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*The Gliding Federation of  
Australia Inc.*



**Operations**

# Operations Directive

**No: 1/10**

## Operations at non-towered Aerodromes

On 3<sup>rd</sup> June 2010 operating requirements will change at many non-towered aerodromes where gliding operations are conducted and all Clubs and pilots must ensure compliance with the changed standards and requirements.

### Non-towered aerodromes

Is an aerodrome at which air traffic control is not operating. This can be either:

- an aerodrome that is always in Class G airspace;
- an aerodrome with a control tower where no air traffic control (ATC) service is currently provided; or
- an aerodrome which would normally have ATC services provided but such services are presently unavailable.

### Mandatory requirements

From 03 June 2010 all aircraft operating at, or in the vicinity of any certified, registered and military non-towered aerodrome, as identified and published in ERSA and any other aerodrome designated by CASA on a case by case basis, as published in ERSA or NOTAM, must be operated with a serviceable VHF radio. The radio must be fitted with the common traffic advisory frequency (CTAF) designated for use at the aerodrome as published in ERSA. The pilot must be qualified and endorsed to operate the radio and must maintain a listening watch and make radio calls whenever it is reasonably necessary to do so to avoid a collision, or risk of a collision with another aircraft. These calls must include:

- The name of the aerodrome
- The aircraft's type and call sign; and
- The position and intentions (*refer CAR 166C*)

*Note: At this time CASA has not designated any additional aerodromes.*

### Radio procedures

All pilots must monitor and communicate on the CTAF frequency whenever they are operating at or in the vicinity of a non-towered aerodrome. An aircraft is defined as operating at the aerodrome whenever it is within the active areas of the aerodrome - when the aircraft is located within the aerodrome runway, or taxiway markers. In the vicinity of an aerodrome is defined as within a horizontal distance of 10 nm of

the aerodrome reference point and at a height above the aerodrome reference point that could result in conflict with operations at the aerodrome. The height may vary considerably in consideration of local traffic and other circumstances at particular aerodromes. However, all aircraft are expected to be operating on the CTAF frequency whenever at or below 3,000 ft as a minimum above the aerodrome reference point and higher when appropriate.

Pilots should consult GFA MOSP 2, 25.1.4 and the GFA Airways and Radio Procedures for Glider Pilots handbook 2.5.8/9 for guidance and advice on the use of radio within a CTAF.

Pilots should make the following minimum positional broadcasts as appropriate along with any additional calls that may be necessary to provide improved situational awareness and safety for yourself and others.

Item	Circumstance (non-towered aerodromes)	Pilot's radio broadcasts
1	The pilot intends to take-off.	Immediately before, or during, taxiing.
2	The pilot intends to enter a runway.	Immediately before entering a runway.
3	The pilot is inbound.	10 NM or earlier from the aerodrome, commensurate with aircraft performance and pilot workload, with an estimated time of arrival (ETA) for the aerodrome
4	The pilot is ready to join the circuit.	Immediately before joining the circuit.
5	<ul style="list-style-type: none"> <li>• The pilot intends to carry out a straight-in approach; or</li> <li>• Join on base leg.</li> </ul>	On final approach at not less than 3 NM from the threshold. Prior to joining on base
6	The pilot intends to fly through the vicinity of, but not land at, a non-towered aerodrome.	When the aircraft enters the vicinity of the aerodrome (as defined).

*Note: For aerotowing operations tug pilots are required to provide take-off calls specifying “glider in tow” and therefore there is no need for glider pilots to duplicate these calls. Winch launches must be announced prior to launch and these calls may be made by the winch driver, a launch point crew member, or the pilot. Powered Sailplane operators must fully comply without exception.*

## Radio endorsements

Pilots communicating on CTAF frequencies must hold a Flight Radiotelephone Operator Licence or an equivalent GFA logbook endorsement. GFA Radiotelephone Operator Authorisation endorsement requirements are contained in the GFA Operational Regulations 6.5 and GFA Airways and Radio Procedures for Glider Pilots 3.2.2

Clubs and CFIs are reminded that solo pilots must be endorsed prior to first solo.

## Unserviceable radios

An aircraft must not take-off from a non-towered aerodrome with an unserviceable radio. However, if the radio becomes unserviceable during flight the pilot may continue the flight and land at the aerodrome or another non-towered aerodrome if it is appropriate to do so. Refer (CAR 166E and CAAP 166-1(0))

## Cross-country soaring flights

Pilots flying on cross-country flights must ensure they comply with mandatory radio requirements when in the vicinity of non-towered aerodromes. While flight planning for cross-country flights pilots should

ensure locations and frequencies for non-towered aerodromes within the propose flight path are noted and appropriately complied with during the flight.

### **Further information**

This Operations Directive is issued to provide GFA Clubs and pilots with information necessary to ensure compliance with the changes to be introduced on 3 June 2010. For full details all pilots are advised to read the advisory material provided by CASA, which has been posted on the GFA Website. The links are provided on the home page of the Website and were also contained in an email sent to members on 07/05/2010 by 'Gliding Federation – Secretariat'

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