



CTAF

Common Traffic Advisory Frequency



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What is CTAF?

CTAF stands for **Common Traffic Advisory Frequency**. These frequencies enable pilots flying in uncontrolled airspace such as in the vicinity of an airfield with no operating control tower, to communicate their position and intentions to each other. This greatly aids situational awareness and helps facilitate safer operations. The CTAF frequencies are identified in appropriate aeronautical publications and on all visual flight rules (VFR) sectional maps. See Figure 1. In the absence of a specified CTAF frequency, use MULTICOM on 126.7.



Figure 1: Melbourne Visual Terminal Chart showing CTAF frequencies

When should CTAF be used?

You should use a CTAF when operating within 10 nm and 5000 feet of an uncontrolled airfield, when either departing, arriving or overflying. The inbound call should be made approximately 10 minutes from the airport, but no later than 10 nm. For a turboprop aircraft this is typically 15 nm out, and 30 nm for a jet. When flying in multiplayer sessions where flight plans are provided and where CTAF frequencies are prescribed, the CTAF frequency should be used rather than the standard 118.75 frequency.

Prescribed CTAF broadcasts

All CTAF broadcasts have much the same content presented in much the same sequence:

- The location
- Who you are calling
- Where you are
- What your intentions are
- The location repeated.

In the following example broadcasts the location is Armadale and the aircraft call-sign is for a Cessna 182 with the Australian call-sign VH-ABC (Alpha Bravo Charlie).

Situation	Broadcast
Taxiing for departure	Armidale traffic, Cessna 182 Alpha Bravo Charlie, taxiing runway 23 for Bankstown, Armidale.
Taxiing for circuits	Armidale traffic, Cessna 182 Alpha Bravo Charlie, taxiing runway 23 for circuits, Armidale.
Entering a runway	Armidale traffic, Cessna 182 Alpha Bravo Charlie, entering runway 23 for Bankstown, Armidale.
Inbound to airport	Armidale traffic, Cessna 182 Alpha Bravo Charlie, one two miles south east at 3000, inbound runway 23, Armidale.
Joining circuit pattern - downwind	Armidale traffic, Cessna 182 Alpha Bravo Charlie, joining downwind runway 23 , Armidale.
Joining circuit pattern - Midfield crosswind	Armidale traffic, Cessna 182 Alpha Bravo Charlie, joining midfield crosswind runway 23 , Armidale.
Turning base leg	Armidale traffic, Cessna 182 Alpha Bravo Charlie, turning base runway 23 , Armidale.
Approaching finals	Armidale traffic, Cessna 182 Alpha Bravo Charlie, turning final runway 23 , Armidale.
Clear of runway	Armidale traffic, Cessna 182 Alpha Bravo Charlie, clear of runway 23 , Armidale.
Overflying the airfield (transit call)	Armidale traffic, Cessna 182 Alpha Bravo Charlie, one two miles south maintaining three thousand five hundred, overflying to the north, Armidale.

