

**From:** Stephen J Phillips [mailto:Stephen.Phillips@unisa.edu.au]

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**Subject:** Aviation Policy submission

#### 1.1 Access to Australian Markets.

*The answer must be resounding NO. If we are to have a viable aviation industry throughout the country we cannot allow foreign carriers to 'cherry pick' the revenue strong routes/sectors and then expect the local to compete on those and cover the less revenue rewarding routes/sectors. Few countries allow 'cabotage' and there are no imperatives for Australia to do so. Nor should we encourage or support 7<sup>th</sup> freedom rights.*

#### 1.3 Regional and general aviation

(Air services)

*Adequate and affordable air travel is essential to the continued viability of many remote and regional centres and if this requires government support that must be forthcoming and there should not be any quibbling as to the source of the support. In many cases the providers involved operate over a number of states and to limit support to local or state government would not be appropriate. The policy approach must be one of support on the basis of need and reasonableness with a whole of government approach – federal funds are provided for roads and a similar approach could be utilised for air services.*

(Airport infrastructure)

*The main GA airports in or near capital cities are operated by private companies which in general DO NOT have the interests of the aviation industry at heart. With few exceptions the aviation operators at these airports are under continual financial pressure due to increasing charges with little or no improvement in services as airport owners drive towards higher commercial returns through the development of non-aviation sites within the airport boundaries. In many cases the lack of support and increasing costs have driven aviation operators either away from these airports or worse out of the industry – this is a real detriment to the industry where those leaving have been maintenance providers. If there is to be any chance of GA being in a position to fund fleet renewal there will need to be some level of government support/intervention to ensure that the facilities and costs at GA airports are on the one hand at least maintained (if not improved), and the other kept at reasonable levels.(as Harold noted the cost to park an aircraft is good example).*

#### 1.4 Addressing skills needs in the aviation industry

*The skills shortage will not be resolved by the industry alone. Whilst operators must awaken to the reality of a sustainable and liveable wage in particular for pilots and engineers the government must also awaken to the need for better levels of support with respect to both initial training and the maintenance of those skills. A national rather than randomised state approach to the provision of technical training along with the more focussed employer support is necessary. The introduction of some form of FEE-Help for both pilot and engineer training would be a major step forward and one that does not cost the community in the long term. As training providers in aviation must be approved by CASA the provision of FEE-Help does not need to be tied to only those providers with RTO status. Industry and government need also to recognize that pilot training is not a one size fits all. Australia is one of a few countries which does not recognise a the distinct differences between recreational/private flying training and commercial/professional flying training. A serious approach to flying training must be based on a recognition of the different end products. The UK CAA model is one which could be adopted with reasonable ease – providing for self regulated flying training for PPL and fully regulated and approved flying training for all professional licences and ratings.*

## 2.2 Air traffic management

*The issue here would seem to be that the provider, Air Services, appear to see themselves as the 'managers' of air space and air traffic for the sake of management rather than the management of both for the benefit and safety of ALL users. What is required is a change of philosophy to one which recognises that the needs of ALL users should be met and that no single user group should be disadvantaged by the management of the air space or traffic. A return to a less commercially driven provision of services would be a good first step.*

Stephen J Phillips  
Head of Aviation  
School of Electrical and Information Engineering  
University of South Australia  
SCT Building SCT2-15  
Mawson Lakes Campus  
Telephone +61 8 830 23047  
Facsimile +61 8 830 23384  
Mobile 0423 292 249  
CRICOS Provider No 00121B