



Australian Government
**Department of Infrastructure, Transport,
Regional Development and Local Government**

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PETITIONS COMMITTEE

Mrs Julia Irwin MP
Chair
Standing Committee on Petitions
PO Box 6021
Parliament House
CANBERRA ACT 2600

Dear Mrs Irwin

I refer to our telephone conversation on 26 September 2008 concerning the proof Hansard transcript of the public hearing of the House of Representatives Standing Committee on Petitions (the Committee) on 1 September 2008.

When I appeared before the Committee as a witness on behalf of the Department of Infrastructure, Transport, Regional Development and Local Government, I had prepared material to enable me to provide advice on issues raised in the 'petition to save Moorabbin public golf course'.

The history of locally-owned regional airports, as queried by Mr Broadbent on page 9 of the transcript, was not within my area of responsibility or direct knowledge. I answered the Committee's question to the best of my ability; noting in my evidence that it was not an area within my expertise.

In checking the transcript for errors, it has come to my attention that changes to my evidence are needed to correct some program details and to clarify past ownership of regional airports.

In the interest of ensuring that the transcript is an accurate record, I request an amendment to the evidence transcribed on page 9, as annotated on the following page.

If you have any queries or wish to discuss this request, please do not hesitate to contact me on

Yours sincerely

Karen Gosling
General Manager
Airports Branch

10 October 2008

Ms Gosling—I am just trying to recall the issues paper. I am not sure if it is couched exactly in those terms, but certainly one of the issues that was flagged in the issues paper that was released in April was the connectivity between the federal leased airports and the regional airports and whether there needed to be more of an overarching framework for how airports generally were dealt with by the Commonwealth. I am not sure whether it was quite that specific but it is possible that that would be picked up.

Mr BROADBENT—Can you give me the history of the airports such as those raised by Ms George before? Did the Commonwealth own all of these regional airports?

Ms Gosling—It is not entirely within my area of expertise, but I will answer what I can. My understanding is that they were all initially owned by the Commonwealth government. I think at some time in the early nineties the Airports Local Ownership Program was developed by the Commonwealth government and at that stage apart from the leased airports the other regionals were offered to the councils. There was, I think, some funding at the time. It was done on the basis that the councils were probably better placed to manage this infrastructure at a local level.

Mr BROADBENT—I hope I am not getting too far off the track here, but my question is about airports. The airport at Caloundra, I think, is owned by the local council, out of the process you have just described. How is it that Moorabbin was always held and not taken over by a council or a state-owned authority or not? There are some other airports. I am just trying to think—

are some other airports. I am just trying to think recently put a question is there. I am on this issue—and will suggest to this

Amendments requested to this paragraph only

It is not entirely within my area of expertise, but I will answer what I can. My understanding is that (they) some were (all) initially owned by the Commonwealth government and some were always owned by local authorities. I think at some time in the early nineties the (Airports) Aerodrome Local Ownership (Program) Plan was (developed) wound up by the Commonwealth government and at that stage apart from the leased airports the (other regionals) remaining Commonwealth-owned airports under the Plan were (offered) transferred to the councils. There was, I think, some funding at the time. It was done on the basis that the councils were probably better placed to manage this infrastructure at a local level.

Ms Gosling airports the federal safety regulations

Mr HAWK Goodna bypass

Mr Crombie

Signed: _____
Karen Gosling

Mr HAWK—In relation to this petition the petitioners made a certain set of claims about the planning quality of this particular proposal—the Goodna bypass. Then the minister has responded and said that the project would cease. My question relates to the fact that there is no addressing here of the specific criticism of the planning criteria in relation to the worthiness or otherwise of the Goodna bypass. Do you have any comments in relation to the Goodna bypass or whether it is a worthy project in terms of planning criteria—not in a political sense? The guys here are criticising the planning of it and whether it is a worthy project in terms of planning criteria.

Mr Crombie—Can I make a statement, and then the committee can determine whether it is a matter for me to address or not?