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The date of publication of this *Gazette* is 18 October 1989.

GAZETTE INQUIRIES

Re-submission of notices	95 4657
Subscriptions	95 4488
Accounts	95 4864
Delivery	95 4547

Note: The area code for the above numbers is (062).

Variation of closing times

Commonwealth of Australia Gazette

The last regular *Gazette* for 1989 will be the Public Service issue to be published on 21 December 1989 with normal closing times. There will be no regular issues of the *Gazette* on 26 December 1989, 27 December 1989, 28 December 1989, 2 January 1990, 3 January 1990 and 4 January 1990.

The Government Notices *Gazette* of 10 January 1990 will have the normal closing time.

Friday 5 January 1990 at 10.00 a.m.

Departments are requested to note the dates upon which regular issues will not appear and to make every effort to avoid the need for *Special Issues* during the holiday period by making arrangements for all necessary administrative and executive material to be gazetted by Wednesday 20 December 1989. Where possible all other material should be held over until the first regular issue of 1990.

GENERAL INFORMATION

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Government Notices issues, published each Wednesday, containing all legislation, proclamations, special information and government departments notices and are sold at \$5.95 each or on subscription of \$290.00 (50 issues), \$150.00 (25 issues) or \$75.00 (12 issues).

NOTICES FOR PUBLICATION and related correspondence should be addressed to:

Gazette Officer, Australian Government Publishing Service, GPO Box 4007, Canberra ACT 2601. Telephone (062) 95 4656

or lodged at AGPS, Government Printing Office Building, Wentworth Avenue, Kingston. Notices are accepted for publication in the next available issue, unless otherwise specified.

Except where a standard form is used, all notices for publication must have a covering instruction setting out requirements. A typewritten original or good copies are to be provided, wherever possible double-spaced, with a margin surrounding the typewritten matter. Copy is to be confined to one side of the paper, sheets are to be of uniform size (preferably A4), numbered consecutively and fastened securely together. Dates, proper names and signatures particularly are to be shown clearly.

Copy will be returned unpublished if not submitted in accordance with these requirements.

CLOSING TIMES. Notices for publication should be lodged at AGPS, Government Printing Office Building, unless otherwise specified, by the following times (except at holiday periods for which special advice of earlier closing times will be given).

Government Notices Gazette all copy: Friday at 10.00 a.m. in the week before publication.

RATES for Government Notices are: \$345.00 per typeset page \$115.00 per camera-ready page \$225.00 per altered magnetic tape page; and \$150.00 per unaltered magnetic tape page.

For Special *Gazette* notices the rates are the same as for Government Notices plus \$100.00 per page.

For Periodic *Gazette* notices the rates are \$260.00 per typeset page plus \$200.00 per issue. Material supplied as camera-ready copy and magnetic tape (altered and unaltered) will be charged at the respective Government Notices rate.

Late copy/author's corrections may be accepted on payment of a surcharge. For further information contact the Gazette Officer on (062) 95 4657.

SUBSCRIPTIONS are payable in advance and are accepted for a maximum period of one year. All subscriptions are on a firm basis and refunds for cancellations will not be given. Rates include surface postage in Australia and overseas. Other carriage rates are available on application.

AVAILABILITY. The *Gazette* may be purchased by mail from:

Mail Order Sales, Australian Government Publishing Service, GPO Box 84, Canberra ACT 2601

or over the counter from Commonwealth Government Bookshops at:

Adelaide: 55 Currie St, tel. (08) 237 6955
Brisbane: 294 Adelaide St, tel. (07) 229 6822
Canberra: 70 Alinga St, tel. (062) 47 7211
Hobart: 162 Macquarie St, tel. (002) 23 7151
Melbourne: 347 Swanston St, tel. (03) 663 3010
Perth: 200 St George's Tce, tel. (09) 322 4737
Sydney: 120 Clarence St, tel. (02) 29 6737

Commonwealth Acts and Statutory Rules, Australian Capital Territory Ordinances and Regulations, and other Commonwealth Government publications may also be purchased at these addresses.

ALL REMITTANCES should be made payable to: Collector of Public Moneys, Australian Government Publishing Service.

OTHER ISSUES OF THE GAZETTE

Public Service issues contain notices concerning administrative matters, including examinations, vacancies, transfers and promotions within the Australian Public Service and the Services of the Australian Postal Corporation and Defence Force appointments etc. These issues are published weekly at 10.30 a.m. on Thursday, and sold at \$8.95 each or on subscription of \$395.00 (50 issues), \$206.00 (25 issues) or \$103.00 (12 issues).

Business issues, published each Tuesday, containing Notices under the Co-operative Companies and Securities Scheme, Bankruptcy Act and Private Notices and sold at \$3.95 each or on subscription of \$220.00 (50 issues), \$116.00 (25 issues) or \$58.00 (12 issues).

Special issues include notices which require urgent publication. All costs associated with producing Specials will be borne by the responsible department or authority. A limited number of Special *Gazettes* will be made available for sale from the Commonwealth Government Bookshop, Canberra, on the day of publication. General distribution of these notices will be by their inclusion in the next published issue of the Government Notices *Gazette* or Business *Gazette* as well as in the next published issue of the series of the *Gazette* in which the notice would normally have been published.

Tariff concessions issues contain notices of tariff concessions proposed, granted or revoked in accordance with the provisions of Part XVA of the *Customs Act 1901*. These issues are published each Wednesday and are sold at \$1.95 or on subscription only at \$115.00 for 50 issues including surface postage.

Periodic issues contain lengthy notices of a non-urgent nature, including the following: certificates of Australian citizenship; registered tax agents; authorised celebrants; unclaimed deposits and moneys; Australian Public Service

conditions of entry and advancement; appointments to the Australian Public Service; holders of import licences and tariff quotas. Issues are made at irregular intervals as required, at individual prices according to size. Advice of availability is given in the Government Notices, Business and Public Service issues immediately following the day of publication. Periodic issues are not available on subscription, but standing orders are accepted for all selected issues.

Purchasing and Disposals issues of the *Gazette* provide information on Commonwealth purchases and disposals and other matters of general interest to persons buying from or selling to the Commonwealth. These issues are published each Wednesday and sold at \$3.95 or on subscription of \$200.00 including postage for 50 issues.

Index issues contain references to entries in the Government Notices issues and entries in the Orders in Council, Notices under the Superannuation Act, Notices under the Public Service Act, and Determinations under the Public Service Act sections of the Public Service issues. Index issues are published quarterly, are available over the counter from Commonwealth Government Bookshops and are supplied without charge to annual subscribers to the Government Notices issues.

N.N.—8977810

ISSUE OF PERIODIC GAZETTES

The following Periodic issues of the *Gazette* have been published.

Copies may be purchased from Commonwealth Government Bookshops or by mail from the relevant address given on the front page of this *Gazette*.

<i>Gazette number</i>	<i>Date of publication</i>	<i>Subject</i>
P1	25.1.89	Tariff Quotas—Miscellaneous amendments to Determinations (1988)
P2	14.2.89	Tariff Quotas—Quota transactions for the period 1 October 1988 to 31 December
P3	15.2.89	Tariff Quotas—Textiles, Clothing and Footwear Ballot Quota Allocations—List of 1989 Tariff Quota Holders
P4	21.2.89	Tariff Quotas—Textiles, Clothing and Footwear base Quota Allocations—List of 1989 Tariff Quota Holders
P5	21.2.89	Tariff Quotas—Textiles, Clothing and Footwear tender Quota Allocations—List of 1989 Quota Holders
P6	23.3.89	Customs Act 1906—Prohibition of Exports (Defence)
P7	20.4.89	Tariff Quotas—Quota Transactions for the period 1.1.89 to 31.3.89
P8	3.5.89	Amendment No. 2 to the National Health and Medical Research Council Food Standards Code
P9	16.5.89	Variation of list Registered Corporations
P10	19.6.89	Declaration Under subsection 81C (1)
P11	30.6.89	Statement of unclaimed money deposits and money for year ended 31.12.88
P12	9.6.89	Civil Aviation Act Section 49 notices
P13	21.6.89	Tariff quotas—cheese quota allocations—Tariff quota holders 1.7.89 to 30.6.90
P14	21.6.89	Import licences—Issued under the Customs (Import Licensing) Regulations for used, secondhand or disposals earthmoving construction and materials handling machinery and equipment, July to December 1988
P15	21.6.89	Particulars of permits granted, refused, suspended or revoked for period 1.10.88 to 31.12.88 (<i>Great Barrier Reef Marine Park Act 1975</i>)
P16	28.6.89	Nursing Homes Financial Arrangements Principles 1989
P17	29.6.89	Notice of intention to propose Customs Tariff Alteration
P18	30.6.89	Determination under subsection 40A1 (1) Additional Patient Contribution
P19	18.7.89	Tariff Quotas—Quota transactions for the period 1.4.89 to 30.6.89
P20	18.7.89	Particulars of permits granted, refused, suspended or revoked for period 1.1.89 to 12.5.89 (<i>Great Barrier Reef Marine Park Act 1975</i>)
P21	26.7.89	Wildlife, Protection (Regulation of Exports and Imports) Act 1982
P22	17.7.89	Notice under Section 109. (<i>Telecommunications Act 1989</i>)
P23	17.7.89	Customs (Imports Licensing) Regulations Exception Notices No. M69
P24	31.7.89	Notice of Intention to Propose Customs Tariff Alteration
P25	23.8.89	<i>States Grants (Schools Assistance) Act 1988</i> General recurrent Grants to non-Government, non-Systemic Schools
P26	22.8.89	Import Licences—Issued under the Customs (Import Licensing) Regulation for Used, Secondhand or Disposals Earthmoving, Construction and Materials Handling Machinery and Equipment—1.1.89 to 30.6.89
P27	4.10.89	Conditions of Entry and Advancement to the Public Service
P28	11.10.89	Amendment No. 3 to the National Health and Medical Research Council Food Standards Code

N.N.—8977811

Special Information**NOTICES UNDER THE INDEPENDENT AIR FARES COMMITTEE ACT 1981**

<i>Operator and Reference</i>	<i>Section of Act</i>	<i>Date notified</i>
Determinations		
HAZELTON AIR SERVICES (A38 and NF 7/89)	15	25.9.89
Determination of one-way economy air fares for the following routes effective from 26 September 1989:		
Dubbo-Brisbane \$225; Dubbo-Coolangatta \$218.		
and for the following routes effective from 3 October 1989:		
Sydney-Merimbula \$127; Merimbula-Melbourne \$153; Moruya-Sydney \$98		
KENDELL AIRLINES (NF8/89)	15	10.10.89
Determination of the following one-way economy air fare effective from 22 October 1989:		
Melbourne-Wynyard (Burnie) \$125		
Decisions		
ANSETT AIRLINES OF AUSTRALIA, AIR NSW	17 (4) and (6)	25.9.89
ANSETT WA & ANSETT NT (D99 AND R17/89)		
KENDELL AIRLINES (D100 AND R18/89)		
AEROPELICAN AIR SERVICES (D101 AND R19/89)		
QUEENSLAND PACIFIC AIRLINES (D110 AND R21/89)		
Approval of applications for Ansett Airlines of Australia, in conjunction with the above airlines, to offer the following 'Kangaroo Airpass' discount fares until 27 April 1990 under amended conditions to include the introduction of children's and 'Group A' student fares:		
'Kangaroo Airpass': \$749 (Maximum 6 000 kms and 3 stopovers)		
\$1,199 10 000 kms and 7 stopovers)		
Approved on basis of estimates provided by the operators that the discount fares will generate additional traffic and improve profitability.		
At the request of the operator, the approval notified in <i>Gazette</i> No. GN 18 dated 17 May 1989 in relation to the above fares is revoked on the basis that it is now superseded.		
ANSETT AIRLINES OF AUSTRALIA, AIR NSW	17 (4)	27.9.89
ANSETT NT AND ANSETT WA (D108/89)		
Approval for the above Ansett Airlines to offer the 'See Australia' fare at 25 per cent discount off the normal economy fare, for overseas visitors during the 12 months ending 30 October 1990 under specified conditions as proposed by the operators on all their services except Alice Springs-Yulara.		
Approved on basis of estimates provided by the operators that the discount fares will generate additional traffic and improve profitability.		
ANSETT AIRLINES OF AUSTRALIA (D109/89)	17 (4)	5.10.89
Approval for Ansett Airlines to offer the 'Flexi' fare at 45 per cent discount off the normal economy air fare, for a further 12 months until 30 October 1990 on nominated jet routes and under specified conditions as proposed by the operator.		
Approved on basis of estimates provided by the operator that the discount fare will generate additional traffic and improve profitability.		
SINGLETON AIR SERVICES		
YANDA AIRLINES (D112-D113/89)	17 (4)	10.10.89
Approval to offer the following discount air fares under specified conditions as proposed by the operator:		
\$68 Concessional fare (46 per cent off the return economy fare) indefinitely from 23 October 1989 on the Singleton/Maitland/Cessnock-Sydney routes		
Standby fare (50 per cent off the one-way economy fare) for the period 6 November 1989 to 30 October 1990 on all routes to Sydney.		
Approved on basis of estimates provided by the operator that the discount fares will generate additional traffic and improve profitability.		

N.N.—8977812

NOTICE OF CREATION OF STATUTORY LIEN IN RESPECT OF CERTAIN AIRCRAFT

Notice is hereby given that pursuant to section 69 (1) of the *Civil Aviation Act 1988*, a Statutory Lien has been vested in the authority in respect of each of the aircraft described hereunder.

<i>Lien No.</i>	<i>Date and time created (EST)</i>	<i>Description and registration</i>	<i>Payable by</i>
00848	5 October 1989, 1614	Piper PA-31, VH-EOX	Nelsen Pty Ltd 41 Wilson Street Harbord NSW 2096
00849	5 October 1989, 1615	Cessna 404, VH-ARQ	Vee H Aviation Pty Ltd PO Box 565 Canberra City ACT 2601
00850	5 October 1989, 1616	Bell 206B, VH-KHR	Aerobell Aviation Pty Ltd Bundora Parade Moorabbin Airport Vic 3194
00851	5 October 1989, 1617	Aero Commander, VH-NYH	Amann Aviation Pty Ltd PO Box 39672 Winnellie NT 0821
00852	5 October 1989, 1617	Cessna 441, VH-KDN	O'Connors Air Services Pty Ltd PO Box 21 Mt Gambier SA 5290
00853	5 October 1989, 1618	Beech 200 Super King Air, VH-NIA	Ellington P/L trading as Flightways PO Box 178 Cloverdale WA 6105
00854	5 October 1989, 1619	Britten Norman Islander, VH-TRW	Dr R. I. Walker PO Box 100 Lindisfarne Tas. 7015
00855	5 October 1989, 1620	N24A Nomad, VH-FCX	Ian Baillie Aircraft Sales PO Box 354 Cheltenham Vic. 3192
00856	9 October 1989, 1621	Cessna 404, VH-TLE	Westwind Air Charter Pty Ltd GPO Box W2086 Perth WA 6001
00857	9 October 1989, 1621	Aerospatiale, VH-BLA	Jayrow Helicopters PO Box 46 Mentone Vic. 3194
00858	9 October 1989, 1622	Aerospatiale, VH-JRD	As above

N.N.—8977813

NOTICE OF CESSATION OF A STATUTORY LIEN IN RESPECT OF CERTAIN AIRCRAFT

Notice is hereby given that pursuant to section 75 (1) of the *Civil Aviation Act 1988*, a Statutory Lien vested of the Authority ceased to have effect in respect of each of the aircraft described hereunder.

<i>Lien No.</i>	<i>Description and registration mark</i>	<i>Date on which lien ceased to have effect</i>
00787	Cessna 310R, VH-BNR	19 September 1989
00736	Dornier 201, VH-NSX	26 September 1989
00735	Bell B212, VH-NSN	30 August 1989
00710	Beech D18-S, VH-SAU	22 September 1989
00845	Cessna 425, VH-ULX	6 October 1989

Dated this 10th day of October 1989.

K. HUNT
Registrar of Statutory Liens

N.N.—8977814

Government House
Canberra ACT 2600
07 September 1989

314679 Warrant Officer Class Two Peter William AWORTH
57984 Staff Sergeant Stephen Robert BAEHNISCH
316243 Sergeant Larry Ronald BARRETT
57889 Corporal Miroslav BEJR
548954 Corporal Dennis Clifford BELCHER
2794601 Corporal Ian Michael BENTLEY
2184810 Bombardier Michael William BENTLEY
223822 Lance Corporal Shane BLAYDEN
46207 Warrant Officer Class Two Robin Paul BOGUMIL
317256 Warrant Officer Class Two Alan Christopher BROWN
47266 Staff Sergeant Kevin James BOYLAN
57637 Corporal John Lewis BOYS
397994 Corporal Andrew Peter BRADY
46103 Warrant Officer Class Two Lester Ronald BRADD

316081 Sergeant David James BREUST
57672 Corporal Wayne Ashley BROWN
2141090 Warrant Officer Class One Garry Ronald BUCKLEY

57851 Corporal David Michael BUSER
46015 Warrant Officer Class Two John Samuel BUTLER

1204665 Warrant Officer Class Two John Donald BUTT

223454 Sergeant Kenneth Brian CAVANAGH
53628 Warrant Officer Class Two Gordon CHALLEN

223975 Staff Sergeant Kenneth John CHAMBERS
47311 Warrant Officer Class Two Dean Leslie CHAPPEL

372495 Warrant Officer Class Two Richard Alan CHAPPELL

47154 Corporal Michael Campbell CHILDS

46912 Corporal Andrew Colin CLARKSON

47254 Lance Corporal Charles James COLLISON

4722651 Warrant Officer Class Two Mervyn Peter COOMBES

317034 Sergeant Philip John CORNISH

217198 Captain Wade Ewart COX

223757 Staff Sergeant Anthony Wayne CRAGG

536283 Sergeant Geoffrey Ian CRAGGS

47208 Corporal Stephen James CRAWFORD

57915 Warrant Officer Class One Brian Kenneth CURRIE

46830 Warrant Officer Class Two Paul Ronald DABINET

316958 Major John Alexander DANAHER

F45446 Staff Sergeant Debra Kay DAVIDSON

223432 Major Douglas Roy DAVIES

317242 Lance Corporal Patrick John DEEKER

317269 Warrant Officer Class Two Rudolf DEKSNIS

His Excellency the Governor-General, on recommendation of the delegate of the Chief of the Defence Force, has in accordance with Section 22(1) of the Defence Force Service Awards Regulations cancelled the award of the Defence Force Service Medal where indicated to the following:

AUSTRALIAN ARMY

DEFENCE FORCE SERVICE MEDAL

362917 Lance Corporal Bradley Paul NEICHO

By His Excellency's Command
ROBIN RAWSON
Registrar of Awards

Government House
Canberra ACT 2600
07 September 1989

IT is notified for general information that His Excellency the Governor-General has awarded the following Defence Force Long Service Awards as indicated to the following Australian Army personnel:

AUSTRALIAN ARMY

Defence Force Service Medal

221768 Sergeant Ian James ABLETT
316278 Corporal Barry George ADAMS
1205112 Corporal Stephen Douglas ADAMS
437086 Sergeant Kym David ALLEN
222197 Corporal John William ANDERSON

316946	Staff Sergeant Ian Charles DELLAR	56654	Corporal Clement Charles HASTIE
62657	Corporal Lindsay Bruce DEVLIN	F35648	Staff Sergeant Barbara Lorraine HAYES
1205036	Corporal Arthur Charles DIBLEY	1203261	Warrant Officer Class Two John Charles HEMMENS
1745	Staff Sergeant Arthur DIONYSIUS		
315583	Staff Sergeant Alan Richard DOBBIN	316686	Corporal Robert Archer Charles HIBBERD
62418	Major John Edwin DODD	223895	Sergeant Michael John HILL
1205150	Warrant Officer Class Two Gregory Tyson DONELEY	53986	Corporal Collin Ray HOAR
		27203	Warrant Officer Class One Austin Patrick HOGAN
316621	Sergeant Luke DOUMA		
1203926	Private Lance Ashley DRISCOLL	47211	Sergeant Henry James HOILE
223758	Warrant Officer Class One Victor James DUGGAN	1204970	Sergeant Brian Edward HOLLAND
		317230	Sergeant Russell Desmond HOLMES
217242	Corporal Ronald Alfred DUNSTAN	223669	Major Rowland Thomas HOUGH
58852	Warrant Officer Class Two Philip Lester EDMONDS	223435	Sergeant Robert John HOWARTH
		62720	Sergeant Ross Lawrence HOWE
62594	Corporal Stephen John EDYVANE	315848	Sergeant Bruce Charles HUDSON
220935	Major Alan Ernest EGAN	58065	Private John David JANSZ
315938	Warrant Officer Class Two Stephen Maxwell EGAN	62721	Warrant Officer Class Two Stanley Thomas JARVIS
2192357	Bombardier Geoffrey Clifford ELDER	317198	Warrant Officer Class Two Anton JAZVIC
57973	Corporal Michael Gerard ELLIS	58086	Private Bruce Noel JORDAN
1204825	Sergeant Rodney Paul ENGLER	316896	Warrant Officer Class Two Raymond Lindsay JORDAN
58063	Staff Sergeant George Hamilton ENGLISH		
316514	Warrant Officer Class Two James Thomas EVANS	317327	Warrant Officer Class Two Rodney Norman KAMPMANN
317212	Sergeant Paul Raymond FAGAN	223924	Major Peter Nicholas KANE
4722241	Warrant Officer Class Two Paul Graham FAIRMINER	137915	Lieutenant Colonel John William KELLEY
		3177807	Corporal Kevin Thomas KENNEDY
223871	Warrant Officer Class Two Daniel Desmond FLEMING	223748	Corporal David KIMBERLEY
		47232	Corporal Daniel Richard KING
223746	Private Glen Robert FLEMING	46954	Corporal Terrence John KING
223901	Sergeant Gary Gordon FULCHER	223761	Corporal David Allen LANG
315095	Sergeant Christopher John FULLER	317080	Corporal Peter Colin LAW
2190998	Major Peter George FUNNELL	316573	Sergeant James Edward LAWRENCE
316895	Warrant Officer Class Two Bryan Charles GATHERCOLE	57997	Corporal Anthony Robert LEE
		536269	Sergeant Michael Wayne LIDDELOW
314979	Corporal Donald Charles GAY	58079	Corporal Ronald George LINDEN
1202759	Sergeant Michael Richard GAY	317159	Sergeant Colin John LINDORFF
224052	Warrant Officer Class Two Steven Edwards GILLET	5410799	Warrant Officer Class Two Edward James LITTLE
57894	Sergeant John Morris GOODE	1205064	Sergeant Ricardo Mervin LUHAN
134820	Sergeant Allan Joseph GOODWIN	314714	Corporal Gregory James MC CALL
316943	Captain Gary Lloyd GORDON	2192667	Corporal Jeffrey John MC CLELLAND
62676	Corporal Stephen Ralph GOSS	1204377	Major Joseph MC CULLOCH
47090	Warrant Officer Class Two David Henry GRAY	2800434	Private Bruce Robert MC GARRITY
		1204099	Sergeant Ian James MC PHERSON
2111719	Warrant Officer Class Two Paul Edward GRIBBLE	3177708	Sergeant Kevin Bruce MC SWEEN
		222454	Sergeant Barry Henry MACDONALD
1204796	Staff Sergeant Nigel Vaughan GRIFFITHS	1204940	Corporal Ross Walter MACLACHLAN
224162	Warrant Officer Class One Thomas Graham HAMPTON	3410861	Corporal Robert John MADDIGAN
		27757	Warrant Officer Terrance Francis MALONE
220892	Warrant Officer Class One Michael Keith HANLON	47302	Sergeant Garry Keith MANNING
		46691	Sergeant David Paul MEDLEY
F35798	Major Claire Adele HARDMAN	62638	Sergeant David Alexander William MENZIES
57663	Sergeant Dale Campbell HARRIS-WALKER		

57895	Captain Guy Desmond MEWBURN	255864	Corporal Peter Edward SANKEY
1205056	Warrant Officer Class One Stephen Arthur MILES	47237	Sergeant Edmund Gunther SCHLEGEL
36171	Sergeant David MILLER	3801390	Warrant Officer Class Two Brian Peter SCHOLES
218790	Corporal Gregory Ian MILLER	56509	Warrant Officer Class One Iain Maxwell SCOTT
F35712	Sergeant Nancy Alice MILLER	223162	Staff Sergeant Robert Gordon SCOTT
223961	Sergeant Russell Stewart MILLER	223457	Corporal William James SHARP
223201	Sergeant Frank William MILLERICK	362902	Staff Sergeant Anthony James SHERLOCK
2174964	Craftsman Philip Richard MOXHAM	213180	Sergeant Peter John SIMPSON
221269	Warrant Officer Class Two Michael John MURPHY	223524	Warrant Officer Class Two Phillip Maxwell SMAILES
223281	Warrant Officer Class Two Desmond John NEAGLE	222743	Major Ian Francis SMELLIE
47118	Sergeant Geoffrey Allan NICHOL	57113	Sergeant Steven Edward SMITH
317238	Sergeant John Joseph O'CONNOR	57911	Sergeant Stephen John SNOWDON
2192705	Sergeant Trevor William OLSEN	220857	Warrant Officer Class One Norman Charles SORENSON
222738	Major Hansjorg Josef ORNIG	224185	Staff Sergeant Steven Owen SPARROW
46557	Warrant Officer Class One Trevor George OSBORNE	223990	Corporal Stephen John SPRATT
223108	Warrant Officer Class One Rory Michael OSBOURNE	223140	Bombardier Oleg STCHERBINA
224056	Sergeant Wallace John OVENDEN	2141405	Warrant Officer Class Two Andrew Mark STOCKS
47353	Sergeant Mitchell PAGE	159174	Warrant Officer Class Two Russell Leonard SULLIVAN
316603	Sergeant William PARSONS	47081	Sergeant Kevin Wingate SURIDGE
222332	Sergeant David Bruce PARTRIDGE	316810	Sergeant Bruce Norman SWEENEY
23329	Warrant Officer Class One Kevin PEARSON	317190	Sergeant Colin Raymond TANNER
223797	Sergeant Thomas PENSKI	316221	Sergeant Brian Ronald Gilroy THOMPSON
47134	Sergeant Gregory Charles PERKINS	223248	Warrant Officer Class Two David Macarthur THOMPSON
224068	Warrant Officer Class Two David John PERROTT	2141015	Staff Sergeant Frederick William THOMPSON
223777	Warrant Officer Class Two Kenneth Douglas PETTIT	314996	Warrant Officer Class Two Leslie Harold TILKER
531297	Corporal Noel Glen PIANITA	223910	Warrant Officer Class Two Milton Henry TOWNS
1205033	Major David John PONTING	29192	Sergeant Ronald Arthur TRITTON
1204882	Sergeant Kerry George PONTING	223917	Warrant Officer Class Two George James TURNER
314273	Corporal Terrence Raymond QUIGLEY	315383	Corporal John Douglas TURNER
222494	Staff Sergeant Paul William QUINN	317156	Corporal Stephen Wayne TURNER
393466	Sergeant Keith Robert QUINTON	57593	Corporal Clive Walter TYLER
223513	Staff Sergeant Peter Martin Harald QUINTUS-BOSZ	224175	Corporal James Ernst UNSWORTH
2201884	Warrant Officer Class Two Robert REID	223581	Corporal Kevin George WAKEFIELD
47323	Corporal Robert Charles REID	46909	Corporal Gregory Paul WATKINS
222644	Sergeant John Patrick RICHARDS	222446	Sergeant Victor Harry WATT
222888	Corporal Ronald James RICHARDS	316078	Corporal John Edward WEBSTER
16244	Warrant Officer Class One Wayne Wellington RITCHIE-ROBINS	46979	Sergeant George Michael WHITNEY
317297	Sergeant Gary John ROBINSON	1204801	Staff Sergeant Jeffrey WILLEY
2242135	Warrant Officer Class Two Paul Vincent ROBINSON	315987	Corporal Bernard George WILLIAMS
223692	Major Damian Stanley Maliphant ROCHE	39977	Corporal David John WILLIAMS
1204620	Sergeant Maxwell Fraser ROSE	46790	Sergeant Terence Oliver WILLIAMS
47304	Captain Richard Torrance John ROWDEN	223434	Sergeant Michael Allen WILLIAMSON
46795	Warrant Officer Class Two Terence Mark ROWSELL	224150	Corporal Anthony Philip WILSON
364245	Sapper Rino Giocondo RULLA		

222188 Warrant Officer Class Two Roy Bernard
WORTHINGTON
112021 Sergeant Bruce Charles YOUNG

DEFENCE FORCE SERVICE MEDAL WITH FIRST CLASP

1202722 Sergeant Richard Gregory ANDERSON
1201242 Corporal Robert Allen DARE
215651 Sergeant Lance Macquarie EDMUNDS
5411075 Warrant Officer Class Two Norman
JOHNSTON
16801 Staff Sergeant William Charles KLASS
16951 Staff Sergeant Lawrence Emanuel
KRATZMAN
15887 Corporal Eric Manuel LLOYD
15154 Warrant Officer Class Two Peter Robert
MC FARLANE
5410984 Warrant Officer Class Two Michael
Reginald RAINEY
315218 Major Alan Charles TOGHILL
214098 Captain Robert Arthur TRENEAR
43273 Warrant Officer Class One Adrian
WALFORD

FIRST CLASP TO THE DEFENCE FORCE SERVICE MEDAL

45178 Warrant Officer Class Two James
Richardson ALLEN
217549 Sergeant Edward Charles ALLISON
313283 Warrant Officer Class One Peter Donald
ANDREW
219587 Warrant Officer Class Two James Charles
ANDREWS
39682 Warrant Officer Class One John Kent
ARNOLD
1200790 Major Peter BARROW
219376 Sergeant Allan James BEEBY
55289 Warrant Officer Class One Edward Thomas
BEVANS
313358 Warrant Officer Class Two Tony Saviour
BORG
219556 Corporal Douglas Malcolm BOURKE
219181 Staff Sergeant Barry James BOYD
F15172 Warrant Officer Class Two Jeanette
Louise BRIEN
1202563 Captain Kenneth James BURGESS

313477 Warrant Officer Class Two Garry Dennis
CHILLINGSWORTH
219642 Staff Sergeant John Raymond CLANCY
F15303 Captain Desley Marie COOK
219358 Sergeant Noel William COOPER
44670 Lieutenant Colonel John Roby COX
213208 Warrant Officer Class Two Peter Austen
DAVIS
1202728 Warrant Officer Class Two Terence Alan
DAVIS
447148 Captain David William DEAN
1202535 Staff Sergeant Alexander DUNCANSON
313496 Sergeant Allan Lindsay DUNSMUIR
2792388 Warrant Officer Class One Frederick
James FATCHES
218702 Corporal Terence John FERNANCE
218423 Warrant Officer Class One William
Herbert FLETCHER
313325 Corporal Michael Terrence FORRESTER
219015 Corporal Barry Norman FOSTER
45242 Warrant Officer Class Two Phillip
William GEJAS
219525 Sergeant Robert Samuel GIGLIO
1202621 Sergeant Kenneth William GILES
56025 Staff Sergeant Kerry James GISBORNE
219531 Warrant Officer Class Two Bryan Henry
GLEDHILL
219602 Warrant Officer Class Two Colin Norman
Henry GOODWIN
F25259 Major Virginia Ann GRAYLIN
219350 Sergeant Desmond Andrew GREEN
1201808 Sergeant Barry John GUTHRIE
56006 Sergeant Norman HALL
3166232 Captain Neil Alexander HAMPSON
45233 Warrant Officer Class One Colin John
HARMER
3792834 Warrant Officer Class Two William John
HEWAT
4410941 Warrant Officer Class Two Uwe HILBERT
1202702 Warrant Officer Class Two David Vernon
HILL
1202644 Warrant Officer Class Two Michael
Charles HOFFMAN
1735508 Warrant Officer Class Two Frank
HOLLINDALE
55912 Sergeant Phillip George HOWELL
45044 Lieutenant Colonel Richard William
HOWELL
216841 Sergeant Malcolm Anthony Player HUNDT
219199 Warrant Officer Class Two Peter Gregory
HYDE
1200900 Warrant Officer Class Two Richard James
JAMIESON
45098 Lieutenant Colonel Peter James JENKE
219774 Sergeant Dennis William JOHNSON

45141	Corporal Stephen Ronald JONES	45221	Warrant Officer Class Two Diethelm Fritz RYSCHKA
218306	Warrant Officer Class One Stephen Roy KAY	126785	Captain Clifford Arthur SAVAGE
313300	Warrant Officer Class One John James KELLY	F25267	Warrant Officer Class One Kathleen Margaret Agnes SCHMIERER
1202617	Sergeant Robert Philip KING	61604	Staff Sergeant Robert Arndell SEARL
3795881	Corporal Dennis Robert KNIGHT	62072	Staff Sergeant Edward Phillip SINGLINE
1202544	Lieutenant Colonel Dennis Frederick KRAFFT	1202689	Staff Sergeant Robert Anthony SMALL
3176057	Sergeant Rudolf Walter KUKULKA	219517	Warrant Officer Class One Hillary Lawrence SMITH
219291	Sergeant Darryl LAWRENCE	1202598	Warrant Officer Class One Peter Edward SMITH
1201858	Lieutenant Colonel Derek Peter LESLIE	255326	Sergeant Raymond John SMITH
311600	Lieutenant Colonel Robin David LETTS	1200414	Corporal Rex SMITH
55982	Major Allan Francis LOWE	320505	Warrant Officer Class Two Ian James SMYLIE
176377	Warrant Officer Class One Harry LYNAS	313263	Warrant Officer Class One Bruce Russell SPENCER-GARDNER
3792466	Warrant Officer Class One Douglas Malcolm Stewart MC DONALD	219227	Captain Ashley John STANLEY
313446	Major Robert James MC HENRY	138342	Corporal Graham STAUNTON
219630	Warrant Officer Class One Leonard George MC KENZIE	1202663	Warrant Officer Class Two Kenneth Paul STECKELBRUCK
218743	Warrant Officer Class Two Noel Patrick MAHER	1202637	Staff Sergeant Robert STEVENS
1201990	Corporal Allan Henry MARSHALL	1202550	Corporal Robert William STEVENS
39297	Warrant Officer Class Two Gordon Thomas MEANEY	2105155	Warrant Officer Class One Leslie Mark STILLMAN
1202582	Sergeant Michael Barry MEIERS	4720430	Warrant Officer Class One Michael Ronald STRONG
1734309	Warrant Officer Class Two Douglas MELROSE	F55143	Sergeant Judith Lynley SYMES
2158286	Warrant Officer Class Two James Hayden MILGATE	312916	Warrant Officer Class One Ian Charles TAYLOR
56043	Warrant Officer Class Two Garry David MILLAR	219236	Corporal Gerrit TEMPLEMAN
219126	Warrant Officer Class Two Stephen John MOORE	219493	Warrant Officer Class Two Graham Stanley Alan THELNING
356628	Warrant Officer Class One Dennis John MORGAN	219477	Warrant Officer Class One Stephen John THUELL
45290	Lieutenant Colonel Peter MORGAN	614639	Lieutenant Colonel Wayne Alan Roy TRUSSELLE
1734889	Captain Kevin John MOSS	219528	Staff Sergeant Ronald James UNDERWOOD
218709	Lieutenant Colonel John David MUIR	1202440	Warrant Officer Class Two Stephen John WALLACE
44831	Warrant Officer Class One Alan Martin MURPHY	45131	Sergeant Nigel WATSON
1202660	Warrant Officer Class One Edward John OLOFIELD	225096	Warrant Officer Class Two Michael William WELLINGTON
313485	Corporal Rudolf Marinus OLREE	43981	Warrant Officer Class Two Murray Allan WOODHOUSE
313370	Sergeant David Francis PATERSON	313554	Warrant Officer Class One Wayne James WRIGHT
423296	Warrant Officer Class One Barry John PETERS		
415536	Warrant Officer Class One Russell John PULLEN		
1202792	Warrant Officer Class One Colin John ROSS		
4720830	Warrant Officer Class Two Phillip Edward ROSSITER		
219172	Major Frank Anthony RUGERS		
39481	Sergeant Darryl Jeffrey RYAN		
			SECOND CLASP TO THE DEFENCE FORCE SERVICE MEDAL
		215765	Warrant Officer Class One Brian John BAMBLETT

48672	Warrant Officer Class One Gavin John BICKNELL		
1200419	Lieutenant Colonel Phillip Norman BUSBY		
215659	Sergeant John Arthur CHISLETT		
38096	Sergeant Peter Michael GADSDEN		RESERVE FORCE MEDAL WITH FIRST AND SECOND CLASP
54495	Warrant Officer Class Two James GIBSON		
1200169	Warrant Officer Class One Francis Michael Joseph GLANCY	3117337	Warrant Officer Class Two Leslie Walter CLARK
55190	Lieutenant Colonel Brian GRAY		
43572	Warrant Officer Class One Maxwell James HALDANE		
18422	Warrant Officer Class Two Peter William HARROWER		FIRST CLASS TO THE RESERVE FORCE MEDAL
1200164	Lieutenant Colonel Alan William HUNTER		
18344	Warrant Officer Class Two Terrence Lloyd JOHNSTON	2244255	Warrant Officer Class Two Warren Reginald CHISLETT
1200497	Captain Lee Gary KERR		
215390	Sergeant Bruce Charles MC KENZIE		
342942	Major Colin Neil MACKINTOSH		
342798	Warrant Officer Class One David Stanley MADDICK		
1200212	Warrant Officer Class One Alistair John PASS		SECOND CLASP TO THE RESERVE FORCE MEDAL
215444	Warrant Officer Class Two David Wilfred PRESTON	3129760	Warrant Officer Class Two Craig Mackenzie COOK
43404	Private Frederick William RICHARDS		
54722	Warrant Officer Class Two Ross SHEPHERD		
58821	Warrant Officer Class One Barry William SKINNER		
215312	Captain Bryan Allen SMITH		
214990	Colonel William Wallace TINDALE		FIRST AND SECOND CLASP TO THE RESERVE FORCE MEDAL
18228	Sergeant Ian Gordon TORRENS		
43357	Warrant Officer Class One Alan UNWIN		
61547	Captain Tony Edward WASS	3168808	Warrant Officer Class One Arthur Edward OSLAND
1410932	Warrant Officer Class Two Allan Joseph WENT		

RESERVE FORCE MEDAL

By His Excellency's Command
ROBIN RAWSON
Registrar of Awards

3123091	Corporal Richard James BOYANTON
432683	Lieutenant Colonel Alexander Scott CAMERON
628782	Sergeant Stephen Mark HOWELL
123880	Corporal David William MC GRATH
362917	Lance Corporal Bradley Paul NEICHO

RESERVE FORCE MEDAL WITH FIRST CLASP

3108479	Sergeant James Wood ROBERTSON
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Legislation

Orders

Australian Meat and Live-stock Corporation Act 1977

NOTIFICATION OF MAKING OF ORDERS

Notice is hereby given that the undermentioned Order has been made under the *Australian Meat and Live-stock Corporation Act 1977*. Copies of the Order may be obtained at the Head Office of the Australian Meat and Live-stock Corporation, Aetna Life Tower, Corner Elizabeth and Bathurst Street, Sydney NSW 2000.

<i>Section of ACT under which Order made</i>	<i>Order relates to</i>	<i>Title of Order</i>	<i>Distinguishing number of Orders</i>
16H	Meat	1990 Performance M41/89	

**NOTIFICATION OF THE MAKING OF ORDERS
UNDER THE CIVIL AVIATION REGULATIONS**

Notice is hereby given that the following amendment to Civil Aviation Orders Part 105 will become effective on 18 October 1989.

AD/BAe 146/15 Amdt 1: Additional riveted attachment-stringer 21P

Copies of the above Order are available for inspection and may be purchased over the counter from the:

Civil Aviation Authority
607 Swanston Street
Carlton South Vic. 3053

or by mail from:

Civil Aviation Authority
Publications Centre
GPO Box 1986
Carlton South Vic. 3053

N.N.—8977816

N.N.—8977815

Government Departments

Administrative Services

AUSTRALIAN ELECTORAL COMMISSION

Register of Political Parties

The Australian Electoral Commission has received the following applications for registration as political parties under the provisions of the *Commonwealth Electoral Act 1918* (the Act).

* Name of Party: **The MacArthur Gruen Party**

Abbreviation of name: **The Gruens**

Name and address of proposed registered officer: **Daniela Reverberi**
2/3 Birch Crescent
East Corrimal NSW 2518

The application was made by 10 members of the party and states that it wishes to receive election funding in reimbursement of its campaign expenditure and operates under a constitution.

* Name of Party: **Australian Gruen Party**

Abbreviation of name: **The Gruens**

Name and address of proposed registered officer: **Daniela Reverberi**
2/3 Birch Crescent
East Corrimal NSW 2518

The application was made by 10 members of the party and states that it wishes to receive election funding in reimbursement of its campaign expenditure. The party does not operate under a constitution.

* Name of Party: **Citizen Initiated Referendums**

Abbreviation of name: **C.I.R.**

Name and address of proposed registered officer: **Jonathan Malcolm Miln**
7 Barkly Street
Mornington VIC 3931

The application was made by 10 members of the party and states that it wishes to receive election funding in reimbursement of its campaign expenditure and operates under a constitution.

If you believe that the party should not be registered

- . because it is not an organisation with an object of promoting the election to the Federal Parliament of its endorsed candidate(s); or
- . because the application does not fulfil the technical requirements specified in the Act; or
- . because the party's name is likely to be confused with the name (or abbreviation) of a Parliamentary or registered political party

you can state your reasons in writing to the Australian Electoral Commission by 27 November 1989. Submissions, which must be signed and contain your address, should be sent to the Australian Electoral Commission PO Box E201 Queen Victoria Terrace ACT 2600.

If you intend to lodge a submission objecting to a party's registration please contact Sue Sayer on (062) 714413 for more detailed information on the technical requirements in the Act. It should also be noted that submissions will be forwarded to the applicant for comment.

NOTICE OF CHANGE TO THE REGISTER OF POLITICAL PARTIES

PURSUANT to the provisions of Part XI of the *Commonwealth Electoral Act 1918* I, as delegate of the Australian Electoral Commission, determined an application from 3 members of the Socialist Workers Party on 6 October 1989 and changed the name of the party in the Register of Political Parties to Democratic Socialist Party with an abbreviation Dem. Soc.

COLIN A HUGHES
Electoral Commissioner

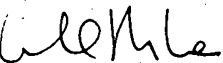
N.N.-8978232

AUSTRALIAN ELECTORAL COMMISSION

Commonwealth Electoral Act 1918

APPOINTMENT OF POLLING PLACES

As delegate of the Australian Electoral Commission I appoint the places named in Column 3 of the Schedule to be polling places for the Divisions specified in Column 1 and Subdivisions in Column 2.



COLIN A. HUGHES
Electoral Commissioner

SCHEDULE

Column 1 Electoral Division	Column 2 Subdivision	Column 3 Polling place
NEW SOUTH WALES		
Werriwa	Casula	Casula South
QUEENSLAND		
Forde	Forde	Kingston (Forde)
Moncrieff		Jacobs Well
Moreton	Moreton	Greenmeadows (Moreton)
	Moreton	Upper Mt Gravatt (Moreton)
WESTERN AUSTRALIA		
Cowan	Cowan	Alexander Heights
	Cowan	Ballajura South
	Cowan	Marangaroo
Moore		Heathridge East
Pearce	Pearce	Midland Central
Perth	Perth	Hyde Park
	Perth	Morley
Stirling	Stirling	Mirrabooka Central
Swan		Beckenham Central
Tangney		North Lake
		Leeming East

APPOINTMENT OF POLLING PLACES (Cont.)

Column 1 Electoral Division	Column 2 Subdivision	Column 3 Polling place
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TASMANIA

Bass	Launceston West	Prospect Vale
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AUSTRALIAN CAPITAL TERRITORY

Canberra		Calwell
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Commonwealth Electoral Act 1918

ABOLITION OF POLLING PLACES

As delegate of the Australian Electoral Commission I abolish the polling places named in Column 3 of the Schedule to be polling places for the Divisions specified in Column 1 and Subdivisions in Column 2.


COLIN A. HUGHES
Electoral Commissioner**SCHEDULE**

Column 1 Electoral Division	Column 2 Subdivision	Column 3 Polling Place
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NEW SOUTH WALES

Barton	Brighton Le Sands	Monterey North
Hume	Cootamundra	Cootamundra Hospital (District)

QUEENSLAND

Hinkler		Gladstone Hospital Monto Hospital Fairymead Bucca
Kennedy	Winton Winton	Twin Hills Morella
Moreton	Moreton	Salvin Park
Wide Bay		Wondai Hospital

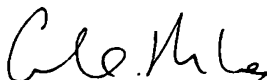
ABOLITION OF POLLING PLACES (Cont.)

Column 1 Electoral Division	Column 2 Subdivision	Column 3 Polling Place
WESTERN AUSTRALIA		
Canning		Helena Valley Kelmscott South
Curtin		Rehab Hospital Repatriation General Hospital Dalkeith North Cottesloe North Floreat South Glendalough (Little Sisters of the Poor) Joondanna South (Joondanna Village Lodge)
Forrest		Waterloo
O'Connor	O'Connor O'Connor O'Connor O'Connor O'Connor O'Connor O'Connor O'Connor O'Connor O'Connor	Port Denison Moodiarup Mobrup Waddi Forest Wedgecarrup Salt River Qualeup Gutha Ejanding Culbin
Perth	Perth	Bassendean West
Stirling	Stirling	North Beach South
Tangney		Applecross South Southern River
SOUTH AUSTRALIA		
Barker	Mount Gambier Victoria Mount Gambier Murray Mallee East	Boandik Lodge Naracoorte Hospital Mount Gambier Hospital Halidon
Port Adelaide	Semaphore	Largs Bay Central

Commonwealth Electoral Act 1918

CHANGE OF NAMES OF POLLING PLACES

As delegate of the Australian Electoral Commission I change the name of the polling place named in Column 2 of the Schedule to that shown in Column 3.



COLIN A. HUGHES
Electoral Commissioner

SCHEDULE

Column 1 Electoral Division	Column 2 Previous name of Polling Place	Column 3 New name of Polling place
NEW SOUTH WALES		
Hume	Cootamundra Hospital (Mercy)	Cootamundra Hospital
	Riverina Murray Institute	Charles Sturt University
QUEENSLAND		
Bowman	Mackenzie Greenmeadows	Mount Petrie (Bowman) Greenmeadows (Bowman)
	Belmont	Belmont School (Bowman)
Brisbane	Paddington West	West Paddington (Brisbane)
	Ashgrove West	Ashgrove West (Brisbane)
	Lutwyche	Lutwyche (Brisbane)
	Stafford North Swan Hill	Somerset Hills (Brisbane) Windsor
Dawson	Mater Hospital	Mackay Mater Hospital
Forde	Woodridge	Woodridge (Forde)
	Runcorn	Runcorn (Forde)
	Moorooka East	Moorooka (Forde)
	Harris Fields	Harris Fields (Forde)
	Darra	Darra (Forde)
Griffith	Berrinba East	Berrinba East (Forde)
	West Paddington	West Paddington (Griffith)
	Camp Hill Belmont School	Camp Hill (Griffith) Belmont School (Griffith)
Herbert	West End Alligator Creek	Cutheringa Nome
Hinkler	The Valley Gladstone Bundaberg General Hospital	Gladstone Valley Bundaberg Base Hospital

CHANGE OF NAMES OF POLLING PLACES (Cont.)

Column 1 Electoral Division	Column 2 Previous name of Polling Place	Column 3 New name of Polling place
Kennedy	Parkside	Mount Isa West
Leichhardt	Kuranda	Kuranda (Leichhardt)
Lilley	Windsor	Lutwyche (Lilley)
Moncrieff	Jimboomba Bundall	Jimboomba (Moncrieff) Evandale (Moncrieff)
Moreton	Camp Hill South Chatsworth Coorparoo Mansfield	Camp Hill (Moreton) Chatsworth Road Coorparoo (Moreton) Mansfield (Moreton)
Oxley	Camira	Camira (Oxley)
Petrie	Somerset Hills Albany Creek	Somerset Hills (Petrie) Albany Creek (Petrie)
Rankin	Darra School Maclean Woodridge South Camira School	Darra (Rankin) Jimboomba (Rankin) Berrinba East (Rankin) Camira (Rankin)
Ryan	St Johns Wood	Ashgrove West (Ryan)
Wide Bay	Newtown Fairfield	Maryborough North Bell Hilltop

WESTERN AUSTRALIA

Curtin	West Perth Hyde Park	West Perth Central West Perth
O'Connor	Lake Varley Gairdner Frankland River	Varley Gairdner River Frankland
Pearce	Mt Helena	Mount Helena
Perth	Viveash Weld Square Morley	Middle Swan Northbridge Dianella North

Commonwealth Electoral Act 1918**DECLARATION OF REMOTE SUBDIVISIONS – NEW SOUTH WALES**

Pursuant to section 79 of the *Commonwealth Electoral Act 1918*, I, as delegate of the Australian Electoral Commission hereby declare the following subdivisions to be remote subdivisions for the purposes of the Act.



COLIN A HUGHES
Electoral Commissioner

DIVISION**SUBDIVISION**

LYNE**Bulahdelah
Forster
Taree**

N.N.-8978234

The Arts, Sport, the Environment, Tourism and Territories

COMMONWEALTH OF AUSTRALIA

Protection of Movable Cultural Heritage Act 1986

NOTIFICATION OF REFUSAL OF AN APPLICATION FOR A PERMIT TO EXPORT

I, ALLAN CLYDE HOLDING, the Minister of State for the Arts, Tourism and Territories, hereby notify that, being of the opinion that:

- (1) the oil painting described in the Schedule is an object of Fine Art prescribed by Item 2 of Part IX of the National Cultural Heritage Control List in the Schedule to the Protection of Movable Cultural Heritage Regulations No. 194 of 1988; and
- (2) the oil painting is of such importance to Australia that its loss to Australia would significantly diminish the cultural heritage of Australia;

I refused today an application for permission for the permanent export of the object from Australia in accordance with Subsection 10 (5) of the *Protection of Movable Cultural Heritage Act 1986*.

SCHEDULE

<i>Name by which oil painting is known</i>	<i>Artist</i>	<i>Dimensions</i>
<i>The Bath of Diana, Van Diemen's Land, 1837</i>	John Glover	76 x 114 cm

Dated this 26th day of September 1989.

CLYDE HOLDING
Minister of State for the Arts
Tourism and Territories

N.N.—8977817

COMMONWEALTH OF AUSTRALIA

National Parks and Wildlife Conservation Act 1975

NOTICE UNDER SUBSECTION 11 (10)

A plan of management has been prepared for Ashmore Reef National Nature Reserve, in the Territory of Ashmore and Cartier Islands.

Copies of the plan may be inspected at the following addresses:

Ground Floor, Construction House
217 Northbourne Avenue
Turner ACT
(GPO Box 636, Canberra ACT 2601)
Ground Floor, Commercial Union Building
84 Smith Street
Darwin NT
(GPO Box 1260, Darwin NT 0801)

Copies of the plan may also be purchased for \$5.00 each at those addresses.

Anyone interested in the plan is invited to make representations to me by the 27th day of November 1989.

Representations may be sent to the following addresses:

The Director of National Parks and Wildlife
GPO Box 636
Canberra ACT 2601

J. D. OVINGTON
Director of National
Parks and Wildlife

N.N.—8977818

COMMONWEALTH OF AUSTRALIA

Wildlife Protection (Regulation of Exports and Imports) Act 1982

Section 11

DECLARATION OF AN APPROVED INSTITUTION

I, JOHN DERRICK OVINGTON, the Designated Authority under subsection 18 (1) of the *Wildlife Protection (Regulation of Exports and Imports) Act 1982*, in pursuance of subsection 11 (1) of that Act, hereby declare the organisation specified in Column 2 of the Schedule, in an item in the Schedule, to be an approved institution in relation to the class, or classes, of specimens specified in Column 3 of the Schedule in that item.

Dated this 11th day of October 1989.

J. D. OVINGTON
Designated Authority

SCHEDULE

<i>Column 1 Item</i>	<i>Column 2 Name and Country of Approved Institution</i>	<i>Column 3 Approved class, or classes, of specimens</i>
1	Hirakawa Zoological Park 5669-1 Hirakawa-cho Kagoshima 891-01 Japan	<i>Psittaciformes</i>

N.N.—8977819

COMMONWEALTH OF AUSTRALIA

Wildlife Protection (Regulation of Exports and Imports) Act 1982

Section 12

DECLARATION OF AN APPROVED ZOOLOGICAL ORGANISATION

I, JOHN DERRICK OVINGTON, the Designated Authority under subsection 18 (1) of the *Wildlife Protection (Regulation of Exports and Imports) Act 1982*, in pursuance of subsection 12 (1) of that Act, hereby declare the zoological organisation specified in Column 2 of the Schedule, in an item in the Schedule, to be an approved zoological organisation in relation to the class, or classes, of specimens specified in Column 3 of the Schedule in that item.

Dated this 11th day of October 1989.

J. D. OVINGTON
Designated Authority

SCHEDULE

<i>Column 1 Item</i>	<i>Column 2 Name and country of zoo</i>	<i>Column 3 Approved class, or classes, of specimens</i>
1	Hirakawa Zoological Park, 5669-1 Hirakawa-cho, Kago- shima 891-01, Japan	<i>Psittaciformes</i>

N.N.—8977820

COMMONWEALTH OF AUSTRALIA

WILDLIFE PROTECTION (REGULATION OF EXPORTS AND IMPORTS)
ACT 1982

SECTION 44

NOTICE

I, GRAHAM FREDERICK RICHARDSON, the Minister of State for the Arts, Sport, the Environment, Tourism and Territories, in pursuance of sub-section 44(1) of the *Wildlife Protection (Regulation of Exports and Imports) Act 1982* hereby notify that I am considering giving:

Mr P Mirtschin
Venom Supplies
18 Creber Street
Whyalla Playford SA 5600;

Mr T Mertens
Bowman Park Trust
PO Box 70
Crystal Brook SA 5523;

Mrs R Worrell
Australian Reptile Park Pty Ltd
Pacific Highway
North Gosford NSW 2250;

Mr R & Mrs J Bredl
Bredl's Reptile Park and Zoo
Bruce Highway
CARDWELL QLD 4816;

an authority under Section 44 of that Act to export the following specimens over a period of six months on condition that prior to export of each consignment the exporter obtains the permission of the Director of the Australian National Parks and Wildlife Service or his nominee:

Snake venom and venom products.

In accordance with paragraph 44(1)(f) of that Act I invite interested persons to lodge with me comments in writing on the desirability of giving the authority. Such comments should be lodged at the following address not later than 10 days after the date of publication of this Notice -

The Director
Australian National Parks and Wildlife Service
GPO Box 636
CANBERRA ACT 2601

Dated this

29th

day of

September

1989



Minister of State for the Arts, Sport, the Environment
Tourism and Territories

Attorney-General

I, ALAN DOUGLAS ROSE, Secretary to the Attorney-General's Department, in pursuance of section 55E (4) of the *Judiciary Act 1903* hereby authorise Christopher Michael Erskine, an officer of the Attorney-General's Department whose name is on a roll referred to in section 55D (1) of the *Judiciary Act 1903* to act in the name of the Australian Government Solicitor.

Dated this 29th day of September 1989.

A. D. ROSE

N.N.—8977821

Judiciary Act 1903

INSTRUMENT OF GENERAL AUTHORISATION UNDER SECTION 55E (4)

I, ALAN DOUGLAS ROSE, Secretary to the Attorney-General's Department, in pursuance of section 55E (4) of the *Judiciary Act 1903* hereby:

Revoke as from 18 September 1989 inclusive the authorisation, dated 18 August 1989 to John Cater Campbell, Acting Director of Legal Services, Australian Capital Territory, to act in the name of the Australian Government Solicitor.

Dated this 5th day of October 1989.

A. D. ROSE

N.N.—8977822

Community Services and Health

COMMONWEALTH OF AUSTRALIA

Health Insurance Act 1973

DETERMINATION UNDER SECTION 106

WHEREAS

- (a) The Medical Services Committee of Inquiry for the State of Victoria, established under subsection 80 (1) of the *Health Insurance Act 1973*, has inquired into the matter of the rendering of professional services by Athanasios Gouras, a legally qualified medical practitioner of 10 Little Chapel Street, Prahran, in that State, referred to the Committee under section 82 of the Act;
- (b) the said Committee, after having conducted a hearing into the abovementioned matter pursuant to section 94 of the Act, has reported to the Minister, under section 104 of the Act, and has expressed the opinion that the services identified in its report and which were rendered by the said Athanasios Gouras were excessive services within the meaning of paragraph 79 (1B) of the Act;
- (c) Medicare benefits within the meaning of subsection 3 (1) of the Act in respect of the abovementioned services have been paid or are payable to the said Athanasios Gouras;
- (d) the services included in the reference to the Committee were rendered on or after 1 February 1984;
- (e) the said Committee has made recommendations pursuant to paragraphs 105 (2) (ca) and 105 (2) (f) of the Act; and
- (f) subsection 106 (1) of the Act provides that the Minister may make a Determination in writing in accordance with the said Committee's recommendations.

Now therefore I, NEAL BLEWETT, Minister of State for Community Services and Health, hereby determine that, in accordance with the said Committee's recommendations:

- (i) under paragraph 105 (2) (ca) of the Act, the said Athanasios Gouras be counselled; and
- (ii) under paragraph 105 (2) (f) of the Act, the amount of Medicare benefits referred to in paragraph (c), that is an amount \$19 370.40 in total, herein be payable by the said Athanasios Gouras to the Commonwealth of Australia.

Dated this 29th day of June 1989.

NEAL BLEWETT
Minister of State for
Community Services and Health

N.N.—8977823

COMMONWEALTH OF AUSTRALIA

Health Insurance Act 1973

STATEMENT UNDER SECTION 106AA

On the 29th of June 1989, I, NEAL BLEWETT, Minister of State for Community Services and Health, made a determination under section 106 of the *Health Insurance Act 1973* (the Act), in respect of Dr Athanasios Gouras of 10 Little Chapel Street, Prahran Victoria.

Particulars of Determination

A copy of the determination is at Attachment A.

Reasons for Determination

The determination was made by me on the basis of recommendations made under section 105 of the Act by the Medical Services Committee of Inquiry for the State of South Australia, after its inquiry into the practices of Dr Gouras.

The Committee was of the opinion that in respect of the patients under reference, certain of the services were excessive, in that they were not reasonably necessary for the adequate medical care of the patients concerned. The Committee arrived at this opinion by referring to the information before it and bringing to bear the knowledge and experience of its members.

Comments

The Government is seriously concerned by the practice of doctors like Dr Gouras who provide services which are not reasonably necessary for the adequate medical care of the patients concerned. Excessive services are a drain on public funds and every effort is being made to reduce the magnitude of the problem.

Dated this 28th day of August 1989.

NEAL BLEWETT
Minister for Community Services and Health

N.N.—8977824

COMMONWEALTH OF AUSTRALIA

Health Insurance Act 1973

DETERMINATION OF PRINCIPLES FOR THE APPROVAL OF PREMISES AS AN ACCREDITED PATHOLOGY LABORATORY (APL/6)

I, PETER STAPLES, Acting Minister of State for Community Services and Health, pursuant to subsection 23DN (2) of the *Health Insurance Act 1973*, hereby vary the principles to be applied in the approval of premises as an accredited pathology laboratory pursuant to subsection 23DN (1) of that Act and determined on 26 November 1987, as varied, by adding after subclause 7.4 the following subclauses:

- 7.5 Where the Minister is not satisfied that a person holds an equivalent qualification for the purpose of

paragraph (iii) of the definition of 'scientist' or paragraph (iv) of the definition of 'senior scientist' in subclause 1.1, the Minister shall give that person written notification of that decision.

7.6 A person to whom subclause 7.5 applies may apply to the Minister for reconsideration of the decision and the Minister may either affirm the decision or accept the person's qualifications for the purpose of the definition of 'scientist' or 'senior scientist', as the case may be, in subclause 1.1.

7.7 Where the decision is affirmed, the Minister shall give written notice to the person who applied for the review.

7.8 A notice under subclause 7.7 shall include a statement to the effect that, subject to the *Administrative*

Appeals Tribunal Act 1975, application may be made to the Administrative Appeals Tribunal for review of the decision by or on behalf of a person whose interests are affected by the decision.

7.9 An application may be made to the Administrative Appeals Tribunal for review of a decision made by the Minister under subclause 7.6.

Dated this 27th day of September 1989.

P. STAPLES

Acting Minister of State
for Community Services and Health

N.N.—8977825

COMMONWEALTH OF AUSTRALIA

NATIONAL HEALTH ACT

NURSING HOMES FINANCIAL ARRANGEMENTS PRINCIPLES 32 (20) (a) AND 32 (20) (b)

I, PETER RICHARD STAPLES, Minister of State for Housing and Aged Care, hereby determine pursuant to paragraphs 32 (20) (a) and 32 (20) (b) of the Nursing Homes Financial Arrangements Principles the values of D1 and D2 to be as listed below with effect from 1 October 1989.

	D1 32 (20) (a) \$	D2 32 (20) (b) \$
New South Wales	10.28	7.75
Victoria	9.64	8.42
Queensland	5.07	2.83
Western Australia	7.57	5.40
South Australia	5.66	5.52
Tasmania	9.05	9.83
Australian Capital Territory	10.26	7.69
Northern Territory	5.74	5.60

Dated this 27th day of September 1989.

PETER RICHARD STAPLES

Minister of State for Housing
and Aged Care

N.N.—8977826

COMMONWEALTH OF AUSTRALIA

National Health Act 1953

NURSING HOMES FINANCIAL ARRANGEMENTS PRINCIPLES STANDARD HOURLY RATES

I, PETER RICHARD STAPLES, Minister of State for Housing and Aged Care, hereby determine, pursuant to subprinciple 32 (25) of the Nursing Homes Financial Arrangements Principles, that the quarterly Standard Hourly Rates for each patient classification in each State or Territory effective from 1 October 1989 to be as follows:

	Quarterly Standard Hourly Rates by Patient Classification				
	1	2	3	4	5
	\$	\$	\$	\$	\$
New South Wales	16.56	16.65	16.72	17.03	17.27
Victoria	19.12	19.17	19.23	19.40	19.55
Queensland	14.22	14.27	14.34	14.57	14.78
Western Australia	17.40	17.45	17.50	17.72	17.89
South Australia	15.98	16.01	16.05	16.17	16.30
Tasmania	18.00	18.04	18.06	18.22	18.31
Australian Capital Territory	17.21	17.31	17.38	17.70	17.95
Northern Territory	19.32	19.36	19.40	19.55	19.71

Dated this 27th day of September 1989.

PETER RICHARD STAPLES

Minister of State for Housing
and Aged Care

N.N.—8977827

Industrial Relations

AUSTRALIAN INDUSTRIAL RELATIONS
COMMISSION
Industrial Relations Act 1988
**NOTICE UNDER SUBSECTION 142 (4) IN
RELATION TO VARIATION OF A COMMON RULE**

In the matter of
**BUILDING INDUSTRY LABOURERS (ON-SITE)
A.C.T. AWARD 1986**
C No. 25638 of 1989

Dated this 30th day of July 1986.
And in the matter of the variation of the above award
Notice is hereby given:
(a) That on 27 September 1989, the Commission varied
the term/s of the above-mentioned award referred to
in the Schedule below;
(b) that the variation will be a common rule of the Aus-
tralian Capital Territory in the industry in respect of
which the dispute arose with effect from 17 July 1989;
and

(c) that any person or organisation interested and having
an objection to the variation binding that person or
organisation and wanting to be heard in relation to the
abovementioned variation is invited to lodge with the
Commission a notice of that objection.
A copy of the award may be inspected at the Australian
Industrial Registry at Level 4, CML Building, University
Avenue, Canberra.

SCHEDULE OF TERMS TO BE VARIED

Clause No.	Subject	Substance of variation
PRINT NO. H9698		
40	Compensation for travel pat- terns, mobility requirements of employees and the nature of employment in the construc- tion work covered by this award	Allowances

Dated this 5th day of October 1989.

CHRIS BRENDON
Deputy Industrial Registrar

N.N.—8977828

Industry, Technology and Commerce

National Occupational Health and Safety Commission Act 1985

Section 38

DRAFT NATIONAL STANDARD FOR THE CERTIFICATION OF OPERATORS INVOLVED IN THE SAFE OPERATION OF INDUSTRIAL EQUIPMENT

Pursuant to sub-section 38(4) of the *National Occupational Health and Safety Commission Act 1985*, the National Occupational Health and Safety Commission hereby gives notice that it is proposing to declare a National Standard for the Certification of Personnel Involved in the Safe Operation of Industrial Equipment.

Copies of the *draft* national standard may be obtained free of charge by writing to:

The Chief Executive Officer
National Occupational Health and Safety Commission
GPO Box 58
Sydney NSW 2001
Attention: The Information Officer

or by telephoning (02) 265 7474 or (008) 25 2226 toll free.

Interested persons are invited to make representations in connection with the draft of the national standard before 10 November 1989. Comment should be addressed to:

The Chief Executive Officer
National Occupational Health and Safety Commission
GPO Box 58
Sydney NSW 2001
Attention: Manager, Training and Education

N.N. -8978236

COMMONWEALTH OF AUSTRALIA
CUSTOMS ACT 1901NOTICE OF RATES OF EXCHANGE - s161J CUSTOMS ACT 1901

I, JOSEPH RACE EASTMURE, delegate of the Comptroller-General of Customs, hereby specify, pursuant to s161J of the *Customs Act 1901*, that the amounts set out in Columns 3 to 7 hereunder are the ruling rates of exchange, on the dates specified, for the purposes of ascertaining the value of imported goods under the provisions of Division 2 of Part VIII of the *Customs Act 1901*.

<u>SCHEDULE</u>		(Foreign Currency = AUS \$1)				
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Country	Foreign Currency	Date 04/10/89	Date 05/10/89	Date 06-08/10	Date 09/10/89	Date 10/10/89
AUSTRIA	Schillings	10.3400	10.2200	10.3200	10.3900	10.3300
BELGIUM/LUX	Francs	30.8800	30.5500	30.7700	30.9900	30.8500
BRAZIL	Cruzado	3.0247	3.0545	3.1102	3.1762	3.2041
CANADA	Dollar	0.9159	0.9109	0.9149	0.9200	0.9139
CHINA	New Yuan	2.8941	2.8798	2.8891	2.9069	2.8891
DENMARK	Kroner	5.7223	5.6678	5.7070	5.7531	5.7199
EEC	ECU	0.7122	0.7063	0.7100	0.7165	0.7140
FIJI	Dollars	1.1706	1.1648	1.1688	1.1757	1.1697
FINLAND	Marks	3.3339	3.3055	3.3304	3.3525	3.3418
FRANCE	Francs	4.9850	4.9357	4.9619	5.0049	4.9789
GERMANY	Deutschmarks	1.4686	1.4553	1.4639	1.4746	1.4681
GREECE	Drachmas	129.0200	128.0400	129.0000	130.1800	129.5400
HONG KONG	Dollars	6.0807	6.0516	6.0466	6.1092	6.0736
INDIA	Rupees	13.0900	13.0200	13.0700	13.1800	13.1300
INDONESIA	Rupiahs	1389.0000	1382.0000	1387.0000	1395.0000	1387.0000
IRELAND	Pounds	0.5508	0.5456	0.5492	0.5542	0.5510
ISRAEL	Shekel	1.5567	1.5482	1.5532	1.5710	1.5613
ITALY	Lire	1073.6300	1064.5200	1071.0400	1079.1400	1075.7700
JAPAN	Yen	110.0000	109.4600	110.5900	111.1200	111.0300
KOREA	Won	522.4200	519.9600	521.7600	525.1400	522.0500
MALAYSIA	Dollars	2.1008	2.0872	2.0954	2.1083	2.0956
NETHERLANDS	Guilders	1.6589	1.6427	1.6538	1.6670	1.6573
NEW ZEALAND	Dollars	1.3376	1.3361	1.3335	1.3307	1.3278
NORWAY	Kroner	5.4152	5.3781	5.4079	5.4487	5.4292
PAKISTAN	Rupees	16.4300	16.3500	16.4000	16.5000	16.3900
PNG	Kina	0.6708	0.6682	0.6702	0.6728	0.6700
PHILIPPINES	Pesos	17.1000	17.0100	17.0300	17.1400	17.0300
PORTUGAL	Escudos	124.5100	123.2200	124.6000	125.3800	124.7600
SINGAPORE	Dollars	1.5342	1.5230	1.5299	1.5373	1.5288
SOLOMON IS.	Dollars	1.8586	1.8524	1.8598	1.8713	1.8607
SOUTH AFRICA	Rand	2.0984	2.0764	2.0907	2.1094	2.1033
SPAIN	Pesetas	93.2800	92.2500	93.1200	93.7800	93.1100
SRI LANKA	Rupees	31.1600	31.0100	31.1000	31.3000	31.1100
SWEDEN	Kroner	5.0257	4.9962	5.0210	5.0609	5.0398
SWITZERLAND	Francs	1.2727	1.2595	1.2705	1.2836	1.2806
TAIWAN	Dollars	20.0300	19.9000	19.9700	20.0900	20.0000
THAILAND	Bahts	20.1100	20.0200	20.0900	20.2300	20.1100
UK	Pounds	0.4853	0.4828	0.4825	0.4872	0.4935
US	Dollars	0.7795	0.7756	0.7781	0.7829	0.7781

J.R.EASTMURE
Delegate of the
Comptroller-General of Customs
CANBERRA A.C.T.
11/10/89

N.N.-8978233

PRELIMINARY FINDING

DUMPING OF SODIUM TRIPOLYPHOSPHATE FROM BELGIUM, ISRAEL,
JAPAN AND YUGOSLAVIA - SUBSIDISATION OF SODIUM
TRIPOLYPHOSPHATE FROM ISRAEL

CUSTOMS ACT 1901
NOTICE UNDER SUB-SECTION 269TD(3)

I, Richard John Hunt, delegate of the Comptroller-General of Customs for the purposes of section 269TD(3) of the Customs Act 1901, following consideration of the application by Albright & Wilson (Australia) Limited lodged pursuant to section 269TB of the Customs Act 1901 hereby make a preliminary finding that:

- . sufficient grounds do not exist for the publication of a "dumping duty notice" as defined by section 269T of the Customs Act 1901 in respect of sodium tripolyphosphate exported from Belgium, Israel, Japan and the Socialist Federal Republic of Yugoslavia; and
- . sufficient grounds do not exist for the publication of a "countervailing duty notice" as defined by section 269T of the Customs Act 1901 in respect of sodium tripolyphosphate exported from Israel.

Dated this tenth day of October 1989.



R. Hunt
Delegate of the Comptroller-General of Customs

N.N.-8978237

Primary Industries and Energy

APPROVED COURSES IN WOOLCLASSING 1989

Under the *Wool Marketing Act 1987*, the Australian Wool Corporation is required to publish those courses which provide suitable training and qualifications for registration of woolclassers.

Shown below are all the educational institutions which provide approved courses. This interim listing will apply until notice is given of additions or revocations.

PROFESSIONAL AND OWNER CLASSER COURSES:

Albury Technical College
Argyle College of TAFE (Goulburn, Yass)
Armidale Technical College
Ballarat School of Mines and Technology
Bathurst Technical College
Cooma Technical College
Cootamundra College of TAFE
Deniliquin College of TAFE
East Gippsland Community of TAFE (Bairnsdale, Sale, Swifts Creek)
Finley TAFE College
Forbes Technical College
Fremantle Technical College
Glen Innes Technical College
Gordon Technical College
Goulburn Valley TAFE (Benalla/Shepparton)
Inverell Technical College
Jerilderie TAFE College
Launceston Technical College
Leeton College of TAFE
Longreach Pastoral College
Loddon Campaspe College of TAFE (Echuca, Kangaroo Flat, Kerang, Charlton, Maryborough)
Marleston College of TAFE
Melbourne College of Textiles
Mudgee Technical College
Musswellbrook Technical College
Newcastle Technical College
Orana Community College (Cobar, Coonabarabran, Dubbo, Dundoo, Gilgandra, Wellington)
Parkes TAFE College
Southern Downs College of TAFE (Warwick)
South West College of TAFE (Casterton, Hamilton, Warrnambool)
Sunraysia College of TAFE (Irymple, Swan Hill)
Sydney Technical College (School of Rural Science)
Tamworth Technical College
Tenterfield TAFE College
University of New South Wales
VCAH Glenormiston
Wagga Wagga Technical College (Temora, Wagga)
Wangaratta College of TAFE
Warren College of TAFE
West Wyalong College of TAFE
Wimmera College of TAFE (Horsham, Stawell, Warracknabeal, Nhill, Longerenong)
Woden College of TAFE
Young Technical College

OWNER CLASSER COURSES ONLY:

Dalby Pastoral College
McMillian School of Rural Studies
Port Augusta College of TAFE

Transport and Communications

COMMONWEALTH OF AUSTRALIA

Civil Aviation Act 1988

TO THE CIVIL AVIATION AUTHORITY

I, RALPH WILLIS, Minister of State for Transport and Communications, acting pursuant to subsection 12 (1) of the *Civil Aviation Act 1988* (the Act), hereby direct the Civil Aviation Authority to waive such charges, fixed by determinations made under subsection 66 (2) of the Act, payable by East-West Airlines (Operations) Limited from 28 August 1989, as are approved by the Committee referred to in clause 6 of the Agreement annexed hereto, with effect from the date of that approval by the Committee, and as are advised to the Authority in accordance with the Administrative Procedures set out in Schedule D to that Agreement.

Dated this 28th day of October 1989.

RALPH WILLIS

An agreement made the 3rd day of October 1989.

BETWEEN

THE COMMONWEALTH OF AUSTRALIA ('The Commonwealth'); and

EAST-WEST AIRLINES LTD and

EAST-WEST AIRLINES (OPERATIONS) LTD ('the Airline')

- A. WHEREAS a claim by the Australian Federation of Airline Pilots for a 29.47 per cent wage increase for pilots outside the National Wage Principles has resulted in significant disruption to Domestic Airline services ('the pilots' action');
- B. AND WHEREAS for the Domestic Airlines to negotiate outside the National Wage Principles would, in itself, destroy the wages system and extensively damage the Australian economy;
- C. AND WHEREAS the Domestic Airlines are not able to stand-down staff because this would undermine their ability to rebuild operational capacity and this inability to stand-down staff places an intolerable strain on the financial resources of the Domestic Airlines, and whereas this would not apply in other circumstances where mass stand-downs could be contemplated;
- D. AND WHEREAS the Commonwealth has agreed to reimburse the Domestic Airlines the net employee costs equivalent by way of waiver of statutory charges payable to the Civil Aviation Authority and the Federal Airports Corporation.

Now it is agreed as follows:

1. In this agreement the following words and expressions shall have the following meanings, unless the context otherwise requires;
 - (a) 'ACTU/Airlines Agreement' means the 'ACTU and Affiliates—Ansett Australian East-West—Staff Other Than Pilot Agreement September 1989' as set out in Schedule A to this Agreement and earlier Agreements with the ACTU and as reflected in correspondence between the ACTU and secretaries of airlines industry unions set out in Schedules B and C to this agreement.
 - (b) 'basic salary' means the award rate of pay (including increments) and, in addition, any salary-related allowances that are paid for the performance of normal duties (e.g. leading hand, supervisory responsibility and industry allowances) but does not include allowances in lieu of overtime, shift allowances, disability rates, additional payments for public holidays and cost reimbursement allowances, such as travelling and meals allowance except where such payments are required by law to be made.

- (c) 'employee' means any employee of the Airline employed by the Airline as at 28 August 1989 directly involved in the Airline industry who does not refuse to work as directed by the Airline and to whom the ACTU/Airlines Agreement applies during the term of that agreement.
- (d) 'net employee costs equivalent' means an amount equal to:
- basic salaries paid to employees; and
 - payroll tax paid and normal employee superannuation contributions made in respect of the employees; and
 - workers compensation and public liability insurance costs and fringe benefits tax which the Airline would not have had to incur had the employees been stood-down; and
 - such other costs as are agreed between the parties to this agreement;
- to the extent that employees cannot be usefully employed by the Airline as a result of the pilots' action during the term of this agreement and during which the employees have not refused to take paid leave under the ACTU/Airlines Agreement.
2. This agreement shall be deemed to have come into force on 28 August 1989 and shall be subject to a review at any time at the written request of either party to the agreement and be subject to termination by either party after any such review upon giving twenty eight days written notice to the other party without prejudice to the rights of either party existing at that date under this agreement.
3. The Airline will use all reasonable endeavours to ensure that:
- employees are given useful work (including contracting work) to the maximum extent possible not inconsistent with the rebuilding of operational capacity at short notice; and
 - where there is no useful work available, employees are required to take paid leave or other paid time, including in accordance with the conditions set out in the ACTU/Airlines Agreements.
4. Gross payments made by the Airline to employees taking paid leave, including 2 days and time in lieu, will not be included in the calculation of the net employee costs equivalent unless the Airline can reasonably demonstrate by actuarial calculation that the cost to the Airline of the paid leave would not be acquitted.
5. Reimbursement of the net employee costs equivalent, by the Commonwealth to the Airline will be made to the Airline in the form of a waiver of the statutory charges pursuant to the *Civil Aviation Act 1988* and the *Federal Airports Corporation Act 1986* due from the Airline to the Civil Aviation Authority ('the Authority') and the Federal Airports Corporation ('the Corporation'), which would otherwise become payable by the Airline from the date this agreement is deemed to come into force.
6. A Committee, comprising officers of the Departments of Finance, Industrial Relations and Transport and Communications, will approve the amount of the net employee costs equivalent from time to time in order to determine what statutory charges will be waived by the Authority and the Corporation if claims are in accordance with terms and conditions of this agreement. The Airline will provide the Committee, or persons authorised by it, all relevant information required for this purpose. These credits will become available progressively to the Airline as they are approved.
7. The parties to the agreement shall comply with the Administrative Procedures agreed between the parties to facilitate the implementation of this agreement which are set out in Schedule D to this agreement.
8. On the termination of the agreement, the total net employee costs equivalent will be subject to audit by the Commonwealth Auditor-General at Commonwealth expense and the Airline agrees to provide him with full and unhindered access to all relevant records of the Airline for this purpose. A reconciliation of any amounts to be reimbursed to either party to this agreement will be effected either via the Authority or the Corporation Statutory charging mechanisms or by direct payment to the Commonwealth by the Airline.
- Signed for and on behalf of the
Commonwealth of Australia by
ROGER BEALE
Associate Secretary
Department of Transport and
Communications
- in the presence of
WITNESS
- Signed for and on behalf of
East-West Airlines Ltd by
NEIL BERKETT
General Manager
- in the presence of
WITNESS
- Signed for and on behalf of
East-West Airlines (Operations) Ltd by
NEIL BERKETT
General Manager
(Operations)
- in the presence of
WITNESS
-
- ### SCHEDULE A
- Schedule A, page one
ACTU AND AFFILIATES ANSETT AUSTRALIAN
EAST-WEST
STAFF OTHER THAN PILOT AGREEMENT
SEPTEMBER 1989
- This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on 28 September 1989.
- Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.
- Where there is limited work there should be local discussion regarding the appropriate arrangements for sharing by agreement.
- Where there is no work or alternative work during the period 25 August to 28 September, employees will be required to take leave.
- This should be done by initially taking:
- Accrued Long Service Leave—For staff who have no long service leave credits, long service leave in advance to a maximum of thirteen calendar days,
then
 - Accrued two days—where applicable
then
 - Days in lieu—where applicable
then
 - Annual Leave—either accrued or pro rata annual leave which shall be paid according to the shift roster that would have been worked in normal scheduled operations
For staff who have no annual leave or pro rata accruals, annual leave in advance up to twenty days which shall be paid according to the shift or other roster that would have been worked in normal scheduled operations

In the event of these days being fully utilised staff may then avail of the other options, i.e. either advanced paid leave or leave without pay

Or such combination of the employee's choice.

Schedule A, page two

5. Leave without pay is available for all or part of the above period if staff so choose.

Where individual staff choose leave without pay, continuity of service will be maintained and accrual of entitlements for the period of the agreement credited.

SUPERANNUATION

Death and disability cover will be maintained by the airlines.

Full superannuation cover can be maintained at the employee election to pay their own contributions. In which case, the airlines will maintain employer contributions. Should staff not elect to maintain contributions the period will not count as member service for superannuation purposes.

Staff availing of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

The above provisions relating to alternative work or taking of leave will apply to staff from 25 August and shall take effect from the first duty period commencing after contact was made by the company.

All advanced entitlements will be acquitted against the accrued entitlements following a resumption of work. This means that advanced annual leave granted will be acquitted against the next annual leave entitlement or final payment in the event of an employee's termination of employment. Where it can be shown that prior holiday bookings had been made a cancellation of which results in the employee incurring financial loss the company may allow advanced credits to be acquitted over two leave periods, however, affected employees must evidence such existing arrangements as of 6 September by the expiry of this agreement. Advance long service leave will be acquitted against eventual long service leave entitlements.

This agreement ensures that nonpilot staff will not be placed in a no pay situation during the disruption to airline services unless that staff member chooses to take leave without pay. Staff covered by this Agreement will not be stood down.

APPRENTICES

Apprentices will be unaffected for the duration of this agreement, however, East-West reserves its position where insufficient trade staff are available for training of apprentices in which case they will consult with the AMWU.

SCHEDULE B

Schedule B, page one
25 August 1989

To: Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Possible Stand Downs

In response to the ACTU letter to the Airline companies in relation to the above matter, which was circulated to you on 23 August 1989 the airlines have responded with the attached letter (Attachment A) which indicates the following:

1. Stand downs of nonpilot employees will be pursued only as a last resort and after every reasonable means of ensuring that staff are not placed in a situation of hardship has been exhausted.
2. A blanket guarantee not to exercise stand downs is not given due to the indeterminate nature of the pilots' dispute. The arrangements below will stand in place for 1 week before which time the operators will stand in place for 1 week before which time the operators will

review the situation, have discussions with the ACTU and thereafter possibly make an application for stand downs. However, the arrangements are predicated upon each union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.

3. The Companies will explore all avenues to keep all staff usefully employed. These will include the flexible use of staff, between areas where work has decreased or ceased to areas where work is continuing which may result in change of rosters and employees being asked to undertake functions not normally performed by them but related to their employment generally.

Schedule B, page two

4. To implement the above, rather than pursue the stand down option, staff may be asked to change shifts without the application of the shift change limitations in the Award.
5. In addition to the above, staff in a stand down situation, i.e. not usefully employed, will be encouraged, following redeployment action where appropriate, apply for outstanding leave credits including annual leave, 'two' days, days in lieu and Long Service Leave—in any combination—subject to 24 hours recall to duty. Accrued entitlements must be exhausted prior to pro rata credits being used. Thereafter, up to five days leave in advance may be utilised.
6. If sufficient staff do not apply for leave the Companies may require staff to take accrued leave.
7. Utilisation of government aircraft will provide additional staff for some workers particularly in ticketing, ground handling and operation expertise.

On receipt of this advice I expressed concerns at the meaning of the 1st sentence of the second last paragraph on page 2. This has been clarified by a second letter (Attachment B) received this morning.

I will keep you further advised.

Yours fraternally

LES AYRES

Senior Industrial Officer

Attach.

Schedule B, page three

24 August 1989

Mr W. J. Kelty

Secretary

Australian Council of Trade Unions

ACTU House

393 Swanston Street

Melbourne 3000

Dear Mr Kelty

Thank you for your letter of 22 August 1989 advising of the ACTU view with regard to the stand down of nonpilot employees of the Airlines.

We advise that the stand down of non pilot employees would be pursued as a last resort option and only after every reasonable means of ensuring that our staff are not placed in a situation of hardship has been exhausted.

Our inability to provide a blanket guarantee to not exercise stand downs results from the indeterminate nature of the current pilot actions which may extend over a considerable period.

Currently the companies are exploring all initiatives to keep our staff usefully employed.

These include the flexible utilisation of staff between areas where work has decreased to areas where work is continuing. For example, Traffic Clerks normally associated with an operational span outside 9.00 a.m. to 5.00 p.m. are being requested to assist in out current reservations inquiries. Reactions to this approach have received good support however, some areas have not cooperated.

The operators will request all employees for the period of the current pilots' dispute to be prepared to take on functions not normally performed by them that are related to their employment generally.

We propose that rosters be adapted to place staff where there is a work requirement without the application of shift change limitations. Where this has the effect of staff being placed on day shift or another shift less remunerative than their normal shift and such staff immediately or subsequently proceed on leave, payment for such leave will be calculated on the basis that the employee had worked his/her original roster.

Schedule B, page four

While these actions will keep some staff usefully employed, it is obvious that with airline operations almost halted we cannot indefinitely sustain a full staff complement.

With the object of minimising the hardship experienced by staff in a stand down situation the Companies propose that, following redeployment action where appropriate, all staff will in the first instance be encouraged to apply for any outstanding leave credits including annual leave, z days, days in lieu and long service leave in any combination, such leave will be allowed subject only to operational requirements and staff being available on 24 hours recall to duty. Accrued entitlements will be exhausted prior to pro-rata entitlements being taken. Where staff have no pro-rata annual leave credit, we propose to allow up to five days leave in advance to be taken.

If sufficient staff do not apply for leave either across the workforce or in various sectional locations the companies will require staff to take accrued leave. While trying in this way to meet the requirements of your letter of 22 August 1989, it will be appreciated that, subject to the below, if there is non-cooperation in the taking of leave, we will have no alternative but to apply for stand down provisions across those awards not currently containing stand down provisions.

Finally, the Airline Operators in conjunction with the Federal Government are currently developing the utilisation of Government aircraft to maintain interstate airline services. Such service may utilise Government aircraft on a wet lease basis, with the Airline Operators providing ticketing, ground handling and operations expertise. This service will of itself provide useful employment for airline staff. This approach is predicated upon each Union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.

We believe that these steps address the practical realities of the current situation. On the above basis, stand downs will not be applied for within the next week at which time we will have discussions with you. The operators propose to review the position at that time. We look to the ACTU and its affiliates to assist in the implementation of these initiatives.

Yours faithfully

J. A. STRONG

Chief Executive
Australian Airlines Limited

G. J. McMAHON
General Manager
Ansett Airlines of Australia

Schedule B, page five

25 August 1989

Mr L Ayres
Senior Industrial Officer
ACTU

ACTU House
393-397 Swanston Street
Melbourne Vic. 3000

Dean Les

With regard to your concerns seeking the clarification as to the second last paragraph of our letter of 24 August 1989, we advise as follows:

We are trying to do everything we can to avoid staff experiencing hardship as a result of the pilots action by maintaining work or taking leave. However, if a Union or group of employees work actively to frustrate the initiatives contained in our letter, the benefits of that letter are not guaranteed to that Union or staff.

Today we are issuing the attached advice to all staff on the job. You will see that it reflects the letter to Mr Kelty of 24 August and sets out the manner in which we intend to apply these arrangements.

Yours faithfully

MICHAEL GAY

Ansett Airlines

IAN GAWTHORNE

Australian Airlines

SCHEDULE C

Schedule C, page one

28 August 1989

To Secretaries of all airline unions

Dear Comrade

Re Pilot's Dispute—Avoidance of Stand Downs

Attached herewith is a further statement from the Airlines in addition to the Strong/McMahon letter of 24 August.

It should be noted that:

1. The Airline position contained in the 24 August letter and the attachment herewith is their response to the ACTU demand that there be no stand downs of nonpilot staff due to the pilots dispute.
2. In implementing the Airlines position, there should be local discussion to establish if there is insufficient work to sustain a shift.
3. For employees who choose to take leave, Long Service Leave can be taken as a first option. If there are no LSL credits, credits against future LSL entitlements will be given for the time this arrangement holds (currently 1 September).

Thereafter, or if the employee chooses a different combination, employees may take accrued 'z' days, days in lieu or annual leave—either accrued, pro rata or five days advanced credit.

In regard to the 24 hour recall from leave, if staff genuinely take leave it will be respected if notified to the company.

The above provisions adding to the Strong/McMahon letter of 24 August will be reviewed by 1 September.

Yours sincerely

LES AYRES

Senior Industrial Officer

Schedule C, page two

Arising from problems in implementation of the Strong/McMahon letter aimed at avoiding stand-downs of nonpilot airline employees, there has been discussions between the Airlines and the ACTU Secretary.

The ACTU reiterated its position that no airline worker will be stood down or suffer financially due to the action of the pilots pursuing a 29.47 per cent pay claim, so long as they pursue a claim within a system that can be acceptable to the trade union movement.

The Airline have agreed to implement their proposals in the Strong/McMahon letter of 24 August on the basis that:

where work is available it will be done by airline staff. This may require a change in shift as per the 24 August letter.

where there is no work or alternative work, employees can opt for taking leave. This should be done by initially taking:

- (1) long service leave. Where there are no long service leave credits, credits against future long service

leave entitlements will be extended for the time this arrangement holds;

then (2) accrued 'z' days—where applicable;

then (3) days in lieu—where applicable;

then (4) annual leave—either accrued, prorata or up to five days advanced credit;

Schedule C, page three

or some combination of the above as best suits the individual employee.

If staff so choose, leave without pay may also be taken.

In regard to the 24 hour recalls if staff genuinely take leave away from home, this will be respected and the companies should be notified. For others, if the airlines become operational, immediate recall, where practicable, will be implemented to get the airlines working as quickly as possible and avoid unnecessary use of leave credits.

The above provisions relating to alternative work or taking of leave will apply to staff from the 25 August and shall take effect from the first duty period commencing after contact was made by the company.

As indicated in the Strong/McMahon letter of 24 August the operators will consult with the ACTU before any change is made to these arrangements. The operators will not seek to change these arrangements before 1 September.

The position of the ACTU will remain as per paragraph 2 above.

Schedule C, page four

1 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Avoidance of Stand Downs

The ACTU, all airline unions and the airline operators met today to review the arrangements put into place last week following the ACTU representation that no airline worker should be stood down as a consequence of the airline pilots wage claim for 29.47 per cent and the pilots subsequent resignation.

It has been agreed that the arrangements set out in my circular of 28.8.89 will continue, without prejudice, until a further meeting with the ACTU and Unions scheduled to take place next Wednesday, 6 September.

It was common ground at today's meeting that there needs to be cooperation at a local level to ensure that the arrangements work smoothly. This can be achieved by the range of options set out below, being clearly explained to staff as the options open to them.

where work is available it will be done by airline staff. This may require a change in shift patterns.

Where there is limited work, there should be local discussions regarding appropriate arrangements for sharing.

Where there is no work or appropriate alternative work, employees can opt for taking leave. This should be done initially by taking:

Schedule C, page five

1. Long service leave. Where there are no long service leave credits, credits against future long service leave entitlements will be allowed for the duration of these arrangements.
2. Accrued two days—where applicable.
3. Days in lieu—where applicable.
4. Annual leave, either accrued, prorata up to five days advanced credit.

Any combination of these options as best suits the individual staff member is available, however, advanced credits may only be granted for five days in the case of annual leave or seven calendar days in the case of long service leave.

Additionally, if staff so choose, leave without pay may also be taken.

Staff availing themselves of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

Staff who have proceeded on leave should be advised by Personnel Departments of this increased range of options at the earliest opportunity, or upon the return of staff, to allow any adjustments to staff records to be made.

The proposals contained in this advice are designed to minimise hardship and the avoidance of stand down provisions.

The above arrangements will be reviewed again at a meeting between the ACTU airline unions and the airline operators next Wednesday, 6 September. No stand down application by the airline operators will be made before then although it is noted that the benefits of the above arrangements are available to those who cooperate with them.

It was acknowledged by all parties at the meeting that this cooperation is required to avoid stand downs.

Yours fraternally,

LES AYRES

Senior Industrial Officer

Schedule C, page six

7 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Avoidance of Stand Downs

Proposed Agreement with Airline Operators on Extending Current Arrangements for 3 Weeks until 28 September 1989

A meeting was held yesterday between all airline unions and the airline operators to review the current arrangements that have been put in place to avoid the need for stand downs as a consequence of the Pilots' action in pursuit of their 29.47 per cent claim and there subsequent resignation. (refer circulars dated 1 September, 28 August and 25 August).

The ACTU, for the unions, indicated that, notwithstanding a few hiccups at the beginning of the arrangements put in place by management, they have received the cooperation sought from the unions and the membership to institute the leave arrangements where there was no work existing or changing shifts where the extent of work had changed. Given this cooperation there was no necessity for the airlines to seek stand down provisions. We, therefore, sought a continuation of the current arrangements for a longer period such that there was some stability and certainty amongst the airlines workforce. To achieve this it would be necessary to increase advanced leave credits for those employees in a 'no work' situation who did not have any leave credits.

The airlines indicated that they had sought to avoid stand downs for the past three weeks in response to the ACTU's position as stated in its letter of 23 August 1989 and they hoped to continue that situation with some small amendments to the current arrangements. They recognised that achievement of this position required cooperation of all concerned as the benefits of the leave arrangements could only be afforded to those who did cooperate.

Schedule C, page seven

As indicated in the letters of 24 and 25 August 1989 from the airline operators a lack of cooperation from any union or group of members would mean that the arrangements could not apply and the airlines were left with only one alternative for those who did not cooperate. i.e. stand downs. It was noted that all unions and most staff were fully cooperating during this difficult period for the industry.

The airlines had and will continue to maintain maximum work for its staff for as long as it can during this period of disruption of airline services. It was noted that some additional work was being generated by the limited operations by the

RAAF, charters, international carriers carrying domestic passengers and, in the near future, a limited service of the airlines.

Notwithstanding the limited operations referred to above, there still remained a considerable reduction in the amount of work available. However, the airlines proposed that for an extended, but finite, period they hoped to ensure that all non pilot staff not be put into a non pay situation. To achieve this they were seeking an agreement between the companies, the ACTU and unions reflecting the current arrangements with some slight amendments, particularly in regard to leave credits.

After considerable debate and discussion I attached herewith a proposed agreement with which the airlines are seeking expeditious consideration by the unions and response by Friday afternoon 8 September 1989 or earlier if possible. Such response should also be forwarded to the ACTU.

I highlight below the major changes to the proposed agreement which intends to embrace the essential features which have been implemented previously with the cooperation of unions and their members:

1. the agreement is to operate from the commencement of the proposals to avoid stand downs, 25 August 1989 and apply for a further three weeks to 28 September 1989.
2. Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.
3. Where there is limited work there should be local discussion on appropriate arrangements for sharing, by agreement.
4. Where there is no work or alternative work the range of leave proposals will be implemented. The test of whether there is no work is the same as that applying as if there was a stand down clause. i.e. there is a requirement that employees cannot be usefully employed. If there is disagreement it will be argued out in the usual way.
5. The leave options are as follows:
 - (i) accrued long service leave—for staff with no LSL credits, there is an advance during the

Schedule C, page eight

period in question i.e. 25 August—28 September 1989 of a maximum of thirteen calendar days;

- (ii) accrued 'z' days—where applicable;
 - (iii) days in lieu—where applicable;
 - (iv) annual leave—accrued, pro-rata or, where there are no credits, an advance for up to twenty days leave. Payment will be in accordance with the shift roster that would have been worked in normal scheduled operations;
 - (v) leave without pay, if staff so choose;
- or any combination of the above, at the employees choice.

6. Advances on annual leave credits for those who do not currently have credits are to be acquitted against the next annual leave entitlements or final payment in the event of an employees termination of employment unless it can be shown that, as at 6 September, holiday bookings were made and cancellation results in financial loss. Cases of hardship or personal and pressing necessity will be considered in the normal way.
7. Apprentices will be unaffected through the duration of the agreement, although East-West reserves its position if the situation changes and they are unable to provide supervision. If this results they will have consultation with the AMWU.

In giving consideration to the attached proposed agreement, it is worth noting the history of developments in this matter.

1. 11 August—the ACTU wrote to the airlines indicating that if they made offer to the pilots in excess of what a representative group of airline workers were able to

achieve, then we will pursue with the utmost vigour increases equal to those offered to pilots. This situation remains. The airlines have agreed to provide to the ACTU salary offers that will be made to pilots.

2. 21 August—the airlines wrote to the ACTU indicating that, because of the disruption to airline services, they were preparing application of stand down orders for non pilot staff.
3. 23 August—following a meeting of all airline unions, the ACTU wrote to the airlines indicating that no non pilot employee should be stood down as a consequence of the pilots' action.

Schedule C, page nine

4. 25 August—the airlines responded to the ACTU demand by putting in place arrangements such that where work was available, it would be done by airline staff and where work was not available, staff had a range of leave options such that they would not be put in a 'no pay' situation. Where there was limited work there would be local discussion regarding appropriate arrangements for sharing. These options were clarified on 28 August.
5. 1 September—the arrangements in place (advanced leave credits were granted where no credits had been accrued) were reviewed by the unions and the operators. Continuation of these arrangements until 6 September was agreed on the basis of every union cooperating to implement the arrangements. It was acknowledged that such cooperation had been given in the past and commitments were given for the future duration of the arrangements.

the 'work/leave' arrangements were offered on the basis of unions and their members cooperating to the fullest in ways to maximise useful work and implementing the above arrangements where no work or limited work existed.

6. 6 September—in reviewing the operation of the current arrangements the operators have agreed to the ACTU request that the existing arrangements be continued for the extended period (with appropriate modification to advances on leave credits where no leave credits had been accrued) by proposing an agreement between the ACTU, unions and the operators to continue the arrangements for the next three weeks at which time they will be reviewed. The major modification relate to advanced credits on LSL being up to a maximum of thirteen days and advanced credits for annual leave being twenty days.

All unions that remained to the end of last night's negotiations acknowledge that the arrangements in the proposed agreement are the best that can be attained in the current situation.

The airline operators have made it clear that the consequence of no agreement is obvious and the same as non-cooperation by unions or a group of members since 25 August. The benefits of the proposed agreement cannot be applied where there is no cooperation or no agreement and, where this persists, the airlines will act on their letter of 21 August i.e. apply for stand down orders.

Yours fraternally

LES AYRES

Senior Industrial Officer
Attach.

Schedule C, page ten

6 September 1989

ACTU AND AFFILIATES ANSETT AUSTRALIAN
EAST-WEST

STAFF OTHER THAN PILOT AGREEMENT
SEPTEMBER 1989

This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on the 28 September 1989.

6. The Airlines will lodge the claims with the Department of Transport and Communications ('the Department') progressively for assessment by the Committee of Officials of credits to be applied against the waiver of statutory charges from the CAA and the FAC. In respect of each claim the Committee shall approve the net employee costs equivalent in order to determine what statutory

charges will be waived by the Authority and Corporation on the basis of reasonable estimates prepared by the Airlines without requiring an audit certificate to be submitted at that time. Audit certificates will be prepared as soon as practicable, subject to the Australian Audit Office requirements. Final adjustment to a determination based on such estimates will be made when the audit certificates in respect of each claim are made available by the external auditor. For the purpose of submitting these claims to the Department, the Airline may aggregate employee data by cost centre and/or relevant occupational groupings.

7. The external auditor for each company will certify, in accordance with standard auditing practice, the claims and prepare a report for the Australian Audit Office. Specific contractual arrangements will be put in place between the Australian Audit Office and the company auditors to determine the form of a report which is satisfactory to the Australian Audit Office. The cost of external audit activity on behalf of the Commonwealth audit in support of the claims will be met by the Commonwealth, in accordance with Clause 8 of the agreement.

Arrangements for the Civil Aviation Authority (CAA) and the Federal Airports Corporation (FAC)

8. The FAC and CAA will continue to prepare monthly accounts relating to use by the Airlines of their respective facilities. The Department will advise the FAC, the CAA and the Airlines of the amounts that have been approved by the Committee to be waived. A copy of the total account will be sent to the individual Airlines for them to undertake their normal validation processes and to pay any charges not subject to waiver.
9. The Airlines will notify the billing authority and Department of any adjustment to be made and, in accordance with normal practice, the billing authority will adjust the next monthly account to reflect any valid adjustments.
10. The Australian Audit Office will at Commonwealth cost undertake necessary audits of these arrangements. The Office will discuss the precise arrangements separately with the FAC and CAA.

N.N.—8977830

COMMONWEALTH OF AUSTRALIA

Civil Aviation Act 1988

TO THE CIVIL AVIATION AUTHORITY

I, RALPH WILLIS, Minister of State for Transport and Communications, acting pursuant to subsection 12 (1) of the *Civil Aviation Act 1988* (the Act), hereby direct the Civil Aviation Authority to waive such charges, fixed by determinations made under subsection 66 (2) of the Act, payable by Australian Airlines Limited from 28 August 1989, as are approved by the Committee referred to in clause 6 of the Agreement annexed hereto, with effect from the date of that approval by the Committee, and as are advised to the Authority in accordance with the Administrative Procedures set out in Schedule D to that Agreement. Dated this 28th day of October 1989.

RALPH WILLIS

An agreement made the 29th day of September 1989.

BETWEEN

THE COMMONWEALTH OF AUSTRALIA ('The Commonwealth'); and

AUSTRALIAN AIRLINES LIMITED ('the Airline')

- A. WHEREAS a claim by the Australian Federation of Airline Pilots for a 29.47 per cent wage increase for pilots outside the National Wage Principles has resulted in significant disruption to Domestic Airline services ('the pilots' action');

B. AND WHEREAS for the Domestic Airlines to negotiate outside the National Wage Principles would, in itself, destroy the wages system and extensively damage the Australian economy;

C. AND WHEREAS the Domestic Airlines are not able to stand-down staff because this would undermine their ability to rebuild operational capacity and this inability to stand-down staff places an intolerable strain on the financial resources of the Domestic Airlines, and whereas this would not apply in other circumstances where mass stand-downs could be contemplated;

D. AND WHEREAS the Commonwealth has agreed to reimburse the Domestic Airlines the net employee costs equivalent by way of waiver of statutory charges payable to the Civil Aviation Authority and the Federal Airports Corporation.

Now it is agreed as follows:

1. In this agreement the following words and expressions shall have the following meanings, unless the context otherwise requires;

(a) 'ACTU/Airlines Agreement' means the 'ACTU and Affiliates—Ansett Australian East-West—Staff Other Than Pilot Agreement September 1989' as set out in Schedule A to this Agreement and earlier Agreements with the ACTU and as reflected in correspondence between the ACTU and secretaries of airlines industry unions set out in Schedules B and C to this agreement.

(b) 'basic salary' means the award rate of pay (including increments) and, in addition, any salary-related allowances that are paid for the performance of normal duties (e.g. leading hand, supervisory responsibility and industry allowances) but does not include allowances in lieu of overtime, shift allowances, disability rates, additional payments for public holidays and cost reimbursement allowances, such as travelling and meals allowance except where such payments are required by law to be made.

(c) 'employee' means any employee of the Airline employed by the Airline as at 28 August 1989 directly involved in the Airline industry who does not refuse to work as directed by the Airline and to whom the ACTU/Airlines Agreement applies during the term of that agreement.

(d) 'net employee costs equivalent' means an amount equal to:

- (i) basic salaries paid to employees; and
- (ii) payroll tax paid and normal employer superannuation contributions made in respect of the employees; and
- (iii) workers compensation and public liability insurance costs and fringe benefits tax which the Airline would not have had to incur had the employees been stood-down; and
- (iv) such other costs as are agreed between the parties to this agreement;

to the extent that employees cannot be usefully employed by the Airline as a result of the pilots' action during the term of this agreement and during which the employees have not refused to take paid leave under the ACTU/Airlines Agreement.

2. This agreement shall be deemed to have come into force on 28 August 1989 and shall be subject to a review at any time at the written request of either party to the agreement and be subject to termination by either party after any such review upon giving twenty eight days written notice to the other party without prejudice to the rights of either party existing at that date under this agreement.

3. The Airline will use all reasonable endeavours to ensure that:

- (a) employees are given useful work (including contracting work) to the maximum extent possible not inconsistent with the rebuilding of operational capacity at short notice; and
- (b) where there is no useful work available, employees are required to take paid leave or other paid time, including in accordance with the conditions set out in the ACTU/Airlines Agreements.

4. Gross payments made by the Airline to employees taking paid leave, including Z days and time in lieu, will not be included in the calculation of the net employee costs equivalent unless the Airline can reasonably demonstrate by actuarial calculation that the cost to the Airline of the paid leave would not be acquitted.

5. Reimbursement of the net employee costs equivalent, by the Commonwealth to the Airline will be made to the Airline in the form of a waiver of the statutory charges pursuant to the *Civil Aviation Act 1988* and the *Federal Airports Corporation Act 1986* due from the Airline to the Civil Aviation Authority ('the Authority') and the Federal Airports Corporation ('the Corporation'), which would otherwise become payable by the Airline from the date this agreement is deemed to come into force.

6. A Committee, comprising officers of the Departments of Finance, Industrial Relations and Transport and Communications, will approve the amount of the net employee costs equivalent from time to time in order to determine what statutory charges will be waived by the Authority and the Corporation if claims are in accordance with terms and conditions of this agreement. The Airline will provide the Committee, or persons authorised by it, all relevant information required for this purpose. These credits will become available progressively to the Airline as they are approved.

7. The parties to the agreement shall comply with the Administrative Procedures agreed between the parties to facilitate the implementation of this agreement which are set out in Schedule D to this agreement.

8. On the termination of the agreement, the total net employee costs equivalent will be subject to audit by the Commonwealth Auditor-General at Commonwealth expense and the Airline agrees to provide him with full and unhindered access to all relevant records of the Airline for this purpose. A reconciliation of any amounts to be reimbursed to either party to this agreement will be effected either via the Authority or the Corporation Statutory charging mechanisms or by direct payment to the Commonwealth by the Airline.

Signed for and on behalf of the
Commonwealth of Australia by
ROGER BEALE

Associate Secretary
Department of Transport and
Communications

in the presence of
WITNESS

Signed for and on behalf of
Australian Airlines Limited by
J. W. PEARCE
Assistant General Manager
(Operations)

in the presence of
WITNESS

SCHEDULE A

Schedule A, page one

ACTU AND AFFILIATES ANSETT AUSTRALIAN EAST-WEST STAFF OTHER THAN PILOT AGREEMENT SEPTEMBER 1989

This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on 28 September 1989.

Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.

Where there is limited work there should be local discussion regarding the appropriate arrangements for sharing by agreement.

Where there is no work or alternative work during the period 25 August to 28 September, employees will be required to take leave.

This should be done by initially taking:

1. Accrued Long Service Leave—For staff who have no long service leave credits, long service leave in advance to a maximum of thirteen calendar days, then
2. Accrued two days—where applicable then
3. Days in lieu—where applicable then
4. Annual Leave—either accrued or pro rata annual leave which shall be paid according to the shift roster that would have been worked in normal scheduled operations
For staff who have no annual leave or pro rata accruals, annual leave in advance up to twenty days which shall be paid according to the shift or other roster that would have been worked in normal scheduled operations
In the event of these days being fully utilised staff may then avail of the other options, i.e. either advanced paid leave or leave without pay

Or such combination of the employee's choice.

Schedule A, page two

5. Leave without pay is available for all or part of the above period if staff so choose.

Where individual staff choose leave without pay, continuity of service will be maintained and accrual of entitlements for the period of the agreement credited.

SUPERANNUATION

Death and disability cover will be maintained by the airlines.

Full superannuation cover can be maintained at the employee election to pay their own contributions. In which case, the airlines will maintain employer contributions. Should staff not elect to maintain contributions the period will not count as member service for superannuation purposes.

Staff availing of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

The above provisions relating to alternative work or taking of leave will apply to staff from 25 August and shall take effect from the first duty period commencing after contact was made by the company.

All advanced entitlements will be acquitted against the accrued entitlements following a resumption of work. This means that advanced annual leave granted will be acquitted against the next annual leave entitlement or final payment in the event of an employee's termination of employment. Where it can be shown that prior holiday bookings had been made a cancellation of which results in the employee incurring financial loss the company may allow advanced credits to be acquitted over two leave periods, however,

affected employees must evidence such existing arrangements as of 6 September by the expiry of this agreement. Advance long service leave will be acquitted against eventual long service leave entitlements.

This agreement ensures that non pilot staff will not be placed in a no pay situation during the disruption to airline services unless that staff member chooses to take leave without pay. Staff covered by this Agreement will not be stood down.

APPRENTICES

Apprentices will be unaffected for the duration of this agreement, however, East-West reserves its position where insufficient trade staff are available for training of apprentices in which case they will consult with the AMWU.

SCHEDULE B

Schedule B, page one
25 August 1989

To: Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Possible Stand Downs

In response to the ACTU letter to the Airline companies in relation to the above matter, which was circulated to you on 23 August 1989 the airlines have responded with the attached letter (Attachment A) which indicates the following:

1. Stand downs of non pilot employees will be pursued only as a last resort and after every reasonable means of ensuring that staff are not placed in a situation of hardship has been exhausted.
2. A blanket guarantee not to exercise stand downs is not given due to the indeterminate nature of the pilots' dispute. The arrangements below will stand in place for 1 week before which time the operators will stand in place for 1 week before which time the operators will review the situation, have discussions with the ACTU and thereafter possibly make an application for stand downs. However, the arrangements are predicated upon each union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.
3. The Companies will explore all avenues to keep all staff usefully employed. These will include the flexible use of staff, between areas where work has decreased or ceased to areas where work is continuing which may result in change of rosters and employees being asked to undertake functions not normally performed by them but related to their employment generally.

Schedule B, page two

4. To implement the above, rather than pursue the stand down option, staff may be asked to change shifts without the application of the shift change limitations in the Award.
5. In addition to the above, staff in a stand down situation, i.e. not usefully employed, will be encouraged, following redeployment action where appropriate, apply for outstanding leave credits including annual leave, 'two' days, days in lieu and Long Service Leave—in any combination—subject to 24 hours recall to duty. Accrued entitlements must be exhausted prior to pro rata credits being used. Thereafter, up to five days leave in advance may be utilised.
6. If sufficient staff do not apply for leave the Companies may require staff to take accrued leave.
7. Utilisation of government aircraft will provide additional staff for some workers particularly in ticketing, ground handling and operation expertise.

On receipt of this advice I expressed concerns at the meaning of the 1st sentence of the second last paragraph on page 2.

This has been clarified by a second letter (Attachment B) received this morning.

I will keep you further advised.

Yours fraternally

LES AYRES

Senior Industrial Officer

Attach.

Schedule B, page three

24 August 1989

Mr W. J. Kelty

Secretary

Australian Council of Trade Unions

ACTU House

393 Swanston Street

Melbourne 3000

Dear Mr Kelty,

Thank you for your letter of 22 August 1989 advising of the ACTU view with regard to the stand down of nonpilot employees of the Airlines.

We advise that the stand down of nonpilot employees would be pursued as a last resort option and only after every reasonable means of ensuring that our staff are not placed in a situation of hardship has been exhausted.

Our inability to provide a blanket guarantee to not exercise stand downs results from the indeterminate nature of the current pilot actions which may extend over a considerable period.

Currently the companies are exploring all initiatives to keep our staff usefully employed.

These include the flexible utilisation of staff between areas where work has decreased to areas where work is continuing. For example, Traffic Clerks normally associated with an operational span outside 9.00 a.m. to 5.00 p.m. are being requested to assist in out current reservations inquiries. Reactions to this approach have received good support however, some areas have not cooperated.

The operators will request all employees for the period of the current pilots' dispute to be prepared to take on functions not normally performed by them that are related to their employment generally.

We propose that rosters be adapted to place staff where there is a work requirement without the application of shift change limitations. Where this has the effect of staff being placed on day shift or another shift less remunerative than their normal shift and such staff immediately or subsequently proceed on leave, payment for such leave will be calculated on the basis that the employee had worked his/her original roster.

Schedule B, page four

While these actions will keep some staff usefully employed, it is obvious that with airline operations almost halted we cannot indefinitely sustain a full staff compliment.

With the object of minimising the hardship experienced by staff in a stand down situation the Companies propose that, following redeployment action where appropriate, all staff will in the first instance be encouraged to apply for any outstanding leave credits including annual leave, 2 days, days in lieu and long service leave in any combination, such leave will be allowed subject only to operational requirements and staff being available on 24 hours recall to duty. Accrued entitlements will be exhausted prior to pro rata entitlements being taken. Where staff have no pro rata annual leave credit, we propose to allow up to five days leave in advance to be taken.

If sufficient staff do not apply for leave either across the workforce or in various sectional locations the companies will require staff to take accrued leave. While trying in this way to meet the requirements of your letter of 22 August 1989, it will be appreciated that, subject to the below, if there is non-cooperation in the taking of leave, we will have no alternative but to apply for stand down provisions across those awards not currently containing stand down provisions.

Finally, the Airline Operators in conjunction with the Federal Government are currently developing the utilisation of Government aircraft to maintain interstate airline services. Such service may utilise Government aircraft on a wet lease basis, with the Airline Operators providing ticketing, ground handling and operations expertise. This service will of itself provide useful employment for airline staff. This approach is predicated upon each Union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.

We believe that these steps address the practical realities of the current situation. On the above basis, stand downs will not be applied for within the next week at which time we will have discussions with you. The operators propose to review the position at that time. We look to the ACTU and its affiliates to assist in the implementation of these initiatives.

Yours faithfully

J. A. STRONG

Chief Executive
Australian Airlines Limited
G. J. McMAHON
General Manager
Ansett Airlines of Australia

Schedule B, page five

25 August 1989

Mr L. Ayres
Senior Industrial Officer
ACTU
ACTU House
393-397 Swanston Street
Melbourne Vic. 3000
Dean Les

With regard to your concerns seeking the clarification as to the second last paragraph of our letter of 24 August 1989, we advise as follows:

We are trying to do everything we can to avoid staff experiencing hardship as a result of the pilots action by maintaining work or taking leave. However, if a Union or group of employees work actively to frustrate the initiatives contained in our letter, the benefits of that letter are not guaranteed to that Union or staff.

Today we are issuing the attached advice to all staff on the job. You will see that it reflects the letter to Mr Kelly of 24 August and sets out the manner in which we intend to apply these arrangements.

Yours faithfully

MICHAEL GAY

Ansett Airlines
IAN GAWTHORNE
Australian Airlines

SCHEDULE C

Schedule C, page one

28 August 1989

To Secretaries of all airline unions

Dear Comrade

Re Pilot's Dispute—Avoidance of Stand Downs

Attached herewith is a further statement from the Airlines in addition to the Strong/McMahon letter of 24 August.

It should be noted that:

1. The Airline position contained in the 24 August letter and the attachment herewith is their response to the ACTU demand that there be no stand downs of nonpilot staff due to the pilots dispute.
2. In implementing the Airlines position, there should be local discussion to establish if there is insufficient work to sustain a shift.

3. For employees who choose to take leave, Long Service Leave can be taken as a first option. If there are no LSL credits, credits against future LSL entitlements will be given for the time this arrangement holds (currently 1 September).

Thereafter, or if the employee chooses a different combination, employees may take accrued 'z' days, days in lieu or annual leave—either accrued, pro rata or five days advanced credit.

In regard to the 24 hour recall from leave, if staff genuinely take leave it will be respected if notified to the company.

The above provisions adding to the Strong/McMahon letter of 24 August will be reviewed by 1 September.

Yours sincerely

LES AYRES

Senior Industrial Officer

Schedule C, page two

Arising from problems in implementation of the Strong/McMahon letter aimed at avoiding stand-downs of nonpilot airline employees, there has been discussions between the Airlines and the ACTU Secretary.

The ACTU reiterated its position that no airline worker will be stood down or suffer financially due to the action of the pilots pursuing a 29.47 per cent pay claim, so long as they pursue a claim within a system that can be acceptable to the trade union movement.

The Airline have agreed to implement their proposals in the Strong/McMahon letter of 24 August on the basis that:

where work is available it will be done by airline staff. This may require a change in shift as per the 24 August letter.

where there is no work or alternative work, employees can opt for taking leave. This should be done by initially taking:

- (1) long service leave. Where there are no long service leave credits, credits against future long service leave entitlements will be extended for the time this arrangement holds;
- then (2) accrued 'z' days—where applicable;
- then (3) days in lieu—where applicable;
- then (4) annual leave—either accrued, pro rata or up to five days advanced credit;

Schedule C, page three

or some combination of the above as best suits the individual employee.

If staff so choose, leave without pay may also be taken.

In regard to the 24 hour recalls if staff genuinely take leave away from home, this will be respected and the companies should be notified. For others, if the airlines become operational, immediate recall, where practicable, will be implemented to get the airlines working as quickly as possible and avoid unnecessary use of leave credits.

The above provisions relating to alternative work or talking of leave will apply to staff from the 25 August and shall take effect from the first duty period commencing after contact was made by the company.

As indicated in the Strong/McMahon letter of 24 August the operators will consult with the ACTU before any change is made to these arrangements. The operators will not seek to change these arrangements before 1 September.

The position of the ACTU will remain as per paragraph 2 above.

Schedule C, page four

1 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots Dispute—Avoidance of Stand Downs

The ACTU, all airline unions and the airline operators met today to review the arrangements put into place last week following the ACTU representation that no airline worker should be stood down as a consequence of the airline pilots wage claim for 29.47 per cent and the pilots subsequent resignation.

It has been agreed that the arrangements set out in my circular of 28.8.89 will continue, without prejudice, until a further meeting with the ACTU and Unions scheduled to take place next Wednesday, 6 September.

It was common ground at today's meeting that there needs to be cooperation at a local level to ensure that the arrangements work smoothly. This can be achieved by the range of options set out below, being clearly explained to staff as the options open to them.

where work is available it will be done by airline staff. This may require a change in shift patterns.

Where there is limited work, there should be local discussions regarding appropriate arrangements for sharing.

Where there is no work or appropriate alternative work, employees can opt for taking leave. This should be done initially by taking:

Schedule C, page five

1. Long service leave. Where there are no long service leave credits, credits against future long service leave entitlements will be allowed for the duration of these arrangements.
2. Accrued two days—where applicable.
3. Days in lieu—where applicable.
4. Annual leave, either accrued, pro rata up to five days advanced credit.

Any combination of these options as best suits the individual staff member is available, however, advanced credits may only be granted for five days in the case of annual leave or seven calendar days in the case of long service leave.

Additionally, if staff so choose leave without pay may also be taken.

Staff availing themselves of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

Staff who have proceeded on leave should be advised by Personnel Departments of this increased range of options at the earliest opportunity, or upon the return of staff, to allow any adjustments to staff records to be made.

The proposals contained in this advice are designed to minimise hardship and the avoidance of stand down provisions.

The above arrangements will be reviewed again at a meeting between the ACTU airline unions and the airline operators next Wednesday, 6 September. No stand down application by the airline operators will be made before then although it is noted that the benefits of the above arrangements are available to those who cooperate with them.

It was acknowledged by all parties at the meeting that this cooperation is required to avoid stand downs.

Yours fraternally,

LES AYRES

Senior Industrial Officer

Schedule C, page six

7 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Avoidance of Stand Downs

Proposed Agreement with Airline Operators on Extending Current Arrangements for 3 Weeks until 28 September 1989

A meeting was held yesterday between all airline unions and the airline operators to review the current arrangements that have been put in place to avoid the need for stand downs as a consequence of the Pilots' action in pursuit of their 29.47 per cent claim and their subsequent resignation. (refer circulars dated 1 September, 28 August and 25 August).

The ACTU, for the unions, indicated that, notwithstanding a few hiccups at the beginning of the arrangements put in place by management, they have received the cooperation sought from the unions and the membership to institute the leave arrangements where there was no work existing or changing shifts where the extent of work had changed. Given this cooperation there was no necessity for the airlines to seek stand down provisions. We, therefore, sought a continuation of the current arrangements for a longer period such that there was some stability and certainly amongst the airlines workforce. To achieve this it would be necessary to increase advanced leave credits for those employees in a 'no work' situation who did not have any leave credits.

The airlines indicated that they had sought to avoid stand downs for the past three weeks in response to the ACTU's position as stated in its letter of 23 August 1989 and they hoped to continue that situation with some small amendments to the current arrangements. They recognised that achievement of this position required cooperation of all concerned as the benefits of the leave arrangements could only be afforded to those who did cooperate.

Schedule C, page seven

As indicated in the letters of 24 and 25 August 1989 from the airline operators a lack of cooperation from any union or group of members would mean that the arrangements could not apply and the airlines were left with only one alternative for those who did not cooperate, i.e. stand downs. It was noted that all unions and most staff were fully cooperating during this difficult period for the industry.

The airlines had and will continue to maintain maximum work for its staff for as long as it can during this period of disruption of airline services. It was noted that some additional work was being generated by the limited operations by the RAAF, charters, international carriers carrying domestic passengers and, in the near future, a limited service of the airlines.

Notwithstanding the limited operations referred to above, there still remained a considerable reduction in the amount of work available. However, the airlines proposed that for an extended, but finite, period they hoped to ensure that all non pilot staff not be put into a non pay situation. To achieve this they were seeking an agreement between the companies, the ACTU and unions reflecting the current arrangements with some slight amendments, particularly in regard to leave credits.

After considerable debate and discussion I attached herewith a proposed agreement with which the airlines are seeking expeditious consideration by the unions and response by Friday afternoon 8 September 1989 or earlier if possible. Such response should also be forwarded to the ACTU.

I highlight below the major changes to the proposed agreement which intends to embrace the essential features which have been implemented previously with the cooperation of unions and their members:

1. the agreement is to operate from the commencement of the proposals to avoid stand downs, 25 August 1989 and apply for a further three weeks to 28 September 1989.
2. Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.
3. Where there is limited work there should be local discussion on appropriate arrangements for sharing, by agreement.

4. Where there is no work or alternative work the range of leave proposals will be implemented. The test of whether there is no work is the same as that applying as if there was a stand down clause, i.e. there is a requirement that employees cannot be usefully employed. If there is disagreement it will be argued out in the usual way.

5. The leave options are as follows:

- (i) accrued long service leave—for staff with no LSL credits, there is an advance during the

Schedule C, page eight

period in question i.e. 25 August—28 September 1989 of a maximum of thirteen calendar days;

- (ii) accrued 'z' days—where applicable;

- (iii) days in lieu—where applicable;

- (iv) annual leave—accrued, pro rata or, where there are no credits, an advance for up to twenty days leave. Payment will be in accordance with the shift roster that would have been worked in normal scheduled operations;

- (v) leave without pay, if staff so choose;

or any combination of the above, at the employees choice.

6. Advances on annual leave credits for those who do not currently have credits are to be acquitted against the next annual leave entitlements or final payment in the event of an employees termination of employment unless it can be shown that, as at 6 September, holiday bookings were made and cancellation results in financial loss. Cases of hardship or personal and pressing necessity will be considered in the normal way.

7. Apprentices will be unaffected through the duration of the agreement, although East-West reserves its position if the situation changes and they are unable to provide supervision. If this results they will have consultation with the AMWU.

In giving consideration to the attached proposed agreement, it is worth noting the history of developments in this matter.

1. 11 August—the ACTU wrote to the airlines indicating that if they made offer to the pilots in excess of what a representative group of airline workers were able to achieve, then we will pursue with the utmost vigour increases equal to those offered to pilots. This situation remains. The airlines have agreed to provide to the ACTU salary offers that will be made to pilots.

2. 21 August—the airlines wrote to the ACTU indicating that, because of the disruption to airline services, they were preparing application of stand down orders for non pilot staff.

3. 23 August—following a meeting of all airline unions, the ACTU wrote to the airlines indicating that no non pilot employee should be stood down as a consequence of the pilots' action.

Schedule C, page nine

4. 25 August—the airlines responded to the ACTU demand by putting in place arrangements such that where work was available, it would be done by airline staff and where work was not available, staff had a range of leave options such that they would not be put in a 'no pay' situation. Where there was limited work there would be local discussion regarding appropriate arrangements for sharing. These options were clarified on 28 August.

5. 1 September—the arrangements in place (advanced leave credits were granted where no credits had been accrued) were reviewed by the unions and the operators. Continuation of these arrangements until 6 September was agreed on the basis of every union cooperating to implement the arrangements. It was acknowledged that such cooperation had been given in the past and commitments were given for the future duration of the arrangements.

the 'work/leave' arrangements were offered on the basis of unions and their members cooperating to the fullest in ways to maximise useful work and implementing the above arrangements where no work or limited work existed.

6. 6 September—in reviewing the operation of the current arrangements the operators have agreed to the ACTU request that the existing arrangements be continued for the extended period (with appropriate modification to advances on leave credits where no leave credits had been accrued) by proposing an agreement between the ACTU, unions and the operators to continue the arrangements for the next three weeks at which time they will be reviewed. The major modification relate to advanced credits on LSL being up to a maximum of thirteen days and advanced credits for annual leave being twenty days.

All unions that remained to the end of last night's negotiations acknowledge that the arrangements in the proposed agreement are the best that can be attained in the current situation.

The airline operators have made it clear that the consequence of no agreement is obvious and the same as non-cooperation by unions or a group of members since 25 August. The benefits of the proposed agreement cannot be applied where there is no cooperation or no agreement and, where this persists, the airlines will act on their letter of 21 August i.e. apply for stand down orders.

Yours fraternally

LES AYRES

Senior Industrial Officer

Attach.

Schedule C, page ten

6 September 1989

ACTU AND AFFILIATED ANSETT AUSTRALIAN EAST-WEST

STAFF OTHER THAN PILOT AGREEMENT SEPTEMBER 1989

This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on the 28 September 1989.

Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.

Where there is limited work there should be local discussion regarding the appropriate arrangements for sharing by agreement.

Where there is no work or alternative work during the period 25 August to 28 September, employees will be required to take leave.

This should be done by initially taking:

1. Accrued Long Service Leave—For staff who have no long service leave credits, long service leave in advance to a maximum of thirteen calendar days.

then

2. Accrued two Days—where applicable

then

3. Days in lieu—where applicable

then

4. Annual leave—either accrued or pro rata annual leave which shall be paid according to the shift roster that would have been worked in normal scheduled operations.

For staff who have no annual leave or pro rata accruals, annual leave in advance up to twenty days which shall be paid according to the shift or other roster that would have been worked in normal scheduled operations.

In the event of these days being fully utilised staff may then avail of the other options, i.e. either advanced paid leave or leave without pay.

or such combination of the employees choice.

Schedule C, page eleven

5. Leave without pay is available for all or part of the above period if staff so choose
- Where individual staff choose leave without pay, continuity of service will be maintained and accrual of entitlements for the period of the agreement credited.

SUPERANNUATION

Death and disability cover will be maintained by the airlines. Full superannuation cover can be maintained at the employees election to pay their own contributions. In which case, the airlines will maintain employer contributions. Should staff not elect to maintain contributions the period will not count as member service for superannuation purposes.

Staff availing of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

The above provisions relating to alternative work or taking of leave will apply to staff from 25 August and shall take effect from the first duty period commencing after contact was made by the company.

All advanced entitlements will be acquitted against the accrued entitlements following a resumption of work. This means that advanced annual leave granted will be acquitted against the next annual leave entitlement or final payment in the event of an employee's termination of employment. Where it can be shown that prior holiday bookings had been made a cancellation of which results in the employee incurring financial loss the company may allow advanced credits to be acquitted over two leave periods, however, affected employees must evidence such existing arrangements as of 6 September by the expiry of this agreement. Advance long service leave will be acquitted against eventual long service leave entitlements.

This agreement ensures that non pilot staff will not be placed in a no pay situation during the disruption to airline services unless that staff member chooses to take leave without pay. Staff covered by this Agreement will not be stood down.

APPRENTICES

Apprentices will be unaffected for the duration of this agreement, however, East-West reserves its position where insufficient trade staff are available for training of apprentices in which case they will consult with the AMWU.

Schedule C, page twelve

ACTU on behalf of:

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.....	ANSETT
.....	AUSTRALIAN
.....	EAST-WEST

SCHEDULE D
ADMINISTRATIVE PROCEDURES

1. The procedures seek to implement the agreement between the Commonwealth of Australia and Australian Airlines Limited not to seek stand-down of employees not able to be usefully employed as a result of actions by the Australian Federation of Air Pilots and dated 29 September 1989 ('the agreement'). The procedures may be amended from time to time by agreement between the Commonwealth and the Airline.

2. It is acknowledged that both parties desire to ensure that the cost of administering the agreement is minimised consistent with obtaining a level of accuracy which, having regard to all of the criteria, is consistent with meeting normal audit requirements.

Calculation of wage cost equivalents

3. The Airline will prepare its claims in terms of net employee costs equivalent as defined in the agreement. The Airlines will maintain necessary supporting documentation as set out in these procedures.
4. This documentation for employees who are the subject of a claim for reimbursement of net employee costs equivalent will include the following:
- (a) identification of employee by name and classification (which will provide access to a description of work normally carried out);
 - (b) setting out in relation to each employee or group of employees for the period in relation to which the claim is made:
 - (i) reasons by the Airline why the employee or group of employees could not be usefully employed for a part or the whole of the relevant work period including the Airline's consideration of contracting work; and/or
 - (ii) whether they were on leave, including particulars of advance leave taken by the employee.
5. In relation to any claims for the reimbursement of the cost to the Airline of advanced paid leave, the claim will be limited to the amount which the Airline can reasonably demonstrate by actuarial calculation would not be recovered through the employee's earning of such credits. The Airline should provide details of these actuarial calculations for vetting by the Australian Government Actuary. The Australian Government Actuary will discuss the proposed method of calculation with the actuary nominated by the Airline to arrive at a method which is satisfactory to the Australian Government Actuary.
6. The Airlines will lodge the claims with the Department of Transport and Communications ('the Department') progressively for assessment by the Committee of Officials of credits to be applied against the waiver of statutory charges from the CAA and the FAC. In respect of each claim the Committee shall approve the net employee costs equivalent in order to determine what statutory charges will be waived by the Authority and Corporation on the basis of reasonable estimates prepared by the Airlines without requiring an audit certificate to be submitted at that time. Audit certificates will be prepared as soon as practicable, subject to the Australian Audit Office requirements. Final adjustment to a determination based on such estimates will be made when the audit certificates in respect of each claim are made available by the external auditor. For the purpose of submitting these claims to the Department, the Airline may aggregate employee data by cost centre and/or relevant occupational groupings.
7. The external auditor for each company will certify, in accordance with standard auditing practice, the claims and prepare a report for the Australian Audit Office. Specific contractual arrangements will be put in place between the Australian Audit Office and the company auditors to determine the form of a report which is satisfactory to the Australian Audit Office. The cost of external audit activity on behalf of the Commonwealth audit in support of the claims will be met by the Commonwealth, in accordance with Clause 8 of the agreement.

Arrangements for the Civil Aviation Authority (CAA) and the Federal Airports Corporation (FAC)

8. The FAC and CAA will continue to prepare monthly accounts relating to use by the Airlines of their respective

facilities. The Department will advise the FAC, the CAA and the Airlines of the amounts that have been approved by the Committee to be waived. A copy of the total account will be sent to the individual Airlines for them to undertake their normal validation processes and to pay any charges not subject to waiver.

9. The Airlines will notify the billing authority and Department of any adjustment to be made and, in accordance with normal practice, the billing authority will adjust the next monthly account to reflect any valid adjustments.
10. The Australian Audit Office will at Commonwealth cost undertake necessary audits of these arrangements. The Office will discuss the precise arrangements separately with the FAC and CAA.

N.N.—8977831

COMMONWEALTH OF AUSTRALIA*Civil Aviation Act 1988***TO THE CIVIL AVIATION AUTHORITY**

I, RALPH WILLIS, Minister of State for Transport and Communications, acting pursuant to subsection 12 (1) of the *Civil Aviation Act 1988* (the Act), hereby direct the Civil Aviation Authority to waive such charges, fixed by determinations made under subsection 66 (2) of the Act, payable by Ansett Airlines of Australia, Air New South Wales, Ansett NT, Ansett WA and Ansett Air Freight from 28 August 1989, as are approved by the Committee referred to in clause 6 of the Agreement annexed hereto, with effect from the date of that approval by the Committee, and as are advised to the Authority in accordance with the Administrative Procedures set out in Schedule D to that Agreement.

Dated this 28th day of October 1989.

RALPH WILLIS

An agreement made the 29th day of September 1989.

BETWEEN

THE COMMONWEALTH OF AUSTRALIA ('The Commonwealth'); and

ANSETT TRANSPORT INDUSTRIES (OPERATIONS) PTY LTD ('the Airline')

- A. WHEREAS a claim by the Australian Federation of Airline Pilots for a 29.47 per cent wage increase for pilots outside the National Wage Principles has resulted in significant disruption to Domestic Airline services ('the pilots' action');
- B. AND WHEREAS for the Domestic Airlines to negotiate outside the National Wage Principles would, in itself, destroy the wages system and extensively damage the Australian economy;
- C. AND WHEREAS the Domestic Airlines are not able to stand-down staff because this would undermine their ability to rebuild operational capacity and this inability to stand-down staff places an intolerable strain on the financial resources of the Domestic Airlines, and whereas this would not apply in other circumstances where mass stand-downs could be contemplated;
- D. AND WHEREAS the Commonwealth has agreed to reimburse the Domestic Airlines the net employee costs equivalent by way of waiver of statutory charges payable to the Civil Aviation Authority and the Federal Airports Corporation.

Now it is agreed as follows:

1. In this agreement the following words and expressions shall have the following meanings, unless the context otherwise requires;
 - (a) 'ACTU/Airlines Agreement' means the 'ACTU and Affiliates—Ansett Australian East-West—Staff Other Than Pilot Agreement September 1989' as set out

in Schedule A to this Agreement and earlier Agreements with the ACTU and as reflected in correspondence between the ACTU and secretaries of airlines industry unions set out in Schedules B and C to this agreement.

- (b) 'basic salary' means the award rate of pay (including increments) and, in addition, any salary-related allowances that are paid for the performance of normal duties (e.g. leading hand, supervisory responsibility and industry allowances) but does not include allowances in lieu of overtime, shift allowances, disability rates, additional payments for public holidays and cost reimbursement allowances, such as travelling and meals allowance except where such payments are required by law to be made.
- (c) 'employee' means any employee of the Airline employed by the Airline as at 28 August 1989 directly involved in the Airline industry who does not refuse to work as directed by the Airline and to whom the ACTU/Airlines Agreement applies during the term of that agreement.
- (d) 'net employee costs equivalent' means an amount equal to:
 - (i) basic salaries paid to employees; and
 - (ii) payroll tax paid and normal employer superannuation contributions made in respect of the employees; and
 - (iii) workers compensation and public liability insurance costs and fringe benefits tax which the Airline would not have had to incur had the employees been stood-down; and
 - (iv) such other costs as are agreed between the parties to this agreement;

to the extent that employees cannot be usefully employed by the Airline as a result of the pilots' action during the term of this agreement and during which the employees have not refused to take paid leave under the ACTU/Airlines Agreement.

2. This agreement shall be deemed to have come into force on 28 August 1989 and shall be subject to a review at any time at the written request of either party to the agreement and be subject to termination by either party after any such review upon giving twenty eight days written notice to the other party without prejudice to the rights of either party existing at that date under this agreement.
3. The Airline will use all reasonable endeavours to ensure that:
 - (a) employees are given useful work (including contracting work) to the maximum extent possible not inconsistent with the rebuilding of operational capacity at short notice; and
 - (b) where there is no useful work available, employees are required to take paid leave or other paid time, including in accordance with the conditions set out in the ACTU/Airlines Agreements.
4. Gross payments made by the Airline to employees taking paid leave, including z days and time in lieu, will not be included in the calculation of the net employee costs equivalent unless the Airline can reasonably demonstrate by actuarial calculation that the cost to the Airline of the paid leave would not be acquitted.
5. Reimbursement of the net employee costs equivalent, by the Commonwealth to the Airline will be made to the Airline in the form of a waiver of the statutory charges pursuant to the *Civil Aviation Act 1988* and the *Federal Airports Corporation Act 1986* due from the Airline to the Civil Aviation Authority ('the Authority') and the Federal Airports Corporation ('the Corporation'), which would otherwise become payable by the Airline from the date this agreement is deemed to come into force.

6. A Committee, comprising officers of the Departments of Finance, Industrial Relations and Transport and Communications, will approve the amount of the net employee costs equivalent from time to time in order to determine what statutory charges will be waived by the Authority and the Corporation if claims are in accordance with terms and conditions of this agreement. The Airline will provide the Committee, or persons authorised by it, all relevant information required for this purpose. These credits will become available progressively to the Airline as they are approved.
7. The parties to the agreement shall comply with the Administrative Procedures agreed between the parties to facilitate the implementation of this agreement which are set out in Schedule D to this agreement.
8. On the termination of the agreement, the total net employee costs equivalent will be subject to audit by the Commonwealth Auditor-General at Commonwealth expense and the Airline agrees to provide him with full and unhindered access to all relevant records of the Airline for this purpose. A reconciliation of any amounts to be reimbursed to either party to this agreement will be effected either via the Authority or the Corporation Statutory charging mechanisms or by direct payment to the Commonwealth by the Airline.

Signed for and on behalf of the
Commonwealth of Australia by
ROGER BEALE
Associate Secretary
Department of Transport and
Communications

in the presence of
WITNESS

Signed for and on behalf of
Ansett Transport Industries (Operations) Pty Ltd by
GRAEME JOHN McMAHON

a director in the presence of
WITNESS

SCHEDULE A

Schedule A, page one

ACTU AND AFFILIATES ANSETT AUSTRALIAN EAST-WEST STAFF OTHER THAN PILOT AGREEMENT SEPTEMBER 1989

This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on 28 September 1989.

Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.

Where there is limited work there should be local discussion regarding the appropriate arrangements for sharing by agreement.

Where there is no work or alternative work during the period 25 August to 28 September, employees will be required to take leave.

This should be done by initially taking:

1. Accrued Long Service Leave—For staff who have no long service leave credits, long service leave in advance to a maximum of thirteen calendar days,
then
2. Accrued two days—where applicable
then
3. Days in lieu—where applicable
then
4. Annual Leave—either accrued or pro rata annual leave which shall be paid according to the shift roster that would have been worked in normal scheduled operations

For staff who have no annual leave or pro rata accruals, annual leave in advance up to twenty days which shall be paid according to the shift or other roster that would have been worked in normal scheduled operations

In the event of these days being fully utilised staff may then avail of the other options, i.e. either advanced paid leave or leave without pay

Or such combination of the employee's choice.

Schedule A, page two

5. Leave without pay is available for all or part of the above period if staff so choose.

Where individual staff choose leave without pay, continuity of service will be maintained and accrual of entitlements for the period of the agreement credited.

SUPERANNUATION

Death and disability cover will be maintained by the airlines.

Full superannuation cover can be maintained at the employee election to pay their own contributions. In which case, the airlines will maintain employer contributions. Should staff not elect to maintain contributions the period will not count as member service for superannuation purposes.

Staff availing of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

The above provisions relating to alternative work or taking of leave will apply to staff from 25 August and shall take effect from the first duty period commencing after contact was made by the company.

All advanced entitlements will be acquitted against the accrued entitlements following a resumption of work. This means that advanced annual leave granted will be acquitted against the next annual leave entitlement or final payment in the event of an employee's termination of employment. Where it can be shown that prior holiday bookings had been made a cancellation of which results in the employee incurring financial loss the company may allow advanced credits to be acquitted over two leave periods, however, affected employees must evidence such existing arrangements as of 6 September by the expiry of this agreement. Advance long service leave will be acquitted against eventual long service leave entitlements.

This agreement ensures that non pilot staff will not be placed in a no pay situation during the disruption to airline services unless that staff member chooses to take leave without pay. Staff covered by this Agreement will not be stood down.

APPRENTICES

Apprentices will be unaffected for the duration of this agreement, however, East-West reserves its position where insufficient trade staff are available for training of apprentices in which case they will consult with the AMWU.

SCHEDULE B

Schedule B, page one

25 August 1989

To: Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Possible Stand Downs

In response to the ACTU letter to the Airline companies in relation to the above matter, which was circulated to you on 23 August 1989 the airlines have responded with the attached letter (Attachment A) which indicates the following:

1. Stand downs of non pilot employees will be pursued only as a last resort and after every reasonable means of ensuring that staff are not placed in a situation of hardship has been exhausted.
2. A blanket guarantee not to exercise stand downs is not given due to the indeterminate nature of the pilots'

dispute. The arrangements below will stand in place for 1 week before which time the operators will stand in place for 1 week before which time the operators will review the situation, have discussions with the ACTU and thereafter possibly make an application for stand downs. However, the arrangements are predicated upon each union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.

3. The Companies will explore all avenues to keep all staff usefully employed. These will include the flexible use of staff, between areas where work has decreased or ceased to areas where work is continuing which may result in change of rosters and employees being asked to undertake functions not normally performed by them but related to their employment generally.

Schedule B, page two

4. To implement the above, rather than pursue the stand down option, staff may be asked to change shifts without the application of the shift change limitations in the Award.
5. In addition to the above, staff in a stand down situation, i.e. not usefully employed, will be encouraged, following redeployment action where appropriate, apply for outstanding leave credits including annual leave, '2' days, days in lieu and Long Service Leave—in any combination—subject to 24 hours recall to duty. Accrued entitlements must be exhausted prior to pro rata credits being used. Thereafter, up to five days leave in advance may be utilised.
6. If sufficient staff do not apply for leave the Companies may require staff to take accrued leave.
7. Utilisation of government aircraft will provide additional staff for some workers particularly in ticketing, ground handling and operation expertise.

On receipt of this advice I expressed concerns at the meaning of the 1st sentence of the second last paragraph on page 2. This has been clarified by a second letter (Attachment B) received this morning.

I will keep you further advised.

Yours fraternally

LES AYRES

Senior Industrial Officer

Attach.

Schedule B, page three

24 August 1989

Mr W. J. Kelty

Secretary

Australian Council of Trade Unions

ACTU House

393 Swanston Street

Melbourne 3000

Dear Mr Kelty

Thank you for your letter of 22 August 1989 advising of the ACTU view with regard to the stand down of nonpilot employees of the Airlines.

We advise that the stand down of nonpilot employees would be pursued as a last resort option and only after every reasonable means of ensuring that our staff are not placed in a situation of hardship has been exhausted.

Our inability to provide a blanket guarantee to not exercise stand downs results from the indeterminate nature of the current pilot actions which may extend over a considerable period.

Currently the companies are exploring all initiatives to keep our staff usefully employed.

These include the flexible utilisation of staff between areas where work has decreased to areas where work is continuing. For example, Traffic Clerks normally associated with an operational span outside 9.00 a.m. to 5.00 p.m. are being requested to assist in our current reservations inquiries.

Reactions to this approach have received good support however, some areas have not cooperated.

The operators will request all employees for the period of the current pilots' dispute to be prepared to take on functions not normally performed by them that are related to their employment generally.

We propose that rosters be adapted to place staff where there is a work requirement without the application of shift change limitations. Where this has the effect of staff being placed on day shift or another shift less remunerative than their normal shift and such staff immediately or subsequently proceed on leave, payment for such leave will be calculated on the basis that the employee had worked his/her original roster.

Schedule B, page four

While these actions will keep some staff usefully employed, it is obvious that with airline operations almost halted we cannot indefinitely sustain a full staff complement.

With the object of minimising the hardship experienced by staff in a stand down situation the Companies propose that, following redeployment action where appropriate, all staff will in the first instance be encouraged to apply for any outstanding leave credits including annual leave, 2 days, days in lieu and long service leave in any combination, such leave will be allowed subject only to operational requirements and staff being available on 24 hours recall to duty. Accrued entitlements will be exhausted prior to pro-rata entitlements being taken. Where staff have no prorata annual leave credit, we propose to allow up to five days leave in advance to be taken.

If sufficient staff do not apply for leave either across the workforce or in various sectional locations the companies will require staff to take accrued leave. While trying in this way to meet the requirements of your letter of 22 August 1989, it will be appreciated that, subject to the below, if there is non-cooperation in the taking of leave, we will have no alternative but to apply for stand down provisions across those awards not currently containing stand down provisions.

Finally, the Airline Operators in conjunction with the Federal Government are currently developing the utilisation of Government aircraft to maintain interstate airline services. Such service may utilise Government aircraft on a wet lease basis, with the Airline Operators providing ticketing, ground handling and operations expertise. This service will of itself provide useful employment for airline staff. This approach is predicated upon each Union and its members cooperating to the fullest in finding ways to maximise the useful work that they can do.

We believe that these steps address the practical realities of the current situation. On the above basis, stand downs will not be applied for within the next week at which time we will have discussions with you. The operators propose to review the position at that time. We look to the ACTU and its affiliates to assist in the implementation of these initiatives.

Yours faithfully

J. A. STRONG

Chief Executive

Australian Airlines Limited

G. J. McMAHON

General Manager

Ansett Airlines of Australia

Schedule B, page five

25 August 1989

Mr L Ayres

Senior Industrial Officer

ACTU

ACTU House

393-397 Swanston Street

Melbourne Vic. 3000

Dean Les

With regard to your concerns seeking the clarification as to

the second last paragraph of our letter of 24 August 1989, we advise as follows:

We are trying to do everything we can to avoid staff experiencing hardship as a result of the pilots action by maintaining work or taking leave. However, if a Union or group of employees work actively to frustrate the initiatives contained in our letter, the benefits of that letter are not guaranteed to that Union or staff.

Today we are issuing the attached advice to all staff on the job. You will see that it reflects the letter to Mr Kely of 24 August and sets out the manner in which we intend to apply these arrangements.

Yours faithfully

MICHAEL GAY

Ansett Airlines

IAN GAWTHORNE

Australian Airlines

SCHEDULE C

Schedule C, page one

28 August 1989

To Secretaries of all airline unions

Dear Comrade

Re Pilot's Dispute—Avoidance of Stand Downs

Attached herewith is a further statement from the Airlines in addition to the Strong/McMahon letter of 24 August.

It should be noted that:

1. The Airline position contained in the 24 August letter and the attachment herewith is their response to the ACTU demand that there be no stand downs of nonpilot staff due to the pilots dispute.
2. In implementing the Airlines position, there should be local discussion to establish if there is insufficient work to sustain a shift.
3. For employees who choose to take leave, Long Service Leave can be taken as a first option. If there are no LSL credits, credits against future LSL entitlements will be given for the time this arrangement holds (currently 1 September).

Thereafter, or if the employee chooses a different combination, employees may take accrued 'z' days, days in lieu or annual leave—either accrued, pro rata or five days advanced credit.

In regard to the 24 hour recall from leave, if staff genuinely take leave it will be respected if notified to the company.

The above provisions adding to the Strong/McMahon letter of 24 August will be reviewed by 1 September.

Yours sincerely

LES AYRES

Senior Industrial Officer

Schedule C, page two

Arising from problems in implementation of the Strong/McMahon letter aimed at avoiding stand-downs of nonpilot airline employees, there has been discussions between the Airlines and the ACTU Secretary.

The ACTU reiterated its position that no airline worker will be stood down or suffer financially due to the action of the pilots pursuing a 29.47 per cent pay claim, so long as they pursue a claim within a system that can be acceptable to the trade union movement.

The Airline have agreed to implement their proposals in the Strong/McMahon letter of 24 August on the basis that: where work is available it will be done by airline staff. This may require a change in shift as per the 24 August letter.

where there is no work or alternative work, employees can opt for taking leave. This should be done by initially taking:

- (1) long service leave. Where there are no long service leave credits, credits against future long service leave entitlements will be extended for the time this arrangement holds;

then (2) accrued 'z' days—where applicable;

then (3) days in lieu—where applicable;

then (4) annual leave—either accrued, pro-rata or up to five days advanced credit;

Schedule C, page three

or some combination of the above as best suits the individual employee.

If staff so choose, leave without pay may also be taken.

In regard to the 24 hour recalls if staff genuinely take leave away from home, this will be respected and the companies should be notified. For others, if the airlines become operational, immediate recall, where practicable, will be implemented to get the airlines working as quickly as possible and avoid unnecessary use of leave credits.

The above provisions relating to alternative work or talking of leave will apply to staff from the 25 August and shall take effect from the first duty period commencing after contact was made by the company.

As indicated in the Strong/McMahon letter of 24 August the operators will consult with the ACTU before any change is made to these arrangements. The operators will not seek to change these arrangements before 1 September.

The position of the ACTU will remain as per paragraph 2 above.

Schedule C, page four

1 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots Dispute—Avoidance of Stand Downs

The ACTU, all airline unions and the airline operators met today to review the arrangements put into place last week following the ACTU representation that no airline worker should be stood down as a consequence of the airline pilots wage claim for 29.47 per cent and the pilots subsequent resignation.

It has been agreed that the arrangements set out in my circular of 28.8.89 will continue, without prejudice, until a further meeting with the ACTU and Unions scheduled to take place next Wednesday, 6 September.

It was common ground at today's meeting that there needs to be cooperation at a local level to ensure that the arrangements work smoothly. This can be achieved by the range of options set out below, being clearly explained to staff as the options open to them.

where work is available it will be done by airline staff. This may require a change in shift patterns.

Where there is limited work, there should be local discussions regarding appropriate arrangements for sharing.

Where there is no work or appropriate alternative work, employees can opt for taking leave. This should be done initially by taking:

Schedule C, page five

1. Long service leave. Where there are no long service leave credits, credits against future long service leave entitlements will be allowed for the duration of these arrangements.
2. Accrued two days—where applicable.
3. Days in lieu—where applicable.
4. Annual leave, either accrued, pro rata up to five days advanced credit.

Any combination of these options as best suits the individual staff member is available, however, advanced credits may only be granted for five days in the case of annual leave or seven calendar days in the case of long service leave.

Additionally, if staff so choose, leave without pay may also be taken.

Staff availing themselves of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

Staff who have proceeded on leave should be advised by Personnel Departments of this increased range of options at the earliest opportunity, or upon the return of staff, to allow any adjustments to staff records to be made.

The proposals contained in this advice are designed to minimise hardship and the avoidance of stand down provisions.

The above arrangements will be reviewed again at a 'meeting between the ACTU airline unions and the airline operators next Wednesday, 6 September. No stand down application by the airline operators will be made before then although it is noted that the benefits of the above arrangements are available to those who cooperate with them.

It was acknowledged by all parties at the meeting that this cooperation is required to avoid stand downs.

Yours fraternally,

LES AYRES

Senior Industrial Officer

Schedule C, page six

7 September 1989

To Secretaries of Airline Industry Unions

Dear Comrade

Re Pilots' Dispute—Avoidance of Stand Downs

Proposed Agreement with Airline Operators on Extending Current Arrangements for 3 Weeks until 28 September 1989

A meeting was held yesterday between all airline unions and the airline operators to review the current arrangements that have been put in place to avoid the need for stand downs as a consequence of the Pilots' action in pursuit of their 29.47 per cent claim and their subsequent resignation. (refer circulars dated 1 September, 28 August and 25 August).

The ACTU, for the unions, indicated that, notwithstanding a few hiccups at the beginning of the arrangements put in place by management, they have received the cooperation sought from the unions and the membership to institute the leave arrangements where there was no work existing or changing shifts where the extent of work had changed. Given this cooperation there was no necessity for the airlines to seek stand down provisions. We, therefore, sought a continuation of the current arrangements for a longer period such that there was some stability and certainty amongst the airlines workforce. To achieve this it would be necessary to increase advanced leave credits for those employees in a 'no work' situation who did not have any leave credits.

The airlines indicated that they had sought to avoid stand downs for the past three weeks in response to the ACTU's position as stated in its letter of 23 August 1989 and they hoped to continue that situation with some small amendments to the current arrangements. They recognised that achievement of this position required cooperation of all concerned as the benefits of the leave arrangements could only be afforded to those who did cooperate.

Schedule C, page seven

As indicated in the letters of 24 and 25 August 1989 from the airline operators a lack of cooperation from any union or group of members would mean that the arrangements could not apply and the airlines were left with only one alternative for those who did not cooperate.

i.e. stand downs. It was noted that all unions and most staff were fully cooperating during this difficult period for the industry.

The airlines had and will continue to maintain maximum work for its staff for as long as it can during this period of disruption of airline services. It was noted that some additional work was being generated by the limited operations by the RAAF, charters, international carriers carrying domestic passengers and, in the near future, a limited service of the airlines.

Notwithstanding the limited operations referred to above, there still remained a considerable reduction in the amount of work available. However, the airlines proposed that for an extended, but finite, period they hoped to ensure that all non pilot staff not be put into a non pay situation. To achieve this they were seeking an agreement between the companies, the ACTU and unions reflecting the current arrangements with some slight amendments, particularly in regard to leave credits.

After considerable debate and discussion I attached herewith a proposed agreement with which the airlines are seeking expeditious consideration by the unions and response by Friday afternoon 8 September 1989 or earlier if possible. Such response should also be forwarded to the ACTU.

I highlight below the major changes to the proposed agreement which intends to embrace the essential features which have been implemented previously with the cooperation of unions and their members:

1. the agreement is to operate from the commencement of the proposals to avoid stand downs, 25 August 1989 and apply for a further three weeks to 28 September 1989.
2. Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.
3. Where there is limited work there should be local discussion on appropriate arrangements for sharing, by agreement.
4. Where there is no work or alternative work the range of leave proposals will be implemented. The test of whether there is no work is the same as that applying as if there was a stand down clause. i.e. there is a requirement that employees cannot be usefully employed. If there is disagreement it will be argued out in the usual way.
5. The leave options are as follows:

- (i) accrued long service leave—for staff with no LSL credits, there is an advance during the

Schedule C, page eight

period in question i.e. 25 August—28 September 1989 of a maximum of thirteen calendar days;

- (ii) accrued 'z' days—where applicable;
- (iii) days in lieu—where applicable;
- (iv) annual leave—accrued, prorata or, where there are no credits, an advance for up to twenty days leave. Payment will be in accordance with the shift roster that would have been worked in normal scheduled operations;

- (v) leave without pay, if staff so choose;

or any combination of the above, at the employees choice.

6. Advances on annual leave credits for those who do not currently have credits are to be acquitted against the next annual leave entitlements or final payment in the event of an employees termination of employment unless it can be shown that, as at 6 September, holiday bookings were made and cancellation results in financial loss. Cases of hardship or personal and pressing necessity will be considered in the normal way.
7. Apprentices will be unaffected through the duration of the agreement, although East-West reserves its position if the situation changes and they are unable to provide

supervision. If this results they will have consultation with the AMWU.

In giving consideration to the attached proposed agreement, it is worth noting the history of developments in this matter.

1. 11 August—the ACTU wrote to the airlines indicating that if they made offer to the pilots in excess of what a representative group of airline workers were able to achieve, then we will pursue with the utmost vigour increases equal to those offered to pilots. This situation remains. The airlines have agreed to provide to the ACTU salary offers that will be made to pilots.
2. 21 August—the airlines wrote to the ACTU indicating that, because of the disruption to airline services, they were preparing application of stand down orders for non pilot staff.
3. 23 August—following a meeting of all airline unions, the ACTU wrote to the airlines indicating that no non pilot employee should be stood down as a consequence of the pilots' action.

Schedule C, page nine

4. 25 August—the airlines responded to the ACTU demand by putting in place arrangements such that where work was available, it would be done by airline staff and where work was not available, staff had a range of leave options such that they would not be put in a 'no pay' situation. Where there was limited work there would be local discussion regarding appropriate arrangements for sharing. These options were clarified on 28 August.
5. 1 September—the arrangements in place (advanced leave credits were granted where no credits had been accrued) were reviewed by the unions and the operators. Continuation of these arrangements until 6 September was agreed on the basis of every union cooperating to implement the arrangements. It was acknowledged that such cooperation had been given in the past and commitments were given for the future duration of the arrangements.
the 'work/leave' arrangements were offered on the basis of unions and their members cooperating to the fullest in ways to maximise useful work and implementing the above arrangements where no work or limited work existed.
6. 6 September—in reviewing the operation of the current arrangements the operators have agreed to the ACTU request that the existing arrangements be continued for the extended period (with appropriate modification to advances on leave credits where no leave credits had been accrued) by proposing an agreement between the ACTU, unions and the operators to continue the arrangements for the next three weeks at which time they will be reviewed. The major modification relate to advanced credits on LSL being up to a maximum of thirteen days and advanced credits for annual leave being twenty days.

All unions that remained to the end of last night's negotiations acknowledge that the arrangements in the proposed agreement are the best that can be attained in the current situation.

The airline operators have made it clear that the consequence of no agreement is obvious and the same as non-cooperation by unions or a group of members since 25 August. The benefits of the proposed agreement cannot be applied where there is no cooperation or no agreement and, where this persists, the airlines will act on their letter of 21 August i.e. apply for stand down orders.

Yours fraternally

LES AYRES

Senior Industrial Officer

Attach.

Schedule C, page ten

6 September 1989

ACTU AND AFFILIATES ANSETT AUSTRALIAN
EAST-WEST

STAFF OTHER THAN PILOT AGREEMENT
SEPTEMBER 1989

This agreement will apply from 25 August 1989 and its operation will be reviewed by the parties on the 28 September 1989.

Where work is available it will be done by airline staff. This may require a change in existing shift patterns without penalty.

Where there is limited work there should be local discussion regarding the appropriate arrangements for sharing by agreement.

Where there is no work or alternative work during the period 25 August to 28 September, employees will be required to take leave.

This should be done by initially taking:

1. Accrued Long Service Leave—For staff who have no long service leave credits, long service leave in advance to a maximum of thirteen calendar days.
then
2. Accrued two Days—where applicable
then
3. Days in lieu—where applicable
then
4. Annual leave—either accrued or pro rata annual leave which shall be paid according to the shift roster that would have been worked in normal scheduled operations
For staff who have no annual leave or pro rata accruals, annual leave in advance up to twenty days which shall be paid according to the shift or other roster that would have been worked in normal scheduled operations.
In the event of these days being fully utilised staff may then avail of the other options, i.e. either advanced paid leave or leave without pay.

or such combination of the employees choice.

Schedule C, page eleven

5. Leave without pay is available for all or part of the above period if staff so choose
Where individual staff choose leave without pay, continuity of service will be maintained and accrual of entitlements for the period of the agreement credited.

SUPERANNUATION

Death and disability cover will be maintained by the airlines.

Full superannuation cover can be maintained at the employees selection to pay their own contributions. In which case, the airlines will maintain employer contributions. Should staff not elect to maintain contributions the period will not count as member service for superannuation purposes.

Staff availing of the leave options should leave a contact point in order that they may be advised of further developments as they occur.

The above provisions relating to alternative work or taking of leave will apply to staff from 25 August and shall take effect from the first duty period commencing after contact was made by the company.

All advanced entitlements will be acquitted against the accrued entitlements following a resumption of work. This means that advanced annual leave granted will be acquitted against the next annual leave entitlement or final payment in the event of an employee's termination of employment. Where it can be shown that prior holiday bookings had been made a cancellation of which results in the employee incurring financial loss, the company may allow advanced credits to be acquitted over two leave periods, however, affected employees must evidence such existing arrangements as of 6 September by the expiry of this agreement. Advance

2384 Government departments

long service leave will be acquitted against eventual long service leave entitlements.

This agreement ensures that non pilot staff will not be placed in a no pay situation during the disruption to airline services unless that staff member chooses to take leave without pay. Staff covered by this Agreement will not be stood down.

APPRENTICES

Apprentices will be unaffected for the duration of this agreement, however, East-West reserves its position where insufficient trade staff are available for training of apprentices in which case they will consult with the AMWU.

Schedule C, page twelve

ACTU on behalf of:

.....
.....
.....
.....
.....
.....	ANSETT
.....	AUSTRALIAN
.....	EAST-WEST

SCHEDULE D
ADMINISTRATIVE PROCEDURES

1. The procedures seek to implement the agreement between the Commonwealth of Australia and Ansett Transport Industries (Operations) Pty Ltd not to seek stand-down of employees not able to be usefully employed as a result of actions by the Australian Federation of Air Pilots and dated 29 September 1989 ('the agreement'). The procedures may be amended from time to time by agreement between the Commonwealth and the Airline.
2. It is acknowledged that both parties desire to ensure that the cost of administering the agreement is minimised consistent with obtaining a level of accuracy which, having regard to all of the criteria, is consistent with meeting normal audit requirements.

Calculation of wage cost equivalents

3. The Airline will prepare its claims in terms of net employee costs equivalent as defined in the agreement. The Airlines will maintain necessary supporting documentation as set out in these procedures.
4. This documentation for employees who are the subject of a claim for reimbursement of net employee costs equivalent will include the following:
 - (a) identification of employee by name and classification (which will provide access to a description of work normally carried out);
 - (b) setting out in relation to each employee or group of employees for the period in relation to which the claim is made:
 - (i) reasons by the Airline why the employee or group of employees could not be usefully employed for a part or the whole of the relevant work period including the Airline's consideration of contracting work; and/or
 - (ii) whether they were on leave, including particulars of advance leave taken by the employee.
5. In relation to any claims for the reimbursement of the cost to the Airline of advanced paid leave, the claim

will be limited to the amount which the Airline can reasonably demonstrate by actuarial calculation would not be recovered through the employee's earning of such credits. The Airline should provide details of these actuarial calculations for vetting by the Australian Government Actuary. The Australian Government Actuary will discuss the proposed method of calculation with the actuary nominated by the Airline to arrive at a method which is satisfactory to the Australian Government Actuary.

6. The Airlines will lodge the claims with the Department of Transport and Communications ('the Department') progressively for assessment by the Committee of Officials of credits to be applied against the waiver of statutory charges from the CAA and the FAC. In respect of each claim the Committee shall approve the net employee costs equivalent in order to determine what statutory charges will be waived by the Authority and Corporation on the basis of reasonable estimates prepared by the Airlines without requiring an audit certificate to be submitted at that time. Audit certificates will be prepared as soon as practicable, subject to the Australian Audit Office requirements. Final adjustment to a determination based on such estimates will be made when the audit certificates in respect of each claim are made available by the external auditor. For the purpose of submitting these claims to the Department, the Airline may aggregate employee data by cost centre and/or relevant occupational groupings.
7. The external auditor for each company will certify, in accordance with standard auditing practice, the claims and prepare a report for the Australian Audit Office. Specific contractual arrangements will be put in place between the Australian Audit Office and the company auditors to determine the form of a report which is satisfactory to the Australian Audit Office. The cost of external audit activity on behalf of the Commonwealth audit in support of the claims will be met by the Commonwealth, in accordance with Clause 8 of the agreement.

Arrangements for the Civil Aviation Authority (CAA) and the Federal Airports Corporation (FAC)

8. The FAC and CAA will continue to prepare monthly accounts relating to use by the Airlines of their respective facilities. The Department will advise the FAC, the CAA and the Airlines of the amounts that have been approved by the Committee to be waived. A copy of the total account will be sent to the individual Airlines for them to undertake their normal validation processes and to pay any charges not subject to waiver.
9. The Airlines will notify the billing authority and Department of any adjustment to be made and, in accordance with normal practice, the billing authority will adjust the next monthly account to reflect any valid adjustments.
10. The Australian Audit Office will at Commonwealth cost undertake necessary audits of these arrangements. The Office will discuss the precise arrangements separately with the FAC and CAA.

N.N.—8977832

Treasurer

AUSTRALIA
Foreign Acquisitions and Takeovers Act 1975
ORDER
WHEREAS

- (A) Nabimlo Pty Ltd ('Nabimlo'), a company incorporated in Queensland and having its registered office c/- M F & C Agency Pty Ltd, 27th Level, Riverside

Centre, 123 Eagle Street, Brisbane, in that State, is a foreign person, being a corporation in which Chu Kam Chong, a citizen of Hong Kong, not ordinarily resident in Australia, holds a substantial interest;

(B) Nabimlo proposes to purchase freehold property in Queensland as described in the notice under section 26A of the Act;

(C) I, PETER FREDERICK MORRIS, Minister of State for Industrial Relations, acting for and on behalf of the Treasurer am satisfied that:

(i) Nabimlo proposes to acquire an interest in Australian urban land; and

(ii) that result would be contrary to the national interest:

NOW THEREFORE, pursuant to subsection 21A (2) of the Act, I prohibit the proposed acquisition.

Dated this 9th day of October 1989.

P. F. MORRIS
Minister of State for
Industrial Relations

N.N.—8977833

RESERVE BANK OF AUSTRALIA
NOTE ISSUE DEPARTMENT

Issued in pursuance of section 41 of the *Reserve Bank Act 1959*

STATEMENT OF POSITION AS AT CLOSE OF
BUSINESS ON WEDNESDAY, 30 AUGUST 1989
AUSTRALIAN NOTES ON ISSUE

<i>Denomination</i>	<i>Number</i>	<i>Amount</i>
		\$
\$1	36 106 839	36 106 839
\$2	26 819 687	53 639 374
\$5	47 231 570	236 157 850
\$10	62 466 025	624 660 250
\$20	122 892 246	2 457 844 920
\$50	80 066 972	4 003 348 600
\$100	48 479 974	4 847 997 400
Total	424 063 313	12 259 755 233

Notes held by:

	\$
Banks	1 072 857 147
Public	11 186 898 086
	12 259 755 233

P. J. MAIR
Note issue Department

B. W. FRASER
Governor

N.N.—8977834

Australian Banking Statistics

All Banks

FIGURES ARE COMPILED FROM RETURNS SUPPLIED TO THE RESERVE BANK UNDER SECTIONS 52 AND 53 OF THE BANKING ACT 1959 BY BANKS AUTHORISED UNDER THAT ACT, AND VOLUNTARILY BY STATE BANKS.

LIABILITIES

AVERAGES OF THE LIABILITIES WITHIN AUSTRALIA OF EACH BANK AT THE CLOSE OF BUSINESS ON WEDNESDAYS 5, 12, 19 AND 26 JULY 1989

(\$ million)

Bank	Deposits repayable in Australia					Total deposits	Other borrowings	Bill acceptance liabilities	All other liabilities	Total Australian dollar liabilities	Foreign currency liabilities	Total liabilities (excluding share-holders' funds)
	Current bearing interest	Current not bearing interest	Term and at call (excluding C.D.'s)	Certificates of deposit	Other							
Advance Bank	228	—	2 468	593	1 394	4 682	86	126	109	5 003	5	5 008
Civic Advance Bank	41	—	308	47	136	533	—	—	31	564	—	564
ANZ Banking Group	670	4 170	8 245	2 862	—	15 947	749	13 683	665	31 044	1 405	32 449
ANZ Savings Bank	430	2	31	517	5 085	6 065	—	—	49	6 113	—	6 113
Australian Bank	56	9	15	48	—	127	22	64	2	215	5	220
Australian Resources Dev. Bank	—	—	180	—	2	182	35	—	6	223	68	291
Bank of America	2	16	205	145	—	369	24	71	16	479	11	490
Bank of China	6	—	10	—	—	16	3	—	1	20	49	69
Bank of Melbourne	107	—	1 586	—	876	2 568	140	0	102	2 810	—	2 810
Bank of New Zealand	336	62	503	271	—	1 172	176	845	36	2 229	79	2 309
BNZ Savings Bank	—	—	0	—	70	70	—	—	1	71	—	71
Bank of Queensland	22	36	155	18	—	231	2	50	7	290	—	290
Bank of Qld Savings Bank	141	—	—	43	116	300	55	—	1	356	—	356
Bank of Singapore	10	—	169	151	—	330	26	59	13	428	129	557
Bank of Tokyo	3	16	151	175	15	360	17	127	12	516	235	751
Bankers Trust	—	14	488	8	—	511	220	5	77	813	314	1 127
Banque Nationale de Paris	4	39	297	262	—	602	53	437	7	1 099	316	1 415
Barclays Bank	86	12	500	708	1	1 308	92	326	119	1 845	169	2 014
Challenge Bank	130	—	1 602	356	543	2 631	39	136	173	2 979	122	3 101
Chase AMP Bank	159	29	731	252	95	1 265	228	487	125	2 104	646	2 751
Citibank	14	28	207	247	3	500	35	988	399	1 922	387	2 309
Citibank Savings	512	—	553	398	1	1 465	435	—	99	1 999	—	1 999
Commonwealth Bank	622	3 109	7 176	1 132	—	12 039	313	8 442	751	21 545	3 660	25 205
Commonwealth Savings Bank	472	43	2 051	—	13 917	16 483	465	—	835	17 782	—	17 782
Commonwealth Dev. Bank	—	—	334	1 315	—	1 650	287	—	5	1 941	—	1 941
Deutsche Bank	—	4	145	1	—	150	24	7	3	184	189	372
HongKongBank	99	0	638	348	—	1 085	193	223	243	1 744	418	2 163
IBJ Australia Bank	14	0	87	135	—	236	19	20	6	281	379	660
Lloyds Bank	20	1	112	329	—	462	39	9	78	588	149	737
Macquarie Bank	110	60	180	210	—	560	156	0	298	1 014	80	1 094
Metway Bank	170	—	723	—	455	1 348	8	3	49	1 407	—	1 407
Mitsubishi Bank	10	0	181	114	2	306	26	25	19	377	183	559
National Australia Bank	1 394	2 993	10 726	991	40	16 144	1 045	10 629	490	28 308	3 033	31 341
National Aust. Savings Bank	38	1	2 676	1 589	4 888	9 193	830	—	28	10 051	—	10 051

Bank	Deposits repayable in Australia											Total liabilities (excluding share-holders' funds)
	Current bearing interest	Current not bearing interest	Term and at call (excluding C.D.'s)	Certificates of deposit	Other	Total deposits	Other borrowings	Bill acceptance liabilities	All other liabilities	Total Australian dollar liabilities	Foreign currency liabilities	
National Mutual Royal Bank	85	1	209	468	5	769	52	693	132	1 646	132	1 778
NMR Savings Bank	194	-	953	5	935	2 087	0	-	188	2 275	-	2 275
NatWest Australia Bank	37	12	560	92	-	701	280	417	80	1 478	45	1 523
Savings Bank of Tasmania	6	35	193	83	201	518	-	-	2	520	-	520
Standard Chartered Bank	23	-	335	38	0	396	27	180	8	612	103	714
State Bank of NSW	521	598	4 098	526	-	5 744	270	2 123	1 572	9 709	595	10 305
State Bank of SA	201	81	1 339	944	2	2 566	239	1 586	283	4 674	2 685	7 359
SBSA Savings Bank Division	1 234	40	-	-	23	1 297	559	-	-	1 856	-	1 856
State Bank Victoria	1 553	585	3 042	4 589	3 882	13 651	265	2 444	705	17 065	1 721	18 786
Tasmania Bank	16	32	346	-	308	702	-	4	12	718	-	718
Rural & Industries Bank of WA	118	305	1 530	1 928	8	3 888	65	370	162	4 485	535	5 020
R & I Savings Bank Division	27	-	256	-	859	1 143	-	-	76	1 219	-	1 219
Primary Industry Bank	-	-	124	6	-	130	26	-	10	166	522	687
Westpac Banking Corporation	1 624	4 664	10 204	4 030	1 065	21 587	376	9 805	2 085	33 852	5 777	39 630
Westpac Savings Bank	555	1	3 012	-	6 421	9 990	2 633	-	150	12 773	-	12 773
TOTAL	12 100	16 999	69 636	25 974	41 347	166 056	10 632	54 388	10 318	241 393	24 146	265 539

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

ASSETS

AVERAGES OF THE ASSETS WITHIN AUSTRALIA OF EACH BANK AT THE CLOSE OF BUSINESS ON WEDNESDAYS 5, 12, 19 AND 26 JULY 1989

(\$ million)

Bank	Coin, Australian notes and cash with Reserve Bank	Non-callable deposits with Reserve Bank	Public sector securities			Deposits and placements with and loans to financial intermediaries				Other lending			Client's commitments arising from bill acceptances	All other assets	Total Australian dollar assets	Foreign currency assets	Total assets
			Commonwealth Government securities			Authorised dealers				Total	of which: housing	from bill acceptances					
			Treasury notes	Other	Other	Banks	Secured by C.G.S.		Other (a)								
Advance Bank	19	14	8	524	254	161	5	10	-	3 846	2 005	126	390	5 358	8	5 366	
Civic Advance Bank	1	-	2	56	8	18	7	-	-	480	299	-	24	596	-	596	
ANZ Banking Group	179	719	411	2 618	31	824	58	44	498	13 568	150	13 673	2 640	35 262	2 145	37 406	
ANZ Savings Bank	0	-	156	412	55	1	-	-	-	5 798	4 791	-	0	6 423	-	6 423	
Australian Bank	0	5	15	0	0	21	16	12	72	54	2	64	38	297	6	303	
Australian Resources Dev. Bank	0	-	-	-	-	47	-	-	-	184	-	-	4	235	85	320	
Bank of America	0	4	29	25	0	15	7	11	8	399	-	59	42	598	4	602	
Bank of China	0	1	5	-	-	33	3	-	13	29	2	-	9	93	22	115	
Bank of Melbourne	7	-	174	137	3	49	-	6	-	2 443	1 154	0	214	3 034	-	3 034	
Bank of New Zealand	1	25	32	42	3	42	181	5	27	1 053	73	845	46	2 304	178	2 482	
BNZ Savings Bank	-	-	8	-	14	1	-	-	-	46	41	-	0	69	-	69	
Bank of Queensland	5	6	24	-	-	70	9	-	14	135	6	50	27	340	0	341	
Bank of Qld Savings Bank	-	-	-	36	-	0	-	-	-	358	264	-	0	394	-	394	
Bank of Singapore	0	11	29	33	4	58	1	-	0	288	8	57	26	506	92	598	
Bank of Tokyo	0	5	50	-	-	8	10	-	7	332	3	127	53	592	218	811	
Bankers Trust	0	7	-	107	8	170	17	-	9	753	-	5	93	1 169	90	1 259	
Banque Nationale de Paris	8	13	66	21	-	82	20	7	55	417	18	428	63	1 180	243	1 423	
Barclays Bank	1	16	70	62	6	55	89	-	60	1 217	56	326	125	2 027	119	2 146	
Challenge Bank	5	7	86	58	40	33	150	4	96	2 418	1 082	136	174	3 208	48	3 256	
Chase AMP Bank	17	35	46	-	115	94	151	-	162	969	142	487	140	2 216	595	2 811	
Citibank	11	19	171	6	2	443	13	4	225	453	-	988	505	2 840	94	2 934	
Citibank Savings	-	-	77	126	-	1	-	-	5	1 804	1 505	-	49	2 062	-	2 062	
Commonwealth Bank	108	459	659	1 451	48	708	19	-	113	12 028	83	8 442	2 108	26 142	1 103	27 246	
Commonwealth Savings Bank	305	174	100	1 314	2 320	609	11	57	265	12 270	10 428	-	1 065	18 488	-	18 488	
Commonwealth Dev. Bank	-	2	20	81	-	14	-	-	34	2 073	-	-	6	2 231	-	2 231	
Deutsche Bank	0	7	40	23	3	79	32	-	143	522	1	7	83	939	194	1 134	
HongKongBank	1	14	24	142	-	50	29	-	42	1 490	18	190	185	2 168	240	2 408	
IBJ Australia Bank	0	4	-	53	50	21	-	0	14	364	1	20	3	529	220	749	
Lloyds Bank	5	6	5	4	-	33	44	-	33	518	4	-	27	675	104	779	
Macquarie Bank	1	10	91	0	6	57	36	-	35	738	24	0	286	1 259	21	1 280	
Metway Bank	5	4	13	60	16	12	71	-	70	1 215	882	3	31	1 498	-	1 498	
Mitsubishi Bank	0	5	20	28	19	70	3	-	7	395	3	25	5	578	134	712	
National Australia Bank	197	729	663	1 628	278	1 294	105	31	72	16 032	83	10 629	2 539	34 195	1 663	35 859	
National Aust. Savings Bank	-	-	231	699	433	1	-	-	51	8 913	5 444	-	2	10 331	-	10 331	
National Mutual Royal Bank	0	21	0	187	30	40	-	16	49	524	-	701	385	1 956	83	2 039	
NMR Savings Bank	16	-	57	174	-	0	-	-	2	2 003	1 524	-	170	2 421	-	2 421	
NatWest Australia Bank	0	22	59	21	-	31	118	-	91	1 324	15	417	176	2 259	57	2 316	
Savings Bank of Tasmania	5	1	4	46	87	3	8	-	-	384	155	-	17	555	-	555	

Bank	Coin, Australian notes and cash with Reserve Bank	Non- callable deposits with Reserve Bank	Public sector securities			Deposits and placements with and loans to financial intermediaries				Other lending		Client's commit- ments arising from bill acceptances	All other assets	Total Australian dollar assets	Foreign currency assets	Total assets
			Commonwealth Government securities	Treasury notes	Other	Other	Banks	Authorised dealers								
								Secured by C.G.S.	Other	Other (a)						
Standard Chartered Bank . . .	1	16	25	34	-	3	12	-	2	358	8	180	104	737	86	823
State Bank of NSW	49	-	408	621	5	100	128	4	189	7 872	1 217	2 123	886	12 386	778	13 163
State Bank of SA	42	-	238	-	270	707	47	-	451	3 129	-	862	506	6 254	769	7 022
SBSA Savings Bank Division	-	-	-	348	-	-	-	-	-	1 509	1 450	-	-	1 856	-	1 856
State Bank Victoria	170	-	446	1 217	565	281	23	22	2 354	10 190	5 941	2 288	1 497	19 053	1 042	20 095
Tasmania Bank	8	-	17	54	148	23	8	-	2	471	254	4	36	772	0	773
Rural & Industries Bank of WA	28	-	140	421	374	797	58	62	399	2 239	44	370	314	5 203	304	5 507
R&I Savings Bank Division	1	-	-	-	23	-	-	-	-	1 094	1 079	-	-	1 118	-	1 118
Primary Industry Bank . . .	0	10	6	60	-	256	15	-	5	457	6	-	93	902	-	902
Westpac Banking Corporation	216	755	1 681	1 412	0	3 385	26	34	582	17 779	1 917	9 805	5 282	40 958	3 636	44 594
Westpac Savings Bank	25	-	1 471	13	97	-	-	-	68	11 582	8 707	-	124	13 380	-	13 380
TOTAL	1 442	3 128	7 876	14 353	5 315	10 801	1 529	329	6 327	154 517	50 889	53 440	20 590	279 647	14 382	294 029

(a) Financial intermediaries other than banks and authorised dealers include those registered under the Financial Corporations Act and placed in categories A, B, D, E, F and G, and Cash Management Trusts.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates no amount has been entered for that particular item.

DEPOSITS AND LOANSAVERAGES OF DEPOSITS AND LOANS OF INDIVIDUAL BANKS IN EACH STATE AND THE TERRITORIES
AT THE CLOSE OF BUSINESS ON WEDNESDAYS 5, 12, 19 AND 26 JULY 1989

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
NEW SOUTH WALES (b)						
Advance Bank	227		2 534	1 388	4 149	3 461
Civic Advance Bank	1		16	6	23	34
ANZ Banking Group	178	824	3 340	—	4 343	3 634
ANZ Savings Bank	2		10	1 270	1 281	1 512
Australian Bank	56	9	62	—	126	54
Australian Resources Dev. Bank	—	—	86	0	86	58
Bank of America	1	5	201	—	207	304
Bank of China	6	—	10	—	16	29
Bank of Melbourne	—	—	—	—	—	179
Bank of New Zealand	146	31	455	—	632	574
BNZ Savings Bank	—	—	0	55	55	35
Bank of Queensland	—	—	—	—	—	—
Bank of Qld Savings Bank	—	—	—	—	—	—
Bank of Singapore	8	—	33	—	41	161
Bank of Tokyo	2	13	284	10	309	198
Bankers Trust	—	14	467	—	481	736
Banque Nationale de Paris	3	28	337	—	368	159
Barclays Bank	57	12	1 188	1	1 258	750
Challenge Bank	0	—	313	1	314	296
Chase AMP Bank	74	7	626	39	748	709
Citibank	7	2	230	3	242	337
Citibank Savings	288	—	682	1	971	716
Commonwealth Bank	264	1 451	4 878	—	6 594	5 675
Commonwealth Savings Bank	208	—	766	6 079	7 053	5 660
Commonwealth Dev. Bank	—	—	1 377	—	1 377	579
Deutsche Bank	—	1	37	—	38	300
HongKongBank	33	—	115	—	147	284
IBJ Australia Bank	8	0	209	—	217	263
Lloyds Bank	15	1	317	—	332	294
Macquarie Bank	48	27	329	—	403	444
Metway Bank	—	—	—	—	—	—
Mitsubishi Bank	9	0	209	1	219	270
National Australia Bank	512	920	4 081	14	5 527	4 824
National Aust. Savings Bank	1	—	1 405	1 473	2 879	2 754
National Mutual Royal Bank	43	1	402	1	447	152
NMR Savings Bank	136	—	695	779	1 610	1 380
Nat West Australia Bank	28	10	552	—	589	355
Savings Bank of Tasmania	—	—	—	—	—	—
Standard Chartered Bank	6	—	184	—	190	131
State Bank of NSW	518	593	4 585	—	5 696	7 627
State Bank of SA	—	—	—	—	—	—
SBSA Savings Bank Division	—	—	—	—	—	—
State Bank Victoria	—	—	—	—	—	—
Tasmania Bank	—	—	—	—	—	—
Rural & Industries Bank of WA	2	1	203	—	205	187
R & I Savings Bank Division	0	—	3	0	3	5
Primary Industry Bank	—	—	68	—	68	238
Westpac Banking Corporation	848	2 385	7 738	355	11 327	8 293
Westpac Savings Bank	206	—	1 304	2 746	4 255	5 146
TOTAL	3 939	6 334	40 329	14 224	64 826	58 796

(a) All current deposits of savings banks are shown as interest bearing deposits.

(b) Includes Norfolk Island.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
VICTORIA						
Advance Bank	1	-	362	1	363	175
Civic Advance Bank	-	-	-	-	-	1
ANZ Banking Group	238	2 342	4 919	-	7 499	5 709
ANZ Savings Bank	395	-	526	1 719	2 640	2 060
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	43	0	43	98
Bank of America	1	-	147	-	148	94
Bank of China	-	-	-	-	-	-
Bank of Melbourne	107	-	1 586	876	2 568	1 808
Bank of New Zealand	67	7	182	-	256	138
BNZ Savings Bank	-	-	-	4	4	4
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	2	-	287	-	289	76
Bank of Tokyo	1	3	42	5	51	134
Bankers Trust	-	0	16	-	16	2
Banque Nationale de Paris	0	5	130	-	136	172
Barclays Bank	29	1	20	0	50	279
Challenge Bank	30	-	362	146	539	791
Chase AMP Bank	33	9	227	22	291	101
Citibank	5	26	105	-	136	16
Citibank Savings	62	-	38	0	100	250
Commonwealth Bank	110	596	1 376	-	2 082	2 433
Commonwealth Savings Bank	68	-	284	2 897	3 249	2 811
Commonwealth Dev. Bank	-	-	153	-	153	339
Deutsche Bank	-	4	109	-	112	223
HongKongBank	50	0	753	-	803	1 021
IBJ Australia Bank	1	0	2	-	3	60
Lloyds Bank	2	0	62	-	64	70
Macquarie Bank	55	20	50	-	125	231
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	1	-	86	0	87	125
National Australia Bank	494	1 170	3 893	13	5 569	6 891
National Aust. Savings Bank	26	-	2 375	1 705	4 106	3 147
National Mutual Royal Bank	35	0	163	4	203	235
NMR Savings Bank	53	-	248	151	453	585
NatWest Australia Bank	4	1	23	-	28	536
Savings Bank of Tasmania	-	-	-	-	-	5
Standard Chartered Bank	3	-	102	-	106	29
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	-	-	-	-	-	-
SBSA Savings Bank Division	-	-	-	-	-	-
State Bank Victoria	2 138	-	7 631	3 882	13 651	10 190
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	0	0	0	-	0	54
R & I Savings Bank Division	-	-	0	0	0	2
Primary Industry Bank	-	-	24	-	24	33
Westpac Banking Corporation	324	838	3 167	136	4 465	3 321
Westpac Savings Bank	134	-	576	1 405	2 115	2 571
TOTAL	4 470	5 022	30 072	12 965	52 528	46 819

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					Other	Total deposits	Other lending
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)					
QUEENSLAND								
Advance Bank	0	-	162	6	168	209	0	-
Civic Advance Bank	-	-	-	-	-	-	-	-
ANZ Banking Group	112	454	1 452	-	2 018	1 725	-	-
ANZ Savings Bank	17	-	6	939	962	955	-	-
Australian Bank	-	-	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	12	-	12	6	-	-
Bank of America	-	-	-	-	-	2	-	-
Bank of China	-	-	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	-	164	-
Bank of New Zealand	68	12	16	-	96	83	-	-
BNZ Savings Bank	-	-	-	10	10	4	-	-
Bank of Queensland	22	36	173	-	231	135	-	-
Bank of Qld Savings Bank	141	-	43	116	300	358	-	-
Bank of Singapore	-	-	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-	-	-
Bankers Trust	-	0	1	-	1	10	-	-
Banque Nationale de Paris	0	3	59	-	62	37	-	-
Barclays Bank	-	-	-	-	-	135	-	-
Challenge Bank	0	-	138	3	141	101	-	-
Chase AMP Bank	20	4	41	20	86	75	-	-
Citibank	2	-	119	-	122	96	-	-
Citibank Savings	80	-	185	0	265	306	-	-
Commonwealth Bank	99	526	979	-	1 604	1 640	-	-
Commonwealth Savings Bank	129	-	588	2 562	3 279	1 601	-	-
Commonwealth Dev. Bank	-	-	67	-	67	396	-	-
Deutsche Bank	-	-	-	-	-	-	-	-
HongKongBank	7	0	95	-	103	63	-	-
IBJ Australia Bank	-	-	-	-	-	-	-	-
Lloyds Bank	3	0	60	-	63	154	-	-
Macquarie Bank	7	14	11	-	32	63	-	-
Metway Bank	170	-	723	455	1 348	1 215	-	-
Mitsubishi Bank	-	-	-	-	-	-	-	-
National Australia Bank	202	546	2 238	2	2 988	2 142	-	-
National Aust. Savings Bank	5	-	311	1 024	1 340	1 307	-	-
National Mutual Royal Bank	3	0	24	0	27	47	-	-
NMR Savings Bank	3	-	1	2	7	21	-	-
NatWest Australia Bank	-	-	22	-	22	130	-	-
Savings Bank of Tasmania	-	-	-	-	-	-	-	-
Standard Chartered Bank	5	-	64	-	69	77	-	-
State Bank of NSW	-	-	-	-	-	-	-	-
State Bank of SA	2	0	0	-	3	6	-	-
SBSA Savings Bank Division	0	-	-	0	1	-	-	-
State Bank Victoria	-	-	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-	-	-
Rural & Industries Bank of WA	-	-	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-	-	-
Primary Industry Bank	-	-	13	-	13	50	-	-
Westpac Banking Corporation	210	767	1 679	304	2 960	2 944	-	-
Westpac Savings Bank	107	-	625	1 183	1 916	1 881	-	-
TOTAL	1 417	2 361	9 908	6 627	20 314	18 138		

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
SOUTH AUSTRALIA						
Advance Bank	0	-	2	0	2	-
Civic Advance Bank	-	-	-	-	-	0
ANZ Banking Group	81	215	602	-	898	1 140
ANZ Savings Bank	13	-	3	543	559	479
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	13	-	13	-
Bank of America	-	-	-	-	-	-
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	20
Bank of New Zealand	15	0	1	-	17	24
BNZ Savings Bank	-	-	-	1	1	3
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	-	-	-	-	-
Banque Nationale de Paris	0	0	3	-	3	17
Barclays Bank	-	-	-	-	-	11
Challenge Bank	0	-	1	1	2	123
Chase AMP Bank	10	4	20	6	40	26
Citibank	0	-	-	-	0	2
Citibank Savings	33	-	23	0	56	140
Commonwealth Bank	23	130	431	-	584	777
Commonwealth Savings Bank	21	-	94	836	951	626
Commonwealth Dev. Bank	-	-	29	-	29	260
Deutsche Bank	-	-	-	-	-	-
HongKongBank	-	-	-	-	-	-
IBJ Australia Bank	-	-	-	-	-	-
Lloyds Bank	-	-	1	-	1	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	65	110	631	0	806	668
National Aust. Savings Bank	6	-	53	248	307	682
National Mutual Royal Bank	1	-	15	-	16	62
NMR Savings Bank	1	-	6	1	8	3
NatWest Australia Bank	-	-	9	-	9	111
Savings Bank of Tasmania	-	-	-	-	-	-
Standard Chartered Bank	4	-	11	0	14	46
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	148	78	2 277	2	2 505	3 067
SBSA Savings Bank Division	1 267	-	-	21	1 288	1 509
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-
Primary Industry Bank	-	-	16	-	16	36
Westpac Banking Corporation	53	149	348	25	575	872
Westpac Savings Bank	29	-	118	263	410	371
TOTAL	1 770	687	4 708	1 945	9 110	11 075

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
WESTERN AUSTRALIA						
Advance Bank	-	-	-	-	-	-
Civic Advance Bank	-	-	-	-	-	-
ANZ Banking Group	26	197	547	-	770	763
ANZ Savings Bank	3	-	3	375	382	474
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	14	2	16	-
Bank of America	1	-	-	-	1	0
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	267
Bank of New Zealand	39	12	119	-	170	234
BNZ Savings Bank	-	-	-	1	1	1
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	50
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	0	13	-	13	5
Banque Nationale de Paris	0	3	28	-	31	30
Barclays Bank	-	-	-	-	-	42
Challenge Bank	99	-	1 144	392	1 636	1 096
Chase AMP Bank	10	2	52	3	67	51
Citibank	-	-	-	-	-	2
Citibank Savings	34	-	14	-	48	281
Commonwealth Bank	19	216	401	-	637	978
Commonwealth Savings Bank	42	-	271	1 035	1 348	1 051
Commonwealth Dev. Bank	-	-	13	-	13	349
Deutsche Bank	-	-	-	-	-	-
HongKongBank	10	-	23	-	33	122
IBJ Australia Bank	5	0	10	-	15	41
Lloyds Bank	-	-	1	-	1	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	76	180	706	0	962	1 102
National Aust. Savings Bank	0	-	97	323	421	708
National Mutual Royal Bank	0	0	73	-	74	24
NMR Savings Bank	0	-	5	0	5	4
NatWest Australia Bank	5	1	43	-	48	192
Savings Bank of Tasmania	-	-	-	-	-	-
Standard Chartered Bank	3	-	6	0	10	66
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	-	-	-	-	-	-
SBSA Savings Bank Division	-	-	-	-	-	-
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	116	305	3 254	8	3 683	1 998
R & I Savings Bank Division	27	-	253	859	1 140	1 088
Primary Industry Bank	-	-	1	-	1	100
Westpac Banking Corporation	126	315	941	131	1 514	1 360
Westpac Savings Bank	55	-	278	560	893	1 130
TOTAL	698	1 230	8 312	3 689	13 929	13 609

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
TASMANIA						
Advance Bank	-	-	-	-	-	-
Civic Advance Bank	-	-	-	-	-	0
ANZ Banking Group	23	77	151	-	252	377
ANZ Savings Bank	0	-	1	134	135	148
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	10	-	10	22
Bank of America	-	-	-	-	-	-
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	1
Bank of New Zealand	-	-	-	-	-	-
BNZ Savings Bank	-	-	-	-	-	-
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	-	-	-	-	-
Banque Nationale de Paris	-	-	-	-	-	-
Barclays Bank	-	-	-	-	-	-
Challenge Bank	-	-	-	-	-	-
Chase AMP Bank	7	2	15	4	27	3
Citibank	-	-	-	-	-	0
Citibank Savings	4	-	4	0	8	27
Commonwealth Bank	15	54	101	-	170	196
Commonwealth Savings Bank	14	-	22	232	268	156
Commonwealth Dev. Bank	-	-	8	-	8	102
Deutsche Bank	-	-	-	-	-	-
HongKongBank	-	-	-	-	-	-
IBJ Australia Bank	-	-	-	-	-	-
Lloyds Bank	-	-	-	-	-	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	10	16	34	0	60	123
National Aust. Savings Bank	-	-	16	30	46	56
National Mutual Royal Bank	-	-	-	-	-	-
NMR Savings Bank	-	-	-	-	-	-
NatWest Australia Bank	-	-	2	-	2	0
Savings Bank of Tasmania	40	-	277	201	518	378
Standard Chartered Bank	-	-	-	-	-	-
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	-	-	-	-	-	-
SBSA Savings Bank Division	-	-	-	-	-	-
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	48	-	346	308	702	471
Rural & Industries Bank of WA	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-
Primary Industry Bank	-	-	7	-	7	-
Westpac Banking Corporation	28	77	143	19	267	317
Westpac Savings Bank	10	-	57	122	189	195
TOTAL	200	226	1 194	1 049	2 668	2 574

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

(\$ million)

	Deposits repayable in Australia					
Bank	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
NORTHERN TERRITORY						
Advance Bank	-	-	-	-	-	-
Civic Advance Bank	-	-	-	-	-	0
ANZ Banking Group	7	29	43	-	79	114
ANZ Savings Bank	2	-	0	56	58	75
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	1	-	1	-
Bank of America	-	-	2	-	2	-
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	3
Bank of New Zealand	-	-	1	-	1	-
BNZ Savings Bank	-	-	-	-	-	-
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	-	-	-	-	-
Banque Nationale de Paris	-	-	-	-	-	-
Barclays Bank	-	-	-	-	-	-
Challenge Bank	-	-	-	-	-	-
Chase AMP Bank	0	-	0	0	0	1
Citibank	-	-	-	-	-	-
Citibank Savings	-	-	-	-	-	-
Commonwealth Bank	3	53	27	-	83	62
Commonwealth Savings Bank	16	-	5	59	81	45
Commonwealth Dev. Bank	-	-	0	-	0	32
Deutsche Bank	-	-	-	-	-	-
HongKongBank	-	-	-	-	-	-
IBJ Australia Bank	-	-	-	-	-	-
Lloyds Bank	-	-	-	-	-	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	8	16	55	0	79	65
National Aust. Savings Bank	0	-	2	24	26	75
National Mutual Royal Bank	-	-	-	-	-	-
NMR Savings Bank	-	-	-	-	-	-
NatWest Australia Bank	-	-	-	-	-	0
Savings Bank of Tasmania	-	-	-	-	-	-
Standard Chartered Bank	2	-	6	-	8	9
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	51	3	5	-	59	56
SBSA Savings Bank Division	6	-	-	2	8	-
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-
Primary Industry Bank	-	-	-	-	-	-
Westpac Banking Corporation	8	39	45	11	104	187
Westpac Savings Bank	8	-	18	53	79	75
TOTAL	111	141	209	206	667	800

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

(\$ million)

Bank	Deposits repayable in Australia					
	Current bearing interest (a)	Current not bearing interest (a)	Term deposits (including CDs)	Other	Total deposits	Other lending
AUSTRALIAN CAPITAL TERRITORY						
Advance Bank	-	-	-	-	-	-
Civic Advance Bank	40	-	339	130	509	444
ANZ Banking Group	4	31	53	-	88	106
ANZ Savings Bank	0	-	0	48	49	96
Australian Bank	-	-	-	-	-	-
Australian Resources Dev. Bank	-	-	-	-	-	-
Bank of America	-	-	-	-	-	-
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	2
Bank of New Zealand	-	-	-	-	-	-
BNZ Savings Bank	-	-	-	-	-	-
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	-	-	-	-	-
Banque Nationale de Paris	0	1	2	-	3	3
Barclays Bank	-	-	-	-	-	-
Challenge Bank	-	-	-	-	-	10
Chase AMP Bank	0	-	1	0	1	1
Citibank	-	-	-	-	-	0
Citibank Savings	11	-	7	0	18	84
Commonwealth Bank	88	83	114	-	285	267
Commonwealth Savings Bank	15	-	21	215	251	321
Commonwealth Dev. Bank	-	-	3	-	3	15
Deutsche Bank	-	-	-	-	-	-
HongKongBank	-	-	-	-	-	-
IBJ Australia Bank	-	-	-	-	-	-
Lloyds Bank	-	-	-	-	-	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	27	36	79	10	152	217
National Aust. Savings Bank	0	-	6	62	68	185
National Mutual Royal Bank	3	-	-	-	3	5
NMR Savings Bank	1	-	3	2	5	9
NatWest Australia Bank	-	-	1	-	1	0
Savings Bank of Tasmania	-	-	-	-	-	-
Standard Chartered Bank	-	-	-	-	-	-
State Bank of NSW	4	6	40	-	49	245
State Bank of SA	-	-	-	-	-	-
SBSA Savings Bank Division	-	-	-	-	-	-
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-
Primary Industry Bank	-	-	1	-	1	-
Westpac Banking Corporation	27	92	167	83	369	484
Westpac Savings Bank	8	-	37	88	132	212
TOTAL	229	248	871	638	1 987	2 706

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

(\$ million)

<i>Bank</i>	<i>Deposits repayable in Australia</i>					
	<i>Current bearing interest (a)</i>	<i>Current not bearing interest (a)</i>	<i>Term deposits (including CDs)</i>	<i>Other</i>	<i>Total deposits</i>	<i>Other lending</i>
OTHER TERRITORIES						
Advance Bank	-	-	-	-	-	-
Civic Advance Bank	-	-	-	-	-	-
ANZ Banking Group	-	-	-	-	-	-
ANZ Savings Bank	-	-	-	-	-	-
Australian Bank	-	-	1	-	1	-
Australian Resources Dev. Bank	-	-	-	-	-	-
Bank of America	-	11	-	-	11	-
Bank of China	-	-	-	-	-	-
Bank of Melbourne	-	-	-	-	-	-
Bank of New Zealand	-	-	-	-	-	-
BNZ Savings Bank	-	-	-	-	-	-
Bank of Queensland	-	-	-	-	-	-
Bank of Qld Savings Bank	-	-	-	-	-	-
Bank of Singapore	-	-	-	-	-	-
Bank of Tokyo	-	-	-	-	-	-
Bankers Trust	-	-	-	-	-	-
Banque Nationale de Paris	-	-	-	-	-	-
Barclays Bank	-	-	-	-	-	-
Challenge Bank	-	-	-	-	-	-
Chase AMP Bank	4	-	-	-	4	-
Citibank	-	-	-	-	-	-
Citibank Savings	-	-	-	-	-	-
Commonwealth Bank	-	-	-	-	-	-
Commonwealth Savings Bank	-	-	-	2	2	-
Commonwealth Dev. Bank	-	-	-	-	-	-
Deutsche Bank	-	-	-	-	-	-
HongKongBank	-	-	-	-	-	-
IBJ Australia Bank	-	-	-	-	-	-
Lloyds Bank	-	-	-	-	-	-
Macquarie Bank	-	-	-	-	-	-
Metway Bank	-	-	-	-	-	-
Mitsubishi Bank	-	-	-	-	-	-
National Australia Bank	-	-	-	-	-	-
National Aust. Savings Bank	-	-	-	-	-	-
National Mutual Royal Bank	-	-	-	-	-	-
NMR Savings Bank	-	-	-	-	-	-
NatWest Australia Bank	-	-	-	-	-	-
Savings Bank of Tasmania	-	-	-	-	-	-
Standard Chartered Bank	-	-	-	-	-	-
State Bank of NSW	-	-	-	-	-	-
State Bank of SA	-	-	-	-	-	-
SBSA Savings Bank Division	-	-	-	-	-	-
State Bank Victoria	-	-	-	-	-	-
Tasmania Bank	-	-	-	-	-	-
Rural & Industries Bank of WA	-	-	-	-	-	-
R & I Savings Bank Division	-	-	-	-	-	-
Primary Industry Bank	-	-	-	-	-	-
Westpac Banking Corporation	0	1	5	1	7	0
Westpac Savings Bank	-	-	-	2	2	1
TOTAL	4	12	6	4	27	1

(a) All current deposits of savings banks are shown as interest bearing deposits.

Note: Any discrepancies between totals and sums of components are due to rounding. '0' indicates figures have been rounded to zero, while '-' indicates that no amount has been entered for that particular item.

N.N.—8977957



COMMONWEALTH OF AUSTRALIA

Social Security Act 1947

NOTICE UNDER SUBPARAGRAPH 251 (1) (b) (ii)

I, BRIAN LESLIE HOWE, Minister of State for Social Security, specify the classes of debts in the Schedule as classes of debts for the purposes of subparagraph 251 (1) (b) (ii) of the *Social Security Act 1947* (the Act).

SCHEDULE

A debt arising as a result of an overpayment of Australian pension or benefit to an overseas born person who voluntarily discloses to the Department of Social Security overseas income, the subject of the overpayment, where disclosure occurs between the dates 16 June and 15 September 1989 inclusive, but excluding:

- any organised systematic schemes involving fraud which are discovered; or
- cases where an overpayment has already been notified to the client.

Dated this 26th day of September 1989

BRIAN LESLIE HOWE



**Commonwealth
of Australia**

Gazette

No. S 323, Monday, 9 October 1989

Published by the Australian Government Publishing Service, Canberra

SPECIAL

PROCLAMATION

Commonwealth of
Australia
BILL HAYDEN
Governor-General

By His Excellency the
Governor-General of
the Commonwealth of
Australia

I, **WILLIAM GEORGE HAYDEN**, Governor-General of the Commonwealth of Australia, acting with the advice of the Federal Executive Council and under subsection 2 (9) of the *Community Services and Health Legislation Amendment Act 1989*, hereby fix 10 October 1989 as the day on which section 10 of that Act commences.

(L.S.) GIVEN under my Hand and the Great Seal of Australia on 28 September 1989

By His Excellency's Command,
PETER STAPLES
Minister of State for Housing and
Aged Care

GOD SAVE THE QUEEN!

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COMMONWEALTH OF AUSTRALIA

Trade Practices Act 1974

Sub-section 65C(5) and Section 65P

NOTICE OF DECLARATION OF UNSAFE GOODS AND OF REASONS FOR DECISION

WHEREAS:

- A. On 4 January 1988 the Honourable Peter Richard Staples as Minister of State for Consumer Affairs prepared pursuant to sub-section 65J(1) of the Trade Practices Act 1974 ("the Act") a draft of a proposed notice under sub-section 65C(5) of the Act in respect of goods particularized as "Smokeless tobacco products intended for oral use and snuffs intended for oral use manufactured in, or imported into, Australia after 30 April 1988." ("the proposed notice") which was published in the Commonwealth Gazette (No GN1) dated 13 January 1988;
- B. On 8 February 1988 the United States Tobacco Company requested the Trade Practices Commission ("the Commission") to hold a conference in relation to the proposed notice which conference commenced on 18 February 1988 and was conducted over a number of sitting days in February, March, June and November 1988 ("the conference");
- C. On 25 September 1989 the Commission recommended pursuant to sub-paragraph 65K(a)(ii) of the Act by notice in writing given to the Minister that the Minister publish the proposed notice with modifications in terms that the relevant goods be particularized as "Snuffs intended for oral use manufactured in, or imported into, Australia after 30 September 1989." ("the recommendation");
- D. The recommendation was presented by the Commission within a report it had prepared which also contained the reasons for making the recommendation and summarised the material on which its evaluation was based ("the report"); and
- E. Oral smokeless tobacco products are produced in two general forms, namely, chewing tobacco and snuffs intended for oral use;

NOW THEREFORE, in pursuance of sub-section 65C(5) of the Act, I, NICK BOLKUS, Minister of State for Consumer Affairs, having had regard to the recommendation and the report, HEREBY DECLARE the goods specified below in the First Schedule to be unsafe goods in that it appears to me that the goods may cause injury to a person who uses the goods, AND IN SO FAR as I have decided to act otherwise than in accordance with the recommendation, in pursuance of section 65P of the Act, I SET OUT below in the Second Schedule the reasons for my decision.

- FIRST SCHEDULE -

Particulars of Goods:

Chewing tobacco and snuffs intended for oral use.

- SECOND SCHEDULE -

Reasons for Deciding to Act Otherwise than in Accordance with the Recommendation:

I have decided to act otherwise than in accordance with the recommendation in two respects: I have decided to expand the class of goods which I am declaring unsafe to cover chewing tobacco, and I have decided not to limit the class of goods which I am declaring to be unsafe by reference to a date of manufacture or import. The reasons for my decision are:

(1) Expansion to Cover all Oral Smokeless Tobacco Products

- I accept, for the reasons given in the report, that snuffs intended for oral use ought to be declared to be unsafe pursuant to sub-section 65C(5) of the Act.
- Having had regard to the information presented to the Commission during the course of the conference, which is specified below, and to the findings of the Commission contained in the report, which are specified below, it appears to me that:
 - . chewing tobacco may cause injury to a person who uses chewing tobacco; and
 - . I ought to declare both forms of oral smokeless tobacco products (ie chewing tobacco and oral snuffs) to be unsafe goods pursuant to sub-section 65C(5) of the Act.

Information Presented to the Commission

- The International Agency for Research on Cancer concluded, in its 1985 Monograph (Volume 37, September 1985) on the Evaluation of the Carcinogenic Risk of Chemicals to Humans, that:
 - . there was limited evidence that chewing tobacco of the types commonly used in North America and western Europe is carcinogenic;
 - . epidemiological studies that did not distinguish between chewing tobacco and snuff provide sufficient evidence for the carcinogenicity of oral use of smokeless tobacco products; and
 - . in aggregate, there is sufficient evidence that oral use of smokeless tobacco products is carcinogenic to humans.

3.

The 1986 Report of the United States Surgeon-General, while noting that the number of epidemiological investigations evaluating the relation between smokeless tobacco and oral cancer was not large, and that several studies have methodologic limitations, nonetheless concluded that users of smokeless tobacco face a strongly increased risk of oral cancer, particularly for the tissues that come into contact with the tobacco.

The 101st Session of the National Health and Medical Research Council held in June 1986 noted that use of chewing tobacco was being promoted in some Australian States 'despite medical and toxicological data clearly linking the practice of chewing tobacco with the development of tumours of the jaw and mouth'.

Findings of the Commission

Although the role played by nitrosamines in the mechanism of cancer causation is unclear, the general thrust of the evidence is that:

- nitrosamines are powerful animal carcinogens;
- they are present to a significant degree in smokeless tobacco products; and
- they have the capacity to cause cancer in humans.

In certain circumstances, the results of epidemiological studies alone could provide a sufficient basis for decisions on public health policy, even when there remain questions of concern to scientists about the nature and mechanisms of any causal relationship; and

That long-term consumption of chewing tobacco will increase the health risks to users, although the Commission is not as confident in this conclusion as it is in relation to oral snuffs.

(2) Date of Manufacture or Import

Were I to act in accordance with the recommendation in so far as it limits the relevant goods to those manufactured in or imported into Australia after 30 September 1989, it would have to be shown, for the purposes of determining in a particular case whether the goods in question were unsafe goods, that those goods were manufactured in or imported into Australia on or after 1 October 1989. When the goods in question were manufactured or imported may not be readily ascertainable and may, depending upon the relevant circumstances, be difficult to ascertain with any precision at all.

4.

Having regard to the objects of Division 1A of Part V of the Act, it would seem incongruous to permit the continued supply of goods of a kind which I am declaring to be unsafe merely because they were manufactured or imported on or before a particular date.

Dated this *Eleventh* day of *October* 1989



NICK BOLKUS
Minister of State for Consumer Affairs



**Commonwealth
of Australia**

Gazette

No. S 325, Thursday, 12 October 1989

Published by the Australian Government Publishing Service, Canberra

SPECIAL

PROCLAMATION

Commonwealth of
Australia
BILL HAYDEN
Governor-General

By His Excellency the
Governor-General of
the Commonwealth of
Australia

I, **WILLIAM GEORGE HAYDEN**, Governor-General of the Commonwealth of Australia, acting with the advice of the Federal Executive Council and under subsection 2 (2) of the *Audit Amendment Act 1989*, hereby fix 15 October 1989 as the day on which paragraph 17 (a) and subsection 18 (2) of that Act commence.

(L.S.) GIVEN under my Hand and the Great Seal of Australia on 28 September 1989

By His Excellency's Command,
PETER WALSH
Minister of State for Finance

GOD SAVE THE QUEEN!

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Commonwealth Government Printer, Canberra

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Superannuation Act 1976

DECLARATION UNDER SUBSECTION 153AA(4)

Pursuant to subsection 153AA(4) of the *Superannuation Act 1976*, I, PETER ALEXANDER WALSH, Minister of State for Finance, hereby declare that the person for the time being holding or occupying the office of Chairperson of the Australian Postal Corporation shall be taken, for the purposes of Part XA of the *Superannuation Act 1976*, to be the employer of the Managing Director of the Australian Postal Corporation.

Dated this 11th day of October 1989

PETER WALSH
Minister of State for Finance

Superannuation Act 1976

DECLARATION UNDER SUBSECTION 153AA(4)

Pursuant to subsection 153AA(4) of the *Superannuation Act 1976*, I, PETER ALEXANDER WALSH, Minister of State for Finance, hereby declare that the person for the time being holding or occupying the office of Chairperson of the Australian Telecommunications Corporation shall be taken, for the purposes of Part XA of the *Superannuation Act 1976*, to be the employer of the Managing Director of the Australian Telecommunications Corporation.

Dated this 11th day of October 1989

PETER WALSH
Minister of State for Finance

Superannuation Act 1976

DECLARATION UNDER SUBSECTION 153AA(4)

Pursuant to subsection 153AA(4) of the *Superannuation Act 1976*, I, PETER ALEXANDER WALSH, Minister of State for Finance, hereby declare that the person for the time being holding or occupying the office of Chairperson of the Commonwealth Serum Laboratories Commission shall be taken, for the purposes of Part XA of the *Superannuation Act 1976*, to be the employer of the Managing Director of the Commonwealth Serum Laboratories Commission.

Dated this 11th day of October 1989.

PETER WALSH
Minister of State for Finance



No. S 327, Friday, 13 October 1989

Published by the Australian Government Publishing Service Canberra

SPECIAL

Customs Tariff (Anti-Dumping) Act 1975

DECLARATION OF APPLICATION OF SECTION 8

I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, pursuant to sub-section 8 (1) of the *Customs Tariff (Anti-Dumping) Act 1975*, am satisfied in respect of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2 hp) up to and including 168 kw (225 hp) hereinafter referred to as the "goods", exported from the United States of America, Japan and Belgium prior to the date of publication of this Notice and entered for home consumption after the date of publication of this Notice or within the period of four months last preceding the date of publication of this Notice that:

(a) the amount of the export price of the goods is less than the amount of the normal value of those goods; and

(b) by reason thereof—

(i) material injury to an Australian industry has been or is being caused or is threatened, or the establishment of an Australian industry has been or may be materially hindered; or

(ii) material injury to an Australian industry would or might have been caused if security had not been taken under section 42 of the *Customs Act 1901* in respect of any duty that may become payable on those goods,

and therefore, hereby DECLARE that section 8 of that Act applies to those goods.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for
Science, Customs and Small Business

Customs Tariff (Anti-Dumping) Act 1975

DECLARATION OF APPLICATION OF SECTION 8 OF THE ACT

I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, pursuant to sub-section 8 (2) of the *Customs Tariff (Anti-Dumping) Act 1975*, am satisfied in respect of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2 hp) up to and including 168 kw (225 hp), exported from Tohatsu Corporation of Japan that:

(a) the amount of the export price of like goods that have already been exported to Australia is less than the amount of the normal value of those goods, and the amount of the export price of like goods that may be exported to Australia in the future may be less than the normal value of the goods; and

(b) by reason thereof, material injury to an Australian industry has been or is being caused or is being threatened,

and therefore, hereby DECLARE that section 8 of that Act applies to goods of that kind—

(c) that are exported to Australia after the date of publication of this Notice; and

(d) the amount of the export price of which is less than the amount of their normal value.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for
Science, Customs and Small Business

Customs Tariff (Anti-Dumping) Act 1975

ACCEPTANCE OF UNDERTAKING FOR THE PURPOSES OF SECTION 8 (2A) OF THE ACT

Whereas the export to Australia of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2 hp) up to and including 168 kw (225 hp) exported from or originating in the United States of America has been under consideration with a view of determining whether or not a declaration should be made under sub-section 8 (2) of the *Customs Tariff (Anti-Dumping) Act 1975* ("the Act") in relation to the goods, I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, hereby ACCEPT the undertaking by Brunswick Corporation given in those terms a true copy of which is annexed hereto and dated the 28 day of September 1989.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for
Science, Customs and Small Business

Customs Tariff (Anti-Dumping) Act 1975

ACCEPTANCE OF UNDERTAKING FOR THE PURPOSES OF SECTION 8 (2A) OF THE ACT

Whereas the export to Australia of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2hp) up to and including 168 kw (225hp) exported from or originating in Japan has been under consideration with a view of determining whether or not a declaration should be made under sub-section 8 (2) of the *Customs Tariff (Anti-Dumping) Act 1975* ('the Act') in relation to the goods, I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, hereby ACCEPT the undertaking by Marine Power International Limited given in those terms a true copy of which is annexed hereto and dated the 28 day of September 1989.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for
Science, Customs and Small Business

Customs Tariff (Anti-Dumping) Act 1975

ACCEPTANCE OF UNDERTAKING FOR THE PURPOSES OF SECTION 8 (2A) OF THE ACT

Whereas the export to Australia of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2hp) up to and including 168 kw (225hp) exported from or originating in Japan has been under consideration with a view of determining whether or not a declaration should be made

under sub-section 8 (2) of the *Customs Tariff (Anti-Dumping) Act 1975* ('the Act') in relation to the goods, I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, hereby ACCEPT the undertaking by Yamaha Motor Company Limited given in those terms a true copy of which is annexed hereto and dated the 29 day of September 1989.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for

Science, Customs and Small Business

Customs Tariff (Anti-Dumping) Act 1975

**ACCEPTANCE OF UNDERTAKING FOR THE
PURPOSES OF SECTION 8 (2A) OF THE ACT**

Whereas the export to Australia of spark ignition piston engine outboard motors ranging from 0.93 kw (1.2hp) up

to and including 168 kw (225hp) exported from or originating in Belgium has been under consideration with a view of determining whether or not a declaration should be made under sub-section 8 (2) of the *Customs Tariff (Anti-Dumping) Act 1975* ('the Act') in relation to the goods, I, BARRY OWEN JONES, Minister of State for Science, Customs and Small Business, hereby ACCEPT the undertaking by Marine Power Europe, Incorporated given in those terms a true copy of which is annexed hereto and dated the 28 day of September 1989.

Dated this 6th day of October 1989.

BARRY O. JONES

Minister of State for

Science, Customs and Small Business



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SPECIAL

**NOTIFICATION OF THE MAKING OF ORDERS
UNDER THE CIVIL AVIATION REGULATIONS**

Notice is hereby given that the following amendment to Civil Aviation Orders Part 105 will become effective on 13 October 1989

. AD/BELL 212/42 : MAIN ROTOR TENSION TORSION STRAPS.

Copies of the Order are available for inspection and may be purchased over the counter from the :

Civil Aviation Authority
607 Swanston Street
CARLTON SOUTH VIC 3053

or by mail from :

Civil Aviation Authority
Publications Centre
GPO Box 1986
CARLTON SOUTH VIC 3053