

To <http://www.airservicesaustralia.com/services/charges-and-costing/pricing-proposal>

Airservices

Many years ago I attended a meeting at the Bankstown Trotting Club called by CASA or whatever the department of changing letterheads was called at the time.

The CEO stood up and announced that this consultative meeting had been called by CASA to get a feel from the industry as to how best to collect the \$20,000,000 or whatever it was that CASA needed to collect.

I stood and suggested that instead CASA ask the industry what CASA's budget should be and CASA could then best determine how to spend it. I suggested that amount be 50% of the present amount. I was encouraged to learn that similar sentiments have been expressed by others recently

For twenty years CASA have refused to give us the already written USA FAR's and have done little or nothing about writing practical regulations. Excuses such as "The US is about to rewrite their rules (hasn't happened in twenty years) and "They have different legal system to us so their words used wouldn't work " have disguised the simple fact that CASA likes the regulations to be prescriptive and complex. If an FAA rated instrument rated private pilot stays current for example he need not ever renew his instrument rating. There aren't any lifejacket regulations for private flights under FAA regulations. There are many other examples where our regulations are more costly for the consumer with no material effect on the accident rate.

You may wonder at my point. The point is, that is in this environment that we must view Airservices' treatment of the general aviation industry.

Airservices air traffic control services exist wholly and solely for the benefit of the airlines. No airlines, no Airservices in its present form. Airservices therefore offer nothing to general aviation other than cost and inconvenience. As Airservices do not benefit general aviation they should not be a cost to general aviation. This is of course the case in the USA where the FAA has no air navigation charges. That is why we pay taxes after all.

I well remember discussing our procedures with San Francisco tower staff many years ago.

"Why don't you have an order of precedence for traffic"

Answer, "We are too busy for that to work. We handle traffic first come first served.)

"Why don't you require flight plans for incoming light aircraft?"

"That would be too labour intensive. Far easier to handle the traffic as it bobs up."

This all sounds like another planet doesn't it?

Our procedures are unwieldy, complex and expensive. We should copy the USA airspace rules and charging regime.

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