



New South Wales Government

**National Aviation Policy
Green Paper
NSW Government submission**

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Chapter 1. Introduction

The aviation sector is an integral part of Australia's economy and society. It directly generates significant wealth and employment, and indirectly supports the operation of business, government and social networks. Its importance to our economic well-being extends far beyond the obvious areas of transport and logistics into virtually every facet of our economy and community. It has a particularly vital role in supporting people and businesses in regional, rural and remote communities. The continued efficient development of this sector is crucial to the ongoing economic growth of the Australian economy.

In recent years, the Australian aviation sector has faced significant and diverse pressures that in some cases have challenged its ongoing viability. These pressures have included improved security requirements in response to terrorist threats, extreme fuel prices volatility, serious skill shortages, increasing costs and charges, the need to reduce or offset carbon pollution, and most recently, the global financial crisis. These pressures have been added to long-standing challenges such as maintaining effective air safety and air traffic control systems, resolving planning challenges, and dealing with land-use conflicts associated with the operation of urban airports. It is vital that policies and strategies are put in place to facilitate the continued adaption and evolution of the aviation sector in these challenging and changing circumstances.

NSW supports the Commonwealth's initiative of developing a national aviation policy that will provide a strategic framework in which individual aviation policy issues can be resolved and project proposals may be assessed, while ensuring the long term viability of this vital sector.

NSW endorses the Green Paper's four key underlying principles: passenger safety, the maintenance of commercial viability, coordination of the delivery of supporting infrastructure, and appropriate measures to manage environmental impacts.

NSW agrees that safety must be the first priority. Pursuit of this principle however, needs to be supported by a realistic regulatory regime that recognises the importance of the aviation industry as an important driver of economic prosperity. The efficiency of the aviation sector can be further enhanced by a better coordinated approach to the delivery of supporting land based infrastructure and should not be burdened by developments at airports such as non-aviation related activity that detract from the efficiency of that infrastructure. At the same time, the proposed national aviation policy should recognise that aviation imposes additional costs on society through atmospheric pollution and noise, and should mandate appropriate measures to mitigate those impacts.

NSW is pleased to note that many of the issues it raised in response to the Issues Paper have been addressed by the Green Paper. It also appears that some of the proposed

innovations are the product of policy development in other forums such as through the Council of Australian Government's.

For the sake of clarity, in the following comments on the Green Paper's proposed individual reforms and recommendations the NSW Government has followed the Green Paper's structure and chapter headings.

While it generally supports many of the main policy directions outlined in the Green Paper, the NSW Government notes that many of the more detailed policy decisions have yet to be made, and that these will need to be resolved before the White Paper is published. NSW therefore requests that the Commonwealth consult with and involve NSW during the preparation of the White Paper.

Chapter 2. Aviation Security

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Implement the accepted recommendations from the current Aviation Security Screening review.</p>	<p>The NSW Government is supportive of the review but is unable to comment on the suitability of individual measures until the recommendations are released and it is known which ones will be accepted by the Commonwealth. The Commonwealth should be required to justify their position on those recommendations (if any) which are not accepted.</p> <p>It is expected that implementation of accepted recommendations would reflect international best practice, and impose no additional cost burden to industry. A working party or similar Group consisting of commonwealth, regional and state representation should be established to oversee any implementation process. It will in particular require NSW Police Force representation to provide a holistic approach to preventative, preparedness, and response issues surrounding screening, particularly in relation to regional NSW ports.</p>
<p>Reform current passenger carry on and checked baggage systems to better reflect international best practice.</p>	<p>NSW would consider appropriate reforms to current passenger carry on and checked baggage systems to better reflect international best practice. There are currently anomalies in respect of aircraft category/type – consistency and compliance is necessary. Consideration should also be given to the impact of these measures to industry growth.</p> <p>This would involve:</p> <ul style="list-style-type: none"> • Identification of measures that constitute international best practice; • Development of threat/risk and security management strategies balanced against the cost of adoption to categories of airport passenger service and operators; • Determination and implementation of benchmarks, compliance and reporting regimes; and, • Communication to passengers. <p>To achieve this, a working party, including both industry and government representatives (CASA etc), is essential to provide structure and direction as to current best practice.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Provide better information to the travelling public about screening processes.</p>	<p>NSW supports in-principle measures to better inform the travelling public about screening processes.</p> <p>Communication strategies would need to focus on the whole-of-screening process from ticket purchase to travel and return and include issues of visas, passports, carry on luggage, prohibited articles, overseas warnings etc. National and international consistency and regulation is desirable.</p> <p>NSW will comment on these measures and their implementation when details become known.</p>
<p>Adoption of new screening technologies and techniques where appropriate to improve passenger facilitation and security outcomes.</p>	<p>NSW supports in-principle.</p> <p>Consideration should be given to best practice models from UK, Asia and USA that work with large volumes of passengers. The NSW Police Force is currently carrying out work in regional airports with Checked Baggage Screening Standard Operating Procedures across NSW.</p> <p>Implementation of appropriate security processes would be facilitated by a working party of major carriers and government/industry.</p> <p>NSW will comment on these measures and their implementation when details become known.</p>
<p>Adopt improved performance measurement to ensure the aviation security outcome is being achieved efficiently and effectively across Australia.</p>	<p>Support in-principle</p> <p>NSW will comment on these measures and their implementation when details become known.</p>
<p>In partnership with industry, develop better guidance for handling complaints, screening people with special needs, and other aspects of the screening process.</p>	<p>Support in-principle</p> <p>NSW will comment on these measures and their implementation when details become known.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Reform the Prohibited Items regime within the <i>Aviation Transport Security Act 2004</i> to reflect international standards, while taking into account specific threats to Australia.</p>	<p>The NSW Government supports the Commonwealth's review of the Prohibited Items regime within the Aviation Transport Security Act 2004 and will continue to work with the Commonwealth on its implementation.</p>
<p>With reference to the findings of the 2005 review of Australian aviation security by the Rt Hon Sir John Wheeler DL</p>	
<p>With reference to the Wheeler review of aviation security:</p> <ul style="list-style-type: none"> • actively review aviation security legislation to ensure we maximise security and minimise bureaucracy; • implement recommendations of the comprehensive ASIC review completed in 2008; • address remaining vulnerabilities in the air cargo supply chain; • establish appropriate aviation security arrangements for the growing aviation charter industry in light of the current threat and risk environment and competition considerations 	<p>The NSW Government supports the thrust of the Wheeler review recommendations and will continue to work with the Commonwealth on their implementation.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
In response to the evolving domestic and international aviation challenges and taking into account emerging risks and treats to Australian aviation interests	
Ensure regulatory arrangements to trigger passenger screening addresses the nature and level of threats and remain competitively neutral.	NSW supports this principle and will comment on specific measures and their implementation when details become known.
Respond to the concerns of some remote and regional destinations by ensuring full cost impacts have been considered prior to implementing new aviation security arrangements.	<p>The viability of many NSW regional air services is marginal and is particularly affected by high fuel costs and limited passenger load factors. Additional regulatory charges imposed by the Commonwealth may lead to closure of aerodromes and air services.</p> <p>The level of funding for security upgrades to regional and remote aerodromes should reflect the assessed level of security risk. In low risk facilities, alternative approaches, including screening methods prior to passenger arrival at aerodromes, should be explored.</p> <p>This issue was supported in the report recommendations to the Premier (March 2008) from the NSW Rural and Regional Taskforce which advised NSW to liaise with the Commonwealth in relation to appropriate measures to balance the reasonable service needs for regional communities with commercial marketplace imperatives (including offsetting the costs for appropriate security upgrades at regional airports).</p> <p>NSW urges consultation with regional aerodromes and air operators on new aviation security arrangements and their cost burden prior to their adoption and implementation.</p>
Enhance security awareness and improve national consistency and performance in Aviation security through the new National Aviation Security Training Program.	<p>NSW supports the National Aviation Security Training Program (the Training Package). This approach is consistent with the NSW Government's comments to the Issues Paper.</p> <p>The Package will be a high quality training framework available to airports to train their staff and will support the aviation industry to meet legislated requirements for training. The Training Package is competency-based and incorporates assessment standards for workers with a security responsibility in</p>

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>a security controlled airport.</p> <p>The Package will benefit the transport sector by enabling employees to develop nationally recognised skills related to transport security which will provide increased capacity for industry to attract and retain good staff. Aviation industry employees will benefit by acquiring these nationally recognised and required skills which will enable mobility between industry jobs and employers.</p> <p>Enhanced aviation security training will assist industry and the Government to continue to provide a secure environment for aviation into the future and to maintain Australia's status as a secure provider of aviation transport.</p> <p>Funding for existing aviation industry workers to enhance their skills and gain a recognised qualification and for prospective workers to gain a qualification in aviation security may be available through the Commonwealth Productivity Places Program.</p>

Chapter 3. International Aviation

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Continue the liberalisation of international aviation towards 'open skies' agreements, balancing the economic, trade and tourism benefits with the need to ensure a strong Australian-based aviation sector.</p>	<p>NSW supports the continuing liberalisation of international aviation provided it does not run contrary to efforts to build a strong Australian-based aviation sector.</p> <p>Practical policy should be informed by a realistic appreciation of market distortions in international aviation, principally on account of state ownership and sponsorship for large numbers of international airlines.</p> <p>On the whole further liberalisation would promote competition for domestic carriers and encourage innovation. It would also maximise the number of international flights and the promotion of Australia as a tourist destination overseas.</p> <p>Agreements and negotiations need to be assessed from Australia's perspective, particularly regarding their economic, trade and tourism benefits, and identified target nations given priority for action by DITRDG.</p>
<p>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.</p>	<p>The NSW Government supports the intent of this policy.</p> <p>Bilateral air service agreements should encourage competitive forces in the aviation sector to the benefit of consumers and industry. The agreements should provide flexibility for firms to respond to market signals. This can be achieved by ensuring that capacity available for foreign airlines remains ahead of demand.</p> <p>Not all supply and demand realities are about 'long term' growth: some can be a function of short term opportunities such as a temporary surge in demand or the availability of aircraft at a point in time. The international aviation environment is extremely dynamic. The Commonwealth needs to be flexible enough to ensure efficiencies are maximised and the best outcomes are maintained for Australia.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>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.</p>	<p>NSW supports access within the capacity agreed to in bilateral air services agreements, noting that it has not been successful to date. This policy will allow flexibility to airlines to respond to market demand.</p> <p>Increased international flights to the Gold Coast, Newcastle, Canberra and Coffs Harbour would support tourism growth in regional NSW.</p>
<p>Seek fully open arrangements for dedicated cargo services to support Australia's vital air freight export industries.</p>	<p>NSW supports this policy. Successfully progressing this policy agenda would greatly assist the export of high value, low bulk rural products, (as previously noted in NSW's submission on the Aviation Issues Paper). This policy position also recognises that demand for freight and passenger services may emanate from different geographic regions of the country and will allow aviation services to respond to the needs of their customers.</p>
<p>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.</p>	<p>NSW supports this in principle. Commitment to invest in Australia, particularly support for strategic and high-value local aviation industries and associated service industries, should be a key factor influencing decisions about access to the Australian market.</p> <p>In consultation with the States the Commonwealth should develop an agreed list of factors to be taken into account in assessing the national interest for bilateral negotiations.</p> <p>Relevant factors would also include economic, tourism and trade benefits, improved access to key growth markets, capacity to improve airfare competition on key routes, and improved airspace management.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Retain the existing arrangements that prevent foreign operators from carrying domestic passengers, except in exceptional circumstances and subject to a national interest test</p>	<p>NSW supports this in principle.</p> <p>This policy should be kept under review to ensure that there continues to be a net benefit to Australia. Given current economic conditions and market distortions in the international air services market, there is a significant risk that the Australian domestic market could be used to “dump” excessive capacity by some regional operators. This would adversely impact on Australian based carriers that are already dealing with difficult and volatile market conditions.</p>
<p>Seek greater investment opportunities in international airlines for Australian investors through the incorporation of principal place of business criteria in bilateral agreements.</p>	<p>NSW supports this in principle.</p>
<p>Proposed reforms to foreign investment in Australia’s international airlines under the <i>Qantas Sale Act 1992</i> and <i>Air Navigation Act 1920</i>.</p>	<p>NSW considers that the current policy should be reviewed to see whether there is a net public and national benefit from continuing to place restrictions on the ownership of Australian – based international airlines. Factors for consideration include impacts on regional interests and tourism, as previously noted in the NSW submission on the Aviation Issues Paper.</p>
<p>Use of key international trade forums to pursue a multilateral approach to the liberalisation of international aviation.</p>	<p>NSW supports this proposal.</p> <p>Aviation access should be regarded as an integral part of national economic development. Current multilateral negotiations on liberalisation of trade in services can be utilised to pursue the aim.</p>
<p>Establishment of a joint government/industry national passenger facilitation committee.</p>	<p>NSW supports this in principle.</p>

Chapter 4. Domestic and Regional Aviation

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Maintenance of the Remote Air Services Subsidy Scheme (\$44.7 million over four years) & the Remote Aerodrome Safety Program (\$20 million over four years).</p>	<p>This NSW Government supports the maintenance of these funding programs for remote aerodromes and air services with equal Local and Federal Government funding.</p> <p>The Remote Aerodrome Safety Program scheme should continue to apply to eligible NSW aerodromes to ensure the continuation of vital air links to rural and remote communities unable sustain viable commercial services.</p> <p>As raised in the NSW submission to the Issues Paper, the threshold for eligibility of remote airports for the Remote Airport Services Subsidy needs to be reviewed to widen its coverage and the terms of its application.</p>
<p>Development of cooperative models (building upon the success of the Remote Aerodrome Safety Program) to assist regional aerodromes and services.</p>	<p>NSW will comment on specific measures and their implementation when details become known.</p> <p>Regional aviation is important from a business investment, economic development perspective and for social inclusion and service delivery purposes.</p> <p>In the development of models it is important to remember that regional aviation consists of a range of different stakeholders and that response to concerns should not be a “one size fits all” approach. Issues for major players on large regional routes and at bigger destinations are likely be different to intra-regional players and again different to those operating marginal remote and rural routes. It is important that appropriate attention is given to all stakeholders’ concerns and that engagement occurs with all players as some have better capacity to articulate issues than others.</p>
<p>Consider options to address the burden of regulatory charges including charges on the regional airline sector.</p>	<p>The NSW Government supports efforts to reduce the administrative burden on the regional airline sector in complying with regulations.</p> <p>As raised in the NSW Government submission to the Issues Paper, the review of CASA charges and possible adjustment of the Enroute Charges Rebate scheme or other subsidies needs to be considered where the economic viability of services is challenged. In a market with increasing security, fuel and operating costs, the Commonwealth is in a position to ease the burden of Federally imposed charges such as those levied by CASA.</p>

Chapter 5. General Aviation

Proposed Australian Government Reform Initiative	NSW Government Position
Review of the Regulatory framework under review by CASA to remove unnecessary regulatory impediments on General aviation sector.	NSW supports this policy direction, subject to further clarification about which regulations are unnecessary, noting that unnecessary regulation leads to economic loss and inefficiency.
Measures to address the burden of regulatory charges on the general aviation sector.	NSW generally supports efforts to reduce the administrative burden of complying with regulations. NSW also notes the significant impact of regulatory and access charges affecting regional and general aviation. Similar restraint should be exercised in the case of charges imposed by CASA.
Support CASA's continued movement towards self-administration of private general aviation operations.	NSW supports this in principle, noting that the Green Paper makes it clear that 'self-administration' refers to devolving only non-regulatory responsibilities to the industry.
Master Plans for federal leased airports to provide greater detail and improve certainty for general aviation operators	NSW supports improved planning arrangements for all airports, and agrees that such plans should provide greater detail concerning how general aviation will be accommodated and supported.
Minimise regulatory impediments to support continued development of Australian aircraft manufacturing and maintenance capability.	NSW supports the principle of minimising regulatory impediments to the development of Australian aircraft manufacturing and maintenance capability. Aerospace manufacturing and maintenance are important segments of the NSW economy. The industry can provide access to global markets through participation in aerospace manufacturing such as the joint strike fighter and Boeing 777 aircraft. These opportunities provide work not only in manufacturing and maintenance but also increase the likelihood of attracting research and development and design activities, providing high level jobs. Ensuring a strong maintenance sector in Australia provides sustainable local support to airlines.

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>While airlines may choose to undertake some work offshore and labour cost factors will play a part, significant options within Australia are important to retain local independence if required.</p> <p>However, the Green Paper provides limited information concerning how current regulatory frameworks present a serious impediment to industry or on what 'minimising regulatory impediments' would actually entail.</p>
<p>Review regulatory impediments to realising the growth of the flight training industry in Australia.</p>	<p>The NSW Government supports removal of unnecessary regulatory impediments to realising the growth of the flight training industry in Australia.</p> <p>Flight training is essential to sustain the local industry and is a global business opportunity with greater potential in Australia. During the current economic situation there is the opportunity to position Australia for the future, leveraging off our safe reputation and expertise in education services.</p> <p>To maintain high quality training, Registered Training Organisations (RTOs) need to maintain a critical mass of new students. To support this, Australia needs to be open to train international pilots, aviation engineers and other aviation industry technicians.</p> <p>Any review of regulatory impediments to the growth of flight training should be industry-wide and not restricted to general aviation. A specialist regulatory review exercise could be driven by the Commonwealth, with participation from CASA, the Transport and Logistics Industry Skills Council and other key stakeholders.</p>

Chapter 6. Industry Skills and Productivity

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Federal Government through the education and training framework continue its existing support for aviation industry skills development by encouraging:</p> <ul style="list-style-type: none"> • the communication of workforce needs to Skills Australia; • forming partnerships to better define career pathways; and • working in partnership with training providers to maximise access to assistance. 	<p>The NSW Government supports these initiatives which are consistent with the NSW response to the Issues Paper.</p> <p>The Department of Education through its State Training Services Division consults with the Industry Training Advisory Bodies (ITABs) that cover all the various components of the aviation industry. They have identified a number of fields where there are skills shortfalls. The appropriate apprenticeships and traineeships have been included in the list of apprenticeships and traineeships on offer (Tab A). This list is regularly amended to reflect industry needs.</p> <p>State Training Services will support Skilling Australia to facilitate ongoing consultation with the aviation industry to communicate workforce needs, develop partnerships to better career pathways in the industry and to work with Registered Training Organisations (RTOs) to maximise access to assistance.</p> <p>Existing Federal Government support for aviation industry skills development will boost future labour force and skills development. Future education and training programs should build on, expand, and complement existing schemes.</p> <p>Specific issues that warrant further consideration by the Commonwealth include:</p> <ul style="list-style-type: none"> • High training costs currently present a barrier to undertaking training for many, especially for high skill industry areas e.g. commercial pilots. • Evaluating the effectiveness of access to FEE-HELP and whether there are ways of extending this form of assistance. • Availability of FEE-HELP and other assistance programs to pilot training organisations other than those affiliated with a university undergraduate degree. • VET-HELP appears to be contingent on the training organisation applying to access the loan scheme. There may be ways of changing criteria so that individuals can access this assistance irrespective of whether organisations have applied or not, as long as the training is accredited as part of a recognised training package. • Identify which training is currently <u>not</u> covered by its Productivity Places Program funding, and seek to identify potential additional training that could be funded under this program. • Greater level of industry-funded training, such as expansion of cadetships/internships; as well

Proposed Australian Government Reform Initiative	NSW Government Position
	as increased flexibility of cadetship/internship type arrangements in the industry.
Ensuring a closer alignment of civil and military air traffic controller standards and qualifications.	<p>NSW support this if it leads to an enhanced safety outcome and an Australia-wide standard equivalent with international standards.</p> <p>Closer alignment will allow greater transportability of qualifications, the ability to attract more skilled workers and a greater critical mass for training organisations.</p> <p>Airservices Australia (a government-owned corporation providing air traffic control management and related airside services to the aviation industry) and the Australian Defence Forces are the employers of air traffic controllers and along with other Registered Training Organisations are trainers of air traffic controllers.</p> <p>The Aviation Training Package endorsed in 2008 delivered for the first time Australia-wide standards and qualifications for pilots and other aviation workers. It includes the Diploma of Aviation (Air Traffic Control) developed in consultation with Airservices Australia and the Australian Defence Forces, and aligns the competency requirements of both the military and civil sectors. The new package is being rolled out and NSW Registered Training Organisations may bid to offer the training for these aviation industry qualifications.</p> <p>The Commonwealth Government needs to initiate a process that will allow for improved, longer-term workforce development strategies at Airservices Australia. Strategies that could be considered include:</p> <ul style="list-style-type: none"> • building partnerships with RTOs to develop and implement new models of on-the-job training such as internships and cadetships; • increased promotion of careers in air traffic control amongst target groups of students (especially in cognate fields of study); and • increased flexibility around working conditions which are likely to assist in retaining employees who are nearing retirement age or facilitate the return of retired workers back into the workforce.

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Encouraging the industry to be more pro-active in development of retention strategies and broader workforce planning.</p>	<p>This is supported by the NSW Government, although such strategies may also require Commonwealth guidance or assistance. It should be noted that industry are already taking this approach.</p> <p>The Green Paper identifies retention strategies and workforce planning for greater emphasis in the aviation industry so as to better address current and future skills and workforce needs.</p> <p>State Training Services will continue to work with and support the ITABs covering the aviation industry to foster a more pro-active industry response to strengthen and broaden its workforce planning and to develop retention strategies. This includes working with Registered Training Organisations (RTOs) to maximise access to assistance in response to industry skills needs.</p> <p>The Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government in conjunction with relevant Industry Skills Councils (i.e. Transport and Logistics Skills Council and Manufacturing Skills Council) could develop industry-specific programs to promote and support workforce planning in the sector. Programs could focus on targeting high risk occupations such as air traffic controllers and retaining mature age workers.</p>

Aviation Industry Apprenticeships and Traineeships

(This list does not include the apprenticeships and traineeships offered in industries ancillary to the aviation industry)

1. Traineeships

Vocation Name	NTIS ID
Aeroskills - Avionics Certificate IV	MEA40602
Aeroskills Certificate II	MEA20407
Aeroskills - Mechanical Certificate IV	MEA40702
Aeroskills - Structures Certificate IV	MEA40802
Aircraft Surface Finishing Certificate II	MEA20607
Airline Operations (Airport Ramp Services) Certificate II	ZQF20300
Airline Operations (Cabin Crew) Certificate II	ZQF20400
Airline Operations (Cabin Crew) Certificate III	ZQF30100
Airline Operations (Leadership & Management) Certificate IV	ZQF40100
Transport & Distribution (Aviation Flight Operations) Certificate II	TDA20203
Transport & Distribution (Aviation Ground Operations & Services) Certificate II	TDA20403
Transport & Distribution (Aviation Ground Operations & Services) Certificate III	TDA30403
Transport & Distribution (Aviation Ground Operations & Services) Certificate IV	TDA40403
Transport & Distribution - Aviation Operations (Commercial Pilot Aeroplane Licence) Certificate IV	TDA40107
Transport & Distribution - Aviation Operations (Commercial Pilot Helicopter Licence) Certificate IV	TDA40207

2. Apprenticeships

Aircraft Maintenance Engineering (Avionics) Advanced - Diploma of Aeroskills (Avionics)	MEA50107
Aircraft Maintenance Engineering (Avionics) - Aeroskills (Avionics) Certificate IV	MEA40607
Aircraft Maintenance Engineering (Mechanical) Advanced - Diploma of Aeroskills (Mechanical)	MEA50207
Aircraft Maintenance Engineering (Mechanical) - Aeroskills (Mechanical) Certificate IV	MEA40707
Aircraft Maintenance Engineering (Structures) - Aeroskills (Structures) Certificate IV	MEA40807
Aircraft Mechanical (Avionics) - Aeroskills (Avionics) Certificate IV	MEA40607
Aircraft Mechanical (Mechanical) - Aeroskills (Mechanical) Certificate IV	MEA40707
Aircraft Surface Finishing, Higher - Aircraft Surface Finishing Certificate IV	MEA40907
Aircraft Surface Finishing Certificate III	MEA30107

Chapter 7. Consumer Protection

Proposed Australian Government Reform Initiative	NSW Government Position
Consumer Protection	
<p>While minimising unnecessary regulation airline industry is to remain subject to the provisions of the <i>Trade Practices Act 1974</i> and state fair trading laws.</p>	<p>The NSW Government supports retention of these consumer regulatory controls over the aviation industry.</p> <p>This approach is in line with current processes and the Council of Australian Governments' decision. Uniform national consumer protection law will commence in 2010 and provisions regarding unfair contract terms will be included.</p>
<p>Ongoing state and federal monitoring and evaluation of the adequacy of the consumer protection framework to ensure protection of consumer rights.</p>	<p>NSW supports ongoing monitoring and evaluation of the consumer protection framework to ensure protection of consumer rights. This initiative however is lacking a mechanism to receive feedback about the consumer experience.</p> <p>In its submission to the Issues Paper, NSW supported the development of best practice airline and airport customer service charters subject to a Regulatory Impact Statement. This would provide context for establishing consumer rights (particularly the rights of those with a disability) and an ability to enforce those service standards. A visible and accessible complaint handling mechanism could be supplied by or at the airport so that customers can be referred to the appropriate service provider. Alternatively data from existing complaint systems such as that through the Commonwealth Ombudsman, Federal agencies and State Consumer Tribunals and Fair Trading Bureaus could be used.</p> <p>Without a formal system, any complaints cannot be quantified and monitored to show the character of the consumer's experience of aviation travel, whether or not disabled. Data is required to ascertain whether consumers have an acceptable experience in relation to their rights.</p>
<p>Legislate to require airline industry adoption of all inclusive pricing.</p>	<p>NSW supported development of legislation to require the airline industry to advertise all inclusive pricing.</p> <p>This approach is in line with NSW comments in submission to Issues Paper. Commencement at end</p>

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>May 2009 of the Clarity in Pricing Amendments to the Trade Practices Act should remove some of the issues which have diminished consumer experience of the budget airline era. This will also increase transparency for users of air freight.</p>
<p>Compensation Arrangements</p>	
<p>Improve compensation available to aviation passengers to reflect contemporary community standards. Measures including: a comprehensive review of Australian carrier's liability.</p>	<p>Supported. The carriers' liability review is in line with the Montreal Convention.</p> <p>Further comments may be more relevant once the targeted discussion paper has been released.</p>
<p>Disability Access</p>	
<p>Detail future strategy on disability access issues when responding to the final report of the review of Transport Standards under the Disability Discrimination Act in early 2009</p>	<p>The NSW Government responded to the draft review.</p> <p>It is anticipated that the Commonwealth will consider the State's views in its response to the final report.</p>
<p>Propose to 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 access to air services</p>	<p>The NSW Government supports the establishment of the Disability Access Working Group and its proposed approach, to include representatives from peak disability groups, industry and government.</p> <p>Input via complaints will be useful data for the Group to analyse in considering access policy, the legislative framework and practical measures to improve the air travel experience for disabled travellers.</p>

Chapter 8. Airport Infrastructure

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Improving planning coordination between the Australian Government, the states and territories and airports, while maintaining regulatory arrangements that promote investment, efficiency, and innovation.</p>	<p>The NSW Government supports improved federal and state coordination arrangements for planning and development at airports while maintaining regulatory arrangements that promote investment, efficiency, and innovation.</p> <p>State and territory government planning systems have been developed and refined over many years, and are designed to take into account social, economic and environmental imperatives in decision-making. They include existing spatial plans and strategies that take into account land-use planning issues not only at airport sites but in their broader regions. The aim of the second key principle for integrated planning in the Green Paper - encouraging investor certainty and community confidence- is at the core of state and territory planning.</p> <p>The best and simplest way to achieve integrated planning coordination is simply to make airport development subject to state and territory planning legislation. Notwithstanding this, the range of methods outlined- including proposed independent panels, community consultation procedures and a broader range of major development plan triggers- are all welcomed. Each of these three approaches was suggested in the NSW Government submission to the Aviation Issues Paper.</p> <p>The importance of an integrated approach is highlighted by the challenges at Sydney Airport. By 2029 the surrounding arterial and local road network will be required to accommodate an additional 11,000 to 12,000 vehicles in the morning peak one hour. It is estimated that about three quarters of this additional traffic will be generated by the airport's forecast growth in passenger numbers, with the remainder from businesses and their employees located within the airport precinct. Improved planning co-ordination is necessary to address the impact of passenger numbers and provide some solutions including:</p> <ul style="list-style-type: none"> • the need for increasing public transport's mode share. A critical tool for encouraging groups to move to public transport is a Transport Management Accessibility Plan (TMAP) that considers proposed transport upgrades and funding arrangements in detail. A Ground Travel Plan is an important input to the TMAP as it can deliver improved clarity regarding potential impacts for communities resulting from airport growth, in particular non-aeronautical development; and, • the need to address the funding of road and other infrastructure necessary to support these

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>numbers.</p> <p>The third key principle for integrated planning- that cooperative arrangements for better integration of airport planning and development will be sought- is also supported. However, more detail is required on what form the 'cooperative arrangements' will take. For example, the proposed significant expansion of car parking spaces at Sydney Airport will work against the necessary shift of mode share from private to public transport. A substantial reduction in the planned provision of car parking, together with a comprehensive travel planning approach, is essential if a greater mode share for public transport use is to be achieved.</p> <p>Additionally, the final part of the principle- that "reasonable provision" should be provided for the "protection and development" of airports- is vaguely worded, and clarification is sought as to the intended meaning. This should not mean that development at airports be shielded from the state planning policy policies which development outside the leased airport sites are subject to.</p>
Planning for the Sydney region's long-term aviation needs	
<p>Initiate processes to identify additional capacity for the Sydney region, consistent with the Government's policy of support for a second airport for Sydney</p>	<p>The NSW Government endorses the Green Paper assessment that a second Sydney airport is required given the limitations on space and the significant road and public transport challenges and the cost to accommodate the forecast passenger growth at Sydney Airport.</p> <p>NSW also endorses the Federal Government's intention to commence the investigation process following completion of the Sydney Airport Master Plan process, and emphasises that any such process should be comprehensive and should take all significant options into account. The proposed process, depending on the timing could align with the 5 yearly review of the Sydney Metropolitan Strategy due to be undertaken during 2009 and 2010.</p> <p>Whilst the Badgerys Creek site has been ruled out, the process for identifying a site should not exclude other possible sites within the Sydney basin. Sites outside the basin are likely to be more expensive to develop involving expensive fast transport links in order to be effectively connected to the economy of metropolitan Sydney.</p> <p>This investigation will need to include a thorough analysis of landside transport impacts from additional capacity, wherever located in/near the Sydney urban area. The potential costs need to be</p>

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>compared to those identified in broad terms for the continued expansion of Kingsford Smith airport.</p> <p>To undertake this detailed analysis it is proposed that a joint Federal-State government taskforce, led and funded by the Commonwealth, be established. The Taskforce should include people with the relevant skills and capabilities, and should explicitly consider both the direct and indirect environmental costs of candidate sites.</p> <p>The Green Paper also notes that the future use of Badgerys Creek will be subject to further consideration. This needs to be conducted in the context of the Metropolitan Strategy for Sydney, the South West Subregional Strategy and the detailed work being undertaken in developing the South West Growth Centre, as it is a strategically important single land-holding within the Sydney basin.</p>
Better integration with state and territory and local government planning	
<p>Improved arrangements for planning and development on airports in which:</p> <ul style="list-style-type: none"> • the federal Minister retains final decision-making authority for land use planning and development on-airport; • arrangements for assessment of plans and development proposals and their supporting consultative procedures designed so as not to act as barriers to investment; and, • cooperative arrangements to better integrate airport planning and development and regulatory oversight of the airports with local and state and 	<p>The green paper contains several proposals to curtail inappropriate development at leased federal airports sites. Noted are statements which indicate that the federal government:</p> <ul style="list-style-type: none"> • will not support development which works against the realisation of the full potential of the site for a range of aeronautical uses; and • will identify categories of development which are likely to be incompatible with airport sites, and consider options to prohibit or otherwise restrict such development. <p>While these are important steps, in isolation they are insufficient to ensure that planning for leased federal airport sites takes a broad, strategic approach, which includes consideration of impacts on surrounding areas. Major airports have enormous strategic significance for urban planning and therefore planning for airports must be undertaken as part of a fully integrated process with the wider strategic planning of the towns and cities which they serve.</p> <p>In particular, the development of commercial activity at airports should, without question, be a matter for state and territory planning agencies. Those agencies are best placed to make judgements with regard to the optimal distribution of commercial facilities within an urban area.</p> <p>However should these kinds of development proposals at leased airport sites remain outside state and territory planning legislation, Commonwealth legislation should introduce provisions which would</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>territory planning and regulatory arrangements, whilst ensuring reasonable provision for the protection and development of the airports.</p>	<p>ensure that they be explicitly and independently tested against state government spatial planning policy and strategies (including any relevant local planning policy). For example, in New South Wales, development at Sydney Airport should be independently assessed against provisions of the Metropolitan Strategy, the relevant subregional strategies and other relevant policies.</p>
<p>Establishment of expert Airport Planning Advisory Panels for each of the major airports to assess, airport Master Plans and Major Development Plans with the Commonwealth Minister retaining the final decision-making authority.</p>	<p>In lieu of final decision making authority on airport development being vested with state and territory governments through their existing planning systems, the NSW Government supports establishment of a robust decision-making regime to assess major development plans and airport Master Plans.</p> <p>The establishment of expert Airport Planning Advisory Panels outlined in the Green Paper (as suggested in the NSW Government’s response to the Towards a National Aviation Policy Statement) is one such approach to creating a balanced, unbiased and transparent decision-making regime for airport development.</p> <p>For this approach to be effective, it is crucial that:</p> <ul style="list-style-type: none"> • The Panels have clearly defined responsibilities and roles; • The Panels have meaningful powers to influence and determine development outcomes; • Should the final decision-making authority be held by the Commonwealth Minister (as outlined in the Green Paper), he or she be required to issue written public justification for any decision that overrules a recommendation made by a panel, based on planning reasons. This would contribute to ensuring that decisions made under this power would be adequately separated from the Commonwealth’s interests as commercial leasor and aviation regulator; • The Panels should be comprised of recognised experts from several relevant fields such as aviation and land-use planning; • Members of the panels must not be associated with airport operators, as this would be a clear conflict of interest. <p>The Panels, once established, could potentially also become a planning body responsible for arbitrating over infrastructure contributions disputes, for considering a greater number of Major Development Projects than are currently assessed, and for approving the detailed ‘precinct plans’</p>

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>where the Commonwealth Minister determines these are necessary (see below).</p> <p>With this range of responsibilities, it would be beneficial to have a dedicated Panel for each major metropolitan area (eg. Sydney, Melbourne, etc.) and a series of Panels to cover each of the remaining regional areas in each State.</p>
Community Engagement	
<p>The Minister being 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. Key features include:</p> <ul style="list-style-type: none"> • Independent chairs; • Panels consisting of local community, users and government representatives; • funded by airport lease holders; scope to address ongoing and current planning and development issues and other key areas of airport activity that impact significantly on the community; and, • to monitor community complaints relating to the airport and their handling. 	<p>The NSW Government supports the establishment of the proposed community consultation groups. At present, local communities are unduly excluded from effective involvement in operational issues and planning at airports.</p> <p>In order to be effective, it is essential that the roles of the group and its panel members are clearly defined. The NSW Government would not seek to hold a formal position on any such group, however would be willing to be involved on an observer/advisory basis when necessary.</p> <p>The NSW Government has produced guidelines for formalised consultation for proposed new mines which provide a potential model for the proposed consultation groups. The guideline calls for Community Consultative Committees with independent chairs, community and other stakeholder representatives and invited outside observers (eg. from state government).</p> <p>A guideline for establishing and operating committees under the SEPP is on the Department of Planning website at http://www.planning.nsw.gov.au/assessingdev/pdf/ccc_guidelines_2007.pdf</p>
Improved planning processes	

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Refinement of processes for approval of non-aeronautical and aeronautical development on airport sites. Including:</p> <ul style="list-style-type: none"> - 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; - 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 	<p>The NSW Government supports these proposed refinements for non-aeronautical and aeronautical development on airport sites. In particular:</p> <p><u>(a) Impacts on surrounding transport and community infrastructure.</u></p> <p>The impact of airport development on off-site infrastructure is a major issue, and examination of how leased federal airports might contribute to the provision of such infrastructure is supported.</p> <p>For example, NSW Government modelling, including passenger growth projections provided by Sydney Airport Corporation, has estimated that around Sydney Airport over the longer term, to 2029, morning peak one hour traffic is expected to grow by 11,000 to 12,000 vehicles (the equivalent of about 7/8 lanes of traffic) from about 8,000 vehicles to about 20,000 vehicles. The evening peak shows a similar increase.</p> <p>A significant package of new transport infrastructure is required to deal with this traffic congestion and maintain current service levels, the costs of which are likely to exceed \$10 billion. A significant proportion of this cost is attributable to airport expansion. Without these additional works traffic congestion will significantly compromise the operation of Sydney Airport and traffic patterns to the surrounding centres, freight movements from Port Botany and the local residential environs will be compromised and/or will need to occur at non-peak periods. The avoidable cost to the NSW and Australian economies through this road traffic congestion will significantly constrain the airport's wealth creation benefits to society.</p> <p>Although the Green Paper does not suggest a mechanism, it is essential that a fair method of ensuring off-site infrastructure contributions is implemented. Any such mechanism should identify offsite infrastructure requirements generated by a development, formulate and cost solutions, and ensure the appropriate contributions are made by the beneficiaries. One mechanism for addressing the public transport impacts is through the ground travel planning process (best achieved using a TMAP approach).</p> <p>Discussions should be held with state and territory governments and relevant local governments to establish the cost of necessary state and local infrastructure as a result of proposed development.</p> <p><u>(b) Strengthen Airport Master Plan process.</u></p>

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<p>subject to consultation;</p> <ul style="list-style-type: none"> - a prohibition on future non-aeronautical facilities or uses that are likely to be incompatible with the effective and efficient operations of the airports. 	<p>Airport Master Plans, developed by the leasing authorities, are at present written with a view to maximising the commercial interests of the proponent. However the effect of airports on their surrounding regions (due to their economic significance, their impact on transport and other networks, and their sheer geographic size) necessitates a broader strategic planning approach to guiding future development.</p> <p>The master plan process has thus far delivered a lack of detail or vaguely defined plans for future development, and the move to requiring more detailed master plans is supported.</p> <p>Alternatively, the objectives for appropriate land use on airport land should be switched from ensuring that the uses do not conflict with airport related activities, to ensuring that land uses directly support airport activities. This would limit opportunistic land use on the sites which the present exemption from state and territory planning legislation is unable to moderate.</p> <p>Additionally, there is a need for a more transparent process for feedback on submissions on Master Plans, which nonetheless acknowledges privacy concerns.</p> <p><u>(c) Commonwealth Ministerial power to call for additional detail in precinct plans</u> The proposed Ministerial call-in power for precinct plans should not be allowed to undermine the presumption that sufficient detail would be included in Airport Master Plans. Additionally, assessment of these precinct plans should be conducted in the same manner (ie. Airport Planning Advisory Panels) and with the same opportunities for community input as Master Plans.</p> <p><u>(d) Reviewing triggers for the major development plan process</u> With regard to triggers for major development plans, it is agreed that the current threshold arrangements do not capture all significant proposals which should reasonably be subject to such a process.</p> <p>It is suggested that the development value trigger be reduced from \$20m to \$10m.</p> <p><u>(e) Commonwealth Ministerial call-in power for sensitive development proposals</u> It is accepted that the Federal Minister would retain discretionary, overarching call-in powers for any</p>

Proposed Australian Government Reform Initiative	NSW Government Position
	<p>development where the Minister was of the opinion that it could have negative impacts on surrounding areas or on the aeronautical use of the airport. However, for consistency, the assessment process should remain with Airport Planning Advisory Panels as for other developments. As stated in the Green Paper, objective criteria should be made to provide guidance on the acceptable use of the call-in power.</p> <p><u>(f) Prohibition of incompatible non-aeronautical facilities</u> The NSW Government supports the proposed prohibition on non-aeronautical facilities or uses that are likely to be incompatible with the effective and efficient operations of the airports. Whilst this is an important consideration in itself, this criterion should be part of broader strategic planning for airport development as outlined above.</p>
Protecting our airports	
<p>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 airport.</p>	<p>Policy is already in place in NSW in the form of direction under section 117 of the Environmental Planning and Assessment Act, 1979 for local governments to restrict type and intensity of development in areas affected by aircraft noise in their Local Environmental Plans.</p> <p>It is agreed that there is a need for a balanced approach to development in the vicinity of airports to ensure future viability is not undermined. However, there is considerable ambiguity in the wording of the Green Paper on the scope and scale of the development restrictions envisaged. “Development that is inconsistent with future operations and the development of the airport” could be construed as a significant additional constraint on development in large areas of neighbouring suburbs and districts.</p>
<p>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.</p>	<p>NSW Government supports adoption of clear national standards for public safety zones.</p> <p>Whilst this would ensure consistency on safety across Australia, it could most simply be implemented through existing state and territory planning arrangements (for instance through a State Environmental Planning Policy or a s.117 Ministerial Direction in NSW).</p> <p>Again, clarity is required on the exact meaning and extent of the ‘public safety zones’.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Developing strategies and plans to address other airport related issues such as aircraft noise, traffic linkages, and best practice community consultation models.</p>	<p>The NSW Government supports continued work to address ongoing issues such as aircraft noise, traffic linkages, and best practice community consultation models associated with airports.</p> <p>In Sydney, many of these issues such as traffic and noise will not be able to be dealt with effectively until a second airport is operational.</p>
<p>Economic regulation of airport services</p>	
<p>Continuation of price monitoring for the five major federal leased airports, with a review in 2012.</p>	<p>This measure is supported by the NSW Government. The proposed approach is in line with the NSW response to the Issues Paper.</p>
<p>Improvements to quality of service monitoring.</p>	<p>NSW supports in-principle improvements to quality of service monitoring.</p> <p>Further comment will be made against specific measures to be outlined in the planned Commonwealth consultation paper on proposed changes to Part 8 of the Airports Regulations. The ACCC's Airport Quality of Service Monitoring Guideline does not include a dimension about complaint data or how complaint handling would feed into continuous improvement in quality of service. This may be because there is no mandated complaint handling mechanism or information from outside agencies active in the area such as the Commonwealth Ombudsman or State Consumer Claims Tribunals taken into account.</p>
<p>Re-instating price monitoring of car parking at Australia's five major airports.</p>	<p>NSW supported the issue of Direction 31 under the <i>Trade Practices Act 1974</i>, issued to take effect from 7 April 2008, for the monitoring of car parking services.</p> <p>Monitoring of car park pricing was supported because as raised in the Green Paper, there is concern about airports using their monopoly position to exploit the travelling public.</p> <p>The pricing review mechanism should also have regard to potential improvements to public transport services and infrastructure.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
Developing a proposal for different 'tiers' of price monitoring depending on airport size and market power.	<p>NSW supports this measure in-principle.</p> <p>To progress this, further information on the process for identifying 'tiered' airports may be required. The Green Paper indicates that appropriate consultation will be undertaken before finalising decision, and this should include discussion with local government and peak industry bodies.</p>
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.	<p>NSW Supports this mechanism as it would operate to support a finding of apparent price exploitation.</p> <p>This approach is in line with the recommendations contained in the Productivity Commission's Review of Price Regulation of Airport Services report (released April 2007) which stated: "the Commission will recommend that the Government be required to make an explicit judgement on whether the conduct of any of the monitored airports warrants further scrutiny.</p>
Regional and remote airports	
Continue with flexible financial support for local governments through untied Financial Assistance Grants and through the Regional and Local Community Infrastructure Program.	<p>The NSW Government supports continuation of flexible financial support for local governments through untied Financial Assistance Grants and through the Regional and Local Community Infrastructure Program.</p> <p>An accessible funding/grants program akin to the Commonwealth "Roads to Recovery" program could be developed for airport and related air services infrastructure.</p>

Chapter 9. Aviation Emissions and Climate Change

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Finalising the design of the CPRS, including application of the scheme to domestic aviation.</p>	<p>Domestic aviation emissions account for almost half of the greenhouse gas emissions from the aviation sector in Australia. NSW supports inclusion of domestic aviation in the CPRS as a useful mechanism for minimising greenhouse emissions related to the domestic aviation sector.</p> <p>Clear mechanisms for distinguishing between fuel used for international aviation and that used for domestic aviation will need to be developed.</p>
<p>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.</p>	<p>The NSW Government supports exploration of a range of complementary measures (to CPRS) for minimising the carbon footprint of the domestic aviation industry. It is anticipated that the carbon footprint of aviation will include ground-based related activities.</p> <p>There are a range of programs that could apply to airports outside of aircraft emissions, including energy efficiency for buildings (such as NABERS) and improved performance of ground-based vehicles (such as the NSW FleetWise program).</p>
<p>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.</p>	<p>These measures are supported by the NSW Government.</p> <p>Consideration should also be given to the establishment of a reporting system for actual savings achieved by operators adopting these measures as a way to record the effectiveness of those measures.</p> <p>Reductions in emissions should not be pursued without also considering other environmental impacts such as noise.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Working towards a better understanding of aviation emissions and their impact, including through the development of tools for comprehensive carbon monitoring and foot printing.</p>	<p>NSW supports developing a better understanding of aviation emissions and their impact in order to ensure appropriate mechanisms for minimising the carbon footprint of the aviation industry are implemented.</p> <p>To achieve this it is critical to develop an understanding of the industry's emissions, their impact and to establish a monitoring and reporting system for actual savings achieved by operators adopting these measures as a way to record the effectiveness of those measures. Clear monitoring and reporting systems will also be essential to the effectiveness and accountability of the CPRS.</p>

Chapter 10. Noise Impacts

Proposed Australian Government Reform Initiative	NSW Government Position
Maintenance of the existing curfew arrangements at Sydney Airport.	The NSW Government supports the retention of the existing curfew restrictions at Sydney Airport to avoid adverse night time noise impacts on the local community and to afford health benefits for the local community.
Work with state governments to ensure land-use planning and operational restrictions on noisy aircraft are consistent with maintaining curfew-free access.	<p>The NSW Government is keen to cooperate with the Federal Government to ensure land use planning and operational restrictions on noisy aircraft are consistent with maintaining curfew free access</p> <p>Sydney airport is currently subject to a curfew to minimise the noise impact on affected residents. Relative to other Australian cities, many densely developed areas in Sydney are directly affected by aircraft noise. It is important that a balance is struck between ensuring the impact of aircraft noise on the community is minimised, and realising the potential economic benefits that the airport brings.</p> <p>To some extent, strategic planning can influence development patterns to prevent land-use conflicts associated with the airport being exacerbated. Development decisions in parts of the city affected by aircraft noise must take this into account, along with other factors. This also underlines the importance of identifying a second Sydney Airport site, in order to strategically plan for the location of potentially conflicting land uses accordingly.</p>
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.	<p>From a community perspective aircraft noise remains the chief issue of concern associated with Sydney Airport. The NSW Government is supportive of the implementation of measures to minimise aircraft noise associated with the operation of the airport.</p> <p>The phase out, or operational restrictions, on marginally compliant Chapter 3 aircraft will capitalise on the noise benefits obtained by the introduction of newer quieter (Chapter 4) aircraft.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Noting the work that has already been done to insulate homes in Sydney 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.</p>	<p>The NSW Government notes that appropriate mitigation measures have been applied to all eligible properties (based on the current criteria) under the Sydney Airport Noise Amelioration Program.</p> <p>Further programs on the basis of developments in noise attenuation and abatement initiatives are supported.</p> <p>Programs may also be driven by development in understanding of the health impacts associated with noise; for example, it is noted that recent European studies have linked adverse health impacts with night time noise from airports.</p>
<p>To consider industry-funded noise amelioration programs where airport operations and air traffic changes place residences into existing high-noise exposure zones.</p>	<p>The NSW Government supports the establishment of industry-funded noise amelioration programs where changes in airport operations or air traffic result in placing residences into existing high-noise exposure zones.</p> <p>It is anticipated that a detailed impact assessment will be undertaken prior to changes in airport operations or air traffic being implemented and that all reasonable and feasible alternatives will be considered and reasonable and feasible operational noise mitigation measures will be implemented prior to consideration of home insulation that will only provide internal noise benefits.</p>
<p>To investigate more appropriate roles for airlines, airport operators, governments, planning agencies and the community in aircraft noise management and mitigation.</p>	<p>The NSW Government considers that airport operators should be responsible for minimising the impacts of aircraft noise on the surrounding community and fostering a good relationship with the local community. However, a better understanding of respective roles, responsibilities and relationships between all relevant stakeholders is supported.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>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, WebTrak.</p>	<p>The NSW Government previously noted that the ANEF system does not meaningfully convey the potential noise affectation of a site to a lay person; and that measures to better inform the community about aircraft noise need to be implemented.</p> <p>The NSW government is therefore supportive of this initiative.</p> <p>However, there is also a need to explore alternate aircraft noise forecasting systems to address the short-comings in the existing ANEF system and better inform land use planning decisions by state and local governments. Further, there should be a clear separation between airport operators and the regulator that sets ANEF or alternative measures of aircraft noise affectation to be used in land use planning decisions. The ANEF could be prepared by airport operators but should be regulated independently.</p>
<p>To work through the COAG 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.</p>	<p>As stated earlier (in the response to proposed initiatives for a national risk-based framework for safeguarding airports from inappropriate development), policy is already in place in NSW as a direction under section 117 of the EP&A Act for local governments to restrict type and intensity of development in areas affected by aircraft noise in their Local Environmental Plans.</p> <p>A "national land-use planning regime" suggests a system of development control which would sit alongside rather than be integrated into state and territory planning controls. The NSW Government has significant concerns over the form, degree and geographical extent of the planning regime envisaged, which are not detailed in the green paper. As previously stated, whilst an agreed nationally consistent approach to development near airports could have benefits, this could most effectively and simply be implemented through existing state and territory planning mechanisms.</p>
<p>Requiring specific information to be disclosed to home buyers and sellers to assist them understanding the level of noise exposure for different properties, enabling informed purchase decisions.</p>	<p>The NSW Government is supportive of the implementation of measures to better inform persons considering purchasing or moving into an aircraft affected area about the level of noise affectation of a property.</p> <p>In NSW, s.149 certificates under the <i>Environmental Planning and Assessment Act 1979</i> can be used.</p>

Proposed Australian Government Reform Initiative	NSW Government Position
<p>Airports to produce and make available accurate and comprehensive information on their noise exposure patterns to help local communities and others affected by noise to understand that aircraft noise exposure does not stop at a given contour, and the level of noise exposure changes at different times of the day and night.</p>	<p>The NSW Government previously noted that the ANEF system does not meaningfully convey the potential noise affectation of a site to a lay person; and that measures to better inform the community about aircraft noise need to be implemented.</p> <p>The NSW government is therefore supportive of this initiative.</p>