

Arrival and Departure Procedures During the Wide Bay International Airshow, Bundaberg 19-21 August 2011

Read this document carefully!

Introduction

The Wide Bay International Airshow will be held at Bundaberg Airport, Queensland, between 19-21 August 2011. Friday 19 August will be a 'trade day' with demonstration flights and air display practice taking place throughout the day. Saturday 20 and Sunday 21 August will be a public air display. Heavy visiting traffic is expected during this period in addition to the normal airport traffic which includes high-performance turboprop scheduled services and charter operations by a variety of aircraft types.

The aerodrome will be closed to aircraft not participating in the air display for parts of Saturday and Sunday.

Airspace arrangements

In order to promote the safety of the public, pilots and their passengers, access controls to the airspace surrounding Bundaberg Airport will be implemented on **20-21 August** by means of Temporary Restricted Areas (TRAs). **Check NOTAMs for details.** A Unicom service will be operating on the Bundaberg CTAF between 19-21 August outside air display times to provide general assistance to pilots. During the air display periods on Saturday and Sunday a Certified Air/Ground Radio Service will operate.

Priority **within the TRA** will be given to emergency traffic, scheduled services, airshow aircraft and other traffic pre-arranged with the air display organiser. **Access may be denied for other operations.**

Outside TRA activation times the airport is open to all traffic.

Procedures

In order to promote safe operations, the procedures set out below are recommended **in addition to normal CTAF(R) procedures** between 2300-0700Z (0900-1700 local) on 19-21 August. These procedures apply to VFR flights and, where conditions permit, light IFR flights. The procedures are designed to provide some segregation between arrival and departure streams, and between aircraft of differing performance.

They do not guarantee separation from other traffic! Keep a good lookout!

Medium IFR flights or flights requiring an instrument procedure should proceed in accordance with the applicable normal procedures but be aware of the procedures being followed by other aircraft.

If these procedures cannot be followed due to weather conditions, pilots should proceed in accordance with the procedures as far as practicable and exercise great caution.

Pilots are encouraged to turn on aircraft landing lights, anti-collision lights and strobe lights. Pilots of transponder-equipped aircraft (Mode A/C or ADS-B) are required to have their transponder operating.

Regardless of these recommended procedures, the pilot in command remains responsible for compliance with all applicable regulations and for the safe operation of their aircraft. Nothing in these procedures prevents pilots in command from adopting a different course of action if necessary for safety. Attention is particularly drawn to the provisions of CAR 157 (Low Flying) in relation to populous areas. Pilots must ensure a suitable forced landing area clear of populous area is available at all times whilst following the procedures and should adjust ground track to the extent necessary to comply with CAR 157.

Pilots should be aware that both 'low performance' and 'high performance' aircraft will be operating at Bundaberg. Aircraft may therefore be flying circuits at between 500FT AGL and 1,500FT AGL (600-1,600FT AMSL) in accordance with AIP ENR 1.1 – 72 41.3. Overflying of the field should be at or above 2,000FT AGL (2,100FT AMSL) unless certain that there are no 'high performance' aircraft operating in the circuit, however overflights are not encouraged due to the amount of traffic expected.

Straight-in approaches are also not encouraged.

At all times pilots should be particularly alert to the possibility of converging or slower preceding traffic.

Arrivals

Northbound arrivals should plan to track coastal to Elliot Heads (S 24 55.7 E 152 25.1), then direct YBUD. Descend to be established at applicable circuit altitude (ref AIP ENR 1.1 – 72 41.3) by 3NM from the aerodrome.

For...	Procedure
Runway 14	join mid-downwind
Runway 32	join crosswind
Runway 07	join downwind
Runway 25	join upwind

Southbound arrivals should plan to track coastal to Burnett Heads (S 24 45.3 E 152 24.1), then follow the general course of the Burnett River to YBUD. Remain close to the river but track north of Bundaberg city. Descend to be established at applicable circuit altitude by 3NM from the aerodrome.

For...	Procedure
Runway 14	join upwind
Runway 32	join crosswind
Runway 07	join mid-downwind
Runway 25	join crosswind

Eastbound arrivals should track via the Bingara Sugar Mill (S 24 56 E 152 12) to YBUD. Descend to be established at applicable circuit altitude by 3NM from the aerodrome.

For...	Procedure
Runway 14	join crosswind
Runway 32	join mid-downwind
Runway 07	join upwind
Runway 25	track south of the centreline to join downwind

Note: Avoid overflying houses or built-up areas at low level. Ensure you have a forced landing area available.

Departures

Slow aircraft are requested to turn off the centreline as soon as practicable and safe after takeoff, consistent with CAR 157.

High performance aircraft are requested to climb on runway track until at least above 2,000FT AGL (2,100FT AMSL) before turning.

Track outbound to avoid the inbound traffic streams from Burnett Heads, Elliot Heads or the Bingara Sugar Mill.

Note: Avoid overflying houses or built-up areas at low level. Ensure you have a forced landing area available.

Early Departures on Sunday

On Sunday afternoon there will be a window available during the airshow for early departures, between 1355 and 1410 approximately. **Only pre-booked departures will be permitted during this window.** Departures during the window can be booked by telephoning Adrian Robinson on 0408 021 498.

This early departure window is provided for the benefit of people travelling day-VFR where last light may be a problem. If this does not apply to you, you are requested to wait until after the airshow for departure.

Helicopters

Helicopters operating from the runways are expected to conform to these procedures.

Helicopters may also be operating from a pad located at the eastern end of the grass runway on joyride operations to the east of the field around the city of Bundaberg. These operations need not follow the procedures in this document. Note that city-circuits potentially conflict with arriving traffic so keep a good lookout.

Frequencies

On Friday 19 August normal CTAF(R) procedures will apply using 126.9. A 'Ground' frequency for parking information will operate on 127.9.

On Saturday 20 and Sunday 21 August the same procedures will apply outside TRA times. When the TRA is active, **all communications** by non-air display aircraft are to be on the CTAF(R) 126.9. Air display aircraft only will be using 127.9 when airborne.

Communications

The amount of traffic expected means that at times the CTAF will become very congested. In this situation exercise good airmanship and restrict broadcasts to those essential – 'entering the runway' (for departure), 'inbound' and 'joining the circuit' are recommended, unless required otherwise for safe operation. Listen before pushing the PTT in order to avoid over-transmissions.

Parking

The primary area for fly-in parking is in the north-eastern section of the field. Overflow parking will be at the southern end. Follow marshalling instructions. Taxi information is also available on 'Ground' 127.9 outside air display times.

Pilots requiring refuelling on arrival are requested to print out and prominently display the card that forms the last page of these notes. Fuel for GA for aircraft is from a fixed Bowser on the southern side of the main apron. It is a Shell facility and takes both carnets and normal credit cards.

Camping with aircraft is not permitted. A separate camping area is available nearby.

Security

Bundaberg is a security controlled airport. Certain areas of the airport, including the fly-in parking area, have been excised from the security area for the airshow. The main apron, taxiways and runways remain security controlled areas. Aircraft crews are reminded of the need to observe security restrictions. In particular, access to security controlled areas requires an ASIC. Passengers may only be escorted to and from aircraft through security controlled areas by an ASIC holder.

Contacts

General queries: Adrian
Robinson
0408 021 498

TRA Approvals: Bundy Unicom 126.9 MHz
or 0409 873 183 (please don't call
unnecessarily – we will be very busy!)

Enjoy the show!

FLY IN

REFUELING

FIRST