

AIRSPACE MODERNISATION PROGRAM

TRANCHE THREE: BROOME

Airservices is progressing into tranche three of the Airspace Modernisation Program, focusing on providing standardisation across our regional aerodromes and increased access to enroute airspace.

BACKGROUND

Airservices have developed an Airspace Modernisation Program that will deliver a series of enhancements to Australian airspace over the next five years. This program will improve service outcomes for the aviation industry through national standardisation and leveraging the benefits of increased surveillance coverage, while ensuring that the safety of air navigation remains our most important consideration. The program is a key enabler for Airservices to deliver the benefits of the OneSKY Australia program and ensures that Airservices future operating concepts across the entire network are taken into account.

Industry were notified of the Airspace Modernisation Program in October 2018. Airservices consulted with industry the first tranche of proposals (the national standardisation of Class A and E airspace and the transfer of control responsibility of surveilled Class C airspace). Consultation with industry occurred on the second tranche proposal (a trial to lower Class E airspace at Ayers Rock) in January 2019. Two of these proposals are subject to Airspace Change Proposal (ACP) approval by CASA.

More information on the Airspace Modernisation Program proposals is available on the [Airservices website](#).

The program is now moving into Tranche 3, which focuses on providing standardisation across regional aerodromes and increased access to enroute airspace.

At Broome, it is proposed to:

- Lower the Class E steps down from 5,500ft to 4,500ft

This initiative, which is subject to an Airspace Change Proposal (ACP) will contribute to providing Australia's regional aerodromes and surrounding airspace with a generic service configuration, resulting in an appropriate service provided for the assessed level of risk. Resources, technology and procedures will be better optimised, benefiting all airspace users and ensuring safe, secure, efficient and environmentally responsible services to the aviation industry. More information on Tranche 3, including the other initiatives is available on the [Airservices website](#).

It is proposed to implement this initiative in the May 2020 AIRAC cycle (subject to ACP approval by CASA).

TRANCHE 3.4 – LOWER THE CLASS E STEPS DOWN FROM 5,500FT TO 4,500FT

Broome aerodrome has a Class E lower limit of 5,500ft.

Airservices is proposing to lower the Class E airspace control area steps to 4,500ft AMSL, ensuring standardisation across all Class D regional aerodromes with a transfer point of 4,500ft when the tower is active.

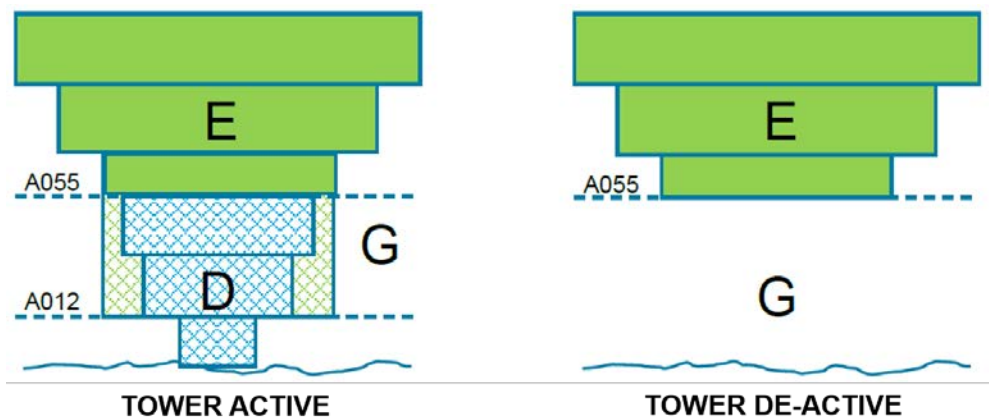
The below table shows the current and proposed airspace design:

CURRENT STATE	PROPOSED STATE
<ul style="list-style-type: none"> Broome Tower has responsibility for the Class D Terminal Airspace from the surface to 5,500ft. 	<ul style="list-style-type: none"> The ceiling of the Class D terminal airspace will be 4,500ft, as will the lower limit of the Class E CTA steps.
<ul style="list-style-type: none"> There is an additional cylinder of Class E airspace surrounding the Class D Terminal Airspace from 1,200ft to 5,500ft operated by the Tower. 	<ul style="list-style-type: none"> The Class E cylinder surrounding the Terminal Class D airspace will be reclassified as Class D airspace.
<ul style="list-style-type: none"> Above the Class D and Class E Terminal Airspace are Class E control area steps, operated by Brisbane Centre. 	<ul style="list-style-type: none"> No Change
<ul style="list-style-type: none"> Outside of the tower operating hours, the Class D and Class E terminal airspace is deactivated and becomes Class G airspace with CTAF procedures applied. 	<ul style="list-style-type: none"> Outside of Tower operating hours, the Class D terminal airspace is replaced with Class G, with the Class E CTA steps remaining active down to 4,500ft.
<ul style="list-style-type: none"> Broome Tower has responsibility for the Class D Terminal Airspace from the surface to 5,500ft. 	<ul style="list-style-type: none"> The ceiling of the Class D terminal airspace will be 4,500ft, as will the lower limit of the Class E CTA steps.

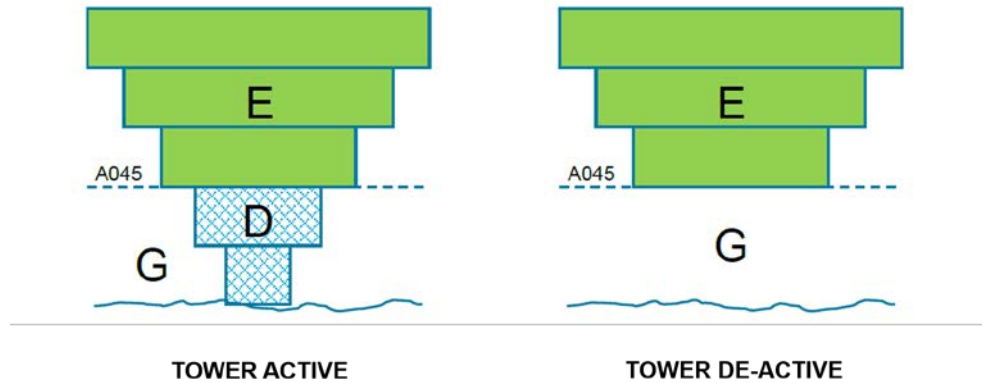
The benefits delivered to industry through implementation of this initiative are:

- improve standardisation of procedures and airspace classification across the country
- enhance separation services through replacement of airspace volumes managed by a procedural tower with airspace managed by an enroute surveillance service
- provide a separation service to lower levels outside of tower operating hours where surveillance coverage is currently under utilised
- reduce overall controller and pilot training through economies of scale, generated by using generic airspace models.

CURRENT AIRSPACE DESIGN



PROPOSED AIRSPACE DESIGN



INDUSTRY CONSULTATION

Airservices is consulting widely on these proposals, and welcome feedback from all airspace users. This feedback will be used to feed into our design and safety work in preparation for the Airspace Change Proposal submission.

We recognise that this information is being distributed just prior to the Easter holiday period however consultation is open for five weeks to ensure that industry stakeholders have sufficient time to review the information and provide feedback on these initiatives.

Consultation and information distribution mechanisms include:

- Airservices representatives will be visiting the aerodromes where these changes are proposed, to discuss the initiatives with local operators and seek feedback. These forums will be scheduled within the five week consultation period.
- Airservices will be hosting an Industry Operations Forum in early May for industry groups, including RAPAC Convenors, representative organisations and industry bodies. A presentation on the Airspace Modernisation Program (tranche 3 changes) and a Q&A session will form part of that agenda.
- Airservices is meeting with senior airline operational and safety representatives to discuss these proposals.
- RAPAC paper distribution out of session, noting State RAPAC meetings are not scheduled during this period Airservices can meet with/provide further information to other RAPAC convenors for their members as required.
- Information sent directly to:
 - Board of Airline Representatives Australia (BARA)
 - Regional Aviation Association of Australia (RAAA)
 - Australian Airline Pilots Association (AusALPA)
 - Recreational Aviation Australia (RAAus)
 - Australian Strategic Air Traffic Management Group (ASTRA)
 - Aircraft Owners and Pilots Association (AOPA)
 - Australian Business Aviation Association (ABAA)
 - Gliding Federation of Australia (GFA)

- Australian Airports Association (AAA)
- Air Sport Australia Confederation (ASAC)
- Australian Parachute Federation (APF)
- The [Airservices website](#) contains all information on these initiatives, including fact sheets for individual aerodromes, where feedback can be provided via email to stakeholder@airservicesaustralia.com.
- Airservices can provide further information and/or briefings with individual industry representatives as required during the consultation period.

Feedback

Please provide feedback directly via email - stakeholder@airservicesaustralia.com.

Feedback can be submitted until close of business Friday 24 May 2019.