



South Queensland RAPAC

Meeting: 2008-2

Date: Tuesday 18th November

Time: 1330hrs

Venue: **Acacia Ridge Hotel**

1386 Beaudesert Road, Acacia Ridge

Minutes

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1. Opening – 1330hrs

Graeme Rogers (Chairperson) opened the meeting and welcomed the delegates

2. Attendance/Apologies

2.1 Attendance

Please refer to [Attachment 10.1](#) for the attendance list

2.2 Apologies

Graeme Geraghty – RFACA Rep
Cathy Kingston – BOM
Allan Coppin – BOM
Paul Coughlan - BAC

3. Acceptance of previous Minutes

Discussion: RAPAC acceptance of the previous RAPAC minutes

4. Correspondence

4.1 Out

1st July: “Upcoming Military Exercises in NSW & SE QLD”
8th October: Wide Bay R681 extension proposal”
13th October: “Wide Bay R681 extension proposal”
27th October: “126.7 Congestion”
10th November: “CASA Maroochydore Aerodrome Study”

5. Business arising from previous minutes

5.1. New Brisbane Parallel Runway – Update

From Previous Minutes:

Paul Coughlan to provide written update for next RAPAC May 08, and probably present design at the second meeting in 08. Further presentations will be provided to RAPAC as critical stages of the project are approached.

Paul Coughlan Project Manager New Parallel Runway

Brisbane Airport Corporation Email: paul.coughlan@bne.com.au

Paul was not able to attend and had no significant issues to present.

This agenda item is open for further updates.

Discussion:

Paul Coughlan provided the following information about the Brisbane Parallel Runway. He apologises for not being present at the RAPAC.

"In terms of the New Parallel Runway project, BAC will soon commence final design having recently completed a design review. One relevant decision out of this review is that the cross runway will now not be converted to a taxiway. BAC intends to construct upfront a new dual link taxiway system that will link the new parallel runway with the terminals and the alpha / bravo taxiway system for the existing main runway. The cross runway will still close upon opening of the new parallel runway.

In terms of construction timing, given the current economic situation, BAC is not planning to commence construction before 2011. The runway is therefore not planned to open before late 2018 on the current programme."

Conclusion:

This agenda item was discussed and it was agreed that the item should remain on the agenda in order for further updates to be provided. The question was asked whether the runway would remain open as it will no longer be used as a taxiway.

Actions: RAPAC Secretariat to request further clarification

Responsible: RAPAC Secretariat

Due Date: Next RAPAC

5.2. Amendment to frequency for Kingaroy CTAF - Outcome

From Previous Minutes:

Kingaroy CTAF change from a gliding frequency (122.7MHZ) to a discrete CTAF (including Wondai) will be processed by CASA and by Airservices for frequency allocation.

Value of D664 as a DA for flying training will be reviewed by OAR at the earliest opportunity.

Designation as a CTAF(R) will not be progressed for now pending agreement and implementation of the establishment and disestablishment criteria.

Action taken:

- Kingaroy CTAF will change to frequency 126.7 MHZ on 5th June AIP MAP and ERSA edition;
- It will not be designated a CTAF (R);
- Review if D664 (Flying Training) is included in the OAR review of Danger (and Restricted) Areas.

Discussion: several RAPAC members were surprised that multicom 126.7 MHZ was allocated to Kingaroy Wondai and predict that it will lead to frequency congestion.

Discussion:

From: Brian Allerby

Sent: Monday, May 19, 2008 10:22 PM

Subject: Re: Meeting Information for South QLD RAPAC 2008-1 - Next Tuesday

To all members of Airservices

Thank you for your support & guidance involving the request to change the CTAF of Kingaroy.

I'm pleased with the result of a change, as it is a positive move forward for the gliding movement of SE Qld. However I am disappointed with the CASA decision to change us all to 126.7. It was not the result I imagined, as we had made endeavours to seek alternative frequencies that would not interfere with other CTAF's, pilot chat frequencies or lighting. It was mentioned in the previous meeting's minutes that "Kingaroy CTAF change from a gliding frequency (122.7MHZ) to a **discrete** CTAF (including Wondai) will be processed by CASA and Airservices for frequency allocation". I had therefore assumed that a discrete frequency would be chosen from those put forward, rather than the more universal multi-com of 126.7.

I would like to question whether this is the final word on the matter, or are there avenues to pursue a request to change to one of the frequencies previously proposed for this purpose?

Thank you again, and my apologies that I will be unable to attend this coming meeting.

Brian Allerby
CFI Kingaroy Soaring Club

From Greg Schmidt:

"As per the original meeting where it was emphasised that 126.70 would not be acceptable as a replacement frequency for Kingaroy.

All operators out of Kingaroy now have to listen to everyone from north of Bundaberg to Chinchilla and beyond.

The congestion on 126.70 at times makes it difficult to give the required calls on the CTAF.

The RFDS also agree that this change against the wishes of ALL operators out of KRY is a safety hazard.

The number of training aircraft that make in excess of 4 radio calls to do one landing is in the majority and we have to try and make our calls to advise our position in the CTAF.

Most weekends we have around twenty gliders operating out of KRY plus any other traffic that may be operating.

I consider the 126.70 frequency at KRY a safety hazard."

Kingaroy Aerodrome User Group
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(Kingaroy Office)
PO Box 336
KINGAROY QLD 4610
Ph 07 41626237 Fax 07 41624806
Email: gbeutel@southburnett.qld.gov.au

Southern Queensland Regional Airspace Users Advisory Committee
Attention Rean Gilbert
RAPAC Secretariat
rapac@casa.gov.au

Submission from Kingaroy Aerodrome Users Group
Re: CTAF Frequency

History

Kingaroy Aerodrome had operated on CTAF 122.7MHz for many years without any problems or safety concerns. In 2006 Kingaroy Soaring Club put a submission into RAPAC and CASA to change the CTAF frequency to a discreet channel so they could retain 122.7MHz for a glider channel. In their submission they suggested some frequencies which would be suitable and specifically requested that it not be 126.7MHz as this channel already suffered problems with congestion.

Current Period

CASA approved the change and nominated CTAF 126.7MHz which became effective on 5th June 2008 as the new frequency for Kingaroy. This new frequency is totally unacceptable to the users of Kingaroy Aerodrome including the Kingaroy Soaring Club who requested the change initially. Users at Kingaroy receive transmissions from eastern areas to the coast, northern areas to Thangool, western areas to Roma and southern areas to Goondiwindi. Users have expressed serious safety concerns with using 126.7MHz due to the following -

1. Aircraft approaching Kingaroy can not get a call in to advise of their current position or intentions
2. Pilots have had their calls 'overtransmitted' resulting in an important transmission not being transmitted without the pilot realising it. (This caused a close call with minimal separation between aircraft on approach)
3. Kingaroy is contributing to further congestion at aerodromes in a 100nm radius of Kingaroy
4. There are delays on the ground whilst aircraft wait for an opportunity to state their intentions.

Summary

In light of Peter Stephenson's comments about his experiences with 126.7MHz, the Kingaroy Aerodrome User Group is seeking RAPAC support for a submission to CASA to change Kingaroy's frequency to a discreet frequency as first requested or if this is not possible to revert back to 122.7MHz. Suggested possible frequencies are 119.3, 127.0, 127.4 or 127.5MHz.

Secretary



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Guy A. Beutel

Conclusion:

The Kingaroy CTAF was discussed at length. The Chairperson reminded RAPAC that the decision to allocate a discreet frequency is made by the CASA field offices and not by the OAR. Kingaroy has reached a stage where a discreet frequency is necessary.

The Sth QLD RAPAC wished to express its strong support for a discreet frequency to be allocated to Kingaroy. The lack of a discreet frequency to Kingaroy would be seen as a safety issue. The use of 126.7 became too congested when Kingaroy joined the frequency.

Actions: Follow – up with CASA Field Office required and update to RAPAC at next meeting

Responsible: CASA Field Office

Due Date: As this is seen as a safety issue ASAP

5.3. Training Areas for F/A18-F and support

From Previous Minutes:

Discussion: *The CONCEPTs were presented and explained by Wing Commander Pat Cooper Deputy Director - National Airspace. This is a concept for revision of the Amberley training areas – which are legacy probably from Canberra bomber days.*

Airspace concept in SE QLD and Northern NSW for new ADF platforms including FA18F, KC30B and Wedgetail

The use of current military restricted airspace for new platforms would be disruptive to industry. For example, excluding civilian transits from R660 E&F and R677 for the higher tempo and longer endurance activities that are likely with the new aircraft would be severely disruptive for civilian traffic in SE QLD region. Instead, ADF is working to establish a larger number of smaller airspace volumes that are easier to deconflict with the civilian air routes, and promulgate the usage of the airspace in a manner that enables industry to plan around the active volumes. The attached slides provide examples of the general concepts for the new airspace designs.

ADF will simulate the new airspace, then trial it as Temporary Restricted and Danger Areas (promulgated through an AIP SUP), then eventually replace R660E&F and R677 with the new airspace volumes. Temporary and permanent airspace changes will be processed through CASA as Airspace Change Proposals.

ADF intends to conduct KC30B and Wedgetail AEW&C activities in civilian Class A airspace rather than establish large, exclusive-use restricted airspace. This presents complexities for ATS agencies, particularly with regard to communications and separation from aircraft receiving air-to-air refuelling. However, by incorporating the KC30B and Wedgetail AEW&C activities into civilian Class A airspace, civilian aircraft will be able to transit the airspace used by the KC30B and Wedgetail subject to normal ATC separation and the overall military-only airspace used for an activity will be smaller than it would otherwise be if these activities were conducted inside restricted airspace.

Conclusions: *Updates will be provided as the project develops*

Discussion:

Glen Braz (RAAF- Super Hornet transition team) gave a presentation on the changes/improvements to airspace required to accommodate the super hornets and air to air refuelling. Glen showed RAPAC the required airspace with smaller blocks in order to not use too much and assured RAPAC that not all the airspace would be activated at once. He added that Evans Head would continue to be used for the super hornets.

Gary Spicer (AOPA) expressed concern about the timing and the NOTAMs. The JACC assured RAPAC that all airspace needed to be approved first and that they (Defence) would not block book airspace on a 24/7 basis. Flexible Use Airspace was a priority for the JACC and assurances were given that all NOTAMs are constantly being reviewed – this was supported by Airservices who added that Defence was constantly giving airspace back.

Glen added that the super hornets would be operating out of Amberley. By mid next year it was expected that there would be temporary modelling of the Restricted Areas, after which they would come back to consult again.

Conclusion:

RAPAC expressed their desire to review the Restricted Areas when they came out.

Actions: Further updates required	Responsible: Defence	Due Date: Next RAPAC
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5.4. Change of name Maroochydore/ Sunshine Coast

From Previous Minutes:

Change of aerodrome name from Maroochydore/Sunshine Coast Airport to Sunshine Coast Airport

On 14 March 2008 certain Queensland Councils were amalgamated by the Queensland Government, with the previous Noosa Shire, Maroochydore Shire, and Caloundra City Councils ceasing to exist and now operating as Sunshine Coast Regional Council.

Sunshine Coast Regional Council is now the official operator of Maroochydore/Sunshine Coast Airport and this has been reflected in the CASA issued Aerodrome Certificate.

Council requests that the aerodrome name be changed in published information, from Maroochydore/Sunshine Coast to Sunshine Coast.

I have been engaged to act on behalf of Sunshine Coast Airport. Any correspondence regarding this matter should be directed to me via this email address, and copied to Mr Peter Pallot, Airport Manager, at peter.pallot@sunshinecoast.qld.gov.au .

Best regards,

Keith Tonkin - Managing Director

ktonkin@aviationprojects.com.au Tel (07) 3117 9608

Comment: from Adrian Fitzgerald that Airservices preliminary evaluation of the change is that it will be complex and incur significant cost and also there is no business benefit for Airservices and also that initial safety analysis has identified several risks that will be investigated by HAZID process.

Response: Keith emphasized that the change will be (project) managed to ensure it is done properly and safely, and invited input for any issues.

Agenda Item: Ongoing for Updates...

Discussion:

This was an information issue for RAPAC. Adrian Fitzgerald from Airservices added that an initial safety study was being conducted.

Actions: Update required	Responsible: Airservices Australia	Due Date: next RAPAC
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5.5. Class G frequency Management at Gold Coast

From Previous Minutes:

There was considerable discussion about this item.

It was explained that this has very recently been brought to the attention of the OAR (which has carriage of most issues to do with CTAF CTAF(R) and determination whether discrete frequencies are appropriate.)

The 'paper' was prepared by local Aviation Safety Advisers and refined by an OAR Project Officer. A couple of options to mitigate the risks, are suggested. This is a first step in gathering information to examine the risks and find the best and appropriate mitigation for this Class G airspace.

RAPAC attendees from Hack and Mason fields proffered opinions on acceptable solutions.

In summary, the RAPAC felt that a single frequency in the area was the best option and that a discrete frequency was significantly better than the multicom 126.7MHZ. And that as 119.0 MHZ is there and causing no interference or problem it is an appropriate frequency.

In discussion of the radio requirement at Southport/Mason field it was explained that due to the differing opinion as the value of mandating radio in Class G, CASA/OAR is endeavoring to determine if there is any safety advantage or disadvantage in doing so... Until a determination is made it is inadvisable to change the status quo...

Presenting this at the RAPAC is simply the first step in gathering information and evidence to allow CASA to make a sound determination.

Action items: Provide options and supporting 'evidence' to OAR	Person responsible: Interested parties	Deadline: ASAP
Agenda Item: Ongoing		
<p>Discussion:</p> <p>This item once again generated significant discussion. Charles Gallea the CASA Aviation Safety Advisor offered an update to RAPAC stating that although there was significant discussion not much had changed.</p> <p>Some of the points made included:</p> <ul style="list-style-type: none"> Representatives from both Heckfield and Southport aero clubs suggested that they would prefer a common frequency (119) which fitted a defined boundary consisting the M1 to the west, coast to the East and Logan river to the north. Charles Galea (CASA) emphasised that the role of the Aviation Safety Advisors was to assist in a liaison role with RAPAC - ASA's did not have the delegation to make a decision about the proposal. Mr Galea also mentioned that some commercial operators may have concerns about the possibility of one frequency being overused. <p>Note: Southport Club has since advised that it intends to submit a more formal submission at the next RAPAC.</p>		
<p>Conclusion:</p> <p>Charles Galea from CASA would research the best possible outcome, provide advice and update the OAR as necessary.</p>		
Actions: Update required	Responsible: Charles Galea	Due Date: ASAP
<p>5.6. PJE at Toogoolawah (Watts Bridge)</p>		
<p>From Previous Minutes:</p>		
<p><i>SQNLDR Paul Howard queried whether the PJE operations at Toogoolawah could be contained so that tolerances kept PJE clear of R660 and some adjacent air routes.</i></p>		
Action items: <i>Determine operating limitation or visual boundaries to accomplish this separation.</i>	Person responsible: <i>RAAF BN ATC, with Ramblers PJE</i>	Deadline: <i>none</i>
<p>Agenda Item: To report back to RAPAC</p>		
<p>Discussion:</p> <p>There were no issues to report. The LOA between Airservices and Toogoolawah would be effective in early 2009. Airforce was happy with the agreement.</p>		
<p>Agenda Item: Closed</p>		

6. Notified Agenda Items		
6.1. Elliot Field Gliding Symbol and ALA		
For Discussion: Bundaberg Gliding (Elliott Field) 25.03S 152.13.30E, we currently use CFAF R 126.9 in the circuit area as we are 11nm from Bundaberg.		
Conclusion: OAR would submit to AIS for consideration.		
Actions: OAR to submit to AIS	Responsible: OAR	Due Date: Now
6.2. Congestion on 126.7		
For Discussion: I have just had a week out at Darling Downs, Jondaryan Qld. (DDSC) on 126.7. Even during the week the noise was excessive with what sounds like open mikes almost continually. Not being a radio boffin, is this caused by transmissions from very far away? I flew yesterday Saturday and it just got worse with over transmissions almost continuously and transmissions from Tangalooma (Moreton Bay) to Rainbow Beach being heard. 126.7 was almost useless at times, especially when the fleet was being launched at DDSC. Once on Xcountry, we changed to 122.7 which was bliss compared but I was still monitoring 126.7 on my hand held and it got better later on in the day but still "open mikes". On 122.7, there were two presumably glider pilots chatting without call signs, unlike our DDSC pilots who were very brief and pertinent. As RAPAC rep for Gliding Qld. and RAPAC South Qld Convenor, please give me some feed back for the next meeting on Nov. 19th. PeterS Convenor To whom it may concern, I have spoken with various Flight Instructors at the Darling Downs Aero Club regarding transmissions on 126.7 and 122.7 I have been informed that 126.7 does have numerous conversations over this channel and from far away regions, however this frequency is the local area frequency, it can be expected to be busy during certain occasions, the background open mike interruption was confirmed with some but not with others. Apparently frequency 122.7 was in used previously, but has been replaced by 126.7 Regards John Toombs Technical Officer Airport Operations Engineering Services Toowoomba Service Centre		
Conclusion: Graeme Rogers emphasised that this was a national issue and it needs to be dealt with on a case by case study. We need to know about specific high priority areas and they will be dealt with as they come in.		

<p>Conclusion:</p> <p>This proposal was withdrawn as neither the JACC or the OAR were happy with it. It was proposed that the Army use the existing Danger areas instead.</p>
<p>Agenda Item: Closed</p>

7. Late Agenda Items

<p>7.1. CASA Maroochydore Aerodrome Study</p>	
<p>Discussion:</p> <p>CASA has commissioned Hyder Consulting and Airbiz Strategies to review the airspace surrounding Maroochydore aerodrome to determine the appropriateness of the current airspace classifications and the air traffic services (ATS) provided that are accessible for all types of airspace users. The review will focus on the equitable access for all airspace users with particular attention to the safety of public transport operations by identifying and engaging stakeholders and provide recommendations to the OAR to address any documented short-comings of the current airspace architecture. Hyder and Airbiz will deliver a third party objective review of the current airspace architecture of the Maroochydore aerodrome to CASA in late December.</p>	
<p>Conclusion:</p> <p>Peter Coburn from Hyder Consulting and Airbiz Strategies addressed this agenda item. He added that a report was due in the middle of December and that all comments were welcome. A cost benefit study would also be undertaken to address any changes.</p>	
<p>Actions: Further updates as they come up</p>	<p>Responsibility: Hyder Consulting</p>

<p>7.2. MILEX Brief</p>		
<p>Discussion:</p> <p>Defence offered a presentation on upcoming MILEX Talisman Sabre 09 which will take place from the 6-27 July 09. SQNLDR Porter will be available at the next RAPAC to answer any questions.</p>		
<p>Actions: Update required</p>	<p>Responsible: Defence</p>	<p>Due: Next RAPAC</p>

8. General Information

<p>8.1. NAVAID Replacement Schedule</p>
<p>TL VOR QLD work in progress -expected commissioning 6 Nov 2008</p>

9. Next Meeting:

9.1. Time and Place

Date: 2009 Schedule out soon

The Chair discussed with the RAPAC members whether the next meeting should be held at a different time slot and although there was two supporters of this idea, most preferred an early afternoon meeting. The CASA offices, next to DFO, with free parking would most likely be the venue of the next RAPAC meeting. There was no opposition to this idea.

10. Attachments

10.1. Attendance List

Name	Organisation
Glen Braz	RAAF- Super Hornet
Ross Mitchell	RAAF- Amberley (Aviation Safety)
Mark Oksanen	RAAF- ATC AMB
Chris Wimpenny	RFDS QLD Sect
Russ Fortescue	Airservices
Rachel Curry	CASA
Craig Patterson	CASA
Gary Spicer	AOPA - Director
Charles Gallea	CASA- ASA
Rod Peachey	Southport Flying Club
Steven Rance	Southport Flying Club
Russell Raugnscroft	South QLD Parachute
Adrian Fitzgerald	Airservices
Peter Coburn	Hyder/AirBiz Consulting
Trevor Bange	Recreation Aviation Australia
Dan Mulherin	CPSU/AUSFIC
Gary Scott	Airservices
Peter Stephenson	Gliding
Peter Bugg	Gold Coast Sports F/C
George Lane	Airservices
Graeme Rogers	CASA - OAR
Rean Gilbert	CASA - OAR