

| AVIATION STATE ENGAGEMENT FORUM |  |
|---------------------------------|--|
| <b>NATIONAL</b>                 | <b>Submission date: 05/10/2021</b>   |
| <b>TITLE</b>                    | <b>Williamtown Airspace Design</b>   |
| <b>SUBMITTED BY</b>             | Airservices Australia: <a href="mailto:stakeholder@airservicesaustralia.com">stakeholder@airservicesaustralia.com</a>  |
| <b>CONSULTATION SUMMARY</b>     | The proposed airspace design for Williamtown Airspace is now available for industry feedback.  |
| <b>KEY ISSUES</b>               | <ul style="list-style-type: none"> <li>• In 2015, CASA and the RAAF finalised a joint aeronautical study of Williamtown airspace, providing a number of recommendations, including implementing strategically-separated SIDs and STARs.</li> <li>• Airservices has designed the proposed airspace, catering for GA operations outside controlled airspace as much as possible.</li> <li>• A preliminary military controlled airspace design has been drafted and is available for feedback.</li> </ul> |
| <b>FEEDBACK TO</b>              | Airservices Australia: <a href="mailto:stakeholder@airservicesaustralia.com">stakeholder@airservicesaustralia.com</a>  |
| <b>CLOSE DATE</b>               | 30 October 2021  |
| <b>ATTACHMENTS</b>              | <a href="https://engage.airservicesaustralia.com/williamtown-industry-engagement">https://engage.airservicesaustralia.com/williamtown-industry-engagement</a>  |

## OVERVIEW

Royal Australian Air Force (RAAF) Base Williamtown is also known as Newcastle Airport. Within Williamtown Tower hours, the RAAF provide an air traffic control service to both military and civil aircraft within Williamtown airspace. Airservices provide air traffic services around and above Williamtown airspace, as well as outside Williamtown Tower hours. Williamtown is Australia's main fighter jet training base, and home to the F-35 Joint Strike Fighter.

In 2015, the Civil Aviation Safety Authority (CASA) and RAAF finalised a joint aeronautical study of Williamtown airspace, which provided 33 findings and recommendations for a review of the airspace. Following this and in close consultation with Defence, Airservices agreed to conduct this review, including the implementation of strategically-separated Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) for Williamtown.

## PROPOSAL

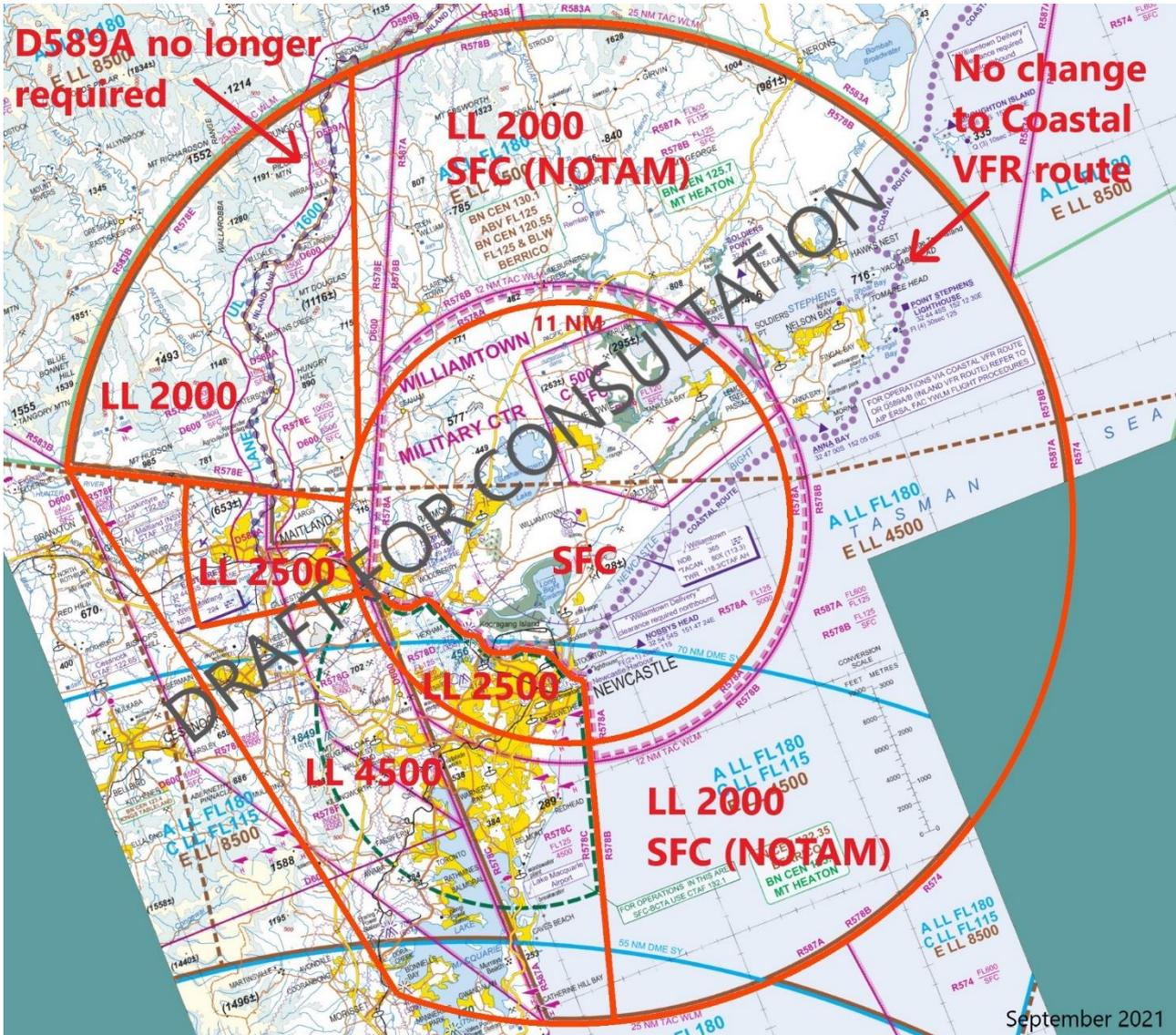
As part of Airservices commitment to equitable access for all airspace users, General Aviation (GA) activities are being considered in the new airspace design. Our design aims to cater for GA operations with the ability to operate outside controlled airspace as much as possible. We will be consulting industry and GA on the proposed changes at Williamtown now.

A preliminary military controlled airspace design has been drafted and is available for consultation.

### Design Notes

- The proposed CTA design allows greater access to low level airspace within 25NM of Williamtown, but still caters for the intense and highly specialised military flying operations associated with the base.
- The airspace SFC - 2000ft between 11 and 25NM from the north, clockwise to the south will only be activated when required by NOTAM.
- The ceiling is FL 125.
- The Control Area (CTR) is reduced in size by 1NM.

- D589A will no longer be required due to the improved low level airspace access between Maitland and Dungog.
- The 3500FT step to the south west is no longer required.
- The 2500FT 'Maitland step' is required for CTA containment of RWY 12 arrivals from the south and west, and does not impact the Maitland RNAV approach.



**PROVIDING YOUR FEEDBACK**

We invite feedback from the General Aviation community on the Williamstown Preliminary Airspace Design, which can be provided at <https://engage.airservicesaustralia.com/williamstown-industry-engagement>.