

**AIP SUPPLEMENT
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Email: 452sqndar.opscdr@defence.gov.au Phone: 0408 809 864**BATHURST ISLAND (YBTI)
NORTHERN TERRITORY GRAND FINAL
SUNDAY 11 AUGUST 2024****1. INTRODUCTION**

- 1.1 The Bathurst Island Grand Final takes place on 11 August 2024. This event attracts large numbers of aircraft travelling to and from Bathurst Island (YBTI) and Darwin (YPDN), with standardised procedures necessary to prevent saturation of Darwin ATC services.
- 1.2 The procedures identified below are necessary for traffic flow of all aircraft planned YPDN - YBTI and return. To prevent frequency congestion, Darwin Approach frequency 125.2 MHz will be independently staffed when traffic levels require from 1000 Local (0030 UTC) until last light.

2. DEPARTURE AND ARRIVAL PROCEDURES

- 2.1 YPDN Departures for YBTI:
 - a) Aircraft are preferred to plan direct YBTI.
 - b) Own separation between aircraft will be the preferred method of separation. However if this is not possible due to the weather, Darwin ATC will provide standard radar separation until vertical separation is established.
 - c) Aircraft captains should only submit a maximum of four (4) flight plans simultaneously to ensure correct system flight plan correlation.
 - d) All aircraft must contact Darwin Clearance Delivery on 126.8 MHz for airways clearance.

2.2 VFR Arrivals from YBTI:

- a) All VFR aircraft must plan via VFR Route One at standard levels.
- b) After being identified by Clearance Delivery, VFR aircraft will be transferred to Darwin Approach on 125.2 MHz once established east of YBTI prior to Cape Gambier for clearance.
- c) To enhance traffic segregation it is recommended VFR aircraft departing YBTI RWY 33 maintain RWY heading until 1,500FT AGL thence turn right for VFR route 1.

2.3 IFR Arrivals from YBTI:

- a) All IFR aircraft with a Climbing Indicated Airspeed (CLIAS) of greater than 150KT must intercept the 40NM arc based on the DN VOR/DME and track westward via the arc.
- b) All IFR aircraft with a CLIAS of less than 150KT must intercept the 35NM arc based on the DN VOR/DME and track westward via the arc.
- c) Aircraft should plan at standard levels, but must remain OCTA until cleared to either track direct to DN or climb into controlled airspace on their respective arcs.
- d) To enhance traffic segregation it is recommended IFR aircraft departing YBTI RWY 15 maintain RWY heading until 1,500FT AGL. It is also recommended that IFR ACFT track in a south westerly direction from YBTI to intercept the relevant arc to avoid conflicts with inbound traffic to YBTI.

2.4 Darwin ATIS is available via phone 08 7929 4787.

2.5 A diagram showing Standard Routes is in Appendix 1.

3. CANCELLATION

3.1 These procedures self-cancels at 202408110930 UTC.

4. DISTRIBUTION

4.1 Airservices Australia website only.

Appendix

1. Standard Routes

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