

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2017 - 2018
Infrastructure and Regional Development

Committee Question Number: 101
Departmental Question Number: SQ17-000263

Program: OneSKY
Division/Agency: Airservices Australia
Topic: Conflict of interest register
Proof Hansard Page: 39 (23 May 2017)

Senator Gallacher, Alex asked:

Senator GALLACHER: You have, as a board, a conflict of interest register? I would presume, in the terms of a huge contract like this, there would be a regular conflict of interest statement for decision-making subcommittees or boards. Do you have and have you kept that?

Mr Harfield: Yes.

Senator GALLACHER: The committee would like those supplied—

Mr Harfield: Those can be supplied.

Answer:

The Register was reviewed by the Australian National Audit Office (ANAO) as part of its performance audit into the Conduct of the OneSKY Tender (Report No. 46 2016-17). The ANAO found that appropriate evaluation governance arrangements were established for the tender evaluation process and that they guarded against potential conflicts of interest impacting on the tender evaluation process and outcome.

Given the Register contains "sensitive information" and "personal information" as defined in the *Privacy Act 1988* (Cth) and therefore is not publicly available, we suggest that further queries about the Register be handled through a private briefing of the Committee.

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Infrastructure and Regional Development

Committee Question Number: 102

Departmental Question Number: SQ17-000245

Program: n/a

Division/Agency: Airservices Australia

Topic: Contracts – 457 visas

Proof Hansard Page: 60 (23 May 2017)

Senator Xenophon, Nick asked:

Senator XENOPHON: I need to ask this question. If you have signed somebody up for a 12-month contract in good faith—this is not a criticism of Airservices—and the federal government have announced changes, as they are entitled to, what does that mean legally in terms of liability for, say, a 12-month contract or a longer contract that you may have signed?

Mr Harfield: I am not sure what the liability is, because it would depend on the contract arrangements.

Senator XENOPHON: Can you take it on notice?

Mr Harfield: Yes, I will take it on notice, but we will not be operating like that. We will be making sure that the individuals are compensated appropriately and it is at no cost to them, depending on what the situation is.

Senator XENOPHON: But do you know—Mr Logan, can you tell me—how many people are involved, those who have not yet come to the country who were going to come but, because of the changed arrangements, will not be coming?

Mr Harfield: Can we take that on notice?

Senator XENOPHON: Is it a dozen, two dozen?

Mr Harfield: It would be fewer than five.

Senator XENOPHON: Okay. So you can tell us what the arrangements would be in relation to that.

Answer:

A requirement stipulated in Airservices offer of employment for overseas air traffic controllers is that employment is contingent on holding the appropriate visa.

The changes to the subclass 457 program have impacted six overseas air traffic controllers who have not yet arrived in Australia but were in possession of an employment offer.

These six air traffic controllers who had not yet arrived in Australia were at various stages of the transition process and will be able to access a relocation allowance for reimbursement of reasonable out of pocket expenses that they had already incurred prior to arriving in Australia.

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Infrastructure and Regional Development

Committee Question Number: 103

Departmental Question Number: SQ17-000246

Program: n/a

Division/Agency: Airservices Australia

Topic: Publication of FOI information on website

Proof Hansard Page: 60-61 (23 May 2017)

Senator Xenophon, Nick asked:

Senator XENOPHON: I just want to go to the question of the publication of documents on your website. If you had documents that have been released under FOI, there is a protocol that you are required by law to publish them on your website; is that right?

Mr Harfield: I am unfamiliar with that, but it is supposed to be that, once you have published them, they should be available to everyone.

Senator XENOPHON: Isn't there a legal requirement? Maybe, when Senator Rice is asking some questions, I will do a quick bit of research to find the relevant section if there is.

Mr Harfield: If there is, we need to comply.

Senator XENOPHON: The stories that were published by the ABC on the accelerate program, back in February of this year—they do not appear to be online, as I understand they are required to be.

Mr Harfield: I will check that, because there should be no reason that they are not.

Senator XENOPHON: Let us go back a step, though. Is there a protocol to ensure that documents that have been released under FOI are on your website?

Mr Harfield: There should be a protocol that we should be publishing them as per the FOI legislation.

Senator XENOPHON: And who can tell me what that protocol is? Is anyone here—

Mr Harfield: I do not have the FOI protocol in front of me.

Senator XENOPHON: Could you provide an explanation as to why the documents that were released under FOI that the ABC obtained for their stories earlier this year do not appear to be on the website? If they are on the website and I have not been able to find them, I apologise, but they do not appear to be on the website.

Mr Harfield: We will find them, and we will give you an explanation of that.

Answer:

Airservices Australia (Airservices) is required to publish information about documents released under the *Freedom of Information Act 1982* (FOI Act). Airservices has established a protocol, also known as an agency plan, which outlines the information we propose to publish, how we will publish it and how we will ensure compliance with the Information Publication Scheme. This agency plan is accessible on Airservices website at: www.airservicesaustralia.com/about/agency-plan/.

Airservices has published information about documents released under the FOI Act on its disclosure log on the Airservices website from 1 May 2011 when the requirement came into effect. Airservices has reviewed the disclosure log and identified a number of entries which were missing, including information related to the ABC request, which have now been added to the disclosure log. The omissions appear to be an inadvertent oversight.

Airservices is undertaking a review of FOI processes, including the provision of relevant training, to ensure staff are aware of FOI obligations.

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Committee Question Number: 104

Departmental Question Number: SQ17-000247

Program: Accelerate Program

Division/Agency: Airservices Australia

Topic: Complaints – Accelerate Program

Proof Hansard Page: 61-62 (23 May 2017)

Senator Xenophon, Nick asked:

Senator XENOPHON: Have there been many complaints about the Accelerate Program? Is there a complaints mechanism or is there a hotline to ring? Usually people complain to their immediate superiors about an issue with the Accelerate Program. How do you know how many complaints there have been about the Accelerate Program? If it stops at the supervisor level, you may not know about it. How can we be assured that it is filtering up to the upper echelons of Airservices?

Mr Harfield: Because there are a range of mechanisms that can be used. It is well known within the organisation that, if you report something to your supervisor and you do not get the resolution that you require, then you have the ability to go above that person. You have also got the fact that we have an ethics hotline. It can be done anonymously. We have also got what we call a confidential word, where you can put in something confidential that goes straight to the executive level, to report it. There are a range of mechanisms so that, if there is a case where someone feels that the supervisor, for example, is not reporting it, there is a mechanism—

Senator XENOPHON: In terms of those various mechanisms that you have described, could you give details, on notice, about how many complaints to those various hotlines and mechanisms there have been, say in the last two to three years? Do you do the reporting on a financial or calendar year basis?

Mr Harfield: Yes, we can report on how many reports we got through those mechanisms.

Senator XENOPHON: And in the last, say, three years whether there has been an increase since the Accelerate Program. That might be useful.

Mr Harfield: Just so I can clarify what you are looking for: you just want to see whether there has been an increase in those areas at the time of the Accelerate Program?

Senator XENOPHON: Yes, insofar as you have a number of reporting mechanisms—the ones that you have described and if there are any others—what the numbers have been, say going back from three years ago.

Mr Harfield: Coming through that period, absolutely.

Senator XENOPHON: Going back to 2014-15, 2015-16 and this year.

Mr Harfield: We will take it back to 2014.

Answer:

Complaint Mechanisms

Airservices Australia (Airservices) has a number of mechanisms that staff are able to access for support or to raise concerns. The various mechanisms are detailed below.

A Confidential Word

A Confidential Word is Airservices internal *safety* reporting system available to all Airservices staff and is designed to allow people to raise safety concerns through a separate management structure when an adequate resolution through normal management channels and processes has not occurred. The Confidential Safety Reporting Coordinator coordinates the process of investigating, assessing and responding to these reports.

Ethics Hotline

Airservices provides an Ethics Hotline (phone, email or online) where an alleged breach of the Code of Conduct and/or the Code of Conduct Management Instruction can be reported which has not or cannot be addressed through another appropriate complaint system such as A Confidential Word or where an anonymous report is preferred. The Ethics Hotline is available to staff and external parties including contractors and consultants.

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Public Interest Disclosures (PIDs)

A Public Official may also choose to report an alleged breach of the Code of Conduct and/or the Code of Conduct Management Instruction which constitutes Disclosable Conduct to an Airservices Authorised Officer. Definitions of a Public Official and Disclosable Conduct as well as information about how to report a Public Interest Disclosure and a listing of Authorised Officers, can be found on the Public Interest Disclosures page on Airservices internal and external websites.

Referrals of formal complaints

	2014	2015	2016		2017 (to 6 June)	
	Total	Total	Total *	Accelerate	Total *	Accelerate
A Conf. Word	13	14	11	1	3	1
Ethics Hotline	21	13	14	1	5	1

* Including Accelerate

PID Referrals (incl. all internal mechanisms reported above)

2015	2016		2017 (to 6 June)	
Total	Total *	Accelerate	Total *	Accelerate
11	31	0	7	2

* Including Accelerate

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Committee Question Number: 105

Departmental Question Number: SQ17-000248

Program: n/a

Division/Agency: Airservices Australia

Topic: Community Forums

Proof Hansard Page: 63 (23 May 2017)

Senator Rice, Janet asked:

Senator RICE: Maybe you could provide on notice details of the community forums that are away from the airports, because that seems to be a significant thing. What I have been told with regard to Tullamarine is that there are flight paths that used to be over so-called green spaces—or, in fact, blue spaces; they used to merge and turn over Port Phillip Bay—but now they are on a flight path that is merging over the inner eastern suburbs of Melbourne, particularly around Kew. That is what I have been told. There seem to be significant changes and residents are being affected by this concentration of flights in areas where they did not previously experience noise, and they do not feel that they have been engaged at all. There has not been the opportunity to effectively be consulted about the impact these changing flight paths are having on them.

Mr Harfield: Understood, and we will take it on notice to provide that information. However, recently in Melbourne in particular, with the changed weather patterns, suddenly we are using the northerly runway a lot more, which has started to see extra traffic going over the eastern suburbs of Melbourne, where previously, because of the weather conditions, we were not using that runway as often. So that could be the basis of the change, but we will come back to you.

Senator RICE: You say there have been some community forums outside the CAGs around the airports. What have been the reasons and the basis for those and how frequently have they been held?

Mr Harfield: I will give you detail on the frequency but just to give you an example. In Perth a few years ago there was concern about some flight path changes. We were talking about Roleystone—and Senator Back would be able to tell you the distance from Perth airport to Roleystone in the hills—and we were engaging very heavily with that particular community about that change—

Senator RICE: But not in Melbourne?

Mr Harfield: I would have to provide some advice on that.

Answer:

There has been no change in recent years to where flight paths are located over Port Phillip Bay or over the eastern suburbs of Melbourne, including to where aircraft may merge. There have been no flight path changes that would impact residents specifically in the Kew area.

Examples of community engagement that occurred outside the CACG meeting schedule include:

- 27 community information sessions relating to a proposed Gold Coast Instrument Landing System and associated new flight path in 2015;
- 5 community information sessions at various venues in Perth in relation to a proposed noise improvement program in 2015;
- 4 community forums were conducted in communities under the former and new flight paths in the Roleystone area in Western Australia in 2014; and
- Airservices met with the East Melbourne Group residents to discuss concerns about general aviation activities in Melbourne and subsequently arranged a visit to Essendon Control Tower to demonstrate why air traffic control requires light aircraft to enter the airspace at specific landmarks to ensure predictability and safe operations in 2015.

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Committee Question Number: 106

Departmental Question Number: SQ17-000249

Program: n/a

Division/Agency: Airservices Australia

Topic: Noise standards

Proof Hansard Page: 64 (23 May 2017)

Senator Rice, Janet asked:

Senator RICE: In response to a question you took on notice last time about the assessments you have undertaken, you responded:

This assessment stage is focused on whether the change has the potential to cause significant impact to the environment and is undertaken against a suite of metrics (which have been informed by best practice in other noise-generating industries) ...

What are those metrics and what is their relationship to community amenity and the human and natural environment?

Mr Harfield: I would like to provide specific details on notice, because off the top of my head I could not—

Senator RICE: Do you have any ideas? Can you give me some broad ideas?

Mr Harfield: I would not like to even attempt it.

Senator RICE: I am interested, because as far as I know there is not a noise standard for aircraft in flight, is there? Basically there are noise standards relating to aircraft arriving and departing, but is there a noise standard for aircraft in flight?

Mr Harfield: Not to my knowledge.

Senator RICE: How can you decide whether something is acceptable if you do not have a standard to compare it against?

Mr Harfield: From my understanding, which could be incorrect, they will sit there and make an assessment around the decibel level. There are certain requirements around airports where you cannot build houses within a certain range.

Senator RICE: We know that there are certain flight paths—I know them quite well—and you cannot build houses in that area. Again, it is mostly close to the airport where aircraft are taking off or landing, but we are talking about further away from the airport where those conditions do not apply.

Mr Harfield: There are no standards, but we will come back to you with detail of how do that.

Senator RICE: Can you also provide me with a copy of the national operating standard?

Mr Harfield: Yes, we can.

Answer:

All Air Traffic Management (ATM) changes are conducted as prescribed under the Airservices National Operating Standard (NOS) AA-NOS-ENV-2.100 [Attachment A](#). This NOS prescribes the requirements for environmental impact assessment (EIA) that must be met by Airservices and whether stakeholder engagement is required, prior to the implementation of changes to aircraft operations.

EIA potentially includes three main stages, as follows:

1. An initial environmental screening found at Appendix A of the NOS, which is designed to allow proposals with negligible environmental impact to be readily identified and processed without detailed environmental assessment;
2. A targeted environmental impact assessment, which is a detailed environmental assessment for all changes that do not pass the initial screening test. The determination of whether a change is potentially significant or not is based on the assessment criteria which prescribes threshold values applied to all ATM changes.

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3. A referral and formal assessment under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC). If threshold values in stage 2 above are triggered, a referral is made to the Minister for the Environment under the EPBC.

Assessment criteria

The assessment criteria developed by Airservices to determine the potential environmental impact of proposed ATM changes include a number of considerations, including metrics, relevant Australian Standards, World Health Organization guidance and the National Safeguarding Airports Guidelines. These criteria consider the potential aircraft noise impact on communities, on matters of national environmental significance and on heritage and cultural matters.

A number of relevant noise metrics are applied in environmental assessments, including but not limited to:

L_{Amax} – indicative noise levels

The L_{Amax} is a noise metric that shows the maximum noise level of a single noise event associated with a particular flight path. The L_{Amax} noise metric is useful for determining the potential noise change associated with geographical movement of a flight path. L_{Amax} is also reported graphically in 60dB(A) and 70dB(A) noise contours, representing the geographical area within which the maximum noise of a single over flight event is likely to be at or above these threshold levels. The L_{Amax} 60 contour for the larger jets can extend up to 45km or more and thus the threshold for potential significance can be triggered further away from the airport.

Noise Metric – N₆₀

The N₆₀ metric is the calculated number of noise events with a modelled maximum noise level of 60dB(A) or louder. N₆₀ results are calculated and presented as a set of contours representing the geographical area within which a particular number, or range of noise events is expected to occur.

Noise Metric – N₇₀

The N₇₀ metric is the calculated number of noise events with a modelled maximum noise level of 70dB(A) or louder. N₇₀ results are calculated and presented as a set of contours representing the geographical area within which a particular number, or range of noise events is expected to occur.

L_{Amax}, N₆₀ and N₇₀ are appropriate metrics for assessment as they provide the indicative level of noise exposure for the population affected by a particular flight path. In addition, census data may also be examined to determine whether a new population would be affected by a particular flight path design and what is the potential number of households affected. Australian Noise Exposure Forecasts (ANEFs) are not required in the context of individual flight path design. ANEFs are a more holistic tool used in airport master planning processes primarily for land use planning to ensure that housing and other developments are in accordance with Australian Standard AS2021.

Attachments

- Attachment A – AA-NOS-ENV-2.100

Environmental Management of Changes to Aircraft Operations

AA-NOS-ENV-2.100

Version 9

Effective 15 December 2016

Prepared: Environmental Systems and Assurance
Manager

Endorsed Standards and Systems Manager

Authorised: Rob Weaver
Executive General Manager, Safety and
Assurance



Change summary

Version	Date	Change Description	Amended by
9	15 Dec. 2016	Significant redraft to remove procedural content with a refocus on high level outcomes and requirements.	

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1 Purpose

The purpose of this National Operating Standard (NOS) is to prescribe the requirements for environmental impact assessment (EIA) and stakeholder engagement that must be met by Airservices, prior to the implementation of changes to aircraft operations.

These activities shall be collectively referenced as environmental change management from here on in this document.

2 Scope

This NOS applies to all Airservices proposed changes to air traffic management practices (Proposals) that may involve a change to aircraft operations.

Proposals include, but are not limited to, the following changes:

- A new, or amendment to an existing, instrument approach;
- A new, or amendment to an existing, flight path or air route;
- Re-classification of airspace;
- Change to preferred runways;
- Change in time of day of operation (e.g. amendments to tower hours of operation – the time of day that a tower operates may alter the flight path used by aircraft);
- A change that allows use of a flight path/airspace by a different type or number of aircraft;

Note: A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a Proposal.

This NOS does not necessarily apply to other business revenue (OBR) work undertaken by Airservices. For OBR work, an approach shall be determined by the EGM Air Navigation Services (ANS), to assess application of the EPBC Act and the impact of the work on environmental related business.

Refer to Appendix B for further information regarding OBR work.

3 Objectives of environmental change management

The main objectives of environmental change management for aircraft operations are to:

1. Meet Airservices' Legislative obligations to:
 - a. minimise significant environmental impacts resulting from any Airservices action, and ensure appropriate environmental assessments are undertaken, as required under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act);
 - b. ensure air traffic management practices are conducted in a manner that protects the environment, as far as is practicable, as required under the *Airservices Act 1995*;
 - c. meet ministerial directions relating to aircraft noise management;
2. Minimise Airservices business risks by maintaining effective stakeholder engagement and sound corporate citizenship in aircraft noise management;

-
3. Provide a standardised and rigorous approach to assessing the impacts of changes to aircraft operations, as a demonstration of organisational due diligence in environmental management (in compliance with the requirements of Airservices ISO 14001 aligned EMS - as described in AA-NOS-ENV-0001);
 4. Assist in achieving organisational biodiversity and community management sustainability objectives (as described in AA-NOS-ENV-0001);
 5. Assist in achieving efficiency outcomes for Airservices customers, through improved flight paths and associated reductions in fuel costs and emissions.

4 Principles and mandatory requirements

4.1 All proposals

All proposed changes to Airservices' air traffic management practices that may affect aircraft operations shall:

1. Be assessed for environmental impact prior to implementation;
2. Undergo stakeholder engagement planning and stakeholder consultation prior to implementation where potential community or environmental impacts are identified;
3. Be reassessed prior to implementation, if the proposal has already been impact assessed in accordance with this NOS and:
 - a. has subsequently been modified or;
 - b. over 18 months has elapsed since the initial assessment process;
4. Be undertaken in accordance with this National Operating Standard (NOS) (and associated documentation).

4.2 Proposals with 'potential significant impact'

Any proposal that results in an EPBC Act assessment finding of '**potential significant impact**', shall be referred, by the EGM ANS to the Commonwealth Environment Portfolio Minister (the Environment Minister) for advice, (unless the Proponent decides not to proceed with the proposal).

Once advice is received from the Environment Minister:

- the Environment Minister's advice shall be considered by the CEO; and
- the action taken (e.g. in relation to implementation of the proposal) shall be recorded, and if the Minister's advice was not given effect, the reasons why, shall be documented and forwarded to the Environment Minister, by the CEO, in accordance with the EPBC Act.

Refer to Section 6.3 for further information regarding EPBC Act assessment requirements.

4.3 Procedures

Airservices business groups with accountabilities for planning and implementing changes to aircraft operations (as indicated in this NOS) shall develop procedures that describe:

- The internal business processes required to enact the requirements of this NOS (including interactions with other business groups and external stakeholders);

- The relevant methodologies for undertaking the environmental assessments described in this standard;
- The relevant methodologies for planning, undertaking and documenting stakeholder engagement and community consultation.

5 Accountabilities

5.1 Overall change implementation

ANS holds ultimate accountability for ensuring that no aircraft change is implemented without appropriate environmental impact assessment and stakeholder management in accordance with this NOS.

In practice this means:

- Project managing the change process to ensure that all assessment and management elements are completed and endorsed by relevant managers;
- Accepting or rejecting risk determinations in CIRRIIS, from the environmental assessment and management elements (in accordance with the Risk Management Standard AA-NOS-RISK-0001);
- Authorising implementation of the change once all assessment and management requirements (as described in this NOS) have been met.

5.2 Assessment and management elements

A range of accountabilities and responsibilities are held by other Business Groups and stakeholders, to ensure delivery of key assessment and management elements described in this NOS.

Key roles in the change management process are described in Table 1 below, and described in detail in sections 6 and 7.

Table 1: Key stakeholders and their role in the Environmental Change Management Process

Change Process Element	Outcome / Deliverable	ANS Region Manager	ANS Strategic Stakeholder	IM&T Analysis and Operations	IM&T Flight Path Design	IM&T Airport & Env. Programs	Community Groups	Environment Minister
Initial Environmental Screening	Determination of initial risk level of proposed change, based on airport risk rating and screening checklist. Results recorded in CIRRIS and NRFC	A R			C	I		
Targeted Environmental Impact Assessment	A completed assessment of environmental impacts, and determination of potential for 'significant impact'. Risk level determined and recorded in CIRRIS	A	C	C	C	R		
Stakeholder Engagement and Planning	Development of Stakeholder Engagement Strategy (SES) Community risks results recorded in CIRRIS	A	R	C	C	C	C I	
Review and Endorsement of assessment elements and SES	Acceptance/rejection of risk ratings (resulting from above products) recorded in CIRRIS	A R	I	I	I	I	I	
Referral and Assessment advice	Referral to the Environment Minister and management of approval process	A R	C	C	C	C	I	C

Change Process Element	Outcome / Deliverable	ANS Region Manager	ANS Strategic Stakeholder	IM&T Analysis and Operations	IM&T Flight Path Design	IM&T Airport & Env. Programs	Community Groups	Environment Minister
under the EPBC Act (if triggered)	(resulting in Advice and/or a decision from the Environment Minister regarding whether the Proposal constitutes 'significant impact')							
Change Implementation	Initiated change to flight operations once all above requirements are met.	A R	C				C	

RACI Matrix –Key:

Responsible (R) Those who do the work to achieve the task. Others can be delegated to assist in the work

Accountable (A) The one ultimately answerable for the correct and thorough completion of the deliverable or task, and the one who delegates the work to those responsible. In other words, an accountable must sign off (approve) work that responsible provides. There must be only one accountable specified for each task or deliverable

Consulted (C) Those whose opinions are sought, typically subject matter experts; and with whom there is two-way communication

Informed (I) Those who are kept up-to-date on progress, often only on completion of the task or deliverable; and with whom there is just one-way communication

6 Environment Impact Assessment

Environmental impact assessment (EIA) potentially includes three main stages, as follows:

1. Initial environmental screening
2. Targeted environmental impact assessment
3. Referral and formal assessment under the EPBC Act

Initial environmental screening (item 1) must be undertaken for all potential changes. However, the requirements for further environmental assessments (items 2 and 3) will be dependent on the outcomes of the preceding assessment stage.

The above elements are further explained below. Refer to Figure 1 for a summary of the environmental change management process.

6.1 Initial Environmental Screening

6.1.1 Purpose

The environmental screening enables the Proponent to self-assess proposals against potential environmental impacts at a high level using defined criteria (included in Appendix A). Screening enables change proposals to be expedited by ANS, by diverting low risk activities away from the requirements of a more detailed environmental assessment.

6.1.2 Outcomes to be achieved

1. An initial determination of the change risk level, based on the airport environmental risk rating (refer to Appendix A);
2. Acceptance of the initial risk level for the change in CIRRIIS;
3. A determination regarding whether the change can be implemented, or if further environmental assessment and management is required (according to the screening criteria methodology, and airport environmental risk rating).

6.1.3 Requirements

1. Environmental screening must be undertaken using the CIRRIIS ATC MOC module, which incorporates the Approved Screening Criteria (included in Appendix A);
2. Changes can only enter the change assessment process, and undergo formal screening in CIRRIIS, if initiated by the Accountable ANS Manager;
3. The Screening outcome must be recorded in NRFC.

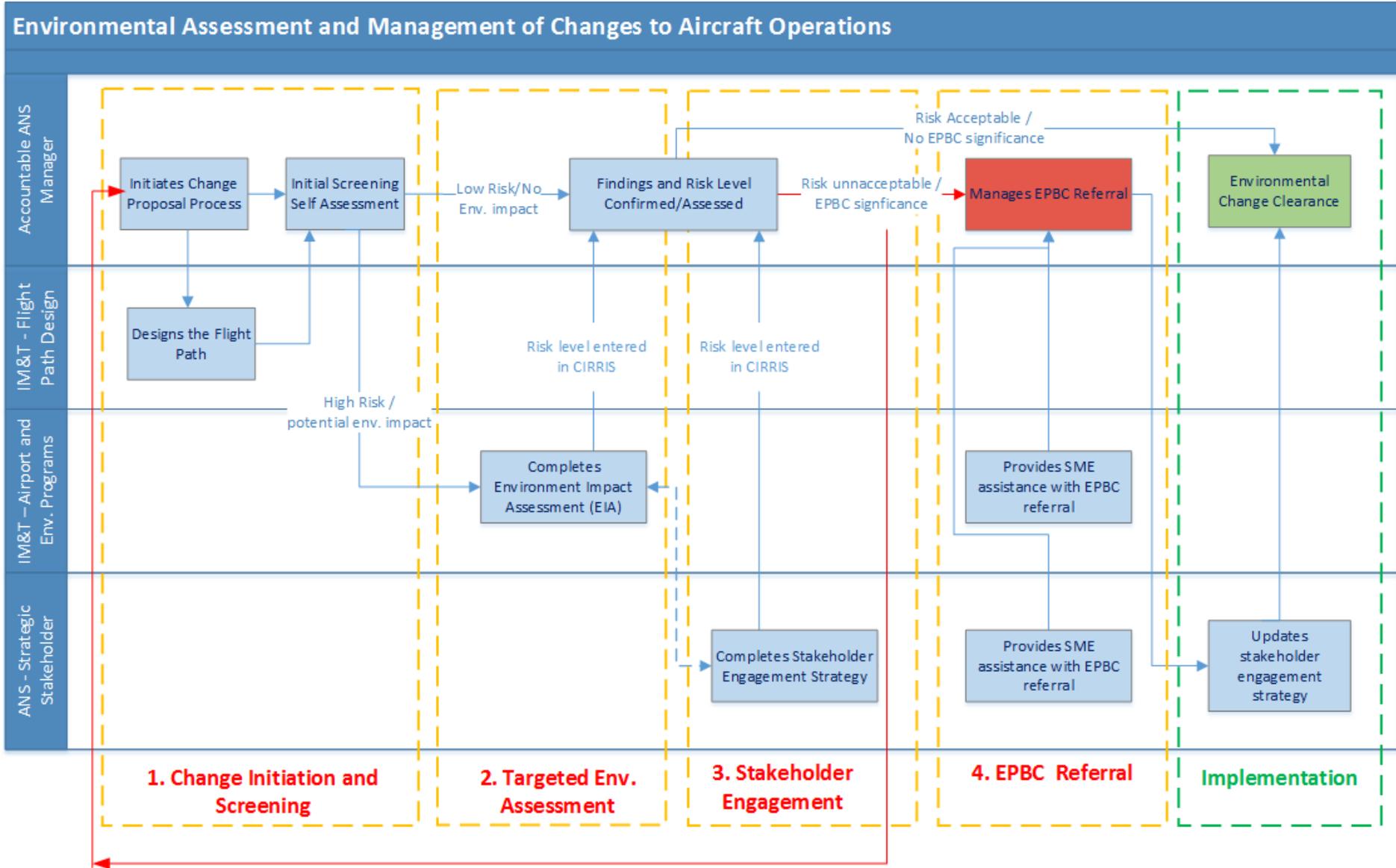


Figure 1– Summarised Environmental Change Management Process

6.1.4 Accountabilities

1. The Accountable ANS Manager must ensure that:
 - a. The requirements and outcomes of the Initial Environmental Screening are achieved;
 - b. The risk level is accepted or rejected in CIRRIIS;
 - c. ANS undertakes a preliminary options assessment for proposed changes (which considers environmental cost benefits), prior to providing to IM&T for detailed flight path design or environmental assessment.
2. Manager ATM Network Services must ensure that
 - a. Any IM&T proposed changes are sent to the Accountable ANS Manager for change initiation;
 - b. Flight paths provided to the Accountable ANS Manager for change screening, are prepared in the agreed format.

6.2 Targeted Environmental Impact assessment

6.2.1 Purpose

The targeted environmental impact assessment is required to:

- Conduct further impact assessment, where a requirement has been triggered through the initial environmental screening;
- Identify and assess potential impacts to the environment (including noise, emissions, impacts to humans and wildlife, cultural Heritage values);
- Inform the Accountable ANS Manager about levels of environmental risk associated with proposed flight path changes, as a basis for decision making;
- Meet legal, industry standard, and other impact assessment requirements as described in:
 - Legislation, including the EPBC Act, *Airservices Act 1995*, and associated Ministerial directions;
 - Requirements as specified under ISO14001:2015 – Environmental Management System Requirements.

6.2.2 Outcomes to be achieved

1. A report provided to the Accountable ANS Manager which meets the requirements of this NOS (including a determination of whether 'significant impact' is triggered under the EPBC Act, and a risk level determination for the proposed change);
2. Initiation of an EPBC referral process (if triggered by the assessment);
3. An updated CIRRIIS entry for the change, including an environmental risk level;
4. Acceptance or rejection of the risk assessment in CIRRIIS.

6.2.3 Requirements

1. The assessment report shall be signed and endorsed by the Airport and Environment Programs Manager;
2. Environmental impact assessment shall:
 - a. Be based on accepted industry practices and environmental assessment methodologies;
 - b. Include an assessment of impacts to applicable environment values, as described under the EPBC Act (including noise, emissions and impacts to biodiversity values);
 - c. Include a benefits assessment for the change (including fuel and aircraft emissions reductions);
 - d. Have a level of rigor and detail (i.e. 'short' or 'long' form assessments) which is informed by:
 - i. Feedback from the Strategic stakeholder unit early in the assessment planning phase, regarding potential risks and sensitivities that should be considered;
 - ii. the enterprise risk level associated with the change.
 - e. Include an assessment of 'significant impact' as defined under the EPBC Act;
 - f. Be quantitative and objective;
 - g. Be clearly documented and document controlled (using prescribed templates);
 - h. Provide an appropriate evidentiary trail for assurance and auditing purpose;
 - i. Include a risk assessment and determination of associated environmental risk level which considers all potential business impacts (in accordance with Airservices Risk standard AA-NOS-RISK-0001);
 - j. Include clear conclusions regarding:
 - i. the potential for environmental impact on key values described under the EPBC Act. Conclusions shall be supported by cited literature whether relevant;
 - ii. whether the change constitutes significant environmental impact according to the EPBC Act.
 - k. Include recommendations to address identified significant impacts (i.e. lodge EPBC Referral or redesign flight path).
3. The assessment outcome shall be updated in CIRRIIS;
4. Assessments shall be subject to a robust critical review process, within IM&T, prior to finalisation;
5. Assessments that are part of an EIS process, shall undergo external peer review by appropriately qualified experts prior to finalisation;

6.2.4 Accountabilities

1. The Accountable ANS Manager must ensure that:
 - a. Accurate information, regarding the proposed flight path, has been provided to IM&T in a timely manner, to enable them to undertake the assessment;
 - b. The findings of the environmental assessment report and risk level are considered in the change assessment planning;
 - c. The CIRRIS risk resulting from the environmental assessment is accepted or rejected in CIRRIS;
 - d. EPBC referral obligations are met (if triggered), including management of any subsequent approval processes (refer to section 6.3 for further details);
 - e. The results of the environmental assessment are communicated to the appropriate Management level (if a Class B risk or higher).
2. The ATM Data Services Manager shall
 - a. Ensure the report is prepared:
 - i. in accordance with the requirements of this NOS;
 - ii. in consultation with ANS – Strategic Stakeholder Unit;
 - iii. according to timeframes agreed with the Accountable ANS Manager.

6.3 EPBC referral and assessment under the EPBC Act

6.3.1 Purpose

The purpose of this stage is to seek advice (through a referral) from the Environment Minister regarding whether a Proposal constitutes 'significant impact' under the EPBC Act, and if so, to have the Proposal formally assessed.

This is required for all Proposals which have met the criteria for 'potential significant impact' under the Targeted Environmental Impact Assessment (described in Section 6.2, above), and where the Proponent has decided to proceed with the Proposal as planned.

6.3.2 Outcomes to be achieved

1. A request for advice (i.e. an EPBC Referral) sent to the Minister by the Accountable ANS Manager, regarding whether or not the Proposal is likely to result in 'significant impact'.
2. Advice and/or a decision from the Environment Minister regarding whether the Proposal constitutes 'significant impact' and any further assessments or actions required under the EPBC Act (following referral of any Proposal to the Minister for assessment).
3. If the Proposal is deemed by the Environment Minister (following referral) as likely to have a 'significant impact' (i.e. constitutes a 'controlled action'):

- a. An environmental assessment report (in whichever form specified) sent to the Environment Minister, for formal assessment under the EPBC Act;
 - b. A decision from the Minister, following review of the environmental assessment report, regarding whether to approve the action, and what conditions (if any) to impose.
4. The assessment outcome shall be updated in CIRRIIS.
 5. Approval commitments (as described in the referral) or conditions set by the Minister, are captured, tracked and enacted.

6.3.3 Requirements

1. EPBC referrals shall be prepared and managed in accordance with legislated mechanisms and timeframes, as described in the EPBC Act¹;
2. EPBC assessment outcomes shall be recorded in CIRRIIS, including updated risk ratings associated with the change.

6.3.4 Accountabilities

1. The Accountable ANS Manager shall:
 - a. Manage the EPBC referral and assessment processes (including document preparation, endorsement and provision to the Environment Minister for assessment);
 - b. Manage any liaison, actions required, or further approval processes resulting from Ministerial advice;
 - c. Record the outcomes of the assessment in CIRRIIS and update, and or accept, the associated risk.
2. The Airport and Environment Programs Manager shall:
 - a. Provide environmental SME advice and assistance regarding the EPBC approval process, as agreed with The Accountable ANS Manager.
3. The Strategic Stakeholder Manager shall:
 - a. Provide SME advice and assistance regarding community consultation matters, as agreed with The Accountable ANS Manager;
 - b. Update the Stakeholder Engagement Strategy as required, to reflect the outcomes of the EPBC Assessment process.

7 Stakeholder engagement

7.1 Purpose

The purpose of stakeholder engagement is to identify, manage and mitigate potential environmental impacts on the community resulting from aircraft changes, particularly with respect to noise.

¹ For further information refer to the Federal Government Guideline '[Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies](#)'.

This is predominantly achieved through the development and implementation of a Stakeholder Engagement Strategy (SES), which sets the requirements for communicating Airservices' management of flight path changes.

7.2 Outcomes to be achieved

SES development

1. Development of a SES, which reflects the findings of the environmental impact assessment and other considerations relating to impacts to the community;
2. Guidance provided to IM&T regarding the required level of environmental impact analysis (based on any heightened community risks);
3. A community impact risk assessment which is recorded in CIRRIIS and accepted or rejected by the Accountable ANS Manager;
4. Ultimately a decision by the Accountable ANS Manager regarding whether or not to proceed with implementing the Proposal or whether redesign is necessary.

SES Implementation

5. Implementation of the SES to relevant stakeholders (including relevant CACGs, other Community groups as required);
6. A revised risk assessment and agreed level of overall Proposal risk (either Class A, B, C, or D) post implementation of the SES.

7.3 Requirements

SES Development

1. Development of the SES shall be iterative, commencing in conjunction with the Targeted Environmental Impact Assessment described in Section 6.2.

SES Implementation

1. SES implementation methodology will vary in each case (targeted to the particular Proposal) but, as a minimum shall include:
 - a. Information provided and/or a presentation to relevant community groups and bodies (e.g. Airport Community Aviation Consultation Groups – CACGs) where the proposed change is communicated (see specific requirements in 2 below);
 - b. Publication on the Airservices website;
 - c. Participation in other activities required by other stakeholder engagement plans (e.g. Communication to politicians) where necessary;
 - d. A request for comments on the intended Proposal to be provided by a specified date (where community feedback is sought).
2. Community consultation under the SES shall:
 - a. Be targeted to all areas potentially affected by the change;
 - b. Provide justification for the change, explicitly describing how any negatives are balanced by benefits, and on what basis the chosen approach is optimal compared to viable alternatives;

- c. Describe timeframes for implementation, specific proposed flight paths, and likely noise levels and associated impacts;
 - d. Consider the social, economic and cultural context of the communities being consulted to ensure genuine engagement and accessibility of information.
3. The community shall receive all relevant information relating to a change proposal within a reasonable timeframe, to provide them with the opportunity to effectively give feedback prior to implementation.

7.4 Accountabilities

1. ANS Strategic Stakeholder Manager shall:
 - a. Lead and manage development, implementation and delivery of the SES (including all consultation and delivery at relevant forums - including CACGs and Community groups);
 - b. Lead the environmental risk review and update (pre and post SES implementation), in collaboration with ATM Data Services;
 - c. Compile all feedback and consultation records and communicate the findings to the Accountable ANS Manager.
2. The Accountable ANS Manager (or delegate) shall:
 - a. Review (i.e. accept or reject) and provide comment on the risk assessment findings (note that the review must be conducted by a Manager with an appropriate level of risk acceptance delegation).
3. The ATM Data Services Manager shall:
 - a. Participate in implementation of the SES (as Subject Matters Experts) as required and as agreed with the Accountable ANS Manager.

8 Assurance assessments

Business groups with accountabilities described in this NOS shall conduct periodic assurance assessments to confirm that associated requirements and obligations are being met.

Additionally, Safety and Assurance Group shall conduct targeted assurance assessments of key elements of the environmental change management process on a periodic basis.

9 Post implementation reviews

Accountable ANS Managers shall conduct periodic post implementation reviews (PIRS) of implemented flight path changes, to verify conclusions made regarding potential environmental impacts and risk levels, as well as the overall effectiveness of the change management process.

As a minimum, post implementation reviews shall:

1. Draw conclusions regarding whether or not the change outcomes met predictions made in the Environmental Impact Assessment and SES;
2. Highlight any ongoing actions required;

3. Identify any required improvements to associated environmental management processes and documentation.

Note that the above requirements can be incorporated into any other applicable ANS change process reviews as required, rather than developing a standalone environment PIR.

10 Skills, qualifications, and awareness

Managers with accountabilities described in this NOS, shall ensure that all staff involved in delivery of the ANS change process, have the necessary skills, qualifications and/or awareness to effectively perform their role.

Where necessary, Managers should implement training and/or education and awareness programs to build required capabilities and experience.

11 Documentation and recording

All environmental assessments and records of stakeholder engagement shall:

1. Be maintained on record in accordance with Airservices records management standards
2. Have key findings and actions recorded in CIRRIIS

12 Definitions and acronyms

Within this document, the following definitions apply:

Term	Definition
Accountable ANS Manager	The clear point of accountability for the overall success of a change. The Accountable ANS Manager is either: <ul style="list-style-type: none"> • one of the three ANS Region Managers, depending on the particular location of the change; or • the ANS EGM if the proposed change represents a class B risk.
ANS	Air Navigation Services
ATM	Air Traffic Management
ATC	Air Traffic Control
ATS	Air Traffic Service
CASA	Civil Aviation Safety Authority
CIRRIIS	Corporate, Integrated Reporting and Risk Information System – Airservices integrated database for the management of incidents, risks, obligations and safety issues.
EGM	Executive General Manager
EMS	Environmental Management System – A Structured framework of elements (including policy, processes, and practices) that enables an organisation to manage its environmental aspects and impacts. Airservices EMS is aligned with the international environmental management standard ISO14001.

Term	Definition
Aircraft Emissions	Emissions to air of chemicals and other substances as a result of the combustion of fuel to power aircraft. Aircraft emissions typically include greenhouse gases (predominantly CO ₂), as well as nitrogen oxides (NO _x), water vapour and particulates (soot and sulfate particles), sulfur oxides, carbon, incompletely burned hydrocarbons, tetraethyllead (piston aircraft only), and radicals such as hydroxyl, depending on the type of aircraft in use.
Environment Minister	Federal Government Minister responsible for administering the EPBC Act
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> - Commonwealth legislation that provides a framework to manage significant impact to matters of national environmental significance, or arising from actions undertaken on Commonwealth land, or actions undertaken by a Commonwealth body.
EPBC Referral	Where advice is sought from the Minister for the Environment as to whether a Proposal may have significant impact on the environment (under the EPBC Act), and whether it requires formal assessment under that Act.
MNES (or NES)	Matter of National Environmental Significance – An environmental value, defined and protected under the EPBC Act, considered to have national environmental significance.
Noise Sensitive Uses	Noise sensitive uses are residential, education establishments, offices, hospitals, aged care, churches, religious activities, theatres, cinemas, recording studios, court houses, libraries and galleries as specified as 'noise sensitive developments' in AS2021
NOS	National Operating Standard
Proponent	The person who is entering the change proposal into CIRRIIS
Proposal	<p>A proposal is any change in Airservices' air traffic management practices that may affect aircraft movements. This includes, but is not be limited to:</p> <ul style="list-style-type: none"> • A new, or amendment to an existing, instrument approach • A new, or amendment to an existing, flight path or air route • Re-classification of airspace • Change to preferred runways • Change in time of day of operation (e.g. amendments to tower hours of operations – as the time of day that a tower operates may alter the flight path used by aircraft) • A change that allows use of a flight path/airspace by a different type or number of aircraft <p>Note: A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a proposal.</p>
NRFC	National Request for Change registers, which are managed by the Business Units.
SES	Stakeholder Engagement Strategy

Term	Definition
Significant Environmental Impact	A proposal determined to have significant impact in accordance with the EPBC Act

13 References/related documents

13.1 Internal documentation

- [Environment Policy - C-POL:AA 000 6](#)
- Environmental Risk Management Procedure – ENV-PROC-0004
- Environmental Management System Requirements and Accountabilities – AA-NOS-ENV-0001
- Airservices Communication and Consultation Protocol - http://www.airservicesaustralia.com/wp-content/uploads/Communication-and-Consultation-Protocol_WEB.pdf

13.2 External documentation

- SEWPaC 2010, 'Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies' Significant impact guideline 1.2, Environment Protection and Biodiversity Conservation Act 1999.
- AS2021-2000: Acoustics-Aircraft noise intrusion-Building siting and Construction, Standards Australia International Ltd, Sydney, NSW 200

Appendix A Initial ANS Screening Criteria

Note: All vertical measurements are Above Ground Level (AGL)

Table 1: Aircraft flight metrics

Section	Action	Criteria	Result
A	1) Change to aircraft operations	A change to an air route that is entirely: <ul style="list-style-type: none"> • Above 20,000 ft, or • Over water and > 5 nm from land, or • Over non-residential areas and above 2000 ft 	Yes to any – go to C No to all – go to B and C
B	1) New air route, approach or departure procedure	Entirely new, and not a change to anything pre-existing	True or false
	2) Lateral change to <ul style="list-style-type: none"> • an approach; • a departure procedure, or • an air route 	At an airport with an air traffic control tower <ul style="list-style-type: none"> • any change below 3,000 ft 	True or false
		<ul style="list-style-type: none"> • >100m at below 1,000 ft • > 200m at 1,000 ft to below 2,000 ft • > 300m at 2,000 ft to below 3,000 ft • > 600m at 3,000ft to below 6,000 ft • > 2,000m at 6,000 - 20,000 ft 	True or false
	3) Change resulting in a decrease in altitude	Decrease > 100 ft at: <ul style="list-style-type: none"> • Below 10,000 ft – jets • Below 6,000 ft – non-jets 	True or false
	4) Change directly allowing an increase in movements	Increase > 5 movements per day at: <ul style="list-style-type: none"> • Below 10,000 ft - jets • Below 6,000 ft – non-jets 	True or false
	5) Change in hours of operation	A change directly allowing a departure or arrival time within the hours between 10pm – 7am	True or false
6) Change in aircraft type	A change directly allowing a different type or category of aircraft to use a given route	True or false	
C	1) Change in distance flown	Increase > 100 nm	True or false

Table 2 – Locations automatically considered as potential B Class reputational risk

Airport	Notes
Adelaide (YPAD)	Legislated Curfew
Brisbane (YBBN)	Community Sensitivity
Darwin (YPDN)	Defence Stakeholder
Essendon (YMEN)	Legislated Curfew
Gold Coast (YBCG)	Legislated Curfew
Melbourne (YMML)	Community Sensitivity
Perth (YPPH)	Community Sensitivity
Sydney (YSSY)	Legislate Curfew
Townsville (YBTL)	Defence Stakeholder

1. Applying the criteria:

1. Proposals shall undergo further targeted Stage 2 and 3 environmental impact assessment (in accordance with AA-NOS-ENV-2.100) where application of the screening criteria indicates:
 - a. A 'True' or 'Unknown' result, for any of the criteria in Table 1 (i.e. may result in environmental impact or a change visible from the ground),
2. In addition to 1, above, and regardless of the screening outcome, the Strategic Stakeholder Manager shall be notified of all proposals where the location corresponds to a Class B risk, as shown in Table 2. Notification shall be in writing and as soon as practicable following completion of the screening process.

2. Context and considerations

- a. A change is any Airservices initiated variation to air traffic management practices that may involve a change to aircraft operations. Changes include, but are not limited to:
 - b. A new, or amendment to an existing, instrument approach
 - c. A new, or amendment to an existing, flight path or air route
 - d. Re-classification of airspace
 - e. Change to preferred runways
 - f. Change in time of day of operation (e.g. amendments to tower hours of operation – the time of day that a tower operates may alter the flight path used by aircraft)
 - g. A change that allows use of a flight path/airspace by a different type or number of aircraft.
 - h. A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a Proposal.
 - i. Residential areas are identified through analysis of aerial photographs and/or satellite imagery.

-
- j. Screening criteria are designed to fast-track proposals with impacts far below the thresholds for significance applied to full assessments.
 - k. Screening criteria may only be applied by proponents who have undergone appropriate training in the use of, and basis for, the criteria.
 - l. Average traffic levels may be applicable at locations where there is little variation in movements throughout the year unless specifically excluded in the table above. Also specifically excluded are those locations that host special events attracting additional movements such as air shows.

Appendix B Other Business Revenue – explanatory notes

Other Business Revenue (OBR), otherwise referred to as 'Unregulated Revenue' or Non-Airways Revenue, relates to the provision of goods or services other than those which are provided as part of the regulated service that is subject to the Long Term Pricing Agreement (LTPA) with customers. For the avoidance of any doubt, OBR is a term applied to account for those activities not funded through airways revenue.

Airservices OBR includes (but is not limited to):

- provision of charting services and other publications
- maintenance or provision of nav aids under contract
- provision of air traffic services under contract (e.g. for Solomon Islands and Nauru)
- delivery of training and
- funds we receive for official development assistance (aid) activities.

For further information on OBR, refer to the following documents:

- [C-PROC0194](#)
- [MI-0205](#)

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 107

Departmental Question Number: SQ17-000250

Program: n/a

Division/Agency: Airservices Australia

Topic: Helicopter Noise

Proof Hansard Page: 64-65 (23 May 2017)

Senator Rice, Janet asked:

Senator RICE: And that the number of helipads has increased and the number of helicopters has increased? I have heard that here are hundreds of movements a week. Is that your understanding of what is going on there as well?

Mr Harfield: Across the board we are seeing an increase in helicopter movements. That seems to be the growth area of general aviation at the moment.

Senator RICE: What are the controls around air noise surrounding those helipads?

Mr Harfield: It is the same as anywhere else.

Senator RICE: Tell me what they are.

Mr Harfield: If they are an acceptable area for take-off and landing—

Senator RICE: What standards and controls have you got around those helipads?

Mr Harfield: For those helipads on the Yarra River we actually do not control the air traffic at that stage. It is uncontrolled airspace.

Senator RICE: Yes, so what standards and controls are there around those helipads?

Mr Harfield: I have to take that on notice with regard to noise. There is a fly-neighbourly agreement in place—

Senator RICE: which is voluntary. So what you are telling me is that they are in uncontrolled airspace and there are not actually any standards that need to be complied with with regard to noise around those helipads.

Mr Harfield: Not that I am aware of, but we will come back on notice.

Senator RICE: Is that acceptable? We have increasingly got residents that are very nearby those Yarra River ones. We have tens of thousands of residents, in fact, in the apartments nearby, and increasing numbers of helicopters are going to be having significant impacts on them, and yet you have not got any noise controls as far as you are aware.

Mr Harfield: Not that I am aware of.

Senator RICE: You would be aware if there were noise standards there, wouldn't you? I would have thought that you, as the Chief Executive Officer of Airservices Australia, would have been the person that would be aware if there were standards.

Mr Harfield: Nothing comes to the forefront of mind, and that is why I said we will take it on notice just to confirm that my recollection is correct.

Answer:

Aircraft, including helicopters, operating in Australia are required to meet noise standards imposed through the *Air Navigation (Aircraft Noise) Regulations 1984*. These regulations stipulate compliance with international noise standards that apply to the design and production of aircraft and specify the amount of noise that may be emitted by an aircraft type/model. Aircraft that do not meet these standards are prohibited from engaging in air navigation in Australia.

Airservices Australia (Airservices) has no jurisdiction over helicopters outside of controlled airspace. The Yarra River helipads are outside controlled airspace, in Class G airspace.

While Airservices has no formal role with respect to operations in Class G airspace, in late 2014 Airservices did meet with helicopter operators that use the helipads on the Yarra River to encourage them to minimise noise. Operators agreed to use their quieter helicopters where possible, to restrict the times they use the helipads where possible and to try to avoid overflight of noise-sensitive areas. However these agreements are voluntary and there is no legislative or regulatory basis for enforcement by Airservices.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 108

Departmental Question Number: SQ17-000251

Program: n/a

Division/Agency: Airservices Australia

Topic: Runway usage data – Melbourne Airport

Proof Hansard Page: 65 (23 May 2017)

Senator Rice, Janet asked:

Senator RICE: Okay. Do you document the amount of time the northern runway would be used compared with the other one?

Mr Harfield: Absolutely.

Senator RICE: Could you take on notice some statistics about that over recent years?

Mr Harfield: Yes, we could do that. We will provide you the runway usage data at Melbourne for the last three years so you can see the trend.

Senator RICE: How about the last five?

Mr Harfield: Okay, five.

Answer:

Table 1 shows the comparison of runway usage at Melbourne Airport from January 2012 – May 2017.

Table 1.

Runway → Year ↓	09 (easterly)	16 (southerly)	27 (westerly)	34 (northerly)
2012	544 (0.3%)	70979 (32.9%)	84237 (38.9%)	60307 (27.9%)
2013	814 (0.4%)	68502 (30.9%)	88485 (39.9%)	64034 (28.8%)
2014	688 (0.3%)	78178 (34.3%)	87559 (38.4%)	61426 (27.0%)
2015	531 (0.2%)	88351 (37.7%)	86486 (36.9%)	59192 (25.2%)
2016	705 (0.3%)	75488 (31.8%)	85007 (35.9%)	75886 (32.0%)
Jan-May 2017	262 (0.3%)	38550 (39.2%)	36621 (37.2%)	22895 (23.3%)

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 109

Departmental Question Number: SQ17-000252

Program: n/a

Division/Agency: Airservices Australia

Topic: Noise monitoring

Proof Hansard Page: 66-67 (23 May 2017)

Senator Rice, Janet asked:

Senator RICE: Can I have a follow-up question in response to one of your answers to Senator Back about the noise monitoring? In your detailed response to my questions from last time there is a section that says 'data driven approach to monitoring noise' and that Airservices has a 'noise and flight path monitoring system to collect data within a network of permanent noise monitors set up around major airports'. Is that what you are referring to?

Mr Harfield: Yes.

Senator RICE: So that is only around major airports?

Mr Harfield: Yes.

Senator RICE: It says NFPMS does not have nor is required to have permanent noise-monitoring set-ups at secondary airports; however, a program of short-term noise-monitoring of periods of three to 12 months has been used at various secondary airports around the country—for example, at Jandakot, Moorabbin and Parafield. Does that mean that, in the noise monitoring within the Melbourne metropolitan area, the location at Moorabbin is the only noise monitoring location?

Mr Harfield: I might have to take on notice where we have got them positioned around the Melbourne basin. It will not be just one; there will be a number.

Senator RICE: But are they around of the airports?

Mr Harfield: They are based around the flight path leading to and from the major airports.

Senator RICE: Could you take on notice where those noise monitoring stations are in the capital cities?

Mr Harfield: Yes.

Answer:

Airservices Australia (Airservices) currently has a total of 39 permanent noise monitors in place. The locations of noise monitors around capital city airports can be found in the noise information reports at www.airservicesaustralia.com/publications/noise-reports/noise-reports/

Short-term noise monitoring has been conducted to supplement the permanent noise monitors and these units allow data to be obtained from locations that do not require permanent noise monitoring or where a permanent monitor cannot be installed. The locations of noise monitors used in short-term monitoring can be found in the reports at www.airservicesaustralia.com/publications/noise-reports/short-term-monitoring/

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Budget Estimates 2017 - 2018
Infrastructure and Regional Development

Committee Question Number: 110
Departmental Question Number: SQ17-000310

Program: n/a
Division/Agency: Airservices Australia
Topic: New International Noise Standards for Jet Aircraft
Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

- a. Given the new International Noise Standards for Jet Aircraft at Major Airports from 1st January 2018, what implications does this have for the the Airports Act 1996?
- b. I understand that the Airports Act 1996 includes an environmental exemption to have no limit on the noise caused by aircraft in flight. Does Airservices agree that these new International Noise Standards change the circumstances in which the Act operates, and thus the environmental exemption can now be removed from the Act?

Answer:

- a. The new International Civil Aviation Organization Noise Standards for Jet Aircraft greater than 55,000 kgs registered to operate from 1 January 2018 apply to new aircraft types and do not fall under the remit of the *Airports Act 1996*.
- b. There is no "exemption" in the *Airports Act 1996*. Noise standards for aircraft operating in Australia are specified in the Air Navigation (Aircraft Noise) Regulations 1984.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 111

Departmental Question Number: SQ17-000311

Program: n/a

Division/Agency: Airservices Australia

Topic: State EPAs

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

- a. What is Airservices' view of the State EPAs taking back noise management for Secondary Airports?
- b. If Airservices does not support State EPAs taking back noise management for Secondary Airports, please set out all the reasons for opposing this step.

Answer:

- a and b. To enable a consistent national approach to aircraft noise management at Federal capital city secondary airports this is undertaken by Airservices Australia (Airservices) not State EPAs.

Airservices environmental assessments and noise management processes are publicly available on their website at www.airservicesaustralia.com.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 112

Departmental Question Number: SQ17-000312

Program: n/a

Division/Agency: Airservices Australia

Topic: ANEIs for secondary airports

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

1. Has Airservices ever tested any residential area at any of the Secondary Airports against the 30 ANEI contour? If it has, what were the results?
2. Can Airservices publish ANEIs for Secondary Airports at least quarterly, and use data from permanent noise monitors, ensuring the relevant planning authorities are made aware of results?

Answer:

1. and 2. No. There is no requirement for ANEIs at capital city secondary airports.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 113

Departmental Question Number: SQ17-000313

Program: n/a

Division/Agency: Airservices Australia

Topic: 'Live' system for 'spikes' for a peak noise reading

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

Can a "live" system be put in place for "spikes" for a peak noise reading, or to report locations where the number of flights per hour exceed the limit?

Answer:

As advised in response to Committee Question Number 130 from the 27 February 2017 Additional Estimates hearings, there is no "spike" in terms of noise levels and noise monitoring is not undertaken to determine compliance with an exceedance noise limit.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 114

Departmental Question Number: SQ17-000314

Program: n/a

Division/Agency: Airservices Australia

Topic: Helicopter noise in residential areas

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

Regarding the issue of helicopter noise in residential areas, what (if any) steps has Airservices taken to minimise the impacts of helicopter training circuits occurring over residential areas?

Answer:

Helicopter training circuit location is dependent on the location of the helipad relative to aerodrome runways and fixed wing aircraft operations.

Airservices primary responsibility for helicopter circuits is to ensure they are safely separated from other aircraft operating to and from the airport. This is often managed by:

- keeping the helicopter circuits inside the fixed wing circuits;
- keeping helicopters on a different side of the circuit to the fixed wing operations; and
- defining an area in which helicopters are to operate to ensure those operations are kept clear of the other flight paths at the airport.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 115

Departmental Question Number: SQ17-000315

Program: n/a

Division/Agency: Airservices Australia

Topic: Noise management of flight training activities

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

What was the reason for noise management of flight training activities being taken away from State EPAs and included in the Act (some 20+ years ago)?

Answer:

Noise management of flight training activities has not been taken away from State EPAs and is not in the *Airports Act 1996* (the Act).

Information on Airservices Australia's noise management processes at Federal airports covered under the Act are publicly available on their website at www.airservicesaustralia.com.

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 116

Departmental Question Number: SQ17-000316

Program: n/a

Division/Agency: Airservices Australia

Topic: Outcome of discussion with Singapore Flying College

Proof Hansard Page: Written (6 June 2017)

Senator Rice, Janet asked:

Please report on the outcome of the discussion, as flagged in response to previous QoNs:

Proof Hansard Page: Written (15 March 2017)

Senator Rice, Janet asked: Answer to Question 5 (a) and (b). "Airservices will discuss the use of the twin-engine Beechcraft Baron with the Singapore Flying College."

Answer:

The Singapore Flying College is required to use a twin engine aircraft to provide students with twin engine endorsements as part of training towards commercial pilot licensing.

Airservices investigated options with Singapore Flying College to determine if there was an opportunity to reduce noise impacts from the twin engine Beechcraft Baron operations at Jandakot.

The Singapore Flying College has now phased out use of the Beechcraft Baron and will no longer use that aircraft. The replacement aircraft is a Piper Seminole, which is much quieter and more efficient.