Sling LSA

Reference Guide & Checklist

LEARN TO FLY

Maintenance Release

Expiry Date:_____ Expiry Hours:_____

Hours to Date:_____ Hours to Run:_____

Preflight Inspection			
1. CABIN		**6. NOSE SECTION**	
Master	ON	R/H side Cowling	Secured
EFIS backup	ON	Oil/Coolant/Brake Fluid Levels	Inspect
Flight Times	Check	Exhaust Springs	Inspect
Flaps & Lights	DOWN & All ON	Air Induction Hose	Inspect
Master	OFF	Air Intakes	Inspect
		Nose Wheel	Inspect
2. LEFT FUSELAGE		Radiators	Inspect
Registration	Current	Propeller Blades & Spinner	Inspect
Fuselage Skin	Inspect	L/H side Cowling Secure	Secured
VHF Antenna	Inspect	Exhaust Springs	Inspect
		Engine Mounts	Inspect
3. EMPENAGE		Nose Wheel Pushrods	Inspect
Horizontal Vertical Stabilizer	Inspect	Fluid Leaks	Inspect
Elevator Hinges & Pushrod	Inspect		
Trim	Inspect	**7. LEFT WING**	
Rudder Hinges & Cables	Inspect	Flap pushrod & Hinges	Inspect
		Aileron Pushrod/Hinges/Deflection	Inspect
4.RIGHT FUSELAGE		Wing tip Light Assembly	Inspect
Fuselage Skin	Inspect	Leading Edge	Inspect
		Fuel Quantity & Fuel Cap	Check & Secured
5. RIGHT WING		Fuel Tank Vent (UNDERSIDE)	Inspect
Flap pushrod & Hinges	Inspect	Fuel Drain (QUALITY)	CHECK
Aileron Pushrod/Hinges/Deflection	Inspect	Wheel Strut (CONDITION)	Inspect
Wing tip Light Assembly	Inspect		
Leading Edge	Inspect		
Fuel Quantity & Fuel Cap	Check & Secured		
Fuel Tank Vent (UNDERSIDE)	Inspect		
Fuel Drain (QUALITY)	CHECK		
Wheel Strut (CONDITION)	Inspect		

I.M.S.A.F.E. Are You Fit To Fly?

Illness

Are you feeling well?

Been to the doctor in the last week?

Been to the doctor since your last flight?

Headache, sinus, runny nose, sore throat, cough?

Upset stomach, diarrhoea, vomiting?

Been diving or given whole blood in last 2 days?

Medication

Have you taken any medication in the last week?

What for? What was it and when?

Have you recently stopped taking any regular medication?

Second pair of prescription glasses?

Stress

How is work, Family and Finances?

Is there anything bugging you?

Should you be doing something else rather than flying today?

Do you have a big project, assignment or exam coming up?

Alcohol

Have you consumed any alcohol today or yesterday?

When was your last drink?

How much did you consume?

Fatigue

Are you feeling tired?

What did you do yesterday?

What time did you go to bed last night? Is that normal for you?

How many hours sleep did you get? Is that normal for you?

Was the sleep restful or was it broken?

What have you been doing so far today?

Eating

What did you eat for breakfast?

What did you eat for lunch?

Have you had enough to drink today?

Risk Assessment for this flight			
Pilot	**Score**	**Environment**	**Score**
Less than 10 hours on type	2	Visibility <10K	2
Unfamiliar destination	1	Visibility <8K	4
Fatigued	6	Ceiling <5000’	4
Recent death of family member	4	Ceiling <2000’	6
Major domestic problems	4	Special VFR	X
Illness in family	4	Wind >15kt	2
Cold, Flu, Gastro	10	Wind >20kt	10
Alcohol in last 24 hours	2	X/W >10kt	5
Alcohol in last 12 hours	4	X/W >15kt	10
Alcohol in last 8 hours	X	RWY 04/22 operations	2
		INTER showers or rain	2
Over the counter medication	3	TEMPO showers or rain	5
Hungry/Thirsty	2	Thunderstorm forecast <60min	10
Only one pair prescription glasses	X	Dewpoint split<2deg C	4
STRESS work, family, uni, money	6	Forecast decoded	-1
Dual Instructional flight or	-5	Actual weather verified prev PIC	-1
Second pilot rated and current	-2	Last light < 2 hrs end of flight	2
Recency <7 days	-1	Last light <1hr end of flight	4
Recency >21 days	3	ARR or DEP other than Eastern	2
Last flight different aircraft type	2	**Subtotal**	
Last 3 flights different a/c type	4	**Aircraft**	
Last flight different call-sign	1	Total fuel margin, excess >1 hour	-2
Flight duration >2 hours	2	T/O or LDG dist >50% RWY Length	2
Flight at end of work day	3	Spare headset	-1
Running late for departure	2	Spare Maps	-1
Carrying Pax	2	First flight of day for aircraft	2
Commitment or exam after flight	3	A/c service <2 flight hours ago	1
Travelling to an event	3		
Subtotal		**Subtotal**	
		TOTAL SCORE	

Assess all Subtotals individually and then Total score

< 0 Minimal Risk	**GO**
0 to 6 Low Risk	**Consider alternate actions**
6 to 10 Medium Risk	**Consult Senior instructor / CFI**
>10 High Risk	**Don’t Go**

QUICK REFERENCE

ENGINE: Bombardier - Rotax GmbH……..912 ULS
98.5 HP at 5800 RPM (Max 5 mins.)
92.5 HP at 5500 RPM (Max continuous)

MAXIMUM WEIGHTS
Take-off……..600 KG (1322 lbs)
Landing……..600 KG (1322 lbs)

STANDARD EMPTY WEIGHT……..384 KG (848 lbs)
MAXIMUM USEFUL LOAD……216 KG (477 lbs)
BAGGAGE ALLOWANCE……..35 KG (77 lbs)

FUEL CAPACITY
Total Capacity……..150 L (39,6 U.S. gal)
Total Usable……146 L (38.6 U.S. gal)
Approved Fuel Grades (and Colours):
100LL Grade Aviation Fuel (Blue)
91 (AKI index) Octane MOGAS

BLOCK PLANNING FUEL FLOW……...20 L/HR

OIL
Capacity……....2.5 L min - 3.0 L max

COOLANT
Capacity……....3.2 U.S. Quarts (3.0 1)

TAKEOFF PERFORMANCE AT SEA LEVEL:
Take-Off Run Distance
Sealed Runway……...120 M (394 ft)
Grass Runway……250 M (820 ft)

Total Distance Over 50 Foot Obstacle
Sealed Runway……...230 M (755 ft)
Grass Runway……250 M (820 ft)

LANDING PERFORMANCE AT SEA LEVEL:
Landing Roll Distance

Sealed Runway……...70 M (230 ft)
Grass Runway……70 M (230 ft)

Total Distance Over 50 Foot Obstacle
Sealed Runway……...200 M (656 ft)
Grass Runway……200 M (656 ft)

SERVICE CEILING……12,000 FT

RANGE:
75% Power……...Range - 881 NM
146 Litres usable Fuel……Time - 9.22 HOURS

RATE OF CLIMB (ISA)
SEA LEVEL……...900 FPM
3,000 FT……700 FPM

CLIMB SPEED:
Vx (Best angle of climb).....65 KIAS
Vy (Best rate of climb).....72 KIAS

Optimum Glide Speed……70 KIAS
Demonstrated cross wind……...15 Kts

TOLD (Take-off Landing Data) Card

REG:_____ **POB:**_____

Airport:_____ **ELEV:**_____ **ATIS**_____

RWY:_____ **Helicopter Area:**_____ **(Active)**

Wind/V/XW:_____ **VIZ:**_____

Cloud:_____ **TEMP:**_____ **QNH:**_____

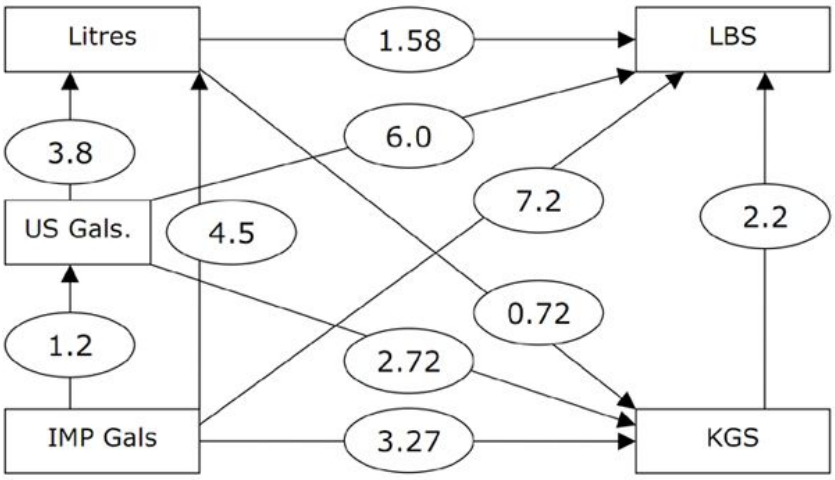
Pressure height: (1013 - QNH) x 30 +ELEV :_____

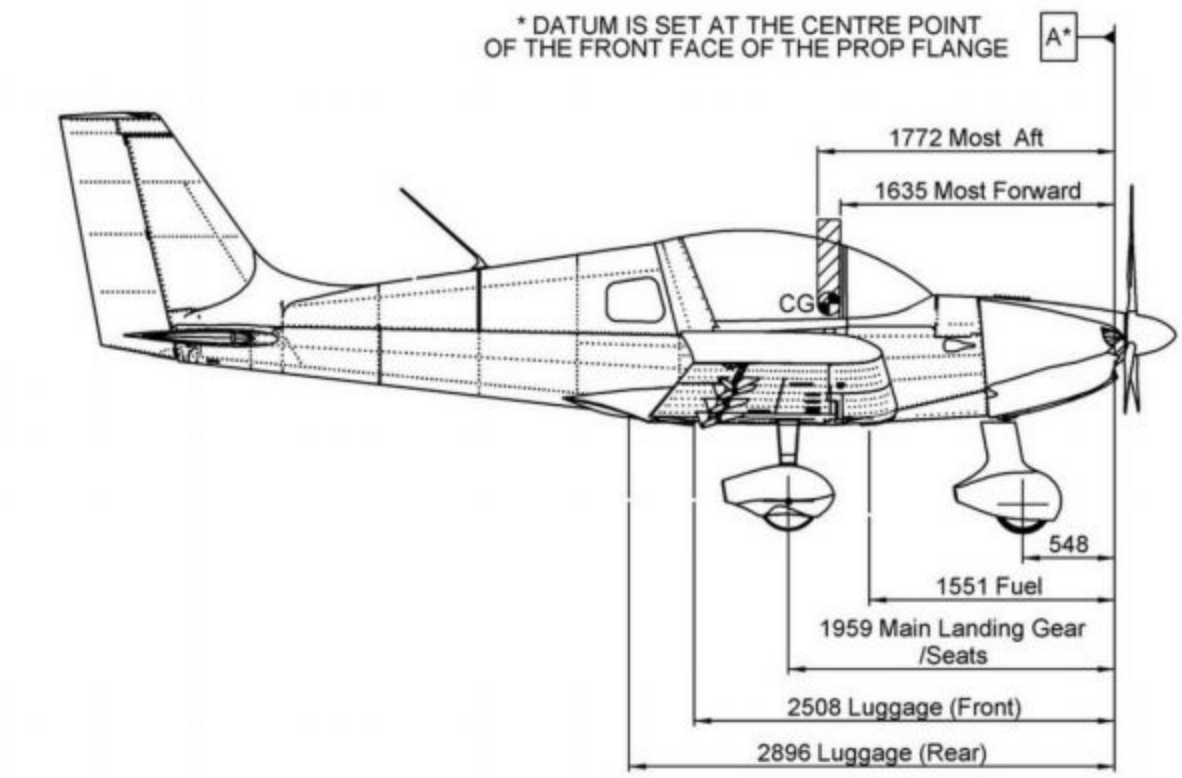
Density height: (Temp -15 x 120) + pressure height:_____

Altitud:_____ **SSR:**_____ **until** _____

Freq:_____ **until** _____ **Next Freq:** _____

NOTES:





Operation C of G range:

- 1,635mm to -1,722mm from reference datum

FUEL LOAD	Left Tank:	Right Tank:	TOTAL:

	WEIGHT Kg	**X ARM** mm	**= MOMENT** mm/kg
PILOT		1959mm	
PASSENGER		1959mm	
FRONT BAGGAGE		2508mm	
REAR BAGGAGE		2896mm	
FUEL (L x 0.72)		1511mm	
ADD EMPTY VALUES	360KG	1653mm	595,080mm
TAKE OFF WEIGHT	Wt =		M =
FUEL BURN (L x 0.72)		1511mm	
LANDING WEIGHT	Wt =		

LEARN TO FLY

Sling LSA (912 ULS) Checklist

1. Before Start		ATIS & QNH	Checked & Set
Pre Flight	Completed	Radio	Set Current & Next Freq
MR & Running Sheet	Completed	Transponder	Set Code + GND
Start Position	Suitable	Runway Heading	Set
Passenger Brief	Completed	Departure Altitude	Set
Harnesses	Secured	Power	After 2 Minutes, 2500 RPM when Cold
Park Brake	Reset ON	3. Taxi Checks	
Fuel Selectors	Lowest Tank	Brakes	Tested
Switches	All OFF	Turning Left	- Compass & HSI ↓ - Right Skid - AH No Topple
Master	ON	Turning Right	- Compass & HSI ↑ - Left Skid - AH No Topple
EFIS & EFIS Backup	ON	4. Pre Take-Off - T.M.P.F.I.S.H	
Strobe Light	ON	Parked Into Wind	
Circuit Breakers	Checked	Park Brake	ON
Voltage & Flight Times	> 12V & Checked	Throttle	2000 RPM / 2500 RPM when Cold
AUX Fuel Pump	ON (Check Fuel Pressure)	Trim	Tested & Set for T/O
Throttle Lever	Set Between 0 - 5 mm	Master	ON
"Clear Prop!"	-	Magnetos	BOTH
Engage Starter, use Choke if required		Mixture	N/A
2. After Start Checks		Propeller	N/A
Power	2000 RPM	Fuel Selector	Fullest Tank + Start Timer
Oil Pressure	Green within 30 s	Fuel Quantity	Set
EFIS	Checked ON	Flaps	Checked & UP
EFIS Backup	OFF	Instruments	Left To Right Checked
AUX Fuel Pump	OFF	Oil T's & P's	> 40°C & GREEN
Avionics & Radio	ON	Power	4000 RPM
Light	Taxi - ON Strobe - OFF Nav - ON	Switches - Ignition	L - BOTH - R - BOTH Max Drop 300 RPM Each MAX Diff 115 RPM
Flaps	UP		

4. Pre Take-Off - Continued	
Power	IDLE, Smooth Running
Power	2000 RPM
Controls	Correct, Full & Free
Hatches & Harnesses	Secured
T.O.S.B & Taxi Call	
5. Line Up - F.A.S.T.	
Fuel Pump	ON
Fuel Selector	Fullest Tank
Flaps	SET for T/O
Avionics	SET Current & Upcoming Freq
Switches & Lights	Magnetos - BOTH Strobe - ON entering RWY Landing - ON for T/O
Transponder	Checked Code + ALT
Trim	SET for T/O
Hatches & Harness	Secured
6. After Take-Off Check	
300 FT AGL	
Flaps	Up
Landing Light	OFF
TOC	
Fuel Pump	OFF (Check Pressure)
7. Pre Landing Checks	
B.O.U.M.F.A.H.L.	
Brakes & Park Brake	Checked Pressure & OFF
Oil T's & P's	GREEN
Undercarriage	Down & Locked
Master	ON
Magnetos	Both
Mixture	N/A
Fuel Pump	ON (Check Pressure)
Fuel Selector	Fullest Tank
Fuel Quantity	Checked, Sufficient
Autopilot	Disengaged
Hatches & Harnesses	Secured

Carby Heat	N/A
Lights	All ON
8. After Landing - F.A.S.T.	
Fuel Pump	OFF
Flaps	Retract
Avionics	SET Current & Upcoming Freq
Switches	Landing - OFF Strobe - OFF / ON for crossing RWY
Transponder	Checked Code + STBY
Trim	Set For T/O
9. Shutdown Checks	
Park Brake	ON
RPM	2000 RPM
Avionics & Radio	OFF
Magnetos	L - BOTH - R - BOTH
Magnetos	OFF
Flaps	DOWN
Flight Times	Recorded
Switches	All OFF
Master	OFF
Limitations and Speeds	
V_{NE}	135
V_{NO}	110
V_A	91
V_{FE}	85
V_X	65
V_Y	72
V_{GLIDE}	70
V_{S0}	40
V_{S1}	45
X- Wind	15
V_R	55
V_{BASE}	75 / 80
V_{FINAL}	65 / 70
MTOW	600 KG

Passenger Brief

Seats are adjusted prior to entering the aircraft, they're adjusted by lifting the entire seat up and repositioning it. Seat belts are based on the four point harness system, and are operated as per the demonstration. The emergency exit is the canopy above, and secured via the overhead latch, twisting to the left to secure the canopy, and to the right to unlatch the canopy. There are dual controls in the aircraft, they are not to be interfered with at any stage of the flight. Smoking is prohibited on this aircraft. There is a fire extinguisher located behind the seats and in the event of a cabin fire I will operate the fire extinguisher. Life jackets are/aren't carried on today's flight (demo operation if carried) and ELT (TBC). Luggage is stored behind the seats and to be stowed correctly prior to departure. Are there any questions?

Maintenance Release Brief

The maintenance release is for ____ (Aircraft Call-Sign), and expires on the _____ (date) or at _____ hours. It was issued by _____ (company) on _____ (date). It has ____ hours to run before the next check.

In part 1, the next scheduled maintenance is due on/at _____ (date or hours). In part 2, there are ____ outstanding maintenance issues, (which if any, are ____). Part 3, the daily inspection has been completed and signed off for today's flight (PPL) or the whole day (CPL or ATPL). The considerations for this flight are ____ (any issues which may be caused by the maintenance endorsements).

Take Off Safety Brief

This will be a Normal/ Short Field takeoff from Runway _____ with a rotate speed of 55 knots.

If I have an engine failure before 55 knots, I will close the throttle, call stopping, apply maximum braking and vacate the runway.

If I have an engine failure after 55 knots below 700 feet I will lower the nose for the glide attitude and select an area 30 degrees either side of the nose and land on the selected area. This can include any remaining runway.

I will not turn back to the field unless above 700 feet AGL and will consider landing on Runway _____.

Departure Brief

Once airborne I will depart the field on an extended leg of the circuit (or overhead) and climb to _____ feet.

My heading for departure is _____. I will not climb above 2500 feet until outside 3nm from Moorabbin at which point I can climb to an altitude of not above _____ feet.

At 3nm I will change my transponder to 1200 and I will start monitoring the Melbourne Centre frequency on 135.7.

RADIO COMMUNICATIONS

Frequencies		
Moorabbin Tower	**118.1**	**123.0**
Moorabbin Ground	**119.9**	
ATIS (MB)	120.9	398
Moorabbin CTAF	118.1	
AWIS	03 9580 9637	
Essendon Tower	**125.1**	
Essendon Ground (SMC)	121.9	
ATIS (EN)	119.8	356
AWIS	133.2	
Melbourne Approach	**132.0**	
Melbourne Departures	118.9N	129.4S
Coastal & Inland Route		
Melbourne Radar	135.7	

Phone Numbers	
Flightwatch	1800 814 931
Moorabbin Tower	03 9586 6180
Essendon Tower	03 9374 1678
Contact tower only in an emergency.	

Navigation Aids	
Moorabbin NDB	398
Essendon NDB	356
Melbourne VOR	114.1

Radio Failure

Squawk 7600. Stay in VMC and broadcast intentions. Precede all radio calls with: 'Transmitting blind'.

If possible, avoid class C and class D airspace and land at a CTAF aerodrome.

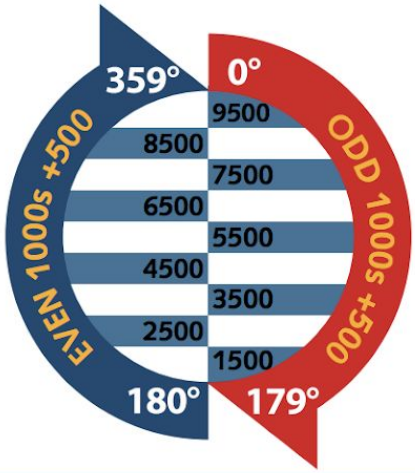
CTAF: When joining the circuit stay at least 500ft above circuit height. When you have selected the runway descend on the non-active side of the circuit. Cross the upwind threshold at circuit height. Fly a normal circuit. Check AIP ENR 1.1-76 (48.5-7)for circuit entry requirements at an aerodrome in class G airspace and ERSA EMERG 1 for general emergency procedures.

Moorabbin: Carry out general COM failure procedures. Track via a VFR approach point. Enter the CTR at 1,500ft AMSL and maintain that altitude until overhead the aerodrome.

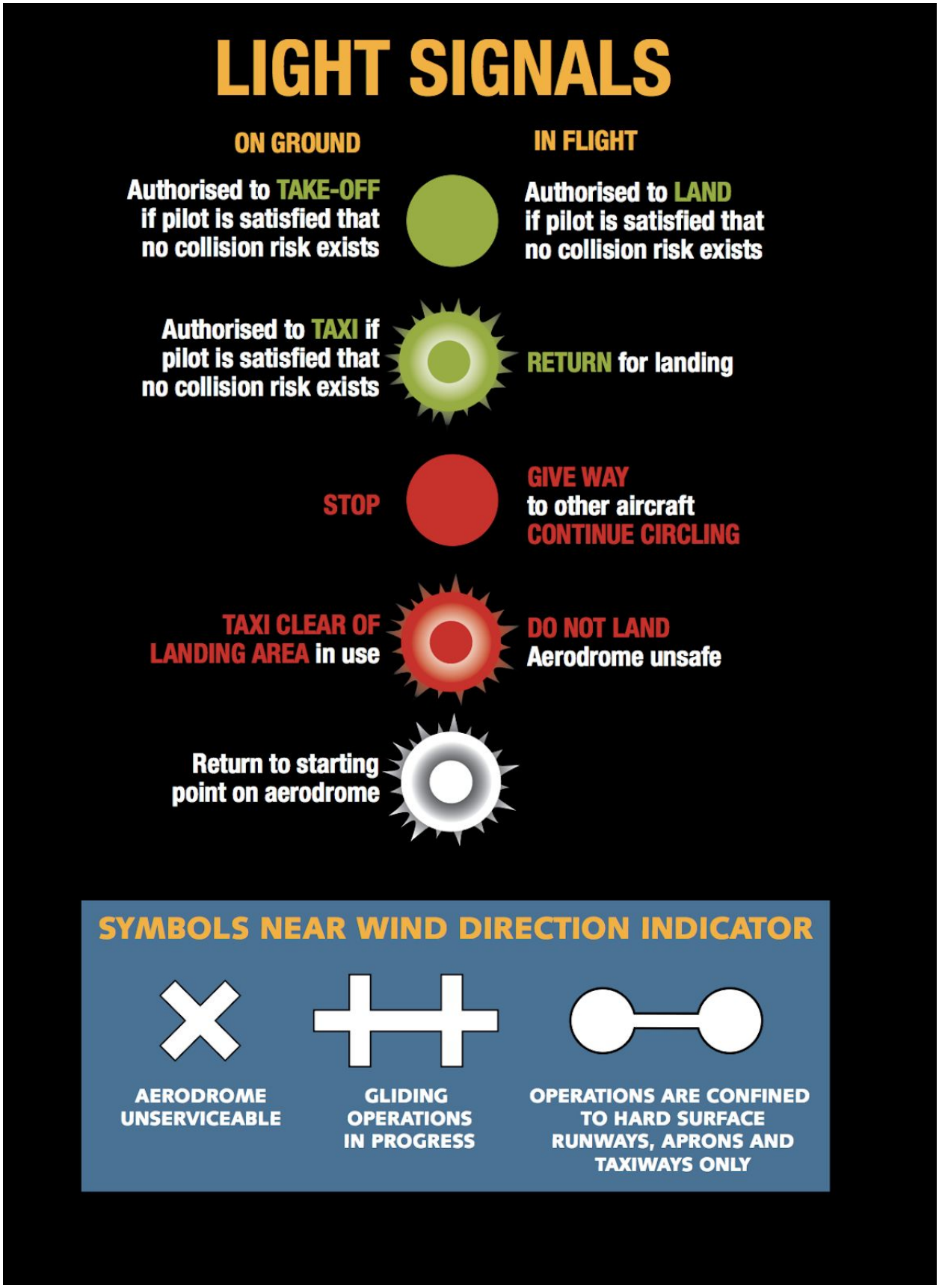
Ascertain the landing direction, descend to 1,000ft AMSL and join the appropriate circuit on crosswind (remain clear of the eastern circuit). Proceed with a normal circuit and landing.

Maintain separation from other aircraft and watch for light signals from the tower (see page 86 of this guide). Mobile phones can be used in emergencies.

VFR CRUISING ALTITUDES



Based on magnetic track


LIGHT SIGNALS
ON GROUND
IN FLIGHT
Authorised to TAKE-OFF if pilot is satisfied that no collision risk exists
Authorised to LAND if pilot is satisfied that no collision risk exists
Authorised to TAXI if pilot is satisfied that no collision risk exists
RETURN for landing
STOP
GIVE WAY to other aircraft CONTINUE CIRCLING
TAXI CLEAR OF LANDING AREA in use
DO NOT LAND Aerodrome unsafe
Return to starting point on aerodrome
SYMBOLS NEAR WIND DIRECTION INDICATOR
AERODROME UNSERVICEABLE
GLIDING OPERATIONS IN PROGRESS
OPERATIONS ARE CONFINED TO HARD SURFACE RUNWAYS, APRONS AND TAXIWAYS ONLY

YMMB A.T.I.S.	120.9
INFORMATION	
RUNWAY	
FREQUENCY	
WIND	
CROSSWIND	
VISIBILITY	
CLOUD	
TEMPERATURE	
QNH	

TAXI CALL GROUND	119.9
MOORABBIN GROUND	
AIRCRAFT TYPE	
CALLSIGN	
RECEIVED ATIS	
FOR (DESTINATION AND INTENTIONS)	
RUNWAY	
DUAL/SOLO	
REQUEST TAXI CLEARANCE	

READY CALL TOWER	118.1 E OR 123.0 W
MOORABBIN TOWER	
AIRCRAFT TYPE	
CALLSIGN	
FOR (DESTINATION AND INTENTIONS)	
HOLDING POINT / RUNWAY	
READY	

INBOUND CALL TOWER	118.1 E OR 123.0 W
MOORABBIN TOWER	
AIRCRAFT TYPE	
CALLSIGN	
POSITION	
ALTITUDE	
RECEIVED ATIS	
INTENTION	

- NEED TO REQUEST CIRCUITS ON INITIAL CALL IF DESIRED.
- TRANSPONDER 3000 ALT BEFORE RADIO CALL

PRECAUTIONARY LANDING WITH ENGINE POWER

A precautionary landing is generally carried out in the cases where the pilot may be disorientated, the aircraft has no fuel to reserve, unfamiliar aerodrome/runway strip, approaching end of daylight or bad weather conditions.

1. Choose a suitable landing area, determine the wind direction.
2. Report your intention to land and position to ATC
3. Perform a low-altitude asage into wind over the right-hand side of the chosen area with flaps extended as required and thoroughly inspect the landing area.
4. Perform circuit pattern.
5. Perform approach at increased idling with flaps fully extended.
6. Reduce power to idle when flying over the runway threshold and touchdown at the very beginning of the chosen area.
7. After stopping the airplane, switch off all switched, shut off the fuel selector, lock the airplane and look for assistance.

SMOKE AND FIRES

FIRE ON GROUND AT ENGINE STARTING

1. Starter - RELEASE
2. Fuel Selector - CLOSE
3. Throttle - CLOSE
4. Ignition - SWITCH OFF
5. Fire extinguisher - RETRIEVE FROM BAGGAGE COMPARTMENT IF POSSIBLE
6. Leave the aeroplane

IF ENGINE FAILS TO START

1. Throttle - FULL
2. Fuel selector - OFF
3. Fuel pumps - OFF
4. Lanes/Magnetos - OFF
5. Master - OFF
6. Engine - SECURE
7. Parking Brake - RELEASE
8. Fire Extinguisher -OBTAIN (Have ground attendants obtain if not installed)
9. Airplane - EVACUATE

10. Fire - EXTINGUISH (Using fire extinguishes, wool blanket, or dirt)
11. Fire Damage - INSPECT (repair or replace damaged components and/or wiring before conducting another flight)

ENGINE FIRE DURING TAKE OFF

1. Airspeed - 70KIAS
2. Electric fuel pumps - OFF
3. FUEL Selector - OFF
4. Throttle - IDLE
5. Heating - CLOSE
6. Lanes/Magnetos - OFF after excess fuel is consumed and engines shuts down.
7. Airspeed - INCREASE as required to extinguish fire.
8. Forced Landing - EXECUTE (refer to ENGINE FAILURE IMMEDIATELY AFTER TAKE OFF)

ENGINE FIRE IN FLIGHT

1. Electric fuel pumps - OFF
2. FUEL Selector - OFF
3. Throttle - MAX POWER
4. Heating - CLOSE
5. Lanes/Magnetos - OFF after excess fuel is consumed and engine shuts down.
6. Airspeed - INCREASE as required to extinguish fire.
7. Forced Landing - EXECUTE (refer to EMERGENCY LANDING WITHOUT ENGINE POWER.

…….REFER POH FOR EXPANDED CHECKLISTS…….

> Fire on ground with engine running
> Fire in cockpit
> Carburettor Icing
> Landing with a flat tyre
> recovery from unintentional spin

EMERGENCY PROCEDURES

ENGINE FAILURES AND MALFUNCTIONS

ENGINE FAILURE DURING TAKEOFF ROLL

1. THROTTLE Control - IDLE
2. Brakes - APPLY
3. Wing Flaps - RETRACT
4. Electric fuel pumps - OFF
5. Lane Switches - OFF
6. MASTER Switch - OFF
7. Switches - All OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Speed - CHECK (70KIAS)
2. Find a suitable place on the ground to land safely. The landing should be planned straight ahead with only small changes in direction not exceeding degrees to either side.
3. Flaps - AS REQUIRED (plan to land as slowly as possible)
4. Throttle - AS REQUIRED

At touch down

5. Lanes/Magneto - CHECK
6. Engine gauges - CHECk
7. Fuel Quantity - CHECK

ENGINE IRREGULARITIES IN FLIGHT (Irregular engine rpm)

1. Throttle position - CHECK
2. Engine gauges - CHECK
3. Fuel Quantity - CHECK
4. Electric fuel pumps - ON
5. Fuel selector tank - CHECK (Change if required)
6. *If engine continues to run irregularly*
7. Land as soon as possible

LOW FUEL PRESSURE (2.2 PSI (0.15 BAR) OR LESS)

1. Engine gauges - CHECK
2. Electric fuel pumps - ON
3. Fuel selector tank - CHECK (change if required)
4. *If fuel pressure remains low*
5. Throttle setting - DECREASE (if viable to do so)
6. *If fuel pressure remains low*
7. Land as soon as possible

LOW OIL PRESSURE (12 PSi (0.8 BAR) OR LESS)

1. Oil temperature - CHECK
2. *If oil temperature is high or increasing*
3. Throttle - REDUCE POWER IMMEDIATELY
4. Land as soon as possible and remain vigilant for impending engine fault

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed - 70 KIAS (Best glide speed)
2. Trim - SET
3. Select Suitable Landing Field
4. Safety harness - SECURE

If time permits and if appropriate, attempt to identity reason for engine failure and attempt to restart.

5. Flaps - AS REQUIRED
6. Passenger brief - COMPLETE
7. Mayday call - TRANSMIT

Immediately prior to touchdown

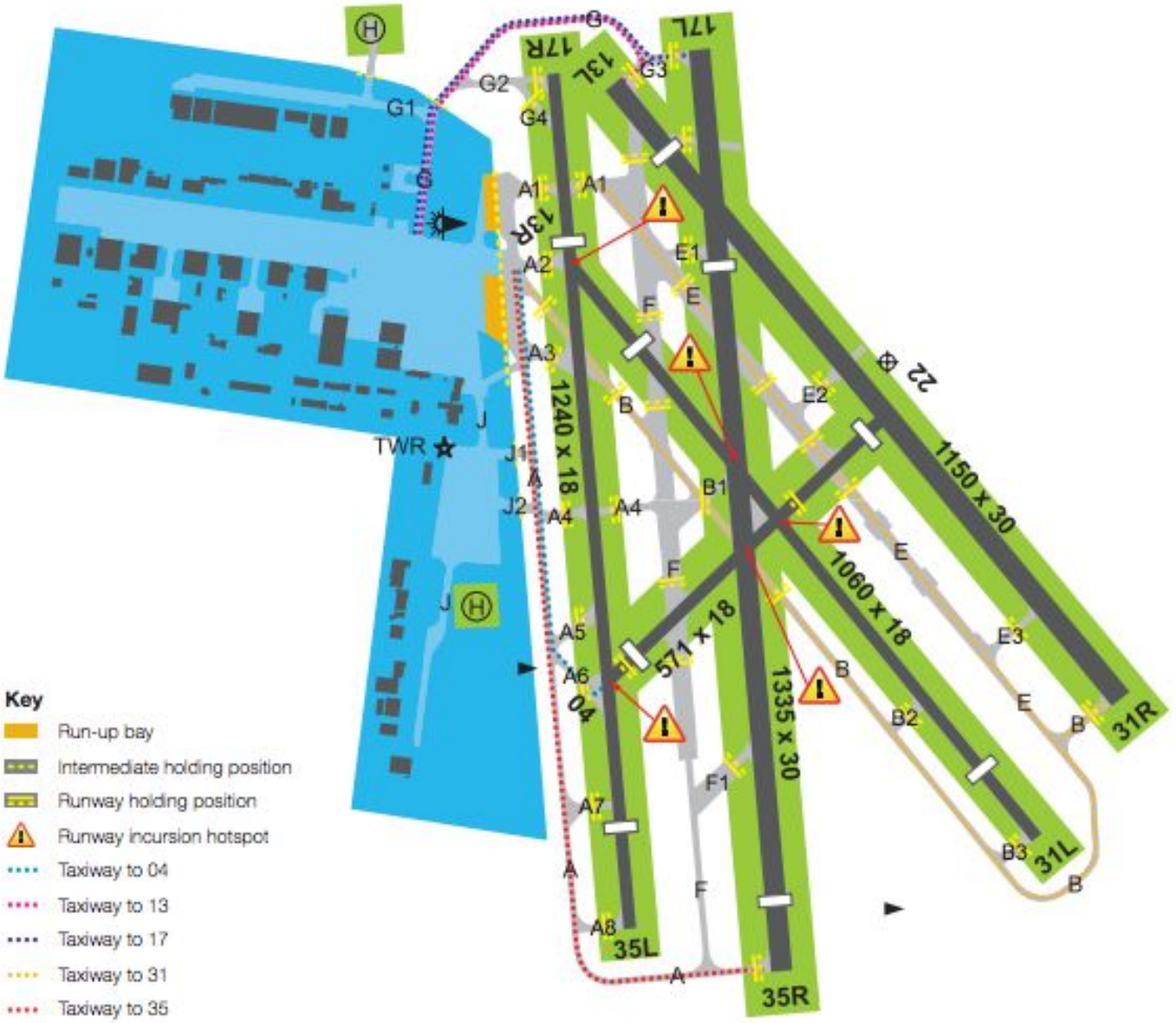
8. Fuel Selector - OFF
9. Electric fuel pumps - OFF
10. Lanes/Magnetos - oFF
11. Master - OFF

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. Fuel Selector - ENSURE ON
2. Electric fuel pumps - ON
3. Throttle - SET HALF
4. Master - ON
5. Lanes/Magnetos - ON
6. Starter - ENGAGE

If engine fails to restart, conduct emergency landing without power.

Speed	KIAS	Remarks
VNE Velocity Never Exceed	135	Never exceed this speed in any operation.
VNO Maximum Structural Cruising Speed	110	Never exceed this speed unless in smooth air, and then only with caution.
VA Manoeuvring Speed	91	Do not make full or abrupt control movements above this speed as this may cause stress in excess of limit load factor.
VFE Velocity Flap Extension	85	Never exceed this speed unless the flaps are fully retracted.
VS Clean Stall Speed	45	At maximum all up weight in the most forward CG configuration, with flaps fully retracted, engine idling, the aircraft will stall if flown slower than this speed.
VSo Stall Speed with Flaps	40	With full flap, maximum all up weight, engine idling, the aircraft will stall if flow slower that this speed.



Definitions

Apron area	An area on the aerodrome intended to accommodate aircraft for the purpose of loading or unloading passengers, cargo, fuelling, parking, or maintenance. This includes building area.
Manoeuvring area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, **excluding** aprons.
Movement area	That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons.

Operation on the aerodrome

Apron area – no taxi clearance required. Monitor Ground on 119.9 MHz.

Taxiway – taxi clearance from Ground required before entering this area.

Runway strip – specific clearance required from ATC before entering this area.

1511.2040 | Moorabbin | Nov 2015