VIC RAPAC 2018-3
Venue: CASA, Level 13, Medibank Building, 720 Burke Street, Docklands VIC 3008

Industry only meeting: 1200
Start Time: 1310
Finish Time: 1500
Date: 19 November 2018

Chair Matt Bouttell
Convenor Brian Hannan

MINUTES

<table>
<thead>
<tr>
<th>Item No</th>
<th>Item</th>
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<td>1. OPENING</td>
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<tr>
<td>1.1</td>
<td>Ratify addition to Draft Minutes of July Meeting – Action Item 2017-3/1</td>
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<td>2. REVIEW OF ACTION ITEMS</td>
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<td>6. OTHER BUSINESS</td>
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<td>6.1</td>
<td>Essendon (YMEN) RWS/Obstacles RWY 26</td>
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<td>6.6</td>
<td>DAP Plates – AFRU/PAL (Discussion)</td>
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1. OPENING

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

Apologies: John Gleeson, Rob Payne, Jim Duff, Tony van der Spek

1.1 Ratify addition to draft minutes of VIC RAPAC 2018-2 meeting, 18 July 2018 – Action Item 2017-3/1

The Convenor had circulated an addition to Action Item 2017-3/1 with “Airservices confirmed the date of effect is 8 November 2018”.

The RAPAC agreed that the amendment reflected the Airservices advice at RAPAC 2018-2.

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 Airspace Modernisation Program

Mr Adrian Turner (Airservices) spoke to an out of session paper sent by Airservices on the Airspace Modernisation Program (attached). He outlined the change principles which is driving the program.

Overall, the RAPAC noted the papers and had no objections to the project.

Mr Lachlan Gray raised a few questions pertaining to Metro D but will formally write to Airservices out of session.

<table>
<thead>
<tr>
<th>Action</th>
<th>AusALPA to write concerns regarding Metro D operations to Airservices.</th>
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<tr>
<td>Responsible</td>
<td>Lachlan Gray</td>
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<td>Timeframe</td>
<td>Out of Session</td>
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Warren Canning (Kyneton Aero Club) raised that flying VFR into Class C airspace has become more difficult over time. Mr Scott Mitchell (Airservices) outlined that the Airspace Modernisation Program will most likely not address specific issues like this and recommends that Mr Canning gets in contact with the local controller/s assigned to the area.

The RAPAC enquired about the consultation process regarding this program. Mr Mitchell said that Airservices requires feedback and it has been solely electronic due to the large number of stakeholders and being spread around across the entire country. Ms Andrea Roberts (CAE/MSMF) stated that she would like to see more face-to-face consultation on this project by Airservices and said she will suggest Airservices discuss the project with the Moorabbin Runway Safety Forum (MSMF), and recommended Airservices consults with other similar forums.

4.2 Mildura CTAF change proposal

The Convenor spoke to the paper submitted by Dallas Nicholls (Regional Express) on his behalf. The RAPAC agreed to recommend the change of CTAF for Mildura/Wentworth. Mr Dick Gower will look
at nearby ALAs and a possible BCA recommendation. In the longer term, RAPAC will recommend to Airservices that MIA be an ADS-B base site since the flight school aircraft will be ADS-B equipped. REX may pursue this idea via ASTRA.

5. AGENCY BRIEFINGS AND UPDATES

5.1 Bureau of Meteorology

Mr Ashwin Naidu (BoM) gave a presentation (attached) which discussed the BoM Transformation Project, SIGMET sequence numbering and some improvements to the Graphical Area Forecast (GAF) following the Post Implementation Review. He also discussed an upcoming TAF review and the update of the Manual of Aviation Meteorology. The BoM will also be sending RAPAC members a Survey for Regional Airports.

The Chair raised a concern that was spoken about at the SA RAPAC regarding forecasting services for regional areas. The Chair suggested a teleconference with all RAPAC Convenors to formulate a collective written response for the BoM. RAPAC members also enquired whether the transformation project for aviation forecasters will result in a change to the availability of forecaster phone numbers. Mr Naidu advised the RAPAC that there will be no change to their availability.

Some members of the RAPAC raised concern over the confusion of having the same SIGMET sequence number in both FIRs as they are usually just referred to using their number. Mr Naidu explained that it is necessary to create more sequencing numbers, particularly in summer where there can be many SIGMETs at once. He highlighted that the SIGMET will indicate which FIR it is in to avoid confusion.

Mr Naidu advised the RAPAC that the BoM would like to increase the use of weather cams and they encourage industry to go to the BoM to provide advice on this.

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<tr>
<th>Action</th>
<th>Link to the PCA charts to be displayed on the Bureau of Meteorology’s website</th>
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Mr Naidu also informed the RAPAC on the upcoming TAF review where a draft report is expected to be released in mid-2019 for industry feedback.

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<thead>
<tr>
<th>Action</th>
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5.2 Airservices Australia

Airservices had no further updates to discuss with the RAPAC.

Mr Scott Mitchell (Airservices) reiterated to the RAPAC that Airservices will always ensure to send the most appropriate person at the time to attend the RAPAC meeting, and reconfirmed their commitment to the RAPAC.

To improve communication between Airservices and RAPAC, they intend to make use of out of session papers as the RAPAC meetings are not scheduled in time for AIRAC dates. The Convenor agreed and stated that during busy periods, out of session papers are the more effective method of seeking feedback and keeping RAPAC members informed. All communications between Airservices and the RAPAC industry members are formalised through the RAPAC Secretariat.
5.3 Defence

SQNLDR Daniel Olsen informed the RAPAC of the changes in the East Sale airspace. Starting in January 2019, the new RAAF flight school will commence operations with around ten students. The number of students will increase by the middle of 2019 which will see total RAAF air traffic increase by 100% in eastern Victoria. SQNLDR Olsen informed the RAPAC to expect consultation on further changes to airspace and operations to support the increase in traffic.

The RAPAC enquired about the operation of the ILS at East Sale. SQNLDR Olsen advised that it will not be operational during standard business hours as ILS training was difficult during this time period. It was also enquired whether there were plans to expand operations at Point Cook, however SQNLDR Olsen advised that there were no plans.

6. OTHER BUSINESS

6.1 Essendon (YMEN) RWS/Obstacles RWY 26

Mr Neil Weatherson (Essendon Fields) and consultant Bruce Byron gave a presentation (attached) on an operator brief for runway obstacles at Essendon (YMEN). He outlined current conflicts of obstacles within 300 metres of the Runway Strip (RWS) and wanted to seek input from stakeholders for the submission to reduce the RWS from 300m to 180m as they want an RWS with no obstacles.

RAPAC members enquired about the original safety case to reduce the RWS standard to 180 metres down from the stipulated 300 metres in the CASR Part 139 Manual of Standards (MOS). They highlighted that the reduction in the RWS standard is a dispensation of the current law that was set based on ICAO requirements. As such, RAPAC members believed that a new safety case is necessary before any dispensation should be allowed and that RAPAC would wish to consider the original 300 metres safety case against the proposed 180 metres safety case. Mr Weatherson advised the RAPAC that the safety case is due in December 2018 but will request the earlier safety case from the Essendon Fields CEO. Ms Andrea Roberts (CAE/MSMF) highlighted that the ICAO standards exist for a reason and raised the concern that other airports in the region and across the country could also seek a similar dispensation based on this precedent.

Mr Julian Smibert (AFAP/AusALPA) raised concern over the potential future development of Essendon Fields. He also raised the concern over the ERSA entry for runway obstacles at Essendon. Mr Joe Hain (CASA) advised the RAPAC that the ERSA entry for runway obstacles for Essendon was submitted to Airservices. There was an error with formatting with AIS which has caused a delay with many amendments for listed aerodromes in ERSA. The request for change has been sent to Airservices for the format change of obstacles, not just for Essendon, but for aerodromes across the country.

RAPAC members enquired about the purpose of Essendon Fields wanting to reduce the RWS standard despite ICAO requirements. Essendon Fields highlighted that it can establish specific rules to restrict the certain types of aircraft operating in and out of YMEN and as such can have a dispensation, if required.

Mr Lachlan Gray (AusALPA) highlighted that the report from ATSB has still not been released and suggested that it was premature for Essendon Fields to be making proposals to reduce the RWS standard. Mr Hain reiterated the need to be respectful of the ATSB report that is on-going, and as such was unable to provide too much detail on the matter.

Due to the meeting time constraint, the convenor terminated the debate on the basis that further productive action required assessment of the current 180 metre safety case, the original 300 metres
safety case, and a copy of the Bruce Byron presentation today. The convenor elected to constitute a RAPAC working party VWP2 to assess the three documents.

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<thead>
<tr>
<th>Action</th>
<th>Essendon Fields (Neil Weatherson) to provide electronic copy of the earlier safety case (300m RWS), the current safety case (180m RWS) and a copy of the presentation at RAPAC to the RAPAC Convenor</th>
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<tr>
<td>Responsible</td>
<td>Neil Weatherson / Convenor</td>
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### 6.2 Working Parties proposal

The Convenor spoke to the paper proposing a VIC RAPAC Working Party. This initial Working Party will be reviewing the VFR Coast Route Lane in Melbourne.

RAPAC members approved the notion of a VIC RAPAC Working Party with the membership of the VFR Lane Working Party: Ben Ippolito, Dick Gower, Doug Gould and Kevin Smith.

### 6.3 Australian International Air show

Mr Glyn Butchard gave a presentation (attached) to the RAPAC about the Australian International Air Show (‘Avalon’). He spoke of the Airspace Change Proposal (ACP) that had been submitted to CASA and is currently under review. He outlined that here will be two AIP SUPs issued to cover Avalon and Avalon East operations and have planned industry and association briefings.

There were no questions.

### 6.4 VFR Coastal Route Lane

The Convenor reconfirmed the members of the Victorian Working Party 1 – VFR Lane (Ben Ippolito, Dick Gower, Doug Gould and Kevin Smith). The Working Group will circulate their findings through an out of session paper to all RAPAC members.

*Post-meeting update: this was completed on 28 November 2018.*

Marty Holberton (CASA OAR) discussed the matter of the VFR Coastal Lane. He stated that the CASA Executive are aware of the concerns raised by industry and are interested to hear what the Working Party will recommend. He also outlined an improvement of CASA OAR’s communication and internal control methods, including incorporating additional consultation when specific decisions have been made. By doing this, CASA aims to provide more information to RAPAC members and the broader industry.

### 6.5 Working Party proposal – Essendon Airport

The Convenor proposed establishing a Working Party for Essendon Airport regarding the RWS Standard. The RAPAC members who nominated themselves to join the Working Party would be confirmed out of session.

*Post-meeting update: Victorian Working Part 2 (VWP2) – Essendon RWS members were confirmed to be: Ben Thomson and Mike Lanza; Julian Smibert, Lachlan Gray and Marcus Diamond; Rob Payne; and Kevin Smith.*

### 6.6 DAP Plates – AFRU/PAL

Kevin Smith - raised incorrect information on the West Sale DAP approach charts. It shows PAL 119.6 on all the Approach charts. This means that 3 by 3 second microphone pulses are required to activate the PAL. This has been incorrect since the Runway lighting was upgraded some years ago (actual date 20th September 2012) to the 3 by 1 second pulses. The correct info in the approach
plates according to ERSA intro should be “AFRU + PAL 119.6”
Kevin will circulate a synopsis as an out of session paper and advised that Joe Hain (CASA) has been
made aware.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Matthew Bouttell (Chair)</td>
<td>CASA</td>
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<td>Brian Hannan (Convenor)</td>
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<tr>
<td>Simon Godsmark</td>
<td>AOPA</td>
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<td>Doug Gould</td>
<td>AAAA</td>
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<td>Dick Gower</td>
<td>Point Cook Flying Club</td>
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<td>Dallas Nicholls</td>
<td>Regional Express</td>
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<tr>
<td>Adrianne Fleming</td>
<td>AWPA/Tristar Aviation</td>
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<td>Scott Mitchell</td>
<td>Airservices</td>
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<td>Julian Smibert</td>
<td>AFAP/AusALPA</td>
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<tr>
<td>Glyn Butchard</td>
<td>Australian International Airshow</td>
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<tr>
<td>Kevin Smith</td>
<td>Gamair/Shortstop Jet Charter</td>
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<td>Warren Canning</td>
<td>Kyneton Aero Club</td>
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<td>Andrea Roberts</td>
<td>CAE/MSMF</td>
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<td>Lindsey Behnk</td>
<td>CAE</td>
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<tr>
<td>Martin Holberton</td>
<td>CASA</td>
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<td>Mark Fineran</td>
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<tr>
<td>Michael White</td>
<td>CASA</td>
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<td>Matthew Di Toro (VC)</td>
<td>CASA</td>
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<tr>
<td>Ben Thomson</td>
<td>Flight Academy Australia</td>
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<tr>
<td>Michael Lanza</td>
<td>Flight Academy Australia</td>
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<tr>
<td>Christopher Thorpe</td>
<td>GFA</td>
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<tr>
<td>SQNLDR Daniel Olsen</td>
<td>Defence</td>
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<tr>
<td>Ashwin Naidu</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Adrian Turner</td>
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<td>Joe Hain</td>
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<td>Reference</td>
<td>Action</td>
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<tr>
<td>2017-1/2</td>
<td>Update the forum on the progress of the Melbourne Aeronautical Study, including any developments in relation to the Melbourne GBAS or Avalon control area steps.</td>
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<tr>
<td>2017-1/7</td>
<td>Convey the recommendation to consolidate frequencies in ERSA under a single heading to Airservices publications.</td>
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<tr>
<td>Reference</td>
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<tr>
<td>2017-3/1</td>
<td>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.</td>
</tr>
<tr>
<td>2017-3/2</td>
<td>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.</td>
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<td>2017-3/6</td>
<td>Consider options for addressing potential conflicts between the instrument approach procedure at Bendigo and gliding operations at Raywood, including a NOTAM in the short term.</td>
</tr>
<tr>
<td>2018-2/1</td>
<td>Airservices to send a National out of session RAPAC a paper requesting feedback on publishing IFR waypoints in the DAH.</td>
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## TITLE
AIRSPACE MODERNISATION PROGRAM

## SUBMITTED BY
Airservices Australia (stakeholder@airservicesaustralia.com)

## PURPOSE
To inform members of change of implementation and feedback timeline regarding proposal to Standardise Class A and E Airspace

## KEY ISSUES
- Airservices is proposing to standardise the application of Class A and Class E airspace over continental Australia, subject to an Airspace Change Proposal.
- It is now proposed that this airspace change will be implemented in November 2019, extending the consultation period.

## ATTACHMENTS
Nil

### BACKGROUND

Further to our recent out of session paper dated 26 October 2019 regarding the Airspace Modernisation Program, Airservices has extended the consultation period to Friday 7 December 2018 for both changes.

We have reviewed our program and requirements to effectively implement these changes, and with some stakeholder feedback during this initial consultation period noting concern over the proposed timeframe, we have taken the decision to target the November 2019 AIRAC cycle for the Class A and E Airspace proposal.

We will continue to progress the airspace change proposal and associated work.

The second proposed change (Transfer of control responsibilities from Tower to Enroute at five regional locations), will continue as planned for the May 2019 AIRAC cycle.

Airservices is committed to delivering enhanced service outcomes for the aviation industry through national standardisation and leveraging the benefits of increased surveillance coverage.

More information on these proposals is available at http://www.airservicesaustralia.com/projects/airspace-modernisation/.

Feedback on these changes can be provided to stakeholder@airservicesaustralia.com.
NATIONAL STANDARDISATION OF THE APPLICATION OF CLASS A AND CLASS E AIRSPACE

Airservices is proposing changes to the continental, low, medium and high density airspace to standardise our approach to airspace management.

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

Figure 1: Current Airspace Architecture

PROPOSED AIRSPACE ARCHITECTURE

Figure 1: Current 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.
• 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.
Airservices is implementing changes to the surveillance services for arrivals and departures provided at Albury to utilise existing surveillance capability and ensure national consistency across Australia.

Coming into effect in May 2019, aircraft operating at the Albury aerodrome will receive a service from both the Air Traffic Control Tower and the Melbourne Air Traffic Services Centre (ATSC). 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.

Albury Tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an en route 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.
CONTACT

For more information, or to provide feedback on this change, please email stakeholder@airservicesaustralia.com.
TRANFER OF CONTROL RESPONSIBILITY OF SURVEILLED CLASS C AIRSPACE FROM TOWER TO ENROUTE AT ALICE SPRINGS

Airservices is implementing changes to the surveillance services for arrivals and departures provided at Alice Springs to utilise existing surveillance capability and ensure national consistency across Australia.

Coming into effect in May 2019, aircraft operating at the Alice Springs aerodrome will receive a service from both the Air Traffic Control Tower and the Melbourne Air Traffic Services Centre (ATSC). 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.

Alice Springs Tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an en route 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.
CONTACT

For more information, or to provide feedback on this change, please email stakeholder@airservicesaustralia.com.
Airservices is implementing changes to the surveillance services for arrivals and departures provided at Hobart to utilise existing surveillance capability and ensure national consistency across Australia.

Coming into effect in May 2019, aircraft operating at the Hobart aerodrome will receive a service from both the Air Traffic Control Tower and the Melbourne Air Traffic Services Centre (ATSC). 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.

Hobart Tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an en route 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.
CONTACT

For more information, or to provide feedback on this change, please email stakeholder@airservicesaustralia.com.
Airservices is implementing changes to the surveillance services for arrivals and departures provided at Launceston to utilise existing surveillance capability and ensure national consistency across Australia.

Coming into effect in May 2019, aircraft operating at the Launceston aerodrome will receive a service from both the Air Traffic Control Tower and the Melbourne Air Traffic Services Centre (ATSC). 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.

Launceston Tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an en route 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.
CONTACT

For more information, or to provide feedback on this change, please email stakeholder@airservicesaustralia.com.
TRANSFER OF CONTROL RESPONSIBILITY OF SURVEILLED CLASS C AIRSPACE FROM TOWER TO ENROUTE AT TAMWORTH

Airservices is implementing changes to the surveillance services for arrivals and departures provided at Tamworth to utilise existing surveillance capability and ensure national consistency across Australia.

Coming into effect in May 2019, aircraft operating at the Tamworth aerodrome will receive a service from both the Air Traffic Control Tower and the Brisbane Air Traffic Services Centre (ATSC). 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.

Tamworth Tower will provide separation services from the surface to 4,500ft (A045). Services from A045 to 8,500ft (A085) will be provided by an en route 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.
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- Transfers control of the airspace from tower to enroute surveillance, enhancing surveillance and safety to users.

OVERVIEW OF THE CHANGES

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CONTACT

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**TIELE**
Mildura-Wentworth: Discrete CTAF frequency

**SUBMITTED BY**
Regional Express - Dallas Nicholls (dallas.nicholls@rex.com.au)

**PURPOSE**
To seek members feedback to discuss the introduction of a discrete CTAF frequency at Mildura and Wentworth airports

**KEY ISSUES**
- Increased flight training operations at in the Mildura/Wentworth area may potentially cause CTAF congestion

**ATTACHMENTS**
NIL

**CHANGES TO MILDURA AND WENTWORTH CTAF’S**

A local Melbourne flying school is extending its training operation to the Mildura and Wentworth airports. It is expected that these training operations will be significant with the majority of training involving foreign students.

Currently, Mildura, Wentworth, Horsham and Shepparton share a common CTAF 118.80.

It has been identified that the current arrangement has the potential to cause radio congestion and a reduction of local traffic awareness between training/GA aircraft and high performance RPT aircraft operating into and out of Mildura.

With the introduction of increased training operations at Mildura/Wentworth, there is potential for these threats to increase.

It is proposed that Mildura and Wentworth (including the training area to the north of these airports) introduce a discrete CTAF frequency. In doing so, radio traffic can be contained to aircraft operating in the Mildura and Wentworth areas resulting in a reduction of radio congestion and an increase in situational awareness for all aircraft.
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
- 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
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-
YMMM 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=
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 NAIPS Chart Directory.

- Update of Education Guide.
  - complete

- Airservices update NAIPS 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.
Questions and comments

Avn_Regional@bom.gov.au
Essendon Fields Airport has considered options and has discussed with local operators.

Both the Department (DIRDC) and CASA wish to ensure that the operator of Essendon Fields Airport has maximised the opportunity for input from industry and agreement to their desired operation of Runway 08/26. An objective is to demonstrate the final outcome and seek Vic RAPAC discussion and endorsement by majority.

Bruce and Neil Weatherson (GM Aviation) will talk the meeting through the Essendon Fields Airport deliberations and the final recommendation.
YMEN 08/26 Runway Strip – Operator Brief

November 2018
Introduction

- The current declared (published) overall runway strip width (RWS) of 08/26 is 300 metres.

- EAPL is in discussions with CASA & Department to revert to an RWS of 180 metres.

- CASA have indicated they will consider a revised safety case that includes evidence of stakeholder acceptance of 180 metres RWS, 180 meter inner edge of approach surface and transitional surface based on 180 metre wide RWS.
Purpose of RWS

- CASR Part 139 MOS 1.2.1 – Definitions

- A defined area including the runway and stopway, if provided, intended to reduce the risk of damage to aircraft running off a runway and to protect aircraft flying over it during take-off or landing operations.
RWS Segments

- For an instrument runway RWS must a have graded portion plus flyover area.
Obstacles on RWS

- MOS 6.2.24.2

- All fixed objects permitted on the runway strip must be of low mass and frangibly mounted.
Current Situation

- Runway 08/26 45 metres wide.
- RWS published in ERSA as 300 metres wide.
- Base of existing retail buildings are located within runway strip at approximately 122 metres from centreline (penetrates 28 metres).
- Northern side of retail buildings penetrate Transitional OLS.
Some buildings within 300 metre RWS
RWS Standard History

- During the 1970s, 1980s and 1990s – 180 metres.

- Standard increased for instrument runways with the issue of CASR Part 139 in early 2000s. This was in line with ICAO Annex 14.

- EAPL sought confirmation from CASA that 180 metres was acceptable in 2003 – CASA confirmed 180 metres.

‘In the case of 08/26, the portion of the transitional surface along the runway is based on the published runway strip width of 180m’
## 08/26 RWS History

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<tbody>
<tr>
<td><strong>08/26 RWS</strong></td>
<td>180</td>
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<td>180</td>
<td>180</td>
<td>300</td>
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<tr>
<td><strong>26 Approach</strong></td>
<td>180</td>
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<tr>
<td><strong>Inner Edge</strong></td>
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Increase in 08/26 RWS & Approach

- CASA raised two non compliances in 2014.
- EAPL responded with submission based on historical use of 180 metres and safety performance of aircraft types.
- CASA directed EAPL to publish 300 metres in 2015.
- CASA approved obstacles within the RWS – Retail buildings & hangar.
Proposed RWS

- Runway & Graded area 150 metres + 15 Metre flyover either side.
- Will allow Code 4C aircraft with current weight restriction.
OLS Penetrations
Options

- Retain 300 metres RWS – retains 5 CASA approved obstacles within strip plus OLS penetrations.

- Reinstate 180 metre RWS – published RWS is clear of non-frangible obstacles.

- EAPL preference is 180 metres since pilots know the published strip is clear of obstacles
Implications of 180 metre RWS

- No effect on current aircraft operations on runway 08/26.
- Published RWS is clear of obstacles.
### TITLE
RAPAC Vic Working Parties

### SUBMITTED BY
Convenor

### PURPOSE
Group to consider the future use of “in house” working parties

### KEY ISSUES
- The RAPAC Terms of Reference allows the establishment of working parties
- The current process where the Industry Convenor coordinates general matters may result in overload and delay in complex issues (and single perception).
- Some issues may be best served by those with specific expertise working to find solutions or recommendations for Vic RAPAC endorsement, rather than the current “shotgun” email process including those uninvolved in the matter.

### ATTACHMENTS
Nil

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A. The RAPAC TOR states:

**RAPAC may establish working parties to examine problems or proposals requiring specialist input or detailed analysis.**

_The committee will provide each working party specific terms of reference appropriate to the task, and an expected time for its completion._

**RAPAC will appoint its own coordinator for the working party.**

_On completion of each task the working party shall report to the RAPAC proposals and/or recommendations. Dissenting views may be noted in the final report._

B. The VFR Lane change is an example of a short notice high workload matter deserving RAPAC input.

The issue is not resolved and requires discussion at the November meeting then a proposal or set of options to be submitted to CASA by Vic RAPAC.

A Working Party enables those with an interest or expertise in the VFR Lanes to consolidate and build on the group inputs after the meeting rather than decisions made in haste at the meeting. Then a report can be made to the group for endorsement or comment by an OOS Paper thereafter.

C. The use of Working parties overcomes delays waiting until next RAPAC meeting in an environment where the use of OOS Papers is becoming more prevalent due to the dynamics of change. Technology allows Working Party participants to communicate without necessarily need for physical meetings.

D. In the future environment where CASA and Airservices provide ample notice and comprehensive consultation of specific issues, the use of a Working Party prior to a RAPAC meeting may reduce meeting time and load by providing a holistic synopsis of recommendations to the meeting.

E. Vic RAPAC members are asked to consider this suggestion for discussion at the Industry Meeting. I commend our CASA colleagues in OAR and Stakeholder Engagement for reminding me of the concept.
OVERVIEW

Australian International Airshow 2019
• 26th February to 3rd March 2019

ACP in progress - ACP 037-18 Avalon Airshow 2019

TRA - R979ABC 19th February to 5th March 2019
• R979A SFC - 1500
• R979B 1500 - 4500
• R979C 4500 – FL245
TRA R979ABC DIMENSIONS
ACCESS TO TRA AIRSPACE

- Access to TRA only with prior approval from Airshows Downunder (ASDU)

- An on-line booking system is available on the ASDU website to facilitate aircraft registrations

- Airspace will remain as a TRA
  * Listen to ATIS (AV, MB, EN) for status of AV Tower

- AV Tower will be activated for all Avalon (Main) movements
SIGNIFICANT CHANGES/ITEMS

- Temporary grass strip 01/19 removed
- No Point Cook TRA
HELICOPTER OPERATIONS

- Hours of Operation
  - Tues 28th Feb – Sun 5th March 2017
  - Daylight Hours (0800 – 2000 hrs)

- Operations as per 2017

- Helicopter TMA – ATC Services Not Provided
  - UNICOM callsign “Avalon Unicom” for traffic information
AVALON EAST (YAVE)

- **Class D Airspace**

- **YMAE Tower Hours of Operation**
  - Tues 26th - Thu 28th Feb  0900 - 1800
  - Fri 1st - Sun 3rd Mar     0700 - 2000

- **Arrival and Departure procedures as per AIP SUP**
YMAE ARRIVAL PROCEDURES

RUNWAY 17 L/R

DO NOT FLY IN SHADED AREA

PRINCES FREWAY

LARA

DO NOT FLY IN SHADED AREA

AVALON

KIRK POINT

Shipping Container (Pink Day-Glo)

AVALON EAST

TWR 125.4
DIRECTOR 129.2
ATIS 122.0

CLIFTON SPRINGS

Reservoir

NOT FOR NAVIGATION

CAUTION
MERGING TRAFFIC
COMPULSORY
REPORTING POINT
DO NOT PROCEED
WITHOUT ATC CLEARANCE

TRACKING POINT

RUNWAY 35 L/R

DO NOT FLY IN SHADED AREA

PRINCES FREWAY

LARA

DO NOT FLY IN SHADED AREA

AVALON

KIRK POINT

STROBE

AVALON EAST

TWR 125.4
DIRECTOR 129.5
ATIS 122.0

CLIFTON SPRINGS

Reservoir

NOT FOR NAVIGATION

CAUTION
MERGING TRAFFIC
COMPULSORY
REPORTING POINT
DO NOT PROCEED
WITHOUT ATC CLEARANCE

TRACKING POINT
YAVE DEPARTURE PROCEDURES
(ALL RUNWAYS)
INDUSTRY INFORMATION

3 AIP SUPs will be issued to cover Avalon and Avalon East operations
- IFR operations into Avalon
- VFR operations into Avalon, and
- VFR operations into Avalon East

Planned Industry and Association Briefings
- Lethbridge
- Tyabb
ANY QUESTIONS?
Contacts

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