
Report Title	A. Late Report - Funding Request from Royal Flying Doctor Service – Upgrade to Mungindi Aerodrome through the Remote Airstrip Upgrade Program
Report by	Engineering Services
Contact	Ian Dinham, Director of Engineering
Attachments	One (1) attachment; refer to Attachments section
File	FILE19/638

RECOMMENDATION

That:

- 1. Council, in principle, support the submission of a grant application to the Remote Airstrip Upgrade Program to undertake the following works to improve the safety of general users of the Mungindi airstrip, as well as ensure the safety of patients being transported from Mungindi and neighbouring areas to appropriate hospital facilities by:**
 - a. Resealing the runway and eastern parking apron**
 - b. Undertaking to have an obstacle clearance survey undertaken by a suitably qualified aviation surveyor**
 - c. Undertake to clear any obstacles in accordance with any results received from the obstacle clearance survey**
- 2. Total value of works to be undertaken to be capped at \$310,000.00, with Council's 50% commitment of \$155,000.00 to be sourced from the Airport Reserve.**
- 3. The offer from the Royal Flying Doctor Service to assist with the preparation of the funding application be accepted.**
- 4. A further report to be brought back to Council to finalise costs prior to any funding agreement being signed.**

REPORT

ALIGNMENT WITH MOREE PLAINS 2027 – YOUR SHIRE. THE PLAN. OUR FUTURE

An Inclusive, Caring Community

C1.3 Emergency response and management services in our region are supported

Sustainable Spaces and Places

Not applicable

A Vibrant Regional Economy

Not applicable

☒ **A Leading Organisation**

L1.4 Income from grants, commercial and regulatory functions and other revenue sources increases

BACKGROUND AND KEY ISSUES

On 22 October 2019, a request was received from the Royal Flying Doctor Service (**RFDS**) for Moree Plains Shire Council (**Council**) to consider submitting a funding application under Round 7 of the Remote Airstrip Upgrade Program (**the Program**) to undertake important upgrade works on the movement areas of the Mungindi Aerodrome. The correspondence states:

“As you may already know, Round 7 of the [Remote Airstrip Upgrade Program](#) was recently launched.

Mungindi Aerodrome is an important aerodrome for the RFDS, retrieving between 30 and 40 patients there each year.

I would like to offer our assistance to the Moree Plains Shire Council to submit an application for the below upgrades to the aerodrome:

- . Widening and resealing of RWY surface*
- . Resealing of parking apron*
- . Have survey conducted to enable B350/B200 performance data and compliance*
- . Obstacle clearance as per requirements found through survey*
- . Establishment of runway aligned GNSS-RNAV instrument approach*

I would be delighted to help write the application, or provide data, benefits to RFDS and quotes to support an application.”

The following information is provided with regard to the suggested upgrades.

Widening and resealing of RWY surface

The runway was last sealed, including some major rehabilitation of the subsurface, around ten years ago. The runway itself is 1400m long x 18m wide. It is estimated that to reseal the runway as is would be approximately \$250,000.00. If the runway was to be widened, this would increase the cost by \$70,000.00. On further following this request up with RFDS they have now advised that the 18m width will suffice for the present time.

Resealing of parking apron

An inspection carried out on 24 October 2019, has shown that the parking apron would benefit from a reseal and is estimated at \$50,000.00 to undertake the works.

Have survey conducted to enable B350/B200 performance data and compliance

This request has arisen because of the weight of the Beechcraft 350 being heavier than 5700kg and being considered a higher powered aircraft, it is unable to just fly into an aircraft landing area such as Mungindi. It requires an obstacle survey to be undertaken to confirm that it can land and take off safely.

It should be noted that the RFDS activities are now audited by Civil Aviation Safety Authority (**CASA**) Flight Operations Officers, who are required to audit their aerodrome operator certificate (**AOC**). It is estimated that the cost for this survey would be \$10,000.00.

Obstacle clearance as per requirements found through survey

This request generally relates to any tree lopping or identification of a significant obstacle that would be identified through the obstacle survey. These costs, if any, could be covered through the existing recurrent expenditure for Mungindi Aerodrome.

Establishment of runway aligned GNSS-RNAV instrument approach

Mungindi Aerodrome is currently listed as an uncertified aerodrome under the current Manual of Standards (MOS) 139 - Aerodromes. The new Manual of Standard 139, which has been released and will come into effect from August 2020, removes any reference to registered aerodromes and all current certified and registered aerodromes will all revert to Certified.

To be a certified aerodrome requires the same degree of documented support as Moree Airport currently has. This would mean that an Aerodrome Manual would have to be written, implemented and complied with; CASA would undertake regular audits and all safety findings would need to be complied with; runway inspections would have to be undertaken daily or at the very minimum twice weekly by suitably qualified aerodrome reporting officers; annual technical and lighting inspections would be required; none of which is currently required for Mungindi; all at a significant cost for an aerodrome that does not raise any income.

It should also be noted that for an aerodrome to become certified would mean working through a rigorous approval process to ensure full compliance with MOS and CASA requirements.

Therefore, it is not recommended to support the request for an instrument approach system to be installed at Mungindi Aerodrome, due to the prohibitive ongoing costs to Council to maintain this service.

FINANCIAL IMPACT TO COUNCIL

This funding program requires a 50% contribution of the total costs from Council or if a third party was also sourced to contribute, would be a 33.3% contribution rate. Council's share would, by necessity, have to be sourced from the Airport Reserve.

STATUTORY AND POLICY IMPLICATIONS

No significant statutory or policy implications have been identified, if the recommend items only are implemented.

RISK IMPLICATIONS

No significant risk implications have been identified; however, there may be risks that arise if the minimum works of resealing the runway and apron are not carried out.

ASSET MANAGEMENT IMPLICATIONS

There would be no asset management implications if only the recommended resealing of the current runway is carried out. Widening of the runway would increase the asset size and future maintenance costs.

PREVIOUS COUNCIL DECISIONS

This is the first time this matter has come before the Council.

ATTACHMENTS

Attachment A Grant opportunity guidelines

Attachment B Sample Grant Agreement

Attachment C Photos of the existing runway and apron taken 24 October 2019

Report A	Funding Request from Royal Flying Doctor Service – Upgrade to Mungindi Aerodrome through the Remote Airstrip Upgrade Program
Attachment A	Grant opportunity guidelines

(Attachment to be provided under separate cover due to size)

Report A	Funding Request from Royal Flying Doctor Service – Upgrade to Mungindi Aerodrome through the Remote Airstrip Upgrade Program
Attachment B	Sample Grant Agreement

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Parking Apron



Runway Edge Drop Off



Taxiway to Parking Apron



Southern Turning Node



Northern Turning Node