



# Tips for flying Archerfield

Archerfield is a complex metropolitan Class D airport used by a diverse range of fixed and rotary wing pilots ranging from students to commercial operations.

## Aerodrome environment

Archerfield's aerodrome environment includes:

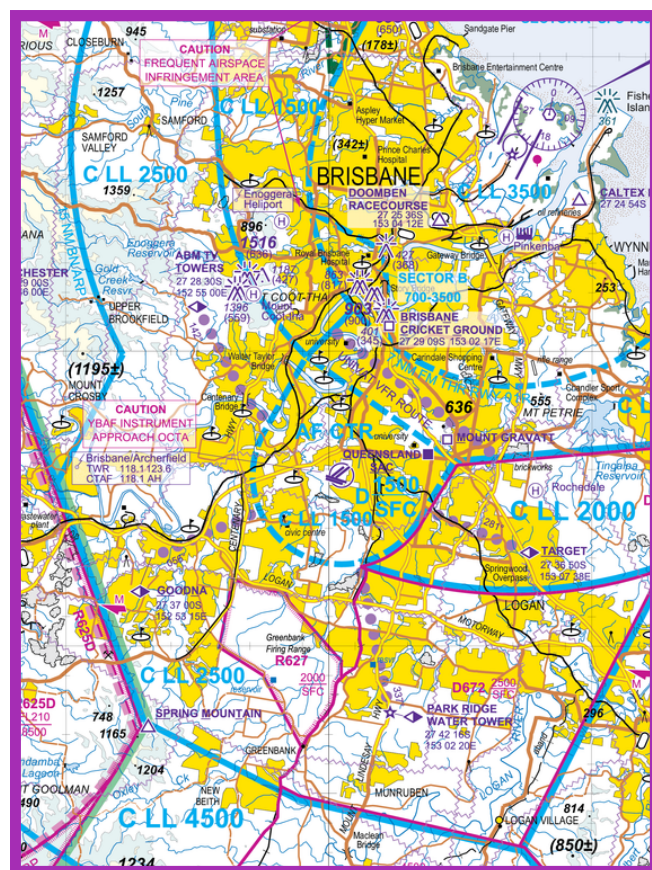
- a multi-RWY configuration comprising two parallel RWY's in two different directions
- large volume and types of operations
- simultaneous fixed and rotary wing aircraft operations
- varying pilot experience levels.

## Airspace

Archerfield's airspace features include:

- a relatively small area which is surrounded by Brisbane Class C airspace and military restricted areas
- four common inbound/outbound tracks associated with Archerfield
- inbound altitude of 1,500 ft and an outbound altitude of 1,000 ft.

It is essential to follow published procedures, comply with ATC instructions and to fly accurately.



Archerfield and surrounds - cropped from Brisbane VTC, Dec 22



## Operations on the movement area

The movement area is the part of an aerodrome used for the take-off, landing and taxiing of aircraft. It consists of the manoeuvring area and the apron(s).

### ATC clearances

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 RWY. If you need to cross a runway, include this in your taxi request and do not enter or cross any other RWY without a specific clearance from ATC.

It is recommended that you include your position on the aerodrome 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.

Consider the basics of who you are, where you are and what you want, for example, "ABC TWY B2 REQUEST TAXI TO SMITH AVIATION".

You need a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take off from any RWY (even if that RWY is not the RWY in use).

### Archerfield movement area

There are several RWY incursion hot spots at Archerfield. These are detailed in ERSA.

As ERSA is regularly updated, please access them directly to ensure you are accessing the most current information.

### Holding between runways

Hold short of any intermediate holding point on your taxi route unless you have been specifically cleared to cross that holding point. You will need to get further clearance from this location, including a clearance to enter or cross any RWYs.

The holding point associated with the departure RWY is the clearance limit of a taxi clearance for departure. This is where you make your 'ready' call, before being cleared to enter the RWY and take-off.

**Current runway incursion hot spots at Archerfield are detailed in the DAP.**

**For further diagrams, please visit [www.casa.gov.au/search-centre/aerodrome-manoevring-maps](http://www.casa.gov.au/search-centre/aerodrome-manoevring-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, GEN 3.4 - 12.**

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").

## Situation 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:

- that 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 departure procedure and
- your runway number (when parallel runways are in use).

For helicopters, it is recommended that you specify the HLS from which you are operating. For example "ABC HOLDING POINT B1 READY RWY 28R FOR CIRCUITS, NORTHERN/SOUTHERN/EASTERN/WESTERN (OUTBOUND TRACK) DEPARTURE".

## 'Downwind' calls

Always make a 'downwind' call (at the early downwind position), as this provides ATC with the trigger to issue sequencing instructions. If you are late making this transmission, ensure you state your actual position in the circuit (e.g. late downwind).

## Compliance with ATC instructions

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Controllers also provide traffic information to aircraft when the aircraft's proximity warrants it.

**If you are unable to comply with any ATC instruction or clearance, inform them immediately.**

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).

## Be prepared to delay descent

On arrival, if you are instructed to "MAINTAIN AT 1500", you cannot descend until you receive clearance for a visual approach, as there may be traffic beneath you.

## Following another aircraft

If ATC gives you an instruction to 'FOLLOW' another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft.

**If you lose sight and identify the preceding aircraft, ensure you advise ATC immediately.**

If you are following another aircraft in the circuit, ensure you adjust your circuit to remain in your position relative to that aircraft. For example, if the preceding aircraft extends downwind, you will need to extend your downwind too so that you do not cut inside them on base.

Ensure that all legs of your circuit are to the correct runway and not to the parallel runway. It is particularly important not to inadvertently 'drift' towards the upwind or final leg of the other runway.



## Runway separation

ATC are required to maintain a runway separation standard between aircraft.

Although this standard changes depending on aircraft type, at Archerfield a useful principle is that a single engine light aircraft in front of you will need to be 600 m ahead of you and airborne from the runway before you can conduct your touch and go. If you adjust your speed and profile to remain 900 m behind (about 2/3 of the length of AF RWY 10L/28R), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

## Departure and arrival procedures

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.

### Early turns:

On departure, early turns require an ATC clearance to ensure there is no conflict with helicopters operating in the helicopter training areas.

### Vacating a runway:

When vacating a runway, ensure that your aircraft has completely crossed the holding point before stopping.

### Circuit direction:

Check ERSA for local procedures and to ensure you operate in the correct circuit direction as they change between controlled or CTAF operations.

### Confirming tower status:

If you are unsure if the tower is active, check ERSA for published tower hours and listen to the ATIS. If the tower is not active, the ATIS will be information ZULU and will include the time of tower activation and CTAF frequency.

## Preventing a runway incursion at Archerfield, Brisbane

- ✓ 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 phraseologies including those for aerodrome movements.
- ✓ Check NAIPS for relevant NOTAMS.

## Taxiing

- Ensure you are confident of your taxi route prior to commencing or continuing taxi. If you are unsure, confirm with ATC.
- Exercise caution on all runways and helicopter landing sites (HLS).
- All RWY's are to be considered active at all times and during ATC HR require a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on, or take off from (even if that RWY is not the RWY in use).
- Look out for Holding Points on all TWY's

## ATC

- Read back all ATC clearances in accordance with AIP Gen at 3.4 - 12, 5.4.
- Inform ATC immediately if you are unable to comply with any ATC instruction or clearance.

## More information

For further information on operational insights to equip you for a safer flight, visit [bit.ly/pilotsafety](https://bit.ly/pilotsafety).



If you have any feedback or questions about this publication please email, [safety.promotion@airservicesaustralia.com](mailto:safety.promotion@airservicesaustralia.com).

*Not for navigation. This information is current at the time of publication. Refer to the current AIP for latest charts and operational information.*