



Moorabbin Airport

Moorabbin Airport

Airport Access Charges

With Effect from 1st January 2010

**Moorabbin Airport Corporation,
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Moorabbin Airport Security

Airport security is a responsibility we all share. Since September 11 everyone has felt the impact of terrorism on aviation. The Australian government has passed the *Aviation Transport Security Act 2004 (and Regs 2005)* which provides a layered approach to the increase of security within the aviation industry. Some measures take effect on a **national basis**, and some are **specific to Moorabbin Airport** because it is a regulated airport under the Act.

Aircraft Owners. The prime responsibility for protection against a terrorist act against aviation lies with the aircraft owner. Aircraft owners have responsibility for the security of their aircraft. When not in use they must ensure measures are taken to secure their aircraft against theft. These measures include fitting a wheel lock, a lockable control lock, parking in a locked hangar or securing the aircraft with a lockable device. Standard door locks are not considered adequate protection. (*Act Pt4 Div 5 Sec 61 (1) (d)*) **The responsibility for aircraft security is not removed from owners when their aircraft is on leased/licensed areas or on common areas of Moorabbin Airport.** DOTRS Transport Security Officers will conduct random compliance checks nationwide.

Pilots. All pilots and student pilots wishing to access airside at Moorabbin Airport must be in physical possession of a pilot licence acceptable under the *Aviation Transport Security Act 2004* or an *Aviation Security Identity Card (ASIC)*. Possession of an ASIC is only **mandatory** within the prescribed areas of the airport (ie: the blue zoned RPT aprons). They must also have a valid **reason** to be airside.

All other persons requiring access airside. All other persons requiring access airside at Moorabbin Airport must have a valid reason to be airside and carry proof of Identity at all times.

All other persons. All other persons requiring access airside, for instance passengers or temporary contractors, must be under close escort of either a Pilot Licence holder or an authorised person at all times.

Moorabbin Airport is a regulated airport under the *Aviation Transport Security Act 2004*. The major responsibility of MAC is to provide effective perimeter security for the airport as a whole to act as a deterrent to unauthorized entry. An Access Control System is in operation and all aircraft owners who require access airside will be provided with a suitable access card. Details of this system are supplied separately.

Moorabbin Airport Corporation will work closely with the Department of Transport and Regional Services, airport tenants and airport users to ensure compliance with the act and other regulations.

IF YOU SEE ANYTHING SUSPICIOUS: CALL 000

1. What the Access Charge covers.

The Access Charge provides during the period covered by payment for **unrestricted use of airside infrastructure and open air parking facilities**. Whilst the rate of charge does not recover the cost of infrastructure and its maintenance, revenue raised through these charges is applied to such items as pavements, lighting, fencing etc, as well as the provision of airport management services.

The charge covers open-air parking either on grass or hard stand in areas designated for aircraft parking. Owners who wish to have exclusive use of a position on hard stand may arrange this through the airport administration for a nominal charge. This charge will be **\$110.00 per month (incl. GST)**, and is **in addition** to the Access Charge.

Hangarage may be available from commercial operators who provide these services. **Any hangarage arrangement between an aircraft owner and a tenant of MAC has no effect on the rate of charge for Airport Access.**

The Access charge is NOT a landing fee. It is important to understand that, at present, separate Terminal Services Charges (eg: for Tower services) are levied by Airservices Australia for aircraft operations into Moorabbin, and Moorabbin Airport Corporation has no involvement in these charges. (See *Airservices Australia, Standard Contract Terms*)

2. Which aircraft are liable for this charge.

The Airport Access Charge applies to all aircraft, fixed or rotary wing, **currently registered** in Australia or overseas (including those operating on a conditional permit) which are:

- a) Normally based at Moorabbin Airport. Registered owners of these aircraft have the option of paying a yearly, six monthly, monthly or daily charge.
- b) Itinerant (visiting) aircraft. However, we waive certain Access Charges for some categories of itinerant aircraft in order to encourage airport visitation and use of commercial facilities.

3. The Amount of Charge

3.1 Basic Charge.

Charges can be paid on a yearly, 6 monthly, monthly or daily basis. The charging unit is per 1,000kg MTOW of the aircraft charged pro rata. All charges include GST. The charges are:

Per year	\$1,998	(equivalent to \$5.47 per day)
Per 6 months	\$1,529	(equivalent to \$8.38 per day)
Per month	\$ 302	(equivalent to \$9.93 per day)
Per day	\$12.00	Aircraft under 7,000 Kg MTOW
Per day	\$18.50	Aircraft over 7,000 Kg MTOW

For accounts invoiced monthly in respect of daily charges incurred there will be a minimum charge of \$16.50(incl GST) per invoice

3.2. Aircraft engaged in RPT Operations.

Aircraft engaged in RPT operations will be charged on the following basis:

- a) For Aircraft using non-MAC terminal facilities.

The above charge level will apply.

- b) For aircraft using MAC terminal facilities.

Operators desiring to use MAC terminal facilities for RPT services will be invited to negotiate an applicable rate based upon aircraft movements and passenger and cargo numbers.

3.3 GST

All Airport Access Charges detailed above are inclusive of GST.

4. Available discounts

4.1. Aircraft Undergoing Substantial Maintenance

Aircraft undergoing substantial maintenance which is to be provided by tenants at the airport in approved facilities will only be charged **for the day of arrival and the day of departure (if different)** to encourage non based aircraft to use Moorabbin for maintenance purposes. The maximum period an aircraft will be deemed to be undergoing substantial maintenance will be ninety (90) days.

The **relevant maintenance** organisation must provide details of the aircraft within 48 hours of its arrival at Moorabbin Airport. On arrival the owner or operator of the aircraft may choose to pay the day in and day of departure at

the airport administration office to avoid the minimum \$16.50(incl GST) invoice charge if they so wish. ***No retrospectivity will be permitted in this arrangement. This is a concession at the absolute discretion of Moorabbin Airport Corporation.***

4.2. Historical Aircraft

*Subject entirely to the discretion of Moorabbin Airport Corporation, a concessionary rate will be applied where an aircraft is considered by the Corporation to be of historic significance. The concessionary rate will be **\$275.00 (incl. GST) per 1,000 Kg MTOW per year.** The use must be solely for recreational, non-commercial purposes and no commercial operations will be allowed if the aircraft is to be eligible for this special rate.*

The sole exception will be the operation of such aircraft at, from or to air show events where a fee may have been charged by the owner or operator to defray expenses. Any owner seeking to obtain such a concessionary rate from the Corporation must disclose all such planned activities and must state in writing that no other commercial activities will be contemplated during the year.

4.3. Sales Aircraft

Aircraft, which are offered for sale from premises **leased for this purpose** will, subject to the following conditions, only incur a charge on the day of arrival, and on the day of departure of the aircraft.

- (a) The aircraft shall be on the **leased area** for the sole purpose of being offered for sale and will not be used during this period for recreational or commercial flying. Parking on any other area, including general airport parking, will incur the normal Access Charge.
- (b) The aircraft shall be clearly marked as being for sale and be available for inspection by members of the public during normal business hours.
- (c) The lessee of the sales area concerned shall advise the Airport General Manager or his nominee of the arrival of the aircraft at his premises for the purposes of sale and will pay an amount equivalent to the daily rate for that day, and for the day of departure. Sufficient detail concerning the aircraft shall be provided as will allow identification of the owner, and computation of charges.
- (d) Demonstration flights for potential purchasers will attract the normal Airport Access Charge for that day. (The \$16.50 (incl GST) minimum invoice charge can be avoided by paying directly to the MAC airport office on the day)

- (e) The maximum period during which an aircraft shall be deemed to be a sales aircraft under the provisions of this section shall be ninety days

4.4. Ultra-light, balloon and non-powered aircraft

Special arrangements will need to be made, in advance, by operators intending to operate ultralight or non-powered aircraft, airships or manned balloon derivatives into or from Moorabbin. Access fees for these types of operations will be individually negotiated.

5. Liability for Charges

The **Aerodrome Landing Fees Act 2003** provides that an aerodrome operator may fix a fee for landing, take off or parking of aircraft, training approaches and other directly related activity. The Bill further provides that the liability for charges incurred by aircraft for access to Moorabbin Airport resides primarily with the Holder of Certificate of Registration of an aircraft. An owner may arrange for an operator who has control of the aircraft to act as his or her agent and inform the Corporation to this effect. On receipt of such advice access charges will be directed to the nominated operator in the first instance.

Compliance with charges is mandatory and incorporated into *Conditions of Use for Moorabbin Airport*.

Unless prior arrangements are made the owner of the aircraft shall be liable for access charges at Moorabbin Airport.
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6. Method of Payment

6.1. Payment.

Payment of daily access charges and payments in advance as set out elsewhere in this document may be made at the Airport Administration Building during normal business hours.

Payment by EFT and major credit cards is available through MAC.

Monthly accounts will be rendered for itinerant use and a third party provider has been engaged for this purpose. **A minimum invoice charge of \$16.50(incl GST)** will be imposed to cover the cost of billing.

Penalty interest may be incurred if accounts rendered are not settled within 28 days of the due and payable date.

6.2. Payment for Multiple Aircraft

Operators with two or more aircraft may pay Yearly Access Contract by regular period payments:

a) Moorabbin Airport Operators with between 2 and 9 aircraft:

Prepay for each six month period, at the start of each period when undertaking a yearly contract

b) Moorabbin Airport Commercial operators (schools and clubs) with over 10 aircraft and all Moorabbin Airport RPT operators:

Prepay for each three month period, at the start of each period when undertaking a yearly contract.

Payment for multiple aircraft will only be approved after completion of an irrevocable letter of Guarantee. Payment in multiple time periods is not possible for Six Month Contracts or Monthly Contracts.

Refunds

All requests for refund of pre-paid charges will be processed promptly and credited on an appropriate usage basis. A refund processing charge of \$16.50 (incl GST) will apply.

Aircraft Identification.

All aircraft operated with pre-payment of charges will be allocated a sticker for identification. This will also prove identification when operated to other airports.