



Bankstown Airport
Master Plan
2004/05





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> Foreword



In December 2003, the BaCH Consortium purchased the long term leases over Bankstown Airport, together with Camden and Hoxton Park Airport leases from the Commonwealth Government.

The Consortium consisted of a number of Australia's largest and most reputable companies including the Commonwealth Bank of Australia, James Fielding Group and Westscheme.

The participating companies are committed to the long term growth and development of Bankstown Airport based on sustainable development principles.

As part of the sales process, the Consortium acquired the airport management company, Bankstown Airport Limited. Bankstown Airport Limited will continue to manage and operate the airport. The Consortium also retained the management team to facilitate a smooth transition from the public to the private sector and to drive value from these important assets.

Bankstown Airport has a long and proud history stretching back to World War II and over this period has been a major contributor to the local economy. The economic impact of the activity at Bankstown Airport is equivalent to 7.7 per cent of the economic activity in the Bankstown Local Government area and 1.1 per cent of the economic activity in the Greater Western Sydney Region. Our vision is to significantly increase the contribution Bankstown Airport Limited can make to the local economy and community in a manner that will integrate with the State Government's *Metropolitan Strategy for Sydney*.

Our aviation vision involves maintaining and growing Bankstown Airport's role as the pre-eminent General Aviation airport in Australia. This includes building aviation activity by attracting additional corporate and charter activity, as well as niche freight and passenger operations to the airport. While this Master Plan

does not envisage Bankstown Airport becoming Sydney's second airport, these niche operations will enhance the efficient utilisation of the Airport's extensive aviation infrastructure and facilitate investment in maintaining and upgrading facilities.

Our commercial vision includes adding value to the non-aviation assets of the business. When we purchased the Airport in 2003, it already had a diverse and highly successful, non-aviation business park generating valuable revenue for the Airport and servicing the needs of airport users and the broader community. Our intention is to enhance the existing developments with high quality developments that will bring jobs and economic prosperity to the local community.

In addition to outlining how we propose to implement our vision, this Master Plan also outlines how we propose to address key issues such as road traffic, infrastructure, environment and heritage protection.

This Master Plan provides a platform for Bankstown Airport to achieve its economic potential while simultaneously providing for the broader interests of stakeholders and the community. The Preliminary Draft version of the Master Plan was placed on public exhibition from 21 July to 18 October 2004. A Draft Master Plan was prepared having due regard to the written submissions received from individual members of the community, airport tenants, community and business organisations, as well as from federal, state and local governments and their respective agencies. The Draft Master Plan was approved by the Minister for Transport & Regional Services in March 2005.

Kim Ellis

Chief Executive Officer, Bankstown Airport Limited

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Abbreviations

Air Traffic Control Tower	ATCT	International Civil Aviation Organization	ICAO
Airport Building Controller	ABC	James Fielding Group	JFG
Airport Environment Officer	AEO	Lane of Entry	LOE
Airport Environment Strategy	AES	Leighton Properties Pty Ltd	LPPL
Airport Lessee Company	ALC	Level of Service	LOS
Airservices Australia Sydney Terminal Control Unit	TCU	Local Environment Plan	LEP
Australian Noise Exposure Forecast	ANEF	Major Development Plan	MDP
Bankstown, Camden, Hoxton Park Consortium	BaCH	Mandatory Broadcast Zone	MBZ
Bankstown Airport Community Consultative Forum	BACCF	Manual of Standards	MOS
Bankstown Airport Limited	BAL	Master Plan	MP
Bankstown and Camden Airports Group	BAC Airports	Maximum Take-Off Weight	MTOW
Civil Aviation Safety Authority	CASA	National Airspace System	NAS
Civil Aviation Regulation	CAR	National Pollutant Inventory	NPI
Common Traffic Advisory Frequency	CTAF	Nautical Miles	NM
Construction Application	CA	Non-Directional Beacon	NDB
Department of Civil Aviation (Comm)	DCA	Notice of Intention	NOI
Department of Environment and Heritage (Comm)	DEH	Obstacle Limitation Surfaces	OLS
Department of Infrastructure Planning and Natural Resources (NSW)	DIPNR	Preliminary Draft Airport Environment Strategy	PDAES
Department of Transport and Regional Services (Comm)	DoTaRS	Procedures for Air Navigation Services – Aircraft Operations	PANS-OPS
Development Approval	DA	Precision Approach Path Indicator	PAPI
Development Control Plan	DCP	Royal Australian Air Force	RAAF
Draft Airport Environment Strategy	DAES	Regular Public Transport	RPT
Draft Master Plan	DMP	Review of Environmental Factors	REF
Ecologically Sustainable Development	ESD	Roads and Traffic Authority (NSW)	RTA
Economic Impact Analysis	EIA	Standard Arrival Routes	STAR
Environmental Management Plan	EMP	Standard Instrument Department	SID
Federal Aviation Administration	FAA	Sydney Airport Control Area	CTA
Federal Airports Corporation	FAC	Sydney Airport Control Zone	CTR
General Aviation	GA	Sydney Airport Corporation Limited	SACL
General Aviation Airport Procedures	GAAP	Terminal Control Unit	TCU
Global Navigation Satellite System	GNSS	Visual Flight Rule	VFR
Gross Domestic Product	GDP		
Helicopter Landing Site	HLS		
Instrument Flight Rule	IFR		
Integrated Noise Model	INM		

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Definition of Terms

Runways	Defined areas provided for the landing and take-off of aircraft. Runways are typically identified by reference to approximate compass bearings and direction when viewed from the perspective of the direction in which an aircraft is flying.
Runway 11L/29R	The northern most of the three parallel runways.
Runway 11R/29L	The southern most of the three parallel runways.
Runway 11C/29C	The centre of the three parallel runways.
Runway 18/36	The runway aligned in a north-south direction.
Aprons	Areas defined for the safe parking of aircraft.
General Aviation (GA)	All aircraft operations except scheduled passenger operations
Regular Public Transport (RPT)	Scheduled passenger operations
Regional Jet	Smaller jet aircraft typically used in Australia for intrastate and sometimes interstate operations
Power-in/ Power-out	This term describes the way in which it is proposed that RPT aircraft will arrive and depart from their parking positions. This method is typically used by smaller airports for smaller aircraft. The alternate method is power-in/push out. While power-in/push-out is more space efficient, it increases operational costs.
Touch and go	This refers to pilot training aircraft operation whereby the aircraft lands and takes -off again without coming to a complete stop.
Niche services	The term <i>niche</i> services is used to indicated that Bankstown Airport can only accommodate a limited segment of the passenger and freight markets.

Disclaimer

This Master Plan has been prepared by Bankstown Airport Limited (BAL) for the purpose of satisfying the statutory requirements of the Airports Act 1996. The development concepts presented in this Master Plan are based on certain forecasts and assumptions, which have been prepared and adopted by BAL specifically for the preparation of the Master Plan to satisfy statutory requirements. These forecasts and assumptions should not be used or relied upon for any other purpose by any person.

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