

1. Open 1400hrs

Graham Rogers, OAR, welcomed the group to the meeting and explained the role and structure of RAPAC. He encouraged members to voice their concerns and thanked them for coming to the first meeting. He noted that CASA is proposing up to 2 meetings a year for NTH WA, pending resources available. Thereby, reducing one of the meetings in Perth. This programme is yet to be approved by the CASA executive.

RAPAC will be advised when the 2011 schedule is published.

2. Apologies

Bob Armstrong, ATSB
Ralph Ford, Skydive Broome
SQNLDR Damien Fairhurst, RAAF Tindal
John Douglas, RACWA
Nick Belyea, Broome International Airport

3. Acceptance of previous Minutes

Not applicable

4. Correspondence

4.1 In

From WGCDR Terry Atkinson, OAR Defence, FUA Implementation Project – Agenda Item 5.3

From Maude Telfer, King Leopold Air, re The Horizontal Waterfalls – CTAF proposal – Agenda Item 6.4.1

From Mark Lloyd, Airservices, re Airservices Infrastructure Tower Replacement Project - Proposed dates and on site Schedule – Agenda Item 7.1

4.2 Out

5. Business arising from previous minutes

Please note:

The agenda items appearing in Section 5 are taken from the previous minutes of STH WA RAPAC meeting held 2nd July 2010 in Perth. They have been placed into the agenda as they have some relevance to the NTH WA RAPAC.

5.1. Proposal for Northern WA RAPAC Meeting

From Previous Minutes of STH WA Meeting held 2nd July 2010:

Graeme Rogers proposed to the meeting that due to the size of WA, and as QLD already has north and south RAPAC meetings, CASA proposes that WA be divided into north and south regions as this would allow for agenda items to be more applicable to the region.

In general the meeting felt that it was an idea that had merit.

Discussion:

This inaugural meeting will require the nomination and subsequent appointment of a Convenor for the NTH WA RAPAC. The Convenor is elected to act as industry delegate at the first meeting of the year by the committee representatives of RAPAC.

The primary responsibility of the industry delegate (convenor) is to represent others and act according to their instructions. The convenor's responsibilities also include;

- chairing industry only meetings, if applicable to the location;
- following up committee recommendations and policy, as required;
- act as a liaison officer between committee members and RAPAC Secretariat and other government and non-government stakeholders;
- liaise as required with the other RAPAC convenors;
- aggregate industry responses.

Graeme outlined the responsibilities of the RAPAC convenor and asked for nominations. He added having a convenor is encouraged as this beneficial for both industry and CASA to progress issues.

It was agreed that Maude Telfer would take on the role for the time being.

Conclusion:

Maude Telfer, King Leopold Air, volunteered to act as Industry Convenor for the NTH WA RAPAC.

Agenda Item: Closed

5.2. Broadcast Areas (Item previously known as 'CTAF West Kimberly Region')

From Previous Minutes of STH WA Meeting held 2nd July 2010:

Graeme Rogers, CASA, commenced discussions on CTAF versus Broadcast Areas.

During the discussion Mark Richardson, CASA, presented on behalf Chris Cavell, who was unable to attend, the suggestion of AIP documentation including AIP MAP, contains a clear description of when and where to use the appropriate frequency.

It was concluded the procedures for CTAF management need to have more visibility thus giving a clearer understanding to industry on the appropriate frequency use.

Discussion:

Graeme Rogers, identified that this is a hot topic within CASA and Industry. It has been known that there is confusion between the definition of CTAF and frequency.

Pilots agreed with Graeme that there is a need to get standardisation with the documentation and the charts that are available from CASA.

Graeme clarified the nature of what CTAF entails. CTAF is not a volume of airspace. After June 3 changes, it was identified that CTAF is associated with aerodromes. Industry has made known that there is more confusion with what is placed on the charts. In regards to large CTAF's, there is no volume but they have a lateral boundary.

CASA is currently defining the differences between the CTAF and broadcast areas.

Attendees mentioned that the larger CTAF's, particularly in the Kimberley area is a vast region. CASA noted that aerodromes within this area will be on that frequency.

The attendees raised concern that procedures need to be clarified for these lateral airspaces.

CASA briefed the attendees on the specifics such as, when an area is not a CTAF, you will need to be on a broadcast area. The attendees discussed that this is very confusing at times and should they revert to CTAF. Graeme recommended that pilots stay on the broadcast area.

Attendees related concerns pertaining to congestion of frequency within the aerodrome. Pilots noted there confusion, when flying, regarding what frequencies you should be using.

CASA noted that an area frequency is there to be used to monitor. CTAF should not be used for regular routes. Graeme noted this was in alignment with the current regulations.

Queries raised included: Above 5,000 feet – what frequency area do we use in this situation? People within Industry are doing it differently each time. CASA noted that issue still needs to be clarified.

CASA briefed the attendees on broadcast areas. This included what will define what frequency and what volume there will be. CASA is still deciding this at the moment. Attendees agreed that there needs to be further definition on the issue, thereby reducing the amount of confusion. CASA noted that this topic was very embryonic and an internal debate was current at the present time within CASA.

Broadcast areas – designated remote areas? Will CASA explore this issue? CASA is currently looking at frequency areas at the moment. We can take this on board and we have an open mind on this.

Maude Tefler noted that if older systems worked before, can't we revert to these systems and utilise what worked previously. Could we trial old procedures? Graeme noted he was reticent to this but again CASA has an open mind.

Chris Cavilla, Golden Eagle Airlines, raised concerns over the congestion of 1267. CASA agreed that congestion is an issue at the moment however, airspace users can apply for a discrete CTAF.

Chris believes too many operators are using the same frequency and there is constant confusion and frequency congestion. This has become a safety issue. Could there be tower which could be a frequency monitor for Derby and Broome?

WGCDR Robert Graham, RAAF Darwin, advised there is a discrete frequency for Northern Territory area and perhaps this is a possibility for North WA RAPAC to consider.

Conclusion:

Graeme advised that industry need to make submissions to the local Flying Operations unit to evaluate the frequency issues. Submissions should contain supporting evidence.

Actions:

Submissions with supporting evidence to be submitted to the local Flying Operations unit for assessment.

Responsible:

Industry members.

Due Date:

As soon as practicable.

5.3. Flexible Use of Airspace

From Previous Minutes of STH WA Meeting held 2nd July 2010:

WGCDR Terry Atkinson, OAR Defence, submitted the following update for RAPAC on the implementation of FUA.

Flexible Use of Airspace report April 2010

Current progress

AsA are finalising changes to NAIPS briefing pages. The inclusion date for this build into the online system is prior to the intended rollout of the conditional airspace but software has been written to include a placeholder so that the conditional information pages are only visible once the appropriate data is entered.

Discussions between AsA and OAR have targeted the NOV 10 DAH/Chart rollout as the implementation date and have agreed on format changes. AsA will be providing draft charts and ERSAs for consideration by a focus group in late April. Feedback from the focus group will determine the final format of the presented data.

Defence and civil airspace managers have been contacted to confirm which of the three statuses is appropriate for their airspace volume. This information is due back to Defence OAR by mid May. This information then needs to be consolidated and delivered to AsA in time for the cut off date for the NOV10 publications.

Manual of Air Traffic Services (MATS) is being examined to determine the required changes to incorporate the new restricted area categorisation.

Updates and briefings on the conditional airspace plan continue to be provided to user groups including ASTRA, ACF, RAPACs and internal Defence airspace manager forums.

Conclusion

There are no identified issues which preclude the implementation of the conditional airspace project in the NOV2010 timeframe.

Terry Atkinson, WGCDR,

FUAWG chair

Discussion:

WGCDR Robert Graham, RAAF Darwin, briefed the attendees on military airspace:

Access is an issue with restricted airspace. Defence have come up with Flexible Use of Airspace to alleviate some of the access issues.

DAH handbook will provide additional information on how the airspace can be accessed. There will also be an article in the next flight safety magazine.

Conclusion:

Information on how to gain access to Defence airspace will be disseminated to industry.

The idea of the changes to the airspace is for industry to gain entry under a more flexible approach to activation times.

Agenda Item: Closed

6. Notified Agenda Items

6.1. Broome & Karratha Airspace Changes & new VTC – Discussion

Discussion:

Graeme Rogers, OAR, held general discussion on the changes to be implemented 18th November 2010. To view diagrams depicting airspace changes, [please see Attachment 9.2.](#)

The model was changed to incorporate Industry's suggestions at the last meeting with Peter Cromarty.

The following items were raised/discussed at the meeting under this agenda item:

- RAPAC agreed with Forest River being placed on the new on site schedules
- Further discussion was held regarding frequency change to the south west.
- Chris Cavilla, Golden Eagle Airlines, made the following comments:
 - noted that pilots are using common traffic guidelines and then calls are made at the boundaries.
 - We need flight stations in place, what do the lines mean on the map? Is it a CTAF or frequency area?
 - NAS 2c – people were told to go off the frequency and onto CTAF for their safety.
 - non towered CTAF frequencies should not be used as this also is a safety issue.
 - Why do VFR control safety? The old way of flight safety stations were much safer. Graeme Rogers noted we have an education issue and this will need to be looked at in the near future.
- ERSA – Charts are out of step – CASA to go to AIS for review.
- Charting Issue – Procedure is not correct or is not being followed. If the charting procedure is not being utilised, then correction is required. The suggestions are that the proposed updates are required to change.
- Bungle Bungle's – Steve Mais briefed the RAPAC group on the minor changes that will be made to the area chart. It was noted that it certainly is different from ERSA.
- Pilots raised concern on the recommended times to go to the Bungle Bungles as it is a lengthy time to get to the destination. Pilots said they cannot make restrictions to time. CASA noted this was a briefing and recommendation.

Conclusion:

Graeme Rogers advised that the proposed changes eg: Bungle Bungles would be included into the procedures and circulated prior to the next NTH WA RAPAC meeting.

In addition the matter will be raised to the Darwin RAPAC meeting.

OAR will consult Darwin office to ensure the matter is progressed. The amendment will possibly be implemented by June 2011.

Actions:

1. The issue of education regarding CTAF procedures and charting to be reviewed.
2. Issue regarding the Bungle Bungles will be progressed.

Responsible:

Graeme Rogers, OAR

Due Date:

As soon as practicable.

6.2. Bureau of Meteorology Brief/Issues

For information:

This item is permanently on the agenda for the BOM Rep and/or industry to raise issues/comments as required.

Discussion:

As the new aviation BOM representative, Ken Burgess gave RAPAC a brief background of his career and advised he is based in Perth.

Ken advised the BOM TAF survey was sent to industry in rural areas to gain feedback on their requirements. Rural locations might not have SMV's but if we do not know this then we are unable to rectify the issue. Ken requested industry advise the BOM of issues so they can make improvements where possible.

Representatives from Broome Helicopters advised there has been a significant increase in flying in relation to the gas plants Industry. This pertains particularly to the area north of Broome. There is no TAF issued for Lomb Edina, hence pilots rely on area forecast which means the extra fuel that is required to be carried for alternates reduces the load capacity of the aircraft.

Concern was raised over the oil industry automated BOM website. The BOM will not offer a TAF service because they do not consider it is required as there are too few movements. Industry commented however advising they are carrying heavy aircraft, so it is a safety issue that we require this information. Over the past 18 months, several requests for the service have been submitted to the BOM with no result.

This is an issue for BOM as they realise that something will need to be done. Management is in discussion to determine what direction they take to assist with industry operations in the area.

An issue was raised on the large scale of area forecast 69. Industry believes the ARFOR may need to be reviewed as it lacks accuracy, due to the scale, for pilots using as part of their planning requirements.

Conclusion:

Ken Burgess, the new aviation BOM representative, invited members submit any queries, requests and feedback to him on all BOM related matters.

Actions:

1. A TAF for Lomb Edina to be assessed.
2. Area 69 to be reviewed

Responsible:

Ken Burgess, BOM

Due Date:

Next RAPAC meeting

6.3. Defence Brief/Issues

For information:

This item is permanently on the agenda for Defence and/or industry to raise issues/comments as required.

Discussion:

WGCDR Rob Graham, RAAF Darwin, advised RAPAC that RAAF ATC are not aware of any local issues, however he encourages RAPAC to let his office know of any issues they can assist with.

The military airspace is extensive for Learmouth and Curtin yet, these areas have rarely been activated over the last 15 years. Recently however It has been used for gunnery and practice bombs and will continue to be activated over the next year. In the short term, there will be a few more activations of Learmouth but none are planned for Curtin at this stage.

Rob asked if there were any issues with PITCH BLACK MILEX. He advised instead of it changing every year the exercise will be standardised and include established waypoints.

There is also high intensity flying activity in the Kununurra/Wynham area. Rob requested industry raise any issues of concern, with RAAF Darwin.

Conclusion:

If industry have any Defence procedural and airspace issues to be directed to RAAF Darwin.

6.4. Frequency Issues

For information:

This item is permanently on the agenda for frequency related issues/comments to be raised and discussed as appropriate.

6.4.1. The Horizontal Waterfalls – CTAF Proposal

Discussion:

The following correspondence from Maude Telfer, King Leopold Air, is for RAPAC discussion.

THE HORIZONTAL WATERFALLS

The Horizontal Waterfalls are situated in the Kimberley Region of Western Australia at; 16.38.335 S lat and 124.966.683 E long, in Talbot Bay.

The Horizontal Waterfalls are created by the rushing of the tides through two narrow passages in the rocks, filling up two bays and making these bays then higher than sea level. The tides, (which can be of up to 12m in change), take around 6 hours to turn and twice day the tides rush in and fill up the bays and twice a day, the tides rush out through the narrowing in the rocks. This area is frequented daily by sea planes which land on the water in Talbot Bay and it is also frequented by light aircraft, (many commercial operators and also private pilots). Most aircraft carry out a “figure of eight” movement, over the Horizontal Waterfalls, so that all passengers on both sides of the aircraft, get to have photo opportunities and for them to be able to see and experience this famous icon.

Many years ago, there were reports of some “near misses” with aircraft. These were discussed amongst the other operators who frequented the area and it was suggested that we ask Airservices Australia, for the Horizontal Waterfalls area, to be designated a CTAF and with some sort of flying pattern, (to what is similar at the Bungle Bungles), so as to limit any possibilities of an accident. Airservices Australia created the Western and the Eastern CTAF’s. It was suggested that perhaps the Horizontal Waterfalls could be a 10nm, or a 20nm CTAF area, but unfortunately this did not happen. Local operators, (out of courtesy), give an inbound call at 20nm, advising other pilots of their intentions at the Horizontal Waterfalls and this has been accepted by local operators. Most local operators, also give an outbound call.

I would like to suggest, that the Horizontal Waterfalls area be made a 20nm CTAF, (which could still remain on the Western CTAF frequency). Perhaps, also there could be an entry height from a certain direction, or there could be a limit of one plane over the area at one time. As I don’t frequent the area myself personally on a daily basis, I would appreciate other operators opinions.

Many thanks for an opportunity for me to express my “safety concerns” at the Horizontal Waterfalls area, in the north west of the Kimberley region.

Regards

*MAUDE TELFER
DIRECTOR, KING LEOPOLD AIR P/L
BROOME WA*

Maude Telfer briefed RAPAC advising the following concerns were raised over the following for Horizon Waterfalls:

1. Frequency Issue
2. CTAF – do we have an aerodrome or not or we will have aircraft landing on the water

Graeme recommended a discrete CTAF for this region.

Maude noted that pilots give courtesy calls when they fly in and out of the area. Graeme added this could be an area for broadcast. CASA recommended that this could be managed by the frequency and special procedures for waterfall areas.

CASA has these procedures in places such as Bungle Bungles, and perhaps could assess these procedures for application to the Horizon Waterfalls?

Another concern was raised with respect to Cockatoo Island and the associated mining operation.

<p>Conclusion:</p> <p>Graeme recommended the Chief Pilots meet and agree to core standardised procedures. These should then be submitted to CASA for assessment.</p>		
<p>Actions:</p> <p>Standardised procedures to be agreed upon between Chief Pilots for submission to CASA.</p>	<p>Responsible:</p> <p>Maude Telfer to facilitate</p>	<p>Due Date:</p> <p>As soon as practicable.</p>
<p>6.4.2. VHF Coverage to East Timor</p>		
<p>Discussion:</p> <p>Grant Lewis, CHC Helicopters, raised concern to the VHF coverage when flying for the gas/oil industry. He noted that they can lose coverage 50 to 60nm offshore and believes this is a flight safety issue. Grant further questioned why there isn't VHF coverage as far as East Timor.</p> <p>RAPAC proposed an increase to the coverage which would be vital to servicing the expanding the Gas/Oil Industry.</p>		
<p>Conclusion:</p> <p>Graeme noted that the Secretariat will write to Airservices to request a review of additional VHF coverage. Without increased coverage, there will be a safety risk for the increased activity by the requirements for the Gas/Oil Industry.</p>		
<p>Actions:</p> <p>Airservices to be requested to review the VHF coverage.</p>	<p>Responsible:</p> <p>RAPAC Secretariat</p>	<p>Due Date:</p> <p>Post the RAPAC meeting.</p>

7. Other Business & Late Agenda Items

7.1. Airservices Infrastructure Tower Replacement Project - Proposed dates and on site Schedule

For Information:

The following information is for RAPAC to note.

ITRP Dates

Site / Task	Comment	Start	Finish
BROKEN HILL		25 Feb 11	22 Mar 11
Site Works	Work on site, no planned outage	25 Feb 11	22 Mar 11
Commission NDB - BHI	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	17 Mar 11	18 Mar 11
BATHURST		28 Oct 10	19 Nov 10
Site Works	Work on site, no planned outage	28 Oct 10	19 Nov 10
Commission NDB - BTH	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	16 Nov 10	17 Nov 10
COOMA		31 Jan 11	22 Feb 11
Site Works	Work on site, no planned outage	31 Jan 11	22 Feb 11
Commission NDB - COM	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	17 Feb 11	18 Feb 11
COROWA		24 Feb 11	21 Mar 11
Site Works	Work on site, no planned outage	24 Feb 11	21 Mar 11
Commission NDB - COR	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	16 Mar 11	17 Mar 11
COWRA		23 Mar 11	18 Apr 11
Site Works	Work on site, no planned outage	23 Mar 11	18 Apr 11
Commission NDB - CWR	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	13 Apr 11	14 Apr 11
DUBBO		23 Nov 10	15 Dec 10
Site Works	Work on site, no planned outage	23 Nov 10	15 Dec 10
Commission NDB - DU	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	10 Dec 10	13 Dec 10
ESSENDON		27 Apr 11	19 May 11
Site Works	Work on site, no planned outage	27 Apr 11	19 May 11
Commission NDB - EN	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	18 May 11	18 May 11
ESPERANCE		17 Dec 10	24 Jan 11
Site Works	Work on site, no planned outage	17 Dec 10	24 Jan 11
Commission NDB - ESP	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	19 Jan 11	20 Jan 11
GRIFFITH		6 Sep 10	28 Sep 10
Site Works	Work on site, no planned outage	6 Sep 10	28 Sep 10
Commission NDB - GTH	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	23 Sep 10	24 Sep 10
INVERELL		1 Oct 10	25 Oct 10
Site Works	Work on site, no planned outage	1 Oct 10	25 Oct 10
Commission NDB - IVL	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	20 Oct 10	21 Oct 10
MEEKATHARRA		26 Oct 10	17 Nov 10
Site Works	Work on site, no planned outage	26 Oct 10	17 Nov 10
Commission NDB - MEK	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	12 Nov 10	15 Nov 10
MOUNT MAGNET		22 Nov 10	14 Dec 10
Site Works	Work on site, no planned outage	22 Nov 10	14 Dec 10
Commission NDB - MOG	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	9 Dec 10	10 Dec 10
PARKES		20 Dec 10	25 Jan 11
Site Works	Work on site, no planned outage	20 Dec 10	25 Jan 11
Commission NDB - PKS	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	20 Jan 11	21 Jan 11

PORT MACQUARIE		24 May 11	17 Jun 11
Site Works	Work on site, no planned outage	24 May 11	17 Jun 11
Commission NDB - PMQ	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	14 Jun 11	15 Jun 11
ROCKHAMPTON		25 Mar 11	21 Apr 11
Site Works	Work on site, no planned outage	25 Mar 11	21 Apr 11
Commission NDB - RK	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	18 Apr 11	19 Apr 11
TENNANT CREEK		29 Sep 10	21 Oct 10
Site Works	Work on site, no planned outage	29 Sep 10	21 Oct 10
Commission NDB - TNK	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	18 Oct 10	19 Oct 10
WOLLONGONG		21 Apr 11	19 May 11
Site Works	Work on site, no planned outage	21 Apr 11	19 May 11
Commission NDB - WOL	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	16 May 11	17 May 11
WOOMERA		28 Jan 11	22 Feb 11
Site Works	Work on site, no planned outage	28 Jan 11	22 Feb 11
Commission NDB - WR	NDB Outage, FFT Antenna Transfer and re-commissioning NDB	17 Feb 11	18 Feb 11

8. Next Meeting:

8.1. Time and Place

Graeme questioned the attendees asking if they would like two meetings per year. If two meetings a year could be accommodated then they would be held around April/ May and September. Attendees queried if one meeting could be held in Kununurra?

Date: 14th April 2011

Time: 1400hrs

Venue: Broome

9. Attachments:

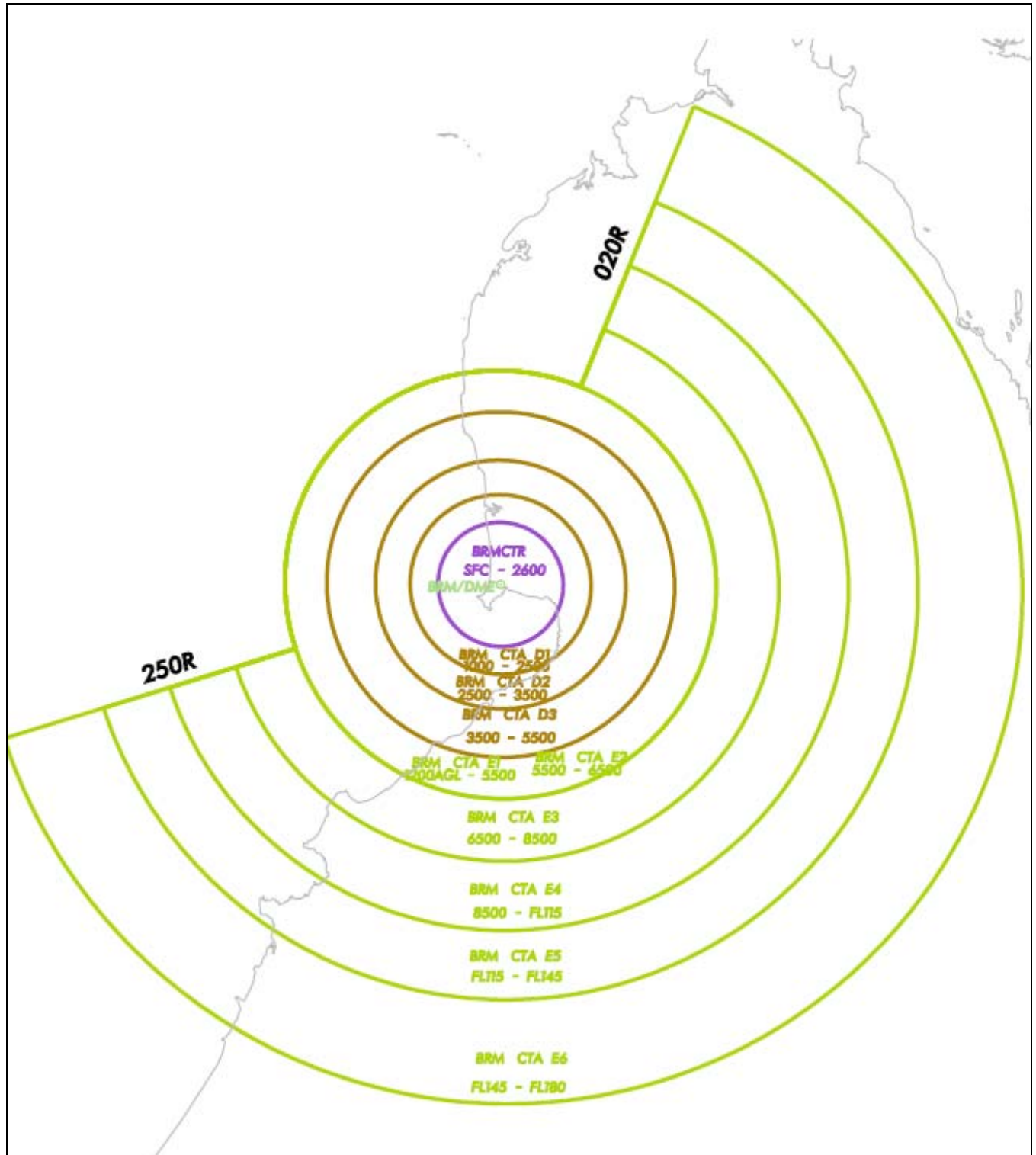
9.1. Attendance List

Graeme Rogers – OAR CASA/Chairperson
Rita Jackson – CASA/Secretariat

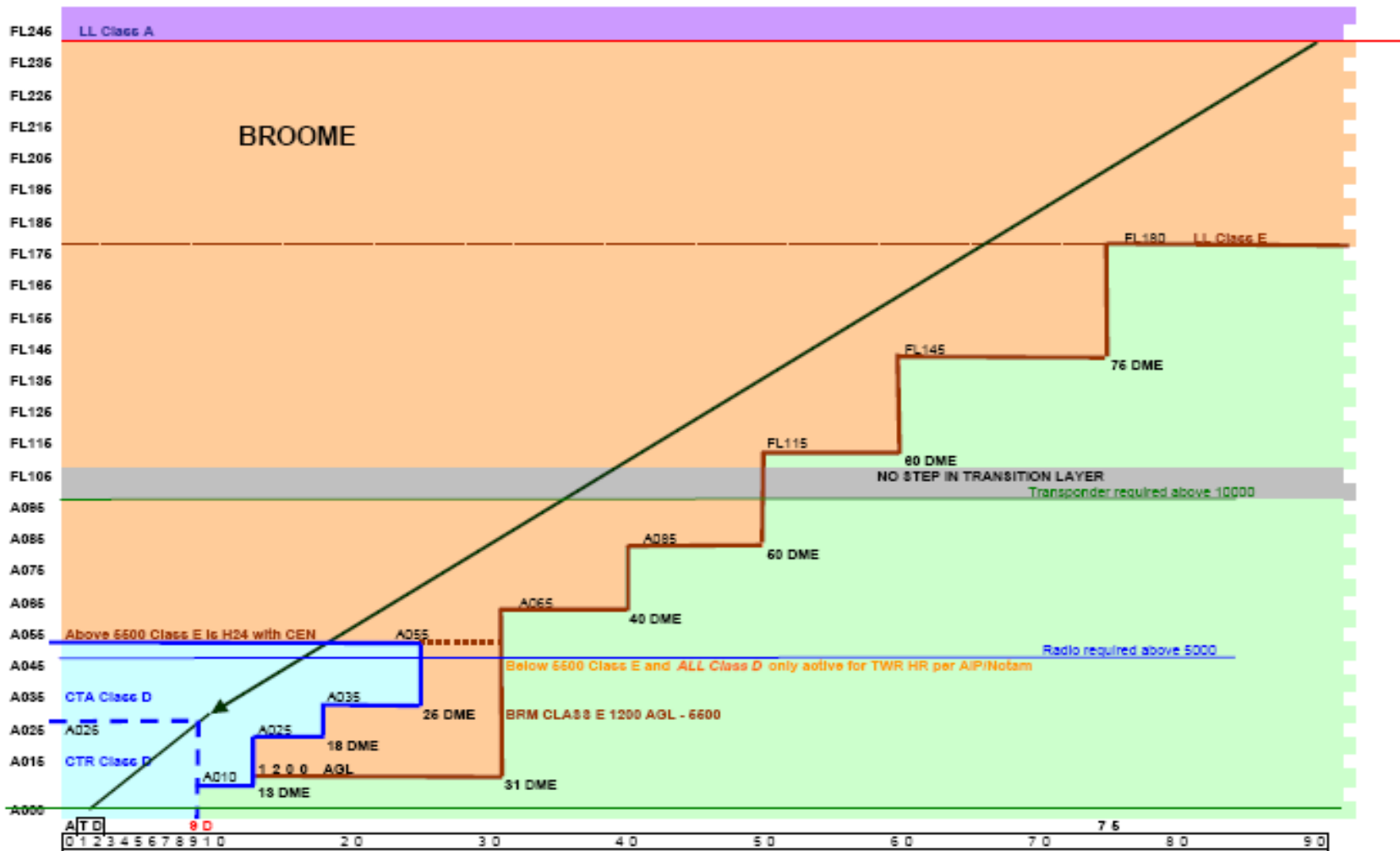
Grant Lewis – CHC Helicopters
Maude Telfer – King Leopold Air
Ken Burgess – Bureau of Meteorology
Steve Tattam – Airservices Australia
Joe Doherty – Airservices Australia
Lloyd Mais – Safety Advisor – CASA
Stephen Nota – Safety Advisor – CASA
Murray Jones – Aeroblye Helicopters
Chris Cavilla – Golden Eagle Airlines
Greg Meechan – Skywest Airlines
Warren Wilkinson – Skywest Airlines
Darren Nieiondorr – Kind Leopold Air
Mark Herbert – Broome Airservices
Brett Ramsay – Kimberley Skyways
WGCDR Robert Graham – RAAF Darwin
Paul McSweeney – Broome International Airport
Joseph Calandra – Broome Helicopter Services
Peter Johnstone – Broome International Airport
Tim Moses – Broome Helicopters
John Ruttiman – Airservices Australia
Roland Bowman – Kimberley Aviation

9.2. Broome and Karratha Airspace Changes & New VTC

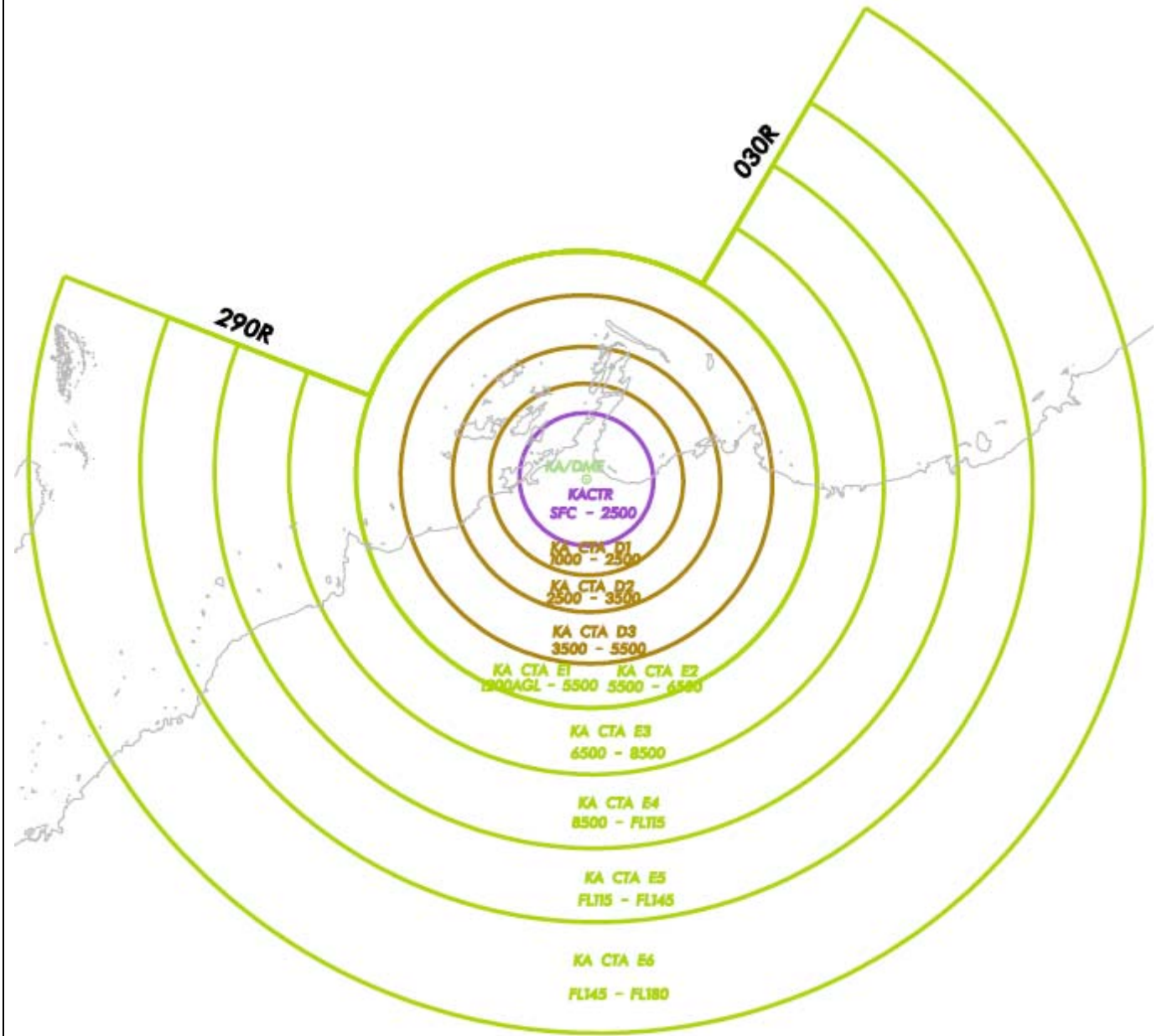
Broome CTA Plan



Broome CTA Profile



Karratha CTA Plan



Karratha CTA Profile

