

**Rural & Regional Affairs and Transport Legislation Committee**

**ANSWERS TO QUESTIONS ON NOTICE**

Additional Estimates February 2012

**Infrastructure and Transport**

**Question no.:** 86

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Archerfield Airport's 2011/12-2031 Draft Master Plan

**Proof Hansard Page/s:** 63 (14/02/2012)

**Senator Fawcett asked:**

**Senator FAWCETT:** The Archerfield plan at the moment indicates simultaneously a proposed extension of runway 28 right and at the same time has zoned an area for light industrial that would be slap in the middle of the runway and safety area. So, there is a direct conflict there straightaway, because if that development goes ahead then the runway extension cannot go ahead, which means the airport loses the potential to expand its operations. Why did that get approved?

**Mr Mrdak:** The Archerfield master plan is currently in the process of development. There is an approved master plan, but Archerfield is currently going through the process of obtaining approval of a new master plan. To the best of my knowledge, we have sought resolution of a number of issues that we identified with the draft master plan, and Archerfield is currently working through those issues and we are awaiting a response from the airport.

**Senator FAWCETT:** So, a conflict like that, if it was in this current plan, would not be approved?

**Mr Wilson:** I would have to take the detailed question on notice rather than try to provide you with an answer off the cuff in regard to the technical aspects of the operation of an airport, but the underlying premise, as Mr Mrdak indicated, was that we would provide advice in regard to the ongoing operation of the aviation sector.

**Answer:**

The current Archerfield Airport Master Plan 2005-2025 does not identify a proposed extension to runway 28.

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**Question no.:** 87

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Distinction between International and Domestic Flights

**Proof Hansard Page/s:** 74 (14/02/2012)

**Senator Xenophon asked:**

**Senator XENOPHON:** Mr Mrdak, is there a legal or policy distinction between an international flight sector and a domestic flight sector? The issue that has been raised is that you have foreign based cabin crew that fly on a tagged international flight. It is a domestic flight but it is tagged as an international flight. They are often paid—and I have modified my language after Mr Buchanan’s evidence at this committee—about a third of what an Australian based flight crew would be paid. Do you have any policy criteria to determine that this is a genuine international or domestic flight when the information I have been given is that on some of those flights the overwhelming majority of passengers are domestic passengers and they leave from a domestic terminal and arrive at a domestic terminal?

**Mr Mrdak:** We certainly closely examine the operation of the aircraft as to whether they meet traffic rights available under various bilateral agreements. Let me take that on notice, if I may. If there is a further element we apply I will come back to you.

**Answer:**

For the purposes of the *Air Navigation Act 1920* administered by the Department, a flight (described by its flight number) will be considered an international service if it crosses the Australian border. If a flight (described by its flight number) does not cross the Australian border it is a domestic flight.

An Australian airline can link a domestic flight to an international flight, using a single flight number (a so called “tag” flight) if they choose to do so, provided the applicable bilateral air services arrangements permit such services. In these circumstances, the domestic leg is considered part of the international flight for the purposes of the *Air Navigation Act 1920* and the economic rights which it regulates.

Some foreign international airlines may also operate international services with multiple stops in Australia. On these legs they may only carry passengers travelling as part of an international journey in accordance with the applicable bilateral air services arrangements.

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**Question no.:** 88

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Treatment of International and Domestic Flights Sectors

**Proof Hansard Page/s:** Written

**Senator Xenophon asked:**

1. It is clear from recent events that many govt agencies rely on the distinction between an international flight sector and a domestic flight sector for certain non-aviation determinations such as customs, migration, taxation or fair work issues. Is there a whole of government approach to this?
2. Are you the lead agency?

**Answer:**

1. The distinctions between international and domestic flights vary between government agencies depending on the relevant legislative requirement. Each agency has specific regulatory responsibilities as established by the relevant legislation, and the approach taken depends on the issue involved and the rights and responsibilities established by the legislation.
2. The Department of Infrastructure and Transport is one of a number of Government Agencies who have a direct regulatory interest.

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**Question no.:** 89

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Airport Development

**Proof Hansard Page/s:** Written

**Senator Fawcett asked:**

1. Given the Aviation White Paper statement that the primary purpose of airports is aviation, what is the government's strategy to ensure the long-term viability of leased airports under pressure to sell off or develop airport land?
2. Does the government believe that long-term viability includes the potential to expand facilities to accommodate larger aircraft?
3. Do the existing Acts and Deeds governing transition of airport ownership allow the Commonwealth to intervene where development plans could restrict the future viability of a leased/Council owned airport?
4. Does the government believe the existing focus on noise and airspace provides adequate consideration of factors that affect the airports?
5. The ALOP transfer deeds clearly state that aerodromes are to be managed in such a way as to maintain the current type and category of aircraft operations. Is it a breach of the deed for a Council to limit operations of certain aircraft in order to change the ANEF to accommodate a development on or near the airport?

**Answer:**

1. The Aviation White Paper committed to ensuring airport master plans maintain a continued focus on aviation development at secondary airports and not allowing non-aeronautical uses to compromise future aviation development.
2. The Aviation White Paper noted the importance of continued investment in leased federal airports as national economic infrastructure.
3. For former ALOP airports transferred to council ownership, the Government considers local authorities are best placed to make decisions regarding the operational arrangements and day-to-day management of aerodromes under Transfer Deeds, balancing a broad range of community interests.

The Commonwealth's key interest is to ensure the aerodromes are not closed without the consent of the Secretary of the Department and that they remain open for aviation activity.

4. Yes.
5. Under the Transfer Deeds, it is the responsibility of the local authorities to make day-to-day aerodrome management and operational decisions, including for the management of aircraft noise impacts on or near the aerodrome.

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**Question no.:** 90

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Airservices Australia Enroute Charges Payment Scheme

**Proof Hansard Page/s:** Written

**Senator Heffernan asked:**

In relation to the en route subsidy scheme for regional aviation:

1. Can you provide a list of all of the airline routes that are currently in receipt of the subsidy?
2. Can you provide a list of all of the carriers currently in receipt of the subsidy?
3. In relation to the proposed replacement scheme announced in the Aviation White Paper, can you please provide a list of regional airports and routes that would have been eligible under that scheme?

**Answer:**

- 1) The following list details route information for all commercial (RPT) flights serviced under the Airservices Australia Enroute Charges Payment Scheme (the Enroute Scheme).

Airline	Route (Airport Location)		State	
	From	To	From	To
Aeropelican	Sydney	Cooma	NSW	NSW
	Sydney	Mudgee	NSW	NSW
	Sydney	Williamtown	NSW	NSW
Airnorth	Darwin	Maningrida	NT	NT
	Darwin	Kununurra	NT	NT
	Darwin	Groote Eylandt	NT	NT
	Darwin to	Gove	NT	NT
	Groote Eylandt	Gove	NT	NT
	Kununurra	Perth	NT	NT
	Kununurra	Broome	NT	NT
	Maningrida	Elcho Island	NT	NT
	Maningrida	Milingimbi	NT	NT
Brindabella Airlines	Brisbane	Coffs Harbour	QLD	NSW
	Canberra	Albury	ACT	NSW
	Sydney	Cobar	NSW	NSW
	Canberra	Newcastle	ACT	NSW
Regional Express	Adelaide	Mt Gambier	SA	SA
	Adelaide	Ceduna	SA	SA
	Adelaide	Broken Hill	SA	NSW
	Adelaide	Whyalla	SA	SA
	Adelaide	Port Lincoln	SA	SA
	Adelaide	Kingscote	SA	SA

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	Adelaide	Cooper Pedy	SA	SA
	Dubbo	Broken Hill	NSW	NSW
	Griffith	Narranderra	NSW	NSW
	Hughenden	Richmond	QLD	QLD
	Hughenden	Townsville	QLD	QLD
	Julia Creek	Mount Isa	QLD	QLD
	Julia Creek	Richmond	QLD	QLD
	Longreach	Winton	QLD	QLD
	Melbourne	Mildura	VIC	VIC
	Melbourne	Albury	VIC	NSW
	Melbourne	Wagga Wagga	VIC	NSW
	Melbourne	Burnie	VIC	TAS
	Melbourne	Mt Gambier	VIC	SA
	Melbourne	King Island	VIC	TAS
	Melbourne	Merimbula	VIC	NSW
	Melbourne	Griffith	VIC	NSW
	Moruya	Merimbula	NSW	NSW
	Sydney	Lismore	NSW	NSW
	Sydney	Ballina	NSW	NSW
	Sydney	Dubbo	NSW	NSW
	Sydney	Broken Hill	NSW	NSW
	Sydney	Wagga Wagga	NSW	NSW
	Sydney	Albury	NSW	NSW
	Sydney	Griffith	NSW	NSW
	Sydney	Narranderra	NSW	NSW
	Sydney	Moruya	NSW	NSW
	Sydney	Merimbula	NSW	NSW
	Sydney	Orange	NSW	NSW
	Sydney	Bathurst	NSW	NSW
	Sydney	Parkes	NSW	NSW
	Sydney	Taree	NSW	NSW
	Sydney	Grafton	NSW	NSW
	Taree	Grafton	NSW	NSW
	Townsville	Winton	QLD	QLD
	Townsville	Mount Isa	QLD	QLD
	Wagga Wagga	Albury	NSW	NSW
Sharp Airlines	Adelaide	Mildura	SA	VIC
	Adelaide	Port Augusta	SA	SA
	Avalon	Portland	VIC	VIC
	Essendon	Portland	VIC	VIC
	Essendon	Flinders Island	VIC	TAS
	Hamilton	Essendon	VIC	VIC
	Launceston	Flinders Island	TAS	TAS
Skippers	Laverton	Leonora	WA	WA
	Mount Magnet	Meekatharra	WA	WA
	Perth	Laverton	WA	WA
	Perth	Leinster	WA	WA
	Perth	Leonora	WA	WA
	Perth	Meekatharra	WA	WA

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	Perth	Mount Magnet	WA	WA
	Perth	Wiluna	WA	WA
	Wiluna	Leinster	WA	WA
Skywest	Perth	Albany	WA	WA
	Perth	Geraldton	WA	WA
	Perth	Esperance	WA	WA
	Perth	Exmouth/Learmonth	WA	WA
Tasair	Hobart	Devonport	TAS	TAS
	Devonport	King Island	TAS	TAS
	Burnie	King Island	TAS	TAS

- 2) The following list details all airlines currently in receipt of the Airservices Australia Enroute Charges Payment Scheme subsidy.

<b>Air Operator</b>	<b>Regular Public Transport (RPT)</b>	<b>Light Aircraft Option (LAO)</b>	<b>Aeromedical Service</b>
Aeropelican Air Services Pty Ltd	✓		
Airnorth Regional Airlines	✓		
Brindabella Airlines	✓		
Regional Express Airlines	✓		
Sharp Aviation	✓		
Skippers Aviation	✓		
Skywest Airlines Pty Ltd	✓		
Tasair	✓		
Golden Eagle Airlines		✓	
King Island Airlines		✓	
West Wing Aviation		✓	
Careflight QLD		✓	✓
RFDS (QLD)		✓	✓
Chartair			✓
Jet City Pty Ltd			✓
SLSA Heli Rescue Service (North Region)			✓
RFDS (Central Ops)			✓
RFDS (South East)			✓
RFDS (West Ops)			✓
Slingair Pty Ltd			✓

- 3) The current guidelines for aeromedical services will continue to apply.

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**Infrastructure and Transport**

**Question no.:** 91

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Joint Study Report on Aviation Capacity in the Sydney Region

**Proof Hansard Page/s:** Written

**Senator Heffernan asked:**

1. You would be aware of media reports naming the Nepean area – covering Luddenham, Wallacia and Greendale – as the site of the second Sydney Airport. What consideration has the Department given (if any) to this site?
2. What information can you provide about the site?
3. Can you give me an update on the progress of the Joint Study underway between the NSW and the Federal Governments?
4. Can you provide a list of the members undertaking the inquiry and their position?
5. When will the study be complete?
6. If complete, when will it be released?
7. Will the study be a public document?
8. What is the scope of the study's inquiry?
9. What considerations is the Department giving to the Badgerys Creek site if, as it says in the Aviation White Paper, it is no longer considered a viable second site?

**Answer:**

The independent Steering Committee overseeing the Joint Study on aviation capacity in the Sydney Region presented its report to the Australian and NSW governments on Friday 2 March 2012. The Joint Study report, including supporting documentation, is publically available at: [http://www.infrastructure.gov.au/aviation/sydney\\_av\\_cap/index.aspx](http://www.infrastructure.gov.au/aviation/sydney_av_cap/index.aspx)

The Steering Committee members were:

- Mr Mike Mrdak, Secretary, Australian Department of Infrastructure and Transport (co-chair).
- Mr Sam Haddad, Director-General, NSW Department of Planning and Infrastructure (co-chair).
- Mr Les Wielinga, Director-General, Transport for NSW.
- The Hon Warwick Smith AM.
- Ms Jennifer Westacott.
- Dr Warren Mundy.
- Mr Christopher Brown.

The Terms of Reference are also published at:

[http://www.infrastructure.gov.au/aviation/sydney\\_av\\_cap/index.aspx](http://www.infrastructure.gov.au/aviation/sydney_av_cap/index.aspx)



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ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2012

**Infrastructure and Transport**

**Question no.:** 92

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Bankstown Airport South West Sector

**Proof Hansard Page/s:** Written

**Senator Heffernan asked:**

1. Who approved the fill on the S.W corner (Henry Lawson Drive and Milperra Rd), it covers 34 hectares and is 1-2m deep?
2. Was this fill requested by Bankstown Airport Ltd or Korda Mentha?
3. Has the Fill been placed over contaminated soil, including petrol/diesel contamination?
4. Have you seen evidence to suggest that this area can be considered a flood plain? Is so when? If not can you prove that it is not a flood plain?
5. Will the flood plain fill effect residential areas adjoining the Georges River? Is so how?
6. Are you aware that land on Bankstown Aerodrome is being offered for sale without advice that this is flood affected land or that it is contaminated?

**Answer:**

1. All works on the Bankstown Airport site are subject to appropriate development processes under the *Airports Act 1996*, the [Airports \(Environment Protection\) Regulations 1997](#) and the Airport (Building Control) Regulations 1996 and require approval of Bankstown Airport Limited (BAL) and the Airport Building Controller on behalf of the Commonwealth.
2. There are several developments which have included placement of fill on the south west sector of Bankstown Airport. The most recent works involving fill being moved to the south west sector occurred when the land was part of the BAC Devco development agreement lands and the works permit applicant was Craig and Rhodes on behalf of BAC Devco.
3. The Department ensures compliance with the [Airports \(Environment Protection\) Regulations 1997](#) and Airport (Building Control) Regulations 1996. For this site application of these regulations includes monitoring of possible contamination of soil and included ensuring fill being placed on the site was free from contamination. If the Airport Building Controller was aware of contamination on a site where fill was to be placed, the works permit would be appropriately conditioned to manage the contamination.
4. The Airport Environment Strategy for Bankstown Airport identifies that the south west sector is part of a flood plain. The environment strategy is updated every five years and will need to be included in the new master plan for Bankstown Airport.
5. All developments on Bankstown Airport require that the applicant provides BAL with certification from suitably qualified hydrologic engineer certifying that, having regard to Bankstown Airport Storm Water and Flood Management Strategy 2006, appropriate flood mitigation and storm water measures are installed.
6. See answer to question 4 above.

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**Infrastructure and Transport**

**Question no.:** 93

**Program:** 2.4

**Division/Agency:** (AAA) Aviation and Airports

**Topic:** Airservices Australia Enroute Charges Payment Scheme

**Proof Hansard Page/s:** Written

**Senator Heffernan asked:**

In relation to the en route subsidy scheme for regional aviation:

1. Can you provide a list of all of the airline routes that are currently in receipt of the subsidy?
2. Can you provide a list of all of the carriers currently in receipt of the subsidy?

**Answer:**

1.& 2. See response to Question no. 90.