## MINUTES

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<td>6.5</td>
<td>Exercise Wallaby Briefing - presentation</td>
</tr>
</tbody>
</table>
1. **OPENING**
   The Chair thanked attendees for making their time available and welcomed everyone to the meeting.

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**
   There were no regional safety matters raised.

4. **CHANGE PROPOSALS**
   There were no change proposals raised.

5. **AGENCY BRIEFINGS AND UPDATES**

   5.1 **Bureau of Meteorology**
   Representatives from the Bureau of Meteorology were unable to attend this meeting.

   5.2 **Airservices Australia**
   Mr Adrian Fitzgerald presented agenda paper 5.2, outlining most updates from Airservices. Further to this, Mr Fitzgerald highlighted the significance of AIRAC date 21 May 2020 when charts come into effect at Sunshine Coast and Brisbane, associated with the new runways.

   Mr Peter Bloom provided an update on the Airspace modernisation program (AMP) that Airservices is currently undertaking. At the time of the meeting Airservices was awaiting CASA’s advice on the ACP submitted to align Class E airspace to FL125. It was also noted that the Tranche 3 timelines had now been extended and that industry should expect further consultation to occur on the AMP.

   5.3 **Defence**
   Defence representative from Amberley presented the Airspace Incursion Analysis from Q2 2019 and noted a level of complacency from pilots relying on EFBs and not reading NOTAMs. If pilots are unsure of Amberley they are reminded to contact AMB Clearance Delivery on 134.6. During this discussion an industry representative suggested that the ATIS VHF frequencies at Defence locations (where applicable) be presented on the VTC charts. Mr Rob Irwin (Airservices) took an action to investigate.

<table>
<thead>
<tr>
<th>Action</th>
<th>Airservices to investigate whether VHF ATIS Frequencies for Defence Locations could be displayed on visual charts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>Airservices (Irwin)</td>
</tr>
<tr>
<td>Timeframe</td>
<td>2019-3</td>
</tr>
</tbody>
</table>

Defence representative from Oakey presented the Airspace Incursion Analysis Jan-Jun 2019 and noted the risks associated with sole reliance on EFBs, particularly when cell reception may not be available. It was also highlighted that the Wellcamp approach RNAV-Y was not available when Oakey is active.
6. OTHER BUSINESS

6.1 Low Flying Military Aircraft operating in Class G Uncontrolled Airspace

Mr Roger Toole presented this paper for QLD RAPAC visibility. Whilst Mr Toole said there continued to be some continued low flying and associated concern with local graziers, the dialogue with Defence and CASA OAR had been productive and will be ongoing to resolve the matter.

6.2 Improving “Visibility” and knowledge of known UAV operational sites

Mr Mike Horneman presented this agenda paper and was supported by the QLD RAPAC members with any further feedback to be provided to Mr Horneman by 7 July 2019. Mr Horneman will liaise with EFB providers to see whether they can parse and display NOTAMs associated with these operations.

<table>
<thead>
<tr>
<th>Action</th>
<th>Chair to provide advice to RAPAC at 2019-3 on whether a Model symbol can be provided on the VTC chart indicating the location of the NOTAM’d operations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>Chair</td>
</tr>
<tr>
<td>Timeframe</td>
<td>2019-3</td>
</tr>
</tbody>
</table>

6.3 Update on BNE New Parallel Runway - Presentation

Mr Neil Hall (BAC) provided a presentation (attached) regarding the new YBBN parallel runway progress.

6.4 Qantas Group Pilot Academy at Wellcamp (FTA Qld) - Presentation

Mr Pierre Steyn and Mr Nick Vadagnini from Flight Training Adelaide (Wellcamp) provided the meeting with a detailed update on plans for the Qantas Flight Training Academy (FTA) at Wellcamp (attached). Meeting participants welcomed the engagement from FTA and encouraged continued communication with relevant stakeholders.

6.5 Exercise Wallaby Briefing - presentation

Due to time constraints this presentation was not provided however the meeting participants noted its inclusion to the meeting agenda.

6.6 Change of phraseology of general broadcast format

This item was deferred due to the proponent being unable to attend the meeting. The Chair will make contact with Mr Schaefer out of session to discuss further.

6.7 Proposed Broadcast Area south of YBCG

The Chair and convenor informed the meeting that this matter had originally been raised in October 2017 and that at this time consultation was ongoing with regards to Class G frequency use therefore nil progress was made at that time.

In discussing this matter at the meeting Airservices advised that if they are made aware of congestion issues associated with the combining of frequencies they are able to take action to alleviate the matter. Mr Dickens is requested to provide Airservices (via the RAPAC Secretariat and convenor) with the times of day where frequency congestion is observed so Airservices can further investigate. In terms of establishing a Broadcast area, CASA OAR have advised that this matter would need to be incorporated into a broader airspace review for south eastern QLD. OAR will
provide RAPAC with a date for this to occur once planning is finalised.

**North Queensland Working Party update**

As a result of combining the NQLD and QLD RAPACs, Mr Gareth Davey (NQLD) submitted a mid-year summary of activities encountered and engaged by members of the North Queensland Working Party. Please see attached.

**General comments:**

Mr Adrian Bannister from Sunshine Coast Airport informed the matter that the Masterplan was currently being consulted until 7 August and for those interested to check the Sunshine Coast website. It was also noted by Airservices that an AIP SUPP (H79/19) has been published, which would come into effect on 15 August outlining changes to ERSA and DAP associated with the Sunshine Coast Airport Expansion Project.

During this discussion RAPAC members sought airspace design drafts from Airservices to be distributed to members with these minutes.

<table>
<thead>
<tr>
<th>Action</th>
<th>Airservices to provide RAPAC Secretariat with airspace planning information associated with Sunshine Coast Airport Expansion Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>Airservices (Irwin)</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Out of Session</td>
</tr>
</tbody>
</table>

7. **ATTENDANCE LIST**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rob Walker (Chair)</td>
<td>CASA</td>
</tr>
<tr>
<td>Matthew Bouttell</td>
<td>CASA</td>
</tr>
<tr>
<td>Trevor Bange (Convenor)</td>
<td>Lone Eagle Flying School</td>
</tr>
<tr>
<td>Gareth Davey (by Phone)</td>
<td>Australasian Aviation Resources / NQLD RAPAC</td>
</tr>
<tr>
<td>Doug Stott</td>
<td>HCAPA/WBMA</td>
</tr>
<tr>
<td>Roger Toole</td>
<td>Grazing Industry / NQLD RAPAC</td>
</tr>
<tr>
<td>Peter Boughen</td>
<td>HCAPA</td>
</tr>
<tr>
<td>Iain White</td>
<td>CASA</td>
</tr>
<tr>
<td>Kirstie Winter</td>
<td>CASA</td>
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<tr>
<td>Andy Rumbell</td>
<td>CASA</td>
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<tr>
<td>Craig Patterson</td>
<td>CASA</td>
</tr>
<tr>
<td>Nick Vadagnini</td>
<td>FTA</td>
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<tr>
<td>Pierre Steyn</td>
<td>FTA</td>
</tr>
<tr>
<td>Pavel Davidyuk</td>
<td>Aviation Projects</td>
</tr>
<tr>
<td>Stuart Arnold</td>
<td>Defence (Oakey)</td>
</tr>
<tr>
<td>Joshua Clarke</td>
<td>Defence</td>
</tr>
<tr>
<td>Peter O’Connell</td>
<td>Defence (TVL)</td>
</tr>
<tr>
<td>Aaron Doherty</td>
<td>Defence (CAPA DLO)</td>
</tr>
<tr>
<td>Adrian Buckley</td>
<td>Defence (JACC)</td>
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<tr>
<td>Rod Whannell</td>
<td>Defence</td>
</tr>
<tr>
<td>William Todd</td>
<td>Defence (AMB)</td>
</tr>
<tr>
<td>Rob Irwin</td>
<td>Airservices</td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>Adrian Fitzgerald</td>
<td>Airservices</td>
</tr>
<tr>
<td>Peter Bloom</td>
<td>Airservices</td>
</tr>
<tr>
<td>Mike Horneman</td>
<td>Kilcoy Airfield Club</td>
</tr>
<tr>
<td>Lachlan Gray</td>
<td>AusALPA</td>
</tr>
<tr>
<td>Adrian Bannister</td>
<td>Sunshine Coast Airport Pty Ltd</td>
</tr>
<tr>
<td>Greg Hunt</td>
<td>Sunshine Coast Council</td>
</tr>
<tr>
<td>Glenn Paine</td>
<td>Sunshine Coast Council</td>
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<tr>
<td>Mick Jahnke</td>
<td>Lone Eagle Flying School</td>
</tr>
<tr>
<td>David Jansen</td>
<td>GFA</td>
</tr>
<tr>
<td>Robert Kasch (Phone)</td>
<td>Wellcamp airport</td>
</tr>
<tr>
<td>Graham Madden</td>
<td>Archerfield Airport Corporation</td>
</tr>
<tr>
<td>Peter Stephenson</td>
<td>Redcliffe Aerodrome Chamber of Commerce</td>
</tr>
<tr>
<td>Jon Turley</td>
<td>LifeFlight Australia</td>
</tr>
<tr>
<td>Neil Hall</td>
<td>Brisbane Airport Corporation</td>
</tr>
<tr>
<td>Reference</td>
<td>Action</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>2017-3/3</td>
<td>Airservices to make a request to ICAO for new five-letter-name-codes to be created in the ICARD database where there was an opportunity to assign a 5LNC that correlated to a geographic location.</td>
</tr>
<tr>
<td>2018-2/2</td>
<td>CASA/BoM to advise status of the Trend Review progress at the next meeting.</td>
</tr>
<tr>
<td>2018-2/3</td>
<td>Discussion to be had with OzRunways as the airspace activation is not consistent and possibly causing pilots to infringe airspace.</td>
</tr>
<tr>
<td>2018-2/4</td>
<td>Airservices to provide advice to the S QLD RAPAC on whether coverage charts could be produced as outlined paper 6.2 or to display those locations where an ADS-B ground station exists.</td>
</tr>
<tr>
<td>Action Number</td>
<td>Action Description</td>
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</tr>
<tr>
<td>2018-3/1</td>
<td>The Convenor to re-form the Darling Downs Airspace Users Group and call a meeting of interest parties to hear submissions and to discuss airspace matters.</td>
</tr>
<tr>
<td>2019-1/1</td>
<td>The Chair to review the RAPAC Terms of Reference to see if there is scope to include the role of ‘assistant’ or ‘deputy’ convenor.</td>
</tr>
<tr>
<td>2019-1/2</td>
<td>Airservices to seek more information on the possibility to filter data on NAIPS for specific operations within a specific area of airspace.</td>
</tr>
<tr>
<td>2019-1/3</td>
<td>RE: 2019-1 Agenda item 6.1, Chair to meet with OAR and Defence Liaison Officer to CASA, to articulate the objective and possible National solutions for addressing airspace infringements.</td>
</tr>
<tr>
<td>2019-2/1</td>
<td>Airservices to investigate whether VHF ATIS Frequencies for Defence Locations could be displayed on visual charts.</td>
</tr>
<tr>
<td>2019-2/2</td>
<td>Chair to provide advice to RAPAC at 2019-3 on whether a model symbol can be provided on the VTC chart indicating the location of the NOTAM’d operations.</td>
</tr>
<tr>
<td>2019-2/3</td>
<td>Airservices to provide RAPAC Secretariat with airspace planning information associated with Sunshine Coast Airport Expansion Project.</td>
</tr>
<tr>
<td>TITLE</td>
<td>Airservices Australia Update</td>
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</tr>
<tr>
<td>SUBMITTED BY</td>
<td>Airservices- Rob Irwin and Adrian Fitzgerald <a href="mailto:Adrian.fitzgerald@airservicesaustralia.com">Adrian.fitzgerald@airservicesaustralia.com</a></td>
</tr>
<tr>
<td>PURPOSE</td>
<td>To inform members on various activities in the Queensland region</td>
</tr>
</tbody>
</table>
| KEY ISSUES | - Action Items  
- Balloon and rocket launches- various  
- Cairns items- pending reviews  
- Hamilton Island items- instrument approach procedures  
- Mackay item- MSA sectorisation  
- Sunshine Coast item- new runway development  
- Archerfield- update on SID designs  
- Coffs Harbour- implementation of Baro-VNAV  
- Instrument approach designs- Baro VNAV- various |
| ATTACHMENTS | A. Mackay airspace- 25NM MSA sectorisation depiction |

**ACTION ITEMS:**

- **ACTION Item 2017-3/3 ICAO 5LNC**
- **ACTION Item 2018-2/4 ADS-B ground station locations**
  - there are no immediate plans to include large quantities of new or additional information on the existing series of printed charts using our current production technologies. The strong focus of recent efforts has been to remediate underlying legacy data in order to build a new production platform for the future. We believe that this will better enable the display of new and more readily updated information and ultimately support implementation of digital charts.
- **ACTION Item 2019-1/2 NAIPS filter**- NAIPS database is undergoing a process of review of programming

**KEY ISSUES:**

- **Balloon and Rocket Launches**- several locations in Western Queensland planned over next 6 months. Check NOTAMs and also expect some TRAs to be notified
- **Cairns- Review of SIDs and STARs**- commencing 25 July; will review ICAO compliance and CTA protection requirements
- **Cairns Western VFR Corridor**- thanks for feedback in 2018. Identified proposed amendments were not ideal for VFR tracking. Current review of ICAO visual separation for RWY 15 departures and reduced tracking tolerances may enable extant tracking to remain and be independent of IFR departures from RWY 15
• Hamilton Island - existing VOR approaches revalidated for use as Overlay approaches (for those authorized) until formal decommissioning is confirmed

• Hamilton Island - revised instrument approaches - flight testing completed; we are working with CASA on SIM testing and implementation. These include Baro-VNAV designs for RWY 14 and RWY 32, and design of Public RNP approaches to both runways

• Mackay - new assessment of 25NM MSA will likely result in sectorised altitudes with some areas reducing from A047 to A042. This may permit adjustments to approach commencement altitudes for both RWY 14 and RWY 32

• Rockhampton - Baro-VNAV flight testing completed for RWY 15 and RWY 33, and we are working with CASA on their implementation date

• Sunshine Coast - new runway and associated instrument approach procedures and airspace design activity. Expect change to be effective AIRAC 21 May 2020.

• Archerfield - draft SIDs for RWY 10L and RWY 28R under development; designing in conjunction with Brisbane airspace requirements to facilitate departure under Brisbane RWY 01 R/L ILS procedures.

• Coffs Harbour - Baro-VNAV and revised LNAV procedures for RWY 21 and RWY 03 were effective 18 July 2019

• Program over 3 years for Baro-VNAV enhancements - Planning is for Design work completed in August 2019; flight validation in August 2019; SIM validation by end-2019; promulgation by mid-2020. Locations include Proserpine, Horn Island, Lockhart River, Weipa, Normanton, Mt Isa and Yorke Island.
Analysis & Trend: This period there were 2 Airspace Incursions (AI). For the same period in 2018 we had 4 AI.

The prevalence of AI seems to be generally decreasing, hopefully indicating improved awareness and familiarity by pilots with the airspace and its activation status.

Oakey restricted airspace extends from the ground up, if it is active you can’t fly under it. R654B may not be activated when Oakey CTR and R654A are active, if you are in any doubt please check with Oakey Delivery.

Weather can affect your planned route if you are close or think you are going to get close then call ATC sooner rather than later. You can depend on us to adapt to the situation and ensure you operate safely through, or close to, our airspace.

This analysis displays the aircraft type, level track and reason for Incursion.

For the 3 month period we have had 2 AI. 2 less than this time last year.

Oakey restricted airspace R654A and R654B are RA2 and should not be planned through, except for a couple of routes as detailed in ERSA FAC Oakey. Transit requests are welcomed by ATC but will be subject to the impact they may have on military operations.

Oakey generally has regular hours of activation week in week out but will occasionally vary these hours, so please check your NOTAMS every time you fly our way.

Created by: FLTLT Bob Lightfoot Correct as at: 1600K Thu 3 Apr 2019
Analysis & Trend: This period there was 1 Airspace Incursion (AI). For the same period in 2018 we had 3 AIs.

This pleasingly low figure hopefully indicates improved awareness and familiarity by pilots with airspace and activation status.

Oakey restricted airspace extends from the ground up, if it is active you can’t fly under it. R654B may not be activated when Oakey CTR and R654A are active, if you are in any doubt please check with Oakey Delivery.

Weather can affect your planned route if you are close or think you are going to get close call ATC sooner rather than later. You can depend on us to adapt to the situation and ensure you operate safely through, or close to, our airspace.

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Oakey restricted airspace R654A and R654B are RA2 and should not be planned through, except for a couple of routes as detailed in ERSA FAC Oakey. Transit requests are welcomed by ATC but clearances will be subject to impact on military operations.

Oakey generally has regular hours of activation week in week out but will occasionally vary these hours so please check your NOTAMS every time you fly our way.
Pilot strategies for prevention of Airspace Infringements

- Take note of “Big Amberley” and “Little Amberley” airspace descriptions in ERSA.
- Familiarise yourself with the lateral and vertical airspace boundaries in your area of ops before you leave the ground. RA levels are in PINK. For overlaying airspace (e.g. R625A and R625D), remember to check all the levels, and don’t get confused by the blue civil CTA levels.
- Ensure you understand your EFB software and use it as intended.
- Do a pre-flight NAIPS location brief to find status of Amberley Airspace. The Amberley CTR is NOTAM’ed under ‘YAMB’ and R625 under ‘AMX’.
- Airspace around Brisbane/Amberley is complex and BUSY. Tune radio/s to appropriate Area/CTAF/Multicom frequency and maintain listening watch.
- Remember AMB Airspace is active over the weekends (often at short notice), so check the status (through ATIS, NOTAM, or ask ATC via radio such as BN CEN or AMB ATC).
- During CTAF ensure broadcasts are made on the CTAF frequency 118.3 BEFORE transiting across the CTR.

Analysis & Trend
- There were 25 Airspace Infringements (AIs) in Q2 2019 the same number as Q2 2018. However 2 AIs were due to drones. Many of the reasons were from pilots not reviewing NOTAMS and/or not understanding the proper use of OZRUNWAYS to identify if Amberley is active.

Amberley News
- As Talisman Sabre 2019 finalises at the end of July, look to properly review NOTAMS and/or contact Amberley Delivery on 134.6 for an airways clearance. The majority of AIs this quarter were provided a clearance once identified by the controller so we strongly encourage to contact us via VHF, ATIS, or phone if you are unsure if we are active.

02 JUN: VFR HELO
- Airspace: AMB CTR
- Entry at AMB020009 400ft
- Exit at AMB020010 1000ft
- Clearance: YES
- Not aware Amberley airspace was active.

08 JUN: VFR C182
- Airspace: AMB CTR
- Entry at AMB051006 2000ft
- Exit at AMB320011 3000ft
- Clearance: YES
- Checked NOTAMS saw R625AB active – didn’t see AMB CTR was also active.

09 JUN: VFR C310
- Airspace: R625B
- Entry at AMB278015 4500ft
- Exit at AMB249020 4500ft
- Clearance: NO
- Did not contact AMB when airspace became active.

19 JUN: VFR AA1
- Airspace: R625C
- Entry at AMB188032 6500ft
- Exit at AMB198035 6500ft
- Clearance: YES
- Not aware Amberley airspace was active.

20 APR: VFR
- Airspace: R625B
- Entry at AMB189017 6800ft
- Exit at AMB185020 8000ft
- Clearance: YES
- Aircraft used OZRUNWAYS and claimed airspace was not shown as active.

RAAF AMBERLEY Q2 2019
AIRSPACE INFRINGEMENTS

Amberley ATC Aviation Liaison Officers:
Flight Lieutenant Louie Lavender
Flight Lieutenant John Diegan
452sqnamb.avlo@defence.gov.au
General Enquiries Ph: (07) 5361 3542
ATC Supervisor Ph: (07) 5361 3349

Analysis & Trend
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<tr>
<th>TITLE</th>
<th>Reference to Low Flying Military Aircraft operating in G Uncontrolled Airspace.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUBMITTED BY</td>
<td>Roger Toole (<a href="mailto:milliron@bigpond.com">milliron@bigpond.com</a>)</td>
</tr>
<tr>
<td>PURPOSE</td>
<td>To keep QLD RAPAC members informed of progress.</td>
</tr>
<tr>
<td>KEY ISSUES</td>
<td>• Progress is being made to formulate a more permanent solution to the potential hazards associated with Low Flying Military Aircraft operating in G Uncontrolled Airspace during military exercises and known Sensitive Areas relating to rural cattle properties.</td>
</tr>
<tr>
<td>ATTACHMENTS</td>
<td>Nil</td>
</tr>
</tbody>
</table>

**BACKGROUND**

During the last few years Defence have offered placement and activation of Sensitive Areas that afford protection from known potential hazards created by Low Flying Military Aircraft operating in G Uncontrolled Airspace during military exercises.

This process has become a monumental task especially for large numbers rural cattle property owners, as demonstrated by the recent placement and activation of Sensitive Areas to cover approx. 600,000 Acres of cattle properties in the Fitzroy Region and many more requests keep coming as owners are made aware of the relief available.

It has now been decided and agreed that there will be a dedicated meeting with, RAPAC Committee member Roger Toole representing large numbers of the Grazing community, CASA OAR, and appropriate Defence representatives to formulate a more permanent solution with the aim of satisfying each entities requirements.

The final outcome of this process will be advised at a later date.
**REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE**

**QLD RAPAC 2019-2**

**AGENDA ITEM: 6.2**

**PAPER FOR DISTRIBUTION**

**MEETING DATE: 23 July 2019**

<table>
<thead>
<tr>
<th>TITLE</th>
<th>Improving “Visibility” and knowledge of known UAV operational sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUBMITTED BY</td>
<td>SEQSAC Inc. Kilcoy Airfield. – Mike Horneman Hon. Safety Officer at YKCY <a href="mailto:safety@kilcoyairfield.club">safety@kilcoyairfield.club</a></td>
</tr>
<tr>
<td>PURPOSE</td>
<td>To raise awareness of locations where permanent and temporary UAV Operations take place above 400’.</td>
</tr>
</tbody>
</table>
| KEY ISSUES | • This location is in a popular ‘transit lane’ for aircraft from the east coast airfields (YRED, YCAB, YCAL, YBSU etc) and YKCY, YWSG, YTLH and other fields to the west there by avoiding AMB and OKY airspace.  
• This ‘transit lane’ provides one of the few safe East/West passages during adverse weather conditions on the ranges.   
• This ‘Transit lane’ is also convenient and used by non-radio equipped aircraft.   
• Aircraft typically transit at heights from 800’ up to 4500’ QNH   
• The UAV approvals include operations up to 3000’AGL over a 5 km radius which is normally supported by a (somewhat obscure) YBBN NOTAM; and   
• A texting message service to local airfield officers. |
| ATTACHMENTS | Safety Bulletins issued to SEQSAC members |

**BACKGROUND**

The UAV’s authorized site’s location is; S26 58.1, E152 39.7, BRG 077º Mag. 5.3 NM from YKCY ALA.

- Occasional approved UAS operations occur at a permanently approved site location about 8 Km east of the YKCY airfield – the ‘Wundaburra farm’ site.
- The operations are conducted within a;
  - 5 Km radius however they normally limit their operations to a 3 Km radius; and
  - an upper altitude limit of 3000’AGL however they normally limit their ops. to 1200’ AGL in this case they publish a NOTAM altitude limit of 1500’.
- The site is located in a busy ‘transit lane’ for aircraft from coastal airfields transiting to YKCY and YWSG and indeed other ports west there by avoiding AMB and OKY airspace.
- The area is regularly used for local flying with several private ALAs within 5 NM. The location is in fact in the circuit area of 2 local ALAs.
- A near miss has been reported recently at one of these ALAs.
- A percentage (estimated up to 20%) of the local aircraft that use the ‘transit lane’ do not have radios. This fact limits the ability of the UAS Operators to de-conflict with known traffic.
- While at this location the UAV Operator issues NOTAMs, sadly it’s a fact of life that such NOTAMs are not read for local flying activities.

Mitigation Strategy.

- SEQSAC met with the UAV Operator in an effort to mitigate the overall risk. We identified two areas that will assist pilots and the UAV coexist safely;
  - a “UAV danger zone” be applied to the VTC chart for the Wundaburra site and at all similar ‘approved’ sites across the nation;
  - Consideration of the use of smart graphics (as the low-jet routes are displayed nowadays) in the iPad EFB applications.
  - Subsequent discussions with Avplan have confirmed that they can do it, they just need an email with the NOTAM details and they can upload it overnight. It is presumed OZ Runways should have a similar facility.

Request RAPAC consider and support the proposal for;

- The appropriate ‘UAV’ symbol be shown on all VTC charts where approved UAV operations take place; and
- Liaise with the EFB IPad application suppliers, Avplan, OZ Runways etc to facilitate suitable ‘smart graphics’ be activated whenever UAV operational NOTAMs are active.

Feed back

QLD RAPAC members are invited to provide feedback to Mike Homeman safety@kilcoyairfield.club by 7 July 2019.

We are requesting consideration of this proposal/matter and a discussion at the QLD RAPAC meeting.
UAV Operations to the East of YKCY

Further to the initial bulletin last Friday Mal Shipton and I meet with the Operator which operates UAV Drones at the Wundaburra Farm about 6 Km east of YKCY yesterday. The meeting provided more operational detail which you should be aware of;

1. The Operator has all necessary CASA Permissions to operate at this location;
2. The Operator demonstrated;
   a. a high level of professionalism;
   b. a sound understanding of the relevant CASRs and operational limitations they must meet;
   c. a desire to cooperate with other parts of the industry; and
   d. an obvious safety commitment.
3. Operation permissions at the Wundaburra Farm site allow for;
   a. Operations within a 5 Km radius however they normally limit their operations to a 3 Km radius;
   b. Upper altitude limit of 3000'AGL however they normally limit their ops to 1200' AGL in this case they publish a NOTAM altitude limit of 1500'.
   c. Day VFR ops only and visual line of sight operations.
   d. NOTAMs are raised for every individual days operation, normally the NOTAMS are raised 48 hours before hand and phone TXT raised for the local airfields by the day before.
   e. VHF radio calls are made at;
      i. launch minus 10 minutes; and
      ii. minus 1 minute; then
      iii. at least every 30 minutes (normally every 15 minutes); and
      iv. on recovery.
4. Positive outcomes;
   a. We suggested a “UAV danger zone" be applied to the VTC chart for the Wundaburra site and similar sights across the nation; and
   b. the use of ‘smart graphics’ (as the low-jet routes are displayed nowadays) in the iPad EFB applications. ‘Avplan’ can and are happy to do it;
   c. Better communications between the Operator and our Club via multiple TXT phone contacts.
   d. SEQSAC is making arrangements to facilitate a demonstration/briefing opportunity by the Operator in the near future for members at YKCY. Time and date TBA.

**Take home Message**

The UAV Operators are doing their bit raising the NOTAMs, it's your responsibility to read them.

Aircraft without radios avoid the area when operational as the UAV operator will not hear you and apply their normal de-conflict procedures with manned aircraft.

Any time you go flying anywhere during your normal pre-flight preparations check the airspace NOTAMS for UAV activity they could appear at/near a field near you…

Some background go to [https://www.youtube.com/watch?v=cCG4TYN_Wx8](https://www.youtube.com/watch?v=cCG4TYN_Wx8)
BRISBANE’S NEW RUNWAY

Briefing - RAPAC
23 June 2019
Airspace design completed using latest RNP navigation applications and standards to provide best possible safety, efficiency, and aircraft noise outcomes within the requirements of the EIS

Connected STARs to independent RNP AR and ILS approach. Supports future fleet improvements. Maximises FMS fuel management and ATC/pilot predictability and provides inbuilt separation standards

This combined with careful positioning of departure and arrival crossover points allows continuous climb and descent for most operations, improving efficiency and reducing noise

Non jet open STAR to visual approach will be utilised, particularly for non-jets

Radar SIDs will continue to be used for non-jet departures

Noise abatement procedures ensure maximum use is made of flights over the bay at night
NOISE ABATEMENT PROCEDURES SUMMARY

- Night priority mode - simultaneous opposite direction runway operations between 10pm and 6am - up to 5kts tailwind – pilots may request an arrival RWY19L/R or departure RWY01R when tailwind exceeds 5kts
- If parallel runway modes required at night, there will be no operations to or from new runway over the city
- Intersection departures only permitted Code C or below between 0500-2200 AEDT, 0600-2200 outside AEDT
- At other times not permitted for all aircraft
- Existing requirements for RWY19L arrivals to be over water before descending below 5000ft (jets) and 3000ft (non jets) between 2200-0600, and below 3000ft (jets) between 0600-2200 will apply to RWY19L/R
- Existing requirements for all RWY01R arrivals to be aligned with centreline before descending below 3000ft between 2200-0600 will apply to RWY01L/R
- Use of reverse thrust will be minimised where operationally acceptable between 2200-0600
- Training flights – subject to existing ERSA requirements
Airspace change proposal was approved by CASA late 2018

New parallel runway system airspace will be implemented 21 May 2020 and the cross runway (14/32) will close on this date

New runway will then open once on ground infrastructure, testing and training is completed

Community update program commenced late 2018 and will continue beyond runway opening, using Benny the mobile information centre and the interactive flight path tool (bne.com.au/flightpaths)
BNE NEW RUNWAY INFORMATION


- BNE’s Mobile Information Centre – includes schedule
- Flight Path Tool – interactive, enter address – how high, how many now and after runway opens
- Flight Path and Aircraft Noise Information Booklet
- Impact of Aircraft Noise on Brisbane Residential Property
BNE NEW RUNWAY FLIGHT PATH TOOL
BNE NEW RUNWAY FLIGHT PATH TOOL
COMMUNITY ENGAGEMENT

Community Update Program
AWARENESS & EDUCATION CAMPAIGN

Awareness & education campaign – General media

- Broad awareness
- Education
- Driving visitation to Benny
WHERE WE HAVE BEEN IN BENNY

- Westfield Garden City
- Aviation High
- Jan Powers Farmers Markets New Farm
- Skygate
- Westfield Chermside
- Skyway Family Open Day
- Brisbane Open House
- New Farm State School
- Racecourse Rd Hamilton
- Teneriffe Festival
- Milton markets
- Fairfield Gardens
- Forestdale Grand Plaza
- Samford show
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>Tuesday 23 July</td>
<td>King George Square</td>
</tr>
<tr>
<td>Thursday 25 - Friday 26 July</td>
<td>Indooroopilly Shopping Centre</td>
</tr>
<tr>
<td>Sunday 27 July</td>
<td>Red Hill Fair,</td>
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<tr>
<td>Friday 9 - Sunday 18 August</td>
<td>EKKA</td>
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<tr>
<td>Saturday 17 August</td>
<td>Aviation expo Brisbane Airport</td>
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<td>Saturday 24 August</td>
<td>Technicolour Multicultural Festival Newmarket</td>
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<tr>
<td>Sunday 8 September</td>
<td>Nundah Village Street Festival</td>
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<tr>
<td>Wednesday 18 September</td>
<td>Camp Hill Bowls Club</td>
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<tr>
<td>Saturday 21 September</td>
<td>Bulimba Community Centre</td>
</tr>
<tr>
<td>Tuesday 24 September</td>
<td>Bribie Island RSL</td>
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<td>Thursday 26 – Friday 27 September</td>
<td>Coorparoo Square</td>
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<td>Wednesday 16 October</td>
<td>Bunnings Keperra</td>
</tr>
<tr>
<td>Friday 18 October</td>
<td>Indooroopilly State High School</td>
</tr>
<tr>
<td>Saturday 19 October</td>
<td>Fair on the Green, Milton</td>
</tr>
</tbody>
</table>
PRESENTATION OVERVIEW

- Aim and objectives
- Corporate Overview
- Training Delivery
- Training environment
- Facilities
AIM AND OBJECTIVES

Aim:

To provide world-class training in an ideal training environment

Objectives:

- Scale into a sustainable operations to cater for training demand
- Cause minimum disruption to current operations
- Integrate with local operators

CORPORATE OVERVIEW – Ownership

Young Brothers Aviation (YBA)  
Flight Training Group - HK

FTA

Flight Training Adelaide  
FTA – Queensland
CORPORATE OVERVIEW – Experience

➔ Since 1982

➔ 35+ years experience training cadets for major airlines

**Domestic**
- UniSA
- Virgin Australia
- Cobham Aviation
- QantasLink
- Cathay Pacific
- Cathay Dragon
- HKGFS (FW/RW)

**International**
- Tag Aviation
- China Airline
- IndiGo
- Cebu Pacific
- Fiji Airways - Selection

➔ RTO Code: 40173
➔ CRICOS Provider No. 02648J
➔ ISO 9001-2015 Certified

TRAINING DELIVERY – Overview

➔ Pilot selection

➔ Ab-initio integrated training to CPL/MECIR

➔ ATPL theory
TRAINING DELIVERY – Demographic

- 70% highly selected and screened Australian cadets for Qantas Academy
- 30% highly selected and screened international cadets for major airline
- Instructors internally trained and standardized
- External highly experienced instructors

TRAINING DELIVERY – Timeline

- **October 2019** – ground training starts
  - 12 students
  - 2 ground school instructor
  - Skeleton management
- **January 2020** – flight training starts
  - 12 students
  - 4 aircrafts
  - 6 instructors
- **July 2020**
  - 100 students
  - 12 aircrafts
  - 20 instructors
- **January 2021**
  - 158 students
  - 20 aircraft
  - 40 instructors
- **July 2021**
  - 250 students
  - 38 aircrafts
  - 60 instructors
TRAINING ENVIRONMENT – Wellcamp airport

- Training base
- Departures and arrivals
- Circuits

TRAINING ENVIRONMENT – Training Area

- Training area 10NM west of Wellcamp between Toowoomba Cecil Plain rd and A39 Gore Highway up to 8500ft
- Departures via Southbrook
- Arrivals roads crossing south of Aubigny
- Unpopulated areas, uncontrolled airspace
TRAINING ENVIRONMENT – Circuits

- Wellcamp
- Pittsworth
- Warwick
- Millmerran
- Toowoomba

TRAINING ENVIRONMENT – Navigations

- Most VFR Navigations to southwest with standard routes in/out of Wellcamp

- IFR Navigations to:
  - Oakey
  - Amberley
  - Gold Coast
  - Brisbane
  - Stanthorpe
  - Lismore
FACILITIES – Aircraft

Fixed wing – Single engine
32 x DA40

Fixed wing – Twin engine
6 x Diamond DA 42

FACILITIES – Simulators

DA42
2 X DA42 FTD’s
FACILITIES – Campus

FACILITIES – Accommodation

- 275 Beds
- 6 Cadets per subdivided unit
- Mess catering 3 meals per day
- Recreational space and facilities
THANK YOU – QUESTIONS?

Feedback and further engagement:

Nick Vadagnini
nvadagni@flyfta.com
08 8209 4398
0417 898 746
EXERCISE WALLABY

24 Sep – 7 Nov
WALLABY 2019

RSAF PARTICIPATION
PARTICIPATING FLYING SQUADRONS

Helicopters
120 SQN
126 SQN
Oakey Detachment (CH47)

Transport
122 SQN
120 SQN

4 x AH-64D Apache - Antonov

Arrived Rocky 24 Sep – Assembled / FCF / Ops 26 Sep
Depart Rocky 7 Nov – Cease 4 Nov / Disassemble

Joint Fires with Army

30mm cannon
Hellfire
2.75in rockets
126 SQN

4 x AS332 Super Puma - Antonov

Arrived Rocky 20 Sep – Assembled / FCF / Ops 24 Sep
Depart Rocky 10 Nov – Cease 7 Nov / Disassemble

Troops and Equipment Movement in SWBTA
Medevac
Oakey Detachment

4 x CH-47D Chinook

Arrive Rocky from Oakey - 27 Sep
Depart Rocky for Oakey 4 - Nov

Troops and Equipment Movement in SWBTA
122 SQN

1 x C-130 Hercules

Arrive Rocky from SG via DN - 7 Oct
Depart Rocky for SG via DN - 1 Nov

Navigation flights from RK to SWBTA
Air Drops
AIP Supplement

H78/19

24 Sep – 7 Nov
D698

Transit Routes

• Helos
• Direct / East Hwy if directed by ATC
• Depart - A015
• Arrive - A020
• C130
• Arrive – Direct - A030
Route Flight Planning

Civil diversions SWBTA published in AIPSUP
RSAF Parking
Rockhampton Airport

- **Holding Fuel Requirements**
  - Period greater than 10 Minutes notified by NOTAM

- **Start Approvals**
  - Requirement will be notified by ATIS
Clearances for Non-Exercise Aircraft

- Customs/Costwatch on priority tasks – subjected to minimum possible delays
- Activities adjusted to minimise delays to:
  - SAR
  - Mercy
  - Emerg
  - MED
• Clearances for Civil Priority Flights

• BN Centre shall contact "ACER", in the first instance, for short notice clearances for non-exercise aircraft (eg SAR/Mercy flight etc)
• Extant airspace class and procedures apply within the SWBTA
• BN Centre is to resume airspace from ACER to allow entry
• ACER cannot issue a clearance
• Civil aircraft to remain on BN Centre freq (maybe requested to monitor ACER or Range Control)
• ACER is available 24/7
Clearances for Non-Exercise Aircraft

- Access may be available for others
  - Contact ADFLO Liaison Officer (0477 320629)
  - Minimum of 24 hours prior notice
  - Proforma with clearance with block time, levels & any other requirements will be e-mailed/faxed to pilot
  - ADFLO must be informed of inability to comply
  - R689 activation for C130 when required
AGENDA ITEM: 6.6

MEETING DATE: 12 October 2017

PROPOSAL TO CHANGE PHRASEOLOGY OF GENERAL BROADCAST FORMAT

Recreational Aviation Australia – Neil Schaefer (aomgr@raa.asn.au)

To seek members feedback on the proposal to change AIP General radio broadcast format.

• Current format reverses previously accepted broadcast initiation
• Station identifiers are potentially missed in initiation of radio broadcasts
• Current practices are varied and inconsistent by aviation community

Discussion Paper RAAus 10-2017

BACKGROUND

In 2004 as part of the National Airspace System (NAS) review a new set of standards and procedures were developed for operations at non-towered aerodromes and these were scheduled to become effective on November 24 2005. This initial rollout was later repealed and NAS 2C was developed as part of a broader airspace review. The Airspace Act 2007, Airspace Regulations 2007 and Australian Airspace Policy Statement 2007 were introduced, giving CASA sole carriage of the regulation of all Australian-administered airspace. Ultimately this resulted in the changes we have today. As part of this implementation, reference information and educational material was published through AIP and CAAPs regarding the prescribed standard broadcast format. This was a significant change and removed the generic radio broadcast phraseology which was underpinned in broadcast regulations. Effectively this changed the wording from the well-known “All stations” call to the more prescriptive format we have today. QLD RAPAC are invited to provide feedback by email distribution on Friday 28 April 2017.

PROPOSAL FOR CHANGE

It is proposed via this discussion paper that the format for the introduction of the radio call be changed to Traffic {Location} in element a. only. The benefits of this minor but structurally effective change include the following;

• Consistency with previous regulation on the sequence of broadcast introduction.
• Mitigating against delays in RF carrier break delay in radio transmissions
• Compensating for poor transmission activation techniques by RF operators
• Allowing an alert awareness delay to enhance receipt of the important station ID.
• Increasing relevance of situation awareness for “alerted see and avoid”
• Reducing two-way VHF radio interaction to clarify location detail.

It is further proposed that the pilot’s intentions are a different element of the broadcast to the position and level so this should be expressed as a separate item.

Full details are provided in the attached discussion paper.
Dear Mr Bange,

I am writing to express my concern with operations in the Tyagarah, Murwillumbah, Gold Coast and Ballina Training Area due to frequency congestion. I was hoping you could submit the following proposed solution at the next Regional Airspace and Procedures Advisory Committee meeting.

Currently aircraft operating in this area transmit on Multicom126.7 and Brisbane Centre 119.5. The majority of training flights from Gold Coast monitor 119.5 and broadcast on Multicom 126.7. Broadcasts occur on Multicom rather than Centre due to congestion on Brisbane Centre 119.5 which is often combined with Brisbane Centre 125.7 and at times Brisbane Approach 123.5. This results in a great deal of congestion on 126.7 from places such as Kagaru (YBAF training area), Morton Island, Grafton/South Grafton, Tenterfield and Stanthorpe plus numerous others.

Parachute operations, recreational aircraft, gliders and gyrocopters all operate from the Tyagarah aerodrome. Local aircraft, recreational pilots and Gold Coast based training aircraft regularly use Murwillumbah for circuit training. Amongst all this traffic it is not unusual to have four or five training aircraft operating in D656. I would suggest that such a high density of traffic operating in the vicinity of these aerodrome warrants a discrete CTAF for this area.

I also believe the lateral dimensions of the current training area (currently comprised of D656A, D656B, D656C and D656D) should be increased along with the promulgation of an associated broadcast area as described below and indicated on the map on the following page. The proposed lateral boundary of this expanded broadcast area starts at a position 10 nautical miles north of Murwillumbah airfield (YMUR) and then extends to the west, describing an arc centred on a 10 nautical mile radius of YMUR before extending to a point 10 nautical miles west of Cape Byron thence along the 30 DME CG airspace boundary to Cape Byron itself. It then extends to Cudgen Headland before following the CG CTR boundary to the south and west of CG before returning to the starting point 10 nautical miles north of YMUR. The vertical dimensions of this area would be ground level up to the base of the overlying CTA.

I hope you find this proposal useful and I look forward to discussing it with you in the near future.

Kind Regards,

Jarryd Dickens
Safety Manager
Australian Wings Academy
19 Lores Bonney Circuit
Gold Coast Airport, Coolangatta, Qld 4225
Email: jarrydd@australianwingsacademy.com
Ph: 07) 5536-3622
Proposed expanded broadcast area delineated on VTC below with green dashes:
Dear Trevor,

Please find below a mid-year summary of the activities encountered and engaged by members of the North Queensland Working Party since its inception on 7 March this year. This report includes topics raised at the RAPAC meeting in Brisbane last week, and uses the following abbreviations:

- AGL – Above Ground Level
- AIC – Aeronautical Information Circular
- ALA – Aircraft Landing Area
- AMSL – Above Mean Sea Level
- ATC – Air Traffic Control
- ATS – Air Traffic Services
- CASRs – Civil Aviation Safety Regulations
- DoD – Department of Defence
- HLS – Helicopter Landing Site
- IFR – Instrument Flight Rules
- JACC – the DoD’s Joint Airspace Coordination Centre, based in Canberra
- NOTAM – Notice to Airmen
- Part 175 – Aeronautical Information Management regulations in the CASR suite
- SWBTA – Shoalwater Bay Training Area
- TDA – Temporary Danger Area
- TRA – Temporary Restricted Area
- VFR – Visual Flight Rules
- VMC – Visual Meteorological Conditions
- VTC – Visual Terminal Chart

**Printed charting:** Regarding the new VTC for Horn Island with its first edition effective on 23 May, no feedback has been received by the Working Party, nor was any offered at last week’s RAPAC meeting by attendees. The Working Party’s chair will ask CASA’s Aviation Safety Advisors to seek industry feedback when they next visit the Torres Strait area.

*Chairperson’s comment:* Is the VTC a navigation chart or a radio frequency boundary chart? There is much empty space on the western side of the chart that could be better utilised on the eastern side to show more of the islands for navigation purposes.

**Redundant and incorrect waypoints:** Some years ago, having traversed Australia navigating via Airservices Y-coded waypoints, it became clear many did not exist or were incorrectly located. When raised at the North Queensland RAPAC in conjunction with the newly-regulated Part 175 of the CASRs, Airservices was pressed to publish only properly-verified data, or to add a caveat to those that are unverified. Airservices’ explanation was that waypoint data sourced prior to the year 2000 did not have verified ownership information. A subsequent attempt two years ago using AIC H29/17 to cleanse the data by industry invitation was not successful.
Chairperson's comment #1: Pilots who do provide feedback to Airservices with detailed flightplanning logs and Google Earth verifications can result in successful data purges. Examples of waypoints recently removed from the Airservices database include YCDW-HLS (per NOTAM C9/19), YFNI-HLS, YJWB-ALA, and YSER-ALA, noting however that the process does take some time.

Chairperson's comment #2: Airservices has been using the phrase “decommissioned” in NOTAMs notifying these data deletions, which does not seem appropriate given it is just a database entry and not a physical alteration to a landmark or facility.

- **Electronic Flight Bags:** The use of programs such as AvPlan and OzRunways as a complete replacement for printed charts must maintain the data integrity and functionality of previous methodologies.

  Chairperson's comment: Are the problems regularly raised at RAPAC meetings about OzRunways also applicable to AvPlan? The answer appears to be yes, and many of the issues raised relate to the design of the human interface, not the quality or quantity of the data supplied.

- **Adverse impact of military aviation on a rural community:** The Working Party's chair attended the annual general meeting of the Midge Point Progress Association and witnessed a presentation by six Army officers promoting an assault exercise planned in the Midge Point area for late July. The officers had not consulted with the community beforehand – relying on the local Council instead to spread the message – and explained how it would be a positive visual spectacle making the small township a tourism attraction for visitors and residents alike.

  In collaboration with our North QLD colleague Roger Toole who was dealing with the dangers to communities from aircraft noise and wake turbulence over cattle properties in the Rockhampton area, the JACC was notified of the impact that cyclonic-type winds and noise from close-range military aircraft could have on the Midge Point community – given the destruction they endured two years ago from Tropical Cyclone Debbie and from which damage is still evident – and we asked the exercise planners to take the psychological aspects into account. The Midge Point exercise was subsequently cancelled.

  Chairperson's comment #1: The Talisman Sabre environmental report published prior to the exercise was 180 pages of detail, but did not mention the impact on human beings. At some point the Army and its environmental consultants must acknowledge that people also live in, and are part of, the environment where exercises like this are to be conducted.

  Chairperson's comment #2: Are military aircraft exempt from the Civil Aviation Act? Section 20A of the Act is clearly against aircraft being operated so as to endanger another person, their property, or their life.

- **Adverse impact of military aviation on communities generally:** As mentioned above, experienced aviator and local cattle property owner Roger Toole has been dealing extensively with the dangers of military aircraft noise and wake turbulence over farming and residential properties in the Rockhampton area.

  Roger reports that during the last few years there has been a large increase in military aircraft conducting low level aircraft movements outside the military ground and airspace restricted areas near and adjacent to the SWBTA north of Rockhampton. Many of these low level flights have and are still causing major problems over a large area of high intensity cattle properties in the Fitzroy region.

  The Fitzroy region is the largest cattle concentration area in Australia with in excess of 2.6 million head of cattle and, by comparison in landmass only, represents approximately eight percent of the total area of the Northern Territory which has a recorded cattle population of 2.2 million.

  The sudden noise from low flying military aircraft cause cattle to bolt in all directions, busting cattle yards open and tearing down of fences which is common, coupled with attending cattlemen and staff or family being placed at severe risk of injury or worse.

  One of the biggest problems is the lack of consultation by the military directly with the local grazing community well prior to finalising plans for airborne military activity in and around the military restricted areas.
Recently the JACC in Canberra acknowledged the hazards created by low flying military aircraft and provided graziers with the opportunity to place sensitive areas over their properties that would stop military aircraft operating below 2500 feet AGL. This process was greatly appreciated, however, many of these sensitive area placements have been breached by Singaporean military aircraft, Australian military aircraft, US military aircraft and New Zealand military aircraft, creating very serious risks to cattle and people on the ground which is totally unacceptable.

Liaison is continuing with the DoD and Airservices with a view to resolving this issue before we have a major injury or death of people on the ground.

- **Adverse impact of military aviation on civilian aircraft**: It was suggested to the JACC that it include a TDA directly underneath every TRA that doesn’t extend to ground level in order to provide a safety buffer for civilian aircraft, alerting them to the drift-down effect of wake turbulence from military aircraft flying above in the TRA. For the underlying TDA, a minimum height (thickness) of 2000 feet was considered reasonable, based on research we undertook.

  The JACC subsequently advised us that – for the TRA that they intend to deploy during the forthcoming Bamaga-area exercise – the drift-down buffer has been designed into the TRA itself, so a TDA underneath will not be required.

  **Chairperson’s comment**: Is the inbuilt buffer now official policy for all military TRAs nationwide, and will the buffer be incorporated into every TRA implicitly or explicitly – if not explicit, then how will the industry know it’s been included?

- **Adverse impact of a military TRA on VFR navigation**: It was suggested to the JACC that VFR lanes or navigation guidance notes be provided around all TRAs, as was promulgated for the TRA near Bowen.

  To the south of Cairns, the Cowley Beach TRA for the Talisman Sabre exercise was experienced first-hand by the Working Party’s chair. We had confirmed with the JACC beforehand that two adjacent restricted areas (R767 over water and R786 inland) were deactivated which would facilitate alternative navigation routes around the TRA, noting it had a significant mountain range to the west (the two highest mountains in Queensland) and open sea to the east.

  On the day of the flight, the weather precluded VFR operations to the west as well as over the top of the TRA and was marginal to the east over water. The over water course was pursued with turnback continuously available, resulting in an easterly heading until about 40 nautical miles offshore when a southerly track would avoid the eastern side of the TRA and allow the original planned route to be intercepted further south.

  **Chairperson’s comment**: Satellite tracking of the flight shows the diversion tracking required in VMC – click, tap or go to this weblink: https://go.spidertracks.com/public/garethdavey#track/3002340104704001560488070000. That alternative route was not something to be encouraged for the inexperienced or the ill-equipped and begs the question: Could the TRA have been less restrictive to facilitate better VFR transit at lower altitudes and closer to shore?

- **Lanes to facilitate transit through military restricted areas**: At the North Queensland RAPAC meeting in Rockhampton last year, a military proposal for an access lane to the north of Rockhampton was not well-received by the industry. At the same meeting, expansion of the restricted area group R737ABCD to the west of Townsville was also proposed by military attendees, and the Working Party’s chair could not find any industry support for that paper.

  The situation west of Townsville remains a moot point even without the proposed expansion. The existing restricted areas already impose a requirement for non-military traffic to fly at or below A070 when those areas are active, which allow only two VFR hemispherical altitudes of A055 and A065 underneath. VFR aircraft encountering cloud or low visibility at those altitudes have nowhere to go except down, to descend below A050 to attempt to remain in VMC which means they are closer to terrain, encounter increased convective turbulence, and sharing airspace with non-transponder and non-radio equipped aircraft which reduces the effectiveness of primary and secondary surveillance services established for collision-avoidance purposes.
A suggestion was put to the JACC for the creation of a north-south transit lane approximately midway along the restricted area group – with a base at A070 as per the areas’ lower boundary – to be established between two visually-identifiable waypoints with several more enroute (about 60 nautical miles total length), such that VFR aircraft squawking a unique transponder code and monitoring a specific radio frequency could enter the lane at either end without seeking a clearance, in a Class E style surveillance environment. A base of A070 would allow several IFR and VFR hemispherical altitudes to be flown above, in addition to those available underneath, when the restricted airspace is active. ATS observing transponder paints in the transit lane would be able to notify and help separate military traffic in the adjacent restricted area(s) when they intended to cross through it, or conversely have traffic in the lane orbit for holding or change altitude.

Chairperson’s comment: As noted in the minutes of the March RAPAC meeting in Brisbane, the Working Party’s chair has entered into dialogue with the JACC and Townsville ATC to further discuss this topic.

- **Increasing the Transition Altitude**: The Working Party’s chair remembers this being suggested many years ago, especially after the rules changed quadrantal to hemispherical headings for navigation above A050. It was noted this item had been discussed briefly at the March Queensland RAPAC meeting but did not make it onto last week’s meeting agenda.
Raising the transition altitude as per other countries’ airspace will add hemispherical VFR and IFR levels immediately above 10,000 feet AMSL which is particularly important up here in northern Australia where, in the never-ending search for smooth air and discernible horizons, cloud tops seem to persist at A095.

Chairperson’s comment: In the past, discussions on this topic have been muddied by some who re-question at what altitude supplementary oxygen should be required (currently at A100). To be able to finally resolve the transition issue, the oxygen and transition topics must be isolated and dealt with completely separately.

- **RAPAC terms of reference**: The Working Party’s chair is also a member of the Victorian RAPAC and has met with its industry convenor Brian Hannan to discuss improving the original and somewhat dated terms of reference for the RAPACs nationally. For the past two years the chair has been leading a constitution review and compliance subcommittee for The Cardwell Chamber of Commerce Inc and has detailed knowledge of incorporated association rulesets.

Trevor, we thank you and your committee for creating the **North Queensland Working Party** at the March meeting, and we seek the committee’s endorsement to continue researching, reporting and helping to resolve airspace and procedures issues in the north Queensland region in the best interests of stakeholder safety, efficiency, and enjoyment.

Yours faithfully

Gareth Davey
North QLD Working Party chair

1 August 2019

Memberships declaration:
- Queensland and Victorian RAPACs – active stakeholder member
- Australia/International Society of Air Safety Investigators – financial associate member
- Cessna Pilots Association – financial aircraft owner member
- RAAus Ltd – financial flying member
- Mareeba Airport Users Group – aviator stakeholder
- FNQ Flyers – social media aviation group
- Whitsunday Flying Friends – social media aviation group
Appendix 1 – Controlled, Restricted and Danger airspace areas in north Queensland
SUNSHINE COAST’S NEW RUNWAY
Information for GA airspace users via RAPAC

Update on the transition to new runway 13/31 at Sunshine Coast airport

Following the conclusion of the six week community consultation period for the Sunshine Coast proposed airspace and flight path changes in March and April, Airservices has now analysed and considered all feedback and submissions received during the consultation period.

Airservices would like to extend our sincere thanks to all General Aviation airspace users who provided feedback and submissions during our consultation activities.

A summary of the proposed final airspace design with a focus on GA is provided below:

Image: Proposed final CTA.

The CTA steps beyond 8nm Sunshine Coast are at 1500ft, permitting VFR aircraft the ability to avoid Controlled Airspace (CTA) transiting via the Bruce Highway to the West and South West as it is today. To remain OCTA beyond 8nm to the north and north-west an aircraft must be at 1500ft or below.
Image: Proposed final CTA west of Sunshine Coast Airport

Image: Terrain clearance of 1,500ft Class D step. Flying at 1,500ft, areas highlighted in blue are at least 1,000ft separated.
The above images demonstrate that flying at 1,500ft north of the CTR, provides more than 1,000ft separation from residential areas and more than 500ft from most non-residential areas (with a small area to the west of the highway less than 500ft from the base of CTA).

The proposed final design lifts the current 4500ft step over Caloundra to 7500ft again providing greater flexibility to GA operations.

Aircraft departing from the Brisbane basin wanting to track for RNAV approaches into the Sunshine Coast have a few options. For Runway 31, the ability to intercept the intermediate fix from waypoint HOLIS to commence the RNAV was mostly well received (refer image below). There is no initial approach fix from this direction, as
containing an IAF in CTA (required by CASA) would require significant additional CTA over land around Caloundra at lower levels than current. By tracking direct to the intermediate fix from HOLIS, containment is not required; freeing up airspace over Caloundra. It does require aircraft to leave and re-enter CTA however, and some operators wanted an option to remain in CTA.

An option to remain within CTA at 5000ft from Redcliffe to landing at Sunshine Coast airport via RNAV Runway 31 and avoid the requirement to vacate and re-enter controlled airspace was developed into a contained procedure via a 15nm final, shown below.
For RNAV approaches from the Brisbane basin to Runway 13, suggested tracking via Nambour to the Initial Approach fix for the RNAV would keep aircraft OCTA until just before the commencement of the approach (see image below). Arrivals from YKRY would be able to track direct to the IAF.

For aircraft operating at or below 1500ft the CTA changes will not be noticeable. The current visual reporting points will remain and the lateral dimensions will remain with significant improvement to the airspace over Caloundra. There will be a reduction to the available IAPs in accordance with CASA's GNSS Mandate (4 Feb 2016) with RNAV and RNP-AR approaches servicing the new runway. The current RWY18/36 VOR and NDB approaches will no longer be available from 21 May 2020. There will be no VOR or NDB approaches to the new runway.

This figure demonstrates how the proposed airspace encompasses the proposed SID, STAR and approach procedures and complies with CASA requirements to ensure all instrument procedures are contained within controlled airspace.

Image: final proposed route to the RWY 13 RNAV Initial Approach Fix

Image: instrument procedures for RWY 13/31 with surrounding airspace to ensure containment
The VFR lane on the coast (purple dots marked as 2 on the VTC) will be removed as a part of the charting change. VFR aircraft tracking coastal will require a clearance with Sunshine Coast tower and it may not always be readily available.

VFR aircraft will be able to remain west of the Bruce Highway, as they do now, at or below 1,500ft and not require a clearance.
Another airspace change being introduced with the new CTA is amendments to the surrounding Class G and Class E frequency boundaries, as well as the inclusion of a new frequency, detailed below.

The above figures show the existing (top) and proposed new (bottom) Class G frequencies and boundaries to be changed on the May 2020 AIRAC cycle.
Similarly, the above figures show the existing (top) and proposed new (bottom) Class E frequencies and boundaries to be changed on the May 2020 AIRAC cycle.

Once approved by CASA, all of these frequency and boundary changes will be incorporated into the appropriate charts for implementation.