



CESSNOCK AERODROME (YCNK)

6TH - 7TH APRIL 2019

Guidance for Pilots

CONSULT AIP

These notes have been prepared to assist pilots with their planning to attend the Hunter Valley Airshow.

Pilots should note that they are responsible for the safe operation of their aircraft at all times in accordance with the relevant rules and regulations.

Nothing in this document may be construed as over-ruling those rules and regulations. This is a guidance document only.

Pilots should consider the following when planning their flights to and from Cessnock:

- Ensure that your documents, including maps, are current. Aircraft must bring a tie down kit.
- Remember that Cessnock Aerodrome does not permit straight in approaches.
- All arrivals and departures must adhere to the terms and conditions of Cessnock Aerodrome.
- READ THE NOTAMS. There are many sources including NAIPS, OzRunways, AvPlan.
- Check for the status of nearby Restricted areas – WLM West, Singleton and Williamtown.
- The airshow is planned for Saturday and Sunday the 6th & 7th of April 2019 between 1030 and 1600 hours. There are not to be planned arrivals, departures or ground operations during the airshow; the UNICOM will advise

pilots to remain clear of the airfield. If you are coming to Cessnock on either Saturday or Sunday it is recommended that you plan to arrive not later than 10.00am to allow adequate time for delays, and to make sure the airshow is not disrupted.

- Avgas will be available at Cessnock.
- When planning, ensure that you allow adequate time and fuel if delayed due to the expected traffic volume.
- Helicopter aircraft MUST contact HVA prior to arrival to ensure suitable parking can be arranged. Contact HVA at info@huntermvalleyairshow.com.au with arrival time, aircraft type and contact details (email and phone number).

Unicom and Ground Communication

- CTAF 122.65
- Ground Traffic 129.9
- A Unicom advisory service will be on the Cessnock CTAF frequency 122.65 on Saturday and Sunday 9am – 5.30pm.
- Pilots should be aware that Maitland Aerodrome, located approx. 10nm ENE of Cessnock also uses CTAF frequency of 122.65.
- The Unicom operator may advise known traffic and preferred runway. Additional information may be provided on request. Normal CTAF procedures will apply throughout.
- Unicom will provide guidance on wind direction and preferred runway however runway choice is at the pilot's discretion based on operational requirements.
- On exiting the runway call Cessnock Ground on 129.9 when established on the taxiway for guidance to appropriate parking. IF NO RESPONSE ON GROUND 129.9 CONTINUE TAXI PILOT DISCRETION.
- When calling Cessnock Ground, please advise call-sign, aircraft type, location and parking requirement which may be:
 - Day Visit (No directions provided – consult YCNK FAC or AD operator)
 - Static Display (HVA Parking, directions provided as requested)
 - Air Display (HVA Parking, directions provided as requested)

Marshalling and Parking

- After initial contact with Cessnock Ground when exiting the runway and nominating requirements, pilots may be met by a marshal on a 4-wheel bike or other suitable vehicle who will lead them to their parking location. Otherwise expect marshalling when arriving at the parking area. Marshalling is not provided to non-event parking aprons. Contact Cessnock AD ARO for assistance if required.
- At all times, safety is the highest priority. Pilots must remain alert and take necessary actions to prevent unsafe events from occurring.
- CAUTION: Some ground is uneven and you may wish to shutdown and await assistance from marshals. Every effort has been made to identify dips and uneven ground (marking with paint, cones etc). PILOT RESPONSIBILITY - DO NOT TAXI ON SURFACES YOU ARE NOT CONFIDENT YOUR AIRCRAFT CAN HANDLE SAFELY. Event grass parking is unrated – enter at own risk.
- Remember, pilots are responsible for their aircraft and passengers, marshals provide guidance only. If in doubt, stop, shut down if necessary and request assistance.
- Generally heavier GA aircraft will be taxied directly in to their parking position, lighter aircraft will be taxied close to their parking with final positioning by hand after shutdown. Volunteers will be available to assist with moving aircraft as required.
- Before leaving your aircraft, ensure the marshal is satisfied with its position, that the aircraft is shut down with mixture closed and magnetos off and tied down.
- Whilst securing your aircraft and when walking to the landside, be very careful of other taxiing aircraft. Remind yourself and your passengers of the airside hazards, including propellers and ground obstacles such as tie downs.
- FUEL – Avgas will be available via Aerorefullers truck outside air display times. Contact details will be available onsite.
- Parking at YCNK outside event areas is at pilot discretion, in accordance with Cessnock Aerodrome user policies. The north-western bitumen apron and eastern apron are available as normal, and all are highly suitable parking areas for day visitors. Contact YCNK AD with any questions relating to normal aerodrome parking.
- Visiting aircraft are not required to park in HVA aircraft areas; the decision rests with the PIC where they wish to park.

Site Map



