Question no.: 78

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation & Airports
Topic: ANEI Data and Contour Mapping
Proof Hansard Page/s: 74 (29/05/2013)

Senator Birmingham asked:

Mr Stone: As Mr Mrdak said, the ANEI for Sydney and Adelaide, where there have been established government programs, is done as a matter of course each year. The process is that we get the data from Airservices. It actually compiles the flight path data. We usually engage a consultant to do the modelling and prepare the charts and then we assess what has happened to the contour. In some cases it does not move or it moves very little and there is no change in the assessable buildings. In this case it had expanded somewhat over the period. It is not a difficult thing to check essentially a couple of blocks of buildings.

Senator BIRMINGHAM: Is the ANEI data and the contour mapping publicly available?

Mr Stone: It has not been normal practice to publish that data.
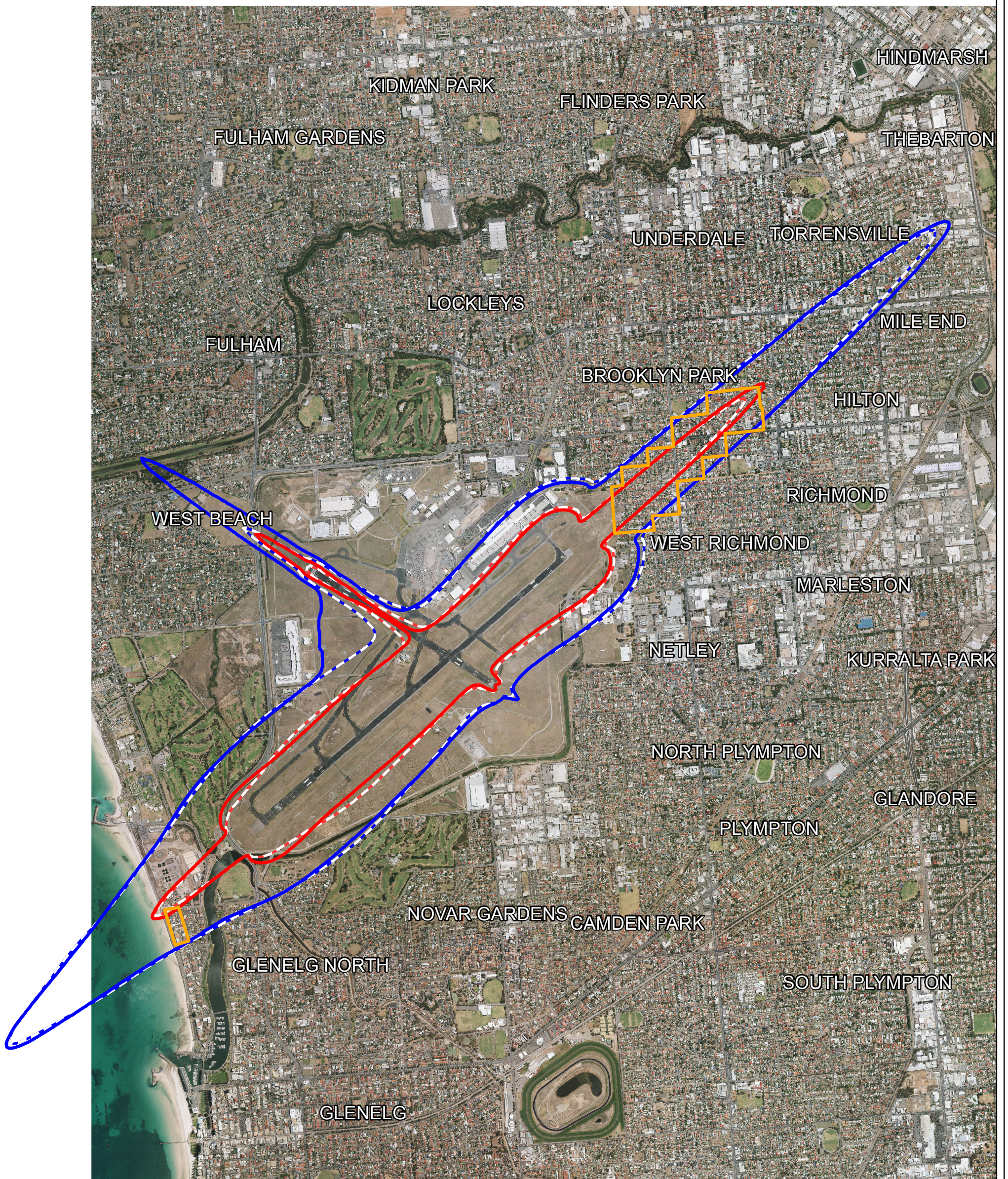
Senator BIRMINGHAM: Why not?

Mr Stone: It is not something that we have done publicly, but if you are asking to see it we could have a look at that.

Answer:

Please refer to Attachment A.

ADELAIDE AIRPORT

HINDMARSH

KIDMAN PARK

FLINDERS PARK

THEBARTON

FULHAM GARDENS

UNDERDALE

TORRENSVILLE

MILE END

LOCKLEYS

FULHAM

BROOKLYN PARK

HILTON

RICHMOND

WEST BEACH

WEST RICHMOND

MARLESTON

NETLEY

KURRALTA PARK

NORTH PLYMPTON

GLANDORE

PLYMPTON

NOVAR GARDENS

CAMDEN PARK

SOUTH PLYMPTON

GLENELG NORTH

GLENELG

INM version used: 7.0b
Terrain data was included in the generation of this model

Legend

- - - 2007 ANEI 25
- - - 2007 ANEI 30
——— 2011 ANEI 25
——— 2011 ANEI 30
——— Insulation Boundary

N

GDA
MGA Zone 54

0   175 350   700   1050   1400

Metres
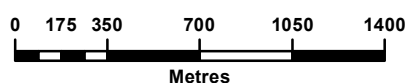
2011 Noise Amelioration Program
OVERALL

Sheet 1 of 3

| Issue Date: 08-02-2013 | Drawn By: LK |
| | Checked By: NF |

Question no.: 79

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation & Airports
Topic: ANEI's
Proof Hansard Page/s: 75 (29/05/2013)

Senator Birmingham asked:

Senator BIRMINGHAM: Is there a risk that the property on the margins like this that only just came in under the ANEI that was completed last year might fall below the 25 ANEI level when it is completed this year?
Mr Stone: I doubt that would happen in this case. It has not been the profile of the Adelaide ANEI over recent years.
Senator BIRMINGHAM: So it only tends to go one way and expand?
Mr Stone: What tends to be happening is that it is getting a little longer and a little narrower with the more accurate flight paths of aircraft.
Senator BIRMINGHAM: So, there would be some areas that have perhaps fallen outside of it as it has gotten narrower?
Mr Stone: It is possible in theory. The noise program was first implemented in Sydney in the mid-1990s. Insulation boundaries were established under the parameters of then ANEI and there have been some changes over that time.
Senator BIRMINGHAM: If you could take it on notice as to what areas have gone out of that area, out of the 25 ANEI, that would be appreciated. Having determined that you shift the line on the map and then identify that there is a church within the revised line on the map, the government then wrote to the church and said, 'You are in'?

Answer:

Please refer to Question 78.

Question no.: 80

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation & Airports
Topic: SCOTI meeting papers
Proof Hansard Page/s: 82 (29/05/2013)

Senator Humphries asked:

Senator HUMPHRIES: You took a document to the SCOTI meeting earlier this month, the National Airport Safeguarding Framework paper for the fourth SCOTI meeting. We know that because of Mr Lumsden's letter, but there is no reference to that in the communique from the meeting. What happened to the paper at the SCOTI meeting?
Mr Mrdak: It was noted by the ministers.
Senator HUMPHRIES: Why was it not referred to in the communique?
Mr Mrdak: The communique refers to major decisions and initiatives. This was a report back on implementation. It was simply noted. The minutes of the SCOTI meeting will reflect that.
Senator HUMPHRIES: Was there disagreement, concern or objection to the contents of the paper?
Mr Mrdak: I think ministers noted the slow pace of implementation by jurisdictions of the NASAG framework and simply noted the status report.
Senator HUMPHRIES: Can we see this document?
Mr Mrdak: I will take that on notice. I will seek guidance. I cannot see why not, but I will take that on notice. It is a paper for ministers, but I will take it on notice.

Answer:

Documents presented to the Standing Committee on Transport and Infrastructure are not released for broader circulation than Committee Members.

Question no.: 81

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation and Airports
Topic: Implementation of the white paper
Proof Hansard Page/s: 135-136 (29/05/2013)

Senator Fawcett asked:

Senator FAWCETT: When can the parliament expect to see some of the updates that you have been saying the minister has been getting about the various implementation of the white paper?
Mr Mrdak: We can certainly provide you some advice on the status of the measures. They range, as I said. We have been implementing many measures, such as our approach to bilateral negotiations, right through to the suite of regulatory measures and NASAG. There is a lot. I think today legislation was introduced to the House of Representatives concerning particular elements of protection of assets and the like. A range of legislation has been introduced. We are well progressed in most elements of the white paper. Also, the real achievement of the white paper was to bring together for the first time the comprehensive policy positions around the full suite of industry measures covering aviation and provide a range of objectives going forward. That is where the white paper has served a very good purpose.
Senator FAWCETT: Certainly, either individually or as a committee member, I would welcome a more detailed update or briefing.
Mr Mrdak: We would be happy to do that for you.

Answer:

The follow initiatives of the Aviation White Paper were completed during 2012 and 2013.
Aviation and Economic development

On 1 July 2012 the Airline Customer Advocate became operational. The Advocate's provides a mechanism for consumers to have unresolved complaints examined by a third party.

On 11 December 2012 the Aviation Legislation Amendment (Liability and Insurance) Bill 2012 increased the cap for domestic passenger death or injury on payouts from $500,000 to $725,000 and also covers liability for damage to baggage and air cargo received Royal Assent. The Bill came into effect on 31 March 2013.

On 20 June 2013 The *International Interests in Mobile Equipment (Cape Town Convention) Bill 2013* passed the Senate. By acceding to this convention, Australian airlines of all sizes will be able to access cheaper finance when purchasing aircraft, jet engines or helicopters.

In 2012-13, air services negotiations were held with 23 countries to further liberalise Australia's international aviation market.

Safety and security
An updated Australian State Aviation Safety Program (SSP) was published in May 2012.

A new Australian Airspace Policy Statement (AAPS) came into effect on 1 July 2012 which includes criteria to help prioritise the consideration of enhanced air traffic management services at growing regional airports around Australia.

New aviation safety regulations were introduced in February 2013 to enhance aviation safety by strengthening licensing and training requirements for personnel flying passenger services.

In air traffic management, Airservices Australia, the national air traffic and rescue and fire fighting service provider has also commenced an over $1 billion infrastructure and services investment program to replace and upgrade our national air traffic system.

This program has resulted in new air traffic control tower facilities opening at Broome, Karratha and Rockhampton in 2012/13.

On 1 July 2012 the Government:
- introduced a seven-tier airport security classification model at Australia's 177 Security Controlled Airports that groups them into bands with similar operating environments and threat and risk profiles;

- extended passenger and checked baggage screening for all aircraft greater than 20,000kg maximum take-off weight (MTOW) operating regular public transport and prescribed air services; and

- partially relaxed restrictions on liquid aerosol and gels (LAGs) following the introduction of new screening technologies at transit screening points of Australia's eight international gateway airports. The further rollout of LAGs screening technologies for international departure screening points is targeted for January 2014.

Body scanner screening commenced at the international departure and transit screening points of the international gateway airports on 3 December 2012. The full total of 32 body scanners will be in place by September 2013. A no opt-out policy has been enforced in relation to body scanner screening. Survey results indicate that the current policy settings are effective and that the travelling public have been generally accepting of the technology.

Aviation infrastructure
On 2 March 2012 the Australian and NSW Governments were presented with the report of the Joint Study on aviation capacity for the Sydney region.

On 30 March 2012 the Government released its response to the Productivity Commission report into airport pricing and economic regulatory settings at Australia's major airports.

The National Airports Safeguarding Advisory Group (NASAG) drafted new planning guidelines in the form of a National Airports Safeguarding Framework which were endorsed at the Standing Council on Transport and Infrastructure (SCOTI) meeting held on 18 May 2012. A report on operation of the NASAG Framework in jurisdictions was considered by SCOTI on 10 May 2013.

A self-administered price and quality of service monitoring regime for Canberra, Darwin, Hobart and Gold Coast (second-tier) airports has been introduced.

In January 2013, the Government released its response to the Defence-led review of the joint use by civilian aircraft of defence airports.

On 10 May 2013 the Government released the report, *A study of Wilton and RAAF Base Richmond for civil aviation operations*, which contributes to the Government's objectives to address the future aviation needs of the Sydney region.

Aviation and sustainability
In November 2012 the Government released *Managing the Carbon Footprint of Australian Aviation*, Australia's Action Plan developed in response to the International Civil Aviation Organization (ICAO) 2010 Assembly Resolution A37-19. The report provides an overview of the initiatives the Australian Government and aviation industry are undertaking to manage the carbon footprint of Australian aviation.

Question no.: 82

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation & Airports
Topic: Regional Aviation
Proof Hansard Page/s: Written

Senator Nash asked:

The Budget No. 2 statement (pg 228) states the government will allocate $9.9m over two years to extend the Regional Aviation Access program to provide further funding to upgrade remote airstrips.
1. How many remote airstrips will be upgraded?
    a. Where are they?
    b. Are they for private use or serve remote communities?
    c. Will/can they be used by the Royal Flying Doctor Service?
    d. How do you decide which ones to fund?
    e. Given the funding will be in the form of grants, what will   be the application process/criteria?
2. The budget statement says these grants will be co-funded by this applicant?
    a. What will be their share?
3. How was the amount of funding and timeframe to upgrade remote airstrips determined?
4. How many remote airstrips are there, and what is their general condition?

Answer:

1. The funding will be allocated through a public funding round. It is not possible to know in advance what applications will be received.

    a. This information is not known ahead of the funding round being conducted.

    b. Eligible applicants include, but are not be limited to, local government bodies, indigenous organisations, progress associations, unincorporated communities, the Outback Communities Authority in South Australia, and the New South Wales Department of Lands Western Region. The focus of the program is on airstrips servicing remote communities.

    c. Yes. Improving the delivery of health care services such as those delivered by the RFDS is an objective of the program.

    d. Applications are assessed against the eligibility and comparative assessment criteria set out in the program's Guidelines.

    e. Program guidelines, including assessment criteria and an application process flowchart, are available on the website of the Department of Infrastructure and Transport.

2.
    a. The Guidelines state that the Australian Government will generally provide a matching contribution to the cost of a project, either half if the cost is shared with the proponent or up to one third if the cost is shared between the proponent and, for example, a state/territory government. There is provision to relax co-funding requirements for projects at priority Indigenous aerodromes. Additional criteria apply in the assessment of these applications.

3. This was determined through the Budgetory process.

4. There are many hundreds of remote airstrips. The condition of airstrips in remote locations varies greatly.

Question no.: 83

Program: 2.4 Air Transport
Division/Agency: (AAA) Aviation & Airports
Topic: Sydney Airports
Proof Hansard Page/s: Written

Senator Nash asked:

In the Infrastructure and Transport Portfolio statement under Outcome 2 – Strategy (pg 38), it states a major new activity during 2013-14 that will continue into the forward years is implementing the Australian Government response to the report of the Joint Study on aviation capacity in the Sydney region.
1.   What will this involve?
    a.   How long will it take? Please provide a timeline?
    b.   What will be the cost and how will it be funded?

In reference to the Joint Study on Aviation Capacity for the Sydney Region, in the Key Findings and Direction section of the report, the Steering Committee states it is conscious of the importance of access to Sydney for regional communities and does not support the forced movement of existing regional operations to another airport.
2.   What is the intention for regional airline access in response to the report?

The steering committee further recommends the Master Plan process be used to resolve a strategy to allow Bankstown Airport to accommodate RPT (Regular Public Transport) operations by smaller turbo-prop RPT aircraft, including in particular regional services, as slots for additional services become unavailable at Sydney (Kingsford Smith) Airport.
3.   Can you explain what the intention is?

Answer:

1.   In its response to the Joint Study, the Australian Government announced a three part strategy to address the Sydney region's aviation capacity constraints: optimising the operation and capacity of Sydney Airport; protecting and better utilising existing airport infrastructure in the region; and establishing and protecting the site for a supplementary airport in the Sydney region.

    a.   The Joint Study was an integrated, long-term (50+ years) strategic aviation plan that recommended a package of actions that will be required over the short, medium and long terms to address demand. It includes, for example, a decision to develop a proposal with the Department of Defence to potentially open RAAF Base Richmond to limited civilian operations before the end of this decade.

    b.   The immediate tasks are being funded from within the Departments appropriations to cover the salaries of a small team.

2.   The Australian Government reaffirmed its position that it is committed to preserving access by regional airlines to Sydney Airport. In June 2013, the Australian Government extended current arrangements that guarantee fair prices for regional airline access at Sydney Airport until 2016. This ensures commercial pressures do not push regional airlines out, in favour of larger commercial interstate and international airlines.

3. The Joint Study found slot availability at Sydney Airport is already limited for all types of services at peak times of the busy weekdays, and no protected regional slots are available at peak times. The current lack of unallocated protected regional slots in peak times means no new intrastate services can be operated to Sydney in these times. For the communities and regional airlines involved, it will be increasingly important that an alternative airport is able to offer opportunities for additional services.

   The current Bankstown Airport Master Plan 2004/05 foreshadows up to 12 RPT movements per day. Development of next Bankstown Master Plan is currently underway, and a revised plan is to be submitted to the Minister for Infrastructure and Transport by 15 July 2014, following a full public consultation process.