



From: mail@chrisreilly.net
Sent: Saturday, 25 January 2014 4:33 PM
To: ASRR
Subject: ASRR WAAS -GPS approaches
Attachments: HALF final.jpg; WOL GPS.jpg

One attachment I left out of my submission was the screen grab of a G1000 about 60 ' above the runway at Half Moon Bay runway, cited in my CASA response.

The point is that Half Moon Bay and Wollongong have near equivalent airports on the coast with about 2,500' terrain near them. (Familiar with both.)

The G1000 avionics package is quite common in modern GA aircraft all the way from singles to small jets in both the US and Australia.

The only difference is the electronic infrastructure in the two countries.

In the US with WAAS vertical and horizontal guidance is provided all the way to the ground. (While there are other operational considerations such occupied runways etc at uncontrolled airfields it is worth noting that the NTSB has concluded that WAAS offers a vertical and horizontal positional accuracy of less than 2 meters with WAAS.) In Australia vertical guidance disappears at 3,500'. (I have included a screen grab of that too.)

The statement from CASA inferring that the deployment of such technology would not make any difference to the availability of airports in Australia is at best platitudinous fiction. To put it bluntly, like almost everything "technical" that has been served up by the bureaucracy it is bullshit.

Like most Australian pilots I wholeheartedly support the AOPA submission. However, I do not accept that any sensible reform is possible without taking control of both core regulation and infrastructure decisions away from both CASA and Airservices Australia and giving to a new entity with an entirely different cultural base.

Regards
CR



NAV1 109.50 ↔ 108.50 Arriving at waypoint DIS 0.0NM BRG 303° 127.300 ↔ 132.800 COM1
 NAV2 108.50 109.50 GPS AP GP 124.550 121.100 COM2

POWER

MAN IN 27.3

RPM 1130

FFLOW GPH

OIL PRES

OIL TEMP

CHT

EGT

FUEL QTY GAL

ELECTRICAL

M BUS E
36.0 VOLTS 36.0

M BATT S
0.0 AMPS 0.0

TRAFFIC

100
90
80
75
74
60
50

TAS 74KT

OAT 0°C

213°T
0KT

303°

CRS 303°

GPS LPV

0.0NM
RW30
GPS

ADF

400
300
200
120
00
-100

1014HPA

330

-450

LAYKI TRACK UP

24

PACI +12

MONTARA

466FT

RW30

EL GRANADA +1

10NM

ENGINE INSET PFD OBS CDI DME XPDR IDENT TMR/REF NRST ALERTS

VOL 10

NAV

PUSH 1-2

HGD

PUSH HGD RWPC

AP FD

HGD ALT

NAV VNV

APR BC

VS LP

FLO DN

ALT

VOL 10

COM

PUSH 1-2

CRS BARO

PUSH CRS CTR

RANGE

PUSH PAN

MENU

PROC

ENT

FMS

PUSH CRSR

↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑

NAV1 109.50 ↔ 108.50
NAV2 108.50 109.50

WOLNF fof → WOLNM map
GPS AP VS

DIS 5.9NM BRG 163°
GP 0FPM

127.300 ↔ 132.800 COM1
124.550 121.100 COM2

MAN IN 27.3

RPM 1250

FFLOW GPH

OIL PRES

OIL TEMP

CHT

EGT

FUEL QTY GAL

ELECTRICAL

H BUS E
38.4 VOLTS 38.4

M BATT S
0.0 AMPS 0.0

TRAFFIC

110
100
90
84
81
70
60

150

5 5

5 5

163°

HDG 157°

CRS 163°

TAS 84KT

OAT 0°C

276T 0KT

GPS LNAV

5.8 NM WOLNM GPS

ADF

3900
3800
3700
3620
3500
3400

1014HPA

TRACK UP

WOLNM +12

PORT KEMBLA

UNANDERRA

YXWL WOLNF

WOLLONGONG

CORR +50

AVON RESERV

15NM

XPDR 1200 ALT R LCL 05:24:42

ENGINE INSET PFD OBS CDI DME XPDR IDENT TMR/REF NRST ALERTS