



B A R A The **leading** voice of airlines

Board of Airline
Representatives
of Australia Inc

Questions and answers

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SAFE AND EFFICIENT AIR NAVIGATION SERVICES

Isn't Australia already a leader in air navigation services?

The safety record of the Australian aviation industry is second to none. Its unwavering focus on safety has resulted in zero fatalities involving high capacity regular passenger transport aircraft¹ in almost 40 years.

BARA's proposed improvement pathways for the industry will support the doubling of traffic volumes for international aviation in Australia over the next 15 years, while always maintaining safety as the highest priority.

The Australian air navigation system, which has served the nation and industry participants well to date, needs to evolve to a performance-based system, as advocated by the International Civil Aviation Organization (ICAO).

What do BARA's pathways mean for the future of Airservices Australia?

BARA's policy paper details the outcomes and services sought by international airlines operating to and from Australia. The improvement pathways are designed to express clearly what Airservices Australia needs to cover in planning and delivering its services for international airlines.

Under BARA's outcomes-focused proposals, there would be a tighter link between the services Airservices Australia provides and the prices airlines pay. This is commonplace with the sale of most goods and services, including services provided in other major comparable industries.

Australia's air traffic management system, the Australian Advanced Air Traffic System (TAAATS), was built in the 1990s and commissioned in 2000. The Australian Government is replacing it and merging the civil and defence air traffic management systems through the OneSky project. Airservices Australia is the main agency responsible for delivering OneSky. It's critical that OneSky is performance-driven and can adapt to future opportunities as performance standards and technologies evolve. It must also provide, among other benefits, the best possible flight paths to international carriers.

¹ An aircraft that is certified as having maximum capacity seating exceeding 38 seats, or having a maximum payload capacity that exceeds 4,200kg.

Is BARA advocating further operational changes to the way Sydney Airport's runways and navigation systems are managed?

Any operational changes in and out of Sydney can be introduced over time to the benefit of both the industry and the community. For example, new technology offers the potential to better use the air navigation system to deliver lower noise and reduced fuel burn around Sydney Airport.

BARA supports the *Joint Study on Aviation Capacity in the Sydney Region's* recommendations, including the proposal to review the current operational restrictions at Sydney Airport and identify new, more effective measures for aircraft noise impacts and respite.

Any proposed changes should first be presented for consultation with members of the Sydney Airport Community Forum, with BARA advocating outcomes that will deliver benefits across all stakeholders.

Will the proposed reforms affect safety?

Safety is always the industry's highest priority. The proposed improvement pathways are not about changing the emphasis on safety across the industry.

On the contrary, improvements in technology and automation can improve the quality of air navigation services and support continued excellent safety outcomes.

For example, new technologies such as ground-based augmentation systems for precision GPS approaches, sole-means GPS navigation and performance-based navigation, enhance aircraft navigation capabilities and pilot/controller situational awareness, directly supporting safe aircraft operations.

What can the Australian Government do to ensure a safe and more efficient air navigation system?

The Australian Government directly influences the quality of air navigation services through its regulatory bodies (eg CASA) and service delivery through Airservices Australia, a government corporation.

Australia's aviation safety regulatory system is based upon international standards, recommended practices and procedures adopted by ICAO. Experts nominated by Australia participate in more than 60 panels, working groups, committees and study groups.

The Australian Government can promote the move to a performance-based air navigation system through Airservices Australia, as part of a more outcomes-focused regulatory framework.