

**Rural Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Supplementary Estimates October 2010

**Infrastructure and Transport**

**Question No.:** AAA 01

**Division/Agency:** Aviation and Airports

**Topic:** Aviation Safety Regulatory Reform

**Hansard Page/s:** 125 (21/10/10)

**Senator Macdonald asked:**

**Senator IAN MACDONALD**—The office of parliamentary draftsmen?

**Mr McCormick**—The Office of Legislative Drafting and Publishing.

**Senator IAN MACDONALD**—Someone must give—

**Mr McCormick**—The subject matter experts from CASA give the briefs to the drafters but the drafters very much follow the guidelines, I can assure you.

**Senator IAN MACDONALD**—Perhaps I can get Mr Mrdak to follow that question up—whether the complaint should be to the office of parliamentary draftsmen, which you would direct through your department, no doubt.

**Mr Mrdak**—We will have a look at that.

**Answer:**

The regulations are drafted by the Office of Legislative Drafting and Publishing (OLDP) in the Attorney- General's Department on instruction from the Civil Aviation Safety Authority (CASA) and take account of the Commonwealth's guidelines.

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**Question No.:** AAA 02

**Division/Agency:** Aviation and Airports

**Topic:** Aviation Access Working Group

**Hansard Page/s:** Written Question

**Senator Fifield asked:**

- 1) What is the purpose of the aviation access group?
- 2) Please provide a list of members of the aviation access group?
- 3) Is the Department aware of difficulties experienced by any members of the aviation access group to attend meetings of the group?
- 4) What steps has the Department taken to alleviate these difficulties?

**Answer:**

(1)- (4) Terms of Reference and a list of participating organisations for the Aviation Access Working Group (AAWG) are available on the Department's website.

The Department was made aware at the meeting on 4 November 2010 that one of the members, a volunteer representing a national disability organisation, faces difficulties in attendance at meetings.

The Department has moved AAWG meetings to Sydney rather than Canberra to provide more flight options and seeks to provide significant advance notice of meetings to members to assist their travel planning.

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**Question No.:** AAA 03

**Division/Agency:** Aviation and Airports

**Topic:** Perth air traffic management and consultation

**Hansard Page/s:** Written Question

**Senator Heffernan asked:**

- 1) In response to questions on notice submitted at the Perth Hearing of the Senate Inquiry into the Effectiveness of Aircraft Noise, Airservices Australia said they had recently consolidated and refined a tailored consultative process. Airservices wrote:
  - a) "Where flight path change proposals are not primarily safety-related, there is often greater opportunity to involve communities during the design of proposals."Even in situations where changes are primarily safety-related, does Airservices Australia have a community consultation procedure or information program in place for involved communities?
- 2) The degree of angle for approach and departure at Perth Airport is currently 3 degrees. It has previously been 5 degrees. By returning approaches and departures to 5 degrees would it be possible to reduce the noise impact for people more than 30km from the Airport while not changing the ANEF for Perth Airport?
- 3) Under the new flight paths for Perth Airport are there any circumstances in which jet and non-jet aircraft may share the flight track albeit with some vertical separation?
- 4) The Draft Guidelines for Community Aviation Consultation Groups was issued by the Department of Infrastructure, Transport, Regional Development and Local Government. What level of involvement or input did Air Services Australia have into the creation of these guidelines?
- 5) Will Air Services Australia approach the Department of Infrastructure, Transport, Regional Development and Local Government to consider extending the period of comment on Draft Guidelines for Community Aviation Consultation Groups beyond the 28 May 2010 deadline given its commitment to expanded community consultation as part of the Aviation White Paper?
- 6) In the first statement of purpose in the Draft Guidelines it states these consultation groups will "enable airport operators, residents in the vicinity of the airport, local authorities, airport users, and other interested parties to exchange information and ideas;" there is no clear definition of what is meant by in the vicinity of the airport and local authorities. Does this exclude interested parties who may be at a distance of the airport, but affected by its operations?
- 7) Will ASA seek full membership of these Community Aviation Consultation Groups as part of its promised expansion of community consultation?
  - a) The proposed guidelines state one of the purposes of the Community Aviation Consultation Groups would be to "allow concerns to be raised and taken into account by the airport operator, with a genuine desire to resolve issues that may emerge". This statement does not allow for the involvement of the wider regulatory bodies such as Air Services Australia.
- 8) The draft guidelines present an opportunity to define an enhanced process for complaints-handling through these Community Aviation Consultation Groups, which

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can have positive impacts for Air Services Australia. The guidelines state that "There are formal procedures..." and that the arrangements should be "well publicised" There is no mention that they should also be effective in resolving the underlying issues.

Can Air Services Australia expand on these remarks by providing information on how these procedures will produce a positive outcome for the complainant rather than just cataloguing their complaint as a number in a database?

**Answer:**

**Questions 1 to 3**

Airservices answered these questions at Supplementary Budget Estimates on 21 October 2010 and refers Senators to the hearing Hansard (pages 126-128).

**Questions 4 to 8**

- 4) Airservices Australia provided written comments on the draft Community Aviation Consultation Group guidelines.
- 5) Refer to Mr Doherty's comments at p. 127 of the Hansard that all comments received will be considered.
- 6) No.
- 7) Refer to Mr Russell's comments at p. 127 of the Hansard that it is Airservices Australia's intention to be a member of the Community Aviation Consultation Groups.
- 8) Noted. See Mr Russell's comments on pp. 127 and 128 of the Hansard in relation to complaints handling.