Murray Bridge Aerodrome – YMBD (Private, Uncertified)

Aerodrome User's Manual

Version	1.1 – 24 July 2025
Approver	William Antel – representing Aerodrome Operator
Effective Date	24 July 2025

Special Notice:

Murray Bridge Aerodrome is a privately owned aerodrome facility. The use of the aerodrome and any operations at the aerodrome are conducted entirely at the participant's risk. All aerodrome users/operators must satisfy themselves as to the suitability and safety to use any of the facilities at Murray Bridge Aerodrome.

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Glossary

Acronyms and abbreviations

Acronym / abbreviation	Description
ACN	aircraft classification number
ADP	aeronautical data package
AEP	aerodrome emergency plan
ARC	aircraft reference code
ARFFS	aviation rescue and firefighting services
AGL	above ground level
AHD	Australian height datum
AIP	aeronautical information publication
AIS	aeronautical information service
ALARP	as low as reasonably practicable
AMSL	above mean sea level
ARO	aerodrome reporting officer
ARP	aerodrome reference point
ASDA	accelerate-stop distance available
ATC	air traffic control
AT-VASIS	an abbreviated T pattern visual approach slope indicator system
AVDGS	advanced visual docking guidance system
CASA	Civil Aviation Safety Authority
ERSA	En-Route Supplement Australia
ft	feet
FOD	foreign object debris
H24	continuous
IFR	instrument flight rules
ILS	instrument landing system
IWDI	illuminated wind direction indicator
LDA	landing distance available
LVP	low visibility procedures
m	metre(s)
MAGS	movement area guidance sign
MOS	Manual of Standards
MOWP	method of working plan

NAIPS	national aeronautical information processing system
NOF	NOTAM Office
NOTAM	notice to airmen
OFZ	obstacle free zone
OLS	obstacle limitation surface
OMGWS	outer main gear wheel span
PAL	pilot activated lighting system
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations
PAPI	precision approach path indicator
PCN	pavement classification number
RESA	runway end safety area
RTIL	runway threshold identification lights
RV	runway visibility
RVR	runway visual range
RWY	runway
SMS	safety management system
STODA	supplementary take-off distance
RMP	risk management plan
TDZ	touchdown zone
TODA	take-off distance available
TORA	take-off run available
T-VASIS	T pattern visual approach slope indictor system
TWY	taxiway
VASIS	visual approach slope indicator system
VDGS	visual docking guidance system
VFR	visual flight rules
WDI	wind direction indicator

Definitions

Term	Definition
accelerate-stop distance available	the length of the take-off run available plus the length of the stopway if provided.
accident	an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which: a person is fatally or seriously injured as a result of: being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew, or the aircraft sustains damage or structural failure which: adversely affects the structural strength, performance, or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage when the damage is limited to the engine, its cowlings, or accessories, or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents, or puncture holes in the aircraft skin, or the aircraft is missing or is completely inaccessible.
aerodrome	an area of land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure, or movement of aircraft.
aerodrome elevation	the elevation of the highest point of the landing area.
aerodrome reference code	refers to the three (3) elements that are nominated by the aerodrome operator, specifically: a code number which is determined by the aeroplane reference field length, and which is applicable to runways. a code letter which is determined by the aeroplane wingspan, and which is applicable to runways, taxiways, aircraft holding bays and parking positions. the OMGWS which is applicable to runways and taxiways.
aerodrome reference point	the designated geographical location of an aerodrome.
apron	a defined area on a land aerodrome to accommodate aircraft for the purposes of loading or unloading passengers, mail or cargo, fuelling, parking, or maintenance.
apron taxiway	a portion of a taxiway system located on an apron to provide a through taxi route for aircraft across the apron to another part of the taxiway system.
Australian height datum	the datum that sets mean sea level as zero elevation.

Term	Definition
authorised personnel	A person who has received written authority (via written contract, email, or SMS) from the Aerodrome Operator or Owner to undertake the relevant activity
authorised vehicle	A vehicle whose driver has received written authority (via written contract, email, or SMS) from the Aerodrome Operator or Owner to undertake the relevant activity
clearway	a defined area at the end of the TORA, on the ground or water under the control of the aerodrome operator, which is selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.
displaced threshold	a threshold not located at the extremity of a runway.
holding bay	a defined area where aircraft can be held or bypassed to facilitate efficient surface movement of aircraft.
incident	an occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.
landing distance available	the length of the runway which is declared available and suitable for the ground run of an aeroplane landing.
manoeuvring area	part of the aerodrome used for the take-off, landing and taxiing of aircraft, excluding aprons.
movement area	a part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.
NOTAM	Notice to Airmen and is a notice issued by the NOTAM Office containing information or instructions concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to persons concerned with flight operations.
obstacle	fixed (whether temporarily or permanently) and mobile objects, structures and parts of such objects and structures that: are located on an area provided for the surface movement of aircraft, or extend above a defined surface designated to protect aircraft in flight, or stand outside the defined surfaces mentioned in items (a) and (b) above and that have been assessed as being a hazard to air navigation.
obstacle free zone	the airspace above the inner approach surface, inner transitional surface, baulked landing surface, and that portion of the runway strip bounded by these surfaces, which is not infringed by any fixed obstacle other than a low mass and frangibly mounted one required for air navigation purposes.
obstacle limitation surfaces	a series of planes, associated with each runway at an aerodrome, that defines the desirable limits to which objects or structures may project into the airspace around the aerodrome so that aircraft operations at the aerodrome may be conducted safely.
pavement classification number	a number expressing the bearing strength of a pavement for unrestricted operations by aircraft with aircraft classification number (ACN) less than or equal to the PCN.

Term	Definition
runway	a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.
runway end safety area	an area symmetrical about the extended runway centreline and adjacent to the end of the runway strip, primarily to reduce the risk of damage to an aeroplane which undershoots or overruns the runway.
runway strip	a defined area, including the runway and stopway, provided to: reduce the risk of damage to aircraft running off a runway, and protect aircraft flying over the runway during take-off or landing operations.
secondary power supply	an electrical power supply that: is automatically connected to the relevant load when the primary power source fails, and is derived from: the normal public electrical power supply, but in a way that: supplies power for the aerodrome's functionality from a special substation that is not the normal substation, and supplies the power through a special transmission line that follows a route different from the normal power supply route, and makes extremely remote the possibility of a simultaneous failure of the normal public electrical power supply and the power supply for the aerodrome, or one or more generators, batteries, or similar devices which deliver a constant, reliable, and sufficient supply of electrical power for the relevant aerodrome service.
shoulder	an area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.
stopway	a defined rectangular area on the ground at the end of the take-off run available and prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned take-off.
take-off distance available	the length of the take-off run available, plus the length of the clearway if provided.
take-off runway available	the length of the runway declared available and suitable for the ground run of an aeroplane taking off.
taxilane	a portion of an apron designated as a taxiway and for use only to provide access to and egress from aircraft parking positions.
taxiway	a defined path on an aerodrome on land, established for the taxiing of aircraft from one part of an aerodrome to another. A taxiway includes a taxilane, an apron taxiway, and a rapid exit taxiway.
threshold	the beginning of that portion of the runway usable for landing.
Y location code	the international code prefix used to identify Australian aerodromes.

Reference material

Document type	Title
Airservices publication	Enroute Supplement Australia

Forms

Form no.	Title

Preface

Amendment record

Revisions to this manual are dated and an updated version number assigned accordingly. In addition to recording the date of change for each section or page of this manual, a summary of the changes made is also recorded.

Version no.	Date of change	Parts and page	Summary of change(s)
1.0	01 May 2023	All	Initial issue
1.1	24 July 2025	All	Minor text changes

Distribution list

A copy of this manual is available on the aerodrome website www.muraybridgeairfield.com.au. The manual is available to be downloaded by aerodrome Users. However, each User must ensure that they are using the latest version, prior to operating at the aerodrome.

Persons printing this manual should be aware that any hard copies are uncontrolled and may not be the most up-to-date version.

1 Aerodrome Administration

1.1 Operator's statement

The Murray Bridge Aerodrome is a privately owned aerodrome, located at 484 Reedy Creek Rd, Pallamana, South Australia, close to the rural township of Murray Bridge.

All aerodrome users undertake flight operations and ground activities associated with operations at the aerodrome at their own risk. It is up to each user of the aerodrome to determine that the aerodrome is suitable for their operation and must not rely on any information provided by the Aerodrome Owner or Operator. However, the Aerodrome Operator will endeavour to provide the most accurate information about the aerodrome where possible. The decision as to whether the aerodrome is suitable for any operation rests solely with the user of the aerodrome and the responsibility for the safe operation of an aircraft rests solely with the pilot in command.

The Murray Bridge Aerodrome User's Manual has been prepared to provide instructions and guidance for all users of Murray Bridge Aerodrome. Where there is any conflict between this manual and CASA regulations, the CASA regulations take precedence.

The contents of this manual describe the systematic approach to the operation of aircraft and the use by users of Murray Bridge Aerodrome and demonstrates the Aerodrome Operator's commitment to managing the aerodrome safely and promoting a positive safety culture.

Operations at the aerodrome will be adhered to as closely as possible in accordance with the local rules and procedures set out in this manual, and in any subsidiary materials that are referenced in this manual, unless a temporary non-compliance or deviation from the procedures is necessary to ensure the safety of aircraft, aircraft operations, or individuals using the aerodrome. If the temporary non-compliance or deviation in the procedures is to take effect on a permanent basis, the manual will be updated.

This manual identifies persons within the Aerodrome Operator's organisation that are responsible for the safe operation of the aerodrome. The Aerodrome Operator is committed to ensuring that all individuals within their own organisation and the users of the aerodrome understand their responsibilities and accountabilities as defined within this Aerodrome User's manual.

Signed: *W. Antel*

Name: William Antel

Position: Aerodrome Operator's Representative

1.2 Aerodrome Operator's Representative

The Aerodrome Operator will appoint an Aerodrome Manager who will also function as the Aerodrome Reporting Officer (ARO), and who is responsible for the management and administration of Murray Bridge Aerodrome. The name and contact details for the Aerodrome Manager is at Appendix A of this manual.

1.3 Key Aerodrome Operator's personnel roles and responsibilities

1.3.1 Management positions (aerodrome operation and maintenance)

The management position responsible for the **operation** of the aerodrome is:

Management position: Aerodrome Manager (Also appointed as the Aerodrome Reporting Officer – ARO) (See Appendix A)

Responsibilities: To observe whether users of the aerodrome conduct all operations at the aerodrome in accordance with the relevant CASRs and this manual. If operations are not conducted in accordance with the relevant CASRs and this manual, the Aerodrome Manager has the authority to restrict any user from operating at the aerodrome by withdrawing their permission to operate at the aerodrome.

The management position responsible for the **maintenance** of the aerodrome is:

Management position: Aerodrome Manager

Responsibilities: To ensure that all aerodrome facilities and services are maintained to the Aerodrome Owner's standard, as well as any standards listed in this manual.

1.3.2 Aerodrome operations and safety functions

The following individuals or positions are responsible for the aerodrome's operations and safety functions:

Individual / position: Aerodrome Manager

Responsibilities: To observe whether users of the aerodrome conduct all operations at the aerodrome in accordance with the relevant CASRs and this manual. If operations are not conducted in accordance with the relevant CASRs and this manual, or in a manner as to be deemed unsafe by the Aerodrome Manager, the Aerodrome Manager has the authority to restrict any user from operating at the aerodrome by withdrawing their permission to operate at or from the aerodrome.

1.4 Aerodrome User's manual administration

This Aerodrome User's manual identifies local rules and procedures that should be adhered to by all users of the aerodrome, whether they be aerodrome tenants or visiting/transient users.

This manual will at all times be accessible by those persons who are tenants at the aerodrome, or who will conduct operations at the aerodrome. It is available for viewing and download on the Aerodrome Operator's website www.murraybridgeairfield.com.au.

1.4.1 Manual control

The following individuals / positions are responsible for reviewing, maintaining, amending, and controlling this Aerodrome User's manual:

Individual / position	Role / Function
Aerodrome Manager	To review, maintain, amend, and control the Aerodrome User's manual

1.4.2 Manual amendment

To maintain the accuracy of this manual, the Aerodrome User's Manual Controller will be advised of any changes to the aerodrome's facilities, operating procedures, or of any errors or omissions, so that an amendment can be made.

When an amendment is made, the Aerodrome User's Manual Controller will update the amendment record in the respective section of this manual.

So that readers can identify information in the manual that has changed, the following procedure has been adopted:

Following incorporation of the amendments, the affected pages/sections will be listed in the Amendment Record in the Preface section of this manual. Reference to this section will allow the reader to identify quickly where to find the amendments that have been incorporated into the manual.

1.4.3 Manual review

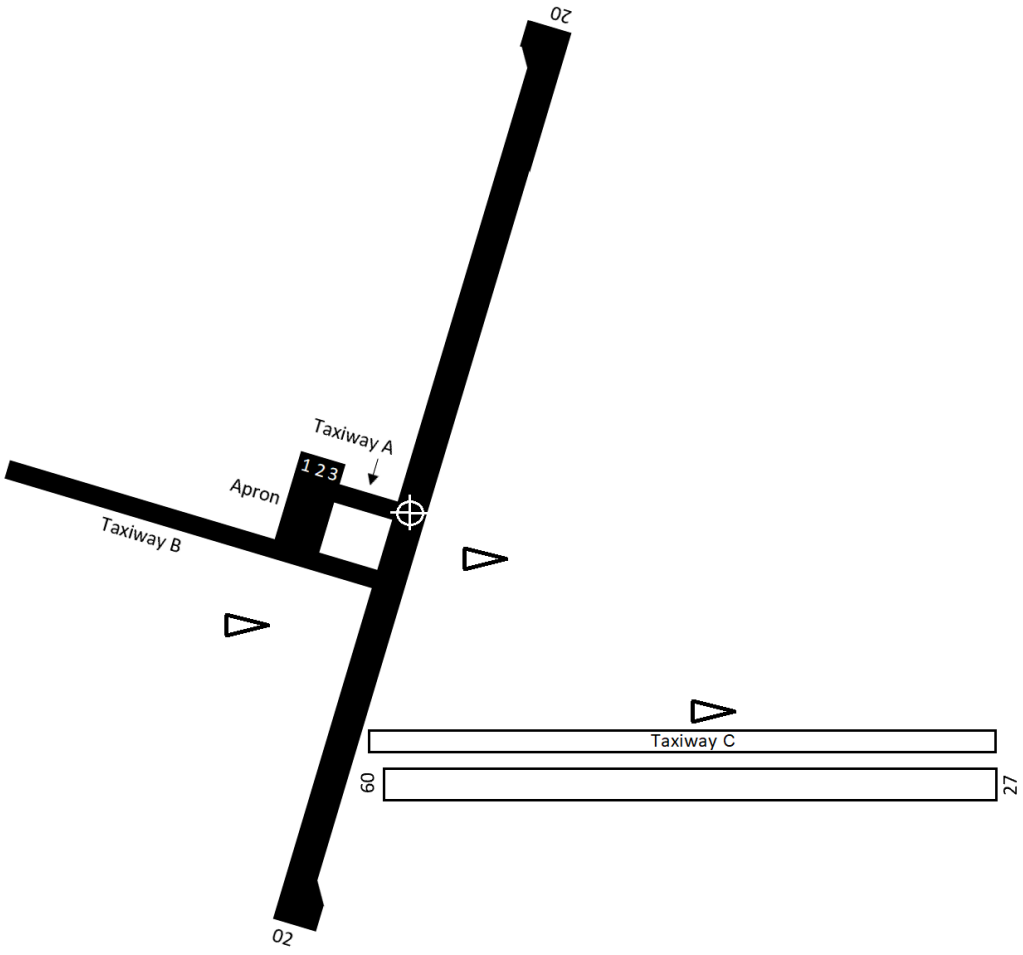
This manual will be reviewed bi-annually as part of the Aerodrome User's manual validation process.

2 Aerodrome Information

2.1 Aeronautical information

2.1.1 Aerodrome diagram

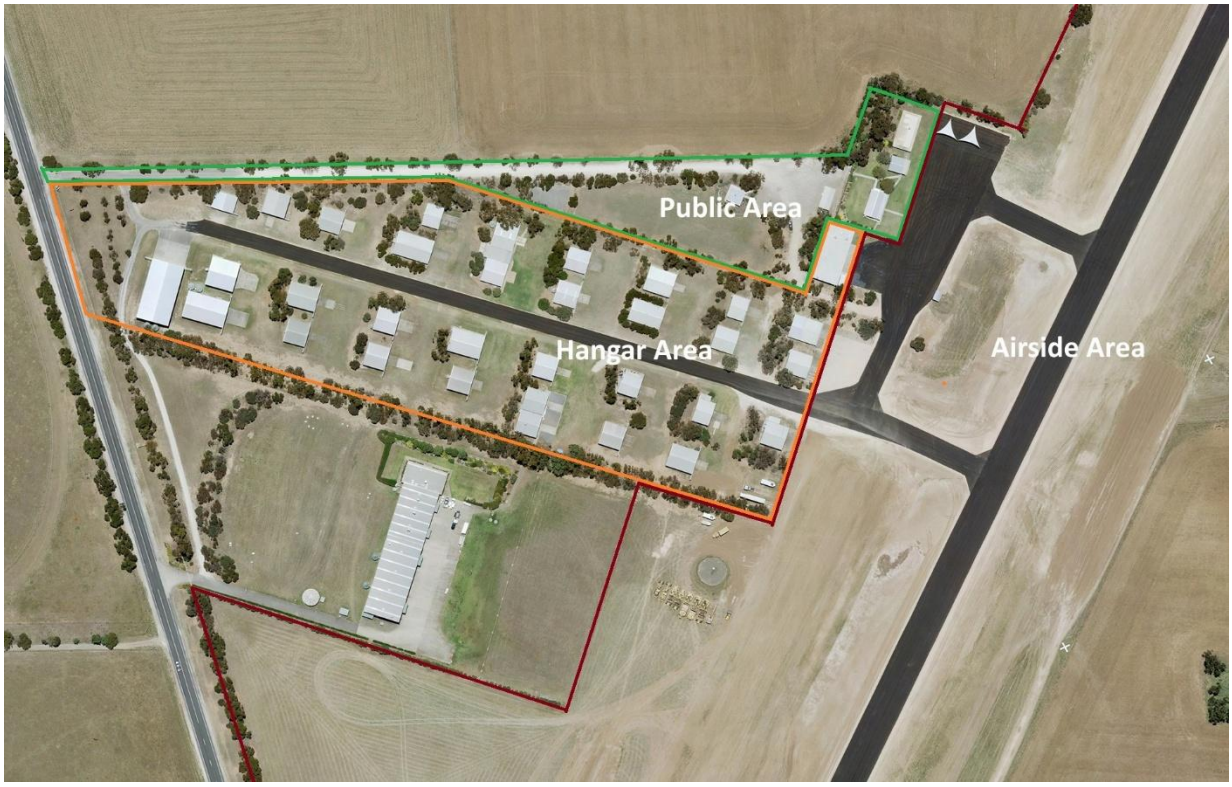
An aerodrome diagram that illustrates applicable aerodrome operational features is inserted below.



2.1.2 Aerodrome areas

The aerodrome is divided into three areas, as shown in the diagram below:

1. Public area (green) – Unrestricted public access
2. Hangar area (orange) – Restricted access area, hangar owners/tenants only
3. Airside (red) – Restricted access area, authorized personnel only



2.1.3 Aerodrome location statement

The aerodrome's location information is recorded below:

Aerodrome name:	**Murray Bridge Aerodrome**
State/Territory:	South Australia
ARP latitude (WGS84):	350351.0S
ARP longitude (WGS84):	1391335.0E
Y location code:	YMBD
Elevation:	157'

The Aerodrome Reference Point (ARP) is located at the intersection of the centreline of RWYs 02/20 and the extended centreline of TWY A and is displayed in the diagram at Para. 2.1.1 above.

2.1.4 Aerodrome Facilities diagram

The following diagram details the location of the facilities at the Aerodrome. The numbered buildings represent the hangar designations.

2.1.5 Movement area information – runways

2.1.5.1 Aerodrome Reference Code

The Aerodrome Reference Code is recorded in the table below:

Code number	ARC letter	OMGWS
Code 1	A	OMGWS up to but not including 4.5 m

2.1.5.2 Runway bearing, length, width, and surface type

The bearings, length, width, and surface types of the runways are recorded in the table below:

Runway	Runway bearing (Magnetic)	Runway length (m)	Runway width (m)	Runway surface type, or types (non-homogenous runways)
02/20	017° / 197°	1,200m	18m	Bitumen
09/27	094° / 274°	750m	30m	Grass

2.1.5.3 Runway strip length and width

The length and width of the runway strips are recorded in the table below:

Runway	Runway strip length (m)	Runway strip width (m)
02/20	1200m	60m
09/27	750m	30m

2.1.5.4 Runway slope

The runway slopes are recorded in the table below:

Runway	Runway slope
02/20	0.4% up to the S
09/27	2% up to the W

2.1.5.5 Runway declared distances

The declared distances for each runway are recorded in the table below:

	Runway 02	Runway 20	Runway 09	Runway 27
Take-off run available (TORA)	1140 m (3740 ft)	1170 m (3838 ft)	750 m (2460 ft)	750 m (2460 ft)
Take-off distance available (TODA)	1170 m (3838 ft)	1200 m (3937 ft)	750 m (2460 ft)	750 m (2460 ft)
TODA gradient	Not calculated	Not calculated	Not calculated	Not calculated
Accelerate-stop distance available (ASDA)	1200 m (3937 ft)	1200 m (3937 ft)	750 m (2460 ft)	750 m (2460 ft)
Landing distance available (LDA)	1140 m (3740 ft)	1110 m (3640 ft)	750 m (2460 ft)	750 m (2460 ft)

2.1.5.6 Intersection departure take-off distances available

The intersection departure take-off distances for each runway are recorded in the table below:

RWY	TKOF from TWY	TODA
02	A	570 m (1968 ft)
02	B	705 m (2312 ft)
20	A	600 m (1968 ft)
20	B	465 m (1525 ft)

2.1.6 Movement area information – runway strip availability

The runway strip for 02/20 has been suitably prepared and is available for take-offs and landings. Operations should normally be restricted to the sealed runway. The limitations on the availability of the runway strip are that its use is limited to aircraft with a MTOW of 5.700 kgs and a tyre pressure of 850kPa/120psi, except by prior permission from the Aerodrome Manager (ARO).

The runway strip for 09/27 has a grass surface that has been suitably prepared and is available for take-offs and landings. The limitations on the availability of the runway strip are that following heavy or sustained periods of rain, the condition and suitability of the surface for operations must be determined.

2.1.7 Movement area information – taxiways

Each taxiway designation, code letter, width, and surface type are recorded in the table below:

Note: TWY B (E) is east of the apron TWY and TWY B (W) is west of the apron TWY.

Taxiway name	Taxiway designation	ARC letter	Taxiway width (m)	Taxiway surface type	Limitations
Taxiway Alpha	A	A	9m	Bitumen	MTOW 5,700kgs Max. tyre pressure 850kPa/120psi
Taxiway Bravo (E)	B	A	9m	Bitumen	MTOW 5,700kgs Max. tyre pressure 850kPa/120psi
Taxiway Bravo (W)	B	A	9m	Bitumen	MTOW 2,000kgs Max. tyre pressure 700kPa/100psi
Taxiway Charlie	C	N/A	15m	Grass	Caution to be exercised after heavy rains

2.1.8 Movement area information – aprons

The main apron surface type is recorded in the table below:

Apron	Apron surface type	Limitations
Main Apron	Bitumen	MTOW 5,700kgs Max. tyre pressure 850kPa/120psi

2.1.9 Visual aids – runway lighting system

2.1.9.1 Runway edge lights

The length, longitudinal spacing, colour and intensity of the runway edge lights are recorded in the table below:

Runway designation	Length (m)	Longitudinal spacing (m)	Colour
02/20	1080m	90 m	White

2.1.9.2 Pilot activated lighting (PAL) system

PAL operates on the VHF radio frequency 127.5 MHz (CTAF frequency) and requires three one-second pulses to activate.

Emergency power for the lighting system is not available and staff are not normally available to undertake manual activation of the lighting. Airborne aircraft that experience a failure of the PAL system must be prepared to divert to an alternate if the lighting cannot be restored.

2.1.10 Ground services

2.1.10.1 Fuel supply

Fuel is available from a self-service bowser located on the main apron. Payment must be made through the Compac Pay application which must be available on your mobile device.

Fuel supplier	Fuel type	Allowable cards
Flying Fuels, Phone: 0412 602447	AVGAS 100LL	Compac Pay application only

2.1.10.2 Aerodrome Weather Cameras

Aerodrome weather cameras can be accessed through the OzRunways application and on the Aerodrome website (www.murraybrideairfield.com.au).

2.1.11 Aircraft parking positions

Marked aircraft parking positions are not provided. Refer to **Section 3.6** for location of available parking.

2.1.12 Location of runway thresholds

Runway thresholds are located as per the following table.

Runway designation	Location of Threshold
02	Threshold located 60m from beginning of sealed surface
09	Threshold marked by cones
20	Threshold located 60m from beginning of sealed surface
27	Threshold marked by cones

2.1.13 Runway turn pads

All runway turn pads are located on the right-hand side of the runway as viewed when looking in the direction of take-off from that runway end.

2.1.14 Colour of aerodrome markings, markers, signals, and signs

White cones are provided to delineate the RWS, runway thresholds, and parking areas. Yellow cones are provided to delineate grass taxiways. Red and White cones are used to denote holding points to enter or cross runways or runway extensions.

3 Aerodrome Operating Rules and Procedures

3.1 Reporting aerodrome problems

Users are responsible for advising the Aerodrome Manager as soon as possible if an abnormal or unsafe condition is observed at the aerodrome. First contact should be via a telephone call, but an SMS or email may be used as a secondary means to contact the Aerodrome Manager. See Aerodrome Manager's contact details at Appendix A.

3.2 Access to aerodrome restricted access areas

This section details how unauthorised persons, vehicles, equipment, mobile plant, animals, or other things that may endanger the safety of aircraft, are prevented from entering onto the movement area.

3.2.1 Controlling hangar area/airside access

To prevent unauthorised access by persons, vehicles, equipment, mobile plant, animals, and other things that may endanger aircraft safety, a fence has been installed around the perimeter of the airside boundary:

- Type of fence: Rural or residential wire fencing
- Height of fence: 1m

The Aerodrome Operator ensures that only authorised persons are allowed unescorted access to the movement area and other operational areas of the aerodrome.

For those persons not authorised, escorted access is provided as required.

Aerodrome tenants are responsible for controlling airside access through their leased areas. Any unauthorised entry observed by the tenant is to be reported immediately to the Aerodrome Manager.

3.3 Runways and Taxying

3.3.1 Preferred runways

There is no preferred runway/s. The most into wind runway should normally be used, where operationally possible.

3.3.2 Location of thresholds for RWY 02 and RWY 20

The threshold for RWY 02 is located 60m from the commencement of the sealed surface and the threshold for RWY 20 is located 90m from the commencement of the sealed surface. Pilots must exercise caution when landing on RWY 20 to ensure that a touchdown short of the marked threshold for RWY 20 is not achieved.

3.3.3 Aircraft taking off RWY 02

Aircraft taking off RWY 02 must be aware of the approximately 1m high rural airfield boundary fence located 30m off the northern end of the sealed surface for RWY 02 and care must be taken to ensure that this obstacle is avoided when taking off RWY 02.

3.3.4 Use of under-runs and over-runs

Although the thresholds of RWYs 02/20 are located 60/90 metres from the commencement of the sealed surface, the take-off roll may be commenced at the start of the sealed surface and prior to reaching the threshold.

The sealed over-runs for RWYs 02/20 may be used by landing aircraft for the purposes of their landing ground roll.

The threshold of RWY 09 is located at the eastern RWS edge for RWY 02/20. When taking off on RWY 09, the take-off roll may be commenced from the sealed surface of RWY 02/20.

3.3.5 Standard taxi routes

3.3.5.1 Standard taxi routes for RWY 02/20

Aircraft will enter RWY 02/20 via either TWY A or B and backtrack along the active runway to the take-off position.

3.3.5.2 Standard taxi routes for RWY 09

Aircraft will enter RWY 20 via either TWY A or B and proceed along RWY 20 until reaching the extension of RWY 09. Caution is to be exercised before entering the extension of RWY 09. Although the threshold of RWY 09 is clear of the RWS for RWY 02/20, the take-off roll for RWY 09 may be commenced from the sealed portion of RWY 02/20.

If aircraft taxying for RWY 09 are required to remain clear of RWY 02/20 due to traffic, then RWY 02/20 should be vacated onto grass TWY C until clear of the RWS for RWY 02/20.

3.3.5.3 Standard taxi routes for RWY 27

Aircraft will enter RWY 20 via either TWY A or B and proceed along RWY 20 until reaching the grass TWY C and proceed along TWY C until reaching the threshold of RWY 27.

3.3.5.4 Simultaneous use of Holding Points Alpha and Bravo

Simultaneous use of Holding Points Alpha and Bravo should be avoided when there is landing traffic to avoid blocking the landing aircraft's ability to clear the runway.

3.3.6 Aerodrome operational procedures – Special Procedures

3.3.6.1 Use of the Aerobatic box and operations when the box is active

A low-level Aerobatic Box is located to E and adjacent to RWY 02/20, 1,000m x 1,000m, SFC-4,000'. Use of the Aerobatic Box requires prior approval from the ARO, and its use is limited to 20 minutes at a time. Users of the Aerobatic Box must advise CCT traffic on CTAF frequency that the Aerobatic Box is active and advise all CCT traffic when it becomes inactive. When the Aerobatic Box is active, no crosswind joins are permitted on RWYs 02/20, and RWY 09/27 is not available. Pilots using the Aerobatic Box are reminded that unpowered glider aircraft will always have priority and aircraft conducting aerobatics in the Box must give way to glider aircraft.

3.3.6.2 Caution – Proximity of Boundary Fence to Runway

All pilots must be aware that a perimeter fence approximately 1m in height is located 30m off the northern end of the sealed runway portion of RWYs 02/20.

Pilots must exercise caution when landing on RWY 20 to ensure that a touchdown short of the marked threshold for RWY 20 is not achieved, and caution must be exercised when taking off RWY 02 to ensure that the fence off the end of RW 02 is avoided.

3.3.6.3 Fly-Neighbourly instructions

Aircraft should avoid overflying the farmhouse located 0.8nm to the SE of the ARP at below 1,000' AGL (1,200' AMSL). Aerobatics should avoid being conducted overhead the farmhouse or in its general proximity.

Monarto Zoo is located 4nm to the WSW of the ARP. Aerodrome users are requested to avoid overflying Monarto Zoo at any altitude lower than 2,000' AMSL.

3.3.6.4 (Motor) Glider operations

(Motor) glider operations are conducted at the airfield. When a callsign is prefixed by "Glider," the aircraft is operating without power and must be afforded the priority as a glider, as per CASA regulations and associated guidance material.

It should be noted that due to crosswind limitations, a glider may choose a different runway (more into wind) than what is being used by powered circuit traffic. Circuit traffic should also be aware that a motor glider may come to a complete stop on the runway, before starting its engine to vacate the runway, resulting in a longer than usual runway occupancy time. Motor gliders often taxi more slowly than powered aircraft and this should be noted and considered, by powered aircraft landing or taxying behind motor gliders.

3.3.7 Aerodrome operational procedures – Notices

3.3.7.1 Pilot Notices

Temporary operational, cautionary, or administrative notices relating to the safe use of the aerodrome are issued as a Pilot Notice. All Pilot Notices are available to be viewed on the Aerodrome Operator's website www.murraybridgeairfield.com.au. The Pilot Notices must be reviewed, prior to undertaking or operating each daily flight from, to or at the aerodrome.

3.3.7.2 Prior Permission Required

For all users that are not tenants of the airfield, prior permission is required from the Aerodrome Operator to use the Aerodrome. This is to ensure that all users are familiar with operations at the aerodrome and where to find the relevant operational information about the aerodrome (ERSA, Aerodrome User's Manual, and the Pilot Notices sections of the aerodrome's website).

3.4 Aerodrome serviceability inspections

3.4.1 Routine serviceability inspections

A minimum of one (1) aerodrome serviceability inspection is conducted each week by the Aerodrome Operator. The person conducting the inspection will maintain a listening watch on CTAF frequency during any inspection and will communicate his intentions with any aircraft traffic.

3.4.2 Actions following identification of unsafe conditions

In the event the aerodrome serviceability inspection identifies an unsafe condition, the Aerodrome Manager will place the information in the Pilot Notices section of the Aerodrome's website, including any operational restrictions. Rectification of any unsafe condition will be initiated by the Aerodrome Operator at the earliest opportunity.

3.5 Vehicle control

3.5.1 Vehicle parking in the hangar area

Vehicles parked in the hangar area should not be parked with any portion of the vehicle located within 10 metres of the sealed surface for Taxiway B.

Vehicles should not be parked in a location that impedes the normal taxi pathway of an aircraft proceeding to or from a hanger.

3.5.2 Permission for airside vehicles

Permission is required from the Aerodrome Manager to operate a vehicle airside. Only Aerodrome Operators vehicles, or vehicles approved by the Aerodrome Operator may be operated airside.

3.5.3 Vehicles on manoeuvring area

Vehicles must always give way to aircraft. Separation must be maintained on a see and avoid basis.

Except for a vehicle that is under escort, all vehicles operating on the runway, runway strip, taxiways and taxiway strips must have a VHF receiver capable of monitoring the CTAF and / or ATC frequency. The exception to this rule is for vehicular access by Tenants vehicles on Taxiway B to gain access to/from their hangar.

All airside drivers are to maintain a listening watch on CTAF frequency through the VHF receiver. Only those persons that hold an Aeronautical Radio Operator Certificate (AROC) are permitted to transmit.

All vehicles on the manoeuvring area must display their headlights and hazard lights when moving, and their hazard lights when stationary.

3.5.4 Vehicles in proximity to aircraft

Airside drivers and drivers of vehicles in the vicinity of the hangars must give way to aircraft.

Airside vehicles are to remain clear of the runway, runway strip, taxiway(s), or taxiway strip(s) when they are in use or available to be used by aircraft unless there is a safety-related or operational requirement for vehicles to operate in these areas.

Airside vehicles are not to be driven:

- in a manner likely to endanger the safety of any person or create a hazard to aircraft operations
- under an aircraft, or within three (3) m of lateral clearance, or within 1 m of overhead clearance, of any part of the aircraft, except when required for servicing the aircraft.
- within 15 m of refuelling aircraft
- when drivers are affected by alcohol or drugs as per CASR Part 99.

3.5.5 Movement area speed limits

Drivers must adhere to the following speed limits when operating vehicles in restricted access areas:

Location	Speed limit (km / h)
Hangar Areas	30 km/h
Perimeter roads	60 km/h
Aprons	30 km/h
Taxiways	40 km/h
Runways	80 km/h

3.5.6 Vehicle escort service procedures

Any unauthorised vehicle being driven airside must be under the escort of the Aerodrome Manager or his authorised representative.

3.6 Aircraft parking

3.6.1 Aircraft parking positions – Main Apron

There are 3 designated permanent parking positions on the main apron. Parking positions 1 and 2 are under the sunshades, and parking position 3 is located immediately to the east of and adjacent to the sunshades.

Aircraft are not to be taxied directly into these 3 designated parking positions due to the hazard associated with the poles and fences. Aircraft must be shut-down short of the parking positions and pushed by hand into the correct position.

Short-term parking is available on the main apron, subject to the aircraft being positioned so as not to impede aircraft taxying to/from the fuel bowser and Taxiways A/B, and the aircraft operator must remain in the vicinity.

Additional short/long-term parking is available on the grassed area to the east of the main apron and bounded by Taxiways A and B. Cones delineate the extremities of this parking area and aircraft extremities must not infringe outside the cones delineating this grassed parking area.

3.6.2 Aircraft parking positions – Hangar areas

Hangar tenants may park aircraft in front of their hangars in such a way as to not impede the passage of aircraft to/from other hangars in their hangar lane.

Aircraft in the hangar areas must not be parked either on Taxiway B, or adjacent to Taxiway B such that they obstruct an aircraft taxying on the Taxiway.

3.6.3 Aircraft parking positions – outside Main Apron and Hangar areas

Motor gliders may be parked on the grassed area on the south side of TWY B and to the east of the first row of hangars.

3.7 Works that require the aerodrome to be closed

To enable works to be completed that require the aerodrome to be closed, written notice of the intention to close the aerodrome will be posted in the Pilot Notices section of the Aerodrome Operator's website.

3.8 Disabled aircraft removal

3.8.1 Disabled aircraft removal

The Aerodrome Manager must be advised immediately when an aircraft is disabled on the runway strip. This is to facilitate the issue of a Pilot Notice that may list any operating limitations that will be in force as a result of the disabled aircraft.

The registered owner or aircraft operator has complete responsibility for removing their aircraft should it become disabled. All aerodrome users are therefore expected to have aircraft recovery plans which identify any special equipment that may be necessary.

Murray Bridge Aerodrome has the right to coordinate the aircraft recovery operation to ensure that the disabled aircraft is removed in a timely and efficient manner.

Removal of damaged aircraft may be subject to clearance of Australian Transport Safety Bureau and other investigating teams.

Although the aircraft owner is responsible, Murray Bridge Aerodrome may, where necessary, initiate salvage action when:

- there is a serious and imminent threat or hazard to other aircraft, vehicles, or personnel on the movement area.
- the aircraft operator refuses to move a disabled aircraft, or neglects to do so within a reasonable time.

In these instances, Murray Bridge Aerodrome accepts no responsibility for any loss or damage of any kind resulting from this action, and the aircraft operator shall be held responsible for all costs incurred.

4 Aerodrome Emergency Response

4.1 Aerodrome emergency procedures

4.1.1 Notification and initiation of emergency response

Notification of an emergency or accident must be made to the Aerodrome Manager and the relevant authorities via 000 without delay.

To ensure agencies respond appropriately, it is important that all information known about the emergency is relayed as accurately as possible. The following information is to be relayed as applicable:

- exact location of the incident (including location details and map references etc.)
- nature of the incident.
- type of aircraft.
- estimated time of arrival of the aircraft involved and the runway to be used (if applicable).
- number of persons on board (including passengers and crew).
- presence of hazardous materials including dangerous goods.
- any other relevant information.

4.2 Aerodrome incidents

4.2.1 Notification of incidents

The Aerodrome Manager must be advised of any of the following incidents, as soon as possible but no later than 48 hours after the occurrence:

- Runway excursion outside the boundaries of the runway strip.
- Collision between two aircraft, or a collision between an aircraft and a vehicle or fixed piece of equipment including aerodrome lighting, fencing, hangars and the refueling station.
- Injury or a near miss incident with a pedestrian.
- Impact with or near miss with a ground-based animal.
- Damage to any infrastructure by an aircraft or vehicle.
- A fuel spill exceeding 2 litres.
- Any other occurrence that posed a danger to persons or property or resulted in injury to persons or damage to property or equipment at the aerodrome.

Appendix A. Responsible Personnel

Area of Responsibility	Title	Incumbent	Contact details
Aerodrome Management	Aerodrome Manager	Bill Antel	Mobile: 0408 841066 E-mail: YMBDairfield@gmail.com
Aerodrome Management	Deputy Aerodrome Manager	TBA	Mobile: TBA