ICAO APAC & EUR/NAT CMAC/FUA WORKSHOP

One-step forward

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Key Topics

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02 Current ASM Systems and Procedures

03 The Journey to Flexible Use Airspace

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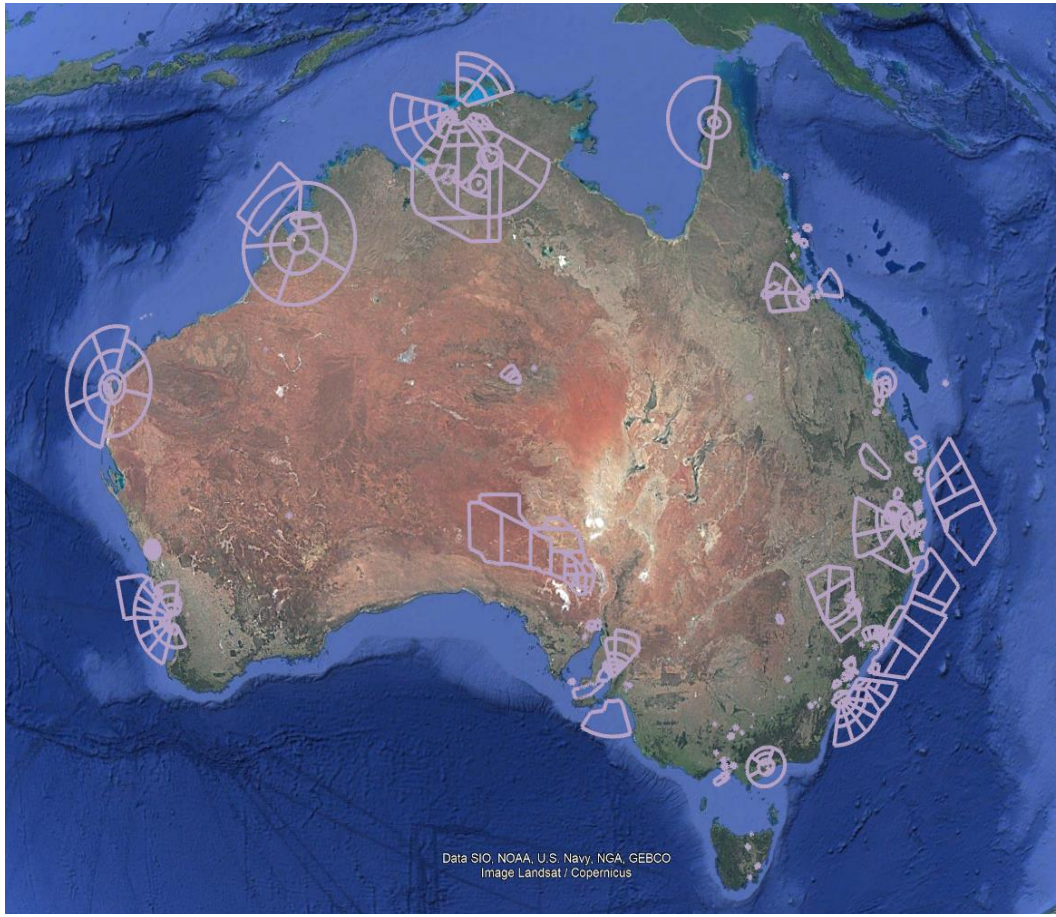
Australia’s Special Use Airspace

- Australia's vast landscape is covered by a complex airspace structure that includes several types of Special Use Airspace.
- Special Use Airspace in Australia can be broken up into:
  - **Prohibited Areas**
  - **Restricted Areas** (with Conditional Status)
  - **Danger Areas & Military Operating Areas**.
  - **Temporary Restricted Areas** (Mainly used for MILEX)
- Several of these Special Use Airspace areas contain vast portions of Airspace and restrict a large amount of charted air routes.
- These SUA areas are often close to major cities/aerodromes and as a result can have significant impact on Civil traffic when active.
- The establishment and use of SUA areas are in accordance with ICAO guidelines and regulated through the CASA Office of Airspace Regulation (OAR).
- The OAR delegates responsibility for control of SUA groups to individual airspace authorities, giving them the power to activate/deactivate the airspace via NOTAM as required.



Current ASM Systems and Procedures

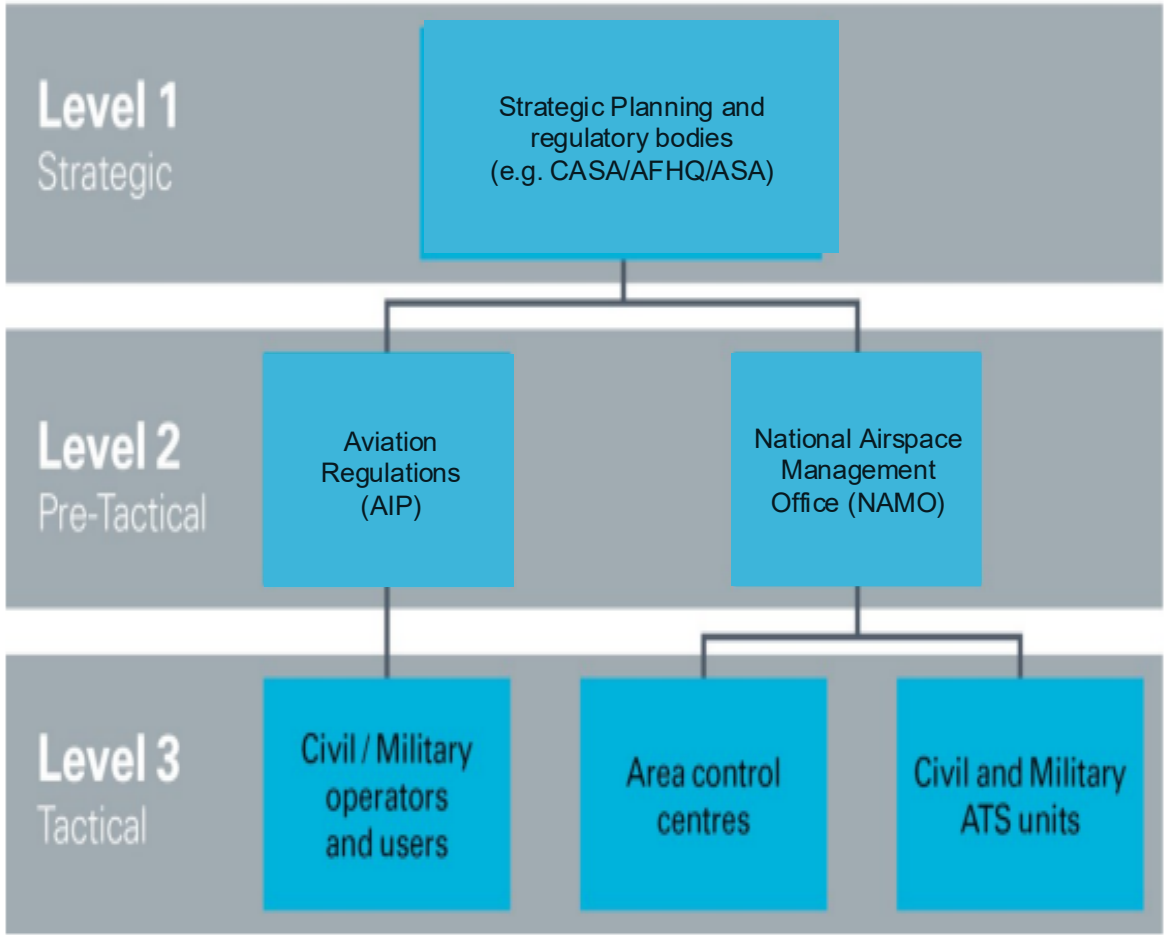
- The Australian Defence Force (ADF) and Airservices Australia control and manage airspace separately using independent systems, The Australian Advanced Air Traffic System (TAAATS) & The Australian Defence Air Traffic System (ADATS).
- Any coordination between the two is done manually as each entities Air Traffic Control system is unable to automatically share airspace data and information.
- To overcome this issue several manual processes have been developed, facilitating a level of shared situational awareness, however due to the manual nature of these processes, increased efficiencies in the tactical and pre tactical timeframes are not consistently achieved.
- Airspace Management procedures have developed over time to facilitate a limited level of Flexible Use Airspace (FUA). For example: Fixed Routes, Direct Routes & User Preferred Routing are all used to an extent.
- Airspace activation status promulgated via NOTAM and Industry is expected to plan around SUA activations where appropriate.
- Once NOTAM'd, SUA activations generally remain unchanged due to the complex and manual coordination processes required to update them.

Limitations of Current State

- Due to the complexity of coordination requirements when tactically changing restricted airspace status, inconsistent restricted airspace identifiers between Civil and Defence controllers and misaligned understanding of airspace status, tactical changes to restricted area status are avoided.
- Current Civil and Military ATC systems are unable to interpret NOTAMs and as a result are unable to modify the related airspace activation time and dimension details in the system in response to a NOTAM change message. Consequently, manual input is required which has resulted in frequent information errors and related airspace incursions due to incorrect SUA activation/deactivation.
- Civilian airlines are required to plan their flights around active SUA areas and uplift the requisite fuel, thereby incurring additional weight, burning additional fuel and increasing their carbon emissions.
- In the civilian environment, numerous control authorities, limited tools, inefficient procedures and processes limit the ability of ATC to exploit tactical availability of airspace.
- When Defence activities are complete, SUA areas will occasionally remain active until the airspace NOTAM expiry time.

The Journey to Flexible Use Airspace

- The existing Civil and Defence ATC systems are reaching end of life and need to be replaced.
- Recognising the obvious limitations of having separate systems for military and civil controllers Airservices and Defence commissioned the development of a new ATC system called the Civil Military Air Traffic Management System or CMATS.
- Delivered as part of the OneSKY program, CMATS is an advanced integrated ATC system useable by both Civil and Defence controllers.
- The system allows increased coordination and collaboration between the civil sector and Defence and offers a more flexible airspace construct helping to enable better management of traffic volumes for both military and civil operations.
- With the increase in functionality, collaboration and communication provided by CMATS, Airservices and Defence decided to adopt ICAO's Flexible Use Airspace concept and began work on aligning the three levels of Airspace Management within the Australian ATM system.



Strategic Guidance

ANSP Steering Committee

- Responsible for providing high-level strategic guidance to both Airservices Australia and Defence as Australia's Air Navigations Service Providers.

Australian Civil Military Air Traffic Management Committee (AC-MAC)

- Established as a harmonisation forum to oversee synchronisation and collaboration of Australia's Civil and Military ATM.

Airspace Management Working Group (ASM WG):

- Formed by AC-MAC with representatives from Airservices, Defence, and CASA.
- Implements Flexible Use Airspace (FUA) by reassessing national airspace structures, introducing new flexible structures, and developing management procedures.

Memorandum of Understanding (MoU)

- Between Airservices and Defence, providing governance for ASM and FUA application.
- Defines procedures and requirements for civil-military coordination.

National Airspace Management Office (NAMO)

- Australia's first Airspace Management Cell, created under the MoU.
- Ensures efficient airspace management through civil/military planning and pre-tactical reservations.

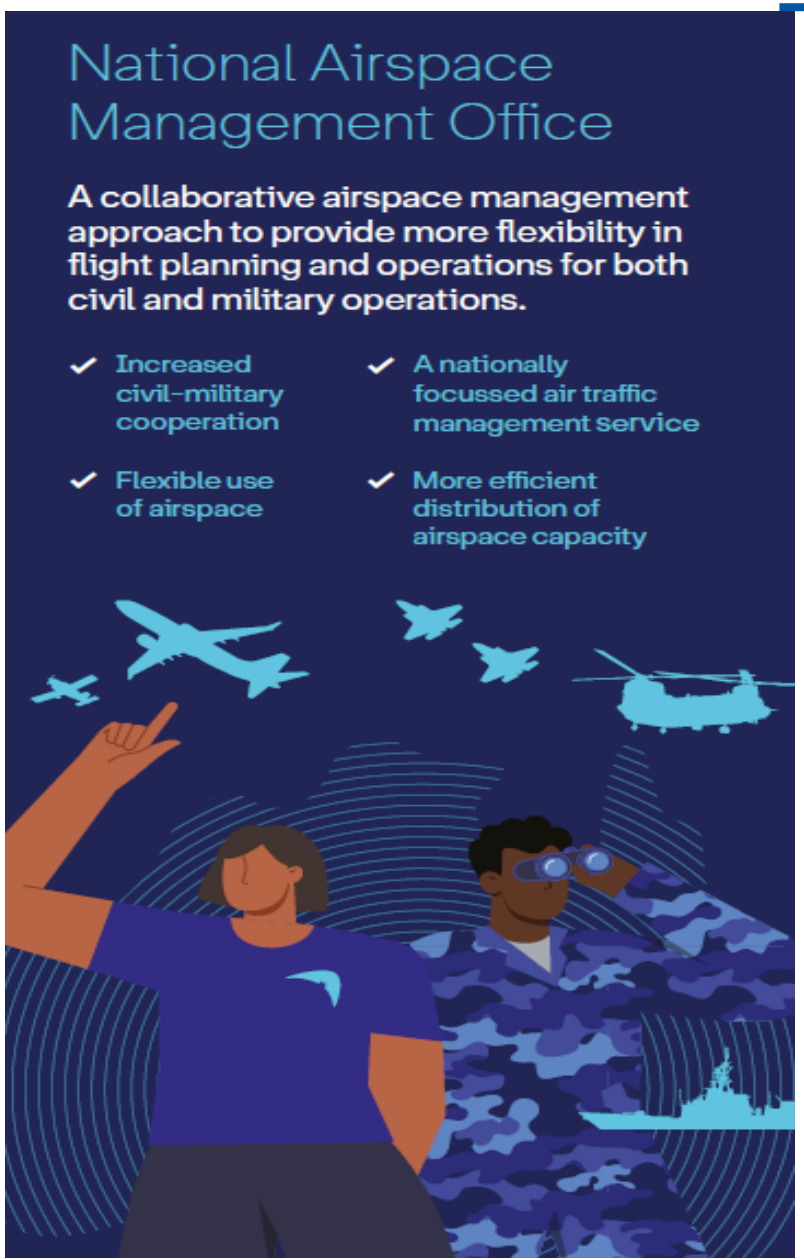
The National Airspace Management Office (NAMO)

The NAMO is:

- A central airspace management cell located at Airservices Brisbane Air Traffic Services Centre, aiding in the planning and oversight of Australian Airspace.
- It is a single, national point of contact for Special Use Airspace (SUA) management and the delivery of a Flexible Use of Airspace (FUA) capability.

The NAMO will:

- Facilitate communication, collaboration and cooperation
- Ensure airspace management is undertaken as effectively and efficiently as possible
- Coordinate access to appropriately sized and sited airspace
- Support civilian aviation, joint force operations and Defence preparedness activities.

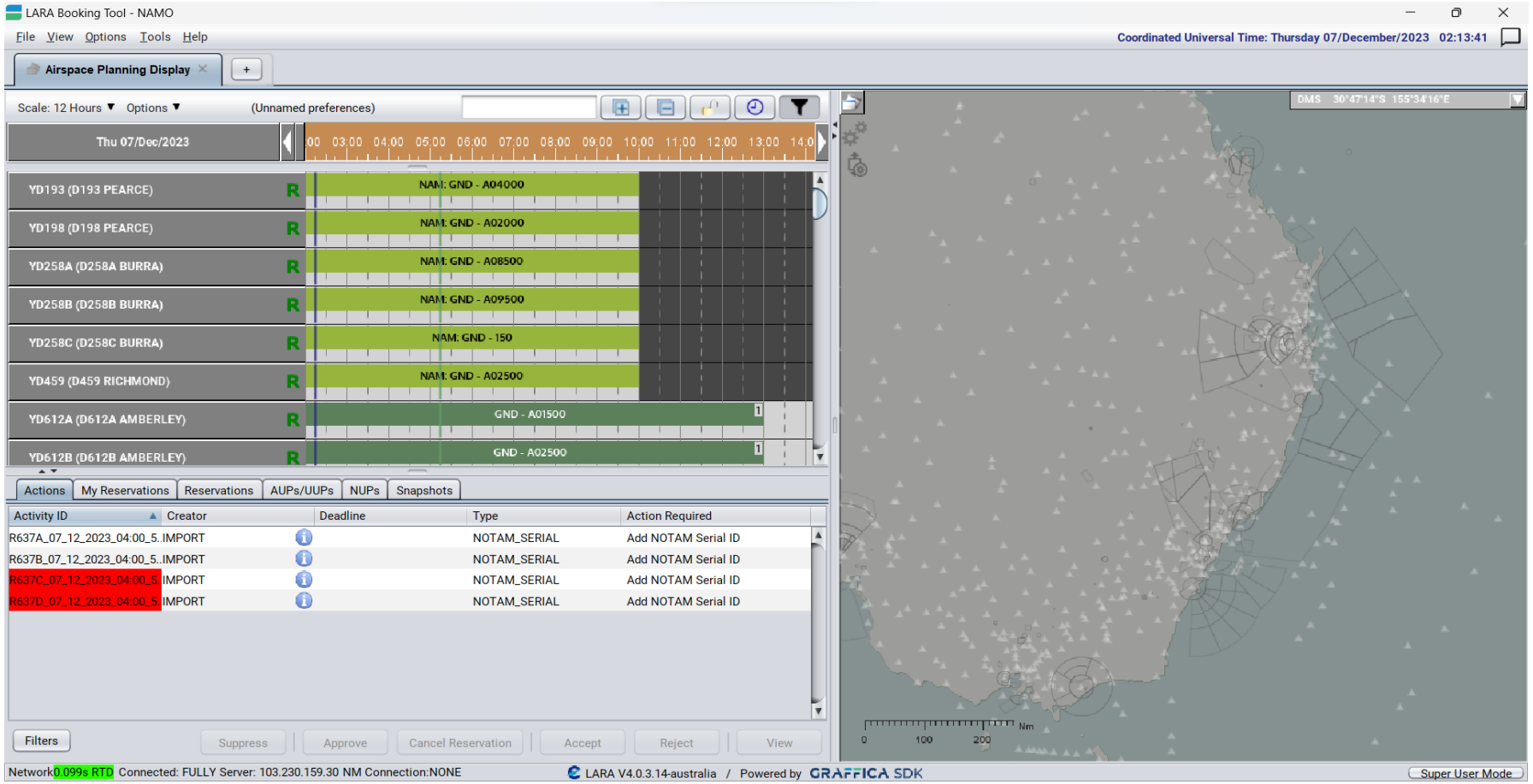


Local and sub-Regional Airspace Management Support System (LARA)

- To fully realise the capabilities and benefits of NAMO, it became clear that a fundamental change in the approach to SUA management in Australia was necessary.
- An Airspace Management tool would be required to ensure that the NAMO was able to coordinate access to appropriately sized and sited airspace in a safe and efficient manner.
- Airservices conducted a comprehensive selection process which culminated with the selection of the Local and sub-Regional Airspace Management Support System (LARA), developed by Eurocontrol, as the preferred ASM tool.
- Working closely with the Eurocontrol LARA team, Airservices Australia and Defence worked collaboratively on how the LARA tool could integrate into the current ATM system and planned a rollout of the tool to all key users, both Civil and Defence.
- Airservices and Defence are in the final stages of completing an agreement with Eurocontrol for the use of the LARA tool. With further announcements expected in the very near future.

What is LARA?

- Airspace reservation and booking tool
- Tool to support and enhance airspace management
- Improved collaborative decision making



Progress Update

Current Short-Term Goals

- Complete the construction and fit out on the physical NAMO facility, located within the Brisbane Air Traffic Services Centre.
- Complete the operational roll out of the LARA tool to all Civil and Defence Airspace Users.
- Activate the initial capability of the NAMO
  - Coordinating access to appropriates sized and sited SUA
  - Publication of AUP's & UUP's
  - Integration of the LARA tool with Australia's NOTAM publication system NAIPS.
- Continued development of the NAMO's involvement in the appropriate levels of Airspace Management.
- Refining NAMO's policies and procedures.

Progress Update

Work Completed in the past 12 months

LARA Deployment Progress

- Significant progress has been made over the past 12 months on designing the deployment architecture for the LARA tool in Australia.
- Airservices Australia and the Department of Defence have collaborated to ensure that the architecture meets both agencies' requirements for accessibility, system performance and cyber security.
- Australia will adopt a cloud-based solution, for the deployment of LARA with users accessing the tool from the field via a web-based booking client.

NAMO Responsibilities

- The NAMO will also be taking on responsibility for the submission of SUA NOTAMs for Defence whilst work is completed to integrate the LARA tool with the NAIPS system.
- The NAMO now has 3 Military Airspace Coordinators operational who commenced work in January 2025. It is expected that 2 Civil Airspace Coordinators will be coming online in July 2026.
- NAMO team members providing input on Airspace change proposals and acting as Liaison Officers to ATC during periods of increased military activities.

Project Timeline

- Project now on schedule to commence the rollout of the LARA tool to Australian users from Q3 2026.

Progress Update

Longer Term Goals

- **Integration of the LARA tool with CMATS**
  - Controllers will have live airspace activation/deactivation data available to them on their consoles.
  - Achieved through the use of a SWIM data connection between LARA and CMATS
- **Potential exists for the AUP/UUP product to become the sole source of SUA activation information in Australia.**
  - Would require the regulation of the LARA system by the Civil Aviation Safety Authority.
- **Refine the formatting of the AUP/UUP s**o that it can be ingested directly into the flight planning systems of both Civil and Defence airspace users.
- **Develop a fully functioning CDR network** that assists industry in accounting for:
  - SUA activations
  - Military exercises
  - Reduced ATS capacity
- **Continue to develop Flexible Use Airspace capabilities** to ensure the Australian ATM system is functioning as safely and efficiently as possible.

Questions?

Thank You

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