

Airport fees are now being charged to operators of aircraft even when the aircraft doesn't touch down at the aerodrome. An example of the fee would be a piper warrior over flying West Wyalong at 5500 feet and making a safety broadcast of position and intentions. This aircraft is charged what is called a training fee. I can understand an aircraft charged in this situation at night if the lights were activated on the ground, however during the day there is no cost implemented on the aerodrome operator nor do they or can they own the sky.

This is becoming an increasing occurrence in the industry including the use of GPS approaches, over flying and missed approaches or go-arounds. The results of these fees is more and more aircraft are simply not making required safety broadcasts reducing the safety of aviation at many locations for no apparent reason.

Contacting Avdata should supply an accurate number of aerodromes that have this fee in effect.