

RRAT References Committee\_ Inquiry into the future of Australia's aviation sector – public hearing 6/9/21

The following are brief notes to which I will speak at the committee hearing.

Cr Rod Kendall, Wagga Wagga City Council.

I am an owner and operator of an RAA register aircraft. I have a PPL (since about 1989) and have owned and operated 3 GA registered aircraft in the past.

- Aviation is vital to the region's connectivity.
- Aviation has characteristics peculiar to aviation only. Can't hanger an airplane at home or in a normal industrial area, need purpose-built facilities.
- Aviation declined due to various reasons including over regulation, high pricing, slow adaptation of new technology and the lack of ability of owners and pilots to control their destiny
- Aviation has experienced significant rise in the costs of regulation, maintenance and GA aircraft. Land transport facilities and vehicles have increase in efficiency with reduced costs.
- RAA category is an example of how reduced regulatory oversight will lead to a significant increase in aviation activity. RAA aircraft, in many cases, match the technology and sophistication of GA aircraft. RAA needs more support such as increasing MTOW and cross utilisation of registered aircraft. Lower end of GA would benefit from decreased regulation e.g., self-policing of health, some utilisation of non-certified instrumentation in VFR only aircraft, an increase in the owner's ability to participate in maintenance, and cross utilisation of registered aircraft.
- RAA offers huge cost and time savings over GA including aircraft capital and maintenance costs, cost and ease to learn, time to gain initial licence, medical certification.
- Lack of provision to allow flying schools to operate VH registered aircraft in an RAA environment and vice versa is leading to huge additional flying school (and therefor student) costs with no industry benefit.
- Lack of incentive to drive an entrepreneurial spirit taking GA into a new future.
- Significant inhibitors exist at major regional airports to investment in on airport facilities and community good functions of an airport receive no public funding. e.g., Wagga where all land is lease hold from DOD, Merimbula where many years have passed an no certainty exists for new private hangers (no thought to allowing private enterprise to get it done), airport closures threatened or actually done. Non-aviation uses taking away valuable airport land that can't be reclaimed in the future for aviation use. e.g., Albury, Jandakot, Essendon, Bankstown.
- There is a lack of a clear and shared vision on how the future of aviation should look and how to get there.
- CASA is driven by regulatory adherence without any balance of a commercial imperative to grow the industry.
- Slowness to adopt and incorporate modern technology. E.g., historically EFB and GPS navigation. In the future increased demand for drone delivery services and on farm/land drone air work or on demand air taxi using VTOL electric air vehicles most

likely multi engine similar to current drones- will the current regularity system be able to adapt in a timely manner?

- Airports serve a multiplicity of functions:
  - Transport hub
  - Freight hub
  - Manufacturing and maintenance hub
  - Recreation facility
  - Ambulance service
  - Firefighting service
  - Search and rescue service
  - Military security facility
  - Emergency response facility
  - Tourist gateway

Generally, all but the first three uses above are subsidized within our communities and not expected to make a financial return on investment. Why is the intrinsic public good and essential service function of regional airports not valued and why does LG not receive support in the public good and essential service areas?

Rod Kendall.