



Regenerating General Aviation

The Aviation White Paper sets out long-term policies and actions to guide the next generation of growth and innovation across Australian aviation.

General Aviation (GA) covers a range of aviation operations that are not commercial air transport services. From the engineers who keep the aircraft flying, to the very remote regions of the country where GA delivers vital health services, food and emergency assistance during natural disasters, GA plays an essential role across Australia.

Actions from now until 2050

Through the Aviation White Paper, we will commit to the following measures to support and regenerate GA:

- ✓ **Improve training pathways for aviation maintenance engineers** through modular licensing, aligning training requirements, and recognising licences from authorities with similar standards to support reducing the shortage of engineers available to service the GA sector.
- ✓ **Simplify the visa process for pilots and other highly skilled aviation workers** to address the shortage of pilots and instructors in the GA sector and allow easier entry into the Australian labour market.
- ✓ **Protect existing space for GA related use at leased federal airports (LFAs)** by maintaining regulations in the *Airports Act 1996* (Airports Act). GA needs access to airports to grow. To ensure airports support the growth of GA, the Minister for Infrastructure, Transport, Regional Development and Local Government has written to airports outlining her clear expectation that General Aviation has adequate access when developing master plans and major development plans.
- ✓ **Review of the *Airports Act 1996* and supporting regulations** to consider whether they can better protect the interests of airport users and the community, while encouraging investment by industry to meet Australia's long-term demand for aviation services.
- ✓ **Invest in regional airports** to improve safety, connectivity, climate resilience and support the transition to net zero carbon emission targets by extending and expanding the Regional Airports Program.
- ✓ **Extend existing subsidises for the purchase of ADS-B OUT equipment.** Existing funding programs will be extended to 30 June 2027 and expanded in scope to include upgrades of equipment to ADS-B IN capabilities in some circumstances.
- ✓ **Refresh the Civil Aviation Safety Authority's (CASA) GA Workplan** in consultation with the GA sector to prioritise changes to the civil aviation safety framework that reduce regulatory burden and support development of new technologies, while keeping the community safe.
- ✓ **Establish a new regulatory regime for drones** related to security, privacy, noise and other non-safety matters by 2030. We will also work with state, territory and local governments to seek increased national consistency and collaboration in regulatory arrangements for drones.
- ✓ **Keep the skies safe by reducing collision risk between drones and crewed aircraft.** We have established a cross-agency working group, involving the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, CASA and Airservices Australia, to advise on implementing a universal ADS-B mandate, across all Australian airspace, for both visual and instrument flight operations. The working group will report to government by late 2025.
- ✓ **Support the increased adoption of drones and other new technology,** without compromising air safety, by taking a 4-stage approach to evolving the administration and management of Australia's airspace by 2030.

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