GOVERNMENT OF
WESTERN AUSTRALIA

DRAFT

WA Aviation Strategy 2020 - Supporting Documents

WA Aviation Progress Report

February 2020

Overview

Released in 2015, the previous State Aviation Strategy was developed with significant input from key industry and government stakeholders. It provided a snapshot of the aviation industry's challenges and opportunities in Western Australia at the time, as well as key actions for the State Government.

In response to community concerns, the WA Government made an election commitment to undertake a Parliamentary Inquiry into Regional Airfares in Western Australia (the Parliamentary Inquiry). The Parliamentary Inquiry was completed by the Economics and Industry Standing Committee (EISC) in 2017 and received 122 submissions. The EISC released its final report *Perceptions and Realities of Regional Airfare Prices in Western Australia* on 30 November 2017.

The final report identified 48 findings and made 13 recommendations focusing on the unregulated routes in WA, including Broome, Geraldton, Kalgoorlie, Karratha, Kununurra, Newman, Onslow, Paraburdoo, and Port Hedland. Consumer sentiment in terms of affordability of airfares were more positive on the regulated Regular Public Transport (RPT) air routes in regional WA, in comparison to the unregulated routes listed above. The WA Government tabled its response to the 13 recommendations on 10 April 2018, supporting 12 of the 13 recommendations and committing to further investigating Recommendation 13.[1]

The following report cards outline the key actions from the State Aviation Strategy (2015) and the implementation of the State Government response to the recommendations from the Parliamentary Inquiry.

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[1] *Government Response to Report 2 of the Economics and Industry Standing Committee "Perceptions and Realities of Regional Airfare Prices in WA",* Government of Western Australia, 10 April 2018. https://www.parliament.wa.gov.au/Parliament/commit.nsf/(Report+Lookup+by+Com+ID)/78DD9B9C2483008A482581E60028FF31/$file/81303454.pdf

✈ Completed ✈ Active ✈ Delayed

State Aviation Strategy (2015)

Report Card as at February 2020

#	Key Actions	Sub-actions	Response	Status
1.	Directly engage and consult with Perth Airport, major regional airports and Bureau of Infrastructure, Transport and Regional Economics (BITRE) to improve forecasts of aviation activity, particularly in relation to master planning.	1A. Actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process.	The State Government, through the Department of Transport, Main Roads WA, the Public Transport Authority and the Department of Planning, Lands and Heritage, attends and engages proactively in Perth Airport's Planning Coordination Forum.	✈
		1B. Actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process.	The CME releases periodic Resource Sector Outlooks detailing expected trends in the resource sector and associated workforce requirements. The Department of Transport is working with Perth Airport Pty Ltd and the CME to ensure current resource sector outlooks are incorporated into infrastructure planning at Perth Airport. The Department of Transport also engages directly with the resource companies through community and industry engagement meetings for regulated public air routes.	✈
		1C. Actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process.	The CME shares its industry projections with the State Government through its publication of Resource Sector Outlooks and regular communications.	✈

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		1D. Actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process.	BITRE modified its reporting in its Domestic Aviation Activity to report on total charter passengers from Perth Airport, but further breakdown of this charter figure by BITRE is not permitted due to commercial sensitivities.	✈ (green)
		1E. Actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process.	The Department of Transport will ensure published forecasts are independently assessed, where necessary. Forecasts for multiple growth scenarios provided in Perth Airport Major Development Plans and Master Plans are reviewed by the Commonwealth Department of Infrastructure, Transport, Regional Development and Cities, as well as by the Department of Transport.	✈ (green)
2.	To improve airport planning in the State, the State Government will:	2A. Seek to establish a policy framework for master planning of local government-owned major regional airports within a state-wide aviation network-planning context.	Through its Regional Airports Development Scheme, the Department of Transport provides funding to local governments to develop masterplans consistent with the Regional Airport Master Planning Guideline published by the Australian Airports Association. The Department of Transport is also currently rolling out a Strategic Airport Assets and Financial Management Framework for small to medium sized RPT airports, which will provide a consistent, transparent and documented approach to the management of airport assets and setting of airport fees and charges.	✈ (blue)

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Completed   Active   Delayed

#	Key Actions	Sub-actions	Response	Status
		2B. Engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network.	The State Government engages in Perth Airport's Planning Coordination Forum and liaises regularly with Perth Airport Pty Ltd on the future planning of Perth Airport. CME releases Resource Sector Outlook reports, the most recent of which was published in April 2018, which can assist airport managers in their demand forecasting. Regional aviation infrastructure, management and provision is also to be improved through the adoption of the Strategic Airport Assets and Financial Management Framework, which is currently being rolled out at trial airports.	✈
		2C. Coordinate planning of transport linkages and the provision of public transport to airports, and Perth Airport in particular.	To provide better public access to Perth Airport, the State and Commonwealth governments have delivered Gateway WA, a road project to construct and upgrade five major interchanges and improve connecting arterial roads to Perth Airport. The State and Federal government funded METRONET Forrestfield-Airport Link, will provide fast and regular public transport access to the Airport Central precinct. Access to major regional airports is coordinated by local governments.	✈
		2D. Consider existing land-use planning controls for land around airports to ensure airports are not constrained by inappropriate development (such as noise-sensitive developments).	State Planning Policy 5.1: Land Use Planning in the Vicinity of Perth Airport and State Planning Policy 5.3: Land Use Planning in the Vicinity of Jandakot Airport seek to both protect major airports from unreasonable encroachment by incompatible development and minimise the	✈

✈ Completed ✈ Active ✈ Delayed

#	Key Actions	Sub-actions	Response	Status
			impact of airport operations on existing and future communities. The Western Australian Planning Commission will undertake a policy review to holistically address all matters in relation to land-use planning and development in the vicinity of all airports throughout WA, also considering the application of the National Airports Safeguarding Framework guidelines in the Western Australian context.	
		2E. Seek to establish a transport approval process for the development of new airstrips and airports, especially those servicing resource companies.	The Department of Mines and Petroleum published a 'Guideline for Mining Proposals in Western Australia' in 2016. This directs proponents to engage with the Civil Aviation Safety Authority, Airservices Australia and the relevant local government authority.	✈
3.	To provide security for the expansion of airport services for the Perth metropolitan area, the State Government will cooperate with Airservices Australia and other Commonwealth agencies in planning studies to locate suitable sites for a future second general aviation airport that integrate with regional Structure Plans.		The State Government is progressing investigations in relation to suitable sites for second civil and general aviation airports to service the metropolitan region. While current demand data indicates that the ultimate capacity of Perth and Jandakot Airports will not be reached for many years, experience in other states strongly suggests identifying and protecting suitable sites for second civil and general aviation airports represents good forward planning.	✈
4.	To assist in the timely development of infrastructure at	4A. Liaise closely with the Commonwealth Government, Perth Airport, the resource industry and airlines in the development	Perth Airport Pty Ltd released the New Runway Project Preliminary Draft Major Development Plan for public consultation in May 2018. The Draft Major Development Plan was presented to	✈

Completed   Active   Delayed

#	Key Actions	Sub-actions	Response	Status
	Perth Airport, the State Government will:	and assessment of a proposal to construct the third runway.	the relevant Commonwealth Minister for consideration in late 2019. The design and construction of the runway is anticipated to take four to five years, although the commencement will be subject to demand and agreements with airlines.	
		4B. Actively engage with Perth Airport, Commonwealth Department of Infrastructure and Airservices Australia, airlines, resources industry and major regional WA airports in Perth Airport's master planning process.	In accordance with the *Commonwealth Airports Act 1996*, Perth Airport Pty Ltd is updating its Perth Airport Master Plan. The Perth Airport Master Plan 2020 will outline the strategic vision for Perth Airport for the next twenty-year horizon to 2040. State Government departments have been involved in workshops and other consultation processes. The State Government continues to collaborate with Perth Airport Pty Ltd, particularly in relation to providing input on its future master planning, ensuring alignment with state initiatives.	✈
		4C. Cooperate with Perth Airport, airlines, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network.	Perth Airport's Planning Coordination Forum addresses planning within airport boundaries and the impact of the airport operations on local government areas directly bordering Perth Airport. The Department of Transport regularly engages with regional airports, airlines operating regional services in Western Australia, and the Chamber of Minerals and Energy. Regional aviation infrastructure decision making at small to medium airports will be assisted by the Strategic Airport Assets and Financial	✈

#	Key Actions	Sub-actions	Response	Status
			Management Framework which is being rolled out to trial airports.	
		4D. Request that Perth Airport invite the CME to join its Planning Coordination Forum to better enable resource sector factors to be taken into account in air traffic forecasting and airport planning.	The Chamber of Minerals and Energy is now represented at the Perth Airport Planning Coordination Forum.	✈
		4E. Actively engage with Perth Airport, Department of Infrastructure, Transport, Cities and Regional Development (DIRD), Airservices Australia, airlines, resources industry and major regional WA airports in the master planning processes of the major WA regional airports.	The Department of Transport is working with the Chamber of Minerals and Energy of Western Australia and its members to identify airport infrastructure constraints at Perth Airport and other affected regional airports. Department of Transport regularly engages with the Australian Airports Association and its members to discuss planning at regional airports.	✈
		4F. Engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network.	Perth Airport's Planning Coordination Forum addresses planning within airport boundaries and the impact of the airport operations on local government areas abutting the Perth Airport boundary. The Department of Transport regularly engages with regional airports, airlines operating regional services in Western Australia, and the Chamber of Minerals and Energy. Regional aviation infrastructure decision making at small to medium airports will be assisted by the Strategic Airport Assets and Financial Management Framework which is currently being developed.	✈

#	Key Actions	Sub-actions	Response	Status
		4G. Cooperate with local government and the Commonwealth in seeking to resolve airport land tenure issues that restrict the development of land holdings at airports and inhibit the airports' commercial viability.	The type of land tenure at regional airports varies. The State Government will assist local governments and the Commonwealth with regards to land tenure issues as they arise.	
5.	To improve infrastructure planning and development at regional airports the State Government will:	5A. Develop, in consultation with regional airports, a preferred master plan template. Completion and public availability of a current master plan and asset management plan will be an eligibility condition for all airports applying for the Regional Airports Development Scheme (RADS) funding that are above a specified minimum size.	The Australian Airports Association has published a Regional Airport Master Planning Guideline. Department of Transport is rolling out a Strategic Airport Assets and Financial Management Framework, which will assist local governments in their asset management and forward planning. Once implemented, a current Framework will be required in any submission for RADS funding by airport owners receiving RPT air services.	
		5B. Seek to establish a policy framework for master planning of local government-owned major regional airports within a state-wide aviation network-planning context.	Through the Regional Airports Development Scheme, the Department of Transport provides funding to local governments to develop masterplans consistent with the Regional Airport Master Planning Guideline published by the Australian Airports Association. The Department of Transport is rolling out a Strategic Airport Assets and Financial Management Framework for small to medium RPT airports, which will provide a consistent, transparent and documented approach to the management of airport assets and setting of airport fees and charges.	

Completed   Active   Delayed

#	Key Actions	Sub-actions	Response	Status
6.	The State Government will take up with the Commonwealth the disproportionate cost of aviation security borne by passengers at small regional airports and seek an approach to aviation security cost-recovery based on network pricing.		The State Government has continued to raise with the Federal Government the need for a balanced approach in its setting of airport security requirements at regional airports, and the subsequent impact on regional airfares, as well as the ongoing sustainability of air services to small WA regional communities. In response, the Federal Government has adjusted security requirements at some West Australian regional airports.	✈ (Active)
7.	The State Government will encourage private sector investment in, and management of, regional airports to improve their effectiveness and efficiency.		The State Government has worked with local governments where they have indicated a desire to seek private sector investment in their airports such as Port Hedland International Airport. Additionally, the development of the Strategic Airport Assets and Financial Management Framework will significantly improve transparency as to the commercial viability of local government owned and operated regional airports. This will enable councils to more readily determine which future management approach would best suit the needs of the local government, airport users and ratepayers.	✈ (Active)
8.	To foster the development of tourism through improve aviation services, the State Government will:	8A. Encourage expansion of inbound air services (international, interstate and intrastate), primarily through WA's major aviation gateway of Perth.	A key objective of the Tourism WA Two Year Action Plan (2018-2019) is to "Position Western Australia as the western gateway to Australia". To support this, in 2018/19, the Western Australian (WA) Government committed an additional $10 million over five years for aviation development. In 2018/19, the WA Government	✈ (Completed)

✈ Completed   ✈ Active   ✈ Delayed

#	Key Actions	Sub-actions	Response	Status
			also committed $12 million to international marketing funds, which will allow Tourism WA to compete more efficiently in the international arena with our eastern states counterparts and other destinations. Tourism WA works with key partners (including Perth Airport) to attract new or additional air capacity to the State, undertaking regular meetings with airlines and industry partners to develop opportunities.	
		8B. Foster competition and grow frequency and capacity with existing carriers on existing and new intrastate, interstate and international routes.	A significant focus on aviation development has resulted in securing a variety of aviation initiatives for the State since 2015. This includes: • increased capacity on routes to Singapore, Qatar, Hong Kong, Guangzhou, Auckland, Jakarta and Malaysia • a new Perth-London route • new interstate links from Perth to Hobart; Kununurra to Melbourne and Busselton to Melbourne • new intrastate services between Karratha, Broome, Port Hedland and Newman; Broome and Darwin • increased access to the Global Distribution System on regional routes; • cooperative marketing campaigns between Tourism WA and Qantas, Virgin and Jetstar • improved access between Perth and Broome, and Perth and Exmouth as part of an Affordable Airfare program with Qantas and Tourism WA	✈

Completed   Active   Delayed

#	Key Actions	Sub-actions	Response	Status
		8C. Attract new airlines to Perth and regional WA with the aim of introducing new non-stop linkages from core and emerging international and interstate markets.	New airlines that have commenced services since the publication of the last State Aviation Strategy include: • Malindo Air (Kuala Lumpur-Perth, • Batik Air (Perth-Denpasar, • SilkAir (seasonal trial flights Broome-Singapore); • All Nippon Airways (Perth-Tokyo,); and • China Eastern Airlines (seasonal trial flights Perth-Shanghai). Tourism WA continue to pursue opportunities for new direct services from a number of key markets, including India and China.	
		8D. Foster and facilitate code-sharing agreements between overseas airlines and Australian domestic carriers.	Tourism WA seeks to maximise trade and cooperative marketing agreements with airline partners and their code share partners, and maximise regional travel through Australian domestic carriers.	
		8E. Continue with partners in route development to offer stakeholder support (such as airport aeronautical rebates and route marketing support funding) to attract and support new air services.	With many airlines seeking a combined airport and government approach, a joint approach in aviation development discussions has been beneficial. Tourism WA partners with a variety of industry stakeholders (airports and others) in order to best meet the changing needs in aviation route development both in the strengthening and development of business cases, and in potential ways support an airline to ensure its success.	

#	Key Actions	Sub-actions	Response	Status
			Tourism WA works with Perth Airport when negotiating in international markets, as well as with other regional WA airports on both international, interstate or regional development opportunities, including but not limited to: Broome International Airport, East Kimberley Marketing Group, the City of Exmouth, and the City of Busselton.	
		8F. Identify, facilitate and develop additional gateways into the State and outside Perth (such as Broome) and encourage the Commonwealth Government to actively manage international air services agreements between countries to ensure that international tourism into WA is not constrained.	Tourism WA is focussed on developing Perth Airport as the primary gateway into Western Australia for international aviation. However, the development of the State's regional points of alternate entryways or gateways continues to be explored, while considering the feasibility and economies of scale. This includes trials or ongoing new international and interstate connections to Broome, Kununurra and Busselton (refer above).	(green)
		8G. Request that the Commonwealth Government review its policy regarding how the costs of providing security across the aviation network are met.	See action 6.	(blue)
		8H. Examine the commercial environment with an aim of encouraging greater low-cost carrier presence in WA as a means of stimulating tourism.	Tourism WA regularly meets with existing and potential airline partners to discuss route development and to develop business cases highlighting commercially viable options to encourage greater presence in WA. Prioritisation is given to those airlines considered the best fit for the State, that match with the State's priority markets for tourism, business, international	(blue)

#	Key Actions	Sub-actions	Response	Status
			education and freight - and in terms of an airline's fleet availability and expansions plans. These take priority over whether an airline is full service or low cost. Tourism WA continues to explore what opportunities there are for more affordable airfares in the State's regional aviation, and opportunities for low cost carrier services in future. The announcement of direct flights by Jetstar to Busselton Margaret River Region from 2020 is a positive step forward.	
		8I. Ensure Tourism WA is consulted in the reviews of a regulated or deregulated route wherever tourism is an important factor on that route.	Tourism WA continues to form part of the evaluation panel for the State's fully regulated RPT routes tender process administered by Department of Transport, on Albany, Esperance and Monkey Mia. These three routes are considered to have tourism relevance. Tourism WA is also part of Department of Transport's Aviation Community Consultation Groups for fully regulated tourism routes Albany, Esperance and Carnarvon/Monkey Mia (and previously Exmouth/Learmonth).	✈ (green)
9.	To encourage competition and seek to reduce the high cost of intrastate airfares, the State Government will:	9A. Seek to encourage a low-cost carrier to operate intrastate services within WA.	This element has changed. Refer to the response to the previous sub-action (within Key Action 8): "Examine the commercial environment with an aim of encouraging greater low-cost carrier presence in WA as a means of stimulating tourism".	✈ (yellow)
		9B. Seek to deregulate RPT routes whenever feasible.	Following the completion of the Review of Regulated Routes in WA, the State Government reduced regulation on the Perth-Exmouth	✈ (green)

#	Key Actions	Sub-actions	Response	Status
			(Learmonth) route beyond 27 February 2016 and the route was not tendered. The reduced regulation on this route meant that other airlines were allowed to enter the market at any time, but required the airline to report key route statistics for as long as the route is serviced by a sole operator. The 2017 Parliamentary Inquiry into regional airfares in WA identified that consumer sentiment in terms of affordability of airfares was more positive on the fully regulated RPT air routes than on unregulated air routes in regional WA. Effective 1 July 2019, the Department of Transport has placed conditions on the airline licences to report specified data to Government and to undertake community and stakeholder engagement as directed by the Department of Transport.	
10.	Department of Transport will complete a regulated route review in 2014, and recommend to the Minister for Transport whether to re-tender, renew or deregulate the RPT routes servicing Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth.		In July 2015, the Department of Transport completed a review of regulated RPT air routes in WA. The State Government endorsed the review's final report which outlined the regulatory approach to regional air routes in WA beyond 27 February 2016, when existing regulatory arrangements with airlines were going to cease. The final report also outlined the State Government's charter policy. Following the review, the Department of Transport in 2015 tendered the routes between Perth and the regional towns of Albany, Esperance, Carnarvon, Monkey Mia and	✈ (green)

#	Key Actions	Sub-actions	Response	Status
			Northern Goldfields (Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton) and signed deeds of agreement with Rex and Skippers Aviation. Perth-Leinster was approved as a non-RPT air route. The Perth - Exmouth (Learmonth) route was opened up to competition allowing other airlines to enter the market and was not subject to a tender process but subject to active monitoring by Department of Transport. RPT services to Kalbarri ceased in 2013 due to low passenger demand.	
11.	The Department of Training and Workforce Development, working closely with the Department of State Development, Department of Transport and industry stakeholders, will develop an aviation training and related services strategy for WA.		The Department of Training and Workforce Development has been working with the Logistics Training Council and other stakeholders to develop a draft State Aviation Training Strategy. The Training Strategy is being progressed in consultation with the Departments of Transport and Jobs, Tourism, Science and Innovation.	✈

Completed   Active

Parliamentary Inquiry into Regional Airfares in WA (2017)
Implementation of Recommendations

Report Card as at February 2020

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
Recommendation 1 The Minister for Transport initiate an immediate review to update the State Aviation Strategy, to reflect current market conditions and the Government's intrastate aviation policy objectives. The review should consider the adequacy of the Department of Transport's resources, in light of any proposed changes to its policies or functions.	**The Government supports Recommendation 1.** The Department of Transport will initiate and lead an update of the State Aviation Strategy with considerable community consultation and wide stakeholder engagement and independent consultants providing specialist aviation guidance. The review will take account of current market conditions and consider the adequacy Department of Transport's resources, in light of any proposed changes to its policies or functions. The review will be completed within 24 months with a revised Strategy submitted to Government for approval. There has been a significant change in the aviation landscape mainly due to economic and operating conditions in the resource industry since the release of the State Aviation Strategy in February 2015. The Strategy update will take account of the findings and recommendations of the Airfare Parliamentary Inquiry. In particular, the review will consider the impact of current economic conditions on regional	The Department of Transport completed the review of the State Aviation Strategy in late-2019 and prepared a new strategy to reflect prevailing market conditions and aviation policy objectives, taking into consideration its resources. The draft WA Aviation Strategy has been released for public comment. Agencies which contributed to the draft Strategy include the Department of Planning, Lands and Heritage, Tourism WA, the Department of Jobs, Science, Tourism and Innovation, Department of Primary Industry and Regional Development, Department of Mines, Industry Regulation and Safety and the Department of Training and Workforce Development. In early 2019, the Department of Transport facilitated Airfare and Air Services Workshops in nine regional locations including Broome, Geraldton, Kalgoorlie, Karratha, Kununurra, Newman, Onslow, Paraburdoo and Port Hedland. Over 240 individuals participated in the workshops representing airlines, airport	

✈ Completed ✈ Active

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
	aviation and determine the policy for air routes that are currently unregulated by the State Government. In order to determine whether the existing policy position of the State of only regulating monopoly routes is unreasonable sufficient data on unregulated air routes needs to be gathered and assessed. If new policy positions are to be taken then those positions must be taken on the basis of having good and well understood data including cost and revenue data for the airlines on individual routes. During the review there will be a focus on engagement between airlines, community and government, consistent with the Committee's view that the airlines should proactively provide information and engage with communities to address concerns about the high price of regional airfares. Engagement will be undertaken on a route by route basis and build stronger, collaborative and more open relationships between airlines and regional communities as has occurred on the regulated routes in WA. This approach enables shared decisions to build aviation demand on the air routes by best serving passenger needs and in doing so meet the objectives of both the community and airlines.	operators, local governments, local chambers of commerce and industry, small business, the resources sector and tourism industry, State Government agencies and community groups. Questions, ideas, feedback and actions generated through the workshops helped to inform the development of the draft WA Aviation Strategy, with a focus on the then unregulated routes in WA. In addition to the workshops, the Department of Transport hosted community drop-in sessions in all nine locations, where members of the community were able to speak directly with departmental staff on regional air services and airfares.	

Completed ✈   Active ✈

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
Recommendation 2 The Ministers for Transport, Tourism, and Regional Development establish an interdepartmental working group by 1 February 2018 to assist the review of the *State Aviation Strategy* and undertake a more coordinated approach to aviation policy implementation.	**The Government supports Recommendation 2.** Department of Transport will initiate and lead the establishment of an interdepartmental working group to assist with the review of the State Aviation Strategy. The interdepartmental working group will have clear terms of reference to oversee the review and update of the Strategy and also to ensure ongoing interagency collaboration on whole of government aviation issues. The following state government agencies will be members of the interdepartmental working group: • Department of Transport (Chair); • Department of Jobs, Tourism, Science and Innovation (including agency representatives for each, the Minister for Tourism and the Minister for State Development); • Department of Primary Industries and Regional Development; and • Department of the Premier and Cabinet. The introduction of an interdepartmental working group, along with the input from other key stakeholders, will guide and inform the updating of the WA Aviation Strategy. There are significant synergies between the transport, tourism and regional development government agencies in respect of intrastate aviation	A WA Regional Aviation Taskforce, with members from the four identified government agencies, was established in 2018. The Taskforce held its first meeting on 2 November 2018. Quarterly meetings have been held in 2018/19 to oversee the development of the draft WA Aviation Strategy. The Taskforce will continue to have quarterly meetings in 2020 to oversee the implementation of the final Strategy and will also oversee the implementation of actions into the future, as identified in the Strategy.	✈

Completed   Active

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
	and collaboration is already occurring. A coordinated and collaborative approach to the review and update of the Strategy will provide a positive foundation for the implementation of future aviation policies.		
Recommendation 3 The Premier consider re-establishing an Aviation Ministerial Council, to provide oversight for the recommended review of the State Aviation Strategy and ensure an ongoing whole-of-government approach to the implementation State aviation policy.	**The Government supports Recommendation 3 in principle.** The need for Ministerial level/Cabinet oversight in undertaking a review of the State Aviation Strategy is supported as is a whole-of-Government approach to the implementation of State aviation policy. The establishment of a new Ministerial Committee reporting to the Premier is not supported as there are existing ministerial processes and structures that can provide sufficient oversight to the State Aviation Strategy and regional aviation policy matters more generally. The Jobs and Economic Diversification Cabinet Sub-Committee is an appropriate committee for consideration of the above matters.	The State Government determined not to establish a Council or Committee. Instead, the Jobs and Economic Diversification Cabinet Sub-Committee will consider the final Strategy before it is publicly released.	
Recommendation 4 The Department of Transport develop memorandums of understanding by July 2018 with regional airport operators that service unregulated RPT flights for the provision of relevant flight and passenger data. As a	**The Government supports Recommendation 4 in principle.** The Government acknowledges the need for data to inform Government, stakeholders and the community, and supports the intent of this recommendation for collecting and analysing route data. However, existing legislation already provides sufficient powers to acquire the necessary flight and	This recommendation has been addressed through the response to Recommendation 5.	

Completed   Active

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
minimum, the operators should provide the data that they disclose to the Bureau of Infrastructure, Transport and Regional Economics.	passenger data from the airlines for unregulated air routes. Because there are significantly more airports than there are airlines, arrangements with nine airlines operating RPT services will be less onerous than with the 23 relevant airports receiving them. Refer to the response to Recommendation 5.		
Recommendation 5 The Minister for Transport utilise existing licensing powers under the Transport Coordination Act 1966 and Transport Co-Ordination Regulations 1985 to require that airlines operating on unregulated RPT routes provide the 'prescribed records' listed in Appendix Seven to the Department of Transport. Strict confidentiality protocols need to be observed around commercially sensitive information.	**The Government supports Recommendation 5.** The existing licensing powers under the *Transport Coordination Act 1966* and Transport Co-Ordination Regulations 1985 can require that airlines operating on unregulated RPT routes provide the 'prescribed records' to the Department of Transport. Obtaining appropriate prescribed records on the unregulated routes from the operating airlines can be implemented relatively quickly by amending conditions on airlines' licences administered by the Department of Transport. The Government recognises that data is essential for engaging with stakeholders, informing consumers and for policy review and development. In order to determine whether the existing aviation policies are reasonable for unregulated air routes, appropriate data needs to be gathered and applied. Strict confidentiality protocols will be observed around commercially sensitive information, where required.	The Department of Transport has issued aircraft licences to Qantas, Virgin and Airnorth effective from 1 July 2019, requiring the airlines to report specific data on a route by route basis (quarterly) to the Department of Transport. The data will assist the Department in monitoring the performance of each route and in identifying opportunities and risks for regional aviation.	

✈ Completed   ✈ Active

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
Recommendation 6 The Minister for Transport direct the Department of Transport to produce a bi-annual report assessing prevailing market dynamics and airfares on WA's unregulated RPT routes.	**The Government supports Recommendation 6.** The Department of Transport, in conjunction with the Department of Jobs, Tourism, Science and Innovation and the Department of Primary Industry and Regional Development will prepare a biannual report for the Government assessing the prevailing market dynamics and airfares with a focus on unregulated RPT routes commencing in 2018. The objective of the report is to inform Government on the movement of airfares, particularly on unregulated routes. As for Recommendation 2, the Government will respect the commercial confidentiality requirements of airlines.	The bi-annual reports will focus on the price of airfares charged by airlines operating in regional Western Australia. In reference to Recommendation 5, the airlines are required to provide data to the Department of Transport on a quarterly basis. Once the Department of Transport receives the required data for all routes, it will prepare a report for State Government in consultation with other agencies. The first bi-annual report is expected to be presented to Government in mid-2020.	✈
Recommendation 7 The Minister for Transport direct the Department of Transport to undertake a discrete, detailed economic analysis and community consultation to determine whether any additional RPT routes in WA should be subject to regulation, with priority placed on the Perth-Kununurra service.	**The Government supports Recommendation 7.** A review to determine the policy position regarding regulation of additional RPT air routes in WA will be undertaken as part of the update of the State Aviation Strategy. Economic analysis and community consultation is a necessary forerunner to the Government forming a policy position. Priority will be given to the Perth-Kununurra air route. There are many approaches to regulating air routes and all routes will need to be considered individually in light of their specific contexts and characteristics. The policy position will	Based on qualitative and quantitative information, a policy position regarding the future regulatory approach to air routes, including Kununurra, has been implemented as reflected in the draft Strategy. Previously unregulated routes are now deemed "lightly" regulated due to the additional licence conditions placed on airlines for data reporting and engagement with stakeholders and communities as per Recommendation 5. The State Government will monitor route performance and review regulatory settings in the future. If satisfactory measures have not been introduced voluntarily by airlines, the Government may intervene further if deemed necessary.	✈

✈ Completed   ✈ Active

EISC Recommendation (2017)	Overview of Government Response (2018)	Implementation to Date (2020)	Status
	be included in the update of the State Aviation Strategy (Recommendation 1). In order to maximise the value of the analysis, the information will be prepared in conjunction with the Department of Jobs, Tourism, Science and Innovation and the Department of Primary Industry and Regional Development which can provide valuable information on relevant individual route context, characteristics and market conditions.		
Recommendation 8 The Department of Transport review its current tender design process for regulated RPT routes. The review should consult with the market regarding alternative packaging arrangements to optimise service efficiencies for 'like' routes.	**The Government supports Recommendation 8.** The State Government recognises the need to optimise its tendering processes where it is practical to do so. The Department of Transport will review its current tender design process for regulated RPT routes prior to the next tender, as part of its continuous improvement processes and in line with best procurement practice. Recent and previous tenders for regulated RPT air services have allowed for 'packaging' of air routes and for air services to be provided to additional destinations by tendering airlines. Some routes, such as the Northern Goldfields, which comprise air services to five towns with similar market and environment characteristics, have already been tendered together. Packaging routes that are too dissimilar is likely to introduce inefficiencies for airlines that will result in cross subsidisation of	The Department of Transport has commenced reviewing the tender design and process for regulated routes. More significant progress is anticipated prior to the development and advertisement of the next tender process.	✈

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	routes and higher airfares or costly government subsidies. It is currently standard practice for the Department of Transport to engage with community stakeholders and airlines as part of preparing for each tender. The engagement with the community will include examining alternative packaging arrangements to optimise service efficiencies for 'like' routes. Any appropriate changes to the tender process resulting from the review will be implemented in the next round of tenders commencing in 2019 for services commencing in 2021.		
Recommendation 9 As part of the review of the State Aviation Strategy, the Department of Transport engage with industry and local communities to examine the market opportunities for additional inter-regional routes within Western Australia.	**The Government supports Recommendation 9.** The Department of Transport will continue to engage with industry and local communities to examine the market opportunities for additional inter-regional routes within Western Australia. Following review, the relevant policy positions regarding market opportunities will be included in the review of the State Aviation Strategy (Recommendation 1). In recent years the Department of Transport has engaged with the airlines, the community and other government agencies in the Kimberley and Pilbara regions in order to assist to facilitate inter-regional routes. For example, the Department of Transport	The Department of Transport has engaged and will continue to engage with industry and local communities to examine opportunities for inter-regional routes within Western Australia. A new inter-regional air route was established in 2019, following the completion of an open tender process by the City of Karratha. RPT air services between Karratha, Newman, Port Hedland, Broome and Paraburdoo commenced on 16 August 2019. The services were made possible through collaboration and innovation between the respective local governments, airports, the airline Aviair and the State Government.	✈

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	assisted in the development of the following routes in the Kimberley: • Broome to Fitzroy Crossing to Kununurra; • Kununurra to Halls Creek; and • Kununurra to Kalumburu. Similar engagement with airlines and the community is currently actively occurring in the Pilbara. The Department of Jobs, Tourism, Science and Innovation and the Department of Primary Industries and Regional Development will be involved to ensure regional, jobs, tourism and other relevant perspectives are accounted for and maximised, as required.		
Recommendation 10 As part of the review of the *State Aviation Strategy*, the Department of Transport consider whether any current RPT routes require subsidisation to secure their viability.	**The Government supports Recommendation 10.** RPT services on regulated air routes have been commercially viable for many years and have recently been retendered without the need for subsidies. Subsidies will be considered if there is a significant change in the economic and market conditions for particular routes that result in unacceptable levels of service for regional communities. Following review, the policy position regarding subsidisation will be included in the update of the State Aviation Strategy (Recommendation 1).	This recommendation was explored through the review of the State Aviation Strategy in 2018 and 2019. Based on quantitative data collected and qualitative information from the regional consultation, a policy position regarding the future regulatory approach to routes has been formulated and reflected in the revised draft Strategy. The State Government will continue to investigate the potential for subsidised trials of lower airfares in regional WA. The Department of Transport has engaged with other State Government agencies, local communities	

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	The Government's position is only to subsidise air routes where absolutely necessary to provide a suitable service to the community. Currently, the only air route in Western Australia that is subsidised is the Halls Creek to Kununurra air route. As per Recommendation 9, this is a dynamic issue that is specific to each route at any point in time. The Government will consider the policy position for subsidisation of RPT routes as part of the update of the State Aviation Strategy.	and industry in developing subsidised trials of public intra-regional air services between Kununurra-Halls Creek-Balgo public air service.	
Recommendation 11 The Department of Transport report to the Minister of Transport on the viability and utility of providing a web-based tool for regional airfares similar to FuelWatch.	**The Government supports Recommendation 11.** The Government recognises that appropriate online information on airfares can be useful in informing passengers and stakeholders to enable the effective operation of consumer markets. Such information must be relevant, timely and cost effective. The Department of Transport will investigate the costs and benefits of developing and implementing a web-based tool for watching regional airfares on intrastate routes in Western Australia. The Department will then report to the Minister for Transport on the viability and utility of such an Internet tool. The assessment of the viability of such a tool will need to take into consideration a number of factors, including the existence of other similar web-based tools to avoid a costly duplication of such services.	The Department of Transport aims to commence a data gathering project in 2020 (monitoring and collecting airfare data as available on the airlines' websites). The data collected will be used to assist the State Government with monitoring the availability of affordable airfares in the market and to inform the bi-annual report to Government (in accordance with Recommendation 6). The potential of making key findings publicly available will be investigated.	✈

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	For instance, the private sector currently provides web-based tools for regional airfares similar to FuelWatch. Private sector websites, such as Skyscanner, already allow consumers to search for flights and compare airfare pricing.		
Recommendation 12 As part of the review of the State Aviation Strategy, the Department of Transport consider opportunities to leverage the State's purchasing power to encourage initiatives such as compassionate and/or community airfares for residents.	**The Government supports Recommendation 12.** Regional communities are often dependent upon air services for emergency travel for family or personal reasons, which should not be unnecessarily costly. The extent of the Government's ability to effectively influence airfares through purchasing arrangements is not yet known. Therefore, this matter will be considered further as part of the review of the State Aviation Strategy (Recommendation 1). It was noted by the Committee that some of the most powerful personal stories to arise from the Inquiry were in respect of the impact of paying very high airfares for unintended short-notice air travel. The Committee noted that "a common complaint to the Committee was the high cost of urgent decisions made to purchase a ticket at the last moment for family emergency". The need for Government intervention requires careful policy consideration. Further analysis and engagement is required to determine the best way to	Resident and Community Fares have been implemented on a number of regional air routes by Qantas, Rex and Skippers. The State Government's Common User Agreement (CUA) through which airfares are purchased for government travel can be used by not-for-profit (NFP) organisations to access airfares at the government rate. It has been recognised that greater awareness of this is necessary as it offers an opportunity to increase the availability of affordable airfares to community members. The Department of Transport and the Department of Finance will continue to explore options in the future if it is possible to further leverage the State's purchasing power under the CUA.	![Active](blue airplane)

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	address the concerns that led to this recommendation and provide effective solutions. As part of the review of the State Aviation Strategy, the Department of Transport will analyse opportunities to encourage initiatives such as compassionate and/or community airfares for residents. The State's CUA in respect of the travel of public servants may not be the best tool to leverage changes to the airlines decisions around the provision of lower airfares for compassionate travel for the community members. The Committee indicated that it would prefer that industry take proactive approach to address concerns about the high cost of regional airfares. Similarly, the government strongly supports airlines putting in place arrangements to meet the emergency travel needs of regional residents. The Rex and Skippers community fare, along with Qantas's recent resident air fare schemes, are examples of airlines attempting to meet community needs for suitably priced fares, which is consistent with the approach proposed by the Committee and is welcomed by the Government.		
Recommendation 13 All proposals for new mining airstrips within 100 kilometres of	**The Government will consider Recommendation 13 as part of the review of the State Aviation Strategy.**	The Department of Transport, Department of Jobs, Science, Tourism and Innovation, Department of Mines, Industry Regulation and Safety and	✈

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existing RPT airports to be considered at Cabinet level and be accompanied by a recommendation from the Aviation Ministerial Council.	Regional local governments have indicated concern about the proliferation of mining airstrips and the impact this was having on the viability of RPT airports. It is recognised that the development of mining airstrips must balance the needs of the resource industry that want efficient transport and logistics supply chains to the mine site and the needs of local governments which are able to operate their RPT airports more efficiently by ensuring the greatest number of the passengers and aircraft operating through their airport. In the context of the information above, the Government will assess Recommendation 13 as part of the review of the State Aviation Strategy. In considering this matter, the review of the State Aviation Strategy will take into account the existing approval mechanisms for mining airstrips, including approvals administered under the *Mining Act 1978* and approvals granted on a project basis through individual state agreements.	Department of Planning, Lands and Heritage are working together to respond to this recommendation. It has been identified that there are a number of inter-related issues, including impact on nearby RPT routes, proximity of airstrips to each other, economic and fatigue impacts of commuting distance for FIFO workers and limits of existing State Government legal and regulatory instruments to restrict airstrip development. The Department of Planning, Lands and Heritage, in consultation with relevant State Government agencies, will investigate providing guidance to local government which aims to: • outline the development requirements for mining airstrips under the *Mining Act 1978* and the *Planning and Development Act 2005* and associated regulation; and • identify the role of the local planning framework in the planning and development of mining airstrips.	