Provision of Government Services at New International Airports

1. In 2008 the Australian Government agreed upon a set of principles and an approach for considering the provision of Government services at new international airports. The approach will consist of an initial national interest consideration followed, where necessary, by a detailed consideration of the scope for provision of government services required with the operation of an international airport.

2. International airports are designated as such by the Minister for Infrastructure, Transport, Regional Development and Local Government under the Air Navigation Act 1920 and are categorised according to the border services available. The Government will apply these principles and approach in considering proposals from airport operators for:
   a. designation as an international airport (for the first time);
   b. changes in international airport categorisation (which may require a change in the level of border agency services at an airport already designated as an international airport); and
   c. significant changes in the type or scope of border agency services at an airport already designated as an international airport, which may or may not involve a change in the airport’s categorisation.

3. Assessments will be conducted in accordance with the Principles and Guidelines to assess the provision of Government services at new Australian international airports at Attachment A.

4. Applications by airlines or air operators to operate flights to/from restricted use international airports, or non international airports, should continue to be made to the National Passenger Processing Committee (NPPC) in accordance with the procedures set out in the Aeronautical Information Package (AIP).

National Interest Consideration

5. A proposal for a new international airport or a change in international airport categorisation will, in the first instance, be submitted to the Aviation & Airports Division of the Department of Infrastructure, Transport, Regional Development and Local Government who will co-ordinate the national interest consideration with the Department of Resources, Energy & Tourism, the Australian Customs & Border Protection Service (Customs and Border Protection) and their respective Ministers.

6. The national interest consideration will take into account issues relating to economic and regional development benefits, regulatory requirements for international aviation and tourism policies.

Provision of Government Services Consideration

7. If the proposal is considered to be in the national interest, it will be submitted to the NPPC, chaired by Customs & Border Protection, for evaluation of the implications of the proposal for the border agencies and policing services (i.e. Customs and Border Protection, the Department of Immigration and Citizenship,
the Australian Quarantine and Inspection Services, and the Australian Federal Police).

8. In cases where the NPPC advises that the proposed airport operation is able to be adequately serviced from within existing government resources, the Minister for Infrastructure, Transport, Regional Development and Local Government will approve the proposal and designate the airport as an international airport or alter the airport’s categorisation as required.

9. The Minister for Infrastructure, Transport, Regional Development and Local Government will not designate an airport as an international airport, or alter the airport's categorisation, until the NPPC has confirmed that the proposed airport operation can be adequately serviced.

10. In cases where the NPPC determines that the proposed airport operation cannot be adequately serviced within existing resources, the proposal will be referred to the National Passenger Facilitation Committee Inter-Departmental Committee (NPFC-IDC) for further consideration on the scope for additional provision of government services, and the appropriateness of its designation as a new international airport and/or its categorisation. When considering new proposals, the Australian Government will follow its standard budget guidelines.

**Enquiries and Applications**

Further enquiries and applications may be directed to:

General Manager  
Aviation Industry Policy Branch  
Aviation and Airports Division  
Department of Infrastructure, Transport, Regional Development and Local Government  

Telephone (02) 6274 7739  
Fax (02) 6274 6749

**Related Information**

The International Airport Operator's Guide has been developed to provide existing and future Australian international airport operators with information on infrastructure and accommodation arrangements and facilities required by border and border related agencies necessary for them to carry out regulatory passenger processing and border protection functions as determined by the Australian Government.

The International Airport Operator's Guide provides information and advice on accommodation and infrastructure requirements for (a) existing international airport operators in relation to day to day agency requirements and for the purposes of planning refurbishment or redevelopment of airport terminals; and (b) airport operators planning to process regular international flights. The International Airport Operator's Guide can be found at [http://www.customs.gov.au/site/page.cfm?u=6025](http://www.customs.gov.au/site/page.cfm?u=6025)

The Principles and Guidelines to assess the provision of Government services at new Australian international airports

Principle 1.
New airports should be developed in alignment with the national interest including economic benefits and the Government’s regional development, border security, air services and tourism policies.

Guideline:
Proposals should detail the benefits to be derived or delivered from a new international airport including economic benefits (market, tourism and employment growth) regional development benefits, and alignment and support of contemporary aviation and tourism policies.

Guideline:
Consideration will be given by relevant Government agencies to the potential impacts of the new international airport, in particular on border protection, national security, Government investment and bio security, and on regional development and tourism.

Guideline:
The associated costs (of processing passengers) at new airports should not be greater than those currently in place at existing airports. Where costs are greater, the Government may consider either to absorb the costs on the basis of national interest, or put in place a mechanism to recover the additional costs.

Principle 2.
New international airport proponents provide the Commonwealth with an evidence-based business case to demonstrate viability.

Guideline:
Proposals are to detail the airline/s involved, the number of flights per day and the expected timing of those flights, and the expected passenger loading. These operational details are to be outlined for a projected five year period.

Guideline:
Proposals are to incorporate evidence that demonstrates viability, for example the financial status of the new airport operator, the commitment by the airline/s, and sustainability of the proposed business model or method of operation.

Guideline:
Proposals are to incorporate advice about other regulatory approvals, in particular state and local government approvals, required for the operation of new international airport, incorporating the status of those approval processes. Proponents should also advise if a proposal requires involvement from the Minister of Defence.
**Principle 3.**
Proponents not face unreasonable barriers to entry into the market.

Guideline:
Unreasonable in this context would be, for example, unsubstantiated or artificial requirements that would apply to that proponent or proposal.

**Principle 4.**
The establishment of a new international airport should not of itself produce a diminution of Commonwealth service standards at existing airports.

Guideline:
Consideration of border agency and policing service provisions will take account of factors including the geographic location of the new international airport, intelligence reporting, security assessments, proximity to other border agency locations, the costs associated with attracting and retaining staff in remote regional locations, start up costs for provision of equipment and, at some locations, for staff accommodation.

**Principle 5**
New international airport proponents pay for infrastructure and capital start up costs consistent with the ‘Guide to Airport Operators’.

Guideline:
Proposals are to outline the proposed development of the new international airport and detail how border agency, security and policing accommodation and infrastructure requirements will be met. In that context new airport operators should refer to the ‘Guide to Airport Operators’.

**Principle 6**
The approval process for new Australian international airports be efficient, equitable and transparent.

Guideline:
The consideration of proposals including decision making and border agency and policing costs will be determined through an efficient, equitable and transparent process. Proposed new operators will be advised of the reasons for a decision within a set timeframe.