



All Aviators under One Sky!®

Pilot Guide 2022

(For pilots flying to Ausfly at Narromine)

Flying Display

- Display Operations
 - a) 14:30 – 16:30 Friday 16 September Practice
 - b) 14:00 – 16:00 Saturday 17 September Display
- All Display Pilots must check local NOTAMS and additionally NOTAMS for Area 22 on the day and prior to conducting any display operations

WARNING - ALL PILOTS

During the Display Times, pilots should remain clear of the Narromine CTAF. That is, remain greater than 5nm from Narromine Aerodrome and not below 3,000ft agl. Refer to YNRM NOTAMS for further details.

Pilots arriving/departing Narromine should not plan to arrive or depart Narromine during the display operation times and within 15 minutes either side of those times.

Arrivals

- When flight planning, pilots are reminded to check NOTAMS for YNRM, Area 22 and also YSDU.
- Narromine Aerodrome is a CTAF and normal CTAF radio and operating procedures must be **followed at all times** including when the Unicom service is operating. The UNICOM Service will be operating during busy periods on Narromine CTAF **(126.7)** to provide traffic information to arriving and departing pilots and also surface wind conditions and runway in use.
- The Unicom is an information service only and not a control service. Pilots may use the information provided to enhance their situational awareness and arrival and departure planning however are responsible for the operation of their aircraft at all times.
- Arriving aircraft should call at 10nm inbound YNRM on the CTAF and announce their intentions. If the Unicom service is operating at the time, the Unicom operator will acknowledge their inbound call and advise known traffic.
- Pilots must watch for other traffic and ensure separation. Expedite Roll through to end of runway after landing.
- Preferred Runways are Runway 22 for arrivals and 29 for departures when wind favours those runways. In the event of easterly winds, preferred runways are 11 for arrivals and 04 for departures. These preferences are to minimise runway occupancy by aircraft “back-tracking” and to maximise taxiway availability for aircraft to hold clear of the runways whilst organizing parking requirements with the Ground Marshals. Regardless of these preferences, pilots must select the runway that is most suitable for the safe operation of their aircraft and advise on the CTAF frequency accordingly.
- After landing, and when clear of the runway, switch to Narromine Ground **(120.85)** and advise intentions, whether:
 - a) Day visitor;
 - b) Overnight stay and camping underwing; or
 - c) Overnight but not camping; or
 - d) Static Display aircraft
 - e) Flying Display aircraft
- Ground marshals will provide advice and, where possible, a “follow me” service.

Taxying and Parking

Pilots requiring fuel on arrival should notify the Ground Marshal of that requirement. Where possible, the Ground Marshal will facilitate that request however, in the event of long delays, will request that the pilot delays refueling until prior to departure to avoid congestion on the apron. *[Note: a mobile fuel tanker will not be operating at AusFly]*

- Taxiway flow is shown in diagrams later in this document.
- Where you are receiving a “Follow me” service, ensure that eye contact is made with the marshall prior to movement and that you follow at a safe distance. Be alert for pedestrians and ready to stop quickly at all times.
- The “**Parking Marshall**” will direct you to your designated parking area
- Keep watch for other aircraft & pedestrians at all times.

Departures

- Departing aircraft should make a taxiing call when commencing to taxi on the Ground frequency (120.85).
- Ground marshals, if present, will monitor that frequency and provide information if they believe a conflict may exist. If no response is received from a Ground Marshal and there is no sign of Ground Marshals, return to the CTAF frequency (126.7) and make taxi calls on that frequency as per normal CTAF operations.
- Pilots are responsible for keeping a lookout for other aircraft and must also be aware of the likelihood of pedestrians in aircraft parking areas.
- At the holding point and before entering a runway, pilots are to stop and call on the CTAF frequency (126.7) to determine what traffic is operating in the CTAF as well as making a visual check for circuit traffic and other aircraft on the runway.
- Pilots should only enter a runway when satisfied that no conflict or potential conflict exists. CTAF radio procedures apply.
- The UNICOM Service will be operating during busy periods to provide assistance to departing pilots
- Frequencies are:
 - Narromine CTAF 126.7
 - Narromine Ground 120.85
- If you require fuel prior to departure, contact “Ground” prior to taxiing to the fuel bowser

Note!

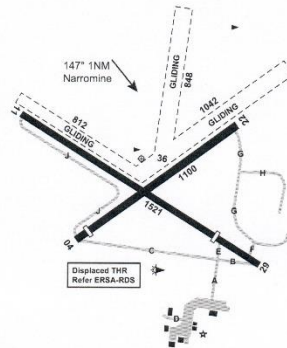
- You may experience a higher volume of circuit traffic than you are used to
- **Listen** to the radio, **Lookout** and maintain **Situational Awareness**
- There will likely be frequent local flights operating at YNRM including glider ops throughout the event

NARROMINE

ELEV 782

AVFAX CODE 2221

NSW 321252S 1481329E UTC +10 YNRM
 AD OPR Narromine Shire Council, PO Box 115, Narromine, NSW, 2821. PH 02 6889 9999: AH
 0417 413 176. ARO 0408 852 931 (H24). Fax 6889 9998. VAR 11 DEG E CERT



HANDLING SERVICES AND FACILITIES

Inland Petroleum: H24. Phone 0428 607 372, 0417 260 031. AVGAS.

PASSENGER FACILITIES

PT/TX (131 008)/AC (6889 2129)/RF/WC/ME (6889 2366) ME Avionics (6889 2733)

APRONS AND TAXIWAYS

1. TWY C 5,700KG MAUW.
2. TWY F, G, H gravel. TWY J grass.

AERODROME OBSTACLES

LIOL - 945FT AMSL, 1,900M, 154 M FM RWY intersection.

PHYSICAL CHARACTERISTICS

04/22	043	36a	PCN 10 /F /B /580 (84PSI) /T	WID 30	RWS 90
11/29	110	50a	PCN 10 /F /B /580 (84PSI) /T	WID 30	RWS 150

AERODROME AND APPROACH LIGHTING

RWY 11/29 LIRL PAL 122.4

RWY edge light spacing: 11/29: 85M.

OTHER LIGHTING

ABN FLG 10 W

TWY LGT: Green CL on A and B FM apron to end RWY 11.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA MELBOURNE CENTRE 123.9 Circuit Area

LOCAL TRAFFIC REGULATIONS

Access to TWY D FM APN not AVBL.

FLIGHT PROCEDURES

Gliding OPS HJ. Gliders operate common circuit direction from separate strips alongside RWS.

Glider strips marked by orange gable markers. Also AVBL for tail-skid-equipped ACFT.

Simultaneous OPS NOT permitted.

CTAF 126.7

CHARTS RELATED TO THE AERODROME

1. WAC 3456, 3457.
2. Also refer to AIP Departure and Approach Procedures.

Information may be continued on the next page: PTO

WARNING

This data is current as at 16 June 2022

It is a pilot's responsibility to check for currency on day of ops at YNRM

Aircraft Parking Guide



General Arrangement – Aircraft Parking

Current as at 10 Sept 2019

Taxiway Flow Patterns CAMPING PARKING / FUEL BOWSER

Landing Runway 11

Landing Runway 22

DENOTES LIMITS OF LIVE ACFT OPNS
ACCESS ONLY BY PILOTS & AUTHORIZED PERSONS

FUEL

Taxi Routes after Landing

Narromine Aviation Museum

Current as at June 2019