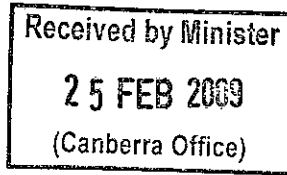


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23rd February 2009

The Honorable Anthony Albanese MP
Minister for Infrastructure, Transport
Regional Development and Local Government
PO Box 6027
Parliament House
Canberra ACT 2600



RECEIVED MPS
25 FEB 2009

Dear Minister

NATIONAL AVIATION POLICY GREEN PAPER

In such trying and uncertain economic times we appreciate the Commonwealth Government's recognition that the aviation industry is essential to the development of the nation's economy. The infrastructure provided by Australian airports is therefore critical to the nation's economic well being.

We note however that Jandakot Airport receives no financial support from State or Commonwealth Government, yet we provide essential airport infrastructure for the Royal Flying Doctor Service, Fire and Emergency Services Authority, Water Bombers and the Police AirWing.

Jandakot Airport is acknowledged as a major component of the Western Australian economy. It provides aviation facilities for tourism, pilot training, general aviation and to the mining and pastoral sectors. It is critical therefore that the ongoing development and growth of Jandakot Airport be supported at Local, State and Commonwealth Government levels.

Current legislation and regulation make it difficult, costly and time consuming to develop and grow Jandakot Airport. This has resulted in declining investor confidence, loss of economic opportunities and loss of jobs, the exact opposite of what the Australian Government is aiming to achieve.

We therefore acknowledge the importance of the proposed National Aviation Policy and comment on the advertised Green Paper policy initiatives as follows:

1.0 Aviation Safety

The Government will:

- 1.1 ensure safety is the first priority for all government agencies in performing their functions, with a particular emphasis on safety of passenger carrying operations;

Jandakot Airport Holdings (JAH) agrees with this principle

- 1.2 strengthen the Civil Aviation Safety Authority (CASA) by:

- retaining CASA as an independent statutory agency with responsibility for aviation safety regulation;
- reinforcing CASA's governance arrangements, including:
- establishing a small expert CASA Board to guide the organisation and to recommend enhancements to CASA's approach to regulation and surveillance of airlines;
- boosting CASA's capacity to plan and act strategically in response to growth and change in the global aviation industry, which will continue to carry risks for air safety and their management;
- strengthening CASA's capabilities in technical standards development and supporting an
- expanded surveillance program;
- strengthening CASA's regulatory powers to inspect and regulate the operation of international

- carriers operating to Australia to ensure safety standards are being met;
- giving priority to ensuring CASA's regulatory reform program is completed by the end of 2010; and
- updating the regulatory powers and enforcement provisions in the Civil Aviation Act 1988 to ensure they support effective management of future safety risks, including:
- giving CASA the necessary powers to deal decisively and properly with operations that do not meet safety standards;
- strengthening CASA's capacity to obtain information on suspected safety deficiencies;
- strongly supporting a culture of self-reporting by operators, affirming the obligation on AOC holders to notify CASA immediately of any failures in safety compliance;
- ensuring CASA's penalty provisions provide a balanced and effective range of responses to breaches, including:
- examining the operation of the demerits points system to ensure its balanced application;
- clarifying the circumstances in which breaches and the actions taken in response are to be made public, with an increased emphasis on transparency; and
- considering the options of substantially increased financial penalties where appropriate and revised disclosure provisions.

JAH agrees with this principle.

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

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

JAH agrees with this principle.

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

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

JAH has no comment on this principle.

Air traffic management

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

- 1.5 retaining Airservices Australia as a fully Government-owned, statutory authority with safety its most important consideration. Airservices will be responsible for the delivery of air traffic and rescue and fire fighting services, as well as meeting its broader responsibilities to the community in relation to the environmental impacts of aircraft operations;

JAH agrees with this principle.

- 1.6 the establishment of Airservices' National Operations Centre to deliver strategically coordinated air traffic flow management;

JAH agrees with this principle.

- 1.7 supporting technological applications that offer safety, efficiency and environmental benefits, including as a high priority, aviation agencies finalising a proposal for the wider adoption of satellite based technology (ADS-B) for air traffic navigation and surveillance;

JAH agrees with this principle.

- 1.8 ensuring advanced air traffic management infrastructure and systems are used to protect and enhance air safety, with air traffic management services being extended to more regional areas as appropriate, particularly in areas where there are growing passenger transport operations;

JAH agrees with this principle.

- 1.9 work on proposals for continued development of a joint national air traffic management platform by Airservices Australia and the Air Force, having proper regard to both the safety of the travelling public and defence capabilities which are sensitive to national security;

JAH agrees with this principle.

- 1.10 development of a strategic Air Traffic Management Plan, in consultation with industry, which will assist agencies and industry in their planning and investment, and will:
- identify key milestones and objectives for Australia's air traffic system
 - establish clear responsibilities for meeting those objectives;
 - facilitate ongoing investment in, and maintenance of, key air traffic infrastructure; and
 - establish a basis for ongoing workforce planning recognising the importance of a properly trained air traffic controllers and aviation fire fighters to the safety of the Australian aviation Industry.

JAH agrees with this principle.

- 1.11 delivering an updated Airspace Policy Statement under the Airspace Act 2007 to improve airspace classification and administration in Australia;

JAH agrees with this principle.

- 1.12 improving coordination across Government agencies and consultation with industry on directions in air traffic policy, including:
- using the Aviation Policy Group (APG), chaired by the Secretary of the Department of Infrastructure, Transport, Regional Development and Local Government, to coordinate the development and implementation of the air traffic management plan; and
 - formalising the role of the Australian Strategic Air Traffic Management Group (ASTRA) as the industry advisory group on air traffic management directions.

JAH agrees with this principle.

2.0 Aviation security

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

- 2.1 give priority to the implementation of accepted recommendations from the current Review of Aviation Security Screening;

JAH has no comment on this principle.

- 2.2 reform current passenger, carry-on and checked baggage screening arrangements to reflect international best practice;

JAH has no comment on this principle.

- 2.3 ensure all passenger screening addresses the nature and level of threats and remains competitively neutral;

Jandakot Airport Holdings (JAH) agrees with this principle. It is essential that all security arrangements including passenger screening are implemented according to the level of threat. The potential issue with managing this principle is the development of a suitable method to assess levels of threat and the cost implications thereof.

2.4 provide better information to the travelling public about screening processes;

JAH agrees with this principle.

2.5 introduce new screening technologies and techniques where appropriate to improve passenger facilitation and security outcomes, with due regard to privacy;

JAH has no comment on this principle.

2.6 implement improved performance measurement to ensure the aviation security outcome is being achieved efficiently and effectively across Australia;

JAH agrees with this principle.

2.7 in partnership with industry, develop better guidance for handling complaints, screening people with special needs, and other aspects of the screening process; and

JAH agrees with this principle.

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

JAH agrees with this principle.

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

2.9 actively review aviation security legislation to ensure we maximise security and minimise bureaucracy;

JAH agrees with this principle. Security needs however, to be relative to assessed risk and associated cost. Maximising security at a General Aviation (GA) airport would be expensive and the cost would inevitably be borne by the GA industry, an industry already struggling with high compliance costs. The level of security at GA airports needs to be carefully assessed before unreasonable costs are imposed.

2.10 implement recommendations of the comprehensive Aviation Security Identity Card review completed in 2008;

JAH has no comment on this principle.

2.11 address remaining vulnerabilities in the air cargo supply chain; and

JAH has no comment on this principle.

2.12 establish consistent aviation security arrangements for the growing aviation charter industry in light of the current threat and risk environment and competition considerations.

Consistent aviation security may be difficult to implement across the large variety of airports. More stringent security arrangements may be unaffordable at some airports and this may lead to a reduction in the number of airports available for the aviation charter industry. The level of security at airports needs to relate to the level of risk and the cost to provide the security.

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

- 2.13 ensure regulatory arrangements to trigger passenger screening address the nature and level of threats and remain competitively neutral;

JAH agrees with the principle that passenger screening should relate to the level of threat. JAH is however unsure as to the meaning of "competitively neutral" included in this policy.

- 2.14 at remote and regional destinations, ensure full cost impacts have been considered prior to implementing new aviation security arrangements;

JAH agrees with this principle and suggests that full cost impacts be considered at GA airports too, before implementing new aviation security arrangements.

- 2.15 enhance security awareness and improve national consistency and performance in aviation security through the new National Aviation Security Training Program; and

JAH agrees with this principle.

- 2.16 in collaboration with foreign governments, establish a comprehensive airport assessment program in Australia's region.

JAH agrees with this principle.

3.0 International aviation

The Government proposes to:

- 3.1 continue the liberalisation of international aviation towards 'open skies' agreements, balancing the economic, trade and tourism benefits that flow from opening up international aviation markets and the need to ensure a strong Australian-based aviation sector;

JAH has no comment on this principle.

- 3.2 ensure the capacity available to foreign airlines under our bilateral agreements remains ahead of demand to ensure that airlines can plan for long term growth into the Australian market;

JAH has no comment on this principle.

- 3.3 offer foreign airlines unlimited access to secondary gateways (international airports other than Brisbane, Sydney, Melbourne and Perth) to provide opportunities for regional areas to attract international services;

JAH believes that use of aviation infrastructure should be maximized.

- 3.4 seek fully open arrangements for dedicated cargo services to support Australia's vital air freight export industries;

JAH agrees with this principle.

- 3.5 include as a factor to be taken into account in assessing the national interest for bilateral negotiations, the extent to which international airlines are prepared to invest in Australia, through marketing Australia as a tourist destination and through direct investments, such as enhanced commitments to employment of Australian based staff and establishing maintenance and training centres;

JAH endorses this principle and would like to see expansion of foreign training and maintenance facilities at Jandakot Airport.

- 3.6 retain the existing arrangements that prevent foreign operators from carrying domestic passengers, except in exceptional circumstances and subject to a national interest test;

JAH has no comment on this principle.

3.7 seek greater investment opportunities in international airlines for Australian investors through the incorporation of principal place of business criteria in bilateral agreements;

JAH has no comment on this principle.

3.8 retain the basic restriction to 49 per cent on foreign investment in Australia's international airlines under the Qantas Sale Act 1992 and Air Navigation Act 1920 to ensure that our airlines remain majority Australian owned and controlled, but

- consider removing the additional restrictions on foreign ownership (i.e. 25 per cent for foreign individual shareholdings and 35 per cent for total foreign airlines shareholdings) under the Qantas Sale Act; and
- examine whether Australia should move from a regime based on substantial ownership and effective control to one based on principal place of business, consistent with maintaining a commitment to a strong Australian-based aviation industry with high safety and security standards; and
- approach issues relating to the scope for consolidation in the airline industry on the basis of national interest judgments.

JAH has no comment on this principle.

3.9 use key international trade forums to pursue a multilateral approach to the liberalisation of international aviation; and

JAH has no comment on this principle.

3.10 establish a joint government/industry national passenger facilitation committee. The committee will:

- develop a strategic outlook, or master plan for improvements to international passenger facilitation into the longer term;
- provide a renewed focus on reform initiatives already underway or planned; and
- work through international forums such as ICAO for improved standards and recommended practices for passenger facilitation.

JAH has no comment on this principle.

4.0 Domestic and regional aviation

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

4.1 allowing up to 100 per cent foreign ownership of domestic airlines based in Australia, subject to meeting the requirements of the Foreign Acquisitions and Takeovers Act 1975; and

JAH agrees with this principle.

4.2 ensuring the aviation industry is subject to the competition laws that apply to Australian industry more generally under the Trade Practices Act 1974.

JAH believes that a fair pricing structure is important for the industry.

Regional services

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

4.3 has committed to support of \$44.7 million over four years through the Remote Air Services Subsidy Scheme and \$20 million over four years through the Remote Aerodrome Safety Program for remote aerodromes and services essential for the social and economic well being of the communities they serve; and

JAH supports this principle.

- 4.4 will consider options to work cooperatively with the States on models for assistance for regional aerodromes and services, having regard to the successful cooperative approach developed between the Commonwealth and state/territories under the Remote Aerodrome Safety Program; and

JAH supports this principle.

- 4.5 will consider options to help address the burden of regulatory charges, including charges on the regional airline sector

JAH supports this principle.

5.0 General aviation

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

- 5.1 ensure CASA finalises its regulatory reform process to remove unnecessary regulatory impediments to the ongoing viability and growth of the general aviation sector;

JAH supports this principle. The cost of compliance is a hindrance to the growth of the general aviation sector and a reduction in regulatory impediments would reduce the cost of compliance.

- 5.2 consider options to help address the burden of regulatory charges, including charges on the general aviation sector

JAH believes that the Government should make it a priority to help address the burden of regulatory charges. This is an area where the Government can make a difference and support the growth of general aviation, by reducing or eliminating regulatory charges.

- 5.3 through CASA, support continued work towards self-administration of private general aviation operations where it can enhance safety outcomes, noting the need to establish appropriate boundaries for the scope of self-administration;

JAH agrees with this principle.

- 5.4 improve planning arrangements for leased federal airports to provide greater detail in airport Master Plans and improve certainty for general aviation operators;

The current Master Plan and Major Development Plan process requirements are sufficient to provide enough detail for consideration by all stakeholders including general aviation operators.

Greater detail in Master Plans may result in less flexibility for Airport Lessee Companies (ALC's). This reduced flexibility may deter investment and possibly increase Master Plan Minor Variations, increasing both ALC and Government work load. GA airports are struggling with the work load and cost burden of existing processes.

As the Minister has observed since privatisation of airports, the current framework encourages private businesses to negotiate business outcomes with minimum Government intervention. This has resulted in significant investment in Australian airports. The risk however is that the opposite applies, and more Government intervention may result in less investment in Australian Airports.

If general aviation businesses lack "the business skills required to manage a rapidly changing business environment", Government could offer support in up skilling aviation businesses.

- 5.5 support the continued development of Australia's aircraft manufacturing and assembly, components, parts and maintenance capability by minimising regulatory impediments; and

JAH supports this principle.

5.6 ensuring there are no unnecessary regulatory impediments to realising the growth potential of the flight training industry in Australia.

JAH supports this principle. There is no doubt that the substantial opportunity for growth of flight training in Australia is restricted by regulatory impediments. Training of foreign students is a source of foreign revenue for Australia which should be promoted.

6.0 Industry skills and, productivity

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

6.1 continue to provide assistance to all Australian industries to address skills issues through the education and training framework, specifically encouraging the aviation industry to:

- communicate industry workforce needs to Skills Australia to ensure that the allocation of Productivity Places Program training places considers the skills needs of the aviation sector;
- form partnerships with schools to better define career pathways from school into aviation occupations; and
- work in partnership with training providers to deliver quality training which maximises access to assistance measures.

JAH supports this principle.

6.2 ensure the closer alignment of national civil and military air traffic controller standards and qualifications; and

JAH has no comment on this principle.

6.3 reinforce with industry that it needs to be more pro-active in developing attraction and retention strategies and broader workforce planning, including:

- transparent workforce planning process to articulate future recruitment needs across industry sectors, e.g. progression of pilots;
- improved conditions and flexible working arrangements to encourage retention of key personnel, taking account of the aging workforce;
- improved marketing of aviation careers; and
- consideration of the use of 'bonding' arrangements to offset cost barriers for individuals and industry in training highly specialised employees.

JAH agrees with this and believe that training airports could have an expanded role.

7.00 Consumer protection

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

7.1 ensure the airline industry remains subject to the provisions of the Trade Practices Act 1994 and state fair trading laws in the conduct of its business;

JAH has no comment on this principle.

7.2 with its state and territory counterparts, continue to monitor and evaluate the adequacy of the consumer protection framework to ensure consumers' rights are protected; and

JAH has no comment on this principle.

7.3 implement legislation to require airlines to advertise all-inclusive pricing, ending the potential for customers to be offered air fares without charges such as airport charges and fuel levies included in the advertised price.

JAH supports this principle.

Compensation arrangements

The Government proposes to:

- 7.4 conduct a comprehensive review of Australia's carriers' liability framework, in close consultation with the travelling public, industry and relevant government agencies; and

JAH has no comment on this principle.

- 7.5 as a first step, a targeted discussion paper will be released for public comment. The results of the review and preferred next steps will be outlined in the White Paper.

JAH has no comment on this principle.

Disability access

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

- 7.6 detail its future strategy on disability access issues in the transport context when it responds to the final report of the review of Transport Standards under the Disability Discrimination Act 1992 in early 2009. This strategy will involve a range of measures underpinned by a commitment to more inclusive and ongoing consultation on disability issues, and

JAH has no comment on this principle.

- 7.7 establish an Aviation Disability Access Working Group to provide advice on disability access policy and the legislative framework and on practical measures that can be taken to improve the access to air services for people with a disability.
- The Working Group will comprise representatives from industry, relevant government agencies and representatives of people with a disability and will receive secretariat support from the Department of Infrastructure, Transport, Regional Development and Local Government.

JAH has no comment on this principle.

8.0 Aviation infrastructure

- 8.1 The Government proposes to enhance oversight of Australia's critical airport infrastructure by:
- improving planning coordination between the Australian Government, the states and territories and airports, while maintaining regulatory arrangements that promote investment, efficiency, and innovation.

JAH agrees with this principle as long as it does not increase decision making lead times and red tape. JAH considers existing consultation and planning coordination with State and Local Government sufficient. Additional planning and development requirements would be more onerous and time consuming, putting developments on airports at a competitive disadvantage. Additional planning co-ordination could therefore discourage investment in airports.

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

- 8.2 Following consideration of the Sydney Airport Master Plan, the Government will:
- initiate processes to identify additional capacity for the Sydney region, consistent with the Government's policy of support for a second airport for Sydney.

JAH has no comment on this principle.

Better integration with state and territory and local government planning

- 8.3 The Government is keen to work with state and territory and local governments and industry on
- improved arrangements for planning and development on airports, subject to some key principles:
 - the Commonwealth Minister will retain final decision-making authority for land use planning and development on-airport;
 - arrangements for assessing plans and development proposals on airport and their supporting

- consultative procedures should be designed so as not to act as barriers to investment; and
- cooperative arrangements will be developed with the states and territories and local government to better integrate airport planning and development and regulatory oversight of the airports with local and state and territory planning and regulatory arrangements, whilst ensuring reasonable provision for the protection and development of the airports.

At present, airport planning is superior to State and Local Government planning. Airport precincts are being designed and built to include landscaping, civic art, cycle paths, amenities etc in stark contrast to most planning immediately off airport. What is missing, in our opinion is planning for airport infrastructure connections. Integration of airport planning and development with State and Local Government should focus on improved infrastructure serving the airports, and a fair allocation of costs for external infrastructure.

Approved Master Plans should also become part of State Government planning horizons.

Regulatory oversight of the airports should however remain under Commonwealth Government control where the Commonwealth Government owns the land.

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

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

JAH seeks clarity on the definition of "major airports". However, JAH believes that the current Master Plan and Major Development plan processes provide the Government Minister with sufficient power to call on any expert to advice on Master Plans and Major Development Plans. A separate Airport Planning Advisory Panel could add another layer of bureaucracy, additional cost and could potentially extend decision making lead times. These delays inevitably lead to increased costs for airports which puts airports at a competitive disadvantage.

Community engagement

- 8.5 The Government proposes that the Minister be empowered to require airport lessees to establish community consultation groups for each major airport to foster effective community engagement in
- airport planning and operations issues. It is envisaged the groups would have an independent Chair;
 - include airport and government representatives, as well as representatives from local communities and users;
 - be funded by airport lease holders;
 - have scope to address ongoing and current planning and development issues and other key areas of airport activity that impact significantly on the community, e.g. aircraft noise; and
 - monitor community complaints relating to the airport and their handling.

Most airports have community consultation groups. Legislation of this requirement would however add a substantial cost to the running of the airport and while this cost is proposed to be funded by airport lease holders, the final cost would be borne by the aviation industry. Guidelines for stakeholder consultation have already been published by the Australian Government, for ALC's in the preparation of Master Plans, Environment Strategies and Major Development Plans. These guidelines are working well as is evident in Master Plans and Major Development Plans recently processed by the Ministers Department.

We believe current community consultation to be sufficient and are concerned about the impact of additional legislation decision making lead times and the cost thereof.

Improved planning processes

- 8.6 The Government considers that processes for approval of non-aeronautical and aeronautical
- development on airport sites should be refined and new measures applying to it could include:
 - examining the impact of airport development on surrounding transport and community infrastructure and how the leased Federal airports might contribute to this infrastructure;

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

JAH is very concerned about this principle. Improved planning including integrated planning with state and local Government would be welcomed by most airports. Planning for airport development has for too long been ignored at state level and too much of the financial burden of required infrastructure upgrades is now expected from leased Federal airports. Airports are critical pieces of infrastructure and airport leaseholders incur huge costs in maintaining and upgrading this infrastructure. Provision of infrastructure up to Airport boundaries should be State and Local Government responsibility.

JAH do not believe the master planning process requires further strengthening. The current Master Plan process is enough for the Minister to consider whether there is sufficient detail to provide certainty about future land uses at the airports. Furthermore, the Minister has the power to call for additional detail on precinct plans without the need for additional legislative powers.

JAH would need to understand the proposal to review the Major Development Plan process triggers before commenting on this issue. Current Major Development Plan triggers are however too restrictive for certain developments (especially those which will have no impact). This results in massive additional costs to these developments and imposes a time penalty which is unreasonable and often results in airport developments being uncompetitive. Refinement of the MDP triggers to alleviate this issue would be welcomed.

JAH does not believe the Minister requires additional call in power for "sensitive development proposals which would not otherwise have been subject to consultation". Airport lessees require clarity before progressing with development proposals and consider that the current MDP process covers "sensitive developments". Refinement of the MDP triggers may resolve this issue without the need for additional ministerial powers and associated bureaucratic processes.

Clarity on what can and what cannot be developed on airport land would be appreciated by all stakeholders. It is important however, that Master Plans provide sufficient flexibility to allow ALC's to adapt to market conditions and to implement the Master Plan.

Protecting our airports

The Government is committed to working with the state and territory governments to develop the of the airports;

- developing a clear policy on the definition of public safety zones around airports which can be taken into account in local planning with a view to ensuring that the community is not exposed to any undue level of risk from aircraft operations; and
- developing strategies and plans to address other airport related issues such as aircraft noise, traffic linkages, and best practice community consultation models.

JAH agrees with this principle.

Economic regulation of airport services

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

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

Regarding proposed implementations of "show – cause" mechanism, JAH believe that this should only be used where there is prima facie evidence of serious pricing misbehavior.

Regional and remote airports

8.9 The Government proposes to continue:

- working with state and territory governments and local airport owners through the Remote Aerodrome Safety Program to fund essential upgrades aerodromes in remote locations to ensure safe access to essential air services. The Government has committed \$20 million over four years with a requirement for matching contributions from state and local governments on a coordinated approach to improving aerodrome safety in remote areas.
- flexible financial support for local governments through untied Financial Assistance Grants and through the Regional and Local Community Infrastructure Program which boosts local economic development and support jobs in communities around the country.

JAH supports this principle.

9.0 Aviation emissions and climate change

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

9.1 finalising the design of the CPRS, including application of the scheme to domestic aviation;

The AAA has developed a template for airports to calculate their greenhouse emissions and energy use. It is our recommendation that this template be implemented to consistently report emissions and energy use to the Government.

9.2 consideration of means to support the uptake of operational and other measures to constrain the net carbon footprint of aviation, which complement the actions taken in the CPRS;

JAH has no comment on this principle.

9.3 continuing the initiatives of Air services Australia to work with airlines on the implementation of fuel saving measures including flexible flight tracks, improving aircraft air traffic control sequencing and introducing continuous descent approaches;

JAH supports this principle.

9.4 working through ICAO on a practical approach to address international aviation emissions;

JAH supports this principle.

9.5 working towards a better understanding of aviation emissions and their impact, including through the development of tools for comprehensive carbon monitoring and foot printing; and

JAH supports this principle, but it needs to take cognisance of cost implications for ALC's.

9.6 assisting all economies in the region to respond to the need to reduce their carbon footprint through Australia's bilateral agreements and our involvement in APEC and ICAO.

JAH supports this principle.

10.0 Noise impacts

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

In particular, the Government proposes:

10.1 maintaining existing curfew arrangements at Sydney, Gold Coast, Adelaide and Essendon Airports. Communities have grown around the current curfew arrangements and it is important they remain in place.

JAH has no comment on this principle.

10.2 for increased transparency, publish curfew dispensations for Adelaide, Essendon and Gold Coast airports to bring into line with Sydney;

JAH has no comment on this principle.

10.3 to work with state governments to ensure land-use planning and operational restrictions on noisy aircraft are consistent with maintaining curfew-free access;

JAH agrees with this principle.

10.4 to limit the operation of noisy aircraft and to phase out marginally-compliant Chapter 3 aircraft, such as hush-kitted Boeing 727s, on an airport-by-airport basis, consistent with ICAO's Balanced Approach;

JAH agrees with this principle.

10.5 noting the work that has already been done to insulate homes in Sydney and Adelaide from aircraft noise; to finalise existing noise minimisation projects, based on the current criteria. Any future insulation projects will be assessed against world's best practice noise attenuation and abatement initiatives, including those for night-time noise.

How this is assessed and funded will be important for the sustainability and efficiency of the aviation industry.

10.6 to consider industry-funded noise amelioration programs where airport operations and air traffic changes place residences into existing high-noise exposure zones;

The implications of industry fueled noise amelioration needs to be carefully considered.

JAH believes that the protection of airports operations from expansion of residential areas into high – noise exposure zones is critical for the future of the airport and aviation industry.

The Minister has stated, that GA sector "is an important enabler for other industries such as agriculture and mining and contributes to broader community outcomes such as medical evacuation, aerial fire-fighting services and law enforcement activities". It is therefore important to protect these vital pieces of infrastructure.

10.7 to investigate more appropriate roles for airlines, airport operators, governments, planning agencies and the community in aircraft noise management and mitigation;

ALC's do not decide what aircraft are flown in and out of airports, nor do they control where they fly. JAH believes, that airports should not have primary responsibility for aircraft noise management and mitigation.

It is clear however that airports have a role to play, in working with primary responsible entities such as Air Services Australia.

10.8 to continue to develop a new noise information framework to ensure information on noise exposure patterns is readily available in a form that is easily understood by a broad audience, building on initiatives such as the Transparent Noise Information Package (TNIP) and Air services' new online flight path information tool, Westar; and

JAH supports this principle providing that it does not impose additional costs on airport operators.

10.9 to work through the Council of Australian Governments and other appropriate forums to ensure a national land-use planning regime is put in place near airports and under flight paths to avoid noise-sensitive developments being located in these areas and to protect communities from excessive levels of aircraft noise.

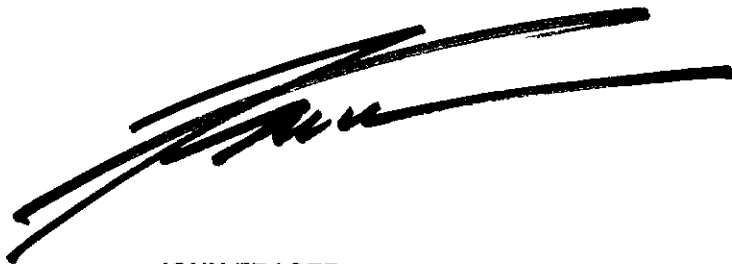
JAH supports this principle.

To boost confidence for investment and creation of jobs at Jandakot Airport we need the support of the Commonwealth Government. This support could include:

- Reduction in regulatory burdens on airports.
- Recognition of the importance of development and growth of airports.
- Commitment to the current approach to airport regulation rather than imposing additional legislation.

We appreciate the opportunity to comment on the National Aviation Policy Green Paper and look forward to your consideration of our comments.

Yours sincerely

A large, bold, handwritten signature in black ink, appearing to read 'John Fraser', is written over the signature line.

JOHN FRASER
Managing Director