

A perspective from an owner who flies solely for pleasure from a Class C airfield (Canberra).

You quite rightly have raised the issue that a small take up of the general aviation option (GAO) negates the intent of saving administration costs. I am one of those general aviation owners whose annual bill is always close to \$500. On the occasions when it has been over and I have been offered the GAO the reason for not accepting the offer is the feeling that actual costs for the coming year may well be below the price of the GAO.

In determining a solution it is necessary to have a feel for the percentage of GA owners/operators whose annual bill is less than \$500, between say \$500 and \$1000, and over \$1000. The first of these sub-sections is covered. The secret to increasing the GAO uptake of the others is to make the discount on previous year's/anticipated next year's spend greater, e.g if the spend has been \$1000 make the GAO say \$150 per quarter. Actual administration cost savings v discount should be a simple equation.

But importantly there needs to be greater recognition by Airservices of the massive costs being absorbed by GA owners to upgrade to ADS-B capability. Upgrade of the transponder in my Cirrus has cost me \$11000 exclusive of GST as my contribution to future capital savings for AsA in radar replacement. For this reason I propose that the \$500 threshold should be increased significantly to an absolute minimum of \$1000 and preferably \$1500 per annum.

Regards,

Mick Toller