

MARGARET RIVER**ELEV 374****FULL NOTAM SERVICE NOT AVBL**

WA

335550S

1150600E

UTC +8

VAR 3 DEG W

YMGF

UNCR

AD OPR Shire of Augusta-Margaret River, PO Box 61, Margaret River, WA, 6285.

Email: worksmaintenance@amrshire.wa.gov.au: amrshire@amrshire.wa.gov.au. ARO
08 9780 5642: 0460 419 183. Council PH 08 9780 5255.**REMARKS**

Night OPS not AVBL.

PASSENGER FACILITIES

TX (08 9757 3444)/LG.

AERODROME AND APPROACH LIGHTING

PAL 120.25, system not inspected by CASA.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA MELBOURNE CENTRE

124.9 Circuit Area

CTAF 132.25**NOISE ABATEMENT PROCEDURES**

1. Consideration should be given to operate aircraft in such a manner that minimises the audible and visual impact such operations may have on the community.
2. When ARR or DEP from Margaret River pilots are encouraged to keep circuits as close as practicable to the airstrip to avoid populous areas and the town.
3. When taking off from RWY 20, pilots are encouraged to avoid flying over the eastern precincts of the town by making a shallow left turn at a safe height after take off and either depart to the east or climb to 1,500FT before turning to the west.
4. Pilots are requested to use standard non-towered rejoin and circuit altitudes.
5. Pilots are encouraged to land on RWY 20 when practicable to avoid flying close to the Margaret River town.
6. Takeoffs and landings can be made from either RWY, depending on prevailing conditions. Pilots are encouraged to avoid flying over or close to the town.
7. Pilots are requested to climb as soon as possible within the airstrip perimeter.
8. Pilots should maintain appropriate altitudes when flying in the vicinity of the airstrip i.e. - 1,500FT AGL for over fly and 1,000FT AGL for circuit.
9. Pilots are requested to adopt climb or cruise power settings as soon as possible after reaching an altitude of 500FT.
10. Pilots should avoid residential areas when possible, and otherwise remain above 1,500FT AGL and limit any orbits of the town area.

ADDITIONAL INFORMATION

Hazardous conditions exist for light ACFT when landing with a westerly crosswind due to close proximity of forest area W of RWS.

CHARTS RELATED TO THE AERODROME

1. WAC 3462.
2. Also refer to AIP Departure and Approach Procedures.