



# North Queensland RAPAC

**Meeting: 2011-2**

**Date:** 27<sup>th</sup> September 2011

**Time:** 1800hrs

**Venue:** CASA Office  
Building 78 Mike Borzi Drive  
Cairns Airport

## Minutes

Convenor: Doug Stott

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## 1. Opening – 1800hrs

Peter Cromarty, Chairperson, opened the meeting at 1800 hours.

## 2. Apologies

Samantha Moran, ATSB  
Phil Gilmore, West Wing Aviation  
Amber Young, BoM

## 3. Acceptance of previous Minutes

### Discussion:

Minutes of previous meeting held 29<sup>th</sup> March 2011 were accepted.

## 4. Correspondence

### 4.1 In

*From Lawler Anthony, CASA, re Bundaberg Airshow ACP 092-11*

*From Martin Holberton, CASA, re Post Implementation Review of the Class D airspace changes*

*From Simon Scott, CASA, re Bight Group Aeronautical Review*

*From Scott Lefevre, JACC, re Extension of Tiger (R942) Airspace*

*From FLTLT Ben Heaton, Defence OAR, re PIR Conditional Status PRDs*

*From FLTLT Glen Dodds, RAAF ATC, re Exercise Wallaby 11*

### 4.2 Out

*To RAPAC re Bundaberg Airshow ACP 092-11*

*To RAPAC re Bight Group Aeronautical Review*

*To RAPAC re Extension of Tiger (R942) Airspace*

*To RAPAC re PIR Conditional Status PRDs*

*To RAPAC re R681A/B Boundaries amendment*

*To RAPAC re Exercise Wallaby 11*

## 5. Business arising from previous minutes

### 5.1. Allocation of a Discrete CTAF to Northern Peninsula Airport (previously Bamaga/Injinoo Airport)

#### From Previous Minutes:

This item had been on the agenda for some time. Doug Stott talked to this item highlighting to RAPAC that concerns with the frequency allocations have caused is some cases a breakdown in situational awareness to some operators. Due to the lack of a completed PIR on the CAR 166 changes RAPAC has suggested that this matter be progressed. It was suggested for consideration to RAPAC for the combining of the CTAF frequencies between Horn Island (126.5) and Northern Peninsula (126.6)

Lloyd Mais has taken an action to investigate with Industry desired options for the frequency management. RAPAC agreed that findings identified by Lloyd will be presented to RAPAC at the next meeting with the view to present an outcome.

#### Discussion:

The email from Phil Gilmore via Doug Stott was tabled (as found at [attachment 9.3](#))

Lloyd Mais, CASA, provided background on this long-standing issue and advised that all operators had been consulted on the proposal to place Northern Peninsular (NPE) and Horn Island (HID) on the same frequency.

Following discussion the meeting agreed to the proposal for NPE and HID to be allocated the same CTAF. Additionally, to overcome possible frequency congestion, it was further agreed to separate the NPE/HID frequency from the rest of the Torres area ie establish separate Broadcast Areas (BA - see Item 6.4) for NPE/HID and Torres.

The dimensions of these two areas would be determined following investigation by the CASA Cairns Office.

Frequency allocation for the NPE/HID BA, Torres BA and PAL would be determined following technical advice.

#### Actions:

1. Determination of CTAF and PAL frequencies
2. Determination of BA dimensions

#### Responsible:

1. CASA Cairns/OAR
2. CASA Cairns

#### Due Date:

asap

## 5.2. Cowley Beach ACP 056-11

### From Previous Minutes:

FLTLT Ben Heaton, OAR Defence, submitted the following through email for RAPAC distribution:

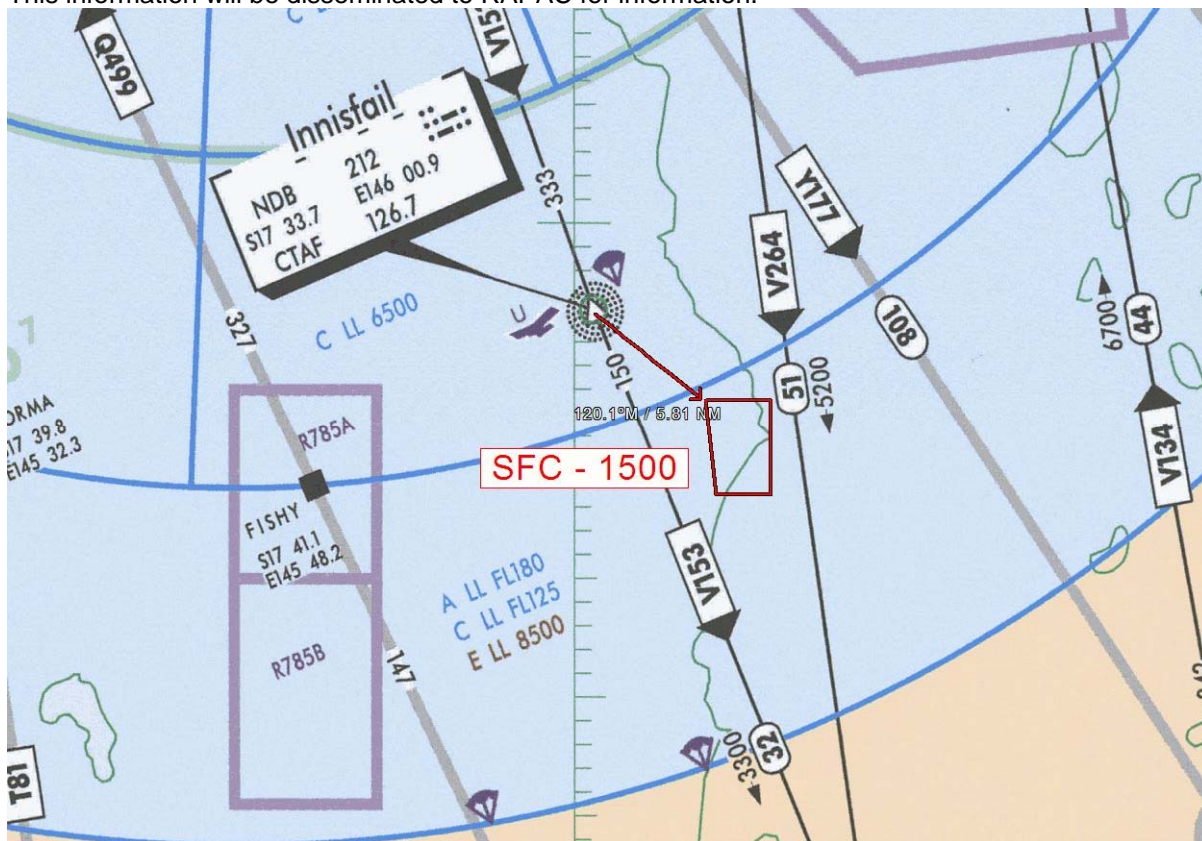
*Please provide comment on the following proposal for a TRA SFC - 1500 AMSL, 11-21 Apr 11 for daily operations activated by NOTAM. Normally this activity is completed in the Tully area R785AB but is unavailable due the damage associated with cyclone Yasi. The military exercise involves nonflying surface detonation of munitions which requires the 1500AMSL exclusion zone. The area is a fenced Defence Practice Area gazetted 18 Mar 2010.*

RAPAC discussed how this area can impinge on the Instrument approach into Innisfail. This presents particular concerns for access into Innisfail during times of IMC. RAPAC's initial request is to relocate the restricted area. This however is not an option due to topography and the desired environmental requirements around the Cowley Beach area.

It was suggested that the TRA is activated and deactivated when aircraft require the approach. Ben Heaton will provide instructions on how this will be managed.

Concerns were also voiced on the buffer requirements surrounding the Instrument Approaches. Peter Cromarty/OAR has taken an action to investigate the legislative requirements surrounding the application of the IFR buffers both inside and outside CTA.

This information will be disseminated to RAPAC for information.



### Discussion:

FLTLT Ben Heaton, OAR Defence, thanked local industry for their cooperation in accommodating the establishment of this TRA at short notice.

He advised

- the appropriate buffers were applied (1nm from the primary area, 1.25nm and 7.8 degrees using the NDB)
- the vertical limit included the buffer (the upper limit was the lowest usable level)
- an RA contains the activity; no additional buffers required
- CTA is not an issue with overlapping TRAs; managed by ATC

<b>Actions:</b> Closed	<b>Responsible:</b>	<b>Due Date:</b>
<b>5.3. Calculation of GPS Instrument Approach Minima's</b>		
<b>From Previous Minutes:</b>		
<p>A discussion was initiated by Patrick Davitt seeking clarification on AIP in the approved method of calculating GPS Instrument approaches minima's at non certified aerodromes. The issue centres on perceived ambiguity in using the forecast QNH and the Area QNH. This has obvious impacts on planning alternates and fuel management.</p> <p>CASA Operations or OAR to contact Mr Davitt to investigate the issue and provide advice to this enquiry.</p>		
<b>Discussion:</b>		
<p>The Chairman clarified the issue of IALs at non-certified or unregistered aerodromes by explaining that IALs were not permitted at such locations following an industry-agreed change to policy in 2004. CASA had provided an ongoing transition to encourage aerodrome managers to maintain their IALs by certifying or registering their aerodromes. Only 10 had relinquished their IALs. There are still a few low risk locations still to register/certify.</p> <p>Peter advised that the certification/registration process provided a level of assurance that appropriate aerodrome standards were being maintained.</p> <p>Regarding the calculation of IAL minima the following was provided:</p> <p>The approved method of calculating minima for the Instrument Approach Procedures is the ICAO Pans-Ops 8168 Volume 2. IAPs are designed to conform to this standard.</p> <p>AIP Enroute 1.5, para 5:3 indicates:</p> <ol style="list-style-type: none"> <li>1) when using terminal forecast, use the given minima values in DAP (which has 100FT buffer embedded)</li> <li>2) when using actual aerodrome QNH, reduce the DAP minima by 100FT</li> <li>3) when using forecast area QNH increase the DAP minima by 50FT (thus total buffer 150FT)</li> </ol>		
<b>Actions:</b> Closed	<b>Responsible:</b>	<b>Due Date:</b>
<b>5.4. R766</b>		
<b>From the Previous Minutes:</b>		
<p>Doug Stott raised a question regarding restricted area R766. The question presented to RAPAC was has R766 been reviewed? Is the restricted area necessary? As it is only 1NM in diameter.</p> <p>OAR operations to follow up and provide Mr Stott advice on purpose of R766. (It was suggested during the meeting that this Restricted Area was for environmental purposes. It is likely that originally this was a request by the Great Barrier Reef Marine Park Authority.</p>		
<b>Discussion:</b>		
<p>It was confirmed that the RA had been audited and that the area was still fit for purpose.</p>		
<b>Actions:</b> Closed	<b>Responsible:</b>	<b>Due Date:</b>
<b>5.5. Alternating NQLD RAPAC meetings between Cairns and Townsville</b>		
<b>From Previous Minutes:</b>		
<p>Mark Lloyd raised the comment that perhaps RAPAC might consider alternate Cairns/Townsville meeting each year to improve attendance and involvement by industry.</p>		

RAPAC were open to this suggestion. Action to rest with RAPAC Secretariat and to advise accordingly.

**Discussion:**

The meeting reaffirmed the value of RAPACs and supported any action that would reinforce their effectiveness.

Alternating meeting locations raised the possibility of a loss of support through a lack of continuity.

Proposals forwarded included:

- Video conferencing
- Grouping venues in the RAPAC program eg Cairns Tuesday, Townsville Wednesday
- Reviewing meeting times

Consideration should be given to expanding the number of RAPAC meeting locations eg Mackay, Rockhampton

**Actions:**

Review program and meeting locations

**Responsible:**

OAR

**Due Date:**

December 2011

## 6. Notified Agenda Items

### 6.1. NAIPS and NOTAM Distribution

**Discussion:**

An inquiry regarding NAIPS and NOTAM distribution has been raised as follows:

*Another matter you may care to follow up, and this has raised it's head many times over the past 20 yrs or so. That is an Airshow NOTAM that is related to an aerodrome that is not certified/registered (previously unlicensed). The distribution is usually via the FIR NOTAMs, but in this day and age and the way pilots access this data there is a very good chance that the NOTAM will not be accessed.*

*The case in point, I refer to is an Airshow that was held at Ingham on 3/4 Sept. Using NAIPS I was unable to find any reference to a NOTAM whatsoever on the morning of the 3rd. It would not come up either on my iphone/ipad etc. In fact it was not until I cancelled SAR at Ingham that I asked the operator there about the NOTAM. Yes there was one, and another officer from the BO called back with the details. It still was not showing on NAIPS at that time...!*

*I have seen this many times previously and believe that there is a need to have these category of NOTAMs listed in such a way that they will show in the AREA or LOCATION briefing data obtained from NAIPS. The other problem with Airshow NOTAMs is that they may be issued days prior to the event; however I understand there is a curfew on their display on NAIPS to start time minus 24 hrs. Again this is an issue, as many pilots planning to attend an Airshow will check for NOTAMs some days in advance (only to find nothing!).*

Jeremy Thompson, Airservices, responded as follows.

*The FIR NOTAMs are available under both Area and Location briefings,*

*AREA briefing- using Area code 9440 would give all the NOTAM in area 44 including FIR*

*Location Briefing- use of code YBBB (all FIR NOTAM for Brisbane FIR) or 7440 to restrict to Brisbane FIR in area 44*

*Example: If flying from Townsville to Ingham the following briefing would be required:*

*Either in*

*Location briefing:*

- ARFOR 44 (Area 44 Met)
- YBTL (met and NOTAM)

- 7440 (FIR met and NOTAM)
- YSHO (Head office NOTAM)

Or

Area briefing:

- 9440 (all Met and NOTAM for area 44)
- YSHO (Head Office NOTAM)

A Location briefing would give less data to wade through but an Area brief means only putting 1 code in and getting everything.

There is no curfew on getting NOTAM early, NAIPS allows you to set a time in the briefing request from 1 hour to 240 hours in advance to filter the data you receive. The default is 24 hours but can be changed when requesting the briefing.

NOTAM are issued under the location if a Registered or Certified aerodrome, these NOTAM are Aerodrome category and are on subjects to do with the operation of the aerodrome, runways, taxiways, nav aids etc.

NOTAM issued under the FIR are NAV warning category, temporary danger or restricted areas, Air shows, Parachuting, gliding, blasting, Balloons, Obstacles, mass movement of aircraft, aerobatics, low jet activity, model flying etc

Restricted areas are issued under their number or airspace group: Townsville restricted area is under R736 to R768B or all under code TLX

It is possible that a NOTAM may be issued for the air show as both an aerodrome (If it affected operations at the aerodrome or closed it) and as a FIR NOTAM as it involves aircraft operations in an area. This is not possible for Ingham, even if the NOF officer wanted to issue a NOTAM on Ingham the system would not let them.

The NOTAM and Briefing system is largely automated and the NOTAM have to be issued under strict criteria and categories so that the correct briefing is returned when requested.

The NOTAM office does not have discretion to issue NOTAM outside the rules and procedures.

CASA says that a pilot must obtain all relevant information for a flight and that includes Location, FIR and Head office NOTAM.

Any further questions please call 07 3866 3429

The meeting acknowledged the response but reiterated frustrations at the difficulty sometimes experienced in locating NOTAMs in the system. The "activation curfew period" was also raised as a concern since it limited the opportunity for pilots to access information.

The Chairman advised the group to forward specific issues or problems to OAR for followup action.

Actions:	Responsible:	Due Date:
Closed		

## 6.2. The ongoing closure of Runway 12/30 at Cairns Airport and its impact on GA operations

### Discussion:

This item is submitted by Gareth Davey, Australasian Aviation Group - Cairns Inc.

- The new owners of Cairns Airport YBCS (Cairns Airport Pty Ltd) have embarked on an ambitious plan to redevelop the current General Aviation area on the western side of the airport and introduce a 'user pays' principle for airport users. Their plans were enunciated in their Draft Land Use Plan 2010 released publicly last year (accessible under Airport Owners at <http://www.aviationcairns.com.au/membership/future/>). Although public consultation on the Draft Land Use Plan occurred over the Christmas/School Holidays/Cyclone Yasi period, submissions were able to be made by a wide variety of stakeholders (both aviation and non-aviation). There has been substantial community interest in the Airport's proposals as it involves replacing the General Aviation area with a shopping centre and other non-aviation activities. Cairns Airport has recently responded in writing to all submitters.
- In August last year the second runway at Cairns Airport (runway 12/30, 925m, sealed) was 'temporarily' closed to operations until further notice. The closure was promulgated by NOTAM and remains closed (C326/11 is the current NOTAM number).
- Since the closure of runway 12/30 last year and the introduction of new wake turbulence separation standards, operators of General Aviation aircraft at Cairns have experienced delays by having to be queued behind aircraft landing on the main runway 15/33. Prior to the 12/30 closure, GA aircraft could be slotted in for landings and takeoffs on the second runway between larger aircraft on 15/33.
- The delays experienced involve longer waiting times before taking off, as well as track diversions, orbiting and substantial speed reductions during approaches. The effects on GA operations specifically are economic (increased cost and time), and on the community generally are environmental (increased noise and pollution). An example of an approach delay has been included *below*\*
- In May this year Cairns Airport Pty Ltd employed consultants Landrum & Brown Worldwide Services to survey and report on the closure of runway 12/30. A select number of operators were invited to be interviewed by the consultants, however, this did not include the AAG-C which represents more than 26 aviation businesses in the Cairns area. As a result of a separate meeting with Cairns Airport management, the AAG-C was able to secure an interview with the consultants (copy of letter attached). The consultants have since completed their report and submitted it to Cairns Airport. To the best of our knowledge, Cairns Airport has made no subsequent statements regarding the closure of runway 12/30 nor has the consultant's report been made available for external scrutiny.
- The AAG-C asks the North Queensland RAPAC to approach Cairns Airport Pty Ltd to comment on the delays being experienced by General Aviation operators, to advise on the future status and viability of runway 12/30, and to make available a copy of the consultant's report on the runway's closure.

Regards

**Gareth Davey**

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Representing the Cairns aviation community to Australia and the Pacific Region

*\*Extract from an AAG-C member's submission to consultants Landrum & Brown Worldwide Services (included by permission). The submission refers the consultants to the WebTrak facility which is publicly available at <http://www331.webtrak-lochard.com/webtrak/cns3>. The consultants were advised to replay a flight that appeared on the WebTrak map for Cairns on 17 May 2011 at 3.05pm:*

- *On the [WebTrak] map, look northwest of Cairns to Mount Molloy and a Cessna 182 will appear with the flight details "-> MMY". Watch this aircraft and what it has to do (under ATC advice) while waiting for all other traffic to land on runway 15.*
- *As the 182 approaches the coast near Wangetti, it had to head north briefly while descending before*

*it could turn south again to meet separation requirements with a BE20 and a Qantaslink turboprop QLK306 (the 182 then dropped out of radar coverage because of that low altitude behind terrain, and reappeared with flight details "MMY -> CNS").*

- The 182 had to make a left-hand orbit at Ellis Beach due to a Hinterland aircraft HND876 on a straight-in approach to runway 15. More time and fuel wasted.*
- The 182 had to manoeuvre over the suburbs very slowly (or do another orbit - it was the pilot's choice to slow down) due to a Virgin Australia jet VOZ1641 making an approach to runway 15. More time and fuel wasted, plus noise lingering over populated areas.*
- The 182 then had to follow the jet before making a landing.*

*All that could have been avoided by tracking via the Western VFR Corridor from Wangetti for a landing on runway 12, integrated between the larger aircraft landing on runway 15. That would have saved time (business efficiency), fuel (less lead and fossil fuel exhaust in the air), and reduced the noise footprint over populated areas.*

Concerns were raised about the consultation process, the conclusions reached and the apparent lack of acknowledgement of operational inefficiencies introduced by the closure.

The Chairman explained that provided the facilities at an airport complied with the appropriate standards then CASA had no regulatory authority to take any action.

Efficiency shortcomings need to be brought to the attention of the airport owner by airport users.

<b>Actions:</b> Closed	<b>Responsible:</b>	<b>Due Date:</b>
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**6.3. Bureau of Meteorology Brief/Issues**

This is a standing agenda item to discuss or raise BoM related issues. It was noted by RAPAC that they would like to see more of a representation by BOM at RAPAC meetings.

**From Previous Minutes:**

RAPAC members would like to see more representation from the Bureau of Meteorology.

**Discussion:**

The BoM were unable to provide a representative

<b>Actions:</b> Urge BoM attendance	<b>Responsible:</b> RAPAC Secretariat	<b>Due Date:</b> Next RAPAC
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**6.4. Broadcast Areas**

**Discussion:**

Graeme Rogers provided background on a proposal to replace the large, laterally defined areas established across northern Australia in particular and known colloquially as "large CTAFs" Broadcast Areas.

The objective is to both overcome ambiguity in frequency management and the lingering perception within the industry that a CTAF is a volume of airspace.

By introducing a clearly defined airspace volume (Broadcast Area) within which all aircraft are instructed operate on a common frequency CTAF) the problem of "frequency separation" should be reduced.

The proposal has been submitted to the CASA Operations Division for approval.

The meeting endorsed the proposal in principle.		
<b>Actions:</b> Update	<b>Responsible:</b> OAR (Graeme Rogers)	<b>Due Date:</b> Next RAPAC
<b>6.5. Defence Brief/Issues</b>		
<b>6.5.1. Townsville Military Exercises</b>		
<b>Discussion:</b>  SQLDR Scott Lefevre, Joint Airspace Control Cell provided a briefing on upcoming military exercises. See <a href="#">attachment 9.1</a>		
<b>Actions:</b> Closed	<b>Responsible:</b>	<b>Due Date:</b>

<b>7. Other Business &amp; Late Agenda Items</b>		
<b>7.1. Mackay Broadcast Area</b>		
<p>An Aeronautical Study of Mackay was conducted by the OAR in 2010 and the establishment of a Broadcast Area covering ship anchorages of Mackay was one of the suggested operational improvements.</p> <p>The area extends to the east from 6 DME MK to 36 DME MK and SFC 1500ft AMSL (See <a href="#">attachment 9.3</a>)</p> <p>The meeting endorsed the proposal.</p> <p><b>Item Closed</b></p>		

<b>8. Next Meeting:</b>		
<b>8.1. Time and Place</b>		
<b>Date:</b>	2012 RAPAC schedules will be advised by the end of 2011	
<b>Time:</b>		
<b>Venue:</b>		

## 9. Attachments:

### 9.1. Townsville Military Exercises

SQNLDR Scott Lefevre

Joint Airspace Control Cell

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HEADQUARTERS JOINT OPERATIONS COMMAND

AIR and SPACE OPERATIONS CENTRE

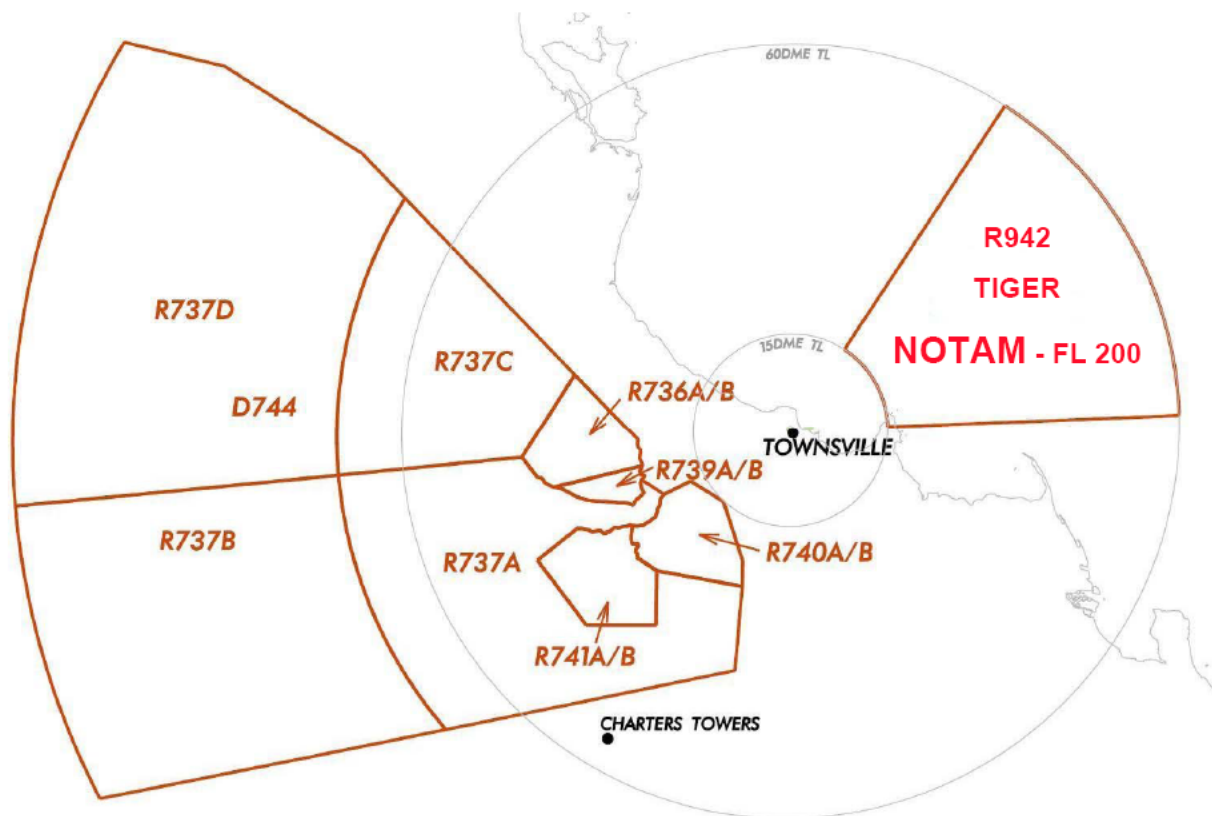


## Townsville Exercises

- Precision Red – 23 Nov – 09 Dec
- High Sierra – 18 Nov – 08 Dec
- One TRA – R942 TIGER
- Amended Priorities

- Priorities
  - Military ACFT that nominate a role time will have (limited) priority
  - ACFT within 5NM from touchdown maintain priority for landing
  - Military ACFT that declare minimum fuel will have priority as per declared emergency ACFT

## R942 - Tiger



- Only active when needed (via NOTAM)
- Exclusive use for Air Tests (NB A040)
- Conditional use for other flights (clearances may be available)

# Questions?

SQNLDR Scott Lefevre

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[ADF.Airspace@defence.gov.au](mailto:ADF.Airspace@defence.gov.au)

Tel: 1800 JOC ACC (562 222)

## 9.2. Torres Straits Airspace Issues

Doug,

*As mentioned this morning there are some issues in the Torres Straits that in my opinion need to be addressed sooner rather than later. Please add as an agenda item at the RAPAC meeting for discussion. Unfortunately I have another work function that I cannot cancel.*

*It's widely accepted now that the Torres Straits is the most dangerous operational environment for aircraft in Australia. There are a several reasons for this all attributable to the sheer number of movements on a daily basis. To my way of thinking there are a couple of things that should be actioned in the short term to address these issues.*

*The designation of the Northern Peninsula CTAF Frequency to 126.6 has done little to improve safety. Aircraft on descent from the South into Horn Island, overflying Northern Peninsula (Bamaga) have too many frequency changes (CTAF) to deal with whilst monitoring the Brisbane FIS frequencies on a secondary VHF(that's if the aircraft has two VHF....all IFR aircraft will. Can't be so sure about VFR). The potential to miss a transmission from conflicting traffic or Brisbane Centre is extremely high. The only benefit I can see of having Northern Peninsula on a different CTAF frequency is that the PAL won't be inadvertently 'keyed' by an aircraft inbound to Horn Isl. Not a good enough reason in my book.*

*The CTAF(R) around Horn Island is too big. It incorporates too many airfields and adds to the congestion problem. Reducing the radius at its furthest point from 40nm to 30nm will assist with this. It's also well worth considering splitting the CTAF(R) into two zones. North and South.*

*Given the amount of IFR and VFR traffic operating in the Torres Straits (both fixed wing and rotary) safety would be greatly enhanced by having reliable VHF coms with Flightwatch and Brisbane Centre throughout. From discussions with my pilots, and having seen it for myself, a VHF repeater station on Yorke or Yam Island (or both) would be the best physical location for such a tower. The additional workload created, not only for the pilots but also for Flightwatch, would be greatly reduced and the passing of traffic details made easier and therefore more effective.*

*Doug, I'm by no measure an expert on airspace design. The major concerns for me is safety and I feel very*

*strongly that more should be done in the Torres Straits to increase the safety margins. As mentioned earlier in our telephone conversation the QLINK Dash 8-400 has 70 odd souls on board when at capacity. A fully loaded Islander or Cessna Caravan has 10 souls on board. Should a collision occur we are immediately dealing with the largest aircraft accident in Australian modern history.*

*I have no doubt more can be done to address these issues. Please contact me for clarification on any of these items.*

*Kind Regards,*

*Phil Gilmore  
Chief Pilot  
West Wing Aviation Pty Ltd  
0437 446 548*

### 9.3. Mackay Broadcast Area

Local helicopter operators conduct approximately 4,000 - 5,000 marine transfers per year. This figure is expected to double within five years.

A radio broadcast area is proposed to be promulgated to cover the majority of shipping anchorages to enhance safety for marine transfer operations. The broadcast area would assist pilots operating in the area to arrange separation.

It is proposed that the area would begin at the Mackay 6 DME arc east of Mackay, follow the 45 DME Hamilton Island arc to 36 DME arc Mackay, then follow the 36 DME arc to the 110 Mackay VOR Radial.

The broadcast area would be from the surface to 1,500 ft AMSL.



### 9.4. Attendance List

Name	Organisation
Scott Lefevre	Defence
Ben Heaton	Military OAR
David Moody	Defence
Mark Lloyd	Airservices Australia
Gareth Davey	AAG-C
Lloyd Mais	CASA
Michelle Kotting	CASA
Owen Richards	CASA
Doug Stott	GAPAN

Peter Cromarty - Chair	CASA
Graeme Rogers	CASA