

27 November 2020


[REDACTED]
First Assistant Secretary
Aviation and Airports Division
Department of Infrastructure, Transport, Regional Development and Communications
GPO Box 594
CANBERRA ACT 2601

Dear [REDACTED],


The Future of Australia's Aviation Sector

- COVID
 - COVID had material cash impact for metro airport customers;
 - MAC has provided \$3m+ support – waive & defer;
 - 50% aviation claims;
 - We expanded relief to aero charges in addition to statutory rent relief;
 - We expect 2nd round claims;
 - MAC Debtors re aviation up to 3 times average;
 - MAC response short term freezing aero charge & capped future increases to medium term;
 - COVID quarantine & interstate restrictions delayed delivery of multiple MAC airfield projects including runway reseal and 5 km runway edge lighting.
- Flight training student support required
 - Visa for international students/ quarantine;
 - Fee support broader than airline streams (universities, schools, loans to proven operators);
 - Positive industry messaging (balance Virgin);
- Disconnect Commonwealth & State planning schemes
 - How best to recognize approved MPs – uses;
 - How often local schemes should be updated;
 - Best practice suggestions for local councils;
 - E.g. activity centres – MAC has 7% of local government area jobs and 30% new jobs.
- NASF technical assessments to drive decisions/ outcomes
 - Reality of metro airports – don't want to stifle off-airport eco activity of its permissible;
 - Perception (nearby locations) and legacy approaches not drivers;
- MA Being outside urban area as defined by the Urban Growth Boundary, is a hindrance not protection - 90% aviation activity over urban areas.
- Modernising Aviation precincts
 - Inefficient layouts from 1950s, aging network infra & facilities;
 - MAC aviation development plan links safe airspace capacity to precinct areas NOT legacy;
 - Old days 640,000 movements GAAP;
 - Class D & Circuit booking system av experts/ ASA forecast 375,000 movements.
 - Take advantage of new infra constructed in surrounding non-aviation precincts;
 - \$30m invested past 5 years (e.g. \$10m CAE, 25% activity on 4 Ha);
 - Match aviation-built form to aviation customers' ability to pay (reasonable rent structure);
 - Planning for New hangars on vacant sites, space utilisation;
 - Hangars & uses in aviation precincts for aviation businesses;
 - Aircraft parking planned on active users; aircraft overflow less used in separate precincts;
- Regional
 - Protect advanced training areas;
 - Support common user training facilities to use the great runways;
 - Regional centres are:
 - growth paths for metro bases;
 - quarantine risk mitigation - aircraft out of metro with restrictions;
 - target 4 training centres in each state;

- Head lease
 - Early option exercise – certainty;
 - EGLT – new guidelines, minimize red tape on a theoretical construct;
 - Security controlled for 2 - 3 years then nil;
- PFAS – impacts amplified on small airports, lower levels - we want resolution, limited land available for storage.
- MAC not seeking direct Government support/funding/grants
 - Support rail links for metro airports, network utilities & services upgrades & roads;
 - BOM/ authorities – use risk & evidence approach, not one size fits all e.g. setbacks at metros;



Yours Sincerely



Paul Ferguson
Chief Executive Officer