



NSW RAPAC
Meeting: 2011-3
 Date: 6th October 2011
 Time: 1300hrs
 Venue: Bankstown Trotting Club
 Bankstown Airport NSW
Minutes
 NSW Convenor: Grahame Hill

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1. Opening – 1300hrs

Malcolm McGregor, Chairperson, opened the meeting at 1302hrs.

2. Apologies

Warwick Walesby, QantasLink

Digby Richards, BAE Systems

Peter Clark, 453 Squadron - Nowra

Shaun Nelson, 453 Squadron - Williamstown

Leonard Yates, CASA

3. Acceptance of previous Minutes

Discussion:

Minutes of the previous RAPAC meeting 2011-2 held 2nd June 2011 to be reviewed and accepted as required.

Accepted: Senja Robey

Seconded: Carl Holden

4. Correspondence

4.1 Correspondence In

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

From Simon Scott, CASA, re Bight Group Aeronautical Review

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

From FLTLT Samantha Evans, JACC, re Singleton/Williamstown Military Exercise Black Dagger 11-4

4.2 Correspondence Out

To RAPAC re Post Implementation Review of the Class D airspace changes

To RAPAC re Bight Group Aeronautical Review

To RAPAC re PIR Conditional Status PRDs

To RAPAC re Singleton/Williamstown Military Exercise Black Dagger 11-4

5. Business arising from previous minutes		
5.1. Oaks CTAF, Frequency Allocation		
From Previous Minutes: Carl restated, 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.		
Discussion: Malcolm McGregor, Chair, provided an update. An email from Leonard Yates, CASA FOI, was distributed (See Attachment 2).		
Actions: Carry over to next meeting with an update to be provided.	Responsible: Leonard Yates	Due Date: Next RAPAC
5.2. Printing of Visual Flight Rules Guides		
From the Previous Minutes: Comments were raised regarding the printing of Visual Flight Rules Guides as pilots have found them useful. Tera 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 Rules Guides. The motion was carried.		
Discussion: CASA's response: <i>While we understand the popularity of the Visual Flight Rules Guide, it will only be only available for the foreseeable future as a download from the CASA website. This electronic version, given the size of the document, is the only way to ensure it can be updated regularly and maintain currency.</i> The main issue with printing the document is keeping the information current. It was mentioned that the VFG was previously printed as a loose leaf document which made updating easier. RAPAC notes that there has not been an update to this item. Request that CASA Safety Promotion provide an update at the next RAPAC.		
Actions: Carry over to next meeting with an update to be provided. Update to include reasons, if any, for not publishing VFR Guide	Responsible: CASA Safety Promotions	Due Date: Next RAPAC
5.3. Flexible Use of Airspace		
Previous Minutes: 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.		

Discussion:

WGCDR Sheryl Steele provided a briefing on a proposal to change the way that Restricted Airspace is constructed and NOTAM'd.

Actions:

Update if any changes are proposed.

Responsible:

Defence

Due Date:

When applicable.

5.4. Class D Towers update on PIR progress

Previous Minutes:

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.

Discussion:

The following correspondence from Martin Holberton, OAR, was emailed to RAPAC on 17/06/2011.

Post Implementation Review of the Class D airspace changes – effective 3 June 2010

The OAR has completed a Post Implementation Review (PIR) of the changes to Class D airspace which came into effect on 3 June 2010. Stakeholders may provide feedback on the PIR to the OAR.

The PIR can be found on the OAR web page:

http://casa.gov.au/scripts/nc.dll?WCMS:STANDARD::pc=PC_90447

Kind Regards,

Martin Holberton
Office of Airspace Regulation
Civil Aviation Safety Authority
GPO Box 2005
Canberra City, ACT 2601
Ph: 02 6217 1712
Fx: 02 6217 1699

No comments were received.

Actions:

CLOSED

Responsible:**Due Date:**

5.5. Port Macquarie to Ballina Class E Corridor

Previous Minutes:

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.

Discussion:

The draft report has undergone peer review. The draft report is expected be out for Industry comment by mid November. RAPAC will be notified when it is released.

Actions:

Update at next meeting

Responsible:

CASA OAR

Due Date:

Next RAPAC

6. Notified Agenda Items
6.1. Bureau of Meteorology Brief/Issues
<p>Discussion</p> <p>This is a standing Agenda Item for the industry and the BoM to raise relevant issues. No BoM representatives were present to provide a briefing.</p>
6.2. Defence Brief/Issues
<p>This is a standing Agenda Item for the industry and Defence to raise relevant issues. No Defence representatives present were able to provide a briefing.</p>

7. Other Business & Late Agenda Items			
7.1. Features on Visual Terminal Charts (VTC)			
<p>Discussion</p> <p>Senja Robey, AWPA, raised the issue of features being printed on the VTC's. The new charts make it difficult to identify major features such as rivers, highways, etc. (See Attachment 3). The issues are not restricted to the Sydney VTC.</p>			
<table border="1"> <tr> <td>Actions: RAPAC to write to Airservices Charting department to raise the issue.</td> <td>Responsible: RAPAC Secretariat</td> <td>Due Date: ASAP</td> </tr> </table>	Actions: RAPAC to write to Airservices Charting department to raise the issue.	Responsible: RAPAC Secretariat	Due Date: ASAP
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7.2. Light Aircraft Pilot Licence			
<p>Discussion</p> <p>Carl Holden was sent an email regarding a proposal to allow general Aviation pilots to fly without a current Class 2 Medical certificate. (See Attachment 4)</p> <p>RAPAC asked for clarification.</p>			
<table border="1"> <tr> <td>Actions: Clarify the bona fides of the email.</td> <td>Actions: Clarify the bona fides of the email.</td> <td>Due date: Next RAPAC</td> </tr> </table>	Actions: Clarify the bona fides of the email.	Actions: Clarify the bona fides of the email.	Due date: Next RAPAC
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7.3 Williamtown VFR Routes			
<p>Discussion</p> <p>Ray Clamback (AAFI) asked about the progress of the addition VFR routes at Williamtown.</p> <p>Sheryl Steele (Defence/OAR) informed the meeting that the new routes at Williamtown and Richmond are due to be depicted on the November 2011 Charts.</p>			
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7.4 Jeppesen Charts – Military Approach Plates			
<p>Discussion</p> <p>The latest version of the Jeppesen charts does not have the instrument approaches for Military aerodromes.</p> <p>Malcolm McGregor, Chair, and Sheryl Steele, Defence/OAR, stated that the decision was made by someone in Jeppesen and was based on the US operation, where the Military approach plates are sold separately. The decision was made in error. The approach plates should be re-instated with the next chart printing.</p>			

Actions: Verify charts have been printed	Responsible: OAR	Due Date: Next RAPAC
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Meeting Closed: 1345.

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

ATTACHMENT 1: Attendance list

Name	Organisation
Grahame Hill	Australian Parachute Federation / Convenor
John Lyon	Chieftan
David Dean	Force Command (Aviation Brigade)
Vanessa Stothart	RAAF 44 Wing
Dave Borg	RAAF 44 Wing
Carl Holden	Airport Friendly Solutions
Ray Clamback	Australian Association of Flight Instructors
Nick Bird	RAAF 44 Wing
Ken Date	Airservices Australia
Peter Holstein	Aircraft Owners and Pilots Association
Senja Robey	Australian Woman Pilots Association (NSW)
Sheryl Steele	Defence / OAR
Mitch Sloan	Airservices Australia
Malcolm McGregor	CASA OAR - Chair
Martin Holberton	CASA OAR - Minutes

ATTACHMENT 2: Email from Len Yates regarding a discrete frequency for the Oaks.

Subject: RE: NSW agenda Item [SEC=UNCLASSIFIED]

Hi, Merhawi...

Sydney Region is currently looking into a number of issues in relation to the proposal to establish a discrete CTAF for The Oaks. This matter was tabled at RAPAC several years ago when concern was expressed about the possible number of frequencies that an aircraft could use when operating at this ALA.

The latest proposal is the same as the previous one, with an added complication that CAR 166 (2) requires the pilot in command of an aircraft operating within 10NM of a certified or registered aerodrome to broadcast and maintain a listening watch on the CTAF applicable to that aerodrome.

The Oaks is located under a VFR approach point and an RNAV approach procedure way point for Camden, and aircraft operating at The Oaks use the default CTAF, 126.7MHz. The Oaks is located 7NM from Camden aerodrome and is therefore *in the vicinity* of Camden aerodrome. This is only a concern when the Camden CTR is deactivated and Class G uncontrolled aerodrome procedures are in operation. During daylight hours in summer months, this could be more than 2 hours in the morning before the CTR is activated and more than 2 hours in the afternoon after the CTR is deactivated.

While it is acknowledged that operations at The Oaks have used the default CTAF without incident for a number of years, Sydney Region is investigating the need for an exemption from CAR 166 (2) before endorsing the establishment of a discrete CTAF. Also being considered is a protocol for operations at The Oaks to ensure that activities *in the vicinity* of The Oaks do not affect overflying VFR or IFR aircraft inbound to Camden.

Unfortunately, I will not be able to attend the RAPAC meeting on Thursday due to commitments in Brisbane.

Regards,

...Leonard

ATTACHMENT 3: Email regarding VTC issues

As a senior instructor responsible for students and others who from time to time transgress and are perpetrators of the dreaded VCA I find it extraordinary that the current series of VTCs are so user unfriendly. The problems are not just with the Sydney VTC. I've seen the one for Melbourne and am amazed that any pilot unfamiliar with the area would be able to find their way OCTA from Kilmore gap to Moorabbin.

It would be easier for you if you were able to get hold of a current Sydney VTC plus one of the earlier series eg effective 19 Nov 2009.

The main problems are:

- The overall wishy washy colour which does not define water and most particularly the location of the Nepean River in the D556B training area for Camden.
- There is now a conglomeration of little wiggly pale blue lines indicating creeks, which rarely have water in them
- Pilots need to look for prominent features such as the Nepean River to find their way back to Mayfield as the inbound reporting point for Camden. The river is now lost amongst all the other little wiggles.
- High tension lines were previously shown as dark black lines with T marked every centimetre, but are now show as a very faint pale brown vague line. What a trap for the unwary and no longer a means of navigating.

Specifically to the Sydney VTC:

- I think for years now the 'old' main road south of Camden has been shown as 'Hume Highway' but is in fact 'Remembrance Driveway' and the Freeway etc (Sydney to Melbourne) is the 'Hume Highway' until 2RN and shown as yellow.
- For some reason the Wedderburn CTAF according to the VTC seems to have moved its position relative to the SW end of R555D ! A pitfall for those incurring VCAs.
- A high tension line from Picton northwest up beyond Oakdale has disappeared on the current chart. Perhaps it has disappeared, I'll fly over and check.

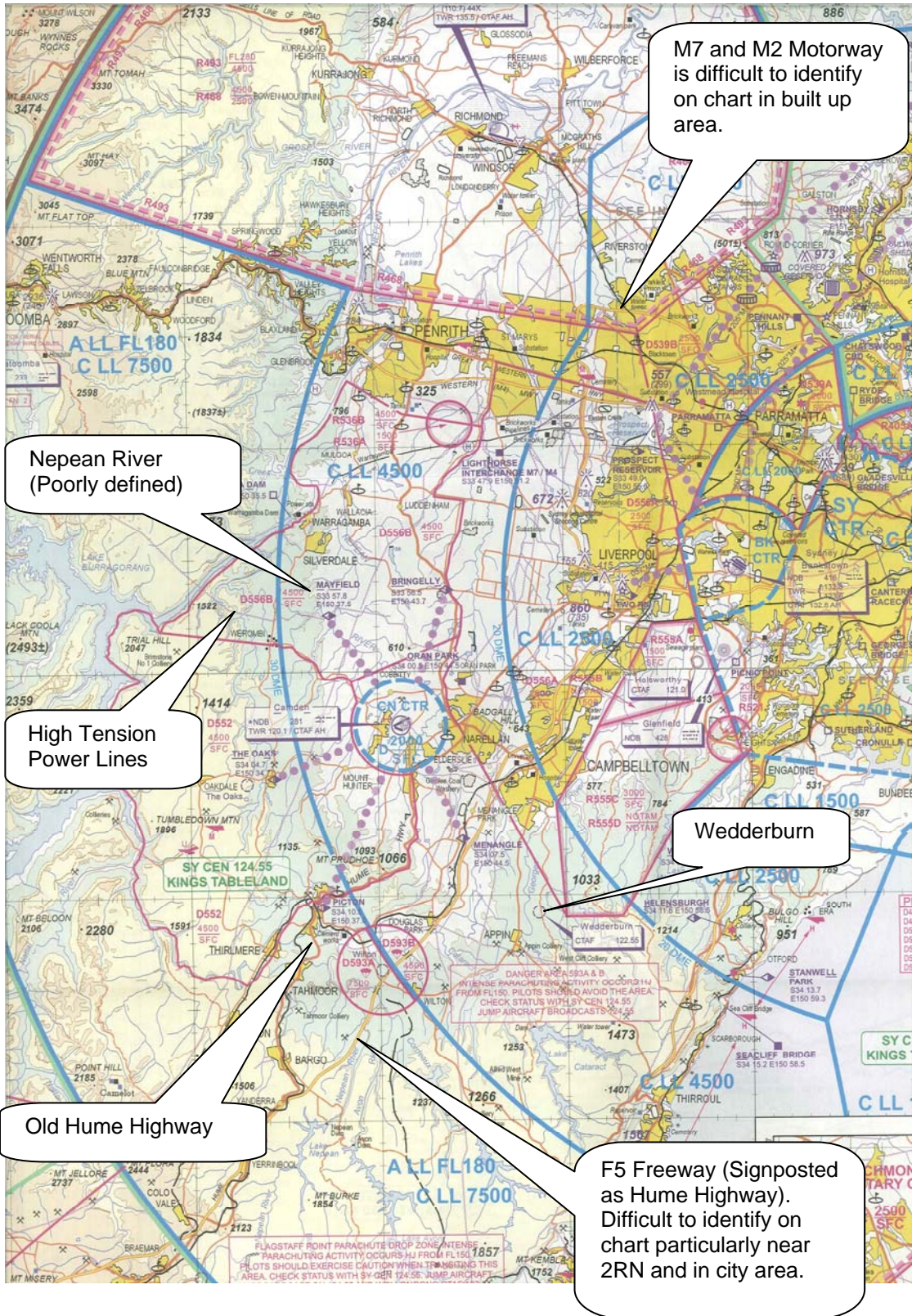
I'm happy to post you copies of the VTC's if you can't acquire them, am even happy to drive to Canberra to discuss in length the various anomalies. The more I pore over the charts the more I find, but that is nitpicking and I think I've listed the overall problems that affect most of the VTC's.

Hope all this helps

Cheers
Senja

(Sydney VTC – effective date 20 November 2008 and Sydney VTC – effective date 02 June 2011 are attached)

Sydney VTC – effective date 02 June 2011



M7 and M2 Motorway is difficult to identify on chart in built up area.

Nepean River (Poorly defined)

High Tension Power Lines

Wedderburn

Old Hume Highway

F5 Freeway (Signposted as Hume Highway). Difficult to identify on chart particularly near 2RN and in city area.

ATTACHMENT 4: Email regarding Light Aircraft Pilot Licence

SAAA initiative makes Progress -

At the SAAA National Convention dinner in Narromine, NSW on Saturday 17th September 2011, Peter Johns from CASA announced that CASA would establish a system to provide exemptions for the requirement of a Class 2 medical under certain conditions.

A huge thank you to all those who responded to our request earlier in the year to complete and send a letter to CASA about RPL. We think around 800 letters were delivered. Thanks also to AOPA for their letter of support. Peter said that CASA would introduce an "Opt-in" system for pilots to claim the requested exemption to CAR 5.04 & 5.07, which enables them to fly under certain restrictions without a Class 2 medical certificate. Although there are certain hurdles that need clearing Peter suggested that the process of obtaining these exemptions could be in place within 3 to 4 weeks.

The restrictions that would apply are:-

- single engine piston aircraft and rotary wing aircraft
- 1500Kg MTOW and below
- Outside CTA
- Day VFR only
- No more than 2 seats being occupied.

Any endorsements the pilot has obtained under his PPL would continue unchanged under these exemptions. And, of course, all the other requirements for remaining current, bi-annual AFR etc, remain unchanged.

In the longer run, these exemptions would be incorporated into a 'Light Aircraft Pilot Licence (LAPL)' which would have the exactly the same level as the current PPL but with the restrictions above and no Class 2 medical.

Peter said that the way Pilots could opt in to this system and obtain the exemption would be that they visit a doctor, probably their local GP (not necessarily a DAME) and *obtain a certificate or written statement that they meet the drivers licence medical standard*. Then log on to the CASA website, supply their ARN, and acknowledge that they have this certificate, and agree to abide by the restrictions. That's it!! The Doctors certificate must be carried while flying, exactly like the Class 2 medical certificate must be carried.

The exemption will have a validity of 2 years, and can then be re-applied for (if LAPL is not available) by repeating the process.

You could hold both a Class 2 medical certificate and have the exemptions at the same time. Of course, a valid Class 2 means you would not have to comply with the restrictions of the exemption. But if the Class 2 expired, you could continue to fly under the exemptions. If you subsequently re-obtain a Class 2 medical, then the exemptions with the restrictions would automatically cease to apply.

SAAA will advise its members when CASA has put this system in place.

Thank you to everyone who has helped with this initiative!