



**NEWCASTLE
AIRPORT**

SUBMISSION 9

26 July 2002

The Secretary
Public Works Committee
Parliament House
CANBERRA ACT 2600

Dear Sir/Madam

Re: RAAF BASE WILLIAMTOWN REDEVELOPMENT STAGE I
AND FACILITIES FOR THE AIRBORNE EARLY WARNING
AND CONTROL AIRCRAFT

Please find enclosed a submission from Newcastle Airport Limited in relation to the above.

An electronic copy was supplied to your office at 10.04am on Friday 26th July, 2002.

If you require any further information please do not hesitate to contact Debbie Buckley from our office on 4928 9804.

Yours faithfully

Per: *D Buckley*

Julian Green
General Manager
Newcastle Airport Limited

Encl.

The logo for Newcastle Airport features the words "NEWCASTLE AIRPORT" in a bold, white, sans-serif font on a black rectangular background. To the right of the text is a stylized graphic of horizontal lines, suggesting an airport runway or a modern architectural element.

**NEWCASTLE
AIRPORT**

25 July 2002

**The Secretary
Public Works Committee
Parliament House
Canberra ACT 2600**

**RE: RAAF BASE WILLIAMTOWN REDEVELOPMENT STAGE I
AND FACILITIES FOR THE AIRBORNE EARLY WARNING
AND CONTROL AIRCRAFT**

Newcastle Airport Limited (NAL) offers the following submission in support of the above project in accordance with the *Public Works Committee Act 1969*.

NAL leases 23 hectares of land from the Department of Defence for the purposes of developing and managing civil aviation facilities at Williamtown.

Contrary to the indication in the Redevelopment Proposal that the civil precinct was sold to NAL's Council shareholders in 1993, NAL leases land from Defence under a leasehold that is based on an annual rental arrangement. As tenants on Defence land, NAL is dependant on the RAAF for access to certain essential services and utilities, and for access to the runway and airport-related infrastructure.

The Redevelopment proposes changes to important essential services on which NAL is reliant, for example, sewage, power and water, which could impact on NAL's ability to function as an airport and to develop aviation-related commercial enterprises in accordance with the leasehold.

This submission:

1. Highlights the specific areas where changes to essential services could impact on NAL's operation of commercial air services and the company's ability to provide for development, and
2. Indicates the potential benefit to Defence of development in the civil precinct.

Synergies between Newcastle Airport and RAAF Base Williamtown

Newcastle Airport and the RAAF Base enjoy a close working relationship from operational and commercial perspectives.

The collocation of the civilian facilities with the RAAF Base offers opportunities for Defence to locate certain activities off-base to the civilian area to help ensure the base is used only for essential operational activities.

In addition to improving land use in key operational areas of the Base, the use of the civilian leased area allows these same facilities to be established at competitive rates without the need for significant capital investment by Defence on the above-mentioned projects.

NAL is developing its potential as a commercial support base for the Joint Strike Fighter and the Australian Defence Force's Air 6000 Project. NAL is negotiating with commercial developers for the construction of an on-airport hotel, office accommodation for aerospace support companies and other related infrastructure.

While the support activities for the AEW&C project are concentrated on-Base, NAL believes there are considerable prospects for it to provide commercial support to a range of Base and broader Defence projects.

Within the 23 hectare leased area is the BAE Systems facility which provides through-life support for the RAAF's Hawk 127 Lead-in Fighter aircraft, exemplifying the value of the civilian area to defence support.

Newcastle Airport is considered by Local, State and Federal Government as an important element of Australia's regional aviation industry, with direct air services to Melbourne, Brisbane, the Gold Coast, Coffs Harbour and Sydney.

Under separate submission, Port Stephens and Newcastle City Councils similarly urge Defence to consider the provision of essential services to the precinct

Specific comments on the Redevelopment Proposal

1. Aircraft pavements

1.1 NAL will co-ordinate the resurfacing and improvement of taxiways within its leased area with the upgrade of runways, taxiways and aprons on Defence property. This offers operational synergies and cost savings.

2. Airfield lighting

2.1 The information contained in the Redevelopment Proposal on airfield lighting is not sufficient to enable NAL to determine whether the proposed scope of works will have any adverse impact on civilian operations.

2.2 NAL commends improvements to international standard but requires further information to determine operational suitability.

3. Ordnance Loading Complex

3.1 NAL commends and supports the relocation of the OLC as an improvement to the continuity of civilian aircraft movements during routines requiring live ordnance.

3.2 NAL would wish to see this development expedited to obviate the recurrence of past adverse impacts on civil movements.

4. Off-Base accommodation

4.1 With the development of an on-airport hotel, Defence may wish to consider the availability of rooms for contractors and visitors to the Base.

4.2 The 120-room hotel and apartments are already Defence and Council approved.

5. Sewage treatment works

5.1 The existing sewage facility adjacent to the NAL leased area has finite capacity and will have limited ability to accommodate the projected increased demand.

5.2 NAL believes any improvements to the sewage system should accommodate the civilian operation's future plans in respect of the on-airport hotel (*see [5] above*) and a growing on-airport workforce.

5.3 The location of the existing facility is not optimum given its close proximity to airport workers and users.

5.4 NAL is seeking further information about the proposed removal and remediation of the existing facility in respect of future land use, environment, health and safety.

6. Power reticulation

6.1 Power to the airport site generally is unstable due to increasing demands from nearby industries and an inadequate supply to the region.

6.2 NAL urges Defence to develop its power requirements in the context of the existing inadequate supply to the Base/airport precinct and the additional demand created by the proposed additional infrastructure, so as to not compromise further the reliability of supply to the civilian operation and its planned developments.

7. Water supply, stormwater and communications

7.1 As noted above, NAL wishes to co-ordinate the supply of all essential services to the Base and airport precinct to ensure a holistic approach is taken to connection of these services to main lines.

8. Other related Defence works

8.1 BAE Systems hangar extension

The Redevelopment Proposal refers to an extension to the existing BAE Systems hangar to the value of \$1 million. NAL has not been advised of such works and requires further information to comment.

8.2 Air movements facility

NAL is planning the construction of a fixed base operation (FBO) to handle VIP and ad hoc aircraft operations.

Providing there are no over-riding reasons for the air movements centre to be retained on-Base, the FBO could act as a replacement for the air movements centre, further freeing up Base airfield operational land and providing a viable solution to Defence's requirements for such a facility.

Precedents for such a facility exist in Sydney (Qantas Executive Air Services) and at other airfields where independent parties provide facilities and services to Defence.

NAL proposes that the FBO to be developed on NAL leased land be considered by Defence as a replacement air movements centre with the associated land use and cost benefits to both parties.

10. Contacts**Newcastle Airport Limited**

Chairman	Air Vice Marshal Richard Bomball AO AFC (Ret'd)
	Phone: 02 6282 4839
Chief Executive	Julian Green
	Phone: 02 4928 9800