

1. *The Wagga Summit.*

The AGAA has successfully organised spokespersons from all General Aviation representative associations to meet in Wagga on the 9/10 of July, 2018. This date was set so DPM Mr Michael McCormack could open and attend. The same courtesy was offered to the Opposition Shadow Minister Mr Anthony Albanese who has also agreed to attend. This two day meeting has one purpose – to obtain consensus on the need to modernise aviation Acts of Parliament so a more cost effective regulatory system can be created without reducing safety standards. In fact, changes being sort will enhance safety levels across the whole aviation industry.

AGAA, the Australian General Aviation Alliance has been formed between AOPA, AMROBA & SAAA. AGAA fully supports the need to amend the Acts.

When we suggested a summit to be held in Canberra Parliament House we started many affected sectors of the industry to start questioning the continual regulatory reform that has traditionally added regulatory impost and red tape. A meeting by AOPA/AMROBA with DPM McCormack highlighted that different sectors lobby the Minister with different objectives to other sectors. Some very passionate about their sector to the detriment of other sectors.

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2. *Why the Acts must be modernised*

The Government wants to see a successful and competitive aviation industry. However, much legislation governing civil aviation dates from the 1980s; it is therefore essential that the legislative framework is updated to reflect the many changes that the civil aviation sector has undergone over the past 30 years. In order to address this, the Civil Aviation Act and the Airport Acts need to be modernised so government can make regulations that “assist the economic development of civil aviation”. New Zealand has such a provision in their aviation Act.

New Zealand has left us in their wake. They have greater international recognition. This is obvious when one realises that most Pacific nations have adopted their regulatory framework and all sectors of aviation are growing including international recognition of their aviation products and personnel standards.

Nearly two decades back, there was a principle to have a harmonised Australasian aviation system. A first step in a regionalised harmonised system like other aviation regions in the World.

It is expected that all industry will support the Acts to be changed but there will be a very small sector of industry that won't support as well as the iron ring of public servants who will raise the scare tactic of safety. That argument has prevented improved cost effective performance based regulations, which enhance safety, from being introduced.

[Read more](#)

3. *Encouraging long term investment in aviation*

The general aviation industry is an economic generator. It equates to jobs and income. There is an important link between an aerodrome and a community's economic vitality. Many small businesses rely on this industry for access to markets like the major air, rail and maritime transportation systems.

The current short term and costly rental system applied to many airports ignores the fact that aerodromes are there for the benefit of the local community, not just there for the benefit of aviators. They provide access to and from the local community.

Oxford Economics 2011 Report into the New Zealand aviation industry stated:

“Studies of this kind usually focus on the ‘economic footprint’ of the industry, the GDP and jobs supported by the industry and its supply chain. We provide the latest estimates for these metrics. But the economic value created by the industry is more than that. It is not just jobs that are threatened if government policies are badly designed. The welfare of voting citizens and the effectiveness of infrastructure critical to the country's long-term success in global markets are also at risk. All together these points demonstrate that aviation provides significant economic benefits to the New Zealand economy and its citizens, some of which are unique and essential to the operation of modern economies.”

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Summit Chairman: Mr Geoff Breust, former Managing Director of Regional Express

Invited Special Guests

- Deputy Prime Minister, The Hon Michael McCormack MP
- Mr Anthony Albanese MP, Shadow Minister for Transport
- The Mayor, City of Wagga Wagga, Councillor Greg Conkey

Confirmed Attending General Aviation Industry Associations

- Aircraft Owners and Pilots Association of Australia (AOPA Australia)
- Sport Aircraft Association of Australia (SAAA)
- Aircraft Maintenance Repair Overhaul Business Association (AMROBA)
- Australian Licensed Aircraft Engineers Association (ALAEA)
- Aircraft Electronics Association – South Pacific Region (AEA)
- Australian Aircraft Manufacturers Association (AAMA)
- Australian Business Aviation Association (ABAA)
- Experimental Light Aircraft Association of Australia (ELAAA)
- Recreational Aviation Australia Limited (RAAUS)
- Australian Warbirds Associations Limited (AWAL)
- Australian Women Pilots Association (AWPA)
- Seaplane Pilots Association of Australia (SPAA)
- Rotorcraft Asia Pacific
- Australian Aero Clubs Alliance (AACA)
- Royal Federation of Aero Clubs (RFAC)
- Airtourer Association (AA)
- Cessna 182 Association of Australia (C182AA)
- Cessna 200 Association of Australia (C200AA)
- Cirrus Owner Pilots Association (COPA)
- Lancair Owner Builder Organisation (LOBO)
- Australian Beechcraft Society (ABA)
- Australian Mooney Pilots Association (AMPA)
- International Comanche Society – Australia (ICS)
- Hang Gliding Federation of Australia (HGFA)
- Gliding Federation of Australia (GFA)
- Australian Parachute Federation (APF)
- Regional Airports User Action Group (RAUAG)
- Your Central Coast Airport Association (YCCA)

Add to that representatives from the aviation/aerospace manufacturing industry, insurance industry and aviation legal sector demonstrates the support for changes to Acts is wide spread.

Also, we have received emails from regional aviation and other larger commercial operators supporting the need to change the aviation Acts.

With political bi-party support, at last there might be a possibility to modernise and harmonise the Acts.

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Nearly three decades back, there was a Government attempt to have a harmonised Australasian aviation system. A first step in a regionalised harmonised system like other aviation regions in the World. **Back Shelf.**

It is more than expected that all industry will support the Acts to be changed but we realise there will be a very small number of industry that won't support as well as the iron ring of public servants who will raise the scare tactic of safety to stop change. That argument has prevented improved cost effective performance based regulations, which actually enhance safety, from being introduced in the past.

As soon as some political opposition or public servant state it will affect safety, politicians freeze. This tactic has prevented modernisation over the last couple of decades. Modernisation in the USA and NZ system has enhanced safety and reduced regulatory burden even though regulations have devolved public servant functions to industry.

Basically there are differences in the regulatory approach to aviation and airports in most countries but Australia has a very stringent approach that really stifles the development of safety enhancements.

Every system, including the industry, supports safety as a prime factor but all also support the economic development of their aviation industry. The two elements go hand in hand.

Australia	United Kingdom	United States of America	Canada	New Zealand
Maximum Regulation - Safety	Development Regulations & Safety	Minimum Standards & Safety	Development Regulation & Safety	Sustainable Regulation & Safety
promoting the safety of civil aviation, with particular emphasis on preventing aviation accidents and incidents	(a) <u>The development of civil aviation;</u> (b) <u>The designing, development and production of civil aircraft;</u> (c) <u>The promotion of safety and efficiency in the use thereof;</u>	The regulation of air commerce in such a manner <u>as to best promote its development and safety</u>	Minister <u>will promote the development of aeronautics</u>	(1) The Minister may from time to time make rules- (ca) assisting economic development:

Changing the Civil Aviation Act and possibly the Airport Acts so on-site rental can be reduced will assist with the development of the aviation sectors, this must be an outcome of the Wagga Summit.

- The UK reviewed and amended their Civil Aviation Act in 2012.
- FAA Modernization and Reform Act 2012 and later Reports and Plans.
- The NZ reviewed and modernised their Act in 2012 & 2014.
- The Canadians started a modernisation program in 2016.

Basically, since the Morris Inquiry in the mid 1990s no review has been done.

Aviation globally is changing and harmonisation and devolvement of previous government functions are at the forefront of modernisation. Globally, countries and regulators have come to the conclusion that the bureaucratic approaches of the past are holding back safety innovation and designs.

Aviation industries are today more knowledgeable than those regulating the system so modernisation is needed so the full potential of aviation can be achieved safely.

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New Zealand, in 2014, decided to review their Civil Aviation and Airports Act because it was 20 years since they were last made. A full review of Australia’s Civil Aviation & Airports Acts are needed to modernise so aviation can create the jobs it has the potential to deliver.

ICAO states: *One of the industries that relies most heavily on aviation is tourism. By facilitating tourism, air transport helps generate economic growth and alleviate poverty. Currently, approximately 1.2 billion tourists are crossing borders every year, over half of whom travelled to their destinations by air. In 2014, aviation supported over 36 million jobs within the tourism sector, contributing roughly USD 892.7 billion a year to global GDP.* [ICAO Aviation Benefits](#) report highlights commercial aviation benefits.

However, government department and agencies are not providing the leadership for modernisation.

Ben Sandilands (2016):

“It’s a fair bet that almost no-one who flies on scheduled airlines in this country knows what ‘general aviation’ really is.

But it is the critical foundation (although one that is being weakened by technology) of the aviation food chain. A sick GA sector affects the ultimate health and skills base of piloting, training and maintenance.

Once the GA stream of skilled pilots is throttled back to zero, the inconvenience of considerations about mature aged pilot skills, and the remaining regulatory emphasis on experience and training, will disappear.

General aviation in Australia is unfortunately often seen as an impediment to realising the real estate value of small airports close to major city airports and the faith in becoming a pilot through theoretical studies and computer management skills may well be ahead of what is reasonable and prudent.”

Look on the web and everyone has suggestions how to fix the decline.

[GoFly Aviation](#)

General Aviation is dying a slow death. This is not just confined to Australia, this is a worldwide phenomenon. The reasons are many and varied. Some of the main reasons GA is dying in Australia are (but are not limited to) the following:

- *A lack of interest from young individuals in wanting to learn to fly*
- *Overly complex loan structures for trainee pilots*
- *A training syllabus that was created over 50 years ago*
- *Rising costs in regulation, maintenance and aircraft manufacturing*
- *Slowness to adopt and incorporate modern technology*
- *A lack of entrepreneurial spirit to drive General Aviation into a new and vibrant future*
- *A lack of a clear vision on how the future should look*
- *Over-regulation and a slowness to adapt, in our governing body, the Civil Aviation Safety Authority (CASA)*
- *A lack of a commercial imperative within CASA*

Based on many inputs from different sectors, it is obvious the divisions being regulatory imposed between sectors must be removed if decline is to be changed back to industry growth. This really applies in the private flight sectors and GA charter operations.

First Value – flexible delivery

For general aviation to recover, more pilot training facilities need to be available to prospective students wherever the student lives. GA has to get over the attitude that the student must come to the training organisation. This process has to be replaced with the flight instructor goes to the student.

Second Value – one aircraft register

Register all aircraft on the CASA register by delegating to sport & regulation bodies the function to register their aircraft directly into the CASA Aircraft Register. [Retain unique numbers] Same standard that currently applies to the Glider Federation made available to other sport and regulation bodies. This enables a singular database available for economic and political purposes.

Third Value – training aircraft inspection standard.

Irrespective whether a student is applying for a recreational aeroplane licence, private pilot licence, or other pilot licence, adoption of the USA minimum requirement for an appropriately licenced AME to inspect any training aircraft each 100 hours, will set a proven safety standard.

Fourth Value – multiple pathways flying training

The provision of flight training must be as flexible as possible and located throughout Australia to provide the portal into flying. Multiple pathways are needed to attract as many students as possible. For example, a RAAus FI should upgrade to CASA FI to do PPL training.

Types of Pilot Licences							
SPL	RPL	PPL	CPL	MPL	ATPL	GPL	Balloon
CASA FI	CASA FI	CASA FI	CASA FI			CASA FI	CASA FI
RAAus FI	RAAus FI					GFA FI	ABF FI
Part 141	Part 141	Part 141	Part 141				
				Part 142	Part 142		

Currently regulations are protecting sectors of industry to the detriment of the whole industry.

Flying training was once very active because it had independent FI businesses and organisational flying schools. This meant many more students were entering flying training. This meant the rest of the industry also prospered. More flight hours being flown.

Add the ability of RAAus FIs to the flying training entry process and we should see more entering aviation.

- Unless the private flying sectors grow, the commercial sectors struggle.
- This has been a long accepted understanding – it is a pity that we have to wait until the airlines struggle to find pilots before the alarm bells start to ring.

Our Aerospace industries are growing, it is time to remove regulatory imposts that hinders the introduction of new pilots. Without them, the industry contracts.

- Many believe it is past the point of recovery.

The solution is political – until government implement regulations that assists development of a safe aviation industry no relief will eventuate.

- **The potential is enormous with thousands of jobs capable of being created.**

It is time to change the Act and adopt the FAR system for all but major airlines that seem to want the EASA system. Support the move for Act changes – last chance.

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