<table>
<thead>
<tr>
<th>Item No</th>
<th>Item</th>
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</thead>
<tbody>
<tr>
<td><strong>1. OPENING</strong></td>
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</tr>
<tr>
<td>1.1</td>
<td>Kununurra RAPAC Convenor nominations</td>
</tr>
<tr>
<td><strong>2. REVIEW OF ACTION ITEMS</strong></td>
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<td><strong>3. REGIONAL SAFETY MATTERS</strong></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Update on Low Level Class G Frequency Use (MULTICOM)</td>
</tr>
<tr>
<td>3.2</td>
<td>Ayers Rock Airspace Review 2018</td>
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<tr>
<td><strong>4. CHANGE PROPOSALS</strong></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Karijini National Park – proposal for ERSA Special Procedures (no distribution paper)</td>
</tr>
<tr>
<td>4.2</td>
<td>Out of Session paper – ILS Marker beacons (for any discussion if needed)</td>
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<tr>
<td><strong>5. AGENCY BRIEFINGS AND UPDATES</strong></td>
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</tr>
<tr>
<td>5.1</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>5.2</td>
<td>Airservices Australia</td>
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<td>5.3</td>
<td>Defence</td>
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<tr>
<td><strong>6. OTHER BUSINESS</strong></td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>2017 RAPAC Survey update</td>
</tr>
<tr>
<td>6.2</td>
<td>General discussion on RPAS (Drones) – incl. CASA Drone App.</td>
</tr>
</tbody>
</table>
1. OPENING

The Chair thanked attendees for making their time available for the RAPAC, but also the preceding Chief Pilot’s meeting arranged by Mr Peter Ball, CASA Aviation Safety Advisor (Darwin).

1.1 Kununurra RAPAC Convenor nominations

Mr James Bondfield was again nominated unopposed to continue in the role of Kununurra RAPAC convenor. The Chair thanked Mr Bondfield for his continued support and dedication toward RAPAC, and CASA welcomed the opportunity to work with him again for the next 12 months.

2. REVIEW OF ACTION ITEMS

The status of outstanding action items was reviewed and comments are included in the attached table.

3. REGIONAL SAFETY MATTERS

3.1 Update on Low Level Class G Frequency Use (MULTICOM)

The Chair provided an update on the proposed policy that would see MULTICOM (126.7) adopted in low level Class G airspace. Consultation on an NRPM took place during late-2017/early-2018 where 1064 responses were received. CASA is continuing to review responses with an imminent update on the way forward to be released. Distribution paper refers.

4. CHANGE PROPOSALS

4.1 Karijini National Park – proposal for ERSA Special Procedures

The Convenor informed RAPAC members that the National Parks had issued a ‘chart’ that described ‘NO FLY ZONE’ and were concerned that the National Parks did not have authority to publish this information. It was also noted that other mechanisms exist for ensure the protection of natural areas and for noise related issues

<table>
<thead>
<tr>
<th>Action</th>
<th>Chair to discuss Karijini National Park ‘NO FLY ZONE’ with the Office of Airspace Regulation and report back to members.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>Chair</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Out of Session</td>
</tr>
</tbody>
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5. AGENCY BRIEFINGS AND UPDATES

5.1 Bureau of Meteorology

Mr Harry Burns-Fabb updated members on the GAF project implementation review. It was highlighted than industry provided a lot of welcomed feedback that will lead to improvements to the GAF and GPWT. This included the future introduction of a reference chart that will assist users more accurately determine the area of interest when using the GPWT. It was also pointed out that the NAIPS default effectivity period had been reduced from 24 hours to 6 hours to reduce the amount of data transmission as well as unnecessary information.

<table>
<thead>
<tr>
<th>Action</th>
<th>BOM to provide RAPAC Secretariat with GAF PIR report to enable it to be distributed nationally out of session.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>BOM</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Upon completion of PIR report</td>
</tr>
</tbody>
</table>
5.2 Airservices Australia

Nil.

5.3 Defence

Although Defence were not present, the Chair gave an update from the previous days’ NT RAPAC meeting where Defence representatives provided updates for Darwin and Tindal. Whilst the attached presentation refers, highlights of this discussion included:

- Defence are coordinating all major air exercises for NT under one umbrella for 2018 – known as ‘NT Air Campaign’
- ‘Pitch Black’ 27 Jul-17 Aug
- ‘Kakadu’ 01-15 Sep
- Airspace changes for R225 has now occurred. Other changes are proposed including changes to the Tindal CTR

6. OTHER BUSINESS

6.1 2017 RAPAC Survey Update

The Chair gave an update on views from a survey that was conducted at the end of 2017 to seek further improvements to the format. Refer attached paper.

6.1 General Discussion on RPAS (Drones)

Members in attendance highlighted their concerns around the use of drones, particularly during the peak tourist seasons. There was a belief from the general public that when in the out back they could not possibly be in breach of any aviation rules OR that they were simply oblivious to the rules. There was also discussion from the members regarding the usefulness of the ‘Can I Fly There’ app that is provided by CASA.

Members seek that CASA conduct further education and awareness campaigns regarding the rules regarding drones and as an example, advertise in Caravan Magazines to ensure ‘grey nomads’ are aware of the rules and risks associated with drone use.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Bondfield</td>
<td>Convenor</td>
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<tr>
<td>Matthew Bouttell</td>
<td>CASA – Chair</td>
</tr>
<tr>
<td>Peter Ball</td>
<td>CASA Aviation Safety Advisor</td>
</tr>
<tr>
<td>Harrison Burns-Fabb</td>
<td>Bureau of Meteorology</td>
</tr>
<tr>
<td>Leigh Rawlings</td>
<td>Kimberley Air Tours</td>
</tr>
<tr>
<td>Marcus Goile</td>
<td>AVIAIR</td>
</tr>
<tr>
<td>Paul Travis</td>
<td>Shoal Air</td>
</tr>
<tr>
<td>Howard Jones</td>
<td>Helispirit</td>
</tr>
<tr>
<td>Reference</td>
<td>Action</td>
</tr>
<tr>
<td>-----------</td>
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</tr>
<tr>
<td>2017-1/1</td>
<td>Follow up North Kimberley Broadcast Area changes to boundary and addition of information box.</td>
</tr>
<tr>
<td>2017-1/2</td>
<td>Kununurra Chief Pilots to liaise and draft required amendment to Purnululu (Bungle Bungle) special procedures in ERSA. Mr Peter Ball to assist and ensure submission to Airservices Docs Amendment Service before cut-off date of 26 May 2017 for August Edition. King Leopold Air Chief Pilot to be included</td>
</tr>
<tr>
<td>2017-1/3</td>
<td>Chief Pilots to review and consider proposals raised to raise altitude of Broadcast Areas to 10,000 feet and advice out of session.</td>
</tr>
<tr>
<td>2018-1/1</td>
<td>Send GAF PIR report to all RAPACs.</td>
</tr>
<tr>
<td>2018-1/2</td>
<td>Provide diagram of Karajini National Part outlining 'No Fly areas' to the OAR for further investigation.</td>
</tr>
</tbody>
</table>
**Update on Low Level Class G Frequency Use (MULTICOM)**

**SUBMITTED BY** Matthew Bouttell – CASA - rapac@casa.gov.au

**PURPOSE** To update members on the progress of NRPM 1712 as consultation

**KEY ISSUES**
- Consultation closed on 12 January 2018
- More than 1000 responses from all sectors within industry
- CASA continues to review responses to enable the most appropriate way forward

**BACKGROUND**

In December 2017 CASA released a notice of proposed rule making for consultation that put forward a proposal to establish MULTICOM as the low level frequency below 5000’ and to expand the volume of a CTAF to 20NM radius and 5000’ vertically.

In recognising that there would be many views on this matter CASA undertook a significant communications campaign to ensure all segments of industry had an opportunity to respond to the proposal. This included emailing more than 31,000 pilots, notifications through social media as well as seeking other organisations to inform their members and associates of the consultation.

The consultation closed on 12 January and by that time CASA had received more than 1000 responses to the online survey as well as a number of written submissions. Upon initial review of the responses it was immediately clear was that there were strong views, both for and against the proposal, from all industry sectors (eg. IFR, VFR, General Aviation, Recreational Aviation, Large Public Transport, Gliders, etc).

CASA continues to review the feedback and will take into account responses from across industry with an overarching focus on risk management and safety outcomes, with an aim to provide a more complete update in the coming weeks.

Regardless of the outcome from this consultation, CASA understands that industry seeks more clarity and guidance around radio procedures at uncontrolled aerodromes and in uncontrolled airspace. For this reason, work has now commenced to develop education and guidance material to support pilots and to provide consistency across industry. RAPACs from around the country will be utilized to help develop the material to ensure it provides high-value information to pilots.
19 February 2018

Dear Airspace User,

**Ayers Rock Airspace Review**

The Office of Airspace Regulation (OAR) will be conducting a review of the airspace within 25 nautical miles (nm) of Ayers Rock Airport.

The objective of the study is to ensure appropriate airspace arrangements are in place. It will consider all aerodromes within the 25nm radius of Ayers Rock. The study will also take into account the projected forecast of traffic growth and traffic mix.

The study will examine the airspace in accordance with the *Airspace Act 2007* and the *Australian Airspace Policy Statement 2015* (AAPS). The study seeks the input of the airspace users. CASA invites your organisation to provide any comment or feedback where relevant on the airspace surrounding Ayers Rock Airport. All feedback will be considered and incorporated in the report.

Please provide any feedback via email to jeremy.westell@casa.gov.au, which should have the subject title of Ayers Rock Airspace Review.

As this review is a priority for CASA, it would be appreciated if feedback or comments could be provided by 31st March 2017.

Regards,

Airspace Project Specialist Team
Office of Airspace Regulation
Air Navigation, Airspace and Aerodromes Branch
Civil Aviation Safety Authority
Terms of Reference for the Airspace Review within 25 Nautical Miles of

Ayers Rock aerodrome, Northern Territory.

Background
Section 13 of the Airspace Act 2007 requires the Civil Aviation Safety Authority (CASA) to conduct regular reviews of Australian-administered airspace. The Office of Airspace Regulation (OAR) is responsible for conducting these reviews on behalf of CASA. The OAR determines the need and priority for an airspace review based on information provided in a Quarterly Risk Indicator Report. The report for end of 2017 indicated that Ayers Rock was a priority among non-controlled aerodromes for the conduct of an airspace review. Ayers Rock in 2016-2017 had a total of 364,818 passengers move through the airport. The airspace review will assess the suitability of the airspace from ground level to 18,000 ft. AMSL within 25 Nautical Miles (NM) of Ayers Rock aerodrome and review risks related to aircraft incidents. The previous airspace review of Ayers Rock aerodrome was conducted in 2008.

Objectives
The objective of the airspace review is to determine if the current airspace structure around Ayers Rock aerodrome is appropriate and safe for aviation activity. The review will also consider:

- efficient use of the airspace;
- equitable access to the airspace for all airspace users;
- national security issues
- environmental issues
- appropriateness of the airspace classification; and
- appropriateness of the services and facilities provided by the air navigation service provider (ANSP).

Where required, the review will:

- conduct a brief comparison of risk with other Australian and/or foreign aerodromes that have similar movement and passenger numbers;
- assess the ability of a service provider to deliver services to support changes in airspace classification or structure (such as class E);
- Assess the possible implications of future aerodrome and local infrastructure developments that may change the nature of aviation activity at Ayers Rock.
Scope
The scope of the review includes:

- A risk assessment of the airspace within 25 NM of Ayers Rock aerodrome;
- Consultation with stakeholders to gather and validate data that will inform the airspace review. These include (but not limited to):
  - Department of Infrastructure and Regional Development;
  - Department of Defence;
  - Airservices Australia;
  - Australian Transport Safety Bureau;
  - Central Land Council;
  - Ayers Rock Aerodrome operator;
  - Domestic passenger transport and freight operators;
  - Charter operators;
  - Aircraft Owners and Pilots Association of Australia (AOPA);
  - Regional Aviation Association of Australia (RAAA);
  - Recreational Aviation Association of Australia (RA-Aus);
  - Australian Parachute Federation (APF);
  - Australian Balloon Federation (ABF);
  - Gliding Federation of Australia (GFA);
  - Various Australian Pilot Associations;
  - Australian Airports Association (AAA);
  - The South Australian and Northern Territory RAPAC.

- Review and update recommendations from the previous Airspace Review;
- Consider available surveillance and comment on any differences with respect to Australian airspace notified under Article 38 of the Convention on International Civil Aviation (Chicago 1944); and
- Identify possible options to adjust or amend current airspace arrangements.

Outside Scope
- On and off-airport infrastructure developments that will not impact the current or future airspace arrangement.

Duration The Airspace Review report is to be available to industry for final consultation within two months of the review being approved. Target date for the Ayers Rock airspace review is end of May 2018. The draft report is to be provided to the OAR Manager at least two weeks prior to the target date.
TITLE | PROPOSAL TO DECOMMISSION ILS MARKER BEACONS
---|---
SUBMITTED BY | Airservices Australia
PURPOSE | To inform RAPAC of the proposal to decommission ILS Marker Beacon and to seek feedback on any continued requirement for ILS Marker Beacons
KEY ISSUES | • Frequency paired DME have progressively been fitted to all Airservices-owned ILS
• Airservices plans to decommission fifteen Middle and sixteen Outer Marker Beacons in 2018
• Feedback is requested on whether any Marker Beacons are still being used for a specific reason rather than DME, or for pilot training purposes.
ATTACHMENTS | Nil

BACKGROUND

The distance to touchdown information for the Instrument Landing System (ILS) distance has traditionally been provided by Marker Beacons installed at specific locations under the final approach path.

The purpose of the Middle Marker is to indicate that the pilot should make visual contact with the runway or abandon the approach, whilst the purpose of the Outer Marker is to provide height, distance, and equipment functional checks to in the final stages of the approach.

Most Airservices Marker Beacons were installed prior to 2006 when ICAO standards specified a preference for Marker Beacons to be provided with an ILS. Current ICAO standards permit the distance to touchdown information to be provided by either Distance Measuring Equipment (DME) or the Global Navigation Satellite System (GNSS). When performing an ILS approach, this provides for a continuous measurement for the duration of the approach rather than at a single point.

Along with the United Kingdom and New Zealand, Airservices has been progressively fitting a low power frequency-paired DME to its ILS with a view to subsequently decommissioning Marker Beacons. The DME fitment is planned to be completed by the end of 2018, including:

- Adelaide RWY 23
- Alice Springs RWY 12
- Brisbane RWY 01
- Cairns RWY 15
- Canberra RWY 35
- Darwin RWY 29
- Essendon RWY 26
- Hobart RWY 12
- Launceston RWY 32
- Melbourne RWYs 16 and 27
- Perth RWYs 21 and 24
- Sydney RWYs 07, 16R and 34L
- Townsville RWY 01

Whilst currently working with CASA’s National Operations and Standards division, Airservices is in parallel, seeking feedback on whether any Marker Beacons are still, or are expected to continue to be used for any specific reason. Please provide feedback by 31 March 2018.

Feedback can be provided using the contact form [http://www.airservicesaustralia.com/contact-us/test-contact-form/](http://www.airservicesaustralia.com/contact-us/test-contact-form/), selecting “ILS Marker Beacons” in the subject field.
KUNUNURRA RAPAC 2018-1

PAPER FOR DISTRIBUTION

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

AGENDA ITEM: 6.1

MEETING DATE: 28 February 2018

<table>
<thead>
<tr>
<th>TITLE</th>
<th>RAPAC – review of 2017 results</th>
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<tbody>
<tr>
<td>SUBMITTED BY</td>
<td>Matthew Bouttell – CASA - <a href="mailto:rapac@casa.gov.au">rapac@casa.gov.au</a></td>
</tr>
<tr>
<td>PURPOSE</td>
<td>To update members on feedback received from members regarding the RAPAC forum</td>
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</tbody>
</table>
| KEY ISSUES | • Small number of respondents limits the effectiveness of the survey however some good suggestions were received  
• In general, respondents were happy with the format or meetings and communications from the secretariat |
| ATTACHMENTS | Nil |

BACKGROUND

At the end of 2017 the RAPAC Secretariat invited RAPAC members to complete a survey so that CASA could gauge the effectiveness of RAPAC meetings and the Secretariat function during 2017.

Only a small number of members completed the survey, however some valuable feedback was received and will be used to make further improvements to the RAPAC engagement mechanism during 2018.

Below is a summary of the feedback:

- Members felt well informed prior to attending RAPAC meetings
- RAPAC meetings were Chaired appropriately
- The amount of email communication from the RAPAC Secretariat was ‘about right’ however a dot points rather than a narrative was suggested
- More updates were sought between meetings on open action items of significance
- There is a preference to attend the meetings in person rather than use video conference facilities
- Attendance of Airservices and CASA representatives with knowledge about aeronautical information management (AIM) would be beneficial at meetings
- More timely action by CASA and Airservices was sought on open actions with updated provided to members were appropriate.

CASA and the RAPAC secretariat thanks those members whom participated in the survey and assure members that the feedback will be used to improve the effectiveness of RAPAC.
Karijini National Park
Restricted Flying Zones

No fly zone (300m horizontally & 600m vertically)
Restricted fly zone (no flights between 9am and 4pm outside these hours, flights permitted)

June 14, 2011

The Dept. of Environment and Conservation does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence which may arise from relying on any information depicted.
Introduction

- Defence will be coordinating all major air exercises for the NT under one umbrella for 2018

- This will be known as the “NT Air Campaign”

- Activities will run from 02 Jul – 15 Sep 18
RSAF Darwin (02 – 26 Jul)

- Republic of Singapore Air Force (RSAF) will be operating out of Darwin prior to Pitch Black

- Using extant airspace (R264 (TBC))

- F-15s and possible tanker operations
USMC Activities

• Will be based out of RAAF Tindal
• F-18 and rotary operations
• Operating predominately in R225 and Mt Bundey Training Area (MBTA)
  • Expect a Temporary Restricted Area to be established around MBTA for jet activity (instead of R224C) as well as a corridor between Tindal and MBTA.
  • Levels will be designed to reduce impact to RPT and GA operations.
Pitch Black (27 Jul – 17 Aug)

- Similar to previous iterations
- No weekend flying planned
- Will be a lot of Temporary RAs/DAs established for the exercise
- Aircraft based out of Darwin and Tindal
- No flying operations at MBTA (R224C) this year
Mission First, Safety Always

Kakadu (01 – 15 Sep)

- Royal Australian Navy (RAN) international exercise that will use both maritime patrol aircraft and ship-borne helicopters
- Most low-level operations will be 80NM north of Darwin over water in a Temporary Danger Area (north of Melville island)
- Will also be operations in R230 and R264 (partial activation).
- Timings of airspace activation to be confirmed
Contact Details

- SQNLDR Ross Mitchell
  - Flight Commander 452 Squadron Darwin Flight
  - Tel:
  - E-mail:

- SQNLDR Michael Small
  - Flight Commander 452 Squadron Tindal Flight
  - Tel: 0413594395
  - E-mail: michael.small1@defence.gov.au

- FLTLT Ben Chaffey (Airspace enquiries)
  - Staff Officer Airspace Operations (HQJOC-AOC-JACC)
  - Tel: (02) 6128 4858
  - E-mail: adf.airspace@defence.gov.au
Tindal Airspace Changes

Recently changed
• R225

Proposed changes
• R247, R248A, R248B
• CTR
• R212 level change
• Additional DEMS Restricted airspace in Delamere
Intent
• Flexible use of airspace
• Less impost on civilian traffic

Example
• Activate A, C, E for DAR jets Air-Air
• Activate B, D, F for DAR jets for DAWR
• Activate D and LFA for 75SQN BFM/CAS
R247 + R248A = R250

Intent
• Simplify LFA airspace
• Remove overlapping airspace

Notes
• Sits beneath R225D
• Victoria Highway Corridor remains extant (SFC-A015, 1NM either side of Hwy)
• R248B replaced by R225 and will be deleted
**Intent**

- Allow more flexible use of airspace
- Permit civilian transits without entering controlled airspace

**Notes**

- Broken into 3 separate portions
- CTR A   SFC - A015
- CTR B   A015 - A025
- CTR C   A025 - A100

- KTH Gorge Wedge remains CTAF
Delamere Air Weapons Range

Intent
• Raise existing DEMS airspace R212 to A095
• Introduce new DEMS airspace in support of changes to Air-Weapons Ranges.

Notes
• Both restricted airspaces will be 3nm radius, SFC-A095