

# PILOT SAFETY MEETINGS UPDATE



Your member-led TWU Flight Safety Committee met on September 2022 with the ATSB, CASA and Airservices in Canberra to discuss your questions about investigation processes, FRMS and airspace issues. The following outstanding items from that meeting have now been addressed by CASA.

## BALLINA

The Airspace Review of Ballina was published 15 Dec 2022 and made 9 recommendations. The airspace review found frequency congestion to be the primary consideration raised by airspace users, incidents related to airspace collision risk continue to be reported, with the rate of separation incidents or incidents commonly considered precursors to separation incidents increasing at a disproportionate rate to traffic growth.

Recommendations 1 and 2 have been completed in full, and work recommendation 3 is well advanced.

CASA is considering the recommendations and will prepare draft directions for Airservices Australia.

The recommendations are included in the next page. —————>

## PILBARA

A follow-up workshop is planned for next week, and the draft report is expected to be available for public consultation in March.

## REQUEST FOR DISCRETE FREQUENCY AT PROSERPINE AND SHUTE HARBOUR TO REDUCE CONGESTION.

The OAR received a proposal to review the frequency allocation the region and to introduce VFR routes and approach points.

Given the feedback garnered from the consultative process, the OAR has chosen to conduct an airspace review of the region, the review is scheduled to commence in June 2023, however the team are considering the need to bring it forward.

The review will further explore the option for frequency management.

## LAUNCESTON STAR'S AND RNP APPROACHES.

The OAR has expanded the CTA steps to the north of Launceston to reduce the likelihood of leaving and re-entering CTA on climb or descent, this change is effective 15 June 2023.

Airservices Australia are considering next steps to amend the TIFP associated with Launceston and have not advised a timeframe.

## AIRSPACE REVIEW OF BALLINA RECOMMENDATIONS

### **Recommendation 1:**

CASA should prepare a Request For Change (RFC) to separate the Lismore and Casino Common Traffic Advisory Frequency (CTAF) from the Ballina CTAF by 16 June 2022.

### **Recommendation 2:**

Evans Head Airport should be allocated the common CTAF (126.7 MHz) by 16 June 2022.

### **Recommendation 3:**

CASA should direct AA to install an Automatic Dependent Surveillance-Broadcast (ADS-B) ground station in the vicinity of Ballina to improve surveillance as soon as practicable but no later than April 2023. The ground station should, as far as is practical, provide ADS-B surveillance capability to the runway surface.

### **Recommendation 4:**

CASA should explore a suitable regulatory framework that can safely authorise sport and recreational aircraft and pilot certificate holders to operate in the controlled airspace associated with Ballina where pilot certificate holders meet CASA-specified competency standards and the aircraft are appropriately equipped.

### **Recommendation 5:**

CASA's Stakeholder Engagement Division (SED) should conduct additional safety promotion programs in relation to Ballina operations as soon as practicable. The programs should include, but are not limited to the following key elements:

- reinforce the mandatory radio calls required when operating within the Ballina MBA in the interim, pending the establishment of controlled airspace, and
- later, provide guidance as to how a Sport Aviation Body might develop a suitable scheme and make an application to CASA for approval, under the regulatory framework identified in recommendation 4.

### **Recommendation 6:**

Uncertified aerodromes and flight training areas around Ballina should be promulgated in aeronautical publications to increase pilot situational awareness.

### **Recommendation 7:**

As an interim action pending the completion of Recommendation 8, CASA should make a determination to establish a control area around Ballina Byron Gateway Airport with a base that is as low as possible, and direct AA to provide services within the control area. The services should be provided during all periods of scheduled Air Transport Operations and include an Approach Control Service to aircraft operating under the Instrument Flight Rules (IFR), separation between IFR aircraft, VFR traffic information to all aircraft, and sequencing of all aircraft to and from the runway. CASA and AA should jointly explore opportunities to detect non-cooperative aircraft or vehicles in the immediate vicinity of the runway. The services should be established as soon as practicable but no later than 30 November 2023.

### **Recommendation 8:**

CASA should make a determination that Ballina Byron Gateway Airport will become a controlled aerodrome with an associated control zone and control area, and direct Airservices Australia (AA) to provide an Aerodrome Control Service<sup>1</sup> to the aerodrome. That service should be established as soon as practicable but no later than 13 June 2024.

### **Recommendation 9:**

CASA should prepare and finalise an Airspace Change Proposal (ACP) for a control zone and control area steps in preparation for the implementation of Recommendations 7 and 8.

► The **TWU Flight Safety Committee** will be monitoring the progress on these items and will report back as further developments occur.