Australian Government
Civil Aviation Safety Authority



Stay OnTrack:

# FLYING THE BRISBANE REGION

Procedures
Ground operations
Hotspots
Radio frequencies
Tracking points

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This guide is an aid for VFR pilots to use when flying into, out of and around the Brisbane region.
It is designed to help you in planning and conducting your flight.

The guide was developed with the assistance of operators in the Brisbane region.

Photographs: Civil Aviation Safety Authority
All other images: Airservices Australia

For comments and suggestions on improving this guide, contact CASA Safety Promotion at
**safety.promotion@casa.gov.au**

**NOTICE:** The information contained in this booklet was correct at the time of publishing and is subject to change without notice. The Civil Aviation Safety Authority of Australia makes no representation as to its accuracy. The booklet has been prepared by CASA Safety Promotion for information purposes only.

Plan your route thoroughly and carry current charts and documents.
Always check ERSA, NOTAMs and the weather before you fly.

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## Contents

## Archerfield procedures overview

Archerfield is a class D airfield during TWR HRS, catering for high-density operations. Check the TWR and airspace status with ATS or Archerfield ATIS. VMC minimums for Class D airfields are:

- visibility: 5,000 m
- horizontal distance from cloud: 600 m
- vertical distance from cloud: 1,000 ft above and 500 ft below.

Archerfield Control Zone (CTR) is from surface to 1,500 ft. Aircraft must not enter Archerfield Class D CTR until in receipt of a circuit entry or zone transit instruction.

Archerfield aerodrome is equipped with parallel runways, and 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.

- Circuit joining instructions from ATC are generally given when you report at Target, Goodna, Centenary Bridge (when arrival is via the TV Towers) and crossing the Logan Motorway (when arrival is via the 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 1,000 ft. Unless ATC authorises otherwise, indicated airspeed is not to exceed 200 kts (class D requirements).

Taxi clearance is required from ATC prior to entering manoeuvring areas.

These entry points are marked by a yellow dashed line and are known as intermediate holding positions.

For departing aircraft, there are specific tracking requirements pilots need to be familiar with. See current ERSA and NOTAMS for specific procedures.

Archerfield aerodrome hosts emergency services aircraft, charter companies, plus fixed-wing (both GA and RAAus) and rotary-wing flying schools. Their aircraft regularly do touch-and-go circuits, as well as flights to the eastern and southern training areas; this can make the airspace congested.



## Sunshine Coast procedures overview

Sunshine Coast is a Class D aerodrome, catering for small and large air transport operations, GA (fixed-wing and rotary) and RAAus aircraft. Check ERSA for TWR hours and be aware TWR hours may change at short notice. Check the TWR and airspace status with ATC or Sunshine Coast ATIS.

Taxi clearance is required from ATC prior to entering the taxiways. These entry points will be marked by a yellow dashed line and are known as intermediate holding positions.

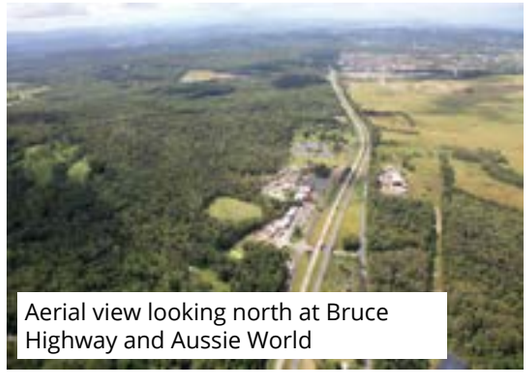
For transiting VFR aircraft, there is a published VFR route to the west of the airfield, outside of the CTR. If travelling north, the route commences at Aussie World, follows the Bruce Highway north, past Nambour to Eumundi.

Pilots tracking via the VFR route need to be aware of the Class C and D controlled airspace lower limit steps height changes, to prevent airspace infringements. An example is in the vicinity of Eumundi (EMI) where the airspace step is 1,500 ft and generates a number of airspace infringements.

If transiting Sunshine Coast CTR coastal, pilots are reminded to request their airways clearance early.

Be aware when manoeuvring on the ground at Sunshine Coast, that Sunshine Coast Tower has blind spots where the controllers cannot see parts of the apron areas due to buildings obscuring their view. Additionally, due to your location on the airfield and building shielding, Brisbane Centre may not be able to hear your transmissions on the ground.

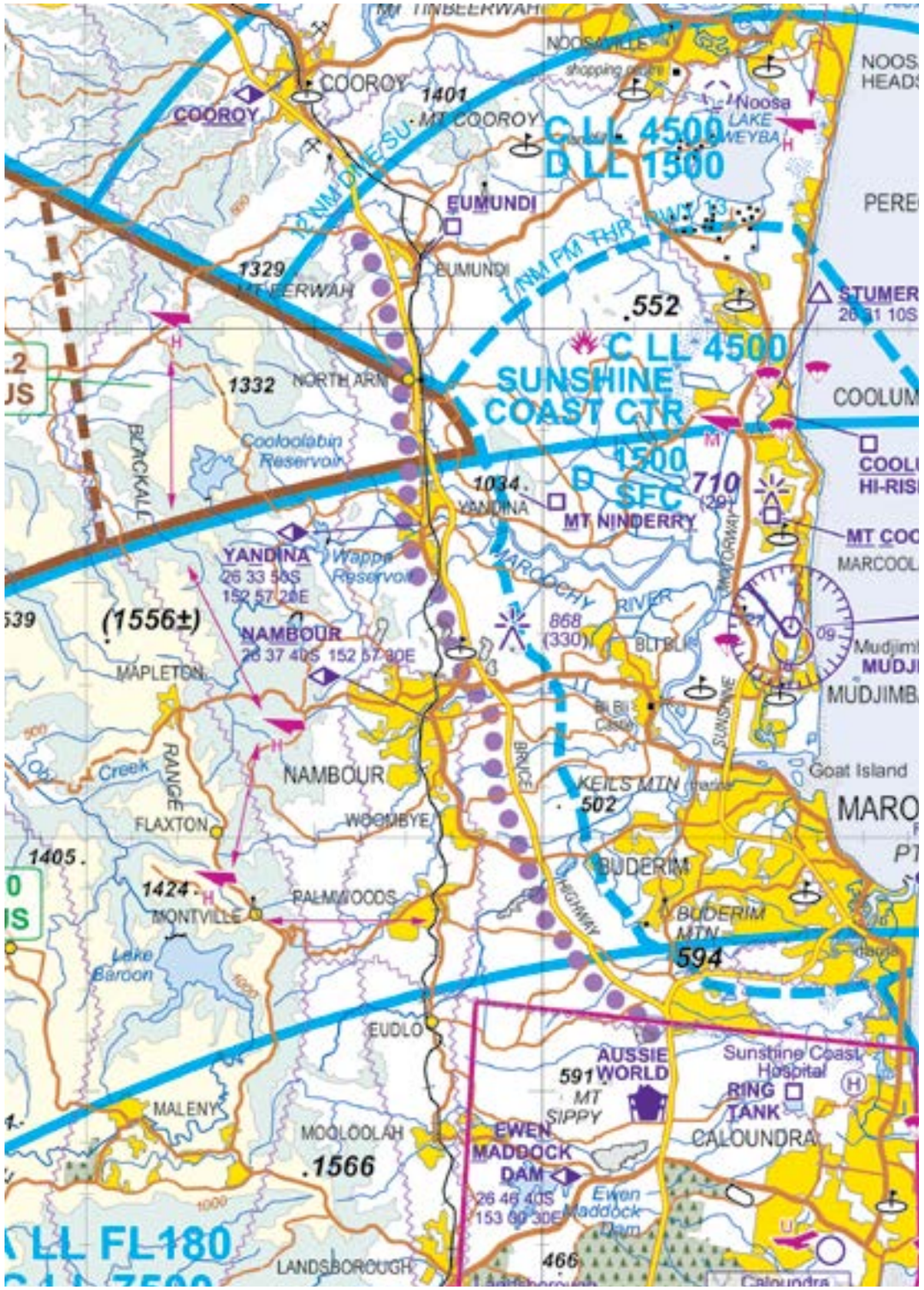
It is the pilot in command’s responsibility to check current charts, ERSA and NOTAMS for flights in this area.

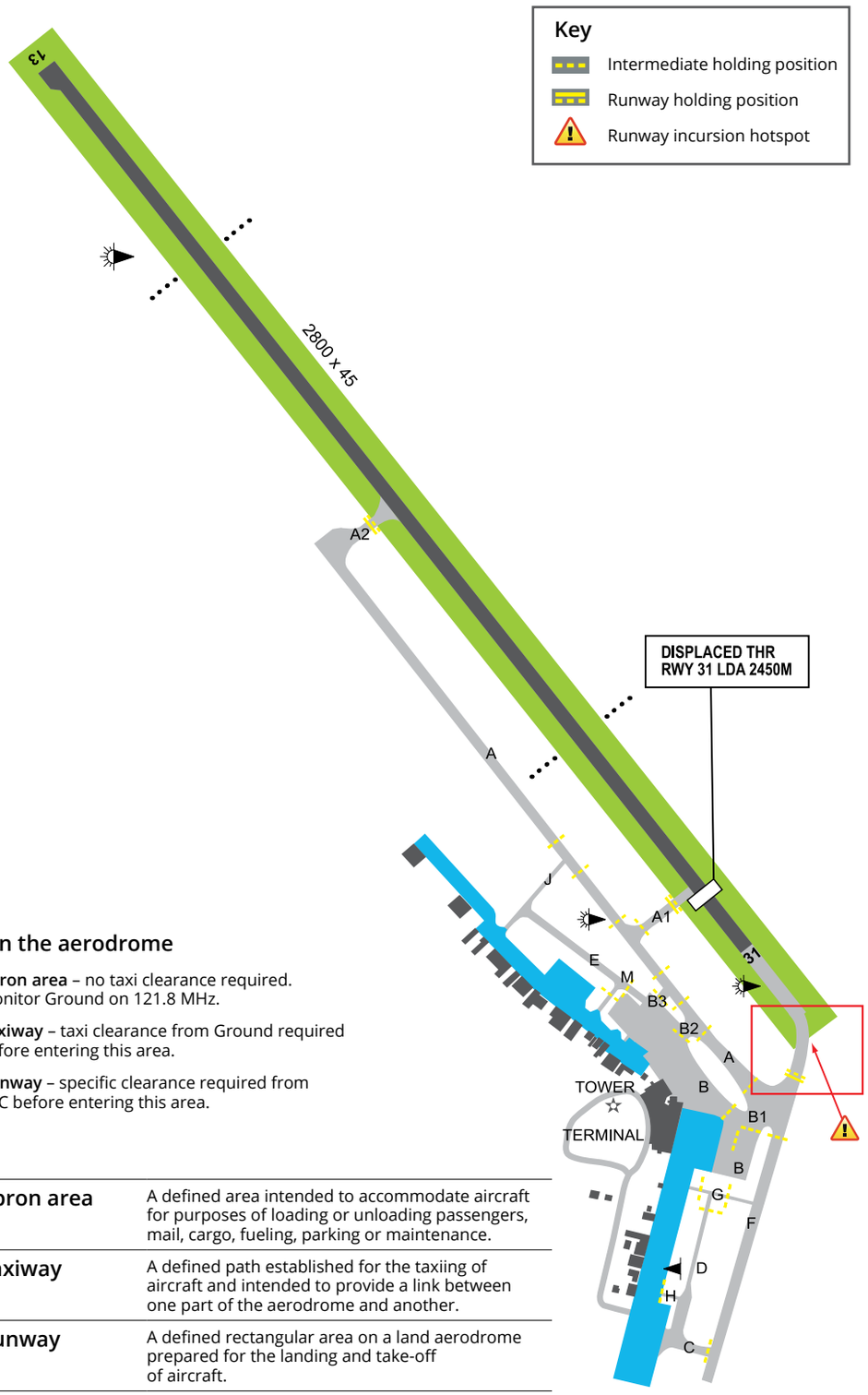


Aerial view looking north at Bruce Highway and Aussie World

Aerial view looking east at Eumundi

Aerial view looking north-east at Yandina




## Operations on the aerodrome

**Apron area** – no taxi clearance required. Monitor Ground on 121.8 MHz.

**Taxiway** – taxi clearance from Ground required before entering this area.

**Runway** – specific clearance required from ATC before entering this area.

## Definitions

| | |
|---|---|
| **Apron area** | A defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fueling, parking or maintenance. |
| **Taxiway** | A defined path established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another. |
| **Runway** | A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft. |

## Brisbane West Wellcamp (YBWW) procedures overview

Wellcamp is in Class G airspace, about 8 nm west of Toowoomba and 4 nm south of the boundary of Oakey military CTR. It is also within Amberley West airspace. R639A extends upwards from 10,000 ft and is activated by NOTAM. Check NAIPS code AWX.

D621A lies underneath R639A, from SFC to A100. Clearance is not required. However, there may be military aircraft, (e.g. FA18F Super Hornets) conducting random manoeuvring in this area and pilots should maintain a good lookout.

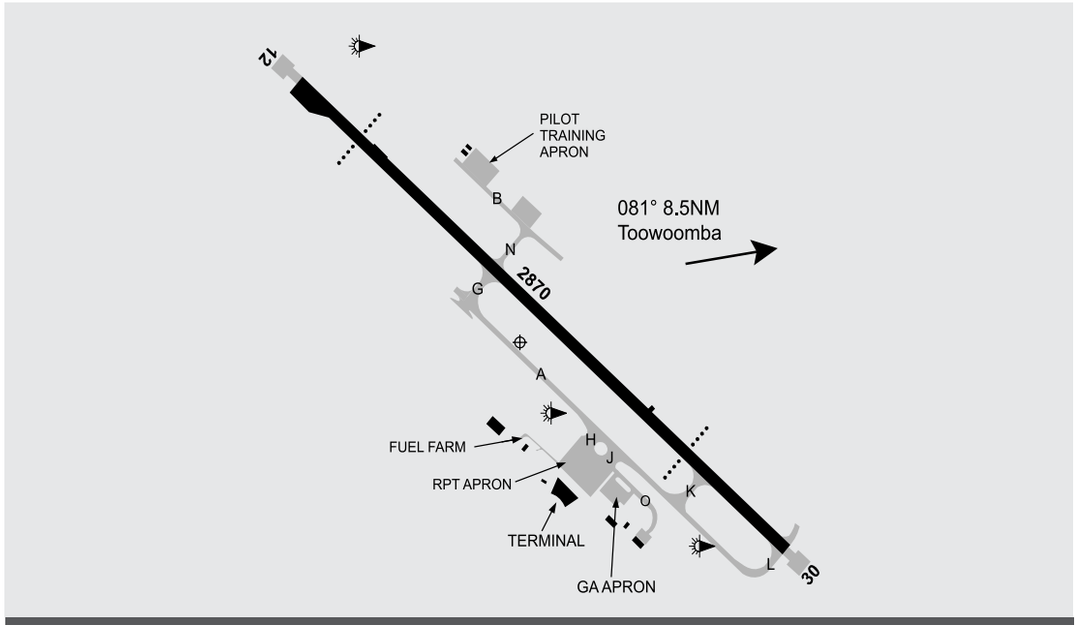
Wellcamp handles small and large air transport operations and freight aircraft up to and including B747 size, so pilots must observe procedures for non-towered airports, maintain their own separation and be mindful of issues such as wake turbulence.

Wellcamp also caters for aero medical operations, a mixture of GA fixed- and rotary-wing aircraft operations. Extensive flight training occurs at the aerodrome and associated danger areas.

All operations in Class G airspace up to 8,500 ft in the area, which includes Toowoomba (YTWB) and other airstrips, use the Darling Downs Broadcast Area frequency. Oakey also uses this CTAF outside ATC hours, which are notified by NOTAM.

Due to terrain shielding, VHF contact between aircraft in close proximity to, or on the ground at, Brisbane West Wellcamp or Toowoomba is not possible.

Brisbane West Wellcamp Airport is subject to a number of noise abatement procedures, general flight procedures and local traffic regulations. It is the pilot in command's responsibility to check ERSA and NOTAMS for flights in this area.




## Toowoomba Airport (YTWB) procedures overview

Toowoomba is in Class G airspace, about 8.5 nm east of Brisbane Wellcamp airport.

Be mindful that Toowoomba caters for a mixture of GA fixed- and rotary-wing, RAAus aircraft, flight training schools and aero medical operations.

Due to terrain shielding, VHF contact between aircraft in close proximity to, or on the ground at, Toowoomba or Brisbane West Wellcamp, is not possible.

It is the pilot in command's responsibility to check ERSA and NOTAMS for flights in this area.

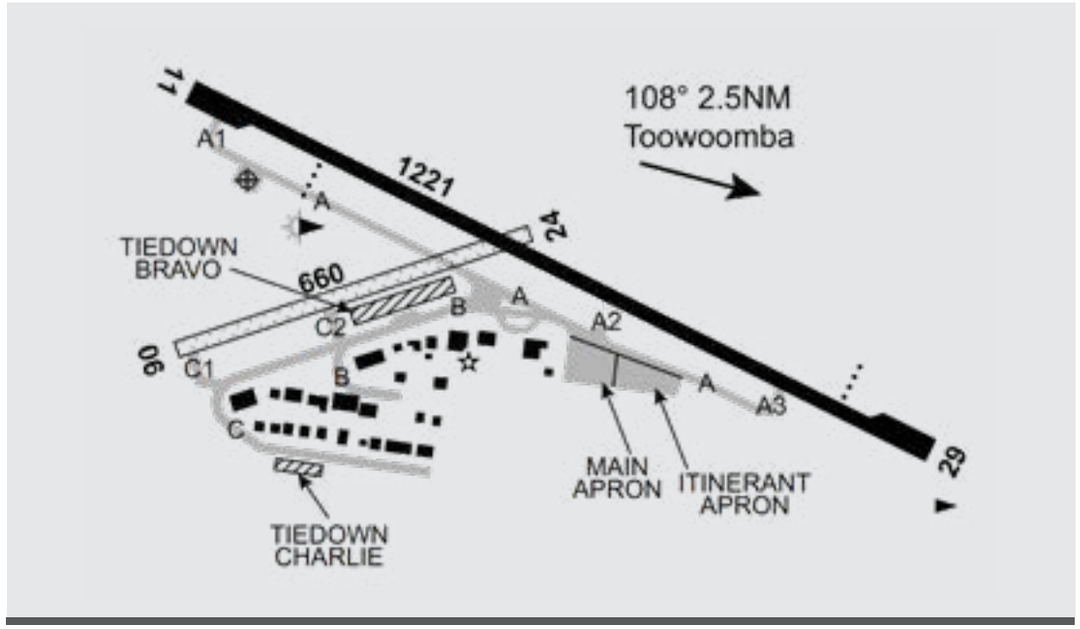
Due to the runway having a crest, all aircraft must broadcast intentions on the CTAF before operating on runway 11/29.

Aircraft departing Toowoomba to the west:

- prior to taxiing, should monitor Oakey ATIS to ascertain Oakey status
- if IFR, must contact Oakey Approach
- if VFR, must contact Oakey Delivery.

When transiting Oakey CTR and restricted areas VFR, track via the Warrego VFR Route. Consult current Brisbane/Oakey VTC for current route tracking details.

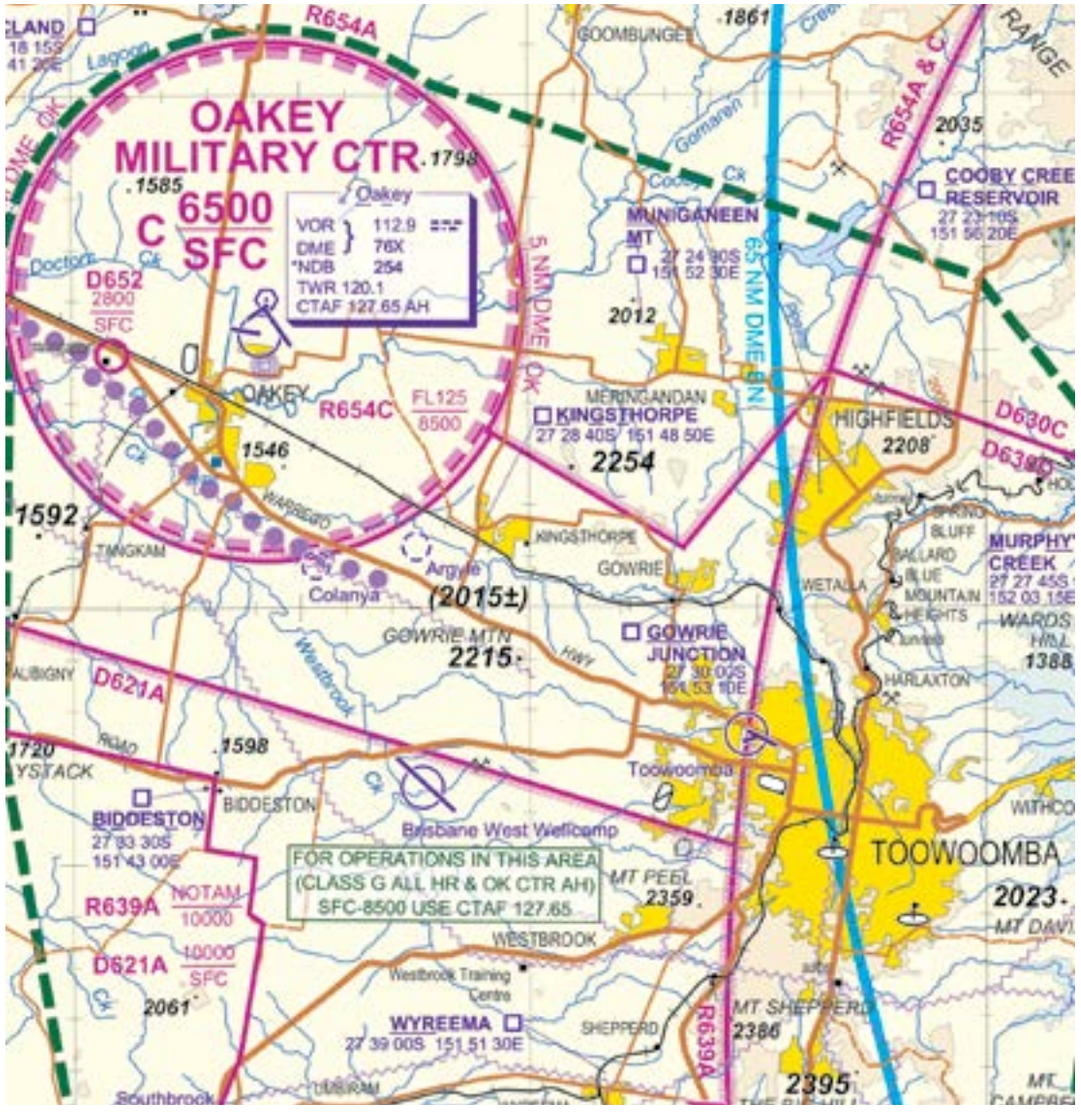
Toowoomba Airport is subject to noise abatement procedures, general flight procedures and a number of local traffic regulations. It is the pilot in command's responsibility to check current ERSA and NOTAMS for flights in this area.



## Airspace Infringement Hotspot Oakey Area

R654A extends from the surface to 6,500 ft and to 23 DME from Oakey (OK) in an arc from north-west to north-east, with an R2 conditional status. Avoid infringing from the adjacent R625D to the east, which has a LL of 8,500 ft, and from the Cooyar area to the north.

Aircraft wishing to use the Warrego VFR route through the south-western sector of Oakey CTR, or an opportunity clearance of R654, must call Oakey Airways Clearance Delivery on 133.35 for clearance and an SSR code when the airspace is active.



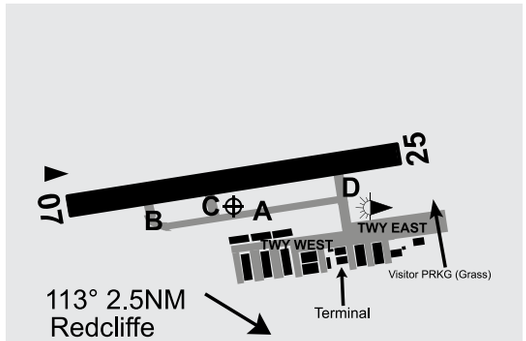

## Redcliffe procedures overview

### Redcliffe

Redcliffe aerodrome is in Class G airspace, about 13 nm north of Brisbane airport and about 3.6 nm from the Brisbane CTR boundary.

Pilots need to be aware that class C airspace with a lower limit of 1,500 ft overlays Redcliffe aerodrome, with the 1,000 ft step 1.5 nm to the south.

It is the pilot in command's responsibility to check current charts, ERSA and NOTAMS for flights in this area.




## Caloundra procedures overview

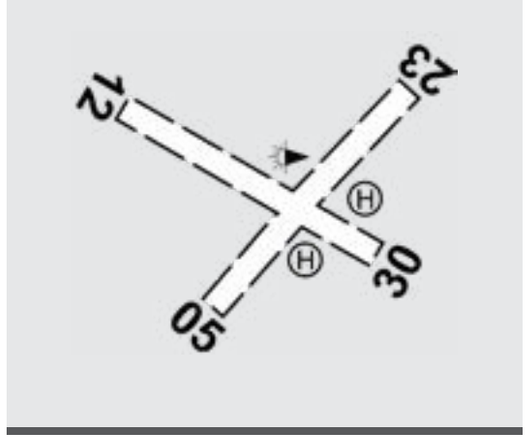
### Caloundra

Caloundra aerodrome, located to the north of Caboolture and approximately 12 nm to the south of Sunshine Coast aerodrome, is a busy non-controlled aerodrome.

GA fixed- and rotary-wing and RAAus aircraft regularly use the airfield and adjoining danger areas for flight training, scenic flights and parachute dropping operations.

See and avoid as well as correct radio use is of critical importance in this area.

It is the pilot in command's responsibility to check current charts, ERSA and NOTAMS for flights in this area.



## Caboolture procedures overview

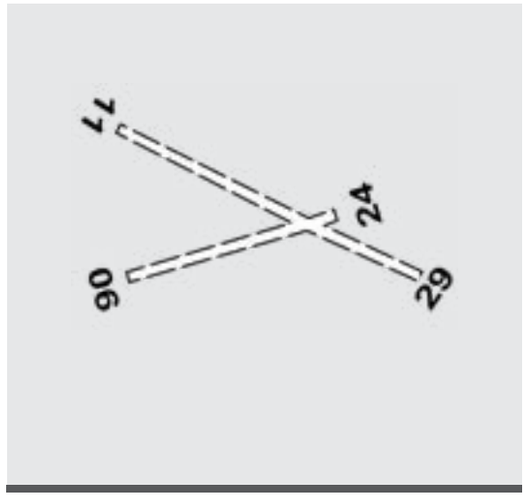
### Caboolture

Caboolture aerodrome, to the north-northwest of Redcliffe, is a busy non-controlled aerodrome. There is a mixture of GA fixed- and rotary-wing, RAAus, ultralights and gliders regularly using the aerodrome.

Caboolture and surrounds are designated danger areas where extensive flight training, scenic flight activities, gliding and parachute dropping are conducted.

See and avoid as well as correct radio use is of critical importance in this area.

It is the pilot in command's responsibility to check current charts, ERSA and NOTAMS for flights in this area.




## General military information

### Conditional RA (Restricted Area) status

The status of restricted areas (RAs) appears in the DAH and ERSA and is presented in a table on the VTC/VNC. This status indicates which types of restricted airspace it is possible to get a clearance through. NOTAMS are issued to list activation times and levels for military restricted airspace and MUST ALWAYS be consulted before flights through these areas, to avoid airspace infringements.

### RA conditional status legend

**RA1:** Pilots may flight plan through the RA and, under normal circumstances, expect a clearance from ATC.

**RA2:** Pilots must not flight plan through the RA unless on a route specified in ERSA GEN FPR or by agreement with the Department of Defence. However, a clearance from ATC is not assured. Other tracking may be offered through the RA on a tactical basis.

**RA3:** Pilots must not flight plan through the RA and clearances will not be available.

Surrounding Archerfield are several restricted military areas. Military airspace is activated by NOTAM and may become active at short notice. Check the status prior to going flying using the following codes and, if in doubt while airborne, check with ATC on the frequency you are on.



### Military airspace

**Canungra (R634A is RA3).**

Overfly above 3,800 ft if R634B is not active. R634B is RA2. This airspace extends to 8,500 ft above 634A and is activated by NOTAM. To transit around, track north-east of Eagle Heights to pick up the VFR route at Nerang or vice versa.

**Caution:** Low-level CTA steps south of Nerang. Clearance will be necessary.

**Greenbank (R627)**

Greenbank is a military base with associated weapons range located to the south of Archerfield. It is activated daily (except public holidays or as amended by NOTAM) 2100 – 0600z. R627 is RA3.

**Amberley**

Amberley Airbase lies to the west of Archerfield. Overlapping civil and military airspace, with operations from high-speed jets to heavy transport, and with multiple restricted and danger areas, makes the configuration complex and potentially hazardous. Pilots need to plan carefully and be aware of their location at all times.

The Amberley military control zone begins approximately 8 nm from Archerfield, from SFC–8,500 ft. R625A is to the north of the Amberley CTR and has a lower limit (LL) of 1,500 ft. R625B lies to the west and south of the CTR and has a LL of 2,500 ft.

In Amberley control zone, R625A/B/C/D are all RA1, (NAIPS codes YAMB, Amberley East Airspace AEX or 0939, Amberley Airspace AMX or 0941 Amberley West Airspace AWX or 0940).

Short notice and partial activation of the AMB CTR and associated restricted areas may occur outside of TWR hours.

It is the pilot's responsibility to check and monitor the status of the restricted areas and CTRs.

**Oakey**

Oakey Airbase is located to the north-west of Toowoomba and to the north of Wellcamp aerodrome.

The Oakey military control zone begins approximately 7.5 nm north-west of Toowoomba and approximately 4.5 nm to the north of Wellcamp. When activated, the Oakey CTR is from the surface to 6,500 ft.

Pilots need to plan carefully in this area, with a high concentration of military restricted airspace and high-traffic density to and from Wellcamp.

For airways clearance through restricted areas, contact Oakey Delivery on 133.35. For VFR aircraft via the Warrego VFR Route, clearance through R654A is also available through 135.35.

Be aware of D652 (high-velocity exhaust plume), from surface to 2,800 ft on the Warrego VFR route. For pilots operating in this area, check and monitor the status of Oakey airspace on ATIS 124.3, NDB 254, via phone on 07 4577 7235 or Area frequency 121.2.

## Airspace infringement: Hotspots Amberley

**1. Airspace infringement hotspot Amberley area**

When AMB is not active, Class C lower limit over AMB is 4,500 ft (30 nm BN).

**1. Airspace infringement hotspot Amberley military control zone**

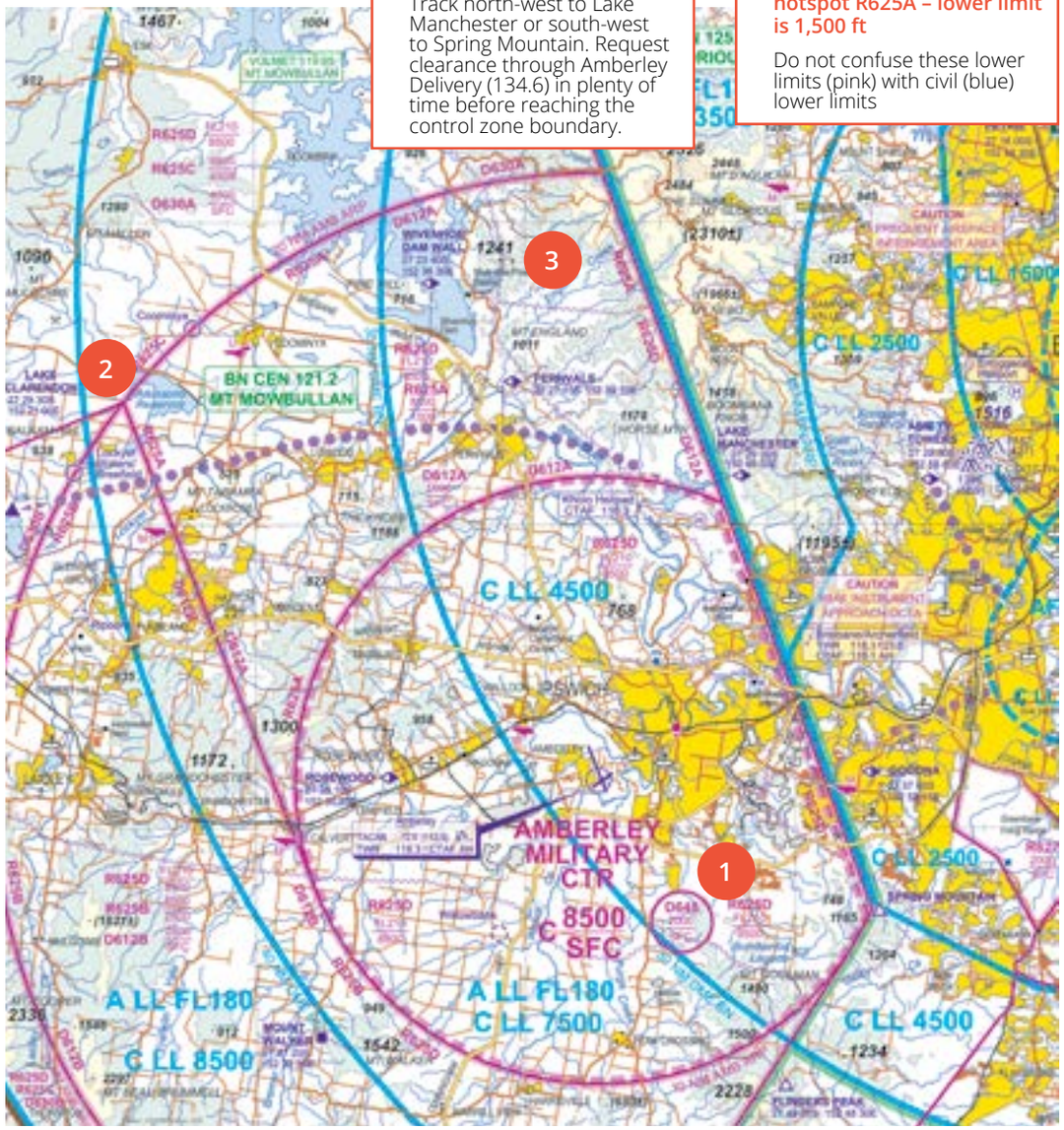
The Amberley military control zone lies just 8 nm west of Archerfield. Clearance is required to transit the area when active. Tracking outbound, avoid the inbound reporting point of Goodna. Track north-west to Lake Manchester or south-west to Spring Mountain. Request clearance through Amberley Delivery (134.6) in plenty of time before reaching the control zone boundary.

**2. Airspace infringement hotspot R625C – lower limit is 4,500 ft**

Do not confuse these lower limits (pink) with civil (blue) lower limits.

**3. Airspace infringement hotspot R625A – lower limit is 1,500 ft**

Do not confuse these lower limits (pink) with civil (blue) lower limits




## Airspace infringement: Hotspots Brisbane

**1. Airspace infringement hotspot Redcliffe Area**

Operate in accordance with local procedures in ERSA. Do not infringe the C LL 1,000 ft step or Brisbane CTR when arriving and departing Redcliffe to the south. The Brisbane CTR is only 4 nm to the south of Redcliffe.

**2. Airspace infringement hotspot southbound to Archerfield**

Track in the 2,500 ft step west of the TV towers. Use Enogerra Reservoir and Mt Coot-tha/TV towers to remain clear of the C LL 1,500 ft step.

**3. Airspace infringement hotspot Brisbane Control Zone – north & west**

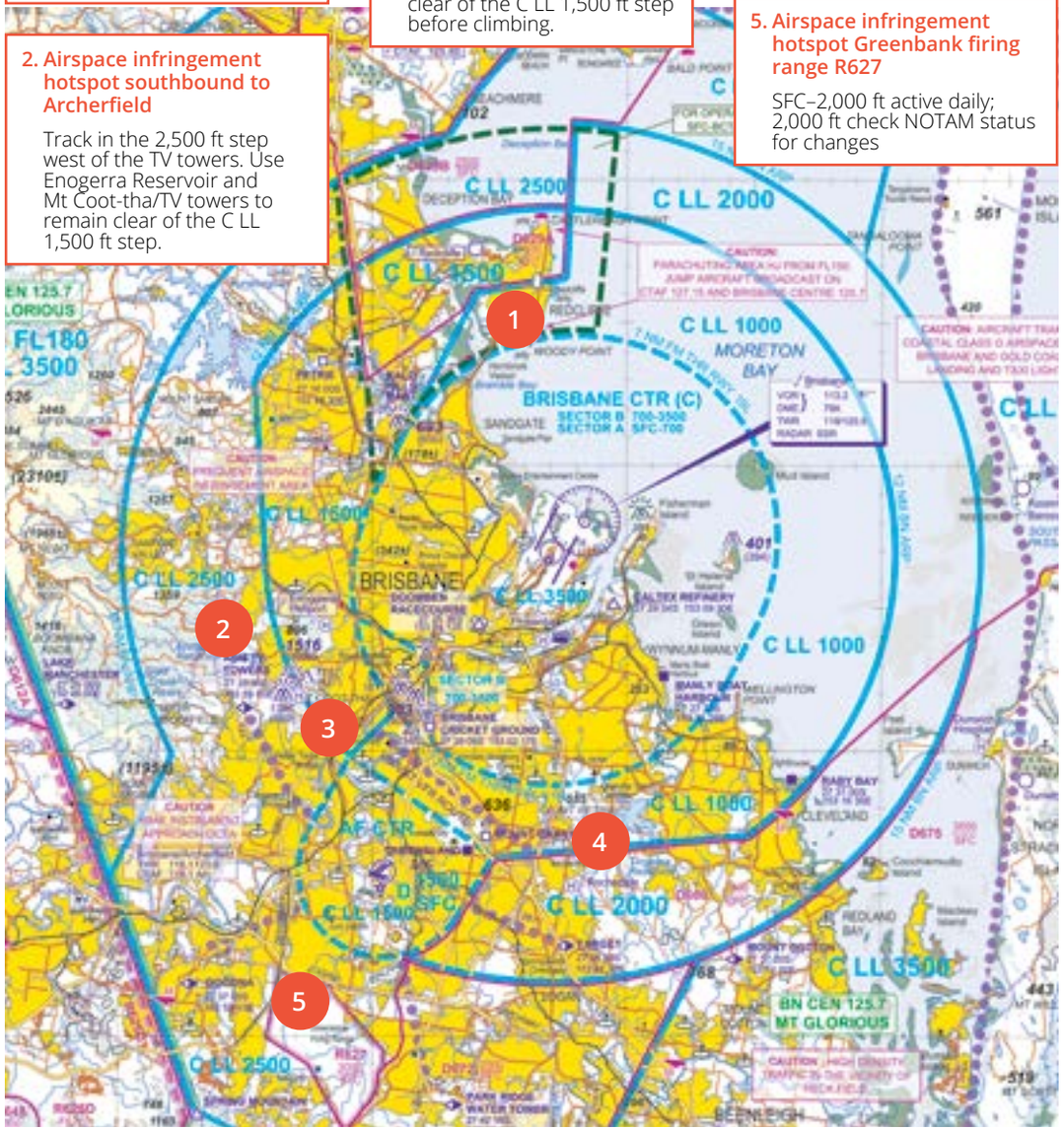
Departing Archerfield to the north, track east of the TV towers, between the towers and Enogerra. Take care to remain at or below 1,500 ft. Use Lake Samsonvale and Kurwongbah to establish clear of the C LL 1,500 ft step before climbing.

**4. Airspace infringement hotspot departing Archerfield to the east**

Outbound aircraft tracking to the east must not infringe the 1,000 ft step abeam Mt Gravatt. Keep south of Tingalpa Reservoir

**5. Airspace infringement hotspot Greenbank firing range R627**

SFC–2,000 ft active daily; 2,000 ft check NOTAM status for changes



## Airspace infringement: Hotspots Sunshine Coast

**1. Airspace infringement hotspot north-west of Sunshine Coast**

Do not cut the corner when flying between Noosa Heads and Yandina. Follow the Bruce Highway from Eumundi but remain to the west of the highway to stay clear of the zone.

**2. Airspace infringement hotspot Noosa Coastal**

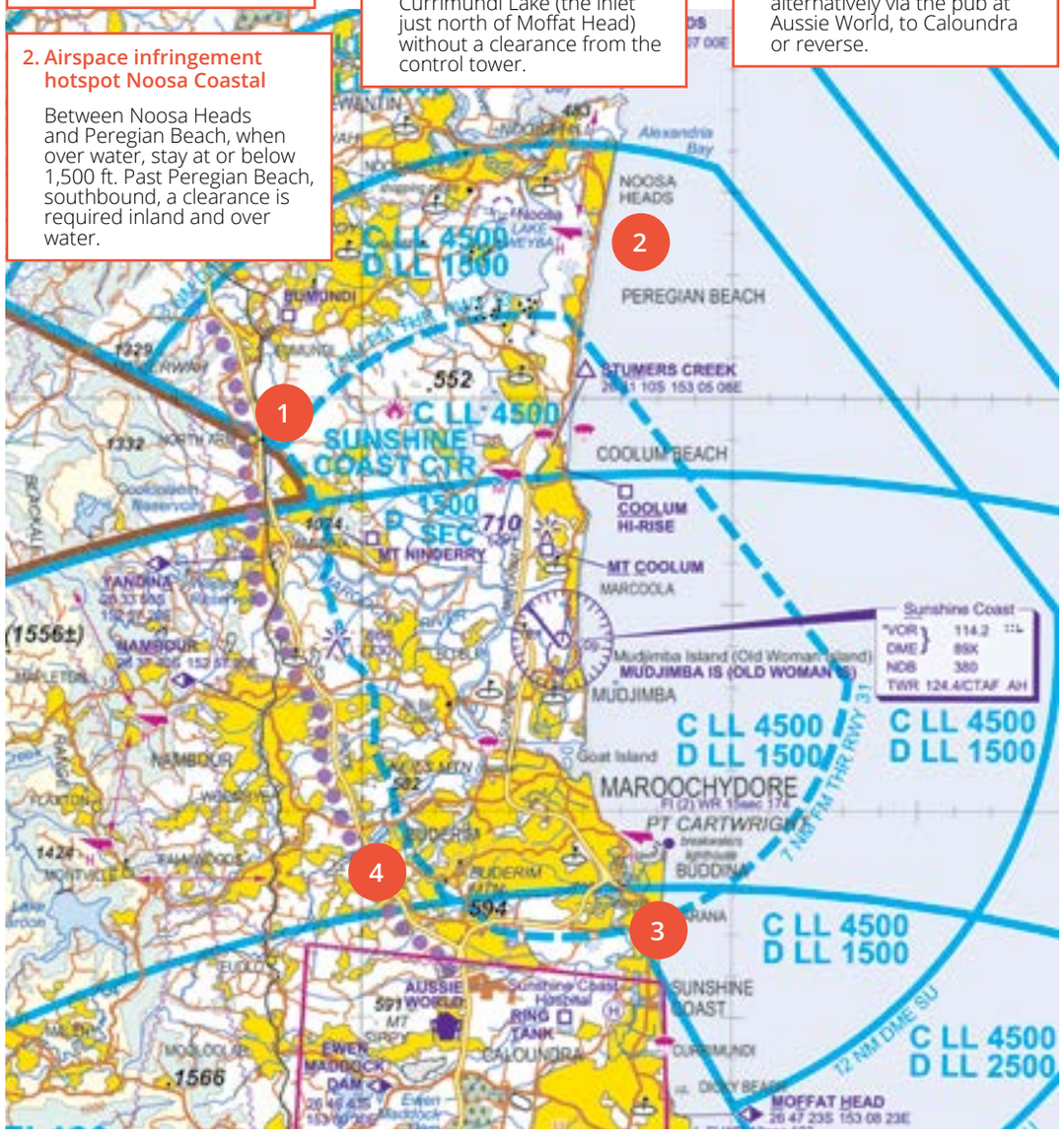
Between Noosa Heads and Peregian Beach, when over water, stay at or below 1,500 ft. Past Peregian Beach, southbound, a clearance is required inland and over water.

**3. Airspace infringement hotspot south**

Clearance is required for flying the coastal VFR route. Aircraft tracking over water northbound, enter the control zone between Moffat Head (MFH) and Point Cartwright (PTC). Pilots must not proceed north past Currimundi Lake (the inlet just north of Moffat Head) without a clearance from the control tower.

**4. Airspace infringement hotspot south-west**

Aircraft tracking around the south-west boundary of the control zone (often departing from or arriving at Caloundra), cut the corner of the airspace. To ensure you remain clear, track Ewan Maddock Dam or alternatively via the pub at Aussie World, to Caloundra or reverse.




## Archerfield ground operations

Archerfield has a known runway incursion hotspot where RWY 04L/22R and 04R/22L intersect the taxiway system B. Additionally, another hotspot exists on the undershoot of RWY 10L. Each taxiway has ICAO red markings to highlight the area and holding points. Caution should be exercised at the hotspot and do not cross the runway without a specific crossing clearance.

There are light aircraft run-up bays located on taxiways H and F. If you are unfamiliar, you are encouraged to request detailed taxi instructions.

For operations on the grass taxiways runway holding points are indicated by a group of 3 yellow cones either side of the taxiway in line with the runway strip gable markers.


22L grass runway holding point

## Archerfield helicopter operations

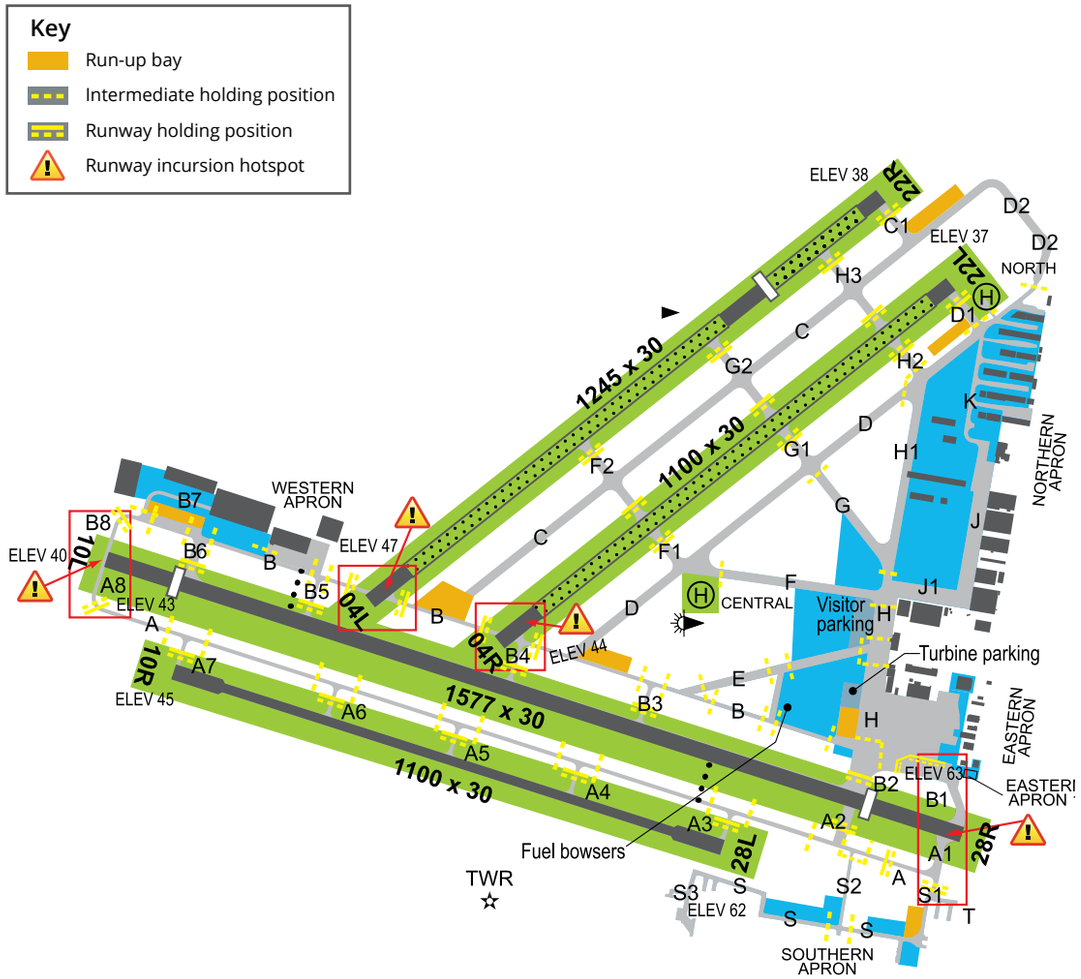
There are 3 designated helicopter training areas at Archerfield.

Area A: north of TWY B within the confines of the AD up to 500 ft, clear of buildings, circuit direction and FREQ as per ATIS. A maximum of 3 helicopters are permitted to operate circuits concurrently. Additionally, a maximum of 2 helicopters are permitted to operate on training in ground effect only.

Area B: north and west of RWY 04L within the confines of the aerodrome up to 500 ft, clear of buildings, circuit direction and FREQ as per ATIS. A maximum of 3 helicopters are permitted to operate circuits concurrently. Additionally, a maximum of 2 helicopters are permitted to operate on training in ground effect only.

Area C: south and east of TWY D, inside the fixed wing circuit for RWY 04R/22L, not above 800 ft. Landings must be conducted north of TWY B. Once established, the only radio communications are an 'airborne' call before each circuit and a 'downwind' call.

Always remain east of the control Tower; only 2 helicopters are permitted to operate concurrently in this area.




## Operations on the aerodrome

**Apron area** – no taxi clearance required. Monitor Ground on 119.9 MHz.

**Taxiway** – taxi clearance from Ground required before entering this area.

**Runway** – specific clearance required from ATC before entering this area.

## Definitions

| | |
|---|---|
| **Apron area** | A defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail, cargo, fueling, parking or maintenance. |
| **Taxiway** | A defined path established for the taxing of aircraft and intended to provide a link between one part of the aerodrome and another. |
| **Runway** | A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft. |



# Ground operations

Key areas when planning to navigate around an aerodrome are:

- study the layout, paying particular attention to complex intersections and RWY incursion hotspots in ERSA
- anticipate your taxi route to and from the RWY in use based on information from the ATIS, NOTAMs, ERSA, recent experience and the aerodrome chart
- have the aerodrome chart or diagram readily available to use during the planning phase and while taxiing
- check the route on which you are taxiing against the chart or ERSA and again, pay special attention to complex intersections
- continually scan for conflicting traffic and holding point markings
- confirm your assigned route if you are in doubt about the taxi instructions received from a controller.

A specific clearance is required to enter, backtrack, lineup on, cross or take-off from a runway. When taxiing, ensure you have received a specific clearance to cross any runway on your taxi route.

The clearance will include your callsign and the words 'CROSS RWY XX'. An ATC clearance to line-up does not authorise the pilot to backtrack on the runway.

While taxiing, the use of standard operating procedures and your radio will increase the safety of operations. This includes following instructions from ATC, confirming your understanding of ATC instructions by ensuring correct readbacks, maintaining situational awareness, using all resources available and ensuring effective pilot/controller communication practices. At the holding point, ensure your 'ready' call is on the correct frequency.

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

The principle of good communication is to effectively articulate:

- who you are
- where you are
- what you want.

When landing, runway confusion can be avoided by:

- paying careful attention to runways in clearances
- always reading back an assigned runway in full
- taking sufficient time during the approach briefing to determine how positive runway identification will be achieved, particularly if using a non-precision, circling or visual approach
- visually identifying the correct runway before entering or landing on it, depending on weather conditions
- distinguishing between runway lighting and taxiway lighting, which are coloured differently.

## Radio use – Requesting taxi clearance Archerfield

**ATIS available on Freq 120.9 (TWR Hrs Only)**
**Telephone (07) 3275 8201**

**Archerfield Terminal Information** _____ **Runway** _____ **Wind**_____

**X-Wind**_____ **Visibility**_____ **Cloud**_____**Temperature** _____

**QNH** _____

**Archerfield Ground Freq 119.9**

**Archer Ground,**

_____

(*Aircraft type & callsign*), _____

_____**P.O.B.**

( _____ (*Dual / Solo if applicable*))

**Received** _____ (*ATIS*),

**at** _____ (*Location on airfield eg, Northern Apron*), **Request taxi.**

**read back**

**Cleared to taxi, runway**

_____ **via Taxiway**

_____ (*Taxi route Details*), **Cross / Hold at**

_____ (*Holding point instructions*), _____ (*Callsign*).

## Radio use – Holding points and take-off clearance

**Ground FREQ 119.9**

**Archer Ground,** _____

(*Aircraft callsign*), _____

_____ **Request cross holding point**_____ (*Holding point identifier*)

**read back**

**Cross /Hold holding point**

_____ (*Holding point identifier*).____ (Callsign).

**Tower FREQ 118.1 / 123.6**

**Archer Tower,** _____

(*Aircraft callsign*),_____ **Ready Runway**_____(*runway number*). For departure _____

**(North, east, south, west)**

**read back**

**Cleared for take-off runway**

_____ (*runway identifier*),_____ **(left/right turn, maintain runway heading)**

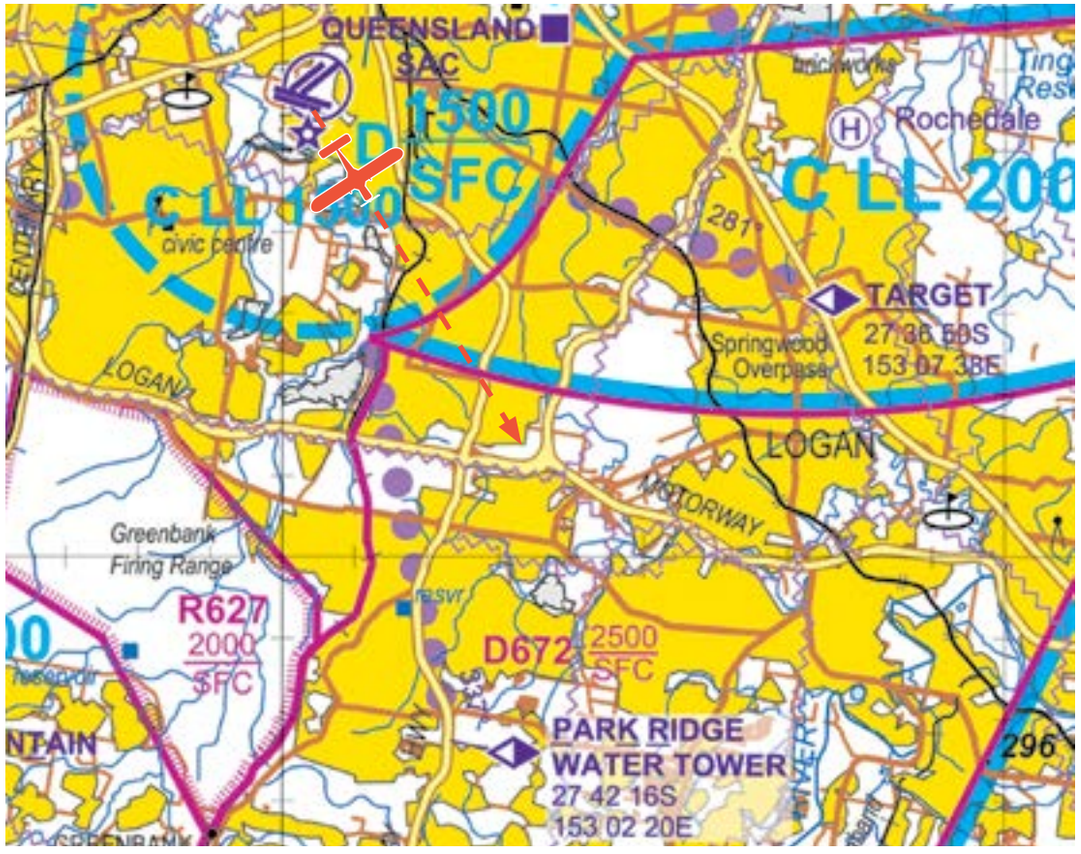
_____(*Callsign*).

The following components of an ATC transmission require accurate readback:

1. an ATC route clearance in its entirety, and any amendments
2. en route holding instructions
3. any route and holding point specified in a taxi clearance
4. any clearances, conditional clearances or instructions to hold short of, enter, land on, line-up on, wait, take-off from, cross, taxi or backtrack on any runway
5. any approach clearance
6. assigned runway, altimeter settings directed to specific aircraft, radio and radio navigation aid frequency instructions
7. SSR codes, data link logon codes
8. level instructions, direction of turn, heading and speed instructions.

## Departure and tracking – south

Departure altitude shall be 1,000 ft. For planned departure track between 100 and 204 DEG MAG, departure is via the 'Southern Departure'. Track 135 DEG from Archerfield. When departing on RWY 28L, track 135 DEG from the crosswind leg to facilitate descent for inbound aircraft joining base from PKR. Consult ERSA for procedure and if unfamiliar, advise ATC.

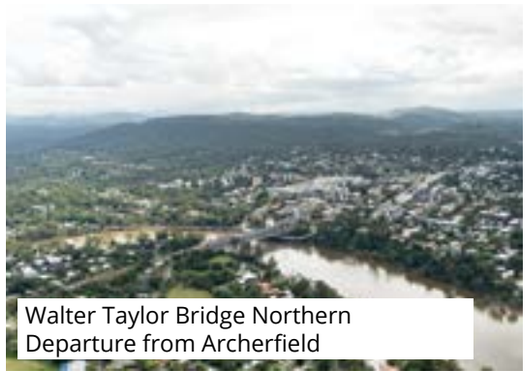


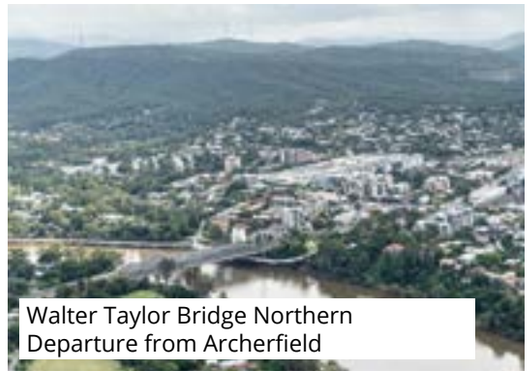


Intersection Logan MTWY and Wembley Road

## Departure and tracking – north

Departure altitude shall be 1,000 ft. For planned departure track between 310 and 019 DEG MAG, departure is via the 'Northern Departure'. Track via Walter Taylor (Indooroopilly) Bridge, then eastern side of the TV towers. Consult ERSA for procedure and if unfamiliar, advise ATC.



Walter Taylor Bridge Northern Departure from Archerfield


Walter Taylor Bridge Northern Departure from Archerfield

## Departure and tracking – east

Departure altitude shall be 1,000 ft. For planned departures between 020 and 099 DEG MAG, departure is via the ‘Eastern Departure’. Track east to overhead the Gateway Motorway/Pacific Motorway intersection (088 DEG MAG / 5.5 nm Archerfield). Pilots need to be aware of overlaying controlled airspace and proximity of BN CTR.

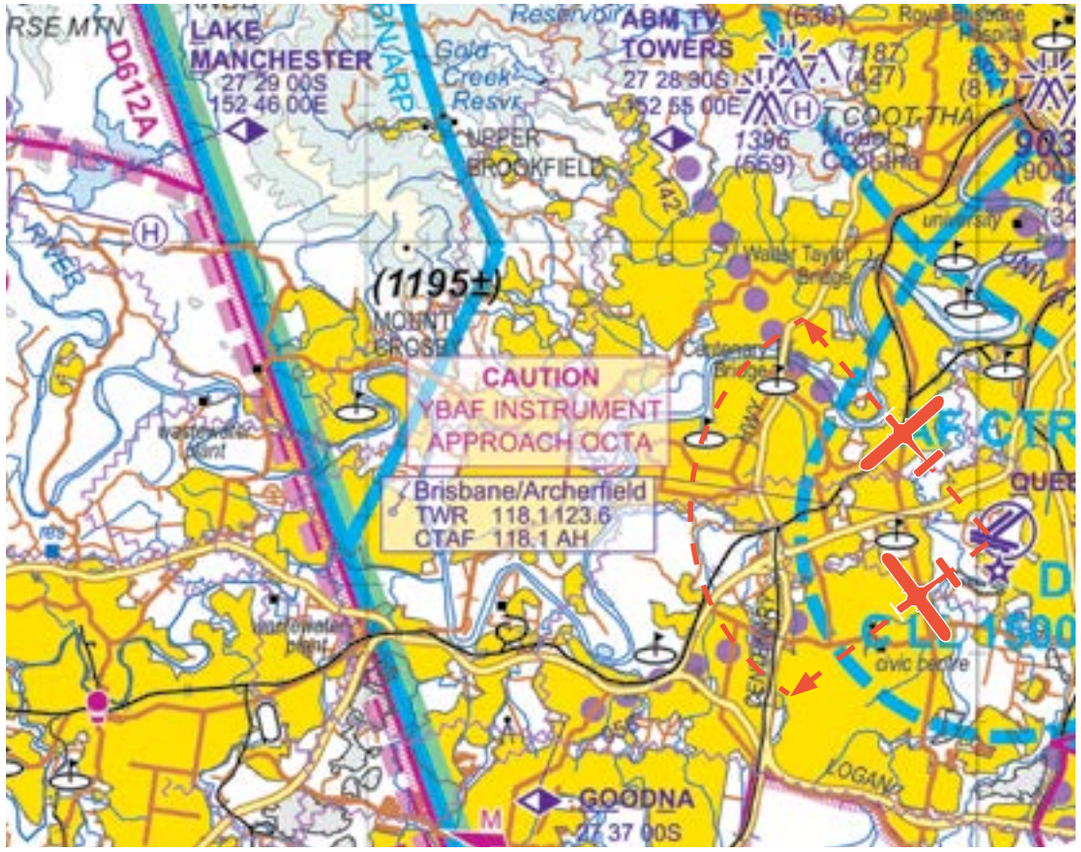


Intersection Gateway Motorway and M1 Eastern Departure Archerfield


Intersection Gateway Motorway and M1 Eastern Departure Archerfield

## Departure and tracking – west

Departure altitude shall be 1,000 ft. For planned departures between 205 and 309 DEG MAG, departure is via the ‘Western Departure’. All aircraft shall depart AF CTR on a track between 220 DEG and 309 DEG MAG and must nominate their outbound track with the taxi call.





Lake Manchester from Archerfield direction looking west/north-west

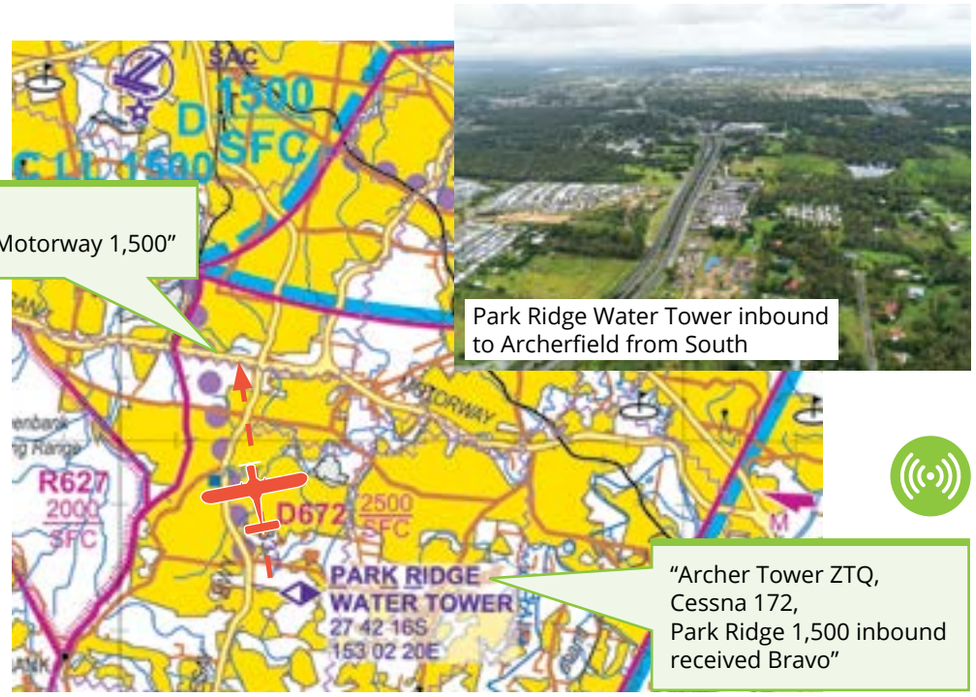

Lake Manchester from Archerfield direction looking west/north-west

## Arrivals and tracking – from the south

Entry into the YBAF CTR shall be at 1,500 ft. For arrivals from the south, pilots should plan via and report at Park Ridge Water Tower (PKR). Park Ridge Water Tower has a bright strobe light on the top and is located adjacent to the eastern side of the Mount Lindsay Highway. The YBAF TWR FREQ will be nominated on the ATIS.

From PKR, track towards YBAF CTR (approximately 337 degrees) and report crossing the Logan Motorway for ATC entry instructions.

Caution must be exercised when tracking from PKR towards YBAF, as Greenbank Firing Range restricted area (R627) is located a short distance to the west.





Park Ridge Water Tower inbound to Archerfield from South

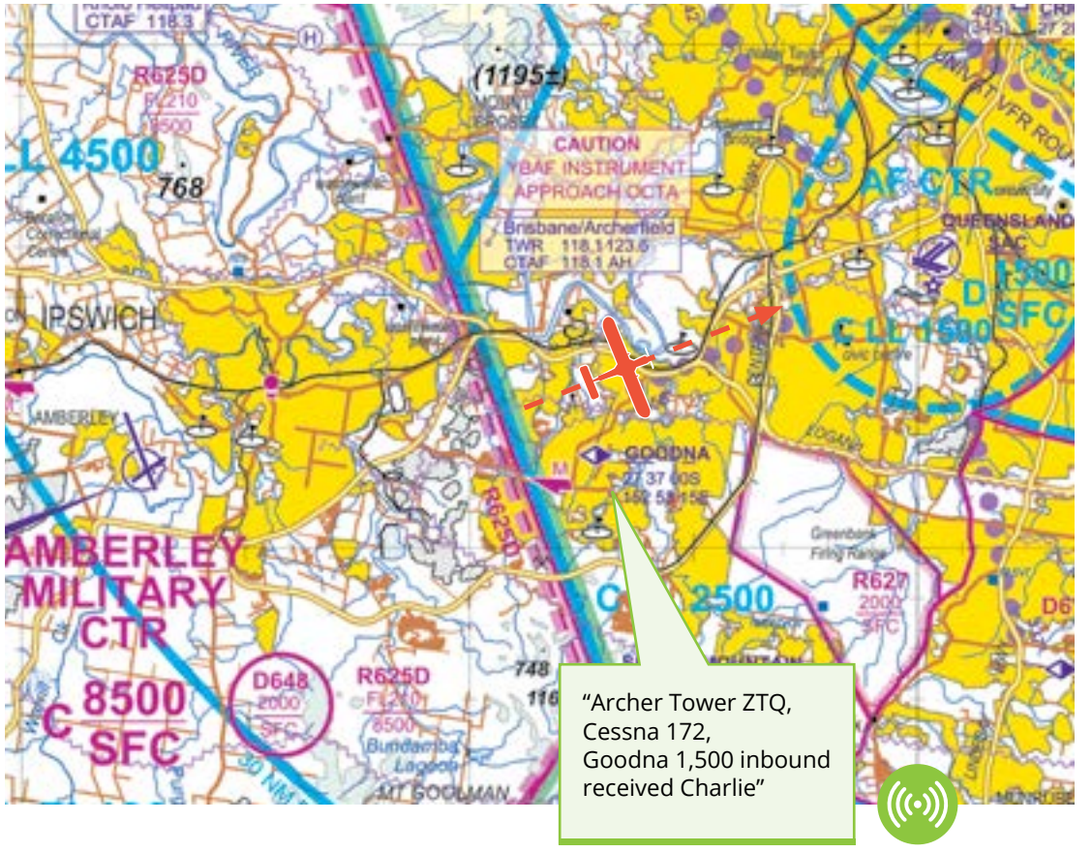

Park Ridge Water Tower inbound to Archerfield from south


Crossing Logan Motorway inbound to Archerfield from south



## Arrivals and tracking – from the west

Entry into the YBAF CTR shall be at 1,500 ft. For arrivals from the west, pilots should plan via and report at Goodna (GON) for ATC entry instructions. The YBAF TWR FREQ will be nominated on the ATIS. The track from Goodna to YBAF is approximately 056 degrees.





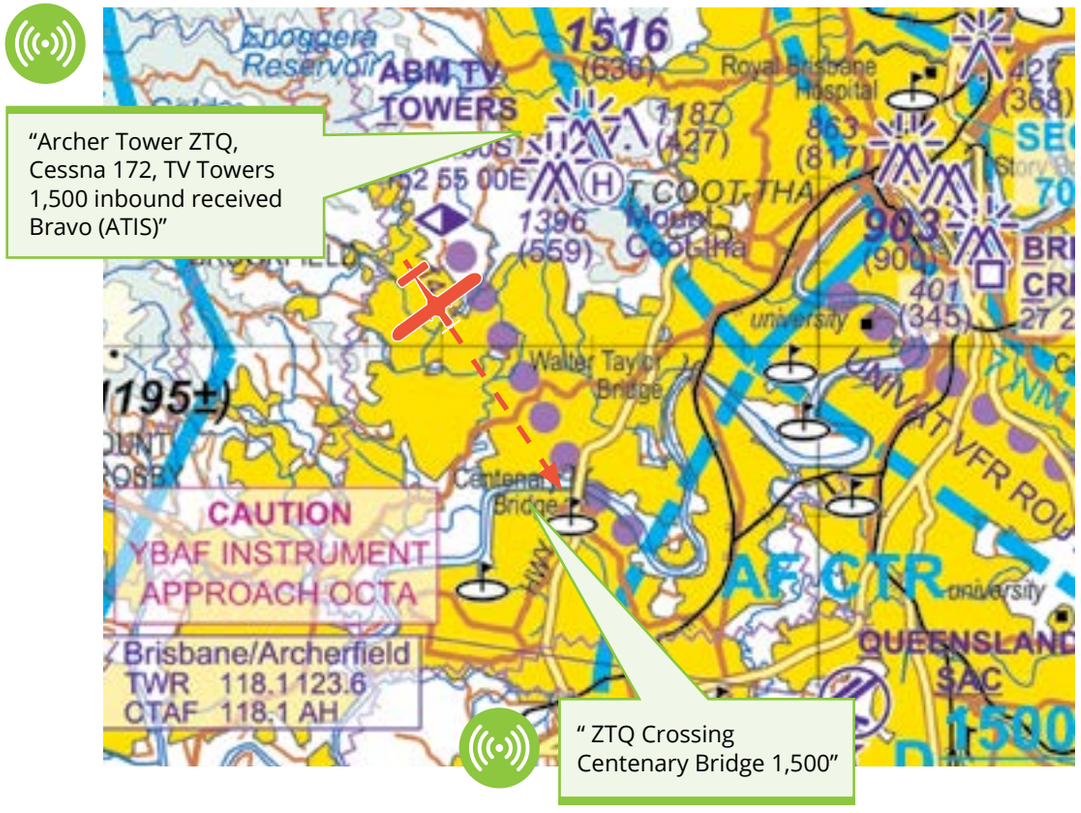
Goodna inbound to Archerfield

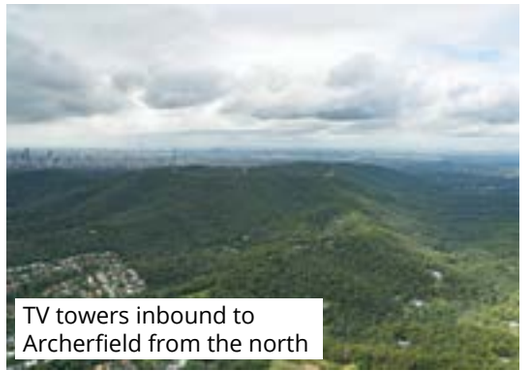

Goodna looking north

## Arrivals and tracking – from the north

Entry into the YBAF CTR shall be at 1,500 ft. For arrivals from the north, pilots should plan via and report abeam the western side of the TV towers (TVT). The YBAF TWR FREQ will be nominated on the ATIS.

Pilots must then track (approximately 142 degrees) and report at the Centenary Bridge for ATC entry instructions.

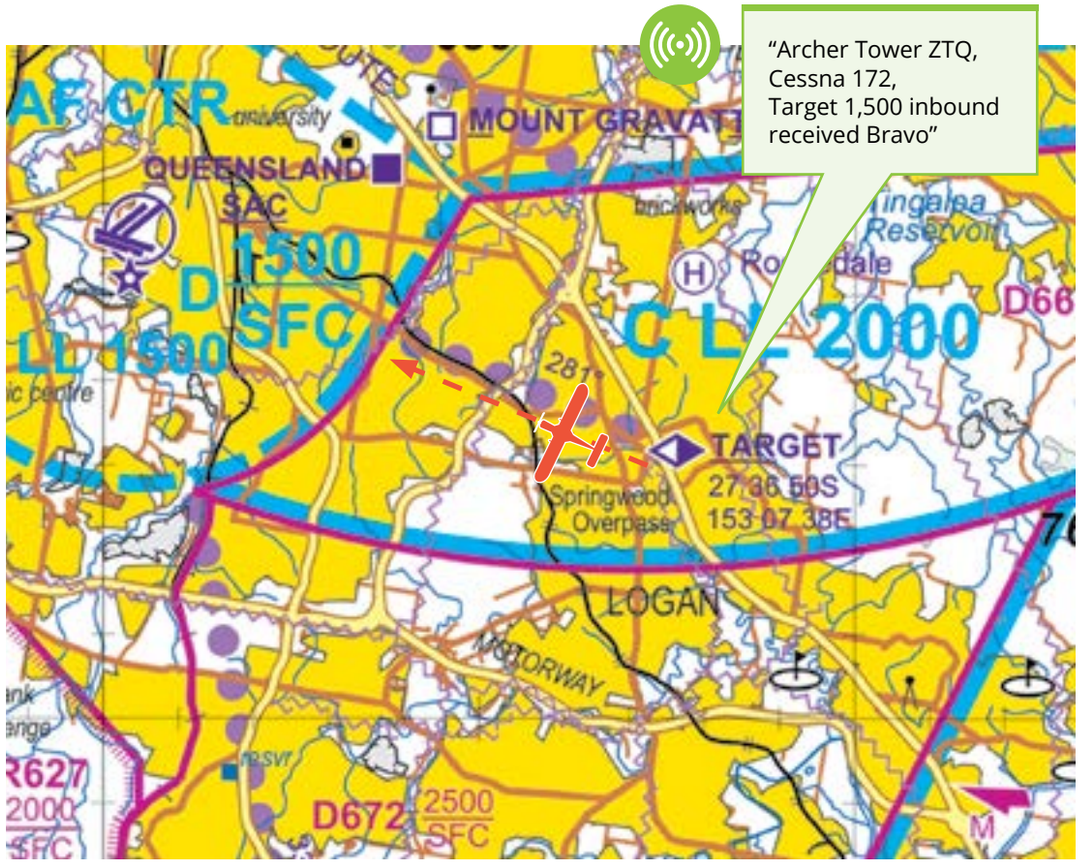




TV towers inbound to Archerfield from the north


Centenary Bridge inbound to Archerfield from TV towers

## Arrivals and tracking – from the east

Entry into the YBAF CTR shall be at 1,500 ft. For arrivals from the east, pilots should plan via and report at TARGET (TAR). The YBAF TWR FREQ will be nominated on the ATIS. TARGET is painted on the roof of a large group of shops, to the east of the Pacific Motorway.



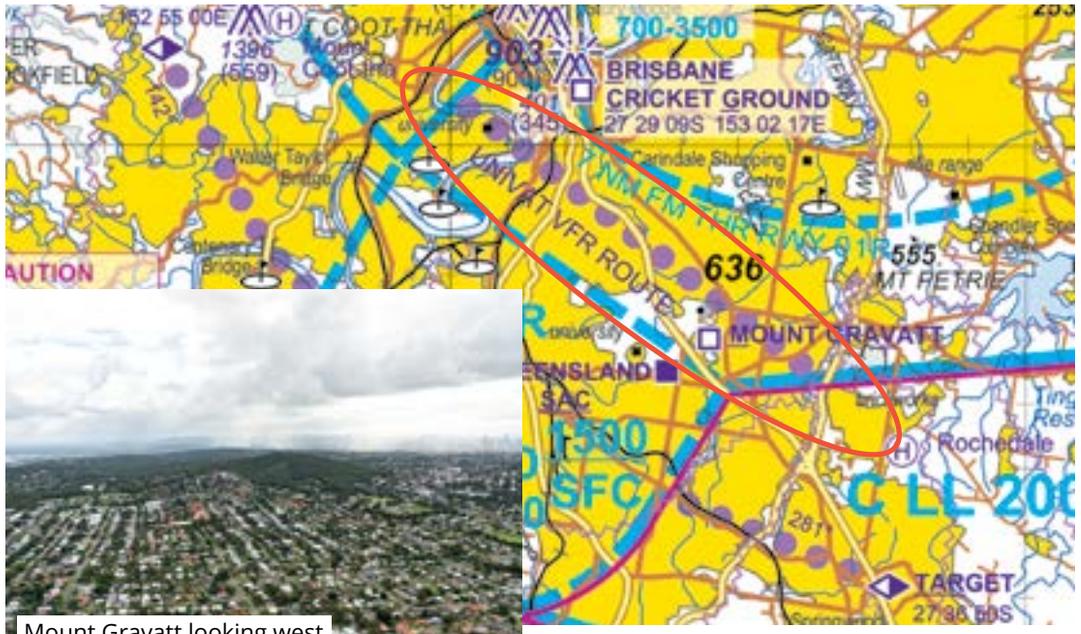

Target inbound to Archerfield from east


Target

## Archerfield overflights and Univat Route

For pilots wishing to transit YBAF, ATC must be advised at the VFR approach points of TAR, PKR, GON or TVT by using the phrase 'Transit details', with requested tracking and level. CTR clearance will be subject to ATC and possible delays may be experienced. Pilots need to comply with arrivals procedures from the VFR approach points unless instructed otherwise by ATC.

There is a very narrow VFR route outside of YBAF CTR called the UNIVAT VFR ROUTE. This route runs from approximately the brickworks to the University of Queensland. The route is in Class G airspace with overlaying Class C lower limit at 1,000 ft, and the YBBN CTR located to the immediate north of the route. It is advised that pilots using this route contact YBAF TWR to advise of intentions.





Mount Gravatt looking west


University of Queensland looking towards Mount Gravatt


Looking west towards University of Queensland



## Weather

While the Brisbane to Sunshine Coast area often provides good flying conditions, there are aviation hazards to consider during every season.

Winds: An afternoon north-easterly sea breeze develops on many days throughout the year, with the strongest occurring during spring and summer. The sea breeze may arrive before lunchtime at YBSU, while at YBAF it usually arrives during the afternoon, 2–3 hours after moving through YBBN. A katabatic south-westerly wind often affects the coastal plain during the evening and early morning hours.

Thunderstorms: Thunderstorms are possible during any season but mostly occur from spring through to early autumn. Severe storms with large hail and strong wind gusts are more likely from October through to December, while thunderstorms with heavy rain and strong wind gusts are more likely after December.

Thunderstorms often move onto the coastal plain off the ranges. At YBAF, look for thunderstorms moving through locations such as Boonah and Amberley, and off the ranges from Toowoomba to Warwick. At YBSU, look for thunderstorms anywhere from Crows Nest north of Toowoomba through to the Jimna ranges.

The most dangerous thunderstorms often occur when a south-easterly change is moving northwards along the coast through the day.

Turbulence: Turbulence occurs mostly in strong westerly winds, with moderate to severe turbulence possible on and in the lee of the ranges. Mountain waves may also occur in the lee of the ranges in a strong westerly.

The northern Lane of Entry into YBAF from Samford to the west of Mount Coot-tha may be particularly prone to turbulence in a westerly.

Low cloud: Broken low cloud develops mostly overnight and early morning in a north-easterly wind. The minima at YBSU is quite high and so fuel holding requirements are more often included on forecasts at YBSU than other TAF locations in south-east Queensland.

Fog: Insignificant shallow fog (MIFG) is a regular occurrence at both YBAF and YBSU and both locations are prone to fully developed fogs, mostly during the cooler months and after rain. The webcam at YBAF, available on the Airservices website, is very useful in observing the current fog conditions at the airport.

Fogs that form over the western suburbs of Brisbane may move to the NE along the Brisbane River towards the city.

Fogs that occur in the valleys to the west of the coastal plain, such as near Wivenhoe Dam and the Mary Valley, may persist well into the late morning.

Showers: Persistent showers are most likely in south-easterly trade flow, with a diurnal maximum in shower activity occurring overnight and in the morning.

## Radio use at CTAFs (when the YBAF and YBSU Towers are closed)

### Calls recommended ALL the time

| Situation | Example broadcast |
|---|---|
| **1.** Before take-off or during taxi | Archerfield traffic, C172, ZTQ taxiing runway 10L for Gold Coast, Archerfield. |
| **2.** Inbound at least 10 nm from the aerodrome or further for high performance aircraft or busy aerodromes | Wellcamp traffic, C172, ZTQ one zero miles north inbound 1,500, estimating circuit at two five, Wellcamp. |
| **3.** Overflying or in the vicinity of Archerfield outside tower hours, but not landing, or further for high performance aircraft | Archerfield traffic, C172, ZTQ one zero miles south 1,500, overflying, estimating overhead two five, Archerfield. |

| Frequencies | |
|---|---|
| Archerfield ground | **119.9** |
| Archerfield tower (check ATIS) | **118.1 or 123.6** |
| ATIS | **120.9** |
| Brisbane approach | **125.7** |
| Southport CTAF | **119.0** |

| Contact phone numbers | |
|---|---|
| Archerfield tower | **07 3275 8201** |
| ATIS | **07 3275 8201** |
| CENSAR | **1800 814 931** |

### Calls when there is OTHER TRAFFIC

| Situation | Example broadcast |
|---|---|
| **4.** Entering a runway | Archerfield traffic, C172, ZTQ lining up 10L, Archerfield. |
| **5.** Joining the circuit | Archerfield traffic, C172, ZTQ joining crosswind, runway 10L, Archerfield. |
| **6.** Making a straight in approach, not less than 3 nm from the touch-down threshold* | Sunshine Coast traffic, C172, ZTQ joining 3 nm final, straight-in approach runway 13, Sunshine Coast. |
| **7.** Joining on base leg | Caboolture traffic, C172, ZTQ joining base, runway 11, Caboolture. |
| **8.** During an instrument approach, either when established at the final approach fix, or when commencing the missed approach | Sunshine Coast traffic, C172, ZTQ conducting missed approach, runway 13, tracking to the south east, climbing 3,000, Sunshine Coast. |
| **9.** Once clear of the active runway(s) | Redcliffe traffic, C172, ZTQ clear of runway 25, Redcliffe. |

*Pilots should be aware that a GNSS indication of 3  from an aerodrome may not be 3 nm to the runway threshold.

| Frequencies | |
|---|---|
| Sunshine Coast ground | **121.1** |
| Sunshine Coast tower | **124.4** |
| ATIS | **119.8** |
| VOR (also contains ATIS information) | **114.2** |
| Brisbane Centre in the YBSU CCT area (outside TWR HR) | **129.0** |
| Brisbane Centre on ground at YBSU (outside TWR HR) | **135.2** |

| Contact phone numbers | |
|---|---|
| Sunshine Coast tower | **07 5458 2953** |
| ATIS | **07 5458 2955** |
| CENSAR | **1800 814 931** |

Notes

**casa.gov.au**