



# South Australian Aboriginal Lands Bulletin September 2007

## Topic: Infrastructure Issue: Air services and Aerodromes

**Purpose of this publication: To provide Land Holding Authorities, Community Councils, Government agencies, local businesses and service providers with information on current South Australian Government initiatives.**

### Government Partnership:

Aerodrome infrastructure facilitates reliable air services and gives access to essential supplies, health services and emergency evacuation.

The Aboriginal Affairs and Reconciliation Division (AARD) of the Department of the Premier and Cabinet and the Australian Government provide funds for upgrades and maintenance of aerodromes on remote South Australian Aboriginal Lands. The Department for Transport, Energy and Infrastructure (DTEI) provides technical assistance and advice regarding strategic planning.

### Initiatives:

1. **Strategy for Aerodromes on Remote Aboriginal Lands”**
2. **“Safer Runways in Remote Australia” Program**

### Watarru and Pipalyatjara Aerodromes



**An initiative of the following agency:**

**See next page for more details →**

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# Air service and aerodromes on remote SA Aboriginal Lands

## 1. Strategy for Aerodromes on Remote Aboriginal Lands

The Aboriginal Affairs and Reconciliation Division (AARD) has prepared a Strategy, which outlines a phased approach to improve the management of aerodromes over time.

The Strategy includes:

- A classification system for aerodromes.
- The short term and targeted long term classification for each aerodrome.
- A strategic approach to the classification of aerodromes relative to need and the quality of the road network.
- The roles of key stakeholders.
- Funding issues and potential sources of funds.
- An outline of an aerodrome manual.

The purpose of the strategy is to provide a framework to support applications for funding and guide the use of any funds that are made available.

The following classification system is proposed for remote Aboriginal community aerodromes across South Australia:

**Class 1 - Daytime use only by aircraft with the 'Maximum Take of Weight' not exceeding 5,700kgs (Class 1U if the aerodrome is unsealed and Class 1S if the aerodrome is sealed)**

**Class 2 - Daytime and emergency night time use by aircraft with the 'Maximum Take of Weight' not exceeding 5,700kgs (Class 2U if the aerodrome is unsealed and Class 2S if the aerodrome is sealed)**

**Class 3 - Daytime and full night-time use by aircraft with the 'Maximum Take of Weight' not exceeding 5,700kgs (Class 3U if the aerodrome is unsealed and Class 3S if the aerodrome is sealed)**

**Class 4 - Regional - Daytime and full night-time use by aircraft with the 'Maximum Take of Weight' exceeding 5,700kgs. An aerodrome capable of accommodating regional airline services such as those provided by REX**

The majority of aerodromes on Aboriginal Lands are currently classed 1U or 2U.

## 2. "Safer Runways in Remote Australia" Program

In May 2004, the Australian Government Department of Transport and Regional Services announced a \$20 million program over 4 years to contribute to improved safety at up to 300 aerodromes in all remote and isolated areas of Australia.

Applications for projects in this financial year will close on the 28 September 2007. Prior to that date, DTEI will submit to the Minister for Transport an agreed priority list of projects to a total value of about \$600,000 for his approval of the State contribution to the program. Indicative priorities, on SA Aboriginal Lands and in unincorporated areas, have been identified through DTEI's participation in the consultation and strategic planning process for remote aerodromes by AARD and the Outback Areas Community Development Trust. Further consultation is underway with Aboriginal Land Holding Authorities, the Royal Flying Doctor Service, the Department of Family, Community Services and Indigenous Affairs and other stakeholders.

The guidelines for the funding program recognise the need for the State to arrive at priorities for its contribution to the program but precludes State Departments from being an applicant. Applications must be forwarded through DTEI for the allocation and prioritisation of State funding. Submission of an application does not guarantee funding. Applicants are expected to contribute in cash or in kind, although this requirement may be waived in exceptional circumstances.

Confirmation of Australian Government funding and the execution of Australian Government and State funding agreements with the applicant can be expected later this year. Actual works are unlikely to start until early in 2008.