

## You must carry & use your radio

If you practise 'alerted see-and-avoid' - using your radio to advise traffic of your presence and intentions approaching, or at an aerodrome - you are less likely to have a collision or near miss. That's why, from 3 June 2010, you must carry and use a radio at all certified, registered and military non-towered aerodromes, and at any other aerodrome that CASA designates.

You will be able to tell which aerodromes are affected simply by checking your ERSA (En Route Supplement Australia). The listings for uncertified aerodromes appear in ERSA on a shaded background; while the registered and certified aerodromes have no shading.

### Sample extract from ERSA aerodrome chart for Parkes and Noosa

**PARKES AVFAX CODE 2137**

NSW S 33 07.9 E 148 14.2  
AD OPR Parkes Shire Council, PO Box 237, Parkes, NSW 2870. Council PH 02 6861 2333; FAX 0862 3948; FAX 6862 1710. AFD 0427 282 062.

REMARKS  
1. AD Charges: ACFT BLW ABY 2000KG - \$1 200.  
2. This AD is a Security Controlled Airport.  
3. Parkes Radio Telescope - Aircraft Exclusion Zone exists 1NM radius around and 5,000FT ceiling above the telescope. R525 is 12NM N of Parkes aerodrome.

**radio carriage MANDATORY at all CERT, REG, MIL aerodromes**

**NOOSA**

QLD S 26 25.4 E 153 03.8  
AD OPR Noosa Helicopters and Hanger Services Pty Ltd., PO Box 4, Noosaville, QLD 4566.

REMARKS  
1. Restricted OPS, PVT, PPR from AD OPR.  
2. AD Charges: All ACFT.  
3. ATIS COMMUNICATIONS FACILITIES  
FIA BRISBANE CENTRE 129 0 Circuit Area  
CTAF 126.7  
CHARTS RELATED TO THE AERODROME WAC 3340

**radio carriage NOT MANDATORY at UNCR aerodromes unless required by the aerodrome operator or designated by CASA.**

By definition, non-towered aerodromes are in uncontrolled Class G airspace. However, when air traffic control (ATC) is not operating, a towered aerodrome becomes 'non-towered' for the time ATC is not operating, and non-towered rules apply, regardless of what airspace it is normally in.

### Read the CAAPs for the detail

There are two Civil Aviation Advisory Publications [CAAPs 166-1(0) and 166-2(0)] which detail all this and much more (aircraft size and performance, traffic mix, maintaining separation and collision avoidance). They are your authoritative guides to operating under the new rules for non-towered aerodromes. Follow them and you'll fly legally and safely.

CASA expects that pilots will use their radios to announce their intentions at all non-towered aerodromes. You must make a radio broadcast 'whenever it is reasonably necessary to do so to avoid a collision, or the risk of a collision, with another aircraft'. And that broadcast must include the name of the aerodrome, the aircraft's type and call sign, its position, and the pilot's intentions.

Also: don't forget to turn your transponder on - that way, aircraft fitted with a traffic collision avoidance system (TCAS) or an airborne collision avoidance system (ACAS) can 'see' you.

## Changes to circuit procedures

From 3 June, there are also some changes to circuit procedures at non-towered aerodromes.

Different categories of aircraft will fly different standard circuit heights.

- Low performance aircraft (with a circuit speed of 55 knots or less, e.g. some sport aircraft) will fly a standard circuit height of 500ft above the aerodrome
- Medium performance aircraft (with circuit speeds between 55 knots and 150 knots, e.g. most piston-engined GA aircraft) will fly a standard circuit height of 1000ft above the aerodrome
- High performance aircraft (usually jets & turboprops) will fly a standard circuit height of 1500ft above the aerodrome.

While there are several options for joining the circuit, the recommended procedure is to join the circuit on the downwind leg, either from

- an extension of the downwind leg
- a 45 degree angle about halfway downwind, or
- from a shortened crosswind leg which takes the joining aircraft over the runway.

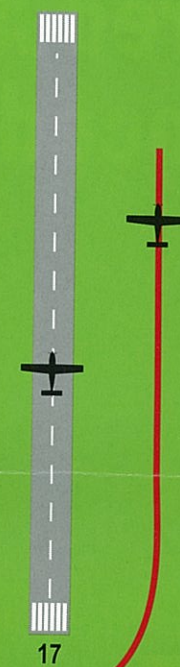
You can join the circuit on base leg, or make a straight-in approach. However, you must use your judgement and airmanship to ensure you don't conflict with other traffic joining via the standard procedure. Above all, you should only commence a non-standard approach **after** you have announced your intention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

### Standard traffic circuit



for further information and to download the CAAPs:  
[www.casa.gov.au/car166/](http://www.casa.gov.au/car166/)  
phone 131 757

### Go-around



## Use your radio 'if in doubt, speak out!'

There are **seven** situations where you are expected to broadcast your intentions to make sure you comply with the minimum requirements of CAR 166C:

- before, or during taxiing;
- immediately before entering a runway;
- inbound 10nm or earlier from the aerodrome;
- immediately before joining the circuit;
- on a straight-in approach, on final, by 3nm from the threshold;
- on a base-join approach, before joining on base; and
- on entering the aerodrome vicinity of a non-towered aerodrome, where you intend to fly through the vicinity, but not land.

Good radio procedure - standard phraseology and minimal non-essential chat - is as important as ever.