

**Question on notice no. 269**

**Portfolio question number: SQ23-005092**

**2023-24 Supplementary Budget estimates**

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

**Senator Bridget McKenzie:** asked the Airservices Australia on 2 November 2023—

(1. Airservices claim the new SID will reduce the spread of aircraft. In a map shown to the community modelling the new SID, there is a purple line representing a flight path between 2 waypoints that Jet aircraft will be required to fly between. This line is significantly closer to La Perouse than Kurnell. Importantly, the map also shows green lines that are supposed to represent the edges of the corridor that jet aircraft are supposed to fly within. However, the green lines are not equidistant from the purple line, instead they are drawn much closer to the North than to the South and therefore do not appear to appropriately and accurately reflect where aircraft following the new SID may end up flying if they deviate due to aircraft performance, aircraft type, weight, navigation equipment etc. This map would appear to be deliberately ambiguous and has the effect of again misrepresenting information and the issue to the community. Can Airservices explain why the green 'corridor' lines have been drawn in such a random way and not parallel to the proposed flight path between the waypoints?

2. Can Airservices provide the GPS coordinates of the waypoints

3. Can Airservices confirm the percentage of JET aircraft that they would expect AND would find acceptable to fly outside the green corridor lines in the map?

4. As this is a new SID and therefore needs close monitoring when it is applied, for the sake of transparency and accountability can Airservices provide the community with accurate, ongoing monthly data on the numbers of JET aircraft flying outside those green corridor lines to the North of the line between the two waypoints?

5. As this is one of the first changes to the 16L SID since the 1998 LTOP was defined, and as it is to become operational on November 30, can Airservices require Webtrak to overlay the green corridor lines onto their system maps for monitoring purposes so it is clear to both Airservices and the community when aircraft are flying outside the green designated corridor lines?

**Answer —**

Please find answer attached.

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Supplementary Budget Estimates 2023 - 2024**

**Infrastructure, Transport, Regional Development, Communications and the Arts**

**Committee Question Number: 269**

**Departmental Question Number: SQ23-005092**

**Division/Agency Name: Agency - Airservices Australia**

**Hansard Reference: Written (02 November 2023)**

**Topic: AIRSERVICES - New SID to reduce spread of aircraft between La Perouse and Kurnell**

**Senator Bridget McKenzie asked:**

1. Airservices claim the new SID will reduce the spread of aircraft. In a map shown to the community modelling the new SID, there is a purple line representing a flight path between 2 waypoints that Jet aircraft will be required to fly between. This line is significantly closer to La Perouse than Kurnell. Importantly, the map also shows green lines that are supposed to represent the edges of the corridor that jet aircraft are supposed to fly within. However, the green lines are not equidistant from the purple line, instead they are drawn much closer to the North than to the South and therefore do not appear to appropriately and accurately reflect where aircraft following the new SID may end up flying if they deviate due to aircraft performance, aircraft type, weight, navigation equipment etc. This map would appear to be deliberately ambiguous and has the effect of again misrepresenting information and the issue to the community. Can Airservices explain why the green 'corridor' lines have been drawn in such a random way and not parallel to the proposed flight path between the waypoints?

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**Answer:**

1. The modelling provided to the community indicates the reduction in aircraft spread expected as a result of the new Standard Instrument Departure (SID).

2. The waypoints are published in the Aeronautical Information Package with the published KEVIN SEVEN SID.

3. The aircraft operating will be subject to the same deviations as indicated in the response to Committee Question Number 232 (SQ23-003497) from the 2022-2023 Supplementary Budget Estimates hearing. The use of the SID will be dependent on aircraft performance and operational requirements.
4. No, the KEVIN SEVEN SID is a modification of the existing KEVIN SIX SID not a new SID and is being introduced for separation assurance as a safety critical requirement.
5. No, aircraft flight paths presented on Webtrak are illustrative only and are not for the purposes of compliance with a SID.