



## STANDING COMMITTEE ON STATE DEVELOPMENT

### INQUIRY INTO REGIONAL AVIATION SERVICES

#### Supplementary questions: Regional Aviation Association of Australia

*Answers are to be returned to the Committee secretariat by 20 June 2014.*

1. You commented that smaller planes could be exempted from the movement cap at Sydney Airport. Would you base the exemption on the size of the plane, its noise level or type of engine?

Simplest and easiest way is the type of engine. All propellor driven aircraft are currently curfew exempt as they do not produce as much noise as jet aircraft. It is considered that they could be removed from the movement cap without increasing the noise footprint at Sydney airport. Additionally if they were allowed to use the east west runway at the same time that jet aircraft are using the two parallel north south runways it would further increase the efficiency of Sydney airport. This could be done through the introduction of Land and Hold Short Operations (LAHSO) as currently routinely practised at Melbourne and Adelaide airports. It was also common practice at Perth Airport until recently. It may be reintroduced there once the ongoing runway works have been completed.

2. Bankstown Airport has been suggested as an option for regional passenger transport services. What are your views on this?

Bankstown airport is currently not operationally suitable for many regional RPT operations. For example Rex SAAB aircraft could not operate commercially from Bankstown without the runways being lengthened.

Even if the airport were to be upgraded feedback from regional customers and Councils indicates a very strong preference for remaining at Mascot. A key driver to regional airline activity is the ability to provide day return flights from regional centres into Sydney. Most regional towns have an aircraft and crew staying overnight in order to provide a service into Sydney first thing in the morning and a return service last thing at night. Although it costs more for the operator to schedule aircraft in this manner it is compensated for by increased patronage. This indicates that many regional customers use their air service for doing a day's business into the city and thus value the proximity of Mascot to the CBD.

Additionally the ability to connect to interstate and international flights would be severely curtailed unless the ground transport links between Bankstown and Mascot were to be significantly upgraded.

Any airport that takes RPT flights must be able confident it is serving a sustainable market near to it. This applies equally to Bankstown Airport.

***Serving regional aviation, and through it, the people and businesses of regional Australia***

Unit 11, 26-28 Winchcombe Court, Mitchell ACT 2911

ABN: 23 008 568 054 Telephone: 02 6162 0305 Facsimile: 02 6162 0308 Email: [office@raaa.com.au](mailto:office@raaa.com.au) Website: [www.raaa.com.au](http://www.raaa.com.au)