

Badgery's Creek Airport Presentation

Revised from NAN 2015 AGM

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History

- 1946 First study into a new airport site near Sydney
- 1969 Government advisory committee to investigate 11 sites for second airport
- 1973 Government announced Galston as site for second airport reversed 1974
- 1976 Major Airport Needs of Sydney site selection study with preliminary report issued 1979
- 1982 Third runway at Sydney Airport announced reversed 1983
- 1983 Second Sydney Airport Site Selection Programme (SASSP) announced
- 1985 Wilton and Badgery's Creek assessed as potential sites and SASSP draft EIS produced
- 1986 Badgery's Creek announced as second Sydney Airport site with land acquisition complete 1991
- 1991 Decision to proceed with third runway at Sydney Airport and an initial general aviation airport at Badgery's Creek
- 1994 Third runway opens and Badgery's Creek plans expanded to an international capable airport
- 1996 Government announces Badgery's Creek EIS to be produced and then broadened to include Holsworthy. Holsworthy ruled out in 1997.
- 2000 Future development at Badgery's Creek put on hold.
- 2004-08 Further investigations of additional sites by Federal and NSW Governments
- 2009 Joint Federal and NSW Governments appoint steering committee to oversee the Joint Study in Sydney region aviation needs
- 2012 Joint Study report released confirming that additional airport required by 2030 and Badgery's Creek the most logical site.
- 2013 Wilton (as second airport) & Richmond for overflow was assessed and confirms Badgery's Creek as preferred site.
- 2014 Federal government announced Badgery's Creek as Sydney's second airport site and commences EIS.
- 2015 Badgery's Creek Airport EIS released for public consultation (19 October)

Badgery's Creek Objectives

The Badgery's Creek Environmental Impact Statement (EIS) states there are two objectives of the Badgery's Creek or Sydney West Airport (section of EIS Volume 1 Exec Summary);

- “the Western Sydney Airport (proposed airport) would cater for ongoing growth in demand for air travel, particularly in the rapidly expanding Western Sydney region, “and
- “providing additional aviation capacity in the Sydney region more broadly. “

Why is another airport needed?

Sydney Airport has limited ability to handle further passenger growth due to the physical constraints at the existing site.

The limitations of existing infrastructure are apparent at peak times and are expected to become more pronounced over the coming decades.

The Joint Study (Department of Infrastructure and Transport 2012), in the absence of additional aviation capacity in the Sydney basin:

- by 2020, all weekday slots for periods at Sydney Airport between 6.00 am and 12 noon and between 4.00 pm and 7.00 pm will be fully allocated;
- by around 2027, all slots at Sydney Airport will be allocated, so new entrants cannot be accommodated, unless another service is cancelled; and
- by around 2035, there will be practically no scope for further growth of regular passenger services at Sydney Airport.

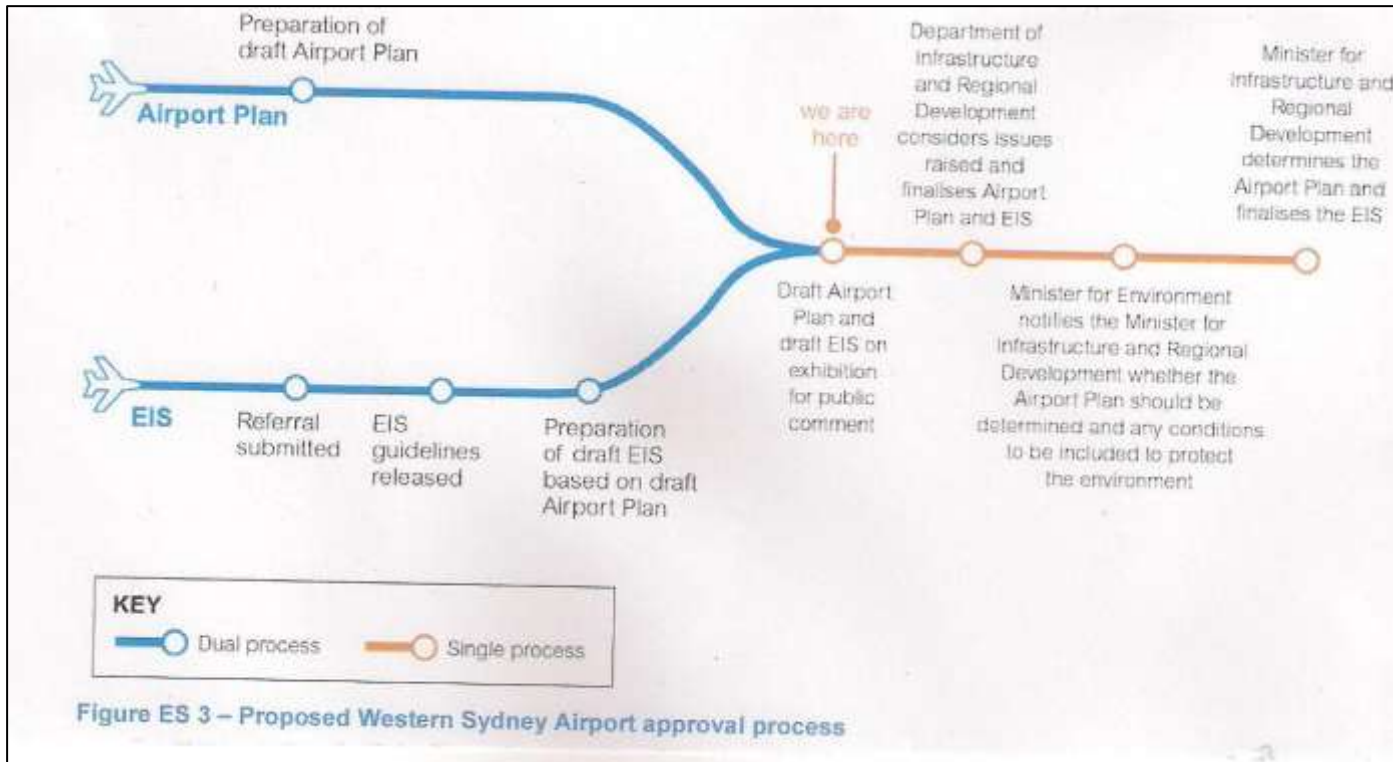
Badgery's Creek Airport – Key Facts

- The proposed airport would operate on a 24 hour basis.
- Airport site is 1780 hectares within Liverpool local government area, around 50 kilometres west of Sydney's CBD, 15 to 20 kilometres from Liverpool, Fairfield, Campbelltown, Penrith, and 30 kilometres from Parramatta.
- A major Western Sydney employer with :
 - 2020 - construction of Stage 1 would be expected to peak at around 700 to 800 jobs
 - Year 1 - proposed airport would generate approximately 3,200 person-years¹ of direct jobs
 - 2031 - an estimated 8,730 direct jobs generated at the proposed airport
 - 2063 - the airport is anticipated to deliver an estimated 61,500 direct jobs at the airport site

Table ES 1 – Summary of activity forecasts (EIS Exec Summary)

	Stage 1 (c 2030)	First runway at capacity (c 2050)	Long Term (c 2063)
Annual passengers (arrivals and departures)	10 million	37 million	82 million
Peak hour passengers (international and domestic)	3,400	9,500	18,700
Total annual air traffic movements (passenger and freight)	63,000	185,000	370,000
Total peak hour air traffic movements	21	49	85

Badgery's Creek Airport – approval process and timeline



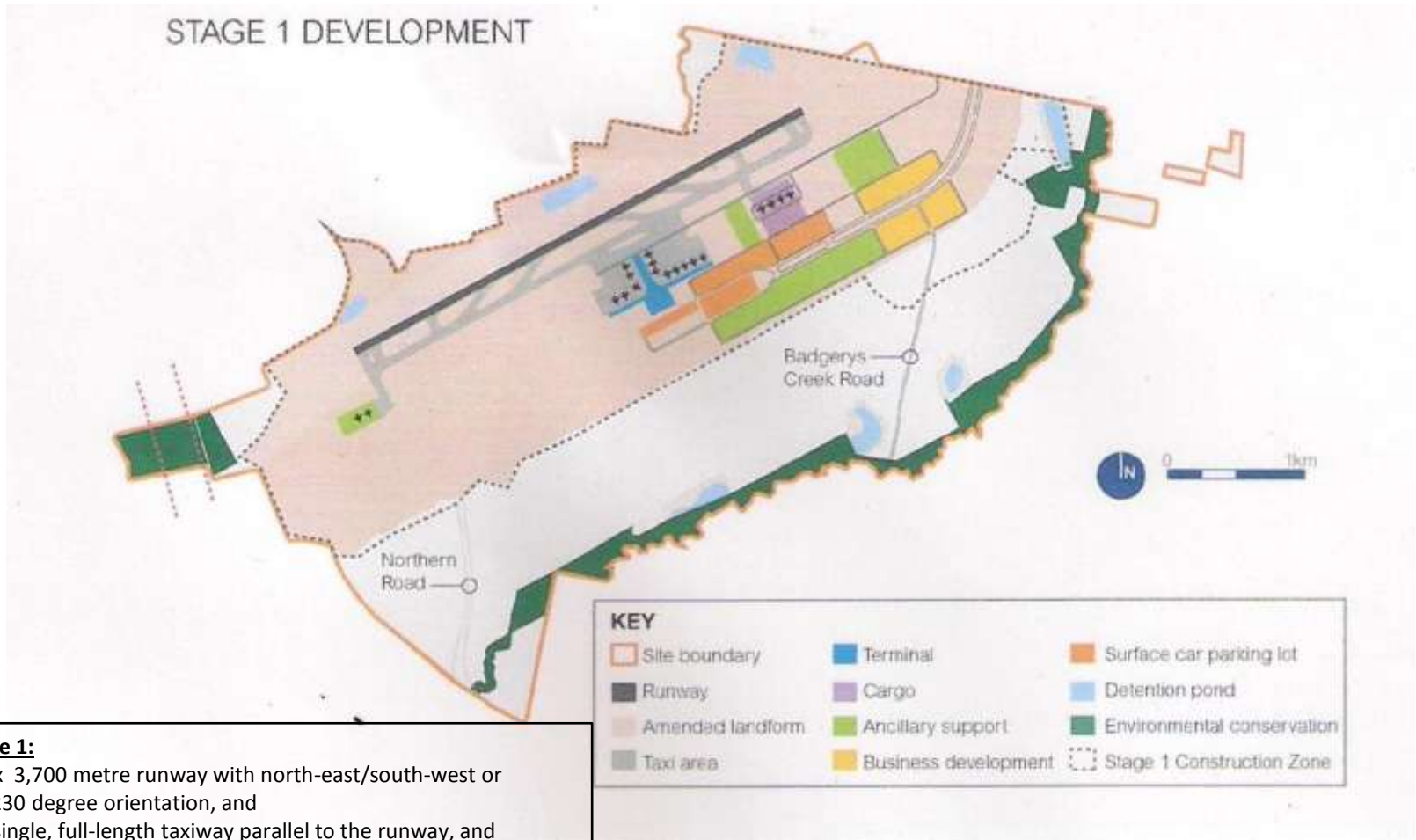
Badgery's Creek Airport Indicative Timeline (SMH and EIS)

2016	Construction to start assuming approval is given
2025	Open for Stage 1 operations
2050	Stage 1 full capacity reached
2060	Long Term configuration in place (additional runway and terminal)

Badgery's Creek Airport Site



Badgery's Creek layout – Stage 1

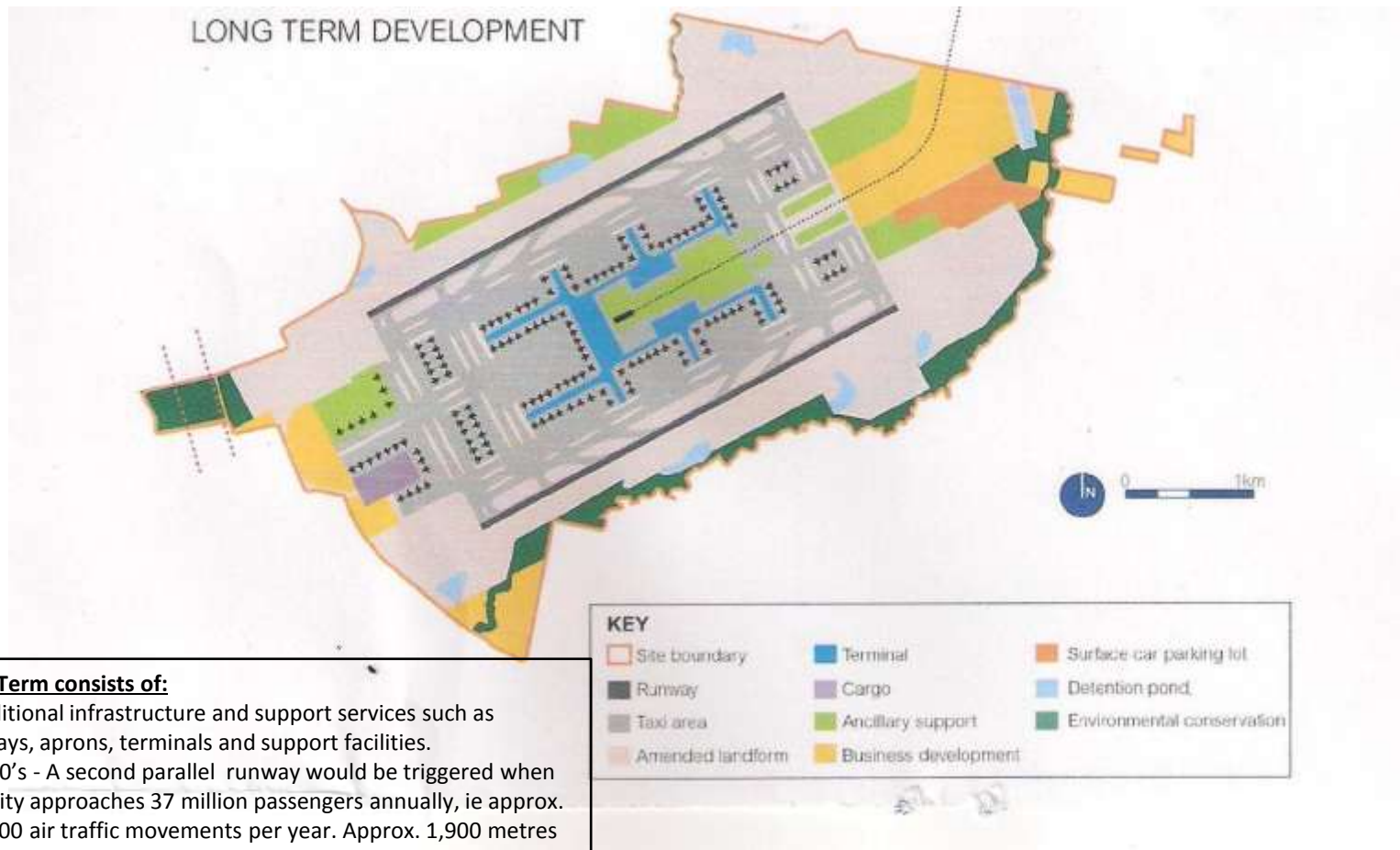


Stage 1:

- 1 x 3,700 metre runway with north-east/south-west or 50/230 degree orientation, and
- a single, full-length taxiway parallel to the runway, and
- a range of aviation support facilities including passenger terminals, cargo and maintenance areas, car parks and navigational aids.
- Capable for up to 10 million domestic and international passengers per year and approx. 63,000 air traffic movements annually, including freight movements.
- while also allowing sufficient space for future expansions

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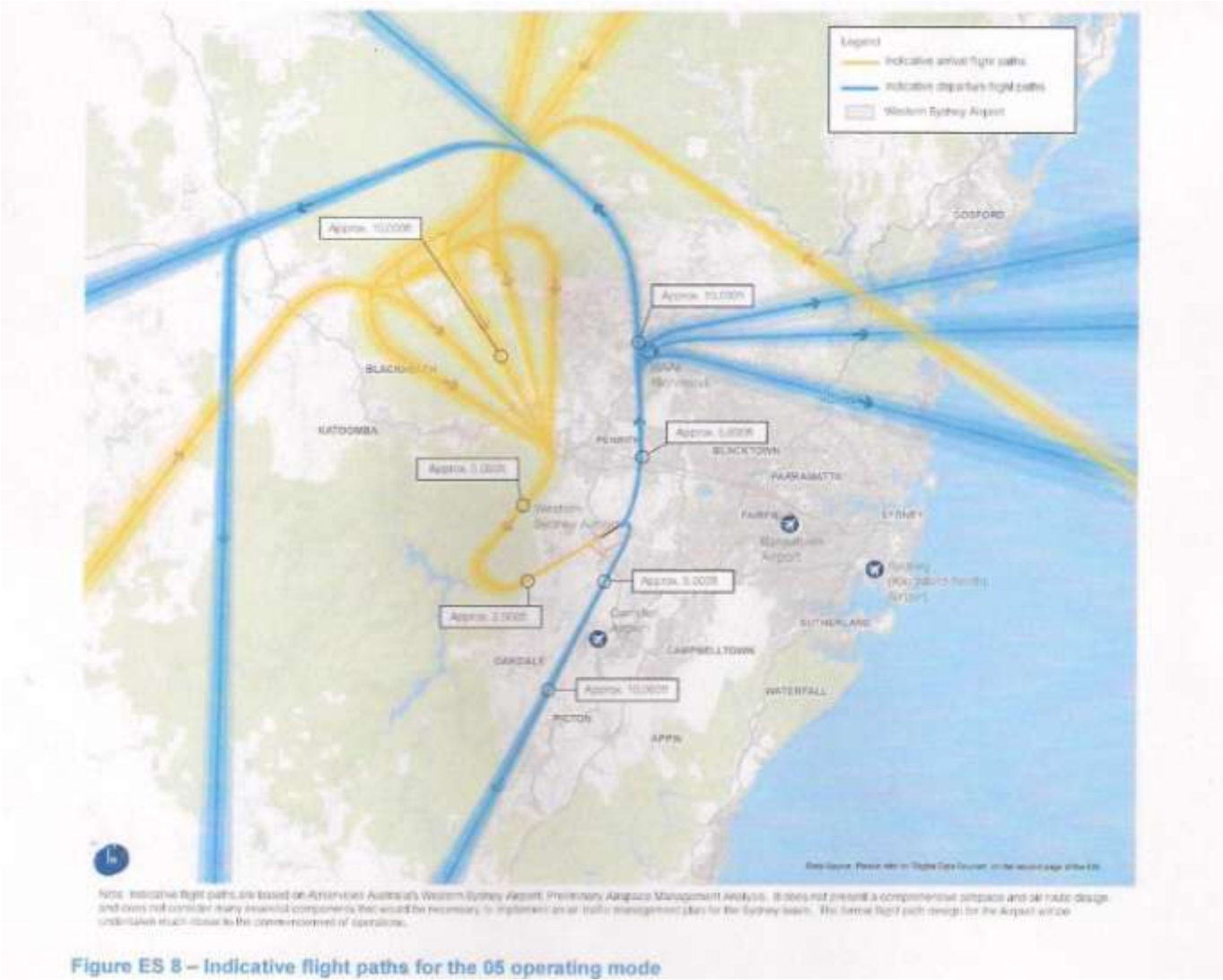
Badgery's Creek layout – Long Term



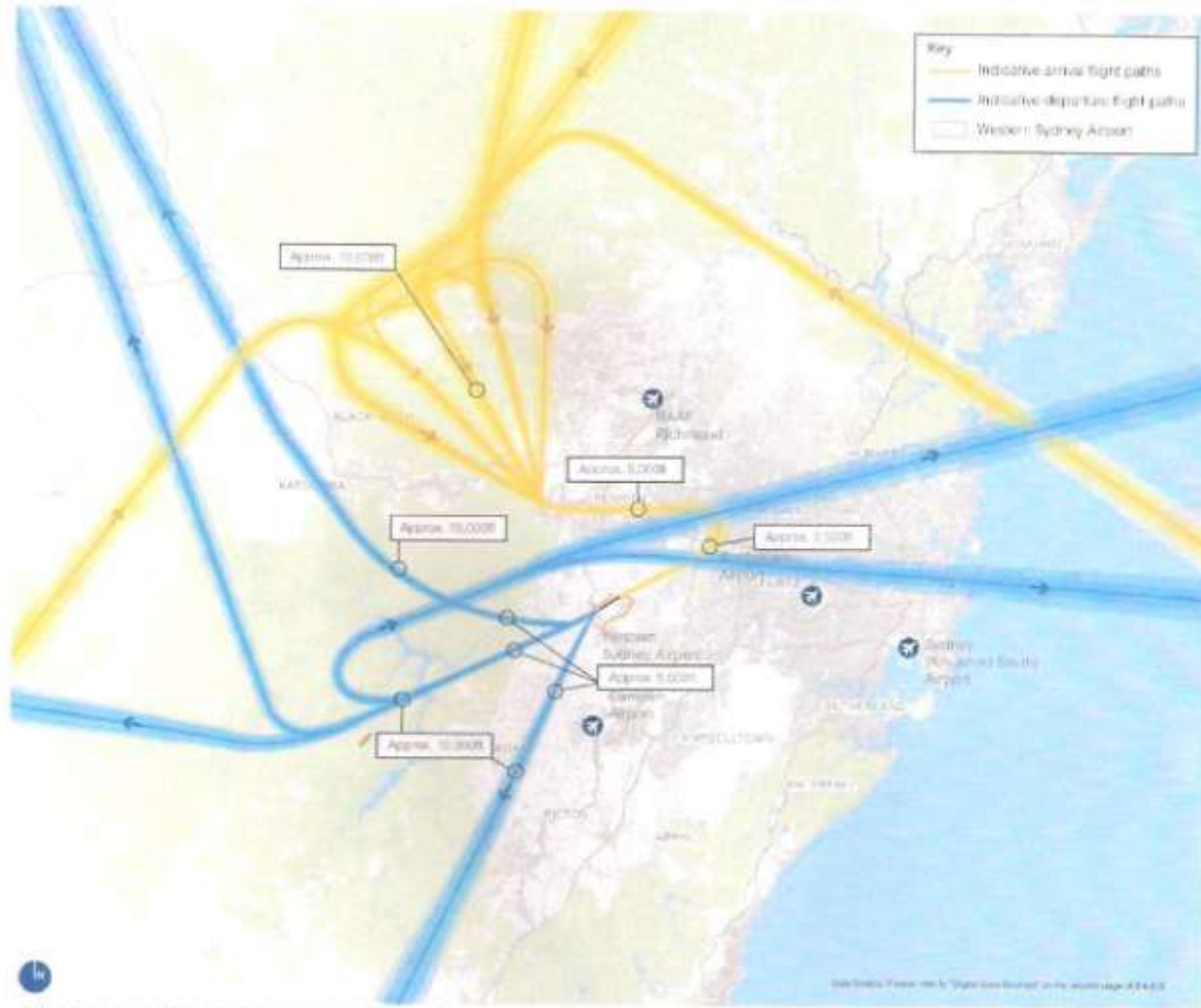
Long Term consists of:

- Additional infrastructure and support services such as taxiways, aprons, terminals and support facilities.
- 2050's - A second parallel runway would be triggered when capacity approaches 37 million passengers annually, ie approx. 185,000 air traffic movements per year. Approx. 1,900 metres separation from 1st runway.
- Capable to handle approx. 82 million passengers annually, approx. 370,000 air traffic movements per year by about 2063.
- Capable of 103 movements per hour consisting of:
 - 45 landing operations per hour; and
 - 58 departure operations per hour.

Badgery's Creek Indicative Flight Path of 05 operating mode



Badgery's Creek Indicative Flight Path of 23 operating mode



Key issues:

- **How do passengers get there?** Lack of fast, convenient rail link to Sydney CBD, Sydney Airport and greater Sydney Area. Note that only 11% of Sydney's air passengers come from Western Sydney with the majority starting / ending trips in Sydney CBD, North Shore and Eastern Suburbs (2006 Sydney Airport Ground Transport Study). See Attachment.
- **Why would Passengers choose to fly from Badgery's Creek?** Passengers won't go to an airport which isn't convenient to use especially with limited flight destinations particularly for peak hour flights.
- **Airlines given option to "opt in" to use Badgery's Creek** but won't until it is beneficial for them e.g. lack of access or slots at Sydney Airport or new entrants.
- **Passenger growth from Western Sydney to drive need for the airport will not lead to a viable airport.**
- **Very slow start up of Badgery's Creek Airport** will result in the majority of Sydney airport traffic being handled by Sydney Airport and this won't change until the capacity limits of Sydney Airport are reached.
- **Strategy of domestic flights first at Badgery's Creek** will only replace smaller domestic / regional planes with noisier International planes at Sydney Airport.
- **Impact on Sydney Airport flight paths and noise levels is unknown.**
- **Unwillingness to use Badgery's Creek Airport to spread flights and noise across the greater Sydney area** or keep Sydney Airport within LTOP noise sharing.
- **Unwillingness to move shoulder period noisier international flights to Badgery's to restore Sydney Airport curfew to 11pm to 6 pm (without shoulder period)** or extend curfew to 8 hours.
- **Operational issues such as the lack of a Sydney wide Airspace Plan**, the lack of Sydney Airport passenger and flight movement forecasts in this two airport scenario make it impossible to determine the impacts on the residents of Sydney.

Conclusion

- Badgery's Creek Airport is not a viable airport as proposed as passengers will have difficulty to get there and airlines have no incentive to opt to use it.
- If Sydney Airport is the lessee they will maximise Sydney Airport and defer expenditure at Badgery's Creek Airport.
- Sydney Airport will grow until it's operational constraints are reached.
- Impacts on Sydney Airport, it's flights paths and future of noise sharing is not known as Sydney Air Space design is not complete.
- There is a lack of political will to use Badgery's Creek Airport to constraint Sydney Airport to the LTOP noise sharing.

Attachment 1:

Where will Badgery's Creek Airport's passengers come from?

Only 11% of Western Sydney people are using the present Sydney Airport according to figures in the 2006 Sydney Airport Ground Transport Plan.

No Aircraft Noise analysis on the chart below shows how CBD, eastern and northern Sydney create the greatest air travel demand.

Western Sydney demand will grow, but without a fast rail connection to the rest of Sydney it will take decades to make a viable airport at Badgerys.

Figure 1: Sydney Passengers (%)origin/destination

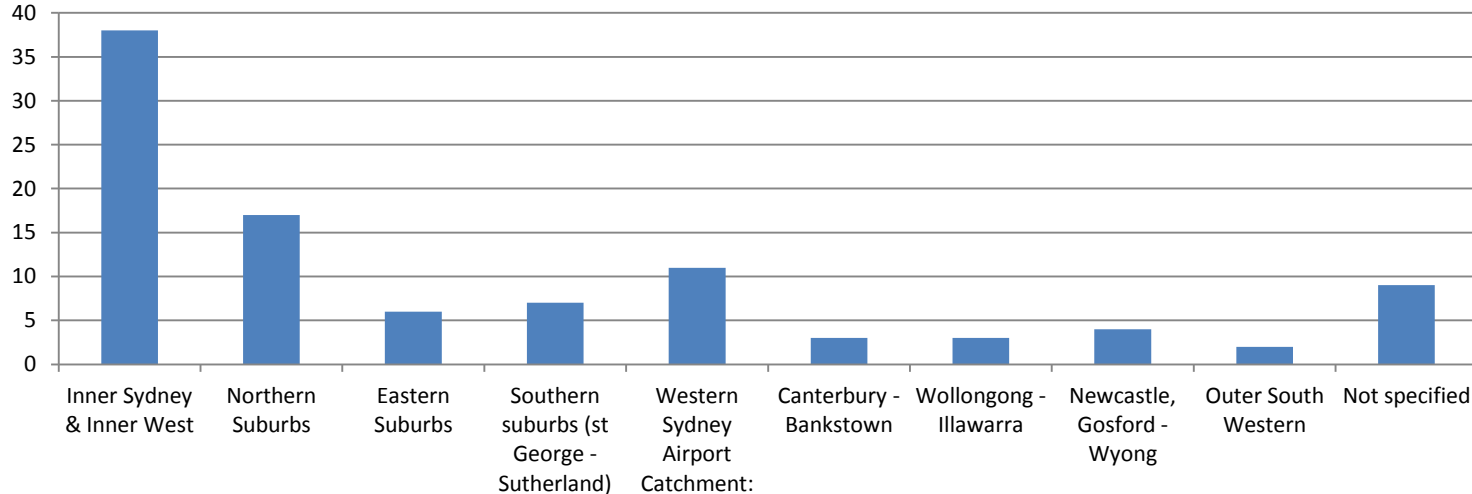


Figure 1: Data Source is the 2006 Sydney Airport Ground Transport Plan

NB: Western Suburbs Catchment includes: Western Suburbs, Central West, Outer West, Blacktown, Baulkham Hills and Fairfield-Liverpool.

Northern Suburbs includes Northern Beaches, Hornsby & Lower Northern Suburbs