



Notice of Meeting

TUMUT AERODROME COMMITTEE

Tuesday, 12 March 2024 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 - 14 MARCH 2023

RECOMMENDATION:

THAT:

- 1. The Minutes of the Tumut Aerodrome Committee meeting held on 14 March 2023 be received.**

ATTACHMENTS:

- 1. Minutes of Tumut Aerodrome Committee Meeting Dated - 14 March 2023**

Attachment 1 - 20230314 - Minutes - Tumut Aerodrome Committee



Notice of Meeting

TUMUT AERODROME COMMITTEE

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

MINUTES

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2. PRESENT:.....2

3. ACKNOWLEDGEMENT OF COUNTRY2

4. APOLOGIES:.....2

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Minutes of the Meeting of the Tumut Aerodrome Committee held in Riverina Room, 76 Capper Street Tumut on
Tuesday, 14 March 2023 Page 1

1. COMMENCING AT:

2:30pm

2. PRESENT:

Graham Smith, Craig Cullinger, Tony Clee (Tumut Aero Club), Peter Jones (NSW Rural Fire Service), Bridget Ryan, Cr John Larter, Fred Kell, Tom Moxey.

3. ACKNOWLEDGEMENT OF COUNTRY

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

4. APOLOGIES:

Cr Mick Ivill and Jon Gregory (NSW Rural Fire Service).

5. DECLARATION OF PECUNIARY INTEREST:

Nil

6. MINUTES OF PREVIOUS MEETING:

6.1. MINUTES - TUMUT AERODROME COMMITTEE - 13 SEPTEMBER 2022**AC.01/23 RESOLVED:**

THAT:

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

Tony Clee / Fred Kell

7. BUSINESS ARISING:

Nil

8. AGENDA ITEMS:

8.1. AERODROME COMMITTEE MATTERS - MARCH 2023

The business paper informed the committee on the following issues:

- Matters arising from previous minutes - council decisions.
- Tumut Aerodrome Master Plan on exhibition.
- CASA draft approval.
- Tumut Aerodrome Stage 2 Project.

Minutes of the Meeting of the Tumut Aerodrome Committee held in Riverina Room, 76 Capper Street Tumut on Tuesday, 14 March 2023

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Discussions included the following:

- Run-ups and engine checks - there was general understanding and agreeance on the logic of Council's decision not to commit to providing a run up bay. A committee member suggested an entry in the ERSA to recommend runups on the apron or parallel taxiway.
- The master plan - individual members can make a submission if desired. Question raised about water supply to RFS efforts at the aerodrome - not in the scope of the Stage 2 project.
- Concerns that Council could focus cost-recovery for the project on the small group of users who have leases with Council.
- CASA draft approval - Cr Larter provided some comment on the CASA draft approval and the requirement for an AWIS. Council officer commented on the ongoing cost implications of an AWIS for Council. General discussion covered a number of other small airports which also have an AWIS and the value of this weather information to all pilots.

AC.02/23 RESOLVED:

The Aerodrome Committee acknowledges that the current airport facilities are satisfactory for recreational use, but supports the upgrade for emergency services and commercial operations.

Graham Smith / Tom Moxey

9. GENERAL BUSINESS:

A discussion resulted in the following notes:

- A discussion on left handed vs right handed circuits and pilot communications. Pilots are responsible to coordinate safe procedures.
- A member asked if an entry could be made in En Route Supplement Australia (ERSA)? This is an operational matter for Council staff to consider.

10. NEXT MEETING

The next meeting will be held on the 13th June 2023 commencing at 2:30pm in the Riverina Room, 76 Capper Street Tumut.

6.2. NOTES - TUMUT AERODROME COMMITTEE - 13 JUNE 2023

RECOMMENDATION:

THAT:

1. The Notes of the Tumut Aerodrome Committee meeting held on 13 June 2023 be received.

ATTACHMENTS:

1. Notes of Tumut Aerodrome Committee Meeting Dated - 13 June 2023

Attachment 1 - 20230613 - Notes - Tumut Aerodrome Committee



Notice of Meeting

TUMUT AERODROME COMMITTEE

Tuesday, 13 June 2023 at 2:30 PM
Riverina Room, 76 Capper Street Tumut

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1. COMMENCING AT:.....2

2. PRESENT:.....2

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4. APOLOGIES:2

5. DECLARATION OF PECUNIARY INTEREST:.....2

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8. AGENDA ITEMS:2

 8.1. AERODROME COMMITTEE MATTERS - JUNE 2023.....2

9. GENERAL BUSINESS:.....2

10. NEXT MEETING3

1. COMMENCING AT:

2.30pm

2. PRESENT:

Fred Kell, Peter Wilson, Tom Moxey, Tony Clee.

Geoffrey Rotgans - Survey & Design Engineer (Council Delegate).

3. ACKNOWLEDGEMENT OF COUNTRY

Nil

4. APOLOGIES:

Apologies were received from Craig Cullinger, Graham Smith, and John Gregory.

Absent: Cr John Larter (Councillor Delegate), Cr Mick Ivill (Councillor Delegate), Bridget Ryan.

There not being enough voting members present, the meeting was inquorate.

5. DECLARATION OF PECUNIARY INTEREST:

Nil

6. MINUTES OF PREVIOUS MEETING:

6.1. MINUTES - TUMUT AERODROME COMMITTEE - 14 MARCH 2023

Nil

7. BUSINESS ARISING:

Nil

8. AGENDA ITEMS:

8.1. AERODROME COMMITTEE MATTERS - JUNE 2023

Nil

9. GENERAL BUSINESS:

General discussion of the business paper took place including the following points:

- P. Wilson - Council should change the Common Traffic Advisory Frequency (CTAF) for Tumut Aerodrome due to confusing simultaneous transmissions from multiple airports in the area.
- T. Moxey - Cross-chat on the CTAF from other aerodromes is a problem.

- F. Kell - changing the CTAF is a good idea but transitioning is a problem. Council should request a frequency from Air Services - they allocate CTAF
- Council's Survey & Design Engineer provided an update on the aerodrome project, including the delay on the proposed plan of acquisition which was not anticipated in the business paper.
- T. Clee - Tumut Aero Club (TAC) fly-in is currently cancelled due to the expected works.
- Discussion on runway and Civil Aviation Safety Authority (CASA) approval - would we be able to keep the circling approach if we kept the non-approach runway with 90m strip?
- Changing gate locks at the aerodrome - a combination lock is a good idea, maybe on the gate next to the old terminal building. Many airports make the code the CTAF. (Locks and keys have already been ordered, but a combination lock could be considered for one gate in the future if needed).

10. NEXT MEETING

The next meeting will be held on the 12th September 2023 commencing at 2:30pm in the Riverina Room, 76 Capper Street, Tumut.

6.3. NOTES - TUMUT AERODROME COMMITTEE - 12 SEPTEMBER 2023

RECOMMENDATION:

THAT:

- 1. The Notes of the Tumut Aerodrome Committee meeting held on 12 September 2023 be received.**

ATTACHMENTS:

1. Notes of Tumut Aerodrome Committee Meeting Dated - 12 September 2023

Attachment 1 - 20230912 - Notes - Tumut Aerodrome Committee



Notice of Meeting

TUMUT AERODROME COMMITTEE

Tuesday, 12 September 2023 at 2:30 PM
Riverina Room, 76 Capper Street Tumut

NOTES

1. PRESENT:

There being no quorum formed the meeting was cancelled.

Notes of the Meeting of the Tumut Aerodrome Committee held in Riverina Room, 76 Capper Street Tumut on
Tuesday, 12 September 2023

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7. BUSINESS ARISING:

8. AGENDA ITEMS:**8.1. AERODROME COMMITTEE MATTERS - MARCH 2024****REPORT AUTHOR: WATER & WASTEWATER ENGINEER****RESPONSIBLE DIRECTOR: DIRECTOR INFRASTRUCTURE & WORKS****EXECUTIVE SUMMARY:**

To inform the committee of strategic matters concerning the Tumut Aerodrome, including the resolution of Council made at the 14 December 2023 Council meeting in relation to the upgrade of Tumut Aerodrome - Option 3.

RECOMMENDATION:**THAT THE COMMITTEE:**

1. Receive the report on the strategic matters concerning Tumut Aerodrome.

REPORT:

Council at its December 2023 meeting resolved the following in relation to the upgrade of Tumut Aerodrome

M268/23 RESOLVED:**THAT COUNCIL:**

1. Proceed with Option 3 (Upgraded Code 2 Non-instrument (No RESA) as recommended in the consultant's options analysis report;
2. Subject to further funding, undertake work towards acquiring additional land for the extension of the runway at the Tumut Aerodrome as identified in Option 5 of the consultant's report by Aviation Projects.

Cr Trina Thomson/Cr Mick Ivill

CARRIED UNANIMOUSLY

Council is now progressing with Option 3 (Upgraded Code 2 - Non-Instrument (No Resa) as recommended by Council's Specialist Aviation Consultants.

The full Council Report from the 14 December 2023 Council Meeting is attached.

ATTACHMENTS:

1. Council Report on the Tumut Aerodrome Upgrade - 14 December 2023

Attachment 1 - 11.6. REPORT TO COUNCIL - OPTIONS ANALYSIS TUMUT AERODROME

Snowy Valleys Council Ordinary Meeting Agenda

Thursday, 14 December 2023

11.6. OPTIONS ANALYSIS TUMUT AERODROME**REPORT AUTHOR: DIRECTOR INFRASTRUCTURE AND WORKS****RESPONSIBLE OFFICIER: INTERIM GENERAL MANAGER****EXECUTIVE SUMMARY:**

The purpose of this report is to outline the options analysis and recommendations that have been undertaken on the Tumut Aerodrome upgrade by Council's consultants – Aviation Projects.

The options analysis has taken into account the flood modelling that has been undertaken on the land that surrounds the Tumut Aerodrome, which was reported to the 17 August 2023 Council meeting and the requirements of the grant funding that Council has received from the Bushfire Local Economic Recovery Fund (BLERF).

Council will also need to seek concurrence and approval from the grant funding body (Bushfire Local Economic Recovery Fund) on any proposed changes to the project once Council has decided on what option is to be progressed.

RECOMMENDATION:**THAT COUNCIL:**

1. **Proceed with Option 3 (Upgraded Code 2 Non-instrument (No RESA) as recommended in the consultant's options analysis report.**

BACKGROUND:

On 2 November 2020, \$12.5M in grant funding was announced from the Bushfire Local Economic Recovery Fund (BLERF) for upgrades to Tumut Aerodrome. Council has since sought an approval from CASA for the upgrade, negotiated access to private land, begun the process of acquiring the required land, and completed flood modelling of land around the Aerodrome as part of the project's due diligence and design development process.

On 17 March 2022, Council resolved (M74/22) to affirm its support of the Tumut Aerodrome upgrade project.

On 16 February 2023, Council resolved (M22/23) to progress with acquiring land for the Tumut Aerodrome runway extension.

On 20 April 2023, Council resolved (M53/23) to adopt the Tumut Aerodrome Master Plan which included the runway extension.

As part of the project's due diligence and design development process, from May to June 2023 consultants were engaged to undertake flood modelling on the detail design of the runway extension. This was completed and presented to Council staff on 13 July 2023.

A Council workshop was undertaken on 3 August 2023 to brief Councillors on the findings of the flood modelling. The workshop identified what options could be explored to deliver the project within the confines of the existing grant funding agreement, project budget (\$12.5M), timeline obligations and project objectives.

Council resolved at its meeting held on 17 August 2023 (M157/23) the following:

THAT COUNCIL:

Defer this item until a presentation on the capability of fixed wing firefighting from the Rural Fire Service aviation unit is provided to Council.

Briefing to Council by RFS Deputy Commissioner – Kyle Stewart – Thursday 16 November 2023

To meet the requirements of this resolution of Council, at the Public Forum held at Council Chambers 16 November 2023, the Deputy Commissioner of the Rural Fire Service (RFS) – Kyle Stewart provided answers to Council on questions that were asked in relation to the RFS fixed wing capability to operate out of the Tumut Aerodrome.

The Deputy Commissioner stated that the 802s (Air Tractor) - fixed wing aircraft can still operate out of Tumut Aerodrome in its existing status but the RFS understands that they cannot operate at optimum capacity – and there are many aerodromes across the state where this occurs.

The Deputy Commissioner also stated that the RFS aviation wing do not just rely on fixed wing assets to operate out of Tumut – they also rely on the following aviation assets:

- Heavy lift helicopter - Bell 412 helicopter operated by the RFS
- Black Hawks
- Chinook Helicopter.

The Deputy Commissioner stated that these aviation assets along with fixed wing aircraft can meet the firefighting requirements of the area.

The Deputy Commissioner confirmed that the RFS have been consulted on the Aerodrome upgrade and that they understand why the runway cannot be extended due to the flooding impacts this would cause on surrounding properties.

The Deputy Commissioner confirmed that he understood the Aerodrome had to operate within existing constraints and the fixed wing aerial fire-fighting capabilities would be complimented by the use of heavy lift helicopters as well as heavy air tanker support from Canberra.

Briefing to Council by Aviation Projects – Options Analysis – Thursday 16 November 2023

The specialist consultants engaged by Council (Aviation Projects) have undertaken a detailed Options Analysis investigation which was presented to Councillors as a power point presentation at the Councillor Workshop held on Thursday 16 November 2023. The consultants have also now completed a detailed report on the Options Analysis. Both the presentation given to Councillors and accompanying detailed options report are attached to this Council report as confidential attachments.

The presentation and briefing provided by Aviation Projects to Councillors at the workshop were based on the following objectives which formed part of the consultant's brief and engagement to undertake the work.

Project Objectives

- Undertake a detailed analysis of the current capability status of Tumut Aerodrome in relation to its utilisation by emergency services including the Aerodrome Reference Code (ARC). The analysis on the current status of the Aerodrome must clearly identify the current provision and operations of each emergency service which operates from the Aerodrome, with specific reference to both *fixed wing* and *non-fixed wing* firefighting and medivac services. The analysis must outline the current adequacy or inadequacy of these services in terms of all relevant aviation codes for the provision of emergency aviation services, overall Aerodrome functionality and operations during emergencies, particularly firefighting.
- Identify what improvements are required to bring the Aerodrome up to a standard to allow emergency aviation services (target aircraft) to operate from the facility during an emergency (Bush Fire – Flood – Medevac emergency). The identified improvements can be physical improvements to the Aerodrome infrastructure and/or operational improvements or both.
- Undertake a comprehensive analysis of options to maximise the runway length within the existing airport footprint as well as an extended runway length beyond the current footprint that takes into consideration the flooding implications that have now been identified in a recently completed flood study. The report and accompanying options analysis must consider the upgrade within the context of the financial impacts that the proposed flood mitigation measures will have on the current project budget and program.

- The analysis of options must also include key considerations around property acquisition, construction (total project costs) and time frame for delivery that are identified under the current grant funding agreement Council has with the Bushfire Local Economic Recovery Fund (BLERF).
- In each option scenario, the consultant must identify the implications for emergency operations now and into the future. Scenarios are to include:
 - Code 2 Instrument (improved accessibility in reduced visibility)
 - Code 2 Non-instrument (60m runway strip length from threshold, no RESA)
 - Code 1 Non-instrument (30m runway strip length from threshold, no RESA)
 - Other options
 - Implications are to include surrounding geography to the Aerodrome
 - Air and ground temperature scenarios during different seasons and weather events
 - Fixed wing Vs non-fixed wing firefighting and medevac capabilities at the Aerodrome.
- The analysis must consider the advantages and disadvantages of each option including the different requirements for emergency operations (firefighting and aero-medical operations). Noting these operators utilise different aircraft and have different guidelines and procedures in emergency situations.
- The options analysis must include consultation and input from key stakeholders such as the Rural Fire Services (RFS) aviation unit, aero medical (Flying Doctor) Services, Specialist contract pilots, independent aviation experts as required and Council.

REPORT:

Based on the objectives outlined in the consultancy engagement, the Consultants have completed their Options Analysis and have presented these options to Council at the pre-Council meeting workshop held on 16 November 2023. The consultants have also now completed a detailed Options Analysis Report which provides more detail on the five (5) options that were presented to Council.

The options analysis is based around the capabilities of the emergency “fixed wing” firefighting aircraft and medevac aircraft – ARC Code 1 and Code 2 type aircraft, which can operate out of Tumut Aerodrome. The analysis also takes into consideration the grant funding deed requirements of the Bushfire Local Economic Recovery Fund (BLERF) grant that Council has received, project cost analysis and the flood modelling prepared by specialist consultants GRC Hydro and reported to Council on 17 August 2023.

Table 1 outlines the emergency uses only - design aircraft for which the Options Analysis were undertaken.

Table 1- Design aircraft – Options analysis

Upgrade Options – Design aircraft

Table 4 Design aircraft types and reference code numbers

Design aircraft	ARFL (m)	ARC (Code) number	Wingspan (m)	ARC (Code) letter	OMGWS (m)	MTOW (kg)
Air Tractor 802	609 ¹	1	18.04	B	3.36	7,257
Pilatus PC-24	856 ²	2	17.00	B	3.54	8,150
Beech King Air 350i	1000 ³	2	17.70	B	5.67	6,804

Aviation Projects has been engaged by Snowy Valleys Council (Council) to provide specialist aviation advice and a comprehensive options analysis for the proposed upgrade of Tumut Aerodrome to improve its overall operational capabilities and functionality with specific regard to:

- emergency fire fighting; and
- aeromedical services.



The five (5) options presented to Council on 16 November 2023 included:

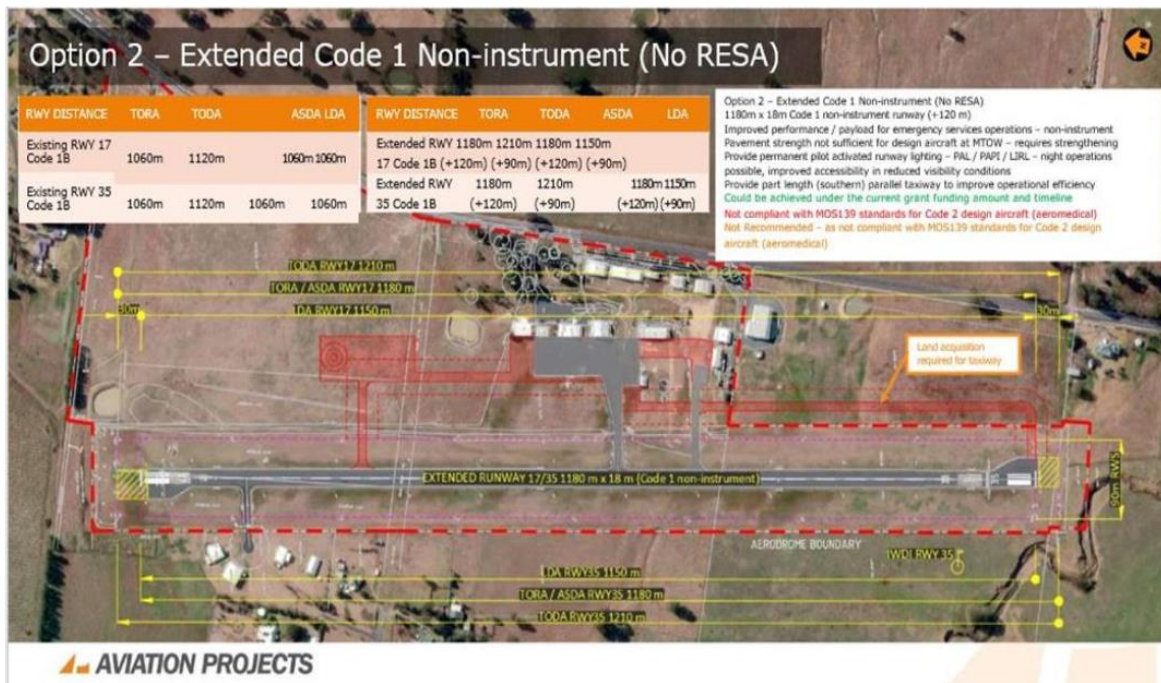
Option 1 – Existing Code 1 Non-instrument (No RESA) “Do Nothing”

- 1060m x 18m Code 1 non-instrument runway
- Runway length limits emergency services operations (temperature + elevation)
- Pavement strength not sufficient for design aircraft at MTOW
- Emergency (manual) runway lights only – limited to day VFR operations and no visual aids in reduced visibility
- No parallel taxiway - aircraft backtrack on runway – limits efficiency in high tempo operations
- Not compliant with MOS139 standards for Code 2 design aircraft (aeromedical)
- **Not Recommended** – due to no improvement in current firefighting capability



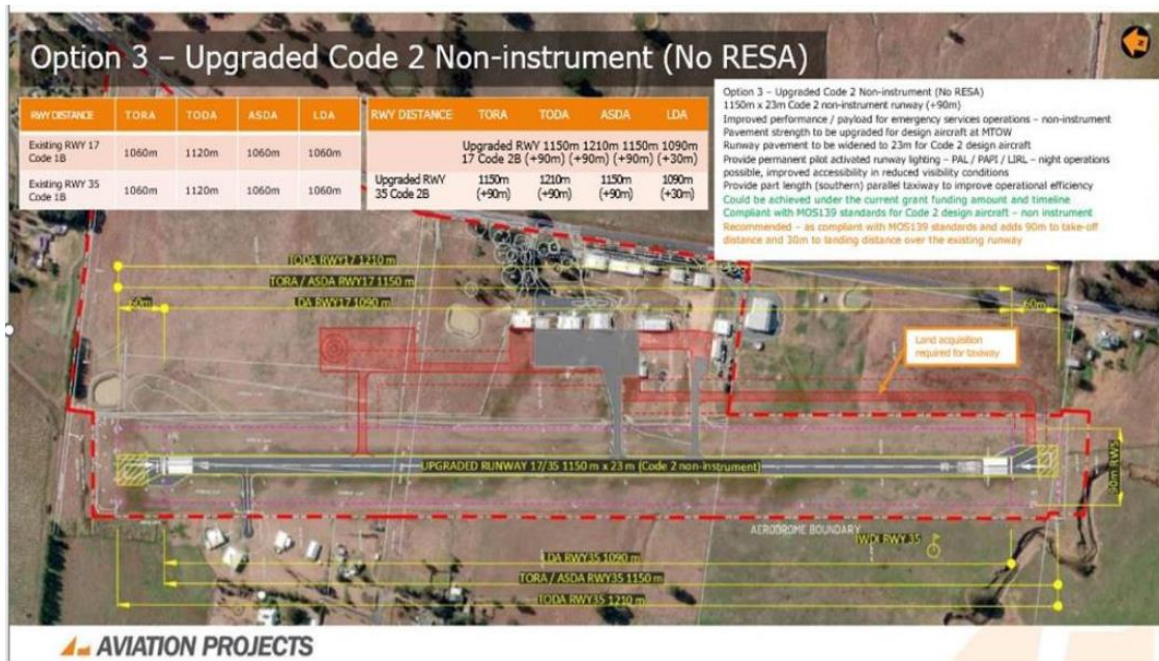
Option 2 – Extended Code 1 Non-instrument (No RESA)

- 1180m x 18m Code 1 non-instrument runway (+120 m)
- Improved performance / payload for emergency services operations – non-instrument
- Pavement strength not sufficient for design aircraft at MTOW – requires strengthening
- Provide permanent pilot activated runway lighting – PAL / PAPI / LIRL – night operations possible, improved accessibility in reduced visibility conditions
- Provide part length (southern) parallel taxiway to improve operational efficiency
- Could be achieved under the current grant funding amount and timeline
- Not compliant with MOS139 standards for Code 2 design aircraft (aeromedical)
- **Not Recommended** – as not compliant with MOS139 standards for Code 2 design aircraft (aeromedical)



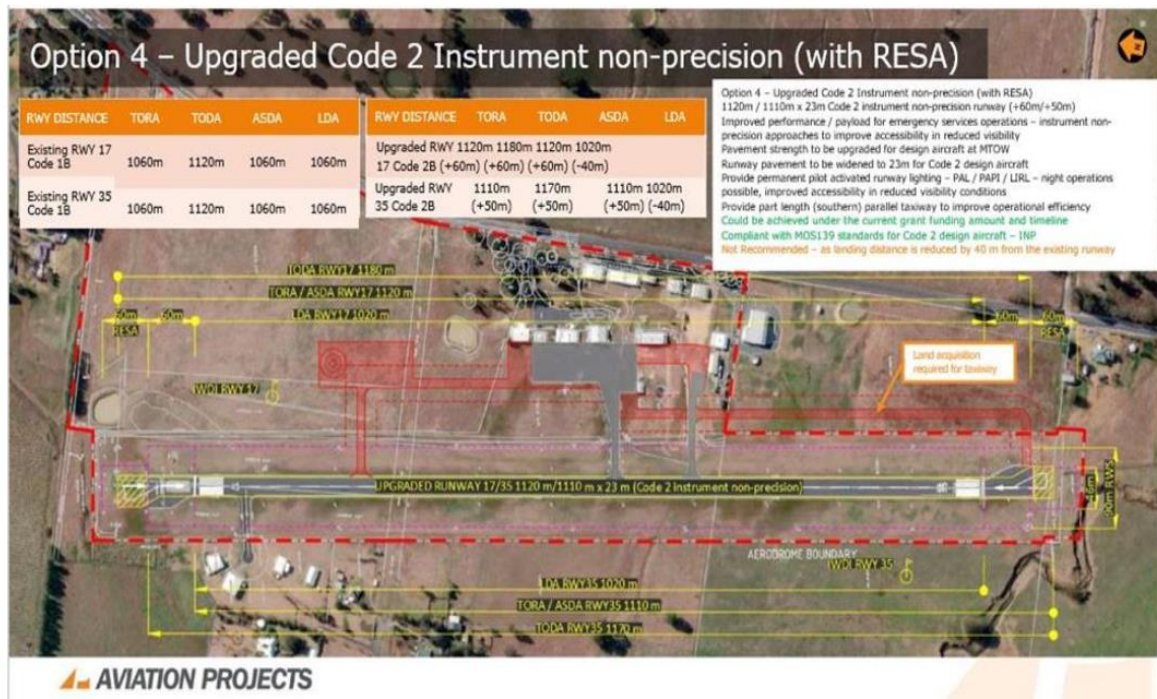
Option 3 – Upgraded Code 2 Non-instrument (No RESA)

- 1150m x 23m Code 2 non-instrument runway (+90m)
- Improved performance / payload for emergency services operations – non-instrument
- Pavement strength to be upgraded for design aircraft at MTOW
- Runway pavement to be widened to 23m for Code 2 design aircraft
- Provide permanent pilot activated runway lighting – PAL / PAPI / LIRL – night operations possible, improved accessibility in reduced visibility conditions
- Provide part length (southern) parallel taxiway to improve operational efficiency
- Could be achieved under the current grant funding amount and timeline
- Compliant with MOS139 standards for Code 2 design aircraft – non instrument
- **Recommended** – as compliant with MOS139 standards and adds 90m to take-off distance and 30m to landing distance over the existing runway.



Option 4 – Upgraded Code 2 Instrument non-precision (with RESA)

- 1120m / 1110m x 23m Code 2 instrument non-precision runway (+60m/+50m)
- Improved performance / payload for emergency services operations – instrument non-precision approaches to improve accessibility in reduced visibility
- Pavement strength to be upgraded for design aircraft at MTOW
- Runway pavement to be widened to 23m for Code 2 design aircraft
- Provide permanent pilot activated runway lighting – PAL / PAPI / LIRL – night operations possible, improved accessibility in reduced visibility conditions
- Provide part length (southern) parallel taxiway to improve operational efficiency
- Could be achieved under the current grant funding amount and timeline
- Compliant with MOS139 standards for Code 2 design aircraft – INP
- **Not Recommended** – as landing distance is reduced by 40 m from the existing runway.



Option 5 – Upgraded Code 2 INP (with RESA +240m runway extension)

- 1360m x 23m Code 2 instrument non-precision runway (+300m)
- Improved performance / payload for emergency services operations – instrument non-precision approaches to improve accessibility in reduced visibility
- Pavement strength to be upgraded for design aircraft at MTOW
- Runway pavement to be widened to 23m for Code 2 design aircraft
- Provide permanent pilot activated runway lighting – PAL / PAPI / LIRL – night operations possible, improved accessibility in reduced visibility conditions
- Provide part length (southern) parallel taxiway to improve operational efficiency
- Could not be achieved under the current grant funding amount and timeline
- Compliant with MOS139 standards for Code 2 design aircraft – INP
- **Not Recommended** – due to cost, flood mitigation measures, property acquisition.

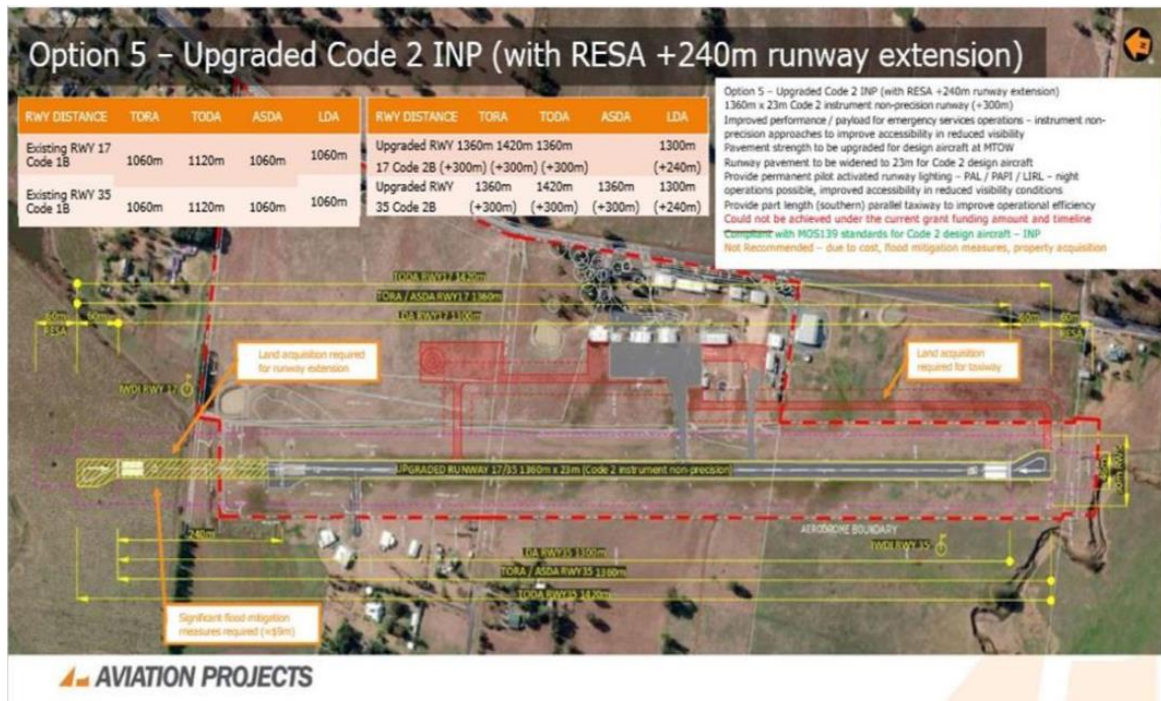


Table 2 outlines a summary of the options and the runway distances that can be achieved under each option and then compliance with MOS139.

Table 2- Design aircraft – Options analysis

Summary – Runway distance / MOS139 compliance

RWY DISTANCE	TORA	TODA	ASDA	LDA	Comments	Grant Funding Compliance	Cost Estimate (* by SVC)
Option 1 "Do Nothing" Existing Code 1B (60m clearway) Non-instrument (no RESA)	1060m	1120m	1060m	1060m	Not compliant with MOS139 standards for Code 2 design aircraft Not Recommended – due to no improvement in current fire fighting capability	N/A	\$120,000-\$130,000 per annum (annual maintenance)
Option 2 Extended Code 1B (30m clearway) Non-instrument (no RESA)	1180m (+120m)	1210m (+90m)	1180m (+120m)	1150m (+90m)	Not compliant with MOS139 standards for Code 2 design aircraft Not Recommended – as not compliant with MOS139 standards for Code 2 design aircraft (aeromedical)	Could be achieved under the current grant funding amount and timeline	\$10.55 million
Option 3 Upgraded Code 2B Non-instrument (no RESA)	1150m (+90m)	1210m (+90m)	1150m (+90m)	1090m (+30m)	Compliant with MOS139 standards for Code 2 design aircraft – non instrument Recommended – as compliant with MOS139 standards and adds 90m to take-off distance and 30m to landing distance over the existing runway	Could be achieved under the current grant funding amount and timeline	\$11.95 million
Option 4 Upgraded Code 2B Instrument non-precision (INP) (with RESA)	RWY 17	1120m (+60m)	1180m (+60m)	1120m (+60m)	Compliant with MOS139 standards for Code 2 design aircraft – instrument non-precision Not Recommended – as landing distance is reduced by 40 m from the existing runway	Could be achieved under the current grant funding amount and timeline	\$11.95 million
	RWY 35	1110m (+50m)	1170m (+50m)	1110m (+50m)			
Option 5 Upgraded Code 2B Instrument non-precision (INP) (with RESA +240m runway extension)	1360m (+300m)	1420m (+300m)	1360m (+300m)	1300m (+240m)	Compliant with MOS139 standards for Code 2 design aircraft – instrument non-precision Not Recommended – due to cost, flood mitigation measures, property acquisition	Could not be achieved under the current grant funding amount and timeline	\$23.7 million (incl. \$9 million in flood mitigation measures)

Note: the current grant that Council has been awarded under the Bushfire Local Economic Recovery Fund (BLERF) is for \$12.5 million, and has been extended to 30 June 2025 for completion



Conclusion

In conclusion and based on the analysis undertaken and feedback received from key stakeholders it is recommended that Council proceed with Option 3, the Upgraded Code 2 Non-Instrument Runway (no RESA). The recommendations are based on the following key criteria:

- Option 3 is able to be achieved within the current grant funding amount and timeline.
- Option 3 is compliant with MOS139 standards for Code 2 design aircraft – non instrument.
- Option 3 adds 90m to the take-off distance and 30m to the landing distance over the existing runway arrangement.
- Option 3 represents a compromise / middle-ground between Option 2 Code 1 non-instrument and Option 4 Code 2 instrument non-precision and offers operational benefits for all aircraft operators at Tumut Aerodrome to improve the Aerodrome's overall operational capabilities and functionality with specific regard to emergency firefighting and aeromedical services.

Note: It should be noted that the adoption of Option 3 does not preclude Council from moving to a Code 2 instrument non-precision (with RESA), i.e. Option 4 in the future should operations require instrument approaches.

Timeline

- 16 November 2023 – Presentation to Council at pre-meeting workshop by specialist aviation consultants – Aviation Projects - on options developed to date – with a recommendation to Council on a preferred Option
- 16 November 2023 - Council meeting Public Forum - Q&A on RFS aerial Firefighting capability out of Tumut Aerodrome with RFS Deputy Commissioner – Kyle Stewart answering questions from Councillors
- 14 December 2023 – Report to Council on the Options Analysis and recommended option

- January – March 2024 - If Council adopts the recommended option, design development and tender documentation
- March – May 2024 – Tenders called, received and assessed
- 20 June 2024 – Tender reported to Council for award of tender
- July 2024 - Construction commences
- June 2025 – completion - 12 month estimated construction timeframe

The presentation to Council on 16 November 2023 and the detailed Options Analysis Report are included as confidential attachments to this report.

LINK TO COMMUNITY STRATEGIC PLAN AND DELIVERY AND OPERATIONAL PLAN:

Integrated Planning and Reporting Framework:

Community Strategic Plan Theme

Theme 4 - Our Infrastructure

Community Strategic Plan Strategic Objectives

CSP4 Our infrastructure includes Council services that plan, manage, maintain and renew our community infrastructure and transport networks.

Delivery Program Principal Activities

4.4 Plan and deliver a capital works program to responsibly manage and maintain community infrastructure.

FINANCIAL AND RESOURCES IMPLICATIONS:

The project is 100% grant funded from the Bushfire Local Economic Recovery Fund (BLERF) with a current approved budget of \$12.5 million. There is no funding required from Council.

The Council has spent to date \$1.73 million in actuals and commitments on the project. These costs to date can all be attributed to the development of Options 2-5 as outlined in this report.

The total funds remaining from the grant that has been awarded is \$10.77 million.

Option 3 Costing

The total project cost for Option 3 is currently estimated at \$11.95 million which directly includes \$1.25 million of the \$1.73 million in actuals and commitments attributed to the project to date.

The funds remaining from the total project budget of \$12.5 million to deliver Option 3 are **\$10.77 million**.

Option 3 Cost estimate \$11.95 million - \$1.25 million (Actual and Commitments) = **\$10.7million**

The current high-level estimate indicates there is sufficient funds to deliver Option 3 and includes a construction contingency of around 10% and staff overheads for project management costs.

A detailed pre-tender estimate will be undertaken once the detail design drawings and specifications for construction are completed.

Option 3 Costing includes:

- Preliminaries and approvals
- Design
- Land acquisitions
- AGL and PAPI – (Above Ground Level and Pilot Activated Runway lighting)
- Construction – Site Works

- Construction Contingencies
- Staff costs / overheads including Project Management costs.

Note: Council's ongoing maintenance costs for the Aerodrome will increase by around \$150,000 per annum as a result of any of the upgrades – Options 2-5. This is an increase of 10-15% on previous years and is dependent on the amount of tree pruning required around the aerodrome. This cost will remain stable for the next 10 -15years years due to the upgraded infrastructure being in a new condition. The largest proportion of maintenance costs over the next 10 years will be for the ongoing grass trimming and tree maintenance costs around the Aerodrome for Options 2, 3 and 4.

Note: As part of the funding agreement with BLERF, there is a condition in the Grant agreement that stipulates that if Council fails to deliver the project on time and/or according to the scope of the deed, Council is potentially exposed to repay funds back to the department (BLERF - Regional NSW). The amount to be repaid is at the Department's discretion.

POLICY, LEGAL AND STATUTORY IMPLICATIONS:

Any land acquisition must be in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

All aerodrome works must be in accordance with the Civil Aviation Safety Authority's (CASA) *Part 139 Manual of Standards for Aerodromes*.

RISK MANAGEMENT / COST BENEFIT ANALYSIS:

Below outlines the preliminary assessment for the preferred option - Option 3.

Note Option 1 – “the do nothing” Option is not included in this analysis as are the other options that are similar to Option 3 (Options 2 and 4) as a detailed Risk and Cost benefit Analysis has already been undertaken on these Options in the attached Options Analysis report prepared by Aviation Projects.

RISK CATEGORY	RISK/REWARD DESCRIPTION	COST/RISK	BENEFIT/ REWARD (Option 3)
Legal	Liability associated with flood impacts on private property is mitigated due to appropriate management.	The cost of undertaking full flood mitigation measures is in the order of \$9M for Option 5. Ongoing flood liability risks for Council.	Limit risks to a known value. Less legal risk to Council through potential future compensation claims. - Option 3.
Environmental & Public Health	Mitigate any impact on habitat, species or local communities through appropriate environmental management.	Cost of environmental assessment with construction mitigation measures for Option 5 are significant compared to Options 3	Less impact on the existing environment and flood plain ecosystem. Less risk of local flooding and increasing the potential for local flooding. - Option 3
Financial	Reduced scope of runway extension allows funds to be re-distributed elsewhere. Potential to not improve the operations and functions of the	Cost savings as a result of not proceeding with the 240m runway extension and associated flood mitigation works. Current budget will not cover the increased costs	Cost savings through a reduced scope in the short term. Council can also meet the requirements of the funding agreement it has

RISK CATEGORY	RISK/REWARD DESCRIPTION	COST/RISK	BENEFIT/ REWARD (Option 3)
	aerodrome as per the original objectives of the grant funding and grant agreement.	of flood mitigation works associated with the 240m runway extension which are estimated at \$9 million.	with BLERF in terms of time and cost obligations. Better asset management and depreciation outcomes for the Council in the long term. Meets the existing project budget and timeline consistent with the original objectives of the grant. - Option 3.
People	Compulsory Acquisition of land and adjoining properties is a difficult, costly and time-consuming process for all parties involved.	Significant amounts of land and property are to be acquired for Option 5.	None identified. Less impact on adjoining property owners - no reduction in the current functionality of the existing aerodrome. - Option 3.
Technology	By not proceeding with the project, the lighting and control systems and the installation of precision approach path indicators will not be undertaken. These works improve the overall operations and functionality of the aerodrome.	Council would need to find the funds in its own budget to do these works if the project is stopped and grant funding removed.	Upgraded lighting and control systems - the installation of precision approach path indicators will improve the operations and functionality of the aerodrome and are included in Option 3 as part of the existing \$12.5million grant. - Option 3.
Stakeholder	Local landowners - reduced risk of flood increase on property. Land acquisitions - local landowners subject to acquisition - no longer required. Emergency services - loss of runway extension could result in some loss of payload/functionality to be confirmed by Aviation Specialist. Cost savings transferred to Option 3 for additional scope such as parallel taxiway and helipad expansion.	Reputational damage to Council in not proceeding with the current project.	Cost savings through reduced scope and less impact on surrounding properties and property owners due to flooding resulting from the 240m runway extension to the north. Reduced liability for Council through reduced flood impacts on adjoining properties. Better asset management outcomes for Council in the long term. Potential operational, maintenance and functionality improvements to the

RISK CATEGORY	RISK/REWARD DESCRIPTION	COST/RISK	BENEFIT/ REWARD (Option 3)
			aerodrome and Council in the long term. Aviation Projects have undertaken key stakeholder engagement in the Options analysis and Option 3 is seen as a good compromise considering the time and cost implications of Option 5.
Service Delivery	Reduced payload due to shorter runway Southern parallel taxiway can be funded through increased air traffic circulation at the airport.	Estimated saving of approximately \$2.5M to the current overall project budget by not proceeding	No benefit of a shorter runway identified.

OPTIONS:

1. Adopt as per recommendations set out in this report - preferred option.
2. Amend.
3. Decline the recommendations set out in this report.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:

Over the last 12 months the community has been engaged on different aspects of this project.

The BLERF Funding body, Tumut Aerodrome Committee and all relevant stakeholders will be advised of the current status of the project after the December Council meeting and decision of Council.

ATTACHMENTS

1. Confidential - Aviation Projects – Options Analysis Presentation – Tumut Aerodrome – Council Workshop 16 November 2023 (Under separate cover)
2. Confidential - Aviation Projects – Detailed Options Analysis Report – Tumut Aerodrome – December 2023 (Under separate cover)

9. GENERAL BUSINESS:

10. NEXT MEETING

The next Committee meeting is scheduled to be held on Tuesday 11 June 2024 commencing at 2.30pm.