TIPS FOR FLYING AT CAMBRIDGE

Cambridge is used by a diverse range of fixed and rotary wing pilots from students to commercial operations. Its proximity to regular public transport operations at Hobart creates unique operating complexities.

The aim of this factsheet is to provide some tips for pilots to reduce the chances of them making errors when operating at Cambridge.

AIR TRAFFIC CONTROL INFORMATION

- Hobart Tower provides information for Cambridge aerodrome traffic only during Tower hours as detailed in the Hobart ERSA entry.
- Cambridge is not a controlled aerodrome. Air traffic control (ATC) do not provide runway separation or information on traffic operating on the manoeuvring area.
- Lodging a flight plan through the NAIPS Internet Service will ensure that ATC have your full details prior to your initial call (see our video on how to do this at www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety).

PROCEDURES

Local procedures and operating restrictions for Cambridge are detailed in ERSA.

- Pilots must establish communication with Hobart Ground on 121.7 MHz, state their intentions prior to leaving the apron and notify in receipt of Hobart ATIS.
- Prior to leaving the apron, contact Hobart Tower on 118.1 MHz, nominating your intended runway for departure.
- Do not become airborne without departure instructions from Hobart Tower. Expect either:
  - 'report downwind, make left/right circuit' if operating in the circuit, or
  - 'report on departure, make left/right turn' if operating outside the control zone.
- During circuit operations, report downwind with your intentions. ATC may issue instructions to sequence you with traffic operating at Cambridge or Hobart, or just respond with your callsign.
- Report clear of the runway after landing.
- Take-off and landing clearances are not provided.
- Normal circuit direction is:
  - right for Runways 14, 12CBG and 09
  - left for Runway 32, 30CBG and 27.
- Normal circuit height is 'not above one thousand'.
- Visual Flight Rules flying training, with the exception of circuits, should be conducted in D316 (Ralph's Bay) unless the operation can be approved with no restriction placed on other airspace users.

COMMUNICATIONS AND READBACKS

The use of non-standard radio calls or readbacks affects the ability of ATC to understand your intentions and confirm that you have understood your clearance. If your readback is incorrect or incomplete, ATC will need to confirm your understanding; leading to additional conversation, complexity, workload and frequency congestion. This may also impact you or other aircraft by increasing the chances of incorrect information being passed or received.

Common errors include the failure to read back:

- callsign
- the runway designator, including 'Cambridge' if using 12CBG or 30CBG for the situational awareness of traffic operating at Hobart
- direction of turn.

Always maintain a listening watch on the radio—this includes ensuring that you are on the correct frequency, your radio is working and that the volume is not turned down.

WAKE TURBULENCE

Faster and larger aircraft can create turbulence behind, beside and below them which can remain in the air for up to three minutes.

There have been a number of reports of light aircraft at Cambridge sustaining control issues as a result of operating too close to the flight path of Hobart arrivals and departures.

If you are operating directly behind, up to 1000 feet below, or within half a mile either side of an A320, B737 or similar-sized aircraft, ATC may issue a caution regarding the wake turbulence.

COMPLIANCE WITH ATC INSTRUCTIONS

If ATC gives you an instruction to 'FOLLOW' another aircraft, it requires that you sight the preceding aircraft and regulate your speed and approach path to maintain separation from that aircraft. If you can't sight and identify the preceding aircraft, you must advise ATC immediately.

A good rule of thumb is that a single engine light aircraft in front of you will need to be 600 metres ahead of you and airborne from the runway before you can conduct your 'touch and go'. If you adjust your speed and profile to remain 900 metres behind, that will generally allow enough room for the preceding aircraft to slow down, reconfigure etc for its 'touch and go'.

If you are unable to comply with any ATC instruction or clearance, inform them immediately.

FOR MORE INFORMATION

Airservices has developed a range of fact sheets and booklets to assist pilots. Topics include, runway safety, airspace infringements and working with ATC. These products are available at: www.airservicesaustralia.com/flight-briefing/pilot-and-airside-safety

Stay OnTrack in Cambridge with CASA's VFR pre-flight planning tool for both fixed and rotary-wing pilots at ontrack.casa.gov.au

Information correct at time of printing. Refer to AIP, ERSA, DAP and NOTAM for current, authoritative information. For more information on this, or other Airservices safety publications contact safety.promotions@airservicesaustralia.com

15-005JAN Corporate Communication