

Question on notice no. 71

Portfolio question number: SQ22-000440

2022-23 Budget estimates

**Rural and Regional Affairs and Transport Committee, Infrastructure,
Transport, Regional Development and Communications Portfolio**

Senator Larissa Waters: asked the Airservices Australia on 14 April 2022—

In response to the answer received to QoN #112 (Additional Estimates 2021 / 2022 - see attached) , Airservices states that it "has received feedback regarding the efficiency of the Standard Arrival Vertical Navigation (STAR VNAV) profiles" from major airlines. What feedback has been received? Please table airline name providing feedback, date, a summary of their feedback, and Airservices' response

Answer —

Answer attached.

Rural And Regional Affairs And Transport

QUESTION ON NOTICE

Budget Estimates 2022 - 2023

Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 71

Departmental Question Number: SQ22-000440

Division/Agency Name: Airservices Australia

Hansard Reference: Written (14 April 2022)

Topic: AIRSERVICES - feedback received on the Standard Arrival Vertical Navigation (STAR VNAV)

Senator Larissa Waters asked:

In response to the answer received to QoN #112 (Additional Estimates 2021 / 2022 – see attached), Airservices states that it “has received feedback regarding the efficiency of the Standard Arrival Vertical Navigation (STAR VNAV) profiles” from major airlines. What feedback has been received? Please table airline name providing feedback, date, a summary of their feedback, and Airservices’ response

Answer:

During November and December 2021, Airservices received feedback from the major airlines (Qantas Group, Virgin Australia, Alliance Airlines) regarding the efficiency of the Standard Arrival Vertical Navigation (STAR VNAV) procedures at Brisbane Airport.

The feedback primarily related to:

- the height requirement to cross between 7000 and 5000 feet at both DAYBO and TAPUL waypoints as part of the Runway 01L MORBI STAR procedure
- the 230-knot speed restriction at PAMBU waypoint that could lead to difficulty in meeting the subsequent height requirement at ATRAX waypoint
- the height requirement at VATRO waypoint (cross at 3000 feet) on the Runway 01R TEBOT/UGTUG ALPHA STAR procedures (from the north east)
- the ‘ESNAV’ waypoint at or below 8000 feet requirement resulting in a flat profile for the remainder of the SMOKA 9A Runway 01L/R STAR procedure.

As part of the Post Implementation Review (PIR) process, Airservices is conducting a holistic review of the design of all STAR procedures at Brisbane to balance industry need for efficiency, safety and environmental performance with community noise outcomes.

Rural And Regional Affairs And Transport

QUESTION ON NOTICE

Additional Estimates 2021 - 2022

Infrastructure, Transport, Regional Development and Communications

Committee Question Number: 112

Departmental Question Number: SQ22-000256

Division/Agency Name: Airservices Australia

Hansard Reference: Written (24 February 2022)

Topic: AIRSERVICES - STAR VNAV profiles major airline correspondence

Senator Larissa Waters asked:

Further to the answer received to QON #119, what correspondence has Airservices received from major airlines regarding the efficiency of STAR VNAV profiles (prior to intercepting the glidepath for the assigned instrument approach)?

Does Airservices accept that if aircraft are in fact lower and slower on the current STAR VNAV profiles that there would be an increase in noise for residents under the flightpath? What supports that conclusion?

Answer:

Airservices has received feedback regarding the efficiency of the Standard Arrival Vertical Navigation (STAR VNAV) profiles.

The current height requirements on the STARs must be maintained to ensure separation from the Standard Instrument Departure (SID). This may result in aircraft flying lower and slower.