# SA RAPAC 2019-1

<table>
<thead>
<tr>
<th><strong>Venue:</strong></th>
<th>CASA Office, 4 Kel Barclay Avenue, Adelaide Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industry only meeting:</strong></td>
<td>1230</td>
</tr>
<tr>
<td><strong>Start Time:</strong></td>
<td>1345</td>
</tr>
<tr>
<td><strong>Finish Time:</strong></td>
<td>1530</td>
</tr>
<tr>
<td><strong>Date:</strong></td>
<td>Wednesday 13 February 2019</td>
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<table>
<thead>
<tr>
<th><strong>Meeting Chair</strong></th>
<th>Rob Walker</th>
</tr>
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<tbody>
<tr>
<td><strong>Convenor</strong></td>
<td>Felicity Brown</td>
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## MINUTES

<table>
<thead>
<tr>
<th>Item No</th>
<th>Item</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>OPENING</td>
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<td>2.</td>
<td>REVIEW OF ACTION ITEMS</td>
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<td>3.</td>
<td>REGIONAL SAFETY MATTERS</td>
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<td>4.</td>
<td>CHANGE PROPOSALS</td>
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<tr>
<td>4.1</td>
<td>Adelaide VTC – Bruce Eastick North Para Flood Mitigation Dam</td>
</tr>
<tr>
<td>5.</td>
<td>AGENCY BRIEFINGS AND UPDATES</td>
</tr>
<tr>
<td>5.1</td>
<td>Bureau of Meteorology</td>
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<tr>
<td>5.2</td>
<td>Airservices Australia</td>
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<tr>
<td>5.3</td>
<td>Defence</td>
</tr>
<tr>
<td>6.</td>
<td>OTHER BUSINESS</td>
</tr>
<tr>
<td>6.1</td>
<td>Flight Training Adelaide commencing operations in Port Lincoln</td>
</tr>
<tr>
<td>6.2</td>
<td>Coffin Bay</td>
</tr>
</tbody>
</table>
1. OPENING
   The Chair thanked attendees for making their time available. Members introduced themselves.

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 Adelaide VTC – Bruce Eastick North Para Flood Mitigation Dam
   Mr Alex Dallwitz (CASA) raised a proposal to put tracking point into the Adelaide VTC as it is often used as a visual reference and point for ATC to direct airspace users. CASA Office of Airspace Regulation (OAR) will send an out of session paper to the RAPAC advising the details. The RAPAC supported the proposal.

5. AGENCY BRIEFINGS AND UPDATES
5.1 Bureau of Meteorology
   Ms Liz Heba (Bureau of Meteorology) gave a presentation (attached) to update the RAPAC on the Bureau’s projects. She highlighted the Transformation of Aviation Meteorological Services project in which she informed the RAPAC that by the end of 2019, the Northern Aviation Centre will be operational in Brisbane, with the Southern Aviation Centre to be operational in mid-2020 in Melbourne. Ms Heba also informed the RAPAC that the draft report of the TAF review is expected to be released for industry feedback in mid-2019. The Bureau will send an out of session paper notifying all RAPAC members of the release of the draft report where consultation will be open for 6 – 8 weeks.

   Ms Heba raised the changes in the SIGMET sequencing numbering that was implemented last year and said that the Bureau has not received a lot of feedback and that RAPAC members were welcome to continue to provide feedback if desired. She also noted the update to the Manual of Aviation Meteorology which is planned to be completed later this year. She also informed the RAPAC that the Bureau will have a stand at the Avalon Airshow where they will also be launching their Customer Satisfaction Survey which aims to gather information from industry personnel on weather phenomena they have experienced.

   The Convenor raised the concern of the reduced number of TAFs in South Australia which negatively impacts flight planning. Ms Heba noted that in addition the availability of TAF services in locations, it would be worthwhile for feedback to the TAF review to include the hours of operation of the TAF services. She also raised that local councils or private companies in the mining industry fund the provision of TAF services.
5.2 **Airservices Australia**

Mr Gerard Mears (Airservices) gave a presentation (attached) on Airservices Airspace Modernisation Program which highlighted the organisation’s plans to improve and update Air Traffic Management (ATM). Mr Peter Bloom (Airservices) outlined the prioritised changes including transferring five towers’ airspace to Enroute Surveillance Controllers; increasing Enroute Class E and Class C airspace; and the non-towered airport Class E trial at Ayers Rock Aerodrome.

A RAPAC member asked whether there were plans to establish Class E airspace over Class C, but under Class A. Mr Peter Bloom (Airservices) said that he did not believe there were any plans for this, but he will take this back to the Airspace Modernisation project team.

Mr Bloom informed the RAPAC of the consultation process for the Ayers Rock airspace proposal and outlined the different stakeholders and methods used for consultation. He also noted that due to the feedback received in the consultation, the original proposal was amended, and the base limit of the Class E airspace was changed from 1,200ft AGL to 5,500ft AMSL.

Mr Bloom confirmed that the criteria used to trigger a risk assessment conducted by CASA at an aerodrome are passenger movements, air transport movements, and total movements. Mr Martin Holberton (CASA) informed the RAPAC that CASA OAR had received the Airspace Change Proposal (ACP) for the trial at Ayers Rock and for the changes to Class E airspace. He also informed the RAPAC that CASA OAR assesses the ACP and makes the determination based on the information provided which includes the provision of information pertaining to stakeholder consultation.

5.3 **Defence**

FLTLT Ash Wright informed that RAPAC the Defence were proposing a change to the base altitude of R265B.

Mr Peter Temple enquired about the November Airshow in R233A/B where the restricted area could be potentially activated for a period of four days. FLTLT Wright to report back to Mr Temple on the duration of the activation.

FLTLT Wright also informed RAPAC that the ILS at Edinburgh is expected to become operational in May 2019, but it is dependent on the progress of the concurrent project at Parafield.

6. **OTHER BUSINESS**

6.1 **Flight Training Adelaide commencing operations in Port Lincoln**

Mr Nick Vadagnini (Flight Training Adelaide) informed the RAPAC that Flight Training Adelaide will be commencing operations in Port Lincoln.

6.2 **Coffin Bay**

Mr Terry Horsam (CASA) informed the RAPAC that the depiction of Coffin Bay will be reinstated on the WAC Chart. He also noted that there will be a change to the ERSA entry to reflect the change in frequency to be the same as Port Lincoln (128.0)
## 7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Rob Walker (Chair)</td>
<td>CASA</td>
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<tr>
<td>Matthew Bouttell (VC)</td>
<td>CASA</td>
</tr>
<tr>
<td>Matthew Di Toro (VC)</td>
<td>CASA</td>
</tr>
<tr>
<td>Felicity Brown</td>
<td>Convenor</td>
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<tr>
<td>Allan Gray</td>
<td>Adelaide Tandem Skydiving</td>
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<tr>
<td>Alex Dallwitz</td>
<td>CASA</td>
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<tr>
<td>Peter Temple</td>
<td>SA Gliding Association</td>
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<tr>
<td>Neil Bradley</td>
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<tr>
<td>Martin Holberton</td>
<td>CASA</td>
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<tr>
<td>Harold Walton</td>
<td>HCAPA</td>
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<tr>
<td>Brenton Hollitt</td>
<td>Corporate Air Charter</td>
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<tr>
<td>Ted Meeuwsen</td>
<td>AusALPA</td>
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<td>FLTLT Ash Wright</td>
<td>Defence</td>
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<tr>
<td>Nick Vadagnini</td>
<td>Flight Training Adelaide</td>
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<tr>
<td>Richard Higgins</td>
<td>AFAP</td>
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<tr>
<td>Gerard Mears</td>
<td>Airservices</td>
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<tr>
<td>Terry Horsam</td>
<td>CASA</td>
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<tr>
<td>Elizabeth Heba</td>
<td>Bureau of Meterology</td>
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<tr>
<td>Hamish Burns</td>
<td>Aerotech</td>
</tr>
<tr>
<td>Chris Peitzner</td>
<td>Aerotech</td>
</tr>
<tr>
<td>David Nye (Phone)</td>
<td>Airservices</td>
</tr>
<tr>
<td>Peter Bloom (Phone)</td>
<td>Airservices</td>
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<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>2017-3/1</td>
<td>Mr Gray to provide RAPAC Secretariat with the Risk Assessment that had been conducted to be forwarded on to the Office of Airspace Regulation for review.</td>
<td>ADL Tandem Skydive</td>
<td>Out of Session</td>
<td>In progress. See action 2018-2/1. 2018-3 update: Mr Gray advises that Thompsons Beach skydive activity had occurred 3-4 times since the last meeting with no safety issues. FTA seeks Thompson’s beach being added to the VTC to ensure pilots are aware of location should skydive operations occur. Mr Gray to make arrangements through <a href="mailto:docs.amend@airservicesaustralia.com">docs.amend@airservicesaustralia.com</a>.</td>
</tr>
<tr>
<td>2018-1/1</td>
<td>Chair to facilitate a discussion between Defence (SQNLDR Landford, FLTLT Silver &amp; a RAAF AIS representative), Peter Temple and Steve Pegglar (Adelaide Soaring Club), Airservices (Gerard Mears) to talk through other possibilities.</td>
<td>Chair Defence &amp; ADL Soaring Club</td>
<td>1/03/2018</td>
<td>In progress. An ACP was submitted to OAR and is now with RAAF to submit. RAAF is waiting to hear from AIS with their analysis of the impacts to the ILS. RAPAC to keep a watching brief on the issue and updated at RAPAC 2018-3. 2018-3 update: OAR have approved the straightening of the EDN boundary and will be refelcted on 23 May 19 charts. Discussions continue between Soaring Club and Defence regarding the amendment of EDN boundary in relation to Gawler CCT area.</td>
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<tr>
<td>2018-2/1</td>
<td>Chair to request to work out of session with Airservices, CASA OAR and APF to facilitate a HazID. ADL Tandem Skydiving will provide the collision risk assessment. (Relates to 2017-3/1)</td>
<td>Chair</td>
<td>Out of Session</td>
<td>2018-3 update: CASA representative (Westall) to speak with OAR to discuss status of risk assessment. 2019-2 update: CASA OAR to provide further update at 2019-2.</td>
</tr>
<tr>
<td>2018-3/1</td>
<td>In response to SA RAPAC concerns around obtaining briefing on graphical products either via the BOF or HF operators, Airservices is requested to update the RAPAC at 2019-1 on how this is achieved and any plans for further development on briefing services.</td>
<td>Airservices</td>
<td>2019-1</td>
<td>Airservices to provide further update at 2019-2.</td>
</tr>
<tr>
<td>2018-3/3</td>
<td>Chair to discuss with all RAPAC convenors about making a national submission in response to the TAF review DRAFT report expected in Q2 2019.</td>
<td>Chair</td>
<td>Out of Session</td>
<td>2019-2 update: Chair seeks to delay this until report is consultation has commenced to inform discussion. In the mean time all RAPACs have been informed of this and also seek the convenors discuss out of session.</td>
</tr>
<tr>
<td>2018-3/4</td>
<td>OAR to inform the Chair on how the establishment of a common Upper Spencer Gulf CTA Broadcast Area matter can progressed.</td>
<td>CASA OAR</td>
<td>Out of session</td>
<td>2019-2 update: OAR to provide advice out of session and at next meeting.</td>
</tr>
<tr>
<td>2018-3/5</td>
<td>Airservices to inform the RAPAC whether plans exist to no longer provide flight planning services through the BOF and if so, how would remote locations with limited connectivity be managed.</td>
<td>Airservices</td>
<td>2019-1</td>
<td>Closed. Airservices advised at meeting 2019-1 that there are no plans to change the services provided by the BOF.</td>
</tr>
<tr>
<td>2018-3/6</td>
<td>RAPAC Chair to draft a letter to Airservices seeking an understanding of the three pertinent matters, delays, access to airspace and late notice operational advice.</td>
<td>Chair</td>
<td>Out of session</td>
<td>2019-2 update: Chair seeks specific examples from RAPAC members to inform the correspondence to Airservices.</td>
</tr>
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</table>
Topics

• Transformation of Aviation Meteorological Services

• TAF Review

• Changes to SIGMET sequence numbering - feedback
Transformation of Aviation Meteorological Services:

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)
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
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.

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

• 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=
Coming soon...

- Manual of Aviation Meteorology Update planned this year.
- The Bureau will have a stand at Avalon Airshow.
- Customer Satisfaction Survey An out of session e-mail will be sent out when the online survey becomes available.
Questions and comments

Avn_Regional@bom.gov.au
Airspace Modernisation Program

Class E Airspace at Ayers Rock

Air Navigation Services and Customer Service Enhancement
February 2019
Destination ATM 2025

Enhanced Long Haul Airspace Services
- Enhanced Domestic Surveillance (Satellite ADS-B)
- Long Range Air Traffic Flow Management
- Route Optimisation (Best Performed Routes / Dynamic Airborne Route Procedures)
- Single Flight Information Fusion

Enhanced Regional Airspace Environment
- Airspace reform aligned to enhanced services
- Increased low altitude ADS-B surveillance [terrestrial and satellite]
- Flexible Use of Airspace

Modernized Air Traffic Control Environment
- Configuration Flexibility
- Consistent and informed Supervision
- Intelligent Pre-Shift Briefing
- Mobile Operational Information
- Co-located Defence/Civilian Workforce
- Integrated Defence/Civilian ATM platform
- Full Contingency Capability

Performance Based Endorsement
- Dynamic Sectorisation
- Voice Switch Capacity
- Enhanced Airspace and Aircraft Conflict Detection
- Workload Forecasting and Management
- Nationally Standardised Procedures

Continuous Descent Approach
- Integrated Departure/Arrival Management
- Wake Turbulence Re-categorization and Alerting

Enhanced High Density Airspace Environment

Enhanced Aerodrome Environment
- Digital Aerodrome Services Delivery
- Airport Collaborative Decision Making
- New Parallel Runways at Brisbane and Melbourne
Airspace in the ATM context

- Setting the platform for effective Air Traffic Management
- Enabling a predictable air transport network
- Delivering safe and efficient services

Air Traffic Control

Airspace Management

Air Traffic Flow Management
Changing ATM Environment

- Changes to technology (eg Performance based navigation)
- Mandated avionics (eg IFR ADS-B mandate)
- Changes to the ATM platform capability (eg CMATS)
- General aviation expectations (eg VFR access)
- New airspace users (eg Drones, RPAS)
- Changed government expectations (eg Airspace Policy Paper)
- Differing international practice (eg FAA airspace)

- Emerging airports (eg Western Sydney)
- Emerging services (eg Ballina)
- New runways (eg Brisbane and Melbourne)
- New service offerings (eg Digital Aerodrome Services)
- Enhanced surveillance (eg Satellite ADS-B)
- Modernised communications (eg SATCOM)
- New aircraft capability (eg increased velocity, altitude, range)

....airspace hasn’t kept up
Government/Industry Expectations
Features of our current airspace architecture

- Inconsistent regional terminal airspace
  - Differing local ATC procedures & handoffs
  - Differing airspace classification
- Inconsistent capital city tower airspace
  - C in Australia, B in several other countries
- Under utilised surveillance capability
  - Procedural separation where surveillance exists
- Unnecessary restrictions on VFR access
  - Class A where C is suitable
  - Traffic service where separation services are appropriate
    - Class G where E is appropriate in both enroute airspace and outside of tower operating hours

<table>
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<tr>
<th>Class</th>
<th>Controlled</th>
<th>IFR</th>
<th>SVFR</th>
<th>VFR</th>
<th>ATC Clearance</th>
<th>Separation</th>
<th>Traffic Information</th>
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<td>Provided for all flights</td>
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<td>Provided for all IFR/SVFR to IFR/SVFR/VFR</td>
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<td>Provided for all IFR and VFR flights where possible</td>
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<td>Provided where possible if requested</td>
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<td>G</td>
<td>Uncontrolled</td>
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<td>No</td>
<td>Yes</td>
<td>Not provided</td>
<td>Not provided</td>
<td>Provided where possible if requested</td>
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Prioritised changes

1. 5 Tower’s Transfer of Airspace to Enroute
   Hobart, Albury, Launceston, Alice Springs and Tamworth Towers transfer of airspace 4,500 feet AMSL and above to Enroute Surveillance Controllers – increasing airspace within which surveillance services are provided
   May 2019

2. Increased Enroute Class E and Class C Airspace
   Replacement of uncontrolled airspace with controlled airspace above 12,500 feet - increasing airspace in which separation service is provided
   Increasing access to airspace for aircraft operating under visual flight rules above 18,500 feet
   November 2019

2.1 Non towered airport Class E trial
   Replacement of uncontrolled airspace with controlled airspace at Ayers Rock Aerodrome for terminal airspace from 5,500 feet AMSL
   November 2019
Changes map

**Change Principles**

**CP1.** The class of airspace should be commensurate with the service level required to appropriately manage the assessed level of risk

**CP2.** There should be national consistency and standardisation of airspace and procedures to reduce complexity for air traffic controllers and pilots and enhance service resilience

**CP3.** The class of airspace should leverage the implementation of air traffic management technologies (such as ADS-B surveillance) to improve safety, mitigate risk and enhance access to airspace for all airspace users.

**Service Outcomes**

**SO1.** Ensure the safety of air navigation is the most important consideration while fostering and promoting civil aviation

**SO2.** Provide a predictable, efficient and effective service to the aviation industry

**SO3.** Innovate for airspace user value aligned with global industry expectations

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2.1 5 Tower’s Transfer of Airspace to Enroute

May 2019

CP2

SO2

2

Increased Enroute Class E and Class C Airspace

November 2019

CP1 CP2 CP3

2.1 Non towered airport Class E trial

November 2019

CP1 CP2 CP3

SO1
## Airspace Change Process

<table>
<thead>
<tr>
<th>Initiation</th>
<th>Gate 1</th>
<th>Prioritisation and Resource Allocation</th>
<th>Change Preparation</th>
<th>Gate 2</th>
<th>Consultation and Change Process</th>
<th>Gate 3</th>
<th>Implementation and PIR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submit proposal (6.2.2.4)</td>
<td>Gate 1 review (6.2.4)</td>
<td>Service Manager - Assign prioritisation (6.2.5.1)</td>
<td>Assign change coordinator (6.2.6.1)</td>
<td>Gate 2 review (6.2.7)</td>
<td>Execute SEP (6.2.8.1)</td>
<td>Gate 3 review (6.2.9)</td>
<td>Regulatory Performance - ACP to CASA</td>
</tr>
<tr>
<td>Commence EIA as per A-NOS-ENV-2.100 (6.2.3.5)</td>
<td>FPG approval</td>
<td>AT3 Change - Allocate resources (6.2.5.2)</td>
<td>Create NRFC (6.2.6.2)</td>
<td>a) Initial screening with no targeted EA accepted or b) Targeted EA and SEP accepted</td>
<td>GSCE - Report on engagement outcomes</td>
<td>NRFC authorised</td>
<td>ATM Data Services - Publication</td>
</tr>
<tr>
<td>Note: a) For IPR errors, see 6.2.3.4; b) for MNP errors, see 6.3.2.7</td>
<td>Further information requested (resubmit to Gate 1)</td>
<td>ATM Network Services - Flight path modelling and analysis</td>
<td>ATM Network Services - Flight path modelling and analysis</td>
<td>Further information requested (resubmit to Gate 2)</td>
<td>CASA consultation (see Note at 6.2.8.1)</td>
<td>Further information requested (resubmit to Gate 3)</td>
<td>Note: Changes subject to an ACP must await CASA approval (6.2.10.2)</td>
</tr>
<tr>
<td></td>
<td>Cancel</td>
<td>FPD - Design</td>
<td>Record risk (6.2.6.4)</td>
<td></td>
<td>Review risk record (6.2.8.2)</td>
<td></td>
<td>Implementation activity (6.2.10.2)</td>
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<td>CASA ACP form (6.2.8.3)</td>
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<td>Complete training</td>
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<td></td>
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<td>Progress NRFC (6.2.8.4)</td>
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<td>PIR (6.2.10.3)</td>
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<td>NRFC endorsement (6.2.8.5)</td>
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</tbody>
</table>
Current

- Tower (ADC) provides approach procedural separation in Class C airspace A085 – A045 and in Class D airspace from A045 to ground
- Enroute provide control services down to A085

Concept

- Tower provides approach procedural separation in Class D airspace A045 to ground
- Enroute provide separation in Class C airspace down to A045
Current

- Class A airspace does not have a standardised base and restricts airspace access for VFR aircraft to not above FL180 in medium and high density areas.
- Class E airspace in continental (low density) areas has a lower limit FL180. There is under utilised surveillance capabilities in Class G airspace below FL180.
- Mildura, Dubbo and Bass Straight areas have Class E Corridors LL F125.

Concept

- Class A airspace is raised to FL245 across the Australian FIR. This will standardise the airspace and provide increased airspace access for VFR aircraft.
- Over continental (low density) areas, class E airspace is lowered to FL125.
- Class E FL125 will provide enhanced services (separation) for IFR aircraft whilst retaining unrestricted airspace access for VFR aircraft.
- Mildura, Dubbo and Bass Straight Class E corridors will blend in with continental Class E facilitating standardisation of airspace over the continent.
Current

- IFR aircraft leave class E airspace passing FL180 and enter class G on decent to Ayers Rock. ATC separation services are terminated and replaced by FIS and DTI with known aircraft.
- All aircraft self separate in class G airspace
- Surveillance capability to the ground is under utilised

Concept

- IFR remain in class E airspace down to A055
- IFR aircraft receive ATC separation services with other IFR aircraft down to 5,500ft AMSL
- Surveillance capability is utilised for separation services for IFR aircraft down to A055 whilst facilitating continued airspace access for VFR aircraft
- VFR self separate in class E and G airspace
Ayers Rock Proposal Consultation

- Consultation with RPT Operators (Qantas, Virgin, Jetstar, Cobham, Alliance and RFDS)
- Consultation with GA Operators (Ayers Rock based and frequent Ayers Rock airspace users as well as airport operator)
- Consultation with industry bodies (RAPAC, RAAA, RAAus, AusALPA, ASTRA, AOPA and APF)
- Consultation with Government (Defence, DIRD and CASA OAR)

- Engagement through mixture of face to face briefings and electronic communication
Ayers Rock Proposal Consultation

- Initial proposal was to introduce Class E airspace from 1,200ft (AGL)

- Following feedback from stakeholders (GA, RAPAC, airlines) proposal was changed to introduce Class E from 5,500ft (AMSL)

- Consultation on this proposal was crucial to producing an airspace design that is safe and efficient for both airspace users and air traffic control