



Cassowary Coast  
REGIONAL COUNCIL

# Mundoo (Innisfail) Aerodrome Action Plan

2025-2030







## Acknowledgement of Country

Cassowary Coast Regional Council acknowledges the traditional custodians of the land and sea on which we operate, the Mamu, Djiru, Girramay, Gulngay, Warrgamay, Jirrbal and Bandjin Peoples. We wish to acknowledge our respect for their current and emerging leaders and those in the dreaming. We thank all First Nations people for the contributions they make in building this community.



## Mundoo (Innisfail) Aerodrome Action Plan 2025-2030

# Contents

Executive Summary	4
Purpose, Vision, Objectives	5
Guiding Principles	6
Strategic Alignment & Reports	6
Methodology	5
Mundoo Aerodrome Overview	7
Current Aerodrome Operations	8
Financial Status	9
Key Industries	9
Previous Reports	10
Our Restraints	11
Our Future	11
Implementation Action Plan	12
Glossary	13
Reference Material	14

This Action Plan was developed with the support of the Queensland Government.

# EXECUTIVE SUMMARY

**Mundoo Aerodrome has a valuable role in supporting economic growth, key industries, and connectivity for the Cassowary Coast region.**

The Mundoo (Innisfail) Aerodrome Action Plan 2025-2030 outlines the strategic direction for the Mundoo Aerodrome, a vital aviation asset that supports various key industries within the Cassowary Coast region. This plan provides a clear framework of prioritising safety, supporting existing commercial industries, enabling growth and expansion opportunities, and ensuring financial sustainability for the aerodrome while minimising costs for ratepayers.

Key objectives include identifying critical capital and operational projects to:

- guide future budgets and facilitate grant opportunities
- foster expansion opportunities for existing users
- attract new operators to the aerodrome
- provide a clear direction for the aerodrome's development
- communicate with all relevant stakeholders principles and priorities.

In preparing this strategy, consultation occurred to assess recommendations with the Mundoo Aerodrome Advisory Committee, ensuring that the

plan reflects the needs and priorities of key stakeholders. The plan is underpinned by guiding principles that emphasise compliance with Civil Aviation Safety Authority (CASA) regulations, reliable access for emergency services, sustainable budget management, support for key industries, and the identification of revenue opportunities.

The Action Plan aligns with the Cassowary Coast Regional Council's strategic plans, including the Corporate Plan and Economic Development Strategy, and takes into account findings and recommendations from previous reports and studies commissioned by Council.

Mundoo Aerodrome plays a vital role in supporting agriculture through services such as aerial spraying, flight training operations, emergency services transport, and tourism activities like skydiving, all of which contribute to the regional economy.

The successful implementation of this Action Plan will ensure the aerodrome continues to meet the evolving needs of the community, supports economic growth in the Cassowary Coast, and operates efficiently and effectively.



*Image Credit: Liddles Aerial Spraying*

# PURPOSE OF THE ACTION PLAN

The purpose of the Mundoo Aerodrome Action Plan 2025 - 2030 is to identify priorities, guide future budgets, explore increasing revenue opportunities and provide a clear direction and focus through to 2030 and beyond.

The Action Plan recognises the importance of this critical community asset and the wider community benefits as a result of an effective and sustainable management model.

## VISION

A clear action plan for Mundoo Aerodrome that prioritises safety, supports important industries, permits expansion and minimises expenses for ratepayers.

## OBJECTIVES

The objectives of this Action Plan are to –

- 1 Identify critical projects** – identify key capital and operational projects for the next five (5) years to guide budgets, provide ‘shovel ready’ Council endorsed projects for grant opportunities, and incorporate these within Council’s Asset Management planning.
- 2 Enable expansion opportunities**– examine opportunities for existing users to expand operations, encourage new operators to take on vacant lease sites and improve the aerodrome’s existing assets to increase the demand for additional lease sites.
- 3 Mitigate need for additional external reports** - utilise the content within existing reports undertaken by external agencies, along with feedback of industry experts and the Mundoo Aerodrome Advisory Committee to mitigate the need for any additional reports at a cost to ratepayers.
- 4 Provide a clear direction** - that represents Council’s intentions for Mundoo Aerodrome and in doing so improve communications with all relevant stakeholders.



*Image Credit: Country Mile Helicopters*



# GUIDING PRINCIPLES

The following principles will underpin the Mundoo Aerodrome Action Plan:



## **Maintain CASA Compliance**

We will maintain compliance with all CASA legislation for the safety of all aerodrome users.



## **Reliable Emergency Services Access**

We will continue to ensure there is reliable access at the aerodrome for emergency aviation transport services, including RFDS and QES.



## **Sustainable Budgeting**

We will continue to manage budgets sustainably including identifying revenue opportunities reducing expenses where possible.



## **Support Key Industries**

We will support our existing key commercial industries within the Cassowary Coast and remain adaptable for opportunities for expanding and alternative industries.



## **Identify Revenue Opportunities**

We will encourage and promote opportunities for additional revenue at the aerodrome through increased utilisation, leases and external funding.

# STRATEGIC ALIGNMENT & REPORTS

The Action Plan considers and aligns with strategic and operational plans of Council. In addition the Action Plan takes into account several reports previously commissioned by Council, these include:

- Cassowary Coast Regional Council Corporate Plan and Operational Plan 2025-2030
- Cassowary Coast Regional Council Economic Development Strategy 2023-2033
- Cummins Economics Cassowary Coast Aerodrome Demand Study. Version 1 & Version 2. June 2011
- Cummins Economics Mundoo airport masterplan. Aug 2013
- Aviation Projects. Mundoo Northern Australia Logistics Hub strategy report 2018
- FNQROC - Leading Edge Cassowary Coast Council Operational Business Plan. Final Report & Appendices. April 2024
- Aerodrome Design Services. Mundoo Annual Technical Inspection 2025

# METHODOLOGY



Engagement with key airport users including a review and assessment process of recommended actions with the Mundoo Aerodrome Advisory Committee



Internal workshops and briefings with Councillors and the Council's Executive Leadership Team.



Review and consideration of all previous reports undertaken, masterplans, strategies, presentations and outcomes from the past ensuring no strategies or recommendation were overlooked.

# MUNDOO AERODROME OVERVIEW

The Mundoo (Innisfail) Aerodrome is located at Mundoo, near Innisfail, and is the busiest, as well as the only certified aerodrome in the Cassowary Coast region.

Located in the Mundoo township just south of Innisfail, the Innisfail Aerodrome (YIFL) is more commonly known as Mundoo Aerodrome. The site is approximately 66.7 hectares in size and is on one land title. The site is currently zoned appropriately for airport use and has several planning overlays. Most of the land is considered airside, with approximately one hectare considered to be landside. This area comprises of a small gravel car park, storage shed, public facilities and a small aero club facility.

Mundoo (Innisfail) Aerodrome comprises one sealed and one unsealed runway, one sealed and one unsealed taxiway, 19 aircraft hangars, a general aviation apron, internal roads. Aeronautical lighting is provided to the sealed runway, taxiway and apron. All four runway ends are located at the margin of the property boundaries.

The site is surrounded to the north, west and east by private land and a road and rail reserve to the southeast. The private land comprises primarily agricultural production including sugar, bananas and pawpaw production.

Mundoo Township is to the east of the site and comprises approximately 50 single dwelling lots.

Operations at Innisfail Aerodrome are limited to the capacity of the infrastructure, including pavement strength, runway length and width and lighting capacity. The sealed runway currently has a pavement rated at PCN9. The unsealed runway is unrated. In accordance with CASA Manual of Standards Innisfail Aerodrome is currently published as a Certified aerodrome.

Activities and users of Innisfail Aerodrome are typical of many small regional aerodromes with similar capacity and operational constraints. The primary uses include, agricultural spraying, flight training, recreational aviation, emergency service utilisation, club activities as well as a Sky Diving Company operating from private land to the southwest of Runway 03.

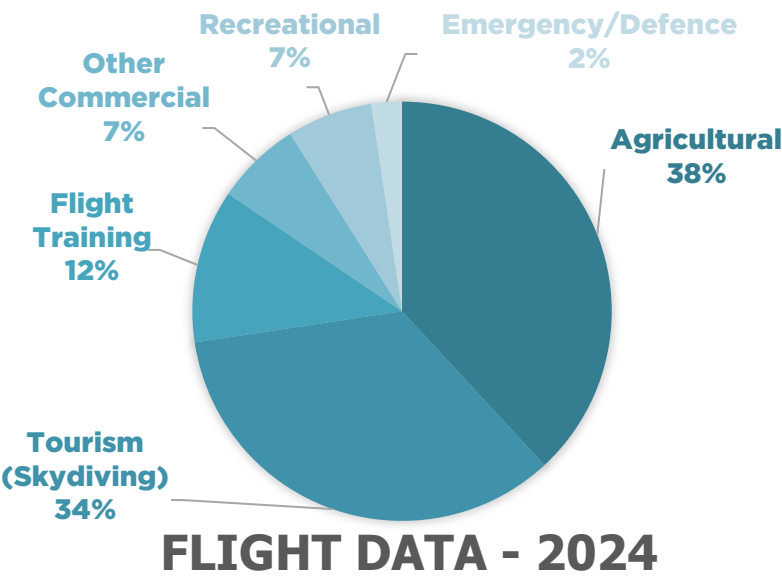
The site comprises of two key taxiways for operation, Taxiway A attaches to the apron and serves the northern hangars and Taxiway B services the southern hangars in the commercial section of the aerodrome.



# CURRENT AERODROME OPERATIONS

To consider the Action Plan recommendations a review of the current airport operations data, financial data and key users was considered

- In 2024 Innisfail Aerodrome had just over 8500 flights
- Annual Flight data at Mundoo has maintained relatively consistent over the past 10 years
- At present there are no RPT services established from Mundoo
- There are 19 established hangars and 5 vacant surveyed lots at present
- Substantial vacant land exists with the capacity to add additional lease sites in the future
- Landside of the airport is two leased buildings connected, comprising the Aero Club clubhouse and a building hired by a local flying school



## FINANCIAL STATUS

All Cassowary Coast Aerodromes, including Mundoo operate at a deficit

- Mundoo Aerodromes costs to operate are approximately \$300,000 per annum. These costs include depreciation, insurance, maintenance, salaries, fleet costs, technical advice, and annual inspections
- The largest expense is the depreciation of assets including, runways, taxiways, apron, lighting, fencing, technology, weather equipment, and Council owned structures
- The predominant revenue stream is lease rental (\$77,750) compared to landing fees (\$35,000)
- Revenue received does not include rates received by Council
- Landing fees vary based on aircraft type and weight with local fixed wing and helicopter operators at Mundoo receiving discounted fees

### FINANCIAL STATS FOR 2024-25 BUDGET



**REVENUE**  
\$112,000



**EXPENDITURE**  
\$300,000



**DEPRECIATION**  
\$158,000



# KEY INDUSTRIES

As demonstrated in the 2024 Flight Data, Mundoo Aerodrome is a critical asset in supporting several important industries within the Cassowary Coast

## Agriculture

In the Cassowary Coast, Agriculture, Forestry and Fishing is the largest employer, generating 2,309 FTE jobs in 2022/23<sup>1</sup>. The Cassowary Coast economy heavily relies on the agriculture sector, which produces more than 90% of Australia's bananas, as well as being a major sugar producer. Several agricultural businesses operate from Innisfail providing services including chemical spraying, feral animal control, mustering and other community aerial services.



Image Credit: Country Mile Helicopters



Image Credit: Bob Harris Flying School

## Flight Training

Comprising 7.8% of employment within the Cassowary Coast, Education and Training is another crucial industry for the Cassowary Coast<sup>2</sup>. Bob Harris Flying School, formally Hinchinbrook Air Services, who operate from Mundoo Aerodrome has been operating for 50 years. Mundoo Aerodrome features a cross runway, instrument approaches and runway lights make it a desirable location for many flight training providers throughout Far North Queensland.

## Tourism

Skydiving at Mundoo Aerodrome comprised 34% of the total flights in 2024. With current landing zones at the Aerodrome, Kurrimine Beach and Etty Bay this service directly employs 15 – 20 employees at the Innisfail base and adds to Council's vision to make Cassowary Coast the adventure tourism capital. Despite multiple setbacks during the COVID-19 pandemic the Skydiving industry has continued to thrive and attract thousands of visitors each year to the Cassowary Coast.



Image Credit: SkyOne Cairns, Cowley Beach



Image Credit: Lloyd English

## Emergency Services

Mundoo Aerodrome is regularly utilised by Royal Flying Doctor Service (RFDS), Queensland Health and RACQ Life Flight for emergency patient transport. Additionally, it is used by military services and Queensland Police Services (QPS). This is critical during natural disasters when damage to road and rail can isolate the region. Mundoo has been a key asset post Cyclones Larry, Cyclone Yasi and most recently as staging point for the 2025 Cardwell/Ingham Flood relief efforts.

<sup>1,2</sup>Source: NIEIR (2023). CCRC | Economic Profile.



## PREVIOUS REPORTS

The adoption of this Action Plan succeeds all previous masterplans, reports and analysis' undertaken to ensure a clear, uniform message for Mundoo Aerodrome.

A critical aspect in the preparation of this Action Plan has been the review and analysis of all reports commissioned by Cassowary Coast Regional Council (CCRC) relating to Mundoo Aerodrome over the past 15 years. This process involved collating all recommendations into a detailed list. The list was then reviewed to ensure all previous recommendations were carefully considered. This determined the currency, feasibility and potential of all report content.

The Cassowary Coast Council Operational Business Plan report, commissioned by FNQROC, is considered the most accurate report held on record by Council. Completed in April 2024 it benchmarked Council's aerodromes against that of Tableland and Croydon Regional Councils as well as benchmarking against other similar airfields.

Leading Edge Aviation Planning Professionals who were engaged by FNQROC as a result of their key expertise and experience within the aviation space. This report provided recommendations that took into account the current restrictions faced by Council, the most recent CASA legislation and standard and assessed previous recommendations within existing reports to determine their feasibility.

## “ Quotes from Leading Edge Aviation Report

Statements made within the Leading Edge Aviation report that have guided recommendations within this Action Plan include:

- *“To facilitate the commercial tenants' operations, Taxiway B, extending from the commercial hangars to the Runway 32 threshold, should receive a chip seal treatment. This taxiway receives significant use as it is the most convenient taxiway for the commercial aircraft operators to use when accessing the runway.”*the cost of airfreight would be considerably less for producers in the Cassowary Coast region to consolidate exports via an existing logistics network such as Cairns, rather than establishing an airfreight hub at Innisfail Aerodrome.”
- *“Due to the size of the population on the Cassowary Coast and the proximity of Innisfail Aerodrome to Cairns, it is unlikely that an RPT service could be developed which does not already exist at Cairns Airport. As such, traffic growth at Innisfail Aerodrome is likely to consist of further growth of the existing activities”.*
- *“there is very little market for establishing a passenger route from Innisfail Aerodrome and therefore there would be no existing RPT network for airfreight to take advantage of, requiring operation of dedicated freighter aircraft”*

”





## WHAT RESTRAINTS DO WE FACE?

Whilst Council should remain receptive to opportunities for growth and expansion, this Action Plan recognises the inherent constraints.

The FNQROC Leading Edge report identifies several restraints that limit Mundoo Aerodrome's expansion. A key challenge is its location in the wet tropics, resulting in high annual rainfall and frequent wet days, which often makes the aerodrome unusable for VFR aircraft. This puts Mundoo at a disadvantage compared to drier regional airports like Cairns and Mareeba, which are more competitive and suited for aviation growth. Additionally, Cairns is the established primary international and national airport for the region and is well-resourced for future growth, particularly in regular passenger transport (RPT).

Geographical constraints also hinder Mundoo's development. Runway expansions to accommodate larger aircraft are limited by terrain, waterways, and the need to acquire land. Currently, there is insufficient demand to justify the substantial costs of overcoming these obstacles, and this is expected to continue for the next five years.

## WHAT DOES THE FUTURE LOOK LIKE?

This Action Plan emphasises the critical role of maintaining and enhancing our aerodrome assets to effectively support our community and vital industries.

To shape the future vision for Mundoo Aerodrome, a process of identifying key projects and initiatives has been conducted, taking into account the principles, objectives, current utilisation, and the Cassowary Coast Regional Council's strategic frameworks.

These identified items, representing steps towards this future vision, have been workshopped to ensure their viability, assessed to gauge their potential effectiveness in achieving the aerodrome's long-term goals, and prioritised to inform the development of the Implementation Action Plan.

The adoption of this Plan will provide Council with a clear roadmap for implementing these action items over the next five years and for supporting operational decision-making that is consistent with this Action Plans guiding principles.

# IMPLEMENTATION ACTION PLAN

This implementation plan lists the actions to be undertaken to achieve the Vision and Objectives of the Mundoo Aerodrome Action Plan 2025 - 2030

#	Action Item	Item Details & Estimated Budget Implications	Priority Ranking
1	Linemarking	Re-Line mark Runway Markings & Holding Points	High
		Budget Implication: \$10,000 – \$15,000 (Capital Expenditure)	
2	Taxiway B Upgrade	Upgrade of Taxiway B adjacent to commercial operators to increase safe and all weather access. Works to include improved drainage and sealing of the taxiway	High
		Budget Implication: \$495,000 (Capital Expenditure) – <i>50% Federal Grant Funding Successful through Regional Airport Australia Program Round 4</i>	
3	Instrument Approach Runway 14	Commission an RNP approach for RWY 14 at Mundoo Aerodrome to improve safety and provide alternative landing options during inclement weather.	High
		Budget Implication: \$45,000 (Operational Expenditure)	
4	Advertise Existing Vacant Lots	Advertising pre-existing surveyed areas for lease (5 available)	High
		Budget Implication: \$1000 (Operational Expenditure) Budget Implication: \$2500 - \$10,000 per lease annually if leases taken up (Operational Revenue)	
5	Investigate Freeholding	Investigate option to convert to freehold status the commercial leases along Mundoo Road. Return to Council with a separate briefing and recommendation	Medium - High
		Budget Implication: \$5,000 (Operational Expenditure) Revenue Subject to Land Valuations and rating fee applied (Operational Revenue) and recommendation direction	
6	Main Runway (14/32) Reseal	Anticipate requirement by 2026/27 budget to undertake a 2 coat reseal with sand emulsion overspray, or consider an Asphalt seal	Medium
		Budget Implication: \$1,100,000 - \$1,600,000 (Capital Expenditure) – <i>Officers to seek grant funding opportunities for contribution</i>	
7	Survey & Advertise Additional Lots	Survey new vacant land (adjacent NDB) for further leases, subject to the allocation of all vacant leases in Action item 4	Medium
		Budget Implication: \$15,000 (Operational Expenditure) Budget Implication: \$2500 - \$10,000 per lease annually (Operational Revenue) if leases taken up	
8	AvGas Fuel Bowser	Not financially viable or core business for Council to purchase and operate. Council to support any requests for a Lessee to undertake subject to compliance with relevant approvals and Australian Standards	Low
		Budget Implication: Nil financial implication to Council	
9	Drainage Improvements Recreational Area	Drainage works to area between Apron & Recreational Hangars. Not considered high priority as there is an alternative access directly to RWY 21. Minor works may be able to occur during other projects onsite or after other priority items are completed.	Low
		Budget Implications: \$5,000 - \$10,000 Operational Expenditure or \$120,000 (Capital Expenditure) subject to scope	
10	NDB Infrastructure Removal	Removal of decommissioned NDB infrastructure including above ground and underground. Necessary only if demand for lease sites increases beyond available sites or assets compromise safe aerodrome use.	Low
		Budget Implications: \$30,000+ (Operational Expenditure)	



# GLOSSARY

Term	Definition
<b>Aerodrome</b>	a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft
<b>Apron</b>	that part of an aerodrome to be used for enabling passengers to board or disembark from an aircraft, loading of freight on to, or unloading freight from an aircraft, refuelling, parking or carrying out maintenance on aircraft.
<b>Apron Taxiway</b>	a portion of a taxiway system located on an apron to provide a through taxi route for aircraft across the apron to another part of the taxiway system.
<b>AvGas</b>	Aviation fuel
<b>Hangar</b>	a large, enclosed building or structure designed to house, store, and maintain aircraft
<b>Instrument Flight Rules</b>	Instrument Flight Rules is used when flight by outside visual reference is not safe, such as in low visibility, or poor weather conditions, relying on instruments
<b>Instrument Approach</b>	an approach and landing conducted using instruments for navigation guidance, based on an authorized instrument approach procedure
<b>Non Directional Beacon</b>	a short distance navigational aid which radiates a signal in all directions around the transmitter, and the aircraft receiver
<b>Non-instrument approach</b>	An approach using visual approach procedures
<b>Runway</b>	a defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft
<b>Taxiway</b>	a defined path on an aerodrome on land, established for the taxiing of aircraft from one part of an aerodrome to another. A taxiway includes a taxilane, an apron taxiway, and a rapid exit taxiway
<b>Visual Flight Rules</b>	Visual Flight Rules are a set of rules that allow pilots to operate aircraft in weather conditions where they can see where they are going and navigate visually
Abbreviations	Meaning
<b>CASA</b>	Civil Aviation Safety Authority
<b>IFR</b>	Instrument Flight Rules
<b>NDB</b>	Non Directional Beacon
<b>QAS</b>	Queensland Ambulance Service
<b>RWY</b>	Runway
<b>RFDS</b>	Royal Flying Doctors Service
<b>RNP</b>	Required Navigation Performance
<b>RPT</b>	Regular Passenger Transport
<b>VFR</b>	Visual Flight Rules
<b>YIFL</b>	Innisfail Airport Code

# Reference Material

Document type	Title
Regulation	Part 123 of the <i>Civil Aviation Safety Regulations 1998</i>
Standard	Part 139 (Aerodromes) Manual of Standards
Report	Cummins Economics Cassowary Coast Aerodrome Demand Study. Version 1 & Version 2. June 2011
Report	Cummins Economics Mundoo airport masterplan. Aug 2013
Report	Aviation Projects. Mundoo Northern Australia Logistics Hub strategy report 2018
Report	FNQROC - Leading Edge Cassowary Coast Council Operational Business Plan. Final Report & Appendices. April 2024
Inspection Report	Aerodrome Design Services. Mundoo Annual Technical Inspection 2024 & 2025

## Strategic Alignment

The Action Plan aligns with the strategic plans of Council, regional bodies and State agencies as outlined below.

### Cassowary Coast Regional Council Corporate Plan and Operational Plan 2025 - 2030

Outcome: Liveable Places - Financially sustainable, well built and maintain infrastructure and facilities enhance community safety, connectivity, and overall liveability.

Objective 6 - Plan for sustainable and responsible growth and development.

Objective 9 - Provide safe, reliable and financially sustainable transport networks.

Action 9.3 - Advocate for Department of Transport and Main Roads to deliver strategic infrastructure to establish Innisfail Transport Hub and to expand opportunities for Innisfail Aerodrome and Port of Mourilyan

Outcome: Thriving economy - A strong, diverse and progressive economy, with vibrant town centres, thriving tourism destinations and good training and job opportunities for everyone.

Objective 17 - Drive local investment, economic growth and job creation.

Action 17.12 - Maintain the Innisfail (Mundoo), Tully and Dallachy aerodromes to meet regulations and partner with industry and lessees to advocate and deliver improvements, which may include seeking grant funding.

### Cassowary Coast Regional Council Economic Development Strategy 2023-2033

The Mundoo Aerodrome Action Plan supports the 2033 Goals identified in the Economic Development Strategy as:

- Sustainable and Resilient Economy
- Attractive Place to Invest and Do Business
- Vibrant and Prosperous Communities.

Pillar 1 – Advocacy and Collaboration

Pillar 2 – Sustainability and Innovation

Pillar 3 - Workforce Development

Pillar 4 - Industry Planning and Prioritisation





*Image Credit: Bob Harris Flying School*

-  1300 763 903
-  [enquiries@cassowarycoast.qld.gov.au](mailto:enquiries@cassowarycoast.qld.gov.au)
-  [cassowarycoast.qld.gov.au](http://cassowarycoast.qld.gov.au)
-  70 Rankin Street, Innisfail  
38-40 Bryant Street, Tully  
4 Balliol Street, Cardwell