



SAAA

Fly-in & AGM

Pilot Guide 2026

(For pilots flying to SAAA Fly-in & AGM at Narromine - 2026)

Flying Display

- Display Operations
 - a) 16:15 – 17:00 Saturday 17th October

WARNING - ALL PILOTS

There will be Formation Training & Practice being carried out at the airfield and in the immediate vicinity to a radius of approximately 10nm from the airfield. During training and practice sessions the formations will communicate with inbound & departing traffic.

During the Display Times, pilots should remain clear of the Narromine CTAF. That is, remain greater than 5nm from Narromine Aerodrome and not below 3,000ft agl. Refer to YNRM NOTAMS for further details.

Pilots arriving/departing Narromine should not plan to arrive or depart Narromine during the display operation times and within 15 minutes either side of those times.



AUSTRALIAN AEROBATIC CLUB TRAINING EVENT

The Australian Aerobatic Club will be holding a training event during the period 15th-19th October at Narromine. This will precede the Australian National Aerobatic Championships, to be held 21st – 25th October at Narromine.

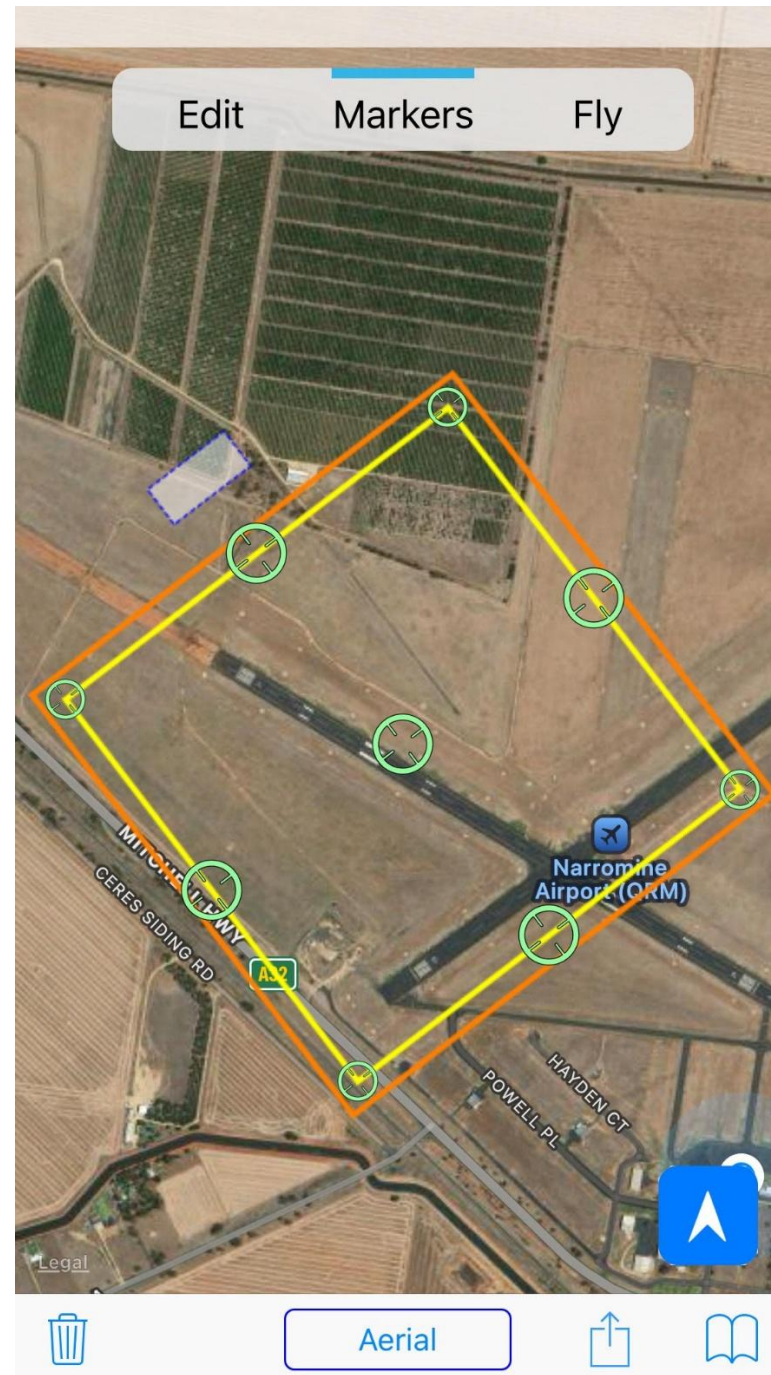
The training event will consist of five aircraft, operating one at a time, in the aerobatic box (see diagram on page 2 for the location of the box). The "Box" covers 1000m x 1000m x 1000m (3000') vertically from the lower height in use. In most cases this will be 500' AGL to 3500' AGL. The Box is mostly orientated to the north western side of RWY 04/22 and straddles RWY 11/29.

The training will typically occur for one hour in the morning, one hour at midday and one hour toward the end of the day, weather permitting.

During these operations, the aerobatic aircraft will operate on a discreet aerobatic frequency. A ground air station will be in operation on the CTAF 126.7 to advise local traffic and to also monitor the discreet aerobatic frequency. The ground air operator will be able to contact the aerobatic aircraft directly should any conflict be noted.

The ground station will advise any inbound/outbound traffic of operations in the "Box" and the lower limit of any aerobatics (lower limit will usually be 500' or 1000' AGL).

When the aerobatic aircraft depart or enter the Box, they will conform to standard circuit procedures and will be on the CTAF as normal when operating outside the Box.



Aircraft arriving on RWY 11/29 and 04/22 will be able to land underneath the Box operations. Circuits should be extended or widened where necessary to clear the Box. Align the aircraft with the extended centreline as near to 500' AGL. Avoid being on a high final approach as this may conflict with aircraft operating in the Box.

Departures - in all cases, extend the upwind leg to ensure that the departing aircraft is well clear of the Box before commencing any turns.

Departing off RWY 29 – aircraft should fly a shallow departure to stay below the Box before commencing the normal climb profile.

A NOTAM will be issued for the event. A contact phone will be in the NOTAM. Pilots can call the number beforehand if they wish to obtain further details prior to arriving/departing at Narromine.

**** NOTE:** In all cases, the pilot in command may request assistance in identifying the location of the Box and any aerobatic aircraft along with a recommended path to avoid the Box.

If the PIC does not feel comfortable with the proximity of the aerobatic aircraft and the Box operations, they may ask the ground air operator to advise the aerobatic aircraft to temporarily cease operations or raise the operating altitude.

EMERGEMCY – In the event of an Emergency, the aerobatic aircraft will immediately cease operations, depart the area and give priority to the affected aircraft.

Arrivals

- When flight planning, pilots are reminded to check NOTAMS for YNRM, Area 22 and also YSDU.
- Narromine Aerodrome is a CTAF and normal CTAF radio and operating procedures must be **followed at all times** including when the Unicom service is operating. The UNICOM Service will be operating during busy periods on Narromine CTAF **(126.7)** to provide traffic information to arriving and departing pilots and also surface wind conditions and runway in use.
- The Unicom is an information service only and not a control service. Pilots may use the information provided to enhance their situational awareness and arrival and departure planning, however, are responsible for the operation of their aircraft at all times.
- Arriving aircraft should call at 10nm inbound YNRM on the CTAF and announce their intentions. If the Unicom service is operating at the time, the Unicom operator will acknowledge their inbound call and advise known traffic.
- Pilots must watch for other traffic and ensure separation. Expedite Roll through to end of runway after landing.
- Preferred Runways are Runway 22 for arrivals and 29 for departures when wind favours those runways. In the event of easterly winds, preferred runways are 11 for arrivals and 04 for departures. These preferences are to minimise runway occupancy by aircraft “back-tracking” and to maximise taxiway availability for aircraft to hold clear of the runways whilst organizing parking requirements with the Ground Marshals. Regardless of these preferences, pilots must select the runway that is most suitable for the safe operation of their aircraft and advise on the CTAF frequency accordingly.
- After landing, and when clear of the runway, switch to Narromine Ground **(120.85)** and advise intentions, whether:
 - a) Day visitor;
 - b) Overnight stay and camping underwing; or
 - c) Overnight but not camping; or
 - d) Flying Display aircraft – FREEDOM FORMATION or AUSTRALIAN AEROBATICS TEAM
- Ground marshals will provide advice and, where possible, a “follow me” service.

Taxying and Parking

Pilots requiring fuel on arrival should notify the Ground Marshal of that requirement. Where possible, the Ground Marshal will facilitate that request, however, in the event of long delays, will request that the pilot delays refueling until prior to departure to avoid congestion on the apron.

- Taxiway flow is shown in diagrams later in this document.
- Where you are receiving a “Follow me” service, ensure that eye contact is made with the marshal prior to movement and that you follow at a safe distance. Be alert for pedestrians and ready to stop quickly at all times.
- The “**Parking Marshal**” will direct you to your designated parking area
- Keep watch for other aircraft & pedestrians at all times.

Departures

- Departing aircraft should make a taxiing call when commencing to taxi on the Ground frequency (120.85).
- Ground marshals, if present, will monitor that frequency and provide information if they believe a conflict may exist. If no response is received from a Ground Marshal and there is no sign of Ground Marshals, return to the CTAF frequency (126.7) and make taxi calls on that frequency as per normal CTAF operations.
- Pilots are responsible for keeping a lookout for other aircraft and must also be aware of the likelihood of pedestrians in aircraft parking areas.
- At the holding point and before entering a runway, pilots are to stop and call on the CTAF frequency (126.7) to determine what traffic is operating in the CTAF as well as making a visual check for circuit traffic and other aircraft on the runway.
- Pilots should only enter a runway when satisfied that no conflict or potential conflict exists. CTAF radio procedures apply.
- The UNICOM Service will be operating during busy periods to provide assistance to departing pilots
- Frequencies are:

➤ Narromine CTAF	126.7
➤ Narromine Ground	120.85
- If you require fuel prior to departure, contact “Ground” prior to taxiing to the fuel bowser

Note!

- You may experience a higher volume of circuit traffic than you are used to
- **Listen** to the radio, **Lookout** and maintain **Situational Awareness**
- There will likely be frequent local flights operating at YNRM including glider ops throughout the event

AIP Australia

04 SEP 2025

PAC YNRM - 1

NARROMINE

ELEV 782

AVFAX CODE 2221

NSW

321252S

1481329E

UTC +10

VAR 11 DEG E

YNRM

CERT

AD OPR Narromine Shire Council, PO Box 115, Narromine, NSW, 2821. PH 02 6889 9999: AH 0458 888 674, ARO 0408 852 931 (H24). Fax 6889 9998.

HANDLING SERVICES AND FACILITIES

Inland Petroleum: AVGAS H24 self-service. Inland Petroleum account cards, V and MC accepted. Phone 0428 607 372, 0417 260 031.

PASSENGER FACILITIES

PT/TX (131 008)/AC (02 6889 2129)/RF/WC/ME (02 6889 2366) ME Avionics (02 6889 2733)

APRONS AND TAXIWAYS

1. TWY B 5,700KG MAUW.

2. TWY E 2,000KG MAUW.

3. TWY F, G, H and J gravel.

4. TWY C bitumen.

AERODROME OBSTACLES

LIOL - 945FT AMSL, 1,900M, 154 M FM RWY intersection.

PHYSICAL CHARACTERISTICS

04/22

043

36a

PCR 100/F/B/0.60 MPa/U

WID 30

RWS 90

11/29

110

50a

PCR 100/F/B/0.60 MPa/U

WID 30

RWS 150

AERODROME AND APPROACH LIGHTING

RWY 11/29

LIRL

PAL 122.4

RWY 11/29 edge light spacing: 60M.

OTHER LIGHTING

ABN

FLG 10 W

TWY LGT: Blue edge on TWY A and B from APN to end RWY 11.

ATS AND AERODROME COMMUNICATION FACILITIES

FIA

MELBOURNE CENTRE

123.9 Circuit Area

LOCAL TRAFFIC REGULATIONS

Access to TWY D FM APN not AVBL.

FLIGHT PROCEDURES

Gliding OPS HJ. Gliders operate common circuit direction from separate strips alongside RWS.

Glider strips marked by orange gable markers. Also AVBL for tail-skid-equipped ACFT.

Simultaneous OPS NOT permitted.

Information may be continued on the next page: PTO

SAAA YNRM AGM Fly in Pilot Guide Oct 2026

Page 10 of 13

AIP Australia	04 SEP 2025	PAC YNRM - 2
CTAF 126.7		
ADDITIONAL INFORMATION		
Bird hazard (cockatoos, crows and hawks) exists in VCY of AD. Increased numbers expected between SEP and MAR.		
CHARTS RELATED TO THE AERODROME		
1. WAC 3456, 3457.		
2. Also refer to AIP Departure and Approach Procedures.		

WARNING

This data is current as of 17/08/2026

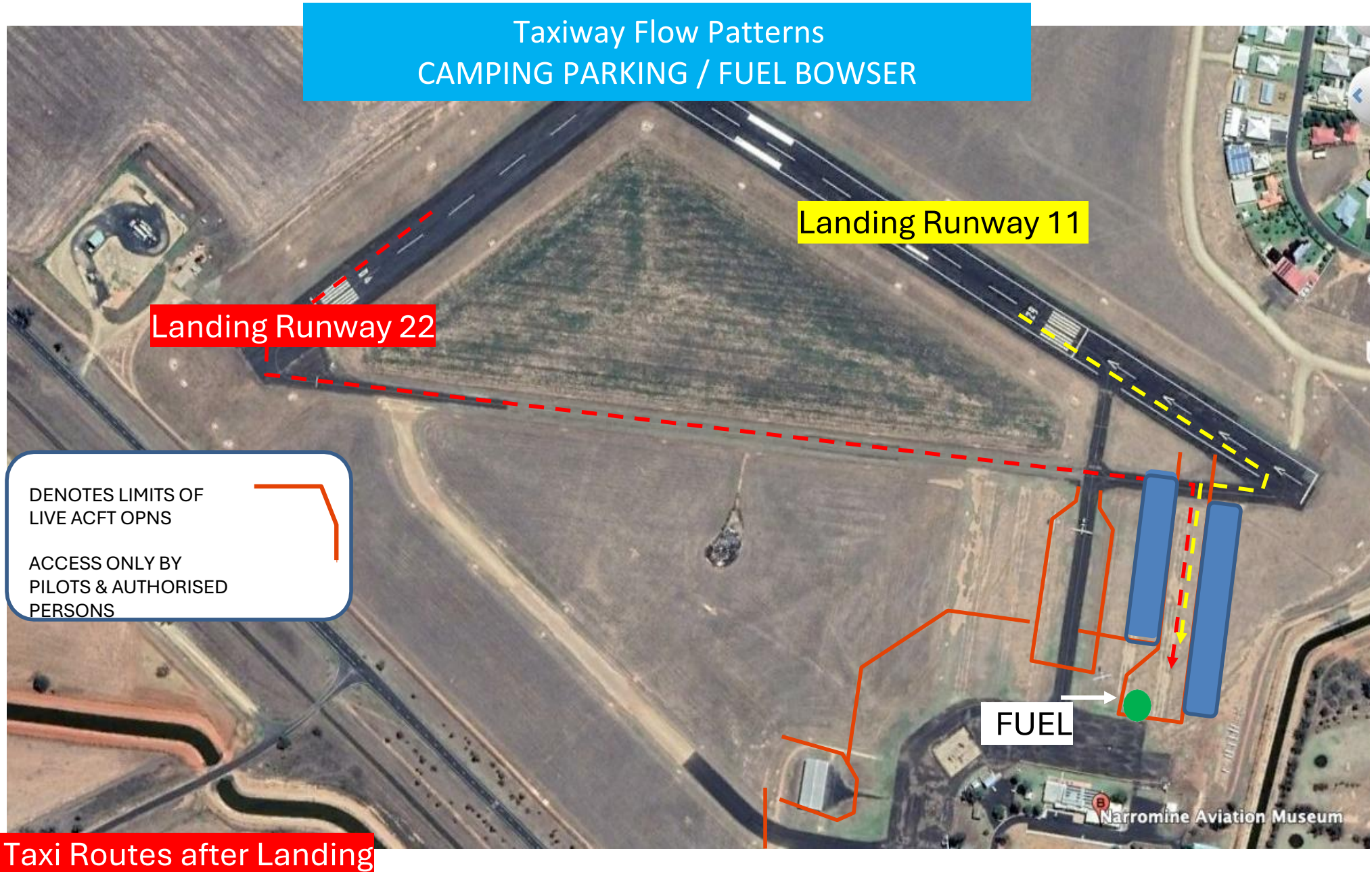
It is a pilot's responsibility to check for currency in their ERSA on the day of ops at YNRM

SAAA-Aircraft Parking Guide



General Arrangement – Aircraft Parking

Current as at 10 Sept 2019



Current as at June 2019