

Airport Upgrade Consultation 2015

Summary of Responses

Airport Upgrade Consultation 2015 – Summary of Responses

1. Introduction

This report summarises the responses to the consultation process conducted on the Proposed Upgrade to Kingscote Airport.

2. Consultation Process

The consultation period was open from 31 August 2015 to 2 October 2015. Relevant documents (Investment Case and three Key Documents) were made available for viewing on the Kangaroo Island Council Website, Council Office in Dauncey Street and at Service Centres (Penneshaw Business Centre, American River Post Office and Parndana Post Office). The documents were also available for purchase.

In addition two drop in information sessions were held on 22 September 2015 at Penneshaw Town Hall and 24 September 2015 at Kingscote Council Chambers.

3. Responses

3.1 Number of responses and respondent types

48 responses were received during the consultation process. These were from KI Residents (30), KI Businesses (13), KI Community Groups (2), KI Business Groups (2) and Mainland resident (1).

Overall, the majority of respondents supported the proposed upgrade with 45 letters, faxes and emails of support; 2 letters raising significant concerns against the upgrade; 1 respondent sought information but expressed no opinion either in support or with concern;

6 respondents requested further information with 3 in support, seeking additional information but flagging concerns with the project; 1 flagging concerns and seeking additional information.

Following provision of additional information to respondents, 1 respondent subsequently changed their position from expressing concern and requiring more information to full support; 1 expressed no opinion after receipt of information; 1 respondent raised significant concerns; 3 maintained their support.

3.2 Feedback received supporting the upgrade

Respondents indicated a range of reasons for supporting the proposed upgrade including:

- **Business & Investment opportunities**
24 respondents believe the upgrade will provide benefits to business and investment on Kangaroo Island. The main focus was on allowing for business expansion by opening previously unavailable markets through enabling the supply of fresh produce to the end user. Other benefits included businesses being able to access services faster (i.e. supply of spare parts if equipment breaks down), providing an additional freight option and attracting investors (both in business and residential).
- **Increased tourism opportunities**
23 respondents highlighted the benefits the upgrade would have on Kangaroo Island's tourism both in the number of tourists and the flow on effect to tourism operators. Respondents felt that direct access to Melbourne and Sydney would encourage domestic travellers to come to Kangaroo Island as well as ease the process for international visitors. An increase in visitors allows for an increased demand for existing tourism experiences as well as potential for new tourism opportunities.

Airport Upgrade Consultation 2015 – Summary of Responses

- **Employment opportunities**
15 respondents felt that the upgrade would result in increased employment opportunities for Kangaroo Island, not just at the airport but through increased business, tourism and investment as discussed above. This may also have the impact of retaining young people on Kangaroo Island when they leave school.
- **Reduction in isolation for KI residents**
10 respondents believe the upgrade will help to ease isolation for residents of Kangaroo Island in particular by making it easier to travel interstate for social or family purposes resulting in greater opportunities and access both off and on the Island.
- **Reduced travel costs**
9 respondents commented on the potential for the upgrade to potentially decrease travel costs through increased competition for transport providers.
- **Access to medical services**
3 respondents commented that the upgrade would assist with access to medical services through additional flight scheduling and access to more specialised treatment earlier.

3.3 Feedback received asking questions

Some respondents requested additional information or raised questions in their submission covering a number of aspects including background to the business case, source of data, service providers, noise pollution and timing of upgrade. Responses to these questions were provided direct to the respondent and are provided in a Question and Answer format in Appendix 2.

3.3 Feedback received raising concerns with the upgrade

Respondents raised a number of concerns with the proposed upgrade as follows:

- **Business case**
One respondent had concerns with the business case focussing on the runway and terminal aspects of an airport business rather than the aspects of ensuring service providers and passenger numbers. The respondent was also concerned that the estimated passenger numbers were not accurate.
- **Building cost**
One respondent was concerned that the capital cost of the upgrade would be borne by the Government and the KI Community.
- **Ongoing Maintenance cost**
3 respondents were concerned that the ongoing maintenance costs of the upgraded airport would be passed on to KI residents and/or service providers, neither of which they believed were suitable.
 - *Note: Investment Case demonstrates that 10% or less of the expected passenger growth would need to be delivered for the upgraded facilities to become a cost to Council and/or Service Providers*

Airport Upgrade Consultation 2015 – Summary of Responses

- Flight cost and regularity
2 respondents were concerned that the upgrade may impact on the cost of flights and frequency of flights to Adelaide. They indicated that a reliable service to and from Adelaide is still needed. One respondent raised the concern that flights to Melbourne or Sydney may not be direct and cost for these flights may be high.
 - *Note: Investment Case identifies the need to maintain frequency of flights between ADL-KGC.*
- Airline commitment
3 respondents had concerns that there is currently no commitment from service providers to operate services from KI to Sydney or Melbourne. In particular, there was concern that the flight frequency was not sufficient to attract a service provider and that if passenger numbers dropped, service provider would cease KI operations.
 - *Note: Airlines will not spend time and resources on detailed route analysis until such time as the infrastructure is either available or clearly under construction. Flight frequency does not have to be daily to attract an operator – much depends on the airline being able to optimise use of existing aircraft and in some cases a 2 or 3 x / week service fits in with aircraft services elsewhere and aircraft rotation*
- Runway
One respondent indicated that the runway length of the upgrade should be increased to allow for larger planes to land.
 - *Note: This was assessed in the Tonkin Report in 2012 and found to be too expensive an option to pursue and had significant challenges other than cost associated with it.*
- Screening
2 respondents raised concerns with screening. One indicated that all passengers and baggage should be screened while the other felt that existing services should not have a screening component added.
 - *Note: Existing services will NOT have a screening component added*
- Questions
1 respondent requested that any questions asked during the consultation process be clarified and potentially made public.
 - *Note: all questions with the exception of those, by his request, from the Member for Finniss, Michael Pengilly MP have been published in this report and associated appendices*



Appendix 1 – Responses grouped by comment type

Response Type	Number	%
Support	45	93.75%
Significant concerns with	2	4.2%
No Opinion expressed	1	2.05%
TOTAL	48	100%
Require additional information	6	
Info requested, concerns raised but in support (incl in <i>Support</i> above)	3	
Support following information provided (incl in <i>Support</i> above)	1	
Concerns following information provided (incl in <i>Significant concerns with</i> above)	1	
No Opinion expressed following information provided	1	

Support for Airport - General

1	Vital for future of KI
4	Must go ahead. Must make the most of the (government) support now.
5	Full support of upgrade
7	Support for the airport upgrade
8	Additional flight scheduling to and from KI would provide less restrictive options for travelling to and from the mainland for medical, business and recreational purposes.
13	It is quite simply essential infrastructure for us.
14	I agree with the airport upgrade – runway and airport facility upgrade. Great concept and design.
15	Support the upgrade
16	Keen to see the proposed Airport extension and upgrade progress Projects like this need to be fast tracked to help with the economic development and sustainability for future generations.
18	Fully support upgrading Kingscote Airport provided KI residents are not disadvantaged or neglected in any way.
19	Fully support the airport upgrade
22	Bring it On
25	Totally in support of the airport upgrade
27	Support the upgrade
28	Any upgrade to the infrastructure of KI is a good thing
30	KI Airport upgrade is exciting and I fully support it
31	We hope this proposed upgrade could truly work.
32	Fantastic idea if viable
33	The airport will need upgrading at some point so why not now?
36	Keep on moving forward
37	Improved infrastructure
41	One of few opportunities to undertake projects which will truly make a difference to the Island
46	Upgrade will benefit the Island Community

Airport Upgrade Consultation 2015 – Summary of Responses

Support for Airport - Tourism

4	Development also opens untapped markets for tourism and tourism operators to expand and diversify.
5	Excellent opportunity to grow tourism, provide jobs and grow the economy on KI.
7	Will encourage tourist numbers to increase which will be a huge benefit to many people in the hospitality business but many farmers who are struggling also have branched into holiday rentals to help sustain them staying on farms. We need farmers to stay and produce what they do best and by encouraging younger ones to follow on by proving there are ways to keep farming viable.
8	Upgrade will offer increased occupancy opportunities for our tourism business and increased freight options for farming enterprise Airport expansion opens up an opportunity to improve the present restrictive options allowing more frequent movement to and from the Island
10	Having direct flights to/from Melbourne and Sydney will be great for tourism growth and also a great opportunity for KI producers to send products directly into Melbourne and Sydney
13	The ability to connect direct from the international gateways through to the Island will increase visitation – bring significant economic and social benefits to our Island, again driving our economy upwards.
16	Essential that KI has direct access to the eastern seaboard to make connection easy and quick, allowing more domestic travellers to make KI their weekend holiday destination and to improve links to the international gateways of Melbourne and Sydney so we can ensure that we maximise the opportunity to attract people to our Island.
19	As a tourism attraction we can only benefit from increased visitation that will come from upgrading the airport.
23	Upgrade will allow easier access to the Island from other states, giving more competition to existing airlines, hopefully then increasing tourist numbers. At present, existing transport providers have monopoly, this will force them to be more realistic in their prices.
24	The upgrade has the potential for a big boost in economic activity here on KI, particularly with the tourism industry.
26	An upgraded airport will supply vital options for both domestic and international travellers to access the tourism potential of KI.
29	It will open up further opportunities for tourism on the Island
31	KI needs to be more affordable to get to and from, for tourists and for locals
32	Increase of visitor numbers – positive to Island economy
33	Increase in visitor numbers boost economy and jobs
34	Continue expansion of tourist industry and provide for increase numbers of travellers Make/create a more pleasant experience and encourage visitors to Ki and other users to continue to travel by air.
35	In tourism, both domestic and international markets would benefit from direct flights from major centres such as Sydney and Melbourne.
36	Potential to improve connections to support the health and tourism sectors Helping to increase accessibility to KI for visitors
41	An increase in demand for our tourism experiences Ability to work with airlines able to package and distribute our tourism experiences which has not been possible since demise of previous airline carrier
42	Better access for locals and tourism Grow the Island tourist industry
44	Easier for overseas people to come to KI means less time for them in airports
46	Believe that direct flights between Sydney or Melbourne and Ki will both increase tourism but also open markets for Island businesses, increasing our Gross Regional Product and Employment Opportunities

Support for Airport - Employment

1	Losing young people when they leave school because there are so few opportunities here
3	Opportunity for jobs that this creates in the construction & building industry, retail suppliers, trades and the ongoing long term development & expansion of our tourism sector is of great economic significance
4	Provide construction jobs for locals & trainees then provide ongoing employment
5	Excellent opportunity to grow tourism, provide jobs and grow the economy on KI.
11	More employment opportunities created which KI desperately needs
13	This will drive growth, employment and Community resilience and prosperity.
16	The ability to freight in volume to the eastern states (and the international gateways) would add significant margin and allow our businesses to grow, providing jobs and economic security for our Community
24	This will be beneficial for local businesses and for future young people looking for jobs over here on KI
31	We need more people and more jobs on KI to make the Island more economically viable
33	Helps locals with job and business opportunities such as being able to fly direct to Melbourne or Sydney
36	Job opportunities
37	More employment opportunities
44	Mean more jobs
46	Believe that direct flights between Sydney or Melbourne and Ki will both increase tourism but also open markets for Island businesses, increasing our Gross Regional Product and Employment Opportunities

Support for Airport – Business & Investment

1	Upgrade would encourage investment in the Island Community by businesses both here and off the Island
3	Vital & pivotal to further private investment in Kangaroo Island Support by government (federal and state) will provide confidence to private investors who are wanting to invest & develop on KI Opportunities upgrade offers to existing & new food producers, being able to freight produce direct to markets will enable significant development and expansion. Upgrade essential to the prosperity of KI businesses and community
4	Give local producers access to markets that previously were unavailable Provide a base for competition and options in the freight industry Must go ahead to increase business confidence in KI which will in term flow onto other projects like the Golf Course and development of American River
5	Excellent opportunity to grow tourism, provide jobs and grow the economy on KI. A great benefit to the food & wine industry on KI
7	Will encourage tourist numbers to increase which will be a huge benefit to many people in the hospitality business but many farmers who are struggling also have branched into holiday rentals to help sustain them staying on farms. We need farmers to stay and produce what they do best and by encouraging younger ones to follow on by proving there are ways to keep farming viable. With the many small businesses that have developed on the island particularly fresh products the need for better faster transport would be cost saving and allow them to expand with faster fresh product sales. Their business previously provided fresh produce to top restaurants and the biggest cost was getting produce to Adelaide via ferry then to major outlets and Adelaide airport and trucking interstate. No longer doing this because of cost but now have interest to considering this happening again.
8	Upgrade will offer increased occupancy opportunities for our tourism business and increased freight options for farming enterprise

Airport Upgrade Consultation 2015 – Summary of Responses

	Arrival of larger aircraft would assist local economy by offering access to alternative freight routes located on mainland Australia, would develop an opportunity for market growth for locally grown products and services both domestic and international
9	High importance for their business. Expansion of business relies on the airport upgrade going ahead
10	Having direct flights to/from Melbourne and Sydney will be great for tourism growth and also a great opportunity for KI producers to send products directly into Melbourne and Sydney
11	Many benefits to the Island Community, through business opportunities and current businesses being more utilised, with increasing number of people visiting KI Direct flights making KI more accessible for people living in those cities (tempting them to buy property here, holiday, weekend fishing charters etc) Local producers would have easier access to Eastern state markets Businesses getting quicker access to services (i.e. farmers machinery parts)
13	Upgrade is fundamental for the future development of the Island Our high-value fresh produce businesses will be able to access the lucrative and large east coast capital city markets directly – shortening the supply chain and increasing margins of profitability. This will drive growth, employment and Community resilience and prosperity. The ability to connect direct from the international gateways through to the Island will increase visitation – bring significant economic and social benefits to our Island, again driving our economy upwards.
16	Airport upgrade and extension will improve transport links and economic/community growth. KI offers high-value produce with market demand but no ability to supply the markets fresh – the ability to freight in volume to the eastern states (and the international gateways) would add significant margin and allow our businesses to grow, providing jobs and economic security for our Community
24	The upgrade has the potential for a big boost in economic activity here on KI, particularly with the tourism industry. This will of course attract many other investors with accommodation projects, tour packages, wildlife experiences etc This will be beneficial for local businesses and for future young people looking for jobs over here on KI
25	This upgrade will not only allow easy access to KI from major cities but will also create competition for the existing tourist carriers. In addition to this it will give KI producers easy access to major cities for their products.
30	Opening the island up to Sydney and Melbourne can only be hugely beneficial to businesses on the Island
33	Helps locals with job and business opportunities such as being able to fly direct to Melbourne or Sydney
34	Help development of industries on KI Will future proof KI and enhance strategic development agenda Provide for cargo transport for industry developments
35	Believe the airport upgrade will open up tremendous opportunities for KI, not just in tourism but also for primary producers. A direct route to market for industries such as seafood, eggs, cheeses and horticultural products would unlock the economic potential of the Island and create a catalyst for investment and growth in these industries.
39	Recognises the significant economic gains that are possible through the improved access to the Island, and the Airport is a critical element to realising these opportunities. The level of investment and development opportunities that are currently in the planning stages are unheralded for this island and will bring renewed pressure on air services. Current airport infrastructure is restrictive and a limiting component to economic growth and improved prosperity for the Island
41	Potential to significantly enhance the social and economic opportunities for our community. Ability to export our high yield perishable food produce directly to market

Airport Upgrade Consultation 2015 – Summary of Responses

42	Encourage further investment on the Island
44	Freight opportunities to Eastern States
45	As primary producers, see many benefits to our business in being able to utilise larger aircraft for freighting more quickly and efficiently to mainland and beyond. Believe more people/businesses will invest on KI thus increasing ratepayer base leading to better infrastructure Improved economic benefits for all aspects of the Island.
46	Believe that direct flights between Sydney or Melbourne and Ki will both increase tourism but also open markets for Island businesses, increasing our Gross Regional Product and Employment Opportunities

Support for Airport - Medical

8	Additional flight scheduling to and from KI would provide less restrictive options for travelling to and from the mainland for medical, business and recreational purposes.
11	People with medical conditions may be able to access more specialised treatment earlier
36	Potential to improve connections to support the health and tourism sectors

Support for Airport - Isolation

11	Making family members more accessible to get to People flying direct to Sydney/Melbourne for sports (e.g. football)
13	Increased transport options and cheaper access to services off the Island.
29	It will give locals direct access to eastern states which will make family holidays a lot easier to get to our destination
32	Give locals more convenient travel interstate. I would love to be able to fly direct to Melbourne
33	Reduces our isolation
34	Enhance travel to and from KI for residents and others
36	More flight options for locals to go interstate Potentially extra passenger flights Increase training opportunities
37	Increase in services
42	Better access for locals and tourism
45	Local population would be afforded greater social opportunities both off and on the Island

Support for Airport – Travel costs

13	We have the most expensive sea/air access in the world – the upgrade to the airport will create that step-change needed to open up the Island.
23	At present, existing transport providers have monopoly, this will force them to be more realistic in their prices.
25	This upgrade will not only allow easy access to KI from major cities but will also create competition for the existing tourist carriers.
26	Aside from the obvious viability of aviation economics in a competitive environment versus the monopolistic sea transport system, it also assimilates and aligns with contemporary travel practices of competing regions.
31	KI needs to be more affordable to get to and from, for tourists and for locals. Any competition to Sealink can only be a good thing. They have an unfair monopoly over an essential service at present.
33	Better facilities attracts other operators which will help keep prices competitive
35	A longer, stronger runway will invite interest from providers other than Rex, so also bringing the benefits of competition for the local and tourism markets.
41	A competition driven reduction in price which will benefit the community and visitors
42	Help defray the REX/Sealink monopolies

Airport Upgrade Consultation 2015 – Summary of Responses

Request for Additional Information

6	Business case missing critical information including 2013 business case, Baker Report, funding and costing details, consultation with service providers, details of RPT numbers , process post community consultation (refer FAQs)
12	Seeking additional information on comparison to Port Lincoln’s airport upgrade, flight fares, cost to Council’s budget, relationship of extra visitors to servicing ongoing roads and tourist facilities (refer FAQs)
21	Has there been any thought about the noise pollution that will affect the houses that are near and under the flight path.
40	Questions relating to timing of approval to upgrade the airport, when upgrade work would start and airport be operational, would airport take planes from Sydney, would they need approval and have airlines already expressed an interest, will airport result in expansions in Kingscote and Emu Bay, would new airport result in ferries still operate at current level (refer FAQs)

Concerns – Business Case

6c	Concern that the business case focuses purely on runway and terminal aspects of an airport business as this is what KIC can control. Concern over the other aspects of planes and passengers and need to be looked at much more closely. Concerns that suggested flight frequency is not likely to be attractive to RPT providers and passengers. Concerned that estimated numbers in the business case were not accurate. Given that previous Business Case indicated predicted RPT increase of 50% from 2012 to 2015 when in actuality there was a drop of 14%.
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Concerns – Building Cost

2a	Concern that the cost will be borne by the Government and the KI Community (tax payers)
2b	Concerns relating to capital and maintenance costs and airline commitment were addressed in September and I’m now in support of the proposal

Concerns – Ongoing Maintenance

2a	Concern that the ongoing costs with regard to maintenance, running costs and staffing will be borne by the KI community (ratepayers)
2b	Concerns relating to capital and maintenance costs and airline commitment were addressed in September and I’m now in support of the proposal
11	Who will fund the ongoing running and maintenance of the airport and Council infrastructure on the Island as don’t think locals can bear the burden of additional costs
38	Concerned KI airport costs will spiral out of control and be passed on to airline servicing KI. Should anticipated airport revenues associated with the hypothetical interstate services not be sufficient to meet the additional airport operating costs, existing airline will not accept any additional costs associated with the upgrade.

Concerns – Flight Cost and regularity

6c	Concern that flight cost will be high and that flights might not be direct (i.e. Sydney to KI routed through Melbourne).
18	We on the island still need a reliable, secure and direct service to and from Adelaide. Need to travel to Adelaide for medical appointments and treatment. Many have family on the mainland they wish to visit.
19	Support upgrade so long as we residents do not have to suffer, concern over cost of flights

Concerns – Airline commitment

2a	Concern that the business case is based on the assumption that the proposed upgrade will bring more visitors to the Island without substantiated proof or guarantee from any commercial airline that they are committed to providing regular services if the extension does go ahead.
2b	Concerns relating to capital and maintenance costs and airline commitment were addressed in September and I’m now in support of the proposal

Airport Upgrade Consultation 2015 – Summary of Responses

6c	<p>Concerned that if passenger numbers drop, service provider would cease coming to KI.</p> <p>Concerned that the profitability of the upgrade airport will be dependent on the profitability of the RPT carrier which will be sensitive to traveller numbers and this is not addressed in business case.</p> <p>Suggest major RPT carrier groups be invited to discuss the risks associated with the essentials of planes and passengers.</p>
38	<p>Upgrade would not attract the required interstate travel to support the \$18M investment and no airlines have any firm plans to service KI with such services.</p>

Concerns – Runway

43	<p>Concern that upgrade focuses too much on the terminal building and not enough on the upgrade of the tarmac including runways, taxi areas and parking areas.</p> <p>The plan as it is, is very close to allowing larger jets to land. These planes have higher passenger capacity and longer range than most turbo props which is advantages for managing passenger numbers and transfers, aircraft fleets and re fuelling.</p> <p>Adding a further 208 metres to planned runway length of 2100 metres would allow the B737 800 to land and add the prospect of additional airlines landing. Various airside pavements would also need strengthening.</p> <p>Doing this would allow for fleet flexibility if aircraft breaks down.</p> <p>Passengers can accept smaller terminal if managed well but won't be as forgiving if they can't get to KI if aircraft can't land.</p> <p>Larger aircraft allows for grander business opportunities, more employment opportunities, probability of cheaper fares. On the most part, jets are quieter than turbo props.</p> <p>No suggesting it will happen now but if going to plan and complete an airport upgrade, it might be prudent to ensure the airport is capable to carry larger aircraft as the opportunity to upgrade again might not come about for many, many years.</p>
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Concerns – Screening

11	<p>Need mechanisms to protect what people are coming to see KI, without making it hard or discouraging people who want to invest to capitalise on opportunities that will be created by the airport upgrade.</p>
38	<p>Existing airline does not require passenger and baggage screening and requires continued provision of unscreened departures and arrivals at KI airport. Will not accept having unnecessary screening charges as it would not be viable.</p>
43	<p>Believe all passengers and their baggage should be screened, regardless of aircraft size.</p>

Concerns – FAQs

17	<p>Request that relevant questions made during the consultation period be clarified and perhaps even made public (refer FAQs)</p>
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Concerns – General

11	<p>Need mechanisms to protect what people are coming to see KI, without making it hard or discouraging people who want to invest to capitalise on opportunities that will be created by the airport upgrade.</p>
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Respondent Type

1 – KI Resident	17 – KI Business Group	33 – KI Resident
2 – KI Business	18 – KI resident	34 – KI Resident
3 – KI Business	19 – KI Business	35 – KI Resident
4 – KI Resident	20 – KI Resident	36 – KI Resident
5 – KI Community Group	21 – KI Resident	37 – KI Business
6 – KI Resident	22 – KI Resident	38 – KI Business
7 – KI Business	23 – KI Resident	39 – KI Business Group
8 – KI Business	24 – KI Resident	40 – Mainland resident

Airport Upgrade Consultation 2015 – Summary of Responses

9 – KI Business	25 – KI Resident	41 – KI Business
10 – KI Business	26 – KI Resident	42 – KI Resident
11 – KI Resident	27 – KI Resident	43 – KI Resident
12 – KI Resident	28 – KI Resident	44 – KI Resident
13 – KI Community Group	29 – KI Resident	45 – KI Resident
14 – KI Resident	30 – KI Business	46 – KI Resident
15 – KI Resident	31 – KI Resident	
16 – KI Business	32 – KI Resident	

Appendix 2 – Questions raised during consultation

1. *Direct flights from Sydney and Melbourne will be great for tourism but residents on the Island still need a reliable, secure and direct service to and from Adelaide.*

It is clearly identified that we must retain frequency of service to Adelaide from Kingscote – this cannot be achieved using larger planes (that would service the SYD / MEL routes) and therefore there is a distinct need to engage with suitable service providers to provide this level of service for the Community, businesses, visiting specialists and tourists from SA / inter-state connections. Ideally this service would be internationally visible – achieving this means a code share with a larger partner airline – which is certainly part of the process of negotiation. We believe that this is a viable option and have commenced work with SA Tourism Commission and specialist consultants to start engaging with likely partner airlines.

2. *Is the 2013 Business Case currently published on the KI Council website still valid and included as a part of the current assessment factors to augment the KI airport in the Investment Case out for consultation? There appears to be considerable conflict between the two documents.*

No, the document has been superseded by the Investment Case.

3. *If the Business Case is not in total still valid, are any aspects of the Business case still valid? If so, which ones?*

Yes – the supposition that the upgrade of the airport is a viable proposition is still valid.

4. *Has the Baker Report effected for council regarding KI air services been factored into the Investment Case?*

No.

5. *Have any parts of the Baker Report been released to the public - is so which?*

No.

6. *Has the Baker Report been included in the application for the federal Stronger Regions Funding?*

No.

7. *Is the SA Gov funding (\$9m) already approved or still subject to approval?*

Funding is approved and the project will be referred to the Public Works Committee for review

8. *Has the current RPT service provider to KI i.e. REX Airlines been fully consulted about the "Investment Case"? If so what was that input, particularly with respect to the very do-able Melbourne-KI service that appears to not need any airport modifications and according to REX could commence in 3 months.*

No. There are no issues with REX raising interest in any additional services but they have not chosen to at this time. REX have been supplied with a copy of the Investment Case.

9. *It is good to see that the Capex and O&M costings have been peer- reviewed: Have the economic impacts also been peer reviewed? May I please have a copy of the executive summary?*

No. The Economic modelling uses an established and accepted model and it has not been peer-reviewed.

10. *Have the forecast numbers from Both Sydney and Melbourne also been peer reviewed? May I also have a copy of the executive summary?*

No. As the APAC Report (Key Document 2) confirms the SYD / MEL figures are extrapolated from the survey analysis and the relevant resident demographics of the two cities.

11. *What are the Historical monthly and annual RPT numbers Adelaide/Kingscote and Kingscote/Adelaide from January 2008 to August 2015?*

Provided in Attachment 1.

12. *What are the 'medium level' estimated RPT numbers for 2011 to 2020 as used in the original Business case?*

Provided in Attachment 2.

13. *Has any RPT service provider undertaken to commence a service as indicated in the "Investment Case" - even on a trial basis?*

No. No provider has undertaken to commence a service and the Investment Case does not indicate this.

14. *Has any RPT service provider entered into a heads of agreement or Memorandum of understanding with council or other body to commence an RPT service as outlined in the investment case? If so for what period of years?*

No.

15. *What period (years) is it necessary for a service provider to commit (contract to) for the Investment Case to be satisfied?*

No specific period of commitment is required by a service provider. The Investment Case is satisfied on the basis of passengers carried not by duration of any commitment or contract.

16. *How are the community consultation inputs intended to be provided to the grants review assessments panel?*

The Community consultation inputs is not intended to be provided to the grants review process. The Community consultation is for Council to assess levels of support for the project and to allow the Community to ask questions / make suggestions as to the final outcome. The Consultation report will be considered as part of an independent Prudential review process that is underway.

17. *Will the community of Kangaroo Island be provided a summary of that input?*

Yes. A report on the Community consultation containing all comments, questions, answers provided will be submitted to Council for their consideration and will be a public document.

18. *Has there been any thought about the noise pollution that will affect the houses that are near and under the flight path?*

Noise implications are addressed within a section of Key Document 1 – GHD Engineering Report. The report examines the noise impacts of a range of likely user aircraft once upgrade is completed using industry standard declared noise standards for each aircraft type. The report highlights that all of these lie within the acceptable standards for noise on flight paths. The EPA have received this information as part of the referral process and have declared themselves satisfied that there is not an unacceptable increase in the noise levels in the flight path areas. The implications are also within Council's own restrictions derived from the Development Plan.

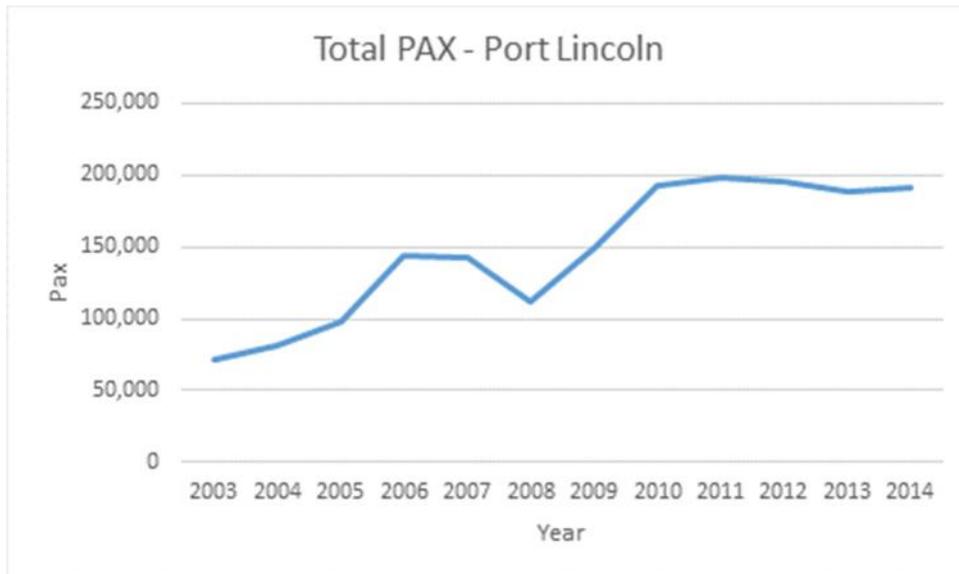
It is also worth pointing out that modelling suggests that a frequency of planes is not likely to significantly increase with an estimated 2-4 services per day (with seasonal variation) from Adelaide in current SAAB 340 or equivalent small turbo-prop aircraft and then 3-5 services per week with 85-seat Dash8-Q400 / ATR 72 style turbo-prop aircraft ex- Melbourne and possibly 2-3 services per week from Sydney in 110-120 seat regional jets such as the EMB-170 / F100 etc. The upgrade will allow a greater range of executive business jets such as Gulfstream V etc to utilise the strip – but again without regular frequency. So whilst there will be increased use there will not be a drastic uplift in frequency. Modern planes are designed to be quieter than the older aircraft in service and predominantly service will be between 0700 and 1900 only – thus avoiding night operations.

19. *Was Port Lincoln's Upgrade looked at?:*

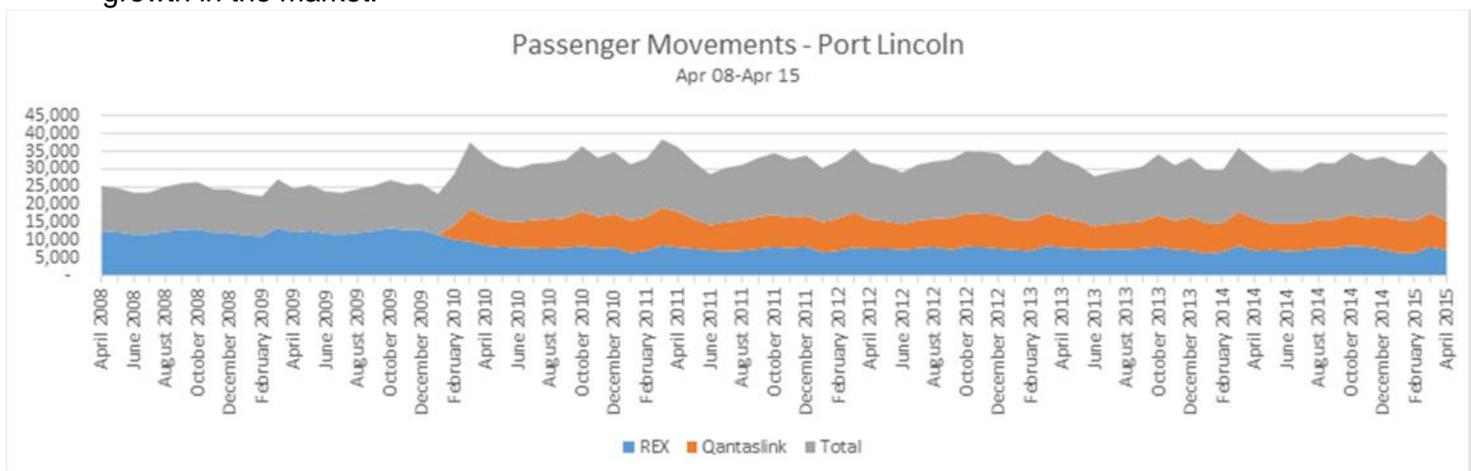
a) What was the reason their airport was upgraded

The Port Lincoln upgrade was to Terminal and associated non-airside facilities (car parking / traffic flow etc.) and airside apron / taxiways only – their main runway did not receive / require additional lengthening / strengthening to receive a QantasLink service operating the Dash-8 Q400 series aircraft. The Federal Government implementation of increased security requirements for aircraft exceeding 20,000kg in maximum take-off weight (MTOW) required significant additional space to process passengers and their baggage. Even without this Port Lincoln Airport Terminal facilities were struggling with the existing passenger loading:

Airport Upgrade Consultation 2015 – Summary of Responses



The graph above indicates the rapid rise in passenger numbers from 2003 to 2010. QantasLink services commenced in February 2010 and saw an increase in passenger numbers linked to more seat availability and lower fares through competitive pressure. Essentially QantasLink coming on the scene did cannibalise some of the incumbent carrier's seats but also picked up the growth in the market.



The graph above demonstrates this trend.

b) Have the expectations been met?

Yes – the terminal facilities, associated non-airside works and revised apron upgrades have met / exceeded expectations and the passenger experience at Port Lincoln is much improved over the old facilities.

c) Have airfares been competitive to encourage extra visitors?

Yes – remembering that the dual service started in Feb 2010 and was not specifically driven by the Terminal Upgrade – rather the Terminal upgrade was driven by the increased pax numbers it can be seen that passenger numbers effectively increased and have been maintained at +/- 30% - due to increased seat availability and competitive pricing. It is also worth commenting that the user demographic of Port Lincoln is different to Kangaroo Island with a much lower tourist component of core pax numbers (circa 20%)

20. Has there been an indication from Airlines of likely fares say Sydney / Kingscote?

At this point in time indicator fares have been calculated from equivalent sectors in Australia flying equivalent aircraft types. It is noted that fare construction is a product of many variables not just km and aircraft type and therefore actual fares may well be different to these:

Route	Fare
SYD - ADL	\$ 512
SYD - KGC	\$ 558
MEL - ADL	\$ 258
MEL - KGC	\$ 292
Note: these are main carrier average fares not cut price early am / late pm fares with budget carriers	

b) Would these be competitive to Sydney / Adelaide?

See above – excluding the fact that it is possible through budget carriers such as Jetstar and Tiger to fly much more cheaply than this on the main SYD-ADL and MEL-ADL sectors then the fares are competitive.

c) In the surveys of people's likelihood of visiting KI with a direct flight, does a more likely to visit translate to an extra 10% up to 50% or better?

Key Document 2 – Ailevon Pacific Aviation Consulting Report Pages 15 and 16 deal with this question with 37% of both SYD and MEL residents suggesting that they would be either very likely or somewhat likely to visit KI in the future. Following this if direct flights were a possibility then the increased likelihood of SYD and MEL residents visiting was +/-75% for SYD and +/- 82% for MEL. These indicators were then utilised to work out the estimated uplift in passenger numbers.

21. What happens if the expectations are not met and there is a direct cost to the Council budget?

The Investment Case document page 17 addresses this question. Sensitivity testing has been carried out to determine the point at which the airport is no longer self-sustaining and this is if no more than 10% of the expected additional passenger movements materialise. Fundamentally this is due to the increased lift on basic fixed costs such as power, cleaning and other costs associated with the larger terminal infrastructure. All other costs are variable and linked to passenger numbers. This is achievable due to the ability to manage the financial impact of the increased asset base and therefore increased depreciation through the use of approved financial reporting standards whereby the \$18M capital grant may be written into the books across the life of the asset rather than simply recognised in the year it is received – in this case we are utilising an declared life of asset as 20 years and \$18M over 20 years is equal to \$900,000 per year revenue. This then offsets the \$893,855 of annual depreciation and therefore allows the airport to operate at a surplus with very little additional uplift in passenger numbers. This approach has been assessed against the Australian Accounting Standards Board guidelines by Deloitte and found to be fully compliant (See Appendix A).

22. Does the extra visitors translate into more rate revenue from increased population servicing the tourists and therefore Council can meet or exceed the extra maintenance required on road and tourist facilities?

It is certainly hoped that this be the case. Council is currently working closely with the Commissioner for Kangaroo Island with a view to putting together an approach that will allow residents to develop the skills and knowledge required to participate in the likely burgeoning tourism sector. The proposed Golf Course and American River Resort developments between them could supply an additional 70,000 bed-nights of 4-5 Star accommodation to the Island with between 130-160 jobs across a wide range of needs – we do not have that level of un- or under-employment on the Island and therefore we will expect to see people come to Island seeking employment opportunities. Key Document 3 – EconSearch Economic Analysis report identifies in tourism terms every additional 10,000 passengers through the airport equates to \$5.6M increase in Gross Regional Product and 52 full time equivalent (FTE) jobs. In addition to this the impact of direct flights on our high value, high margin, short-shelf-life, fresh produce businesses is potentially up to \$11.3M GRP and an additional 75 FTE within 5 years. These are significant numbers of additional jobs for the Island and we would see that with employees comes families driving school numbers up, volunteerism and all of the other positive effects of population growth driven by employment. Inevitably some of these will utilise the accommodation already established but given the current reported shortage of good quality long-term rental accommodation on the Island it is likely that we will see vacant blocks being developed to take advantage of this new demand – that will add capital value and will increase our rates base. Incremental increase in wear and tear on Council assets such as roads and tourism infrastructure is very difficult to quantify and is quite likely not linear in progression. Needless to say increased economic prosperity for the Island reflects in increasing land and property values and this in turn is reflected in increased rate revenue without necessarily increasing rates by more than CPI annually to cover any additional costs. There is a significant land bank of lots that are serviced yet undeveloped in every township and coastal settlement that can effectively be built on tomorrow. We are currently running modelling that examines what the impacts of greater resident population and build may be on our rates base.

23. *When is it likely that approval will be made to upgrade the airport and is it likely to go ahead in the near future (i.e. just in the pipeline)?*

The National Stronger Regions Fund announcements will be made in December 2015. When a funding agreement is signed, final, full designs and construction planning will commence – the aim is to complete works for an opening in July 2017.

24. *Assuming the airport is approved, how long before the upgrade work would start and when would the new airport be operational after start of work etc?*

As above – Jan – Jun 16 will be design, site establishment, material raising and stockpiling – construction proper will commence in Oct 2016 with airside complete by March 2017 and Terminal by July 1 2017.

25. *Will the upgrades airport take planes from Sydney? Would the airlines need approval to fly to KI and if so would there be no barrier in seeking such approval. Have airlines already expressed interest in fly to KI?*

The aim of the upgrade is to establish infrastructure that will enable direct flights from SYD and MEL. No approval is required and there are no barriers to airlines establishing these services. Nowadays the airport courts the airlines – not the other way round – particularly for tourist destinations rather than FIFO mining! Council are commencing an engagement process at this time in conjunction with SA Tourism Commission and a specialist aviation consultancy. Initial conversations have been undertaken

26. *We are from Sydney and thinking of moving to KI and considering suitable locations, with the new airport would areas such as Kingscote and Emu Bay expand in the future as opposed to Penneshaw (i.e. ferry access only)?*

We would expect that easier, timely and more cost effective access from the East coast should result in growth in residential development. Logically this is more likely to be in / around a reasonable distance from the airport. There is also the possibility of a passenger-only fast ferry service from Cape Jervis to Penneshaw in 2016 which is likely to take less time (20 mins) than the existing ferry and be more competitive. This is likely to result in more development interest in the Dudley Peninsula.

27. *With the new airport, would the ferries still operate to their current level or reduce etc?*

Yes we believe that ferry services will still operate at their current level – we see that the new air service will bring significant incremental growth to visitation and will not cannibalise ferry numbers. A fly drive option is quite possible and we see that the currently proposed development of a world class golf course and a major resort in American River (introducing 70,000 additional 4-5 star bed-nights and 22,000 rounds of golf) will both drive increased visitation as a whole – benefiting both air and sea access providers.

28. *At the planned runway length of 2100 metres adding just a further 208 metres would allow the B737 800 (MTOW- unlikely in this scenario) to land. I realise that the various airside pavements would also need strengthening but this would have to be done anyway. The B737 is one of the most widely used and reliable aircraft in Australia and would add to the prospect of both Virgin Australia and QANTAS being able to plan to fly here.*

Comment:

Yes – additional runway length would achieve this however these aircraft (Code 4) also require additional width – which when combined with the additional depth of overlay and the need to establish foundations each side for 2300m substantially adds to the cost of construction. Added to this the taxiways, apron widths and all airside infrastructure requires substantial additional works including a 40mm asphaltic concrete surfacing layer – a very large cost imposition. The total costs associated with airside infrastructure associated with Code 4 aircraft was assessed as being approximately \$20M (before contingency sums). Given the maximum funding contribution that is available from the Commonwealth Infrastructure Fund is 50% and capped at \$10M we would not have been able to fund this and a fit for purpose terminal.

The longer option was evaluated in the Tonkin Options Report carried out in 2012 and the following comment made:

5.2.5 Practical Limitation on Runway Length

Maximum Runway Length Assuming Property Acquisition

A further extension would be limited to the south only, assuming that Arranmore Road would need to remain in place. Significant trees along the Cygnet River are also likely to prove to be a constraint to development in that direction.

An extension to the south is potentially limited by:

- Low area and dwellings 1740m from the existing runway end
- Noise on residences and bowling club
- Obstacle clearance issues due to many large trees.

The noise issue is discussed in more detail in Section 5.3 below.

Survey data shows a range of large trees in the vicinity of the above houses. These extend in height to 24.73m above the existing clearway. Extending the runway 600m to the south to a total length of 2000m would increase the gradient over the trees to 2.19%.

Extending the runway to 2500m total length greatly increases the amount of clearing that would need to be undertaken to provide an appropriate approach gradient. The likely problems in securing the necessary approvals for clearing large numbers of trees tends to suggest the practical runway limit is of the order of 2000m, and that Scenario 4 is unlikely to be a viable option.

5.3 Noise Associated with Code 4 Aircraft

There are a number of dwellings located 3150m - 3300 from the start of take-off Runway 19.

AS 2021 Acoustics—Aircraft Noise Intrusion—Building Siting and Construction shows a potential noise level at the dwellings of 88 dB (A) for B737 / A320 taking off to the south from a 2500m long runway.

For aircraft landing to the north and assuming the runway length is 2500m, the distance from the residences to the threshold would only be 800m. The potential noise from a B737 / A320 on landing at the location of residences is 97 dB (A). On the other hand, for a 2000m runway length the peak noise on the extended runway centreline reduces to 92 dB(A) in the vicinity of the above dwellings.

This would suggest that, in the case of B737 and A 320 jets (i.e. Scenario 4), noise is a potential issue and a runway length greater than 2000m may not be viable.

29. *If the KI Airport had the capability for these types of aircraft it opens so many opportunities for airlines to bring different fleet types into the airport. This allows for fleet flexibility. For example: If Virgin Airlines (VA) was running the turbo prop ATR into the airport and a breakdown occurs then it is unlikely another ATR could be sourced in a hurry and the passengers may be left unable to come to KI or may be stranded at an airport for many hours while they repair the aircraft or wait for another aircraft of the same type to become available. However, if the KI Airport has the capability it is much easier for VA source a B737 and run it in. This sort of dilemma happens on a daily basis in aircraft operations centres in all companies and airports which have the capability to manage the bigger aircraft have a more reliable service.*
- Passengers can accept a smaller, more homely terminal building as long as it is managed well but if they can't get here and their business or holiday plans are ruined through aircraft not able to land here for some reason or another they won't be so forgiving. I also believe all passengers and their baggage should be screened, regardless of aircraft size. Just because there hasn't been a major security problem here doesn't mean it won't happen in the future.*

Comment:

It is agreed that operational flexibility and options in the event of a break-down would be greater with a longer runway – the proposed 2100m could handle an EMB-190 on concession for width (which is possible) and possibly even B737-200 / Adv / Next Generation with concession – each case would rely on the individual situation at the time but it is certainly possible that these aircraft could be utilised on an infrequent basis.

There is a substantial additional cost to scanning which would have a significant impact on the costs to operate for the ADL-KGC route in aircraft that do not trigger the need. This has been an issue in other airports around Australia where there has been no provision to allow for scanned and non-scanned passengers to be kept suitably separated and therefore they have all defaulted to the higher level security requirements. There is a significant campaign by Regional Airlines to have these charges reduced for their operations (given their aircraft MTOW is below the 20,000kg threshold (which was hotly debated as inappropriate when the Commonwealth introduced the legislation)).

We have allowed for a clear separation in the terminal design such that two aircraft may be loaded simultaneously – one requiring security scanning and one not – so we can charge a differential charge based on scanning / no scanning. This is to keep operational costs for the smaller regional air service operators lower so that competitive fares might be offered.

30. *Larger aircraft capability also allows for grander plans. I am sure the KI Council or Tourist Authority has thought of putting in a bid for a leg of the Tour Down Under. This would be wonderful to showcase the Island but almost impossible to do without the ability to bring in large amounts of passengers into the airport.*

Comment:

This has been discussed in Council in the past – the major issue associated with the Tour is the issue of timing and the need to be able to guarantee access to the Island for the required infrastructure, competitors, support vehicles etc – the vulnerability of the ferry service to cancellation through weather, mechanical issues etc – together with the actual cost of hosting the event for the Council's that have the event through their jurisdiction is a deterrent more so that getting spectators here.

Increasing numbers of visitors are not seen as an issue – there is substantial ability to lift frequency of flights with regional jet aircraft operating at / near capacity that would substantially add to volumes of passengers carried and the higher profitability associated with 80% + load factor (passenger occupancy) of a smaller plane flying more frequently would be preferable to a larger capacity aircraft flying with lower load factor.

Admittedly, once pax numbers start to demand multiple arrivals in a narrow timeslot, bigger aircraft are operationally more suitable (and likely available) and deliver that flexibility you raised in an earlier point.

31. *Also, there are many passengers who object to flying on prop aircraft. My own sister, who spends many hours flying across dark oceans from the UK to get here, says she won't fly from Adelaide to KI at Christmas because the aircraft is a prop/turbo prop aircraft. It has taken me 6 months to convince her that the aircraft is just as safe as a jet but she is far from alone with those ideas.*

Comment:

This is certainly an issue for some passengers and there is no denying this. However the MEL direct flights would likely be on an 85 seat Q400 or ATR 72 turbo-prop which is a reasonable sized aircraft when compared with the SAAB 340 currently in operation on the ADL-KGC route. The short distance associated with ADL-KGC, current cost and passenger numbers really precludes the use of a larger aircraft (even a 50 seat Q300 / ATR 42 turbo-prop) for most of the year and the danger with a larger aircraft on this sector is a reduction on frequency of operation – ideally we would maintain a 3x daily flight service on this sector – early am / lunchtime / late afternoon.

32. *With bigger passenger numbers comes the prospect of a bigger airport with the need to employ more people for airport maintenance, security, passenger management, refuelling, landing and handling of aircraft and emergency services. This will possibly lead on to employing more people for businesses like car hire, bus/taxi services, food outlets at the airport and other tourist orientated businesses. It would also lead to the council being able to charge appropriate fees for larger aircraft. With more seating capacity comes the probability of cheaper fares which leads to more tourists coming to the island. Cheaper fares are not just good for tourist numbers but also good for residents who, according to dropping passenger numbers, appear to be choosing not to fly.*

Comment:

Clearly this is quite likely and the economic impact analysis talks to this with a ratio of \$5.6M lift in GRP and 52 FTE per 10,000 passenger throughput. There will be an accompanying lift in freight out with opportunities for island producers to “export” into the lucrative and populous SYD / MEL / east coast markets as well as a greater demand on Island to provide for the increased visitation.

There is an argument with a growth scenario that we might be better keeping to regional jets and having multiple service providers rather than single service provider with a larger aircraft – this will inevitably lead to fares falling through inter-service competition.

33. *On the most part, jets are quieter than turbo props especially during the pre-take-off stage and because they climb out much quicker the noise dissipates more readily and is less noticeable. I am not suggesting that this will all happen now but, if you are going to plan and complete an upgrade of the airport it might be prudent to ensure the airport is capable to carry the larger aircraft because the opportunity for another upgrade may not come about for many, many years.*

Comment:

This is certainly taken into account and there is additional length and overlay factored into the 2100m that is proposed – which provides for all regional jet variants currently flying in Australia and allows for future variants – that all tend to be longer, wider, more powerful and have greater capacity than their predecessors. Trends in aviation are also that aircraft are getting quieter as noise is an issue virtually everywhere.

Whilst we would agree that it would be cheaper to do all the work now rather than in the future, it is not practically affordable to be able to do this. It will also be argued that if the numbers are coming and we do start to get frequency challenges in terms of multiple arrivals then there would be a good business case for the additional upgrade at that point in time Realistically if this is an issue for us to have within the first ten years then that is a very nice issue to have and it could be argued that we will have the business case and the cash flow to be able to afford to upgrade again! It is more likely to become an issue towards the 15-10 year mark and therefore towards the notional end of asset life – thus making an upgrade then rather than earlier in the asset's life more sensible.

Airport Upgrade Consultation 2015 – Summary of Responses

Attachment 1: Airport Passenger Numbers

MASTER DATABASE RPT Passenger No's(confidential) REX

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-08	3,992	4	7%	3,996	3,996
Aug-08	5,017	0	9%	5,017	9,013
Sep-08	4,447	0	8%	4,447	13,460
Oct-08	5,645	0	10%	5,645	19,105
Nov-08	5,073	0	9%	5,073	24,178
Dec-08	5,446	2	10%	5,448	29,626
Jan-09	5,188	1	9%	5,189	34,815
Feb-09	4,696	0	8%	4,696	39,511
Mar-09	4,535	0	8%	4,535	44,046
Apr-09	4,172	0	8%	4,172	48,218
May-09	3,765	0	7%	3,765	51,983
Jun-09	3,336	0	6%	3,336	55,319
Total	55,312	7	100%	55,319	

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-09	3,964	1	7%	3,965	3,965
Aug-09	4,632	0	9%	4,632	8,597
Sep-09	4,417	0	8%	4,417	13,014
Oct-09	5,397	0	10%	5,397	18,411
Nov-09	4,979	0	9%	4,979	23,390
Dec-09	5,526	0	10%	5,526	28,916
Jan-10	5,194	0	10%	5,194	34,110
Feb-10	4,530	0	8%	4,530	38,640
Mar-10	4,685	0	9%	4,685	43,325
Apr-10	4,267	0	8%	4,267	47,592
May-10	3,247	0	6%	3,247	50,839
Jun-10	3,353	0	6%	3,353	54,192
Total	54,191	1	100%	54,192	

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-10	3,305	0	6%	3,305	3,305
Aug-10	4,258	0	8%	4,258	7,563
Sep-10	4,258	0	8%	4,258	11,821
Oct-10	5,121	0	10%	5,121	16,942
Nov-10	4,857	0	10%	4,857	21,799
Dec-10	5,455	0	11%	5,455	27,254
Jan-11	5,035	0	10%	5,035	32,289
Feb-11	4,480	0	9%	4,480	36,769
Mar-11	4,566	0	9%	4,566	41,335
Apr-11	4,011	0	8%	4,011	45,346
May-11	3,278	0	6%	3,278	48,624
Jun-11	2,363	0	5%	2,363	50,987
Total	50,987	0	100%	50,987	

Airport Upgrade Consultation 2015 – Summary of Responses



MASTER DATABASE RPT Passenger No's(confidential) REX

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-11	2,837	0	7%	2,837	2,837
Aug-11	3,640	0	9%	3,640	6,477
Sep-11	3,254	0	8%	3,254	9,731
Oct-11	3,920	0	10%	3,920	13,651
Nov-11	3,961	0	10%	3,961	17,612
Dec-11	4,218	0	10%	4,218	21,830
Jan-12	4,036	0	10%	4,036	25,866
Feb-12	3,481	0	8%	3,481	29,347
Mar-12	3,649	0	9%	3,649	32,996
Apr-12	3,240	0	8%	3,240	36,236
May-12	2,659	0	6%	2,659	38,895
Jun-12	2,363	0	6%	2,363	41,258
Total	41,258	0	100%	41,258	

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-12	2,568	0	7%	2,568	2,568
Aug-12	3,035	0	8%	3,035	5,603
Sep-12	3,069	0	8%	3,069	8,672
Oct-12	3,588	0	9%	3,588	12,260
Nov-12	3,861	0	10%	3,861	16,121
Dec-12	3,889	0	10%	3,889	20,010
Jan-13	3,692	0	10%	3,692	23,702
Feb-13	3,460	0	9%	3,460	27,162
Mar-13	3,407	0	9%	3,407	30,569
Apr-13	3,270	0	8%	3,270	33,839
May-13	2,612	0	7%	2,612	36,451
Jun-13	2,249	0	6%	2,249	38,700
Total	38,700	0	100%	38,700	

Overall Totals

From **Jul-13** to

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-13	2,518	0	7%	2,518	2,518
Aug-13	2,973	0	8%	2,973	5,491
Sep-13	2,936	0	8%	2,936	8,427
Oct-13	3,605	0	10%	3,605	12,032
Nov-13	3,655	0	10%	3,655	15,687
Dec-13	3,916	0	10%	3,916	19,603
Jan-14	3,900	0	10%	3,900	23,503
Feb-14	3,172	0	8%	3,172	26,675
Mar-14	3,325	0	9%	3,325	30,000
Apr-14	2,995	0	8%	2,995	32,995
May-14	2,467	0	7%	2,467	35,462
Jun-14	2,350	0	6%	2,350	37,812
Total	37,812	0	100%	37,812	

Airport Upgrade Consultation 2015 – Summary of Responses



MASTER DATABASE RPT Passenger No's(confidential) REX
From **Jul-14** to

Overall Totals

Month	Adults	Children	% of total for yr	Total Pax	Year to date
Jul-14	2,517	0	7%	2,517	2,517
Aug-14	2,914	0	8%	2,914	5,431
Sep-14	2,695	0	8%	2,695	8,126
Oct-14	3,407	0	10%	3,407	11,533
Nov-14	3,345	0	9%	3,345	14,878
Dec-14	3,723	0	10%	3,723	18,601
Jan-15	3,509	0	10%	3,509	22,110
Feb-15	3,153	0	9%	3,153	25,263
Mar-15	3,286	0	9%	3,286	28,549
Apr-15	2,602	0	7%	2,602	31,151
May-15	2,474	0	7%	2,474	33,625
Jun-15	1,941	0	5%	1,941	35,566
Total	35,566	0	100%	35,566	

Airport Upgrade Consultation 2015 – Summary of Responses

Attachment 2: Airport Numbers Comparison

Airport Numbers Comparison

	Current	1	2	3	4	5	6	7	8	9	10
2013 Modelling											
Adelaide RPT											
Anticipated Passenger Numbers	38,247	38,729	19,977	24,607	29,489	34,633	40,051	45,754	51,754	58,064	64,696
Other RPT											
Anticipated Passenger Numbers	0	0	31,199	32,104	33,035	33,993	34,979	35,993	37,037	38,111	39,216
Total Passenger Numbers	38,247	38,729	51,176	56,711	62,524	68,626	75,030	81,747	88,791	96,175	103,912
2015 Modelling											
Adelaide RPT											
Anticipated Passenger Movements	35,975	35,563	28,229	28,951	31,084	31,727	33,982	34,684	37,020	37,784	40,277
Other RPT											
Anticipated Passenger Movements	0	0	55,689	56,442	61,347	61,899	66,269	66,818	71,592	71,800	76,633
Total Passenger Numbers	35,975	35,563	83,917	85,393	92,430	93,626	100,252	101,501	108,612	109,585	116,910
Variation											
Adelaide	-2,272	-3,166	8,252	4,345	1,595	-2,906	-6,068	-11,070	-14,734	-20,279	-24,419
Other RPT	0	0	24,490	24,338	28,311	27,906	31,290	30,824	34,555	33,689	37,417
Total	-2,272	-3,166	32,741	28,682	29,906	24,999	25,222	19,754	19,820	13,410	12,998