Mount Gambier Regional Airport Master Plan

2025 - 2035



District Council of Grant

MOUNT GAMBIER
REGIONAL AIRPORT

Acknowledgement of Country

It is a privilege to be standing on Boandik country.

We acknowledge the contributions of Aboriginal Australians and non-Aboriginal Australians to the development of all peoples in the country we live in and share together - Australia.

Executive Summary

The Mount Gambier Regional Airport Master Plan is a document created for the purpose of ensuring continual improvement, sustainability, accountability and growth of the Airport.

In addition to the specific projects and programs, the Master Plan will also outline in broader details some of the longer-term goals for the Mount Gambier Regional Airport, its tenants and its management team





Contents

Executive Summary..... i

Chapter 1: Introduction 03

1.1 Airport Overview..... 04

1.2 Purpose of the Master Plan..... 04

Chapter 2: Master Plan Context 05

2.1 Historical Background..... 06

2.2 Regional Context..... 06

2.3 Regulatory and Policy..... 06

2.4 Previous Master Plan..... 06

2.5 Working Together to Prepare this Master Plan..... 07

Chapter 3: The Airport Today 08

3.1 Ownership and Management..... 09

3.2 Site Description..... 09

3.3 Surrounding Land..... 09

3.4 Existing Activities..... 10

3.5 Existing Facilities..... 11

3.6 Ground Transport Access..... 12

3.7 Utility Services..... 13

3.8 History Value..... 13

3.9 Sustainability..... 13

Chapter 4: SWOT Analysis 14

4.1 Strengths and Advantages..... 15

4.2 Weaknesses and Constraints..... 16

4.3 Opportunities and Prospects..... 17

4.4 Threats and Risks..... 18

Chapter 5: Strategic Vision and Goals 19

Chapter 6: Airport Planning Parameters 21

6.1 Forecast of Future Operations..... 22
6.2 Aerodrome Reference Code System..... 22
6.3 Selected Design Aircraft..... 22
6.4 Navigation Systems..... 23
6.5 Aircraft Movement Areas..... 23
6.6 Pavement Strength..... 24
6.7 Passenger Terminal..... 24
6.8 Security Requirements..... 24
6.9 Airspace Protection Surface..... 24
6.10 Environmental and Historical Sites..... 25

Chapter 7: Airport Safeguarding Plan 26

Chapter 8: Facilities Development Plan 29

8.1 Short Term Projects..... 31
8.2 Long Term Projects..... 33
8.3 Advocacy Projects..... 35

Appendix A 37

Mount Gambier Regional Airport
Obstacle Limitation Surface..... 38



Chapter 1

Introduction



1.1 Airport Overview

The Mount Gambier Regional Airport is proudly owned and operated by the District Council of Grant. The Airport is located 8 kilometres north of Mount Gambier adjacent the Riddoch Highway.

154.7 hectares is used for airport operations however the District Council of Grant own 247.4 hectares on the site as well as a neighbouring property, both of which are currently under lease.

The Airport has three maintained sealed runways and good apron space. It is built on predominately sandy ground with excellent drainage.

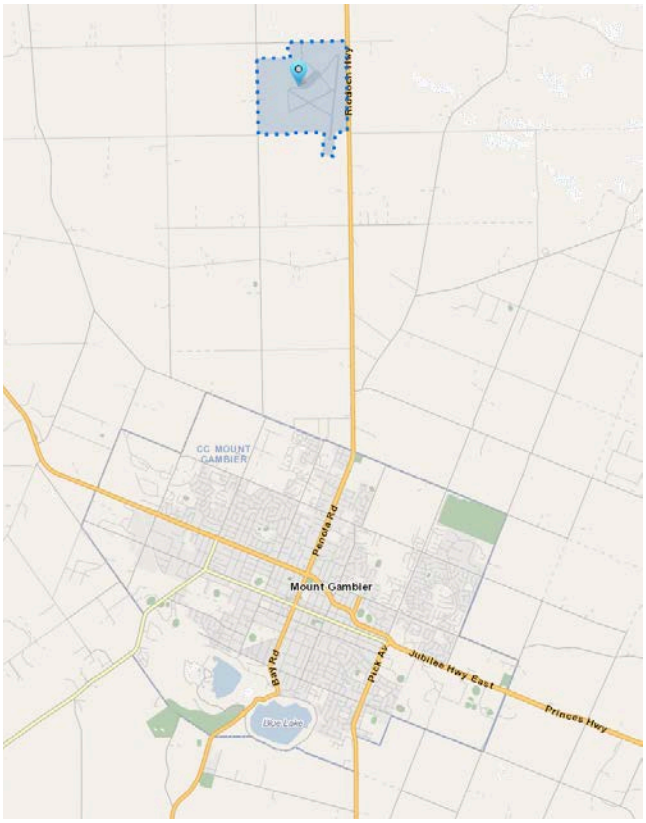


Figure 1: *Mount Gambier Regional Airport location in relation to City of Mount Gambier.*

1.2 Purpose of the Master Plan

The purpose of the Mount Gambier Regional Airport Master Plan is to facilitate airport growth, sustainability, and accountability whilst promoting its role to the community.

It is important that this is achieved without compromising the safe operation of the facility.



Chapter 2

Master Plan Context



2.1 Historical Background

Mount Gambier Regional Airport has been located at its current location since 1 July 1936. It was constructed by local aviation pioneers Messers HS May and SC Davis and operated as a civil airfield with regular flights to Adelaide and Melbourne until 1939 when the Royal Australian Air Force (RAAF) assumed control of the facility to establish No.2 Air Observers School, RAAF Mount Gambier.

The Airport grew considerably under the control of the RAAF. At its peak the base was home to more than 160 buildings and 1000 personnel. As such a great number of buildings were constructed at the base, some of which remain in place today.

The existing runway configuration was established during this period with all three runways sealed in 1946. Mount Gambier Regional Airport's main runway was extended in 1956 and again in 2019.

Since World War II, the Airport has been an active facility with regular public transport flights returning to Mount Gambier in October 1944.

The Airport was handed over to the former District Council of Mount Gambier on 18 June 1989.

2.2 Regional Context

Mount Gambier is the largest regional centre in South Australia. The city is situated close to the state border with Victoria and is approximately equidistant between state capitals Melbourne and Adelaide.

It is estimated that the Mount Gambier Regional Airport serves a population of approximately 70,000 people. The principal industries of the region are forestry, fishing and agriculture. These industries employ a regional average of approximately 22.7% of the workforce. The forestry industry is a significant size and as such several manufacturing and processing facilities exist in the region which are considerable local employers at a regional average of approximately 15.1%. The other major industry in the region is retail with a regional average of approximately 8.0% of the workforce.

The Airport is the only facility in the Limestone Coast that has Regular Public Transport (RPT) flights servicing both Melbourne and Adelaide. Other general aviation airfields are located at Millicent (50km away), Casterton Victoria (53km away), Coonawarra (62km away), Portland Victoria (94km away), Naracoorte (100km away) and Kingston (153km away).

The Australian Airports Association's research identified that regional airports support 14.4 million passengers per year, directly employ over 2,700 full time workers and support an additional 4,400 jobs, and execute over 6,000 emergency evacuations a year. The report also states that without regional air services, regional communities risk being cut off from health care, education, economic and travel opportunities.

2.3 Regulatory and Policy

The Mount Gambier Regional Airport Master Plan has been created with adherence to all regulatory and government policy requirements.

2.4 Previous Master Plan

Previous to this plan, the Mount Gambier Regional Airport Master Plan was created in 2016 and was known as the Mount Gambier Airport 2016 – 2026 Master Plan.

This plan provided details on the potential development of the Mount Gambier Regional Airport.

The majority of the actions from the Mount Gambier Airport 2016 – 2026 Master Plan have been completed, hence the creation of this new plan one year early in 2025.

2.5 Working Together to Prepare this Master Plan

The most significant input that shaped this plan has been the key perspectives drawn via collaboration with:

1. Our Community
2. Elected Members
3. Council staff

Elected Members and Council staff

The Elected Members reviewed the actions from the previous Master Plan, provided direction on the process to create the new Master Plan, identified stakeholders to be consulted and endorsed the Draft Airport Master Plan community engagement process. The Elected Members were also involved in a review of the existing SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis and the Master Plan's strategic vision and objectives, including identification of possible Master Plan inclusions.

Our Community | Aviator's Jury

Targeted engagement was undertaken with key stakeholders. The Aviator's Jury included representatives with a passion for and experience in aviation from a variety of organisations including:

- Airlines
- Local airline agents
- Regulatory bodies
- Local and state Councils
- General aviation users
- Aeromedical organisations
- Airport businesses
- County Fire Service

Across two workshop sessions, input has been provided to inform the SWOT analysis of the perceived strengths, weaknesses, opportunities and threats for the Airport, the vision and what is required to get there (including various actions and items that require advocacy) including what future success would look like.

The Aviator's Jury identified key opportunities and challenges for Mount Gambier Regional Airport and what they wanted to see from the Airport into the future.





Chapter 3

The Airport Today



3.1 Ownership and Management

The Mount Gambier Regional Airport is wholly owned and managed by the District Council of Grant. The Airport employs two full-time staff; an Airport Manager and an Airport Compliance Officer. The Airport also employs two casual staff members primarily to assist with mandatory airport inspections on weekends and grounds maintenance at peak periods.

The Mount Gambier Regional Airport's primary revenue is from the passenger levy charged to the airline passengers in and out of Mount Gambier. Other revenue is derived from car parking charges, hangar leases, general aviation landing fees and leased land.

3.2 Site Description

The Airport is located approximately eight kilometres North of the City of Mount Gambier. It straddles the Riddoch Highway and Sunnybrae Road and is 247.4 hectares in size.

The Airport is predominately flat with small sandy rises located at the extremities of the field. The remainder of the Airport is also composed of primarily sandy soil with pockets of clay.

3.3 Surrounding Land

The land surrounding the Mount Gambier Regional Airport is predominately farmland with a small parcel of Radiata pine trees to the North-West. The land to the immediate North is owned by the Council to safeguard it for future expansion and is currently leased for grazing. The remainder of neighbouring property is used for grazing.

There are some small hills to the south of the Airport which limit any significant extension to the main runway and whilst the Council own the land to the north, any runway extension in that direction would be limited by the convergence of Riddoch Highway.



3.4 Existing Activities

The Mount Gambier Regional Airport is host to a number of aviation and non-aviation activities that are quite diverse.

The Airport has RPT flights to and from Adelaide and Melbourne with Regional Express utilising SAAB 340 aircraft and QANTAS Link utilising Bombardier Dash 8-Q300 aircraft. The airlines provide a total frequency of approximately eight flights daily during the week and approximately four flights daily on the weekend. From Sunday to Friday (inclusive) two aircraft overnight at Mount Gambier.

Helifarm leases an Airport owned hangar that is used to support various helicopter charter activities throughout the year and is utilised as the South Australian Country Fire Service (CFS) air base during fire season. During the fire season the CFS operate three fixed wing Air Tractor firebombing aircraft, one rotary wing Blackhawk firebombing aircraft and two rotary wing observer aircraft at the Airport. Based at the northern end of the general aviation aprons, the aircraft utilise airside hydrant infrastructure and landside fire water tanks to refill the aircraft.

There are thirty general aviation aircraft based at Mount Gambier Regional Airport ranging in size from single seat recreational aircraft through to six seat high performance commuter aircraft. There is also an Aero Club at the Airport with approximately thirty members.

In addition to the local general aviation traffic, Mount Gambier Regional Airport is the destination for a large number of visiting small aircraft. There is on average around 2,000 landings per annum by general aviation aircraft, this provides annual income of $26,000.

The Royal Flying Doctor Service (Central Operations) are quite active at the Airport. Whilst based in Adelaide, they land at Mount Gambier more than 600 times a year making it their number three destination behind Port Pirie and Port Lincoln.

There are several non-aviation activities at Mount Gambier Regional Airport. The Airport is the home to Aero Espresso, the terminal café.

This is a licensed venue with a commercial kitchen and storeroom. There are five rental car companies based at the Airport with site offices as well as booths within the terminal. The Australian Air Force Cadets (612SQN) are located at the Airport with buildings and parade ground on the Airport exit road. The Mount Gambier and District Pony Club have a lease over approximately 17 hectares of land adjacent to the Airport entrance gate.

Stark Aviation operate the fuel facility at the Mount Gambier Regional Airport. The compound is located on the northern apron where there is a self-serve AVGAS bowser and a mobile JET-A1 tanker.



3.5 Existing Facilities

3.5.1 Runways, Taxiways and Aprons

Mount Gambier Regional Airport has three runways. The main runway (18/36), located in a North / South direction, is 1,644 metres long and 30 metres wide. The runway had asphalt overlay applied in early 2012 to correct its width, transverse shape and strength. It is contained within a grassed runway strip approximately 1,648 metres long and 150 metres wide. Runway 18/36 currently fulfills the requirements for a Code 3C non-precision instrument runway stipulated in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS) Part 139.

There are two secondary runways at the Airport. Runway 11/29 is 922 metres long and 30 metres wide; within a grassed runway strip approximately 1,045 metres long and 90 metres wide. Runway 06/24 is 842 metres long and 30 metres wide; within a grassed runway strip approximately 1,113 metres long and 90 metres wide. Both runways are bitumen sealed. Runways 11/29 and 06/24 currently fulfill the requirements for Code 2C non-instrument runways stipulated in CASA MOS Part 139.

Runway 18/36 has a Pavement Classification Number (PCN) of 12 and the other runways have a PCN of 6.

There are three main apron areas at the Airport. The main apron, which serves the terminal, is marked to accommodate RPT and charter aircraft serving Mount Gambier. Several private hangars are located to the southwest of the RPT apron.

The general aviation (GA) aprons are used for the parking of commuter and general aviation aircraft including the Royal Flying Doctor Service and fire-fighting aircraft. The GA apron also provides access to:

- the Royal Flying Doctor Service hangar and patient transfer facility;
- the Helifarm hangar;
- a Council-owned Bellman hangar with space rented to private GA aircraft owners and the Mount Gambier Aviation Museum Incorporated;
- a private hangar; and
- the fuel facility.

The Northern Apron which is marked to accommodate three Fokker 70/100 size aircraft.

There are six private hangars adjacent Taxiway D which connects to Taxiway A1.

Access from the RPT, GA and Northern aprons to the Runway 18 threshold is via Taxiway B. Taxiways A1 and A2 link the aprons with the thresholds of Runways 11 and 06. Taxiway C connects the GA apron with the Runway 24 threshold but is only available to aircraft of less than 5700kg maximum take-off weight. Runway 11/29 is frequently used for the taxying of aircraft from Runway 18/36 to the RPT apron. All aprons and taxiways are bitumen sealed.

All airside areas adjoining runways and taxiways are grassed natural surfaces.

3.5.2 Airport Lighting

Runways 18/36 is equipped with pilot actuated Medium Intensity Runway Lighting (MIRL) and 06/24 is equipped with pilot actuated Low Intensity Runway Lighting (LIRL). Both runways have elevated runway edge, runway end and threshold lights with inset threshold lighting for Runway 24.

Runways 18 and 36 are equipped with pilot activated Precision Approach Path Indicator (PAPI) systems.

Taxiways A1, A2 are provided with blue elevated omnidirectional taxiway edge lights and Taxiway B is fitted with green inset centerline lights. Elevated yellow lights are provided on Taxiways A1 and A2 at the Runway 06 and Runway 11 holding points. Inset yellow lights are provided at the Runway 18 holding point on Taxiway B.

The primary wind indicator is illuminated.

Apron floodlighting is provided by 4 floodlighting towers on the RPT apron, 1 floodlight tower on the GA apron and two floodlighting towers on the Northen apron.

3.5.3 Navigation Aids (Navaids)

There is a Very High Frequency (VHF) omni-Directional Range (VOR) and a Non-Directional Beacon (NDB) on the airport provided by Airservices Australia.

3.5.4 Other Facilities Airside

An aircraft refuelling facility is located at the northern end of the GA Apron. The facility includes airside storage for the mobile JET-A1 tanker which serves RPT, CFS Airbase, Royal Flying Doctor Service and private aircraft as well as a self-serve swipe card AVGAS bowser.

3.5.5 Terminal Facilities

The terminal building opened in 2021 with a gross internal floor area of approximately 1200 m2 is provided to cater for RPT & special charter passenger traffic.

The terminal facilities consist of:

- A kerbside 3 minute drop-off area, with shelter for vehicles and people;
- Check in area with three check-in desks, which are currently used by RPT and charter airlines;
- An outbound baggage carousel;
- Two small office spaces are provided to the side of the check-in area for RPT personnel use;
- Fully licensed café with seating for 54 people;
- Four uni-sex toilets, two mobility impaired toilets and one changing places facility;
- A small meeting room with seating for 6 people;
- Two departure lounge areas with seating for approximately 100 people;
- Four flight information display systems;
- Five rental car company service counters;
- Four departure gates provide access to the RPT apron for passengers;
- One arrival gate provides access to the terminal for the passengers; and
- An inbound baggage carousel.

3.5.6 Roads and Car Parks

An access road loop is provided from the road to the north. A one-way circulation system operates.

The one-way loop provides access to the Mount Gambier Aero Club building, fuel facility, Helifarm Hangar, Royal Flying Doctor Service Hangar and patient transfer facility, the RPT terminal and car parking. There is an undercover drop off area at the entrance to the terminal building and a bus parking area immediately adjacent the terminal.

There is a car parking area opposite the terminal with 110 time limited public car spaces, 52 paid secure / long term public car spaces, 100 rental vehicle bays, 2 disabled car parks and 2 permit only parks for airline crews. 8 Taxi spaces are provided to the West of the terminal building.

3.5.7 Other Facilities Landside

A number of other ancillary facilities are located landside, including:

- car rental office and workshop facilities;
- a small clubhouse housing the Mount Gambier Aero Club;
- a generator building providing standby power to the airport;
- a compound for the Australian Air Force Cadets No. 612 Squadron; and
- Optus communications tower.

Furthermore, several areas of land are leased to non-aviation interests. The Mount Gambier and District Pony Club currently occupy a large plot of land to the North of the main terminal complex, East of the main airport access road.

A small plot on the Western boundary of the Airport is leased to the Australian Government Bureau of Meteorology with the remainder being leased to a local grazier.

3.6 Ground Transport Access

The terminal precinct of the Mount Gambier Regional Airport is accessed via the loop road that comes off Airport Road. It is predominately a one-way road that services all active sites on the airfield. The road was built along with the RAAF training base in the early 1940's and was designed to allow better control over access to the base. It became a one way loop in the late 1980's due to an increase in usage.

The majority of roads are in good condition with some minor access roads (not generally used by the public) needing some further work in the medium term.

3.7 Utility Services

The Airport receives mains electrical power from the grid via overhead lines to the powerhouse. From the powerhouse the electrical power is distributed via underground ducted cable.

Water is supplied via an equipped bore. This water is pumped into a 100,000 litre holding tank after being treated with chlorine for potable use. Additionally, one 150,000 litre water tank and dual diesel / electric fire water pump are located adjacent the bore and is for the sole purpose of storing water for firefighting.

Wastewater is stored in seven septic systems located throughout the Airport. These systems are drained as required.

Storm water is accommodated by the extensive storm water drainage system located around the terminal precinct. The majority of this infrastructure was built during the World War II but is still in serviceable condition. The outlet for the storm water system is located in the middle of the paddock located to the south of the Airport.

3.8 History Value

The Mount Gambier Regional Airport became the facility it is today, due to the construction conducted in 1941. As such there are a number of war time buildings still in use today along with a number of foundations and remnants of other buildings. These are historically valid with an interest to the general public. It is important parts of these areas are retained for historic record. The Mount Gambier Aviation Museum Incorporated have plans to retain, maintain and promote these areas, and the District Council of Grant is working in partnership to assist the Museum to achieve these outcomes.

3.9 Sustainability

Current sustainability projects around the Mount Gambier Regional Airport include managing several forest plantations that sequester carbon, with approximately 15 hectares of Blue Gum and Radiata Pine acting as natural carbon sinks.

These plantations are expected to sequester between 5 and 15 tonnes of CO_2 per hectare annually, depending on species and management practices. Over the next decade, the plantations are expected to remove hundreds of tonnes of CO_2 from the atmosphere, significantly contributing to carbon reduction goals.

Beyond forest management, the Mount Gambier Regional Airport has embraced renewable energy as a cornerstone of its sustainability agenda. Solar installations on the terminal building generate clean energy, and there are plans to install additional solar systems at the Airport.

The Mount Gambier Regional Airport will monitor future changes around low / zero emissions aircraft and provide infrastructure as required (eg. electrical charging facilities for aircraft or sustainable aviation fuel infrastructure).



Chapter 4

SWOT Analysis



To better understand the potential for improvement and growth an analysis on the facilities strengths and weaknesses. Has been completed with input from stakeholders.

4.1 Strengths and Advantages

4.1.1 Three maintained sealed runways

The Mount Gambier Regional Airport is the only regional airport in Australia that still maintains all three sealed runways. This makes it an ideal base for a flight training facility.

4.1.2 Strong local centre

The City of Mount Gambier can support anyone that moves to Mount Gambier to conduct business at the Airport. The city has developed health and educational facilities along with numerous social and retail outlets. The Airport provides Regular Public Transport flight connections to the two closest State Capital Cities Melbourne and Adelaide.

4.1.3 Ample Airport land

The Airport has many acres of landside land available for development. There is great flexibility to the development type.

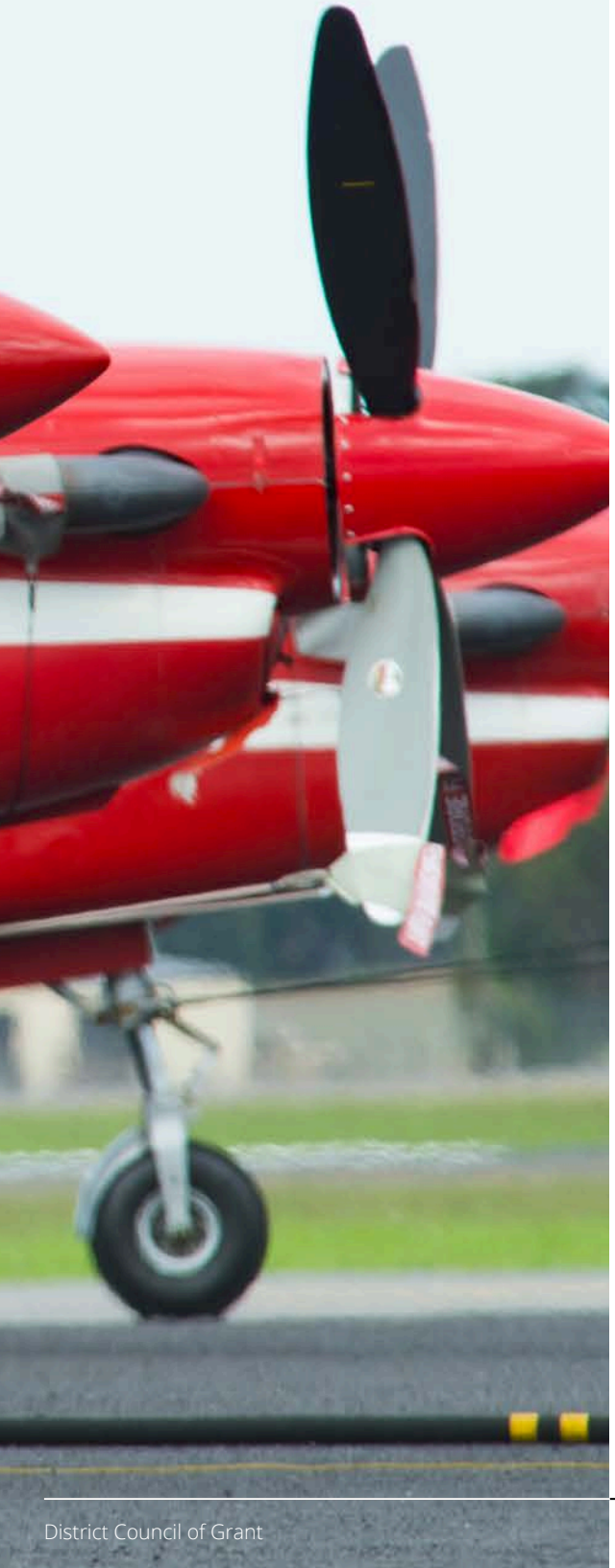
4.1.4 Positive approach

The District Council of Grant and the Airport Management Team embrace growing and developing the facility.

4.1.5 Financial sustainablity

The Mount Gambier Regional Airport is fortunate enough to retain a financial surplus each year allowing ongoing investment in improving airport infrastructure and services.





4.2 Weaknesses and Constraints

4.2.1 Lack of suitable navigation aids (navaids)

While the airport has appropriate navaids to assist in the arrival and departure of day-to-day traffic, an important part of the training program for a flying school, particularly an airline academy, is experience on an instrument landing system (ILS).

The nearest ILS is at Avalon Airport which is approximately 330km to the east.

4.2.2 Distance from nearest capital city

Mount Gambier is well designed to provide for people moving to this region, but in a city-centric industry such as aviation, attracting aviation businesses and staff to Mount Gambier is challenging.

4.2.3 Limited revenue sources

Mount Gambier Regional Airport is not able to generate revenue to the same extent as capital city airports who gain the majority of their funds from ancillary sectors such as car parking and bulky goods warehousing.

4.2.4 Eight kilometres out of town

A large number of regional airports are located quite a distance from the towns they serve. This has significant benefits relating to curfew and noise planning but it creates challenges when encouraging businesses to set up at the airport with very little 'walk-by' traffic to entice business owners.

4.3 Opportunities and Prospects

4.3.1 Flight training

The demand for flight training facilities from Asia is still very strong. Australia currently trains thousands of Asian pilots for a number of Asian and sub-continental airlines. As such, despite previously mentioned limitations, there is an opportunity to base one of these facilities in Mount Gambier.

4.3.2 Regular Passenger Transport market development

The Regular Public Transport market has been in decline since late 2007. The passenger numbers are now at a point where real improvements can be made by working with the interested airlines in reviving the local airline market.

4.3.3 Tourism charter development

Currently, tourist charter aircraft visit Mount Gambier as a stopover on the way to another destination. There is a great opportunity to turn Mount Gambier and the Limestone Coast into the final destination with development of weekend getaways which bring people via air for a weekend experiencing all the region has to offer.

4.3.4 On-site business development

The Mount Gambier Regional Airport is situated on approximately 250 hectares of land which provides the potential for aviation and non-aviation business development.

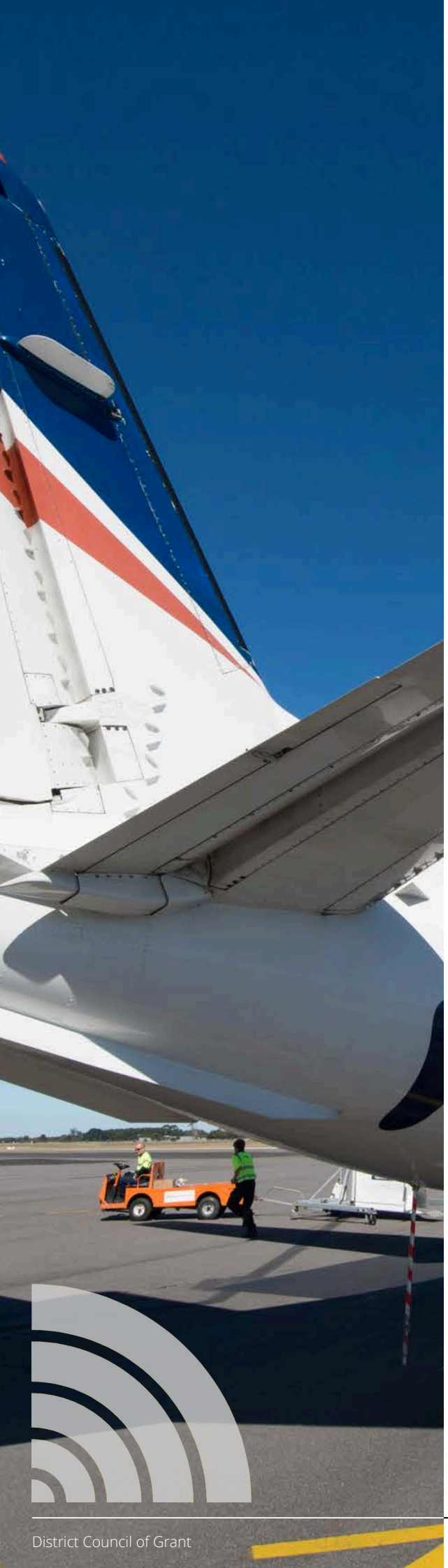
The Airport has identified a number of sites on the landside areas of the airport that can be developed for residential, commercial or light industrial tenants. The Airport now has the possibility of access to the AARNET high speed fibre optic system which passes through the airport lands, which opens up the possibility of attracting more high-tech business development. Coupled with its own water supply system and ample space for development, this makes the airport an attractive site for this type of business investment.

The Airport continues to market itself as a business friendly location with utility services available along with a potential ultra-high speed internet communication link and is vigilant for further opportunities.

4.3.5 Renewable energy production

The Mount Gambier Regional Airport is situated on approximately 250 hectares of land and already has numerous buildings capable of hosting solar installations which provides the potential for development of a medium scale renewable energy system.





4.4 Threats and Risks

4.4.1 Declining passenager numbers

The primary income source for the Mount Gambier Regional Airport is from the charge levied on all RPT passengers. Therefore a declining passenger market delivers less income which makes it more challenging to continuously improve and maintain the airport and its features.

4.4.2 Loss of commercial air services

As mentioned in the previous paragraph, a complete loss of commercial air services or the loss of the service to either Melbourne or Adelaide would prevent the Airport from funding ongoing maintenance and continuous improvements.

4.4.3 Incohesive regional tourism policy

The Limestone Coast has a lot to offer visitors of all types. In fact the attractions are so diverse; the region has continually struggled to deliver a tourism campaign that brings the region together as a place people would want to spend the weekend.

4.4.4 Security Screening

As the size of aircraft and number of passengers travelling through Mount Gambier Regional Airport increases there is a risk that the Department of Home Affairs mandates passenger and baggage security screening.

The existing Mount Gambier Regional Airport Terminal has been constructed to allow both passenger and baggage security screening however screening would require installation of equipment estimated at costing in excess of $1,500,000 and ongoing annual operating costs of $300,000 for security screening activities. These costs cannot be borne by the District Council of Grant Ratepayers, the airlines operating or the passengers travelling through Mount Gambier Regional Airport.

Chapter 5

Strategic Vision and Goals



The District Council of Grant has developed the Strategic Plan 2024-2034 through extensive consultation with the Community, Elected Members and Council Staff.

The Strategic Plan 2024-2034 identifies the five goals below that represent the collective vision of the Community, Elected Members and Council Staff.

The Mount Gambier Regional Airport Master Plan 2025-2035 has been developed to align with these goals.

Community

A connected, inclusive, resilient and engaged community

Economy

A growing and vibrant economy, optimising our diverse primary industries and unique natural assets

Environment

A sustainable district that values the natural qualities and heritage that underpin our health, liveability and economy

Infrastructure

Reliable and contemporary infrastructure that meets the needs of our community, industry and visitors

Council

A strategic and financially sustainable Council that values its people and delivers quality services

The following vision statement provides a broad guidance and direction for the development of the airport. The development of the vision was guided by the Master Plan context and SWOT analysis, as well as discussions with key stakeholders.

Strategic Vision

To maintain and develop a safe and efficient Airport that is a gateway to the Limestone Coast that will add to the economy of Mount Gambier and the Region.



Chapter 6

Airport Planning Parameters



6.1 Forecast of Future Operations

Forecasting future operations at an Airport is always a challenge. Aviation is nothing if not full of variables that, to a certain extent, are out of the control of the airport and its management. As such, the forecast of future operations is based on relevant historical data, the current situation at the airport and potential industry developments in conjunction with our objectives for the future.

The Mount Gambier Regional Airport Master Plan uses the benchmarks of Port Lincoln and Mildura airports in forecasting future operations. While it is not anticipated that the Mount Gambier Regional Airport will grow to these levels during the life of this plan, their path to their current operation is one the Airport can also follow.

In line with the airports determined approach to growth, the Master Plan forecasts passenger growth of 2% from 2024 for the period of the plan. This growth is anticipated to come from improved aviation services to Mount Gambier with airline cooperation. There is also evidence that the local economy is generally improving which will see partial flow on effect to the airlines market.

Introduction of Regular Public Transport flights to destinations other than Melbourne and Adelaide (eg. Sydney) could occur if the market demand was identified and any Airport development was de-risked by either a commitment from the Airline or Government.

The size of aircraft operating to Mount Gambier will begin to change from the start of the life of this plan. The SAAB3 40 that is utilised by Regional Express has not been in production since 1999 and QANTAS Link has announced that Bombardier Dash 8-Q400 will be used at Mount Gambier from February 2025. As there are no 34 seat aircraft currently in production any replacement aircraft for the SAAB 340 is likely to be larger and have more than 50 seats.

6.2 Aerodrome Reference Code System

The Aerodrome Reference Code System is the International Civil Aviation Organisation (ICAO) methodology to specify the standards for individual aerodrome facilities which are suitable for use by aircraft within a range of performances and sizes. The Civil Aviation Safety Authority (CASA) have adopted this system.

The Code is composed of two elements. Element 1 is a number related to the aircraft reference field length; and element 2 is a letter related to the aircraft wingspan and outer main gear wheel span.

A particular specification is related to the more appropriate of the two elements of the Code or to an appropriate combination of the two Code elements. The Code letter or number within an element selected for design purposes is related to the critical aircraft characteristics for which the facility is provided. There could be more than one critical aircraft, as the critical aircraft for a particular facility, such as a runway, may not be the critical aircraft for another facility, such as the taxiway.

The current Aerodrome Reference Code is 3C.

6.3 Selected Design Aircraft

Based on current information on future aircraft production, and QANTAS Link announcement regarding the use of Bombardier Dash 8-Q400 from February 2025, the Mount Gambier Regional Airport has selected the Bombardier Dash 8-Q400 as the design aircraft for the development of the facility.

Minor works on Taxiway B and the Regular Passenger Transport apron to accommodate the Bombardier Dash 80-Q400 is planned for completion in late 2024.

The smaller Bombardier Dash 8-Q300 was used for the design of the 2012 Runway 18/36 overlay, restricted / limited use by the Bombardier Dash 8-Q400 is permitted within the design, as it is currently one of most popular regional airliners currently in use.

It is expected increasing use of the Dash 8-Q400 aircraft will require an additional overlay of Runway 18/36 and this would be planned based on the observed condition of the runway.

The Bombardier Dash 8-Q400 is the largest regional airliner that is likely to be seen in the Australian market in medium term. Other regional aircraft such as the ATR 72-500, ATR 42-600 and De Havilland DHC-8-300 do not require the infrastructure that the Q400 requires and as such will be accommodated by working with the selected design aircraft.

The design aircraft has an Aerodrome Reference Code of 3C.

6.4 Navigation Systems

Mount Gambier Regional Airport has a number of navigational systems operational.

The Airport has RNAV approaches for both Runway 18 and Runway 36 as well as a Runway 18 VOR and NDB approach.

There is no planned upgrade to these systems in the near future. The NDB received a significant upgrade in 2007.

With the introduction of Ground Based Augmentation Systems (GBAS) in Australia, there may be an opportunity to upgrade the airports navigation systems in the latter years of the Master Plan.

6.5 Aircraft Movement Areas

The existing movement areas of the Mount Gambier Regional Airport are almost suitable for the design aircraft with an Aerodrome Reference Code of 3C. Minor modifications to radius of the turn from Runway18/36 onto Taxiway B and from Taxiway B onto the RPT apron are required for the wider wheel track of the design aircraft. Existing large aircraft taxiway and apron facilities are already compliant for the design aircraft.

Increased traffic will see the need to improve the flow of aircraft to and from the primary runway, particularly at night. This will require the upgrade of Taxiway C to create a night taxiway suitable for the design aircraft.



6.6 Pavement Strength

The current pavement strength (PCN 6) on runways 11/29 and 06/24 is sufficient for the operations that are conducted on them with no forecast change. The runways are too short for larger aircraft operations and as such do not need any strengthening work during the term of the Master Plan.

The Pavement Classification Number (PCN) for Runway 18/36 is 12. The design aircraft for Runway 18/36, the Bombardier Dash 8-Q400 has a maximum take-off weight Aircraft Classification Number (ACN) of 16.5 on a subgrade of B. Consideration needs to be given to reclassifying the runway based on wear reports and regular inspections with a plan to conduct an overlay when required based on condition in approximately 8 years. Regular assessment of existing Taxiway B and Regular Passenger Transport apron will be necessary during the life of the Master Plan.

6.7 Passenger Terminal

The current terminal was constructed in 2021 and currently serves passengers adequately with the exception of congestion at times in the check-in and hire car desk area.

The terminal is expected to cater for any forecast growth during the period of this master plan with the ability to extend the terminal to relocate the hire car desks allowing the installation of a fourth check-in desk if required. The terminal design allows for the introduction of passenger and baggage screening however the screening equipment has not been purchased or installed.

6.8 Security Requirements

It is expected the Mount Gambier Regional Airport will be required to provide significant security upgrades during the life of this master plan. This will require passenger security screening along with carry-on and checked baggage screening. The current layout of the terminal can facilitate these future screening requirements however significant expenditure on the purchase and installation of screening equipment would be required.

6.9 Airspace Protection Surface

The Obstacle Limitation Surface (OLS) at Mount Gambier Regional Airport are defined under CASA Manual of Standards (MOS) Part 139 – Aerodromes, Section 7.3 and Regulation 4 of the Airports (Protection of Airspace) Regulations.

The OLS are comprised of a series of imaginary planes surrounding an airport, which must be kept free and clear of obstructions that could be hazardous to aircraft taking off or landing at the facility. The surfaces are intended to prevent development of airspace obstructions that could adversely impact air navigation or the usability of the facility.

The height restrictions imposed by the OLS are determined based on the following factors:

- the intended use of the runway, i.e. for take-off, landing or both;
- the runway code as determined by the runway length and type of aircraft using the runway; and
- type of approach, i.e. non-instrument, non-precision or precision instrument.

Extending off the end of each runway, the OLS standards define both a "take-off climb" surface and an "approach surface" for landing. Where take-offs and landings may occur in either direction along a runway, the more restrictive approach surfaces for landings should be used in determining obstacle height restrictions. At Mount Gambier Regional Airport, it is assumed that take-offs and landings may occur in either direction of the runways and therefore the landing approach surfaces are used in this analysis.

Surrounding the runway pavement is the Runway Strip. The Runway Strip is defined as an area including the runway and stopway, if any, intended to reduce the risk of damage to aircraft running off the runway surface, and to protect aircraft flying over it during take-off or landing. The dimensions of the Runway Strip determine where the OLS surfaces begin and are defined based on the width of the runway pavement, type of aircraft using the runway, and level of precision approach capability available.

There is no change to the current OLS as a result of the Aviation and Non-Aviation development concepts. The OLS for Mount Gambier are depicted in Appendix A.

At airports with instrument approach capability, radio navigation aids enable aircraft to operate safely in poor weather conditions. PANS-OPS surfaces are established to protect those stages of take-off, landing or manoeuvring, when aircraft are operating in nonvisual (instrument) conditions.

Pilots must be assured of obstacle clearance in these circumstances, although transition from or to visual conditions will still occur at some point in the flight. The International Civil Aviation Organisation standards for PANS-OPS surfaces require surfaces to be defined for each published procedure, for aircraft operating in accordance with that procedure. The PANS-OPS surfaces should not be infringed in any circumstance. The PANS-OPS surfaces at Mount Gambier Regional Airport are not complex due to the limited number and kind of procedures. There is no change to the current PANS-OPS as a result of the Aviation and Non-Aviation development concepts.

6.10 Environmental and Historical Sites

The Mount Gambier Regional Airport was once home to the RAAF 2 AOS (Air Observer School). The airport retains a number of the buildings from this period and there are the foundations and historical markers of many more. While it is not possible to retain all evidence of the airport's history, it is important to preserve enough to help tell the story of how the facility became what it is today.

A mixed eucalyptus species and blue gum plantation are situated to the west of the airport. These plantations are unique in that they formed part of a forestry study and have a number of rare species located within it. Some species are so rare that they are only found in this plantation and one other location in Australia. Preservation of this natural section of the airport will have benefits in years to come when environmental requirements of airports become more structured.



Chapter 7

Airport Safeguarding Plan



The safety of aircraft operations and the capacity of the airport to operate and respond to growing demand can be directly impacted by inappropriate land use and activities that occur on land surrounding the airport.

Long-term protection and safeguarding of Mount Gambier Regional Airport are critical to ensuring the continuation of aviation operations and aircraft safety. The safeguarding of the airport, which refers to measures taken to minimise inappropriate land uses and activities, is the shared responsibility of Mount Gambier Regional Airport and all levels of government.

The Commonwealth government has enacted regulations to protect airspace around airports through the Airports (Protection of Airspace) Regulations 1996. Separately, a series of guidelines have been developed as part of the National Airports Safeguarding Framework (NASF) to enhance the current and future safety, viability and long-term growth of aviation operations at Australian airports.

These guidelines have been developed by the Commonwealth in conjunction with the relevant state and territory planning ministers and cover a range of safeguarding matters. Implementation of the guidelines is facilitated by the relevant state and territory planning authorities as part of state planning systems.

National Airports Safeguarding Framework

The current and future viability and safety of aviation operations at Mount Gambier Regional Airport can be impacted by inappropriate developments occurring in areas beyond the airport boundary. The safeguarding measures applied by Mount Gambier Regional Airport in its planning include the NASF guidance documents.

South Australian Government Planning Policy

The responsibility for land use planning off-airport lies with both state and local government. In May 2012, the South Australian Government agreed to the NASF and committed to implementing the outcomes of the NASF.

The South Australian planning system, through the Planning, Development and Infrastructure Act 2016 and resulting Planning and Design Code provides a framework for addressing some elements of the NASF guidelines in relation to off-airport development.

There are three aviation related overlays, described below, within the Planning and Design Code which make reference to airport safeguarding measures. The State Planning System does not relate to development occurring on-airport and it is important to note that these Overlays may be subject to change from time-to-time.

Building Near Airfields Overlay

The desired outcome of the Building Near Airfields Overlay is to: 'Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.'

The Assessment Criteria provides general guidance regarding:

- Outdoor, non-residential lighting within vicinity of an airport;
- Minimising development that has the likelihood to attract or cause the congregation of wildlife within three-kilometres of an airport; and
- Limiting the height of new buildings within a defined area to mitigate the risk of building induced windshear and turbulence.

The Building Near Airfields Overlay does not trigger a referral of the development application to the Mount Gambier Regional Airport for review, comment or direction.

Aircraft Noise Exposure Overlay

The SA Property and Planning Atlas contains an overlay that identifies an area subject to aircraft noise around Mount Gambier Regional Airport. Within this zone of influence consideration will be given to the application of the NASF Guideline A: Measures for Managing Impacts of Aircraft Noise.

The Mount Gambier Regional Airport does not currently have an Aircraft Noise Exposure Forecast (ANEF) or an Aircraft Noise Exposure Overlay available. Aircraft Noise Exposure Forecasts (ANEF) and an Aircraft Noise Exposure Overlay is planned to be produced during the life of this Master Plan.

Until a Mount Gambier Regional Airport Aircraft Noise Exposure Overlay is produced the existing SA Property and Planning Atlas overlay identifying an area subject to aircraft noise will be used to guide planning decisions around the Mount Gambier Regional Airport.

Airport Building Heights Overlay (Regulated)

The South Australian Government does not currently have an Airport Building Heights Overlay in the planning code. The Mount Gambier Regional Airport will seek a code amendment to adopt an Airport Building Heights Overlay for Mount Gambier Regional Airport based on the existing OLS.

The desired outcome of the Airport Building Heights Overlay is:

'Management of potential impacts of buildings and generated emission to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.'

The assessment criteria provide general guidance regarding:

- Limiting the siting and height of buildings of in relation to airspace, declared to maintain safety and aircraft operations; and
- Minimising the potential impact generated by emission velocities from exhaust stacks.

For off-airport activities, the Airport Building Heights Overlay is applied as part of the State Government's Planning and Design Code. This overlay includes general guidance regarding limiting the siting and height of buildings in relation to airspace as well as minimising the potential impact generated by emission velocities from exhaust stacks.



Chapter 8

Facilities Development Plan



What we heard

The Mount Gambier Regional Airport has well maintained assets that are meeting the current needs of Airport users. People want these existing assets safeguarded, maintained and expanded to meet future aviation activity in a financially sustainable way. They would also like to see a flight training school and aircraft maintenance facility added to the precinct.

People would also like to see increased regular public transport flights, better alignment of flight schedules and more affordable ticket prices to support the region. It was suggested to work with the Limestone Coast Local Government Association, South Australian Tourism Commission, City of Mount Gambier and airlines to develop package tours to increase the number of passengers using the Airport and boost regional tourism.

The financial sustainability of the Mount Gambier Regional Airport is currently heavily reliant on income from regular public transport passengers. It was identified that there is an opportunity to diversify the Airport's income by utilising the available land surrounding the precinct and infrastructure onsite for business activities.

People identified opportunities for future growth of the Airport through greater utilisation of the terminal building, investigating recreational activities based at the precinct, commercial and residential developments, and advertising spaces.

There is a risk that the Department of Home Affairs will mandate passenger and baggage security screenings at the Airport resulting in a substantial increase in operating costs. People are not fundamentally opposed to security screenings, however they believe the cost should be borne by the Federal Government to ensure the cost of flying in and out of Mount Gambier Regional Airport is kept as low as possible.





District Council of Grant

8.1 Short Term Projects

Airport Playground

The creation of an Aviation themed playground coupled with a thriving Aviation Museum will bring visitors to the Mount Gambier Regional Airport as part of making the Airport a destination in its own right as well as provide activities for people who may be at the Mount Gambier Regional Airport for other reasons.

Development of Mount Gambier Regional Airport Prospectus

Develop a prospectus that markets the Mount Gambier Regional Airport opportunities such as:

- Possible general aviation / residential precinct;
- Possible commercial precinct; and
- Possible advertising opportunities at Mount Gambier Regional Airport.

Work with Planning SA on code amendments to allow Residential and Commercial developments at the Mount Gambier Regional Airport.

Renewable Energy

Increasing the installed capacity of the solar electricity generation system at the Mount Gambier Regional Airport will reduce the Airport operating costs and greenhouse gas emissions.

Regular Public Transport Apron Upgrades

The transition to larger Bombardier Dash 8-Q400 aircraft requires upgrade of the RPT apron and a section of Taxiway B.

Upgrade Taxiway Charlie for Q400 Aircraft

Upgrade of Taxiway C to cater for Bombardier Dash 8-Q400 aircraft will increase operability and efficiency of the Airport.

Carpark Expansion

Since the successful implementation of the secure / long term car park and the introduction of timed car parking in the existing general car park, the next logical step is to expand the car park control equipment to the general car park.

This will allow easy monitoring of car park use and will help educate those that abuse the systems in place.

Security Surveillance Equipment Upgrade

As a part of the airport's Transport Security Plan (TSP) the facility has a number of surveillance cameras operating throughout the airport. These are currently standard definition (SD) and are being recorded through analogue systems. As technology develops, the airport needs to engage in a replacement program to install high definition (HD) cameras and digital recording hardware.

This changeover should occur over a period of time.



8.2 Long Term Projects

Public Toilet Refurbishment

There are two public toilet facilities in older besser block buildings at the Mount Gambier Regional Airport that are utilised by numerous airport tenants and visitors. The development of a thriving Aviation Museum and Aviation themed playground will increase the utilisation of these facilities. Both facilities now require building and plumbing upgrades to provide suitable amenity to airport visitors.

Taxiway and Hangar Project / Residential Developments

There is demand for additional aircraft hangars and even hangar / residential building developments. The Airport has identified land that can be developed for additional hangars / hangar home combinations and / or aviation related businesses whilst not reducing land available for potential large-scale development. This project would utilise the land to the West of the existing Taxiway D.

Runway 18/36 Extension to 2000m

Runway 18/36 was extended to 1644m in 2020 to cater for Fokker 70 and British Aerospace 146 size aircraft. To cater for larger Boeing 737 size aircraft would require extension of the runway to at least 2000m in length. Extending the runway beyond the existing 1644m can only be done to the North due to rising terrain to the South and will be quite expensive because it will require realignment of Airport Road and creation of a new intersection of Airport Road and Riddoch Highway further to the North.

Notwithstanding the large cost associated with a runway extension it is possible there will be a demand to extend the runway during the period of this Master Plan to cater for larger aircraft for freight or passenger services.

Develop Commercial Precinct Onsite

There is an opportunity to diversify the Mount Gambier Regional Airport income by using a section of the 250Ha to develop commercial allotments and lease land to businesses who wish to be located at the Airport precinct.

Develop Advertising Billboards

There is an opportunity to diversify the Mount Gambier Regional Airport income by selling advertising space at the Airport precinct.

General Aviation Apron Levelling and Surfacing

The General Aviation (GA) area of the Airport is 18275m2 of spray seal and is the parking area for the majority of aircraft operating at Mount Gambier (except RPT and some charter aircraft). The tarmac is slowly losing shape during its life and will require the developing depressions to be filled and the entire apron to be resurfaced.

Runway 18/36 Upgrade

As mentioned in the previous Airport Master Plan, this runway was upgraded in 2012 with a minimum 50mm hot mix overlay. While this overlay was suitable for Bombardier Dash 8-Q300 (the previous design aircraft) the transition to the larger Bombardier Dash 8-Q400 aircraft means it is important that continual upgrades occur to further strengthen the runway to allow for larger aircraft and more aviation opportunities.

With a current PCN of 12, the runway still isn't as strong as other facilities of comparative size. Another overlay would increase the PCN to a level that allows for a wide range of aircraft to utilize the Mount Gambier Regional Airport.

Terminal Expansion

The new terminal, opened in 2021, has been an excellent development at the Mount Gambier Regional Airport providing a modern, functional building for Airport users that also showcases the natural qualities and heritage of the area. During busy periods the check-in and hire car booth areas become congested and aviation security regulations require changes to the way freight is handled.

An expansion of the terminal building to the Northeast incorporating an additional check in desk, hire car company offices, freight handling area and a covered walkway connecting to the Mount Gambier Aviation Museum entrance at the Bellman Hangar will further enhance the facilities.

Ancillary Runways and Taxiway Resurfacing

Whilst Runway 18/36 receives the bulk of air traffic at Mount Gambier Regional Airport, Runways 06/24 and 11/29 are still vital components providing increased landing options for smaller general aviation aircraft allowing them to use the airport in greater variations of weather. The runways are connected to the apron area via Taxiways A1, A2 and C.

All surfaces are a spray seal. Resurfacing using a spray seal is the most cost-effective method of rejuvenation for these lower traffic pavements. The infrastructure has previously been improved at various times throughout the past 25 years and it is prudent to plan for the future maintenance of these facilities.



8.3 Advocacy Projects

Airline Relationships

Partner with the City of Mount Gambier to strengthen relationships with airline operators and encourage increased Regular Public Transport flights, better align flight schedules and provide more affordable ticket prices to support the region.

Bellman Hanger Roof Replacement

The Airport owned Bellman hangar houses privately owned single engine aircraft and a section is licenced to the Mount Gambier Aviation Museum Incorporated. The growth of the Aviation Museum into a thriving community hub will assist in making the Mount Gambier Regional Airport a destination in its own right and increase visitation to the Airport.

The hangar itself was built in 1941 as a part of the construction of the RAAF training base at Mount Gambier Regional Airport. While it is generally in good condition the roof is beginning to show signs of age with leak repairs becoming a regular requirement. To eliminate further leaks and to protect the integrity of the interior support structure, it is important that the roof be completely replaced with new sheeting.

Council will continue to partner with the Mount Gambier Aviation Museum Incorporated to identify suitable grant funding opportunities and will provide project management expertise to complete this work.

Royal Australian Air Force Flight Office Asbestos Removal

Council has resolved to licence the airport owned RAAF number 2 Air Observers School (2AOS) Flight Office to the Mount Gambier Aviation Museum Incorporated. The growth of the Aviation Museum into a thriving community hub will assist in making the Mount Gambier Regional Airport a destination in its own right and increase visitation to the Airport. The Flight Office itself was built in 1941 as a part of the construction of the RAAF training base at Mount Gambier Regional Airport.

Council has an existing liability regarding the asbestos contained within the building and this asbestos needs to be removed and suitably disposed of.

Council will continue to partner with the Mount Gambier Aviation Museum Incorporated to identify suitable grant funding opportunities and will provide project management expertise to complete this work.

Airport History and Display Trail

The Mount Gambier Regional Airport is steeped in history. The current site was first utilised as an airstrip in 1927 before becoming a RAAF training base in 1940. As such the airport has a great story to tell. Working with the Mount Gambier Aviation Museum Incorporated and selected community groups, the airport will create a trail with information pillars that took visitors on a tour of the old RAAF base highlighting the existing original WWII buildings as well as the ruined foundations of many others.

Council will continue to partner with the Mount Gambier Aviation Museum Incorporated to identify suitable grant funding opportunities and will provide project management expertise to complete this work.

Aircraft Maintenance Activation

Encourage an aircraft maintenance business to establish an operation at Mount Gambier Regional Airport and if that is not possible explore options for an aircraft maintenance business based at a nearby airport to conduct “satellite” maintenance operations at Mount Gambier Regional Airport through cooperation with and use of existing airport owned Hangars.

Terminal Activation

Tourism opportunities to be optimised through activation of the terminal for trade shows, product samplings, souvenirs, promotion of tourist destinations and experiences across the Limestone Coast. Encourage greater use of the terminal building and Airport facilities for events, promotion of art and education activities.

Flying School Activation

Encourage a flying school to establish an operation at Mount Gambier Regional Airport or if that is not possible explore options for a Flying School based at another Airport to conduct "satellite" operations by scheduling training aircraft and instructors to regularly visit Mount Gambier Regional Airport.

Mount Gambier Regional Airport Prospectus

Encourage businesses to set up at the Mount Gambier Regional Airport to diversify the Airport revenue stream and promote the Airport as a destination in its own right. Use the prospectus that markets the Mount Gambier Regional Airport to advocate for opportunities such as:

- Possible general aviation / residential precinct;
- Possible commercial precinct; and
- Possible advertising opportunities at Mount Gambier Regional Airport.

Security Screening

Advocate for security screening, if mandated, to be funded by the Federal Government. As the size of aircraft and number of passengers travelling through Mount Gambier Regional Airport increases there is a risk that the Department of Home Affairs mandates passenger and baggage security screening.

The existing Mount Gambier Regional Airport Terminal has been constructed to allow both passenger and baggage security screening however screening would require installation of equipment estimated at costing in excess of $1,500,000 and ongoing annual operating costs of $1,000,000 for security screening activities. These costs cannot be borne by the District Council of Grant Ratepayers, the airlines operating or the passengers travelling through Mount Gambier Regional Airport.

Regular Public Transport Operators

Continue to work with and encourage regular public transport operators to increase services at Mount Gambier Regional Airport.

Limestone Coast Tourism

Work with the Limestone Coast Local Government Association, South Australian Tourism Commission, City of Mount Gambier and airlines to develop package tours that facilitate economic uplift to local tourism accommodation and experience providers and bring international tourists to the region.

Planning SA Policy Changes

Advocate to Plan SA and through the Regional Land Use Plan consultation for adequate zoning, policy and development controls that protect and future-proof aviation operations. As identified in the Airport Safeguarding section Aircraft Noise Exposure Forecasts (ANEF) and an Aircraft Noise Exposure Overlay is planned to be produced during the life of this Master Plan.

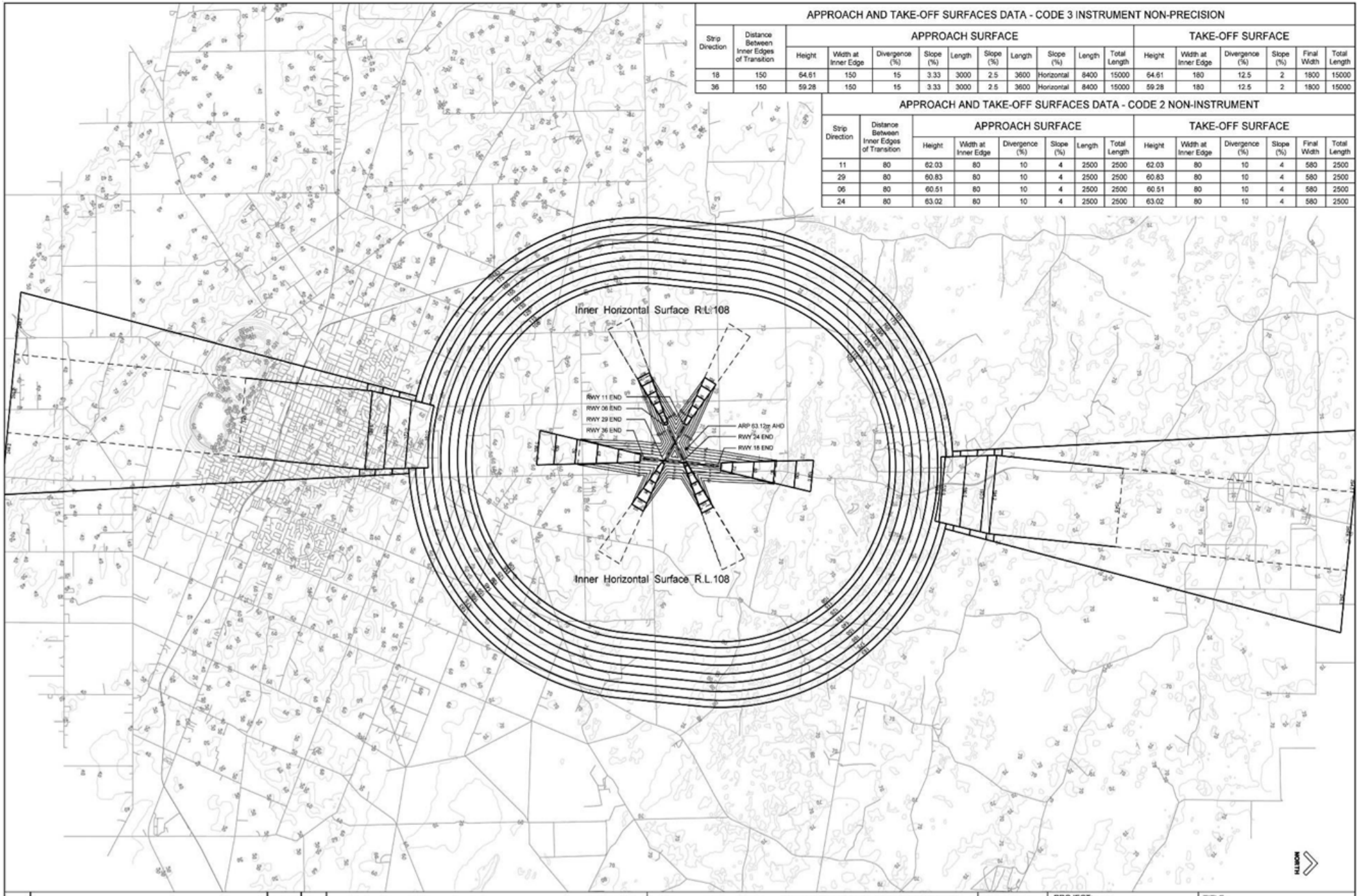
The Mount Gambier Regional Airport will seek a SA planning code amendment to adopt an Airport Building Heights Overlay based on the existing OLS and Noise Exposure Overlay based on ANEF for Mount Gambier Regional Airport.

Regular communication with airline operators to encourage increased regular public transport flights, better alignment of flight schedules and more affordable ticket prices.

Appendix A

Mount Gambier Regional Airport Obstacle Limitation Surface





APPROACH AND TAKE-OFF SURFACES DATA - CODE 3 INSTRUMENT NON-PRECISION

Strip Direction	Distance Between Inner Edges of Transition	APPROACH SURFACE									TAKE-OFF SURFACE					
		Height	Width at Inner Edge	Divergence (%)	Slope (%)	Length	Slope (%)	Length	Slope (%)	Length	Total Length	Height	Width at Inner Edge	Divergence (%)	Slope (%)	Final Width	Total Length
18	150	64.61	150	15	3.33	3000	2.5	3600	Horizontal	8400	15000	64.61	180	12.5	2	1800	15000
36	150	59.28	150	15	3.33	3000	2.5	3600	Horizontal	8400	15000	59.28	180	12.5	2	1800	15000

APPROACH AND TAKE-OFF SURFACES DATA - CODE 2 NON-INSTRUMENT

Strip Direction	Distance Between Inner Edges of Transition	APPROACH SURFACE						TAKE-OFF SURFACE					
		Height	Width at Inner Edge	Divergence (%)	Slope (%)	Length	Total Length	Height	Width at Inner Edge	Divergence (%)	Slope (%)	Final Width	Total Length
11	80	62.03	80	10	4	2500	2500	62.03	80	10	4	580	2500
29	80	60.83	80	10	4	2500	2500	60.83	80	10	4	580	2500
06	80	60.51	80	10	4	2500	2500	60.51	80	10	4	580	2500
24	80	63.02	80	10	4	2500	2500	63.02	80	10	4	580	2500

REVISION	AMENDMENT DESCRIPTION	APPROVED	DATE
P2	TOPOGRAPHICAL INFORMATION ADDED	PF	07-09-12
P1	ISSUED FOR INFORMATION	PF	26-04-10

40 80 200m 400m

NOTE: CONFIRM ALL DIMENSIONS
SCALE: 1:4000 @ A1 size

AERODROME DESIGN PTY LTD
ABN 63 102 371 871
TECHNICAL & SAFETY INSPECTIONS
PLANNING & DESIGN
T/F : (08) 8172 2090 Mobile: 0409 806 599
Email: peter @aerodrome.com.au

DRAWN: PF
DESIGN: PF
APPROVED: PF

PROJECT:
MOUNT GAMBIER AERODROME

FOR:

TITLE:
OBSTACLE LIMITATION SURFACE - FULL

DRAWING STATUS: Planning only
DRAWING No.: MTG-AD-100
REV.: P2


Mount Gambier Airport



District Council of Grant

Principal Office: 324 Commercial Street West, Mount Gambier

Mount Gambier Regional Airport: Airport Road, Wandilo

Post: PO Box 724, Mount Gambier SA 5290

Phone: (08) 8721 0444

Email: info@dcgrant.sa.gov.au

Website: www.dcgrant.sa.gov.au