



CIRCUIT PATTERNS FOR SIMULTANEOUS OPS ON 13/17 & 31/35

The Aeronautical Information Manual / RAC / Sect 4.5.2 has this to say about use of more than one active runway at uncontrolled aerodromes:

“Should it be necessary for aircraft to approach to, land on, or take off from a runway other than the active runway, it is expected that the appropriate communication between pilots and the ground station will take place to ensure there is no conflict with other traffic.”

This describes a situation that is usually short duration and involves one take off or landing. The situation at Edenvale is somewhat different in that at least one local aircraft requires a grass runway for normal ops and thus we will sometimes see more than one runway in use at any given time. Therefore special procedures and precautions must be observed whenever runway 31 and 35 or runway 13 and 17 are in use simultaneously. In general terms, the basic circuit will be for 13/31 with pilots using 17/35 modifying their downwind, base and final legs slightly.

1. The circuit for 31 will be standard. The circuit for 35 will be altered slightly because an aircraft departing 35 will have to join the circuit for 31 and will do so by flying a crosswind leg for 31. The crosswind leg should be slightly further out than the position where an aircraft would normally turn to crosswind at 500 ft AGL after take off.
2. A pilot intending to land on 35 may have a problem with traffic ahead of him that is landing on 31. The several blue flight paths describe the possible paths the pilot on 35 may have to follow to maintain separation with the aircraft ahead of him in the circuit.

When 31 and 35 are in use there are three locations where there is potential for conflict because of the different orientation of the runways. These locations are listed below and the pilot actions required to mitigate risk are as follows:

1. Location 1: Intersection of taxiway B or rwy 26/08 with the extended centreline on the departure end of 35. Pilots taxiing and taking off or landing will have to visually ensure no conflict. Pilots holding short on the taxiways must do so at least 60 m (200 ft) from the centreline of 17/35. Yellow hold markings will be painted on the taxiway surface and on rwy 08/26.
2. Location 2: Intersection of the crosswind leg of the re-joining aircraft with the flight path of an aircraft climbing straight ahead on departure. The aircraft joining the circuit (ie the one coming off 35) must yield to the aircraft already in the circuit for 31.
3. Location 3: Intersection of the flight paths of both aircraft on final approach to their respective runways. An aircraft in the downwind position must not alter its sequence for landing by virtue of cutting off an aircraft ahead of it during the turn to final. The blue flight paths show the variety of options available to the pilot going for 35 that will keep him behind any 31 traffic that might be ahead.

When 13 and 17 are in use, there are another two locations where conflict may occur:

4. Location 4: Pilots taking off or landing on 13 and 17 must confirm no conflict with traffic on the other runway.
5. Location 5: Pilots departing 17 and joining the crosswind for 13 and pilots departing 13 straight ahead must ensure no conflict with traffic from the other runway.

