



Notice of Meeting

TUMUT AERODROME COMMITTEE

Tuesday, 14 March 2023 at 2:30 PM
Riverina Room, 76 Capper Street Tumut

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1. COMMENCING AT:

2. PRESENT:

3. ACKNOWLEDGEMENT OF COUNTRY

Snowy Valleys Council proudly acknowledges the traditional owners and custodians of this land and water and pay respects to their Elders past and present.

4. APOLOGIES:

5. DECLARATION OF PECUNIARY INTEREST:

Pursuant to Section 4 of the Code of Conduct, Members are required to declare any direct or indirect pecuniary interest in any matters being considered by the Committee.

6. MINUTES OF PREVIOUS MEETING:

6.1. MINUTES - TUMUT AERODROME COMMITTEE - 13 SEPTEMBER 2022

RECOMMENDATION:

THAT:

- 1. The Minutes of the Tumut Aerodrome Committee meeting held on 13 September 2022 be received.**

ATTACHMENTS:

1. Minutes of Tumut Aerodrome Committee Meeting Dated - 13 September 2022

Attachment 1 - 20220913 - Minutes - Tumut Aerodrome Committee



Notice of Meeting

TUMUT AERODROME COMMITTEE

Tuesday, 13 September 2022 at 2:30 PM
Riverina Room, 76 Capper Street Tumut

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1. COMMENCING AT:

2:30pm

2. PRESENT:

Cr John Larter (Councillor Delegate), Fred Kell, Bridget Ryan, Craig Cullinger, Peter Wilson, John Gregory, Tom Moxey, Tony Clee.

3. ACKNOWLEDGEMENT OF COUNTRY

An acknowledgement of the traditional custodians of the land was delivered by Bridget Ryan.

4. APOLOGIES:

That the apologies from Cr Mick Ivill (Councillor Delegate) and Graham Smith be accepted.

5. DECLARATION OF PECUNIARY INTEREST:

Bridget Ryan declared a pecuniary interest in the proposed southern parallel taxiway.

6. MINUTES OF PREVIOUS MEETING:

6.1. Minutes - Tumut Aerodrome Committee - 8 March 2022**TAC.08/22 RESOLVED:**

THAT:

1. The Minutes of the Tumut Aerodrome Committee meeting held on 8 March 2022 be received.

Tony Clee / Fred Kell

6.2. Notes - Tumut Aerodrome Committee - 14 June 2022**TAC.09/22 RESOLVED:**

THAT:

1. The Notes of the Tumut Aerodrome Committee meeting held on 14 June 2022 be received.

Bridget Ryan / Tom Moxey

7. BUSINESS ARISING:

Nil

Minutes of the Meeting of the Tumut Aerodrome Committee held in Riverina Room, 76 Capper Street Tumut on Tuesday, 13 September 2022

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8. AGENDA ITEMS:

8.1. AERODROME COMMITTEE MATTERS - SEPTEMBER 2022**TIME FOR THE 2023 AERODROME COMMITTEE MEETINGS**

Jon Gregory spoke to the issue of clashes between the timing and emergency services meetings, outlining the need to change the time of the Aerodrome Committee Meetings.

There was general discussion and acceptance of the proposed time of 2:30pm.

TAC.10/22 RESOLVED:

THAT THE COMMITTEE:

Move the meeting time to 2:30pm for the 2023 Tumut Aerodrome committee meetings.

Tony Clee / Fred Kell

TUMUT AERODROME STAGE 2 PROJECT UPDATE

Project Manager Bimal Shah presented an update on the project progress.

The following points of discussion arose:

- The status of the request to CASA for approval of non-standard runway strip width.
- Briefly discussed community engagement activities.
- General support for the proposed southern parallel taxiway was discussed which resulted in the below recommendation to Council.
- Southern parallel taxiway should include a runup bay to reduce noise on Lot 16 (P. Wilson).
- Pavement design is to include Pilatus PC-24 in addition to AT802 and B350HW as design aircraft.
- Council could consider the TROE pipeline in the water supply investigations for the airport.

RECOMMENDATION:

THAT COUNCIL:

Include the southern parallel taxiway with a runup bay at a suitable location with neighbourly consideration.

Tony Clee / Peter Wilson

9. GENERAL BUSINESS:

Nil

10. NEXT MEETING

Proposed to meet in March 2023 commencing at 2.30pm in accordance with Council's meeting calendar.

7. BUSINESS ARISING:

8. AGENDA ITEMS:**8.1. AERODROME COMMITTEE MATTERS - MARCH 2023****REPORT AUTHOR: SURVEY & DESIGN ENGINEER****RESPONSIBLE DIRECTOR: ACTING DIRECTOR INFRASTRUCTURE & WORKS****EXECUTIVE SUMMARY:**

To inform the committee of strategic matters concerning the Tumut Aerodrome.

RECOMMENDATION:**THAT THE COMMITTEE:**

- 1. Note the matters arising from the previous minutes**
- 2. Note the new Tumut Aerodrome Draft Master Plan on public exhibition**
- 3. Note the progress on the CASA approval**
- 4. Note the progress on the aerodrome Stage 2 project**

REPORT:1. Matters arising from previous minutes

In its ordinary meeting for October 2022, Council resolved:

From report 10.3 - M289/22

- Approve the re-nomination from Peter Wilson to the Tumut Aerodrome Committee.

From report 12.2 - M307/22:

- Accept the new proposed Tumut Aerodrome Committee meeting time of 2:30pm for the 2023 meeting calendar;
- Include the southern parallel taxiway as a prioritised element of the Stage 2 aerodrome works, budget dependent; and
- Provide a report to the aerodrome committee regarding the consultant's advice.

Report to committee:

After the Aerodrome Committee meeting, Council staff discussed this recommendation with Council's specialist aviation consultant, and the following points were raised in relation to the proposed runup bay:

- Currently, there is no runup bay at Tumut Aerodrome.
- Pilots would not do runups and associated aircraft checks at the end of the runway because this would block the runway for other aircraft and be hazardous. Currently, pilots carry out runups and associated checks on the apron area prior to entering the runway for take-off.
- Adding a parallel taxiway does not necessarily change this situation.
- To provide a runup bay part-way down the southern parallel taxiway, the aircraft would have to be located outside of the taxiway strip to allow other aircraft to pass safely. For the proposed Code 2 parallel taxiway, this would mean the design aircraft wingspan of 18 metres would need to be clear of the runway strip which extends 20 metres from the taxiway centreline. This would require significant additional land acquisition and pavement construction costs.
- Runup and checks could be undertaken either: on the apron, at the taxiway stub near the existing RFS facility, or part-way down the parallel taxiway (as long as it did not obstruct traffic).

- Noise impacts on residences could be managed through policy and procedure controls and signage.

For the above reasons, providing a runup bay is likely to be an expensive exercise to achieve outcomes which are more easily achieved by other means. It was therefore recommended that Council should support the provision of the southern parallel taxiway without the provision of a runup bay.

2. Tumut Aerodrome Draft Master Plan on exhibition

The Tumut Aerodrome Draft Master Plan was presented to the Council workshop on 2 February, and a further report went to the 16 February Council Meeting where Council resolved to:

1. Endorse the Tumut Aerodrome Draft Master Plan for public exhibition for a period of no less than 28 days;
2. Note if submissions are received during the exhibition period, a further report will be provided to council;
3. Adopt the Tumut Aerodrome Draft Master Plan if no submissions are received on the day after the completion of the public exhibition period;

The Tumut Aerodrome Draft Master Plan may be viewed at www.svc.nsw.gov.au/MP-Tumut-Aerodrome or in hard copy by request at the customer service desk. Submissions of comment may be made in writing via the on-line feedback form, by email info@svc.nsw.gov.au or in writing to the General Manager, Snowy Valleys Council, 76 Capper Street, TUMUT NSW 2720. Submissions close at 5pm on Monday 20 March 2023.

Council continues to work with NSW RFS and NSW Forestry Corporation to progress the Fire Control Centre.

3. CASA Draft Approval

On the 16 November 2022, Council received a copy of a draft approval from CASA which contained a number of conditions, of chief interest were the following:

- Snowy Valleys Council must provide a weather observing system, that complies with paragraph 8.101 (6) (b) of the Part 139 MOS, at Tumut aerodrome.
- Snowy Valleys Council must assess the suitability of a Code 2 aircraft or higher than Code 2 aircraft to operate at the aerodrome, before the aircraft intends to operate at the aerodrome, unless an assessment for an aircraft of that Code has already been completed.
- This instrument is repealed at the end of 30 September 2037.

This left Council with a number of questions, and Council responded with a letter on 19 December 2022 seeking a variation to some of the conditions above. Council met with CASA (online) on 1 February 2023 and discussed the approval and the basis for and applicability of the conditions. It was apparent that CASA was still in the process of refining the approval.

Most recently, Council was informed that CASA is now seeking further comment from flight ops (regarding critical aircraft and the potential requirement for an AWIS) prior to issuing a new draft. The following is taken from a summary written by Council's aviation Consultant, Keith Tonkin:

"Currently the aerodrome has a runway configured to provide 1060 m take-off run and 1120 m take-off distance for aircraft generally operating during the day under visual meteorological conditions.

Emergency services aircraft are permitted to operate at night on the runway lighting system which has not been approved by CASA for general use.

The aerodrome is published as having an aerodrome reference code of 1 and is considered non-instrument for the purposes of establishing the required aerodrome facilities and

operational airspace. This operational airspace includes the area surrounding the runway, called the runway strip and fly-over area, plus the obstacle limitation surfaces (OLS).

The runway strip is currently published as 90 m wide. It is required to be a minimum of 80 m wide.

An instrument approach is provided to runway 36, with a published height to which aircraft can descend (minima) of 1267 ft above aerodrome elevation. The final approach path is slightly offset from runway centreline and the minima is a circling height rather than a lower straight-in minima, and so the runway is considered non-instrument.

Airservices Australia, which designed and publishes the instrument approach, has advised that it could redesign the instrument approach to enable a lower, straight-in minima, subject to provision of an illuminated wind direction indicator near the threshold of runway 36. This would result in a greater likelihood of emergency services and other aircraft operating under instrument meteorological conditions being able to land in conditions of reduced visibility, and cause the runway to become a non-precision instrument runway.

The proposed upgrade of the runway, by widening it to 23 m and extending it by 300 m to a take-off run of 1360 m, is intended to enable the more effective operation of larger aerial firefighting aircraft, as well as more capable aeromedical aircraft such as the King Air 350i and Pilatus PC24 now being operated by Pel Air. These aircraft have a higher aerodrome reference code (code 2), which, coupled with the introduction of the improved instrument approach, requires slightly increased operational airspace.

The upgrade triggers a requirement to establish a wider runway strip including flyover area of 140 m, which would extend beyond the current airport boundary on both sides of the runway. The associated transitional surface of the OLS would be infringed by some buildings in the Blue Skies Estate.

It is not practicable to establish the wider runway strip and associated OLS due to the cost and complexity of acquiring the land, and the consequential non-standard situation that would be created by the infringement of the transitional surface by buildings in the Blue Skies Estate that of itself would require an approval from CASA (which has not been sought or provided).

The runway lighting system is also intended to be upgraded as part of the overall project, so that all appropriately approved aircraft will be able to operate at night.

The wider runway strip and associated OLS is required to be provided if the aerodrome is upgraded to non-precision instrument status (rather than non-instrument).

In the event that the conforming runway strip (and approval for the transitional surface infringement) is not established by the repeal date, having the approval for a non-standard runway strip and associated OLS repealed would require the aerodrome to revert to non-instrument status, and the runway strip would reduce in width to a minimum of 80 m and therefore fit within the current aerodrome boundary. The minima of the instrument approach would also revert back to a higher circling height.

The overall effect of this outcome would be that aircraft would have a lower likelihood of landing in conditions of reduced visibility, either during the day or at night.

The runway will remain at its extended length and the runway lighting system will still be operational, so overall the aerodrome will still have an enhanced capability compared with current circumstances."

It must be noted that a number of items in the draft agreement have changed since the above commentary was written, however, it provides a good guide to the original draft approval. Council will continue to negotiate with CASA for an approval to maintain the existing 90m runway strip width. As the majority of the work is done in producing the draft approval, it is hoped that an approval will be issued in the near future.

4. Stage 2 Project

The most recent project timeline estimates that some works may commence on site in mid-2023. A number of items have caused delays to the project including the land access / acquisition process and CASA approval processing. Council continues to progress items where practicable, recent progress items include:

- Draft civil designs
- Preliminary pavement designs
- Refinement of lighting design and components
- Electrical transformer upgrade to suit future growth
- Design pack applied for to generate designs for lowering a power pole in Tumut River Orchard Estate (obstacle for runway extension)
- Received updated funding deed for project timeline extension to June 2024.

ATTACHMENTS:

Nil.

9. GENERAL BUSINESS:

10. NEXT MEETING
