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**From:** Philip Keirle <CSCCEO@cloncurry.qld.gov.au>  
**Sent:** Sunday, 12 March 2023 3:24 PM  
**To:** Aviation White Paper  
**Subject:** Aviation White Paper - Terms of Reference - Cloncurry Shire Council Submission

Good afternoon,

### **Aviation White Paper - Terms of Reference - Cloncurry Shire Council Submission**

Apologies for not having met the 10 March 2023 deadline; we have been experiencing substantial weather-related challenges in North West Queensland and this has impacted on our ability to meet this deadline.

Cloncurry maintains 2 x airports:

- Cloncurry Aerodrome: 60,000 passengers (predominantly FIFO passengers servicing mines in/around Cloncurry).
- Dajarra Airstrip: the RFDS services this airstrip and township with a fortnightly flight (Beechcraft King Air 200)

See abbreviated comments below:

- **Maximise the aviation sector's contribution to achieving net zero carbon emissions**
  - The development and provision of standardised design parameters for hydrogen fuel operations would be extremely useful for planning purposes, particularly where opportunities exist to use airside or adjacent land for the solar arrays required to power the process of deriving hydrogen fuel from water.
- **Changing aviation technologies and ways to position our policies, regulations and systems to encourage uptake and manufacturing of new, more efficient, transport technologies**
  - The development and provision of regulations governing drone-port operations will be necessary to assist in informing airport development planning processes.
- **Airport development planning processes and consultation mechanisms that consider the impact and changing nature of aircraft noise and related expectations on the role of noise sharing and noise mitigation.**
  - The Royal Flying Doctor Service, CASA and the Australian Government need to be aware of the potential threat to RFDS operations if the RFDS continue to upgrade their fleet from the Beechcraft King Air 200s to larger aircraft requiring longer/wider airstrips.
    - These upgrades will progressively render more and more regional and remote airstrips as non-compliant for RFDS operations based on length/width requirements. That is, the upgrades effectively undermine the ability of the RFDS to deliver their core service.
    - As these upgrades will place pressure on remote airstrip owners to upgrade their airstrips, this will lead to substantial pressure to increase the availability of funding under programs like the Remote Airstrip Upgrade Program and require a re-think of the 50:50 funding split currently built into this program.

All the best,

**Philip Keirle**

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