

Fly'n For Fun – Information for pilots (current March 2026, subject to change)

There are no additional procedures or changes to airspace for pilots flying into Parkes to attend 'Fly'n For Fun', however it's still important for each pilot in command to be aware that there may be a significant increase in traffic operating to or from Parkes (YPKS) during 27th – 29th March 2026.

As is always the case, pilots should familiarise themselves with all available information contained in current versions of the Aeronautical Information Package (AIP) and the latest En-Route Supplement Australia (ERSA) during the pre-planning stage. To assist your planning we also recommend you review other resources including CASAs "[Be Heard, Be Seen, Be Safe](#)", the latest version of the [Visual Flight Rules Guide](#) and [Advisory Circular AC 91-10 'Operations in the vicinity of non-controlled aerodromes'](#).

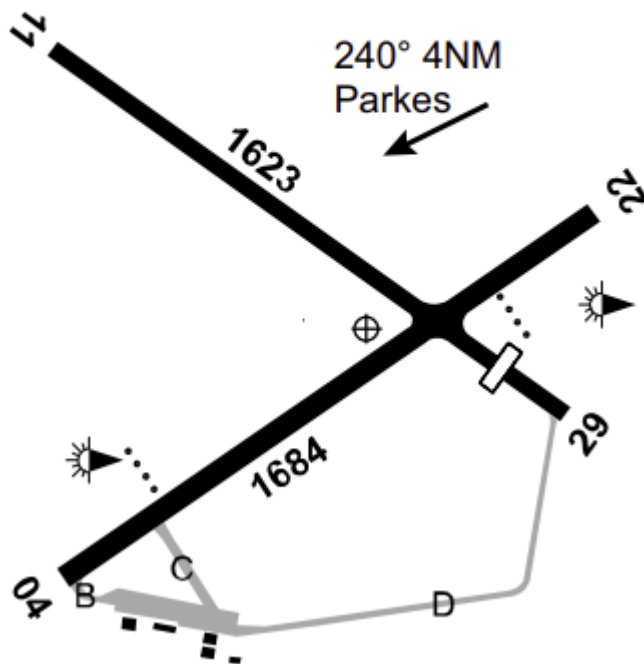
Some additional information and tips are listed below for pilots to consider when visiting Fly'n For Fun:

- UNICOM or other ATS services WILL NOT be provided at Parkes (YPKS). Parkes will operate under standard Common Traffic Advisory Frequency (CTAF) procedures for the duration of 'Fly'n For Fun'.
- The airfield will continue to be in use for other pilots and aircraft not attending the event. That is, 'Fly'n For Fun' does not have exclusive use of the airfield for the weekend event.
- Pilots are responsible for their own operations.
- Whilst Electronic Flight Bags (EFB) are helpful, we strongly encourage pilots keep a good look out and apply 'Alerted See and Avoid' procedures and not focus solely on information from EFBs – particularly within the circuit area. Pilots should also ensure the information in their EFB software has been updated to include the latest documentation such as ERSA and AIP.
- Not all aircraft operating at Parkes during the Fly'n For Fun weekend will be operating under Visual Flight Rules (VFR), therefore remember to monitor the Area Frequency while enroute to help build and maintain situational awareness.
- Pilots operating under Instrument Flight Rules (IFR) are encouraged to use terms that will be understood by VFR Pilots when broadcasting intentions as is recommended in AIP when operating at CTAFs.
- Pilots should reference landmarks displayed on aeronautical charts or distance and bearing/quadrant and distance relative to Parkes airport when communicating your position and intentions.
- **Parkes (YPKS) VHF radio frequency is 126.7**, therefore ensure relevant and necessary radio calls only are made so to not 'congest' the frequency which is also utilised by other nearby airports.
- Pilots in command are to determine the most appropriate runway arriving and departing. Obviously, an increase in traffic at Parkes is expected during the weekend, so it is important that pilots retain situational awareness regarding the runways other aircraft may be utilising. This is particularly important given the potential for aircraft to cross runways while manoeuvring on the ground at YPKS aerodrome.

- Where possible, avoid backtracking runways and make use of taxiway 'D' for exiting the runway on arrival. This will assist a speedy flow of inbound traffic.
- **General Aircraft parking** will be situated on the grass adjacent (East) to Taxiway 'C', and north of Taxiway 'D'. (See event Map / Diagram).
- Under Wing camping is located near the event site, South of Taxiway B (See event Map / Diagrams).
- Aircraft marshalling will not be provided however volunteers in high-vis vests and with VHF radios will be on-hand to assist where possible.
- Pilot must familiarise themselves with the aerodrome site map for taxing directions to **Aircraft Parking** or **Underwing Camping**.
 - **NO LIVE PROPS IN THE CAMPING OR THE EVENT AREA.**
- Noting the different mix in traffic expected over the weekend, pilots should re-familiarise themselves with circuit heights and arrival procedures at non-controlled aerodromes. [AC 91-10](#) provides guidance.
- [View the Parkes ERSA extract - current from 19 March 2026 here.](#)

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- **Parkes is a security-controlled aerodrome.** Visiting pilots must either hold a current ASIC or, they must report to one of the volunteers wearing Hi Viz vest in the aircraft parking area on arrival and shutdown in the designated '*Fly'n For Fun*' parking area. If pilots do not hold a current ASIC, you must be escorted to and from your aircraft by a ASIC holding volunteer in a high-viz vest to enable your attendance.
- The security requirements of the aerodrome are an obligation for all pilots and visitors accessing the restricted movement areas of the aerodrome. Most of the activity for the weekend (including camping) will be off the aerodrome precinct to reduce the impact of the ASIC requirement.
- Importantly, and regardless of your views on ASIC, we do ask that all people in attendance at *Fly'n For Fun* observe the Aviation Security requirements of the Parkes Shire Council to ensure we're all welcomed back next time!

REX Schedules, please follow this [Schedules \(rex.com.au\)](https://schedules.rex.com.au) link or check REX website.

Fuel Planning – Guidance for Pilots Flying to Parkes (YPKS) for Fly'n For Fun 2026

Pilots planning to attend **Fly'n For Fun 2026 at Parkes (YPKS)** should ensure that **adequate fuel planning forms a key part of their pre-flight preparation**. Under Australian aviation regulations, it is the **pilot in command's responsibility** to confirm that sufficient fuel is available for the **entire planned flight, including reserves and potential contingencies**. CASA guidance under **CASR Part 91 – General Operating and Flight Rules** states that fuel must be **planned, uplifted and managed so the aircraft can land with at least the required final reserve fuel remaining**. This means pilots must consider not only the planned flight time, but also factors such as aircraft fuel consumption, weather, route deviations, and potential delays.

The **CASA Visual Flight Rules Guide (VFRG)** also emphasises that **fuel planning is a critical part of flight preparation**, requiring pilots to assess fuel requirements and verify that adequate fuel will be available before departure.

For pilots travelling to events such as Fly'n For Fun, this means confirming in advance:

- Fuel availability at the **departure aerodrome**
- Fuel availability at **Parkes (YPKS)** and any **planned intermediate stops**
- Adequate **contingency and final reserve fuel**
- Alternate aerodromes if fuel or weather conditions change

In addition to regulatory requirements, pilots should be mindful of the **current fuel supply environment in Australia**. Recent reports indicate that **regional service stations and distributors have experienced supply pressures due to demand spikes and supply chain disruptions**, meaning fuel availability in rural areas may vary.

With this in mind, pilots are strongly encouraged to:

- **Confirm fuel availability with aerodromes before departure**
- Carry **additional fuel margins where practical**
- Plan **alternate refuelling points**
- Avoid relying on fuel being available on arrival without confirmation

Careful fuel planning is an essential element of safe flight operations and will help ensure a smooth and enjoyable trip to **Fly'n For Fun 2026 at Parkes**.

References

- CASA, *Plain English Guide to CASR Part 91 – General Operating and Flight Rules*
- CASA, *Visual Flight Rules Guide (VFRG)*
- CASA Advisory Circular AC 91-15 – *Guidelines for Aircraft Fuel Requirements*
- CASA, *Part 61 – Flight Crew Licensing (Aeroplane Category) Plain English Guide*
- Recent Australian fuel supply reporting (2026)

Parkes Airfield Site Map:

