

# NATIONAL STANDARDISATION OF THE APPLICATION OF CLASS A AND CLASS E AIRSPACE

Airservices is proposing changes to the continental, low, medium and high density airspace to standardise our approach to airspace management.

This change is a key element of a five year Airspace Modernisation Program designed to drive key service outcomes to benefit the aviation industry and contribute to our commitment of fostering and promoting civil aviation.

One proposed change under this program is to standardise the application and management of Class A and E airspace, which will allow Visual Flight Rules (VFR) aircraft to utilise more airspace previously not available to them. This is particularly important for the east coast of Australia between Brisbane and Adelaide (widely known as the “J curve”).

Subject to approval by the Civil Aviation Safety Authority (CASA), these changes are planned for implementation in November 2019, bringing about a number of benefits for airspace users operating in continental, low, medium and high density areas with a greater level of surveillance and service.

As a result of this change, the safety and efficiency of our operations will be significantly enhanced.

## PROPOSED CHANGES

- Class A airspace will be applied from 24,500ft (FL245) to 60,000ft (FL600).
- In medium and high density airspace, the Class C upper limit will change to FL245 and in low density, the lower limit will be raised to FL245 (from 18,500ft (FL180)).
- Class E will remain as is (in the Mildura, Tasmania and Dubbo corridors).
- In low density continental areas, Class E airspace will be lowered to 12,500ft (FL125) (excluding control areas).
- Class C airspace will be introduced underneath Class A airspace in medium and high density areas where Class A airspace has been raised.

The two graphics overleaf represent the current and proposed airspace architecture.

## CURRENT AIRSPACE ARCHITECTURE

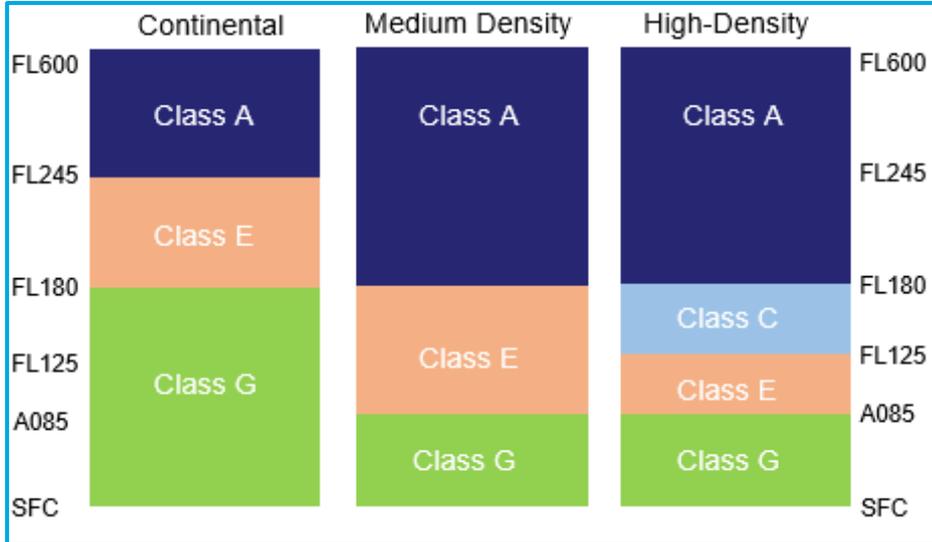
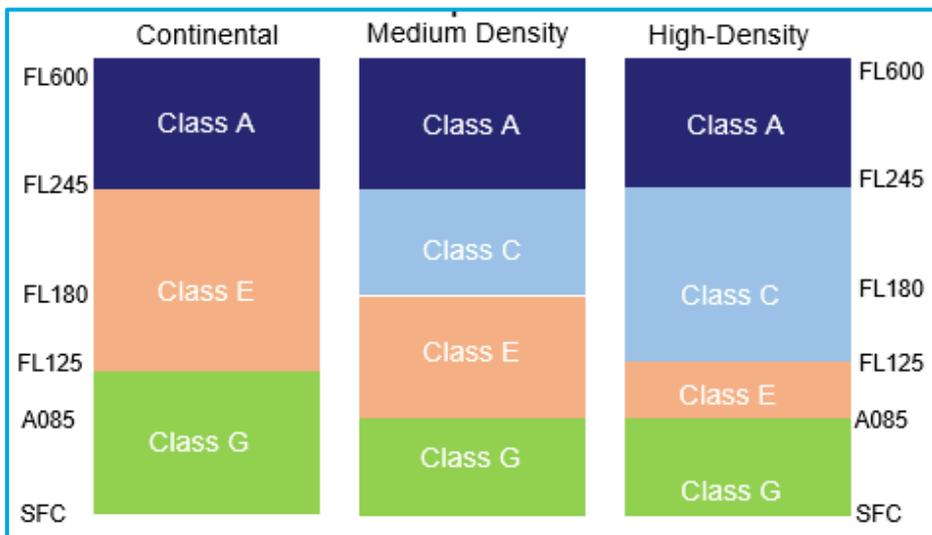


Figure 1: Current Airspace Architecture

## PROPOSED AIRSPACE ARCHITECTURE



## BENEFITS

- Increase in the availability of controlled airspace services in the Class E airspace for Instrument Flight Rules (IFR) aircraft.
- Reduced IFR pilot workload of self-separating in Class G airspace using Directed Traffic Information (DTI) from controllers (i.e. the level of service to IFR pilots is enhanced from flight information to separation).
- Removal of variation of Class E airspace around Australia.
- The raising of Class A airspace in the high/medium density area will allow VFR pilots to access more airspace.

- Improved notification requirements for higher level parachute jumping in Class E airspace.
- Increasing the availability of separation service in Class E airspace to IFR aircraft, provides industry and their customers assurance of enhanced safety in controlled airspace, when compared to Class G airspace.

## **CONTACT**

To provide feedback on this proposed change, or for more information, please email [stakeholder@airservicesaustralia.com](mailto:stakeholder@airservicesaustralia.com) by Friday, 7 December 2018.