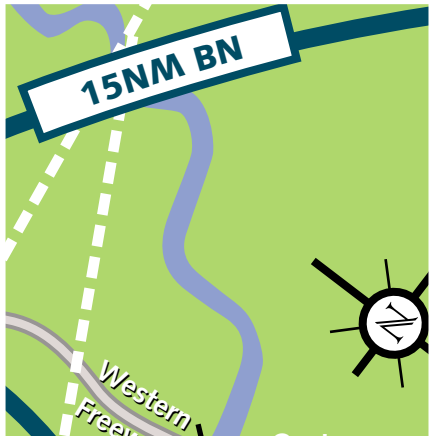
Archerfield

Visual Pilot Guide

Fixed Wing

Civil Aviation Safety Authority Australia



Issued August 2001

ARCHERFIELD VISUAL PILOT GUIDE

The Archerfield Visual Pilot Guide (VPG) is an aid for pilots to use when flying into, out of and around Archerfield Aerodrome. It is an aid for both planning and conducting your flight.

This guide was developed with the assistance of operators based at Archerfield aerodrome.

Updates for the VPG are available on the CASA web site: **www.casa.gov.au** or **www.flyingaustralia.com** or from CASA Aviation Safety Promotion on phone 131 757.

For comments and suggestions on improving this aid contact:

Andrew Warland-Browne
CASA Aviation Safety Promotion

Telephone 131 757
Facsimile 07 3842 2590
Email browne_a@casa.gov.au

Mainly includes GAAP procedures, but MBZ operations are included where applicable

CIVIL AVIATION SAFETY AUTHORITY AUSTRALIA

CONTENTS

This Pilot Guide must be used in conjunction with current operational charts, documents and NOTAMs
Contains information valid July 2001.

Type		Registration	
Best rate of climb speed			kts
Best angle of climb speed			kts
Normal climb speed			kts
Best glide speed - Heavy			kts
Best glide speed - Medium			kts
Best glide speed - Light			kts
Stall speed 0° Flap			kts
Full Flap			kts
Short field take-off speed			kts
Short field landing speed			kts
Flapless landing speed			kts
Normal landing speed			kts
Maximum gear extension speed			kts
Vfe (flap extension speed)			kts
Fuel capacity (usable)			litres
Fuel flow (65% power)			litres/hr
Fuel flow (75% power)			litres/hr
Basic empty weight			kg
Maximum take-off weight			kg
Maximum baggage weight			kg

Are you safe to fly?

I	llness	*Are you physically well?*
M	edication	*Are you free from the effects of drugs?*
S	tress	*Are you free from significant stress?*
A	lcohol	*Are you free from the effects of alcohol?*
F	atigue	*Are you adequately rested?*
E	ating	*Have you eaten properly to work effectively?*

Don't fly if you are not safe!

CURRENT

Medical?

NO → **Don't fly solo**

YES ↓

Flight Review?

NO → **Complete before flying-in-command**

YES ↓

Maps/Charts?

NO → **Obtain before Flight Planning**

YES ↓

Weather forecast/NOTAM

NO → **Obtain forecast**

Help Desk	1800 801 960
Briefing	1800 805 150
Dectalk	1800 805 150
NAIPS	019 8304 767 *Direct Dial*
Website:	www.airservices.gov.au

THEN ↓

YES ↓

FLIGHT PLAN

- **Choose suitable route and complete calculations**

  e.g. heading, groundspeed, ETI, etc...
  (refer to back section of Airservices Flight Plan form – stock number 88436.0)

  Check CTA and Restricted Area boundaries

- **Appropriate height**
- **Flight fuel**
- **Last light**
- **Weight and Balance calculations**
- **Take-off and landing performance**
- **Survival equipment**

YES ↓

YES

SARTIME flight or CTA

NO

Leave flight note with a responsible person

YES

THEN

SUBMIT FLIGHT NOTIFICATION FORM:

Fax 1800 805 150
Briefing 1800 805 150
NAIPS 019 8304 767
Direct Dial
Radio to ATS on appropriate frequency

YES

CHECK AIRCRAFT AND PERSONAL DOCUMENTS

Are you carrying

- Pilot's licence
- Medical
- Aircraft flight manual
- Aircraft maintenance release

YES

Plan for Contingencies

- Deteriorating weather
- Radio failure
- Diversions
- Departure procedures (eg. "clearance not available, remain OCTA")

YES

AIRCRAFT PRE-FLIGHT INSPECTION

- Daily inspection or pre-flight inspection as per pilot operating handbook
- Maintenance release signed
- FUEL. Check for water contamination, quantity and correct grade

TIME IN YOUR TANKS

PRE-FLIGHT PLANNING

- Determine total fuel capacity and usable fuel (refer Aircraft Flight Manual).
- Determine fuel consumption rates (refer Pilot's Operating Handbook).
- Familiarise yourself with the aircraft's fuel systems.
- Check fuel availability enroute (note suppliers and operating hours).
- Plan to arrive with all fuel reserves intact – never plan to use fixed or variable reserve fuel.
- Weight versus fuel. Keep in mind that you may not be able to carry full tanks.
- Check weather to determine holding and/or alternate fuel requirements.

PRE-FLIGHT INSPECTION

- Try to refuel on level ground to avoid inaccurate fuel measurements and unwanted fuel transfer.
- Dip each tank to check the amount of fuel. If a tank cannot be dipped, fill at least one tank (weight permitting) so there is a known fuel quantity.
- Cross-check fuel amounts by at least two separate methods. Use the lowest figure if they vary by more than 3% (mandatory for aircraft with MTOW in excess of 5700kg).
- Ensure drains and vents are working properly.
- If using Avgas, rock the aircraft to move trapped water over the drain point before carrying out a fuel drain (refer aircraft manufacturer's recommendations).
- Check for contaminants, particularly water; and correct fuel type.
- Ensure the fuel filler cap is secure and sealed.

IN FLIGHT

- At regular intervals (at least every 30 minutes and at turning points) compare fuel remaining from gauges with planned figures and monitor tank selection. Caution: Gauge readings as per aircraft's fuel calibration card.
- Use planned power settings and correct mixture leaning technique.

POST FLIGHT

- Compare usage figures with planned figures when next refuelling.

Alternate due to weather (VFR): refer AIP ENR 1.1 para. 66.2

1. **Cloud –** more than 4 OKTAS below ceiling of 1500 ft
2. **Visibility –** less than 8 km OR forecast probability fog, mist, dust
3. **Wind –** crosswind more than aircraft maximum
4. **Thunderstorms or severe turbulence –** forecast or probability

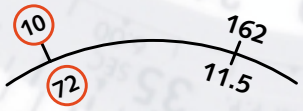
TAF YMAY 011835Z 2008 09010KT CAVOK
INTER 0305 16015KT 6000 SH BKN005 SCT030
FM 05 16010KT CAVOK
T 15 19 24 20 Q 1008 1007 1005 1007

TAF YSCB 271648Z 1806 33015G28KT 9999 SH FEW010 OVC100
TEMPO 2001 1000 +TSGR BKN005 SCT040CB
T 14 13 13 11 Q 1016 1015 1013 1016

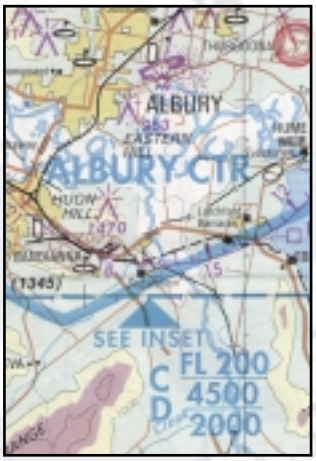
AVGAS FUEL CONVERSIONS (conversions are approx.)

Litres	÷ 0.70	x 0.70	Kilograms
US gallons	÷ 3.79	x 3.79	Litres
US gallons	÷2.65	x 2.65	Kilograms

162 L AVGAS = 115 kg



Example: Conversion from litres to kg using navigation computer.



SCENARIO - PIPER LANCE

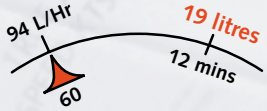
Category:	**Private**		
From:	**Mallacoota (YMCO)**		
To:	**Albury (YMAY)**	ETA **0500**	
Distance:	**160 NM**	Wind:	**Nil**
Climb:	**110 KT**	Cruise:	**150 KT**

Piper Lance typical fuel flow:

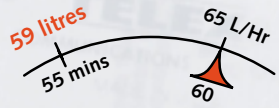
Climb:	**94 litres /hr**
Cruise:	**65 litres /hr**
Holding:	**52 litres /hr**

Use figures from your aeroplane's pilot operating handbook

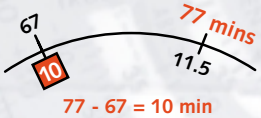
1 CLIMB



2 CRUISE

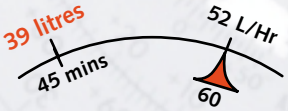


3 VARIABLE RESERVE

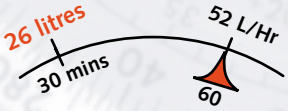


77 - 67 = 10 min

4 FIXED RESERVE



5 HOLDING



6 TAXI

NB: Allow appropriate fuel for aircraft (time calc. not applicable).

FUEL CALC.	Min	L/Kg/...
1 Climb	12	19
2 Cruise	55	60
Alternate	–	–
SUB TOTAL	67	79
3 Variable reserve	10	12
4 Fixed reserve	45	39
5 Holding	30	26
6 Taxi	–	10
Fuel required	152	166
Margin	31	34
ENDURANCE	183	200
FROM	YMCO	

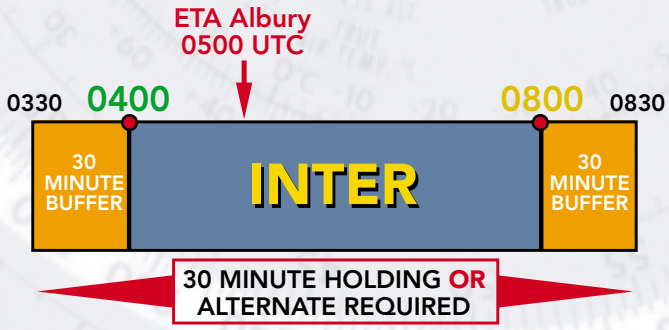
FUEL RESERVE RECOMMENDATIONS – REFER CAAP 234-1(0)

Type	Category	Flight	Variable Reserve	Fixed Reserve
TURBINE	Private	IFR & VFR	not mandatory	30 minutes
	Charter RPT	IFR & VFR	10%	30 minutes
PISTON	Private	IFR & VFR	not mandatory	45 minutes
	Charter RPT	IFR & VFR	15%	45 minutes
HELICOPTER	Private & Aerial Work	VFR	not mandatory	20 minutes
	Public Transport & Charter	IFR	15%	30 minutes

NB: Good airmanship dictates a higher margin than these recommended minima.

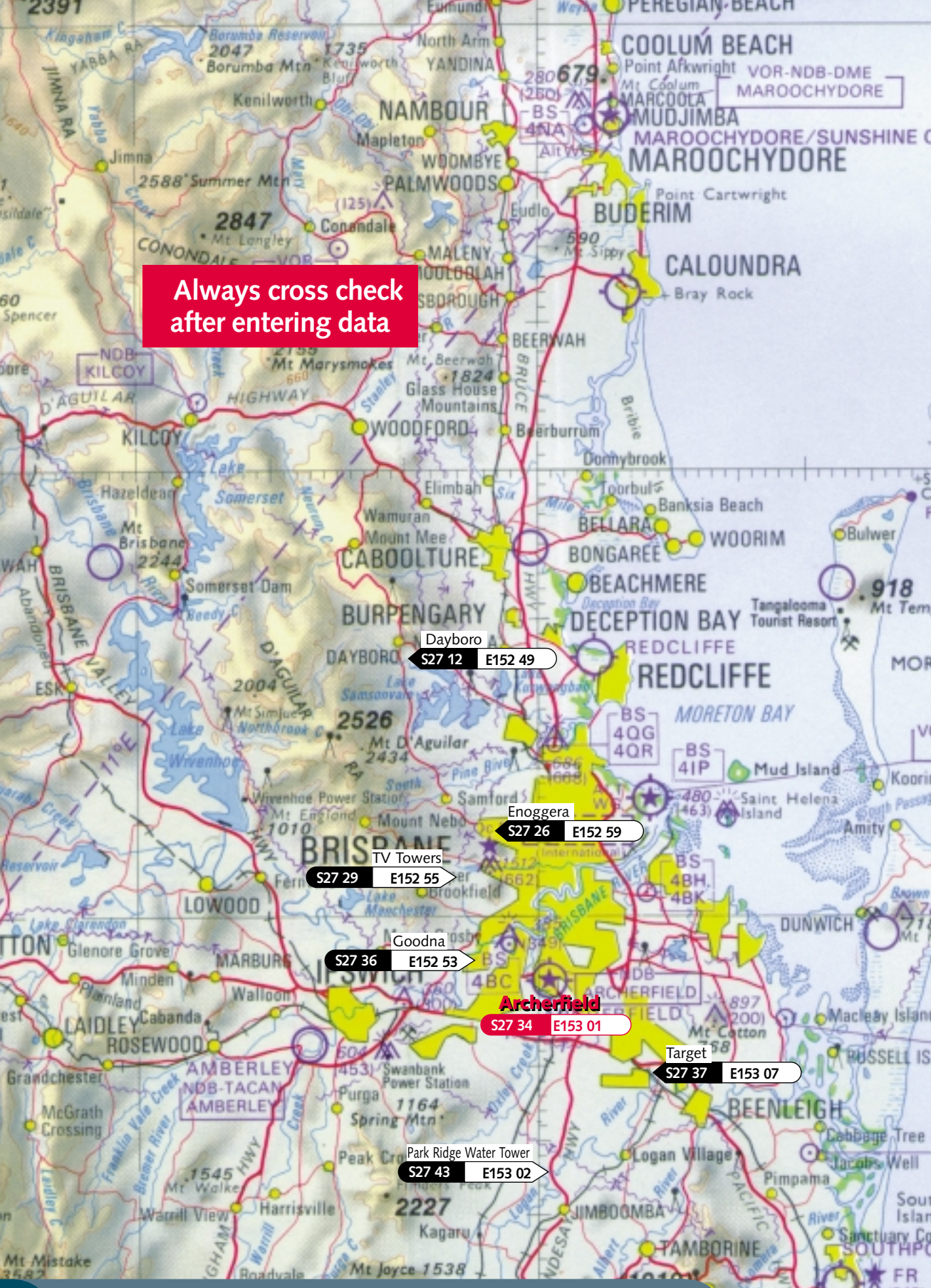
HOLDING FUEL

TAF YMAY 021830Z 2008 35010KT CAVOK
FM 04 30015KT OVC100
INTER 0408 30020G40KT 3000+TSRA BKN010 SCT040CB
T 23 24 28 33 Q 1012 1013 1014 1009



GPS should not be used as a sole source of navigation

- Ensure GPS plan has been crosschecked against written plan.
- GPS is not a substitute for thorough flight planning.
- Become familiar with the operation of your GPS unit before the flight.
- Use caution with the GO TO function. Check for CTA and Restricted areas.


Always cross check after entering data
Dayboro
S27 12 E152 49
Enoggera
S27 26 E152 59
TV Towers
S27 29 E152 55
Goodna
S27 36 E152 53
Archerfield
S27 34 E153 01
Target
S27 37 E153 07
Park Ridge Water Tower
S27 43 E153 02
VOR-NDB-DME
MAROOCHYDORE
COOLUM BEACH
MAROOCHYDORE/SUNSHINE C
BUDERIM
CALOUNDRA
NAMBOUR
CABOOLTURE
BURPENGARY
DECEPTION BAY
REDCLIFFE
MORETON BAY
BRISBANE
IPSWICH
LAIDLEY
AMBERLEY
BEENLEIGH
JIMBOOMBA
TAMBORINE

For more detailed information, refer to AIP ENR 1.1

GENERAL

GAAP cater for high density operations by day and night in VMC. Aircraft must not enter a GAAP CTR until in receipt of a circuit entry or zone transit instruction. Circuit joining instructions from ATC are generally given to you at Target, Goodna, Brisbane River (via TV Towers) and Logan Motorway (via Park Ridge Water Tower).

Pilots unsure of the procedures at Archerfield should advise ATC on first contact - using the key phrase "unfamiliar with Archerfield."

The circuit altitude for Archerfield aerodrome is 1000ft.

Where a GAAP aerodrome is equipped with parallel runways, simultaneous contra-circuits may be conducted by day utilising separate Tower frequencies. Operations will be regulated independently in each circuit, with an ATC clearance required to enter the opposite circuit or airspace.

Where operations are confined to a single runway, ATC will specify the circuit direction.

READBACK PHRASEOLOGY REQUIREMENTS

Refer to AIP GEN 3.4-13 (4.4)

OPERATING LIMITATIONS

Simultaneous contra-circuit operations to parallel runways are not permitted by day in less than VMC and at night.

PROVISION OF SEPARATION

In VMC, the pilot-in-command is primarily responsible for separation from other aircraft. ATC controls runway operations with landing and take-off clearances and facilitates a high movement rate by providing traffic information and/or sequence instructions. To aid in the provision of separation, ATC will determine the status of operations in the GAAP CTR as follows:

A. Unrestricted VFR Operations: There are no weather related restrictions to aircraft operations. IFR aircraft must operate to the VFR within the GAAP CTR.

B. Restricted VFR Operations: ATC may apply weather related restrictions to VFR operations to facilitate the movement and separation of IFR aircraft. ATC will then broadcast on the ATIS, "Restricted VFR Operations:". The actual restriction imposed may be specified individually to aircraft, although general restrictions may be notified on the ATIS; eg, "Start Approval Required".

Arriving IFR aircraft which are visual outside the GAAP CTR, and can continue visually, must operate VFR within the CTR. IFR aircraft operating visually will only receive a traffic information and sequencing service, and will not be separated from other traffic.

Arriving IFR aircraft which are not visual outside the GAAP CTR may operate IFR within the CTR and separation will be provided until the aircraft becomes visual.

Departing IFR aircraft must operate VFR within the GAAP CTR until encountering IMC or leaving the GAAP CTR whichever is the sooner.

When aircraft are operating in conditions less than VMC, ATC will provide separation within the GAAP CTR.

PILOT RESPONSIBILITIES

Pilot Responsibilities

A pilot must:

A. Sight and maintain separation from other aircraft whilst operating in the GAAP CTR;

B. comply with ATC instructions while ensuring that separation is maintained from other aircraft;

C. immediately advise ATC if unable to comply with a control instruction;

D. advise ATC if unable to sight, or if sight lost of, other aircraft notified as traffic.

TRAFFIC INFORMATION (only in AF CTR)

Traffic information shall be issued by ATC when:

A. The pilot of one aircraft is required to give way to, follow, or otherwise adjust the aircraft's flight path relative to that flown by another aircraft; and/or

B. the relative positions of aircraft cannot be established, and a collision or near miss may be likely unless one or both aircraft adjust their respective flight paths. In this case an alerting service will be prefixed by the cautionary word Alert.

The provision of traffic information does not absolve the pilot from keeping a good lookout and manoeuvring as required to avoid other traffic.

CLEARANCES

Clearances - All Operations

Individual clearances are required for:

A. take-off and landing;

B. taxiing across active runways;

Note: An instruction to "Hold Short of Runway (number) [Left (or Right)]" requires a pilot to hold at a marked holding point or hold short of the runway strip.

C. turns in a direction contrary to the circuit for a particular runway;

Note: An ATC circuit entry instruction constitutes a clearance for a contrary turn, if required to comply with the instruction.

D. circuits at a height different to the circuit altitude published in ERSA for the particular GAAP aerodrome; and

E. operations on routes or at altitudes different from those published in ERSA for a particular GAAP aerodrome.

Clearances In VMC (Day or Night)

A clearance is required prior to operations in a GAAP CTR.

A clearance to take off, or instruction for circuit entry or transit, constitutes this clearance.

A pilot must not make a flight under the VFR in a GAAP CTR when VMC does not exist. At pilot request, ATC may authorise operations, in less than VMC within these zones, by the issue of a Special VFR clearance (AIP RAC para 20.2).

Clearances in IMC

Clearance requirements for flights in IMC are as for Class C CTRs.

AERODROME AND TERMINAL INFORMATION

Aerodrome terminal information is broadcast on the ATIS (120.9), when available.

If the nominated runway is not operationally suitable, the pilot in command must advise ATC by using the phrase "Require Runway (number) [Left (or Right)]"

Whenever parallel runways are utilised for simultaneous contra-circuits the circuit direction must be determined as follows:

A. Where runway Right is nominated the circuit is right-hand;

B. Where runway Left is nominated the circuit direction is left-hand.

When ATIS is not available, terminal information will be provided by ATC. This will include runway, traffic patterns and QNH. Landing information may be requested with the inbound report.

Archerfield Taxi Calls

VFR Fixed Wing Aircraft Only

All VFR departure flights (including training area) and/or circuit operations shall:

1. Check daily NOTAMS to ensure trial is still effective.
2. Listen to the ATIS before commencing to taxi, then taxi to the nominated duty runway applicable to departure track and/or nominated for circuit operation.

N.B. - NO TAXI CALL OR GENERAL BROADCAST REQUIRED.

3. Maintain a continuous listening watch on Archerfield Ground 119.9 during taxi phase as Tower initiated runway changes or activation of additional runways will be broadcast on this frequency.
4. Clearance to cross the ATIS nominated duty runway must be requested from GROUND. Clearance to cross an active crosswind runway must also be requested. An active crosswind runway may be nominated on the ATIS or by broadcast from GROUND.
5. Contact TOWER on the appropriate ATIS nominated frequency at the runway holding point and notify runway and departure track.

DEPARTURE TRACK AS PER ARCHERFIELD VISUAL PILOT GUIDE

e.g. "Archer Tower, Cessna ZFR ready runway 10R departure South East."

Note:

A. Any operation requiring approval to use a different runway or circuit direction to that specified on the ATIS must be coordinated with the Tower by phone or 119.9 prior to start.

B. When required, Start Clearance advice will be included on the ATIS. Prior to start, coordinate clearance with Tower on 119.9

C. Taxi guidance is available on 119.9

D. Standard call 119.9 is still required when vacating after landing.

CIRCUIT OPERATIONS

ATC may issue a sequencing instruction with a take-off or touch-and-go clearance. When issued with a sequencing instruction, a pilot must follow the preceding aircraft.

Unless otherwise instructed by ATC, a pilot must report Downwind when starting the downwind leg, and must advise aircraft type, callsign and intentions (ie, full stop or touch-and-go).
If frequency congestion prevents the call being made in this position, the pilot must report Mid-Downwind or Late Downwind, as appropriate. When appropriate, ATC will issue a sequencing instruction.

Non-standard circuit operations, eg, glide and flapless circuits, must be advised to ATC, normally with the Downwind report. This advice will also alert other circuit traffic. ATC must also be advised of simulated engine failures and asymmetric training in multi-engined aircraft at the earliest opportunity.

In sequencing aircraft ATC will indicate the position of the preceding aircraft by reference to a leg of the circuit or as a clock bearing, and describe it either as a specific type or in general terms (eg, Cessna or Twin).

ATC may issue a sequence number. Sequence numbers specify the landing sequence position of an aircraft with respect to any preceding traffic.

ENR 1.1-3.8 (28.7) The instruction Follow requires the pilot to sight the preceding aircraft, and regulate circuit speed and approach path to achieve longitudinal separation. If the preceding aircraft cannot be sighted and identified, the pilot must advise ATC.

A landing clearance does not absolve the pilot in command from the responsibility for ensuring that sufficient separation from the preceding aircraft will be maintained during the landing.

Note: An aircraft can be cleared to land whilst a preceding aircraft is still on the runway provided ATC is satisfied that no collision risk exists.

Where ATC instructs an aircraft to go round, or a missed approach is initiated, the pilot must:

A. commence climb to circuit attitude;

B. position the aircraft on the active side and parallel to the nominated duty runway, while maintaining separation from other aircraft; and

C. follow ATC instructions or re-enter the circuit from upwind. ATC will advise when wake turbulence may be a hazard.

TAXIING AFTER LANDING

After landing, the runway must be vacated as soon as possible. After vacating the runway, the pilot must not cross or taxi along a runway currently notified as 'active' unless a clearance to do so has been obtained.

Contact with SMC frequency must be made immediately when clear of the runway used for landing, except when specified in ERSA. SARWATCH should be cancelled where applicable on Flightwatch 128.15 or 1800 814 931.

An instruction to "Hold Short of Runway (number) [Left (or Right)]" requires a pilot to hold at a marked holding point or to hold short of the runway strip.

TRANSIT OF AND FLIGHT IN PROXIMITY TO GAAP CTRs

Transit

A pilot of a flight intending to transit a GAAP control zone must comply with the procedures for entry to a GAAP control zone, then proceed as directed by ATC.

FLIGHT IN PROXIMITY

When a radio equipped aircraft will track within 5NM (or as specified in ERSA) of a GAAP CTR boundary, without entering the GAAP CTR, the pilot must:

A. prior to entering this airspace, obtain the ATIS then broadcast position, altitude and intention on the appropriate tower frequency; and

B. while operating in this airspace, maintain a continuous listening watch on the appropriate tower frequency.

While operating in this airspace, all aircraft must maintain a continuous visual surveillance for other aircraft.

Archerfield MBZ

MBZ procedures (as per ERSA)

Archerfield tower operates as a GAAP between 2200 and 0800 UTC. Outside of these hours Archerfield becomes a non-standard MBZ within the lateral and vertical CTR limits. These are shown on the Visual Terminal Chart (VTC).

Particular attention is drawn to the requirement to remain below 1500 ft until clear of the Archerfield CTR boundary (daylight hours).

When the aerodrome is an MBZ, and operational conditions permit, runway 28R/10L should be used for take-off.

All circuit directions are left hand. Runway 04R/22L are available during hours of daylight only.

Runway 10L/28R are available 24 hours a day.

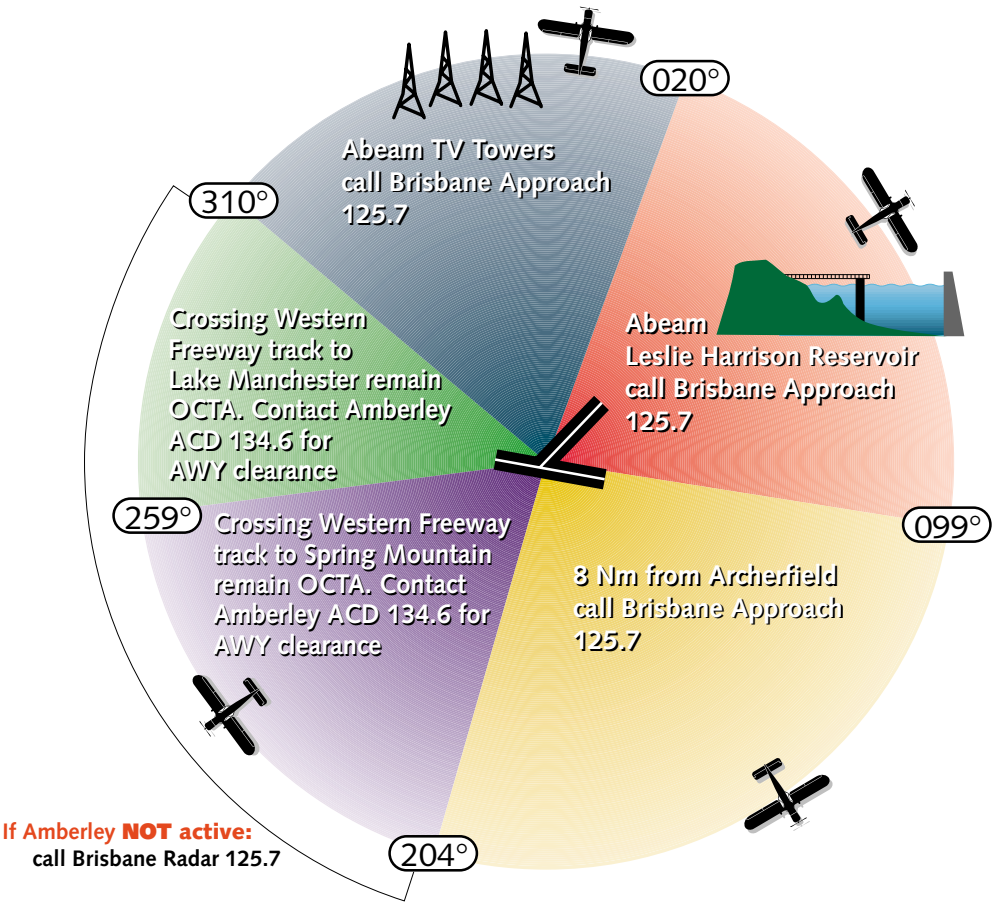
All other MBZ procedures apply. Refer to AIP ENR 1.4-5(2.2) and GEN 3.3-17(4.6)

During MBZ hours, pilots requiring an Airways Clearance on departure are to contact Brisbane Radar 125.7 (primary means) or 07 3866 3694 immediately prior to engine start for an expected clearance time and transponder (SSR) code.

It is good airmanship to utilise the inbound reporting points (Goodna, TV Towers, Park Ridge Water Towers or Target), and remain clear of them outbound.

Helicopters: Low level helicopter training is not permitted when tower is unmanned.

DEPARTING ARCHERFIELD ENTERING CTA (BY DAY IN VMC)



DEPARTING INTO CLASS G

Obtain ATIS on 120.9 or 419

"*Archerfield Terminal Information (Bravo)*

Runway [ ] Wind [ ] Crosswind [ ]

QNH [ ] Cloud [ ] "

In VMC by day fixed wing aircraft to depart as per the following routes.

DEP NORTH	- Depart via Indooroopilly Bridge
DEP EAST	- Depart east to overhead gateway arterial/ south-east freeway intersection
DEP SOUTH-EAST	- Depart south-east (135° track from Archerfield)
DEP WEST	- Depart west remaining clear of other parallel runway operations

ANY OTHER DEP TRACK (E.G. SOUTH-WEST)
MUST BE APPROVED BY THE TWR

READY call 123.6 or 118.1

"*Archer Tower*

Call Sign [ ] *Ready* Runway [ ]

departure [North, East, South-East or West] "

DEPARTING INTO CTA/CTR

Submit Flight Notification
by fax, NAIPS or briefing

Contact Brisbane Approach
on 125.7 for transponder code

MBZ

If entering CTA
Submit Flight Notification
Contact Brisbane Approach on 125.7 for transponder code

If transiting through Amberley obtain ATIS on NDB 359

TAXI call 118.1

"*All Stations Archerfield*

Call Sign [ ]

Type [ ]

Taxiing [ ]

for Destination [ ] "

Take off
(Make Radio Calls as necessary)

During GAAP hours depart clear of inbound VFR approach points
(To leave AF CTR Boundary) at **1000'**

Follow departure route as shown on following pages

For Airways Clearance contact Brisbane Approach (see previous page)

eg "*(aircraft callsign) abeam TV Towers (Level), request Airways Clearance*"

For Airways Clearance Depart OCTA then contact Brisbane Approach (see previous page)

eg "*(aircraft callsign) abeam TV Towers (height), request Airways Clearance*"

COMMON GAAP READ BACKS

1. **Route clearance**
2. **Runway clearance**
3. **Runway in use**
4. **Level/altitude**
5. **QNH**
6. **Transponder code**
7. **Radio frequency**
8. **Turns/headings**
9. **Speed**
10. **Conditional clearances**
    [refer AIP GEN 3.4-13 (4.4)]

GAAP HRS (2200 – 0800 UTC)

Prior to VFR approach point
obtain ATIS on 120.9 or 419 NDB

"Archerfield Terminal Information (Bravo)
Runway ☐ Wind ☐

Crosswind ☐ QNH ☐

Cloud ☐ "

determine appropriate frequency

TV Towers		Always	123.6
GOODNA	Runway	10R/28L	118.1
	Runway	04L/22R	123.6

Inbound Radio Call

"Archer Tower
Call Sign ☐ Type ☐ Position ☐
1500 feet received (ATIS) *Inbound"*

Follow ATC instructions for landing

Change to SMC (119.9) after crossing holding point.
Ask for *"detailed taxi instructions"* **if required.**

MBZ

Obtain ATIS on 120.9 or 419
to confirm Archerfield is an MBZ
(should be terminal information "*Zulu"***)**

At reporting point
(TV Tower, Goodna, Target or Park Ridge)
give All Stations Call:

"All Stations Archerfield
Call Sign ☐ Type ☐ Position ☐
1500 feet inbound"

Maintain 1500, until on dead side then descend
to 1000 and join crosswind

REFUELLING

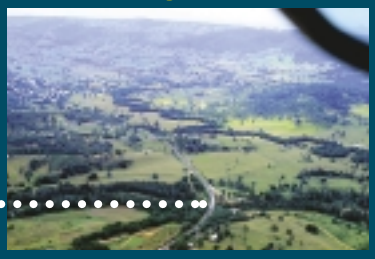
Taxi to the fuel farm between taxiway Bravo and Echo (refer to ERSA).
Alternatively, call
Air BP on 121.65, ph (07) 3272 7775
Mobil on 128.95, ph (07) 3277 1298
Shell on 128.95, ph (07) 3277 3030

Note: Cancel SARTIME through Flightwatch on 128.15 or 1800 814 931

Dayboro

S27 12.0 E152 49.3

Dayboro



Climb to 3500ft FREQ 125.7

C LL 3500

N

CAUTION
Brisbane Control Zone
1500ft CTA step

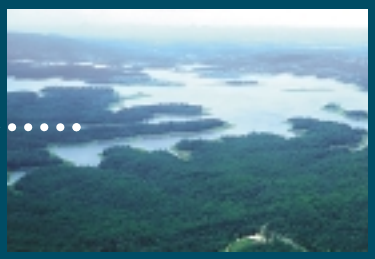
TR 292°M

15NM BN

12NM BN

Lake Samsonvale

Lake Samsonvale



Climb to 2500ft FREQ 125.7
Track to Dayboro

Mt Samson

C LL 2500

C LL 1000

If unsure of your position request assistance from BN Radar 125.7

Samford

C LL SFC

TR 344°M

Quarry

Climb to 1500ft FREQ 125.7
Track to Dayboro

TV Towers/Mt Coot-tha Lookout

Climb to 1500ft FREQ 125.7

Optional call:"BN Approach, (Call sign) TV Towers, 1500, tracking north to Dayboro, request area QNH"

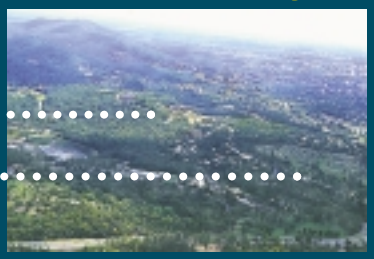
Indooroopilly Bridge

When past Indooroopilly Bridge
Climb to 1500ft FREQ 123.6
Track to east of TV towers

If unsure of your position request assistance from BN Radar 125.7

Prior to take-off, Transponder equipped aircraft squawk 1200 - mode C

School/Cemetery



Climb to 1500ft FREQ 125.7

TR 344°M

S27 26.0 E152 57.0

Enoggera

Enoggera Reservoir

C LL 1500

C LL SFC

Brisbane CBD

Story Bridge

7NM FM THR RWY 01

TV Towers

C LL 2500

Check current VTC for CTR and CTA steps

500FT

300 metres

CAUTION
You may be this close to controlled airspace

Indooroopilly Bridge

CAUTION
Parachutists

C LL 1000

BRISBANE RIVER

TR 340°M

GAAP
1500
0

22
10
04
28

Archerfield

S27 34.2 E153 00.5

During GAAP TWR Hrs (2200-0800)

Inala

Logan Motorway

C LL 1500

C LL 3500

ARCHERFIELD INBOUND FROM NORTH VIA TV TOWERS

Goodna

During GAAP TWR Hrs (2200 - 0800)

S27 34.2 E153 00.5

Archerfield

28 04 10 22

GAAP 1500 / 0

C LL1500

C LL1000

Archerfield (to left of aircraft)

ALT 1500ft FREQ 123.6

Radio Calls as required downwind, base or final

Centenary Bridge

MANDATORY CALL
Crossing over the Centenary Bridge

Call sign [ ]

Centenary Bridge *1500'*

C LL 2500

C LL 2500

TV Towers

ALT 1500ft FREQ 123.6

"Archer Tower [ ] (Call sign), [ ] (A/C type) *TV Towers, 1500' inbound, received* (ATIS)"

Optional: *"Unfamiliar with airfield"*

TV Towers

CAUTION
Check current VTC for CTR and CTA steps

C LL1500

Enoggera

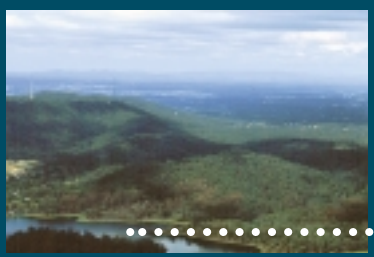
Enoggera Reservoir

S27 28.5 E152 55.0

TR 153°M

C LL SFC

Enogerra Reservoir

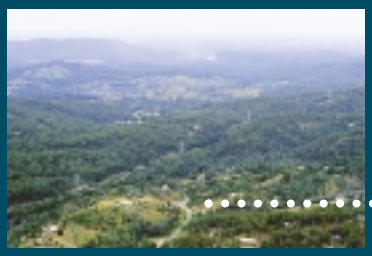


ALT 1500ft FREQ 125.7

If unsure of your position request assistance from BN Radar 125.7

Samford

Samford



ALT 1500ft FREQ 125.7

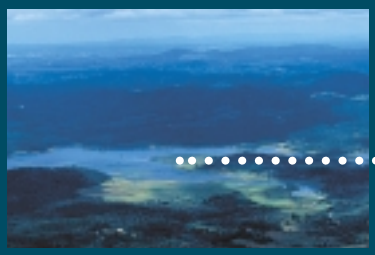
If unsure of your position request assistance from BN Radar 125.7

C LL 2500

15NM BN

Mt Samson

Lake Samsonvale



ALT 2500ft to 1500ft FREQ 125.7
At or below 2500' to remain OCTA, descend to 1500' after Samford.

CAUTION
Brisbane Control Zone 1500ft CTA step

Transponder equipped aircraft squawk 1200 - mode C

C LL 1500

12NM BN

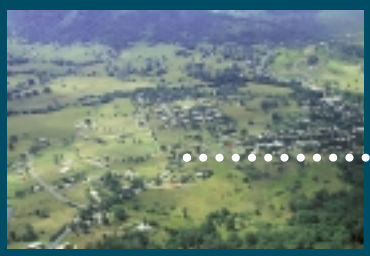
Lake Samsonvale

TR 158°M

C LL 3500

N

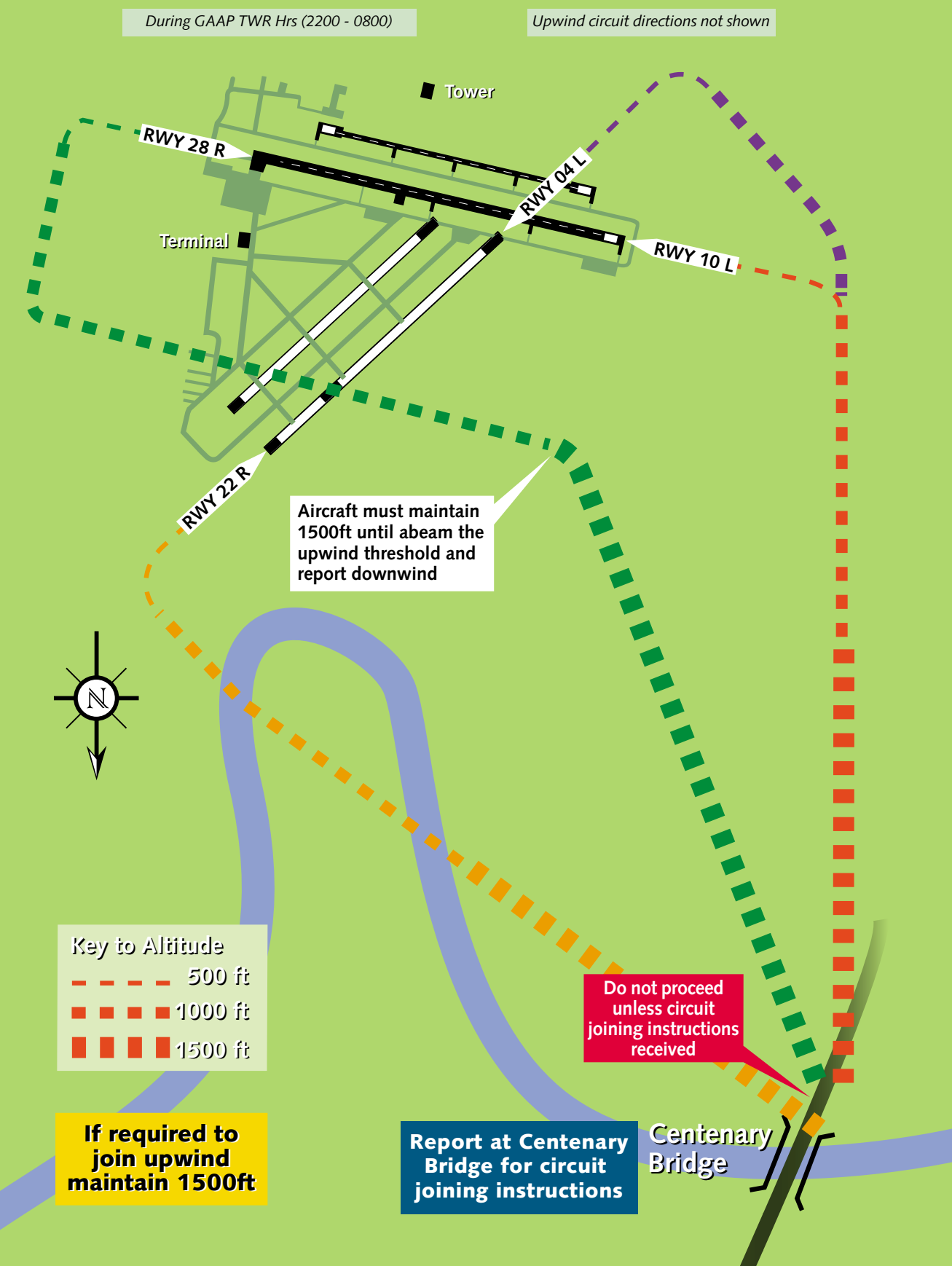
Dayboro



ALT 3500ft FREQ 125.7
Optional call "BN Approach [redacted]
(Call sign), *Dayboro* [redacted]
(height) *tracking to Archerfield via TV Towers, request Area QNH"*

Dayboro

S27 12.0 E152 49.3


During GAAP TWR Hrs (2200 - 0800)
Upwind circuit directions not shown
Tower
RWY 28 R
RWY 04 L
RWY 10 L
Terminal
RWY 22 R
Aircraft must maintain 1500ft until abeam the upwind threshold and report downwind
N
Key to Altitude
500 ft
1000 ft
1500 ft
Do not proceed unless circuit joining instructions received
If required to join upwind maintain 1500ft
Report at Centenary Bridge for circuit joining instructions
Centenary Bridge

TV TOWERS

The TV Towers can usually be seen from Dayboro and care must be taken to avoid Controlled Airspace overlying the route. To avoid this, be sure to be established at or below 2500' prior to Lake Samsonvale. Track to the west of the TV Towers and report to Archerfield Tower on 123.6 abeam the TV Towers. From there, towards the Centenary Bridge which can be seen to the North West of Archerfield. On crossing the Brisbane River report to the Tower your position and expect a circuit joining instruction.

GENERAL CIRCUIT JOINING INSTRUCTIONS:

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with the other aircraft already established in the circuit.

2. **A Circuit Joining Instruction may have 2 parts:** a position to enter the circuit, and may be given a number in the sequence.
   e.g. TOWER **"Zulu Foxtrot Romeo, join circuit on left base 28 left. You are number 2 to a Baron on final. "**
   READBACK **"28 left, Zulu Foxtrot Romeo"**

3. **You are free to leave 1500' at your discretion** If you have received joining instructions or "**Cleared Visual Approach**". **Aircraft instructed to join downwind must maintain 1500' until abeam the upwind threshold and report downwind.**

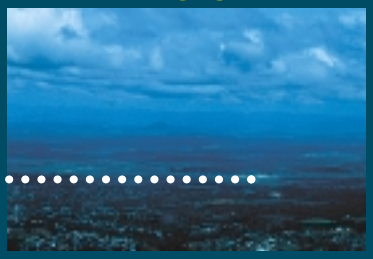
4. **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Archerfield. Refer GEN 3.4-13 (4.4)

COMMON GAAP READ BACK ITEMS	
1 Route clearance	**6 Transponder code**
2 Runway clearance	**7 Radio frequency**
3 Runway in use	**8 Turns/headings**
4 Level/altitude	**9 Conditional clearances**
5 QNH	

5. **Care should also be taken to maintain your position** in the sequence and to not "cut inside" other traffic. If unsure of where preceding aircraft is, ask ATC for their position. This will be given to you as either their position in the circuit, or their position reference to your position.
   eg. **"Aircraft is at your 2 o'clock low". If in doubt, tell the tower.**

Amberley

Amberley/Ipswich



If on AMB MBZ do not climb above 3500ft unless requesting an Airways Clearance

If unsure of your position request assistance from BN Radar 125.7

CAUTION
Jet aircraft in CTA above

Mt Crosby

AMB
MIL CTR
4500
0

Swanbank Powerstation

Ipswich

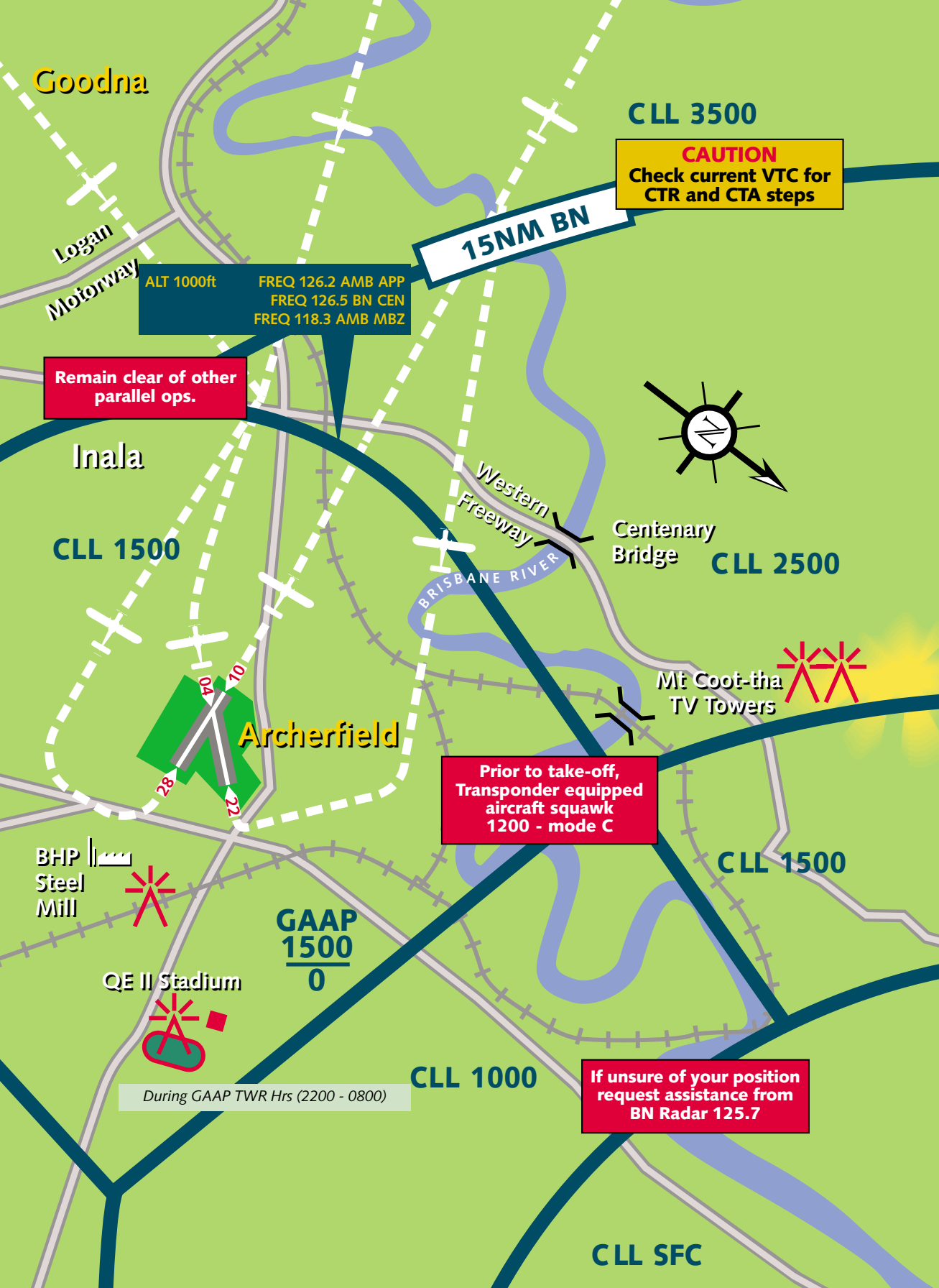
Amberley ACTIVE
AMB APPROACH 126.2

Amberley NOT ACTIVE (MBZ)

Below 3500ft	- MBZ 118.3
3500ft - 4500ft	- BN Centre 126.5
Above 4500ft	- Requires Airway Clearance BN CENTRE 126.5

Mt Crosby

Railway Workshops


Goodna
CLL 3500
CAUTION
Check current VTC for CTR and CTA steps
15NM BN
Logan Motorway
ALT 1000ft
FREQ 126.2 AMB APP
FREQ 126.5 BN CEN
FREQ 118.3 AMB MBZ
Remain clear of other parallel ops.
Inala
Western Freeway
Centenary Bridge
CLL 2500
CLL 1500
BRISBANE RIVER
Mt Coot-tha TV Towers
04
10
28
22
Archerfield
Prior to take-off, Transponder equipped aircraft squawk 1200 - mode C
CLL 1500
BHP Steel Mill
GAAP 1500 0
QE II Stadium
During GAAP TWR Hrs (2200 - 0800)
CLL 1000
If unsure of your position request assistance from BN Radar 125.7
CLL SFC

ARCHERFIELD INBOUND FROM WEST VIA GOODNA

CLL SFC

CLL 1000

CLL 1500

CLL 1500

CLL 2500

CLL 3500

Archerfield

Follow circuit joining instructions

QE II Stadium

BHP Steel Mill

Archerfield

22

28

10

04

GAAP 1500 0

Mt Coot-tha TV Towers

BRISBANE RIVER

Centenary Bridge

Inala

15NM BN

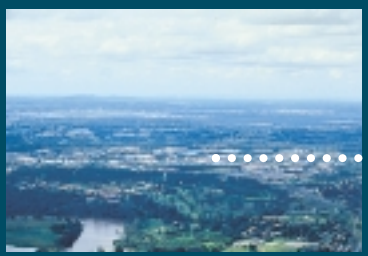
Logan Motorway

S27 36.7 E152 53.3

Goodna

Railway Workshops

Goodna



ALT 1500ft

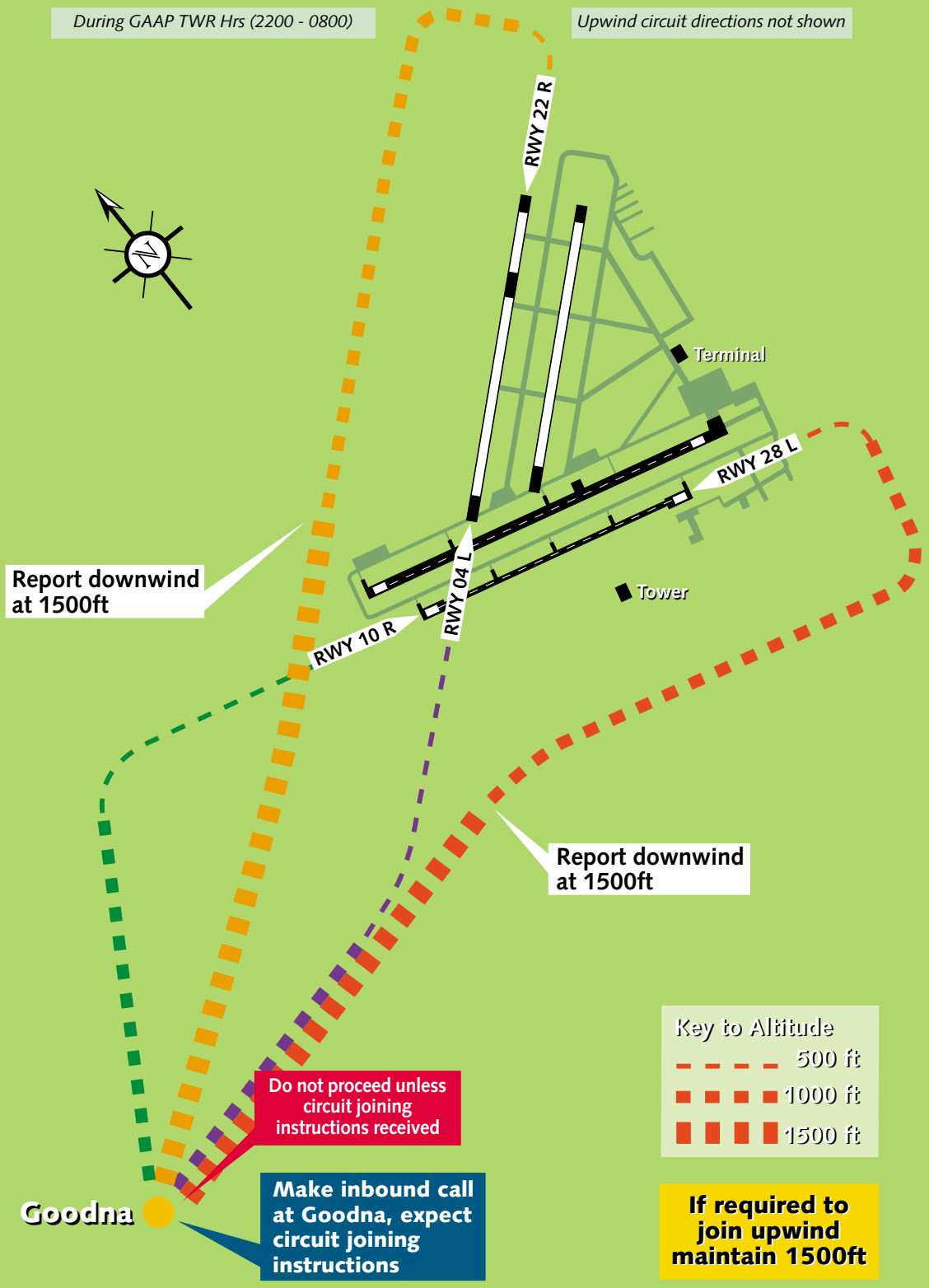
FREQ 118.1 10R/28L
FREQ 123.6 04L/22R

"Archer Tower _____ (Call sign),
_____ (A/C type) *Goodna, 1500' inbound, received* (ATIS)"
Optional: *"Unfamiliar with airfield"*

If unsure of your position request assistance from BN Radar 125.7


Mt Crosby
Ipswich
Swanbank Power House
ALT below 3500ft
BN CEN FREQ 126.5
AMB APP FREQ 126.2
AMB MBZ FREQ 118.3
Archer ATIS FREQ 120.9 or 419
Swanbank Powerstation
AMB
MIL CTR
4500
0
CAUTION
Check current VTC for CTR and CTA steps
Transponder equipped aircraft squawk 1200 - mode C
ONE WAY
Amberley
If unsure of your position request assistance from BN Radar 125.7
During GAAP TWR Hrs (2200 - 0800)

JOINING THE CIRCUIT FROM WEST VIA GOODNA



GOODNA

Goodna is another reporting point which can be easily mistaken. The Railway Workshops at Redbank can be used to identify the position of Goodna. Goodna is situated on the bend of the Brisbane River to the East of the Workshops. It can be identified by the Golf Course on the northern side of the river. From Goodna, Archerfield Aerodrome can be seen.

GENERAL CIRCUIT JOINING INSTRUCTIONS:

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with the other aircraft already established in the circuit.

2. **A Circuit Joining Instruction may have 2 parts:** a position to enter the circuit, and may be given a number in the sequence.
   e.g. TOWER **"Zulu Foxtrot Romeo, join circuit on left base 28 left. You are number 2 to a Baron on final. "**
   READBACK **"28 left, Zulu Foxtrot Romeo"**

3. **You are free to leave 1500' at your discretion** If you have received joining instructions or "**Cleared Visual Approach**". **Aircraft instructed to join downwind must maintain 1500' until abeam the upwind threshold and report downwind.**

4. **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Archerfield. Refer GEN 3.4-13 (4.4)

COMMON GAAP READ BACK ITEMS

1 Route clearance	**6 Transponder code**
2 Runway clearance	**7 Radio frequency**
3 Runway in use	**8 Turns/headings**
4 Level/altitude	**9 Conditional clearances**
5 QNH	

5. **Care should also be taken to maintain your position** in the sequence and to not "cut inside" other traffic. If unsure of where preceding aircraft is, ask ATC for their position. This will be given to you as either their position in the circuit, or their position reference to your position. eg. **"Aircraft is at your 2 o'clock low". If in doubt, tell the tower.**

Mt Tamborine

ALT 3500ft FREQ 125.7

Track towards Mt Tamborine once clear of inbound tracks, take up planned track

If unsure of your position request assistance from BN Radar 125.7

TR 135 °M

C LL 4500

Beenleigh

Logan Village

C LL 3500

TR 135 °M


Logan Motorway
ALT 1000ft
FREQ 118.1
View to right of aircraft
C LL 3500
Logan Motorway (to right)
Climb to Below 3500ft
FREQ 118.1
Target Dept Store
TR 135 °M
Lindsay Hwy
CAUTION
Check current VTC for CTR and CTA steps
If unsure of your position request assistance from BN Radar 125.7
Mount
Outbound South East
Track in this direction
ALT 1000ft
FREQ 118.1
Depart AF track 135° M and then track between Park Ridge & Target
Gateway Arterial
C LL 2000
C LL1500
BHP Steel Mill
GAAP
1500
0
Inala
Mt Gravatt
QE II Stadium
C LL 1000
28
22
04
10
For aircraft departing on RWY 28 take up HDG 135 prior to passing south abeam the control tower
Archerfield
Prior to take-off, transponder equipped aircraft squawk 1200 - mode C
BRISBANE RIVER
C LL 2500
During GAAP TWR Hrs (2200 UTC – 0800 UTC)

ARCHERFIELD INBOUND FROM SOUTH VIA PARK RIDGE

C LL 1000

C LL 2500

During GAAP TWR Hrs (2200 UTC – 0800 UTC)

C LL1500

Logan Motorway (to right)

ALT 1500ft **FREQ 118.1**
Report position over the motorway.
Expect circuit joining instructions

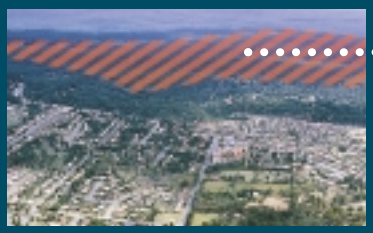
GAAP 1500 0

10 04 22 28

Archerfield

BHP Steel Mill

Greenbank Restricted Area



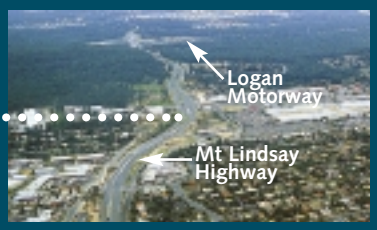
ALT 1500ft **FREQ 118.1**
Looking left to Greenbank Restricted Area (west of the track)

MANDATORY CALL

Call sign

Logan Motorway *1500'*

Browns Plains

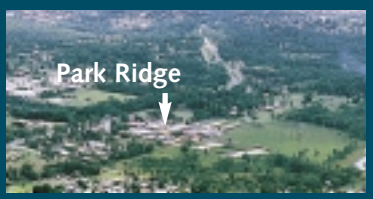


ALT 1500ft **FREQ 118.1**
Stay to the west of the shopping centre

C LL 2000

Logan Motorway

Park Ridge



ALT 1500ft **FREQ 118.1**
Track for the Park Ridge water tower (the only one with a strobe light)

TR 335 °M

Mount Lindsay Highway

Park Ridge Water Tower

ALT 1500ft **FREQ 118.1**
"Archer Tower (Call sign), (A/C type) *Park Ridge, 1500' inbound, received* (ATIS)"
Optional: *"Unfamiliar with airfield"*

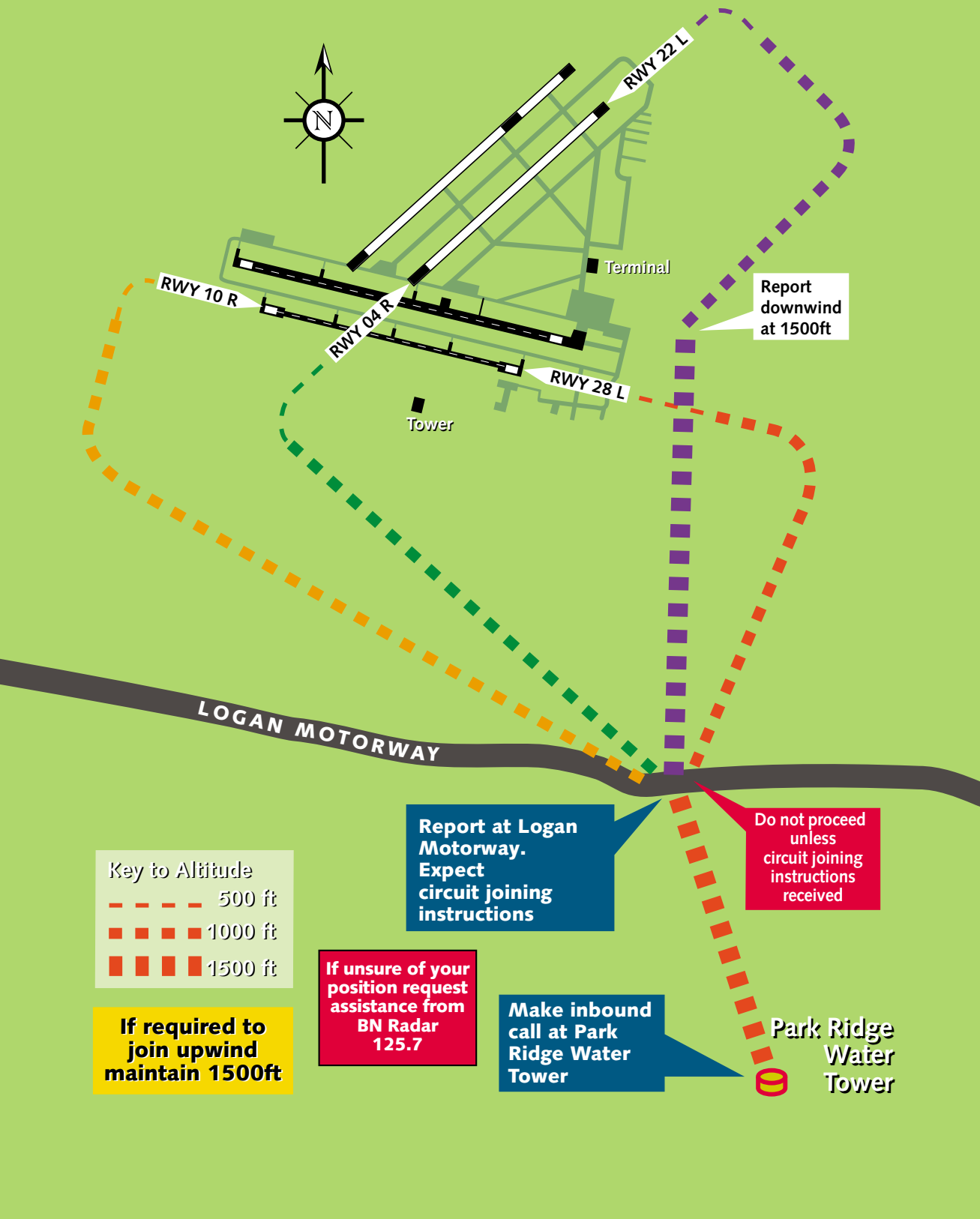
If unsure of your position request assistance from BN Radar 125.7

C LL 3500


C LL 4500
Jimboomba
Park Ridge
Archerfield
Park Ridge
ALT 1500ft
FREQ 118.1
CAUTION
Jet aircraft
in CTA above
If unsure of your position
request assistance from
BN Radar 125.7
CAUTION
Check current
VTC for CTR and
CTA steps
Transponder equipped
aircraft squawk
1200 - mode C

During GAAP TWR Hrs (2200 UTC – 0800 UTC)

Upwind circuit directions not shown



PARK RIDGE WATER TOWER

Park Ridge Water Tower is the only water tower in the area with a strobe light and is east of the Mount Lindsay Highway. Do not confuse with the more prominent water towers west of the Highway bordering the Greenbank Restricted Area.

Find the PKR W/T by either:

1. Tracking 353° M from over Jimboomba towards the Brisbane City high rise. PKR W/T will appear before you.
2. Fly from Coolangatta via the Pine Forest parallel to the power lines until the Logan River almost touches the lines. From here track towards the Brisbane City high rise. PKR W/T will appear before you.

On the PKR track 335° M, R633 (Greenbank Military Restricted Area) is west of the train line on the edge of the housing estate. The large shopping centre at Browns Plains is 1.5 Nm east of the track. The Logan Motorway is north of the powerlines. FREQ 118.1

GENERAL CIRCUIT JOINING INSTRUCTIONS:

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with the other aircraft already established in the circuit.

2. **A Circuit Joining Instruction may have 2 parts:** a position to enter the circuit, and may be given a number in the sequence.
   e.g. TOWER **"Zulu Foxtrot Romeo, join circuit on left base 28 left. You are number 2 to a Baron on final. "**
   READBACK **"28 left, Zulu Foxtrot Romeo"**

3. **You are free to leave 1500' at your discretion** If you have received joining instructions or "**Cleared Visual Approach**". **Aircraft instructed to join downwind must maintain 1500' until abeam the upwind threshold and report downwind.**

4. **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Archerfield. Refer GEN 3.4-13 (4.4)

COMMON GAAP READ BACK ITEMS

1 Route clearance	**6 Transponder code**
2 Runway clearance	**7 Radio frequency**
3 Runway in use	**8 Turns/headings**
4 Level/altitude	**9 Conditional clearances**
5 QNH	

5. **Care should also be taken to maintain your position** in the sequence and to not "cut inside" other traffic. If unsure of where preceding aircraft is, ask ATC for their position. This will be given to you as either their position in the circuit, or their position reference to your position. eg. **"Aircraft is at your 2 o'clock low". If in doubt, tell the tower.**

C LL 3500

If unsure of your position request assistance from BN Radar 125.7

CAUTION
Beware of Jet aircraft above Stay below 2000ft

Outbound East

ALT Below 2000ft FREQ 125.7

Mt Cotton

C LL 2000

Mt Cotton

ALT below 2000ft FREQ 125.7
Do not commence climb to above 2000' until south of Mt Cotton looking right.


Leslie Harrison Reservoir
Leslie Harrison Reservoir
ALT below 2000ft FREQ 125.7
Leslie Harrison Reservoir looking left
C LL 2000
Target Dept Store
Southeast Freeway
Freeway Intersection
South East Freeway
Gateway Arterial
ALT below 2000ft FREQ 125.7
Gateway Arterial
Outbound East
Leslie Harrison Reservoir
Gateway Arterial
ALT 1000ft 10L/28R FREQ 123.6
04R/22L FREQ 118.1
If unsure of your position request assistance from BN Radar 125.7
Track north of Target
C LL 1000
Mt Gravatt
Outbound East
ALT 1000ft 10L/28R FREQ 123.6
04R/22L FREQ 118.1
Track between Leslie Harrison reservoir and Mt Cotton
QE II Stadium
BHP Steel Mill
C LL 1500
CAUTION
Check current VTC for CTR and CTA steps
28
22
04
10
Archerfield
GAAP
1500
0
Inala
BRISBANE RIVER
During GAAP TWR Hrs (2200 - 0800)
Prior to take-off, Transponder equipped aircraft squawk 1200 - mode C

ARCHERFIELD INBOUND FROM EAST VIA TARGET

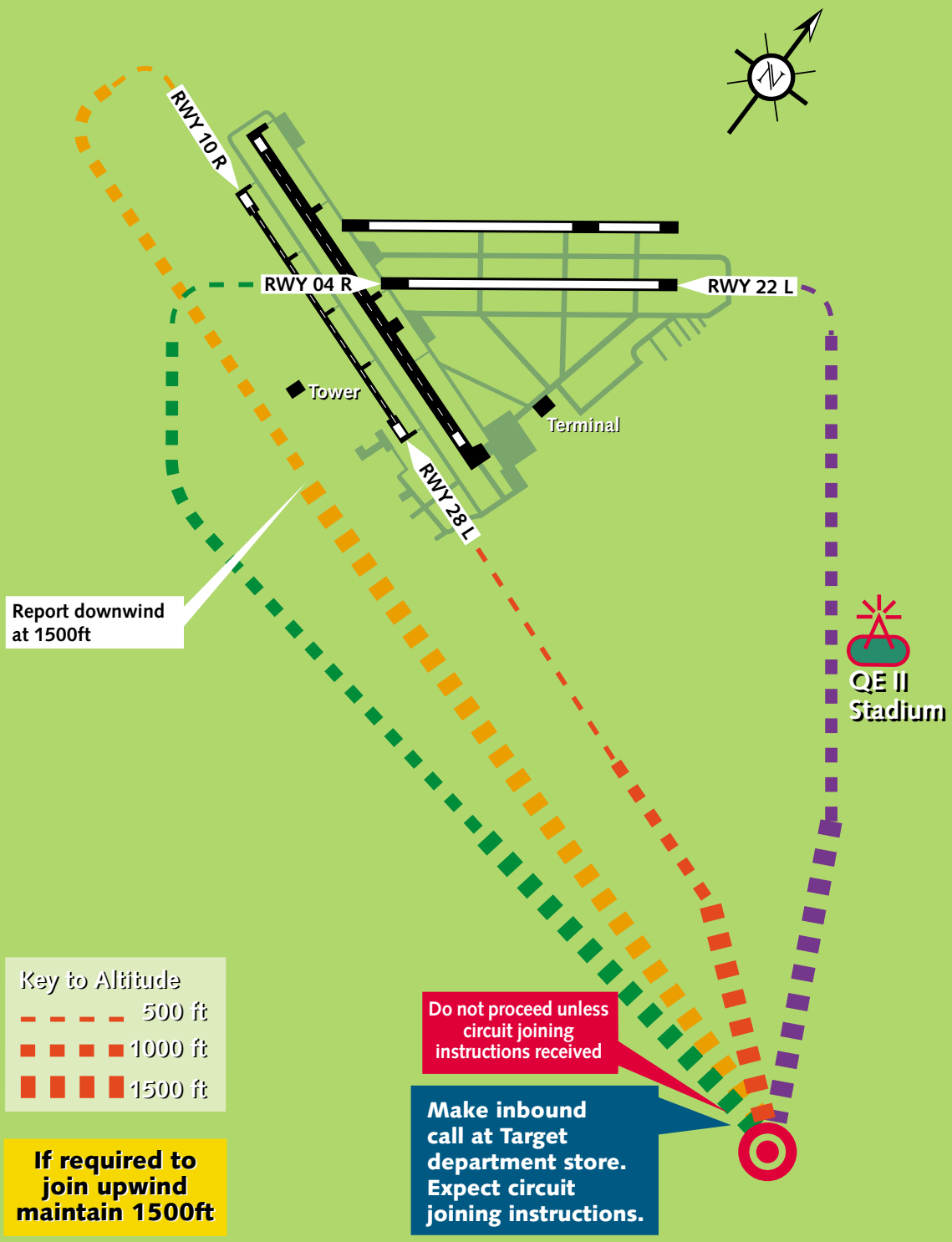
During GAAP TWR Hrs (2200 - 0800)


Target Dept Store
Target
ALT 1500ft
FREQ 118.1
Target Dept Store
Target
ALT 1500ft
FREQ 118.1
Target is east of the freeway
Target Dept Store
Target
ALT 1500ft
FREQ 118.1
Mt Cotton
C LL 2000
CAUTION
Check current VTC for CTR and CTA steps
Transponder equipped aircraft squawk 1200 - mode C
If unsure of your position request assistance from BN Radar 125.7
C LL 3500

JOINING THE CIRCUIT FROM EAST VIA TARGET

During GAAP TWR Hrs (2200 - 0800)

Upwind circuit directions not shown



TARGET

Target has a huge red and white bullseye painted on the roof of the Target department store. The store is on the east of the Southeast Freeway and on a direct line from Mt Cotton to Archerfield. If arriving from the south, stay to the east of the freeway from Loganholme Shopping Centre and follow the freeway until arriving at Target. Archerfield can usually be seen from Target. FREQ is 118.1.

GENERAL CIRCUIT JOINING INSTRUCTIONS:

1. **Circuit Joining Instructions** are given to place an aircraft in the circuit in sequence with the other aircraft already established in the circuit.

2. **A Circuit Joining Instruction may have 2 parts:** a position to enter the circuit, and may be given a number in the sequence.
   e.g. TOWER **"Zulu Foxtrot Romeo, join circuit on left base 28 left. You are number 2 to a Baron on final. "**
   READBACK **"28 left, Zulu Foxtrot Romeo"**

3. **You are free to leave 1500' at your discretion** If you have received joining instructions or "**Cleared Visual Approach**". **Aircraft instructed to join downwind must maintain 1500' until abeam the upwind threshold and report downwind.**

4. **Radio calls should only include the mandatory readbacks**, due to the large number of movements at Archerfield. Refer GEN 3.4-13 (4.4)

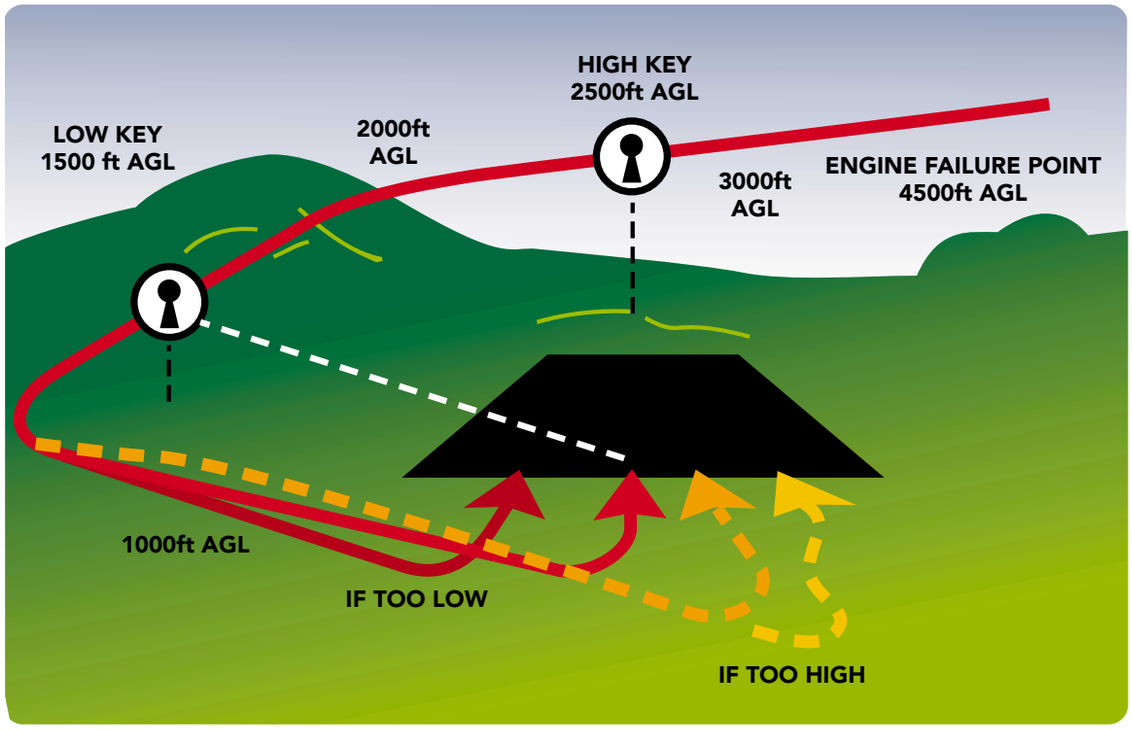
COMMON GAAP READ BACK ITEMS

1 Route clearance	**6 Transponder code**
2 Runway clearance	**7 Radio frequency**
3 Runway in use	**8 Turns/headings**
4 Level/altitude	**9 Conditional clearances**
5 QNH	

5. **Care should also be taken to maintain your position** in the sequence and to not "cut inside" other traffic. If unsure of where preceding aircraft is, ask ATC for their position. This will be given to you as either their position in the circuit, or their position reference to your position. eg. **"Aircraft is at your 2 o'clock low". If in doubt, tell the tower.**

Amberley . . . . . YAMB
Archerfield . . . . . YBAF
Bond University . . . . . BUVY
Brisbane . . . . . YBBN
Bromelton . . . . . BML
Burleigh Heads . . . . . BLGH
Caboolture . . . . . YCAB
Cement Works . . . . . CWKS
Dayboro . . . . . DBO
Dreamworld . . . . . DRLD
Flinders Peak . . . . . FPK
Goodna . . . . . GON
Jacobs Well . . . . . JCW
Jupiters Casino . . . . . JUP
Kilcoy . . . . . KLCY
Kilcoy NDB . . . . . KCY
Lake Manchester . . . . . LMC
Laravale . . . . . LAV
Maleny . . . . . MLY
Moffet Head . . . . . MFH
Mt Cotton . . . . . MCOO
Mt Gravatt . . . . . MVT
Nerang . . . . . NEN
Park Ridge Water Tower . . . . . PKR
Petrie . . . . . PTI
Porpoise Point . . . . . PRP
Redland Bay . . . . . RLB
Somerset Dam . . . . . SMD
Target . . . . . TAR
The Pines . . . . . PIN
TV Towers . . . . . TVT

Notes:



INITIAL CHECK

Hold altitude		Aim for best glide speed
Mixture		Rich
Carburettor heat		Full hot
Fuel On	**Pump** On	**Change tanks**
Trim		To best glide speed

FIELD SELECTION

Wind – determine direction
Surroundings :Power lines trees
Size & Shape – in relation to wind
Surface and Slope
S(c)ivilisation – close proximity if possible

FMOST CHECK

Fuel	Contents, pump On, primer locked
Mixture	Up & down range, leave rich
Oil	Temps & pressures green range
Mag switches	Left then right back to both
Throttle	Up & down range then close

MAYDAY CALL & SQUAWK 7700

"Mayday Mayday Mayday
Brisbane ZFR a Piper
Engine Failure
13nm west of Archerfield 4500 feet
attempting to land on paddock"

Any other useful information such as number of passengers etc.

BRIEF YOUR PASSENGERS

FINAL ACTIONS

Fuel	Off
Mixture	Lean cut-off
Mags	Off
Harness	Tight
Door	As required
Master switch	Off
Caution	If flaps are electrically operated

FREQUENCIES

Archer Tower	118.1	123.6
Archer Ground	119.9	
ATIS (Archer)	120.9	419
Archer MBZ	118.1	
Brisbane Approach (Outside TWR hours)	125.7	
Brisbane Centre	126.5	
Amberley Approach	126.2	
Amberley ACD	134.6	
Amberley MBZ	118.3	
Flightwatch	128.15	
Archer PAL (Outside TWR HRS)	125.1	

PHONE NUMBERS

Flightwatch	1800 814 931
Archer Tower	07 3275 8245

NAVIGATION AIDS

Archer NDB 419 (range 30nm)

Caution: excessive bearing fluctuations between 180° and 200°

REFUELLING

Taxi to the fuel farm between taxiway Bravo and Echo (refer to ERSA). Alternatively,

call **Air BP** on 121.65 ph (07) 3272 7775

call **Mobil** on 128.95 ph (07) 3277 1298

call **Shell** on 128.95 ph (07) 3277 3030

Check Current version of Pilot Guide on

Web site:	**www.casa.gov.au** *or* **www.flyingaustralia.com**
Phone:	**131 757 Safety Promotion**
AVFAX code:	**81577**

Radio Failure

Squawk 7600

Stay in VMC. Broadcast Intentions. Proceed all radio calls with:
"Transmitting Blind".

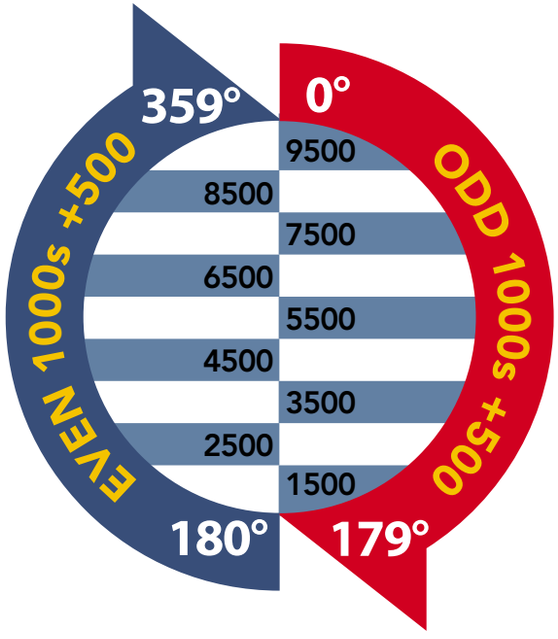
If possible land at a non-MBZ airport.

CTAF When joining the circuit stay at least 500 ft above circuit height. When you have selected the runway descend on the deadside of the circuit. Cross the upwind threshold at circuit height. Fly normal circuit.

At GAAP airports When tower is active follow normal procedure. Transmit blind and listen out on NDB FREQ for instruction or watch tower for light signals.

Mobile phones can be used in emergencies.

CRUISING ALTITUDE



LIGHT SIGNALS

SYMBOLS NEAR WIND DIRECTION INDICATOR

AERODROME UNSERVICEABLE

GLIDING OPERATIONS IN PROGRESS

OPERATIONS ARE CONFINED TO HARD SURFACE RUNWAYS, APRONS AND TAXIWAYS ONLY