

**Question on notice no. 280**

**Portfolio question number: SQ23-005133**

**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. Overtime hours from Air Traffic Controllers from the numbers in 2019 to 2023, with Sydney's average overtime hours per Air Traffic Controller increasing by 46% per fortnight, Brisbane by 173%, and Melbourne by 30% between those years. Is the reason for this the relative decrease in the amount of Air Traffic Controllers between those two periods to deal with flight volume?

2. What is Air Services doing to ensure that overtime hours from Air Traffic Controllers don't become excessive?

3. Is there a risk from Air Traffic Controllers working too much overtime, and what is Air Services doing to mitigate this risk where possible?

**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: 280**

**Departmental Question Number: SQ23-005133**

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

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

**Topic: AIRSERVICES - Working conditions and Overtime for Air Traffic Controllers**

**Senator Bridget McKenzie asked:**

1. Overtime hours from Air Traffic Controllers from the numbers in 2019 to 2023, with Sydney's average overtime hours per Air Traffic Controller increasing by 46% per fortnight, Brisbane by 173%, and Melbourne by 30% between those years. Is the reason for this the relative decrease in the amount of Air Traffic Controllers between those two periods to deal with flight volume?
2. What is Air Services doing to ensure that overtime hours from Air Traffic Controllers don't become excessive?
3. Is there a risk from Air Traffic Controllers working too much overtime, and what is Air Services doing to mitigate this risk where possible?

**Answer:**

1. No. A key driver for the increase in overtime over this period was a significant increase in unplanned leave due largely to high levels of COVID-19 and influenza experienced over this period of time.
2. Traffic patterns and the rate of recovery continue across the network. Airservices works closely with its team members and customers to adjust rosters and service provision to match expected customer needs. Airservices' Fatigue Risk Management System (FRMS) provides strict guidelines and limitations to both regular hours of work and overtime.
3. Fatigue-related risk is managed in accordance with Airservices' Fatigue Risk Management System (FRMS).