

> Current Operations & Business Context



Camden Airport

Master Plan
2004/05



> Current Operations & Business Context

8.1 Camden Airport's Role in the Sydney Basin

Camden Airport is a General Aviation airport, hosting relatively small aircraft operations in the commercial, private, sports and recreational aviation areas. It has a reputation as Australia's leading sports/recreational aviation airport.

In addition to Camden Airport, there are a number of other airports operating within the Sydney Basin. The location and general role of these airports are summarised below and shown in Figure 7. A brief description of the aviation facilities and role of each airport is set out below.

Sydney Airport

Sydney Airport is the largest airport in the Sydney Basin, providing Regular Public Transport (RPT) service to domestic and international destinations. The airport serves as one of Australia's key gateways to the international air transportation system, handling approximately fifty per cent of all of Australia's international passengers. The airport occupies a 905ha site and has three runways.

Sydney Airport serves around 30 per cent of Australian domestic passengers and the majority of international passengers. Typical aircraft using Sydney Airport include B747s, B777s, B767s, B737s, A340s and A320s, as well as relatively low levels of high value GA activity (helicopters, corporate etc).

Bankstown Airport

Bankstown Airport is located 23 kilometres southwest of the Sydney CBD and is the premier GA facility in Australia. The airport is located on a 313 hectare site and has four runways.

Although Bankstown Airport has historically received regional RPT services, the main activity at the airport is flying training for fixed wing aircraft and helicopters. Bankstown Airport also accommodates large numbers of commercial, charter, freight and corporate GA activity. Bankstown Airport also hosts extensive GA support activities such as aircraft sales and maintenance.

Hoxton Park Airport

Hoxton Park Airport is located 45 kilometres south west of the Sydney CBD and 13 kilometres west of Bankstown. The Airport is used for flying training and private flying for both light general aviation aircraft as well as helicopters. Hoxton Park Airport is scheduled to be closed by 2008.

Holsworthy Airport

Holsworthy Airport is located within the Holsworthy Military Reserve, which has restricted public access.

The airport lies 26 kilometres south west of Sydney and eight kilometres south of Bankstown. Access to the airport is restricted to only those operations authorised by the Holsworthy Range Control Officer. The airfield is only suited to light aircraft.

RAAF Richmond

RAAF Richmond is located 43 kilometres north west of Sydney CBD. The airport houses the military aviation activities of the RAAF Heavy Lift Group. The airport occupies a 270ha site and has a single sealed runway.

The government has committed to keeping RAAF Richmond in operation for military use through to 2010. Some civilian general aviation activity is allowed, including practice ILS approaches and gliding activity on weekends. Richmond is significant due to the impact it has on air traffic control and airspace management in the Sydney Basin.

Other Airports

There are a range of other GA airports within the overall region. These include Albion Park, The Oaks, Warnervale, Wedderburn and Wilton. These airports typically provide GA facilities and cater for activities such as private flying, flying training and sports aviation.

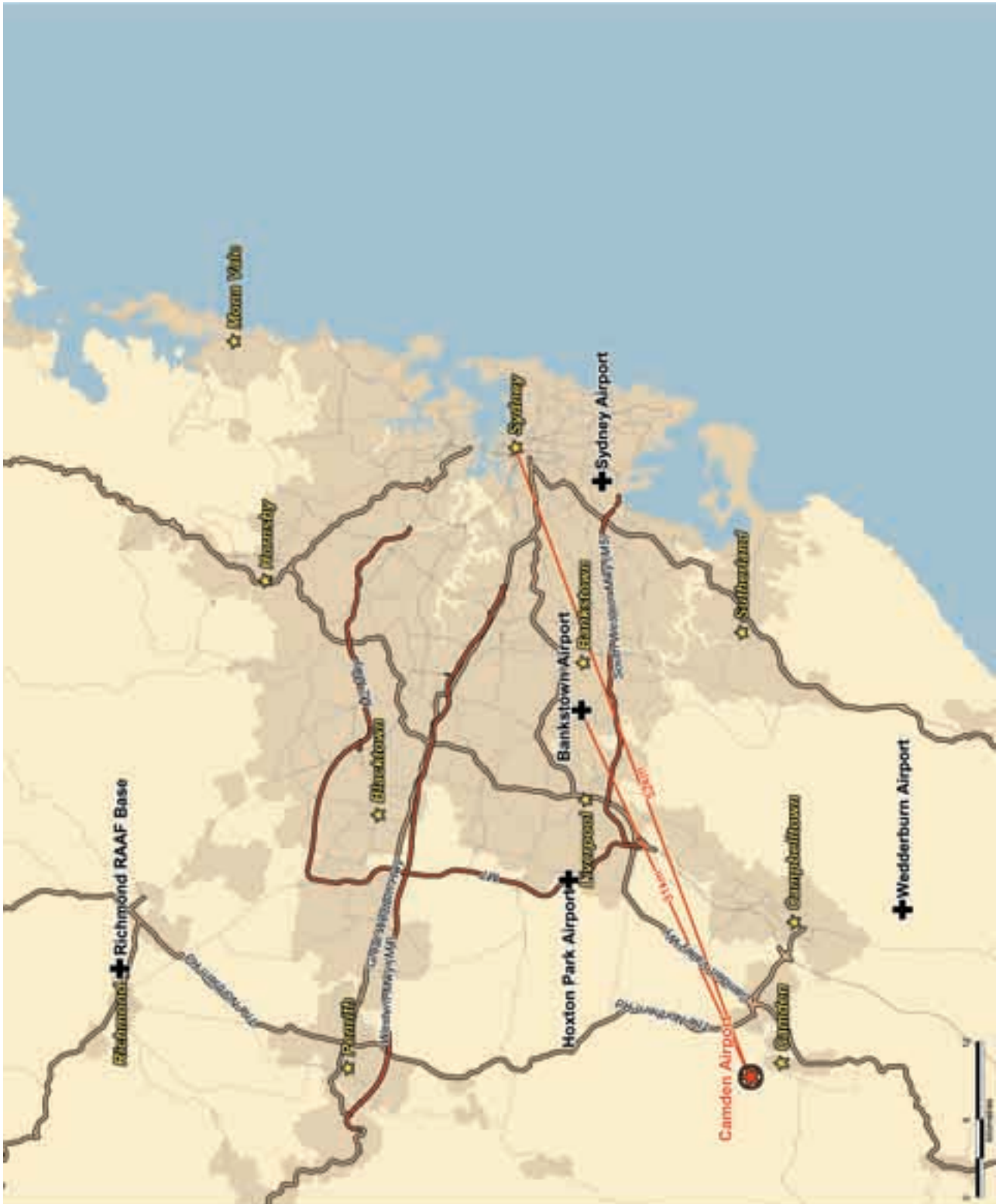
> Figure 7

Airports Within The Sydney Basin



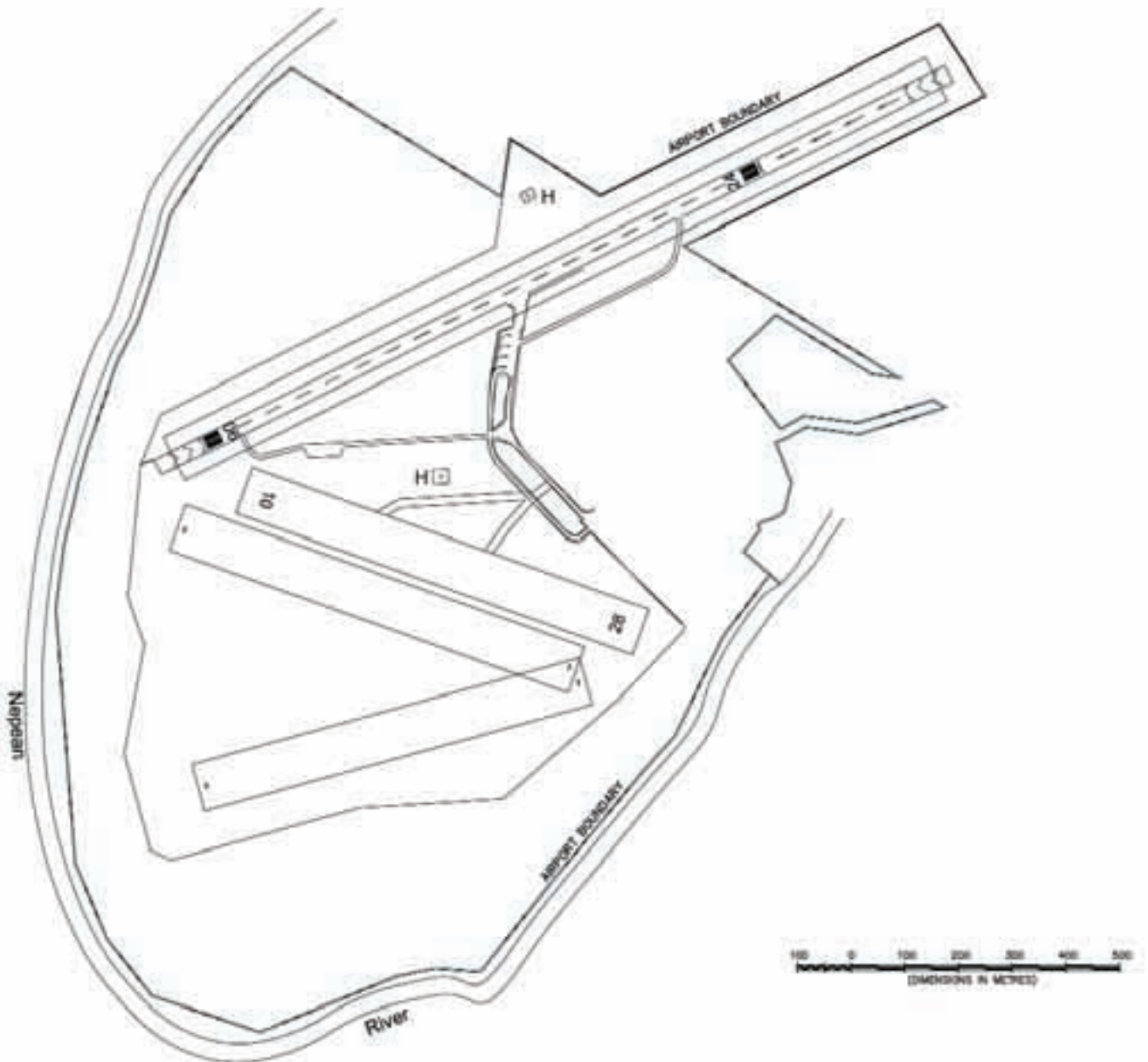
LEGEND

 STRAIGHT LINE DISTANCE BETWEEN
CAMDEN AIRPORT & MAJOR CENTRE/AIRPORT



> Figure 8

Camden Airport Runways and Taxiways



> Current Operations & Business Context

8.2 Aviation Infrastructure at Camden Airport

8.2.1 Runways

Camden is served by four runways, two for powered fixed wing aircraft and two for gliders. The following table summarises the physical characteristics of each runway.

Runway 06/24 has a sealed asphalt surface and is the main runway for aircraft movements at the airport. In the 24 direction the threshold is displaced 429 metres. The runway is reserved for powered fixed wing aircraft and meets Civil Aviation Safety Regulations Part 139 standards for a Reference Code 2 runway.

Runway 10/28 is a grass surface crosswind runway. It is principally used when crosswinds exceed 20 knots or the crosswind capacity of the aircraft or capabilities of the pilot. The runway is reserved for powered fixed wing aircraft only but is only used during daylight hours under visual conditions.

There are two grass surface runways at Camden reserved for glider operations. One runway parallels the paved Runway 06/24, while the other parallels the crosswind Runway 10/28. The glider Runway 06/24 has a crushed sandstone base making the runway suitable for all-weather operations. The glider runways are located to the south of the crosswind runway.

None of the runways are equipped with landing aids but a light wind indicator is provided. There is a designated helicopter landing site with a grass surface to the north of Runway 06/24. The location of runways, taxiways is depicted in Figure 8.

8.2.2 Aircraft Circulation

Camden Airport has a number of taxiways providing access to the runways, the airport building complex and the main apron. Sealed taxiways provide access to the southern side and centre of Runway 06/24 from the main hangar and apron complex. Dual parallel feeder taxiways extend from the eastern end of the main apron to near the midpoint of the runway.

The dual taxiways enable separation of taxiing aircraft arriving and departing the main apron area. The sealed taxiways have a reported pavement strength of 5,700 kilograms. Grass taxiways provide access from the main apron area to Runway 10/28. In addition, the departure end in the 10 direction is also accessible via a sealed taxiway connecting to Runway 06.

Three additional unsealed grass surface taxiways are in use by powered fixed wing aircraft accessing Runways 06/24 and 10/28. These taxiways include the Runway 06/24 Exit taxiway, located approximately 650m from the Runway 06 threshold, and two taxiways located approximately equidistant along the north side of Runway 10/28 extending across the two feeder taxiways and connecting with the taxiway leading into the main hangar complex.

Table 1
Runways at Camden Airport

Runway	Length (in metres)	Width (in metres)	Pavement Strength (in kilograms)	Tire Pressure Rating (in kiloPascals)
<i>Powered fixed wing.</i>				
Rwy. 06/24 (sealed)	1,464m	30m	5,700 kg	580 kPa
Rwy. 10/28 (grass)	723m	30m	5,700 kg	580 kPa
<i>Gliding strips</i>				
Rwy. 06/24 (grass)	780m	90m	5,700 kg	580 kPa
Rwy. 10/24 (grass)	780m	90m	5,700 kg	580 kPa

> Current Operations & Business Context

8.2.3 Aircraft Storage & Parking

The main aircraft apron opposite the Runway 28 threshold is sealed and is approximately 7,200m². Aircraft parking on the apron is limited due to the need to maintain aircraft access to the hangars fronting on the apron, as well as dual taxi lanes for aircraft circulation. A second apron is located to the west, opposite the grass aircraft parking area and is approximately 884m². Itinerant aircraft parking is available in a 3,000m² grass surface parking area.

Two large hangars and open parking for an estimated 40 aircraft support the glider operations on the southern side of the airport. There are 17 hangar buildings. In addition to aircraft storage, the hangars provide space for a variety of aviation-related activities including aircraft maintenance, flying schools, corporate/executive aviation facilities and freight operations.

8.2.4 Airfield Lighting & Nav aids

Runway 06/24 is equipped with single stage, low intensity runway lights. The runway lights may be activated using Pilot Activated Aerodrome Lighting (PAL). Runway 06/24 is also equipped with runway end and threshold lighting as well. Runway 10/28 is unlit. The airport is equipped with a Non-Directional Beacon (NDB), which supports a circling non-precision approach.

8.2.5 Support Facilities & Services

Camden Airport offers a cross section of commercial and recreational aviation facilities and services, from initial flight training in fixed wing aircraft, helicopters and gliders. The airport also serves as a base for the Scouting Association for air training and for helicopters involved in supporting seasonal bush fire fighting activities.

8.2.6 General Aviation Services

A variety of flight training, aircraft hire and air charter services are available at Camden. There are two fuel service operators, providing a tanker service.

Based on tenant data provided by CAL, aviation support and service businesses at Camden Airport are summarised in Table 2.

Table 2

Camden Airport General Aviation Services

Service or Activity	Number
Flying Schools and Flight Training	5
Flying Clubs	2 (Gliders)
Aircraft Hangar Storage Facilities	17
Aircraft Hire	1
Air Charter Operations	4

Note 1: Businesses providing more than one service are counted separately in each service category

Note 2: Excludes 15 individual glider storage units

8.2.7 Other Support Facilities & Services

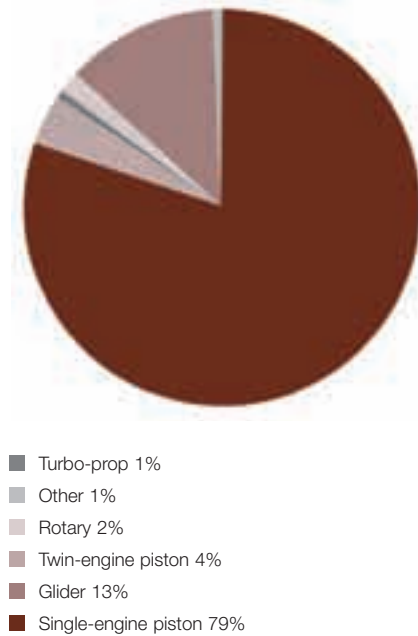
The Air Traffic Control Tower (ATCT) is located north of the main hangar and apron area on land leased by Airservices Australia. The ATCT currently operates only during daylight hours on Saturday, Sunday and public holidays. Previous development at the airport has meant that the tower does not have clear sight lines to certain portions of the main apron due to the height of older hangars in this area.

8.3 Activity Types at Camden Airport

Camden Airport accommodates between around 150 and 200 aircraft movements per day, with peak activity levels in excess of 1,000 aircraft movements per day. On average, around 21 aircraft per day are visually recorded on the airfield, with the most of these aircraft based at Camden Airport, although some activity is generated by aircraft based at Bankstown using Camden for training purposes. The average daily number of aircraft visually recorded on the airfield has remained relatively stable over the past three years, although activity levels have dropped somewhat in 2003/04, relative to previous years (see further discussion about traffic levels in Section 10). The types of aircraft typically using Camden Airport are highlighted in the Figure 9.

> Current Operations & Business Context

Figure 9
Aircraft Types Using Camden Airport



Source: URS Analysis

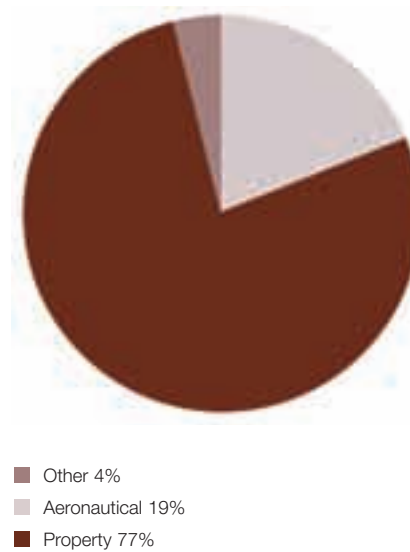
The majority of aircraft identified at Camden Airport – 79 per cent - are single-engine piston aircraft. These aircraft are typically engaged in flying training, private flying and related activities. Gliding is the second largest category at 13 per cent. Twin-engine piston aircraft are the third largest category at four per cent. At Camden these aircraft are typically involved in flying training. A further two per cent are rotary aircraft (helicopters) and are typically engaged in training with some element of charter. The remaining two per cent is evenly split between turbo prop activity and other. The other category is typically military and overseas registered aircraft.

8.4 Business Drivers

As a business, Camden Airport has evolved from its years as a government owned facility to a stable commercial enterprise providing high quality infrastructure to recreational aviation users within the Sydney Basin. The airport is managed by Bankstown Airport Limited (BAL) under a services agreement between CAL and BAL.

In 2002/03, CAL generated revenue of \$0.428 million from three revenue streams shown in Figure 10. Of this, around 19 per cent was generated from aviation and related activities, while 77 per cent was generated by property activities and a further 4 per cent from other activities (eg retailing and interest).

Figure 10
Camden Airport Revenue Mix



Source: CAL Annual Report 2002/03 analysis

Although property revenue is the largest revenue stream it is almost entirely generated from aviation related tenants. The ability for Camden Airport to engage non-aviation related property development will enable it to invest in the provision of infrastructure and services.

Property development activity at the Airport has been stagnant with only one hangar being developed in the past three years.

However, aviation revenue has improved, through a combination of aviation price restructuring, better management of utility networks and attracting incremental income from activities such as television advertising and movie filming. Funding for maintenance and upgrading of aviation infrastructure is dependent on the revenue generated from both aviation and non-aviation activities.