



ABN: 32 082 750 492

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The Hon. Anthony Albanese MP  
Minister for Infrastructure, Transport, Regional  
Development and Local Government  
Parliament House  
Canberra ACT 2600

By FAX  
2 Pages

Dear Minister,

### Development of a National Aviation Policy

The Australian Business Aircraft Association (ABAA) represents owners and operators of turbine powered (jet and turbo prop) business aircraft.

Business Aviation activity in Australia has grown during recent years with more than 250 aircraft being operated privately and on charter flights throughout this vast continent, transporting business executives and staff to capital cities, regional centres, rural areas and remote mining and energy sites etc.

The contribution made by Business Aviation to the impressive growth of the Australian economy over many years has been significant.

Business Aviation is now an essential part of the overall transport needs in Australia with several companies and the Federal Government also using their aircraft to travel overseas.

The ABAA requests that the following matters be addressed as part of the Development of a National Aviation Policy which will meet the needs of the Australian community well into the future:

#### **1. Access to Airspace and Airports**

Private business and charter flights operating in controlled airspace and at busy airports are often treated as low priority by Airservices Australia. We request this unfair and discriminating practice be reviewed and corrected.

#### **2. Ageing Aircraft**

Lack of taxation incentives is still a major factor acting against the introduction of new and safer aircraft in Australia.

A one-off Investment Allowance of say 40% for new capital equipment ordered within 2 years of the announcement would be most welcome throughout the Australian Economy as whole and would provide an excellent opportunity to replace older aircraft.

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Also, with the ever increasing gap between the value of an old aircraft and its replacement, we suggest that any profit from the sale of the old aircraft be free of capital gains tax. These funds could then be allocated towards the purchase of the replacement aircraft.

### **3. Security at Regional Airports**

Problems currently arise when a business aircraft arrives or departs within 30 minutes either side of an airliner's arrival or departure. The business aircraft passengers are then required to be processed through the terminal security screening facility. This results in extra costs and delays.

We understand that this matter is being reviewed by the Scening Taskforce set up by the Office of Transport Security and that these problems will be addressed.

### **4. Sydney Airport Curfew**

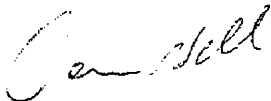
The ABAA has never requested that the curfew be removed or that the hours of its operation be changed.

However, from time to time, as more modern, quieter business jet aircraft become available, the ABAA has made comprehensive submissions to DOTARS and your Department for various aircraft to be added to the list of business jet aircraft approved to operate at Sydney Airport during curfew hours. We have also provided suggestions regarding aircraft which could be deleted from the list.

The ABAA respectfully suggests that the current approval process could be simplified and streamlined without incurring any addition noise burden at Sydney Airport.

We thank you for the opportunity to provide this submission.

Yours sincerely



David C Bell  
Executive Director