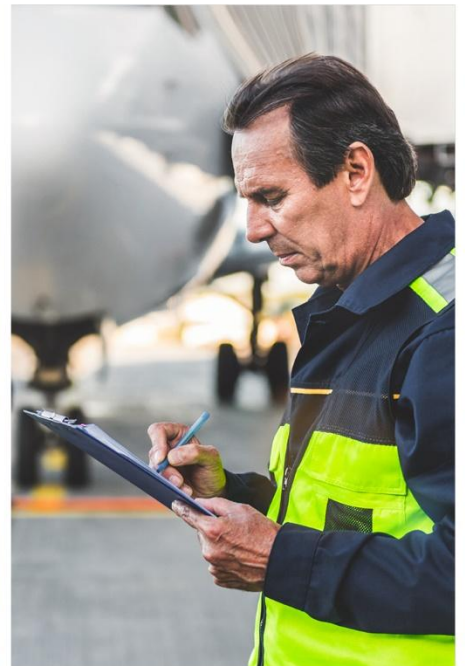


# Aviation Attraction Fund

## Frequently Asked Questions – Version 2



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# Acknowledgement of Country

The Department of State Growth acknowledges and pays respect to Tasmanian Aboriginal people, as the traditional custodians of the land on which we work and live. We honour Aboriginal peoples' enduring connection to Country, which includes the lands, seas, skies, and waterways of Lutruwita/Tasmania.

We also recognise and respect the sovereignty of the Tasmanian Aboriginal people. We acknowledge the strength, resilience, and wisdom of Aboriginal people, and we commit to learning from their knowledge and experiences.

## 1. What is the Aviation Attraction Fund?

The Tasmanian Government has committed \$5 million to the Aviation Attraction Fund to enable Tasmania to be agile and swift in leveraging opportunities by partnering with Tasmanian airports to increase capacity in the Tasmanian market.

## 2. What is the objective of the program?

The objective of the program is to support economic growth and creation of jobs and opportunities for Tasmanians by building inbound capacity and patronage to Tasmania.

The objective will be achieved through targeted investment to achieve the following outcomes:

- establish new routes and grow existing and seasonal routes between Tasmania and mainland Australia and within Tasmania
- build international direct air access between Tasmania and New Zealand
- secure and build international direct air access between Tasmania and Asia.

## 3. What has changed since the program launched in January 2025?

In November 2025, the Tasmanian Government amended the Aviation Attraction Fund guidelines to allow for proposals for capacity increases on existing domestic routes, unlocking tens of thousands of more airline seats to Tasmania, boosting visitation, jobs and our regional visitor economy.

Administrative changes to the Guidelines in October allowed for multi-year proposals and funding paid in advance, where justified, better supporting the establishment and sustainability of new routes by providing certainty to airlines.

## 4. How much funding is available?

The Tasmanian Government has committed \$5 million over four years to the fund.

A total of \$3 million has been allocated to the international direct air access stream.

A total of \$2 million has been allocated to the domestic stream.

Applications will be considered by State Growth in order of receipt until funds for the relevant stream are fully committed.

## 5. Who can apply?

Applications must be made by a Tasmanian airport and supported by an airline.

## 6. What is the maximum grant amount that can be requested per proposal?

There is no minimum or maximum amount for any individual grant request. Applications will be assessed as they are received based the merit criteria in the program guidelines. The value of the grant request should be supported by the proposal.

## 7. What is the difference between the two streams?

The international direct air access stream is open to current and/or new international direct air access that will support delivery of the program objectives.

The domestic stream is open to proposals for new routes, extensions to seasonal routes and capacity increases on existing routes.

Applicants must ensure they apply under the correct stream.

## 8. What constitutes an eligible new route?

A route that has never been operated to or within Tasmania or is not currently operated (and has not been operated for a continuous period of no less than 12 months).

## 9. What evidence should be included in a proposal for capacity and passenger increases on existing domestic routes?

In November 2025, the Tasmanian Government amended the Aviation Attraction Fund guidelines to allow for proposals that support an increase in capacity and passengers on existing domestic routes. This is in addition to the extension of seasonal domestic routes and establishing new domestic routes.

Applications in this category should include data and information as evidence of baseline and historical airline seat capacity and passenger numbers on that route. It is recommended that the application also include evidence-based projections for capacity/patronage growth on the route and information on the initiatives to be undertaken by the airport to generate additional passenger numbers.

If successful, grant deeds for capacity increases on existing routes will include key conditions to be met before grants can be paid to the recipient, including:

- provision of evidence, to the reasonable satisfaction of the Grantor, of demonstrated expenditure on measures to increase airline seat capacity and achieve passenger growth

- provision of evidence, to the reasonable satisfaction of the Grantor, of the effect of the initiatives implemented, measured by the increase in capacity and increase in actual passengers, compared to baseline and historical passenger numbers.

## 10. What is an eligible co-contribution?

The co-contribution may be split between the applicant and partner as best suits the proposal.

To be eligible for consideration, an applicant for a domestic service must demonstrate a co-contribution of no less than 50 per cent. The co-contribution may be in the form of cash or capital expenditure (or a combination), relevant to the delivery of the proposal.

However, the applicant should also consider the relevance of their nominated co-contribution in light of the merit criteria, against which all eligible applications will be assessed. These criteria include points to allow the panel to assess value for money of a proposal:

- level of co-investment and apportionment of commercial risk between parties
- commitment to demand-generating initiatives to support proposed capacity and
- how the government's potential commitment leverages contributions from other partners to match funding requested.

In determining a co-contribution proposal, an applicant should consider how that proposal aligns with these merit criteria.

## 11. What is happening with the additional \$500,000 that was announced in October 2024?

This funding allocation is being managed separately to this Program.

## 12. Will funding under the Aviation Attraction Fund impact existing funding arrangements with Tourism Tasmania?

Current cooperative arrangements and partnership opportunities will continue as normal. There is further opportunity for Tourism Tasmania to align in-market support with new routes supported under this program, which will be assessed on a case-by-case basis.

## 13. When will the program close for applications?

There is no end date for applications. The program will close once all the funds have been allocated. However, there may be a point in time prior to funding being fully allocated where the utility of the program is reviewed.

## 14. What happens if an application does not comply with all the criteria outlined in the guidelines?

All applications will undergo an eligibility check. Firstly, we will check that the application meets the criteria of one of the funding streams, as outlined in the program guidelines.

Secondly, we will check that you are an eligible applicant, which is one that:

1. Operates an airport in Tasmania that supports, or is demonstrated to be capable of supporting, regular passenger services of the type proposed; and
2. Has the appropriate authorities, licences, insurances, and approvals as required to operate the proposed service.

Only applications that meet the eligibility check will be progressed for assessment.

Assessment will be undertaken in accordance with the merit criteria as per the guidelines to ensure fairness for all applicants.

## 15. Would a proposal for a dedicated freight service be eligible under the program?

The Aviation Attraction Fund aims to increase aviation capacity into Tasmania for the benefits of the visitor economy and Tasmanians accessing more seats to and from Tasmania. There is no provision in the guidelines for considering a dedicated freight service. Further, funding a dedicated freight service does not meet the wider program objectives.

Proposals must consider passengers first, but ancillary benefits, including freight capacity, can also be identified in support of a proposal.

## 16. What is meant by ‘no detriment to established routes and/or markets’ in the strategic alignment criteria?

‘No detriment’ is a qualitative concept and how it will be assessed will be subject to the content of the proposal. One example to consider is if planes are taken from an existing route to service the proposal, then it may be considered to be detrimental unless the applicant can provide justification.

## 17. Where can I get help with my application?

For queries about this program, contact [aviationfund@stategrowth.tas.gov.au](mailto:aviationfund@stategrowth.tas.gov.au)



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