

# AIRSPACE MODERNISATION PROGRAM

## TRANCHE THREE: ROCKHAMPTON

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 Rockhampton, it is proposed to:

- Re-classify Class C airspace to Class E airspace
- Introduce Class G terminal airspace when the tower is deactivated

These initiatives, which are 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 3.1 – RE-CLASSIFY CLASS C AIRSPACE TO CLASS E AIRSPACE AT ROCKHAMPTON

The Rockhampton Class D regional aerodrome and associated enroute sectors are made up of Class C Class E airspace. Air traffic control currently provide services to Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) aircraft arriving, departing and transiting.

It is proposed to replace the overlying Class C airspace with Class E at this regional aerodrome while ensuring the current levels of efficiency and safety for all airspace users remain. This will provide VFR aircraft with greater unrestricted access to airspace at these locations, fostering and promoting civil aviation.

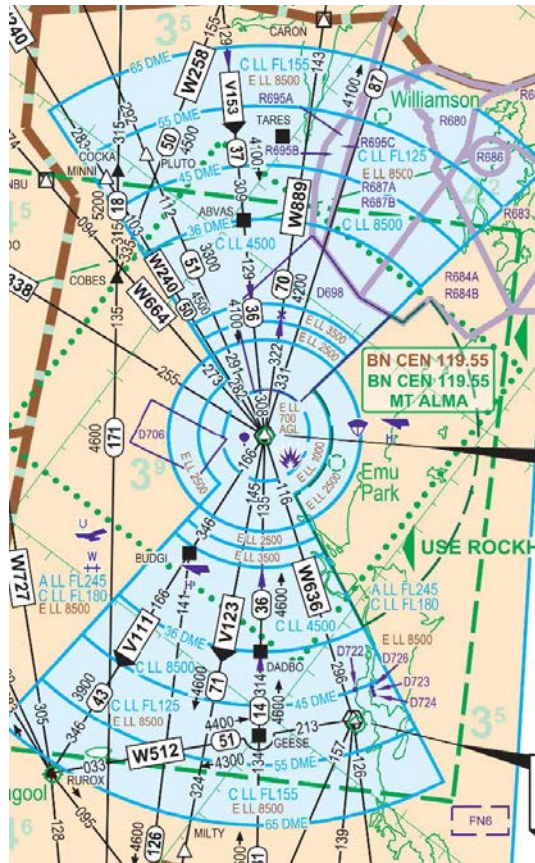
The below table compares the current and proposed airspace design:

CURRENT STATE	PROPOSED STATE
<ul style="list-style-type: none"> <li>Rockhampton tower provides an aerodrome control service during tower hours of operations.</li> </ul>	<ul style="list-style-type: none"> <li>No Change</li> </ul>
<ul style="list-style-type: none"> <li>Tower airspace is comprised of Class D encompassing the Control Zone and steps up to and including 4,500ft.</li> </ul>	<ul style="list-style-type: none"> <li>No Change</li> </ul>
<ul style="list-style-type: none"> <li>The airspace overlying the Rockhampton Class D airspace is classified Class C.</li> </ul>	<ul style="list-style-type: none"> <li>The airspace overlying the Rockhampton Class D airspace is classified Class E from 4,500ft in the Rockhampton steps up to FL180, with Class C airspace up to FL245.</li> </ul>
	<ul style="list-style-type: none"> <li>The 45, 55 and 65 DME control area steps to the north and south of the Rockhampton aerodrome will be removed.</li> </ul>
<ul style="list-style-type: none"> <li>The airspace east and west of the Rockhampton Class D airspace is classified as Class G up to 8,500ft, Class E up to FL180 and Class C up to FL245.</li> </ul>	<ul style="list-style-type: none"> <li>No Change</li> </ul>

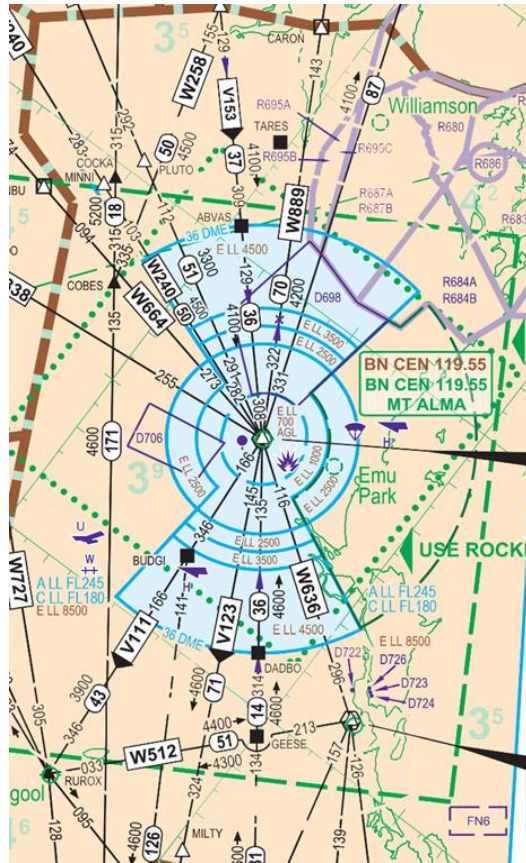
Class E airspace will deliver the following benefits:

- supports a standardised graduated service model
- reduces air traffic control complexity, allowing for IFR traffic growth in regional areas without increase in console and controller numbers
- standardised airspace will deliver ATC productivity benefits flowing to our customers
- reduces the potential for delay to IFR aircraft being restricted by lower performing VFR aircraft.

## CURRENT AIRSPACE DESIGN



## PROPOSED AIRSPACE DESIGN



## TRANCHE 3.2: INTRODUCE CLASS G TERMINAL AIRSPACE WHEN THE TOWER IS DEACTIVATED

Rockhampton provides a non-continuous tower service, where outside of the tower operating hours a Surveillance Approach for Regional Aerodromes (SAFRA) service is provided by enroute and approach controllers at Brisbane Centre.

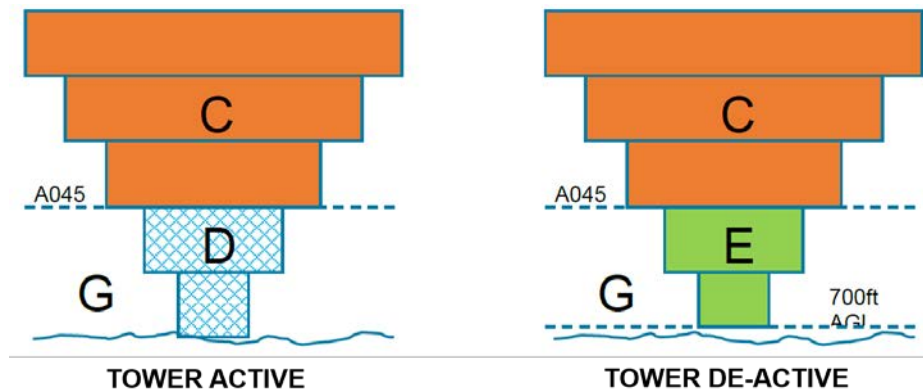
The SAFRA service was introduced to meet a Ministerial Directive presented to Airservices in 2004. The Directive instructed that if the volume of airspace above a Class D aerodrome was classified as Class E airspace, and should that airspace be re-classified as Class C airspace after the commencement of the directive, Airservices must provide an approach radar control service. SAFRA enables non-continuous towers to provide an approach service during out of tower hours.

11 regional tower services were in scope, using existing surveillance infrastructure such as radar, ADS-B or Wide Area Multilateration (WAM). Five aerodromes currently offer SAFRA services (Mackay, Rockhampton, Launceston, Hobart and Avalon), but there is divergence in air traffic control procedures and service levels provided, resulting in a disproportionate high cost associated with controller training and service delivery requirements.

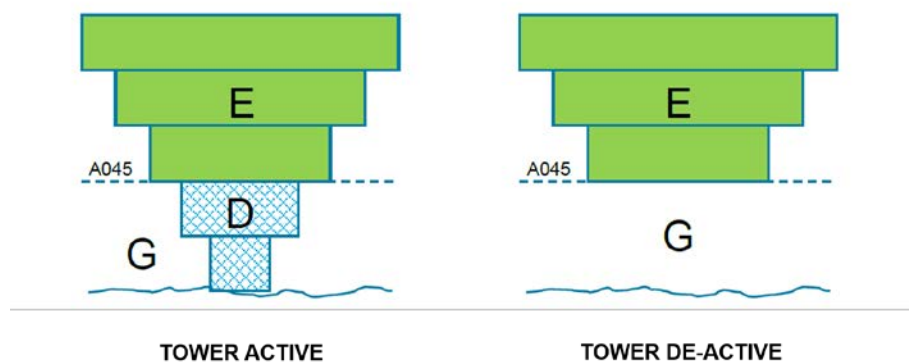
Outside of tower operating hours, the Rockhampton Class D terminal airspace is transferred to Brisbane Centre who manage the airspace down to 700ft with Class E airspace procedures. The Class D below 700ft reverts to Class G airspace where CTAF procedures apply.

We are proposing that when the Rockhampton Tower closes, the Class D terminal airspace is deactivated and replaced with Class G airspace with CTAF procedures in place, with the Class E control area steps remaining active down to 4,500ft.

### CURRENT STATE



### PROPOSED STATE



## 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](mailto: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](mailto:stakeholder@airservicesaustralia.com).

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