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Director, Aviation White Paper Project Office Aviation White Paper Department of Infrastructure, Transport, Regional Development, Communications and the Arts GPO Box 594 Canberra ACT 2601

The Aviation Green Paper invites submissions by 30 November 2023.

<https://www.infrastructure.gov.au/sites/default/files/documents/aviation-green-paper-202308.pdf>

“The 2024 Aviation White Paper offers an opportunity to consider our policy and regulatory settings for the future, and to foster the growth and development of the sector out to 2050.” No, policy and regulatory settings are the continuous business of the parliament, advised by the Minister. The 2024 White Paper needs to revolutionise those forces which have led to a segmented, anti-competitive aviation industry. The Green Paper has failed to reflect the serious inadequacy of government action over the last ten years and the contribution made by flawed policy settings to the poor and declining competition and value received by aviation customers.

Qantas has been allowed to lead the other Australian airlines in overbooking landing spots at Sydney airport. The competitive airlines, whole nation and its media was aware of the tactic, its effect and the failure of policy directors and regulators to respond. Australian passengers suffered inflated prices for two years while government policy continued to allow the suppression of competition by the Australian airlines. I have travelled inside Australia and to over 30 foreign countries on business and I am among Qantas’ preferred customers. But I paid prices SYD-LAX return inflated artificially by nearly 100% in first quarter 2023. This price gouging is a direct result of the failure of government regulators to contain the anti-competitive practices of the airlines enjoying a regulated oligopoly and suppressed competition.

Australian customers of the aviation industry have suffered because government policy settings and regulatory actions have failed to maintain a competitive industry. Alan Joyce has been overpaid for his ability to derive commercial benefit for himself and for Qantas from the government’s failure to stimulate proper competition. Joyce merely exploited the poorly-regulated competitive environment. His competitors followed his lead. The fault in this market failure lies clearly with poor government policy and regulation.

The 2024 Aviation White Paper must support instant dramatic regulatory action. Those who led the corporate exploitation of Australian customers of the airline industry must immediately be prosecuted for their breaches of FAR. Nothing less than personal accountability sheeted home will achieve the necessary speed of change in this industry, so critical to the progression of our nation.

Sincerely,

Glen Davis

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