



**NSW RAPAC**  
**Meeting: 2011-2**  
 Date: 2<sup>nd</sup> June 2011  
 Time: 1300hrs  
 Venue: Bankstown Trotting Club  
 Bankstown Airport NSW  
**Minutes**  
 NSW Convenor: Grahame Hill

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## 1. Opening – 1300hrs

Harold Carter, Chairperson, opened the meeting at 1300hrs.

## 2. Apologies

SQNLDR Mark Frost, RAAF Richmond

Malcolm McGregor, CASA

Anthony Moor, Aero Club

Digby Richard, BAE Systems

## 3. Acceptance of previous Minutes

### Discussion:

Minutes of the previous RAPAC meeting 2011-1 held 10<sup>th</sup> February 2011 were accepted as disseminated.

## 4. Correspondence

### 4.1 Correspondence In

*From FLTLT Ben Heaton, Military Liaison OAR, re two restricted areas to 20 nm of Narrandera Airport*

*From SQNLDR Peter Hartley, JACC, re North East NSW proposed TRA*

*From SQNLDR Peter Hartley, JACC, re Military Exercise ACES Strike*

*From SQNLDR Shaun Nelson, RAAF Williamtown, re change of email addresses*

*From WGCDR Terry Atkinson, JACC, re Proposed inland GA route for WLM*

*From FLTLT Tim Clark, JACC, re Military Exercise Aces Strike 11-3*

*From FLTLT Ben Heaton, Military Liaison OAR, re Richmond airspace reform and ACP 079-11*

*From Roy Tuomela, CASA, re operating around Bathurst and Orange aerodromes*

*From Martin Holberton, CASA OAR, re feedback on Aeronautical Study of Melbourne*

### 4.2 Correspondence Out

*To RAPAC re Military Liaison OAR, re two restricted areas to 20 nm of Narrandera Airport*

*To RAPAC re North East NSW proposed TRA*

*To RAPAC re Military Exercise ACES Strike*

*To RAPAC re change of email addresses*

*To RAPAC re Proposed inland GA route for WLM*

*To RAPAC re Military Exercise Aces Strike 11-3*

*To RAPAC re Richmond airspace reform and ACP 079-11*

*To RAPAC re operating around Bathurst and Orange aerodromes*

*To re feedback on Aeronautical Study of Melbourne*

## 5. Business arising from previous minutes

### 5.1. Narrandera CTAF - Frequency Allocation

#### Previous Minutes:

Malcolm McGregor, CASA OAR, to provide update.

Leonard Yates, CASA Sydney Office, has submitted the following:

*Concern has been expressed by local operators that the default CTAF 126.7MHz, currently in use at Narrandera, is subject to interference from aircraft operating at other aerodromes that use the same CTAF.*

*Advice from the Airservices Australia frequency allocation section indicates that only frequencies from the 25kHz band plan are available for allocation as CTAFs. There has been no resolution from the original proponents at Narrandera regarding the allocation of a channel from the 25kHz band plan, although there is concern that there may be aircraft expecting to operate at YNAR that aren't capable of using a frequency from within that allocation.*

*The view of CASA Sydney Region is that CTAFs generally should be allocated from the 100kHz or 50kHz channel spacing band plan and that 25kHz spacing should be avoided. It may be appropriate to reallocate 100kHz spaced channels currently in use at controlled aerodromes for use as CTAFs. Aircraft using such airports would be expected to have the capability to use 25kHz channel spacing.*

*The Sydney Region also holds the view that changes to frequency allocations, particularly to CTAFs, should coincide with AIRAC dates and that frequency change by NOTAM should be avoided.*

*In the case of the Narrandera CTAF, occasional frequency congestion would preferable to aircraft being excluded from operating at that location because of VHF equipment capability. It is recommended, therefore, that a change to the Narrandera CTAF be deferred until a 100kHz or 50kHz channel becomes available.*

RAPAC has no objection to the allocation of a CTAF discrete frequency for Narrandera.

Airservices Australia is to advise RAPAC when 100kHz or 50kHz channel spacing band is likely to be available.

#### Discussion:

Kenneth Date, Airservices, has submitted the following update:

*Frequency 132.85 is available for consideration for the Narrandera CTAF frequency. Note that 100 kHz and 50 kHz frequency spacings are running out, depending on the area of concern, as is the case with Narrandera.*

RAPAC accepted frequency 132.85 for Narrandera.

#### Agenda item Closed

### 5.2. Tyagarah Airport, Radio frequency

#### Previous Minutes:

Malcolm McGregor, Chair, advised that the CASA Eastern Region Office has recommended that a discrete CTAF would be appropriate for Tyagarah.

RAPAC asked Airservices for a proposed date of implementation.

#### Discussion:

Kenneth Date, Airservices, has submitted the following update:

*Frequency 132.45 is available for consideration for the Tyagarah CTAF frequency. There are no CTAF band frequencies of 100 kHz or 50 kHz available.*

RAPAC accepted frequency 132.45 for Tyagarah.

**Agenda item Closed**

**5.3. Oaks CTAF, Frequency Allocation**

**From Previous Minutes:**

Carl Holden stated due to interference from surrounding aerodromes, the Oaks Airport requires a discrete frequency.

Carl Holden is to submit a paper to the Secretariat for further discussion and consideration at the next RAPAC meeting in June.

**Discussion:**

Carl reinstated, due to the increased flying activities on weekends, Oaks airport need their own frequency.

Leonard Yates, CASA FOI, commented that the airport sits under an approach point and in the vicinity of a way point. Leonard will seek advice from CASA on this matter.

**Actions:**

Seek advice from CASA on discrete frequency for Oaks

**Responsible:**

Leonard Yates, CASA

**Due Date:**

Next RAPAC, October 2011

**5.4. Frequency Change at Kempsey**

**Discussion:**

Harold Carter, Chair, briefed RAPAC on frequency change at Kempsey Airport. The new frequency is 118.9, effective from 25 August 2011.

No comments were made.

**Agenda item Closed**

**5.5. Flexible Use of Airspace**

**Previous Minutes:**

WGCDR Sheryl Steele, OAR Defence, thanked WGCDR Terry Atkinson for his work on the Flexible Use of Airspace to this point.

WGCDR Sheryl Steele informed RAPAC that there is still work to be done in speeding up the dynamics of airspace usage, particularly focusing on maximise time that restrictions are off and thus available for usage. It is anticipated that the work will wrap up by the end of the year.

There will be a Post Implementation Review (PIR) early in the year. This project will be led by Corrine Smith. Information will be provided to RAPAC shortly on how to participate on this review.

**Discussion:**

FLTLT Ben Heaton gave an update on the PIR. Industry are encouraged to provide feedback including completing a questionnaire that has been distributed.

No comments were made

**Actions:**

PIR to be distributed to RAPAC

**Responsible:**

FLTLT Ben Heaton

**Due Date:**

When PIR is complete

### **5.6. Class D Towers update on PIR progress**

**Previous Minutes:**

The following correspondence is from Craig Patterson, OAR, re Class D Towers update on PIR progress:

*The Civil Aviation Safety Authority and Airservices Australia has successfully implemented changes to Class D procedures. These changes implemented on the 3 June 2010 have brought Australia closer to ICAO standards, and have in a broad sense aligned with the US Federal Aviation Administration Class D procedures. These changes have been delivered in accordance with Australian Government Policy, with CASA moving towards adopting, what is seen as, good practice*

*The current development of the Draft Post Implementation Review of Class D Airspace is at its final stages. Feedback and comments have been received and reviewed. Feedback appear to be in general support of the Class D changes. The PIR has identified some enhancements that may be considered by CASA and will be presented in the PIR when published. Any additional comment is welcome and encouraged. The changes to Class D have been widespread as is the education program. Further work in ongoing education will continue.*

*The PIR is expected to be completed by the end of February 2011. The OAR still encourages anyone to provide comment or feedback to the OAR or Craig Patterson.*

Malcolm McGregor, Chair, encouraged participants to provide feedback to the Post Implementation Review. Craig Patterson, OAR CASA, is leading this project and can be contacted through the following:

Email: [OARinfo@casa.gov.au](mailto:OARinfo@casa.gov.au)

Phone: 131 757 and ask to speak with Craig Patterson

Senja Robey, AWPA NSW, commented that she has provided feedback in a meeting with Airservices Australia on the issue. Malcolm McGregor, Chair, asked if possible that the feedback be provided to CASA as well.

Ray Clamback commented that there was a lot of confusion with the transition to Class D from the GAAP. Ray will contact Craig Patterson to document these confusions.

**Discussion:**

Harold Carter, Chair, informed RAPAC that the Post Implementation Review is progressing. Feedback from industry and Airservices are being incorporated into the review.

No other comments were made.

**Actions:**

Further updates

**Responsible:**

Craig Patterson

**Due Date:**

Next RAPAC, 6<sup>th</sup> October 2011

### **5.7. Port Macquarie to Ballina Class E Corridor**

**Previous Minutes:**

Nick Borley, OAR, submitted the following update on the Stakeholder Questionnaire

*The class E airspace study is on going with stakeholder questionnaires having been circulated to the major domestic and regional carriers associated with this airspace. Overall the response to the questionnaires was poor with only a limited number of responses being received.*

*In conjunction with questionnaires, site visits have been conducted with the service provider in order to gain an appreciation of traffic mix and volume, surveillance capabilities and controller workloads.*

*Further stakeholder consultation is to be conducted shortly with operators from smaller regional centres identified within the study area (i.e. Casino, Armidale, Grafton etc) along with follow up consultation with regional operators, site visits and the analysis of ATSB and ESIR data.*

*A draft report is anticipated to be prepared for industry comment by 31 March 2011.*

*Comment is welcomed from industry stakeholders and should be directed to Nick Borley.*

Nick Borley has provided further correspondence for this Item which is found in Attachment 9.1.

Ray Clamback queried the advantage of this study. He further stated that Class E corridors are to protect IFR aircraft from VFR. Malcolm McGregor, Chair, replied that in Class E transponder is compulsory for all aircraft.

John Tessarolo, REX, commented that Controlled Airspace is a high work load area for a pilot and that lowering Class E corridor, where VFR with transponder would operate, would offer some more protection for IFR and reduce workload for pilots.

It was noted that further education and awareness for pilots on the use of transponders is needed.

John Tessarolo, REX, thanked OAR for work in this area.

**Discussion:**

Nick Borley, CASA OAR, submitted the following update:

*The class E airspace study is progressing with stakeholder feedback currently being incorporated. It is anticipated to have a draft complete by end of June subject to review by Air services.*

*Regards*

**Nick Borley**

*Airspace Specialist*

*Office of Airspace Regulation*

*Airspace and Aerodrome Regulation Group*

*Civil Aviation Safety Authority*

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*Email: nick.borley@casa.gov.au*

*safe skies for all*

Warwick Walesby, Qantaslink, spoke in favour of Class E corridor between Port Macquarie and Ballina. He agreed to pass on his comments to Nick Borley, CASA, in this regard.

**Actions:**

Further updates

**Responsible:**

Nick Borley

**Due Date:**

Next RAPAC, 6<sup>th</sup> October 2011

## 6. Notified Agenda Items

### 6.1. Bureau of Meteorology Brief/Issues

**Discussion**

This is a standing Agenda Item for the industry and the BoM to raise relevant issues. The BoM has not submitted any Agenda Items yet.

Ashwin Naidu, BoM, provided an update on AWIS rollout program. Ashwin provided a briefing and demonstration on the BoM's new aviation services website. The new site is currently running in parallel with the old site and feedback should be directed to the BoM via the email on their website.

Ashwin also advised RAPAC that the BOM is currently conducting a review into the provision of Terminal Aerodrome Forecasts (TAF's). A draft would be circulated for industry comment upon completion of the review.

**Agenda Item is Closed.**

### 6.2. Defence Brief/Issues

This is a standing Agenda Item for the industry and Defence to raise relevant issues.

#### 6.2.1. Richmond airspace reform and ACP 079-11

**Discussion:**

Correspondence from FLTLT Ben Heaton, Military Liaison OAR, was emailed to RAPAC on 27/04/2011. The correspondence is found at [attachment 9.1](#).

FLTLT Ben Heaton further discussed the issue, including the significant consultation that has taken place.

The aim is of the tweaking of the airspace is to make it more accessible. However, it was noted, that Defence does not want to loose the flexibility offered by the restricted access at the moment.

Andrew Andersen, AOPA, asked if instrument approach practice will be impacted as a result of this. No impact is expected.

Ken Date, Airservices, asked if environment impact assessment is to be undertaken. FLTLT Ben Heaton answered that the Office of Airspace Regulation within CASA will undertake this assessment once the reform is structured.

No further comments were made.

**Agenda Item is Closed.**

### 6.3. Cloud Jump Procedures at Rutherford Airport

**Discussion:**

Grahame Hill, NSW RAPAC Convenor, has submitted the following proposal from Skydive Maitland:

11 February 2010

Grahame Hill  
NSWPC RAPAC Representative

Via Email

Dear Grahame

RE: Cloud Operations Application Approval, LoA NSW RAPAC

Skydive Maitland is seeking approval for a Cloud Operations Application. Skydiving operations are currently conducted at Rutherford Airport. The Drop Zone is situated S32°42.26' E151°29.39'. The airspace is identified on the Newcastle/Williamstown VTC, with a parachuting symbol on the ERC LOW. For Drop Zone reference purposes the target is 200 meters north east of the administration centre at an elevation of 74 FT AMSL. Accompanying our request is a letter from the president of the Royal Newcastle Aero Club (RNAC) giving land owners approval for our application and ERC Low and Willy VTC.

We'd like to ask if you could submit our request for LoA to NSW RAPAC as an Agenda item for their next meeting? If you require any further information or would like to discuss the attached please do not hesitate to contact me on 0425 200 185.

I look forward to your feedback on our application and process going forward.

Kind regards

Jason Clarke  
Chief Instructor, Skydive Maitland  
M: 0425 200 185  
E: [info@skydivemaitland.com.au](mailto:info@skydivemaitland.com.au)

Graham Hill, RAPAC Convenor, asked if there were any objections to the proposal.

Teraya Miller, CASA ASA, asked how other airspace users are made aware of parachuting through cloud is taking place. Graham replied that the cloud jumping procedures manual sets the standards for this and broadcasting is required. There are generally no issues in this regard.

RAPAC agreed with the proposal for Cloud Jump Procedures at Rutherford Airport.

**Agenda item close**

## 7. Other Business & Late Agenda Items

### 7.1. Navex 2A Project

#### Discussion:

The following correspondence is from Rob Scott, Airservices, re Navex 2A Project:

*The Navex 2A project will replace Non-Directional Beacons (NDBs) with the latest Nautel Vector D500 type equipment at 41 Back-up Network NDB sites across Australia. The project scope includes the replacement of NDB equipment shelters if required, and the upgrade of associated site infrastructure (lightning protection, Fold Flat Top (FFT) antennas, fencing & mains power). A small number may also require relocation of the aid.*

*The first NDB to be replaced which affects NSW is Griffith, scheduled to commence on 12 May 2011. Thereafter, Cooma, Bankstown, Coffs Harbour and Norfolk Island are scheduled at intervals throughout the second half of 2011. The last site will be Cowra; at this stage this aid is planned to be relocated. It is anticipated that, in general, each of these nav aids will be out of service for up to 28 days. Comments are sought from users, particularly of Bankstown, as to the impact of these outages.*

*Rob Scott  
Operating Authority Nav, VHF and Sat.  
E-mail: rob.scott@airservicesaustralia.com  
Ph 03 9339 2500  
Fax 03 9339 2108  
Mob 0413 545 654*

Ken Date, Airservices, also advised that 2B will begin once the 2A Project is finished.

Navex 2B Project is the replacements of nav aids. Some outages are expected. The replacement schedule hasn't been released as of yet.

Ken also informed RAPAC that:

- Canberra ILS will be refurbished again; and
- Sydney Radar is changed to Sydney Centre.

**Agenda item closed**

### ***7.2. Printing of Visual Flight Guides***

Comments were raised regarding the printing of Visual Flight Guides as pilots have found them useful.

Teraya Miller, CASA, advised there are issues with document control and amendments.

Carl Holden moved, seconded by Ray Clamback, a motion for RAPAC to ask CASA to print Visual Flight Guides. The motion was carried.

<b>Actions:</b> Seek CASA's reply on the matter	<b>Responsible:</b> Secretariat	<b>Due Date:</b> Next RAPAC, 6 <sup>th</sup> October 2011
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### ***7.3. Locating information on Restricted Areas***

Ray Clamback asked where information regarding restricted areas is available. It was pointed out ERSA contains such information. However, information on Temporary Restricted Area is not captured by this publication.

**Agenda item closed**

## 8. Next Meeting:

### 8.1. Time and Place

**Date:** 6<sup>th</sup> October 2011

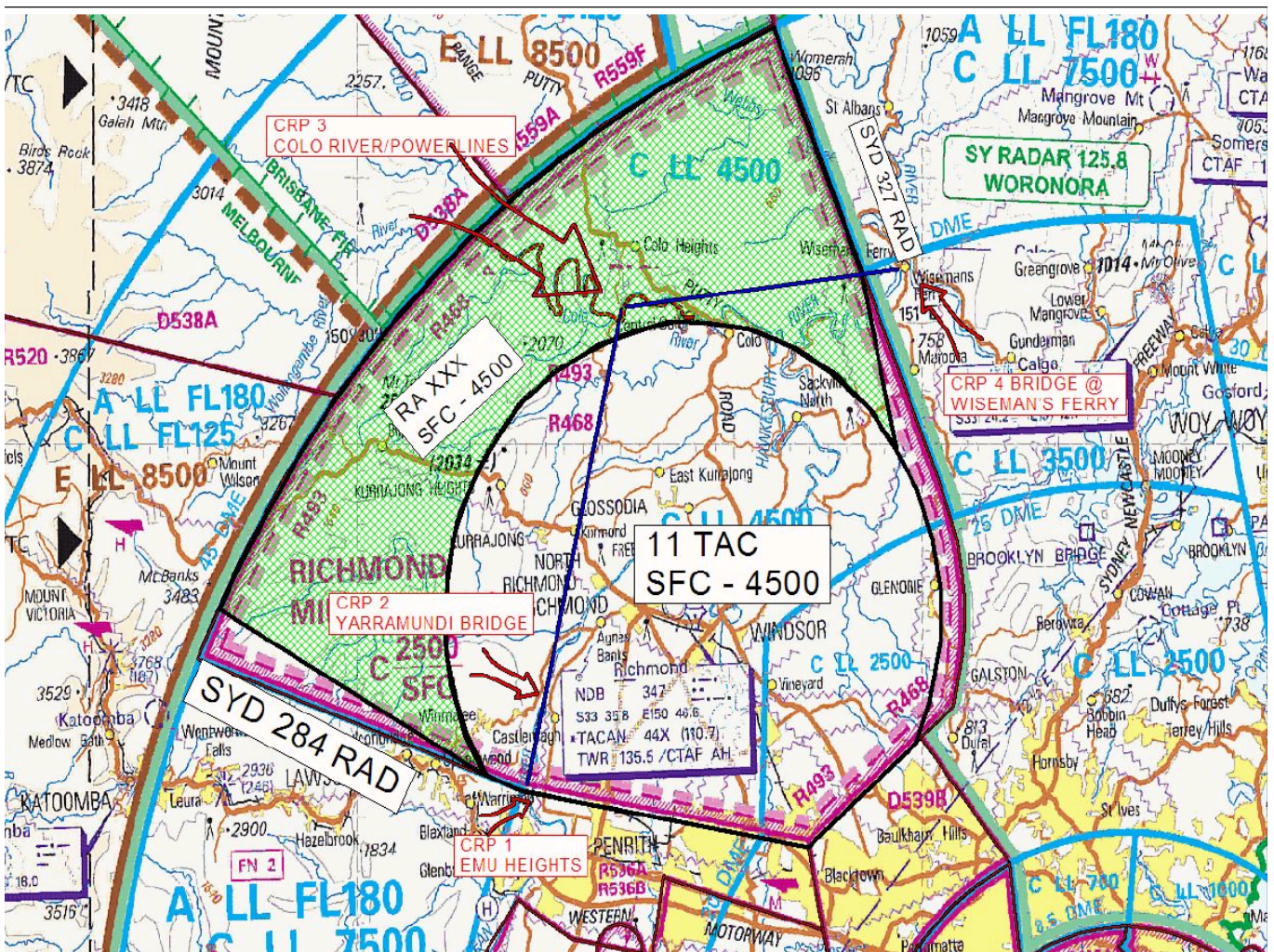
**Time:** RAPAC: 1300hrs

**Venue:** Bankstown Trotting and Recreation Club  
178 Eldridge Road, Bankstown  
Bankstown Airport

## 9. Attachments

### 9.1. Richmond Airspace Reform and ACP 079-11 Correspondence

Defence would like to modify Richmond's airspace for greater GA access with both a lateral redesign and proposed VFR lane. The changes are listed below and image to hopefully clarify the words. Permanent changes for Nov11, discussion by email and RAPAC 2 June meeting. If there are no complications with feedback a NOTAM will be issued similar to Williamtown VFR lane in lead up to permanent changes Nov-11.



- Richmond's Southern and Eastern boundaries to be based on Syd Radial 284 & 327,
- Rich CTR to become RAXXX 11 TAC Richmond SFC - 4500, activated by NOTAM
- Rich 11 TAC to SYD 45 DME to become RXXX SFC-4500, activated by NOTAM
- Most daily operations will activate both Ras but this design allows the possibility of releasing the outer RA when not in use
- VFR Route flown at 1500 AMSL as shown in blue with Compulsory Reporting Points CRPs. Clearances are required and available through Rich ATC 135.5 prior to CRPs

Please have no hesitation in contacting me for further info.

**Ben Heaton**

FLTLT

Military Liaison

Office of Airspace Regulation

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## 9.2. Attendance List

Name	Organisation
Harold Carter (Chair)	CASA
Merhawi Khelete (Secretariat)	CASA
Ben Heaton	RAAF/OAR
Terry Atkinson	RAAF
Grahame Hill	APF & RAPAC Convenor
David Dean	HQ Forcomd AVN Directorate
Vanessa Stothart	RAAF
David Borg	RAAF
Peter Clark	RAAF – Norwa
Warwick Walesby	Qantaslink
Michael Evans	RAAF – Williamtown
Matthew Ferguson-McLellan	RAAF – Williamtown
Teraya Miller	CASA
Karen Scrimmes	CASA
Slavica Despotovic	CASA
Ray Clamback	AAFI
Senja Robey	AWPA (NSW)
Carl Holden	Airport Friendly Solutions
Leonard Yates	CASA
Ashwin Naidu	Bureau of Meteorology
Ken Date	Airservices
Andrew Andersen	AOPA