



## TIPS FOR FLYING AT ARCHERFIELD

Archerfield is a complex metropolitan Class D airport used by a diverse range of fixed and rotary wing pilots—ranging from students to commercial operations.

The aerodrome layout, with multiple runways, is essential for the type of operations at Archerfield. However, this design coupled with varying pilot experience levels can lead to a range of common errors made by pilots.

Archerfield airspace is quite small and is surrounded by Brisbane Class C airspace and Military Restricted areas. When flying at Archerfield it is imperative that you follow published procedures, comply with ATC instructions and fly accurately. For example there are four inbound/outbound tracks to Archerfield. The inbound altitude is 1500ft and the outbound altitude is 1000ft.

Here are some tips for pilots to reduce the chances of errors when operating at Archerfield.

### AIR TRAFFIC CONTROL (ATC) CLEARANCES

Points to consider:

- Taxi clearance is required prior to taxi anywhere on the manoeuvring area (ie. not the apron). For example, after landing, a taxi clearance is required to go anywhere on the aerodrome once you have vacated the runway. If you require to cross a runway, include this in your taxi request (and do not enter or cross any other runway without a specific clearance from ATC)
- It is recommended that you include your position on the aerodrome to assist ATC and other pilots or airside drivers to identify you
- Make sure you include your intentions so that ATC can give you appropriate instructions
- You need 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).

There are several runway incursion hotspots at Archerfield. These are detailed in ERSA and on

Airservices Archerfield Runway Incursion Hotspot map available at [www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runwaysafety](http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runwaysafety) or from the tower.

### COMMUNICATIONS AND READBACKS

Using non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm that you have understood your clearance.

If your readback is incorrect or incomplete, ATC will need to confirm your understanding; leading to additional conversation, complexity, workload and frequency congestion. This may affect you, or other aircraft, by increasing the chances of incorrect information being passed or received.

Points to consider:

- Readback requirements are detailed in AIP GEN 3.4, 4.4. In addition to knowing what to read back, it is important to know what not to read back, to avoid frequency congestion. At Archerfield a common mistake is to readback 'Looking for traffic' or similar, or more detail than required when given aircraft to follow.
- To maintain situational awareness, always maintain a listening watch on the radio. This includes ensuring that you are on the correct frequency, your radio is working and that the volume is not turned down
- When making your 'Ready' calls, you need to include: the word 'READY'; your Departure Procedure and your runway number (when parallel runways are in use). For helicopters, it is recommended that you specify the HLS from which you are operating.

Always make a 'Downwind' call (at the early downwind position), as this provides ATC with the trigger to issue sequencing instructions. If you are late making this transmission, ensure you state your actual position in the circuit (eg. late Downwind)

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.

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.

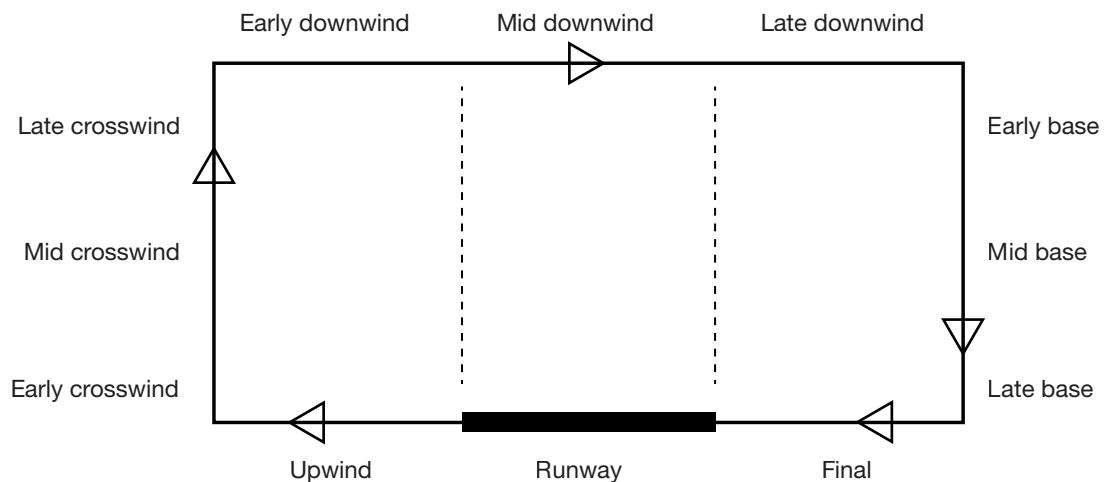
## COMPLIANCE WITH ATC INSTRUCTIONS

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. This will allow you to adjust your speed or track to avoid the traffic by a safe distance.

Points to consider:

- If you are unable to comply with any ATC instruction or clearance, inform ATC immediately.
- If ATC pass traffic information, you must sight the traffic so that you can comply with ATC instructions and maintain separation from the traffic. If you lose sight of the traffic, you must inform ATC immediately
- When ATC instructs you to 'TURN LEFT/RIGHT', ATC expects you will commence the turn as soon as practicable (unless the instruction is preceded with 'WHEN READY')
- On arrival, the Joining Instruction generally allows you to descend from 1500ft once inside the Archerfield Control Zone. However, if you are instructed to 'maintain at 1500', you cannot descend until you receive clearance for a Visual Approach, as there may be traffic beneath you.
- If ATC gives you an instruction to 'FOLLOW' another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation behind that aircraft. If you can't sight and identify the preceding aircraft, you must advise ATC immediately
- If you lose sight of the aircraft you are following, ensure you let ATC know immediately.
- If you are following another aircraft in the circuit, ensure you adjust your circuit to remain in your position relative to that aircraft. For example, if the preceding aircraft extends downwind, you will need to extend your downwind too so that you do not cut inside them on Base.
- Ensure that all legs of your circuit are to the correct runway and not to the parallel runway. It is particularly important not to inadvertently 'drift' towards the upwind or final leg of the other runway.

Diagram 1: Archerfield CCT



ATC are required to maintain a runway separation standard between aircraft. Although this standard changes depending on aircraft type, at Archerfield a good rule of thumb is that a single engine light aircraft in front of you will need to be 600M ahead of you and airborne from the runway before you can conduct your touch and go. If you adjust your speed and profile to remain 900M behind (about 2/3 of the length of AF RWY 10L/28R), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

- Check ERSA for local procedures and to ensure you operate in the correct circuit direction as they change between controlled or CTAF operations.

If you are unsure if the tower is active, listen to the ATIS. If the tower is not active, the ATIS will be information ZULU and will include the time of tower activation and CTAF frequency.

## MORE INFORMATION

Airservices has a range of information to assist pilots on topics including runway safety, airspace infringements, operations in Class D airspace and working with ATC. These products are available at: [www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety](http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety)

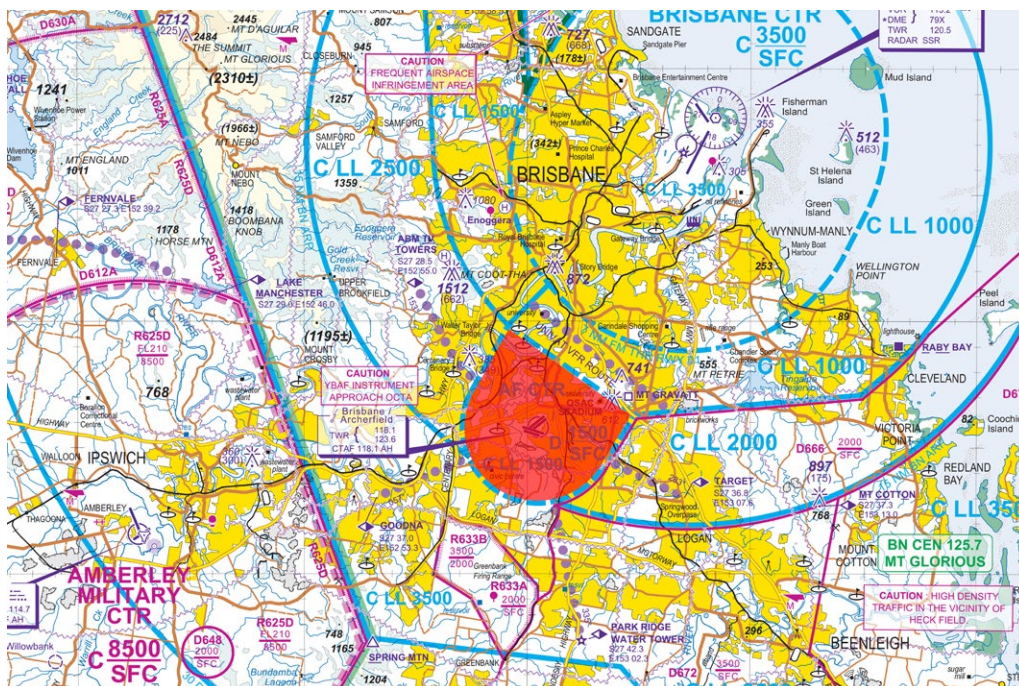
CASA's OnTrack program provides pilots with information on operating at Archerfield and other aerodromes. OnTrack is available at: [ontrack.casa.gov.au](http://ontrack.casa.gov.au)

Information correct at time of printing. Refer to AIP, ERSA, DAP and NOTAM for current, authoritative information. For more information contact [safety.promotions@airservicesaustralia.com](mailto:safety.promotions@airservicesaustralia.com)

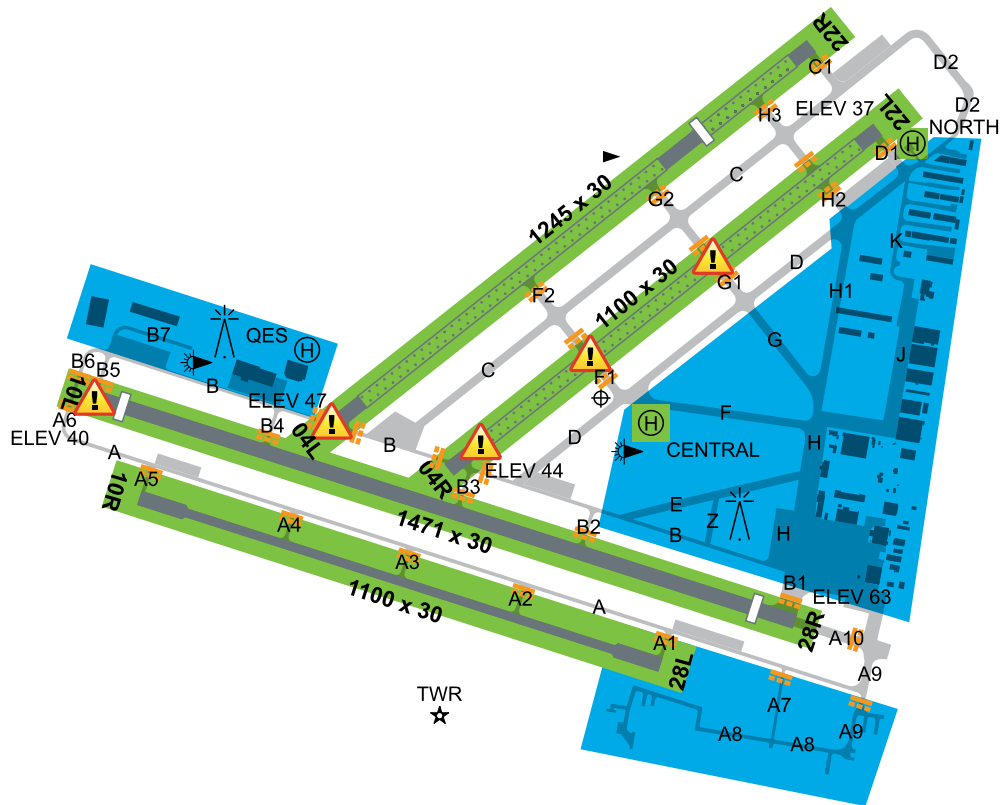
## PROCEDURES

- Archerfield has specific departure procedures, based on your planned departure direction. It is important that you are aware of the correct procedure for your departure. Details are in ERSA.
- On departure, early turns require an ATC clearance to ensure there is no conflict with helicopters operating in the helicopter training areas.
- When vacating a runway, ensure that your aircraft has completely crossed the holding point before stopping.

**Map 1:** Archerfield airspace is quite small and is surrounded by Brisbane Class C airspace and Military Restricted areas.



## RUNWAY INCURSION HOTSPOTS



### Operation on the aerodrome

- Apron area** — no taxi clearance required. Monitor Ground on 119.9MHz.
- Taxiway** — taxi clearance from Ground required before entering this area.
- Runway strip** — specific clearance required from ATC before entering this area.



Exercise caution at these hotspots and on all runways:

- All runways are active at all times and during ATC HR require a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on, or take off from (even if that runway is not the runway in use).
- Read back all ATC clearances in accordance with AIP GEN 3.4, 4.4
- Ensure you are confident of your taxi route, prior to commencing or continuing taxi. If you are unsure, confirm with ATC.
- Look out for Holding Points on all taxiways. These will be set back from the sealed surface of the runway.

Data sourced from incident reports 1/5/10-30/11/11

Not for navigation. This information is current at the time of publication. Refer to DAP, ERS and NOTAMS for latest Aerodrome Charts and operational information. For more information on this or other Airservices safety publications, please email: [safety.promotions@airservicesaustralia.com](mailto:safety.promotions@airservicesaustralia.com)