

Pilot Notes for Bob Whittle Murwillumbah Airfield

Bob Whittle Murwillumbah Airfield

For detailed notes on the Murwillumbah Airfield YMUR all pilots should refer to the latest En Route Supplement Australia (ERSA) published by Air Services Australia's as part of the Aeronautical Information Package (AIP).

www.airservicesaustralia.com/aip/aip.asp

		Length:	Total Length: 1045m RWY 19 Threshold displaced by 245m • LDA 19: 800m • LDA 01: 1045m
Slope	Airstrip slopes down to S Gradient 0.5 % approx. in southern 2/3.	Circuits:	Left Hand
Windsock	West of the runway, near the western hangars Check local windsock. Do not rely on Gold Coast ATIS or smoke from Condong Mill due local wind effects	Webcams	Webcams available via AvPlan, OzRunways or MyWebCams.com.au may assist windsock checking and visibility/cloud assessment.
Operator	Tweed Shire Council Ph (02) 6670 2400	Landing Fees	Refer Tweed Shire Council Website

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. In particular, recent rainfall may impact operations.

CAUTION – Ultralights, vintage and agricultural aircraft operate in the vicinity of the Airfield

Obstructions

- Industrial buildings and trees at the northern end, refer map **Note Displaced Threshold** for landing Runway 19
- Tower (high voltage power pole) to west of short final RWY 19
- High terrain to south and east. High hill and communications tower under western circuit. Exercise extreme caution if visibility reduced.
- Deep drainage ditches to north and south of runway strip impact overrun options.

Notes

- Aircraft on approach for RWY 19 and aircraft in the undershoot area of RWY 19 may not be visible to each other.
 - Exercise caution when making a straight in approach to RWY 19.
 - Please complete all checks prior to line-up on RWY19
- Day VMC Operations only due local terrain

Ground Movement

- Runway and parking areas may be subject to significant flooding during and after high and unforecast rain / Tweed River flooding events.
- Rain can cause the Airfield to become soft and dangerous for landing/takeoff. In soft conditions it is recommended that aircraft taxi only within the runway strip and marked taxiways. Soft conditions may be present outside of the marked areas and in the tie-down area.
- Pilots may be required to make reparations for any significant damage caused by negligent taxiing and landing

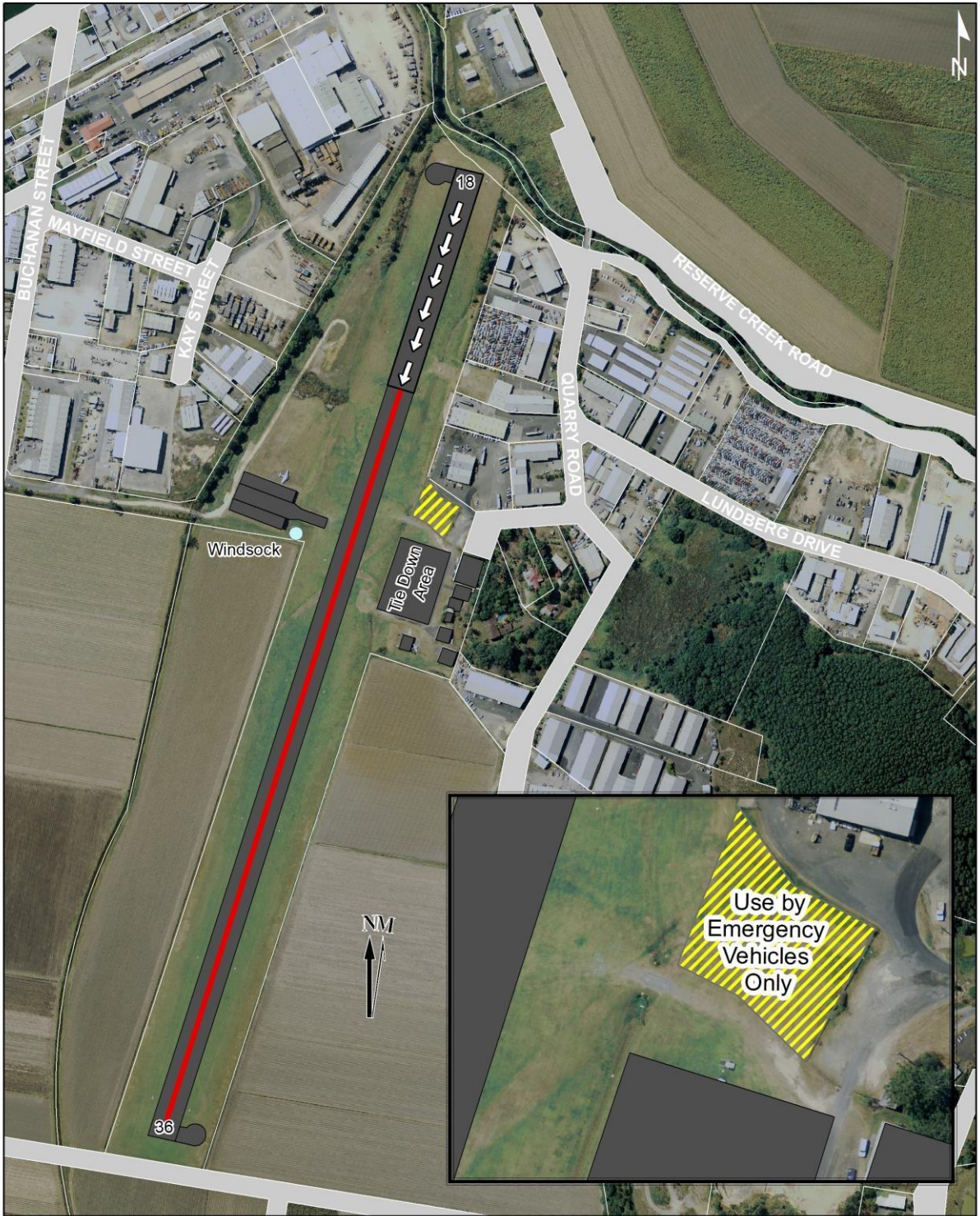
Other Information

- Fuel is available from the Murwillumbah Aero Club, on (02) 6672 3235, by prior arrangement.
- Maintenance is available from Tweed Aircraft Servicing and Mothcair.
- A public tie down line is provided on the eastern side of the airfield. No surveyed tie down or public access is available on the western side of the runway. Do not block the taxiways to private hangars or obstruct the emergency services helipad.
- On 5 September 2019 Council resolved that that *“ongoing skydive operations will not be endorsed at Murwillumbah Airfield due to the incompatibility with current Airfield operations”*.

Flying Neighbourly at Murwillumbah Airfield

All operators at Murwillumbah airstrip are requested to undertake 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
- When using RWY 01, make a wide left circuit to reduce noise to Murwillumbah Hospital Refer attached Locality Map
- All helicopters and gyrocopters are to utilise the southern end of the runway for training
- No tight circuits or manoeuvres when flying helicopters or gyro-copters near the circuit



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/>

Disclaimer: While every care is taken to ensure the accuracy of this data, Tweed Shire Council makes no representations or warranties expressed or implied, statutory or otherwise, about its accuracy, reliability, completeness or suitability for any particular purpose and disclaim all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which may be incurred as a result of data being inaccurate in any way and for any reason. This information is supplied for the general guidance and is to be considered indicative and diagrammatic only. It should not be used for survey or construction purposes and prior to any excavations a "Dig before You Dig" enquiry must be made by calling 1100. The information contained in this document remains valid for 30 days only from the date of supply.

Filepath: U:\Mark Tickle\Mbah Airfield\Airfield Layout\Plan\Layout Plan.mxd

Cadastre: 02 August, 2012
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 Boundaries shown should be considered approximate only.

0 25 50 100 M
 1:5,061 @ A4 Portrait
 DO NOT SCALE
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 Map Projection: Universal Transverse Mercator
 Horizontal Datum: Geodetic Datum of Australia 1994
 Grid: Map Grid of Australia, Zone 56

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