**TAS RAPAC 2019-1**

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

**Start Time:** 1100
**Finish Time:** 1300

**Date:** Wednesday 10 April 2019

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<th>Meeting Chair</th>
<th>Rob Walker</th>
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<td>Convenor</td>
<td>Eugene Reid</td>
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## MINUTES

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1. **OPENING**
   The Chair opened the meeting and thanked attendees for marking their time available. All attendees introduced themselves.

1.1 **TAS RAPAC Convenor nominations**
   Mr Eugene Reid (Freedom Air) accepted the position of the TAS RAPAC convenor for another 12 months. The Chair thanked Eugene for his contributions to date and looked forward to continuing working collaboratively over the next year.

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**

3.1 **FLARM**
   Mr Michael Long (THPA) raised the potential for FLARM (flight and alarm), a traffic awareness and collision avoidance technology designed for GA as a means to improve system safety. Currently, it is not generally carried by Australian GA aircraft. It was suggested that Ozrunways demonstrate the use and advantages of FLARM to Airservices Australia. It was agreed that Airservices would liaise with THPA to organise such a demonstration.

4. **CHANGE PROPOSALS**

4.1 **Hobart Airspace**
   Airservices advised that they intend to submit an Airspace Change Proposal (ACP) regarding Hobart airspace. Refer to agenda item 5.2.

5. **AGENCY BRIEFINGS AND UPDATES**

5.1 **Bureau of Meteorology**
   Mr Ashwin Naidu (BoM) delivered a presentation (attached) to provide an update to the RAPAC on the TAF and TTF reviews, SIGMET changes and informed the RAPAC that the Manual of Aviation Meteorology is planned to be updated this year.

5.2 **Airservices Australia**
   Airservices advised they will submit an Airspace Change Proposal (ACP) for the changes to Hobart airspace. These changes are independent of the Airservices’ Airspace Modernisation Program. The presentation illustrating the proposed changes to Hobart airspace is attached.

   Airservices also advised the RAPAC that the Hobart VOR would return to operational service in the second half of 2019 with certain operational limitations. They stated that it will not be the preferred azimuth navigation aid.

5.3 **Defence**
   Defence were unable to attend and therefore were unable to provide a briefing to the RAPAC.
6. OTHER BUSINESS

6.1 Implications for recreational aviation due to Mt Wellington Cable Car proposal

The RAPAC were informed that the Mt Wellington Cable Car Company is proposing the installation of a cable car to the summit of Mt Wellington from South Hobart following the formation known as the Organ Pipes. A member of the THPA opposes the development due to the fear that a no-fly zone will be established curtailing the freedom of operation of the THPA in the immediate location of the cable car operation. The member is seeking the view of CASA regarding the establishment of a no-fly zone. The RAPAC and THPA were advised CASA would not establish a no-fly zone.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tr>
<td>Rob Walker (Chair)</td>
<td>CASA</td>
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<td>Eugene Reid (Convenor)</td>
<td>Freedom Flight</td>
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<td>Michael White</td>
<td>CASA</td>
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<tr>
<td>Terry Travers</td>
<td>AOPA</td>
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<td>Tim Dalton</td>
<td>Airservices Australia</td>
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<tr>
<td>Chris Wallace</td>
<td>Airservices Australia</td>
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<tr>
<td>Ashwin Naidu</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Tristan King</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Dave Race</td>
<td>TASPORT – Devonport Airport, AusALPA/AFAP</td>
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<tr>
<td>Michael Long</td>
<td>THPA</td>
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<tr>
<td>Jan Swiggs</td>
<td>Launceston Airport</td>
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<tr>
<td>Kevin Swiggs</td>
<td>Consultant</td>
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<td>Reference</td>
<td>Action</td>
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<td>2017-2/2</td>
<td>Investigate the possibility of placing Cranbourne (126.7) on the Georgetown (127.3) frequency with CASA OAR. Outcome may be determined by the MULTICOM NPRM.</td>
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<td>2018-1/1</td>
<td>Airservices and AusALPA representatives to engage out of session to further investigate viable options for visual arrivals and departures at Hobart, noting proposals for airspace changes currently being consulted.</td>
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Bureau of Meteorology
Update

TAS RAPAC
Presented by Ashwin Naidu
Topics

- Aviation Meteorological Services Transformation Update
- Aviation Customer Satisfaction survey
- TAF Review
- Trend (TTF) Review
- Use of PCA locations in SIGMETs
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
- Review Report

Business Case
2016-2017
- Customer feedback
- Business case

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
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 barcode ➔

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

The survey closes on 30 April 2019.
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.

• 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 date TBC with November 2019 possible.
  • ERSA and AIP amendment deadlines
Use of PCA locations in SIGMETs

- Australian SIGMETs currently include PCA locations and/or geographical coordinates for describing the location of phenomena.

- ICAO Annex 3 only allows the use of geographical coordinates to describe the locations of phenomena.

- Examples

Mix of coordinates and PCA locations

YMMM SIGMET P01 VALID 032330/040200 YPRM -
YMMM MELBOURNE FIR SEV TURB FCST WI CAJE - YMLF -
BURR - S2930 E13930 - S3030 E13800 - S3530 E13800
SFC/5000FT STNR WKN
RMK: ME NEW=

NC
RMK: BS NEW SEE ALSO YMMM O01=
Currently, Australia has registered a difference to Annex 3 with respect to this.

However, use of PCAs is posing more significant issues as we are moving towards machine to machine ingestion of Operational Meteorological (OPMET) Information (XML format).

Exchange of OPMET data in XML format will become an ICAO standard from 2020.

To comply with ICAO requirements, the Bureau will use only geographical coordinates in all Australian SIGMETs from 7 Nov 2019 (AIRAC date).
Coming soon…

- Manual of Aviation Meteorology Update planned this year.
Questions and comments

Avn_Regional@bom.gov.au
Reason for Change

- Change required to CTA steps to the north east and east of Hobart to contain SID/STARs for Hobart.
- Initial design was presented at Nov 2018 RAPAC and feedback received and considered in design phase.
- Implementation schedule is AIRAC, 7 November 2019.
- Further information on the flight path changes on Airservices Website:
Currently, the C LL 4500 step extends from 20-36NM TASUM to the southeast.

The portion of Class C between 35-36NM TASUM will revert to Class G up to FL180 (E & A ABV that)

The portion of Class C between 30-35NM TASUM will be amended to A LL FL180 C LL 6500 (to align w/ step to north)
TITLE | Implications for recreational aviation of Mt Wellington Cable Car Company proposal  
---|---
SUBMITTED BY | Tasmanian Hang Gliding and Paragliding Association (THPA) – Iain Clarke (president@thpa.org.au) 
PURPOSE | To seek view of CASA Sport Aviation on implications in the event of success of the MWCCC’s proposal for a cable car to the summit of Mt. Wellington in Hobart. 
KEY ISSUES | • THPA pilots currently enjoy unimpeded passage through airspace in the vicinity of Mt. Wellington.  
• For the purposes of our operations, Mt. Wellington is in Class G airspace.  
• There is concern among some members that establishment of a “No Fly” corridor in the vicinity of a cable car may be established.  
• The proposal is having the effect of polarising the populace of Hobart in general. The THPA is not immune to this effect. 
ATTACHMENTS | Nil. 

BACKGROUND
Currently there is a proposal to install a cable car to the summit of Mt. Wellington in Hobart. The proponent of the proposal is the Mt. Wellington Cable Car Company (MWCCC). The proposal is for a cable to run from South Hobart, up the face of the rock formation known as the Organ Pipes, to the summit overlooking Hobart.

As is typical with development proposals in Tasmania, this proposal is dividing the population into those for and against the proposal. The THPA is not immune from this division.

One of our members who is against the proposal has cited a no-fly zone in Cairns around a similar cable way, and raising the prospect that a similar zone would be implemented here should the development proceed to construction. This is despite the fact that no such zone exists in Cairns.

He has however, requested that the view of CASA be sought as to what controls may need to be introduced in the airspace around Mt. Wellington should the development proceed.

TAS RAPAC members are invited to provide feedback to Iain Clarke: president@thpa.org.au.