

Safety Bulletin

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29 MAY 2012

Karratha Runway and Taxiway (HLS) Independent Operations

Recent incidents at Karratha have highlighted potentially confusing phraseology when issuing clearances to land or takeoff from Taxiway Foxtrot.

The requirements for the simultaneous same direction parallel operations have also been published, initially by NOTAM, for inclusion in ERSA.

Phraseology

For operations to or from Taxiway Foxtrot, ATC will only issue landing or take-off direction with the initial circuit entry instruction or line up clearance. The subsequent landing or takeoff clearance will only refer to the surface, following visual confirmation by ATC of the correct circuit or line up direction.

Example: ABC TAXIWAY FOXTROT CLEARED TO LAND

Operations to and from the runway will continue to include the runway number.

Example: DEF RWY 08 CLEARED TO LAND

Pilots utilising Foxtrot as a HLS during tower hours, should not refer to the runway with any takeoff or landing clearance to or from Foxtrot, to prevent confusion and aid in other user situational awareness.

Independent Operations

ATC may process simultaneous same direction independent operations to and from RWY 08/26 and Taxiway Foxtrot as a helicopter landing site.

For that to occur:

- There must be Visual Meteorological Conditions;
- Aircraft must be single or twin engine propeller aircraft and/or helicopters ie. operation not available for jets;
- Pertinent traffic will be issued; and
- Both aircraft will be on the same frequency.

Wake turbulence separation will be applied for arrivals and departures as required by AIP ENR 1.4.9, as the centrelines are spaced by 200 metres.

References

AIP GEN 3.4-5.14.7

AIP ENR 1.4.9 (Section 9)

NOTAM YPKA C0001/12

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