



VIC RAPAC 2019-2

Venue: CASA, Level 13, Medibank Building,
720 Burke Street, Docklands VIC 3008

Industry only meeting: 1200

Start Time: 1300

Finish Time: 1545

Date: Thursday 18 July 2019

Meeting Chair

Matthew Bouttell

Convenor

Brian Hannan

MINUTES

Item No	Item	
1. OPENING		
2. REVIEW OF ACTION ITEMS		
3. REGIONAL SAFETY MATTERS		
4. CHANGE PROPOSALS		
5. AGENCY BRIEFINGS AND UPDATES		
5.1	Bureau of Meteorology	
5.2	Airservices Australia	
5.3	Defence	
6. OTHER BUSINESS		
6.1	ADS-B Charting - discussion	
6.2	Removal of OnTrack website for safety reasons (Chair)	
6.3	Solar farm symbol for VNC (Missing detail, Finley township, Deniliquin VNC)	

1. OPENING

The Chair opened the meeting and thanked the RAPAC members for attending. All members introduced themselves.

Mr Rob Walker (CASA) provided an update on current CASA activities, such as the RPA registration and accreditation scheme which will be implemented at the end of the year. He also updated the RAPAC on the progress of the flight operations regulations, including the development of the Plain English Guide (PEG) for CASR Part 91. Mr Walker informed the RAPAC that the membership of the Aviation Safety Advisory Panel (ASAP) had changed at the June meeting. The RAPAC congratulated Adrienne Fleming for her appointment to the ASAP.

The Convenor raised a motion to amend the VIC RAPAC 2019-1 minutes following member request post that meeting. The following sentence was added to agenda item 5.2: *“Several members raised the long existing understanding that Class E would be implemented only to a minimum of 8,500 ft”*. This amendment was approved by the members present.

2. REVIEW OF ACTION ITEMS

The status of outstanding action items was reviewed with comment included in the attached table.

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

Mr Michael Berechree (Bureau of Meteorology) informed the RAPAC that the Brisbane Aviation Centre is now active, with the Melbourne Aviation Centre scheduled to become active in May 2020. He advised that the TAF Review is soon to be finalised and will be open for public consultation. Mr Berechree also informed the RAPAC that on 21 May 2020, the Bureau is planning on discontinuing the TTF after an extensive review and consultation. It will be replaced with a ‘TAF 3’ – a three-hourly issued TAF. The Chair also informed the meeting that CASA would be undertaking a consultation to propose associated regulatory changes to support the removal of the TTF and introduce the TAF3. He also advised that the AWIS numbers had changed and are listed in the AIC.

Michael advised that the BoM will be moving to a Lat/Long (ICAO) format for SIGMET information and this will not simply align with the locations on the PCA. The convenor noted that a graphical Low Level SIGMET is available in NAIPS/Charts-Other Code 81212. The meeting noted an increasing move to data provision that was based around pilots having EFB, for which the Chair advised survey statistics show around 80% adoption.

The RAPAC discussed the BoM’s remit to move an Aviation Weather Station (AWS). The question was raised due to development at Moorabbin Airport impinging on a proposed forced landing site for helicopters. The BoM advised that it can move an AWS however the discussion is held between an aerodrome operator and the BoM. For this specific matter, the Chair will follow up with the local aerodrome inspector and Aviation Safety Advisors.

Action	Chair to discuss matter at Moorabbin Airport regarding the impingement of a proposed forced landing site for helicopters with local aerodrome inspector.
Responsible	Chair
Timeframe	Out of Session

5.2 Airservices Australia

Mr Simon Godsmark (Airservices) advised that there is a temporary hold on the development of Tranche 2 of the Airspace Modernisation Program (AMP) while Airservices waits for the results of CASA's consultation on the Airspace Change Proposals (ACP). Tranche 3 of the AMP is still undergoing feedback and design work, with an ACP not yet submitted to CASA's OAR.

Mr Godsmark also highlighted an ongoing radio issue at Moorabbin affecting several aircraft at where transmissions on 119.1 (GND) are being heard on the tower frequencies. Further investigation is ongoing with the operator of the aircraft and Airservices technical staff.

5.3 Defence

SQNLDR David Olsen informed the RAPAC that stage one of their ab-initio pilot training project at East Sale is complete and the students are now moving to Pearce. The East Sale training facility is expanding and will experience an increase in traffic. The changes to East Sale transit corridor has resulted in a reduction of ATC workload and feedback from industry has been positive.

6. OTHER BUSINESS

6.1 ADS-B Charting

The RAPAC discussed the difficulties using the current ADS-B only coverage charts for flight planning as they do not depict any locations. It was also noted that some of the charts had not been updated since June 2016. Mr Godsmark will discuss internally at Airservices about updating the ADS-B coverage charts and adding aerodrome locations to assist with flight planning. He also informed the RAPAC that there are more ADS-B stations being installed over the next 12 months. The convenor noted that the lack of ADS-B coverage made it difficult for industry to examine Airservices proposals like Tranche 3 since proposals like lowering Class E to 12,500 ft were unsupported by surveillance coverage information at 12,500 ft. Convenor to provide Simon a synopsis of the issue.

Action	Mr Godsmark to discuss internally at Airservices about updating the ADS-B coverage charts, and to add airfield/aerodrome locations.
Responsible	Mr Simon Godsmark (Airservices)
Timeframe	2019-3

6.2 Removal of On-Track for safety reasons

The Chair discussed CASA's safety concerns for continuing to host On-Track when it holds incorrect and out-of-date information. He also highlighted the consultation that was launched to seek industry's feedback of OnTrack and assist in shaping its future direction. The RAPAC supports the removal of OnTrack as cost effective and believes there needs to be a substitute for the information that it provided as it is beneficial for flight planning. The Chair outlined that CASA's short-term plan is to continue to provide similar information to OnTrack is to continue developing the Wall Charts. He also noted that the videos provided on OnTrack are also available on CASA's YouTube but due to changes like the Melbourne Coastal Route should be used with reference to updated chart information.

The RAPAC discussed the usefulness of the out-of-production Basin Guides. As they were in the

form of flip books, these were practical to use during flight in addition to pre-flight planning. The convenor suggested that a simple replacement was best so the information therein would not date.

6.3 Solar farm symbol for VNC and missing detail for Finley township

Mr Godsmark informed the RAPAC that the missing detail for the Finley township on the Deniliquin VNC has been resolved and the marking will be added in the updated charts. The RAPAC discussed the possibility of adding a chart marking showing the locations of large solar farms. They considered that solar farms are good visual references for VFR pilots, but the glare can also be a safety hazard. Mr Godsmark said that there is no ICAO symbol for a solar farm. Additionally, Geoscience Australia are responsible for the topographic database and there is no reporting process for solar farm locations as they are not considered as a hazard to air navigation so the locations of any solar farm are not contained within Airservices database.

7. ATTENDANCE LIST

Name	Organisation
Matthew Bouttell (Chair)	CASA
Brian Hannan (Convenor)	
Rob Walker	CASA
Matthew Di Toro	CASA
Simon Godsmark	Airservices
Daniel Koro	CAE OAA
Andrea Roberts	CAE OAA
Doug Gould	AOPA/Australian Aerobatics Club
Adrienne Fleming	Tristar Aviation/AWPA
Michael Berechree	Bureau of Meteorology
Dick Gower	AAAA/RAAus
Kevin Smith	Shortstop Jet Charter/GAMair
Anna Wakelin	AFAP/AusALPA
Towsib Ali	Fly Down Under
Mike Davidson (Phone)	HCAPA
Daniel Olsen	Defence
Jim Duff	
Rob Payne	VTPC
Mark Fineran (Phone)	CASA
Dallas Nichols (Phone)	REX
Apologies	
Tony van der Spek	AOPA
Julian Smibert	AFAP
Ben Ippolito	Point Cook Flying Club
Warren Canning	Kyneton Aero Club
Gareth Davey	NQLD RAPAC
Christopher Thorpe	GFA/HCAPA

Reference	Action	Responsible	Due Date	Status
2017-3/1	Provide additional information about the proposed Runway 34 GLS with respect to (1) potential impact if pilots continued to allow a 500ft buffer to controlled area steps and (2) to what extent access to the Class C airspace could be made available to VFR transit flights when the GLS was not being used.	Airservices (Godsmark) and CASA (Chair) Moorabbin Safety Committee	Out of Session.	2019-1 update: Awaiting further advice from Moorabbin Safety Managers Forum (MSMF) on proposed altitudes at waypoint CARRUM. 2019-2 update: MSMF recommendation accepted to make no change to existing levels. 2019-2 meeting: Closed. Airservices is monitoring the airspace and conducting a PIR. The RAPAC will raise the matter in the future, where necessary.
2017-3/2	Provide additional information about the circumstances under which the published runway strip width for Runway 26 at Essendon can be 300m, when there are known obstacles within that strip width.	CASA (Chair)	Out of Session.	2019-1 update: VIC RAPAC, including ABAA, does not support 180m and recommend it remain at 300m. Action to close once ERSA is updated to reflect new format of advising pilots of OBS. 2019-2 update: EAPL proceeded to 180m RWS effective early April. Convenor advised EAPL on 23 March 2019 that VIC RAPAC does not endorse the change. 2019-2 meeting: The RAPAC will keep a watching brief on this matter. May be affected by the possible change of YMML third runway from E-W to N-S.
2018-3/1	AusALPA to write concerns regarding Metro D operations to Airservices.	L. Gray Convenor	Out of Session.	2019-2 meeting: The RAPAC support the standardisation of Class D. They request a gap analysis for the differences between Metro and Regional Class D. VIC RAPAC Convenor to send a request to Airservices.
2018-3/3	RAPAC Convenors to confer to discuss a joint submission for the TAF review.	Chair	Out of Session.	2019-2 meeting: Chair to work with the RAPAC convenors offline.
2019-1/1	Consolidated Airservices Actions: 1) Request from RAPAC to rearrange the location codes alphabetically on the PCA in order to facilitate flight planning. 2) Airservices to send a National out of session RAPAC a paper requesting feedback on publishing IFR waypoints in the DAH. (ref: 2018-2/1) 3) Convey the recommendation to consolidate frequencies in ERSA under a single heading to Airservices publications. (ref: 2017-1/7)			1) Closed. Airservices is not progressing with this. The workload to do so is too large, but this item will remain on their internal list for future review when systems are updated. 2) Closed. 3) Closed. Airservices is not progressing with this matter, however it will remain on their internal list for future review.
2019-1/3	Mr Kevin Smith circulated a synopsis on the incorrect information on the West Sale DAP approach charts. The Chair to proceed it with CASA ANAA.	Chair	Out of Session.	In-progress: The Chair to follow up with CASA AIS.
2019-2/1	Chair to discuss matter at Moorabbin Airport regarding the impingement of the forced failure site for helicopters with local aerodrome inspector.	Chair	Out of Session.	Complete. CASA Aviation Safety Advisors are engaged with the Moorabbin Safety Forum, the aerodrome operator and BoM to assist in resolving this matter. Further updates will be provided as required to VIC RAPAC.
2019-2/2	Mr Simon Godsmark (Airservices) to discuss internally at Airservices about updating the ADS-B coverage charts, and to add aerodrome/airfield locations	Mr Godsmark (Airservices)	2019-3	

REGIONAL AIRSPACE AND PROCEDURES ADVISORY COMMITTEE

VIC RAPAC 2019-2

PAPER FOR DISTRIBUTION

AGENDA ITEM: 6.3

MEETING DATE: 18 July 2019

TITLE	Deniliquin VNC – Solar farm symbol and missing detail, Finley township.
SUBMITTED BY	AAAA - Dick Gower [(gen@aerospares.com.au)]
PURPOSE	To advise of missing detail on the VNC and to initiate discussion on a solar farm chart symbol.
KEY ISSUES	<ul style="list-style-type: none">• There is a large solar farm under construction just of west of Finley. It is becoming very prominent as are some others. Is there an ICAO chart symbol for solar farms?• Finley ALA is shown on the VNC but the township is missing.
ATTACHMENTS	None

BACKGROUND

There are really two issues namely:

- Finley township (approx. S 35 37' E 145 35') has been omitted from the Deniliquin VNC although the adjacent Finley ALA symbol is shown. (docsammend advice has been submitted to Airservices).
- Immediately west of Finley there is a large solar farm (385 hectares) which is becoming very prominent and there are many other solar farms of similar size appearing elsewhere. Since these are such a prominent landmark, has consideration been given to providing a chart symbol?
Since there are many smaller and less prominent solar farms about it is probably necessary to confine any symbol to the more prominent ones.

The matter of a chart symbol is probably a matter for all of the RAPACs.

VIC RAPAC members are invited to provide feedback to Brian Hannan, the Vic RAPAC Industry Convenor by the VIC 2019-3 RAPAC meeting.