

University of Southern Queensland

Faculty of Engineering and Surveying

**An Investigation of Roles and Development
Pattern of Regional Airports, Queensland
Australia**

A dissertation submitted by

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Abstract

More than any other form of transport aviation has been responsible for reducing the ‘tyranny of distance’ of the Australian interior (Simpson 2004). Since the 1980’s there has been a dramatic reduction in the number of aerodromes. To maintain the existing aerodromes at a safe standard many remote townships have required financial assistance. This paper will investigate some of the government assessment criteria used in various funding regulatory frameworks including the criteria of proximity to essential services. Provide an in depth analysis of past, present and future trends in regional aviation. And also investigate the connection between population migration and aerodromes.

A quantitative approach was adopted for this research project. Survey research mixed with established analytical data collection which enabled correlation between various topics of research. The mechanisms used in data collection included information from email and mail questionnaire returns, Australian Bureau of Statistics, Queensland Government Office of Economic and Statistical Research and the Bureau of Infrastructure, Transport and Regional Economics.

The research indicated that a relationship between population growth and remoteness exists. The areas in Queensland that are the most remote generally have the greatest negative population growth and only 55% of these airports received financial assistance.

The research established that 70% of funded airports in Queensland have essential services greater than 100klm away. With respect to non-funded airports, 30% of non-funded airports have essential services greater than 100klm away.

Generally the results of the research indicate that most of airports have received some form of funding over the last for years by at least one of the government agencies. However most of the local governments also indicate that the level of funding is insufficient.

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Chapter 1 Introduction

More than any other form of transport aviation has been responsible for reducing the ‘tyranny of distance’ of the Australian interior (Simpson 2004). This paper provides a history of aviation in Australia and reviews the past, present and future trends in regional aviation. Queensland played an integral part in opening up the outback with Queensland and Northern Territory Aerial Services Limited (QANTAS) established in 1924. At this stage the Commonwealth Government managed and funded all the aerodromes. In the late 1980’s the Hawke government implemented a de-regulation of the airline industry by then the ownership of the aerodromes rested with the Local Governments.

Currently all levels of governments attempt to provide some financial assistance to regional airports. This funding is very minimal compared to other transport modes (see Figure 1-1) therefore effective disbursement of this funding is essential. Various Government funding assessment criteria are used to assist in portioning funding to the Local Governments. The Queensland governments have a Regional Airport Development Scheme (RADS) which is a grant style form of funding.

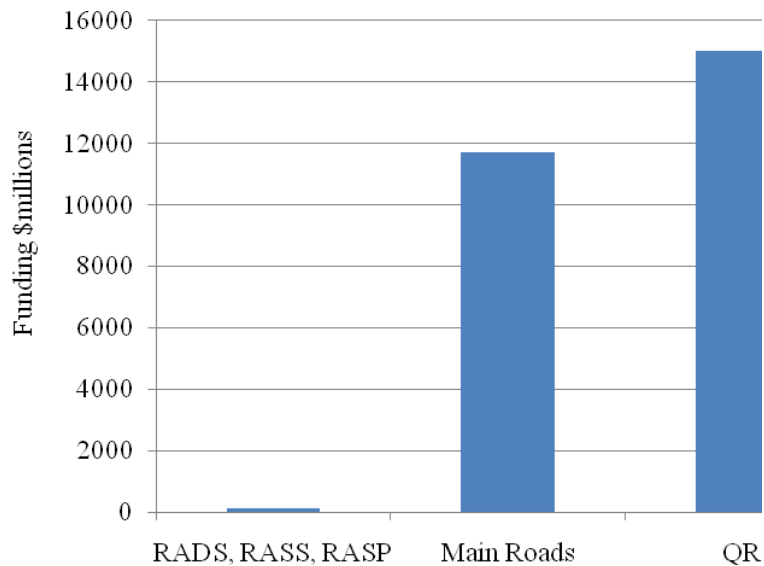


Figure 1-1 Comparison of transport funding between 2007-2011

In December 2009 the Australian Government published the National Aviation Policy (White Paper). The white paper summarised the improvements to regional air services as the following;

- Continue to provide funding and more effectively fund routes which need it the most.
- Consolidate funding for the programs RASS, RAI, RASP and RAIF and develop hubs for servicing remote areas.
- Refine the Payment Scheme for Air services Enroute Charges to enable more assistance to remote communities that are not commercially viable. And review the effectiveness of these changes prior to the termination of the scheme in 2012.

This project researched which Local Government airports receive funding from RADS, RAI, RASP or RAIF and compares this to the government assessment criteria used for funding. Some of the assessment criteria reviewed was the level of remoteness, population migration and proximity to essential services.

Data was collected from email and mail questionnaire returns, Australian Bureau of Statistics, Queensland Government Office of Economic and Statistical Research and the Bureau of Infrastructure, Transport and Regional Economics which was correlated and a detailed analyse was undertaken.

In addition a case study of Hinchinbrook Shire Council was undertaken to provides a detailed appraisal of a Local Government Area struggling to maintain the operation of their airport.

1.1 Project Aims

The project aims and specific objectives of the research include the following;

- Collect data relating to regional airports directly from local governments and statistical authorities.
- Evaluate the level of remoteness for Queensland airports and analyse relationship with funding provided to these airports.

- Evaluate population migration in Queensland Local Government Areas and analyse relationships with funding provided to these airports.
- Evaluate proximity of transport modes and essential services in Queensland airports and analyse relationship with funding provided to these airports.

Chapter 2 Literature Review

2.1 Introduction

As can be seen from various regions around the world there has already been extensive work done on the topics of transport and social/economic disadvantage, however, very little research has examined the interrelationship of these two areas. As expected research directly relating to aviation transport in remote Australia was limited. Most published work in relation to remote Australia pertains to topics of economics, social exclusion, development patterns, population growth and indigenous affairs. Most of the literature reviewed involved investigating how these transport topics transmit to regional Australia. The most published aviation topic reviewed was the development of major urban airports.

2.2 History of Transport in Australia

From the beginning of civilisation mankind has attempted to travel between isolated areas. Various transport mechanisms have played an integral component to the extensive heritage development and settlement in Australia. In the 1800's bullocks and camels were used by early explorers to combat the harsh inland Australian environment. In the 1890's most of the inland settlement was serviced by Cobb & Co. coaches which provided connections to gold rush towns and agricultural areas (Queensland Museum 2007). Furthermore in the mid 1800's paddle steamers started to navigate along the Murray River. By far the most significant change to transport mechanisms came in the late 1920's to 1930's when the railway network pioneered linking colonies. Wherever the railways developed the townships prospered (Simpson 2004). Unfortunately by post Second World War the railways became degraded and the road freight industry became the priority for government funding. Today cars still remain the most popular form of transport in both urban and regional areas. The advent of the aviation industry drew passengers away from the long haul rail routes.

2.3 History of Aviation in Australia

More than any other form of transport aviation has been responsible for reducing the 'tyranny of distance' of the Australian interior (Simpson 2004).

The history of aviation in Australia commenced in 1884 when Lawrence Hargrave made a successful scientific experiment in heavy-than-air flight. The first controlled flight was not for another 19 years; in 1903 by Orville Wright in USA. Sir Charles Kingsford Smith was the most notable Australian pilot and is still recognised as one of the world's greatest aviators. It was not until the completion of World War I that aviation expanded in Australia. The first air service was established in 1920 by the Queensland and Northern Territory Aerial Services Limited (QANTAS) and by 1924, one hundred and thirty aerodromes had been constructed by the Commonwealth. Fordham and Rogers (1987) interestingly noted that many local Governments and other organisations which were poised to benefit and should have been interested in the development of aviation, failed to realise its future potential. In 1928 the first Flying Doctor base was established in Cloncurry, Queensland with aircraft especially designed to withstand the rugged outback conditions. Aviation development continued and by 1930 regular air services had been established between most of the major capital cities. By 1946 the government owned airline, Trans-Australia Airlines (TAA) was formed and pioneered the introduction of the modern aircraft into Australia and in 1967 Qantas Airway Ltd. took delivery of the first wide-bodied Boeing 747 series jumbo jet.

2.4 Past, Present and Future Trends in Regional Aviation

Number of Australian airports

A downward trend in the number of regional airports served by airlines has occurred since 1984. The total number of regional airports served by airlines fell from 268 in 1985 to 138 in 2008 see Table 2-1 and Figure 2-1.

Passenger growth at regional airports.

In contrast to the decrease in airport numbers, there has been a substantial percentage increase in passenger movements at regional airports.

Passenger movements at regional airports rose from 8.5million in 1984 to 22.3million in 2008, an average growth rate of 3.5%. Notably, with recovery from the post Ansett collapse downturn in 2001, the annual growth rate was 18.3% from 2003 to 2004 and 14% from 2004 to 2005 see Figure 2-2.

Air passengers travelling to and from very remote Australia increased from 1.6million to 2.2million between 2005 and 2008 see Figure 2-3, growing at an average annual

growth rate of 12%, reversing the negative growth rate between 2000 and 2005, see Figure 2-4.

	1985	1990	1995	2000	2005	2006	2007	2008
Inner Regional	42	36	36	33	26	25	23	21
Outer Regional	50	46	41	41	34	33	31	29
Remote	38	34	30	21	21	20	19	19
Very Remote	138	95	101	87	89	76	68	69
Total	268	211	208	182	170	154	141	138

Table 2-1 Airports in Australia
(BITRE 2009)

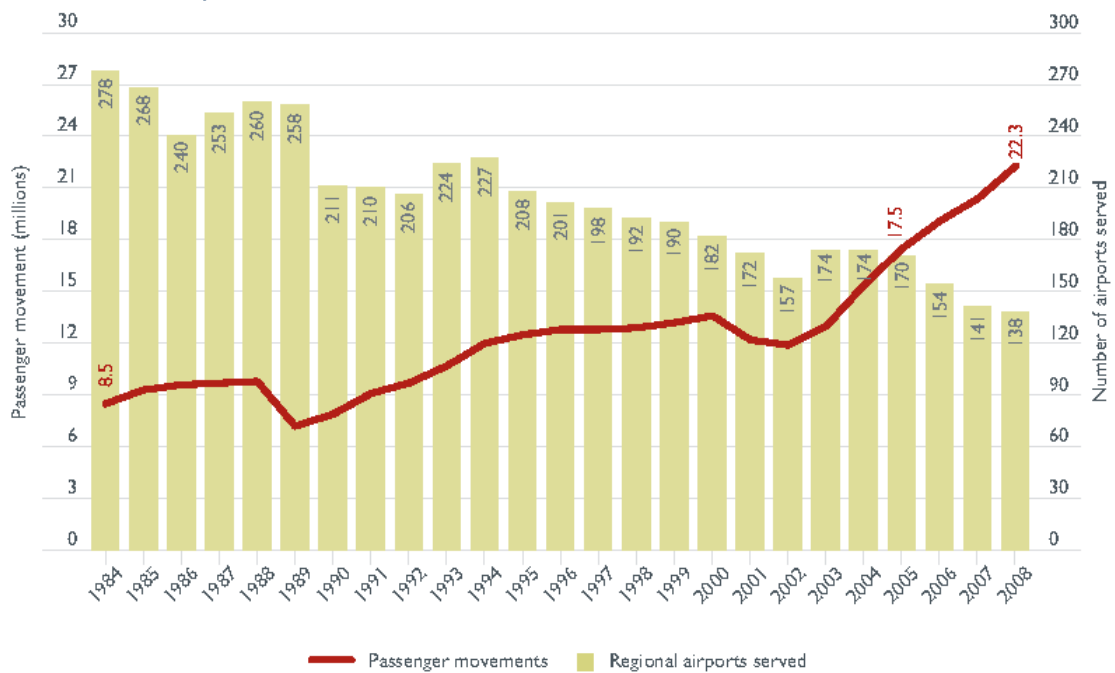


Figure 2-1 Passenger movements at regional airports and number of regional airport served, 1984 to 2008 (BITRE 2009)

In the late 1980's the Hawke government implemented a de-regulation of the airline industry.

There has been considerable debate about the successes and failures of air services and air port management in Australia since deregulation. Numerous studies have looked at the impact of deregulation with simulation models indicating net welfare gains. Whilst

many of these studies looked at social benefit, no studies were undertaken on the infrastructure required to keep these airports functioning and safe.

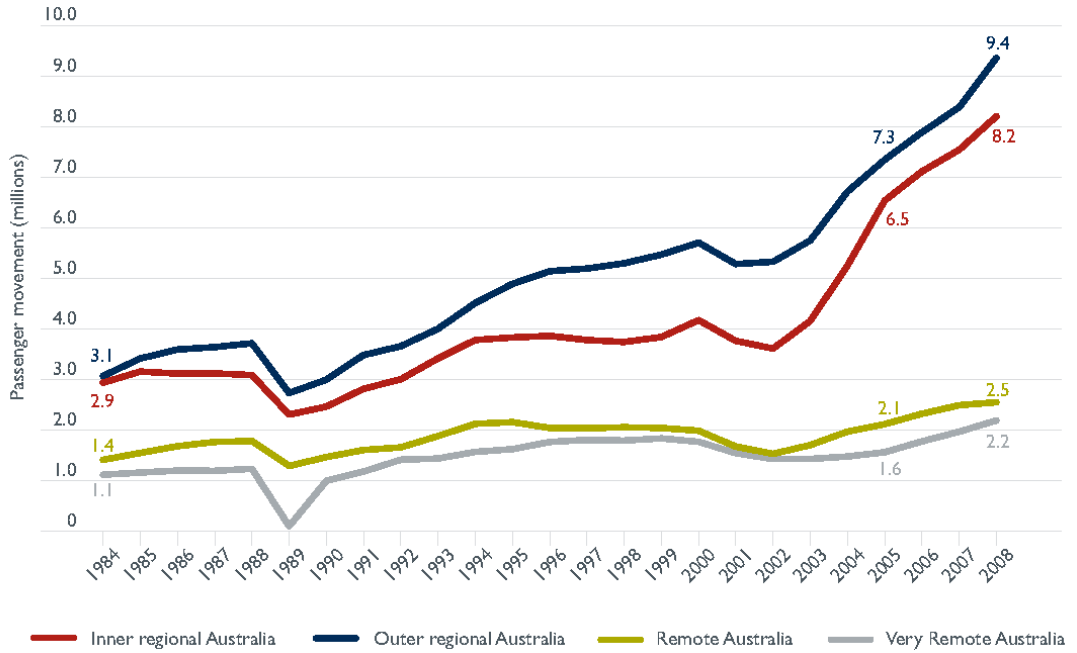


Figure 2-2 Passenger movements at regional by ASGC Remoteness Classification 1984 to 2008 (BITRE 2009)

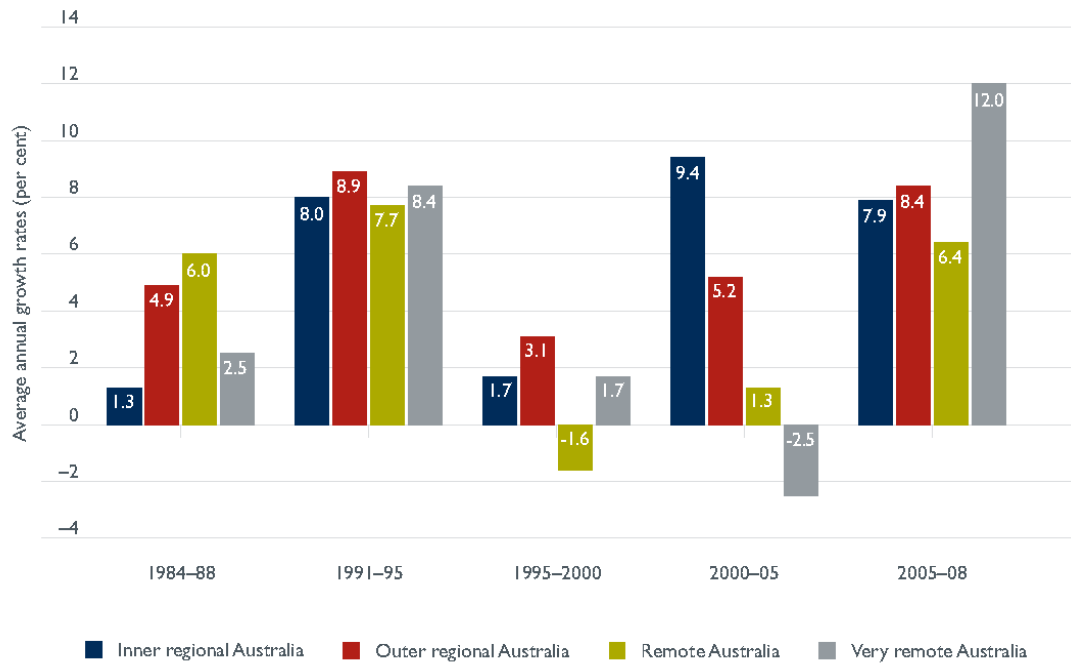


Figure 2-3 Annual average growth rates of passenger movements at regional airports 1984 to 2008 (BITRE 2009)

2.5 Population Migration

Growth and internal migration in Australia has been researched from various parties. A significant finding by Baum and O'Connor (2005) was that employment sectors reviewed that the associations between changes in share of jobs and changes in shares of population at a regional scale are not simply tied to population change. Garnett and Lewis (2007) however believe that many of the classification frameworks used to define the regions in Australia have been such trends and changes in population and employment were not clearly evident. Garnett and Lewis (2007) related the population shift from regional to urban to the labour market. It was also noted in their paper that population growth in remote Australia between 1991 and 1996 was at 0.6% which was a fifth of the Australian average. The rate of 0.6% was two-thirds lower than the population growth rates in the 1980's (Garnett et. al 2001). Recent population trends are investigated in the body of this paper in relation to internal migration in Queensland in the years 2008-2009. Garnett and Lewis (2007) reported that in remote areas population growth was rising as employment growth was falling. Hunter B. (2002) found that much of the data relating to population and employment in the 1990's in some remote areas was due to the Community Development Employment Projects (CDEP) scheme.

The internal migration from remote Australia to more urbanised areas is well documented. Figure 2-4 provides a graphical representation of this migration.

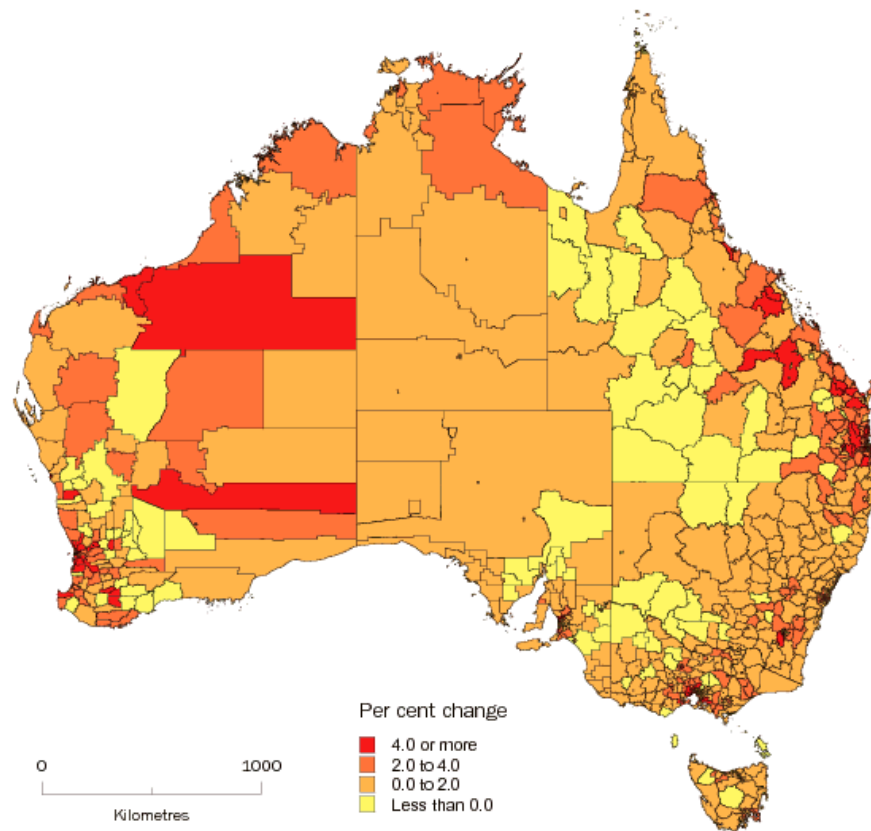


Figure 2-4 Population change, Australia - 2008-09
(ABS 2006)

The Australian Bureau of Statistics also provides statistical information on internal migration with the ASGC Regional classification 2006. Table 2-2 and Table 2-3 provide an overview of internal migrations based on the ASGC remoteness classification.

	2008	2009	Change	% Change
Queensland	2 573 616	2 644 501	70 885	2.8
Major Cities				
Inner Regional	943 299	970 988	27 689	2.9
Outer Regional	655 303	672 888	17 585	2.7
Remote	86 153	86 525	372	0.4
Very Remote	50 199	50 201	2	-
Total	4 308 570	4 425 103	116 533	2.7

Table 2-2 Population internal Migration, Queensland - 2008-09
(ABS 2006)

	2008	2009	Change	% Change
Australia	14 739 042	15 068 655	329 613	2.2
Major Cities				
Inner Regional	4 238 568	4 325 467	86 899	2.1
Outer Regional	2 027 783	2 062 966	35 183	1.7
Remote	321 083	324 031	2 948	0.9
Very Remote	172 064	174 137	2 073	1.2
Total	21 498 540	21 955 256	456 716	2.1

Table 2-3 Population internal Migration, Australia - 2008-09
(ABS 2006)

Table 2-2 and Table 2-3 indicate that remote and very remote areas of Queensland and Australia have reduced population between years 2008 and 2009.

2.6 Economic Growth and Transport Development Patterns

The link between economic prosperity and transport is widely known, Robert Reich, former US Secretary of Labour, once observed that the two keys to economic prosperity and growth in regional areas were education facilities and regional airports (Durrani and Forbes 2004).

There has been established research which explored the link between developments within a country to the climatic differences of its regions (Graves 1980). Stimson (1997) research presented further interpretation to Graves (1980) and argued that well as climate migration the distributions of population inertia was attracted to newer regions which provide a greater potential for economic and social progression. Baum and O'Connor (2005) later argued that the new-old dichotomy presented by Stimson (1997) was oversimplified and overlooked substantial development around established centres and population spilled over statistical boundaries.

2.7 Social Exclusion and Transport

Much research in the United States has been undertaken in relation to social exclusion and transportation. Professor Rosenbloom S. (2007) cites four social exclusion issues common to transportation. These issues are failing to benefit, financial burden, burden of negative externalities and participation. Failure to benefit referred to groups of individuals unable to benefit from transportation programs. This is coupled with financial burden of excessive costs due to remoteness provides an increase in costs not reflected in the urban environment (Taylor 2000). Placing a fairness concept in relation to transport accessibility is difficult and has many influences from the political arena. Both Levinson (2005) and Litman (2005) attempted to define this fairness with varying interpretations.

In the United Kingdom (UK) the research linking transport and social exclusion is well documented. Church et. al (2001) reported that seven categories of exclusion connected to transport are: physical, geographical, facilities, economic, time based, fear based and space. Such research has been used to help best plan for transport management schemes within the UK, which coupled with land use planning provides public access to all transport disadvantaged.

Recent studies in the United Kingdom have highlighted the connection between social exclusion and transport (Hine and Mitchell 2001, Lucas et al. 2001). Whilst recent work undertaken by the Monash University (2007) takes this one step further citing that in the United States even if transportation is provided certain groups may not benefit on proportion to the needs (Rosenbloom, Altshuler 1979, Pucher 1982, Giuliano 2005).

2.8 Indigenous Australians and Transport

Australia's Indigenous communities are mostly located in areas other than major cities. In these areas transport options are lacking with many indigenous people even without access to a car (Dodson et. al 2004). In 2006 The NSW Aboriginal Transport Network report outlined the history of the physical isolation by transport stating that 'Some of the transport issues faced by the Aboriginal communities are historical in nature, and trace back to the segregation of Aboriginal communities that began in mid to late 19th century. These laws dislocated Aboriginal people from jobs and services. As a result

geographical isolation and thus transport isolation was created'. Holcombe (2006) highlighted that inadequate transport for Indigenous people is magnified in remote areas due mainly to their low socioeconomic situation.

2.9 The United States Experience

In January 2003 the United States General Accounting Office (GAO 2003) produced a comprehensive report outlining 'Factors Affecting Efforts to Improve Air Service at Small Community Airports'. The report found that small communities face a range of fundamental economic challenges in obtaining and retaining commercial passenger air service. The smallest of these communities typically lack the population base and level of economic activity that would generate sufficient passenger demand to make them profitable to air carriers. Communities GAO studied in depth, financial incentives were most effective in attracting new services. Of the 98 airports GAO contacted, 76 reported using some form of marketing to try to increase potential passengers' awareness of the air service or to try to inform carriers about the airport in an effort to attract new air service.

2.10 Bureau of Infrastructure, Transport and Regional Economics (BITRE)

BITRE is part of the Policy and Research Division of the Department of Infrastructure, Transport, Regional Development and Local Government.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) provides economic analysis, research and statistics on infrastructure, transport, regional development which is used by the Australian Government for policy development.

The Bureau of Transport Economics was established in 1970. Its role was to gather and analyse information about the transport industry, broad trends and problems in the provision and coordination of transport services. Today this role extends to analysis of trends and issues relating to regional development and local government.

In March 2003 The Bureau of Infrastructure, Transport and Regional Economics

published Working Paper 51 - Regional Public Transport in Australia: Long-Distance Services, Trends and Projections. This report confirmed that almost all Australians (over 99 per cent) living outside metropolitan areas in urban centres and localities of 200 persons or more are within a notional 120km reasonable access distance of a long distance air, coach or rail service. 'reasonable access' is defined as within a road distance of up to 120 kilometres to an airport with three or more return services per week and within 16 kilometres of a passenger rail station or coach stop. (Around two million Australians live outside urban centres and localities). Also regional travel is projected to grow by 1.3 per cent a year to 2020, compared with 1.9 per cent for total national (non-urban) travel. Air travel's share is projected to increase slightly.

In April 2003 The Bureau of Infrastructure, Transport and Regional Economics published Working Paper 54 - Regional Public Transport in Australia: Economic Regulation and Assistance Measures. Findings concluded that the Commonwealth and State and Territory assistance to support regional public transport has been predominantly for rail (82 per cent of the \$280 million), followed by aviation (7 per cent), ferry (6 per cent) and coach (4 per cent). Also reported was a broader policy issue for governments is the implications for funding of regional public transport resulting from current demographic trends. Australia's aging population will likely require a significantly increased level of government funding for public transport, particularly in regional areas. Older Australians tend to rely more heavily on public transport with 22 per cent of trips taken by people aged over 65 years being on public transport (BTRE 2003). Regional and remote areas also tend to have above average proportions of older people (particularly in coastal areas). These factors suggest an increasing number of older people using regional public transport services in the future. This in turn implies more older people in regional areas will be relying on public transport services and therefore the costs to governments (in terms of funding concession fare reimbursements) are likely to increase.

In July 2008 the Bureau of Infrastructure, Transport and Regional Economics published Report 115: Air transport services in regional Australia: trends and access. Findings concluded that the total number of regional airports served by airlines declined from 278 in 1984 to 170 in 2005. Based on the Australian Standard Geographical Classification (ASGC) Remoteness Structure, the number of airports in very remote

Australia experienced the steepest decline. Despite the significant fall over time, there remained a higher number of airports in very remote Australia than in other ASGC Remoteness classes of regional Australia. Regional routes where air services ceased generally share the following characteristics: flight frequency of once a week or less, route density of less than 1000 revenue passengers a year and route distances of 200 km or less.

2.11 Aviation Policy and Government Funding Assessment Criteria

The role of the Australian government in the development of regional airports was fashioned in the 1980's when it withdrew from ownership of regional aerodromes. Ownership and funding was then the responsibility of the local governments under the Aerodrome Local Ownership Plan (ALOP). This change in aviation management structure was driven by an independent inquiry chaired by Mr Henry Bosch in 1984. The three most important recommendations included (McGrath 1987):

1. The Commonwealth should consider commencing negotiations with the States and Northern Territory with a view to their assuming a greater financial role in the ALOP program in recognition of the predominately local interest in ALOP aerodromes.
2. Where government assistance for community benefit reasons is considered justified it should be by means of explicit subsidy for specific facilities or services from the appropriate tier of government.
3. Each major airport project should be subjected to financial as well as economic analysis to determine whether it is economically justifiable and whether its costs can be fully recovered.

The result of the introduction of these reforms placed a much greater emphasis of State and Local Governments accepting a more prominent role in the management and development of regional airports.

In April 2008 the Australian Government published the Aviation Position Paper. This document was the start of the process to work towards a National Aviation Policy (White Paper). One of the key challenges for regional air defined in Position Paper was

‘What should be the basis of government and industry policy towards air services to regional and remote communities?’ Many major stakeholders in the airline industry noted significant under funding to regional airports which in turn was negatively affecting aerodrome infrastructure and indirectly caused many airports to be closed.

Some of the stakeholders response to issues paper included REX Regional Express (2008) which stated that ‘the user should pay policy in aviation is ineffective in remote Australia activity has little cash flow and the need for government support to sustain the infrastructure necessary to service airports should be thoroughly examined. This was further documented by the Local Government Association of Queensland (LGAQ) (2008) which reported local governments capacity to fund infrastructure is constrained by revenue raising capacity. The LGAQ proposed that the future viability of airports will require the developments of strategies to identify current and future funding gaps and investigate ways to improve sustainability and profitability. The Western Australian Local Government Association (WALGA) (2008) recommendation to reduce the burden of cost infrastructure placed on rural and remote local communities was to establish a new Airport Infrastructure Fund. The Australian Airports Association (AAA) (2008) recommended that before any framework of funding is derived that the government needs to actually identify and quantify the social and economic significance that aviation plays in support of communities throughout remote, rural and regional Australia. The AAA also declared that a commonsense approach with the assessment mechanisms for infrastructure taking into account local conditions and attitudes is required.

Following industry consultation the Australian Government published the Green Paper in December 2008. The Australian Government takes the view that in a deregulated environment there is a role for government in providing support for regional routes that are not commercially viable, but essential for the social and economic well being of the communities they serve (Australian Government 2008). In December 2009 the Australian Government published the National Aviation Policy (White Paper). The white paper summarised the improvements to regional air services as the following;

- Continue to provide funding and more effectively fund routes which need it the most.

- Consolidate funding for the programs RASS, RAI, RASP and RAIF and develop hubs for servicing remote areas.
- Refine the Payment Scheme for Air services Enroute Charges to enable more assistance to remote communities that are not commercially viable. And review the effectiveness of these changes prior to the termination of the scheme in 2012.

The Australian Government through its publication of the National Aviation Policy White Paper (2009) requested feedback from the public and industry bodies. Australian Government policies as The Remote Air Services Subsidy (RASS) Scheme, the Remote Aerodrome Inspection (RAI) Program, the Remote Aerodrome Safety Program (RASP) and the Remote Aviation Infrastructure Fund (RAIF). These programs in the past been administered separately, with potential inefficiencies if the type of air service provided to a remote location does not match the standard of the aerodrome at that location (Australian Government 2009). The funding for these programs include \$44.7 million over four years for RASS, \$22 million over four years for RASP and \$3 million for RAIF.

In Queensland the Transport and Main Roads department provides the Regional Airport Development Scheme (RADS) which provides a comprehensive and diverse range of support for public transport to regional communities which is very effective. (Moogan 2007). The funding for RADS program is \$20.0 million over 4 years. The assessment criteria under the RADS program are:

- The level of remoteness and the degree of isolation
- The extent of disadvantage in accessing other transport services
- The proximity of major regional airports
- Existing physical features of the airport
- Advice from the key stakeholders such as Queensland Health and the Royal Flying Doctors
- Impact on the communities access to essential services
- The level of council contribution and other parties contributions towards the proposed project

2.11 Objectives

The longevity of regional airports in Queensland intrinsically relies on a combination of funding from all levels of governments. From studies conducted by Bureau of Infrastructure, Transport and Regional Economics (BITRE) researchers have identified that despite the number of passenger movements increasing the number of regional airports are closing. This suggests that government funding is either insufficient or improved strategies for the implementation of this funding is required. It is therefore a necessity to identify the effectiveness of the various government assessment criteria used in funding allocations.

Objectives of this project are to:

1. Collect data relating to regional airports directly from local governments and statistical authorities.
2. Evaluate the level of remoteness for Queensland airports and analyse relationship with funding provided to these airports.
3. Evaluate population migration in Queensland Local Government Areas and analyse relationships with funding provided to these airports.
4. Evaluate proximity of transport modes and essential services in Queensland airports and analyse relationship with funding provided to these airports.

This project will use a combination of available and derived information to investigate a range of criteria used in the funding of regional aerodromes in Queensland. The results collected will aid in the developments of strategies to improve airport management to create efficiency in the distribution of government funding to airports.

Chapter 3 Methodology

3.1 Research Methodology

The three common approaches to conducting research are quantitative, qualitative, and mixed methods.

Several research methods exist to conduct quantitative research. In descriptive research method, correlational, developmental design, observational studies, and survey research are used. These research methods may also be used in various degrees with experimental and causal comparative research (Williams 2007).

In the correlational research method, the research examines the differences between the two characteristics of the study group. Leedy and Ormrod (2001) felt that it is crucial to observe the extent to which a researcher discovers statistical correlation between two characteristics depending on some degree of how well those characteristics have been calculated.

A quantitative approach was adopted for this research project. Survey research mixed with established analytical data collection will enable correlation between various topics of research.

3.2 Data Collection

To analyse the required outcomes of the research project data collection was required on the following topics;

1. Remoteness in Queensland airports
2. Population migration in Queensland
3. Proximity of transport modes and essential services in Queensland
4. History of government funding to regional airports

Remoteness in Queensland airports

The Australian Bureau of Statistics (ABS 2010) website provides an online database outlining the Australian Standard Geographical Classification. The ASGC classification data was extracted and is analysed in detail further in this paper.

Population migration in Queensland

The Queensland Government Office of Economic and Statistical Research (QGOESR 2010) provides an online database outlining many topics of Local Government Areas which can be extracted in a database form. Two of the information topics downloaded included population migration and a Socio-Economic Index of Disadvantage.

Proximity of transport modes and essential services in Queensland

The objective was to obtain the distance by road from regional airports to various essential services. The required data included the distance to the nearest major hospital, other regional airport, rail terminal, bus terminal, secondary school and commercial centre. To obtain this information within my required timeframe a questionnaire was formulated and sent to all local governments. By using this method it enabled the information to be acquired in a short period of time.

History of government funding to regional airports

The relationship between government assessment criteria and funding was needed to be researched. Information regarding how much and when regional airports received funding. The access to this information was difficult; the nature of releasing this information was somewhat sensitive. Queensland Government was contacted with the intention to obtain which regional airports have received funding from the Regional Airport Development Scheme. Unfortunately the release of this information was not able to be collected. The Australian Government have full disclosure of funding allocation of the Remote Aerodrome Safety Program (RASP) on line. The Australian Government however could not provide a list of the airports that received the Remote Air Services (RASS) Scheme.

To obtain any gaps in funding information the questionnaire sent to the local government areas also included a question which covered this hole in data collection.

3.3 Questionnaire Survey

Many local government authorities have already completed RASP, RASS or RADS applications. To enable the best results for returning of the questionnaires a questionnaire was created which was a hybrid of all these applications. The was to give myself the best chance of obtaining a maximum number of questionnaire returns. The existing government applications have been included in;

Appendix B – Remote Air Services (RASS) Scheme: Application

Appendix C – Remote Aerodrome Safety Program (RASP): Application

Appendix D – Regional Airport Development Scheme (RADS Queensland)

The Questionnaire format is detailed in Appendix F. The questionnaire can be broken into 7 components.

1. General information : General Shire information
2. Aerodrome Location and Details :
 - a. Aerodrome name
 - b. Runway length and surface
 - c. Number of people accessing aerodrome
 - d. Distance by road to major hospital, commercial centre, secondary school, regional airport, rail terminal and bus terminal. This distance was categorised as <25klm, <100klm, <250klm and >250klm.
 - e. The reason for travel. Health, business, education, leisure or family
 - f. Landing charges
 - g. RASS service received
 - h. RADS funding received
 - i. RAI inspected
 - j. Royal Flying Doctors utilised
3. Government Assistance: Funding sources from Australian, State and Local Governments over the financial years 2007-08, 2008-2009, 2009-10 and 2010-11. Also the name of the funding source i.e. RASP, RADS etc. The RASP funding details was already provided on-line however this acted as a check that the accuracy of the questionnaires.
4. Social Information: This was a qualitative based research question to obtain a generalised response from council on various issues. The questions included;
 - a. In council's opinion does the local community believe there is enough funding provided to local aerodromes?
 - b. In council's opinion does the number of local aerodromes help combat isolation issues?
 - c. In council's opinion is the level of funding given to airports comparatively less than given to roads and rail?

- d. In council's opinion does the number and effective use of airports aid in reducing a negative population growth?
5. Future Needs: Local Governments were able to provide any information on future planning.
6. Other Comments: Local Governments were able to detail any other issue or provide any additional feedback.
7. Declaration: A consent to release information was required to be assigned by appropriate person.

To enable the best results for questionnaire returns firstly the questionnaire was emailed to all Local Government Areas that were defined as very remote, remote or outer regional. Shortly thereafter the questionnaire was mailed and covering letter to the same Local Government Areas. After 2 weeks a courtesy remainder email to Local Government Areas that had not responded. It would have preferable to also phone the Local Government Areas that had not responded but due to time financial constraints it was not possible.

Diamantina Shire Council and Hope Vale Aboriginal Shire Council email address was incorrect and message was undeliverable. Both these Shires did not respond to the hard copy of questionnaire either.

3.4 Questionnaire Limitations

Approximately 25% of very remote, 100% of remote and 70% of Local Government areas either responded back in full or advised no airport existed in the Shire, see Figure 3-1

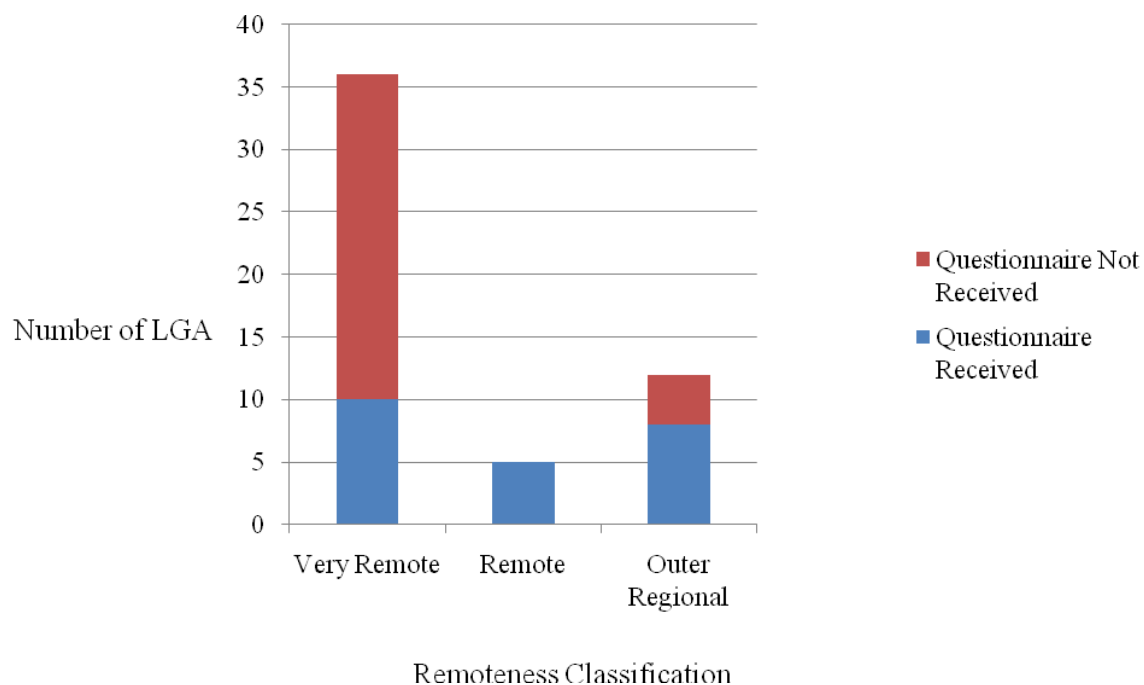


Figure 3-1 Questionnaire collection

A breakdown on which airports returned questionnaires or have no airport is shown below in Table 3-1. Many of the Local Government Areas had more than one airport, the final number of airports which I obtained full disclosure on was 41.

Very Remote	Remote	Outer Regional
1. Barcaldine Regional	1. Balonne Shire	1. Cassowary Coast
2. Barcoo Shire	2. Maranoa Regional	Regional
3. Cook Shire	3. Mount Isa City	2. Central Highlands
4. Lockhart River Aboriginal Shire	4. Tablelands Regional	Regional
5. Mornington Shire	5. Whitsunday Regional	3. Cherbourg Aboriginal Shire (No airport)
6. Murweh Shire		4. Hinchinbrook Shire
7. Napranum Aboriginal Shire (No airport)		5. North Burnett Regional
8. Torres Strait Island		6. South Burnett Regional
9. Winton Shire		7. Wujal Wujal Aboriginal Shire (No airport)
		8. Yarrabah Aboriginal Shire (Noairport)

Table 3-1 Local Government areas that returned questionnaires

Despite only 25% of very remote questionnaires returned this should be considered as a good result as many of the very remote shires are small Aboriginal communities and unlikely to have an airport present in the shire.

Numerous Shires had more than one airport, of the 18 shires that returned the questionnaires detailed information was obtained from a total of 41 airports.

3.5 Analysis

3.5.1. Data Preparation

Data Preparation involved checking and logging the data; checking the data for accuracy; entering the data into the computer; transforming the data; and developing and documenting a database structure that integrates the various measures (Trochim M.K. 2010)

Logging the Data

The research project had data coming from a number of different sources at different times:

- Email and mail questionnaire returns
- Australian Bureau of Statistics
- Queensland Government Office of Economic and Statistical Research
- Bureau of Infrastructure, Transport and Regional Economics

A database of all incoming data was logged in using Microsoft Excel. And all hard copy of questionnaires were kept on file.

Checking the Data for Accuracy

As soon as data was received it was checked and systemically recorded into a checklist. The persons responsible for completing questionnaire signed a declaration that the information provided was complete and correct. To cross check the government funding the questionnaire intentionally requested information on RASP funding which had already been obtained. Of the airports that crossed checked for accuracy only one of five had an anomaly in data, of which the RASP funding provided from government rather than information from the Local Government. Human error could be one reason why this mistake could have occurred.

Transforming Data

To transform all the data from the database into relevant and useful information filters were inserted in the excel database so to extract the required information. This information was then able to be referenced and converted into a graph or pie chart in Microsoft excel.

3.6 Problems

Timing of the questionnaire was a problem. By the time a suitable questionnaire was designed little time was left for distribution to enable enough time for detailed analysis. Approximately 1.5 weeks was allowed from email distribution to return date required in my covering letter. In retrospect with better time management skills this should have been 2-4 weeks to enable the Local Governments enough time respond.

As described earlier the sensitive nature of this paper made it difficult to gain access to the history of government funding provided to regional airports. Whilst the regional airports were open to full disclosure the Government agencies contacted were not able to disseminate any information.

Only a very minor amount of questionnaire returns had been filled out incorrectly, for example Mornington Shire and Barcoo Shire ticked all the boxes instead for reason of travel instead of rating from 1 to 5. In this case no data was entered into the data base.

Chapter 4 Defining Queensland's Regions

4.1 Introduction

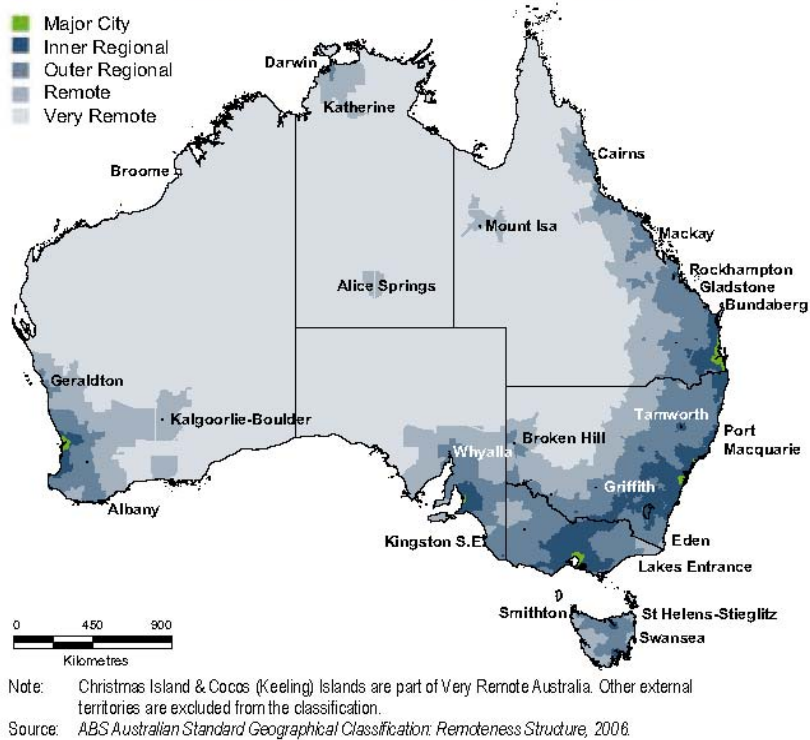
A major objective of this research was to make a critical analysis of population migration intra relationship with aerodromes; firstly defining the regions of Queensland was required. Also required was to make a link between the physical areas of Queensland to the Local Government Areas (LGA). The remoteness classification adopted was the ASGC remoteness classification. This provided a progressive delineation of remoteness areas defined as major city, inner regional, outer regional, remote and very remote. These areas have no relationship to LGA. However all the population data from ABS is only defined into LGA. The task therefore required to classify LGA into the ASGC boundaries. This was undertaken by simply overlaying the LGA map over the ASGC map. Whenever the LGA contained more the 50% of the ASGC that is how it was defined.

4.2 Remoteness

4.2.1. ASGC Remoteness Classification

There has been numerous methods to determine regional classification including that used by the Productivity Commission (1999), the Rural, Remote and Metropolitan Areas (RRMA) (1994), Access and Remoteness Index of Australia (2001). A baseline definition of remoteness has been adopted from the ABS Regional classification ASGC 2006. This classification has been used to enable direct comparison with the Bureau of Infrastructure, Transport and Regional Economics, see Figure 4-1.

Figure 1 Remoteness Classes in Australia, 2006



Examples of localities in each remoteness class

Major Cities of Australia:
Melbourne CBD, Newcastle CBD, Fremantle, Surfers Paradise, Noosa

Inner Regional Australia:
Hobart, Wodonga, Bunbury, Tamworth

Outer Regional Australia:
Darwin, Whyalla, Cairns, Swan Hill, Gunnedah

Remote Australia:
Alice Springs, Mount Isa, Port Lincoln, Esperance, Kununurra

Very Remote Australia:
Longreach, Coober Pedy, Tennant Creek, Ceduna

Figure 4-1 ASGC Remoteness classification (ABS 2006)

4.2.2. Local Governments Areas (LGA) in Queensland

According to the Queensland Government Department of Infrastructure and Planning 74 Local Government Council in Queensland exist as of August 2010 (Queensland Government 2010). Following is a list of all 74.

1. Aurukun Shire Council
2. Balonne Shire Council
3. Banana Shire Council
4. Barcardine Regional Council
5. Barcoo Shire Council
6. Blackall-Tambo Regional Council

7. Boulia Shire Council
8. Brisbane City Council
9. Bulloo Shire Council
10. Bundaberg Regional Council
11. Burdekin Shire Council
12. Burke Shire Council
13. Cairns Regional Council
14. Carpentaria Shire Council
15. Cassowary Coast Regional Council
16. Central Highlands Regional Council
17. Charters Towers Regional Council
18. Cherbourg Aboriginal Shire Council
19. Cloncurry Shire Council
20. Cook Shire Council
21. Croydon Shire Council
22. Diamantina Shire Council
23. Doomadgee Aboriginal Shire Council
24. Etheridge Shire Council
25. Flinders Shire Council
26. Fraser Coast Regional Council
27. Gladstone Regional Council
28. Gold Coast City Council
29. Goondiwindi Regional Council
30. Gympie Regional Council
31. Hinchinbrook Shire Council
32. Hope Vale Aboriginal Shire Council
33. Ipswich City Council
34. Isaac Regional Council
35. Kowanyama Aboriginal Shire Council
36. Lockhart River Aboriginal Shire Council
37. Lockyer Valley Regional Council
38. Logan City Council
39. Longreach Regional Council
40. Mackay Regional Council

41. Mapoon Aboriginal Shire Council
42. Maranoa Regional Council
43. McKinlay Shire Council
44. Moreton Bay Regional Council
45. Mornington Shire Council
46. Mount Isa City Council
47. Murweh Shire Council
48. Napranum Aboriginal Shire Council
49. North Burnett Regional Council
50. Northern Peninsula Area Regional Council
51. Palm Island Aboriginal Shire Council
52. Paroo Shire Council
53. Pormpuraaw Aboriginal Shire Council
54. Quilpie Shire Council
55. Redland City Council
56. Richmond Shire Council
57. Rockhampton Regional Council
58. Scenic Rim Regional Council
59. Somerset Regional Council
60. South Burnett Regional Council
61. Southern Downs Regional Council
62. Sunshine Coast Regional Council
63. Tablelands Regional Council
64. Toowoomba Regional Council
65. Torres Shire Council
66. Torres Strait Island Regional Council
67. Townsville City Council
68. Weipa Town Authority
69. Western Downs Regional Council
70. Whitsunday Regional Council
71. Winton Shire Council
72. Woorabinda Aboriginal Shire Council
73. Wujal Wujal Aboriginal Shire Council

74. Yarrabah Aboriginal Shire Council

4.2.3. Defining LGA into AGSC Remoteness Classification

Now all the 74 defined Local Government Areas were required to be classified into the AGSC. By a simple process of overlapping the LGA maps with the AGSC maps all the LGA could now be defined into AGSC, see Table 4-1.

Very Remote	Remote	Outer Regional	Inner Regional and Major Cities
1. Aurukun Shire	37. Balonne Shire	42. Banana Shire	54. Brisbane City
2. Barcaldine Regional		43. Cassowary Coast Regional	55. Bundaberg Regional
3. Barcoo Shire 1	38. Maranoa Regional	44. Central Highlands Regional	56. Burdekin Shire
4. Blackall-Tambo Regional			57. Cairns Regional
5. Boulia Shire	39. Mount Isa City	45. Cherbourg Aboriginal Shire	58. Fraser Coast Regional
6. Bulloo Shire		46. Goondiwindi Regional	59. Gladstone Regional
7. Burke Shire	40. Tablelands Regional	47. Hinchinbrook Shire	60. Gold Coast City
8. Carpentaria Shire		48. Isaac Regional	61. Gympie Regional
9. Charters Towers Regional	41. Whitsunday Regional	49. North Burnett Regional	62. Ipswich City
10. Cloncurry Shire		50. South Burnett Regional	63. Lockyer Valley Regional
11. Cook Shire		51. Western Downs Regional	64. Logan City
12. Croydon Shire		52. Wujal Wujal Aboriginal Shire	65. Mackay Regional
13. Diamantina Shire		53. Yarrabah Aboriginal Shire	66. Moreton Bay Regional
14. Doomadgee Aboriginal Shire			67. Redland City
15. Etheridge Shire			68. Rockhampton
16. Flinders Shire			
17. Hope Vale Aboriginal Shire			
18. Kowanyama Aboriginal Shire			
19. Lockhart River Aboriginal Shire			
20. Longreach Regional			

21. Mapoon Aboriginal Shire			Regional
22. McKinlay Shire			69. Scenic Rim Council
23. Mornington Shire			70. Somerset
24. Murweh Shire			Regional
25. Napranum Aboriginal Shire			71. Southern Downs
26. Northern Peninsula Area Regional			72. Sunshine Coast
27. Palm Island Aboriginal Shire			73. Toowoomba
28. Paroo Shire			74. Townsville City
29. Pormpuraaw Aboriginal Shire			
30. Quilpie Shire			
31. Richmond Shire			
32. Torres Shire			
33. Torres Strait Island			
34. Weipa Town Authority			
35. Winton Shire			
36. Woorabinda Aboriginal Shire			

Table 4-1 Local Governments defined into remoteness classification

4.3 Population

4.3.1. Population Migration in Local Government Areas

Population change in LGA was only investigated in 21 of the 74 LGA. The reasoning for this is further detailed in research project. The Queensland Government Office of Economic and Statistical Research on-line data base was utilised to provide statistical information on local governments.

The Research Project Region comprises of the 21 local government areas of Balonne Shire, Barcaldine Regional, Barcoo Shire, Cassowary Coast Regional, Central Highlands Regional, Cherbourg Shire, Cook Shire, Gympie Regional, Hinchinbrook Shire, Lockhart River Shire, Mornington Shire, Mount Isa City, Murweh Shire, Napranum Shire, North Burnett Regional, South Burnett Regional, Tablelands Regional, Torres Strait Island Regional, Whitsunday Regional, Winton Shire and Yarrabah Shire. It has a total area of 589,850.1 km or 34% of the total area of the state.

As at 30 June 2009, the estimated resident population of Research Project Region was 297,643 persons, or 6.7 per cent of the state's population.

Research Project Region's population in 2026 is projected to be 339,791 persons.

At the time of the 2006 Census, there were 26,182 persons in Research Project Region who stated they were of Aboriginal or Torres Strait Islander origin, or 9.9 per cent of the total population.

In the Research Project Region, 41.8 per cent of the 2006 usual resident population were in the most disadvantaged quintile and 4.0 per cent of the population of Research Project Region were in the least disadvantaged quintile.

The population of Research Project Region between 30 June 2008 and 2009 (see Table 4-2). This was a 5.2 per cent share of the state's population growth over this period. The region recorded a population growth rate of 2.1 per cent between 30 June 2008 and 2009 (Queensland, 2.7 per cent).

Within the region, the largest increase in population occurred in Gympie Regional Local Government Area (LGA), up by 1,778 persons in the year to 30 June 2009, accounting for 29.6 per cent of all growth in Research Project Region. The fastest growing local government area between 2008 and 2009 was Gympie Regional LGA (3.8 per cent), followed by Central Highlands Regional LGA (3.6 per cent) and Whitsunday Regional LGA (2.9 per cent).

Local Government Area	Estimated resident population as at 30 June			Average annual growth rate	
	2004	2008	2009p	2004 – 2009p (a)	2008 – 2009p
	— number —			%	%
Balonne (S)	5,139	4,852	4,847	-1.16	-0.10
Barcaldine (R)	3,443	3,406	3,376	-0.39	-0.88
Barcoo (S)	0,415	0,370	0,353	-3.18	-4.59
Cassowary Coast (R)	30,166	30,458	30,992	0.54	1.75
Central Highlands (R)	26,861	29,343	30,403	2.51	3.61
Cherbourg (S)	1,226	1,213	1,215	-0.18	0.16
Cook (S)	3,801	3,825	3,899	0.51	1.93
Gympie (R)	41,402	46,345	48,123	3.05	3.84
Hinchinbrook (S)	12,180	12,249	12,283	0.17	0.28
Lockhart River (S)	0,603	0,608	0,619	0.53	1.81
Mornington (S)	1,088	1,088	1,103	0.27	1.38
Mount Isa (C)	20,461	21,993	21,838	1.31	-0.70
Murweh (S)	4,936	4,838	4,871	-0.26	0.68
Napranum (S)	0,855	0,928	0,930	1.70	0.22
North Burnett (R)	10,735	10,684	10,787	0.10	0.96
South Burnett (R)	29,424	31,812	32,495	2.01	2.15
Tablelands (R)	42,190	45,448	46,366	1.91	2.02
Torres Strait Island (R)	4,522	4,895	4,913	1.67	0.37
Whitsunday (R)	29,781	33,237	34,195	2.80	2.88
Winton (S)	1,515	1,409	1,407	-1.47	-0.14
Yarrabah (S)	2,431	2,636	2,628	1.57	-0.30
Research Project Region	273,174	291,637	297,643	1.73	2.06
Queensland	3,900,910	4,308,570	4,425,103	2.55	2.70
Region as % of Qld	7.0028	6.7688	6.7262

Table 4-2 Local Government Areas population change

4.4 Socio-Economic Index of Disadvantage

One of the assessment criteria not used in Government funding of airports is determining which airports need funding based on socio-economic needs. Although this is indirectly referenced in various planning policies the implementation of funding based in socio-economic indexes areas (SEIFA) does not occur.

Socio-Economic Indexes for Areas (SEIFA) is a summary measure of the social and economic conditions of geographic areas across Australia. SEIFA comprises a

number of indexes, which are generated at the time of the ABS Census of Population and Housing. In 2006, a Socio-Economic Index of Disadvantage was produced, ranking geographical regions to reflect disadvantage of social and economic conditions. The index focuses on low-income earners, relatively lower education attainment, high unemployment and dwellings without motor vehicles. Low index values represent areas of most disadvantage and high values represent areas of least disadvantage.

The following Table 4-3 shows the percentage of the population in each quintile (one-fifth or 20 per cent of the population) according to the Socio-Economic Index of Disadvantage. Quintile 1 represents the most disadvantaged group of persons, while quintile 5 represents the least disadvantaged group of persons.

By definition, Queensland has 20 per cent of the population in each quintile. In comparison, 40.1 per cent of the population of research project region were in the most disadvantaged quintile. Compared with the 20 per cent average across Queensland, 4.0 per cent of the population of research project region were in the least disadvantaged quintile.

Local Government Area	Quintile 1 (most disadvantaged.)	Quintile 2	Quintile 3	Quintile 4	Quintile 5
— percentage of population —					
Balonne (S)	38.9	30.4	6.5	20.1	4.1
Banana (S)	21.3	26.7	25.6	21.5	5.0
Barcaldine (R)	45.7	24.6	4.0	19.2	6.5
Barcoo (S)	47.6	40.2	0.0	0.0	12.2
Bulloo (S)	16.6	54.6	21.5	7.3	0.0
Carpentaria (S)	85.6	4.2	10.2	0.0	0.0
Cassowary Ct. (R)	42.9	35.8	12.5	8.3	0.4
Central High.(R)	8.5	14.1	22.8	35.1	19.6
Cook (S)	70.6	27.6	0.0	1.8	0.0
Etheridge (S)	15.1	51.0	7.4	26.6	0.0
Hinchinbrook (S)	41.2	32.7	20.2	5.9	0.0
Lockhart River (S)	100.0	0.0	0.0	0.0	0.0
Mornington (S)	100.0	0.0	0.0	0.0	0.0
Mount Isa (C)	21.2	33.3	24.9	16.3	4.2
Murweh (S)	35.5	46.4	7.3	4.6	6.2

North Burnett (R)	59.5	24.0	13.3	3.2	0.0
Paroo (S)	76.8	3.2	11.1	5.5	3.5
Quilpie (S)	56.7	24.5	9.5	9.2	0.0
South Burnett (R)	60.9	20.1	8.0	3.6	7.5
Tablelands (R)	42.7	25.4	20.8	11.1	0.0
Torres (S)	100.0	0.0	0.0	0.0	0.0
Torres Strait Isl.(R)	100.0	0.0	0.0	0.0	0.0
Whitsunday (R)	27.8	29.9	24.4	13.0	4.9
Winton (S)	76.0	0.0	3.2	17.2	3.5
Research Project Region	40.1	25.4	17.0	12.8	4.7
Queensland	20.0	20.0	20.0	20.0	20.0

Table 4-3 Local Government Areas SEIFA Index

Chapter 5 Analysis

5.1 Introduction

All the data collected from the email and mail questionnaire returns, Australian Bureau of Statistics, Queensland Government Office of Economic and Statistical Research and the Bureau of Infrastructure, Transport and Regional Economics was correlated and a detailed analyse was undertaken.

5.2 ASGC Remoteness Classification Relationship with Funding

From the database it was found that most of the Local Government Areas received funding from RASS, RASP or RADS over last 4 years for its regional airports as shown in Figure 5-1 This funding ranged from a little as \$5,000 and as high as \$1million, however typical funding was in the range \$10,000 to \$50,000.

However very remote airports faired the worse with only 55% of the airports receiving funding whilst the other regions received between 60% - 80%.

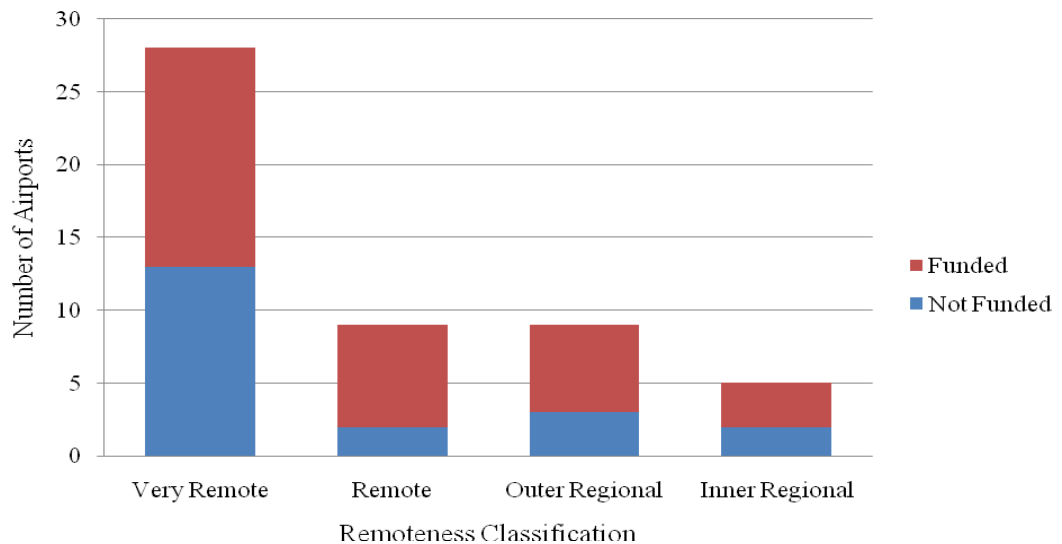


Figure 5-1 ASGC relationship with funding

5.3 Population Migration Relationship with Funding

The general trend for funding with respect to population growth is that generally the higher the population migration the more likely hood of the regional airport has of receiving some form of government funding, see Figure 5-2 Of the airports that received funding 55% of the airports had a population growth in between 2008 and 2009 of -1.5% to 0.00, 30% were between 0.00 to 1.00% and 15% were between 2.00 and above.

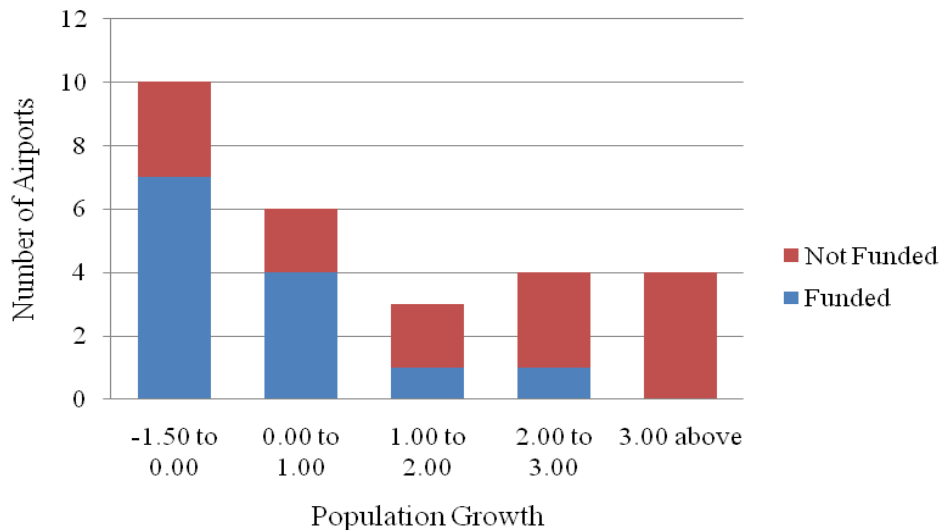


Figure 5-2 Population migration relationship with funding

	Population Growth %			
	-1.50 to 0.00	0.00 to 1.00	1.00 to 2.00	2.00 above
Airports in				
Very Remote	8	4	1	1
Remote	2		1	1
Outer Regional		2	1	2
Total	10	6	3	4

Table 5-1 Population migration in ASGC remoteness classification

The results of this analysis indicate that generally the more remote the area the higher the population migration. However there are isolated areas within the research project database that is that this trend does not conform.

5.4 Proximity to Essential Services and Other Transport Modes

One objective of the questionnaire was to provide sufficient information on the proximity of the regional airports to essential services and other transport modes. This information was then compared to which airports actually received government funding. The Queensland Regional Airport Development Scheme (RADS) uses a very similar approach. The Queensland government requests LGA applicants provide information on proximity of hospitals, schools, commercial precincts, and other airports. The questionnaire included all these items but also added proximity to rail and bus terminals. The intention was to also investigate whether LGA had adequate access to other transport modes.

A total of 18 LGA councils returned completed questionnaires with total of 38 airports investigated in detail.

5.4.1 Distance by Road to Nearest Regional Airport

For the purposes of my analytical assessment a government funded airport is defined as an airport that has received funding at any stage over the last four years from the RADS and/or RASP commonwealth or state government schemes.

Figure 5-3 indicates that approximately 12 out of the 16 funded airports have other regional airports 100kkm or more away. One could hypothesis that with respect to proximity to other regional airports that most of the airports that do receive funding are provided to airports that have a greatest distance to other regional airports.

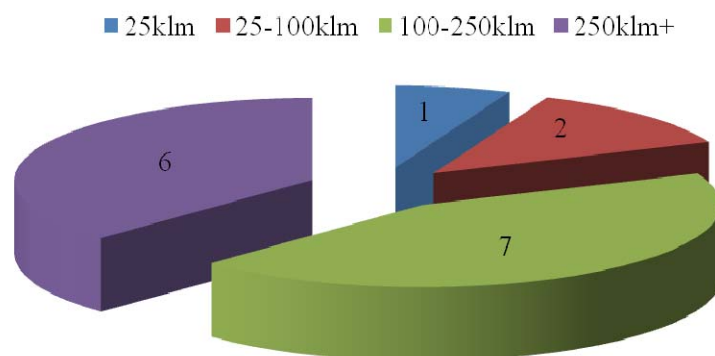


Figure 5-3 Distance by road to nearest regional airport from government funded airport (16 airports)

However of the balance of airports that do not receive funding some 14 out the 22 airports has regional airport greater that 100klm away, see Figure 5-4 On the basis of proximity to other regional airports alone it appears that the government funding is provided to the airports that need it the most however many other airports still require similar assistance.

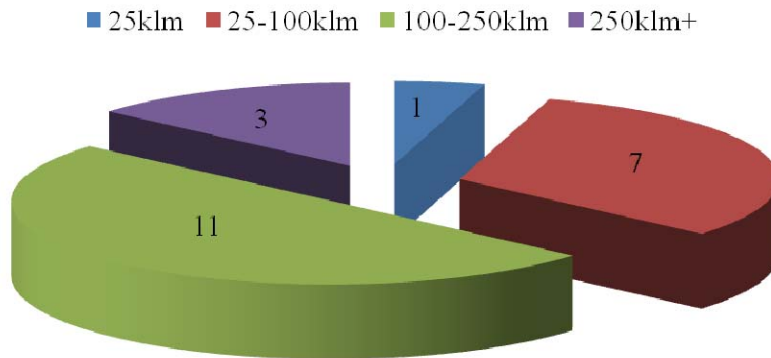


Figure 5-4 Distance by road to nearest regional airport from government non-funded airport (22 airports)

5.4.2 Distance by Road to Nearest Regional Hospital

Further in my research I found that health care is a major reason for travel by passengers. Figure 5-5 indicates that approximately 10 out of the 14 funded airports have other regional hospitals 100klm or more away. One could hypothesis that with respect to proximity to regional hospitals that the airports that do receive funding are provided to airports that have a great distance to regional hospitals.

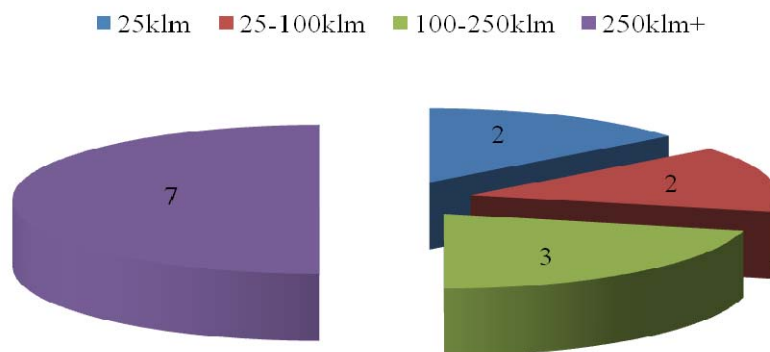


Figure 5-5 Distance by road to nearest regional hospital from government funded airport (14 airports)

For airports that do not receive funding only 5 out the 24 airports have regional hospitals greater that 100klm away, see Figure 5-6 On the basis of proximity to other regional airports alone it appears that the government funding is going to the airports that need it the most and only a further 5 airports would require some funding to satisfy that 100% of all airports that have regional hospitals greater that 100klm away obtain some degree of funding.

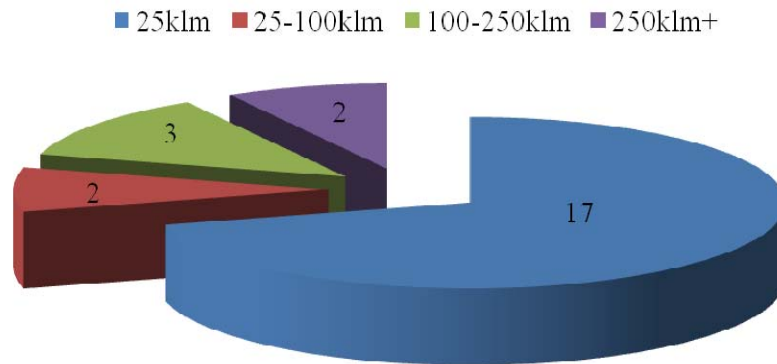


Figure 5-6 Distance by road to nearest regional hospital from government non-funded airport (24 airports)

5.4.3 Distance by Road to Nearest Rail Terminal

Figure 5-7 indicates that approximately 13 out of the 16 funded airports have a regional rail terminal 100klm or more away. One could hypothesis that with respect to proximity to regional rail terminals the airports that do receive funding are provided to airports that have a greatest distance to regional rail terminals.

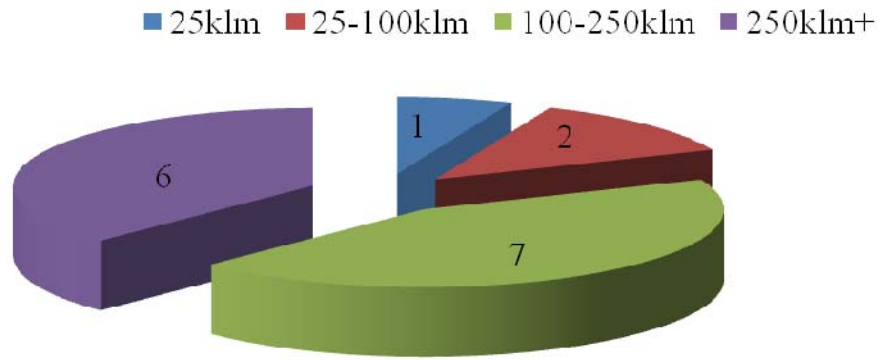


Figure 5-7 Distance by road to nearest regional rail terminal from government funded airport (16 airports)

For airports that do not receive funding 12 out of the 24 airports have a regional rail terminal greater than 100klm away, see Figure 5-8. On the basis of proximity to regional rail terminals alone it appears that the government funding is evenly split between the airports.

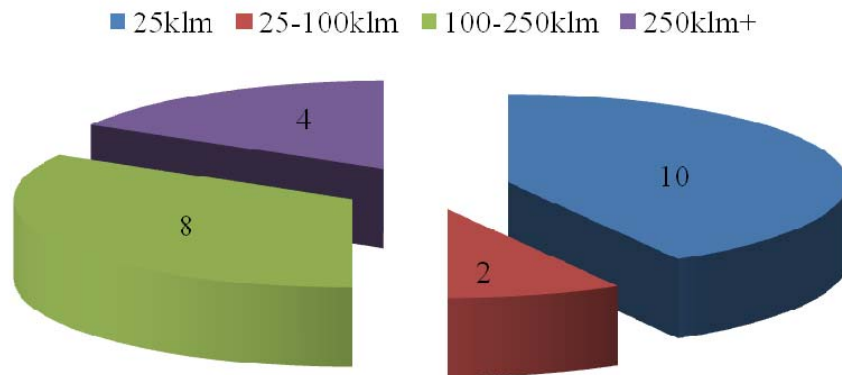


Figure 5-8 Distance by road to nearest regional rail terminal from government non-funded airport (24 airports)

5.4.4 Distance by Road to Nearest Bus Terminal

Figure 5-9 indicates that approximately 8 out of the 16 funded airports have a regional bus terminal 100klm or more away. One could hypothesize that with respect to proximity

to regional bus terminals the airports that do receive funding has no outstanding relationship to funding.

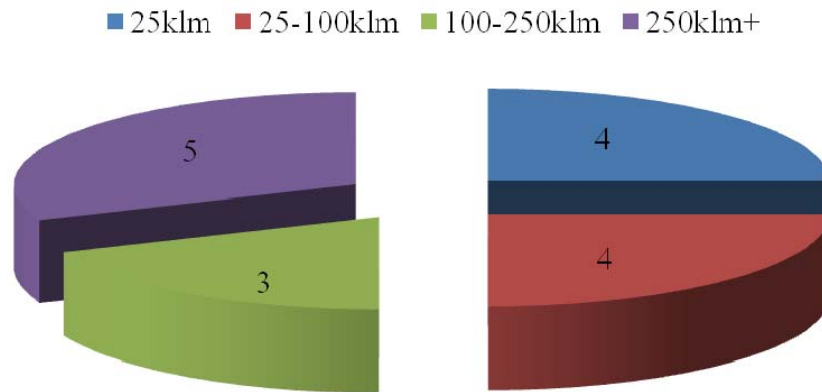


Figure 5-9 Distance by road to nearest regional bus terminal from government funded airport (16 airports)

For airports that do not receive funding only 1 out the 20 airports have regional bus terminal greater that 100klm away, see Figure 5-10. On the basis of proximity to regional bus terminals alone it appears that the government funding is going to the airports that need it the most and only a further 1 airports would require some funding to satisfy that 100% of all airports that have regional bus terminal greater that 100klm away obtaining some degree of funding.

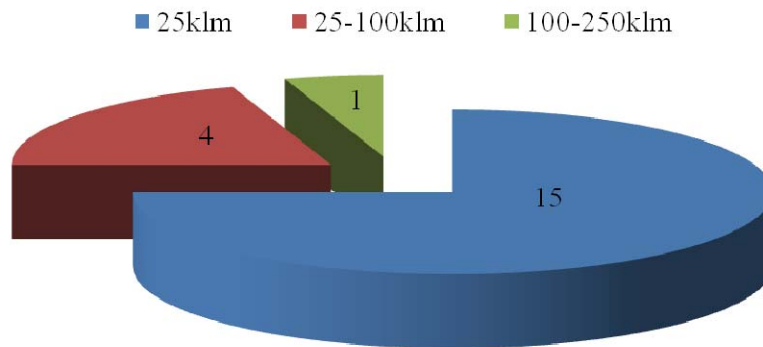


Figure 5-10 Distance by road to nearest regional bus terminal from government non-funded airport (20 airports)

5.4.5 Distance by Road to Nearest Secondary School

Figure 5-11 indicates that approximately 12 out of the 18 funded airports have a secondary school 100km or more away. One could hypothesize that with respect to proximity to secondary schools the airports that do receive funding have a greatest distance to secondary schools.

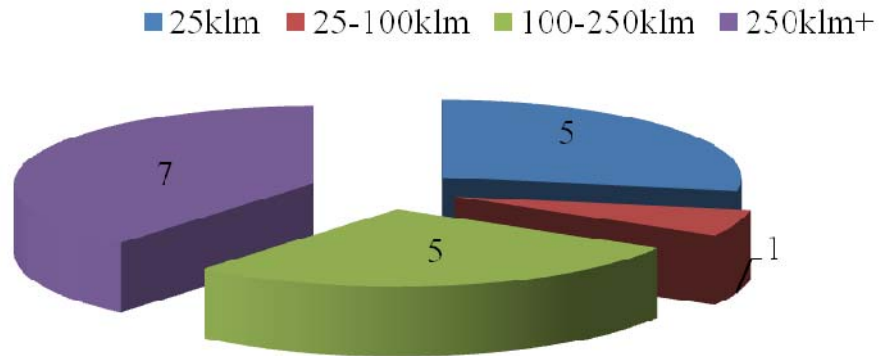


Figure 5-11 Distance by road to nearest secondary school from government funded airport (18 airports)

For airports that do not receive funding only 1 out the 23 airports have a secondary school greater that 100kkm away, see Figure 5-12. On the basis of proximity to secondary schools alone it appears that the government funding is going to the airports that need it the most and only a further 1 airports would require some funding to satisfy that 100% of all airports that have a secondary school greater than 100kkm away obtaining some degree of funding

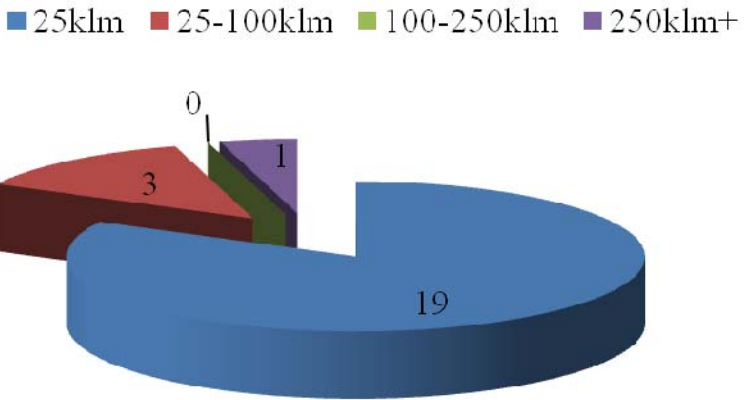


Figure 5-12 Distance by road to nearest secondary school from government non-funded airport (23 airports)

5.4.6 Distance by Road to Nearest Commercial Centre

Figure 5-13 indicates that approximately 14 out of the 17 funded airports have a commercial centre 100kkm or more away. One could hypothesis that with respect to proximity to commercial centres the airports that do receive funding are provided to airports that have a greatest distance to commercial centres.

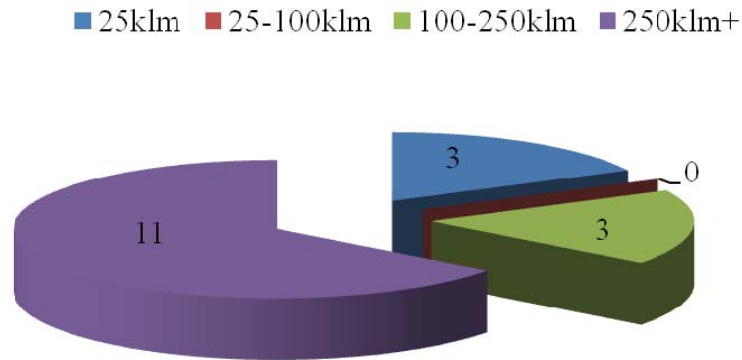


Figure 5-13 Distance by road to commercial centre from government funded airport (17 airports)

For airports that do not receive funding only 5 out the 23 airports have a commercial centre greater that 100kkm away, see Figure 5-14. On the basis of proximity to commercial centres alone it appears that the government funding is going to the airports

that need it the most and only a further 5 airports would require some funding to satisfy that 100% of all airports that have commercial centre greater than 100km away obtaining some degree of funding.

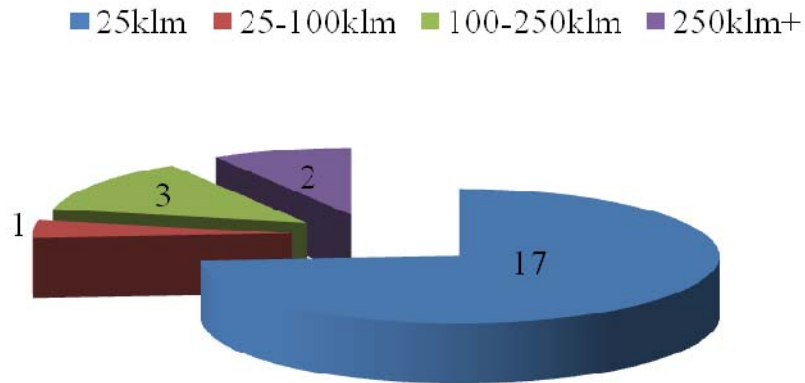


Figure 5-14 Distance by road to commercial centre from government non-funded airport (23 airports)

5.5 Reason for Air Travel

35 airports were researched to determine the number one reason for air travel. 18 airports had business as the number one reason, 12 health, 3 leisure and 2 family, see Figure 5-15. It was further examined that business and/or health accounted for 25 out of the 35 airports number one or two reasons for air travel, see Figure 5-16. This further emphasised that business or health is the predominate reason for air travel in remote Queensland.

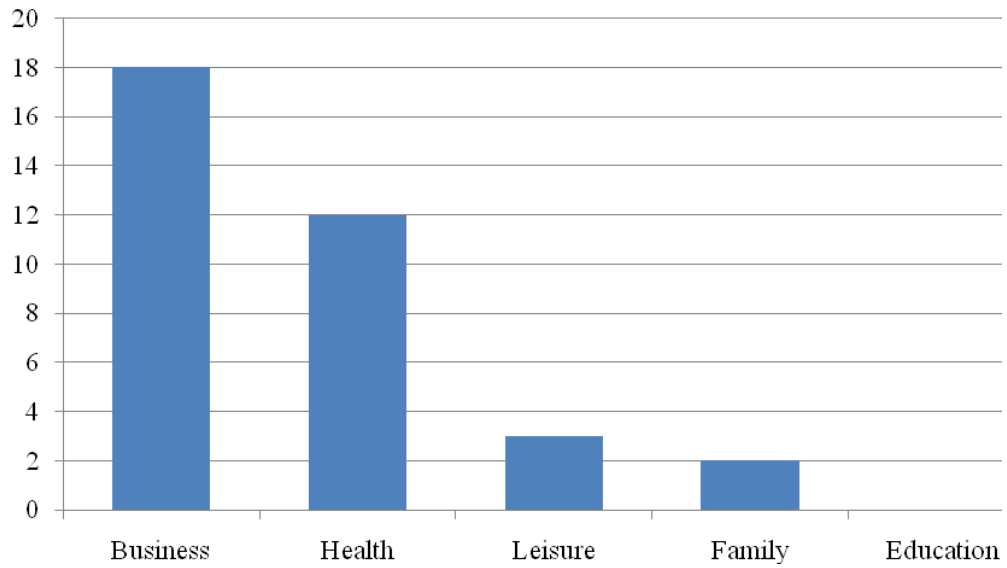


Figure 5-15 The number one reason why air travel was required (36 airports)

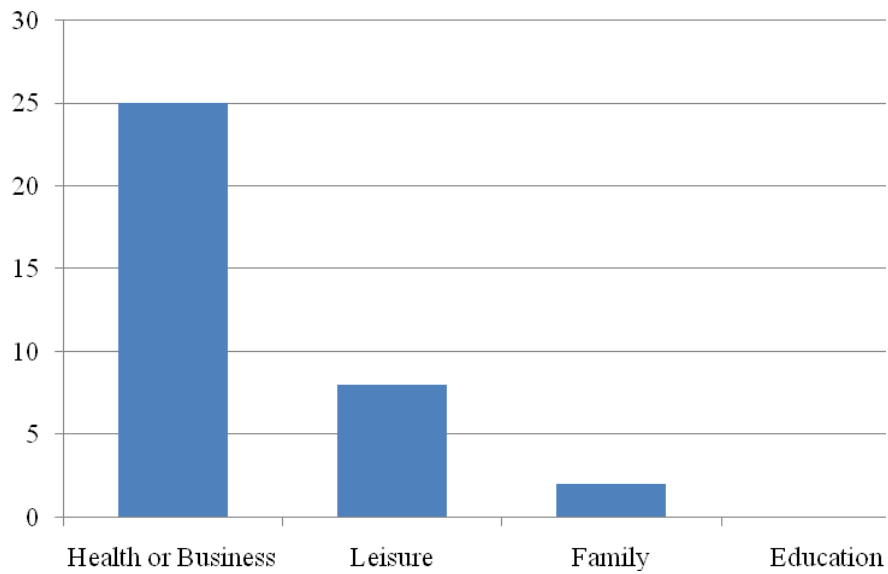


Figure 5-16 The number one or two reasons why air travel was required (36 airports)

5.6 SEIFA Relationship with LGA

The Socio-Economic Indexes for Areas (SEIFA) was researched for the 24 LGA in the research project, see Figure 5-17. The results shown in Figure 5-17 are the percent of the population that are the most disadvantaged. For example 25% of the research project LGA data set has 75-100% of the population most disadvantaged. The Queensland average for SEIFA is 20% the average the in the research project LGA data set is 40.1%

this therefore proves that the LGA investigated are much most disadvantaged than the balance of Queensland. Although this assessment criteria is not used in any government funding schemes it reemphasises the disparity between the urban and remote Australia . One could make an argument that the low-income earners, relatively lower education attainment, high unemployment areas of remote Australia require more government assistance when it comes to providing transport.

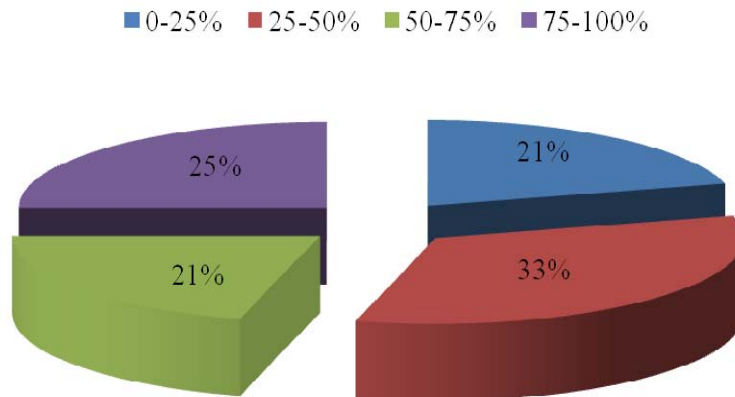


Figure 5-17 SEIFA relationship with LGA

5.7 Local Government Feedback

Research indicated that nearly three-quarters of Local Governments believe that regional airports do not receive enough funding, see Figure 5-18.

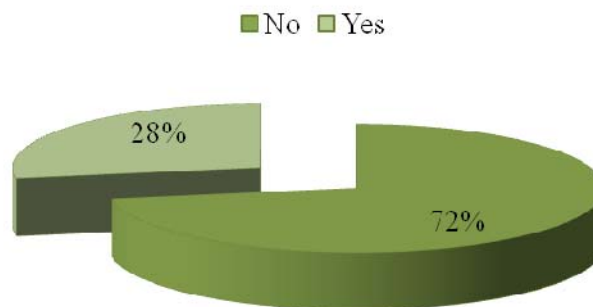


Figure 5-18 Is there sufficient funding given to regional airports (18 LGA)

Research also indicated that over three-quarters of Local Governments believe that regional airports help combat social isolation issues in the local community, see Figure 5-19.

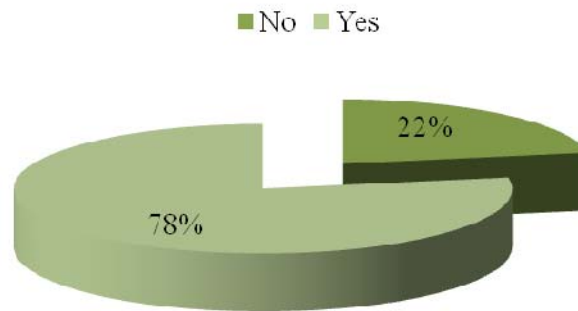


Figure 5-19 Does the number regional airports help combat isolation issues (18 LGA)

In addition the majority of Local Governments believe other transport modes such as road and rail obtain a far greater portion of funding relative to regional aviation, see Figure 5-20.

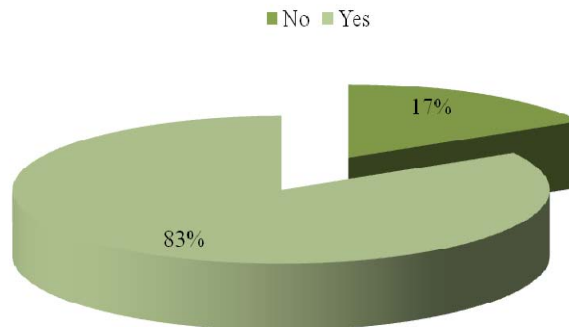


Figure 5-20 In council's opinion is the level of funding given to airports comparatively less than given to roads and rail (18 LGA)

The research found that population migration from very remote areas is distantly high. Nearly three-quarters of the Local Governments believe that regional airports help in reducing this population migration, see Figure 5-21.

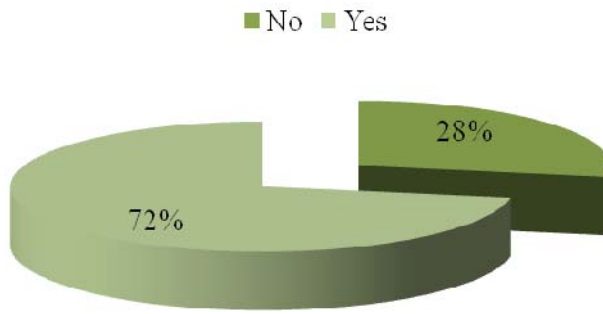


Figure 5-21 Do regional airports aid in reducing population migration (18 LGA)

Chapter 6 Case Study Hinchinbrook Shire Council

The scenic Hinchinbrook Shire lies in the Herbert River Valley, approximately one hour drive north of Townsville, and 3 hours drive south of Cairns. The Shire encompasses an area of approximately 2,700 sq. klm.

The town of Ingham is the administrative and commercial centre for the Shire of Hinchinbrook. Initially established as a result of the district's rapidly growing industries, Ingham has developed from a small, postal town with a population of only 200, to a community with more than 5000 inhabitants in the town itself and more than 12,500 in the Hinchinbrook Shire.

Today the district based on sugar cane cultivation and milling, with subsidiary benefits coming from cattle raising, small cropping and fishing. Tourism is also a major component of the Shire with access to the Great Barrier Reef and national parks, see Figure 6-1.

Hinchinbrook has one airport at Ingham. A sealed all-weather air strip is located in Ingham. Length - 1,500m. Capability - up to light jet aircraft



Figure 6-1 Hinchinbrook Shire

The Hinchinbrook Shire heavily promotes tourism and provides access to flight tours.

Road Transport is well catered for with National Highway bisecting the Shire from south to north for a distance of 58km. The Shire has an excellent network of roads made up of 525km of sealed roads, and 684km unsealed.

Rail Transport a main north-south rail line runs through the Shire with the main passenger station and goods (including container handling) facilities located in Ingham.

Proximity to the closet regional airports and regional hospital is 200klm away.

Over the last four years the Ingham airport relies solely on local government funding. Hinchinbrook Shire Council receives no funding under the Remote Air Service Subsidy (RASS), Remote Airport Development Scheme (RADS) or the Remote Aerodrome Inspection Program (RAIP). The Royal Flying Doctors does not currently utilise the aerodrome.

A breakdown of the airport finical situation is detailed in Table 6-1, as supplied by the Council.

	2006/2007	2007/2008	2008/2009	2009/2010
Total revenue from landing fees	\$1790	\$1790	\$2340	\$2700
Total operating result	-\$18,354	-\$39,820	-\$58,053	-\$34,078
Capital expenditure	0	0	\$103,000	\$55,700

Table 6-1 Hinchinbrook Shire airport operating costs

The acting infrastructure engineer at Hinchinbrook Shire Council has indicated that the long term viability of the airport is unlikely.

Despite Hinchinbrook Shire Council actively promoting the use of their airport and adding to the economic prosperity of the Shire no government funding from the State is programmed. Possible additional assessment criteria for funding could be for adding economic benefit to the community otherwise airports similar to Ingham are likely to close.

Chapter 7 Results and Discussion

7.1 Summary of Results

In general terms Table 7-1 indicates that a relationship between population growth and remoteness exists. The areas in Queensland that are the most remote generally have the greatest negative population growth, that is more people are moving out of very remote areas possibly into more densely populated areas. Of the airports that received funding 55% of the airports had a population growth in between 2008 and 2009 of -1.5% to 0.00, 30% were between 0.00 to 1.00% and 15% were between 2.00 and above, see Figure 7-1.

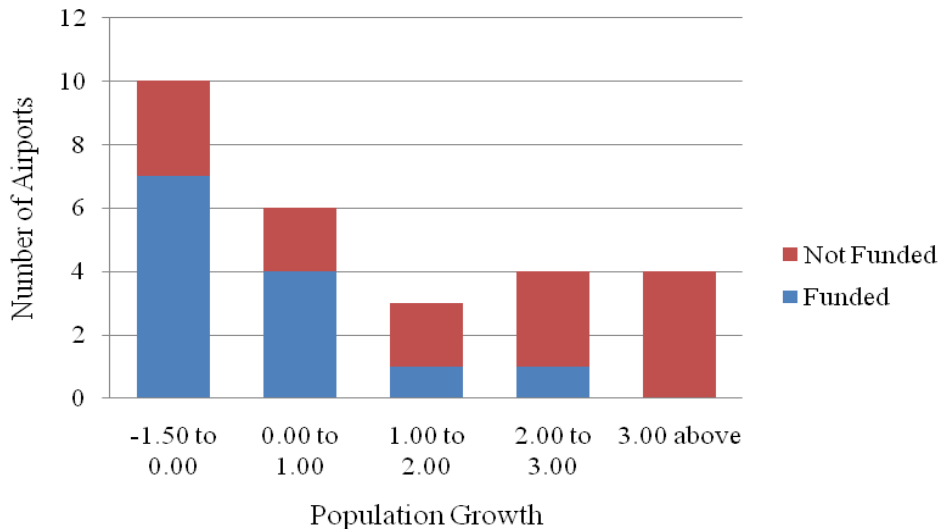


Figure 7-1 Population migration relationship with funding

Airports in	Population Growth%			
	-1.50 to 0.00	0.00 to 1.00	1.00 to 2.00	2.00 above
Very Remote	8	4	1	1
Remote	2		1	1
Outer Regional		2	1	2
Total	10	6	3	4

Table 7-1 Summary of population growth in Queensland

The research found that proximity to essential services from funded airports is that on average 70% of funded airports have essential services greater than 100klm away, see Table 7-2.

	100klm +
Distance to airport from funded airport	75%
Distance to hospital from funded airport	70%
Distance to rail from funded airport	80%
Distance to bus from funded airport	50%
Distance to secondary school from funded airport	65%
Distance to commercial area from funded airport	80%
Average	70%

Table 7-2 Summary of proximity to essential services from funded airports

The research established that proximity to essential services from non-funded airports is that on average 30% of non-funded airports have essential services greater than 100klm away, see Table 7-3. This indicates that the majority of non-funded airports have essential services in close proximity.

	100klm +
Distance to airport from non-funded airport	65%
Distance to hospital from non-funded airport	20%
Distance to rail from non-funded airport	50%
Distance to bus from non-funded airport	30%
Distance to secondary school from non-funded airport	5%
Distance to commercial area from non-funded airport	20%
Average	30%

Table 7-3 Summary of proximity to essential services from non-funded airports

Research indicated that approximately half of the airports have business as the number one reason for air travel, see Table 7-4. And health accounted for approximately a third of the responses for the reason for air travel.

Reason for travel	
Business	51%
Health	34%
Leisure	9%
Family	6%
Education	0%

Table 7-4 Summary of number one reason for air travel

The feedback from the Local Governments was fairly uniform with approximately three-quarters of the councils indicating funding was insufficient and the lack of this funding has social implications, see Table 7-5.

	Yes	No
Is there sufficient funding given to regional airports	28%	72%
Does the number regional airports help combat isolation issues	78%	22%
Is the level of funding given to airports comparatively less than given to roads and rail	83%	17%
Do regional airports aid in reducing population migration	72%	28%

Table 7-5 Summary of Local Government feedback

7.2 Discussion

Generally the results of the research indicate that most of airports have received some form of funding over the last for years by at least one of the government agencies. However most of the local governments also indicate that the level of funding is insufficient. The research indicates that the trend of regional airports closing down will continue. Many of the local governments have expressed concerns if funding is not forthcoming in the future more closer of airports is likely.

Chapter 8 Conclusions

This research in the development patterns of regional airports is by no means comprehensive but trends and correlations can easily be made. Considering the difficulty in obtaining credible and sufficient information from some of the most remote parts of the country the results provide a snap shot of the difficulties encountered by regional airport operators.

What has been found is that due to the various levels of governments in ability to work together some airports for whatever reason do not receive any funding from any level of government.

Evaluation of the level of remoteness in Queensland airports found that the airports within Local Government Areas in the most remote areas have the largest relative decrease in population. 55% of the very remote airports received funding whilst the other regions 60% - 80% of the airports received funding. Whilst no direct cause could be uncovered to explain this situation it clearly demonstrates that more than half of the very remote airports receive no government assistance.

Evaluation of the proximity of transport modes and essential services in Queensland airports found the general trend is 70% of funded airports have essential services greater than 100km away. This confirms the State Governments approach of funding is provided to the areas that need it the most. The general trend from non-funded airports is that on average 30% of non-funded airports have essential services greater than 100km away. These findings clearly demonstrate that more effective funding is required to help assist one-third of the airports which are transport disadvantaged.

8.1 Further Work

Further work is required to better provide regional airports with not only effectively targeted funding but a complete multi-governmental approach. The grant style approach currently be used by governments should be reviewed. It appears that this style of funding mechanism falls under 'the squeaky wheel gets the grease' approach. A more suitable structure of funding maybe similar to the Department of Main Roads Road

Implantation Program (RIP) where the department determines which roads require upgrading.

The National Aviation Policy recommends consolidating funding for the programs RASS, RAI, RASP and RAIF and developing hubs for servicing remote areas. The process of developing hubs in remote areas needs to be carefully planned any further centralisation of airport infrastructure will most likely led to further airport closures.

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Appendix A – Project Specification

University of Southern Queensland

FACULTY OF ENGINEERING AND SURVEYING

ENG 4111/4112 Research Project
PROJECT SPECIFICATION

FOR: MARK SHAW

TOPIC: AN INVESTIGATION OF ROLES AND DEVELOPMENT PATTERN OF REGIONAL AIRPORTS QUEENSLAND, AUSTRALIA.

SUPERVISORS: Dr Kathirgamalingam Somasundaraswaran

ENROLMENT: ENG 4111 – S1, 2010;
ENG 4112 – S2, 2010

SPONSORSHIP: Faculty of Engineering and Surveying

PROJECT AIM: This project seeks to investigate the upgrading of aviation infrastructure in Regional Airports in Queensland.

PROGRAMME: **Issue A, 26th March 2010**

1. Research the background information relating to regional airports in particular Queensland.
2. Research population growth assessment criteria and probable aviation expansion.
3. Analyse the proximity from regional airports to other major airports.
4. Analyse existing physical conditions of regional airports.
5. Research current local government contributions and identify any shortfalls.

As time permits:

6. Generate an assessment criteria matrix
7. Generate a framework to determine appropriate funding.

AGREED:

_____ (Student) _____ (Supervisor)

Date: / / 2010

Date: / / 2010

Examiner/Co-examiner: _____

Appendix B – Remote Air Services (RASS) Scheme : Application

REMOTE AIR SERVICE SUBSIDY (RASS) SCHEME

APPLICATION FOR A REGULAR AIR SERVICE

[Note: applicants are encouraged to answer all questions to demonstrate their remoteness and need for a weekly air service]

Applicant

Name(s):.....

Postal address:.....

Phone:.....

Fax:

Email:

Community or property name:.....

Property Owner:.....

Type of property (eg cattle station, tourist facility etc):.....

Is the property owned or managed by an Indigenous Community:Yes / No

Comments:

.....**Loca**

tion: Provide as much detail as possible, including a map showing the location of the property, nearest alternative aerodrome and service centre.

.....

Need for a Regular Air Service

Permanent population base: Number of permanent residents

Adults:

Children (under 18 years of age):

Seasonal peak population: Details on any average seasonal increase in population

Adults:

Children:

When:

Demand for Services

Would you use the RASS service for passenger transport? Yes / No

Would you use the RASS service for non-mail goods transport? Yes / No

If so, please provide an estimate (below) of the expected use of the service in terms of passengers and goods.

Passenger trips (either to or from the property) per year:

Number of passengers:

Goods deliveries per week (excluding items through the mail):..... kg

Provide details of any other special requirements

.....

Provide details of any other stations/communities that will receive a benefit from a RASS service to your property/community

.....

Remoteness

Surface travel time (one way) to nearest town or service centre

Nearest town or service centre:

One way safe surface travel time:

Surface travel time to the two closest neighbouring communities or properties with aerodromes, or receiving a weekly RASS or equivalent transport service (if less than one hour)

Neighbouring property:.....

One way surface travel time:.....

Details on inaccessibility due to seasonal weather conditions (eg wet season)

Average number of days per year that the community or property is inaccessible:

Are these consecutive days? (yes/no):

If No, what is the longest number of consecutive days of inaccessibility:

Provide any further details on how access is affected by seasonal weather conditions and the associated impact on the community or property

Need for the delivery of essential supplies

Provide details on any particular needs for the weekly delivery of essential supplies, in particular fresh food and medical supplies

.....

Resident school students

Provide details of school students living at the community or property

Number of primary school students:.....

Number of secondary school students:.....

Number of tertiary students:.....

How is educational material delivered to the students and completed work returned, and how often?

.....

Aerodrome details

Does the aerodrome meet the Commonwealth’s current civil aviation safety regulations, as administered by the Civil Aviation Safety Authority (CASA), for aerodromes intended for small aeroplanes conducting air passenger transport operations? A copy of CAAP 92 (A) ‘Guidelines on aerodromes intended for small aeroplanes conducting RPT operations’ can be downloaded at <http://www.casa.gov.au> Please familiarise yourself with this document.

Yes / No (delete whichever is inapplicable)

Please **attach** evidence such as a recent inspection report or entry in En Route Supplement Australia (ERSA).

.....

If **No**, provide details of how the aerodrome fails to meet the Commonwealth’s civil aviation safety regulations and comment on how and when you propose to bring the aerodrome up to the required standard

.....

Please provide a detailed plan on how you intend to maintain and operate the aerodrome in accordance with the Commonwealth’s civil aviation safety regulations. This should

include how you intend to establish a “positive” aerodrome reporting system working with the RASS air operator

.....

Existing transport services

Provide details of any existing transport services (air or surface transport) that visit your community or property, including frequency and range of services offered.

.....

Do you own or have regular access to an aircraft? (yes/no):

If Yes please provide details:

Type:

Owner:

Use:

Other Relevant Factors

Provide details on any matters that you consider are relevant to your application, either in support of material provided above or other reasons not specifically covered

.....

Obligation

In the event that this application is successful and

(community or property name) receives a regular air service under the RASS scheme,

I (we) (applicant(s))

acknowledge our obligation to advise the Department of Infrastructure, Transport, Regional Development and Local Government of any changes in circumstances that might affect this community’s ongoing eligibility for a RASS service and acknowledge

our responsibility to maintain the aerodrome to the standard required for the carriage of passengers and cargo.

..... (Signature(s) of applicant(s))

..... (Position of applicant(s) within community or property)

Date:.....//.....

Appendix C – Remote Aerodrome Safety Program (RASP) : Application

Remote Aerodrome Safety Program (RASP)

Application Form – Round 4

2010-11

1. APPLICANT INFORMATION

Name of Applicant <i>(including partner organisations)</i>	
ABN Number	
Are you GST registered? <i>Note that you will be required to be registered if your application is successful.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Street Address	
Town/Suburb/State/Postcode	
Postal Address <i>If different from street address</i>	
Nominated Contact <i>Include salutation eg Mr, Ms, Dr</i>	
Position	
Phone/Fax	Ph: _____ Fax: _____
Email	

2. AERODROME LOCATION AND DETAILS

Aerodrome/Property Name <i>Attach map, if available, & Latitude/Longitude.</i>	
Runway length (metres) and surface (eg sealed, gravel)	Length: _____ Surface: _____
Number of people accessing/relying on aerodrome for supplies, etc	

Nearest Town (inc postcode) or Service Centre to aerodrome	
Distance (kms) by road from aerodrome to nearest town/centre	
One-way travel time by road from aerodrome to nearest town/centre	
Number of days annually road access to nearest town/centre is unavailable	
Do you currently impose landing fees or other airport charges?	Yes <input type="checkbox"/> No <input type="checkbox"/>

AERODROME LOCATION AND DETAILS (CONT'D)

Does the aerodrome receive a Remote Air Service Subsidy Scheme (RASS) Service?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Is the Aerodrome inspected under the Remote Aerodrome Inspection (RAI) Program?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If yes, was the project identified following a RAI Program inspection?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If yes, is a copy of the RAI Program report attached?	Yes <input type="checkbox"/> No <input type="checkbox"/> To be provided <input type="checkbox"/>
Is the aerodrome utilised by the Royal Flying Doctor Service?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If No, is there another Aero Medical Service that utilises the aerodrome?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If yes, what is the name of this service?	
Has the Royal Flying Doctor Service or Aero Medical Service formally raised safety and/or access concerns?	Yes <input type="checkbox"/> No <input type="checkbox"/>
If yes, is a copy of the letter/report identifying the concerns attached?	Yes <input type="checkbox"/> No <input type="checkbox"/> To be provided <input type="checkbox"/>

3. PROJECT SUMMARY

Outline of the project, including works to be undertaken.	
Why are the works required?	
What will be the benefits to the community from the project?	
Is there any other information that may assist in supporting your need for this project? If yes, please provide details.	Yes <input type="checkbox"/> No <input type="checkbox"/> Details _____ _____
Has project management support been identified for the project? If yes, please provide details.	Yes <input type="checkbox"/> No <input type="checkbox"/> Details _____ _____

4. TIMEFRAME AND WORK PLAN

Provide a timeframe and work plan for the project showing major stages and tasks. Indicate expected commencement and completion dates for the different stages together with anticipated milestones. A draft work plan can be attached to the application if available.

Please identify completion dates for the proposed activities/works and the completion date for the project – the project must be completed by 30 June 2011 including submission of final report, acquittal of project expenditure and receipt of our final payment.

Proposed Project Start Date:		
Proposed Project Completion Date:		
<i>Milestones</i>	<i>Commencement date</i>	<i>Completion date</i>
<i>List major milestones (eg. Tenders called, contractors appointed, on-ground works commenced, final report submitted).</i>	<i>Expected</i>	<i>Expected</i>

5. BUDGET

Please refer to the program guidelines on eligible costs and contributions before completing this section. All costs/prices should be **GST exclusive**.

FUNDING SOUGHT/CONTRIBUTIONS					
Project	Australian Government	State Government	LGA/Other		Total
			Cash	In-kind <i>(please circle)</i>	
	\$	\$	\$		\$

For each component of the above project please provide a breakdown of costs*. This budget is for the 2010-11 financial year .

COST				
Component	Australian Government	State Government	LGA/Other	Total

* **NB** You will need to demonstrate the basis on which you calculated your costs, including written quotes, estimates of time and hourly rates, etc.

BUDGET (CONT'D)

Provide an estimate of any annual maintenance costs resulting from this project. Explain how these were calculated and how these costs will be met in the future.

<i>Project Related Maintenance</i>	Estimated annual cost	\$
	Basis for calculation	
	How will the cost be met?	

6. PREVIOUS GOVERNMENT ASSISTANCE

Please provide details of any Government funding assistance provided to this aerodrome in the past.

<i>Funding Source (Program and Agency)</i>	
<i>Total Funding Received (\$)</i>	

<i>Purpose / Works undertaken</i>				
<i>Contributor</i>	<i>2006-07</i>	<i>2007-08</i>	<i>2008-09</i>	<i>2009-10</i>
<i>Australian Government</i>	\$	\$	\$	\$
<i>State/Territory Government</i>	\$	\$	\$	\$
<i>LGA</i>	\$	\$	\$	\$
<i>Other</i>	\$	\$	\$	\$
<i>Total</i>	\$	\$	\$	\$

7. PROPOSED PROJECT EVALUATION

Reporting will be required in the form of progress reports, acquittals of expenditure and a final project report on completion of works. In addition, the Department seeks to evaluate the benefits of the project against the key objectives of the program, including increased safety and accessibility and improved delivery of essential goods and community services. Successful applicants may be required to participate in future follow-up surveys and/or case studies conducted by the Department to collect this performance information.

8. OTHER COMMENTS

Provide details of any other relevant information.

9. ATTACHMENTS

List any attachments submitted with this application (eg quotes, inspection reports, letters of support, etc).

DECLARATION

To be signed by the Chief Executive Officer or a person authorised by the group or organisation to make the declaration.

I declare that the information provided in this form is complete and correct, and the

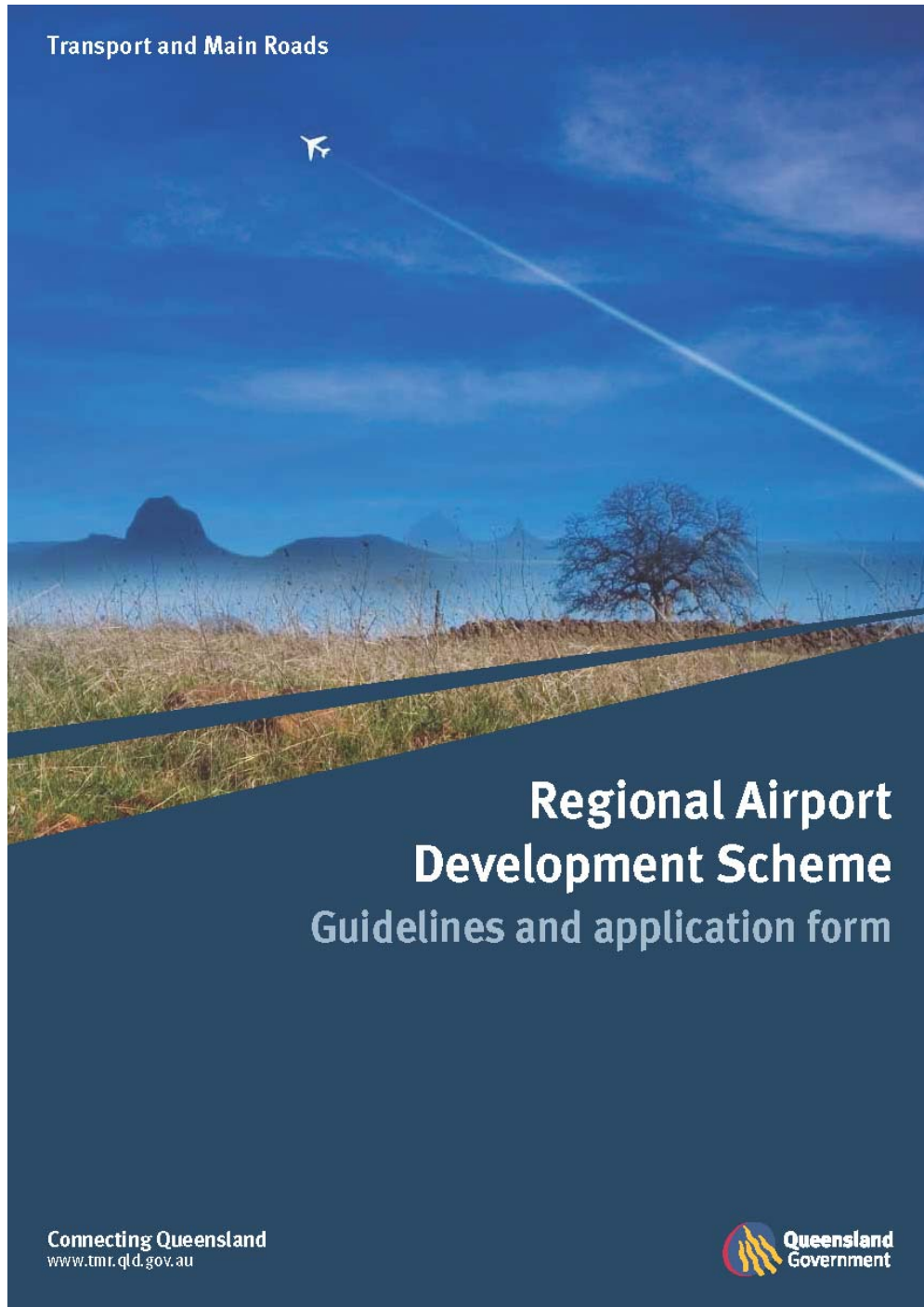
*appropriate group or organisation
endorsement has been received to submit this application.*

*I consent to the release of information in this application (excluding personal details)
for non-commercial public information purposes.*

*I consent to participate in any follow-up surveys and/or case studies conducted by the
Department to evaluate program outcomes.*

<i>Signature</i>	
<i>Name</i>	
<i>Position</i>	
<i>Date</i>	

Appendix D – Regional Airport Development Scheme (RADS Queensland)



Transport and Main Roads



What is the program about?

The Queensland Government assists local government in the upgrading of aviation infrastructure through the Regional Airport Development Scheme (RADS), which is administered by the Department of Transport and Main Roads. While in the first instance it is the responsibility of the airport owner to fund aviation infrastructure, including ongoing maintenance, some projects where a shortfall has occurred may be eligible for supplementary funding through the Regional Airport Development Scheme.

The aim of the program is to assist local governments to provide safe and operationally effective airports that allow access to basic air services, including emergency services and Regular Passenger Transport (RPT) services.

Local governments, located in remote and regional areas, may apply for assistance under the scheme. Funds are available to a maximum of 50 per cent of the capital cost of the works. Examples of upgrades that may attract funding include runway upgrades and extensions, construction of animal proof fencing and installation of runway lighting. Funding is not available for works to airport buildings or car parks. The application and assessment process is extremely competitive. Funding will be allocated on a priority basis.

Other sources of funding

The Federal Government administers the Remote Aerodrome Safety Program (RASP). The Remote Aerodrome Safety Program is a national program aimed at assisting the upgrade of airstrips for remote and isolated aerodromes to facilitate the provision of non-commercial essential community services. Where eligible, councils are encouraged to seek Remote Aerodrome Safety Program funding in addition to Regional Airport Development Scheme funding.

If successful, a partnership will be entered into with the three levels of government sharing the cost of the works. Further details on the Remote Aerodrome Safety Program are available from www.infrastructure.qld.gov.au/transport/programs/aviation/rasp_program.aspx.

Key dates in the application process

Applications must be received by **30 November** each year for funding consideration in the next financial year. Applicants will be advised of the outcome of the application process in **April** the following year.



Transport and Main Roads

Assessment criteria

Applications will be assessed on the basis of the criteria listed below:

- the level of remoteness and the degree of isolation facing the local community covered by the airport proposal
- the extent of disadvantage in accessing other transport services (rail, road and sea)
- the proximity of the airport to major regional airports to access regular passenger air services
- existing physical features of the airport, such as length, lighting, surface type and so on, and its suitability for ongoing long-term operations
- the advice of key stakeholders such as Queensland Health, the Royal Flying Doctor Service, and regional airline operators
- impact on the community's access to essential services
- the level of council contribution and other parties' contributions toward the proposed project
- application form is completed and supporting documentation is attached.

The approval process

Applications, after being received, are checked to determine all required information has been completed. Key stakeholders such as Queensland Health, the Royal Flying Doctor Service and Regular Passenger Transport operators are invited to comment on applications. Each application is then assessed and ranked by a panel. A program of works is then forwarded to the Minister for Transport for approval. Successful applicants will be notified by letter in April.

Terms and conditions of the grant

- Applicants will be advised by the Department of Transport and Main Roads of the application outcome in writing.
- Works on the project are expected to be undertaken and funds expended in the year for which the grant has been approved.
- Successful applicants will enter into a Deed of Agreement which provides further details.
- Payments will be made on receipt of a Tax Invoice.
- Final payment will be made following completion of works.

Send completed application to:

Director (Regional Transport)
Regional Airport Development Scheme
Department of Transport and Main Roads
GPO Box 213, Brisbane Qld 4001
Phone: 07 3146 1850
Fax: 07 3146 1838.



Department of Transport and Main Roads, *Regional Airport Development Scheme, 2009* | 3

Regional Airport Development Scheme

(a) General information section

1. Date of application: _____ / _____ / _____
2. Airport name: _____
3. Airport street address/location: _____

4. Local council (government/owner): _____
5. Postal address of council: _____

6. Street address of council: _____

7. Phone number: _____
8. Fax number: _____
9. Airport details:

Runway	Length	Surface	Pavement Classification Number (PCN)	Lighting
eg 09/27	1515	Sealed	7	Pilot Activated Lighting (PAL)
eg 12/30	796	Unrated gravel	-	-

10. What other modes of transport are available to the nearest major centre?
(Please tick relevant mode and indicate frequency of services per week.)

Bus _____ Rail _____ Marine _____

11. How far is it by road to essential services and facilities? (Please tick.)

- a. Major hospital:
 <25km <100km <250km >250km
- b. Regional/commercial centre:
 <25km <100km <250km >250km
 (Such as post office, government agency office, bank, food, and fuel.)
- c. Secondary schools:
 <25km <100km <250km >250km
- d. The nearest runway of 1100 metres or more in length:
 <25km <100km <250km >250km
- e. How far is the airport to the nearest major regional airport?
 <25km <100km <250km >250km

12. Airport financial information

Landing charges: \$ _____
 Airport revenue for previous 12 months: \$ _____
 Airport expenses for previous 12 months: \$ _____
 Airport passenger tax: \$ _____
 Aircraft movements in previous 12 months: _____

Transport and Main Roads

13. Is the proposed upgrade supported by the Royal Flying Doctor Service, Regular Passenger Transport service provider or other stakeholder? (Please tick and if yes, provide letter of support and mark "Attachment: 1".)

Yes No

14. Detail current aviation uses at the airport, including the Royal Flying Doctor Service operations and Regular Passenger Transport services.

(B) Project information section

1. Provide a summary of the project below. (Please provide any additional project details and photographs and mark as "Attachment: 2".)

What are the proposed works?			
Why are the works required?			
Project start date:		Project completion date:	
How was the need for the work identified?			

2. Cost of the proposal

Total cost of project (ex GST): \$ _____

Department of Transport and Main Roads contribution (ex GST): \$ _____

3. Has council applied for Remote Aerodrome Safety Program funding?

Yes No

4. Proposed project funding

Funding sought				
Regional Airport Development Scheme	Remote Aerodrome Safety Program	Local Government Authority (LGA)	Other	Total

(C) Environmental information

Are there any environmental impacts or issues that might arise or result from the proposed upgrade such as land use changes, noise, air pollution and existing environmental controls? (Please tick and if yes, provide details below.)

Yes No

Transport and Main Roads

(D) Safety information

Have there been any reported safety incidents due to the state of current facilities? (Please tick and provide details of any safety issues which may have arisen and describe how the proposed upgrade will improve current safety levels?)

Yes No

(E) Social information

How will the community benefit from the upgrade?

(F) Authorisation

Please provide name and signature of the council's Chief Executive, name of the Mayor and details of the Project Officer responsible for the project. (All fields in this section must be completed by applicant.)

Chief Executive: _____
(Name) (Signature)

Mayor: _____
(Name)

Project Officer: _____
(Name) (Job title)

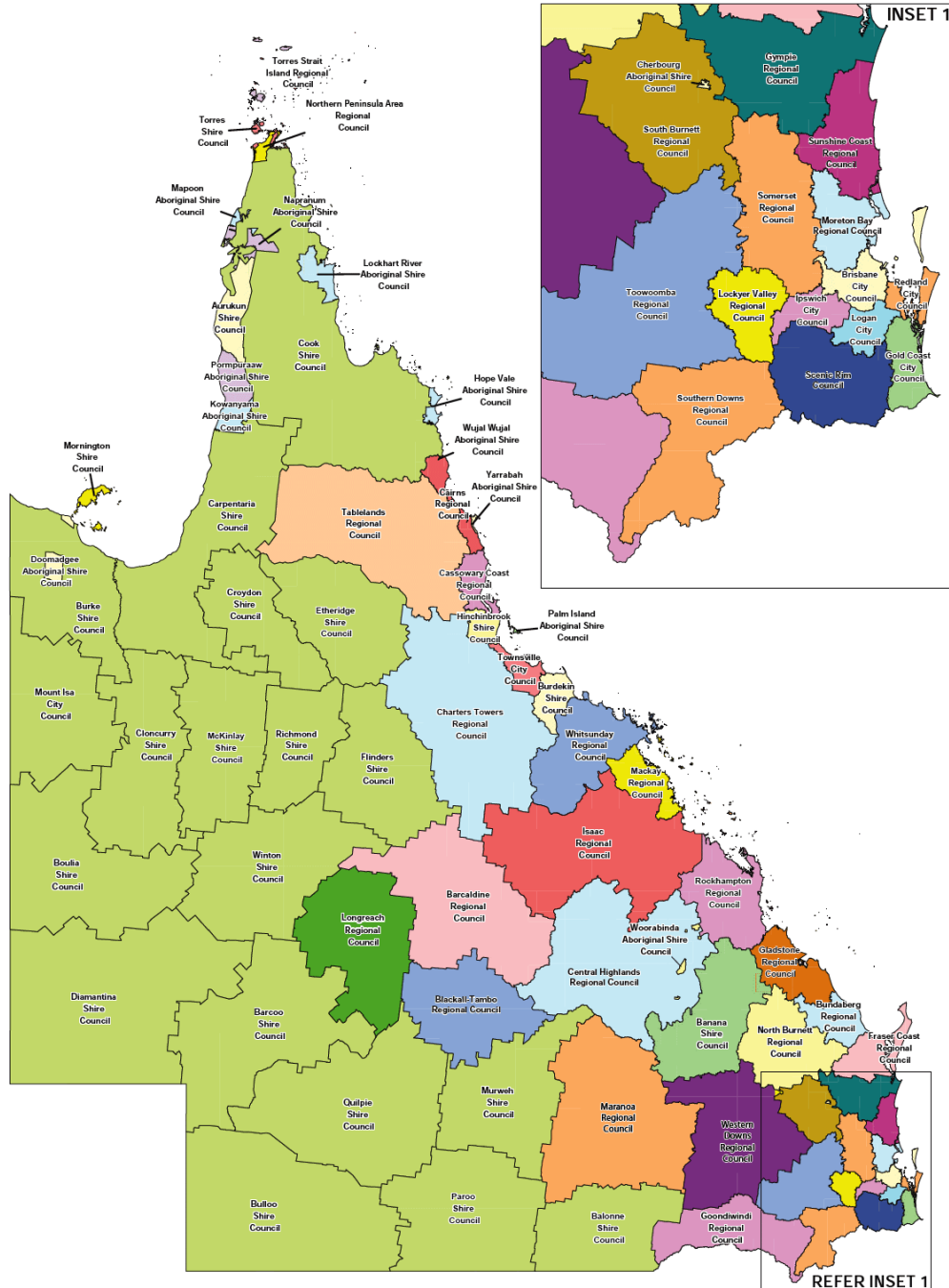
(Project Officer's phone) (Project Officer's fax)

(Email)

Appendix E – Local Government Areas in Queensland

Local government areas in Queensland

(from 15 March 2008)



Appendix F – Questionnaire

QUESTIONNAIRE

RESEARCH PROJECT BY STUDENT MARK SHAW

UNIVERSITY OF SOUTHERN QUEENSLAND 2010

TOPIC: INVESTIGATION OF ROLES AND DEVELOPMENT PATTERNS OF
REGIONAL AIRPORTS IN QUEENSLAND

1. GENERAL INFORMATION

Name of Shire	
Nominated Contact	
Position	
Phone/Fax	Ph: _____ Fax: _____
Email	

2. AERODROME LOCATION AND DETAILS

	Aerodrome 1	Aerodrome 2	Aerodrome 3
Aerodrome/Property Name <i>Attach map, if available</i>			
Runway eg 09/27 Runway length (metres) Surface (sealed, gravel)	Runway: Length: Surface:	Runway: Length: Surface:	Runway: Length: Surface:
Number of people accessing/relying on aerodrome for supplies, etc			
How far is it by road to essential services?	Major Hospital <25km <input type="checkbox"/> <100km <input type="checkbox"/> <250km <input type="checkbox"/> >250km <input type="checkbox"/>	Major Hospital <25km <input type="checkbox"/> <100km <input type="checkbox"/> <250km <input type="checkbox"/> >250km <input type="checkbox"/>	Major Hospital <25km <input type="checkbox"/> <100km <input type="checkbox"/> <250km <input type="checkbox"/> >250km <input type="checkbox"/>

	<p>Regional Commercial Centre</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Regional Commercial Centre</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Regional Commercial Centre</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>
	<p>Secondary School</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Secondary School</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Secondary School</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>
	<p>Nearest Regional Airport</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Regional Airport</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Regional Airport</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>
	<p>Nearest Passenger Rail Terminal</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Passenger Rail Terminal</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Passenger Rail Terminal</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>
	<p>Nearest Passenger Bus Station</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Passenger Bus Station</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>	<p>Nearest Passenger Bus Station</p> <p><25km <input type="checkbox"/></p> <p><100km <input type="checkbox"/></p> <p><250km <input type="checkbox"/></p> <p>>250km <input type="checkbox"/></p>
<p>Do you currently impose landing fees or other airport charges?</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p>Does the aerodrome receive a Remote Air Service Subsidy Scheme</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

(RASS) Service?			
Does the aerodrome receive funding from the Regional Airport Development Scheme (RADS) Queensland	Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes Amount \$.....	Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes Amount \$.....	Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes Amount \$.....
Is the Aerodrome inspected under the Remote Aerodrome Inspection (RAI) Program?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Is the aerodrome utilised by the Royal Flying Doctor Service?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>
Has the Royal Flying Doctor Service or Aero Medical Service formally raised safety and/or access concerns?	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/>

3. GOVERNMENT ASSISTANCE

Aerodrome 1				
Funding Source (Program and Agency)				
Purpose / Works undertaken				
Contributor	2007-08	2008-09	2009-10	2010-11
Australian Government	\$	\$	\$	\$
State/Territory Government	\$	\$	\$	\$
LGA	\$	\$	\$	\$

Aerodrome 2				
Funding Source				

(Program and Agency)				
Purpose / Works undertaken				
Contributor	2007-08	2008-09	2009-10	2010-11
Australian Government	\$	\$	\$	\$
State/Territory Government	\$	\$	\$	\$
LGA	\$	\$	\$	\$

Aerodrome 3				
Funding Source (Program and Agency)				
Purpose / Works undertaken				
Contributor	2007-08	2008-09	2009-10	2010-11
Australian Government	\$	\$	\$	\$
State/Territory Government	\$	\$	\$	\$
LGA	\$	\$	\$	\$

4. SOCIAL INFORMATION

In council's opinion does the local community believe there is enough funding provided to local aerodromes.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
In council's opinion does the number of local aerodromes help combat isolation issues.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
In council's opinion is the level of funding negatively disproportional compared to roads and rail.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
In council's opinion is the level of funding given to airports comparatively less than given to roads and rail	Yes <input type="checkbox"/>	No <input type="checkbox"/>

5. FUTURE NEEDS

Please provide details on any future social, economic, physical or other issues that may affect the future development patterns of local aerodromes.	
--	--

6. OTHER COMMENTS

Provide details of any other relevant information.

--

7. DECLARATION

To be signed by person authorised by the group or organisation to make the declaration.

I declare that the information provided in this form is complete and correct.	
Level of disclosure, please tick one.	<input type="checkbox"/> I consent to the release of all information in this questionnaire (excluding personal details) for non-commercial public information purposes. <input type="checkbox"/> I consent to the release of all information in this questionnaire (excluding personal details) for non-commercial public information purposes with the exception of the following.

Signature	
Name	
Position	
Date	

Appendix G – Database

Council	Remoteness	Aerodrome	Population	Population growth 2008-2009	SEIFA	Runway length	Runway surface	No. of people	Distance Major Hwy	Dist comm. centre	Secondary school	Nearest regional airport	Nearest passenger bus	1 reason for pass trip	2 reason for pass Trip	3 reason for pass Trip	4 reason for pass Trip	5 reason for pass trip
Arden Shire Council	Very remote	1	0		16034	1320	Sealed	1300	1230	g230	g230	g230	g230	Business	Lease	Health	Family	Education
Barcaldine	Very remote	Barcaldine	3376	-0.88	01-019	1704	Sealed	1600	g230	g230	g230	g230	g230	health	Business	Family	Family	Education
Barcaldine	Very remote	Armadale			11-029	1200	Sealed	380	1200	g230	g230	100	100	health	Business	Family	Education	Lease
Barcaldine	Very remote	Mundurr		45.7	1-010	1100	Sealed	100	g230	g230	100	100	100	health	Business	Family	Education	Lease
Barcaldine	Very remote	Alpa	32405	2.15	18-036	145.6	Sealed	430	1230	1230	1230	25	25	health	Business	Family	Education	Lease
Barcaldine	Very remote	Kingaroy		60.9	09-027	74	Sealed	200	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Wauk			08-026	1640	Sealed	1100	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Stanthorpe			08-026	1640	Sealed	25	25	25	25	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Cooktown	3899	1.93	11-029	1627	Sealed	2500	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Coen	4913	0.37	11-029	1304	Sealed	430	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Kubik			11-029	1000	Sealed	200	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Bald Island			12-030	700	Sealed	900	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Coona			09-027	74	Sealed	200	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Morrington Island	1102	1.38		131.5	Sealed	1100	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Morrington Island	10787	0.96		131.4	Sealed	3000	1230	1230	1230	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Mondo			11-029	1250	Sealed	3000	25	1230	25	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	St George	4847	-0.1	01-019	1217	Sealed	800	100	g230	100	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Dunbar	46366	2.02	10-028	1305	Sealed	100	25	25	25	25	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Mareeba			15-033	1160	Grass	100	25	25	25	25	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Atherton			17-035	1980	Sealed	g200	100	100	100	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Challgrove	4871	0.68	12-003	1324	Sealed	25	25	25	25	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Agathella			12-003	1067	Sealed	Sealed	25	25	25	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Chattellville				1400	Sealed	Sealed	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Winton	1407	-0.14		900	Clay	55113	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	cross strip				2000	Sealed	27211	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Harvey Bay			13-21	1255	Sealed	200	1230	25	1230	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Marjorie	21838	-0.7		1900	Sealed	200	g230	25	25	g230	25	health	Business	Lease	Family	Education
Barcaldine	Very remote	Camonal	30403	3.61			Sealed	1230	25	25	25	g230	25	health	Business	Lease	Family	Education
Barcaldine	Very remote	Emerald	12283	0.28			Sealed	1230	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Ingham					Sealed	25	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Windsor	353	-4.6		1375	Sealed	100	g230	g230	g230	g230	g230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Shoeburgh				1300	Sealed	100	1230	1230	1230	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Jarrah				1267	Sealed	40	1230	1230	1230	1230	1230	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Shoeburgh				2093	Sealed	230000	25	25	25	25	25	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Brown				1341	Gravel	25	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Collinsville				1400	Gravel	25	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Innisfail	30992	1.75	42.9	1353	Sealed	25	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Tully				915	Sealed	25	25	25	25	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Dalrymple				1000	Gravel	100	25	25	100	100	100	Business	Health	Lease	Family	Education
Barcaldine	Very remote	Horn Island												Business	Health	Lease	Family	Education
Barcaldine	Very remote	Normanton												Business	Health	Lease	Family	Education
Barcaldine	Very remote	Karumba		83.6										Business	Health	Lease	Family	Education
Barcaldine	Very remote	Digara		37.6										Business	Health	Lease	Family	Education
Barcaldine	Very remote	Georgetown		15										Business	Health	Lease	Family	Education
Barcaldine	Very remote	Lockhart River		100										Business	Health	Lease	Family	Education
Barcaldine	Very remote	Eromanga		56.7										Business	Health	Lease	Family	Education
Barcaldine	Very remote	Akvala												Business	Health	Lease	Family	Education
Barcaldine	Very remote	Curamulla		76.8										Business	Health	Lease	Family	Education

Council	landfill fee or other charges	RASPS	RADS	RASP	is the aerodrome suspended (RAM)	Utilised by the RFTS	state	Gov. Funding source	Work undertaken in	2007-2008 Aust Gov State Cov	2008-2009 Aust Gov State Cov	2009-2010 Aust Gov State Cov	2010-2011 Aust Gov State Cov	2010-2011 LGA	is there enough funding	combat isolation	disport. To this real	do airports reduce pop. Growth
Aukam Shire Council	yes	Yes	Yes	No	no	yes	no	RADS Fracing	Fracing	15,000	25,000	350,000	35,000	350,000	n	Y	n	n
Bacalline	yes	No	Yes	No	no	yes	no	RADS Runway	Runway	41,700,000		280,500	36,900	280,500	n	Y	Y	Y
Bacalline	No	No	No	NO	no	Yes	No	RADS Fracing	Fracing			280,500	45,600					
Bacalline	Yes	No	No	NO	no	Yes	No	RADS Fracing	Fracing	60000								
South Burnett Regional Council	No	no	No	no	no	yes	no								n	Y	n	n
Southern Downs Regional Council	No	no	No	no	no	yes	no											
Southern Downs Regional Council	No	no	No	no	no	yes	no											
Cook Shire Council	Yes	No	No	yes	no	Yes	No	RASP Lighting	Lighting		125000	125000	165000	165000	n	Y	Y	Y
Tonnes Straight Island Regional Council	Yes	No	No	yes	yes	Yes	No	RASP Fracing	Fracing	5000					n	Y	Y	Y
Tonnes Straight Island Regional Council	Yes	No	Yes	yes	yes	Yes	No	RASP Lighting	Lighting	7000					n	Y	Y	Y
Tonnes Straight Island Regional Council	Yes	No	Yes	yes	yes	Yes	No	RASP Lighting	Lighting	15000					n	Y	Y	Y
Murgon Shire Council	Yes	Yes	No	no	no	yes	no	RADS RA Lighting	Lighting			5000			Y	n	Y	Y
North Burnett	No	no	No	no	no	yes	no								n	Y	Y	Y
North Burnett	No	no	No	no	no	yes	no								n	Y	Y	Y
Balonne Shire Council	No	no	No	no	no	yes	no								n	Y	Y	Y
Balonne Shire Council	No	no	No	no	no	yes	no								n	Y	Y	Y
Tablelands Regional Council	yes	no	No	no	no	yes	no	RADS Runway & Apron	Runway & Apron	348500		100000			n	Y	Y	Y
Tablelands Regional Council	yes	no	No	no	no	yes	no	RADS		219000	149000	399000	270000	25000	n	Y	Y	Y
Tablelands Regional Council	yes	no	No	no	no	yes	no	RASP							n	Y	Y	Y
Murree Shire Council	yes	no	Yes	yes	yes	yes	no								Y	Y	Y	Y
Murree Shire Council	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Winton Shire Council	No	Yes	No	no	no	yes	no								n	Y	Y	Y
Winton Shire Council	No	Yes	No	no	no	yes	no								n	Y	Y	Y
Fraser Coast	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Fraser Coast	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Mt. Isa City Council	No	no	No	no	no	yes	no								n	Y	n	n
Central Highlands Regional Council	yes	no	No	no	no	yes	no								n	Y	Y	Y
Hinchbrook Shire Council	yes	no	No	no	no	yes	no								n	Y	Y	Y
Gympie	yes	no	No	no	no	yes	no								n	Y	Y	Y
Barco Shire Council	No	Yes	No	no	no	yes	no	RADS RASS	200000					63000	n	Y	Y	Y
Barco Shire Council	No	Yes	No	no	no	yes	no	RADS						70000	n	Y	Y	Y
Barco Shire Council	No	Yes	No	no	no	yes	no	RADS						620000	n	Y	Y	Y
Whitsunday Regional Council	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Whitsunday Regional Council	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Whitsunday Regional Council	yes	no	No	no	no	yes	no								Y	Y	Y	Y
Cassowary Coast Regional Council	yes	no	No	no	no	yes	no								n	Y	Y	Y
Cassowary Coast Regional Council	yes	no	No	no	no	yes	no								n	Y	Y	Y
Cassowary Coast Regional Council	yes	no	No	no	no	yes	no								n	Y	Y	Y
Tonnes Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Walleyway	Walleyway	6000					Y	Y	Y	Y
Corpenaria Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP lighting	lighting	100000					Y	Y	Y	Y
Corpenaria Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Runway & Apron	Runway & Apron	733333					Y	Y	Y	Y
Corpenaria Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Runway & Apron	Runway & Apron	39500					Y	Y	Y	Y
Ethridge Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Runway & Apron	Runway & Apron	78000					Y	Y	Y	Y
Ethridge Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RADS RA Runway & Apron	Runway & Apron	75519	82616				n	n	Y	Y
Longland River Aboriginal Shire	Yes	No	Yes	yes	yes	Yes	no	RASP Fracing	Fracing	63250					n	n	Y	Y
Quingle Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP lighting	lighting	10000					Y	Y	Y	Y
Quingle Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Runway & Apron	Runway & Apron	300000					Y	Y	Y	Y
Paroo Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP lighting	lighting	387500					Y	Y	Y	Y
Bulloo Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Fracing	Fracing	41000					Y	Y	Y	Y
Banana Shire Council	yes	Yes	Yes	yes	yes	Yes	no	RASP Fracing	Fracing	41000					Y	Y	Y	Y