



Safety net CTAF procedures when flying in the vicinity of non- controlled aerodromes

CTAF (Common Traffic Advisory Frequency) procedures in Australia are used by pilots when operating in the vicinity of non-towered airports or aerodromes. These procedures are intended to ensure that all pilots in the vicinity are aware of each other's position, intentions, and movements, in order to maintain safe and orderly operations.

Planning your flight

Using CTAF procedures is a key component of maintaining safe and effective visual flight rules (VFR) during operations at non-towered aerodromes. Pilots should include preparation for this as part of their flight planning when planning to fly near or through uncontrolled aerodromes.

The specific CTAF frequency may vary depending on the location, so it is important for pilots to check the relevant publications and charts before operating in the area. The CTAF frequency for local areas can be found at AIP ERSA - aerodromes, as well as on the visual terminal charts (VTCs).

Ensure to familiarise yourself with standard traffic circuit patterns for non-towered aerodromes as well as if any special circuit procedures apply.

Check NOTAMS in case the information contained within ERSA has been modified.

Navigating

An aircraft is considered in the vicinity of a non-controlled aerodrome if it is:

1. in uncontrolled airspace and
2. within 10 nautical miles of the aerodrome and
3. at a height above the aerodrome that could result in conflict with operations at the aerodrome.

If you are flying in Class G airspace, ensure you are aware of your proximity to any non-controlled aerodromes as well as potential traffic that it generates.

Using the radio

To adhere to CTAF procedures correctly, follow the following steps:

- Determine the appropriate CTAF frequency for the aerodrome by accessing ERSA or on the visual terminal chart (VTC) for the area.
- Tune the aircraft's radio to the CTAF frequency before entering the area and maintain a listening watch.
- Broadcast the aircraft's intentions on the CTAF frequency when approaching the aerodrome. This includes announcing the aircraft's:
 - position
 - altitude
 - intentions, such as joining the circuit, landing, or taking off.
- Listen to other aircraft's broadcasts on the CTAF frequency to maintain situation awareness.
- Follow the standard circuit pattern for the aerodrome unless specific procedures are published in the AIP or the VTC.
- Broadcast the aircraft's intentions when departing the aerodrome, including the direction of departure and altitude.
- Continue monitoring the CTAF frequency until clear of the aerodrome.

Departure and arrival protocols

It is important to note that pilots must also adhere to any specific procedures or restrictions published in the AIP or the VTC for the aerodrome.

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.

Additionally, pilots should exercise caution and good judgment when flying around non-controlled aerodromes, and maintain a vigilant lookout for other aircraft and hazards.

More information

For more detailed information about radio procedures in non-controlled airspace, please access CASA's

Radio Procedures in Non-Controlled Airspace which can be found at www.casa.gov.au/nca

or view their webinar,

Operations at Non-Controlled Aerodromes, which can be found at <https://youtu.be/M-IAWx1s2Rw>.

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



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