

Environmental Management of Changes to Aircraft Operations

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Change summary

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9	15 Dec. 2016	Significant redraft to remove procedural content with a refocus on high level outcomes and requirements.	s47F

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1 Purpose

The purpose of this National Operating Standard (NOS) is to prescribe the requirements for environmental impact assessment (EIA) and stakeholder engagement that must be met by Airservices, prior to the implementation of changes to aircraft operations.

These activities shall be collectively referenced as environmental change management from here on in this document.

2 Scope

This NOS applies to all Airservices proposed changes to air traffic management practices (Proposals) that may involve a change to aircraft operations.

Proposals include, but are not limited to, the following changes:

- A new, or amendment to an existing, instrument approach;
- A new, or amendment to an existing, flight path or air route;
- Re-classification of airspace;
- Change to preferred runways;
- Change in time of day of operation (e.g. amendments to tower hours of operation – the time of day that a tower operates may alter the flight path used by aircraft);
- A change that allows use of a flight path/airspace by a different type or number of aircraft;

Note: A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a Proposal.

This NOS does not necessarily apply to other business revenue (OBR) work undertaken by Airservices. For OBR work, an approach shall be determined by the EGM Air Navigation Services (ANS), to assess application of the EPBC Act and the impact of the work on environmental related business.

Refer to Appendix B for further information regarding OBR work.

3 Objectives of environmental change management

The main objectives of environmental change management for aircraft operations are to:

1. Meet Airservices' Legislative obligations to:
 - a. minimise significant environmental impacts resulting from any Airservices action, and ensure appropriate environmental assessments are undertaken, as required under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act);
 - b. ensure air traffic management practices are conducted in a manner that protects the environment, as far as is practicable, as required under the *Airservices Act 1995*;
 - c. meet ministerial directions relating to aircraft noise management;
2. Minimise Airservices business risks by maintaining effective stakeholder engagement and sound corporate citizenship in aircraft noise management;

3. Provide a standardised and rigorous approach to assessing the impacts of changes to aircraft operations, as a demonstration of organisational due diligence in environmental management (in compliance with the requirements of Airservices ISO 14001 aligned EMS - as described in AA-NOS-ENV-0001);
4. Assist in achieving organisational biodiversity and community management sustainability objectives (as described in AA-NOS-ENV-0001);
5. Assist in achieving efficiency outcomes for Airservices customers, through improved flight paths and associated reductions in fuel costs and emissions.

4 Principles and mandatory requirements

4.1 All proposals

All proposed changes to Airservices' air traffic management practices that may affect aircraft operations shall:

1. Be assessed for environmental impact prior to implementation;
2. Undergo stakeholder engagement planning and stakeholder consultation prior to implementation where potential community or environmental impacts are identified;
3. Be reassessed prior to implementation, if the proposal has already been impact assessed in accordance with this NOS and:
 - a. has subsequently been modified or;
 - b. over 18 months has elapsed since the initial assessment process;
4. Be undertaken in accordance with this National Operating Standard (NOS) (and associated documentation).

4.2 Proposals with 'potential significant impact'

Any proposal that results in an EPBC Act assessment finding of '**potential significant impact**', shall be referred, by the EGM ANS to the Commonwealth Environment Portfolio Minister (the Environment Minister) for advice, (unless the Proponent decides not to proceed with the proposal).

Once advice is received from the Environment Minister:

- the Environment Minister's advice shall be considered by the CEO; and
- the action taken (e.g. in relation to implementation of the proposal) shall be recorded, and if the Minister's advice was not given effect, the reasons why, shall be documented and forwarded to the Environment Minister, by the CEO, in accordance with the EPBC Act.

Refer to Section 6.3 for further information regarding EPBC Act assessment requirements.

4.3 Procedures

Airservices business groups with accountabilities for planning and implementing changes to aircraft operations (as indicated in this NOS) shall develop procedures that describe:

- The internal business processes required to enact the requirements of this NOS (including interactions with other business groups and external stakeholders);

- The relevant methodologies for undertaking the environmental assessments described in this standard;
- The relevant methodologies for planning, undertaking and documenting stakeholder engagement and community consultation.

5 Accountabilities

5.1 Overall change implementation

ANS holds ultimate accountability for ensuring that no aircraft change is implemented without appropriate environmental impact assessment and stakeholder management in accordance with this NOS.

In practice this means:

- Project managing the change process to ensure that all assessment and management elements are completed and endorsed by relevant managers;
- Accepting or rejecting risk determinations in CIRRIIS, from the environmental assessment and management elements (in accordance with the Risk Management Standard AA-NOS-RISK-0001);
- Authorising implementation of the change once all assessment and management requirements (as described in this NOS) have been met.

5.2 Assessment and management elements

A range of accountabilities and responsibilities are held by other Business Groups and stakeholders, to ensure delivery of key assessment and management elements described in this NOS.

Key roles in the change management process are described in Table 1 below, and described in detail in sections 6 and 7.

Table 1: Key stakeholders and their role in the Environmental Change Management Process

Change Process Element	Outcome / Deliverable	ANS Region Manager	ANS Strategic Stakeholder	IM&T Analysis and Operations	IM&T Flight Path Design	IM&T Airport & Env. Programs	Community Groups	Environment Minister
Initial Environmental Screening	Determination of initial risk level of proposed change, based on airport risk rating and screening checklist. Results recorded in CIRRIIS and NRFC	A R			C	I		
Targeted Environmental Impact Assessment	A completed assessment of environmental impacts, and determination of potential for 'significant impact'. Risk level determined and recorded in CIRRIIS	A	C	C	C	R		
Stakeholder Engagement and Planning	Development of Stakeholder Engagement Strategy (SES) Community risks results recorded in CIRRIIS	A	R	C	C	C	C I	
Review and Endorsement of assessment elements and SES	Acceptance/rejection of risk ratings (resulting from above products) recorded in CIRRIIS	A R	I	I	I	I	I	
Referral and Assessment advice	Referral to the Environment Minister and management of approval process	A R	C	C	C	C	I	C

Change Process Element	Outcome / Deliverable	ANS Region Manager	ANS Strategic Stakeholder	IM&T Analysis and Operations	IM&T Flight Path Design	IM&T Airport & Env. Programs	Community Groups	Environment Minister
under the EPBC Act (if triggered)	(resulting in Advice and/or a decision from the Environment Minister regarding whether the Proposal constitutes 'significant impact')							
Change Implementation	Initiated change to flight operations once all above requirements are met.	A R	C				C	

RACI Matrix –Key:

Responsible (R) Those who do the work to achieve the task. Others can be delegated to assist in the work

Accountable (A) The one ultimately answerable for the correct and thorough completion of the deliverable or task, and the one who delegates the work to those responsible. In other words, an accountable must sign off (approve) work that responsible provides. There must be only one accountable specified for each task or deliverable

Consulted (C) Those whose opinions are sought, typically subject matter experts; and with whom there is two-way communication

Informed (I) Those who are kept up-to-date on progress, often only on completion of the task or deliverable; and with whom there is just one-way communication

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6 Environment Impact Assessment

Environmental impact assessment (EIA) potentially includes three main stages, as follows:

1. Initial environmental screening
2. Targeted environmental impact assessment
3. Referral and formal assessment under the EPBC Act

Initial environmental screening (item 1) must be undertaken for all potential changes. However, the requirements for further environmental assessments (items 2 and 3) will be dependent on the outcomes of the preceding assessment stage.

The above elements are further explained below. Refer to Figure 1 for a summary of the environmental change management process.

6.1 Initial Environmental Screening

6.1.1 Purpose

The environmental screening enables the Proponent to self-assess proposals against potential environmental impacts at a high level using defined criteria (included in Appendix A). Screening enables change proposals to be expedited by ANS, by diverting low risk activities away from the requirements of a more detailed environmental assessment.

6.1.2 Outcomes to be achieved

1. An initial determination of the change risk level, based on the airport environmental risk rating (refer to Appendix A);
2. Acceptance of the initial risk level for the change in CIRRIIS;
3. A determination regarding whether the change can be implemented, or if further environmental assessment and management is required (according to the screening criteria methodology, and airport environmental risk rating).

6.1.3 Requirements

1. Environmental screening must be undertaken using the CIRRIIS ATC MOC module, which incorporates the Approved Screening Criteria (included in Appendix A);
2. Changes can only enter the change assessment process, and undergo formal screening in CIRRIIS, if initiated by the Accountable ANS Manager;
3. The Screening outcome must be recorded in NRFC.

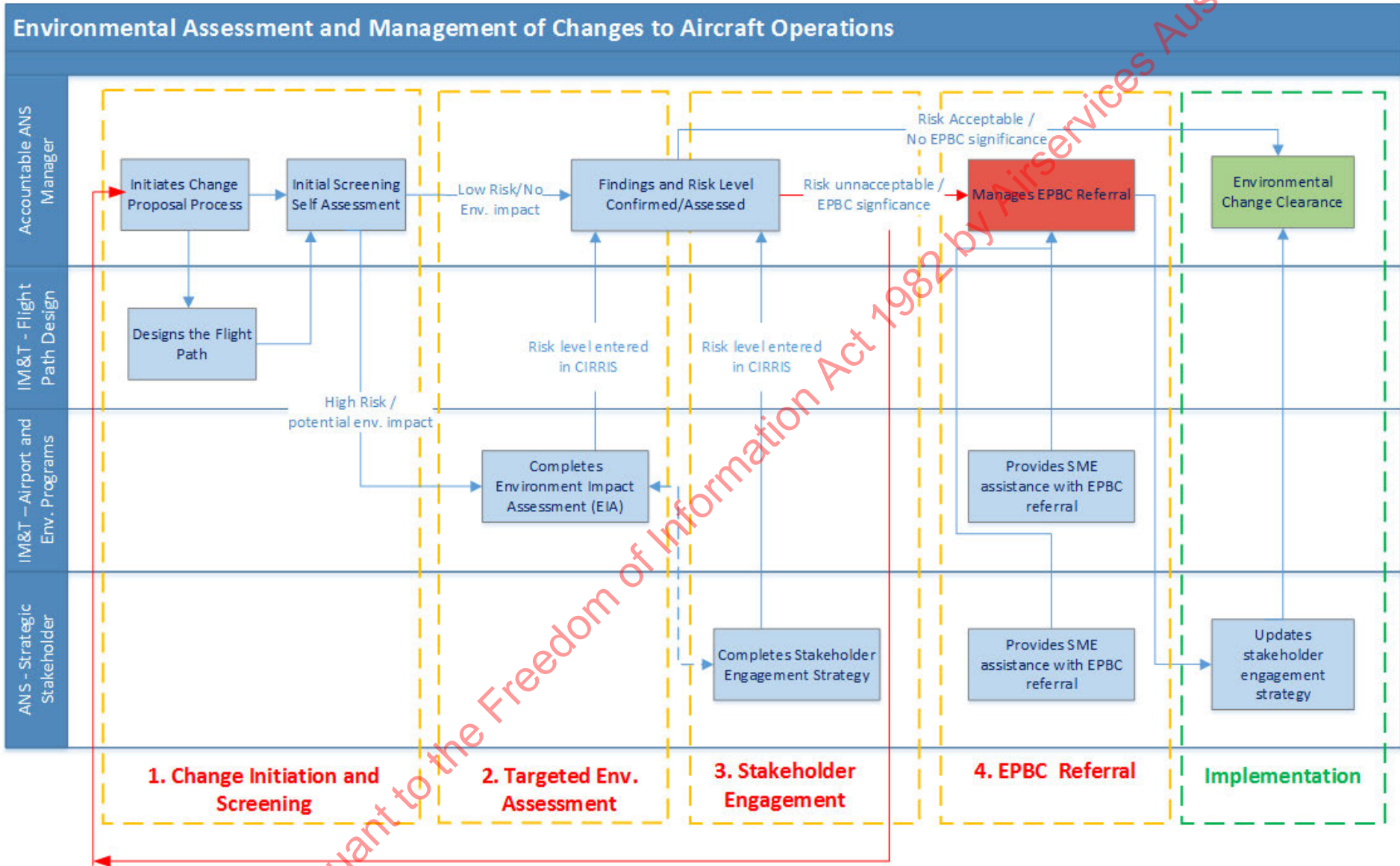


Figure 1– Summarised Environmental Change Management Process

6.1.4 Accountabilities

1. The Accountable ANS Manager must ensure that:
 - a. The requirements and outcomes of the Initial Environmental Screening are achieved;
 - b. The risk level is accepted or rejected in CIRRIIS;
 - c. ANS undertakes a preliminary options assessment for proposed changes (which considers environmental cost benefits), prior to providing to IM&T for detailed flight path design or environmental assessment.
2. Manager ATM Network Services must ensure that
 - a. Any IM&T proposed changes are sent to the Accountable ANS Manager for change initiation;
 - b. Flight paths provided to the Accountable ANS Manager for change screening, are prepared in the agreed format.

6.2 Targeted Environmental Impact assessment

6.2.1 Purpose

The targeted environmental impact assessment is required to:

- Conduct further impact assessment, where a requirement has been triggered through the initial environmental screening;
- Identify and assess potential impacts to the environment (including noise, emissions, impacts to humans and wildlife, cultural Heritage values);
- Inform the Accountable ANS Manager about levels of environmental risk associated with proposed flight path changes, as a basis for decision making;
- Meet legal, industry standard, and other impact assessment requirements as described in:
 - Legislation, including the EPBC Act, *Airservices Act 1995*, and associated Ministerial directions;
 - Requirements as specified under ISO14001:2015 – Environmental Management System Requirements.

6.2.2 Outcomes to be achieved

1. A report provided to the Accountable ANS Manager which meets the requirements of this NOS (including a determination of whether 'significant impact' is triggered under the EPBC Act, and a risk level determination for the proposed change);
2. Initiation of an EPBC referral process (if triggered by the assessment);
3. An updated CIRRIIS entry for the change, including an environmental risk level;
4. Acceptance or rejection of the risk assessment in CIRRIIS.

6.2.3 Requirements

1. The assessment report shall be signed and endorsed by the Airport and Environment Programs Manager;
2. Environmental impact assessment shall:
 - a. Be based on accepted industry practices and environmental assessment methodologies;
 - b. Include an assessment of impacts to applicable environment values, as described under the EPBC Act (including noise, emissions and impacts to biodiversity values);
 - c. Include a benefits assessment for the change (including fuel and aircraft emissions reductions);
 - d. Have a level of rigor and detail (i.e. 'short' or 'long' form assessments) which is informed by:
 - i. Feedback from the Strategic stakeholder unit early in the assessment planning phase, regarding potential risks and sensitivities that should be considered;
 - ii. the enterprise risk level associated with the change.
 - e. Include an assessment of 'significant impact' as defined under the EPBC Act;
 - f. Be quantitative and objective;
 - g. Be clearly documented and document controlled (using prescribed templates);
 - h. Provide an appropriate evidentiary trail for assurance and auditing purpose;
 - i. Include a risk assessment and determination of associated environmental risk level which considers all potential business impacts (in accordance with Airservices Risk standard AA-NOS-RISK-0001);
 - j. Include clear conclusions regarding:
 - i. the potential for environmental impact on key values described under the EPBC Act. Conclusions shall be supported by cited literature whether relevant;
 - ii. whether the change constitutes significant environmental impact according to the EPBC Act.
 - k. Include recommendations to address identified significant impacts (i.e. lodge EPBC Referral or redesign flight path).
3. The assessment outcome shall be updated in CIRGIS;
4. Assessments shall be subject to a robust critical review process, within IM&T, prior to finalisation;
5. Assessments that are part of an EIS process, shall undergo external peer review by appropriately qualified experts prior to finalisation;

6.2.4 Accountabilities

1. The Accountable ANS Manager must ensure that:
 - a. Accurate information, regarding the proposed flight path, has been provided to IM&T in a timely manner, to enable them to undertake the assessment;
 - b. The findings of the environmental assessment report and risk level are considered in the change assessment planning;
 - c. The CIRRIIS risk resulting from the environmental assessment is accepted or rejected in CIRRIIS;
 - d. EPBC referral obligations are met (if triggered), including management of any subsequent approval processes (refer to section 6.3 for further details);
 - e. The results of the environmental assessment are communicated to the appropriate Management level (if a Class B risk or higher).
2. The ATM Data Services Manager shall
 - a. Ensure the report is prepared:
 - i. in accordance with the requirements of this NOS;
 - ii. in consultation with ANS – Strategic Stakeholder Unit;
 - iii. according to timeframes agreed with the Accountable ANS Manager.

6.3 EPBC referral and assessment under the EPBC Act

6.3.1 Purpose

The purpose of this stage is to seek advice (through a referral) from the Environment Minister regarding whether a Proposal constitutes 'significant impact' under the EPBC Act, and if so, to have the Proposal formally assessed.

This is required for all Proposals which have met the criteria for 'potential significant impact' under the Targeted Environmental Impact Assessment (described in Section 6.2, above), and where the Proponent has decided to proceed with the Proposal as planned.

6.3.2 Outcomes to be achieved

1. A request for advice (i.e. an EPBC Referral) sent to the Minister by the Accountable ANS Manager, regarding whether or not the Proposal is likely to result in 'significant impact'.
2. Advice and/or a decision from the Environment Minister regarding whether the Proposal constitutes 'significant impact' and any further assessments or actions required under the EPBC Act (following referral of any Proposal to the Minister for assessment).
3. If the Proposal is deemed by the Environment Minister (following referral) as likely to have a 'significant impact' (i.e. constitutes a 'controlled action'):

- a. An environmental assessment report (in whichever form specified) sent to the Environment Minister, for formal assessment under the EPBC Act;
 - b. A decision from the Minister, following review of the environmental assessment report, regarding whether to approve the action, and what conditions (if any) to impose.
4. The assessment outcome shall be updated in CIRRIIS.
 5. Approval commitments (as described in the referral) or conditions set by the Minister, are captured, tracked and enacted.

6.3.3 Requirements

1. EPBC referrals shall be prepared and managed in accordance with legislated mechanisms and timeframes, as described in the EPBC Act¹;
2. EPBC assessment outcomes shall be recorded in CIRRIIS, including updated risk ratings associated with the change.

6.3.4 Accountabilities

1. The Accountable ANS Manager shall:
 - a. Manage the EPBC referral and assessment processes (including document preparation, endorsement and provision to the Environment Minister for assessment);
 - b. Manage any liaison, actions required, or further approval processes resulting from Ministerial advice;
 - c. Record the outcomes of the assessment in CIRRIIS and update, and or accept, the associated risk.
2. The Airport and Environment Programs Manager shall:
 - a. Provide environmental SME advice and assistance regarding the EPBC approval process, as agreed with The Accountable ANS Manager.
3. The Strategic Stakeholder Manager shall:
 - a. Provide SME advice and assistance regarding community consultation matters, as agreed with The Accountable ANS Manager;
 - b. Update the Stakeholder Engagement Strategy as required, to reflect the outcomes of the EPBC Assessment process.

7 Stakeholder engagement

7.1 Purpose

The purpose of stakeholder engagement is to identify, manage and mitigate potential environmental impacts on the community resulting from aircraft changes, particularly with respect to noise.

¹ For further information refer to the Federal Government Guideline '[Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies](#)'.

This is predominantly achieved through the development and implementation of a Stakeholder Engagement Strategy (SES), which sets the requirements for communicating Airservices' management of flight path changes.

7.2 Outcomes to be achieved

SES development

1. Development of a SES, which reflects the findings of the environmental impact assessment and other considerations relating to impacts to the community;
2. Guidance provided to IM&T regarding the required level of environmental impact analysis (based on any heightened community risks);
3. A community impact risk assessment which is recorded in CIRRIIS and accepted or rejected by the Accountable ANS Manager;
4. Ultimately a decision by the Accountable ANS Manager regarding whether or not to proceed with implementing the Proposal or whether redesign is necessary.

SES Implementation

5. Implementation of the SES to relevant stakeholders (including relevant CACGs, other Community groups as required);
6. A revised risk assessment and agreed level of overall Proposal risk (either Class A, B, C, or D) post implementation of the SES.

7.3 Requirements

SES Development

1. Development of the SES shall be iterative, commencing in conjunction with the Targeted Environmental Impact Assessment described in Section 6.2.

SES Implementation

1. SES implementation methodology will vary in each case (targeted to the particular Proposal) but, as a minimum shall include:
 - a. Information provided and/or a presentation to relevant community groups and bodies (e.g. Airport Community Aviation Consultation Groups – CACGs) where the proposed change is communicated (see specific requirements in 2 below);
 - b. Publication on the Airservices website;
 - c. Participation in other activities required by other stakeholder engagement plans (e.g. Communication to politicians) where necessary;
 - d. A request for comments on the intended Proposal to be provided by a specified date (where community feedback is sought).
2. Community consultation under the SES shall:
 - a. Be targeted to all areas potentially affected by the change;
 - b. Provide justification for the change, explicitly describing how any negatives are balanced by benefits, and on what basis the chosen approach is optimal compared to viable alternatives;

- c. Describe timeframes for implementation, specific proposed flight paths, and likely noise levels and associated impacts;
 - d. Consider the social, economic and cultural context of the communities being consulted to ensure genuine engagement and accessibility of information.
3. The community shall receive all relevant information relating to a change proposal within a reasonable timeframe, to provide them with the opportunity to effectively give feedback prior to implementation.

7.4 Accountabilities

1. ANS Strategic Stakeholder Manager shall:
 - a. Lead and manage development, implementation and delivery of the SES (including all consultation and delivery at relevant forums - including CACGs and Community groups);
 - b. Lead the environmental risk review and update (pre and post SES implementation), in collaboration with ATM Data Services;
 - c. Compile all feedback and consultation records and communicate the findings to the Accountable ANS Manager.
2. The Accountable ANS Manager (or delegate) shall:
 - a. Review (i.e. accept or reject) and provide comment on the risk assessment findings (note that the review must be conducted by a Manager with an appropriate level of risk acceptance delegation).
3. The ATM Data Services Manager shall:
 - a. Participate in implementation of the SES (as Subject Matters Experts) as required and as agreed with the Accountable ANS Manager.

8 Assurance assessments

Business groups with accountabilities described in this NOS shall conduct periodic assurance assessments to confirm that associated requirements and obligations are being met.

Additionally, Safety and Assurance Group shall conduct targeted assurance assessments of key elements of the environmental change management process on a periodic basis.

9 Post implementation reviews

Accountable ANS Managers shall conduct periodic post implementation reviews (PIRS) of implemented flight path changes, to verify conclusions made regarding potential environmental impacts and risk levels, as well as the overall effectiveness of the change management process.

As a minimum, post implementation reviews shall:

1. Draw conclusions regarding whether or not the change outcomes met predictions made in the Environmental Impact Assessment and SES;
2. Highlight any ongoing actions required;

3. Identify any required improvements to associated environmental management processes and documentation.

Note that the above requirements can be incorporated into any other applicable ANS change process reviews as required, rather than developing a standalone environment PIR.

10 Skills, qualifications, and awareness

Managers with accountabilities described in this NOS, shall ensure that all staff involved in delivery of the ANS change process, have the necessary skills, qualifications and/or awareness to effectively perform their role.

Where necessary, Managers should implement training and/or education and awareness programs to build required capabilities and experience.

11 Documentation and recording

All environmental assessments and records of stakeholder engagement shall:

1. Be maintained on record in accordance with Airservices records management standards
2. Have key findings and actions recorded in CIRRIIS

12 Definitions and acronyms

Within this document, the following definitions apply:

Term	Definition
Accountable ANS Manager	The clear point of accountability for the overall success of a change. The Accountable ANS Manager is either: <ul style="list-style-type: none"> • one of the three ANS Region Managers, depending on the particular location of the change; or • the ANS EGM if the proposed change represents a class B risk.
ANS	Air Navigation Services
ATM	Air Traffic Management
ATC	Air Traffic Control
ATS	Air Traffic Service
CASA	Civil Aviation Safety Authority
CIRRIIS	Corporate, Integrated Reporting and Risk Information System – Airservices integrated database for the management of incidents, risks, obligations and safety issues.
EGM	Executive General Manager
EMS	Environmental Management System – A Structured framework of elements (including policy, processes, and practices) that enables an organisation to manage its environmental aspects and impacts. Airservices EMS is aligned with the international environmental management standard ISO14001.

Term	Definition
Aircraft Emissions	Emissions to air of chemicals and other substances as a result of the combustion of fuel to power aircraft. Aircraft emissions typically include greenhouse gases (predominantly CO ₂), as well as nitrogen oxides (NO _x), water vapour and particulates (soot and sulfate particles), sulfur oxides, carbon, incompletely burned hydrocarbons, tetraethyllead (piston aircraft only), and radicals such as hydroxyl, depending on the type of aircraft in use.
Environment Minister	Federal Government Minister responsible for administering the EPBC Act
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> - Commonwealth legislation that provides a framework to manage significant impact to matters of national environmental significance, or arising from actions undertaken on Commonwealth land, or actions undertaken by a Commonwealth body.
EPBC Referral	Where advice is sought from the Minister for the Environment as to whether a Proposal may have significant impact on the environment (under the EPBC Act), and whether it requires formal assessment under that Act.
MNES (or NES)	Matter of National Environmental Significance – An environmental value, defined and protected under the EPBC Act, considered to have national environmental significance.
Noise Sensitive Uses	Noise sensitive uses are residential, education establishments, offices, hospitals, aged care, churches, religious activities, theatres, cinemas, recording studios, court houses, libraries and galleries as specified as 'noise sensitive developments' in AS2021
NOS	National Operating Standard
Proponent	The person who is entering the change proposal into CIRRIIS
Proposal	<p>A proposal is any change in Airservices' air traffic management practices that may affect aircraft movements. This includes, but is not be limited to:</p> <ul style="list-style-type: none"> • A new, or amendment to an existing, instrument approach • A new, or amendment to an existing, flight path or air route • Re-classification of airspace • Change to preferred runways • Change in time of day of operation (e.g. amendments to tower hours of operations – as the time of day that a tower operates may alter the flight path used by aircraft) • A change that allows use of a flight path/airspace by a different type or number of aircraft <p>Note: A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a proposal.</p>
NRFC	National Request for Change registers, which are managed by the Business Units.
SES	Stakeholder Engagement Strategy

Term	Definition
Significant Environmental Impact	A proposal determined to have significant impact in accordance with the EPBC Act

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13 References/related documents

13.1 Internal documentation

- [Environment Policy - C-POL:AA 000 6](#)
- Environmental Risk Management Procedure – ENV-PROC-0004
- Environmental Management System Requirements and Accountabilities – AA-NOS-ENV-0001
- Airservices Communication and Consultation Protocol - http://www.airservicesaustralia.com/wp-content/uploads/Communication-and-Consultation-Protocol_WEB.pdf

13.2 External documentation

- SEWPaC 2010, 'Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies' Significant impact guideline 1.2, Environment Protection and Biodiversity Conservation Act 1999.
- AS2021-2000: Acoustics-Aircraft noise intrusion-Building siting and Construction, Standards Australia International Ltd, Sydney, NSW 200

Appendix A Initial ANS Screening Criteria

Note: All vertical measurements are Above Ground Level (AGL)

Table 1: Aircraft flight metrics

Section	Action	Criteria	Result
A	1) Change to aircraft operations	A change to an air route that is entirely: <ul style="list-style-type: none"> Above 20,000 ft, or Over water and > 5 nm from land, or Over non-residential areas and above 2000 ft 	Yes to any – go to C No to all – go to B and C
B	1) New air route, approach or departure procedure	Entirely new, and not a change to anything pre existing	True or false
	2) Lateral change to <ul style="list-style-type: none"> an approach; a departure procedure, or an air route 	At an airport with an air traffic control tower <ul style="list-style-type: none"> any change below 3,000 ft 	True or false
		<ul style="list-style-type: none"> >100m at below 1,000 ft > 200m at 1,000 ft to below 2,000 ft > 300m at 2,000 ft to below 3,000 ft > 600m at 3,000ft to below 6,000 ft > 2,000m at 6,000 - 20,000 ft 	True or false
	3) Change resulting in a decrease in altitude	Decrease > 100 ft at: <ul style="list-style-type: none"> Below 10,000 ft – jets Below 6,000 ft – non-jets 	True or false
	4) Change directly allowing an increase in movements	Increase > 5 movements per day at: <ul style="list-style-type: none"> Below 10,000 ft - jets Below 6,000 ft – non-jets 	True or false
	5) Change in hours of operation	A change directly allowing a departure or arrival time within the hours between 10pm – 7am	True or false
6) Change in aircraft type	A change directly allowing a different type or category of aircraft to use a given route	True or false	
C	1) Change in distance flown	Increase > 100 nm	True or false

Table 2 – Locations automatically considered as potential B Class reputational risk

Airport	Notes
Adelaide (YPAD)	Legislated Curfew
Brisbane (YBBN)	Community Sensitivity
Darwin (YPDN)	Defence Stakeholder
Essendon (YMEN)	Legislated Curfew
Gold Coast (YBCG)	Legislated Curfew
Melbourne (YMML)	Community Sensitivity
Perth (YPPH)	Community Sensitivity
Sydney (YSSY)	Legislate Curfew
Townsville (YBTL)	Defence Stakeholder

1. Applying the criteria:

1. Proposals shall undergo further targeted Stage 2 and 3 environmental impact assessment (in accordance with AA-NOS-ENV-2.100) where application of the screening criteria indicates:
 - a. A 'True' or 'Unknown' result, for any of the criteria in Table 1 (i.e. may result in environmental impact or a change visible from the ground),
2. In addition to 1, above, and regardless of the screening outcome, the Strategic Stakeholder Manager shall be notified of all proposals where the location corresponds to a Class B risk, as shown in Table 2. Notification shall be in writing and as soon as practicable following completion of the screening process.

2. Context and considerations

- a. A change is any Airservices initiated variation to air traffic management practices that may involve a change to aircraft operations. Changes include, but are not limited to:
 - b. A new, or amendment to an existing, instrument approach
 - c. A new, or amendment to an existing, flight path or air route
 - d. Re-classification of airspace
 - e. Change to preferred runways
 - f. Change in time of day of operation (e.g. amendments to tower hours of operation – the time of day that a tower operates may alter the flight path used by aircraft)
 - g. A change that allows use of a flight path/airspace by a different type or number of aircraft.
 - h. A tactical decision of an air traffic controller to alter the track of an individual aircraft does not constitute a Proposal.
 - i. Residential areas are identified through analysis of aerial photographs and/or satellite imagery.

- j. Screening criteria are designed to fast-track proposals with impacts far below the thresholds for significance applied to full assessments.
- k. Screening criteria may only be applied by proponents who have undergone appropriate training in the use of, and basis for, the criteria.
- l. Average traffic levels may be applicable at locations where there is little variation in movements throughout the year unless specifically excluded in the table above. Also specifically excluded are those locations that host special events attracting additional movements such as air shows.

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Appendix B Other Business Revenue – explanatory notes

Other Business Revenue (OBR), otherwise referred to as 'Unregulated Revenue' or Non-Airways Revenue, relates to the provision of goods or services other than those which are provided as part of the regulated service that is subject to the Long Term Pricing Agreement (LTPA) with customers. For the avoidance of any doubt, OBR is a term applied to account for those activities not funded through airways revenue.

Airservices OBR includes (but is not limited to):

- provision of charting services and other publications
- maintenance or provision of nav aids under contract
- provision of air traffic services under contract (e.g. for Solomon Islands and Nauru)
- delivery of training and
- funds we receive for official development assistance (aid) activities.

For further information on OBR, refer to the following documents:

- [C-PROC0194](#)
- [MI-0205](#)