MINUTES

<table>
<thead>
<tr>
<th>Item No</th>
<th>Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>OPENING</td>
</tr>
<tr>
<td>2</td>
<td>REVIEW OF ACTION ITEMS</td>
</tr>
<tr>
<td>3</td>
<td>REGIONAL SAFETY MATTERS</td>
</tr>
<tr>
<td>4</td>
<td>CHANGE PROPOSALS</td>
</tr>
<tr>
<td>5.1</td>
<td>Bureau of Meteorology</td>
</tr>
<tr>
<td>5.2</td>
<td>Airservices Australia</td>
</tr>
<tr>
<td>5.3</td>
<td>Defence</td>
</tr>
<tr>
<td>6.1</td>
<td>Update on low-level frequency use in Class G airspace – Discussion (no paper)</td>
</tr>
</tbody>
</table>
1. **OPENING**
   The Chair thanked attendees for making their time available and welcomed everyone to the meeting. He also acknowledged the life and achievements of Bob Gardner who recently passed away.

   Apologies: Tony Alder (HCAPA), Paul Green (HGFA), Paul Reilly (HGFA)

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**
   Mr Harrison Burns-Fabb (BoM) gave a presentation (attached) which discussed the BoM Transformation Project, SIGMET sequence numbering and some improvement to the Graphical Area Forecast (GAF) following the Post Implementation review. He also discussed an upcoming TAF review and the update of the Manual of Aviation Meteorology. BoM will also be sending RAPAC members a Survey for Regional Airports.

   There were no questions or discussion following the presentation.

   5.2 **Airservices Australia**
   Mr Rob Irwin (Airservices) gave a presentation (attached) which included an update on Action Items 2017-3/3, 2017-3/4 and 2018-2/4. He also discussed proposed Brisbane airport Light Aircraft Routes and a proposed Emergency Helicopter Sector in the vicinity of the Brisbane CBD. Mr John Wagner (Wellcamp Airport) questioned whether the sector would include operations from his Helicopter Landing Sites in the area. Further discussion ensued on the proposal and similarities to operations in Sydney. Mr Irwin and Mr Wagner to discuss further out of session.

   5.3 **Defence**
   SQNLDR Luck (Defence) discussed the recent Airspace Infringement data from RAAF Amberley. There was no discussion or questions specific to the presentation, although Mr Peter Boughen (HCAPA) further discussed Airspace Infringements later in the forum.
6. OTHER BUSINESS

6.1 Update on low-level frequency use in Class G airspace

The Chair gave an update on low-level frequency use in Class G airspace (Multicom) and advised that the issue should be finalised shortly, with the public release of the Summary of Consultation (SOC) this week and changes to AIP in February. In essence, the plan is to revert to the 2013 procedures, but to ensure as many uncharted aerodromes as possible are included on charts. There was discussion on the time taken to finalise the issue and the requirement for an ongoing and consistent education program to accompany the changes.

6.2 Update on the QANTAS Academy at Wellcamp Airport

Mr John Wagner gave an update on the development of the Qantas Academy with L3 Commercial Training Solutions as the training provider and the Flight Training Adelaide Academy at Wellcamp Airport. The current plan sees Qantas beginning operations, with up to 100 students, at Wellcamp in July 2019. The Academy will likely grow to cater for up to 500 students (both Qantas and International students) using up to 60 aircraft (likely Diamond DA40 and DA42) at Wellcamp and surrounding ‘satellite’ aerodromes. Flight Training Adelaide has already commenced ground training components with 20 students and is planning for flight training to commence on 26th November 2018. Student numbers are to increase to about 80 in 2019. There was discussion on likely aircraft movements and airspace requirements and it was agreed that consultation with local operators is critical due to the limited time until operations commence.

The RAPAC agreed that the currently inactive Darling Downs Airspace Users Group should be reformed and that the group hold a public meeting of pilots and operators to discuss airspace matters. The Convenor was nominated to coordinate the meeting and report back to RAPAC.

| Action | The Convenor to reform the Darling Downs Airspace Users Group and call a meeting of interested parties to hear submissions and to discuss airspace matters |
| Responsible | Convenor - Trevor Bange |
| Timeframe | Out of Session and report progress to the next RAPAC meeting 2019-1 |

6.3 Airspace Infringements in Defence airspace

The Convenor (Trevor Bange) raised the issue of Airspace Infringements (AI) in Defence airspace which was discussed at the Industry meeting. He handed over to Mr Peter Boughen as the lead in the discussion. Mr Boughen discussed several options which might reduce the numbers of AI, such as including the ATIS frequency on charts and changing the Restricted airspace altitude format on the charts to match the civil airspace format. He will continue to develop his concepts and provide an update at future RAPAC meetings.

6.4 Consolidation of Class E boundaries around QLD Gliding locations

Mr David Jansen highlighted that gliders operating in the vicinity of Darling Downs, Warwick and Kingaroy may be required to use five different Class E frequencies in that area. He asked if it is possible to change the boundaries to reduce the number of frequency changes required. The Chair offered to look into the question out of session and inform Mr Jansen of the result.

| Action | The Chair to explore the option of changing Class E boundaries in vicinity of Darling Downs, Warwick and Kingaroy to reduce number of frequency changes and report back to David Jansen. |
| Responsible | Chair |
| Timeframe | Out of Session |
6.5 Caloundra Aerodrome Risk assessment

Mr Greg Hunt (Sunshine Coast Council) raised that there are quite a few changes at Caloundra aerodrome and it is becoming busy, leading to some frustration from operators and the community. Prior to suggesting any action by the council, he is keen to conduct a risk assessment to ensure all aspects of aerodrome operations are considered (i.e. safety, noise, environment etc). He requested advice on whether any assistance on this topic is available to the council. Multiple delegates offered assistance and will work with Mr Hunt out of session.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rob Walker (Chair)</td>
<td>CASA</td>
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<tr>
<td>Matthew Di Toro (VC)</td>
<td>CASA</td>
</tr>
<tr>
<td>Iain White</td>
<td>CASA</td>
</tr>
<tr>
<td>Trevor Bange (Convenor)</td>
<td>Lone Eagle Flying School</td>
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<tr>
<td>Doug Stott</td>
<td>HCAPA</td>
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<tr>
<td>Rob Irwin</td>
<td>Airservices Australia</td>
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<tr>
<td>Peter Boughen</td>
<td>HCAPA</td>
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<tr>
<td>SQNLDR Adam Luck</td>
<td>Department of Defence - Oakey</td>
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<tr>
<td>Harrison Burns-Gibb</td>
<td>BoM</td>
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<tr>
<td>Julian de Morton</td>
<td>BoM</td>
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<tr>
<td>Andrew Rumbell</td>
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<td>Craig Patterson</td>
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<td>David Falk</td>
<td>RFDS</td>
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<tr>
<td>Mick Jahnke</td>
<td>Lone Eagle Flying School</td>
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<tr>
<td>John Wagner</td>
<td>Wellcamp airport</td>
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<tr>
<td>Sara Hales</td>
<td>Wellcamp airport</td>
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<tr>
<td>Peter Stephenson</td>
<td>Redcliffe AeroClub</td>
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<tr>
<td>Neil Schaefer</td>
<td>RAAus</td>
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<tr>
<td>David Jansen</td>
<td>GFA</td>
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<tr>
<td>Martin Smith</td>
<td>AUSALPA</td>
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<td>Lachlan Gray</td>
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<tr>
<td>Pavel Davidyuk</td>
<td>Aviation Projects</td>
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<tr>
<td>Glenn Paine</td>
<td>Sunshine Coast Council</td>
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<tr>
<td>Greg Hunt</td>
<td>Sunshine Coast Council</td>
</tr>
<tr>
<td>Heather Mattes</td>
<td>Archerfield Airport Corporation</td>
</tr>
<tr>
<td>Reference</td>
<td>Action</td>
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</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>2017-3/4</td>
<td>Airservices to consider publishing the five-letter-name-code of a waypoint that is related to an aerodrome on VFR charts to aid in situational awareness.</td>
</tr>
<tr>
<td>2018-2/1</td>
<td>Neil Schaefer (RAA), Peter Boughen (HCAPA), Doug Stott (HCAPA), and Trevor Bange (Convenor) will assist Mr Paine to write a new RAPAC papers, for out of session distribution, outlining the proposed circuit direction change at Caloundra. Mr Paine to make initial contact.</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 QLD RAPAC on whether coverage charts could be produces as outlined paper 6.2 or to display those locations where an ADS-B ground station exists.</td>
</tr>
<tr>
<td>2018-3/1</td>
<td>The Convenor to reform the Darling Downs Airspace Users Group and call a meeting of interest parites to hear submissions and to discuss airspace matters.</td>
</tr>
<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>
</tr>
</tbody>
</table>
Bureau of Meteorology
Update

SQLD RAPAC
Presented by Harrison Burns-Fabb
Transformation of Aviation Meteorological Services: Case for Change

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)
Transformation Blueprint

**Quality**
- Dedicated aviation specialists with a deep understanding of the industry

**Responsive**
- Service improvements faster due to consolidation of people and ICT

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

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

Operating environment:
- simpler, swifter, robust

Improved Tools
- Flexible workload
- Intelligent alerts
- Situational awareness

Training / Learning
- Knowledge-base
- Immersive simulator
Waypoints

Service Review
- 2014-2015: Review of Service
- 2016-2017: Customer feedback
- 2017-2018: Operating and business model development
- 2018-2019: Staff deployment; Systems commissioned
- 2019-2020: Full technology uplift complete

Business Case
- 2016-2017: Business case
- 2017-2018: Technology design and build
- 2018-2019: Northern Aviation Centre (Brisbane) operational
- 2019-2020: Southern Aviation Centre (Melbourne) operational

Programme Yr 1
- 2014-2015: Review of Service
- 2016-2017: Customer feedback
- 2017-2018: Operating and business model development
- 2018-2019: Staff deployment; Systems commissioned
- 2019-2020: Full technology uplift complete

Programme Yr 2
- 2016-2017: Business case
- 2017-2018: Technology design and build
- 2018-2019: Northern Aviation Centre (Brisbane) operational
- 2019-2020: Southern Aviation Centre (Melbourne) operational

Programme Yr 3
More information:

Aviation Weather Services

Contact us on:
Aviation_Transformation@bom.gov.au
Changes to SIGMET sequence numbering

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

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

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

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

**YBBB** SIGMET **C02** VALID 200440/200640 YSRF-
YBBB 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=
GAF Post Implementation Review – Actions

- To assist with GPWT product - BoM will create GPWT/PCA reference charts.
  - Complete – Available on Bureau website and NAIPS Chart Directory.

- Update of Education Guide.
  - complete

- Airservices update NAIPS in coordination with the BoM.
In early July, Airservices deployed an update to the NAIPS web interface. The update included the following:

- The period of validity of a briefing defaults to **6 hours** (reduced from 24);
- The chart variant defaults to **Hi Res** and the variant can no longer be omitted when requesting a briefing;
- The chart directory now displays the **start time** of the chart (replacing product type and receive time columns);
- When **PDF** is selected from the chart directory, the chart is now displayed immediately (rather than a separate form being displayed requiring the user to click another link);
- Other changes will be deployed at a later date.

### NAIPS Chart Directory

Pilots should check the validity period of charts prior to using.

<table>
<thead>
<tr>
<th>Code</th>
<th>Name</th>
<th>Valid From</th>
<th>Valid Till</th>
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<tbody>
<tr>
<td>81220</td>
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<td>20180717 1200</td>
<td>PERM</td>
</tr>
</tbody>
</table>
TAF Review

- Previous review implemented in 2015.

- 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 Q2 2019

- Implementation of changes expected Q2 2020.
Coming soon...


- Survey for Regional Airports
  An out of session e-mail will be sent out when the online survey becomes available.
Thank you.

Avn_Regional@bom.gov.au
harrison.burns-fabb@bom.gov.au
Action items

Introduce 5-letter 5LNC codes that correlated to a geographic location
• Rob and Peter to meet and discuss
  • We have not had the opportunity as yet

Publish the 5-letter name code of a waypoint that is related to an aerodrome on VFR charts
• Airservices to consider alternatives
  • Focus is on introduction of a data centric single source of truth database for aeronautical charting information as opposed to current multi-source manual model. Can consider it in the future when new system is in place.

ADS-B ground stations on ERC charts
• Airservices to consider
  • No coverage layout – don’t do it for VHF or navaids
  • Not in compliance with ICAO – what is the operational benefit?

Aerodromes on charts
Verified and unverified on VTC/VNC and WAC charts by mid-2019 – appropriate symbols
Introduction of a 700ft OCTA CTR sector for emergency helicopter operations to and from hospitals

- **Process:**
  1. Develop concept
  2. Consult with stakeholders
  3. Submit ACP to CASA – February 2019
  4. Introduce change – November 2019 AIRAC

- **Benefits:**
  1. Simplify ATC procedures for pilots and controllers
  2. Minimal frequency changes
  3. No requirement for separation from BN traffic
Current CTR airspace

- RNP-AR RWY 01R
- ILS RWY 01L (proposed)
- ILS RWY 01R
Proposed EMG HELO OCTA Sector

Developed in conjunction with Lifeflight and QGA.

0.35nm manoeuvring area to edge of CTA at RBH and PA hospitals.

Significant visual reference points:
- West of Storey Bridge at 700’ is OCTA
- South of Ballymore Stadium at 700’ is OCTA
Analysis & Trend: This period there was 6 Airspace Incursions (AI). For the same period in 2017 we had 8 AIs and 3 AIs in 2016. The majority of these involved being unaware of the of Oakey Airspace or unaware of the status of the Airspace. Time spent on Flight Planning will always be worthwhile. If you are using an electronic flight bag ensure it is using up to date information.

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

For the 3 month period we have had 6 AI.

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.
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
- OzRunways had a glitch where BIG AMB airspace was incorporated into ERSA. Details are in YAMB NOTAM B0251/18.

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

19 Jul: VFR C182 tracked YWCK to YBAF
- Entered R625C at 7,000FT and tracked east
- Pilot was raised by BN CEN and switched to AMB APR
- Pilot had a mid-flight change to route and airspace status was not displayed on nav device.

02 Sep: UNKNOWN AC
- Entered R625A at 4,100FT and tracked south
- Vacated R625B at 3,000FT
- Pilot unable to be raised on AMB/BN CEN/Area frequencies

13 Sep: VFR aircraft (type unknown, callsign on file)
- Aircraft entered R625C and tracked south east at 5,500FT
- BN CEN established OCTA. Pilot did not contact AMB APR – reason unknown

17 Sep: Unknown aircraft
- Entered R625A at 3,000FT, tracked west and vacated at 1,800FT
- Pilot was unable to be contacted on either AMB, BN CEN, Area or multi-com frequency.

24 Aug: VFR C182 tracking YBAF to YTWB via Warrego HWY
- C182 entered AMB CTR at 1,500 FT tracking west
- Pilot was raised through Brisbane Centre freq and switched to AMB Approach for clearance
- Pilot had not checked NOTAMs

19 Sep: VFR aircraft with broken transponder tracked YCAB to inside AMB CTR.
- Pilot instructed to remain OCTA. Pilot later called via phone that they had landed within AMB CTR.

19 Sep: VFR RV6 tracked north east YSGE to YBOA.
- Entered R625C at 8,500FT.
- Pilot was contacted via BN CEN and received a clearance from AMB APR.
- Pilot was navigating via OzRunways. The app did not display AMB RAs active despite current NOTAMs.

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.