

30 November 2023

Director, Aviation White Paper Project Office
Aviation White Paper
Department of Infrastructure, Transport, Regional Development, Communications, and the Arts
GPO Box 594
CANBERRA ACT 2601

Via email aviationgreenpaper@infrastructure.gov.au

Dear Director, Aviation White Paper Project Office,

Re: Lower Eyre Council - Aviation Green Paper Submission

Thank you for the opportunity to provide a submission on the 'Aviation Green Paper - Towards 2050' as an important step in developing an Aviation White Paper that sets the policy direction for the Australian aviation sector out to 2050.

Council supports the Federal Government's ongoing commitment to safety and security whilst recognising the critical role regional airports and aviation plays to our community and economy.

A number of the themes and topics raised in the Green Paper strongly align with Council's Strategic objectives and the broader Eyre Peninsula Regional Strategic Plan 2023-2026. It is important to note the Port Lincoln Airport is the busiest regional airport in South Australia. Owned and operated by Lower Eyre Council, the airport plays a key economic enabling and community connectivity role for not just our local government area but the whole of Eyre Peninsula, making this strategic alignment particularly relevant.

Council recognises this, and is currently reviewing and considering the best governance and management model into the future to achieve the following endorsed objectives of the Port Lincoln Airport:

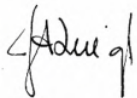
- *To increase the return on investment for Lower Eyre Council ratepayers and community.*
- *Ensure Port Lincoln Airport is independently financially viable.*
- *Cost effective and reliable travel for locals and an emerging tourism industry.*
- *The Airport will be a strategic driver of economic growth by strengthening connectivity and accessibility of the broader region to increase investment and economic growth.*
- *Operate under a governance model that enables a greater level of commercial focus by allowing flexibility in decision making to ensure financial sustainability.*

Please find attached further detail on the Port Lincoln Airport (Port Lincoln Airport Strategy Development - Attachment 1) along with our feedback in the detailed submission to the relevant questions posed throughout the aviation green paper (Attachment 2).

A component of Attachment 2 includes previous correspondence between Council and relevant departments regarding passenger security screening including support from the Australian Local Government Association as tabled at the National Assembly of local Government in June 2023. This remains an ongoing issue that is a disproportionate disadvantage to the cost of travel in the regions and could be resolved, at no cost to Government, through federal policy changes and administration as outlined in the attached submission.

Once again, on behalf of the Lower Eyre Council and its community, thank you for the opportunity to provide feedback for consideration to ensure we are well placed for future sustainable growth and community wellbeing through effective aviation policy and Government support.

Yours sincerely,



JO-ANNE QUIGLEY
MAYOR



DELFINA LANZILLI
CHIEF EXECUTIVE OFFICER

Attachments:

1. Port Lincoln Airport Strategy Development June 2023 - Overview
2. Lower Eyre Council Submission – 'Aviation Green Paper – Towards 2020' (and Supplementary Attachments 1-4)



OVERVIEW:

PORT LINCOLN AIRPORT STRATEGY DEVELOPMENT

PRESENTED BY
LOWER EYRE COUNCIL

JUNE 2023



BACKGROUND

Port Lincoln Airport is the gateway to the Eyre Peninsula and is the largest of three airports that serve 11 Eyre Peninsula councils with a combined population of approximately 58,800 residents.

The Port Lincoln Airport provides for over 28,000 annual aircraft movements and 190,000 passengers a year with approximately 12 scheduled daily passenger flight movements.

The Airport is a unique business unit as it provides an essential service across multiple council jurisdictions, but is owned and operated as a division of Lower Eyre Council.

Council took over the Airport lease from the Federal Government in 1990 after it was originally established as a defence airfield, and in 2013 a new terminal was built in recognition of increased commercial and passenger numbers and forecast demand for future growth.

The Airport provides a return to the Council of 6% of its annual income, translating to an approximate 1.5% discount on rates to the Lower Eyre Council community.

ROLE OF THE PORT LINCOLN AIRPORT

The Port Lincoln Airport plays an essential role in supporting and driving local economic growth for multiple key and emerging industries including:

- Aquaculture
- Agriculture
- Tourism
- Hydrogen Energy
- Mining, and
- Space

As a regional airport, the Port Lincoln Airport is pivotal in providing:

- Access and connectivity: Making it easier and more convenient for businesses and individuals to travel. This attracts new businesses and investment, creates jobs and boosts the local economy.
- Tourism: Serving as a gateway to popular tourist destinations, attracting visitors and generating revenue for the Eyre Peninsula economy. This can also help to support local businesses, such as hotels, restaurants, and shops.
- Freight: Port Lincoln Airport is a critical channel to market supporting the transportation of goods, including local products, helping businesses to expand and access new markets. A total of 187,760kg was freighted via the Port Lincoln Airport in 2022.
- Job Creation: Like all regional airports, Port Lincoln Airport requires a variety of skilled and unskilled workers to operate, including pilots, air traffic controllers, ground crew, maintenance staff, and administrative personnel. This creates employment opportunities and supports the local job market.
- Business Development: Port Lincoln Airport is a catalyst for business development and attracts new businesses and investment to the area. This creates a multiplier effect by generating additional economic activity and creating a more vibrant and diverse local economy.



PORT LINCOLN AIRPORT STRATEGY DEVELOPMENT

CURRENT STATUS

Existing Port Lincoln Airport stakeholders

- Regular Passenger Transport services: Qantas and Regional Express
- Fuel services: World Fuel Services
- Charter services: Lincoln Air Charter
- Aircraft maintenance: Tuna City Aviation
- Café: Eyre Lounge
- Hire car companies: Budget, Avis, Europcar, Enterprise

The Port Lincoln Airport is also utilised by the Country Fire Service, Royal Flying Doctor Service, Angel Flight, and community group, the Port Lincoln Flying Club.

AIRCRAFT MOVEMENTS

	2020	2021	2022	Total
General Aviation	6 120	14 064	14 084	34 268
RPT/Charter	3 546	11 684	13 764	28 994
Defence	4	24	24	52
Glider	0	0	8	8
Heli	319	560	596	1 475
Other	226	376	272	874
Total Movements	10 215	26 708	28 748	

2022 FREIGHT VOLUME

COMPANY	FREIGHT IN	FREIGHT OUT	TOTAL
TNT			
Blood		1,200kg	1,200kg
Med/Bank/General	52,000kg	26,000kg	78,000kg
REX			
Medical	4,160kg		4,160kg
General	15,600kg		15,600kg
Qantas Freight			
Seafood		26,000kg	26,000kg
General	52,000kg	7,800kg	59,800kg
Lincoln Air Charter			
General		3,000kg	3,000kg
TOTALS	123,760kg	64,000kg	187,760kg

OPPORTUNITIES

Council is aiming to better service its community and leverage the growing economy of Eyre Peninsula and has initiated a comprehensive series of steps and market research to build the foundations for an inclusive regional strategy for the Port Lincoln Airport.

Activities undertaken to date have included:

- Research to understand market volume, hidden demand and market sentiment.
- Economic opportunity and impact study recognising that diversity in airport revenue streams supports airport growth and service standards.
- Feasibility study of revenue opportunities through existing and new initiatives.
- A review of alternative governance and management models that enable the community and Council's objectives

To plan for growth, Council is utilising a two-fold framework that focuses on the airport's existing areas of aeronautical and non-aeronautical activity and considering how these areas can be expanded.

Aeronautical activities:

- Market research to identify new routes
- Match new routes with the right aircraft & airline partners
- Increase market capture on current Adelaide route
- Review and influence passenger pricing

Non-aeronautical activities:

- Car Parking
- Car Rental
- Retail
- Property
- Advertising



OPPORTUNITIES

As part of reviewing the existing and potential future opportunities, Council is investigating alternative governance and management models that will enable the Airport to best serve the community, and visitors, and be a true economic enabler for the region.

As these investigations progress, Council has identified and agreed on a series of key objectives that will guide the future strategic direction of the Airport under a future model.

KEY OBJECTIVES

- The Port Lincoln Airport will increase the return on investment for Lower Eyre Council ratepayers and community.
- Ensure Port Lincoln Airport is independently financially viable.
- Cost effective and reliable travel for locals and an emerging tourism industry.
- The Airport will be a strategic driver of economic growth by strengthening connectivity and accessibility of the broader region to increase investment and economic growth.
- Operate under a governance model that enables a greater level of commercial focus by allowing flexibility in decision making to ensure financial sustainability.

CONTACT

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Lower Eyre Council Submission

Aviation Green Paper – Towards 2050

November 2023

This submission responds to questions and feedback sought from the Aviation White Paper Project Office as part of the Aviation Green Paper informing stage.

Questions and feedback sought in the Chapters relevant for Port Lincoln Airport and the Eyre Peninsula region of South Australia have been responded to in this submission, where relevant.

Port Lincoln Airport is an active member of the Australian Airports Association (AAA) and Lower Eyre Council support the AAA submission Aviation Green Paper recommendations, where this submission is silent, reverts to the AAA position.

Supportive information and evidence referred to in this submission are included as supplementary attachments (4 documents).

Chapter 2 – Likely future directions out to 2050

What emphasis should the Australian Government place on these trends to help guide the future of the sector? Are there any other trends the Australian Government could add?

We advocate for continuous attention to aviation safety, but it's crucial for the Federal Government to recognise the potential unintended financial burdens arising from legislative changes related to safety enhancements and flow on operational modifications at airports to manage. These costs should not be transferred to regional airports managed by Local Government Authorities without prior consultation and the exploration of financial support or alternative cost recovery strategies. Numerous regional Councils are currently facing financial challenges due to the expenses associated with implementing and upholding security screening requirements.

The economy of the Eyre Peninsula is evolving, notably contributing to South Australia's growth in agriculture and aquaculture sectors and is transitioning into a major Green Hydrogen Hub. In the northern part of the region, the heavy manufacturing industry is concentrating on the production, export, and utilisation of green hydrogen. The Council's strategic goals include environmental protection, particularly reducing carbon emissions in airport operations. We support a sustained focus on making aviation and aviation assets more environmentally friendly and urge Government to provide the necessary financial support for regional airports to meet future zero-emission goals for airports and aircraft.

Reforming consumer protection laws to better serve the interests of passengers and the community, rather than prioritising those of airline carriers should be a focus of Australian Government policy.

The AAA submission provides detail regarding the competitive issues with airlines in Australia, and outlines the airport's role within the sector.

Chapter 3 – Airlines, airports, and passengers – competition, consumer protection and disability access settings

What types of data and analysis should the Australian Government produce to support aviation competition outcomes?

Council understands the Bureau of Infrastructure, Transport, and Research Economics (BITRE) provides a strong platform of aviation information to the industry, government, and consumers. Time lags in current information are problematic for near / real time decision making and there is little information regarding future trends / analysis. Consumers and the ACCC should have access to the latest information regarding the network.

Port Lincoln Airport request that BITRE provide near real-time airfare monitoring information to enable greater access to consumers to find the best fare of the day.

Information regarding airline carbon emissions could be systematically collected and disclosed in corporate annual reports and made publicly available for easy visibility on a dedicated online aviation platform. This would enable the comparison of different airlines' progress towards achieving the 2030 zero carbon targets. Improved airline accountability and performance could be achieved by reporting on the actual arrival and departure times of airlines, in comparison to their scheduled departure and arrival times.

Would the Australian Government's publication, in consultation with industry, of a decision-making framework and guide for short term cabotage dispensations support clarity of current processes to manage future decisions to implement longer-term cabotage arrangements?

Yes, if productivity is to encourage competition that will positively influence the reduction of airfare and air freight costs in regional air transport services. Council supports the AAA's recommendation to a pilot program of cabotage being trialled on some regional routes where there is limited competition so community and consumers could benefit from better choice. Lower Eyre Council would welcome discussion and negotiations for Port Lincoln Airport to be a trial route.

What should the Australian Government take into account in designing the terms of reference for the proposed Productivity Commission Inquiry?

An economic analysis as part of a Productivity Commission Inquiry would provide valuable insights into the exact impact high airfares have on regional economies and community.

Port Lincoln Airport serves a critical role providing essential connectivity to the 60,000 strong community of the Eyre Peninsula, enabling economic development, access to specialist healthcare and promoting social cohesion. High regional fares are a barrier to economic growth and community wellbeing on the Eyre Peninsula with market research (over 1,000 responses) undertaken in late 2022 indicating this was main detractor to take the 40-minute flight verse drive the 7-hour alternative.

Lower Eyre Council supports the AAA's view that *“the Australian government must support an economic assessment and investigate the feasibility of enhancing operational subsidies and introducing alternative price control measures to address the issues surrounding high regional fares. Exploring operational subsidies and alternative price control measures aligns with the government's*

commitment to equitable access to essential services, including healthcare, education, and social connectivity. Reducing regional fares can improve access to healthcare for remote populations, bolster educational opportunities, and strengthen social cohesion by bringing communities closer.

Enlisting the Productivity Commission to conduct an in-depth economic assessment and explore options to mitigate high regional fares is a pragmatic and responsible course of action. The Productivity Commission's involvement is essential to ensure an objective and unbiased evaluation and it can provide data-driven recommendations based on extensive research, fostering transparent decision-making”.

Should the Australian Government look to revise current consumer protection arrangements and, if so, through existing or new mechanisms?

Port Lincoln Airport advocates for the revision of current consumer protection arrangements in the Australian aviation sector. Other industry colleagues have referred to drawing inspiration from the 'European Union Airline Passenger Rights'. This approach is particularly pertinent for remote regional airports like Port Lincoln, where the impacts of flight delays and cancellations can be far-reaching and severe. Port Lincoln Airport, serving as a vital link connecting the Eyre Peninsula with Adelaide, is currently serviced by two commercial airline carriers. In this context, the implications of flight disruptions extend beyond inconveniences. The consequences of delays or cancellations include:

Missed Connections - Passengers face significant losses due to missed interstate connecting flights (with >25% of all passengers going onto to another destination via Adelaide).

Business Impact - Delayed flights lead to missed business meetings, potentially resulting in substantial business losses.

Medical Appointment and Supply Delays - Critical medical appointments in Adelaide are missed, and there are delays in the delivery of medical supplies, impacting patient care.

Freight Disruptions - Delays in freight impact various sectors, including time-sensitive industries.

Loss of Recreational Time - Short holiday breaks are disrupted impacting the leisure and tourism sector.

Local Access to Services - Delays cause inconvenience for locals who depend on these flights to access essential services not available in the region, particularly medical and health services.

Investment and Infrastructure Impact - Flight disruptions adversely affect the pipeline of investment and the progress of major local infrastructure projects and industry growth.

Port Lincoln Airport supports the revision of consumer protection arrangements in Australia's aviation industry, advocating for a system that aligns with international best practices, to better safeguard passengers, especially in regional areas.

Would an expanded remit for the Airline Customer Advocate to educate customers on their legal entitlements be useful?

While enhancing passengers' understanding of their legal rights in air travel is important, this should not solely be the passenger's responsibility. Airlines ought to share the legal obligation to safeguard their passengers' rights, which could include providing independent legal counselling and education about these rights. The communication of legal entitlements should be straightforward and

accessible, avoiding complex legal terms, and small print, that can be confusing and result in lack of understanding. Ultimately, it is incumbent upon the airlines to ensure that their passengers are fully informed and aware of their rights while flying.

Accessibility

What further improvements can be made to the Disability Standards for Accessible Public Transport to accommodate the unique requirements of air travel?

What improvements can be made to aviation accessibility that are outside the scope of the Disability Standards for Accessible Public Transport?

What are the specific challenges faced by people with disability wishing to travel by air in regional and remote areas?

A close liaison with the National Disability Insurance Scheme, tapping into the experiences and thoughts of their participant focus groups, is vital for making meaningful and effective improvements to the Disability Standards for Accessible Public Transport in the context of air travel. This approach ensures that the standards are shaped by the actual needs and experiences of passengers with disabilities, leading to more accessible and inclusive air travel for all.

As an airport owner, the efficient and safe, comfortable transition of people with disability through an airport, waiting and moving to and from an aircraft will mean a qualified human resource is critical and from a sourcing and cost perspective, it is challenging for a regional or remote airport to employ such human resources. Assisting with facilitating and supporting passengers with a disability (with appropriate skills training and qualifications), availability of such 'qualified' resources and a need to be able to source such staff with a flexible approach to their employment, in a regional community.

Improving Disability Access Facilitation Plans requires a multifaceted approach that includes stakeholder engagement, staff training, enhanced communication, technological integration, infrastructure improvements, and continuous feedback and improvement mechanisms. Such comprehensive and thoughtful approaches can significantly enhance the travel experience for passengers with disabilities.

How should the Aviation Access Forum (AAF) be restructured to be more effective and better able to drive and enforce change to address issues faced by travellers living with disability?

The Forum could include representatives from NDIA/NDIS with disability lived experiences as a flying passenger as a key input to effective decision making.

What measures should be taken to ensure Australian aviation markets operate efficiently, improve competition settings, and deliver optimal consumer outcomes?

Key to Australian aviation markets operating efficiently is genuine competition and consistency of regulations. The biggest immediate challenge facing Port Lincoln Airport passenger travel resulting in a poor consumer outcome is the inconsistent treatment of security screening passengers.

Aviation security screening of passengers and baggage before boarding or loading an aircraft is an important security layer and is the responsibility of the local government authorities owning and managing a local regional airport.

in the case of Port Lincoln airport one carrier is required to security screen passengers and their baggage before boarding or loading, is required, the cost paid by Council and on charged to the airline as cannot be covered by general airport operational budget. The current inconsistency resulting from the 2019 legislative changes mean the other RPT carrier with slightly small aircraft are exempt from security screening of passengers and their baggage before boarding or loading. Logistically this is very difficult to manage when both airlines are departing withing the same time frame requiring all passengers to be screened.

Lower Eyre Council recognise the importance of security screening as a critical necessity in the current geo-political environment and this is not likely to change. Council's position is that all RPT aircraft, regardless the number of passengers on board or able to be carried, should require passenger and baggage screening. The Council agrees the costs should be borne by the user but the lower volume of passengers in regions results in a very high per head cost to recover the operating costs associated with undertaking the screening. The Australian Government is in a unique position to achieve a quick win for consumers by assisting coordinate an national network charge model averaged out across all domestic travel across the nation. The standard fee could be determined by RASI funding quantum provided to date for operations divided by the number of domestic movements as a arbitrary guide to commence modelling on. Calculations undertaken indicate the cost per head per passenger across a national network program could be as little as 0.75c per ticket. Barely noticeable and little impact on the consumer as opposed to the current situation where per head charge ranges between \$13 and \$50 per head (South Australian regional airport sample). It is envisaged this fee would be consistent across every airport and every carrier. Until this concept is considered , and investigated Council believes it is imperative RASI funding be extended, or another grant be available, to support the operational costs associated with implementing the legislation to avoid the cost being passed onto the carrier and risking considerable , further airfare increases.

Are the Aeronautical Pricing Principles fit-for-purpose? How could they be improved?

Should the Australian Government mandate use of the Aeronautical Pricing Principles (APPs)? Why or why not?

Pricing should be consistent, and passengers should not be taken advantage of through airline monopolies on regional routes, and prices should not be variable and increased due to high demand. Mandating Aeronautical Pricing principles would ensure bring about consistency and standardisation. Council supports the AAA in recommending continuing *'with the current airport monitoring framework, including the application of APPs and without the use of regulation and the ability of parties to negotiate without a compulsory arbitration mechanism.'*

Chapter 4 – Regional and remote aviation services

Where should the Australian Government focus its engagement in regional and remote aviation, including helping achieve Closing the Gap outcomes, noting established state, territory and local government responsibilities and programs?

Costs associated with operating regional airports and the inability to leverage larger volumes of passenger numbers to achieve economies of scale, ultimately disproportionately disadvantages regional communities. This refers to essential airport compliance, operations and service, let alone the cost associated with decarbonisation, implementing future mobility technology enabling infrastructure and the like. Lower Eyre Council believes there is a perfect opportunity, through the Aviation White paper, for the Australian Government to immediately address some of these challenges through security screening given the scale of the associated cost implications. This is referred to in detail in Chapter 8 of this submission.

The noted long standing policy of industry being responsible for the cost of security screening, including operating costs, is not equitable. Costs associated with operating security screening in regional and remote airports with less passengers adds to the disparity between regional communities and their urban counterparts, and in some cases it is unviable due to the impact causing a significant, per head increase in airfare. The national framework should consider security screening cost recovery.

Lower Eyre Council supports the AAA requests that:

- The Australian Government should re-invest in the Regional Airports Program (RAP) and expands criteria to include funding for SAF, decarbonisation and resilience projects.
- The Australian Government Commits to the existing Regional Aviation Screening Infrastructure (RASI) funding program (for operational costs associated with security screening) on an ongoing basis, **or whilst a more equitable funding model is developed and incorporate as part of the Regional Airports Program (RAP) under new criteria.**
- The Australian Government revisit the economic impact analysis undertaken of the 2019 security screen legislative changes and investigate a nationwide network charge / levy model which considers a long term, sustainable model where Government collects a fee from every passenger movement and the fee be used to fund current Regional Aviation Screening Infrastructure (RASI) funding program equivalent to ensure the regions are not further disadvantaged.

Traditionally, subsidies for intra-state aviation services have been carried by state and territory governments. Does this remain the best structure?

We believe there is merit in the Federal government being the principal subsidy level of government as it is this level of government that applies a considerable amount of taxes, fees and charges on regional business activities, and this would enable a consistent methodology to be applied nationally for a proportion of resources collected to be reinvested in the regions where the aviation meets the direct needs of the regional businesses and community.

What opportunities do emerging aviation technologies present for regional and remote Australia?

Technological advancements in uncrewed aircraft to carry freight and urgent supplies is an exciting opportunity for regional Australia and the technology will close the inequity gap between regions and metropolitan / city communities. With a less dense population, regions present the perfect environment for testing and trialling new technology as it evolves. The technology is also no fossil fuel reliant therefore assisting regional airports reduce carbon emissions as part of their operations, or their users carbon footprint.

What are specific issues experienced by the regional and remote aviation sector in the context of decarbonisation? What elements should the Transport and Infrastructure Net Zero Roadmap and Action Plan include to recognise the specific circumstances of the regional and remote aviation sector?

Incentivising suppliers to regional airports and supporting airport user and airlines to switch to non-fossil fuels, (electric or hydrogen) for aircraft and ground vehicles operating within the airport grounds will be essential to achieve zero emission airports. To realise this objective Federal government support funding for regional/remote airports will be essential and it should not be expected of Airport owners (Local Government) to meet all the associated costs.

What are the challenges faced by regional and remote aviation and airports posed by our changing climate?

Climate change is adversely impacting airport and aircraft operations already with increasing number of extreme weather events often disrupting airline schedules and sometimes threatening aviation safety. Climate change is already the primary cause of severe weather events culminating in increased natural disasters and regional airports play a critical role in responding to protect communities. To accommodate and provide this critical service some regional and remote airports will require significant infrastructure upgrades to enable larger, heavier aircraft access. Other supportive infrastructure includes:

- Sealing, strengthening, and lengthening of runways
- Appropriate fuel supplies and firefighting infrastructure storage.
- Pilot and crew accommodation.
- facilities that can serve as an emergency remote control centre for emergency agencies and responders.

This requires capital expenditure above and beyond the capacity of smaller airport owners (local government).

How do local governments and aerodrome operators consider climate resilience when managing their aviation assets?

Reducing contributory items to climate change is a good start. Lower Eyre Council has done this by introducing 100kW solar system on the terminal roof and relacing all lighting within the airport precinct to LED technology, significantly reducing energy costs and carbon emissions.

Council is considering further initiatives that will future proof the asset including installation of 3 to 6 EV charging stations to support car rental company (tenants) convert their fleets as well as service local community. Greening initiatives such as landscaping hard surfaces, planting appropriate trees on the airport perimeter provides shelter from prevailing winds and shade for airport workers and create an airport 'microclimate'.

Chapter 5 – Maximising aviation’s contribution to net zero

AAA’ s position on maximising aviation’s contribution to net zero is supported by Lower Eyre Council.

“Advanced Air Mobility (AAM), Sustainable Aviation Fuels (SAF), and hydrogen-electric technologies have emerged as the staple of sustainable aviation. The Australian Government should be focussing on the role regional and remote airports can play in contributing to Net Zero goals.

AAM, which includes electric vertical takeoff and landing (eVTOL) aircraft, offers the promise of efficient, point-to-point transport, reducing the reliance on traditional, carbon-intensive aviation methods. SAF, derived from renewable sources, and hydrogen-electric technologies have the potential to significantly reduce aviation's carbon footprint.

Funding programs for regional airports could support infrastructure, research, development, and deployment of these technologies within Australia’s regions”.

This would ensure that regional airports and their communities can contribute to the broader national goal of net-zero emissions.

Chapter 6 – Airport development planning processes and consultation mechanisms

AAA’ s position on airport development planning processes and consultation mechanisms is supported by Lower Eyre Council.

Chapter 7 – General Aviation

Are there any changes to policy and regulatory settings that might facilitate the GA sector’s evolving role in Australian aviation including through protections at GA airports and supporting the transition to a sustainable, net zero GA sector?

Any changes to Policy and regulatory setting require economic impact assessment to understand unintended financial implications for airport operators and general aviation stakeholders.

Chapter 8 - Fit for Purpose Agencies and Regulations

8.4 Agency funding and cost recovery approaches and 8.6 Security Screening

In 2019 the Federal Government amended aviation regulations (Aviation Transport Security Amendment (Security Controlled Airports) Regulations 2019 (The Act)) that related to the following:

- Setting the requirements for the screening of persons, goods, and vehicles at airports;
- Prescribing the threshold above which an aircraft must be cleared before departure if it is operating a regular public transport or open charter operation; and
- Assigning a category to a security-controlled airport.

The amended regulations introduced a new airport categorisation framework to manage risk which identified the Lower Eyre Council's Port Lincoln Airport (PLA) as a 'Tier 2' classification and thereby requiring passenger security screening. This was a change to the previous regulations that based the requirement of passenger screening on the weight of an aircraft rather than passenger seating numbers (40) under the presumption that the higher the number of passengers, the higher the potential risk.

A Tier 2 airport is defined as an airport exceeding 30,000 departing passengers per annum and holds Regular Passenger Transport (RPT) services of more than 40 seats (or have international departures). PLA currently has approximately 90,000 departing passengers and is serviced by the QantasLink Q-300 aircraft which holds 50 seats and the Regional Express Saab-340 aircraft which holds 33 seats, making it below the regulatory threshold. Due to being serviced by two RPT carriers, one above the screening threshold and one below, there are several logistical challenges to meet the screening regulation requirements.

As PLA has only one departure lounge, the operational standard has been set that all passengers departing PLA during the regulated "screening window" will be screened. The screening window is defined as sixty minutes before and thirty minutes after a regulated flight.

Lower Eyre Council Previous Position

In October 2019, prior to the implementation of the amended regulations, the Department of Home Affairs (DHA) released an options paper seeking feedback relating to "Managing the segregation of screened and unscreened passengers".

The options paper sought feedback on four options relating to the new screening regulations;

Option 1: Maintain current arrangement - This option would maintain the status quo. Under this option, industry must comply with the minimum-security screening threshold and equipment requirements specified by the Government but may also elect to screen passengers and baggage departing on aircraft below the 40-seat threshold. The operational period would continue to apply only at category 1 airports.

Option 2: Screening required during an operational period - This option would apply an operational period (as per the current policy for category 1 airports) to Tier 1 and Tier 2 airports. Applying this policy to all screening airports removes the requirement to segregate passengers during an operational period as all passengers would be screened.

Option 3: Screen all RPT and open charter aircraft at Tier 1 and Tier 2 airports - This option would require all RPT and open charter aircraft departing an airport where security screening is required to undergo screening, regardless of size and seating capacity. This means that all aircraft departing an airport where screening is conducted would be screened air services.

Option 4: Screen all aircraft departing a screened airport depending on destination airport - This option would require all aircraft departing from one screened airport to another screened airport to be a screened air service regardless of size and seating capacity. This would essentially create a 'screened network' where all aircraft transiting within the network are required to be screened air services.

Council provided a response confirming Option 3 was preferred, based on the fact PLA only has one departure lounge and Option 1 and 2 are the same from an operational perspective.

Councils' response at the time to the Options Paper is provided as Supplementary Attachment 1 to this submission.

Unfortunately, whilst this options paper received feedback from several stakeholders, a formal position was not adopted by the DHA prior to the new regulations being in place. This effectively meant that Option 1 "Status Quo" has been carried forward and remains the current situation. The commencement of the new regulations coincided with the start of the Covid-19 Pandemic, so the implementation was heavily impacted.

Following implementation of the new regulations, the DHA again sought feedback on the new regulations and in November 2021 Lower Eyre Council provided a new submission to that request. At the time, Council formed a position that the amended regulations create disparity between passengers based on the airline they chose to fly and that the regulations should be amended. The submission is attached as Supplementary Attachment 2 to this submission.

In summary, Lower Eyre Council's position is **if an airport meets any trigger in the regulations and is required to screen passengers, it should be defined by the Australian Government as a screened airport requiring all departing passengers to be screened, regardless of the air service they utilise.** This prevents logistical issues, ensures consistency and that all passengers are treated equally through the security screening process.

A Nationwide Approach / Financial Modelling Example

Lower Eyre Council requests the Aviation White Paper to **consider investigating a nationwide network charge to cover screening costs to work towards meeting the Close the Gap targets.**

Based on pre-Covid figures (as the domestic market is proving to have returned to that level), 61 million passengers fly domestically within Australia each year. Noting that the Regional Aviation Screening Infrastructure (RASI) funding that provided operational funding for every airport in Australia for two years incurred a \$94.5 million budget expenditure, an approximate network charge of \$0.75 per ticket would adequately cover screening costs across the nation.

In 2020 PLA received \$1,100,024 funding under the RASI program which covered the new operational expense Council incurred associated with screening at the new Federal Government prescribed level. A private contractor provides security screening services at the cost of between \$1.1 and \$1.2 million per annum (dependant on flight schedules, public holidays etc.). Under the current legislation the \$15 per ticket impact departing Port Lincoln Airport as currently stands, versus a \$0.75 per ticket levy nationally is a significant disparity and highlights the level of inequity regional ports are faced with.

Implementing the 2019 regulations without government subsidy or a broader network charge has imposed a large financial burden on regional airports. The operational costs associated with security screening are significant and threaten the financial viability of some regional airports.

Due to the impact of Covid-19, the RASI funding program was extended in March 2022 and again in July 2022 with \$28.5 million of additional national funding. Council was officially advised in November 2022 that the program was ceasing, with no more funds being made available to cover the cost of security screening requirements.

As a result of the cessation of funding, Council made a decision in December 2022 regarding how to recuperate the cost of screening whilst noting that of the two RPT services, one airline meets the screening threshold whilst the other does not.

The resolution also endorsed correspondence to be sent to The Hon Catherine King, Federal Minister for Infrastructure, Transport, Regional Development and Local Government, seeking ongoing grant funding or a revised national screening funding model. The request (Supplementary Attachment 3) was made on the basis of the inequitable cost imposition on regional airports relating to the operational cost of providing security screening meeting the new federal regulations. Minister King's response referred to the impending development of the Aviation White Paper and this process would provide the opportunity for consideration.

Since the 2021 submission Lower Eyre Council has continued to pursue equality in screening legislation to ensure regional disparity is reduced and airfares can remain as affordable as possible. Council has continually advocated to both State and Federal Government seeking either extension to the grant program or a new funding model.

In June 2023, Council tabled a Motion at the National Assembly of Local Government which was subsequently endorsed that:

This National Assembly calls on the Australian Government to:

Amend the Aviation Transport Security Amendment (Security Controlled Airports) Regulations 2019 (The Act) to ensure any port that triggers screening should require all departing passengers be screened, regardless of the service they are using.

Implement ongoing grant funding to regional airports impacted by security screening legislation or revise the national screening funding model in recognition of the inequitable cost imposition on regional airports relating to the operational cost of providing security screening meeting the new federal regulations."

This motion was passed by delegates at the Assembly and considered by the ALGA Board at its July 2023 meeting. The Board resolved to support and send correspondence to The Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, and asked Minister King to provide a response to this resolution within 90 days.

This is currently underway and the response from ALGA is attached (Supplementary Attachment 4 to this submission).



R19/20846

CONFIDENTIAL

23 October 2019

Department of Home Affairs

Dear Sir / Madam

Re: Managing the segregation of screened and unscreened passengers

In response to your options paper provided on 3 October 2019 the District Council of Lower Eyre Peninsula, the owner and operator of the Port Lincoln Airport, considered the options and resolved the following:

“That Council respond to the Department of Homes Affairs “Managing the segregation of screened and unscreened passengers options Paper” stating that Port Lincoln Airport considers Option 3 is preferred from an operational perspective.”

From an operational perspective it is noted that there are too many safety and operating weaknesses around segregated screening.

Port Lincoln Airport previously operated under what would be Option 2 where we screened during operational period (2 hours before, half hour after) and this caused a large number of operational challenges, especially when planes of either airline were delayed. The operational period lasts for 2 ½ hours however we had to pay the security company in 4-hour minimum shifts. Split shifts also created much higher administrative costs for screening.

We eventually created a position where screened passengers had a departure lounge and unscreened passengers had to loiter in the baggage claims area then enter airside the wrong way down a one-way passageway (meaning we had to bypass our alarms and door sensors). This was so that we could ensure that cleared areas remained cleared.

Additionally, Port Lincoln Airport that had the issue that all passengers flew to the same port (Adelaide) and often times within half an hour of each other making the whole issue we went through at our airport completely nonsensical. This also added on to the passenger confusion (why us and not them?).

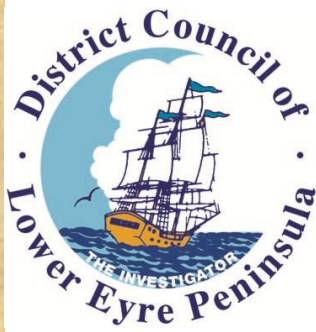
The other issue that Council has considered is that airports who will have to make a choice about screening are at the mercy of airlines who can threaten to pull out of the smaller areas.

If the aim is to benchmark the safety of our industry, Option 3 is the only option that allows that to happen across all airports. Option 3 meets everyone's requirements and removes the opportunity for commercial interference into safety.

Yours faithfully



TIM BLACKER
DIRECTOR WORKS & INFRASTRUCTURE



R21/26406

24 November 2021

Proximity Advisory Services

Via email:

briony.martin@proximity.com.au

Lyndel.Hopkins@proximity.com.au

Re: Review into Aviation and Maritime Transport Security Settings

This correspondence is in response to the invitation for submissions as sent to ASAF and RASAF members on Wednesday 10 November 2021. This submission is provided on behalf of Port Lincoln Airport (PLA).

- **What are the key enablers or limitations in your ability to deliver against security requirements set out in Australian legislation and regulations?**

For regional airports, having the regulations requiring screening being triggered based on the air service provided creates significant issues. At a high level, it makes the level of security screening provided at an airport be based on a commercial decision by a third party with no obligation to provide service to that airport.

Security companies have contracts with airports, but their schedules rely heavily on when an RPT or open charter service that triggers the regulations fly. This creates significant logistical issues for airports and Security Screening companies as neither of them have any say on the flight schedules.

- **What are the key vulnerabilities in transport security that are not, or are not adequately, being addressed?**

The current regulations have an end result that the level of safety of Australian airways is ultimately a commercial decision.

RPT airlines with smaller passenger capacity either will, or at least threaten to, pull out of regional airports if they are required to pay for screening. It is well documented that they don't mind being screened, it just that being charged for Security Screening that is causes issues. The safety of Australian airways being linked to commercial decisions is a vulnerability of the current regulations.

- **What changes would you make to transport security legislation, regulation, the regulator, governance structures, or other factors to enable better security outcomes and / or business operations?**

1. Due to the logistical issues of the screening triggers dictating that some airlines are screened whilst others are not, the most appropriate change would be:

If an airport meets any trigger in the regulations and is required to screen passengers, it should become a screened airport with all departing passengers being screened regardless of the air service they utilise. This prevents logistical issues and ensures all passengers are treated equally through the security screening process.

2. Costs for regional airports make screening a difficult operation to manage. As costs are recouped from airlines and ultimately passengers, this equates to approximately \$15 per passenger for PLA and places like Whyalla are looking at \$50 per passenger. At these costs flying to regional ports eventually becomes unviable for regular passengers. A suggested change is:

Network charge. If airports are deemed as screened airports, and then the cost of screening is made at a federal level, the costs per passenger will be negligible. This will result in safer airways across the nation and takes commercial considerations out of the assessment. This also allows for any future changes in regulations to be administered at the federal level ensuring safety outcomes are met more efficiently.

- **Any other comments relative to the Review?**

It is recognised that the above comments will not really relate to major or metropolitan airports however, in using PLA as an example for how the current regulations impact operations, the following issues are apparent:

PLA currently has two RPT services, Rex flying Saab 320's with 33 seats and Qantaslink flying Dash 8 Q-300's with 50 seats. Due to the 40-seat threshold of the current regulations, this means that passengers departing PLA on Qantaslink flights are required to be screened whereas those using Rex are not. As a result of this PLA is unable to charge Rex cost recovery for screening as their flights do not trigger the screening regulations.

In our particular case, with Rex averaging 80% loading and Qantaslink averaging 55% loading this results in flights, with generally the same number of passengers, both departing PLA, both landing in ADL with almost exactly the same risk profile, being treated differently by the regulations.

This creates confusion with passengers as to "why us?" regarding screening and creates logistical issues for screening operations to comply with operational windows.

Not screening both RPT flights leaves a clear and obvious opportunity for illegal or extremist activities having an easier path.

Thank you for the opportunity to provide feedback into this review

Yours faithfully



TIM BLACKER
DIRECTOR COMMERCIAL OPERATIONS & INFRASTRUCTURE
PORT LINCOLN AIRPORT



R22/24731

12 January 2023

The Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development & Local Government
PO Box 6022
House of Representatives
Parliament House
Canberra ACT 2600

Via email: Minister.King@mo.infrastructure.gov.au

Dear Minister King,

RE: Security Screening Funding at Regional Airports

As you are aware, due to changes in Federal Legislation aimed to strengthen Australian aviation security, fourteen airports across Australia commenced passenger and baggage screening in late 2021.

This legislative change affected South Australian regional airport operators that subsequently received financial support through the Regional Airport Security Infrastructure Program (RASI) to cover the new operational costs.

It is acknowledged \$66 million nationwide has been provided through this program which was further increased to \$94.5 million. This financial support was appreciated by all the regional airports affected including the cosignatories to this letter, Kangaroo Island, Port Lincoln and Whyalla which are all owned and operated by regional Councils.

As a matter of background, the majority of regional airports now required to screen, including the cosignatories, have a relatively low volume of passengers compared with ports such as Adelaide, Sunshine Coast or Newcastle. Therefore, the ability to cover costs associated with providing the screening services varies from airport to airport depending on the market catchment and number of passengers using the port. The annual cost to regional ports to contract the service providers to undertake the security screening remains the same, ranging from a minimum of approximately \$1 million up to \$2 million per annum. This equates to an average annual cost impact to the cosignatory airports in the range of \$30 to \$40 per departing passenger, due to the lower passenger numbers.

In the current environment, increasing ticket fares to cover this new cost will make flying an unviable option for our communities, businesses, and tourists. Less passengers reduces the commercial sustainability of regional routes, particularly if that cost is passed on to the Regional Passenger Transport (RPT) airlines.

The alternative option for Council is to absorb this added cost. Financial modelling indicates this cost of service would result in an approximate 20% local government rate rise for regional communities to fund security screening.

Therefore, to achieve an outcome that incorporates equity and commercial viability, Councils request the following changes to the current Regulations and an immediate extension of financial support until a more equitable, sustainable funding model is implemented. This request from the Councils, as the owners of the Port Lincoln Airport, Whyalla Airport, and Kangaroo Island Airport, is seeking the following two changes:

1. If an airport is required to screen passengers, it should be defined as a 'screened airport' requiring all departing passengers to be screened regardless of the air service they utilise.

It is recognised that differential security screening at regional airports does not meet community expectations nor achieve the overall intent of the legislative change - to improve safety and security outcomes. If RPT airlines with a smaller passenger capacity are imposed with covering the cost of screening, there is a risk of services being withdrawn from regional airports based on becoming commercially unviable. The increase in the cost of an air ticket becomes prohibitive for passengers, resulting in less passengers due to a consumer's decision to drive instead of fly.

2. Network Charging

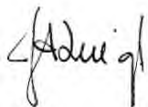
It is evident that the domestic air travel market continues to recover from the Covid-19 downturn. On average, a total of 61 million passengers flew domestically across Australia per annum pre-Covid. Based on this national domestic passenger volume and noting the RASI funding for two years incurred a \$94.5 million budget expenditure, an approximate network charge of \$0.75 per ticket under a 'national levy' style scheme would adequately cover screening costs across the nation.

The financial modelling previously mentioned indicates the cost impact of providing security screening under the current legislation ranges between an additional \$30 to \$40 per ticket on passengers departing Port Lincoln and Whyalla airports, respectively. This is a significant cost disparity compared to a \$0.75 per ticket charge under a 'national levy scheme', clearly demonstrating the high level of inequity the new legislation imposes on regional airports.

In closing, we urge the Federal Government to implement security screening legislation that provides an equitable and sustainable framework for providing security screening and does not disadvantage the regions. Given the high monthly cost of providing the service it is requested the current RASI funding arrangements for regional airports be immediately extended, or a comparable alternative, until such time as the legislation is changed to facilitate equity across all airports and their respective users.

Thank you for your consideration and we look forward to your response.

Yours sincerely,



MAYOR JO-ANNE QUIGLEY
LOWER EYRE COUNCIL

Lower Eyre Council owns and operates Port Lincoln Airport, North Shields, South Australia



MAYOR MICHAEL PENGILLY
KANGAROO ISLAND COUNCIL

Kangaroo Island Council owns and operates Kangaroo Island, Kingscote Airport, Kangaroo Island, South Australia



MAYOR PHILL STONE
CITY OF WHYALLA

City of Whyalla owns and operates Whyalla Airport, Whyalla, South Australia

Cc:

Federal Minister for Home Affairs, Hon Clare O'Neil MP

Federal Member for Grey, Rowan Ramsey MP
Federal Member for Mayo, Rebekha Sharkie MP
Local State Member for Flinders, Sam Telfer MP
Local State Member for Giles, Eddie Hughes MP
Local State Member for Mawson, Hon Leon Bignell MP

Hon Clare Scriven MLC, Minister for Primary Industries and Regional Development, Forestry
Hon Geoff Brock MP, Minister for Local Government, Regional Roads
Hon Tom Koutsantonis MP, Minister for Infrastructure and Transport, Energy and Mining
Hon Zoe Bettison MP, Minister for Tourism

Australian Local Government Association
Australian Airports Association
Regional Development Australia Eyre Peninsula
Eyre Peninsula Local Government Association

City of Port Lincoln & other Eyre Peninsula Councils



An Australian Government Initiative



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5 Adelaide Place

Port Lincoln SA 5606

Ph +61 8 8682 6588

Email: ryan.viney@rdaep.org.au

23 December 2022

Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government
PO Box 6022
House of Representatives
Parliament House
Canberra ACT 2600

BY EMAIL: catherine.king.mp@aph.gov.au

Dear Minister

SECURITY SCREENING AT PORT LINCOLN AND WHYALLA AIRPORTS

The Board of Regional Development Australia Eyre Peninsula have been alerted to the fact that screening services at the major airports on Eyre Peninsula, South Australia may soon need to be discontinued due to a lack of ongoing funding from the Australian Government. It has also been suggested that this will in turn result in QANTAS no longer being able to service the airports at Port Lincoln and Whyalla, leaving only REX Airlines servicing both cities into the future, as a direct consequence.

The Port Lincoln airport is an important gateway to southern Eyre Peninsula and the City of Port Lincoln with multiple daily passenger services provided to and from Adelaide, making this the busiest regional airport in South Australia. The airport is of strategic importance, servicing many regional communities and industries including renewable energy, hydrogen, tourism, space, agriculture, fishing, aquaculture and mining.

The City of Whyalla is of sovereign and strategic importance to the State and the Nation, being a key industrial centre, with this importance only expected to grow exponentially into the future. Significant planned private sector developments, together with the State Government's Hydrogen Jobs Plan, Port Bonython Hydrogen Hub, and Northern Water Supply Project, will all generate a significant influx of people into the city/region.

Both airports are an essential piece of infrastructure, given the size of our region and the distance to travel by car to Adelaide. Most importantly, the airports also serve as a vital link for our communities to medical and other health services that cannot be accessed locally.

A reduction in local airline competition will be a cost borne by the local community and industry that is not conducive to long term growth and prosperity. I understand that security measures were implemented at more airports across Australia to increase overall safety, however, the outcome that both Port Lincoln and Whyalla communities now face as a result of the Government's decision to not provide ongoing funding support is concerning.

I urge the Government to implement a long-term sustainable funding model for screening in regional airports, and in the interim extend the current funding arrangement for the Port Lincoln and Whyalla Airports until such time that a solution is in place.

Yours sincerely



Ryan Viney
Chief Executive Officer
Director Regional Development



An Initiative of
**Government of
South Australia**

LOCAL GOVERNMENT PARTNERS: District Council of Ceduna • District Council of Cleve • District Council of Elliston • District Council of Franklin Harbour • District Council of Kimba • Lower Eyre Council • City of Port Lincoln • District Council of Streaky Bay • District Council of Tumby Bay • Wudinna District Council



99 Playford Avenue, Whyalla 5600
Ph: 8645 9488 | Email: reservations@comfortinnwhyalla.com.au

Re: Support of Airport Security

21/12/2022

Hon Catherine King MP
Minister for Infrastructure, Transport, Regional Development and Local Government

E: catherine.king.mp@aph.gov.au

Dear Minister King

Security Screening at Whyalla Airport

We are extremely concerned to hear that screening services at the Whyalla Airport may soon need to be discontinued due to a lack of ongoing funding from the Federal Government. This will in turn result in QANTAS no longer being able to service this airport and leaving only REX Airlines servicing the city into the future as a direct consequence.

The City of Whyalla is of sovereign and strategic importance to the State and the Nation, being a key industrial centre, with this importance only expected to grow exponentially into the future. Significant planned private sector developments, together with the State Government's Hydrogen Jobs Plan, Port Bonython Hydrogen Hub, and Northern Water Supply Project, will all generate a significant influx of people into the city/region.

The Whyalla Airport is an essential piece of infrastructure that ensures that the right people can be in the city at the right time. It is also a vital link for our community to medical and other services that cannot be accessed locally and also supports regional tourism. We understand that the Port Lincoln Airport will also be affected by the unfunded security screening requirements, resulting in both airports servicing the Eyre Peninsula being adversely affected.

A reduction in local airline competition will be a cost borne by the local community and industry that is not conducive to Whyalla's long term growth and prosperity. We understand that security measures were implemented at more airports across Australia to increase overall safety, however, the outcome that the Whyalla community now faces as a result of the Federal Government's decision to not provide ongoing funding support is unacceptable and needs to be addressed urgently.



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Ph: 8645 9488 | Email: reservations@comfortinnwhyalla.com.au

We urge the Federal Government to meet its commitment to implement a long-term sustainable funding model for screening in regional airports, and to extend the current funding arrangement for the Whyalla Airport until such time as this long term solution is in place.

Yours sincerely,

Greg Winston
Director: M & G Hotel Group

Ebonie Winston
Front Office Manager: Comfort Inn Whyalla

*c.c. Rowan Ramsey MP – Federal Member for Grey
Eddie Hughes MP – Member for Giles*



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PO Box 209, Whyalla, S.A., 5600
Tel. (08) 8644 7700 Fax. (08) 8644 7760
Email: cabs@des.com.au



4th January 2023

Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

E: catherine.king.mp@aph.gov.au

Dear Minister King

Security Screening at Whyalla Airport

We are extremely concerned to hear that screening services at the Whyalla Airport may soon need to be discontinued due to a lack of ongoing funding from the Federal Government. This will in turn result in QANTAS no longer being able to service this airport and leaving only REX Airlines servicing the city into the future as a direct consequence.

The City of Whyalla is of sovereign and strategic importance to the State and the Nation, being a key industrial centre, with this importance only expected to grow exponentially into the future. Significant planned private sector developments, together with the State Government's Hydrogen Jobs Plan, Port Bonython Hydrogen Hub, and Northern Water Supply Project, will all generate a significant influx of people into the city/region.

The Whyalla Airport is an essential piece of infrastructure that ensures that the right people can be in the city at the right time. It is also a vital link for our community to medical and other services that cannot be accessed locally and also supports regional tourism. We understand that the Port Lincoln Airport will also be affected by the unfunded security screening requirements, resulting in both airports servicing the Eyre Peninsula being adversely affected.

A reduction in local airline competition will be a cost borne by the local community and industry that is not conducive to Whyalla's long term growth and prosperity. We understand that security measures were implemented at more airports across Australia to increase overall safety, however, the outcome that the Whyalla community now faces as a result of the Federal Government's decision to not provide ongoing funding support is unacceptable and needs to be addressed urgently.

We urge the Federal Government to meet its commitment to implement a long term sustainable funding model for screening in regional airports, and to extend the current funding arrangement for the Whyalla Airport until such time as this long term solution is in place.

Yours faithfully

Louise Osborn

Regional General Manager

c.c. Rowan Ramsey MP – Federal Member for Grey

Eddie Hughes MP – Member for Giles

22 September 2023

Cr Jo-Anne Quigley
Mayor
District Council of Lower Eyre Peninsula
PO Box 41
Cummins SA 5631
By email: mayor@dclep.sa.gov.au

Dear Mayor Quigley,

Motion submitted to 2023 National General Assembly of Local Government

Thank you for the following motion submitted by your council to the 2023 National General Assembly of Local Government (NGA):

Motion number 39

This National General Assembly calls on the Australian Government to:

- 1. Amend the Aviation Transport Security Amendment (Security Controlled Airports) Regulations 2019 to ensure any port that triggers screening should require all departing passengers be screened, regardless of the service they are using; and*
- 2. Implement ongoing grant funding to regional airports impacted by security screening legislation or revise the national screening funding model in recognition of the inequitable cost imposition on regional airports relating to the operational cost of providing security screening meeting the new federal regulations.*

This motion was passed by delegates at the Assembly and considered by the ALGA Board at its July 2023 meeting.

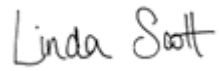
The Board resolved to include your resolution in correspondence sent to the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government, along with other NGA resolutions that fall within their jurisdiction.

We have asked Minister King to provide a response to this resolution within 90 days, and this response, once received, will be published on our website.

I would encourage you to visit www.nationalgeneralassembly.com.au to check on the progress of your council's resolution and the Government's response.

Thank you once again for your support of the 2023 National General Assembly, and for passionately advocating on behalf of the communities we serve.

Yours sincerely

A handwritten signature in black ink that reads "Linda Scott". The signature is written in a cursive, slightly slanted style.

Cr Linda Scott
ALGA President

cc: Mayor Dean Johnson, President, Local Government Association of South Australia