

OPERATIONS INTO MT HOTHAM (YHOT)

GENERAL

Mount Hotham is the highest mountain aerodrome (4,260 feet) in Australia and is situated in a **Designated Remote Area** of the Victorian Alps. The sealed Runway 1460x30m is orientated 11/29. The Runway has manually activated lighting with standby power.

Mountain Operations

- The NZ CAA website has a useful booklet on mountain flying at: http://www.caa.govt.nz/safety_info/GAPs/Mountain_Flying.pdf

1. ARRIVAL

Visual Approach to Runway 11

- Due to high terrain on approach to Runway 11, the PAPI system is set to provide a 3.9 degree visual approach slope path. This is steeper than the normal slope of 3 degrees or a gradient of 5.2%.

RNAV (GNSS) Approach Runway 29

- Due to high terrain at the western end of the runway and within the normal missed approach area, the RNAV (GNSS) approach for Runway 29 has a missed approach point (Mapt) set at 1.6 km before the Runway 29 threshold, when 0.5 Km is the norm. As there is a ravine/valley between the Mapt and the threshold it is possible to lose sight of the RWY 29 threshold after the Mapt. Additionally, the published Missed Approach climb gradient is 3.3 degrees, which is steeper than the normal design gradient of 2.5 degrees.
- A thorough understanding of the topographic features around Mt Hotham is considered essential and Flight Crew intending to operate there should refer to a chart with adequate scale resolution to determine all important features. A WAC chart with a scale of 1:1000000 is a good start, however the Central Mapping Authority publishes topographic maps with a scale of 1:25000 and 1:100000 and these provide excellent topographic detail for contingency planning.

2. GROUND

De-icing

- De-icing facilities are available at Mount Hotham (Type 1 Fluid). De-icing of an aircraft is a pilot decision and maybe required for larger aircraft. Aircraft that

require de-icing generally have a servicing and maintenance procedure in their maintenance control manual. Therefore operators/pilots will need to be familiar in the de-icing procedure recommended by the manufacturer of their aircraft. Mount Hotham airport staff has been trained and can assist with de-icing. Platform ladders and a cherry picker is available. Fees for deicing are applicable.

3. DEPARTURE

Weather Minima for Take-off

- To facilitate assessment of runway visibility a white flashing Runway Visual Range light (RVR) has been placed at the end of TORA Runway 29. The RVR light is located approximately 50 metres to the left of the RWY 29 centreline.

Climb

- The climb gradient on take-off from Runway 29 is 4.8% due to a ridge line situated 1800M from the Runway end.
- An obstacle light is situated 291 degrees magnetic 2873 meters from the start of take-off RWY 29 on RWY centreline.
- Many light aircraft do not have sufficient performance to operate from this aerodrome. Potential users must consult the aircraft manufacturer's performance charts in the Aircraft Flight Manual (AFM) to ensure that relevant take-off and climb gradients can be satisfied.
- Helicopters typically have no single-engine climb performance at the Mount Hotham altitude.
- Mountain wave and downdraughts in the vicinity of the runway can make climb out extremely hazardous. Aircraft with limited performance, such as most aircraft with fixed pitch propellers, should not attempt to take off when conditions favour mountain waves and downdraughts.

3. SURVIVAL

- Mount Hotham is in a remote area and therefore a survival kit appropriate to the Area must be carried (CAO 20.11 7.1(b)). See information on cold weather survival in ERSA EMERGENCY PROCEDURES.

4. PRIOR PERMISSION

Before operating an aircraft into Mount Hotham Airport an AIRPORT USE REQUEST form must be completed and submitted. The form can be obtained from:

Mount Hotham Airport

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Fax. 03 5159 6776
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