



KARRATHA AERODROME – PROVISION OF APRON AREA AND AIRCRAFT ACCESS TO FUTURE LESSEES

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1. OBJECTIVE

The objective of the policy is to provide a level of consistency when lease sites at the Karratha Aerodrome are developed.

2. PRINCIPLES

Council adopt as general guidelines the following requirements for organisations wishing to develop lease sites with direct airside access:

- All works within the Lease site boundary must comply with Council's existing Conditions, Policies, By- Laws, Aerodrome Manual, Safety Management System and Transport Security Programme pertaining to the development of Lease sites at Karratha airport.
- A 'Fronting Apron' shall mean that part of apron land, or hard-standing area, extending from a Lease boundary line for 15 metres (or greater, as negotiated) airside of that boundary line for the full width of a lease. Such fronting apron shall not be considered to be part of the Lessee's land, but shall be constructed, maintained and managed entirely at the Lessee's cost, and to standards that are considered appropriate by the City.
- The width of hard-standing within the fronting apron shall generally be for the full width of the Lease unless approval is given by the City for the construction of a lesser width. Where such lesser width of sealed hard-standing is approved, and except where that sealed hard-standing consists entirely of a taxiway connection, the Lessee shall take appropriate action to minimise dust nuisance or hazard and shall maintain that unsealed section free from weed, vegetation and debris, all to the full satisfaction of the City.
- Where, by virtue of the nature of development upon a Lessee's site, a fronting apron for parking etc, is not required, but a taxiway or hover taxiway route is necessary to connect the Lease to other airside areas, the first 15 metres (or greater, as negotiated) of such facility shall be constructed, managed and maintained as detailed above, together with taxiway flanks and drains out to 25 metres each side of the centreline.
- Council may, at its discretion, construct airside pavements to a standard it considers appropriate adjacent to a Lease site boundary either at the request of the Lessee, or in advance of a Lease being applied for, or subsequent to that Lease being taken up. Where it considers appropriate, Council may recover the cost of part or all of the pavement construction cost from a Lessee or future Lessee as the case may be.
- Maintenance of all fronting apron and/or fronting taxiway areas shall be undertaken by the Lessee to a standard directed by the City. The Lessee may request to City to undertake such works at its cost. Where the Lessee fails to adequately maintain a fronting apron or taxiway area, the City may conduct the work and recover all costs from the Lessee.
- All fronting apron and taxiway areas shall remain the property of the City, who may direct the type of activity, storage of materials or any other purpose to which such areas are put, in the interests of maintaining security, safety, and the minimisation of hazard or inconvenience to other airport users.

Underground stormwater drainage or services where necessitated within the fronting apron area shall be constructed and maintained at Council's cost. Where it is likely, or possible that fuel, oil or chemical spillage could result, either on the Lease itself or within the fronting apron area, the City may direct the installation and maintenance of fuel resistant surfacing be installed by the Lessee, at his cost. Any underground separator pits, traps, fire arrestor pits and the like, or any other device considered necessary by the City by virtue of the usage of the Lease or fronting apron by the Lessee, shall be installed and maintained at the Lessee's cost, to prevent the ingress of contaminants to Council's drainage system.

3. CONSEQUENCES

This policy represents the formal policy and expected standards of the City. Appropriate approvals need to be obtained prior to any deviation from the policy. Elected Members and Employees are reminded of their obligations under the City's Code of Conduct to give full effect to the lawful policies, decisions and practices of the City.

4. REFERENCES TO RELATED DOCUMENTS

Nil.

Policy Number:	TA-1
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Last Review:	August 2016
Next Review:	August 2018
Responsible Officer:	Manager Airport Services

This Policy takes effect from the date of adoption by Council and shall remain valid until it is amended or deleted.