

Pilot Notes for Bob Whittle Murwillumbah Airfield

Bob Whittle Murwillumbah Airfield			
Location:	Murwillumbah, NSW	ALA Code:	YMUR
Elevation:	18 ft	Time Zone:	UTC +10.00
E:	153 24.8	S:	28 19.9
Variance:	11 Degrees East	CTAF:	126.7
Orientation:	18 / 36	Length:	Total Length: 1045m • LDA 18: 800m (Displaced Threshold 245m) • LDA 36: 1045m
Surface:	Grass, Hard Shale Under	Local Traffic:	Left Turning / Anti Clockwise

CAUTION: This is a natural surface airfield. All pilots intending to use the Murwillumbah Airfield are advised to make themselves aware of and consider all risks associated with landing on a grass airstrip before committing to land or take off.

Flying Neighbourly at Murwillumbah Airfield

The operators of general aviation aircraft at Murwillumbah airstrip are requested to undertake operations in a fly neighbourly manner. Please commit to undertake your operations in a manner which is considerate of local residents, whilst maintaining safe operation of the aircraft.

- Please fly in a neighbourly manner, with noise reduction always in mind
- No circuits below 1,000 ft
- All helicopters and gyro-copters to utilise the southern end of the runway
- Paragliders and powered paragliders to make all efforts not to block the main runway area during ground operations
- No tight circuits or manoeuvres when flying helicopters or gyro-copters near the circuit
- Special Procedures RWY 36:
 - Make a wide left circuit to reduce noise to Murwillumbah Hospital (Refer attached Locality Map)
 - Touch and goes and EFATO practice are not recommended due obstacles and noise sensitive area

Obstructions

- **Displaced Threshold** on Runway 18 at 245 meters due to industrial buildings and trees at the northern end, refer map
- Aircraft on approach for R/W 18 may not be visible from the threshold of Rwy 18
- Please complete all checks in the RUN-UP BAY provided, and then expedite line-up and takeoff
- Exercise extra caution when making a straight in approach to Rwy 18. Aircraft at the RWY 18 threshold cannot see approaching aircraft
- Similarly at the southern end, tall cane will also affect visibility

Communications

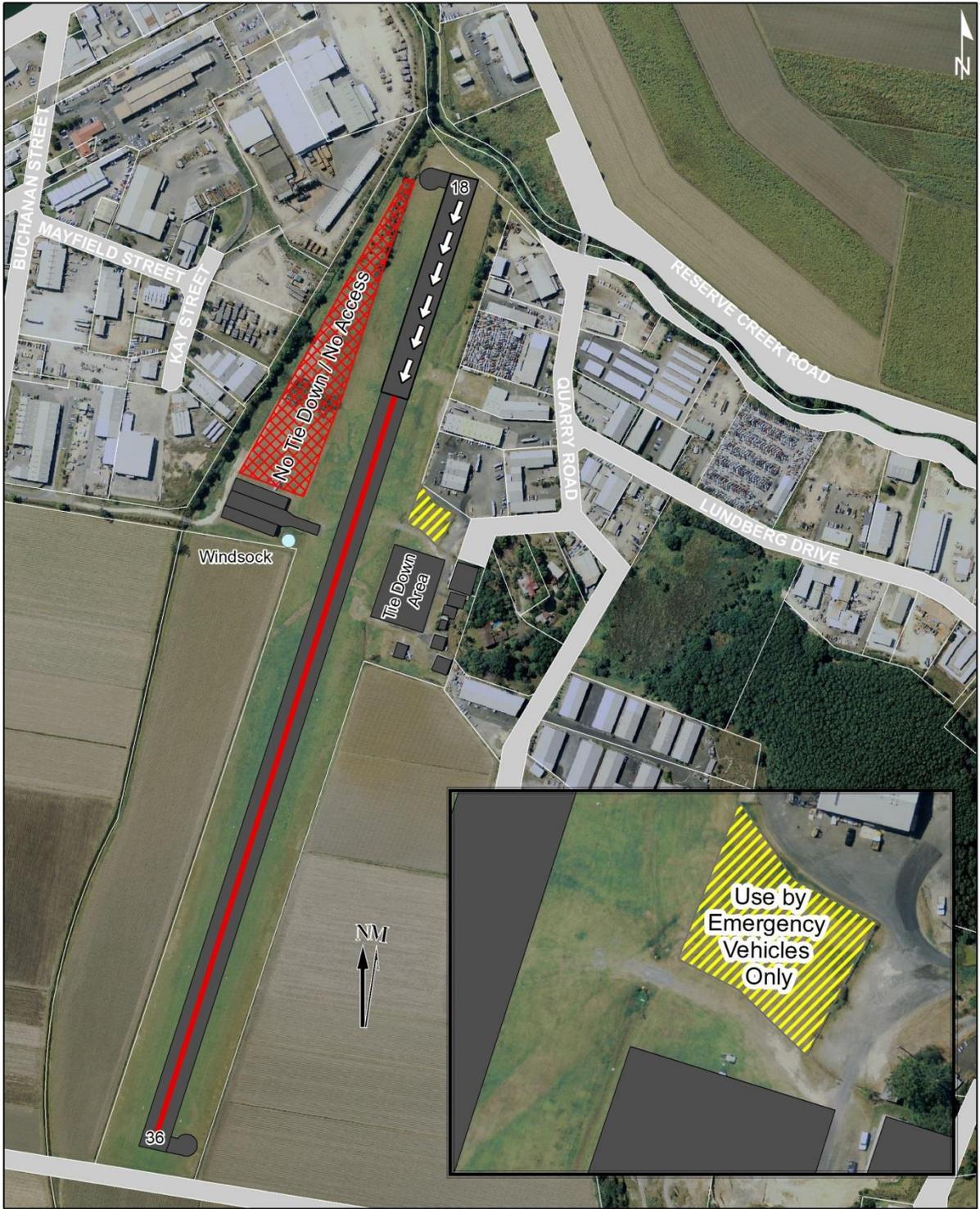
- Whether in flight or taxiing, broadcast intentions on Multicom 126.7
- Airfield is used by non-radio equipped aircraft

Ground Movement

- Taxi within the identified marked area. Soft soil may be present outside of the marked areas
- Rain can cause the Airfield to become soft and dangerous to land
- Pilots may be required to make reparations for any significant damage caused by taxiing and landing
- Runway is subject to flooding during high rain / Tweed River flooding events

Other Details

- Fuel is available from the Murwillumbah Aero Club, on (02) 6672 3235, by prior arrangement.
- The windsock is located to the west of the runway, near the western hangars
- Caution should be taken of ultra lights vintage and agricultural aircraft operating in the vicinity of the Airfield
- A public tie down line is provided on the eastern side of the runway near the fuel pump. No tie down or public access is available on the western side of the runway. If required excess tie down can be accommodated at the northern end of the runway to the east of the displacement threshold. Care should be taken not to block the taxiway to private hangars in this area



Murwillumbah Airfield - Layout Map

SOURCE: Aerial imagery taken October 2009 by Fugro Spatial Pty Ltd

Aerial photography can be purchased online from Fugro Spatial Pty Ltd at <http://www2.fugroworld.com/>

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Filepath: U:\MarkTickle\Mbah Airfield\Airfield Layout Plan\Layout Plan.mxd

Cadastre: 30 August, 2012
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Boundaries shown should be considered approximate only.

0 25 50 100 M

1:5,000 @ A4 Portrait

DO NOT SCALE

COPY ONLY - NOT CERTIFIED



Map Projection: Universal Transverse Mercator
 Horizontal Datum: Geodetic Datum of Australia 1994
 Grid: Map Grid of Australia, Zone 56



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