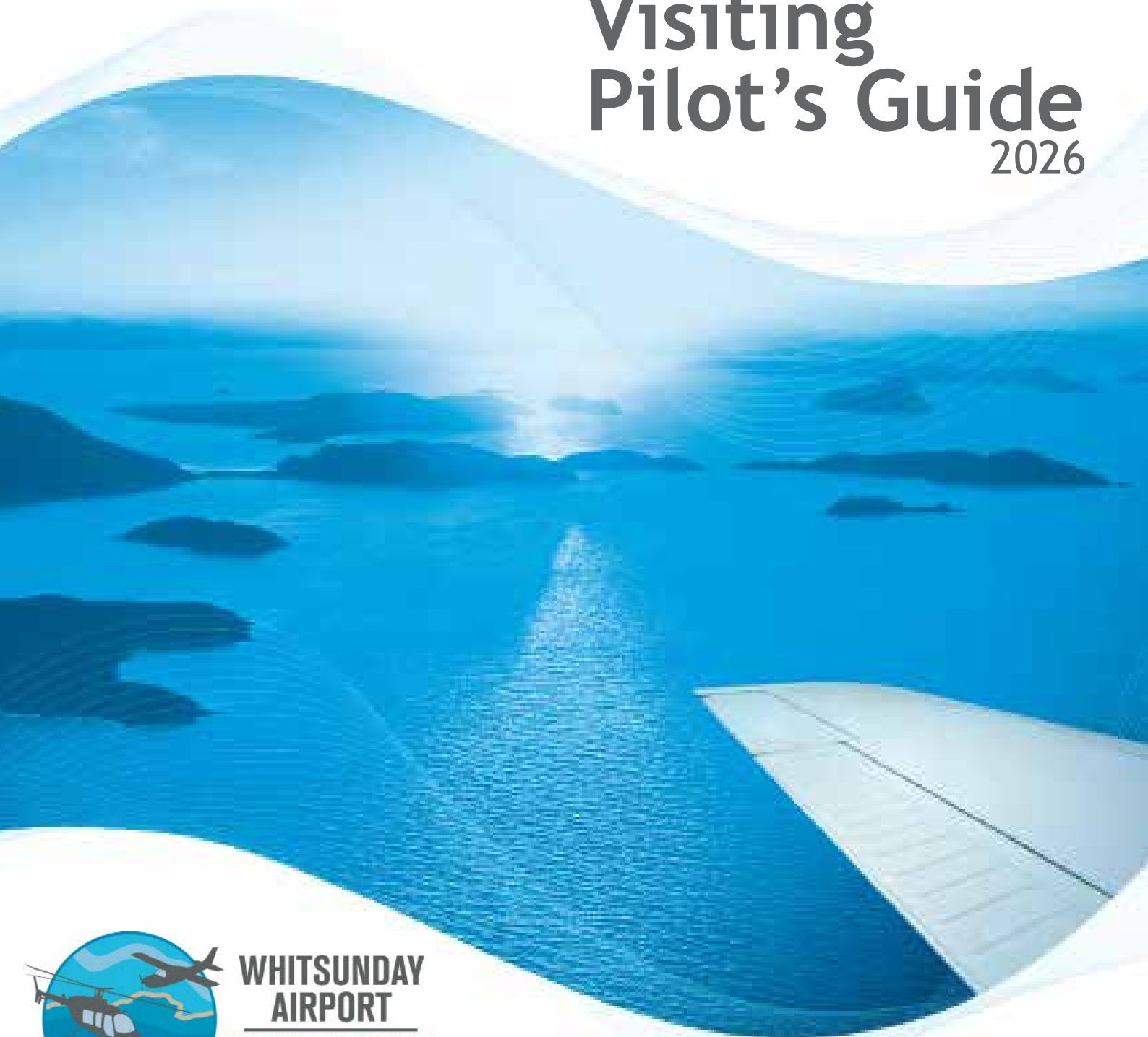


Whitsunday Airport

*The aviation gateway
to the heart of the
Whitsundays*



Visiting Pilot's Guide 2026



**WHITSUNDAY
AIRPORT**
WHITSUNDAY AVIATION
VILLAGE ESTATE

Airport Statistics & Services



For all visiting aircraft, both commercial and private you **MUST** phone ahead to advise ETA and parking instructions. 07 4946 9180.

ERSA Reference: Shute Harbour/Whitsunday.

Situation: Lat 20° 16'S Long 148° 45'E.

Elevation: 40 feet.

Direction: 14/32.

Length: 1410 meters.

Width: 15 meters with dual taxiways.

Surface: Sealed asphalt.

Local CTAF: 127.85 (Owner requires radio communications).

Commercial Landing: \$55 per aircraft under 2,000kg for pilot only, \$33 per passenger.
\$88 per aircraft over 2,000kg for pilot only, then \$33 per passenger.

Private Landing: \$33 per aircraft under 2,000kg weight.
If there is a private group fly in / safari all landing fees will be waived.
\$55 per aircraft over 2,000kg weight.

Parking Fees: \$22 per night, per aircraft under 2,000kg.
\$33 per night, per aircraft over 2,000kg.

Tanker Refuels: \$55 per delivery (NOTE this charge will be at the discretion of Whitsunday Airport Management. If Management requests a tanker to fill your aircraft, there will be no charge)

Fuel: Avgas and Jet A1 available 7 days a week.
Credit card swipe facility. Please note **NO CARNET**.

Cafe: The Hangar Cafe & Bar open 7 days. Phone 0487 006 929
Weekdays 6.30am to 1.30pm Weekends 7.30am to midday.

Oil: Shell products available; 100; W100; W100 plus.

Office Hours: Weekdays 8.00am to 5.00pm. Weekends 8.30am to 3.30pm.

**AT LEAST 24 HOURS
NOTICE OF YOUR
ARRIVAL IS REQUIRED**



Southern Approach



SOUTH EASTERN ARRIVALS FOR 32
SOUTHERN APPROACH TRACKS FOR 14

— RH Circuits for 32
— RH Circuits for 14

<p>1 (32 Circuit)</p>	<p>2 (32 Circuit)</p>
<p>3 (32 Circuit)</p>	<p>4 (32 Circuit) APPROACHES FROM SOUTHWEST - BLUE HARBOR (LOCAL VIEW TO THE NORTHWEST) Runway 32 approach - Start from here</p>
<p>5 (32 Circuit) 1 (14 Circuit)</p> <p>APPROACHES FROM SOUTHWEST - BLUE HARBOR Runway 14 keep to left of ship but do not cross the range</p>	<p>2 (14 Circuit)</p> <p>Don't Overfly House</p>
<p>3 (14 Circuit)</p>	<p>4 (14 Approach)</p> <p>Don't Overfly House</p>



Northern Approach



APPROACHES FROM PROSERPINE - CANNONVALE

Strip orientation 14 - 32. Runway 14 base leg turn at red arrow.
For 32 proceed beyond Pioneer Point for Shute Harbour base leg

— RH Circuits for 32
— RH Circuits for 14



Background & Important Information



The airport is privately owned and has a number of residential and commercial operators. At times it can be busy operationally, and pilots of visiting aircraft are requested to obtain information on the current status and conditions prior to leaving the previous point of departure.

Operational requirements mean that visiting pilots must have at least 100 hours in command and obtain the current information as above. The airport is located in a small valley and has a curved approach and departure from each runway and winds can be at times strong and gusty.

Aircraft parking instructions will be given to visiting pilots when they telephone 07 4946 9180 for an airport status check. Please ensure that you have a tie down kit. After landing please call the airport management inside the terminal building. For safety and security all access to and from your aircraft is to be via the terminal building, contacting airport staff on the way through. Please ensure that you call to the airport reception if you wish to access your aircraft and all passengers must be escorted by yourself to and from your aircraft, a high vis vest is required for at least one person.

Radio Checks: Due to the local terrain, some radio transmissions may not be received. Please conduct radio checks prior to landing or departure. Ensure you have contact with all traffic in your vicinity. At all times maintain a listening watch on the CTAF frequency (127.85) as the airport has a high density of light aircraft, parachute operations and helicopter traffic. Be aware at all times that landing and commercial traffic have right of way.

Parachute operations are carried out on a daily basis at the airport (weather dependant). Please be on the alert at all times for calls from the dropping aircraft and if required avoid the drop zone. Parachute intentions are broadcast on the same CTAF frequency (127.85).

As this is an Airpark there may be items such as bins or contractors on a building site. Where possible please backtrack. If you believe there is an item that may be obstructing your access, please contact Ground on CTAF, or Airport Manager on 0430172325 - Our ground crew will then be able to assist.

A NOTE FROM HAMO TOWER

"IFR aircraft departing Shute Harbour Airport into Hamilton Island Airspace please contact Hamilton Island Tower (07) 4946 9123 prior to taxi." Review the Hamilton Island Control Area steps to plan your arrival and departure.

Whitsunday Aviation Village Estate

HERE IS YOUR CHANCE TO LIVE IN AVIATION

PARADISE

Call 07 4946 9180 for a full information kit.



Fly Neighbourly Procedures



The following procedures have been implemented by Whitsunday Airport for users to minimise the impact to maintain good relationships with our surrounding neighbours where ever possible.



- Always avoid overflying built up areas when under 1,500ft amsl.
- Circuit height is 1,000ft amsl.
- Circuit direction - right hand circuits for both runways 14 & 32.
- Preferred runway with calm or nil wind is runway 14.
- Drones are not permitted to operate at YSHR or near any flight paths
- Run ups or engine warming is to be kept to a minimum, to be conducted at the designated area, please confirm these areas with airport management or on the parking mud map.
- No mid field takeoffs for aircraft are permitted in either direction.
- Departures to & approaches from the south are to track south of Shute Harbour jetty.
- No mid downwind turns are permitted except for training aircraft.
- Do not overfly the homes on the airfield or over homes at Shute Haven / Shute Harbour.
- Hours of operation; Except for emergencies or regulatory authority ops no aircraft shall operate outside the following hours;

Summer, Autumn and Spring

Monday to Saturday 6.30am to 6.30pm
Sunday 7.00am to 6.30pm.

Winter

Monday to Saturday 6.45am to 6.30pm
Sunday 7.00am to 6.30pm.

Office Hours

Monday to Friday 8.00am. 5.00pm
Saturday to Sunday 8.30am to 3.30pm.

THE PILOT IN COMMAND MUST USE DISCRETION AND EXERCISE JUDGEMENT REGARDING FLIGHT CONDITIONS AND IS RESPONSIBLE FOR HIS OR HER ACTIONS.

Arrivals

First time arrivals are best from the Proserpine direction and north of Airlie Beach



Due to the hilly surroundings terrain and to avoid more severe areas of turbulence, RIGHT HAND CIRCUITS are preferred in both runway direction whenever possible. The windsock at the northern end of the runway is the more accurate guide to wind.

Transmit your position when 20 miles from circuit, 5 miles from circuit and joining circuit on CTAF frequency (127.85). This is to ensure that all commercial and other traffic in the vicinity are aware of your approach. Be aware of Parachute operations and remain clear of circuit until all parachutes are on the ground. The parachutes land approximately middle of the flight strip and just to the western side.

RUNWAY 14

Approach can be made either straight in, (in accordance with CASA operational requirements), or by joining a right downwind for a right base, or if tracking from Cannon Valley joining a right base over Pioneer Bay.

DO NOT OVERFLY THE RUNWAY CENTRE

We ask that all fixed and rotary wing aircraft establish themselves on final for runway 14 over Pioneer Bay and certainly no later than Funnel Bay. When establishing on right down wind for runway 14 please remain west of Shute Harbour Road, this will avoid over flying the caravan park and avoid conflict with any descending parachutes.

Under no circumstances (emergency excepted) are aircraft to run onto final from a right downwind before passing the house on top of the hill at Mandalay Point.

When about to turn base or on long final, advise position for other traffic.

Avoid flying directly over houses under final.

Land after the displaced threshold to counteract any sink which may be experienced from crossing the beach and the threshold of runway 14. Caution turbulence and sink on windy days.

RUNWAY 32

A straight in approach requires a slight right hand dog leg on final to maintain terrain clearance. After following the centre of Shute Harbour water in towards the valley, a right hand dogleg should be made prior to crossing Shute Harbour Road. When necessary to join base for runway 32 keep south of the Shute Harbour Jetty. Land after the displaced threshold - this applies to both ends.



Departures



TAKE OFF RUNWAY 14

Maintain runway heading until over Shute Harbour Road, then turn left heading 120 degrees magnetic over Shute Harbour. Review the Hamilton Island control steps prior to take off.

PLEASE ENSURE YOU DO NOT OVERFLY THE HOMES ON THE AIRFIELD, AT SHUTE HAVEN OR SHUTE HARBOUR.

TAKE OFF RUNWAY 32

Over the end of the runway turn right heading 340 degrees magnetic over Funnel Bay. Do not make a right turn prior to the end of the runway as you will overfly houses immediately on the right hand side of the runway.

Full length of the runway to be used, no mid runway take offs. This applies to both 14 and 32.

TAXIING

Transmit your intention on the CTAF frequency (127.85) prior to taxiing and visually check both directions for airborne and ground traffic. Be aware of parachute operations and remain clear of the parachute touchdown area until all parachutes are on the ground. When ready for take off call about to roll and runway direction.

ADDITIONAL NOTES

- At all times, maintain a listening watch on the CTAF frequency (127.85) as the airport has at times a high density of light aircraft and helicopter traffic.
- Parachute operations can be carried out on a daily basis at the airport. Please be on the alert at all times for calls from the dropping aircraft and if required avoid the drop zone. Parachute intentions are broadcast on the same CTAF frequency.
- Be aware at all times that landing and commercial traffic have right of way.
- Preferred runway with calm or nill wind is runway 14.
- Review the Hamilton Island Control Area steps to plan your arrival and departure. Hours of operation; Except for emergencies or regulatory authority ops no aircraft shall operate outside the following hours;

Summer, Autumn and Spring

Monday to Saturday 6.30am to 6.30pm
Sunday 7.00am to 6.30pm.

Winter

Monday to Saturday 6.45am to 6.30pm
Sunday 7.00am to 6.30pm.



Skydive Operations



Enhanced Shute Harbour Airfield Procedures

- Look for the yellow and blue flag outside Skydive, if it is there, we are operating at the Airfield.
- Look for the red flag. If it is there, no aircraft is permitted to land, take-off or taxi in the "no go area".
- At the 5 minute call, ground crew usually go out and stand by the yellow and blue flag.
- 119.2 is company frequency if you want to talk to ground and can't get hold of the skydive aircraft
- Generally if there are more than 5 canopies/chutes, 2 passes will be required. It takes 3-4 minutes between the passes. There is usually not sufficient time to take-off or land between as often the second pass canopies have left the aircraft before the first pass is on the ground. It will only be possible if you don't see the red flag and have touched base with either the pilot or GCA.
- To reiterate, no aircraft is permitted to land, **take-off or taxi in the outlined "no go area"** while the chutes are under canopy/landing. This will be indicated by a red flag. If you see the red flag, it means no go for anything.
- Freefall is 30 seconds, chutes open 5-6000ft for 5 minutes. Ground crew will say "All chutes down" once the last canopy is on the ground.
- The canopies are in freefall for approximately 30 seconds once out of the aircraft if dropping from Flight Level's, that is all (even less if they are dropping from 8,500) . If you are taxiing ensure you are clear of the "no-go" area.
- Remember parachutes have no engines, they cannot manoeuvre out of the way.
- If you have to conduct a go-around and chutes are still in the air, you have to consider a steep left or right 180 turn on final. You cannot do a standard go-around, this will take you straight into the chutes.
- Chutes land into wind. Their landing pattern will vary accordingly.



Operational Flag

