### MINUTES

<table>
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<th>Item No</th>
<th>Item</th>
</tr>
</thead>
<tbody>
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<td>1. OPENING</td>
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<tr>
<td>1.1</td>
<td>RAPAC Convenor nominations</td>
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<td>2. REVIEW OF ACTION ITEMS</td>
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<td>3. REGIONAL SAFETY MATTERS</td>
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<td>4.1</td>
<td>Special procedures at Pink Lake</td>
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<td>5. AGENCY BRIEFINGS AND UPDATES</td>
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<td>5.1</td>
<td>Bureau of Meteorology</td>
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<td>Airservices Australia</td>
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<td>5.3</td>
<td>Defence</td>
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<tr>
<td>6. OTHER BUSINESS</td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>Pilbara – Area Map and IMC Procedures at YFDF and FCHK – discussion</td>
</tr>
<tr>
<td>6.2</td>
<td>Zephyr UAV Wyndham <em>(Out of Session paper – 1 Feb 2019)</em></td>
</tr>
<tr>
<td>6.3</td>
<td>NWA RAPAC – discussion</td>
</tr>
<tr>
<td>6.4</td>
<td>Use of 126.7 – discussion</td>
</tr>
</tbody>
</table>
1. **OPENING**

The Chair thanked attendees for making their time available and noted that this was the first WA RAPAC meeting with the SWA and NWA RAPACs merged together. All attendees introduced themselves.

1.1 **WA RAPAC Convenor nominations**

Mr Alwyn Adkins was nominated as Convenor for the WA RAPAC. Whilst noting there are no provisions for deputy convenor roles within the RAPAC Terms of Reference, the meeting agreed that it was appropriate for Ms Maude Telfer to continue to represent the north of Western Australia.

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 **Special procedures at Pink Lake**

Mr Daniel Smith (CASA) spoke to the attached paper and informed the RAPAC that an operator proposed the special procedures for operations at Pink Lake to be published in ERSA. Mr Smith had been working with Mr Eric Englaender (Shine Aviation) on the proposal. The Pink Lake area has seen an increase in the volume of traffic and the proponent wants to ensure all operators follow the same procedures. Mr Smith highlighted that he had a few suggestions to amend the proposal. The RAPAC also discussed amending the proposal with Mr Smith to continue working with Mr Englaender and send an update to the RAPAC out of session.

<table>
<thead>
<tr>
<th>Action</th>
<th>Daniel Smith (CASA) to work with Eric Englaender (Shine Aviation) to amend the Pink Lake special procedures proposal and sent to the RAPAC out of session</th>
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<tbody>
<tr>
<td>Responsible</td>
<td>Daniel Smith/Eric Englaender</td>
</tr>
<tr>
<td>Timeframe</td>
<td>Out of Session</td>
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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 BOM’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 Forecasting Centre will be operational in Brisbane, with the Southern Aviation Forecasting 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 BOM 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. She also raised the changes to the SIGMET sequence numbering and asked for feedback.

Ms Heba informed the RAPAC of the WA radar changes. She highlighted that the radars in Albany
and Geraldton are being upgraded to Doppler capability. The upgrade will see an improvement of their detection of rainfall, hail and wind speed and direction, and will update more frequently. She noted that Albany’s radar was offline from 5 February 2019 and will be offline for 12 weeks, with Geraldton offline for 12 weeks from mid-March.

Ms Heba 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 BOM 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. Ms Heba said that the published hard-copy will need to be purchased, but the online version will be free.

5.2 Airservices Australia

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

Mr Peter Bloom (Airservices) 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.

Some RAPAC members expressed their disappointment at Airservices’ consultation methods. Specifically, concern was raised as the Ayer’s Rock 1200ft AGL proposal was seen as creating a high workload for RPT crews transitioning from ATC (ML Centre) control to CTAF operations, and the unnecessary complexity of the vertical dimensions of Class E in the vicinity. Disappointment was also expressed at the very short consultation period initially proposed by Airservices.

5.3 Defence

Mr Simon Ward (Defence) informed the RAPAC that there is a change to the authority to the SATCO in Pearce and the authority is now with JACC. There were no further updates from Defence.

6. OTHER BUSINESS

6.1 Pilbara – Area map and IMC procedures at YFDF and YCHK

The Convenor informed the RAPAC that the area chart for the Pilbara region was progressing, albeit slowly and stressed that that there was a pressing requirement for such a chart due to the lack of route information on the current charts. This lack of information inhibits situational awareness of crews in relation to the flight paths of other aircraft in the area.

Airservices is working on a draft chart which should be available for the next RAPAC meeting for consideration. The Convenor also advised that a revised, simplified IMC arrival procedure for Fortesque Dave Forrest (YFDF) and Christmas Creek (YCHK) was being drafted. The new proposal involves ex-Perth aircraft for YFDF holding at VEPEK until the preceding aircraft for YFDF or YCHK has landed, and similarly ex-Perth aircraft for YCHK would hold at DUGOV.

Update (21May): the draft procedure has been sent to CASA for assessment.

Whilst noting the discussion, Mr Matthew Bouttell (RAPAC Secretariat) informed the RAPAC that Airservices will be updating the charts where there will be two different symbols to distinguish
between validated and unvalidated aerodromes. It therefore may be prudent to await these changes prior to providing advice to Airservices.

6.2 Zephyr UAV at Wyndham

Mr Holberton informed the RAPAC that Airbus will be conducting a few trials throughout the year for their HALE UAV ‘Zephyr’. He stated that a TRA will be activated during its ascent and descent and will be deactivated during other times.

6.3 North Western Australia (NWA) RAPAC

The Convenor raised that CASA is trialling a consolidation of the NWA and SWA RAPACs and enquired about the future of the NWA RAPAC. The RAPAC Secretariat informed the RAPAC that due to low-industry turnout at meetings in Broome, CASA made the decision to trial the consolidation of the two RAPACs. This is also being trialled both RAPACs in Queensland.

The Convenor noted that Maude Telfer (Former Convenor, NWA RAPAC) had paid her own way to Perth for the RAPAC, and suggested that CASA pay her airfare and accommodation for future meetings, given the consultation value to the industry and CASA of having the former NWA Convenor at the meetings. The Chair advised that as CASA provides the ability to attend via video conference and teleconference, they are unable to pay for the attendance.

6.4 Use of 126.7

Maude Telfer raised that she has noticed that many pilots are using the radio frequency 126.7 rather than using area frequency.

The Chair informed the RAPAC that subsequent to the consultation on low-level frequency use in Class G airspace, education and communications packages are being developed to distribute to industry.

7. ATTENDANCE LIST

<table>
<thead>
<tr>
<th>Name</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rob Walker (Chair)</td>
<td>CASA</td>
</tr>
<tr>
<td>Maude Telfer</td>
<td>King Leopold Air</td>
</tr>
<tr>
<td>Alwyn Adkins (Convenor)</td>
<td></td>
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<tr>
<td>Glen Fuge</td>
<td>Virgin Australia Regional Airlines</td>
</tr>
<tr>
<td>Matt Angelucci</td>
<td>Virgin Australia Regional Airlines</td>
</tr>
<tr>
<td>Hilary Surman</td>
<td>Cobham</td>
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<td>John Murdoch</td>
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<tr>
<td>Michael Eales</td>
<td>WAGA</td>
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<tr>
<td>Daniel Smith</td>
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<tr>
<td>Jarad Rowe</td>
<td>AusALPA</td>
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<tr>
<td>Simon Miller</td>
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<td>Wayne Zilko</td>
<td>Airservices</td>
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<tr>
<td>Simon Ward</td>
<td>Defence</td>
</tr>
<tr>
<td>Eric Englænder (Phone)</td>
<td>Shine Aviation</td>
</tr>
<tr>
<td>Peter Bloom (Phone)</td>
<td>Airservices</td>
</tr>
<tr>
<td>Elizabeth Heba (Phone)</td>
<td>Bureau of Meteorology</td>
</tr>
<tr>
<td>Gary McKenzie (Phone)</td>
<td>Qantas</td>
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<tr>
<td>Craig Peterson</td>
<td>CASA</td>
</tr>
<tr>
<td>Name</td>
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<tr>
<td>Matthew Bouttell (VC)</td>
<td>CASA</td>
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<tr>
<td>Matthew Di Toro (VC)</td>
<td>CASA</td>
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<tr>
<td>Martin Holberton</td>
<td>CASA</td>
</tr>
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<td>Reference</td>
<td>Action</td>
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<td>-----------</td>
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<tr>
<td>2019-1/1</td>
<td>Daniel Smith (CASA) to work with Eric Englaender (Shine Aviation) to amend the Pink Lake special procedures proposal and sent to the RAPAC out of session</td>
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### Items Transferred from NWA RAPAC 2018 actions

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<th>Due Date</th>
<th>Status</th>
</tr>
</thead>
<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.</td>
</tr>
<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.</td>
</tr>
</tbody>
</table>
### TITLE
Special Procedures at Pink Lake

### SUBMITTED BY
Daniel Smith ([Dan.R.Smith@casa.gov.au](mailto:Dan.R.Smith@casa.gov.au))

### PURPOSE
To seek members feedback on the proposal for special procedures at Pink Lake

### KEY ISSUES
- Previously raised with RAPAC. Proposal for discussion.

### ATTACHMENTS
Nil.

### BACKGROUND

Please see document attached below which stipulates the proposed special procedures for Pink Lake. This is to be discussed at WA RAPAC 2019-1 on Thursday 14 February 2019.

WA members are invited to review the procedures and provide feedback at the meeting.
11. **SP 11 - Hutt Lagoon (Pink Lake) Scenic Flights**

11.1 Scenic flights conform to route depicted on the following Fixed wing map and to the Standard Operating Procedures. Pilots conducting these flights should operate on 126.7.

11.2 **Pink Lake Scenic Entry Points**
- S Entry S28 13.2 E114 18.1 (Hutt River) at 500ft AGL
- N Entry S28 06.7 E114 10.5 (Shoal Point) at 1000ft AGL

11.3 **Aircraft**

11.3.1 Aircraft operate around the Pink Lake following two figure eight patterns in accordance with the following procedures:
   - a) Scenic route entry and exit should be conducted via the designated points.
   - b) Broadcast arriving and departing the area on CTAF 126.7
   - c) Pilots operating aircraft equipped with dual VHF should also monitor Melbourne Centre 121.2
   - d) Centre of the Pink Lake defined as S28 09.15 E114 14.18
   - e) Operate between 500ft and 3500ft.
   - f) Corner cutting and orbits are not permitted.
   - g) The maximum IAS is 140 KTS.
   - h) Commence scenic pattern at southern entry at 500ft and from the northern entry at 1000ft climbing plus 500ft at the Northern and Southern ends of the Pink Lake.

11.3.2 Lynton Station is a private strip and permission is required prior to landing. Refer to Country Airstrip Guide for contact details.

11.3.3 **Visiting Aircraft/Pilots.** Due to high volume traffic at the Pink Lake:
   - a) It is highly recommended that a briefing is obtained from any local scenic operators before conducting a scenic flight of the Pink Lake.
   - b) Peak traffic times are generally in the mornings from 07:30 to 11:00 local time. Try and avoid these times where possible.

Hutt Lagoon (Pink Lake)
Pink Lake – Suggested Aeroplane Routes
Airbus Zephyr

To seek members feedback on the proposal to establish temporary restricted areas due to Zephyr operations

• Zephyr high altitude long endurance RPAs (HALEs) proposed to operate from Wyndham, WA from 1 - 8 March 2019 until 31 December 2019
• Three TRAs are proposed to mitigate residual airspace risks during ascent and descent.

Nil

BACKGROUND
Airbus Defence and Space Ltd is seeking to operate three Zephyr HALE solar-electric powered RPAS from Wyndham aerodrome (YWYM) commencing 1 – 8 March 2019 for trials throughout the year. The OAR originally consulted with RAPAC in relation to Zephyr activity on 19 September 2018.

The HALE has an endurance of at least 30 days but with the development of better battery life, this period could extend to longer periods. The Zephyr will operate between FL550 and FL600 for most of the time it is aloft.

The OAR has reviewed the previously established protective airspace solution and amended the design to better mitigate risks and equitably accommodate the activity. Previously, two TRAs were to be established for the ascent and descent of the Zephyr to be activated in a staged manner so as not to present a risk to the safety of flight of other aircraft. Now it is proposed that Class G, E and A airspace have three temporary restricted areas (TRAs) to be activated in a staged manner. The change to three proposed TRAs is to allow establishment of a TRA from the surface upwards whilst minimising interruption to aviation activities at YWYM. The lower TRAs are also laterally larger than previously proposed as it has been determined the Zephyrs require a larger area to circle when ascending or descending through the TRAs. The upper vertical limit of the upper TRA has been lowered to FL550. The detail of the design of the protective airspace is proposed as follows.

TRA Lower 1, Class G airspace
Vertical Limits: Surface to 8000FT AMSL
Lateral Limits: Within 20NM of S15 30.7 E128 09.2 (YWYM ARP)
Controlling Authority: Airbus

TRA Lower 2, Class G airspace
Vertical Limits: 8000FT AMSL to FL180 (base of Class E controlled airspace)
Lateral Limits: Within 30 NM of S15 30.7 E128 09.2 (YWYM ARP)
Controlling Authority: Airbus
**TRA Upper, Class E and Class A airspace**

**Vertical Limits:** FL180 to FL550

**Lateral Limits:** From bearing 330 to 090 a radius of 70NM and from bearing 090 to 330 a radius of 75NM of S15 30.7 E128 09.2 (YWYM ARP)

**Controlling Authority:** Airservices Australia

Permission to operate through the TRAs may be requested via the relevant controlling authority. Operations within the CTA TRA will be managed by Airservices who are required to maintain separation standards. The Zephyr climbs at a rate of 6000FT per hour (100 fpm). Airservices will be provided with regular updates on the height of the Zephyr as it ascends and descends. It is expected that operations above, below or laterally clear of the Zephyr will be available as the RPA ascends or descends.

TRAs Lower 1 & 2 are depicted below:
TRA Upper is depicted below:

More information about the Zephyr can be found at the following link: Zephyr
https://www.airbus.com/defence/uav/zephyr.html

An AIP SUP may be promulgated.

RAPAC members are invited to provide feedback by email to oar@casa.gov.au by 22 February 2019.
Bureau of Meteorology Update

WA RAPAC

Presented by Elizabeth Heba
Topics

- Transformation of Aviation Meteorological Services
- TAF Review
- WA Radar upgrades
- 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

**Programme Yr 1**
- **2017-2018**: Operating and business model development
- **2018-2019**: Staff deployment; Systems commissioned
- **2019-2020**: Full technology uplift complete
  - Northern Aviation Centre (Brisbane) operational

**Programme Yr 2**
- **2018-2019**: Staff deployment; Systems commissioned
  - Southern Aviation Centre (Melbourne) operational

**Programme Yr 3**
- **2019-2020**: Full technology uplift complete
  - Southern Aviation Centre (Melbourne) operational

**Business Case**
- **2016-2017**: Customer feedback
  - Business case

**Service Review**
- **2014-2015**: Review of Service
  - Review Report
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.

WA Radar upgrades

- Albany and Geraldton Radars are being upgraded to Doppler capability
- Improve detection of rainfall, hail and wind speed and direction.
- Albany Radar offline from 5th February for 12 weeks
- Geraldton will be offline for 12 weeks from mid March
• 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.
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 ADR, B)
- Local Sector Air Traffic Flow Management
- Route Optimisation (Bio-Preferred Routes / Dynamic Airborne Route Procedures)
- Single Flight Information Re-use

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

Enhanced High Density Airspace Environment
- Continuous Descend Approach
- Integrated Departure/Arrival Management
- Wake Turbulence Re-categorization and Alerting

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

- Enabling a predictable air transport network
- Delivering safe and efficient services
- Setting the platform for effective Air Traffic Management
- Enabling a predictable air transport network
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>
<thead>
<tr>
<th>Class</th>
<th>Controlled</th>
<th>IFR</th>
<th>SVFR</th>
<th>VFR</th>
<th>ATC Clearance</th>
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</table>
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

**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.

**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.

**Change Map**

- **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 → SO1
- **2.1** Non towered Airport Class E trial (November 2019) → CP1, CP2, CP3 → SO1
# Airspace Change Process

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<td>Submit proposal (6.2.3.4)</td>
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<td>Service Manager - Assign prioritisation (6.2.5.1)</td>
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<td>Execute SEP (6.2.8.1)</td>
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<td>Commence EIA as per A-NOS-ENV-2.100 (6.2.3.5)</td>
<td>FPG approval</td>
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<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>
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<td>Note: Changes subject to an ACP must await CASA approval (6.2.8.1)</td>
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<td>Review Initial design (6.2.6.3)</td>
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<td>A&amp;EA - Targeted EA as per A-NOS-ENV-2.100</td>
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<td>Conduct SCARD as per AA-PROC-SAF-9104 and additional safety reporting if required (6.1.2)</td>
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<td>Conduct TNA as per C-MAN0108</td>
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**Note:**
- 1) For JPP errors, see 6.2.3.6;
- 2) For MNP errors, see 6.3.1.7.
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