# Proposed amendment to Part 172 Manual of Standards - Provision for visual surveillance systems for aerodrome control services (CD 2203AS)

# Overview

Part 172 of the Civil Aviation Safety Regulations 1998 (CASR) and its associated Part 172 Manual of Standards (MOS) regulates the provision of air traffic services (ATS).

We are seeking comments on an amendment to the Part 172 MOS that would:

* enable electro-optical technology (known as visual surveillance system or VSS) in the provision of aerodrome control services
* address a gap in the control tower sight line requirements, in situations where a new runway is commissioned or an existing runway is modified at an aerodrome with an existing aerodrome control facility
* remove standards from Chapter 3 (ATS facilities and equipment) of the Part 172 MOS that replicate standards already specified by the International Civil Aviation Organization (ICAO).

A VSS includes video cameras and optical surveillance systems that either augment or improve human surveillance at existing control towers, or completely replace a traditional control tower facility. It is proven technology – already in use in several countries – that could provide a cost-effective solution for introducing air traffic control services at aerodromes and overcoming sight line deficiencies at existing control towers.

Division 172.C.3 of CASR requires ATS facilities and equipment in Australia to comply with standards set out in the Part 172 MOS and Chapter 6 of Annex 11 to the Convention on International Civil Aviation (Chicago Convention).

Annex 11 to the Chicago Convention and ICAO Doc. 4444 (also known as the Procedures for Air Navigation Services - Air Traffic Management - PANS-ATM) have enabling standards for VSS. CASA considers these standards suitable for use in Australia. However, Division 172.C.3 of CASR does not reference the relevant parts of the ICAO standards. Critically, the standards in Chapter 3 of the Part 172 MOS require direct human observation from control towers.

**Proposed changes to the standards**

To enable the use of VSS in Australia, we are proposing the following changes to Chapter 3 of the Part 172 MOS:

* Remove or amend references that exclusively requires direct human observation for the provision of ATS at an aerodrome.
* Introduce standards enabling the use of VSS for the provision of aerodrome control services at controlled aerodromes.

We have also identified a shortcoming in the Chapter 3 standards regarding the sight lines from control towers over new runways or modified sections of existing runways, and have identified unnecessary duplication between the standards in Chapter 3 and other regulatory references and ICAO standards. To address these matters, we are also proposing to:

* extend the requirements that apply for control towers first commissioned after 1 July 2000, so they also apply to a runway that is newly commissioned or modified after 1 July 2000.
* delete standards in Chapter 3 that replicate an equivalent standard specified in Chapter 6 of Annex 11 to the Chicago Convention.
* delete subsection 3.1.4 of the Part 172 MOS because matters in this subsection are already dealt with by the safety management system (SMS) requirements in regulation 172.145 of CASR and in Chapters 2 (operations manual) and 6 (SMS) of the Part 172 MOS.
* amend Division 172.C.3 of CASR by extending the scope of relevant ICAO standards to include the facility or equipment standards specified in any chapter of Annex 11 (not just Chapter 6) and all facility and equipment standards mentioned in ICAO Doc. 4444.

## **Previous consultations**

Prior to the release of this consultation draft, CASA has consulted internally and externally via a working group consisting of representatives from CASA, Airservices Australia and Civil Air – the air traffic controllers’ association.

# Why your views matter

Consultation with the community and the aviation industry throughout the policy decision-making process ensures that the proposed new rules are clearly articulated and would work in practice and as they are intended.

## **Documents for review**

All documents related to this consultation are attached in the ‘Related’ section at the bottom of the overview page. They are:

* Summary of proposed change (SPC) on CD 2203AS, which provides background on the proposed standards
* Consultation Draft – Part 172 (Air Traffic Service Providers) Amendment Manual of Standards 2022
* MS Word copy of online consultation for ease of distribution and feedback within your organisation.

Please submit your comments through the Consultation Hub using the survey provided. If you are unable to provide feedback this way, please contact us for advice through [regulatoryconsultation@casa.gov.au](mailto:regulatoryconsultation@casa.gov.au).

# **What happens next**

At the end of the response period for public comment, we will review each comment and submission received. We will make all submissions publicly available on the CASA website, unless you request your submission remain confidential. We will also publish a Summary of Consultation which summarises the feedback received, intended changes and plans for the regulation.

# **Give Us Your Views** [Appears on the overview page at the bottom]

[Online Survey](https://consultation.casa.gov.au/regulatory-program/pp1816us/consultation/) [This link is on the front page of the survey and takes you to the survey questions]

**Related**[This section is at the bottom of the front page and contains all the links to other sites and documents related to this consultation]

**Related Documents**

List of documents to attach to the consultation

* Summary of proposed change on CD 2203AS [PDF 290.11KB]
* Consultation Draft – Part 172 (Air Traffic Service Providers) Amendment Manual of Standards 2022 [PDF 231.59 KB]
* MS Word copy of online consultation - Proposed amendment to Part 172 Manual of Standards (MOS) - Provision for visual surveillance systems for aerodrome control services (CD 2203AS) [MS Word DOCX 49.8KB]

# Audience & Interest groups

**Audience**

* CASA staff
* Air traffic controller
* Traveling public/passengers
* Air traffic service providers
* Certified aerodrome owner/operator
* Aerodrome owner/operators
* Aerodrome industry consultant

**Interest**

* Airspace and infrastructure

# Page 1. About this consultation

This consultation asks for your feedback on the proposed changes to Part 172 MOS (CD 2203AS).

The survey has been designed to give you the option to provide feedback on the survey in its entirety or to provide feedback on the policy topics applicable to you.

We will ask you for:

* **personal information**, such as your name, any organisation you represent, and your email address
* **your consent** to publish your submission
* **your responses** to the proposed changes in the regulations
* **any comments** you may want to provide
* **demographic information** to help us understand your interest in the regulations

Our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public) **<**https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public*>*contains more information on making a submission and what we do with your feedback.

# Page 2. Personal information

## First name

*(Required)*

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## Last name

*(Required)*

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## Email address

*If you enter your email address, you will automatically receive an acknowledgement email when you submit your response.*

Email

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## Do your views officially represent those of an organisation?

*(Required)*

*Please select only one item*

Yes, I am authorised to submit feedback on behalf of an organisation

No, these are my personal views.

If yes, please specify the name of your organisation.

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Which of the following best describes the group you represent?

*Please select only one item*

Air traffic service provider

Air traffic controller

Aerodrome operator

Other

Please specify “Other” if selected.

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# Page 3. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual or
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments

We **will not** include any other personal or demographic information in a published response.

Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

Yes - I give permission for my response/submission to be published.

No - I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

I am a CASA officer.

Information about how we consult and how to make a confidential submission is available on our [website](https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public) **<**https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public*>* .

# Page 4. Proposed changes to Chapter 3 of the Part 172 MOS

The tabular comparison of standards in Chapter 3 of the Part 172 MOS and the proposed changes to those standards is available in the fact bank below. This table will assist you in your response to question 1, 2 and 3.

Please note, the table below is a complex table and is not accessible. For a verbal explanation, please contact the regulatory consultation mailbox [regulatoryconsultation@casa.gov.au](mailto:regulatoryconsultation@casa.gov.au) or call 131757 and ask for the Senior Standards Officer Air Traffic Management.

**Fact Bank:**Tabular comparison of current standards in Chapter 3 of the Part 172 MOS with proposed changes.

## **Proposal 1** – Enable the use of a visual surveillance system (VSS)

* Enable the optional use of a VSS by removing or amending any reference in the Part 172 MOS that sets a traditional control tower as the only means to provide ATS at an aerodrome.
* Remove or amend any reference in the Part 172 MOS that specifies direct human observation as the only means to provide ATS at an aerodrome.

**Question 1.** Do you think that the proposed changes to the Part 172 MOS would achieve the intended outcome of enabling use of a VSS as one of the ways to provide ATS at an aerodrome?

Refer to the comparison table in the fact bank at the beginning of this page.

*Radio buttons*

Yes

Yes, with changes (please specify suggested changes below)

No, I don’t (please explain why and provide alternative suggestions below)

Undecided / Not my area of expertise

Comment

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## **Proposal 2** – Make the new control tower requirements apply to new or modified runways

* Extend the requirements that apply to control towers first commissioned after 1 July 2000, so they also apply to a runway that is commissioned or modified after 1 July 2000.

**Question 2.** Do you agree the requirements in Chapter 3 of Part 172 MOS, which apply to control towers first commissioned after 1 July 2000, should also apply to a runway that is newly commissioned or modified after this date.

Refer to the comparison table in the fact bank at the beginning of this page.

*Radio buttons*

Agree

Agree, with changes (please specify suggested changes below)

Disagree (please explain why and provide alternative suggestions below)

Undecided / Not my area of expertise

Comment

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## **Proposal 3** – Delete replicated standards

To avoid repetition and remove the need for unnecessary legislative amendments and the associated costs:

* Delete facility and equipment standards that replicate an equivalent standard specified in Annex 11 to the Chicago Convention.
* Delete subsection 3.1.4 of Chapter 3, because matters in this subsection are already provided for in:
  + regulation 172.080 of CASR (compliance with operations manual)
  + regulation 172.145 of CASR (safety management system – SMS)
  + Chapters 2 (operations manual) and 6 (SMS) of the Part 172 MOS.

**Question 3.** Do you agree with the proposal to delete replicated standards from the Part 172 MOS?

Refer to the comparison table in the fact bank at the beginning of this page.

*Radio buttons*

Agree

Agree, but with changes (please specify suggested changes below)

Disagree (please explain why and provide alternative suggestions below)

Undecided / Not my area of expertise

Comment

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# Page 5. Amend Division 172.C.3 of CASR and consequently further amend Chapter 3 of the Part 172 MOS

## **Proposal 4** – Extend the scope of applicable ICAO standards in Division 172.C.3 of CASR.

* Amend Division 172.C.3 of CASR by extending the scope of relevant ICAO standards to include the facility or equipment standards specified in any chapter of Annex 11 (not just Chapter 6) and all facility and equipment standards mentioned in ICAO Doc. 4444.
* As a consequential amendment, omit as much of the remaining parts of Chapter 3 of the Part 172 MOS as an amended Division 172.C.3 of CASR allows.
  + The details of the amendment to Chapter 3 of the Part 172 MOS will be consulted in the exposure draft consultation for the broader Post Implementation Review.

**Question 4.** Do you agree with the proposal to extend the scope of relevant ICAO standards in Division 172.C.3 of the CASR?

*Radio buttons*

Agree

Agree, but with changes (please specify suggested changes below)

Disagree (please set out your reasoning and alternative suggestions below)

Undecided / Not my area of expertise

Comment

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# Page 6. General comments

Do you have any additional comments about the proposed policy? These should include any **impact** this change may have on you or your operation.

(Please note, this should not include points you have already raised.)

**Comments**

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