# NSW/ACT RAPAC 2019-3

**Venue:**

**NSW** - CASA Office, Level 2 Centennial Plaza (Tower A)  
260 Elizabeth St Sydney

**ACT** - CASA Office, Aviation House – 16 Furzer Street, Phillip  
Level 1 Conference Room

**Meeting Chair** | Matthew Bouttell  
---|---
**Convenor** | Grahame Hill / John Hogan

**Start Time:** 1305  
**Finish Time:** 1415  
**Date:** Wednesday 9 October 2019

## MINUTES

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1. **OPENING**

   The Chair thanked attendees for making their time available and welcomed them to the final RAPAC meeting for 2019. The NSW and ACT RAPACs were joined via videoconference. All members introduced themselves.

   Senja Roby, from the Australian Women Pilots’ Association (AWPA), was acknowledged and recognised for her outstanding contribution to the RAPAC since its inception over 30 years ago. Ms Roby has retired from the NSW RAPAC and the members moved a motion of thanks for her many years’ involvement.

2. **REVIEW OF ACTION ITEMS**

   The status of outstanding action items was reviewed with comment included in the attached table.

3. **REGIONAL SAFETY MATTERS**

   There were no regional safety matters raised.

4. **CHANGE PROPOSALS**

4.1 **Removal of Keepit Dam VFR waypoint from Tamworth VTC**

   The RAPACs reviewed this proposal and provided its support for the removal.

5. **AGENCY BRIEFINGS AND UPDATES**

5.1 **Bureau of Meteorology**

   Mr Ashwin Naidu (Bureau of Meteorology) gave a presentation (attached) to update the RAPACs on the Bureau’s projects. He highlighted the aviation space weather advisory service and provided an update on the Bureau’s aviation meteorological services transformation, the TAF review and the Trend Type Forecast (TTF) review.

   Mr Naidu advised the RAPACs that the Bureau is planning to use only geographical coordinates in all Australian SIGMETs in 2020 in order to be compliant with ICAO requirements. Mr Matthew Di Toro (CASA) suggested the Bureau circulates an out of session paper to all RAPACs to request feedback of the planned change.

<table>
<thead>
<tr>
<th>Action</th>
<th>Send an out of session paper to all RAPACs advising of the planned change to use only geographical coordinates in SIGMETs and request feedback.</th>
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<tbody>
<tr>
<td>Responsible</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Timeframe</td>
<td>Out of Session</td>
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5.2 **Airservices Australia**

   Airservices did not have any updates for the RAPACs.

5.3 **Defence**

   SQNLDR Sean Walsh informed the RAPACs that the ILS at Richmond is operational. SQNLDR Paul Scott advised that there had been a few Airspace Infringements at Nowra over the past few months. He noted that they are happy to provide briefings to any airspace users who may have trouble understanding the restricted area. He also highlighted that the out of session paper for the VFR reporting point for the VFR lane at Nowra had received positive feedback.
6. OTHER BUSINESS

6.1 Coffs Harbour Airspace

Mr John Dunn (Kempsey Flying Club) spoke to his paper to discuss opportunities that would enable safe passage of aircraft through Coffs Harbour CTR/Class D airspace without the need for a clearance. Mr Dunn explained that Coffs Harbour ATC always assist VFR pilots seeking transit but raised that there are many airspace users who are unable to seek clearance as they do not have the required licensing privileges, or the aircraft is not equipped with VHF radio.

The RAPAC discussed that due to the location of the Coffs Harbour runway and its proximity to the coast, a VFR lane towards the western boundary of the CTR may be possible. CASA OAR noted that to establish a change proposal and any airspace design amendment, an airspace review would need to be conducted in the first instance. In the meantime, CASA will continue educating local operators and airspace users in the area. The Chair and Mr Dunn will chat offline with CASA OAR to discuss the matter further.

6.2 Canberra Airport Preliminary Draft 2020 Master Plan

Ms Natalia Weglarz and Ms Jenny Thornhill (Canberra Airport) informed the RAPAC that Canberra Airport’s Preliminary Draft 2020 Master Plan is open for public consultation. Consultation is open until Wednesday 6 November with more information available on the Canberra Airport website.

6.3 Ballina Broadcast Areas

The Chair raised that CASA intends to consult a draft AIP SUPP that establishes a Broadcast Area (BA) at Ballina Airport and mandates broadcasts. This is a result after number of safety occurrences were recorded in the area and after CASA consulted with key stakeholders to discuss possible solutions. The Chair also noted that CASA Aviation Safety Advisors are continuing to provide education opportunities for local operators and nearby airspace users in relation to the change.

6.4 Update on Western Sydney Airport

The NSW Convenor asked if there were any updates on Western Sydney Airport, particularly pertaining to its airspace design and timelines for implementation. It was suggested that the Department of Infrastructure, Transport, Cities and Regional Development (Infrastructure) could provide an update to the RAPAC, either out of session or at a future meeting.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Matthew Bouttell (Chair)</td>
<td>CASA</td>
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<tr>
<td>John Hogan</td>
<td>ACT Convenor</td>
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<tr>
<td>Matthew Di Toro</td>
<td>CASA</td>
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<td>Grahame Hill</td>
<td>NSW Convenor</td>
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<td>Rob Dicker</td>
<td>HCAPA</td>
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<td>Jenny Thornhill</td>
<td>Canberra Airport</td>
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<td>Natalia Weglarz</td>
<td>Canberra Airport</td>
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<td>Tessa Beyersdorff</td>
<td>AWPA</td>
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<td>Shane Doyle</td>
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<td>David Carter</td>
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<td>Colin Haywood</td>
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<td>Robert Dicker</td>
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<td>Jeffery Hunt</td>
<td>Regional Express</td>
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<td>Anne Brownhill</td>
<td>Airservices Australia</td>
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<tr>
<td>Greg Thorpe</td>
<td>Airservices Australia</td>
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<td>Forrest Shore</td>
<td>Sydney Helicopters</td>
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<td>Ken Allcott</td>
<td>Sydney Airport</td>
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<td>Colin Jones</td>
<td>The Oaks</td>
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<td>Chris Whetton</td>
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<tr>
<td>Ashwin Naidu</td>
<td>Bureau of Meteorology</td>
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<td>Sean Walsh</td>
<td>Defence</td>
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<td>Paul Scott</td>
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<td>Leonard Yates</td>
<td>CASA</td>
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<tr>
<td>David Binskin</td>
<td>Sydney Metro Airports</td>
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<td>Binh Huynh</td>
<td>Airservices Australia</td>
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<tr>
<td>Mike Cleaver (Phone)</td>
<td>HCAPA</td>
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<td>John Dunn (Phone)</td>
<td>Kempsey Flying Club</td>
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<tr>
<td>Alex Dallwitz</td>
<td>CASA</td>
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<td>Alf Jonas</td>
<td>Corporate Air</td>
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**Apologies**

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<tr>
<td>John Hogan</td>
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<td>David McIlroy</td>
<td>Canberra Gliding Club</td>
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<td>John Cleary</td>
<td>SAAA</td>
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<td>Reference</td>
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<tr>
<td>2018-1/1</td>
<td>Matter: change of airspace in the vicinity of Bondi S. Out of session discussion to be held with CASA, Airservices and operators.</td>
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<tr>
<td>2019-3/1</td>
<td>Mr Ashwin Naidu (BoM) to send a paper out of session to all RAPACs advising of the planned change to use only geographical coordinates in SIGMETs (and not PCAs) and request feedback</td>
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<tr>
<td>Reference</td>
<td>Action</td>
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<td>Nil.</td>
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TITLE | Removal of Keepit Dam VFR waypoint from Tamworth VTC  
---|---  
SUBMITTED BY | CASA OAR – Jeremy Westell (Jeremy.westell@casa.gov.au)  
PURPOSE | To seek members feedback on the removal of Keepit Dam VFR Waypoint  
KEY ISSUES | • Aircraft transiting the Lake Keepit CTAF often are not on the CTAF frequency and are instead monitoring Tamworth tower freq 119.4.  
• Aircraft and Gliders operating in the Lake Keepit CTAF frequently observe traffic in the area that are not on the correct frequency.  
• It is largely regarded that the removal of the waypoint will not affect current operations and will in fact improve safety.  
ATTACHMENTS | 1. Extract of TW VTC  

BACKGROUND  
• In response to Stakeholder feedback resulting from the Preliminary Airspace Review of Tamworth, several airspace users have indicated their preference for the removal of the Keepit Dam VFR waypoint from the Tamworth VTC.  
• Current traffic entering and departing Tamworth as a majority utilise either Duri Gap waypoint to the SSW or Manilla Waypoint to the North West.  
• Dependent upon RAPAC and Stakeholder feedback, changes to take effect at next applicable AIRAC cycle.  
• Coordinates of the VFR waypoint, Keepit Dam: 30 52 8S / 150 29 9E  
• Stakeholders including local Flight Training providers at Tamworth Aerodrome, Lake Keepit Soaring Club and RAPAC NSW.  
• See Tamworth VTC extract on the next page  

NSW RAPAC members are invited to provide feedback to oar@casa.gov.au by Friday 25th October.
Topics

- Aviation Space Weather Advisory Service
- Aviation Meteorological Services Transformation Update
- TAF Review
- Trend (TTF) Review
- Use of PCA locations in SIGMETs
- Change in AWIS phone numbers
Space Weather
Space Weather Impacts on Aviation

- Affects communication system (HF and SAT COM)
- Affects satellite-based Navigation system (GNSS)
- Radiation impacts
Global Space Weather Service for Aviation

Aviation User Requirements

- Concept of Operations for Space Weather
- Draft Standards and Recommended Practices (SARPs)

Draft updated ICAO documentation (Annexes)

- ICAO Space Weather Advisory Centre (SWXC) operational requirements
- ICAO SWXC nominations / audits

SWXC selection

Global Service Model

Operational service 07 Nov 2019
Global Space Weather Service for Aviation

US Space Weather Prediction Center (SWPC)

European PECASUS

ICAO

Australia, Canada, France and Japan (ACFJ)
Amendment 78 contained new SARPs for Space Weather Advisories, addressing four distinct categories:

- HF radio communications advisories (HF COM)
- GNSS navigation and surveillance advisories (GNSS)
- Satellite communications advisories (SATCOM)
- Advisories for elevated radiation dose rates (RADIATION).
User Education and Publications

Bureau of Meteorology Publications

Information Brochures -

- Space Weather Hazard
- Space Weather Advisories

AIP (update Nov 2019)

Aeronautical Information Circular (AIC) [pending]
Transformation of Aviation Meteorological Services
Case for Change

**Current operations**
- Forecasters are generalists
- Forecasting delivered from 11 different offices

Key issues:
- Service improvements are difficult/slow to implement
- Workload managed within offices
- Experienced forecasters specialise, but there is no aviation option.

**Future service demands**
- Industry trends
  - Growth in air movements
  - Global operations and sourcing
  - Multinational weather corporations
- Future services
  - Digital and graphical met information, in cockpit
  - Air Traffic Flow Management, OneSky
  - Regional Hazardous Weather Advisory Centres (VAAC, TCAC)
Transformation Blueprint

Quality

• Dedicated aviation specialists with a deep understanding of the industry

Responsive

• Service improvements faster due to consolidation of people and ICT

Resilient

• Two aviation centres underpin continuity; structured training and smart technologies to strengthen and deepen local aviation knowledge

Flexible

• Operations that efficiently scale to tactical loads and accommodate service expansion, including new and expanded services
Technology Uplift

- Operating environment:
  - simpler, swifter, robust

- Improved Tools
  - Flexible workload
  - Intelligent alerts
  - Situational awareness

- Training / Learning
  - Knowledge-base
  - Immersive simulator
Timeline

- Jul 19: Brisbane Aviation Forecasting Centre operational
- Aug 19: Brisbane systems installed
- Nov 19: Melbourne systems installed
- May 20: Melbourne Aviation Forecasting Centre operational
- Jun 20: Program close & handover

☑ Completed
♭ Not yet complete
More information:

Aviation Weather Services

Contact us on:
Aviation_Transformation@bom.gov.au
TAF Review

• Purpose:
  ➢ Determine the current and future needs of the aviation industry.
  ➢ Make recommendations relating to the provision and categorisations of TAFs.
  ➢ Quality management.
• TAF Review Executive Committee and Technical Working Group, consisting of members from Bureau, Airservices, CASA and Department of infrastructure to met in June and July.
• Draft report expected to be released for industry comment late 2019 or early 2020. Implementation of changes expected 2020.
Trend (TTF) Review

- Following a comprehensive review of the Trend Forecast (TTF) service and thorough consultation with industry, it was recommended the TTF be replaced by a three-hourly aerodrome forecast known as a TAF3.

- A TAF3 Implementation working group (TIWG) was established on 30 April 2019 consisting of a broad representation from industry and government agencies.

- The proposed implementation date for the TAF3 service is 21 May 2020 (date pending industry consultation and feedback through CASA's Summary of Proposed Change process).

- Further information, including a detailed trend review report and FAQs can be found on the Bureau’s Aviation webpage - http://www.bom.gov.au/aviation/trend-review
Use of PCA locations in SIGMETs

- Australian SIGMETs currently include PCA locations and/or geographical coordinates for describing the location of phenomena.

- ICAO Annex 3 only allows the use of geographical coordinates to describe the locations of phenomena.

- Examples

**Mix of coordinates and PCA locations**

YMMM SIGMET P01 VALID 032330/040200 YPRM -
YMMM MELBOURNE FIR SEV TURB FCST WI CAJE - YMLF -
BURR - S2930 E13930 - S3030 E13800 - S3530 E13800
SFC/5000FT STNR WKN
RMK: ME NEW=
• Currently, Australia has registered a difference to Annex 3 with respect to this.

• However, use of PCAs is posing more significant issues as we are moving towards machine to machine ingestion of Operational Meteorological (OPMET) Information (XML format).

• Exchange of OPMET data in XML format will become an ICAO standard from 2020.

• To comply with ICAO requirements, the Bureau is planning to use only geographical coordinates in all Australian SIGMETs, likely from **Feb 2020** (AIRAC date).
The AWIS phone numbers changed from 15 August 2019.

These new numbers are available in all Airservices documentation including the ERSA and at http://www.bom.gov.au/aviation/location-info/

Feedback or comments??
Questions and comments

Ashwin Naidu
Email: Ashwin.naidu@bom.gov.au
Tel: 0434076585
TITLE | Coffs Harbour Airspace
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SUBMITTED BY | John Dunn – President Kempsey Flying Club (kjohndunn@bigpond.com)
PURPOSE | To discuss opportunities that would enable safe passage of aircraft through Coffs Harbour CTR / Class D airspace.
KEY ISSUES | • Due to the location of Coffs Harbour airport and its associated Class D airspace, aircraft are required to obtain airways clearance to operate coastal. • RAAus pilots and aircraft without radios currently have no ability to operate coastal and therefore need to remain west of the CTR/CTA which places these aircraft over dangerous terrain that is regularly obscured by inclement weather and limited areas for forced landings.
ATTACHMENTS | 1. Screen shot of Coffs Harbour VTC

BACKGROUND

Recent discussions between members of the mid-north coast local flying community have highlighted concerns regarding the risks associated with avoiding the Coffs Harbour CTR. Whilst it is appreciated that Coffs Harbour ATC regularly provide timely clearances to those VFR pilots seeking transit, there are many pilots unable due to seek clearance as they only hold an RAAus Pilot Certificate without controlled airspace privileges or the aircraft is not fitted with a VHF radio. The result of this mean that these aircraft are required to track west of the CTR/CTA which places them over considerable terrain and uncleared country that is regularly affected by inclement weather.

The NSW RAPAC, including CASA OAR and Airservices, are requested to discuss this matter at the next RAPAC meeting to determine any possible solutions, including whether a VFR transit lane would offer opportunities for allowing aircraft to track coastal at 500 FT – similar to Victor 1 in Sydney - thus negating the need for obtaining a clearance.
Figure 1 – Screen shot of Coffs Harbour VTC.
In accordance with the Airports Act 1996 and in consultation with the community and key airport stakeholders, the Canberra Airport 2020 Master Plan presents the vision for the Canberra Airport for the next 20 years.

The Preliminary Draft 2020 Master Plan is now available for public comment and can be viewed and downloaded from the following link:


The Airport will be accepting written comments via planning@canberraairport.com.au or at the address below until COB Wednesday, 6 November 2019.

Level 4 Plaza Offices West
21 Terminal Avenue
CANBERRA AIRPORT ACT 2609