



AIRSERVICES AUSTRALIA

# Making Safety a Priority

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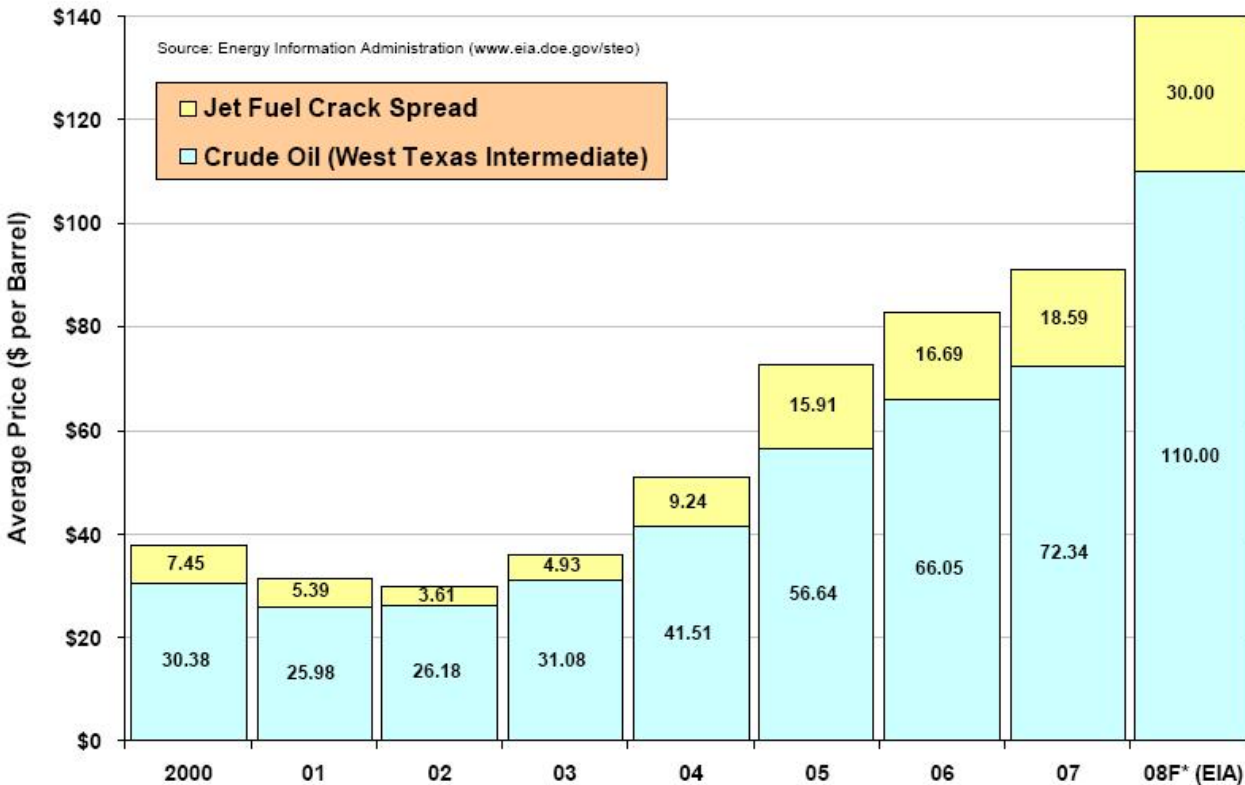
## Overview

- Aviation growth
- Step up to new safety challenges



## Global picture – challenges

### Jet Fuel Prices Skyrocketing – Again – in 2008



© ATA 2008

# Impacts of Air Traffic Growth

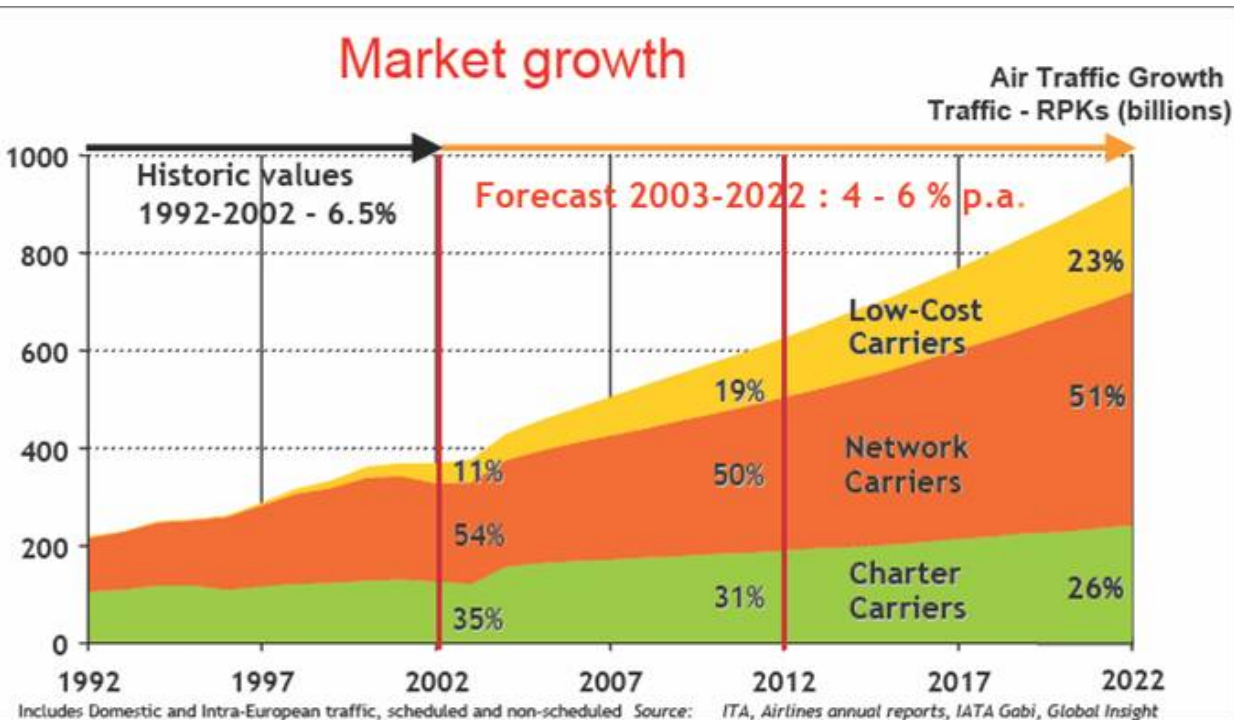
Safety must be the priority

Pressure on industry – safe growth

Growth in resources sector

» Increasing level of aviation complexity

» Mining Review





## Managing the Challenges

- Safety
- Technology
- People
- Efficiency

## Airport Movement Trends - Detail

### PORT LINCOLN - YPLC

Port Type: Non-Towered Location  
Reporting Period: April 2007 to April 2008

	Tower Open				Tower Closed				Tower Unknown				Total				
	IFR		VFR		IFR		VFR		IFR		VFR		IFR		VFR		
Period	Jet	Turbo	All	All	Jet	Turbo	All	All	Jet	Turbo	All	All	Jet	Turbo	All	All	Total
April 2008	0	0	0	0	0	0	0	0	0	484	725	35	0	484	725	35	760
March 2008	0	0	0	0	0	0	0	0	0	499	766	37	0	499	766	37	803
February 2008	0	0	0	0	0	0	0	0	2	494	711	45	2	494	711	45	756
January 2008	0	0	0	0	0	0	0	0	0	592	764	32	0	592	764	32	796
December 2007	0	0	0	0	0	0	0	0	0	601	743	36	0	601	743	36	779
November 2007	0	0	0	0	0	0	0	0	2	613	748	29	2	613	748	29	777
October 2007	0	0	0	0	0	0	0	0	4	584	716	26	4	584	716	26	742
September 2007	0	0	0	0	0	0	0	0	0	530	709	23	0	530	709	23	732
August 2007	0	0	0	0	0	0	0	0	0	581	705	13	0	581	705	13	718
July 2007	0	0	0	0	0	0	0	0	0	531	662	11	0	531	662	11	673
June 2007	0	0	0	0	0	0	0	0	0	566	701	14	0	566	701	14	715
May 2007	0	0	0	0	0	0	0	0	0	538	699	24	0	538	699	24	723
April 2007	0	0	0	0	0	0	0	0	2	523	655	20	2	523	655	20	675

Report for Test Purposes Only - Not intended for Reporting

Legend - % change over previous period

< -5%	-5% to -1%	no change	+1% to +5%	+5% to +10%	> +10%
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## Safety

Proactive Daily Operations

Risk Identification and mitigation

National Operations Centre

Much closer to industry

Safety Plan

Strong Board Oversight

Aerodrome Database





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## Daily Operations & Safety Report

24 hours to 6.30am, Wednesday 21 May 2008

Recipients of this report are reminded of the confidential nature of the contents within.  
Considered determination must be undertaken prior to disseminating this report to personnel other than those identified within the initial report address distribution listing.

Link to: [AIRPORT PERFORMANCE REPORTS](#)

(This is the link to the pictorial performance reports. Graphs are no longer contained in the report)

*Note: Safety Issues List normally published on Thursday for review on Fridays.*

### Decode of Terminal Operations Report Impact

0 =	no impact
1 =	low workload increase/ 0 delay
2 =	small workload increase/ some delay
3 =	medium workload increase/ increased delay
4 =	high workload increase/ high delay
5 =	very high workload increase/ very high delay

If you are participating in the morning conference remotely this is how you dial in:

Dial In Number: 6132 5600

Extension: 900003

Password: 366

It asks for pound key – which is the #

There is also a pause which is very long – it hasn't hung up on you – patience is required

If all else fails please call 6268 4466

Compiled by:

National Operations Centre Traffic Management officers  
National Operations Centre



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# Daily Operations and Reporting

National Operations  
Centre - Daily  
Operations and  
Safety Report

8.30am Exec Meeting

Safety management  
meeting to discuss  
full list of incidents

# Reporting

## A Month in Perspective

Performance	Commentary
<p>Breakdown of ATS Incidents by SSIRating for March</p> <p>2004</p> <p>47% 40% 10% 3%</p> <p>■ SS1 ■ SS2 ■ SS3 ■ SS4</p>	<p>March saw an increase in the number of ATC attributed incidents which were classified as SS1 3. No systemic reason has been established for this artefact but the increase was most evident in the Melbourne-Sydney Service Delivery Line (SDL). Time delays in recovering errors seemed to be the reason for the incidents being classified as SS13.</p>
<p>Violations of Controlled Airspace</p> <p>160 140 120 100 80 60 40 20 0</p> <p>Apr'03 May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar</p> <p>■ ATC ■ Pilot</p>	<p>Violations of Controlled Airspace (VCAs) continue to be the most frequently reported occurrence. The overwhelming majority are attributed to the actions of pilots. The dip in numbers of VCAs which was evident over the summer has now abated, and numbers are returning to numbers seen during the autumn months.</p>
<p>Runway Incursions</p> <p>25 20 15 10 5 0</p> <p>Apr'03 May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar</p> <p>■ ATC ■ Pilot</p>	<p>The number of runway incursions fluctuates from month to month with pilot attributed occurrences dominating. The vast majority of these incidents occur in General Aviation Aerodrome Procedures (GAAP) airports.</p>



# National Operations Centre

24/7 oversight

Central point of operations

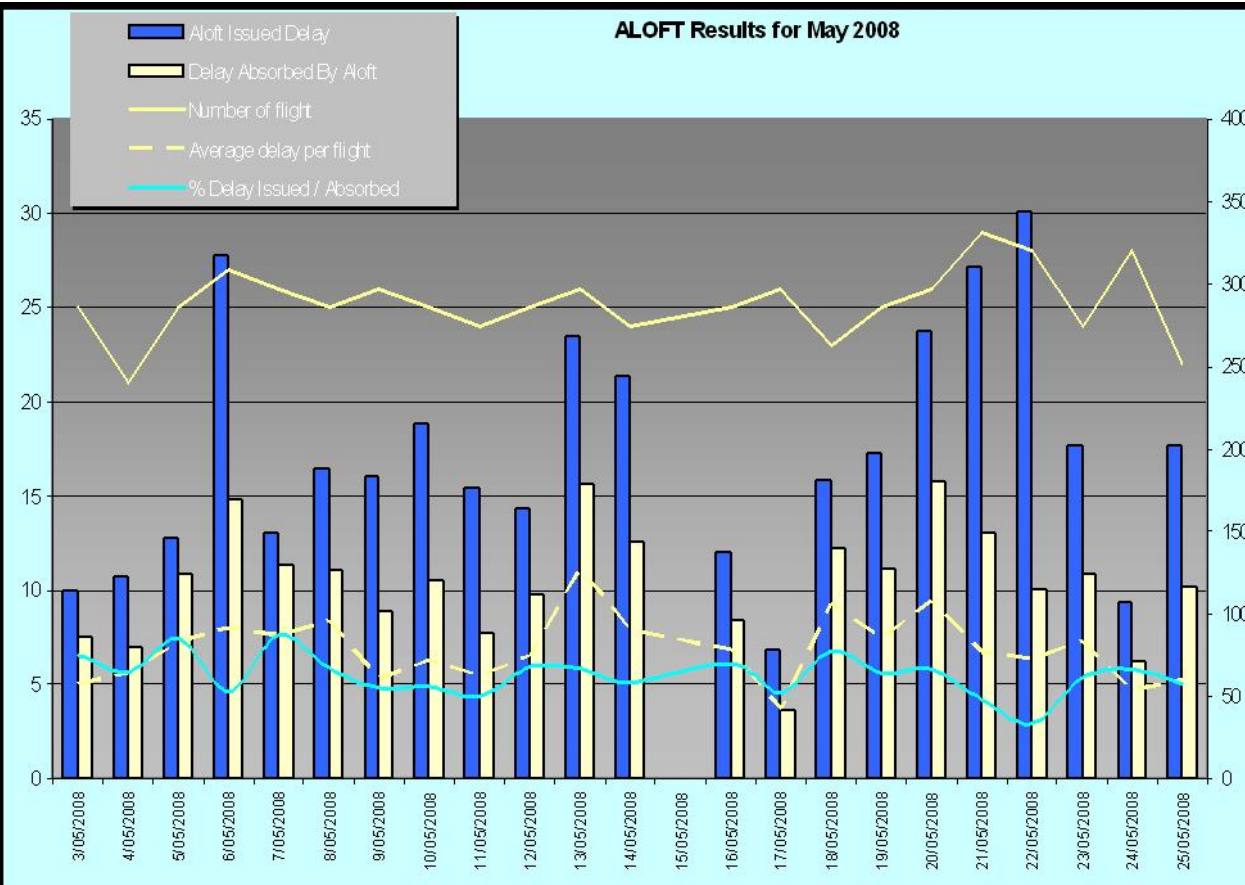
» ALOFT

» CTMS

Improved communications with airlines/airports

Weather forecasting

Long-range traffic management plans and forecasts



# Safety Initiatives

Listening

Regional Forums

Safety Mitigation

- » UNICOMs
- » Sydney VCA
- » Runway Incursions

GA Survey

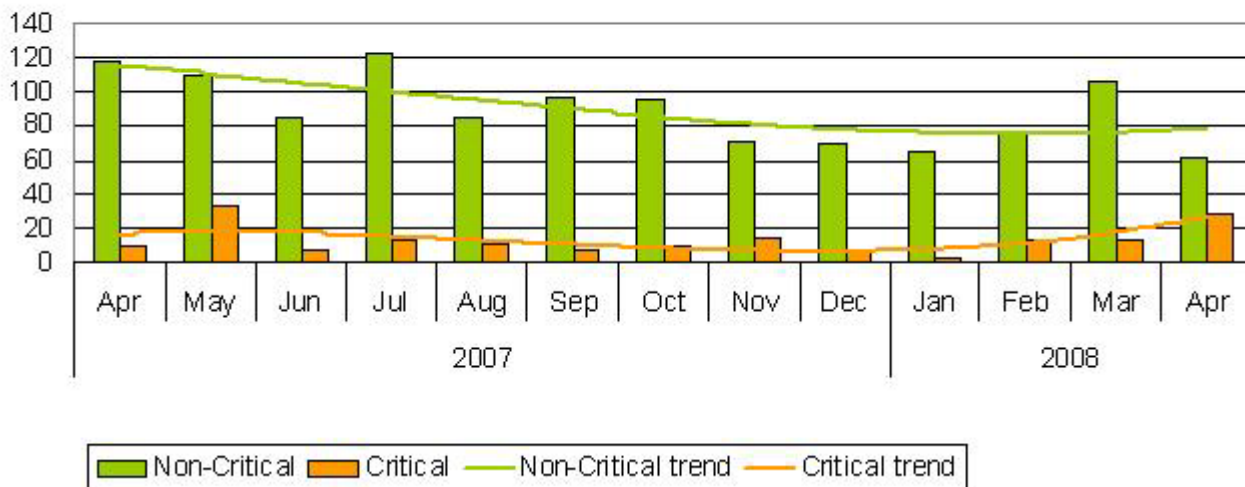
Regional initiatives

- » SE Asia



# Violations of Controlled Airspace

Pilot Attributed Violations of Controlled Airspace

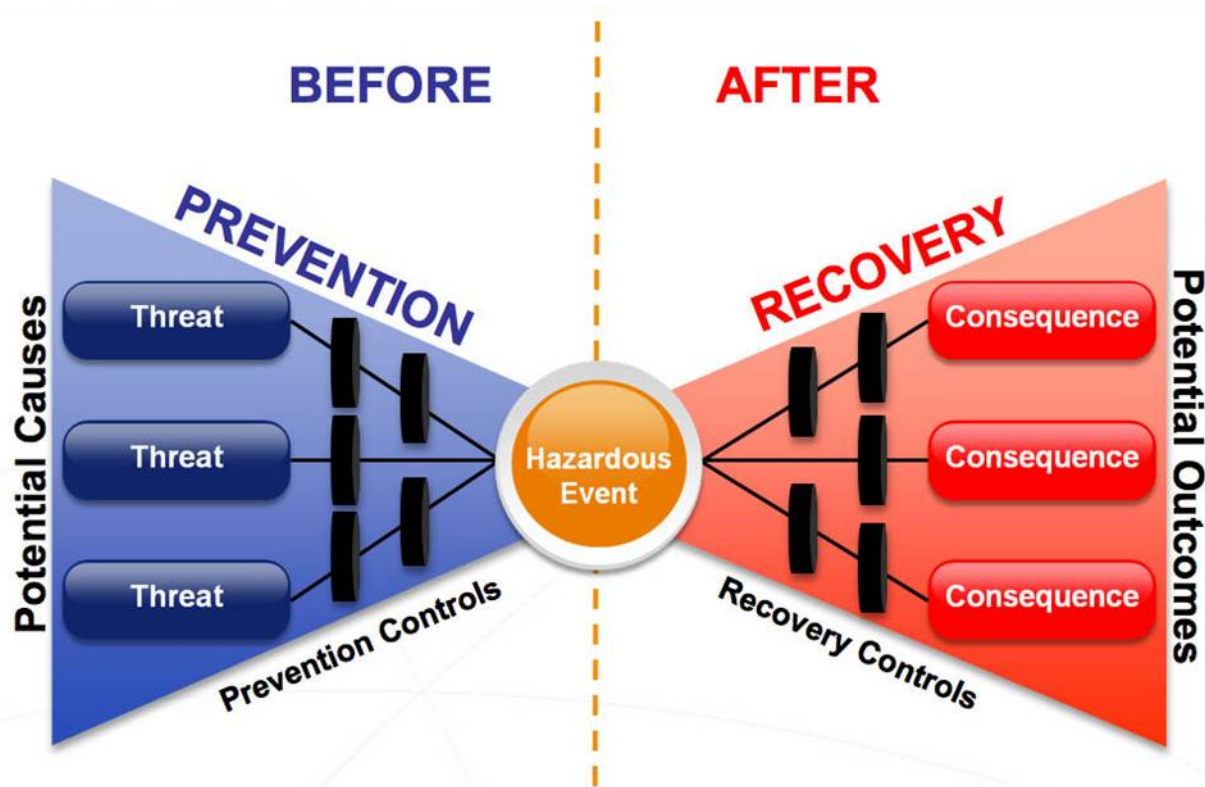




# Runway Incursions



## Before & after events: 'Bow Tie' methodology



# Technology

Next Gen and Sesar  
Satellite Based

» ADS-B

» RNP

ASMGCS

Improvements to  
TAAATS

Infrastructure





## People

Major issue in industry

Recruitment, training and retention

Workforce Planning



# Efficiency

## Aviation issues paper Reform

- » Airservices
- » Air Traffic Control



# Service Delivery Environments – Changing ATM in Australia

## Current Situation - 32 Sector Groupings



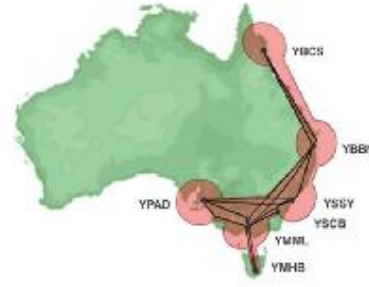
### Issues

- Except for technology update - in place for over 40 years
- Sectors control all aircraft at all levels
- Inefficient deployment of staff
- Practices have not kept pace with technology
- Unable to exploit airborne technology advancements
- Limited staff career opportunities

### Outcomes

- No longer meeting industry needs
- Lack of flexibility and adaptability to industry changes
- Increasing system inefficiencies

## East Coast Services



### Challenges

- High density/high frequency air transport operations
- Gate to gate efficiencies

### Outcomes

- Fuel/Emissions/Noise
- On time performance
- Reduced delays (airborne and ground)

### Related Programs

- Network ATFM
- RNP
- Terminal Operations Review

## Upper Airspace Services



### Challenges

- Facilitate flexibility in international and domestic air transport operations

### Outcomes

- Economic and environmental benefits
- Fuel and emission savings
- Flexibility

### Related Programs

- Flextracks/UPR/UPT
- ADS-B
- Flight Plan Conflict Function
- ASPIRE program

## Regional Services



### Challenges

- Changing traffic patterns and aircraft types at regional airports
- Changing risk profile

### Outcomes

- Safety enhancement
- Target and adaptable services

### Related Programs

- ADS-B
- Unicom trials
- Aerodrome Risk Review

## Renovating Systems and Processes





## Summary

Challenges are many

So too are  
opportunities

Fundamental  
improvements to  
efficiency and  
safety

# Questions & Discussion