



# Horn Island Airspace Review

December 2017

C I V I L   A V I A T I O N   S A F E T Y   A U T H O R I T Y

*safe skies for all*

**DOCUMENT SPONSOR: OFFICE OF AIRSPACE REGULATION**

TRIM REFERENCE: D17/271372

File Reference: OP17 / 53

**Document control:**

<b>Version</b>	<b>Issue/Nature of Revision</b>	<b>Date</b>
0.1	Draft	May 2017
0.2	Peer review feedback	August 2017
1.0	Incorporates stakeholder feedback	December 2017

## 1 EXECUTIVE SUMMARY

1.0.1 The *Airspace Act 2007 (Act)*<sup>1</sup> provides the Civil Aviation Safety Authority (CASA) with the authority to administer and regulate Australian-administered airspace and obligates CASA to conduct regular reviews of the existing classifications of Australian-administered airspace. The Office of Airspace Regulation (OAR) conducted a review of the airspace arrangements and classifications within a 40 nautical mile (nm) radius of Horn Island Airport (Horn Island) to determine if the airspace remains “fit for purpose”.

1.0.2 This review applies CASA’s regulatory philosophy which considers the primacy of air safety but also takes account of all relevant considerations including cost.

1.0.3 An assessment of airspace incidents and feedback from stakeholders concluded there were no risks that required changes to the existing airspace. However, the review has noted areas where improvements that would benefit safety could be made.

1.0.4 The OAR has determined that the current airspace architecture is fit for purpose but local area charting needs to be introduced for the Torres Strait area to assist pilots operating into and out of Horn Island.

1.0.5 Stakeholder feedback focussed on charting issues and the need for additional infrastructure such as a new taxiway. Airspace users also identified the need for targeted education about the airspace and local procedures for the region.

### Key Recommendations:

The following recommendations have been made:

1. CASA Aviation Safety Advisors and Airservices Australia (Airservices) are to provide education and information to Horn Island airspace users specific to the risks associated with operating in the airspace around Horn Island and with the issues related to frequency and traffic congestion. This education and information is to be coordinated by the CASA Aviation Safety Advisor for the region.
2. Airservices must publish a Visual Navigation Chart using the Visual Terminal Chart scale of 1:250,000 that provides clear indication of the visual reference points used by visual flight rules aircraft by 8 November 2018.
3. Airservices is to include Coconut Island on the Enroute chart, low 6 (ERC L6) as soon as possible.
4. The Horn Island Airport operator should conduct a bi-annual airspace users forum with locally based airspace users and regular transient operators to discuss operating issues or risks associated with flying activity in the region.
5. Torres Shire Council should consider the safety, efficiency and capacity benefit of a taxiway parallel to runway 08/26.
6. Horn Island Airport operator is to relocate the automatic weather information service (AWIS) transmitter to a location that enables greater range for the AWIS broadcast beyond 40 nm.

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<sup>1</sup> A full list of acronyms and abbreviations used within this report can be found at Annex A.

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## 2 INTRODUCTION

2.0.1 Under Section 11 and 12 of the *Airspace Act 2007 (Act)*, the Civil Aviation Safety Authority (CASA) has responsibility for the administration and regulation of Australian-administered airspace. In carrying out these responsibilities CASA must give primacy to aviation safety and must:

- foster efficient use of Australian-administered airspace,
- foster equitable access to that airspace for all users of that airspace,
- take into account national security, and
- take into account protection of the environment.

2.0.2 CASA previously conducted a review of airspace around Horn Island Airport (Horn Island) in 2012<sup>2</sup>.

### 2.1 Purpose

2.1.1 The purpose of this review is to assess the airspace architecture within 40 nautical miles (nm) of Horn Island between the surface and 18,000 feet (ft) above mean sea level (AMSL) to determine if the airspace is fit for purpose and complies with the requirements of the Act for safe operations, efficiency and equitable access. The review provides findings and recommendations about matters that impact aviation safety, efficiency or equitable access for airspace users.

### 2.2 Process

2.2.1 The review process included:

- Analysis of aircraft movement data;
- Analysis of the mix of aircraft operations in the area;
- Assessment of current aircraft movement levels and mix of aircraft operations to determine the suitability of existing airspace;
- Assessment of the appropriateness of the current airspace classifications and architecture;
- Assessment of any issues related to aircraft operators seeking equitable access;
- Assessments of the appropriateness of the Air Traffic Services (ATS) provided in each class of airspace;
- Identification of any threats or risks to the safety of aircraft operations; and
- Consultation and consideration of feedback from airspace users.

## 3 BACKGROUND

### 3.1 Overview of Australian airspace classifications

3.1.1 Australian airspace classifications accord with Annex 11 of the International Civil Aviation Organization (ICAO) and include Class A, C, D, E, and G depending on the level of service required to safely and effectively manage aviation activity. Class B and Class F airspace is not currently used in Australia. Each class of airspace determines the type and nature of aviation operations permitted in that airspace. Class G airspace is predominantly used by visual flight rules (VFR) aircraft that do not require surveillance, separation or navigation assistance. VFR aircraft generally fly in good weather and during daylight hours so they can navigate using visual references on the ground. Aircraft operating in Class A airspace are primarily larger passenger aircraft operating under instrument flight rules (IFR) that are provided with separation from all other aircraft. Aircraft operating in Class C, D and E airspace are provided with a control and surveillance service and comprise a mix of VFR and IFR operations. Annex B provides details of the classes of airspace used in Australia.

3.1.2 The airspace within 40 nm of Horn Island is surrounded by Class G airspace with ATS provided by Airservices Australia (Airservices). Refer to Figure 1.

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<sup>2</sup> The report is available on the CASA website <https://www.casa.gov.au/files/aerostudyhornpdf>



## 3.2 Aerodromes

3.2.1 Horn Island shares a single Common Traffic Advisory Frequency (CTAF) with other aerodromes in the area. The area is referred to as the Torres Strait broadcast area, (see Figure 2). The broadcast area extends to approximately 40 nm centred on the Horn Island Aerodrome Reference Point. The Torres Strait broadcast area includes aerodromes at:

- Badu Island (YBAU);
- Mabuag Island (YMAA);
- Kubin (YKUB);
- Warraber Island (YWBS);
- Northern Peninsula (YNPE);
- Turtlehead Island.

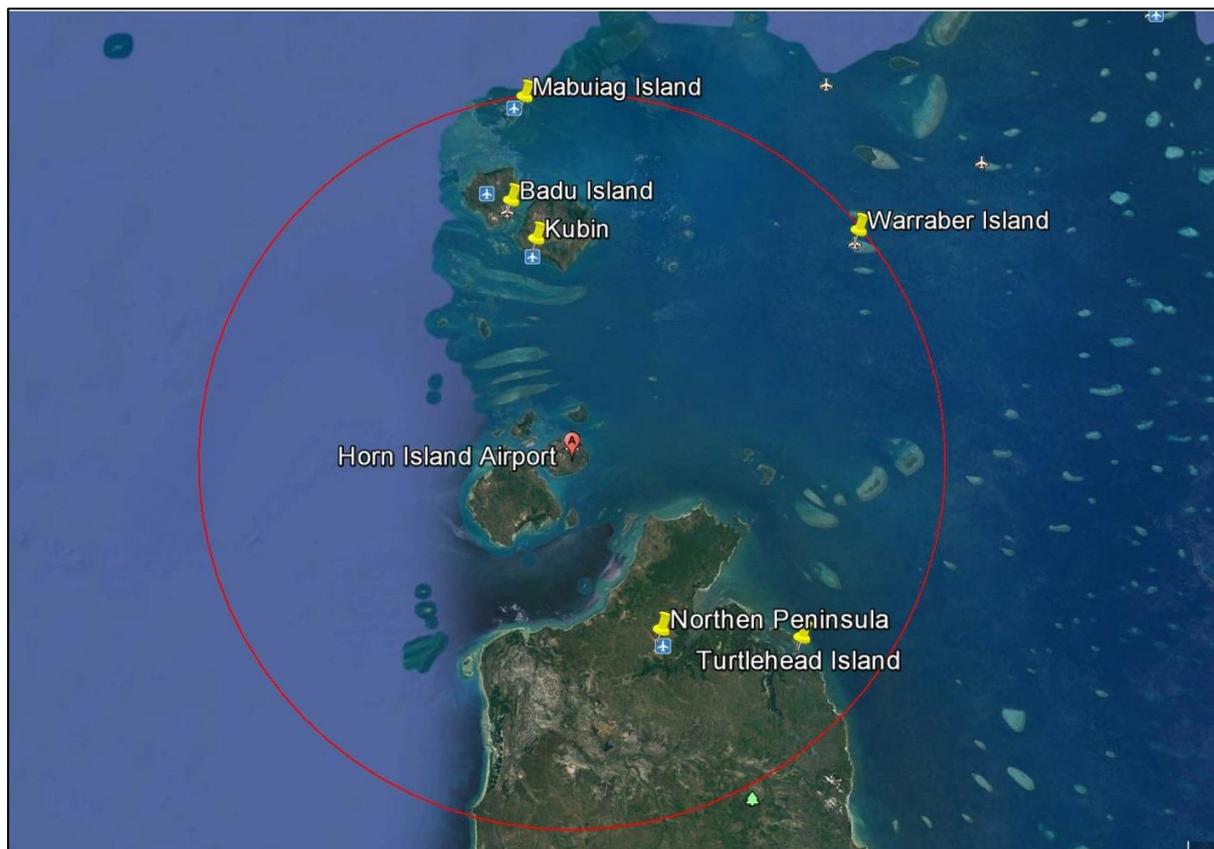


Figure 2: Aerodromes within the Torres Strait broadcast area (Google: May 2017).

3.2.2 A number of islands in the region also operate in Class G airspace and share a separate CTAF to the Torres Strait broadcast area. Aerodromes outside the Torres Strait broadcast area but in close proximity include:

- Boigu Island (YBOI);
- Coconut Island (YCCT);
- Darnley Island (YDNI);
- Murray/Mer Island (YMAE);
- Saibai Island (YSII);
- Yam Island (YYMI); and
- Yorke Island (YYKI).

## 3.3 Air Navigation Service Providers in the Horn Island area

3.3.1 The airspace around Horn Island is non-controlled Class G airspace from the surface to Flight Level (FL) 180 and no Air Traffic Control (ATC) service is provided in this area. A Flight Information Service (FIS) and traffic information service is provided by Brisbane Centre to aircraft operating under the IFR. Aircraft operating under the VFR are provided with a FIS

and may receive a Surveillance Information Service (SIS) subject to ATC work load, the level of surveillance in the area and aircraft equipage.

3.3.2 Brisbane Centre also provides a procedural control service in the overlying Class E airspace above FL 180 and in Class A airspace above FL 245. A surveillance control service is also provided in this airspace to aircraft equipped with Automatic Dependent Surveillance-Broadcast (ADS-B).

3.3.3 The aerodromes within the Torres Strait broadcast area operate on a shared CTAF and are subject to non-controlled aerodrome procedures<sup>3</sup>. All aircraft are required to carry a serviceable very high frequency (VHF) radio and transmit position information to enable situational awareness and self-separation for other airspace users.

### 3.4 Surveillance

3.4.1 There is no radar surveillance in the area surrounding Horn Island. However, there is an ADS-B ground station on Thursday Island (4 nm west of Horn Island), which provides surveillance coverage for suitably equipped aircraft in the Horn Island area. ADS-B coverage extends approximately 100 nm around the ground station at 5,000 ft AMSL and which covers the majority of the Torres Strait aerodromes. Figure 3 shows the approximate ADS-B surveillance coverage over the Torres Strait at 5,000 ft AMSL.

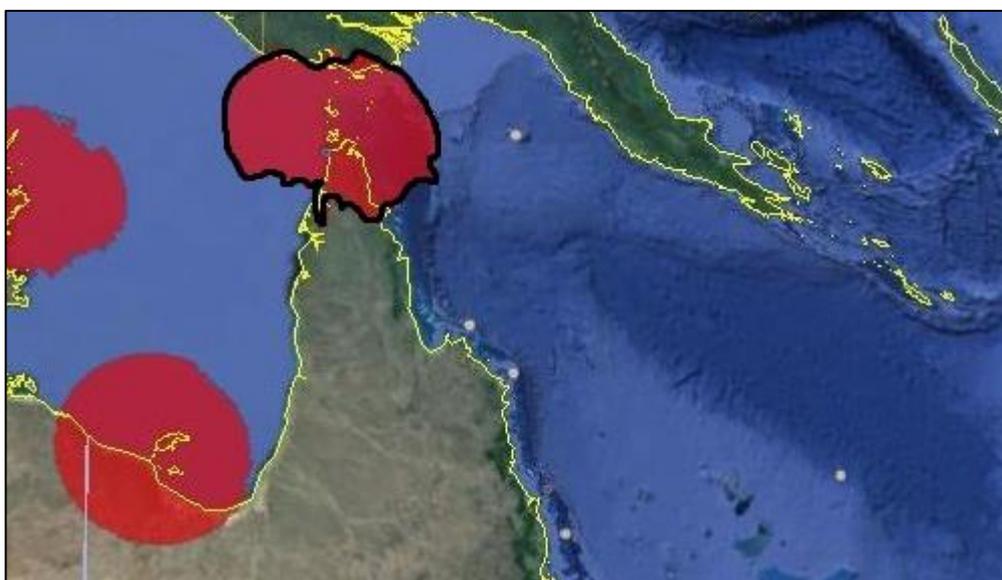


Figure 3: ADS-B coverage at 5,000 ft AMSL (Airservices: November 2016).

### 3.5 Horn Island Airport

3.5.1 Horn Island Airport is a certified aerodrome operated by the Torres Shire Council. Aviation activity at Horn Island provides passenger, freight and medical transport to local islands.

3.5.2 The airport processes approximately 90,231 passengers (International and Domestic) and 17,069 passenger transport (PT) flights a year. The airport published a Master Plan in May 2016 which includes planning considerations to 2036.

### 3.6 Horn Island aircraft movements

3.6.1 Total aircraft movements at Horn Island have increased slightly since 2012 (During the same period there has been a 3.8% increase in passengers and a reduction of 3.1% in Air Transport Movements). See Figure 4.

<sup>3</sup> Civil Aviation Regulation (CAR) 1988 – 166 Operating on and in the vicinity of non-controlled aerodromes.

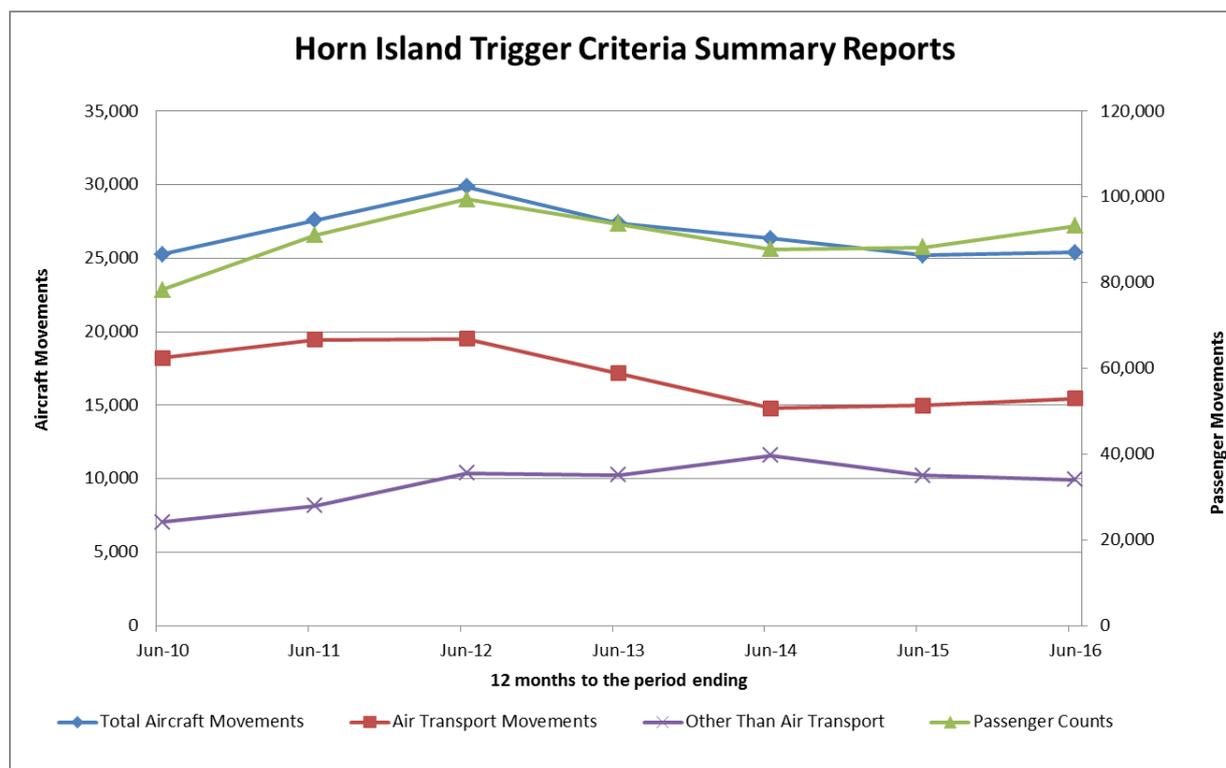


Figure 4: Horn Island statistics 2010-2016.

### 3.7 Restricted and Danger Areas

3.7.1 There are two Restricted Areas (RAs)<sup>4</sup> within 40 nm of Horn Island which are centred on the Royal Australian Air Force (RAAF) base Scherger (R607A and R607B). The RAs are activated by Notice To Airmen (NOTAM) and are used by Defence for military flying. R607A is established between FL 125 to FL 245, and R607B is between FL 245 to FL 600.

3.7.2 There is one Danger Area (DA)<sup>6</sup> designated as D606, within 40 nm of Horn Island which extends from the surface to FL125. The area is activated by NOTAM and is used by the RAAF for military flying. See Figure 5.

3.7.3 All restricted areas have been allocated an 'RA Status'. See Annex C.

<sup>4</sup> Refer to Annex C – Restricted and Danger Areas within 40 nm of Horn Island.

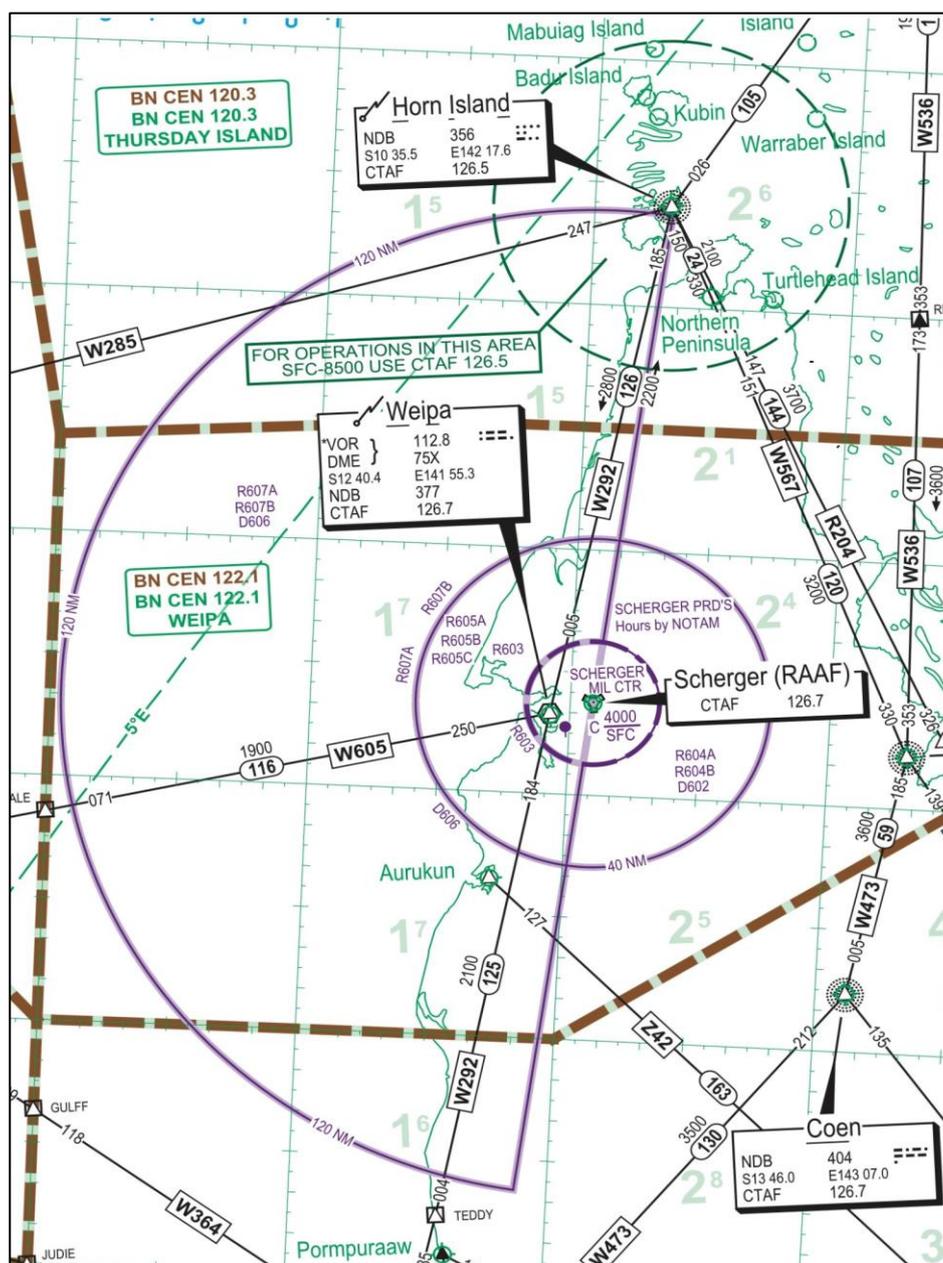


Figure 5: Extract of ERC L6 (Airservices: Effective date 25 May 2017).

## 4 AVIATION INCIDENTS

### 4.1 Aviation safety incident reports

4.1.1 Any accident or incident involving Australian registered aircraft or foreign registered aircraft in Australian airspace must be reported to the Australian Transport Safety Bureau (ATSB). Every aviation safety incident report (ASIR) is available to the Office of Airspace Regulation (OAR). Defence incidents are also included in these reports.

4.1.2 An assessment of incidents in the Horn Island region determined there were five accidents and 131 incidents in the review area between 1 January 2010 and 01 January 2017 (see Table 1).

4.1.3 A review of all reported incidents determined that most incidents related to:

- Errors in pilot procedures;
- Failures in see and avoid procedures; and
- Communication failures.

4.1.4 There were a number of runway related incidents that were created by non-compliance with Aeronautical Information Publication (AIP) procedures. This review will identify these incidents to other specialist CASA staff and to Airservices for further analysis and action where necessary.

4.1.5 Analysis of reported airspace incidents and feedback received during consultation indicated that most incidents were caused by pilot error. There was no indication of issues with airspace architecture that would justify changes to the airspace or changes to airspace procedures. Feedback from operators indicates that new pilots to the region contribute to a majority of the incidents.

Aerodrome Location	Accident and Incident Numbers				Causal Factors				
	No of Accidents	No of Serious Incidents	No of Incidents	Total Accidents & Incidents	See and Avoid	Pilot Procedures Lapses	Radio Communication Lapses	ATC Procedures Lapses	Airspace Related Incidents
Horn Island, Qld									
Occurrence Year									
2010	0	2	24	26	5	8	4	0	8
2011	1	0	20	21	0	3	1	0	3
2012	1	3	18	22	0	3	2	0	3
2013	2	0	22	24	2	5	2	0	5
2014	0	0	18	18	0	1	0	0	1
2015	1	1	10	12	1	1	0	0	1
2016	0	1	19	20	3	3	1	0	3
Totals	5	7	131	143	11	24	10	0	24

Table 1: Horn Island reported incidents.

## 4.2 Summary of incidents

4.2.1 This review has assessed the incident data for an area within 40 nm of Horn Island and has determined that there are no incidents that justify changes to the airspace architecture; however benefit would be gained from publishing a Visual Navigation Chart (VNC) for Horn Island. The VNC should be produced as soon as practicable, but published no later than the November 2018 aeronautical chart cycle date.

4.2.2 CASA will continue to monitor incident reports for the Horn Island area to determine the need for further action or reviews. However, the CASA Aviation Safety Advisors will continue to provide further education and information to Horn Island airspace users through the annual safety seminar program and targeted education programs.

## 5 DETAILED FEEDBACK FROM STAKEHOLDERS

5.01 The OAR conducted consultation with internal and external stakeholders and other interested parties. Stakeholders that provided feedback are listed in Annex D.

5.02 OAR representatives also sought input through stakeholder meetings at Cairns airport, Horn Island airport and through interviews with airline operators, charter operators, airport management and emergency service providers. Comments received during this review are detailed at Annex E.

## 6 KEY ISSUES AND FINDINGS

- **Issue:** Aircraft operators raised concern about the knowledge and skill levels of pilots that are new to the area.
- **Finding:** The regular turn over of pilots in the region and the associated lack of local knowledge does contribute to airspace operational issues. This includes VHF radio congestion, during periods of high traffic density. and uncertainty of location by some pilots in relation to Horn Island airport.
- **Recommendation:** CASA Aviation Safety Advisors deliver a targeted education and information program to Horn Island airspace users that includes details about the unique nature of operations in the Horn Island region.

- **Recommendation:** The Horn Island Airport operator should conduct a bi-annual airspace users forum with locally based airspace users and regular transient operators to discuss operating issues or risks associated with flying activity in the region.
- **Issue:** ATC Staff at Brisbane Centre advised that poor radio discipline leads to frequency congestion, use of incorrect frequencies and unclear radio calls.
- **Finding:** Inexperienced pilots conducting IFR operations are not making radio broadcasts in accordance with the AIP.
- **Recommendation:** CASA Aviation Safety Advisors conduct consultation with local Horn Island airspace users and develop a training and education program that reduces the causes of frequency congestion and increases pilot awareness/airmanship.
- **Issue:** Some pilots are uncertain of their position in relation to visual landmarks in the region.
- **Finding:** New pilots to the region often misinterpret or cannot locate landmarks used for visual navigation.
- **Recommendation:** Airservices must publish a VNC using the Visual Terminal Chart scale of 1:250,000 that provides clear indication of the visual reference points used by VFR aircraft by 8 November 2018.
- **Issue:** Pilots indicated that there were regular delays when taxiing for departure and with apron congestion.
- **Finding:** The airfield infrastructure does not include a taxiway to service RWY 08/26. The lack of a parallel taxiway means that aircraft seeking to backtrack or land on the runway must give way to all other aircraft taxiing via the runway or preparing to depart. These delays create congestion and risks on the ground and in the airspace around Horn Island.
- **Finding:** Extension to the sealed apron is planned under the draft master plan. However, the installation of a parallel taxiway should be a high priority given it would be a significant mitigator to current congestion, airspace risks and ground delays.
- **Recommendation:** Torres Shire Council should consider the safety, efficiency and capacity benefit of a taxiway parallel to runway 08/26.
- **Issue:** Pilots raised issues with the lack of coverage by the automatic weather information service (AWIS) when approaching Horn Island from the South.
- **Finding:** The AWIS cannot be received until approximately 40 nm from Horn Island. Aircraft have insufficient time when receiving the weather information at this distance, as they rely on the AWIS to inform their decision making about aircraft configuration cockpit task allocation and then preparing for an arrival into often congested airspace.
- **Recommendation:** Horn Island Airport operator is to relocate the AWIS transmitter to a location that enables greater range for the AWIS broadcast beyond 40 nm.

## 7 OVERVIEW OF CHANGES SINCE 2012 HORN ISLAND AERONAUTICAL STUDY

- Aircraft movements have increased by an average of 1.5% per year since 2012.
- The Torres Strait Broadcast Area has increased in size to the south, and now covers a 40 nm circle centred on the Horn Island Aerodrome Reference Point.
- The AWIS is now accessible via VHF.
- Northern Peninsula and Horn Island are now on the same CTAF.

## 8 CONCLUSION

8.01 The OAR conducted an analysis of aircraft movements, passenger movements and aviation incidents in the Horn Island area between 2012 and 2017 to determine if the airspace architecture and associated procedures were fit for purpose and complied with the Airspace Act. The review also considered issues raised by airspace users and other stakeholders that related to safety, efficiency or equitable airspace access. The OAR concluded that the existing airspace architecture is fit for purpose but identified areas where improvements could be made to further enhance aviation safety or efficiency. Further education and information about local Horn Island airspace and procedures were identified as a key areas for improvement. The review also identified the need to improve radio discipline given poor radio operation was contributing to frequency congestion and reducing situational awareness. Further safety enhancements included the development of Visual navigation chart for the region and the installation of a parallel taxiway for runway 08 and 26 to increase availability of the runways and reduce delays. The OAR will discuss future safety promotion activity by Airservices, CASA and local operators at the Runway Safety Group meetings.

8.02 The introduction of a VNC is seen as a key airspace risk mitigator and should be produced as soon as possible, but no later than the November 2018 aeronautical chart cycle date.

## ANNEX A – ACRONYMS AND ABBREVIATIONS

Acronym/abbreviation	Explanation
Act	<i>Airspace Act 2007</i>
Airservices	Airservices Australia
AIP	Aeronautical Information Publication
AMSL	above mean sea level
ASIR	Aviation Safety Incident Report
ATC	Air Traffic Control
ATS	Air Traffic Services
ATSB	Australian Transport Safety Bureau
AWIS	Automatic weather information service
CASA	Civil Aviation Safety Authority
CTR	Control Zone
DA	Danger Area
Defence	Department of Defence
DME	Distance Measuring Equipment
ERSA	En Route Supplement Australia
EPBC	Environment Protection and Biodiversity Conservation Act
ft	feet
FL	Flight Level
GA	general aviation
H24	24 Hours per day
ICAO	International Civil Aviation Organization
IFP	Instrument Flight Procedure
IFR	instrument flight rules
IMC	instrument meteorological conditions
JACC	Joint Agency Coordination Centre
kt	Knots
LOA	Letter of Agreement
MOS	Manual of Standards
NDB	Non Directional Beacon
nm	nautical miles
NOTAM	Notice to Airmen
OAR	Office of Airspace Regulation
PT	Passenger Transport
RAAF	Royal Australian Air Force
RA	Restricted Area
RAPAC	Regional Airspace and Procedures Advisory Committee
SEG	Stakeholder Engagement Group
SID	Standard Instrument Departure
SVFR	Special Visual Flight Rules
SSR	Secondary Surveillance Radar
TAR	Terminal Area Radar
TCU	Terminal Control Unit
VFR	visual flight rules
VMC	visual meteorological conditions
VNC	Visual Navigation Chart

## ANNEX B – AUSTRALIAN AIRSPACE STRUCTURE

Class	Description	Summary of Services/Procedures/Rules
<b>A</b>	All airspace above Flight Level (FL) 180 (east coast) or FL 245	Instrument Flight Rules (IFR) only. All aircraft require a clearance from Air Traffic Control (ATC) and are separated by ATC. Continuous two-way radio and transponder required. No speed limitation.
<b>B</b>	Not currently used in Australia.	
<b>C</b>	In control zones (CTRs) of defined dimensions and control area steps generally associated with controlled aerodromes	All aircraft require a clearance from ATC to enter airspace. All aircraft require continuous two-way radio and transponder. IFR separated from IFR, VFR and Special VFR (SVFR) by ATC with no speed limitation for IFR operations. VFR receives traffic information on other VFR but is not separated from each other by ATC. SVFR are separated from SVFR when visibility (VIS) is less than visual meteorological conditions (VMC). VFR and SVFR speed limited to 250 knots (kt) indicated air speed (IAS) below 10,000 feet (ft) above mean sea level (AMSL)*.
<b>D</b>	Towered locations such as Bankstown, Parafield, Archerfield, Parafield and Alice Springs.	All aircraft require a clearance from ATC to enter airspace. For VFR flights this may be in an abbreviated form. As in Class C airspace all aircraft are separated on take-off and landing. All aircraft require continuous two-way radio and are speed limited to 200 kt IAS at or below 2,500 ft within 4 NM of the primary Class D aerodrome and 250 kt IAS in the remaining Class D airspace**. IFR are separated from IFR, SVFR, and are provided with traffic information on all VFR. VFR receives traffic on all other aircraft but are not separated by ATC. SVFR are separated from SVFR when VIS is less than VMC.
<b>E</b>	Controlled airspace not covered in classifications above	All aircraft require continuous two-way radio and transponder. All aircraft are speed limited to 250 kt IAS below 10,000 ft AMSL*, IFR require a clearance from ATC to enter airspace and are separated from IFR by ATC, and provided with traffic information as far as practicable on VFR. VFR does not require a clearance from ATC to enter airspace and are provided with a Flight Information Service (FIS). On request and ATC workload permitting, a Surveillance Information Service (SIS) is available within surveillance coverage.
<b>F</b>	Not currently used in Australia.	
<b>G</b>	Non-controlled	Clearance from ATC to enter airspace not required. All aircraft are speed limited to 250 kt IAS below 10,000 ft AMSL*. IFR require continuous two-way radio and receive a FIS, including traffic information on other IFR. VFR receive a FIS. On request and ATC workload permitting, a SIS is available within surveillance coverage. VHF radio required above 5,000 ft AMSL and at aerodromes where carriage and use of radio is required.

\* Not applicable to military aircraft.

\*\*If traffic conditions permit, ATC may approve a pilot's request to exceed the 200 kt speed limit to a maximum limit of 250 kt unless the pilot informs ATC a higher minimum speed is required.

## ANNEX C – RESTRICTED AND DANGER AREAS WITHIN 40 NM OF HORN ISLAND

RA/DA NUMBER	LOCATION	PURPOSE AS STATED IN THE DESIGNATED AIRSPACE HANDBOOK	CONTROLLING AUTHORITY OR CONTACT	RA STATUS
R607A	SCHERGER	MILITARY FLYING	DEFENCE JACC	RA2
R607B	SCHERGER	MILITARY FLYING	DEFENCE JACC	RA2
D606	SCHERGER	MILITARY FLYING	DEFENCE JACC	N/A

**Conditional Status RA 1:** Pilots may flight plan through the RA and under normal circumstances they can expect a clearance from ATC.

**Conditional Status RA 2:** Pilots must not flight plan through the RA unless they designate a route specified in ERSA GEN FPR or by agreement with Defence. Clearance from ATC is not assured. Other tracking may be offered through the RA.

**Conditional Status RA 3:** Pilots must not flight plan through the RA and clearances will not be available.

NOTAMs are issued to indicate changes to the RA conditional status. Defence has advised that if an aircraft declares an emergency, every effort will be made to approve transit of an active RA, irrespective of its conditional status. However, there may be occasions where Defence is unable to suspend or limit military activity in a RA to provide safe transit to an emergency aircraft.

## ANNEX D – STAKEHOLDER CONSULTATION LIST

The following stakeholders were contacted to contribute to this review.

<b>Organisation</b>
Airservices Australia
Australian Airports Association
Babcock Helicopters
Cape Air Transport
Civil Aviation Safety Authority
Cobham Aviation Services
Daintree Air
Defence
East Air/Weipa
Hinterland Aviation
Machjet International
Nautilus Aviation
Police Air Wing
QantasLink
Qld Gov't Air Wing
Royal Flying Doctor Service, Queensland Section
Savannah Aviation
Skytrans
Torres Shire Council
Torres Strait Air
Westwing Aviation

The following stakeholders contributed to this review.

<b>Organisation</b>	<b>Position</b>
Airservices Australia	Acting ATC Line Manager Northern Operations
Babcock Helicopters	Base Managers
Civil Aviation Safety Authority	QLD Northern Office
Cobham Aviation Services	Senior Base Pilot Cairns
Defence	Squadron Leader Joint Airspace Control Unit
QantasLink	Senior Base Pilot Cairns
Skytrans	Manager Flight Operations Quality Assurance Manager
Torres Shire Council	Airport Manager Horn Island
Westwing Aviation	Manager Flight Operations and Quality Assurance Manager

## **ANNEX E – DETAILED INFORMATION ABOUT COMMENTS PROVIDED DURING THE REVIEW**

### Operations to and from Horn Island

All operators expressed concern regarding access to and from Horn Island airport at peak times. It is considered challenging at times due to varying degrees of skill and experience of pilots in the region. Operators all agree that the transient nature of pilot employment in the region contributes to the ongoing problems associated with pilot managed aircraft separation. All operators agreed that a continued education specific to the Torres Strait region would be of significant benefit to all pilots in particular those new to the region.

### Navigation in the region

All operators interviewed agreed that the addition of a Visual Navigation Chart for Horn Island and the Torres Strait region would be of significant benefit to operators. The chart would enable, in particular new pilots to the region, an ability to locate more accurately various features and land marks associated with area specific operations as both IFR and VFR flight occur on a daily basis.

### VHF operating ranges

Two operators raised concern regarding the operating ranges of both AWIS transmission range and VHF Communications range particularly to the East of Horn Island airport. A major RPT airline that operates twice daily to Horn Island, as well as the Horn Island airport manager both indicated that the Transmission range of the AWIS on Horn Island could be significantly improved particularly to the south. To enable this the antennae were to be elevated from its current position to a higher position on the airport.

### Airport Infrastructure

Since the last review the subject of a taxiway at Horn Island airport has been raised again, both airport staff and all aviation operators raised the need for a taxiway to be constructed parallel to runway 08/26. The parties all agreed that this would raise the level of safety at the airport as high volumes of traffic flow to and from the airport daily. The draft airport masterplan indicates that they are expecting growth in activity at the airport. With this projected growth in mind the airport should prioritise the addition to add a taxiway to the main runway 08/26. The addition of the taxiway would also improve traffic flows on the airport enabling a reduction in aircraft holding times and allow for more fuel efficient taxi as well as reducing emissions.

## **ANNEX F – REFERENCES**

- Aeronautical Information Publication – 25 May 2017
- Airspace Act 2007
- Airspace Regulations 2007
- Australian Airspace Policy Statement – 2015
- DAP East – Effective 25 May 2017
- Designated Airspace Handbook – 25 May 2017
- En route Supplement Australia – 25 May 2017