

> Aviation Development Concept
– Key Objectives & Principles



Bankstown Airport

Master Plan
2004/05



> Aviation Development Concept

– Key Objectives & Principles

The key objectives and principles under-pinning the planning process for the production of the Aviation Development Concept are set out below.

11.1 Objectives

BAL's continued objectives for the development of the aviation business at Bankstown Airport are:

- **retain and enhance Bankstown Airport's role as the premier GA facility in NSW** – although all aspects of GA activity are important to BAL, particular emphasis has been placed on two key aspects – facilitating the development of Bankstown Airport as a service and maintenance centre for GA and smaller aircraft and facilitating Bankstown Airport's vital role in pilot training, utilising Bankstown Airport's location in the heart of major population areas to continue to attract people to aviation. Although current traffic levels are below recent highs, BAL will work to continue to grow GA traffic.
- **continue to attract high value corporate, government and charter operators/tenants** – over time, Bankstown Airport has established itself as a centre for corporate, government and charter operations. Key operators/tenants that have located at Bankstown Airport include Police Air Wing, NSW Parks & Wildlife and Inghams. BAL's objective is to continue to attract operators/tenants of this nature which can benefit from Bankstown Airport's operating efficiencies and availability of land for development of facilities;
- **continue to attract high value niche freight activity** – some freight activity already occurs at Bankstown Airport – primarily through Toll Priority and related activities. Bankstown Airport is an ideal location for niche, high-speed parcel delivery freight activity due to Bankstown Airport's operating efficiencies, availability of land for development of facilities and proximity to major transport routes (eg M5). Although parcel delivery freight is only a small proportion of the overall freight market (the majority of air freight carried in the belly of passenger aircraft or by dedicated freight aircraft which cannot operate at Bankstown Airport). BAL will continue to develop this attractive market segment; and

- **continue to attract niche RPT activity** – although Bankstown Airport is limited by a range of considerations in the type of RPT activity it can attract (see Section 12.4), BAL's objectives include the attraction of niche RPT activity – primarily short haul flights by turbo prop and regional jet aircraft that currently utilise Bankstown Airport on an occasional basis (aircraft such as the SAAB 340 and F100 currently use Bankstown Airport occasionally for charter operations). BAL does not envisage that Bankstown Airport will become a major RPT airport or Sydney's second airport and the Aviation Development Concept presented in this DMP categorically rules out Code 4C aircraft, such as the B717, B737 and A320 from using Bankstown Airport.

In addition to the business objectives quoted above, BAL has a range of other, aviation related objectives that were taken into account in the master planning process. These include:

- **maintenance of safe and secure operations** – BAL is determined to maintain its record of safe and secure aviation operations. Apart from statutory, regulatory and licence obligations to do so, BAL believes that maintenance of its reputation as a safe and secure airport is a key business continuity and customer attraction issue; and
- **meet BAL's statutory and regulatory obligations** – BAL intends to meet the various statutory requirements of airport ownership contained within the Airports Act 1996, the Civil Aviation Safety Regulations and the Transport Security Act and Regulations. BAL will also ensure that any developments are planned taking into account local and state planning frameworks and regulations.

These business and aviation objectives are consistent with the setting aside of the airport site for "aerodrome" purposes under the Bankstown LEP.

11.2 Principles

The key aviation related principles under-pinning this DMP include:

- **consolidation of GA activity** – historically, GA activity and tenancies have spread, in an unplanned fashion, across the Airport. This raises a number of issues, including:

> Aviation Development Concept – Key Objectives & Principles

- **operational inefficiencies for tenants/users** – with aircraft operators and service providers spread across both the northern and southern sectors of the airport, operational inefficiencies arise from having to move aircraft large distances from various parts of the field;
- **inefficient land use** – the spread of activity means that much more land than would otherwise be the case is devoted to aviation activities. Consolidation creates an opportunity to provide additional areas for aviation industry growth and development;
- **higher costs for BAL and airport users** – the uncoordinated spread of GA activity increases costs for BAL and airport users. Any move to consolidate activity will reduce costs and result in a more sustainable GA industry at Bankstown Airport; and
- **undesirable community outcomes** – the historical uncontrolled spread of aviation activities at Bankstown Airport has resulted in some aviation areas abutting residential areas. This MP adopts the principle of consolidating the location of GA activity into contiguous areas clustered around the runway complex and away from residential areas.

As a result of these issues, the long term consolidation of GA activity into precincts clustered around the runway complex has been adopted;

- **separation of fixed wing and rotary operations** – a sub-set of the consolidation issues outlined above is the separation to the extent practicable, of fixed wing and rotary operations. Although fixed wing and rotary activities have cohabitated at Bankstown Airport for many years, it does create operational inefficiencies and potential operating conflicts. Due to the anticipated growth of rotary operations at Bankstown Airport, this MP adopts the long term principal of separating fixed wing and rotary activity on alternate sides of the airport;
- **matching supply of aviation infrastructure to forecast demand** – Bankstown Airport has one of the most extensive runway and taxiway complexes of any GA airport in Australia. In addition to four runways, the airport has almost 13km of taxiways, in part a function of the geographic spread of aviation tenancies over the site. The principle of matching the supply of aviation infrastructure to demand has been adopted in the MP.

Under-utilised facilities will be reviewed and where appropriate redeveloped for alternate uses and new aviation infrastructure will be planned according to demand (subject to consultation and regulatory requirements);

- **utilisation of existing facilities** – Given the extent of facilities at Bankstown Airport, this MP has adopted the principle of utilising existing facilities where possible;
- **selection of design aircraft** – the aviation planning under-pinning this MP is based on the selection of a design aircraft – that is, the largest aircraft likely to use the airport on a regular basis. Selection of a design aircraft is based on traffic forecasts and consultation with aviation industry tenants and users. The design aircraft then set the parameters for runway and taxiway lengths and widths, as well as appropriate setbacks and other operational constraints;
- **tenant relocation** – in order to deliver on some aspects of the MP, some tenant relocations may be required. The MP includes appropriate alternate space at Bankstown Airport for all tenancies to be relocated, as well as growth requirements. Any tenant required relocations will be subject to the terms of each tenant's lease; and
- **efficient transport management and access** – aviation tenants and users at Bankstown Airport require a fast and efficient road network for operator and customer access to business premises and key aviation facilities. The MP includes major improvements to the road system at Bankstown Airport to improve access and manage traffic impacts.