



# Bankstown Airport Aviation Hangar Project Major Development Plan

## Supplementary Report

26-Feb-2025

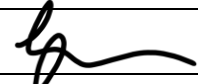

Bankstown Airport Aviation Hangar MDP - Supplementary ReportBankstown Airport Aviation Hangar MDP

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## Supplementary Report

26-Feb-2025

**Revision History**

Rev	Revision Date	Details	Approved	
			Name/Position	Signature
01	19-Feb-2025	Supplementary Report for Internal Review	Peter Munro	
02	26-Feb-2025	Supplementary Report for Submission to the Minister	Peter Munro	

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## Executive Summary

Bankstown Airport (Airport) is a uniquely positioned metropolitan general aviation (GA) airport that is a significant employer within the region and home to most of NSW's emergency services aviation operations, aeromedical operations, major flying schools and GA facilities.

The Airport site is owned by the Commonwealth of Australia, and an Airport Lease has been granted to Bankstown Airport Pty Limited (BAPL) as an airport lessee company. BAPL trades under the name Aeria Management Group (AMG).

The proposed Aviation Hangar Project Major Development Plan (MDP) involves developing aircraft hangar facilities at the heart of the Airport. These facilities are designed to support and provide flexibility in responding to the growing needs of the GA sector, including emergency services and emerging net-zero aviation technology.

The MDP seeks approval for the general form and layout of the project, which will consist of two hangar buildings and ancillary offices.

The project triggers an MDP assessment pursuant to Section 89 of the *Airports Act 1996* (Airports Act) because the development cost exceeds \$25 million.

As part of the Exposure Draft MDP and Preliminary Draft MDP processes, AMG delivered a consultation approach that engaged key stakeholders, met all statutory obligations and developed key initiatives to allow for stakeholder and community dialogue about the proposal.

The public exhibition of the Preliminary Draft MDP commenced on 10 October 2024 and concluded on 3 February 2025. In response to the consultation, 12 submissions were received, all of which supported the MDP and the investment in GA facilities and infrastructure.

A response to all written submissions and comments has been prepared and is contained in Section 3 of this Supplementary Report (Report).

Appendix B of the Report also details comments that were received from key stakeholders from the circulation of the Exposure Draft MDP, prior to the Preliminary Draft MDP being finalised for public consultation.

The Department of Climate Change, Energy, the Environment and Water (DCCEEW) reviewed the Exposure Draft MDP and confirmed that no referral under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) was required.

AMG has prepared the Draft MDP and, in accordance with the requirements of the Airports Act, is now seeking formal approval from the Commonwealth Minister for Infrastructure, Transport, Regional Development and Local Government for the Final MDP.

## 1.0 Introduction

### 1.1 Overview

The Bankstown Airport (Airport) site is owned by the Commonwealth of Australia, and an Airport Lease has been granted to Bankstown Airport Pty Limited (BAPL) as an airport lessee company. BAPL trades under the name Aeria Management Group (AMG).

AMG is seeking approval from the Minister for Infrastructure, Transport, Regional Development and Local Government (Minister) for the Bankstown Airport Aviation Hangar Project Final Major Development Plan (MDP).

In accordance with the Airports Act, AMG prepared a Preliminary Draft MDP that was placed on public exhibition for more than 60 business days, which was beyond the statutory requirement, commencing on 10 October 2024 and concluding on 3 February 2025.

This Supplementary Report (Report) provides a comprehensive summary of the consultation program and engagement activities undertaken by AMG prior to and during the public consultation period. The Report also outlines and addresses the issues and comments raised through stakeholder submissions.

### 1.2 Purpose of this Supplementary Report

The purpose of the Report is to:

- Summarise AMG's consultation and engagement approach and outcomes prior to and as part of the Preliminary Draft MDP process, including during the public consultation period.
- Document all written submissions and identify, review and summarise the key issues raised, provide a response where required and ensure that due regard has been given to matters raised in submissions.
- Provide copies of all submissions received and copies of relevant information relating to the preparation of the Draft MDP.
- Identify any changes made to the Exposure Draft MDP and Preliminary Draft MDP to produce the Draft MDP, which has been submitted alongside the Report, following detailed review of all submissions received.

The Report has been prepared to assist the Minister in the further consideration of the Draft MDP and in accordance with Section 93 of the Airports Act.

### 1.3 Structure of Report

The Report is structured as follows:

#### **Section 1: Introduction**

This section introduces the Draft MDP and outlines the overall purpose and scope of the Report. It also includes a summary of the relevant statutory requirements under which the Draft MDP has been prepared.

#### **Section 2: Consultation Strategy and Approach**

This section outlines the consultation and engagement approach and objectives employed in the lead up to and for the Preliminary Draft MDP. This section also outlines the consultation program delivered by AMG during the formal public consultation period for the Preliminary Draft MDP.

Section 2 also includes the MDP Certificates and Statements required pursuant to Sections 92(1B) and 92(2) of the Airports Act.

### Section 3: Submissions

This section provides a list of written submissions received in response to the consultation undertaken by AMG on the Preliminary Draft MDP.

This section also provides a summary of the amendments made to the Preliminary Draft MDP in acknowledgement of feedback received by AMG.

### Section 4: Conclusion

This section provides a summary of the Report and outlines the next steps in finalising the MDP.

## 1.4 Major Development Plan approvals process

The Bankstown Airport Aviation Hangar Project MDP process involved preparing a Preliminary Draft MDP and releasing it for public comment – in this case in excess of the statutory requirement of 60 business days – and inviting feedback from GA operators, the community, industry and all levels of government.

At the completion of the 60-plus business-day public consultation phase, AMG considered all submissions received. The Report details AMG's due regard to those submissions. Where appropriate, the Draft MDP has been amended to reflect those submissions. The Draft MDP and Report are now presented to the Minister for consideration and approval.

Once AMG submits the Draft MDP to the Minister, the Minister has 50 business days to decide whether to approve or refuse the MDP. The Minister may approve the Draft MDP subject to conditions. In deciding whether to approve or refuse the Draft MDP, the Minister must consider:

- The extent to which the document achieves the purpose of an MDP.
- The extent to which the Draft MDP meets the needs of airport users.
- The effect of the Draft MDP on the future capacity of the airport.
- The impact of the proposed development on the environment.
- The consultation undertaken.
- The views of the Civil Aviation Safety Authority (CASA) and Airservices Australia in respect to safety and operational aspects.
- Any other matters considered relevant.

Table 1 provides a summary of the MDP approval process.

**Table 1 Major Development Plan approval process**

Date	Approval process
July 2024	<p>AMG prepared the Exposure Draft MDP for early consultation with key stakeholders, including Commonwealth, State and Local Governments, Airservices Australia, CASA, the Airport Building Controller, Airport operators and the broader GA sector, including the Regional Aviation Association of Australia (RAAA).</p> <p>The Exposure Draft MDP stage is not a legislated requirement under the Airports Act. However, it has been a long-standing practice in the preparation of MDPs and provides an opportunity for key stakeholders to comment and inform the progressive design of the project, prior to the formal public exhibition of the MDP.</p>
September 2024 – October 2024	AMG prepared the Preliminary Draft MDP, incorporating comments and feedback received regarding the Exposure Draft MDP (see Appendix B).

Date	Approval process
10 October 2024	<p>AMG released the Preliminary Draft MDP for a 60-plus business-day public consultation period, including multiple engagement and consultation activities and initiatives with key stakeholders, including GA operators and the broader community (Detailed in Section 2 of the Report).</p> <p>Due to the public exhibition period partly occurring over the summer holidays, AMG extended the consultation period from the statutory requirement of 60 business days to 79 business days to provide a greater opportunity for public engagement and feedback.</p>
February – March 2025	AMG prepared the Draft MDP incorporating a response to the submissions received during the public consultation period and prepared the Report responding to and having due regard to the submissions received.
March 2025* *current phase	AMG submits the Draft MDP and Report to the Minister for approval.

## **2.0 Consultation Strategy**

### **2.1 Approach**

AMG delivered an authentic, extensive and open engagement and consultation strategy and related initiatives and activities throughout the MDP process, including during the early development of the proposal.

AMG's engagement and consultation approach was based on meeting and exceeding all statutory obligations under the Airports Act and any other relevant requirements or expectations, including relevant considerations in the Aviation White Paper, such as consultation with First Nations people.

AMG undertook additional stakeholder engagement activities to ensure authentic and open engagement and facilitate discussion, information sharing and consultation with diverse stakeholders. This approach to engagement and consultation aligns with AMG's airport-wide proactive community engagement framework.

### **2.2 Objectives**

AMG achieved the following engagement and consultation objectives during the public exhibition of the Preliminary Draft MDP:

- Provided stakeholders and the community with accurate, consistent and up-to-date information about the proposal.
- Ensured stakeholders and the community had a clear understanding of the proposal and its impacts.
- Ensured stakeholders and the community were easily able to access information about the proposal.
- Ensured stakeholders and the community were easily able to provide feedback to the proposal.
- Sought early stakeholder feedback in the preparation of the proposal to identify and resolve, where possible, any issues and concerns.
- Provided the community with opportunities to learn detailed information about the proposal and to provide feedback on the proposal.
- Ensured stakeholder and community views were considered and responded to as best as possible throughout the MDP process.
- Met and exceeded all legal and statutory obligations.
- Maintained and enhanced positive relationships with stakeholders and the community.

### 2.3 Consultation Preceding Exposure Draft MDP

Prior to the finalisation and submission of the Exposure Draft MDP, in July 2024, AMG engaged with key stakeholders over several months to share information and invite feedback to the proposal, including:

- Discussions, briefings and opportunities to provide feedback at several meetings of the Bankstown Airport Community Aviation Consultation Group (CACG), including in August 2023, November 2023, March 2024 and July 2024. Members of the Bankstown Airport CACG include Airport operators, the GA sector, community members, industry groups, aviation regulators and representatives of Federal, State and Local governments.
- Detailed in-person briefings in May 2024 to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), CASA, Airservices Australia and the RAAA.
- Detailed in-person briefings to City of Canterbury Bankstown Directors and Managers.
- Detailed in-person briefings in and around June 2024 to Airport customers across key GA sectors, including emergency services and flight training.

### 2.4 Consultation on Exposure Draft MDP

The Exposure Draft MDP was submitted in July 2024 to DITRDCA, CASA and Airservices Australia for consideration and feedback, in line with longstanding departmental practice and policy. While DITRDCA changed its policy in mid-2024 such that it stopped providing formal feedback to Exposure Draft MDPs, Department representatives provided informal feedback to the proposal.

DITRDCA separately circulated the Exposure Draft MDP to the following key stakeholders:

- Department of Climate Change, Energy, the Environment and Water (DCCEEW);
- Airservices Australia; and
- CASA.

AMG also submitted the Exposure Draft MDP to the City of Canterbury Bankstown for comment and discussed the proposal with the City of Canterbury Bankstown First Peoples Advisory Committee.

AMG continued to engage with and provide in-person briefings on the Exposure Draft MDP to Airport customers and operators across key GA sectors, including emergency services and flight training schools.

Appendix B provides a summary and response to comments received from those parties to the Exposure Draft MDP and details the related changes incorporated into the Preliminary Draft MDP, prior to the public exhibition.

### 2.5 Consultation on Preliminary Draft MDP

Sections 92(1B), 92(2) and 93(2) of the Airports Act require that certain certificates and statements must accompany a Draft MDP when lodged with the Minister for approval.

### 2.5.1 Section 92 (1A) Advice to State

As per the consultation requirements under *Advice to State*, Section 92 of the Airports Act, AMG provided advice to:

- The Minister, of the State in which the airport is situated, with responsibility for town planning or use of land (NSW Minister for Planning and Public Spaces).
- The authority of the State with responsibility for town planning or use of land (NSW Department of Planning, Housing and Infrastructure).
- Each local government body responsible for the area surrounding the airport (City of Canterbury Bankstown).

#### CERTIFICATE UNDER SECTION 92(1B) OF THE AIRPORTS ACT 1996 (Cth)

For the purposes of Section 92(1B) of the *Airports Act 1996 (Cth)*, Bankstown Airport Pty Limited certifies that it gave the following persons/bodies written advice of the Airport's intention to give the Minister the Draft *Bankstown Airport Aviation Hangar Project Major Development Plan* (Draft MDP) after completion of a series of Agency referrals and a Public Consultation period:

- (a) The Minister for the State with the responsibility for town planning or use of land – the Honourable Paul Scully, New South Wales Minister for Planning and Public Spaces.
- (b) The authority of the State with responsibility for town planning or use of land – Kiersten Fishburn, Secretary, NSW Department of Planning, Housing and Infrastructure.
- (c) Each local government body responsible for the area surrounding the airport: Mr Matthew Stewart, CEO of the City of Canterbury Bankstown.

Pursuant to Section 92(1B) of the *Airports Act 1996 (Cth)*, Bankstown Airport Pty Limited has attached in Appendix C to this Report, copies of the written advice given under section 92(1A).

Signed on behalf of Bankstown Airport Pty Limited:



Signature:

Name: **Tom Smith**

Position: Chief Executive Officer

### 2.5.2 Section 92 (1) Public Comment

As per the consultation requirements under *Public Comment*, Section 92 of the Airports Act, AMG:

- Published notices in regard to the commencement of the public exhibition period for the Preliminary Draft of the MDP.
- Provided details of the Preliminary Draft of the MDP – AMG Website.
- Set up public displays of the Preliminary Draft of the MDP in various locations in and surrounding Western Sydney International Airport (locations are detailed in Section 2.5.5).

#### **CERTIFICATE UNDER SECTION 92(2) OF THE AIRPORTS ACT 1996 (Cth)**

For the purposes of Section 92(2C)(2)(b) of the *Airports Act 1996 (Cth)*, Bankstown Airport Pty Limited:

- (a) Certifies that this Supplementary Report to the Draft *Bankstown Airport Aviation Hangar Project Major Development Plan* (Draft MDP)
- (i) Lists the names of those members of the public who gave written comments about the Draft Major Development Plan during the 60 business day public comment period; and
  - (ii) Summarises those comments;
- (b) Certifies that it has had due regard to those comments in preparing the Draft MDP.

Pursuant to Section 92(2) of the *Airports Act 1996 (Cth)*, Bankstown Airport Pty Limited attaches, in Appendix A of this report, copies of the comments given to Bankstown Airport Pty Limited during the 60 business day public consultation period for the Draft MDP.

Signed on behalf of Bankstown Airport Pty Limited:



Signature:

Name: **Tom Smith**

Position: Chief Executive Officer

### 2.5.3 Published Notices

Notice of the commencement of the public consultation period of the Preliminary Draft MDP was published in the major State newspaper, *The Sydney Morning Herald*, on 10 October 2024.

In addition to the requirements of the Airports Act, notices were also published in local Arabic-language and Vietnamese-language newspapers on 17 October 2024 and 19 October 2024, respectively.

Newspaper notices (see Appendix D) provided details of the Preliminary Draft MDP and consultation period, locations where copies could be viewed and/or purchased, a link to the dedicated MDP page on the AMG website (see Section 2.5.4), the project-dedicated phone number and email address and community engagement and consultation activities.

### 2.5.4 Aeria Management Group (Bankstown Airport) Website

A dedicated Preliminary Draft MDP webpage ([New hangar project to support general aviation and essential services | Aeria](#)) was created in November 2023 and maintained and updated throughout the MDP process, including for the duration of the public consultation period.

The webpage included:

- Public consultation period dates, submission details and the requirements of the Preliminary Draft MDP.
- Locations where the Preliminary Draft MDP could be viewed or purchased.
- The ability to download an electronic copy of the Preliminary Draft MDP.
- Details of engagement and consultation events and opportunities to learn more about the proposal and provide feedback.
- Project contact details, including a project-dedicated phone number and email address.

### 2.5.5 Public Display of the Preliminary Draft MDP

Hard copies of the Preliminary Draft MDP were made available for review and/or purchase at multiple key community locations. The locations included:

- Bankstown Library and Knowledge Centre (80 Rickard Rd, Bankstown), open 9.30am-8pm Monday to Friday, 10am-4pm Saturdays and 1-4pm Sundays.
- Panania Library and Knowledge Centre (Corner Tower Street and Anderson Avenue, Panania), open 9.30am-8pm Monday-Tuesday and Thursday, 9am-5pm Wednesdays and Fridays and 10am-1pm Saturdays.
- Bankstown Airport Terminal (Airport Avenue, Bankstown Airport), open 9am-5pm weekdays.

### 2.5.6 Stakeholder letters and other communications

Letters were prepared and distributed, along with a copy of the Preliminary Draft MDP, to key stakeholders. The letters detailed the proposal and consultation process and offered those stakeholders an opportunity for a briefing with AMG, to provide more information about the proposal, ask questions and feedback.

Stakeholder letters were provided to the following parties:

- DITRDCA;
- DCCEEW;
- Airservices Australia;
- CASA;

- Hon. Jason Clare MP, Member for Blaxland;
- Hon. Tony Burke MP, Member for Watson;
- Kylie Wilkinson MP, Member for East Hills;
- NSW Department of Planning, Housing and Infrastructure;
- NSW Minister for Planning and Public Spaces;
- NSW Minister for Transport;
- Transport for NSW;
- NSW Minister for Emergency Services;
- NSW Minister for Western Sydney; and
- City of Canterbury Bankstown.

Copies of those stakeholder letters are contained in Appendix E.

AMG also hand delivered a community newsletter in October 2024 to 5600 homes in the streets and suburbs around the Airport and MDP site, providing information on the MDP features, MDP process, the project-dedicated phone number and email address, link to the project webpage and details of engagement and consultation activities and opportunities.

AMG distributed a similar newsletter to Airport customers and operators, including an invitation to an in-person briefing for Airport operators.

### 2.5.7 Stakeholder meetings

AMG met with key stakeholders to provide direct, in-person information regarding the Preliminary Draft MDP, specifically to:

- Provide an overview of the Preliminary Draft MDP.
- Discuss the public consultation process and communication and engagement activities.
- Obtain feedback on key areas of interest, concern or opportunity relating to the proposal.

The stakeholder meetings, including attendees and dates, are listed in the table below.

**Table 2 Key Stakeholder Meetings**

Meeting details	Attendees	Date	Notes
<b>Bankstown Airport Customers' Briefing, Bankstown Airport Passenger Terminal</b>	<b>AMG representatives:</b> Tom Smith – Chief Executive Officer, AMG Peter Munro, Senior Communications & Stakeholder Engagement Manager, AMG Justin Marr, General Manager Aviation, AMG Amanda Majarres, Chief Operating Officer, AMG Ethan J. Lock, Development Manager, Barings	22 October 2024	The briefing session was attended by Airport aviation and non-aviation related customers.  A memorandum of the meeting is included in <i>Appendix F</i> .

Meeting details	Attendees	Date	Notes
	<p>Additional members of the MDP project team</p> <p><b>Customer attendees:</b></p> <p>Approximately 18 Airport customers and operators attended the briefing session.</p>		
<p><b>Community pop-up</b></p> <p><b>Outside SUPA IGA Georges Hall Supermarket (part of Airport precinct)</b></p>	<p><b>AMG representatives:</b></p> <p>Tom Smith – Chief Executive Officer, AMG</p> <p>Peter Munro, Senior Communications &amp; Stakeholder Engagement Manager, AMG</p> <p>Deborah Palmer and Brendan Blakeley, Community Engagement Consultants engaged by AMG</p> <p><b>Community attendees:</b></p> <p>Approximately 66 community members and residents.</p>	24 October from 3:30pm – 6:00pm	A memorandum of the community pop up session is included in <i>Appendix F</i> .
<p><b>Meeting of the Bankstown Airport Community Aviation Consultation Group</b></p>	<p><b>Attendees:</b></p> <p>Representatives of AMG, DITRDCA, Airservices Australia, City of Canterbury Bankstown, Gandangara Local Aboriginal Land Council, Airport operators, community groups, RAAA, General Aviation Advisory Network (GAAN), University of Sydney and Western Sydney University</p> <p><b>Number of attendees:</b></p> <p>Approximately 28</p>	6 November 2024	Minutes of the meeting are included in <i>Appendix F</i> .
<p><b>Community Information and Feedback Session,</b></p>	<p><b>AMG representatives:</b></p>	11 November 2024	

Meeting details	Attendees	Date	Notes
<b>Bankstown Airport Passenger Terminal</b>	<p>Tom Smith – Chief Executive Officer, AMG</p> <p>Peter Munro, Senior Communications &amp; Stakeholder Engagement Manager, AMG</p> <p>Amanda Majarres, Chief Operating Officer, AMG</p> <p>Justin Marr, General Manager Aviation, AMG</p> <p>Ethan J. Lock, Development Manager, Barings</p> <p><b>Community attendees:</b></p> <p>Two people attended the session</p>		
<b>Meeting with the Hon. Jihad Dib MP – Member for Bankstown and NSW Emergency Services Minister</b>	<p><b>AMG representatives:</b></p> <p>Tom Smith – Chief Executive Officer, AMG</p> <p>Amanda Majarres, Chief Operating Officer, AMG</p> <p>Peter Munro, Senior Communications &amp; Stakeholder Engagement Manager, AMG</p>	6 December 2024	A memorandum of the meeting is included in <i>Appendix F</i> .

## 2.6 Summary of Consultation Interactions

The below table summarises the volume of interactions recorded during the public consultation period.

**Table 3** Summary of consultation interactions

Interaction Type	Number of Interactions
<b>Newspaper advertisements placed</b>	3
<b>Letters sent to stakeholders informing of the public consultation process and offering to provide detailed briefings</b>	14
<b>Community newsletter distributed by hand to local suburbs, including Georges Hall and Condell Park</b>	5600 homes
<b>Phone calls received by the consultation team</b>	3

<b>Relevant emails received by project email</b>	5
<b>Letters received via post</b>	Nil
<b>Public information sessions</b>	Two sessions were held at the Bankstown Airport Passenger Terminal with a combined attendance of 20 people, plus a community pop-up information session at the SUPA IGA Georges Hall that engaged approximately 66 people
<b>Consultation webpage visits</b>	447 website visits

## 3.0 Submissions

### 3.1 Submissions received

The Preliminary Draft MDP was subject to a public consultation period of 79 business days, which was undertaken from 10 October 2024 to 03 February 2025. The public consultation period exceeded the 60-business day period required by the Airport Act, as discussed in Section 1.4 of the Report.

A total of 12 submissions were received during the public consultation period.

All submissions received are supportive of the MDP, with no significant issues being raised.

A copy of all written submissions is included in Appendix A

### 3.2 Response to matters raised during the consultation period

AMG has given due regard to the written comments made in relation to the Preliminary Draft MDP from submitters and stakeholders.

Considering the issues raised, the following table provides AMG's responses to the submissions received.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
<b>SUBMISSION 1 – Western Sydney Leadership Dialogue</b>				
WSLD01	Economic benefits	The project will create new job opportunities and will see tangible economic and workforce flow on effects.	The response is noted and welcomed.	No amendment to the MDP is required.
WSLD02	Emergency services	The project will support critical emergency services.  <i>'The Dialogue considers the proposed flexible design and adaptability of the hangar buildings to be a key benefit of the project. This is because it facilitates use and additional space for a wide range of aviation operations and needs, including emergency services and flight training.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
WSLD03	General Aviation	<i>'Bankstown Airport have a reliable track record for servicing the needs of communities and the aviation sector across Greater Sydney and NSW for more than 80 years. Further, AMG's ongoing commitment to improving the industry and local economy is evident from the \$530m it has invested into its precincts since 2015, with a further \$120m in the forward investment pipeline.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 2 – Australian Airports Association</b>				
AAA01	General Aviation	The project... <i>'will bring significant benefits to the aviation industry and aviation operators across multiple sectors – such as emergency services, flight training and Advanced Air Mobility.'</i>  <i>'The Australian Airports Association strongly supports this substantial investment in Australian aviation and applauds Aeria Management Group for its commitment to the long-term sustainable growth of general aviation.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 3 – HELIFLITE</b>				
HF01	General Aviation	<i>'We commend the flexible design, which will support a wide variety of aviation operations, including rotary-wing, and vertical take-off aircraft, all of which are crucial to</i>	The response is noted and welcomed.	No amendment to the MDP is required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
		<i>maintaining and growing the capabilities of the aviation sector.'</i>		
HF02	Sustainability	<i>'... we appreciate the project's commitment to sustainability, with initiatives such as on-site renewable energy, EV charging infrastructure, and energy-efficient lighting and hot water systems. These measures not only enhance the project's environmental credentials but also set a benchmark for future developments in the aviation sector.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 4 – BASAIR</b>				
BA01	Various	The project is fully supported by BASAIR	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 5 – Australian Helicopter Industry Association Limited</b>				
AHIAL01	General Aviation and Economic Benefits	<i>'We fully recognize the importance of this project and the positive contribution it will make to the general aviation sector, especially at Bankstown Airport.'</i>  <i>'The AHIA is confident that this development will play a key role in strengthening the long-term viability of Australia's general aviation sector, offering both significant economic benefits and new employment opportunities.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 6 – Regional Aviation Association of Australia</b>				
RAAA01	General Aviation	The RAAA welcomes the significant investment proposed by AMG to build new dedicated aviation facilities at Bankstown Airport.	The response is noted and welcomed.	No amendment to the MDP is required.
RAAA02	Stakeholder Engagement	<i>'Through our ongoing involvement with AMG the RAAA is aware of the active engagement and open consultation with our member operators at Bankstown Airport and is pleased to support the ongoing investment in vital aviation infrastructure at the airport.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
<b>SUBMISSION 7 – Business Western Sydney</b>				
<b>BWS01</b>	Economic Benefits	<p><i>'This transformative project will deliver significant economic, employment, and community benefits to Western Sydney, further strengthening Bankstown Airport's role as a critical economic and aviation hub for New South Wales.'</i></p> <p><i>'We believe this development will unlock significant opportunities for the aviation sector, businesses, and local communities, further solidifying Western Sydney's position as an economic powerhouse.'</i></p>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 8 – Royal Flying Doctor Service</b>				
<b>RFDS01</b>	Emergency Services	<p><i>'The RFDS South Eastern section provides formal support of this project viewing it as vitally important to enhancing the delivery of aeromedical patient transfers to and from Bankstown Airport in which we operate.'</i></p> <p><i>'The proposed new development also has the potential to become an emergency and aeromedical services hub, providing essential services to people across metropolitan and regional NSW in which the RFDSSE is actively engaged through its various emergency and non-emergency patient transport programs.'</i></p>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 9 – Recreational Aviation Australia</b>				
<b>RAA01</b>	General Aviation	<i>'The availability of general aviation services within the Sydney region is becoming increasingly constrained due to urban encroachment and the repurposing of aviation infrastructure for non-aviation activities. This project is crucial in preserving and enhancing access to general aviation services in the area, ensuring that operators, students, and aviation professionals have the necessary facilities to thrive. Bankstown Airport's ongoing commitment to supporting general aviation is essential to addressing this regional challenge and ensuring the continuation of critical aviation operations.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
RAA02	Economic Benefits	<i>'This development promises to deliver substantial economic and employment benefits to Western Sydney while sustaining Bankstown Airport's legacy as a vital general aviation hub.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 10 – CareFlight</b>				
CF01	General Aviation and Emergency Services	<i>'CareFlight recognises that this development represents a significant investment in the long-term sustainable future of general aviation and would provide vital support for people and communities across metropolitan, regional, and remote NSW.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
<b>SUBMISSION 11 – NAVAIR Jet Services</b>				
NJS01	General Aviation	<i>'The project is well positioned close to the airfield and critical service networks.'</i>	The response is noted and welcomed.	No amendment to the MDP is required.
NJS02	Airport Infrastructure	<i>'To further enhance the success of this proposed development, we would welcome improvements to the runway to increase the length and a grooved surface to enhance safety in wet conditions.'</i>	The response is noted. The matter is unrelated to the specific project. AMG is committed to maintaining and improving aviation infrastructure at the airport. Such matters will be considered through the strategic plans for the airport.	No amendment to the MDP is required.
<b>SUBMISSION 12– NSW Rural Fire Service (RFS)</b>				
RFS01	General Aviation and Emergency Services	<i>The significant project will go a long way to support and enhance general aviation operations at Bankstown Airport, including fire and emergency services.</i>  <i>NSW RFS provides in-principle support only for this MDP and look forward to working with Aeria Management Group to explore potential opportunities arising from this work.</i>	The response is noted and welcomed.	No amendment to the MDP is required.

## **4.0 Conclusion**

Following the exhibition of the Preliminary Draft MDP and consideration of all feedback received from airport operators, airport regulators, community members, industry and business groups and Local, State and Federal Government representatives, AMG has prepared the Draft MDP.

Consistent feedback from key stakeholders, notably GA operators and broader sector, is that the Bankstown Airport Aviation Hangar Project MDP will support and enhance GA operations – including emergency services – and deliver significant economic and employment benefits to the GA industry and region.

In accordance with the requirements of the Airports Act, AMG is now seeking approval from the Minister for the Bankstown Airport Aviation Hangar Project Final MDP.

# Appendix A

Submissions on the  
Preliminary Draft MDP

## Appendix A Submissions on the Preliminary Draft MDP

# Appendix B

Stakeholder Responses  
to Exposure Draft MDP

## Appendix B Stakeholder Responses to Exposure Draft MDP

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
<b>SUBMISSION 1 – City of Canterbury Bankstown</b>				
<b>CBC001</b>	Design	Indoor and outdoor staff amenity areas should be included.	The car park and landscaped areas will provide opportunities for outdoor amenity areas for tenant staff and individual tenancy fit outs will provide further staff amenity.	Section 4.4 was updated.
<b>CBC002</b>	Design	Indicative upper-level floor plans should be produced to assess the suitability of proposed activities.	The MDP has been developed to provide maximum internal flexibility. Floor plans will be developed through the detailed design stages and will be informed by future tenant requirements.	No change to the MDP was required.
<b>CBC003</b>	Landscaping	Planting schedule should replace an equal or greater number of trees removed due to construction.	The number of trees on the site will be increased as a result of the development.	Section 4.4 was updated to provide further details on landscaping.
<b>CBC004</b>	Design	The development should support active transport options.	End-of-trip amenities may be included within the amenity areas, commensurate with market demand. The design of these spaces will be developed during the detailed design of the Project and subject to approval by the Commonwealth-appointed Airport Building Controller (ABC).	Section 4.4 was updated to provide further details on potential active transport and end-of-trip facilities.
<b>CBC005</b>	Aviation safety	<p><i>Council would also like to ensure the proponent considers the following:</i></p> <ul style="list-style-type: none"> <li><i>Any comments from Airservices Australia relating to the proposal's infringement on the ATC line of sight to the manoeuvring area, as per the Aviation Impact Assessment; and,</i></li> <li><i>Inclusion of an operational management plan accepted by the airport operator and CASA when winds exceed 11.9 kt from the NNE, as per the Windshear and Turbulence Assessment;</i></li> </ul>	Noted.	No change to the MDP was required.
<b>CBC006</b>	Site contamination	<i>'A robust unexpected finds procedure be developed and implemented for the project to mitigate potential risks associated with contamination, as per the preliminary site investigation.'</i>	Noted. The Project will be subject to Bankstown Airport's and Project specific unexpected finds protocols.	No change to the MDP was required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
<b>CBC007</b>	Fire safety	<i>Fire water storage tank requirements are met, as per the Utility Plan Memorandum</i>	Noted. The detailed design of the development, including fire safety engineering, will be subject to approval from the ABC.	No change to the MDP was required.
<b>CBC008</b>	Landscaping	<i>Planting species should favour native species, as identified in the Major Project Exposure Draft.</i>	The final planting and landscaping design will apply the Bankstown Airport Landscape Master Plan and Guidelines 2022 and will be subject to ABC approval.	No change to the MDP was required.
<b>SUBMISSION 2 – Civil Aviation Safety Authority (CASA)</b>				
<b>CASA001</b>	Wind shear and Turbulence	<p>In its letter addressed to the DITRDCA, CASA summarised the proposed development and provided the following comment regarding Windshear and turbulence:</p> <p><i>As I foreshadowed at our meeting on 9 August 2024, CASA requests policy guidance on the issue of building-induced wind effects to ensure our advice is consistent with the policy intent of NASF Guideline B.</i></p>	<p>In consultation with CASA, AMG has resolved to implement operation risk measures to mitigate building-induced wake turbulence, which is consistent with existing operational constraints at the airport.</p> <p>Additionally, wind shear and turbulence impacts will be considered further should the Project progress in stages and will be continually reviewed through the detailed design stage. Any final operation mitigation strategies will be developed in consultation with CASA.</p> <p>CASA did not provide any comment on the Preliminary Draft MDP.</p>	Section 7.1 was updated to state that AMG will implement operational risk measures acceptable to AMG and CASA to mitigate building-induced wake turbulence and that any final operation mitigation strategies will be developed in consultation with CASA.
<b>SUBMISSION 3 – Department of Climate Change, Energy, the Environment and Water</b>				
<b>DCCEEW001</b>	EPBC Act Referral	<i>Notification of s161A referral decision – Minister's advice not required</i>	Noted. No EPBC Act referral.	No change to MDP was required
<b>DCCEEW002</b>	Site contamination	<i>In order to further mitigate potential risks and uncertainty associated with soil waste classifications and the potential occurrence of contamination and/or unexpected finds, the department recommends a higher density of soil sampling should occur prior to the commencement of tendering for the construction work.</i>	Noted. AMG commits to this recommendation.	No change to the MDP was required.
<b>DCCEEW003</b>	Heritage	<i>To mitigate the minor adverse indirect (visual) impact on the Bankstown Aerodrome, the department recommends that prior to construction, the Aviation Hangar Project locality</i>	Noted. AMG commits to this recommendation.	No change to the MDP was required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
		<i>should be formally documented in situ via photographic archival recording according to the (former) NSW Heritage Office guidelines for Photographic Recording of Heritage Items Using Film or Digital Capture.</i>		
<b>DCCEEW04</b>	Environment	<i>Any environmental mitigation measures related to the construction phase of the proposed development will be identified and managed through a project-specific CEMP [Construction Environmental Management Plan].</i>	Noted. AMG commits to this recommendation. The project-specific CEMP will be developed in accordance with relevant standards and submitted to the ABC for approval.	No change to the MDP was required.
<b>SUBMISSION 4 – Airservices Australia</b>				
<b>ASA001</b>	Wind shear	<i>The impact of the proposed development on wind shear and turbulence resulting in additional mitigators for example another warning on the ATIS. ATC consideration given to introducing one generic warning at the lowest wind speed trigger.</i>	Noted and agreed. AMG commits to implementing operational controls acceptable to ASA.	Section 7.1 addresses, among other things, wind shear.
<b>ASA002</b>	Ground traffic movements	<i>The northwest section of taxiway K will be closed, resulting in a three-way bottleneck on taxiways C and A1. Taxiway K currently allows SMC to avoid congestion at this pinch point. While smaller aircraft can taxi around each other, taxiways A1 and C are designated for larger aircraft (such as GLEX or BAE146), leaving no room for movement. The removal of taxiway K will increase complexity and cause delays for operators. This concern was raised during an industry consultation presentation by Airservices, and AMG acknowledged the issue, stating they would review the proposal. The decommissioning of taxiway K is intended to connect Avro Street to the new development area.</i>	Noted. AMG has considered the potential bottleneck and updated its plans to include a formalised passing bay which can be used to relieve congestion.	Section 4.5 of the MDP was updated.
<b>ASA003</b>	Communications, Navigation and Surveillance	<i>With the development having a maximum elevation of 21.5m AHD (approx. 14m AGL) and being only 600m away from our VHF antennas, there may be Communications, Navigation &amp; Surveillance (CNS) related issues. We will investigate further in later iterations of this MDP.</i>	Noted. AMG remained committed with working with ASA to resolve any CNS related issued.	No change to the MDP was required.
<b>ASA004</b>	Aviation Safety during construction	<i>All existing instrument flight procedures (IFP), CNS facilities and ATC operations must be protected against future</i>	Noted.	No change to the MDP was required.

Submission/ Issue No.	Theme	Issue Raised	AMG Response	Action / Amendment to MDP
		<i>infrastructure developments and airport obstructions. Airservices must be notified of any building developments within the Aviation Hangar Project, including the use of construction equipment required to carry out these developments, to ensure that these will not pose a hazard to aircraft operations and that all IFP and CNS facilities maintained by Airservices are safe for aircraft operations.</i>		



# Appendix C

Advice to State and  
Local Government

## Appendix C    Advice to State and Local Government

# Appendix D

## Newspaper Notices

## Appendix D Newspaper Notices

# Appendix E

Stakeholder letters

## Appendix E Stakeholder letters

# Appendix F

## Stakeholder Meeting Minutes