AVIATION STATE ENGAGEMENT FORUM	
VIC	**Submission date: 04/08/2021**

TITLE	**PARACHUTE OPERATIONS YPBH**
SUBMITTED BY	Anatole Mills – Skydive 12 Apostles: info@skydive12apostles.com
CONSULTATION SUMMARY	Notice of Intent for skydive operations through cloud as per Cloud Jump Manual
KEY ISSUES	• Operations are all year round, focussed mostly between November and May. Operations will be 7 days a week, majority of jumping will be on the weekends. Jumping potentially all daylight hours (HJ). • Canopies must be open below the cloud base. Minimum cloud base for jumping is 4,500 feet AGL • Parachutists must exit the aircraft in Visual Meteorological Conditions (VMC) and only in freefall through clouds
FEEDBACK TO	Anatole Mills – Skydive 12 Apostles: info@skydive12apostles.com
CLOSE DATE	04/10/2021
ATTACHMENTS	[Insert name of attachment/s – if any]

OVERVIEW

Notice of intent for skydive opera#ons through cloud in Class G & E airspace up to FL150 within a 10 nautical mile radius of YPBH

PROPOSAL

Skydive 12 Apostles Pty Ltd currently conducts parachuting operations at Peterborough Airport (YPBH), Victoria. It is in the process of applying for approval by the Australian Parachute Federation (APF) to jump through cloud with a Cloud Jumping Procedures Manual (CJPM). There are many limitations on skydiving through cloud as per the APF regulations. The most pertinent are listed below:

- Parachutists must exit the aircraft in Visual Meteorological Conditions (VMC) and only in freefall through clouds

- There can be only one layer of cloud, with Ground Crew Assistant observing weather conditions and traffic from ground level to the bottom of the cloud layer, and parachutists & pilot on board the aircraft observing from above.

- Canopies must be open below the cloud base. Minimum cloud base for jumping is 4,500 feet AGL
- Operations are all year round, focussed mostly between November and May. Operations will be 7 days a week, majority of jumping will be on the weekends. Jumping potentially all daylight hours (HJ).
- Aircraft types: C182, PA31
- Aircraft operational category: Both aircraft are in the charter category and flown by CPL pilots.

APF club jumping risk mitigation information:

Club risk mitigation done via Club SMS and adherence to APF approved CJPM.
Procedures as per the standard CJPM template.

Key roles: responsible person, DZSO, GCA, Loadmaster, Pilot in Command (PIC), parachutists. All individuals in roles shall be thoroughly briefed according to organisation's CJPM, Operations Manual and Safety Management System.

Clear airspace determination procedure:

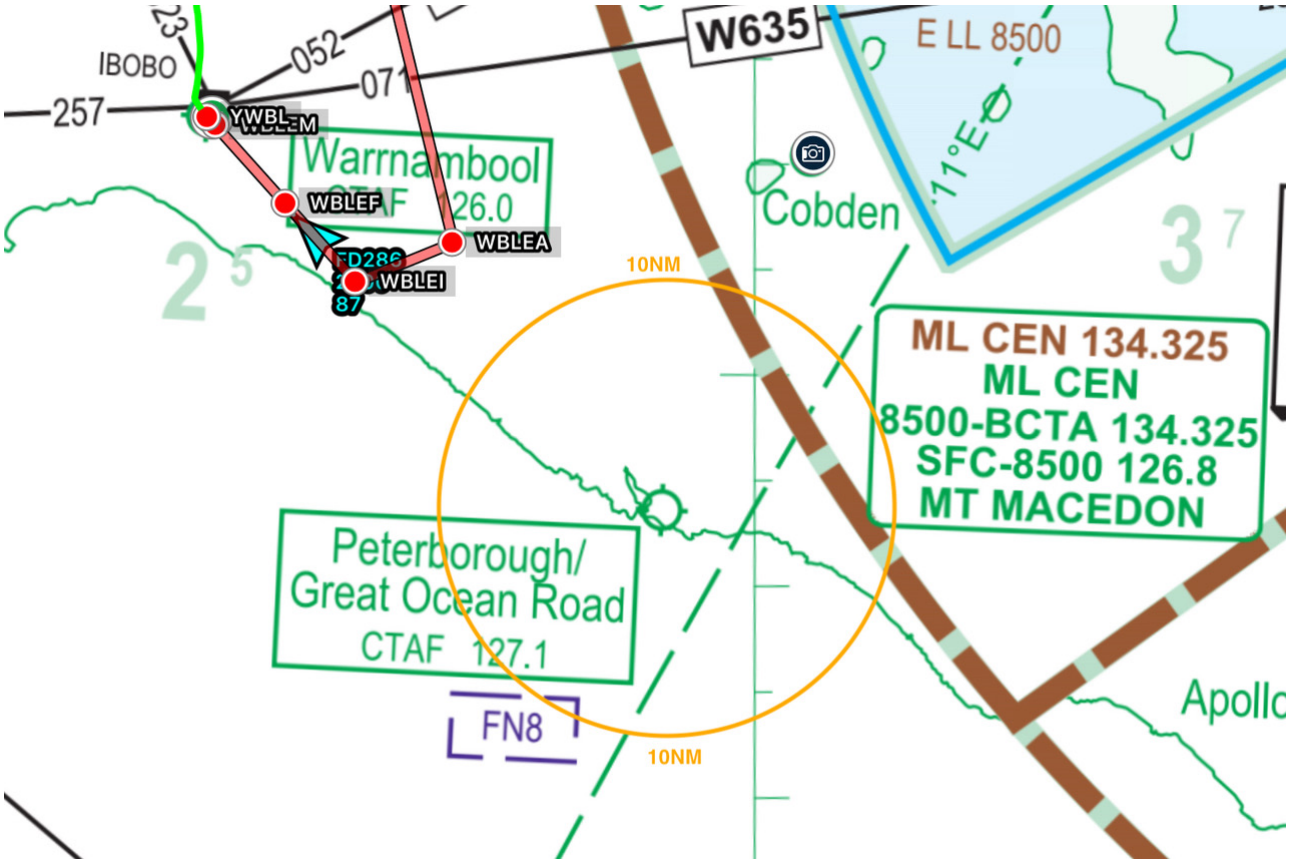
All the airspace needs to be assessed as being free of conflicting traffic before any parachute descent is initiated.

1. Air Traffic Control (ATC) provides separation from IFR traffic and aircraft in Class E airspace and advises the PIC of other known and observed traffic likely to conflict, prior to authorising the drop clearance. In Class G airspace a clearance is not required, however known IFR traffic will still be provided by ATC.
2. The PIC issues an all area broadcast on Area and CTAF frequencies 5 minutes and 2 minutes before the drop, for the airspace that the parachutists will fall through. The exit shall not proceed until other known and reported traffic is clear. When the aircraft is operating under the VFR the pilot must request IFR traffic from ATC.
3. The GCA scans the airspace above the DZ up to cloud level for conflicting traffic.
4. The PIC, having:
    - observed no conflicting traffic above the cloud layer
    - received advice from the GCA that there is no known conflicting traffic below the cloud layer
    - satisfactory separation arranged with any traffic in the vicinity with radio communication
    - advises the parachutists that the jump run is commencing.
5. The Loadmaster will open the door and scan the airspace beneath the jump aircraft to be sure it is free from conflicting aircraft before authorising the exit.
6. If any part of airspace through which the parachutists may fall cannot be reasonably determined to be clear of conflicting traffic, a parachute descent will not be permitted to proceed.
7. While descents are being made through cloud and until all parachutists are on the ground the GCA shall remain positioned on the DZ and shall be in communication with the PJE aircraft about other traffic observed to be in or about to transit.
8. The PIC of the jump aircraft will also maintain a listening watch on the appropriate frequencies so as to maintain situational awareness of the airspace during the canopy descents and make appropriate broadcast to inform potential conflicting traffic of the current status of the airspace in question.

Airspace considerations:

Parachuting will be conducted from a maximum altitude of FL150. This is Class E airspace - when operating under the IFR the PIC must obtain clearance to drop. When below FL125 (Class G) a clearance is not required.

Warrnambool is the closest airfield with an instrument approach procedure. The map below shows a 10nm operational radius for skydiving aircraft. The map shows the tracking points for the RNAV-Z (GNSS) RWY 31 approach into Warrnambool.



Air Services Australia will be updating the relevant maps to include a parachuting symbol and parachute operations in the Additional Information section of the ERSA FAC for YPBH on 02/12/2021

From: Richard Nesseler <rich@12apostleshelicopters.com.au>
Subject: **Re: movements**
Date: 12 July 2021 at 9:25:55 am AEST
To: Adventure Flight Co <info@adventureflightco.com.au>

Thanks Richard for the confirmation.

Yes, we are adding the parachute information for the same update based on your previous request. The note will align with a new parachute symbol being published on the Aeronautical Charts which come into effect 02 DEC 2021.

Kind regards,

Paul Nugent
Aeronautical Information Officer

Direct (02) 6268 5132
Email paul.nugent@airservicesaustralia.com

Letter of agreement from other airport users:

At this stage Skydive 12 Apostles are the only regular users of YPBH. Onshore Engineering's clients also use the airport for delivering/picking up aircraft for maintenance, and nearby 12 Apostles Helicopters (based at Glenample Heliport) fly in the vicinity - however their route is low level (500-750 feet) and off shore. Agreements have been made with both Onshore Engineering and 12 Apostles Helicopters (owners of the airport) for use of the airport for parachuting operations.

Skydive 12 Apostles seeks the support and collaboration with AvSEF and all relevant stakeholders in conducting cloud jump operations at Peterborough Airport. We want to work in with everyone involved and conduct a professional operation that does not unnecessarily impede other airspace users. Any questions, concerns and feedback would be greatly appreciated.