# QLD RAPAC 2019-1

**Venue:** CASA Brisbane Office, 12-14 The Circuit, Brisbane Airport QLD 4008

**Industry only:** 1230  
**Start Time:** 1330  
**Finish Time:** 1730

**Date:** Thursday 7 March 2019

**Meeting Chair**  Matthew Bouttell  
**Convenor**  Trevor Bange

## MINUTES

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1. **OPENING**

The Chair thanked attendees for making their time available and welcomed everyone to the meeting.

1.1 **QLD RAPAC Convenor nominations**

Mr Trevor Bange accepted the QLD RAPAC convenor position for another 12 months. The Chair thanked Trevor for his contributions to date and looked forward to continue working collaboratively over the next 12 months.

The RAPAC discussed the possibility of an ‘assistant convenor’ role to represent North Queensland since the NQLD RAPAC had merged with SQLD. As the RAPAC Terms of Reference does not stipulate the role of an ‘assistant convenor’, the RAPAC agreed to form a Working Party for NQLD where Mr Gareth Davey will be the contact person. The RAPAC also agreed to have an update from the NQLD Working Party as a standing agenda item.

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<thead>
<tr>
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2. **REVIEW OF ACTION ITEMS**

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

Action 2018-3/1: Sara Hales updated the RAPAC on the Qantas Academy at Wellcamp airport. Based on current knowledge the following is planned:

- a. Four aircraft by September, ramping up to 40 aircraft by end-2020
- b. Ground school to commence July 2019
- c. By April 2020 250 students will be training at the facility.

During the ensuing discussion, Mr Lachlan Gray (AusALPA) suggested the need for charting changes to occur to inform pilots the location of training areas. Mr Andy Rumble (CASA OAR) that the training organisation will need to make submissions to CASA OAR as well as Eastern Region to ensure issues, such as charting, can be assessed.

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**

Mr Tristan King (BoM) gave a presentation (attached) to update the RAPAC on the Bureau’s projects. He highlighted the Transformation of Aviation Meteorological Services project in which he informed the RAPAC that by the end of 2019, the Northern Aviation Centre will be operational in Brisbane, with the Southern Aviation Centre to be operational in mid-2020 in Melbourne.
Mr King informed the RAPAC that the Bureau launched their Customer Satisfaction Survey at the Avalon Airshow and encouraged members to participate. He also informed the RAPAC that the draft report of the TAF review is expected to be released for industry comment in mid-2019, and the implementation of the changes is expected in 2020. The Bureau will send an out of session paper notifying all RAPAC of the release of the draft report where consultation will be open for 6–8 weeks. Mr King also raised the Trend Type Forecast (TTF) review and noted that implementation was planned for November 2019.

Mr King raised the changes in the SIGMET sequencing numbering that was implemented last year and said that the Bureau has not received a lot of feedback and that RAPAC members were welcome to continue to provide feedback if desired.

5.2 Airservices Australia

Mr Peter Bloom (Airservices) gave a presentation (attached) on Airservices’ Airspace Modernisation Program which highlighted the organisation’s plans to improve and update Air Traffic Management (ATM). Mr Bloom outlined the prioritised changes including transferring five towers’ airspace to Enroute Surveillance Controllers; increasing Enroute Class E and Class C airspace; and the non-towered airport Class E trial at Ayers Rock Aerodrome.

In highlighting the Airspace Change Process, the RAPAC discussed that the consultation process was planned for quite late in the overall process, according to the presented Change Management map, and suggested that consultation should happen a lot earlier. Mr Bloom will take this feedback back to the project team.

5.3 Defence

SQNLDR Peter O’Connell provided the RAPAC with an update at Townsville. Mr Gareth Davey, NQLD Working Party Lead, enquired about the R737ABCD extension which is still currently being progressed. The RAPAC discussed the possibility for a North-South lane inclusion. It was explained that the consultation for this matter would need to be extensive due to many stakeholders involved. Mr Davey is to send further information to SQNLDR O’Connell and Wing Commander Alan Cooper (JACC) for discussion and consideration.

SQNLDR Rod Whannell presented on Military Exercise Wallaby and informed the RAPAC on the flight routes and types of operations expected for the exercise. See attached presentation.

6. OTHER BUSINESS

6.1 Proposal for working group for review of Amberley airspace

The Convenor spoke to the paper regarding the proposal to establish a working party to review the RAAF Amberley Airspace. Mr Doug Stott highlighted the complexity of the airspace and the charts which some believe is attributable to airspace infringements. SQNLDR Sam Homes noted the concerns raised in the paper and will take back to Amberley for further discussion.

The RAPAC discussed possible solutions to the matter including amending some Restricted Areas at Amberley to Class C airspace, and the necessity to improve pilot education to avoid infringements.

The Chair suggested discussing with CASA OAR a review complex charts and to take a national approach on the matter rather than a solution specific to Amberley.

6.2 Consultation on AIC H05/19

Mr Stott spoke to his paper on the consultation by Airservices on AIC H05/19 and highlighted the need for timely consultation with the RAPACs, particularly when there are cost implications. Airservices noted this feedback.
6.3 Filtering data on NAIPS

Mr Stott spoke to his paper on filtering data on NAIPS noting that he believes there can be too many NOTAMs for an airspace user to review. He suggested that the data should be filtered for specific operations within a specific area of airspace (i.e. Class G for below A100).

<table>
<thead>
<tr>
<th>Action</th>
<th>Airservices to seek more information on the possibility to filter data on NAIPS for specific operations within a specific area of airspace.</th>
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<td>Airservices (Rob Irwin)</td>
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<td>Timeframe</td>
<td>Meeting 2019-2</td>
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6.4 Airside works update – Sunshine Coast Airport Expansion Project (no paper)

Mr Adrian Bannister (Sunshine Coast Airport) discussed the airport’s expansion project which includes the construction of a new runway and changes to the airfield. He informed the RAPAC that communication will be provided to local GA clubs and the RAPAC and noted that the Council website has more information about the changes. It was also advised that proposed airspace changes would be consultation during March 2019.

6.5 Archerfield Airport Major Development Project (no paper)

Ms Heather Mattes (Archerfield Airport) gave a presentation on the Archerfield Airport Major Development Plan (MDP) 2018. The MDP includes extending and strengthening the runway and upgrading lighting. The Preliminary Draft of the MDP is available to be viewed on the Archerfield Airport website.

6.6 Hang Gliding and Paragliding Site Requests

Mr Paul Green (Sunshine Coast Sports Aviators) spoke to his paper on seeking approval for additional site requests. The Chair enquired about SCSA being in contact with the Tower Supervisor at Sunshine Coast and Mr Green confirmed that there were discussions 18 months ago, but nothing had progressed since then. The RAPAC discussed concerns around operations at the requested site near controlled airspace and recommended further, out of session discussion with Airservices Australia and Sunshine Coast Airport.

6.7 Joint Warfighting Series

Ms Trish Atkinson (Defence) discussed the Joint Warfighting Series 2019 and highlighted the proposed TRAs that will be required for the exercise. Mr Davey enquired about the consultation methods beyond the RAPAC. Ms Atkinson informed the RAPAC that broad consultation was conducted with aviation community but noted other areas are responsible with notifying and informing non-aviation community. Some members of the RAPAC stated that the NQLD Working Party can assist with providing contacts to non-aviation community, if required. Mr Roger Toole enquired about the sensitive areas discussed previously for areas of the grazing industry and sought further consultation regarding these areas from Defence with the local community.

6.8 Rocket Launching at Goondiwindi – Out of Session paper

The RAPAC enquired whether permanent marking can be made on the charts to the area due to the frequency of the rocket launching in that area. Members were informed that feedback should be provided to CASA OAR by 26 March 2019.

6.9 Transition Levels – no paper

Capt. Peter Boughen (HCPA) raised the suggestion for Australia to raise the transition level to 18,000 feet to align with the United States, and to enable additional airspace for VFR traffic below this layer. This would also support the need for rules around oxygen use/carriage to be amended. The Chair noted this and would feedback to the appropriate area within CASA.
6.10 Drone Registration and Accreditation consultation – no paper.

The Chair updated the RAPAC on the proposed drone registration and accreditation scheme that was consulted at the beginning of the year. The consultation is currently being analysed and a Technical Working Group (TWG) under the Aviation Safety Advisory Panel (ASAP) will review the Summary of Consultation (SOC) and draft documents. Mr Roger Toole raised concerns about noncompliance with the rules that are in place and raised that those in the grazing industry often use drones on their own property. This was noted by the Chair and would be fed back to the appropriate area within CASA to ensure it is considered in the development of the rules.

7. ATTENDANCE LIST

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<td>Matthew Bouttell (Chair)</td>
<td>CASA</td>
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<tr>
<td>Trevor Bange (Convenor)</td>
<td>Lone Eagle Flying School</td>
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<tr>
<td>Doug Stott</td>
<td>HCAPA/WBMA</td>
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<td>Peter Boughen</td>
<td>HCAPA</td>
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<tr>
<td>Iain White</td>
<td>CASA</td>
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<tr>
<td>Tristan King</td>
<td>BoM</td>
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<tr>
<td>Graham Madden</td>
<td>Archerfield Airport Corporation</td>
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<td>Heather Mattes</td>
<td>Archerfield Airport Corporation</td>
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<tr>
<td>Michelle Christensen</td>
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<td>Lachlan Gray</td>
<td>AusALPA</td>
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<td>Martin Smith</td>
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<tr>
<td>Roger Toole</td>
<td>Grazing Industry</td>
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<td>Kym Anquetil</td>
<td>LifeFlight</td>
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<td>Pavel Davidyuk</td>
<td>Aviation Projects</td>
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<td>Keith Tonkin</td>
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<td>Rod Whannell</td>
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<td>Trish Atkinson</td>
<td>Defence</td>
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<td>Kerryn Biles</td>
<td>CASA</td>
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<td>Samantha Holmes</td>
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<td>Adam Luck</td>
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<td>Peter O’Connell</td>
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<td>Aaron Doherty</td>
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<td>Andy Rumbell</td>
<td>CASA</td>
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<td>Craig Patterson</td>
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<td>Rob Irwin</td>
<td>Airservices</td>
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<td>Hammed Malik</td>
<td>HGFA/SCSA</td>
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<td>Paul Green</td>
<td>HGFA/SCSA</td>
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<td>Peter Stephenson</td>
<td>Redcliffe Aerodrome Chamber of Commerce Inc.</td>
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<tr>
<td>Adrian Bannister</td>
<td>Sunshine Coast Airport</td>
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<td>Neil Schaeffer</td>
<td>RAAus</td>
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<td>David Jansen</td>
<td>GFA</td>
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<td>Reference</td>
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<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>
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<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>
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<tr>
<td>2018-2/4</td>
<td>Airservices to provide advice to the 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>
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<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>
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<tr>
<td>2018-3/2</td>
<td>The Chair to explore the option of changing Class E boundaries in the vicinity of Darling Downs, Warwick and Kingaroy to reduce number of frequency changes and report back to David Jansen.</td>
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<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>
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<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>
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<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>
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<td>2019-1/4</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>
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**Items Transferred from North QLD RAPAC 2018 actions**

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<tr>
<td>2018-2/1</td>
<td>Convenor to outline concerns to Air Command regaring Townsville airspace changes with relation to impact on Bluewater airport.</td>
<td>NQLD Convenor</td>
<td>Out of session.</td>
<td>Closed. Former NQLD Convenor absent from meeting. Suggest that any future discussion take place offline.</td>
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**TITLE** | Proposal to establish a working group to review the RAAF Amberley Airspace
---|---
**SUBMITTED BY** | Trevor Bange – QLD RAPAC Convenor
**PURPOSE** | To seek members feedback on a proposal to establish a working group to review the RAAF Amberley Airspace.
**KEY ISSUES** | • Frequent Airspace Infringements which may be related to the complexity of the charts.
**ATTACHMENTS** | 1. RAAF Amberley Q3 2018 Airspace Infringements

**BACKGROUND**

It is proposed that a working group be established to review the RAAF Amberley Airspace structure and its display on relevant charts.

The RAAF at Amberley publish a quarterly summary of Airspace Infringements which is of interest to users in the area but does not attempt to solve the number of incidents where aircraft penetrate that airspace without an ATC Clearance. (Attached)

A quick review of the present charts and the related airspace around Amberley shows a complexity that might allow some of the infringements.

Some suggestions for the review team to consider might be:

1. ATIS should be included in the frequency box with NDB, TACAN and TWR. First words on ATS broadcast should always say “Amberley Active” or “Amberley Not Active”. Perhaps even the telephone contact? Not hidden away in a over complicated ERSA entry.

2. I believe the Amberley airspace is not displayed on the charts in a manner that can easily be interpreted by many users, especially recreational pilots who contribute to the AI’s in the area. I believe we have two issues here, one is the way airspace is displayed on the charts and the other is the actual design of the airspace.

3. A review of how the airspace is displayed on the charts needs to take place in order to make it simple and easy to understand. A reference to similar airspace in the USA shows how it can be done. I believe you need to think right outside the box in such a review.

4. The vertical limits of the various airspace need to be displayed in a different manner. For example, the Danger areas at lower levels around Amberley need to be combined at least out to 43nm AMB in order to reduce the chart clutter and to simplify interpretation/s. In practical terms the D areas are not so relevant to GA ops as most such operations will operate in the D airspace regardless.

5. It is the R areas that need to be displayed clearly with the levels. A larger bold font would be much better such as used for the CTR.

6. The airspace above Amberley needs also to be reviewed.
7. I suggest that as an example that airspace that is presently R625A & R625D should be simplified. For example, the airspace out to 40nm BN within the present AMB R airspace could be made CTA with a base of A045 and the military use would then be coordinated with civil ATC. That CTA would be active H24. The AMB CTR would then only need to go up to the base of the CTA (A045) R625A could become a step and be activated in conjunction with the AMB CTR similar to Rocky for example. R625D should only show on the chart for that area that is not within CTA. In a similar way, those R areas that are within CTA need not be displayed on charts as a clearance is required for the CTA. From a pilot’s point of view, we don’t need to know how the airspace is being managed or if it is being managed by Civil or Military controllers. That’s an internal issue for the system to sort and should not promote chart clutter. I am of the belief that all the red lines and associated text make the charts much more complicated than required. The use of CTA and how it is displayed would be a much more user-friendly alternative.

8. This review may lead to a review of other similar airspace, however with a clear problem at Amberley, then as a safety of flight issue it should be give some priority, especially as the lead time for chart changes is often significant.

9. As indicated above, part of the proposed review should include how similar airspace is depicted on charts in other countries and how they switch on and off the airspace.
Analysis & Trend
- There were 14 Airspace Infringements (AIs) in Q3 2018. Four aircraft were unable to be raised on any frequency so their reasons are unknown. The main trends were NOTAMS not properly checked, and an over-reliance of EFB applications (the main issues included airspace status refresh issues and settings not set to show active Restricted Areas (RA)).

Amberley News
- Reminder: The VHF ATIS frequency is operational but not yet incorporated into ERSA. Details are in YAMB NOTAM B0251/18.

OzRunways / AVPLAN / other EFB
- On 19 Sep OzRunways had a glitch where BIG AMB airspace was not displayed as active until 20mins after activation time. NOTAMs remain the most accurate means of briefing airspace status.

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’d 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, BN CEN or AMB ATC).
- During CTAF ensure broadcasts are made on the CTAF frequency BEFORE transiting across the CTR.

AIRSPACE INFRINGEMENTS
- The aircraft had previously been in receipt of a clearance through AMB airspace at 4,500FT, despite current NOTAMs.
- Pilot instructed to remain OCTA. Pilot later called via phone that they had landed within AMB CTR.
- Pilot had navigated by maps and misjudged descent profile to remain below AMB airspace.

31 Aug: VFR Tecnam tracked south at 2,900FT
- Pilot contacted through Brisbane Centre
- Reason for AI unknown

10 Jul: VFR Tobago tracked YWCK to YBAF
- Entered R625C at 5,500FT and tracked north east
- Pilot was raised on radio by BN CEN then transferred to AMB APR

04 Aug: VFR C182 tracking YBOA to YTWB
- Entered R625B at 3,000FT and tracked north west
- Pilot called AMB Delivery on 134.6 for clearance however was already inside north west freq, BN CEN, Area, MULTICOM nor CTAF frequencies.

24 Aug: UNKNOWN AIRCRAFT
- Entered R625B at 3,100FT and tracked north west
- Exit R625B at 3,100FT
- Aircraft unable to be contacted via AMB freq, BN CEN, Area, MULTICOM nor CTAF frequencies.

28 Aug: VFR C206 tracking YBAF to YTEX at 5,100FT
- The aircraft had previously been in receipt of a clearance through AMB airspace at 4,500FT and was cleared to change frequency at R625C/B boundary (established OCTA).
- The pilot climbed through the base of R625C near Cunningham’s Gap.
TITLE: Airservices consultation on AIC H05/19

SUBMITTED BY: Doug Stott  djm.s@bigpond.com

PURPOSE: To highlight requirement for consultation by Airservices

KEY ISSUES:
- To ascertain what consultation took place as indicated in para 1.2
- To ascertain why the change was not tabled at the RAPACs

ATTACHMENTS: AIC H05/19

BACKGROUND

Over the past year or so, there have been a number of instances where changes to airspace etc have been proposed by Airservices but the change has not been tabled at the RAPACs for discussion.

Although in this instance the change was initiated in order to standardise with ICAO standards, the potential for additional costs to industry does not appear to have been considered by Airservices.

Failure to table such a change at the RAPACs is not acceptable.

It is unknown what effect this change will have on some equipment used in GA. Have Airservices investigated this aspect.

RECOMMENDATIONS or PROPOSAL [amend as required]

Airservices need to realise that the RAPACs are a wide based source of information and that timely consultation in many cases would make proposed changes much more acceptable to industry.

Any procedure, airspace change or similar that is likely to incur a cost to industry must be consulted widely.
### FILTERING DATA ON NAIPS

**Title:** Filtering data on NAIPS

**Submitted by:** Doug Stott djm.s@bigpond.com

**Purpose:** To raise the issue of NAIPS not being able to filter data according to flight requirements

**Key Issues:**
- NAIPS data is not able to be filtered
- User should be able to nominate class of airspace and maximum altitude and obtain relevant NOTAMs

**Attachments:** Nil.

**Background**

Existing procedures within NAIPS do not allow the selection of airspace or altitudes for the filtering of information such as NOTAMs.

One should be able to select for example: Class G (or D) airspace below A100 and only receive the relevant data, and not as is the present case obtaining a significant number of NOTAMs that are not relevant. Eg: YBBN.

**Recommendations or Proposal** [amend as required]

This subject has been raised previously and the response has been that a change is not possible due to IT limitations.

It has now got to the stage where this is a safety of flight matter as the quantity of NOTAMs in some areas is such that finding what is relevant is difficult and time consuming with the result that some are missed.

It is proposed that this subject be raised at all of the RAPACs with the aim of conducting a review in the publishing and distribution of NOTAMs and that Airservices urgently examine the options for making NAIPS more user friendly in this regard.
Archerfield Airport Corporation (AAC) encourages all interested members of the public and airport stakeholders to have a say in proposals to extend the airport’s main runway. The public consultation period for this aspect of Project AIM (Airside Infrastructure Modernisation) closes on Thursday March 14, 2019.

The runway extension proposal (as illustrated) is among some $17.5 million worth of airport improvements which will modernise ageing airport infrastructure, improve existing aircraft capability from/to the airport and help cater for anticipated growth in aircraft movements at Archerfield Airport. The improvements have been foreshadowed in successive airport approved master plans since 2000.

Together with replacement of the ageing ground lighting system with LED technology, the runway and associated taxiway improvements will provide safety, environmental, economic and operational benefits for the types and sizes of aircraft currently operating from the airport. As a result, Archerfield Airport will continue to play a support role to Brisbane Airport for the foreseeable future.

Feedback collected during the three-and-a-half month public consultation period will assist AAC to develop a final draft of the Major Development Plan for approval by the Minister of the Federal Department of Infrastructure, Regional Development and Cities.

To download a copy of the preliminary draft Major Development Plan outlining the runway improvements, visit AAC website (www.archerfieldairport.com.au/mdp) or view/purchase from AAC’s offices, top level of the Airport Terminal Building.

Submissions must be emailed by March 14 to mdp@archerfieldairport.com.au OR posted to Heather Mattes, General Manager Archerfield Airport MDP, PO Box 747 Archerfield Q 4108.
A message from the
GENERAL
MANAGER

Happy New Year everyone, I do hope 2019 brings you great things.

Field of Dreams - "It's the place dreams come true."

Over the past five years, we have worked very hard on strategically improving and positioning Archerfield Airport as a key metropolitan airport to generate growth in general, corporate, aeromedical/emergency and other key aviation businesses. It is so exciting now that we have such excellent support during the last few months of public consultation for the runway upgrade works.

Congratulations Don. You know the airport, you love the place, it loves you, you look after it so well and we appreciate your advice and support, your knowledge and experience to guide us.

Safe landings.

Heather Mattes
General Manager
07 3275 8000 / 0414 233 901

ENVIRONMENT NEWS

Birds and airports don’t mix

Tenants are reminded that feeding birds on airport is not permitted, and it is their responsibility to ensure that their operations do not attract birds. With the number of bird strikes increasing, it’s vital that the entire airport community is active in mitigating associated risks.

Feral pigeons are a particular issue; and while AAC is doing all it can to discourage these birds, they access hangars through open doors. Tenants should consider using ultrasonic or other bird repellers, or contacting a consultant (such as NatureCall or Avisure) for advice and/or treatment.

Youth no barrier to record flight

Congratulations to 16-year-old Liam Morey of the Sunshine Coast Aero Club, who recently set the world record as the youngest person to fly solo around Australia. Liam and his Bristell flew into Archerfield Airport for the last official stop of the historic 16,000km flight, which also promoted science, technology, engineering and maths to students across Australia to show them just how much they can achieve with knowledge and determination.

FOR LEASE

The following is a selection of airport premises now available for lease.

Hangar 642: Large steel framed and metal cladded hangar (18m x 38m - 532sq.m. approx.) adjacent to Beatty Rd with direct access to the main runway. Door height is approx. 4m. The hangar has basic amenities and airside and landside access.

Hangar 404: Air-conditioned hangar (19m x 12m - 600sq.m.) with three offices, store, workroom, mezzanine floor, amenities and concrete parking. The slide-out hangar door has a height of 5.021m. A bitumen apron connects to the taxiway.

Building 025: Landscaped office building on 472sq.m. with direct access to the airstrip apron and access via Qantas Ave. It contains six offices, a boardroom, large reception area and sizeable deck.

For more information on these and other available sites, visit www.archerfieldairport.com.au or call AAC Property Manager, Claudia Birnbreier on 07 3275 8000.

Contact us
Archerfield Airport Corporation
PO Box 747, Archerfield Q 4108
P (07) 3275 8000  F (07) 3275 8001
aac@archerfieldairport.com.au
www.archerfieldairport.com.au

If you would like to receive future editions of this newsletter electronically, please send an email to aac@archerfieldairport.com.au with the word ‘Subscribe’ in the subject line, or contact our office on (07) 3275 8000.

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REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

QLD RAPAC 2019-1
PAPER FOR DISTRIBUTION

AGENDA ITEM: 6.6
MEETING DATE: 7 March 2019

<table>
<thead>
<tr>
<th>TITLE</th>
<th>Hang Gliding &amp; Paragliding Site Requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUBMITTED BY</td>
<td>Sunshine Coast Sports Aviators (SCSA) <a href="mailto:president@sunshinecoastsportsaviators.com.au">president@sunshinecoastsportsaviators.com.au</a></td>
</tr>
<tr>
<td>PURPOSE</td>
<td>Approval requested for Hang Gliding &amp; Paragliding operations in 4 locations and for appropriate symbols to be shown on VTC charts.</td>
</tr>
<tr>
<td>KEY ISSUES</td>
<td>3 of the requested sites would operate in controlled airspace &amp; will require an Instrument to facilitate same, like that which applies at Point Cartwright &amp; Alex Headland on the Sunshine Coast. SCSA is supportive of such requirements.</td>
</tr>
<tr>
<td>ATTACHMENTS</td>
<td>Nil</td>
</tr>
</tbody>
</table>

BACKGROUND

Sunshine Coast Sports Aviators (SCSA) is the club body responsible for the conduct of flying operations for all HGFA disciplines from Brisbane North to Fraser Island inclusive. Our members operate from a range of coastal & inland sites that cater for a range of wind conditions & pilot expertise. Members come from across SEQ and north to CQ. Over recent years visiting pilots from more than 20 international points of origin, as well as every state of Australia, have enjoyed flying holidays in our region and our popularity as a sports aviation destination is continuing to grow.

Additionally, SCSA is continuing to experience membership growth which in turn creates demand for a greater number of Hang Gliding & Paragliding sites.

SCSA seeks to commence/recommence operations in the following locations;

- Mt Ninderry on the Sunshine Coast
  - Launch/landing location: -26.555216, 152.996851
  - Alternate landing location: -26.553127, 153.007458
- Woody Point
  - Launch/landing location: -27.258061, 153.099887
- Shorncliffe
  - Launch/landing location: -27.327235, 153.087598

SCSA have also secured agreement to commence Powered Paragliding operations at Maleny Sport & Rec Club grounds in the following location: -26.761845, 152.860154 and would like the appropriate symbol shown on VTC charts.

Relevant landowner permissions have either been granted or are in progress and we would like to expedite airspace usage consideration for each of the sites mentioned.

The Mt Ninderry site is of particular importance to the sport’s existence in the Sunshine Coast region. It’s suitable for a broad range of PG/HG skill levels. It can be flown in winds ranging thru NE to ESE and has minimal impact on residential areas. Past Qld championships have been conducted from this site. It is a coastal ridge soaring site & not a cross country site. With population growth putting pressure on other locations we are highly desirous of once again flying from Mt Ninderry.
QLD RAPAC members are invited to provide feedback to Paul Green,
president@sunshinecoastsportsaviators.com.au

We are requesting consideration of this proposal/matter and a discussion at the QLD RAPAC meeting.
TITLE: Joint Warfighting Series 2019 – Summary of Airspace Proposal

SUBMITTED BY: Defence

PURPOSE: To seek members’ feedback on the proposed TRAs for the Joint Warfighting Series 2019 during the period 07 June – 03 July 2019

KEY ISSUES:
- Shoalwater Bay shall commence with only permanent restricted airspace with the TRA being activation commencing on or about 7 Jun 19.
- Cowley Beach shall commence on or about 14 June until 24 June.
- Ingham shall commence on or about 25 June through to 3 July 2019.

ATTACHMENTS:
1. Map of proposed TRAs
2. Draft AIP SUP

BACKGROUND

Elements of the Australian Defence Force will be conducting activities associated with the Joint Warfighting Series (JWS) 2019 within, and in the vicinity of, the Ingham, Cowley Beach and Shoalwater Bay during the period 07 June – 24 July 2019.

The exercise will involve Amphibious Activity undertaken in accordance with MATS 2.4.7, fixed wing, rotary wing and UAS support. The aircraft involved and the nature of the operations being conducted are not compatible with civilian activities, nor is the size of extant airspace suitable to contain such operations. Temporary Restricted Areas are required to execute JWS19 are detailed below.

YBBB/TRA Cowley Beach

Conditional Status: RA2
Military Flying
Conditional Status: RA2
Military Flying
Lateral Limits: 17 30 00S 146 18 00E, 17 30 00S 146 30 00E, 17 48 00S 146 30 00E, 17 48 00S 145 52 20E, 17 40 47S 145 52 20E then along the anti clockwise arc of a circle of 50.00NM radius centred on 16 51 00.00S 145 44 35.99E to 17 30 00S 146 18 00E, 17 30 00S 146 18 00E
Vertical Limits: SFC-5000FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

Although there is nil anticipated fast jet activity in support of the activity at Cowley Beach, there is expected to be a high concentration of rotary wing activity including heavy lift rotary wing with slung loads and UAS support. The implementation of a restricted area is required for military UAS activity. Due to the expected high volume and unusual activity establishment of the TRA will ensure safety of both military and civilian airspace users.
YBBB/TRA INGHAM UPPER

Conditional Status: RA2
Military Flying
Lateral Limits: 18 47 25.50S 146 20 40.50E, 18 31 36.60S 145 59 57.66E, then along the anti clockwise arc of a circle of 10NM radius centred on 18 10 42S 145 57 00E (YCDW/ALA) to 18 10 00S 146 07 35.49E, 18 10 00S 146 30 00E, 18 38 50S 146 40 38E then along the anti clockwise arc of a circle of 36NM radius centred on 19 14 42S 146 45 30E (YBTL/VOR) to 18 47 25.53S 146 20 40.47E
Vertical Limits: 6000FT-FL150
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858
Laterally confined within Y177 and W387 to facilitate civilian traffic to and from TVL/CNS – established in consultation with AsA. Lower level A060 to ensure LSALT and RNAV remains available at Ingham and coincidentally ensures both Palm Island approaches also available. Provides holding area for participating fixed wing support.

YBBB/TRA UAS NORTH

Conditional Status: RA2
Military Flying
Lateral Limits: 18 16 42S 146 21 44E, 18 16 42S 146 32 15E, 18 26 37S 146 32 15E, 18 26 37S 146 21 41E, 18 16 42S 146 21 44E
Vertical Limits: SFC-6000FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

YBBB/TRA UAS SOUTH

Conditional Status: RA2
Military Flying
Lateral Limits: 18 38 09S 146 20 40E, 18 38 09S 146 25 52E, 18 43 13S 146 25 52E, 18 43 13S 146 20 40E, 18 38 09S 146 20 40E
Vertical Limits: SFC-6000FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

To be activated as required for specified periods (yet to be determined) during Ingham airspace activation. TRA required to facilitate UAS support and training objectives. TRAs are deconflicted with RNAV approach to Ingham.

YBBB/TDA INGHAM CENTRE

Conditional Status: RA2
Military Flying
Lateral Limits: 18 47 25.50S 146 20 40.50E, 18 31 41.40S 145 59 58E, then along the anti clockwise arc of a circle of 10NM radius centred on 18 10 42S 145 57 00E (YCDW/ALA) to 18 10 00S 146 07 35.49E, 18 10 00S 146 30 00E, 18 38 50S 146 40 38E then along the anti clockwise arc of a circle of 36NM radius centred on 19 14 42S 146 45 30E (YBTL/VOR) to 18 47 25.53S 146 20 40.47E
Vertical Limits: SFC-6000FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

Supports increased rotary wing activity (including heavy lift and slung loads) and close air support from either HAWK or PC9 fixed wing aircraft. Ensures civil aviators will apply extra caution if requiring operations in this area during this period.

YBBB/TRA INGHAM WEST

Conditional Status: RA2
Military Flying
Lateral Limits: 18 51 58S 146 15 55.30E, 18 51 58S 145 59 58E, 18 31 41.40S 145 59 58E, 18 47 25.50S 146 20 40.50E, then along the anti clockwise arc of a circle of 36NM radius centred on 19 14 42S 146 45 30E (YBTL/VOR) to 18 51 58S 146 15 55.30E
Vertical Limits: 3000FT-8500FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

Structured to remain underneath climb/descent profiles of RPT (in CTA) but enabling fixed wing support to amphibious lodgement. Supports increased rotary wing activity (including heavy lift and slung loads) and close air support from either HAWK or PC9 fixed wing aircraft.
YBBB/TDA INGHAM WEST

Conditional Status: RA2
Military Flying
Lateral Limits: 18 51 58S 146 16 55.30E, 18 51 58S 145 59 58E, 18 31 41.40S 145 59 58E, 18 47 25.50S 146 20 40.50E, then along the anti clockwise arc of a circle of 36NM radius centred on 19 14 42S 146 45 30E (YBTL/VOR) to 18 51 58S 146 15 55.30E
Vertical Limits: SFC-3000FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

Supports increased rotary wing activity (including heavy lift and slung loads) for amphibious lodgement whilst still enabling civil access to Ingham. Identifies increased military activity and unusual operations to forewarn civil aviators to exercise extra caution.

YBBB/TRA INGHAM EAST

Conditional Status: RA2
Military Flying
Lateral Limits: 18 38 50S 146 40 38E, 18 00 00S 146 30 00E, 18 10 00S 147 00 00E, 18 41 17S 147 00 00E, then along the anti clockwise arc of a circle of 36NM radius centred on 19 14 42S 146 45 30E (YBTL/VOR) to 18 38 50S 146 40 38E
Vertical Limits: SFC-8500FT
Controlling Authority: Joint Airspace Control Cell (02) 6128 4857/4858

Established to support maritime strike (low level) by fast jet and low-level fixed wing support.

Non-exercise aircraft with a declared emergency, radio failure or participating in activities for the preservation of life or property (SAR, MEDEVAC, POL or FFR) will be afforded priority for access to the exercise airspace. Clearances shall be issued to Border Force aircraft on priority tasks, irrespective of the status of the airspace involved, such that these flights are subject to minimum delay.

The Joint Airspace Control Cell has liaised closely with appropriate members of Airservices Australia on the design of the airspace structure in order to minimise the impact on civil air routes and arrivals to and departures from Cairns, Townsville, Rockhampton, Hamilton Island and Mackay. JACC has also consulted local operators IVO Ingham and Palm Island in order to minimise impact to their operations. The requirements of MATS 2.4.8 have been applied in the vertical and lateral dimensions of the airspace. An airspace brief is to be provided to RAPAC.
Bureau of Meteorology Update

QLD RAPAC

Presented by Tristan King
Topics

• Aviation Meteorological Services Transformation
• Aviation Customer Satisfaction survey
• TAF Review
• Trend (TTF) Review
• Feedback - SIGMET sequence number changes
Transformation of Aviation Meteorological Services:

**Current operations**
- Forecasters provide public and aviation weather
- Forecasting delivered from 11 discrete locations

**Key issues:**
- Service improvements are complex and costly
- Workload managed within locations
- Scope to strengthen and uplift aviation specialisation.

**Future service demands**
- Industry trends
  - Growth in air movements
  - Global operations and sourcing

**Future services**
- Digital and graphical met information, in cockpit
- Air Traffic Flow Management, OneSky
- Regional Hazardous Weather Advisory Centres (VAAC, TCAC)
**Waypoints**

**Service Review**
- 2014-2015: Review of Service
- 2016-2017: Customer feedback

**Business Case**
- 2016-2017: Business case

**Programme Yr 1**
- 2017-2018: Operating and business model development
- 2018-2019: Staff deployment; Systems commissioned

**Programme Yr 2**
- 2018-2019: Northern Aviation Centre (Brisbane) operational

**Programme Yr 3**
- 2019-2020: Full technology uplift complete
- 2019-2020: Southern Aviation Centre (Melbourne) operational
More information:

Aviation Meteorological Services
Transformation webpage

Contact us on:
Aviation_Transformation@bom.gov.au
The Bureau launched the Aviation Customer Satisfaction Survey at the 2019 Avalon Airshow.

You can access the survey via the Bureau's website: www.bom.gov.au/aviation/survey

Or download via the picture barcode →

We encourage you to complete the survey and inform other members to participate in the survey.
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.

• Draft report expected to be released for industry comment mid 2019. Implementation of changes expected 2020.

Trend (TTF) Review

- BoM is working closely with CASA regarding Trend (TTF) review and fuel rules related to this change.

- The Trend Review Implementation Working Group (TRIWG) will be re-instated to ensure the necessary changes and a smooth transition TAF3 (TAF routinely issued every 3 hours and as required)

- Implementation potentially in November 2019 (TBC)
Feedback on SIGMET Sequence Number Changes

- SIGMET sequence numbers consist of three characters, e.g. B02

- The SIGMET sequence number changed on the 8th November 2018 to allow each 26 alpha characters to be used per FIR.

- As a result, the same alpha character can be used simultaneously in each FIR but for two different SIGMET phenomena.

YM MM SIGMET C02 VALID 200500/200900 YM HF-
YM MM MELBOURNE FIR SEV TURB FCST WI S4000 E14900 - S4250 E14900 - MRL - OAT - YDPO - S4000 E14700 SFC/8000FT STNR WKN
RMK: ME=

YB BB SIGMET C02 VALID 200440/200640 YSRF-
YB BB BRISBANE FIR SQL TS FCST WI S2910 E15000 - S2910 E15020 - S3100 E15140 - YNWD - S3140 E15140 - MUI - S2940 E14950 TOP ABV FL450 MOV E 35KT NC
RMK: BB=
Coming soon…

- Manual of Aviation Meteorology Update planned this year.
Bureau's Exhibition at Avalon Airshow 2019

- Customer consultation
- Promoted survey
- Knowledge centre
Questions and comments

Avn_Regional@bom.gov.au
Airspace Modernisation Program

Class E Airspace at Ayers Rock

Air Navigation Services and Customer Service Enhancement
February 2019
Destination ATM 2025

Enhanced Long Haul Airspace Services
- Enhanced Oceanic Surveillance (Satellite ADS-B)
- Long Range Air Traffic Flow Management
- Route Optimisation (Blade Preferred Routes / Dynamic Airborne Route Procedures)
- Single Flight Information Retrieval

Modernized Air Traffic Control Environment
- Configuration Flexibility
- Consistent and informed Supervision
- Intelligent Pre-Shift Briefing
- Mobile Operational Information
- Co-located Defence/Civilian Workforce
- Integrated Defence/Civilian ATM platform
- Full Contingency Capability
- Performance Based Endorsement
- Dynamic Sectors
- Voice Switch Capacity
- Enhanced Airspace and Aircraft Conflict Detection
- Workload Forecasting and Management
- Nationally Standardised Procedures

Enhanced Regional Airspace Environment
- Airspace reform aligned to enhanced services
- Increased low altitude ADS-B coverage (terrestrial and satellite)
- Flexible Use of Airspace

Enhanced High Density Airspace Environment
- Continuous Descent Approach
- Integrated Departures/Arrivals Management
- Wake Turbulence Re-categorisation and Alerting

Enhanced Aerodrome Environment
- Digital Aerodrome Services Delivery
- Airport Collaborative Decision Making
- New Parallel Runways at Brisbane and Melbourne
Airspace in the ATM context

Air Traffic Flow Management

- Setting the platform for effective Air Traffic Management

Air Traffic Control

- Delivering safe and efficient services

Airspace Management

- Enabling a predictable air transport network
Changing ATM Environment

• Changes to technology (eg Performance based navigation)
• Mandated avionics (eg IFR ADS-B mandate)
• Changes to the ATM platform capability (eg CMATS)
• General aviation expectations (eg VFR access)
• New airspace users (eg Drones, RPAS)
• Changed government expectations (eg Airspace Policy Paper)
• Differing international practice (eg FAA airspace)

• Emerging airports (eg Western Sydney)
• Emerging services (eg Ballina)
• New runways (eg Brisbane and Melbourne)
• New service offerings (eg Digital Aerodrome Services)
• Enhanced surveillance (eg Satellite ADS-B)
• Modernised communications (eg SATCOM)
• New aircraft capability (eg increased velocity, altitude, range)

….airspace hasn’t kept up
Features of our current airspace architecture

- Inconsistent regional terminal airspace
  - Differing local ATC procedures & handoffs
  - Differing airspace classification

- Inconsistent capital city tower airspace
  - C in Australia, B in several other countries

- Under utilised surveillance capability
  - Procedural separation where surveillance exists

- Unnecessary restrictions on VFR access
  - Class A where C is suitable

- Traffic service where separation services are appropriate
  - Class G where E is appropriate in both enroute airspace and outside of tower operating hours

<table>
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<tr>
<th>Class</th>
<th>Controlled</th>
<th>IFR</th>
<th>SVFR</th>
<th>VFR</th>
<th>ATC Clearance</th>
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<th>Traffic Information</th>
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<td>Provided where possible if requested</td>
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</table>
Prioritised changes

1. **5 Tower’s Transfer of Airspace to Enroute**
   - Hobart, Albury, Launceston, Alice Springs and Tamworth Towers transfer of airspace 4,500 feet AMSL and above to Enroute Surveillance Controllers – *increasing airspace within which surveillance services are provided*
   - May 2019

2. **Increased Enroute Class E and Class C Airspace**
   - Replacement of uncontrolled airspace with controlled airspace above 12,500 feet - *increasing airspace in which separation service is provided*
   - Increasing access to airspace for aircraft operating under visual flight rules above 18,500 feet
   - November 2019

2.1 **Non towered airport Class E trial**
   - Replacement of uncontrolled airspace with controlled airspace at Ayers Rock Aerodrome for terminal airspace from 5,500 feet AMSL
   - November 2019
Changes map

**Change Principles**

**CP1.** The class of airspace should be commensurate with the service level required to appropriately manage the assessed level of risk.

**CP2.** There should be national consistency and standardisation of airspace and procedures to reduce complexity for air traffic controllers and pilots and enhance service resilience.

**CP3.** The class of airspace should leverage the implementation of air traffic management technologies (such as ADS-B surveillance) to improve safety, mitigate risk and enhance access to airspace for all airspace users.

**Service Outcomes**

**SO1.** Ensure the safety of air navigation is the most important consideration while fostering and promoting civil aviation.

**SO2.** Provide a predictable, efficient and effective service to the aviation industry.

**SO3.** Innovate for airspace user value aligned with global industry expectations.

**2.1** 5 Tower’s Transfer of Airspace to Enroute

May 2019

CP2

SO2

**2** Increased Enroute Class E and Class C Airspace

November 2019

CP1
CP2
CP3

SO1

**2.1** Non towered airport Class E trial

November 2019

CP1
CP2
CP3

SO1
## Airspace Change Process

<table>
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<tr>
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<th>Gate 1</th>
<th>Prioritisation and Resource Allocation</th>
<th>Change Preparation</th>
<th>Gate 2</th>
<th>Consultation and Change Process</th>
<th>Gate 3</th>
<th>Implementation and PIR</th>
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<tbody>
<tr>
<td>Submit proposal (6.2.2.4)</td>
<td>Gate 1 review (6.2.4)</td>
<td>Service Manager - Assign prioritisation (6.2.5.1)</td>
<td>Assign change coordinator (6.2.6.1)</td>
<td>Gate 2 review (6.2.7)</td>
<td>Execute SEP (6.2.8.1)</td>
<td>Gate 3 review (6.2.9)</td>
<td>Regulatory Performance - ACP to CASA</td>
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<tr>
<td>Commence EIA as per A-NOS-ENV-2.100 (6.2.3.5)</td>
<td>FPG approval</td>
<td>AT3 Change - Allocate resources (6.2.5.2)</td>
<td>Create NRFC (6.2.6.1)</td>
<td></td>
<td>GSCE - Report on engagement outcomes</td>
<td></td>
<td>ATM Data Services - Publication</td>
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</table>

**Note:**
- a) For PP errors, see 6.2.3.4; b) for MMP errors, see 6.3.1.7

- Further information requested (resubmit to Gate 1)
- Cancel
- Further information requested (resubmit to Gate 2)
- Cancel
- Further information requested (resubmit to Gate 3)
- Cancel

- CASA consultation (see Note at 6.2.8.1)
- Review risk record (6.2.8.2)
- CASA ACP form (6.2.8.3)
- Progress NRFC (6.2.8.4)
- NRFC endorsement (6.2.8.5)
- Develop training as per C-MAN0108

- PIR (6.2.10.3)
Current

- Tower (ADC) provides approach procedural separation in Class C airspace A085 – A045 and in Class D airspace from A045 to ground
- Enroute provide control services down to A085

Concept

- Tower provides approach procedural separation in Class D airspace A045 to ground
- Enroute provide separation in Class C airspace down to A045
**Current**

- Class A airspace does not have a standardised base and restricts airspace access for VFR aircraft to not above FL180 in medium and high density areas.
- Class E airspace in continental (low density) areas has a lower limit FL180. There is under utilised surveillance capabilities in Class G airspace below FL180.
- Mildura, Dubbo and Bass Straight areas have Class E Corridors LL F125.

**Concept**

- Class A airspace is raised to FL245 across the Australian FIR. This will standardise the airspace and provide increased airspace access for VFR aircraft.
- Over continental (low density) areas, class E airspace is lowered to FL125.
- Class E FL125 will provide enhanced services (separation) for IFR aircraft whilst retaining unrestricted airspace access for VFR aircraft.
- Mildura, Dubbo and Bass Straight Class E corridors will blend in with continental Class E facilitating standardisation of airspace over the continent.

---

**Increased Enroute Class E and Class C Airspace**

Replacement of uncontrolled airspace with controlled airspace above 12,500 feet - increasing airspace in which separation service is provided. Increasing access to airspace for aircraft operating under visual flight rules above 18,500 feet.
2.1 Non towered airport Class E trial

Current

- IFR aircraft leave class E airspace passing FL180 and enter class G on decent to Ayers Rock. ATC separation services are terminated and replaced by FIS and DTI with known aircraft.
- All aircraft self separate in class G airspace
- Surveillance capability to the ground is under utilised

Concept

- IFR remain in class E airspace down to A055
- IFR aircraft receive ATC separation services with other IFR aircraft down to 5,500ft AMSL
- Surveillance capability is utilised for separation services for IFR aircraft down to A055 whilst facilitating continued airspace access for VFR aircraft
- VFR self separate in class E and G airspace
Ayers Rock Proposal Consultation

• Consultation with RPT Operators (Qantas, Virgin, Jetstar, Cobham, Alliance and RFDS)
• Consultation with GA Operators (Ayers Rock based and frequent Ayers Rock airspace users as well as airport operator)
• Consultation with industry bodies (RAPAC, RAAA, RAAus, AusALPA, ASTRA, AOPA and APF)
• Consultation with Government (Defence, DIRD and CASA OAR)

• Engagement through mixture of face to face briefings and electronic communication
Ayers Rock Proposal Consultation

• Initial proposal was to introduce Class E airspace from 1,200ft (AGL)

• Following feedback from stakeholders (GA, RAPAC, airlines) proposal was changed to introduce Class E from 5,500ft (AMSL)

• Consultation on this proposal was crucial to producing an airspace design that is safe and efficient for both airspace users and air traffic control
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

LL Training west of Rocky
Air Drops
WALLABY 2019

OPERATIONAL IMPLICATIONS
Flight Routes

C130 LL training FPL notification
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
Status of Airspace

- NOTAM request submitted minimum 8 hours prior
- Check status of airspace prior to entry
Rockhampton Airport

- Helos parked on Eastern end of RWY 04/22
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/Coastwatch 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
Joint Warfighting Series 2019 (JWS19)
09 Jun – 24 Jul

Headquarters Air Command

Mission First, Safety Always
Airspace & Activity

• Consists of various sea & land exercises nested under JWS19 construct
• Airspace requirements for Phase 2 and Phase 3 of JWS19
• Primary concern for RAPAC are Cowley Beach, Ingham and Shoalwater Bay
• Aircraft operating primarily from Townsville, Rockhampton, Amberley and ship based platforms
Cowley Beach 14 – 24 Jun 19

- In support of Ex Sea Explorer
- Initial training for amphibious task group
- Aircraft include rotary wing (including heavy lift with slung loads and UAS)
Airspace Depiction
Ingham 25 Jun – 03 Jul 19

• In support of Ex Sea Raider
• Integrated training for amphibious task group
• Aircraft include rotary wing (including heavy lift with slung loads, fixed wing (most likely PC9 and P8) and UAS (MUAS, VSAUS and Scan Eagle)
• UAS North and South to support Scan Eagle
• Base of TRA A060 to enable civil access to Ingham including RNAV approach at Ingham
• TDA to ensure civil aviators aware of increase of and unusual activity
Ingham continued

• Defence documentation will promulgate both Orpheus Island and Palm Island as sensitive areas
Airspace Depiction
Shoalwater Bay 27 Jun – 24 Jul 19

- There will be activity contained within extant SWBTA prior to this period (limited aviation activity)
- Activation of TRA Shoalwater Bay and increase of aviation activity from 27th June
- Wide range of aircraft including fixed wing, fast jet, rotary wing and UAS
- Sensitive areas promulgated as per ISLS18
Airspace Depiction
Contact Details

Joint Airspace Coordination Cell (JACC)
Email: adf.airspace@defence.gov.au
Tel: (02) 6128 4856/52
Joint Warfighting Series 2019 (JWS19)
09 Jun – 24 Jul
Phase 3 – Coral Sea & Amberley Airspace

Headquarters Air Command

Mission First, Safety Always
Airspace & Activity

- Large force employment of fast jet activity from Amberley and also carrier based
- Maritime fixed wing support
- Airspace windows as per draft AIP SUP
- Integrated support to SWBTA land based activity
- Diversion routes pending AsA action for inclusion in AIP SUP
Airspace Configurations - Talisman Sabre (TS19) 12-24 Jul 19

- Amberley & Coral Sea airspace is primarily constructed to support TS19, 12-24 Jul 19
- R637 will be utilised outside of TS19 serials to support carrier based operations
Amberley Airspace 1

- Extant RAs
- Two periods daily
  - 12th July
  - 13th July
  - 16th July
  - 17th July
  - 19th July
Amberley Airspace 2

- Combination of extant airspace TRAs in the south
- Two periods daily
  - 14th July
  - 18th July
  - 22nd July
  - 23rd July
  - 24th July
Amberley Airspace 3

- Extant airspace & TRAs in the north for integrated support to SWBTA
- Morning of 20th July
Amberley Airspace 3a

- Full airspace (extant & TRAs) excluding R644
- Afternoon 20th July
Contact Details

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