



Guidelines for Pilots Visiting the Gawler Airfield

Please note that Gawler's CTAF radio frequency is **126.55**.

Gawler is a gliding/powered airfield facility. Please ensure you keep a good lookout for any gliders and ensure they have the right of way. Gliders and tugs may operate using unusual circuits, so keep a very good lookout.

Gawler is also in restricted zones R233A and R233B. Check NAIPS before flying in to ensure the airspace is not restricted. R233A is normally clear but it always pays to check.

As per the normal CTAF entry procedure please give a 10nm inbound call on **126.55**. You should be aware that there may be other aircraft within the Gawler CTAF that are in the vicinity of Lyndoch or Rowland Flat airfields that will be on the Multicom frequency, 126.7. In particular helicopters operate around Lyndoch and also be aware that Parachute operations occur at Rowland Flat.

After your inbound call please head for and plan to arrive at the Gawler Dam at 2,000ft. The Gawler Dam is approximately 3.9nm to the north east of the airfield as marked on the attached diagram on Google Maps.

Before reaching the Gawler Dam ensure that you are on **126.55**. Please give another inbound call to Gawler from the Gawler Dam using the term "Gawler Dam" to avoid confusion with Parafield's Dam VFR reporting point. This will ensure that any aircraft that are in the Gawler circuit area know exactly where you are inbound from.

Flying training operations are regularly conducted at Gawler and although there will be a gliding and LSA Duty Instructor on the field do not expect to receive a radio response from them as they will be busy running the local operation. However, you may receive a request or advice regarding some aspect of operations at the airfield. Gawler is a CTAF so please abide by the normal CTAF procedures.

To support our fly neighbourly policy Gawler airfield utilise left and right hand circuits. Ensure you are aware of the correct circuit pattern for the active runway as listed in ERSAs.

Important. Circuits to the west need to be kept tight to avoid crossing into the Edinburgh Controlled Zone. This is the area that most airspace infringements occur. Please be vigilant in this regard.

If you don't hear what the active runway is whilst inbound, overfly the airfield at the appropriate height to determine what runway to use before joining the correct circuit pattern.

If gliding operations are underway, the runway being utilised by the gliders will be the active runway. It could be that the active runway is cross wind. If, for some reason you decide to land on other than the active runway, under no circumstances should you cross the active runway, either on approach to land or on rollout after landing.

Once on the ground head towards the clubrooms (the only buildings that are not corrugated iron) where there is a grass tie down area for visiting aircraft on the north eastern side.

If you arrive during normal business hours feel free to make your way to the office where our friendly staff will assist you with any queries you may have.

If you are flying an aircraft registered for commercial use then you will be charged a landing fee but if you are flying an aircraft registered for private use then you will not be charged a landing fee.

When taxiing to a runway please ensure you utilise the taxiways and don't backtrack along the runways. Check carefully for any gliders or other aircraft on final approach before crossing any runways, a crossing call followed by a slight delay is excellent as it will alert others as to your intentions and allow them time to respond if they are coming in and you haven't seen them. Remember that gliders have a very small frontal area and can be quite difficult to see, so please make sure your lookout is thorough.

A little tip to help avoid prop damage when taking off; you can take off on the bitumen that runs along the edge of the runway (not the taxiways). Landing is on the gravel or grass. Tug / glider combinations will always take off using the bitumen strip located on the edge of the runways. When taking off make sure that you begin your roll in front of the gliding operation, even if you use the gravel.

To ensure smooth flying at Gawler, departures are normally to the north east along the western side of the Sturt Highway, inbounds are normally south west along the eastern side of the Sturt Highway.

For more detailed information regarding operations at the Gawler Airfield please read Adelaide Soaring Club's By Law 7 via the link below.

If you have any questions please call the office on (08) 8522 1877 before approaching the airfield.

References

AIP ERSA entry for Gawler - YGAW

Adelaide Soaring Club's By-Law #7 - <http://adelaidesoaring.on.net/wp-content/uploads/2016/05/ASC-By-Law-7.pdf>

Google Maps <https://www.google.com.au/maps/@-34.5943586,138.7291831,15z>