

NARROMINE AERODROME STRATEGIC AND MASTER PLAN





Revision History

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Foreword

The Narromine Aerodrome Strategic and Master Plan sets out the long-term vision for the development and management of the Aerodrome over the next 25 years. As a living document, it will be reviewed every five years and updated as required to ensure it remains relevant to the needs of the community, industry and Council. This revision builds upon the previous Plan prepared in 2019, which provided the foundation for the current direction.

A Master Plan identifies appropriate land uses for an area, taking into account planning, environmental and operational considerations. A Strategic Plan complements this by presenting a more detailed vision, outlining required infrastructure works and establishing development stages. Outcomes are framed within short, medium and long-term time horizons to ensure practical, phased delivery.

This Plan reflects the history, significance and future potential of the Narromine Aerodrome. It provides clear strategic direction to guide decision-making, inform Council's Integrated Planning and Reporting framework and support development controls, planning policies and future investment. Together, these elements will ensure the Aerodrome continues to thrive as an important community and regional asset.

Acknowledgement of Country

We acknowledge the traditional custodians of the land and pay respect to the elders, past, present and future, for they hold the memories, traditions and culture of the land.



Abbreviations / Glossary

Abbreviation	Definition
AAA	Australian Airports Association
ANEF	Australian Noise Exposure Forecast
ARFL	Aircraft Reference Field Length
ARO	Aerodrome Reporting Officer
CAN	Aircraft Classification Number
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
ESRA	En-route Supplement Australia (Aeronautical Information Publication)
GA	General Aviation
GNSS	Global Satellite Navigation System
LA	Light Aircraft
LGA	Local Government Area
MOS	Manual of Standards
NASF	National Airports Safeguarding Framework
NOTAM	Notice to Airmen
NSW	New South Wales
OLS	Obstacle Limitation Surface
PAN-OPS	Procedures for Air Navigational Services – Aircraft Operations
PCN	Pavement Classification Number
RDA	Regional Development Australia
RFDS	Royal Flying Doctors Service
RPT	Regular Public Transport
WDI	Wind Direction Indicator

Executive Summary

The Narromine Aerodrome Strategic and Master Plan establishes the long-term framework for the development and management of the Aerodrome over the next 25 years. This living document will be reviewed every five years and amended as required to ensure it remains current and aligned with Council and community priorities. The previous revision, prepared in 2019, forms the foundation for this updated Plan.

A Master Plan identifies appropriate land uses for a defined area, considering planning, environmental and operational constraints. A Strategic Plan builds on this foundation, providing a more detailed and illustrative vision that identifies infrastructure requirements and stages of development. Together, these Plans deliver outcomes structured across short-, medium- and long-term timeframes to guide effective implementation.

This updated Plan provides a strengthened strategic direction for the Narromine Aerodrome, reflecting its history, current operations and future potential. The data and recommendations contained within will inform Council's Integrated Planning and Reporting framework, guide development controls and planning policies, and support investment decisions to ensure the Aerodrome continues to be a valuable regional and community asset.

Council's Community Strategic Plan (2025–2035) outlines a clear goal to “encourage and support growth and expansion of the existing aviation industry, as well as strengthen the region's capacity to attract and establish new aviation businesses and national or international events.” This document provides the framework for how Council will work towards achieving this objective.



Purpose of the Plan

The Narromine Aerodrome Strategic and Master Plan provides long-term direction for the development, management and operation of the Aerodrome. It establishes a clear framework to guide decision-making and investment, ensuring the Aerodrome remains viable and responsive to community and industry needs over the next 25 years.

The Plan specifically seeks to:

1. Identify Development Opportunities – Investigate options for short-, medium- and long-term development of the Aerodrome.
2. Assess Planning Constraints – Identify and evaluate planning, environmental and operational constraints that influence development.
3. Guide Future Development – Provide recommendations on potential development areas, preferred development types and development control measures to ensure long-term viability and alignment with community needs.
4. Support Economic Growth – Establish a link between Council's strategic direction and the local Economic Development Group to facilitate economic growth within the Narromine Local Government Area.
5. Determine Service Levels – Assist Council in identifying the level of service and infrastructure required to support and expand the Aerodrome.

Alignment with Other Plans

This Plan forms the strategic framework for the future development and management of the Narromine Aerodrome. It also provides the basis for the Aerodrome's Asset Management Plan and directly supports the implementation of key objectives within Council's Community Strategic Plan, specifically Requirements 2.2.2 and 2.2.3.

By integrating with Council's broader planning documents and policies, this Plan ensures the Aerodrome's ongoing role as an important regional asset and economic driver for the community.

Background

Extensive consultation and strategic planning have shaped the evolution of the Narromine Aerodrome over several decades. Key documents developed in 1995 (reviewed in 2004) and 2009 informed the 2015 Strategic Plan, its 2019 revision, and the most recent review commencing in 2025.

Much of the strategy outlined in the original 1995 document has guided ongoing development and continues to underpin decision-making for the Aerodrome today. This Strategic and Master Plan builds on that foundation, incorporating contemporary needs, stakeholder input and updated industry standards.

Consultation

This plan will be placed on public exhibition for at least 40 days prior to submission for endorsement.

Previous versions of this plan were informed by a comprehensive consultation process. Previous studies engaged not only current Aerodrome users but also:

- Adjoining landowners
- Business owners (both within and outside Narromine)
- Council's Infrastructure and Engineering Department and Executive Leadership Team (ELT)
- The wider Narromine Shire community

Comments were actively sought during the drafting process for this revision, and feedback received from stakeholders will be incorporated into the final document.

Narromine Shire Council extends its appreciation to all individuals and organisations who contributed to the consultation process. Their input has been invaluable in shaping a Plan that reflects the needs, aspirations and priorities of the community.

Regional Characteristics

Narromine Shire occupies a strategically important location within the Central West of New South Wales, with strong transport links and a proud history of aviation. The Narromine Aerodrome itself is central to this identity, providing a facility that not only serves local and regional needs but also attracts national and international aviation interest. Its reputation as a premier flying destination has positioned Narromine as a hub for gliding, aerobatics, and general aviation activities, delivering significant economic and social benefits to the community.

Widely known as the “Gliding Capital of Australia,” Narromine offers some of the most favourable conditions for gliding in the country — and indeed the world. Ideal weather patterns, abundant thermals and the absence of airspace restrictions create exceptional opportunities for recreational flying and competitive events. Pilots from across Australia and around the globe visit regularly to experience these conditions, undertake training, and participate in prestigious competitions including the National and State Gliding Championships. This steady influx of visitors supports local businesses and contributes to the Shire's tourism and hospitality sectors.

The Aerodrome has also established itself as a host for high-profile aviation events beyond gliding. Recent years have seen the facility successfully stage both the State and National Aerobatic Championships, showcasing the site's versatility and operational capacity. These events have strengthened Narromine's reputation as a centre of aviation excellence and demonstrated the Aerodrome's ability to meet the demanding requirements of competitive and public events alike.

In 2023, Narromine's standing on the global stage was further cemented when the Aerodrome hosted the World Gliding Championships, attracting elite competitors and international media attention. This milestone event placed Narromine firmly on the international aviation map and highlighted the Aerodrome's capacity to host large-scale, complex events. The legacy of the Championships continues to elevate Narromine's profile, driving ongoing interest from aviation enthusiasts, investors and event organisers.

The Aerodrome's regional significance also extends beyond tourism and sport. It provides vital infrastructure for emergency services, pilot training, general aviation operations and community access to aviation-related services. As a key regional asset, it plays an important role in stimulating local economic development, encouraging skill development and supporting a culture of innovation and excellence in aviation. By maintaining and enhancing the Aerodrome through strategic planning and investment, Narromine Shire can continue to leverage these regional characteristics to create new opportunities for growth and community benefit.

Current Position

Narromine Shire is located in the heart of New South Wales between Dubbo and Nyngan, covering an area of approximately 5,224 km² with a population of around 6,800 people. The Shire includes three key urban centres — Narromine (3,500), Trangie (1,000) and Tomingley (50) — alongside extensive rural areas. The Narromine Aerodrome sits at an elevation of approximately 225 metres above sea level on the north-western edge of Narromine township, with convenient access to regional road and rail networks.

The Aerodrome occupies approximately 322.3 hectares and is strategically positioned among a mix of agricultural, recreational and residential land uses. This setting supports a variety of aviation-related and community activities, while providing scope for future expansion and diversification.

Under the Narromine Local Environmental Plan (LEP) 2011, the Aerodrome is zoned SP2 Infrastructure – Aerodrome and SP1-Aviation (industrial area). The objectives of the SP2 Infrastructure zoning are to:

- Provide for infrastructure and related uses; and
- Prevent development that is not compatible with or may detract from the provision of infrastructure.

This zoning framework protects the operational integrity of the Aerodrome while enabling future infrastructure investment and compatible commercial opportunities. Together with the Aerodrome's unique regional characteristics, it underpins the facility's ongoing role as a significant aviation hub and regional economic driver.



Figure 1: Location of Narromine Aerodrome in relation to Narromine Township

Economic Environment

Strategic Objectives

Council's approach to managing the Narromine Aerodrome aligns with the Aerodrome Asset Management Plan (2025), which states that Council aims to “*meet the required level of service in the most cost-effective manner for present and future users.*” The strategic objectives are:

- Provide aerodrome services to a standard that supports outcomes identified in the Council Community Strategic Plan.
- Ensure infrastructure is maintained at a safe and functional standard.
- Manage aerodrome assets to meet Council's Asset Management Policy and Strategic Asset Management Plan.

Revenue and Expenditure

The Aerodrome generates revenue through leases on Council-owned buildings, rates, and land sales from the Skypark development. Annual operating and maintenance costs are approximately \$400,000, excluding capital works and depreciation. Current funding supports maintenance, upgrades of tarmac, hangars and buildings, runway resealing and remarking, and installation of groundwater monitoring equipment at the fuel bowsers.

Asset Value

The Narromine Aerodrome was valued at approximately \$21.6 million as at June 2025, reflecting its importance as one of the Shire's key infrastructure assets. Ongoing investment ensures the Aerodrome continues to meet operational standards and remains a strategic asset for the region.

Economic Contribution

The Aerodrome supports local aviation businesses, recreational flying, aircraft storage, and significant annual events. It also houses the Tourist Information Centre, attracting visitors and supporting the local economy. Its operations contribute directly to employment, tourism, and business activity in the Shire.

Opportunities for Growth

The Aerodrome presents significant potential to expand the region's Gross Regional Product. Future growth may include expanded industrial and residential development, enhanced aviation services, and increased hosting of major events. By leveraging its infrastructure and strategic location, the Aerodrome can continue to drive economic development and reinforce Narromine's reputation as a centre of aviation excellence.

A Brief History of the Narromine Aerodrome

The Narromine Aerodrome boasts a rich and diverse history that has significantly contributed to Australia's aviation heritage.

- **1919 – Inception as an Airstrip:** Aviation activities commenced at Narromine in 1919, marking the beginning of its long-standing association with flight.
- **1929 – Birth of Australia's First Regional Aero Club:** In 1929, the Narromine Aero Club was established, becoming Australia's first regional aero club. This club played a pivotal role in promoting aviation in the region and fostering a community of aviation enthusiasts. narromineaviationmuseum.org.au
- **1930s – Golden Age of Aviation:** During the 1930s, Narromine became a hub for 'barnstorming' aviators, attracting famous pilots and hosting some of Australia's most successful air pageants of the era. These events put Narromine on the aviation map and showcased the region's enthusiasm for flight. narromineregion.com.au
- **1940–1944 – World War II and RAAF Training:** In July 1940, the Royal Australian Air Force (RAAF) established No. 5 Elementary Flying Training School at Narromine as part of the Empire Air Training Scheme. Over four years, the school graduated 2,850 pilots who received introductory flight instruction on Tiger Moth aircraft. Many of these pilots went on to serve in various capacities during the war. narromineaviationmuseum.org.au
- **1942 – Runway Sealing:** To accommodate military operations, the original runways at Narromine were sealed in 1942, enhancing the aerodrome's capacity to handle increased traffic and operations.
- **1947 – Post-War Transition:** After the RAAF's departure in 1947, the aerodrome transitioned back to civilian use, with the Narromine Aero Club resuming its activities and continuing to promote aviation in the region.
- **1950s – QANTAS Pilot Training Base:** In 1958, QANTAS established a pilot training base at Narromine, with its Lockheed Super Constellations regularly seen at the aerodrome. This collaboration further cemented Narromine's status as a significant aviation centre. narromineaviationmuseum.org.au
- **1974 – Transfer to Local Government:** In 1974, the aerodrome was handed over to the Narromine Municipal Council. Following the amalgamation with Timbreebongie Shire Council in December 1980, it became an asset of the Narromine Shire Council.
- **1980s – Gliding and Aviation Education:** The 1980s saw a resurgence in gliding activities, with the establishment of the Orana Soaring Club in 1981. This period also marked the beginning of commercial gliding operations in the area. [The Airport Professional](#)

- **2002 – Narromine Aviation Museum:** The Narromine Aviation Museum was opened in 2002, providing a dedicated space to preserve and showcase the region's rich aviation history. The museum features exhibits from the 'barnstorming' era, World War II, and the post-war period, offering visitors a comprehensive view of Narromine's aviation legacy. [MGNSW](#)
- **Present Day – A Hub for Aviation Enthusiasts:** Today, Narromine Aerodrome continues to serve as a vibrant hub for aviation enthusiasts, offering facilities for gliding, ultralight training, and recreational flying. The aerodrome also hosts significant events, including the National and State Gliding Championships, and attracts pilots from around the world to experience its renowned thermals.



Figure 2: Narromine Aerodrome in Circa 1940 as a RAAF base



Figure 3: NSW State Aerobatic Championships, held every June at Narromine Aerodrome



Figure 4: The former Narromine Aero-club building

Current Uses

The Narromine Aerodrome, owned and operated by Narromine Shire Council, serves as a vibrant hub for various aviation-related activities and businesses. Its strategic location, rich history, and supportive infrastructure make it a key asset for the region's economic and community development.

Aviation and Flight Training

The Aerodrome supports both recreational and professional flight training. Facilities accommodate gliders, ultralight aircraft, and private aircraft, providing opportunities for pilot training, aviation education, and recreational flying. The region's favourable flying conditions make the site an attractive location for both domestic and visiting aviators.

Emergency and Agricultural Operations

The site is utilised for emergency services, including medical evacuation and firefighting operations, enhancing regional safety and response capabilities. Agricultural aviation activities, such as aerial application and monitoring, are also supported, reflecting the Aerodrome's importance to the surrounding rural economy.

Heritage and Tourism

The Aerodrome houses aviation heritage facilities that preserve and showcase the region's history, contributing to tourism and educational opportunities. Visitors can engage with the site's aviation legacy while experiencing the local aviation environment.

Business and Private Aviation

Private and commercial operators utilise the Aerodrome for a variety of purposes, including aircraft storage, maintenance, and recreational flying. The availability of aviation infrastructure supports regional businesses and contributes to economic activity in the Shire.

Community Engagement

The Aerodrome provides a venue for community activities and aviation-related gatherings. By facilitating access to aviation experiences and educational programs, the site supports community engagement and strengthens the region's aviation culture.



Figure 5: Wright Flyer in front of the Bellman Hanger at the Narromine Aerodrome



Figure 6: "Pitts Special" at the Narromine Aerodrome

Aviation Activity

Aircraft Movements

The Narromine Aerodrome experiences regular private and recreational aviation activity throughout the year, primarily involving light to medium aircraft. Gliding activity reaches its peak during the summer months, taking advantage of optimal thermal conditions. Seasonal fluctuations are observed in activity levels, with higher traffic generally occurring from spring through autumn, coinciding with favourable weather conditions for both recreational flying and training operations.

The Aerodrome also accommodates occasional larger-scale aviation events, which attract visiting pilots and aircraft from across the region and interstate. These events are scheduled to align with periods of consistent weather and optimal operational conditions, ensuring safety and efficiency in aircraft movements.

Runway Capacity

The Aerodrome's runways and taxiways are designed to support medium-sized, long-winged aircraft, enabling a range of aviation operations, including gliding, recreational flying, and training. Taxiway C, in particular, has a maximum all-up weight (MAUW) limit of 5,700 kg, as specified in the En-route Supplement Australia (ERSA) published by Airservices Australia. This weight limitation is critical for ensuring the safe operation of aircraft using the taxiway and maintaining the integrity of the infrastructure.

The existing runway and taxiway infrastructure provides sufficient capacity for current aviation activity while allowing flexibility for future growth in traffic, subject to compliance with operational weight and safety restrictions. The Aerodrome's layout and surface standards support both routine operations and occasional higher-demand periods without compromising safety or efficiency.

Runway Characteristics

The Narromine Aerodrome comprises a combination of sealed and grassed runways to accommodate a variety of aviation operations. The site includes two bitumen-sealed runways:

- Runway 04/22
- Runway 11/29

These sealed runways support medium-sized aircraft, including recreational, private, and training operations, and provide all-weather operational capability.

In addition, the Aerodrome features three grassed runways primarily designated for glider operations:

- Runway 04/22 Grass Left
- Runway 11/29 Grass Right
- Runway 36/18

The grass runways offer additional capacity for gliding activities, ultralight operations, and lighter aircraft, enabling separation of traffic types and enhancing operational safety. This combination of sealed and grass surfaces allows the Aerodrome to efficiently support diverse aviation activities while maintaining flexibility for seasonal or event-driven peak periods.

Table 1: Summary of the runways at Narromine Aerodrome

Identification	Length	Width	Construction
04/22	1100m	30m	Bitumen Seal
11/29	1521m	30m	Bitumen Seal
04/22 Grass L	1040m	90m	Grass
11/29 Grass R	814m	60m	Grass
36/18	848m	90m	Grass



Figure 7: Aerial view of Narromine Aerodrome during an exhibition day

The Built Environment

The Narromine Aerodrome features a relatively low-density built environment, with structures concentrated around the main apron area. Existing buildings include aircraft hangars, office facilities, and light industrial buildings, most of which are approximately 35 years old. The mix of ownership includes both Council-leased properties and privately owned buildings used by aviation operators and associated businesses.

The site's infrastructure supports a variety of aviation activities, including aircraft storage, maintenance, and training operations, as well as administrative and operational functions. The arrangement of buildings around the apron maximises operational efficiency while maintaining open space for aircraft movements, ground handling, and future development.

A notable feature of the Aerodrome is the Narromine Aviation Museum, which was established through a collaborative initiative involving the Narromine Aero Club, Council, government grants, and community contributions. The Museum occupies a purpose-built facility under a 15-year lease and plays a key role in preserving and showcasing the region's rich aviation history.

Overall, the existing built environment provides a functional mix of aviation infrastructure, heritage facilities, and support buildings, while offering opportunities for future upgrades, expansion, and modernisation to meet the evolving needs of aerodrome users and the wider community.



Figure 8: Matt Hall Racing Aerobatic aircraft at Narromine Aerodrome

Traffic and Transport

Access to the Narromine Aerodrome is provided via a dual-direction driveway off Tom Perry Drive, which connects directly to the Mitchell Highway, ensuring safe and convenient entry and exit for both private and commercial vehicles. This connection provides easy regional access, linking the Aerodrome to major transport routes and supporting its role as a regional aviation hub.

In 2018, a joint initiative between the NSW State Government and Narromine Shire Council resulted in significant upgrades to the aerodrome entrance, internal roadway, and parking facilities. These improvements, including enhanced drainage, were completed to a high standard in recognition of the Aerodrome's increasing usage and the establishment of the Narromine Aviation Museum.

A designated car parking area is provided adjacent to the museum building, offering safe and convenient access for visitors, staff, and aerodrome users. Additional informal parking is available alongside the arterial road, accommodating overflow during peak periods and special events.

The current road and parking infrastructure adequately supports existing traffic volumes and provides a strong foundation for future growth. The upgraded access and internal circulation network enhance safety, operational efficiency, and the overall visitor experience, while allowing flexibility for increased usage associated with events, training operations, and commercial activities.

Utilities and Services

The Narromine Aerodrome is fully serviced with essential utilities, including electricity, telephone, water, and sewerage mains. These services support both operational and administrative activities across the site, ensuring reliable infrastructure for aerodrome users, businesses, and community facilities.

The residential Skypark area also benefits from access to mains gas, providing additional utility support for dwellings and associated facilities.

A public amenities block is located at the Aero Club building (Building 4), providing convenient facilities for visitors, staff, and aerodrome users. The presence of these services ensures that the Aerodrome can continue to operate efficiently and safely, while also accommodating potential future growth, upgrades, or expanded uses across the site.



Figure 9: Spectators gather at Ausfly Narromine 2022.

Recreational Opportunities

The Narromine Aerodrome currently offers limited public recreational and open space opportunities. One notable exception is an informal walking track that runs alongside an irrigation channel, providing local residents and visitors with a safe and accessible space for walking and light exercise.

While the primary focus of the site is aviation and associated activities, the presence of open areas and informal paths offers potential for complementary recreational uses in the future. Opportunities may exist to enhance public access and amenity, providing additional value to the local community while maintaining the operational integrity and safety of the Aerodrome.

Connections with the Community

The Narromine Aerodrome holds significant historical and cultural value, serving as both a landmark and a major tourist attraction within the Shire. Its long aviation history and heritage facilities contribute to a sense of local identity and pride, connecting residents and visitors with the region's unique aeronautical legacy.

Organised events, attractions, and aviation-related activities on the Aerodrome site provide ancillary benefits to the broader community. These include increased tourism, which supports local businesses, generates economic activity, and enhances the Shire's profile as a regional destination.

The Aerodrome also serves as a platform for educational and community engagement opportunities, including aviation awareness, historical interpretation, and experiential learning. By fostering connections between the Aerodrome and the wider community, the site reinforces its role as both a functional aviation facility and a valued community asset.



Narromine Skypark Residential Estate

The Narromine Skypark is a unique residential estate closely integrated with the Aerodrome, offering a lifestyle tailored to aviation enthusiasts. Situated between two runways, the estate allows aircraft owners to park their aircraft directly at their property, with seamless access to taxiways and the runways. This innovative design provides an exceptional opportunity for pilots and residents with a keen interest in aviation to combine their home and flying activities in one location.

The development is also well-located, slightly removed from the town centre and adjacent to the Narromine Golf Club, providing a balance of convenience, privacy, and lifestyle appeal. The estate offers a distinctive living experience that complements the Aerodrome's aviation operations while supporting the growth of a specialised residential community.

As of October 2025, all lots allocated across stages 1 to 8 have been sold. The Skypark estate continues to attract residents seeking a combination of aviation access, lifestyle amenities, and a strong connection to the local aviation community.

Skypark demonstrates how residential planning can successfully integrate with aerodrome operations, supporting aviation-based communities while maintaining the operational integrity of the site.



Figure 10: A view of Skypark from the street

Aerodrome Aviation Business Park

The Narromine Aerodrome now offers a unique opportunity for development within the Narromine Aerodrome Aviation Business Park. The industrial area was completed in 2021 and offers 22 lots of industrial land ranging in size from 2,200m² to 5,000m².

These freehold sites have road access to Tom Perry Drive and each of them has access to an upgraded taxiway from the rear of each lot. The lots are connected to mains water, sewer and the NBN.

The land is zoned SP1 and can include development that is related to Aviation under Council's Local Environmental Plan.

Two lots are developed with workshop/hangarage. Several additional lots have been sold for development.



Adjoining Land Uses

The Narromine Aerodrome is surrounded by a diverse mix of land uses, including recreational, residential, rural residential, intensive plant agriculture, and general rural activities. This combination reflects the Aerodrome's location on the fringe of the Narromine township, providing a transition between urban and rural environments.

The diversity of adjoining land uses presents opportunities for compatible mixed-use development both within and around the Aerodrome, allowing for growth that complements existing activities while supporting economic and community outcomes.

Future development on and adjacent to the site should carefully consider potential impacts on neighbouring land uses and the operational requirements of the Aerodrome. Proper planning and consultation will be essential to maintain safe, efficient, and compatible operations while ensuring that surrounding land uses continue to coexist harmoniously with aviation activities.



Figure 11: An aerial view of Narromine Aerodrome with adjoining land uses 2025.

Constraints Identification & Analysis

Flooding & Drainage

The Narromine Aerodrome site is identified as flood-prone, as referenced in the *Narromine Floodplain Risk Management Study and Plan* (2011). Any future development on the site must comply with the controls outlined in the Narromine Flood Policy. In addition, a localised flood study has been undertaken to determine specific flood levels across parts of the Aerodrome. Areas subject to high flood affectation should be avoided for development to ensure the safety and resilience of infrastructure.

Given the extensive size of the site, stormwater management is a critical consideration. Inefficient drainage can impact both operational and residential areas, so stormwater systems should be carefully designed to mitigate potential flooding and erosion. Alternative solutions, such as Water Sensitive Urban Design (WSUD), on-site collection, storage, and reuse of stormwater, are recommended to enhance resilience and sustainability while supporting operational and residential uses.

Groundwater Vulnerability

The Aerodrome site is also classified as having a high groundwater vulnerability risk. Effective management of groundwater impacts is essential, particularly in relation to effluent disposal, fuel storage, and other potentially hazardous activities. Mitigation strategies include connecting to reticulated sewerage systems or implementing aerated wastewater treatment systems.

Incorporating these measures into site planning will help protect both the natural environment and the operational integrity of the Aerodrome. Careful consideration of flooding, drainage, and groundwater vulnerability is essential for sustainable long-term development, ensuring compliance with environmental regulations while supporting the Aerodrome's growth and community role.

Heritage

The Narromine Aerodrome is listed as a heritage item in the *Narromine Local Environmental Plan 2011*. Any future development on the site should be carefully designed to respect and preserve its heritage values, as identified in the *Community Based Heritage Study* and the site's associated Statement of Significance.

In May 2018, the *Narromine Aerodrome Conservation Management Plan* was completed, providing a detailed assessment of the heritage significance of the site. Two structures are recognised as having high heritage significance:

- Hangar Number 1 (built 1937)
- Bellman Hangar (c. 1943)

Several other elements are considered of moderate heritage significance, including:

- The former parade ground
- The site layout established during World War II
- The former lesser QANTAS building (relocated)
- Bitumen paved apron

Preservation of these heritage items is essential for maintaining the historical integrity of the Aerodrome, providing both educational and cultural value to the community. Any redevelopment or upgrades should be sympathetic to these heritage assets, ensuring that operational improvements or new facilities do not compromise the site's historical significance.

Future planning and development should include ongoing consultation with heritage specialists and relevant regulatory authorities to ensure compliance with heritage protection requirements and to support adaptive reuse where appropriate.

Waste Management

The Narromine Aerodrome is serviced by the Council's contracted waste collection service, ensuring the regular and safe removal of waste generated by aerodrome operations, tenants, and visitors. Effective waste management is essential to maintain site hygiene, support operational efficiency, and minimise environmental impacts.

Contamination

Given the historical use of the site, there is potential for contamination in certain areas, particularly on the apron and runway surfaces. Prior to any future development, detailed site investigations should be conducted to assess the presence and extent of contamination.

The need for remediation works should be determined on a case-by-case basis, depending on the type, scale, and location of the proposed development. Implementing appropriate assessment and management measures will ensure that land use is compatible with environmental and safety standards, protecting both users and the surrounding community.

By proactively managing waste and addressing potential contamination, the Aerodrome can support sustainable operations while facilitating safe, long-term development opportunities across the site.

Traffic

Traffic volumes at the Narromine Aerodrome are generally low under normal operational conditions. However, during larger events, traffic and parking demand can increase significantly, creating challenges in site access, circulation, and parking management.

Any future development or expansion of the Aerodrome should consider the potential impact on traffic. This may include conducting traffic impact assessments to determine appropriate road design, construction standards, and ongoing maintenance requirements to accommodate increased vehicle movements safely and efficiently.

Potential mitigation measures could include the provision of additional dedicated car parking areas, improved internal road layouts, clear signage, and traffic management systems during peak usage periods. Incorporating these measures into planning and development ensures the Aerodrome can support both everyday operations and high-demand events without compromising safety or operational efficiency.

Existing Infrastructure

Water and Sewer

With the assistance of grant funding, Council has replaced the asbestos water mains at the Aerodrome and relocated firefighting hydrants to better accommodate operational and emergency service requirements. All effluent from the Aerodrome, except for that generated within the Skypark residential area, is collected by a new pump station located within the industrial subdivision. These improvements enhance the reliability and safety of water and wastewater infrastructure on the site.

Power

Electricity is primarily delivered to the Aerodrome via aboveground services, with the exception of the Skypark residential estate and hangar sites located beyond the main access road. These arrangements provide adequate electrical supply for both operational and residential purposes while allowing flexibility for future development.

Telephone and Internet

The Aerodrome has access to existing telecommunications services, including telephone and Internet, provided by relevant service providers. This connectivity supports day-to-day operations, administrative functions, and residential needs at Skypark, while enabling potential expansion of business and training activities on site.

Noise and Vibration

As activity at the Aerodrome increases over time, ambient noise levels are expected to rise moderately. However, no dramatic increases in noise or vibration are anticipated under normal operational growth. Noise impacts will need to be monitored and managed, particularly in relation to residential areas and surrounding land uses, to ensure ongoing compatibility and community acceptance.

Amenity

The Narromine Aerodrome benefits from low ambient noise levels and a scenic outlook, providing an attractive environment for both aviation operations and residential or recreational uses. The proximity of the site to the Narromine Golf Club and the Macquarie River enhances the visual amenity and offers additional recreational opportunities. Future development should aim to preserve these qualities, ensuring that new buildings, infrastructure, or facilities are designed to complement the existing landscape and maintain the site's aesthetic and environmental values.

Obstacle Limitation Surfaces (OLS)

Obstacle Limitation Surfaces (OLS) define the maximum heights that structures and vegetation may reach in the vicinity of the Aerodrome to prevent obstructions to aircraft flight paths. Any development on or near the Aerodrome must comply with these height restrictions to ensure aviation safety. Compliance with the OLS is a key consideration in planning new buildings, infrastructure upgrades, or landscaping works, and should be integrated into all stages of site design and development.

The OLS for Narromine Aerodrome is documented in the official OLS Plan held by Council. All proposals for development should refer to this plan to ensure alignment with operational and safety requirements.



Figure 12: Narromine Obstacle Limitation Surfaces (not for reporting purposes)

Instrument Approaches

To assist pilots in safe navigation, the Narromine Aerodrome is equipped with two windsocks that provide real-time indications of wind speed and direction. These visual aids support both take-off and landing operations for a range of aircraft types.

In addition to visual cues, pilots may utilise a GPS-based instrument approach. Airservices Australia publishes a certified RNAV approach for the Aerodrome, identified as RNAV-Z (GNSS) RWY-11. This approach provides standardised navigation guidance, enhancing operational safety, particularly in reduced visibility or challenging weather conditions.

The RNAV-Z (GNSS) RWY-11 approach documentation is publicly available and can be accessed via Airservices Australia at:

https://www.airservicesaustralia.com/aip/pending/dap/NRMGN01-147_27FEB2020.pdf.

Incorporating instrument approaches ensures the Aerodrome can support a wider range of aviation operations, improves accessibility for visiting aircraft, and maintains compliance with regulatory standards for civil aviation safety.

Lighting

Pilot Activated Lighting (PAL) is installed along Runway 11/29 to assist night and low-visibility operations. In addition, taxiway centreline lighting is provided along the bitumen-sealed taxiways, supporting safe ground movements during periods of reduced visibility. These lighting systems enhance operational safety and accessibility for visiting aircraft.

Security

The Aerodrome is equipped with security measures including restricted access gates, perimeter fencing, and signage delineating public and airside areas. In accordance with the Narromine Aerodrome Manual and Civil Aviation Safety Authority (CASA) regulations, security measures are tailored to the classification and operational activities at the site. These controls ensure both aviation safety and compliance with regulatory requirements.

Refuelling Facilities

A 24-hour Avgas fuel bowser is operated on site by a private operator under lease from Council. An additional, currently unused, facility is located in the apron area. All refuelling infrastructure is required to comply with the Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019, including monitoring and protection systems, to ensure environmental safety and operational reliability.

Regulatory Framework

The Narromine Aerodrome is a registered aerodrome and must comply with Civil Aviation legislation and regulations. While an Aerodrome Manual is not mandatory, the site must meet physical standards set out in CASA Part 139 Manual of Standards, and ensure that information published in the En-Route Supplement Australia (ERSA) is accurate and current. Compliance with these standards ensures the Aerodrome operates safely and efficiently while meeting national aviation requirements.

Planning Framework

The planning framework for the Aerodrome is governed by the Environmental Planning & Assessment Act 1979, administered by the NSW Department of Planning, Housing and Infrastructure. Locally, the primary planning instruments are:

- Narromine Local Environmental Plan (LEP) 2011
- Narromine Development Control Plan 2015
- Section 7.12 Development Contributions Plan

These documents guide permissible and prohibited developments, identify development standards, and provide a framework for managing land use, environmental impacts, and community outcomes. Council has also prepared supporting land use strategies to inform future planning instruments.

The LEP 2011, specifically the SP2 Infrastructure zoning, governs development within the Aerodrome site and includes provisions relevant to airspace operations. Together, these regulatory and planning instruments ensure that future development maintains operational integrity, minimises negative impacts on the environment and community, and supports the long-term viability of the Aerodrome.

Zone SP2 Infrastructure

Objectives of zone

The SP2 Infrastructure zone is designed to:

- Provide for infrastructure and related uses.
- Prevent development that is not compatible with, or may detract from, the provision of infrastructure.

Permitted without consent

Roads

Permitted with consent

- Aquaculture
- Any development consistent with the purpose shown on the Land Zoning Map, including development that is ordinarily incidental or ancillary to that purpose

Prohibited Development

- Any development not specified as permitted without consent or permitted with consent is prohibited in the SP2 Infrastructure zone.

Applicable LEP Clauses Narromine

6.9 Airspace operations

(1) The objectives of this clause are as follows:

- a) to provide for the effective and ongoing operation of the Narromine Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport,*
- b) to protect the community from undue risk from that operation.*

(2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.

(3) The consent authority may grant development consent for the development if the relevant Commonwealth body advises that:

- a) the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or*
- b) the development will not penetrate the Limitation or Operations Surface.*

(4) The consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed.

(5) In this clause:

Limitation or Operations Surface means the Obstacle Limitation Surface or the Procedures for Air Navigation Services Operations Surface as shown on the Obstacle Limitation Surface Map or the Procedures for Air Navigation Services Operations Surface Map for the Narromine Airport.

Relevant Commonwealth body means the body, under Commonwealth legislation, that is responsible for development approvals for development that penetrates the Limitation or Operations Surface for the Narromine Airport.

Air transport facility means an airport or a heliport that is not part of an airport, and includes associated communication and air traffic control facilities or structures.

Airport means a place that is used for the landing, taking off, parking, maintenance or repair of aeroplanes, and includes associated buildings, installations, facilities and movement areas and any heliport that is part of the airport.

Development Control Plan 2011

The applicable clauses from the Narromine DCP 2015 include guidance on aircraft noise, height limitations, reflective materials, and certain restricted developments.

Asset Management and Regulatory Compliance

Council is responsible for the prudent management of its assets, ensuring compliance with relevant regulatory requirements while identifying and securing funding to maintain and improve service provision. Effective asset management supports the safe and efficient operation of the Narromine Aerodrome and ensures that infrastructure is maintained to meet both current and future community needs.

Narromine Section 7.12 Contributions Plan

The Narromine Section 7.12 Contributions Plan, adopted in November 2019, provides a framework for Council to levy contributions on developments to fund infrastructure service provision and necessary upgrades. Under Section 7.12 of the Environmental Planning & Assessment Act 1979, Council may collect contributions to address the increased demand for public facilities and services generated by new development.

It is important to note that Section 7.12 contributions do not require a direct nexus between the specific development, the infrastructure being funded, and the contribution collected. These funds can therefore be applied more broadly to support essential infrastructure improvements, including those at the Narromine Aerodrome, ensuring that the site continues to meet operational, safety, and community requirements.

Master Plan

The Narromine Aerodrome Master Plan provides a comprehensive framework for desired land uses and development objectives across the site. It adopts an integrated approach, ensuring that all facets of development are complementary and designed to minimise potential land use conflicts. The Plan is intended to guide growth over the short, medium, and long term, balancing operational requirements with economic, social, and environmental outcomes.

Objectives of Development

The key objectives for development at the Narromine Aerodrome are:

- **Maintain Aerodrome Operations:** Ensure the ongoing operations of the Aerodrome for the benefit of all aviators and the wider aviation community.
- **Mixed-Use Development:** Provide for a variety of compatible land uses, including business, industrial, community, and accommodation developments.
- **Economic Growth and Employment:** Encourage employment and economic development through business opportunities, tourism, and enhancements to airside operations.
- **Context-Sensitive Innovation:** Promote development that is innovative while remaining sympathetic to the existing character and heritage values of the site.

Land Use Zones

Development is guided by Land Use Zones, which identify permissible activities and provide development objectives. The following zones are recommended for the Aerodrome:

- **SP2 Infrastructure:** This zone applies to land unlikely to be repurposed in the future and is designated for essential infrastructure. For the Aerodrome, this includes **Air Transport Facilities** as defined in the Local Environmental Plan (LEP).
- **R1 General Residential:** This zone accommodates a range of housing types and densities, as well as associated development such as neighbourhood shops and community facilities. The existing **Skypark residential estate** falls within this zone.
- **SP1 Special Purpose (Aviation):** Intended for land uses or sites with special characteristics that cannot be accommodated within other zones. Permitted uses are annotated on the land use map, along with any ancillary development.
- **IN1 General Industrial:** This zone provides for a wide range of industrial and warehouse uses, including both light and heavy industrial activities, such as depots, workshops, and warehouses.
- **RE1 Public Recreation:** Reserved for recreational and community facilities, this zone supports the provision of open space, leisure, and sporting opportunities.

Precinct Planning

The Aerodrome site is divided into precincts based on primary land use and development objectives. Each precinct is designed to optimise land use efficiency, enhance operational safety, and ensure compatibility with adjoining areas. The precinct-based approach allows for tailored planning controls and facilitates staged development in alignment with the Aerodrome's long-term strategic vision. The current precincts are outlined below

Precinct 1	Skypark Residential Estate This area is zoned R1 General Residential. The intent of the area is to be an aviation-compatible residential estate. Development controls ensure compatibility with the aerodrome operations, as well as maintaining the desirability of the precinct.
Precinct 2	Active Airside This area is to remain an active airside area and subject to all civil aviation requirements. The proposed land use zoning is as current, SP2 Infrastructure.
Precinct 3	Community and Commercial This area is central to the connections between the local aviation and non-aviation communities. The zoning allows for a combination of aviation-related, and commercial uses. This area will form the 'hub' of the public interface with the aerodrome. Development controls for this area will encourage active use of the site, generate community interest and provide opportunity for the establishment of aviation related businesses.
Precinct 4	Aviation related commercial uses and Hangar Area The objective of this area is to provide opportunity for aviation related commercial businesses to establish, including aircraft construction and maintenance, and hangars. The land use zone in this precinct is SP1, development controls, are to be implemented in relation to compatibility, amenity and public access.
Precinct 5	Industrial and Transport The desired land uses of the industrial and transport precinct include storage, transport and construction to take advantage of the adjoining transport networks of road, rail, and air traffic. This is a long term vision and site-specific studies incorporating supply and demand for such land would be required prior to developing this precinct.
Precinct 6	Expansion Reserve This area is reserved for compatible future aviation use. At this time there are no plans to expand the residential area and the use of this area may place additional constraints on runway 22 and the northern grass strips. The development of this area is not an immediate priority.

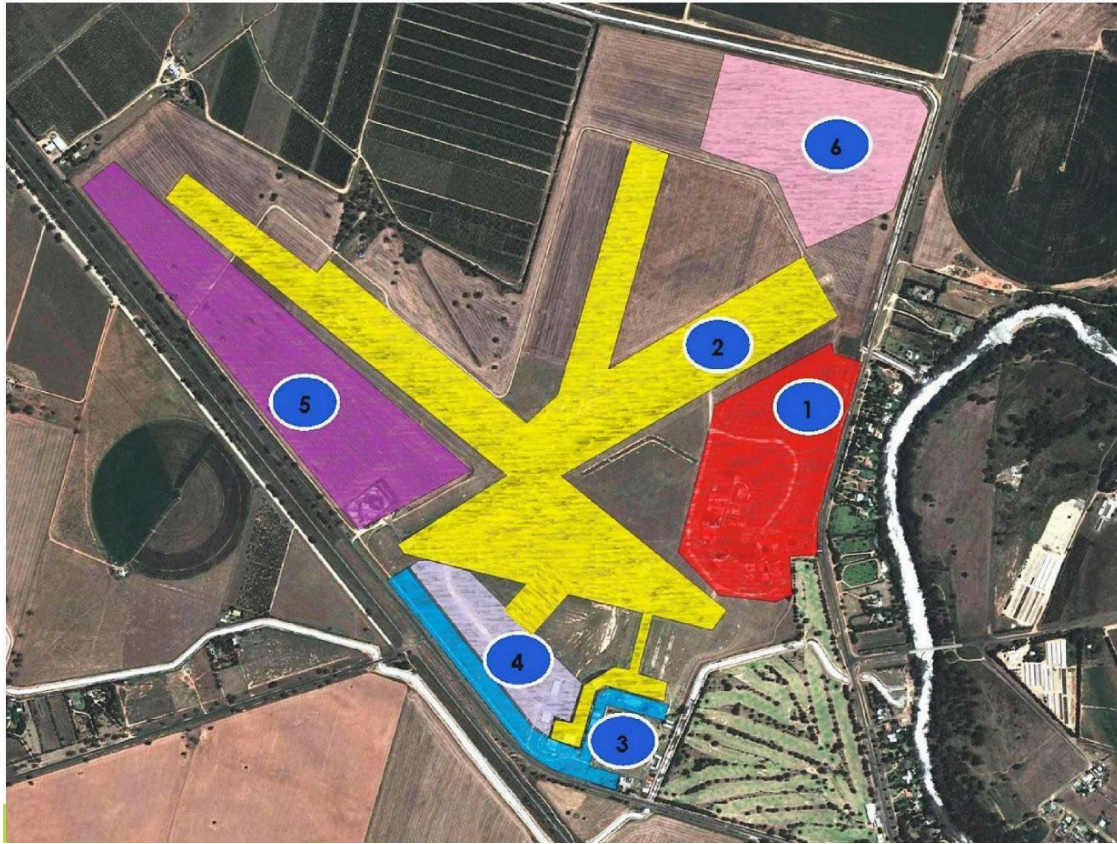


Figure 13: Aerial view of Aerodrome showing the specific precinct areas

Strategic Plan

The recommendations outlined in this document are derived from previous Narromine Aerodrome plans, as well as input gathered during the consultation process. Each recommendation has been assessed against the site constraints identified within this document. The outcomes of this assessment form the actions presented in this section.

It should be noted that all development proposals are subject to individual development assessment. Key considerations include aviation interface and operations, natural hazards, environmental constraints, and impacts on adjoining land uses. As a result, the final outcomes for any particular development may differ from the actions described in this Plan.

To ensure clarity and effective implementation, the recommended actions are categorised according to context and assigned a reference number. These reference numbers are used in the Staging Plan, which assigns a suggested timeframe for completion, identifies the responsible party, and proposes potential funding sources.

The staging and implementation of these actions may be influenced by external factors, such as regulatory changes, funding availability, and operational requirements. As such, it is anticipated that the recommendations may be refined or updated during regular reviews of the Master Plan, ensuring that the Aerodrome continues to develop in a safe, efficient, and sustainable manner over the next 25 years.



Actions

1. Planning and Regulatory Framework			
No.	Description	Details	Timeframe
1.1	Conservation Management Plan	Ensure that development within the aerodrome considers the issues and priorities raised within the Conservation Management Plan 2018.	Ongoing
1.2	Subdivide land for individual ownership	Facilitate development through the subdivision and sale of existing buildings (such as hangars and offices) and surrounding land. Additionally, new, serviced development sites should be offered for sale.	Short term
1.3	Enforce covenants and restrictions	To mitigate land use conflicts and improvement of amenity through appropriate development controls. These site-specific controls can be detailed in the Development Control Plan.	Ongoing
1.4	Asset Management Planning	To ensure consistent management of the site in accordance with CASA, Air Services Australia and Council requirements, the most effective option is for the CASA requirements of aerodrome operations to be included in a management plan for the aerodrome. These requirements include: security, navigation and safety compliance. This document would replace the current Aerodrome Manual.	Ongoing

2. Aviation Activity

No.	Description	Details	Timeframe
2.1	Ensure runway and airside facilities meet modern requirements	- Continue to allow for provision of runway renewal and maintenance - Continue to maintain and improve aerodrome fencing for vermin management - Be open to further development of the facility in line with future events and the needs of the developing industrial area	Medium to long term
2.2	Amend ERSA with updated information	With constant changes taking place on the site, the ERSA (En Route Supplement Australia) is required to be maintained with current information.	Ongoing

3. Built Environment

No.	Description	Details	Timeframe
3.1	Private hangarage options	1. Individual hangar sites for glider storage 2. Additional hangar sites for larger aircraft 3. Combination of private and business hangar sites 4. Hangar sites with 'weekender' accommodation options While Council is not in a position to construct individual hangars, it can facilitate the subdivision and sale of land for the purpose of this and other development such as flying schools and aircraft maintenance facilities.	Ongoing
3.2	Maintain a formal glider trailer storage area	To facilitate convenient and orderly glider trailer tie down and storage.	Ongoing
3.3	Events facilities and infrastructure	To encourage aviation events to the site, preparation should be made to incorporate the necessary facilities required for these events. These facilities include amenities, car parking, undercover display areas, control towers, and viewing areas.	Medium
3.4	Develop facilities to encourage aerodrome use by peak aviation bodies, clubs and instructors.	Given the rich history of usage by peak governing bodies and the ongoing opportunities for additional events consideration to develop purpose built facilities to accommodate increased usage for events and by peak bodies should be given.	Short- medium
3.5	Heritage Conservation	Based on the rich history of the site, Council should consider carefully managing the heritage significance through conservation and adaptive reuse initiatives.	Ongoing

4. Traffic and Transport

No.	Description	Details	Timeframe
4.1	Improve and extend internal road network	Improve public roads within the precinct when funding is available	Ongoing

5. Community Connections

No.	Description	Details	Timeframe
5.1	Community benefits	Assets and facilities of Council provide benefit to the community by direct use of the item, however these facilities can provide indirect benefits to the local economy through the accommodation and catering of visitors/events etc.	Medium
5.2	Public Open Space	The provision of public open space and recreational facilities provides for additional uses on the site and increased community and user connections. Open space facilities encourage healthy, active living and improve amenity. Further planning should be undertaken in regard to the recreation facilities, landscaping and approved usage of the parade ground particularly in regards to the heritage of the site.	Ongoing Ongoing
5.3	Events Planning	Work with event coordinators to deliver successful planning of aviation and community events.	Ongoing

6. Infrastructure

No.	Description	Details	Timeframe
6.1	Public Transport Connections	With the anticipated increase in visitors and residents to the aerodrome, it is important to maintain public transport links with the town centre.	Ongoing
6.2	Underground Petroleum Storage Systems	There are currently two existing fuel storage facilities on the site, only one currently in use. Council is responsible for the compliance of these facilities with the UPSS Regulations and is subsequently required to install monitoring equipment around the facilities. Issues to be considered in this action include: the current use of the facility, the cost of installing the monitoring equipment, the impacts of Council absolving responsibility of the units and the possible costs of installing alternative systems.	Ongoing

7. Economic Development

No.	Description	Details	Timeframe
7.1	Funding Options	Council has adopted a series of fees and charges for those using the site. Ongoing charges and income are derived from: • Leases • Proceeds from the sale of land • Developer contributions • Hire fees It should be noted that landing fees are not considered an option for revenue due to the possible discouragement of aircraft to the site, the cost prohibitive nature of the management of the system and the aim to remain competitive with other similar aerodromes. Additionally, the Skypark lots were advertised for sale, stating 'no landing fees' were incurred on the site. A service level review will occur within the next four years which includes a review of "service standards and potential for generating income". This will include a review of landing fees.	Ongoing
7.2	Advertising and Signage	To encourage visitors, local residents and businesses to the site, Council should actively undertake advertising of the site. • The updating of a 'prospectus' for businesses and residents interested in relocating to the site, once the developments are serviced. This prospectus should include information on the likelihood of noise from the activities on the site.	Medium

8. Amenity

No.	Description	Details	Timeframe
8.1	Landscaping	The amenity of the site can be improved through appropriate landscaping including trees, shrubs, fencing, mowing and weeding. These actions provide opportunity for community involvement in the shaping and maintenance of the site.	Short-medium

9. Natural Environment

No.	Description	Details	Timeframe
9.1	Flooding	Flooding remains an issue at the aerodrome, and new builds must adhere to all planning requirements and updated flood levels. Ensuring emergency access to the aerodrome during major flood events is essential for safety and response operations, while continued attention to flood resilience will support long-term viability, community growth, and sustainable infrastructure development.	Ongoing

References

Aerodrome Operation Support Pty Ltd. (1995). Narromine Aerodrome Planning Strategy and Management Plan. Narromine

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