



Bankstown Airport Limited

and

Camden Airport Limited

Submission to  
Rural and Regional Affairs and Transport  
Legislation Committee

Airports Amendment Bill 2016

**March 2017**

## 1. Executive Summary

Bankstown Airport Limited and Camden Airport Limited (**the Airports**) operate Bankstown and Camden Airports. These Airports are classified as General Aviation airports and are located within the Sydney basin. The Airports support a wide range of aeronautical and non-aeronautical activity.

The Airports support the intent and the majority of the content of the *Airports Amendment Bill 2016 (the Bill)* presented by the Minister for Infrastructure and Transport in the House of Representative and subject to an enquiry by the Rural and Regional Affairs and Transport Legislation Committee.

The Bill allows the *Airports Act 1996 (the Act)* to remain contemporary in the way it is administered in particular in relation to Airport Master Plans and Major Development Plans whilst ensuring that a balance of interests of the Airport operators, aviation industry and the community is maintained.

However the Airports are also seeking flexibility in regards to what constitutes the cost of construction for Major Development Plans and further flexibility with the transition provisions as proposed by the Bill.

For consistency and ease of review, the Airports will respond to the Items contained in Schedule 1 of the Explanatory Memorandum circulated by the Minister in support of the *Airports Amendment Bill 2016*.

## 2. Responses to Items 1 – 28

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| Item 1 – 8:  | Supported by the Airports   |
| Item 9:      | Supported by the Airports in particular for Camden Airport where aeronautical activity and development have been stagnant for several years whilst the cost of carrying out a Master Plan equates to 1.7 years of aeronautical revenue for that airport.  |
| Item 10 – 18 | Supported by the Airports.  |
| Item 19      | Supported by the Airports however subsection 8 of section 89 of the Act must ensure that the Minister's legislative instrument that determines cost for paragraph (7)(a) and (7)(b) does not extend to: <ul style="list-style-type: none"><li>• Design consultant fees;</li><li>• Finance &amp; legal consultant fees;</li><li>• Lease costs;</li></ul> |

- Design contingency;
- Tenant specific fit-out costs and tenant supplied items;
- Application and compliance fees; and
- Site remediation costs as a preliminary for site establishment.

Item 20 – 25 Supported by the Airports.

Item 26 For the airports listed in subparagraph 76(1)(a)(ii) it would be preferable that if their Master Plan does not expire within 24 months from the commencement of the Bill, then those airports should be able to transition to the revised 'initial period' applicable to those airports. This would allow those airports to reduce administrative and compliance costs which is one of the main purposes of the Bill. If applied, those airports would continue to rely on their current Master Plan to guide their activity and commitments.

Item 27 - 28 Supported by the Airports.