


# Summary of Proposed Government Policy Initiatives



**The Government proposes a range of initiatives for short, medium and long-term policy and regulatory reform and direction. The initiatives follow four key principles:**

**1. Safety is the number one priority for the Australian aviation industry and the Government.**

The Australian Government will ensure its aviation safety agencies are properly structured and equipped to enable industry to maintain and improve safety through the growth and technological challenges of the twenty-first century.

**2. The aviation industry is a key driver of broader economic prosperity and a strategic approach based on properly-functioning, competitive markets is required to secure the industry's future and promote the best interests of the travelling public and businesses that rely on the aviation sector.**

Through the Aviation White Paper, the Government will provide national leadership and a strategy for aviation which looks to the long-term, recognises the importance of aviation to the economic prosperity of the nation and provides a basis for planning and investment in the industry.

**3. A coordinated approach to airport infrastructure investment is required to allow the industry to reach its potential.**

Airport planning cannot occur in isolation. Developments undertaken on and off airport need to be properly coordinated across jurisdictions to ensure the best outcomes for aviation users, the local community and the broader economy. A solution must also be found to the future airport needs of the Sydney region.

**4. A responsible approach is required to managing the impacts of aviation, including emissions and noise, and the environmental impacts of airport developments.**

Aviation must play its part in the response to global and local environmental issues. Coverage of domestic aviation in the Carbon Pollution Reduction Scheme will ensure aviation plays its part in meeting Australia's future emissions targets without imposing unnecessary constraints on the industry.

# Proposed initiatives

## Principle 1 - Safety

### Aviation Safety

#### Safety regulation and investigation

The Australian Government is committed to maintaining and improving Australia's excellent record of aviation safety. The Government has already undertaken important initiatives through:

- the introduction of random drug and alcohol testing for the aviation industry, with mandatory drug and alcohol management plans;
- signing agreements with the Government of Indonesia on transport safety and security cooperation; and
- ensuring essential safety upgrades are made to the western end of Sydney Airport's east-west runway to meet international safety standards, while also ensuring all three runways remain open.

The Government will:

- ensure safety is the first priority for all government agencies in performing their functions, with a particular emphasis on safety of passenger carrying operations;
- strengthen the Civil Aviation Safety Authority (CASA) by:
  - retaining CASA as an independent statutory agency with responsibility for aviation safety regulation;
  - reinforcing CASA's governance arrangements, including:
    - establishing a small expert CASA Board to guide the organisation and to recommend enhancements to CASA's approach to regulation and surveillance of airlines;
    - boosting CASA's capacity to plan and act strategically in response to growth and change in the global aviation industry, which will continue to carry risks for air safety and their management;
    - strengthening CASA's capabilities in technical standards development and supporting an expanded surveillance program;
  - strengthening CASA's regulatory powers to inspect and regulate the operation of international carriers operating to Australia to ensure safety standards are being met;
  - giving priority to ensuring CASA's regulatory reform program is completed by the end of 2010; and
  - updating the regulatory powers and enforcement provisions in the Civil Aviation Act 1988 to ensure they support effective management of future safety risks, including:
    - giving CASA the necessary powers to deal decisively and properly with operations that do not meet safety standards;
    - strengthening CASA's capacity to obtain information on suspected safety deficiencies;

- strongly supporting a culture of self-reporting by operators, affirming the obligation on AOC holders to notify CASA immediately of any failures in safety compliance;
- ensuring CASA's penalty provisions provide a balanced and effective range of responses to breaches, including:
  - examining the operation of the demerits points system to ensure its balanced application;
  - clarifying the circumstances in which breaches and the actions taken in response are to be made public, with an increased emphasis on transparency; and
  - considering the options of substantially increased financial penalties where appropriate and revised disclosure provisions.

To maintain the highest standards of safety investigation in Australia, the Government will

- enhance the independence of the Australian Transport Safety Bureau (ATSB) as a safety investigation agency by establishing it as a statutory agency within the Infrastructure portfolio, working under a Commission structure.

Aviation is a global industry and Australia cannot ensure safety in isolation – the majority of air traffic coming to or from Australia traverses Indonesian or Papua New Guinea airspace.

Recognising this, the Government will:

- pursue air safety improvements in Australia's neighbourhood through targeted safety regulatory and air traffic management activities, including the implementation of the Indonesia Transport Safety Assistance Package and assistance to Papua New Guinea under the *Strongim Gavman* Program.

## **Air traffic management**

The Government is committed to supporting international best practice in safe air traffic management in Australian airspace through:

- retaining Airservices Australia as a fully Government-owned, statutory authority with safety its most important consideration. Airservices will be responsible for the delivery of air traffic and rescue and fire fighting services, as well as meeting its broader responsibilities to the community in relation to the environmental impacts of aircraft operations;
- the establishment of Airservices' National Operations Centre to deliver strategically coordinated air traffic flow management;
- supporting technological applications that offer safety, efficiency and environmental benefits, including as a high priority, aviation agencies finalising a proposal for the wider adoption of satellite based technology (ADS-B) for air traffic navigation and surveillance;
- ensuring advanced air traffic management infrastructure and systems are used to protect and enhance air safety, with air traffic management services being extended to more regional areas as appropriate, particularly in areas where there are growing passenger transport operations;
- work on proposals for continued development of a joint national air traffic management platform by Airservices Australia and the Air Force, having proper regard to both the safety of the travelling public and defence capabilities which are sensitive to national security;
- development of a strategic Air Traffic Management Plan, in consultation with industry, which will assist agencies and industry in their planning and investment, and will:
  - identify key milestones and objectives for Australia's air traffic system

- establish clear responsibilities for meeting those objectives;
- facilitate ongoing investment in, and maintenance of, key air traffic infrastructure; and
- establish a basis for ongoing workforce planning recognising the importance of a properly trained air traffic controllers and aviation fire fighters to the safety of the Australian aviation Industry.
- delivering an updated Airspace Policy Statement under the Airspace Act 2007 to improve airspace classification and administration in Australia;
- improving coordination across Government agencies and consultation with industry on directions in air traffic policy, including:
  - using the Aviation Policy Group (APG), chaired by the Secretary of the Department of Infrastructure, Transport, Regional Development and Local Government, to coordinate the development and implementation of the air traffic management plan; and
  - formalising the role of the Australian Strategic Air Traffic Management Group (ASTRA) as the industry advisory group on air traffic management directions.

## Aviation security

The Australian Government is committed to ensuring that aviation security is appropriate in an era where planes and airports are still potential terrorist targets. The Government has already:

- established regulations to implement an Accredited Air Cargo Agents Scheme to support the existing Regulated Air Cargo Agents Scheme, creating a more secure chain of custody from consignment to aircraft;
- sought industry expertise to review the effectiveness and adequacy of security screening at the nation's airports, including the impact on the travelling public; and
- introduced the *Transport Security Amendment Bill 2008* to ensure flexibility for industry participants in the way they document their security arrangements as required by the *Aviation Transport Security Act (2004)*.

The Government intends to improve security screening at airports to ensure it is focussed on real security risks, consistently and efficiently applied, coherent for operators and the travelling public, and most of all to ensure the safety of passengers, planes, airports and staff. To achieve this, the Government proposes to:

- give priority to the implementation of accepted recommendations from the current Review of Aviation Security Screening;
- reform current passenger, carry-on and checked baggage screening arrangements to reflect international best practice;
- ensure all passenger screening addresses the nature and level of threats and remains competitively neutral;
- provide better information to the travelling public about screening processes;
- introduce new screening technologies and techniques where appropriate to improve passenger facilitation and security outcomes, with due regard to privacy;
- implement improved performance measurement to ensure the aviation security outcome is being achieved efficiently and effectively across Australia;
- in partnership with industry, develop better guidance for handling complaints, screening people with special needs, and other aspects of the screening process; and

- reform the Prohibited Items regime to reflect international standards, while taking into account specific threats to Australia.

With reference to the findings of the 2005 review of Australian aviation security by the Rt Hon Sir John Wheeler DL the Australian Government proposes to:

- actively review aviation security legislation to ensure we maximise security and minimise bureaucracy;
- implement recommendations of the comprehensive Aviation Security Identity Card review completed in 2008;
- address remaining vulnerabilities in the air cargo supply chain; and
- establish consistent aviation security arrangements for the growing aviation charter industry in light of the current threat and risk environment and competition considerations.

In response to the evolving domestic and international aviation challenges and taking into account emerging risks and threats to Australian aviation interests the Government proposes to:

- ensure regulatory arrangements to trigger passenger screening address the nature and level of threats and remain competitively neutral;
- at remote and regional destinations, ensure full cost impacts have been considered prior to implementing new aviation security arrangements;
- enhance security awareness and improve national consistency and performance in aviation security through the new National Aviation Security Training Program; and
- in collaboration with foreign governments, establish a comprehensive airport assessment program in Australia's region.

## Principle 2 – Driver of economic prosperity

### International aviation


The Australian Government is committed to continuing the growth of Australia's international air services, providing additional opportunities for trade and tourism, while maintaining a strong Australian aviation sector.

The Government has already:

- finalised a long-awaited 'open skies' agreement with the US, and secured additional capacity in our agreements with Malaysia, South Africa, Thailand and Brazil;
- commenced negotiations on a comprehensive air services agreement between Australia and the European Union;
  - this agreement will play an important role in developing Australia-EU relations by facilitating trade and tourism and improving investment opportunities;
  - the Government's objective is that the agreement would replace the bilateral air service agreements between Australia and 17 EU Member States, and go beyond the 'open skies' approach with Australia and the EU aiming at closer cooperation in key aviation areas, such as safety, security, competition and environmental protection.

In addition, the Government proposes to:

- continue the liberalisation of international aviation towards 'open skies' agreements, balancing the economic, trade and tourism benefits that flow from opening up international




aviation markets and the need to ensure a strong Australian-based aviation sector;

- ensure the capacity available to foreign airlines under our bilateral agreements remains ahead of demand to ensure that airlines can plan for long term growth into the Australian market;
- offer foreign airlines unlimited access to secondary gateways (international airports other than Brisbane, Sydney, Melbourne and Perth) to provide opportunities for regional areas to attract international services;
- seek fully open arrangements for dedicated cargo services to support Australia's vital air freight export industries;
- include as a factor to be taken into account in assessing the national interest for bilateral negotiations, the extent to which international airlines are prepared to invest in Australia, through marketing Australia as a tourist destination and through direct investments, such as enhanced commitments to employment of Australian based staff and establishing maintenance and training centres;
- retain the existing arrangements that prevent foreign operators from carrying domestic passengers, except in exceptional circumstances and subject to a national interest test;
- seek greater investment opportunities in international airlines for Australian investors through the incorporation of principal place of business criteria in bilateral agreements;
- retain the basic restriction to 49 per cent on foreign investment in Australia's international airlines under the *Qantas Sale Act 1992* and *Air Navigation Act 1920* to ensure that our airlines remain majority Australian owned and controlled, but
  - consider removing the additional restrictions on foreign ownership (i.e. 25 per cent for foreign individual shareholdings and 35 per cent for total foreign airlines shareholdings) under the *Qantas Sale Act*; and
  - examine whether Australia should move from a regime based on substantial ownership and effective control to one based on principal place of business, consistent with maintaining a commitment to a strong Australian-based aviation industry with high safety and security standards; and
  - approach issues relating to the scope for consolidation in the airline industry on the basis of national interest judgements.
- use key international trade forums to pursue a multilateral approach to the liberalisation of international aviation; and
- establish a joint government/industry national passenger facilitation committee. The committee will:
  - develop a strategic outlook, or master plan for improvements to international passenger facilitation into the longer term;
  - provide a renewed focus on reform initiatives already underway or planned; and
  - work through international forums such as ICAO for improved standards and recommended practices for passenger facilitation.

## Domestic and regional aviation

### Domestic services

The Government strongly supports the maintenance of a fully deregulated interstate domestic aviation market that has delivered significant economic benefits to the Australian economy and



proposes to continue:

- allowing up to 100 per cent foreign ownership of domestic airlines based in Australia, subject to meeting the requirements of the *Foreign Acquisitions and Takeovers Act 1975*; and
- ensuring the aviation industry is subject to the competition laws that apply to Australian industry more generally under the *Trade Practices Act 1974*.

## **Regional services**

The Australian Government recognises the vital role that aviation plays in connecting regional communities to our major cities and towns and is committed to continuing to provide targeted support for routes in more remote parts of Australia that are not commercially viable. Towards this end the Government:

- has committed to support of \$44.7 million over four years through the Remote Air Services Subsidy Scheme and \$20 million over four years through the Remote Aerodrome Safety Program for remote aerodromes and services essential for the social and economic well being of the communities they serve; and
- will consider options to work cooperatively with the States on models for assistance for regional aerodromes and services, having regard to the successful cooperative approach developed between the Commonwealth and state/territories under the Remote Aerodrome Safety Program; and
- will consider options to help address the burden of regulatory charges, including charges on the regional airline sector

## **General aviation**

The Government's policy will be to maintain high standards of safety and security for Australia's general aviation industry. To assist this process, the Government proposes to take the following initiatives:

- ensure CASA finalises its regulatory reform process to remove unnecessary regulatory impediments to the ongoing viability and growth of the general aviation sector;
- consider options to help address the burden of regulatory charges, including charges on the general aviation sector
- through CASA, support continued work towards self-administration of private general aviation operations where it can enhance safety outcomes, noting the need to establish appropriate boundaries for the scope of self-administration;
- improve planning arrangements for leased federal airports to provide greater detail in airport Master Plans and improve certainty for general aviation operators;
- support the continued development of Australia's aircraft manufacturing and assembly, components, parts and maintenance capability by minimising regulatory impediments; and
- ensuring there are no unnecessary regulatory impediments to realising the growth potential of the flight training industry in Australia.

## **Industry skills and productivity**

The Government recognises the importance of a suitably skilled and trained workforce to the future prosperity of Australia's aviation industry. The Government has:

- launched the new Aviation Training Package which delivers for the first time Australia-wide standards and qualifications for pilots and other aviation workers;

- as a result, for the first time the two regulators of Australia's aviation industry - the CASA and Defence - have agreed on standards and requirements for pilot qualifications;
- this means aviation workers will be able to move more freely between civilian and defence workforces.

To continue to ensure the Australian aviation industry's future needs can be addressed within an overarching national skills framework the Australian Government proposes to:

- continue to provide assistance to all Australian industries to address skills issues through the education and training framework, specifically encouraging the aviation industry to:
  - communicate industry workforce needs to Skills Australia to ensure that the allocation of Productivity Places Program training places considers the skills needs of the aviation sector;
  - form partnerships with schools to better define career pathways from school into aviation occupations; and
  - work in partnership with training providers to deliver quality training which maximises access to assistance measures.
- ensure the closer alignment of national civil and military air traffic controller standards and qualifications; and
- reinforce with industry that it needs to be more pro-active in developing attraction and retention strategies and broader workforce planning, including:
  - transparent workforce planning process to articulate future recruitment needs across industry sectors, e.g. progression of pilots;
  - improved conditions and flexible working arrangements to encourage retention of key personnel, taking account of the aging workforce;
  - improved marketing of aviation careers; and
  - consideration of the use of 'bonding' arrangements to offset cost barriers for individuals and industry in training highly specialised employees.

## Consumer protection


To ensure a balanced approach minimising unnecessary regulation while promoting consumer fairness the Australian Government proposes to:

- ensure the airline industry remains subject to the provisions of the *Trade Practices Act 1994* and state fair trading laws in the conduct of its business;
- with its state and territory counterparts, continue to monitor and evaluate the adequacy of the consumer protection framework to ensure consumers' rights are protected; and
- implement legislation to require airlines to advertise all-inclusive pricing, ending the potential for customers to be offered air fares without charges such as airport charges and fuel levies included in the advertised price.

## Compensation arrangements

The Australia Government is taking steps to ensure that compensation available to aviation passengers in the event of an accident reflects contemporary community standards. This includes action already taken to:

- secure passage of legislation to implement the Montreal Convention through the *Civil Aviation Legislation Amendment (1999 Montreal Convention and Other Measures) Act*



2008, to provide better compensation to the families of air crash victims, while also cutting red tape for industry.

The Government also proposes to:

- conduct a comprehensive review of Australia's carriers' liability framework, in close consultation with the travelling public, industry and relevant government agencies; and
- as a first step, a targeted discussion paper will be released for public comment. The results of the review and preferred next steps will be outlined in the White Paper.

### **Disability access**

The Government recognises the difficulties sometimes experienced by people with disabilities in accessing air travel. The Government proposes to:

- detail its future strategy on disability access issues in the transport context when it responds to the final report of the review of Transport Standards under the *Disability Discrimination Act 1992* in early 2009. This strategy will involve a range of measures underpinned by a commitment to more inclusive and ongoing consultation on disability issues, and
- establish an Aviation Disability Access Working Group to provide advice on disability access policy and the legislative framework and on practical measures that can be taken to improve the access to air services for people with a disability.
  - The Working Group will comprise representatives from industry, relevant government agencies and representatives of people with a disability and will receive secretariat support from the Department of Infrastructure, Transport, Regional Development and Local Government.

## **Principle 3 – Infrastructure**

### **Aviation infrastructure**

The Government proposes to enhance oversight of Australia's critical airport infrastructure by:

- improving planning coordination between the Australian Government, the states and territories and airports, while maintaining regulatory arrangements that promote investment, efficiency, and innovation.

### **Planning for the Sydney region's long-term aviation needs**

Following consideration of the Sydney Airport Master Plan, the Government will:

- initiate processes to identify additional capacity for the Sydney region, consistent with the Government's policy of support for a second airport for Sydney.

### **Better integration with state and territory and local government planning**

The Government is keen to work with state and territory and local governments and industry on improved arrangements for planning and development on airports, subject to some key principles:

- the Commonwealth Minister will retain final decision-making authority for land use planning and development on-airport;
- arrangements for assessing plans and development proposals on airport and their supporting consultative procedures should be designed so as not to act as barriers to



investment; and

- cooperative arrangements will be developed with the states and territories and local government to better integrate airport planning and development and regulatory oversight of the airports with local and state and territory planning and regulatory arrangements, whilst ensuring reasonable provision for the protection and development of the airports.

The Government's preferred position is that the Australian Government Minister be given the power to establish expert Airport Planning Advisory Panels for each of the major airports to assess, at the Minister's request, airport Master Plans and Major Development Plans.

- The Panels would report to the Minister, who would retain the final decision-making authority.

### **Community engagement**

The Government proposes that the Minister be empowered to require airport lessees to establish community consultation groups for each major airport to foster effective community engagement in airport planning and operations issues. It is envisaged the groups would:

- have an independent Chair;
- include airport and government representatives, as well as representatives from local communities and users;
- be funded by airport lease holders;
- have scope to address ongoing and current planning and development issues and other key areas of airport activity that impact significantly on the community, e.g. aircraft noise; and
- monitor community complaints relating to the airport and their handling.

### **Improved planning processes**

The Government considers that processes for approval of non-aeronautical and aeronautical development on airport sites should be refined and new measures applying to it could include:

- examining the impact of airport development on surrounding transport and community infrastructure and how the leased federal airports might contribute to this infrastructure;
- strengthening the airport master plan process to provide greater transparency and certainty about future land uses at airports, including the detailed articulation of plans for aviation and other development proposals for the three to five year period following the master plan review;
- providing a power for the Minister to call for additional detail in precinct plans for areas which have been proposed for non-aeronautical development;
- reviewing the triggers for the major development plan process to ensure that those developments of most interest to the community are subjected to proper consultation processes;
- a call-in power for the Commonwealth Minister to ensure consideration of sensitive development proposals, which would not otherwise have been subject to consultation; and
- a prohibition on future non-aeronautical facilities or uses that are likely to be incompatible with the effective and efficient operations of the airports including residential use, aged care facilities, schools, hospitals, and child care facilities (other than those designed principally for staff working on the airport site).

## Protecting our airports

The Government is committed to working with the state and territory governments to develop the following initiatives:

- developing a national risk-based framework to guide all levels of government in taking responsibility for safeguarding airports from off-airport development that is inconsistent with future operations and the development of the airports;
- developing a clear policy on the definition of public safety zones around airports which can be taken into account in local planning with a view to ensuring that the community is not exposed to any undue level of risk from aircraft operations; and
- developing strategies and plans to address other airport related issues such as aircraft noise, traffic linkages, and best practice community consultation models.

## Economic regulation of airport services

The Government has responded to concerns that airports could use their monopoly positions to charge excessive prices for parking at airports by:

- directing the Australian Competition and Consumer Commission (ACCC) to monitor car parking prices, costs and profits at Australia's five major airports.

The Government is considering an approach to the economic regulation of federal leased airports along the following lines:

- continuation of price monitoring for the five major airports, with a review in 2012;
- improvements to quality of service monitoring;
- re-instating price monitoring of with car parking at Australia's five major airports;
- re-introduction of a level of price-monitoring at Canberra and Darwin Airports;
- developing a proposal for different 'tiers' of price monitoring depending on airport size and market power; and
- implementation of a "show cause" mechanism, requiring airports to demonstrate why their conduct should not be subject to closer scrutiny where there is prima facie evidence of abuse of market power.

## Regional and remote airports

Australia's regional airports play a major role in facilitating connections to capital cities and to essential services. The Australian Government has already:

- announced funding of \$991,020 for 25 projects under Round One of the Remote Aerodromes Safety Program on 8 February 2008 and \$6.6 million for 38 projects under Round Two on 11 August 2008;
  - the program is aimed at improving the safety and access of airstrips in remote and isolated communities that depend on aerial transport for the delivery of essential goods and services, including medical services.

The Government proposes to continue:

- working with state and territory governments and local airport owners through the Remote Aerodrome Safety Program to fund essential upgrades aerodromes in remote locations to ensure safe access to essential air services. The Government has committed \$20 million over four years with a requirement for matching contributions from state and local governments on a coordinated approach to improving aerodrome safety in remote areas.

- flexible financial support for local governments through untied Financial Assistance Grants and through the Regional and Local Community Infrastructure Program which boosts local economic development and support jobs in communities around the country.

## Principle 4 – Environment

### Aviation emissions and climate change

The Australian Government recognises the importance of addressing climate change as a focal point of transport policy for this and future generations. The Government has already:

- initiated regional collaboration through the APEC forum on managing the climate change impacts of aviation;
  - convened two successful aviation emission seminars in south-east Asia designed to raise awareness and build links between APEC economies on finding ways to minimise the carbon footprint of aviation, directly leading to establishment of an APEC Aviation Emissions Task Force;
  - this work complements other important initiatives taking place in our region to make aviation more fuel efficient, such as Airservices Australia's collaboration with the national air traffic service providers in the United States and New Zealand to implement more efficient flight path routings across the Pacific.

The Government proposes to continue to work with industry to develop an effective policy framework to respond to climate change, with a focus on the following elements:


- finalising the design of the CPRS, including application of the scheme to domestic aviation;
- consideration of means to support the uptake of operational and other measures to constrain the net carbon footprint of aviation, which complement the actions taken in the CPRS;
- continuing the initiatives of Airservices Australia to work with airlines on the implementation of fuel saving measures including flexible flight tracks, improving aircraft air traffic control sequencing and introducing continuous descent approaches;
- working through ICAO on a practical approach to address international aviation emissions;
- working towards a better understanding of aviation emissions and their impact, including through the development of tools for comprehensive carbon monitoring and foot printing; and
- assisting all economies in the region to respond to the need to reduce their carbon footprint through Australia's bilateral agreements and our involvement in APEC and ICAO.

### Noise impacts

The Government is proposing a number of initiatives to ensure the growth of Australia's aviation industry incorporates planning for the impact aircraft noise can have on those living near airports and under flight paths.

In particular, the Government proposes:

- maintaining existing curfew arrangements at Sydney, Gold Coast, Adelaide and Essendon Airports. Communities have grown around the current curfew arrangements and it is important they remain in place.
- for increased transparency, publish curfew dispensations for Adelaide, Essendon and



Gold Coast airports to bring into line with Sydney;

- to work with state governments to ensure land-use planning and operational restrictions on noisy aircraft are consistent with maintaining curfew-free access;
- to limit the operation of noisy aircraft and to phase out marginally-compliant Chapter 3 aircraft, such as hush-kitted Boeing 727s, on an airport-by-airport basis, consistent with ICAO's Balanced Approach;
- noting the work that has already been done to insulate homes in Sydney and Adelaide from aircraft noise; to finalise existing noise minimisation projects, based on the current criteria. Any future insulation projects will be assessed against world's best practice noise attenuation and abatement initiatives, including those for night-time noise.
- to consider industry-funded noise amelioration programs where airport operations and air traffic changes place residences into existing high-noise exposure zones;
- to investigate more appropriate roles for airlines, airport operators, governments, planning agencies and the community in aircraft noise management and mitigation;
- to continue to develop a new noise information framework to ensure information on noise exposure patterns is readily available in a form that is easily understood by a broad audience, building on initiatives such as the Transparent Noise Information Package (TNIP) and Airservices' new online flight path information tool, Westar; and
- to work through the Council of Australian Governments and other appropriate forums to ensure a national land-use planning regime is put in place near airports and under flight paths to avoid noise-sensitive developments being located in these areas and to protect communities from excessive levels of aircraft noise.

The Government's intention is that options to address noise impacts such as: by limiting the operation of noisy aircraft – particularly at night, improving insulation and implementing other noise amelioration programs, will enable the maintenance of a north-south and east-west network of non-curfew airports. This is crucial to maintaining access for airlines and air freight services to major airports such as Brisbane, Cairns, Canberra, Melbourne and Perth. At these and other airports it will be important to examine a wide range of options for limiting the impacts of aircraft noise, particularly at night.