

Regional aviation policy  
**ISSUES PAPER**  
March 2020



**CENTRAL NSW**  
**JOINT ORGANISATION**

- Bathurst
- Blayney
- Cabonne
- Cowra
- Forbes
- Lachlan
- Oberon
- Orange
- Parkes
- Weddin



Chair Cr John Medcalf OAM, Mayor, Lachlan Shire Council

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To whom it may concern,

**Re: Regional aviation policy issues paper - Towards 2030: The Sky's the limit**

The Central NSW Joint Organisation Board thanks you for the opportunity to make comment on the Inquiry into reducing trauma on local roads in NSW.

This region consistently advocates for the opportunity to co-design consultations to ensure a fit-for-purpose process in collaborating on solutions with regional communities.

Standing on the shoulders of advocacy undertaken by Centroc, Central NSW Joint Organisation (CNSWJO) advocacy recognises that transport constraints are its number one challenge. In its Strategic Plan transport has been identified as one of four priorities. CNSWJO seeks to work with other stakeholders to achieve better connectivity for the region's communities.

CNSWJO advocacy priorities specifically to airport are as follows;

1. maintaining the CNSWJO Policy for responding to issues relating to regional services remaining at Kingsford Smith Airport (KSA).
2. supporting the current air services to Parkes, Orange and Bathurst and encourage any future expansion either of these services or into other LGAs.

More broadly Air services are vital to the social and economic life of our regional communities. Reviewing the Issues Paper this region does not have a great deal of information or data to inform the questions as provided. It is notable that subsequent to the Federal Government of airports to Councils, Councils do not have adequate funds to maintain and develop airports and are having to seek grant funding which comes with its own set of challenges

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*The Central NSW JO speaks for over 157,000 people covering an area of more than 47,000sq kms comprising of Bathurst, Blayney, Cabonne, Cowra, Forbes, Lachlan, Oberon, Orange, Parkes, and Weddin.*

This region is excited about the potential of changes in Federal policy and seeks to be at the table in any future plans for the region and their implementation. We provide the following policy advice:

### **Regional slots at Kingsford Smith Airport must be ring fenced**

From time to time various reports try and suggest that there be a review of regional slots at Kingsford Smith airport.

Given the tyranny of distance, flight is the only possible transport that can have many of our citizens into the centre of Sydney in a timely manner. It is vital Regional slots at Kingsford Smith Airport must be ring-fenced.

### **Local Government in Central NSW should be included in the strategic development of Badgeries Creek**

This development may bring opportunities to the Central NSW region and careful consideration of its opportunities and impacts needs to be undertaken with the communities of Central NSW represented by their Local Councils. This is even more imperative when considering leveraging Inland Rail.

### **For the health of our communities and their economies, RPT (Regular Public Transport) to and from Cowra, should be reinstated**

According to a 2012 study by the Australian Airports Association, the range of aviation and non-aviation activity that occurs at Australia's regional airports emphasises how vitally important regional airports are to the communities they serve.

The number of airports serviced by regular public transport (RPT) has declined markedly over the years and trends in airline operations threaten to further reduce this number in the future, risking increased isolation for many Australians in rural and remote communities.

RPT, charter and private flights from Australia's regional, rural and remote airports allow those who work and live outside the major cities to access the specialist health, education, commercial and recreational facilities that are not economically available where they normally reside, allow travel by health professionals to the regional community, and enable regional residents to maintain and enjoy the pleasure of their relationships with distant families and friends.

Particularly in regional Australia, airports play an essential role in saving lives by facilitating medical evacuations, collection and delivery of organ donations and search and rescue.

### **When Government is making decisions about regional air hubs, Parkes Air Freight should be given consideration**

The concept of an air freight hub located in Parkes has been evaluated and advocated by various entities for over two decades. Given the amount of work already undertaken, the Parkes Air Freight Hub should be a priority of the Government in thinking about any regional air hubs going forward. A comprehensive viability assessment of the Inland Marketing Corporation (IMC) proposal concluded that

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under the IMC, against all existing gateway airports, Parkes offered a cheaper cost structure for air exports for all NSW agricultural production areas and offered a transport Benefit Cost Ratio of 2.14.

Demand predictions forecast that in 10 years' time, NSW could export over 600,000 tonnes of food products by air annually, generating foreign earnings of \$1.9 billion per year. Over 10 years, increases are expected in inland revenue of \$360 million, generating 6740 inland jobs, state revenue of \$460 million, 9500 jobs state wide and a tax increase of \$860 million.

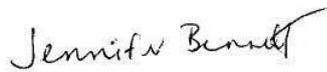
### **Canberra Airport**

This region has commenced dialogue with Canberra Airport and seeks to work other levels of government to realise its potential. This could include improved transport links and support with logistics.

Once again thank you for this opportunity to provide feedback on Regional aviation policy issues paper, this region would welcome an opportunity to speak to you about the value of the collaborative work being undertaken in region.

Please feel free to contact me on 0428 690 935.

Yours sincerely,



Jenny Bennett  
**Executive Officer**  
Central NSW Joint Organisation (CNSWJO)