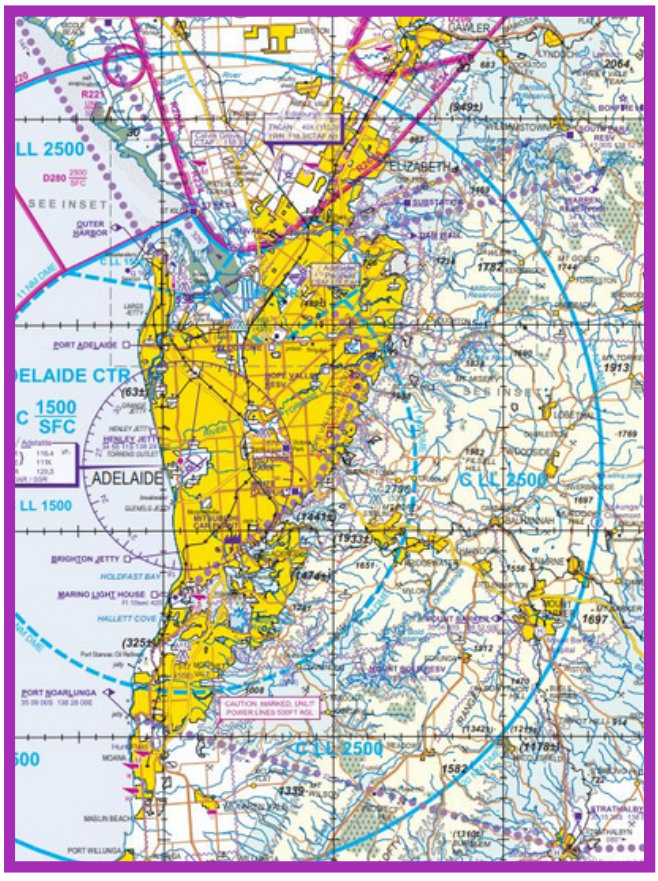
# Tips for flying Parafield

**Parafield is a complex metropolitan airport that uses Class D procedures. The airport is used by a diverse range of fixed and rotary-wing aircraft– ranging from flying schools to commercial operations.**




Parafield and surrounds - cropped from Adelaide VTC, Dec 22

## Aerodrome environment

**Parafield's aerodrome environment includes:**

- multiple parallel runways with simultaneous contra-rotating circuits using separate tower frequencies
- different types of operations, aircraft types and pilot levels
- varying pilot experience levels that can lead to a range of common errors made by pilots
- a busy circuit environment with ATC often issuing specific joining instructions or circuit manipulation for sequencing with other traffic.

## Airspace

**Parafield's airspace features include:**

- busy inbound and outbound VFR routes to the east and west
- borders Class C airspace, Adelaide CTR, that includes fast-moving, heavy traffic to the south
- borders Edinburgh CTR and associated restricted and danger areas, with overlaying Class C steps to the north

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- heavily utilised flying training areas to the northwest in D280 and D220 through which the western VFR route tracks
- small C LL 1500 step to the west; aircraft tracking inbound via OHB are required to reach A015 prior to this step
- Gawler area to the north-east with ultralight airspace activity
- Port Wakefield, army firing range, R292A, to the north-west
- Restricted areas, R290A and B to the south-east, past Murray Bridge
- ultralight activity to the south-east at D285
- parachute jumping to the north west of EDN CTR at Lower Light/Mallala and to the south at McLaren Vale/Leconfield.

**Check ERSA for the latest versions of charts and procedures.**

## Operations on the movement area

The movement area is the part of an aerodrome used for the take-off, landing and taxiing of aircraft. It consists of the manoeuvring area and the apron(s).

### Parafield movement area

Bookings are required for circuit training at Parafield via bookawk.com.

Start approval is required for circuit training—it is important that you start and taxi (or proceed to the run up bay) within a reasonable time of the start approval to avoid unnecessary delays to other aircraft.

Taxi clearance is not required on the apron. All other areas at Parafield including all taxiways and run-up bays require a taxi clearance. Entry to these areas from the apron is marked by a dashed yellow line. Note that once on these areas further clearance is required from any intermediate points specified by ATC.

It is recommended that you include your position on the aerodrome in communications, including which run-up bay you are in, to assist ATC and other pilots or airside drivers to identify you.

When requesting taxi it is recommended that you advise your:

- flight rules
- type
- position on the aerodrome
- ATIS received
- intentions
- also advise POB/dual/solo if applicable to your flight.

Your intentions are important as they will dictate where ATC instructs you to taxi.

You must have a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take-off from any runway (even if that runway is not the runway in use) or helicopter landing sites (HLS). At Parafield, this includes the overshoots/undershoots of runways 08/26, which intersect with taxiway bravo.

Note: some taxiways infringe the overshoot/undershoot areas.

**Current runway incursion hot spots at Parafield are detailed in the DAPs.**

For further diagrams, please visit **casa.gov.au/search-centre/aerodrome-manoeuvring-maps.**

## Communications and readbacks

Use standard radio calls or readbacks to ensure ATC understands your intentions and confirm that you have understood your clearance.

Ensuring your readback is correct and complete, mitigates the need for ATC to confirm your understanding. This prevents additional conversation, complexity, workload and frequency congestion that may affect you and/or other aircraft.

**Readback requirements are detailed in the AIP, GEN 3.4 - 12 - Readback Requirements (23MAR23).**

In addition to knowing what to read back, it is important to know what not to read back, to avoid frequency congestion. Simply reading back all that the controller has said may indicate that you have not fully comprehended the instruction.

Always read back:

- the holding point identifier
- the RWY designator
- e.g."HOLDING POINT BRAVO ONE, ZERO THREE LEFT, ABC").

**Situational awareness**

To maintain situational awareness, maintain a mental picture of all the factors that could be about to affect safety.

Always maintain a listening watch on the radio by ensuring:

- that you are on the correct frequency
- your radio is working
- the volume is turned up.

**'Ready' calls**

When making your 'ready' calls, include:

- the word 'ready'
- your intentions after take off - at Parafield this will generally be either circuits, a Substation Departure or a St. Kilda Departure
- your runway number (when parallel runways are in use).

For helicopters, it is recommended that you specify the HLS from which you are operating.

For example "PARAFIELD TOWER ABC READY RWY 03L FOR A ST KILDA DEPARTURE" or "PARAFIELD TOWER ABC READY RWY 21R FOR CIRCUITS" or "PARAFIELD TOWER HELICOPTER ABC READY PAD WEST FOR SUB STATION DEPARTURE".

A take off clearance following your 'ready' call authorises you to operate in accordance with your stated intentions. Ensure that you read back and comply with any additional requirements that ATC may specify.

**'Downwind' calls**

Always make a 'Downwind' call, as this provides ATC with the trigger to issue sequencing instructions. If unable to report in the downwind position, include your current position with your call (e.g.. "ABC LATE DOWNWIND TOUCH AND GO").

**If you are unable to comply with any ATC instruction or clearance, inform them immediately.**

**Traffic updates**

When requesting a traffic update advise your position (e.g. "ABC UPWIND, REQUEST TRAFFIC").

## Compliance with ATC instructions

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Air traffic controllers also provide traffic information to aircraft when the information is warranted by the proximity of the aircraft.

The traffic information supplied by ATC will allow you to adjust your speed or track to avoid the traffic at a safe distance.

Joining instructions will be issued to sequence you with other traffic so it is important that you comply with them.

**Sight traffic**

If ATC passes traffic information, you must sight the traffic to comply with ATC instructions and maintain separation from it. If you lose sight of the traffic, you must inform ATC immediately.

**Commence instructed movement as soon as practicable**

When ATC instructs you to "TURN LEFT/RIGHT", ATC expects you will commence the turn as soon as practicable (unless "WHEN READY" precedes the instruction).

### Descend as soon as possible when instructed

When ATC instructs you to descend, you must commence descent as soon as possible but no later than one minute of receiving that instruction from ATC (unless the instruction specifies a later time or place). If you want to delay your descent to assist in avoiding traffic, or are unable to comply with a descent instruction or clearance, advise ATC immediately.

### 'Follow' another aircraft

If ATC gives you an instruction to "FOLLOW" another aircraft, it requires that you:

- sight the preceding aircraft
- regulate your speed
- maintain the given sequencing by ATC
- approach path to maintain separation from that aircraft.

**If you can not sight and identify the preceding aircraft, you must advise ATC immediately.**

### Holding point

A holding point is the final destination of a taxi clearance for departure. This is where you make your ready call, before being cleared to enter the runway and take off.

### Holding short

'Hold short of' is an intermediate holding point on your taxi route. You will need to get further taxi clearance from this location, including a clearance to enter or cross any runways.

### Runway separation

ATC are required to maintain a runway separation standard between aircraft.

Although this standard changes depending on aircraft type, at Parafield, a useful principle is that, when flying a single engine light aircraft, the aircraft in front of you will need to be 600 m ahead of you and airborne from the runway before ATC can clear you for a touch and go. If you adjust your speed and profile to remain 900 m behind (as a guide, PF RWY 03R/21L is 1279 m long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

### Correct runway use

When runway Right is nominated, the circuit direction is right hand; when runway Left is nominated, the circuit direction is left hand. An ATC clearance is required to turn in a different direction to your nominated runway or to enter the circuit for the other parallel runway.

Ensure that all legs of your circuit are to the correct runway and not to the parallel runway. Maintain the runway centrelines as accurately as possible. It is important not to 'drift' towards the upwind or final leg of the other parallel runway.

CAUTION - there may be other aircraft on a different frequency which are paralleling you or overtaking you on final or upwind leg of the parallel runway. It is important not to 'drift' towards these legs.

### Vacate the runway

After landing, vacate the runway via the first suitable taxiway and taxi clear of the runway strip (outside of the gable markers).

Ensure that you leave enough enough space behind you for following aircraft to vacate the runway. Contact Ground on 119.9 for a taxi clearance prior to moving any further.

## Remember that ATC are there to help.

## Departure and arrival procedures

DAPs and ERSA contain current information on runway layouts, departure and arrivals information for different aerodromes. As DAPs and ERSA are updated several times a year please access them directly to ensure you are accessing the most current information.

**Common protocols to note at Parafield include:**

- Ensure you fly at the correct altitude on departure
  - SKI departures: the departure altitude is 1000 ft
  - SUB departures: 1000 ft, then climb to 1500 ft, once clear of other traffic, from all runways except for RWY 03R, where you must climb to 1500 ft in the first instance. Access ERSA for further details
- Consider other aircraft types – both fixed wing and helicopter pilots should consider the other type in relation to relative speed and weight of aircraft when maintaining their spacing.
- Where helicopter operations have been advised via ATIS or ATC-directed transmission, fixed wing aircraft are to fly outside of the helicopter circuit as depicted in ERSA. Early crosswind or base turns may conflict with helicopters.
- Be aware that helicopters may track inbound from SKI to Parafield at 500 ft.

Check ERSA to ensure you operate to the correct circuit runway for time of day between day and CTAF operation status.

Pilots must exercise vigilance to avoid unauthorised entry into adjacent Class C airspace.

## Preventing a runway incursion at Parafield

- Ensure you are familiar with the kind and frequency of activity in the surrounding airspace.
- Ensure you are familiar with the kind and frequency of activity at this aerodrome.
- Revise the layout and procedures for the type of runway, departure and landing.
- Plan your taxi route and have an airfield diagram readily available for any changes.
- Ensure that you are familiar with airfield markings (in particular holding points) and how they are interpreted.
- Ensure you are familiar with standard phraseologies including those for aerodrome movements.
- Check NAIPS for relevant NOTAMS.

## Operating on the runway

- Exercise caution on all runways and helicopter landing sites (HLS).
- Clearance is required to cross
  - undershoots of runways 26L and 26R on taxiway B
  - runway 26R at taxiways J3 and H6.
- If not 100% sure of a clearance – check immediately with ATC.
- Use standard phraseologies as detailed in AIP Gen at 3.4 - 24.
- Inform ATC immediately if you are unable to comply with any ATC instruction or clearance.

**For further annotated versions of the runway diagrams found in the AIP, please visit casa.gov.au/search-centre/aerodrome-manoeuvring-maps.**

## More resources

For further information on operational insights to equip you for a safer flight, visit **bit.ly/pilotsafety.**

**If you have any feedback or questions about this publication please email, safetypromotions@airservicesaustralia.com.**

For aviation safety-related information from CASA, visit **casa.gov.au/resources-and-education/pilot-safety-hub.**

Check NAIPS for the latest NOTAMS at **airservicesaustralia.com/naips.**

*Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.*

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