



AVIATION SAFETY FOUNDATION AUSTRALASIA

ASFA *"Independently Promoting and Facilitating SAFE & SOUND AVIATION"*

15 January 2007

Secretary
Rural and Regional Affairs and Transport Committee
PO Box 6100
Parliament House
CANBERRA ACT 2600

Dear Committee Secretary

Airspace Bill 2006
Airspace (Consequential and Other Measures) Bill 2006
Airports Amendment Bill 2006

I refer to your letter dated 22 December 2006, addressed to the Honourable John Sharp as Chairman of the Aviation Safety Foundation Australasia (ASFA), which invited submissions on the above Bills.

On behalf of ASFA's Chairman and my other fellow Directors I am pleased to advise that ASFA is generally supportive of these Bills. We congratulate the Government on taking these initiatives and in particular the two Airspace Bills which clearly identify "safety of air navigation as the most important consideration". The following specific comments are provided to assist your Committee with its task.

During 2004, when a "National Airspace System (NAS)" proposal was the subject of much debate and divided opinion within Government and the aviation industry generally, the ASFA Board's position on this issue was promulgated as follows:

"ASFA considers that all changes to Air Traffic Management (ATM), which includes airspace change proposals such as the NAS, infrastructure changes etc, should all be processed via the Australian Air Traffic Management Strategic Planning Process (ASTRA). This mature all-stakeholder planning process requires such change proposals to be supported by a sustainable safety case, business case, security assessment and environmental assessment, and be subjected to comprehensive industry co-ordination and consultation prior to approval being sought. Implementation and transition planning of approved ATM change proposals must then provide for a minimum period of three months for associated stakeholder training and education, a final check on the preparedness of stakeholders for the proposed change, prior to an implementation date being selected. Within six months of

Australian Business Number (ABN): 31 078 568 760
PO Box 4095, Geelong, VIC 3220
Phone: +61 3 5282 0514, Facsimile: +61 3 5282 4455, Mobile: 0419 491 547
Email: garylawsonsmith@asfa.org.au Web site: www.asfa.org.au

implementation, a Post Implementation Review must then be conducted on the effectiveness of the change proposal, and also to identify benefits obtained, e.g. safety and operational, and any lessons learnt.

With respect to NAS Stage 2b and the proposed 2c, ASFA considers that such proposals should immediately be subjected to the ASTRA process, and in particular independent design safety cases as a prerequisite to CASA NPRM co-ordination and not the reverse.

In summary, ASFA considers that the essential considerations in managing any ATM change proposal, including airspace, are risk management and specific and directed training and education (the results and delivery of which also need to be subjected to audit review)."

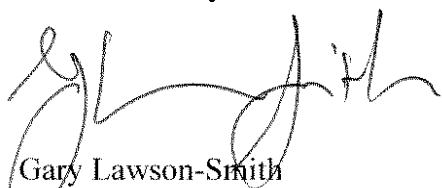
We are therefore pleased that the two Airspace Bills will, once they are passed by Parliament and receive Royal Assent, will aim to ensure that Australian-administered airspace is administered and used safely (as the most important consideration), taking into account the following matters:

- Protection of the environment;
- Efficient use of airspace;
- Equitable access to that airspace for all users of that airspace; and
- National security.

In addition to requiring consistency with the ICAO Airspace Classification System there is also a need to ensure consistency with the more modern and recently released (strategic / forward looking) ICAO Global Plans for Air Traffic Management and Aviation Safety Roadmap. The adoption of a broader approach will ensure that the processes CASA is required to follow (in conjunction with all stakeholders, including Defence and the Aviation Industry generally) is focused on the determination of the "What" before the "How", i.e. there is a critical need to determine first if a problem exists (within Australian administered airspace) before seeking solutions (whether it be technology or airspace classification changes) to the "defined problem".

With respect to Subclause 11(5) of the Explanatory Memorandum for the "Airspace Bill 2006", we believe strongly that the Rural and Regional Affairs and Transport Committee should accept that airspace regulation and administration will, once the Bill becomes law, be managed by CASA, in conjunction with the Department of Defence, in the national interest. As such, the proposed recovery of costs of CASA performing the airspace regulation and administration should only be partially recovered from the civil aviation industry. As the proposed Airspace Bill 2006 is predicated on safety of air navigation being the most important consideration, then a risk assessment on the impost of any charges on industry should become an integral part of the decision making processes.

Yours sincerely



Gary Lawson-Smith
Chief Executive Officer & Director