

# Norfolk Island Airport Pavement Resurfacing

## *Project Questions and Answers*

### ***What are the benefits of this Project to the Norfolk Island Community?***

- Repair and rehabilitation of the existing Airport infrastructure to secure its CASA (Civil Aviation Safety Authority) compliance and permission for the Airports continued operation.
- There are proposals included for the improvement in the operational efficiency of the Airport with the upgrade of a new power control system and switching for the airfield lighting; the repositioning of the wind indicators and the installation of high efficiency LED lights for the general airport lighting.

### ***How is this project being funded?***

- A Commonwealth grant will fund the bulk of the project, and Norfolk Island Regional Council (NIRC) will contribute any shortfall of funding for the project.

### ***Why can't short term patching of runway be applied to allow time to establish a DA for a local quarry?***

- Short term patching, as the name suggests, is only a temporary control measure and is not suitable as a substitute for a full overlay in the performance of the pavement and a full overlay will still be required.
- A local rock source of suitable quality and necessary quantities is not currently available on the Island to complete pavement repairs.
- Development of the Cascade source of rock for patching may take 1-2 years and/or the development of a new quarry source could take an estimated 4-6 years.
- From the condition reports, the runway requires resurfacing without delay. Carrying out no works for a period of a minimum of 1-2 years could result in:
  - The runway declared unsuitable
  - A possible aircraft safety incident
  - The air service provider likely to cease flights or
  - Runway will likely be closed until repaired, with any repairs anticipated to take 6-12 months to perform.
- Given the significant establishment costs and the relatively small volume of patching, it is not financially viable to import materials and equipment to carry out patching works only.

***Which local materials and services will be used for this project to provide opportunity to local employment and revenue generation?***

- Boral will attempt to maximise local content and involvement in the project.
- Boral has advertised, requesting proposals from local business for the provision of numerous services, including but not limited to:
  - Trucks for transportation
  - Skilled and unskilled labour
  - Trades and services
  - Accommodation / Meals/ Hire Cars

***Why was local rock removed from the original tender as an option?***

- An independent report commissioned by the NIRC, found that extractable rock from Cascade quarry was of insufficient volume to meet the requirements of the airport project.
- Timeframes required to develop the quarry, including environmental and development approvals, would significantly impact the delivery of the airport project.
- In removing the local rock option from the tender , the NIRC did not explicitly exclude the use of Cascade or other Norfolk Island rock source. However any company tendering on the basis of on-island rock did so at the tenderer's risk with regard to quantity, quality and obtaining the necessary environmental and developmental approvals.

***Why is imported rock the only option?***

- The options considered by the NIRC were:
  - Undertake resurfacing in 2023+ with local rock
  - Undertake patching with imported rock in 2020, and resurfacing with local rock in 2023+
  - Undertake patching with imported rock in 2021, and resurfacing with local rock in 2023+
  - Undertake resurfacing with imported rock in 2020
- the option to import rock was the only viable technical and economically responsible option and was therefore recommended by Dr Greg White, the Airport Pavement Engineering specialist engaged by the NIRC
- See presentation prepared by Dr Greg White – Media Release 2019\_02\_26

[http://www.norfolkisland.gov.nf/sites/default/files/docs/NIRC/MediaReleases/2019\\_02\\_26%20MR%20-%20Norfolk%20Island%20Airport%20Pavement%20Resurfacing%20Presentation.pdf](http://www.norfolkisland.gov.nf/sites/default/files/docs/NIRC/MediaReleases/2019_02_26%20MR%20-%20Norfolk%20Island%20Airport%20Pavement%20Resurfacing%20Presentation.pdf)

### **Why can't the works wait until the local quarry is up and running?**

- In March 2019 Boral Resources undertook a review of alternative sources of accessible on-Island rock, including a test drilling program at Cascade, and removal of rock samples for further analysis.
- Boral advised the NIRC there was
  - insufficient time to be able to win rock from the Cascade Quarry site and to achieve key dates to repair the airport runway
  - rock from the Cascade quarry that was analysed did not meet quality specifications for the Project
- The site for a new Quarry on Island has yet to be decided and would be dependent on tests for rock quality, feasibility studies and environmental impact assessments, before a new Quarry can be developed. Unfortunately, this work is not funded and it would take too long for the Airport Project.
- Delays in resurfacing the runway can cause significant safety and operational risks.
- In 2018, the airport avoided a safety notice from CASA due to the plan for imminent resurfacing of the runway
- the resurfacing option is the lowest risk to aircraft safety and airport closure.
- The current plan to resurface within a short time frame is consistent with CASA expectations.
- There is a risk of default on the conditions associated with the Commonwealth Government grant if the project is delayed.

### **What about the Biosecurity Risk of importing quarry/construction materials?**

- Biosecurity is being managed by Boral Resources in consultation with the Department of Agriculture.  
The Department has applied stringent regulations and Boral is required to demonstrate compliance.
- These compliance requirements are the most stringent and onerous process Boral has ever been involved with, including in 2005/6 when sand was imported by Boral for the last airport works on Norfolk.
- Boral continues to work with Biosecurity Australia and is still awaiting approval of the proposed treatment processes.

### **How long will the Pavement Resurfacing works take?**

- The pavement resurfacing for the airport could take 6 months to be completed weather dependent. Pavement works are not able to be completed if it is raining or the surface is wet.

### **What are the Working Hours?**

- Working hours vary depending on the activities and the operational schedule of the Airport, but Boral expects to complete day and night works at the airport in order to complete the works required.
- Other works outside of the Airport Area may be completed also on days or nights

but this will need consideration of the local environment and traffic impacts as part of the decision process in undertaking these works.

#### ***What is the location of the Works?***

- The primary location of the works will be within the existing airport boundary with some additional temporary sites located around the Ball Bay area.

#### ***What Delays and Disruptions can be expected as part of the works.***

- The works are to be planned so as to not disrupt the normal operation of the airport and where possible will limit any inconvenience to the Island community.
- For the safety of the public, there may be some road restrictions around Ball Bay when works are being completed around Ball Bay.

#### ***What is involved in the Ball Bay approval and what is the Impact on the Environment?***

- The NIRC was responsible for obtaining approval to construct the temporary Ball Bay groyne. NIRC lodged the application with the Australia Government Department of Environment and Energy, Marine Parks Division for assessment. As part of this process, Boral has provided supporting documentation from the previous construction methodologies used back in 2005/06.
- On 31 July, 2019 the Director of National Parks approved a permit for the construction of a temporary groyne in Ball Bay subject to conditions.
- As the construction is temporary, and is conditional on the use of the existing rocks and materials within Island and Ball Bay, the impact on the environment will be minimised.
- Boral intends to engage a local company to construct the Ball Bay groyne under its management.
- It is worth noting that this will be the fifth temporary groyne construction in Ball Bay since 1982.

#### ***What is the longer term benefit for the Island?***

Once the contract works are completed the Island community will be left with residual benefits from the successful completion of the works including , but not limited to:

- A safe airport with enhanced operational capability for the next 10-12 years
- Economic benefits associated with being able to maintain visitor access to the Island
- Six (6) pieces of equipment (2 bobcats, 2 twin drum steel roller, 2 multi-tyred rollers) will be supplied by Boral, and used to deliver the project. Once the project is complete, the equipment will remain on the Island for redeployment for use by works to work on roads, and other maintenance activities.

- Where the right candidate can be found, local people will be trained to operate and maintain the equipment used by Boral during the project. Once the project is completed these skills can be utilised by the operators to take advantage of other job opportunities on the Island.

***Who should we contact if we have any further questions?***

Please send any questions to the following email address;  
customer care@nirc.gov.nf

All enquiries received by Customer Care will be directed to the appropriate person to be answered. Council will ensure that there are regular updates to the webpage in order to keep the community informed.