

AVIATION STATE ENGAGEMENT FORUM**Queensland****Submission date: 14 Oct 2021**

TITLE	Greenvale Training Area
SUBMITTED BY	Joint Airspace Control Cell – adf.airspace@defence.gov.au
CONSULTATION SUMMARY	<p>The Australian Government has purchased a parcel of land in the vicinity of Greenvale, North Queensland in order to establish a new Defence Training Area under the Defence Regulations 2016. This brief outlines the proposal to establish restricted airspace in support of this development, known as Greenvale Training Area (GVTA).</p> <p>In developing this proposal, the Joint Airspace Control Cell (JACC) has consulted with Airservices Australia and Defence airspace users.</p>
KEY ISSUES	<p>This proposal notes the following key issues:</p> <ul style="list-style-type: none">• Location and design of GVTA restricted airspace• Impact to ERC-L/H air-routes (activation height dependant)• Impact on adjacent land owner use of airspace above private property <p>The Joint Airspace Coordination Cell seeks feedback from the aviation community on the proposal.</p>
FEEDBACK TO	Joint Airspace Control Cell – adf.airspace@defence.gov.au
CLOSE DATE	14 Nov 2021
ATTACHMENTS	Nil

BACKGROUND

Defence has acquired additional land to develop and deliver advanced training areas to meet the future needs of the Australian Defence Force, Singapore Armed Forces and other partner nation forces training within Australia. The existing Shoalwater Bay Training Area in Central Queensland is being expanded, and a new training area is being established near Greenvale in North Queensland. These training areas are owned and managed by the Australian Government.

Defence has acquired a parcel of land to establish GVTA (approximately 50NM x 20NM), located 80NM west of Townsville. Figure 1 below outlines the GVTA boundary.

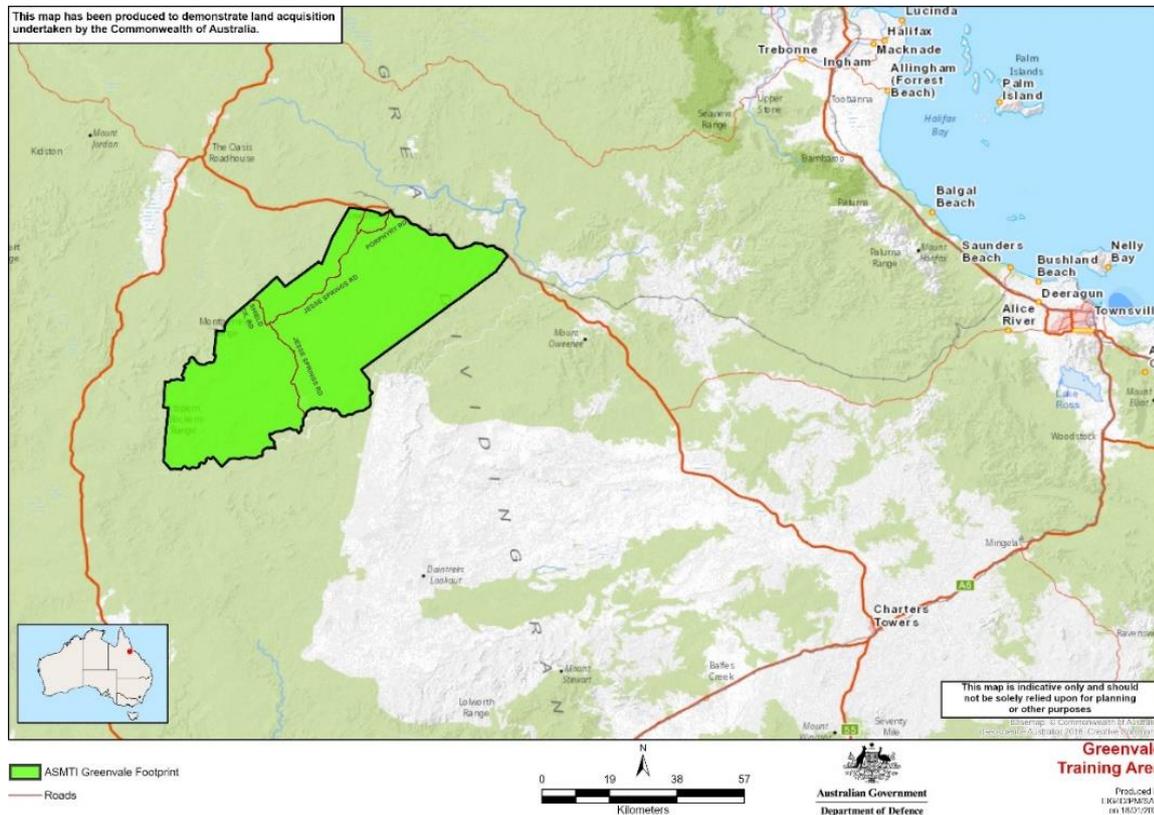


Figure 1: Land boundaries of the new Greenvale Training Area (Source: [ASMTI website](#))

OVERVIEW

The lateral limits of the proposed airspace for the GVTA are based on the boundaries of the land that has been acquired. In designing the proposed airspace, the lateral dimension has been simplified from 600+ coordinates (based on land rights) to 18 coordinate positions as displayed within Figure 2. In doing so, the lateral dimension of the proposed airspace was widened to ensure all Defence land is encompassed within.

Vertical limit of the proposed airspace is to remain flexible (no limit), to be published via NOTAM. This will ensure Defence retains the ability to activate as little or as much airspace necessary to achieve training outcomes whilst ensuring public safety and complying with flexible use of airspace principles, as per the Australian Airspace Policy Statement.

The township of Greenvale is located near the northern-most point of the proposed airspace, approximately 500m north of the Gregory Highway.

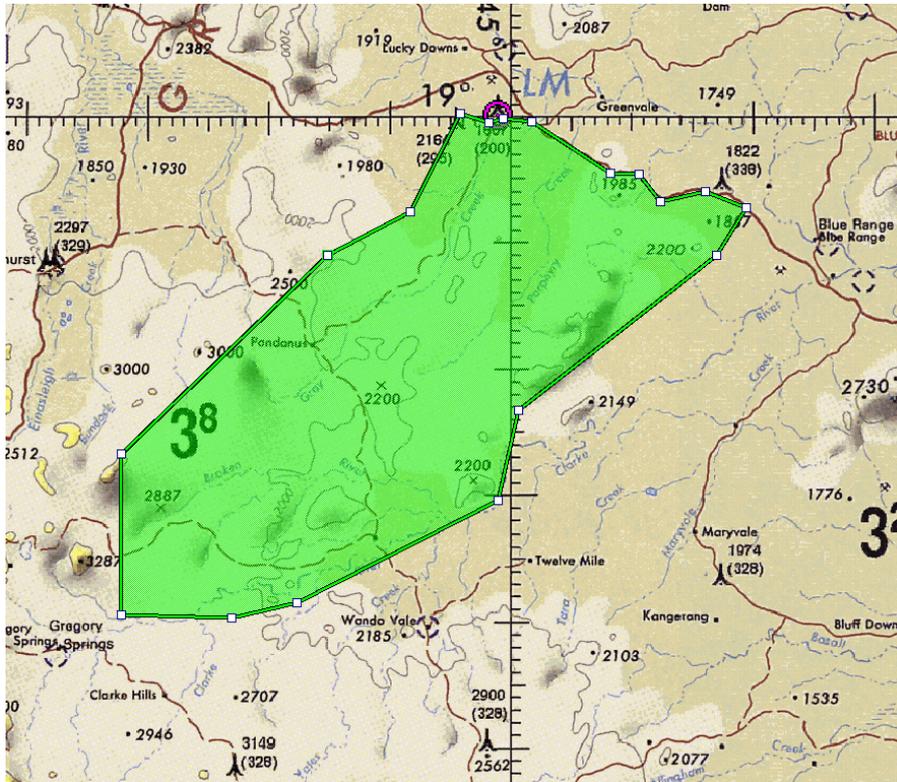


Figure 2: Proposed GVTA airspace boundary

It is intended that all firing templates and aviation tracking tolerances will be wholly contained within the proposed airspace. Both flying and non-flying activities are proposed to be conducted within GVTA, including, but not limited to:

- Indirect firing; such as artillery, mortars and High Mobility Artillery Rocket System (HIMARS)
- Small arms firing, both blank and live ammunition
- Simulated effects, including lasers
- Electronic and interference effects
- Remotely piloted aircraft systems (RPAS)
- Rotary wing flying
- Fixed wing flying
- Air to ground firing.

PROPOSAL

The following definition of GVTA airspace is to be promulgated within Designated Airspace Handbook (DAH):

YBBB/RXXX GREENVALE TRAINING AREA

CONDITIONAL STATUS: RA2

MILITARY FLYING/NON-FLYING

LATERAL LIMITS: 185952S 1445556E - 190034S 1445816E - 190013S 1445927E - 190030S 1450148E - 190432S 1450816E - 190441S 1451040E - 190647S 1451226E - 190559S 1451610E - 190718S 1451928E - 191102S 1451704E - 192319S 1450045E - 193025S 1445901E - 193828S 1444227E - 193941S 1443701E - 193926S 1442753E - 192642S 1442755E - 191102S 1444456E - 190738S 1445148E – 185952S 1445556E

VERTICAL LIMITS: SFC - NOTAM

HOURS OF ACTIVITY: NOTAM

CONTROLLING AUTHORITY: FLTCDR 452SQN TOWNSVILLE

In drafting this proposal, the Joint Airspace Coordination Cell (JACC) has consulted with Airservices Procedures Team from Brisbane Centre and Defence airspace users. In particular, the JACC are seeking feedback from the aviation community on the following aspects of the proposal:

- Dimensions of the proposed airspace;
- Impact on high and low-level air routes;
- Impact on flights with MEDEVAC status;
- Impact on transiting VFR flights; and
- Impact on adjacent restricted airspace.

Impact on high and low-level air routes. The proposed GVTA airspace is in close proximity to the following high-level air routes B587, T13, J138, J184 and Q76, and the following low-level routes W841, Z51, J184, W528, W364 and W265. Note that J184 is promulgated as both a high and low IFR route. IAW Airservices requirements to have a minimum of 7NM between an air route and the boundary of restricted airspace, the following restrictions and diversions are proposed for the affected air routes, should overflight not be possible due to the proposed GVTA airspace activation height:

High-level routes (Figure 3):

- B587 runs 26NM to the west of the GVTA, therefore is considered procedurally clear;
- T13 runs 42NM to the west of the GVTA, therefore is considered procedurally clear;
- J138 runs 12NM to the north of the GVTA, therefore is considered procedurally clear;
- Q76 runs 16NM to the east of the GVTA, therefore is considered procedurally clear; and
- J184 is within 7NM of the southern boundary of the GVTA, and will not be available when the airspace is activated. The proposed diversion is to flight plan via THOMO – RUSSO or alternatively via low-level route W265 (pending Airservices agreement).

Low-level routes (Figure 4):

- W841 runs 15NM to the north of the GVTA, therefore is considered procedurally clear;
- W265 runs 11NM to the south of the GVTA, therefore is considered procedurally clear;
- W364 runs through the GVTA and will not be available when airspace is activated. The proposed diversion is to flight plan HUG – KID – NONUM (pending Airservices agreement).
- Z51 runs through the GVTA, and will not be available when airspace is activated. The proposed diversion is to flight plan via DOTTE – CONOR;
- J184 and W258 are both within 7NM of the southern boundary of the GVTA, and will not be available when the airspace is activated. The proposed diversion is to flight plan via W265;

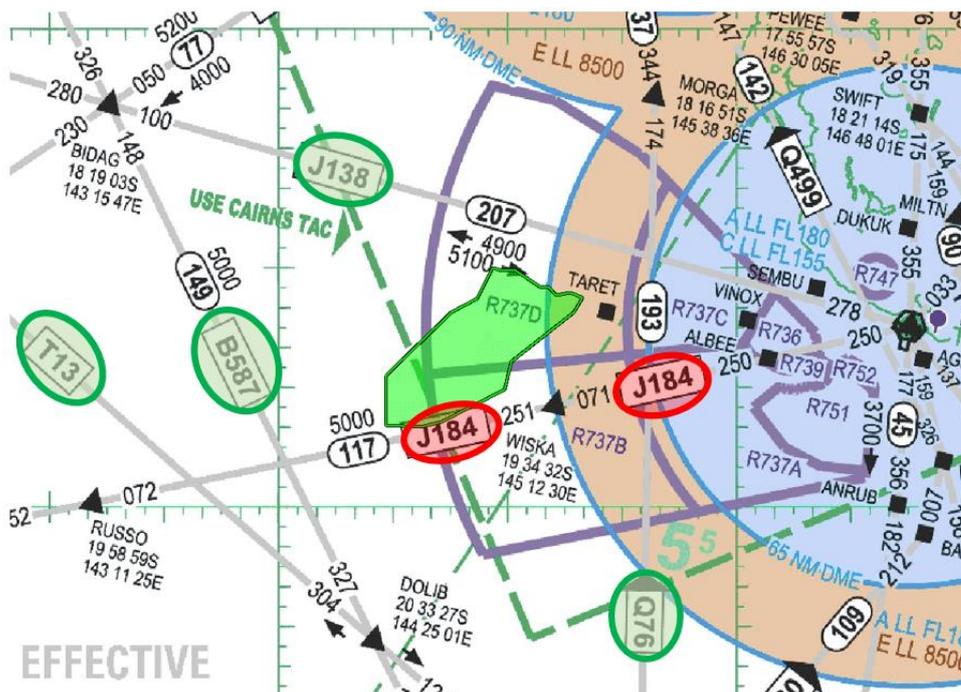


Figure 3: Disposition of affected high-level IFR routes (Impacted routes in red)

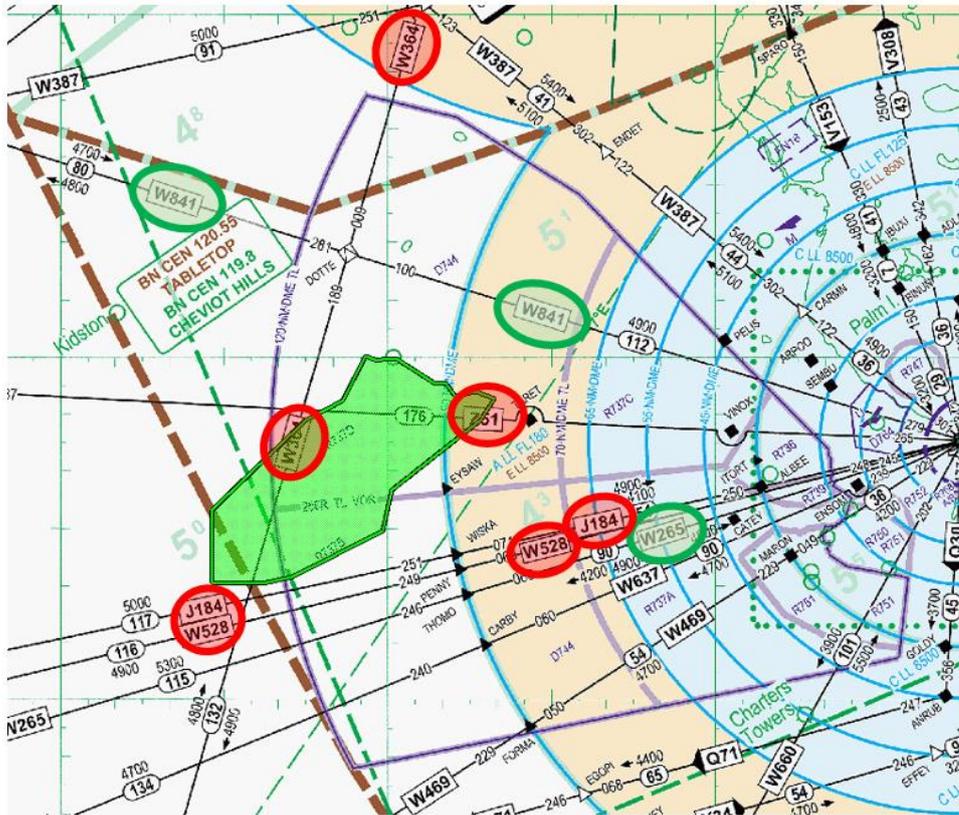


Figure 4: Disposition of affected low-level IFR routes (impacted routes in red)

Continued access for adjacent landowners

As the airspace volume was simplified in the number of coordinates (see pages 1-2), in places the airspace may slightly overlap non-Defence land. Defence assures adjacent landowners that ongoing access to airspace above private property will be afforded to in order to facilitate continued private or contracted air operations, including mustering and operation of unmanned aerial systems (drones) under their control. A one-off access Deed (standing agreement) with affected persons is expected to be organised, negating the requirement for adjacent landowners to notify or seek approval from Defence.

Concurrent use with Townsville Field Training Area

It is proposed that the Townsville Field Training Area and Greenvale operate independently – that is, they could be activated together at times.

When R736 and/or R751 are activated concurrently with the proposed GVTA airspace, additional extant IFR diversions will apply (as detailed in ERSA).

Summary

ASMTI development of GVTA requires accompanying restricted airspace to be developed to support military training initiatives, whilst ensuring public safety. This proposal seeks public comment in order to develop a well-consulted and considered submission for CASA Office of Airspace Regulation review and approval.

If you have any questions relating to the proposed GTVA airspace design or discussion contained within this brief, please do not hesitate to contact JACC. Additional information regarding the wider Greenvale development or associated training area expansions may be obtained through the [ASMTI website](#).