

**Question on notice no. 187**

**Portfolio question number: 249**

**2018-19 Budget estimates**

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

**Senator Nick McKim:** asked the Airservices Australia on 22 May 2018—

**Mr Harfield:** No. We did this morning on questions that we could have got today referencing the safety incidents from the article of 19 May.

**Senator McKIM:** By the way, do you intend to provide this to the community as part of the consultation?

**Mr Harfield:** Probably not this particular chart, but a chart that would depend on what we're actually trying to consult with the community on.

**Senator McKIM:** I've just sent it down to my office, so it's fair to say they're going to have a look at it very soon if they haven't already. I just want to ask about safety first. We all want to see safe airports; I'm sure we can all agree on that. Can you just confirm, firstly, there were no loss of separation incidents at Hobart airport in the nine years prior to the changes?

**Mr Harfield:** No, I can't confirm that. I would say that there were; however, I'll have to take that on notice.

**Senator McKIM:** Could you provide that on notice to the committee, please.

**Mr Harfield:** Absolutely....

**Senator McKIM:** Thanks for that. How does that compare to perhaps a similar period of time prior to the changes?

**Mr Harfield:** Prior to the changes, we did a comparison. We had a look at the same period of time but 12 months prior. There were not the two loss of separation events or a loss of separation assurance event during that time but, as I was saying to Senator Colbeck, we did see a reduction in the number of go-arounds.

**Senator McKIM:** Post the implementation of the change?

**Mr Harfield:** Post the implementation. In the incidents we saw beforehand, we saw more go-arounds than we did in this period after the implementation.

**Senator McKIM:** Do you have the figures for that?

**Mr Harfield:** Off the top of my head, it was 27 prior and 22 after; it was a difference of five.

**Senator McKIM:** So a reduction of five for the same period in the previous year?

**Mr Harfield:** Correct.

**Senator McKIM:** Do you have the data for the same period in the previous years?

**Mr Harfield:** We can do that. I don't have it off the top of my head, but we can provide that.

**Senator McKIM:** Maybe going back five years, if that's data that you keep. It's your assertion that the changes have made the Hobart airport safer—is that right?

**Mr Harfield:** They improved the safety of flying in and out of Hobart airport, yes.

**Answer —**

### Loss of Separation

Three loss of separation occurrences were reported in the vicinity of Hobart over the nine years prior to Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) implementation.

### Go-arounds

Post SID/STAR implementation:

14/09/2017 to 6/06/2018 – 21 occurrences.

Pre SID/STAR implementation:

14/09/2016 to 6/06/2017 – 26 occurrences

14/09/2015 to 6/06/2016 – 28 occurrences.

14/09/2014 to 6/06/2015 – 45 occurrences.

14/09/2013 to 6/06/2014 – 15 occurrences.