

Storm Water Drain Clearing

During September, we contacted Base Industrial Pty Ltd to commence maintenance works to Sydney Metro Airports open storm water drain networks.

Mowing of the grassed embankments and silt removal from the concrete lined sections of these drains will result in improved water flow and decrease flooding issues around both airports.

Steve Russell, the owner of Base Industrial, has purchased a purpose built hydraulic slasher mower specifically for these works that attaches to his 6 tonne excavator.

The first section of open drain that was rehabilitated runs from taxiway H2 to Gate 10 on Tower Road and carries the storm water runoff from the northern parts of the Airport through to the Georges River.

When all drainage works are completed at Bankstown, Base Industrial will commence maintenance works to the open drain network at Camden.



Illegal Dumpers Be Warned

Following an increase in illegal dumping, we have installed CCTV at strategic points around Sydney Metro Airport Bankstown.

In conjunction with the Regional Illegal Dumping Squad and the New South Wales Police, anyone found dumping rubbish on the airport will be prosecuted to the full extent of the law. We have already caught one 'dumper' and he is being prosecuted.

The law allows for fines of up to \$5million and jail terms of 7 years for this offence.



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Camden Tree Trimming

Following a safety recommendation from Camden Air Traffic Control Tower, we have undertaken tree trimming in September at a cost of \$12,000.00.

The trimming took in the majority of trees south of the Control Tower to provide ATC with a clear and unobstructed view of the powered grass runway 28 threshold and approaches.

The works were undertaken by CPE Tree Services who mobilised 3 crews to complete the works in one day.

All trees were trimmed to Australian Standards as required by OH&S regulations and approved by Airport Environment Office for the Department of Infrastructure, Transport, Regional Development and Local Government.



Dust Storm causes Airport havoc

The recent dust storm not only played havoc with the day's operations at our Airports but also led to many operators undertaking a major cleanout of hangars and equipment.

Bankstown Airport Limited stepped in to help those businesses that had suffered dust problems in their hangars by agreeing to allow aircraft to be parked at no charge for their day of cleanup.

Hangar 16 roof upgrade

Following a routine maintenance inspection of hangar 16 housing the Police Airwing, it was deemed that the existing corrugated iron roof required replacing to prevent rain damage inside the hangar due to irreparable rusting of the overlapped roofing sheet joints.

Conley Projects was contracted to complete the works which consisted of removal and disposal of the old roof, installation of new colorbond roof sheets and skylights, new guttering and roof safety system.

The total cost of the works was \$70,000.00.

The works were completed within 10 days with minimal disruption to NSW Police Airwing operations.

Airside vehicle control at Sydney Metro Airport Bankstown

Sydney Metro Airport Bankstown is required under the Civil Aviation Safety Authorities Manual of Standards (part 139) to have airside vehicle access control measures in place. This is to assist in limiting unauthorised access to the movement area and to ensure as safe an operating environment as possible. The current measures include the provision of Authority to Use airside (AUA) and Authority to Drive airside (ADA) for anyone wishing to drive a vehicle airside.

All current ADA's are due for renewal in November 2009. Please contact Stacey Elliott at Sydney Metro Airport Bankstown (02) 8709 9412 to ensure your ADA is renewed prior to its expiry. This process then ensures all person's driving in the airside environment for work purposes are aware of their responsibilities with regards to people and aircraft safety.

CEO Message



The Preliminary Draft Master Plan for Sydney Metro Airport Bankstown confirms our long term plans to have limited passenger operations at our Airport.

Sydney Metro Airport Bankstown is rated as a Code 3C airport and is capable of operating services for propeller and smaller jet passenger aircraft

such as the 78 seat Bombardier Q400 turbo prop or small Code 3C jet aircraft.

The Draft Master Plan does not allow for large jets and we do not want them on Sydney Metro Airport Bankstown. For instance, Boeing 737 and Airbus A320 aircraft are too big to land and take off at Sydney Metro Airport Bankstown due to the configuration of the main runway, even when extended.

For the aircraft traffic *forecast* at Bankstown for 2029/30, Scheduled Passenger Services would be only 2.5% of the total traffic. Currently there are about 365,000 general aviation movements at Sydney Metro Airport Bankstown. The *forecast* 32 movements per day, if they occur, are less than 4% of the current traffic. The vast majority of activity at Sydney Metro Airport Bankstown is general aviation aircraft up to Code 3C and this is where our focus will remain.

Should passenger services forecast reach 32 movements, this level of activity will equate to less than 100 passengers per hour requiring access to/from the airport over a 16 hour period.

The increased *forecast* of passenger aircraft at Sydney Metro Airport Bankstown has been made to provide a reasonable commercial model to meet the requirements of potential airline operators.

Disposing of Aircraft Fuel Test Samples

We've conservatively estimated that up to 3000 litres of fuel, more than 13 drums, are disposed as fuel samples at Sydney Metro Airport Bankstown each year. Even allowing for evaporation that's a lot of fuel being thrown onto the ground and entering our environment.

Stormwater monitoring across the airport has identified elevated levels of hydrocarbons, and lead in particular. This no doubt relates to the practice of fuel test sample disposal over the 70 year history of the airport.

The practice of disposing fuel samples to pavement or to the soil clearly constitutes a polluting activity and cannot continue. We are asking all operators to take immediate action to initiate a system for disposing of their fuel samples in an appropriate manner.

Airports Operations and Environment staff are available to discuss options for the collection and disposal of fuel test samples and to consider the suitability of any proposals operators may have, with regard to risk to airport operations and the environment.

Change of aircraft ownership

All aircraft operators should be aware that on 8 September 2009 a regulatory amendment to CASR 47.110 & 47.130 occurred extending the period from 14 to 28 days when the new owner must apply to become the Registration Holder.

If you become the owner of a registered aircraft and do not apply to be the Registration Holder within 28 days of the transfer of ownership, then CASA **MUST cancel the registration** as required by the regulations.

Go the CASA website www.casa.gov.au for further details.

Aircraft Auction – 16 October 2009

Slattery Auctions will be auctioning a 1982 Socata TB10 at Bankstown Airport Passenger Terminal at 11am Friday October 16. The aircraft will be sold as is where is.

For further details visit www.slatteryauctions.com.au.



Sydney Metro Airports Bankstown and Camden have received continued interest from production teams, film crews and photographers looking for aviation backdrop. We have launched a website to showcase what is available at each Airport and to easily facilitate enquiry.

There are many flow-on effects across the Airports with many aviation businesses benefiting from the film and TV activity. The resources film crews require are endless and some of the extras crews have required include:

- Chartering helicopters for aerial photography
- Leasing of aircraft including corporate jets, DC3s, the Red Baron fleet and helicopters
- Using students as extras

The activity generated from Sydney Metro Airports Studios product is not our core business but it is playing an important and niche role in the modern

airport activity, with the added benefit of delivering flow-on economic activity to many businesses on and around the Airports.

We offer secure filming locations with airside fencing with the support of a staff member to supervise the filming activity so it remains safe for all airport users.

For more information on Sydney Metro Airports Studios visit the website <http://www.sydneymetroairportsstudios.com/>



Want to supplement your current aircraft income?

Sydney Metro Airport Bankstown receives enquiries from production companies and photographers looking for props. To that end Film Vehicles is an online data base that vehicle owners can list their car/bike/boat/plane or helicopter on. They look to assist owners to list their vehicles to appear in film, television, editorial and fashion photography, ad campaigns and major events.

For the use of their asset, owners can charge a day rate. This can range from between \$200 - \$1000 per day for a car whilst aircraft and boats command higher fees.

If you are interested in registering, visit www.filmvehicles.com and follow the prompts.

Sydney Metro Airports Bankstown and Camden are not responsible for aircraft noise away from our Airports. Airservices Australia operates a Community Relations Office and they have a Noise complaints and Enquiries Line. Please call 1300 302 240 where they can assist you by taking details and investigating complaints. You can also lodge a complaint online at www.airservicesaustralia.com.au.

Sydney Metro Airports Bankstown & Camden - Airport Customer Master Plan Briefing

An Airport Customer Briefing on the Preliminary Draft Master Plan and Preliminary Draft Environment Strategy will be held in the Bankstown Airport Passenger Terminal on Monday 19 October at 1700 hrs.

An Airport Customer Briefing on the Camden Airport Preliminary Draft Master Plan and Preliminary Draft Environment Strategy will be held in the Camden Airport Office on Wednesday 21 October at 1600 hrs.

Master Planning Public Information Events Day

Bankstown Airport Limited will be holding a Master Planning Information Event for the Bankstown Community at the Bankstown Airport Passenger Terminal on Sunday 25th October from 1100hrs – 1400hrs.

A Master Planning Information Event for the Camden Community will be held at the Camden Airport Office on Sunday 1 November from 1100hrs – 1400hrs.

These Information Events will provide an opportunity for the Community to review the Preliminary Draft Master Plans & Environment Strategies and ask our staff and technical experts questions on the impact of these plans on the surrounding Community.

Camoufleur artwork at Milperra

A new and miniature artwork has been unveiled at the Tower Road / Henry Lawson Drive entrance to Sydney Metro Airport Bankstown.

Camoufleur is derived from the camouflage defence by artists working at Bankstown Airport during WWII. Artists such as Max Dupain and Frank Hinder were among the Sydney Camouflage Group, led by Zoologist William Dakin. Their experiments on camouflage proved to be ingenious methods of disguise, decoy and deception.

Adapting Roy Lichtenstein's illusion house series, this artwork recreates a disguised airplane hangar. The work echoes the Camouflage Group's optical trickery, using similar elements of deception, and is reminiscent of a 1940's style home in black and white.



Sydney Metro Airports Bankstown & Camden Master Plans

How does the Draft Plan identify and manage aircraft noise?

The type of aviation activity on the Airport is not forecast to change over the next 20 years. The Draft Plan retains the already approved extension of the main runway by 220 metres and confirms the existing layout and type of aircraft operations.

The number of flights on Bankstown Airport is forecast to grow between 1.5% and 0.5% over different stages of the next 20 years, following 5.5% growth over the last 4 years. As a result of this there has been a change in some of the ANEF contours, which are used in long term planning.

This change reflects the following:

- use of more realistic forecasts for traffic and aircraft type
- more general aviation and some extra passenger aircraft movements than used in the current Master Plan
- software advances in the Integrated Noise Model including improved noise profile information for aircraft and helicopters
- improved modelling techniques including the dispersion of training circuit tracks to account for aircraft deviations from flight paths
- modelling based on the most conservative approach.

It is important to understand that the ANEF diagrams in the Draft Plan forecast the noise contours associated with the level of activity expected by the year 2030.

To assist the community to understand noise impacts currently experienced, we have also included current flight paths and N60 event contours.

Bankstown Airport Limited has developed a Noise Management Plan and routinely consults with the Bankstown Airport Community Consultative Forum (BACCF) on aircraft noise and its management.

Bankstown Airport Limited has promulgated ground running with rules to minimise the impact of noise associated with ground based aircraft operations and we have included a purpose built engine run-up bay in this Draft Plan.

Why scheduled passenger flights at Bankstown Airport?

Bankstown Airport is ideal for niche, scheduled passenger services in code 3C aircraft, to support the communities and businesses of Western Sydney.

The Airport is accessible via major roads and motorways from the Greater Western Sydney catchment area of 1.875 million people, about 43% of Sydney's population. This catchment includes 14 local government areas, 151,536 individual businesses and generates \$76 billion or 22% of NSW's gross regional product.

The Airport envisages the key destination markets would be interstate – Melbourne and Brisbane and regional centres such as – Dubbo, Wagga Wagga and Coffs Harbour.

This proposal would also deliver jobs in line with the Bankstown Airport/Milperra - Specialised Centre, as identified in the NSW State Government's future planning.

The aircraft types and daily movements forecast in this Draft Plan provide sufficient flexibility to meet the community's travelling needs.

The Draft Plan has forecast between 16 and 32 passenger aircraft takeoffs or landings per day, up from 12 per day in the current approved Master Plan. This increase is based on the minimum number needed to

create a successful commercial operation from Bankstown to Melbourne, Brisbane and NSW regional destinations.

This Draft Plan does not include any intention to bring larger (Boeing 737, A320 etc) passenger aircraft to the Airport, or to develop Bankstown Airport as the 'second Sydney airport'.

How will the Airport manage vehicle traffic generated by new jobs?

Over the next 20 years, a significant number of additional jobs are anticipated to be created directly or indirectly related to the Airport. One of the important tasks outlined in the Draft Plan is for Bankstown Airport Limited to work with the Bankstown City Council and the NSW State Government to ensure that appropriate road access to and from the airport is provided.

The Draft Plan expects an integration of land use and transport infrastructure over the next 20 years to help meet the vehicle traffic concerns. Working closely with both Local and State Government, the Airport envisages a staged upgrade of the key intersections servicing the Airport and the need for agreement between airport land owners and the controlling authorities through ongoing discussions is recognized.

In the development of the Draft Plan, we have used the Roads and Traffic Authority Paramics Modelling to forecast the traffic in and out of the Airport during morning and afternoon peaks. This data will be used to work with the local authorities to determine apportionment of responsibility for road and intersection upgrades around the Airport.

How will the Draft Plan preserve and grow General Aviation activity?

The Draft Plan seeks to retain and enhance Bankstown Airport's role as the premier multi-use and General Aviation facility in New South Wales

The Draft Plan preserves the three runway complex, along with supporting taxiways, engine run up bays and manoeuvring areas. A total of 150.2 hectares of dedicated aviation land is preserved in the Draft Plan, with mixed use zones of another 21.9 hectares to allow additional growth and to protect existing long term aviation leases.

An additional 8.1 hectares of land over the current plan is allocated for aviation use, as approved in the 2008 Minor Variation. This preserves operating and manoeuvring areas as well as providing opportunities for the forecast aviation traffic growth to 457,000 movements (on the basis of current GAAP operating procedures). The Draft Plan removes the Ring Road and creates a mixed use zone in the north east precinct providing contiguous additional aviation land of 12.6 hectares. Land allocated in this Draft Plan has the capacity to cater for all existing and forecast aviation activity.

Bankstown Airport has expanded its Aviation Department with a dedicated Operations/Compliance Manager and increased its capital expenditure on aviation infrastructure and assets.

Bankstown Airport continues to support the aviation industry including flight training and education as well as promoting aviation as a career path with our Aviation Careers Expos. The University of NSW and TAFE Padstow are important aviation education facilities and the Airport will work with these agencies to develop a campus style facility to further enhance aviation education.



**Bankstown Airport & Camden Airport
Preliminary Draft Master Plan
Preliminary Draft Airport Environment Strategy 2010**

Public Exhibition and Consultation

In accordance with Sections 79(1) and 124(1) of the *Airports Act 1996*, Bankstown Airport Limited and Camden Airport Limited advise a Preliminary Draft Master Plan and a Preliminary Draft Airport Environment Strategy have been prepared for each Airport for public review and comment. The documents will be on public exhibition for 60 business days from **16 September 2009 to 18 December 2009**. The public exhibition period provides an opportunity for you to read the documents, provide feedback and to make a written submission.

The documents will be available for inspection and purchase by members of the public throughout the exhibition period for \$50.00 each (plus postage & handling) during normal office hours at Sydney Metro Airports Management Centre 3 Avro Street Bankstown Airport.

The documents can also be downloaded free of charge from the Sydney Metro Airports website: www.sydneyairport.com.au

An extensive consultation process will be undertaken and full details are available on the website. Public Information events will be at Bankstown Airport on 25 October 2009 and Camden Airport on 1 November 2009.

The documents can also be viewed at locations around Bankstown and Camden, as listed below:

Sydney Metro Airport Bankstown Management Centre
3 Avro Street
BANKSTOWN AIRPORT

Bankstown City Council
Civic Tower
66-72 Rickard street
BANKSTOWN

Bankstown Central Library
62 The Mall
BANKSTOWN

Padstow Library
132 Cahors Road
PADSTOW

Greenacre Library
Community Place
GREENACRE

Panania Library
Cnr Tower Street Anderson Avenue
PANANIA

Chester Hill Library
12 Chester hill Road
CHESTER HILL

Sydney Metro Airport Camden Management Centre
3 Avro Street
BANKSTOWN AIRPORT

Camden Council
37 John Street
CAMDEN

Camden Library
40 John Street
CAMDEN

Camden Council/Narellan Office
19 Queen Street
NARELLAN

Narellan Library
Cnr of Queen and Elyard Street
NARELLAN

Liverpool City Council
Liverpool Council Customer Centre
1 Hoxton Park Road
LIVERPOOL

Liverpool City Library
170 George Street
LIVERPOOL

Moorebank Library
Cnr Nuwarra Road and
Maddecks Avenue
MOOREBANK

Fairfield City Council
Administration Centre
86 Avoca Road
WAKELEY

Whitlam Branch Library
Cnr Railway Parade and
McBurney Road
CABRAMATTA

Fairfield Branch Library
Cnr Barbara Street and
Kenyon Street
FAIRFIELD

Campbelltown City Council
Cnr Queen Street and
Broughton Street
CAMPBELLTOWN

HJ Daley Central Library
Cnr Hurley Street and
Camden Road
CAMPBELLTOWN

NSW Department of Planning Information Centre
23-33 Bridge Street
SYDNEY

For input, for further information or to make submissions, please contact:

Bankstown and Camden Airports Project Team Phone:
Freecall: 1800 684 661
Fax: (02) 9925 0055
E-Mail: masterplanteam@bankstownairport.com.au
Website: www.sydneyairport.com.au

Post:
Bankstown/Camden Airport MP & AES Review
The Planning Group
Reply Paid 1612
NORTH SYDNEY NSW 2059

Submissions must be received by 18 December 2009 - All submissions will be acknowledged
All comments will be considered in preparation of the draft documents and will be provided to the
Minister for Infrastructure, Transport, Regional Development and Local Government.