



**Appendix A: Compliance with the
Airports Act 1996, Regulations and
Airport Development Consultation
Guidelines**

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Appendix A: Compliance with the Airports Act 1996, Regulations and Airport Development Consultation Guidelines

APPLICABLE SECTION OF THE AIRPORTS ACT 1996 AND RELATED REGULATIONS	RESPONSE
Section 70 Final master plans	
<p>(1) For each airport, there is to be a final master plan</p> <p>(2) The purposes of a final master plan for an airport are:</p> <ul style="list-style-type: none"> (a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan; and (b) to provide for the development of additional uses of the airport site; and (c) to indicate to the public the intended uses of the airport site; and (d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport. (e) to ensure all operations at the airport are undertaken in accordance with relevant environmental legislation and standards; and (f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and (g) to promote the continual improvement of environmental management at the airport 	<p>This Master Plan</p>
71 Contents of draft or final master plan	
<p>(2) In the case of an airport other than a joint user airport, a draft or final master plan must specify:</p> <p>(a) the airport-lessee company's development objectives for the airport; and</p> <p>(b) the airport-lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and</p> <p>(c) the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and</p> <p>(d) an Australia Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and</p> <p>(e) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and</p> <p>(f) the airport-lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and</p>	<p>Section 1: Introduction Section 5: Aviation development plan and Section 6: Non-Aviation development concept</p> <p>Section 5: Aviation Development Plan Section 6: Non-Aviation development concept Section 7: Ground transport plan</p> <p>Section 5: Aviation development plan Section 6: Non-Aviation development concept Section 7: Ground transport plan</p> <p>Section 5.5: Aircraft Noise Management Environment Appendix E Noise modelling methodology</p> <p>Appendix E Noise modelling methodology</p> <p>Section 2: Stakeholder engagement Section 5.5: Aircraft Noise management Appendix E There are no airlines using the Airport</p>

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(f) the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and	Section 9: Environment Management Appendix B: Airport Environment Strategy
(g) the airport-lessee company's plans for dealing with the environmental issues, and mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts);	Section 9: Environment Management Appendix B: Airport Environment Strategy
(ga) in relation to the first 5 years of the master plan – a plan for a ground transport system on the land side of the airport that details: <ul style="list-style-type: none"> i. a road network plan; and ii. the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and iii. the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and iv. the arrangements for working with the State or local authorities or other bodies responsible for the road network and public transport system; and v. the capacity of the ground transport at the airport to support operations and other activities at the airport; and vi. the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and 	Section 7: Ground transport plan
(gb) in relation to the first 5 years of the master plan - detailed information on the proposed developments in the master plan that are to be used for: <ul style="list-style-type: none"> i. commercial, community, officer or retail purposes; or ii. for any other purpose that is not related to airport services; and 	Section 11: Implementation
(gc) in relation to the first 5 years of the master plan – the likely effect of the proposed developments in the master plan on: <ul style="list-style-type: none"> i. employment levels at the airport; and ii. the local and regional economy and community, including an analysis of the proposed developments fit within the planning schemes for commercial and retail development in that area that is adjacent to the airport: and 	Section 8: Socio-economic role of Bankstown Airport
(h) an environment strategy that details: <ul style="list-style-type: none"> i. the airport- lessee company's objectives for the environmental management of the airport; and ii. the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as an environmentally significant; and iii. the sources of environmental impact associated with airport operations; and iv. the studies, reviews and monitoring to be carried out by the airport- lessee company in connection the the environment impact associated airport operations; and v. the time frames for completion of those studies and reviews for reporting on that monitoring; and vi. the specific measures to be carried out by the airport-lessee company for the purpose of preventing, controlling or reducing the environmental impact associated with airport operations; and vii. the time frames for completion of those specific measures; and viii. details of the consultations undertaken in preparing the strategy (including the outcome of the consultation); and ix. any other matters that are prescribed in the regulations; and x. such other matters (if any) as are specified in the regulations. 	Appendix B: Airport Environment Strategy

Matters provided by regulations

(4) The regulations may provide that the objective, assessments, proposals, forecasts and other matters covered by subsection (2) or (3) may relate to one or more of the following:	NOTED
(a) the whole of the planning period of the plan;	This Master Plan
(b) one or more specified 5 year periods that are included in the planning period of the plan;	Section 11: Implementation

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<p>(c) subject to any specified conditions, a specified period that is longer than the planning period of the plan.</p> <p>(5)The regulations may provide that, in specifying a particular objective, assessment, proposal, forecast or other matter covered by subsection (2) or (3), a draft or final master plan must address such things as are specified in the regulations.</p>	<p>Note: no periods specified in Regulations</p> <p>Note: there are no Regulations in relation to these matters</p>
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Plan to address consistency with planning schemes

<p>(6)In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc) (3)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address:</p> <ul style="list-style-type: none"> a) the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the airport is located; and b) if the draft or final master plan is not consistent with those planning schemes- the justification for the inconsistencies. 	<p>Section 1: Introduction Section: 3.5 and 3.6 Section 5: Aviation development plan Section 6: Non-Aviation development concept Section: 6.3 and 6.4 Section 7: Ground transport plan Section 8: Socio-economic role of Bankstown Airport Section 11: Implementation Appendix F Regional and Local Planning Considerations</p>
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Company to have regard to Australian Standard

<p>(8)In developing plans to referred to in paragraph (2)(e) and (3)(e), and airport-lessee company must have regard to Australian Standard AS20201 – 1994 (“Acoustics – Aircraft noise intrusion – Building siting and construction”) as in force or existing at that time.</p>	<p>Section 5.5: Aircraft noise management</p>
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71A Draft or final master plans must identify proposed sensitive developments

<p>1) A draft master plan must identify any proposed sensitive development in the plan</p> <p>2) A sensitive development is the development of, any of the following:</p> <ul style="list-style-type: none"> a) a residential dwelling; b) a community care facility c) a pre-school d) a primary, secondary, tertiary or other educational institution; e) a hospital <p>2A)A sensitive development does not include the following:</p> <ul style="list-style-type: none"> a) an aviation educational facility b) accommodation for students studying at an aviation education facility at the airport c) a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport 	<p>Section 6.4.3</p>
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72 Planning period

<p>A draft or final master plan must relate to a period of 20 years. This period is called the planning period.</p>	<p>Section 1.2</p>
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76 New draft master plan to be submitted before expiry of old plan

<p>76 New draft master plan to be submitted before expiry of old plan</p> <p>(1) (b) within a longer period that the Minister specifies in a written notice to the airport-lessee company.</p>	<p>Section 1.1 & letter from Minister see Appendix A Statutory Volumes</p>
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77 Duration of final master plan

<p>A final master plan remains in force for 5 years. However, if, at the end of that 5 years, a fresh final master plan does not come into force, the original plan remains in force until a fresh plan comes into force.</p>	<p>Section 1.1</p>
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78 Replacement of final master plan	
<p>(1) If a final master plan (the original plan) for an airport is in force, the airport-lessee company for the airport may give the Minister, in writing, a draft master plan that is expressed to replace the original plan. When the draft plan becomes a final master plan, the original plan ceases to be in force.</p> <p>(2) If a final master plan (the original plan) for an airport is in force, and a more recent Australian Noise Exposure Forecast for the airport is endorsed in the manner approved by the Minister, the airport-lessee company for the airport must give the Minister, in writing, a draft master plan that is expressed to replace the original plan. The company must give the Minister the draft master plan:</p> <ul style="list-style-type: none"> (a) within 180 days of the more recent Australian Noise Exposure Forecast being endorsed; or (b) if the Minister, by written notice given to the company, allows a longer period—within that longer period. <p>When the draft plan becomes a final master plan, the original plan ceases to be in force.</p>	<p>This Master Plan. ANEF was endorsed on 24 January 2014</p> <p>Statutory Volumes Section 6</p>
79 Public comment and advice to State etc.	
<i>Advice to State etc</i>	
<p>(1A) Before giving the Minister a draft master plan for an airport under section 75, 76 or 78, the Airport-lessee company for the airport must advise, in writing, the following persons of its intention to give the Minister the draft master plan:</p> <ul style="list-style-type: none"> (a) the Minister, of the State or Territory in which the airport is situated, with responsibility for town planning or use of land; (b) the authority of that State or Territory with responsibility for town planning or use of land; (c) each local government body with responsibility for an area surrounding the airport. <p>(1B) the draft plan submitted to the Minister must be accompanied by:</p> <ul style="list-style-type: none"> (a) A copy of the advice given under subsection (1A); and (b) A written certificate signed on behalf of the company listing the names of those to whom the advice was given. 	<p>Section 2.4. and Statutory Volumes Section, Section 5</p>

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Public comment

(1) After giving the advice under subsection (1A), but before giving the Minister the draft master plan, the company must also:

- (a) cause to be published in a newspaper circulating generally in the State or Territory in which the airport is situated, and on the airport’s website, a notice:
 - (i) stating that the company has prepared a preliminary version of the draft plan; and
 - (ii) stating that copies of the preliminary version will be available for inspection and purchase by members of the public during normal office hours throughout the period of 60 business days after the publication of the notice; and
 - (iii) specifying the place or places where the copies will be available for inspection and purchase; and
 - (iiia) in the case of a notice published in a newspaper—stating that copies of the preliminary version will be available free of charge to members of the public on the airport’s website throughout the period of 60 business days after the publication of the notice; and
 - (iiib) in the case of a notice published in a newspaper—specifying the address of the airport’s website; and
 - (iv) in any case—inviting members of the public to give written comments about the preliminary version to the company within 60 business days after the publication of the notice; and
- (b) make copies of the preliminary version available for inspection and purchase by members of the public in accordance with the notice; and
- (c) make copies of the preliminary version available free of charge to members of the public on the airport’s website:
 - (i) in a readily accessible format that is acceptable to the Minister; and
 - (ii) in accordance with the notice

A notice was published in the Daily Telegraph and Bankstown Torch on 25 June 2014. The notice contained all the details required by Section 79(1)(a).

Refer to Section 3 of Statutory Volumes for full details.

(2) If members of the public (including persons covered by subsection (1A)) have given written comments about the preliminary version in accordance with the notice, the draft plan submitted to the Minister must be accompanied by:

- (a) copies of those comments; and
- (b) a written certificate signed on behalf of the company:
 - (i) listing the names of those members of the public; and
 - (ii) summarising those comments; and
 - (iii) demonstrating that the company has had due regard to those comments in preparing the draft plan; and
 - (iv) setting out such other information (if any) about those comments as is specified in the regulations.

A written statement signed on behalf of the company complying with section 79(2) of the *Airports Act 1996* is included in Section 5 of this Statutory Volume.

(3) Subsection (2) does not, by implication, limit the matters to which the company may have regard.

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80 Consultations	
<p>(1) This section applies if:</p> <p>(a) an airport-lessee company gives the Minister a draft master plan under section 75, 76 or 78; and</p> <p>(b) before the publication under section 79 of a notice about the plan, the company consulted (other than by giving an advice under subsection 79(1A)) a person covered by any of the following subparagraphs:</p> <p>(i) a State or Territory government;</p> <p>(ii) an authority of a State or Territory; (iii) a local government body;</p> <p>(iv) an airline or other user of the airport concerned;</p> <p>(v) any other person.</p> <p>(2) The draft plan submitted to the Minister must be accompanied by a written statement signed on behalf of the company:</p> <p>(a) listing the names of the persons consulted;</p> <p>and</p> <p>(b) summarising the views expressed by the persons consulted.</p>	<p>During the preparation of the Preliminary Draft Master Plan, BAL conducted consultation with key airport stakeholders covered in the subparagraphs listed in section 80(1) of the Airports Act 1996</p> <p>A written statement signed on behalf of the company complying with section 80 (2) of the Airports Act 1996 is included in Section 4 of this Statutory Volume</p>
AIRPORTS REGULATIONS 1997 – REG 5.02	
Contents of draft or final master plan	
<p>(1)For paragraphs 71 (2)(j) and (3)(j) of the Act, the following matters are specified:</p> <p>(a) any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan;</p> <p>(b) for an area of an airport where a change of use of a kind described in subregulation 6.07 (2) of the Airports (Environment Protection) Regulations 1997 [see note 1] is proposed:</p> <p>(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and</p> <p>(ii) the airport-lessee company’s plans for dealing with any soil pollution referred to in the report.</p> <p>(2)For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.</p> <p>(3)For subsection 71(5) of the Act, a draft or final master plan must:</p> <p>a) address any obligation that has passed to the relevant airport-lessee company under subsection 22 (2) of the Act or subsection 26 (2) of the Transitional Act; and</p> <p>b) address any interest to which the relevant airport lease is subject under subsection 22 (3) of the Act, or subsection 26 (3) of the Transitional Act.</p> <p>(4)In subregulation (1):</p> <p>“OLS” and PANS-OPS surface have the same meanings as in the Airports (Protection of Airspace) Regulations.</p>	<p>Section 4.5: Airspace protection</p> <p>Appendix D: Airspace protection</p> <p>Section 9: Environmental management</p> <p>Appendix B: Airport Environment Strategy</p> <p>Section 9: Environmental management</p> <p>Appendix B: Airport Environment Strategy</p> <p>Section 9: Environmental management</p> <p>Appendix B: Airport Environment Strategy</p> <p>Section 6.4: Zoning</p> <p>Appendix F: Regional and Local Planning Considerations</p> <p>Note: there are no Regulations in relation to these matters</p> <p>Noted.</p>

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Note 1

Subregulation 6.07 (2) – Airports (Environment Protection) Regulations

A change of use to which paragraph (1)(d) applies is a change that necessitates greater environmental protection measures because the use will result in the land being used in a way, or for a purpose, that will, or is reasonably likely to, cause greater harm:

- (a) to an aspect of the environment; or
- (b) to the health, safety or, in any respect, the welfare of, human beings.