
From: The Royal Federation of Aero Clubs Australia <info@rfaca.com.au>
Sent: Friday, 10 March 2023 8:49 AM
To: Aviation White Paper
Cc: 'Joseph Pilo'
Subject: Aviation White Paper Aero Club Participation

Attn: Frederick Beale @ aviationwhitepaper@infrastructure.gov.au

Morning Fred

The Royal Federation of Aero Clubs of Australia wish to be represented by its new President Joseph Pilo and its Past President Allan Bligh via the Zoom meeting on 20th March 2023.

Thank you for explaining some of the Terms of Reference and our need to be specific about those matters, we need including in this conversation..

Whilst we understand the needs of the 500 or so airline aircraft occupy your minds, the 13,000 General Aviation aircraft, diffusely owned and decentralised in both location and economic contribution, require serious planning input.

The three matters we require to be addressed are,

1. Airport Tenure. The future of an entire industry sector is being prejudiced by its inability to gain long term security at airports and to use that security to borrow for infrastructure and capital equipment.
 - a. Acknowledgement backed by legislation, that airports are where aeroplanes, aviation support and pilots have primacy over non-aviation activities.
2. Airspace access. We require fair and reasonable airspace access as a right, not a bestowed privilege.
 - a. Airspace that enables GA to not only continue operations at current levels but also to grow this industry sector.
 - b. Airspace that enables Australians in capital cities, access to aircraft for business and personal pursuits or an aviation career.
 - c. Airspace that treats equally the investment return of the GA sector and the profit desires of airline shareholders.
 - d. Airspace whose Australian management reflects the higher utilisation achieved by US authorities.
- 3 The Regulator and its government aviation mechanism is not keeping pace with new technology, with rules and rulemaking replacing the planning, leading, organising, and coordinating of aviation.
 - a. We hear no discussion on the sustainable Fuel/Power infrastructure for city and regional bases airports.
 - b. We perceive little understanding of changes wrought by flight technology advances that will support GA as an alternative means of general transport to rail, road, and regional airlines.
 - c. We observe no activity to ensure future pilot licence standards will blend with the new technology.

In any meaningful review of the General Aviation sector and its contribution to the economic wellbeing, these matters must be included, and it is our intention to do so, in conjunction with this review and afterwards, using the decentralised voice of the individual, community owned, aero clubs and nationally via their Federation.

Regards

Allan Bligh OAM

Past President-RFACA

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