



Camden Airport
Master Plan
2004/05





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> Foreword



In December 2003, BaCH Consortium purchased the long term leases over Camden Airport, together with Bankstown and Hoxton Park Airports 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 Camden Airport based on sustainable development principles.

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

Camden Airport has a history stretching back prior to World War II and is a significant and important feature in the local landscape. The Airport makes a significant economic contribution to the local economy and our vision is to significantly increase this contribution in a manner that will integrate with the NSW Government's *Metropolitan Strategy for Sydney*.

Our aviation vision includes maintaining and growing Camden Airport's role as a General Aviation airport focussing on recreational and flying training activities. This Master Plan sets out how the airport will develop to meet the aviation demand over the planning period.

From a commercial perspective this Master Plan also contains our vision for the development of land surplus to aviation requirements. It is our intention to develop this land in accordance with demand, generating jobs and economic prosperity for the local community.

In addition to outlining how we propose to implement our aviation and non-aviation vision, this Master Plan also outlines how we propose to address key issues arising from our vision, including infrastructure, environment, aircraft noise and heritage conservation. We propose to incorporate sustainability principles into any developments.

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, 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, Camden Airport Limited

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Glossary

Air Traffic Control Tower	ATCT	Helicopter Landing Site	HLS
Airport Building Controller	ABC	Instrument Flight Rule	IFR
Airport Environment Officer	AEO	Integrated Noise Model	INM
Airport Environment Strategy	AES	International Civil Aviation Organization	ICAO
Airport Lessee Company	ALC	James Fielding Group	JFG
Airservices Australia Sydney Terminal Control Unit	TCU	Lane of Entry	LOE
Australian Noise Exposure Forecast	ANEF	Leighton Properties Pty Ltd	LPPL
Australian Gas Light Co	AGL	Level of Service	LOS
Australian Strategic Air Traffic Management Group	ASTRA	Local Environment Plan	LEP
Automated Terminal Information Service	ATIS	Major Development Plan	MDP
Bankstown, Camden, Hoxton Park Consortium	BaCH	Mandatory Broadcast Zone	MBZ
Bankstown Airport Limited	BAL	Manual of Standards	MOS
Building Application	BA	Master Plan	MP
Camden Airport Community	CAPCOM	Maximum Take-Off Weight	MTOW
Civil Aviation Safety Authority	CASA	National Airspace System	NAS
Civil Aviation Safety Regulations	CASR	National Pollutant Inventory	NPI
Civil Aviation Regulations	CAR	Nautical Miles	NM
Common Traffic Advisory Frequency	CTAF	Non-Directional Beacon	NDB
Construction Application	CA	Notice of Intention	NOI
Department of Civil Aviation	DCA	Obstacle Limitation Surfaces	OLS
Department of Environment and Heritage (Comm)	DEH	Pilot Activated Aerodrome Lighting	PAL
Department of Infrastructure Planning and Natural Resources (NSW)	DIPNR	Preliminary Draft Master Plan	PDMP
Department of Transport (Comm) and Regional Services	DoTaRS	Procedures for Air Navigation Services – Aircraft Operations	PANS-OPS
Development Approval	DA	Regional Environment Plan	REP
Development Control Plan	DCP	Royal Australian Air Force	RAAF
Draft Airport Environment Strategy	DAES	Review of Environmental Factors	REF
Draft Master Plan	DMP	State Environment Planning Policy	SEPP
Economic Impact Analysis	EIA	Standard Arrival Routes	STAR
Environmental Management Plan	EMP	Standard Instrument Departure	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	Visual Flight Rule	VFR
Global Navigation Satellite System	GNSS		
Global Positioning System	GPS		
Gross Domestic Product	GDP		

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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.
Aprons	Areas defined for the safe parking of aircraft.
General Aviation (GA)	All aircraft operations except scheduled passenger operations
Touch and go	This refers to pilot training aircraft operation whereby the aircraft lands and takes-off again without coming to a complete stop.

Disclaimer

This Master Plan has been prepared by Camden Airport Limited 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 CAL Airports 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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