



## MINUTES OF AIRPORT COMMITTEE MEETING HELD 13 APRIL 2010.

I hereby certify that the Minutes of the Airport Committee meeting held 13 April 2010 are a true and accurate record of the proceedings contained therein.

Chairperson Confirmed

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## 1. Declaration of Opening

The meeting was opened at 6.55pm by the Chief Executive Officer who assumed the chair for the election of acting chair for the Airport Committee as the chair was an apology for the meeting

## 2. Record of Attendance

Cr J Moulden	Committee Member (Acting Chair)
Cr K Wright	Committee Member
Cr D Ausburn	Committee Member

Gary Gaffney	Chief Executive Officer
Jo-Anne Ellis	Director Corporate Services
Russell Williams	Acting Director Infrastructure Services
Rick Spry	Airport Manager
Brian Sargeant	Airport Operations Officer

Apologies	
Cr F Mills	Committee Chair

## 3. Election of Airport Committee Chair

The Chief Executive Officer called for nominations for Chair of the Airport Committee.

### Minute AP121

**Moved: Cr D Ausburn**

**Seconded: Cr K Wright**

**That Cr J Moulden be nominated acting chair of the Airport Committee.**

**Carried Unanimously: 3/0**

As no further nominations were received for the acting chair the Chief Executive Officer declared that Cr J Moulden was elected unopposed and welcomed Cr Mills to the Chair.

Cr J Moulden assumed the Chair.

## 4. Declaration of Interest

### Financial

Nil

### Members Impartially Interest

Nil

### Proximity Interest

Nil

## **5. Acceptance of Minutes of Previous Meeting**

### **5.1 Airport Committee Meeting 12 February 2010**

#### **Recommendation**

That the minutes of the Airport Committee meeting of the 12 February 2010 be accepted as a true and accurate record of proceedings.

#### **COMMITTEE RESOLUTION**

##### **Minute AP122**

**Moved: Cr K Wright**

**Seconded: Cr D Ausburn**

**That the minutes of the Airport Committee meeting of the 9 February 2010 be accepted as a true and accurate record of proceedings.**

**Carried Unanimously: 3/0**

## 6. Officer's Report

### 6.1 Airport Fees and Charges

<b>DATE:</b>	13 April 2010
<b>PROPONENT:</b>	Shire of Wyndham East Kimberley
<b>LOCATION:</b>	Shire of Wyndham East Kimberley
<b>AUTHOR:</b>	Jo-Anne Ellis, Director Corporate Services
<b>REPORTING OFFICER:</b>	Jo-Anne Ellis, Director Corporate Services
<b>FILE NO:</b>	61.21.01

#### **PURPOSE**

To consider and recommend to Council Airport Fees and Charges for consideration by Council in the 2010-11 Budget deliberations.

#### **BACKGROUND**

Prior to 2008/09 budget airport fees and charges had not increase for a number of years. In the 2008/09 Budget the Airport Fees and Charges were reviewed and amended to increase the fees to be more reflective of current standards and costs. Following feedback from operators the fees recommended by the Airport Committee were phased in over 12 months with the final increase effective in July 2009. The fees and charges were not increased in 2009/10.

#### **STATUTORY IMPLICATIONS**

Local Government Act 1995

#### **POLICY IMPLICATIONS**

Nil.

#### **FINANCIAL IMPLICATIONS**

Charging an appropriate fee level ensures sustainability of airport operations. Fees and charges for the airport should be charged on a commercial basis as if the airport was being run by the private sector.

#### **STRATEGIC IMPLICATIONS**

Airport operations are being run as a business and as such the fees and charges are critical for ongoing maintenance and development of the airport.

#### **COMMUNITY CONSULTATION**

Community Consultation has not been undertaken in regard to this item.

#### **CONCLUSION/COMMENT**

Due to the major construction works at the East Kimberley Regional Airport in the next twelve months it is recommended that the fees and charges remain unchanged.

It is recommended that the fees and charges relating to plant hire be removed as the Shire is not in the business of hiring out plant. Any private works undertaken should be quoted and charged out on a cost plus basis.

### **ATTACHMENTS**

Airport Fees & Charges 2008/09 & 2009/10.

### **VOTING REQUIREMENT**

Simple Majority

### **OFFICER RECOMMENDATION**

That the Airport Committee having considered the Fees and Charges for East Kimberley Regional Airport, recommend the removal of Plant Hire Fees and recommend that the remaining Airport Fees and Charges for 2010/11 remain unchanged from 2009/10 Fees and Charges.

### **COMMITTEE RESOLUTION**

**Minute AP123**

**Moved: Cr D Ausburn**

**Seconded: Cr K Wright**

**That the Airport Committee having considered the Fees and Charges for East Kimberley Regional Airport, recommend the removal of Plant Hire Fees and recommend that the remaining Airport Fees and Charges for 2010/11 remain unchanged from 2009/10 Fees and Charges.**

**Carried Unanimously: 3/0**

### **COMMITTEE RECOMMENDATION**

*The committee resolution will feed into the budget setting process and the adoption of fees and charges for 2010/11*

## Attachment to Item 5.1 - Airport Fees & Charges 2008/09 & 2009/10

### KUNUNURRA & WYNDHAM AIRPORTS

	Effective July 2008	Effective Jan 2009	Effective July 2009	Effective July 2010
<b>Plant Hire</b>				
<b>Kununurra Airport</b>				
Truck 3.5 Tonne	100.00	100.00	100.00	100.00
Tractor John Deere 6310	120.00	120.00	120.00	120.00
Tractor - Kubota	110.00	110.00	110.00	110.00
Line Marking Machine (2 men)	220.00	220.00	220.00	220.00
Roller Multi tyre - Machine Drawn	200.00	200.00	200.00	200.00
Loxon Slasher	40.00	40.00	40.00	40.00
Slasher Superior	20.00	20.00	20.00	20.00
Pacific Road Broom	35.00	35.00	35.00	35.00
<b>Wyndham Airport</b>				
Tractor MF	120.00	120.00	120.00	120.00
Pacific Road Broom	35.00	35.00	35.00	35.00
<i>Mobilisation / Demobilisation Charges also apply</i>				
<b>Aircraft Landing Fees</b>				
[MTOW = Maximum take off weight]				
<b>Fixed Wing Aircraft (per landing)</b>				
8.999kg (MTOW) per tonne and part thereof	10.50	18.00	18.00	18.00
9.000 tonnes (MTOW) and over, per tonne and part thereof	17.50	21.00	25.00	25.00
<b>Rotary Wing Aircraft (per landing)</b>				
2.499 tonnes (MTOW), per tonne and part thereof	10.50	18.00	18.00	18.00
2.500 tonne (MTOW) and over per tonne and part thereof	7.70	21.00	25.00	25.00
<b>Passenger Taxes</b>				
Passenger Head Tax	18.50	18.50	18.50	18.50
Passenger Screening Tax	18.50	18.50	18.50	18.50
<b>Parking Fees</b>				
Non-airport resident charter operators (per annum, plus landing fees)	1,000.00	1,000.00	1,000.00	1,000.00
Non-airport resident charter operators (per night, plus landing fees)	50.00	50.00	50.00	50.00
Private owners (non-commercial) (per annum, includes landing fees)	1,000.00	1,000.00	1,000.00	1,000.00
Private owners (non-commercial) (per night, includes landing fees)	50.00	50.00	50.00	50.00
<b>Call Out Fees</b>				
Kununurra Airport, after hours, per hour	90.00	90.00	90.00	90.00
Wyndham Airport, after hours, per hour	90.00	90.00	90.00	90.00
<b>Terminal Usage Fee</b>				
Fee is calculated on number of seats in aircraft (per seat)	18.50	18.50	18.50	18.50
Kununurra Terminal Key Fee (per annum)	110.00	110.00	110.00	110.00

## 6.2 Kimberley Air Correspondence

<b>DATE:</b>	13 April 2010
<b>PROPONENT:</b>	Shire of Wyndham East Kimberley
<b>LOCATION:</b>	Shire of Wyndham East Kimberley
<b>AUTHOR:</b>	Brian Sargeant, Airport Operations Officer
<b>REPORTING OFFICER:</b>	Jo-Anne Ellis, Director Corporate Services
<b>FILE NO:</b>	20.12.27

### **PURPOSE**

To consider the correspondence received by the Airport Manager from Kimberley Air Pty Ltd.

### **BACKGROUND**

The Airport Manager and Airport Operations Officer met with Adam Stoker, Manager/Part Owner of Kimberley Air Pty Ltd in person on 12 January 2010. At this meeting Adam advised of his plans to start up a float plane charter operation using East Kimberley Regional Airport as its base during the tourist season. He was advised to put this information in a letter for consideration by the Airport Committee.

Kimberley Air is planning on operating a Cessna 208 Caravan and Cessna 206 Skywagon/Stationair with floats and also wheels. Kimberley Air has requested that to operate at EKRA they require;

1. Aircraft parking positions close to apron access/egress points.
2. At least one parking bay for the Caravan with the ability to taxi in and out.
3. Close access to an equipment storage area for stairs.
4. Access to tap water for flushing aircraft engines and floats at the completion of the days operations.

Additionally Kimberley Air has requested a reduction in landing fees or a seasonal fee for the aircraft parking bays as they will only be operating from EKRA for 7 months during the dry season.

### **STATUTORY IMPLICATIONS**

Local Government Act 1995.

### **POLICY IMPLICATIONS**

Wavering of Fees must occur in accordance with the Local Government Act.

### **FINANCIAL IMPLICATIONS**

Aircraft parking fees are set at or \$50 per night or \$1,000 per annum per bay for non-resident charter operators.

Kimberley Air would fund the connection to and metering of water.

Fees applicable would contribute to EKRA revenue.

### **STRATEGIC IMPLICATIONS**

There are currently no float plan operations out of East Kimberley Regional Airport. However Alligator Airways did operate float planes from EKRA and Lake Kununurra up until 2008 and have a float plane in storage near their hanger. Their intentions to start float plane operations again are unknown.

### **COMMUNITY CONSULTATION**

No consultation has been undertaken at this stage with Airport Operators in relation to this item.

### **CONCLUSION/COMMENT**

#### *Reduction in landing or parking fees at EKRA*

It is not recommended that a reduction in landing or parking fees will be granted.

#### *Provision of aircraft parking and operational requirements*

Tap water is only currently available near to aircraft parking bays from the Old Flight Services Building some 10 meters away.

Three options have been identified in consultation with Kimberley Air with Option 1 being the preferred by Kimberley Air;

#### Option 1

Allocate Kimberley Air two aircraft parking bays adjacent to Gate 6 which are currently occupied by Shoal Air's aircraft. Shoal Air's aircraft will be required to relocate to the visitors parking area. (Attachment 2 – Option 1)

#### Option 2

Allocate Kimberley Air an aircraft parking bay adjacent to Gate 6 which is currently occupied by a Shoal Air aircraft and an aircraft parking bay in the visitors parking area. Shoal Air's aircraft will be required to relocate one aircraft to the visitors parking area. (Attachment 2 – Option 2)

#### Option 3

Allocate Kimberley Air two aircraft parking bays at the western end of the airport and request they develop a method of supplying water for the their requirement to be approved by the Airports Manager. (Attachment 2 – Option 3)

It should be noted that Shoal Air do not pay aircraft parking fees and that there is also an option for aircraft parking in front of their hanger.

### **ATTACHMENTS**

Attachment 1 - Letter signed by Adam Stoker  
Attachment 2 - Kimberley Air Parking Option's

## **VOTING REQUIREMENTS**

Simple Majority

## **OFFICER RECOMMENDATION**

That the Airport Committee recommends to Council

1. That Kimberley Air is advised in writing that no reduction in landing or parking fees will be granted.
2. To endorse the allocation to Kimberley Air, two aircraft parking bays adjacent to gate 6 and that any aircraft using that space be relocated to the visitors parking area or the area in front of their hangar.

## **COMMITTEE RESOLUTION**

**Minute AP124**

**Moved: Cr D Ausburn**

**Seconded: Cr K Wright**

**That the Airport Committee recommends to Council**

1. **That Kimberley Air is advised in writing that no reduction in landing or parking fees will be granted.**
2. **To endorse the allocation to Kimberley Air, two aircraft parking bays adjacent to gate 6 and that any aircraft using that space be relocated to the visitors parking area or the area in front of their hangar.**

**Carried Unanimously: 3/0**

## **COMMITTEE RECOMMENDATION 1**

**That Council**

1. **Advises Kimberley Air in writing that no reduction in landing or parking fees will be granted.**
2. **Endorses the allocation to Kimberley Air, two aircraft parking bays adjacent to gate 6 and that any aircraft using that space be relocated to the visitors parking area or the area in front of their hangar.**

Doc No.	069243
Date	16 FEB 2010
Officer	Xmcp's AM
Response	
File	20.12.27.
Cross Ref.	

Kimberley Air Pty Ltd

PO Box 1722

Kununurra

WA 6743

0418 671 287

Dear Rick,

I am writing to you on behalf of the proprietors of Kimberley Air to inform you of our intention to operate a general aviation business in Kununurra from April 2010.

Kimberley Air will initially operate two amphibious float planes, one Cessna Caravan and one Cessna 206, and as such we are seeking approval to first of all carry on business from the Kununurra airport as well as to secure two parking spaces for our aircraft.

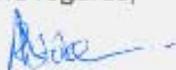
As recently discussed we are more than happy to pay a fee of \$1000 per annum per aircraft to secure those two parking spots. We would like the opportunity to discuss further with you any possibility of a reduced landing fee, or a seasonal fee for those two spots, as we are only planning on operating from Kununurra during the dry season months April through October. The aircraft would be operated elsewhere during the wet season months.

As a new operator in town we would like to support the Kununurra community by paying our fair share to maintain the Kununurra airport and its services for the benefit of all users. We do ask however that as a new operator we are not placed in any financial disadvantage to the other operators in Kununurra, that we can all compete on a level playing field in regards to any operating fees.

In due course we would be looking to purchase a block of land at the airport on which to build a hangar and office facility, however at this point in time it is simply not financially viable for us to do so.

We look forward to hearing from yourself and the airport committee with any questions or comments that you may have regarding our proposed venture.

Kind regards,



Adam Stoker

adam@kimberleyairtours.com.au

## ATTACHMENT 2 -KIMBERLEY AIR PARKING OPTIONS

### Option 1



### Option 2



### 6.3 Tender 13 09/10 Upgrade of RPT Taxiways A, B & C East Kimberley Regional Airport

<b>DATE:</b>	13 April 2010
<b>PROPONENT:</b>	Shire of Wyndham East Kimberley
<b>LOCATION:</b>	Shire of Wyndham East Kimberley
<b>AUTHOR:</b>	Jo-Anne Ellis, Director Corporate Services
<b>REPORTING OFFICER:</b>	Jo-Anne Ellis, Director Corporate Services
<b>FILE NO:</b>	66.58.13

#### **PURPOSE**

To inform the Airport Committee issues surrounding project for upgrade of taxiways at East Kimberley Regional Airport and to recommend to the Airport Committee the preferred tender to construct the upgrade of taxiways A, B and C the East Kimberley Regional Airport for recommendation to Council.

#### **BACKGROUND**

A RADS grant has been received for this project.  
Council adopted the following tender selection criteria on 9 March 2010.

1. That Tenders are evaluated based on the capacity of the Tenderers to complete the requirements of the tender including:
  - 1.1. Compliance Criteria (must comply)
    - a) Completion of Tenderers Offer;
    - b) Compliance with Conditions of Tendering;
    - c) Compliance with Specification;
    - d) Corporate Information;
    - e) Financial Information;
    - f) Conflict of Interest; and
    - g) Insurance.
  - 1.2 Qualitative Criteria (used to Rank Tenders)
    - a) Relevant Experience - 50%;
    - b) Indigenous Employment Outcomes - 20%; and
    - c) Meeting Construction Deadline - 30%.
  - 1.3. Price Submitted for Tender
 

The tendered price along with the qualitative ranking will be used to determine the most advantageous tender to Council.

Thursday 11 March 2010  
Saturday 13 March 2010

Advertised tender in Kimberley Echo  
Advertised tender in West Australian

Thursday 1 April 2010  
Tuesday 6 April 2010

Tenders close 4pm  
Tender listed on Special Council Agenda  
Withdrawn due to further information to be determined prior to recommendation.

## **SITE AND SURROUNDS**

The site is airside airport land.

## **STRATEGIC IMPLICATIONS**

The East Kimberley Regional Airport is vital infrastructure supporting the needs of the East Kimberley region. Strengthening taxiways A, B and C follows the upgrade of taxiway F in 2008/09 and precedes works required on the runway.

## **STATUTORY IMPLICATIONS**

Section 3.57 of the Local Government Act (1995) requires that tenders are invited before entering into contracts as prescribed by regulations

The Local Government (Functions and General) Regulations 1996, Part 4 applies Division 2 — Tenders for providing goods or services (s. 3.57)

11. Tenders to be invited for certain contracts;
  - (1) Tenders are to be publicly invited according to the requirements of this Division before a local government enters into a contract for another person to supply goods or services if the consideration under the contract is, or is expected to be, more, or worth more, than \$100 000 unless sub-regulation (2) states otherwise.
  
18. Choice of tender
  - (1) A tender is required to be rejected unless it is submitted at a place, and within the time, specified in the invitation for tenders.
  - (2) A tender that is submitted at a place, and within the time, specified in the invitation for tenders but that fails to comply with any other requirement specified in the invitation may be rejected without considering the merits of the tender.
  - (3) If, under regulation 23(4), the CEO has prepared a list of acceptable tenderers for the supply of goods or services, a tender submitted by a person who is not listed as an acceptable tenderer is to be rejected.
  - (4) Tenders that have not been rejected under subregulation (1), (2), or (3) are to be assessed by the local government by means of a written evaluation of the extent to which each tender satisfies the criteria for deciding which tender to accept and it is to decide which of them it thinks it would be most advantageous to the local government to accept.
  - (4a) To assist the local government in deciding which tender would be the most advantageous to it to accept, a tenderer may be requested to clarify the information provided in the tender.
  - (5) The local government may decline to accept any tender.
  - (6) If a local government has accepted a tender but acceptance of the tender does not create a contract and within 6 months of the day on which the tender was accepted the local government and the successful tenderer agree not to enter into a contract in relation to the tender, the local

government may accept from the other tenders the tender which it thinks it would be most advantageous to the local government to accept.

- (7) If a local government has accepted a tender and acceptance of the tender creates a contract and within 6 months of the day on which the tender was accepted the local government and the successful tenderer agree to terminate the contract, the local government may accept from the other tenders the tender which it thinks it would be most advantageous to the local government to accept.

20. Variation of requirements before entry into contract

- (1) If, after it has invited tenders for the supply of goods or services and chosen a successful tenderer but before it has entered into a contract for the supply of the goods or services required, the local government wishes to make a minor variation in the goods or services required, it may, without again inviting tenders, enter into a contract with the chosen tenderer for the supply of the varied requirement subject to such variations in the tender as may be agreed with the tenderer.

- (2) If —

- (a) the chosen tenderer is unable or unwilling to enter into a contract to supply the varied requirement; or
- (b) the local government and the chosen tenderer cannot agree on any other variation to be included in the contract as a result of the varied requirement,

that tenderer ceases to be the chosen tenderer and the local government may, instead of again inviting tenders, choose the tenderer, if any, whose tender the local government considered it would be the next most advantageous to it to accept.

- (3) In subregulation (1) —

*minor variation* means a variation that the local government is satisfied is minor having regard to the total goods or services that tenderers were invited to supply.

Local Government Act (1995)

5.42. Delegation of some powers and duties to CEO

- (1) A local government may delegate\* to the CEO the exercise of any of its powers or the discharge of any of its duties under this Act other than those referred to in section 5.43.

\* *Absolute majority required.*

- (2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.

5.43. Limits on delegations to CEO's

A local government cannot delegate to a CEO any of the following powers or duties —

- (a) any power or duty that requires a decision of an absolute majority or a 75% majority of the local government;

- (b) accepting a tender which exceeds an amount determined by the local government for the purpose of this paragraph;
- (c) appointing an auditor;
- (d) acquiring or disposing of any property valued at an amount exceeding an amount determined by the local government for the purpose of this paragraph;
- (e) any of the local government's powers under section 5.98, 5.98A, 5.99, 5.99A or 5.100;
- (f) borrowing money on behalf of the local government;
- (g) hearing or determining an objection of a kind referred to in section 9.5;
- (h) any power or duty that requires the approval of the Minister or the Governor; or
- (i) such other powers or duties as may be prescribed.

### **POLICY IMPLICATIONS**

Nil

### **FINANCIAL IMPLICATIONS**

This project originally was funded by 50% RADS funding and 50% transfer from Airport Reserve. Changes in scope of the construction works have resulted in the project requiring greater level of funding. This funding is to be confirmed.

Should additional funding not be sourced the additional cost of the project will need to be funded from the Airport Reserve.

### **COMMUNITY CONSULTATION**

Community Consultation is not required in relation to this item.

### **CONCLUSION/COMMENT**

The original grant submission to RADS for this project was for a project value of \$560,000 with \$280,000 being grant funded. In addition to this RADS funding of \$70,000 for the Hydrology Study of \$140,000 was submitted.

A grant of \$350,000 was approved by RADS for the combined projects valued at \$699,090. The budget schedule lists the Hydrology Study at \$140,000 and the components of the Taxiway project add up to the balance of the project value. The grant is required to be acquitted by mid June 2010.

The tenders for the taxiway project have come in at an average of \$1.5M with some acceptable tenders at around \$1.2M. The reason for the large difference from the project budget is

- a change in method of works between the lodging of the grant and development of the tender specifications (resulting in an additional manufactured base course materials cost of approx \$500K.)
- an additional 10% area not included in the original submission due to the length of taxiways being recorded incorrectly.
- Increase in costs

The possibility of using some existing materials in the manufacture of the base course materials is being investigated. Samples of the materials will be required to be analysed and this cannot be done prior to the awarding of the tender, mainly due to timing. It is recommended that the tender be awarded such that the Chief Executive Officer has the ability to vary the tender as appropriate to secure cost savings associated with reusing some of the materials. It is estimated this may result in a saving of \$200-300K.

In addition there is some works required that were outside the scope of the tender but nonetheless required to be undertaken as variations to the tender. This is for the "dove tails" that lead from the runway to the taxiways and lowering of underground lighting cable that was not previously identified. Again it is recommended to delegate the authority to the Chief Executive Officer to negotiate this on behalf of Council.

It is estimated based on the average of the three lowest tenders that the total project budget needs to be \$1.4M. This does not take into account any savings as outlined above, as these are not certain, but does include the works outside the scope of the tender

Any change of scope in a RADS project is required to be approved by the Minister. A letter has been sent to RADS requesting a change in scope and additional funding. Additional funding is not guaranteed. There are savings of \$90,000 in the Hydrology Study Project and a request to RADS has been submitted to transfer these funds to the Taxiway project.

The shortfall in funds needs to be funded from the Airports Reserve Fund and an additional amount up to \$850,000 may be required to complete the project depending on grant funding and potential project savings.

The taxiway project is essential to Airport Operations and should be done even though the cost is significantly more than originally budgeted for.

Seven tender submissions were received ranging in value from \$1,19M to \$1.85M. Tenders were assessed in accordance with the adopted assessment criteria.

Fulton Hogan has been identified and will be recommended as the preferred Tenderer. Due to the need to negotiate variations to the tender it is recommended that the tender is awarded subject to satisfactory negotiation of these variations. Tender Regulations allow for negotiation of variations prior to issuing the contract and if such negotiations cannot be successfully completed then the local government has the ability to negotiate with the second most advantageous tenderer without having to go back to tender.

## **ATTACHMENTS**

The Tender Recommendation Report has been provided as a confidential attachment.

## **VOTING REQUIREMENT**

Simple Majority

Council delegation of negotiating tender requires an absolute majority decision.

## **OFFICER'S RECOMMENDATION**

That the Airport Committee recommend to Council to

1. Amend the project budget for Upgrade of Taxiways A, B & C at East Kimberley Regional Airport to \$1.4 Million;
2. Submit a request for additional funding to Regional Airports Development Scheme;
3. Transfer an additional amount of up to \$840,000 from the Airport Reserve Fund to fund the additional cost of the project;
4. Award Tender 13 09/10 Upgrade of RPT Taxiways A, B & C East Kimberley Regional Airport to Fulton Hogan Pty Ltd at the tendered sum of \$1,416,871 incl GST (\$1,288,067 excl GST) as the most advantageous to Council, subject to variations to be negotiated by Chief Executive Officer.
5. Delegate authority to the Chief Executive Officer to negotiate variations to the tender requirements and tendered sum in relation to the following:
  - a) additional works not defined in the tender but required to ensure integrity of works.
  - b) savings due to change in methodology regarding manufactured base course materials.

## **COMMITTEE RESOLUTION**

**Minute AP125**

**Moved: Cr D Ausburn**

**Seconded: Cr K Wright**

That the Airport Committee recommend to Council to

1. Amend the project budget for Upgrade of Taxiways A, B & C at East Kimberley Regional Airport to \$1.4 Million;
2. Submit a request for additional funding to Regional Airports Development Scheme;
3. Transfer an additional amount of up to \$840,000 from the Airport Reserve Fund to fund the additional cost of the project;
4. Award Tender 13 09/10 Upgrade of RPT Taxiways A, B & C East Kimberley Regional Airport to Fulton Hogan Pty Ltd at the tendered sum of \$1,416,871 incl GST (\$1,288,067 excl GST) as the most advantageous to Council, subject to variations to be negotiated by Chief Executive Officer.
5. Delegate authority to the Chief Executive Officer to negotiate variations to the tender requirements and tendered sum in relation to the following:
  - a) additional works not defined in the tender but required to ensure integrity of works.
  - b) savings due to change in methodology regarding manufactured base course materials.
  - c) Savings due to reduction in area of works.

**Carried Unanimously: 3/0**

The committee added an additional point to item 5 at the request of the officer to enable the exploration of reducing costs.

## **COMMITTEE RECOMMENDATION 2**

**That Council:**

- 1) Amend the project budget for Upgrade of Taxiways A, B & C at East Kimberley Regional Airport to \$1.4 Million;**
- 2) Submit a request for additional funding to Regional Airports Development Scheme;**
- 3) Transfer an additional amount of up to \$840,000 from the Airport Reserve Fund to fund the additional cost of the project;**
- 4) Award Tender 13 09/10 Upgrade of RPT Taxiways A, B & C East Kimberley Regional Airport to Fulton Hogan Pty Ltd at the tendered sum of \$1,416,871 incl GST (\$1,288,067 excl GST) as the most advantageous to Council, subject to variations to be negotiated by Chief Executive Officer.**
- 5) Delegate authority to the Chief Executive Officer to negotiate variations to the tender requirements and tendered sum in relation to the following:**
  - a) additional works not defined in the tender but required to ensure integrity of works.**
  - b) savings due to change in methodology regarding manufactured base course materials.**
  - c) Savings due to reduction in area of works**

## **7. Project Updates**

This item is to provide information to the Airport Committee on:

- ongoing projects not subject to officers reports
- items that do not require a Council decision

A confidential attachment has been provided under separate cover.

## **8. Request for Officer Reports**

This section is included in the agenda in place of General Business to improve the meeting process and to enable the Airport Committee to make informed decisions based on adequate research and an officer recommendation. Even though this item exists; committee members can request officer reports at any time (giving suitable preparation time prior to the agenda deadline).

- The Committee requested that information is gathered to progress the development of the new runway, including land requirements and indicative costing.

## **9. Closure of Meeting**

With all the business of the meeting concluded the acting chair thanked the members for their attendance and closed the meeting at 8.08pm.