

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No. : RAA 01

Topic: Regional Radar

Hansard Page: p. 100 (Monday, 14/2/05)

Output: Regulatory Group – Aviation and Airports

Senator Bishop asked:

Would the Secretary of the Department be aware as to whether a decision was made by Cabinet?

Answer:

The Secretary has no knowledge of a discussion in or whether a decision was made by Cabinet on this matter.

Senate Rural and Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 02

Topic: Radar Coverage

Hansard Page: p. 118 (Monday, 14/2/05)

Output: Regulatory Group – Airservices Australia

Senator Bishop asked:

Are you aware of any confusion within Airservices Australia regarding this directive, particularly as to the altitudes at which radar coverage is required – for example, at ground level, 500 feet, 1, 000 feet?

Mr El-Ansary - I am not personally aware of any confusion.

- Was the directive clear on that aspect?

Mr El-Ansary.- It is fairly general. I presume you have a copy of it.

- I am not aware we do. You might make it available to the committee.

Answer:

Mr El-Ansary advised the Committee that he was not personally aware of any confusion (RRA&T p.105).

A copy of the Direction is **attached**. The Direction was tabled in Parliament on 29 November 2004.

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 03

Topic: Radar

Hansard Page: p. 105 (Monday, 14/2/05)

Output: Regulatory Group – Airservices Australia

Senator Bishop asked:

When you received the Minister's directive during the afternoon of 31 August, did Airservices Australia contact the Minister's office during the day to seek clarification of a rumour that the directives were about to be issued? Did you contact the Minister's office prior to receiving the directive?

Mr Grant – I did.

-You did?

Mr El-Ansary – My colleague did.

-what time did you do that?

Mr Grant-It may have been very early on the day - I do not remember exactly-but I did ask whether there was a direction being prepared to send to us.

-And what were you told?

Mr Grant-The first answer was no, I am not sure if that was on the 31st or the day before. That is something I would like to check.

Answer:

Mr Tom Grant, General Manager, Organisation Development Unit and Corporate Secretary, wrote a letter of clarification to the Committee in relation to this matter on 23 February 2005 (**copy attached**).

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 04

Topic: Airport Control Towers Transition Subsidies

Hansard Page: p. 110 (Monday, 14/2/05)

Output: Regulatory Group – Airservices Australia

Senator O'Brien asked:

And is the cost estimate of \$8.68 million on tract? How is the subsidy amount for each airport determined? So, is the actual formula for each airport able to be made available to the Committee?

Answer:

The distribution at a location level of the \$7 million Government subsidy for the 2003/04 financial year, was determined via the following steps:

1. 2003/04 budgeted loss-making tower locations were identified;
2. The total 2003/04 budgeted loss of those loss-making towers was calculated;
3. An individual location's proportion of the total budgeted loss was determined; and
4. This proportion of the total budgeted loss was then multiplied by the \$7 million Government subsidy to determine a location's allocated amount.

Therefore, the allocation received by a location can be expressed as (budgeted location loss/total budgeted loss of loss-making towers) x total Government subsidy of \$7 million.

The 2003/04, \$7 million Government subsidy, was distributed to locations as follows:

2003/04 Budgeted Loss Making Towers	2003/04 Budgeted Loss	% of Total Loss	Subsidy Amount
ALBURY	1,077,860	6.4%	440,093
ARCHERFIELD	2,119,247	12.5%	865,293
BANKSTOWN TOWER	1,678,430	9.9%	685,307
CAMDEN TOWER	0	0.0%	94,250
COFFS HARBOUR	348,940	2.1%	142,473
ESSENDON	2,314,253	13.7%	944,915
JANDAKOT	1,528,067	9.0%	623,913
LAUNCESTON	594,526	3.5%	242,746
MACKAY	756,700	4.5%	308,962
MAROOCHYDORE	1,052,565	6.2%	429,765
MOORABBIN	1,585,295	9.4%	647,279
PARAFIELD	1,275,944	7.5%	520,971
ROCKHAMPTON	653,976	3.9%	267,020
TAMWORTH	1,927,526	11.4%	787,013
Total Towers	16,913,326	100.0%	7,000,000

Note that the Budget assumption in relation to Camden Tower for 2003/04 was that it was to be closed from July 03. Camden Tower remained open to provide weekend services in 2003/04. The allocation of the Government Subsidy was subsequently modified to incorporate Camden Tower receiving the same level of subsidy that it received in the preceding financial year. Hence the percentage of Total Loss figures detailed above, are to be multiplied by \$ 6,905,750 (\$ 7,000,000 - \$ 94,250), to arrive at the final allocated subsidy amounts.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 05

Topic: National Airspace System

Hansard Page: p. 111 (Monday, 14/2/05)

Output: Regulatory Group – Aviation and Airports

Senator Bishop asked:

Can you give me an indicative figure of the increasing costs arising from the requirement to make a change decision?

Are we up in the seven-figure area, over a million? You would be, wouldn't you?

Answer:

Please see **attached** table.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 06

Topic: Mr Bernie Smith's Retirement

Hansard Page: p. 112 (Monday, 14/2/05)

Output: Regulatory Group – Airservices Australia

Senator Bishop asked:

Did Mr Smith provide a letter of resignation to the Board? Could a copy of that be made available to the Committee?

Answer:

The response by Mr Hisham El-Ansary, Acting CEO, is as follows:

I have discussed this matter with the Deputy Chairman of the Airservices Board and Mr Smith, and have carefully examined the content of the letter. It is my view that the correspondence contains information that is of a personal nature which is sensitive to Mr Smith's employment. Mr Smith has advised me that he does not agree to this information being made public and, accordingly given our obligations under the Commonwealth *Privacy Act 1988* and subsequent amendments, I must decline to release the letter to the Committee.

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 07

Topic: Overseas Visitor Arrival Statistics

Hansard Page: p. 113 (Monday, 14/2/05)

Output: Regulatory Group – Aviation & Airports

Senator Mark Bishop asked:

How far below pre-September 2001 levels are we currently at? Are we back to September 2001 or are we still below? Can we have a break-up on domestic and international?

Answer:

The information in the table below, which has been extracted from aviation statistics data published on the Department of Transport and Regional Services web site, provides a break-up of international, domestic and regional passengers at Sydney Airport for the years 1999-00 to 2003-04. The table shows that total passenger numbers, as well as the international component of those passengers in 2003-04 exceeded the number through the airport in 2000-01. The table also provides total aircraft movements and shows that these were significantly lower in 2003-04 than in 2000-01.

Sydney Airport: Regular Public Transport Services - Revenue Passengers and Aircraft Movements

Year (Note 1)	International Passengers	Domestic Passengers	Regional Passengers	Total Passengers	Total Aircraft Movements
1999-00	7,702,697	13,483,068	1,912,427	23,098,192	255,600
2000-01	8,537,832	15,127,511	2,148,615	25,813,958	283,408
2001-02	7,968,165	13,524,090	1,657,866	23,150,121	227,644
2002-03	7,752,988	14,158,215	1,531,045	23,442,248	225,343
2003-04	8,594,354	15,817,603	1,660,690	26,072,647	238,030

Note 1: Regional airline data includes estimates.

Source: Bureau of Transport and Regional Economics, *Airport Traffic Data: 1993-94 to 2003-04*

Senate Rural and Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Transport and Regional Services

Department of Transport and Regional Services

Consideration of Additional Budget Estimates February 2005

Question No.: RAA 08

Topic: Aviation Drug and Alcohol Testing Review

Hansard Pages: pp. 125-126 (Monday, 14/2/05)

Output: Regulatory Group – Aviation & Airports

Senator Bishop asked:

- (1) What is the projected cost of the Review?
- (2) When were the Terms of Reference finalised?
- (3) How many submissions were received?

Answer:

- (1) The Review was undertaken by Department of Transport and Regional Services staff, assisted as required by Civil Aviation Safety Authority (CASA) staff. The estimated total for staffing and other related expenses allocated to this Review is \$150,000.
- (2) The Terms of Reference were finalised on 28 April 2004.
- (3) 18 submissions were received.