

Archer Tower Bulletin

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Flying at Archerfield during G20

It is almost here, the Group of Twenty (G20) Leaders Summit in November.



All pilots planning to operate within 90NM of Brisbane must be aware of the G20 procedures outlined in AIP SUP H62/14.

All aircraft arriving at, departing from or operating at Archerfield must comply with specific procedures.

Some items of note:

- G20 procedures will apply **11 - 18 November**
- **Tower hours** will change by **NOTAM**
- Non-G20 aircraft are not allowed to fly outside of tower hours.
- A **flight plan** is required, including circuit operations.
- All aircraft must activate a **discrete transponder** code.
- Archerfield airport may be closed at short notice.

- Runway 04/22 will not be available
- Circuit direction will be south of runway 10/28
- Northern departure not available
- Temporary restricted areas will be activated.

Full details of the AIP supplement — H62/14 should be obtained via Airservices website

www.airservicesaustralia.com/publications/

Additional information will be promulgated by NOTAM.

Special points of interest:

- A transponder will be mandatory for all aircraft operations during G20.
- New procedures for Western departure.
- November 2014 ERSA update.

Archerfield weather information

An Aerodrome Weather Information Service (AWIS) provides actual weather conditions via an automated telephone broadcast.

Did you know that an

AWIS was installed by Airservices Australia at Archerfield?

This service provides operational information especially useful outside tower hours.



Telephone numbers

AWIS - 07 3239 8720

ATIS - 07 3275 8201

Archerfield ERSA update - 13 November 2014

En Route Supplement Australia (ERSA) has been significantly amended for Archerfield (YBAF) in the next edition.

The intent of the change is to make the information easier to read with updated detail, layout and procedures.



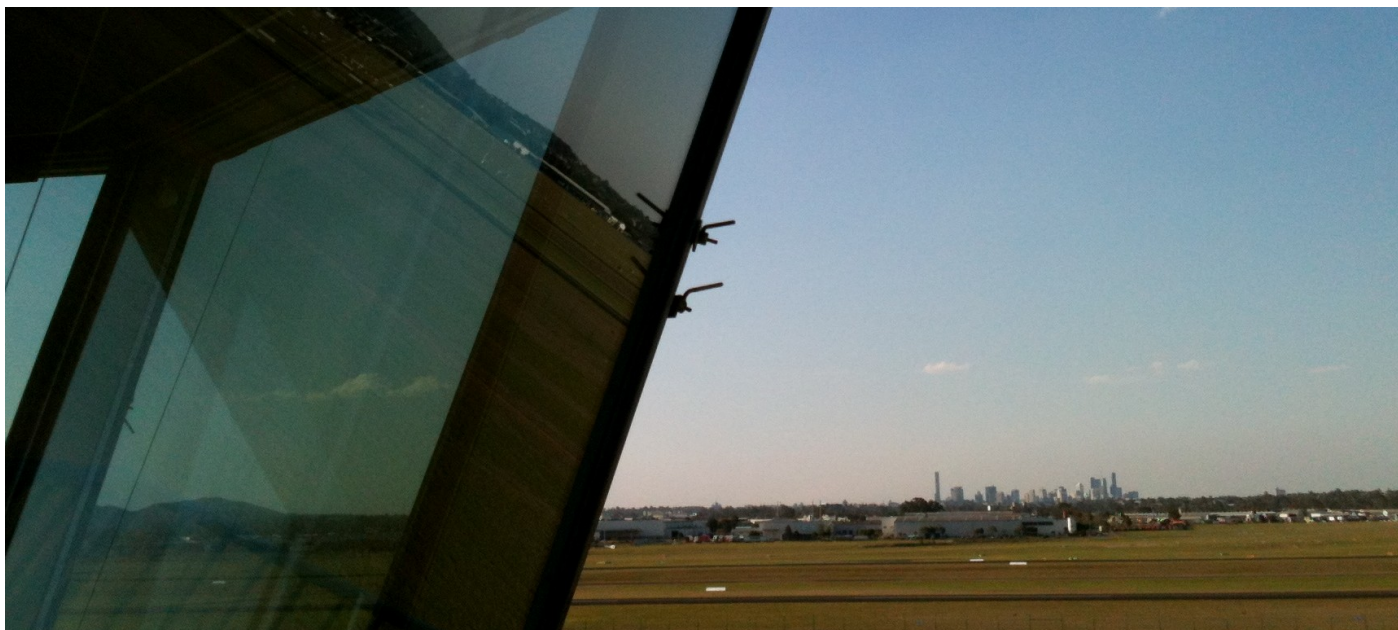
Changes will include:

1. local ground operations
2. parking
3. flight procedures
4. circuit procedures
5. transponder procedures
6. tracking requirements
7. departure procedure
8. arrival procedures

9. airspace transit request
10. helicopter operations
11. helicopter circuits

For detailed information and other changes it is essential that you refer to ERSA. The next issue will be effective on 13 Nov 2014.

www.airservicesaustralia.com/publications/



Traffic information

ATC will provide relevant traffic information to enable pilots, while complying with ATC instructions, to maintain separation from other aircraft.

The purpose of traffic information is for pilots to see and avoid other aircraft.

What are your requirements?

1. acknowledge with your callsign
2. maintain separation from other aircraft
3. advise ATC if traffic is **not** sighted by you

“ traffic information is provided for pilots to see and avoid other aircraft ”

Runway safety

Runway safety is paramount and runway incursions remain a serious threat to aviation safety.

A pilot's guide to runway safety—safe surface operations at controlled aerodromes was designed by Airservices to highlight safety measures and focus on reducing the likelihood of runway incursions.



Download your copy today
www.airservicesaustralia.com/

The guide focuses on:

1. planning
2. taxi procedures
3. aircraft lights
4. communications
5. phraseology
6. markings
7. runway hotspots

For more information, or to view Airservices other safety products refer to our website.

Western departure

A “Western departure” is used for planned departure tracks between 205 and 309 degrees.

By day VFR aircraft and IFR aircraft conducting a VFR departure should comply with new procedures.

What has changed?

- nominate outbound departure track with your taxi call

- between **220 and 309 degrees inclusive** (avoiding R633 Greenbank)
- depart on track (unless instructed otherwise by ATC)
- **caution:** parallel runway operations. Do not turn across final unless given specific approval.

If in doubt confirm with ATC

- nominated track will be used by ATC for runway allocation and turn requirements

“nominate an outbound departure track with your taxi call”

Class D procedures

There is a lot of information in Aeronautical Information Publication (AIP) and ERSA. Let's look at some relevant detail for Archerfield.

- pilots must identify departure runway when reporting ready
- report ready with intentions, for example, “READY RUNWAY 28 RIGHT FOR CIRCUITS ”
- a take-off clearance constitutes a clearance to operate within the control zone or to depart according to intentions notified with ready call
- a re-read may be timely and ensure an understanding of differences that apply when flying in class D airspace, for example, AIP ENR 1.1-22 ‘clearance to enter class D’

When did you last check for AIP changes?

Airservices Australia

Air Traffic Control Tower
Lores Bonney Drive
Archerfield Airport
Archerfield Qld 4108

Phone: 07 3275 8230

Email: archerfield.tower@airservicesaustralia.com

Design and published by Airservices Australia.

Correct at time of publication. Check AIP and
ERSA for local procedures.

For latest information consult NOTAM.

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Circuit joining instructions

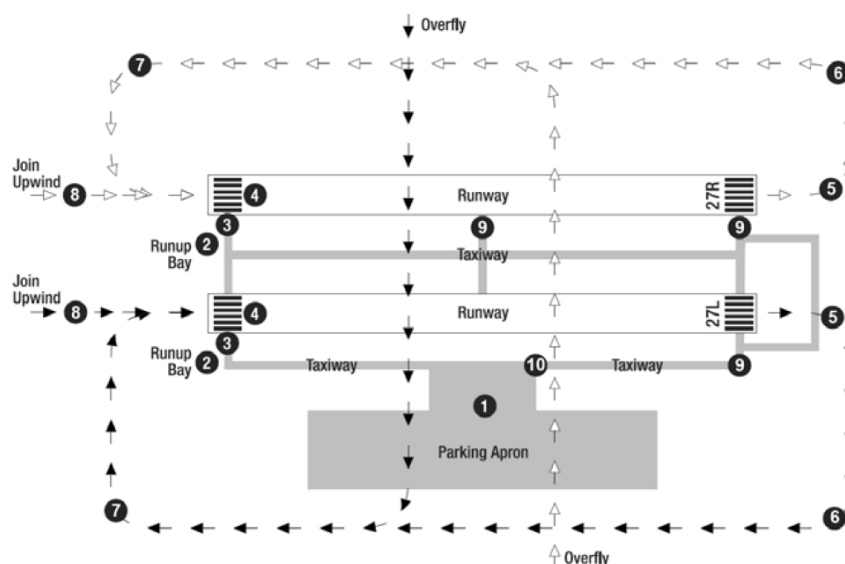
ATC may issue an instruction to join on a leg of the circuit or via:

- **upwind**, which directs circuit entry tracking upwind over the nominated runway centerline; or
- **overfly**, which directs circuit entry into the opposing circuit by overflying the nominated runway.

An entry instruction allows descent after entering the control zone.

Essential information...

If you are instructed to maintain a level, for example "MAINTAIN ONE THOUSAND FIVE HUNDRED" you must not descend until "CLEARED VISUAL APPROACH".



1	Aircraft initiates call to taxi - clearance provided	6	Downwind leg
2	Aircraft vacating the bay give way to aircraft on the taxiway	7	Base leg
3	Line up or take-off clearance issued here	8	Final (joining upwind) leg - Landing clearance issued here unless issued on downwind/base leg
4	Take-off clearance issued if not issued at position 3	9	Taxi instructions, if required
5	Crosswind leg	10	Parking information issued if necessary