

Airport Accountability to members of the travelling Public

Member of the Travelling public

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You are free to make cosmetic editorials..... I put this together with some haste.

MY NAME, AND PERSONAL CONTACT/IDENTIFYING FEATURES - CONFIDENTIAL

One of the roles I assume an airport has, is to encourage additional airlines to operate flights to/from that airport. As I live in Darwin, my focus of attention is Darwin Airport. In the case of Darwin, we are located at one of the remote border extremities of Australia. As such our isolation or conversely our desire to minimise that sense of isolation, probably elevates our interest in the subject of increased flights and destination options. Over the past few years (excluding COVID), the number of International Carriers has fallen off quite dramatically. So has competition between airlines here. Leaving aside, where the priority should be focused (that is flights Overseas or Domestic etc), I for one am not impressed with the quality of feed back we (the public) get from the Airport on what they have been doing (if anything) to encourage airlines to add/increase services or bring in additional airline operators. Actually, I don't have any real sense that the Airport perceives itself as having accountability responsibilities to the local travelling Public at all and there is no formalised delivery forum for that accountability to manifest itself. I acknowledge the existence of the Community Consultation Group, but my reading of the Minutes leaves me wondering if (for example) seeking new carriers takes place at all ? Presumably it does, but we wouldn't know beyond a few superficial throwaway lines in the Minutes. The issue here is not so much that the airport has been unsuccessful at attracting new carriers, but more to do with the quality of the 'evidence of activity' and the general attitude of the Airport to the Public's right to know. The problem here is not that our Airport Management are a bad bunch of people, but perhaps more the consequences of the Monopoly we have created, combined with the paucity of accountability requirements? I don't want to get into an argument about what is or isn't commercial-in-confidence (an often used explanation for offering nothing meaningful). However there is much scope for improving the timeliness, quality and quantity of information being provided to the public about growth in Air Services at our airport (International in particular).