**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>4.1</td>
<td>Tasman National Park Fly Neighbourly Advice (FNA) proposal</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>Interference on frequency 127.3</td>
</tr>
<tr>
<td>6.2</td>
<td>Email contact for THPA</td>
</tr>
</tbody>
</table>
1. OPENING
The Chair welcomed members and thanked everyone for their attendance.

2. REVIEW OF ACTION ITEMS
The status of the outstanding action item was reviewed, and comments are included in the attached table.

3. REGIONAL SAFETY MATTERS
3.1 Feedback on recent changes to airspace north-east of Hobart
Mr Tim Dalton (Airservices) advised the RAPAC that the airspace changes that came into effect 7 November 2019 which introduced CTA steps to the North East of Hobart were working well with no safety concerns manifesting.

4. CHANGE PROPOSALS
4.1 Tasman National Park Fly Neighbourly Advice (FNA) proposal
Representatives from Parks and Wildlife presented a paper to the RAPAC requesting their feedback for a Fly Neighbourly Advice (FNA) procedure in the Tasman National Park. They explained that aircraft activity over the park has caused disturbances to sensitive environmental areas. Tasmania Parks and Wildlife Service has proposed a draft FNA for flying operations within this area and is seeking feedback from industry.

5. AGENCY BRIEFINGS AND UPDATES
5.1 Bureau of Meteorology
Mr Tristan Oakley (Bureau of Meteorology) gave a presentation to the RAPAC (attached) and provided an update of the Bureau’s activities, including the consolidation of the aviation forecasting services to Aviation Forecasting Centres in Melbourne and Brisbane. He noted that Brisbane is now operating with Melbourne expected to be operating in 2020. Mr Oakley also gave an update on TAF 3 services for Hobart.

5.2 Airservices Australia
Mr Dalton advised the RAPAC that as part of the wider airspace review Airservices is conducting, Hobart and Launceston Towers would control Class D airspace up to and including 4500 feet. Above this level, the Enroute control would take over. He also advised that Class E airspace would be placed over Class D at both Hobart and Launceston. A new Tasmania Approach service would be introduced with surveillance being provided from the Melbourne Air Traffic Service centre. Mr Dalton added that no timeline is currently available for this project. He also advised the RAPAC that a DME Arrival procedure would not be made available for Hobart.

5.3 Defence
The Chair spoke to the 20 November 2019 out of session paper for Military Exercise Ocean Explorer (attached) which was sent to the TAS and VIC RAPACs. The paper outlined the establishment of a Temporary Danger Area (TDA) to the west of King Island over water from SFC to FL120 for naval activity and low-level flying. Mr Shannon Wells (Par Avion) advised the RAPAC that the position of the TDA would encompass VFR traffic flying between King Island and Cape Otway. To assess this impact, the RAPAC suggested that Mr Wells provides this feedback to the Defence Liaison at CASA.
6. **OTHER BUSINESS**

6.1 **Interference on frequency 127.3**

The Convenor noted that frequency 127.3 is subject to interference which can create a risk for aviation users where it could be almost unsuitable for aviation operations. The RAPAC suggested that Convenor approaches the Australian Communications and Media Authority (ACMA) and report the issue for investigation.

6.2 **Email contact for the THPA**

The Tasmanian Hang Gliding and Paragliding Association (THPA) advised the RAPAC that the email contact for the organisation is: [info@thpa.org.au](mailto:info@thpa.org.au).

7. **ATTENDANCE LIST**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Michael White (Chair)</td>
<td>CASA</td>
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<tr>
<td>Eugene Reid (Convenor)</td>
<td>Freedom Flight</td>
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<tr>
<td>Mark Fineran (via telephone)</td>
<td>CASA OAR</td>
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<tr>
<td>Carrie Southern</td>
<td>Parks and Wildlife</td>
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<tr>
<td>Krissy Warn</td>
<td>Parks and Wildlife</td>
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<tr>
<td>Shannon Wells</td>
<td>Par Avion</td>
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<tr>
<td>Edgar Rincon</td>
<td>THPA</td>
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<tr>
<td>Michael Long</td>
<td>THPA</td>
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<tr>
<td>Stephen Shannon</td>
<td>Cobham Aviation Services</td>
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<tr>
<td>Tim Dalton</td>
<td>Airservices Australia – OIC Hobart Tower</td>
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<tr>
<td>Tristan Oakley</td>
<td>Bureau of Meteorology</td>
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**Apologies**

<table>
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<tr>
<th>Name</th>
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<tbody>
<tr>
<td>David Swiggs</td>
<td>RFDS</td>
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<tr>
<td>Jan Swiggs</td>
<td>Launceston Airport</td>
</tr>
<tr>
<td>Terry Travers</td>
<td>Devonport Airport</td>
</tr>
<tr>
<td>Reference</td>
<td>Action</td>
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<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>
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</tbody>
</table>
AGENDA ITEM: 4.1

MEETING DATE: 20 November 2019

PAPER FOR DISTRIBUTION

TITLE

Tasman National Park Fly Neighbourly Advice (FNA) (proposal)

SUBMITTED BY

Parks and Wildlife Service – Presenters: Krissy Ward and Carrie Southern
Krissy.Ward@parks.tas.gov.au
Carrie.Southern@parks.tas.gov.au

PURPOSE

To discuss, and seek members feedback on, the draft FNA, with view to getting FNA endorsed at later date

KEY ISSUES

- The PWS has prepared a draft Fly Neighbourly Advice (FNA) for the southern sections of the Tasman National Park, on the Tasman Peninsula
- The PWS has received a number of comments about the draft FNA, from a public consultation process
- The PWS would like to discuss the draft FNA with RAPAC members, as part of the broader consultation process

ATTACHMENTS

1. Draft Tasman National Park Fly Neighbourly Advice

BACKGROUND

- The Parks and Wildlife Service (PWS) has prepared a draft Fly Neighbourly Advice (FNA), for the southern sections of Tasman National Park and adjacent areas (i.e. south of a line from Bivouac Bay/Hippolyte Rocks, west to White Beach).
- The purpose of the FNA is to assist in addressing disturbance associated with aircraft to wildlife, local residents and visitors to Tasman National Park.
- The PWS prepared the draft FNA in response to increased air traffic in the area, as well as being an action in the Tasman National Park Management Plan 2017.
- To date, the PWS has developed the draft FNA with input from specialists in natural values (birds, whales, and other fauna), CASA, stakeholders with a tourism or aviation interest in the Tasman National Park, local residents from the southern Tasman Peninsula, and PWS staff.
- The PWS opened the draft FNA to public comment in August-September 2019. A total of twenty four (24) individual responses were received.
- The PWS provided the draft FNA to RAPAC members in September to be circulated out of session

REQUEST

- The PWS would like to discuss and seek input on the draft FNA from the Regional Airspace and Procedures Advisory Committee (RAPAC) as part of our consultation process.
- In particular, the PWS would like to discuss and seek feedback on the following:

  1. Provide a general overview of the comments received during the public
2. Discuss the proposed PWS amendments to the draft FNA arising from the public consultation process, including:
   
   - Refining the scope of the FNA to only apply to the southern section of the Tasman National Park.
   - Removing specific mention of individual aviation and tourism operators on the Tasman Peninsula from the FNA.
   - Refining the advice in the FNA regarding eagle nest locations and other SEA's, to direct pilots to the Natural Values Atlas as a single source of natural values information (rather than providing a separate PWS data source); and seek advice regarding how pilot’s access this sort of information in general.
   - Clarifying the eagle breeding season advice in the FNA to a ‘precautionary approach’, from the 1 July to 28 February.
   - Amending discrepancies in the draft FNA regarding minimum flight altitude (ie. 1650 ft or 500m).

3. Seek advice regarding a suggestion that all non-essential flights operate a minimum of 1km offshore from the National Park boundary.

4. Discuss the proposed additional No Fly Zones and SEA’s suggested by respondents, but which are outside of PWS jurisdiction / area of influence (ie. over Long Bay, Mt Koonya).

5. Seek advice regarding CASA’s processes for monitoring and ‘compliance’ of FNA’s.

6. Seek advice regarding whether the FNA could result in the concentration of air traffic over particular locations on the Tasman Peninsula, resulting in undesirable consequences.

7. Seek advice regarding the ‘life span’ of FNA’s and the review process.

8. Seek clarification regarding the CASA process regarding endorsement and publication of the final FNA.

ATTACHMENTS

1. Draft Tasman National Park FNA 2019

CONTACT

TAS RAPAC members are invited to provide feedback to Krissy Ward: Carrie.Southern@parks.tas.gov.au by 6 December 2019.
Topics

- Aviation Space Weather Advisory Service
- Aviation Meteorological Services Transformation Update
- TAF Review
- Trend (TTF) Review
- Use of PCA locations in SIGMETs
- Change in AWIS phone numbers
Space Weather
Space Weather Impacts on Aviation

- Affects communication system (HF and SAT COM)
- Affects satellite-based Navigation system (GNSS)
- Radiation impacts
Global Space Weather Service for Aviation

ICAO

US Space Weather Prediction Center (SWPC)

European PECASUS

Australia, Canada, France and Japan (ACFJ)
Amendment 78 contained new SARPs for Space Weather Advisories, addressing four distinct categories:

- HF radio communications advisories (HF COM)
- GNSS navigation and surveillance advisories (GNSS)
- Satellite communications advisories (SATCOM)
- Advisories for elevated radiation dose rates (RADIATION).
User Education and Publications

Bureau of Meteorology Publications

Information Brochures -

- Space Weather Hazard
- Space Weather Advisories

AIP (update Nov 2019)

Aeronautical Information Circular (AIC) [pending]
Transformation of Aviation Meteorological Services
Case for Change

Current operations
• Forecasters are generalists
• Forecasting delivered from 11 different offices

Key issues:
• Service improvements are difficult/slow to implement
• Workload managed within offices
• Experienced forecasters specialise, but there is no aviation option.

Future service demands
• Industry trends
  – Growth in air movements
  – Global operations and sourcing
  – Multinational weather corporations

• 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
Timeline

- Jul 19: Brisbane Aviation Forecasting Centre operational
- Aug 19: Brisbane systems installed
- Nov 19: Melbourne systems installed
- May 20: Melbourne Aviation Forecasting Centre operational
- Jun 20: Program close & handover
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.

• TAF Review Executive Committee and Technical Working Group, consisting of members from Bureau, Airservices, CASA and Department of infrastructure to met in June and July.

• Draft report expected to be released for industry comment late 2019 or early 2020. Implementation of changes expected 2020.

Following a comprehensive review of the Trend Forecast (TTF) service and thorough consultation with industry, it was recommended the TTF be replaced by a three-hourly aerodrome forecast known as a TAF3.

A TAF3 Implementation working group (TIWG) was established on 30 April 2019 consisting of a broad representation from industry and government agencies.

The proposed implementation date for the TAF3 service is 21 May 2020 (date pending industry consultation and feedback through CASA's Summary of Proposed Change process).

Further information, including a detailed trend review report and FAQs can be found on the Bureau’s Aviation webpage - http://www.bom.gov.au/aviation/trend-review
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=
• 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 is planning to use only geographical coordinates in all Australian SIGMETs, likely from **Feb 2020** (**AIRAC date**).
• The AWIS phone numbers changed from 15 August 2019.

• These new numbers are available in all Airservices documentation including the ERSA and at http://www.bom.gov.au/aviation/location-info/

• Feedback or comments??
Questions and comments

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