PARAFIELD

TIPS FOR FLYING

Parafield Airport 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.

AERODROME ENVIRONMENT

Parafield's aerodrome environment includes:

- multiple runways
- 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
- circuit runways change between day and night and within controlled or CTAF operations.

AIRSPACE

Parafield's airspace features include:

- boarders with Class C airspace, Adelaide CTR, that includes fast-moving, heavy traffic to the south
- boarders with Edinburgh CTR and associated restricted and danger areas, with overlaying Class C steps to the north
- small C LL 1500 step to the north-west through which the inbound VFR route tracks
- Gawler area to the north-east with ultralight airspace activity

Parafield Airspace - cropped from Adelaide VTC, June 2022

- 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 to be 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 required prior to taxi anywhere on the manoeuvring area (i.e not the apron). For example, after landing, a taxi clearance is required to go anywhere on the aerodrome once you have vacated the runway.

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.

Make sure you include your intentions so that ATC can give you appropriate instructions.

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). At Parafield, this may include the overshoot/undershoot of some runways.

Current RWY incursion hot spots at Parafield are detailed in the DAPs in the AIP.

Please also visit CASA's 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 Book, GEN 3.4 - 12, 5.4.

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 GOLD THREE, RUNWAY ONE 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:

- 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 first tracking point or circuit leg that you are departing on
- your RWY number (when parallel RWY's 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".

'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.

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 a single engine light aircraft in front of you will need to be 600m 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 900m behind (as a guide, PF RWY 03R/21L is 1279m long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

Correct runway use

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.

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).

DEPARTURE AND ARRIVAL PROTOCOLS

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:

airservicesaustralia.com/aip

Common protocol procedures at Parafield include:

- neglecting the correct altitude on departure
  - SKI departures: the departure altitude is 1000ft
  - SUB departures: 1000ft, then climb to 1500ft from all runways except for RWY 03R, where you must climb to 1500ft in the first instance. Access ERSA for further details.
- not considering 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.

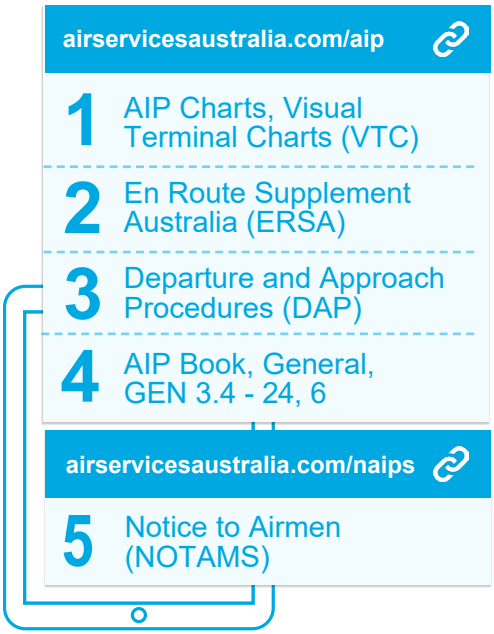
  Where helicopter operations have been advised via ATIS or ATC-directed transmission, fixed wing aircraft are to fly outside of the helicopter circuit as depicted in ERSA. Early crosswind or base turns may conflict with helicopters.

  Be aware that helicopters may track inbound from SKI to Parafield at 500ft.

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



YPPF

- ☐ 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.
- ☐ Ensure you are familiar with standard phraseology including those for aerodrome movements.
- ☐ Check NAIPS for relevant NOTAMS.

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

- 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, 6.
- Inform ATC immediately if you are unable to comply with any ATC instruction or clearance.

MORE INFORMATION

Allow us to support you by providing operational insights on airspace usage, to equip you for a safer flight.

For more safety-related information from Airservices Australia, please visit **www.bit.ly/pilotsafety.**

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