

The view from Moorabbin Tower

Edition 2, March 2025

Welcome to our second edition of The View from Moorabbin Tower, your new newsletter dedicated to keeping you informed and safe on the ground and in the air. Thank you for engaging with and promoting this initiative, as we look to work together to make Moorabbin airspace a safer place to fly in 2025.

Don't miss anything - access your dedicated space via bit.ly/pilotsafetyMB...don't forget to subscribe!

As noted in our inaugural edition, Moorabbin is one of the busiest Metro D aerodromes in Australia. It's a complex environment with a diverse mix of operations, including being a key pilot training environment with growing traffic numbers.

Please engage with and share the safety lessons below, drawn from observations across the past three months. Lets all stay focused and committed to ensuring system-wide safety.

Remember, Air Traffic Control (ATC) is there to help.

**Looking for more information and resources?
Explore our Pilot & Airside Safety pages.**



On the ground

Scenario:

Aircraft taxied without clearance and once having received a clearance, crossed the runway via the incorrect taxiway.

- **Aircraft non-responsive to calls**
- **Aircraft taxiing forward when instructed to STOP**

Issue: Moorabbin Tower ATC are observing situations where pilots are not responding or complying with ATC instructions. For example, ATC routinely observe aircraft commence taxiing without having received a taxi clearance. Such issues are compounded where aircraft are then non-responsive to calls from Tower (118.1 / 123.0) or Ground (134.25), and when aircraft call ready on the wrong frequency.

Things to remember:

- Ensure you are on the correct frequency - check the Movement Area Guidance (MAG) signs as this will direct which frequency you should be reporting on.
- Confirm your location before requesting clearance.
- Before commencing taxi ensure you review & understand your cleared route, noting hotspots
- Monitor your progress. Take care to correctly follow the cleared route, especially if crossing a runway.
- Keep a listening watch - maintain awareness of the traffic environment to avoid potential conflicts

Remember, after landing, pilots should vacate the runway onto a taxiway. [Vacating onto another runway \(e.g. 04 / 22\) without a clearance constitutes a runway incursion and may increase the risk of conflict.](#)

In the air

Scenario: Increased risk of an airborne confliction, stemming from a misunderstanding of intentions and non-compliance with instructions.

- Aircraft was cleared to land RWY 17R, subsequently conducting a go around
- Due to inbound traffic (from Carrum), the aircraft was instructed to depart upwind (to avoid a confliction with the inbound traffic)
- The clearance was repeated and acknowledged, however the aircraft turned crosswind and into potential conflict
- ATC was required to intervene and modify the tracking of the inbound aircraft in high traffic environment with limited options.

Issue: Unexpected actions, especially non-compliance with ATC instructions, can create time-critical scenarios requiring ATC intervention. ATC will issue instructions to appropriately manage the orderly flow of traffic and minimize the risk of traffic conflictions. ATC rely on pilots complying with instructions in a timely manner.

In executing their traffic management strategy, which can be dynamic and may change suddenly, ATC will utilise all strategies and options. These options may not always be expected, nor preferred, by the pilot.

Furthermore, ATC are human and (with the benefit of hindsight!) may not always select the preferred option. However, you can be assured that ATC will provide instructions that are safe and compliant (whilst pilots must stay attuned to the potential for an ATC error!)

Should a pilot be uncertain or not feel able to comply with an ATC instruction, [speak up early, ask ATC!](#)

Things to remember:

- Review and familiarise yourself with all relevant procedures, including departure, en-route, arrival and tracking procedures as listed in the AIP.
- If in doubt as to where you should be tracking or which altitude you have been assigned, ask ATC.
- Adhere strictly to standard operating procedures for entering and exiting the circuit, including maintaining appropriate speeds and altitudes.

Resources:

- Visit the ERSA for departure, arrivals and circuit procedures.

Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.

On the radio

Scenario: Great airmanship to assist an inbound IFR MAYDAY aircraft and support fellow aviators.

Issue: Time-critical scenario and high pilot / ATC workload whilst prioritising a safe emergency response.

- A circuit aircraft showed great airmanship by departing to the training area, reducing workload and complexity for the incoming pilot and ATC alike.
- Upon return, the pilot assisted ATC by checking on the MAYDAY aircraft and the welfare of the pilot.

But wait, there's more! - Some days later the same pilot identified a significant FOD hazard on the runway, preventing delay to fellow aviators by personally offering to safely remove the hazard. The pilot then awaited the ARO to thank them for coming out on the weekend to complete the required runway inspection!

Lessons Learned Runway Confliction (October 2024)

Scenario: Aircraft cleared to commence take off with taxiing aircraft cleared to cross runway, resulting in a critical rejected take off and pilot avoidance action.

Response: Airservices has undertaken a safety investigation to examine performance of risk controls.

The investigation identified that running sheets provide inadequate tactile and visual cues for the use of an active runway. Flight Progress Strips have been implemented at Moorabbin Tower ATC consoles.

Additional observations highlighted the complexity of the Moorabbin operating environment and the opportunity to strengthen a collaborative risk-based cross-industry approach to seeking safety improvements across the airport ecosystem.

More learnings on this and other occurrences will continue to be shared. We hope this will facilitate ongoing discussion with local stakeholders, to identify learnings for Moorabbin pilots & ATC alike!

We need your feedback!

Please access our questionnaire via the short link or QR code below. Tell us what you like, what you'd



like to see change and indicate your preferences to receive safety content.

bit.ly/pilotsafetyMBQ