

NATIONAL STANDARDISATION OF THE APPLICATION OF CLASS E AIRSPACE

Airservices is proposing changes to the continental and low 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.

The proposed change under this program is to standardise the application and management of Class E airspace. This will be achieved through increasing the volume of Class E airspace and reducing the volume of Class G airspace by lowering the base of Class E to 12,500ft (FL125) nationally (where the current base is 18,000ft (FL180)).

Subject to approval by the Civil Aviation Safety Authority (CASA), this change is planned for implementation in May 2020, bringing about a number of benefits for airspace users operating in continental and low 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 E will remain as is (in the Mildura, Tasmania and Dubbo corridors).
- In low density continental areas, Class E airspace will be lowered to FL125 (excluding control areas).

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

CURRENT AIRSPACE ARCHITECTURE

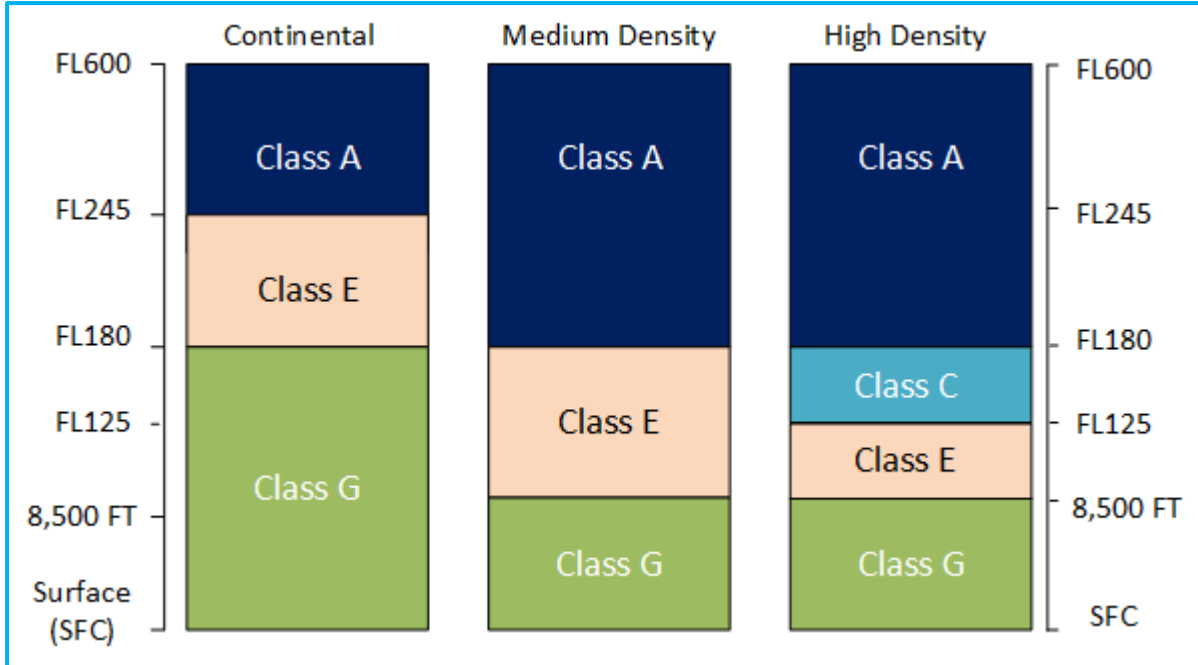


Figure 1: Current Airspace Architecture

PROPOSED AIRSPACE ARCHITECTURE

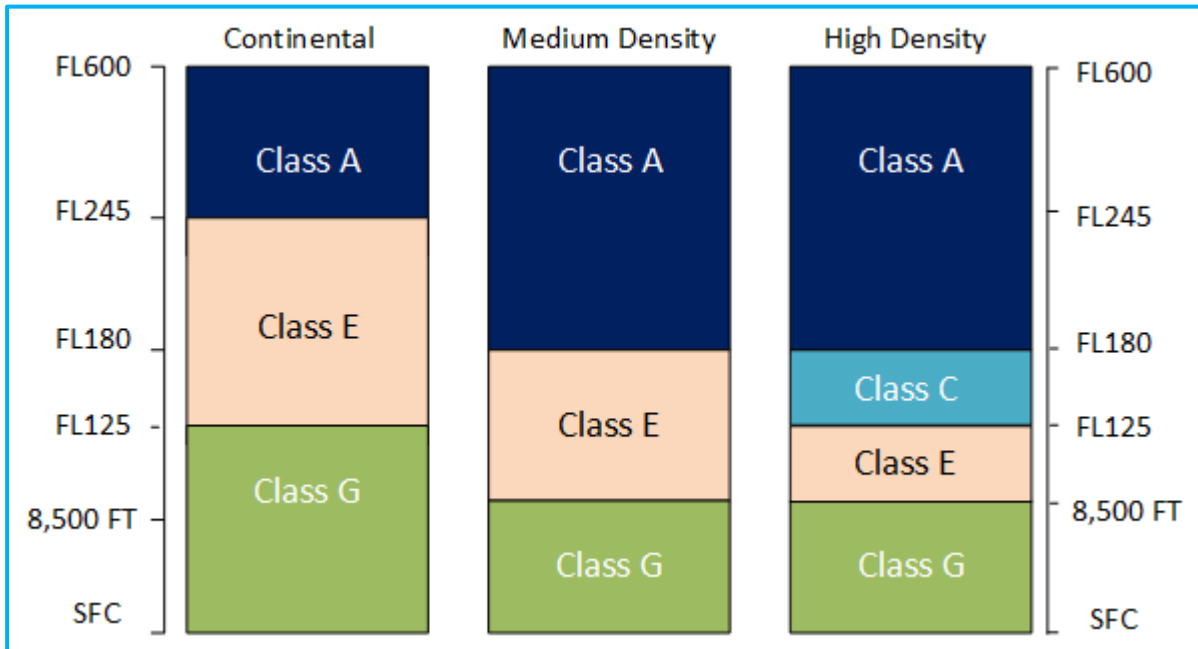


Figure 2: Proposed Airspace Architecture

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.
- 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.