

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 01

Division/Agency: Airservices Australia

Topic: Correspondence from Former Minister - National Airspace System (NAS)

Hansard Page: 69 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—Earlier today, I raised the issue of a threatening e-mail from Mr Anderson to Mr Toller at CASA in April 2003 relating to the NAS reform. A subsequent meeting minute indicated the Secretary of the Department, Mr Matthews, planned to convey the Minister's warning about cooperation to Airservices Australia. Did that happen?

Mr Russell—Blissfully, this was before my time in the organisation. I will take it on notice and get back to you, if I may.

Answer:

Mr Matthews met with the former Airservices Australia CEO, Mr Bernie Smith, on 7 April 2003 and communicated the then Minister John Anderson's concerns about delays in the NAS program.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 02

Division/Agency: Airservices Australia

Topic: Expenditure on Consultancies

Hansard Pages: 70-71 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—How much is being spent on consultancies?

Mr Russell—I do not have that detailed information with me to date, but I can get it to you. Do you mean in relation to the restructure?

Senator O'BRIEN—I think generally.

Mr Russell—If you do not mind, I will take that on notice and report back to you.

Senator O'BRIEN—Could we have an itemisation of the consultancies by consultant and the amount of money involved in each?

Mr Russell – Yes. That can be made available.

Answer:

Please see **Attachment A**.

[AA 02 attachment]

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 03

Division/Agency: Airservices Australia

Topic: Provision of Consultancies

Hansard Page: 71 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—I suppose the reverse of that is: what consultancies are Airservices Australia providing? Can we have a breakdown of that?

Mr Russell—Provided by our organisation?

Senator O'BRIEN—Yes.

Mr Russell—Yes, we can do that.

Answer:

Customer	Consultancy Description	Overall Result (\$'000)
Civil Aviation Authority (CAA) of Taiwan	ICAO Documentation conversion	337
LUFTFARTSVERKET - Sweden	Sweden – Air Traffic Systems consultancy	285
Temora Shire	GPS Procedure for Temora Shire	15
Hervey Bay Airport	Hervey Bay	9
Thales	Thales Mexico Training	40
Thales	Thales Saudi Arabia Training	16
Mauritius - Dept of Aviation	Air Traffic Controller Crossover Training	229
CAA of Singapore	Training	6
CAA of Singapore	Singapore RNAV SIDS & STARS	16
Lambert & Rehbein ACT PL	TAAM Modelling for AOS	42
Naviair - Denmark	Denmark Naviair DATMAS Project	70
RailCorp NSW	Develop Safety Cases	477
Brisbane Airport Corp	GPS Procedure for AOS Consulting	9
Brisbane Airport Corp	Parallel Runway Procedures	218
Rotary Club of Maclean	Maclean Helipad Procedures	11
Snowy Hydro Limited	Point Cook Approach Procedure	8
Aust Pacific Airports	Environment Consultancy	13

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Melbourne		
CAA of Hong-Kong	Safety Management Systems Training	60
Airport Authority of India	Establish Safety Management Framework	398
Total Consultancy Revenue		2,259

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 04

Division/Agency: Airservices Australia

Topic: Provision of Consultancies

Hansard Page: 71 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—And the income earned from those consultancies?

Mr Russell—Approximately, yes. I can give you that information.

Answer:

Please refer to response to **AA 03**.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 05

Division/Agency: Airservices Australia

Topic: Avalon Fire Facility

Hansard Page: 71 (23/05/06)

Senator O'Brien asked

Senator O'BRIEN—How many passengers use that facility each year?

Mr Russell—I would have to come back with the detail. It has grown fairly rapidly, as you would know, over the last 18 months or so. We have noticed that Jetstar have been opening a number of new services to Perth and back. I will see if one of my colleagues might be able to dig that information out while we are talking.

Answer:

The Bureau of Transport and Regional Economics (BTRE) passenger figure of 489,195 for 2004/2005 is the latest available to Airservices Australia.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 06

Division/Agency: Airservices Australia

Topic: Avalon Fire Facility

Hansard Page: 71 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—How far short of category is the current service? I am not sure what that means.

Mr Russell—This would be a category 6 operation under our standards. I think we are at 5 at the moment. I need to confirm that issue but I think it is around that.

Answer:

In September 2005, Airservices Australia commenced a limited Aviation Rescue and Fire Fighting (ARFF) service at Avalon Airport equivalent to a Category 5 level of service.

Following the progressive upgrade of the ARFF service, the Civil Aviation Safety Authority reviewed the ARFF Safety Case at Avalon and approved the commencement of Category 6 level operations from 30 June 2006. The ARFF service is not yet certified due to a number of issues such as the lack of a dedicated hot fire training ground, and the connection of fire alarms to the fire station that do not meet the requirements of the regulations. Industry has been notified through a Notice to Airmen (NOTAM).

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 07

Division/Agency: Airservices Australia

Topic: Avalon Fire Facility

Hansard Page: 71 (23/05/2006)

Senator O'Brien asked:

Senator O'BRIEN—Is that because of the number of staff or because of the machinery?

Mr Russell—Facilities more than anything else, yes. I may need to take some further advice on that issue.

Answer:

I can confirm that correct levels of staff, equipment and vehicles are provided to meet the required Category 6 level of service.

Avalon Airport has not been certified at Category 6 because of a number of facilities issues which are expected to be resolved in the coming months after which the Civil Aviation Safety Authority is expected to grant approval (see response to **AA 06**).

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 08

Division/Agency: Airservices Australia

Topic: ADF Services at Katherine Airport

Hansard Page: 73 (23/05/06)

Senator O'Brien asked:

Senator O'BRIEN—Thank you for that. I am told that ADF provides some services at Katherine airport. Is that right?

Mr Russell—I do not know the answer to that.

Senator O'BRIEN—Can you check that?

Mr McLean—They possibly do during the exercises. There is an exercise about to start there and they possibly provide that, but we can take that on notice.

Mr Russell—I am not familiar with it. We will take it on notice.

Senator O'BRIEN—Perhaps you can check that, because there may be a few things that have slipped through the net.

Answer:

The Royal Australian Air Force (RAAF) Base Tindal is located near the town of Katherine. All air traffic services at RAAF Base Tindal are provided by the RAAF. The RAAF allows civil operations at Tindal provided they do not interfere with military operations and training.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 09

Division/Agency: Airservices Australia

Topic: *Project Genesis*

Hansard Page: 75 (23/05/06)

Senator Hogg asked:

Senator HOGG—The second issue is Darwin and Tindal going to Brisbane. That means, again, the personnel that are physically in those places will be removed to Brisbane—

Mr Russell—Yes.

Senator HOGG—For air traffic control movements in the Darwin and Tindal region. Is that correct?

Mr Russell—Yes, those involved in approach services into both those centres will be relocated. It is important to say we are not talking about tower services in both those locations; we are talking about approach services.

Senator HOGG—Roughly how many people will be involved? Do we know?

Mr Russell—I think we would have to take that one on notice. I do not have that detail with me.

Answer:

A final decision on whether to proceed has yet to be made. If the proposal goes ahead, staffing numbers will be decided by the Australian Department of Defence in consultation with Airservices Australia.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 10

Division/Agency: Airservices Australia

Topic: Adelaide Tower

Hansard Page: 76 (23/05/2006)

Senator McEwen asked:

Senator McEWEN—When would a final decision be expected about whether or not Adelaide Airport's control tower will be replaced?

Mr McLean—Could we take that one on notice, please?

Answer:

Airservices Australia has commenced a national modernisation program under which control towers will be considered for replacement. However, it is still at a very early stage and no date can yet be given as to when a decision will be made to replace the Adelaide Tower.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 11

Division/Agency: Airservices Australia

Topic: Expenditure on Legal Services

Hansard Page: Written Question

Senator Ludwig asked:

What sum did the Department or Agency spend during 2005-2006 on external legal services (including private firms, the Australian Government Solicitor and any others)?

Answer:

External Legal Expenditure 1 July 2005-31 May 2006	
Legal Firm	Amount (GST-Exclusive)
Allens Arthur Robinson	514,163.50
Blake Dawson Waldron	605,996.82
Corrs Chambers Westgarth	339,694.74
Ebsworth & Ebsworth	181.82
Freehills	132,920.26
Hebbard & Co.	7,205.00
Minter Ellison	738,529.11
Malleson Stephen Jaques	37,745.35
Markarim & Taira S. *	2,289.33
Thompson Playford	8,636.29
Total	2,387,362.21

* S = Supit

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 12

Division/Agency: Airservices Australia

Topic: Expenditure on Legal Services

Hansard Page: Written Question

Senator Ludwig asked:

What sum did the Department or Agency spend on internal legal services?

Answer:

Actual Expenditure for 1 July 2005 to 31 May 2006 is **\$1,101,963**

Full Year Forecast Expenditure for 2005/2006 is **\$1,212,717**

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 13

Division/Agency: Airservices Australia

Topic: Expenditure on Legal Services

Hansard Page: Written Question

Senator Ludwig asked:

What is the Department or Agency's projected expenditure on legal services for 2006-2007?

Answer:

Please refer to the response to Question on Notice AA 11 (Supplementary Estimates October 2006) lodged on 21 December 2006.

[AA 13 attachment]

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 14

Division/Agency: Airservices Australia

Topic: Expenditure on Legal Services

Hansard Page: Written Question

Senator Ludwig asked:

The following questions relate to the purchase of executive coaching and/or other leadership training services by the Department/Agency, broken down for each of the last four financial years.

Where available, please provide:

1. Total spending on these services.
2. The number of employees offered these services and their salary level.
3. The number of employees who have utilised these services and their salary level.
4. The names of all service providers engaged.
5. For each service purchased from a provider listed in the answer to the previous question, please provide:
 - a. The name and nature of the service purchased.
 - b. Whether the service is one-on-one or group-based.
 - c. The number of employees who received the service.
 - d. The total number of hours involved for all employees.
 - e. The total amount spent on the service.
 - f. A description of the fees charged (e.g. per hour, complete package).
 - g. Where a service was provided at any location other than the Department or Agency's own premises, please provide:
 - i. The location used
 - ii. The number of employees who took part on each occasion
 - iii. The total number of hours involved for all employees who took part.

Answer:

1. \$2,200
2. Airservices Australia did not actively offer these services to managers/staff and no specific information is available.
3. Only one General Manager received coaching and his salary level is confidential.
4. Jane Sargeant Consulting Pty. Ltd.
5.
 - a. Guided professional development advice regarding leadership and management.
 - b. one-on-one
 - c. one
 - d. 6 hours
 - e. \$2,200
 - f. \$550 per 90 minute session x 4 sessions
 - g. Service was provided at Airservices Australia's own premises.

Leadership Training

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Airservices Australia was unable to locate any incidents of leadership training for members of the Executive for the past four financial years.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 15

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Am I correct in understanding that under their Certified Agreement air traffic controllers are able to enter into 'facilitative agreements' to work shifts that would otherwise be precluded by Rostering Principles?

Answer:

The Certified Agreement contains facilitative arrangements which provide opportunities for agreement to be reached as to how specific Agreement provisions can apply flexibly in the workplace. All agreements made must be consistent with Airservices Australia's Fatigue Risk Management System (FRMS).

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 16

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written

Senator O'Brien asked:

Is it the case that on 16 March this year an air traffic controller in Brisbane entered into a Facilitative Agreement to work a 15-hour shift – from 2.00pm to 5.10am the next morning?

Why was this long shift necessary?

Why was this long shift acceptable?

Answer:

Yes.

It was a one-off facilitative arrangement agreed with the controller concerned to cover sick leave absences and to avoid airspace closure.

In this instance the shift worked, was assessed against the Fatigue Risk Management System (FRMS) and was within acceptable safety parameters.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 17

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Has Airservices Australia told Civil Air that a meeting to discuss this matter is of "no value"? If yes, why?

Answer:

Yes. The making of facilitative arrangements in these circumstances is in accordance with the Certified Agreement and the Fatigue Risk Management System (FRMS) in which Civil Air and Airservices are partners.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 18

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Am I correct to understand Airservices Australia utilises a Fatigue Audit InterDyne (FAID) tool as part of its fatigue management system?

How does this tool work?

Answer:

Yes.

Fatigue Audit InterDyne (FAID®) is used as a predictive tool within Airservices Australia's Fatigue Risk Management System (FRMS). FAID® is a product designed to assist in the assessment of risks associated with workplace fatigue. FAID® is focused on hours of work-related fatigue only (i.e. it does not address non-work related fatigue associated with, for example, illness or family pressures).

As a risk assessment tool, FAID® assesses three basic elements which can combine to create a potentially high-risk situation: hours of work, inadequate sleep, and fatigue-related hazards.

Estimates of work-related fatigue are based on statistical modeling of the amount of sleep likely to be obtained by individuals based on the time of day and duration of work and non-work periods over a seven-day period. Indicative fatigue is inferred from estimated sleep obtained. These estimates are based on formulae developed by the Centre for Sleep Research at the University of South Australia and published in international peer-reviewed journals.

(Source: Inter Dynamics Pty. Ltd.)

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 19

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Is Airservices Australia confident that the tool provides appropriate safety mitigation against excessive shift lengths?

Answer:

Yes.

Shift lengths and patterns are evaluated within the context of the relevant components and provisions of the Fatigue Risk Management System (FRMS), of which Fatigue Audit InterDyne (FAID®) is a part, not the sole determinant.

FAID® does not in itself constitute safety mitigation for shifts of any length. Rather, it is one element of a suite of components within the FRMS that together contribute to the overall fatigue risk assessment of a shift.

Airservices Australia has confidence in the validity of the FAID® tool as it is used within the FRMS.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 20

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Was a safety case conducted on the extended shift in Brisbane on 16 March?

Answer:

A safety case was not necessary as the Fatigue Audit InterDyne (FAID®) score was within acceptable parameters.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 21

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

If not, is this contrary to any requirement procedure?

Answer:

No.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 22

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Was CASA informed of this shift?

Answer:

The Civil Aviation Safety Authority (CASA) was not informed. Informing CASA was not required, but CASA may review the process during routine audits.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 23

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Does Airservices intend to utilise similar Facilitative Arrangements to cover other contingencies including staff absences?

Answer:

Yes.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 24

Division/Agency: Airservices Australia

Topic: Rostering

Hansard Page: Written Question

Senator O'Brien asked:

Does Airservices Australia oppose the establishment of Duty Hour Limitations, similar to those applying to Flight Crew and other operational classifications internationally?

If so, why?

Answer:

Airservices Australia considers Duty Hour Limitations not to be required in the circumstances.

Airservices Australia's Fatigue Risk Management System (FRMS) ensures at strategic and tactical levels that fatigue risk of all duty hours are effectively managed, thus negating the need for Duty Hour Limitations for fatigue management purposes.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 25

Division/Agency: Airservices Australia

Topic: Terminal Control Integration

Hansard Page: Written Question

Senator O'Brien asked:

What is the official status of the TCU integration to consolidate Perth, Adelaide and Sydney TCU's into the major centres of Brisbane and Melbourne?

Answer:

The Airservices Australia Board considered Terminal Control Unit (TCU) integration at its November 2005 and December 2005 meetings and resolved to delay making a final decision on the proposal for up to 12 months. This was to allow sufficient opportunity to examine more detailed information about the rationale for the proposal and also to evaluate the benefits of closer working relationships between Airservices Australia and the Department of Defence, in particular the *Project Genesis*.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 26

Division/Agency: Airservices Australia

Topic: Travel Budget

Hansard Page: Written Question

Senator O'Brien asked:

Can you provide us with details of your expenditure on domestic and international travel by Airservices Australia in the current financial year?

Answer:

1 July 2005 – 31 May 2006

Description	Expenditure
Domestic Travel	\$10,956,300
International Travel	\$2,271,716
Total	\$13,228,016

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates May 2006

Transport and Regional Services

Question No: AA 27

Division/Agency: Airservices Australia

Topic: Travel Budget

Hansard Page: Written Question

Senator O'Brien asked:

How many employees expended this money?

Answer:

Approximately 1,850.