

# **North Stradbroke Airfield Pty Ltd**

## **Dunwich Airfield (YDUN) Operational Guidelines (Bylaws)**

### **Introduction**

This document relates to operations at the Dunwich Airfield, Queensland (YDUN), and takes effect as of February 1<sup>st</sup> 2024. These guidelines apply to all pilots operating into and out of Dunwich Airfield.

These Guidelines should be seen as additional requirements to Civil Aviation Laws and Regulations and do not relieve any person of their responsibilities and/or obligations under those regulations.

### **Background**

North Stradbroke Airfield Pty Ltd holds the Lease of the Dunwich Airfield and operates the airfield for use by general aviation aircraft and helicopters.

Airfield infrastructure includes Runway 15/33 constructed of gravel and topsoil, an aircraft parking area, helipad, office and amenities building, Airfield owned and privately owned hangars.

### **Responsibility**

It is expected that pilots maintain situational awareness and demonstrate good airmanship at all times. In particular, timely radio calls at accurately stated locations is required to ensure appropriate separation during arrival and departure.

The carriage and use of an aviation radio is encouraged for aircraft operating into and out of Dunwich Airfield. All radio procedures should be made in accordance with current AIPs.

Pilots operating into and out of Dunwich Airfield must make their own enquiries and assessments of all aspects relating to their flight operations and the suitability of the airfield for their aircraft type and flight activity.

1. Limitation of Liability – All persons (including pilots, visitors and Operators) using the Dunwich Airfield are solely responsible to ensure that they comply with all Civil Aviation Laws and Regulations and North Stradbroke Airfield Pty Ltd will not accept any liability or responsibility for any breach of these Laws and Regulations.
2. Risk – All persons (including pilots, visitors and Operators) using the Dunwich Airfield do so at their sole risk and shall keep North Stradbroke Airfield Pty Ltd and its representatives indemnified against all actions, proceedings, costs, claims, damages and expenses in respect to any injury to persons or damage to property arising out of the use of the airfield.

## **Approval for Use**

Approval to use the Dunwich Airfield is only granted where Pilots and Operators meet the following requirements.

- Pilots must hold a current Aviation Licence and Medical Certificate, and hold endorsements or ratings appropriate to their aircraft type and operations category.
- Aircraft operating into and out of Dunwich Airfield must have a current Australian Certificate of Airworthiness, a Maintenance Release and Certificate of Registration as required by CASA.
- All aircraft operating into and out of Dunwich Airfield must carry third party public liability insurance.
- All applicable fees are remitted.

## **Vehicle and Pedestrian**

Authorised operational vehicles and trailers are permitted onto the runway and parking areas when engaged in tasks associated with airfield operations, including mowing, runway inspection and general airfield maintenance. All authorised vehicles are required to (a) give way to all aircraft at all times, and (b) activate warning lights (where fitted).

Hangar owners who hold a valid Drivers Licence using a registered vehicle on the airside are authorised to cross the runway using extreme caution and must give way to all aircraft at all times. The use of any vehicle that is not authorised on the airside is strictly prohibited.

Pedestrian movement on the runway is expressly prohibited except in cases of emergency. Pedestrian movement for airfield inspection, hangar access, maintenance and flight operation duties is approved to authorised persons only.

## **Operational Information**

The following information is provided to assist airfield users flying into and out of Dunwich Airfield. Basic airmanship principles are paramount, including being considerate of other aircraft, using standard circuit procedures, maintaining a vigilant lookout and using standard radio phraseology.

### **Takeoff and Departure**

- Ensure runway is clear prior to entering.
- Ensure clear communication with aircraft on the runway.
- Ensure runway is clear ahead prior to takeoff.
- Aircraft on final approach have right of way.
- Aircraft to give a rolling call prior to lift off.

## Arrival and Landing

- Consult ERSA for approved circuit patterns and CTAF.
- Ensure clear communication with aircraft in the circuit.
- Straight in approaches must give way to circuit traffic.
- Vacate the runway as soon as possible on landing.

## Parking

- Available for all aircraft in designated areas.
- Hangarage available short or long term.
- All general enquiries directed to Airfield Manager.

## Runway Closure

Runways 15 and 33 are deemed to be closed when white crosses are deployed at the threshold of both runways, and the decision to close shall be based on the evaluation of the site considering both aircraft safety and runway conditions.

## **Fees**

A fee structure for aircraft using the Dunwich Airfield, and general airfield information, is available to view on the airfield website ([www.ydun.com.au](http://www.ydun.com.au)) or by contacting the Airfield Manager. The funds received are deployed to maintain the airfield infrastructure for the ongoing benefit of all users.

## **Disclaimer**

These guidelines are intended to encourage a safe and efficient airfield operation. They are not intended to, nor do they replace, legal and other requirements imposed by Australian Aviation Authorities.

Pilots should consult the current edition of ERSA when intending to use the Dunwich Airfield.