



Radio procedures in non-controlled airspace: **Be heard, be seen, be safe**

Radio must always be used in conjunction with safe 'see-and avoid' procedures.

Being on the correct frequency and knowing when to make radio calls and what to say will help keep you and those around you safe, especially at non-controlled aerodromes.

WHAT FREQUENCY SHOULD YOU BE ON?

When operating in the vicinity of an aerodrome published on aeronautical charts, use the CTAF (126.7MHz or the discrete frequency) as published.

Remember, 'in the vicinity' is within 10 nm, and at a height where your operations could be in the way of other traffic.

Some aerodromes and aeroplane landing areas will fall within a Broadcast Area with a designated CTAF. Use this CTAF where indicated in the ERSA.

In all other non-controlled airspace, CASA recommends using Area VHF. This frequency may provide the best means of gaining assistance from ATC or other pilots in the event of an emergency.

WHEN YOU **MUST** MAKE A BROADCAST

The one time you must make a broadcast is in a situation where you recognise a potential conflict with your aircraft near a non-controlled aerodrome. In this case, it is your responsibility to acknowledge the situation by transmitting your callsign and, as appropriate, your aircraft type, position, level and intentions.

WHEN YOU **SHOULD** MAKE A BROADCAST

In any non-controlled airspace, when departing, arriving or overflying an aerodrome or switching frequency, you should always let other traffic know you are there by making the recommended calls below.

Mandatory broadcasts in mandatory broadcast areas are found in AIP ENR 1.1

ACTIVE LISTENING

Communication isn't one way, it's a loop. Listen carefully to what other aircraft are saying as it may not be what you are expecting. If in doubt, ask. This will help everyone get a better understanding of each others position and whether a potential conflict is developing.

CALLS RECOMMENDED **ALL** THE TIME

Situation	Example broadcast
1 Before take-off or during taxiing	Parkes traffic, C172, ZTQ taxiing runway 29 for circuits, Parkes
2 Inbound to an aerodrome, at least 10 nm from the aerodrome, or further for high performance aircraft, or busy aerodromes	Parkes traffic, C172, ZTQ one-zero miles north inbound on descent through 4,200, estimating circuit at three six, Parkes
3 Overflying or in the vicinity of a non-controlled aerodrome, but not landing at, or further for high performance aircraft	Parkes traffic, C172, ZTQ one zero miles north 4,500, overflying, estimate overhead two six, Parkes

CALLS WHEN THERE IS OTHER TRAFFIC

Other radio calls may be useful at a non-controlled aerodrome, if there is traffic in the area that would benefit from this additional communication.

Situation	Example broadcast
4 Entering a runway	Parkes traffic, C172, ZTQ lining up runway 29, Parkes
5 Joining the circuit	Parkes traffic, C172, ZTQ joining midfield crosswind, runway 29, Parkes
6 Making a straight-in approach, not less than 3 nm from the threshold*	Parkes traffic, C172, ZTQ, joining 3 nm finals, for straight in approach, runway 29, Parkes
7 Joining on base leg	Parkes traffic, C172, ZTQ, joining base, runway 29, Parkes
8 During an instrument approach, either when established at the final approach fix or when commencing the missed approach	Parkes traffic, C172, ZTQ, conducting a missed approach, runway 22, tracking to the east, climbing to 3,900 feet, Parkes
9 Once clear of the active runway(s)	Parkes traffic, C172, ZTQ runway 29 vacated, Parkes

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

