

20.166.01 • August 2021

# George Town Airport – Master Plan

*Strategic Plan*



## Executive Summary

George Town Airport is located 3km northeast of the George Town township in northern Tasmania. The airport has a 1000m sealed runway, which enables year-round operations in contrast to the other local aerodromes and landing areas.

The airport has operated for many years through the cooperation of Council and George Town Airport Association under a leasing arrangement that sees GTAA take care of the day-to-day upkeep of the airport and Council undertaking to ensure to reseal the runway surface when required.

This arrangement has met the needs of local operators and minimised the financial obligations of ratepayers to maintain the airport facilities. The premise of this agreement is sound, and all parties have, based on the stakeholder interviews To70 conducted, acted in good faith to follow the agreements in place.

Following discussions with Council, GTAA, local aviators, emergency services and regional development offices, To70 believes that the following is a workable and achievable vision for the airport moving forward:

***Establish George Town Airport as a regional hub for recreational and private aviation whilst continuing to support emergency services, inbound visitors, and community events with minimal economic impact on rate payers.***

To70 has developed this strategic plan around this vision as a guiding principle based on the following:

- Private recreational pilots in Tasmania have limited options to hangar, maintain and fly their aircraft in northern Tasmania.
- There are development opportunities in industry and tourism that would be served by having an airport available for small charter aircraft.
- Emergency services have expressed an interest in developing some facilities to support fire-fighting efforts.
- The airport can support all year-round activity including night-time operations

To help develop the airport to meet future needs To70 has made some recommendations in relation to the management of the site with the aim of bringing Council and GTAA closer together on the discussion and decision-making processes.

- A steering committee, to meet at least twice per annum to talk through the actions and recommendations in place, adjust priorities as required and determine the availability of grants or available funding to initiate infrastructure upgrades.
- A review of the agreements in place to ensure that they continue to be fit-for-purpose and allow the airport to grow in step with the strategic vision. This includes the head-lease, sub-leases and hangar leases.
- Leverage any opportunity for the development of aviation related business at the airport.



With regards to infrastructure, the airport has most of the assets in place to continue current operations. However, if more private pilots establish their aircraft at George Town there is some development that would be recommended:

- Apply an all-weather taxiing and parking surface to the main movement area immediately to the east of the hangar blocks,
- Apply an all-weather surface connecting the southern end of the grass runways (RWY 11/29 & 14/32) to the main apron,
- Replacement / upgrade of the runway lights, and
- Installation of a fueling facility.

The final section of this document lists the recommendations for Council to consider and an indicative prioritisation of those recommendations based on some initial feedback as well as some order of magnitude costings to assist with funding and grant applications should they arise.



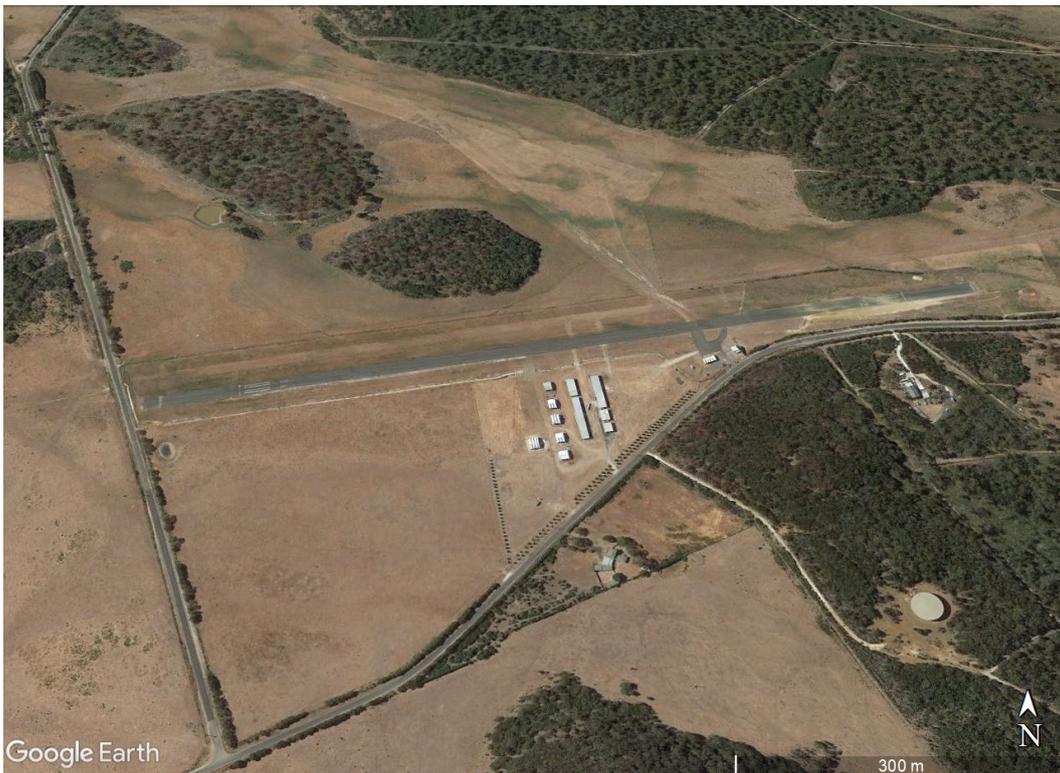


## 1 Overview

### 1.1 Airport Overview

George Town is situated on the eastern bank of the mouth of the Tamar River in North-eastern Tasmania approximately 55km from Launceston city. George Town Airport is located approximately 2km North of the town centre.

The airport has four runways, one sealed (06R/24L, 1000m) and three grass (06L/24R approx. 700m, 11/29 approx. 550m, and 14/32 approx. 390m), providing for primarily recreational and private pilots.



**Figure 1** George Town Airport

### 1.2 Purpose and Objectives of the Master Plan

The George Town Airport Master Plan was commissioned by Council following an invitation for prospective buyers to express interest in purchasing the airport, which subsequently resulted in the airport remaining under Council ownership. Prior to deciding the long-term future of the airport Council are seeking to better understand the current airport facility and to guide future strategy including long-term planning and ownership.

The objectives of the Master Plan are outlined below:

- Determine the development focus of the airport based on current usage and economic opportunity,
- Set out aerodrome planning for the next 10 years,



- Consolidate input from all vested stakeholders in the future development of George Town Airport,
- Outline an implementation plan for key activities, and
- Ensure regulatory obligations are identified and any compliance activities planned.

### 1.3 Strategic Vision and Planned Outcomes

The strategic vision for George Town Airport is defined by three key outcomes:

- Certainty of governance and ownership structure for the next 20 years,
- Low economic impact on rate payers, and
- Development as a hub for recreational and private aviation in Northern Tasmania through facilitating certainty of access, usage, services, and facilities.

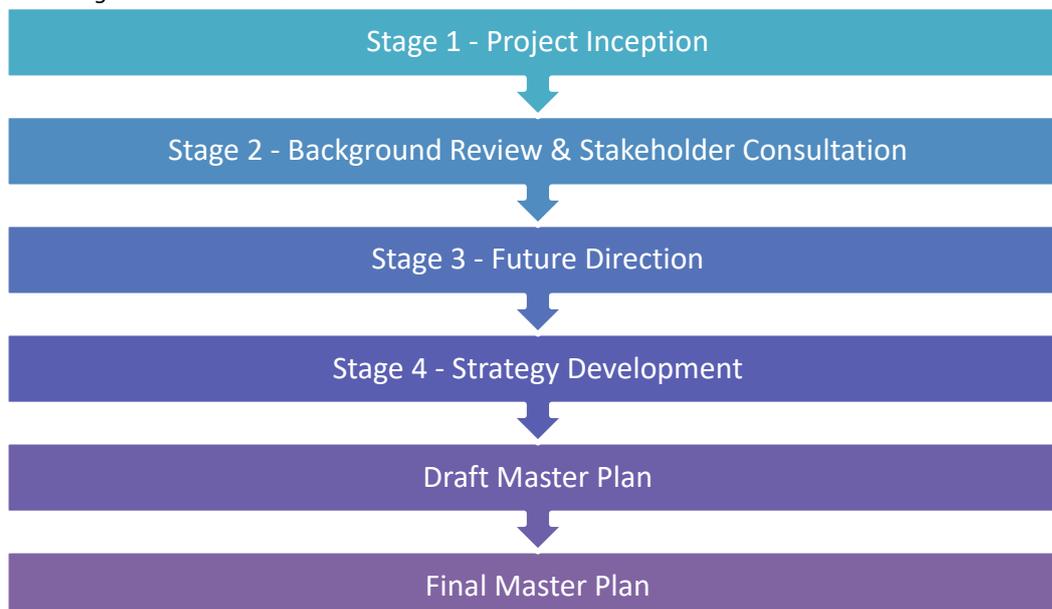
These desired outcomes can be captured in the following statement to use as a guiding principle for future decisions impacting the airport.

***The strategic vision of this Master Plan is to establish George Town Airport as a regional hub for recreational and private aviation whilst continuing to support emergency services, inbound visitors, and community events with minimal economic impact on rate payers.***

### 1.4 Methodology and Consultation

The George Town Airport Master Plan has been developed using internal Council resources, external expertise, and extensive stakeholder consultation. The final goal to develop a shared vision and future direction for the airport was the driver for this approach.

Figure 2 below outlines the 6-stage master planning process as per the AAA Regional Airport Master Planning Guideline that was followed for this Master Plan.



**Figure 2** Six Stage Master Planning Process



## 1.5 Report Structure

**Table 1** Report Structure

Section		Description
<b>0</b>	Executive Summary	
<b>1</b>	Overview	<ul style="list-style-type: none"> <li>• Airport overview</li> <li>• Definition of purpose and objectives of the Master Plan</li> <li>• Strategic vision</li> <li>• Methodology</li> </ul>
<b>2</b>	Master Plan Context	<ul style="list-style-type: none"> <li>• Local context</li> <li>• Regional context</li> <li>• Regulatory and policy context</li> <li>• Previous master plan review</li> </ul>
<b>3</b>	Current Situation	<ul style="list-style-type: none"> <li>• Description of current ownership and management, airport site, activities and facilities.</li> <li>• Identification of any environmental and heritage values at the airport</li> <li>• Stakeholder consultation</li> </ul>
<b>4</b>	Critical Airport Planning Parameters	<ul style="list-style-type: none"> <li>• Forecast of future operations</li> <li>• Description of future airport requirements and considerations</li> </ul>
<b>5</b>	Future Direction	<ul style="list-style-type: none"> <li>• SWOT analysis</li> <li>• Governance and ownership plan</li> <li>• Land use and facilities plan</li> <li>• Airport safeguarding plan</li> </ul>
<b>6</b>	Master Plan Recommendations	<ul style="list-style-type: none"> <li>• Consolidated list of all recommendations from the Master Plan</li> </ul>
<b>7</b>	Implementation Plan	<ul style="list-style-type: none"> <li>• Project implementation roadmap with trigger points</li> </ul>
<b>8-11</b>	Addendums	<ul style="list-style-type: none"> <li>• Example Airport Steering Group Agenda</li> <li>• Flight Paths</li> <li>• Land Use Maps</li> </ul>



## 2 Master Plan Context

This section sets out the context for the Master Plan including the regional and socioeconomic context and the regulatory and policy environment that applies to the airport.

### 2.1 Local Context

George Town is a large regional town in Northern Tasmania, with 6,764 residents (ABS 2016 Census). Only 40 minutes north of Launceston, the north coast town sits at the mouth of the Tamar River with easy access to the Bass Strait, breathtaking views, and robust infrastructure <sup>1</sup>.

George Town Local Government Area (LGA) hosts Tasmania's largest heavy industry precinct and supporting light industry with a world-class deep-water seaport at the Port of Bell Bay and a skilled local workforce. Industry activity is currently in a stage of growth with future development focusing on renewable energy sources particularly new hydrogen industry <sup>2</sup>.

The George Town area has also recently seen support and investment in adventure tourism initiatives including new mountain biking trails, rock climbing, and walking trails.

#### 2.1.1 Airport History

George Town Airport is a regional aeroplane landing area (ALA) that serves the George Town LGA. The airport currently operates under dual ownership, where Council owns the main sealed runway and apron, and the George Town Airport Association (GTAA) own the crossing grass runways. Airport day-to-day operations and maintenance is looked after by GTAA with larger maintenance requirements passed on to Council for action. All hangars and structures at the airport are under the same ownership arrangement, except the terminal building which is a negotiated sublease between Council and Freedom Flying School.

George Town Airport was established as a landing strip in the 1970s, initially operating a single grass strip available for light aircraft operations. In the late 1990s, the Council gained access to a grant that facilitated the upgrade and sealing of this landing strip. For the sealing upgrades to occur, the airport land title was transferred to Council. The sealing of the main runway 06R/24L allowed for charter operations to start and provided facilities for aeromedical operations to occur if required.

The airport is mainly used by the local community for recreational and private flying, flying training, and local community events. There has recently been an increased interest and demand for hangars and aircraft parking spots in the Tasmania. This demand is due to restricted access to surrounding airports such as Devonport and Launceston where landing and parking fees are steadily increasing.

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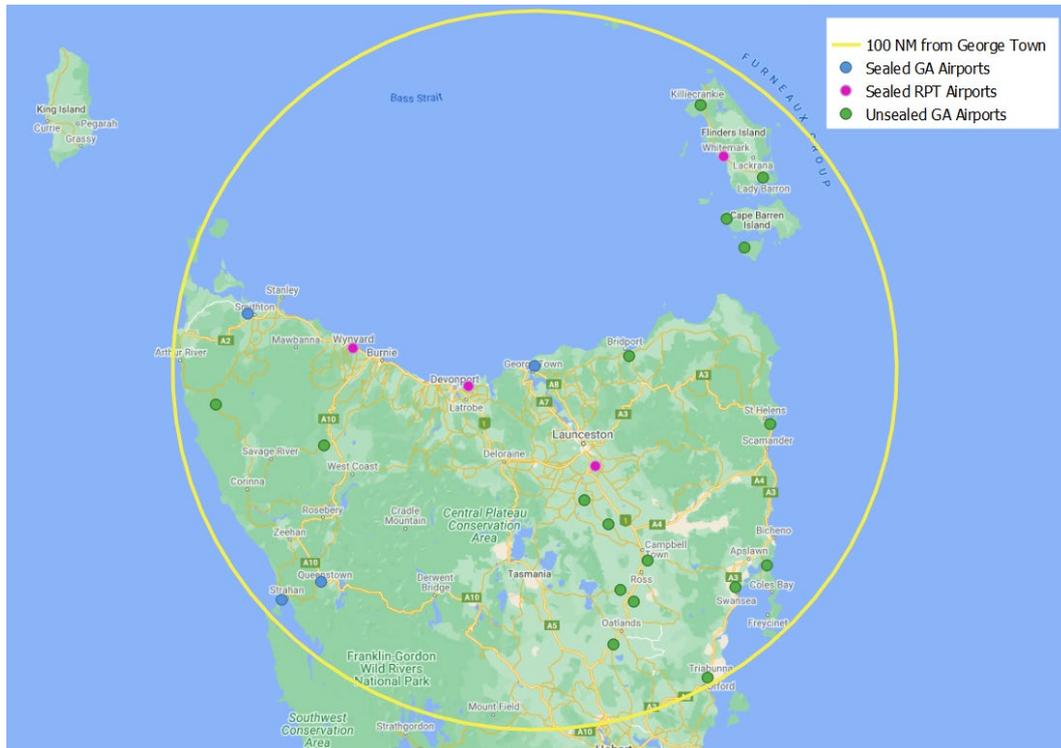
<sup>1</sup> <https://tasmania.com/points-of-interest/george-town/>

<sup>2</sup> <https://georgetown.tas.gov.au/annual-plan-and-council-strategies?fd=zxQNJ%257F0%25CB%255Dm%25C7q%25A0%259B%250C%25F2%25D4%250EA1%2584e%25D6%2586%2591sv%25B9%25BB0%2513>



### 2.1.2 Surrounding Airports

Figure 3 and Table 2 depict the airports within 100 nautical miles (NM) from George Town Airport. They have been categorised as Sealed General Aviation (GA) Airports, Unsealed GA Airports, and Sealed Regular Public Transport (RPT) Airports.



**Figure 3** Airports within 100 NM from George Town

Within the 100NM radius, George Town is one of four GA airports that have a sealed runway providing all weather access for recreational and private pilots. Other airports with Sealed Runways particularly Launceston, Burnie, and Devonport have becoming increasingly difficult for recreational pilots to maintain operations. As these airports focus on developing their commercial operations there has been decreased support for development and maintenance of facilities and amenities for private operators.

**Table 2** Airports within 100 NM of George Town

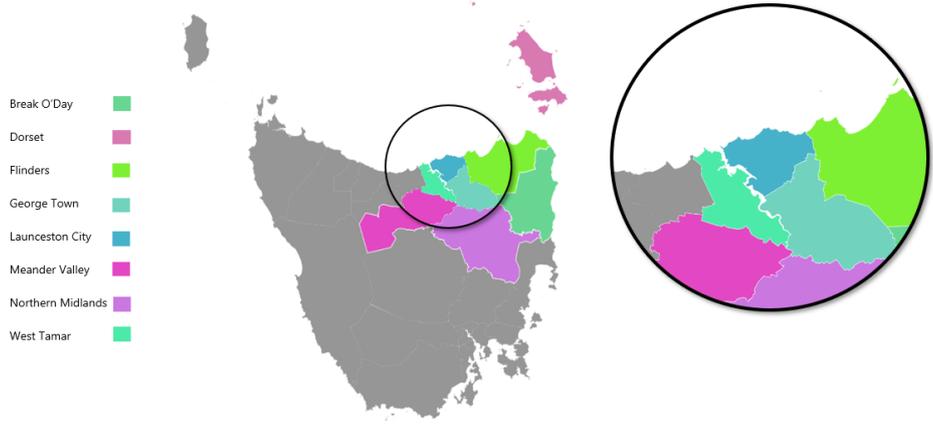
Airport Type	Name	
<b>Sealed RPT Airports</b>	Burnie Airport	Flinders Island Airport
	Devonport Airport	Launceston Airport
<b>Sealed GA Airports</b>	Queenstown Airport	Strathan Airport
	Smithton Airport	



Unsealed GA Airports		
	Balfour Airport	Longdown Airport
	Bridport Airport	Saint Helens Airport
	Campbell Town Airport	Swansea Airport
	Cape Barren Airport	Triabunna Airport
	Clark Island Airport	Tunbridge Airport
	Friendly Beaches Airport	Valley Field Airport
	Jericho Airport	Waratah Airport
	Killiecrankie Airport	Woodbury Airport
	Lady Barron Airport	

**2.2 Regional Context**

George Town is located within the Northern Tasmania Region (the Region). The Region has a population of 145 033 (Census 2016) and is made up of 8 LGAs including Break O’Day, Dorset, Flinders, George Town, Launceston City, Meander Valley, Northern Midland, and West Tamar. Figure 4 depicts the George Town LGA within this regional context.



**Figure 4** Northern Tasmania Region (REDS, 2019)

The Northern Tasmania Development Corporation (NTDC) is an economic development agency that is owned by seven of the eight LGAs (excluding Dorset). The NTDC was assigned to develop a Regional Economic Development Strategy (REDS) for the Northern Tasmania Region.

The development goals for this region include:

1. Economic Development
2. Liveability
3. Sustainability
4. Governance

The REDS identifies the key economic activities and the significant industry sectors of the region. These industry sectors include:



- Food and agribusiness,
- Tourism,
- Competitive Manufacturing,
- Education,
- Healthcare and Social Assistance, and
- Professional and Technical Service.

The economic activity of these industry sectors contributes approximately \$7.85 billion gross regional product creating approximately 66,762 jobs (NTDC, 2019).

Through stakeholder consultation activities completed for this Master Plan, additional regional activities have been discussed, particularly around the impacts of COVID-19 on the region. The region was not heavily impacted by the pandemic, with no major industry closures.

In 2020-21 there was a pickup in the housing market in the region. A report by Deloitte Access Economics however could not attribute this housing market growth to either people staying, investing or moving there. Revitalisation of the region is planned to begin with the Launceston City Deal. This initiative outlines two major commitments being made to assist this revitalisation through the redevelopment of University Tasmania and the implementation of the City Heart Project. Other areas of commitment of the City Deal, that are permeated through the region, include:

- Governance, city planning and regulation,
- Innovation and digital opportunities,
- Infrastructure and investment,
- Liveability and sustainability,
- Job and skills, and
- Housing.

## **2.3 Regulatory and Policy Context**

### ***2.3.1 Civil Aviation Advisory Publication 92-1(1)***

George Town Airport is not a registered aerodrome and is not required to comply with regulations and standards for planning at aerodromes as outlined by the Civil Aviation Safety Authority (CASA) in the Civil Aviation Safety Regulations (CASR Part 139) and the Manual of Standards (MOS Part 139). As an Aircraft Landing Area (ALA), George Town is aware of the safety regulations and can use the Civil Aviation Advisory Publication (CAAP) 92-1(1) for guidelines surrounding the planning and operation of ALA's.

CAAP 92-1(1) advises best practice for small airports such as George Town. The guidelines in this publication include:

- Aircraft types that can operate from an ALA,
- Allowed aircraft operations that can be conducted from an ALA,



- Recommended minimum physical characteristics of landing areas including runway width, runway length, and protection areas,
- Recommended markings for landing areas,
- Lighting for night operations,
- Other factors that should be considered prior to using an ALA,
- Surface testing of a landing area.

### *2.3.2 The National Airports Safeguarding Framework*

The National Airports Safeguarding Framework (NASF) is a national land use planning framework that aims to:

- Improve community amenity by minimizing aircraft noise-sensitive developments near airports; and
- Improve safety outcomes by ensuring recognition of aviation safety requirements in land use planning decisions.

NASF was developed by the National Airports Safeguarding Advisory Group (NASAG), comprising Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority, Airservices Australia, and the Australian Local Government Association.

The Framework applies at all airports in Australia and affects planning and development around airports, including development activity that might penetrate operational airspace and/or affect navigational procedures for aircraft. It is the responsibility of each jurisdiction to implement the Framework into their respective planning systems.

NASF is comprised of a set of seven principles and seven guidelines. The NASF principles are:

- Principle 1: The safety, efficiency and operational integrity of airports should be protected by all governments, recognizing their economic, defence, and social significance.
- Principle 2: Airports, governments and local communities should share responsibility to ensure that airport planning is integrated with local and regional planning.
- Principle 3: Governments at all levels should align land use planning and building requirements in the vicinity of airports.
- Principle 4: Land use planning processes should balance and protect both airport/aviation operations and community safety and amenity expectations.
- Principle 5: Governments will protect operational airspace around airports in the interests of both aviation and community safety.
- Principle 6: Strategic and statutory planning frameworks should address aircraft noise by applying a comprehensive suite of noise measures.
- Principle 7: Airports should work with governments to provide comprehensive and understandable information to local communities on their operations concerning noise impacts and airspace requirements.



The seven guidelines are:

- Guideline A: Measures for Managing Impacts of Aircraft Noise
- Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports
- Guideline G: Protecting Aviation Facilities – Communication, Navigation and Surveillance (approved Nov. 2016)

Copies of the full set of current guidelines can be found on the Department of Infrastructure and Regional Development's website at the following address:

[https://www.infrastructure.gov.au/aviation/environmental/airport\\_safeguarding/nasf/nasf\\_principles\\_guidelines.aspx](https://www.infrastructure.gov.au/aviation/environmental/airport_safeguarding/nasf/nasf_principles_guidelines.aspx)

#### *2.3.4 State and Local Planning*

##### **Land Use Planning and Approvals Act 1993**

The Land Use Planning and Approvals Act 1993 contains Tasmania's integrated system of land use planning instruments. It includes regional land use strategies at, and the Tasmanian Planning Scheme that comprises the State Planning Provisions (SPPs) and the Local Provisions Schedules <sup>3</sup>.

The mechanism to prepare, make, amend, and implement Tasmanian Planning Policies is contained in the **Land Use Planning and Approvals Amendment (Tasmanian Planning Policies and Miscellaneous Amendments) Act 2018**

According to the Tasmanian Government, Tasmanian Planning Policies may relate to:

- the sustainable use, development, protection, or conservation of land,
- environmental protection,
- the livability, health, and wellbeing of the community, and
- any other matter that may be included in a planning scheme or a regional land use strategy. <sup>4</sup>

##### **Northern Tasmania Regional Land Use Strategy**

The Northern Tasmania Regional Land Use Strategy applies to all land in the northern region of Tasmania and sets out the strategy and policy basis to facilitate and manage change, growth and development in the region. <sup>5</sup> The strategy identifies George Town centre to be a District Service Centre and outlines the key land uses for the area. These land uses align with the assumptions made in this Master Plan. Key areas

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<sup>3</sup> <https://planningreform.tas.gov.au/policies>

<sup>4</sup> <https://planningreform.tas.gov.au/policies>

<sup>5</sup> [Northern Tasmania Regional Land Use Strategy](#)



of interest with regard to George Town includes the Greater Launceston Plan which provides a 20-year vision for sustainable prosperity.

### George Town Strategic Plan

The George Town Strategic Plan aims to foster the development of progressive, prosperous, and proud communities throughout the George Town municipality.

#### 2.4 Previous Reports

In 2013, Airports Plus conducted an inspection of George Town Airport to advise on the proposed runway resealing in that year's budget. The inspection also highlighted a number of other issues that had the potential to impact safe and efficient aircraft movements at the airport. The recommendations from this inspection included postponing the runway resealing activities, relocation of the displaced and other runway thresholds, decommissioning of the lighting system, and make the wind indicators serviceable.

In 2015, George Town Council commissioned a review of the airport operations and sought legal advice in relation to the lease to GTAA and the sublease to Freedom Flights. The purpose of the review was to identify key issues to be considered by Council arising from the current governance and operation structure of the airport.

Table 3 below outlines the recommendations from these two reports and identifies their completed status.

**Table 3** Previous Report Recommendations

Report	Recommendation	Completed (Y/N)
<b>Airports Plus Audit</b>	Decommission aerodrome lighting system as cost to make serviceable would be difficult to justify	In progress, lighting unserviceable but not removed from site
	Regrade strip adjacent to the runway to provide appropriate drainage and to ensure minimal additional damage to aircraft running off the runway	Completed in 2018
	Make all wind direction indicators serviceable	Yes
	Relocate western threshold so that it is adjacent to the threshold on the sealed runway	Yes
	Amend description of runway to 18m wide	No
	Runway resealing can be deferred for 3-5 years, resealing expected between 2016-2018	Completed in 2018
<b>GHD Review</b>	Review the lease arrangements on the basis of a Lease Management model, revised to allow council to lease or license facilities direct to different parties	In progress



Confirm the preferred operational arrangement is the lease manage model, but varied to allow council to lease direct to Freedom Flights having regard to the current financial and risk associated with the airport, as well as the desirability to update the terms of the current lease agreement	In progress
Confirm compliance against each of the recommendations of the 2013 Airports Plus Pty Ltd report	In progress
Ensure that as part of any future lease arrangements that the facility is being operated in accordance with the necessary regulations	In progress
Develop Airport Master Plan to guide future development of the site and maximise potential opportunities	In progress

**Recommendation 1: All recommendations from the 2013 and 2015 reports should be reviewed and actioned if not yet completed.**



### 3 Current Situation

The following section provides information regarding the existing situation, including site conditions at the aerodrome and surrounding land context.

#### 3.1 Governance

The airport currently operates under split ownership structure, whereby Council owns the main sealed runway and apron, and the George Town Airport Association (GTAA) own the crossing grass runways. An additional parcel of airport land to the west under private ownership has been subject to interest by GTAA for further expansion of airport facilities. Figure 5 below depicts the property ownership of George Town Airport. The day-to-day airport operations and maintenance is looked after by GTAA with larger maintenance requirements passed on to Council for action, as outlined in the Head Lease Agreement.



**Figure 5** George Town Airport Land Ownership

##### *3.1.1 Lease Arrangements*

There are two leases that outline the ownership and management of George Town Airport. The head lease was established in 1998 between Council and GTAA. In 1998 Council purchased the land holding the main runway from GTAA to access to grant money to seal the runway. The head lease details ownership, maintenance, and operation of the two land titles that the airport lies on.

Subsequently a sublease was established to provide access for Freedom Flight School to use the terminal building for commercial operations. Table 4 details the key contents of the lease arrangements.



**Table 4** Lease Arrangements

	Key Contents	Key Dates
<b>Head Lease</b>	<p>Initial term of 10 years (1998-2008) with further two 10-year renewal options (2008-2018-2028).</p> <p>Prior to commencement of the lease, Council was to construct and gravel a hard stand area and bring existing facility to agreed maintenance standard.</p> <p>GTAA is responsible for any necessary works to the cross strip and council would make available plant and labour for necessary works on Council land.</p> <p>GTAA assumes responsibility for maintenance of the airport.</p>	<p><b>Commencement Date:</b> 11 May 1998</p> <p><b>Renewal:</b></p> <ul style="list-style-type: none"> <li>• 30 January 2008</li> <li>• Unknown in 2018</li> </ul>
<b>Sublease</b>	<p>The initial term of the sublease was 10 years (2002-2012) with further two 10-year renewal options.</p>	<p><b>Commencement Date:</b> 1 Dec 1997 or in 2002.</p> <p><b>Renewal:</b> Unknown</p>

### 3.1.2 Airport Ownership Tender

Following interest from multiple parties, George Town Council invited interested parties to tender for the purchase of the council owned portion of George Town Airport. Three tenders were submitted to councils Request for Tender (RFT) process, including GTAA, a property developer, and a LAME.

At the conclusion of the bidding process George Town Council decided against going forth with the selling of the airport subject to completing further strategic review.

### 3.2 Site Description

George Town Airport is located along Soldiers Settlement Rd and Old Aerodrome Rd approximately 2km north of George Town centre. The airport is equipped with four operational runways, one sealed (06R/24L, 1000m) and three grass (06L/24R approx. 700m, 11/29 approx. 550m, and 14/32 approx. 390m) providing for primarily recreational and private pilots.



### 3.3 Surrounding Land

Figure 6 details the zoning for George Town as per the George Town Council Interim Planning Scheme 2012. The airport land is classified under Light Industrial for the Council owned and adjacent land and Rural Resource zoning for the GTAA owned grass runways and surrounding properties.

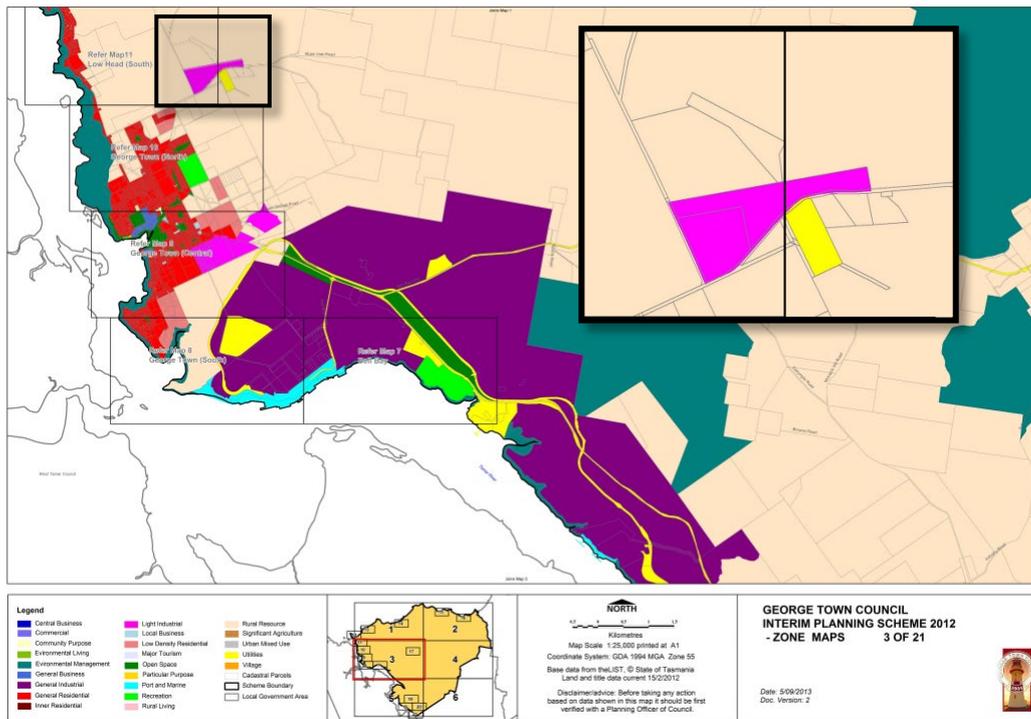


Figure 6 George Town Council Zone Maps

### 3.4 Existing Activities

Aviation activity at George Town Airport consists of flights primarily from local light and recreational aircraft owners. There are typically around 5 – 10 movements a day, predominantly operating under Visual Flight Rules (VFR), with activity varying due to weather conditions and events. Pilot training is undertaken at the airport by Freedom flight school and Par Avion, based in Cambridge (Hobart), uses the airport for cross country nav exercises (2/3 times a week).

The airport is occasionally used for private business; however, most activities are recreational. Key events include fly-ins, aeroclub barbecues, and the Rotary Wings & Wheels event. Businesses doing photographic survey work between Devonport and the east coast tend to base themselves at George Town.

The airport has supported aeromedical activities and is used, when necessary, by emergency services such as the Royal Flying Doctors Service (RFDS) as advised by RFDS.



Traffic is predominantly single-engine piston, RAAUS / GA / Kit planes (RV) / Warbirds (Winjeel, Nanchang). Very light aircraft tend to use the grass strips more, especially when wind conditions are northerly.

### 3.4.1 Flight Paths

Figure 7 below depicts the indicative flight paths flown by airport users from George Town Airport. It identifies the three main ways pilots would use the airport. The teal flight paths represent the circuits that are conducted by pilots to the northeast due to terrain and to avoid built up areas.

The white flight paths represent a long final approach that may be utilised by pilots familiar with the airport.

Yellow arrival routes represent possible flights paths used by pilots that may be unfamiliar with the airport that will fly overhead to determine the most suitable runway to use and then join the circuit to land.



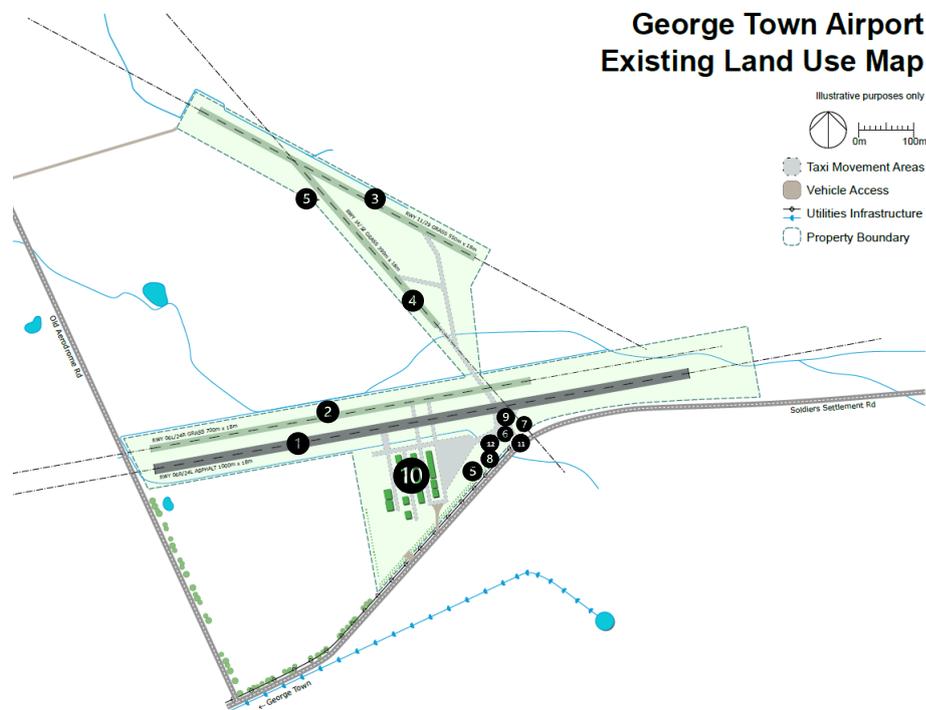
Figure 7 Indicative Flight Paths Around George Town Airport



### 3.5 Existing Facilities

Figure 8 depicts the Current Facilities at George Town Airport which include the following:

- |                                  |                     |
|----------------------------------|---------------------|
| 1. 1000m sealed runway (06R/24L) | 7. GTAA Clubhouse   |
| 2. 700m grass runway (06L/24R)   | 8. Old fuel storage |
| 3. 550m grass runway (11/29)     | 9. Sealed Apron     |
| 4. 390m grass runway (14/32)     | 10. Private Hangars |
| 5. Wind Indicator                | 11. Carpark         |
| 6. Freedom Flight School         | 12. Water Tank      |



**Figure 8** George Town Existing Facilities (Illustrative)

#### 3.5.1 Runway Specifications

The airport has three operational runways comprising a main sealed runway, a parallel grass runway, and two crossing grass runways. The main runway and the two crossing runways are always operational however, the parallel grass runway is closed during winter due to weather and drainage constraints. The characteristics of each runway are detailed in Table 5 below.

**Table 5** Runway Specifications

	RWY 06R/24L	RWY 06L/24R	RWY 11/29	RWY 14/32
<b>Runway Length (m)</b>	1000	700	550	390
<b>Runway WID (m)</b>	18	18	18	18
<b>Pavement Type</b>	Sealed	Unsealed	Unsealed	Unsealed
<b>Pavement Surfacing</b>	Asphalt/Bitumen	Grass	Grass	Grass



<b>Take off distance available (m)</b>	1000	700	550	390
<b>Landing distance available (m)</b>	914	700	550	390
<b>Pavement Classification Number (PCN)</b>	Unrated	Unrated	Unrated	Unrated

The main sealed runway was due for resealing in 2018 as per the 2013 Airports Plus inspection. During stakeholder consultation there was no indication that the resealing has been completed and is likely due for reassessment.

**Recommendation 2: Ensure that sealed runway is assessed, and resealing work undertaken if required.**

### 3.5.2 Aprons, Taxiways, and Aircraft Parking

There is one sealed apron at the airport, that is connected by two sealed taxiways to the main runway and one unsealed gravel taxiway that leads towards to the hangars. Aircraft manoeuvring outside of the two sealed taxiways occur along maintained unsealed grass taxiways.

There are no formal aircraft parking aprons at George Town Airport. Pilots with private hangars park their aircraft either in or in front of their hangars. The main sealed apron is used by Freedom Flight School for aircraft parking. There is also a large grass area between the sealed infrastructure and the hangars which provides additional space for aircraft parking.

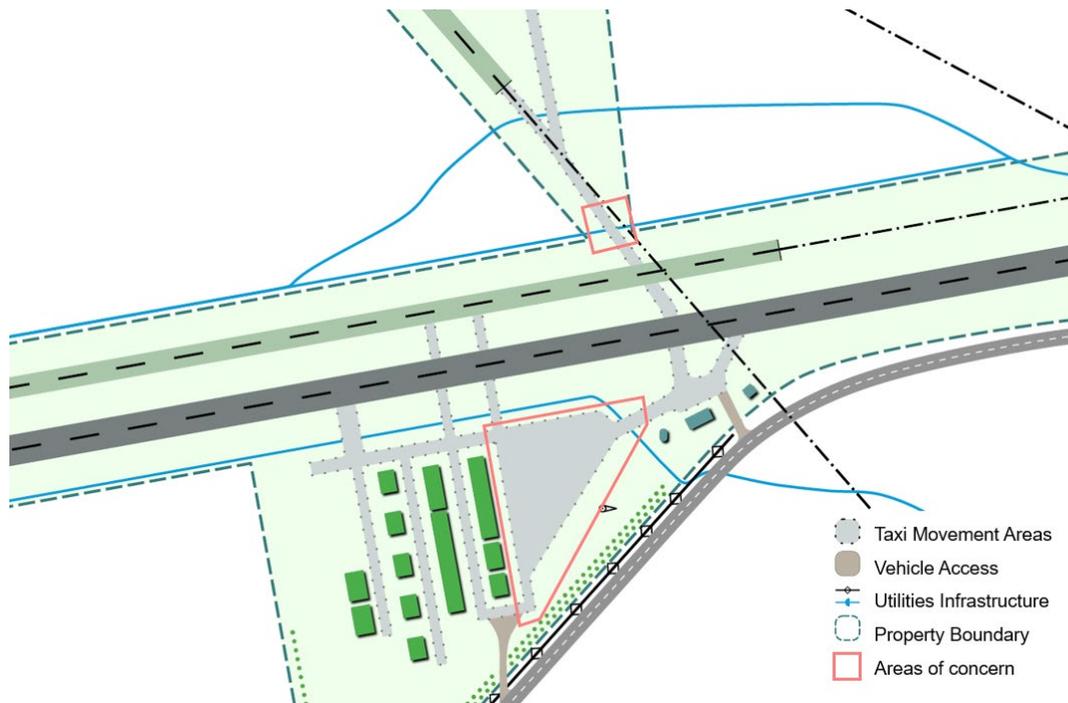


Figure 9 Illustrative Facilities Map



Figure 9 illustrates the facilities at George Town Airport focusing on the sealed apron, taxiways, and other maneuvering areas.

Through consultation it was identified that there were some areas of concern particularly during inclement weather. The grass parking and movement areas hold water and can become quite boggy during and after rain. Figure 10 below depicts the key areas of concern.



**Figure 10** Key areas of concern for all weather surface upgrades.

**Recommendation 3: Assess need and scope to upgrade maneuvering areas of high use and concern to all weather surfaces.**

### *3.5.3 Pilot Activated Lighting*

According to the ERSA FAC there are pilot activated low intensity runway lights (PAL) available for use through the 121.3 frequency. The 2013 Airports Plus inspection identified that the lighting system was unserviceable and recommended that it either be decommissioned or reinstated to a serviceable condition. This plan assumes that this lighting is operational as per the FAC however, technical maintenance is required to ensure continued serviceability of the lighting.

**Recommendation 4: Ensure that FAC entry for George Town Airport is correct.**

**Recommendation 5: Conduct a regular review to decide whether PAL meets the operational requirements of the airport.**

### *3.5.4 Wind Indicators*

There are two wind indicators on the George Town Airport site. The primary wind indicator is located near the grass parking and movement area adjacent to the hangars. There is a potential that the close



proximity to the hangars may be affecting the accuracy of wind indication. The second wind indicator is located next to the crossing grass runways. The 2013 Airports Plus inspection identified that the wind indicators required servicing.

**Recommendation 6: Conduct agreed regular inspection on the current wind indicators and ensure serviceability.**

### ***3.5.5 Aircraft Fuelling***

During 2014-2015 the aircraft fuelling facility that was installed at the airport was inspected and was found to not be compliant with Workplace Standards or CASA Standards. The aircraft fuelling installation was decommissioned and there are now currently no aircraft fuelling facilities at George Town Airport as seen in Figure 11. Some existing pipework still remains between decommissioned fuelling area and the sealed apron which could potentially be used if a new system was installed.



**Figure 11** Old Fuel Storage Area

This plan recommends that a process be put in place to assist Council and GTAA to decide when aircraft fuelling should be established. If aircraft fuelling facilities are established at the airport it must comply with planning permit DA 47/49 ensuring proper installation and environmental protection.

**Recommendation 7: Establish a process to assist Council and GTAA to decide when aircraft fuelling facilities should be recommissioned for example an agreed traffic threshold and aircraft mix.**



### ***3.5.6 Freedom Flight School Building***

The Freedom Flight School occupy a building approximately 31 m x 17m at the western side of the main entrance to the airport. This building has direct access to the sealed apron and taxiways and holds common use amenities.

### ***3.5.7 GTAA Clubhouse***

The GTAA Clubhouse occupies a building approximately 8m x 8m at the eastern side of the main entrance to the airport.

### ***3.5.8 Car Parking Area***

There is a car parking area at the main Soldiers Settlement Rd entrance in front of the Freedom Flight School building with a capacity of approximately 10 cars.

## **3.6 Ground Transport Access**

The only road access to the airport is from Soldiers Settlement Rd which leads to the main carpark, the main building occupied by Freedom Flight School, and the sealed apron. There is secondary unsealed access to the northern grass runways off Old Aerodrome Rd.

## **3.7 Utility Services**

Electricity and tank water services are currently available at the airport site.



### 3.8 Environmental and Heritage Values

#### 3.8.1 Environmental Values

A query using the Tasmanian Government Land Information System (LISTmap) identified various threatened flora, fauna, and native vegetation within a 1.5 km radius from George Town Airport (Figure 12). Table 6 details these threatened communities with the associated state description. There was only one threatened community identified to be on airport land and that was the Yellow Onion-orchid.



Figure 12 Threatened Flora, Fauna, and Native Vegetation Communities within 1.5km

Table 6 Threatened Flora, Fauna, and Native Vegetation Communities

Ecological Community	Name	State Description
<b>Flora</b>	Yellow Onion-Orchid ( <i>Microtidium atratum</i> )	Rare
	Black Bristle-Sedge ( <i>Chorizandra enodis</i> )	Endangered
	Small triggerplant ( <i>Stylidium despectum</i> )	Rare
	Slender fanwort ( <i>Aphelia gracilis</i> )	Rare
	Wiry miterwort ( <i>Phyllandium divergens</i> )	Vulnerable
	Juniper wattle ( <i>Acacia ulicifolia</i> )	Rare
<b>Fauna</b>	Tasmanian Devil ( <i>Sarcophilus harrisii</i> )	Endangered
	Wedge-tailed eagle ( <i>Aquila audax</i> )	Endangered (unofficial)
	Green and Gold Frog ( <i>Litoria raniformis</i> )	Vulnerable
	Glossy grass skink ( <i>Pseudemoia rawlinsoni</i> )	Rare
<b>Native Vegetation</b>	Melaleuca ericifolia swamp forest	Threatened



### 3.8.2 Heritage Values

There are no Aboriginal Heritage Sites currently detected on the George Town Airport land (GTAA and Council Land). The western lands beside the airport (Coded Western Land in green in Figure 13) also have no detected heritage sites.

The orange surrounding (Sensitive Land) property plots surrounding George Town Airport do have potential identified heritage sites. The airport does not impact on these lands directly and likelihood of expanding out into them is low.



Figure 13 George Town Airport Surrounding Land with Aboriginal Heritage Sites

**Recommendation 8: Prior to any airport upgrades complete a detailed ecological and heritage value assessment.**



### 3.9 Stakeholder Consultation

#### 3.9.1 Key Stakeholders

The master plan team contacted the following stakeholders as part of the consultation process:



Figure 14 Stakeholders engaged.

#### 3.9.2 Consultation Process

The stakeholder consultation process was initiated at the beginning of Master Plan development. Stakeholders were contacted by email to scope their willingness to participate and discuss their thoughts on the strategic direction of the airport and activities in the surrounding area. Consultation was primarily conducted through phone and video interviews that were typically between 30-60 minutes long.

The categories of discussion during these meetings included:

- Background
- Governance
- Economic Impact/Regional Development
- Airport Operations
- Infrastructure
- Maintenance
- Safeguarding



## 4 Critical Airport Planning Parameters

This section provides an analysis of the aerodrome against relevant airport planning parameters to help guide the Master Plan and achieve the strategic vision and objectives for George Town Airport.

### 4.1 Forecast of future operations

Current traffic levels at George Town Airport are light, with typically 5 – 10 movements a day operating VFR. Future operations at George Town Airport are not expected to increase at a rate within the next 20 years where excessive strain will be placed on airport infrastructure.

This plan does not see any future Regulation Passenger Transport (RPT) traffic to be operated out of the airport and recommends that the airport does not need to be brought up to MOS Part 139 standards for infrastructure compliance.

As described in section 3.4, the airport primarily services private and recreational flying activities with the potential to facilitate aviation activities including emergency services, aeromedical, and executive business.

**Recommendation 9: If emergency services, aeromedical, and executive business use cases increase above the current occurrence rate, Council should refer to the Land Use and Facilities Plan to identify key areas and facilities for upgrade.**

### 4.2 Aerodrome Reference code system

This section outlines the aerodrome reference code system that is used by certified airports. Reference to the aerodrome reference code it is not required for this plan, as George Town Airport is an ALA, however it provides a useful reference for airport size and planning requirements based on design aircraft. Australia has adopted the International Civil Aviation Organisation (ICAO) methodology using a code system known as the Aerodrome Reference Code (ARC) in the Manual of Standards (MOS) 139 – Aerodromes (Table 7). The ARC specifies the standards for individual aerodrome facilities which are suitable for use by aircraft within a range of performances and sizes.

The ARC is based on the characteristics of an aircraft rather than the aerodrome facility. Once the critical aircraft (or design aircraft) is determined, aerodrome facilities are designed, and maintained, to meet those characteristics. Currently, the main runway (RWY 06R/24L) at George Town Airport is capable of accommodating Code 2B aircraft. The secondary runways are capable of accommodating Code 1A aircraft.



**Table 7** Aerodrome Reference Code as per MOS 139

Aerodrome Reference Code				
Code Element 1		Code Element 2		Code Element 3
Code Number	Aeroplane reference field length	Code Letter	Wingspan	Outer main gear wheel span (OMGWS)
1	Less than 800 m	A	Up to but not including 15 m	Up to but not including 4.5 m
2	Not less than 800 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	Not less than 1200 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	Not less than 1800 m	D	36 m up to but not including 52 m	9 m up to but not including 15 m
		E	52 m up to but not including 65 m	
		F	65 m up to but not including 80 m	

#### 4.3 Design Aircraft

The design aircraft is representation of the largest aircraft type for which the airport is being designed to serve. The design aircraft is used to determine the requirements for key airport infrastructure such as runway length, width, and strength, as well as taxiway and movement area requirements.

For the George Town Airport Master Plan three key aircraft have been identified to assist the planning process. Each of the aircraft types represent the potential largest aircraft that may require access to George Town Airport. Table 8 below describes the chosen design aircraft and their usage and specifications, all specification data has been rounded up to the nearest metric.

**Table 8** Design Aircraft Usage and Specifications

Aircraft Type	Image	Usage and Specifications
<b>Beechcraft King Air 200</b>		<b>Aeromedical</b>  Take-off Distance: 643 m MTOW: 5670 kg Wingspan: 18 m OMGWS: 5 m



**Air Tractor 802F**



**Agriculture and Fire Fighting**

Take-off Distance: 609 m

MTOW: 7257 kg

Wingspan: 18 m

OMGWS: 3 m

**Cessna Citation  
CJ3**



**Private Executive**

Take-off Distance: 969 m

MTOW: 6291 kg

Wingspan: 16 m

OMGWS: 5 m



## 5 Future Direction

This section outlines the proposed future direction of George Town Airport consolidating the information collated from stakeholder consultation and the critical airport planning parameters.

### 5.1 SWOT Analysis

A SWOT Analysis was completed after stakeholder consultation and outlines the key findings in relation to the strengths, weaknesses, opportunities, and threats that surround George Town Airport. The SWOT Analysis was completed to help identify a realistic strategic direction for the airport that would be incorporated into the Master Plan.

**Table 9** George Town Airport SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Sealed runway and pilot activated lighting (PAL) provide an all-weather facility</li> <li>Low operating costs for Council, minimal community impact</li> <li>Availability of utilities (power, water, etc.)</li> <li>General acceptance of the airport within the community with minimal noise complaints</li> <li>GTAA is active in promoting events that promote the airport.</li> <li>No current threat to airport safeguarding, land-use not currently an issue</li> </ul>	<ul style="list-style-type: none"> <li>Uncertainty about the airport's future</li> <li>Current governance structure and strategic direction</li> <li>Shortage of hangar space in the Tasmanian region (aircraft owners are parking aircraft at higher cost airports or interstate)</li> <li>No refueling facilities</li> <li>Long way from CASA certification standards and high costs associated with upgrades for certification.</li> <li>Not much investment availability for George Town Airport (spending must be prioritised)</li> <li>Restricted access to water for emergency response, a hydrant or access to ground bore around the main hangars would benefit emergency services</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>Once a long-term strategy is in place there is opportunity to receive grant funding.</li> <li>Support for adventure tourism initiatives in the area (mountain biking, rock climbing, walking).</li> <li>Interest and demand for access to airport (20+ hangar demand, LAME, Flying Schools etc.).</li> <li>Surrounding industry development to support economic growth (Green Hydrogen, BBAMZ, etc.).</li> <li>Land west of the airport could potentially be acquired for an Air Park. Introduction of more aero/non aero businesses to the area can address some threats and weaknesses.</li> <li>Regional economic focus on inbound tourism, population growth and lifestyle changes.</li> </ul>	<ul style="list-style-type: none"> <li>Private buyer interest. What would this mean for the existing tenants and airport structure?</li> <li>Relationship between Council and Airport Association. How can an informal relationship impact optimum outcome for the airport?</li> <li>Current Maintenance Agreement. How is it enforced? Is there a risk that maintenance levels would drop if association membership drops?</li> <li>Asset and Facility wear and tear. Degradation of lights, fencing, aprons, and taxiways can keep aircraft operators from using the facilities.</li> <li>Future Wind Farm Development. Is there demand from energy providers to develop more windfarms in the area?</li> <li>Potential for casual theft. Security infrastructure degradation and quiet airport area can lead to increase theft activity.</li> </ul>



## 5.2 Governance and Ownership Plan

This section outlines the governance and ownership plan for George Town Airport. This plan focuses on addressing the threats and weaknesses identified by the SWOT analysis and aims to provide more certainty around the current governance and ownership of the airport.

The key objectives of the governance and ownership plan are to:

- Ensure stability for airport users in terms of hangar occupation and tenure,
- Provide a structure to encourage the use of the airport, and
- Continue community and stakeholder relationships.

### 5.2.1 Lease Management Agreement

The airport is currently operated under a Lease Manage (LM) arrangement where Council leases the airport to qualified and experienced organisation to operate the airport <sup>6</sup>. The GHD report recommended that the lease arrangements were reviewed on the basis of a LM model and revised to allow council to lease or license facilities directly to different parties such as freedom flights.

The ability for Council to manage multiple leases or co-sign leases with GTAA under the head lease would allow for ease of expansion to other potential commercial aviation activities at the airport such as a LAME and ensure transparent oversight of leases.

The lease management arrangement should benefit both parties is an ensure the best outcome for airport users. Once the lease management arrangement is agreed by both parties a central location should be determined where agreed and executed lease agreements can be held ensuring all lease terms are aligned.

**Recommendation 10: Establish a central place to hold all lease agreements and that all new leases and sub leases are aligned to ensure that sub leases expire before head leases.**

### 5.2.2 Airport Steering Group

The plan recommends that an airport steering group or decision-making board is established with membership by Council and GTAA to make joint decisions on infrastructure upgrades and operational requirements.

A suggested terms of reference for this steering group is as follows:

- 2 members from Council,
- 2 members from GTAA,
- Quarterly meetings with standing agenda items and ability to discuss concerns and requests,

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<sup>6</sup> Referenced from GHD 2015 report.



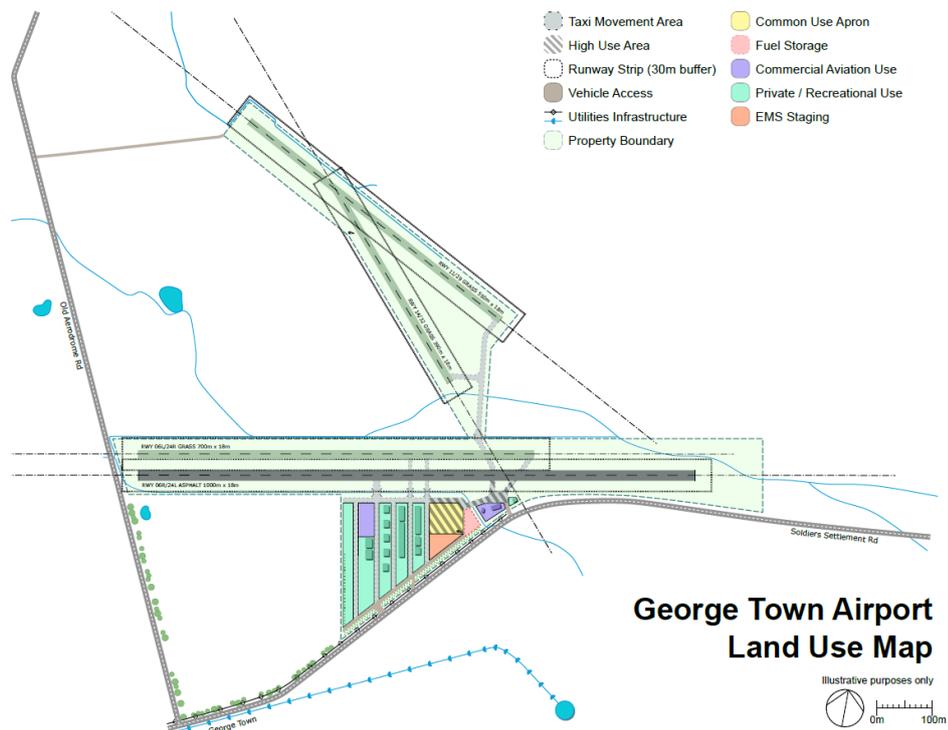
- Oversee and ensure master plan implementation is meeting agreed schedule, and
- Manage the airport in the interest of Council, GTAA, and airport users.

Once the lease management and airport steering group agreements are established, Council and GTAA can work together to ensure stability for airport users and provide advice in terms of hangar occupation and tenure. This will assist with ensuring a structure is available to encourage the use of the airport and will continue to bolster relationships with community and other airport users.

**Recommendation 11: Establish an airport steering group or decision-making board with membership by Council and GTAA to make joint decisions on infrastructure upgrades and operational requirements.**

### 5.3 Land Use and Facilities Plan

This section outlines the land use and facilities plan for George Town Airport, focusing on the Master Plan’s land use precincts and general use guidelines. To assist Council in planning future use and development of the airport site, a Land Use and Facilities Plan has been prepared. This plan forms the basis of the Master Plan for the future use and development of the site.



**Figure 15** George Town Airport Proposed Land Use Map

Figure 15 illustrates a high-level proposed land use for George Town Airport that supports the key strategic vision of the Master Plan. The land use and facilities plan proposed has been developed with the aim to promote the use of George Town Airport as a regional hub for private and recreational pilots.



The SWOT analysis, as discussed in section 5.1, identified key concerns that this plan aims to address. Key concerns included:

- Restricted access to water for emergency response,
- Potential for casual theft due to security infrastructure degradation and quiet airport area leading to an increase theft activity, and
- Asset and Facility wear and tear. Degradation of lights, fencing, aprons, and taxiways can keep aircraft operators from using the facilities.

The SWOT analysis also identified key strengths and opportunities at George Town Airport which this plan incorporates. These strengths and opportunities include:

- Strong baseline infrastructure including a sealed runway and pilot activated lighting (PAL) which provides an all-weather facility,
- Low operating costs for Council and minimal community impact under current operations structure,
- Interest and demand for access to airport with approximately 20+ hangar demand, Licensed Aircraft Maintenance Engineer (LAME) base interest, and Flying Schools, and
- General acceptance of the airport within the community with minimal noise complaints

### *5.3.1 Land Use Precincts*

The land use and facilities plan has proposed a breakdown of land use as per Figure 16. The Master Plan identifies the following precincts:

- Private and recreation aviation land with taxi movement area protection,
- Commercial aviation land with access to runway infrastructure,
- Proposed long term infrastructure expansion areas including:
  - Common user apron,
  - Emergency services staging, and
  - Aircraft fuel storage.

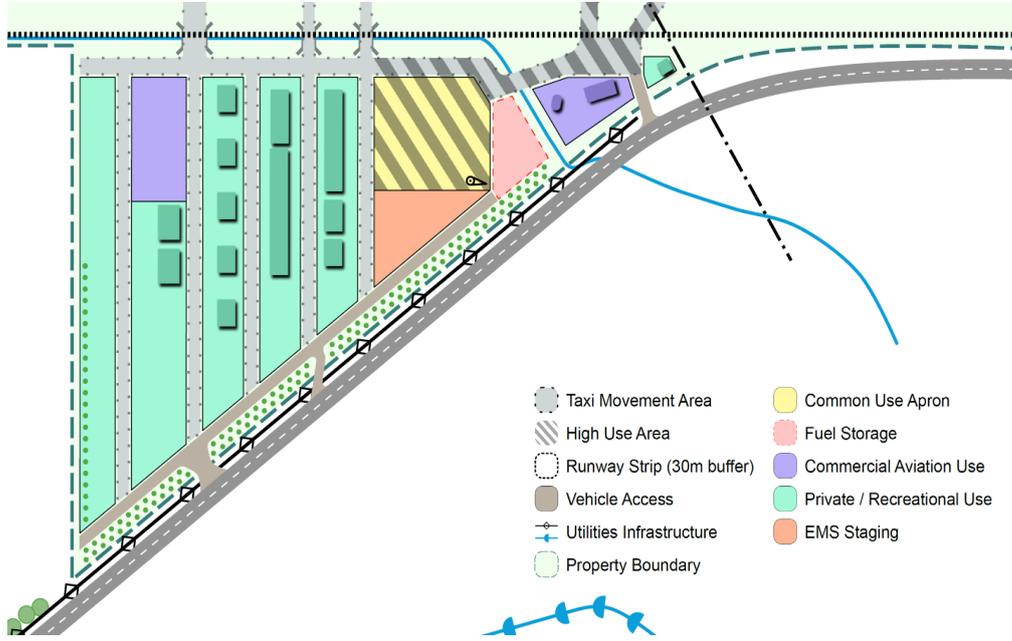


Figure 16 Proposed Land Use Precincts



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### *5.3.2 Private / Recreational Use*

The private and recreational use areas are made up of the GTAA clubhouse and the hangar area. The GTAA clubhouse currently has direct access to the carpark and is located next to the flight school building. The hangar area in the precinct plan is an expansion of the current land used for private hangar leasing and construction. The promotion of common use hangars may support optimum use of allocated land.

### *5.3.3 Commercial Aviation Use*

The eastern commercial aviation use area represents the area currently utilised by Freedom flight school in the terminal building. The terminal building also houses common use infrastructure and facilities such as bathrooms and maintenance equipment.

The western commercial aviation use area allocated within the hangar area has been proposed to ensure space requirements for commercial activity at George Town Airport such as a LAME. The Commercial Aviation Area is located with access directly to the runway and unsealed taxi movement areas and is wider than the space taken up by current hangars. This is to ensure that there is enough room to support the commercial operations of a LAME ensuring access to runway infrastructure and provides space for manoeuvring and parking of aircraft in maintenance.

The provision of the commercial aviation area may assist with developing George Town Airport into a regional hub, providing a choice for recreational and private pilots to maintain their aircraft onsite.

### *5.3.4 Taxi Movement Areas*

The taxi movement areas on Figure 16, identify key areas that should be kept clear as hangar areas expand with demand. These dedicated areas ensure that all airport users have clear pathways to runways and supporting manoeuvring areas.

### *5.3.5 Common Use Apron*

The common use apron area represents the large portion of grass between the Freedom Flight School facilities and the hangar area. This area is currently used for common use aircraft parking and community events such as the Wing and Things event.

The high use area encompasses the common use apron area as well as the movement areas that connect the main sealed apron to the hangar area. This area has been highlighted as holding priority for upgrading to all weather surfaces, dependent on a number of factors. Some factors of consideration for the upgrade of this area include:

- Issues with drainage causing regular bogging events,
- Increased use of larger aircraft (design aircraft) at the airport that may require sealed parking areas, or
- Increased aircraft operations that may degrade the current movement areas.



**Recommendation 12: If Council and GTAA agree that sealing of high use movement areas should occur, the project should be aligned with the next runway resealing to reduce any additional costs of multiple resealing projects at different times.**

#### ***5.3.6 Emergency Services Staging***

The emergency services staging area has been proposed as an area that is easily accessible from the road and from the runway. The area provides ease of access to the main aircraft parking areas, key commercial aviation areas, and if established the proposed fuel staging area.

The space allows for the provision of area for emergency services to stage both ground-based and air-based equipment if required. Through consultation with local emergency services, it was identified that a hydrant or access to ground bore to the east of the main hangar area would benefit emergency services response to onsite emergencies.

**Recommendation 13: Assess the establishment of a hydrant or access to ground bore around the main hangars to benefit emergency services and efficient response to onsite emergencies.**

#### ***5.3.7 Fuel Storage Area***

The fuel storage area has been designated to utilise the land where the past fuelling facilities were located. This area provides access to high use movement areas including the common use apron area, commercial aviation use area inclusive of the sealed apron and taxiways.

This plan recommends that the establishment of aircraft fuelling facilities should be a standing agenda item for annual review. To ease this review Council and GTAA should determine an agreed threshold for traffic demand when reached and maintained, aircraft fuelling facilities could be established. Additional considerations to this threshold include aircraft size, traffic numbers, and expected growth. Once a certain traffic threshold has been met, there is opportunity for a commercial fuel provider to establish a facility at the airport.

**Recommendation 7 (Aircraft Fuelling) discusses the masterplan recommendations for this section.**

#### ***5.3.9 Facility Requirements***

The Master Plan identifies a number of facility and infrastructure requirements to support the strategic vision of George Town Airport.

- Assess serviceability of PAL system to ensure continued availability,
- Regular assessment of wind indicator serviceability
- Annual assessment of information for ERSA FAC to ensure accuracy,
- Assess physical security of key areas, for example commercial use and private/recreational use areas to protect airport users,
- Assess need for potential surveillance equipment and ensure adequate utilities (power and data) are in place

**Recommendation 14: Regularly review security arrangements to ensure they are satisfactory**



#### 5.4 Airport Safeguarding Plan

Figure 15 depicts safeguarding areas (light green) around the runways and the supporting manoeuvring areas. This Master Plan recommends that the safeguarding areas are kept clear from development to protect the long-term use of the airport.

Use and development of the aerodrome land and surrounding land should comply with the following general guidelines:

- Future use and development should consider the recommendations of this Master Plan and be compatible with ongoing aerodrome operations.
- Reservation of aerodrome land for its designated use in accordance with the Land Use and Facilities Plan.
- Development in any individual precinct should be undertaken in accordance with a detailed precinct development plan.
- Ensure that appropriate utility services are provided for new development.
- Ensure that industrial activities do not produce air emissions that are likely to impact on aviation activities.
- Ensure that surrounding lighting does not affect aerodrome operations.
- Ensure that buildings do not exceed the heights specified in the Obstacle Limitation Surfaces (OLS) chart that will affect flight paths or aerodrome operations.
- Ensure that neighboring land uses are not sensitive to aircraft noise (residential use should be carefully considered).
- Ensure that land uses, and landscaping do not attract wildlife that could be a hazard to aircraft operations.
- Ensure that convenient, safe, and efficient vehicle access is provided within and to the site.
- Any future industrial development on the aerodrome must consider impacts on the amenity of the surrounding area, particularly nearby dwellings.



## 6 Master Plan Recommendations

The recommendations outlined below are items identified that would benefit George Town Airport in regards to governance, facilities, and future planning. These recommendations have been developed to deliver a unified approach to the prioritisation of funding and grant applications for future planning.

**Recommendation 1:** All recommendations from the 2013 and 2015 reports should be reviewed and actioned if not yet completed.

**Recommendation 2:** Ensure that sealed runway is assessed, and resealing work undertaken if required.

**Recommendation 3:** Assess need and scope to upgrade maneuvering areas of high use and concern to all weather surfaces.

**Recommendation 4:** Ensure that FAC entry for George Town Airport is correct.

**Recommendation 5:** Conduct a regular review to decide whether PAL meets the operational requirements of the airport.

**Recommendation 6:** Conduct agreed regular inspection on the current wind indicators and ensure serviceability.

**Recommendation 7:** Establish a process to assist Council and GTAA to decide when aircraft fuelling facilities should be recommissioned for example an agreed traffic threshold and aircraft mix.

**Recommendation 8:** Prior to any airport upgrades complete a detailed ecological and heritage value assessment.

**Recommendation 9:** If emergency services, aeromedical, and executive business use cases increase above the current occurrence rate, Council should refer to the Land Use and Facilities Plan to identify key areas and facilities for upgrade.

**Recommendation 10:** Establish a central place to hold all lease agreements and that all new leases and sub leases are aligned to ensure that sub leases expire before head leases.

**Recommendation 11:** Establish an airport steering group or decision-making board with membership by Council and GTAA to make joint decisions on infrastructure upgrades and operational requirements.

**Recommendation 12:** If Council and GTAA agree that sealing of high use movement areas should occur, the project should be aligned with the next runway resealing to reduce any additional costs of multiple resealing projects at different times.

**Recommendation 13:** Assess the establishment of a hydrant or access to ground bore around the main hangars to benefit emergency services and efficient response to onsite emergencies.

**Recommendation 14:** Ensure a regular review of security arrangements is satisfactory



## 7 Development and Implementation Plan

This section provides a summary of recommendations for the key issues highlighted throughout the report.

Table 10 highlights the recommendations and actions that are high priority with the indicative timings and costs. Table 11 sets out the recommendations and actions, associated key trigger points and indicative timings arising from this Master Plan. The nominated period is indicative only and may change depending on a range of financial, operational, user group and community needs and demands. In addition to normal project procurement processes, some actions may require associated enabling activities such as lease re-negotiations and potentially, the relocation of existing land uses / buildings.

The timings are defined as:

- Immediate term: 0-12 months
- Short term: 1-5 years
- Medium term: 5-10 years
- Long term: 10+ years

**Table 10** High Priority Recommendations

No.	Recommendation	Notes/Status	Indicative Timing	Cost
1	All recommendations from the 2013 and 2015 reports should be reviewed and actioned if not yet completed.	Completed	Immediate	Not applicable
2	Ensure that sealed runway is assessed, and resealing work undertaken if required.	Completed 2018. Review Every 5 years	Immediate	Not applicable
3a	Taxiway to crossing grass runways (RWY 11/29, RWY 14/32)	Enable all year round taxiing to the northern grass runways	Short-Medium	\$240 000
3b	Common use movement and parking area between sealed apron and hangars	Enable all year round taxiing and parking between hangars and the runways	Short-Medium	\$880 000



10	Establish a central place to hold all lease agreements and that all new leases and sub leases are aligned to ensure that sub leases expire before head leases.		Immediate	Not applicable
10a	Evaluate the most suitable long term leasing arrangement to encourage private and commercial use	Consultant and benchmark against similar council owned aerodromes to develop an attractive lease package for hangar owners	Immediate	Not applicable
11	Establish an airport steering group or decision-making board with membership by Council and GTAA to make joint decisions on infrastructure upgrades and operational requirements.	Kick off to determine terms of reference	Immediate	Not applicable

**Table 11** Recommendation Actions

No.	Section	Recommendation	Notes/Status	Priority	Indicative Timing	Cost
1	2.4 Previous Reports	All recommendations from the 2013 and 2015 reports should be reviewed and actioned if not yet completed.	Completed	High	Immediate	Not applicable
2	3.5.1 Runway Specifications	Ensure that sealed runway is assessed, and resealing work undertaken if required.	Completed 2018. Review Every 5 years	High	Medium Term	\$150 000
3		Assess need and scope to upgrade maneuvering areas of high use and concern to all weather surfaces.				
3a		Taxiway to crossing grass runways (RWY 11/29, RWY 14/32)	Enable all year round taxiing to the northern grass runways	High	Short-Medium	\$240 000
3b	3.5.2 Aprons, Taxiways, and Aircraft Parking	Common use movement and parking area between sealed apron and hangars	Enable all year round taxiing and parking between hangars and the runways	High	Short-Medium	\$880 000
3c		Movement lanes between hangars	Facilitate movement in and around hangars	Medium-High	Medium Term	\$160 000 per lane (approx. 126m)
4		Ensure that FAC entry for George Town Airport is correct.	Ongoing, currently correct as of August 2021	Medium	Short Term	Not applicable



5	3.5.3 Pilot Activated Lighting	Conduct a regular review to decide whether PAL meets the operational requirements of the airport.	Ongoing, currently functional but infrastructure outdated	Medium-High	Medium Term	From \$150 000
6	3.5.4 Wind Indicators	Conduct agreed regular inspection on the current wind indicators and ensure serviceability.	Ongoing, currently functional as of August 2021	Medium-High	Medium Term	Nominal
7	3.5.5 Aircraft Fuelling	Establish a process to assist Council and GTAA to decide when aircraft fuelling facilities should be recommissioned for example an agreed traffic threshold and aircraft mix.	Regulatory approval in place, some infrastructure present, requires ongoing capacity review to determine when to implement. Add this assessment to the GT Airport Steering Committee Agenda	Medium	Medium Term	From \$50 000 for infrastructure establishment
8	3.8 Environmental and Heritage Values	Prior to any airport upgrades complete a detailed ecological and heritage value assessment.	High level review is completed, ensure no additional updates before commencing projects	Medium	Long Term	Not applicable
9	Forecast of future operations	If emergency services, aeromedical, and executive business use cases increase above the current occurrence rate, Council should refer to the Land Use and Facilities Plan to identify key areas and facilities for upgrade.	Ongoing, current infrastructure supports existing operations	Medium	Long Term	Not applicable
10	5.2.1 Lease Management	Establish a central place to hold all lease agreements and that all new leases and sub leases are aligned to ensure that sub leases expire before head leases.		High	Immediate	Not applicable
10a	Agreement	Evaluate the most suitable long term leasing arrangement to encourage private and commercial use	Consultant and benchmark against similar council owned aerodromes	High	Immediate	Not applicable



			to develop an attractive lease package for hangar owners			
11	5.2.2 Airport Steering Group	Establish an airport steering group or decision-making board with membership by Council and GTAA to make joint decisions on infrastructure upgrades and operational requirements.	Kick off to determine terms of reference	High	Immediate	Not applicable
11a		Explore options to obtain grants/funding opportunities to support infrastructure projects	Ongoing, current government grants include the Regional Airport Program	Medium	Medium Term	Not applicable
12	5.3.4 Taxi Movement Areas	If Council and GTAA agree that sealing of high use movement areas should occur, the project should be aligned with the next runway resealing to reduce any additional costs of multiple resealing projects at different times.	This refers to permanent sealing of these areas not providing all weather surfaces.	Medium-Low	Long Term	Additional cost to runway resealing. Total expected greater than \$250 000
13	5.3.6 Emergency Services Staging	Assess the establishment of a hydrant or access to ground bore around the main hangars to benefit emergency services and efficient response to onsite emergencies.	Requires liaison with emergency services when appropriate	Medium-Low	Medium Term	From \$25 000
14	5.3.9 Facility Requirements	Regularly review security arrangements to ensure they are satisfactory	Ongoing, establish an incident list to track security concerns from airport users	Medium	Short Term	Not applicable



## 8 Addendum A – Example Agenda

### George Town Airport Steering Group Agenda

1. Welcome from Chair, confirmation of agenda
2. Action Items from last meeting
3. Ownership and Governance Update (Annual)
4. Airport Facilities and Maintenance
  - a. Pilot Activated Lighting – Serviceability Assessment
  - b. Wind Indicator – Serviceability Assessment
  - c. ERSA FAC Entry Accuracy
  - d. Security Infrastructure and Incidents
  - e. Fuelling Facility Criteria
5. Master Plan Implementation
  - a. Priorities of upgrades and works
  - b. Project costs
6. Funding
  - a. Upcoming grants and funding applications
7. Other business



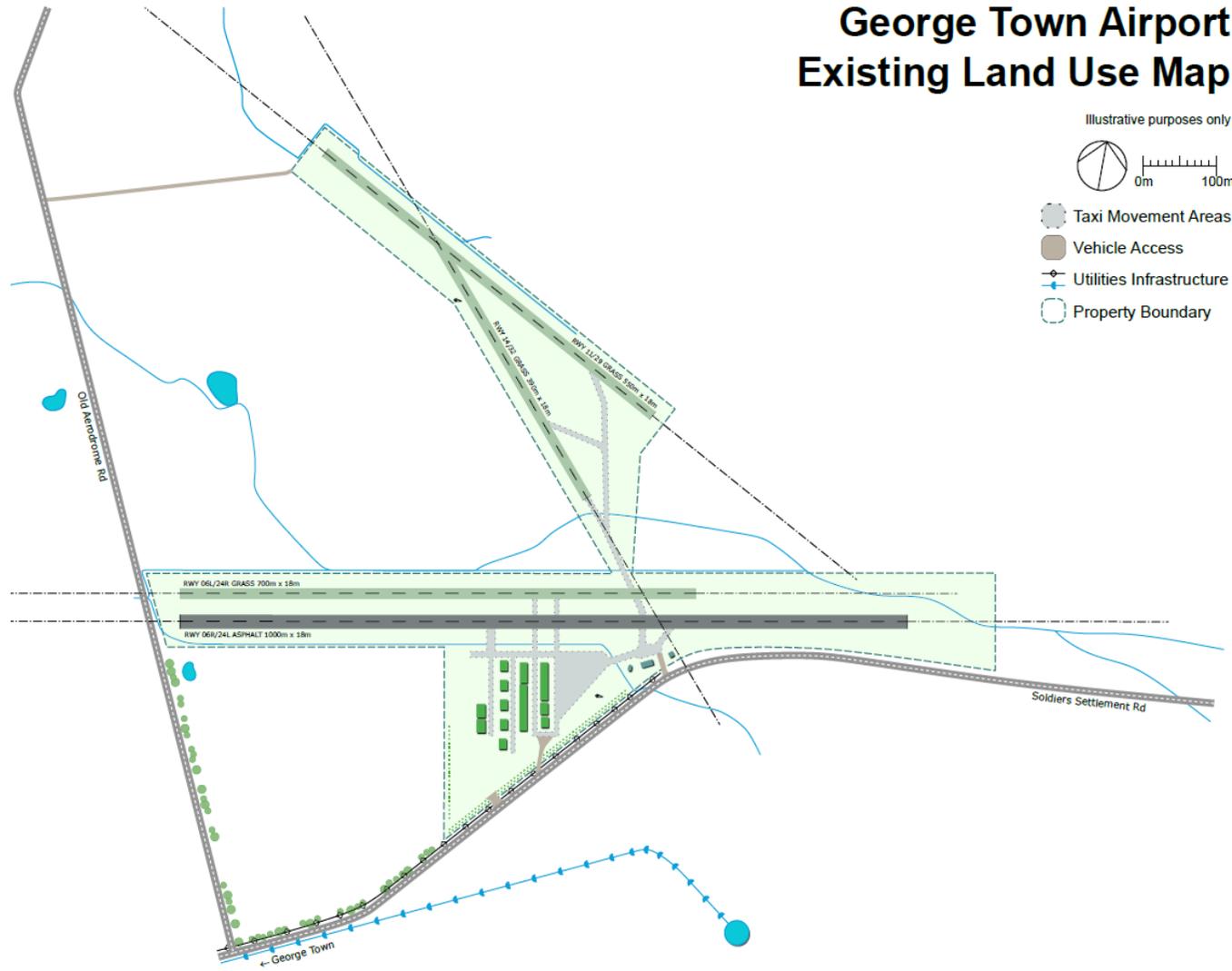
9 Addendum B – Flight Paths





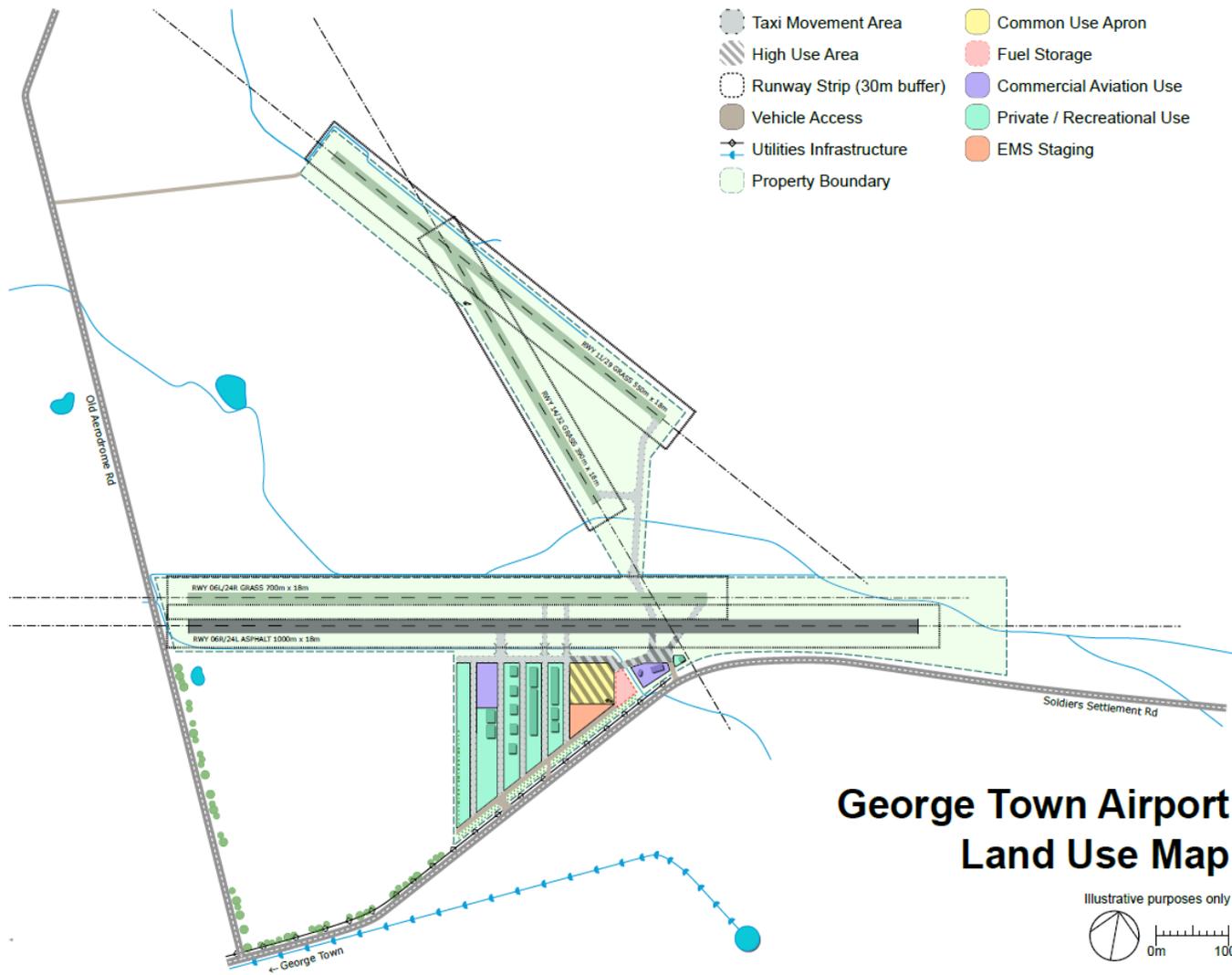
10 Addendum C - Existing Land Use

# George Town Airport Existing Land Use Map





11 Addendum D – Proposed Land Use



**George Town Airport  
Land Use Map**

Illustrative purposes only