

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 109

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Consultation – Major Development Plans

Proof Hansard Page/s: 60 (12/02/13)

Senator FAWCETT asked:

Senator FAWCETT: Is there a transparent process whereby, for example, this committee could look at the submissions you have received, because I am aware that there are people that are quite concerned about the proposed relocation of the fourth runway, from both a safety and an operational perspective, to then see how that issue or that concern has been addressed by the department in their discussions with the leaseholder? At the moment it is largely invisible to us as the taxpayers' representative as to what concerns have been raised and how they have been dealt with, if in fact they have been dealt with effectively.

Ms Horrocks: The major development process requires consultation with all stakeholders—state, local councils and the public of course—and then any public submissions are made through that process as well, and then the airport is required to identify how it will address any concerns or any issues raised by the public and then that is considered in our analysis of the MDP itself.

Senator FAWCETT: That process in terms of actually identifying each concern and the remedial action taken, is that available in a public form?

Ms Horrocks: No.

Senator FAWCETT: Would it be available to this committee were we to request it?

Ms Horrocks: I would need to take that on notice.

Senator FAWCETT: If you could.

Ms Horrocks: Certainly.

Answer:

The Major Development Plan (MDP) process requires an airport lessee company (ALC) to publicly advertise the draft plan and seek written comments from the public. At the time of submitting the draft MDP to the Minister the ALC must also submit copies of public submissions and demonstrate that due regard has been given to these submissions.

The ALC is required to publish the MDP when approved.

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Question no.: 110

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: National Airports Safeguarding Advisory Group Twelve Month Report

Proof Hansard Page/s: 60-61 (12/02/13)

Senator FAWCETT asked:

Senator FAWCETT: Yes. I am aware Senator Heffernan will ask you some questions specifically about Tralee. I would like to look at the broader NASAG process, just to understand what the federal department is doing to not just liaise with, but influence the actions of local and state governments in terms of informing and raising skill levels to make appropriate risk assessments when it comes to airfield development, because despite the principles signed up to in NASAG, the implementation, as we are seeing at a number of both council controlled and leased airports, does not follow the NASAG guidelines. So where to now? What are you doing to make NASAG work?

Mr Doherty: It is not an issue that we are very conscious of. The guidelines were approved. The next step that we are going through is to get a serious response from each jurisdiction about what they are doing about the implementation of that. That is to go forward to the meeting of senior officials in March, I believe, where that will be considered and through that group we will look at what action needs to be taken to try and maximise the participation and the implementation in that scheme.

Senator FAWCETT: Can you take on notice a request that when you have those submissions back from states, as to what they intend to do, to provide that information to this committee?

Mr Doherty: Certainly.

Answer:

NASAG's 12-month progress report on the implementation of the National Airports Safeguarding Framework was submitted to the Standing Council on Transport and Infrastructure (SCOTI) for consideration on 10 May 2013. Once SCOTI has completed its considerations, the state representatives and other NASAG members will be consulted about the release of the report to the Committee.

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ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 111

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Proposed Wellcamp Aerodrome

Proof Hansard Page/s: 73 (12/02/13)

Senator FAWCETT asked:

Senator FAWCETT: I will put a number of questions on notice regarding ILS at the Gold Coast and also some other issues with master plans at airports and what part Airservices had in consultations, but just in the two minutes I will look at Wagner's airport in Toowoomba. I am wondering what involvement Airservices has at the moment particularly in terms of airspace and other broader air traffic issues, given the Amberley, Oakey and civil airspace in Toowoomba, itself, in the new mining place development?

Mr Mrdak: I might start. It has been coordinated through the Aviation Policy Group which I chair, which includes the CEO of Airservices, the director of Aviation Safety at CASA and the Chief of Air Force. At this stage we are seeking greater clarity from the Queensland government in relation to the proposal for that development. At this stage we do not believe we have enough information on what is proposed, nor the planning process to be undertaken to reach judgments at this stage and what will be the potential implications for both Oakey and Amberley. That is work underway. I have recently written to a number of senior heads of Queensland government agencies seeking advice and their guidance on what planning processes are underway and what information is available.

Senator FAWCETT: If you could come back to the committee when you have some further information on that?

Mr Mrdak: Certainly.

Answer:

A Commonwealth inter-agency working group has been established to examine and discuss aviation safety and operational issues and determine actions surrounding the proposed Wellcamp aerodrome. The working group includes representatives from all Aviation Policy Group (APG) agencies (i.e. the Department of Infrastructure and Transport (DOIT), the Department of Defence, Civil Aviation Safety Authority (CASA) and Airservices Australia). The group was briefed by the proponent of the Wellcamp aerodrome on 6 March 2013.

CASA is currently undertaking an aeronautical study of the airspace in the region and expects this will be available for public and industry comment before the end of 2013.

DOIT is continuing discussions with Queensland Government agencies and Toowoomba Council over the State and local planning processes associated with the proposed aerodrome.

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ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 112

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: National Airports Safeguarding Advisory Group (NASAG)

Proof Hansard Page/s: Written

Senator HEFFERNAN asked:

1. What has happened to the NASAG (National Airports Safeguarding Advisory Group) group?
2. Are they still operating?
3. What is their business?
4. How does NASAG fit with the work of TISOC (Transport and Infrastructure Senior Officials Committee) and SCOTI Standing Council on Transport and Infrastructure?
5. Given all of the States endorsed the NASAG work (at SCOTI – May 2012), are these Guidelines to protect the airports and the communities around them going to be legislated by the Government? Please provide details.
6. Or has the Department decided to back away from implementing the safeguarding policy? If so, please provide details.

Answer:

1. NASAG is still active.
2. See 1.
3. NASAG was established as an initiative of the Government's Aviation White Paper to develop, with state, territory and local governments, a national strategy to safeguard airports and the communities in their vicinity.
4. NASAG reports to SCOTI through TISOC.
5. Jurisdictions are currently working to implement the Safeguarding Framework through state or territory legislation or planning policies.
6. No. The safeguarding framework now requires implementation by states and territories, however the Department continues to monitor and assist where appropriate.

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Question no.: 113

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

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

Proof Hansard Page/s: Written

Senator HEFFERNAN asked:

Sydney Airport:

- (a) Has the Minister/Department published a formal response to the recommendations of the Sydney Joint Study?
- (b) If not, when will it be released?

Answer:

The Minister responded to the recommendations of the *Joint Study on aviation capacity in the Sydney region* in a media release titled 'Time to Act on Sydney's Aviation Capacity' on 8 May 2012.

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ANSWERS TO QUESTIONS ON NOTICE

Additional Estimates February 2013

Infrastructure and Transport

Question no.: 114

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Brisbane Airport Curfew Review

Proof Hansard Page/s: Written

Senator FAWCETT asked:

I refer to Question on Notice number 22 from the previous Senate Estimates hearings in relation to the Brisbane Airport curfew review.

1. What work is the Department undertaking in relation to the Brisbane Airport curfew review?
2. Who is on the steering committee undertaking the review?
3. What process is being followed?
4. What is the expected involvement of industry in the review?
5. When is it expected to be complete?

Answer:

1. The Department has convened an independent steering committee for the review of the need for a curfew at Brisbane Airport and is providing secretariat support for the review.
2. The steering committee is comprised of:
 - Mr Andrew Wilson, Deputy Secretary, Australian Government Department of Infrastructure and Transport (co-chair);
 - Mr Paul Martyn, Deputy Director-General Tourism, Queensland Government Department of Tourism, Major Events, Small Business and the Commonwealth Games (co-chair);
 - Mr Kerry Doss, Manager, City Planning, City Planning and Sustainability Division, Brisbane City Council; and
 - Mr Jason Harfield, Manager, Air Traffic Control, Airservices Australia.Mr John Lee, former Chief Executive, Tourism and Transport Forum (TTF), was a member of the Steering Committee prior to his departure from TTF earlier this year.
3. The steering committee is preparing a discussion paper to inform submissions to the review.
4. Industry will be able to make submissions.
5. The review is expected to be completed later this year.

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ANSWERS TO QUESTIONS ON NOTICE

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Infrastructure and Transport

Question no.: 115

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Regional Aviation Access Program Funding Components

Proof Hansard Page/s: Written

Senator FAWCETT asked:

I refer to the Regional Aviation Access Program's 5 funding components:

- (a) Remote Air Services Subsidy Scheme [RASS] (subsidises a regular weekly air transport service for the carriage of passengers and goods such as educational materials, medicines, fresh food and urgent supplies to communities in remote and isolated areas of Australia)
 - (b) Remote Aerodrome Safety Program [RASP] (provides assistance to upgrade aerodromes in remote and isolated communities to facilitate the delivery of essential goods)
 - (c) Remote Aviation Infrastructure Fund [RAIF] (provides for airstrip upgrades in indigenous communities receiving funding through the RASS and where the airstrip is not at regular public transport standard)
 - (d) Remote Aerodrome Inspection Program [RAIP] (provides indigenous communities with annual inspections and related services to assist those communities to meet their aviation safety obligations)
 - (e) Remote Airstrip Upgrade Program [RAUP] (provides funding to improve the safety of airstrips in remote communities)
1. For each of these programmes, can you advise when they are funded until or whether they have been concluded?
 2. For each of these programmes, how much funding has been committed and contracted?
 3. For each of these programmes, how much funding remains uncommitted and uncontracted?

Answer:

The Budget and Forward Estimates provide a single figure for the Regional Aviation Access Program (RAAP). The Government decided that, from 1 July 2010, these different programs would be combined into a single program to allow flexibility between the different funding components for achieving the best aviation safety and access outcomes for Australians living in remote communities.

The \$24.6 million funding allocation for RAAP for 2012/13 is committed and contracted.

Of the \$18.8 million in the RAAP Forward Estimate for 2013/14, \$5.9 million is committed including \$4.3 million that is contracted. The balance of funding in 2013/14, \$9.9 million, is uncommitted. However, it is anticipated these funds will be committed following the finalisation during 2013 of scheduled tenders for the provision of RASS services in several regions.

Over the period from 2008/9 to 2014/15, the Government has invested \$261 million on regional and remote aviation including \$45 million over the next two years.

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Additional Estimates February 2013

Infrastructure and Transport

Question no.: 116

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Construction of Brisbane Airport's New Runway

Proof Hansard Page/s: Written

Senator FAWCETT asked:

What role (if any) has the Department played to date on negotiations between Brisbane Airport and airlines in relation to the construction of its new runway?

Answer:

The terms of funding for the new runway are commercial matters between BAC and airport users.

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Additional Estimates February 2013

Infrastructure and Transport

Question no.: 117

Program: 2.4 Air Transport

Division/Agency: (AAA) Aviation and Airports

Topic: Brisbane Airport Corporation Lease

Proof Hansard Page/s: Written

Senator FAWCETT asked:

1. Is it correct that the lease under which the Brisbane Airport Corporation (BAC) operates states that airside development needs will be funded via profit from any commercial development on the airport?
2. How much profit has been made from commercial development on the BAC and how has this profit been used?
3. Have past cost increases to airlines from levies etc been passed onto the travelling public and if so what role does the Department have in regulating cost transfers?
4. If the BAC lease does state that airside development will be paid from profits emanating from commercial developments on the airport, will the Department enforce the terms of the lease?

Answer:

1. No.
2. The Department does not hold this information.
3. The Department does not regulate aeronautical pricing.
4. N/A.