

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)****H56/24****Effective: 202411050630 UTC**AERONAUTICAL INFORMATION SERVICE,
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MITIGATING MID-AIR COLLISION RISKS AT NON-CONTROLLED AERODROMES

1. INTRODUCTION

- 1.1 This AIC highlights the critical importance of accurate and informative radio calls to mitigate the risk of mid-air collisions in the vicinity of non-controlled aerodromes.

2. CONTENT

- 2.1 Regulations 91.400 and 91.810 of CASR, and Part 91 Manual of Standards (MOS) section 26.18 and 21.04(1)(a), collectively require that aircraft operating under the visual flight rules must carry a radio in non-controlled airspace when:
- operating above 5,000FT AMSL in Class G airspace;
 - operating in the vicinity of certified and military aerodromes;
 - operating in reduced VMC at or below 3,000FT AMSL or 1,000FT AGL (whichever is the highest); or
 - if the pilot is intending on entering a Mandatory Broadcast Area (MBA) specified in Part 91 MOS section 11.10A.
- 2.2 It is critical to the safe separation of aircraft in the vicinity of non-controlled aerodromes in cloud or conditions of lower visibility that aircraft should be listening to, and making radio calls on, the CTAF (if one is promulgated for the aerodrome) or another frequency common to all users of the aerodrome. The use of radio broadcasts and replies as a safety mitigator, sometimes known as 'alerted see-and-avoid' is an essential aviation safety element.

- 2.3 Pilots should always use standard radio phrases to maximise the understanding of every pilot within the airspace surrounding the aerodrome. Seemingly small variations, such as a departure radio call not clearly specifying whether the outbound track has been intercepted or the aircraft is still manoeuvring to intercept the outbound track, can lead to errors in pilot mental models, with the result that incorrect assumptions may be made about aircraft separation.
- 2.4 Pilots should include concise detail when reporting position and intentions that are clear to both IFR and VFR pilots operating in the area.
- 2.5 Pilots are strongly encouraged to use vertical separation wherever possible to ensure aircraft separation, as separation using horizontal separation is more susceptible to pilot mistakes, especially during high workload environments such as departure and arrival sequences.
- 2.6 If pilots are unsure of the location and intentions of other aircraft, they must seek clarification of the other aircraft's intentions.
- 2.7 In the vicinity of non-controlled aerodromes, pilots are required to make a broadcast whenever it is reasonably necessary to do so to avoid a collision, or the risk of a collision, with another aircraft.
- 2.8 The following are recommended broadcasts to be made in the vicinity of non-controlled aerodromes:

Situation	Broadcast
Recommended calls in all circumstances	
The pilot intends to take-off.	Immediately before, or during taxiing.
The pilot is inbound to an aerodrome.	10 NM from the aerodrome, or earlier, commensurate with aeroplane performance and pilot workload, with an estimated time of arrival (ETA) for the aerodrome.
The pilot intends to fly through the vicinity of, but not land at, a non-controlled aerodrome.	10 NM from the aerodrome, or earlier, commensurate with aeroplane performance and pilot workload, with an estimated time of arrival.
Recommended calls dependent on traffic	
The pilot intends to enter a runway.	Immediately before entering a runway.
The pilot is ready to join the circuit.	Immediately before joining the circuit.
The pilot intends to make a straight-in approach.	On final approach at not less than 3 NM from the threshold. (See Note)
The pilot intends to join on base leg.	Prior to joining on base.
During an Instrument Approach when: a. departing FAF or established on final approach segment inbound b. terminating the approach, commencing the missed approach.	Including details of position and intentions that are clear to all pilots (both IFR and VFR).
The aircraft is clear of the active runway(s).	Once established outside the runway strip.

Note: Some distances above refer to the runway threshold and others to the aerodrome reference point. Pilots should be aware that a Global Positioning System (GPS) indication of 3 NM from an aerodrome may not be 3 NM from the runway threshold.

3. REFERENCE

- 3.1 It is recommended that pilots thoroughly review the guidance provided in CASA's updated Advisory Circular (AC) 91-10 (v1.2 or later).

4. CANCELLATION

4.1 This AIC self-cancels at 202506111600 UTC.

5. DISTRIBUTION

5.1 Airservices Australia website only.