Flying at Gawler

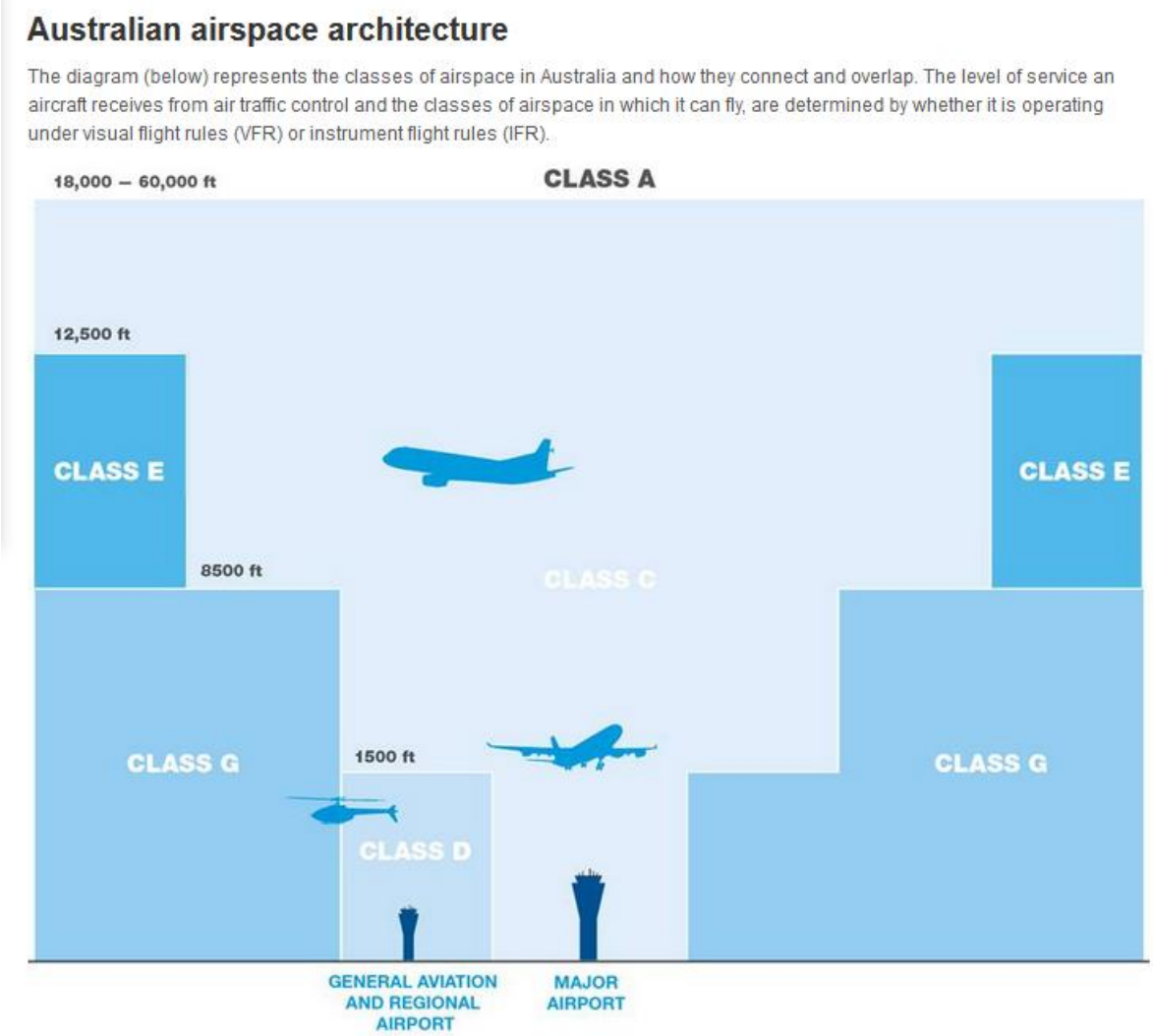
Airspace Briefing – March 2018

The information presented hereunder is to assist pilots flying in the Gawler area and to the north to better understand the local airspace environment, avoid inadvertent Airspace Infringements (AI), assist in the introduction and coaching of these elements to visitors, new members, and offer longer term members the opportunity to periodically refresh their understanding of the local airspace architecture and the regulations that govern it.

This document should not be viewed as a conclusive text on the subject and periodic changes to airspace may render this information out of date. Whilst efforts will be made to maintain the currency of this information, it is provided primarily as a training aid, and therefore the responsibility lies with each pilot to determine the regulations in effect at any particular time and to ensure they comply with these whilst undertaking any flight.

Please consult club instructors with any questions you may have.

Below is the general layout of the Australian civilian airspace. It is similar to most countries around the world in particular relating to the airspace for commercial aviation use.



Class A: This high-level en route controlled airspace is used predominately by commercial and passenger jets. Only IFR flights are permitted and they require an ATC clearance. All flights are provided with air traffic control service and are positively separated from each other.

Class C: This is the controlled airspace surrounding major airports. Both IFR and VFR flights are permitted and must communicate with air traffic control. IFR aircraft are positively separated from both IFR and VFR aircraft. VFR aircraft are provided traffic information on other VFR aircraft.

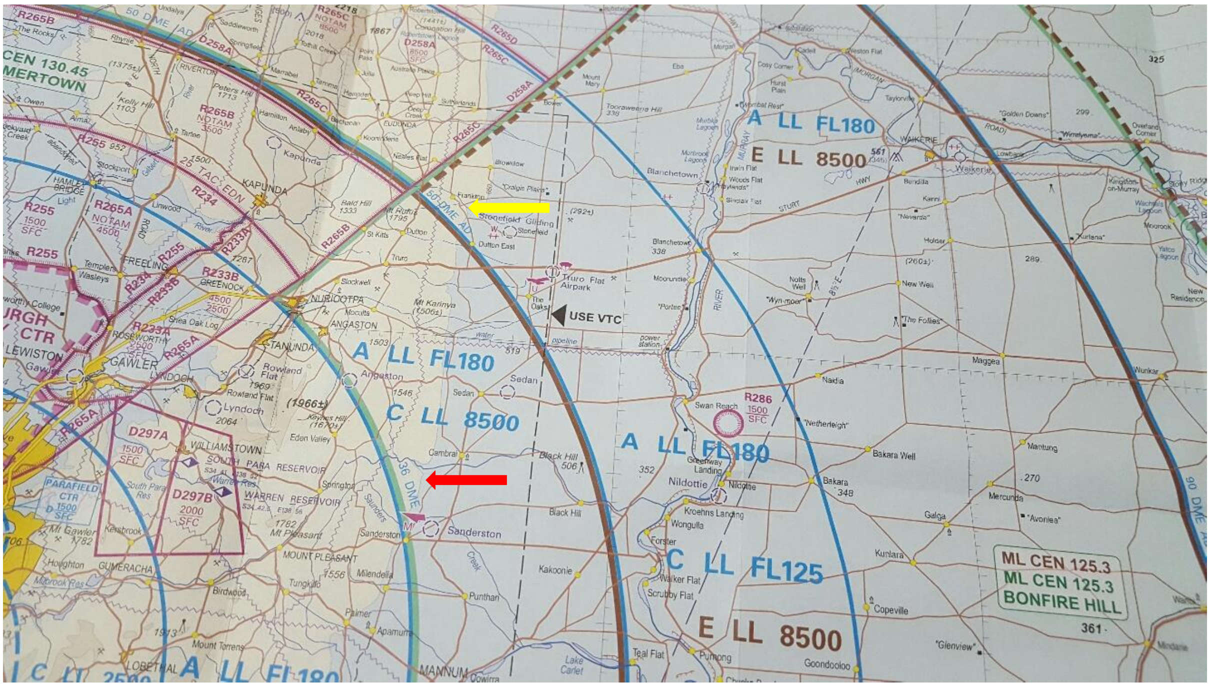
Class D: This is the controlled airspace that surrounds general aviation and regional airports equipped with a control tower. All flights require ATC clearance.

Class E: This mid-level controlled airspace is open to both IFR and VFR aircraft. IFR flights are required to communicate with ATC and must have an ATC clearance before entering Class E airspace. Gliders and powered aircraft may operate in this airspace without a clearance. Powered aircraft require a transponder and all aircraft (including gliders) are required to monitor the appropriate area frequency shown in brown text on the chart.

In recognition of the value of our gliding safety frequency where multiple gliders are flying together, one aircraft in the group is required to monitor the appropriate Class E area frequency whilst other gliders remain on 122.7. In this way both safety requirements can be achieved.

Class G: This airspace is uncontrolled. Both IFR and VFR aircraft are permitted and neither require ATC clearance.

Visual Navigation Chart (VNC) and Visual Terminal Chart (VTC)
Airspace zones will be marked on the chart to show the geographic boundaries, so-called "lateral limits" and also provide altitude information advising the lower and upper limits of the airspace. Integrating this information therefore provides a 3-D picture of the airspace in question.
Lateral limits and corresponding altitude limit information is conveniently offered on the chart in the same colours, making it easier to associate altitude information with boundaries on the charts.



Civilian airspace is shown in blue along with green and brown indicating radio frequency boundaries. Note the information on the charts for relevant airspace frequencies. In the example above, Melbourne Centre shown as 125.3MGh applies to both areas. Restricted military airspace is shown in the colour magenta. In the case of the Adelaide airspace, Adelaide airport is the epicentre of the universe and therefore the concentric blue rings drawn around the airport at ever increasing distances would mark the "lateral limits" of airspace zones. The example shown above by the red arrow is given as "<u>36 DME</u>" which means 36 nautical miles from Adelaide Airport. The blue ring at 50 DME is shown by the yellow arrow. DME is simply an acronym for "distance measuring equipment", a standard navigation aid in powered aircraft. Since gliders and LSA do not have such equipment on board, it does mean you should take care when transitioning these areas and especially when you are crossing from an airspace area with a higher limit into one with a lower limit. You may be outside controlled airspace in one zone, but breach airspace as you cross the boundary into another.

Take the example above. The area between the DME arcs of 36 and 50 has a Class C airspace with lower limit (LL) of 8,500'. This means you could fly within this area in uncontrolled airspace (Class G) up to 8,500' AMSL. Also note Class A airspace with a LL of FL180, which is only of interest to commercial and scheduled operators flying on IFR flight plans. Going a little further out and you cross the 50 DME arc, now you can operate up to the LL of Class C airspace

which is FL125 (Flight Level 125 – at 10,000' you will need set your altimeter QNH to 1013 and report altitudes as flight levels at FL100 or above).

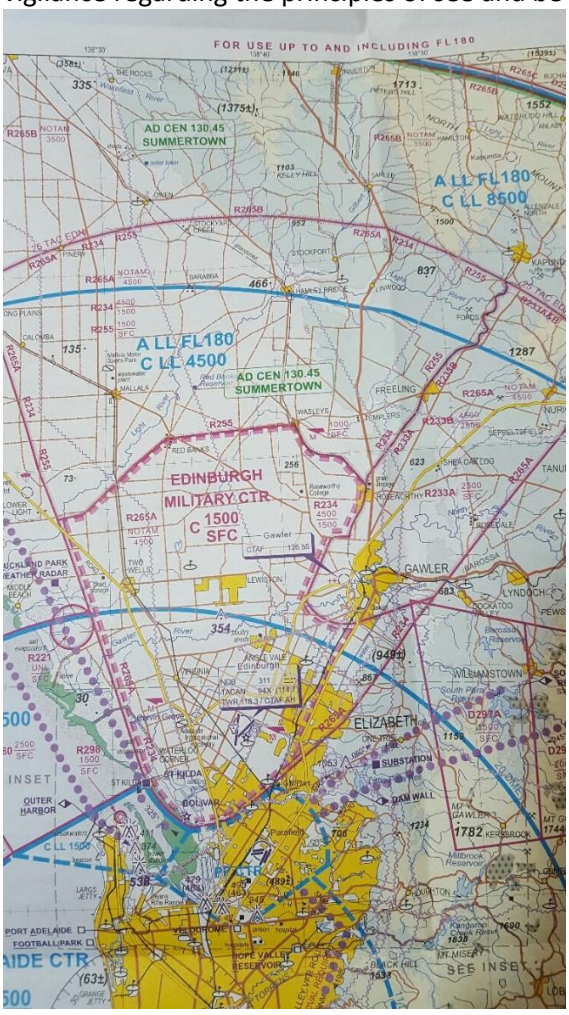
Here's the trap - say you're on a soaring flight and heading back from Waikerie to Gawler. You find a corker of a thermal in the Truro Flat area and climb to FL125, the lower limit of Class C airspace.
Now you're barrelling along at 100kts headed home to Gawler and you cross the 50 DME arc at say 10,000'……..airspace infringement (AI) right there as the lower limit of Class C airspace at that point is 8,500'.
Entering controlled airspace without a clearance from ATC is an airspace breach. Don't even bother trying to get a clearance unless you have an altitude encoding transponder on board, which is rather unusual for gliders in Australia.If you see **CTR** on the map this means a "Control Zone", and means an airspace extending from the surface up to an upper limit, for example:

C 1500 SFC

This control zone extends from the surface to 1,500' AMSL (above mean sea level). It is usual to find this kind of zone around a major airport. This one is Class C airspace, therefore no entry allowed without ATC clearance.

If you see **CTA** on the map this means a "Control Area" and is defined by both an upper and a lower altitude limit.

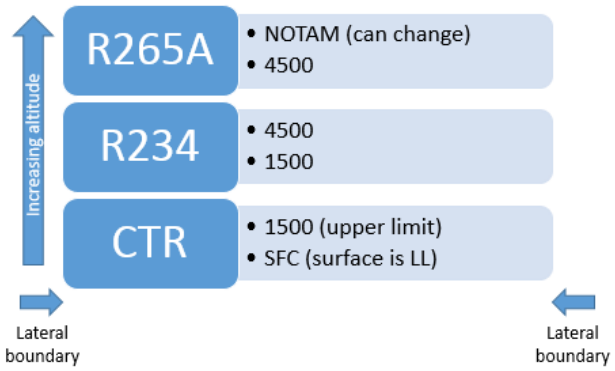
The gliding community spends almost all of its time in Class G airspace. powered aircraft have the latitude to move into Class C airspace subject to appropriate clearances being granted by Air Traffic Control (ATC) and such clearance is contingent on the pilot having a controlled airspace endorsement and having the appropriate navigation equipment on board as mentioned previously.
To add complexity to the matter, we at Gawler are geographically situated WITHIN the Edinburgh RAAF base military airspace. All the airspace demarcated in the magenta colour is either RESTRICTED military airspace, eg, R233A and therefore subject to military control, or a DANGER AREA, ie, D258B in the Burra area therefore requiring extra vigilance regarding the principles of see and be seen.



So, in addition to having the standard civilian airspace zones, we at Gawler also have to consider the restricted military airspace, and in fact we could never leave the ground at Gawler without the appropriate airspace clearance to do so; we are land-locked so to speak. More on this later.
The airspace architecture works in a similar way to the civilian arrangement with lateral limits marked on the chart and the associated altitude information presented in text on the chart.

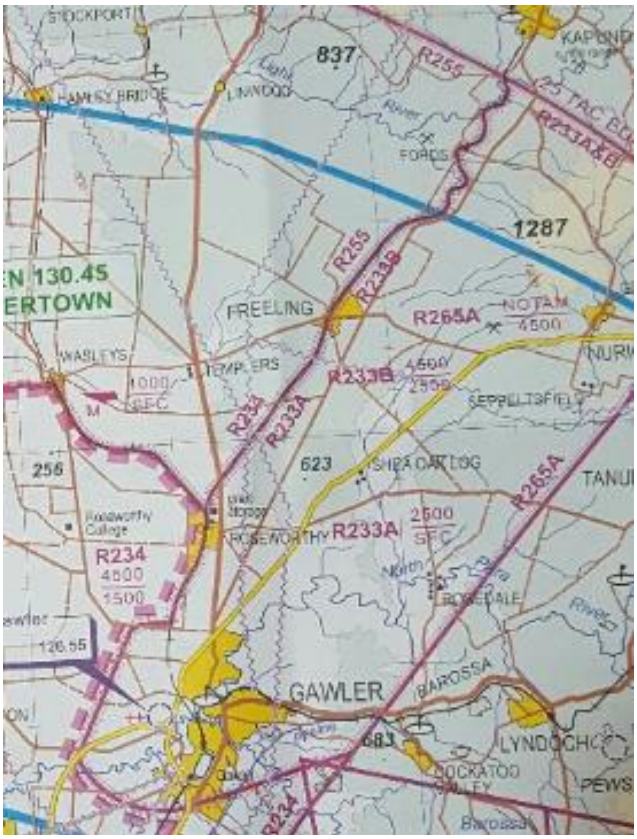
However, it is common to find multiple altitude zones within a sector defined by the same lateral limits.
Consider the "Edinburgh Military CTR" which lies immediately to the South and West of Gawler airfield. If you study this chart area you will note there's the usual CTR designation with C SFC/1500, ie, Surface to 1,500' AMSL, but also a number of additional levels within the CTR lateral limits and the restricted airspace cone opening out to the North.
R234 1500/4500
R265A 4500/NOTAM (upper limit on NOTAM)
R265B 3500/NOTAM

It is important to note that within the lateral limits of these airspace identifiers that there may be various altitude limits which will be identified as a different Restricted Area. The NOTAMs will advise the status of these restricted areas.
So this is what the Edinburgh Military CTR looks like in altitude terms:



If only the CTR and R234 were active, then you would be permitted to cross the area where the Class C airspace LL is 8500' to the North, provided you were operating between the R234 upper limit of 4500' and the 8500' Lower Limit off the Class C airspace in this area.

To expand on this idea of multiple vertical layers of airspace within the same lateral limits, consider the image directly below. If you were to trace the magenta line that runs immediately west of Gawler airfield up along the railway line through Roseworthy all the way up to the 25 TAC EDN arc just before Kapunda, to the right across the arc, and back down the line to the east with R265A along it, you'd describe the lateral limits of a designated airspace area (KAPUNDA in this case, but more on that later).



Looking into this area you can clearly see there are multiple airspace references printed in this sector:
R233A SFC/2500 (surface – 2,500')
R233B 2500/4500
R265A – 4500/NOTAM

As above in the example for the Edinburgh RAAF CTR, the airspace within which Gawler airfield is located also has multiple layers which may be the subject of specific NOTAM information from time to time.

This is also true for any "block" of airspace you see marked in magenta lines on the chart (restricted military). The airspace identifiers will apply to that area within which they are printed. Therefore, to form a 3-D picture of airspace that is the subject of NOTAM information you need to know the lateral limits + the vertical limits.

What about priority?
Restricted military airspace is **ACTIVATED** by NOTAM and when active takes precedence over civilian airspace. In the case of flying from Gawler, when there is military airspace is not active, our flying must remain within the confines of Class G and E airspace as indicated on the chart, that is, under Class C Lower Limits, unless the aircraft is suitably equipped and a clearance is granted as described previously.

The area to the North and East of our airfield, up to the 36 DME arc, has a Class C LL of 4500' and unless very good soaring weather is expected and our Airspace Officer has made an arrangement (mostly through Summer), then it is usual to have this as our upper limit of operation for the day, providing the military airspace is not active.

Who arranges our access?
Given the complexities of the local airspace, the current arrangements for Gawler regional aviators to use the airspace around Gawler is a 3-way negotiated arrangement between the Adelaide Soaring Club (ASC), RAAF Edinburgh, and the Adelaide TCU (Terminal Control Unit).
Airspace needs across all three groups are resolved on a weekly basis several days in advance of the active period, and the arrangements are then published daily via the NOTAM (Notices to Airmen) on the Airservices Australia website. The ASC Airspace Officer liaises with the other two groups on our behalf to make a request for airspace suitable to the expected weather and potential planned soaring activity. We might expect more generous airspace allocations on summer weekends, whereas, during winter there may be more limitation.

Gliding airspace releases
Considering all the above and the fact that our clearances to fly are provided in both restricted military and civilian airspace, which are managed independently by Edinburgh RAAF and Adelaide TCU respectively, the methodology of reporting our releases on the NOTAM falls in both camps.
Where restricted military airspace is ACTIVE, you will find releases for the Gawler area under the Edinburgh Airspace NOTAM area (EDX is the group). However, when restricted military airspace has not been ACTIVATED, like on the weekend for example, the reporting of airspace releases for Gawler aviators falls to the Adelaide TCU and will generally be found under the Melbourne FIR section of the NOTAM document. This is important since you need to scan the NOTAM document in several places to ensure you see everything which may be relevant. More on this later in the pictorial NOTAM example.

To facilitate easier communication relating to soaring airspace releases, designated and named airspace groups to the north of Gawler have been agreed and are the subject of airspace releases on the NOTAM. These are the gliding releases in civilian airspace, also referred to as Temporary Danger Areas (TDA) on the NOTAM. They serve the purpose of notifying the general aviation community of the possibility of encountering gliders within these regions when they are active.

Fortunately, these gliding releases have lateral limits that are mostly actual physical features on the ground, such as railway and power lines, roads and towns, and other things which do not need DME equipment to identify them. Careful attention to the boundaries needs to be maintained to ensure that you don't stumble unwittingly into an area you should not be in.
The identification of these soaring airspace releases on NOTAMs is by using their designated name and a standard template descriptor which describes the lateral limits. The relevant altitude and time availability is published by NOTAM and thus the full picture of airspace availability is revealed.

What about charts?
The **Civil Aviation Regulation (CAR) 233** stipulates the responsibilities of the pilot in command prior to undertaking a flight. In relation to the carriage of documents item 1(h) states:
(1) The pilot in command of an aircraft must not commence a flight if he or she has not received evidence, and taken such action as is necessary to ensure, that:

> (h) the latest editions of the aeronautical maps, charts and other aeronautical information and instructions [e.g. weather and NOTAMs ... JB], published in AIP or by a person approved in writing, that are applicable:
>
> > (i) to the route to be flown; and
> >
> > (ii) to any alternative route that may be flown on that flight; are carried in the aircraft and are readily accessible to the flight crew.

This means you must carry the appropriate charts (VNC and WAC will be used mostly) and also be able to demonstrate you have current NOTAM information. This is where your own login is useful since the NOTAM access is logged and would reflect the effort you made to get the latest information.

It is **strongly recommended** that you mark your VNC up with the lateral limits of the gliding release areas so that you can refer to your chart quickly in flight as needed to ensure airspace compliance.

Gliding Airspace Frequency

When within the vicinity of the Gawler airfield we use the designated Gawler Common Traffic Advisory Frequency (CTAF) 126.55MHz

As an uncontrolled airfield, without a control tower, pilots are expected to manage themselves through the local airspace. The radiotelephony phraseology is a little different to that used in controlled airspace and airports.

For soaring flights outside of the CTAF area and heading into the gliding release airspace to the north, pilots are required to change frequency to the local Area Frequency, however
glider pilots are permitted to use a specific gliding frequency, in this instance, 122.7MHz. This is the agreed South Australia Gliding Association (SAGA) safety frequency. Whilst there are other nominated gliding chat frequencies, which you may see from time to time on documents, the importance of staying on 122.7 becomes clear under an **Airspace Recall** scenario which will be detailed later. If your radio is able to monitor dual frequencies you are encouraged to also monitor the appropriate area frequency.

Powered aircraft should change to the frequency appropriate to their route on leaving the Gawler CTAF area (green squares with green or brown text, AD CEN 130.45 in the event you are to the immediate North or East, then changing en route as appropriate).

You are considered to have left the Gawler CTAF once you are 10NM from the airfield, so around the Freeling area if heading North, you should change frequency to 122.7 in a glider and the area frequency for LSA aircraft. Similarly, if you are heading back from a flight then you should return to the Gawler CTAF frequency (126.55MHz) once you are 10nm out from the airfield. It's good practise to give a position report and advise your intentions when you change frequency. A Jabiru leaving the circuit for the training area to the North might be interested to know that a glider is inbound at 2,500', overhead Freeling and doing 100kts on final glide for the airfield!

Similarly, those on X-country flights out to the north will be interested to hear another glider is heading out into the northern airspace area. Don't sneak around, tell everyone where you are and your intensions, as your information may be something that influences their planning!

The other item worth a mention is that both Lyndoch and Rowland Flat airfields are within the Gawler 10nm CTAF area, so if you do fly to the East of Gawler, then please ensure you have the appropriate frequencies to monitor traffic and advise your intentions as appropriate to maintain safe separation. Rowland Flat and Lyndoch airfields use the Multicom frequency of 126.7MHz.

Gliding Airspace Recall

One of the conditions of use of the gliding airspace release is that it is subject to short notice change. The likelihood of this occurring is relatively small and the current arrangements allow for planning and resolving airspace needs in advance to avoid such a scenario. However, we do need to be prepared to comply with an airspace recall as it has happened at times in the past, and in such an event all aircraft have to be **clear of the affected airspace no later than 30mins following the recall**. Consequences for Airspace Infringement (AI) are considerable, and our continued good standing with the RAAF and Adelaide TCU, and future airspace access is contingent on continuously demonstrating our ability to comply.

The following recall protocol applies:

1. EDN Tower will notify the Adelaide TCU and ASC.
2. Adelaide TCU will broadcast the advisory on the Adelaide Central Summertown 130.45Mhz Area Frequency, which is what the general aviation community will be monitoring (green blocks on your chart).
3. ASC will broadcast the advisory on **122.7Mhz and 126.55Mhz**
4. ASC must advise Adelaide TCU when all aircraft are clear. This, of course, means that pilots must remain contactable at all times.

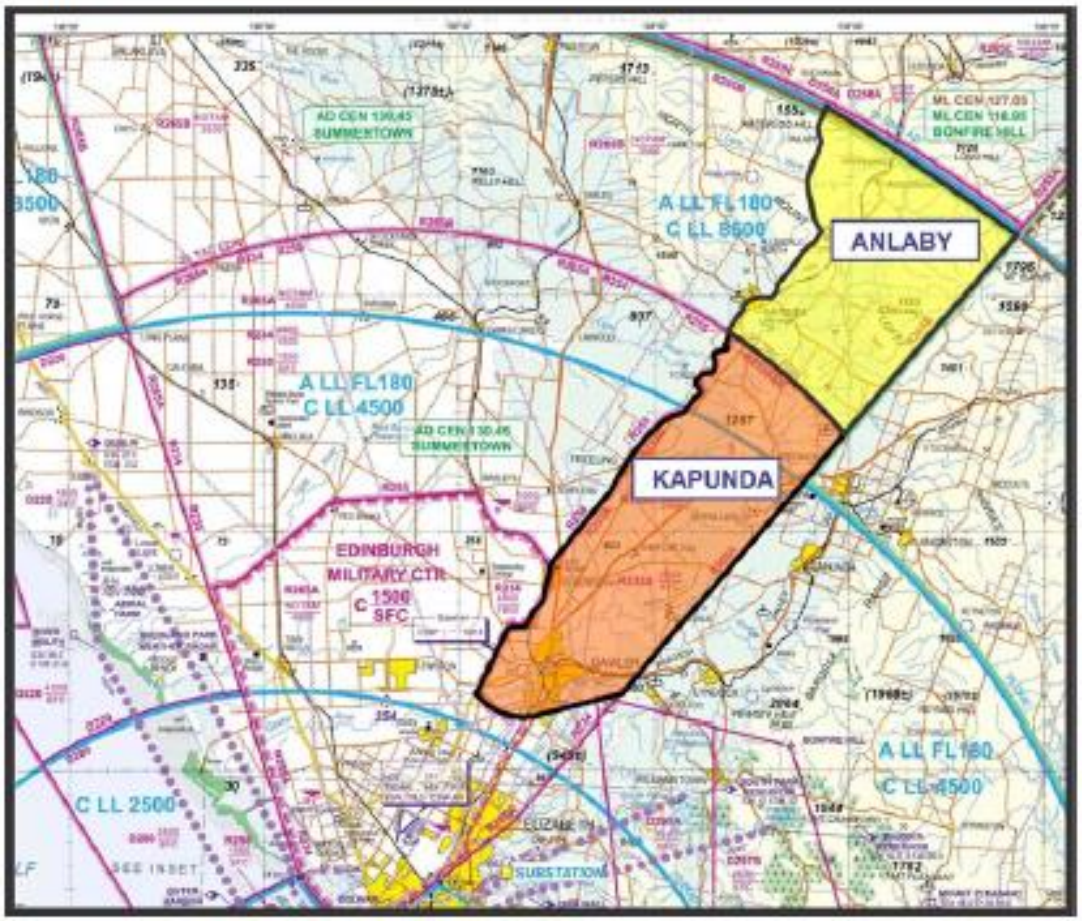
Gliders could be required to relay the message further afield to reach aircraft much further out as all aircraft must be accounted for.

If you wish to check the status of any area, be it Restricted Military or a Gliding Release, whilst in flight, you can call on the appropriate area frequency for your area, eg, Melbourne Centre on 130.45MHz. For Example, your transmission could be, "Melbourne Centre Flight Watch, your call sign, request airspace status". Pending Melbourne Control's workload, it may be some time before you receive a response to your request.

Gliding Airspace Releases

The templates used to NOTAM gliding airspace release are shown below. This is how you will see them published with the necessary additional information for altitude, date and time validity.

Kapunda and Anlaby



Kapunda TDA

TEMPLATE NUMBER: YMMM 237

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (KAPUNDA) ACT FROM BASE OF CTA FOR GFY

LATERAL LIMITS: WITHIN THE LATERAL CONFINES OF R233A. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 4500FT AMSL

G) ********** (upper level)

Note the reference to KAPUNDA being active from "base of the CTA". This is the civilian CTA being referenced, ie, the lower limit of class C airspace and also identified under F) on the template below. This would release Class C airspace commencing above 4500' to us. The upper level G) would thus identify just how high we could fly into Class C airspace under this release, but always subject to the lateral limits of R233A

Anlaby TDA

TEMPLATE NUMBER: YMMM 714

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (ANLABY) ACT FROM BASE OF CTA FOR GFY

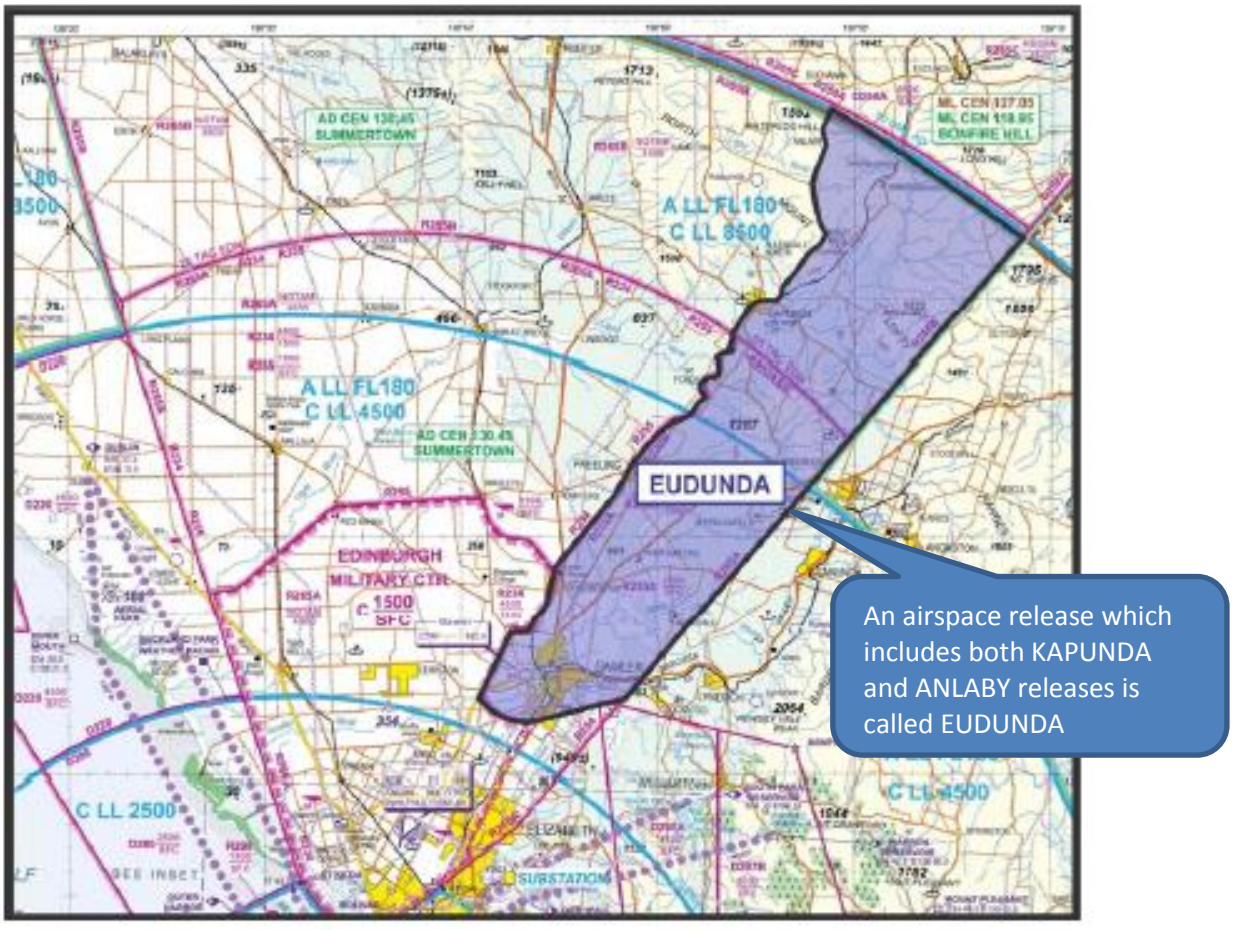
LATERAL LIMITS: EAST OF A LINE FOLLOWING THE GAWLER TO KAPUNDA ROAD THEN EAST OF A LINE FOLLOWING THE KAPUNDA TO EUDUNDA ROAD TO THE COMMENCEMENT OF ANLABY ROAD THEN EAST OF ANLABY ROAD, THENCE EAST VIA THE 50 DME ARC ADELAIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265 THENCE WEST VIA THE 25 TAC ARC EDINBURGH. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 8500 FT AMSL

G) ********** (upper level)

Eudunda



Eudunda TDA

TEMPLATE NUMBER: YMMM 713

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (EUDUNDA) ACT FROM BASE OF CTA FOR GFY

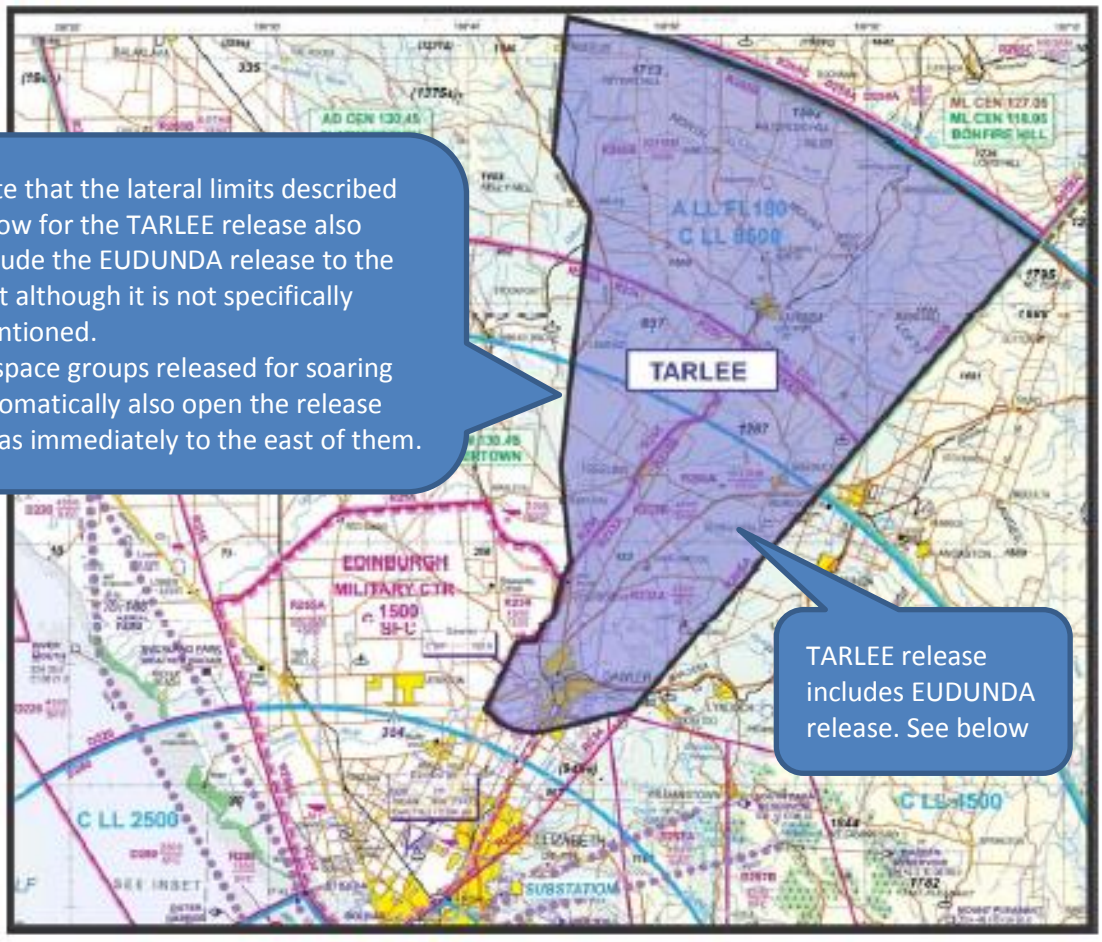
LATERAL LIMITS: NORTH OF A LINE FOLLOWING THE SOUTHERN BOUNDARY OF R233A WEST FROM LYNDOCH THEN EAST OF A LINE FOLLOWING THE WESTERN BOUNDARY OF R233A THEN EAST OF A LINE FOLLOWING THE GAWLER TO KAPUNDA ROAD AND EAST OF A LINE FOLLOWING THE KAPUNDA TO EUDUNDA ROAD TO THE COMMENCEMENT OF ANLABY ROAD THEN EAST OF ANLABY ROAD, THENCE EAST VIA THE 50 DME ARC ADELAIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 4500 FT AMSL

G) ********** (upper level)

Tarlee



Note that the lateral limits described below for the TARLEE release also include the EUDUNDA release to the East although it is not specifically mentioned.
Airspace groups released for soaring automatically also open the release areas immediately to the east of them.

TARLEE release includes EUDUNDA release. See below

Tarlee TDA

TEMPLATE NUMBER: YMMM 715

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (TARLEE) ACT FROM BASE OF CTA FOR GFY

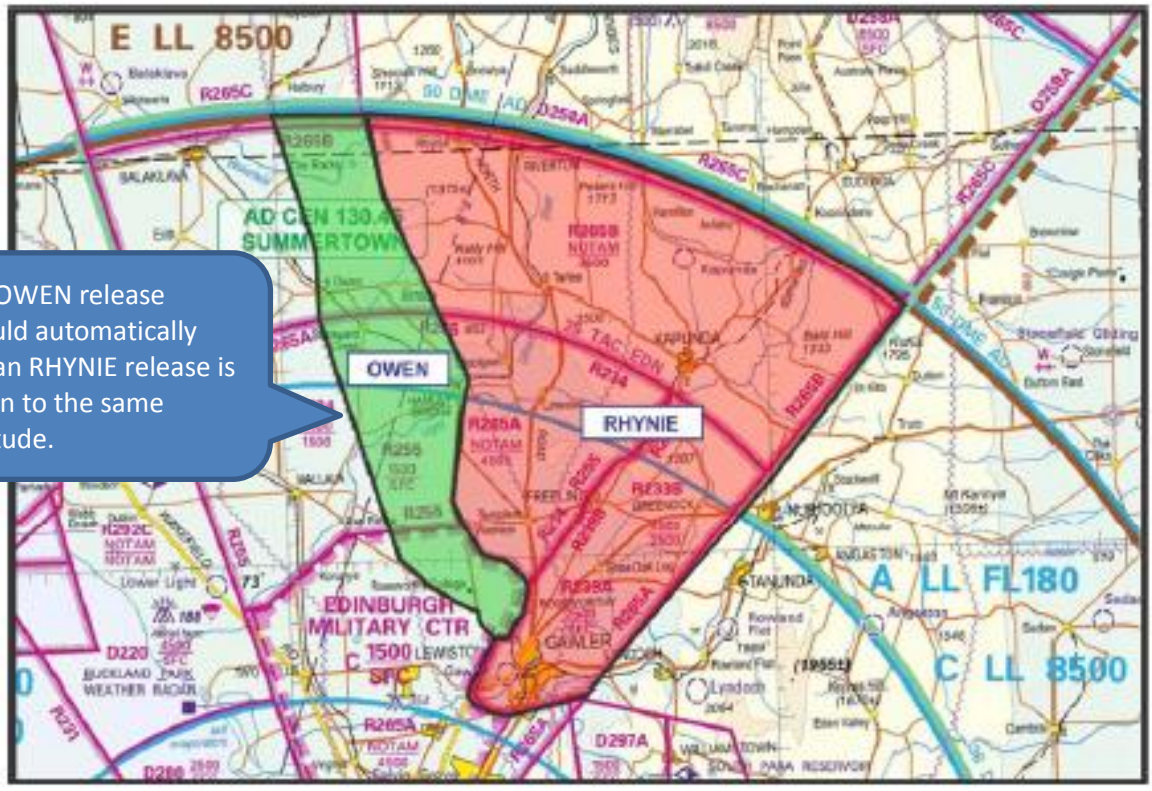
LATERAL LIMITS: NORTH OF A LINE FOLLOWING THE SOUTHERN BOUNDARY OF R233A WEST FROM LYNDOCH THEN EAST OF A LINE FOLLOWING THE WESTERN BOUNDARY OF R233A THEN EAST OF THE ROSEWORTHY TO TEMPLERS ROAD THEN EAST OF A STRAIGHT LINE FROM TEMPLARS TO TARLEE THEN EAST OF THE TARLEE TO BROKEN HILL HIGHWAY, THENCE EAST VIA THE 50 DME ARC ADELAIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 4500 FT AMSL

G) ********** (upper level)

Owen and Rhynie



Rhynie TDA

TEMPLATE NUMBER: YMMM 240

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (RHYNIE) ACT FROM BASE OF CTA FOR GFY

LATERAL LIMITS: NORTH OF A LINE JOINING LYNDOCH AND THE INTERSECTION OF MAIN NORTH ROAD AND THE GAWLER BYPASS SOUTH OF GAWLER AND EAST OF A LINE FOLLOWING THE EASTERN BOUNDARY OF THE EDINBURGH CTR, THE WASLEYS TO HAMLEY BRIDGE RAILWAY LINE AND THE HAMLEY BRIDGE TO BLYTH POWERLINE, THENCE EAST VIA THE 50 DME ARC ADEALIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 4500 FT AMSL

G) ********** (upper level)

Owen TDA

TEMPLATE NUMBER: YMMM 245

NOTAMN PRD

A) YMMM (7500)

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (OWEN) ACT FROM BASE OF CTA FOR GFY

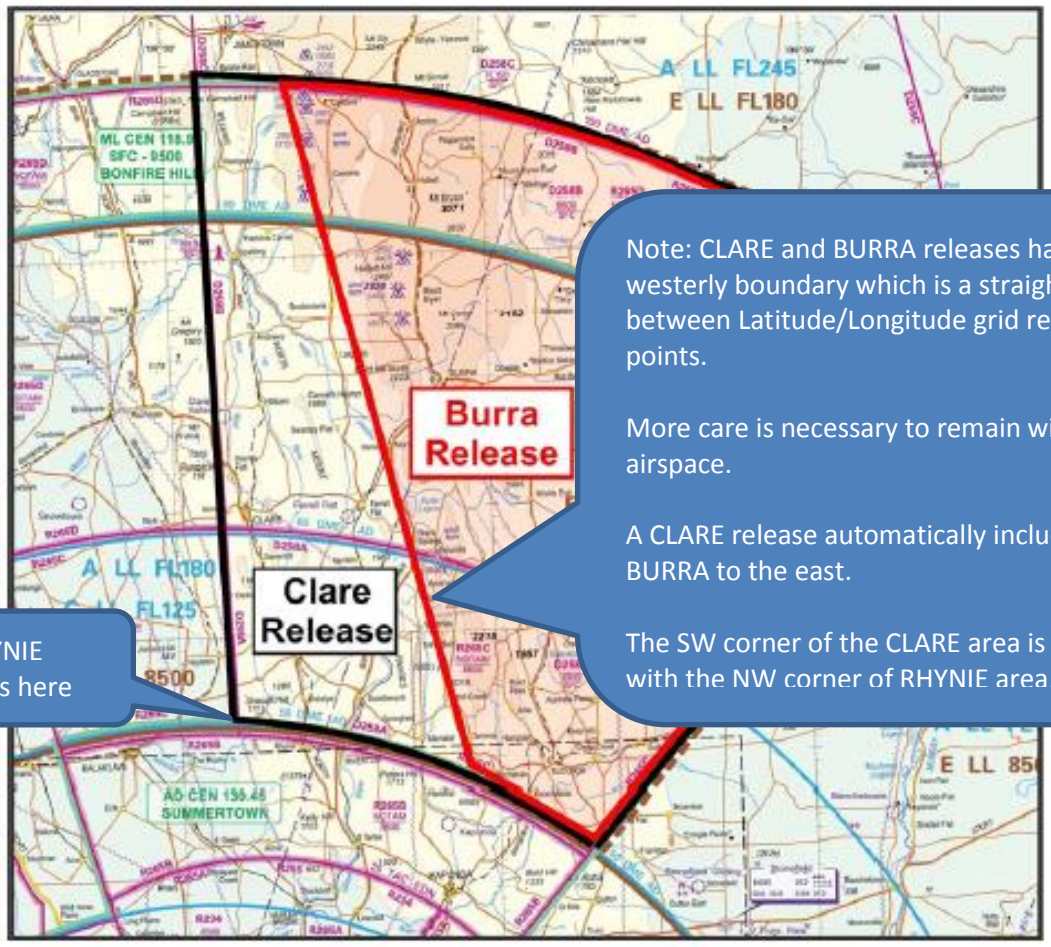
LATERAL LIMITS: EAST OF A LINE COMMENCING AT THE INTERSECTION OF THE EASTERN BOUNDARY OF THE EDINBURGH CTR AND THE GAWLER REDBANKS ROAD, TO THE INTERSECTION WITH THE PARA SUBSTATION TO OWEN POWER LINE, THENCE ALONG THIS POWERLINE TO BLYTH AND WEST OF A LINE FOLLOWING THE BLYTHE TO HAMLEY BRIDGE POWERLINE THENCE THE HAMLEY BRIDGE TO WASLEYS RAILWAY LINE, THENCE THE NORTH EASTERN BOUNDARY OF THE EDINBURGH CTR TO THE INTERSECTION OF THE GAWLER RED BANKS ROAD. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS..

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.5 AND/OR 122.7.

F) 4500 FT AMSL

G) ********** (upper level)

Clare and Burra



Clare TDA

TEMPLATE NUMBER: YMMM 241

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (CLARE) ACT FROM BASE OF CTA FOR GFY

LATERAL LIMITS: EAST OF A LINE JOINING S34 06.9 E138 35.4 AND S33 16.7 E138 32.0, THENCE EAST VIA THE 100 DME ARC ADELAIDE, THENCE VIA THE BOUNDARY OF R265, THENCE WEST VIA THE 50 DME ARC ADELAIDE. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT ML CENTRE 118.95 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR ML CENTRE 118.95 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.7.

F)

G)

Burra TDA

TEMPLATE NUMBER: YMMM 229

NOTAMN

A) YMMM

B)********(start time)

C)********(finish time)

D)

E) TEMPO DANGER AREA (BURRA) ACT FROM BASE OF CTA FOR GFY

LATERAL LIMITS: EAST OF A LINE JOINING S34 12.6 E138 58.5 AND S33 17.0, E138 41.0, THENCE EAST VIA THE 100 DME ARC ADELAIDE, THENCE VIA THE BOUNDARY OF R265, THENCE WEST VIA THE 50 DME ARC ADELAIDE. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.

CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT ML CENTRE 118.95 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR ML CENTRE 118.95 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 122.7.

F)

G)

NOTAMs

How to get the NOTAMs:

Step 1 Logging on

Go to the the **airservices** website and logon
https://www.airservicesaustralia.com/naips/Account/LogOn
Register for free to create your own log on if you don't have one already.

Step 2 Select our area

Click on **Area Briefing** (second item on the Briefing list on the left)
Select area 50 by typing **9500** into the first box or clicking on area 50 on the map
Tick the **NOTAM** box and untick the **Met** box unless you also want weather info also.
Set the validity to a suitable time period, eg, 12 hours (default is 24 hours).

Step 3 Interpretation

Time
The NOTAM uses Universal Coordinating Time (UTC), also known as "Zulu" at Zero degrees Longitude.
In winter the offset to Adelaide is +9.30 hours.
In summer the offset to Adelaide is +10.30hours (when Daylight Savings is in effect).
There are many world clock websites that will help convert UTC to local time.
Maths in base 24 with a half hour time difference is error prone
Note that dates change at midnight UTC and need to be taken into account.
See Appendix for time and date conversion chart, and below for an example:

Let's look at time format and calculation in more detail

TIME FORMAT

- All NOTAM are published in UTC (zulu) time.
- In Australia the format for all times in NOTAM is as a 10-figure date/time group YYMMDDHHMM, where YY is the year, MM is the month, DD is the date, and HHMM is the time (hour and minute) in 24hr UTC format.
- If a NOTAM request is made using local time (not preferred) this must be clearly marked on the NOTAM request form, including which time zone has been used. Extra care should be taken during daylight savings periods.

```
R265B ACT (RA1)
OTHER TIMES MAY BE ACTIVATED AT SHOR
PILOT RESPONSIBILITY TO CK AND MNT S
3500FT AMSL TO FL240
FROM 10 232130 TO 10 280630
   1610232130 TO 1610241230
   1610242130 TO 1610251230
   1610252130 TO 1610261230
   1610262130 TO 1610271230
   1610272130 TO 1610280630
```

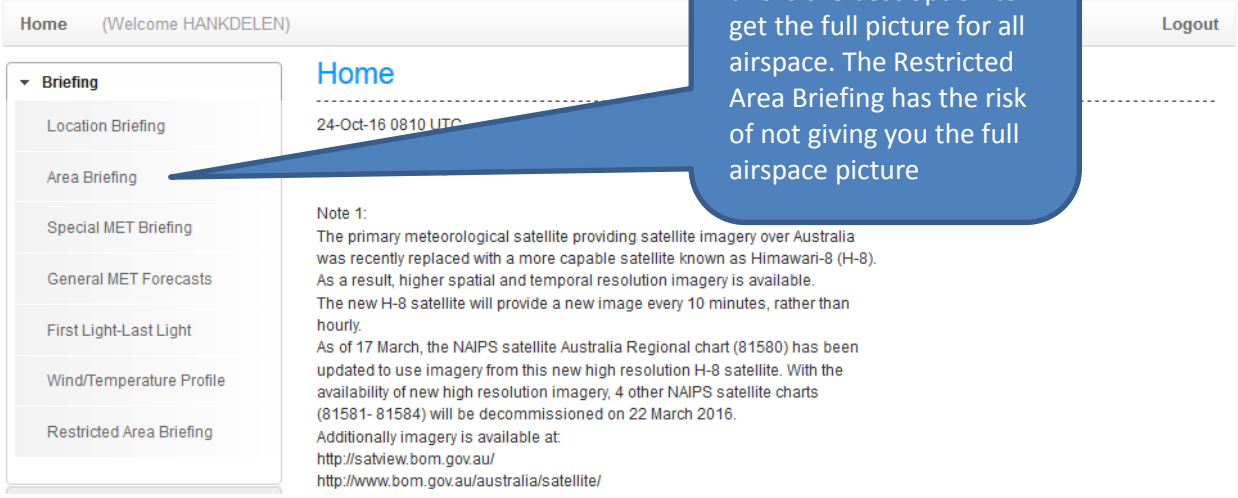
So in this example R265B is ACTIVE from 3,500' to FL240 between the period October 23 21:30 to October 28 06:30 (UTC time)
Then we see 1610232130 to 161024230
Converting to local Adelaide time since we are in daylight savings in this period (CDT):
21:30 UTC is 8:00 in the morning on the following day the 24th October.
Similarly 12:30 UTC on the 24th is 23:00 CDT on the same day.
So therefore R265B is active on Monday 24th October from 8:00 in the morning through to 23:00 in the evening. Similarly also on Tuesday through Thursday, but deactivating on Friday at 06:30 UTC or 17:00 local time.

There are a couple of ways to get caught out here:

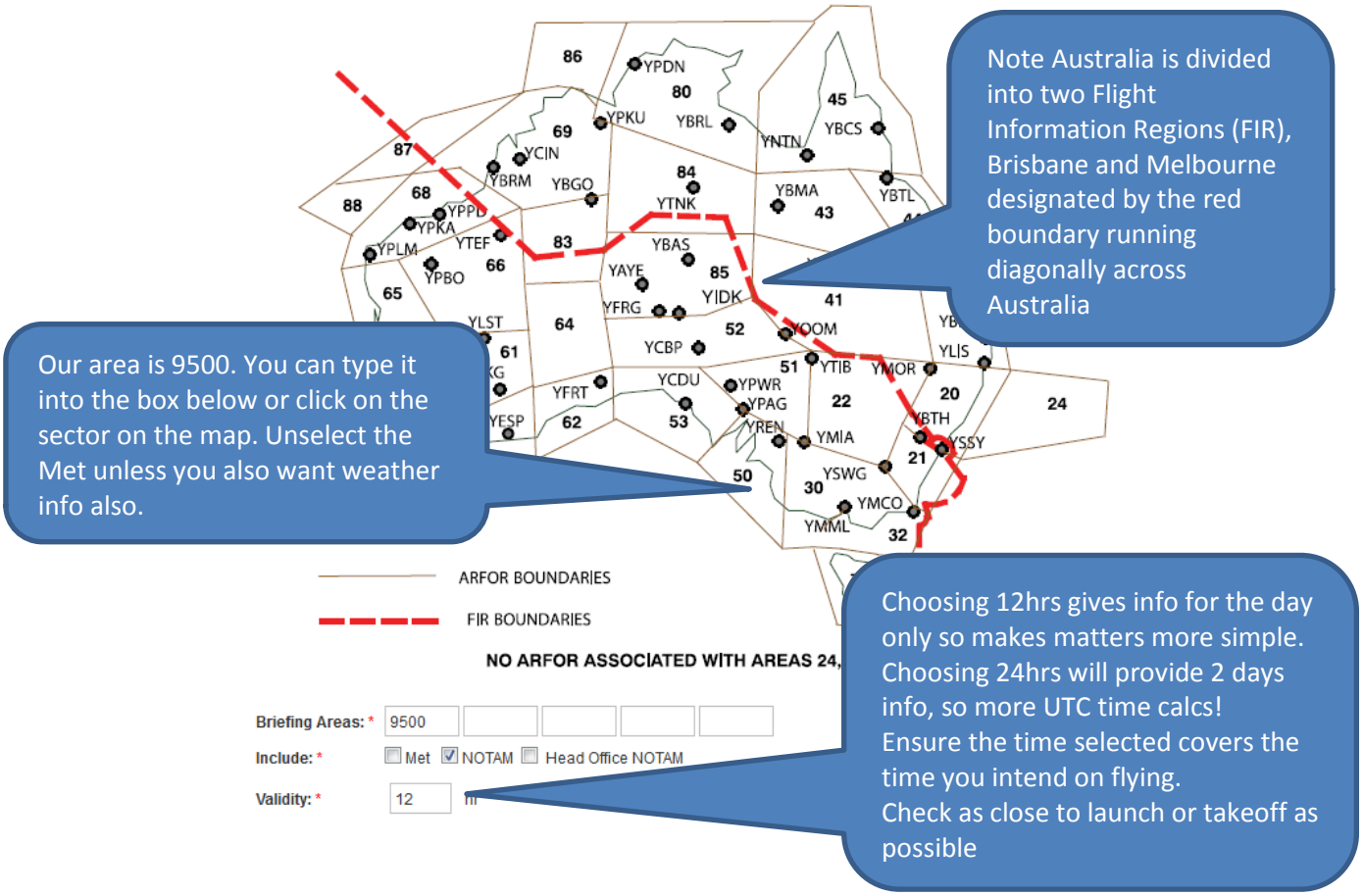
1. A date and time given in UTC may be the following day in Adelaide!
2. Daylight saving time needs to be considered. In summer we are another hour ahead of UTC.

Use tools to help you work this out like the conversion chart shown hereunder.
Double check your calculations, be diligent. Ensure you have a clear picture of airspace before you take off.
The Friday evening 24hr NOTAM may no longer be relevant if you come out on Saturday morning.
Check the NOTAM as close to your takeoff time as is practical.

So this is what it all looks like on the PC screen once you've logged in (with interpretation notes):



Select "Area Briefing", this is the best option to get the full picture for all airspace. The Restricted Area Briefing has the risk of not giving you the full airspace picture



Note the thin line running diagonally across Australia. This divides the airspace into a Northern region called the Brisbane Flight Information Region (FIR) or YBBB FIR and a Southern Melbourne FIR or YMMM. Commercial and general aviation traffic control responsibility lies with Brisbane or Melbourne, depending on which of these two regions you happen to be in. This is why you will see Melbourne (MEL) frequency references on Adelaide charts, in the event you are a general aviator travelling cross country you will likely be talking to a Melbourne based controller at some point.

Now, back to the briefing:

Area Briefing Results For Area 9500

Print Back

```
0919 UTC 24/10/16              AIRSERVICES AUSTRALIA
                                   AREA BRIEFING


PREPARED FOR: HANKDELEN
VALID FROM 0919 UTC OCT 24, 2016 TO 0919 UTC OCT 25, 2016

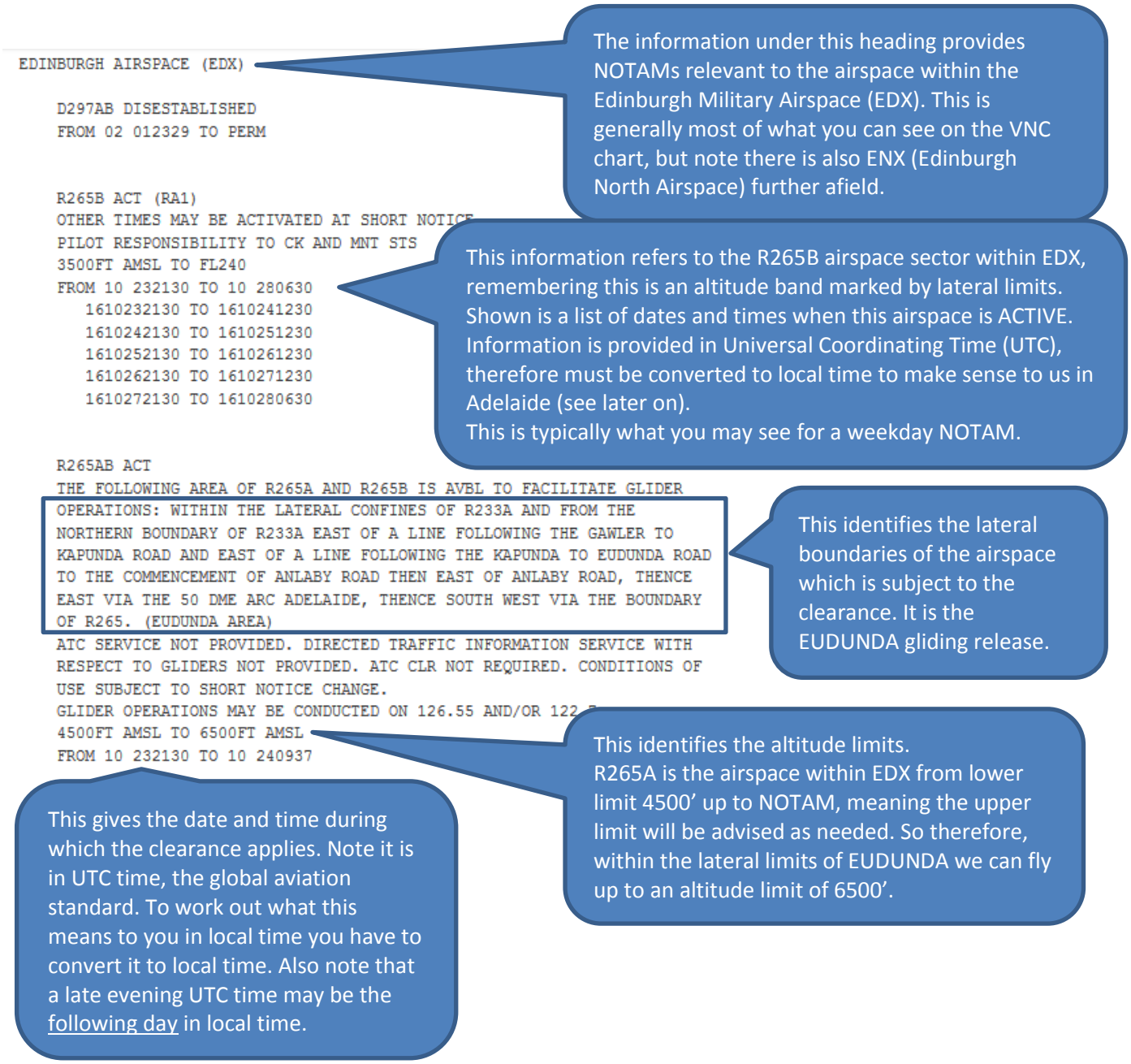
                               NOTAM INFORMATION
                               -----------------

CLEVE (YCEE)

    RWY DECLARED DISTANCE AND GRADIENT CHANGES
    RWY TODA
    18  925(1.63)
    SUPPLEMENTARY TKOF DISTANCES
    RWY 18 - 918(1.6)
    AMD EN ROUTE SUP AUSTRALIA (ERSA)
    FROM 08 150131 TO PERM
```

This briefing was prepared for Hank and notes the 24hr period selected based on when the login occurred. It has no bearing on the validity of the airspace and times given in the NOTAM, other than to confirm that there is stuff going on over the time period selected.

The first information lists NOTAMS by airport. This will be of interest if you intend on flying into one of these locations (LSA or GA pilots).
Keep scrolling down for AIRSPACE specific information



So, in summary for the information above
This release is provided within RESTRICTED AIRSPACE (military).
This is what you might typically see during the week when the RAAF are at work. Remember the hierarchy; Restricted Military airspace has priority over all others.

Period of validity for this briefing in local time is 19:49 Monday evening the 24th to 19:49 Tues 25th [0919 UTC Oct 24 to 0919 UTC Oct 25]. This is by virtue only of the time Hank logged in to receive the NOTAM. The 24hr report was selected, but there is also a 12hr option available (easier if you just want the info for the day).

Looking at the EDX airspace you will see a schedule of when this airspace is ACTIVE.
1610232130 to 1610241230
This naming convention means 2016 October 23 21:30 – 2016 October 24 12:30 (all in UTC still)
2016 October 24 08:00 – 2016 October 24 23:00 (converted to local CDT time)
See a similar pattern from Monday to Thursday
Note on Friday the RAAF downs tools at 161028**0630**, so from 17:00 CDT R265B is no longer active.

On WEEKENDS, where restricted military airspace is usually not active, the airspace arrangements become an entirely civilian matter. A CTA RELEASE would then detail any special gliding airspace made available and provides access into what would otherwise be Class C controlled airspace.

The templates for NOTAM publication are the same, but since it's not a release provided in restricted military airspace, we need to look for it under civilian airspace. Since we fall under the Melbourne FIR (YMMM), this is where you will find it. Keep scrolling down until you see Melbourne FIR:

MELBOURNE FIR (YMMM)

C937/16

C7994/16

TEMPO DANGER AREA (TARLEE) ACT FROM BASE OF CTA FOR GFY
LATERAL LIMITS: NORTH OF A LINE FOLLOWING THE SOUTHERN BOUNDARY OF R233A WEST FROM LYNDOCH THEN EAST OF A LINE FOLLOWING THE WESTERN BOUNDARY OF R233A THEN EAST OF THE ROSEWORTHY TO TEMPLARS ROAD THEN EAST OF A STRAIGHT LINE FROM TEMPLERS TO TARLEE THEN EAST OF THE TARLEE TO BROKEN HILL HIGHWAY, THENCE EAST VIA THE 50 DME ARC ADELAIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.
CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAY BE CONDUCTED ON 126.55 AND/OR 122.7
4500FT AMSL TO 6500FT AMSL
FROM 10 220000 TO 10 220700

TARLEE release to 6500' on Saturday from 10:30 – 17:30 local time in Summer (CDT)

Tip - Mark your charts for easy reference in reading NOTAMs and also for inflight reference

C7985/16

TEMPO DANGER AREA (EUDUNDA) ACT FROM BASE OF CTA FOR GFY
LATERAL LIMITS: NORTH OF A LINE FOLLOWING THE SOUTHERN BOUNDARY OF R233A WEST FROM LYNDOCH THEN EAST OF A LINE FOLLOWING THE WESTERN BOUNDARY OF R233A THEN EAST OF A LINE FOLLOWING THE GAWLER TO KAPUNDA ROAD AND EAST OF A LINE FOLLOWING THE KAPUNDA TO EUDUNDA ROAD TO THE COMMENCEMENT OF ANLABY ROAD THEN EAST OF ANLABY ROAD, THENCE EAST VIA THE 50 DME ARC ADELAIDE, THENCE SOUTH WEST VIA THE BOUNDARY OF R265. WI THE DANGER AREA CLASS G ATS WILL BE PROVIDED. TRAFFIC WILL NOT BE PASSED TO OR ABOUT GLIDERS.
CONDITIONS OF USE SUBJECT TO SHORT NOTICE CHANGE. PILOTS MUST CONTACT AD CENTRE 130.45 TO CONFIRM AIRSPACE STATUS PRIOR TO ENTRY AND MONITOR AD CENTRE 130.45 WHILE OPERATING IN THE AREA. GFY MAYBE CONDUCTED ON 126.55 AND/OR 122.7.
4500FT AMSL TO 6500FT AMSL
FROM 10 230000 TO 10 230700

EUDUNDA release to 6,500' on Sunday from 10:30 – 17:30 local time in Summer (CDT)

Since 24hrs was selected information for both Saturday and Sunday is shown.

Make sure you know what applies when you are going to fly!

MELBOURNE FIR (YMMM)

C937/16

PJE OPS
WI 1NM RADIUS OF PSN S35 13.9 E138 32.8 'LECONFIELD WINERY'
APRX BRG 030 MAG 4.25NM FM ALDINGA AD (YADG)
SFC TO FL140
AMD EN ROUTE SUP AUSTRALIA
FROM 02 042348 TO PERM

LSA or GA pilots chasing the $100 hamburger on a Saturday morning may wish to know about these events. Parachute Jumping Exercise within 1nm radius of (grid reference Leconfield Winery), approximate on a bearing of 30 degrees and 4.25nm from Aldinga airport. From the surface to FL140 from February 4th ongoing

What if I can't find any release information?

Where there is no gliding airspace release identified in the NOTAM, this simply means no special arrangement has been made to facilitate soaring flight into Class C airspace.

The most likely cause of this is a poor long range weather forecast or weather unsuitable to soaring at high altitudes, such as through winter. Therefore we would conduct operations up to the lower limits (LL) of class C airspace. Any aircraft wanting to enter Class C airspace must have a specific Airways Clearance before doing so, as was discussed prior.

The very bottom of the NOTAM will show a list of airspace sectors that are not currently active, and this serves as a quick and convenient way to quickly determine the general status.
If you saw Edinburgh Airspace (EDX) listed here then you know that the local Gawler airspace control is civilian. This quite often occurs on weekends as noted prior.

```
THE FOLLOWING REQUESTED LOCATIONS HAVE NO CURRENT NOTAM:
CUMMINS TOWN (YCMM)
KADINA (YKDI)
MURRAY BRIDGE (YMBD)
PORT AUGUSTA (YPAG)
PORT PIRIE (YPIR)
PORT LINCOLN (YPLC)
PARAFIELD (YPPF)
ROBE (YRBE)
WHYALLA (YWHA)
D220 PARAFIELD (D220)
D271 IRON MINES (D271)
D280 PARAFIELD (D280)
D285 MURRAY BRIDGE (D285)
R221 BUCKLAND PARK (R221)
R286 PINE LEA (R286)
R289A MURRAY BRIDGE (R289A)
R289B MURRAY BRIDGE (R289B)
R298 PELICAN POINT (R298)
EDINBURGH NORTH AIRSPACE (ENX)
PORT WAKEFIELD AIRSPACE (PWX)
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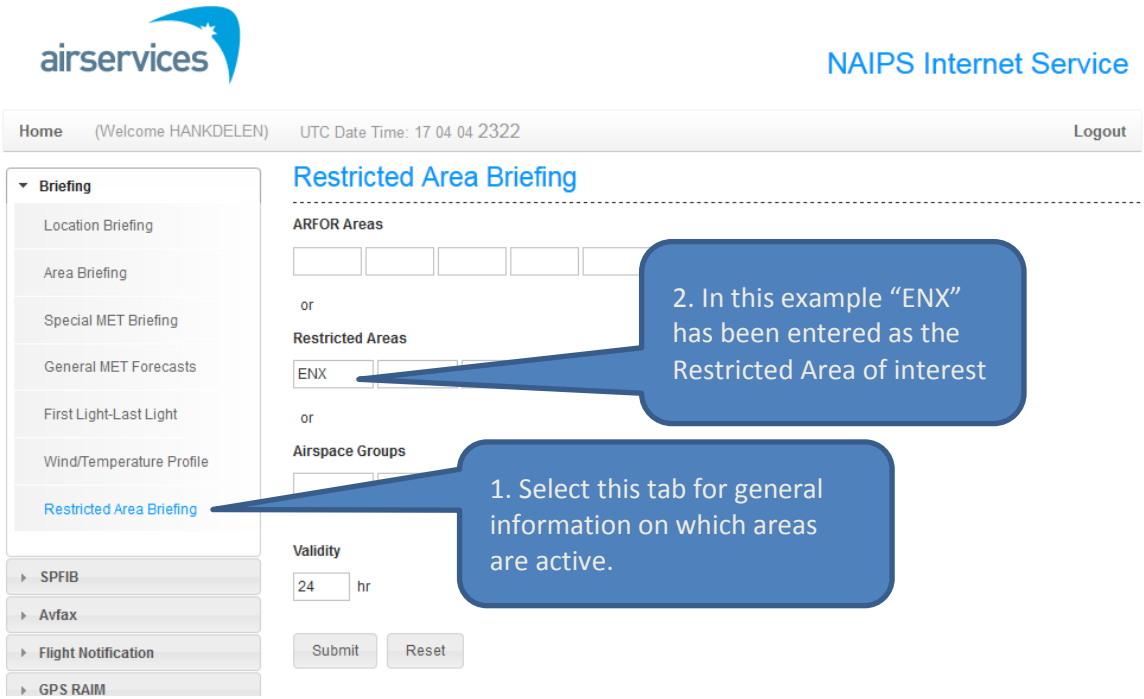
ENX and Other Airspace
For those wishing to travel further afield than the EDX restricted military airspace and the Northern chart boundaries of the Adelaide VNC chart, it is worth familiarising with the ENX and other airspace groups. This can be found at the Restricted Area Briefing tab just after login (see below).

For the more ambitious cross country pilots out there, your planning should include familiarisation where these areas are and whether your planned flights will take you near to, or over them.

However, a word of caution here. The use of the Restricted Area Briefing tab WILL NOT provide all of the necessary information which you require to maintain airspace awareness. Use it ONLY as a guide for which areas are active, then refer to the full NOTAM as above for specific information.



Airspace Group ENX

Name	Activity	Status	Start	End	Lower	Upper	NOTAM	Comments
R259A	MILITARY FLYING/NON-FLYING		NOTAM					n active
R259B	MILITARY FLYING/NON-FLYING		NOTAM					active
R260A	MILITARY FLYING/NON-FLYING		NOTAM					e
R260B	MILITARY FLYING/NON-FLYING							e
R302A	MILITARY FLYING/NON-FLYING		1611102030	1611111030				ary
R302B	MILITARY FLYING/NON-FLYING		NOTAM		NOTAM	NOTAM		RA 2 - See Supplementary Info
R303A	MILITARY FLYING/NON-FLYING		NOTAM		SFC	3000 FT AMSL		RA 3 - Do not plan when active
R303B	MILITARY FLYING/NON-FLYING		NOTAM		NOTAM	NOTAM		RA 3 - Do not plan when active
R304A	MILITARY FLYING/NON-FLYING		NOTAM		SFC	3000 FT AMSL		RA 3 - Do not plan when active
R304B	MILITARY FLYING/NON-FLYING		NOTAM		NOTAM	NOTAM		RA 3 - Do not plan when active

The airspace groups which form part of ENX are listed with a status indication. Whilst this is a useful tool to consult, you should always use the full area briefing to ensure you get all the relevant information for your flight. There is no information about times active for example.

Airspace Group EDX

Name	Activity	Status	Start	End	Lower	Upper	NOTAM	Comments
R231	MILITARY FLYING		JO HJ or as amended by NOTAM		SFC	2500 FT AMSL		RA 2 - See Supplementary Info
R233A	MILITARY FLYING		NOTAM		SFC	2500 FT AMSL		RA 1 - Planning Available
R233B	MILITARY FLYING		NOTAM		2500 FT AMSL	4500 FT AMSL		RA 1 - Planning Available
R234	MILITARY FLYING		1611092130 1611102				EDX	RA 1 - Planning Available RA 1 - Planning Available
R254	MILITARY FLYING		NOTAM					RA 3 - Do not plan when active
R255	MILITARY FLYING		NOTAM					RA 1 - Planning Available
R265A	MILITARY FLYING							RA 1 - Planning Available RA 1 - Planning Available
R265B	MILITARY FLYING		1611092 1611102130				C893/2016	RA 1 - Planning Available RA 1 - Planning Available
R265C	MILITARY FLYING		1611100500	1611101000	NOTAM	NOTAM	EDX C900/2016	RA 1 - Planning Available
R265D	MILITARY FLYING		1611100500	1611101000	NOTAM	NOTAM	EDX C901/2016	RA 1 - Planning Available
R279	MILITARY FLYING/NON-FLYING		NOTAM		SFC	FL250		RA 2 - See Supplementary Info
R282	MILITARY FLYING/NON-FLYING		NOTAM		SFC	FL600		RA 2 - See Supplementary Info

Had we selected Airspace group EDX, the following is listed with status indication. These groups are of most interest to those flying in and around Gawler airfield.

You must consult the full NOTAM to ensure you get all the information.

A good source of information is the Airservices “Designated Airspace Handbook”, which is available on the Airservices website as a free download, as are PDF copies of VNC and VTC charts.

Ensure you are referring to the most current version since they are subject to updates every 6 months.

Time Conversion Table

UTC (ZULU)	CST Central Std	CDT Daylight Saving
00:00	09:30	10:30
01:00	10:30	11:30
02:00	11:30	12:30
03:00	12:30	13:30
04:00	13:30	14:30
05:00	14:30	15:30
06:00	15:30	16:30
07:00	16:30	17:30
08:00	17:30	18:30
09:00	18:30	19:30
10:00	19:30	20:30
11:00	20:30	21:30
12:00	21:30	22:30
13:00	22:30	23:30
14:00	23:30	00:30
15:00	00:30	01:30
16:00	01:30	02:30
17:00	02:30	03:30
18:00	03:30	04:30
19:00	04:30	05:30
20:00	05:30	06:30
21:00	06:30	07:30
22:00	07:30	08:30
23:00	08:30	09:30

Suggested reading

Airservices Designated Airspace Handbook (DAH) [available as a pdf download from the website. Check for a current version, there are 6 monthly updates]

GFA Airways & Radio Procedures (OPS 0005) [available as a download from the GFA website]

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