

## FURNEAUX GROUP AVIATION SPECIAL COMMITTEE Unconfirmed Minutes

**DATE:** Tuesday 16<sup>th</sup> February 2016  
**VENUE:** Rose Garden Room, FAEC, Whitemark  
**COMMENCING:** 2pm

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### PRESENT:

Mayor Carol Cox	Chair
Cr P Rhodes	Council
Peter Barron	Charter Aircraft (2.08pm)
Noel Bowland	(Sharp Airlines) RPT Operator
Michael Buck	Flinders Island Tourism & Business Inc.
Linda Nicol	Community Representative

### APOLOGIES:

Cr K Stockton	Council
Denise Gardner	Cape Barren Island
John Loudon	Multi-Purpose Centre
Luke Gregory	Department of State Growth

### STAFF IN ATTENDANCE:

Raoul Harper	General Manager
Ben Foot	Airport Operations
Vicki Warden	Executive Officer (Minute Taker)

### CONFIRMATION OF PREVIOUS MINUTES

**Moved:** L Nicol      **Seconded:** N Bowland  
That the minutes from the meeting held on the 2<sup>nd</sup> December 2015 are a true record.

CARRIED

### CORRESPONDENCE IN

15.02.16 Luke Gregory - Department of State Growth  
Notification that his position had changed and he will no longer be representing the Department of State Growth on this committee. We are yet to be notified of his replacement.

### CORRESPONDENCE OUT

Nil

### AGENDA

**Item 1: Terms of Reference**  
The draft Terms of Reference was discussed.

Moved: Cr P Rhodes      Seconded: M Buck  
That the draft Terms of Reference, as per Attachment 2, be presented to the next Ordinary Meeting of Council for consideration.

CARRIED

**Item 2: Airport Business Plan (Non Airside) – April 2015 Council Meeting Motion**

The current master plan aims to condense all infrastructure in one area of the airport to reduce costs. To place new hangers in this area will require the apron and taxiway to be extended. Due to the prioritising of work towards runway 14/32, it may take 5 years for this to occur. We may need to be more flexible and consider providing hangar space on the other side of the airport however there is no power or water on that side.

With the increase in aircraft coming into the tarmac there could be improvements to pedestrian management, Private pilots and passengers have been walking around the refuelling area and around the RPT plane. Passengers travelling with private operators are going into the terminal to use the toilets and then asking Sharp staff for airside access. For the safety of all airside, people should not be walking near the refuelling area or around the RPT plane.

**ACTION:** Update the ERSA to state that pilots need to walk passengers through the GA gate rather than sending them through the terminal.  
Clarify pedestrian management and movement in the airport manual.  
Consider relocating the GA gate.  
Pedestrian markings are needed airside.

**Item 3: Update on Council purchase of equipment for runway maintenance.**

The new bitumen truck and heavy roller have arrived and are being utilised for runway maintenance. The bitumen truck is dual purpose but the roller is specifically for runway use to compact the subbase to engineer's specifications. Areas of pavement can fail within a day. Works and Services staff are keeping on top of repairs. The General Manager thanked Councillors for purchasing the equipment so that staff can respond instantly.  
The Mayor thanked the Federal Government for the funding that has assisted with the costs of patching and equipment purchase.

**Item 4: Council's Aviation Policy**

The draft Aviation Policy was discussed. The General Manager pointed out that the third point in the policy – that Council continues to provide staff assistance for medical retrieval on an ongoing basis – requires 2 staff to be on call at all times to clear the runway of wallabies prior to RFDS landing, costing approximately \$20,000 per year in overtime. There has been an increase in wallabies getting through the wallaby proof fence even though two fences are in place and they are at the highest voltage allowable. It would be very expensive to improve the fencing. A shooter will be brought in shortly to reduce the population as much as possible but it is an island wide problem.

At all other airports RFDS pays for on-call staff to clear the runway however it is not included in their current contract for Flinders Island. If the policy is changed then RFDS can be asked to pay for this service when their contract is renewed in two years time.

**ACTION:** That the third point in the policy be changed to read 'That Council continues to provide staff assistance for medical retrieval for the duration of the current RFDS contract.'

Moved: Cr P Rhodes

Seconded: L Nicol

That Council monitors the cost of staff assistance for 12 months and reports back to the Committee.

**CARRIED**

Moved: Cr P Rhodes                      Seconded: M Buck

That the draft Aviation Policy be presented for consideration at the next Ordinary Meeting of Council.

CARRIED

Update from Launceston Airport -

- a new sliding door has been installed in the entry to the Sharp Terminal;
- directional signage has been installed inside the Launceston Terminal and more is planned;
- looking at how to improve the directional sign at the roundabout;
- planning to install digital interactive promotional posters in walkway from the plane to the terminal promoting each council; and
- annual parking cards will now allow 10 minutes free access to the undercover carpark for drop off at Sharp. More than 10 minutes will incur charges.

**Item 5:                      Runway 14/32 Priority Pavement Repair Program**

Works and Services staff are currently focused on completing a major road resealing project by the end of March. After March, their focus will be on completing the next stage of works in the priority pavement repair program as detailed by Aurecon. The northern turn around on the runway will be rebuilt and an area on the main apron where the RPT parks requires immediate attention. Repair work will be scheduled around flights. As it continues to be a busy tourist season we will hold off on the repairs as long as possible but we still need enough heat to set the bitumen.

Other things that need to be addressed at the airport include -

- automatethe navigation lights;
- repaint the lines;
- undertake CASA's technical assessment; and
- runway edge lines need to be installed.

**Item 6:                      Runway Business Case**

The General Manager provided a detailed briefing note outlining the current situation with the Business Case. If Council builds and owns the runway it will be recorded as a \$20 million + asset and Council is not in a position to depreciate the asset without severely constraining or ceasing all other services to the community. Council simply can't have an asset that size on the books and remain sustainable. The General Manager has met and discussed the issue with Andrew Nikolic, Rene Hidding, Peter Gutwein and senior staff within the Treasury Department. Rene and Alan Garcia visited the runway just after the heavy rain and experienced firsthand the poor condition it is in. The State Government will have to play a major role in the solution and will meet with the Federal Government and come back with a response to add to the preliminary Business Case. The preliminary Business Case will be complete in 2-3 weeks. It will be discussed with Council, then the Committee, then with the Community.

**Item 7:                      Other Business**

Manual switch for PAL lighting -

There used to be a manual switch outside the terminal airside to turn on the PAL lighting when the pilots can't turn it on themselves. It's now inside the airport office and only accessible to airport staff. This is a safety issue.

The switch was relocated as part of the apron expansion works. The airport electrician plans to install a new manual switch in an area that is accessible by airport and RPT staff on his next visit. The manual switch will not be on a timer.

**Next Meeting:**

The Committee will be notified of the next meeting date.

**Meeting Closed 3.10pm**