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Board of Airline  
Representatives  
of Australia Inc

## Media release

20 May 2016

### **BARA CALLS FOR IMPROVED AIR NAVIGATION SERVICES IN AUSTRALIA**

The Board of Airline Representatives of Australia (BARA) today released a new policy paper, *Safe and efficient air navigation services*, outlining a path to increased efficiency and predictability in safe aircraft operations.

“Australian aviation has an excellent safety record. But with passengers and flights expected to double over the next 15 years, we need a performance-based air navigation system that can adapt to current and emerging technologies,” said Barry Abrams, Executive Director of BARA.

“The improvement pathways identified in BARA’s policy paper will reduce flight times and increase on time performance. They will also reduce fuel burn and environmental impacts and lower industry costs, improving airfare affordability. The dividends of these efficiencies will flow through to passengers, the community and airlines,” Mr Abrams said.

BARA’s four improvement pathways for air navigation services are:

1. Customer-driven technology and procedures
2. Seamless airspace for international flights
3. Airspace management improvements around Sydney Airport
4. Outcomes-focused economic regulation of Airservices Australia.

“Realising these improvements will require Australia’s international airlines to have access to increased operational capacity and the matching of aircraft movements with available airport infrastructure. In the air, we need ‘on the day’ best possible flight trajectories and more sharing of defence and civilian airspace.

“To reduce the industry’s environmental impacts around the major international airports, especially in Sydney, BARA is calling for the use of advanced air navigation technologies that reduce engine noise and fuel burn. Greater operational flexibility for ‘new generation’ quieter aircraft is also necessary,” Mr Abrams said.

BARA’s views on air navigation services follow its previous two policy papers detailing commercial principles and reforms to promote efficiency in Australia’s airport infrastructure and jet fuel supply. The combined benefits of more efficient airports, jet fuel supply and air navigation services are substantial. They can lower industry costs by hundreds of millions of dollars a year while improving services to passengers and airfreight providers.

“Consistent with its commercial principles for all aviation infrastructure service providers, BARA is seeking to link the prices charged by Airservices Australia to the delivery of services and outcomes to airlines.

“BARA will continue to work with all industry participants, including the Australian Government, in supporting the development of a world-class air navigation system that will foster continuous improvements in the industry over the years to come”, Mr Abrams said. **[ENDS]**

## **KEY INDUSTRY FACTS:**

### International aviation industry growth

- International aviation to and from Australia has grown strongly over the last ten years
- Passenger numbers have increased on average by 5% annually to nearly 34 million passengers in 2014–15; freight volumes have increased by over 30% during this period
- Over the same time, international flights have increased on average by 4.2% annually to some 175,000 flights in 2014–15
- If this growth trend continues, international passenger numbers will double over the next 15 years

### International airline operating costs

- During a flight, it can cost between \$7,000 and \$10,000 an hour to operate a long-haul international aircraft
- A single diversion can cost an international airline more than \$100,000
- Airservices Australia is a commercial entity that recovers about \$1 billion in costs annually directly from airlines

## **DESIRED INDUSTRY OUTCOMES:**

### Performance outcomes at the airport

- All weather operations, subject to aircraft capabilities, with no reduction in capacity
- Constant runway acceptance rates in all wind conditions
- Matching the movement of aircraft with available airport infrastructure

### *Technological solutions*

- Ground-based augmentation systems for precision GPS approaches
- Advanced Surface Movement Guidance and Control System
- Arrivals Management (AMAN) and Departures Management (DMAN)
- Airport Collaborative Decision Making (A-CDM) between the airlines, airports and Airservices Australia

### Performance outcomes in the air

- 'On the day' optimised flight trajectories
- Safely reduced aircraft separation distances to increase airspace capacity
- Greater sharing of defence and civilian airspace

### *Technological solutions*

- Sole-means GPS navigation and performance-based navigation
- A single flight information region established for all Australian airspace
- Flexible airspace architecture