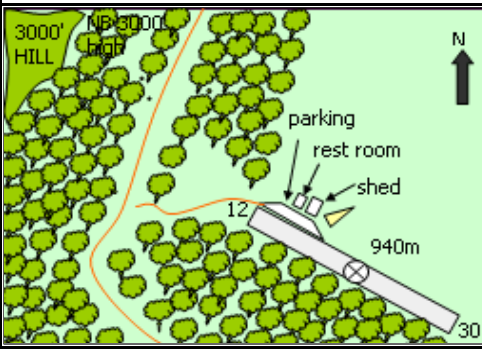




# Mount Louis Station

## MOUNT LOUIS AIRSTRIP INFORMATION

Mount Louis guests wishing to self fly to the Mount Louis Airstrip must contact Mount Louis Station prior to flying on (07) 4040 8181 or via email [mtlouis@bigpond.com](mailto:mtlouis@bigpond.com)

Mount Louis	YBMD	Elev: 10'		
	RESTRICTIONS		COMMUNICATIONS	
	BN2		VHF	121.2
	AC50		CTAF	126.7
	C310		GROUND	126.45
	C402		UHF	
	C404		PAL	
	C208			
	BE20			
	<b>Notes:</b>			
<b>Operator:</b> Mount Louis Cattle Station <b>Phone:</b> 07 40608166 fax 07 40608200 <b>Hinterland:</b> 07 40359323 fax 07 40349472 <b>Location:</b> 15 52.40's 145 19.74'e <b>Surface:</b> sealed/tarmac <b>Rwy bear:</b> 120° - 300° <b>Rwy width:</b> 50m	Takeoff strip 30 not available due terrain High terrain to N.W. north and east infringes circling area .Fence on N.E. side of strip and trees on S.W side infringe the transitional surface. Prior permission required for landing. Check for wallabies. Strip 12 displaced threshold.			



# CAIRNS - MOUNT LOUIS - CAIRNS ROUTE GUIDE

## MOUNT LOUIS AERODROME INFORMATION

**Position** S 15° 54.0' E 145° 20.0' VAR 7° E

**Elev:** 10 feet.

RWY	TORA	TODA	ASDA	LDA	WIDTH
12	940m	1000m	940m	805m	18m
30	Not available due			750m	18m

### Aerodrome notes

1. RWY 12 Left hand circuits
2. RWY 12/30 transitional SFC infringed by AD boundary fence NE side of RWY and trees SW side of RWY.
3. Terrain NW, NE and E infringes HZS.
4. Slope 0.4% down to SE. RWY WID 18. RWS WID 50.
5. Supplementary takeoff distance RWY 12 - 702(3.3%)

## CAIRNS TO MOUNT LOUIS

### 1. In visual conditions

- a. Plan YBCS – LWI (Low Isles) – YBMD.
- b. The level should be planned at 2000ft AMSL or 4000ft AMSL as required.
- c. Alternative levels may be used.
- d. The pilot should determine that the route can be flown clear of cloud with the required minimum visibility at all times.
- e. The pilot may elect to track coastal LWI - YBMD.

### 2. If visual conditions are unlikely to exist.

- a. The flight plan track is YBCS – CS – SUNNY – TRAIL – YBMD
- b. The calculated LSALT for each segment is as follows;
  - i. CS – SUNNY 4000'
  - ii. SUNNY – 1500'
  - iii. TRAIL TRAIL - 5200'  
YBMD

- c. Tracking from SUNNY to TRAIL must be conducted on track or right of route (5nm max for C208).
- d. Descent from 4000' will be commenced at 30nm to run TRAIL, with 1500' reached approximately 15-20nm from TRAIL. This will contain all operations below 2000' within 25nm from BMD.
- e. Tracking to TRAIL will continue until 5nm before TRAIL unless visual.
- f. Once visual the pilot should track direct to YBMD.
- g. If not visual by 5nm TRAIL, the pilot will climb to 5200' on track. At TRAIL a right turn to reintercept track, TRAIL to CS. Once established at or above grid LSALT the pilot may elect to track overhead Bloomfield to ascertain conditions or proceed to the planned alternate.

### **3. Notes**

- a. If a visual descent above Bloomfield is able to be carried out than the following hazards must be considered;
  - i. High terrain
  - ii. Descent will take approximately 10 minutes and the changing weather conditions need to be monitored.
  - iii. Descent rates and speeds must be consistent with a normal circling approach.
  - iv. Conditions on the ground may not be as favourable as they appear from altitude and if any doubt exists a return to Cairns or a suitable alternate be made.
- b. The alternate for Bloomfield shall be either:
  - i. Cooktown; or
  - ii. Return to Cairns
- c. At any stage should it become apparent visual tracking cannot be maintained a climbing turn away from terrain must be made and consideration given to tracking towards TRAIL or intercepting the SUNNY – TRAIL track.
- d. All LSALTs have been calculated on the assumption that GNSS is available for navigation purposes. Should the integrity of the GNSS be in doubt at any time, an immediate climb to the current grid LSALT must be conducted.

### **4. Fuel requirements**

In addition to all other fuel requirements an extra 20 minutes holding fuel must be carried.

## **MOUNT LOUIS - CAIRNS**

### **1. In visual conditions**

- a. Plan YBMD – LWI (Low Isles) – CS – YBCS.
- b. The level should be planned at 3000ft AMSL or 5000ft AMSL as required.
- c. Alternative levels may be used.
- d. The pilot should determine that the route can be flown clear of cloud with the required minimum visibility at all times.
- e. The pilot may elect to track coastal YBMD - LWI.

### **2. If visual conditions are unlikely to exist.**

- a. The flight plan track is YBMD – TRAIL – CS - YBCS
- b. The calculated LSALT for each segment is as follows;
  - i. YBMD - TRAIL 5200'
  - ii. TRAIL – CS Grid LSALT (5900')
- c. The pilot in command once airborne and clear of obstacles should commence a left turn climb, tracking direct to TRAIL.
- d. Upon reaching grid LSALT, tracking to TRAIL may be discontinued once a clearance is obtained for direct tracking to CS.

### **3. Notes**

- a. All LSALTs have been calculated on the assumption that GNSS is available for navigation purposes. Should the integrity of the GNSS be in doubt at any time, an immediate climb to the current grid LSALT must be conducted.