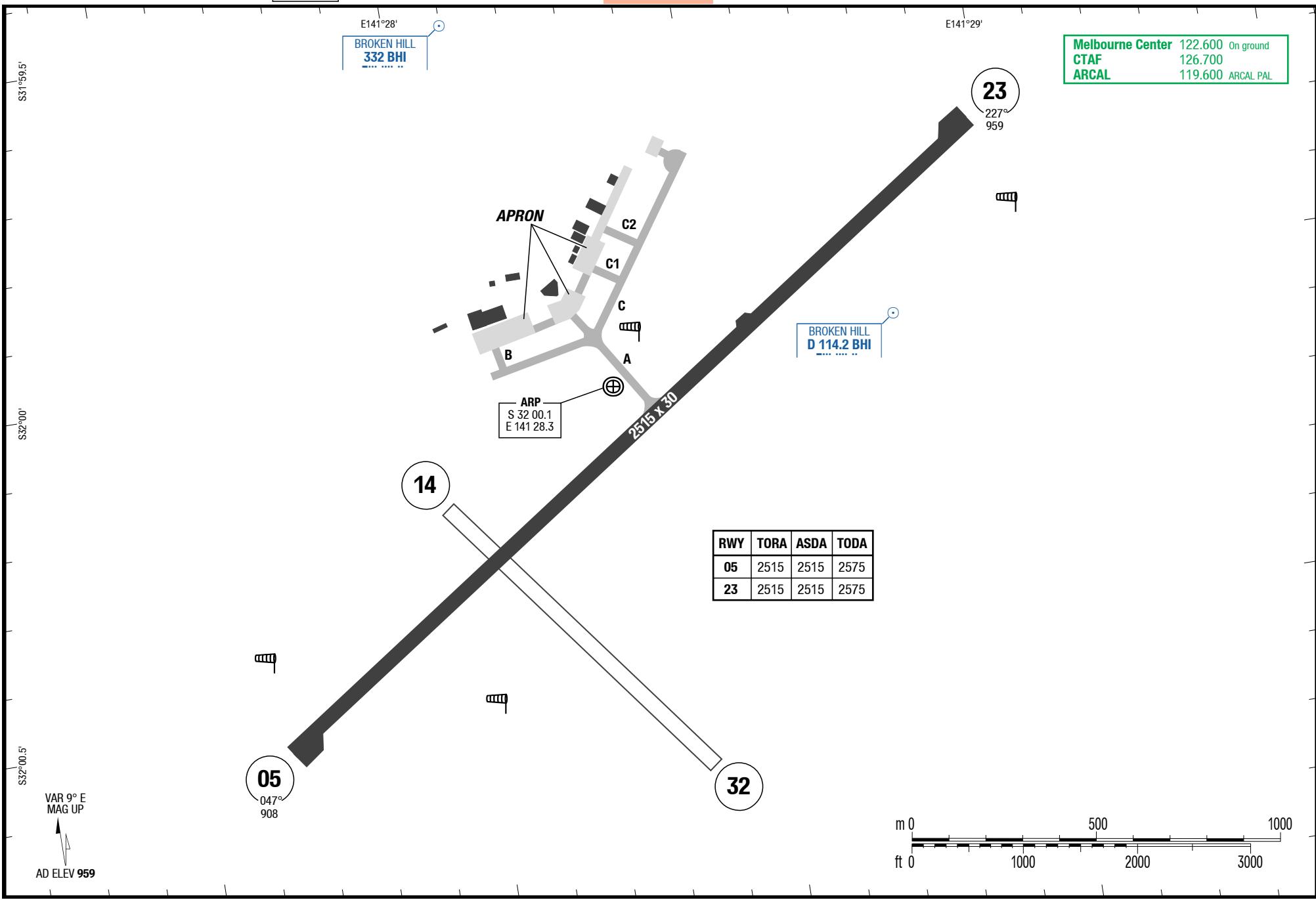
3-20

AGC

AGC

Broken Hill Australia

AGC

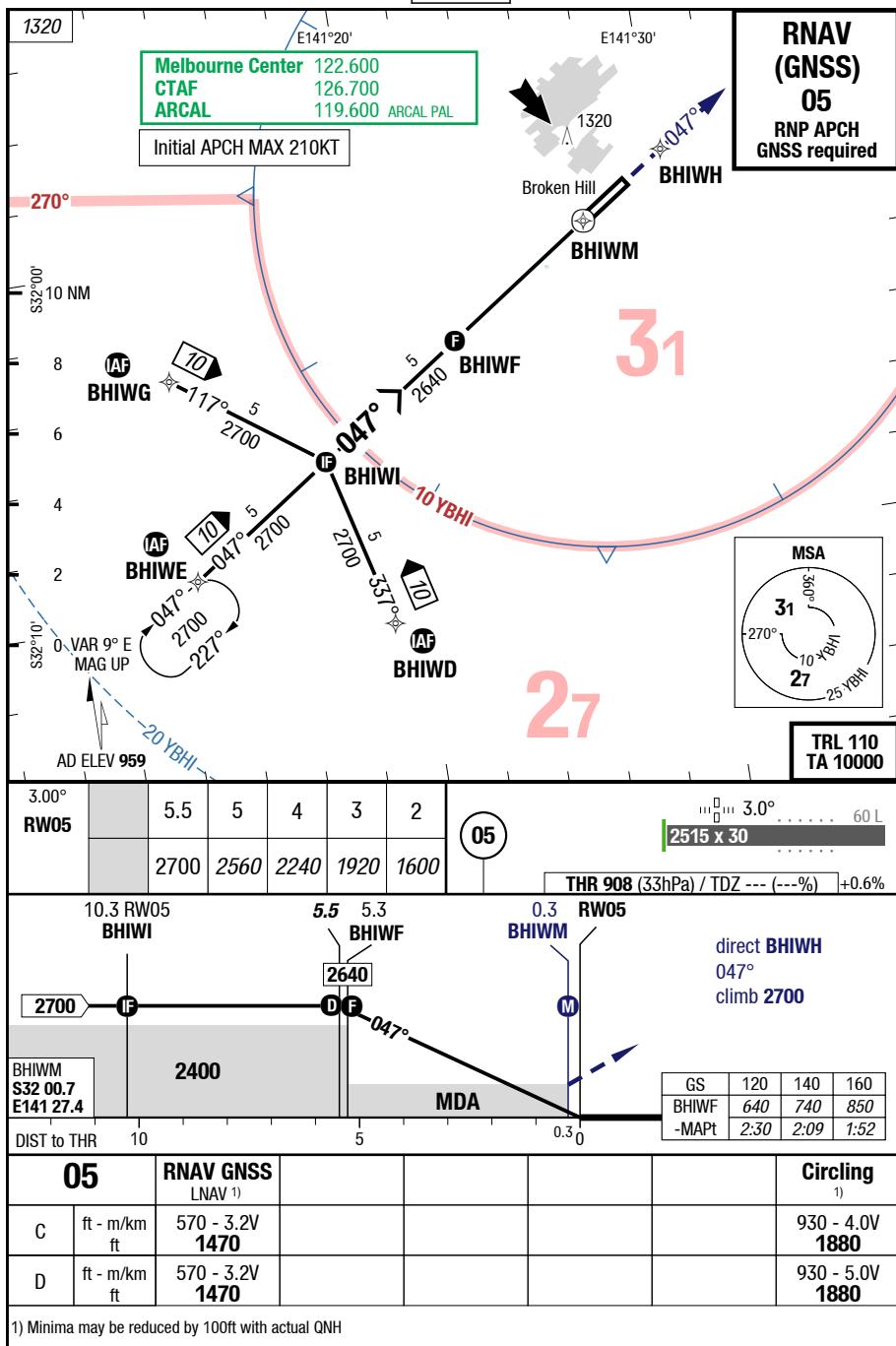


Changes: Reprint

BHQ-YBHI

7-10

RNAV (GNSS) 05

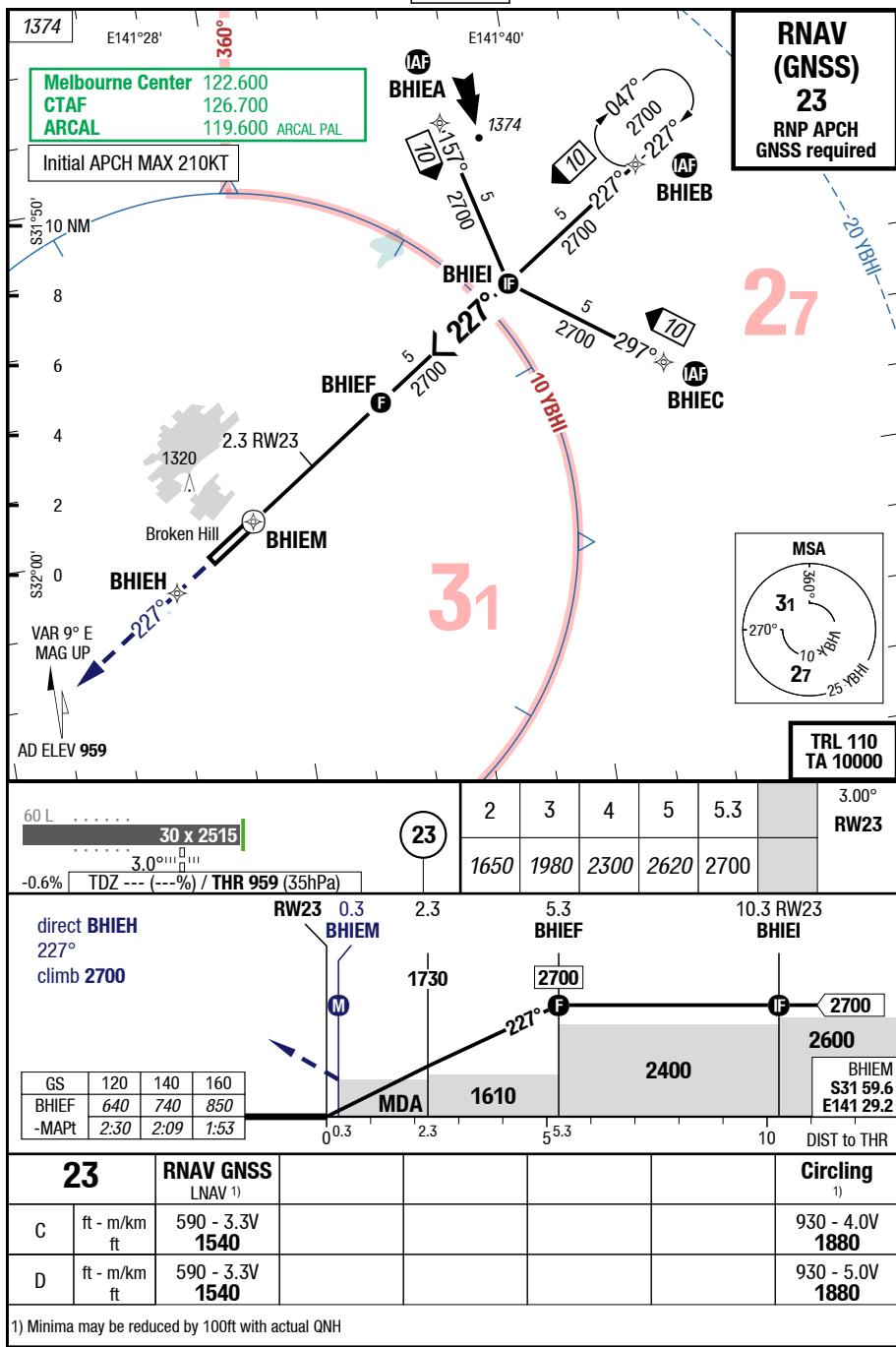


1) Minima may be reduced by 100ft with actual QNH

BHQ-YBHI

7-20

RNAV (GNSS) 23



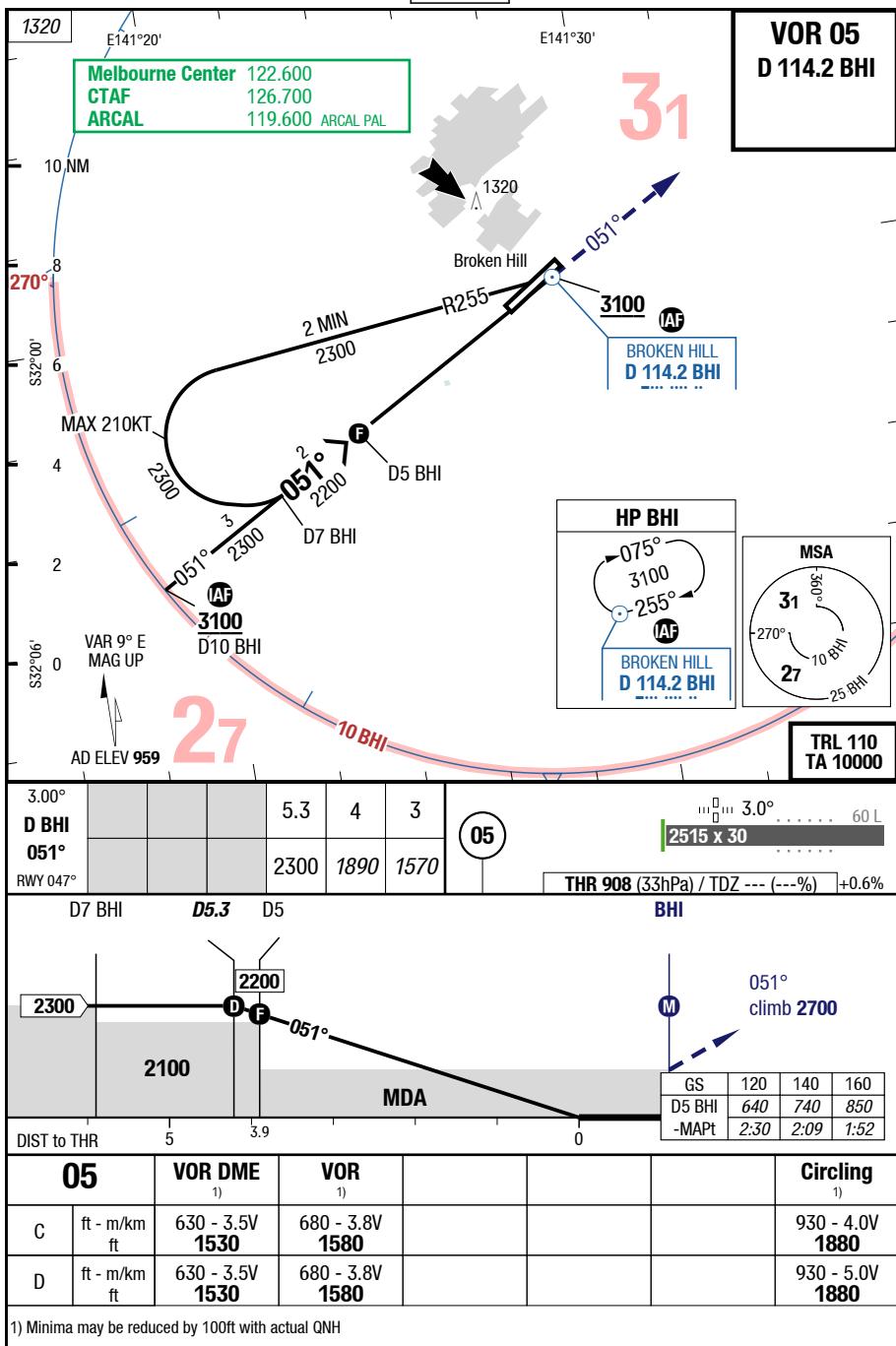
1) Minima may be reduced by 100ft with actual QNH

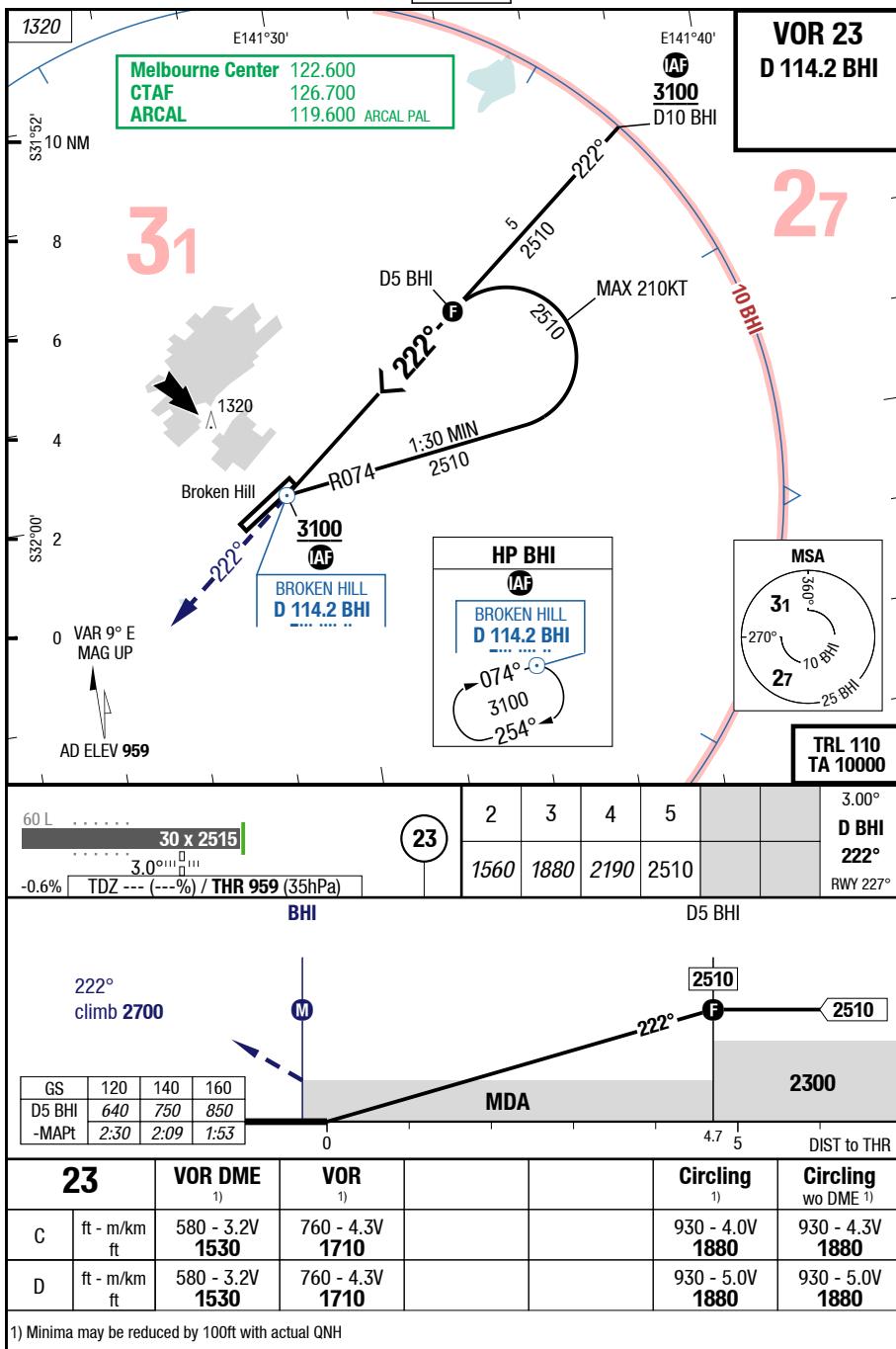
BHQ-YBHI

7-30

VOR 05

IAC



BHQ-YBHI**7-40****VOR 23**

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

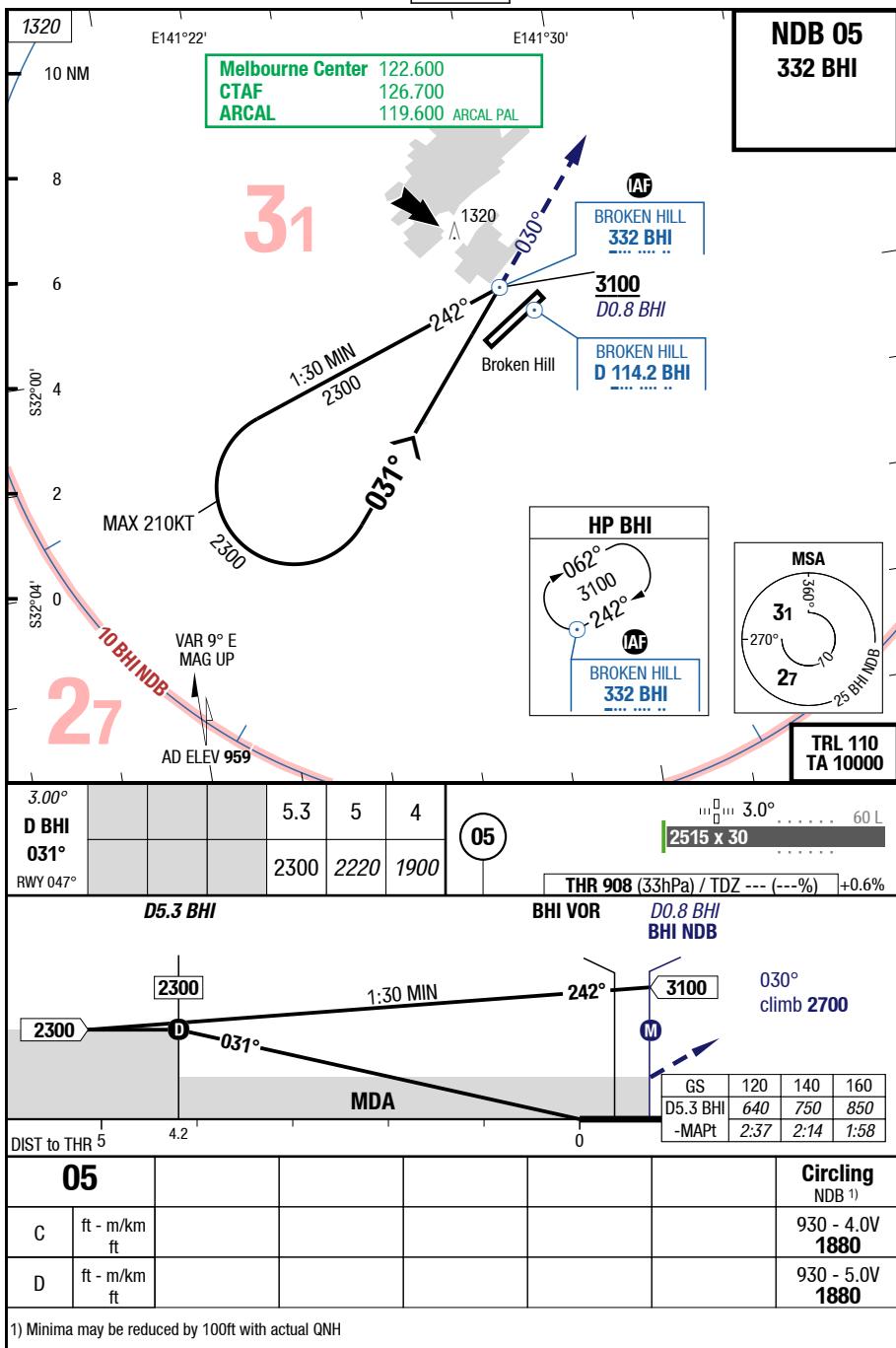
Changes: APL, MSA, ALT, Profile, MOCA

BHQ-YBHI

7-50

NDB 05

IAC



Changes: Completely revised