



THE ROYAL FEDERATION OF AERO CLUBS OF AUSTRALIA ABN 27 008 634
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19 July 2021

Director, Airspace and Future Technology
Department of Infrastructure, Transport, Regional Development and Communications
CANBERRA ACT 2600
Email: airspacepolicy@infrastructure.gov.au

Dear Sir

The airspace paper link was only sent to me by a third party on July 15th, the day before submission were to close. The Federation has hurriedly put this letter together as we would not wish to appear disinterested in a matter which, is of great interest to our constituents.

The aero clubs and their community owners need the Commonwealth government to provide airspace access and airport tenure at reasonable prices for growth. With airport and airspace security, General Aviation investment will proliferate.

The GA aeroplane fleet far outnumbers the aircraft owned by the three major airlines but their numerous owners and locations are diverse. All GA owners share a need to access every city and town in Australia, not just some cities or the centres that airlines don't find commercially attractive.

Unless the GA fleet can access all capital cities without hindrance, the entire fleet's usefulness is diminished, as is their re-sale price and more importantly, their value to transfer forward into updated aeroplanes.

The aero club movement founded civil aviation in Australia, it is not unreasonable for them to expect its aviation regulators to provide them with reasonable, simple airspace solutions for both VFR and IFR flights to all Australian capital cities. The GA airports in each capital city were specifically created for this purpose. We assume that forty years of insightful planning will continue unfettered access to Bankstown and Camden, after WSA commences operations.

The intense flight volumes by GA, RPT and Military aviation into and around major population hubs in the USA in a harmonious, safe and cooperative manner is noted. General Aviation deserves no lesser service in accessing Australian major airports promptly and inexpensively.

All aviation understands the need to share but our members increasingly, observe that airline shareholders are given preferential treatment on investment return by preferential allocation of airspace, with preferential priority to use it. In addition, we harbour concerns about what appears to be the casual attitude to airworthiness and design regulation in the world of drones, with whom we are expected to share a common airspace experience.

The importance of airport tenure and GA airspace access as a right rather than a granted privilege should not be underestimated. It underpins the profit needed to invest in the new automated flight technology for owner flown aircraft. Advanced automation in piloted GA is not just possible but probable and will initiate a renaissance for this sector. Manned IFR flight will be easier for the individual and will have consequences for not just local airlines but the role of the airways provider.

Our GA segment will use its large and diffuse numbers to demand reliable airspace access and airport tenure at reasonable prices.

Yours Faithfully

Allan Bligh

Allan Bligh OAM
President