



NT RAPAC
Meeting: 2011-2
Date: 1st September 2011
Time: 1400 hrs
Venue: Darwin CASA Office
 2 Fenton Court
 Darwin Airport, NT
Minutes
 NT Convenor: Ron Lawford

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1. Opening – 1400 hrs

Graeme Rogers, Chairperson, opened the meeting at 1400hrs

2. Apologies

SQNLDR Damien Fairhurst

SQNLDR Scott Lefevre

3. Acceptance of previous Minutes

Minutes of the previous NT RAPAC meeting held 17 February 2011 were accepted.

4. Correspondence

4.1 In

From Merhawi Khelete, OAR, re Melville and Bathurst Island CTAF

From Matt Stein, OAR, re Darwin Aeronautical Study

From Tim Hailes, BoM, re Aviation Industry Consultative Meetings

From Simon Scott, CASA, re Bight Group Aeronautical Review

From SQNLDR Damien Fairhurst, re possible delays at Tindal

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

4.2 Out

To RAPAC re Melville and Bathurst Island CTAF

To RAPAC re Darwin Aeronautical Study

To RAPAC re Aviation Industry Consultative Meetings

To RAPAC re Bight Group Aeronautical Review

To RAPAC re possible delays at Tindal

To RAPAC re PIR Conditional Status PRDs

5. Business arising from previous minutes		
5.1. Northern Territory "Big CTAF" Upper Level issue & CTAF vs CTAF(R) Study		
From Previous Minutes: Graeme Rogers, OAR, suggested that the term CTAF should completely disappear and be replaced with Broadcast Area or alternatively Broadcast Zone.		
Discussion: Graeme Rogers, Chair, advised the forum that the issues associated with the "Big CTAF" are now being addressed by CASA Operations in conjunction with the OAR. However, it won't be addressed as a project as was previously suggested but in parallel with a Class G frequency management "refresher" education program being developed to reinforce procedures associated with the 2010 changes to non-towered airport procedures..		
Actions: Update next meeting	Responsible: Graeme Rogers	Due Date: Next RAPAC
5.2. Review of Instrument approach at registered/uncertified aerodromes.		
From Previous Minutes: Graeme Rogers, Chair, gave an update of the review of the northern part of Australia. The NT Dept Lands & Planning is the Borroloola aerodrome owner. CASA has made a number of attempts to ascertain whether the Department intends to register the aerodrome. On 9 August 2010 they were advised that since no undertaking to register the aerodrome had been given, the procedure would be withdrawn. However, before the procedures are withdrawn from the AIP, CASA would prefer to have written confirmation from the owner confirming that they do not wish to retain the procedures and therefore register the aerodrome. Ascertain whether Borroloola seeks to be registered or certified.		
Discussion: Graeme Rogers, Chair, advised that the IAP at Borroloola was withdrawn on 27 April 2011 despite CASA delaying the decision pending a change of mind by the airport managers regarding registration. Advice was received in May 2011 that the NT Dep of Lands and Planning was keen to keep the IAP and CASA responded by inviting a formal request for registration. To date no such request has been received.		
Actions: Update	Responsible: Secretariat	Due Date: Next RAPAC
5.3. Second Aerodrome for Darwin		
From Previous Minutes: Ron Lawford mentioned the possibility of a second aerodrome for Darwin. He mentioned that Darwin has a lack of hangar facilities. It is also envisaged that the aerodrome will mainly cater for GA needs and will service the new development of Wadell, which is to commence in 2013. Ron pointed out that this proposal has progressed in the Dept of Land and Planning NT to a concept design stage. The meeting is to obtain more information in this regards.		
Discussion: Graeme Rogers, Chair, informed the forum that CASA has spoken with Greg Scott from NT Department of Lands and Planning. Mr Scott advises that the development is part of the wider Greenfield residential development of Wadell. The airport is at the concept stage and no government approval has been given. The decision could be up to two years away and the concept is for basic GA facilities. Item to remain open. Any information received on this item to be discussed at next meeting.		

Actions: Any Information to be forwarded to RAPAC	Responsible: Secretariat	Due Date:
5.4. Proposed discrete CTAF		
<p>From Previous Minutes:</p> <p>Peter Ball, ASA Northern, has submitted the following update:</p> <p>All aviation stake holders are using and believe that 126.7 is the correct frequency to be on when in the Nitmiluk area. <i>No documentation is showing that this is the appropriate frequency, none the less, all local operators are using 126.7Mhz in the area of Nitmiluk National Park and for the area bound by the "wedge" of airspace to the NW of the Tindal CTR.</i></p> <p><i>The meeting was informed that Tindal ATC are not inclined to have flight operations in the Gorge area use 119.7 or 120.85 being the Tindal approach CTR non-active and active frequencies.</i></p> <p><i>From interpretations of the AIP Australia VNC-7, operations below 2,500' in the NW wedge of Tindal CTR should be on 122.6Mhz. I spoke with Dave Stone of Airservices Australia, Dave is keen NOT to have the Gorge area traffic on 122.6Mhz(BN CEN). It is his opinion that this would cause congestion in many other areas via the rebroadcast of transmissions across a large area with no benefit to air safety in the Gorge area, in reality, it would most likely cause a deterioration of efficient radio communications in other areas using 122.6 and thereby reduce aviation safety.</i></p> <p>Recommendations</p> <ol style="list-style-type: none"> 1. <i>Formalise the use of 126.7Mhz for the area under the Tindal CTR NW "wedge" and have VNC-7 map marked with the frequency to use in the "wedge".</i> 2. <i>Add a section to the Tindal entry of ERSA under the "flight procedures" heading highlighting the existence of FN9/FN10 and the use of 126.7 in the Gorge "wedge".</i> 3. <i>Add to the FN9 entry in special procedures that 126.7Mhz should be used in gorge "wedge" area, but not for FN10 as they should be on Tindal approach at FN10.</i> 4. <i>Consideration should be given to splitting the FN9 and FN10 special procedures entries to avoid confusion over the frequency that should be is use in the two areas.</i> <p>Graeme Rogers, Chair, informed the RAPAC meeting that Peter Ball, CASA, presented an area with broken lines to indicate the application of CTAF procedures. These changes will be implemented for the November 2011 publication.</p>		
<p>Discussion:</p> <p>Graeme Rogers, Chair, reported that the changes have been submitted and are ready to be published in the November 2011 ERSA.</p> <p>Peter Ball (CASA) advised that an error has slipped into the update. The minimum FNA altitude for Edith Falls and Nitmiluk is 2000ft. For some reason Edith Falls has 1500ft and Nitmiluk 2500ft. This error will be rectified in next amendment.</p>		
Actions: Item Closed	Responsible:	Due Date:

6. Notified Agenda Items

6.1. Defence Brief/Issues

Discussion:

A correspondence from SQNLDR Damien Fairhurst regarding possible delays at Tindal was emailed to NT RAPAC on 11 August 2011. Below, he provides further information.

Due to controlling commitments and night flying, I will not be able to attend the meeting. Below is just a quick update on the Tindal airspace for the remainder of the year.

- *Restricted Area usage has returned to the normal day to day efforts post the exercise period. This will continue until end of Sep.*
- *Restricted Areas not expected to be activated for the month of Oct however please continue to check NOTAM's in the event of any short notice change to operations.*
- *Restricted Area usage for Nov and Dec will probably only be for one week in each month.*
- *CTR will be activated at irregular times during Oct, Nov and Dec to allow for controller recency and training.*
- *No major works planned for the airfield in the near future.*

Any questions please feel free to contact me.

regards

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SQNLDR Mark Brindell informed the forum that Exercise Golden Eagle will be held 5-6 Sep 2011. Restricted Areas R264AB will be activated 0330 – 0830Z on both days.

Item closed

6.2. BOM Brief/issues

Discussion:

This is a standing agenda item where RAPAC can raise any BOM related issues.

There were no representatives from BOM at the meeting.

7. Other Business & Late Agenda Items

7.1. Emkaytee CTAF – pilots not broadcasting on discrete CTAF

Discussion:

Mr Steve Allen (Top End Flying Club and RA-AUS) provided background on Emkaytee airfield. He advised that Helifish had raised concerns regarding pilots not broadcasting whilst transiting in the vicinity of Emkaytee. Mr Allen believes that this is because some operators are not aware of the discrete CTAF established for Emkaytee. Mr Allen also suspected that the removal of the old CTAF boundary from the charts may have also attributed to the lack of broadcasts experienced now. It appears that aircraft exiting the control zone often don't make the required broadcasts. It was also noted that Emkaytee is not displayed on the World Aeronautical Chart.

<p>Mr Allen suggested that Darwin ATC might add to the standard phrase “frequency change approved” the words “you are in the vicinity of Emkaytee – CTAF 127.1” to pilots exiting the zone; however, it was agreed that an ERSA entry (Darwin) advising pilots of the Emkaytee CTAF and ongoing education was the best way forward.</p>		
<p>Actions: Darwin ERSA entry notifying pilots of Emkaytee CTAF</p>	<p>Responsible: Darwin ATC</p>	<p>Due date: Next NT RAPAC</p>
<p>7.2. Flight Planning changes – Industry Workshops</p>		
<p>Discussion:</p> <p>Mr Kent Quigley (Airservices) advised the forum of Industry Workshops designed to address pending changes to the Flight Plan system. One of the significant changes to the Flight Plan system includes the option for airspace users to submit flight plans up to five days in advance, as opposed to the current 24 hours. Airservices is conducting a workshop in Canberra on Wednesday 12 October 2011. See attachment 9.1 for further details.</p>		
<p>Actions: Item closed</p>	<p>Responsible:</p>	<p>Due date:</p>
<p>7.3. Bathurst/Melville Island Broadcast Area</p>		
<p>Discussion:</p> <p>Mr Greg Hardy (Hardy Aviation) and Peter Ball (CASA) discussed a proposal to change the “numerous aerodromes use same CTAF” area to a larger Broadcast Area that encompasses the majority of Bathurst Island and Melville Island. Mr Hardy believes the proposed change is in the interests of safety and is supported by all stakeholders.</p> <p>Currently pilots departing Pickertaramoor (which is located on the eastern boundary of the current area) are unsure what CTAF to be on. Additionally, the western boundary runs through the Runway 04 RNAV at Garden Point.</p> <p>The Chair advised that if the change is supported by stakeholders than the proposal can be submitted to the OAR.</p>		
<p>Actions: CASA Central Region (DN Office) to submit proposal</p>	<p>Responsible: Peter Ball</p>	<p>Due date: 31 October 2011</p>
<p>7.4. Issues raised by Airnorth</p>		
<p>Discussion:</p> <p>Mr Ian Smith, Airnorth, raised the following issues:</p> <ul style="list-style-type: none"> – Why are speed restrictions placed on jet aircraft at Darwin, specifically not above 200 knots at points GIVEN, HURTT, KOOLI and NOONA? – The RNAV approaches to Runway 11 and 29 (Darwin) are not joined to the published STAR. – Tracking diversions around Restricted Areas need to be a set of routes and waypoints, not just defined by Latitude and Longitude. For example, named as “PITCH” so that they can be built into the FMS. This would mitigate incorrectly defining/entered Pilot User Waypoints. <p>SQNLDR Brindell noted the issues and will investigate and liaise directly with Mr Smith.</p>		
<p>Action: Item Closed</p>	<p>Responsible:</p>	<p>Due Date:</p>

8. Next Meeting	
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8.1. Time and Place

Date: 2012 RAPAC schedules will be advised by the end of 2011

Time:

Venue:

9. Attachments

9.1. Flight Planning changes – Industry Workshops



Corporate and International Affairs

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FLIGHT PLAN 2012 INDUSTRY WORKSHOP

Dear Sir/Ms,

ICAO has issued Amendment 1 to the fifteenth edition of Document 4444 Procedures for Air Navigation Services: Air Traffic Management (PANS-ATM).

This Amendment has required Airservices to change the flight plan system within the flight management platform. This will incorporate flight plan format changes with field values changing, and fields being extended and added. Airservices is expected to accept both old and new format flight plans from airlines following implementation of the required system changes and procedures.

Airspace users will be able to submit flight plans up to five days (120 hours) in advance as opposed to the current 24 hours. This is planned to come into affect in late November 2012.

To provide airspace users the required consultation Airservices is conducting an industry workshop in Canberra on Wednesday 12th October 2011. We recommend your company is represented at this workshop with a senior delegate from your flight operations and or flight planning area.

Please advise the under signed the name, work title and contact details of your companies representative attending the workshop by 23rd September 2011 via email to FlightPlan2012@AirservicesAustralia.com

Yours sincerely,

A handwritten signature in black ink, appearing to read "W Beeston".

Warren Beeston
ATM Operational Systems Manager

19th August 2011

9.2. Attendance List

Name	Organisation
Peter Ball	CASA
Bob Calaby	DIA
SQLDR Mark Brindell	RAAF ATC
Ian Smith	Airnorth
Greg Hardy	Hardy Aviation
Robert Karlson	Airnorth
Ron Lawford	RAPAC Convenor
Steve Allen	Top End Flying Club and RA-Aus
Kent Quigley	Airservices
David Dean	HQ Forces Comd Army Aviation (Defence)