# TAS RAPAC 2018-2

**Venue:** Barilla Bay, Pearl Room  
1388 Tasman Highway, Cambridge  

**Start Time:** 1100  
**Finish Time:** 1300  
**Date:** Tuesday 20 November 2018  

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<th>Meeting Chair</th>
<th>Michael White</th>
<th>Convenor</th>
<th>Eugene Reid</th>
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## Minutes

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1. OPENING

The Chair welcomed members and thanked everyone for their attendance.

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

4.1 YVAL incorporated into TWYY and YDPO CTAF

Mr Terry Travers (AOPA) informally proposed the aerodrome YVAL (The Vale) be incorporated into the YWYY (Wynyard) and YDPO (Devonport) CTAF to create a Broadcast Area (BA). Mr Travers has conducted out of session discussion with the CASA Office of Airspace Regulation (OAR) regarding this matter and proposed to continue this discussion prior to the next scheduled Tasmania RAPAC in 2019. For this matter, a safety case detailing issues potentially improving safety is required to be submitted for consideration.

5. AGENCY BRIEFINGS AND UPDATES

5.1 Bureau of Meteorology

Mr Ashwin Naidu (BoM) gave a presentation (attached) to provide an update on BoM’s review of aviation weather services. One matter discussed in the presentation was the consolidation of the regional forecasting offices into two main centres located in Melbourne and Brisbane.

The RAPAC indicated concern over the consolidation of forecasters into the main centres located at Melbourne and Brisbane. It was claimed by the RAPAC members present this would remove local knowledge and adversely impact on the accuracy and prediction of the forecasts. The BoM assured the RAPAC that from a human resources perspective, the aim of the consolidation will be to offer the local forecasters the transfer to the main centres which will still retain the advantage of their local knowledge. Additionally, it was commented that BoM authorised weather observers would remain in the regional locations and provide a level of local knowledge in which the forecasters would use to supplement their forecasts and reports.

5.2 Airservices Australia

Mr Phil Owen (Airservices) provided three briefings to the RAPAC:

1. ‘Hobart Airspace Review’,
2. ‘National Standardisation of the Application of Class A and Class E Airspace’ and,
3. ‘Transfer of Control Responsibility of Surveilled Class C Airspace from Tower to Enroute’.

The three briefings have been attached to these minutes and both Mr Owen and Mr Tim Dalton spoke to the briefings.
The Hobart Airspace Review generated discussion amongst RAPAC members, particularly by general aviation operators who operate under the Instrument Flight Rules (IFR) and raised their concern over the associated track miles required to fly the Hobart Standard Arrival (STAR). Airservices stated that they will review the STARs as currently implemented and that changes will require airspace modification to capture the main inbound routes from Sydney and Brisbane. The arrival routes from Melbourne will largely remain unchanged.

Airservices also stated that it understands that, generally, airlines do not desire visual approaches on arrival and implied published instrument procedures are preferred. The attraction of visual arrival procedures is that track miles to the threshold of the landing runway are reduced. Mr Dalton (OIC of Hobart Tower) indicated visual approaches are considered on request within the constraints of traffic and weather conditions and, if able, will be issued. After the discussion, the RAPAC raised no objections to the Hobart Airspace Review.

Regarding Briefing 2, the National Standardisation of the Application of Class A and Class E, Airservices advised the RAPAC that it does not intend to place Class E airspace over Class D.

5.3 Defence

Defence were unable to attend and therefore were unable to provide an update to the RAPAC.

6. OTHER BUSINESS

6.1 Closure of Woodbury aerodrome

Mr Iain Clarke (THPA) advised the RAPAC that Woodbury aerodrome had been closed. He also advised that THPA had embarked on a communications program encouraging members to equip with and use VHF radio.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Michael White</td>
<td>CASA (Chair)</td>
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<tr>
<td>Eugene Reid</td>
<td>Freedom Flight - Convenor</td>
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<tr>
<td>Mark Fineran</td>
<td>CASA OAR</td>
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<tr>
<td>Lachlan Gray</td>
<td>AusALPA</td>
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<td>Shannon Wells</td>
<td>Par Avion</td>
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<td>Iain Clarke</td>
<td>THPA</td>
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<tr>
<td>Terry Travers</td>
<td>AOPA</td>
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<tr>
<td>Stephen Shannon</td>
<td>Cobham Aviation Services</td>
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<tr>
<td>Rodney Smith</td>
<td>Rotor Lift Aviation</td>
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<tr>
<td>Tim Dalton</td>
<td>Airservices Australia – OIC Hobart Tower</td>
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<tr>
<td>Rod Sullivan</td>
<td>Burnie and King Island Airports</td>
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<tr>
<td>Phil Owen</td>
<td>Airservices Australia – ATC Line Manager</td>
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<tr>
<td>Ashwin Naidu</td>
<td>Bureau of Meteorology</td>
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<td>Tristan King</td>
<td>Bureau of Meteorology</td>
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Bureau of Meteorology Update

TAS RAPAC
Presented by Ashwin Naidu
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
Waypoints

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

Business Case
- 2017-2018: Operating and business model development
- 2018-2019: Staff deployment; Systems commissioned

Programme Yr 1
- 2017-2018: Technology design and build

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
Changes to SIGMET sequence numbering

• 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.

YMMM SIGMET C02 VALID 200500/200900 YMHF-
YM MMM 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 (PIR)

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 NAIIPS Chart Directory.

- Update of Education Guide.
  - complete

- Airservices update NAIIPS 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 (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.
Hobart Airspace Review

Industry Engagement & Consultation
November 2018

Phil Owen - ATC Line Manager
Hobart Airspace review

- Airservices introduced changes to arrival and departure flight paths at Hobart Airport on 14th September 2017
- Following implementation, concerns were raised by the community
- Based on the feedback received, Airservices commissioned a review *The Hobart Runway 30 STAR Review*
- Airservices implemented a change to the Runway 30 STAR flight path in March 18
- Airservices committed to further review the Hobart SIDs and STARs – *Hobart Airspace Design Review*
Terms of Reference

- Airservices is reviewing the design of the SIDs and STARs for Runways 12 and 30
- The safety of air navigation is our primary consideration
- We will propose recommendations for change that will enhance the safety of the design balanced with, as far as practicable, minimising the effects of aircraft noise on the community
- Any proposed changes to the airspace design must consider:
  - Regulatory requirements
  - Efficiency of aircraft operation
  - The environment (including aircraft noise)
  - Airspace operating constraints including aircraft capability, controlled airspace design, pilot workload, air traffic control system capability and air traffic control standards and procedures
Expectations of the ATM Community

ICAO “Expectations of the ATM Community” (in alphabetical order)

1. Access and Equity
2. Capacity
3. Cost-effectiveness
4. Efficiency
5. Environment
6. Flexibility
7. Global interoperability
8. Participation by the air navigation system community
9. Predictability
10. Safety
11. Security
Design Process

- Identify all stakeholders that ‘use’ the airspace (in alphabetical order)
  - Airlines
  - Airport
  - ATC
  - CASA
  - Community
  - General and Sports Aviation
- Consult stakeholders on their requirements
- Create designs that are compliant with national and international regulatory and design requirements AND are informed by as many of the stakeholder requirements as practicable
Flight Paths

• Hobart Airspace Proposed Flight Plan Designs Released in the updated *Proposed Flight Path Designs Fact Sheet*
• Airservices will be conducting on-site consultation in the broader Hobart Area from the 15 - 21 November 2018
• Details of the locations and times of consultations are on our website
• The updated Fact Sheet reflects feedback provided by the community and contains updated and additional maps, supported by additional explanatory text
• Details on the Airservices website
Flight Paths
Controlled Airspace

• Airservices has produced draft designs that are not constrained by the existing controlled airspace (CTA) boundaries
• Changes to CTA would be required to deliver the proposed integrated designs
• Meets safety, regulatory and majority of stakeholder requirements
• Potential new airspace volume to the North East of Hobart has been identified for further consideration
• The earliest any airspace change could occur is November 2019
• This consultation is the beginning of the process and your feedback is vital
• Nothing has been decided
• An Airspace Change Proposal (ACP) will be required
• CASA OAR are the approving authority
The Airspace

- North East volume
(Changes to C and A airspace may also occur in Nov 19)
What happens now?

- We need your feedback on the CTA change proposal
  - Individuals
  - Organisations
- Email
  - TO phil.owen@airservicesaustralia.com
  - CC stakeholder@airservicesaustralia.com
- Feedback closes Monday 10 December 2018
- We will respond to your feedback and we will keep you informed
- More information can be found on the Airservices website
- Feedback on the proposed flight paths to Airservices NCIS
  Email: https://feedback.emsbk.com/asa
  Free call: 1800 802 584
This change is a key element of a five year Airspace Modernisation Program designed to drive key service outcomes to benefit the aviation industry and contribute to our commitment of fostering and promoting civil aviation.

One proposed change under this program is to standardise the application and management of Class A and E airspace, which will allow Visual Flight Rules (VFR) aircraft to utilise more airspace previously not available to them. This is particularly important for the east coast of Australia between Brisbane and Adelaide (widely known as the "J curve").

Subject to approval by the Civil Aviation Safety Authority (CASA), these changes are planned for implementation in November 2019, bringing about a number of benefits for airspace users operating in continental, low, medium and high density areas with a greater level of surveillance and service.

As a result of this change, the safety and efficiency of our operations will be significantly enhanced.

PROPOSED CHANGES

- Class A airspace will be applied from 24,500ft (FL245) to 60,000ft (FL600).
- In medium and high density airspace, the Class C upper limit will change to FL245 and in low density, the lower limit will be raised to FL245 (from 18,500ft (FL180)).
- Class E will remain as is (in the Mildura, Tasmania and Dubbo corridors).
- In low density continental areas, Class E airspace will be lowered to 12,500ft (FL125) (excluding control areas).
- Class C airspace will be introduced underneath Class A airspace in medium and high density areas where Class A airspace has been raised.

The two graphics overleaf represent the current and proposed airspace architecture.
CURRENT AIRSPACE ARCHITECTURE

PROPOSED AIRSPACE ARCHITECTURE

BENEFITS

- Increase in the availability of controlled airspace services in the Class E airspace for Instrument Flight Rules (IFR) aircraft.
- Reduced IFR pilot workload of self-separating in Class G airspace using Directed Traffic Information (DTI) from controllers (i.e. the level of service to IFR pilots is enhanced from flight information to separation).
- Removal of variation of Class E airspace around Australia.
- The raising of Class A airspace in the high/medium density area will allow VFR pilots to access more airspace.
Fact Sheet: National Standardisation of Class A and E Airspace

- Improved notification requirements for higher level parachute jumping in Class E airspace.
- Increasing the availability of separation service in Class E airspace to IFR aircraft, provides industry and their customers assurance of enhanced safety in controlled airspace, when compared to Class G airspace.

CONTACT
To provide feedback on this proposed change, or for more information, please email stakeholder@airservicesaustralia.com by Friday, 7 December 2018.
Coming into effect in May 2019, aircraft operating at Albury, Hobart, Launceston, Alice Springs and Tamworth aerodromes will receive a service from both the Air Traffic Control Tower and either the Melbourne or Brisbane Air Traffic Services Centres (ATSCs). This change is a key element of a five year Airspace Modernisation Program designed to drive key service outcomes that benefit the aviation industry and contribute to our commitment of fostering and promoting civil aviation.

The local tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an enroute controller, rather than the tower.

The proposed change will only affect the controlling unit’s area of responsibility. There will be no change to the lower level, upper level or class of airspace.

**BENEFITS**

This proposed change will deliver a number of key benefits to airspace users:

- Enhancement of separation services by replacing volumes of airspace managed by a procedural tower with airspace managed by enroute surveillance.
- Removes some variations of regional Class D aerodrome airspace management.
- Provides standardisation and consistency across Australia.
- Transfers control of the airspace from tower to enroute surveillance, enhancing surveillance and safety to users.

**OVERVIEW OF THE CHANGES**

The current and proposed airspace architecture are provided overleaf.
Fact Sheet: Transfer of control responsibility of surveilled Class C airspace from Tower to Enroute at Albury

ALBURY
CURRENT DIVISION

ALBURY
PROPOSED DIVISION
Fact Sheet: Transfer of control responsibility of surveilled Class C airspace from Tower to Enroute at Albury
Fact Sheet: Transfer of control responsibility of surveilled Class C airspace from Tower to Enroute at Albury

HOBART
CURRENT DIVISION

HOBART
PROPOSED DIVISION
Fact Sheet: Transfer of control responsibility of surveilled Class C airspace from Tower to Enroute at Albury

LAUNCESTON
CURRENT DIVISION

LAUNCESTON
PROPOSED DIVISION

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Fact Sheet: Transfer of control responsibility of surveilled Class C airspace from Tower to Enroute at Albury

**TAMWORTH**

**CURRENT DIVISION**

**TAMWORTH**

**PROPOSED DIVISION**

**CONTACT**

For more information, or to provide feedback on these changes, please email stakeholder@airservicesaustralia.com.