



DOCUMENT
GSM-AUS-CPL.006

DOCUMENT TITLE
AIR LAW 1 (AUS)

CHAPTER 6 – OPERATIONS AT PARAFIELD

Version 2.2
May 2017

This is a controlled document. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form, or by any means, electronic, mechanical, photocopying, recording or otherwise, without prior permission, in writing, from the Chief Executive Officer of Flight Training Adelaide.

CONTENTS

CHAPTER 6: OPERATIONS AT PARAFIELD	3
6.1 AIRSPACE AROUND PARAFIELD AND ADELAIDE.....	3
6.1.1 The Airspace East of Parafield and Adelaide Airports	3
6.2 THE PARAFIELD TRAINING AREA (WEST).....	5
6.3 CLASS OF AIRSPACE.....	6
6.4 LANDMARKS AND TOWNS.....	6
6.4.1 Bolivar Strobe.....	6
6.4.2 Saint Kilda	7
6.4.3 Two Wells.....	7
6.4.4 Lower Light.....	7
6.4.5 Dublin	7
6.4.6 Long Plains.....	8
6.4.7 Aerial Farm.....	8
6.4.8 Gawler and Light Rivers	8
6.4.9 Outer Harbor (OHB)	9
6.5 RESTRICTED AND DANGER AREAS IN AND NEAR THE PARAFIELD TRAINING AREA	9
6.5.1 Danger Areas	10
6.5.1.1 D280	10
6.5.1.2 D220	10
6.5.1.3 Lane of Entry	10
6.5.2 Restricted Areas.....	11
6.5.2.1 R234, R255 and R265A	11
6.5.2.2 R292A	11
6.5.2.3 R292B, R292C, and R292D	11
6.5.2.4 R231	12
6.5.2.5 R221	12
6.5.2.6 R298	13
6.5.3 Upper Limits of Parafield Training Area	13
6.5.3 Upper Limits of Parafield Training Area	14
6.6 REMAINING CLEAR OF DANGEROUS ACTIVITIES IN AND AROUND THE PARAFIELD TRAINING AREA	14
6.6.1 Restricted Areas R292B, C and D.....	14
6.6.2 Restricted Area 265A.....	15
6.6.3 The Parachute Drop Zone at Lower Light	15
6.7 LOST PROCEDURE IN THE TRAINING AREA.....	16
6.7.1 If over Land:	16
6.7.2 If over the Sea:	16
6.8 ENTERING PARAFIELD CTR FROM OUTER HARBOUR	17
6.8.1 Circuit Joining Instructions	17
6.8.1.1 Join Upwind	17
6.8.1.2 Overfly	17

CHAPTER 6: OPERATIONS AT PARAFIELD

6.1 Airspace around Parafield and Adelaide

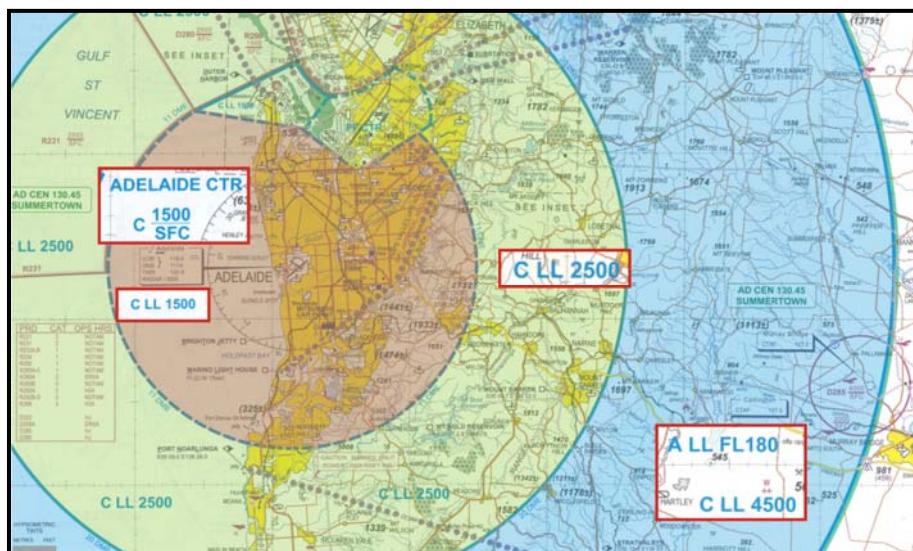
6.1.1 The Airspace East of Parafield and Adelaide Airports

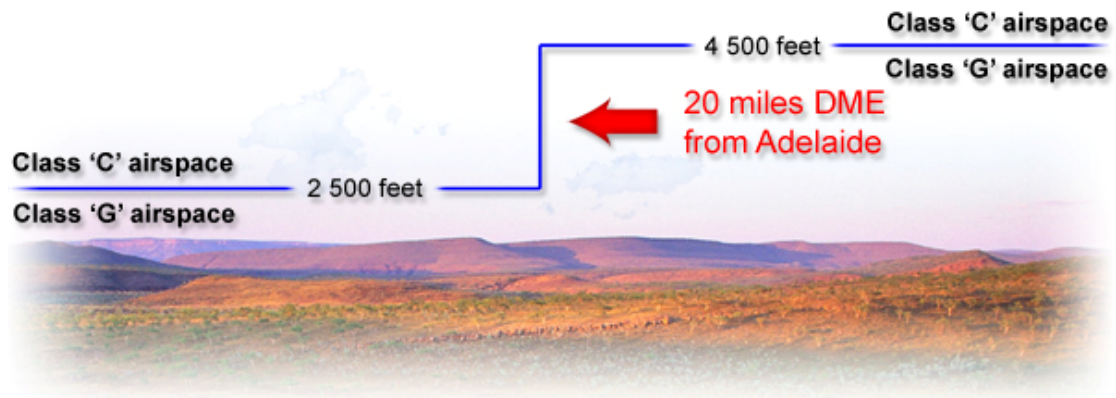
Refer to your **VTC/VNC** charts to see and learn the meanings of the abbreviations listed below.

CTR	Control Zone
LL	Lower Limit
C	Class C airspace
A	Class A airspace
DME	Distance measuring equipment (distance in nautical miles from Adelaide airport)

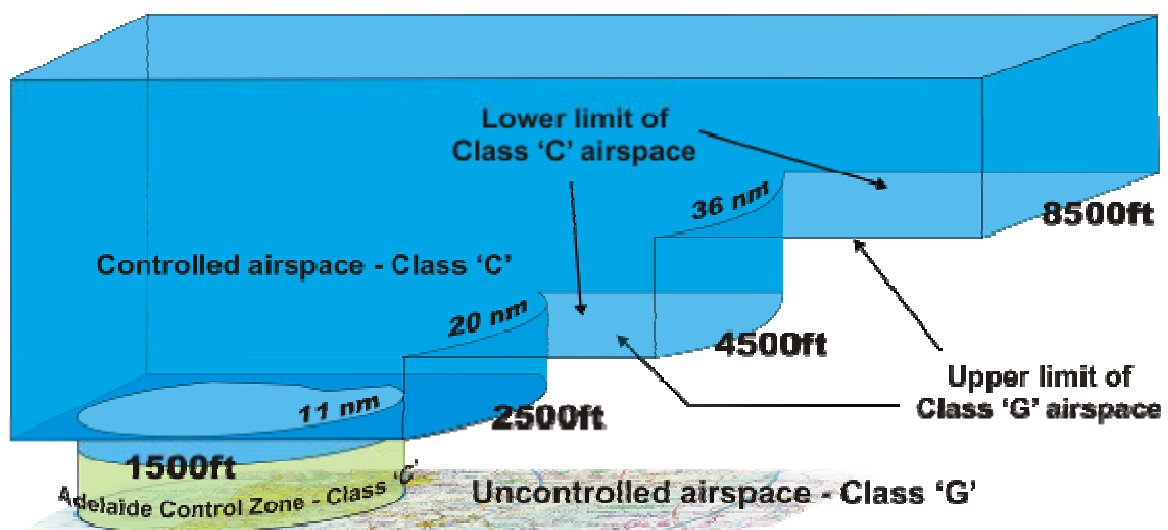
Use your current VTC and VNC as you read the following information

- The Control Zone (CTR)** around Adelaide Airport is **Class C** airspace.
- The Lower Limit (LL)** of the Adelaide Control Zone (CTR) **is the surface (SFC)**
- At a distance of 11 miles east from Adelaide Airport there is a **step up** in the lower limit of controlled airspace (Class **C**). The lower limit of Class C airspace now becomes 2,500 feet AMSL (above mean sea level).
- Above Class **C** airspace (Flight Level 180 or 18,000 feet) is Class **A** airspace
- Below the controlled airspace east of Adelaide is Class **G** airspace. The lower limit of Class **C** airspace is the upper limit of Class **G** airspace.





East of Parafield (outside of the Class D Control Zone)

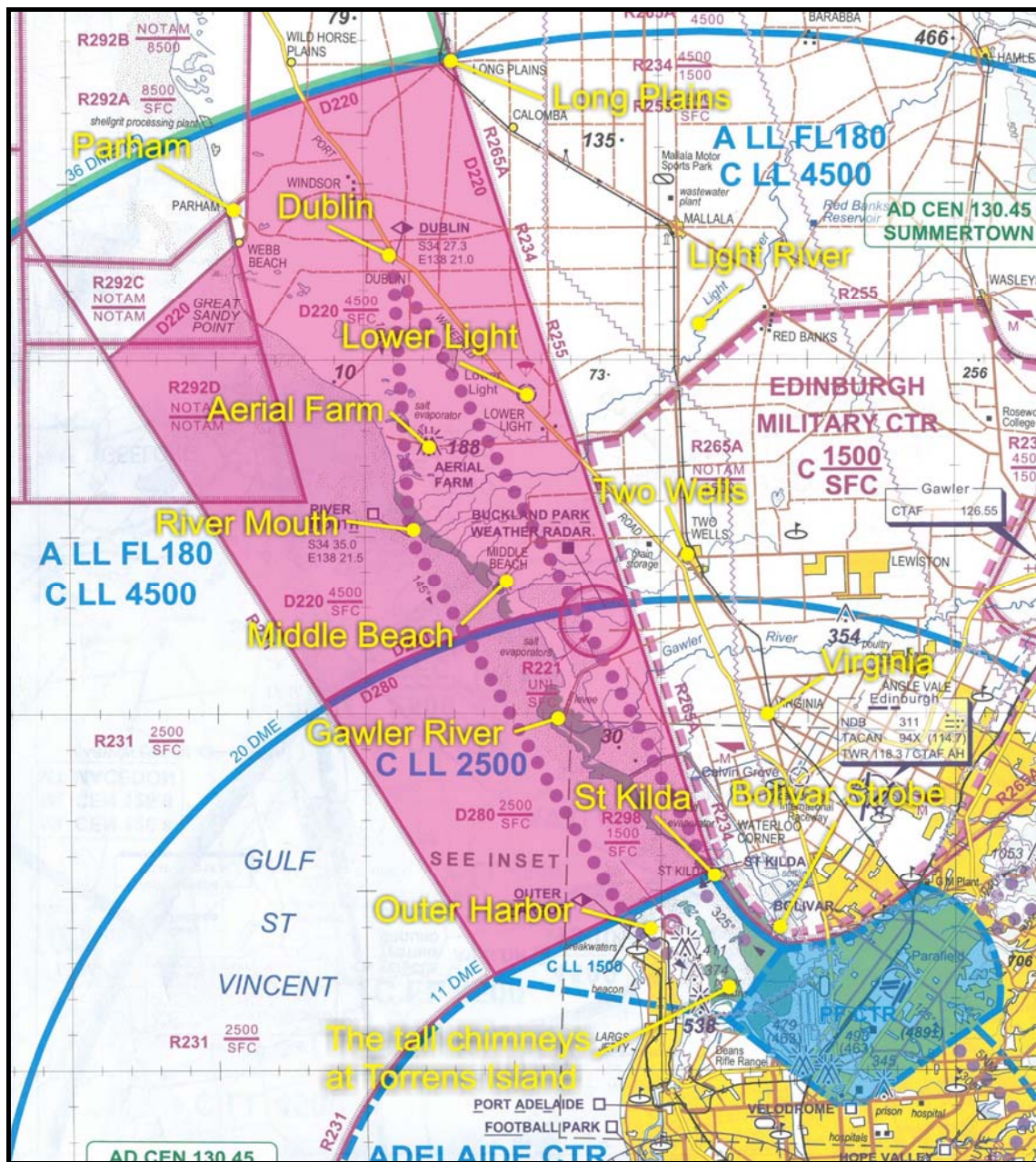


East of Adelaide airport

6.2 The Parafield Training Area (West)

Use your current VTC and VNC as you read the following information

The red highlight part marks the Parafield Training Area.



6.3 Class of Airspace

The Parafield Training Area West consisting of Danger areas **D280** (southern part) and **D220** (northern part) is Class **G** (uncontrolled) airspace and is below the Class **C** airspace. All training takes place in this area during daylight hours.

While operating in the Training Area, all aircraft should monitor (listen to) the Adelaide Centre Frequency, **130.45 MHz**.



6.4 Landmarks and Towns

Pilots must learn the names and positions of places in the Training Area and around the boundary of the Training Area so that they do not accidentally enter either Adelaide controlled airspace or Edinburgh military controlled airspace, which lie on either side.

The main towns and features in and around the Parafield Training Area are listed below.

6.4.1 Bolivar Strobe

This white flashing light on the ground marks the southern boundary of the Edinburgh Military Control Zone (CTR). Pilots must track south of the 'Strobe' when flying to and from the training area.



6.4.2 Saint Kilda

After passing this small fishing village when flying outbound (away from Parafield), pilots can start to climb above 1,000 feet.

6.4.3 Two Wells

This town is outside the Training Area and inside the Military CTR. Aircraft should pass at least two miles west of Two Wells.

6.4.4 Lower Light

This is a small town on the Princes Highway. More importantly, there is an airfield at Lower Light which is used for parachute jumping. Pilots must be very careful to stay away from this area when parachute jumping is taking place.

**6.4.5 Dublin**

This is the biggest town in the Training Area. It is about 5NM north west of Lower Light.



6.4.6 Long Plains

Long Plains marks the north eastern corner of the Training Area. There is a white silo at Long Plains which is easy to see at a distance.



6.4.7 Aerial Farm

This place is easily identified because there is a tall radio aerial there.



6.4.8 Gawler and Light Rivers

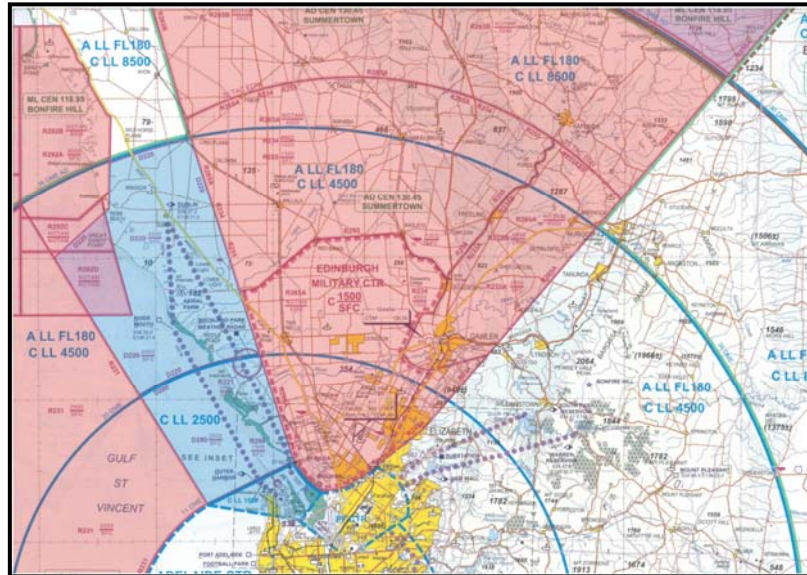
There are two rivers which cross the training area. They are the Gawler River and the Light River. Both are often dry. They can be easily recognised by the rows of trees that grow along the sides of each river.

6.4.9 Outer Harbor (OHB)

OHB is the VFR Approach Point when pilots are inbound (returning or flying towards) Parafield (a Class D CTR) from the west. It is marked with a purple semi-hollow diamond symbol.



6.5 Restricted and Danger Areas in and near the Parafield Training Area



In and near the Training Area there are several Danger and Restricted Areas. **Danger Areas** are prefixed with the letter **D** and **Restricted Areas** are prefixed with the letter **R**. The boundaries of Restricted and Danger Areas are marked on the VTC with magenta (dark red) lines. The Restricted Area lines have internal hatchings while the Danger Area lines do not.

The Parafield Training Area is dangerous because of the large number of training aircraft operating there. Many other aircraft follow the **VFR Routes** which pass through the Training

Area. **VFR Routes** are shown on the VTC as rows of purple dots. Transiting aircraft track outbound from St Kilda, and inbound via Outer Harbour.

6.5.1 Danger Areas

Use your current VTC and VNC as you read the following information

6.5.1.1 **D280**

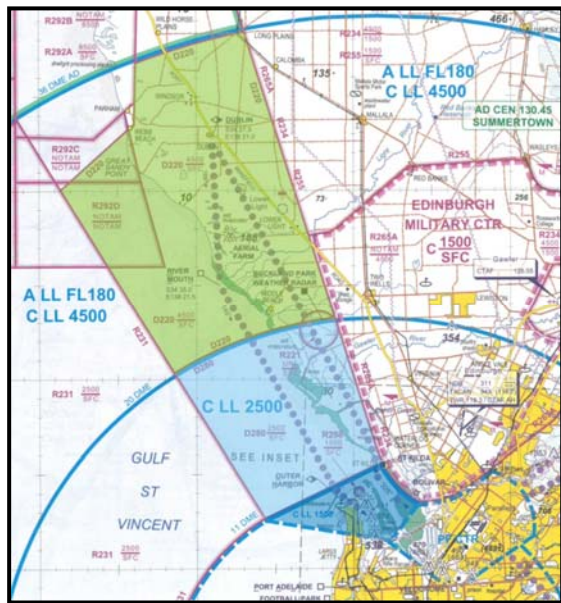
D280 is both a transit area for aircraft arriving at and departing from Parafield and for flying training during daylight hours and occupies airspace from the surface to 2,500 feet (which is also the lower limit of Class C airspace above). It is the southern part of the Parafield Training Area.

6.5.1.2 **D220**

D220 is both a transit area for aircraft arriving at and departing from Parafield and for flying training during daylight hours and occupies airspace from the surface to 4,500 feet (which is also the lower limit of Class C airspace above). It is the northern part of the Parafield Training Area.

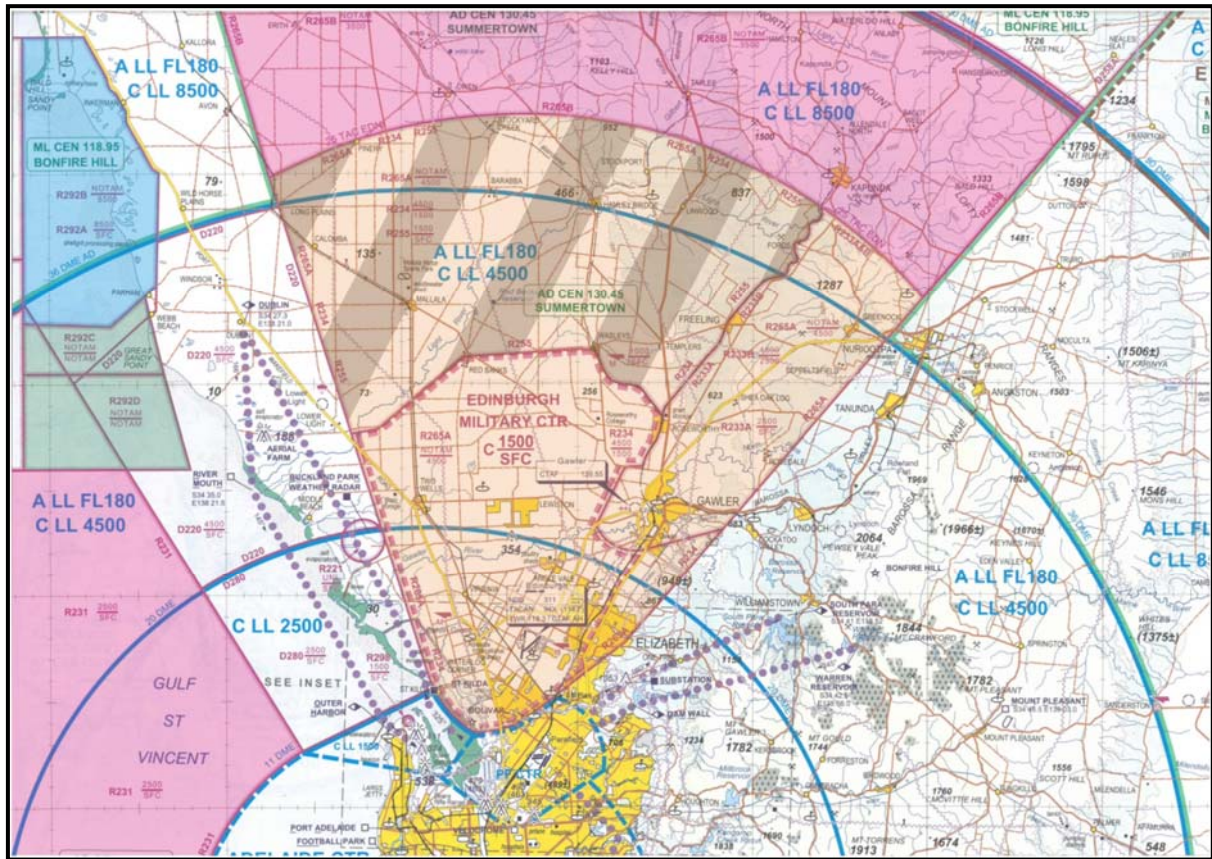
6.5.1.3 **Lane of Entry**

The area between **St Kilda, Bolivar Strobe, west of Parafield CTR, north of Adelaide CTR and south of D280** is a **Lane of Entry** (LOE) for aircraft arriving at and departing from Parafield and occupies airspace from surface to 1,500 feet. LOEs are established to permit passage to and from specified Class D CTR without entering an adjacent Class C or Military CTR.



6.5.2 Restricted Areas

Use your current VTC and VNC as you read the following information

6.5.2.1 **R234, R255 and R265A**

R234, **R255** and **R265A** all lie to the east of the Parafield Training Area. They are used for military flying operations.

6.5.2.2 **R292A**

R292A which shares the north-western boundary of the Parafield Training Area is used for army artillery firing and military flying. It is permanently (always) active. Pilots are not allowed to fly in this area.

6.5.2.3 **R292B, R292C, and R292D**

R292B, **R292C**, and **R292D** are also all used for army artillery firing practice and military flying. Pilots are advised by NOTAM when these areas are active (being used). When it is active, no flying is allowed in the areas.

When **R292A**, **B**, **C** and **D** are active, pilots in the Training Area operating north of the Light River, are advised to remain at least one nautical mile inland of the coast.

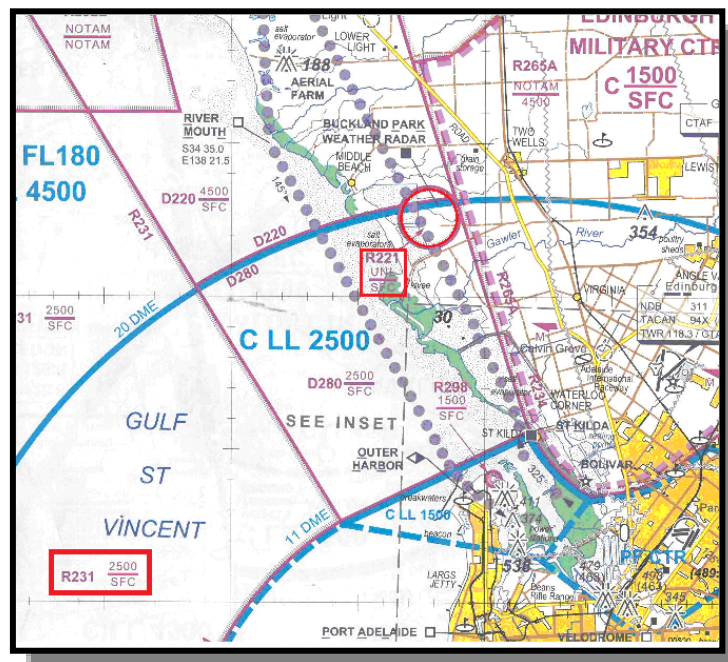
6.5.2.4 **R231**

R231 is used for military flying. It occupies airspace from the surface to 2,500 feet (Class G airspace). It is activated by NOTAM and is normally active from Monday to Friday (except public holidays) between Sunrise to Sunset.

6.5.2.5 **R221**

R221 is a small circular Restricted Area called Buckland Park LiDAR. (Light Detection and Ranging).

Interception of any part of the LiDAR beam by the eyes will result in severe, instantaneous and permanent visual impairment.



Hours of activation: 2100 to 0500 local.

Method of activation: NOTAM,

Lateral limits: 1NM radius centred at S34 37 21.9 E138 27 45.9.

Vertical limits: surface to unlimited.

Controlling Authority: Airservices Australia

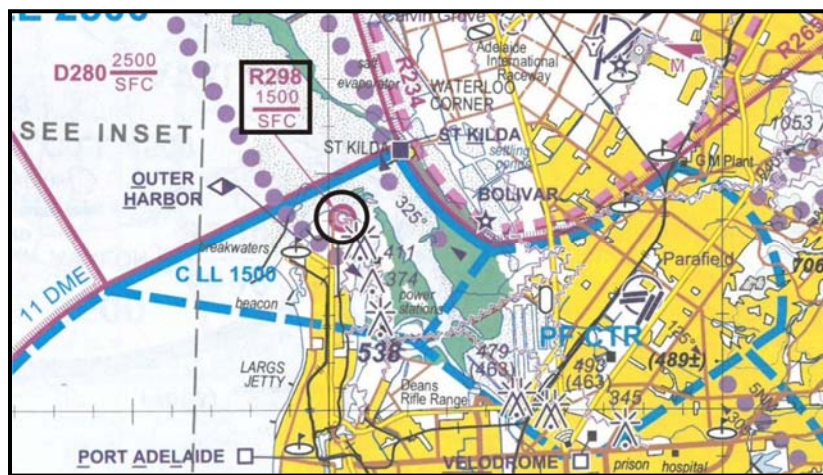
Danger: Ocular hazard.

Technical details: This instrument is collocated with the existing weather radar equipment at Buckland Park. This LiDAR is used to measure atmospheric temperature, wind and dynamical processes with high spatial and temporal resolution from 10 to 110 km altitudes by directing pulses of visible laser light into

the sky. The beam has maximum horizontal width of 0.03M at its base, which increases to less than 0.8M at FL500. The beam is visible at night and appears as a green line. Scattered light from the beam is not an optical hazard, nor will the beam cause structural damage to aircraft

6.5.2.6 **R298**

R298 is a small circular (0.25NM radius) restricted area above Pelican Point Power Station near Outer Harbour to the north east. It is dangerous because of a hot plume (current) of air which rises above the power station. R298 extends from the surface to 1,500 feet. Flying is not allowed (permanently) in R298 as the power station could be fired up at any time.

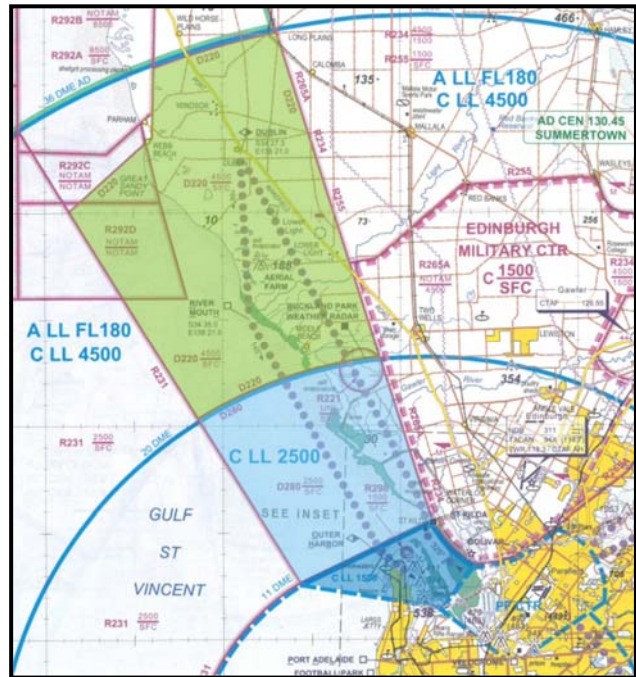


6.5.3



Upper Limits of Parafield Training Area

The upper limits of the Parafield Training Area are 2,500 feet (**D280**) for the southern part and 4,500 feet (**D220**) for the northern part. The upper limits of **D280** and **D220** are also the lower limits of Class C airspace above them.



6.6 Remaining Clear of Dangerous Activities in and around the Parafield Training Area

While operating in the Parafield Training Area, pilots must remain aware of the need to monitor the status of dangerous activities.

6.6.1 Restricted Areas R292B, C and D

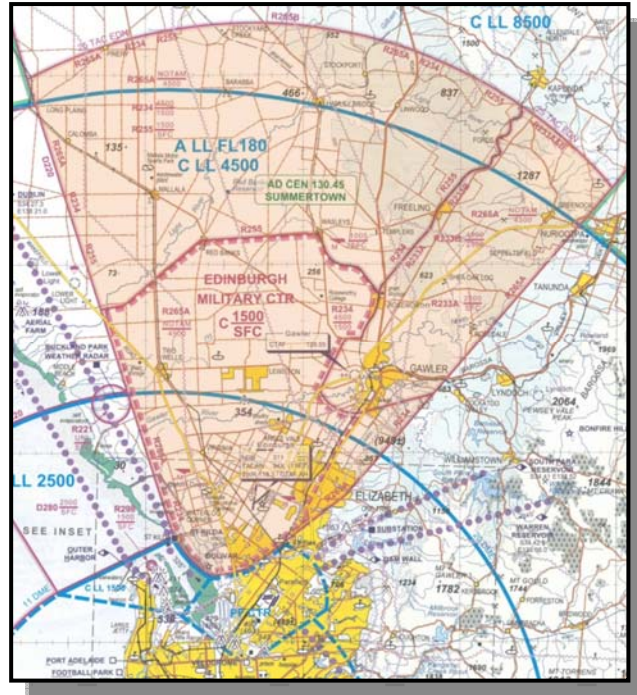


Restricted areas **R292B**, **C** and **D** are used for military artillery firing and military flying. Pilots are advised by NOTAM when they are active. It is very important to

check current NOTAMs before departing on each flight. NOTAMs are available in the Operations area at the College. When **R292B**, **C** and **D** are active, pilots flying north of the aerial farm are advised to remain at least one nautical mile inland of the coast (do not fly in Area 'A' marked on the diagram on the right). When these areas are not active, NOTAMs will advise that there are 'No current NOTAMs for the PORT WAKEFIELD AIRSPACE'.

6.6.2 Restricted Area 265A

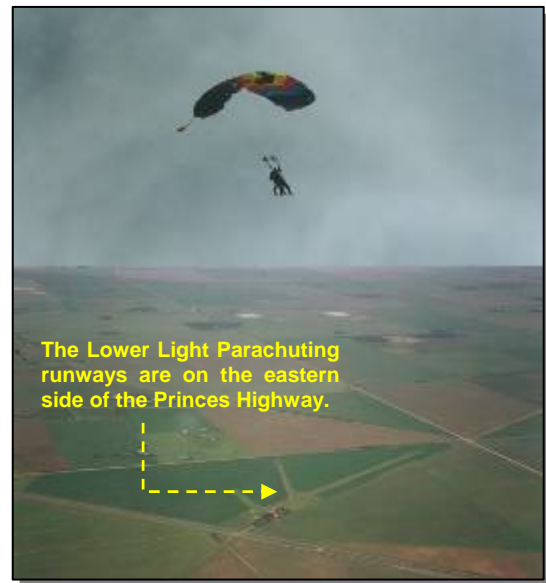
Restricted Area 265A is along the eastern boundary of the Parafield Training Area. It is the Military Control Zone for the air force base at Edinburgh and it may contain heavy transport aircraft, helicopters or fast military jets. Pilots operating in the Training Area must be very careful to not accidentally fly past the eastern boundary of the Parafield Training area and into the military airspace.



6.6.3 The Parachute Drop Zone at Lower Light

Parachutists may jump in this area on any day of the week, but must always be expected on weekends and public holidays. Parachutists jump from as high as 12,000 feet.

When parachutists are using the Drop Zone at Lower Light, all pilots in the Training Area or flying through the Training Area, are advised to remain at least two nautical miles away from the Lower Light Airfield (do not fly in Area 'B' in the diagram on page 12 of 15). Pilots will know when parachuting is going to occur, by monitoring the Adelaide Centre Frequency on 130.45.



They will hear the pilot of the parachuting aircraft advising all aircraft in the Training Area that parachuting operations are about to commence. The pilot will

also request an airways clearance from Adelaide Approach before climbing above 4,500 feet.

When Romeo **292A, B C** and **D** are active AND parachuting is in progress at Lower Light, It is wise for training pilots to remain south of the Light River when doing solo practice.

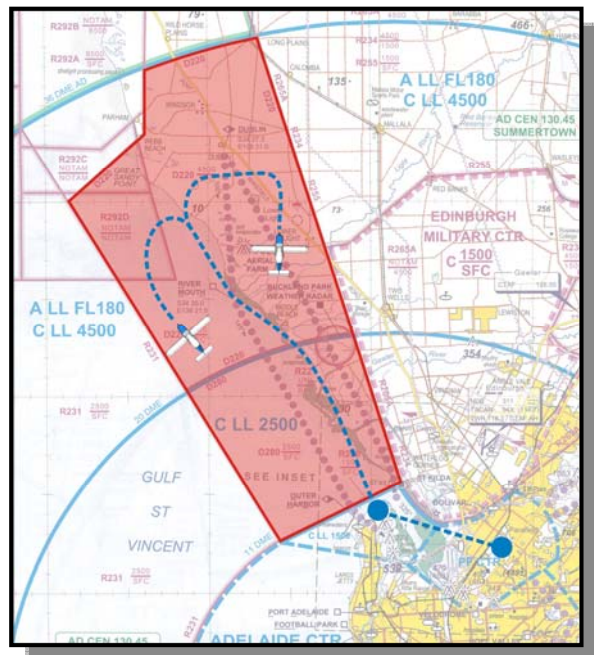
6.7 Lost Procedure in the Training Area

6.7.1 If over Land:

Synchronise the Direction Indicator with the Compass (make sure they are reading the same) and then turn onto a heading of 270°M.

6.7.2 If over the Sea:

Synchronise the Direction Indicator with the Compass and then turn onto a heading of 090°M.



Then:

Outer Harbour

- When you see the coastline, turn south and follow the coast until you can see **Outer Harbour**.
- At **Outer Harbour**, turn onto a heading of 100°M and look out for **Parafield Aerodrome** ahead of you.

6.8 Entering Parafield CTR from Outer Harbour

On making your inbound radio call at Outer Harbour, Parafield ATC will give you one of the following three instructions:

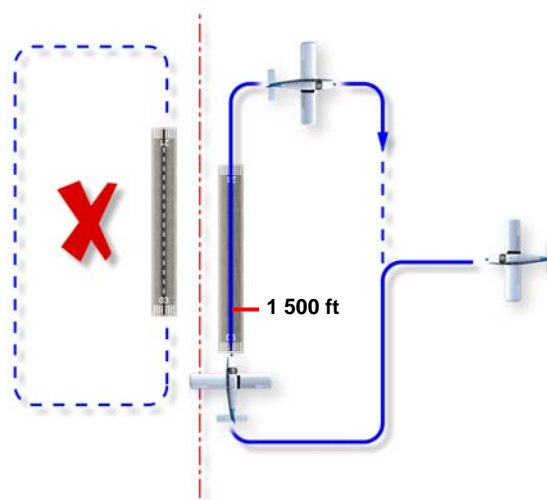
6.8.1 Circuit Joining Instructions

ATC will nominate the runway to use and where to join the circuit pattern. They will also give you information about other aircraft in the circuit. Maintain 1500 feet until you are cleared to descend to circuit altitude of 1000 feet.

6.8.1.1 Join Upwind

When ATC has decided which runway is to be used, but due to excessive circuit traffic they are unable to fit you into the circuit, they will give you instructions to join upwind. This means:

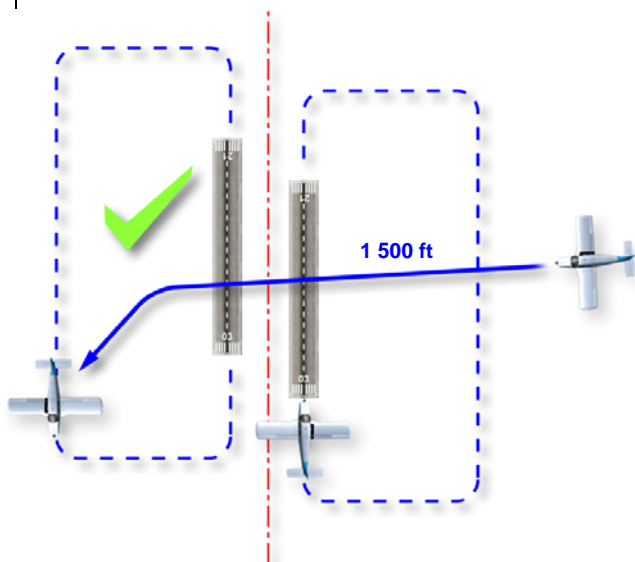
- i. Maintain 1500 feet.
- ii. Track upwind over the runway centreline.
- iii. Stay clear of the opposite circuit if parallel runways are in use.
- iv. Await a sequencing instruction before descending to circuit height.



6.8.1.2 Overfly

When the ATC wants you to arrive overhead the aerodrome before deciding which runway to use, they will give you instructions to overfly. This means that you should:

- i. Maintain 1500 feet
- ii. Arrive over the aerodrome at this height
- iii. Make sure you do not enter the circuit pattern
- iv. You may fly over the opposite circuit if parallel runways are in use
- v. You must await a circuit entry instruction for a particular runway before descending to circuit height.





The Class D VFR Reporting Point from the northwest is 1,500 feet over the top of the big cranes at Outer Harbor.