

Question on notice no. 125

Portfolio question number: SQ21-001090

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—

Have industry concerns raised in 2016 regarding hold/push downs on the proposed SID/STARs for the NPR airspace been addressed?

Are the current VNAV profiles the most energy efficient for airline operators, and based upon ICAO CDO recommendations?

Do the current VNAV profiles produce an increase in noise versus airline preferred altitudes due to a lower, slower and hence "dirtier," noisier, and higher engine power requirements? What are the safety implications?

Has CASA assessed the safety implications of utilising the current inefficient VNAV profiles? What was the result?

Answer —

Answer attached.

Rural And Regional Affairs And Transport

QUESTION ON NOTICE

Supplementary Budget Estimates 2021 - 2022

Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 125

Departmental Question Number: SQ21-001090

CASA reference: SQ21-000003

Division/Agency Name: Civil Aviation Safety Authority

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

Topic: CASA - Incorrect safety standards / separation assurance - Industry concerns on SID/STARs

Senator Larissa Waters asked:

- 1) Have industry concerns raised in 2016 regarding hold/push downs on the proposed SID/STARs for the NPR airspace been addressed?
 - a) Are the current VNAV profiles the most energy efficient for airline operators, and based upon ICAO CDO recommendations?
 - b) Do the current VNAV profiles produce an increase in noise versus airline preferred altitudes due to a lower, slower and hence “dirtier,” noisier, and higher engine power requirements? What are the safety implications?
 - c) Has CASA assessed the safety implications of utilising the current inefficient VNAV profiles? What was the result?

Answer:

- 1) The Civil Aviation Safety Authority (CASA) is not aware of industry concerns regarding Brisbane Airport’s New Parallel Runway Standard Instrument Departures or Standard Instrument Arrivals.
 - a) The VNAV profiles are standard descent profiles developed in accordance with ICAO PANS-OPS criteria, which is compliant with CASR Part 173 and validated by CASA.
 - b) Under CASR 173, the procedure designer is required to conduct environmental assessments on instrument flight procedures. There are no safety implications of a shallower descent profile (2.9° vs 3.0°).
 - c) Yes, the VNAV profiles adhere to the ICAO PANS-OPS design criteria and have been validated as safe by CASA.