Question on notice no. 124

Portfolio question number: SQ21-001089

2021-22 Supplementary Budget Estimates

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

Senator Larissa Waters: asked the Civil Aviation Safety Authority on 5 November 2021—

In the initial NPR airspace design:
Was the correct vertical separation applied between the lower limit of CTA to the north of Brisbane Airport and underlying Danger areas?
Were 3a - 3e above carried out for any changes?
Answer —
Answer attached.

QUESTION ON NOTICE

Supplementary Budget Estimates 2021 - 2022

Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 124

Departmental Question Number: SQ21-001089
CASA reference: SQ21-000002

Division/Agency Name: Civil Aviation Safety Authority

Hansard Reference: Written, Page No. (05 November 2021)

Topic: CASA - Incorrect safety standards / separation assurance - Initial NPR airspace design

Senator Larissa Waters asked:

In the initial NPR airspace design:
• Was the correct vertical separation applied between the lower limit of CTA to the north of Brisbane Airport and underlying Danger areas?
• Were 3a – 3e above carried out for any changes? *(from Departmental reference SQ21-001088)*

Answer:

There is no applicable separation standard in this case. The Danger Areas (DAs) were resized after the New Parallel Runway (NPR) opening to better align with control area (CTA) for the benefit of DA users.

- 3a – No Electronic Safety Incident Report (ESIR) was required.
- 3b – CASA is not required to determine if environmental assessments are completed.
- 3c – Airservices published several Temporary Local Instructions.
- 3d – Yes, the training impact assessment by Airservices was observed by CASA during surveillance in April 2020.
- 3e – Airservices commenced a Post Implementation Review (PIR) in October 2021.