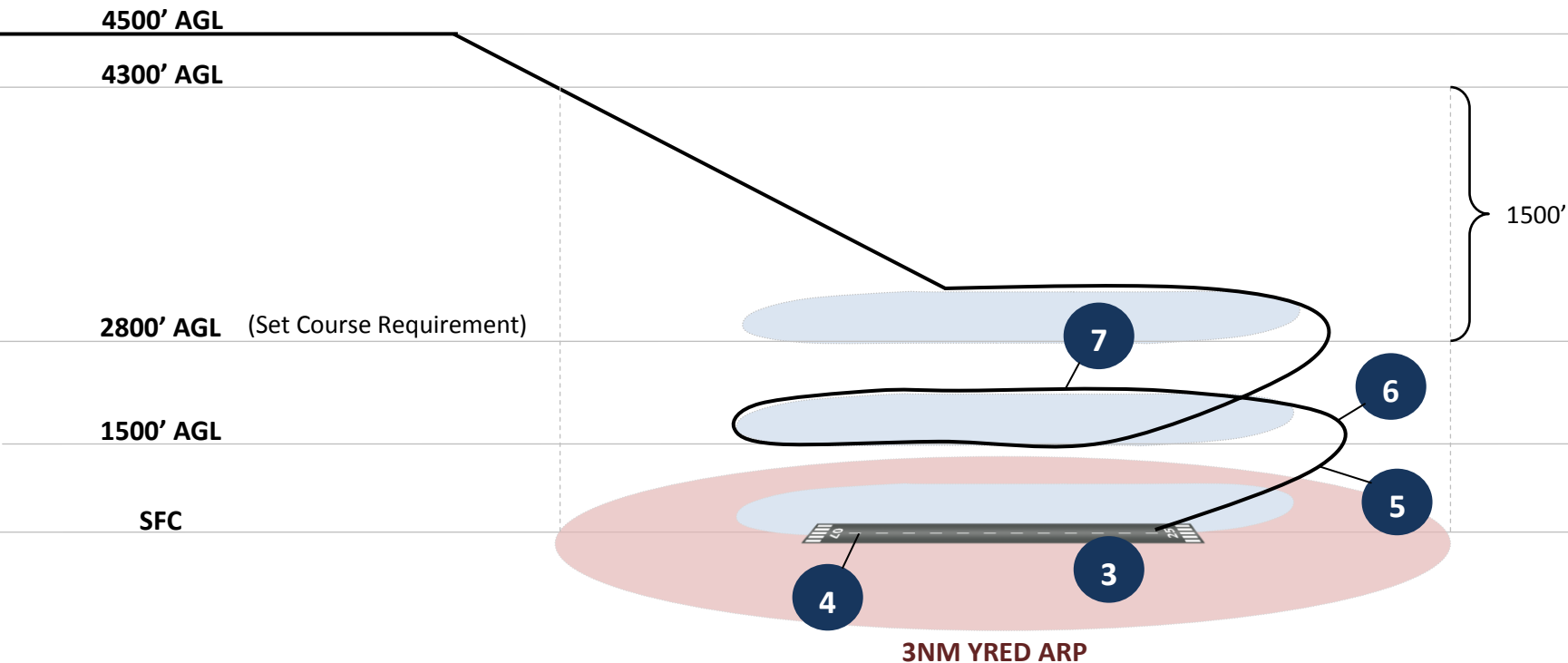


Night VFR Departure



Calculating a set course requirement

Cessna 172S rate of climb = 500 feet/min

Cessna 172S Climb ground speed (nil wind, ISA, S.L.) = 74 Knots

Time interval to 3NM = 2.43 or 3 Minutes (rounded)

500 Feet/min for 3 Minutes = 1500 Feet

Lowest safe altitude – altitude gained on departure = Set course requirement

4300 – 1500 = **2800 Feet AGL**

CAUTION

Charts depicting obstacles within the night circling area are **not** published. Ensure that you are familiar with the surrounding terrain and obstacles within the circling area, as these may be a hazard.

NIGHT VFR RADIO CALLS			
1	[Location] Traffic [Aircraft type] [Callsign] Taxiing runway [number] Departure [direction] (<i>compass quadrant</i>) [Location]	2	Brisbane Centre [Callsign] [Aircraft type] Taxiing [location] for [destination] Or [location] for [destination] via [waypoint] Set course requirement [altitude] Request code
3	[Location] Traffic [Aircraft type] [Callsign] Entering and backtracking runway [number] Departure [direction] (<i>compass quadrant</i>) [Location]	4	[Location] Traffic [Aircraft type] [Callsign] Rolling runway [number] [Location]
5	[Location] Traffic [Aircraft type] [Callsign] Turning crosswind runway [number] Climbing overhead Contacting [ATS Unit name] [Frequency] [Location]	6	Brisbane Centre [Callsign] Passing [altitude] (<i>to nearest 100 feet</i>) For [flight planned cruising level]
7	Brisbane Approach [Callsign] Maintaining [last assigned level] or Climbing to [last assigned level] Request clearance		
<p>Read-back for visual approach: When within the circling area, leave control area on descent [callsign] Or Descend [radar LSALT] When within the circling area, leave control area on descent [callsign] *Do not descend below your LSALT until within 3NM with the runway lighting in sight. *Do not change frequency unless given the instruction "frequency change approved". *Do not make radio calls to the CTAF on another COM whilst in CTA unless you have been given the instruction "frequency change approved". As you transmit the second COM radio is muted. You are required to maintain a continuous listening watch on the relevant ATS frequency when in CTA/R. *If given an instruction to "leave control area on descent" and your LSALT is OCTA, ensure that you are not going to re-enter CTA closer to your destination. If you suspect you will be re-entering CTA, request a clearance to "leave and re-enter control area on descent".</p>			