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South Yarra  
VIC 3141  
23 October 2023

**Department of Infrastructure, Transport,  
Regional Development, communications and the Arts.  
GPO box 594  
Canberra ACT 2601  
Australia.**

Dear DOITRDCA

In response to your Aviation Green Paper, I wish to make the following comments which are limited to the Emerging Aviation chapter.

Skyportz has been assembling the pieces of the infrastructure puzzle required to facilitate AAM for the past five years.

In addition to serving on various Government and industry working groups Skyportz has been securing options on property sites for vertiports and developing vertiport designs.

I applaud the Department for the work that has been done to date, as well as CASA. We have strong Federal support for this industry which helps enormously as we move towards trying to get investment to actually build vertiports and activate sites.

Where we are being let down is at a State and Local Government level.

While some State and local Governments are making positive noises about AAM we require action from these levels of Government to actually make the planning scheme changes that will break the nexus between aviation and existing airports and helipads. This is the key to these new aircraft being transformative. There appears no doubt that the aircraft will be approved but if all they do is fly from and to existing aviation infrastructure then the industry will never fulfill its potential and will remain in the existing niche where helicopters lie (albeit more acceptable than helicopters).

**Page 158 second para**

Federal Government should recognise the role it can play in working with State Governments to implement a consistent national framework for vertiport designs, locations and operations.

Without Federal leadership we will be left with a National mess when it comes to vertiports. We need consistency across jurisdictions.

**Page 164 figure 16**

In the “Australian Government” box add in another dot point.

- Co-ordination of State and local government regulatory changes to achieve a Nationally consistent vertiport development framework.

In the “State and territory governments” box add in another dot point.

- Change State land use planning schemes to accommodate a new “vertiport” land use that takes into account the differences between AAM and helicopters to enable vertiports to be located in places where helipads may be unacceptable.
- Identify preferred vertiport locations in central city locations to be developed and owned by the State.

In “Local governments” box add another dot point.

- Change local land use planning schemes to accommodate a new “vertiport” land use that takes into account the differences between AAM and helicopters to enable vertiports to be located in places where helipads may be unacceptable.
- Identify preferred vertiport locations in central city locations to be developed and owned by local governments.

The Planning Institute Australia should be engaged to assist with this issue as well as Departments of Planning in State and local governments.

In my view we should be encouraging a small number of government developed and owned vertiports in the right locations in inner city areas and protecting them in perpetuity. However, I do not think it will be acceptable to protect every vertiport and for smaller, privately developed vertiports, but they should be easy to get approvals for subject to local conditions. If these conditions change (eg a new development encroaching on airspace) then the vertiport approval could be revoked and market forces will see another vertiport pop up to replace it nearby. In this way we get a dynamic matrix of vertiports to service demands.

**eSTOL**

The document should also have an additional section to cover eSTOL aircraft. This is important given that these aircraft may end up being the most viable and widely used in the development of regional air mobility, which has strong policy support.

(note <https://www.electra.aero/> has plans to bring aircraft to Australia via Skyportz)

I can provide further input on eSTOL if required. The infrastructure requirements are very different to vertiports, although there may be some overlap where sufficient space is available.

**Clem Newton-Brown**  
**Director.**