

Government Civil Aviation Engineering Challenge

For Australia's civil aviation engineering businesses to grow and create jobs, they need access to civil aviation engineering markets in other countries. This requires government to complete and sign agreements with other aviation trading nations to recognise Australian civil aviation engineering companies and government documents in their own right.

In other words, a full bilateral agreement that is also an international free trade agreement (FTA) treaty between two or more economies to reduce or eliminate certain barriers to trade in civil aviation goods and services, as well as investment.

DFAT: “Australia negotiates FTAs to benefit Australian exporters, importers, producers and investors by reducing and eliminating certain barriers to international trade and investment.”

Current Bilateral Aviation Safety Agreements are not FTAs as they are biased to recognition of foreign countries' products and services without full recognition of Australian civil aviation goods and services in their own right.

Australian civil aviation engineering; design, manufacturing, maintenance and technical training capabilities; needs a ministerial champion to open up these trading markets.

Government is good at negotiating Air Service Agreements so Australian airlines can fly to foreign countries but not so good with concluding engineering agreements that enable Australian civil aviation engineering businesses to trade in foreign countries.

The potential for growth, if government obtains civil aviation engineering FTAs, is high. Without the restrictions of COVID, international aviation will return to a growth industry. One of the biggest civil aviation regions predicted to grow post COVID has been internationally recognised as the Asian/Pacific Region.

Australia's civil aviation engineering businesses should be providing civil aviation products and services to all members of the Asia/Pacific aviation region.

Australian civil aviation has shown over many decades they are innovators.

What is required is political and government departmental support documented.

Documented where? In Acts made by Parliament so the future is assured.

A government FTA would allow Australian civil aviation engineering businesses to compete in the global civil aviation engineering market.

Who, and which government department is responsible to negotiate these agreements?

Is the responsibility legislated?

Who will be the political champion of Australia's civil aviation engineering businesses?

For and behalf of the members of AMROBA.

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