**WA RAPAC 2019-2**

**Venue:** CASA Perth Office, Brearley Room, Fauntleroy Ave, Perth Airport

**Start Time:** 0900  
**Finish Time:** 1110  
**Date:** Tuesday 18 June 2019

**Meeting Chair** | **Convenor**  
---|---  
Craig Peterson | Alwyn Adkins

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**MINUTES**

<table>
<thead>
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<th>Item No</th>
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<td><strong>1. OPENING</strong></td>
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<td><strong>2. REVIEW OF ACTION ITEMS</strong></td>
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<td><strong>3. REGIONAL SAFETY MATTERS</strong></td>
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<td><strong>4. CHANGE PROPOSALS</strong></td>
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<td><strong>5. AGENCY BRIEFINGS AND UPDATES</strong></td>
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<td>5.1</td>
<td>Bureau of Meteorology</td>
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<td>5.3</td>
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<td><strong>6. OTHER BUSINESS</strong></td>
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<td>6.1</td>
<td>YSOL Unicom, AFRU and PAL AFRU services at various aerodromes</td>
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<td>6.2</td>
<td>West Kimberley Broadcast Area extension proposal (<em>Out of session 5 June 2019</em>)</td>
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<td>6.3</td>
<td>Convenor to report: Pilbara TAC Map; YFDF YCHK IMC Procedure; Learmonth VHF AWIS Proposal (<em>Discussion – no paper</em>)</td>
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<tr>
<td>6.4</td>
<td>R/T Readbacks: “Cancel Speed Restrictions” (<em>discussion – no paper</em>)</td>
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1. **OPENING**
The Chair thanked attendees for making their time available to attend the RAPAC meeting.

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**
There were no change proposals raised.

5. **AGENCY BRIEFINGS AND UPDATES**

5.1 **Bureau of Meteorology**
Ms Liz Heba (Bureau of Meteorology) was to attend however due to comms issues, the RAPAC Secretariat provided an update on the behalf of the BOM – see attached presentation.
Key items presented:
- Aviation Meteorological Services Transformation update
- TAF Review
- Trend Type Forecast (TTF) Review
- Use of PCA locations in SIGMETS – WA Convenor noted concerns around general aviation needing to decipher lat/long formats.
- Change in AWIS phone numbers
- WA radar upgrades.

5.2 **Airservices Australia**
Mr Wayne Zilko (Airservices) highlighted that there are changes occurring at Jandakot. This includes the extending of RWY 12/30 and works to the associated taxiways. There will also be a revised RNAV-Z (GNSS) for runway 30. See AIP SUP H103/19.

5.3 **Defence**
Mr Simon Ward (Defence) informed the RAPAC Pearce has implemented changes to restricted areas. The changes should be transparent to most and are internal to Defence that will see PEA Class C services for civil traffic and Class D for military operations.

6. **OTHER BUSINESS**

6.1 **YSOL Unicom, AFRU and PAL AFRU services at various aerodromes**
Mr Darryl Evans (Aerodrome’s Manager, FMG) presented a paper on UNICOM services at YSOL.
Considerable discussions occurred regarding the lack of an AFRU at YSOL and frequency congestion due to non-essential information being passed between pilots and Unicom operators on the CTAF.
Mr Glen Fuge noted there had been some VARA safety reports of R/T congestion at Boolgeeda due to non-essential information being passed on the CTAF (126.7).

The Convenor suggested that, to reduce congestion caused by UNICOM calls on 127.05 and other CTAFs, FMG create a company frequency for its Pilbara airports due to the considerable traffic in the area needing to self-separate. The 127.05 CTAF services 5 airfields within 70nm. Whilst noting this suggestion, Mr Evans advised that in the immediate term he will advise UNICOM operators to minimise the use of radio wherever possible and remind them that non-essential R/T is prioritised behind operational transmissions.

Daniel Smith (CASA) advised that he would examine the need to draft a change to the wording in the publications regarding use of the CTAF for UNICOM purposes to encourage operators to use a discrete UNICOM frequency when multiple close-proximity airports use the same CTAF.

It was also noted by the meeting that there are incorrect/out of date references to MBZs in MOS 139. As a result, Mr Smith will have the MOS updated where required.

<table>
<thead>
<tr>
<th>Action</th>
<th>Daniel Smith to review and revise, as required, guidance in AIP relating to use of the CTAF for UNICOM purposes.</th>
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<tbody>
<tr>
<td>Responsible</td>
<td>Daniel Smith</td>
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<td>Timeframe</td>
<td>Out of Session</td>
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During this discussion the Convenor also noted the confusing reference in ERSA at Christmas Creek regarding PAL activation and requested CASA/Airservices review wording. Further, CASA to consider communication and education campaign to inform pilots on procedures associated with PAL + AFRU.

(Update: 15 August 2019 ERSA ‘Aerodrome and Approach Lighting’ wording for Christmas Creek has now been updated to provide additional clarity.)

6.2 West Kimberley Broadcast Area extension proposal (Out of session 5 June 2019)

Nil further comments from the WA RAPAC members.

6.3 Convenor to report: Pilbara TAC Map; YFDF YCHK IMC Procedure; Learmonth VHF AWIS Proposal (Discussion – no paper)

The Convenor gave an update to the meeting regarding a new TAC chart which would initially be published via an AIP SUP and include new IMC/Night arrival procedures at YFDF and YCHK, then move into the standard charting products as a stand-alone TAC.

<table>
<thead>
<tr>
<th>Action</th>
<th>Daniel Smith (CASA/OAR) to provide the Convenor with advice on the development of an AIP SUP to promulgate the Pilbara TAC.</th>
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6.4 R/T Readbacks: “Cancel Speed Restrictions” (discussion – no paper)

The Convenor sought clarity from Airservices regarding whether ‘Cancel Speed Restriction’ was a read-back item. Airservices informed the meeting that this is not a read-back item.
### 7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Craig Peterson (Chair)</td>
<td>CASA</td>
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<tr>
<td>Matthew Bouttell (VC)</td>
<td>CASA / RAPAC Secretariat</td>
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<tr>
<td>Alwyn Adkins</td>
<td>WA RAPAC Convenor</td>
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<tr>
<td>Maude Telfer</td>
<td>Former NWA RAPAC Convenor</td>
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<tr>
<td>Glen Fuge</td>
<td>Virgin Australia Regional Airlines</td>
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<tr>
<td>Hilary Surman</td>
<td>Cobham</td>
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<tr>
<td>Simon Ward</td>
<td>Defence (453 SQN)</td>
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<tr>
<td>Jarad Rowe</td>
<td>AusALPA / RACWA</td>
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<tr>
<td>Daniel Smith</td>
<td>CASA</td>
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<tr>
<td>Wayne Zilko</td>
<td>Airservices</td>
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<tr>
<td>Anthony Chudleigh</td>
<td>Airservices</td>
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<tr>
<td>Darryl Evans</td>
<td>Fortescue Metals Group</td>
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<tr>
<td>Brent Montgomery</td>
<td>Skippers Aviation</td>
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<tr>
<td>Elizabeth Heba (Apologies)</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>Reference</td>
<td>Action</td>
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<tr>
<td>2019-2/1</td>
<td>Daniel Smith (CASA/OAR) to submit RFC to have references to MBZ removed from AIP.</td>
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<tr>
<td>2019-2/2</td>
<td>Daniel Smith (CASA/OAR) to provide the Convenor with advice on the development of an AIP SUP to promulgate the Pilbara TAC.</td>
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**Items Transferred from NWA RAPAC 2018 actions**

<table>
<thead>
<tr>
<th>Reference</th>
<th>Action</th>
<th>Responsible</th>
<th>Due Date</th>
<th>Status</th>
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<tbody>
<tr>
<td>2017-1/2</td>
<td>Draft change proposal for Western CTAF 127.2 (raising upper limit from 5,000 to 10,000), initiate consultation and then seek approval from Airservices.</td>
<td>Ms Telfer &amp; Ms McGough</td>
<td>Out of session</td>
<td>2019-1 update: Ms Telfer to make contact with Mr Anthony Chuddley (Airservices - Perth) who is now responsible for Broome to understand their priorities in relation to this airspace and to discuss a potential ACP. Complete: Completed and Request for change submitted. If approved will be incorporated into May 2020 charting cycle.</td>
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<tr>
<td>2018-1/1</td>
<td>Proposals for amending the western CTAF (upper limit), inclusion of the training area, and procedures for the horizontal waterfalls to be circulated to local operators to gauge interest in pursuing.</td>
<td>Ms Telfer</td>
<td>Out of Session</td>
<td>2019-1 update: Ms Telfer to make contact with Mr Anthony Chuddley (Airservices - Perth) to ascertain the vertical limits of the training area, then report back to WA RAPAC. 2019-2 update: See Action 2017-1/2 and note that work is ongoing for the Horizontal falls.</td>
</tr>
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Bureau of Meteorology Update

WA RAPAC

Presented by Liz Heba
Topics

• Aviation Meteorological Services Transformation (AMST) Update
• TAF Review
• Trend (TTF) Review
• Use of PCA locations in SIGMETs
• Change in AWIS phone numbers
• WA Radar upgrades
AMST - Background

**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)
AMST - 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
AMST - Technology Uplift

- **Operating environment:**
  - simpler, swifter, robust

- **Improved Tools**
  - Flexible workload
  - Intelligent alerts
  - Situational awareness

- **Training / Learning**
  - Knowledge-base
  - Immersive simulator
AMST - Timeline

**Ongoing stakeholder management, communication management, risk & issue management, quality & assurance management and change management**

**Programme Management**
- Dec '17: Programme Management Plan

**Systems and Technology**
- Dec '18: Training environment available
- Apr '19: Brisbane centre functional
- Jun '19: Melbourne centre functional
- Nov '19: National weather management functional
- May '20: Forecasting tool suite functional

**People and Services**
- June '18: Implementation Plan
- Feb '18: Aviation Mgt Organisational strategy
- Oct '18: Recruitment complete
- Dec '18: Recruitment strategy
- Jun '19: Brisbane centre operational
- Jul '19: Service transition to Brisbane-Cairns, NT, north WA
- Jan '19–Jul '19: Service transition to Melbourne – NSW, SA, SA, TAS
- May '19–May '20: National weather centre operational
- May '20: Service transition to Melbourne – NSW, SA, SA, TAS
- Nov '18–May '20: RAWS transition training

**FY 2017/18**
- Q1
- Q2
- Q3
- Q4

**FY 2018/19**
- Q1
- Q2
- Q3
- Q4

**FY 2019/20**
- Q1
- Q2
- Q3
- Q4

**Jun '20**
- End Programme Report
More information:

Aviation Weather Services

Contact us on:
Aviation_Transformation@bom.gov.au
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 DOIRDC to meet in June.
• Draft report expected to be released for industry comment during 2019. Implementation of changes expected 2020.
• A TAF3 Implementation working group (TIWG) was established on 30 April 2019 consisting of a broad representation from industry and government agencies

• It has been decided that an implementation date of 21 May 2020 is achievable to cease TTF and commence TAF3

• CASA is aiming to commence the consultation process regarding changes in June 2019

• Our timeline aims to have all regulatory drafts finalised by October 2019

• Training of aviation forecasters and pilot-industry awareness education is expected Feb-April 2020.
Use of PCA locations in SIGMETs

- Australian SIGMETs currently include PCA locations and/or geographical coordinates for describing the location of phenomena (as per registered difference in ICAO Annex 3).

- This is posing more significant issues as we are moving towards machine to machine ingestion of Operational Meteorological (OPMET) Information in digital format.

- This will become the future ICAO standard.

- To comply with these ICAO requirements, the Bureau will be transitioning to using only geographical coordinates in all Australian SIGMETs – possible implementation Nov 2019.

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=
AWIS Number Changes

• From 15 August 2019, there will be changes to all AWIS phone numbers

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

• The old and new AWIS phone numbers will be operated in parallel between 15 August and 30 September
WA Radar upgrades

• Albany and Geraldton Radars have been upgraded to Doppler capability

• Improve detection of rainfall, hail and wind speed and direction

• 6min scans

• Albany – upgrade complete 14th May

• Geraldton – upgrade complete 12th June
Questions and comments

Avn_Regional@bom.gov.au
### REGULATORY ISSUES

**TITLE** | YSOL Unicom, AFRU and PAL AFRU services at various aerodromes
---|---
**SUBMITTED BY** | Darryl Evans – Fortescue Metals Group ([darevans@fmgl.com.au](mailto:darevans@fmgl.com.au))
**PURPOSE** | To discuss three main issues with RAPAC members (see below)
**KEY ISSUES** | • YSOL – Unicom Service
• Similar issues as YSOL in relation to YANG, YGIA, YBRY, YCWA, YDF having the AFRU
• PAL AFRU (same issue for YSOL and YCHK)
**ATTACHMENTS** | 1. Background and information document for issues

### BACKGROUND

Please see attached a document outlining background and information for three issues that are to be discussed at the upcoming WA RAPAC on Tuesday 18 June 2019.
We would like to raise 3 issues at the meeting for information and discussion.

1) YSOL - Unicom Service

Background
Solomon Aerodrome does not have an AFRU as required by the CASR's 139.385
YBGD provide this service which is located 35nm to the SW of Solomon.
As such the standards allow YSOL to run a UNICOM service which is required to be broadcasting on
the CTAF feq.
Pressure has been applied from CASA to change to run outside of the Regs and Stds while reducing
safety in our point of view and the claims of increasing congestion not founded.

Section 14.3: Frequency Confirmation System
14.3.1 Requirement for Frequency Confirmation System
14.3.1.1 At all non-controlled aerodromes located in an MBZ, and at those non-controlled
aerodromes in CTAF areas which are used not less than 5 times per week by aircraft engaged in air
transport operations that have a maximum passenger seating capacity greater than nine, a ground-
based frequency confirmation system is required. This requirement may be practically satisfied by
one of the following facilities:
(a) a certified air/ground radio service (CA/GRS); or
(b) an aerodrome frequency response unit (AFRU); or
(c) a Unicom service.

Section 14.4: Unicom Services
14.4.1 General
14.4.1.1 Unicom (Universal Communications) services are non-ATS radio communication services
provided on an MBZ frequency or CTAF to enhance the value of information normally available
about a non-controlled aerodrome. A Unicom service is not a Certified Air/Ground Radio Service.
14.4.1.2 The primary function of the frequencies (MBZ/CTAF) used for Unicom services is to provide
the means for pilots to exchange traffic information for separation purposes. Unicom services, being
a secondary use of these frequencies, must not inhibit the exchange of aircraft to aircraft traffic
information.
14.4.1.3 Participation in Unicom services by an aerodrome operator, whether for the purposes of a
frequency confirmation system or otherwise, is to be limited to the exchange of radio messages
concerning:
(a) confirmation of the CTAF/MBZ frequency selected by aircraft;
(b) general aerodrome weather reports;
(c) aerodrome information;
(d) estimated times of arrival and departure;
(e) passenger requirements;
(f) aircraft refuelling arrangements;
(g) maintenance and servicing of aircraft including the ordering of urgently required parts;
(h) unscheduled landings by aircraft.
14.4.1.4 General aerodrome weather reports provided by a Unicom operator are to be limited to
simple, factual statements about the weather, unless the Unicom operator is authorised by CASA to
make meteorological observations.

The Unicom at YSOL has two purposes
a) Provide a **means of frequency confirmation** to aircrew that they are on the correct frequency for that aerodrome or CTAF/Multicom. In YSOLS case 126.7. Safety mitigator and major benefit in "busy" non-controlled Aerodrome airspace. This achieved by coms with inbound and outbound traffic on CTAF freq.
b) Provide a means of communication between aircrew and Aerodrome operator for passing of information as detailed in 14.4.1.3 above.
We agree and acknowledge this is secondary to air to air coms.

**Issue**
Due to comment by others there is push to move the Unicom onto a discreet freq which is not specified in the MOS.
We fully oppose this as it takes away a major safety initiative in a busy part of airspace with the main benefit being aircrew departing YSOL can be confident that they are the correct CTAF freq before departing and avoids missing air to air coms and situational awareness.
It would require single pilot crews in C208’s and similar to change freq when approaching the field from the North when Jet traffic is approaching from the South.

I’ll provide comment around this at the meeting.

2) Same issue as YSOL in relation to YANG, YGIA, YBRY, YCWA and YFDF having the AFRU.

3) PAL AFRU (Same issue for YSOL and YCHK)

**Background**
Given YFDF has the AFRU for the area. When aerodrome lighting is activated at YCHK there is allowance in the standards to have **voice acknowledgement** that the lighting has been selected or there is 10 min to run. This is specifically when the PAL is on a separate freq to the CTAF and as such cannot be utilised as an AFRU as it will be misleading to aircrew by being broadcast on the incorrect freq.

I have been in correspondence with CASA since 2017 on this issue as to what they would like to see published in this instance.
To my knowledge they are reserving comment until the new MOS rolls out mid-year.

a) At YSOL we have resorted to manually activating the aerodrome lighting due to safety issues with aircrew switching btwn 3 freq to activate aerodrome lighting. (YMEL centre – CTAF and PAL)
b) We will be looking at doing the same for YCHK given the location of the AFRU and multiple Aerodromes in the same area.
c) Text to be included in ERSA for both sites will more than likely be “*Christmas Creek Aerodrome Lighting On*” “Christmas Creek Aerodrome Lighting 10 min remaining” to meet requirements of MOS 9.3.8
d) DAPWEST plates having text stating PAL+AFRU which is confusing – Again waiting for CASA clarification on text as AsA limit what is published.

**14.3.6 AFRU with PAL Features Note: See Section 9.3 for standards for PAL.**

14.3.6.1 Optional Additional AFRU Function - Pilot-Activated Lighting Control: Optional additional functionality may be provided with the AFRU unit to provide for aircraft actuated operation of the aerodrome lights at the aerodrome at which the AFRU is located, during night hours or other times of low natural light levels. This option shall emulate the function of the existing PAL circuitry, but permit operation on the CTAF or MBZ frequency.
9.3.8 PAL with Audio Acknowledgment

9.3.8.1 Aerodrome operators are encouraged to use a PAL with message acknowledgment capability, which can provide positive response on receipt of pilot transmission and caution if the lighting cycle is within the 10-minute switch off phase. **Note:** Such a PAL will require a radio transmitter licence.

**Issue**

Agreement from the group incl CASA and AsA on publishing “voice acknowledgement” and aligning DAPWEST, AIP ERSA and Aerodrome documentation aligning with the correct text.
TITLE | WEST KIMBERLEY BROADCAST AREA EXTENSION PROPOSAL
---|---
SUBMITTED BY | Daniel Smith – CASA (Dan.R.Smith@casa.gov.au)
PURPOSE | To seek members’ feedback on the proposal for an extension of the West Kimberley Broadcast Area
KEY ISSUES | • During consultation for the Airspace Review of Broome and Karratha, stakeholders identified two areas to help improve the Broadcast Area for West Kimberley.
ATTACHMENTS | Nil.

BACKGROUND

Please find attached a presentation for the proposal to extend the West Kimberley Broadcast Area.

RAPAC members are invited to provide feedback to Daniel Smith (CASA OAR) to Dan.R.Smith@casa.gov.au or to oar@casa.gov.au by 19 June 2019.

Please note that this will also be discussed at the WA RAPAC on 18 June 2019.
West Kimberley Broadcast Area extension proposal
Office of Airspace Regulation
During consultation for the Airspace Review of Broome and Karratha (75NM from the surface to FL180), stakeholders identified two areas to help improve the Broadcast Area for West Kimberley.

1) Raise the upper level to 10,000 feet AMSL.
2) Bring the Broadcast Area in below the CTA steps to 9 DME Broome following the CTR boundary.

Extending the Broadcast Area may increase situational awareness for pilots and reduce frequency congestion on Brisbane (Derby) Centre frequency 122.10.
YBBB/WEST KIMBERLEY BROADCAST AREA 127.2

LATERAL LIMITS: 173214S 1215409E, 162027S 1225119E
then along the clockwise arc of a circle of 5.00NM radius centred on
162329S 1225527E to 161853S 1225321E
160114S 1233442E
then along the clockwise arc of a circle of 5.00NM radius centred on
160550S 1233649E to 160052S 1233733E
160407S 1240057E
then along the clockwise arc of a circle of 20.00NM radius centred on
162400S 1235800E to 163423S 1241549E
171002S 1234853E, 172304S 1232359E
174004S 1224129E
then along the counter clockwise arc of a circle of 31.00NM radius centred on
175649S 1221405E (BRM/DME) to 173214S 1215409E

VERTICAL LIMITS: SFC - 5000

HOURS OF ACTIVITY: H24
Current Arrangement
Proposed extension

The proposal is to extend the Broadcast Area underneath the control steps to encompass Willie Creek, James Price Point and other locations (as shown).

The upper limit of the Broadcast Area is to be raised from 5,000 feet to 10,000 feet AMSL. This is to include VFR traffic that is transiting to tourist locations in the north east of the Broadcast Area.
Feedback

This proposed change will be consulted through the Western Australian RAPAC forum. Feedback on the proposal to the West Kimberley Broadcast Area can also be given to Daniel Smith, Airspace Project Specialist – Western Australia at dan.r.smith@casa.gov.au or oar@casa.gov.au.