



Our Ref: bu:lr
Enquiries: Mr Bob Urquhart

12 June 2008

National Aviation Policy Statement
Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

Dear Sir

NATIONAL AVIATION POLICY STATEMENT

The City of Geraldton-Greenough as owner operators of the Geraldton Airport wish to submit the following observations and recommendation for consideration.

Ref 1.3 Regional and General Aviation

Currently the Western Australian Government regulates operation of Regular Passenger Transport (RPT) services on turbo prop routes and as such, Geraldton RPT passengers are forced indirectly to subsidise other smaller ports on the regulated coastal turbo prop route.

The introduction of a competitive second RPT carrier to the Geraldton Perth route is non viable whilst restrictions are placed on the second carrier which do not apply to the primary or incumbent regulated coastal turbo prop RPT provider.

Government should have a responsibility to ensure remote communities are provided with air transport access.

Defining a remote community should be based on:

- The distance by road to the nearest RPT airport
- Distance by road from the state capital city
- Population size of the community
- Or no road access as in the case of offshore Islands

Where it is unreasonable for community self funding, subsidisation of infrastructure at airports and RPT air services should be provided by Government.

Further to encourage decentralisation, subsidised new RPT air services should be established over current non viable routes such as in Western Australia, Geraldton to the Eastern Goldfields and Geraldton to the Pilbara via Carnarvon and Learmonth.

Collection of a trust fund administered by the Government should be based on a levy placed on all air transport passenger movements within Australia. The levy would take in RPT and charter services including general aviation and fly in fly out operations thus spreading the load, similar to the Ansett levy placed on all RPT passengers post the collapse of Ansett.

Currently the Western Australian Government regulates operation of RPT services on turbo prop routes with the result that Geraldton RPT passengers (approximately 100,000 per annum) are forced indirectly to subsidise other smaller ports on the regulated coastal turbo prop route.

The introduction of a competitive second RPT carrier to the Geraldton Perth route is non viable whilst restrictions are placed on the second carrier which do not apply to the primary or incumbent regulated coastal turbo prop RPT provider. Thus the opportunity for the introduction of a competitive second operator is denied to the Geraldton community.

Security


The introduction of Checked Bag Screening (CBS) to regional airports is proving to be cost prohibitive for smaller regional centres where up to seven additional staff are required to implement effective security processes.

Has a realistic risk assessment of individual regional airports been conducted to justify introduction of the CBS security measure?

Where security is the issue, on what justifiable basis can aircraft be categorised as CBS required and others not? Currently RPT jets have CBS requirements and charter jets of the same type and size do not as is the case for larger capacity turbo prop RPT aircraft these are not required to have CBS for passenger baggage.

Should you have any queries relating to this submission or require further clarification please do not hesitate to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Bob Urquhart', written over the typed name.

BOB URQUHART
Geraldton Airport Manager