

Mr Phil McClure  
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Department of Infrastructure, Transport, Regional Development & Communications

Mr Mark Shen  
Director, Airport Reform, Sunsetting and IFAM Section  
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Dear Mr McClure,

**Re: Sunsetting Airports Regulations Stage 1a: Cutting Red Tape  
Consultation Regulatory Impact Statement – December 2021**

Thank you for the opportunity to provide feedback on the Consultation Regulation Impact Statement (CRIS) outlining options developed to support the first stage of the thematic review of regulations supporting the *Airports Act 1996* (the Act) sunsetting in 2024 (the Regulations).

Sydney Metro Airports (Bankstown Airport and Camden Airport) (**SMA**) acknowledges and supports the intent of the options developed to focus on cutting red tape, reducing duplication and inconsistencies, and streamlining reporting.

**Specific Comment on Options Presented**

***Option 1: Status quo: Allow the Regulations to sunset***

SMA does not support allowing the Regulations to sunset, as we support the Regulations to safeguard and protect airport users and the community.

***Option 2: Remake the Regulations without changes***

SMA does not support remaking the Regulations without changes as we believe selected areas of the Regulations require refinement – refer *Option 3* below.

***Option 3: Remake the Regulations with changes***

SMA supports remaking the Regulations with the following proposed changes:

1. *Subleases and licensing*

As summarised in the CRIS, subleases and licensing regulations in Part 2 of the Airports Regulations allow businesses to rent space and operate at the airport. Under the current regulatory framework,

subleases and licenses are generally prohibited (except for Commonwealth authorities, constitutional corporations and banks) unless the Secretary of the Department makes a declaration about the sublease or license (regulations 2.04, 2.05, 2.12 and 2.1).

SMA proposes the Regulations be amended to permit declarations by exception rather than as the rule, and looks forward to working with the Department to refining the exception criteria.

2. *Ownership*

SMA strongly supports the opportunity noted in the CRIS for a longer frequency for reporting of airport ownership, such as every three years instead of annually – unless there has been a change in ownership above the prescribed limits.

The total time dedicated by SMA to preparing, approving and submitting the airport ownership information is estimated at circa 50 hours per year, and therefore represents a significant opportunity to cutting red tape in the absence of any meaningful changes.

We look forward to our continuing participation in the Department's thematic review of the Regulations.

Please do not hesitate to contact either myself or **Daniel Brandon, SMA Chief Financial Officer** on [REDACTED] or [REDACTED].

Yours sincerely,



Daniel Jarosch  
Chief Executive Officer  
Sydney Metro Airports – Bankstown Airport and Camden Airport