# AGENDA

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<td><strong>6. OTHER BUSINESS</strong></td>
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<td>6.1</td>
<td>RAPAC 2017 – Review of survey results</td>
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1. **OPENING**

   The Chair welcomed members and thanked everyone for their attendance.

   At the commencement of the meeting the Chair also noted that Airservices would be holding a separate briefing outside of the RAPAC forum, post the RAPAC meeting to discuss proposed airspace changes in Tasmania.

1.1 **Convenor Nominations**

   Capt. David Swiggs (RFDS) advised the TAS RAPAC that having held the convenor role for a number of years, and been involved in RAPAC for many more, his circumstances were such that he wished to step down. The Chair and TAS RAPAC thanked David for his significant contribution and looked forward to continuing to work with him as a member of industry into the future.

   Eugene Reid accepted the nomination of TAS RAPAC Chair and noted that he looked forward to working with industry and the Chair during his tenure.

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 **Update on Low Level Class G Frequency Use (MULTICOM)**

   The Chair advised that the Summary of Consultation for NRPM 1712AS had been released the day prior to the meeting. There had been 1064 responses to the consultation, with a number of issues raised, particularly within the sports aviation community. It has therefore been determined by CASA that implementation of the proposed solution would not go ahead and that CASA will take onboard the feedback to put forward another solution in the near future.

   *Update: CASA has since consulted on a revised solution that did not include any changes to the dimensions of a CTAF. This consultation took place 27 April – 14 May. CASA is currently reviewing the feedback from the 298 responses to determine whether any other risks were identified prior to announcing the outcome. Responses have been published on the CASA Consultation Hub.*

4. **CHANGE PROPOSALS**

4.1 **Proposal to expand the viable options for Arrivals and Departures at HBA**

   Mr Lachlan Gray presented the attached paper seeking greater consultation and discussion on the recommendations related to the Airspace Review of the Hobart Airspace and to include a greater flexibility.

   Airservices welcomed the opportunity to further discuss, noting that at this time plans were ready to be presented to industry (post-RAPAC meeting) that may address the concerns regarding he lack of visual and RNP approaches.
<table>
<thead>
<tr>
<th>Action</th>
<th>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.</th>
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</thead>
<tbody>
<tr>
<td>Responsible</td>
<td>Airservices/AUSALPA</td>
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<tr>
<td>Timeframe</td>
<td>Meeting 2018-2</td>
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### 4.2 Proposal for a conversation regarding a regular LRST (Local Runway Safety Team) meetings for Hobart and Launceston.

Mr Lachlan Gray presented this paper and led to greater discussion about the already established activities at HBA and LST. Airservices HBA Twr supervisor advised that there were already fortnightly meetings with one airline operator and they would welcome an expansion of this. Further, Mr Peter Holmes from LST airport advised the meeting that there was already a LRST at LST and was included on their general operational meeting agenda. It was pointed out that industry already attended many meetings and therefore to capture operators for another separate meeting would be difficult.

It was noted that Airservices had commenced examining the reformation of a National RWY Safety Meeting and that details would be forthcoming from Airservices.

### 5. AGENCY BRIEFINGS AND UPDATES

#### 5.1 Bureau of Meteorology

Mr Ashwin Naidu and Ms Elle Blandford provided an update in the post implementation review (PIR) of the GAF and GPWT. In particular, Ashwin outlined some of the improvements made since the PIR. This included the implementation of the PCA-style chart which would assist users of the GPWT product to determine the geographic locations.

#### 5.2 Airservices Australia

Mr Tim Dalton (Hobart Tower) Ms Leanne Costin (Service Manager) provided an update on significant matters from Airservices.

Ms Costin spoke about the issues encountered by Airservices during the implementation of the new RNP SID/STARs due to community concerns. This outlined the lessons learned particularly around the need for comprehensive community consultation. At the closing of the RAPAC meeting, members were requested to remain at the meeting location so Airservices could provide advice regarding proposed changes for Tasmanian airspace.

#### 5.3 Defence

There were no updates from Defence.

### 6. OTHER BUSINESS

Mr Peter Holmes (LST Airport) highlighted to the meeting that there was a method or works plan (MOWP) that had been published that will see a 40% reduction in capacity for a period of time and that the airport had widely distributed information to stakeholders to inform them.
### ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Matthew Bouttell</td>
<td>CASA (Chair)</td>
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<tr>
<td>David Swiggs</td>
<td>RFDS / outgoing-Convenor</td>
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<tr>
<td>Eugene Reid</td>
<td>Freedom Flight / in-coming Convenor</td>
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<tr>
<td>Mark Fineran</td>
<td>CASA OAR</td>
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<tr>
<td>Darren Henderson</td>
<td>Jetstar (by phone)</td>
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<tr>
<td>Iain Clark</td>
<td>THPA</td>
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<tr>
<td>Ralph Schwertner</td>
<td>Air Tasmania</td>
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<tr>
<td>Rodney Smith</td>
<td>Rotolift</td>
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<tr>
<td>Tim Dalton</td>
<td>Airservices</td>
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<tr>
<td>Leanne Costin</td>
<td>Airservices</td>
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<td>Terry Fulton</td>
<td>Airservices</td>
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<td>Chris Wallace</td>
<td>Airservices</td>
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<td>Trevor Zanoni</td>
<td>Airservices</td>
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<td>Adrian Turner</td>
<td>Airservices</td>
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<tr>
<td>Adam Martins</td>
<td>CASA</td>
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<tr>
<td>Ashwin Naidu</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Elle Blandford</td>
<td>Bureau of Meteorology</td>
</tr>
<tr>
<td>Stephen Shannon</td>
<td>Cobham</td>
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<tr>
<td>Kym Epping</td>
<td>Cobham</td>
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<tr>
<td>Peter Holmes</td>
<td>Launceston Airport</td>
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<tr>
<td>Lachlan Gray</td>
<td>AusALPA</td>
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<tr>
<td>Reference</td>
<td>Action</td>
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<tr>
<td>2017-2/1</td>
<td>Investigations to occur for use of GPS in lieu of DME within CASR Part 173 to assist with increasing the number of GNSS approaches available. (eg. Devonport, Flinders Is.).</td>
</tr>
<tr>
<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>
</tr>
<tr>
<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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TITLE: Update on Low Level Class G Frequency Use (MULTICOM)

SUBMITTED BY: Matthew Bouttell – CASA - rapac@casa.gov.au

PURPOSE: To update members on the progress of NRPM 1712 as consultation

KEY ISSUES:
• Consultation closed on 12 January 2018
• More than 1000 responses from all sectors within industry
• CASA continues to review responses to enable the most appropriate way forward

ATTACHMENTS: Nil

BACKGROUND

In December 2017 CASA released a notice of proposed rule making for consultation that put forward a proposal to establish MULTICOM as the low level frequency below 5000’ and to expand the volume of a CTAF to 20NM radius and 5000’ vertically.

In recognising that there would be many views on this matter CASA undertook a significant communications campaign to ensure all segments of industry had an opportunity to respond to the proposal. This included emailing more than 31,000 pilots, notifications through social media as well as seeking other organisations to inform their members and associates of the consultation.

The consultation closed on 12 January and by that time CASA had received more than 1000 responses to the online survey as well as a number of written submissions. Upon initial review of the responses it was immediately clear was that there were strong views, both for and against the proposal, from all industry sectors (eg. IFR, VFR, General Aviation, Recreational Aviation, Large Public Transport, Gliders, etc).

CASA continues to review the feedback and will take into account responses from across industry with an overarching focus on risk management and safety outcomes, with an aim to provide a more complete update in the coming weeks.

Regardless of the outcome from this consultation, CASA understands that industry seeks more clarity and guidance around radio procedures at uncontrolled aerodromes and in uncontrolled airspace. For this reason, work has now commenced to develop education and guidance material to support pilots and to provide consistency across industry. RAPACs from around the country will be utilized to help develop the material to ensure it provides high-value information to pilots.
PROPOSAL to expand the viable options for Arrivals and Departures at HBA

SUBMITTED BY
AusALPA – Lachlan Gray lachlangray@ausalpa.org.au

PURPOSE
The purpose of this proposal is to seek greater consultation and discussion on the recommendations related to the Airspace Review of the Hobart Airspace and to include a greater flexibility

KEY ISSUES
• Aeronautical Study of Hobart - February 2017
• The third recommendation from the related report is for the introduction of STARs to “improve efficiencies and predictability” and for the continuation of redesign work.
• The report makes the recommendation for the introduction and inclusion of STARs as an approach option but doesn’t recommend that this be the exclusive or predominant option available for approach.
• DAS Directive 01/2015; unnecessary costs and impacts on industry should be avoided where safety isn’t compromised.
• STARs with a visual segment and or Visual Arrivals provide flexibility and efficiencies in time, cost and in environmental impacts.

BACKGROUND
The Review of the Hobart Airspace is documented in the report: Aeronautical Study of Hobart - February 2017. As a result of consultation with stakeholders, many key challenges were outlined in the document with three key recommendations provided. Whilst the document outlines the consultation that occurred in the lead up to and during the review, it is silent on what consultation has occurred for the design and implementation of these recommendations.

The report recommendation for the redesign of the flight routes into and out of Hobart and for the improvement to existing TIFPs and to introduce STARs into Hobart, has been actioned. The report did not provide specifics on how to achieve this however. Further industry consultation with relevant stakeholders may have been appropriate with greater discussion and review to ensure that the all relevant changes were fit for purpose and are not an unnecessary impost on operations and the industry.

The changes have resulted in an increase in flight times and track miles flown which can have impacts on the efficiencies related to cost and time. Other relevant considerations are of an environmental nature related to the extra fuel burn and the concentration of noise to specific corridors.

STARs with a visual segment, and or visual arrivals, are not an uncommonly provided option at many controlled airports around Australia. We propose that these approach options be considered for inclusion in addition to the wholly RNP based arrival options currently provided as a result of the Airspace Review.

Track shortening, where available, should be provided for, on a preferred basis.
### REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

**TAS RAPAC 2018-1**

PAPER FOR DISTRIBUTION

**AGENDA ITEM: 4.2**

MEETING DATE: 11 April 2018

<table>
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<tr>
<th>TITLE</th>
<th>Proposal for a conversation regarding a regular LRST (Local Runway Safety Team) meetings for Hobart and Launceston</th>
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<tr>
<td>SUBMITTED BY</td>
<td>AusALPA – Lachlan Gray <a href="mailto:lachlangray@ausalpa.org.au">lachlangray@ausalpa.org.au</a></td>
</tr>
<tr>
<td>PURPOSE</td>
<td>The purpose of this proposal is to start a discussion with key stakeholders and users of Hobart Airport regarding an LRST at Hobart, and possibly at Launceston</td>
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</table>
| KEY ISSUES | • Aeronautical Study of Hobart - February 2017  
• The report notes that there are no formal or informal airspace user groups other than RAPAC  
• Australia, as an ICAO signatory, is endeavouring to adhere to the safety initiative to have runway safety meetings at towered aerodromes (commonly referred to as Local Runway Safety Team [LRST] meetings in Australia  
• Airservices, in lieu of CASA, are commonly providing and chairing these meetings around the country  
• The National Runway Safety Enhancement Group (NRSEG) is aiming to provide guidance and support for LRSTs |
| ATTACHMENTS | Nil |

**BACKGROUND**

Many towered aerodromes in Australia have established local consultation meetings aimed at improving the safety critical area of runway and aerodrome safety. These are commonly revered to as Local Runway Safety Team (LRST) meetings. At some locations, these meetings are combined with Safety Management System meetings already conducted by the Aerodrome Operator.

During the consultation for the *Aeronautical Study of Hobart - February 2017*, airspace users identified that the flying community would benefit greatly if improved engagement and collaboration between all stakeholders was to occur. Currently there are no formal or informal airspace user groups other than RAPAC. TAS RAPAC holds meetings twice yearly and is a forum for nationally relevant matters, state based matters as well as local matters. In contrast, LRSTs are a locally based stakeholder consultation and discussion group that is focused on matters related to the local airport. Many LRSTs at other airports report greater understanding and coordination between stakeholders, including the airport operators, as a result of engagement through their LRST.

Given that:

- Tasmanian based stakeholders have identified a need for improved engagement and collaboration between all stakeholders,
- Australia is committed to holding runway safety team meetings’ and
- Airservices is taking this issue up nationally through the establishment of the NRSEG meeting

AusALPA suggests local stakeholders consider the importance of LRSTs and that they coordinate together with Airservices Management to discuss the establishment of LRSTs for Hobart and Launceston.
Bureau of Meteorology Update

GAFs, GPWTs, TAF review and MAM.
BoM would like to thank you all for your feedback so far.

More feedback is always welcome: Avn_Regional@bom.gov.au

FAQs:
- Lack of reference points on GPWT
- Sub areas, how to interpret?
- GAF/GPWT display in NAIPS (Airservices are looking into this)
PCA Reference Charts for GPWT
GAF Sub Areas

- Sub areas (i.e. C1) are for small variations from the parent area (i.e. C).
- BoM are educating forecasters on use of Sub Areas, the aim is to keep simple.
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.

Watch the space – planned to be updated late this year.
Thank you...
NAIPS Briefings: Chart Hyperlinks
NAIPS GAF Release, November 2017

- Charts incorporated directly in location briefings, area briefings, and SPFIB

- Attached after textual content of briefing

- Full image of every chart included in briefing

- For a briefing on one area for the default 24 hour period, ten charts are included in the briefing.
Current

- Full chart in briefing.
1: Hyperlinks

- List of hyperlinks presented at end of briefing.

AD AVBL FOR DAYLIGHT OPS
TRIGGER NOTAM - AIC H14/15
SYDNEY (KINGSFORD SMITH) AIRPORT - RWY 16R/34L AND RWY 07/25 SHOULDER
RESURFACING AND STABILISATION PROJECT
AVBL FM AIRSERVICES WEBSITE
HTTP://AIRSERVICESAUSTRALIA.COM/AIP/AIP.ASP (LOWER CASE)
FROM 01 222242 TO PERM

CTR AND HR
ATIS 126.25 AND 115.55 AVBL
FROM 01 222248 TO PERM

AD AVBL FOR DAYLIGHT OPS
FROM 02 070012 TO PERM

AD AVBL FOR DAYLIGHT OPS
FROM 02 070031 TO PERM

A NOTAM SERVICE IS NOT PROVIDED FOR THE FOLLOWING REQUESTED LOCATIONS:
AREA10 (2D)

Click on the chart(s) below to open them in a new window.

GAF NSW-E 081700-082300
GAF NSW-E 082300-090500
GPWT NSW 082100
GPWT NSW 090000
GPWT NSW 090300
GPWT NSW 090600
GPWT NSW 090900
GPWT NSW 091200
GPWT NSW 091500
GPWT NSW 091500
2: Hyperlinks and Thumbnails

- Include a thumbnail with each hyperlink.

Click on the chart(s) below to open them in a new window.

- GAF NWS-E 081700-082300
- GAF NWS-E 082300-090500
- GPWT NWS 082100
- GPWT NWS 090000
- GPWT NWS 090300
- GPWT NWS 090600
3: Current Chart and Hyperlinks

- Include current chart for each chart type/area.
- Remainder are hyperlinks allowing user to view.
TAS RAPAC 2018-1

PAPER FOR DISTRIBUTION

AGENDA ITEM: 6.1

MEETING DATE: 11 April 2018

TITLE
RAPAC – review of 2017 results

SUBMITTED BY
Matthew Bouttell – CASA - rapac@casa.gov.au

PURPOSE
To update members on feedback received from members regarding the RAPAC forum

KEY ISSUES
• Small number of respondents limits the effectiveness of the survey however some good suggestions were received
• In general, respondents were happy with the format or meetings and communications from the secretariat

ATTACHMENTS
Nil

BACKGROUND

At the end of 2017 the RAPAC Secretariat invited RAPAC members to complete a survey so that CASA could gauge the effectiveness of RAPAC meetings and the Secretariat function during 2017.

Only a small number of members completed the survey, however some valuable feedback was received and will be used to make further improvements to the RAPAC engagement mechanism during 2018.

Below is a summary of the feedback:

- Members felt well informed prior to attending RAPAC meetings
- RAPAC meetings were Chaired appropriately
- The amount of email communication from the RAPAC Secretariat was ‘about right’ however a dot points rather than a narrative was suggested
- More updates were sought between meetings on open action items of significance
- There is a preference to attend the meetings in person rather than use video conference facilities
- Attendance of Airservices and CASA representatives with knowledge about aeronautical information management (AIM) would be beneficial at meetings
- More timely action by CASA and Airservices was sought on open actions with updated provided to members were appropriate.

CASA and the RAPAC secretariat thanks those members whom participated in the survey and assure members that the feedback will be used to improve the effectiveness of RAPAC.