

## 8.5 Update on Mudgee Airport 04/22 Runway Grass Strip

REPORT BY THE BUSINESS DEVELOPMENT COORDINATOR  
TO 14 DECEMBER 2022 ORDINARY MEETING  
GOV400098, F0470008

### RECOMMENDATION

**That Council receive the report by the Business Development Coordinator on the Update on Mudgee Airport 04/22 Runway Grass Strip.**

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### Executive summary

At the 16 November 2022 Ordinary Council Meeting, Urgent Business Without Notice was raised including the motion:

*That Council seek to urgently remove the NOTAM preventing use of grass verges on runway 04/22 at Mudgee Airport in the interest of safety, liaise with CASA as to what would be required in order to have this included in the ERSA, and have a report brought back to Council outlining what is required in order to make that runway surface usable for pilots.*

The following report provides an update on this issue including the undertaking of further investigations to review the request to rescind the NOTAM (C87/22) currently in place, restricting use of the grass runway strip parallel to the sealed 04/22 runway, for Take -Off and Landing of Aircraft.

### Disclosure of Interest

Nil

### Detailed report

In May 2022 a NOTAM was issued to restrict Aircraft from using the grass runway strip parallel to the sealed runway 04/22 for Take-Off and Landing as it was identified that the runway strip did not comply with the current legislation Civil Aviation Safety Regulation 1988 (CASR 1988) and Part 139 (Aerodromes) Manual of Standards 2019 (amended), (MOS 139) to allow Take-Off and Landing.

Prior to publishing the Original NOTAM, the CASA Aerodromes Inspector was consulted to review Council staff's understanding of the legislation and advise of the possibility of allowing Aircraft to use the grass runway strip for Take-Off and Land. Airport staff were advised that it was not possible, as the area available for use could not comply with MOS139 runway requirements.

On the 16<sup>th</sup> June, in an effort to clarify and confirm the decision to issue the NOTAM, a request was submitted to CASA\Guidance, Transformation & Safety Systems.

On the 5<sup>th</sup> of September a response was received -CASE ENQ-22-140294 - Response to Guidance Query - Use of Runways Strip for Take-off and Landing [SEC=OFFICIAL] CRM:000247001460. A copy of this has been provided to Councillors.

The response confirmed that the decision to issue the NOTAM was valid.

Post the 16<sup>th</sup> November Council meeting, further communication with CASA was undertaken. Staff reached out to additional CASA representatives including those noted as suitably qualified experts by Mudgee Pilot – Mr Tyms.

On the 29<sup>th</sup> of November, as a result of contacting further CASA representatives, staff were contacted by CASA Aerodromes Inspector, to reaffirm that Mudgee Airport could not comply with MOS 139 if a decision was made to rescind the NOTAM and allow Aircraft Take- Off and Land on the grass strip parallel to runway 04/22.

CASA further affirmed that tail wheeled aircraft were able to land on the 16/34 grass runway strip and 04/22 sealed runways.

Further, Council staff have reached out to the organiser of Wings, Wheels and Wine regarding the impacts of the NOTAM in place. Paul Bennet (the organiser) has advised the implementation of the NOTAM does not have any impact on the delivery of the air show, and the event will proceed with the NOTAM in place. There are two usable runways for the event – RW04/22 and the grass runway RW16/34.

Council staff have also discussed the NOTAM with RFS in regard to planes requiring to take off and land for firefighting duties and they are have also advised that the NOTAM does not impact their operations.

On the grass runway (RW16/34) remedial and improvements works have been undertaken over the last 2 weeks, since the significant rain event of October. Staff can confirm there are two runways at Mudgee airport that have surface usable for pilots.

If Council would like to create a third runway at Mudgee Airport, a feasibility study would need to be undertaken. An Airport Consultant may be hired to do this and an expense budget of \$15,000 would need to be set. This may provide guidance as to the possibility of constructing an additional grass runway parallel to 04/22 in areas west and east of the current sealed runway. If a new runway is created, this would be included in an updated ERSA.

## Community Plan implications

<b>Theme</b>	<b>Building a Strong Local Economy</b>
Goal	An attractive business and economic environment
Strategy	Promote the region as a great place to live, work, invest and visit

## Strategic implications

### Council Strategies

The delivery of Mudgee Airport services supports a range of Council strategies including the effective and efficient delivery of infrastructure, as well as supporting the region as a great place to live, work, invest and visit.

### Council Policies

Not Applicable

### Legislation

Civil Aviation Safety Regulation 1988 (CASR 1988)  
Part 139 Method of Standards 2019 (Amended)

## Financial implications

Nil

## Associated Risks

If Council lifts the NOTAM issued to restrict Aircraft from using the grass runway strip parallel to the sealed runway 04/22 for Take-Off and Landing, Mudgee Airport will not comply with the current legislation Civil Aviation Safety Regulation 1988 (CASR 1988) and Part 139 (Aerodromes) Manual of Standards 2019 (amended), (MOS 139). The impact of this is that Mudgee Airport may be closed by CASA.

ANDREW BANKS  
BUSINESS DEVELOPMENT COORDINATOR

ALINA AZAR  
DIRECTOR DEVELOPMENT

30 November 2022

*Attachments:* Nil

### APPROVED FOR SUBMISSION:

BRAD CAM  
GENERAL MANAGER