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SPECIAL PROCEDURES (NOT ASSOCIATED WITH AN AERODROME)**1. SP 1 - BASS STRAIT CROSSINGS****1.1 Mandatory Routes For Passenger-Carrying Charter Operations**

1.1.1 For single engine aircraft and multi-engine aircraft which are unable to maintain height after an engine failure:-

- a. Flights through King Island - track via Cape Otway, Bold Head and Hunter Island. MNM ALT for continuous VHF COM - 3000FT.
- b. Flights through Flinders Island - track via Clifty Island, Hogan Island, Deal Island then via Cape Portland or Waterhouse Island. MNM ALT for continuous VHF COM - 2000FT.

NOTE: Refer AIP ENR - "Flights Over Water".

1.2 Recommended VFR Reporting Procedures Across Bass Strait

1.2.1 The following reporting schedule (SKED) procedures are recommended for Bass Strait crossings.

- a. Report position leaving the coast, together with aircraft type, tracking details and POB;
- b. Nominate reporting schedule appropriate to the aircraft speed e.g. 10, 15 or 30 minute intervals;
- c. At each scheduled reporting time, report "OPERATIONS NORMAL", preferably with a position;
- d. Report when crossing opposite coast to cancel the reporting schedules.

1.2.2 As an alternative, pilots may report leaving the coast and nominate a SARTIME for the expected landfall of the opposite coastline.

NOTE: All reports associated with these procedures for Bass Strait crossings should be made to Melbourne Centre as appropriate.

1.2.3 Minimum altitude requirements apply to enable continuous two-way VHF communication across Bass Strait.

1.3 Air Traffic Services

1.3.1 Air Traffic Services will respond immediately to any emergency call, but in the event of radio failure or other situation that prevents use of radio, the use of SKED reporting over water will ensure that SAR action is taken following a missed SKED report. A SKED report ensures quicker response than a nominated SARTIME for which SAR action would be taken at the expiration of that time, or if incidental information was received indicating an aircraft was in difficulty.

1.3.2 In the unfortunate event of a ditching, particularly in Bass Strait, survivability from hypothermia is reliant on quick recovery from the water. SKED reporting will afford a quicker than normal response when SAR action is required.

2. SP 2 - FLIGHTS BETWEEN AUSTRALIA AND PAPUA NEW GUINEA

2.1 Pilots intending to fly to or from Papua New Guinea via Horn Island, must provide 24 hours notice to the Australian Customs Service. This notification should be directed to: Sub-Collector of Customs, Customs House, Victoria Parade, Thursday Island, Queensland. 4870.
Telephone: 07 4069 1554 or FAX: 4069 1211

2.2 Flights between Australia and Papua New Guinea are international flights. Pilots should refer to PNG AIP for relevant charts, frequencies and PNG entry requirements.

2.3 Air Traffic Services And Flight Notification

2.3.1 VFR flights proceeding from Australian to the Port Moresby FIR are required to submit flight notification in international format to Port Moresby ATS Units. Flight notification details submitted to Australian Briefing Offices will be forwarded to PNG authorities.

2.3.2 VFR aircraft operating outside Australian controlled airspace are not required to report to Australian ATS units prior to the FIR boundary, but may use reporting schedule (SKED) procedures while crossing Torres Strait. When exiting the Brisbane FIR for the Port Moresby FIR, pilots of VFR flights are responsible for establishing communications and

their own SAR alerting requirements with Port Moresby FIC prior to crossing the common FIR boundary.

- 2.3.3 Radio communications with Port Moresby Flight Information Service (FIS) shall be established 15 minutes prior to the boundary estimate and the following details will be passed:

- aircraft registration
- aircraft type
- DEP AD/ATD
- DEST AD/ETA
- Altitude
- EST FIR boundary
- ETA next position
- Persons On Board

Flight crew shall ensure aircraft are equipped with the mandatory frequencies of 5665, 6622, 8837, 8861 and 8906. Pilot to Pilot communications are available on VHF 128.95 (refer PNG Aerodrome/Communications (AD/COM) Chart Dated 30 NOV 2004)

3. SP 3 - TORRES STRAIT QUARANTINE REQUIREMENTS

- 3.1 There are a number of pests and diseases present in the Torres Strait and nearby PNG, that are not found on mainland Australia. Consequently, quarantine legislation governs the movement of certain goods such as fresh fruit and vegetables, meat and meat products, live plants, seeds and plant materials, live animals, hides, skins, animal material and soil, south from the "Torres Strait Protected Zone" (northern islands) to the "Special Quarantine Zone" (Thursday Island group), or from either of these two zones to the mainland.

- 3.2 Movement of these goods is restricted unless authorised by an Australian Quarantine and Inspection Service officer.

- 3.3 In addition, pilots should ensure that aircraft transiting south from either of these zones have been suitably disinfected.

- 3.4 Pilots must also ensure that they notify AQIS if they intend to depart the Torres Strait for mainland areas. This can be done either 30 mins prior to departure from the Torres Strait, or at least 30 mins prior to arrival on the mainland. Once notification is received, a "notification number" will be issued by AQIS, which all pilots should record for future auditing purposes. Pilots wishing to advise AQIS of arrival should contact Cairns airport on 07 4030 7886. After Hours, call 0417 749 256. Further information call AQIS Cairns: 07 4030 7800.

4. SP 4 - PURNULULU NATIONAL PARK (BUNGLE BUNGLE) SCENIC FLIGHTS

- 4.1 Scenic flights conform to the route depicted on the following Fixed wing and Rotary wing map and to the Standard Operating Procedures. Pilots conducting these flights should operate on 127.3.

4.2 National Park Entry Points

NE Entry S17 18.3 E128 30.7
SW Entry S17 28.0 E128 17.5

4.3 Aeroplanes

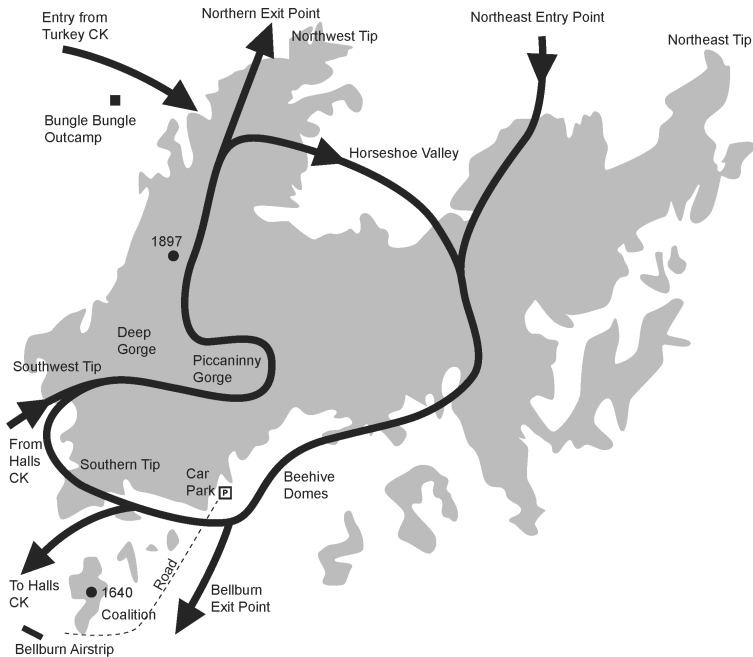
- 4.3.1 Aeroplanes operate around the Bungles in a clockwise direction and in accordance with the following procedures:

- a. Scenic route entry and exit should be conducted via the designated points.
- b. Entry and Exit of route at other locations must be at a tangent to the route.
- c. Corner cutting and orbits are not permitted.
- d. The maximum IAS is 140KTS.
- e. Operate between 2,500FT and 3,000FT.
- f. Broadcast departing the area on the CTAF 127.3.
- g. Traffic departing the Route at the Bellburn exit point for landing at Bellburn to maintain a track 2NM East of the Coalition.

- 4.3.2 Bellburn is a private strip and permission is required prior to landing. Refer to Bellburn FAC entry for contact details.
- 4.3.3 Visiting Aircraft/Pilots. Due to high volume of both Fixed wing and Rotary wing traffic at the Bungles:
- It is highly recommended that a briefing is obtained from any of the local scenic operators at Kununurra before conducting a scenic flight of the Bungle Bungles. If no briefing is available, pilots/aircraft should maintain 3,500FT over the Bungle Bungles.
 - Peak traffic times are 06:30 to 07:30, 09:30 to 10:30 and 15:30 to 16:30 local time, try and avoid these times where possible.

Bungle Bungle Ranges

Purnululu National Park - Suggested Aeroplane Routes



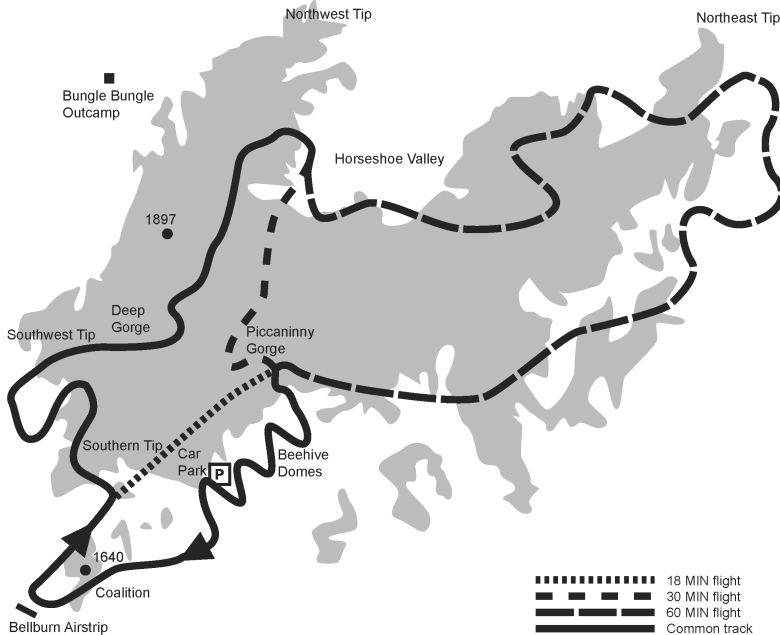
4.4 Helicopters:

- 4.4.1 Helicopters are requested to respect public and indigenous sensitivities by following the negotiated flight paths within the Bungle Bungles (Purnululu National Park).
- 4.4.2 To maintain terrain clearance, helicopters may operate to the minimum extent required above 2,000FT provided they:
- Broadcast their intentions before leaving 2,000FT on climb;
 - Cross the aeroplane route at right angles; and
 - Broadcast returning to operations not above 2,000FT.
- 4.4.3 Helicopters are not permitted to land on the Bungle Bungle Range at any time. Helicopters can only land at the Bellburn airstrip within the Purnululu National Park.
- 4.4.4 Bellburn is a private strip, permission is required prior to landing. Refer to Bellburn FAC entry for contact details.

- 4.4.5 Visiting Helicopters/Pilots. Due to high volume of both Fixed wing and Rotary wing traffic at the Bungles; It is highly recommended that a briefing is obtained from any of the local Helicopter scenic operators at Kununurra or Bellburn before conducting a scenic flight of the Bungle Bungles.

Bungle Bungle Ranges

Purnululu National Park - Suggested Helicopter Routes

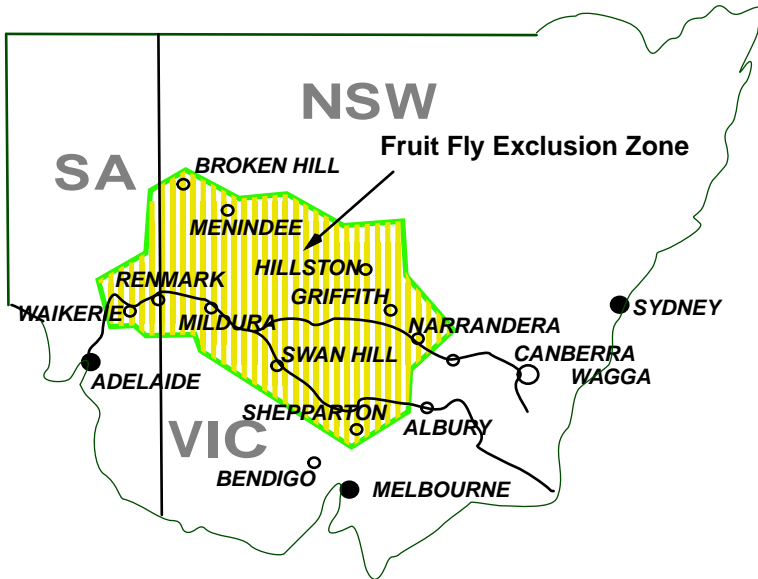


5. SP 5 - GREAT SANDY BAY MARINE PARK AND FRASER ISLAND

- 5.1 In the whale management area of the Great Sandy Marine Park, pilots of fixed wing ACFT must not bring the ACFT any closer to a whale than 300M unless the aircraft is at an altitude of at least 1,000FT. A helicopter must not be brought any closer to a whale than 1KM unless the helicopter is at an altitude of at least 2,000FT. For further information refer to the Marine Park (Great Sandy) Zoning Plan 2006 or contact the Queensland Parks and Wildlife Service, Senior Ranger (Great Sandy Marine Park) on phone: 07 4197 4003. For information relating to flights over the Great Sandy National Park (Fraser Island section) contact the Conservation Officer (Fraser Island) on phone: 07 4127 9128 (ext 223).

6. SP 6 - FRUIT FLY EXCLUSION AREA

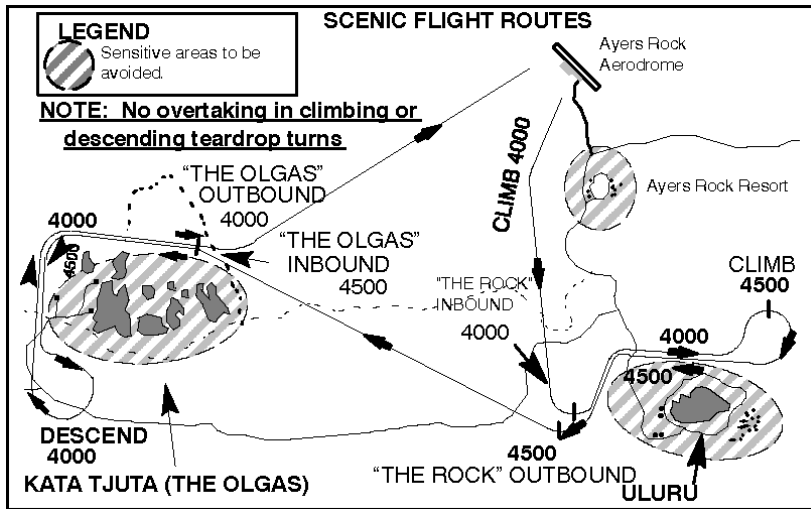
- 6.1 Pilots should be aware that carrying fresh fruit into the Fruit Fly Exclusion Zone without a permit is illegal.



7. SP 7 - AYERS ROCK

7.1 STANDARD SCENIC FLIGHT PROCEDURES

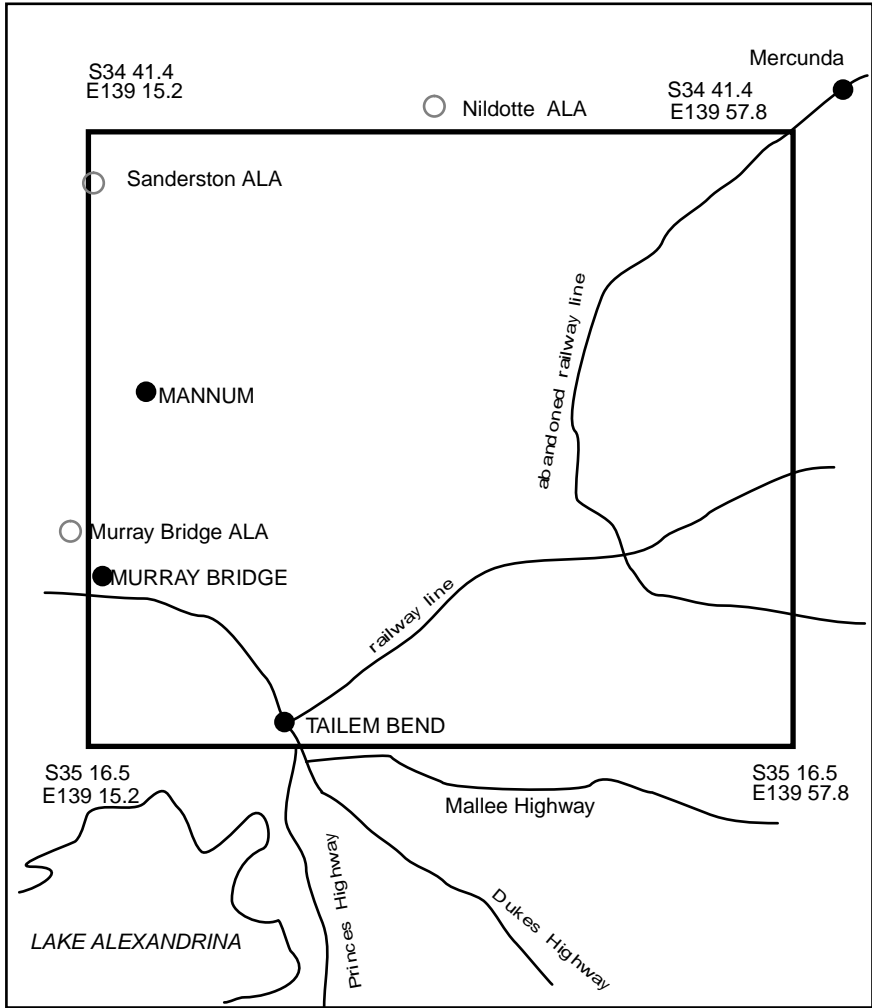
- 7.1.1 Except in an emergency, no aircraft is permitted to land in the Uluru-Kata Tjuta National Park (The Park). The Park covers an area of approximately 406 square NM. Irregular shaped in profile, the park is bounded by straight lines joining S25 24.54 E131 22.19, S25 15.47 E131 22.20, S25 15.47 E131 0.34, S25 15.54 E131 0.34, S25 15.55 E130 45.4, S25 7.19 E130 45.1, S25 4.48 E130 40.4, S25 24.54 E130 40.4, S25 24.54 E131 22.19 (GDA94 data format).
- 7.1.2 All commercial activity, including aviation, within or over the Park requires a permit from the Park's Director. Permits routinely take 28 days to be processed. Hang gliding, parachuting and ballooning are generally not allowed from or over the Park. Further information is available from the Park's website:
<http://www.environment.gov.au/parks/uluru/index.html>.
- 7.1.3 Due to the cultural significance to the traditional owners of areas within the Park, Special Procedure 7 (SP7) was developed by Park management and the resident aircraft operators for scenic flights around Uluru (Ayers Rock) and Kata Tjuta (the Olgas). SP7 (the Standard Scenic Flight Procedure) describes the route to be flown.
- 7.1.4 Pilots operating scenic flights around Uluru (Ayers Rock) and Kata Tjuta (the Olgas) are requested to follow the flight path depicted on the diagram below and set out in subparagraphs 7.4.1 to 7.4.3. To avoid confusion, pilots are requested to refer to the aerodrome as 'Ayers Rock' or 'Ayers Rock aerodrome' and to Uluru (Ayers Rock) as 'the Rock'. More detailed information is available from the Uluru/Ayers Rock inset of the Alice Springs Visual Terminal Chart (VTC).



- 7.1.4.1 Flight directly over the Rock or the Olgas is to be avoided. Additionally, flight over the sensitive areas marked on the diagram is to be avoided.
- 7.1.4.2 Fixed wing aircraft should:
- track Ayers Rock AD to the Rock at 4,000FT;
 - climb to 4,500FT NE of the Rock (see diagram);
 - track the Rock to the Olgas at 4,500FT;
 - descend to 4,000FT SW of the Olgas (see diagram);
 - track the Olgas to Ayers Rock AD at 4,000FT.
- 7.1.4.3 Helicopters should track via the same route as fixed wing aircraft, but maintain 3,500FT for the entire flight.
- 7.1.5 Pilots should note that a CA/GRS operates at Ayers Rock AD. All aircraft are requested to make the following broadcasts:
- prior to taxiing, aircraft details and RWY;
 - 'departed Ayers Rock aerodrome for the Rock climbing to (level)';
 - 'the Rock inbound (level)' (at the gate depicted on the diagram);
 - if applicable 'leaving 4,000FT for 4,500FT';
 - at the gate depicted on the diagram, 'the Rock outbound (level)';
 - at the gate depicted on the diagram, 'the Olgas inbound (level)';
 - if applicable 'leaving 4,500FT for 4,000FT';
 - at the gate depicted on the diagram, 'departing the Olgas (level) for Ayers Rock aerodrome runway (13/31)'; and
 - for all other broadcasts, standard non-controlled aerodrome operating and communication procedures apply.
- 7.1.5.1 For all other flights within the Ayers Rock aerodrome (YAYE) designated broadcast area, standard non-controlled aerodrome procedures apply.

8. SP 8 - HELICOPTER OPS IN SA QUARANTINE AREA

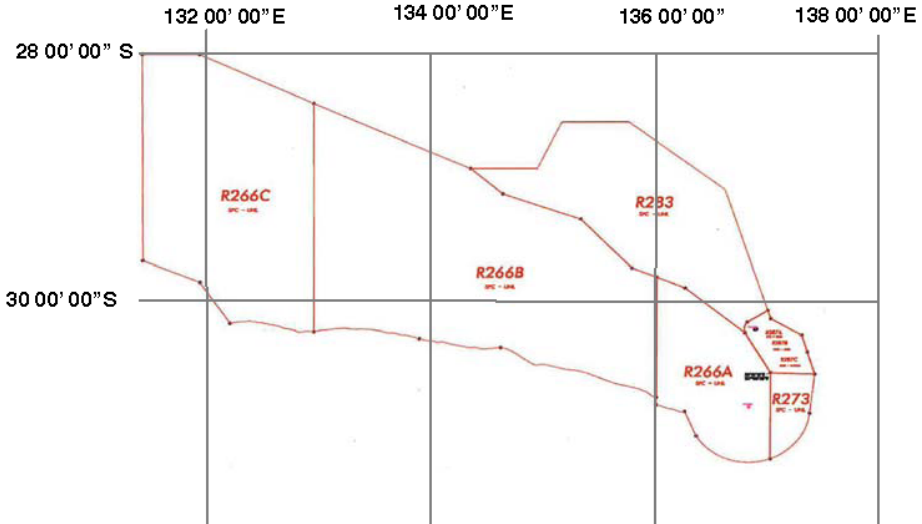
- 8.1 The South Australian Department of Water, Land and Biodiversity Conservation (DWLBC) has declared a quarantine area located east of Murray Bridge Aerodrome (S35 04.0 E139 13.6) to assist in preventing the spread of a noxious weed - Branched Broomrape.
- 8.2 The quarantine area is about 35NM square (see diagram), within the bounds S34 41.4 E139 15.2, S34 41.4 E139 57.8, S35 16.5 E139 57.8, S35 16.5 E139 15.2, S34 41.4 E139 15.2.



- 8.3 The DWLBC has advised that the seed is spread mostly by personal footwear, including socks. Consequently, a decontamination service has been established for those who enter the quarantine area to use prior to departure.
- 8.4 For specialist advice, pilots of helicopter aircraft operating into the area should contact the DWLBC on 1800 245 704 (available 0700 - 2100 local daily) before planning to land in the area, or before moving the aircraft if an unplanned landing has occurred.

9. SP 9 - NOISE ABATEMENT PROCEDURES IN WOOMERA RESTRICTED AREAS

WOOMERA RESTRICTED AIRSPACE



9.1 Transonic and Supersonic Flight Restrictions

9.1.1 Transonic and Supersonic flight conducted within Woomera Restricted Areas (WRX) when active, or over Woomera Prohibited Area (WPA), must adhere to the following restrictions.

- Flight operations above Mach 0.95 must be approved by the Woomera Test Facility Operations Manager (WTF OM) PN 08 7383 2627.
- Avoid all personnel, vehicles, livestock mustering operations, townships, populated areas and infrastructure when operating above Mach 0.95 and below 10,000FT.
- Transonic Flight is deemed to be between 330KT TAS (Mach 0.5) and 660KT TAS (Mach 1.0) - Sea Level / ISA day.

9.2 Populated Areas Flight Restrictions

9.2.1 Overflight of the Woomera Village, Woomera West and Roxby Downs is to be avoided. If not possible, following restrictions are to be applied.

- Not below 1,000FT AGL for propeller-driven aircraft unless approved lower height by Woomera Test Facility Operations Manager (WTF OM) PH 08 7383 2627.
- Not below 1,500FT AGL for turbo-jet aircraft unless approved lower height by WTF OM.
- Lateral separation of 1NM is to be applied to populated areas when minimum overflight altitude is not practicable.

9.3 Range, Pastoral, Civilian and Commercial Infrastructure Flight Restrictions

9.3.1 Flight operations within Woomera Restricted Areas (WRX) when active, or over Woomera Prohibited Area (WPA), must adhere to the following restrictions when operating in the vicinity of range, pastoral, civilian and commercial infrastructure.

- Lateral separation of 5 NM from pastoral, civilian and commercial infrastructure.

- b. Not below 1,000FT AGL for propeller-driven aircraft and 1,500FT for turbo-jet aircraft applies to pastoral, civilian and commercial infrastructure when lateral separation is not practicable.
 - c. No lateral separation is required for range infrastructure.
 - d. Not below 1,000FT AGL for propeller-driven aircraft from range infrastructure unless approved a lower height by WTF OM.
 - e. Not below 1,500FT AGL for turbo-jet aircraft from range infrastructure unless approved a lower height by WTF OM.
- 9.4 See RAAF Web, <http://ednww002/range/> or contact AD OPR for details, position of infrastructure and distribution.

10. SP 10 - TASMANIAN QUARANTINE REQUIREMENTS

- 10.1 Tasmania has strict Quarantine regulations, backed up by strong penalties for breaking the law. Tasmania is relatively free from a range of pests and diseases found in other parts of Australia and the regulations are an important measure to minimise the risk to Tasmania's environment and important agricultural industries.
- 10.2 To meet Quarantine regulations, you must declare fresh fruit, vegetables, plants and plant products and fish and fish products to a Quarantine Officer. Otherwise, you should dispose of these items in the quarantine bins located in the arrival area.
- 10.3 Quarantine restrictions also apply to the importation of all plant cuttings, seeds, cut flowers, native birds, reptiles, aquarium fish, fishing gear, waders and animal products such as fox skins and hides. Dogs will need to be treated for the Hydatid Tapeworm and proof shown to Quarantine upon arrival in Tasmania.
- 10.4 Quarantine measures are important. If you do, by mistake, bring any restricted items into Tasmania, pass them to the quarantine officer at the barrier checkpoint for inspection or dispose of them in the bins provided. If you pass the checkpoint, quarantine officers or trained sniffer dogs may detect these items and you could receive an on the spot fine.
- 10.5 If you are unsure about any goods or material you are carrying then please check with the quarantine officer on duty, contact Quarantine Tasmania or visit the website. Quarantine Tasmania can be contacted on the following:
Email: quarantine.enquiries@dpiwwe.tas.gov.au
Web site: www.dpiwwe.tas.gov.au/quarantine
Phone: 03 6233 3352

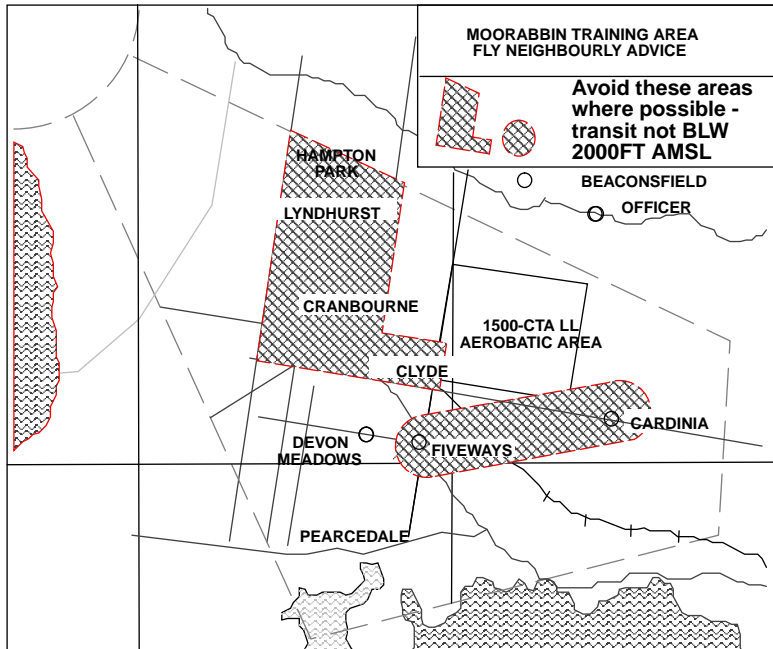
11. FLY NEIGHBOURLY ADVICE

12. FN 1 - KAKADU NATIONAL PARK - Fly Neighbourly Advice

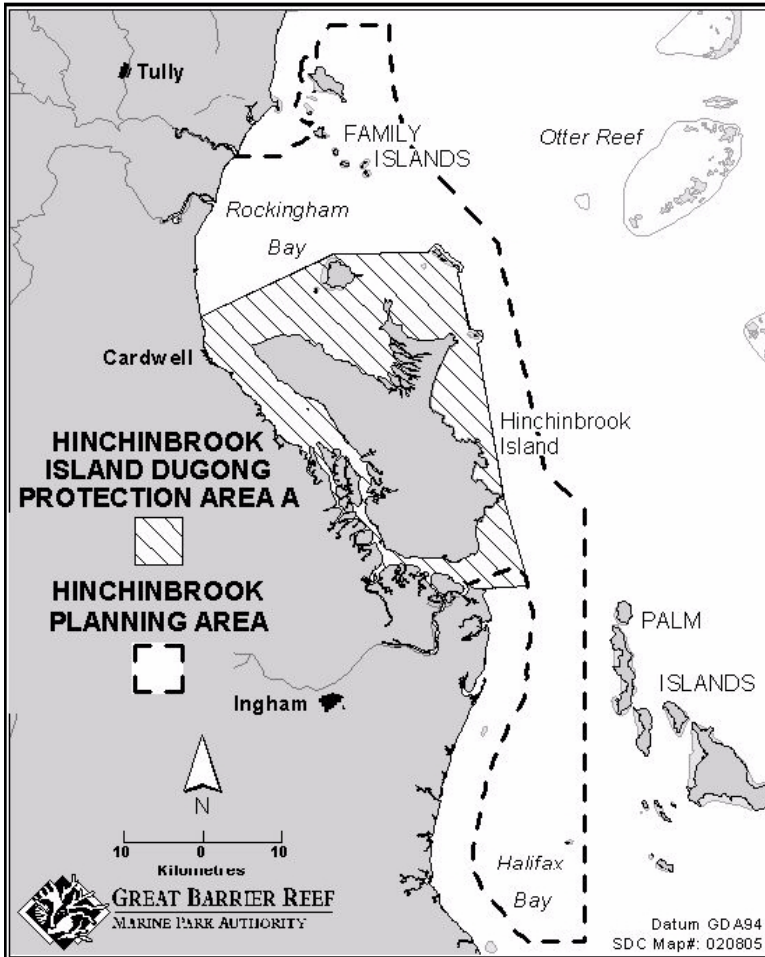
- 12.1 A Fly Neighbourly Agreement applies to the airspace above Kakadu National Park. The Fly Neighbourly Agreement provides specific scenic flight routes and ensures aircraft stay a respectful distance from 34 sensitive environmental, cultural and residential areas in the Park. Pilots intending to fly over Kakadu National Park should obtain, read and comply with the Fly Neighbourly Agreement. The Agreement is available at the following addresses:
Kakadu National Park
PO Box 71
JABIRU, NT. 0886
Phone 08 8938 1100
Fax 08 8938 1115
Email: kakadunationalpark@environment.gov.au
Web: www.kakadu.com.au
- 12.2 Except when operating on one of the specific scenic flight routes identified in the Fly Neighbourly Agreement, pilots are requested to maintain a minimum altitude of 2,500FT AMSL, unless operation at this altitude would jeopardise the safe conduct of the flight.
- ### **13. FN 2 - BLUE MOUNTAINS NATIONAL PARK - Fly Neighbourly Advice**
- 13.1 The Blue Mountains National Park is administered by the NSW National Parks and Wildlife Service (NPWS) in accordance with the National Parks and Wildlife Act 1974. The park contains sensitive environmental areas.

- 13.2 Pilots undertaking sightseeing flights should obtain details of the areas to be avoided and the preferred scenic routes in the Katoomba area from the Park Manager.
- 13.3 The Park Manager can be contacted by Phone on 02 4787 8877, or FAX on 02 4787 8514, or by writing to
The District Manager,
Blue Mountains National Park,
PO Box 43, BLACKHEATH NSW 2785.
- 13.4 Except when operating on preferred scenic routes, pilots are requested to maintain a minimum altitude of 2000FT above the surface of the park (the surface being defined as the highest point of terrain, and any object on it, within a radius of 600M of a point vertically below the aircraft), unless operation at this altitude would jeopardise the safe conduct of the flight.
- 13.5 This altitude recognises the special terrain/weather conditions and the overlying airspace arrangements of this area.
- 14. FN 3 - GRAMPIANS NATIONAL PARK - Fly Neighbourly Advice**
- 14.1 The Grampians National Park is administered by Parks Victoria, in accordance with the National Parks Act 1975. The park contains sensitive environmental areas. Pilots undertaking sightseeing flights should obtain details of the areas to be avoided and the preferred scenic routes in the Halls Gap area from the Chief Ranger.
- 14.2 Contact Brambuk - the National Park and Cultural Centre, Halls Gap on 03 5361 4000, FAX on 03 5356 4446, via Email to info@brambuk.com.au, or by writing to
The Chief Ranger,
Grampians National Park,
PO Box 18, HALLS GAP, VIC 3381.
- 14.3 Except when operating on preferred scenic routes, pilots are requested to maintain a minimum altitude of 2000FT above the surface of the park (the surface being defined as the highest point of terrain, and any object on it, within a radius of 600M of a point vertically below the aircraft) unless operation at this altitude would jeopardise the safe conduct of the flight.
- 15. FN 4 - HEAD OF BIGHT - Fly Neighbourly Advice**
APPLICABLE 1ST MAY TO 31ST OCTOBER ANNUALLY
- 15.1 The Fly Neighbourly area extends from E130 55.0 to E131 17.0 and to 3NM off shore.
- 15.2 Pilots undertaking sight seeing flights in the Fly Neighbourly area are requested to comply with the following requirements:
- Enter the area from the eastern extremity and track west.
 - Cruise not below 1000FT.
 - Do not circle whales.
 - Exit the area at any time by executing a turn to track inland of the shore line by 2NM.
 - Re-entry to the area is to track 2NM inland of the shore line to the entry point. (This requirement is to avoid disturbance to land-based whale watchers.)
- 15.3 For operations other than described above, pilots should contact:
Operations Manager, West
National Parks & Wildlife Service South Australia
(Department Environment & Natural Resources)
Ph: 08 8688 3177 OR FAX: 08 8688 3110
Mail: PO Box 22, Port Lincoln SA 5606
- 16. FN 5 - MOORABBIN TRAINING AREA - Fly Neighbourly Advice**
- 16.1 The City of Casey has adopted a Fly Neighbourly Advice for aircraft operating within the designated Danger areas AM/D 314 and AM/D 315 commonly referred to as the "Moorabbin Training Area".
- 16.2 The Moorabbin Training Area is approximately defined as an area bounded by a line from Moorabbin Aerodrome to Pearcedale, then coastal to Koo-wee-rup, Pakenham to Moorabbin Aerodrome (see map, Appendix 1).
-

- 16.3 Pilots of aircraft operating in the Moorabbin Training Area are requested to avoid the following urban areas: Hampton Park / Lyndhurst / Cranbourne, and within circles of one nautical mile (1NM) of Cardinia and Five Ways joined tangentially (see map), or not to operate below 2,000FT over these areas.
- 16.4 Pilots are requested to minimise aerobatic manoeuvres below 3,000FT in the aerobatic area east of Berwick - Cranbourne Road and north of Ballarto Road, due to noise sensitivity.
- 16.5 In addition, pilots are requested to observe the following recommendations:
- no air training activity in the Moorabbin Training Area after 1000, (1100 hours HDS); and
 - farm and other buildings should not be used as reference points for training manoeuvres.



17. **FN 6 - GREAT BARRIER REEF MARINE PARK (GBRMP) - Fly Neighbourly Advice**
- 17.1 The GBRMP is located within an area of the Great Barrier Reef extending from abeam Cape York to approximately 10NM North of Fraser Island, from sea level to 3000FT . The Marine Park is a declared World Heritage Area and is administered by the Great Barrier Reef Marine Park Authority (GBRMPA) and managed by the Queensland Parks and Wildlife Service.
- 17.2 The GBRMP is managed in four geographical sections:
- Far Northern (Cape York - Murdoch Point)
 - Cairns (Murdoch Point - Clump Point)
 - Central (Clump Point - Cape Conway)
 - Mackay/Capricorn (Cape Conway - 10NM North of Fraser Island)



- 17.3 The GBRMP contains nearly 1,000 rocky islands and cays, many being sensitive seabird breeding sites of national and international significance.
- 17.4 Pilots are requested to not fly below 1500FT within one (1)NM of sites occupied by nesting seabirds.
- 17.5 Arrangements exist with military and commercial aircraft operators with respect to the avoidance of sensitive areas.
- 17.6 Pilots are specifically requested to note the following significant nesting sites and to not fly below 1500FT within one (1)NM of these sites:

Far Northern Section

Combe Islet	S 14 24.2 E 144 54.4
Tydeman Cay	S 13 59.0 E 144 30.3
Davie Cay	S 13 58.7 E 144.25.9
Night Island	S 13 10.9 E 143 34.6
Quoin Island	S 12 24.3 E 143 29.6
Raine Island	S 11 36.1 E 144 01.9

Moulter Cay	S 11 24.7 E 143 59.6
Wallace Island	S 11 26.9 E 143 02.1
Pelican Island	S 13 54.7 E 143 50.1
Magra Island	S 11 51.9 E 143 17.1
Bushy Island	S 11 14.9 E 142 53.1
Stapelton Island	S 14 19.5 E 144 52.0
Sandbank number 7	S 13 26.0 E 143 58.0
Sandbank number 8	S 13 22.0 E 143 58.0
Milman Island	S 11 10.4 E 143 01.0
McCarthur Island	S 11 43.9 E 142 59.1
MacLennan Island	S 11 24.2 E 143 45.6
Saunders Island	S 11 41.9 E 143 11.1
Cairns Section	
Sister Island	S 17 44.8 E 146 09.6
Stephens Island	S 17 43.9 E 146 10.1
Low Isles	S 16 23.1 E 145 34.3
West Hope Island	S 15 44.9 E 145 27.1
Three Isles	S 15 06.9 E 145 25.6
Rocky Islets	S 14 51.6 E 145 29.0
Eagle Islet	S 14 41.9 E 145 23.1

17.7 Central Section - Hinchinbrook Planning Area (please see map over page)

Pilots are requested to avoid:

- a. flying below 1500FT within the Hinchinbrook Planning Area;
- b. landing within the Hinchinbrook Island Dugong Protection Area A; or
- c. landing within 500m of any Island.

- 17.8 Michaelmas Cay, situated approximately 030DEG MAG/20NM Cairns, is ranked as the most important seabird breeding site within the Cairns Section.
- 17.9 Aircraft operating upwind of a seabird breeding site are likely to cause greater impact than those downwind, therefore, distance from a site may need to be increased when operating upwind to avoid disturbing birds.
- 17.10 For advice, on sensitive areas within the GBRMP and the restrictions imposed under the Great Barrier Reef Marine Park Act 1975, pilots should contact the relevant Queensland Parks and Wildlife Service, Coastal Management Program Regional Office prior to operating within the GBRMP.
Far Northern Regional Office (Cairns) 07 4052 3096;
Northern Regional Office (Townsville) 07 4722 5211; or
Central Coast Regional Office (Rockhampton) 07 4936 0511.
- 17.11 An Environmental Restricted Area has been established within 1NM RAD of Michaelmas Cay S16 36 23.44 E145 58 22.04 - SFC-3000FT.
- 17.12 **MIL ACFT - Hinchinbrook Channel:** In VMC conditions, flights not below 1500FT. In inclement weather, flights to be conducted at the MNM ALT commensurate with terrain clearance and separation from CLD.
Note: While flights in inclement weather may be as low as 200FT ABV SFC. ACFT should avoid built-up areas.

18. FN 7 - TASMANIAN WORLD HERITAGE AREA AND MT FIELD NATIONAL PARK - Fly Neighbourly Advice

- 18.1 There is an understanding between locally-based scenic flight and charter operators and the TPWS to operate in the WHA and Mt Field area in an agreed responsible manner. Other pilots undertaking sightseeing flights in the WHA or Mt Field area should obtain

information on FN areas, tracking details, operating altitudes, and specific areas to be avoided from:

The Director

Tasmania Parks & Wildlife Service

Department of Primary Industries, Water and Environment

134 Macquarie St

HOBART TAS 7000

(Contact Planning Officer, World Heritage Area; Phone 03 6233 2112)

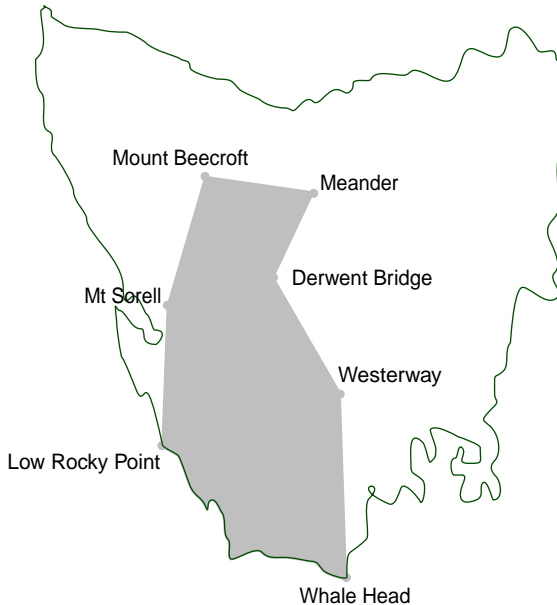
18.2 Maps may be downloaded from the following website

http://www.parks.tas.gov.au/publications/tech/fly_neighb/summary.html

18.3 Advice on operating in the WHA and Mt Field area is also available from most flying schools and charter operators based at Cambridge, Launceston, Devonport, Wynyard, and Strahan.

18.4 The FNA area is approximately bounded by the following (refer WAC 3556 - Tasmania): Commencing South of Deloraine at Meander, then Miena - Derwent Bridge - Wayatinah - Westerway - Whale Head - then coastal to Low Rocky Point - Mt Sorell - Mount Beecroft - Meander.

18.5 The Sensitive Areas (SAs) are:
Cradle Valley, Traveller Range, Mt Ossa to Mt Rufus, Frenchman's Cap, Mt Anne Lake Judd area, Mt Orion and Arthur Range, and Federation Peak.



18.6 The general minimum overfly altitude for the WHA and Mt Field area is 4,000FT terrain permitting. To minimise the impact of noise:

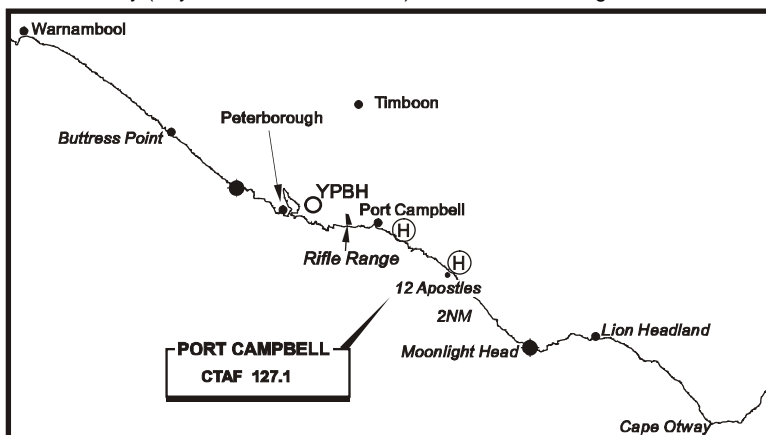
- a. operate at the highest possible altitude and lateral distance from the feature being observed that will allow satisfactory observation from the air;
- b. in sensitive areas, avoid prolonged flight and sudden changes in engine management (safety permitting); and
- c. endeavour to cross walking tracks and the Franklin River at right angles.

18.7 Flight in and through the SAs should be kept to a minimum, and aircraft should be operated at an altitude and configuration that will minimise noise and visual impact for ground observers.

- 18.8 Recommended operating altitudes in the WHA and Mt Field area do not apply if these altitudes would jeopardise the safe conduct of the flight.
- 18.9 **Melaleuca Area Zones.**
- 18.9.1 Additional conditions apply during the nesting season of the Orange Bellied Parrot which breeds in the Melaleuca Area zones located within the WHA:
- From 15 September to 30 April, pilots are requested to avoid:
 - repeated passes or circuits above the zones;
 - landing helicopters within the zones; and
 - hovering helicopters above forested areas within the zones.
 - Information on zone areas and operating in this area can be obtained from:
Project Officer, Melaleuca Area, Tasmania Parks & Wildlife Service
Ph: 03 6233 6033

19. FN 8 - PORT CAMPBELL NATIONAL PARK - Fly Neighbourly Advice

- 19.1 Port Campbell National Park is administered by Parks Victoria, in accordance with the National Parks Act 1975. The park contains sensitive environmental areas of high conservation significance. The park extends coastal from Point Ronald, near Princetown, to Boat Bay (Bay of Island Coastal Park) west of Peterborough.



- 19.2 Pilots undertaking sight seeing flights should obtain details of the areas to be avoided and the preferred scenic routes in the Port Campbell National Park from the Ranger in Charge. In addition, pilots are requested to comply with the following requirements, weather and other factors permitting:
- Operate off-shore as much as possible.
 - Avoid overflying any buildings or visitor facilities.
 - Do not circle coastal features (such as 12 Apostles etc).
 - All ACFT track off-shore:
 - West bound 1000FT
 - East bound 1500FT.
 - For operations other than described above, contact;
Ranger in Charge,
Port Campbell National Park, Parks Victoria,
26 Morris Street, Port Campbell, VIC, 3269
Phone 03 5598 6382 or FAX 03 5598 6420.
- 19.3 When operating in the vicinity of Peterborough or Port Campbell National Park, pilots should use CTAF 127.1 to make positional broadcasts.
- 19.4 Frequent helicopter sight seeing flights are conducted from two helipads in this area.
- 20. FN 9 - NITMILUK (KATHERINE GORGE) NATIONAL PARK - Fly Neighbourly Advice**

- 20.1 This is an understanding between the locally based scenic flight operators and the Nitmiluk National Park to operate in the area in an agreed responsible manner. Other pilots undertaking sightseeing flights should obtain information on FNA areas, tracking details, operating altitudes, and specific areas to be avoided from:
- 20.2 The Manager
Nitmiluk National Park
PO Box 344
Katherine NT 0851
Phone: 08 8972 1886
Fax: 08 8971 0702
- 20.3 Except when operating a pre-arranged scenic route at Katherine Gorge, pilots are requested not to fly below a MNM ALT of 2,000FT AMSL within the lateral limits above the Park:
Pilots operating in the LATERAL LIMITS: 14 01 09S 132 21 45E, 14 21 14S 132 22 05E then along the minor arc of a circle of 10.00NM radius centred on 14 31 16S 132 22 40E (YPTN/AD) to 14 25 06S 132 30 49E 14 13 17S 132 47 29E, then along the major arc of a circle of 30.00NM radius centred on 14 31 16S 132 22 40E (YPTN/AD) to 14 01 09S 132 21 45E VERTICAL LIMITS: SFC - 2500 HOURS OF ACTIVITY: HJ, including Katherine Gorge are to use CTAF 126.7 MHZ.
- 20.4 **Katherine Gorge - Lateral Limits**
S14 19.7 E132 24.0, S14 17.0 E132 24.0, S14 13.4 E132 37.0
S14 19.3 E132 36.0, S14 21.8 E132 27.3, S14 19.7 E132 24.0
- 21. FN 10 - NITMILUK (EDITH RIVER FALLS) NATIONAL PARK - Fly Neighbourly Advice**
- 21.1 This is an understanding between the locally based scenic flight operators and the Nitmiluk National Park to operate in the area in an agreed responsible manner. Other pilots undertaking sightseeing flights should obtain information on FNA areas, tracking details, operating altitudes, and specific areas to be avoided from:
- 21.2 The Manager
Nitmiluk National Park
PO Box 344
Katherine NT 0851
Phone: 08 8972 1886
Fax: 08 8971 0702
- 21.3 Except when operating a pre-arranged scenic route at Edith Falls, pilots are requested not to fly below a MNM ALT of 2,000FT AMSL within the lateral limits above the Park:
When Tindal CTR is:
Inactive, pilots are to monitor/use CTAF 119.7 and 122.6 for operations in the zone.
Active, all operations on approach CTR on 120.95 unless otherwise directed by Tindal MIL CTR. Pilots are to monitor/use CTAF 119.7 as required.
- 21.4 **Edith River Falls - Lateral Limits**
A circle of 2NM RAD centred on S14 10.7, E132 11.2
- 22. FN 11 - KALBARRI NATIONAL PARK - FLY NEIGHBOURLY ADVICE**
- 22.1 The Kalbarri National Park (the Park) is administered by the Western Australian Department of Conservation and Land Management, in accordance with the Conservation and Land Management Act 1984. The Park contains sensitive environmental areas. Pilots undertaking sightseeing or scenic flights should obtain details of scenic routes over the Park from the Senior Ranger.
- 22.2 The Senior Ranger may be contacted by Phone on 08 9937 1140, or by FAX on 08 9937 1437 or in writing to: Senior Ranger, Kalbarri National Park, PO Box 37, KALBARRI WA 6536
- 22.3 Except when operating scenic flights, pilots are requested to maintain a minimum altitude of 2000FT AGL (being defined as the highest point of terrain, and any object on it, within

a radius of 600M of a point vertically below the aircraft) unless operation at this altitude would jeopardise the safe conduct of the flight.

23. FN 12 - PHILLIP ISLAND NATURE PARKS - FLY NEIGHBOURLY ADVICE

23.1 Phillip Island Nature Parks are administered by Phillip Island Nature Park Committee of Management in accordance with the Crown Land (Reserves) Act 1978. The park contains sensitive environmental areas including sensitive seabird and shorebird breeding, feeding and roosting sites of national and international importance.

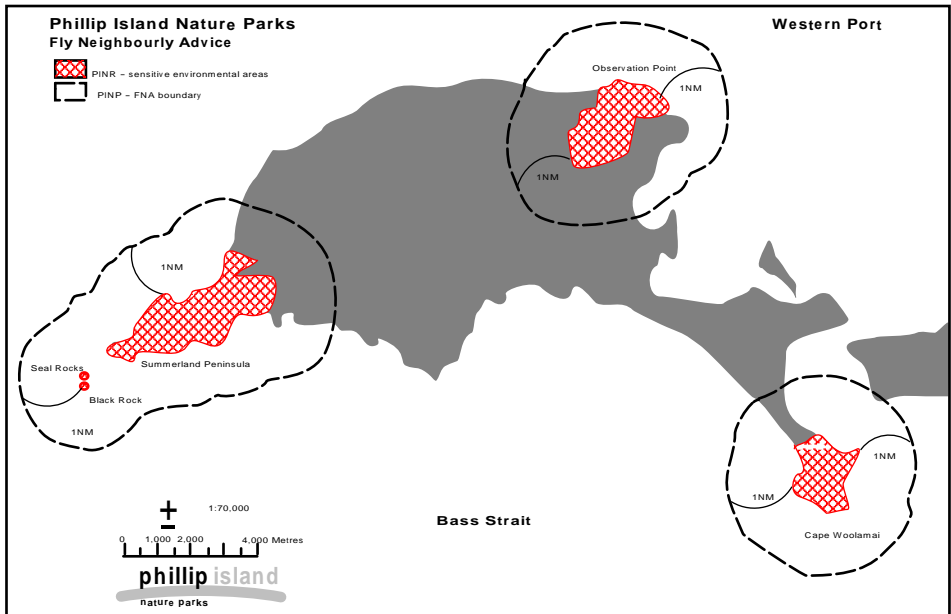
23.2 Pilots are requested to not fly below 1,500FT within one (1) NM of these sensitive sites.

23.3 Flight over these sensitive sites should be avoided where possible and aircraft should be operated to minimise noise and visual impact from the ground.

23.4 Pilots undertaking sightseeing flights should obtain details of such sites and preferred routes, and associated altitudes, from the Phillip Island Nature Park, at the following address:

Phillip Island Nature Park,
PO Box 97,
Cowes VIC 3922.
Phone 03 5951 2800.

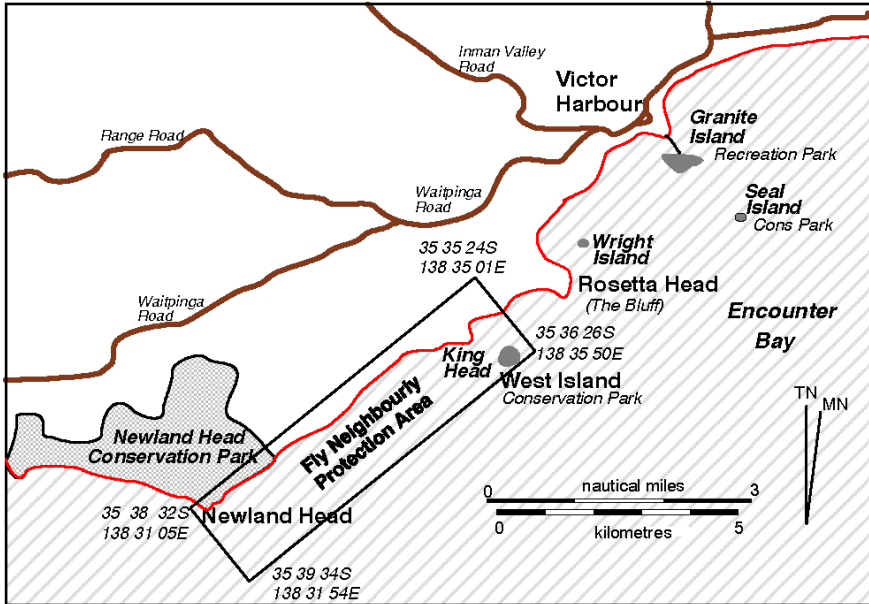
23.5 Pilots of aircraft, helicopters and airborne craft may not land or operated within the Park without permit from the Committee of Management at the above address.



24. FN 13 - WAITPINGA CLIFFS, SOUTH AUSTRALIA APPLICABLE 1ST JUNE - 31ST DECEMBER ANNUALLY

24.1 A Fly Neighbourly protection area has been established around the Waitpinga Cliffs on Fleurieu Peninsula in South Australia to provide some protection to the vulnerable/threatened White Bellied Sea Eagle during its breeding season between 1 June and 31 December.

24.2 The Fly Neighbourly protection area extends from S35 38 32 E138 31 05 to S35 35 24 E138 35 01 to S35 36 26 E138 35 50 to S35 39 34 E138 31 54. The length of the Fly Neighbourly Protection Area is approximately 4 nautical miles.



- 24.3 Pilots are requested to maintain a minimum altitude of 2000FT AGL unless operation at this altitude would jeopardise the safe conduct of the flight. Pilots are also requested to keep constant RPM and pitch when flying in the vicinity of the Waitpinga Cliffs.
- 24.4 The District Ranger may be contacted by Phone on 08 8552 0302, or FAX on 08 8552 3950, or by writing to: The District Ranger
Department for Environment and Heritage
PO Box 721
Victor Harbour
SA 5211.
- 25. FN 14 - CARNARVON NATIONAL PARK, QUEENSLAND**
- 25.1 Carnarvon National Park is administered by the Department of Environment and Resource Management, Queensland Parks and Wildlife Service in accordance with the Nature Conservation Act, 1992.
- 25.2 Schedule 7 of the Nature Conservation (Protected Areas Management) Regulation, 2006, states the legislated minimum flying height over this protected area.
- 25.3 The minimum flying height over Carnarvon National Park is 1500FT.
- 25.4 Exceptions can be made for emergencies, for approved filming and for management purposes.
- 25.5 For further information contact the Ranger in Charge by phone (07) 4984 4505, fax (07) 4984 4519 or in writing to: Ranger in Charge
Department of Environment and Resource Management
Queensland Parks and Wildlife Service
Carnarvon NP, Gorge section
via ROLLESTON, QLD. 4702.
- 26. FN 15 - CURRAWINYA NATIONAL PARK, QUEENSLAND**
- 26.1 Currawinya National Park is administered by the Department of Environment and Resource Management, Queensland Parks and Wildlife Service in accordance with the Nature Conservation Act, 1992.
- 26.2 Schedule 7 of the Nature Conservation (Protected Areas Management) Regulation, 2006, states the legislated minimum flying height over this protected area.

- 26.3 The minimum flying height over Currawinya National Park is 1500FT.
- 26.4 Exceptions can be made for emergencies, for approved filming and for management purposes. For further information contact the Senior Ranger by phone (07) 4654 1255, fax (07) 4654 1418 or in writing to: The Senior Ranger
Department of Environment and Resource Management
Queensland Parks and Wildlife Service
PO Box 149,
CHARLEVILLE. QLD. 4470.
- 27. FN 16 - HINCHINBROOK NATIONAL PARK, QUEENSLAND**
- 27.1 Hinchinbrook National Park is administered by the Department of Environment and Resource Management, Queensland Parks and Wildlife Service in accordance with the Nature Conservation Act, 1992.
- 27.2 Schedule 7 of the Nature Conservation (Protected Areas Management) Regulation, 2006, states the legislated minimum flying height over this protected area.
- 27.3 The minimum flying height over Hinchinbrook Island National Park is 1500FT.
- 27.4 Exceptions can be made for emergencies, for approved filming and for management purposes.
- 27.5 For further information contact the Senior Ranger by phone (07) 4066 8779, fax (07) 4066 2041 or in writing to: Senior Ranger
Department of Environment and Resource Management
Queensland Parks and Wildlife Service
PO Box 74
CARDWELL. QLD. 4849.
- 28. FN 17 - CAPRICORNIA CAYS NATIONAL PARK AND CAPRICORNIA CAYS NATIONAL PARK (SCIENTIFIC), QUEENSLAND**
- 28.1 Capricornia Cays National Park and Capricornia Cays National Park (Scientific) are administered by the Department of Environment and Resource Management, Queensland Parks and Wildlife Service in accordance with the Nature Conservation Act 1992.
- 28.2 Schedule 7 of the Nature Conservation (Protected Areas Management) Regulation, 2006, states the legislated minimum flying height over this protected area.
- 28.3 The minimum flying height over Capricornia Cays National Park and Capricornia Cays National Park (Scientific) is 1500FT.
- 28.4 Exceptions can be made for emergencies, for approved filming and for management purposes.
- 28.5 For further information contact the Operations Manager by phone (07) 4971 6500, fax (07) 4972 1993 or in writing to: Operations Manager
Department of Environment and Resource Management
Queensland Parks and Wildlife Service
PO Box 5065
GLADSTONE. QLD. 4860.
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