Public Hearing – 22 September 2023

Question on notice

Perth Airport

1

Further review of when/if Perth Airport was engaged by the Department on our views on the Qatar Airways' request of October 2022.

Response from Perth Airport: Perth Airport has done a further review of its email records and cannot find any email contact from the Department relating to the October 2022 request. In a discussion with the Department this week, it was confirmed that they did not approach Perth Airport as they already knew our strong support for additional spots for Qatar and had taken that support into account. From a Perth Airport perspective, this was a reasonable assumption to make and approach to take. This is consistent with the evidence we provided on 22 September.

2

Did Perth Airport provide comment on a decision made by then Federal Minister McCormack in relation to a 2018 decision involving Qatar Airways

Response from Perth Airport: Perth Airport wrote to Minister McCormack in February 2019 in relation to bilateral arrangements for Qatar. While our letter contains some commercially sensitive information, we can confirm that it expressed Perth Airport's clear view that Qatar Airways should be allowed to increase its services into Perth. The letter states in part, "Perth Airport Pty Ltd (PAPL) requests that the bilateral agreement be materially increased so there is sufficient capacity for Qatar Airways to move to multiple services per day when the commercial environment is suitable and not need further bilateral negotiations for an extended period. Doha is a significant hub and bilateral rights should be on par with neighbouring hubs in the United Arab Emirates."

3

The role of an independent organisation in slot management at Perth Airport

Response from Perth Airport: Airport Coordination Australia (ACA) is contracted to manage Perth Airport's Schedule Coordination System on our behalf and as an independent organisation to manage runway slots. Perth Airport is considered a Level 3 Airport meaning it is a fully slot coordinated airport where demand regularly exceeds capacity. Sydney and Brisbane are the same and are also managed by ACA. ACA manage the system in accordance with the International Air Transport Association's (IATA) World Slot Guidelines and Perth's airport specific rule set (Perth Airport's Schedule Coordination System). In 2010-2012 Perth Airport had a significant problem with

demand regularly exceeding capacity, for example, in the morning peak we had long queues of traffic waiting to access the runway for departure. Part of our response to address the demand issues was to implement the Schedule Coordination System mentioned above to allocate slots and better manage demand against capacity.