

Privatisation of Airservices Australia and Establishment of Industry Trust Fund	
AOPA Recommendations	Response
<p><b>Recommendation 10</b></p> <p>Privatise Airservices Australia (ASA) for both productivity improvement and to provide capital to reinvest in the GA industry and help reduce the budget deficit.</p>	<p><b>Not supported.</b></p> <p>Airservices Australia is a legally and financially independent statutory authority which is fully funded through industry charging.</p> <p>s47C</p>
<p><b>Recommendation 11</b></p>	<p><b>Not supported.</b></p> <p>As the Australian Government does not support the privatisation of Airservices Australia, it does not support Recommendation 11.</p>

<p>Air navigation charges of a privatised service to be reviewed and approved by an independent body in a similar model to the privatised airport charges.</p>	<p>s47C</p>
<p><b>Recommendation 13</b></p> <p>Proceeds from the sale of ASA to be used to create an Industry Trust Fund, administered like the Future Fund, for the benefit of all Australians including proposal for Government to purchase back privatised capital city secondary airports (e.g. Bankstown, Parafield)</p>	<p><b>Not supported.</b></p> <p>s47C</p>
<p><b>AOPA Policy Proposal</b></p>	<p><b>Response</b></p>
<p>Responsibility for Aviation Rescue and Firefighting Services (ARFFS) be devolved from Airservices Australia to individual airport or private operators.</p>	<p><b>Not supported.</b></p> <p>s47C</p>

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