

Aviation Statement:
Training Submission By:
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- What strategies should the industry adopt to attract, retain and plan for their future skills needs to remain competitive in a tight labour market, and how can these be improved?
- *The industry needs to adopt the same guidelines and support as promulgated for student tertiary assistance. Ideally HECS should be made far more available to participants training for professional qualifications at recognised aviation training institutions as direct entry aircrew (not affiliated directly to a Tertiary institution or qualifications) as currently the fiscal burden of training is out of the reach for many Australian aviation candidates. Specific Tax incentives should be introduced to ease the burden of on-going Aircrew qualification and endorsement. Both for the individual and for the Company employing them. This would assist and ease progression within the industry not only on Aircraft Types but also with the many legislative courses that Aircrew must complete (Dangerous Goods, RVSM, TCAS, LAHSO etc etc)*
- What are the long-term training needs for the Australian aviation industry? Where will the future pressures lie? How do we ensure the industry remains internationally competitive in retaining key staff and in attracting new entrants to the workforce?
- *Currently the industry is “bleeding” at the lower-end and a vast amount of Aircrew talent is moving overseas as the pay rates are far more competitive for Pilots and Engineers in overseas destinations. This is causing massive retention problems with Airlines such as REX and the QANTAS Regional Group AIRLINES not to mention General aviation operations. A national award for General Aviation and Regional Pilots is required to support this area of Aviation within the Australasian Aviation System and to halt the loss of talent to overseas Airlines. Remember that the Australian National Line (Shipping) was given government specific Tax-breaks to ensure its prolonged survival and crew retention. Any innovative plan may be considered such that this foundation of Aviation is kept fully viable as it this area that solely supports our Regional and Country areas linking our Agricultural Industries to the major Cities.*
- *For the industry itself a fuel- rebate scheme must be introduced by government if the cost of Turbine and AVGAS fuel continues to trend and spiral upwards. It will most certainly be country and regional services that shall be “cut” first as cost increase due to excessive fuel pricing and the “bush” has certainly suffered enough to date given the drought and Wool, Lamb and Beef Prices in balance with a high Cost Australian Dollar*

- Based on the promulgated figures for required aircrew within the next decade How should the Australian Government and industry work together to ensure the needs of the aviation industry are taken into account in its broader skills framework?
- *It is now time for our new labor government to recognise that the Aviation Industry is an integral part of the Australian Economy. In so much that the industry directly reflects the health of the nation's fiscal sectors and as such is not only an employer of many skills from Flight Crew to Engineers but much more so with associated business skills and un-skilled labour. A healthy aviation sector reflects a healthy economy. This of course begins with General Aviation sector. A vastly neglected sector by the Liberal National party governments for some decades. Skills in this industry naturally lend themselves to be part of the Vocational Framework and as such should be fully supported by government under the AQTF (Australian Qualifications Training Framework) qualification scheme opening up many more avenues of training and qualification for young Australians not just as Aircrew but to cover the many dynamics of this multi-faceted industry.*
- Are proposals such as a national industry run flying school to train flying instructors worth investigating and, if so, how might such a school operate?
- *The MPL (Multi-Crew Licence) concept and frozen ATPL are distinct areas that may be developed as part of a succinct national training plan. Ideally the Commercial Pilot subjects could be introduced as VET (Vocational Education and Training) into the school system (as currently under trial in Queensland as part of elective subjects towards to HSC / OP certificate graduation.*
- *Approved Training organisations under the guidance of significant stake holders such as BOEING/ALTEON, MAJOR AIRLINES, CASA and AFFILIATES should introduce a worlds-best-practice ISO2000+ National Air-Crew Training Program. This could also cover RAAF candidates. A national Program with HECS and Government Major Stake-holder financial sponsorship would open the training path to all eligible Australians.*

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