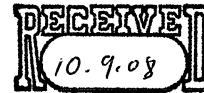


Our Ref:

30 July 2008



Director
Department of Infrastructure, Transport,
Regional Development and Local Government
GPO Box 594
CANBERRA ACT 2601

Towards a National Aviation Policy Statement – Issues Paper (April 2008)

We congratulate your Department on the recent preparation and availability of this Paper, which we have read with particular interest.

Mandurah's future development is proposed to be led by what the Council has referred to as its 'Southern City' strategy, recognising that Mandurah is one of Australia's fastest growing regional cities. This growth is likely to continue especially in conjunction with our neighbour, the Shire of Murray, which is now sharing in the growth associated with Perth's Network City strategy and Southern Corridor expansion.

By 2031, it is estimated that within a 30 minute travel distance of Mandurah there will be at least 510 000 people, with a resident workforce of some 250 000. It has been estimated that 40 000 jobs additional to those normally expected will need to be created, associated with significantly more diversified economic activity including 'high end' jobs. The choice between Mandurah's future as a sustainable regional city, or merely as a series of dormitory suburbs on the southern fringe of Perth, is stark.

In this Southern City context, the Council has followed the debate about the future of the Jandakot airport to our north with considerable interest, and has noted that in its planning for the southern corridor expansion, the WA Planning Commission has signified the creation of a new regional airport south of Pinjarra. Clearly, a new regional airport whether as a replacement or addition to Jandakot, would have special significance in the economic and community growth objectives explicit in our Southern City strategy.

Depending on the future expansion of the aviation industry and the implications of fuel price increases and the like, clearly a new regional airport must remain as a priority on the strategic planning agenda given the importance of securing sufficient land and ensuring there are adequate buffers. In an economic and local planning context, it is also very important to identify the extensive commercial development which might be associated with a regional airport, together of course with the indirect activities such as pilot training and education/higher education opportunities, and the like.

Page 10 of the Issues Paper highlights the importance of the planning and consultation phases of airport development. Clearly, the proposed relocation of the Jandakot airport into the Peel Region several years ago was not particularly well handled, and the Issues Paper recognises the importance of improvement in consultation with local governments and their communities.

Finally, we fully support further discussion and debate at regional level, led in a planned and productive fashion, around the points highlighted in the Ministers Media Release of 10 April, notably:

- dealing with planning issues around airports in an integrated, considered way - rather than an ad hoc fashion
- promoting a proper dialogue between airports and communities around them
- ensuring access to regular air services in regional and remote areas, where regular flights are essential for communities, regional development and social services (which also has additional significance in Mandurah with a large cohort of fly in – fly out consultants and employees from the resources sector)

and most importantly:

- tackling climate change, a focal point of transport policy for this and future generations.

We commend the Minister's and the Australian Government's approach in relation to this key issue for Australia's aviation future, and look forward to further participating and supporting the discussions and debate as the proposed Green and White Papers are prepared and discussed.

Yours sincerely



Ian Hill
A/Chief Executive Officer