

Re: Submission - The Future of Australia's Aviation Sector – Issues Paper 2020

LAME/Pilot, Age 62, full time employed in Aviation since 1977.

One must say here we go again with another form of review.

Question is – Who is evaluating all the submissions? What Aviation experience will they be drawing on?

After the review of all the submissions what will be the process? I am guessing nothing will change with the recommendations that are found and the end result is just to continue on the same path we have been on.

I notice there are not many submissions one day out before closure? Can we ask how was the industry notified?

Airport Ownership

How stupid can the Government be to sell off the Airports!

If you sold an Airport off to a Superannuation Fund why would they purchase an Airport.

Answer: **MONEY**. Where then does that leave the Aviation Industry?

Answer: **Struggling to survive**.

Who isn't AWARE that a Superannuation Fund is behind **multiple** increased rents on leases at Bankstown Airport. Increases not only on the lease per M² but now to have additional charges on top of the per M² for:

- Operating charges
- Land taxes
- Helicopter landing sites next to the Hangar in addition to the movement charges

Really its not hard to see who is running this Aviation show. I see many other submissions with a similar loss of cross wind landing areas and closure of Airports and slowly changing Aviation usage to Commercial usage on our wonderful Airport Master Plans.

Don't be fooled by the talk that Airport owners are here for the benefit and future of Aviation.

Sure, we also hear about large complexes like the Police and Toll facilities being built but can the General Aviation sector survive on the same charges? And not the same revenue or being Government funded.

Enough of Airport ownership if one cannot work out what is going on, they don't know anything about Australian Aviation.

CASA

Where would one like to start. Everyone in Aviation has their own concerns that directly affect their livelihoods, being:-

- Pilots
- Engineers
- Maintenance Facilities
- Operators
- Owners
- Support Industries

We all know CASA keep changing rules and regulations but is this all for the benefit of Safety/Airworthiness and how long does it take to achieve. It must have been back in the 1990's that we were planning on sorting out CAR 1988, CARS 1998; ACT, CADS etc. and where are we up to now?

How far have we come with achieving recognition from overseas such as FAA and EASA recognition?

We used to manufacture Aviation products with Australian approved STC's but finally gave up as the market place didn't exist with Australian STC not being recognised in the USA.

We also had to have our facility approved by EASA as our Australian Release Note was not accepted by customers who required a Release not acceptable by EASA.

Still our Australian Release Note has no acceptance in FAA or EASA land.

What an expensive task this turned out to be. WHY? Where is CASA up to now?

We are now required soon to have our CAR30 approval to include Part 145 approval for charter helicopter operations, once again at what cost to the Industry and will this really change the Airworthiness to a higher standard?

Our Part 66 licence changes seems to me that once again CASA had developed a unique Australian licence NOT accepted by EASA or FAA. How did we get to this?

LAME qualified personnel have always been in a shortage but I believe in the years to come it will be devastating. What is the average age of a LAME? 60ish. Why have we lost so many Part 147 approved training organisations?

To me a Rolls Royce and Turbomecca approved course was available at many facilities. I believe there is one or two training organisations left in all of Australia. WHY?

LAME licences changed from self-study and CASA exams, TAFE and now a diploma. Has this produced a better LAME? I sincerely doubt it.

I have been around long enough to see a lot of changes that have impacted on Aviation financial operations and cannot say this has all been to the benefit of safety or to promote Aviation.