

“NATFLY 2011 – TEMORA NSW (YTEM)

EASTER 21st April – 24th April

1. INTRODUCTION

1.1 Recreational Aviation Australia Inc. (RA-Aus) is sponsoring a fly-in at Temora over the period 21st – 24th of April 2011 inclusive. An open invitation has been extended to all RA-Aus Members, Sport and Recreational and General Aviation (GA) pilots. Expected traffic at Temora includes recreational aircraft, gyroplanes, gliders, balloons, warbirds, aeromodellers and the local GA traffic.

1.2 It is expected that the threshold of RWY 36 will be displaced to abeam taxiway E for the duration of the event. Refer to current NOTAMs for reduced runway dimensions and length.

1.3 The event is strictly a fly-in and no air traffic services will be provided. However, to facilitate the flow of traffic, a UNICOM service may be provided on the CTAF 126.15MHZ from 1pm local time on Thursday 21st April through to 12pm local time on Sunday 24th April 2011.

1.4 On Friday 22nd and Saturday 23rd April 2011 from 12:15 pm local time to 1:30 pm local time, air displays may be conducted at Temora. UNICOM service will be active during these air displays. Pilots should make provision for up to 15 minutes holding during this time period for arrivals and departures.

1.5 Pilots intending to operate large (>5,700KG) or fast (>250KT) aircraft into Temora during the fly-in are requested to give 48HR advance notice to Recreational Aviation Australia Inc.

Operations Mobile: 0400 280 087 or 0428 282 870

2. OPERATIONS IN THE VICINITY OF NON-TOWERED (non-controlled) AERODROMES:

2.1 Pilots are reminded of the changes in operations in the vicinity of non-towered aerodromes that came into effect 3rd June 2010.

2.2 It is strongly advised that Pilots refer to **CAAP 166-1 (0)** for the requirements when operating in the vicinity of a non-towered aerodrome. A copy of the CAAP is available on the CASA website: www.casa.gov.au, under the heading of: OPERATIONS - sub heading: of Non-towered aerodromes.

2.3 Pilots should also refer to relevant sections of AIP ENR 1.1 Para 20.1 – 20.2.9, RADIO COMMUNICATION AND NAVIGATION REQUIREMENTS.

2.4 Straight in approaches and joining on base are **not** recommended due to expected heavy traffic.

2.5 Circuit traffic may be very heavy at times. There will be a need for extra vigilance and to modify your circuit with due respect to other aircraft performance differences to ensure the smooth flow of traffic.

2.6 Depending on the traffic density, some of the slower aircraft may be utilising the grass parallel runways for continuous circuit operations, using a

circuit height of 500FT AGL and remaining below, but parallel to, the normal circuit.

2.7 The grass runways are available for the arrival or departure of traffic.

3. GLIDING OPERATIONS

3.1 Glider Operations are not expected but may be operational at various times during the day.

3.2 The glider strips are beside the main runway strips but may also use the main active runway.

3.3 AIP ENR 1.1 paras 40.2.2 and 40.2.3 detail the procedures for simultaneous operations of gliders and aircraft on parallel runways. Information about gliding activity will be available on 126.15MHZ.

4. POWERED PARACHUTE OPERATIONS

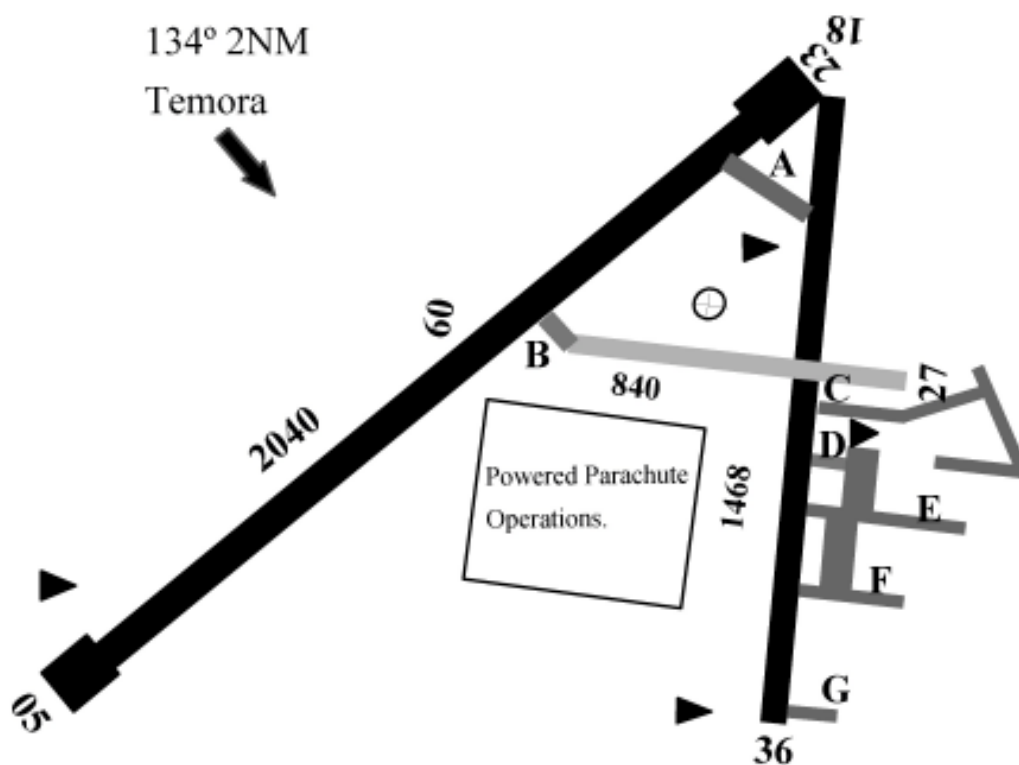
4.1 Powered Parachute operations may be taking place depending on local weather conditions.

4.2 These operations will be confined to an area immediately to the West of runway 18/36 and to the South East of runway 05/23.

4.3 Operations of the Powered Parachutes will be limited to not above 500FT and inside normal circuit patterns.

4.4 Aircraft with a max speed of 55KT and helicopters, exercise due caution if conducting 500FT circuits on runway 36 or 23. (AIP ENR 1.1para 40.3.1) (CAR 163A)

4.5 Information about Powered Parachute operations will be available on 126.15MHZ



5. TERMINAL AREA AND RTF PROCEDURES

5.1 Pilots are reminded of the requirements of the carriage and use of radio in the vicinity of non-towered aerodromes. Temora is a Certified (CERT) aerodrome: Refer CAAP 166.1.(0) para 3.1 – 3.3 and requirements of CAR 166E.

5.2 Radio broadcasts should be made in accordance with the information provided in CAAP 166.1.(0) para 6.1 – 6.5.7. and the requirements of CAR 166C.

5.3 Unnecessary radio chatter on the CTAF must be avoided, and calls should be kept to a minimum consistent with standard AIP procedures.

6. AFTER LANDING

6.1 Pilots are requested to plan their approach such that the occupation time of the runway is as short as possible, and plan to vacate the runway via taxi way or a cross-runway if practicable. The grass areas are being monitored daily for any sign of burrs, and contingency plans are in place for remedial action at first appearance. The grassed areas are expected to be available for taxiing aircraft. (Advice will be passed on 126.15 MHZ.)

6.2 A ground frequency will be available to assist in parking and upon exiting the runway it is requested that you contact Parking on 129.9MHZ and advise your requirements. Please advise the period of your stay as this will dictate parking and tie-down areas.

6.3 Normal aviation traffic procedures apply on taxiways.

7. PILOT BRIEFING – LOCAL FLIGHTS

7.1 Pilots intending to undertake local sorties during the period of the fly-in are requested to obtain a briefing from the NATFLY Operations Coordinator prior to the operation.

7.2 Daily briefing sessions will be held at 0800HR local in forum Hangar J.

8. PARKING

8.1 “Follow me” vehicles and ground marshals will be present to assist and guide you to appropriate tie-down or camping areas.

8.2 Due to the limited availability of wire cable tie downs, it is important that pilots also bring chocks, tie-down ropes and stakes in case wire cables are not available due to increased aircraft parking.

8.3 During the period of the fly-in, the tie-down areas are “NO ENGINE” areas from first light Friday 21st April 2011 until last light on Sunday 24th April 2011. Pilots are advised that taxiing or running of engines in the tie-down lines is forbidden.

Note 1: Pilots with aircraft parked in the overnight or camping areas who wish to move during the fly-in, should contact the “follow-me” vehicle or phone 0400 280 087 for further information and assistance.

Note 2: Under-wing camping is permitted in marked areas. There will be a fee of \$5.00 per person per night. Fees will be collected at the RA-Aus Temora HQ in addition to a roving collector.

Note 3: There are to be no open fires or flames in the aircraft lines.

Note 4: All visitors are required to register their arrival at the RA-Aus Temora HQ for SAR purposes.

9. FUEL

9.1 AVGAS will be available from two mobile fuel tankers. The Temora bowser which is located at the end of taxiway Delta (D) is available **only** if operationally required. The two mobile tankers will come to you in your parking areas. MOGAS is available from Temora township. Arrangements are being made to assist pilots in obtaining MOGAS. Check with RA-Aus Temora HQ after arrival for details.

10. NATFLY CONTACTS

10.1 Further information about NATFLY is available from Recreational Aviation Australia Inc by the following means:

Up to 15 th April :	Tel:	02 6280 4700
	Fax:	02 6280 4775
	Email:	admin@raa.asn.au
After 15 th April:	Mobile:	0400 280 087/ 0428 282 870

11. CANCELLATION

11.1 This SUP self-cancels at 1104240800UTC.

12. DISTRIBUTION

By AVFAX and Airservices website only.