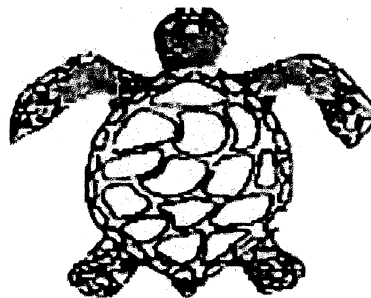


DJARINDJIN ABORIGINAL CORPORATION



Djarindjin-Lombadina Aerodrome Master Plan

November 2009

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Foreword

I am pleased to present the Master Plan for the Djarindjin-Lombadina Aerodrome as adopted by the Djarindjin Aboriginal Corporation.

The Djarindjin-Lombadina Aerodrome is vital link for our community and other communities on the Dampier Peninsula. As the owner of the aerodrome, the Djarindjin Aboriginal Corporation (DAC) recognises the important role the aerodrome plays on the Peninsula and is committed to appropriate medium and long term planning concepts for the aerodrome site.

The strategic Master Plan has been prepared to indicate the direction of the aerodrome's planning for the next 10 years.

The Strategic Master Plan is a dynamic document and will be reviewed annually by DAC as part of the annual budgetary processes in relation to aerodrome operations.

Brian Lee
Chairman
Djarindjin Aboriginal Council

1. INTRODUCTION

Djarindjin Community is located on the northern Dampier Peninsula and is approximately 200km by road from Broome. Lombadina community is located adjacent to Djarindjin with Beagle Bay and Ardyaloon being 60km south and 26 km to the north-east respectively.

The Djarindjin-Lombadina Aerodrome is owned and operated by the Djarindjin Aboriginal Corporation (DAC) on behalf of the Bardi & Jawi people. It is located at the junction of the Djarindjin and Cape Leveque roads.

The aerodrome has the only all-weather runway on the northern Dampier Peninsula and therefore is a key asset for the Community in relation to emergency services provision (medical evacuations) and during the wet season.

DAC as the owner and operator of the aerodrome is responsible for the provision of all maintenance and upgrade matters on the aerodrome.

Exploration activity in the Browse Basin off shore has increased the activity at the aerodrome. The increase in activity and interest in the aerodrome has resulted in DAC developing a strategic Master Plan for the aerodrome to lay the foundations of any future development at the aerodrome.

The aerodrome is also located close to the proposed commercial precinct at the junction of the Djarindjin-Cape Leveque Roads. This location provides DAC with an opportunity to develop tourism based activities and businesses using the aerodrome as an integral part of these developments. (Refer Djarindjin Community Layout Plan No.3 – contexts and surrounds, Djarindjin Community Layout Plan No.3 – Djarindjin Junction).

This Plan has been constructed in line with the Community Layout Plan No 3. developed by the Department of Planning and Infrastructure in partnership with DAC in May 2007.

1.1 Planning Period

The planning period for this Strategic Master Plan is 10 years.

1.2 Objectives

To provide a strategic Master Plan for development and expansion of current aerodrome infrastructure through runway extensions and widening, taxiway and apron developments and aerodrome

associated uses for aircraft and permanent facilities for passengers and users.

1.3 Review and Updating Master Plan

The Djarindjin-Lombadina Aerodrome Master Plan should be used as an ongoing reference document for the Djarindjin Aboriginal Corporation. The Master Plan should be reviewed by the Corporation or their delegate annually.

1.4 Adoption and Implementation

This Master Plan, as approved by the Djarindjin Aboriginal Corporation, will be forwarded to the Shire of Broome for endorsement of the Master Plan

2. LAND TENURE

The aerodrome is located under two different tenure arrangements.

The majority of the aerodrome is located on land held under Crown Lease 272/1991 (Special Lease 3116/10633) by DAC until 2041.

Approximately 100m of the existing runway area, being the eastern portion and the proposed future expansion also to the east are located on a separate Reserve managed by the Aboriginal Lands Trust.

Tenure: Crown Lease CL272/1991 (3116/10633)
Lot No: 297
Deposited Plan: 91011

Tenure: Reserve 20927
Lot No: 89
Deposited Plan 91011

The Djarindjin Community Layout Plan No 3 (dated May 2007) recommends that the land tenure for the aerodrome be rationalised by consolidating all the land containing the aerodrome into CL 272/1991 or creating a separate land title for the aerodrome land ¹ (Refer Djarindjin Community Layout Plan No.3 – land ownership).

¹ Djarindjin Community Layout Plan No 3 Page 19

3. NATIVE TITLE

The Federal Court of Australia in November 2005 determined that native title existed and could be recognized over the mainland part of the areas covered by the application by Paul Sampi and others on Behalf of the Bardi & Jawi People including the land contained in CI272/1991 issued to Djarindjin Aboriginal Corporation.² When determining Native Title the High Court considered the Djarindjin Special Purpose Lease. Developments on the Special Purpose Lease must be for the benefits of its aboriginal inhabitants, developments that meet this "special purpose" do not extinguish Native Title and therefore do not trigger the administrative arrangements required by that Act.

4. TOWN PLANNING

The aerodrome is subject to the Community Layout Plan No 3 and the Shire of Broome Interim Development Order No 4 (currently awaiting endorsement by the Minister for Planning).

The Master Plan is provided as a support document to the Community Layout Plan to provide greater detail about the future planning objectives for the aerodrome precinct.

5. ENVIRONMENT

The people of Djarindjin Community are committed to responsible management of their surrounding environment.

Cultural Heritage:

The local indigenous community and the traditional land owners have been consulted in relation to development within the airport precinct. A walk through of the site has been conducted with no significant sites, flora or fauna being found. In some locations away from existing development, it was recommended that lopping of trees rather than clearing be undertaken where possible. It was recommended that prior to any further development or works being carried out in the aerodrome precinct, the local indigenous community be consulted with reference to the specific development site.

² *Sampi v Western Australia* (No 3) [2005] FCA 1716 (30 November 2005)

Flora and Fauna:

A flora and fauna assessment has been carried out on the site. No threatened fauna species were observed. The Rainbow bee eater was observed however the vegetation does not provide nesting habitat. It found that the proximity of the area to existing disturbance and frequent human activity, including fire events have reduced the potential for threatened fauna species to be present. Cattle, dogs and cats present in the area also reduce this potential.

Priority Three Threatened Flora *Triodia acutispicula* was found in the area and is expected to be quite common and widespread throughout the site. As fire had recently been through the site, survey was also done of adjacent unburnt areas with no further threatened species being found.

Prior to any development or works being carried out in the aerodrome precinct, the local indigenous community will be consulted and a local assessment of the cultural significance of any flora and fauna in the precinct carried out with the traditional owners.

Aerodrome Noise

No formal assessment of aerodrome noise has been carried out given the relative isolation of the aerodrome from populated areas.

Night operations, with the exception of medical emergencies, are not permitted or undertaken at the aerodrome.

A number of local communities are located within the boundaries of the flight path to Broome. Informal arrangements have been made with aircraft operators regarding the avoidance of these populated areas during flight where possible especially at night.

Water Quality

Development near the water sources will be limited and a formal assessment of impact undertaken as part of any project plan.

The following have not been considered as part of the development of this Master Plan, however will be the subject of separate studies.

- Drainage and Flooding
- Bird Strike and Other Animal Hazards

6. SERVICES

6.1 Electricity

Mains power is supplied to the aerodrome from the Horizon Power operated power station.

The aerodrome will investigate the supply of emergency generator back up power supply.

6.2 Water

Water for the aerodrome is supplied by tanker from the Community water supply. The aerodrome operator will investigate the connection of the aerodrome to the potable bore water supply.

6.3 Sewerage

The aerodrome currently uses septic tanks for waste water disposal.

7. AERODROME INFORMATION

7.1 Runway information

Djarindjin-Lombadina Aerodrome has a single runway formation.

Runway Designation:	11/29
Runway Length:	1200 metres
Runway Width:	18 metres
Runway Strip Width:	80 metres overall
Slope:	0.56% Down to the West
Surface:	sealed
Runway End Safety Area:	60 metres
Runway Lighting:	Available

7.3 Taxiway

Single taxiway located on the west side of the south end of the runway. Details are:

Length:	60 metres
Width:	10.5 metres
Surface:	sealed

7.4 Apron

Length: 50 metres
Width: 30 metres
Surface: sealed

7.5 Runway Lighting

MOS 139 compliant runway lights are installed at the main runway at 60 metre intervals. Lights can be operated remotely via radio transmission from pilots or manually activated from the lighting control cubicle.

7.6 Facilities

The following facilities are located at the aerodrome:

7.6.1 Fuel

Fuel Tanks: 22,000 litre JET A1
35,000 litre JET A1 (new)
110,000 litre JET A1 (new)

All tanks are twin skinned, self bunded and two of the tanks (35kL & 110 kL) are integrated through a centralised pumping system.

7.6.2 Passenger Facilities

Air-conditioned office facilities are provided at the aerodrome and consist of a new 12 m x 3 m (36m²) donga-style facility.

Toilet and shower facilities are available through a separate facility.

7.6.3 Automated Hydrometeorological Weather Station (AHWS)

The AHWS provides weather information to aerodrome users, the Bureau of Meteorology and the broader community. The station is fully automated and meets the technical requirements of BOM for an outpost weather station. The AHWS is located on the southern side of the runway.

7.6.4 Illuminated Wind Indicator

Djarindjin has an illuminated wind indicator which operates in conjunction with the runway lighting.

8. Future Needs and Development Options

The Djarindjin-Lombadina aerodrome is an important community facility to the Dampier Peninsular communities and as such consideration must be given to the overall aerodrome site to ensure that any future development is in line with the community's requirements and benefits the community through employment and other economic benefits. The aerodrome is also located adjacent to the proposed development area at the junction of the Djarindjin-Cape Leveque Roads.

8.1 Rationalisation of Land Tenure

As mentioned earlier it is of benefit to rationalise the tenure on which the aerodrome lies to allow for easier management of the aerodrome and land matters. The aerodrome is located on two large parcels of land under the control and ownership of DAC and the ALT respectively. As mentioned in section 2, the amalgamation and creation of a separate lot under the ownership of the DAC on which all aerodrome land is located has been recommended in the Community Layout Plan. DAC will pursue this objective.

8.2 Extension of Area of land allocated for Aerodrome Use

The CLP No 3 plan allocates an area of approximately 1675m x 250m for the Djarindjin-Lombadina Aerodrome.

The runway is currently 1200 metres sealed and the runway strip extends out a further 60 metres from both ends of the runway. In addition, a further area at the end of each runway must be cleared to ensure safe operations during takeoff and landing of aircraft.

This length is relatively short and considered on the margin for the Royal Flying Doctor Service (RFDS) night operations. The current aircraft flown by the RFDS are approximately 5700kg. The current runway width of 18 m is also at the minimum standard required for night operations.

The apron area is also quite small and is currently used for both helicopter and fixed wing operations. Under the Civil Aviation Safety Regulations separation of helicopter and fixed wing operations is required to ensure both operator and passenger safety.

It is proposed to increase the portion of land allocated to the aerodrome to allow for future expansion of the runway length and

upgrading of the width of the strip. (Refer to Figure: Djarindjin-Lombadina Aerodrome – Land extensions plus development zones)

8.3 Registration of the Aerodrome

The increased activity in the region will impact on the use of the aerodrome. As the aerodrome has the only all-weather runway on the Peninsula it may be appropriate that the status of the aerodrome be upgraded to be a registered aerodrome with CASA.

8.4 Future development options

The aerodrome is located on an Aboriginal reserve and as such it is important to maintain the ambience and amenity of the locale. DAC is sensitive to the needs and desires of local indigenous inhabitants and those people living in areas around the aerodrome are DAC members. The need to balance economic development with cultural requirements, caring for country and protecting quality of life has placed restrictions on the development options for the aerodrome. As a strategy to balance these competing requirements DAC Council has determined that the aerodrome must be contained in its growth aiming for a high financial yield from a restricted gas / oil client base. Consequently DAC is committed to establishing and maintaining a high quality aerodrome and refuelling service to which access by oil / gas clients is restricted, only a limited number of companies can lease space for fuel at the aerodrome. Importantly these spaces are available on a competitive basis. By pursuing a high value, high return business model unrestrained growth is blocked, strong financial returns are ensured and the unique character of the northern Peninsula is protected. It is important to note that future development options fit within this business model.

The expansion of the current apron to incorporate an exit taxiway from the existing apron will allow for easier traffic movement through the area near helicopter refuelling activities.

A new apron and separate taxiway for fixed wing operations is also planned for the future strategic development of the aerodrome. The new apron would be located on the western side of the fuel tanks closer to Cape Leveque road to provide easier and more visible access by the public using the aerodrome. The apron and taxiway would cater solely for fixed wing operations providing the required separation between the rotor and fixed wing operations at the aerodrome. The provision of Avgas refuelling facilities will also be considered for the aerodrome's strategic development.

The current passenger accommodation facilities at the aerodrome are donga style and are quite rudimentary. It is proposed to replace the donga facility with a permanent construction suitable for the needs of all aerodrome users. This facility would be available for all aerodrome users and would provide dedicated area to facilitate RFDS patient transfers to and from aircraft. The building would be located close to the Cape Leveque road and provide possible commercial opportunities given the location and compliment future development at the junction by the Djarindjin Aboriginal Corporation. Additionally it may be possible to provide more substantial facilities for administrative and management services at some stage in the future. An area of land for administrative development has therefore been identified in this plan (Refer Djarindjin Lombadina Aerodrome – Facilities).

It is possible that customers of the aerodrome may wish to construct hangar facilities for fixed wing and rotor aircraft at some stage in the future. We understand that this would primarily be for repairs and maintenance issues as there is no business case to reproduce the infrastructure already present at Broome International Airport. Because of the possibility of this need arising land has been identified adjacent to the AWS.

Upgrading of power supply to allow for generator emergency power supply for the aerodrome and upgrading water services has also been identified in the medium term.

9. REFERENCES

Djarindjin Community Layout Plan No 3
Prepared by Department of Planning and Infrastructure Dated May 2007

Sampi v Western Australia (No 3) [2005] FCA 1716 (30 November 2005)

Shire of Broome Interim Development Order No 4

Appendix

- Djarindjin community layout plan No.3 – context and surrounds
- Djarindjin community layout plan No.3 – Djarindjin junction
- Djarindjin CLP No.3 – land ownership
- Djarindjin Lombadina Aerodrome – Land extensions plus development zones
- Djarindjin Lombadina Aerodrome - Facilities