

AVIATION STATE ENGAGEMENT FORUM	
<b>NSW</b>	<b>Submission date: 02/01/2021</b>
<b>TITLE</b>	<b>Amendment of Danger Area 530</b>
<b>SUBMITTED BY</b>	Justin Sims – Skydive Australia, Experience Co PTY Ltd: SRSP@skydive.com.au
<b>CONSULTATION SUMMARY</b>	<i>Seeking to expand Danger Area 530 to better align with the Skydive Australia Wollongong Drop Zone and make it clearer to pilots who are unfamiliar with the area.</i>
<b>KEY ISSUES</b>	<ul style="list-style-type: none"> <li>• Amend D530 to make the PJE zone more visible to traffic transiting the area.</li> <li>• Increase safety margins by increasing separation between parachute descents and Aircraft.</li> </ul>
<b>FEEDBACK TO</b>	Justin Sims – Southern Region Senior Pilot SRSP@skydive.com.au
<b>CLOSE DATE</b>	31/01/2021
<b>ATTACHMENTS</b>	VNC Extract 1, VNC Extract 2, VNC Extract 3, VNC Extract 4

## OVERVIEW

Skydive Australia believe that Danger Area 530 is not clearly visible to pilots who are unfamiliar with the Wollongong Area. There have been nine reported incidents since Jan 2018 where traffic has transited the drop zone seemingly unaware of the danger area and unresponsive to radio calls, with parachutes in the air. When Skydive Australia engage with the pilots after landing, often the pilots were on another frequency and unaware that D530 exists, as it is not clearly visible.

The current Danger area does not accurately represent the separation we require between parachutes and aircraft flying on the boundary of the zone. Often when aircraft report that they are remaining clear of D530, the separation between parachutes and aircraft is not sufficient, though the aircraft is in fact remaining clear of the zone (see VNC Extract 1).

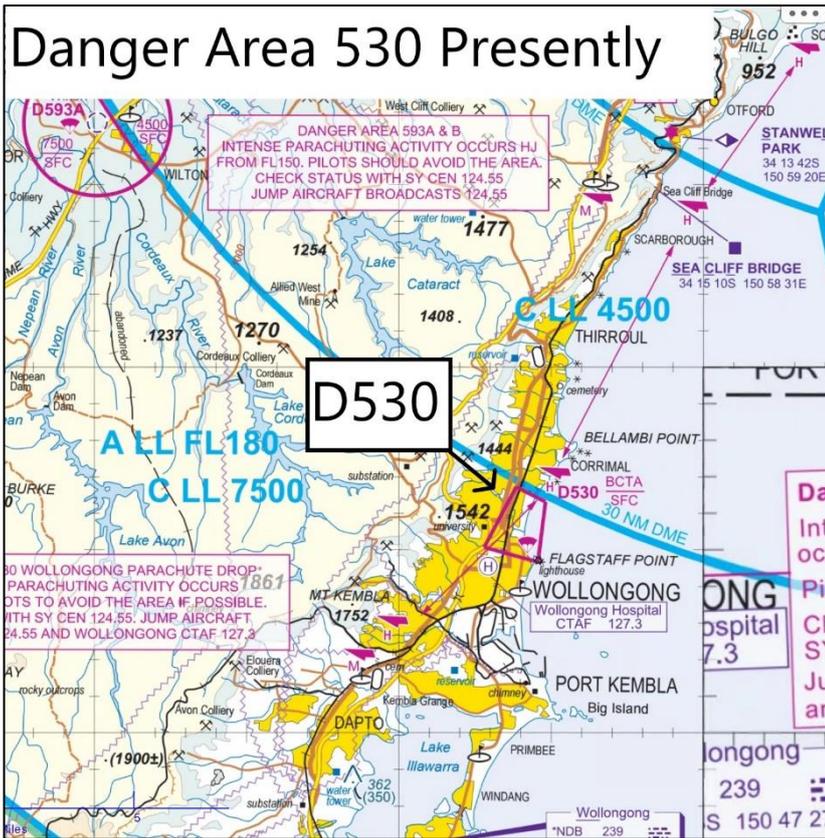
The purpose of the expanded danger area is **not** to restrict traffic movements through the area. The danger area does not prevent traffic from entering and remaining inside the zone. **A danger area** is designated where an activity within or over the area is a potential danger to aircraft flying over the area. While no approval is required to fly through a DA, pilots are encouraged to be particularly vigilant if electing to do so (AIP ENR 1.4). We simply would like the representation of the danger area to be more visible on the VTC/VNC to give pilots a better understanding of our operation.

## PROPOSAL

We propose to expand D530 to a 2nm radius around the drop zone, reference to Stuart Park (S34°24.6' E150°54.0') to the North, West and South with a squared edge to the East. The Eastern side boundary is a line from Bellambi point to Port Kembla point to facilitate aircraft transiting coastal offshore (see VNC Extract 2, VNC Extract 3, VNC Extract 4). A 2nm radius Danger Area is the most common for Parachute ops, an example being Picton, NSW and York, WA.

We would very much appreciate RAPAC members feedback or comments on this proposal. NSW RAPAC members are invited to provide feedback to Justin Sims: [SRSP@skydive.com.au](mailto:SRSP@skydive.com.au) by 31-Jan-2021.

VNC Extract 1. Present Danger Area 530



VNC Extract 2. Proposed Danger Area 530



VNC Extract 3. Proposed Danger Area 530



VNC Extract 4. Proposed D530 Coordinates

