

# Naracoorte Aerodrome and Lucindale Airstrip Management Plan 2020 - 2030



## What Council Provides

Council is responsible for the safe operation of the Naracoorte Aerodrome and Lucindale Airstrip. Council is responsible for the provision of the aviation infrastructure and ensuring compliance with aviation regulations and standards for the safe operation of the sites.

Naracoorte is a registered aerodrome and therefore is required to comply with Civil Aviation Safety Authority (CASA) regulations and standards.

### Lucindale Airstrip

The Lucindale Airstrip is located on a road reserve to the western end of the Lucindale township, directly adjacent to the South East Field Days site. It is predominantly used during the Field Days, which are held annually in March.

### Naracoorte Aerodrome

136 Doolans Road, Naracoorte

The Naracoorte Aerodrome is at an elevation of 169 feet and located approximately 3 kilometres from the Naracoorte Town Centre. It is situated on Section 1094 and Lots Q12 and Q13 Hundred Naracoorte and is contained within an area of 180 hectares. Land not used directly for aerodrome purposes is leased for grazing.

Adjoining land is used predominantly for agriculture, with some recreational activities including radio-controlled cars and motor sports (motorbikes).

Residential development is restricted to the higher ground to the east. A zone of low development around the aerodrome reduces potential land use conflicts of noises, lighting glare, activities that attract birds and materials that affect navigational aids.

The land contained in Section 1094 Hundred Naracoorte is owned by the Crown, gazetted as Aerodrome Reserve and dedicated under the Care and Control of Council. The land is classified as community land. The infrastructure and clubrooms are owned by Council with hangars owned by commercial businesses and individuals.

Native Title has been extinguished in relation to Section 1094 Hundred Naracoorte and is not applicable to freehold land or road reserves.

### Existing Activities

The aerodrome services a number of group's activities throughout the year; these can vary from a daily basis to monthly frequencies. The aerodrome is used as a base for Emergency Services (CFS and Royal Flying Doctors Service), and services the Naracoorte Aero Club and the Wimmera Aero Club as well as several aerial spraying businesses.

### Existing Facilities

**Runway 08/26** length 1048m; width 18m; sealed, pavement unrated

This runway receives the most traffic and is equipped with pilot operated lights for night landings. It is used by the RFDS, commercial planes (bank, freight), agricultural and recreational use. Generally, the aircraft size is limited to maximum take-off weight of 5,700 kg. Larger aircraft may operate subject to a Pavement Concession being approved by Council for the particular operation.

**Runway 02/20** length 1350m; width 23m; unsealed.

The limestone rubble runway is useful during strong cross winds. The installation of compacted limestone rubble and changed vertical alignment has the runway all weather.

**Sealed taxiway** 100m x 12m.

The taxiway provides the main entry point from runway 08//26 onto the sealed apron

***Unsealed Taxiway*** 230m x 15m

This taxiway provides the main entry from runway 02/20 onto the sealed apron.

***Main Apron*** (asphalt). The public use area is 120m x 70m. This area has the capacity to park 12 aircraft

**Ground Transport Access**

Access by vehicle to the Naracoorte Aerodrome is via two main access points off Doolans Road; (a) western access gives direct access to private hangars and (b) public access to the Aero Club clubrooms and public apron. Access to the airside restricted to persons having a lawful excuse to be airside (pilots, passengers, person involved with aircraft servicing and maintenance, Council maintenance staff etc).

**Utility Services**

Engineering services; electricity, sewer water and telecom are available at the aerodrome.

**Environmental Values**

In 2012, Council investigated the feasibility of purchasing Section 1094, Hd of Naracoorte, which the aerodrome is wholly contained within. As part of this investigation, the Department of Environment, Water and Natural Resources undertook an environmental assessment, and rated the land as low environmental value. Most of the land parcel is cleared, with a small ephemeral swamp in the north eastern corner.

**Heritage Values**

Council endorsed its Local Heritage List in 2011. The Aerodrome does not contain any items recognised on a formal heritage list. The Van Leuven Memorial and gates are of value to the aero community and should be maintained.

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# Site Plans

## Naracoorte Aerodrome




Illuminated wind indicator

## Lucindale Airstrip



Lucindale Field Days Site



Reference	
2	Evaporation Pond
3 – 14, 16 – 17, 20	Sheds and Hangars (private)
15	Aerodrome Clubhouse (leased to Naracoorte Aerodrome Club)
19	Old windsock site – removed
21 - 28	New Hangar Sites (available for lease)
	Proposed Helipads

## Recent Development

Recent years have seen the upgrade of infrastructure at both the Naracoorte Aerodrome and Lucindale Airstrip.

- 2013 – upgrade rubble runway (Lucindale)
- 2013 – upgrade fencing
- 2014 – upgrade taxiway
- 2017 – upgrade rubble runway; new CFS facilities – rubble pad and bore
- 2018 – establishing new hangar area west of the current infrastructure
- 2019 –
- 2020 – replacement of runway lighting (underway)

## Strategic Context

By 2026 NLC will be:

The best place in regional South Australia to live, work, do business, raise a family and retire.

Created by having a Prosperous Community with Healthy Landscapes, Liveable Neighbourhoods and a focus on Harmony and Culture.

An organisation known for:

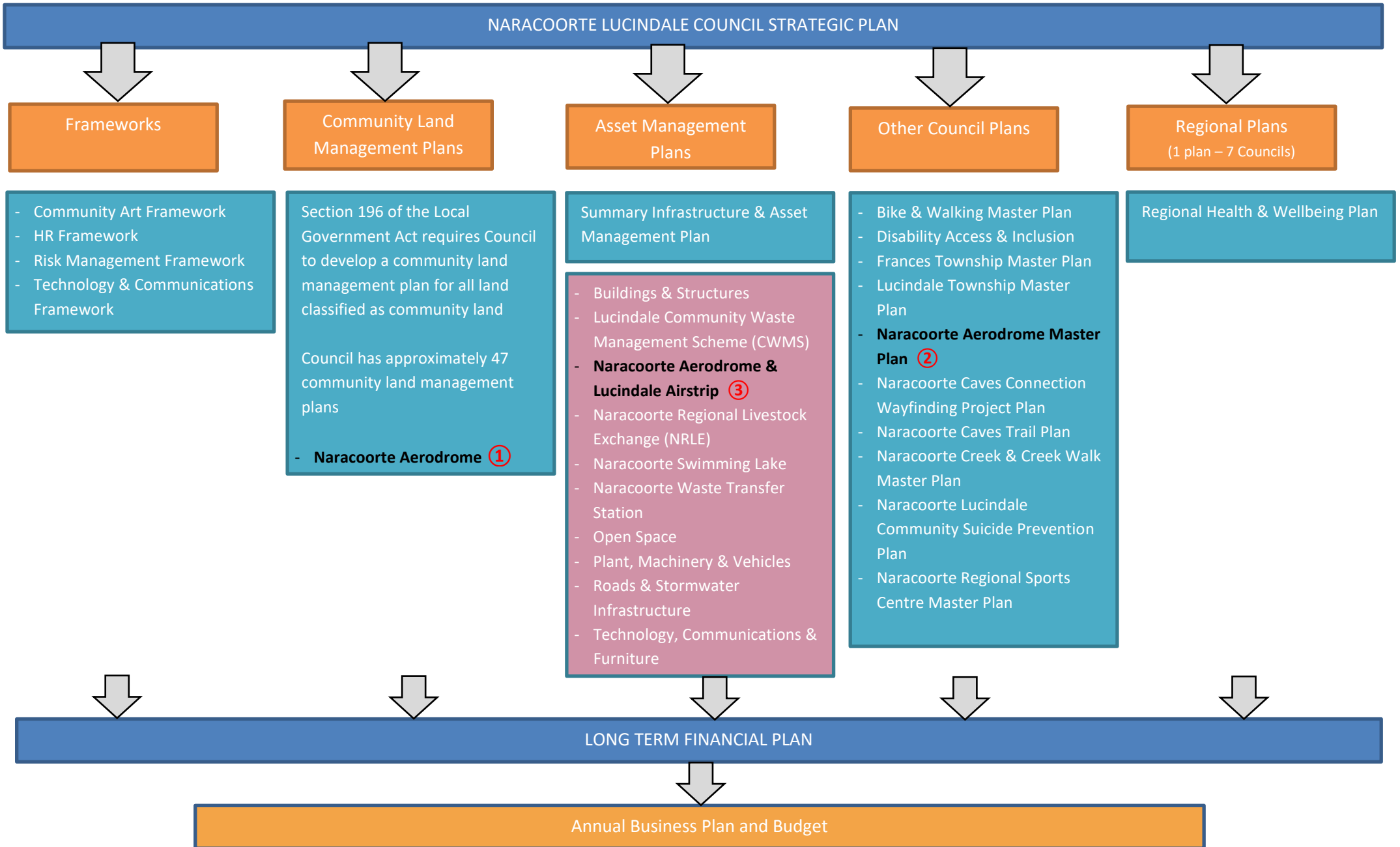
Progressive Leadership with strong community connections, efficiently managing our shared assets, services and natural resources.

The fourth theme, **Liveable Neighbourhoods**, focuses on Council ensuring *a range of well-planned neighbourhoods and public space, designed with a strong sense of identity and place*.

- A well-planned district that meets the current and future needs of the community
- **A safe and integrated transport network**
  - **Under the Naracoorte Aerodrome Plan, attract funding to upgrade/construct the second runway to provide emergency access for the CFS, CFA and RFDS**
- Preserve the built heritage and character of the district

The fifth theme, **Progressive Leadership**, focuses on Council as an organisation and what is required for it to be effective in the various roles that it has to play in the community.

- Progressive and representative Elected Member leadership
- Organisational excellence
- **Sustainable community finances and assets**
- **Effective delivery of projects and services**
- Effective community communication and engagement
- Engage external stakeholders to leverage local opportunities
- Council is a preferred employer



## Assets

Assets at the Naracoorte Aerodrome and Lucindale Airstrip were revalued as at 1 July 2019 by Aaron Armistead, AAPI CPV #18353 of Preston Rowe Paterson based on the principle of written down replacement value. Accordingly, total replacement value, total economic working life and residual economic working life were reliably established for each asset and the financial records of Council were restated in accordance with applicable Australian Accounting Standards.

Infrastructure	Estimated Total Useful Life**	Estimated Remaining Life**	Estimated Replacement Cost
Runways (Naracoorte)			
- Bitumen Runway	40	19	943,200
- Bitumen Apron Area	40	27	858,750
- Taxiway	40	20	461,265
- Rubble Runway	30	13	483,000
- Rubble Apron Area	30	29	115,500
Runway (Lucindale)			
- Rubble	30	16	218,700
Clubrooms	75	24	550,502
CFS Facilities			
- Rubble Pad	30	27	19,767
- Bore	30	27	7,760
Site Improvements			
- Monuments	80	50	4,500
- Entrance Gates	40	14	20,000
- Nightlights	25	10	16,853
- Lighting Tower	25	13	2,773
- Fencing	25	10 - 24	43,696
- Windssocks	40	22	5,000
<b>TOTAL</b>			<b>\$3,751,266</b>

\*\* This is the estimated remaining life of the infrastructure; however, components of the infrastructure may have a longer expected life (eg. roof of clubrooms)

(a) Total estimated life and remaining life vary for the assets included in these sub-classes

## What Does It Cost

There are two key indicators of cost to provide the Naracoorte Aerodrome and Lucindale Airstrip service. The average cost of existing assets for the term of this plan and the total planned expenditure on existing assets required to deliver defined service levels in the next 10 years.

The average cost of existing assets for the term of this plan (maintenance plus depreciation) of the Naracoorte Aerodrome and Lucindale Airstrip service is estimated at \$161,295 per annum.

Council's average planned expenditure on existing assets (maintenance plus capital renewal) over the life of this plan is \$104,826 per annum which gives a life cycle sustainability index of 65% (this is because the renewal expenditure identified as warranted over the period of this plan is less than the depreciation for the period).

The total forecast expenditure required to provide the Naracoorte Aerodrome and Lucindale Airstrip



service over the period of this plan is \$1,549,077 (incorporates maintenance, operating, debt servicing costs and capital [renewal & new]).

This is an average of \$154,908 per annum.

## Forecast Income

### Operating

Operating Income includes fees and charges for lease of land at the Naracoorte Aerodrome, primarily for private hangars.

The current forecast operating income for the term of the plan is \$380,612.

### Capital

The forecast capital income for the term of the plan is \$125,000.

### Loan Borrowing

There are no new loan borrowings forecast for the term of the plan.

## Forecast Expenditure

### Operating

Operating includes costs associated with operating the Naracoorte Aerodrome and Lucindale Airstrip service and includes costs such as membership fees, electricity and insurance. This can also include internal costs, such as staff and plant.

The current forecast operating expenditure for the term of the plan is \$277,255.

### Maintenance

Maintenance includes costs associated with maintaining the Naracoorte Aerodrome and Lucindale Airstrip and includes costs such as mowing, replacement markers, runway lights and weed spraying. This can also include internal costs, such as staff and plant.

The current forecast maintenance expenditure for the term of the plan is \$421,564.

### Depreciation

The current forecast depreciation for the term of the plan is \$1,191,385.

### Debt Servicing Costs

There are no debt servicing costs for the term of the plan.

### Capital (Renewal)

Capital (Renewal) are capital costs associated with renewing or replacing current assets.

The Asset Revaluation undertaken by Aaron Armistead, AAPI CPV #18353 of Preston Rowe Paterson, and projects identified in the Naracoorte Aerodrome Master Plan, have been used to establish the expected timeframe for renewal of assets.

The current forecast capital (renewal) expenditure for the term of the plan is \$626,692.

	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30
<b><u>NARACOORTE</u></b>										
Clubrooms / Flying School Buildings - Fitout						54.9k				
Clubrooms / Flying School Buildings – Services (electrical & plumbing)						21.9k				
Clubrooms / Flying School Buildings - Airconditioning						11k				
Bitumen Runway – Reseal				424.5k						
Bitumen Apron										
Taxiway										
Rubble Runway										
Rubble Apron										
Monument										
Entrance Gates										
Windsocks										
Night Lights										20.1k
Lighting Replacement	60k									
Fencing			10.4k							23.9k
CFS Site – Rubble Pad										
CFS Site – Bore										
<b><u>LUCINDALE</u></b>										
Gravel Runway										
<b>TOTAL</b>	<b>\$60k</b>		<b>\$10.4k</b>	<b>\$424.5k</b>		<b>\$87.8k</b>				<b>\$44k</b>

### Capital (New)

Capital (New) are capital costs associated with upgrading current assets or adding new assets.

The Naracoorte Aerodrome Master Plan was used to establish the expected timeframe for new / upgraded assets.

The current forecast capital (new) expenditure for the term of the plan is \$223,565.

	20-21	21-22	22-23	23-24	24-25	25-26	26-27	27-28	28-29	29-30
<b><u>NARACOORTE</u></b>										
<b>Taxiway - stabilisation</b>		61.2k								
<b>Helipad Construction</b>					162.4k					
<b>All weather road access to CFS Site</b>										
<b>TOTAL</b>		<b>\$61.2k</b>			<b>\$162.4k</b>					

## Summary

Income is indicated by ( ) in the tables below.

Aerodrome & Airstrip	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	TOTAL
Operating Income	(34,760)	(35,455)	(36,164)	(36,888)	(37,625)	(38,378)	(39,145)	(39,928)	(40,727)	(41,541)	<b>(\$380,611)</b>
Operational Expenses	25,066	25,622	26,191	26,773	27,367	27,975	28,597	29,233	29,883	30,548	<b>\$277,255</b>
Maintenance	38,500	39,270	40,055	40,857	41,674	42,507	43,357	44,224	45,109	46,011	<b>\$421,564</b>
Depreciation	102,548	104,599	109,751	111,946	114,185	124,587	127,079	129,620	132,213	134,857	<b>\$1,191,385</b>
Debt Servicing Costs											-
Internal Loan											-
Capital Income		(50,000)		(75,000)							<b>(\$125,000)</b>
Renewal / Replacement	60,000		10,404	424,483		87,777				44,028	<b>\$626,692</b>
New / Upgrade		61,200			162,365						<b>\$223,565</b>
<b>NET</b>	<b>\$191,354</b>	<b>\$145,236</b>	<b>\$150,237</b>	<b>\$492,171</b>	<b>\$307,966</b>	<b>\$244,468</b>	<b>\$159,888</b>	<b>\$163,149</b>	<b>\$166,478</b>	<b>\$213,903</b>	<b>\$2,234,850</b>

	Cost of Existing Assets for Term of This Plan	Planned Expenditure on Existing Assets	Sustainability Index	Total Forecast Expenditure
Operating Income	-	-		-
Operational Expenses	-	-		\$277,255
Maintenance	\$421,564	\$421,564		\$421,564
Depreciation	\$1,191,385	-		-
Debt Servicing Costs	-	-		-
Internal Loan	-	-		-
Capital Income	-	-		-
Renewal / Replacement	-	\$626,692		\$626,692
New / Upgrade	-	-		\$223,565
<b>TOTAL</b>	<b>\$1,612,949</b>	<b>\$1,048,256</b>		<b>\$1,549,076</b>
<b>AVERAGE</b>	<b>\$161,295</b>	<b>\$104,826</b>	<b>65%</b>	<b>\$154,908</b>

## Notes and Assumptions

- Income and expenditure increase by Adelaide Consumer Price index as at 31 December (which incorporates data from the preceding 12 months from 1 January) – forecast is 2% annually for the term of the Plan
- Employee costs increase by 2.5% annually
- Depreciation for new assets is calculated at 5% per annum

## Opportunities for Improvements

Review of the Naracoorte Aerodrome Master Plan to ensure legislative compliance and that adequate consideration has been given to future expansion of the facility

## Revision History

Comments	Date	Minute Reference
2020 - 2030 version 1 Specific Plan for Naracoorte Aerodrome and Lucindale Airstrip Developed		
2017 – 2027 version Summary document included supporting plans	28 August 2018	Council – Resolution 47/19