



# TIPS FOR FLYING AT PARAFIELD

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

The aerodrome layout, with multiple runways, is essential for the type of operations at Parafield. However, this design coupled with varying pilot experience levels can lead to a range of common errors made by pilots.

Here are some tips for pilots to reduce the chances of errors when operating at Parafield.

## AIR TRAFFIC CONTROL (ATC) CLEARANCES

Points to consider:

- Start approval is required for circuit training—please note, it is important that you obtain a separate taxi clearance and commence taxi within a reasonable time of the start approval to avoid unnecessary delays to other aircraft
- Taxi clearance is required prior to taxi anywhere on the manoeuvring area (ie. not the apron). For example, after landing, a taxi clearance is required to go anywhere on the aerodrome once you have vacated the runway.
- It is recommended that you include your position on the aerodrome to assist ATC and other pilots or airside drivers to identify you
- Make sure you include your intentions so that ATC can give you appropriate instructions
- You need a specific clearance from ATC to enter, cross, taxi along, line up on, backtrack on or take off from ANY runway (even if that runway is not the runway in use). At Parafield this may include the overshoot/undershoot of some runways.

There are several runway incursion hotspots at Parafield. These are detailed in ERSA and on Airservices Parafield Runway Incursion Hotspot map available at [www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runwaysafety](http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety/runwaysafety) or from the tower.

## COMMUNICATIONS AND READBACKS

Using non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm that you have understood your clearance.

If your readback is incorrect or incomplete, ATC will need to confirm your understanding; leading to additional conversation, complexity, workload and frequency congestion. This may affect you, or other aircraft, by increasing the chances of incorrect information being passed or received.

Points to consider:

- Always read back:
  - the holding point (eg “HOLDING POINT ALPHA ONE”)
  - the runway designator (eg “RUNWAY TWO ONE LEFT”)
- To maintain situational awareness, always maintain a listening watch on the radio. This includes ensuring that you are on the correct frequency, your radio is working and that the volume is not turned down.
- When making your ‘Ready’ calls, you need to include: the word ‘READY’; your first tracking point or area of operation 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: “PARAFIELD TOWER ABC READY RWY 03L FOR A ST KILDA DEPARTURE” or “PARAFIELD TOWER ABC READY RWY 21R FOR CIRCUITS” or “PARAFIELD TOWER HELICOPTER ABC READY PAD WEST FOR SUB STATION DEPARTURE”
- Always make a ‘Downwind’ call, as this provides ATC with the trigger to issue sequencing instructions. If unable to report in the downwind position include your current position with your call (eg. “ABC LATE DOWNWIND TOUCH AND GO”)

- If you are unable to comply with any ATC instruction or clearance, inform ATC immediately.
- When requesting a traffic update advise your position (eg. "ABC UPWIND, REQUEST TRAFFIC")

HOLDING POINT is the final destination of a taxi clearance for departure. This is where you make your 'Ready' call, before being cleared to enter the runway and take off.

HOLD SHORT OF is an intermediate holding point on your taxi route. You will need to get further taxi clearance from this location, including a clearance to enter or cross any runways.

### COMPLIANCE WITH ATC INSTRUCTIONS

ATC issues clearances and instructions to ensure the safe and efficient management of all traffic. Air traffic controllers also provide traffic information to aircraft when the information is warranted by the proximity of the aircraft. This will allow you to adjust your speed or track to avoid the traffic by a safe distance.

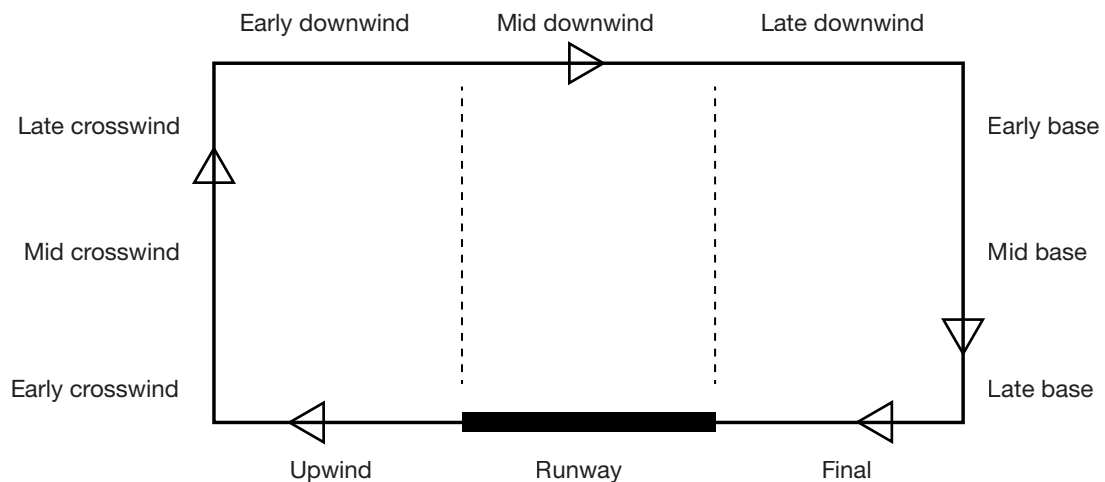
Points to consider:

- If ATC pass traffic information, acknowledge the instruction and then you must sight the traffic so that you can comply with ATC instructions and maintain separation from the traffic. If you lose sight of the traffic, you must inform ATC immediately.

- When ATC instructs you to 'TURN LEFT/RIGHT', ATC expects you will commence the turn as soon as practicable (unless the instruction is preceded with 'WHEN READY')
- When ATC instructs you to descend, you must commence descent within one minute of receiving that instruction from ATC (unless the instruction specifies a later time or place or you are issued a visual approach). If you want to delay your descent to assist in avoiding traffic, or are unable to comply with a descent instruction or clearance, advise ATC immediately
- 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 can't sight and identify the preceding aircraft, you must advise ATC immediately

ATC are required to maintain a runway separation standard between aircraft. Although this standard changes depending on aircraft type, at Parafield a good rule of thumb is that a single engine light aircraft in front of you will need to be 600M ahead of you and airborne from the runway before ATC can clear you for a touch and go. If you adjust your speed and profile to remain 900M behind (as a guide, PF RWY 03R/21L is 1279 M long), that will generally allow enough room for the preceding aircraft to slow down and reconfigure for its touch and go.

Diagram 1: Parafield CCT



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- Ensure that all legs of your circuit are to the correct runway and not to the parallel runway. Maintain the runway centrelines as accurately as possible. It is important not to 'drift' towards the upwind or final leg of the other parallel runway.
  - After landing, vacate the runway via the first suitable taxiway and taxi clear of the runway strip (outside of the gable markers).

## PROCEDURES

Refer to ERSA for details on local procedures for Parafield. Common errors include:

- Not maintaining the correct altitude on departure
  - SKI departures: the departure altitude is 1000ft and,
  - SUB departures: 1000ft then climb to 1500ft depending on the runway in use.
- Not considering other aircraft types – both fixed wing and helicopter pilots should consider the other type in relation to relative speed and weight of aircraft when maintaining their spacing
- Where helicopter operations have been advised via ATIS or ATC directed transmission, fixed wing aircraft are to fly outside of the helicopter circuit as depicted in ERSA. Early crosswind or base turns may conflict with helicopters.
- Be aware that helicopters may track inbound from SKI to Parafield at 500ft
- Check ERSA to ensure you operate to the correct circuit runway as circuit runways change between day and night and within controlled or CTAF operations.
- Parafield Control Zone is adjacent to Class C airspace (AD CTR and EDN CTR) operating fast moving heavy aircraft. Pilots must exercise vigilance to avoid unauthorised entry into Class C airspace.

## MORE INFORMATION

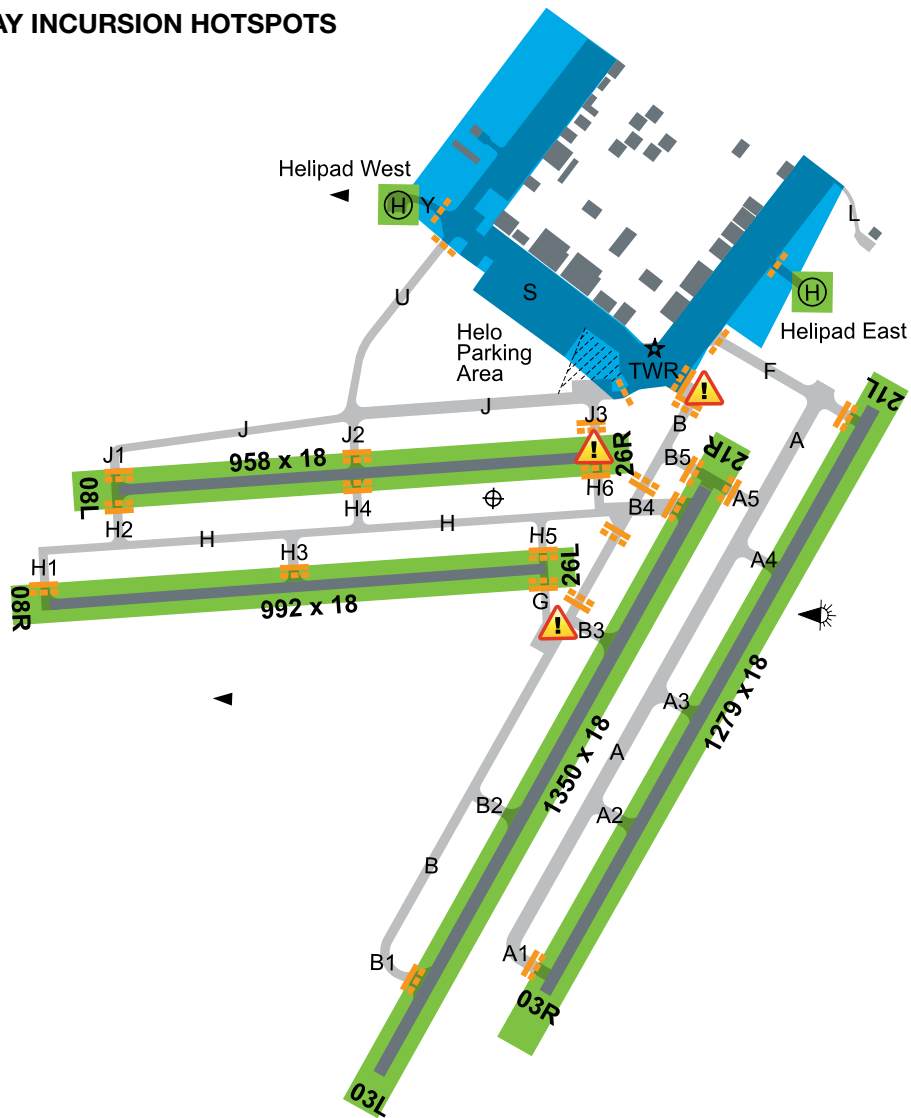
Airservices has a range of information to assist pilots on topics including runway safety, airspace infringements, operating in Class D airspace and working with ATC. These products are available at: [www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety](http://www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety)

CASA's OnTrack program provides pilots with information on operating at Parafield and other aerodromes. OnTrack is available at: [ontrack.casa.gov.au](http://ontrack.casa.gov.au)

Information correct at time of printing. Refer to AIP, ERSA, DAP and NOTAM for current, authoritative information. For more information contact [safety.promotions@airservicesaustralia.com](mailto:safety.promotions@airservicesaustralia.com)

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## RUNWAY INCURSION HOTSPOTS



### Operation on the aerodrome

- Apron area** — no taxi clearance required. Monitor Ground on 119.9MHz.
- Taxiway** — taxi clearance from Ground required before entering this area.
- Runway strip** — specific clearance required from ATC before entering this area.



Exercise caution at these hotspots and on all runways:

- Clearance is required to cross undershoots of runways 26L and 26R on taxiway B and to cross runway 26R at taxiway J3.

Data sourced from incident reports 1/5/10-31/5/16

Not for navigation. This information is current at the time of publication. Refer to DAP, ERSAs and NOTAMS for latest Aerodrome Charts and operational information. For more information on this or other Airservices safety publications, please email: [safety.promotions@airservicesaustralia.com](mailto:safety.promotions@airservicesaustralia.com)