

A brief History of Aviation in Cloncurry

Qantas

The Qantas story began in March 1919, when a pair of Gallipoli veterans and former Australian Flying Corps officers W Hudson Fysh and Paul McGinness heard of a £10,000 (\$20,000) prize offered by the Federal Government for the first Australians to fly from England to Australia within 30 days.

McGinness travelled to Yanko in western New South Wales to see Sir Samuel McCaughey to ask if he would fund their entry in the race. In Palestine the two young lieutenants had flown a Bristol Fighter, presented to No.1 Squadron, by the millionaire grazier.

Sir Samuel agreed to finance their venture, but died before a suitable aircraft was found. The executors of his estate would not support the flight.

This setback was fortuitous for Australian aviation. If the wartime friends had entered the race they might not have thought of their air service and Qantas would not have risen from the scorched outback of western Queensland to become an international airline.

Fysh and McGinness accepted an assignment from the Defence Department to survey the air race route from Longreach in Queensland to Katherine in the Northern Territory, leaving supplies along the way for the competitors.

Their arduous journey, in a Model T Ford, began on 18 August 1919. Fifty-one days and 2179km later, after travelling through areas never before crossed by a motor vehicle, they reached the Katherine River. Each gruelling mile they endured strengthened their conviction that an air service was the answer to linking remote outback settlements.

Fysh later wrote, "We were convinced of the important part aircraft would eventually play in transporting mail, passengers and freight over the sparsely populated and practically road-less areas of western and northern Queensland and North Australia."

After completing their survey Fysh prepared a landing strip in Darwin for the Defence Department and stayed on to welcome the winners of the air race, Ross and Keith Smith, who touched down in their Vickers Vimy on 10 December 1919.

Fysh re-joined McGinness and they again sought financial backing, this time for an air service. Graziers were sympathetic, having first-hand experience of the vagaries of travelling in the outback where there were no roads and no bridges across frequently flood-swollen rivers. When wet, the black Queensland soil turned into thick, cloying mud, isolating communities for months at a time

Fergus McMaster was a wealthy grazier who took little convincing about the benefits of aviation. He was crossing the sandy bed of Queensland's Cloncurry River when his car broke an axle. Paul McGinness helped repair the vehicle and the two struck up a friendship. Back in Brisbane, McGinness and Fysh outlined to McMaster their plans for an air service,

beginning with joy rides and air taxi trips. McMaster fired with enthusiasm, convinced business acquaintances to invest with them.

With their former flight sergeant Arthur Baird as aircraft mechanic, Fysh and McGinness travelled to Mascot Aerodrome, Sydney, where they ordered two Avro aircraft. (The order for one was later cancelled.) The purchase agreement, dated 19 August 1920, was in the name of The Western Queensland Auto Aero Service Limited. A new company name was later adopted, Queensland and Northern Territory Aerial Services Limited, which was quickly abbreviated to the acronym 'QANTAS'.

McGinness and Baird flew joy riding and demonstration flights. It was tough work keeping the two machines in the air. The Avro 504s Dyak engine struggled in the thin hot air and boiled on the shortest trips. But Baird, a superb engineer, modified the aircraft to improve performance. In this period 871 passengers were taken aloft and the biplanes logged 54,000km without serious mishap.

In November 1922 Qantas began to operate a scheduled airmail service between Charleville and Cloncurry. This was the first scheduled air service and provided a measure of financial security although the initial air mail contract was only for 12 months.

An 84-year-old outback pioneer named Alexander Kennedy became the first Qantas passenger on a scheduled flight. He had agreed to subscribe some cash and join the provisional board provided he got ticket No.1.

His flight, on 2 November 1922, was on the Longreach-Winton-McKinlay-Cloncurry section of the inaugural mail service from Charleville to Cloncurry

The following year the service was extended a further 400km from Cloncurry to Camooweal, calling en-route at Mount Isa. Captain Lester Brain flew the inaugural service on 7 February 1925. The Qantas route now stretched more than 1,300km

The Royal Flying Doctor Service

The October 1918 issue of 'The Inlander' published a letter from Lieutenant J Clifford Peel of the Australian Flying Corps, proposing an air service by the Australian Inland Mission to care for the sick and injured in the outback.

Peel was killed in action and Reverend John Flynn developed the young airman's ideas, founding what became known as the Flying Doctor Service and devoting his life to what he called "a mantle of safety" over the outback.

The Australian Aerial Medical Service was formed on 27 March 1928, with its first base at Cloncurry. Qantas signed a year's contract to operate medical flights on demand. A four-passenger DH50A, together with equipment and staff, was leased at a charge of two shillings (40 cents) per mile (1.6km).

Arthur Affleck was the first pilot permanently attached to medical flying, while the doctor was a Sydney surgeon named K St Vincent Welch. The first flight of the new service was from Cloncurry on 17 May 1928. During the next year the two men served an area larger

than Great Britain, flying more than 28,000km to treat 255 patients. In 1942 the name was changed to the Flying Doctor Service, in 1949 its operations were transferred to Trans-Australia Airlines (TAA), and in 1954 it was given a Royal Charter.

A4ANZ

Mr Robbie Katter; State Member for Traeger made mention in his submission to the Senate enquiry that on the 9th March 2017 airlines in Australia and New Zealand announced the formation of a lobby group they say was formed to fight infrastructure constraints, high taxes and other matters of aviation policy (called A4ANZ) .

This group includes Regional Express (Rex), Qantas and Virgin Australia - the 3 airlines that service the Mount Isa Routes. It also includes Air New Zealand who have recently announced a severing of their code sharing partnership with Virgin for what one would assume is because of irregularities in air fare profit sharing which I will demonstrate later. Former Australian Competition and Consumer Commission (ACCC) chairman Graeme Samuel was named as the inaugural chair of A4ANZ.

Mr Katter goes on to say that given that there appears to be a lack of competition in regional areas that are serviced by members of A4ANZ it would be prudent for the inquiry to make comment on whether it believes the existence of the group increases the risk of anti-competitive behaviour in regional Australian markets. Additionally, it is recommended that the group's activities are reviewed as part of a broader investigation into airline conduct in regional markets.

Dynamic Pricing - Interest creates increased fares.

Noun: **dynamic pricing**

The Oxford Business Dictionary defines dynamic pricing as "the practice of pricing items at a level determined by a particular customer's perceived ability to pay"

In short, dynamic pricing is a pricing strategy which applies **variable prices instead of fixed prices**. New and optimal prices are calculated and recalculated periodically, every day or

even every hour. The essence of dynamic pricing is offering the right price to the right customer, at the right time, for the right product to increase the company's sales and margin.

In the past, pricing was a manual task where a person determined what the price of a product should be. The actual price was mainly based on factors as demand: How many people like to buy the product? And supply: How much inventory is left and how fast do we have to sell this before its perishes, gets old-fashioned or gets replaced by a new version?

With dynamic pricing, prices are changed based on automated algorithm processes. Apart from demand and supply, other factors can be included as well, such as:

- **Local demand & supply:** instead of looking at overall demand within the nation, prices can be adopted on local (be it state, city, even post code) demand and supply.
- **Time:** this factor is actually strongly tied to demand. Some restaurants are, for example are cheaper during the week than during the weekend, as demand is less.
- **Weather forecasts:** rain, snow and sun and **apparently road closures due to flooding** can all influence the future demand of the product. With rain coming, people care less about the prices of umbrellas for example.
- **Competitors' prices:** at what price does the competitor offer the same product? Should we match the price or even go lower or higher? This is where an organisation such as A4ANZ comes into play.
- **Customer behaviour:** if a customer comes back several times, the chance that he will buy the product increases. Increasing the price may even entice the customer to buy the product faster. This became apparent when the roads were closed and I posted to FB about the fares to Townsville being \$982. This generated interest and people went on line to check for themselves consequently generating interest in that flight route and forcing the cost up even further.
- **Customer attributes:** in-store, if a customer looks wealthy, you may want to try to sell at a higher price. Online the same concept can be applied using data like the location or post code of the computer accessing the website or the device used (iPhone owners on average are perceived wealthier than Android users and People living within certain post codes have fewer choices).

Road fatalities and Injuries stats

In 2016 a document was produced called "State of the Road" It was A Fact Sheet put together by the Centre for Accident Research & Road Safety - Queensland (CARRS-Q) CARRS-Q is a joint venture initiative of the Motor Accident Insurance Commission and Queensland University of Technology.

These were their findings...

Distraction:

A North Queensland study of hospitalised road users found that 30% of rural drivers reported being distracted prior to the crash. These distractions were almost exclusively attributed to live stock on the road.

Fatigue:

Longer travel distances and associated driving time in rural areas lead to increased risk of fatigue. Fatigue is estimated to be the primary contributing factor in 30% of fatal crashes on rural roads. The sparse roadside environment in rural and remote areas also leads to a sense of 'monotony' and fatigue-like effects.

Fatal crashes and injuries

- Rural road crashes contribute substantially to the overall road toll in Australia, accounting for 65% of all fatal road crashes in 2016
- In 2016, there were 690 fatal crashes in regional and remote areas. The report didn't state whether a fatal crash included a single or multiple fatalities, so there could have been over 1000 deaths.
- The Bureau of Infrastructure, Transport and Regional Economics (BITRE) analysis of fatal crashes by remoteness for 2008 to 2014, indicate that national fatal crashes reduced by 19.8% but the smallest reductions were in remote and rural regions, however, the rates of life-threatening road injury increased in the same period and the increases were greater in remote areas than in cities.
- The road crash fatality rate per population is over three times in rural areas than in major cities and for young men aged 20-24 years it is nearly four times higher.
- Indigenous Australians, the majority of whom live outside major cities, are three times more likely to be killed in a road crash and significantly more likely to be injured as passengers. Road crashes accounted for 26% of all fatal external injury causes among Indigenous Australians between 2005 and 2010.
- The rate of serious road-related injury among residents in rural areas is nearly twice that of those in major cities.
- In 2016, just over 11,000 people in regional and remote Australia were hospitalised for injuries sustained in crashes, accounting for 32% of all hospitalised injuries nationwide.

Road trains

Further to this, it is not uncommon to have to negotiate past in excess of 50 - 60 road Trains carrying everything from live stock to heavy and oversized mining equipment between Cloncurry and Townsville.

Equality

On September 12 - 2017 The Financial review reported that Qantas chief executive Alan Joyce's \$1 million personal donation to support the marriage equality "yes" campaign set a new milestone for corporate philanthropy in Australia.

Qantas CEO Alan Joyce has said he will "be out there strongly campaigning for a Yes vote" in the upcoming marriage equality postal ballot. Dozens of other corporations have signed the Australian Marriage Equality open letter.

But companies aren't being altruistic when they back causes like marriage equality. Research shows that executives pursue ethical behaviour because they think there is a business case for it. This is called the "market for virtue", in which businesses aim to improve their public image or ward off regulation in exchange for ethical behaviour.

But there is little evidence that social responsibility initiatives necessarily result in positive outcomes for businesses. In fact, it may result in worse outcomes for society as a whole, as businesses put their resources behind causes that are already popular and ignore pressing issues such as inequality and stagnating wage growth.

On March 5th this year, QANTAS was accused of "overstepping the mark" after telling staff to avoid "gender inappropriate" terms such as husband, wife, mum and dad. This was another ridiculous effort by Qantas to show how much they are apparently into "equality" and yet every day they discriminate against hard working people living in remote and regional Australia.... the words that they actually avoid are... Sorry, rip off, gouging, profiteering, fair, equitable, just, help and affordable. How about showing how much equality there is to go around by treating the people of the bush, the backbone of Australia fairly and affording them the same rights as people living in capital cities??

Unsurprisingly, tax avoidance is rarely mentioned in the Corporate Social Responsibility reports produced by major corporations, despite its importance in education, health care and poverty elimination. Instead, corporations focus on other forms of nominally ethical behaviour such as environmental and diversity programs.

So while Mr Joyce may be on the right side of history in this instance, he is shaping the national political agenda in ways that combine his personal beliefs with the interests of his employer, while leaving out important issues like taxation, income inequality and unethical price gouging.

Examples fares and ridiculousness Comparisons

A4ANZ stated in their submission to this enquiry, that publicly available data collected by the Department of Infrastructure, Regional Development and Cities demonstrate that domestic airfare prices are in fact lower, in real terms, than a decade ago. Despite this, airlines have been accused of "ripping off" consumers living in regional, rural and remote communities in Australia, with no evidence to support this proposition.

Here is some evidence...

1. Qantas flight from Cloncurry to Cairns, no seats available from Cloncurry to Cairns, but seats available from Mt Isa to Cairns via Cloncurry. A friend had to drive to Mt

Isa, to get on a plane and fly back to Cloncurry and then on to TSV and Cairns. She asked why she couldn't get on the plane in Cloncurry but was simply told that there were no seats available from Cloncurry, but she was sitting in one. I

2. Roads closed, fares went up by 250% one way fare on Virgin from Cloncurry to Townsville was \$1038 at the same time Virgin were offering a one way fare between Brisbane and Melbourne was \$79 Melbourne and Perth was \$109, Adelaide and the Gold Coast \$85 Brisbane and Auckland \$289. I likened this blatant price gouging to Looting during a time of natural disaster, an offence punishable under the Criminal Code Act 1899 of up to 10 years imprisonment
3. A family, 4 last year embarked on a trip to the US, when comparing flights the difference that adding Mount Isa - Brisbane return to the trip added \$3200 to the price of their tickets. They chose to drive 20 hours straight through the night after work in an order to catch their flight to LA, flights that cost just \$1200 p/p return from Brisbane to LA.
4. Cloncurry to Townsville, 2 adults and 1 child out on a Thursday back on Saturday \$4800 but on the same dates Return Sydney - LA, Sydney - London, Sydney - Hong Kong and Sydney- Auckland were all cheaper.
5. To put the airfares into perspective a bit, let me break it down at a per kilometre rate. As an aircraft would fly, Cloncurry is 1478km from Brisbane, and Perth is 3610km from Brisbane. Perth flights are charged at 6c per km, whereas Cloncurry's start at 25c, more than 4 times as much! Townsville, which is 680km from Cloncurry on an airplane route, flights start at 82c per km and go all the way up to \$1.36 per km, this being almost 23 times as much as a Perth flight from Brisbane.
6. A couple from Mt Isa travelled to Europe earlier this year on an around the world fare at a cost of \$3600 (Qantas) Ex Brisbane. For them to fly to Brisbane from Mt Isa to connect with that flight, we have to leave 2 days earlier due to Qantas cancelling flights at the last minute (which happens regularly) meaning we have to spend money on 2 x nights' accommodation in Brisbane as well at the cost of \$478 plus our flights of \$1981 return. That is a total of \$2459. That is nearly the total cost of our flights to Europe just to get to Brisbane and back.
7. *Virgin flights Cloncurry to Christchurch, out Wednesday 19 September and back Wednesday 26 September, 2 Adults and 1 child \$5684.52 including taxes and surcharges (airport fees) of \$761.52 Air New Zealand flights on the same dates, ON THE SAME AIRCRAFT IN THE SAME SEATS OPERATED BY VIRGIN/ALLIANCE for the same 2 adults and 1 child, \$2446.00 including taxes and surcharges (airport fees) of \$733.06*

Landing fees

A4ANZ stated in their Submission, Airport charges represent a significant proportion of airfares - particularly on regional and rural routes. In some cases the charges add more than 30% to the base ticket price. Indeed, one of the biggest roadblocks to the airlines' ability to introduce new and grow existing routes is high airport charges. In stark contrast to the reducing airfares offered by domestic airlines, Australian airports are now collecting more revenue per passenger and generating significantly higher profits than their international benchmarks. And whilst they may not be as profitable as the major airports, the majority of the most expensive airports in Australia are in northern regional Australia. In some ports, the costs are more than five times those of the major airports in southern states

Cloncurry Shire Council in an act of transparency clearly demonstrated in their submission that Council has subsidised fees to encourage airlines to offer lower prices for our residents but we are yet to see any benefits to the consumer.

Landing taxes levied by Cloncurry Shire Council equate to less than 5% of the fare. What airlines often fail to acknowledge is that every cent collected at Cloncurry Airport through these fees is injected back into the local community to offset the lack of royalties and government assistance being provided to an area that produces a significant amount of wealth for the nation.

Other key facts about airport charges include:

- Airport charges are typically about 5-7 per cent of the average airfare
- Charges do not increase or decrease with demand, as airfares do and in some cases remain unchanged for years at a time
- Charges are typically broken down into three main categories :
 1. Terminal charges for the provision of passenger terminal facilities and services
 2. Aeronautical charges for the provision of runway, taxiway and apron facilities
 3. Security and screening charges as required by law
- The set charge is collected by airline operators as part of the ticket price before being paid to the airport
- The airport receives the collected charge after the flight has been taken, despite the fact the airline will typically have collected that charge many months earlier

Social impact

School or club sporting representative travel - Often schools or sporting clubs are unable to travel to represent the region because airfares are unaffordable for schools and parents. The same luxury afforded to coastal residents to be able to attend sporting championships and events is denied to Mid-West residents simply because of the cost of airfares. This is not an uncommon occurrence. In January this year a constituent visited the office of State Member for Treager with a complaint that the high cost of airfares meant her teenage daughter could not represent Cloncurry in the State swimming championships to be held in Brisbane. She was the first representative from Cloncurry in the last ten years.

Given our geographical isolation we do not have local access to medical specialists. Funding through the patient travel subsidy scheme can be difficult to access and is not an overarching solution. Particular areas of healthcare such as orthodontics and specialist dental work do not currently come under the umbrella of the current scheme. Patients in rural and remote Australia are often forced to incur the travel costs themselves if they wish to receive a second opinion or explore alternative treatment options.

Travelling from Cloncurry to Brisbane by road with young children is a 3 day trip in each direction (1900km each way). Community members are forced to drive these distances to see families due to the unrealistic airline prices (\$4000-\$5000 return for a family of 4). This has obviously had a negative impact on extended family dynamics and also the ability to seek support from extended family.

It is well known that communities such as Cloncurry struggle to attract families to move to and settle within the remote locations. When considering moving to a remote location most families want to know that they can visit family and friends on the coast without an excessive cost or days of driving - currently due to the airline prices this is exactly the situation families are faced with. The costs of airline flights are having a negative impact on our community by preventing families from moving here and also limiting the time current families will stay. This also means that the community lose valued members such as Teachers, Doctors, Nurses, Police Officers and others because the cost of travel is unsustainable.

Living in communities such as Cloncurry attracts costs associated with higher than normal electricity usage and limited access essential services. It seems unfair that we are also burdened with the extra cost of flights.

Vanilla responses

Both major airlines are incapable of providing anything other than generic vanilla responses to anyone who asks for an explanation of their fare structures, whether you are a mainstream media outlet such as the ABC, Chanel 7 or the North West Star or just a disgruntled Facebook user such as I, the responses are always the same. They are obviously copied and pasted from a list of generic responses that they hide behind. On two occasions Derek Barry of the NW Star posed a series of questions to Virgin and on both occasions he got no response. I firmly believe that this is because if they answered the question they would expose themselves.

In a written and published statement, Virgin told me the price of seats on a flight fluctuated due to many factors, including demand, seasonality and availability. The said, "Virgin Australia is committed to providing competitive airfares on flights within Queensland and regularly runs sales on regional Queensland fares. We encourage guests to book as early as possible to secure the cheapest fares available, as well as subscribe to our sales alerts."

In my last post to Virgin regarding the 150% difference in cost between Air NZ and Virgin for the same flights I asked them to Please NOT INSULT MY INTELLIGENCE with the same copy and paste vanilla response about dynamic pricing, booking in advance; cheaper options go first and all the usual pathetic excuses. I've done my homework, I am studying your tactics very closely and I know how seat yielding and so called dynamic pricing works. By selecting dates 6 months in advance they should not be affected by yielding, the cheaper options are not even made available and the taxes and charges (landing fees etc) are close to the same. So that's all of the usual excuses cancelled out. As a result, I got no response at all. This tells me that they don't give any regard to actually explaining how an example such as this can be explained as anything other than price gouging.

Profit and loss

The Sydney Morning Herald reported on August 25th 2017 that Qantas had delivered its second-highest profit ever as it continues to enjoy earnings growth from domestic flights and in its loyalty business.

Underlying profit before tax for financial year 2017 was \$1.4 billion, down 8.6 per cent from 2016, when it reported a record profit \$1.53 billion. CEO Alan Joyce announced Qantas had delivered a record profit of \$1.53 billion during their 2017 full year results.

The result was just above the airlines guidance provided in May, which Qantas said was due to strength in its domestic arm, and beat market consensus of \$1.38 billion. Qantas said the result showed its three-year turnaround program had made it a more efficient business, with an operating profit margin of 9.9 per cent compared with the airline industry average of 4.4 per cent.

Qantas stock was trading around \$1.20 at the time compared to \$5.80 now, which means shareholders are not expected to complain given they shared in the spoils.

Virgin Australia's results for the last financial year told a similar tale, with an underlying profit before tax up 142% to \$102.5 million, the airline's highest in ten years, on a 6% lift in revenue to \$2.8 billion.

I completely understand that as commercial enterprises, the airlines must show a profit and are responsible to their shareholders to deliver positive results in the form of dividends and strong return on investment. However I also firmly believe that in some instances, you just need to take the good with the bad. Mayor Campbell uses an excellent example of this where he makes mention of the price of a bottle of milk in Woolworths. The price is the in Cloncurry as it is in Brisbane or Sydney or Melbourne and it costs significantly more to get it here. Another example, the company that has a national supply agreement to supply chemicals to the company I work for has to service our dish washing machine. This is an easy

under taking for 95% of the machines that it has to service, but the other 5% are a complete nightmare for them and it costs them money to do it, but they still do it.

I fail to see why the major airline could not afford to reduce the cost of flights between a few widely used regional routes whilst slightly increasing the cost of coastal routes between State Capitals to cover any loss or reduction in profit. Does every single flight really have to turn a profit when over all the companies are easily turning multimillion dollar profits?

Cabotage

A4ANZ in their Submission to this enquiry on behalf of their members states that in two recent parliamentary inquiries, the Western Australian Government's Inquiry into Regional Airfares in Western Australia and the Federal Government's Inquiry into Opportunities for and Methods for Stimulating the Tourism Industry in Northern Australia, Committee members raised the concept of allowing foreign airlines to operate domestic routes - or **Cabotage** - as a potential means for increasing competition and improving pricing on regional routes in Australia. However, there is no business case for making changes to the current cabotage restrictions and no international precedent for doing so. However at the time of writing this, I have once again checked Air New Zealand's booking website and found a one way flight from Cloncurry to Christchurch for \$568 and the same flight on the Virgin web site for \$1000.71. Virgin and Air NZ code share the same flights.

And yet A4ANZ still maintain in their submission that Productivity Commission research has shown that allowing international entrants to operate domestic routes would be unlikely to lead to efficiency gains. Moreover, the results of lifting the restrictions in terms of the impact on Australia's aviation network have been outlined previously and would be widespread, with negative effects on investment, employment and safety standards. Furthermore, A4ANZ's members have cautioned that implementing a varied policy for one region could create the opportunity to expand this to other regions and cause material damage to domestic airlines. A4ANZ would like to reiterate that it is unequivocally opposed to any changes to the current cabotage restrictions in place in Australia. I bet they are!!

Questions for the committee.

- What power does the federal government have to force the airlines to be fair and equitable and make changes to their pricing structure and the deliverables that they sell and we as customers pay for?
- What outcomes are you hoping for as a result of the enquiry?
- Does the committee believe that some type of governing regulation of air routes would bring improvement in service and fair pricing?
- Is the committee able to obtain stats on the number of complaints received by the ACCC relating to airline service delivery and/or price gouging?

I'll probably have some more questions...HG

Hamish Griffin

others.

4 mins · 🌐

Wow.... what a bargain. Oh wait, maybe the roads are shut. What a great opportunity to take advantage of us and extort some more tax free profits.

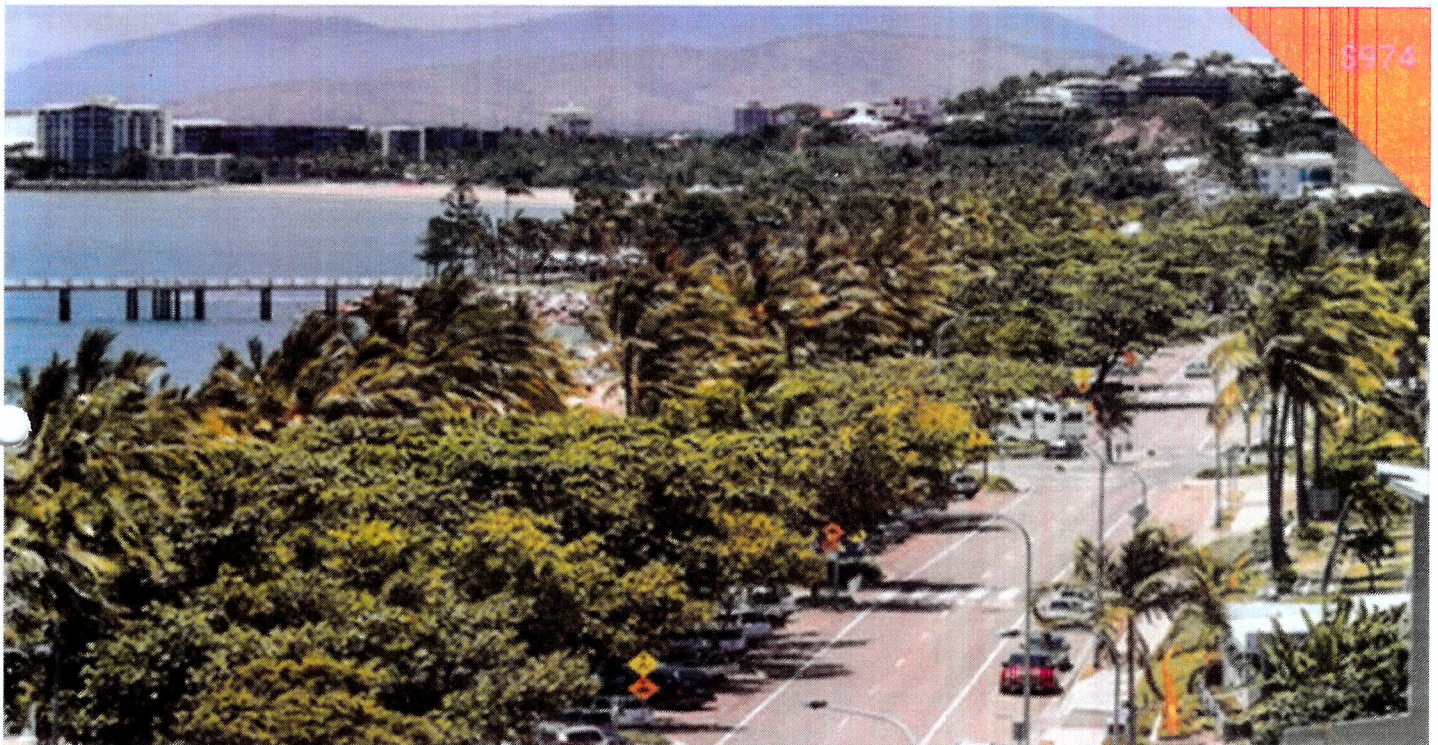


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Cloncurry

Mount Isa

17:20

17:50

 [QF2474](#)

0 stops

0h 30m

Flight QF2474 is operated by Qantaslink - Sunstate Airlines

Mount Isa

Townsville

18:15

19:50

 [QF2475](#)

0 stops

1h 35m

Flight QF2475 is operated by Qantaslink - Sunstate Airlines

Total duration 2h 30m

Hide fares ^

Fares from

\$799

 Flex

\$799

Choose your returning flight

Departs	Arrives	2h 30m	ECONOMY
17:20	19:50	1 stop	Flex

\$799

[Change this flight](#)

Townsville to Cloncurry

Monday, 13 November 2017

 [QF2468](#)  [QF2469](#)

Flights QF2468, QF2469 are operated by Qantaslink - Sunstate Airlines

Departs	Arrives	2h 35m	ECONOMY
06:45	09:20	1 stop	Flex

\$719

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Flight subtotal

2 Adults, 1 Child

\$4,554* AUD


Flight amount breakdown 

Cloncurry to Townsville

Friday, 10 November 2017

 [QF2474](#)  [QF2475](#)

Flights QF2474, QF2475 are operated by Qantaslink - Sunstate Airlines

Departs	Arrives	2h 30m	ECONOMY
 07:20	19:50	1 stop	Flex
			\$799

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Townsville to Cloncurry

Monday, 13 November 2017

 [QF2468](#)  [QF2469](#)

Flights QF2468, QF2469 are operated by Qantaslink - Sunstate Airlines

Departs	Arrives	2h 35m	ECONOMY
06:45	09:20	1 stop	Flex
			\$719

[Change this flight](#)

BOOKING TOTAL

Fares

Cloncurry to Brisbane - Fri, 24 Nov Adult (Freedom)	x 2 guests	\$1,005.18
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Subtotal		\$1,005.18
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Additional Costs

Taxes and Airline Surcharges

Per Adult Passenger

Safety and Security Charge Australia (WG)	x 1 flight	\$5.82
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Passenger Service Charge Australia (QR)	x 1 flight	\$44.32
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AU GST (UO)	x 1 flight	\$55.27
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Total per adult passenger		\$105.41
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Total for all passengers		\$210.82
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Subtotal		\$210.82
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Total		\$1,216.00
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Amount Owing		\$1,216.00
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...y Cloncurry to Brisbane from
585.00* one way

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Connection: Brisbane

Wed Sep 19 2018 3:40 PM

Wed Sep 19 2018 6:20 PM

Economy

Arrive: Christchurch

Wed Sep 19 2018 11:45 PM

Returning Flights

Freedom

VA124 VA493

Depart: Christchurch

Wed Sep 26 2018 6:45 AM

Economy

Connection: Brisbane

Wed Sep 26 2018 8:40 AM

Wed Sep 26 2018 10:10 AM

Economy

Arrive: Cloncurry

Wed Sep 26 2018 12:50 PM

Guests: 3

Price Summary

Fares **\$ 4923.00** 

Taxes & **\$ 761.52** 

Airline
Surcharges

Fees

Travel Extras

Seats



Do the Office Checklist... This is non-negotiable!!! HG

Cloncurry to Christchurch
 via Brisbane **Wed 19 Sep 2018** 2 adults, 1 child **seat (S)** **No bags** **AUD**
 1:30pm
Christchurch to Cloncurry
 via Brisbane **Wed 26 Sep 2018** **6:45am** **seat** **No bags** **incl. taxes**
 Earn A

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