



Australian Government
Civil Aviation Safety Authority



OFFICE OF THE DIRECTOR OF AVIATION SAFETY

Trim Ref: P11/9

02 November 2011

Senator Glenn Sterle
Chair
Senate Standing Committee on Rural Affairs and Transport
Parliament House
CANBERRA ACT 2600

Dear Senator Sterle

Clarification of Statements at Senate Estimates 18 October 2011

I write regarding statements made during the appearance of the Civil Aviation Safety Authority (CASA) at the Supplementary Estimates Hearing on 18 October 2011.

In response to a question from Senator Fawcett (*Hansard* page 105) about whether there were other circumstances in Australia where obstacles had to remain visual during an Instrument Flight Rules (IFR) take-off or whether those circumstances were unique to Archerfield, the Executive Manager of CASA's Airspace and Aerodrome Regulation Division Mr Peter Cromarty advised that there were none he was aware of, which was correct at the time. Further inquiries have since indicated that Darwin and Essendon airports have the same circumstances as Archerfield.

I also stated to the Committee (*Hansard* page 106) that I believed that, on the majority of the charts in the World Aeronautical Chart (WAC) series, wind farms do not feature at all. This is not correct. The wind farms that Airservices Australia is aware of are marked on aeronautical charts, including the WAC series. I apologise for this error.

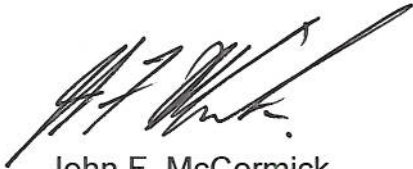
In response to a question from Senator Xenophon (*Hansard* page 111) the Executive Manager of CASA's Operations Division, Mr Greg Hood, advised, in respect of CASA's responses to the REPCON reports issued by the Australian Transport Safety Bureau (ATSB), that the time frame for CASA's responses was "two weeks at the most".

I would like to clarify that answer. While it is correct, as Mr Hood advised, that CASA endeavours to respond to these REPCONS as quickly as we possibly can, the ATSB does allow 28 days for a response. Some more complex matters do require longer for CASA to examine and in these cases an extension of time is negotiated with the ATSB.

I should also point out that the REPCONs CASA receives from the ATSB are de-identified in accordance with the ATSB's protocols governing the provision of those reports for CASA's consideration and comment.

I trust these statements clarify these matters.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. F. McCormick', with a long, sweeping horizontal stroke extending to the right.

John F. McCormick
Director of Aviation Safety