

General Aviation in Australia has been the backbone of the industry as the place where all pilots begin their journey as aviators. We have in recent years taken examples from the US system (in preference to our Australian system of Air management) but have not adopted any of the US government support for investment in airports new technologies in landing systems, and tax breaks to encourage investment in new aircraft.

Private and student pilots have no voice in formulating government policies indeed as I understand most if not all policy is dictated by and to the benefit of only the large airlines. The fact that Wide Augmented Aircraft System WAAS a landing system that sharply improves the safety for all types of aircraft is still in consultancy stage in Australia demonstrates a bias that costs for Government investment are stalled in the cycle of consultancy when it has been working for years in the US and Europe.

Costs to hold a pilots license are subscription fee for critical information to pilots, regular medical examinations, landing fees, gate fees, fuel costs, aircraft hire/ maintenance and training/tests. These costs have been mounting with ASIC fees and GST adding further financial costs in recent years.

Ga pilots are both poorly serviced by government and are looked towards to carry the burden for all costs associated with the safe ongoing aviation environment they operate.

Moishe Gordon
ANR 406564