AYERS ROCK

PROPOSED TRIAL OF CLASS E AIRSPACE

Airservices has submitted an Airspace Change Proposal (ACP) to the Office of Airspace Regulation (OAR) to conduct a twelve month trial where Class E Airspace is utilised from 5,500ft (AMSL) at Ayers Rock from November 2019, in the form of new control area steps and replacing the current Class G airspace.

In January 2019, Airservices sought feedback from industry stakeholders (which included RAPACs, airlines and general aviation users) on an initial proposal to use Class E airspace from 1,200ft (AGL). Following feedback on the initial airspace design, it was determined that introducing Class E airspace from 5,500ft (AMSL) is a much more efficient design.

Introducing Class E airspace at this level allows for those operators who conduct scenic flights and regular passenger transport services to continue to operate as normal with the existing Common Traffic Advisory Frequency (CTAF) procedures which are effective at Ayers Rock.

While this proposal is subject to approval from the Civil Aviation Safety Authority (CASA), Instrument Flight Rules (IFR) operating aircraft will receive an enhanced separation and surveillance services with the expansion of Automatic Dependent Surveillance Broadcast (ADS-B) technology, which is available to ground level at Ayers Rock.

It is currently planned to introduce this trial from November 2019, in line with the AIRAC publishing cycle.

WHY IS THIS TRIAL HAPPENING?

Airservices has commenced a five-year airspace modernisation program that delivers a series of enhancements to improve service outcomes for the industry through national standardisation and leveraging the benefits of increased surveillance coverage, while ensuring that safety of air navigation remains our most important consideration.

At Ayers Rock, the current traffic mix includes Regular Public Transport (RPT) and General Aviation (GA) operations. This, combined with passenger movements and available surveillance technology, warrants trialling an enhancement to the current service.

With ADS-B available at Ayers Rock, a surveillance separation service from air traffic control is able to be provided which enhances safety for airspace users.

WHAT ARE THE BENEFITS TO AIRSPACE USERS?

The expected benefits in utilising Class E airspace above Ayers Rock include:

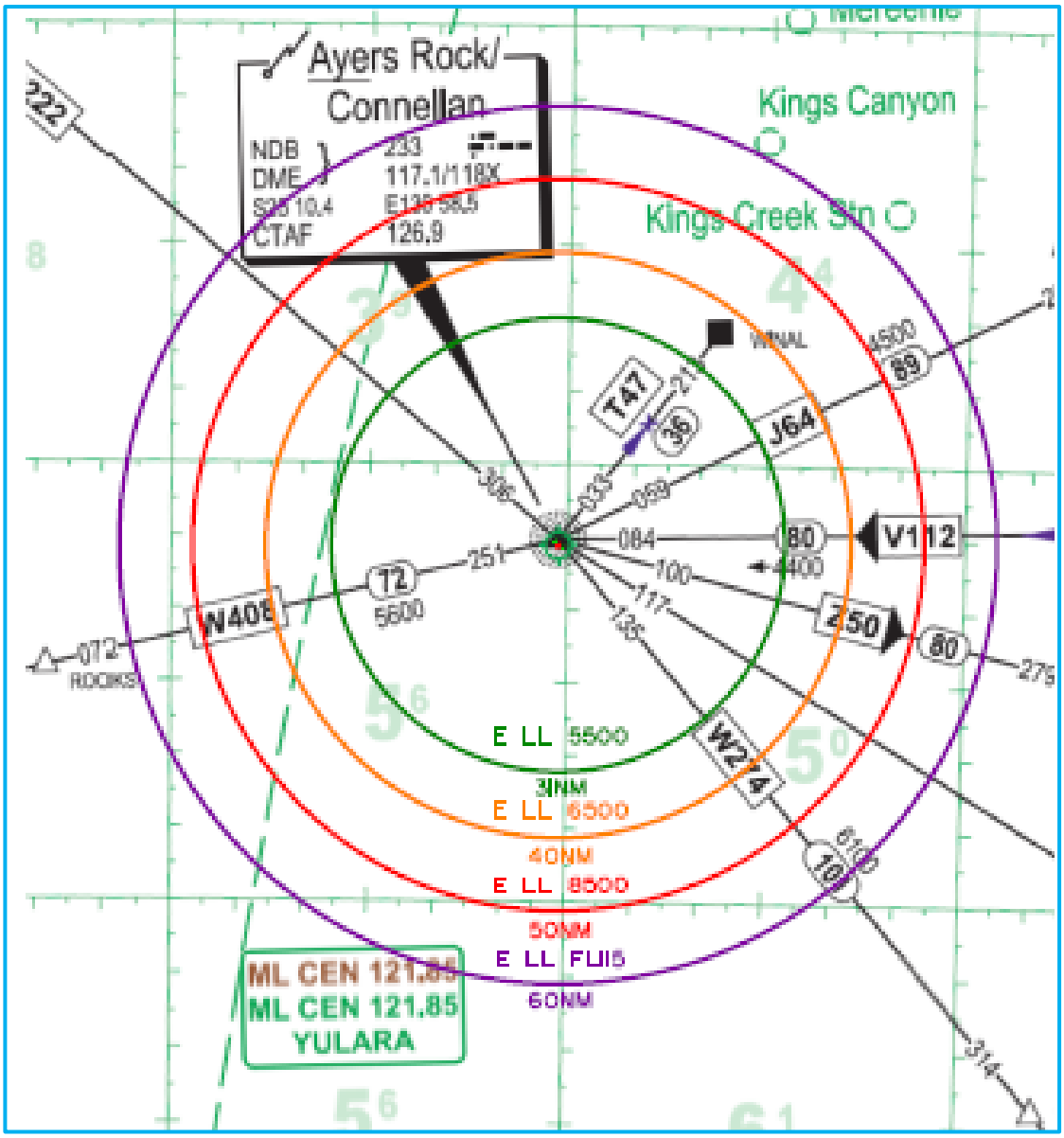
- Enhanced safety through the introduction of a surveillance separation service by air traffic controllers.
- By lowering the base of Class E airspace, surveillance separation in the area is enhanced significantly down to 5,500ft (AMSL).
- Airspace users could benefit from fitment of ADS-B avionics to receive a separation service by air traffic control.

- During the trial, feedback on the potential introduction of SIDs and STARs will be welcomed from industry participants.

WHAT IS THE IMPACT ON VISUAL FLIGHT RULES (VFR) AIRCRAFT?

VFR operators will continue to self-separate as they currently do, in accordance with the local CTAF procedures.

WHAT WILL THE AIRSPACE LOOK LIKE?



WHAT HAPPENS TO FLIGHT PATHS AROUND AYERS ROCK?

There are no changes to flight paths in the ACP

WHEN WILL THIS TRIAL START?

An Airspace Change Proposal (ACP) has been submitted to the Civil Aviation Safety Authority (CASA) following industry consultation. If approved, the trial will commence in line with the November 2019 AIRAC publishing cycle.

HOW DO I PROVIDE FEEDBACK OR ASK QUESTIONS ON THIS PROPOSAL?

We welcome any questions or feedback on this proposal, which can be provided via email to stakeholder@airservicesaustralia.com.