

1<sup>st</sup> December 2020



AIRLINE ATS SAFETY FORUM

# TRACKING BACK SAFELY

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# COVID-19 RESPONSE

WHAT HAVE WE DONE.....

## SERVICE ALIGNMENT

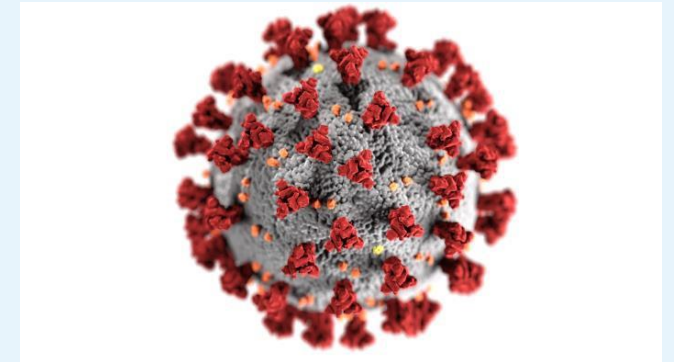
Isolation Rosters

Increased Resilience

COVID 19 Action Plan

No changes to capital city towers (except CBR)

Align tower hours with demand at multiple airports



**12 OUT OF 29  
TOWERS**

**CHANGED HOURS TO  
ALIGN WITH DEMAND**



**TRAFFIC LEVELS  
MONITORED DAILY**

**WE CONTINUE TO ALIGN  
SERVICE DELIVERY WITH  
CURRENT DEMAND**

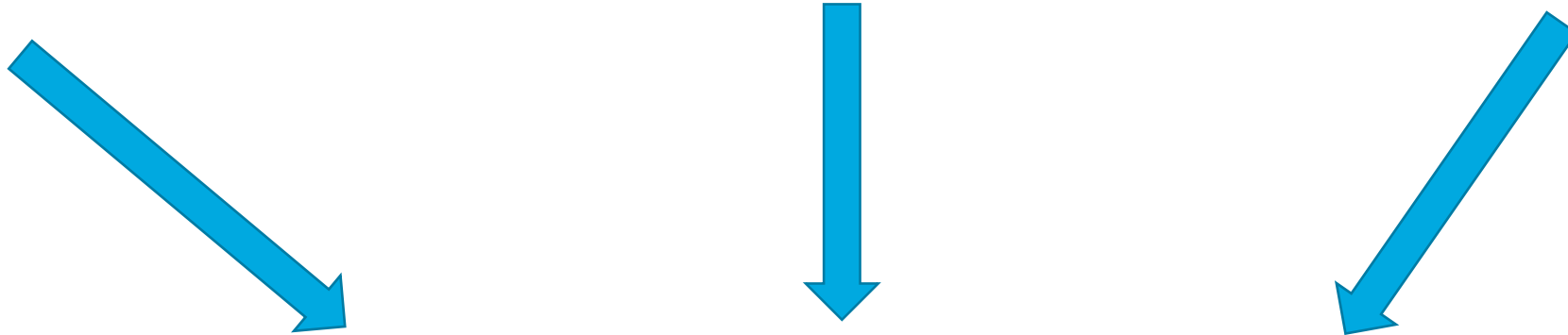
# PREDICTION METHOD AND SOURCE DATA

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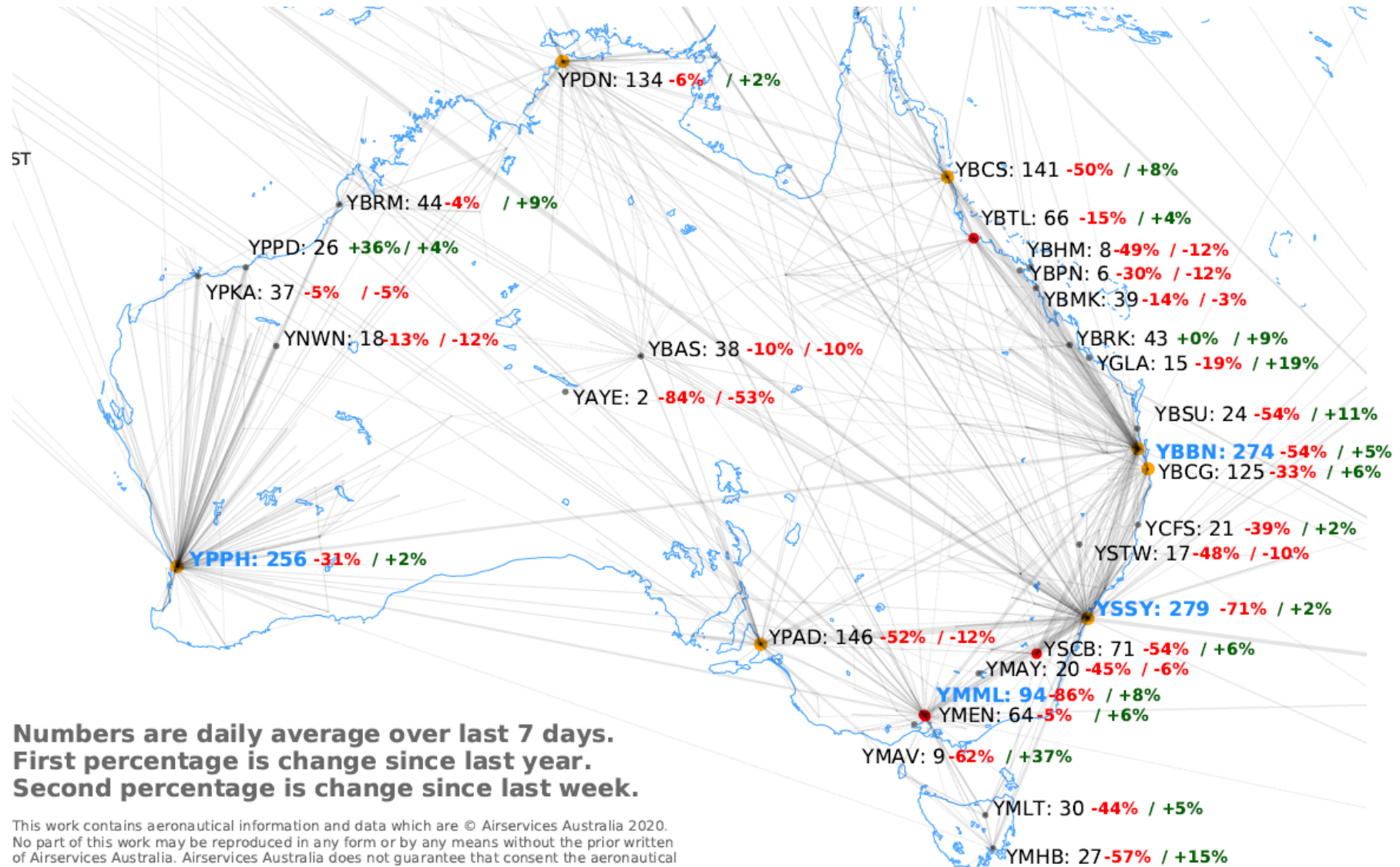
AIRLINE SCHEDULES

DEPARTMENT OF INFRASTRUCTURE

HISTORIC DATA



# Daily Air Traffic: Network View (16 Nov to 22 Nov 2020)



Numbers are daily average over last 7 days.  
First percentage is change since last year.  
Second percentage is change since last week.

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Lines solely illustrate routes and do not represent actual flight paths flown.  
Movements exclude military and VFR movements without Flight Plan.



# ASSURANCE

WHAT ARE WE DOING.....

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Response and Control based on traffic levels

Monthly assurance of review of rosters and traffic level

Recency and Currency dispensations and exemptions

Increase is expected to be orderly

Use of simulators and other controls



# COVID-19 RESPONSE

## 4. CURRENT POSITION AND PREPAREDNESS FOR TRAFFIC GROWTH

### Planning:

Regular assessment of staffing levels in preparation for increased traffic levels

Training and simulator utilisation to ensure ATC skillsets are maintained ready for growth in traffic

Continue to assess the requirement for “isolation rosters” in accordance with Government regulation and professional health advice.

# STAFFING

# TRAINING

# FLEXIBILITY



# FIRST EXAMPLE

## PERTH

No requirement for use of Exemptions or Dispensations

Underload not an identified risk

No simulation requirement

Normal Supervision – TCU and TWR

FIFO



# SECOND EXAMPLE

## REGIONAL TOWERS

Aerodrome Services (Regional Towers) have used the following controls:

1. Additional supervision utilising grey days and traffic stand by shifts
2. Proactive roster adjustments which support the additional supervision
3. Enforce completion of on line modules in core controller competencies ie Effective Scanning, Workload Management
4. Unit Tower Supervisor(UTS)/Check & Standardisation Supervisor(CSS) to have informal discussions about actions and behaviours to help reduce risks





# THIRD EXAMPLE

## SYDNEY

Significant drop in traffic levels

Proficiency readiness meeting every 2 weeks

Planned use of current and future simulator use

Arrival rate used to determine traffic demand is met

No simulator for Sydney Tower

- Checklist being used to ensure knowledge is at the required standard
- Use of parallel runway even though traffic demands are low



# SUMMARY

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We haven't stopped. Service has been continuous. We have protected our staff and have continued to meet demand.

We've got a solid platform now and for the future with flexible rosters, Union and Staff on the journey.

We are ready when you are.



# THANK YOU

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