

Question on notice no. 101

Portfolio question number: 101

2020-21 Additional estimates

**Rural and Regional Affairs and Transport Committee, Infrastructure,
Transport, Regional Development and Communications Portfolio**

Senator Anthony Chisholm: asked the Airservices Australia on 22 March 2021—

Senator CHISHOLM: I have some questions around Brisbane and the new runway. When did Airservices Australia commence, and then finalise, the standard terminal arrival route and the standard departure design for the new parallel runway integration into the Brisbane basin air space? Mr Harfield: I have to take the specifics on notice, but the finalisation of it would probably have been about 12 months before the opening of the runway, which would have been mid-last year. You are probably talking about around 2018-19. I will correct that if it is not correct. Senator

CHISHOLM: When was the decision made to adopt a closed STAR model in preference to an open STAR model, utilising radar vectoring to final approach with a dedicated director position? Mr Harfield: I have to take it on notice for specifics.

Senator CHISHOLM: I presume it was in that same time period. Mr Harfield: That may have been earlier, because it's one of the design principles-across the country, in introducing standard terminal arrival routes, we tried to go, where we possibly can, to closed STARS. The only place that doesn't-that has open STARS-is Sydney airport.

Senator CHISHOLM: Was the closed STAR model peer reviewed by another airline navigation service provider? If so, when, and was it after or before the adopted model was selected? Mr Harfield: As I said, closed STARS has been a design philosophy that we've had in the air space since standard terminal arrival routes were introduced in the mid-1990s. With regard to Brisbane, I would have to take that on notice.

Answer —

Answer attached.

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2020 - 2021
Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 101
Departmental Question Number: SQ21-000089

Program: n/a
Division/Agency: Airservices Australia
Topic: Brisbane STARS
Proof Hansard Page: 63 (22 March 2021)

Senator Anthony Chisholm asked:

Senator CHISHOLM: I have some questions around Brisbane and the new runway. When did Airservices Australia commence, and then finalise, the standard terminal arrival route and the standard departure design for the new parallel runway integration into the Brisbane basin air space?

Mr Harfield: I have to take the specifics on notice, but the finalisation of it would probably have been about 12 months before the opening of the runway, which would have been mid-last year. You are probably talking about around 2018-19. I will correct that if it is not correct.

Senator CHISHOLM: When was the decision made to adopt a closed STAR model in preference to an open STAR model, utilising radar vectoring to final approach with a dedicated director position?

Mr Harfield: I have to take it on notice for specifics.

Senator CHISHOLM: I presume it was in that same time period.

Mr Harfield: That may have been earlier, because it's one of the design principles—across the country, in introducing standard terminal arrival routes, we tried to go, where we possibly can, to closed STARS. The only place that doesn't—that has open STARS—is Sydney airport.

Senator CHISHOLM: Was the closed STAR model peer reviewed by another airline navigation service provider? If so, when, and was it after or before the adopted model was selected?

Mr Harfield: As I said, closed STARS has been a design philosophy that we've had in the air space since standard terminal arrival routes were introduced in the mid-1990s. With regard to Brisbane, I would have to take that on notice.

Answer:

Airservices commenced the Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) design in May 2016 and it was finalised in February 2020.

A decision was made in May 2016 to proceed with a closed STAR design.

Airservices did not engage another air navigation service provider to review the closed STAR option.