SUPERLIGHT AIRCRAFT CLUB of WA

OPERATIONS MANUAL

DATE OF ISSUE: 16 DECEMBER 2025

www.slacwa.org.au

Contents

1. SCOPE OF THIS MANUAL 3
2. AIRFIELD OVERVIEW 4
2.1 BINDOON HILL 5
3. CIRCUITS (includes Arriving and Departing circuit area) 5
3.1 INTRODUCTION 5
3.2 DIRECTION OF CIRCUITS 5
3.3 STANDARD CIRCUIT PROCEDURES 5
3.4 STANDARD CIRCUITS 6
3.5 DEPARTING AND ARRIVING THE CIRCUIT 6
4. LOW FLYING 7
5. HELIPAD WEST OPERATIONS 8
6. TAXIING 9
7. COMMUNICATION TOOLS 9
8. AIRCRAFT TESTING ON RUNWAYS 9
9. GO – AROUNDS (MISSED APPROACH) 10
10. VEHICLES ON THE AIRFIELD 10
10.1 CLUB MEMBERS 10
10.2 MEMBERS OF THE PUBLIC 11
11. CLUB MEMBERS PETS 11
12. BINDOON HILL AIRSPACE 11
13. EMERGENCY PROCEDURES 12
13.1 GENERAL INFORMATION 12
14. MEMBERS INVITING VISITOR AIRCRAFT 13
15. FLY NEIGHBOURLY POLICY 14
16. AIRFIELD SECURITY 14
17. DUTY PILOT – “Daily” or “Temporary” 14
18. FIRE PREVENTION AND FIRE FIGHTING 15
20. FLYING TRAINING AREAS 16
21. COUNTRY AIRSTRIPS GUIDE 24TH EDITION – INFORMATION SHEET 18
22. LOW FLYING AREAS MAP (Shows Helipad West area “H”) 19
23. USEFUL WEBSITES 20

NOTE:

Whilst the carriage of VHF communications equipment is not mandatory for aircraft operating in Class G airspace below 5000' AMSL, SLACWA Inc ("The Club") requires owners to fit and operate VHF radios to improve aircraft safety in and around the airfield, (especially when multiple aircraft and/or aircraft types are operating within the circuit area).

An Aeronautical Radio Operators Certificate or Radio Rating is required from the approved authority to operate VHF radios legally.

1. SCOPE OF THIS MANUAL

This manual outlines operational procedures for aircraft using the Bindoon Hill (YBHL) airfield while the airfield is under the control of the Superlight Aircraft Club of W.A. (Inc.), (herein after called "SLACWA" or "The Club").

Procedures contained herein are in addition and subordinate to any Civil Aviation Orders (CAO's), Civil Aviation Regulations (CAR's), Civil Aviation Safety Regulations (CASR's), or Aeronautical Information Package (AIP's) as amended periodically from the relevant Authority.

In general terms, this manual refers to the operations of any aircraft type being operated by a member of SLACWA or a visiting aircraft.

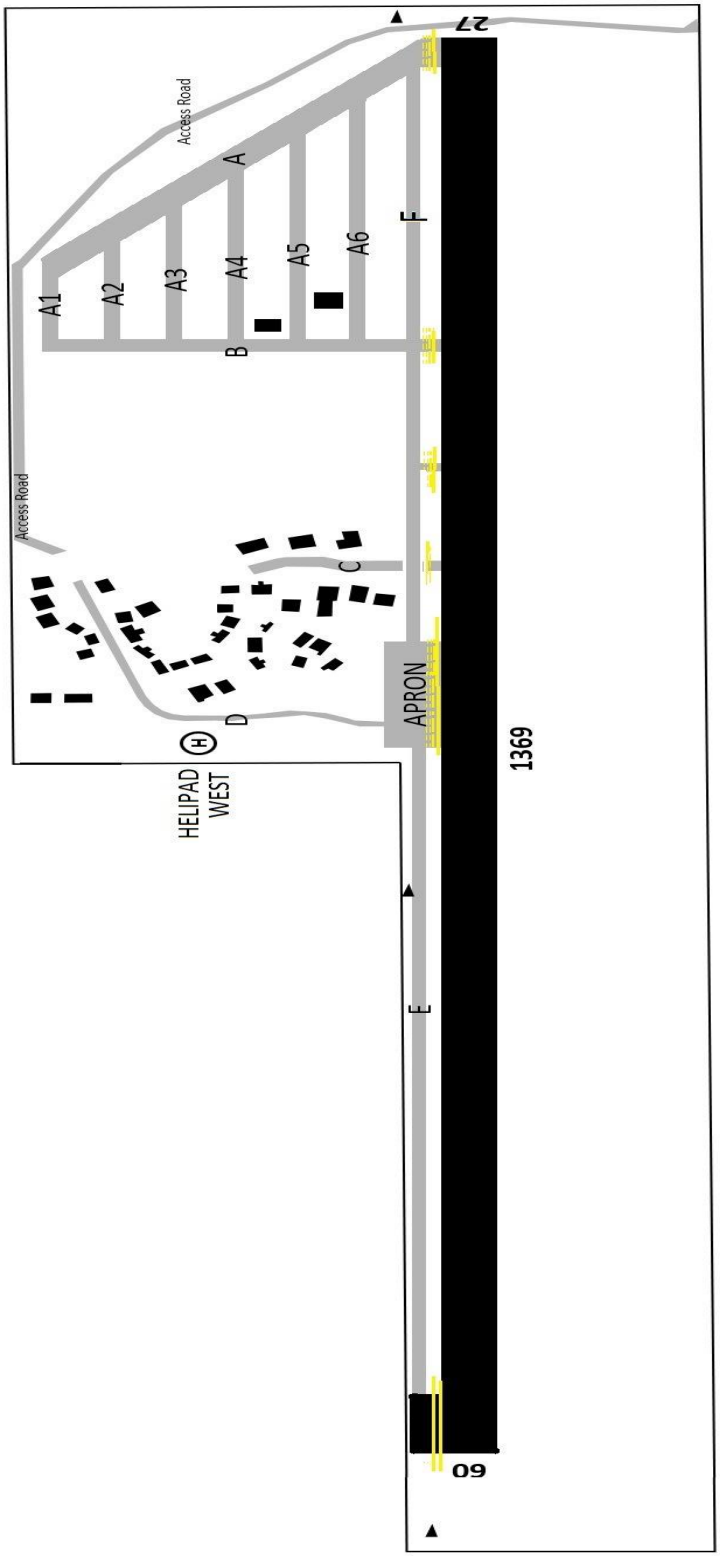
The Club exists to promote and foster safe flying of recreational and sport aircraft and requires the lawful operation of any recreational aircraft type by its members. Members of The Club operate recreational aircraft of the following types:

- Low performance fixed wing - cruise speed < 55kts
- Medium performance fixed wing - cruise speed 55 to 150kts
- High performance fixed wing - cruise speed 150kts +
- Gyroplanes / Helicopters
- Motor Gliders
- Powered Parachutes
- Microlights (or Trikes)

Because of the wide range of aircraft types and their peculiar operating envelopes all pilots are required to show courtesy, good airmanship and above all

MAINTAIN A GOOD LOOKOUT

2. AIRFIELD OVERVIEW



2.1 BINDOON HILL

Bindoon Hill (YBHL) is a single sealed and gravel runway airfield located at S 31 20.4 E 116.11.3. The runway is 1369m in length and 30m wide, runway direction 09 and 27, elevation 925ft AMSL. The sealed length is approximately 900m x 30 m and is rated up to MTOW's of 2000Kg only.

NOTE: Aircraft that have a tendency to drop oil (radials) are required not to park on sealed aprons.

3. CIRCUITS (includes Arriving and Departing circuit area)

3.1 INTRODUCTION

The airfield is located at 2944 Bindoon – Dewars Pool Rd, Bindoon. The terrain to the south of this road is far from enticing to most aircraft types and is populated by farm homesteads. Due consideration must be given to the likelihood of engine failure at any time during the circuit, and also with regard to noise abatement for our neighbour's. With correct planning and operation of their aircraft, pilots should where possible fly so as to be able to land an aircraft within the boundaries of the airfield property without endangering the aircraft or its passengers.

3.2 DIRECTION OF CIRCUITS

3.2.1 The operational runways are 090 and 270.

3.2.2 Circuits for runway:

- 09 are left hand (standard)
- 27 are in a right-hand direction only.

3.2.3 Takeoff and landing is always into wind, but when nil wind or 90-degree crosswind occurs, the active runway will be runway 09.

3.3 STANDARD CIRCUIT PROCEDURES

3.3.1 Circuits shall be in accordance with AIP's, CAR's and CAAP 166-1(4.1): Operations in the vicinity of non-controlled aerodromes.
Also, latest Aviation Circular:

AC 91-10 Operations in the vicinity of non-controlled aerodromes and provides guidance on procedures that, when followed, will improve situational awareness and safety for all pilots at, or in the vicinity of, non-controlled aerodromes.

3.3.2 Please note that Gyrocopters are difficult to see at a distance and regularly undertake full power off autorotation landings which have an extreme angle of descent once on finals (45+ degrees in most cases).

3.4 STANDARD CIRCUITS

3.4.1 RWY 09

Circuits shall be left-hand and completed in accordance with CAR's and AIP's. R134C is located to the East and in proximity (1NM) to the RWY 27 threshold. It is a mandatory requirement to not enter this airspace (RA3 H24, refer VNC-5, an extract of which is at the end of this document as a guide for R134C details). On takeoff, climb straight out, and get as high as practicable without entering R134C before turning crosswind. A turn below 500' AGL may be required to meet operational requirements, re: avoidance of R134C.

3.4.2 RWY 27 RIGHT HAND ONLY

Circuits shall be right-hand and completed in accordance with CAR's and AIP's. Aircraft shall climb straight out, with low performance aircraft climbing to 500' AGL and high-performance aircraft climbing to within 300' of circuit altitude, aircraft may then turn right onto crosswind. R134C is located just past late downwind and it is a mandatory requirement to not enter this airspace (see above, refer VNC-5, an extract of which is at the end of this document as a guide for R134C details) When making radio calls, pilots shall refer to the circuit as "RWY 27 right hand".

3.5 DEPARTING AND ARRIVING THE CIRCUIT

3.5.1 Entry to the circuit is to be executed in accordance with CAR's and AIP's (see CAAP 166-1(4.1)).

3.5.2 Circuit Entry Heights:

- Rotary Wing & Fixed Wing <55Kts Downwind = 500' AGL (1425' AMSL)
- Fixed Wing >55Kts -<150Kts Downwind = 1000' AGL (1925' AMSL)
- Fixed Wing >150Kts Downwind = 1500' AGL (2425' AMSL)

3.5.3 Under CAR's, higher level aircraft must give way to lower aircraft in the circuit.

3.5.4 Use of "Alerted See and Avoid" procedures is required by the Club, and aircraft owners are required to have working radio equipment carried on all aircraft and used to increase situational awareness.

3.5.5 Straight in Approach on RWY 09 is to be conducted in accordance with CAR's and AIPS's, and aircraft conducting a straight in approach are required to give way to aircraft established in the circuit.

3.5.6 Straight in approach for RWY 27 is not possible due to R134C.

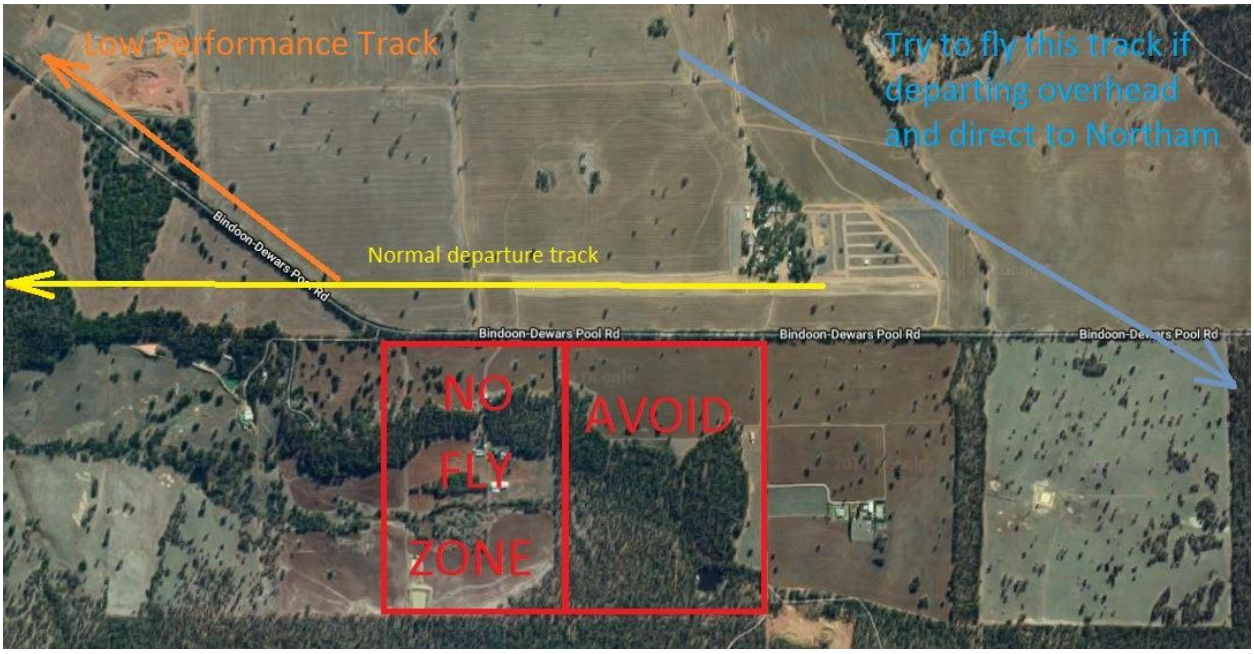
3.5.7 Overflying the farm properties to the south of Bindoon - Dewars Pool Rd should only be done in the case of an emergency or as an operational requirement to maintain safety. Therefore, midfield crosswind circuit joins from the south are not to be undertaken unless it is an emergency. Maintaining cordial relations with our nearest neighbours is a high priority issue for all members in order to maintain our flying activity into the future.

3.5.8 Failure to comply with 3.5.7 or flying in such a way as to bring the club into disrepute may lead to disciplinary action by the Committee, especially if your flying places the club at risk of community complaint or loss of flying privileges.

3.5.9 Departing on RWY 27 should follow the routes (yellow - high performance, orange – low performance) as shown in this manual and every effort made to fly as far away as practical from the areas

shown in red.

3.5.10 If departing overhead, aircraft should fly the blue track to Northam.



4. LOW FLYING

4.1 Low flying training is conducted within the circuit area mainly by Gyroplanes. Any Pilot engaging in low flying accepts full responsibility for their actions and indemnifies Edmund Rice College and SLACWA from all and any liability whatsoever.

4.2 The designated low flying area comprises of the paddocks within one (1) nautical mile in line with or north of the runway. Low flying within 1000m of the main buildings of Edmund Rice College is strictly prohibited. **Note: the Low Flying Area Map, is at end of this manual.**

4.3 Low Flying may only be undertaken by pilots under instruction or by suitably rated pilots for the maintenance of their low flying privileges, and all operations must comply with the appropriate CASA, RAAus or ASRA regulations.

4.4 All pilots must have completed a familiarization check ride with a Senior Instructor or CFI, prior to solo operations.

4.5 Low flying may only be conducted if the Low Flying aircraft is maintaining at least a "listening watch" on the aerodrome CTAF (126.70 MHz).

4.6 Low flying parallel with the runway within 100 meters of the runway is prohibited.

4.7 Low flying near the finals leg of the active runway is prohibited.

4.8 Low flying within 100m of a public road, building, person or vehicle not directly involved with the low flying activity is prohibited under CAR's. No low flying shall be conducted within 500m of any operating farm machinery (eg: harvesters / tractors/ vehicles).

4.9 Aircraft engaged in low flying activities are required to give way to all aircraft established in the circuit pattern.

4.10 Low flying aircraft shall not cause distress to farm livestock unless it is necessary to do so, in the act of clearing the runway to land their aircraft.

4.11 To enter the low flying area, aircraft are required to descend into the low flying area from the downwind leg, and then to remain within that area, not exceeding a height of 300' AGL.

4.12 To exit the Low flying area, low flying aircraft must climb to not above 300'AGL along the downwind leg but in the OPPOSITE direction to allow them to see any traffic. The exiting aircraft needs to perform a climbing 180 degree turn up to 500' AGL to join the downwind leg but only after ensuring proper separation from all other aircraft established in both the 500' and 1000' AGL circuits, using Radio Alerted- see and avoid techniques. This maneuver places them back into a normal circuit in the downwind leg ready for a landing or go around.

4.13 Aircraft operating in the low flying area, and then wanting to depart the aerodrome area, must first establish themselves within the circuit, and then they may depart the circuit using standard departure procedures.

4.14 Unlawful low flying can put operating from our airfield at risk and will not be tolerated by the Club. Due to circuit entry procedures, approved low flying within the area must not be above 300' AGL and not outside of the designated area.

4.15 Pilots not conforming to the above rules will be investigated by the SLACWA Committee, and may have their low flying privileges restricted, or rescinded.

5. HELIPAD WEST OPERATIONS

5.1 Helipad West is located abeam to the yellow sight panel on the western fence. Bounded on the West by the wire fence and the taxiway on the eastern side. The southern boundary is the main runway (09/27) and the Northern boundary is the fence with painted proximity markers.

5.2 This helipad may be only used by Rotary wing aircraft piloted by people approved by SLACWA after assessment by an ASRA CFI.

5.3 Gyroplanes will only approach to land from the north within the boundaries of the SLACWA low flying area, or depart to the north within the boundaries of the SLACWA low flying area. No take-offs or landings to or from the south are permitted that will lead to crossing 09/27 to avoid conflict.

5.4 Balked approaches will go around to the West (into the low flying area) only. Standard operations on departure or approach are not permitted to conflict with the main runway (09/27).

5.5 Operations into or out of Helipad West are not permitted when other aircraft or vehicles are taxiing through or parked within the surrounds / vicinity of the helipad area.

5.6 Standard radio procedures for using Helipad West:

Departure - Gyro xxx taxiing for departure from Helipad West.
Gyro xxx departing Helipad West to the North for Bindoon Low Flying area.

Arrivals - Gyro xxx departing Bindoon Low Flying area for landing on Helipad West from the North.
Gyro xxx clear of Helipad West.

6. TAXIING

6.1 Taxiing within the Western hangar precinct is prohibited for reasons of public safety and dust control. Taxiing is permitted within the defined taxiways to the runways but pilots are reminded to use minimum power in order to reduce dust, especially in summer months.

6.2 Aircraft taxiing between precincts on the airfield, should in the first instance use taxiiway Echo (when heading west) and Foxtrot (when heading east) but if they need to taxi via the runway, will hold short of the runway and report by radio their current taxiway location, intentions to enter the runway, and their destination. A thorough lookout should be given for any aircraft on base, final, and the runway before entering. Aircraft on the ground are required to give way to aircraft in the air.

A standard taxiing radio call could be:

Bindoon Traffic, Aircraft XXXX taxiing for runway 09 via Echo, Bindoon.

6.3 If an aircraft is taxiing on the runway and is unable to clear the runway for an approaching aircraft, the aircraft approaching will commence a go-around procedure.

7. COMMUNICATION TOOLS

7.1 The Club requires the carriage of a working VHF Radio in all aircraft, even though it is not a mandatory requirement from CASA.

7.2 The Airfield Identifier for radio purposes can be either “Bindoon” or “Bindoon Hill”.

7.3 The carriage of an ELT or PLB is mandatory for flights further than 50 Nm from the departing airfield.

7.4 The Club recommends all Pilots should carry a mobile phone with them at all times, so as to permit calls for assistance in the event of any emergency, once safely on the ground. Some useful numbers for your speed dial can be found at the end of this manual.

7.5 As a minimum, Flight Notes are to be left by all pilots, for all flights, (including circuits).

8. AIRCRAFT TESTING ON RUNWAYS

8.1 The runway from time to time may be used to test aircraft, either for high-speed taxiing and / or short hops down the length of the runway. This type of activity needs to be conducted during periods of very low or nil aircraft activity (especially within the circuit area).

8.2 Where possible, other pilots should be made aware of the intended use of the runway as far as practicable including making radio announcements.

8.3 An approaching aircraft should never attempt to land while another aircraft is on the runway. If in any doubt, go-around.

9. GO – AROUNDS (MISSED APPROACH)

9.1 A go-around is performed whenever the pilot is not happy that it is safe to continue to land. A pilot who elects to abort a landing should climb to circuit height, maneuvering to keep other traffic in sight, maintain a safe distance from other aircraft and re-join the circuit when it is safe to do so. This may involve maneuvering to the right, left or maintaining the runway centre-line, depending on traffic, the circuit direction and terrain.

9.2 Aircraft performing a go-around should advise by radio, when safe to do so, their intentions to perform a go around to any aircraft on the runway or aircraft who have just taken off.

9.3 If an aircraft completing a go-around procedure draws level with or overtakes the aircraft in the act of taking off, it is recommended that the aircraft taking off advise the aircraft doing the go-around by radio when it is safe for the overtaking aircraft to turn crosswind.

10. VEHICLES ON THE AIRFIELD

10.1 CLUB MEMBERS

10.1.1 Club members are permitted to move their vehicles around the airfield on the assumption that they have read these procedures, understand, and comply with them. Club members may operate their vehicles on the runway provided that:

A. It is absolutely necessary to do so, (eg. shifting a trailer, airfield maintenance, etc.), and then clear the runway as quickly as possible and park (where possible) at least one wingspan (10m) from the taxiway or runway edge.

B. Where possible, ground crews should maintain a listening watch on the airfield aviation frequency 126.7 MHz and communicate with aircraft intending to use the runway to ensure separation and ground personnel safety.

C. A constant lookout is maintained for aircraft (aircraft have right of way at all times).

D. When an aircraft approaches to land or take-off, any vehicles are immediately cleared from the runway if practicable.

E. At any time when the airfield "appears" to be non-operational, a proper lookout should be maintained for unexpected aircraft arrivals.

10.2 MEMBERS OF THE PUBLIC

10.2.1 It is the responsibility of all pilots and members to ensure that members of the public and their vehicles are kept away from the aircraft maneuvering areas. This is of particular importance where rotary wing aircraft spin up or down the rotors. The Club may provide signs and ropes etc. for this purpose during open days etc. A Ground Controller may be appointed to oversee adherence.

10.2.2 Areas where the public can view the operation without risk should be pointed out to visitors.

10.2.3 The Duty Pilot may suspend flying operations until the safety of the public has been attended to.

10.2.4 Particular attention should be paid to children who have been left unattended, as well as any vehicles and people wandering too close to aircraft maneuvering areas. Always remember that the public is often unaware of what constitutes a danger to themselves or to the operation of an aircraft.

10.2.5 Visitors are not permitted to bring pets to the airfield.

11. CLUB MEMBERS' PETS

11.1 Members may bring their pets to the airfield, but are responsible to ensure they are under direct control or on a leash. Any pet that inadvertently causes damage to any aircraft for any reason, places the pet owner liable for the cost of repairs for all / any damage sustained.

12. BINDOON HILL AIRSPACE

12.1 Bindoon Hill Airfield is inside military airspace and is in a primary control zone down to SFC. It is expressly forbidden to fly, unless it has been determined that the Restricted Airspace (R155B) is deactivated, or the pilot has obtained a valid clearance to operate. Refer to VNC-5 for details.

12.2 Pilots can find out if Pearce Airspace is deactivated by obtaining current NOTAM information using NAIPS, AvFax, or Pilot Briefing Services (1800 805 150). You can also phone the Pearce ATIS on 08 9570 2257 for current airspace conditions.

12.3 IMPORTANT **NOTE:** Aircraft operating at the Bindoon Hill airfield are easily sighted on RAAF Pearce radar and most likely on Perth civil radar down to a few hundred feet. Pilots attempting to operate without the appropriate clearance will seriously jeopardize the club's ability to operate from an otherwise excellent airfield and may be disciplined or expelled from the club if they operate without clearance.

12.4 Military **Low Flying Area.** Bindoon Hill is within the RAAF low flying area, and RAAF low flying can occur when R155A or R155B is active.

13. EMERGENCY PROCEDURES

13.1 GENERAL INFORMATION

13.1.1 If power lines are involved, pay particular attention that aircraft or the ground nearby is not electrified. Call Western Powers outages and faults hotline (131351) to have the power removed as soon as possible. Remain at least 8m from any live wires.

13.1.2 Check that all occupants are safe from immediate danger.

13.1.3 Check for a response from all occupants.

13.1.4 Check airways are clear. Check for breathing. Check for circulation or heartbeat.

13.1.5 If medical intervention is required call or get someone to call 000, request an ambulance and tell them we have a defibrillator. They will connect you to St John, tell them you have a defibrillator and they will then advise the defibrillator access code, explain how to use it and talk you through the emergency.

13.1.6 The Defibrillator is mounted on the green PA door of the club room.
Stop any bleeding with direct pressure to wounds.

13.1.7 Make the injured as comfortable as possible. Keep them warm.

13.1.9 A First Aid Kit is located in both the fire truck and Club Room. Any dispersals of content must be reported to the Club Secretary, who will arrange replenishment.

13.2. AIRCRAFT OR VEHICLE ACCIDENT

13.2.1 On arrival at the scene of an accident, firstly avoid any possible injury to yourself and others prior to assisting with an emergency.

13.2.2 Avoid the risk of fire. Even on the coldest, wettest days, fuel which is always present, will ignite easily and burn fiercely. If arriving at the scene in vehicles, keep them a safe distance from the aircraft. Some vehicles have extinguishers. Remove all available extinguishers from their carrying devices and place them at the ready. Have bystanders read the instructions and be primed ready to use them in case of a fire.

13.2.3 Seek assistance from emergency services as soon as practicable, especially if there may be injured persons trapped in the vehicle or aircraft.

13.2.4 In any emergency situation where emergency services are required to attend the airfield state the location as any or all of the following;

a. 4.5 kilometres East of Great Northern Highway at 2944, on the Bindoon Dewars-pool Road. The airfield is on the northern side of road and the entry is sign posted.
b. At 31 degrees 20 minutes South latitude, 116 degrees 11 minutes East longitude.
c. The airfield is located 1NM west of R134C and is identified on the VNC-5. (For RAC rescue helicopter)
d. Have someone meet the emergency services vehicle at the front gate on Dewars Pool Rd and direct them to the incident site.

13.2.5 Fuel spill procedure.

Ensure Safety and Assess the Situation

- Prioritize personal safety. Do not rush into the spill area.
- Remove ignition sources. Turn off electrical equipment and engines and put out any open flames. Use only non-sparking tools for cleanup.
- Alert others and evacuate anyone not involved in the spill response.
- Ventilate the area if it's enclosed, but make sure fumes are directed safely outside if possible.
- Don appropriate Personal Protective Equipment (PPE). This may include acid-resistant gloves, safety glasses, and other gear.

Control and Contain the Spill

- Stop the source. If it is safe, try to stop the flow of fuel from the source. This could involve plugging a hole or up-righting a container.
- Contain the spill. Use booms, dikes, or absorbent materials to create a barrier around the spill and prevent it from spreading to drains, waterways, or other areas.

Clean Up the Spill

- Apply absorbent material. Use absorbent pads, socks, or granular absorbents to soak up the fuel.
- Remove contaminated material. Once saturated, carefully sweep or scoop the material into designated disposal bags or containers.
- Decontaminate the area. After the bulk of the fuel is removed, clean the area with appropriate methods.

Peat sorb is lighter than Kitty litter as an absorber. Use a large plastic shovel to spread it. Simple Green degreaser is used by road crews to spread solvents while they are still floating on top of the bitumen. Note: Using water weakens the runway bitumen emulsion once the fuel starts to mix with it.

14. MEMBERS INVITING VISITOR AIRCRAFT

14.1 Operations from the Bindoon Hill Airfield can only be undertaken by SLACWA members and invited guests. Any member may give permission to a visitor to fly-in, however the member must ensure the visitor is fully aware of our procedures, especially our fly neighbourly policy and restricted areas. Permission to fly-in is also available by contacting the President or Secretary. The President's and Secretary's contact details are posted on the Clubs' web site - www.slacwa.org.au

14.2 Visiting Pilots must be advised that on week days, BINDOON HILL (YBHL) AIRFIELD IS INSIDE MILITARY AIRSPACE AND IS IN A PRIMARY CONTROL ZONE DOWN TO SFC. It is expressly forbidden to fly-in unless it has been determined that the Restricted Airspace is deactivated (Notam via NAIPS, Avfax etc). Refer to VNC-5 for restricted area details.

14.3 Aircraft visiting the Bindoon Hill Airfield will be generally permitted to visit the Club, provided that they are made aware of and observe the operations procedures in this manual and applicable CASA regulations.

14.4 Under no circumstances are aircraft to fly within 1km of the Edmund Rice College buildings. This by agreement with the College Management and overrides the CAO's.

14.5 Care must be taken not to upset any livestock or cause damage to Edmund Rice College property.

14.6 Visiting Pilots are to be referred to Section 3 of this manual for the Club's standard circuit operating procedures.

14.7 If in the opinion of the Superlight Club of W.A. (Inc), any aircraft operator or visitor that is likely to harm relations between the Club and Edmund Rice College management, local government, local residents or CASA, the Club reserves the right to selectively forbid such operators from using the facilities. Further, anyone who has been banned from the airfield or was not invited, and refuses to vacate the premises within a reasonable time will be deemed to be trespassing and the Club membership will be duty bound to request Police to escort the person from the property (Gingin Police Tel No. 08 9575 5600).

15. FLY NEIGHBOURLY POLICY

15.1 To prevent aircraft engine noise impacting on our near neighbours, overflying properties south of Dewars Pool Rd whilst in the circuit pattern shall be avoided at all times, unless aircraft safety mandates it is necessary to do so.

15.2 Whilst aircraft may legally join the circuit from the dead side at 1000' AGL, the club requests that all aircraft shall approach the field from the north or west and remain north of Bindoon - Dewars pool Rd as far as practicable, thus reducing the noise impact on surrounding properties.

15.3 Continuous circuits are not permitted before 9am on Sundays, however departures and arrivals are acceptable.

16. AIRFIELD SECURITY

16.1 Members leaving the airfield shall check whether they are the last person on the field and shall ensure the Club rooms are locked, the toilet block gas cylinders are both off and the entrance gate closes correctly as they depart.

17. DUTY PILOT for Special Events

17.1 A Duty Pilot can be installed for special events etc, at the discretion of the SLACWA Club's ` executive but there will only ever be one duty pilot at any one time.

17.2 If a Duty Pilot is not appointed, responsibilities fall upon the most senior of pilots on the airfield at any given moment in time, and these persons shall be considered "Temporary Duty Pilot". If a more senior pilot arrives on the field, that person will assume the responsibilities of "Temporary Duty Pilot". As a guide, the seniority of pilots shall be in order of priority as follows: (or equivalents)

1) Chief Flying Instructor (CFI)
2) Senior Flying Instructor
3) Flying Instructor
4) Commercial Pilot License
5) Private Pilot License
6) Recreation Pilot License
7) Pilot Certification

17.3 The function of the Duty Pilot is to provide a single decision-making function in matters relating to safety and efficiency on the airfield. The Duty Pilot has certain direct responsibilities relating to safety as follows:

1) As the first person on the field ensure the Club rooms are opened and the fire truck is ready and available in the event of a fire.

2) Marshaling visiting aircraft to the parking areas.

3) Keeping members of the public at safe distances.

17.4 As the last person on the field, the Duty Pilot will ensure the Club rooms are closed and locked, and the gas cylinders on the toilet block are closed, the entrance gate closes correctly as they depart.

17.5 Whilst safety is everyone's responsibility, any final decisions on safety related matters are ultimately made by the Duty Pilot.

18. FIRE PREVENTION AND FIRE FIGHTING

NOTE: Open fires including open air BBQs are not permitted as declared by the Chittering Shire. A Chittering Shire penalty for a 1st offence is set at $4500 and $10,000 for any further offenses. Gas fired BBQs are generally acceptable, except on Total Fire Ban days.

18.1 Upon arrival at Bindoon Airfield, any member who intends to use any machine that is capable of starting a fire (engine powered mechanical device, aircraft, generator, chain saw, mower, grinder etc) must first:

a. Confirm that there is adequate fuel in both fire truck and fire pump tanks.
b. Ensure that the fire truck water tank is full.
c. Make the fire truck readily available for immediate use.

18.2 No open-air BBQ's or open fires are permitted within airfield boundaries unless the Fire Truck is in attendance. (NB: gas fired BBQ's do not qualify as an open fire).

18.3 Vehicles shall not be driven off designated roads or tracks (or through long grass) as hot exhaust systems can start grass fires due to the high temperatures generated by catalytic converters.

18.4 All hangar owners shall have available at least one portable "All Class" fire extinguisher mounted in a conspicuous position preferably near a hangar door.

18.5 When using any tools which could start a fire (grinders, welders etc), a second person observing with a suitable fire extinguisher in hand (or the fire truck if available) shall be present, to extinguish any outbreak of fire before it can take hold.

18.6 During any Shire or Fire Brigade declared "**Total Fire Ban",** no open fires are permitted and use of any tools which could start fires (grinders, welders etc.) are NOT permitted to be used under any circumstances. Extreme caution and a high degree of awareness must be exercised at all times by members and visitors alike.

18.7 When a "**Harvest and Vehicle Movement Ban**" (also known as HVMB) day has been declared by

the relevant authorities, members are NOT permitted access to the Bindoon Hill Airfield environs. Members present on the airfield when a Harvest and Vehicle Movement Ban is declared must vacate the airfield immediately. Only the Safety Officer may remain on the airfield thereafter.
See http://www.emergency.wa.gov.au/textonly.html web site for any current alerts.

18.8 In the event of a fire, if it cannot be quickly extinguished, raise the alarm and ensure all people are removed to a safe location. Assistance must be sought immediately via 000. Have someone meet the emergency services vehicle at the front gate on Dewars Pool Rd if possible.

18.9 Where possible, use firefighting equipment to protect people first, then the aircraft, hangars, and other Club assets.

18.10 If in any doubt of personal safety, evacuate to a safe location and await the arrival of emergency fire services.

18.11 Hangar / hangar site owners are required to keep their immediate surrounds, clear of combustible materials and cutting of grass and vegetation is required. Tree branches overhanging hangars may be trimmed to reduce fire risk to buildings, but trees are not to be excessively trimmed or removed without express written permission of the Club.

18.12 The Shire of Chittering offers an SMS alert service regarding fire bans; it is free and the application form can be found at:

https://www.chittering.wa.gov.au/services/fire-emergency/smswarning.aspx

19. USEFUL PHONE NUMBERS

Club President	Greg Thomson	**0412 006 356**
Club Secretary	Paul Goodhew	**0447 821 733**
Club Safety Officer	Gary DePiazza	**0415 818 415**
Gyro CFI	Nick Buri (White Gum airfield)	**0408 923 710**
SLACWA	Duty phone	**0492 930 303**
RAAF Peace (Weekdays)	**Approach Supervisor**	**08 9476 8622**
RAAF Peace ATIS	Terminal Information	**08 9570 2257**
Gingin Police	Station part time	08 975 5600
DFES	Fire emergency	000
St John Ambulance	Medical emergency	000
Aus SAR	Search and Rescue	1800 815 257
ATSB Accident Notification		1800 011 034

20. FLYING TRAINING AREAS

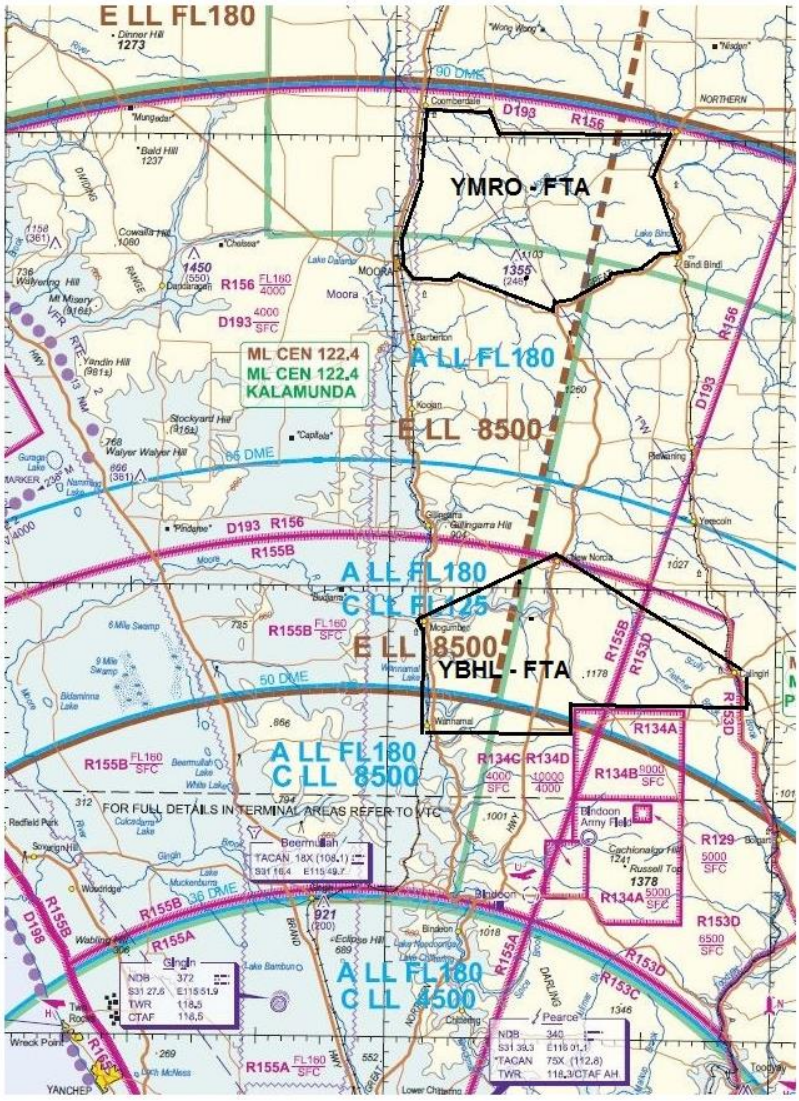
Flying training can only be undertaken at YBHL by a SLACWA approved flying training service provider.

20.1 When Ab initio flying training is conducted from YBHL. Pilots flying in and out of the airfield, especially to or from the North, need to maintain a good lookout and be aware that students may be flying solo in the area shown on the VNC-5 extract below.

20.2 Flying training in rag and tube (eg, Thruster / Drifter) type aircraft may be conducted west of the field at lower altitudes (below 2500' AMSL), however this is not common.

20.3 Pilots should (dual) monitor 126.7 to be aware of aircraft operating within the FTA as well as traffic arriving and departing to the FTA where possible. This is our higher traffic density lane and poses the highest risk of midair collision.

FLIGHT TRAINING AREAS
YBHL & YMRO



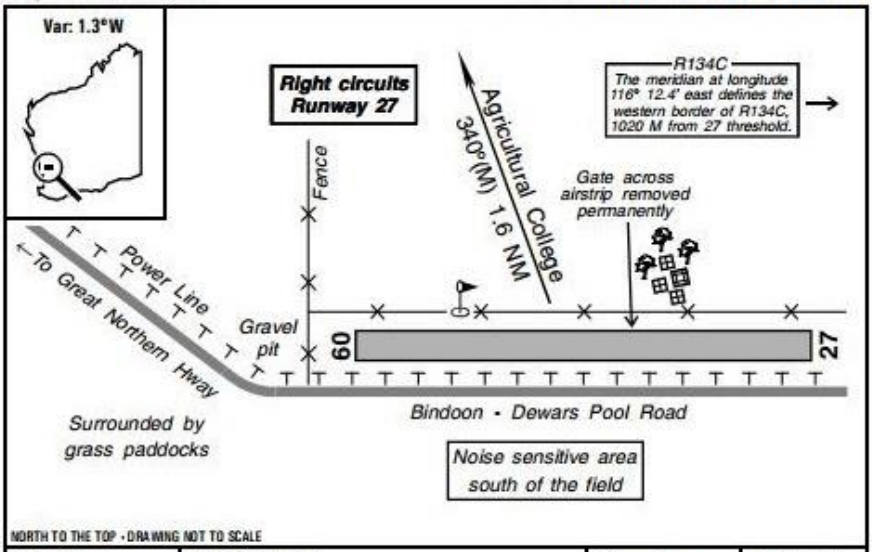
21. COUNTRY AIRSTRIPS GUIDE 24TH EDITION – INFORMATION SHEET

NOT FOR OPERATIONAL USE

Issued as a guide only: Pilots should refer to the latest information contained in the current ERSA or Country Airstrips Guide.

Warning: It is a requirement to check airstrip condition and details with owner

Bindoon Hill, WA

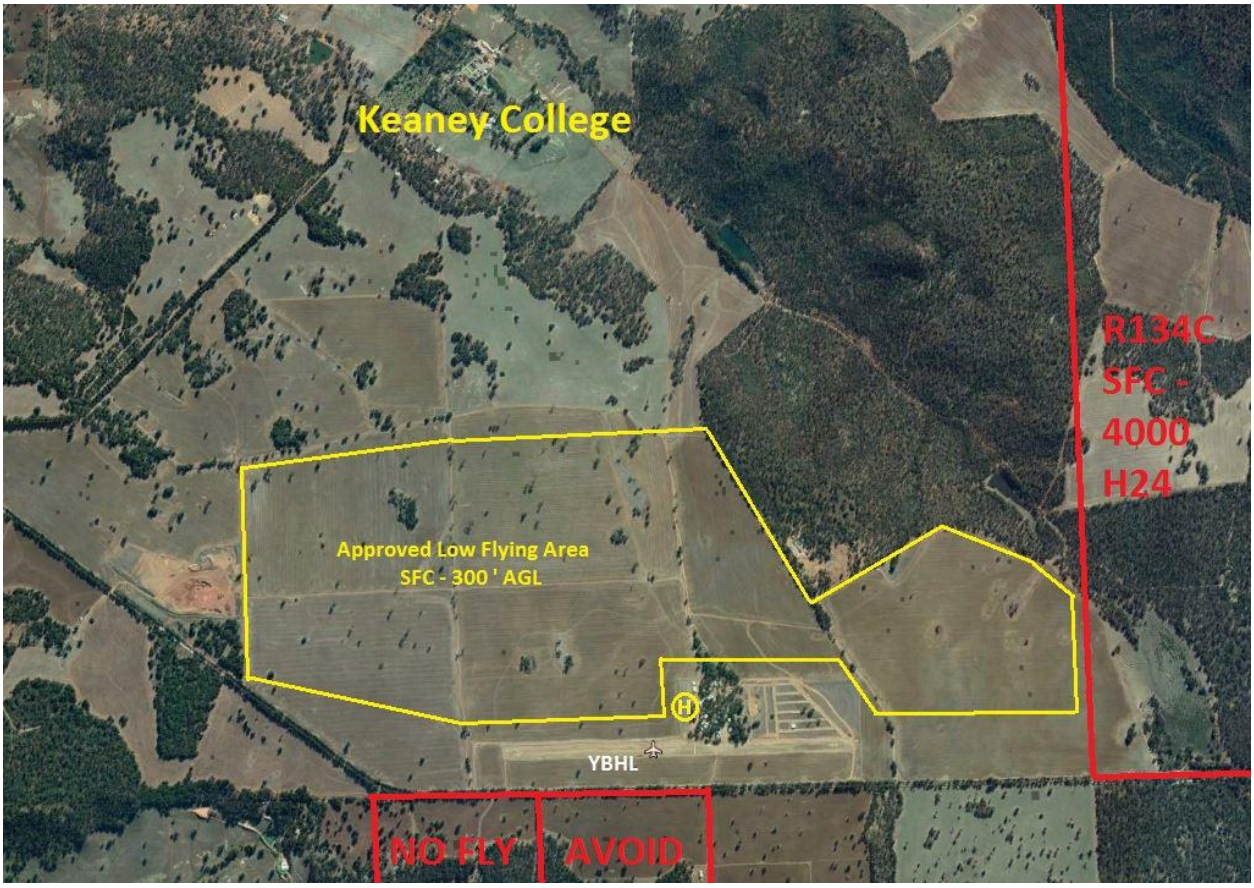


Elevation:	935 Feet AMSL	**Time Zone:**	UTC + 8
GPS Position:	31° 20.411' South 116° 11.293' East	**Area Forecast:**	60
WAC Charts:	Perth (3351), Albany (3462)		
Owner/Operator:	Superlight Aircraft Club of WA (08) 92792984, secretary@slacwa.org.au		
Strip Directions:	09-27		
Strip Lengths:	1400 M		
Strip Surface:	Unsealed - brown gravel		
Windsock:	Yes		
Strip Markers:	Tyres painted white		
Lighting:	Nil		
Fuel:	Nil		
Special Procedures And Remarks:	Purchased by the Superlight Aircraft Club of WA (SLACWA) June 2016. This airstrip is located within Restricted Airspace, R134C is located just past late downwind runway 27, it is mandatory not enter this airspace (Refer VNC-5). Right circuits RWY 27, turn right crosswind at 500 feet AGL (low performance aircraft), 700 feet AGL (high performance aircraft). Noise sensitive area exists south of the field, do not overfly farm properties south of the Bindoon - Dewars Pool Road unless emergency or operational safety requirement. Prior to operations, please consult the SLACWA Operations Manual Visitors Version, download at http://slacwa.org.au/wp/downloads/. Latest information also: SLACWA (08) 9279 2984, (08) 94777595, Adrian Stoffells 0427 094552 (mobile), stoffels@ozemail.com.au (email). Permission required prior to use.		

© Country Airstrip Guide October 2016
ALL RIGHTS RESERVED

Bindoon Hill, WA

22. LOW FLYING AREAS MAP (Shows Helipad West area “H”)

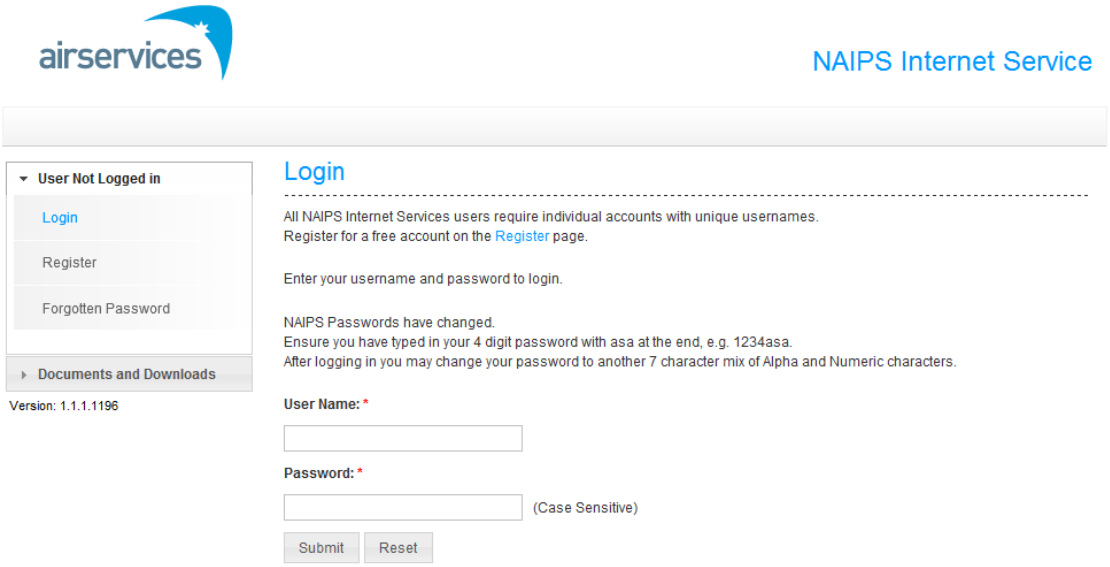


23. USEFUL WEBSITES

Superlight Aircraft Club of WA Inc	www.slacwa.org.au
Recreational Aviation Australia (RAAus)	http://www.raa.asn.au
ASRA	http://www.asra.org.au
General Weather Forecast	http://www.weatherzone.com.au/wa/lower-west/gingin
CASA Visual Flight Guide	http://vfrg.casa.gov.au

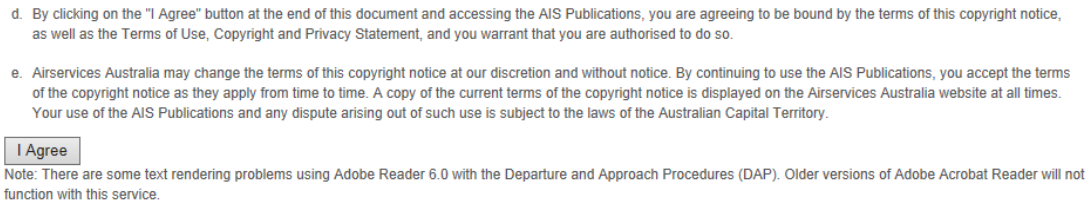
NAIPS	https://www.airservicesaustralia.com/naips/Account/Logon

Register and use NAIPS for Weather and NOTAM information (Area 60 for Bindoon)



ERSA	http://www.airservicesaustralia.com/aip/aip.asp

Click on I agree at bottom of page



Click on En Route Supplement Australia (ERSA)

Aeronautical Information Package

- AIP Book (17-Aug-2017)
- AIP Book (09-Nov-2017)
- AIP Charts (25-May-2017)
- AIP Charts (09-Nov-2017)
- AIP Supplements and AICs
- Summary of SUP/AIC Current 14 Sep 17
- Summary of SUP/AIC Current 12 Oct 17
- Departure and Approach Procedures (DAP) (17-Aug-2017)
- Departure and Approach Procedures (DAP) (09-Nov-2017)
- Designated Airspace Handbook (DAH) (25-May-2017)
- Designated Airspace Handbook (DAH) (09-Nov-2017)
- En Route Supplement Australia (ERSA) (17-Aug-2017)
- En Route Supplement Australia (ERSA) (09-Nov-2017)
- Precision Approach Terrain Charts and Type A & Type B Obstacle Charts

NOTE: All AIP SUP and AIC will be updated regularly and can be obtained from the AIP Supplements and AICs link above.

For other operational documents contact the Publications Unit.