

**AVIATION STATE ENGAGEMENT FORUM**

**VICTORIA**

Submission date: 10/05/2022

<b>TITLE</b>	<b>Intention to disestablish D389 and amend southern boundary of D315</b>
<b>SUBMITTED BY</b>	Erika Davies – Office of Airspace Regulation, CASA: <a href="mailto:oar@casa.gov.au">oar@casa.gov.au</a>
<b>CONSULTATION SUMMARY</b>	The OAR has received advice that parachuting activities have ceased at Tooradin aerodrome (YTDN). As the hazard presented by these activities is no longer present, there is no legislative basis for the associated Danger Area (D389) and it is therefore to be disestablished.
<b>KEY ISSUES</b>	<ul style="list-style-type: none"> <li>D389 to be disestablished as parachuting activities have ceased</li> <li>Southern boundary of Moorabbin Flight Training Area (D315) to be amended to account for disestablishment of D389</li> </ul>
<b>FEEDBACK TO</b>	Erika Davies – Office of Airspace Regulation, CASA: <a href="mailto:oar@casa.gov.au">oar@casa.gov.au</a>
<b>CLOSE DATE</b>	26 May 2022

**OVERVIEW**

Subregulation 6(4) of the *Airspace Regulations 2007* states that “CASA must not declare an area to be a danger area unless, in the opinion of CASA, there exists within or over the area an activity that is a potential danger to aircraft flying over the area”. The OAR has received advice that parachuting activities at Tooradin aerodrome have ceased, and therefore the danger area that was created to alert airspace users to these activities is no longer required.

**PROPOSAL**

As parachuting activities no longer present a danger to aircraft within D389, CASA intends to disestablish the danger area effective 1 December 2022.

D389 interrupts the southern boundary of the Moorabbin Flight Training Area (D315), and therefore minor amendments to the lateral limits of D315 will be required to account for the disestablishment of D389. The Fly Neighbourly advice in the ERSA (FN 5) describes the Moorabbin Flight Training Area as follows: “an area bounded by a line from Moorabbin Aerodrome to Pearcedale, then coastal to Koo-wee-rup, Pakenham to Moorabbin Aerodrome”. CASA therefore intends to simplify the southern boundary of D315 to a straight line, consistent with the description in the ERSA and extending the existing southern boundary through the void left by the removal of D389. The amendments are illustrated in the figure below (new boundary of D315 in dark green, deletion of D389 and associated parachuting symbol in red).

