

1. SDBY PWR switchover time: 3 SEC.
2. TWY LGT: Blue edge.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA	SYDNEY CENTRE	124.55 on ground
ATIS	CAMDEN ATIS	125.1 (1)
SMC	CAMDEN GROUND	121.9
TWR	CAMDEN TOWER	120.1

- (1) DRG TWR HR
1. TWR HR: 2200-0800 UTC MON-SUN (1HR earlier during HDS).
2. Camden TWR provides ATS within Class D airspace SFC to 2,000FT during TWR HR.
3. Outside TWR HR airspace becomes Class G. CTAF procedures apply.

LOCAL TRAFFIC REGULATIONS

1. Start Clearance required on SMC FREQ 121.9 for circuit training.
2. ACFT ABV 5,700KG MTOW must only use TWY D BTN RWY 06/24 and TWY F.

FLIGHT PROCEDURES

1. LOCAL PROCEDURES

- 1.1. LEFT HAND CCTS RQ for powered ACFT OPR RWY 06 and RWY 10.
- 1.2. RIGHT HAND CCTS RQ for powered ACFT OPR CLASS D and CLASS G airspace RWY 24 and RWY 28.
- 1.3. ACFT, other than gliders and tugs, MUST NOT INFRINGE GLIDER CIRCUIT BLW 2,300FT.
- 1.4. All ACFT departing into Class G airspace are to change to SYDNEY CENTRE FREQ 124.55 2NM from CN during TWR HR. Specific transfer instructions will not be issued to VFR ACFT.
- 1.5. ACFT overflying the AD should exercise caution due ACFT operating up to 1,800FT within the lateral limits of CN CTR.

2. LOW VISIBILITY OPERATIONS

- 2.1. Low visibility operations not AVBL - RWY edge light spacing 90M.

3. GLIDER OPS HJ.

- 3.1. AT ALL TIMES Glider launch and landing areas are S of RWY 10/28, parallel to RWYs 06/24 and 10/28.
- 3.2. RIGHT HAND CCTS RQ for gliders/tugs OPR glider strips 06 and 10.
- 3.3. Simultaneous OPS on parallel glider strips. CONTRA CCTS IN OPERATION AT ALL TIMES. THERE IS NO DEAD SIDE WITH CONTRA CCTS.
- 3.4. Glider/tug CCTS to S or SE, other ACFT CCTS to N or NW.
- 3.5. Outside the lateral limits of CN CTR, gliders operate throughout the surrounding and overlying Class G airspace.
- 3.6. Gliders within the Camden CTR must conduct OPS on the TWR FREQ 120.1 during TWR HR or the CTAF outside TWR HR. In Class G airspace, they may monitor the TWR FREQ 120.1 or Area FREQ or 122.7.
- 3.7. CAUTIONS:
 - a. Gliders landing on glider strip 24 cross RWY 28 THR.
 - b. ACFT OPR RWY 10 are not visible to ACFT departing glider strip 06.
 - c. ACFT on RWY 24 and on final for RWY 24 are not visible to ACFT on RWY 28.
 - d. ACFT on RWY 28 and on final for RWY 28 are not visible to ACFT on RWY 24.
 - e. When RWY 06 or 24 in use, gliders and tail wheel ACFT may RQ strips 10 or 28 due to crosswind component.
 - f. HEL conduct low level OPS in SW corner of AD.
 - g. ALA at the VFR Approach Point, 'THK', ELEV 880FT.

4. ARRIVALS

- 4.1. CTR ENTRY ALT (HJ) 1,800FT
- 4.2. ARR VFR ACFT should track via and report at MYF, BRY, MEG, PIC or THK.

5. CTR PROCEDURES (TWR HR)

- 5.1. Practice instrument approaches may not be AVBL due TFC.
- 5.2. Glider OPS notified on ATIS during TWR HR.

6. DEPARTURES

- 6.1. DEP ALT: 1,300FT

- 6.2. Routes:
- a. VFR ACFT departing into Class G airspace depart the CTR on an extended leg of the circuit.
 - b. Clearance for VFR ACFT to operate in the CN CTR and VFR ACFT departing into Class G will be issued on CN TWR FREQ.
7. **CIRCUIT OPERATIONS**
Circuit ALT: 1,300FT (Camden QNH)
8. **HELICOPTER OPERATIONS**
- 8.1. HEL ALT: is 1,000FT (Camden QNH) HJ; 1,300FT (Camden QNH) HN.
 - 8.2. During HJ, HEL must use the HEL circuit which is established WI the fixed wing circuit.
 - 8.3. During HN, HEL must conform to the fixed wing circuit.
 - 8.4. HEL operating in vicinity of parked ACFT should exercise caution due rotor wash.
9. **GLIDING OPERATIONS:**
- 9.1. ATC responsibilities to ACFT engaged in gliding activity are limited to passing relevant traffic information after the intention to land has been notified.
 - 9.2. The normal requirements on entry to the CTR, do not apply to gliders. Gliders must report entering the CTR, and downwind.
10. **FIRE FIGHTING ACFT**
During summer months, fire fighting ACFT may operate from Camden. Other ACFT should give priority to these ACFT.
11. **VFR COMMUNICATION FAILURE**
- a. Carry out Communication Failure procedures in EMERG.
 - b. TR via the appropriate VFR approach point.
 - c. Enter Camden CTR at 1,800FT and TR to overhead the aerodrome at that altitude.
 - d. Ascertain landing direction and join the appropriate circuit for the runway selected. The preferred runway for landing should be the runway nominated in the joining or sequencing instruction or the arrivals/departure runway nominated on the ATIS.
 - e. When ready, descend to circuit altitude remaining clear of the glider area south of RWY 06/24.
 - f. Maintain separation from other ACFT.
 - g. Proceed with normal circuit and landing.
 - h. Watch for light signals from the TWR.
12. Parachute OPS not permitted within the lateral limits of CN CTR outside TWR HR.

CTAF - AFRU 120.1

Outside TWR HR.

NOISE ABATEMENT PROCEDURES

1. RWY 06 preferred.
2. Practice instrument approaches are not permitted BTN 2300-0600 Local DLY.
3. Circuit training is permitted BTN 0700-2200 Local MON-FRI (2230 Local during HDS) and BTN 0700-2000 Local SAT-SUN.
4. Wivenhoe Village and housing estates W of Macquarie Grove Rd and S of Cobbitty Rd (APRX BRG 033DEG MAG 0.9NM FM DER RWY 06) are noise sensitive areas. Pilots should avoid overflight of these areas where practicable.
5. Simulated engine failure after takeoff must not be conducted over noise sensitive areas.
6. Simulated engine failure after takeoff is best simulated following a go-around from short final so that the subsequent descent is conducted over the runway.
7. When using RWY 06 for takeoff, pilots should use the full length where practicable.

ADDITIONAL INFORMATION

1. Model ACFT OPR WI 500M RAD of PSN 340518.00S 1504442.00E BRG 122 MAG 4.2NM FM ARP. SFC to 1,000FT AGL.
2. Model ACFT OPR WI 400M of PSN 335931.60S 1504035.20E BRG 333 MAG 3.1NM FM ARP. SFC to 400FT AGL.

CHARTS RELATED TO THE AERODROME

1. WAC 3456.
2. Also refer to AIP Departure and Approach Procedures.