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AUSTRALIAN INTERNATIONAL AIRSHOW “AVALON 2013” AVALON AIRPORT 20 FEB - 5 MAR 2013

1. INTRODUCTION

1.1 This AIP SUP cancels and replaces SUP H01/13.

1.2 The biennial Australian International Airshow will be held at Avalon Airport, Victoria, during the period Wednesday 20th February to Tuesday 5th March 2013. The use of airspace, aerodrome and facilities vary from those published in AIP MAP and ERSA.

Note that the airspace surrounding Avalon will become extremely congested and a high degree of airmanship and situational awareness will be required by pilots.

1.3 Temporary Restricted Areas will be declared and specific air traffic services and procedures defined.

1.4 Transit flights through the restricted areas will not normally be permitted. Emergency traffic requiring operations in the restricted areas will be processed according to their priority requirements.

1.5 All operations to AVALON (YMAV) during this period require prior permission from AirShows DownUnder (ASDU).

1.6 A temporary Aircraft Landing Area, AVALON EAST (YAVE), will be available to VFR fixed-wing aircraft and does not require prior permission.

- 1.7 All helicopter operations are subject to specific requirements.
- 1.8 This AIP SUP describes the procedures in use during this period.
- 1.9 In the weeks leading up to the Airshow, further briefing material (photographs, diagrams etc) will be available on the ASDU website (www.airshow.com.au).
- 1.10 Consistent with other AIP products, unless otherwise stated, all altitudes published in this SUP are AMSL.
- 1.11 Unless marked otherwise, all times used in this document are Local Times.

2. SIGNIFICANT ISSUES AVALON 2013

- 2.1 Avalon TWR will be active daily including during rehearsal and display times.
- 2.2 R979A, B and C will activate as per TWR hours.
- 2.3 The southern portion of TWY A will not be used as a temporary runway.
- 2.4 The following approach points will be used for YAVE:
- Little River Mouth (LRM)
 - Clifton Springs (CLS)
- 2.5 Class D procedures as per AIP ENR 1.1-22, 12.3 apply.
- 2.6 Helicopter Operations within the Helicopter Access Corridor require an ATC Clearance.
- 2.7 The ILS Glide Path will not be available from approximately Wednesday 23rd February to Tuesday 5th March. Timing will be confirmed by NOTAM.

3. FLY IN ELIGIBILITY AND PRIOR PERMISSION

- 3.1 The event organiser is AirShows DownUnder (ASDU), a division of Aviation Development Australia Limited.
- 3.2 ASDU may be contacted at:
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Mail: PO Box 4095, GEELONG VIC 3220
Tel: 03 5282 0525 (Aircraft Operations Administration)
Fax: 03 5282 4455
Email: aircraftoperations@amda.com.au
Website: www.airshow.com.au

(The FLYING-IN segment contains general information for aviators)

3.3 Pilots of General Aviation aircraft are reminded to bring and use tie-down equipment, as most GA aircraft will be parked on grassed surfaces and must be securely tied down.

4. AVALON (YMAV)

4.1 Due to the expected volume of aircraft traffic and a lack of non-participant hardstand parking space, fly-in eligibility and priority to operate at YMAV has been established as follows:

- i. RPT operations.
- ii. Flying and static display participants, commercial exhibitors and charter flights
- iii. Other aircraft, able to be parked on grass areas subject to space being available (As coordinated by ASDU-nominated GA Associations).

4.2 All operations to YMAV, other than RPT, during the period 20th Feb – 5th Mar 2013 require prior permission from ASDU. Permission must be requested via a “Registration of Interest” available from the ASDU website or by calling Aircraft Operations Administration. ASDU will advise allocation of movement area (where appropriate).

4.3 Acceptance of a flight plan by Airservices Australia does not constitute receipt of ASDU permission.

4.4 Except for pilots and crew of display participant aircraft, all other occupants of aircraft disembarking at YMAV during the period Tuesday 26th Feb – Sunday 3rd Mar are required to be in possession of a valid (day of entry) Airshow ticket (non-scanned type).

5. AVALON EAST (YAVE)

5.1 All operations are restricted to day VFR fixed-wing aeroplanes of 5700KG MTOW or less. YAVE is only available from Wednesday 27th Feb until Sunday 3rd Mar inclusive.

5.2 Unless special arrangements have been made with ASDU, operations at YAVE are only permitted during YAVE TWR hours.

5.3 Fly-in eligibility and prior permission to operate to YAVE is not required.

5.4 During some flying displays within R979A operations at YAVE will not be available. These times will be notified by NOTAM and broadcast on the YAVE ATIS.

6. AIR TRAFFIC MANAGEMENT

6.1 Unless specifically approved by ATC, all aircraft operating within R979A, B, or C must carry a serviceable VHF radio.

6.2 During air display times, an Aerodrome Control service call-sign Avalon Tower, will be provided from ASDU Flight Operations Centre to manage aircraft participating in the air display and ASDU approved IFR arrivals and departures.

6.3 A temporary Control TWR at Avalon East (YAVE) will provide Aerodrome Control service (including during air display and rehearsal periods) from Wednesday 27th Feb to Sunday 3rd Mar. Arrival and departure routes are designed to segregate YAVE traffic from all Airshow and YMAV circuit traffic.

7. AVALON (YMAV) AERODROME INFORMATION (refer figure 1 - Appendix 1)

7.1 This section supplements the information in ERSA. .

7.2 Temporary taxiways are established as follows:

7.2.1 TWY F North and South: sealed taxiways limited to aircraft of less than 5700KG MTOW, and located mid-field and west of the fire station.

7.2.2 TXY F south is to be used for all operations unless specified by ATC.

7.2.3 TWY A: Closed between taxiway B and TWY D, except at TWY F North and TWY F South crossings, due to static display aircraft.

7.2.4 ATS Communications Facilities available when R979ABC are active:

TWR 120.1

AIRSHOWS 129.3 (1)

ATIS 118.2

HELICOPTERS 127.9 (2)

- (1) Call-sign "AIRSHOWS" - ASDU will provide an advisory aircraft parking service during TWR hours. Ground marshallers will also assist with guidance on the taxiways and parking areas.
- (2) Call-sign "CHOPPERS"

7.3 AFRU available outside tower hours.

7.4 AVGAS (100LL) will be available from Shell Aviation. Scheduled refuelling hours are 0800 -1700, refuelling will not take place without the owner/pilot in attendance. See ASDU website www.airshow.com.au for payment options and contact information.

8. AVALON EAST (YAVE) TEMPORARY AERODROME

8.1 YAVE is a temporary grass/unsealed aerodrome established 2KM east of the main YMAV runway. It consists of two parallel strips and associated taxiways as depicted on figure 1 (see Appendix 1).

8.2 YAVE is available to VFR fixed wing aircraft of 5700KG MTOW or less, from Wednesday 27th Feb to Sunday 3rd Mar during YAVE TWR hours.

8.3 Aircraft departing YAVE on or after Monday 4th March are required to contact Avalon Tower prior to engine start.

8.4 The ARP is located mid-point of RWY 17R/35L at S38 01.7 E144 29.5.

8.5 Strobe lighting is located to the east of RWY 17L/35R, visible in the eastern sector from about 340° clockwise to 180°.

8.6 An aircraft parking area is provided on the western side of the airfield. The southern end of this area will be used for short-stay aircraft; e.g., charter "quick turn-around".

8.7 Apart from the operational capability of the aircraft there are no restrictions as to who may fly in.

8.8 A shuttle bus service will be available to convey visitors to and from the main entrance gate.

8.9 Aerodrome information:

8.9.1 Two runways: RWY 17R/35L and RWY 17L/35R.

8.9.2 Both runways measure 940M X 18M. (RWS 45M)

8.9.3 The runway centrelines are 150M apart.

8.9.4 Contra-circuits do not apply. Circuit entry is via a common base leg to parallel runways.

8.9.5 All departures MUST be full length.

8.9.6 All movement areas at YAVE are unsealed and may become unserviceable due to heavy rain.

8.10 The following frequencies are available when YAVE TWR is active:

TWR 125.4

DIRECTOR 129.2(1)

ATIS 122.0(2)

(1) To be utilised by arrivals from LRM and CLS.

(2) Available H24 from 0900 Wednesday 27th Feb until LL Sunday 3rd Mar. Outside these times monitor YMAV ATIS to ascertain the status of the airspace.

8.11 AVGAS (100LL) will be available from Shell Aviation. Scheduled refuelling hours are WED – THU on request, FRI – SUN 0800 – 1000 and 1500 – 1700, refuelling will not take place without the owner/pilot in attendance. See ASDU website www.airshow.com.au for payment options and contact details.

9. AVALON AIRSPACE

9.1 The Temporary Restricted Areas and control services depicted in the table below and shown on figure 2 are declared from Wednesday 20th February until Tuesday 5th March inclusive:

R979A (SFC – 1500FT)

R979B (1500FT – 4500FT)

R979C (4500FT – FL245)

Feb/Mar 2013	Activation Times	Airspace	Activity/or Service	Avalon East TWR
Wed 20	0700 - 2000	R979ABC	Avalon TWR	Closed
Thur 21	0700 - 2000	R979ABC	Avalon TWR	Closed
Fri 22	0700 - 2000	R979ABC	Avalon TWR	Closed
Sat 23	0700 - 2000	R979ABC	Avalon TWR	Closed
Sun 24	0700 - 2000	R979ABC	Avalon TWR	Closed
Mon 25	0700 – 2000	R979ABC	Avalon TWR	Closed
Tues 26	0700 – 2000	R979ABC	Avalon TWR	Closed
Wed 27	0700 – 2000	R979ABC	Avalon TWR	1000 – 1700
Thur 28	0700 - 2000	R979ABC	Avalon TWR	0900 – 1700
Fri 1 Mar	0700 - 2200	R979ABC	Avalon TWR	0700 - 2000
Sat 2 Mar	0700 - 2000	R979ABC	Avalon TWR	0700 - 2000
Sun 3 Mar	0700 - 2000	R979ABC	Avalon TWR	0700 – 2000
Mon 4	0700 - 2000	R979ABC	Avalon TWR	Closed
Tue 5	0700 - 2000	R979ABC	Avalon TWR	Closed

Notes:

1. Activation times may be varied, changes will be notified by NOTAM
2. Aircraft (except RPT and ASDU approved rehearsal aircraft) requesting to operate at YMAV during restricted area activation times can expect delays in excess of 60 mins due aircraft displays and rehearsals.

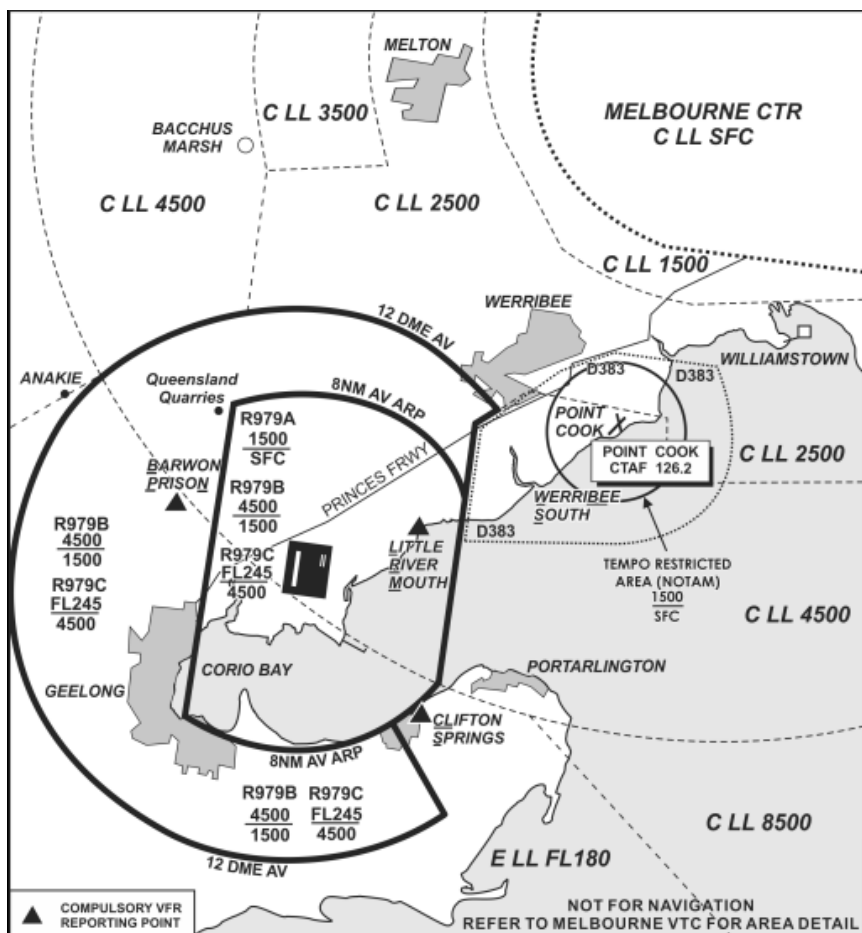


Figure 2 - Avalon Airshow Airspace

10. IFR OPERATIONS AT AVALON (YMAV)

10.1 General

10.1.1 With the exception of RPT or jet/turbine operations, IFR aircraft less than 5700KG MTOW can expect substantial delays on arrival. Holding in excess of 60 minutes is not unusual. To reduce delays within R979A when VMC exist, pilots of aircraft less than 5700KG MTOW (excluding RPT or jet/turbine) able to use VFR entry or exit procedures detailed in this SUP, are strongly advised to cancel IFR and proceed VFR. A note advising this in your flight plan will expedite your arrival.

10.1.2 Arriving IFR aircraft must track via the RWY 18 Localiser.

10.1.3 IFR operations are only permitted in R979A for arrivals and departures to RWY 18/36. IFR operations are not permitted at YAVE. An IFR helicopter may operate to other than the runways subject to ATC Prior approval.

10.1.4 An ATC service as per Class D procedures will be provided to flights operating within R979A, R979B and R979C.

10.1.5 When AV TWR is not active, ERSA procedures apply.

10.2 Flight notification requirements

10.2.1 IFR flights planning to operate to or from YMAV must submit flight notification at least one (1) hour prior to intended operation.

10.2.2 Facilities will be available to flying display participants and visiting pilots to submit flight notification at the ASDU Flight Planning Centre, located in a temporary building north of the EXPO.

10.2.3 Flight notification by radio will not be available through YMAV TWR, AIRSHOWS, AVALON APPROACH or MELBOURNE CENTRE frequencies.

10.3 Traffic Holding Fuel Advisory

10.3.1 On Friday 1st, Saturday 2nd and Sunday 3rd March, delays may occur due to airspace congestion. Aircraft are advised to carry 60 MIN holding fuel and/or reserves to proceed to an alternate aerodrome should lengthy delays or circuit overload occur.

10.4 IFR ARRIVAL PROCEDURE - YMAV TWR active

10.4.1 YMAV ATIS is available on 118.2.

10.4.2 All IFR arrivals can expect to land on RWY 18/36. Backtracking on RWY 18 will often be necessary for larger aircraft which need to exit the runway at either TWY B or TWY C due to the closure of parts of TWY A. Minimum delay while back tracking will assist runway usage by other aircraft.

10.5 IFR DEPARTURE PROCEDURE – YMAV Tower active

10.5.1 IFR aircraft **must** delay their departure until at least 60 minutes after the air display on Saturday 2nd and Sunday 3rd March to allow VFR aircraft to depart without delay.

10.5.2 To reduce frequency congestion and cater for high numbers of departing aircraft following the cessation of flying displays modified clearance delivery procedures and phraseologies will apply as follows:

10.6 Before Engine Start:

10.6.1 Airways Clearance and transponder code must be obtained while still on the ground by contacting AVALON APPROACH on 133.55 MHZ or by phone on 03 9235 7337 within 30 minutes of ETD.

10.6.2 You will be issued an Avalon 2 SID(R).

10.6.3 Airways clearance will not be available from AVALON TOWER or AIRSHOWS.

10.7.1 After Engine Start:

10.7.1.1 Monitor ATIS.

10.7.1.2 Aircraft are not permitted to taxi without having received Airways Clearance and Transponder Code due excessive traffic movements.

10.7.1.3 Aircraft are required to contact AIRSHOWS on 129.3 stating callsign, transponder code and IFR and listen for traffic advisory information. After receiving traffic information from AIRSHOWS follow marshaller signals to the holding point for RWY 18/36.

10.7.2 At Holding Point:

10.7.2.1 When NUMBER 2 at the holding point, listen on TWR 120.1.

10.7.2.2 When NUMBER 1 call ready in the form: “(call–sign) (aircraft type) READY RUNWAY (number) TAXIWAY (intersection), IFR, SSR code (...)”. E.g.: “MWZ, KINGAIR, READY RUNWAY 18, TAXIWAY CHARLIE INTERSECTION, IFR, Squawk 1234”.

10.7.2.3 YMAV TWR will acknowledge the “READY” call with aircraft call-sign and “IFR”. The pilot must obtain a read-back of “IFR” from ATC. The call-sign acknowledgement is NOT a clearance to enter the runway.

10.7.2.4 Normal line-up/take off clearance procedures apply.

10.7.2.5 YMAV TWR will issue you an Assigned Heading.

10.7.3 After Take-off:

10.7.3.1 Be aware there will be VFR aircraft operating from the runways to your left or right up to 1500FT.

10.7.3.2 Contact AV APP 129.4 MHZ airborne, and monitor YMAV TWR 120.1 MHZ until reaching 2500FT.

10.7.3.3 If single VHF COM equipped, contact AVALON APPROACH 129.4 MHZ on reaching 2500FT.

10.7.3.4 YMAV TWR will NOT instruct pilots to change frequency.

11. GENERAL VFR OPERATIONS

11.1 If the cloud base is below 2000FT AMSL, certain restrictions may apply to VFR aircraft. If necessary VFR entry and holding altitudes listed below may be varied. Changes to these altitudes will be notified on ATIS.

11.2 When within 50NM of YMAV squawk code 1000 and, if able, display your landing light.

11.3 YMAV will be closed to arrivals for 30 minutes after the cessation of air displays to facilitate large numbers of departures; these closures will be advised on the ATIS.

11.4 VFR aircraft intending to land at YMAV can only enter R979A via Barwon Prison and the abbreviated clearance arrival procedure, subject to the conditions of this section.

11.5 When R979A is active, aircraft operating VFR must operate in accordance with procedures established in AIP ENR 1.1-22 titled “Clearance to Enter Class D Airspace”, paragraph 12.3.1 through to 12.3.6 with the following exception;

11.6 Within R979A, four areas are allocated for aircraft to operate under VFR.

11.6.1 Avalon (YMAV) - A circuit entry instruction or a take off clearance is required to operate in this airspace. Outside of the rehearsal periods specified in the table on page 7, VFR aircraft are permitted to arrive at YMAV provided they have received prior permission from ASDU.

11.6.1.1 During YMAV TWR hours VFR arrivals will only be processed via Barwon Prison and the Arrival Procedure.

11.6.2 Helicopter Access Corridor - for the exclusive use by helicopters along and parallel 300 metres west of Pousties Road and its extension to the coast, to the intersection of the Princes Freeway and North–East immediately adjacent to the Freeway, from surface to 600FT.

11.6.3 Helicopter Terminal Area surrounding the ASDU HELIPAD described as within the area bounded by lines extended from Gate 5 due west to Taxiway A, along Taxiway A until a line due east to Gate 7 and a line parallel to Pousties Road 500 metres west of Pousties Rd, SFC to 600ft. No Air Traffic Services will be provided within the HTA during hours 0800/1800L 26th Feb 2013 to 3rd Mar 2013. Traffic information in the HTA will be provided on UNICOM.

11.6.4 Avalon East (YAVE) - for the exclusive use of fixed wing aircraft operating to the VFR east of Pousties Road, SOUTH of the Princes Freeway (DO NOT CROSS THE FREEWAY) - SFC to 1500FT.

12. HELICOPTER OPERATIONS

12.1 ALL helicopters intending to operate into or out of YMAV must operate into the ASDU HTA as described in para 11.6.3 and be in possession of “briefing sheets” obtained from the ASDU HELIPAD MANAGER, Brett Newman, (Professional Helicopter Services) phone 03 9580 7433. Briefing sheets contain a description of the Helicopter Access Corridor, with details of route and route limitations, altitudes, arrival and departure procedures, radio frequencies, and surrounding airspace.

12.2 During the activation of R979A, all VFR helicopters must use the Helicopter Access Corridor.

12.3 ALL helicopters require an ATC clearance to enter R979A. Establishment of two way communications (**AIP ENR 1.1-22 12.3.1 and 2**) with CHOPPERS (127.9) constitutes a clearance to operate within the Helicopter Access Corridor provided that pilots comply with the following:

12.3.1 Obtain a Briefing Sheet.

12.3.2 Squawk Code 0301.

12.3.3 Remain within the designated Helicopter Access Corridor.

12.3.4 Operate not above 600FT.

12.3.5 Land and depart at the ASDU HELIPAD.

12.4 If NOT landing at the ASDU HELIPAD, on first contact with CHOPPERS on 127.9 request approval to leave the Access Corridor and land at their approved landing site.

12.5 If NOT departing from the ASDU HELIPAD, contact AIRSHOWS 129.3 prior to start. When instructed contact CHOPPERS on 127.9 prior to take-off for a departure clearance and approval to enter the Helicopter Access Corridor.

12.6 Helicopter transit flights south of the designated arrival tracks are not permitted due to environmental factors and traffic considerations.

12.7 Accurate tracking of the Helicopter Access Corridor is essential. Traffic will be operating in close proximity on separate frequencies, at Avalon East, Avalon and within the Helicopter Access Corridor. Military traffic (both fixed wing and rotary) and warbirds will be transiting between PCK and AV in close proximity to helicopter traffic.

13. BARWON PRISON (BPN) ARRIVAL PROCEDURE (FIXED WING ONLY)

13.1.1 Pilots must remain in VMC.

13.1.2 DO NOT OVERTAKE – DO NOT CUT CORNERS.

13.1.3 Obtain the AVALON ATIS (118.2) and then, at least 15NM from BPN, monitor the AVALON TWR frequency of 120.1 (do not transmit).

13.1.4 As you approach BPN contact AVALON TWR (120.1) advise Callsign, Type, BPN, Altitude, Inbound, Received {ATIS Information}.

13.1.5 If a clearance is available, AVALON TWR will issue entry instructions in the format: - "ABC, Join RWY {18/36}".

This instruction authorises the pilot to join the nominated runway in accordance with the procedures detailed at 13.2 and 13.3.

13.1.6 If a clearance is not immediately available, or two way communications with AVALON TWR cannot be established, remain outside R979A.

13.1.7 After contact with AVALON TWR has been established, normal R/T acknowledgements are required.

Circuit entry RWY 18 (refer to Figure 3)

13.2.1 AVALON TWR will confirm the traffic to follow if required, the runway to use and issue a landing clearance.

13.2.2 From BPN track 080° magnetic. Do not over-fly LARA town.

13.2.3 Fly no higher than 1500 FT.

13.2.4 DO NOT OVERTAKE – DO NOT CUT CORNERS.

13.2.5 In the event of a go-round, maintain runway heading (DO NOT DRIFT LEFT) and notify AVALON TWR immediately for re-sequencing.

13.2.6 Vacate the runway at the assigned taxiway as instructed by ATC. If unable advise ATC and follow instructions.

13.2.7 After vacating, report RWY VACATED to AVALON TWR and then contact AIRSHOWS on 129.3. Follow the directions of the marshallers.

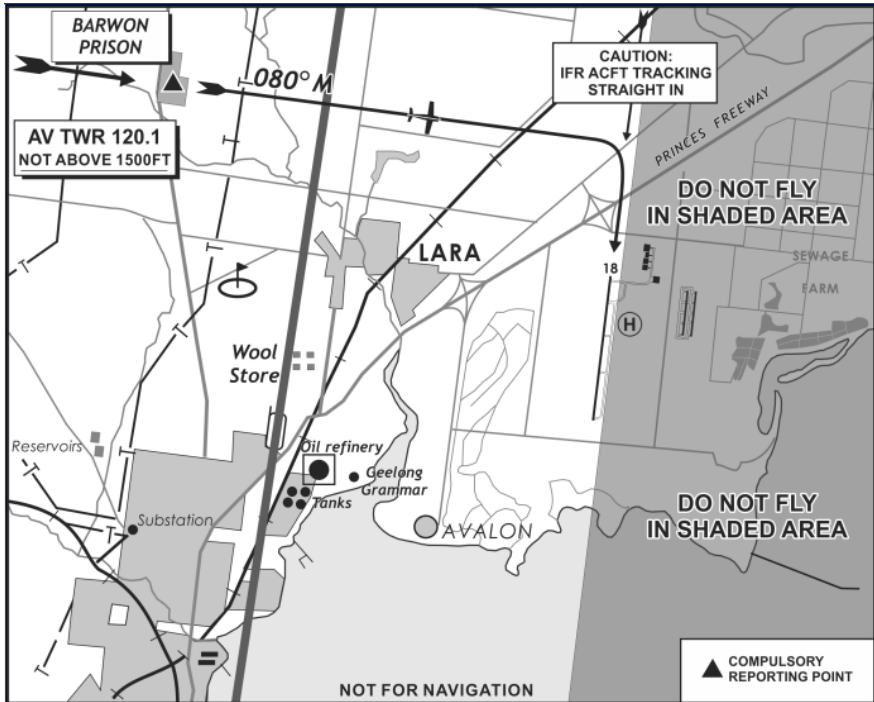


Figure 3 - Barwon Prison Arrival Procedure - RWY 18

Circuit entry RWY 36 (refer to Figure 4)

13.3.1 YMAV TWR will confirm the traffic to follow, the runway to use, taxiway to vacate and issue a landing clearance.

13.3.2 From BPN track 142° magnetic to the Wool Store for a close base Runway 36. Do not overfly LARA town or Geelong Grammar.

13.3.3 Fly no higher than 1500FT.

13.3.4 Remain over land, north of Corio Bay (there will be over-flying IFR traffic at 2500 FT commencing descent over Corio Bay).

13.3.5 If a go-round is initiated, maintain runway heading (DO NOT DRIFT RIGHT) and notify TWR immediately for re-sequencing.

13.3.6 Pilots are requested to plan their touchdown point to minimise runway occupancy time to their assigned taxiway.

13.3.7 Vacate the runway to the right via the TWY as soon as speed permits, there may be aircraft close behind you on final.

13.3.8 After vacating, report RWY VACATED to AVALON TWR and then contact AIRSHOWS on 129.3. Follow the directions of the marshallers.

13.3.9 DO NOT OVERTAKE – DO NOT CUT CORNERS.

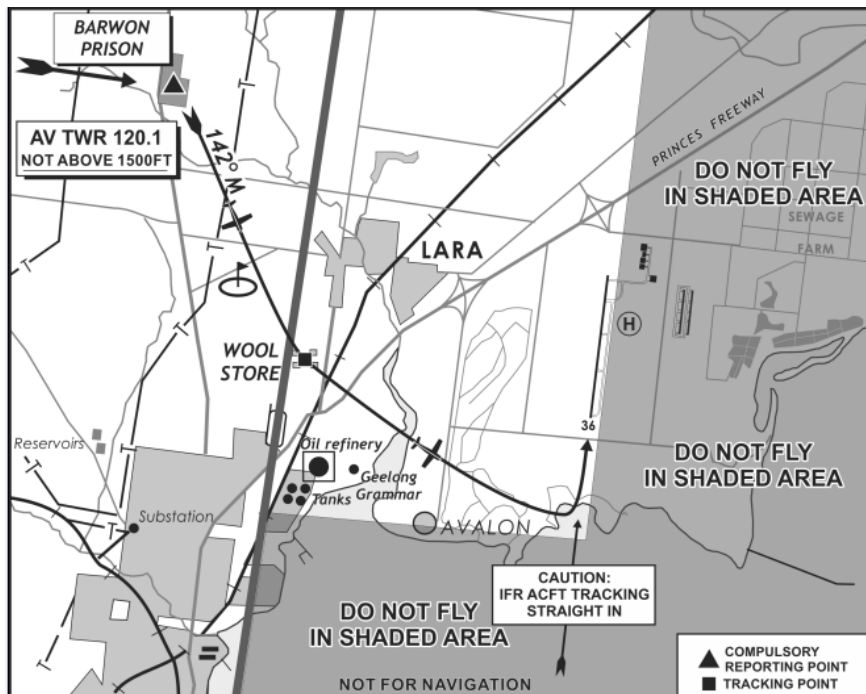


Figure 4 - Barwon Prison Arrival Procedure - RWY 36

14. DEPARTURES PROCEDURE - VFR AIRCRAFT (refer figure 6 - Appendix 2)

14.1 Before Engine Start

14.1.1 Flight notification is not required for operation in R979A.

14.1.2 Aircraft requiring a clearance into adjacent Class C airspace must obtain their transponder code while still on the ground by

contacting AVALON APPROACH on 133.55 MHZ or by phone on 03 9235 7337 within 45 minutes of ETD. You must not select the code issued by AVALON APPROACH until you are clear of R979A & R979B.

14.1.3 Airways clearance to enter adjacent Class C airspace will not be available from AVALON TWR.

14.2 After Start

14.2.1 Obtain ATIS and operate as directed.

14.2.2 Contact AIRSHOWS on frequency 129.3.

14.2.3 Follow marshaller signals.

14.2.4 Taxi to the holding point.

14.3 Approaching Holding Point RWY 18/36

14.3.1 When NUMBER 2 at the holding point Squawk code 1000 and listen on TWR frequency 120.1.

14.3.2 When NUMBER 1 call ready in the form: “(call-sign) (aircraft type) READY TAXIWAY (intersection) REQUEST LEFT/RIGHT TURN”.
E.g.: “MLC, KINGAIR, READY RUNWAY 18 TAXIWAY CHARLIE INTERSECTION REQUEST LEFT TURN”

14.4 Departures VFR RWY 18

14.4.1 Maintain runway heading until crossing the northern coast of Corio Bay.

14.4.1.1 Turn **right** onto a westerly heading remaining over water until crossing the western shore of Corio Bay; or

14.4.1.2 Turn **left** and track to Point Wilson and then onto a northeast, east or southeast heading.

14.4.2 Avoid LRM.

14.4.3 You must remain at or below 1,500 FT at all times until clear of R979A and R979B to prevent conflicts with IFR operations above this altitude.

14.4.4 Caution: Be aware of VFR aircraft arriving and departing from AVALON EAST.

14.5 Departures VFR RWY 36

14.5.1 On reaching 1500FT turn left onto a westerly heading avoiding LARA and BPN.

14.5.2 You must maintain 1,500 FT until clear of R979A to prevent conflicts with IFR operations above this altitude.

14.5.3 Do not turn towards the east.

14.5.4 Beware of aircraft entering the circuit from BPN.

15. AVALON EAST VFR ARRIVAL PROCEDURES

15.1 All circuits at YAVE are to the east.

15.1.1 LITTLE RIVER MOUTH (LRM) and CLIFTON SPRINGS (CLS) are the designated approach points for YAVE.

15.1.2 When within 10NM of YAVE, inbound aircraft should maintain streams of either:-

1000 FT and 90 KTS IAS (or your maximum cruise speed if less than 90KTS) or

1500 FT and 130 KTS IAS if unable to maintain 90 KTS.

15.1.3 Inbound aircraft intending to use LRM should track via overhead Point Cook (YMPC) at or above 1500FT and then via Werribee South (WBES). This will entail transiting Danger Area D383.

15.1.4 As an alternative, inbound aircraft from the south or south west may track via CLS.

15.1.5 Caution: The track from CLS involves overwater transit. Lifejackets may be required.

15.1.6 Monitor the YAVE Director frequency when within 10NM of LRM and once passing YMPC you should remain over land. Opposite direction traffic from YAVE should be over water. Do not commence descent to stream height 1000ft until 3NM SW of YMPC.

15.1.7 Caution: Intense aviation activity takes place within D383 and the Point Cook Circuit Area.

15.1.8 Point Cook CTAF frequency (126.2) should be used only when below 1500ft and when within 3NM of YMPC.

15.1.9 Caution: A Temporary Restricted Area (TRA) may be activated by NOTAM within 3NM of YMPC SFC-1500. If this area is active and you require entry you must contact YMPC TOWER on 126.2 for airways clearance. Refer to Point Cook NOTAM (YMPC) for TRA procedures.

15.1.10 Unless otherwise advised on the ATIS or by Director, fixed wing VFR aircraft arriving to YAVE via LRM or CLS are permitted to enter R979A during the ATC hours outlined in the table on page 7 without first obtaining an ATC clearance provided they obtain the current ATIS for YAVE and monitor Director frequency (129.2).

15.1.11 It is imperative that no overtaking takes place in your selected stream. You should follow the aircraft ahead remaining approximately 1/2NM behind to allow spacing in the circuit.

15.1.12 Make your inbound call to DIRECTOR on 129.2 as you approach your inbound point.

15.1.13 Make sure that you identify LRM correctly as it is easy to confuse LRM with the mouth of the Werribee River at WBES.

15.1.14 Typical circuit entry instructions will be in the form, "Join base/ downwind RWY 17/35 L or R, and contact TWR 125.4".

15.1.15 If circuit entry instructions are not received by the time you reach LRM or CLS you must enter the holding area associated with your approach point. (See figure 7 - Appendix 3).

15.1.16 Aircraft holding in the LRM holding area must remain east of LRM and south east of the Princes Hwy at all times to ensure separation with IFR aircraft.

15.1.17 Once the holding area has been flown, make another inbound call approaching the approach point.



Figure 5

Above left: WBES looking South West towards LRM The mouth of the Werribee River is in the centre and LRM is at the top left

Above Right: LRM looking South West towards Avalon East. Note that the river mouth is in the middle of the sewage ponds

15.1.18 A shipping container painted Day-Glo pink designates the start of base leg position for arrival RWY 17L or R. Aircraft must track directly to the shipping container from LRM or Kirk Point to avoid sensitive areas.

15.1.19 A shipping container painted Day-Glo orange designates the start of final for RWY 17L, do not fly west of the container.

15.1.20 Missed Approach Procedure: Climb straight ahead not above 1500FT and immediately inform ATC of pilot actions. Plan for a left/right circuit (as applicable), to the EAST via Kirk Point and await ATC instructions. Remain clear of the Princes Freeway (helicopters operate along the freeway at 600FT).

15.1.21 DO NOT OVERTAKE – DO NOT CUT CORNERS – DO NOT FLY THROUGH CENTRELINE UNLESS DUE ATC INSTRUCTION.

16. AVALON EAST VFR DEPARTURE PROCEDURES

16.1 All circuits at YAVE are to the east.

16.2 VFR Flight Notification Requirements.

16.2.1 Flight notification is not required for operation in R979A.

16.2.2 Facilities will be available to flying display participants and visiting pilots to submit flight notification at the ASDU Flight Planning Centre, located in a temporary building north of the EXPO.

16.2.3 Flight notification will not be accepted by radio.

16.3 Before Engine Start

16.3.1 Aircraft requiring a clearance into adjacent Class C airspace must obtain their transponder code while still on the ground by contacting MELBOURNE CENTRE on 135.7MHZ or by phone on 03 9235 7337 within 45 minutes of ETD.

16.3.2 Do not select the assigned code until clear of R979A and R979B.

16.3.3 Airways clearance to enter adjacent Class C airspace will not be available from AVALON TWR or AVALON EAST TWR but will be issued by MELBOURNE CENTRE when airborne and clear of R979A and R979B.

16.4 After Start

16.4.1 Obtain ATIS and operate as directed.

16.4.2 Monitor TWR frequency, do not transmit.

16.4.3 Taxi to the holding point.

16.5 At Holding Point

16.5.1 Squawk Code 1000.

16.5.2 When NUMBER 1 call TWR with: (call-sign) (aircraft type) READY.

16.5.3 Runway entry and take off procedures apply.

16.6 After Take-off RWY 17L or RWY 17R

16.6.1 Depart the circuit by turning left prior to the northern coast of Corio Bay onto an easterly heading and remaining over land until passing abeam Pt Wilson or as directed by ATC, once past Point Wilson you may take up your departure track avoiding LRM and CLS.

16.6.2 You must remain at or below 1,500 FT at all times until clear of R979A to prevent conflicts with IFR operations above this altitude.

16.6.3 Do not turn towards the west.

16.6.4 Beware of aircraft entering the circuit.

16.6.5 **Caution Point Cook Airspace. Refer to AIP SUP H02/13.**

16.7 After Take-off RWY 35L or RWY 35R

16.7.1 Depart the circuit by turning right onto an easterly heading. Once established over water you may take up your departure track avoiding LRM and CLS.

16.7.2 Remain clear of the Princes Freeway to the north (helicopters operate along the freeway at 600FT).

16.7.3 You must remain at or below 1,500 FT until clear of R979A to prevent conflicts with IFR operations above this altitude.

16.7.4 Do not turn towards the west.

16.7.5 Beware of aircraft entering the circuit.

16.7.6 Caution Point Cook Airspace. Refer to AIP SUP H02/13.

17. ULTRALIGHT OPERATIONS

17.1 Ultralight aircraft require approval from CASA to operate within R979A. All aircraft are required to contact ASDU Aircraft Operations and obtain a landing slot time. Refer to the ASDU website for information on obtaining CASA approval to operate within a Restricted Area.

17.2 During TWR hours, ultralight aircraft unable to cruise at 90KTS or higher may experience substantial delays.

17.3 Ultralight pilots must have a current RAA Pilots Certificate with radio endorsement to operate into YMAV during both CTAF and R979A airspace periods.

17.4 CASA approved flights may operate in R979A provided they comply with the following:

17.4.1 Obtain current ATIS.

17.4.2 If operating to YMAV operate in accordance with Para 11, General VFR Operations; or

17.4.3 If operating to YAVE operate in accordance with Para 15 and 16 Avalon East VFR arrival and departure procedures.

18. CANCELLATION

18.1 This SUP self-cancels at 1303101000 UTC.

19. DISTRIBUTION

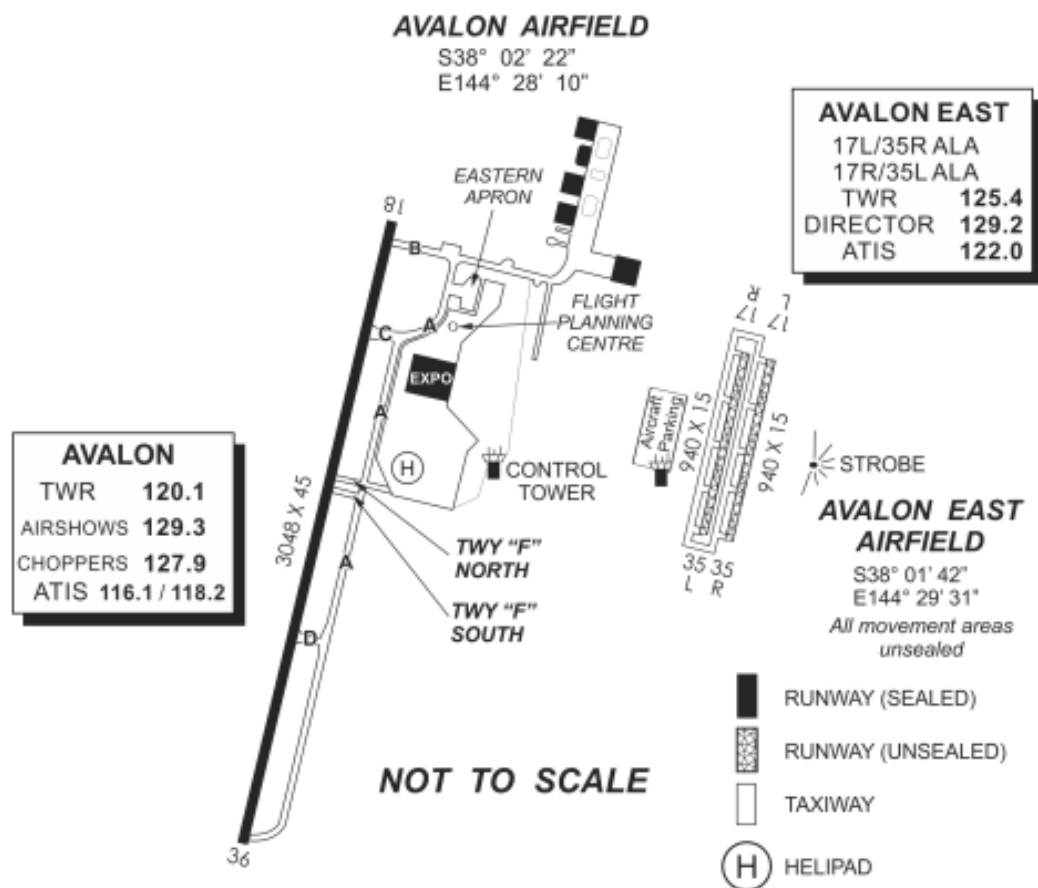
19.1 By Airservices website only.

Appendix

1. Figure 1 - Avalon Airshow Aerodrome Diagram
2. Figure 6 - VFR Departure Paths for YMAV and YAVE
3. Figure 7 - AVE Holding Area
4. Figure 8 - Runway 17 Arrivals
5. Figure 9 - Runway 35 Arrivals

Appendix 1 TO SUP H11/13

1. Figure 1 - Avalon Airshow Aerodrome Diagram



Note:

- > AVALON EAST RWYS ONLY AVAILABLE 27 FEB - 3 MARCH INCLUSIVE
- > MOVEMENT AREA DATA PROVIDED BY AIRSHOWS DOWNUNDER SEPT. 2012.
REFER AIP AUSTRALIA DAP FOR FULL AERODROME AND FACILITY DETAILS

EFFECTIVE AVALON 20 FEBRUARY - 5 MARCH 2013 ONLY

Figure 1

2. Figure 6 - VFR Departure Paths for YMAV & YAVE

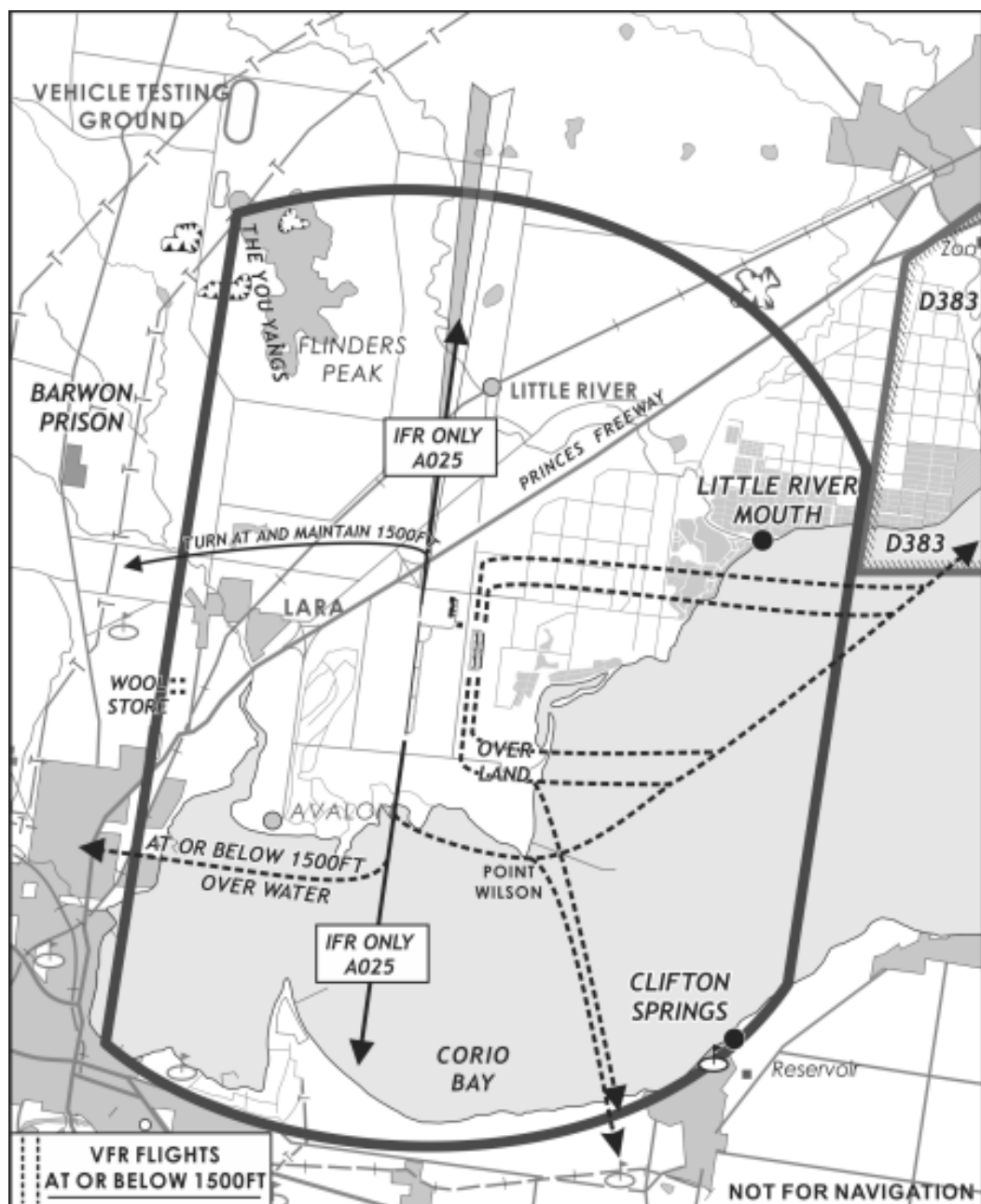


Figure 6

3. Figure 7 - AVE Holding Area

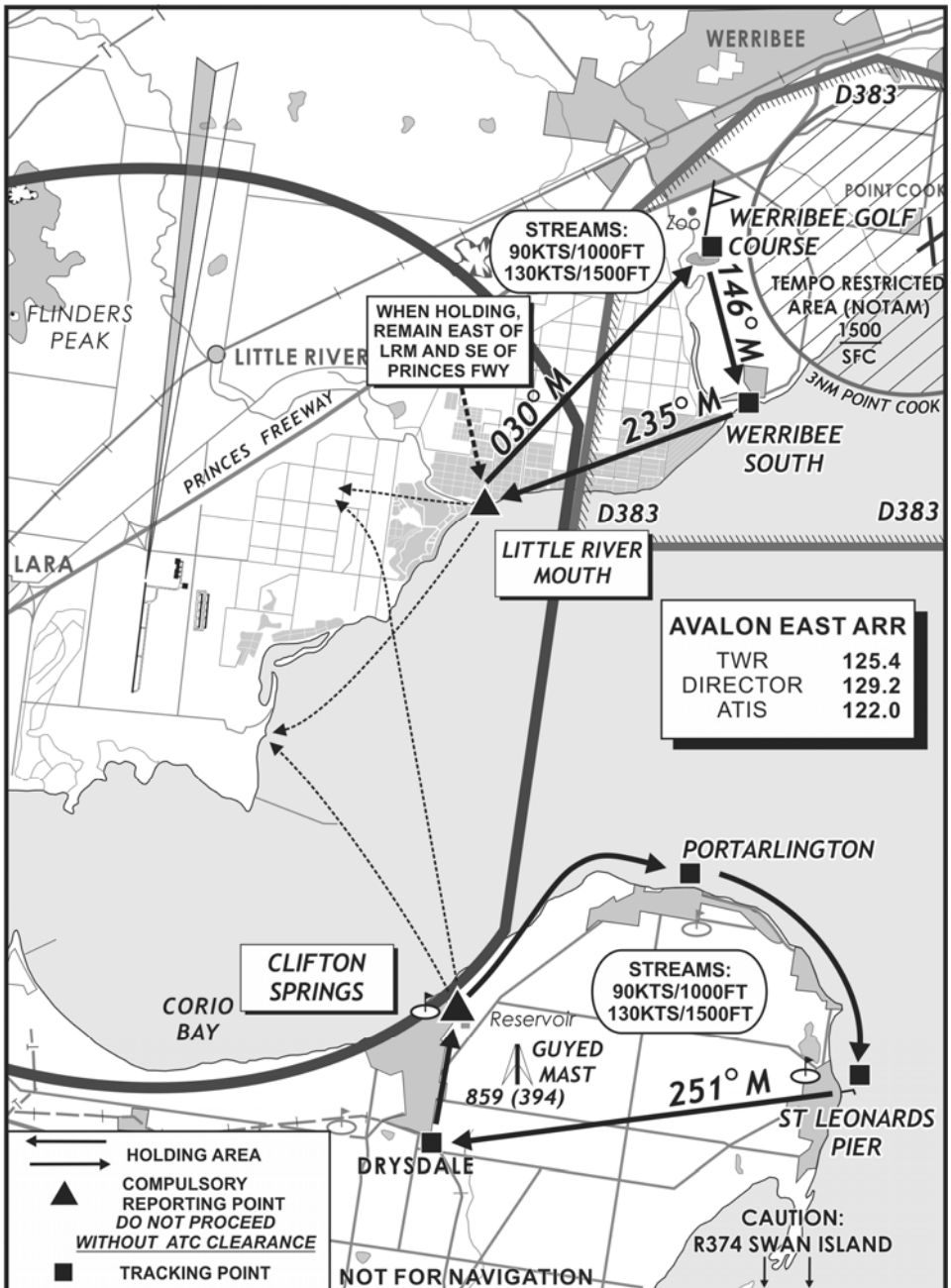


Figure 7

4. Figure 8 - Runway 17 Arrivals

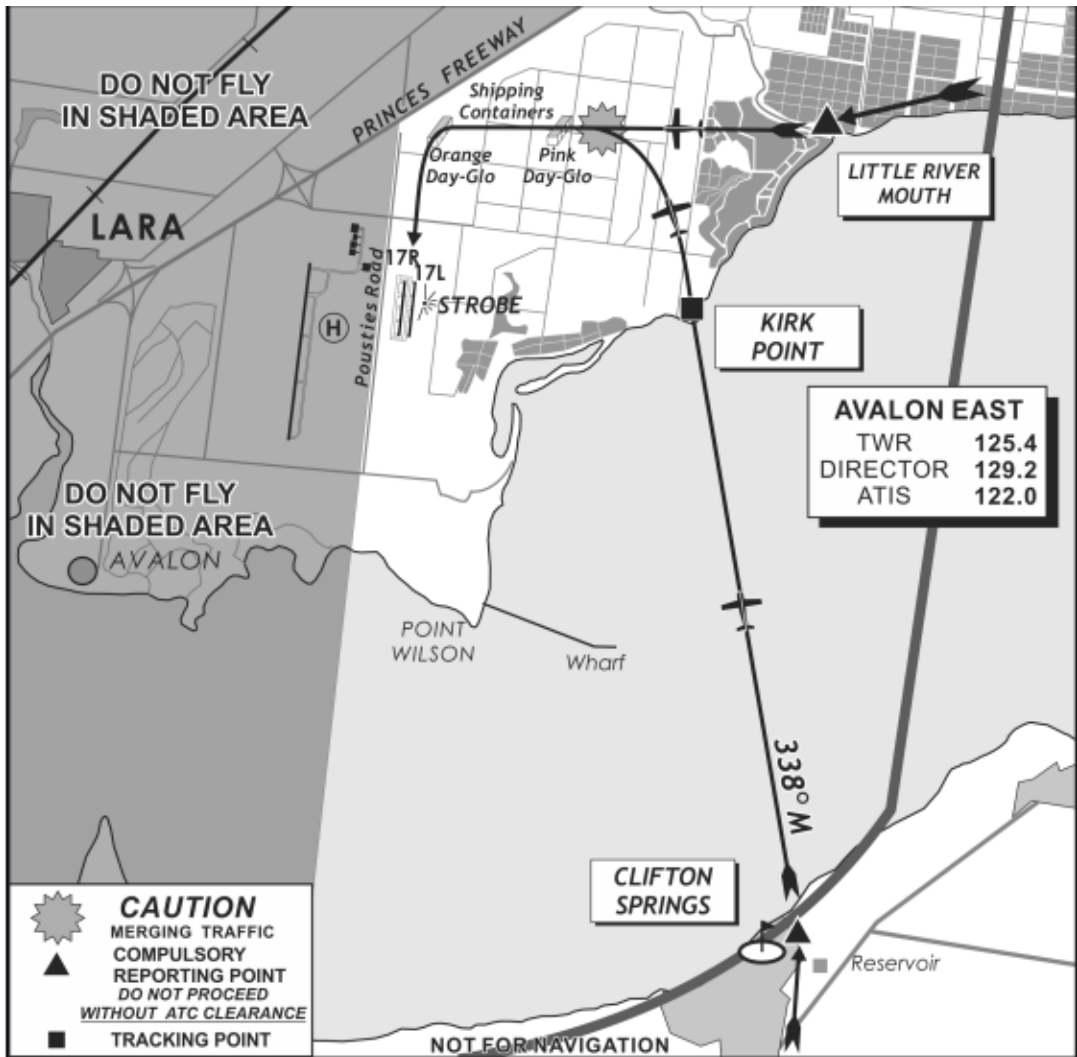


Figure 8

5. Figure 9 - Runway 35 Arrivals

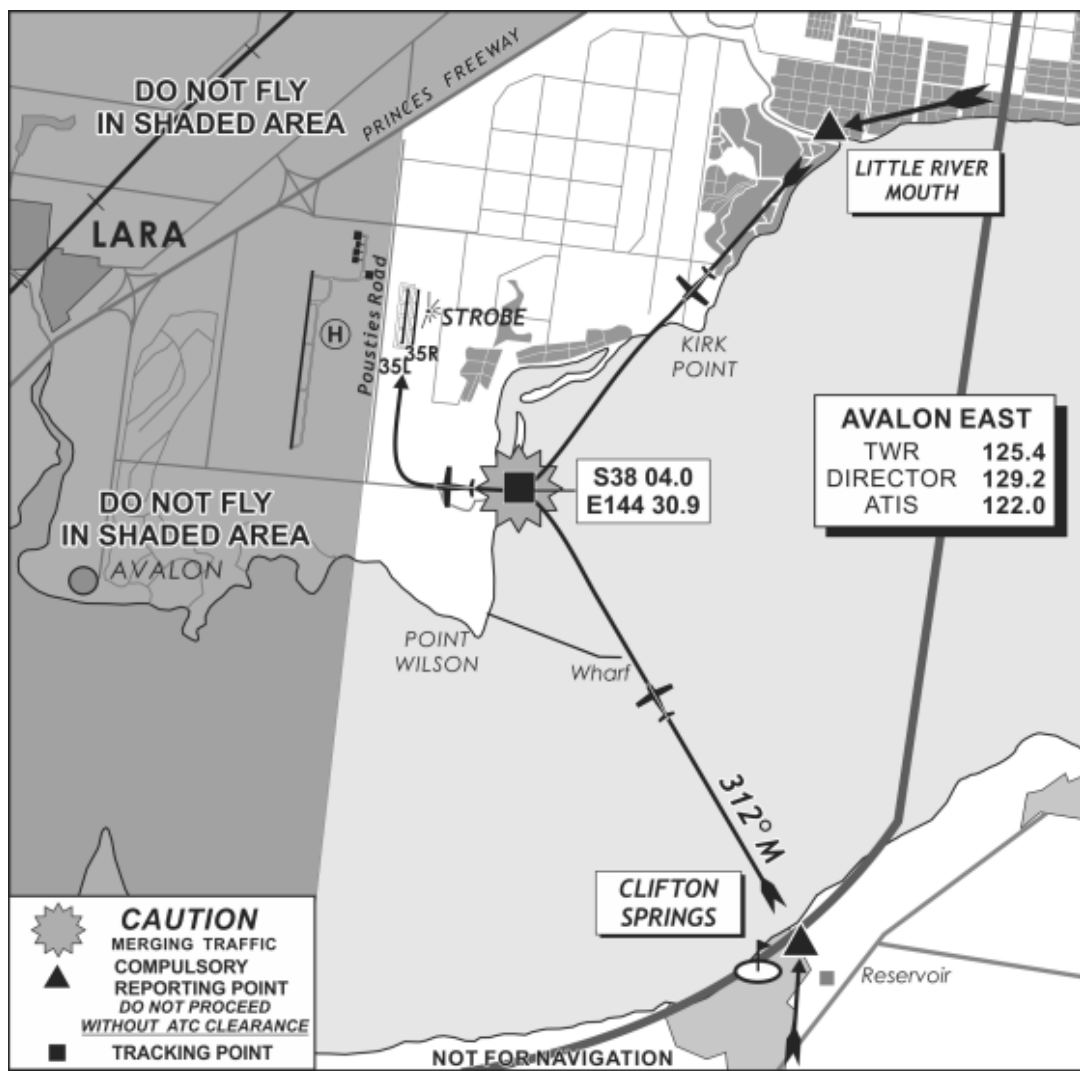


Figure 9