

Bankstown Airport draft Master Plan 2010

Reasons for Decision

1. The Minister for Infrastructure and Transport, the Hon Anthony Albanese MP (the Minister), has responsibility for the administration of the *Airports Act 1996* (Cth) (the Act).
2. The Act provides a system for leasing and regulating certain airports owned by the Commonwealth, including Bankstown Airport. Bankstown Airport Limited (BAL) leases and operates Bankstown Airport. As the holder of an airport lease, BAL is an 'airport-lessee company' under s 5 of the Act. Bankstown Airport is a core-regulated airport within the meaning of the Act (s 7(1)(n)).
3. On 15 February 2011, under s 81(2) of the Act, the Minister refused to approve the draft Master Plan for Bankstown Airport submitted by BAL on 5 March 2010.

Relevant Law

4. Part 5 of the Act regulates land use, planning and building controls at 'core regulated airports'. Subsection 70(1) requires that there be a final master plan for each airport. A draft or final master plan must relate to a period of 20 years (s 72) and a final master plan remains in force for 5 years (s 77). A final master plan may be replaced by a later master plan: s 78 of the Act.
5. Division 3 of Part 5 provides for the preparation of a final master plan by an airport-lessee company.

Purposes of a final master plan

6. Section 70(2) of the Act provides that the purposes of a final master plan for an airport are:
 - a. to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan (s 70(2)(a)); and
 - b. to provide for the development of additional uses of the airport site (s 70(2)(b)); and
 - c. to indicate to the public the intended uses of the airport site (s 70(2)(c)); 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 (s 70(2)(d)).

Contents of a final master plan

7. New requirements under section 71 of the Act, as inserted by the *Airports Amendment Act 2010*, do not apply to the Bankstown Airport Draft Master Plan (dMP). As specified in Item 7 of the *Airports Amendment Act 2010*, section 71 of the *Airports Act 1996*, as amended, applies to a draft or final master plan, if the

new legislation commences operation before an airport-lessee company complies with the requirement in subsection 79(1A).

8. As Bankstown Airport had provided written advice of its intention to give the Minister the draft master plan prior to the commencement of the *Airports Amendment Act 2010*, the old requirements to draft master plans apply.
9. Bankstown Airport is not a joint-user airport: s 7B of the Act. Section 71(2) of the previous version of the Act provides that a draft or final master plan in respect of an airport that is not a joint-user airport must specify the following:
 - a. the airport-lessee company's development objectives for the airport (s 71(2)(a)); and
 - 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 (s 71(2)(b)); and
 - 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 (s 71(2)(c)); and
 - d. an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport (s 71(2)(d)); and
 - e. flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport (s 71(2)(da)); and
 - 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 (s 71(2)(e)); and
 - g. the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan (s 71(2)(f)); and
 - h. the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts) (s 71(2)(g)); and
 - i. if a draft environment strategy for the airport has been approved—the date of that approval (s 71(2)(h)); and
 - j. such other matters (if any) as are specified in the regulations (s 71(2)(j)).

Preparing a draft master plan

10. Section 76(1) provides that, if a final master plan is in force for an airport, the airport-lessee company must give the Minister, in writing, a draft master plan before the expiry of the previous final master plan. Section 76(2) provides that an airport-lessee company commits an offence if the company engages in conduct

which contravenes the requirement to give the Minister a draft master plan before the expiry of the previous final master plan.

11. Section 79(1A) of the Act provides that, before giving a draft master plan to the Minister, the airport-lessee company must advise, in writing, the following persons of its intention to give the Minister a draft master plan:
 - 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; and
 - c. each local government body with responsibility for an area surrounding the airport.
12. After giving this advice, but before giving the draft master plan to the Minister, the airport-lessee company must engage in a process of public consultation: s 79(1) of the Act. The consultation process requires the airport-lessee company to:
 - 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 containing the statements prescribed by s 79(1)(a)(i)-(iv);
 - b. make copies of the preliminary version of the master plan available for inspection and purchase by members of the public in accordance with the notice; and
 - c. make copies of the preliminary version of the master plan available free of charge to members of the public on the airport's website.
13. Section 79(2) provides for the certification by the airport-lessee company of the results of the consultation process. In particular, when the draft master plan is given to the Minister, it must be accompanied by copies of any written submissions received. The airport-lessee company must also provide a certificate which summarises the written submissions and demonstrates that the airport-lessee company has had due regard to the comments in preparing the draft plan.

Approving or refusing to approve a draft master plan

14. The Minister must approve or refuse to approve a draft master plan: s 81(2). If the Minister does not make a decision within 50 business days after the day on which the Minister received the draft master plan, or a longer period (of no more than 10 extra business days), as specified in writing by the Minister, the Minister is taken to have approved the draft master plan: s 81(5). Under s 80A the Minister may request more material for making a decision in which case the time period is extended. The Minister used this provision on two occasions.
15. In deciding whether to approve a draft master plan, the Minister must have regard to matters including :
 - a. the extent to which the plan achieves the purposes of a final master plan (s 81(3)(aa));

- b. the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport concerned (s 81(3)(a));
- c. the effect that carrying out the plan would be likely to have on the use of land:
 - (i) within the airport site concerned (s 81(3)(b)(i)); and
 - (ii) in areas surrounding the airport (s 81(3)(b)(ii));
- d. the consultations undertaken in preparing the plan (including the outcome of the consultations) (s 81(3)(c));
- e. the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan (s 81(3)(d)).

The Act expressly provides that the considerations that the Minister may consider are not limited to those listed above.

Material questions of fact

16. The material questions of fact are:
 - a. to what extent does the draft master plan achieve the purposes of a final master plan;
 - b. to what extent would carrying out the plan meet present and future requirements of civil aviation users of Bankstown Airport, and other users of the airport, for services and facilities relating to Bankstown Airport;
 - c. what effects would carrying out the plan be likely to have on the use of land:
 - within Bankstown Airport; and
 - in areas surrounding Bankstown Airport;
 - d. what consultations were undertaken in preparing the plan and what was the outcome of those consultations; and,
 - e. what are the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.
17. In making the decision, the Minister also considered whether the draft master plan specified the matters prescribed by s 71(2) of the Act and whether the draft master plan complied with s 72 of the Act.

Findings on material questions of fact and reasons for decision

18. The Minister decided not to approve the draft master plan because he was not satisfied that the draft master plan adequately achieved the purposes of a final master plan. The Minister further concluded that the consultations carried out by BAL in relation to the draft master plan were not adequate. The Minister also

considered that the outcome of those consultations had not been satisfactory addressed.

19. The Minister also found that: carrying out the dMP would adequately meet the present and future requirements of civil aviation users; the dMP specified the matters prescribed in subsection 71(2); and BAL has complied with section 72 of the Act.
20. The Minister also found that the introduction of RPT services at Bankstown could raise issues relating to airspace management in the Sydney basin. The Minister noted that the 2003 Airservices Report into the operational capability of Bankstown Airport raised airspace concerns surrounding the introduction of RPT at BAL. The Airservices submission in the dMP process also refers to new air traffic arrangements and identifies the need for new arrangements to fit with Sydney Airport procedures.

The requirements of s 70(2): the extent to which the draft master plan fulfils the purposes of a final master plan

21. Subsection 70(2) sets out the purposes of a final master plan. Importantly, the final master plan should set out the strategic direction for efficient and economic development of the airport, indicate to the public the intended uses of the airport site and reduce potential conflicts between uses of the airport site and ensure that uses of the airport site are compatible with the areas surrounding the airport.

Extent to which the draft master plan establishes the strategic direction for efficient and economic development at the airport over its planning period (s70(2)(a))

22. The Minister considered that a significant aspect of the draft Master Plan (dMP) submitted to the Minister by Bankstown Airport was that it provided for up to 32 regular public transport (passenger service) aircraft movements per day. This represented a substantial increase on the 12 passenger service movements per day provided for in Bankstown Airport's 2005 approved Master Plan. At present, no regular public transport services operate to or from Bankstown Airport.
23. Paragraph 70(2)(a) of the Act requires that a master plan should establish the strategic direction for efficient and economic development at the airport concerned. The introduction of passenger services at the level foreshadowed in the dMP appeared to be a key part of Bankstown Airport's strategic direction for the development of the Airport. BAL's objective was that the Airport become a multi-use aviation business, encompassing general, corporate, charter, niche passenger and freight aviation. However, the Minister considered that the dMP did not adequately demonstrate how this development strategy would be achieved efficiently and economically.
24. In particular, the Minister considered that the operational implications of, and proposed implementation arrangements to support the introduction of passenger services at the level forecast in the dMP were not adequately addressed in the dMP. The dMP lacked sufficiently detailed information about such matters. Of

particular concern to the Minister was the lack of any clear or detailed consideration in the dMP of the Sydney Basin airspace implications which would arise for the Sydney basin and for other operations at Bankstown Airport from the proposed level of passenger services, and of the implications of constraints arising from these airspace implications for the proposal.

25. For the proposed increase in passenger services to contribute to the efficient and economic development of Bankstown Airport, it is necessary that those services are able to be accommodated by airspace management processes for the Sydney Basin and that they do not create undue adverse impacts on other operations in the basin. Accordingly, the dMP needed to adequately address this issue. In this regard, the dMP identified that the impact of Class D airspace changes would be addressed in the next master planning period. However, the Minister considered that the dMP lacked adequate information or evidence demonstrating that airspace planning issues had been considered and addressed. The Minister considered this deficiency meant that it was not apparent from the dMP that this particular proposed strategic direction was capable of contributing to the efficient and economic development of Bankstown Airport.
26. In this regard, the Minister noted that Sydney Airport Corporation Limited (SACL), in its submission on the preliminary version dMP stated that the level of passenger operations envisaged would have an impact on airspace arrangements in the Sydney Basin region.
27. In particular, SACL stated that controlled airspace would need to be redesigned to maintain operational priority for Sydney Airport traffic, and maintain safe and efficient operations for the Basin, if RPT services as envisaged in the dMP were introduced.
28. On 20 April 2010, the Minister's delegate requested further information under s 80A of the Act from BAL seeking, among other things, additional information relating to the airspace impacts of the proposal.
29. In its response, dated 29 September 2010, BAL referred to an Airservices Australia Report prepared in 2003, which BAL concluded supported its view that the Airport could handle a significant number of passenger services, well in excess of what was being proposed in the dMP. The Minister questioned BAL's reliance on the Report. In particular, the Minister noted that:
 - the Report indicated that the use of Bankstown Airport for RPT services using aircraft with more than 36 seats is constrained, yet the dMP accommodates aircraft with 50 seats;
 - although the Report claimed 12 movements per hour can be tolerated, the Report indicated that the Civil Aviation Safety Authority (CASA) advised that this would not be possible with straight in approaches for RPT. CASA prefer straight in approaches for RPT operations on safety grounds.
 - the Report identified that higher levels of inter-dependency between Bankstown and Sydney Airports would result if RPT services commenced at

Bankstown Airport and would potentially cause delays at both airports and potential impacts for the operations at Sydney Airport.

30. The Minister considered that the 2003 Airservices study is not current, and therefore may not provide a reliable basis for the introduction, in 2011/2012 of passenger services at the level envisaged in the dMP. The Minister noted that the consultation process for the pvdMP began in 2009. In addition, while the Minister noted BAL's commitment in its response of 29 September 2010 and 9 February 2011 to engage an external review of airspace once an operator had committed to passenger services and before passenger services are introduced, the Minister was of the view that the dMP should have contained greater analysis of the airspace consequences of the proposals in the dMP.
31. Other material relied on by BAL in its response to support the viability of the proposed passenger services included a Sale Information Memorandum, which was provided to BAL at the time of its purchase of the Airport. This Memorandum contains a strategic overview of the airport, and highlights development opportunities available at the site. BAL stated that passenger services were always proposed for operation at Bankstown Airport as indicated in the Memorandum. However, the Minister noted that the Sale Memorandum specifically stated that capacity for passenger services was limited by airspace management within the Sydney Basin.
32. These matters led the Minister to conclude that the dMP did not adequately establish the strategic direction for the efficient and economic development of Bankstown Airport.

Extent to which the draft master plan indicates to the public the intended uses of the airport site (s70(2)(c))

33. While the dMP did indicate to the public that it was BAL's intention to use Bankstown Airport for increased passenger services, the Minister was concerned that it lacked sufficient detail about the nature and implementation of this proposal, and thus did not adequately inform the public about this intended use of the airport. The Minister was also concerned that the dMP lacked sufficient information about the consequences, particularly in terms of aircraft noise, of the proposed use, and about mitigation strategies. The Minister's delegate's letter of 20 April 2010 also requested further information on these matters.
34. BAL's response to the letter provided indicative flight times for passenger services between 7am and 10pm. BAL's response also noted that specific information on passenger services would be communicated to the public after an operator committed to services, as any indicative information provided in the dMP had the potential to mislead the public.
35. BAL further indicated that it would have informed the public about passenger services through a second consultation phase that would include: flight timings and weekly schedules; noise impacts; ground traffic impacts; operational impacts; and the use of flight tracking technology.

36. While this additional information on the intended uses for RPT services was made available to the Minister during the assessment process, it was not available to the public as a basis for its participation in the consultation phase. The Minister considered that the dMP did not adequately indicate to the public the intended uses of the airport site. The inclusion of additional information such as that subsequently provided to the Minister would have better informed the public about the intended use of the Airport, by revealing the potential impact of the intended use on issues of concern to the community, such as noise levels at particular times and places or traffic impacts.

Extent to which the draft master plan reduces potential conflicts between uses of the airport site, and ensures that uses of the airport site are compatible with the areas surrounding the airport (s 70(2)(d))

37. The purposes of a master plan include the purposes of reducing potential conflicts between uses of the airport concerned, and ensuring that uses of the airport site are compatible with the areas surrounding the airport.
38. As noted above, a significant aspect of the dMP is the proposed introduction of increased passenger services at Bankstown Airport. This proposal may have impacted on general aviation access to Bankstown Airport. This likelihood is referred to in the 2003 Airservices Australia study. At present, Bankstown Airport primarily serves general aviation. Accordingly, there was the potential for this proposal to have given rise to a conflict between the use of Bankstown Airport by general aviation and the use of the Airport by passenger services. In addition, as noted, this proposal may have given rise to airspace constraints within the Sydney Basin, which suggests that the proposal may have produced an incompatibility between this use of Bankstown Airport and areas around the Airport.
39. The Minister noted BAL's commitment in its response of 29 September 2010 to undertake further consultation process with the community and industry including surrounding the impact on GA. In addition, the Minister noted BAL's commitment in its response of 9 February 2011 to undertake an airspace study prior to the commencement of passenger services which would include the impact on GA operations. However, the Minister considered that the dMP did not address how potential conflicts and incompatibilities identified through these processes would be addressed. In relation to the potential incompatibility arising from airspace constraints, the Minister noted that operational procedures may result in delays at both Bankstown and Sydney Airports. The 2003 Airservices Australia study made specific reference to the Sydney Basin airspace requiring re-designing to accommodate passenger services such as those proposed in the dMP, due to Bankstown Airport's proximity to Sydney Airport and the proposed passenger services related operational interdependence on Sydney Airport. As outlined above, the Minister considered that the dMP did not adequately address airspace considerations for the introduction of passenger's services, and thus did not demonstrate how this potential incompatibility could or would be reduced. The Minister concluded that the potential for conflict between uses could have been more effectively addressed if the airspace study as now proposed had been carried

out prior to the development of the draft Master Plan in order to inform BAL's planning, the public consultation process and the Minister's consideration.

Summary

40. In light of the issues set out above, the Minister was not satisfied that the draft master plan:
- provided adequate information to establish a strategic direction for efficient and economic development at Bankstown Airport for the period to 2029/2030 (s 70(2)(a));
 - adequately indicated to the public the intended uses of the airport site (s 70(2)(c));
 - adequately addressed and described measures to reduce potential conflicts between uses of the airport site, and ensured that uses of the airport site were compatible with the areas surrounding the airport (s 70(2)(d)).

What consultations were undertaken in preparing the plan and what was the outcome of those consultations?

The consultations undertaken in preparing the plan (s.81(3)(c))

41. In relation to consultations with the Government of New South Wales (NSW) and local governments, the Minister found that BAL formally advised representatives within the Department of Planning, Road Transport Authority (RTA), State and Regional Development, NSW Transport, Sydney Water, Department of Environment, Climate Change and Water NSW through the NSW Government Department of Premier and Cabinet, of its intention to commence review and consultation on the draft master plan and invited each agency's input and comment on the preliminary version of the draft master plan (pvdMP). The Minister also found that BAL notified the Bankstown City Council; the Liverpool City Council; and Fairfield City Council of its intention to commence consultation in relation to the draft master plan and invited each council to provide input and comment on the pvdMP.
42. In relation to public consultations, the Minister found that:
- the availability of a pvdMP was advertised in, on or through the:
 - Canterbury Bankstown Express on 9 September 2009
 - Daily Telegraph on 15 September 2009
 - Bankstown Torch on 16 September and 4 November 2009
 - Liverpool Leader on 4 November 2009
 - Sydney Metro Airports Bankstown and Camden website;
 - Bankstown Airport Community Consultative Forum
 - Bankstown Airport Newsletter – the Sydney Metro Flyer

- Public display at 21 locations around Bankstown and Camden
 - copies of the pvdMP were made available for members of the public to inspect and were freely available on the Bankstown Airport website or on CD;
 - BAL received 273 submissions from:
 - members of the public;
 - non-government and community groups;
 - business and industry groups
 - airport tenants; and
 - federal, state and local government.
43. The draft master plan submitted by BAL to the Minister included the material required by s 79(1B) and s 79(2) of the Act. The Minister concluded that BAL had complied with the procedures required by s 79 and had provided the documents required by s 79.

The consultations

44. The pvdMP included information about projected numbers of passengers and flights, the type of aircraft operating passenger services, and included an Aircraft Noise Exposure Forecast which factored in the proposed passenger services. However, the pvdMP did not:
- indicate the likely pattern, timing and implications of the proposed passenger services;
 - provide specific detail regarding the direct noise impacts of the proposed passenger services through single event noise contours on daily/weekly movements, or provide noise mitigation strategies; or
 - adequately address operational issues regarding limited airspace in the Sydney Basin area.
45. The lack of information of this nature in the pvdMP led the Minister to conclude that the consultations undertaken were inadequate as the contents of the pvdMP had not sufficiently enabled an informed exchange between the public, relevant stakeholders and BAL about BAL's plans for Bankstown Airport.
46. The Minister considered that information such as that provided by BAL in its response dated 29 September 2010 to the request for additional information from the Minister's delegate under s 80A of the Act dated 20 April 2010, should have been provided to the public with the pvdMP as a basis for a more informed public debate.
47. The Minister noted that in its response of 29 September 2010, BAL indicated that, if the dMP were approved, it would subsequently undertake a further consultation process. However, the Minister considered that any such process, after approval of

a dMP, would not address the statutory requirement for adequate consultations prior to the submission and approval of a dMP.

The outcome of the consultations

48. A total of 273 public submissions were received by BAL during the consultation process, with a significant proportion raising concern surround passenger services at Bankstown Airport.
49. Public submissions on the pvdMP, including from the Federal Members for Banks and Blaxland, the Bankstown City Council, the Fairfield City Council and the Liverpool City Council, raised concerns regarding the introduction of passenger services, including the increased noise impacts from the additional flights, noise from possible night time passenger services, and ground transport concerns such as potential traffic congestion due to passenger arrivals and departures. Submissions also raised concerns about the lack of detail provided in the pvdMP on the operation of the proposed passenger services (for example, timing of flights) and the potential impact of these services (for example, noise levels) and the lack of information about mitigation strategies.
50. The submission of Sydney Airport Corporation Limited (SACL) identified that the changes to operations at Bankstown which were forecast would have an impact on airspace in the Basin area. In particular, SACL stated that controlled airspace would need to be redesigned to maintain operational priority for Sydney Airport traffic, and maintain safe and efficient operations for the Basin, if RPT services as envisaged in the pvdMP were introduced.

How BAL responded to these concerns in the draft master plan

51. The dMP submitted by BAL to the Minister following the public consultation included the following additional material which was not included in the pvdMP:
 - an Australian Noise Exposure Forecast diagram which showed differences in the noise footprint between regular general aviation aircraft, and proposed passenger service aircraft.
 - a paramics based model of ground transport in and around Bankstown Airport.
 - indicative passenger aircraft movements. The indicative movements showed potential destinations, as well as expected movements; but not information on flight timings;
 - information which indicated that BAL’s mitigation strategies for dealing with the impact of the increased passenger services on the surrounding community revolved around Flight Track Monitoring, as well as the establishment of a Planning Coordination Forum with relevant Council bodies, and a Community Aviation Consultation Group to allow for better liaising between BAL and concerned citizens.
52. In response to the request for additional information from the Minister’s delegate under s 80A of the Act, dated 20 April 2010, BAL provided indicative flight times and further information on the possible passenger aircraft, indicating that it was likely

that only code 3B aircraft, such as the Saab 340 with a reduced load capacity, were likely to be operated, instead of the code 3C aircraft indicated in the dMP. BAL also provided a diagram of a 'user experience' which showed where ground transport would be operated next to the terminal in order to facilitate passenger services. BAL informed the Minister that the diagram would be published on its website, and that, if the dMP were approved, it would include this diagram of the version of the final master plan which it would publish on its website in compliance with s 86(2) of the Act. BAL also undertook, in its response, to commence a community communications plan called the 'Introduction of Passenger Operations Bankstown Airport' when operator and operational details were known. This plan would include flight timing and weekly schedules, noise impact, ground traffic impact, operational impact on other airport users (if any), communications and use of the Airservices Australia Webtrak flight monitoring website.

53. In response to the further request for additional information and comment from the Minister under s 80A of the Act, dated 27 October 2010, BAL provided an updated chapter 9.0 (Aviation Traffic Forecast) for the dMP. BAL indicated that it is probable that only aircraft up to category code 3B/2C, such as the Saab 340 or DASH – 8 with a reduced load capacity, would be included within the dMP, instead of the code 3C aircraft indicated in the original dMP. BAL also committed to undertaking an airspace study prior to the commencement of passenger services.
54. The Minister was not satisfied that the outcome of the public consultations was adequate because the dMP submitted to the Minister did not provide sufficient material, when compared with pvdMP, to demonstrate that concerns raised during the public consultation process about the introduction of passenger services had been adequately addressed. The Minister noted information provided by BAL subsequent to the lodgement of the dMP but considered that such information would not form part of the approved Master Plan and would not have the same significance in regulatory terms as commitments included in the dMP itself. The Minister noted that the dMP did not include; for example:
- Commitments as to the timing of passenger service operations, in particular a commitment to the limitation of operations in the sensitive night-time period;
 - information such as single event noise contour data which could provide a clear and understandable picture to the public of the noise impacts of the proposed level of RPT operations
55. For these reasons, the Minister decided not to approve the dMP

Evidence and other material relied upon by the minister in making his decision/ findings of fact

56. The material on which the findings of fact and the decision were based was as follows:
- a. The Bankstown Airport 2005 Master Plan, approved on 7 March 2005;

- b. The Bankstown Airport 2008 Minor Variation to the 2005 Master Plan, approved on 18 December 2008;
- c. The Bankstown Airport lease;
- d. The *Airports Act 1996*;
- e. The Airports Regulations 1997;
- f. Minutes from the Department, dated 1 February 2010, 19 February 2010, 27 October 2010, and 15 February 2011;
- g. The following additional material:
 - Draft master plan for Bankstown Airport, and statutory volumes as submitted to the Minister on 5 March 2010;
 - Letter from the Minister’s delegate to Bankstown Airport Limited seeking further information on implications of passenger services, filming on-airport, and land usage dated 20 April 2010;
 - Bankstown Airport Limited’s response to the above letter dated 29 September 2010;
 - Letter from the Minister to Bankstown Airport Limited dated 27 October 2010;
 - Bankstown Airport Limited’s response to the above letter dated 09 February 2010;
 - Airservices Australia Report titled “The Operational Capability of Bankstown Airport To Handle Regular Passenger Transport Services” dated 21 January 2003; and
 - Sale Information Memorandum prepared by Caliburn Partnership, dated April 2003 and provided to bidders during the sale process.