



Antique Aeroplane Association of Australia

National Fly-In: 18-21 April 2024

Corowa, NSW

Visiting Pilot Information



ANTIQUE AEROPLANE ASSOCIATION OF AUSTRALIA

For urgent enquiries

Primary Contact: Gordon Rich-Phillips 0412 855 930

Secondary Contact: Craig Taberner 0439 154 202

Radio frequencies

Corowa UNICOM "COROWA UNICOM" **132.450** MHz

Corowa SMC "COROWA GROUND" **122.800** MHz

First/Last Light at YCOR

	First Light (UTC)	First Light (Local)	Last Light (UTC)	Last Light (Local)
Thursday 18 April	2015	6:15 AM	0811	6:11 PM
Friday 19 April	2016	6:16 AM	0810	6:10 PM
Saturday 20 April	2017	6:17 AM	0809	6:09 PM
Sunday 21 April	2018	6:18 AM	0808	6:08 PM

The latest version of this guide is available at: <https://antique-aeroplane.com.au/national> and in OzRunways.



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1. INTRODUCTION
 - 1.1. The Antique Aeroplane Association of Australia (AAAA) is hosting its National Fly-in
 - 1.2. Location: Corowa airport (YCOR)
 - 1.3. Date: Thursday 18 April 2024 to Sunday 21 April 2024
2. FLIGHT PLANNING
 - 2.1. Ensure you have the latest version of this document, available on the Association's Facebook page and published in OzRunways
 - 2.2. Review all relevant NOTAMs, including those for YCOR
3. COROWA PROCEDURES
 - 3.1. Large numbers of aircraft movements are expected at Corowa Airport during the following period:
Thursday 18 April 2024 1200 local time
until
Sunday 21 April 2024 1200 local time
 - 3.2. CTAF frequency is 132.45 MHz
 - 3.3. UNICOM will be operated on Corowa CTAF frequency 132.45 during periods of significant arrivals and departures
 - 3.4. SMC advisory frequency ("COROWA GROUND") is 122.800 MHz
 - 3.5. Normal CTAF procedures apply at Corowa Airport for the duration of the event. Refer to ERSa FAC YCOR for specifics
 - 3.6. Due to expected traffic volume, make radio transmissions consistent with requirements in the AIP. Be concise and precise. Always maintain a good listening watch and conduct a good visual lookout. Not all aircraft will show up on iPads and digital displays
 - 3.7. Other operators, including training aircraft, may be utilising Corowa Airport during the period of the event. Be aware that not all operators will be used to operating in high density CTAF aerodromes so be mindful of your circuit spacing and radiotelephony procedures
4. WEATHER
 - 4.1. Corowa does not have a TAF, all pilots should use the resources they have available when planning flight to Corowa
 - 4.2. While good weather is expected, if excessive rainfall or similar occurs in advance of or is forecast for the event, check the AAAA's Facebook page for updates, and always exercise good judgement
 - 4.3. If surface conditions require confinement to sealed areas, AAAA will communicate any amended requirements via its Facebook page
5. RUNWAYS
 - 5.1. Pilots should select the most appropriate runway for their operation considering wind and other variables. Where operationally suitable pilots are requested to conform to the established circuit pattern
 - 5.2. Access to parking (See PARKING below) requires taxiing on active runways so plan your expected taxi route prior to arrival
 - 5.3. Exercise caution due to raised runway lighting at runway thresholds and on runway sides
 - 5.4. Exercise caution as taxiway crossovers are higher than the grass runway surfaces
 - 5.5. See 17. YCOR Grass Runway Surfaces for grass runway information
6. ARRIVALS
 - 6.1. The airport will be open to arrivals of aircraft the entire weekend. Remain vigilant when operating within the vicinity of Corowa Airport



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- 6.2. Corowa Airport supports multiple instrument approach procedures (IAPs). If arriving IFR, be aware of the potential of high-density VFR traffic in the vicinity
- 6.3. Aerodrome traffic will likely be very busy at times. Be patient, and be prepared to go around and to give way when necessary
7. PARKING
 - 7.1. Access to western parking is from taxiways adjoining runway 14/32
 - 7.2. Access to eastern parking is from a taxiway adjoining the northern end of runway 05/23
 - 7.3. After exiting runway monitor "COROWA GROUND" 122.800 MHz for parking guidance
 - 7.4. FOLLOW ME vehicles will be present and available to direct aircraft to ground marshalls for parking. Ground marshalls will be identifiable by high visibility clothing
 - 7.5. Aircraft are required to provide their own tie-down kits as hardstand parking will not be available. Grass/dirt is reasonably level and firm
 - 7.6. Be mindful of propwash and dust/debris when taxiing/turning and use appropriate power settings. Consider shutting down engine and manoeuvring your aircraft into position by hand to minimise propwash
 - 7.7. The apron and parking areas will be busy. As you move around please be vigilant. Remember you are responsible for your safety, and pilots are also responsible for their passengers
 - 7.8. Engine runups are not to be conducted in parking areas
 - 7.9. Parking area surfaces are unrated and operations on these surfaces are at the pilot's discretion and responsibility. If you wish to shut down and seek assistance from marshals, do not hesitate to do so
 - 7.10. When departing your aircraft ensure both pilots and passengers are mindful that other aircraft may be taxiing and presenting a hazard
 - 7.11. Agile Underwriting will be providing a pick-up service for crew, passengers, and luggage between aircraft parking and the reception marquee
8. DEPARTURES
 - 8.1. Be mindful of propwash and dust/debris when starting and taxiing aircraft for departure. Consider manoeuvring your aircraft into the aisle from your parking area before starting engine to minimise disruption
 - 8.2. Be vigilant for pedestrians and other aircraft at all times, especially so if departing at night or around the hours of sunset/sunrise
9. LOCAL FLYING
 - 9.1. There are several airports and ALAs in the vicinity of Corowa Airport. All pilots should maintain a good lookout for other traffic and maintain a listening watch on the relevant VHF frequencies (132.45 YCOR, 125.2 ML CEN)
10. FACILITIES
 - 10.1. Frequencies: CTAF/UNICOM is 132.450 MHz, Ground is 122.800 MHz
 - 10.2. Lighting: Runway lighting is available, see ERSA FAC YCOR for activation information
11. FUEL
 - 11.1. AVGAS will be available on Saturday and Sunday (20-21 April) provided by IOR tanker. Credit card accepted
 - 11.2. The AVGAS tanker will regularly transit the rows of parked aircraft during times of operation, simply hail it for fuel. Should you require fuel during other periods, please contact the tanker operator directly when on-site
 - 11.3. Mogas is available on Friday and Saturday (19-20 April) only from Corowa Recreational Flying. Contact Steve McIntosh 0429 328 053



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- 11.4. AVTUR not available. Nearest AVTUR at Yarrawonga (YYWG), 16NM west
- 11.5. Outside of the period when the IOR tanker is present, the nearest AVGAS is available from the IOR bowser at Yarrawonga (YYWG), 16NM west
- 12. AERODROME CHARGES
 - 12.1. Landing fees are not applicable at Corowa Airport
- 13. HAZARDS
 - 13.1. Possibility of glider ops during the day, flying right hand circuits on RWY 14 and 05
 - 13.2. Bird and animal hazards exist
 - 13.3. Review ERSa FAC YCOR for up-to-date hazard information
- 14. TICKETING/CHECK-IN
 - 14.1. Upon arrival, proceed to the reception marquee to check in with the team and receive your lanyard and plaque
- 15. CAMPING
 - 15.1. Camping is permitted at Corowa airport, including a small number of powered caravan sites located to the east of the main airport building.
 - 15.2. Toilets are available in the main airport building
 - 15.3. Showers are available at the amenities building attached to the Corowa airport terminal



16. YCOR Event Layout and Parking Map

See next page for specific parking layout.



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Parking locations depicted here are indicative only. Aircraft should follow marshaller instructions, contact SMC "Corowa Ground" on 122.8 MHz for parking enquiries. If in doubt, shut down in a safe location and contact the parking team.





17. YCOR Grass Runway Surfaces

The surface condition of the grass runways at Corowa varies. Association has performed an evaluation of the grassed surface of the aerodrome landing areas and provides the following surface condition guide. Pilots in Command are reminded that all landings are to be made at their sole discretion. The following information is a guide only and pilots should make their own inquiries before using the grass runways. Pilots are reminded that all landings are at their discretion and responsibility. Graphics are not to scale.



Red gridlines: Poor quality surface with ruts and holes



Yellow gridlines: Average quality surface with possible ruts and holes



Green shading: Generally good quality surface

