

**AIP SUPPLEMENT
(SUP)****H81/24****Effective: 202409040200 UTC**AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601For **DISTRIBUTION** queries, contact:
Email: aim_editorial@airservicesaustralia.comFor **CONTENT** queries regarding this SUP, contact:
Email: glenn.robinson@airportsupport.com.au**BIRDSVILLE RACES
04 - 08 SEPTEMBER 2024****1. INTRODUCTION**

- 1.1 As in previous years, it is anticipated that aircraft movements will increase in to and out of Birdsville (YBDV) over the period WED 04 SEP 2024 to SUN 08 SEP 2024, for the annual Birdsville Race (the Races) meeting. This SUP describes the facilities to be provided and the procedures to be adopted for aircraft utilising the aerodrome over this period.
- 1.2 An aerodrome control service will not be provided. However, modified CTAF procedures will be employed to facilitate safe arrivals and departures.
- 1.3 All pilots and their passengers must have landside accommodation arranged, as there will be no camping permitted airside at YBDV.
- 1.4 To assist with planning, all aircraft operators intending to utilise the dirt parking GA areas are asked to provide prior advice by contacting:
glenn.robinson@airportsupport.com.au or PH: 0449 517 574.
- 1.5 Hardstand parking is by application only (see Section 9).

2. BIRDSVILLE CTAF PROCEDURES

- 2.1 Increased aircraft movements are expected at Birdsville Aerodrome during the following period:
WED 04 SEP 2024, 1200 Local (202409040200 UTC) to
SUN 08 SEP 2024, 1200 Local (202409080200 UTC).
- 2.2 The CTAF frequency is 126.7 MHz.

- 2.3 Normal CTAF procedures apply at the Birdsville Aerodrome. During this period however, to assist in traffic management, additional procedures apply as detailed in this SUP.
- 2.4 This SUP also contains further information which will be useful for pilots planning to travel to Birdsville during this time.

3. PRE-FLIGHT BRIEFING AND FLIGHT NOTIFICATION FACILITIES

- 3.1 Pre-flight briefing facilities will not be available at Birdsville. Whilst mobile telephone coverage has greatly improved, it may not be continuously available and public telephone facilities are unavailable at Birdsville.
- 3.2 Pilots of flights that are required to submit flight notification must submit round-trip flight notifications for operations to and from Birdsville. Amended flight notification details and SARTIME may be submitted on HF to Flightwatch.
- 3.3 Pilots submitting flight notifications via the internet must enter the DOF and EOBT for each flight notification that they submit.
- 3.4 Flight notifications and changes to flight notification details, including the submission of SARTIME, will not be accepted on Brisbane Centre VHF frequencies.
- 3.5 Non-HF equipped aircraft intending to operate on a SARTIME must submit a SARTIME for arrival Birdsville with the inbound flight notification, and a further SARTIME for the next destination after Birdsville with the outbound flight notification.
- 3.6 Pilots must ensure that the SARTIME for the inbound leg is cancelled on arrival to Birdsville (refer to section 4). SARTIME for outbound legs will remain current for the next destination unless otherwise specifically cancelled, and must be cancelled on arrival at the next destination. All SARTIME will be held by CENSAR.
- 3.7 No briefing material will be provided by the aerodrome operator, nor will there be facilities for pilots to lodge flight notifications.
- 3.8 Requests for weather and NOTAM may be made on HF to Flightwatch. Requests for weather and NOTAM will not be accepted on Brisbane Centre VHF frequencies.

4. SARWATCH AND SARTIME

- 4.1 IFR flights must cancel SARWATCH with BRISBANE CENTRE on 125.4 MHz on arrival to Birdsville.
- 4.2 VFR flights must cancel their inbound SARTIME on arrival to Birdsville by one of the following methods:
 - a) HF to Flightwatch;
 - b) Telephone to CENSAR on 1800 814 931; or
 - c) VHF to BRISBANE CENTRE on 125.4 MHz.

Notes:

1. *Cancellation of SARTIME with BRISBANE CENTRE should only be used as a means of last resort.*
2. *Refer to AIP ERSA GEN-FIS.*

5. RUNWAYS

- 5.1 Due to aircraft parking requirements, normally only RWY 14 and 32 will be available for arrivals and departures from 0800 Local, WED 04 SEP 2024, until 1200 Local on SUN 08 SEP 2024.
- 5.2 In the event of adverse wind conditions making the use of RWY 14 or 32 hazardous for arriving aircraft, RWY 21 will be available.

Note: RWY 03/21 only has 800M TORA. Due to aircraft potentially parked beyond the CWY of this runway, RWY 03 will only be available for landings under exceptional circumstances.

- 5.3 RWY 21 will be available for local flight departures.

6. RADIOTELEPHONY PROCEDURES

6.1 En-Route R/T:

- 6.1.1 To alleviate frequency congestion on BRISBANE CENTRE VHF area frequencies, pilots of VFR aircraft enroute to/from Birdsville should keep all radio transmissions to the minimum consistent with AIP requirements. All other R/T procedures must be concise.

6.2 Terminal Area R/T:

- 6.2.1 Pilots of IFR aircraft must make an inbound call, including the aircraft type, on the VHF area frequency by at least 15NM from Birdsville aerodrome.

6.2.2 After making this call, and at least prior to reaching 10NM Birdsville, all aircraft must change to the CTAF frequency and monitor arriving traffic, noting the aircraft ahead and (if possible) behind. Only broadcast on the CTAF frequency at this stage if safety of flight requires it.

6.2.3 Precisely over the Birdsville Racecourse, make the report:

“(Call-sign, Type)/ RACECOURSE”.

Ensure that the aircraft is accurately over the Racecourse when making this call, as other aircraft will use the timing to arrange circuit separation.

6.2.4 As the aircraft enters the base turn, report:

“(Call-sign, Type) BASE FOR RUNWAY (Number)”.

Note: Unless operationally necessary, no other transmissions should be made.

6.2.5 **Ground Frequency (127.9 MHz)**

After landing, proceed to the aircraft parking area. An Aerodrome Reporting Officer (ARO) will be provided to escort aircraft to parking areas. Works Safety Vehicle will be contactable on VHF frequency (127.9 MHz). Pilots should call the ARO only when vacated the movement area and must not attempt to call on the CTAF frequency.

POSITION	FREQUENCY	REPORT
15NM BIRDSVILLE	BRISBANE CENTRE 125.4 MHz	(Call–sign, Type) ONE FIVE MILES (Bearing) BIRDSVILLE INBOUND AT (Altitude), RACECOURSE AT (Estimate), GOING CTAF
Racecourse	CTAF 126.7 MHz	(Call–sign, Type) RACECOURSE
Base (for landing RWY)	CTAF 126.7 MHz	(Call–sign, Type) BASE RUNWAY (Number)
Going around	CTAF 126.7 MHz	(Call–sign, Type) GOING AROUND
After vacating RWY	CTAF - Ground 127.9 MHz	Contact Works Safety Vehicle for parking guidance

6.2.6 UNICOM

UNICOM will provide basic traffic and weather advice during busy arrival and departure periods within 1200 Local, WED 04 SEP 2024 and 1200 Local on SUN 08 SEP 2024. Call-sign 'BIRDSVILLE UNICOM' on the established CTAF frequency 126.7 MHz.

AFRU will be available outside of UNICOM provision and ARO (Callsigns 'WORKS SAFETY VEHICLE 1' and 'WORKS SAFETY VEHICLE 2') will be available dawn to dusk.

7. ARRIVAL PROCEDURES

7.1 These procedures do not provide separation, and pilots must use extra vigilance in operating within the CTAF area. All transponder equipped aircraft must have the transponder selected on Squawk mode C if available. The following procedures (illustrated in Appendices 1 and 2) are designed to provide an orderly flow of traffic into the circuit area:

- a) Pilots of arriving aircraft must turn landing and taxi lights on by 10NM Birdsville.
- b) Arriving aircraft should plan to arrive over the Birdsville Racecourse (located approximately 3NM south-east of Birdsville) at 1,500FT AGL (Birdsville aerodrome elevation is 159FT) and at reduced airspeed.

Note: Reduce IAS to below 120KT by 10NM Birdsville where aircraft capability exists.

- c) If the runway is 14, descend to circuit height of 1,000FT after passing the racecourse. Fly the standard circuit pattern joining on the downwind leg, and make base and final legs as normal.
- d) If the runway is 32, track parallel to and east of RWY 14/32 (dead side), descending to circuit height of 1,000FT once past the racecourse. When abeam the upwind end of RWY 32 (abeam RWY 14 threshold), space into the circuit on the cross-wind leg in the normal manner, completing a standard circuit.

Note: When landing RWY 32, go-around separation should be considered to avoid an aircraft crossing mid-field at 1,000FT whilst an aircraft is on short final.

- e) If the runway is 21, maintain 1,500FT from overhead the racecourse and track to the (dead side) leg of RWY 21, letting down to 1,000FT when established on the upwind leg. Once abeam the upwind end of RWY 21, space into the circuit on the cross-wind leg in the normal manner.

Note: Do not fly the downwind leg too wide for this runway, and remain well inside the racecourse.

Caution: Aircraft will be joining the circuit from over the racecourse at 1,500FT.

Caution: The threshold for RWY 21 is about 150M west of the runways intersection. Do not land short or make a low approach over parked aircraft.

- f) Should the use of RWY 03 for landing be required for safety reasons, maintain 1,500FT from the racecourse until crossing the centre-line of RWY 03/21, then descend to circuit height on the cross-wind leg. Join downwind and make a normal circuit and landing for RWY 03.

g) **Overhead the Racecourse:**

- i) Report:

“(Call-sign,Type) RACECOURSE”.

This call will indicate the landing sequence to successive aircraft (and that the caller is at 1,500FT AGL).

- ii) From this point, follow the aircraft ahead and do not overtake. Ensure that adequate spacing is allowed but avoid extending downwind or flying excessively wide circuits as this creates difficulty for following aircraft to locate preceding traffic and fit into the pattern.

When the preceding aircraft is not sighted, traffic conflicts on final usually result because following aircraft are either between the runway and wide-downwind aircraft or turn base inside long-final aircraft. In either case, a potentially unsafe situation exists because the inside aircraft invariably cannot see the wider-pattern aircraft. If in doubt or too far downwind, go around.

- iii) If a go-around is made, climb to/maintain 1,000FT AGL and space back into the circuit if traffic conditions are light. If traffic arrival conditions are heavy, climb to 1,500FT AGL and return to the Racecourse to rejoin the approach and landing sequence.

- h) At the base turn position:
 - i) Report:
“(Call-sign, Type) BASE FOR RUNWAY (Number)”.
Should “BIRDSVILLE UNICOM” service not be available, the base turn report will filter back down the stream of arriving traffic and have the effect of nominating the runway in use.
- i) During and following landing:
 - i) Plan a safely appropriate touchdown point to minimise the time the aircraft is on the runway.
 - ii) Remain on the runway and taxi to the apron. Once the runway has been vacated, i.e. the aircraft is beyond the holding point, revert to the ground frequency of 127.9 MHz for refuel and overnight parking guidance.
- j) For the duration of the Birdsville Races, Air Transport Operations (ATO) aircraft (for example, Regional Express SAAB340) will be in operation. Aircraft traffic other than the ATO traffic using RWY 14/32 are requested to remain clear of RWY 14/32 until the ATO traffic is clear of the RWY.

Caution: Do not land on a runway which is occupied by another aircraft (see *AIP Book, ENR 1.1 para. 9.16*).

- 7.2 Speed reduction requirements are only applicable to aircraft for which the IAS (as shown in the appendices) is operationally safe. Pilots should consider the appropriate configurations to fly these manoeuvres.

8. WEATHER

- 8.1 In the event of bad weather for arrivals, the procedures described above can be conducted within the VMC criteria, specified in *Manual of Standards 2.07*, and normal VFR procedures for separation apply. Instrument approaches should not be conducted when VMC exists in the vicinity of the aerodrome. However, if VMC does not exist, only IFR operations (instrument approaches) may be conducted.

9. PARKING

- 9.1 No push-back, towing or tow bar facilities are available.
- 9.2 If refueling directly after landing, it is suggested that the aircraft is unloaded while parked on the apron as some overnight parking positions are remote.

- 9.3 Light aircraft operators to provide their own tie-down facilities for overnight parking.
- 9.4 Pilots must park in the area designated by the ARO (See the chart in Appendix 3). Once clear of the runways, the ARO can be contacted as 'Works Safety Vehicle' on 127.9 MHz.
- 9.5 All hardstand parking is subject to approval by the Aerodrome Operator. The application form for hardstand parking for the period 04 - 08 September 2024 can be requested by emailing glenn.robinson@airportsupport.com.au; or by phone on 0449 517 574. Priority is given to ATO, Medevac, Jet and turbo prop aircraft. Due to limited apron area some applications may not be approved.

Area A: For RPT and those aircraft remaining no longer than 15 minutes to pick up or set down passengers.

Area B: Leased Parking.

Area C: For all other aircraft, occupants of which have off airport accommodation arrangements.

Note:

- a) *Pilots of aircraft wishing to depart Birdsville during the hours of darkness will be required to make arrangements with the ARO prior to engine start for escort from the aircraft parking area.*
 - b) *Taxiing or engine-running in any other parking area east of the main runway (RWY 14/32) during the hours of darkness is hazardous to persons and aircraft and will not be permitted. Pilots should make appropriate arrangements with the ARO.*
- 9.6 Aircraft parking charges apply. See Section 14 of this SUP. In the event of unsealed areas becoming unserviceable, aircraft arriving without a parking reservation may be required to depart immediately.
- 9.7 General aerodrome enquiries can be made to Aerodrome Operations on 0408 012 794. Parking reservation enquiries can be made on 0449 517 574.

10. LOCAL FLYING

- 10.1 To facilitate traffic flow, local flights may depart from RWY 21 if sufficient length remains for use. Available length for departures RWY 21 is 800M.

11. TAXIING

- 11.1 Pilots must exercise caution when taxiing and be aware of the potential for the following hazards:
- a) foreign object debris including stones - large and small (particularly on the dirt parking areas);
 - b) people on movement areas (in particular the hard stand apron and dirt parking areas);
 - c) other aircraft;
 - d) vehicles including Works Safety and refueling trucks;
- 11.2 By landing and parking your aircraft at Birdsville Airport, you agree to the conditions set out below which apply to the use by aircraft of the Airport. Should these conditions not be suitable to you please relocate your aircraft to an alternative airport.
- 11.3 You enter and use Birdsville Airport at your own risk and are responsible for any personal injury or death you may cause to yourself or to anybody else, as well as any damage, destruction or theft of your aircraft and any damage, destruction or loss you cause to your property or to the property of others (including Airport property). To the extent permitted by law, you also release the Airport Operator from any liability, action or demand for damages, loss, injury or death occurring in connection with your use of Birdsville Airport or Airport facilities, however caused.
- 11.4 For the above purposes the “Airport Operator” is Diamantina Shire Council and during Birdsville Races week the “Airport Operator” is represented by the Contractor engaged by Diamantina Shire Council to assist with the operation of the airport, and “you” means the aircraft owner or operator.

12. DEPARTURE

- 12.1 Two basic realities exist at Birdsville race time: much alcohol is consumed, and everyone wants to depart (by air) at the same time. In respect of the first, pilots should be fully aware of their responsibilities in relation to fitness to fly under *Civil Aviation Regulation 91.520*. In respect of the second, unless there is an urgent requirement to depart early, pilots should consider a later departure, thereby avoiding the “Sunday morning rush”. Past experience shows that the majority of traffic departs between first light and 0930 Local.

12.2 Engine Starting/Run-ups:

- a) Pilots should not start engines prior to first light in any parking area unless arrangements have been made with the ARO.
- b) There are few suitable engine run-up areas apart from the sealed movement areas, and they may not be available during the peak departure periods. The area least likely to cause stone damage to propellers is along the parallel taxiway for RWY 14/32, but run-ups will need to be brief to reduce dust ingestion by other aircraft. Where possible, run-ups should be carried out on the hard stand parking area.

12.3 Taxiing

- a) The preferred runway will be determined by the wind. For departures on RWY 14 during busy hours, aircraft should backtrack RWY 14/32 as expeditiously as practical. For pilots choosing to line up and depart RWY 32 from the taxiway intersection, the available RWY 14/32 length will be reduced by approximately 160M.
- b) Should some aircraft require the use of RWY 21 for departures, pilots should exercise caution in crossing RWY 14/32 which most aircraft traditionally use for take-off. Pilots would be wise to make departures on this runway during lulls in departures on RWY 14/32. Historically, RWY 14 is the most frequently used runway for departures.
- c) Aircraft which require the full length of RWY 32 should adjust departure time to outside the peak departure times of sunrise to approximately 0930 Local on SUN 08 September. Similarly, aircraft requiring to backtrack on the main runway, or aircraft which require 90M wide runway strips, should adjust departure times to outside the peak departure periods.
- d) In the unlikely event that departures are necessary on RWY 03, aircraft should taxi by backtracking RWY 03/21.

12.4 Take-off/ Departure:

- a) Take-offs should be spaced in accordance with the requirements of *A/P ENR 1.1, Section 9.3*. Aircraft departing on RWY 14 should maintain runway heading until well clear of circuit traffic before turning, and all aircraft must maintain a listening watch until no longer in the vicinity of the aerodrome (10NM - as defined in *A/C 91 – 10v 1.1*).
- b) In the event of a need to make an emergency return for landing, pilots must advise intentions on the CTAF frequency. If a turn-back is necessary, make the initial turn to the RIGHT. Aircraft airborne and behind, make a LEFT turn to avoid the turn-back aircraft.
- c) ARO will monitor CTAF frequency 126.7 MHz from 30 minutes before first light until 1200 Local on Sunday 08 September 2024.

13. FACILITIES

13.1 The following radio call-signs, frequencies and navigational aids at Birdsville are available:

a)	Brisbane Centre	125.4 MHz
b)	Birdsville CTAF	126.7 MHz
c)	Birdsville UNICOM	126.7 MHz
d)	NDB	413 KHz
e)	FLIGHTWATCH	3452 KHz, 6610 KHz, 8831 KHz
f)	Parking Assistance (Works Safety 1 and/ or 2)	127.9 MHz

13.2 Aerodrome Lighting

13.2.1 The Diamantina Shire Council has agreed to activate the aerodrome lighting continuously during the hours of darkness from WED 04 SEP 2024 until first light on SUN 08 SEP 2024. Outside these hours, the PAL will operate as per *ERSA*.

14. AERODROME CHARGES

14.1 Diamantina Shire Council has provided an exemption from fees and charges for light aircraft attending the Races. The exceptions are: for closed charters, ATO operations and aircraft requiring a pavement concession to operate at Birdsville. Details on these can be found at <http://www.diamantina.qld.gov.au/> under Fees and Charges 2023/2024.

15. BIRD HAZARD

- 15.1 Pilots should note that large numbers of birds are usually present in the circuit area. Frequently, flocks of birds feed on grasshoppers/lizards on the main runway and are very slow to clear from the path of aircraft. Species specific advisory NOTAM will be published if significant bird numbers are present.

16. FUEL

- 16.1 Self-serve bowser supplies of AVGAS is available using the Fuel Charge mobile APP at the sealed terminal parking area. See:

<https://www.fuelcharge.com.au/>

Download the APP before arriving to prevent extended delays at the bowser.

- 16.2 All JET A1 refueling must be pre-booked in advance. For enquiries regarding fuel, phone 07 4656 3244.

17. CANCELLATION

- 17.1 This SUP self-cancels at 202409080200 UTC.

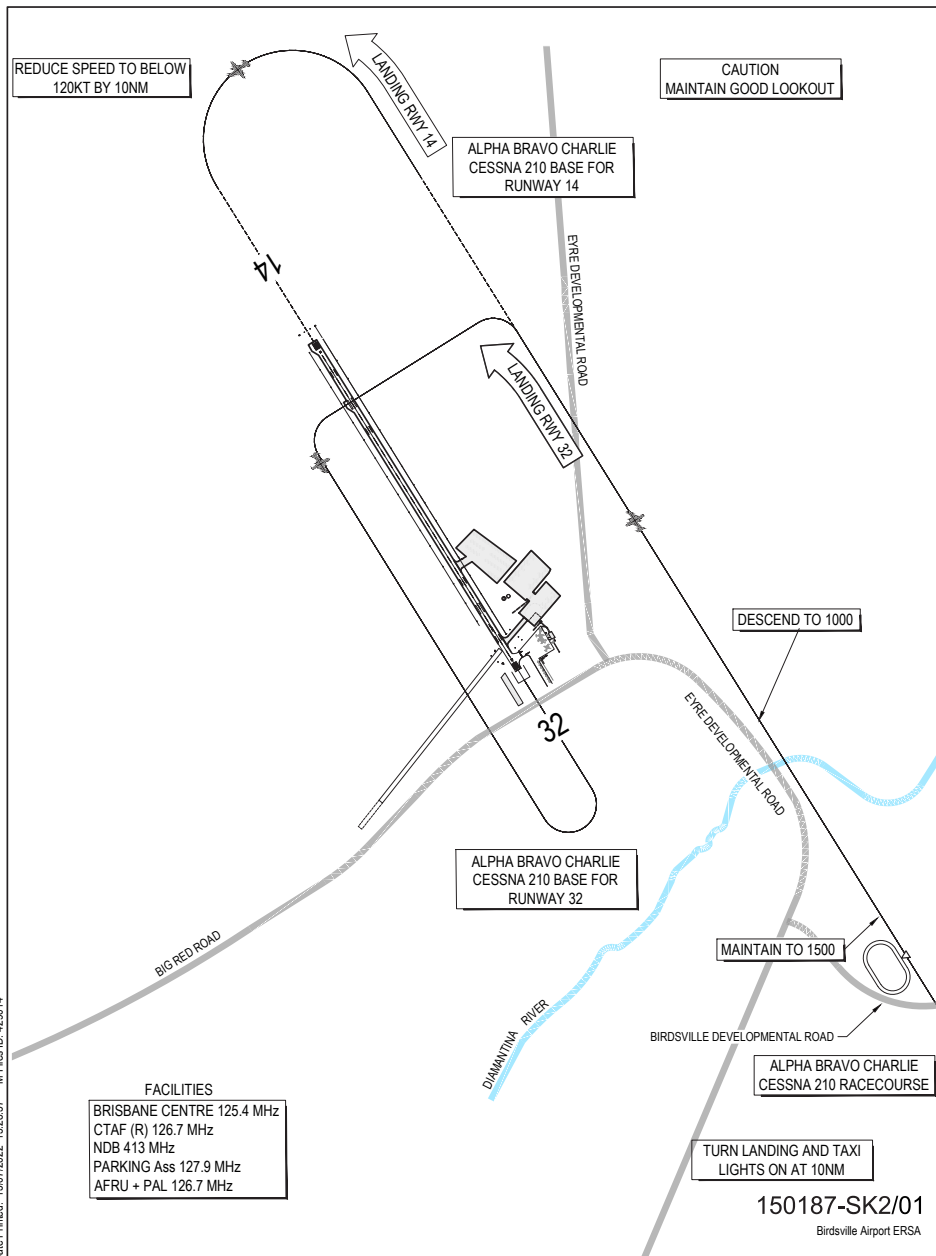
18. DISTRIBUTION

- 18.1 Airservices Australia website only.

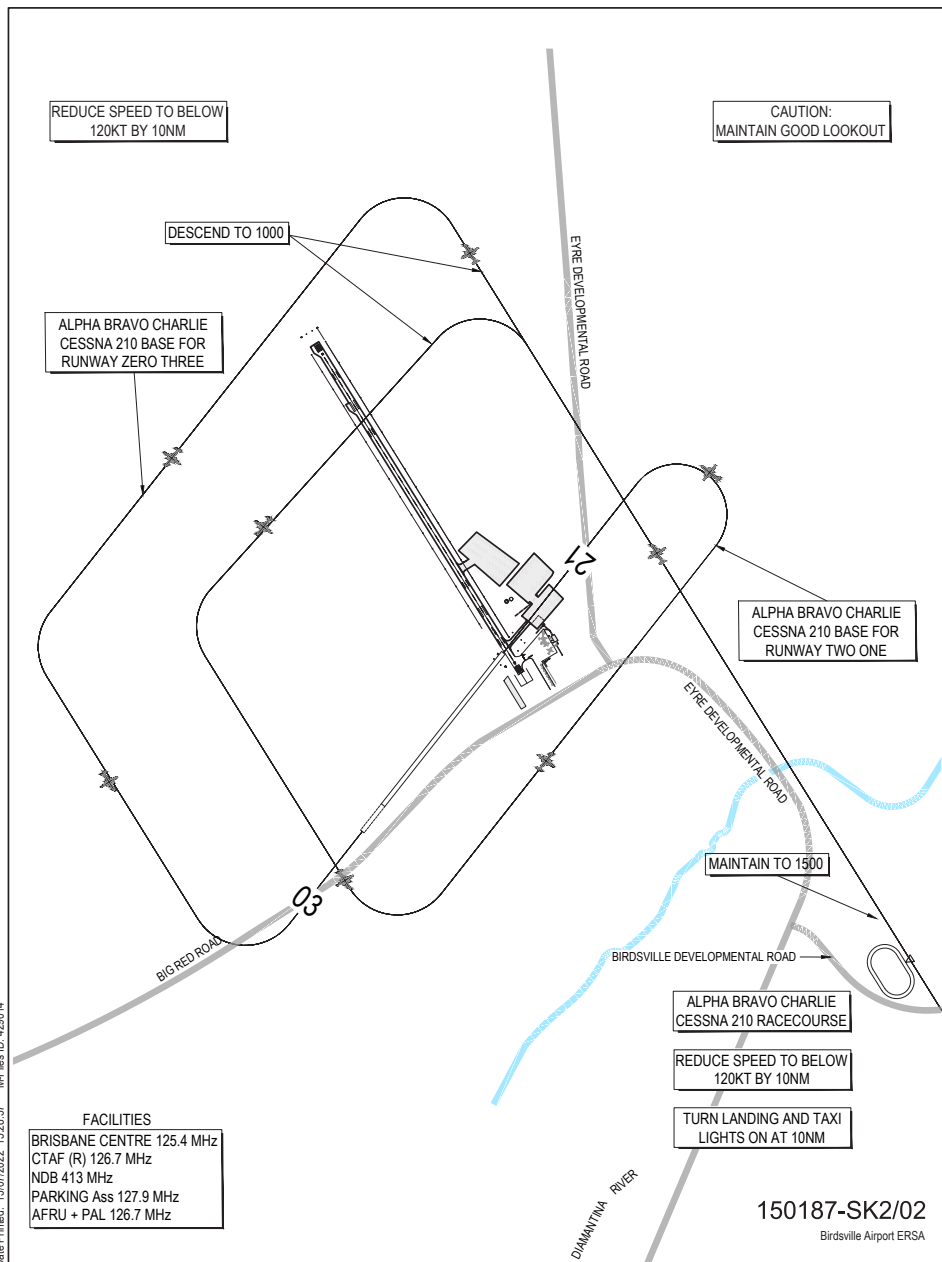
Appendices

1. Arrival Procedures Diagram RWY 14/32
2. Arrival Procedures Diagram RWY 03/21
3. Parking Areas Diagram

1. Arrival Procedures Diagram RWY 14/32



2. Arrival Procedures Diagram RWY 03/21



Date Printed: 13/07/2022 15:28:57 MFiles ID: 429014

150187-SK2/02

Birdsville Airport ERSA

3. Parking Areas Diagram

