

NEW PROCEDURES -NON TOWERED AIRFIELDS

CTAF(R) airfields no longer exist. These new regulations apply to non-towered airfields in Class G airspace where air traffic control is not operating and where the airfield in question is “certified, registered, military non -towered, or any other airfield that CASA designates.”

These airfields are listed in ERSA. The listings for uncertified airfields appear on a shaded background, and are listed as UNCR under the abbreviated airfield designator. No radio is required at these airfields.

Registered and certified airfields have no shading and are listed as CERT or REG under the airfield abbreviation. Use of radio is mandatory at these airfields. At private airfields nominated in the ERSA as PPR (Prior Permission Required), the airfield owner can also require radio use as a condition of use.

The carriage and use of radio is mandatory at CERT, REG and Designated airfields within 10 nm and at a height at which operations at the airfield could be affected.

The new system depends on pilots using the radio (and common sense) to avoid potential conflict .

In practical terms, the situation at Murray Bridge will be much the same. Good airmanship would dictate that we will continue to use the radio and join the circuit in much the same way as we have in the past, with the additional understanding that pilots now have the option of joining circuit on base or on final and may choose to do so with the use of appropriate radio calls – hopefully with good situational awareness and the use of common sense.

There are seven situations where you are expected to broadcast your intentions to comply with the minimum requirements of CAR 166C at certified airfields. Other broadcasts should be made as circumstances dictate.

1. Before or during taxiing.
2. Immediately before entering a runway.
3. Inbound 10nm or earlier from the airfield.
4. Immediately before joining the circuit.
5. On a straight in approach, on final, by 3nm from the threshold.
6. On a base-join approach, before joining base.
7. On entering the aerodrome vicinity of a non-towered, certified airfield, where you intend to fly through, but not land.

The transmission of information should be to the point, clear, concise, accurate and necessary. We all tend to speak too fast on the radio – SPEAK SLOWER. Remember, the times you want to speak fast are the times you need to speak slower. A useful hint is to say numbers in pairs, eg 4168 should be said as 41 - 68.

The “All Stations” phrase is gone, except for position reports.

**If you have a radio failure, you can continue to land. However -
Extend the circuit as necessary and turn on landing lights, transponder and strobes if fitted, and join the circuit on crosswind.**

If you have no radio it is permissible to fly into a certified airfield with another aircraft.

CIRCUITS

Low performance aircraft with a circuit speed of 55 kts or less will fly a standard circuit height of 500 feet AGL.

Medium performance aircraft with circuit speeds between 55 kts and 150 kts will fly a standard circuit of 1000 feet AGL.

High performance aircraft will fly a circuit 1500 feet AGL.

There are now several options for joining the circuit. They are (in order of desirability with regard to prevailing traffic):

Joining on a shortened crosswind that takes the joining aircraft over the runway (at 1000 feet and slightly upwind of mid field.)

From an extension of the downwind leg.

Joining an oblique downwind at a 45 degree angle about half way along downwind. (Aircraft joining the circuit in this way must give way to aircraft joining crosswind and long downwind.)

You can also join on base leg or make a straight in approach. However you must use your judgement and airmanship to ensure you don't conflict with other traffic using the standard procedure. Above all, you should only commence a non-standard approach after you have announced your intention on the radio.

Aircraft overflying the airfield must do so at least 500 feet above circuit height.

It is recommended that an aircraft is wings level at 500 feet AGL on final.

Aircraft flying a straight in approach should be established on final by 3 nm and have made a broadcast by 3 nm. They must give way to any other aircraft established in the circuit if there is the possibility of conflict.

Joining on base is also a non- standard circuit, requiring you also give way to any other aircraft in the circuit.

Departures can be made by extending any leg of the circuit at circuit height. Right hand turns can be made at 3 nm and 1500 feet.

