

> Aviation Development Concept  
– Summary of Proposals

---

Bankstown Airport

Master Plan  
2004/05



# > Aviation Development Concept – Summary of Proposals

The Aviation Development Concept presented in this MP has been developed taking into account the facilities required to accommodate the forecast level of traffic over the next 20 years as well as the objectives, principles and planning parameters outlined in earlier Sections.

In summary, the key elements of the aviation concept, at both an outline level and at a detailed/asset level are outlined below.

## 14.1 Key Elements of the Aviation Development Concept – Outline

The Bankstown Airport Development Concept was presented in Figure 11. From an aviation perspective, the Development Concept highlights (in various shades of blue) all of the areas to be reserved for aircraft operations, aircraft movement and parking and airside tenant requirements. The Concept also highlights mixed use areas that could be utilised for aviation purposes if required.

The land use allocations in the Development Concept, relative to existing land use allocations, are set out in Table 6. Land dedicated to the runway complex increases from 85.4 hectares to 90.4 hectares. Reductions in this area due to the closure of Runway 18/36 are more than offset by increases in area associated with the extension of Runway 11C/29C. Land allocated for aircraft movement, parking and airside tenancy areas has decreased from 72.9 hectares to 51.7 hectares. This decline is primarily the result of the consolidation of these areas into a single precinct for fixed wing aircraft in the northern part of the Airport. The 72.9 hectares currently dedicated to these uses includes large areas of infrequently used informal aircraft parking and land currently unutilised despite it being available. Despite the drop in total area, the 51.7 hectares allocated in this plan has the capacity to cater for all existing and forecast activity, just with more optimal land use efficiency and more intensive utilisation of the infrastructure. Sufficient land has been provided to accommodate any relocation of aviation operations required due to the Development Concept, as well as an additional 20 sites for expansion and growth.

The area allocated for environment protection and open space decreases marginally from 12.3 hectares to 10.9 hectares. This is due to two factors: first, the inclusion of a road through the less environmentally

sensitive parts of the bushland areas adjacent to Deverall Park (ie the northern section) to provide access to the eastern extremity of the site and to reduce access/egress through the unsignalised eastern most connection to Milperra Road; and second, a small reduction in open space area.

The area defined as Other includes existing landside tenancies, including Boeing, Bunnings and a large number of landside tenancies in both the northern and southern sections of the airport. It also includes areas of land not currently utilised for development purposes.

**Table 6**  
Land Use Allocation – Existing versus Concept

Land Use	Existing Area (hectares)	Concept Area (hectares)
Runway complex	85.4	90.4
Aircraft movement, parking & airside tenancy areas*	72.9	51.7
Environment protection & open space areas	12.3	10.9
Other area**	142.6	160.2
<b>Total</b>	<b>313.2</b>	<b>313.2</b>

\* Aircraft movement, parking & airside tenancy area includes some informal aircraft parking areas and some unutilised areas.

\*\* Other area includes existing tenancies (eg Boeing, Bunnings, south west corner retail precinct, other landside tenancies in the southern and northern sectors of the airport) and other area otherwise un or under utilised.

The aviation concept also adheres to the objectives and principles outlined in earlier Sections as set out below.

### 14.1.1 Objectives

The Aviation Development Concept meets all of the objectives set out in Section 11:

- **“retain and enhance Bankstown Airport's role as the premier GA facility in NSW”**

Although the Aviation Development Concept envisages some relocations of airside tenants, the majority are retained in their current areas.

# > Aviation Development Concept

## – Summary of Proposals

Where relocation is required to achieve other Master Plan objectives, space has been provided in a contiguous aviation precinct which should result in substantial operational efficiencies over time. The Aviation Development Concept also provides adequate space for new tenants and tenant expansions. The General Aviation character of Bankstown Airport will be retained, with more than 99% of all aircraft movements in 2024/25 forecast to be General Aviation operators/aircraft.

- **“continue to attract high value, corporate, government and charter operators/tenants”**

The Aviation Development Concept provides adequate space for existing tenant expansion plans and new tenant arrivals, including corporate/charter/government operations. Infrastructure improvements such as a runway extension, taxiway modifications, aviation area consolidation and surface transport improvements increase the attractiveness of Bankstown Airport to this market segment.

- **“continue to attract high value niche freight activity”**

The Aviation Development Concept provides for an expansion of the area dedicated to freight. Infrastructure improvements such as a runway extension, taxiway modifications, aviation area consolidation and surface transport/access improvements increase the attractiveness of Bankstown Airport to this market segment. The traffic forecasts envisage that air freight will account for 3.2 per cent of all aircraft movements in 2024/25, down slightly from the current level of 3.4 per cent of all activity.

- **“continue to attract niche RPT activity”**

The Aviation Development Concept allocates a limited area for low capacity/low frequency RPT and related activity. This includes redevelopment of the terminal precinct as well as aircraft and vehicle parking areas. Infrastructure improvements increase the attractiveness of Bankstown Airport to this market segment. RPT activity is forecast to be less than 1 per cent of total aircraft movements forecast for Bankstown Airport in 2024/25.

### 14.1.2 Principles

The Aviation Development Concept adheres to all of the principles set out in Section 11 below:

- **consolidation of GA activity**

The Aviation Development Concept incorporates the consolidation of all current and future aviation activity, including aircraft parking and tenancy requirements into a dedicated aviation zone, bounded by the runway complex to the south and the proposed ring road to the north. This consolidation is expected to provide substantial operational efficiencies, reducing costs for both BAL and operators. The consolidation also optimises land use efficiency, with a single, more centrally located and high utilisation facility replacing a large amount of informal, geographically dispersed and under-utilised facilities. The consolidation of the aviation zone into an area around the runway complex allows the development of a substantial buffer between aviation activities and residential areas north of Marion Street. The consolidated area is sufficiently large to accommodate all existing activity at Bankstown Airport, including any required relocation of tenants as well as forecast growth in demand for airside sites, estimated at 20 over the planning period;

- **separation of fixed wing and rotary operations**

Because of the historical and forecast growth of rotary activity at Bankstown Airport, the Aviation Development Concept incorporates the ultimate separation of rotary and fixed wing activity via the creation of a rotary tenant complex on the southern side of the airport. The MP also incorporates the relocation of the existing helipad from the northern side of the airport to the southern side. The area allocated for rotary operations is well served by existing taxiway and pavement facilities. The potential noise impacts of relocating rotary operations will be reduced by the utilisation of flight paths over the Georges River and industrial areas, rather than over the residential areas of Milperra;

# > Aviation Development Concept

## – Summary of Proposals

### ■ **matching of supply and demand for aviation infrastructure**

Where required by demand, the Aviation Development Concept includes the provision of additional aviation infrastructure, including an extension to runway 11C/29C, taxiway extensions and land allocations for future expansion/developments. The Aviation Development Concept also includes decommissioning of existing infrastructure – such as the closure of Runway 18/36 and decommissioning of certain taxiways as part of the consolidation of aviation activity – where such infrastructure is of limited use, allowing resources to be deployed to areas of greater demand;

### ■ **utilisation of existing facilities**

To the extent possible, the Aviation Development Concept utilises existing facilities and keeps tenant relocations to a minimum by locating the consolidated aviation zone on the northern side of the airport. The existing terminal precinct has also been retained;

### ■ **relocation of tenants**

The MP incorporates the relocation of a number of tenants, typically those on the extremities of the airport and outside the proposed ring road. Provision has been made to accommodate all aviation tenant relocations within the aviation zone. Any tenant required relocations will be subject to the terms of each tenant's lease; and

### ■ **efficiency of transport management and access**

The inclusion of the ring road in the MP significantly improves transport management and access issues at Bankstown Airport. The primary benefit of the ring road is the provision of high quality transport access to the southern side of the airport and major roads such as Milperra Rd, Henry Lawson Drive and the M5 Motorway.

## 14.2 Key Elements of the Aviation Concept – Detail/Asset Level

The facility improvements and modifications identified in the facility requirements analysis have been integrated into the proposed Development Concept for the airport. These improvements and modifications are summarised below.

### Prescribed Airspace

Prescribed airspace changes due to the application of CASA Category I precision approach Obstacle Limitation Surfaces (OLS) standards for Code 3 aircraft to Runway 11C/29C.

### Runway 11C/29C

Runway changes planned are:

- runway extension by 220 metres to 1,635 metres. The runway extension is needed to enable the majority of Code C aircraft to operate at Maximum Take-Off Weight (MTOW) without undue payload or stage length restrictions. This extension essentially links Runway 11C/29C to the loop taxiway at the eastern end of the runway complex. The runway extension is essentially for existing operation purposes. It does not make Bankstown Airport available to aircraft larger than can currently use the Airport. It does not make Bankstown Airport capable of accommodating Code 4 aircraft such as the B737 and the A320 (both of which require longer and wider runways). The Aviation Development Concept included in this MP categorically rules out the use of Bankstown Airport by these aircraft; and
- pavement strengthening as required. Pavement strengthening is required to extend the effective life of the pavement. The level of usage by aircraft such as the BAe146 included in the forecasts would degrade the pavements somewhat and reduce their effective life. Strengthening essentially is intended to protect the effective life of high cost assets. Strengthening of the pavements does not make Bankstown Airport capable of accommodating Code 4 aircraft such as the B737 and the A320. The Aviation Development Concept included in this MP categorically rules out the use of Bankstown Airport by these aircraft.

### Runway 18/36

Closure of Runway 18/36 and conversion of the section within the parallel runway complex to a Code C taxiway is planned.

### Taxiway Modifications

Taxiway modifications planned are:

- pavement strengthening as and where required to accommodate Design Aircraft;

# > Aviation Development Concept – Summary of Proposals

- application of Code C separation standards to north side parallel taxiway and taxiways connecting to Runway 11C/29C;
- Straightening and extending the north side parallel taxiway at west end to connect to former Runway 18/36 to provide taxiway access to areas reserved for expansion of aviation related tenancies and associated activities;
- relocating engine run-up bays as existing run-up bays are displaced by other development; and
- decommissioning various taxiways as a result of consolidation.

## Terminal Area Improvements

Terminal area improvements planned are:

- expanding the passenger terminal as needed to accommodate RPT service levels;
- creating a passenger terminal area car park and vehicle access/circulation system; and
- improving terminal apron areas for anticipated power-in/power-out RPT aircraft operations.

## Aircraft Parking and Storage

Aircraft parking and storage changes planned are:

- consolidating general aviation grass/light aircraft tiedowns consistent with the demand forecasts;
- consolidating general aviation sealed apron parking consistent with the demand forecasts; and
- providing high-strength pavement parking apron for transient large corporate/charter aircraft.

## Helipad Relocation

Changes to rotary aircraft operations planned are:

- consolidating rotary tenants and operations to south side of runway complex;
- relocating the existing helipad to south side of runway system at the midfield point for the extended Runway 11C/29C; and
- working with Airservices Australia to further define rotary arrival and departure paths, including provisions for midfield crossings for departing northbound and arriving southbound rotary aircraft.

## Airport Fuel Farm

The MP includes consolidating aircraft fuel storage facilities to a single location with good airside access to the passenger terminal apron and aircraft parking and tiedown areas. The long term consolidation of fuel facilities on airport supports improved security measures for storage and handling of dangerous goods.

## Tenant Facilities

Tenant facility improvements planned are:

- accommodating existing level of tenant activity through to the end of the planning period;
- providing suitable alternative sites for aviation tenants displaced by reconfiguration of the aviation use areas or displaced by non-aviation or other development; and
- providing space to accommodate increase in aircraft hangars, freight facilities and aviation support facilities consistent with the demand forecasts.

## Airservices Australia and Support Facilities

Support facility changes planned are:

- potentially relocating the ATCT due to a number of factors, including an extension to Runway 11C/29C and the potential for development to interfere with the ATCT's line of sight. BAL will consult with, and work with Airservices Australia should ATCT relocation be required;
- • decommissioning of the NDB. BAL understands that Airservices Australia's current plans include the decommissioning of NDBs at some point in the future. If development is to occur within proximity of the NDB BAL will consult with and work with Airservices Australia to determine best possible options including the potential for sympathetic development within the vicinity of the NDB, its possible relocation or the introduction/ utilisation of alternate navigational aids; and
- relocating anemometers. It may be necessary to relocate one or both of the anemometers currently located at Bankstown Airport. BAL will consult with Airservices Australia, the Bureau of Meteorology and aviation tenants/users on any proposed relocations.