



Australian Government

Department of Infrastructure and Regional Development



Regional Aviation Access Program

Consolidated Program Guidelines

July 2015

REGIONAL AVIATION ACCESS PROGRAM
CONSOLIDATED GUIDELINES

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Introduction

The Regional Aviation Access Program (RAAP) is funded by the Australian Government and administered by the Department of Infrastructure and Regional Development (the Department).

The Program operates under direction from the portfolio Minister.

Throughout this document a reference to a 'State' or 'the States' should be read to include Australia's Territories.

Objective

The objective of RAAP is to provide support for remote aviation services that are not commercially viable but are essential for the social and economic wellbeing of the communities they serve.

Program Components

RAAP funding is allocated across three funding components:

- the Remote Air Services Subsidy (RASS) Scheme;
- the Remote Aerodrome Upgrades (RAU); and
- the Remote Aerodrome Inspection (RAI) Program

Each component has a set of guidelines following in this document that govern accessibility and eligibility for funding.

REGIONAL AVIATION ACCESS PROGRAM

Remote Air Services Subsidy (RASS) Scheme

1. RASS Scheme Objective

The RASS Scheme is part of the Regional Aviation Access Program (RAAP). The RASS Scheme's objective is to provide communities in remote and isolated areas of Australia with improved access through the subsidy of a regular air transport service, typically weekly, for the carriage of passengers and goods.

2. RASS Scheme Operation

The RASS Scheme supports a specified regular air service.

The Scheme operates to a fixed annual budget. The capacity to admit communities is limited by the budget available for RASS activities in any year, taking into account all prior financial commitments.

Australia Post has responsibility for the delivery of mail and has separate contracts with several RASS air operators for this purpose.

Communities

The eligibility criteria for admission of communities to the RASS Scheme [are](#) set out in these guidelines.

To ensure continued eligibility, communities receiving a RASS service will be reviewed to ensure that available funds are used in the most appropriate manner.

Community selection

Communities are selected by:

- (1) A community applying to receive a service; or
- (2) The Australian Government strategically determining a community as a potential recipient.

Steps in the Process

The process applied in selecting a community for admission to the RASS Scheme, by application or determination, is:

- the community must meet the eligibility criteria for admission to the RASS Scheme;
- a viable means for operating the RASS service to the community needs to be determined by the Department, including a firm cost estimate;
- an assessment of the available funding will need to demonstrate that the admission of the additional community can be accommodated; and
- an air operator agrees to use the community's aerodrome in accordance with civil aviation safety regulations.

Once these conditions are met, arrangements may be initiated to provide an applicant community with a RASS service.

3. RASS Scheme Priorities

The RASS Scheme subsidises routes to provide an air service to remote communities.

The scheme is conducted for the transportation of, for example, passengers (resident in these communities & passengers travelling to provide services to these communities), fresh food, education material, medical supplies, veterinary supplies and/or machinery parts.

The Department's experience is that some aircraft operators enter into separate arrangements for the delivery of mail with the Australian Postal Corporation. However, the Department does not guarantee or make any representations as the continuation or commencement of such arrangements.

Community applications should be made on the application form that can be downloaded from the RASS Section of the website or sent to you by contacting the Department on the phone number or email address below.

Completed application forms are to be posted or emailed to the address below.

Director
Remote Aviation Programs Section
Aviation Industry Policy Branch
Australian Government Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601

Phone: 1300 768 578

Fax: 02 6274 6749

Email: rass@infrastructure.gov.au

Community applications for a RASS service will be assessed in the Department by the Director responsible for the RASS Scheme. The decision to approve a community's admission to the Scheme has been delegated to the General Manager responsible for the overall management of the RASS Scheme.

4. Ministerial Discretion

Where there are extenuating circumstances and the criteria have not been met, the portfolio Minister may consider approving a community's admission to the RASS Scheme. Further information on this process would be provided to any community unsuccessful with its initial application.

The Minister, on advice of the Department, may determine that a particular community or group of communities meets the criteria for admission. This would be determined on the basis of community characteristics as well as consultation with the community, government agencies and other relevant stakeholders. Such a process would typically follow the Steps in the Process of Community Selection above.

The Minister may decide to vary the structure of the RASS service received by existing or new communities admitted to the Scheme. This may include determining that a community or communities receive a service other than weekly, for example a return flight each week or each fortnight, or any other proposal. Such a determination would be in accordance with the objectives of the Scheme and within the RAAP Budget allocation.

5. Eligibility Criteria - Communities

To qualify for inclusion on the RASS Scheme, a community must meet two fundamental requirements:

- there must be a demonstrated need for a weekly air service; and
- the community must be sufficiently remote in terms of surface travel time to a population centre or neighbouring community receiving a weekly transport service.

Need

In demonstrating need, a remote community may qualify for a RASS service if:

- it does not currently receive a weekly or more frequent air transport service capable of carrying passengers and essential supplies; and
- it has a permanent population base.

Subject to evidence of the above needs, a community might qualify for a RASS service if it has arranged a regular air service at its own expense. The community must demonstrate that the cost of this service is significantly higher than an equivalent level of service would be under a RASS subsidy. Evidence of costs to the communities must be provided.

Remoteness

A community will be considered remote if:

- the community is located in an area regarded as remote or very remote using the Australian Standard Geographical Classification as used by the Australian Bureau of Statistics; or
- it is beyond two hours (one way) safe surface travel to a service centre providing essential goods and services; or
- it is beyond one hour's (one way) safe surface travel to a community receiving a weekly RASS or equivalent transport service.

Surface travel times are based on safe travel within speed limits, recognising that surface conditions may have an impact on travel time.

Consideration may also be given to geographic isolation.

Characteristics of a Preferred Community

A community receiving an air service under the RASS Scheme is required to:

- maintain and operate its aerodrome in accordance with the civil aviation safety regulations, especially where they relate to aerodromes receiving passenger transport;
- in accordance with civil aviation safety requirements establish a “positive” aerodrome reporting system with the RASS air operator so that the pilot can be notified of any changes to the aerodrome serviceability status [note: in relation to the “positive” reporting system, it is envisaged that failure of communities to positively report on the safety of their aerodrome is to result in the air operator refusing to land if the aerodrome does not meet the required safety standard];

and

- advise the Department of any changes in circumstances that might affect its ongoing eligibility for a RASS service.

Preference will be given to a community that meets all the above criteria and which has one or more of the following characteristics:

- will use the service regularly for either passenger travel or carriage of goods;
- has a permanent population base;
- is isolated for significantly prolonged periods due to adverse weather conditions and associated consequences, such as rising rivers or flooded landmass;
- can demonstrate an ongoing need for the delivery of essential supplies, such as fresh food and medical supplies;
- has resident primary or secondary school students relying on regular delivery of educational materials;
- does not have employers with the ability to provide such a service.

6. Airstrip / Aerodrome Quality

To receive a RASS service, a community must have an aerodrome suitable for receipt of the RASS service: that is, it is compliant with relevant Commonwealth civil aviation safety regulations as they apply to the carriage by air of passengers and cargo.

Inspection Report

It is the aerodrome owner's responsibility to provide the air operator and the Department with a report from a recent aerodrome technical inspection undertaken by an aerodrome inspector currently licensed by CASA that supports the condition of the aerodrome as being in compliance with CASR 82.3 and/or other aviation safety regulations as advised.

For new applicants, this report may be provided:

- at the time of lodging the application; or
- as requested by the Department once the community has been admitted to the Scheme, which is often subject to the certification of the airstrip.

For existing RASS communities, a report may be requested by the Department where there are concerns regarding the compliance of the airstrip with applicable aviation safety regulations.

The aerodrome owner is responsible for any costs incurred in the inspection process and in the certification of the airstrip by CASA.

The Delegate may consider requests for funding assistance for these one-off costs, for example for services related to indigenous communities. However, in principle the cost of these requirements is the responsibility of the aerodrome owner.

Changed Circumstances

A community receiving a RASS service is obliged to advise the Department of any changes in circumstances that might affect its ongoing eligibility for a RASS service.

Regional Aviation Access Programme

Guidelines for the Remote Airstrip Upgrade (RAU) Funding Component

THE CLOSING DATE FOR
APPLICATIONS UNDER ROUND
THREE OF THE RAU PROGRAMME IS
31 AUGUST 2015.

Preface

This document is a guide to the operation and administration of the Regional Aviation Access Programme.

A number of terms have specific meanings for the purpose of the Regional Aviation Access Programme. Explanations of these terms are provided in the *Glossary*.

Throughout this document a reference to a ‘State’ or ‘the States’ should be read to include Australia’s Territories.

It is intended that these guidelines be reviewed on a regular basis.

Glossary of terms

The following terms apply to the Programme:

“**Aerodrome**” is a defined area of land used for the arrival, departure and surface movement of aircraft, including taxi ways, aprons and parking positions.

“**Australian Government Assessment Panel**” consists of representatives from other relevant Australian Government agencies and, as appropriate, national stakeholder organisations. It is chaired and convened by the Department.

“**Department**” is the Australian Government Department of Infrastructure and Regional Development that is responsible for the administration of this programme.

“**Minister**” refers to the Minister for Infrastructure and Regional Development.

“**Project costs**” include costs directly associated with delivering eligible projects.

“**RAAP**” is the Australian Government’s Regional Aviation Access Programme administered by the Department of Infrastructure and Regional Development.

“**RASS**” is the Australian Government’s Remote Air Services Subsidy Scheme, a funding component of the RAAP, administered by the Department of Infrastructure and Regional Development.

“**Remote and isolated**” localities must be classified as *Remote* or *Very Remote* using the Accessibility /Remoteness Index of Australia (ARIA). This index is incorporated in the remoteness structure component of the Australian Standard Geographical Classification (ASGC) as used by the Australian Bureau of Statistics (ABS). A map of the ASGC remoteness classifications is attached.

“**RFDS**” is the Royal Flying Doctor Service of Australia.

Regional Aviation Access Programme (RAAP)

1. Background

In the 2015-16 Budget, the Australian Government announced funding of \$33.7 million over four years for remote aerodrome upgrades under its new Regional Aviation Access Programme (RAAP) –Remote Airstrip Upgrade Funding Component.

The funding will generally be provided on a matching co-funding basis with applicants. Additional funding flexibility may be available for identified priority aerodromes in remote indigenous communities which cannot contribute matching funding. This is in recognition of the important contribution aerodromes make in helping Indigenous Australians through improved access to essential goods and services.

Safe, operational aerodromes are vital in the delivery of essential goods and services in remote and isolated communities, particularly where road access is unavailable, unreliable or disrupted for extended periods due to seasonal weather conditions. An effective airstrip, accessible all year round, improves the delivery of health care services such as those provided by the Royal Flying Doctor Service (RFDS), improves access to work and education opportunities and helps connect residents of remote communities.

2. Objectives

The key objective of the programme is to enhance the safety and accessibility of aerodromes in remote and isolated areas of Australia. In doing so, the aim of the programme is to provide year round all weather access that as a result will:

- improve the safety of aircraft, operators and passengers using the airstrip;
- facilitate improved delivery of essential goods and services such as food supplies, health care, community mail and passenger air services;
- complement air services delivery to communities subsidised under the Australian Government's RAAP through the RASS Scheme; and/or
- meet operational requirements of the RFDS or operators providing similar aero-medical services.

3. Eligibility

3.1 Eligible applicants

Owners and/or operators of existing aerodromes in remote and isolated areas in Australian states and territories are eligible to apply for funding. Only applicants with an Australian Business Number may apply.

Eligible applicants include, but are not be limited to, local government bodies, indigenous organisations, progress associations, unincorporated communities, the Outback Communities Authority in South Australia, and the New South Wales Department of Lands Western Region.

State agencies may apply on behalf of aerodrome owners/operators following agreement from the owner/operator and the Department. In such cases, the state agency will be wholly responsible for the project, including undertaking the agreed works and administering, reporting and acquitting all project expenditure.

The provision of funding under the programme is contingent on the capacity of the applicant to undertake the work. Where an applicant does not have the necessary project management expertise, the Department reserves the right to appoint a project manager to manage the project on the applicant's behalf.

3.2 Eligible aerodromes

To be eligible for funding an aerodrome must be identified as “remote and isolated”, as defined in the Glossary and determined by the Department. It must also be able to meet one of the following requirements:

- currently receives a RASS service;
- identified by the RFDS, or by operators providing similar aero-medical services, as a priority location in need of upgrade or repair to facilitate RFDS or similar operations.

The Department may also identify a project as a priority Indigenous aerodrome for consideration in the assessment process following consultation with, for example, the Regional Managers Network under the Department of the Prime Minister & Cabinet (PM&C), other relevant Australian and state government agencies as well as national organisations.

3.3 Eligible project activities

A range of construction activities and safety measures qualify for funding including:

- **works to improve all weather capability of the aerodrome and aircraft safety such as:**
 - sealing and/or resealing of aircraft pavements;
 - repair and/or re-sheeting of gravel aircraft pavements;
 - substantive repair, restoration and/or reconstruction of the airstrip; and
 - airstrip stormwater drainage works.
- **works to enhance aerodrome safety for aircraft operations, such as:**
 - installation or restoration of animal proof fencing;
 - provision of markers and navigational aids;
 - works to reduce safety hazards at an aerodrome; and
 - provision of safety related operational and/or training manuals and training for key operational personnel.
- **works to enable night time operations, such as:**
 - installation of runway and taxiway lighting;
 - provision of power for aerodrome lighting; and
 - installation of Pilot Activated Lighting Control systems.

The Department may, at its absolute discretion, appoint a technical expert to develop or analyse the work program submitted by an applicant, including compliance with any relevant Civil Aviation Safety Authority (CASA) standards and costings. Technical advice may also be made available to successful applicants and be part of the design, project management and works certification process. This scenario would especially apply to larger/complex projects (both in scope and/or cost) and projects at challenging delivery locations.

Applications that aim to shift the costs of infrastructure upgrading from one level of government to the Australian Government will not be supported. The programme seeks to increase the total amount of funding available to upgrade essential aviation infrastructure.

Project approvals are subject to available funding

3.4 Non-eligible project activities

The Programme will not fund projects that involve:

- the provision of aerodrome infrastructure such as works on terminals, hangars, commercial developments and aerodrome buildings;
- the purchase of motor vehicles, heavy plant and equipment;
- ongoing or minor maintenance works such as slashing and mowing;
- aerodrome operating costs for which the aerodrome owner/operator might normally be expected to meet, such as administration;
- planning, design, or construction costs of new development proposals;
- research activities; and
- works to enable the introduction, maintenance or expansion of commercial air services to the aerodrome, including fuel storage facilities.

3.5 Eligible co-funding / contributions

The Australian Government will generally provide a matching contribution toward the cost of each approved project of up to:

- a maximum of 50% of total cost, with the balance being met solely by the applicant or solely by a third party on behalf of the applicant (eg by a state government agency), or
- a maximum of one third of the total cost, where it is proposed that the cost of the project be shared equally three ways – ie between the Australian Government, the applicant and a third party contributor (eg by a state government agency).

In the case of identified priority aerodromes in indigenous community locations, the Australian Government may provide for a higher proportion of funding subject to demonstrated community need and available programme budget (see section 5 of these Guidelines).

In-kind contributions by local agencies may be permitted, the value of which must be expressed in monetary terms at current market rates, and substantiated on request and agreed by the Department. Administration costs will not be recognised as an in-kind contribution toward the project cost.

Funding for projects shall be on the basis of eligible costs contained in the project application.

The provision of funding under the programme is contingent on the capacity of the applicant to undertake the work. Where an applicant does not have the necessary project management expertise, the Department reserves the right to work with the applicant and either appoint a project manager on behalf of the applicant or manage the project on the applicant's behalf.

3.6 Ineligible costs / contributions

Programme funding is only to be used for costs directly associated with approved project activities. It is not to be used for ongoing running costs or other core activities of the applicant or other third party contributors.

Programme funding will not be available for retrospective costs, therefore applicants must not commence work on, or order any goods or services associated with, the project identified in their application prior to execution of a funding agreement between the applicant and the Commonwealth.

4.0 Comparative Assessment Criteria

Projects will be assessed competitively against the following criteria:

- the extent of need to improve all weather access and reduce safety risks to aircraft and operators to facilitate delivery of essential services to the community;
- the extent to which upgrades are required to support the operation of the RFDS or operators providing similar aero-medical services to the community;
- the benefits, including social, to be provided to the communities serviced by the aerodrome;
- the extent to which works will support and/or complement other Australian Government programmes or initiatives; and
- the ability of the aerodrome owner or operator to meet ongoing maintenance and operational requirements.

All eligible projects will be provided a relative ranking against each criterion. Available funding will be allocated first to those projects that have the higher rankings against the most criteria. In the case of two projects rated equally against the criteria, funding approval will be granted first to the project that services the larger community.

5.0 Priority Indigenous Aerodromes

RAAP provides increased flexibility to provide for a higher proportion of Australian Government funding, where required, for aerodrome projects at priority Indigenous communities.

This flexibility will be available to projects submitted by applicants in the funding round. Projects may also be identified by the Department, in consultation with the Regional Managers Network under PM&C and/or other Australian Government agencies, for consideration by the RAAP Assessment Panel following consultation with relevant Australian and state Government agencies as well as national stakeholder organisations.

Criteria against which applications will be considered competitively for funding flexibility are:

1. The extent to which the project contributes to delivering on outcomes under COAG's Closing the Gap framework, including improved service delivery to identified priority remote locations;
2. Community size;
3. The level of co-funding; and
4. The risk of suspension of emergency medical evacuations, aero-medical flights and other critical services.

All projects considered under the Priority Indigenous Aerodromes category are subject to the general eligibility and assessment criteria set out in these guidelines.

Opportunities for funding flexibility will be considered on merit subject to available funding.

6.0 Application and Assessment

6.1 Application process

THE CLOSING DATE FOR APPLICATIONS UNDER THIS ROUND 3 OF THE RAU PROGRAMME IS 31 AUGUST 2015.

Application forms are to be forwarded to the Department. The application form is available online at the Department's website at:

<http://www.infrastructure.gov.au/aviation/regional/index.aspx>

It is also available in hard copy format on request from the Department, by telephone 1300 768 578 or by email raap@infrastructure.gov.au

Potential applicants are encouraged to contact their relevant state agency prior to submitting an application to determine the availability of state funding and any processes that may be involved in gaining state funding support for joint funding with the Australian Government. Relevant state agencies include:

- The Department of Transport and Main Roads in Queensland ;
- The Department of Transport in Western Australia (Regional Airports Development Scheme);
- The Department of Planning, Transport and Infrastructure in South Australia; and
- The Department of Transport in the Northern Territory.

Indigenous communities are encouraged to contact and to seek support from their PM&C Regional Manager. Contact details can be found at the following website: <http://www.indigenous.gov.au/regional-network/network-regions>

The Department will send an acknowledgement of receipt for each application. All applicants are required to ensure they receive an acknowledgement.

6.2 Assessment process

An Australian Government assessment panel, chaired and convened by the Department and consisting of representatives from other relevant Australian Government agencies and, as appropriate, national stakeholder organisations, will consider applications and make recommendations regarding project funding to the Minister for decision.

The Department may seek technical advice on the work program submitted by an applicant, including compliance with any relevant Civil Aviation Safety Authority (CASA) standards. Technical advice may also be made available to successful applicants and be part of the design, project management and works certification process.

6.2.1 State supported projects

A prioritised list of projects which have been submitted through the RAAP funding round and which are eligible for state co-funding support, may be provided by the relevant state government agency to be considered by the Department.

While regard will be paid to state assessment processes and priorities, funding of state nominated projects may not necessarily be recommended or approved. The Australian Government assessment panel may also consider applications outside the state supported project lists.

6.2.2 Assessment Consultation

The Department reserves the right to consult with other Government agencies during assessment, for example, the Prime Minister & Cabinet (PM&C) Regional Managers network, other relevant Australian and state government agencies and national organisations such as the RFDS, when assessing applications.

7.0 Probity

The Australian Government is committed to ensuring that the process for providing funding under the Regional Aviation Access Programme is transparent and in accordance with published Guidelines. The guidelines have been prepared in accordance with the Australian Government's *Commonwealth Grant Guidelines* framework.

Note: Guidelines may be varied from time-to-time by the Australian Government as the needs of the programme dictate. Amended Guidelines will be published on the Department's website.

7.1 Conflict of Interest

A conflict of interest may exist, for example, if the applicant or any of its personnel:

- Has a relationship (whether professional, commercial or personal) with a party who is able to influence the application assessment process, such as a Department staff member;
- Has a relationship with, or interest in, an organisation, which is likely to interfere with or restrict the applicant in carrying out the proposed activities fairly and independently; or
- Has a relationship with, or interest in, an organisation from which they will receive personal gain as a result of the granting of funding under the RAAP.

Each applicant will be required to declare as part of their application existing conflicts of interest or, that to the best of their knowledge, there is no conflict of interest including in relation to the examples above that would impact on or prevent the applicant from proceeding with the project or any funding agreement it may enter into with the Australian Government.

Where an applicant subsequently identifies that an actual, apparent, or potential conflict of interest exists or might arise in relation to this application for funding, the applicant must inform the Department in writing immediately.

8.0 Approvals, announcements and publicity

The successful applicants will be formally notified by the Department. Details of successful applicants, project works and funding will be published on the Department's website.

If the application for funding is not approved, the applicant will receive a letter from the Department advising them of the outcome of their application and the reasons for the decision. Funding for eligible projects is limited by the available programme budget.

Where projects receive funding under the programme, appropriate acknowledgment is to be given to the contributions made by the Australian Government. This applies to all announcements, publications, articles, promotional signs, posters, etc prepared in relation to projects funded under the programme, as well as relevant forums, conferences and openings.

All partners will consult far enough in advance of promotional events and announcements to enable the Minister, or the Minister's representative, to participate.

Final approval of funding for projects submitted under the RAAP is subject to the discretion of the Minister. In exceptional or urgent circumstances the Minister may, on advice from the Department and subject to budget availability, consider applications for funding outside the normal funding round cycle. In such cases, the eligibility and assessment criteria set out in these guidelines will apply.

9.0 Funding Agreements and Payments

9.1 Funding Offer

The Australian Government's offer of funding will be current for one month from the letter of offer, after which time the offer may be withdrawn if not accepted. Exceptional circumstances may be considered by the Department to extend this period of offer on a case-by-case basis.

9.2 Funding Agreement

Successful applicants will be required to enter into a written funding agreement with the Australian Government (represented by the Department) within one month from the letter of offer of funding. The funding agreement is a legally enforceable document that sets out the terms and conditions of the funding, including agreed project outcomes and payment schedules. Works on the project are expected to be undertaken and completed, and all funds expended, within the contract period and generally within 12 months.

In those cases where it is negotiated that the Department will manage the project on the applicant's behalf, a funding agreement may not be required.

9.3 Payment of Funds

The Funding Agreement will set out the basis on which payments will be made on the project. Progress payments will be made subject to receipt of progress reports demonstrating completion of agreed milestones. The remaining balance will be paid on completion of the project, including receipt of a final project report, invoices and acquittals.

In most cases, Australian Government funds will be paid directly to the applicant. Before payments can be made to an applicant, a properly rendered tax invoice or invoice, whichever is applicable, must be provided to the Department for the amount of the payment.

Payments will not be made until the Department receives and accepts the following items:

- a statement of Income and Expenditure;
- a progress or final report as identified in the funding agreement; and
- a properly rendered tax invoice or invoice for the amount of the payment.

9.4 Acquittal of Expenditure

Applicants must provide the Department with acquittals of income and expenditure as well as project reporting that complies with the financial and other reporting obligations set out in the funding agreement. Applicants should familiarise themselves with the funding agreement to ensure they are able to comply with the acquittal requirements.

10.0 Monitoring and Evaluation

10.1 Managing the project

Once approved, the applicant needs to actively manage the project. It is recommended that successful applicants consider appointing a designated project manager.

The Department will monitor the project's progress against the funding agreement, including reviewing progress reports and conducting site visits where appropriate.

Where an applicant does not have the necessary project management expertise, the Department reserves the right to either appoint a project manager on behalf of the applicant or manage the project on the applicant's behalf.

10.2 Reporting

Applicants must provide progress reports on the agreed milestones and otherwise as required under the Deed. The requirement to acquit expenditure will also be covered in the reports.

The Australian Government may visit any project that receives funding under this programme, upon reasonable notification to the applicant or state, to monitor the progress of the project(s) and will report any concerns back to the applicant and/or relevant state agency.

All works, expenditure and project reports may be subject to audit by the Australian National Audit Office or auditors engaged by the Department.

10.3 Evaluation

The programme requires substantial Australian Government, state and local agency resources. Evaluation of the programme is essential to ensure that allocated resources are spent in an effective and transparent fashion and to measure the success of the programme and its value into the future.

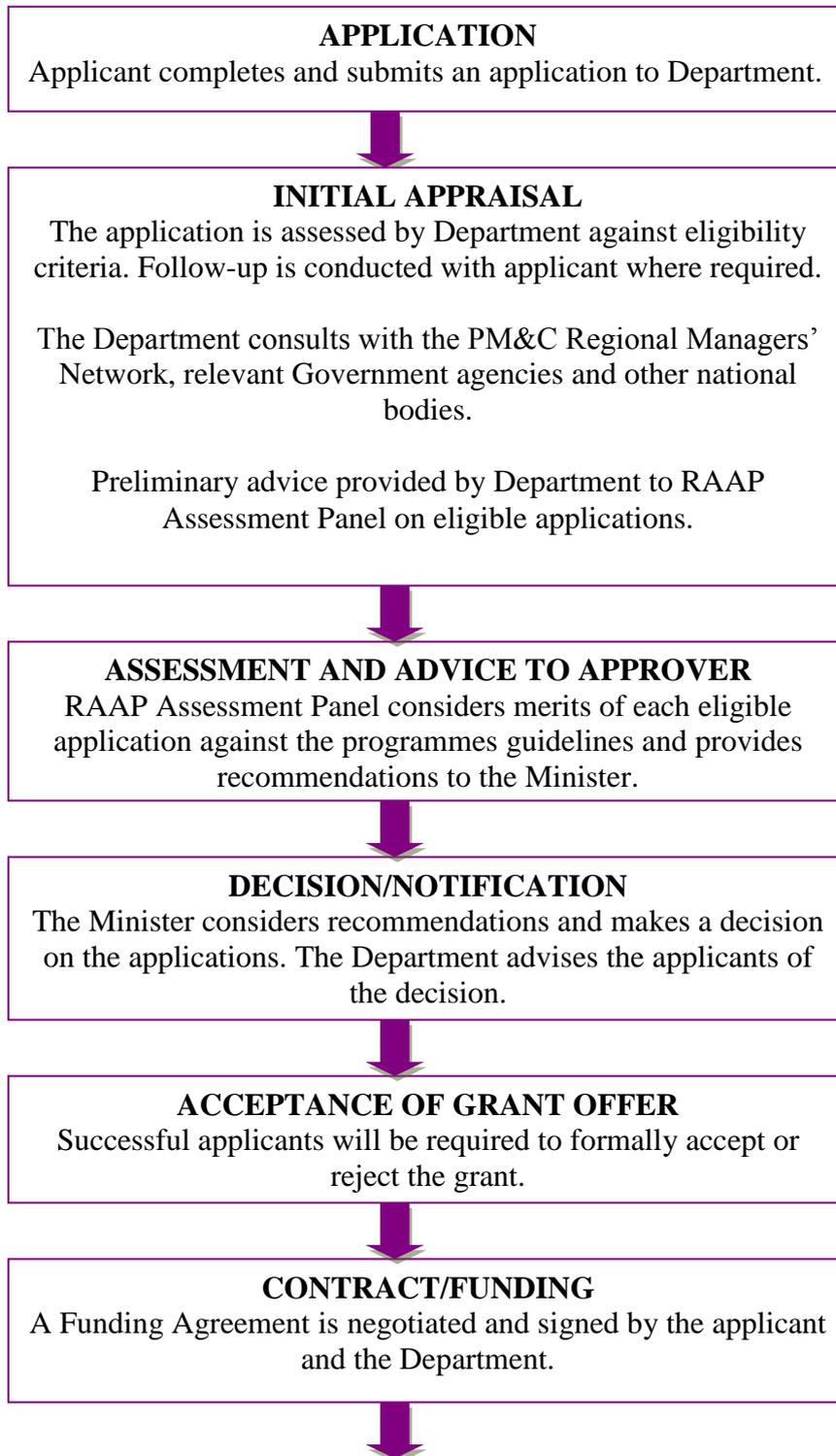
All partners are expected to undertake monitoring and assist with an evaluation based on their respective roles and in accordance with agreed programme objectives and outcomes. Proponents will be expected to maintain adequate records so that appropriate information is available for evaluation and to make such information available in a timely manner when requested.

Outcomes expected from the programme include:

- increased number of aerodromes with improved capacity to service RFDS or similar aero-medical operations;
- improved access to essential air services, including aeromedical services, for remote and isolated communities;
- improved safety of aircraft, their operators and passengers;
- improved all weather capability of remote and isolated aerodromes; and
- increased compliance of remote and isolated aerodromes with Civil Aviation Safety Authority (CASA) requirements for aircraft operations.

Proponents will also be expected to participate in any follow-up surveys or case studies conducted by the Department.

RAAP PROCESS FLOWCHART



DO/COMPLETE/ACQUIT

Applicant undertakes funding activity, completes milestones, provides reports and acquits funds against expenditure.

Department makes payments and monitors progress.

**EVALUATION**

Department evaluates the outcomes of the programmes.

Applicant provides information to assist this evaluation.

Enquiries and Applications (Closing date 31 AUGUST 2015)

Further information, including the application form, can be found on the Department's website at <http://www.infrastructure.gov.au/aviation/regional/index.aspx>.

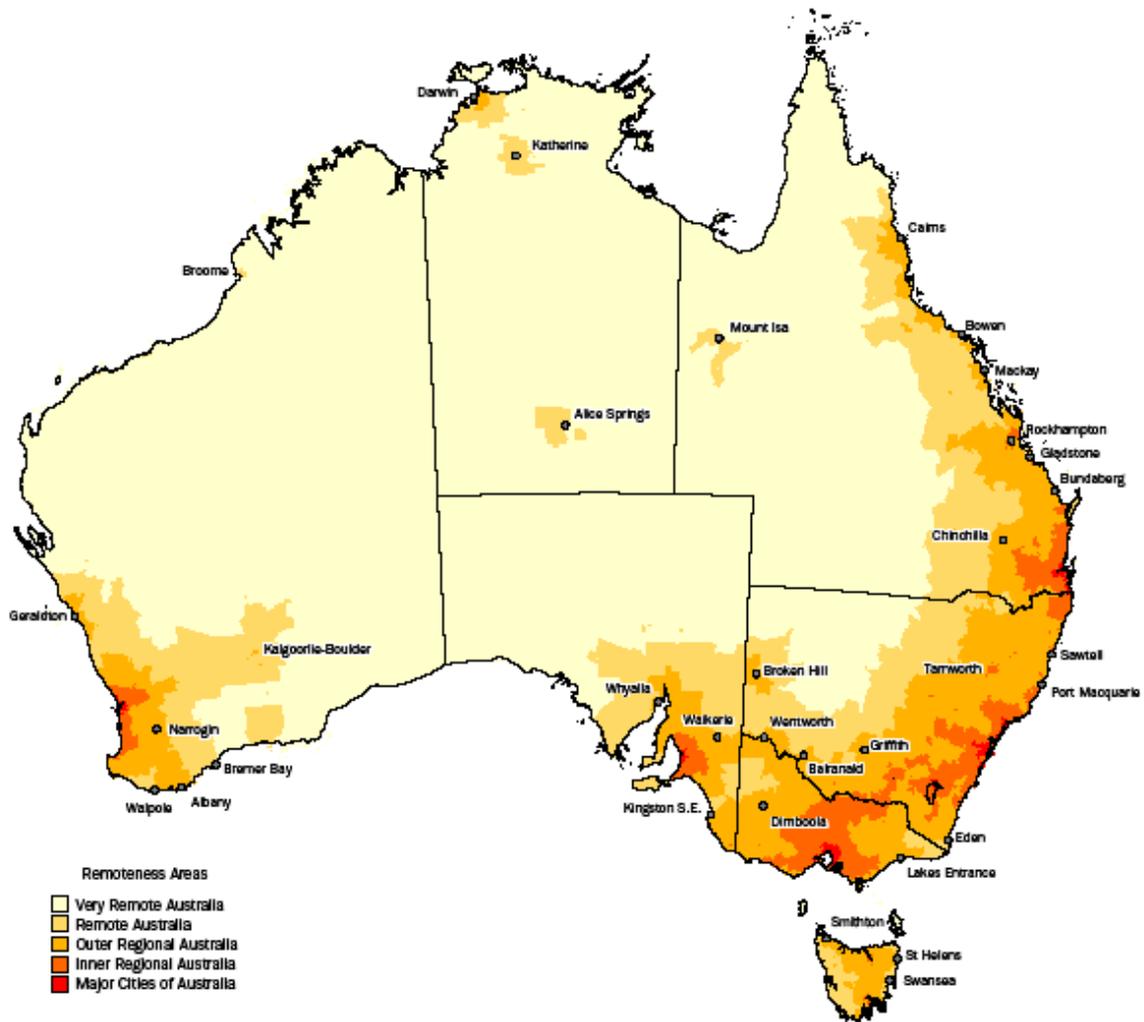
Please direct applications and enquiries to the Department of Infrastructure and Regional Development, as follows:

Mail -	Director Remote Aviation Programmes Aviation Industry Policy Branch Department of Infrastructure and Transport GPO Box 594 CANBERRA ACT 2601
Email -	RAAP@infrastructure.gov.au
Phone -	1300 768 578
Fax -	02 6274 6749

Guide to Remote and Very Remote Localities

Further, more detailed, information on specific localities can be found through AGSC website tools.

ABS . CENSUS PAPER 0201 . ASGC REMOTENESS CLASSIFICATION: PURPOSE AND USE . 2009 21



REGIONAL AVIATION ACCESS PROGRAM

Remote Aerodrome Inspection (RAI)

1. Objective

The Remote Aerodrome Inspection program is a program component of the Australian Government's Regional Aviation Access Program (RAAP).

RAI provides identified remote indigenous communities with annual aerodrome inspection and related services to assist in meeting their aviation safety obligations. This better enables essential access to these remote communities to be maintained.

2. Background

RAI was initiated as part of the Australian Government's response to recommendations contained in the Report of the *Royal Commission into Aboriginal Deaths in Custody*. Normally, aerodrome inspections and related activities of this type would be the responsibility of the aerodrome owner/operator. However, the activities require specialised technical expertise not readily available in remote communities. The Commonwealth-funded service is seen as a practical way of assisting remote communities heavily reliant on air services to maintain access through their aerodrome.

3. Services Available

The RAI program component offers :

- technical inspection services;
- aerodrome reporting officer training, a further requirement under aviation safety regulations; and
- ad hoc aviation technical advice.

The RAI program component does not fund remedial works or operating costs for airstrips.

4. Service provision

RAI contractors are selected by the Department in accordance with the Commonwealth Procurement Guidelines.

5. Eligible Communities

The service is currently delivered to 59 identified communities across northern Australia.

6. Ministerial Discretion

The portfolio Minister has the discretion to approve RAI services for an airstrip owner where it is demonstrated that there is a legitimate need within the scope of RAAP that is not specifically being addressed

ENQUIRIES

Any enquiries about RAAP can be directed to:

Director
Remote Aviation Programs Section
Aviation Industry Policy Branch
Australian Government Department of Infrastructure and Regional Development
GPO Box 594
CANBERRA ACT 2601

Phone: 1300 768 578

Fax: 02 6274 6749

Email: RAAP@infrastructure.gov.au