

AVIATION STATE ENGAGEMENT FORUM	
Queensland	Submission date: 13/11/2020

TITLE	Brisbane Danger Area Corrections
SUBMITTED BY	Alex Dallwitz – Office of Airspace Regulation (OAR): oar@casa.gov.au
CONSULTATION SUMMARY	To seek members feedback on the proposal to amend danger areas in Brisbane
KEY ISSUES	<ul style="list-style-type: none"> • The changes to Brisbane’s airspace required for the New Parallel Runway resulted in portions of danger areas D629 and D672 entering Class C airspace • Changes to D629 and D672 are proposed by Airservices Australia (Airservices)
FEEDBACK TO	Alex Dallwitz – OAR: oar@casa.gov.au
CLOSE DATE	25 November 2020
ATTACHMENTS	Nil

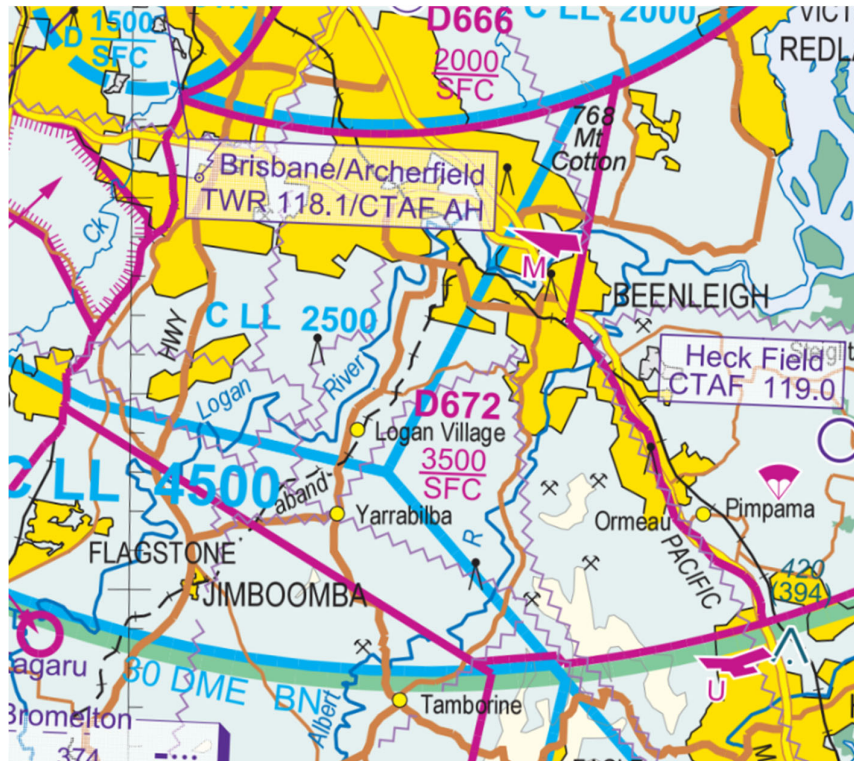
OVERVIEW

Changes to Brisbane’s airspace due the NPR have resulted in the portions of D629 near Redcliffe aerodrome and D672 near Archerfield entering Class C airspace. To correct this known issue, changes to the dimensions of these danger areas have been proposed by Airservices, with effect 17 June 2021.

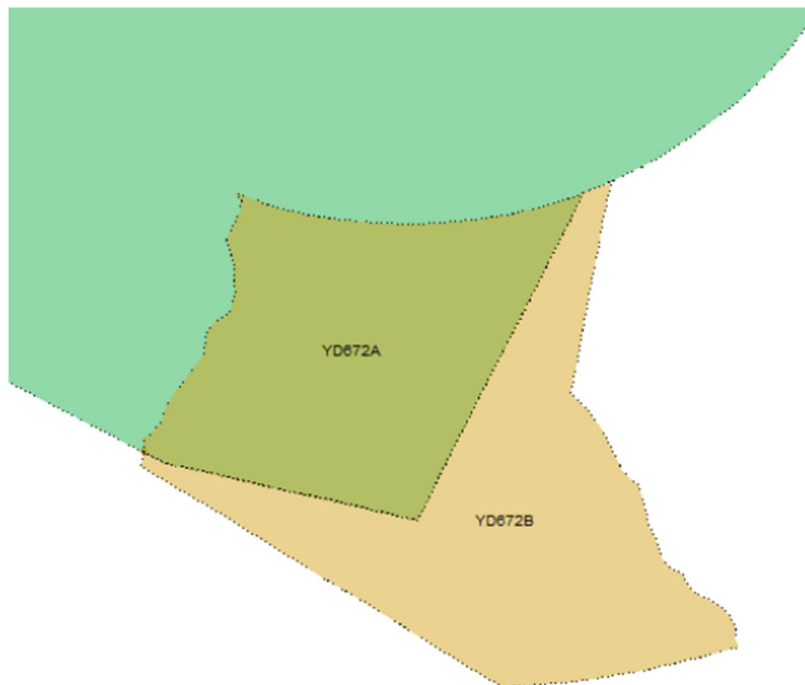
PROPOSAL

To remove the portion of D672 entering Class C airspace to the southeast of Archerfield aerodrome, Airservices has proposed the danger area is split into D672A and B with upper vertical limits of 2500FT and 3500FT, respectively. Below are comparisons of proposed and current airspace:

Current airspace



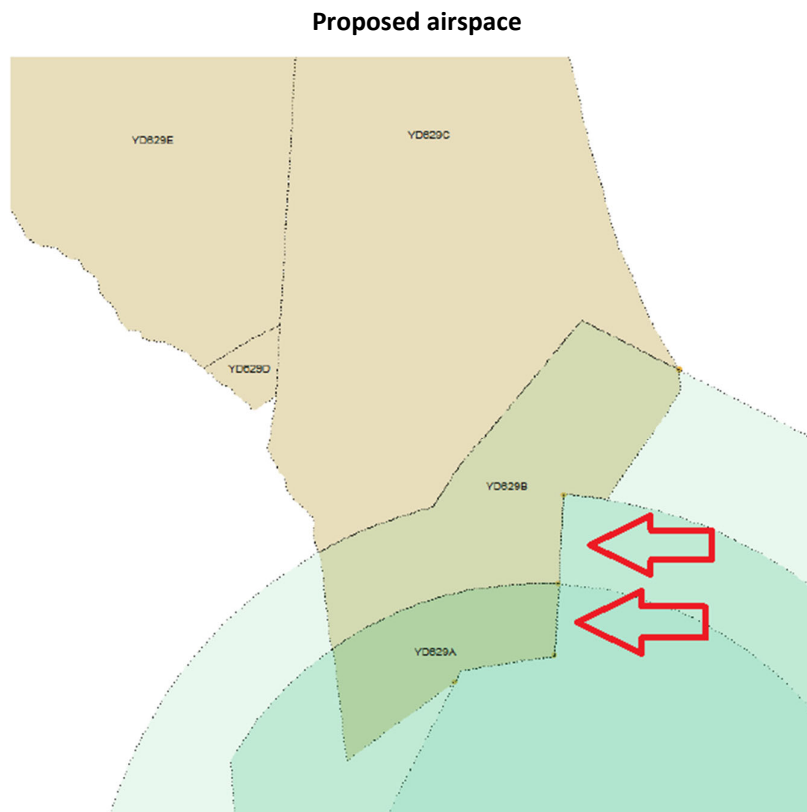
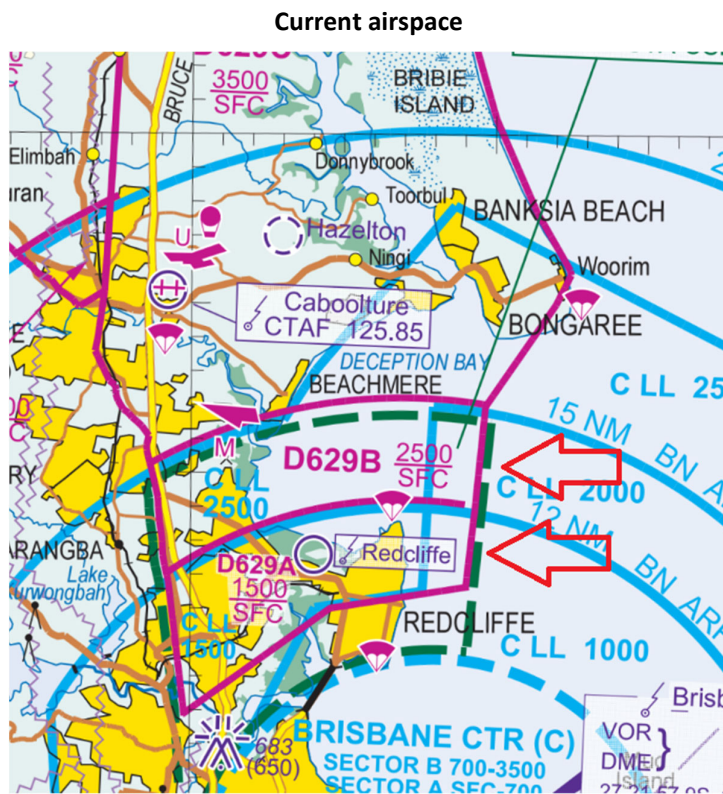
Proposed airspace



The OAR notes this will result in a portion of the proposed D672B not abutting the lower level of Class C airspace where it is 4500FT. There are other designs which could be considered, such as containing the proposed D672B where the lower limit of Class C airspace is 3500FT and extending nearby D673 north to the Class C airspace boundary, or extending D673 north and D675 west to the Class C airspace boundary.

Local airspace users should provide comment upon what they consider is the most appropriate design.

D629ABC are around and to the north of Redcliffe aerodrome. Currently, portions of D629AB enter Class C airspace to the east and northeast of Redcliffe aerodrome and changes are proposed to address this issue. A comparison of the proposed and current airspace is presented below:



In addition to the proposed danger area changes, the OAR would also like comment from local airspace users as to whether the dimensions of the Redcliffe Broadcast Area remain fit for purpose.

If any stakeholder has any input in relation to the following, please provide feedback as this will ensure the OAR considers such issues during the assessment process:

- Safety
- Environment
- National security
- Equity of airspace