

2036 NEWCASTLE AIRPORT VISION

Delivering the Airport the region deserves



Newcastle Airport is a global transport gateway that is “...significant to unlocking the potential of the region’s tourism industry and providing an opportunity for the Hunter and Central Coast regions to export services and skilled labour to other parts of Australia and internationally.”

HUNTER REGIONAL PLAN 2036

“...It is pleasing to see that Newcastle Airport is continuing to develop, invest and operate vital infrastructure which provides the Hunter region with global connectivity for trade, tourism and smart jobs for future generations. On behalf of the NSW Government, I would like to congratulate Newcastle Airport and the wider Hunter community on this milestone.”

GLADYS BEREJKLIAN MP PREMIER OF NEW SOUTH WALES

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Foreword

In September 2016, the NSW Government published an ambitious blueprint setting out the vision for the Hunter Region over the next 20 years. Already a great place to live and work, the Hunter is entering a new and exciting phase that will see it grow into an increasingly important economic and tourism destination.

As both the significant gateway into the region and an economic force in its own right, Newcastle Airport is central to achieving the region's growth plans. Over the next 20 years, it needs to become a major transport hub, with the capacity to support strong regional, national and international connectivity. This will attract new businesses and residents, boost tourism and promote trade.

As it grows, the Airport will also continue to be a local economic powerhouse. It will likely generate more than 3,000 additional jobs and significant economic activity, not only on its own site but also in the complementary businesses it attracts to its surrounding area.

A Master Plan to expand our Airport

Given its enormous economic importance to the region, Newcastle Airport Pty Limited (NAPL) has developed a Master Plan that sets out a 60-year vision including a 20-year blueprint for growth. Our vision is for Newcastle Airport to open up new regional and national direct routes and – of great importance to residents and businesses alike – become the state's second international airport.

The Master Plan was created in consultation with airlines, the Department of Defence, RAAF Base Williamtown, NSW Government, Port Stephens and Newcastle City councils, as well as members of the community. It forecasts the short- and long-term requirements of the Airport, and addresses the infrastructure required to facilitate growth as we look at a future where passenger traffic will more than double by 2036.

The Master Plan describes the airfield, terminal, landside, ground transport and aviation support facilities needed to cater for these increased numbers. And it sets out an airport development concept and an indicative timeline for building this major piece of infrastructure ahead of air traffic demand in an affordable manner.

A vision for the future

This Vision document summarises some of the detail in the Master Plan. Its aim is to make sure anyone in, or interested in, our community can see what we are planning, share the excitement and understand the future for Newcastle Airport.

We hope it gives current and future residents and businesses confidence that Newcastle Airport is on track to become the Airport our region needs and deserves to fulfil its strong economic potential.



Peter Gesling
Chairman



Dr Peter Cock
Chief Executive Officer



This document has been produced with the support of the NSW Government.

“Newcastle Airport is one of the region’s infrastructure pillars and plays a key role in connecting our people and businesses with Australia and the world. The 20-year Master Plan is clear and provides the certainty and vision that will foster further investment and expansion of the economy and bring benefits to our region.”

**BOB HAWES, CHIEF EXECUTIVE OFFICER,
HUNTER BUSINESS CHAMBER**

Why do we need a Master Plan?

An airport Master Plan provides a long-term blueprint for airport development, outlining the land use planning and development intent for an airport site. It is a statutory requirement for airports governed by the *Airports Act 1996* (Cwlth). Newcastle Airport does not fall within the provisions of the *Airports Act 1996* as it operates under a direct lease agreement from the Department of Defence. Newcastle Airport has undertaken significant consultation, notwithstanding our Master Plan does not require a formal consultation process or public comment.

However, some development applications still require the consent of our land owner, the Department of Defence, as well as the necessary statutory local and state approvals. NAPL has developed a Master Plan to help all of our stakeholders understand how we intend to develop Newcastle Airport. The Plan is intended to support the region in ensuring that vital aviation infrastructure is delivered when and where it is needed, while maximising the significant economic, social and environmental benefits that well-planned airports can deliver.

Inputs to the Master Plan

In developing the Master Plan, NAPL has undertaken widespread community and stakeholder engagement and consultation. This included discussions, meetings or presentations with the following stakeholders:

Working groups

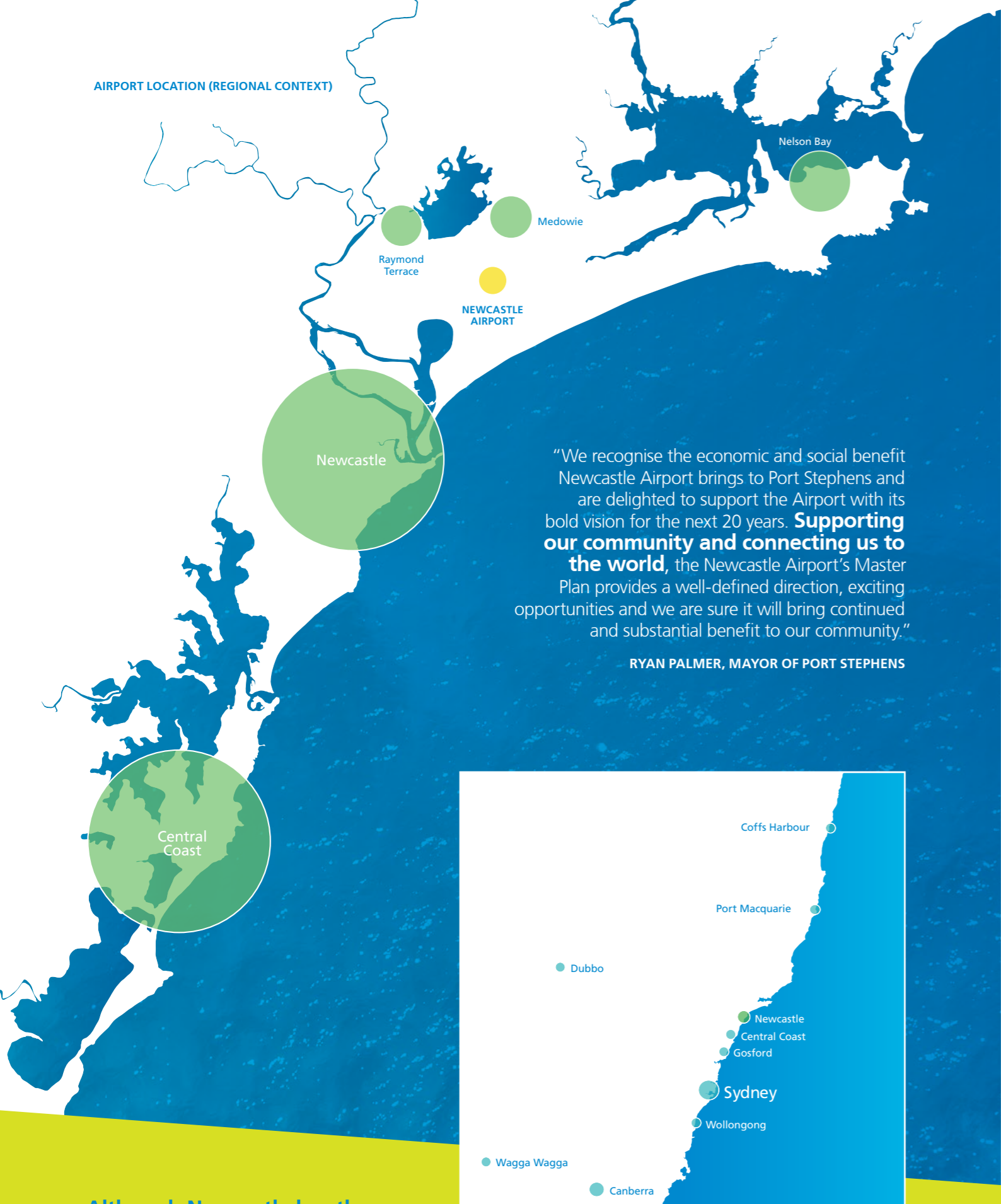
The master planning process was assisted by two main working groups:

1. Planning and land use – with representatives from NAPL, Newcastle City and Port Stephens councils, NSW State Government
2. Defence and operations – with representatives from NAPL, RAAF Base Williamtown and Department of Defence.

These working groups had input into the Master Plan. They also helped to clarify or provide further evidence to the issues raised during the development process. Stakeholders within the groups also defined their internal aspirations for Newcastle Airport and provided feedback. A separate engagement process was conducted with NAPL’s non-executive board.

CATEGORY	STAKEHOLDER	ENGAGEMENT
Federal Government 	Department of Defence Department of Infrastructure Regional Development and Cities RAAF Base Williamtown	Active
State Government 	Department of Premier and Cabinet Hunter Development Corporation NSW Department of Industry NSW Department of Planning and Environment NSW Roads and Maritime Services Office of Environment and Heritage Transport for NSW	Consultative Informative
Local Government	Port Stephens Council Newcastle City Council	Active
ANSP	Airservices Australia	Informative
Airlines 	FlyPelican Jetstar/Qantas Tigerair Virgin Australia	Consultative Informative
Tenants 	Aerocare BAE Systems Australia First Class Transfers Greater Bank Spotless	Consultative Informative
Community 	Foster-Tuncurry Business Chamber Hunter Business Chamber Manning Valley Business Chamber Medowie Progress Association University of Newcastle Williamtown Advisory Group Members	Consultative
Tourism bodies 	Destinations NSW Destinations Port Stephens Newcastle Tourism Industry Group	Consultative
Transport operators 	Car rental operators Limousine operators Private bus/coach/shuttle operators Public transport services Taxi operators Uber	Consultative
Freight operators 	HCC Newcastle NTL Aviation Services Oceania Scorpion	Consultative
Utilities providers 	AusGrid Hunter Water Telstra	Consultative
Private businesses 	Commercial Fishermen Cooperative Hunter Oyster Industry Wallis Lake Fishermen Cooperative	Consultative

AIRPORT LOCATION (REGIONAL CONTEXT)



“We recognise the economic and social benefit Newcastle Airport brings to Port Stephens and are delighted to support the Airport with its bold vision for the next 20 years. **Supporting our community and connecting us to the world**, the Newcastle Airport’s Master Plan provides a well-defined direction, exciting opportunities and we are sure it will bring continued and substantial benefit to our community.”

RYAN PALMER, MAYOR OF PORT STEPHENS



AIRPORT LOCATION (LOCAL CONTEXT)

Although Newcastle has the 6th largest passenger catchment, it is only the 13th busiest airport in Australia.

Newcastle Airport Master Plan objectives and approach

The overarching purpose of our Master Plan is to provide a blueprint for successfully growing the aviation business, while enabling the Airport to realise its growth potential and maximising returns to shareholders and the region.

Objectives

- Establish the strategic direction for efficient and economic development within the Airport site over the planning period of the Master Plan
- Ensure Newcastle Airport’s infrastructure and facilities are appropriate for demand
- Address opportunities to increase the propensity to travel from the Airport and limit the leakage of passengers to other airports, such as Sydney’s Kingsford Smith or the Western Sydney Airport that is set to open in 2026
- Develop civil aviation and aerospace facilities to enable the forecast 20-year growth
- Reduce potential conflicts between uses of the Airport site, ensuring that uses are compatible with the areas surrounding the Airport, including local and regional plans
- Provide for the development of additional uses of the airport site, including identifying opportunities for acquiring additional land that supports the Airport’s development
- Promote the development of on-airport commercial services and facilities that will add value to the Hunter community and the Department of Defence
- Safeguard Newcastle Airport’s licence to operate by managing any environmental and heritage constraints

Principles

In developing the Master Plan, we worked to take into account the needs of all Airport stakeholders, basing decisions on the need to:

- respond appropriately to air traffic demand growth
- be sufficiently flexible to deal with uncertainty in traffic evolution and operations, while future-proofing the development beyond 2036
- deliver an excellent passenger experience, and a safe and efficient operational environment
- balance capital and operating costs against operational efficiency and infrastructure requirements
- expand the Airport safely and in the least disruptive way, with minimal impact upon live operations, aircraft, passengers, staff, and Airport tenants
- take into account future changes in technologies, climate and in the regulatory environment
- deliver a positive socioeconomic impact to the Hunter Region, while minimising the environmental impact on the surrounding communities.

Newcastle Airport today

Located on the coast of New South Wales, Newcastle Airport is the gateway into the Hunter Region.

Newcastle Airport sits within the Hunter Region, also known as the Hunter Valley. The Hunter Valley extends over circa 29,145km² and is located north of the Sydney metropolitan area. The Airport site is 15km from Newcastle, 22km from Nelson Bay and about 175km north of Sydney by road along the M1 Pacific Motorway. Right next door to RAAF Base Williamtown, the Airport is unique in accessing the airfield and runways of its military neighbour.

The Airport site is leased to Port Stephens and Newcastle City councils by the Commonwealth Government.

Newcastle Airport serves a total catchment area of around 1.1M people. The catchment extends north to Taree (140km), west to Muswellbrook (100km) and south to Hornsby (100km). The core catchment area – people who live a one-hour drive away from the Airport – is around 665,000.

Supporting national and regional routes for airlines

The airport currently serves Jetstar, Virgin Australia, QantasLink, FlyPelican, and Regional Express. Brisbane, Gold Coast, Sydney and Melbourne are the primary routes by volume, complemented with other domestic services including Adelaide, Canberra, Ballina-Byron Bay and Dubbo.

Creating jobs and economic value

Newcastle Airport plays an important role in the regional economy as a major employment centre, as well as providing connectivity with the economic hubs of Australia. Newcastle Airport is a self-sustaining business 'cluster' that contributes 1,485 jobs. Its total contribution to the region's economy is close to \$1.2 billion per annum¹.

The City of Newcastle values the clear vision and direction this 20-year Master Plan provides for our community. **Newcastle Airport plays a key role in our city's ongoing transition from a great regional centre to an emerging global city, connecting our local communities with family, friends and colleagues across the nation and across the globe.** The Master Plan complements our city's vision for a smart, liveable and sustainable Newcastle, with the growth of key infrastructure and associated industry bringing significant long-term benefit to people and businesses in our region. We are very pleased to share this journey with Newcastle Airport.

NUATALI NELMES, LORD MAYOR OF NEWCASTLE

¹ Newcastle Airport: Economic impact assessment (July 2014)

Future growth in air traffic demand

The Hunter Region is an increasingly globally connected market, supplying products and services to an expanding customer base. As this connectivity strengthens we will see a growing need to connect people and products via air services.

2017 Passenger traffic

In 2017, Newcastle Airport handled a record throughput of 1.276 million passengers, a 4.9% increase from the previous financial year. In further months, the Airport recorded 25 months of consecutive growth in passenger throughput. In the next 20 years, annual passenger numbers could double², growth is driven by general economic growth and a number of specific local factors including:

- a cruise ship terminal in the Port of Newcastle, offering flight opportunities for disembarking or embarking passengers
- cooperative marketing campaigns that are expected to significantly enhance the profile of the Hunter Region through long-term marketing campaigns and activities designed to attract more tour groups, international travellers and domestic repeat visitors: increasing in-bound traffic is key to increasing traffic
- more sporting and music events, such as the Newcastle 500 Supercars race that will attract first-time visitors and support the growth of repeat visitors
- the potential for a new convention centre that will help to establish Newcastle as a centre for meetings, incentives, conferences and exhibitions
- a projected population increase of 33,300 people by 2036³
- increasing business activity leading to more traffic
- integrated marketing campaigns to increase the use of Newcastle Airport by the local population.

“Newcastle Airport provides a vital second entry into NSW for regular airline passenger services: more than 1.27 million people use the Airport each year. These visitors play an essential role in driving the region's visitor economy. The Newcastle Airport Master Plan will be key to unlocking future tourism potential, delivering the facilities required to cater for up to 5 million people in the next two decades. The impact of this will be a game changer for the Hunter.”

**DAVID FELLOWS, CHAIR,
DESTINATION SYDNEY SURROUNDS NORTH**

² Bureau of Infrastructure, Transport and Regional Economics 2016, Domestic Aviation Activity 2015 – 16, Department of Infrastructure and Regional Development, Australian Government, https://bitre.gov.au/publications/ongoing/files/domestic_airline_activity_2015_2016.pdf

Mott MacDonald analysis as part of this Master Plan work confirmed the validity of these numbers.

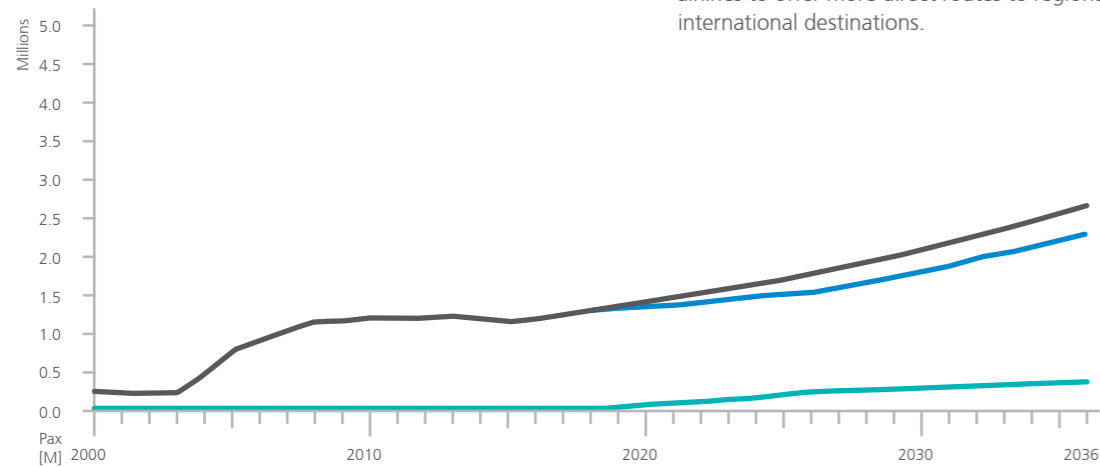
³ Hunter Regional Plan 2036

Passenger forecasts

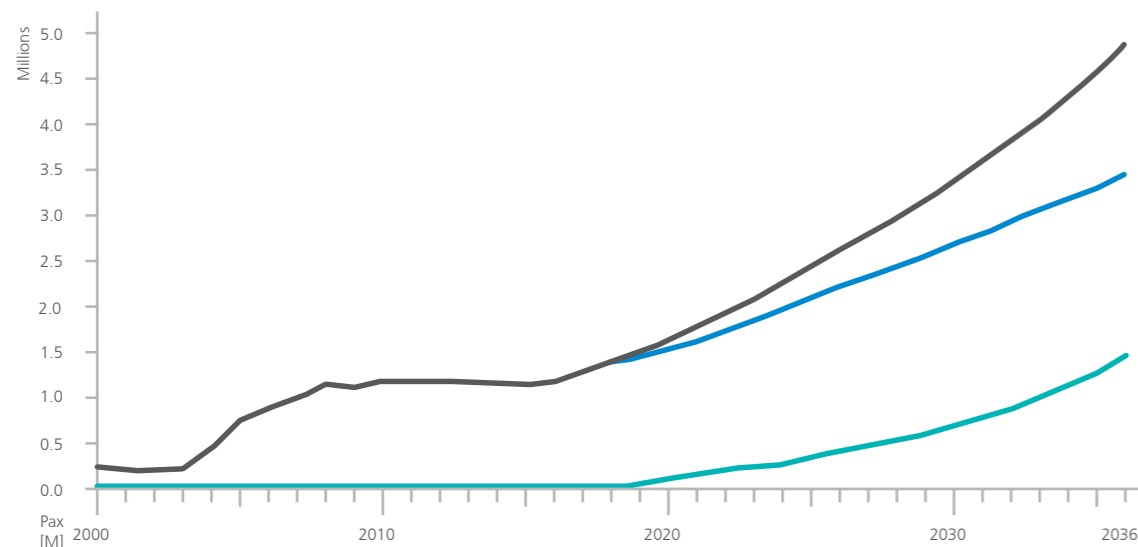
To assess future passenger traffic, two forecasting scenarios were developed: a base case that considers the evolution of relevant socioeconomic drivers; and a high case taking into account the growth aspirations and market development initiatives NAPL is considering.

The forecasting methodology combines a top-down approach (using regression analysis) and a bottom-up approach (based on interviews with stakeholders and market intelligence on seat capacity growth and network development in the short term).

We anticipate that these volumes, combined with strong local demand for direct routes to new destinations, will persuade airlines to offer more direct routes to regional, domestic and international destinations.



BASE CASE TRAFFIC PROJECTIONS



HIGH CASE TRAFFIC PROJECTIONS

■ DOMESTIC PASSENGERS ■ INTERNATIONAL PASSENGERS ■ TOTAL PASSENGERS

Forecasts suggest that, as a minimum, Newcastle Airport will need to be able to handle 2.6M passengers by 2036 and 5.6M by 2076.⁴

⁴ Mott MacDonald forecasts prepared for the Newcastle Airport Master Plan 2036

BASE CASE FORECAST SUMMARISED RESULTS – PASSENGERS

		2015	2016	2021	2026	2036	2076
Domestic	pax	1,139,700	1,216,624	1,363,500	1,525,700	2,288,800	4,532,500
International	pax	-	-	82,900	240,500	360,300	1,043,200
TOTAL	pax	1,139,700	1,216,624	1,446,400	1,766,200	2,649,100	5,575,700

Freight demand

Significant potential exists to increase air freight traffic. A comprehensive international and domestic freight network is essential for continued economic development across NSW and the Hunter Region and our Master Plan's consultation strongly suggests that:

- Newcastle Airport's freight catchment zone could cover the Hunter Region and Central Coast, inland NSW, and even potentially North Sydney from a road connectivity perspective
- seafood and meat products, perishable goods (flowers), machinery parts, defence equipment and mining and safety equipment could all be transported as air freight
- growth of agriculture and fish farming will also result in growing export volumes, which may be handled through the Airport subject to their commercial and financial viability
- regular services to key destinations in South East Asia could increase freight demand.

In addition to meeting current demand, long-haul freight capability also has the potential to stimulate growth in new or other industries.

A more detailed study of air freight demand and capacity will be undertaken as part of short-term Master Plan activities.

“Newcastle Airport is essential infrastructure that allows the Hunter, Australia’s largest regional economy, to thrive. Proactive planning to ensure that it is able to continue to deliver benefits to our knowledge and visitor economies is not only a must for the Airport, it also provides certainty for those whose businesses rely on the Airport to connect them to Australia, and beyond.

“The Newcastle Airport Master Plan is a catalyst for our region and a reminder that success is a long game that requires clear and communicated vision.”

TONY CADE, CHIEF EXECUTIVE OFFICER, HUNTERNET





2036 Vision

Newcastle Airport will become the Airport the Hunter Region deserves, offering direct international flights to key trading and tourism destinations. We will build on our current position as one of the region's economic and employment hubs, driving innovation, job growth and commercial opportunities.

Global gateway to the rest of the world

Newcastle Airport will link the region to international markets, starting with those in Asia Pacific.

Currently, there are no international flights from Newcastle Airport. All international travel requires travellers to take at least one connecting flight at another domestic airport when using Newcastle. As a result, 90% of local catchment passengers travelling to international destinations take land-based transport to other airports, rather than flying out of Newcastle⁵.

Not surprisingly, there is enormous and enthusiastic local community demand from both leisure and business travellers for the Airport to expand passenger services to include international flights. In preparation for this vital step, we have already completed an international arrivals and departure fit-out, including installing the necessary security technology, IT technology, passenger screening equipment and furniture for the border agencies.

Local industries are also crying out for a direct international connection. The Hunter Region is already Australia's largest regional economy, ranking above Tasmania, the Northern Territory and the Australian Capital Territory in terms of economic output. As demand grows in Asian economies for products and services associated with education, health, agriculture, resources and tourism, a direct air link to Newcastle will greatly support trade growth in the region.

As noted in the Hunter Regional Plan 2036, Newcastle Airport is a global transport gateway that is "...significant to unlocking the potential of the region's tourism industry and providing an opportunity for the Hunter and Central Coast regions to export services and skilled labour to other parts of Australia and internationally."⁶

"Infrastructure plays a vital role in the continued growth of our economy and community."

This was highlighted in the NSW Government's 2036 Hunter Regional Plan with both the Newcastle Airport and the Port of Newcastle recognised as two nationally significant global gateways. Importantly, infrastructure such as ports and airports drive trade, investment, employment opportunities, business innovation and more. It is essential that we have a strong program to develop this infrastructure and I commend Newcastle Airport on the launch of their 20-year Master Plan.

"Capacity to accommodate additional passengers, potentially freight and of course a growing roster of international flights will benefit our region, and beyond."

GEOFF CROWE, CHIEF EXECUTIVE OFFICER,
 PORT OF NEWCASTLE

"Connectivity, both virtual and real, is vital to education and innovation."

At University of Newcastle, we value the role Newcastle Airport plays in our region and support the new 20-year Master Plan. Exciting things happen when people connect, be they our international students forming bonds in our community, or visitors to our region helping to fuel the local economy. The Airport's Master Plan is a road map for the future that will ensure we are able to continue to connect and prosper."

CAROLINE MCMILLEN, VICE-CHANCELLOR AND PRESIDENT, UNIVERSITY OF NEWCASTLE

⁵ Key Insights: Leakage to Sydney Airport (2016)

⁶ Hunter Regional Plan 2036

“BAE Systems has had a neighbouring presence at Newcastle Airport for 18 years. **This is a key business precinct for us as it provides direct secure access to the airfield, enabling our close collaboration with the RAAF.**

This unique proposition has positioned our business for growth, and we are looking forward to the opportunity to invest and further expand as the 20-year Master Plan rolls out. BAE Systems is particularly interested in the development of further industry infrastructure, and the opportunity this will provide to collaborate with academic organisations across industry networks to provide outstanding support to our customers.”

ANDREW GRESHAM, OPERATIONS SUPPORT DIRECTOR, BAE SYSTEMS

Innovation hub for advanced manufacturing, defence and aerospace

Newcastle Airport will serve as an increasingly important hub for new defence and aerospace-related research, manufacturing and businesses in the region, which will continue to cluster around the Airport.

Defence is an important sector in the Hunter economy, also helping to boost housing, logistics, technology, education and manufacturing industries in the region. Newcastle Airport has access to the airfield (runways and taxiways) of Australia's premier jet fighter base, Royal Australian Air Force Base Williamtown, one of the region's single largest employers. RAAF Base Williamtown provides both air traffic and fire and rescue services to civilian and commercial operations at Newcastle Airport.

The Australian and NSW governments are seeking to grow the defence and aerospace-related industries in and around RAAF Base at Williamtown. The NSW Government sees Williamtown as the regional hub of Australian industry participation supporting the Joint Strike Fighter fleets in the Asia Pacific region.⁷ The military base is already part of a \$1.6 billion Department of Defence New Air Combat Capacity (NACC) Facilities Project,⁸ including sequential runway extensions, and a cluster of aerospace knowledge industries, both in the civil and defence sectors, is emerging in the area.

Notably, Williamtown will become one of the few key nodes in the global F-35 aircraft enterprise, host to cutting-edge defence technology and attracting high-end skills to the region. A report on the associated impacts of the F-35 Joint Strike Fighter implementation regards this program as a major economic catalyst, within the Airport precinct and for the Lower Hunter economy more generally.

Catalyst for new commercial opportunities

The Airport itself and the businesses it attracts will generate a high demand for both aviation and non-aviation-related activities. These include:

- direct service industries to aviation activities such as catering, refuelling, baggage services and facilities management; these have a high need for terminal and apron access and would have a high preference to be located close to the airport
- research, training and educational facilities for specialised or skilled disciplines that benefit from co-locating next to aircraft manufacturing or maintenance businesses; synergies are also likely to be created with universities and research institutions around aerospace/aviation
- activities that benefit from locating at or near airports, such as: tourism operations, hotel and conferencing, freight and storage, and logistical and material handling enterprises

“TAFE NSW maintains close relationships with Hunter businesses and industry to ensure that we equip their workforce of the future with job-ready skills and knowledge. **We recognise Newcastle Airport as an essential link to industries across the state, the nation and beyond.**

“The TAFE NSW Infrastructure, Energy and Construction SkillsPoint looks forward to collaborating with the Hunter to create fresh pathways to employment, boost the number of skilled construction workers in the region, and develop best of breed, future focused learning products that can support the Newcastle Airport 20-year Master Plan.”

CHRIS PRACY, HEAD OF SKILLSPPOINT INFRASTRUCTURE, ENERGY AND CONSTRUCTION, TAFE NSW

The NSW Government sees Williamtown as the regional hub of Australian industry participation supporting the Joint Strike Fighter fleets in the Asia Pacific region.

⁷ New South Wales: Strong, smart and connected
The NSW Government Defence and Industry Strategy 2017
https://www.industry.nsw.gov.au/_data/assets/pdf_file/0011/98624/NSW-Strong-smart-and-connected-defence-strategy.pdf

⁸ <http://www.defence.gov.au/id/Air6000/Default.asp>

“We have seen the impact of the recent development in our region – growth fuels growth. Newcastle Airport’s Master Plan will be a key driver for our region as we expand our businesses and global connections. Importantly, the plan identifies that the current Airport footprint will not be enough to support future requirements. Knowing this, and acting on it, is essential to secure future capacity. I applaud the vision of Newcastle Airport and their courage to push development that will foster not only passenger numbers to our region but also investment, education, innovation and talent.”

ANDREW FLETCHER, NSW REGIONAL DIRECTOR – HUNTER, PROPERTY COUNCIL OF AUSTRALIA

Airport development concept

The proposed development concept for Newcastle Airport includes airfield, apron, terminal, landside, ground transport, aviation support facilities and commercial opportunities.

As we developed the Master Plan, it became clear that the current 28ha of leased land is insufficient to support the anticipated aviation and passenger growth. It is therefore proposed to plan over a suitable area defined by a hierarchy of:

- current lease area
- adjacent appropriately zoned land
- other defence land, particularly when this was essential.

The existing NAPL site will be expanded to about 110ha by acquiring adjacent land. This will enable the apron and terminal facilities to be expanded and reconfigured. Landside infrastructure will also be transformed, with a new pedestrian plaza and an Orbital Airport Road.

As part of the development concept, consideration was given to climate change and the potential impacts for Newcastle Airport, in particular infrastructure and operations.




Mitigation measures have been identified to address climate vulnerabilities and adaptations required to manage the effects of climate change.

Land acquisition, zoning and development

The Master Plan contemplates the use of three zones of adjacent land, as described in the table below. We will consult with state and local government planning authorities about the appropriate use and development of the Sewerage Treatment Plant (STP), Defence and Airport Related Employment Zone (DAREZ) and Eastern Area land.

Our development concept considers Civil Aviation Safety Association (CASA) standards and International Civil Aviation Organization (ICAO) recommended practices, and incorporates international and local best-practice in airport and ground transport planning. It also takes into consideration aircraft noise planning tools and mitigation standards.

NAPL has retained a flexible development concept and thus has provided general land uses as concepts. Particularly, the concept of interim use which allows for the use of land to evolve over time, has been adopted.

 <p>Sewerage</p>	<p>The land associated with the existing STP is the most obvious area for expansion due to its proximity to the terminal and other existing facilities. Currently in operation, discussions have already taken place with the Department of Defence for its decommissioning and potential handover to NAPL for airport expansion. There are a number of dependencies that control the timing of access to this land.</p>	<p>The STP area is zoned as SP2 Infrastructure (Defence)</p>
 <p>Williamstown's Defence and Airport Related Employment Zone (DAREZ)</p>	<p>DAREZ is located to the south of the Airport in private land designated for defence and Airport-related development. Port Stephens Council has already granted approval for subdividing the area into different 123 lots over 90ha. This area is fundamental in ensuring the future success of the Airport – it will be an important catalyst for many aviation and non-aviation-related activities.</p>	<p>Suitable zoning for the purposes proposed</p>
 <p>Eastern Area</p>	<p>A 14.5ha area to the east of the current leasehold, which combines private lots as well as federal land within the military base boundary, including the land to the east of the Long Stay Saver car park. This area will accommodate future apron extensions.</p>	<p>Mixed zoning as SP2 Infrastructure (Defence) and RU2 Rural Landscape – likely to be restrictive and require rezoning</p>

Airfield

The current single runway system is considered sufficient to handle the expected future demand as long as efficiency measures such as the following are implemented:

- relocate the apron taxiway linking taxiways Juliet and Hotel making it suitable for any future code E operations and provision of suitable shoulders on all civilian taxiways
- consider providing a full parallel code E taxiway linking the commercial apron which segregates military and civilian operations and minimises runway crossings.

Apron (APR)

The apron will need to be reconfigured and expanded to meet required demand. Development requirements include:

- expand the apron towards the south-east
- develop a dedicated area for remote code B stands
- provide airside road for stand servicing and apron vehicle movements
- create a new airside access point in the intersection between Kindler Way and Cresswell Way.

Terminal (TER)

The Airport terminal will need to almost double in floor area to meet passenger demand of 2036. To meet this demand, the terminal will be transformed, with facilities expanded over two levels, the commercial offer improved, and international services implemented into the facilities. Development requirements include:

- extend the terminal towards the west and the south-east over two levels, offering domestic and international traffic segregation with swing departing and arriving facilities
- provide aero-bridges served from the upper level.

Landside and ground transport (GTP)

The Airport will undergo major modifications to integrate and consolidate the ground transport activities and road access. Forecourt, ground transport and proximate car parking (premium, short term and car rental) infrastructure will be located immediately opposite the passenger terminal, with long-term parking and staging/storing areas further away. Development requirements include:

- create a 'pedestrian plaza' in a flexible open space that incorporates security- by-design while safeguarding for future expansions beyond the Master Plan horizon
- create an Orbital Airport Road for traffic distribution between aviation and non-aviation areas. This includes reconfiguring and expanding the forecourt and ground transport areas

- provide additional car parking areas, with premium products close to the terminal facilities
- create waiting/staging areas for coaches and buses
- provide flexibility for advances in technology such as driver-less cars.

Business, commercial and aviation support (BCS)

A precinct will be created to support high-value aviation and non-aviation activities:

- aerospace and defence-related contractors that provide aircraft servicing to military aircraft and advanced technologies
- research and investigation activities that could benefit from being exposed to RAAF Base Williamstown and its contractors
- commercial activities that require proximity to the passenger terminal
- non-aviation activities that will benefit from good transport connectivity to major arterial roads and clustering
- other like industries such as advanced manufacturing, mining and aerospace industries where clustering makes sense and will add to the commercial ecosystem being developed.

Certain areas of this precinct will be of 'campus' style, with various tenants sharing facilities such as amenities, food and beverage, business support and recreational areas.

Development requirements will include:

- define a premium commercial area within the area close to the access roads and terminal building, which could accommodate a hotel, convention facilities and/or offices
- activate a BCS section along the Orbital Airport Road for wider commercial uses
- provide an aerospace maintenance and research area in the north-west section of the BCS with direct airfield access via an upgraded Taxiway Golf.

Eastern maintenance and support precinct (BCS)

This area will be used for commercial aircraft maintenance and aviation-related support functions such as freight handling, fuel, catering, ground handling equipment storage, including adequate airfield infrastructure to offer taxiway connectivity and apron parking. Development requirements will include:

- develop a new freight terminal to the south-east of the apron precinct, with the ability to handle up to 2,500 tonnes of freight per annum
- develop maintenance hangars in the eastern maintenance and support precinct.



Apron (APR)

PURPOSE	PRIMARY LAND USE	SECONDARY LAND USE
<ul style="list-style-type: none"> Accommodates aircraft parking and maneuvering activities. To be retained and protected for aircraft operations in accordance with ICAO/CASA standards. 	<ul style="list-style-type: none"> Taxiways Aircraft stands Ground handling equipment (GSE) areas Navigation aids 	<ul style="list-style-type: none"> Utilities and infrastructure



Terminal (TER)

<ul style="list-style-type: none"> Provides for the terminal building and associated activities. 	<ul style="list-style-type: none"> Terminal facilities Food and beverage Retail Office premises 	<ul style="list-style-type: none"> Utilities and infrastructure Customs and other regulatory services (international flights)
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Ground transport and parking (GTP)

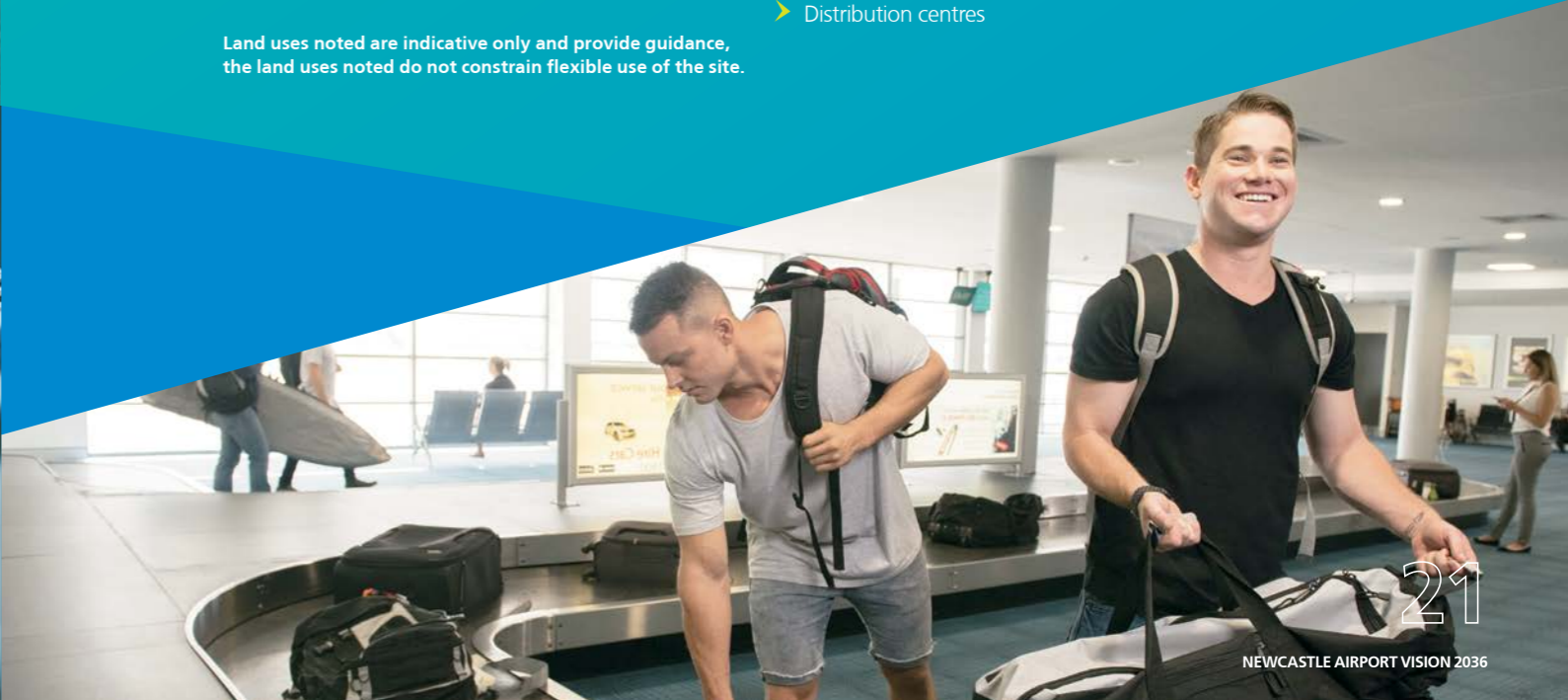
<ul style="list-style-type: none"> Accommodates ground transport and parking facilities. 	<ul style="list-style-type: none"> Roads Forecourt Car rental Car parking Ground transport facilities Utilities and infrastructure 	<ul style="list-style-type: none"> Hotel accommodation Business premises Aviation support facility Signs and billboards Warehouse and storage
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Business, commercial and aviation support (BCS)

<ul style="list-style-type: none"> Accommodates a range of activities, which may or may not be directly related to the primary airport functions. Business, commercial and support activities. Consideration must be given to those activities (aerospace/aviation) that may require direct access to the airfield. 	<ul style="list-style-type: none"> Aviation support facility Fuel depot Cargo handling Aircraft maintenance Utilities and infrastructure Defence support services Customs and other regulatory services Hotel accommodation Aerospace industries Public administrations Distribution centres 	<ul style="list-style-type: none"> Food and beverage Private car parking Manufacturing Education and research Service stations Warehouse and storage Signs and billboards Function centres Recreational areas
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Land uses noted are indicative only and provide guidance, the land uses noted do not constrain flexible use of the site.



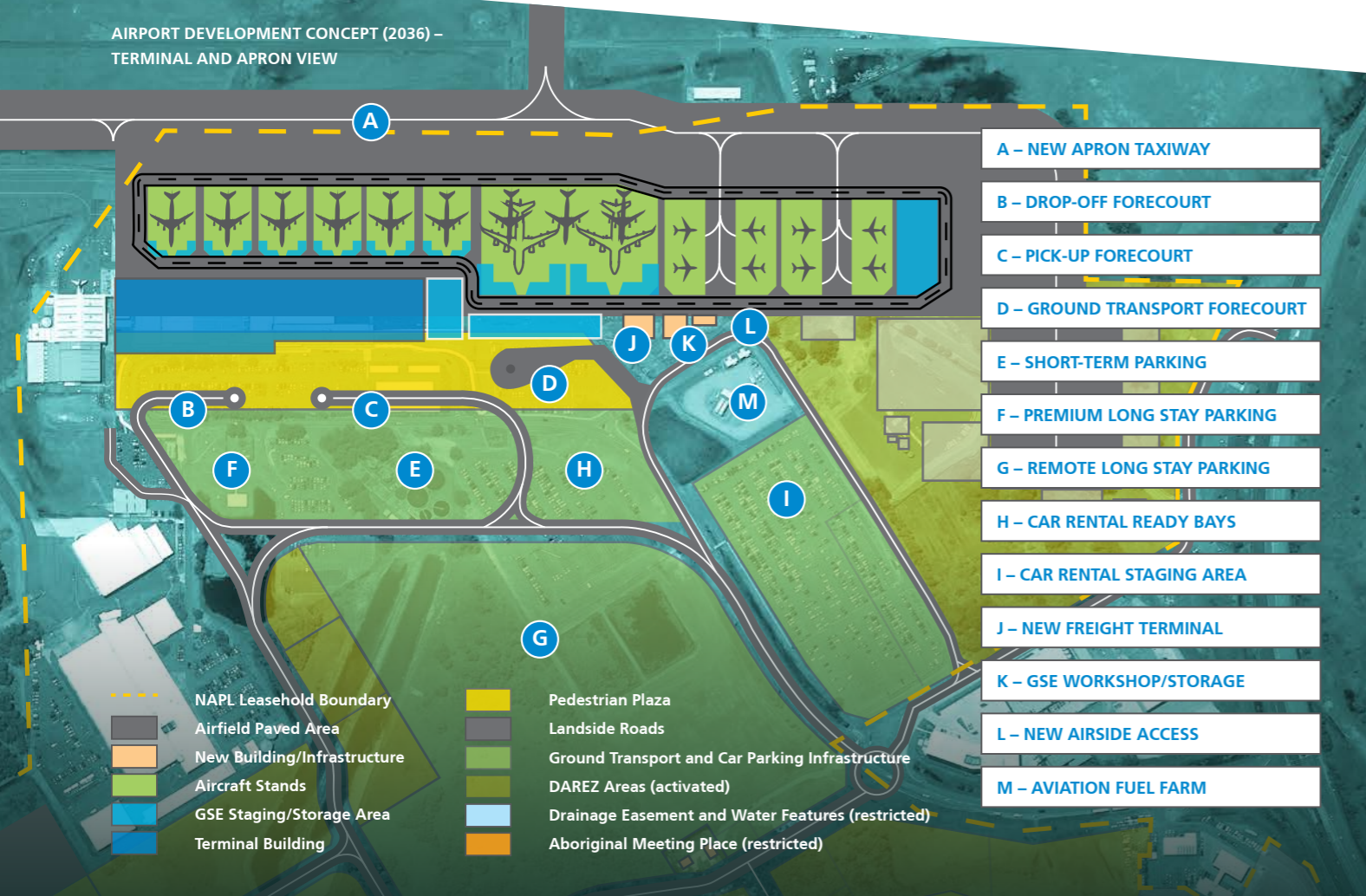


“The Newcastle Airport 20-year Master Plan provides a clear vision for this vital piece of infrastructure to continue to serve the Hunter community well into the future.

Aligned with the NSW Government’s Hunter 2036 Regional Plan, the Master Plan ensures enhanced linkages to support economic growth, fosters strong strategic trade and employment centres and provides enhanced connections to the Asia Pacific. The Master Plan will also assist in maximizing the presence and contribution of Defence related industries and R&D. The Airport drives over \$1 billion in economic impact to the region. This is only the beginning.”

SCOT MACDONALD MLC, PARLIAMENTARY SECRETARY FOR PLANNING, THE CENTRAL COAST AND THE HUNTER

AIRPORT DEVELOPMENT CONCEPT (2036) – TERMINAL AND APRON VIEW



Indicative project implementation plan

These developments and the implementation plan to 2036 will be largely triggered by passenger growth and demand.

Short term

This phase will involve extensive consultations, land rezoning and other significant works to expand the passenger terminal to the west as well as an apron reconfiguration. Likely elements include:

- liaise with local councils, Federal Government, State Government and Department of Defence
- acquire land
- develop BCS road network
- activate BCS land in the north-west section accommodating aerospace tenants
- build new apron taxiway linking taxiways Hotel and Juliet
- reconfigure apron
- implementation terminal extension program
- progressive expansion of terminal facilities
- build a new freight terminal to the south-east of passenger terminal adjacent to the apron
- expand the terminal building towards the west to accommodate additional outbound baggage
- increase forecourt capacity
- develop additional proximate and remote public parking capacity.

Medium term

This stage will establish the road and other infrastructure required to facilitate commercial land development in the BCS and other airside precincts as well as land acquisition required to expand the aircraft maintenance area. Likely elements include:

- acquire eastern land
- relocate airside control access to the intersection between Cresswell Way and Kindler Way

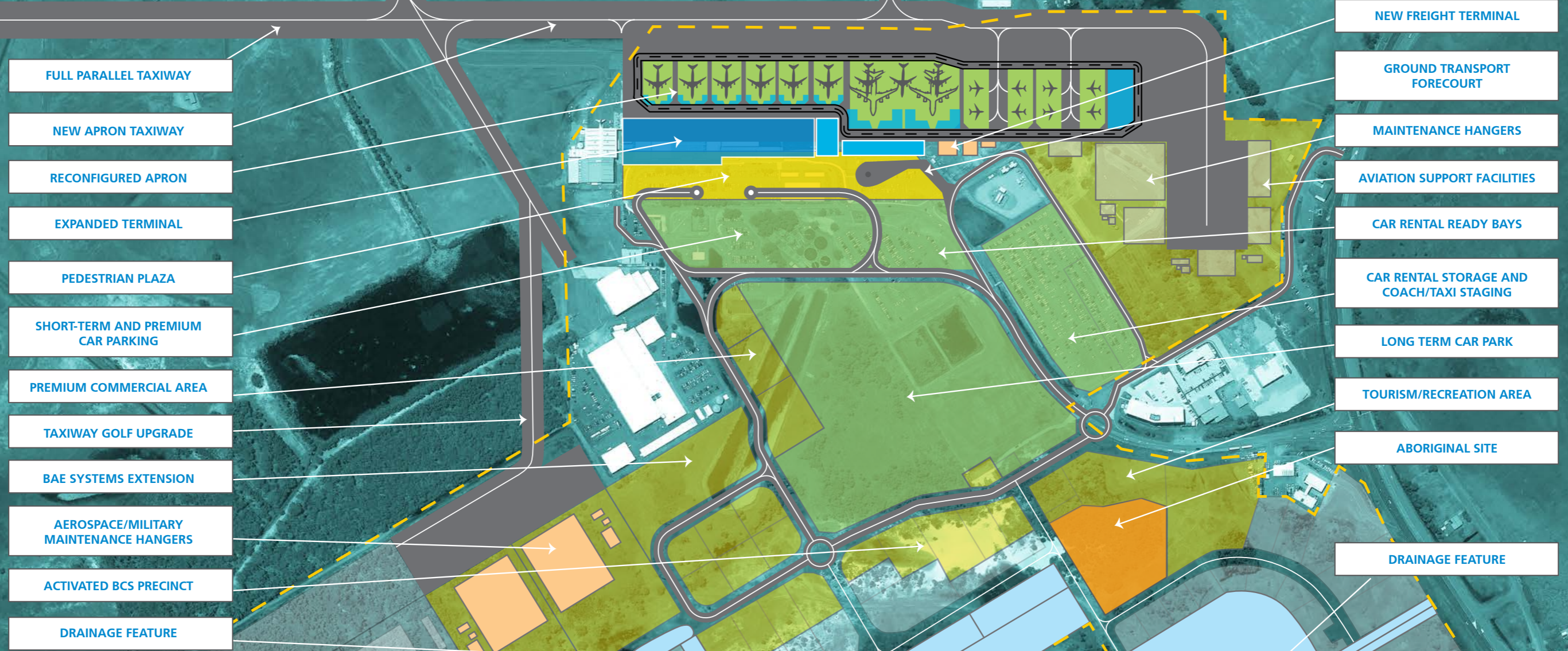
- develop aircraft maintenance hangars in the eastern maintenance precinct
- develop additional remote public parking capacity
- increase capacity of Williamtown Drive between Nelson Bay Road and Technology Place, enhance Nelson Bay Road and improve intersections
- runway resurfacing to increase pavement strength and accommodate code E aircraft, to be completed in conjunction with RAAF
- provide runway shoulders to enable code E aircraft operations
- increase the capacity of the BCS road network
- continuing increase in the capacity of BCS land in the north-west section accommodating aerospace tenants
- progressive expansion of terminal facilities
- build the ground transport forecourt loop
- expand the fuel farm facility.

Long term

Longer term works will depend on demand and runway pavement strength. Potential elements could include:

- progressive expansion of terminal facilities
- develop the pedestrian plaza
- build Orbital Airport Road loop
- develop forecourt links connecting the Airport Orbital Road and the pedestrian plaza
- develop additional remote public parking capacity
- expand the fuel farm facility
- upgrade apron taxiway width to code E requirements and provide x2 code E stands
- provide full parallel taxiway on the civilian side connecting the commercial apron and runway 12 threshold to accommodate code E operations

As noted earlier in this document, project development is subject to Department of Defence and other statutory approvals.



- FULL PARALLEL TAXIWAY
- NEW APRON TAXIWAY
- RECONFIGURED APRON
- EXPANDED TERMINAL
- PEDESTRIAN PLAZA
- SHORT-TERM AND PREMIUM CAR PARKING
- PREMIUM COMMERCIAL AREA
- TAXIWAY GOLF UPGRADE
- BAE SYSTEMS EXTENSION
- AEROSPACE/MILITARY MAINTENANCE HANGERS
- ACTIVATED BCS PRECINCT
- DRAINAGE FEATURE

- NEW FREIGHT TERMINAL
- GROUND TRANSPORT FORECOURT
- MAINTENANCE HANGERS
- AVIATION SUPPORT FACILITIES
- CAR RENTAL READY BAYS
- CAR RENTAL STORAGE AND COACH/TAXI STAGING
- LONG TERM CAR PARK
- TOURISM/RECREATION AREA
- ABORIGINAL SITE
- DRAINAGE FEATURE

NAPL Leasehold Boundary
 Airfield Paved Area
 New Building/Infrastructure
 Aircraft Stands
 GSE Staging/Storage Area
 Terminal Building
 Pedestrian Plaza
 Landside Roads
 Ground Transport and Car Parking Infrastructure
 DAREZ Areas (activated)
 Drainage Easement and Water Features (restricted)
 Aboriginal Meeting Place (restricted)



Environment

NAPL understands the importance of reaching and maintaining the highest standards of environmental management at the Airport, both from the standpoint of day-to-day operations and the development of new infrastructure.

The existing Airport site is located on Commonwealth land under lease from Department of Defence. The environmental obligations placed on NAPL by the lease are well understood and have been consistently met since the Airport commenced operations. Newcastle Airport land does not contain any areas of environmental significance. However, located 3km to the south-west is the boundary of Hunter Wetlands National Park, which is listed under the Ramsar Convention.

As Newcastle Airport looks to the future, there are development options outside the existing lease area on private land, adding a further layer of environmental responsibility for NAPL to consider. The development of a Sustainability Management Strategy, addressing long-term environmental aspects such as climate change, asset management and resource management will facilitate the expansion of the Airport.

The Environment Strategy focuses on:

- environmental management
- compliance with applicable environmental legislation (including stormwater, groundwater, soil, hazardous materials, ground-based noise and local emissions)
- aircraft noise and air quality generated by activity on the apron
- sustainability initiatives (energy efficiency, conserving water resources, reducing waste) and climate change
- biodiversity and cultural heritage (wildlife, environs, visual amenity and cultural heritage).

Environmental strategy

The environmental section of the *Airports Act 1996* outlines practical guidelines for airport environmental strategy including:

- identifying the current environmental status of all NAPL's operational areas and potential areas for future development, including any areas of environmental significance
- identifying sources of environmental impact associated with NAPL aviation operations
- monitoring, reporting and review of the environmental impacts related to current and future aviation operations, including implementation and timeframes
- reporting measures to eliminate, mitigate or avoid the environmental impacts related to airport operations
- reviewing and updating the Airport Environmental Strategy.

Whilst Newcastle Airport does not fall under the Act we work towards achieving these outcomes.

Cultural heritage

NAPL manages activities under operational control to preserve, or minimise damage and disturbance to, items of Indigenous or post-settlement heritage value. The NSW Heritage register lists two sites at Newcastle Airport as areas of historical cultural heritage significance.

1. The runway is registered as the first concrete runway constructed in Australia.
2. The other significant area is designated as RAAF Base Indigenous Sites, which cover a series of dune systems associated with Aboriginal occupation deposits that date to the periods of their formation.

A Cultural Heritage Assessment in August 2007 verified the existence of a pre-recorded burial site and associated campsite listed on the Aboriginal Heritage Information Management System database. A conservation area/keeping place is required to protect this location, the extent of which was determined in consultation with the relevant Indigenous stakeholders. The same assessment also found no significant non-Indigenous cultural heritage material during the survey of the DAREZ area.

We are aware that ongoing aviation activities have the potential to impact upon cultural heritage values through the loss or damage to unknown, buried artefacts. Considering the development that has already occurred at the Airport, it is unlikely that further Aboriginal and non-Aboriginal heritage items will be discovered. However, the proposed expansion in the BCS does include an Indigenous site that will be preserved. This land parcel has not previously been developed and there may be an increase in artefact discoveries during excavation, requiring appropriate precautions to be taken.

Mitigation measures

NAPL's recommended controls for heritage items, already established in the previous Master Plan, include:

- observing excavation works for potential Indigenous heritage items such as middens, stone artefacts or bones
- on observing potentially significant artefacts, ceasing excavation works and notifying the Australian Heritage Commission and NSW National Parks and Wildlife Service Indigenous Heritage Specialists
- commissioning an investigation by a Heritage Specialist to determine the significance of items
- investigating items of significant Indigenous heritage value with the cooperation and assistance of the local Indigenous community (Worimi Local Aboriginal Land Council)
- if required, removing items of significance
- undertaking all appropriate statutory reporting.

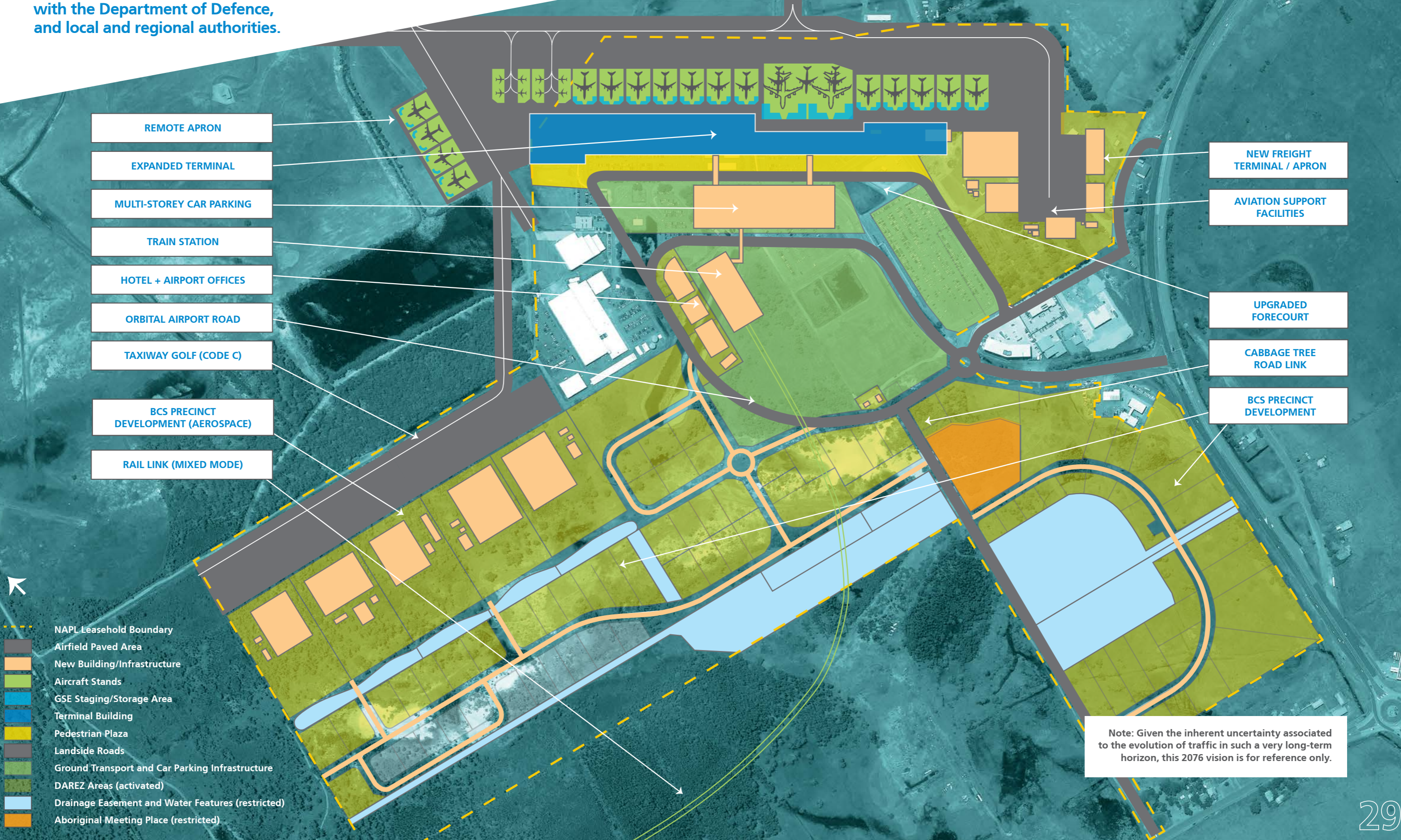
The same care should apply when unearthing military artefacts or relics. The Master Plan recognises their heritage significance and the need to document any finding accordingly if development proceeds.

Airport vision for 2076

Looking further ahead, we have developed a high-level perspective of how Newcastle Airport might develop by 2076, in collaboration with the Department of Defence, and local and regional authorities.

Newcastle Airport could become a multi-modal transport interchange offering air, road and rail connectivity including passengers and freight, serving the Hunter region.

Our long-term vision is to establish Newcastle Airport as a thriving and dynamic aerospace and aviation cluster driving innovation and excellence in our region into the next century.

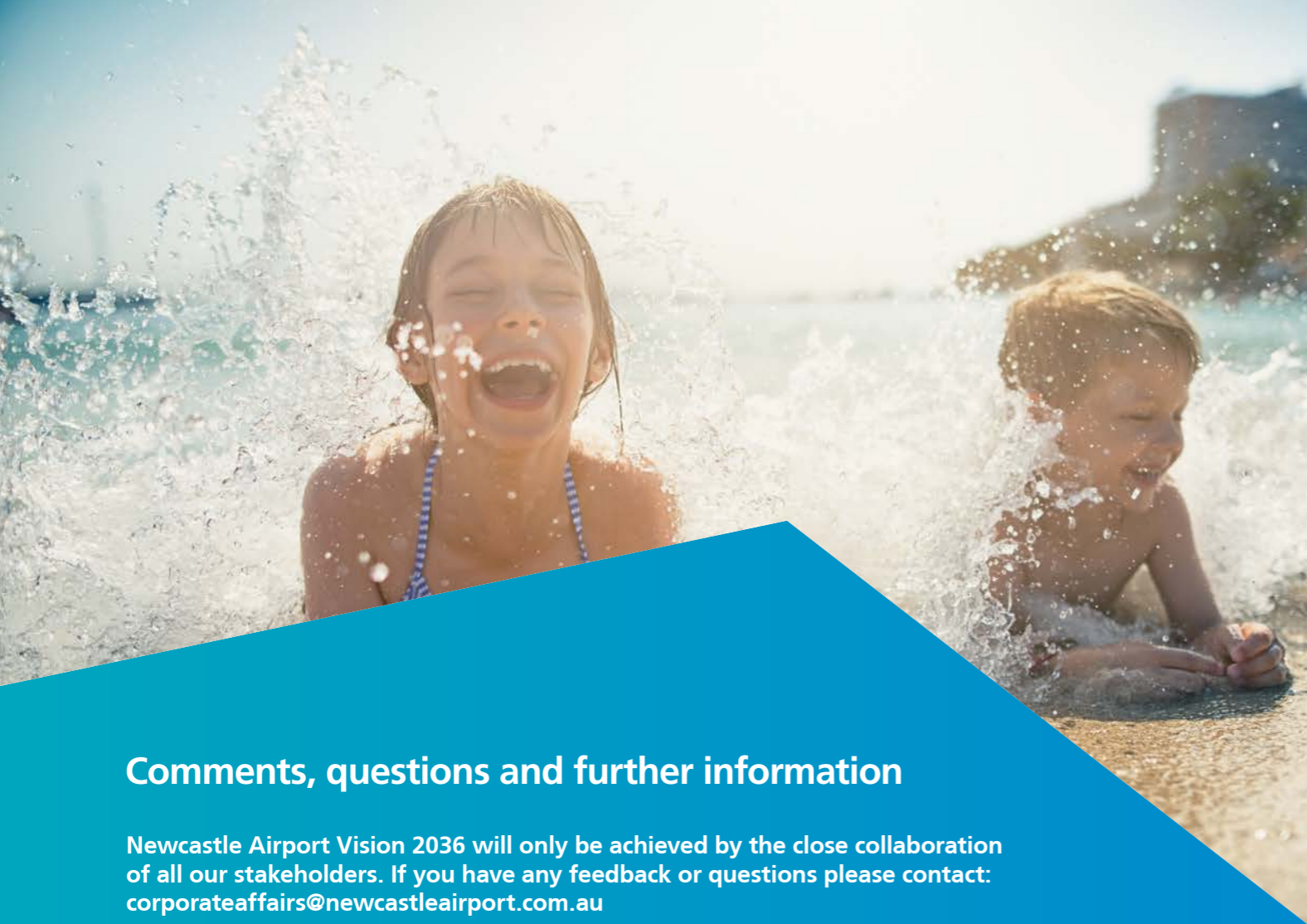


- REMOTE APRON
- EXPANDED TERMINAL
- MULTI-STOREY CAR PARKING
- TRAIN STATION
- HOTEL + AIRPORT OFFICES
- ORBITAL AIRPORT ROAD
- TAXIWAY GOLF (CODE C)
- BCS PRECINCT DEVELOPMENT (AEROSPACE)
- RAIL LINK (MIXED MODE)

- NEW FREIGHT TERMINAL / APRON
- AVIATION SUPPORT FACILITIES
- UPGRADED FORECOURT
- CABBAGE TREE ROAD LINK
- BCS PRECINCT DEVELOPMENT

- NAPL Leasehold Boundary
- Airfield Paved Area
- New Building/Infrastructure
- Aircraft Stands
- GSE Staging/Storage Area
- Terminal Building
- Pedestrian Plaza
- Landside Roads
- Ground Transport and Car Parking Infrastructure
- DAREZ Areas (activated)
- Drainage Easement and Water Features (restricted)
- Aboriginal Meeting Place (restricted)

Note: Given the inherent uncertainty associated to the evolution of traffic in such a very long-term horizon, this 2076 vision is for reference only.



Comments, questions and further information

Newcastle Airport Vision 2036 will only be achieved by the close collaboration of all our stakeholders. If you have any feedback or questions please contact: corporateaffairs@newcastleairport.com.au

Key assumptions

The Master Plan is based on the following assumptions:

- ▶ the limitations dictated by the Operating Deed between Defence and NAPL remain constant throughout the Master Plan period: between the hours of 0600 and 2200 each day a maximum of 6 hourly commercial or charter aircraft arrivals may be operated. There is no limit on the number of civilian departures per hour
- ▶ the military 'gun-safe line' demarcating the NAPL leased area towards the north-west remains in its current location, albeit it is understood that the need for such constraint may no longer exist. The 'gun safe' line restricts the ability of the Airport facilities (particularly the apron, terminal and maintenance hangar) to potentially expand in that direction
- ▶ the leasehold occupied by BAE Systems Australia is to remain throughout the planning period, which will accommodate the planned upgrades to handle the workload resulting from the F-35 JSF servicing contract
- ▶ although the regional ambition for its development is well-recognised, no dedicated rail link to the Airport from Newcastle will be provided within the Master Plan period. However the 2076 vision ensures rail can be accommodated if/when it eventuates.

IMPORTANT NOTICE

This document has been prepared by Newcastle Airport Pty Limited (NAPL). While all care has been taken in preparing this document:

- ▶ it is based on certain forecasts and assumptions, and NAPL makes no claim as to the accuracy of any information, or the likelihood of any future matter
- ▶ it should not be relied upon in any way by any person for making business or other decisions
- ▶ it does not commit NAPL to any particular development
- ▶ NAPL accepts no liability whatsoever to any person who in any way relies on any information in this document, including making any decision about development or any other activity on or off Newcastle Airport.

