

MELBOURNE/MOORABBIN**ELEV 55****AVFAX CODE 3003**

VIC

UTC +10

YMMB

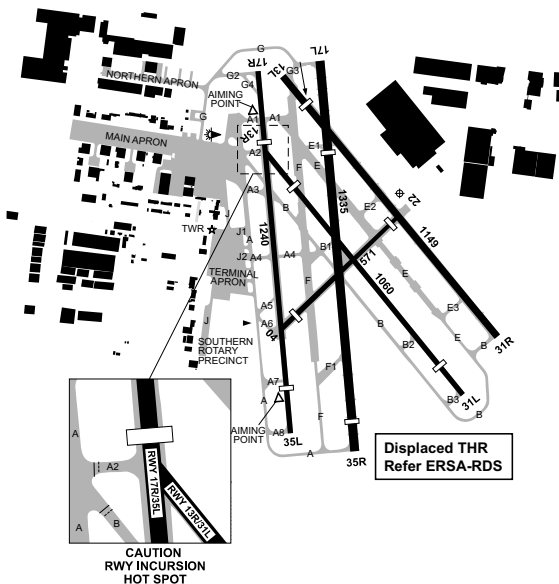
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CERT

AD OPR Moorabbin Airport Corporation Pty Ltd, Airport Management Centre, 66 Bundora Parade, Moorabbin Airport, VIC, 3194. Email: admin@moorabbinairport.com.au. PH 03 8587 8000 (JO 0900-1700 Local). ARO 0428 058 295 (H24). Website: www.moorabbinairport.com.au.

**REMARKS**

1. Availability:
 - a. AD Charges: All ACFT - contact AD OPR for details.
 - b. PPR for instrument APCH or AWK WI the ML Terminal Airspace. Phone 03 9235 7337 for bookings.
 - c. PPR from the AD OPR for the following:
 - (i) ACFT ABV 5,700KG MTOW.
 - (ii) ACFT ABV 15M wingspan.
 - (iii) Recreational ACFT - Australia.
2. This AD is a Security Controlled Airport. All personnel must possess and display a valid ASIC when airside unless under escort.
3. High visibility vest to be worn when airside.

HANDLING SERVICES AND FACILITIES

World Fuel Services: Tysons Aerofuels: 2100-0800 UTC DLY. Phone 03 9580 2861, VHF 121.65 - callsign "AEROFUELS". H24 AVGAS bowser WFS carnet card, V and MC via Compac Pay smartphone APP. AH 1HR PN Phone 0425 792 200, 0418 125 636. AVGAS, JET A1, O117, O125, O156. Carnet, V, MC.

VIVA Energy Aviation: 2100-0800 UTC. AH call-out fee may apply. Phone 03 9587 4277. AVGAS and JET A1. H24 AVGAS card bowser. VIVA Energy Aviation Fuel2Sky card, V, MC.

AVIA AVIATION: FBO Services. Phone 03 8677 7760 or email: admin@aviaaviation.com.au. H24 with PN, departure lounge, toilet/shower, WiFi, parking and hangarage AVBL. JET A1 and AVGAS, all cards accepted.

General

AD OPR does not provide ACFT marshalling services.

APRONS AND TAXIWAYS

Wingspan limitations apply to AD. Areas of Main Apron and Northern Apron marked 'NOT ABV 11.5M WINGSPAN' and 'NOT ABV 18M WINGSPAN'. Pilots must exercise caution due reduced wingtip clearances.

AERODROME OBSTACLES

1. Lit buildings:
 - a. 265FT AMSL BRG 304 DEG MAG 2.35NM FM ARP. Infringes inner HZS by 74FT.
 - b. 211FT AMSL BRG 297 DEG MAG 2.24NM FM ARP. Infringes inner HZS by 21FT.
2. Mobile phone towers:
 - a. 233FT AMSL BRG 334 DEG MAG 1.94NM FM ARP. Infringes inner HZS by 43FT.
 - b. 204FT AMSL BRG 325 DEG MAG 1.35NM FM ARP. Infringes inner HZS by 14FT.
3. Multiple unlit power pylons 233-288FT AMSL BTN BRG 333-343 DEG MAG 2.26-2.41NM FM ARP. Infringes conical SFC by up to 34FT.
4. Mast 310FT AMSL BRG 317 DEG MAG 2.54NM FM ARP. Infringes conical SFC by up to 16FT.
5. Flagpoles 234FT AMSL BRG 318 DEG MAG 2.13NM FM ARP. Infringes inner HZS by 44FT.
6. Aerials:
 - a. 242FT AMSL BRG 309 DEG MAG 2.09NM FM ARP. Infringes inner HZS by 52FT.
 - b. 226FT AMSL BRG 306 DEG MAG 2NM FM ARP. Infringes inner HZS by 36FT.
7. Mobile phone cells 226FT AMSL BRG 303 DEG MAG 2.15NM FM ARP. Infringes conical SFC by 3FT.
8. Flood light 241FT AMSL BRG 273 DEG MAG 2.2NM FM ARP. Infringes inner HZS by 51FT.
9. Multiple unlit flood lights 239-240FT AMSL BTN BRG 280-281 DEG MAG 2.36-2.61NM FM ARP. Infringes conical SFC by up to 48FT. Located at 'Keys Road Reserve'.
10. Power pole 56FT AMSL BRG 176 DEG MAG 1,109M FM ARP. Infringes RWY 17L TKOF SFC by 1.6FT.
11. AD fence 59FT AMSL BRG 326 DEG MAG 593M FM ARP. Infringes RWY 35R TKOF SFC by 5.3FT.
12. Air conditioning units:
 - a. 92FT AMSL BRG 056 DEG MAG 288M FM ARP. Infringes RWY 04 TKOF SFC by 2.3FT.
 - b. 87FT AMSL BRG 052 DEG MAG 263M FM ARP. Infringes RWY 04 TKOF SFC by 0.7FT
13. Steps to roof 73FT AMSL BRG 042 DEG MAG 156M ARP. Infringes RWY 04 TKOF SFC by 1.6FT.
14. Access ladder 85FT AMSL BRG 215 DEG MAG 901M FM ARP. Infringes RWY 22 TKOF SFC by 3FT.
15. Multiple light towers (lit) 263FT AMSL BRG 071 DEG MAG 2,222M FM ARP. Infringes inner horizontal SFC by 73FT.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS Phone 03 8470 3216 - Report faults to BoM.
3. AWIS FREQ 120.9 (AVBL Outside TWR HR) - report faults to AD OPR.
4. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 03 9669 4850.

PHYSICAL CHARACTERISTICS

| | | | | | |
|---------|-----|-----|--------------------------|--------|---------|
| 04/22 | 036 | 19a | 5700/552 (80PSI) Asphalt | WID 18 | RWS 60 |
| 13L/31R | 130 | 38a | 5700/552 (80PSI) Sealed | WID 30 | RWS 80 |
| 13R/31L | 130 | 35a | 5700/552 (80PSI) Sealed | WID 18 | RWS 80 |
| 17L/35R | 164 | 44a | 5700/552 (80PSI) Sealed | WID 30 | RWS 140 |
| 17R/35L | 164 | 41a | 5700/552 (80PSI) Sealed | WID 18 | RWS 80 |

AERODROME AND APPROACH LIGHTING

| | | |
|-------------|------|---------------|
| RWY 13L/31R | MIRL | SDBY PWR AVBL |
| RWY 17L/35R | MIRL | SDBY PWR AVBL |

1. RWY edge light spacing:
 - a. 17L/35R - 58.5M.
 - b. 13L/31R - 57.9M.
2. Non-standard RWY edge light spacing between final RWY edge lights and RWY end lights.
3. Outside TWR HR, AD LGT displayed CONS.

OTHER LIGHTING

ABN FLG W 5 SEC

1. SDBY PWR switchover time: 15 SEC.
2. TWY LGT: Green CL on J1. Blue edge lighting on A, B and G.

ATS AND AERODROME COMMUNICATION FACILITIES

| | | |
|------|------------------|-------------|
| FIA | MELBOURNE CENTRE | 135.7 |
| ATIS | MOORABBIN ATIS | 120.9 398 |
| SMC | MOORABBIN GROUND | 134.25 |
| TWR | MOORABBIN TOWER | 118.1 123.0 |

1. TWR HR:
 - a. MON-FRI: 2200-1000 UTC (0800-2000 Local)
 - b. SAT-SUN: 2200-0900 UTC (0800-1900 Local)
 - c. During HDS:
 - (i) MON-THU: 2100-1100 UTC (0800-2200 Local)
 - (ii) FRI: 2100-1000 UTC (0800-2100 Local)
 - (iii) SAT-SUN: 2100-0800 UTC (0800-1900 Local)
2. Moorabbin TWR provides ATS within Class D airspace SFC to 2,500FT during TWR HR.
3. Outside TWR HR airspace becomes Class G. CTAF procedures apply.

RADIO NAVIGATION AND LANDING AIDS

NDB MB 398 375835.4S 1450525.2E Range 65 (HN 65) (1)

(1) Range 40NM to E - 085/0.6. Excessive needle fluctuations WI 5NM of Melbourne Central Business District.

LOCAL TRAFFIC REGULATIONS

1. GROUND PROCEDURES

- 1.1. Start approval required for:
 - a. Circuit Operations.
 - b. ACFT DEP for AWK in the Melbourne TMA.
 - c. ACFT LDG at Melbourne.
 - d. ACFT DEP ABV 2,000FT for LDG at Essendon.

2. INSTRUMENT APPROACH AND CIRCUIT TRAINING

- a. All ACFT planning practice instrument APCH (AVBL 2000-1200 UTC, 1HR earlier during HDS) require prior ATC approval. Pilots must book a slot online at www.bookawk.com.
- b. Circuit training booking system operational pilots may book a slot online at www.vic.bookawk.com

FLIGHT PROCEDURES

1. ATC TRAFFIC MANAGEMENT SPEED

When not on a SID or STAR (including vectoring) - ACFT ARR or DEP MB via Class C airspace must not exceed 250KT IAS when BLW 10,000FT AMSL. Advise ATC if a higher speed is operationally required.

Note: Pilots must also comply with Class D airspace speed limits. Cancellation of ATC traffic management speeds does not cancel Class D airspace speed limits.

2. LOW VISIBILITY OPERATIONS

Low Visibility Operations not AVBL.

3. CIRCUIT PROCEDURES

- 3.1. Circuit Altitude: 1,000FT (QNH).
- 3.2. Report turning downwind with intentions.
- 3.3. Helicopters may cross duty RWY THR at 500FT when base leg for LDG.
- 3.4. Practice LDGs with feathered propellers not permitted.
- 3.5. Simulated engine failure in single engine ACFT after TKOF not permitted.
- 3.6. Simulated asymmetric OPS after TKOF not permitted RWY 17R and 22.

- 3.7. Circuit Directions during TWR HR:
- (i) RWY 04 HJ - right: HN - not AVBL.
 - (ii) RWY 22 HJ - left: HN - not AVBL.
 - (iii) RWY 13R HJ - right: HN - not AVBL.
 - (iv) RWY 13L HJ - left: HN - left.
 - (v) RWY 31R HJ - right: HN - right.
 - (vi) RWY 31L HJ - left: HN - not AVBL.
 - (vii) RWY 17R HJ - right: HN - not AVBL.
 - (viii) RWY 17L HJ - left: HN - left.
 - (ix) RWY 35R HJ - right: HN - right.
 - (x) RWY 35L HJ - left: HN - not AVBL.
4. **CLEARANCE PROCEDURES FOR CLASS C AIRSPACE**
- 4.1. VFR Flights by Day - Clearance in Class C airspace is not AVBL from MB TWR. CTC Melbourne Centre (135.7) in Class G airspace for clearance.
- 4.2. VFR at night - MB TWR will provide airways clearance only for flights planned in Class C airspace north of and including the line SAMIG-MB-HARRO.
- 4.3. IFR flights south of the line SAMIG-MB-HARRO, MB TWR will provide a transponder code. Remain in Class G airspace. Contact ML CENTRE FREQ 135.7 3NM MB for airways clearance.
- 4.4. IFR flights north of and including the line SAMIG-MB-HARRO, MB TWR will provide airways clearance.
5. **DEPARTURES**
- 5.1. VFR ACFT must advise departure intentions with Ready Call.
- 5.2. Clearance for VFR ACFT to operate in the MB CTR and VFR ACFT departing into Class G will be issued on MB TWR FREQ.
- 5.3. A takeoff clearance constitutes a clearance to operate within the CTR or depart the CTR in accordance with the intentions notified with the ready call.
- 5.4. VFR ACFT departing into Class G airspace must depart the CTR on an extended leg of the circuit.
- 5.5. Departure altitude - climb to 2,000FT AMSL or higher, cloud permitting.
- 5.6. DEP from RWY 17 on UPWIND leg remain over land until abeam CARRUM to avoid inbound traffic.
- 5.7. DEP from RWY 17R to S, turn left to follow coast when S of Woodland Golf Course.
- 5.8. All ACFT departing to remain in Class G airspace are to change to ML CENTRE FREQ 135.7, 3NM from MB during TWR HR. Specific transfer instructions will not be issued to VFR aircraft.
6. **ARRIVALS**
- 6.1. CTR entry altitude: 1,000FT.
- 6.2. VFR ACFT should track via and report at CARR, BAW, BTO, ACE, SHOL or GMH.
- 6.3. When RWY 17 or 35 in use, ARR VFR ACFT from the S should track via and report at CARR on 123.0 then remain over water until established in the western circuit.
7. **IFR OPERATIONS IN VMC**
- Pilots electing to commence or terminate an IFR flight under the VFR should communicate such intention at the earliest possible time to ensure their arrival or departure is processed efficiently.
8. **HELICOPTER OPERATIONS**
- 8.1. **HEL Local Procedures:**
- a. Day VFR HEL ARR, DEP and CCTS must be at 700FT AMSL unless otherwise instructed. Day VFR ARR and DEP use the Northern aiming point, Southern aiming point or prior approved LDG site. Nominate aiming or HLS on first contact with TWR. ARR and DEP must be parallel to duty RWY and comply with circuit direction. Helicopters must avoid flight over airport buildings and public viewing areas below 500FT.
 - b. NGT OPS shall comply with fixed wing circuit and ALTs.
 - c. Eastern Grass is the area contained by a line 20M east of and parallel to the eastern edge of RWY 35R flight strip extended, and the perimeter fence Western Triangle is the area contained by a line extended along TWY A centre line 20M of TWY A4, an extended line 20M SW of and parallel to TWY B and the perimeter fence.
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- d. Circuits shall be conducted from the Eastern Grass or Western Triangle as follows:
 - (i) For duty RWY 17/35 use Eastern Grass. For duty RWY 13/31 use Western Triangle;
 - (ii) Parallel to duty RWY, inside the fixed wing circuit and in compliance with the fixed wing circuit direction;
 - (iii) A continuous lookout for fixed wing traffic must be maintained;
 - (iv) Once established, the only COM is "AIRBORNE" call **before** each circuit.
 - (v) ATC will not positively control these TKOFs or LDGs, or provide sequencing instructions. Initial TFC INFO only will be provided on other HEL conducting CCTS;
 - (vi) On completion of circuit training session, nominate landing HLS with airborne call, report downwind and comply with ARR from E if duty RWY 17/35.
 - (vii) A maximum of 3 helicopters are permitted to operate circuits concurrently.
- 8.2. **HEL Departures**
 - a. Contact SMC on 134.25 with departure intentions.
 - b. Taxi for Southern aiming point hold short of TWY A. Taxi for Northern aiming point hold short of TWY G.
 - c. DEP to the E call 118.1 with departure intentions when ready;
 - d. DEP to the W call 123.0 with departure intentions when ready and must remain clear of duty runways, pass E of TWR and track N until past TWR, or S until past airport buildings.
- 8.3. **HEL Arrivals**
 - a. ARR from E must call 118.1 and fly a close base leg to pass over the duty THR not BLW 500FT AMSL;
 - b. When duty RWY are 13 or 17, ARR from E for Northern or main aprons may be instructed to overfly duty THR not BLW 500FT AMSL for short right circuit;
 - c. ARR from W for southerly APCH must remain clear of duty runways, track E of TWR, then DCT to S HLS. ARR from W for northerly APCH to Northern or main aprons must remain clear of duty runways and track E of TWR.
9. **COMMUNICATION FAILURE**
 - a. Carry out Communication Failure procedures in EMERG.
 - b. TR via the appropriate VFR approach point.
 - c. Enter CTR at 1,500FT and TR to overhead the aerodrome at that altitude.
 - d. Ascertain the runway(s) in use and join the western circuit.
 - e. When ready, descend to circuit altitude remaining clear of the other circuit.
 - f. Maintain separation from other aircraft.
 - g. Proceed with normal circuit and landing.
 - h. Watch for light signals from the TWR.
10. **OUTSIDE TWR HR:**
 - a. Class C airspace ABV 2,500FT remains active.
 - b. After 2200 Local, DEP must maintain RWY heading until 1,000FT.
 - c. ML Centre services AVBL, FREQ 134.25 on the ground or 135.7 airborne.
 - d. RWY 17R, 35L, 13R and 31L not AVBL.
- 10.1. **Circuits:**
 - a. Right hand CCTS on RWY 04, 31R and 35R only.
 - b. MAX 5 ACFT permitted.
- 10.2. **Circuit training permitted:**
 - a. MON-FRI: 2200-1100 UTC (0800-2100 Local);
During HDS: 2100-1100 UTC (0800-2200 Local).
 - b. JF: 2300-0800 UTC (0900-1800 Local) or last light (whichever is earlier);
During HDS: 2200-0700 UTC (0900-1800 Local) or last light (whichever is earlier).
- 10.3. **Preferred RWY**
 - a. In order of preference:
 - (i) RWY 35, 17 and 13/31 equal preference.
 - (ii) RWY 04/22 - not AVBL unless operationally required and touch and go circuits not permitted.
 - b. Night operations:
 - (i) For DEP north - RWY 35R.
 - (ii) For DEP south - RWY 13L.

CTAF 118.1

Outside TWR HR.

NOISE ABATEMENT PROCEDURES**1. CIRCUIT TRAINING**

Circuit training is permitted BTN the FLW HR:

- a. 2200-1100 UTC (0800-2100 Local) MON - FRI.
2300-0800 UTC (0900-1800 Local) or last light (whichever is earlier) JF.
- b. During HDS 2100-1100 UTC (0800-2200 Local) MON - FRI
(2200-0700 UTC (0900-1800 Local) or last light (whichever is earlier) JF.

2. PREFERRED RUNWAYS

- a. RWY 35;
- b. RWY 17, RWY 13 and RWY 31.
- c. RWY 04/22 - not AVBL unless operationally required and touch and go CCTS not permitted.
- d. DRG TWR HR, ATC will consider nominating an alternative RWY when the crosswind exceeds 10KT or when there is tailwind.

3. RWY 17R

- a. DEP not permitted before 2300 UTC (0900 Local) (2200 UTC HDS) (0900 Local HDS).
- b. Jet DEP not permitted.
- c. DEP from RWY 17R maintain UPWIND leg until S of Woodlands Golf Course.

4. C180, C185, C206, C210, BE35/36 with two bladed prop, C336/337 and Warbirds fitted with constant speed props are not permitted to use RWY 17R or RWY 31L for TKOF unless no other RWY AVBL.**5. RWY 31L**

- a. DEP from RWY31L maintain UPWIND leg until over Kingston Centre.

ADDITIONAL INFORMATION

1. PJE OPS WI 2NM RAD of Point Ormond (APRX BRG 150DEG, 9NM FM YMEN ARP) SFC-FL140.
2. Possible wind shear and turbulence:
 - a. West of RWY 04 THR when wind FM west south westerly direction at 20KT and ABV.
 - b. On RWY 17R/35L and south of 35L THR when wind crosswind exceeds 15KT FM west or south westerly direction.
 - c. On RWY 13L/31R when cross wind exceeds 10KT FM easterly sector BTN BRG 310-130 MAG. Possible windshear and turbulence north of RWY 13L/ 31R when wind from west south westerly direction at 28KT and above.
3. Bird hazard exists:
 - a. Magpies present all year round.
 - b. Increased activity during and post rainfall and adverse weather events, including Australian White Ibis, Silver Gull and ducks.
 - c. Species specific NOTAM will be issued during periods of increased activity.

CHARTS RELATED TO THE AERODROME

1. WAC 3469, 3470.
 2. Also refer to AIP Departure and Approach Procedures.
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