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CHAPTER 10 – RADIO BROADCAST CLASS D AIRSPACE

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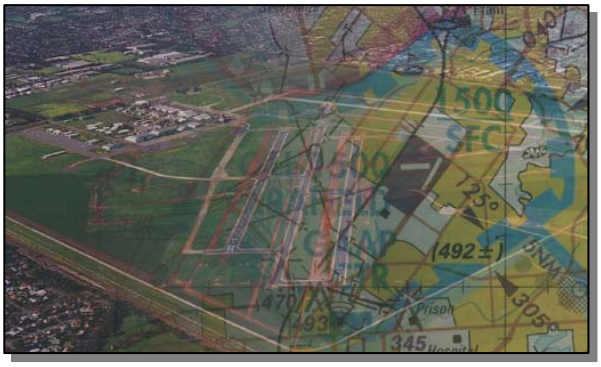
RADIO COMMUNICATION IN CLASS D CONTROL ZONE AERODROMES - PARAFIELD

10.1 Overview



When operating from a Class D Control Zone (CTR) aerodrome certain radio calls must be made. These radio calls are standardised, and the contents and sequence of each call must be memorised.

10.2 The Parafield ATIS Broadcast

The Parafield ATIS (Automatic Terminal Information Service) Broadcast is on radio frequency 120.9. The ATIS gives pilots information on the following:

a. The ATIS identifier (a letter of the phonetic alphabet) which identifies each particular ATIS.

b. Which runways are in use?

c. The radio frequencies to be used for operations on different runways.

d. The wind direction and strength / amount of crosswind on the runway.

e. The Visibility.

f. The amount of cloud and the height above the aerodrome (AGL).

g. The temperature.

h. The QNH altimeter setting.

Additional information may be added to the broadcast. Pilots should listen to the ATIS before starting engines and also after starting engines to ensure that the ATIS is still the same and has not been updated.

The Parafield ATIS is also broadcast on the Parafield NDB frequency, which is 416 kHz.

10.3 Radio Calls When Parafield Tower Is Operating

10.3.1 Start-up Radio Call on Parafield Ground Frequency

A radio call requesting start-up clearance is required for all aircraft planning to carry out circuit training.

10.3.2 Taxi Clearance

The following procedures were correct at the time of printing. However, JEPPS ATC and Airport Directory sections must be referred to for the latest information.

A taxi clearance is required to taxi on, or cross any taxiway, runway or undershoot / overshoot of any runway. The request for taxi clearance is to be made on 'Parafield Ground' frequency prior to commencing taxiing. However before making the radio call, pilots are required to:

a. Check that their radio receiver is functioning correctly

b. Obtain the current ATIS information

c. Ensure no one else is transmitting

While taxiing, maintain a continuous listening watch on the ground frequency when conducting ground operations on the manoeuvring area, as ATC may activate runways not nominated on the ATIS at any time.

Taxi calls must be made by all aircraft operating in Parafield CTR.

Note: at Parafield, taxi clearance is not required for Taxiway S and L.

10.3.3 Taxi Call

A taxi call must contain the following information and in the correct order as indicated below:

a. Aircraft type and call sign

b. Dual/Solo

c. Identification of ATIS received (Alpha, Bravo, etc.)

d. Location on aerodrome

e. The intentions of the pilot (for the training area, crosswind circuits etc)

f. The clearance required (request taxi)

.

Example:
Parafield Ground,
Diamond Star, Yankee November Charlie
Dual/Solo,
Received Alpha
FTA (Western, Southern or Eastern) Apron
For Western Training Area
Request taxi

10.3.4 Clearances on the manoeuvring area

During D Class CTR hours (when the tower is manned), an air traffic clearance is required for the following:

a. Taxi from the apron to a holding point or run-up bay.

b. Enter or cross any runway.

c. Cross the holding points on Taxiway Bravo for the two overshoots/undershoots of runways 08/26.

d. Taxi on or cross any taxiway except taxiways ‘S’ and ‘L’ and in the all aprons

- A clearance to a holding point entitles you to an en route run-up bay.
- Aircraft in the run-up bay must give way to aircraft on the taxiway.
- If cleared to a run-up bay, further clearance must be obtained to a holding point.

10.3.5 The 'Ready' call

The 'Ready' call is made at the Holding Point of the departure runway. The pilot changes to the 'Parafield Tower' frequency (118.7 or 124.6) prior to calling "Ready" for circuits or Training Area flights. Western Training Area Flights depart using the frequency 118.7.

When an aircraft is approaching the Hold Point and is next in line for take-off, the pilot should call "Ready" on the appropriate Tower frequency (118.7 or 124.6) notifying the following:

a. Aircraft call sign

b. The runway and

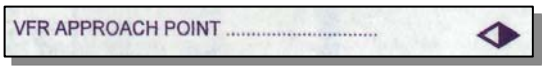
c. Intentions.

Example: *(Aircraft going to the Western Training Area. This call is made to Parafield Tower on frequency 118.7)*

Parafield Tower
Yankee November Charlie (call sign)
Ready
Runway 21 Right
St Kilda Departure

10.3.6 Reporting 'Inbound'

When entering or returning to a D Class CTR, pilots should make an 'inbound call' at the VFR approach point. When inbound to Parafield from the Training Area, the VFR approach point is Outer Harbour. The symbol for a VFR approach point is marked on the VTC with a purple diamond.



Prior to reaching the VFR Approach Point, the pilot should listen to the ATIS to obtain the airport information.

He or she should then change from the 'Adelaide Centre' frequency (130.45) which has been monitored while in the Western Training Area, to the 'Parafield Tower' frequency (118.7) before making the 'inbound call'.

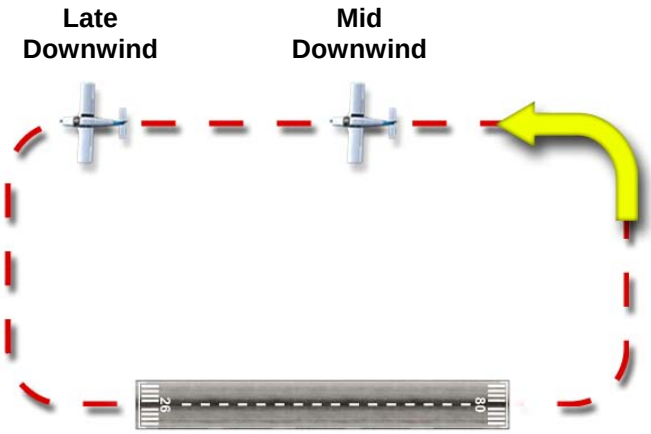
When making an 'Inbound' Call, pilots should give the following information and in the correct order as follows:

a. Aircraft type and Call sign
b. Position
c. Level
d. ATIS code received and
e. Intentions i.e. 'Inbound for circuits / fullstop, etc.

Example:
Parafield Tower,
Diamond Star, Yankee November Charlie,
Outer Harbour,
1,500,
Received Delta,
Inbound (for circuits, two circuits, etc)

10.3.7 On The Downwind Leg

When operating in a D Class CTR aerodrome circuit like Parafield a 'Downwind' call is mandatory (must be made) unless otherwise instructed. If the radio is busy, pilots may have to wait until the mid-downwind or late downwind position to make their 'Downwind' call.



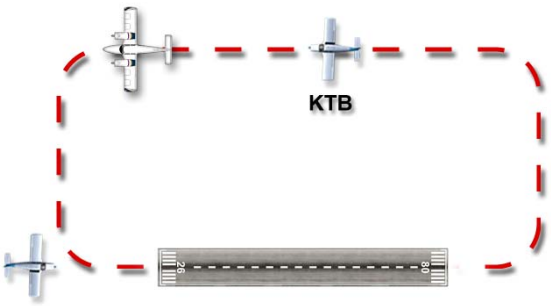
If possible, the 'downwind' call is made during the turn onto downwind leg / starting the downwind leg.

Example 1:
Yankee November Charlie
Downwind
Touch and go

Example 2:
Yankee November Charlie
Mid-downwind
Full stop

Example:
Pilot: Kilo Tango Bravo
Mid-downwind
Full stop

ATC: Kilo Tango Bravo, You are currently number three. Follow the twin ahead of you on late downwind



10.3.8 When Parafield Tower is closed

When the tower is closed (not manned), the Parafield CTR is deactivated and Parafield becomes a CTAF (Common Traffic Advisory Frequency) aerodrome. Parafield is also a Certified Aerodrome. Aircraft are not allowed to operate at a Certified (Registered or Military) CTAF Aerodrome unless the aircraft is equipped with a radio and is also required to make all the recommended calls.

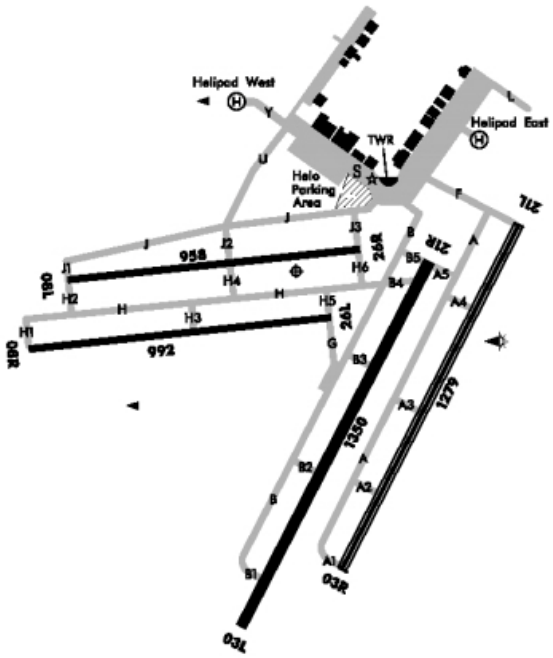
When the tower is closed (CTR deactivated) pilots are to carry out the following:

a. Make all of the recommended broadcasts (radio calls) unless operational considerations preclude them from doing so as listed below.

b. No ATIS is available but pilots can listen to the ATIS for Adelaide airport (on radio frequency 134.5) to obtain the local Adelaide QNH.

c. Pilots provide their own separation (safe distance between aircraft) by communicating with each other.

d. Pilots must monitor (listen to) and broadcast on radio frequency 118.7 during all operations at and in the vicinity of (near) the aerodrome.



During Class D CTR hours (tower open) the following runways are available:

- 08L / 26R and 08R / 26L
- 03L / 21R and 03R / 21L

However, during CTAF hours (tower closed) the following runways are available:

- During daylight hours:
  - 08 R / 26L and
  - 03L / 21R
- During the hours between last light and beginning of daylight only:
  - 03L 21R only is available as it is the only runway with runway lighting.

The recommended broadcasts which should be made when the tower is closed at Parafield are detailed in JEPPS ATC – ‘Operations in class “G” airspace and ‘Summary of Broadcasts – all Aircraft at Non-towered Aerodromes’.

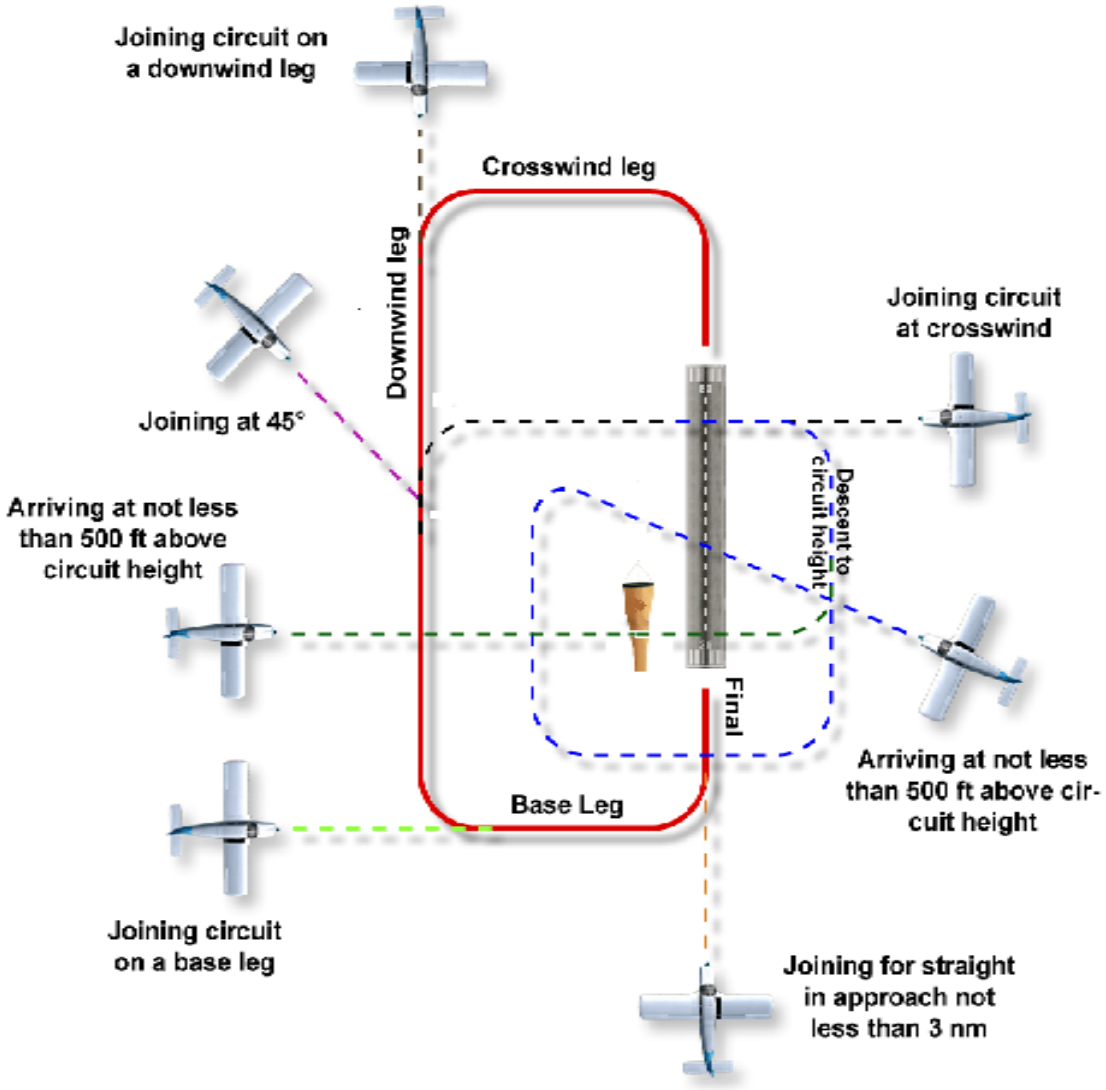
10.4 Operating At Non-Towered Aerodromes

The circuit heights to be flown by different categories of aircraft operating at non-towered aerodromes are listed below.

	High performance (Jets, turboprops) aircraft with a downwind speed more than 150 KT	1,500 FT AGL (above ground level)
	Medium performance (single and twin engine piston engine and high performance ultralight) aircraft approximately 55 – 150 KT	1000 FT AGL
	Low performance (Ultralights with a maximum speed of 55 KT) aircraft helicopters.	500 FT AGL

10.4.1 Joining the Circuit at Non-Towered Aerodromes

Aerodrome traffic circuit showing arrivals and joining



Note:

1. When joining a circuit and uncertain of the circuit direction, it is recommended to carry out the overhead join to check out the circuit direction and then descend on the dead (non-active) side and join the circuit on the mid-field crosswind leg.
2. When joining on the live (active) side, it is recommended to join at circuit height on mid-downwind or early downwind if the circuit direction is known.
3. Joining for a Straight-in Approach or on base, although it is not prohibited, it is not a recommended procedure.

10.4.2 Departing the Circuit at Non-Towered Aerodromes

When departing from the aerodrome circuit area, aircraft should depart by extending one of the standard circuit legs and continue climbing above the circuit.

However, an aircraft should not execute a turn opposite to the circuit direction unless the aircraft is well outside the circuit area and no traffic conflict exists.

- This will normally be at least 3 NM from the departure end of the runway.
- The distance may be less for aircraft with high climb performance.
- The distance should be based on pilots being aware of traffic and the ability of the aircraft to climb above and clear of the circuit area.

Note: Pilots of departing aircraft should be aware of traffic intending to join the circuit by the recommended overfly procedure as they can be 2000 FT AGL or higher.

Caution: Outside Class D CTR hours when Parafield is a CTAF (non-towered) aerodrome, do not continue climbing above 1,500 feet when departing, unless clearance has been obtained from Adelaide Approach to enter controlled airspace C above Parafield.

10.5 Summary of Recommended Broadcasts

(Radio calls which should be made at non-towered aerodromes)

A pilot must make a broadcast whenever it is reasonably necessary to do so to avoid a collision, or the risk of a collision, with another aircraft. A broadcast must include:

The name of the aerodrome

The aircraft's type and call sign; and

The position of the aircraft and the pilot's intentions.

Effective radio communication involves using standard aviation phraseology as detailed in the Flight Radiotelephone Operator Licence (FROL) syllabus and in Jepps / AIP. Pilots are expected to maintain a listening watch and respond appropriately to applicable transmissions.

When operating in the vicinity of a non-towered aerodrome, it is expected that all pilots would make the following minimum positional broadcasts from aircraft that carry a VHF radio:

10.5.1 Circumstances/Broadcasts in the vicinity of non-towered aerodromes

Item	Circumstance (Non-Towered Aerodromes)	Pilot's Radio Broadcasts
1	The pilot intends to take off.	Immediately before, or during, taxiing
2	The pilot intends to enter a runway.	Immediately before entering a runway.
3	The pilot is inbound.	10 NM or earlier from the aerodrome, commensurate with aircraft performance and pilot workload, with an estimated time of arrival (ETA) for the aerodrome
4	The pilot is ready to join the circuit.	Immediately before joining the circuit.
5	The pilot intends to carry out a straight-in approach; or Join on base leg.	On final approach at not less than 3 NM from the threshold. Prior to joining on base
6	The pilot intends to fly through the vicinity of, but not land at, a non-towered aerodrome.	When the aircraft enters the vicinity of the aerodrome (as defined).

10.5.2 Radio broadcasts

Where it is determined there is a potential for traffic conflict, radio broadcasts should be made as necessary to avoid the risk of a collision or an airprox event. A pilot should not be hesitant to call and clarify the other aircraft's position and intentions if there is any uncertainty; and

It is essential to maintain a diligent lookout because other traffic may not be able to communicate on the radio for various reasons—they might be tuned to the wrong frequency, selected the wrong radio, have a microphone failure, or have the volume turned down.

10.5.3 Standard Broadcast Format for Low and Medium Performance Aircraft

Format is as per the following example:

- Location Traffic
- Aircraft Type
- Call sign
- Position/Intentions
- Location.

Renmark Traffic

Diamond Star

Yankee November Charlie

One zero miles north, inbound, on descent through four-thousand two-hundred, estimating the circuit at three-six

Renmark