



# South Queensland RAPAC

**Meeting: 2011-2**  
**Date:** 20<sup>th</sup> September 2011  
**Time:** 1300 hrs  
**Venue:** RFDS Boardroom  
 12 Casuarina Street  
 Brisbane Airport

## Minutes

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## **1. Opening – 1300 hrs**

Craig Patterson, Chair, opened the meeting at 1300hrs welcoming all participants.

## **2. Apologies**

Trevor Bange, Recreational Aviation Australia

Rod Peachey, Southport Flying Club

Adrian Fitzgerald , Airservices

WGCDR Sheryl Steele, Military OAR

## **3. Acceptance of previous Minutes**

### **Discussion:**

Minutes of the previous meeting held 22/03/2011 were accepted.

## **4. Correspondence**

### **4.1 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 Ben Heaton, Defence OAR, re R681A/B Boundaries amendment*

### **4.2 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 R681A/B Boundaries amendment*

## 5. Business arising from previous minutes

### 5.1. Transition to D Class Towers – PIR Update

#### From Previous Meeting:

The following correspondence is from Craig Patterson, OAR, re Class D Towers update on PIR progress:

*The Civil Aviation Safety Authority and Airservices Australia has successfully implemented changes to Class D procedures. These changes implemented on the 3 June 2010 have brought Australia closer to ICAO standards, and have in a broad sense aligned with the US Federal Aviation Administration Class D procedures. These changes have been delivered in accordance with Australian Government Policy, with CASA moving towards adopting, what is seen as, good practice*

*The current development of the Draft Post Implementation Review of Class D Airspace is at its final stages. Feedback and comments have been received and reviewed. Feedback appear to be in general support of the Class D changes. The PIR has identified some enhancements that may be considered by CASA and will be presented in the PIR when published. Any additional comment is welcome and encouraged. The changes to Class D have been widespread as is the education program. Further work in ongoing education will continue.*

*The OAR still encourages anyone to provide comment or feedback to the OAR or Craig Patterson.*

Craig Patterson gave an update. A draft report is being formulated and industry will be invited to comment shortly.

#### 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](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*

Craig Patterson, Chair, gave an update. He informed the meeting that the draft Post Implementation Review is on CASA's website. Draft recommendations include:

- Removing the use of IFR/VFR Departure reports within 3 nautical miles of the Class D aerodrome
- Review the recommended entry and exit procedures, particularly those Class D aerodromes that were former GAAP

CASA is pursuing the standardisation of class D operations. However, enhancements may be needed and CASA will keep a watching brief on operations at the former GAAP aerodromes.

No comments were made.

**Item Closed**

Actions:	Responsible:	Due Date:
<b>5.2. Flexible Use of Airspace</b>		
<p><b>From Previous Meeting:</b></p> <p>WGCDR Sheryl Steele was unable to attend the meeting as scheduled due to unforeseen circumstances. The Chair gave the update on her behalf that an update on this Item will be presented on completion of the post implementation review of changes to conditional status of Restricted Areas. Industry is reminded that the conditional status of RA is a planning tool.</p> <p>Peter John, CASA, had discussions with the Army and there are suggestions that Restricted Areas (or perhaps the safety officer) be armed with radio so that pilots can find out what activities the RAs are being used for as a last arm of defence. However, CASA as a regulator has done all it can. It can do no more.</p> <p>FLTLT Regina Jones, RAAF Amberley, commented that even then it might not help because pilots are found regularly to be not in frequency when operating in RAs.</p> <p>Airservices has done an analysis of on this issue for the NQLD RAPAC for its last year meeting. Airservices will prepare a similar analysis for the SQLD RAPAC.</p>		
<p><b>Discussion:</b></p> <p>WGCDR Sheryl Steele to provide update.</p> <p>The following correspondence from FLTLT Ben Heaton, Military OAR, regarding Post Implementation Review, was emailed to RAPAC on 18/08/2011.</p> <p><i>Military OAR has completed a comprehensive review of the Nov 10 changes to PRD areas. All areas were allocated Conditional Status i.e. RA1, 2 or 3 depending on the areas activity, usage and application.</i></p> <p><i>Feedback was collated by both Military and Civilian Airspace Managers in concert with Industry. The review identified that only one RA was incorrectly categorised in all PRD areas and was notified by FIR NOTAM prior to the Nov 10 changes. This error was permanently corrected in the Jun 11 publications. Other feedback included chart presentation and the reinstatement of altitude levels and the number of issued NOTAMs. The Military OAR continues to work with Airservices Australia in developing streamlined processes to reduce the number of NOTAMs issued.</i></p> <p><i>Ben Heaton FLTLT Military Liaison Office of Airspace Regulation Tel: (02) 6217 1074 Fax: (02) 6217 1747</i></p> <p><i>e-mail: <a href="mailto:benjamin.heaton@defence.gov.au">benjamin.heaton@defence.gov.au</a> <a href="mailto:benjamin.heaton@casa.gov.au">benjamin.heaton@casa.gov.au</a></i></p> <p>Craig Patterson, Chair, provided an update on behalf WGCDR Sheryl Steele. There was nothing substantial that came out of the Post Implementing Review. One Restricted Area was incorrectly categorised and it is now fixed. Under RA 2, pilots will be able to get approval from Defence when doing their flight planning.</p> <p>No further comments were made.</p> <p><b>Item closed</b></p>		
Actions:	Responsible:	Due Date:

### 5.3. FLARM Units

#### From Previous Minutes:

Peter Stephenson, Convenor, advised that the Item should be carried over to the next RAPAC meeting so that a provider of FLARM is able to come and make a presentation to RAPAC. This was agreed to.

#### Discussion:

There have been supplies issues in the United States. FLARM units not available here.

Peter Stephenson, Convenor, advised that the Item should be carried over to the next RAPAC meeting so that a provider of FLARM is able to come and make a presentation to RAPAC. This was agreed to.

#### Actions:

Presentation from FLAR supplier

#### Responsible:

Peter Stephenson

#### Due Date:

Next RAPAC

### 5.4. Study of Airspace 45 nautical miles from Brisbane Airport to Flight Level 180

#### From Previous Minutes

Craig Patterson, CASA OAR, gave a presentation.

Question was raised about environment concerns, e.g. noise on communities. Craig informed RAPAC that environmental assessment will be carried out by CASA Operations as the work progresses.

Craig Patterson gave an update extensive update including preliminary incident analysis and industry comments. His presentation can be viewed at attachment 9.1.

A draft report is being formulated and industry will be invited to comment. Craig asked RAPAC to fill in a Questionnaire to assist with the study and send it back to him.

Another forum will be held in the Brisbane area to discuss the preliminary findings.

#### Discussion:

Craig Patterson, Chairs, provided an update. The scope of the study has been change to reflect the concerns raised with the Western part of the Brisbane airspace, particularly the Toowoomba area.

Departing and arriving is a problem for some operators, though access and efficiency seems to be alright. The Office of Airspace Regulation is not proposing to change the airspace at this stage. Industry's views are welcome in this regard.

Peter Stephenson, Convenor, raised a question about the impact of the new parallel runway and the closing of runway 14/32 at Brisbane Airport during construction; particularly if higher altitude will still be available around Caboolture Airport.

Craig Patterson, Chair, noted that the closing of the runway may affect operations around Caboolture. However, there are no plans to close runway 14/32 during the construction, at least not in the immediate future. It is outside the scope of this current study but members should raise the issue at the next RAPAC and if necessary, an Airspace Change Proposal could be consider by OAR.

#### Actions:

Future updates

#### Responsible:

Craig Patterson

#### Due Date:

Next RAPAC

## 6. Notified Agenda Items

### 6.1. Removal of ERSA GEN FPR 7 section 3.5 Brisbane Overflights Section a

#### Discussion:

Matthew Shepherd, Airservices, presented a proposal to remove overflights/coastal corridor in the eastern part of the Brisbane Terminal Airspace. Currently, ERSA GEN FPR 7 section 3.5 Brisbane Overflights Section a, states:

#### 3.5 Brisbane Overflights

ACFT planning transit flights overhead Brisbane AD/CTR should plan either:	
a.	Hornibrook Viaduct - Brisbane AD (TWR) - Manly Boat Harbour at A015. (Note: Pilots should be familiar with Bald Hills Mast and Brisbane Entertainment Centre as alternate tracking points ATC may use).
b.	At or above A070

See [attachment 9.1](#) for Mr. Shepherd's presentation for the removal of the overflight/coastal corridor.

Concerned members of industry are asked to contact Matthew Shepherd through his email: [Matthew.Shepherd@AirservicesAustralia.com](mailto:Matthew.Shepherd@AirservicesAustralia.com)

The removal will happen by NOTAM and then published in the next AIRAC cycle.

Actions:	Responsible:	Due Date:
Item kept open to allow time for consultation	Industry	

## **6.2. Defence Brief/Issues**

This agenda item has been made available and will be a standing item in future RAPAC meetings for discussions on any Defence projects and/or issues.

### **6.2.1. Briefing from RAAF Amberley ATC**

#### **Discussion:**

Aaron Doherty, RAAF Amberley ATC, informed the meeting of the upcoming events at Amberley that will increase air traffic in the area. The RAAF has recently received their first c130 and another 3 are expected next year. By October this year up to 20 Super Hornets will be coming to Amberley. During this time transits through Amberley airspace will not be available.

A question was raised whether all RAAF activities will be contained within the Amberley airspace. Flight plans are not available yet but it is likely that they will be managed within Brisbane Terminal Area.

**Item Closed**

### **6.2.2. Briefing from JACC**

#### **Discussion:**

FLTLT Samantha Evans, JACC, briefed RAPAC regarding military exercises that will be undertaken. Her presentation is at [attachment 9.2](#).

**Item Closed**

## **6.3. Bureau of Meteorology Brief/Issues**

This agenda item has been made available and will be a standing item in future RAPAC meetings for discussions on any BoM projects and/or issues.

No issues were raised.

## **7. Other Business & Late Agenda Items**

### **7.1. Frequency changes at Redcliffe and Southport**

Peter Stephenson, Convenor, and Rod Waldon, Southport, reported that recent frequency changes at Redcliffe and Southport respectively are working well.

**Item Closed**

## 7.2. IFR Departures YTWB (Toowoomba)

Tony Bennett, RFDS, submitted the following to the RAPAC Secretariat:

*YTWB is a CTAF in close proximity to both AMB and OK MIL R airspace, and overlying C airspace. As the number of movements at TWB increase, with both a busy recreational community and increasing RPT/business associated flying, the airspace is becoming increasingly congested and hard to manage, especially in periods of deteriorating weather.*

*Worst case scenario (rarely) IFR departures have to coordinate on up to 4 frequencies, on most occasions 3 frequencies. Even if IFR aircraft are given instructions to contact OK/AMB APP when airborne in taxi call from CEN (121.2), there is still the embedded delay between contacting relevant agency, identification, and clearance to enter the relevant airspace. Given the (relatively) high performance of the B200, the need to achieve LSALT, manage traffic and not enter controlled/restricted airspace until cleared, RFDS QLD section is seeking a better IFR departure traffic management solution at YTWB.*

*Flight Standards section RFDS QLD is in discussion with ATC BN and AMB ATC (I am not sure if OK have been in discussion yet?). RFDS Qld section is happy to proceed with these discussions, but would like this item flagged as a continuing item/watching brief for the RAPAC.*

Regards,

Tony Bennett  
Senior Base Pilot  
RFDS QLD Section

Craig Patterson, Chair, suggested that the solution to the problem is to creating tracking points. He understands that Airservices is considering this option.

<b>Actions:</b> Keep item on upcoming agenda	<b>Responsible:</b> Secretariat	<b>Due Date:</b> Next RAPAC
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## 8. Next Meeting:

### 8.1. Time and Place

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

**Time:**

**Venue:**

## 9. Attachments

### 9.1. Removal of Coastal Corridor from ERSA



# Removal of Coastal Corridor from ERSA

Brisbane Terminal Area

**Matt Shepherd**  
Line Manager ECS North

## ERSA GEN FPR 3.5

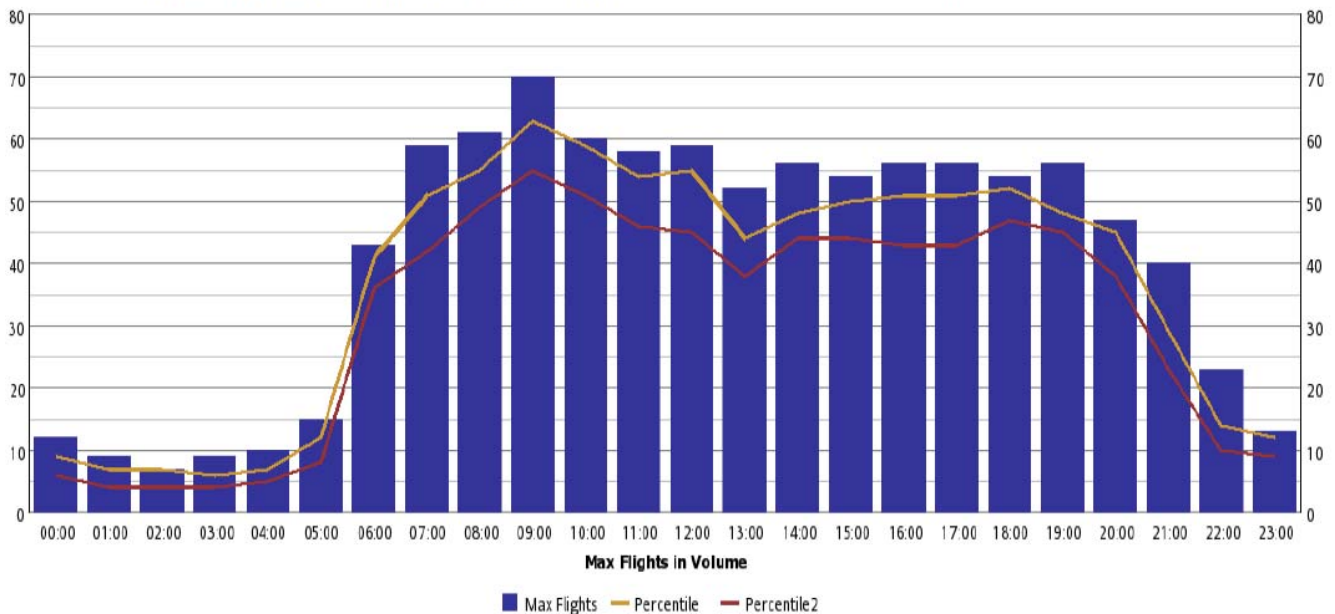


Remove:  
HVBT-  
TWR-  
MBH A015

# August 2011

Time Zone: +10 AEST  
 Date Range: 01/08/2011 to 31/08/2011  
 Days: Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, Sunday

Interval: 60 min  
 Volumes: BNTV  
 Percentile: 90,50



## Traffic movements Brisbane Airport 2011 by month and hour

July -	17,052-	43 /hour
June-	15,894-	41 /hour
May-	16,734-	41.5/hour
April-	16,140-	41.3/hour
March-	16,462-	42 /hour
Feb-	14,458-	39 /hour
Jan-	15,744-	39 /hour

# Traffic movements Brisbane Airport by year monthly average and hour

2011 Average-16,069 - 40.6/hour

2010 Average-15,663 - 39.6/hour

2009 Average-14,936 - 37.8/hour

2008 Average-15,218 - 38.5/hour

2007 Average-14,439 - 36.5/hour

2006 Average-13,937 - 35.5/hour

## Factors

- Loss of CROPS requires optimal use of RWY19/01
- ADC task distraction by overflyers often causes loss of departure opportunities.
  
- PJE (YRED, YCAB, Woorim)
- Aerial Survey at Altitude
- Aerial Survey at low levels

### 9.2. Briefing from JACC

# MILITARY ACTIVITIES

FLTLT Samantha Evans  
Joint Airspace Control Cell (JACC)  
HQJOC-B

Email: [samantha.evans@defence.gov.au](mailto:samantha.evans@defence.gov.au)

Tel: 1800 562 222  
(02) 6128 4856



HEADQUARTERS JOINT OPERATIONS COMMAND  
AIR and SPACE OPERATIONS CENTRE



## ECADEX 11

- WLM & AMB restricted areas
- 21 Nov to 09 Dec
- FJs from TDL, AMB & WLM
- Tankers & AEWACS
- B52 Guam to Guam sorties TBC
- RAN support
- Pelair & EWTS
- Expect TDA



HEADQUARTERS JOINT OPERATIONS COMMAND  
AIR and SPACE OPERATIONS CENTRE



# EX BLACK DAGGER 11-04

- Singleton Training Area
  - 24 Oct to 04 Nov 11
  - Daily 2300 – 1130Z (excluding wkends)
- TRA ISO FJ activity from WLM
  - R971(Surrounding R564B)
  - Vert Limits 8500ft – FL130
  - Activated by NOTAM
  - Established for previous BDs
- AIP SUPP



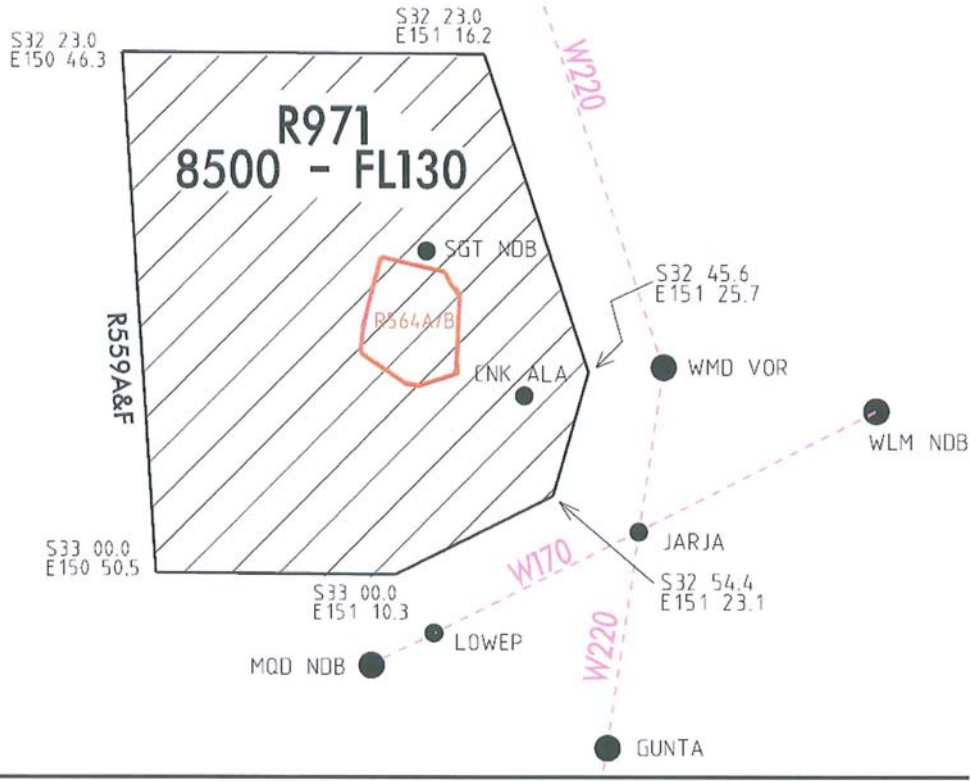
HEADQUARTERS JOINT OPERATIONS COMMAND

AIR and SPACE OPERATIONS CENTRE



APPENDIX 1 TO  
SUP XX/11

EXERCISE AREA BLACK DAGGER 11-04 - R971



# EXERCISE WALLABY

- SWBTA
- 23 Sep – 26 Nov 11
- ADF / RSAF components
  - FJ, C130 and RW
- RSAF based at Rockhampton



HEADQUARTERS JOINT OPERATIONS COMMAND  
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# WALLABY ACTIVITIES

- Low levels of SWBTA active during periods of nil FJs
- SWBTA RA active to FL400 for short periods
- Upper levels will be released when not req



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## WALLABY POC

- FLTLT Glenn Dodds
  - Phone 07 4931 5205
  - Mobile 0438 773 422
  - Email [glenn.dodds@defence.gov.au](mailto:glenn.dodds@defence.gov.au)
  - Or [glenn.dodds@airservicesaustralia.com](mailto:glenn.dodds@airservicesaustralia.com)
  - Or [david.boyan@airservicesaustralia.com](mailto:david.boyan@airservicesaustralia.com)



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## MILITARY ACTIVITIES

FLTLT Samantha Evans  
Joint Airspace Control Cell (JACC)  
HQJOC-B

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Tel: 1800 562 222  
(02) 6128 4856



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### 9.3. Attendance List

Name	Organisation
Russell Ravenscroft	Sth QLD Parachuting Council
Philip Bassingthwaighte	Airservices Australia
Mike Truitt	Gliding Federation Australia
Mark Oksanen	RAAF
Michael Wright	Airservices Australia
Samantha Moran	ATSB
Matt Shepherd	Airservices Australia
Tony Bennett	RFDS QLD
Samantha Evans	JACC-HQJOC
Aaron Doherty	RAAF AMB ATC
Peter Stephenson	Convenor
Rod Waldon	6CSFC (Heck Field)
Craig Patterson – Chair	CASA
Merhawi Khelete – Secretariat	CASA