



Tips for flying Moorabbin

Moorabbin Airport is a complex metropolitan airport that uses Class D procedures. The airport is used by a diverse range of fixed and rotary-wing aircraft—ranging from flying schools to commercial operations.

Aerodrome environment

Moorabbin's aerodrome environment includes:

- a multiple runway configuration
- a large volume of traffic
- a large volume of training activities, varied operations, aircraft types and pilot levels.

Airspace

Moorabbin's airspace features include:

- Melbourne Class C to the north-west
- Essendon airspace also to the north-west
- Avalon to the south-west
- Point Cook restricted areas across the bay to the west
- D342 danger area to the north-west with frequent parachuting activity.



Moorabbin and surrounds - cropped from Melbourne VTC, Dec 22

Operations on the movement area

The movement area is the part of an aerodrome to be used for the take-off, landing and taxiing of aircraft. It consists of the manoeuvring area and the apron(s).

Moorabbin movement area

Start approval is required for circuit training—it is important that you start and taxi (or proceed to the run-up bay) within a reasonable time of the start approval to avoid unnecessary delays to other aircraft.

Taxi clearance is required prior to taxi anywhere on the manoeuvring area (i.e., not the apron). Notify ATC of your position on the aerodrome and your desired taxi location. For example, after landing, a taxi clearance is required to go anywhere on the aerodrome once you have vacated the RWY.

At Moorabbin the run-up bay is part of the apron. Aircraft may taxi from the main apron to the run-up bay after obtaining start approval without obtaining a taxi clearance. You will need a taxi clearance prior to taxiing from the run-up bay. Aircraft leaving the run-up bays are required to give way to aircraft on the TWY's.

If you need to use TWY A to access the run-up bay, you must obtain a separate taxi clearance.

It is recommended that you include your position on the aerodrome in communications, including which run-up bay you are in, to assist ATC and other pilots or airside drivers to identify you.

Make sure you include your intentions so that ATC can give you appropriate instructions.

You must have a specific clearance from ATC to enter, cross, taxi along, line-up on, backtrack on or take-off from any runway (even if that runway is not the runway in use).

Never cross or enter any RWY unless in receipt of a specific clearance addressed to you that includes your call sign and the words "CROSS/ENTER RWY XX".

A landing clearance includes authorisation to cross any RWY intersecting your landing RWY during the landing roll. Do not stop on a RWY after landing on it. For example: if cleared to land on RWY 31L and unable to vacate prior to RWY 35L, you do not need another clearance to cross it. Roll through and vacate via A2.

Current runway incursion hot spots are detailed in the DAPs.

For diagrams, please visit

casa.gov.au/search-centre/aerodrome-maneuvring-maps.

Communications and readbacks

Use standard radio calls or readbacks to ensure ATC understands your intentions and confirm that you have understood your clearance.

Ensuring your readback is correct and complete, mitigates the need for ATC to confirm your understanding. This prevents additional conversation, complexity, workload and frequency congestion that may affect you, and/or other aircraft.

Readback requirements are detailed in the AIP, GEN 3.4 - 12 - Readback Requirements (23MAR23).

In addition to knowing what to read back, it is important to know what not to read back, to avoid frequency congestion. Simply reading back all that the controller has said may indicate that you have not fully comprehended the instruction.

Always read back:

- the holding point identifier
- the RWY designator
- e.g. "HOLDING POINT GOLF THREE, RUNWAY ONE THREE LEFT, ABC").

Situational awareness

To maintain situational awareness, maintain a mental picture of all the factors that could be about to affect safety.

Always maintain a listening watch on the radio by ensuring:

- you are on the correct frequency
- your radio is working
- the volume is turned up.

Ready calls

When you make your ready calls, include:

- the word 'ready'
- your first tracking point or circuit leg that you are departing on
- your RWY number (when parallel RWY's are in use).

Do not use the word 'take-off' in your ready call.

For helicopters, it is recommended that you specify the HLS from which you are operating.

'Downwind' calls

A 'downwind' call is mandatory whether operating in or arriving into the circuit. This provides ATC with the trigger to issue sequencing instructions and other pilots with situational awareness.

If you are unable to comply with any ATC instruction or clearance, inform them immediately.

Holding point

A holding point is the final destination of a taxi clearance for departure. This is where you make your ready call, before being cleared to enter the runway and take off.

Holding short

'Hold short of' is an intermediate holding point on your taxi route. You will need to get further clearance from this location, including a clearance to enter or cross any runways.

Compliance with ATC instructions

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Air traffic controllers also provide traffic information to aircraft when the information is warranted by the proximity of the aircraft.

The traffic information supplied by ATC will allow you to adjust your speed or track to avoid the traffic at a safe distance.

An increase in ATC workload can cause delays to other aircraft and affect the safety of the airspace.

You can support them by ensuring you comply with the published procedures in ERSA.

Sight traffic

If ATC passes traffic information, you must sight the traffic to comply with ATC instructions and maintain separation from it. If you lose sight of the traffic, you must inform ATC immediately.

Commence instructed movement as soon as practicable

When ATC instructs you to "TURN LEFT/RIGHT", ATC expects you will commence the turn as soon as practicable (unless "WHEN READY" precedes the instruction).

Descent within one minute when instructed

When ATC instructs you to descend, you must commence descent as soon as possible but no later than one minute of receiving that instruction from ATC (unless the instruction specifies a later time or place). If you want to delay your descent to assist in avoiding traffic, or are unable to comply with a descent instruction or clearance, advise ATC immediately.

'Follow' another aircraft

If ATC gives you an instruction to "FOLLOW" another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft.

If you cannot sight and identify the preceding aircraft, you must advise ATC immediately.

For example, CWA turns downwind 17L and is instructed to follow a Cessna joining base. If traffic is not sighted by mid downwind, advise ATC.

You must continue to follow the aircraft until that aircraft lands or ATC approves you to overtake.

Advise ATC if you are in any doubt as to which aircraft you are required to follow.

Ensure that all legs of your circuit are to the correct RWY. It is particularly important not to inadvertently 'drift' towards the upwind or final leg of the other RWY.

Maintain your position on the correct side of the centreline, especially as aircraft flying in the opposite direction may be on a different frequency.

Departure and arrival protocols

DAPs and ERSA contain current information on runway layouts, departure and arrivals information for different aerodromes.

As DAPs and ERSA are updated several times a year, please access them directly to ensure you are accessing the most current information.

VFR aircraft by day should report inbound at one of the published VFR approach points.

Generally, aircraft arriving from the east will be instructed to join the eastern circuit and aircraft arriving from the west, the western circuit - regardless of the RWY in use, CARRUM is considered to be a western arrival point.

Abbreviated clearance

Moorabbin Tower will issue an abbreviated clearance, usually comprising an instruction to enter the CTR on a specific leg of the circuit, or an instruction to overfly or join upwind.

Entry level

When an entry instruction does not specify a level, enter the CTR at 1000ft.

Sequencing coordination

An instruction to overfly or join upwind will normally be issued when the traffic is such that ATC cannot sequence you directly onto a leg of the circuit.

Your instructions will include a specified level e.g. "DEF, MOORABBIN TOWER, MAINTAIN 1500, JOIN UPWIND RUNWAY XX" or "[OVERFLY THE FIELD, CONTACT TOWER ON (freq.) OVERHEAD]".

With an instruction to overfly, ATC will instruct you to contact the appropriate frequency for the circuit. When overhead report on that frequency.

After reporting overhead, the tower will issue you with relevant traffic to follow or avoid and clear you for a visual approach. Depending on the disposition of the traffic, commence your descent to circuit altitude and track to the circuit position as instructed.

If descent is not immediately available, ATC will reiterate the level to maintain as well as tracking instructions e.g., "GHI CLEARED VISUAL APPROACH JOIN LATE DOWNWIND RUNWAY 35 L FOLLOW THE CESSNA ON FINAL", or "GHI, MAINTAIN 1500, CONTINUE TRACKING WEST, REPORT SIGHTING".

You must not land without a landing clearance. If you have not received a landing clearance by your decision height, commence a go around. Notify ATC as soon as you can and be aware of helicopters that may be operating just outside the flight strip or overflying the landing threshold not below 500ft to land on one of the HLS.

When the circuit is busy, advise the tower when you are on downwind for your second last touch and go. This will allow them to start taxiing the next aircraft waiting to join the circuit.

Remember that ATC are there to help.

Preventing a runway incursion at Moorabbin, Melbourne.

- ✓ Ensure you are familiar with the kind and frequency of activity in the surrounding airspace.
- ✓ Ensure you are familiar with the kind and frequency of activity at this aerodrome.
- ✓ Revise the layout and procedures for the type of runway, departure and landing.
- ✓ Ensure you are familiar with standard phraseologies including those for aerodrome movements.
- ✓ Check NAIPS for relevant NOTAMS.

Taxiing

- Exercise caution on all runways and helicopter landing sites (HLS).
- RWYs 17R and 13R are immediately to the East of the Run-up Bay. Look for and comply with Holding Points and ATC instructions.
- When entering RWY 13R for departure, be careful not to line up on RWY 17R.

Landing

- You must vacate the runway at the earliest suitable TWY unless ATC instructs you to use another TWY, or you request to vacate at another TWY and ATC has approved this.
- Do not stop on the RWY after landing.
- Do not exit a RWY unless you are following a lead-in line except when landing on 17L and vacating onto TWY B (speed permitting).
- Do not vacate onto a crossing RWY without an explicit clearance from ATC e.g., if landing on 31/13(L/R) do not exit on 22/04 or 35R/17L unless cleared by ATC.
- When vacating RWY 17L/35R via F1 expect a left turn onto F to taxi back to the apron. This route crosses no RWY's.
- Do not commence your crosswind turn until you have crossed: - RWY 17 - Lower Dandenong Road - RWY 35 - Centre Dandenong Road - RWY 31L - The Kingston Centre.

ATC

- Remain on Tower frequency while on the landing RWY but transfer to SMC as soon as practicable after vacating.
- After vacating the landing RWY, do not enter or cross any RWY without a specific clearance to "CROSS RWY...", even if you are instructed to taxi to the apron or parking'.

More resources

For further information on operational insights to equip you for a safer flight, visit bit.ly/pilotsafety.



If you have any feedback or questions about this publication please email, safetypromotions@airservicesaustralia.com.

For aviation safety-related information from CASA, visit casa.gov.au/resources-and-education/pilot-safety-hub.

Check NAIPS for the latest NOTAMS at airservicesaustralia.com/naips.

Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.

