MELBOURNE/ESSENDON

ELEV 282

AVFAX CODE 3002

VIC UTC +10 YMEN

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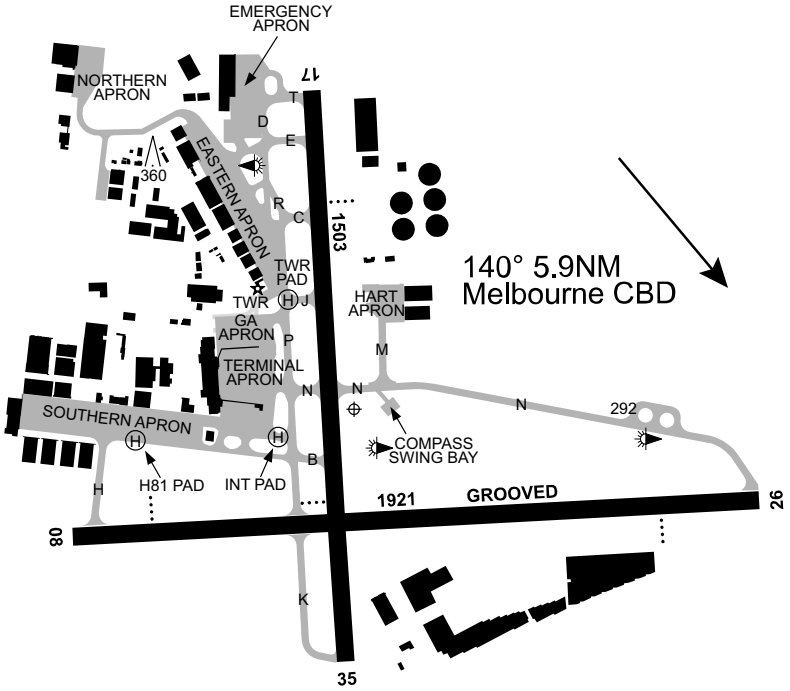
AD OPR Essendon Airport Pty Ltd, Essendon Fields House, Level 2, 7 English Street, Essendon Airport, VIC, 3041. Email: aviation@ef.com.au: airportops@ef.com.au. PH 03 9948 9300. PH Airport Operations Officer 0418 335 549. Website: www.ef.com.au.



REMARKS

1. AD Charges: refer to website for fees and Conditions of Use or CTC AD OPR.
2. This AD is a Security Controlled Airport, ASIC requirements apply.
3. Aero crossings planned BTN (Local): 0700-2200 are to be booked a MNM of 60MIN in advance with ARO. Aero crossings planned BTN 2200-0600 are to be booked with 24HR PN with ARO. Crossings BTN 0600-0700 should be booked before 2200 (previous day). CTC Airport Operations Officer.
4. Persons unfamiliar with AD and airside access procedures should CTC Airport Operations Officer BTN 0600-2200 Local to obtain location briefing prior to ACFT departure to Essendon.

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HANDLING SERVICES AND FACILITIES

Aerofuels Essendon - World Fuel Services and Viva Energy Aviation: JET A1 and AVGAS 100LL - 24HR 7 Days, Phone 03 9379 1518, VHF 129.9 - CS Refuel “AVGAS” or “JET”.
Carnet, V and MC.
Melbourne Corporate Jet Centre - FBO: H24 with 2HR PN. Phone 03 9094 3759,
Email fbo@acjc.com.au VHF 129.625 CS “MCJC BASE”. Full FBO service to CIVIL and MIL ACFT up to 50,000KG including facilitation of Customs/AQIS with PN. Short/Long term parking and hangarage available.
Platinum Business Aviation Centre - full FBO services and VIP lounge. H24 with 2HR PN for all CIVIL and MIL ACFT up to 50,000KG. 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 Callsign “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 Callsign ‘Execujet Essendon’.
Sharp Airlines - Phone 03 9374 3987 or 0422 366 151. Email operations@sharpairlines.com.au. VHF 127.47 - Callsign ‘Sharp Essendon’. H24 with 2HR PN. Can arrange WC and watering servicing. Full FBO services to ACFT up to 50,000KG, 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 50,000KG. Phone 03 9379 9299. Email: operations@shortstop.com.au. VHF 135.95 Callsign ‘Shortstop Operations’.
Craddock Aviation - AIR BP, H24 DLY. Phone 03 9094 4720, 0428 569 734,
Email: mebstaff@craddockaviation.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.

PASSENGER FACILITIES

TX/HC/BU/LG/RF/WC/AC (Hyatt Place).

SURFACE MOVEMENT GUIDANCE

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

AERODROME OBSTACLES

1. Various permanent obstacles such as lit towers, poles and masts in take-off, approach and transitional surfaces.
2. Permanent obstacles such as buildings, transmission towers, phone towers, stadium, street and flood lights and aerials in inner horizontal and conical surface.
3. For detailed information regarding permanent and temporary obstacles, refer to NOTAM/AIP SUP and/or CTC AD OPR.

METEOROLOGICAL INFORMATION PROVIDED

1. TAF CAT B, METAR/SPECI.
2. AWIS Phone 03 8470 3207 - 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	076	63a	PCR 120/F/C/X/T Grooved	WID 45	RWS 180
17/35	166	49a	PCR 280/R/A/W/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		SDBY PWR AVBL
RWY 08/26	PAPI(1)	3.0 DEG49FT	SDBY PWR AVBL
RWY 17/35	MIRL		SDBY PWR AVBL
RWY 17/35	PAPI(1)	3.0 DEG49FT	SDBY PWR AVBL

(1) Left side.

1. RWY edge light spacing: 08/26: 58M, 17/35: 58M.
2. RWY guard lights (RGL) at all RWY/TWY intersections.
3. White lights of freeway 0.25NM S and parallel to RWY 08/26.
4. Outside TWR HR, AD LGT displayed CONS.

OTHER LIGHTING

ABN FLG 4 W

1. Secondary PWR switchover time: 15 SEC.
2. TWY LGT: Green CL.
3. APN flood lighting not connected to secondary PWR supply.
4. Solar powered retroreflective markers in use within Southern APN W of TWY B and Northern APN. Areas with retroreflective markers are not to be used during low-visibility operations.
5. RWY holding position inset yellow lights on TWY N, protecting the RWY 26 ILS sensitive area.
6. Two x 3 inset yellow lights at holding position in the eastern run-up bays.
7. Three inset yellow lights at holding position in the northern run-up bay.

ATS AND AERODROME COMMUNICATION FACILITIES

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

(1) Routes 264 radial through N to 092 radial.

(2) Routes 263 radial through S to 093 radial.

(3) Outside TWR HR ATIS "Z" will be BCST with INFO regarding control service AVBL FM ML APP - refer Flight Procedures for OPS outside TWR HR.

1. TWR HR: 2000-1300 UTC DLY (1HR earlier during HDS). ATS H24.
2. Phone AACC 03 9235 7337^.

RADIO NAVIGATION AND LANDING AIDS

DME	IEN	109.9/ 36X (RWY26)	374347.0S	1445438.2E	(3)
GP	IEN	333.8 (RWY26)	374347.4S	1445438.0E	(1)
ILS	IEN	109.9 (RWY26)	374353.2S	1445328.6E	(2)
LOC	IEN	109.9 (RWY26)	374353.2S	1445328.6E	(1)

(1) Pilot Monitored outside TWR HR.

(2) Incorrect course indication may be experienced EN RWY 26 LOC WI 10NM E of MOSVO. Cross check WI GNSS.

(3) Antenna ELEV 261FT.

LOCAL TRAFFIC REGULATIONS

1. **GENERAL**
   a. PPR via airport OPS email for itinerant parking on Terminal APN and Bay 30-36 Southern APN.
   b. Parking restrictions may apply to ACFT over 5,700KG. Itinerant operators may obtain details from the AD Operations Officer 0418 335 549 prior to arrival.
   c. TWY J entry to RWY 17/35 not AVBL for fixed wing ACFT.
   d. 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.

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3. **INSTRUMENT APPROACH TRAINING**
   a. All ACFT planning practice instrument APCH (AVBL 2000-1100 UTC, 1HR earlier during 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 UTC.
   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.
4. For CASA approved operators, all RWYs are capable of supporting takeoffs with an RVR/RWY VIS of 800M or more.
5. **HELICOPTER OPS**
   a. Helicopter operation to the Terminal APN, GA APN and Northern APN restricted to APV operators. CTC AD OPR or via airport OPS email.
   b. Hangars 18 and 19 (Hart Precinct) restricted to APV operators. CTC AD OPR. HEL are not to directly ARR/DEP from APN unless operationally required by ATC.
   c. During daylight hours HEL AWK may be taking place from a training site contained within an area BTN the GP antenna, 150M radius east of the anemometer, TWY N and RWY 08/26 clear of the marked runway strip, known as the Eastern Grass. HEL OPS not ABV 100FT AGL. HEL not to OPR within 150M of the BoM anemometer. Restricted to APV OPR. CTC AD OPR.
   d. Helicopter ground and air taxi not permitted through the aero crossing.
6. **FLIGHT PLAN RQMNTS - Refer to ERSA GEN.**

FLIGHT PROCEDURES

1. **ESTIMATED AIRBORNE TRAFFIC DELAYS**

1.1. For ARR ACFT:
   a. May be expected due to terminal area traffic density:
      (i) MON-THU 0845-0945 Local: 10 MIN
      (ii) FRI 0945-1045 Local: 10 MIN.

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

2. **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.
3. When EN TWR is active, EN TWR is allocated the SE quadrant of ML CTR and adjacent C airspace step up to 2,000FT. 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.
4. ACFT operating in EN TWR airspace shall SQUAWK code 0100 unless assigned another code.
5. Due to the proximity of ML AD, it is essential that pilots comply accurately with tracking instructions.
6. Start clearance required for ACFT departing EN for ML for airwork in the ML Terminal Area or for practice instrument APCH on DEP.
7. Start clearance RQ for ACFT departing EN for MB ABV A020 and ACFT departing EN for AV above A020.
8. **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. Due to the complexities associated with operations at Melbourne, ACFT should 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.

9. **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:
(i) ACFT MTOW not above 5,700KG and must be propeller driven;
(ii) Low level circuits not below the circling minima.

10. **MULTI-ENGINED ACFT:**
a. Circuits AVBL HR 2100-1200 UTC.
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.

11. **SINGLE ENGINED ACFT:**
a. Circuits AVBL HJ for endorsement and test flights only.
b. **SIMULATED ENGINE FAILURES NOT PERMITTED**.

12. **GROUND DELAY PROGRAM (GDP)**

12.1. Essendon Arrivals during Melbourne GDP
a. 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.
b. Fixed wing ACFT arriving at Essendon during these periods must contact the National Operations Management Centre (NOMC) on 1800 020 626^ to book a slot for arrival into Essendon.
c. Operators who upload a schedule into Metron Harmony or provide a schedule to the NOMC will have their ACFT automatically assigned a slot. ACFT operators will still need to confirm their allocated slot time with the NOMC.
d. 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 NOMC to obtain a new Slot.
e. 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.
f. A NOTAM will be issued notifying times the Essendon Slot Scheme is in operation or cancelling it if weather conditions change.
g. Priority Flights as defined in *AIP ENR 1.4,* are exempt from this procedure.

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NOISE ABATEMENT PROCEDURES

1. The Air Navigation (Essendon Fields Airport) Regulations 2018 impose a MTOW limitation on operations at Essendon Airport.
   a. An operator of an aircraft must not engage in conduct that results in an aircraft taking off from, or landing at, Essendon Fields Airport if the aircraft has a MTOW of 45,000KG or more.
   b. Paragraph 1.a. does not apply if the aircraft has MTOW of no more than 50,000KG and the associated legislative requirements are applied.
   c. The regulation is available online: https://www.legislation.gov.au/F2018L01687/latest/downloads
2. Additional noise abatement procedures apply (see *AIP DAP East*).
3. State aircraft are exempt from curfew requirements (hours of operation and MTOW limits) and are requested to apply fly neighbourly procedures at Essendon Fields Airport.

ADDITIONAL INFORMATION

1. Bird hazard exists in runway strip areas:
   a. Magpies present all year round.
   b. Species specific NOTAM will be issued during period of increased activity.
2. PJE OPS WI 2NM RAD of Point Ormond (APRX BRG 150DEG, 9NM FM YMEN ARP) SFC-FL140.

CHARTS RELATED TO THE AERODROME

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