<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</td>
<td>AGENCY BRIEFINGS AND UPDATES</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</td>
<td>OTHER BUSINESS</td>
</tr>
<tr>
<td>6.1</td>
<td>Frequency for Carosue Dam aerodrome in the Goldfields-Esperance region</td>
</tr>
<tr>
<td>6.2</td>
<td>Low Level Class G Frequency Use – update</td>
</tr>
<tr>
<td>6.3</td>
<td>Melbourne VFR lane – OAR/RAPAC procedural matters</td>
</tr>
</tbody>
</table>
1. **OPENING**

   The Chair thanked attendees for making their time available.

2. **REVIEW OF ACTION ITEMS**

   The were no outstanding action items to review.

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**

   Ms Liz Heba gave a presentation on current initiatives being undertaken by the BoM. It was noted that aviation met services would shortly be centralised in Melbourne and Brisbane to enable a more specialised focus on aviation met products. Ms Heba also spoke to the TAF review which was currently underway. This was due for public consultation in Q2 2019. The Chair noted discussions the day prior at the SA RAPAC to investigate a National RAPAC submission in response to the consultation. This would be discussed with convenors prior to the end of the year.

   5.2 **Airservices Australia**

   Mr Wayne Zilko, Airservices local ATC Line Manager advised that there had been frequency interference on the ADC frequency at Perth airport. For this reason a frequency change is expected in February 2019 to 127.4. An AIP SUPP will shortly be issued to bring this change to the attention of industry.

   It was advised by the Acting Manager CASA OAR that the airspace modernisation project that Airservices has been proposed recently for implementation in May 2019 is now being proposed for November 2019. This was yet to be assessed by OAR and industry stakeholders were encouraged to familiarise themselves with the initiative to ensure appropriate consultation occurs.

   5.3 **Defence**

   FLT LT Nick Bird provided a brief update on matters relating to Defence activity. This included the dividing of R155 into A and B restricted areas to provide additional flexibility. It was also noted that NOTAMs will now refer to Pearce Tower Airspace instead of previously promulgated descriptions. This will provide a greater level of consistency for local pilots. Advance notice was also provided on MILEX Diamond Storm which will occur early next year - AIP SUPP to be published soon.

6. **OTHER BUSINESS**

   6.1 **Frequency for Carosue Dam aerodrome in the Goldfields-Esperance region.**

   Ms Julie Randall (AMS) presented the paper seeking advice from the SWA RAPAC. It was agreed through full consensus that 126.7 MHz should be the appropriate frequency for this new aerodrome. Ms Randall thanked the members for their advice and will feed this back.
6.2 Low Level Class G Frequency Use update
The Chair informed the meeting that CASA had now reported the outcomes of the latest consultation on Low Level Class G Frequency Use and that this was available on the CASA Consultation Hub. After outlining a brief history and discussing the lessons learnt by CASA, the Chair advised that the proposal would not be implemented. Rather, a revision to AIP and CAAP 166 will occur so that whilst it is clear what CASA recommends in terms of frequency selection, it will also acknowledge the ability for pilots to apply discretion when operationally necessary to use a different frequency. The Chair also outlined CASA’s strong focus on delivering a comprehensive education package for pilots including updates to the Visual Flight Rules Guide (VFRG), e-learning modules, Aviation Safety Seminars and other promotional activities focused to ensure a consistent approach to radio frequency use is maintained.

Mr Michael Eales (WA Gliding Association/GFA) sought advice regarding frequency management for gliders in the vicinity on Beverley aerodrome (YBEV). It was agreed that Mr Daniel Smith (CASA OAR) would continue discussions offline with Mr Eales and report back to the SWA RAPAC should any changes to procedures or airspace be proposed.

6.3 Melbourne VFR lane – OAR/RAPAC procedural matters
The Convenor sought an understanding of the changes to the Melbourne VFR lane recommended altitudes, with a focus on improving processes within industry consultation and involvement in major changes.

The CASA Acting Manager OAR gave a brief outline of the matter highlighting that level changes had occurred without the necessary education and notification to industry that would normally be required. It is acknowledged by CASA that a review into industry concerns will occur in collaboration with the VIC RAPAC.

6.4 Changes to JKT visual reporting points
The CASA OAR Airspace Specialist advised that the consultation recently undertaken to review the Jandakot south visual reporting point with the associated establishment of two new reporting points has now occurred. Brickworks and Oakford will now be established and implemented in the May 2019 charting cycle for display on the Perth VTC.

General
It was noted by CASA’s Airspace Specialist that a Preliminary Airspace Study at Port Hedland was currently underway and that feedback was sought from members.

CASA’s WA Aviation Safety Advisor also informed meeting participants that early discussions had occurred with an operator from Geraldton regarding a proposed expansion of the broadcast area in the vicinity of the Pink Lakes. Members were given notice that this was likely to be discussed at future RAPACs.
### ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
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<tbody>
<tr>
<td>Alwyn Adkins</td>
<td>Convenor</td>
</tr>
<tr>
<td>Matthew Bouttell</td>
<td>CASA (Chair)</td>
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<tr>
<td>Craig Peterson</td>
<td>CASA</td>
</tr>
<tr>
<td>Liz Heba</td>
<td>Bureau of Meteorology (BOM)</td>
</tr>
<tr>
<td>Wayne Zilko</td>
<td>Airservices Australia</td>
</tr>
<tr>
<td>Tony Chudleigh</td>
<td>Airservices Australia</td>
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<tr>
<td>Simon Davison</td>
<td>Jetstar</td>
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<tr>
<td>Michael Eales</td>
<td>WA Gliding Association/GFA</td>
</tr>
<tr>
<td>Martin Holberton (VC)</td>
<td>CASA</td>
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<tr>
<td>Daniel Smith</td>
<td>CASA</td>
</tr>
<tr>
<td>Nick Bird</td>
<td>Defence (RAAF)</td>
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<tr>
<td>Julie Randall</td>
<td>AMS</td>
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**Apologies**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Phil Smith</td>
<td>(formerly AOPA rep.)</td>
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<tr>
<td>Hilary Surman</td>
<td>Cobham Airline Services</td>
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</tbody>
</table>
Topics

- Transformation of Aviation Meteorological Services
- Changes to SIGMET sequence numbering
- GAF Post Implementation Review
- TAF Review
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
Programme Yr 1

2017-2018
Operating and business model development
Technology design and build

Programme Yr 2

2018-2019
Staff deployment; Systems commissioned
Northern Aviation Centre (Brisbane) operational

Programme Yr 3

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

Aviation Meteorological Services
Transformation webpage

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.

YMMM SIGMET C02 VALID 200500/200900 YMHF-YMMMM 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=
Following the implementation of the GAF project, a Post Implementation Review (PIR) was conducted with the following objectives:

- evaluate whether the Graphical Area Forecast (GAF) project objectives were met;
- determine how effectively the GAF project was run, including the relevant documentation;
- review whether the expected benefits were realised; and
- document lessons learned and make recommendations for future improvements.
GAF PIR - 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.
GAF PIR Actions - NAIIPS Update

- In early July, Airservices deployed an update to the NAIIPS 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 (most likely in November 2018).
A GAF PIR report summarising the post implementation review process, project achievements, the action plans and recommendations for consideration in future reviews of aviation meteorological products and services is now available on GAF webpage at

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…

➤ Manual of Aviation Meteorology Update planned early next year.

➤ Survey for Regional Airports
   An out of session e-mail will be sent out when the online survey becomes available.
**TITLE**
FREQUENCY FOR CAROSUE DAM AERODROME IN THE GOLDFIELDS-ESPERANCE REGION.

**SUBMITTED BY**
Aerodrome Management Services on behalf of Saracen Gold
Julie Randall (julie@amsaustralia.com.au)

**PURPOSE**
To seek members feedback on the most appropriate frequency to utilise for a new
aerodrome due to commence operation in early 2018 in the Cundeelee, Goldfields-Esperance region.

**KEY ISSUES**
• See below.

**ATTACHMENTS**
1. Extract from Google Earth showing surrounding aerodromes and frequencies

**BACKGROUND**
Saracen Gold Pty Ltd are currently constructing Carosue Dam (YSCD) aerodrome which is planned to be
operational early 2019 in the Cundeelee, Goldfields-Esperance region. AMS are unable to communicate
with the airline that will operate to the aerodrome as this has not been announced. Therefore, AMS
would like to approach the members of RAPAC to confirm the most suitable
frequency for this aerodrome to utilise.

Carosue Dam aerodrome information;
• Flights to operate Perth / Carosue Dam / Perth;
• Runway orientation will be 06/24;
• Around 4 – 5 services per week;
• Day VMC ops only, will not have instrument approach procedure;
• PAPI which will be activated manually;
• Nil fuel available.

The nearest aerodromes to Carosue Dam are as below, in order of proximity:

<table>
<thead>
<tr>
<th>Aerodrome</th>
<th>Distance</th>
<th>Frequency</th>
<th>RWY Orientation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kalgoorlie-Boulder</td>
<td>57nm</td>
<td>126.6 MHz (AFRU)</td>
<td>11/29 &amp; 18/36</td>
</tr>
<tr>
<td>Sunrise Dam</td>
<td>64nm</td>
<td>126.8 MHz</td>
<td>09/27</td>
</tr>
<tr>
<td>Kambalda *</td>
<td>71nm</td>
<td>126.6 MHz</td>
<td>16/34</td>
</tr>
<tr>
<td>Tropicana</td>
<td>130nm</td>
<td>126.7 MHz (AFRU)</td>
<td>09/27</td>
</tr>
<tr>
<td>Windarling *</td>
<td>152nm</td>
<td>126.7 MHz</td>
<td>10/28</td>
</tr>
<tr>
<td>Southern Cross</td>
<td>166nm</td>
<td>126.7 MHz</td>
<td>09/27 &amp; 14/32</td>
</tr>
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*Not currently operating but may in the near future

RAPAC is being consulted to identify the most appropriate frequency to utilise due to location/ distance,
frequency of flights and runway orientation. The extract from Google earth (located on the following
page) shows by colour the grouping of the CTAF used by aerodromes in the area and their proximity to
Carosue Dam aerodrome.

Once RAPAC agree most suitable frequency, the appropriate aerodrome will be consulted.