

# KOMANI FLYING CLUB – RULES AND PROCEDURES

## CIRCUIT PROCEDURE

These procedures are designed to supplement VFR daytime flight rules with the objective of improving safety for users of the Komani circuit.

Circuits from Runway (RW) 07 shall be to the left.

Circuits from RW 25 shall be to the right.

Standard circuit height is 5,500 ft on QNH, but may be up to 5650 ft if necessary for separation purposes. Slower aircraft may fly lower than standard circuit height.

Lateral / horizontal separation. Ensure that you maintain a lateral or horizontal separation of 500 m from the aircraft in front of you. This is designed to avoid the high wing / low wing visibility issue, ie: High wing can't see above them and low wing can't see below them. If pilots apply this separation, the possibility of two aircraft being in the same place in the circuit but being unable to see each other should not arise.

Circuit order. If there is more than 1 aircraft in the circuit, maintain the order, ie: 1, 2, 3, etc. and use as part of your radio calls, eg: XX is left downwind 07 No. 2. The number applies to the total number of AC in the circuit. Overtaking in the circuit is not permitted.

Circuit capacity. No more than 4 AC shall operate within the circuit at any one time. Whilst it is possible to accommodate more than this, we are uncontrolled and the limit of 4 is practical.

Faster / Slower aircraft. Faster AC will / may fly longer wider circuits than slower AC. This is acceptable as long as circuit order and separation is maintained. The order is established on a first come first in basis. If you are no 1, you remain 1 until you land or leave the circuit. Slower aircraft doing touch and goes should be aware that if they are being followed by a faster aircraft they should not extend their downwind leg unnecessarily.

## LEAVING THE CIRCUIT

To the North. This is probably the most popular route. AC departing 07 should extend the upwind leg until they are east of the Mazoe Road and remain to the east of the main road whilst they are flying north. AC departing 25 should extend the right downwind leg until they are east of the Mazoe Road and remain east of the main road while flying north.

AC returning to Komani from the north, ie: flying south should remain to the west of the Mazoe Road.

This separation is designed to avoid the possibility of head-on convergence where the combined approach speed could be as high as 215 knots/250 mph/400 km/h ie. 1 km in about 10 seconds. The chances of seeing the other aircraft (frontal profile) in that situation are almost nil.

D70. Aircraft leaving the Komani circuit to D70 must remain below 5,500' until the D70 boundary, which is the railway line from Mt Hampden Junction to Concession (NOT the old Mazoe Road). AC rejoining from D70 should do so at 6,000'. Routing is only to the North of Mt Hampden, to avoid entering the Charles Prince control zone.

## **RE-JOINING THE CIRCUIT**

Re-join overhead using the Standard Overhead Joining Procedure as per the attached circuit diagram. In brief the requirements are as follows:

Assuming runway 07 in use and approaching from the North.

- Overfly the western end of the runway to the "Dead Side" at 6000 ft, observing the windsock and active traffic in the circuit.
- Turn left to head east and descend to circuit height of 5500 ft (maximum circuit height of 5650 ft)
- Abeam the Eastern end of the runway turn left cross over the upwind threshold of the runway heading north. Be aware of any departing traffic taking off although you should be well above them.
- Once north of the field look out for, and give way to, aircraft in the circuit before turning left again and joining downwind for runway 07.
- Fly downwind, base and final legs as usual making the necessary radio calls on each leg of the circuit.
- Approaching from the south one would circle overhead at 6000 ft before descending on the dead side to circuit height and continuing as above.

For Runway 25, when approaching from the north the procedure will be the same except that all turns will be made to the right after initially crossing the runway overhead the eastern end. If you are not aware of the runway in use before you are overhead, follow the procedure for runway 07. If, on arriving overhead, you become aware that runway 25 is in use, make right turns to join right crosswind then right downwind for 25.

This may all seem unnecessarily complicated but it is an internationally accepted method of joining the circuit and ensures that all pilots are following the same procedure.

Joining directly into the circuit on downwind or base leg whilst the circuit is in use is not permitted.

## **RADIO PROCEDURE**

The following calls are compulsory on 118.5:

- radio check
- entering to back track
- entering for take-off
- downwind (abeam the middle of the runway)
- base; and
- final (state whether you intend to land or touch & go).

AC departing to the north or east should change to 118.7 on leaving the Komani circuit. This acknowledges Thetford which may be used. Pilots operating from Thetford will be broadcasting intentions on 118.7. Returning to Komani, remain on 118.7 until 2 km from Komani then change back to 118.5. This will reduce chatter on 118.5.

D70. Remain on 118.5 until you leave the circuit, change 118.9 and advise Prince Tower of your intentions. Change 120.8 at the boundary. When rejoining, call leaving D70 on 120.8, change to 118.9, advise Prince Tower that you are leaving D70 for Komani, change 118.5 when 2 km from the field, or when instructed by Prince Tower.

Chat Frequency – If you wish to carry on a personal conversation with another aircraft, request a change to “numbers” (123.45).

The main change here is the use of 118.7 north and east of the field. AC operating in these areas should regularly broadcast location, altitude and intentions on 118.7. If in doubt, check and broadcast on both frequencies (118.5 and 118.7).

South of Komani. No flying is permitted south of the airfield past the power lines. Only aircraft using the dead side to descend are permitted between the powerlines and the runway, and should remain on 118.5

West of Komani. In this small area, remain on 118.5.

It is also important that you give your correct position when reporting – don't call “overhead” if you are not overhead. Likewise, you should give an accurate distance, time and direction from a reporting point. You should also state your altitude.

## **GENERAL**

Orbiting within the circuit. This has generally been done with all the best intentions, ie: accommodating other pilots. However the chances of two AC getting too close while orbiting are high, therefore no orbiting within the circuit is permitted unless evasive action is required. If you need to orbit to increase your separation from an aircraft in front of you –

- ensure that there is no AC behind you that may be affected by your manoeuvre
- broadcast your intentions.

Orbiting overhead. No more than 2 AC should orbit overhead the field waiting to join.

Congestion. In the event that the circuit is busy and there are pilots overhead waiting to join, remain outside the circuit and have a few more minutes of fun until the congestion reduces. During busy periods, where possible, fly away from the circuit. This will leave the circuit free for students / pilots doing touch and goes.

Low passes. Lots of fun but they do add to congestion, so no low passes when there are more than 2 aircraft in the circuit or ANY training is taking place. In any case, broadcast your intentions.

Separation. The above includes 2 new attempts at separation, flying north, remaining east of the Mazoe Road, flying south remaining west of the Mazoe Road and the height separation for traffic going to and coming from D70. However, please be aware that these separations do not mean that you will not encounter other conflicting traffic. It is still quite permissible for general flying to take place N, S, E or W of the field. Pilots should broadcast location, altitude and intentions regularly on 118.7 north and east of the field outside of the circuit area and on 118.5 everywhere else. If in doubt, monitor and broadcast on both frequencies. While flying in the circuit if you feel you are unable to maintain adequate lateral / horizontal separation, leave the circuit and rejoin when traffic has reduced.

Right of Way. Listed below is a reminder of the rules regarding right of way.

- The aircraft that has the right of way shall maintain its heading and speed.
- Approaching head-on. When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right. When on the ground, the same rule applies.
- Converging. When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except that power-driven aircraft shall give way to gliders, balloons, etc.
- Overtaking. An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right.
- Landing. An aircraft that is landing has right of way. If two aircraft are landing the lower aircraft has the right of way.

Go around. In the event you wish to abort a final approach for any reason, such as

- you are getting too close to the aircraft in front of you
- there is an aircraft on the ground at the threshold
- your approach is unstable
- the runway is obstructed by animals or people on it;

you may elect to go round. If there is no conflicting traffic, apply power and continue following the circuit pattern. If you need to take evasive action, move over to the right, maintaining the direction of the final leg and continue overhead or alongside the south side hangars until such time as you can re-join the circuit in the normal way. Be aware of the trees, paragliders operating immediately to the

south of the 07 threshold and aircraft overflying the upwind threshold heading north to join the circuit.

Special uses. Glide approaches either by our one glider or by students simulating an engine out are not permitted if the circuit is busy. Announcements to this effect cause alarm with other pilots who are already quite busy monitoring other circuit traffic.

VFR. The overriding consideration must be VFR flight rules. Especially near the circuit, fly with your eyes wide open looking outside the cockpit, not at the computer screen on your panel. It won't tell you when you are about to hit someone / something.

Radio quality. If you have doubts about the quality of either transmission or reception, do not fly when the circuit is active. Get the radio fixed.

Flying without a Radio. This is only permitted when there are no other aircraft in the circuit. If any other aircraft arrive or start to fly, the person flying without the radio is to land as soon as safely possible.

Opening the Circuit. The first aircraft airborne in any flying session must call Prince Tower on 118.9 to advise them that the circuit is now open. People wishing to fly without a radio must phone Prince Tower on the landline to advise the circuit is opening. This is for the safety of GA planes passing overhead, as well as Komani planes in the circuit.

Paragliders. Paragliders are the only aircraft permitted to fly at below 5500ft on the southern side of the runway and centreline.

Accommodating other aircraft. Whenever possible, without creating a situation you are not comfortable with, accommodate other pilots, eg: If an aircraft calls final over the tree line west of the 06 threshold and you are waiting for take-off, ask the traffic if they can accommodate an immediate departure; it should normally be quite acceptable.

Communication. If you are in any doubt about another aircraft's intentions, ask them. Better to communicate and clarify rather than assume.

Accident and Incident reporting. Please note that it is a requirement of CAAZ and ZNTCAA that all accidents and incidents are reported to either myself as the Safety Officer or the Chairman of Komani or the Chairman of the ZNTCAA. These include any occurrence that results in injury or death to the pilot, passenger or anyone on the ground, damage to an aircraft, or any unintentional off field landing. Once one of the above has been notified an incident report form will be issued which must be completed and returned to the committee where it will be filed after review. It is not the intention of the committee to police or discipline the members, but rather to comply with the requirements of CAAZ and to improve safety by learning from these incidents and to come up with recommendations to ensure any reoccurrences are kept to a minimum.

Conclusion.

We fly for fun and would all like to continue doing so. There may be exceptions to the above procedures but you must ask yourself, when operating an aircraft, whether you are absolutely sure your intentions will not inconvenience another pilot or create a dangerous situation.

John Reid Rowland

Safety Officer