



11th September 2020

Committee Secretary
Senate Standing Committee on Rural and Regional Affairs and Transport
PO Box 6100
Parliament House
CANBERRA. ACT 2600

Submission to the inquiry into:
The Future of Australia's Aviation Sector

Dear Senator McDonald,

As an Office Manager for an MRO facility on Bankstown Airport I would like to comment on the current state of Australia's General Aviation industry.

The privatisation of Bankstown Airport is an area of major concern. Non-aviation development, increased rents, increased operating expenses and shorter-term leases are causing a number of GA business operators to now abandon the industry.

In the 2019 Bankstown Airport Master Plan the "Aviation Zone" was reduced allowing more commercial, industrial and community-based businesses to take over the area, which means a reduction in our Aviation infrastructure. How does the Commonwealth government allow this to get approved?

Aviation businesses that have been on the airport for over 40 years, and who did in fact build their hangars on the Airport land as requested and were promised a 25 year rollover are now being told by the new management of Bankstown Airport limited (BAL), owned by Aware Super, that their strategy of renewing existing leases will only be on a term of no more than 10 years then the building would revert to BAL. These terms give no business encouragement to continue.

The Commonwealth government needs to enforce its previous policies to ensure the survival of established GA businesses on the airport, which collectively contribute so much of the nationwide GA infrastructure.

It is obvious Aware Super see the future in returns on Commercial property and are more interested in developing the land for commercial return rather than supporting the existing GA industry.

Also, in regard to the Ex Gratia Land Tax (EGLT). This should be levied at a different rate for Aviation. In fact, Ex Gratia Land Tax (EGLT) should be removed from the airports totally as Airports are part of the country's infrastructure. Especially the framework where the Government now want to bring in a one tax free threshold on the whole airport. This framework will be crippling to GA companies.

The Major Development Plan has now commenced in the South West Precinct but there has been no improvement to the roads as yet, this is a real concern to an already congested traffic area.

Yours sincerely,

Julie Dean, Office Manager



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Submission to the inquiry into:

The Current State of Australia's General Aviation Industry

Dear Senator,

I have spent many years in the general aviation industry and my business has held a CASA CAR30 Certificate of Approval for over 50 years and I have never seen the industry in as much decline as it is today. The business we have built employs 27 people and carries out some work that no other company in Australia can do, we are now at the mercy of Property Developers.

The privatisation of Bankstown Airport is an area of major 'safety concern' due to commercial businesses encroaching on airport land and runways.

The owners & CEO of the now privatised Bankstown Metropolitan Airport are Property Developers (ex-employees of Altis Property Partners) working for Aware Super.

The conditions offered on new leases are not conducive to long term businesses that are not Government sponsored or working on Government grants. Most small businesses in General Aviation are closing down when their current lease expires. Long term secure leases are needed to rebuild GA, which is the foundation of our Aviation industry.

The government needs to step up to the plate and enforce its previous policies to ensure the survival of established businesses on the airport which collectively contribute so much of the nationwide GA infrastructure.

Aviation can not exist off commercial lease rates. The policy that our Airports are being run by are eroding what should be the infrastructure of our Country. How are the Airport lease owners allowed to sell off the Airports and not put the money back into Aviation?

Regional airports servicing a country town should be protected by Commonwealth legislation and the local council should be encouraged to promote and keep Country Airports.

In regard to the Ex Gratia Land Tax (EGLT). This should be levied at a different rate for Aviation because it is part of our country's infrastructure. In fact, Ex Gratia Land Tax (EGLT) should be removed from the airports totally as Airports are part of the country's infrastructure. Especially the framework where the Government want to bring in only one tax free threshold on the whole airport. This framework will be crippling to GA companies.

John Cameron
Owner/Director