



# ISPACG 38 – Airservices Update

Santiago, Chile

4 – 6 June 2024

# Airservices Australia

We provide safe, secure, efficient, and environmentally-responsible air navigation and aviation rescue fire fighting services to the aviation industry.

11%

GLOBAL  
AIRSPACE  
MANAGED

3.8M

AIRCRAFT  
MOVEMENTS IN  
FY2023

+139.6M

PASSENGER  
MOVEMENTS IN  
FY2023

3400

STAFF ACROSS  
AUSTRALIA



29

AIR TRAFFIC CONTROL  
TOWERS



2

AIR TRAFFIC  
SERVICES CENTRES



27

AVIATION RESCUE  
FIREFIGHTING  
SERVICE STATIONS

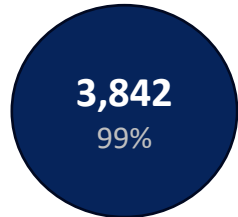


24/7

365 DAYS  
A YEAR

# State of Australian aviation growth

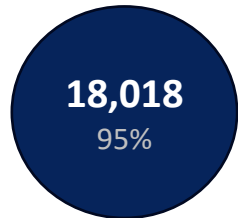
Average Daily Flights  
(Apr 2024 and percentage of Apr 2019)



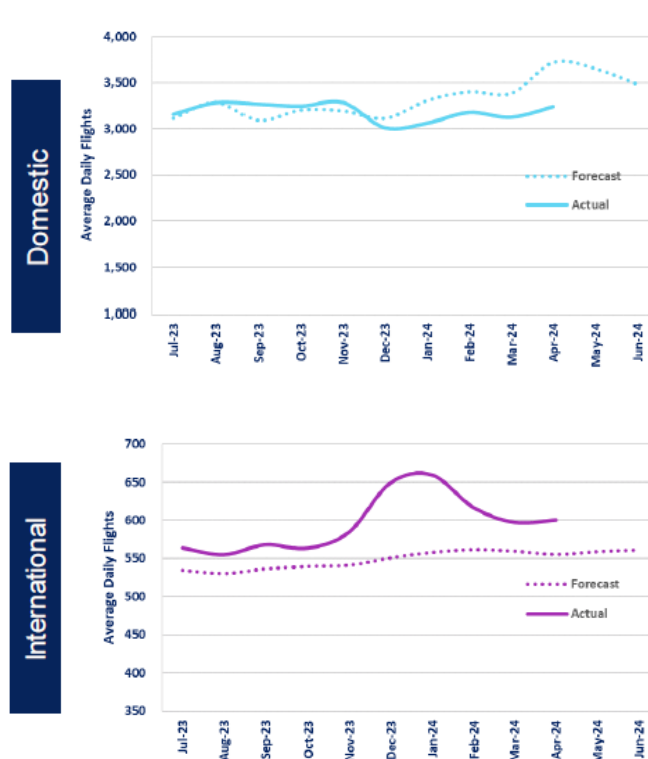
Total Domestic Flights  
(Apr 2024 and percentage of Apr 2019)



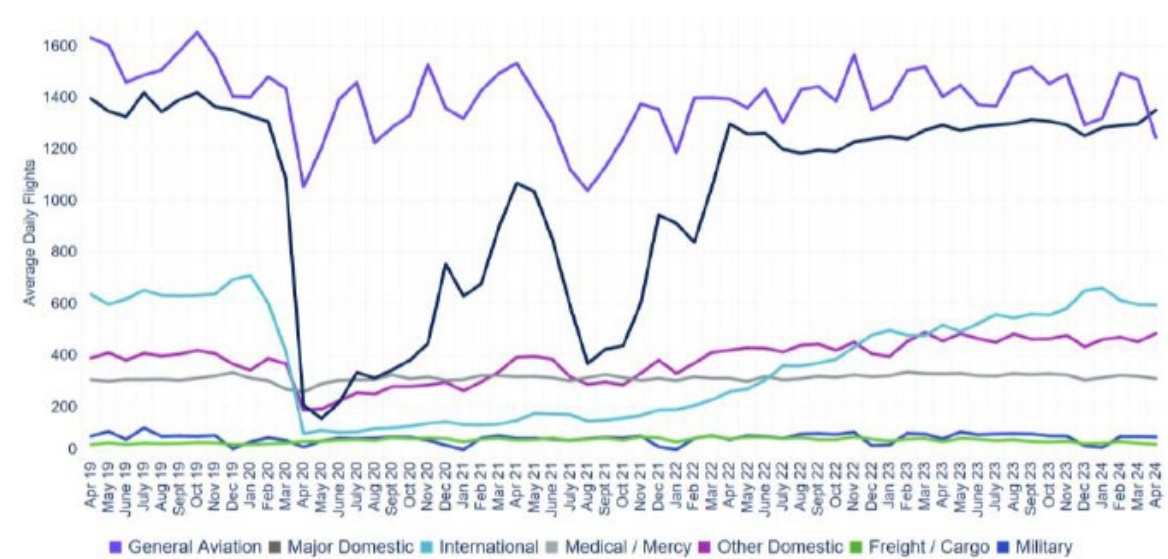
Total International Flights  
(Apr 2024 and percentage of Apr 2019)



Domestic (top) and international (bottom) average daily flights compared to Airservices' forecast



Average daily flights per month by industry segment



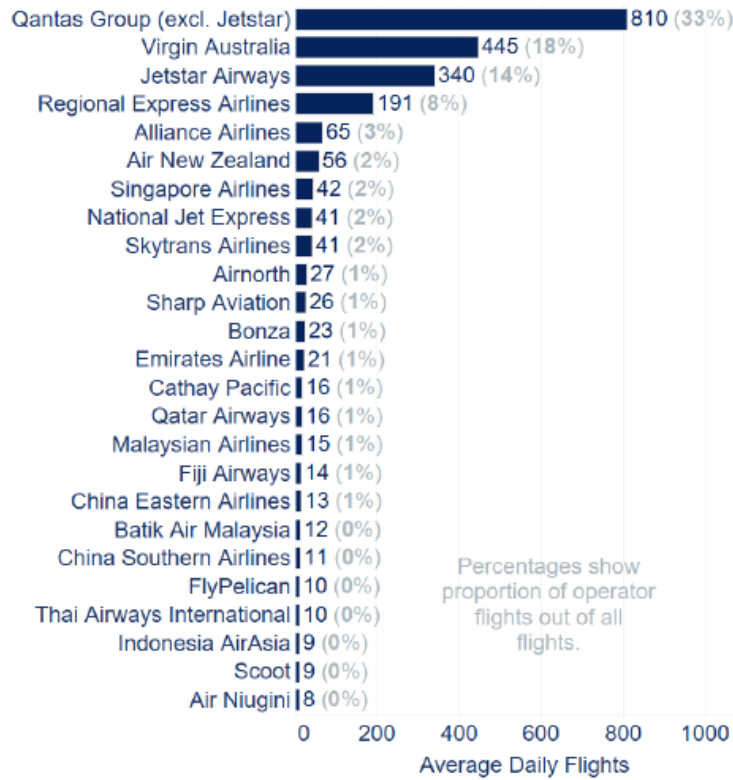
Source: Airservices ODAS (general aviation data in arrears by one month)

Source: Airservices aeronautical charge database (excludes some general aviation flights that are not subject to Airservices aeronautical charges; Airservices' forecast is as of June 2023).

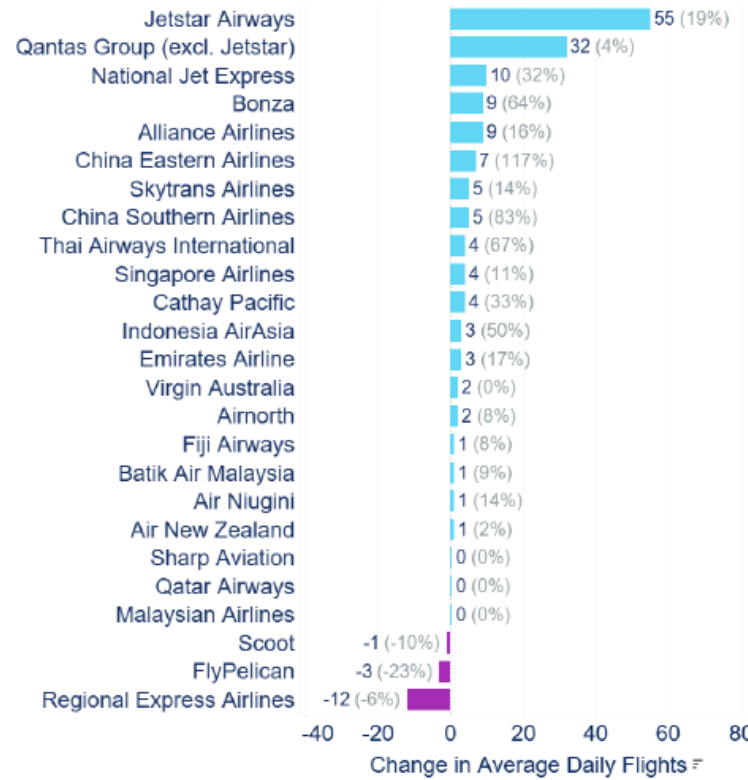
# Top aircraft operators

Air traffic demand remains resilient against the backdrop of rising fuel prices, geopolitics in the Middle East, subdued GDP growth and sticky inflation. Strong inbound traffic for visiting family/friends and employment, as well as tourism to key Asia Pacific markets have underpinned traffic growth.

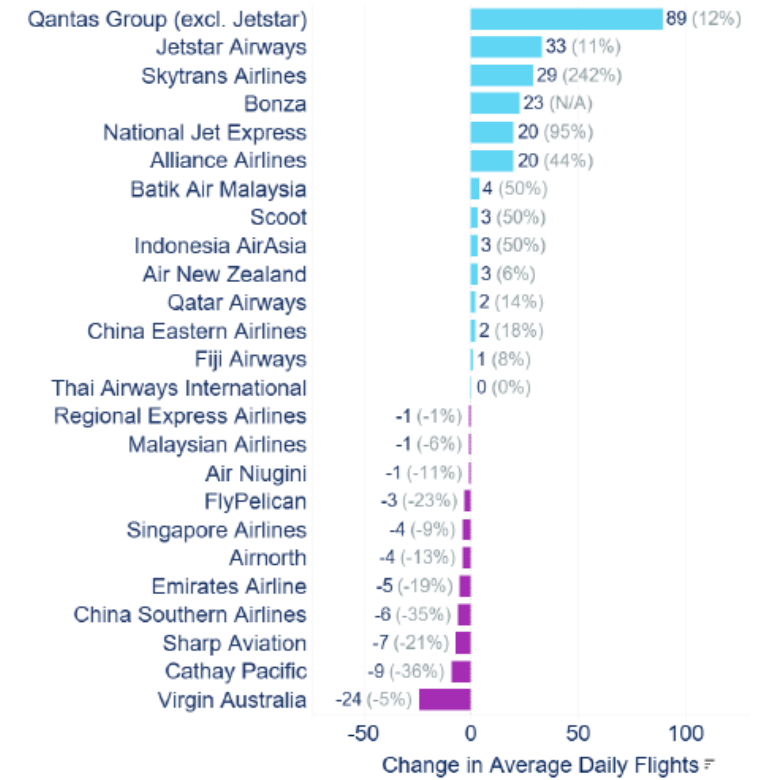
Average daily flights by top operators (April 2024)



Top operators' percentage change in average daily flights (April 2024 vs April 2023)



Top operators' percentage change in average daily flights (April 2024 vs April 2019)

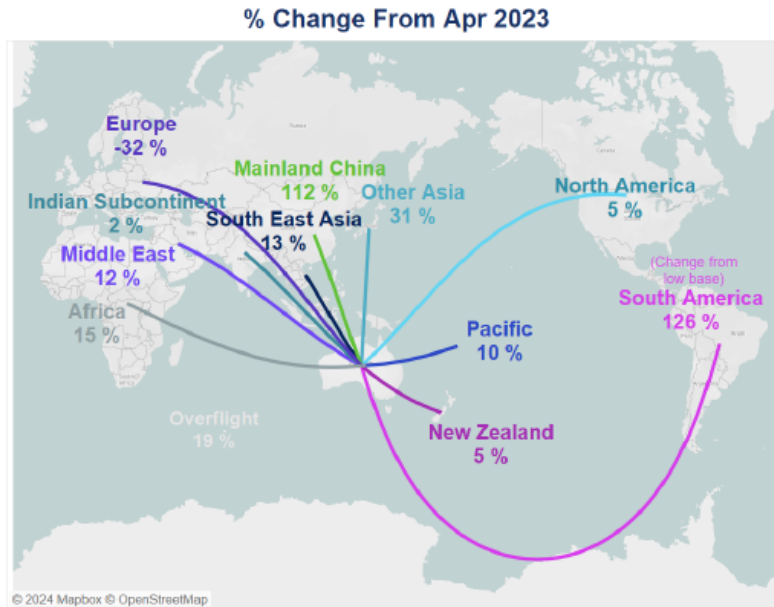


Source: Airservices ODAS (excludes general aviation, cargo, military and medical/mercy flights)

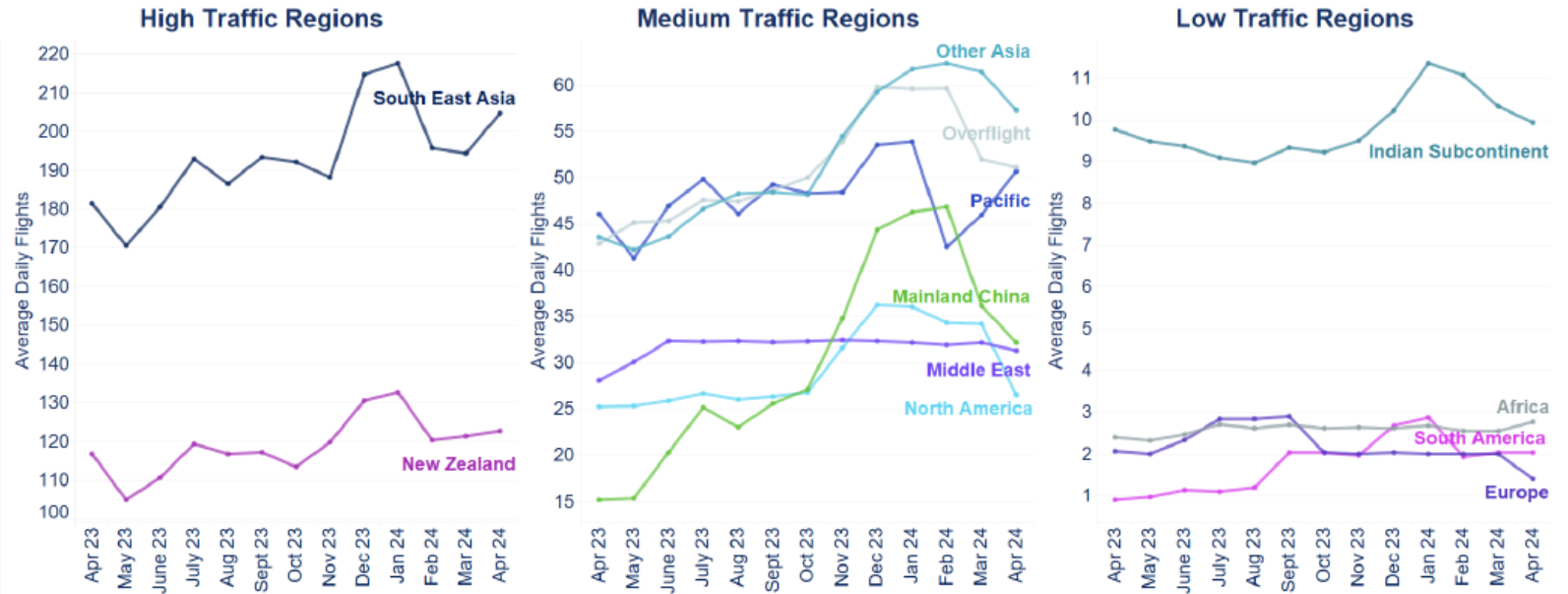
# Traffic flows from international markets

International traffic growth continues to reflect strong trade and tourism activities in neighbouring markets such as New Zealand, Vietnam, India and South Korea. The Middle East geopolitics is affecting some of the long-haul transcontinental traffic. Recovery from the Chinese market has slowed considerably over the last two months, indicating the current state of consumer confidence and economic growth in China.

Percentage change in total flights by international markets in April 2024 vs April 2023



Average daily number of flights per month by international markets



Source: Airservices ODAS (excludes general aviation, cargo, military and medical/mercy flights)  
For multi-leg flights, legs that start and end outside Australian airspace are not included.

# Australian Flight Information Regions

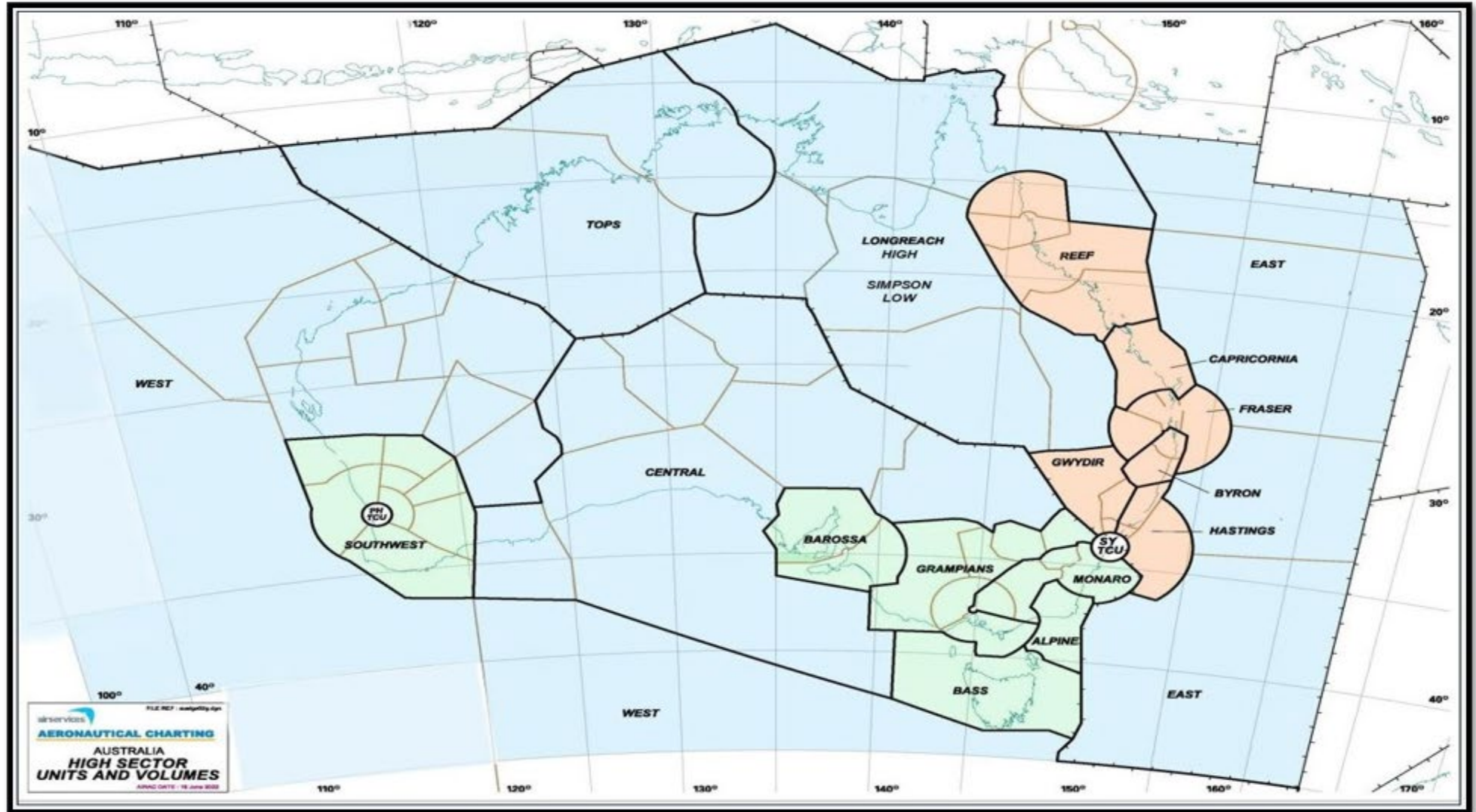
Long Haul Services



High Density Services  
North



High Density Services  
South



# AIDC Enhancements

- Completed system upgrade to enable Off track deviations to be sent and received in AIDC messaging.
- CDN's – enhancements to enable the inclusion of block levels and OTD's.
- AIDC has been implemented with Niusky Pacific Ltd. Currently ABI, EST, ACP, CPL – working together to commence use of CDN's in the near future.
- Expanded use of CPL's for the acquittal of boundary coordination.

# Current AIDC Status

	AIDC	CDN	CPL	OTD
NZZO				
NFFF				
KZAK				
AYPM		In Progress		In Progress
YMMM				



# Our strategy

Strategic themes



Outstanding people and culture



Safest and efficient airspace



Safest and effective aviation first response



Foster and promote sustainable growth



Digitalised service provision



## Outcomes

Performance

1

Zero significant attributable safety occurrences

2

100% planned aerodrome capacity delivered

3

Enabling 30% increase in Australian air traffic movements

4

80% people engagement

5

Fostering the drive towards zero harm

6

30% reduction in cost to serve

7

Community acceptance of the value of aviation

8

Net zero emissions by 2050

## Change portfolio plan

Change programs



OneSKY and Aerospace



Western Sydney International Airport



ARFFS Capability Uplift



People and Culture



Facilities and Environment



Support Services



Operational Technology and Cyber



Enterprise Network Modernisation



Community Engagement



Uncrewed Services

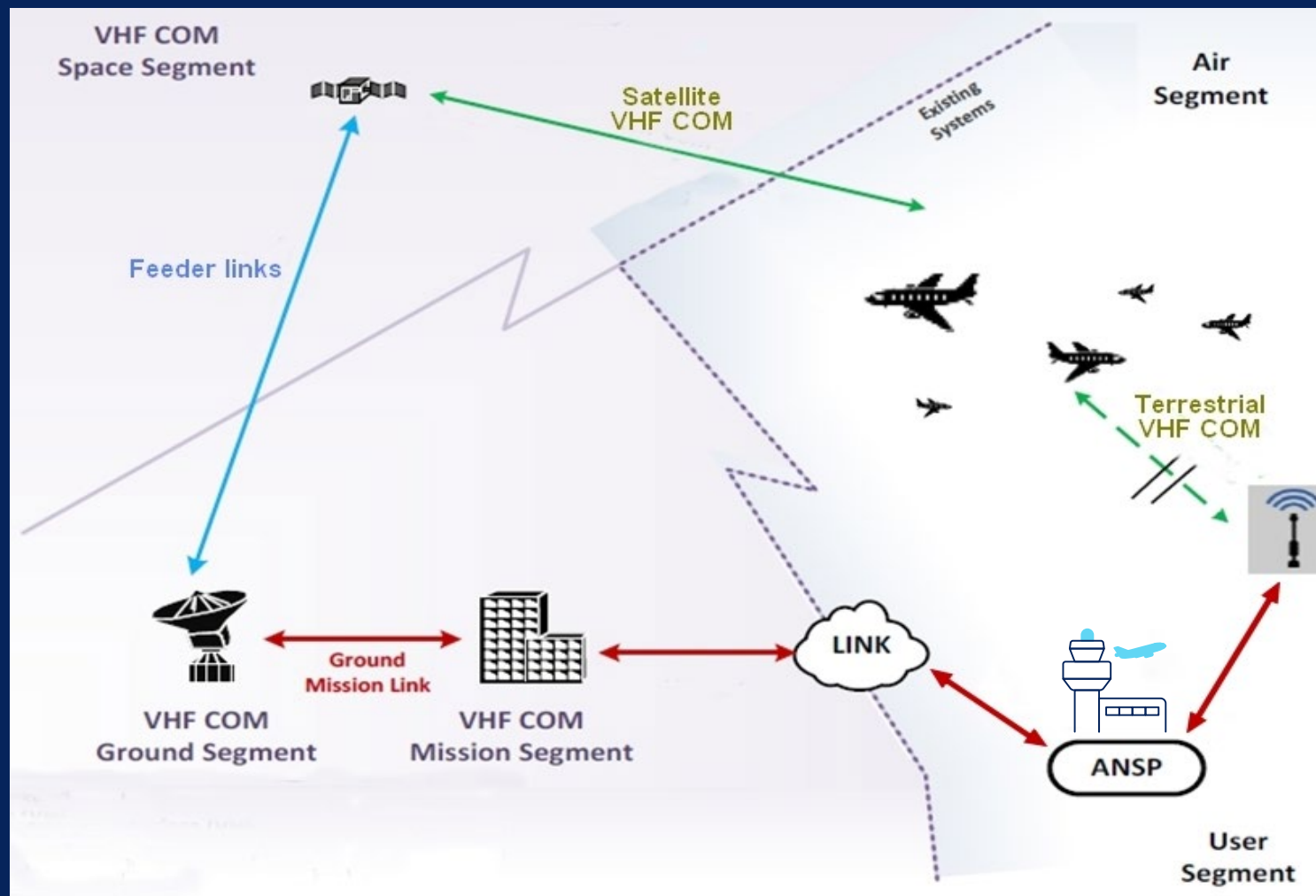
# Space based ADS-B

## Airservices update

- Australia is exploring the benefits of implementing space-based surveillance (ADS-B)
  - initially focused on oceanic airspace where ADS-C is currently the only form of surveillance for suitably-equipped aircraft.
  - A Request for Information was issued in 2023 to gain an appreciation of market developments and is a key input into Airservices' considerations, acknowledging that communications capabilities are also an integral component to the use of surveillance in an overall service context.
- Separately, Australia continues to support the development of space-based ATM applications via a Collaboration Agreement with Skykraft, an Australian space-based company.
  - Collaborative support is provided through ATM-related subject matter expertise and supporting operational trials. Such trials to date have not interfaced with any extant operational systems.

# Space-based VHF

## What is Space-Based VHF?



- The Satellites transmit the same signal as the ground stations
- Uses the same VHF frequency band as the ground stations (117.975 – 137 MHz)
- Provided from Low Earth Orbit Satellites
- No changes required to Aircraft

# Space based Communications

## Airservices update

- Australia recognises that the utility of space-based surveillance cannot be fully realised without commensurate communications which support reduced separation minima
- Airservices notes that CPDLC-based surveillance separation minima will be available to be implemented from late 2024. Without a CPDLC equipage mandate to enable a service environment in which all aircraft are able to be separated using the same separation standard, more work is needed to identify how space-based surveillance could be implemented with differing communications means applied to different aircraft (e.g. HF, VHF, CPDLC)
- Airservices is actively involved and driving the development of SARPs for VHF over satellite following the International Telecommunications Union (ITU) decision in late 2023 to add an additional allocation allowing the VHF Airband to be used from a Low Earth Orbit satellite for satellite-based VHF, with a view to whether satellite-based VHF voice could be a viable alternative to the poor-quality HF radio services currently servicing remote and oceanic areas for non-data link equipped airframes (including in domestic airspace where no VHF coverage currently exists)

# International Engagement Focus

## Global

- Refreshed International Engagement Strategy
- ICAO and CANSO – global and regional technical panels and working groups

## Regional

- Strong relationships with neighbouring ANSPs
- Indonesia and Papua New Guinea (longstanding government-funded capacity building programs)
- Development of support to Pacific under government funding

## South-East Asia – Oceania Implementation of Free Route Operations Project

- Delivery of cross-boundary flexible routing options with ANSPs from Singapore, Indonesia, New Zealand, Australia (mid-2-24)

Thank you