



AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF AUSTRALIA

OVER 50 YEARS AS THE VOICE OF GENERAL AVIATION IN AUSTRALIA

ABN 95 004 274 588 • ACN 004 274 588

Submission to the Senate Rural and Regional Affairs and Transport Committee

The Aircraft Owners and Pilots Association of Australia (AOPA) wishes to make the following comments on the Bills before the committee, using extracts from the explanatory memoranda as guides:

1 AIRPORTS AMENDMENT BILL 2006

The key areas in which the Bill amends the Act are as follows:

- *permitting non-aeronautical development at leased airports, provided such development is consistent with the airport lease and approved master plan, to make clear the Australian Government's intention at the time of privatisation of the airports;*

This is a key issue at present, as AOPA has concerns that the capital city secondary (also referred to within the industry as the General Aviation Airport Procedures, or GAAP) airports – Bankstown, Moorabbin, Archerfield, Parafield and Jandakot - are under threat from encroaching non-aviation use and development, which is forcing out smaller aviation activities. One example of this is the closure of the North/South cross-runway at Bankstown, which has safety implications when the prevailing winds do not suit operations for smaller aircraft on the remaining runways. We believe that the Government's clear intention at the time of privatisation was for the airports to be continued to be used and developed as General Aviation airports for the benefit of the aviation community, and the community as a whole, as national assets.

- *refining the planning and development approval regime attaching to airport master plans and major development plans, including through streamlining public comment and assessment periods, providing purpose clauses, ensuring easier public access to a master plan and major development plans, and allowing the Minister to request further information during the assessment process via 'stop the clock' provisions;*

AOPA believes that the consultation processes employed by GAAP airport operators to date may be deficient in the area of consideration of dissenting views, particularly those of the aviation communities both directly affected and at large.

- *refining the regulatory framework for environment matters, including through streamlining public comment and assessment periods, providing a purpose clause for Airport Environment Strategies (AES), ensuring easier public access to an AES, and allowing the Minister to request further information during the assessment process via 'stop the clock' provisions; and*
- *clarifying and refining processes associated with the current noise management arrangements applying at the leased federal airports.*

Again, AOPA believes that the consultation processes employed by GAAP airport operators to date may be deficient in the area of consideration of dissenting views, particularly those of the aviation communities both directly affected and at large.

The following items are supported by AOPA, as they address some of the concerns expressed above:

Item 47 — Paragraph 79(2)(c) (Public comment)

This item provides that an airport-lessee company must 'demonstrate' how the company has had due regard to comments provided by the public in preparing their draft master plan – at present the airport is only required to state that it has had due regard to those comments.

Item 63 — Paragraph 84A(2)(c) (Public comment—minor variation)

This item provides that an airport-lessee company must 'demonstrate' how the company has had due regard to comments provided by the public in preparing their draft variation of a master plan – at present the airport is only required to state that it has had due regard to those comments.

Item 75 — new Subsection 91(1A) (Contents of a major development plan)

ALL MAIL – PO BOX 26 GEORGES HALL NSW 2198 OFFICE – HANGAR 600 PRENTICE ST BANKSTOWN AIRPORT NSW 2200

TELEPHONE +61 (02) 97919099 FACSIMILE +61 (02) 9791 9355 EMAIL mail@aopa.com.au

International Council of the Aircraft Owners and Pilots Association

Pacific Regional Office for IAOPA

*This item includes provision to clarify that a major development plan must be consistent with the provisions of the airport lease and master plan by specifying that the purpose of a major development plan in relation to an airport is to establish the details of a major airport development that:
relates to the airport; and
is consistent with the airport lease for the airport and the final master plan for the airport.*

Item 85 — Paragraph 92(2)(c) (Public comment)

This item provides that an airport-lessee company must 'demonstrate' how the company has had due regard to comments provided by the public in preparing their draft major development plan – at present the airport is only required to state that it has had due regard to those comments.

Item 106 — Paragraph 95A(2)(c) (Public comment—minor variation)

This item provides that an airport-lessee company must 'demonstrate' how the company has had due regard to comments provided by the public in preparing their draft variation of a major development plan – at present the airport is only required to state that it has had due regard to those comments.

Item 132 — Paragraph 124(2)(c) (Public comment)

This item provides that an airport-lessee company must 'demonstrate' how the company has had due regard to comments provided by the public in preparing their draft environment strategy – at present the airport is only required to state that it has had due regard to those comments.

With reference to the following amendments, AOPA believes that the GAAP Airports should be subject to similar scrutiny and price control as the major city airports, and seeks assurance that the amendments will facilitate the introduction of such action

Item 149 — Subsection 140(1) (Airports to which Part applies)

This item provides that Part 7 of the Act (Accounts and reports of airport-operator companies) is to apply to an airport-operator company where the airport is specified in regulations and there is an airport lease – allowing the Regulations to identify those which airports which are to be subject to, or exempt from, price monitoring arrangements.

Item 152 — Subsection 151(1) (Airports to which Part applies)

This item provides for regulations to identify those airports which are to be subject to, or exempt from, price monitoring arrangements.

2 AIRSPACE BILL 2006

AOPA supports this Bill

3 AIRSPACE (CONSEQUENTIALS AND OTHER MEASURES) BILL 2006

AOPA supports this Bill



Tim Blatch
Chief Executive Officer
Aircraft Owners and Pilots Association of Australia
19 January 2007