The use of radio is for aircraft to make calls to enhance the see and avoid environment, lookout is still the main weapon against collision but use of the radio can assist in alerting you to the presence of other traffic.

1. Radio procedures when operating cross country in G and E airspace

For operations during cross country flights outside the vicinity of a non-towered aerodrome pilots of radio equipped aircraft should monitor the appropriate frequency, for gliders this will normally be the gliding frequencies 122.5, 122.7 or 122.9.

Gliders are expected to monitor the relevant ATC frequency when operating in Class E and G airspace unless operationally required to maintain communications on a discrete frequency (gliding frequency)

If whilst operating on a cross country flight and the gliders flight path will take it in the vicinity of certified, registered or military aerodrome radio must be carried and CTAF procedures must be adhered to on the appropriate frequency.

2. Radio procedures when operating in the vicinity of non-towered aerodromes:

If you are operating in the vicinity of any non-towered aerodrome, you must report position and intentions on the CTAF.

A CTAF (common traffic advisory frequency) is a designated frequency on which pilots make broadcasts when operating in the vicinity of all non-towered aerodromes. Unless otherwise specified the frequency 126.7 shall be used as the CTAF.

These procedures generally apply within 10nm of any non-controlled aerodrome at an altitude that may conflict with traffic operating at that aerodrome.

The recommended CTAF broadcasts are as follows:

- Taxying and entering runway (done by tug)
- 10nm inbound for a landing or overflying
- Immediately before joining circuit.
- On 3nm final if doing a straight in approach.

Pilots of aircraft transiting in the vicinity of a non-towered aerodrome should avoid flying over the aerodrome to avoid confliction with circuit traffic.

Pilots should also make additional broadcasts when considered necessary to minimise any risk of collision (CAR 166 C.

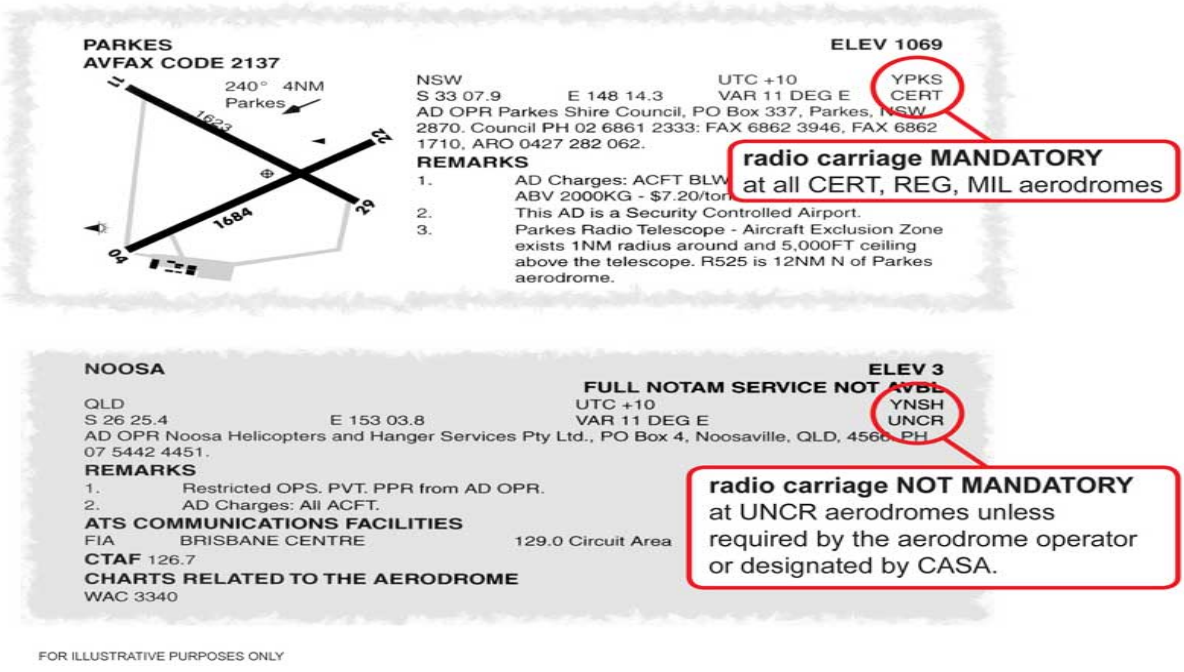
Responding to other traffic broadcasts and advising your position and intention so as to avoid conflict can achieve this.

CAR 166C requires a pilot to make a broadcast whenever it is reasonably necessary to avoid a collision or the risk of a collision with another aircraft in the vicinity of a non-controlled aerodrome.

3. Certified, registered and military aerodromes.

At a Certified, Registered or military aerodrome (as indicated in ERSA) the carriage and use of radio is mandatory

Sample extract from ERSA aerodrome chart for Parkes and Noosa



You cannot operate in the vicinity of these aerodromes without an operating radio. If radio failure occurs it is acceptable to continue to that aerodrome with the following provisions:

- Aircraft operates transponder and external lights (if equipped)
- Enters circuit using the overfly joining procedure.

The following aerodromes in our area are Certified, Registered or Military aerodromes and require a radio to operate in their vicinity.

Oakey Toowoomba Kingaroy Chinchilla Goondiwindi Roma Warwick

Examples of radio calls	
Inbound	*"Dalby traffic glider Golf Mike Victor, 10 miles south west Dalby, Inbound for landing Dalby on descent from 3500ft." Dalby*
Overflying	*"Dalby traffic glider Golf Mike Victor, 10 miles south west Dalby, overflying to the north on descent from 7500ft" Dalby*
Joining circuit call, if joining on crosswind leg	*"Dalby traffic glider Golf Mike Victor, Joining crosswind runway 13 Dalby"*
Joining circuit call, if joining on downwind leg	*"Dalby traffic glider Golf Mike Victor, Turning downwind runway 13 Dalby"*
Joining circuit call, if joining on base leg	*"Dalby traffic glider Golf Mike Victor, Turning base runway 13 Dalby"*
Joining circuit call, if joining on finals (at 3nm distance from runway)	*"Dalby traffic glider Golf Mike Victor, 3nm final runway 13 Dalby"*
Emergency	*MAYDAY, MAYDAY, MAYDAY glider Mike Victor mid air collision 10nm south Dalby bailing out*
Urgency	*PAN PAN, PAN PAN, PAN PAN glider Mike Victor over rough terrain and outlanding 10nm north Jandowae*
Position report	*All stations glider Mike Victor overhead Chinchilla at 8500 tracking for Miles*
Check call	*Sierra Whiskey Romeo this is Mike Victor signal check how do you read?* *Mike Victor readability 4*

Examples of radio calls	
Requesting position	*Quebec Delta this is Mike Victor request your position* *Mike victor Quebec Delta is Warra 7500ft….*

3. Radio procedures when operating in the McCaffrey Airstrip area

All radio-equipped aircraft should monitor the frequency 126.7 and make CTAF broadcasts as they operate within the vicinity of the McCaffrey airstrip.

It is important to listen out when operating around the DDSC circuit area, radio transmissions should be short and to the point. Non-essential transmissions should be kept to a minimum.

When clear of the vicinity of the circuit area, the frequency can be changed to the appropriate frequency.

4. Recommended radio calls

A taxing call or entering runway call made by the Tug pilot, no requirement for separate glider call.	*"McCaffrey traffic, Pawnee SWR and glider on tow departing runway 12 McCaffrey"*
On release from tow by glider pilot	*"SWR/MLR rope gone"*
On approaching the aerodrome at 10nm distance.	*" McCaffrey traffic glider Mike Victor 10 miles to the west 2000ft descending for landing runway 12 McCaffrey"*
Joining circuit call, if joining on crosswind leg	*"McCaffrey traffic glider Mike Victor joining crosswind runway 12 McCaffrey"*
Joining circuit call, if joining on downwind leg	*"McCaffrey traffic glider Mike Victor joining downwind runway 12 McCaffrey"*
Joining circuit call, if joining on base leg	*"McCaffrey y traffic glider Mike Victor joining base runway 12 McCaffrey"*
Joining circuit call, if joining on finals (At 3nm distance from runway)	*"McCaffrey traffic glider Mike Victor 3 mile final runway 12 McCaffrey"*

5. Frequencies in the Area

The following is a list of some of the frequencies used in the Darling Downs area. Note these frequencies are current at the time of February 2015. Please check AirServices documents for currency:

Oakey frequencies	
Oakey approach	125.4
Oakey ATIS	124.3
Oakey clearance delivery	133.35
Brisbane frequencies	
Brisbane centre- East of Dalby below 8500ft	121.2
Brisbane centre- East of Dalby above 8500ft	135.6
Brisbane centre- West of Dalby	123.95
CTAF	
Dalby 13/31 04/22 Tara 17/35 Clifton 06/24 Millmerran 12/30 Pittsworth 02/20 Goondiwindi 22/04 12/30	126.7
Chinchilla 13/31	126.35
Kingaroy 16/34 05/23	127.45
Miles 22/04	126.35
Roma 18/36 09/27	126.95
Toowoomba 11/29 Brisbane West Wellcamp 12/30 Oakey (Prior Permission Required)	127.65
Warwick 09/27	127.85
Gliding frequencies	
Darling downs	122.7
North of Bunya mountains	122.9
South of Pittsworth	122.5