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1.0 INTRODUCTION

The purpose of Caboolture Airfield, and its controlling body which will be referred to below as the Caboolture Aero Club, is to maintain an on-going facility for flying training, recreational flying and other flying related operations as approved by the committee from time to time. Preservation of this asset will be achieved by users understanding and complying with combined operations procedures which allow harmonious activity by several aviation disciplines at the same time. Further, users of the airfield shall understand that several operational requirements, and day to day issues directly affect and can have an impact on our lease of the airfield. If a single user defaults on one of these provisions the Aero Club may be held in breach of its lease and the airfield could be lost to all users.

2.0 AUTHORITY

This manual is an official document of the Caboolture Aero Club Inc. However, it does not supplement nor have greater authority than the Aero Club's Constitution and Articles of Incorporation.

IMPORTANT NOTE

Provisions within these by-laws are additional to regulation associated with holding a Civil Aviation Safety Authority (CASA) flight crew licence or other pilot/student authorisation. These rules do not relieve members from the responsibility of complying with any operational regulation implicit with their licence or pilot authorisation, nor do they supplant the same. The purpose of these rules is to promote the safest interaction between different aviation groups. Pilots or students incapable of harmonizing their licence/authorisation requirements with local provisions place themselves and others at risk and, as such may be denied use of the airfield.

3.0 SYNOPSIS

A synopsis of this manual is given at Appendix C. This shall be used for rapid initial orientation of new members and visiting pilots, and may be used as additional handout material with newsletters and other posted information notifying of fly-ins and other events that will attract visiting non-member pilots.

4.0 RESPONSIBILITY

4.1 Committee of Management---Overall responsibility for operational conduct is vested in the Committee of Management of the Club.

4.2 Flight Safety Officer---The executive officer of the Club in operational matters is the Club's Flight Safety Officer or his/her delegate. This person shall monitor ongoing and changing operational requirements, compliance of members and visitors with the operations manual, and shall initially investigate reported breaches of the manual or operational procedures. The Safety Officer is to keep a log of incidents and accidents and report same to the management committee each month or sooner if warranted.

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4.3 Flight Operations Sub Committee---At the consent of the Committee of Management the Flight Safety Officer shall act as convenor of a Flight Operations Sub Committee consisting of members experienced in particular matters. The Flight Operations Sub Committee shall report to the Committee of Management on recommendations of changes to the operations manual, as may be required from time to time, and shall make recommendations on disciplinary action as made necessary by any breaches of the operations manual and unsafe flight practices conducted by members, which have been given to the Sub Committee for investigation.

4.4 Flight Operations Delegate....This is a temporary position, appointed by the Committee of Management following consideration of nomination by an aviation group wishing to conduct an organised fly-in, competition, air display or similar event at the airfield. The appointment, purpose and duties of the Sub F.O.D. are as per clauses 8.4, 8.5 and 8.6 of this manual. The Sub F.O.D. shall be responsible to the Committee of Management but shall also interface, as required during events, with the Club F.S.O. and authorised officers of the Club.

5.0 MEMBERSHIP REQUIREMENT

A requirement of the airfield lease is that Caboolture Aero Club has sole authority and control of the leased lands known as Caboolture Airfield. It is a requirement that persons operating from Caboolture airfield shall be members of the Club. Visitors are ever welcome and are seen as an integral part of airfield activities such as fly-ins. Persons who frequently, or regularly, use the airfield shall apply for Full Club Membership. Persons who wish to use the airfield for a period of time, but would not normally base themselves at the airfield (e.g. a pilot under training at a flying school) application shall be made for Social Membership of the Club.

Any individual, organisation, business, club or association wishing to operate or base at or from Caboolture airfield, must apply in writing and complete an Access Agreement with the operator (Caboolture Aero Club) Full details of the type of operation envisaged, along with hours of operation and personnel and their contact numbers/address etc who constitute the management or the responsibility for operating the business/activity is to be supplied to the Caboolture Aero Club Committee in writing. The committee will consider each application on its merits and advise the individual, business, organisation, club or association in writing whether approval is granted or refused.

6.0 LEGALITY OF OPERATION

6.1 Pilot Authorisation---It is a requirement of the airfield lease that all pilots/students operating from the airfield shall be currently licensed with CASA; or shall have current pilot/student approval issued by their controlling national body which operates under exemptions and/or delegations from Civil Aviation Regulations (CAR) and Civil Aviation Orders (CAO). It is implicit with such controlling bodies (e.g. GFA, RAAus, ASRA etc.) that pilot certification is only valid when current membership of the controlling body is in force.

6.2 Flight Instruction---Flight instruction at the airfield shall not take place unless under the supervision of a flight instructor currently licensed by CASA, or as appropriately and currently authorised by a national controlling body as described in 6.1 above. Flight instruction activities shall be restricted to the level of authority and activity implicit with the level of licence or authority held by the instructor.

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6.3 Aircraft Registration---It is a requirement of the club, that any aircraft flying at or from Caboolture shall, as appropriate, be currently registered with CASA or a national controlling body.

6.4 Proof of Operational Legality---Any pilot operating from the airfield shall demonstrate, via documents, their compliance with operational legality as specified in this manual on the request of a Club Committee of Management member, or an authorised officer of the Club. For the purpose of this clause any flight instructor conducting flight training at the airfield is deemed an authorised officer of the Club.

6.5 Member Responsibility---The Club has no intention of setting itself up as a de-facto police force, constantly demanding members' papers and enforcing trivial regulations. The Club is, in fact, each and every member and each of the provisions within these by-laws is present to ensure all members are able to co-exist safely and in harmony. Equally, we must ensure that we do not breach provisions of the airfield lease and lose the facility. Ultimately these factors rest on the willingness of all individual members to exercise responsibility and comply with what the Aero Club has deemed necessary for the good of the general membership.

If individuals are unable to act responsibly and so put the recreational pleasure of the rest of the membership under threat, then the Club shall act very firmly to the extent of barring offenders from the airfield and/or removing their membership.

7.0 AIRFIELD CURFEW

Departures or arrivals are permitted from first light and circuit training or practice from 0700 hrs EST. All noise sensitive areas marked on map Appendix A are to be avoided. Pilots shall exercise discretion in the area of repeated circuits. Several aircraft each performing a single circuit has the same impact on local residents as one aircraft flying repeated circuits.

8.0 FLY-INS AND EVENTS - SPECIAL PROVISIONS

8.1 Approval---Application for approval to hold any fly-in or special event of a substantial nature shall be made in writing to the Committee of Management of the Club no later than 2 months before the desired date of the occasion. A substantial event is defined as one which attracts the participation, or visit, of 15 or more aircraft, and/or which changes normal operational use of the airfield - i.e. persons or items upon the runways/taxiways; unusual use of designated circuit areas.

Details of the proposed event shall be supplied (such as probable number of participating/visiting aircraft, proposed flying activities, siting of any structures/equipment upon active parts of the airfield etc). Details should include steps to be taken to ensure that other members may have continuing use of the airfield within their normal operating procedures. A Sub Flight Safety Officer shall also be nominated per clause 4.4 herein, within the application.

8.2 Waiving of Rules---A Flying Operations rule/procedure may be waived, for specific and controlled circumstances, at the discretion of the Committee of Management. Any application for waiver shall be made concurrently with the application for an event.

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8.3 Advising of Airfield Procedures---Implicit with the granting of approval to hold a fly-in or special event is the co-operation of the organizing body in the dissemination of information to participants regarding current operational procedures. The organising body shall make every reasonable attempt to inform attending pilots of current requirements. This may be most conveniently achieved by including copies of the synopsis at Appendix C of these rules as a loose-leaf addition to newsletter, website or other postal advises of the forthcoming event. Organisers should check with the Committee of Management, or the Club Flight Safety Officer that the synopsis to be used is current at the time.

Organisers shall also undertake to supply a pilot briefing, at the beginning of events, which underlines the necessity of adhering to both Club procedures and those required by the licences/authorisations held by the participating pilots. If an on-going flow of visitors preclude, or dilute, the effect of such an introductory briefing, then the organisers shall establish a display of relevant information at a central point for the information and perusal of new arrivals.

8.4 Appointment of Sub Flight Safety Officer---The application for approval to hold the fly-in or event shall be accompanied by the nomination of one person to act as a Sub Flight Safety Officer for the duration of the activity. The nominated person shall have a sound working knowledge of operational rule requirements and be a member of the Club other than a Temporary Member (except by special written dispensation by the Committee of Management of the Club). This person shall have a commitment to preservation of airfield tenure via adherence to Aero Club procedures. He/she shall have the ability to communicate and enforce the need for adherence to Club procedures by members, visiting pilots of the particular group(s) concerned, and individual members or guests who may not be sensitive to, or knowledgeable of, combined operations procedures. These person's may have little allegiance to, or interest in, the future tenure security of the airfield

8.5 Reason for Sub Flight Safety Officer---The Club has to both comply with its Constitutional requirements and preserve the future of the airfield. In some circumstances having a 'foot in two camps' may result in counter-productive results. The Club deems it more acceptable that persons with experience of Club matters plus close contact with the particular aviation discipline of the event, are more likely to communicate productively with participating pilots and obtain the results necessary.

8.6 Responsibilities of Sub Flight Safety Officer---The prime responsibility of the Sub FSO is to ensure that all participating pilots, personnel do not override adherence to CAR's, CAO's and Club Operational rules to the extent that safety is impaired. Or the Club falls into disrepute with CASA, the Moreton Bay Regional Council and/or residents of the area.

With Caboolture airfield not being under formal air traffic control, it is the responsibility of each committee person to ensure that rules and regulations are adhered to by all users of the airfield. Should a dangerous, ignorant, or poor airmanship activity be displayed then the Sub FSO or member of the executive shall promptly counsel erring pilots when they land and shall dismiss them from the airfield if they are intractable.

Sub FSO's shall also satisfy themselves that adequate advance notification of airfield procedures as per clause 8.3 herein have been promulgated as much as is practical; conduct pilot briefings; and ensure adequate information of local operational requirements is placed on display and remains so for the duration of the event.

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8.7 Accident/Incident procedure.....Sub FSO's shall also be responsible for ensuring that in the event of an accident, breach of flying regulations, or breach of Club rules, that relevant reporting requirements have been adhered to and the Secretary of the Club is informed in writing within 48 hours of the time of the accident, or breach, with the name of the pilot, the aircraft registration and type; names and addresses of third parties involved; confirmation of current licensing of the pilot in command; current registration and third party liability insurance of the aircraft; membership status of the pilot in command; membership status of third parties involved; and an adequate description of the circumstances that applied with the accident or breach.

9.0 OVERVIEW - COMBINED OPERATIONS

A combined operation is one in which aircraft of a particular aviation discipline are able to operate in their normal manner in conjunction with aircraft of a quite different aviation discipline who are also able to operate in their own normal manner.

Safely integrating within a combined operation is dependent upon two factors:

1. **Awareness** of the other participating aviation disciplines, and both their normal and legal constraints of operation.
2. **Observation/Separation**, where to look for other airspace users in the circuit and are able to predict what they would normally do in order to maintain separation with them.

Intending users of the airfield should therefore take note of the following, which may or may not be in operation, but are permitted under the Aero Clubs Constitution, and equip themselves with sufficient protective knowledge:

- 9.1 Classes of Aviation at Caboolture---**GA (All categories, inclusive of helicopters, except RPT); Ultralights includes RAAus, Gyro Craft, Gliders (All forms inclusive of GFA sporting gliders, hang gliders, and powered forms of both which may be either engine on or off); Powered Parachutes; Skydiving, Balloons & Dirigibles.

NOTE

There may be further restrictions of operation to some of these craft e.g. powered parachutes (manoeuvring) and Gyrocopters (due noise) and parachuting (landing/manoeuvring) areas. These are issued from time to time to operators of those craft by the committee.

10.0 AIRFIELD LAYOUT AND DESCRIPTION

Caboolture ALA is under the operational control of the Caboolture Aero Club Inc. Individual permission to land and takeoff at Caboolture is not required. Other operations may require specific approval (SEE PARA 5) The airfield was built on low lying semi marshland. However the runways, although grass, were built to a high standard and are smooth, flat and firm. Only after prolonged heavy rain are they likely to soften and may impact upon relatively heavy aircraft. Pilot discretion is sought when operations are from the airfield after rain/showers.

Circuit heights are 500ft, 1000 ft and 1500 ft AGL as per NAS 2c. Low level circuits are permitted when practising/training for that type of circuit and when weather dictates.

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Sensitive areas are housing north and west of the airfield and should be avoided at all times. Always plan a close base when landing 06 and turn left before the highway when departing 24 and a right hand turn is required as soon as practical (500' AGL) to avoid housing on runway 30.

NOTE

When operating from runway 24 refer to EnRoute Supplement (ERSA latest edition) regarding limitation on departures. There are no limitations on arrivals.

Readers are referred to Appendix A of these rules and procedures for an airfield plan, which may be used in conjunction with the following information and description.

- 10.1 Runways---**The longest runway is 30/12 is 1250 metres in length. 06/24 is a shorter runway of 850 meters length. Runways are grassed natural surface and are usually firm even after rain. Taxiways and grass apron areas may be soft in places when wet. Slope of strips is less than 1% and all strips and thresholds are clearly marked.
- 10.2 Displaced thresholds....**There is a displaced threshold on runways 06, 24, and 30. These are marked by arrows and lines. Parking of aircraft is not permitted in these areas including clearways, stopways and underrun/overrun areas under any circumstances. Parked aircraft are to remain outside the flight strip area at all times.

Helicopters due to their high noise imprint, are required to arrive and depart from the east.

Gliding operations are undertaken at the airfield and **KANGAROOS** and large **BIRDS** may be on the runway at any time.

The airfield is located within a training CTAF also used by Caloundra and Redcliffe aerodromes. A high level of training activity exists within this CTAF. The CTAF is depicted in Brisbane VTC. Frequency is shared on 118.8 Mhz.

WARNING

Runways and particularly the taxiways may not be suitable for heavy aircraft, or those using high-pressure tyres. The Club does not encourage the use of the airfield by these types of aircraft and pilots are requested to obtain a briefing on the status of the airfield prior to operations. Pilots of such types use the airfield at their own risk. The Club will require that any damage caused to the airfield surfaces by such aircraft types shall be promptly repaired at the expense of the aircraft operator. If the aircraft operator or pilot is unsure that the natural earth parking areas will support the aircraft then the airfield should not be used.

10.3 Gradient to the thresholds 06 and 12 ---The land has an uphill slope to both of the marked thresholds on these runways extra care should be taken when either taxiing or landing.

10.4 Taxiways---Both runways have generous sized taxiways on each side, wide enough for two aircraft to pass each other without encroaching upon the runways themselves. While these rules require airfield users to expedite exit from the runways onto the taxiways and not generally use the runways for taxiing, the taxiways are much more susceptible to wet conditions and will become softer much earlier than the runways.

In deference to avoiding unnecessary surface wear, or for reasons of aircraft operation, at rare times pilots may have to backtrack runways or taxi as a continuation of the landing run in order to reach access points to parking areas. In such cases all airfield users should be especially sensitive to the needs of other users and plan both their circuits and ground movements such

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that minimum occupation of the runway is achieved.

Pilots should also note that most of the taxiways are edged with surface drains, between the taxiway and parking areas, which are not possible to taxi through. Care should be taken when exiting a taxiway to a parking area that only clearly indicated gates are used or closely mown areas where you may see that damage to your aircraft will not occur.

10.5 Wind Indicators and Ground Signals---The PRIMARY windsock (White) is positioned at the runway intersection of 06/30. SECONDARY windsocks (Yellow) are mounted on the approach to 06 and 12 runways.

NOTE

Pilots are reminded that false or misleading information may be signalled if prior storm damage/strong winds have rendered the swivel axis of the Wind Indicator.

Any ground signals will be displayed adjacent to the main windsock. It is unlikely that inbound pilots will see any other signals other than the 'Gliding in Progress' double white cross. This signal will only be displayed when gliders are operating FROM the airfield. Note however that gliders may still be encountered with the signal not on display if a glider, on a cross-country, flies INTO the airfield and the local gliding operation is not active.

11.0 LAUNCH POINT CONCEPT

Most pilots will be accustomed to airfield operations being at a central point from which aircraft taxi to and from duty runways. In sports aviation there are many aircraft types that are unable to taxi (gliders, hang gliders, motorized parachutes and some forms of self-launching gliders). Equally, these types will want as much runway in front of them as possible for their various modes of take-off. To make operation of such types practical as well as possible, an operating base is established near the threshold of the most suitable runway for the activity. This is termed the launch point.

The launch point is established usually a short distance into the airfield to reduce aircraft retrieval after landing, and sufficiently clear of the runway and taxiway to one side. The central feature is the launch point control vehicle. In the case of Caboolture this vehicle is a white-painted caravan. The surrounding area is mown and provides parking for essential vehicles and aircraft of participating persons.

The launch point control vehicle is set-up with briefing facilities for training, shade rest areas, a secondary wind indicator, and radios.

This concept also allows for flexibility for these operations, but it's sighting for flexibility must take second place to safety and good airmanship considerations impacting on other airfield users.

Pilots unfamiliar with having people, aircraft and vehicles actually on the airfield itself should understand some of the consequences. When approaching to land you may expect aircraft that have previously landed to continue on to the obvious central point of the airfield; if they are in fact operating from the launch point then you may find that they turn around and taxi back towards you - but this of course should be on one of the taxiways. Perhaps a more subtle extension of the above is the pilot who is pushing the runway occupied rule a little hard, anticipates the aircraft in front will turn towards the central airfield facility and so lands to one side anticipating that turn - only to find the aircraft turning the other way to exit onto the launch point side taxiway.

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12.0 VEHICLE MOVEMENTS ON THE AIRFIELD

12.1 Vehicle Movements –

12.1.1 The maximum speed for all vehicles shall be 15kmph and drivers shall obey all signs and notices.

12.1.2 All drivers of Vehicles on the Airfield must hold a current drivers licence.

12.1.3 Any vehicle not registered with the Department of Transport for road use must be approved by the Aero Club and will require an annual declaration of roadworthiness from the owner of the vehicle.

12.1.4 All vehicles must not operate within 15m of an aircraft REFUELING and vehicles not fitted with suitable spark arrestors must not operate within 8m of an aircraft REFUELING.

12.2 Prohibition of Vehicle Movements---*Generally* vehicles shall not drive upon the runways, dedicated taxiways, aircraft parking areas and areas of the airfield beyond the vehicle limit lines except in the following circumstances:

12.2.1 In Event of an Aircraft Accident---In the event of an aircraft accident vehicle restrictions can be overruled in favour of rescue considerations. Any vehicles used under this consideration must have all available lights illuminated and persons participating in rescue activities shall take every precaution that a further accident or incident is not caused by obstructing other aircraft which are attempting to land or otherwise manoeuvre. This clause extends to pursuit of a taxiing aircraft to prevent it taking off if a situation of potential hazard has been identified.

12.2.2 Authorised Operational Vehicles---Vehicles are permitted onto the dedicated taxiways, and in some cases the runways, when they are engaged in tasks associated with the airfield operation(s). Such vehicles would comprise - mowing equipment; vehicles engaged on runway inspection; vehicles retrieving or towing aircraft; instructors directly engaged in supervisory parts of their task. These vehicles should display an anti-collision light or hazard lights when in the restricted area.

12.2.3 Hangar Access Waiver---Vehicles may access Hangars by driving upon the internal access combined roadway/taxiways of the complex in the absence of formed roads. Drivers shall obey all signs and notices when operating a vehicle on the Airfield.

12.2.4 Aircraft Owners and Hangar Owners.... Members who are the holders of a gate pass are permitted to enter the airfield via the access gate adjacent hangar 106 using their gate pass. Tailgating in order to gain access is not permitted. Vehicular traffic on the airfield is to be kept to a minimum due to wear of the taxiways.

12.3 Observers to be carried---Any operational vehicle driving on the runways or taxiways which, by nature of the operation, requires the driver to spend significant periods of time looking in a direction other than that in which the vehicle is travelling, shall carry an observer to ensure manoeuvring aircraft are not obstructed or placed in hazard.

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12.4 Carriage of Goods---Expressly confined to aircraft parking areas and tie-down points, private vehicles may enter into such areas for the purpose of positioning trailers for loading/off-loading aircraft, and/or to carry provisions, equipment or persons to or from parked aircraft providing no other aircraft engine is operating in this area.

12.5 Movement Between Launch Points---Vehicle movements, other than operational vehicles engaged in their duties, shall only move to, from and between launch points by designated perimeter or access tracks.

12.6 Keys to be Left in Vehicles at Launch Points---Parking of vehicles at launch points is conditional upon keys being left in the ignition. In the event of a wind change requiring a change of launch points, all vehicles must be capable of being moved from the launch point being vacated whilst their owners are flying or otherwise absent. There shall be no exceptions to this clause and any member who does not wish to comply shall leave their locked car at an airfield central parking area.

12.7 Restriction of Movement in Adverse Weather---Vehicles may be prohibited entirely from the airfield if their movement is likely to significantly damage or erode the airfield or access track surfaces. Typically this will be after rain but some forms of operation using launching vehicles may have to be curtailed in very dry conditions to avoid excessive wear on the grassed surface.

12.8 Parking of vehicles on Airfield – No parking on taxiways at anytime. Parking preferably inside Hangar or between Hangars. If that is not possible, parking at least 5 metres from edge of taxiway to allow aircraft free movement on taxiway.

12.9 Heavy Vehicles -- No heavy vehicles to enter Airfield unless previously agreed by Committee. Any such heavy vehicle must be accompanied by Safety Officer, a Committee Person or a Previously Authorised Person.

13.0 PEDESTRIAN MOVEMENT ON RUNWAYS AND TAXIWAYS

Pedestrian movement on runways and taxiways is expressly prohibited except in cases of emergency, or for airfield inspection, or when the persons are involved in moving non-powered aircraft, or are engaged in duties associated with launching methods of non-powered aircraft or aircraft incapable of independent taxiing.

13.1 Waiver for Hangar Access---Personnel may access Hangar sites by walking along the edges of internal taxiways of the Hangar complex in the absence of any formed roads or pathways

14.0 ASSEMBLY AND DISASSEMBLY OF AIRCRAFT

Subject to waivers at 14.2 below, aircraft shall be assembled and/or disassembled only on the aircraft parking areas.

14.1 Assembly – General---Aircraft trailers shall only be taken into aircraft parking areas which are designated as assembly/disassembly locations (See Airfield Plan at Appendix A). Trailers may be left parked here while flying but members shall take reasonable precaution with tidy parking such that available manoeuvring space is not unreasonably consumed.

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14.2 Assembly and Disassembly at Launch Points---With the exception of Hang Gliders or other types which do not require trailers for road transport, or powered parachutes, no aircraft shall be assembled or disassembled at launch points and trailers shall not be taken beyond central aircraft parking areas. Balloons may be taken onto the airfield for assembly and launching but shall comply with clause 16.10 herein).

14.3 Waiver for Trailers on the Airfield---In the event that an aircraft (normally moved by hand, towed by a vehicle or which usually moves under its own power) becomes immobile, or movement by conventional means would cause damage, then a trailer or other suitable apparatus may be taken onto the airfield for the purpose of moving the obstruction.

15.0 STARTING ENGINES

15.1 General Constraints---Engines shall only be started on designated airfield parking areas, or other operationally active parts of the airfield to suit type operation (e.g. self launching gliders, powered parachutes)

All operators shall bear in mind that Caboolture is a 'recreational people place' and due allowance must be made for this by all pilots, but especially those using aircraft with powerful engines. Particular care shall be exercised that aircraft are positioned pre-start such that propeller wash does not blow into other person's domestic arrangements such as, picnics etc.; into hangars; onto aircraft that are being assembled, disassembled or otherwise worked upon; or onto any other aircraft and especially very light types.

15.2 Hand Starting---Any aircraft which is to be started by hand, without a pilot occupying the cockpit, shall be restrained by wheel chocks or a serviceable parking brake system.

15.3 Aircraft Not to be Left Unattended---No aircraft, whether secured by brakes, chocks, or otherwise, shall be left unattended with its engine running.

16.0 TAXIING, PRE AND POST TAKE-OFF PROCEDURES

For the purpose of this clause non-powered aircraft being taken to and from launch points or recovered from runways are deemed to be taxiing.

16.1 Departing and Accessing Aircraft Parking Areas---Aircraft shall depart from, and return to, aircraft parking areas via the taxiway entry point nearest to where their aircraft is, or shall be, parked. Pilots shall plan their taxiing activities such that the bulk of movement occurs upon the taxiways and protracted taxiing within the parking areas shall be minimized.

16.2 Aircraft Not to Taxi on Runways---Aircraft shall spend the bulk of their taxiing upon the taxiways and not upon the runways as a continuation of either their landing roll or in a backtracking manoeuvre.

16.3 Runway Use - Wet Weather Waiver---At the discretion of pilots, according to weight and type considerations of their aircraft, the runways may be used for taxiing and/or backtracking at times when the taxiways have become waterlogged or the ground surface is soft enough to sustain unusual damage. Pilots of aircraft with tailskids should exercise additional care. However, pilots shall give due consideration to other users and plan their

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taxiing activities to minimize inconvenience to, and/or balking of other aircraft. The attention of pilots/operators is specifically drawn to clause 10.1 and the warning therein.

16.4 Right of Way when Taxiing---Pilots shall conform to standard right-of-way rules by taxiing on the right hand side of the taxiway (as they are facing it) thus allowing head-on approaching traffic to pass on their left hand side; and by giving way to traffic approaching on a converging path from their right hand side.

Pilots shall further give way to any aircraft to assist in expediting its exit from a runway.

Pilots exiting aircraft parking areas shall give way to any aircraft moving upon a taxiway irrespective of whether the other aircraft is on their left or right hand side. Adequate clearance shall be given to enable the aircraft upon the taxiway to enter the parking area via the access point.

16.5 Pre-Take-off and Post Landing Procedures---All pre takeoff and post landing procedures shall be conducted upon the taxiways. Aircraft shall not enter the runway for take-off without first having positioned such that the approach and the base leg of circuit are in clear view and shall enter the runway from that position for an immediate take-off having checked that no other aircraft is still occupying the runway.

UNDER NO CIRCUMSTANCES SHALL AIRCRAFT LINE UP FOR TAKE-OFF AND HOLD but shall make a further clearing turn for observation if their take-off has been balked. Aircraft shall obey the standard Rule of the Air of 'giving way to aircraft' on final approach.

After landing, aircraft shall expedite clearing the runway onto a taxiway.

16.6 Special Provisions - Non Powered Aircraft---After landing all non-powered aircraft shall be immediately cleared from the runway to a taxiway along a path at 90 degrees to the runway centre line. If necessary, pilots shall do this by themselves.

16.7 Special Provisions - Self-Launching Gliders---Pilots of large and heavy self launching gliders that are difficult to move quickly by hand, and/or require substantial warm-up periods after engine-off landings before sufficient power may be applied to taxi, shall either plan their circuits such as the runway is not left obstructed to the inconvenience of other users, or shall restart the engine in flight such that taxiing may be commenced immediately after landing. Self-Launching Gliders incapable of independent taxiing shall be treated as non-powered aircraft as in clause 16.6.

16.8 Special Provisions - Powered Parachutes---Because of the unique nature of a powered parachute operation, pilots shall take precaution that the length of time taken in pre and post flight procedures does not inconvenience other airfield users, by 'freezing' the runway either for long periods of time or indiscriminately such as to unreasonably balk aircraft in circuit. These aircraft are permitted to fly from First Light to when the circuit is activated by any other aircraft. If the circuit is activated by a departing aircraft and no other aircraft is occupying the circuit then they may recommence operations. Pilots must strictly adhere to this requirement.

16.9 Special Provisions - Gyro Craft Taxiing in Parking Areas---Gyro Craft shall not be taxied within aircraft parking areas with their rotor blades turning unless they maintain two rotor diameters clear distance between the nearest rotor tip blade and any person, aircraft,

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vehicle or structure. This clause does not apply if rotor blades are not turning.

16.10 Special Provisions – Balloons---Balloons shall be only assembled and launched from areas of the airfield not comprising taxiways or designated runways. Access to suitable areas shall not be via runways or taxiways. However balloon operators should note that the (present) areas of runways 12/30 and 06/24 designated on the airfield plan as 'emergency areas' may be used for balloon assembly and launching subject to provisions below.

Selection of an assembly and launch area shall take into account the departure direction of the balloon and shall not result in the balloon crossing an active runway, approach or departure lane below a height of 500' AGL to the detriment of other airfield users.

NOTE

Operation of Hot Air Balloons is expressly prohibited during times of fire hazard. Balloon operators are advised that the airfield is located in an extremely dry area and any long grass is a fire hazard, unless well soaked by rain - particularly during inflation of a balloon, or if a balloon topples whilst being erected or launched. This is not to say that any balloon operators may not negotiate with the Aero Club for mown launching areas or prepare adequate launching areas themselves

16.11 Special Provisions - Hang Gliders/ Powered Hang Gliders---Hang Gliders operating from the airfield via winch or motor tow procedures shall do so under current regulations of the HGFA. Operators should exercise extreme awareness, when using these forms of launching that inbound aircraft may not be aware winch or motor towing is in progress. Normal practice of inbound aircraft is to over fly the airfield and no launch shall be permitted to commence, or continue, whilst there is an aircraft in the circuit area. These aircraft when flying in the circuit area/or circling area shall adhere to the circuit direction at all times.

17.0 PARKING OF AIRCRAFT

17.1 Location---Aircraft shall only be parked in designated aircraft parking areas and tie-down areas, inclusive of those at launch points. **Under no circumstances** is a pilot to occupy tie down areas which are provided and labelled by a resident operator/aircraft owner. If unclear where to park, visitors are to seek advice from the committee or resident flying schools as to an appropriate area. Offenders may be removed from the area and denied future access to the airfield if not complied with.

17.2 Parking at Hangars---Owners of, and visitors to, Hangars shall not leave their aircraft parked upon internal Hangar area taxiways such that other owners and/or visitors have their own access impeded.

17.3 Not to Park on Taxiways---Aircraft shall not be parked upon taxiways excepting non-powered craft queuing for launch at launch points and only then when another taxiway servicing the duty runway is available for other users.

17.4 Parking at Launch Points---No aircraft (or vehicle) shall be parked up-wind of the designated Launch Point control vehicle. (i.e. no aircraft or vehicle shall be parked in front of the point of launch of any aircraft at a Launch Point; such point shall be at 90 degrees from the runway centre line to the Launch Point control vehicle).

17.5 Parking Adjacent to Taxiway/Parking Area Access Points---Users at Caboolture shall be aware of the variety of types of aircraft using the airfield and their individual needs. Some gliders and self-launching gliders have wingspans in excess of 25 metres (76 feet) and

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require a lot more access space than GA and Ultralight types. To supply sufficient passageway for the larger span aircraft, all users shall not park a distance from their nearest wingtip, within 1.5 times the wingspan of an average GA training type (e.g. Cessna 172, or Piper Cherokee) to a taxiway/aircraft parking area access point.

17.6 Parking Adjacent to Hangars - Specifically---In consideration of hangars being used by aircraft, (especially large span aircraft) or reasonable access being required by flying school operators to taxi in and out to embark or disembark students who may have control of the aircraft, then airfield users shall use some basic common sense and leave adequate space in which such manoeuvring may occur. It may be that your aircraft could be struck in passing by a student, novice solo pilot, or a less than adequate pilot. In the situation of private hangars then sufficient ingress and egress space shall be deemed to be 3 times the wingspan of types, indicated in clause 17.5 above, between your own aircraft and other aircraft or structures. In the case of flying school hangars then sufficient manoeuvring space shall be left for normal student taxiing procedures.

18.0 OPERATING WITH MOTOR TOW OR WINCH LAUNCHING SYSTEMS

Due to the involved nature of regulation to cover these launching systems, this section shall not be introduced until when or if motor tow or winch launching is to be permitted at Caboolture.

This activity therefore would severely impact upon aircraft over-flying the airfield winch launch being capable of launching heavy gliders from ground level to 2000' overhead the airfield in 50 seconds.

19.0 CIRCUIT REGULATIONS

19.0.1 Circuit Procedures---All circuits at Caboolture are Left Hand except 30 which is right hand. Circuits shall be flown in accordance with CAR's, CAO's and/or prevailing regulation of national controlling bodies of sporting aviation disciplines. Pilots should however be aware that mixing various forms of circuit at the same time may lead to inadequate separation and so must be aware of behaviour patterns of other disciplines and the requirements they are obliged to follow.

19.0.2 Care shall always be exercised when flying circuits that the 'no-go' areas on the airfield and locality plans (Appendixes A and B) are not penetrated.

19.0.3 Changing Circuit Direction- To change the direction of the circuit, or to another runway the aircraft shall, after announcing it's intentions depart the circuit and rejoin in the normal manner.

19.1 Combined Operations - General Awareness---The following brief notes are to make you aware of some differences between activity patterns.

19.1.1 General Aviation Operators of light sporting categories should be aware that GA aircraft are generally faster, and often much faster, in circuit than themselves. Such aircraft therefore fly wider circuits and it is essential that you look away from the airfield on base leg in order to scan for aircraft on long final approach. Helicopters should be expected to conduct a standard circuit the same as other **GA** types

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19.1.2 Ultralights/Recreational---GA operators should be aware of the wide range in performance amongst ultralights. Some have performance the same as GA training types, most have much lower performance with limiting airspeeds as low as 50 or 60 knots and may be incapable of reaching 1000' AGL within the confines of the normal 'Standard Circuit'. RAA operating procedures require ultralights to remain within gliding distance of the airfield therefore circuits by such aircraft should be expected to be close-in to the airfield with height of 500' AGL

19.1.3 Gliders and Powered Gliders---GFA sporting gliders will typically be flying in circuit at airspeeds of 60 knots plus or minus 15 knots, but some types could be at in excess of 100 knots prior to circuit entry. Depending upon performance they may be flying relatively close or wide circuits. Typical Circuit planning is for a 1000' AGL entry to a point abeam touchdown at 600' AGL. This is **not** mandatory and gliders are flown in circuit almost exclusively upon angle judgement. From the above you will see that gliders must always be expected to lose 500' or so on downwind leg. Types are fitted with powerful approach control aids and you must anticipate that they may establish high rate descents on approach with little warning. Motor gliders have the same attributes - they will still adopt normal glider circuits and approach techniques.

19.1.4 Hang Gliders and Powered Hang Gliders---Hang gliders have considerably poorer glide performance than GFA gliders so should be expected to be flying quite close circuits, but starting from an appreciable height in order to get around the distance. Although their sink rate is not particularly high, their poorer glide ANGLE results in quite considerable height loss along the downwind leg. Typical circuit speeds would be in the order of 20-40 knots.

Powered Hang Gliders are mainly trikes and are easily distinguished by the pod containing crew, engine and undercarriage, underneath a normal hang glider wing. They have very good climbing performance. These aircraft will normally be under power in the circuit and be operated as an ultralight. Typical circuit speeds would be around 50 knots. They taxi as any other aircraft.

19.1.5 Powered Parachutes---These aircraft have poor climb performance and a steep glide angle. They are limited in their ability to manoeuvre especially when taxiing. They should therefore be expected to be conducting tight circuits. The big disadvantages in combined operations is their low flying speed (typical circuit speed of 15-25 knots), that once they have landed they are unable to taxi and take time and considerable effort to move.

19.1.6 Gyro Craft---A Gyro is inherently incapable of flying a Standard Circuit, Gyros should therefore be expected in tight, 500' AGL low circuits, at airspeeds of 40 -50 knots. Pilots should also be aware that it is common practice for gyro students under training to take-off, fly along the strip and then land.

19.1.7 Skydiving---Because of the manner in which vertical columns of air space are used, parachuting may present a hazard to other aircraft if its nature is not understood. Parachutists may exit the drop aircraft at any height from 1500ft AGL up to FL140. They may open their parachutes immediately on exit, or may free-fall to as low as 2000ft AGL before opening.

Depending on wind strength and planned opening height, parachutists may exit the aircraft over the target or up to three or four nautical miles up wind of it. They do not usually fly a

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significant distance downwind of the target except to fly a very steep circuit to land into wind. Parachutists are not permitted to enter cloud during the course of a parachute descent, and the normal VMC separations from cloud are not required and they may descend through gaps in broken cloud.

NOTIFICATION - A broadcast from the drop aircraft will be made not less than two (2) minutes prior to parachutists exiting the aircraft. This broadcast is made on both relevant frequencies when the exit occurs in airspace covered by an area VHF frequency and the landing area is located in a CTAF. **NOTWITHSTANDING** that a drop clearance may have been issued, the drop must not proceed if replies to this broadcast (or visual observation) indicate that there is conflicting traffic beneath the CTA. The drop can only proceed when the conflicting traffic is clear. (CAR, AIP, Jeppesen)

19.1.8 Parachute Operations at Caboolture---The target (Drop Zone) for parachutists making a descent at Caboolture is located WEST of the runways 12/30 in the Southern corner clear of take-off and runway approach path for the runways 12/30. Parachutists are not to cross the centreline to the EAST of runway 12/30. If runway 24 is being used, then all parachute operations are not permitted. Parachute aircraft (drop aircraft) are not to carry greater than five (5) parachutists, unless special permission is sought and subsequently approved in writing in accordance with paragraph 8.1.

- a. The Club has approved parachute descents onto the aerodrome, and other regular or locally-based users of the aerodrome air space have been advised of the intended parachuting operations; and
- b. The target for parachutists is located clear of movement areas by the distance prescribed as the minimum drop zone radius for the qualifications of the parachutists using it. (Refer to map Appendix A)
- c. Pilots of the drop aircraft are to be familiar with the airfield layout and the possible high traffic times. Further, pilots of the drop aircraft are to re-enter the circuit area in the prescribed manner as per normal arrivals into a CTAF.
- d. To prevent any possibility of a last light arrival at YCAB all Parachute Operations are to be completed by no later than 30 minutes prior to last light

During the course of a parachute descent, parachutists must not conflict with any known traffic:

- a. in the live side of any circuit known to be in use, or reasonably expected to be used by known traffic in the prevailing conditions; or must not land on,
- b. any runway, taxiway or apron. (Emergency excepted)

19.2 Communication between Aviation Disciplines---Users of the airfield intending to fly repeated circuits, or especially conduct emergency procedure training within the circuit shall make every reasonable attempt to exchange information with operators of other aviation disciplines which will be active in the circuit at the same time.

19.3 Altimeter Setting---All radio equipped aircraft operating locally shall fly with a QNH altimeter setting and altitude reports shall be given with reference to AMSL. Airfield elevation

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is 40' amsl Radio modes and frequencies are given in Appendix C of these rules.

19.4 Minimum Airfield Over fly Heights - Go-arounds---Except in real emergency, in the case of a go-around no class of aircraft shall fly over any person, aircraft park, camping area, or building upon the airfield, at a height below 300' agl (340' QNH). CAO minimum turn height of 500' agl otherwise applies except to specific aviation disciplines operating under exemptions from CAR/CAO's.

19.5 Alleviating Circuit Congestion---Qualified pilots shall not unreasonably dominate runways via repeated take-offs and landings at the expense of flying schools conducting circuit work training with students. Equally, flying school instructors shall be sensitive to the needs of qualified pilots requiring continuation training practice and/or air tests. The central answer to this clause is communication and goodwill between involved parties.

19.6 Touch and Go Landings – Caution---Pilots conducting touch and go landings shall remain aware that other traffic may be following them, out of view, and forced into a go-around situation due to the runway being occupied. During touch and go landings airspeed shall not be allowed to decay significantly below touch-down speed in order to maintain separation with out of view traffic.

19.7 Cutting Off in the Circuit---This situation is a central problem in combined operations. For example, pilots of faster GA aircraft fly wide circuits in comparison with slower ultralight types. Pilots of the slower machines in relatively tight circuits are able to indefinitely deny legal runway access to the faster machines and keep them orbiting by constantly turning onto finals in front of them and so forcing a go-around. Equally, the pilots of faster machines should not automatically assume they have first priority because they entered the downwind leg first and thus push the issue.

Pilots flying close base legs are reminded that traffic on long final is both on their right and engaged in landing - therefore has right of way. Pilots on long final are reminded that aircraft on close base legs may be gliders and therefore have right of way even if they are on your left.

The only solution to a cutting-off problem is not regulation but goodwill. All pilots should be capable of adjusting their circuits, via airspeed or distance, or holding for a while, to give due consideration to users of different classes of aircraft and thus maintain adequate time separation. Pilots who have neither the skills nor sensitivity to achieve the above have no business, or moral right, to fly within a recreational combined operation.

19.8 Pilot Selected Runways---All pilots have an inalienable right to select a runway of their choice for take-off and landing in deference to the safety of their operation.

Within a combined operation the active runway is usually the one required by aircraft with the poorest cross wind tolerance. These factors may be less important to pilots of fast, heavy aircraft who are more interested in the length of runway available

All operators at Caboolture airfield shall therefore understand that any pilot selecting a runway other than the one which is clearly the 'active' runway (by virtue of into wind and minimum cross wind component), or has been nominated as the 'active' runway by a radio information communication, then such pilot shall lose all right of way privileges and shall conduct the landing or take-off procedure such as to give way to, and maintain separation from, all 'other airfield users'.

20.0 JOINING CIRCUIT

20.1 Inbound Call---Inbound radio equipped aircraft shall make an initial inbound call 10 nautical miles, or at a known geographical feature e.g Bribie Bridge, Glasshouse mountains, from the airfield.

20.2 Information from Caboolture Ground Station---From time to time a ground station may be on listening watch from a launch point control vehicle (Types of radio and channels may be found in Appendix C of these rules). This is an information facility, not an authorised Air Traffic Control outlet. Operational information may be given to inbound aircraft regarding the status of the field if it is believed to be operationally important, e.g. runways have standing water, kangaroos on runways, fast aircraft operating in circuit etc.

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ANNEXURE A – Airfield Plan

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ANNEXURE B- Plan of Local No-Go Areas

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ANNEXURE C – Synopsis of Rules for Briefing