

# Fraser Coast Development Council

C/- Maryborough City Council

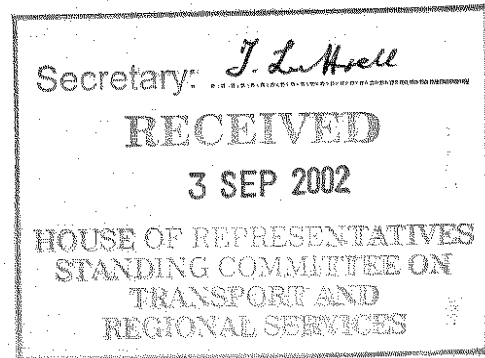
PO Box 110

MARYBOROUGH QLD 4650

**Enquiries:** Mr. N.E. Gorrie  
**Phone:** 4190 5810  
**Your Reference:**  
**Our Reference:**

26 August, 2002

The Clerk Assistant (Committees)  
 House of Representatives  
 Parliament House  
 CANBERRA ACT 2600



Dear Sir/Madam,

Re: Inquiry into Regional Aviation Services

I refer to the above matter and advise that the Fraser Coast Development Council at its Meeting held on 16 August, 2002, resolved to prepare a submission to the Inquiry into Regional Aviation Services in relation to the Maryborough/Hervey Bay Area.

Council's submission in relation to Aviation Services in this area relate to the two following matters:-

1. Airport Linkage from Maryborough and Hervey Bay to the North

At this point in time there is no link for aviation transport out or into Maryborough and Hervey Bay from the North. Travellers have to first commute from this area to Brisbane to be able to fly out to Queensland in the north and vice versa. There is a requirement for a large number of Ergon Energy Staff from this area to travel from Maryborough to Rockhampton, however, their air travel takes them to Rockhampton, via Brisbane. Not only does this add significant time to any necessary air travel, but there would also be added costs involved.

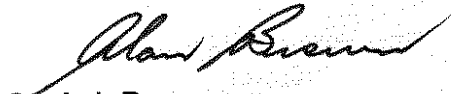
Any assistance which can be provided to this region for airline services to provide direct travel to and from the north to the Maryborough/Hervey Bay area would be of great benefit to the travelling public.

2. Regional Airport – Maryborough/Hervey Bay

In May, 1999, a report, funded through the Department of State Development, was completed in relation to a site assessment study for an Airport Site on the Fraser Coast. A copy of this report is enclosed herewith.

As will be seen from the findings of the report, detailed on Page 5 of the Executive Summary, the first stage development of a Regional Airport would cost in the order of \$22million - \$23.1million and accordingly, as part of the Inquiry, it is considered that funding should be provided to Councils in order to be able to fund the development of new airport facilities for growing areas.

Yours faithfully,



Cr. A.J. Brown,  
CHAIRMAN

# Connell Wagner

0003090040

Connell Wagner Pty Ltd  
ACN 005 139 873  
433 Boundary Street  
(Locked Bag 1800)  
Spring Hill  
Queensland Australia 4004

Telephone: +61 7 3246 1000  
Facsimile: +61 7 3246 1001  
Email: cwbne@conwag.com

7 March 2000

Chairman  
Fraser Coast Development Council  
c/- Tiaro Shire Council  
Mayne Street  
TIARO QLD 4650

5/110/01

Dear Sir

## Fraser Coast Airport Site Assessment Study (FCASAS)

I refer to the letter from Maryborough City Council dated 16 November 1999 which confirmed the supplementary work to be undertaken for the FCASAS by Connell Wagner.

In accordance with the above, please find attached three copies of the report which identifies the preferred site and option for the development of an airport to service the region's future needs. Please note that a copy of the report has also been forwarded direct to both Hervey Bay City Council and Maryborough City Council.

Thank you for the opportunity to undertake this study on behalf of the Fraser Coast Development Council and should you have any further queries, please do not hesitate to contact either myself or Chris Chapman on 07 3246 1000.

Yours faithfully

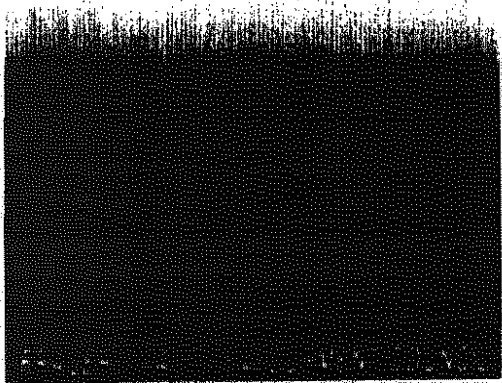


Bruce Penman  
Senior Associate

cc Cr Bill Brennan (Hervey Bay City Council)  
Cr Alan Brown (Maryborough City Council)

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+ report

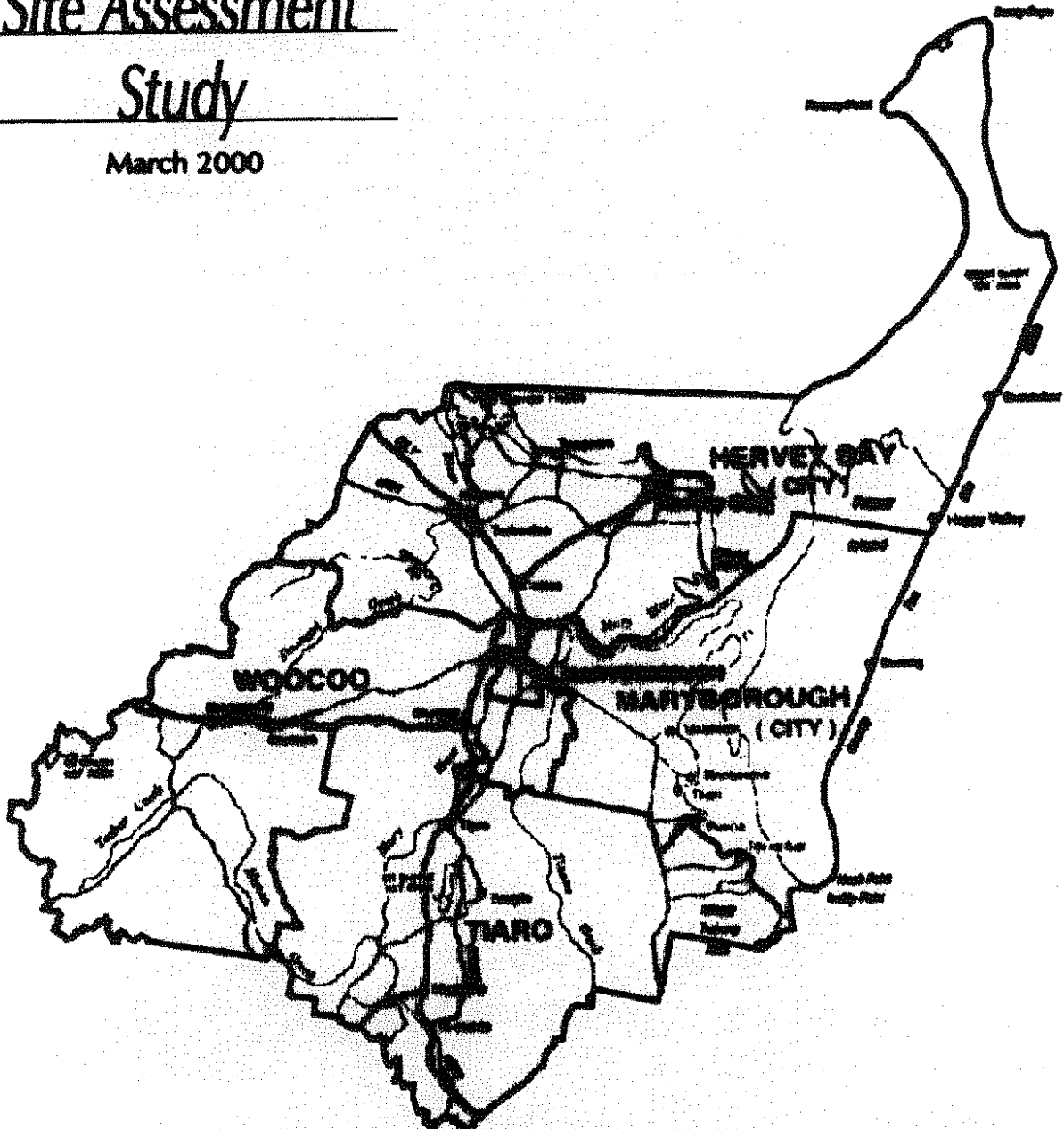


**Cornell Wagner**

**FRASER COAST  
DEVELOPMENT COUNCIL**

**Fraser Coast Airport  
Site Assessment  
Study**

March 2000



*Connell Wagner Pty Ltd  
ACN 005 139 873  
433 Boundary Street  
(Locked Bag 1800)  
Spring Hill  
Queensland 4004 Australia*

*Telephone +61 7 3246 1000  
Facsimile +61 7 3246 1001*

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**Fraser Coast Airport Site Assessment  
Study  
Final Report**

*7 March 2000  
Reference 720300CN  
Revision 2*

Document Control

**Connell Wagner**

Document ID: O:\720300\NO\REPORTS\DRAFT1.WPD

Issue No.	Date of Issue	Amendment	Prepared By		Verified By		Approved By	
			Name	Initials	Name	Initials	Name	Initials
Revision 1	18 March 1999		J Wilkes	JGW	C Chapman	CDC	B Penman	BOP
Final	20 May 1999		J Wilkes	JGW	C Chapman	CDC	S Cole	SAC
Revision 2	7 March 2000		C Chapman	U	J Sprott	JS	B Penman	BP

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## **Abbreviations**

ALA	Aeroplane Landing Area
ANEC	Australian Noise Exposure Concept
ANEF	Australian Noise Exposure Forecast
ANEI	Australian Noise Exposure Index
CAAP	Civil Aviation Advisory Publications
CASA	Civil Aviation Safety Authority
CAOs	Civil Aviation Orders
CARs	Civil Aviation Regulations
DCP	Development Control Plan
DEH	Qld Department of Environment & Heritage
DCILGP	Qld Department of Communication and Information, Local Government and Planning
DOT	Qld Department of Transport
DOTC	Federal Department of Transport and Communications
FAC	Federal Airports Corporation
FCDC	Fraser Coast Development Council
GA	General Aviation
HBCC	Hervey Bay City Council
ICAO	International Civil Aviation Organisation
ILS	Instrumental Landing System
INM	Integrated Noise Model
MAUW	Maximum All-Up Weight
MLS	Microwave Landing System
NDB	Non Directional Beacon
OLS	Obstacle Limitation Surface
PAL	Pilot Activated Lights
QTTC	Queensland Tourist and Travel Corporation
RESA	Runway End Safety Areas
RGMF	Wide Bay 2020 Regional Growth Management Framework
RPA	Rules and Practices for Aerodromes
RPT	Regular Public Transport
VFR	Visual Flight Rules
VOR	VHF Omni Range Beacon

## Executive Summary

### Introduction

The Fraser Coast Development Council (FCDC), is an association of the four local governments of Hervey Bay City Council, Maryborough City Council, Woocoo Shire Council and Tiaro Shire Council.

At present, two aerodromes currently service the FCDC sub-region: Hervey Bay Airport and Maryborough Airport. The focus of the study, as outlined in the study brief, has been on the FCDC's vision of a regional airport site within the area which is:

*"capable of considerable expansion being reserved in the short term, to evolve over time, initially as a single airport servicing the two cities in the medium term, developing in the longer term as an airport of regional significance"*

### Study Scope

Essentially, the scope of the study was to undertake site assessments of three potential suitable sites in the sub-region for the purpose of locating a new regional airport. These three sites were nominated by the client and the scope required three main outcomes. The following stages were undertaken:

- 1) An assessment of the proposed airport needs for the sub-region in the next thirty years.
- 2) An assessment of the suitability of the 'Susan River' site specifically, and a preliminary scoping assessment of other suitably located sites in the sub-region.
- 3) Preparation and reporting on indicative cost estimates for the construction of a suitable airport and associated transport and services linkages.

### Findings

Through an analysis of current and projected data on population and tourism in the Fraser Coast and FCDC sub-region, strong growth is expected for the region to the year 2031. Further, airport activity (RPT passenger movements) is expected to grow strongly, particularly in terms of tourism traffic at Hervey Bay.

As such, the need for a regional airport site in the future to service the needs of the FCDC sub-region is desirable. At this time, it is considered prudent that a site be set aside for a new airport which can be developed as demand increases, to a full regional facility.

On a preliminary desk top assessment of an opportunities and constraints analysis on the three potential candidate sites (Burgowan, Sinfields Hill and Susan River), Sites B (Sinfields Hill) and C (Susan River) were identified as having the least constraints. Of these two sites, Site B (Sinfields Hill) would appear to offer better strategic opportunities for the area considering the expected continued growth of the region and the potential for the site to be developed with associated industrial activities in proximity to an existing rail corridor.

A preliminary siting and costing of airport facilities has been undertaken for both sites B and C. These have identified that these sites can cater for a future regional airport and indeed an ultimate airport development to cater for international aircraft. The indicative cost for a first stage development at Site B is \$ 23.1 million, whilst at Site C is \$ 22 million.

It follows that at an appropriate time in the future when a preferred site is selected, more detailed environmental assessment work will be required.