

Combined ASIOACG/10 and INSPIRE/6 Meeting, 2015

Madagascar, 17th to 19th November 2015

Agenda Item 2: Update from ANSPs

Organizational Update - Airservices

Michael Snell

SUMMARY

Update on key matters impacting Airservices that are relevant to the members of the ASIOACG/INSPIRE forum

1. INTRODUCTION

- 1.1 Unfortunately, we are not able to attend the ASIOACG/10 and INSPIRE/6 meeting. However, Airservices would like to assure the members of the forum that we have not taken this decision lightly.
- 1.2 Airservices values the great work delivered by the ASIOACG/INSPIRE meetings and are proud of the progress made by the team. We remain committed to contributing to the forum and supporting the progress of the team.
- 1.3 We will need to explore non-traditional (low cost) methods to achieve this and we welcome any ideas you may have in relation to how this may be achieved.

2. DISCUSSION

- 2.1 There are a number of important organisational issues impacting our organisation at the moment. While it is difficult to summarise all of the issues within this paper, a number of key items are provided below:
 - **Long Term Pricing Agreement (LTPA):** Airservices current LTPA, which sets the level of prices for each of our enroute, Terminal Navigation and Aviation Rescue and Fire Fighting (ARFF) services is set to expire on 30 June 2016. In the lead-up to the development of a new LTPA that extends beyond 2016, Airservices is in discussions with Industry, seeking feedback on the structure and mechanism for future pricing arrangements.

- **ATC Labour Agreement (Enterprise Agreement):** Airservices current Enterprise Agreement with our Air Traffic Control Workforce expires on 30 November 2015. We are currently in discussions with Employee Representatives to negotiate a new agreement for the next two to four years.
- **ADS-B surveillance coverage and equipment mandates:** Australia now has significant ADS-B surveillance coverage available across the continent. This additional surveillance has become necessary due to the ever-increasing volume of traffic that Australia now experiences, particularly in remote regions. Importantly, it also offers airspace users many benefits, including but not limited to:
 - Enabled more aircraft to operate safely in the same volume of airspace;
 - Increased the likelihood of obtaining preferred levels/altitudes;
 - Improved incident, emergency and search and rescue responses.

Airservices has installed more than 60 ADS-B ground stations at remote locations around Australia, co-located with existing radio communication facilities. Position and altitude data received from aircraft through the ADS-B ground stations is transmitted back to the ATC centres to enable surveillance services in areas where radar coverage does not exist.

Airservices has plans for additional ADS-B ground stations to be installed over the coming few years to continually enhance coverage, particularly at lower flights levels.

The next round of ADS-B equipage mandates come into effect in February 2016 and February 2017. These mandates will result in all IFR flights requiring ADS-B and GNSS.

- **2016 – IFR flights in Western Australia:** On and after 4 February 2016, an aircraft that is operated under the IFR in Airspace that is Class A, B, C or E and within the arc of a circle that starts 500 NM true north from Perth aerodrome and finishes 500 NM true east from Perth Airport must carry serviceable ADS-B transmitting equipment
- **2017 – All IFR aircraft:** On and after 2 February 2017, any aircraft that is first registered before 6 February 2014 and is operated under the IFR must carry serviceable ADS-B transmitting equipment that complies
- **OneSKY Australia Program:** From 2018, Australia is planning on providing air traffic control services using the most advanced and integrated air traffic control system in the world. Through collaboration with the Department of Defence, the combined civil military air traffic management system, delivered under the OneSKY Australia program, will include safety and efficiency improvements as well as cost savings and reliability.

Specific benefits include:

- **Improved safety and efficiency** – shared situational awareness for civilian and military controllers through use of common data, additional new system safety nets and alerts, greater information security.
- **One flight information region** – this means that any controller, at any one of the 200 consoles around the country, will be able to access the same flight information at any time, removing the potential for sharing incorrect

information. It will also allow for greater use of flexible airspace and user preferred routes.

- **Modular and adaptable** – the future system will be able to easily absorb and integrate future technology enhancements. This will reduce the costs of upgrading to the latest available technology in the future through updates to sections rather than whole, and allow us to quickly respond to changes in our operating environment.

2.2 We would also like to take this opportunity to thank Mr David Webb who has been a key part of the Airservices team in supporting the ASIOACG/INSPIRE forum. David has now moved into a different role within Airservices and is no longer involved in these activities.

2.3 To ensure that correspondence is directed to the most appropriate person, we request that the meeting note the following contacts for all future correspondence:

All correspondence

Email: OTS.OTSAdmin@airservicesaustralia.com

Operational and working group representative

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2.4 We wish you all a very successful meeting and look forward to participating in range of different ways in the future.

3. ACTION BY THE MEETING

3.1 We request the meeting note the change of contact details above.
