

Morningstar Airfield – New Airfield Traffic Procedures

Motivation for Changes

Increased local traffic density and feedback from airfield users has highlighted inadequacies and has motivated action to be taken towards possible improvement to our departure and arrival procedures at Morningstar. The main issues appear to be as follows:

1. Conflicts resulting from our current generic procedure whereby all arriving traffic from every direction converges on a point 1500' above the airfield.
2. Many pilots are exercising good judgment to modify standard procedures. This sometimes is a source of anxiety as it becomes more difficult for other pilots to see them.

Arrival and Departure Routes

The following few pages outline what is hopefully a solution aimed at reducing the key areas of conflict between arriving and departing aircraft. There should be no problem integrating the new system as it can happily coexist with the old system. Inevitably there will always be “non-local” traffic using the old system, and that’s fine.

Safety Culture

VFR procedures will never be perfect, they provide a sound basis for us to safely separate ourselves from each other, but the onus is always on ourselves to provide that last line of safety. If you need to deviate from procedure to create a safe situation, do that!

Controlled Airspace Above Morningstar

ATNS recently called representatives from MorningStar and Winelands to advise of “numerous” vertical airspace “incursions”. The limit as far as they are concerned is 2000' AMSL below the TMA. Please be aware of that. Aircraft transiting Winelands are often sneaking up to 2200 or 2300'. It causes big stress to ATC. There will soon be notice boards at each holding point to help remind pilots to set the correct airfield elevation before takeoff.

The Law

I included reference to the appropriate SA regulations (CARS) for uncontrolled airfields:

Operation on and in vicinity of aerodrome

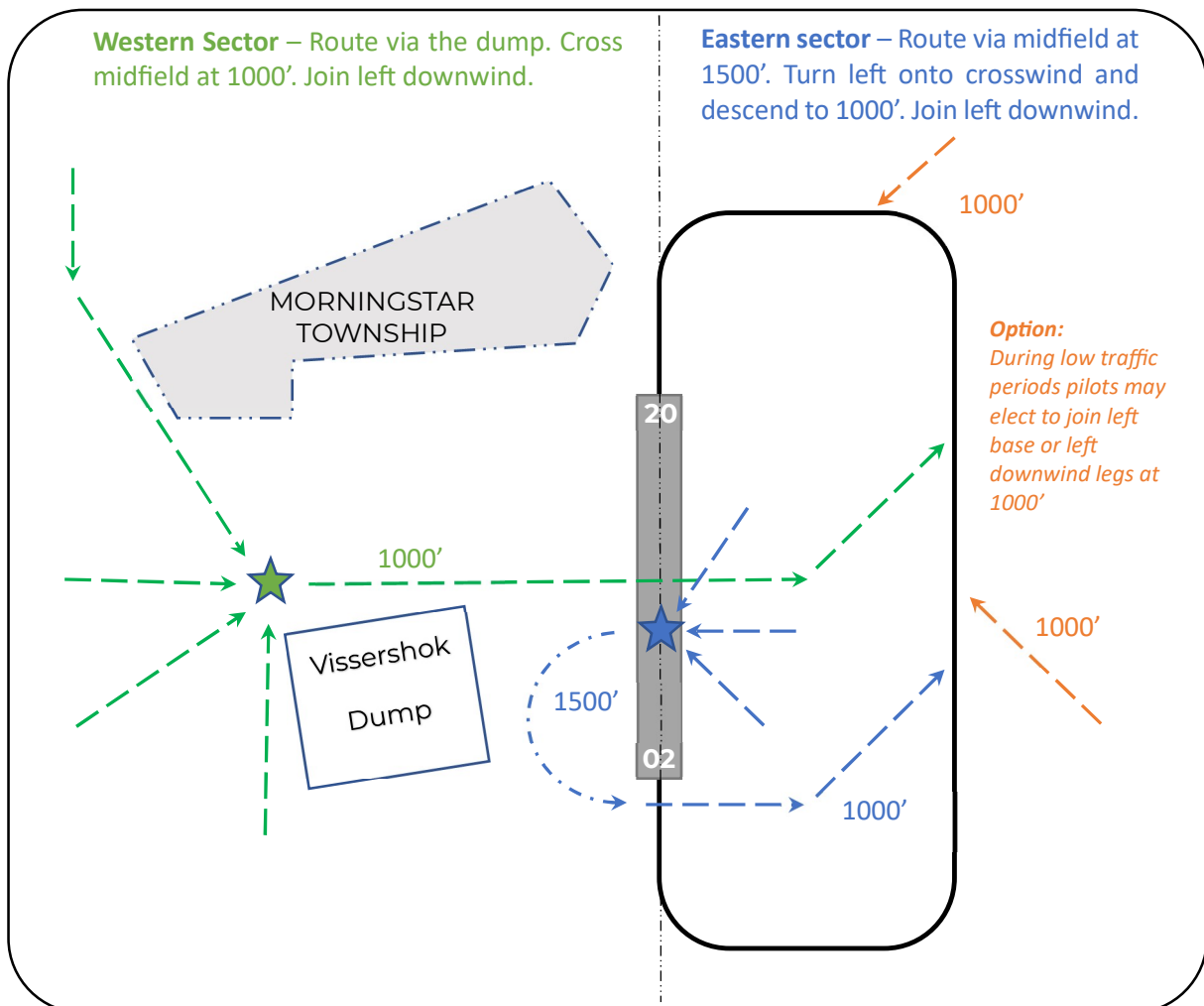
1. The PIC of an aircraft operated on or in the vicinity of an aerodrome, shall be responsible for compliance with the following rules-
 - observe other aerodrome traffic for the purpose of avoiding collision
 - conform with or avoid the pattern of traffic formed by other aircraft in operation
 - make all turns to the left when approaching for a landing and after taking off, unless otherwise instructed by an ATSU, or unless a right hand circuit is in force: Provided that a helicopter may, with due regard to other factors and when it is in the interest of safety, execute a circuit to the opposite side
 - land and take-off, as far as practicable, into the wind unless safety, the runway configuration or air traffic considerations dictate that a different direction is preferable, or unless otherwise instructed by an ATSU; and
 - fly across the aerodrome or its environs at a height of not less than 2 000 ft above the level of such aerodrome: Provided that if circumstances require such PIC to fly at a height of less than 2 000 ft above the level of the aerodrome, he or she shall conform with the traffic pattern at such aerodrome.
2. An aircraft which is unable to communicate by radio shall, before landing at an aerodrome, make a circuit of the aerodrome for the purpose of observing the traffic, and reading such ground markings and signals as may be displayed thereon, unless it has the consent of the appropriate ATSU to do otherwise.

MorningStar Runway 20 Circuit Procedures (1 June 2023)

1. Arrivals from the Western Sector should avoid overflying Morningstar township and arrange to be at circuit altitude (1000 ft AMSL) before arriving overhead. Route to the midfield via the Northwest corner of the Vissershok dump. Join the left downwind leg at a 45-degree angle.
2. Arrivals from the Eastern sector should arrive overhead midfield at 1500' AMSL, turn left onto the left crosswind leg and descend to circuit altitude. Fly the crosswind leg over the threshold of runway 02 and join the left downwind leg at a 45-degree angle.
3. During low traffic periods, pilots arriving from the East may exercise good judgement and join the left downwind or left base legs directly at circuit altitude. Intercept the appropriate leg at a 45-degree angle.
4. Departing aircraft should climb straight ahead until reaching 1000' before commencing a turn onto any enroute heading. Turns back toward Morningstar should not be initiated until at least 500' above the circuit altitude.

Notes:

- Aircraft remaining in the circuit (or going around) should normally not commence a turn onto the crosswind leg until beyond the departure end of the runway and above 700 ft. Turn onto the downwind leg at circuit altitude.
- Aircraft taking-off or going around should keep mindful of the arrival routes 1000' AMSL above the runway at midfield and the opposite threshold.



Runway Runway 02 Circuit Procedures (1 June 2023)

1. Arrivals from the Western Sector should avoid overflying Morningstar township and arrange to be at circuit altitude (1000 ft AMSL) before arriving overhead. Route to the midfield via the Northwest corner of the Vissershok dump. Join the left downwind leg at a 45-degree angle.
2. Arrivals from the Eastern sector should arrive overhead midfield at 1500' AMSL, turn right onto the right crosswind leg and descend to circuit altitude. Fly the crosswind leg over the threshold of runway 20 and join the right downwind leg at a 45-degree angle.
3. During low traffic periods, pilots arriving from the East may exercise good judgement and join the right downwind or right base legs directly at circuit altitude. Intercept the appropriate leg at a 45-degree angle.
4. Departing aircraft should climb straight ahead until reaching 1000' before commencing a turn onto any enroute heading. Turns back toward Morningstar should not be initiated until at least 500' above the circuit altitude.

Notes:

- Aircraft remaining in the circuit (or going around) should normally not commence a turn onto the crosswind leg until beyond the departure end of the runway and above 700 ft. Turn onto the downwind leg at circuit altitude.
- Aircraft taking-off or going around should keep mindful of the arrival routes 1000' AMSL above the runway at midfield and the opposite threshold.

