

MELBOURNE/Essendon**ELEV 282****AVFAX CODE 3002**

VIC

UTC +10

YMEN

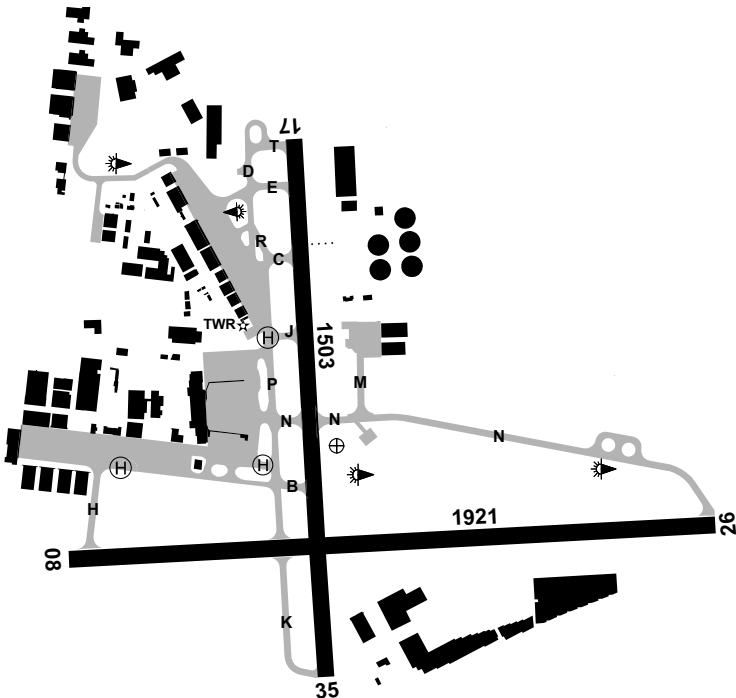
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CERT

AD OPR Essendon Airport Pty Ltd, Essendon Fields House, Level 2, 7 English Street, Essendon Airport, VIC, 3041. Email: enquiries@ef.com.au. PH 03 9948 9300. PH Duty officer 0418 335 549. Fax 9948 9330.

**REMARKS**

1. AD Charges: All ACFT.
2. ESTIMATED AIRBORNE TRAFFIC DELAYS FOR ARR ACFT may be expected due to terminal area traffic density:
MON to THU 0845-0945: 10 MIN.
FRI 0945-1045: 10 MIN.

Note: Actual holding times may differ from holding estimates. Historical data on actual holding is available from the NCC.

3. This AD is a Security Controlled Airport.
4. **GROUND DELAY PROGRAM (GDP)**

Essendon Arrivals during Melbourne GDP

When the Melbourne TAF indicates a visibility of less than 5,000M and a ceiling of less than 1,600FT an Essendon Slot Scheme may be operating. This is dependant on weather and runway configurations planned to be in operation between the two Airports during the GDP, as Essendon Arrivals may become part of the arrivals sequence into Melbourne. Fixed wing ACFT arriving at Essendon during these periods must contact the Network Coordination Centre (NCC) on 1800 020 626^ to book a slot for arrival into Essendon. Operators who upload a schedule into Metron Harmony or provide a schedule to the NCC will have their ACFT automatically assigned a slot. ACFT operators will still need to confirm their allocated slot time with the NCC.

All ACFT subject to the Essendon slot scheme must arrive within -5/+15 minutes of their allocated Slot. Pilots unable to operate within the compliance window must contact the NCC to obtain a new Slot.

Failure to obtain or comply with a Slot and/or to submit a flight plan for a flight to Essendon Airport may result in extensive airborne holding or Airways Clearance being withheld if Essendon Airport has no compatible arrival Slots available.

A NOTAM will be issued notifying times the Essendon Slot Scheme is in operation or cancelling it if weather conditions change.

Priority Flights as defined in *AIP ENR 1.4, para 10.1 A-G* are exempt from this procedure.

HANDLING SERVICES AND FACILITIES

Aerofuels Essendon - World Fuel Services and Viva Aviation: W 2000-1200, JF 2100-0700,

Ph: 03 9379 1518, VHF 129.9 - Callsign Refuel "AVGAS" or "JET", AH 0419 336 133,

0417 538 257, 0418 125 636. AH fee applies. JET A1, AVGAS, 100LL. Carnet, V and MC.

Ausjet Aviation Group - FBO: H24 with 2HR PN. Phone 03 9379 6999, email:

operations@ausjet.com.au. VHF 129.625 C/S "AUS JET". Full FBO services to CIVIL and MIL

ACFT up to 45,000KG including facilitation of Customs/AQIS with PN. Short/long term parking/hangarage AVBL.

Platinum Business Aviation Centre - full FBO services and VIP lounge. H24 with 2HR PN for all

CIVIL and MIL ACFT up to 45,000KG. Short/Long term hangarage AVBL and PRKG on private

APN. Direct airside and VIP vehicle access to ACFT. Full Customs, Immigration and Quarantine

over the counter facilitation AVBL with PN. Phone Ops 24/7 +61 499 400 333 or +61 3 9101 9300

Email: ymen@platinumbac.com, VHF 133.975 CS "Platinum Essendon Fields".

EXECUJET - Full FBO services, VIP lounge and maintenance. H24. Short/long term hangarage

and PRKG AVBL, direct and airside vehicle access AVBL - hangar located end TWY H RWY 08.

Customs, Immigration and Quarantine AVBL with PN. Phone +61 3 9937 2000.

Email fbo.ymen@execujet.com.au VHF 131.1 CS 'Execujet Essendon'.

Sharp Airlines - Phone 03 9374 3987 or 0422 366 151. Email operations@sharpairlines.com.au.

VHF 127.47 - CS 'Sharp Essendon'. H24 with 2HR PN. Can arrange WC and watering servicing.

Full FBO services to ACFT up to 45,000KG, passenger terminal and facilities, catering, parking and

Customs/AQIS with PN.

Shortstop Jet Charter - Full FBO services and facilities. H24 with 2HR PN for all aircraft up to

45,000kg. Phone 03 9379 9299. Email operations@shortstop.com.au. VHF 135.95 CS 'Shortstop

Operations'.

NTL Aviation Services - AIR BP, H24 D. Ph: 03 9094 4720, 0428 569 734, email:

mebfuel@ntlas.com.au. AH 0428 569 734. Radio FREQ 131.375MHz. Call out fee may apply to

non-contracted customers, JET A1.

General

The AD OPR does not provide ACFT marshalling services. All requests for ACFT marshalling should be directed to the airlines or FBO.

APRONS AND TAXIWAYS

1. PPR for parking on the RPT apron.
2. Bays 22-26 AVBL for RPT OPS up to Embraer 145 HN.

SURFACE MOVEMENT GUIDANCE

RWY 35 fixed distance and touch down zone markings displaced 33M to N.

AERODROME OBSTACLES

1. Lit tower, 360M W RWY 26 THR, 120M N RCL, 50FT AGL.
2. OBST lit office building 517FT AMSL BRG 15 MAG 2.9 NM FM ARP infringes conical SFC by 37FT.
3. OBST lit building 266FT AMSL BRG 150 MAG 526M FM ARP infringes RWY 26 transitional SFC by 13FT.
4. OBST unlit building 277FT AMSL BRG 257 MAG 763M FM ARP infringes RWY 26 transitional SFC by 21FT.
5. OBST lit building 276FT AMSL BRG 164 MAG 513M FM ARP infringes RWY 26 transitional SFC by 18FT.
6. OBST lit building 257FT AMSL BRG 117 MAG 951M FM ARP infringes RWY 26 transitional SFC by 10FT.

7. OBST lit building 262FT AMSL BRG 127 MAG 739M FM ARP infringes RWY 26 transitional SFC by 11FT.
8. OBST freeway lights 259FT AMSL BRG 251 MAG 1,089M FM ARP infringes RWY 08 APCH.
9. OBST power pole 279FT AMSL BRG 262 MAG 1,117M FM ARP infringes RWY 08 APCH.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS PH 03 9280 5647 - Report faults to BoM.
3. AWIS FREQ 133.2 - Report faults to AD OPR.
4. MET INFO AVBL FM Airservices Pilot Briefing. Elaborative briefing FM MWO 03 9669 4850.

PHYSICAL CHARACTERISTICS

08/26	077	63a	PCN 25 /F /C /1400 (203PSI) /T Grooved	WID 45	RWS 300
17/35	166	49a	PCN 29 /R /C /1400 (203PSI) /T	WID 45	RWS 150

Braking SFC friction variable due no grooving on concrete SFC BTN TWY H and RWY 08 THR.

AERODROME AND APPROACH LIGHTING

RWY 08/26	HIRL			SDBY PWR AVBL
RWY 08/26	MIRL(1)	PAL 124.1		SDBY PWR AVBL
RWY 08/26	PAPI(2)	PAL 124.1	3.0 DEG49FT	SDBY PWR AVBL
RWY 17/35	PAPI(2)	PAL 124.1	3.0 DEG49FT	SDBY PWR AVBL
RWY 17	MIRL(1)	PAL 124.1		SDBY PWR AVBL
RWY 35	MIRL	PAL 124.1		SDBY PWR AVBL

- (1) PAL only ACT outside TWR HR
- (2) Left side. PAL only ACT outside TWR HR
1. RWY edge light spacing: 08/26: 58M, 17/35: 58M.
2. RWY guard lights (RGL) at all RWY/TWY intersections.
3. Amber lights of freeway 0.25NM S and parallel to RWY 08/26.

OTHER LIGHTING

- ABN FLG 4 W
1. Secondary PWR switchover time: 15 SEC.
 2. TWY LGT: Green CL.

ATS COMMUNICATIONS FACILITIES

DEP	MELBOURNE	118.9 (1) 129.4 (2)
	DEPARTURES	
APP	MELBOURNE APPROACH	132.0
ATIS	ESSENDON	119.8
TWR	ESSENDON TOWER	125.1 (3)
SMC	ESSENDON GROUND	121.9

- (1) Routes 264 radial through N to 092 radial.
- (2) Routes 263 radial through S to 093 radial.
- (3) Telephone: AACC 03 9235 7337^, Air Traffic Services H24. TWR HR MON-FRI 2000-1200 (1 HR earlier HDS 0600-2200 Local), SAT-SUN 2100-1200 (1 HR earlier HDS 0700-2200 Local). Outside TWR HR ATIS "Z" will be broadcast with information regarding control service AVBL from Melbourne APP - refer Special Procedures for OPS outside TWR HR.

RADIO NAVIGATION AND LANDING AIDS

ILS	IEN	109.9 (RWY26)	S 37 43.9	E 144 53.5	(2)
LOC	IEN	109.9 (RWY26)	S 37 43.9	E 144 53.5	(1)
GP	IEN	333.8 (RWY26)	S 37 43.8	E 144 54.6	(1)
DME	IEN	109.9/ 36X	S 37 43.8	E 144 54.6	
		(RWY26)			

- (1) Pilot Monitored outside TWR HR.
- (2) Incorrect course indication may be experienced EN RWY 26 LOC WI 10NM E of MONTY. Cross check WI GNSS.

LOCAL TRAFFIC REGULATIONS

1. GENERAL

- a. Parking restrictions may apply to ACFT over 5,700KG. Itinerant operators may obtain details from the AD OPR on 03 9948 9300 or fax 9948 9330 prior to arrival.
- b. TWY J AVBL for exit only RWY 17/35.
- c. TWY J RESTR to daylight hours only and ACFT under 25,000KG.

2. AIRWORK WITHIN ML TERMINAL AREA

- a. All ACFT planning AWK WI ML Terminal Airspace require prior ATC approval.
- b. Pilots must contact the ML Traffic Manager on 03 9235 7337 to book a time slot.

3. CIRCUITS OR SIMULATED ENG FAILURES

- a. All ACFT planning circuits require prior ATC (EN Tower) approval.
- b. Circuits or simulated engine failures at EN are subject to the following limitations:
- c. ACFT MTOW not above 5700KG and must be propeller driven;
- d. Low level circuits not below the circling minima;

4. MULTI-ENGINED ACFT:

- a. Circuits AVBL HR 2100 - 1200
- b. **ASYMMETRIC OPS INVOLVING FEATHERING OF PROPELLERS NOT PERMITTED**
- c. May simulate ENG failure under the following conditions:
 - (i) HJ only;
 - (ii) Only RWY 35 full length to be used;
 - (iii) In retractable undercarriage ACFT, simulated ENG failure after TKOF is not to be initiated prior to selecting undercarriage up;
 - (iv) ACFT to be under the command of a pilot possessing current multi-ENG endorsement approval.

5. SINGLE ENGINED ACFT:

- a. Circuits AVBL HJ for endorsement and test flights only;
- b. **SIMULATED ENGINE FAILURES NOT PERMITTED.**

6. INSTRUMENT APPROACH TRAINING

- a. All ACFT planning practice instrument APCH (AVBL 2000 - 1100, 1HR earlier HDS) RQ prior ATC approval. Pilots must book a slot online at www.bookawk.com. Airwork booking for the following days will not be taken until after 0800.
- b. Practice instrument approaches with circling or overshoot are restricted to ACFT below 30,000KG MTOW.
- c. Pilots are to ensure accurate compliance with missed approach instructions issued by TWR controllers. Due to the proximity of ML AD, varying break-off points may be issued. Training requirements must not inhibit compliance with ATC instructions. Simulated engine failure is subject to ATC approval.

7. For CASA approved operators, all RWYs are capable of supporting takeoffs with an RVR/ RWY VIS of 800M or more.

8. HELICOPTER OPS

- a. Helicopter operation to the northern APN and northern hangars restricted to APV operators. CTC AD OPR: 0418 335 549.
- b. Hangars 18 & 19 (Hart Precinct) restricted to APV operators. CTC AD OPR 0418 335 549. HEL are not to directly ARR/DEP from APN unless operationally required by ATC.
- c. Low level HEL OPS may be occurring on eastern grassed areas clear of marked runway strips and taxiways.

FLIGHT PROCEDURES

1. ATC TRAFFIC MANAGEMENT SPEED

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

2. When EN TWR is active, EN TWR is allocated the SE quadrant of ML CTR & adjacent C airspace step up to 2000FT. ACFT wishing to OPR in this airspace must call EN TWR 125.1 at VFR APCH points. Pilots are REQ to display landing lights when possible.
3. ACFT operating in EN TWR airspace shall SQUAWK code 0100 unless assigned another code.

4. Due to the proximity of ML AD, it is essential that pilots comply accurately with tracking instructions.
5. Start clearance required for ACFT departing EN for ML for airwork in the ML Terminal Area or for practice instrument APCH on DEP.
6. Start clearance RQ for ACFT departing EN for MB ABV A020 and ACFT departing EN for AV above A020.
7. Operation outside TWR HR:
 - a. Outside TWR hours, ML APP is responsible for all ACFT operating into and out of EN AD, including the SE quadrant of the ML CTR normally controlled by EN TWR. Due to the special nature of this non TWR operation and the restrictions imposed on the use of the runways, all aircraft may expect delays. Lodgement of a flight plan is required for OPR in this airspace outside TWR hours (refer AIP DAP East for exemptions).
 - b. DEP ACFT must obtain a start clearance on 118.45;
 - c. ACFT requesting a clearance from OCTA through that airspace normally allocated to EN TWR shall obtain airways clearance from ML Centre on 135.7.
 - d. In the event of radio failure on the ground, continue to TX intentions, return to apron and contact ATC on 03 9235 7337^.
 - e. Taxi, landing or takeoff clearances will not be issued. Pilot in command has sole responsibility for ACFT ground movement and avoidance of other ACFT and obstacles. all ACFT must notify ground movement on 118.45. Advice of other traffic on the manoeuvring area will be provided.
 - f. RWY must not be used for taxiing or run-ups, but clearance is not RQ to cross a RWY.
 - g. ATC will instruct ACFT taxiing for departure to report "ready" at the RWY HLDG point for departure instructions. ACFT must not enter the departure RWY until specific departure instructions are issued.
(Note. An airways clearance does not constitute departure instructions).
 - h. ACFT must commence takeoff within three (3) minutes of issue of DEP instructions, otherwise new instructions must be obtained.
 - i. SAR WATCH will commence after issuance of departure instructions.
8. **FLIGHT PLAN RQMNTS - Refer to ERSA GEN**

NOISE ABATEMENT PROCEDURES

1. The Air Navigation (Essendon Airport) Regulations 2001 impose a MTOW limitation on operations at Essendon Airport. Aircraft with a MTOW of 45,000KG or more are NOT permitted to take off from, or land at, Essendon Airport. Refer AIP DAP East "Noise Abatement Procedures - Curfew" for exemptions and dispensations.
2. Additional noise abatement procedures apply (see AIP DAP East).
3. State aircraft are exempt from curfew requirements (hours of operation and MTOW limits). A State Aircraft is an:
 - a. aircraft of any part of the Australian Defence Force (including any aircraft that is commanded by a member of that Force in the course of his or her duties as such a member); and
 - b. aircraft used in the military, customs or police services of a country other than Australia. State Aircraft are requested to apply fly neighbourly procedures at Essendon AD.

ADDITIONAL INFORMATION

1. Bird hazard exists.
2. PJE OPS WI 2NM RAD of Point Ormond (APRX BRG 150DEG, 9NM FM YMEN ARP) SFC-FL140.
3. Aero crossings planned BTN (LMT): 0700 and 2200 are to be booked a MNM of 60MIN in advance with ARO. Aero crossings planned BTN 2200 and 0600 are to be booked with 24HR PN with ARO. Crossings BTN 0600 and 0700 should be booked before 2200 (previous day). CTC PH 0418 335 549.
4. Persons unfamiliar with AD and airside access procedures should CTC Duty Operations Officer on 0418 335 549 BTN 0600 and 2200 LMT to obtain location briefing prior to ACFT departure to Essendon.

CHARTS RELATED TO THE AERODROME

1. WAC 3469, 3470.
 2. Aerodrome Obstruction Chart Type A: October 2013.
 3. Also refer to AIP Departure & Approach Procedures.
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