



GENERAL AVIATION & AIRPORTS ASSOCIATION INCORPORATED (GAAAI)

THE RED DOT PROJECT | 1 AUGUST 2026

NATIONAL ROYAL COMMISSION SUBMISSION

Royal Commission into Australian airport conduct

Part 135 air transport, CAR 30 engineering, landing-data integrity, access controls, tenant eviction and ministerial accountability

Prepared for and on behalf of the Part 135 and CAR 30 aviation industry. AJ Hangars is presented only as a test case of broader Australian airport conduct.

Authored, produced and published by Anita Carter on behalf of GAAAI for The Red Dot Project

1300 360 334 | admin@GAAAI.com.au



EVIDENCE INDEX

Complete consolidated PDF

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Every Annexure A-P is contained in this consolidated PDF. Annexures E1-E3 contain the three original Red Dot maps.



PURPOSE AND STANDING

A national request, supported by a test case

This submission seeks a Commonwealth Royal Commission into airport-operator conduct and government oversight across Australia.

1. It is submitted for and on behalf of the Part 135 and CAR 30 aviation industry, including operators, engineers, apprentices, aviation tenants and the communities that rely on their services. The Red Dot Project is the national evidence framework. AJ Hangars is used as a test case: it illustrates how airport-controlled data, access, pricing, planning and eviction can affect operating capability, but the requested inquiry is not confined to one airport, one tenant or one dispute.
2. The public question is whether airport conduct and government administration have protected or diminished the aviation functions that smaller aircraft and generalist engineering provide. Those functions include medical and emergency transport, organ and specialist-team movement, policing, infrastructure work, mapping, freight, mail, charter, training and access to communities that cannot be served practically by large jets.
3. The attached evidence raises allegations and factual conflicts that require compulsory, independent testing. It does not ask Parliament to treat disputed claims as findings. It asks Parliament to preserve the evidence, require complete records, test the data and determine whether a systemic national failure has occurred.
4. Requested outcome: a Royal Commission with power to compel documents and testimony, examine patterns across airports, correct the public record and recommend immediate protection of essential aviation capability.

FORMAL REQUEST

Royal Commission into Australian airport conduct

Parliament is asked to support an inquiry broad enough to examine patterns, incentives, public administration and national consequences.

5. The requested Commission should examine the conduct of airport operators, related entities, regulators, departments and responsible Ministers where their decisions affect operational aviation land, small-aircraft access, engineering capacity, tenant continuity and the integrity of public information.
6. The inquiry should test whether individual complaints were repeatedly characterised as private commercial disputes when their combined effect was the removal of hangars, operators, maintenance organisations, apprenticeships and regional-service capacity. It should also test whether government responses accurately reflected the evidence provided or simply repeated unverified airport-operator positions.
7. Conduct and market power at Australian airports, including pricing, access, eviction, non-renewal and redevelopment practices.
8. Integrity, methodology and use of landing, movement and access-control data.



9. Cumulative loss of Part 135 and CAR 30 capability, not merely isolated tenant outcomes.
10. Accuracy, adequacy and independence of ministerial, departmental and regulatory responses.
11. Conflicts of interest, related-entity influence, regulatory capture and failures to preserve evidence.
12. National remedies, including protected aviation footprints, fair access and capability-restoration measures.

WHY A NATIONAL INQUIRY

The issue extends far beyond one hangar

Aviation capability is a network: damage at one metropolitan or regional node transfers cost, delay and risk across the country.

13. Part 135 operations use smaller aeroplanes to connect communities, patients, government agencies, infrastructure projects and time-critical freight with the national economy. CAR 30 engineering and generalist maintenance capability keep those aircraft available. The network depends on hangars, workshops, apron access, engineers, avionics specialists, apprentices, tooling and affordable continuity of occupation.
14. Airport-by-airport decision-making can hide cumulative national loss. A hangar eviction may appear local; the resulting loss of aircraft availability, training, engineering scope or emergency response is national. A change in landing charges or access rules may appear administrative; the resulting decline in movements may later be used to justify further removal of aviation land.
15. Only a national inquiry can compare conduct across airports, compel common datasets, identify repeated decision patterns and distinguish genuine aviation demand from decline produced by airport-controlled cost, access or redevelopment policies.
16. The Commission must examine system effects: who left, why they left, which capability disappeared, which communities were affected and whether government knew or should have known.

PART 135 AND CAR 30

The capability the inquiry must protect

The submission concerns a national operating and engineering ecosystem, not a narrow property dispute.

17. Part 135 operators perform air transport in smaller aeroplanes that can use shorter or constrained aerodromes and can economically serve lower-volume routes and specialist tasks. Their work overlaps with medical transport, government operations, remote access, infrastructure inspection, freight, mail, aerial work and charter services.
18. CAR 30 organisations and associated engineering businesses provide broad maintenance capability across mixed and legacy fleets. Their value cannot be measured only by hangar floor area or the presence of premium manufacturer-aligned facilities. Relevant measures include



approved scope, aircraft types, price, access, tooling, response time, parts, staff experience, field support and training.

19. The workforce pipeline is equally important. Apprentices require supervised work across real aircraft and systems. When generalist facilities close or are displaced, the loss appears later as shortages of licensed engineers, supervisors and specialist knowledge.

20. Preserve operational hangars, workshops and airside access.

21. Restore displaced engineering, training and apprenticeship capacity where evidence supports it.

22. Measure practical capability rather than relying on nominal replacement floor space.

THE RED DOT PROJECT

An auditable national evidence framework

The three maps are the organising evidence for the requested Royal Commission.

23. The Red Dot Project links aerodrome dimensions, runway access, community location and engineering-support information. Its purpose is to make the national argument visible and testable. Each mapped location is intended to correspond with a source row in the accompanying evidence registers.

24. The method separates three questions. First, where can smaller Part 135 aircraft provide practical access? Second, which communities are excluded when large-jet runway requirements are applied? Third, where does engineering capability exist to support the aircraft that connect those communities? The maps must be read together.

25. The large-jet screen is deliberately generous. It does not prove that every aerodrome is suitable for every small aircraft or service. It demonstrates that large aircraft are not a complete national substitute and that policy based only on large-aircraft infrastructure overlooks much of the aviation network.

26. Annexures E1-E3 are at pages 97-102. The supporting 2,279-aerodrome register is Annexure G at pages 117-179, and the engineering register is Annexure H at pages 180-181.

ANNEXURE E1

Small-aircraft access is national infrastructure

Map E1 shows the geographic reach of aerodromes relevant to small-aircraft operations.

27. The map illustrates why smaller aircraft remain indispensable. Australia contains a wide distribution of aerodromes and landing places whose dimensions, local demand or task profile do not align with large-jet operations. These locations connect regional and remote communities to medical services, specialist personnel, government activity, freight and economic opportunity.

28. The existence of a runway is not the same as a functioning service. Aircraft availability depends on metropolitan and regional bases, maintenance, avionics, crews, parts, scheduling, training,



apron access and affordable hangar capacity. A national audit must therefore connect each community-access point to the operating and engineering nodes that keep aircraft available.

29. The Commission should obtain authoritative government data to validate individual aerodrome records while retaining the map's national logic. Corrections to individual rows should improve the dataset, not be used to dismiss the pattern it reveals.

30. Map and legend: pages 97-98.

31. Underlying national register: pages 117-179.

32. Key inquiry question: which services and communities lose practical access when smaller-aircraft capacity is displaced?

ANNEXURE E2

Large jets do not replace the Part 135 network

Map E2 is the large-jet community-exclusion map at pages 99-100.

33. The map applies a generous runway screen for large aircraft and shows the extensive geographic area that remains dependent on smaller aeroplanes or alternative transport. It is not an airline-versus-general-aviation argument. Airlines are essential; they are simply not a practical substitute for every aerodrome, route, patient, time window, payload or low-volume task.

34. A policy response that points to airline capacity, a distant major airport or premium business-jet facilities does not answer the evidence. A genuine substitute must be assessed by runway compatibility, aircraft availability, travel and positioning time, operating cost, engineering support, clinical or contractual deadlines and continuity of access.

35. The Commission should test whether airport operators or government agencies used large-aircraft activity as the dominant measure of aviation demand while overlooking the services, communities and engineering systems represented by the red dots.

36. The Red Dot Project's central proposition: large-aircraft infrastructure can coexist with, but cannot replace, the smaller-aircraft network on which many Australian communities and specialist services depend.

ANNEXURE E3

Engineering capability is part of the access network

Map E3 and its legend identify publicly known engineering locations supporting Australian aviation.

37. Operational access fails if aircraft cannot be maintained, repaired and returned to service. Engineering capability should therefore be mapped and protected as infrastructure. The relevant network includes generalist maintenance, specialist structures, avionics, component work, field support, operator fleet support, training and approved maintenance organisations.



38. The evidence register should be reconciled with current CASA certificate status, approved locations and scope. Public listings may change, and the submission does not ask the Commission to assume every entry is current. It asks the Commission to compel the authoritative records and measure the direction of capability change.

39. The inquiry should identify engineering closures, relocations, staff losses, apprenticeship losses and any replacement claims. It should compare like with like: approval scope, supported aircraft, pricing, access, tooling, response time and capacity for supervised training.

40. Map and legend: pages 101-102.

41. Engineering register: pages 180-181.

42. National question: has airport conduct accelerated a loss of independent, affordable and generalist engineering capacity?

CONDUCT UNDER EXAMINATION

Patterns that require compulsory testing

The submission alleges a recurring pattern in which airport-controlled commercial and administrative decisions can produce aviation decline.

43. The Commission should examine pricing, access, land-use, planning, redevelopment, non-renewal, eviction and information practices together. Examining each action separately can conceal a cumulative result: fewer movements, fewer operators, fewer engineers, fewer apprentices, less affordable access and a later claim that aviation demand has disappeared.

44. The inquiry should determine whether airport entities used structural market power over fixed aviation land and airside access; whether related commercial interests influenced decisions; whether tenant-funded improvements were reflected improperly in rents; and whether affected operators had a fair opportunity to answer adverse information.

45. It should also examine whether regulators and Ministers treated repeated concerns as private disputes without testing the national aviation effects. A Royal Commission can compare airports, identify common ownership or advisory relationships, trace decision pathways and compel the contemporaneous documents needed to distinguish error from improper conduct.

46. Market power and bargaining imbalance.

47. Access restrictions and operational interference.

48. Eviction, displacement and redevelopment pressure.

49. Data use, disclosure and narrative construction.

50. Government independence, accuracy and accountability.



DATA AND ACCESS CONTROLS

Landing-data integrity must be independently audited

Movement and landing data can influence planning, pricing, public statements and decisions about whether aviation land is retained.

51. The submission raises allegations concerning manipulation, selection, interpretation or use of landing and movement data, together with airport-controlled access systems. Those allegations require primary datasets, methodology notes, historical versions, change logs, fee schedules, access records and independent technical analysis.

52. The Commission should determine how movements were counted; whether categories or data sources changed; whether circuits, training, maintenance positioning, medical tasks or other operations were omitted or reclassified; and whether declining activity was caused or accelerated by charges, restricted access, reduced hangar supply or operator displacement.

53. Access controls should be examined as operational evidence. Gate, apron, security, vehicle, visitor, contractor and maintenance access can determine whether an aviation business can function. The inquiry should test whether access restrictions were safety-based, consistently applied, documented and proportionate, or used as commercial pressure.

54. No decision to remove aviation capacity should rely on airport-controlled movement or access data until the source records, definitions and causal context have been independently audited.

TENANT EVICTION AND DISPLACEMENT

Measure the capability removed, not only the tenancy ended

Aviation tenants cannot relocate to ordinary industrial land and continue aircraft operations.

55. Airport occupation is tied to runway, apron, security, fuel, engineering and operational approvals. Eviction, non-renewal, redevelopment pressure or unaffordable terms can therefore extinguish capability rather than merely move a business. The Commission should record the operators, staff, apprentices, aircraft, approval scope, customers and communities affected by each displacement.

56. The inquiry should compare stated reasons for tenant removal with contemporaneous planning, valuation, development and commercial records. It should determine whether replacement facilities were genuinely available, affordable and operationally equivalent, and whether the timing or terms of offers made relocation impossible in practice.

57. AJ Hangars and InterAir materials are included as test-case evidence, but the required audit is national. Every airport should disclose hangar removals, evictions, non-renewals, tenant departures, changes of use and the operational capability lost or restored during the review period.

58. Preserve current occupation and access while evidence is under review.

59. Provide a fair pathway for reinstatement where displacement is found to be improper or contrary to aviation needs.



60. Protect all affected operators and engineering businesses, not only the named test case.

ENGINEERING AND WORKFORCE

The loss appears years after the facility disappears

Engineering closures and hangar displacement weaken safety, resilience and the training pipeline.

61. The Commission should identify the number and type of engineering positions lost, transferred or not replaced; the apprenticeships discontinued; the approvals and aircraft types affected; and the additional ferry, downtime and cost imposed on operators. Figures in working schedules should be reconciled against employer, payroll, training, licensing and CASA records before being treated as final findings.

62. A new premium facility is not evidence that displaced capability has been replaced. The comparison must examine whether legacy piston and turboprop aircraft, mixed fleets, regional operators and field maintenance can still obtain affordable and timely service. Capacity should be measured in practical outputs, not only square metres.

63. The inquiry should recommend a national capability register, apprenticeship safeguards, minimum engineering footprints at strategic airports and regular public reporting of closures, relocations, approval scope and workforce changes.

64. Restoring engineering and apprenticeship capacity is a national safety and resilience measure, not compensation for a single business.

MINISTERIAL AND REGULATORY ACCOUNTABILITY

Incorrect and inadequate responses must be examined

The evidence raises a serious question whether government responses accurately addressed the concerns and information supplied.

65. Annexure B records a ministerial response dated 10 August 2023. The submission alleges that this and other responses were materially incorrect, incomplete or inept in their treatment of the evidence. The Royal Commission should determine that claim from the full briefing record, departmental advice, airport-operator communications and the source material available to the decision-maker.

66. The broader concern is institutional. Responses may appear complete while merely referring a complaint back to the entity whose conduct is challenged, accepting untested assurances, addressing one property issue instead of the national capability issue, or omitting the cumulative effects on Part 135 and CAR 30 operations.

67. The Commission should establish who knew what and when; which records were sought; whether contrary evidence was tested; whether responses were corrected when inaccuracies emerged; and whether public officials fulfilled their duty to give accurate, responsive and evidence-based answers.



- 68. Require the complete ministerial briefing and clearance chain.
- 69. Compare public responses with source documents and later-disclosed records.
- 70. Recommend enforceable response standards, correction duties and independent escalation pathways.

AJ HANGARS TEST CASE

A lens on systemic conduct, not the limit of the inquiry

AJ Hangars is included because its record brings several national issues together in one documented sequence.

71. The test case concerns a tenant-funded operational hangar, Part 135 and engineering activity, airport-controlled rent and access, plans affecting hangar land, allegations about movement data and repeated approaches to government. It supplies documents, plans, correspondence and witness accounts that can be tested against records held by the airport operator and public agencies.

72. The Commission should not assume the test-case allegations are proven. It should use compulsory powers to reconcile each conflict and then compare the findings with conduct at other airports. The value of the case is diagnostic: it may reveal how commercial incentives, information control, ministerial responses and tenant vulnerability interact.

73. The requested remedies are correspondingly broad. They concern protection of operational hangars, fair airport access, transparent data, engineering and apprenticeship restoration, independent dispute escalation and accountable government oversight across Australia.

74. The question is not whether one tenant wins a dispute. It is whether the Australian airport system has preserved the aviation capability Parliament and the public reasonably expect.

PROPOSED TERMS OF REFERENCE

Questions the Royal Commission should answer

The terms should be national, evidence-led and capable of producing enforceable reform.

- 75. Whether airport-operator conduct has reduced Part 135, CAR 30, general-aviation, engineering, training or emergency capability.
- 76. Whether movement, landing, access or demand data were complete, methodologically sound and fairly represented.
- 77. Whether pricing, valuation, access, non-renewal, eviction and redevelopment practices involved misuse of market power or unfair conduct.
- 78. Whether government agencies and Ministers independently tested airport-operator information and responded accurately to concerns.
- 79. Whether conflicts of interest, related entities, political influence or regulatory capture affected decisions or enforcement.



80. Whether master planning and development decisions considered cumulative national aviation effects and practical substitutes.
81. What engineering, apprenticeship, hangar and operator capability has been lost, displaced, restored or falsely treated as replaced.
82. Whether affected people had fair notice, access to evidence and an effective independent review pathway.
83. What records were withheld, redacted, destroyed, altered or not created, and whether disclosure obligations were met.
84. What interim and permanent measures are required to preserve aviation land, access, competition, workforce and regional service.
85. The Commission should be authorised to examine both individual transactions and the cumulative national pattern.

COMPULSORY EVIDENCE PRODUCTION

The records required to test the allegations

A Royal Commission is necessary because decisive records sit with airport operators, related entities and government bodies.

86. Production should cover a sufficient period to reveal changes before and after key planning, pricing, access and eviction decisions. The Commission should protect confidential material where lawfully required while ensuring that confidentiality is not used to prevent testing of public-interest conduct.
87. Raw landing and movement datasets, definitions, algorithms, manuals, historical versions, corrections and audit records.
88. Gate, apron, security, vehicle, contractor, maintenance and visitor access-control policies, logs and incident records.
89. Hangar inventories, tenant departure data, eviction and non-renewal files, redevelopment decisions and changes of use.
90. Rent, valuation, fee, outgoings and comparison records, including treatment of tenant-funded improvements.
91. Master plans, precinct plans, development assessments, demolition records and cumulative capability-impact analysis.
92. Ministerial briefs, departmental advice, regulator correspondence, meeting notes, clearance chains and correction records.
93. Engineering approvals, workforce, apprenticeship, closure, relocation, capacity and substitution records.
94. Government funding, grants, incentives and communications relevant to airport or related-entity decisions.



95. FOI schedules, consultation records, deletion decisions and statements of reasons for withheld or redacted material.

INTERIM PROTECTION

Prevent irreversible loss while the inquiry proceeds

Evidence and operational capability can disappear faster than a national inquiry can report.

96. Parliament and responsible agencies should establish immediate preservation measures while the Royal Commission is considered and conducted. Interim action should be proportionate and independently administered, but it must prevent commercial pressure or redevelopment from making the inquiry's outcome meaningless.

97. Preserve landing, movement, access, tenancy, pricing, planning, engineering and ministerial-response records.

98. Pause eviction, demolition, operational-access withdrawal and irreversible change of use affecting identified aviation capability, subject to genuine safety emergencies.

99. Maintain essential utilities, apron access, security access and maintenance access on fair interim terms.

100. Provide a rapid independent review pathway for affected Part 135, CAR 30, hangar and engineering operators.

101. Protect witnesses, employees, former employees and tenants who provide evidence.

102. Audit threatened hangars, workshops, engineering approvals, staff and apprenticeships nationally.

103. Develop fair reinstatement and capability-restoration options where displacement is found to be improper or contrary to national aviation needs.

104. Interim protection is not a final finding against an airport. It preserves the subject matter so facts and remedies remain capable of determination.

ACTION REQUESTED

What recipients are asked to do now

The evidence volume is ready for parliamentary referral and independent examination.

105. This request is urgent because the loss of a hangar, maintenance organisation, engineering team or access right can be irreversible. The cost is borne not only by a tenant but by aircraft operators, workers, apprentices, patients, government users and communities across the Red Dot network.

106. Acknowledge receipt of the consolidated 339-page submission and Annexures A-P.

107. Refer the submission to the Senate Rural and Regional Affairs and Transport Committee and relevant opposition transport, infrastructure, aviation and accountability portfolios.



108. Support a motion or other parliamentary process calling for a Commonwealth Royal Commission into Australian airport conduct.
109. Seek immediate evidence-preservation and capability-protection measures pending the inquiry.
110. Require agencies to produce complete records and provide lawful, substantive reasons for any redaction or refusal.
111. Require correction of ministerial or departmental responses shown to be materially inaccurate or incomplete.
112. Ensure that AJ Hangars is treated as a test case and that operators, engineers, apprentices and communities across Australia can give evidence.
113. Advise the author of the referral, action taken, responsible office and expected timetable.

RED DOT EVIDENCE SUMMARY

What the maps establish - and what they do not

The maps provide a national screen for inquiry; they are not a substitute for authoritative operational assessment.

114. E1 shows the distribution of small-aircraft access points. E2 applies a generous large-jet runway screen and demonstrates that many communities and tasks cannot be served practically by large aircraft. E3 identifies publicly known engineering locations that support aircraft availability. Together, the maps connect community access with the operating and maintenance system required to deliver it.
115. The registers are intended to be auditable. Aerodrome dimensions, classifications and engineering entries should be checked against current government, operator and CASA records. A location shown on a map does not establish that every service can operate there, that every runway is currently available, or that every engineering approval remains current.
116. Those limitations strengthen the case for compulsory data production. They define what must be verified and prevent the maps from being overstated. The national pattern should be tested with better data, not dismissed because individual records may require correction.
117. E1 - pages 97-98: small-aircraft access network.
118. E2 - pages 99-100: large-jet community-exclusion map.
119. E3 - pages 101-102: engineering capability and legend.
120. Annexure G - pages 117-179: 2,279-aerodrome evidence register.
121. Annexure H - pages 180-181: engineering-capability register.



EVIDENCE USE AND VERIFICATION

A disciplined pathway from allegation to finding

The Royal Commission should separate verified fact, contested evidence, inference and allegation at every stage.

122. The submission includes primary documents, public records, maps, registers, correspondence, plans, submissions and witness accounts. Some statements are allegations made by affected parties; some figures are preliminary and require reconciliation. The Commission should compel the underlying records, hear the relevant witnesses and publish a clear evidentiary basis for each finding.

123. The AJ Hangars material should be tested as a case study and then compared with national data. A finding about one operator should not automatically be generalised; equally, a government or airport explanation in one case should not be accepted as a national answer without comparison.

124. Verify source, date, author, custody and completeness.

125. Reconcile movement, access, rent, workforce and capability datasets.

126. Give affected parties a fair opportunity to answer adverse material.

127. Publish corrections where ministerial, departmental, airport or submission statements are shown to be inaccurate.

128. Distinguish nominal replacement infrastructure from genuinely equivalent operational capability.

129. Report national patterns, ownership relationships, conflicts and systemic causes.

130. Every annexure A-P is contained in this consolidated PDF. The three original Red Dot maps remain integral to the national case.

Anita Carter

General Aviation & Airports Association Incorporated (GAAAI)

The Red Dot Project

1300 360 334

admin@GAAAI.com.au

Annexure A

Commonwealth Sale and Transition Records

Historical privatisation and Commonwealth oversight context



SIMILE

080
NETWORK AIRPORTS GROUP
2 LORD STREET
BOTANY NSW 2019
AUSTRALIA

TEL: 61-2-9207-7822

TO: s47F [REDACTED] - OFFICE OF ASSET SALES - (06) 263 4998
s47F [REDACTED] - DOTRD - (06) 274 6717

FAX NO:

FROM:

[]	s47F [REDACTED] GM NETWORK AIRPORTS	[✓]	s47F [REDACTED] GM OPERATIONS
[]	s47F [REDACTED] MANAGER OPERATIONS POLICY	[]	s47F [REDACTED] MANAGER AIRPORT STANDARDS
[]	s47F [REDACTED] PRINCIPAL SECURITY ADVISER	[]	s47F [REDACTED] MANAGER ENVIRONMENTAL POLICY
[]	s47F [REDACTED] OPERATIONS SERVICES OFFICER	[]	s47F [REDACTED] ENVIRONMENTAL OFFICER
[]	s47F [REDACTED] ADMINISTRATION OFFICER		

FAX: 61-2-9316-6204

PAGES: 7
(Including cover sheet)

SUBJECT: SEE ATTACHED

MESSAGE:

TIME / DATE: 28-7-97 SIGNED: s47F [REDACTED]

The information contained in this facsimile message is intended only for the nominated recipient. If you are not the person and have received this message in error, please notify the sender as soon as possible - a reverse charge telephone call will be accepted. If you do not receive the fax in legible condition please call us as soon as possible.



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 LOCKED BAG No 28
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 2 LORD STREET, BOTANY
 N.S.W. 2019
 PHONE: (02) 9207 7822
 FAX: (02) 9316 6204

s47F

Office of Asset Sales
 PO Box 300
 DICKSON ACT 2602

079

Dear s47F

Attached is further information on the position of lease terms at Essendon Airport.

TABLE A represents those AVIATION related organisations, currently situated on Essendon Airport but operating on short term leases, to which we would like to offer long term leases, up to 25 years, in accordance with normal FAC leasing policy. There are some instances where the nominated term is less than 25 years because we do not want to tie up these areas for any greater period than that nominated.

TABLE B represents NON AVIATION organisations to which we would like to extend longer term leases up to 15 years. Some shorter-term leases are also proposed.

TABLE C represents existing monthly tenancies over areas which have been designated for future higher and better use. We do not wish to change these leases.

There are many more leases, which have reasonable periods to run, and we are not seeking any change to these.

Additionally we are in discussion with a number of prospective tenants regarding the possibility of new aviation and non-aviation leases, but the negotiations are compromised because we cannot offer reasonable lease periods because of the 12 months limitation.

In summary, we wish to be able to issue leases on Essendon Airport in the identical manner to other airports. Indeed, we believe most strongly that failure to do so has already reduced the value to be obtained from Essendon Airport, whilst conversely, treating Essendon Airport like all other FAC airports will greatly enhance its value.

Please contact me if you require any further information.

Regards,

s47F

s47F

General Manager Operations

28/7/97

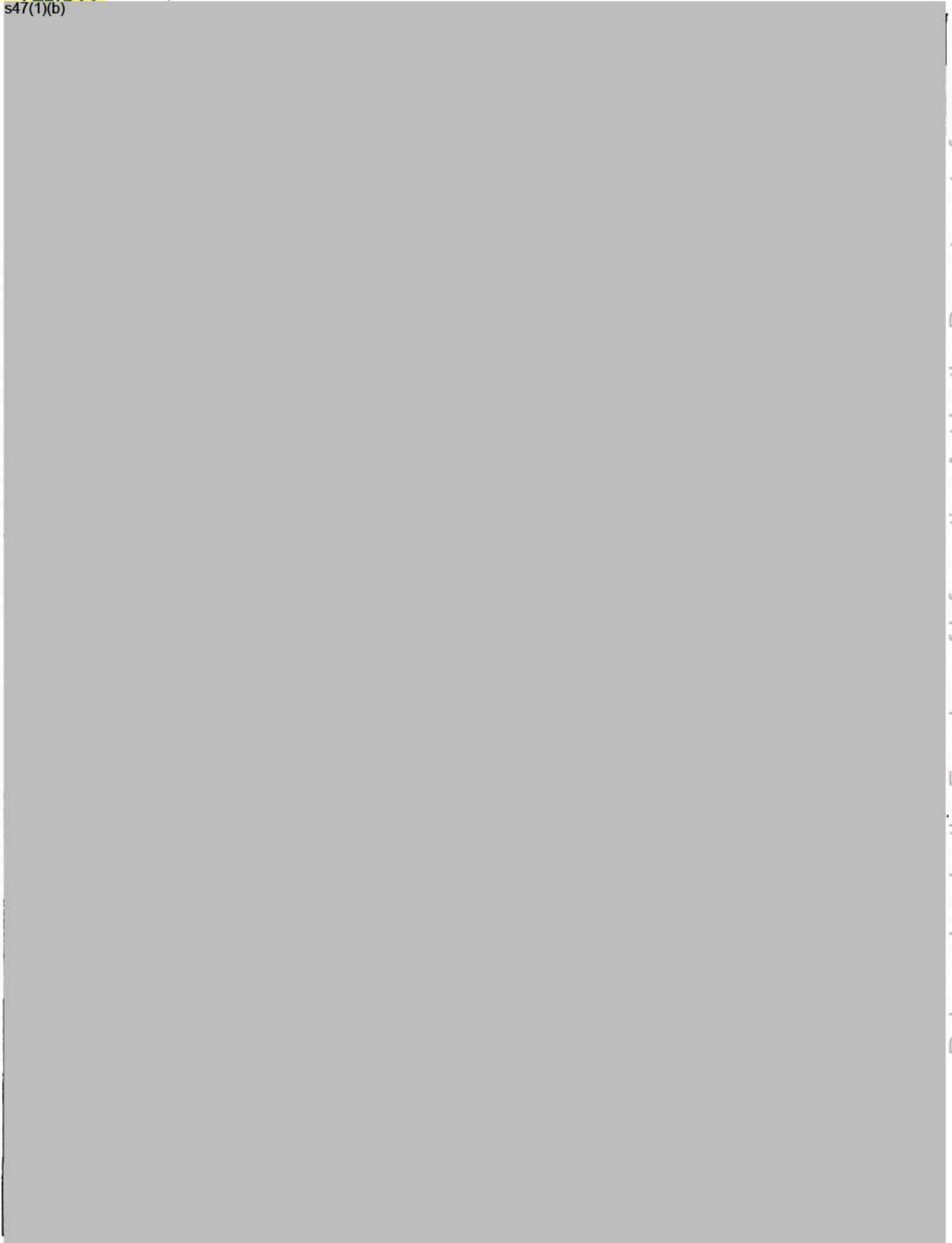
Strategy

- monthly leases
 - just roll forward.
- long-term leases
 - lock in until end Dec '98.
- New proposals
 - at preliminary stage: put on hold until after sale
 - advanced stage

078

Table A

s47(1)(b)



Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

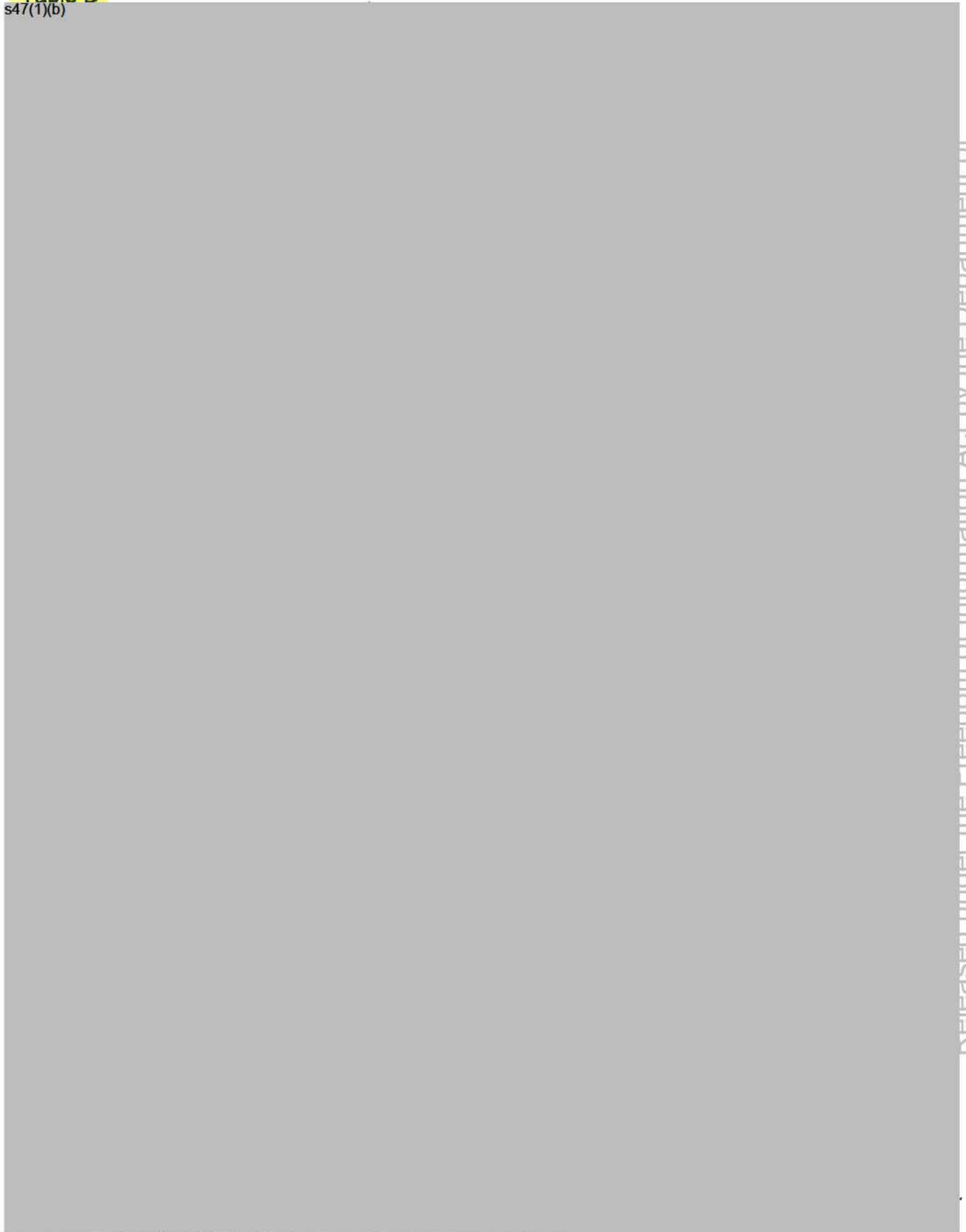
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Table B

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Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

075

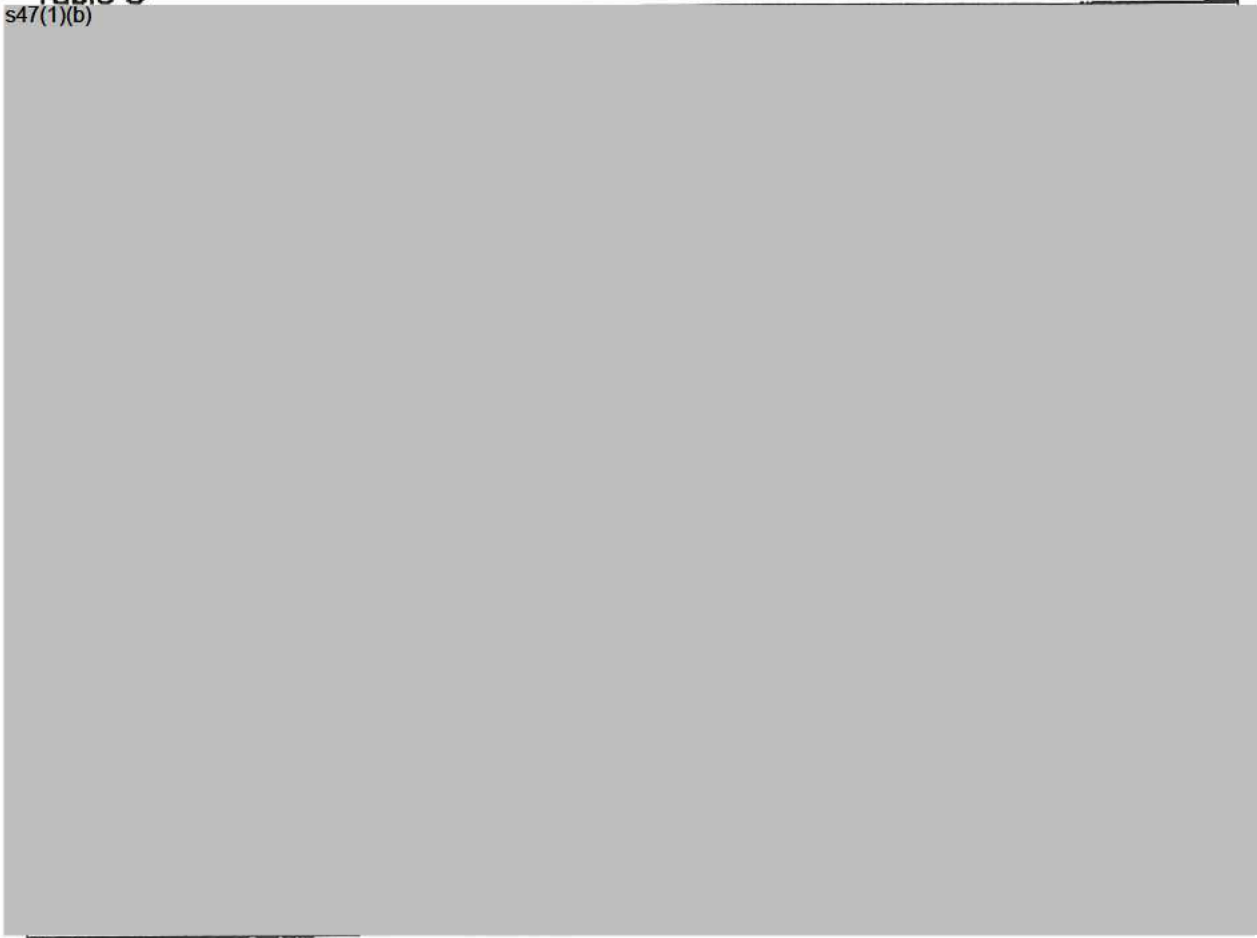
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Released under the Freedom of Information Act
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

074

Table C
s47(1)(b)



FAXED
16:44 12/9**DEPARTMENT OF TRANSPORT & REGIONAL DEVELOPMENT****GPO Box 594
CANBERRA ACT 2601
AUSTRALIA****067****FACSIMILE MESSAGE****AVIATION POLICY DIVISION
(FAX NO: 06-274 6717)**

TO s47F Airport General Manager Federal Airports Corporation Essendon Airport VIC 3041 Phone: (03) 9379 9077	FROM s47F A/g Director Airports Special Projects Airports Branch Phone: +61-6-2747968

FAX NUMBER: (03) 9379 7867**DATE:** 12 September 1997**NUMBER OF PAGES INCLUDING THIS PAGE****3****SUBJECT:** Commonwealth's consideration of lease proposals

s47

Following up on our phone call earlier today, attached is a copy of the Commonwealth's position on the lease proposals for Essendon Airport.

regards

s47F



MEMORY TRANSMISSION REPORT

TIME : SEP 12 '97 16:45
TEL NUMBER : +6162746717
NAME : DEPT T'PRT & REG DEV

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066

NEW LEASES & EXISTING LEASE RENEWALS AT PHASE 2 AIRPORTS - ASSESSMENT AGAINST THE COMMONWEALTH'S GUIDELINES

COMMONWEALTH'S GENERAL POSITION

065

The Commonwealth's position is that no new leases or long-term extensions to existing leases should be entered into at the airports unless there are very strong business/value reasons why this should occur prior to sale. In general, the preference will be to give new owners the greatest flexibility in relation to future airport developments.

Having regard to the Commonwealth's general policy and the particular facts relating to individual proposals, the Commonwealth's response to each of the proposals for Essendon Airport put forward to date (12 September) is summarised below.

ESSENDON AIRPORT

s47(1)(b) proposal

Commonwealth's Preferred Position

The Commonwealth's strong preference is that this proposal not proceed.

Supporting Reasons

The site sought is in an area where two other hangars are currently located (one which is in year 2 of a 15 year lease; the other is on a 12 month lease). The area is on the boundary of what Essendon Airport Management presently regard to be the aviation precinct.

The proposal seeks a long term (25 year) lease on a site to construct a hangar/warehouse which in revenue terms is non-material.

The proposal is at the preliminary stage of consideration. s47(1)(b) formally registered their interest with Essendon Airport on 4 August 1997. A formalised proposal was received on 11 August 1997.

In the circumstances, the new airport owner should be given the greatest flexibility to determine the future development of the general area where the site is sought, particularly as this minimally-developed hangar area is immediately adjacent to an area which has been set aside explicitly for non-aviation commercial purposes.

s47(1)(b)

Commonwealth's Preferred Position

It is the Commonwealth's strong preference that this proposal to extend a current 12 month lease for an existing aircraft hangar site to a 25 year term not proceed.

064

Supporting Reasons

The approach to existing non-material leases is that they can only be renewed for either monthly periods or up to 30 December 1998.

The site leased by s47(1)(b) is smaller than the site sought by s47(1)(b) for their hangar proposal. Therefore, the s47(1)(b) lease is also non-material in revenue terms.

As with the s47(1)(b) proposal, the new airport owner should be given the greatest flexibility to determine the future development of the general area where the s47(1)(b) hangar is located.

Released under the Freedom of Information Act by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

FOLIO: _____

180

FILE: _____

TO : GM ADELAIDE
GM HOBART & LAUNCESTON
AIRPORT GENERAL MANAGERS

FROM : GM NETWORK AIRPORTS

COPY : MANAGING DIRECTOR & CEO
CHIEF FINANCIAL OFFICER
COMPANY SECRETARY
GM OPERATIONS
DUE DILIGENCE COORDINATOR

DATE : OCTOBER 08 1997

Five (5) Pages

SUBJECT LEASING POLICY - PHASE 2 AIRPORTS

As you are aware, Phase 2 Airports are now being offered for sale and as a result of the recent Ministerial Direction to the FAC, the enclosed Leasing Policy for Phase 2 airports has been agreed between the Department of Transport & Regional Development and the Federal Airports Corporation.

This Leasing Policy is intended to be a clear and concise set of guidelines that should assist both airport staff and tenants in the period until new owners are actually in place.

You will note that DoTRD have undertaken to respond to matters referred to them within seven (7) days. For this to work for Papers that are submitted to the Transition Boards it will be necessary for you to give advance copies of these papers to DoTRD ten (10) days before the Transition Boards. This will allow DoTRD input to be considered at the same time as the papers at the Transition Board meetings.

In relation to sub-leases, these can be handled at an airport level as a sub-lease cannot be 'wider' than the head lease which has already been approved.

With regard to assignments, again these can be handled at an airport level even when a minor change of lease purpose is involved. Where a major change of lease purpose is envisaged, this should be referred to Corporate Office.

If you have questions on the application of this Leasing Policy please give me a call.

s47F

PGS

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179



F A C S I M I L E M E S S A G E

 AVIATION POLICY DIVISION

To: s47F [redacted] - FAC
 cc. s47F [redacted] Office of Asset Sales
 cc. s47F [redacted] AGS Sydney (62) 4581 7445

Ph: (02) 9207 7822 Fax: (02) 9316 6204

From: s47F [redacted]
 Director, Airport Regulation
 Airports Branch

Ph: (02) 6274 7160 Fax: (02) 6274 6717

Date: 03 October 1997

No of pages including this page: 4

Message**Revised Leasing Policy Paper****Peter**

As discussed, please find attached a revised version of the draft leasing policy paper, an earlier draft of which you commented on yesterday.

I hope that this paper adequately reflects the points you raised. If endorsed, it is requested that the paper be sent by you as soon as possible to all the Phase 2 airports for their guidance on these matters.

If you have further comments please contact me on the above number.

Regards

s47F [redacted]

Trace Building (Level 4)
 22 Conyong St
 BRADDON ACT 2612

or
 PO Box 594
 CANBERRA ACT 2601

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RENEWAL OF CURRENT LEASES AND ENTERING INTO NEW LEASES AT PHASE 2 AIRPORTS - GUIDANCE POLICY

178

A. PURPOSE

This paper seeks to establish clear and helpful guidelines to support the consideration of proposals for the renewal of current leases and the entering into new leases at Phase 2 Airports. These guidelines have been agreed between the Department of Transport and Regional Development and the Federal Airports Corporation.

B. BACKGROUND

The recent Direction from the Minister for Transport and Regional Development to the FAC Board requires the Corporation to consult with the Commonwealth prior to taking any material decision that may affect the Phase 2 Airports Sales, and in particular consult before taking any decision to commit to any lease or like commercial arrangement.

In responding to leasing proposals the Commonwealth's starting position is that no new leases or long-term extensions to existing leases should be entered into by the FAC at the Phase 2 Airports unless there are very strong business/value reasons why this should occur prior to sale. In general, the preference will be to give new airport owners the maximum flexibility in relation to future airport development.

However, the Commonwealth does not want to unnecessarily limit the ability of airport management to realise business opportunities at the airports.

C. PROPOSED APPROACH - TYPES OF LEASES

Accordingly, the following approach has been agreed:

i) non-material existing leases (<5% of gross rental income at any individual airport);

- where these leases are being renewed on a monthly basis or for a period which is not beyond 30 December 1998 there is no need to further consult the Commonwealth on this issue;

- where longer lease terms are proposed, the Commonwealth would like the opportunity to comment on the proposals prior to finalisation. Where there is a strong business case for any proposal, these longer leases are likely to be supported;

ii) material existing leases (> 5% gross rental income);

- where such leases expire prior to 30 June 1998 the Commonwealth would support renewal for periods of up to 5 years. Where such renewal periods are proposed, the FAC can proceed with execution of the lease renewal without further consultation with the Commonwealth;

- once again, where longer lease terms are proposed for existing leases which are material the Commonwealth would like the opportunity to comment prior to finalisation;

iii) In cases of re-negotiation of existing leases which are not expiring before 30 June 1998, negotiations for new leases, developments, acquisitions and disposals, it is expected that the Commonwealth would not support proceeding unless a strong business case can be presented for doing so (see details required to be set out for the Commonwealth's consideration below);

- however, any existing well-advanced negotiations can be expected to be completed following Commonwealth assessment of the proposal and the business case;

D. PROPOSED APPROACH - INFORMATION REQUIRED

To facilitate the Commonwealth's review and consideration of material long-term lease renewals and new business proposals, it has been agreed that the FAC airports provide details of the proposed lease, acquisition, etc to the Department covering:

- details of the lease such as the parties involved, the purpose of the activity, term proposed, site details ie size and design guidelines, proposed rental and how this relates to existing rental levels and relevant off-airport commercial rates, and the percentage that the proposed income is to the gross rental income of the airport;
- If it is a renegotiation of an existing lease, details of existing arrangements;
- advice on how far negotiations have progressed and any issues arising if the agreement is not entered into;
- whether the proposal is in accordance with the airport master plan and airport business plan;
- whether the proposed development requires FAC expenditure as part of the commercial arrangement ie additional infrastructure etc;
- whether State/local government has been consulted on the proposal; and
- the business case for any new leases, acquisitions etc as appropriate.

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To ensure that this process does not unnecessarily impede ongoing management and development of the Phase 2 Airports, the Department will ensure that it responds to the FAC within 7 days of receipt of any proposal.

E. FURTHER ACTION REQUIRED

It would be appreciated if the airports could provide the Department with a list of all of those material leases they are aware of that they would be looking to enter into, or renew, prior to the completion of the sale process for a period of more than 5 years, along with the reasons why such leases need to be addressed prior to sale of the airport. This will give the Department a better picture of the position at each airport, and enable any individual proposals put forward to be better dealt with.

Released under the Freedom of Information Act by the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

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s47F

COMMONWEALTH DEPARTMENT OF
**TRANSPORT AND
REGIONAL DEVELOPMENT**

Our Reference: P97/255

27 January 1998

s47F

General Manager
Network Airports
Federal Airports Corporation
Locked Bag No 28
BOTANY NSW 2019

s47F

for info

Dear s47F

On 18 August 1997, the Minister for Transport and Regional Development wrote to the Chairman of the Federal Airports Corporation (FAC), about working with the Commonwealth in providing assistance in relation to the sale of Phase 2 airports. This resulted in your memorandum of 8 October 1997 to the Phase 2 airports on the FAC Leasing Policy.

The position has now been reached where the policy needs to be updated to reflect the progress of the sales process. With the bids for the airports to be lodged on 19 February 1998, bidders need to be aware of all the material leases and contracts affecting the airports and should be confident there are no further material leases being entered into by the FAC. Therefore, in order to provide certainty to the bidders for the Phase 2 airports, no more new material leases, extensions of leases or contracts will be considered by the Commonwealth.

These new arrangements will enable bidders to proceed with certainty on finalising development plans. They will also provide certainty to airport staff in dealing with clients considering business developments on airports and assist the Commonwealth in providing bidders with an appraisal of airport businesses. I propose to advise bidders of this decision in the next Report on Recent Developments.

I would appreciate your communicating this changed position to all Phase 2 airports with the advice that the policy becomes effective immediately.

Naturally, if exceptional circumstances do arise, proposals may be forwarded to me for consideration in accordance with the arrangements set out in the previously agreed policy paper.

Yours sincerely

s47F

Acting Assistant Secretary
Airports Branch

GPO Box 594 Canberra ACT 2601 Telephone: (06) 2747111 Facsimile: (06) 2572505 www.dot.gov.au





COMMONWEALTH DEPARTMENT OF
**TRANSPORT AND
REGIONAL DEVELOPMENT**

199

Our Reference: P97/0732

Your Reference:

Contact: s47F (Ph 02 6274 6518)

s47F

Airport General Manager
FAC House
English Street
ESSENDON AIRPORT VIC 3041

Dear s47F

I refer to your letter of 20 January 1998.

Commonwealth's General Position

The Commonwealth's position is that no new leases or long-term extensions to existing leases should be entered into at the airports unless there are very strong business/value reasons why this should occur prior to sale. In general, the preference will be to give new owners the greatest flexibility in relation to future airport developments.

Proposal: Office and Technology Park – Essendon Airport

Having regard to the Commonwealth's general policy and your letter of 20 January 1998 relating to the above proposal, the Commonwealth's response is summarised below.

Commonwealth's Preferred Position

The Commonwealth does not support a new lease on the terms proposed in your letter being entered into at this time. Given the advanced stage of the sales process, the Commonwealth encourages FAC Essendon and s47G(1)(a) to maintain the option for consideration by the new airport owner.

Supporting Reasons

At this late stage in the sale process, it would be totally inappropriate for the Commonwealth to bind the new owner for much of the initial term of the Airport Lease (ie 40 years) on a strategic area (7 hectares) of the Airport's commercial estate (located adjacent to the airport entrance and freeway) and which is likely to be commercially highly desirable. As you may be aware, bidders are required to submit a 10-year Business and Development Plan as a part of their final bid package and we would expect the new owner to have particular views on the development of this area.

We note that s47G(1)(a)

through its legal advisers, wrote to the FAC on 26 August 1997 alleging that an agreement to grant a lease over the land had been reached with the FAC. The FAC has denied the allegation. We consider that negotiations were not advanced to a stage where contract execution was imminent for the Office and Technology Park proposal.

Yours sincerely

s47F

A/g Director
Airports Branch

3 February 1998



COMMONWEALTH OF AUSTRALIA

**ESSENDON AIRPORT
SALE AGREEMENT**

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Essendon Airport Sale Agreement

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Essendon Airport Sale Agreement

AGREEMENT dated ^{June} 30 day of July 1998

Document Not Subject To
Stamp Duty NFA
Trn:414398 01-FEB-1999
Stamp Duty Victoria, DMND

BETWEEN **COMMONWEALTH OF AUSTRALIA ("Commonwealth")**

AND **ESSENDON AIRPORT LIMITED** (ACN 082 907 980), a company duly incorporated in the State of Victoria and having its registered office situated at Airport Management Centre, Building 250, English Street, Essendon Airport in the State of Victoria ("**Transferee**")

RECITALS

- A.** The Commonwealth has agreed to grant an airport lease in respect of Essendon Airport to the Transferee and to transfer to the Transferee certain FAC assets, contractual rights and obligations, liabilities and employees.
- B.** The parties have agreed that the grant of the Airport Lease and the associated transfers will be effected by the steps and on the terms and conditions set out in this Agreement.

THE PARTIES AGREE:

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this Agreement, unless the context otherwise requires, words and expressions in column 1 of Part A of Schedule 1 have the meaning given to them in column 2 of Part A of Schedule 1.

1.2 Interpretation

The provisions in Part B of Schedule 1 apply in respect of the interpretation of this Agreement.

2. GRANT OF AIRPORT LEASE AND MAKING OF DECLARATIONS

- (a) The parties have agreed that:
- (i) the Commonwealth and the Transferee will enter into the Airport Lease;
 - (ii) the Commonwealth will procure that the Minister makes the Section 11 Declarations and the Transfer Declarations;
 - (iii) other associated steps and transactions will occur as referred to in clause 4.
- (b) In consideration for the Commonwealth granting the Airport Lease to the Transferee and the Minister making the Transfer Declarations, the Transferee will pay the Transfer Price to the Commonwealth in accordance with clause 3.1.

3. TRANSFER PRICE

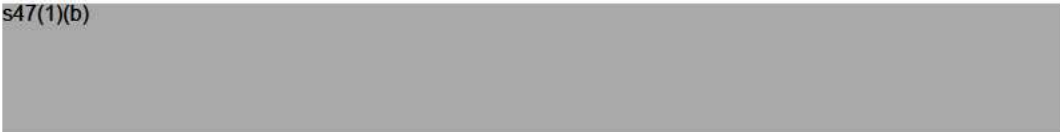
The Transfer Price will be paid on the Completion Date by the Transferee to the Commonwealth in accordance with clause 4.1(c);

1
30 June 1998

4. COMPLETION

4.1 Steps to be taken

On the Completion Date, at the Completion Place, the following will occur in the following order:

- (a) **(Insurance)**: the Transferee will provide to the Commonwealth evidence to the satisfaction of the Commonwealth that the Transferee has in place, effective as and from the Grant Time, all of the insurances specified in Schedule 4 on the terms and conditions specified in Schedule 4;
- (b) **(Superannuation)**: the Transferee will provide to the Commonwealth evidence to the satisfaction of the Commonwealth that the Transferee has satisfied its obligations under clause 6(a);
- (c) s47(1)(b) 
- (d) **(Aerodrome Licence)**: the Transferee will provide to the Commonwealth evidence to the satisfaction of the Commonwealth of the due transfer of the Aerodrome Licence from the FAC to the Transferee with effect on and from the Grant Time, including, without limitation, evidence that the Civil Aviation Safety Authority has consented to the transfer in accordance with regulation 89G of the Civil Aviation Regulations;
- (e) **(Section 11 Declarations)**: the Commonwealth will give and deliver to the Transferee a true copy of the Section 11 Declarations duly made and executed by the Minister or a person duly authorised by the Minister to sign on his behalf;
- (f) **(Transfer Instrument)**: the Commonwealth will give and deliver to the Transferee a true copy of the Transfer Instrument duly made and executed by the Minister or a person duly authorised by the Minister to sign on his behalf;
- (g) **(Airport Lease)**: the Commonwealth will give and deliver to the Transferee the Airport Lease duly executed in duplicate by the Commonwealth and dated with the Completion Date. The Transferee will then execute the Airport Lease in duplicate and present it to the Victorian State Revenue Office for marking or stamping;
- (h) **(Sale Transition Deed)**: the Commonwealth will give and deliver to the Transferee the Sale Transition Deed duly executed in triplicate by the Commonwealth and the FAC and dated with the Completion Date. The Transferee will then execute the Sale Transition Deed in triplicate and give and deliver the same to the Commonwealth.

4.2 Possession

Subject to the Transferee satisfying its obligations under clause 4.1, the Commonwealth will use its best endeavours to procure that the FAC gives and delivers to the Transferee, effective from the Grant Time:

- (a) the Specified Assets, delivery to be made by leaving the Specified Assets (other than goods or equipment in transit and motor vehicles in use) at the Airport Site, or such other place as the parties may agree; and

- (b) possession of the Airport Site in accordance with the terms of the Airport Lease.

4.3 Interdependence

The obligations imposed upon the Commonwealth and the Transferee respectively under clause 4.1 are interdependent one on the other. No obligation under clause 4.1 will be deemed to have been performed or have any effect until all obligations under clause 4.1 have been performed.

5.

s47(1)(b)



6. SUPERANNUATION

- (a) The Transferee undertakes to do all things required and to enter into all relevant documents to become a participating employer in the Federal Airports Corporation Superannuation Fund (or such other name as the fund adopts from

time to time) ("Fund") established by a trust deed dated 27 August 1990 as amended from time to time ("Trust Deed").

- (b) Subject to paragraph (c), the Transferee undertakes to make contributions to the Fund in respect of the Specified Employees at the rates required by, and otherwise under the terms of, the Trust Deed from the Grant Time until 30 June 1999 and for such further period as may be agreed between the Transferee, the Commonwealth and the trustee of the Fund.
- (c) The Transferee undertakes to be bound by and comply with the terms and conditions of the Trust Deed, to comply with requests reasonably made of the Transferee by the trustee of the Fund and to provide information to the trustee that is reasonably required by it for the purposes of the Transferee becoming a participating employer in the Fund.
- (d) The Transferee undertakes, in the event that it proposes to transfer the employment of any of the Specified Employees to a third party prior to 1 July 1999, to make it a condition precedent to the transfer that the transferee enters into a deed with the Commonwealth pursuant to which the transferee:
 - (i) provides undertakings to the Commonwealth in the terms of the undertakings in clauses 6(a), (b) and (c), with the necessary changes; and
 - (ii) undertakes not to further transfer the employment of any Specified Employee to any other person prior to 1 July 1999 unless, as a condition precedent to the transfer, the transferee enters into a deed with the Commonwealth pursuant to which the transferee provides (with the necessary changes) undertakings to the Commonwealth in the terms of clauses 6(a), (b) and (c) and this sub-paragraph (d)(ii).
- (e) In paragraph (d), the expression "transfer" is to be interpreted broadly and includes an arrangement under which the employment of a Specified Employee is terminated and the Specified Employee is then employed by a third party to perform like or similar functions and duties.

7. TRANSFEE AND ACKNOWLEDGMENTS AND INDEMNITY

7.1 Transferee Acknowledgments

As at the date of this Agreement, the Completion Date, the Transferee makes the acknowledgments set out in Schedule 2.

7.2

s47(1)(b)



8. BUILDING CONTROLLER COSTS

8.1 Building Controller Costs

The purpose of this clause 8 is to provide for the Transferee to reimburse to the Commonwealth, on the terms of this clause 8, Building Controller Costs incurred by the Commonwealth in the period up to 30 June 2003, but only to the extent that those costs are not recovered from third parties through fees paid under the Airports (Building

Control) Regulations 1996 and subject to the maximum annual cap specified in clause 8.4.

8.2 Annual payment in advance by the Transferee

- (a) Within 20 Business Days of the commencement of each Payment Period, the Commonwealth will provide to the Transferee a written notice ("Notice") which states:
 - (i) the Commonwealth's estimate of the amount of the Building Controller Costs for the Payment Period;
 - (ii) the Commonwealth's estimate of the amount of the Recovered Costs for the Payment Period; and
 - (iii) the payment amount, being the difference between the amount stated under sub-paragraph (i) and the amount stated under sub-paragraph (ii) (the "Payment Amount").
- (b) Subject to clause 8.4, the Transferee will pay to the Commonwealth an amount equal to the Payment Amount within 15 Business Days of receipt of the Notice.
- (c) The parties agree that the Payment Amount for the Initial Payment Period is \$27,500, such amount to be paid by the Transferee to the Commonwealth on Completion.

8.3 Annual reconciliation

- (a) Within 30 Business Days of the end of each Payment Period, the Commonwealth will provide to the Transferee a written statement for the Payment Period (the "**Reconciliation Statement**") which:
 - (i) states the actual Building Controller Costs for the Payment Period ("**Actual Building Controller Costs**");
 - (ii) states the actual Recovered Costs for the Payment Period ("**Actual Recovered Costs**");
 - (iii) states the reconciliation payment, calculated as follows:

Reconciliation Payment = (Actual Building Controller Costs less Actual Recovered Costs) less (the sum of the Payment Amounts paid by the Transferee to the Commonwealth in respect of the Payment Period Payment Period,

PROVIDED THAT if (Actual Building Controller Costs less Actual Recovered Costs) is a negative amount, that amount will be deemed to be zero; and
 - (iv) contains such other information or attaches such other documentation reasonably necessary to evidence or support the Reconciliation Payment.
- (b) If the Reconciliation Payment is a positive amount, the Transferee will pay to the Commonwealth an amount equal to the Reconciliation Payment within 15 Business Days of receipt of the Reconciliation Statement.
- (c) If the Reconciliation Payment is a negative amount, the Commonwealth will pay

to the Transferee on delivery of the Reconciliation Statement an amount calculated by multiplying the Reconciliation Payment by minus one (- 1).

8.4 Maximum liability of Transferee

Notwithstanding any other provision in this clause 8, the maximum amount payable by the Transferee to the Commonwealth in respect of each Payment Period will be \$35,000.

8.5 Efficiency review

- (a) Before 30 June 1999 and thereafter at such times as the Commonwealth considers necessary the Commonwealth will conduct an efficiency review to determine whether the Airports (Building Control) Regulations 1996 are functioning effectively and whether the Airport Building Controller has conducted its regulatory functions in a cost efficient manner. In carrying out such a review, the Commonwealth will consult with the Transferee and take into account any matters that the Transferee reasonably requests the Commonwealth to consider in the review. The Commonwealth will give the Transferee an opportunity to comment on the final results of the review and must consult with the Transferee in implementing any changes resulting from the review.
- (b) If the Transferee reasonably requires an efficiency review at any other time it may request the Commonwealth to carry out such a review provided the Transferee does not request such a review more often than once every 12 months. Where the Transferee requests the Commonwealth to conduct a review it will be responsible for the Commonwealth's reasonable costs of conducting the review.

8.6 Obligation of the Commonwealth to consult

The Commonwealth will consult with the Transferee in relation to methods of minimising costs incurred by the Airport Building Controller in carrying out its regulatory functions including, where appropriate, the provision of accommodation and other resources directly by the Transferee.

8.7 Transfer of Airport Lease

The Transferee undertakes, in the event that it proposes to transfer the Airport Lease in accordance with section 24 of the Airports Act at any time before 30 June 2003, to make it a condition precedent to the transfer that the transferee enters into a deed with the Commonwealth in the terms of this clause 8 with the necessary changes.

9. OBLIGATION TO HONOUR GAIT LABELS

9.1 Acknowledgment

The Transferee acknowledges that:

- (a) the FAC imposes a General Aviation Infrastructure Tariff ("GAIT") in relation to aircraft weighing 10 000 kg or less;
- (b) payment of the GAIT may be made in advance for periods of up to 12 months and is evidenced by a label issued by the FAC;

- (c) the FAC may have issued GAIT labels covering periods after the Completion Date; and
- (d) a GAIT label allows qualifying aircraft to be parked for any length of time per day and/or conduct any number of landings, take-offs and circuits at, on or from the Airport Site for the period indicated on the relevant label.

9.2 GAIT labels to be honoured

After Completion, the Transferee will allow any aircraft displaying a validly issued GAIT label to use the Airport Site in accordance with the terms on which the GAIT label was issued.

9.3 Transfer of Airport Lease

The Transferee undertakes, in the event that it proposes to transfer the Airport Lease within 6 months of the Grant Time, to make it a condition precedent to the transfer that the transferee (the "ALC Successor") enters into a deed with the Commonwealth:

- (a) in the terms of this clause 9, with the necessary changes; and
- (b) pursuant to which the ALC Successor undertakes not to further transfer the Airport Lease to any other person within 6 months of the Grant Time unless, as a condition precedent to the transfer, the transferee enters into a deed with the Commonwealth in the terms of clause 9 (with the necessary changes) and pursuant to which the transferee provides to the Commonwealth (with the necessary changes) an undertaking in the terms of this paragraph (b).

10. CO-OPERATION OF THE TRANSFEE

10.1 Cooperation in any future sale process

Where the Commonwealth wishes to:

- (a) sell all or any of its shares in the Transferee; or
- (b) sell the business of the Transferee including the Airport Lease and all other assets,

the Transferee must, subject to the Corporations Law give to the Commonwealth all assistance and co-operation that the Commonwealth reasonably requests in order to give effect to that sale.

10.2 Cooperation in relation to Transferred Assets of Significance

Where during a period of three years from the date of Completion, either the Commonwealth or the Transferee identifies any Transferred Asset as being a Transferred Asset which should be dealt with in a special way because of its historical or cultural significance, the Transferee will co-operate with the Commonwealth and give it all assistance to ensure that that Transferred Asset is dealt with appropriately to the satisfaction of the Commonwealth.

11. CONSENT TO LOAN ARRANGEMENTS

As long as the Commonwealth owns or controls all of the shares in the Transferee, the Transferee must not, without the written consent of the Commonwealth, enter into a loan agreement containing provisions that would:

- (a) preclude the Commonwealth from inspecting those loan agreements where it reasonably wishes to do so;
- (b) require the loan to be repaid on any change of ownership of the Transferee

12. GENERAL

12.1 Governing law

This Agreement is governed by and construed in accordance with the laws of the Australian Capital Territory.

12.2 Further assurance

The parties will each do all acts and things and execute all documents as are from time to time reasonably required for the purposes of or to give effect to this Agreement.

12.3 Merger

- (a) The rights and obligations of the parties in respect of agreements, indemnities, covenants and warranties contained in this Agreement will be continuing rights and obligations and accordingly will not be merged or extinguished by or upon the Grant Time.
- (b) The provisions of this Agreement will remain in full force and effect as to the obligations of the parties respectively remaining to be performed after the Grant Time.

12.4 Waivers, consents and approvals

- (a) No consent or waiver, whether express or implied, to any breach of this Agreement by a party to this Agreement is to be construed as a consent or waiver to any other breach.
- (b) Any waiver, consent or approval by a party to this Agreement will only be binding and effective if it is given in writing.
- (c) Where any act, matter or thing under this Agreement depends on the consent or approval of a party to this Agreement then, unless expressly otherwise provided, that consent or approval may be given, withheld, or given subject to such conditions as that party determines in the absolute and unfettered discretion of that party.

12.5 Set-off

Any undisputed amounts due and payable by either party to the other under this Agreement may be set-off against any other undisputed amount or amounts that may be due and payable by either to the other under this Agreement PROVIDED THAT when tendering payment either party will accompany the same with a statement setting out details of the gross amount owing and all individual amounts set-off against the same.

12.6 Survival of certain provisions

- (a) Clauses 1 and 12 survive the rescission or termination of this Agreement.
- (b) If this Agreement is rescinded or terminated, no party is liable to the other parties except in respect of any breach of this Agreement occurring before rescission or termination.

12.7 Assignment

- (a) The Commonwealth may not at any time assign or otherwise transfer all or any of its rights under this Agreement without the prior written consent of the Transferee.
- (b) The Transferee may not assign or otherwise transfer all or any of its rights under this Agreement without the prior written consent of the Commonwealth.
- (c) This Agreement will be binding on and enure to the benefit of each party and its respective successors in title and permitted assigns.

12.8 Initialling documents for identification purposes

Any document which this Agreement requires a party to initial for the purpose of identification may be initialled:

- (a) in the case of the Transferee, by a person appointed in writing for that purpose by the Transferee;
- (b) in the case of the Commonwealth, by a person appointed in writing for that purpose by the Minister.

12.9 Modification

This Agreement may only be modified, amended, added to or otherwise varied by a document in writing signed by each of the parties.

12.10 Stamp duties

- (a) **(Payment of all duties):** The Transferee will pay all stamp duties (apart from receipts duties, financial institutions duties or bank account debits taxes which will lie between the parties as they fall) which may be payable in connection with the execution, delivery, performance or enforcement of this Agreement or in connection with any of the matters, transactions, sales, payments or receipts under this Agreement or any document drawn, made or executed in consequence of this Agreement, including, without limiting the generality of the foregoing, the Airport Lease and the Transfer Instrument.
- (b) **(Indemnity):** The Transferee will indemnify the Commonwealth and keep the Commonwealth indemnified against any loss, liability, expense or outgoing incurred, suffered or paid by it as a result of the delay or failure by the Transferee to pay such stamp duties.

12.11 Notices

- (a) All notices, requests, consents and other documents ("Notices") authorised or required to be given by or under this Agreement will be given in writing and

either personally served or sent by facsimile transmission ("fax") addressed as follows:

The Commonwealth

Secretary
Department of Transport and Regional Development
Trace Building, Level 3
22 Cooyong Street
CANBERRA A C T 2601
G P O Box 594

Fax No: (02) 6274 7804

The Transferee

The General Manager
Essendon Airport Limited
Airport Management Centre,
Building 250,
English Street,
Essendon Airport,
Victoria

Fax No: (03) 9379 7867

- (b) Notices will be deemed served or given:
 - (i) if delivered personally, on the date of delivery; -
 - (ii) if sent by fax, when successfully transmitted between the hours of 9:00 am and 5:00 pm ("Business Hours"), or if not during Business Hours, then when Business Hours next commence.
- (c) Any party may change its address for receipt of Notices at any time by giving written notice of such change to each other party. Any party may by written notice to each other party appoint from time to time a representative who is authorised to sign Notices on its behalf.

12.12 Counterparts

This Agreement may be signed in any number of counterparts and all such counterparts taken together will be deemed to constitute one and the same document.

SCHEDULE 1**(Definitions and Interpretation - clause 1)****PART A - DEFINITIONS****Column 1****Column 2****Aerodrome Licence**

the aerodrome licence granted by the Civil Aviation Safety Authority to the FAC under regulation 89C of the Civil Aviation Regulations in respect of the aerodrome at the Airport Site.

Airport Building Controller

the person appointed under regulation 4.01 of the Airports (Building Control) Regulations 1996 as the airport building controller for the Airport Site from time to time.

Airport Lease

a lease of the Airport Site in the terms of the lease marked as Exhibit "A" to this Agreement and initialled by the parties for the purpose of identification.

Airport Operations

the operation of the Airport Site as an airport for air transport and related activities (including, without limitation, retail and other commercial operations).

Airport Site

the meaning given to that expression in the Airport Lease.

Airports Act

the *Airports Act 1996*.

Airports Legislation

the Airports Act and the Airports (Transitional) Act.

Airports (Transitional) Act

the *Airports (Transitional) Act 1996*.

Building Controller Costs

all fees, costs, expenses and outgoings reasonably incurred by the Commonwealth in retaining the Airport Building Controller in respect of the Airport Site, including, without limitation, all fees, costs, expenses and outgoings paid by or on behalf of the Commonwealth to the Airport Building Controller for:

- (i) performing any of its duties, functions or responsibilities under the Airports (Building Control) Regulations 1996 in respect of the Airport Site; and/or
- (ii) performing or doing any act or thing reasonably incidental to any of the Airport Building Controller's functions, duties or responsibilities referred to in paragraph (i),

Column 1**Column 2**

but excluding;

- (iii) any administrative or legal costs of the Commonwealth; and
- (iv) any legal costs incurred by the Airport Building Controller in defending, enforcing or implementing any decisions made by the Airport Building Controller in performing any of its functions, duties or responsibilities referred to in paragraph (i).

Business Day

a day which is not a Saturday, Sunday or public holiday in Canberra.

Claims or Actions

any claims, demands, suits, proceedings, actions or causes of action (whether based in contract, tort, statute or otherwise) in respect of this Agreement or any part of it or otherwise relating to the subject matter of this Agreement.

Completion

completion of this Agreement in accordance with clause 4 of this Agreement.

Completion Date

30 June 1998 or such other date as the Commonwealth may notify to the Transferee in writing at least 2 Business Days in advance

Completion Place

such place in Australia as the Commonwealth may notify the Transferee in writing at least 24 hours before the Completion Date.

FAC

the Federal Airports Corporation established under the *Federal Airports Corporation Act 1986*.

Governmental Authority

the Commonwealth government or any government of any state, territory or other area of Australia, including any administrative body, governmental body, department or agency of any such government.

Grant Time

the meaning given to that expression in the Airport Lease.

Minister

the Minister for Finance and Administration from time to time of the Commonwealth.

Payment Period

- (i) the period commencing on the day immediately following the Completion Date and ending on 30 June 1999 (the "Initial Payment Period"); and
- (ii) each 12-month period thereafter, the last such period to end on 30 June 2003.

Recovered Costs

(
any fees paid to the Airport Building Controller

Column 1**Column 2****Sale Transition Deed**

by any party under regulations 2.02, 2.10(3) & (4), 2.16, 3.02(2) and 3.10(1A) & (1B) of the Airports (Building Control) Regulations 1996 (as amended) in respect of the Airport Site.

Section 11 Declarations

a deed to be entered into between the Commonwealth, the FAC and the Transferee in the terms of the deed marked as Exhibit "D" to this Agreement and initialled by the parties for the purpose of identification.

declarations to be made by the Minister under section 11 of the Airports (Transitional) Act in the form of the declarations set out in the instrument marked as Exhibit "B" to this Agreement and initialled by the parties for the purpose of identification.

Specified Asset, Specified Contract, Specified Employee and Specified Liability

the meaning given to those expressions in the Transfer Instrument.

Tax

any tax, levy, charge, impost, duty, fee, deduction or withholding which is assessed, levied, imposed or collected by any Governmental Authority and includes, but is not limited to, any interest, fine, penalty, charge, fee or any other amount imposed on or in respect of any of the foregoing.

Transfer Declarations

the declarations to be made by the Minister under the Airports (Transitional) Act in the terms of the declarations set out in the Transfer Instrument and initialled by the parties for the purpose of identification, save that the parties agree that Part 1 of Schedule D to the Transfer Instrument will be completed in accordance with the notes to that Schedule.

Transfer Instrument

the instrument marked as Exhibit "C" to this Agreement and initialled by the parties for the purpose of identification.

s47(1)(b)

Transferred Asset

an asset which is transferred to the Transferee either pursuant to the Transfer Instrument or as part of the Airport Lease or otherwise by the Commonwealth.

\$

Australian dollars.

PART B - INTERPRETATION

In this Agreement unless the context indicates a contrary intention:

- (a) words in the singular include the plural and vice versa;

- (b) words importing one gender include each of the other genders;
- (c) "person" includes a corporation and a body politic;
- (d) headings in this Agreement are for convenience only and are not part of, or to be used in the interpretation or construction of, this Agreement;
- (e) references to parties, recitals, clauses, paragraphs, Schedules, Exhibits or annexures are references to parties, clauses, paragraphs, Schedules, Exhibits and annexures to or of this Agreement and a reference to this Agreement includes any Schedule, Exhibit and annexure;
- (f) references to this Agreement, or any other deed, agreement, instrument or document will be deemed to include references to this Agreement, or such other deed, agreement, instrument or document as amended, novated, supplemented, varied or replaced from time to time;
- (g) if any provision of this Agreement or its application to any person or circumstance is or becomes invalid or unenforceable, the remaining provisions are not affected and each provision of this Agreement is valid and enforceable to the fullest extent permitted by law;
- (h) references to any person or to any party to this Agreement will include that person's or party's successors in title and permitted assigns;
- (i) where any word or phrase is given a defined meaning any other part of speech or grammatical form in respect of such word or phrase has corresponding meaning;
- (j) terms used in this Agreement and defined in the *Corporations Law* at the date of this Agreement have the meaning given to them in the *Corporations Law* at that date;
- (k) all payments to be made pursuant to this Agreement will be made by unendorsed bank cheque (or such other method of payment as may be directed in writing by the Commonwealth);
- (l) reference to any legislation or to any section or provision of any legislation includes any statutory modification or re-enactment or any statutory provision substituted therefor and all ordinances, by-laws, regulations and other statutory documents issued thereunder; and
- (m) the reference "[Deleted]" indicates that the Parties have agreed that particular provisions (whether clauses, Schedules or Exhibits) included in earlier drafts of this Agreement should not be included in the final version of this Agreement and that the Parties have determined that such provisions should be marked "[Deleted]" in order to avoid the need to renumber the provisions of, and cross-references within, this Agreement.

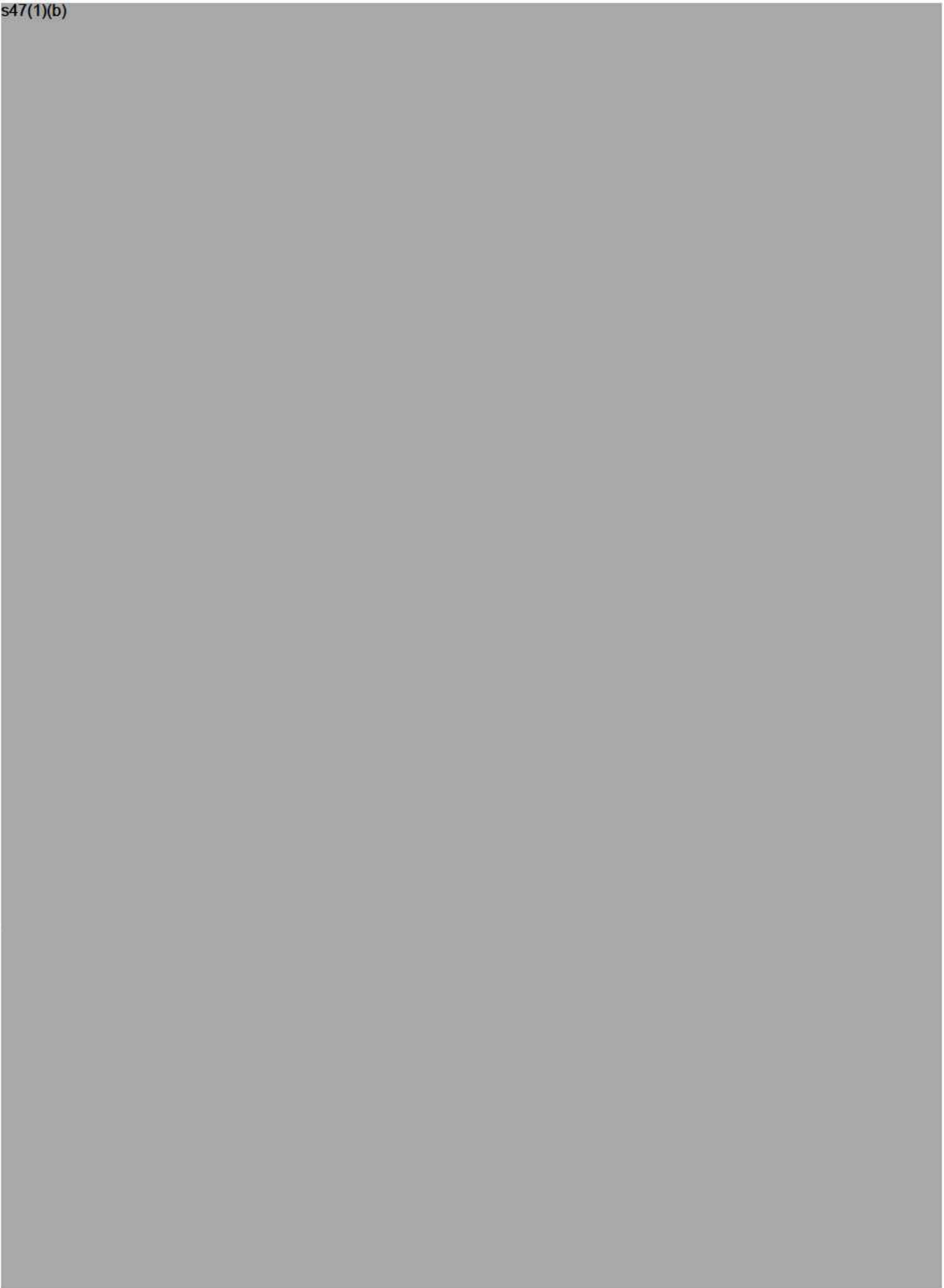
SCHEDULE 2**(Transferee Acknowledgments - clause 7.1)**

s47(1)(b)

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Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SCHEDULE 3**(Airport Pavements - Depreciation and Amortisation - clause 5)**

s47(1)(b)



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Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Essendon Airport Sale Agreement

s47(1)(b)

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

17
30 June 1998

Essendon Airport Sale Agreement

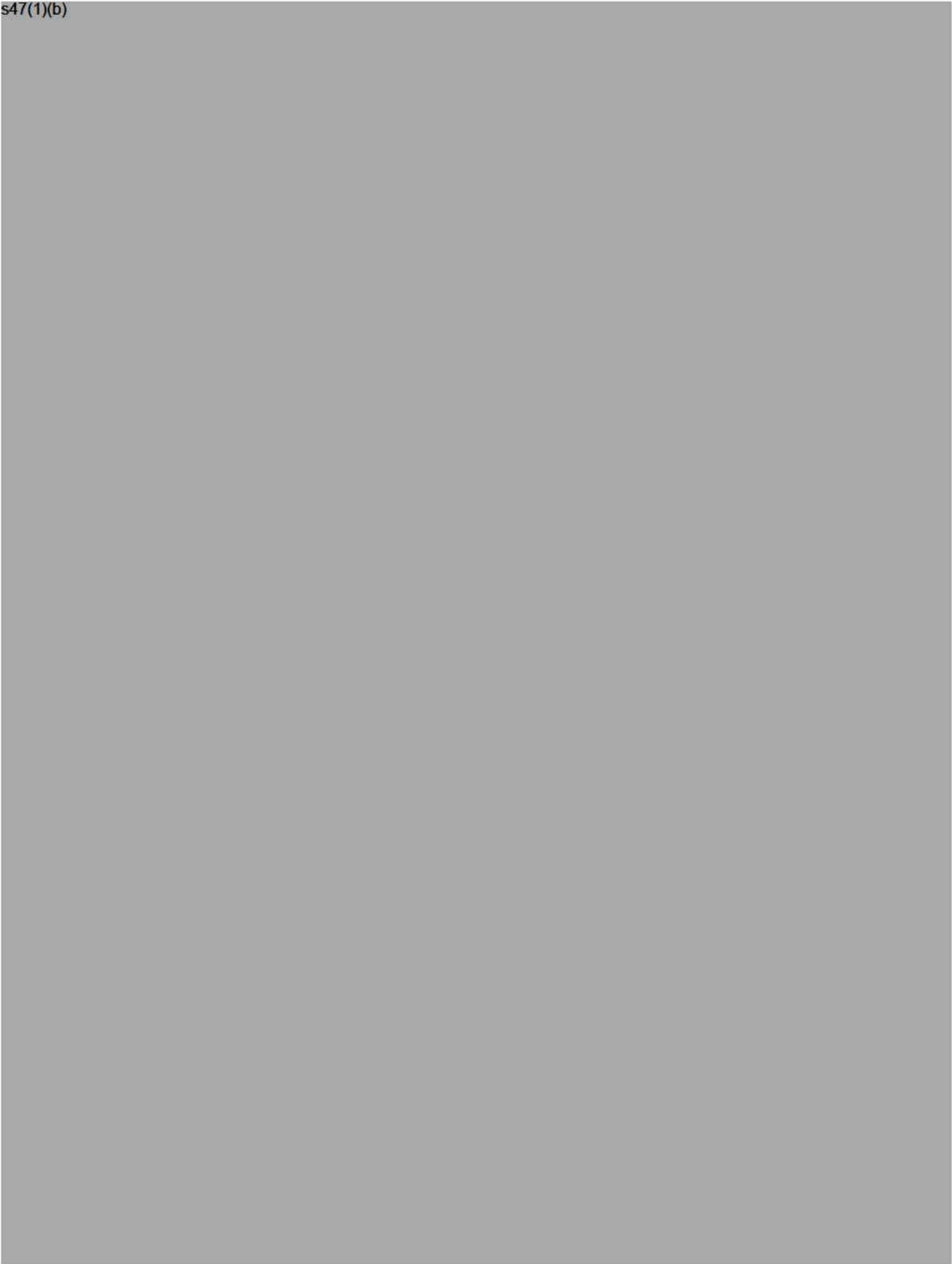
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Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SCHEDULE 4**(Insurance - clause 4.1(a))**

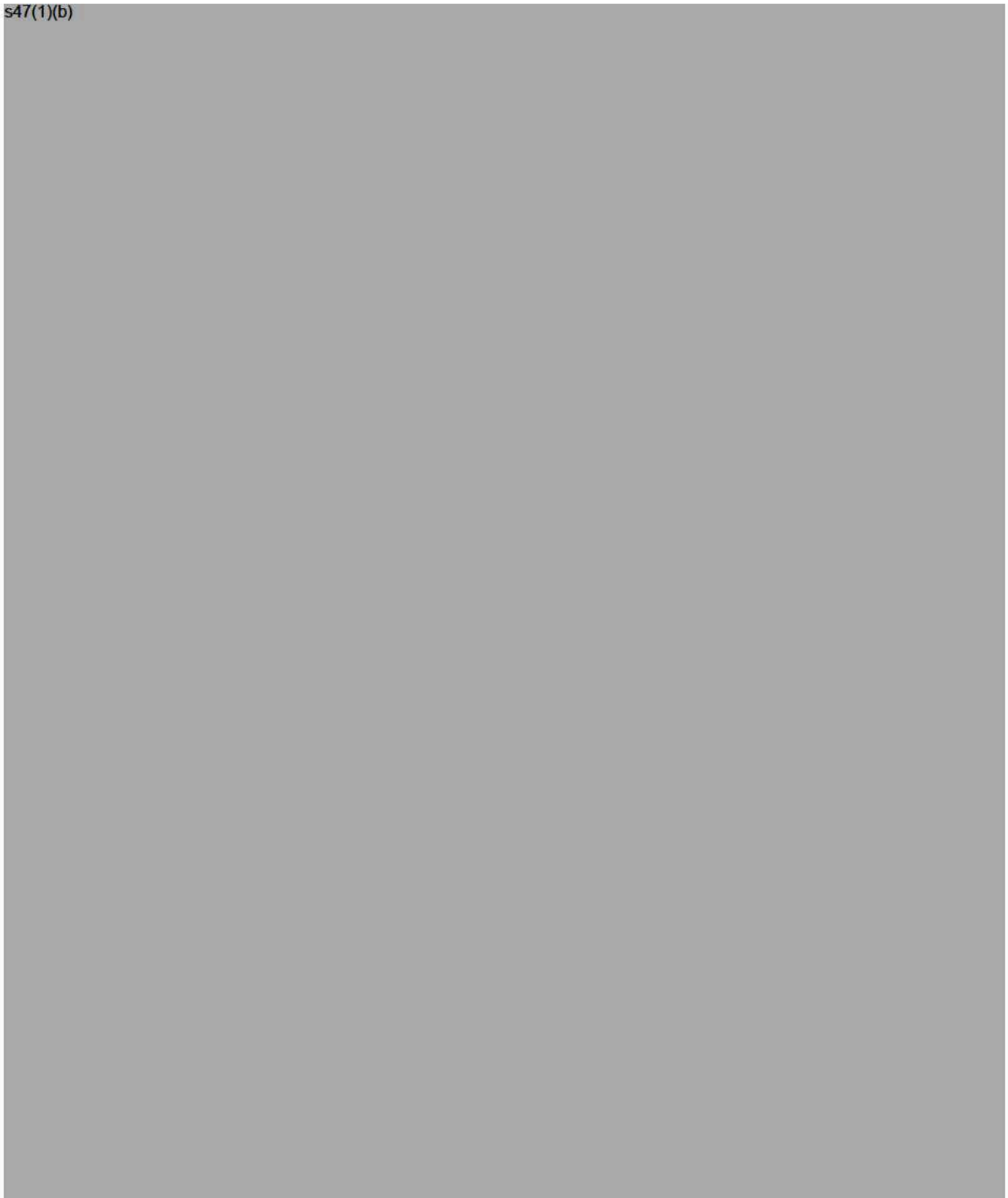
s47(1)(b)



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Essendon Airport Sale Agreement

s47(1)(b)



Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SIGNED as an agreement.

SIGNED by DR PETER JOHN BOXALL
Secretary to the Department of Finance
and Administration for and on behalf
of the Minister for Finance
and Administration of the Commonwealth of
Australia
in the presence of

s47F

(Signature)

.....
(Signature of Witness)

.....
(Name of Witness in full)

SIGNED by ESSENDON AIRPORT LIMITED
(ACN 082 907 980) by
HELEN BURGESS
being signed under a power of attorney
dated 24 June 1998, who declares
that he has no notice of revocation of the
power of attorney in the presence of:

s47F

(Signature)

...
(Signature of Witness)

.....
(Name of Witness in full)



COMMONWEALTH OF AUSTRALIA

EXHIBIT "B"
TO THE
ESSENDON AIRPORT
SALE AGREEMENT

SECTION 11 DECLARATION

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts



COMMONWEALTH OF AUSTRALIA

ESSENDON AIRPORT SALE AGREEMENT

SECTION 11 DECLARATION

**DECLARATIONS MADE BY THE MINISTER FOR FINANCE AND
ADMINISTRATION UNDER SECTION 11 OF THE
AIRPORTS (TRANSITIONAL) ACT 1996**

ESSENDON AIRPORT

1. DEFINITIONS AND INTERPRETATION

Unless the context otherwise requires, words and phrases used in this instrument which are defined in the *Airports (Transitional) Act 1996* ("**Transitional Act**") or the *Airports Act 1996* ("**Airports Act**") have the same meaning when used in this instrument. In addition:

"**Specified Land**" means the land referred to in Part 1.8 of Schedule 1 of the Airports Regulations 1996;

"**Specified Instrument**" means an instrument, but does not include:

- (a) a statute, or an instrument made, granted or issued under a statute (other than a lease);
- (b) a statutory licence, permit or other authority (other than a lease);
- (c) a register kept by an official under a Commonwealth, State or Territory law.

"**Specified Liability**" means a liability specified in the Schedule.

2. DECLARATIONS

I, John Joseph Fahey, Minister for Finance and Administration, hereby declare pursuant to section 11 of the Transitional Act that subject to paragraph 3:

- (a) the FAC's right, title and interest in the Specified Land vests in the Commonwealth without any conveyance, transfer or assignment;
- (b) each Specified Instrument relating to the Specified Land (including for the avoidance of doubt existing leases) continues to have effect after the FAC's right, title and interest in the Specified Land vests in the Commonwealth as if a reference in the instrument to the FAC were a reference to the Commonwealth;
- (c) the Commonwealth becomes the FAC's successor in law in relation to the FAC's right, title and interest in the Specified Land immediately after the FAC's right, title and interest in the land vests in the Commonwealth.

3. SPECIFIED LIABILITIES

This declaration is not intended to have the effect of:

- (a) transferring to the Commonwealth a Specified Liability;
- (b) making the Commonwealth liable in relation to a Specified Liability; or
- (c) making the Commonwealth the successor in law of the FAC in relation to a Specified Liability.

4. COMMENCEMENT

This declaration comes into operation on 1 July 1998.

DATED:

.....
Signed by DR PETER JOHN BOXALL
Secretary to the Department of Finance
and Administration for and on behalf
of the Minister for Finance and Administration
of the Commonwealth of Australia

Schedule - Specified Liabilities

ESSENDON AIRPORT

Any liability of the FAC in respect of, in relation to or which arises from:

- (a) an asset, contract or employee of the FAC;
- (b) the ownership or occupation of the Specified Land;
- (c) the operation of Essendon Airport; or
- (d) a fixture on the Specified Land;

other than an obligation or benefit under, or connected with, an existing lease.



COMMONWEALTH OF AUSTRALIA

EXHIBIT "C"
TO THE
ESSENDON AIRPORT
SALE AGREEMENT
TRANSFER INSTRUMENT

**DECLARATIONS MADE BY THE MINISTER FOR FINANCE AND
ADMINISTRATION UNDER THE AIRPORTS (TRANSITIONAL) ACT 1996
ESSENDON AIRPORT**

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

Unless the context otherwise requires, words and phrases used in this instrument which are defined in the *Airports (Transitional) Act 1996* or the *Airports Act 1996* have the same meaning when used in this instrument. In addition:

"**Airport**" means Essendon Airport located on the Airport Site.

"**Airport Lease**" has the meaning given to that expression in the Sale Agreement.

"**Airport Site**" has the meaning given to that expression in the Airport Lease.

"**FAC Act**" means the *Federal Airports Corporation Act 1986* and any By-laws made under that Act.

"**Grant**" means the grant of an airport lease for the Airport Site to the Transferee pursuant to section 21 of the Transitional Act.

"**Grant Time**" has the meaning given to that expression in the Airport Lease.

"**Sale Agreement**" means the Essendon Airport Sale Agreement dated 30 June 1998 and entered into between the Commonwealth and the Transferee.

"**Sale Transition Deed**" means the Essendon Airport Sale Transition Deed dated 30 June 1998 and entered into by the Commonwealth, the FAC and the Transferee.

"**Specified Asset**" means an asset specified in Part 1 of Schedule A, but does not include an asset specified in Part 2 of Schedule A.

"**Specified Contract**" means a contract specified in Part 1 of Schedule B, but does not include a contract specified in Part 2 of Schedule B.

"**Specified Commonwealth Asset**" means a sublease of part of the Airport Site under which the FAC was a sublessee immediately before a declaration under section 11 of the Transitional Act in relation to Essendon Airport takes effect.

"**Specified Employee**" means a person who immediately before the Grant Time is an employee of the FAC and whose name is specified in Schedule D.

"**Specified Instrument**" means an instrument but does not include:

- (a) a statute (other than the FAC Act), or an instrument made, granted or issued under a statute (other than an instrument made, granted or issued under the FAC Act, the *Airports (Business Concessions) Act 1959* or a similar Commonwealth law);

- (b) a statutory licence, permit or other authority (other than a statutory licence, permit or other authority issued under the FAC Act, the *Airports (Business Concessions) Act 1959* or a similar Commonwealth law); or
- (c) a register kept by an official under a Commonwealth, State or Territory law.

"Specified Liability" means a liability specified in Part 1 of Schedule C, but does not include a liability specified in Part 2 of Schedule C.

"Structure" has the meaning given to that expression in the Airport Lease.

"Transferee" means Essendon Airport Limited (ACN 082 907 980).

"Transitional Act" means the *Airports (Transitional) Act 1996*.

1.2 Interpretation

Unless the context otherwise requires, references to paragraphs, Schedules and Exhibits are references to paragraphs, Schedules and Exhibits of or to this instrument.

2. DECLARATIONS

I, John Joseph Fahey, Minister for Finance and Administration, hereby declare, pursuant to the Transitional Act, that in the event that the Grant occurs:

2.1 Section 30 (Assets)

- (a) each Specified Asset vests in the Transferee immediately after the Grant Time without any conveyance, transfer or assignment;
- (b) each Specified Instrument relating to a Specified Asset continues to have effect after the Specified Asset vests in the Transferee as if a reference in the instrument to the FAC or to the Commonwealth (in its capacity as predecessor to the FAC as the operator of the Airport) were a reference to the Transferee; and
- (c) the Transferee becomes the FAC's successor in law in relation to each Specified Asset immediately after the Specified Asset vests in the Transferee.

2.2 Section 31 (Contracts)

- (a) the FAC's rights and obligations under each Specified Contract cease to be rights and obligations of the FAC immediately after the Grant Time and become rights and obligations of the Transferee immediately after the Grant Time;
- (b) each Specified Contract continues to have effect after the Grant Time as if a reference in the Specified Contract to the FAC or to the Commonwealth (in its capacity as predecessor to the FAC as the operator of the Airport) were a reference to the Transferee;
- (c) each Specified Instrument relating to a Specified Contract continues to have effect, after the FAC's rights and obligations under the Specified Contract become rights and obligations of the Transferee, as if a reference in the instrument to the FAC or to the Commonwealth (in its capacity as predecessor to the FAC as the operator of the Airport) were a reference to the Transferee; and

- (d) the Transferee becomes the FAC's successor in law, in relation to the FAC's rights and obligations under each Specified Contract, immediately after the FAC's rights and obligations under the Specified Contract become the rights and obligations of the Transferee.

2.3 Section 33 (Liabilities)

- (a) each Specified Liability ceases to be a liability of the FAC immediately after the Grant Time and becomes a liability of the Transferee immediately after the Grant Time;
- (b) each Specified Instrument creating a Specified Liability continues to have effect after the Specified Liability becomes a liability of the Transferee as if a reference in the instrument to the FAC or to the Commonwealth (in its capacity as predecessor to the FAC as the operator of the Airport) were a reference to the Transferee; and
- (c) the Transferee becomes the FAC's successor in law in relation to each Specified Liability immediately after the Specified Liability becomes a liability of the Transferee.

2.4 Section 58 (Employees)

each Specified Employee ceases to be employed by the FAC immediately after the Grant Time and is taken to have been engaged by the Transferee as an employee of the Transferee immediately after the Grant Time.

2.5 Section 23 (Transfers from the Commonwealth – assets)

- (a) each Specified Commonwealth Asset vests in the Transferee immediately after the Grant Time without any conveyance, transfer or assignment;
- (b) each Specified Instrument relating to a Specified Commonwealth Asset continues to have effect after the Specified Commonwealth Asset vests in the Transferee as if a reference in the instrument to the Commonwealth or the FAC were a reference to the Transferee; and
- (c) the Transferee becomes the Commonwealth's successor in law in relation to the Commonwealth's right, title and interest in each Specified Commonwealth Asset immediately after the Specified Commonwealth Asset vests in the Transferee.

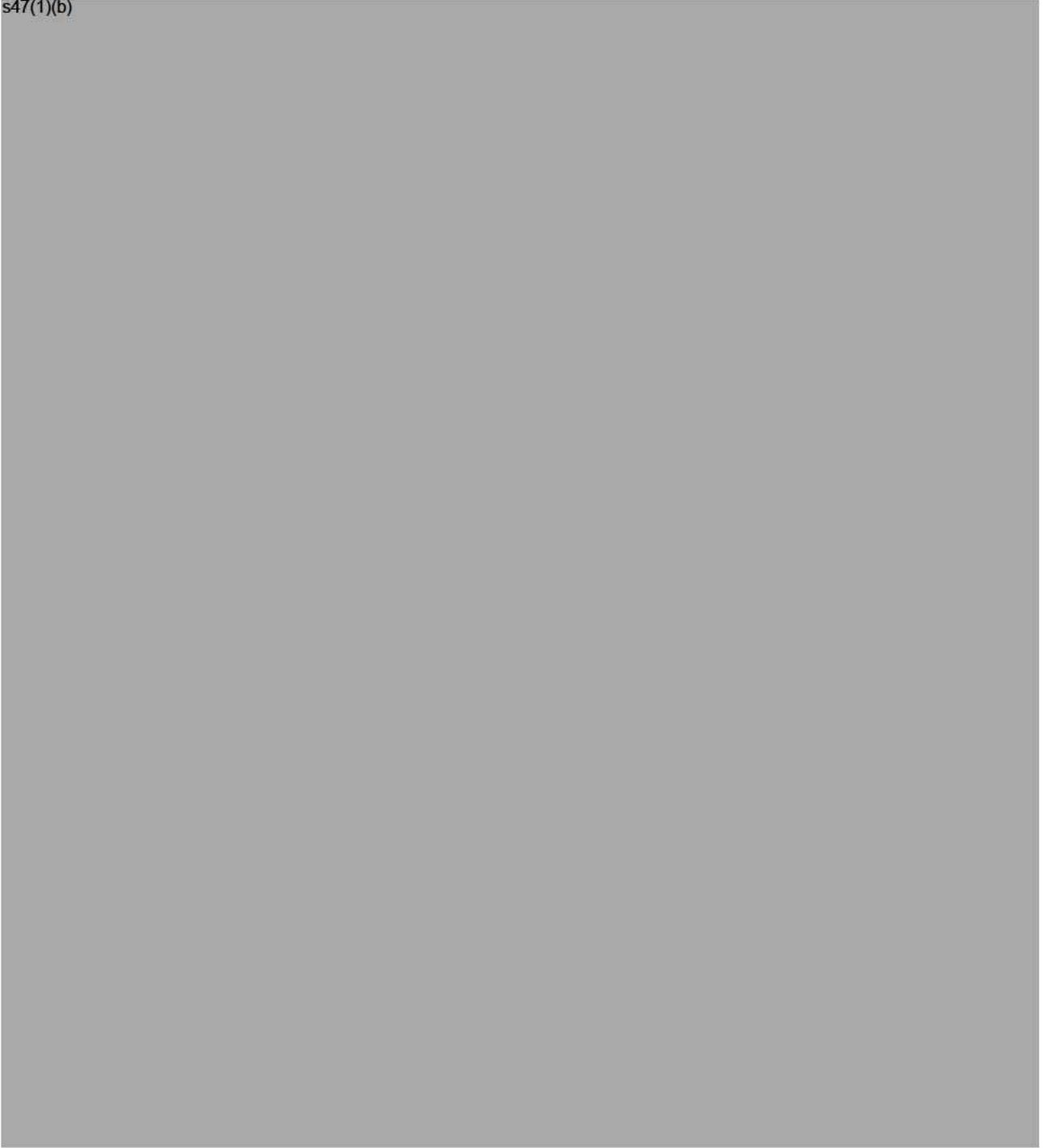
DATED: 30th June 1998

.....
DR PETER JOHN BOXALL
Secretary to the Department for Finance and Administration
for and on behalf of the Minister for Finance and Administration
of the Commonwealth of Australia

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SCHEDULE A
(Specified Assets)
PART 1

s47(1)(b)



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Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

s47(1)(b)



Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SCHEDULE B
(Specified Contracts)

PART 1

Any contract (other than a contract of employment) to which the FAC is a party and which:

- (a) was entered into by the FAC or the Commonwealth (in its capacity as predecessor to the FAC as the operator of the Airport) at any time before the Grant Time; and
- (b) exclusively relates to:
 - (i) a Specified Asset;
 - (ii) a Specified Liability;
 - (iii) a Specified Employee;
 - (iv) the operation of the Airport Site; or
 - (v) any land or Structure the subject of the Airport Lease, or any combination of the above.

PART 2

All existing leases in relation to the Airport Site (within the meaning of subsection 26(1) of the Transitional Act).

SCHEDULE C

(Specified Liabilities)

PART 1

Any liability of the FAC (other than a liability under a contract or a liability to refund all or part of an aeronautical charge which arises as a result of litigation, action or demand concerning the validity of the levying of that charge by the FAC) in respect of, in relation to, in connection with or which arises from:

- (a) a Specified Asset, a Specified Contract or a Specified Employee;
 - (b) any land or Structure the subject of the Airport Lease; or
 - (c) the ownership, occupation or operation of the Airport Site by the FAC at any time before the Grant Time; or
 - (d) a former employee of the FAC who was last employed at the Airport Site;
- or any combination of the above

PART 2

1. Tax

Any liability of the FAC to pay any income tax (including capital gains tax), sales tax, interest withholding tax, superannuation guarantee levy, pay-as-you-earn remittances, customs duty, payroll-tax, fringe benefits tax, and any penalties, interest, fines or other costs relating thereto.

2. Insurance

Any liability of the FAC insured under an insurance policy the rights of which have been or will be transferred from the FAC to Sydney Airports Corporation Limited by virtue of the Transfer Instrument dated 30 June 1998 made by the Minister for Finance and Administration under the Transitional Act in respect of Sydney (Kingsford-Smith) Airport.

SCHEDULE D
(Specified Employees)

s47F





COMMONWEALTH OF AUSTRALIA

EXHIBIT "D"
TO THE
ESSENDON AIRPORT
SALE AGREEMENT

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts



COMMONWEALTH OF AUSTRALIA

**ESSENDON AIRPORT SALE
TRANSITION DEED**

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

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DEED dated the day of 1998

BETWEEN: **COMMONWEALTH OF AUSTRALIA** ("Commonwealth")

AND **ESSENDON AIRPORT LIMITED** (ACN 082 907 980), a company duly incorporated in the State of Victoria and having its registered office situated at Airport Management Centre, Building 250, English Street, Essendon Airport in the State of Victoria ("Transferee")

AND **FEDERAL AIRPORTS CORPORATION**, a corporation established under the *Federal Airports Corporation Act 1986*, of 2A Lord Street, Botany in the State of New South Wales ("FAC")

RECITALS:

- A. On the date hereof the Commonwealth and the Transferee entered into an airport lease agreement in respect of the Airport Site, such lease agreement to take effect on and from the Grant Time.
- B. To facilitate the changeover of the operation of the Airport Site from FAC operation to Transferee operation, the parties have agreed to enter into and carry out their respective obligations under this Deed.

THE PARTIES AGREE:

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this Deed, unless the context otherwise requires, words and expressions in column 1 of Part A of Schedule 1 have the meaning given to them in column 2 of Part A of Schedule 1. In addition, unless the context otherwise requires, words and phrases used in this Deed which are defined in the Sale Agreement have the same meaning when used in this Deed.

1.2 Interpretation

The provisions in Part B of Schedule 1 apply in respect of the interpretation of this Deed.

s47G(1)(a)

3. MUTUAL CO-OPERATION

- (a) The FAC and the Transferee each acknowledges and agrees that to effect a smooth transition in the operation of the Airport Site from FAC operation to Transferee operation ("**Transition**") it will be necessary for both parties to co-operate with each other in good faith to facilitate the Transition in the

period following the date of this Deed until 24 September 1998, or such later date as the Commonwealth may notify the FAC and the Transferee in writing.

- (b) To this end, the FAC and the Transferee each agrees and undertakes to assist the other party with any aspect of the Transition, even if it is not legally bound to comply with the relevant request.
- (c) Any reasonable expenses (other than internal management expenses) incurred by the FAC or the Transferee ("**first-named party**") in complying with a request made by the second-named party under clause 3(b) will be met by the second-named party unless otherwise agreed between the Transferee and the FAC.
- (d) Without limiting clause 3(b), the FAC must comply with any reasonable request made by the Transferee for the FAC to execute in favour of the Transferee any instrument or other document required:
 - (i) to record on any statutory register the fact that an asset, liability or contract (as those expressions are defined in the *Airports (Transitional) Act 1996*) has been transferred from the FAC to the Transferee under the *Airports (Transitional) Act 1996*; or
 - (ii) to transfer any statutory licence held by the FAC in respect of the Airport Site and required by the Transferee to conduct its activities and operations at the Airport Site,

save and except that nothing in this Deed obliges, nor shall oblige, the FAC to register or to do anything necessary to enable registration of any lease.

- (e) Without limiting clause 3(b), the Transferee must comply with any reasonable request made by the FAC for the Transferee to provide the FAC with access to and assistance (including the provision of normal financial month- and year-end documentation) from officers and employees of the Transferee:
 - (i) for the purpose of the FAC complying with its taxation, audit or other statutory obligations or conducting litigation retained by it in which it is involved as at the Grant Time;
 - (ii) for the purpose of the FAC complying with its obligations under this Deed; or
 - (iii) for any other reasonable purpose.

For the avoidance of doubt, clause 3(e)(i) is not bound by the time limitations referred to in clause 3(a).

- (f) Without limiting clause 3(b), until 24 September 1998 (or such later date as the Commonwealth may notify the FAC in writing) the FAC must, at the Transferee's expense, comply with any reasonable request made by the Transferee for the FAC to provide the Transferee with such assistance as the Transferee may require to facilitate the collection and recovery by the Transferee of amounts not paid to or invoiced by the FAC in respect of the Airport Site immediately before the Grant Time but which immediately before Grant Time were payable to or able to be invoiced by the FAC or for which the FAC was entitled to receive or recover payment under section 56 of the *Federal Airports Corporation Act 1986* ("**the FAC Act**") or By-Laws made under the FAC Act, the right to collect and recover such amounts having been

vested in the Transferee pursuant to section 30 of the *Airports (Transitional) Act 1996*.

- (g) If at any time after the Grant Time the FAC receives or is paid any money in respect of an amount referred to in clause 3(f), then the FAC undertakes to remit such amount to the Transferee without deduction as soon as practicable thereafter.

4. FAC RECORDS

- 4.1 The parties agree that, for the purposes of section 30(1) of the Archives Act, the Commonwealth is to be considered the successor of the FAC in relation to Archived Records.
- 4.2 The Commonwealth agrees to direct Archives under section 30(1) of the Archives Act to make Archived Records available to the Transferee upon the written request of the Transferee, to the Commonwealth where the request relates to an Archived Record that is relevant to the operations of the Transferee.
- 4.3 The parties agree that, in relation to Corporate Office Records:
 - (a) Those Corporate Office Records required to be retained permanently under Record Disposal Authority 1352 will be either:
 - (i) transferred to the custody of Australian Archives; or
 - (ii) otherwise dealt with under the Archives Act 1986.

Records dealt with in accordance with clause 4.3(a) will be taken to be Archived Records for the purpose of clauses 4.1 and 4.2:

- (b) All other Corporate Office Records will be transferred to the custody of the Commonwealth, represented by the Department of Transport and Regional Development ("**Non Permanent Records**");
- (c) If the Transferee wishes to access a Non Permanent Record, it must first obtain the written consent of the Commonwealth, such consent not to be unreasonably withheld;
- (d) The Commonwealth is entitled to withhold its consent under clause 4.3(c) if the Record:
 - (i) is not necessary for the ongoing operation of the Airport Site; or
 - (ii) does not directly relate to a Specified Asset, Specified Liability or Specified Contract; or
 - (iii) contains information that is confidential to the Commonwealth;
- (e) The Commonwealth may also impose reasonable conditions on the access permitted under clause 4.3(c), including but not limited to, granting permission to access only part of a Record.

5. TRANSFeree to provide access

- 5.1 The Transferee agrees to provide access to Current Records to the Commonwealth where the Commonwealth requires access for the purposes of the Commonwealth and where the Commonwealth submits to the Transferee a written request for access.
- 5.2 Upon receipt of a written request referred to in clause 5.1, the Transferee will provide to the Commonwealth access to the relevant Current Records as soon as reasonably practicable after receipt of such request.
- 5.3 If the Transferee experiences difficulty in locating the requested Current Records, it will inform the Commonwealth of such difficulty and consult with the Commonwealth about any actions to overcome the difficulty.
- 5.4 The Transferee agrees to direct Archives under section 30(1) of the Archives Act to make Company Archive Records available to the Commonwealth upon the written request of the Commonwealth, without the need for the Commonwealth to obtain the Transferee's prior consent.

6. INTELLECTUAL PROPERTY

- 6.1 Nothing in this Deed is to be interpreted as transferring the copyright in an Archived Record to the Transferee.
- 6.2 The Commonwealth grants to the Transferee to the extent of its copyright a royalty-free, non-exclusive licence to use, reproduce and adapt for the purposes of the operations of the Transferee any material contained in an Archived Record to which the Transferee has access under this Deed, except to the extent that the Commonwealth specifically restricts such rights in writing, setting out the terms of the restriction at the time the Transferee seeks access to Archived Records.
- 6.3 The Transferee grants to the Commonwealth to the extent of its copyright a royalty-free, non-exclusive licence to use, reproduce and adapt for the purposes of the operations of the Commonwealth any material contained in a Current Record to which the Commonwealth has access under this Deed, except to the extent that the Transferee specifically restricts such rights in writing, setting out the terms of the restriction at the time the Commonwealth seeks access to the Current Records.

7. BUSINESS NAMES

After the execution of this Deed the Transferee may deliver to the FAC duly completed transfers and other documentation as are necessary to enable the Transferee to be registered as the proprietor of each of the Business Names for which the Transferee wishes to become registered as proprietor. The FAC undertakes to execute such completed transfers and other documentation as a matter of urgency and in any case within 2 Business Days of receiving them.

8. DISPUTE RESOLUTION

If any dispute arises between the FAC and the Transferee in respect of the interpretation of or any other fact, matter or circumstance concerning this Deed ("Dispute"), then senior executives of the FAC and the Transferee will meet as soon as possible at a mutually convenient location to attempt to resolve the Dispute in good faith. Both the FAC and the Transferee will use reasonable endeavours to attempt to resolve the Dispute as soon as possible.

9. GENERAL

9.1 Governing law

This Deed is governed by and construed in accordance with the laws of the Australian Capital Territory.

9.2 Further assurance

The parties will each do all acts and things and execute all documents as are from time to time reasonably required for the purposes of or to give effect to this Deed.

9.3 Waivers, consents and approvals

- (a) No consent or waiver, whether express or implied, to any breach of this Deed by a party to this Deed is to be construed as a consent or waiver to any other breach.
- (b) Any waiver, consent or approval by a party to this Deed will only be binding and effective if it is given in writing.
- (c) Where any act, matter or thing under this Deed depends on the consent or approval of a party to this Deed then, unless expressly provided otherwise, that consent or approval may be given, withheld, or given subject to such conditions as that party determines and in the absolute and unfettered discretion of that party.

9.4 Assignment

- (a) The Transferee may not assign or otherwise transfer all or any of its rights under this Deed without the prior written consent of the Commonwealth and the FAC.
- (b) This Deed will be binding on and enure to the benefit of each party and its respective successors in title and permitted assigns.

9.5 Modification

This Deed may only be modified, amended, added to or otherwise varied by a document in writing signed by each of the parties.

9.6 Stamp duties

- (a) **(Payment of all duties):** The Transferee will pay all stamp duties (apart from receipts duties, financial institutions duties or bank account debits taxes which will lie between the parties as they fall) which may be payable in connection with the execution, delivery, performance or enforcement of this Deed or in connection with any of the matters, transactions, sales, payments or receipts under this Deed or any document drawn, made or executed in consequence of this Deed.
- (b) **(Indemnity):** The Transferee will indemnify and keep indemnified the Commonwealth and the FAC against any loss or liability incurred or suffered by either or both of them as a result of the delay or failure by the Transferee to pay such stamp duties.

9.7 Notices

- (a) All notices, requests, consents and other documents ("**Notices**") authorised or required to be given by or under this Deed will be given in writing and either personally served or sent by facsimile transmission ("**fax**") on a Business Day and addressed as follows:

The Commonwealth

Secretary
Department of Transport and Regional Development
Trace Building, Level 3
22 Cooyong Street
CANBERRA ACT 2601
GPO Box 594

Fax No: (02) 6274 7804

The Transferee

General Manager
Essendon Airport Limited
Airport Management Centre,
Building 250,
English Street,
Essendon Airport,
VICTORIA 3041

Fax No: (03) 9379 7867

The FAC

Managing Director and Chief Executive
2A Lord Street,
BOTANY NSW, 2019

Fax No: (02) 9316 9153

- (b) Notices will be deemed served or given:
- (i) if delivered personally, on the date of delivery; and
 - (ii) if sent by fax, when successfully transmitted between the hours of 9:00 am and 5:00 pm in the place of receipt ("**Business Hours**"), or if not during Business Hours, then when Business Hours next commence.
- (c) Any party may change its address for receipt of Notices at any time by giving written notice of such change to each other party. Any party may by written notice to each other party appoint from time to time a representative who is authorised to sign Notices on its behalf.

9.8 Counterparts

This Deed may be signed in any number of counterparts and all such counterparts taken together will be deemed to constitute one and the same document.

9.9 Set-off

- (a) The FAC may set off any amount due and payable by the FAC to the Transferee under this Deed against any amount due and payable by the Transferee to the FAC under this Deed.
- (b) The Transferee may set off any amount due and payable by the Transferee to the FAC under this Deed against any amount due and payable by the FAC to the Transferee under this Deed.

9.10 **Limitation of FAC liability**

The Transferee acknowledges and agrees that as between the Transferee and the FAC, the FAC will be entitled to the benefit of any provision in the Sale Agreement which has or may have the effect of limiting or negating any liability the FAC may have to the Transferee as if the FAC were a party to the Sale Agreement.

SCHEDULE 1**(Definitions and Interpretations)****PART A - DEFINITIONS**

Column 1	Column 2
Archived Record	a Record of the FAC which the FAC transferred to the custody of Archives before Grant Time and which relate to matters which have transferred to the Transferee.
Archives	the Australian Archives established by the <i>Archives Act 1983</i>
Business Day	a day which is not a Saturday, Sunday or public holiday in the Australian Capital Territory
Business Names	the business names identified in Schedule 2.
Company Archived Records	a Current Record which the Transferee has transferred to the custody of Archives
Corporate Office Record	a Record which immediately before Grant Time is held by FAC Corporate Office and is not a Current Record.
Current Record	a Record which: (a) was held by the FAC immediately before Grant Time and transfers to the Transferee pursuant to the Transfer Declarations; and (b) is created by the Transferee after Grant Time
Record	a record as defined in the <i>Archives Act 1983</i> .

PART B - INTERPRETATION

In this Deed unless the context indicates a contrary intention:

- (a) words in the singular include the plural and vice versa;
- (b) words importing one gender include each of the other genders;
- (c) "person" includes a corporation and a body politic;
- (d) headings in this Deed are for convenience only and are not part of, or to be used in the interpretation or construction of, this Deed;
- (e) references to parties, recitals, clauses, paragraphs, Schedules and Annexures are references to parties, recitals, clauses, paragraphs, Schedules and Annexures to or of this Deed and a reference to this Deed includes any Schedule or Annexure;
- (f) references to this Deed, or any other deed, agreement, instrument or document will be deemed to include references to this Deed, or such other deed, agreement, instrument

or document as amended, novated, supplemented, varied or replaced from time to time;

- (g) if any provision of this Deed or its application to any person or circumstances is or becomes invalid or unenforceable, then the remaining provisions are not affected and each provision of this Deed is valid and enforceable to the fullest extent permitted by law;
- (h) a reference to a document includes any written agreement and any certificate or note or other document of any kind;
- (i) references to any person or to any part to this Deed will include that person's or party's successors in title and permitted assigns;
- (j) where any word or phrase is given a defined meaning any other part of speech or grammatical form in respect of such word or phrase has a corresponding meaning;
- (k) where the day on or by which any sum is payable hereunder or any act, matter or thing is to be done is a day other than a Business Day such sum will be paid and such act, matter or thing will be done on the immediately preceding Business Day;
- (l) references to payments to any party to this Deed will be construed to include payments to another person upon the direction of such party;
- (m) unless otherwise expressly stated in this Deed, all payments to be made pursuant to this Deed will be made by unendorsed bank cheque; and
- (n) reference to any legislation or to any section or provision of any legislation includes any statutory modification or re-enactment or any statutory provision substituted therefor and all ordinances, by-laws, regulations and other statutory documents issued thereunder.

SCHEDULE 2

Business Names

Essendon Airport

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

EXECUTED as a Deed.

SIGNED, SEALED AND DELIVERED)
by **DR PETER JOHN BOXALL**)
Secretary to the Department of Finance)
and Administration for and on behalf)
of the Minister for Finance)
and Administration of the Commonwealth of)
Australia)
in the presence of)

.....
(Signature)

.....
(Signature of witness)

.....
(Name of witness in full)

SIGNED SEALED AND DELIVERED)
by **ESSENDON AIRPORT**)
LIMITED)
(ACN 082 907 980) by)
being signed under a power of attorney)
dated 24 June 1998, who declares)
that he has no notice of revocation of the)
power of attorney in the presence of:)

(Signature)

.....
(Signature of Witness)

.....
(Name of Witness in full)
(Name of witness in full)

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

SIGNED, SEALED AND DELIVERED)
by the **FEDERAL AIRPORTS**)
CORPORATION by its attorney,)
BARRY MURPHY, appointed under power of)
attorney dated 9 October 1997 registered No. 45)
Book 4182 who states that he has at the time of)
execution of this document no notice of)
revocation of the power of attorney,)
in the presence of:)

*Signature of the attorney of
the Federal Airports Corporation*

.....
(Name of witness in full)

.....
(Address of witness)

.....
(Signature of witness)

Released under the Freedom of Information Act by the Department of
Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

Annexure B

Ministerial Response - 10 August 2023

Evidence concerning the adequacy and independence of ministerial handling

The Hon Catherine King MP

**Minister for Infrastructure, Transport, Regional Development and Local Government
Member for Ballarat**

Ref: MC23-063977

Ms Anita Carter
Chief Executive Officer
360 Aviation Group
Hangar 81/30 Bristol Street
ESSENDON AIRPORT VIC 3041

via: anita@360ag.com.au

Dear ~~Ms Carter~~, *Anita,*

Thank you for your emails of 28 June, 12 July and 13 July 2023 regarding development approvals at Essendon Fields Airport and the conduct of Essendon Airport Pty Ltd (EAPL) in relation to commercial arrangements with airport tenants.

I acknowledge the concerns you have raised, particularly in relation to the leasing arrangements of Hangar 81. However, under the airport head lease arrangements, the Australian Government does not intervene in commercial matters between tenants and airport lessee companies.

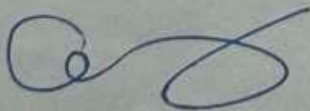
After investigating your enquiry, and following up with EAPL, my department is satisfied the redevelopment of Hangar 81:

- Is consistent with the zoning and allowable land uses outlined in the Essendon Airport Master Plan 2013, as required under the *Airports Act 1996* (the Act); and
- Is not a major airport development as outlined in section 89 of the Act, and therefore does not require a major development plan.

As you may be aware, I approved an extension for EAPL to submit their next draft master plan to me until January 2025, and I expect EAPL to engage constructively with aviation tenants and key stakeholders in the development of the master plan.

Thank you for taking the time to write to me on this matter.

Yours sincerely



Catherine King MP
10 / 8 / 2023

PO Box 6022 Parliament House, Canberra ACT 2600 | Tel: (02) 6277 7520

Annexure C

Essendon Airport Test-Case Plan

Later plan identifying a 590.3 square metre surrender area

From: Catherine Gobbo <gobbo@aickin.com.au>
Sent on: Wed 19/08/2020 02:22:59 PM +10:00
To: Andrew Lamb <andrew@360ag.com.au>; Anita Carter <anita@360ag.com.au>
Subject: Essendon Airport - New Development and Proposal
Urgent: High

Attachments: 3. H81 - Surrender Plan.pdf(233.85 KB)

Dear Andrew and Anita,

I have had a telephone call from Sam Hopper, the airport's barrister today in relation to a proposal which the airport wishes to convey.

Can you both please call me together (preferably this evening) if that suits so that I can talk to you about what is intended.

Please do not read anything into the site plan **attached**. It is to assist in my discussions with you both only. However, the plan is not, under any circumstances, to be forwarded to anyone else at the airport which I trust you will understand.

Look forward to speaking to you both later today or at your convenience.

Kind regards, Cath

Catherine Gobbo

Barrister

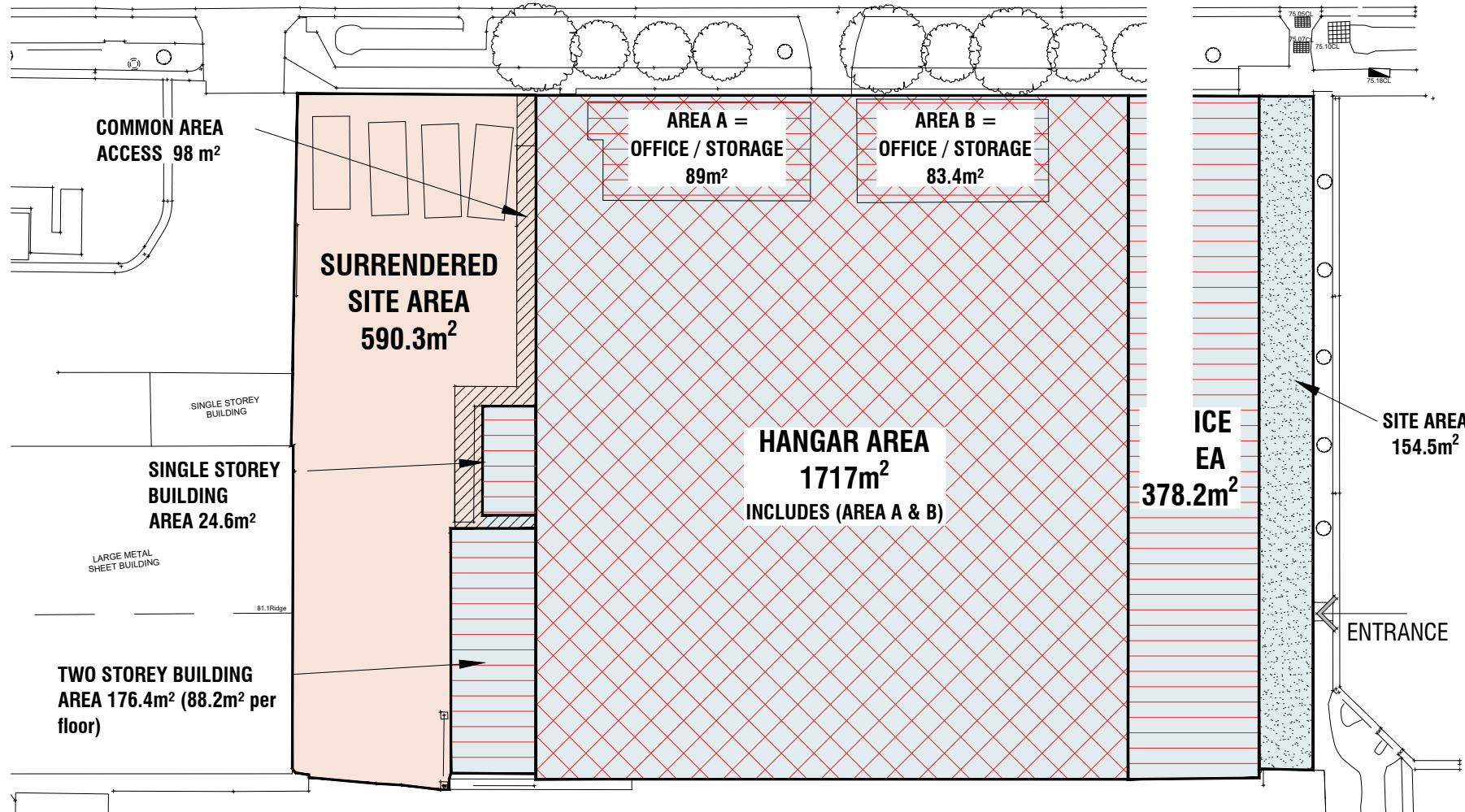
Aickin Chambers | Room 2, Level 30, 200 Queen Street | Melbourne Vic | 3000 | Young's List

T +613 9225 7172 | **M** 0412 115 952 | **E** gobbo@aickin.com.au

Disclaimer:

If you receive this email by mistake, please notify the writer and do not make any use of the email. The writer does not waive any privilege, confidentiality or copyright associated with it.

BRISTOL ST

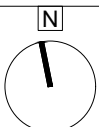


 OFFICE = **579.2m²** (378.2+176.4+24.6)
 HANGAR = **1717m²**

 SURRENDERED AREA = **590.3m²**
 SITE AREA = **154.5m²**

 **PREMISES AREA = 2450.7m²**

SITE PLAN
1:250



TENANCY LOCATION
HANGAR 81

30 BRISTOL STREET, ESSENDON FIELDS

ESSENDON AIRPORT PTY.LTD
LEASE PLAN
A . J HANGARS PTY.LTD



REVISION
DRAWN
R.D

\\192.168.1.4\public\Cad Drawings\FAC\Projects\AVIATION
PRECINCT - HANGAR 81\TENANTS\AJ
HANGARS LEASE PLAN\ALTERNATIVE.dwg

218 of 298

1 AUGUST 2026

Annexure D

Essendon Airport Test-Case Reduced-Premises Plan

Evidence of proposed aviation-premises reduction

Schedule 3

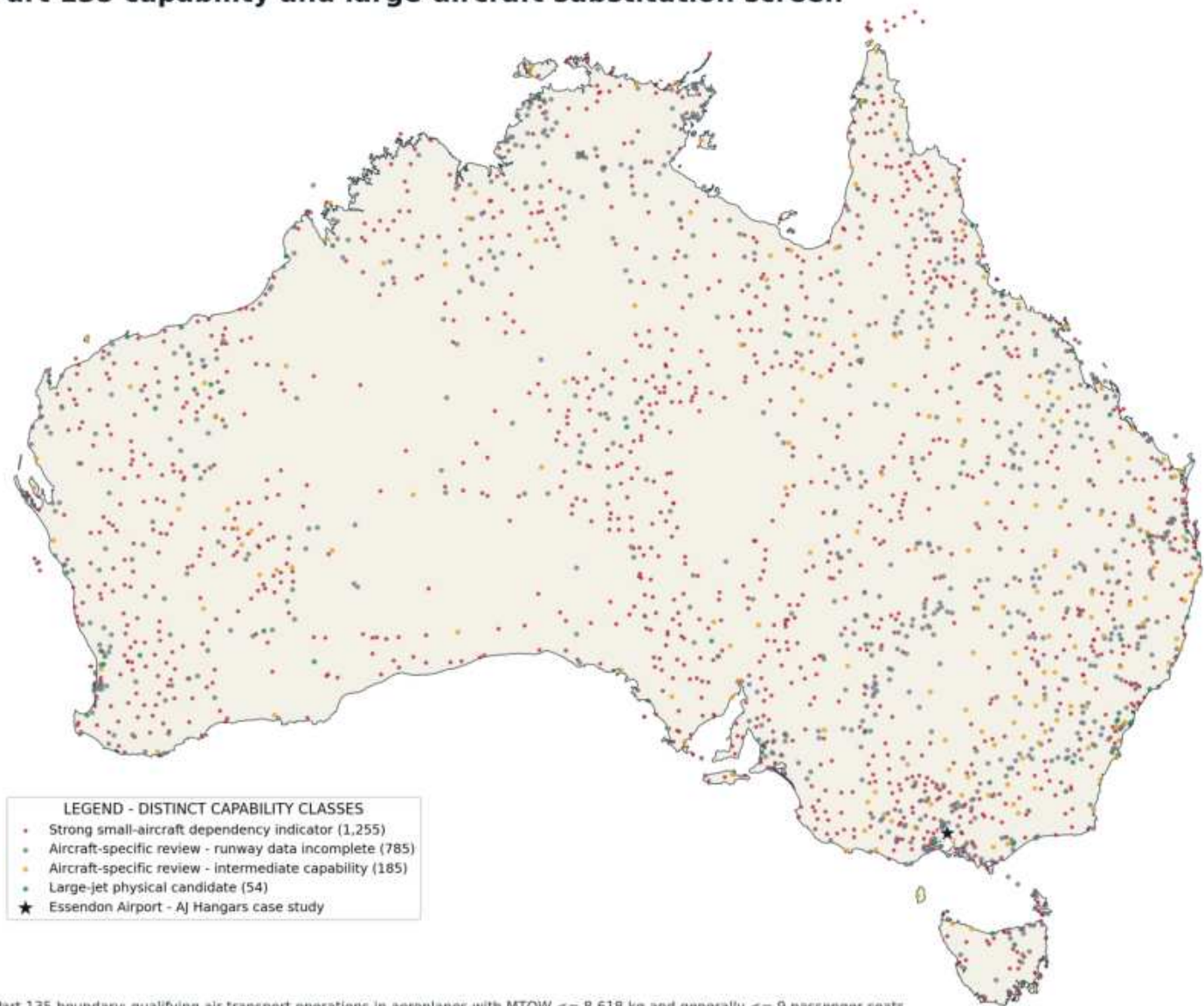
Reduced Lease Plan

Annexure E1

The Red Dot Project - To Save Part 135

Red runway map: Part 135 and smaller-aircraft access network

AUSTRALIA'S SMALL-AIRCRAFT ACCESS NETWORK
Part 135 capability and large-aircraft substitution screen



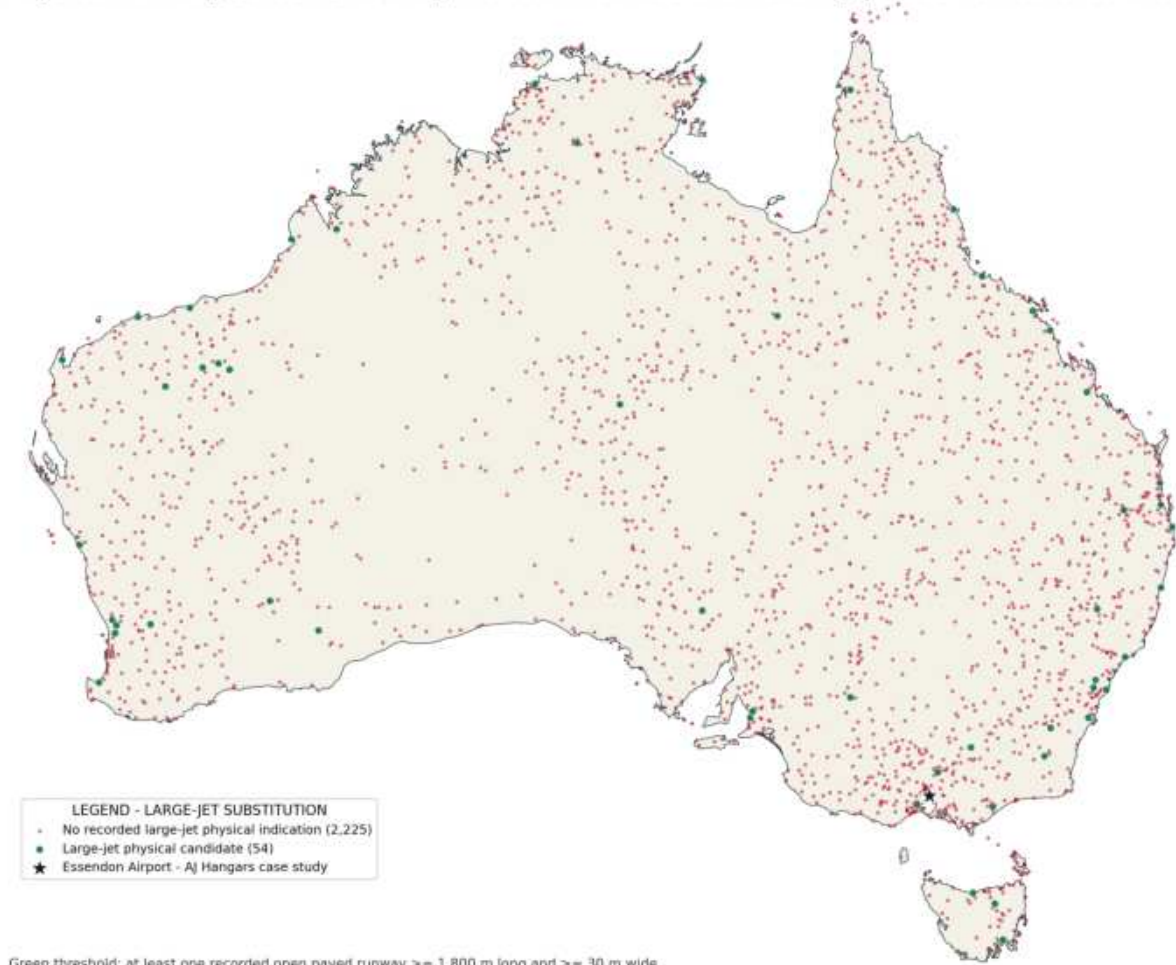
Part 135 boundary: qualifying air transport operations in aeroplanes with MTOW $\leq$ 8,618 kg and generally $\leq$ 9 passenger seats. The red class identifies landing places for which large-aircraft substitution is physically implausible on the recorded runway data.

Annexure E2

The Red Dot Project - To Save Part 135

Large-jet substitution and community-exclusion screen

LARGE JETS CANNOT REPLACE AUSTRALIA'S SMALL-AIRCRAFT NETWORK
Physical runway screen showing the communities and landing places left outside the large-jet footprint



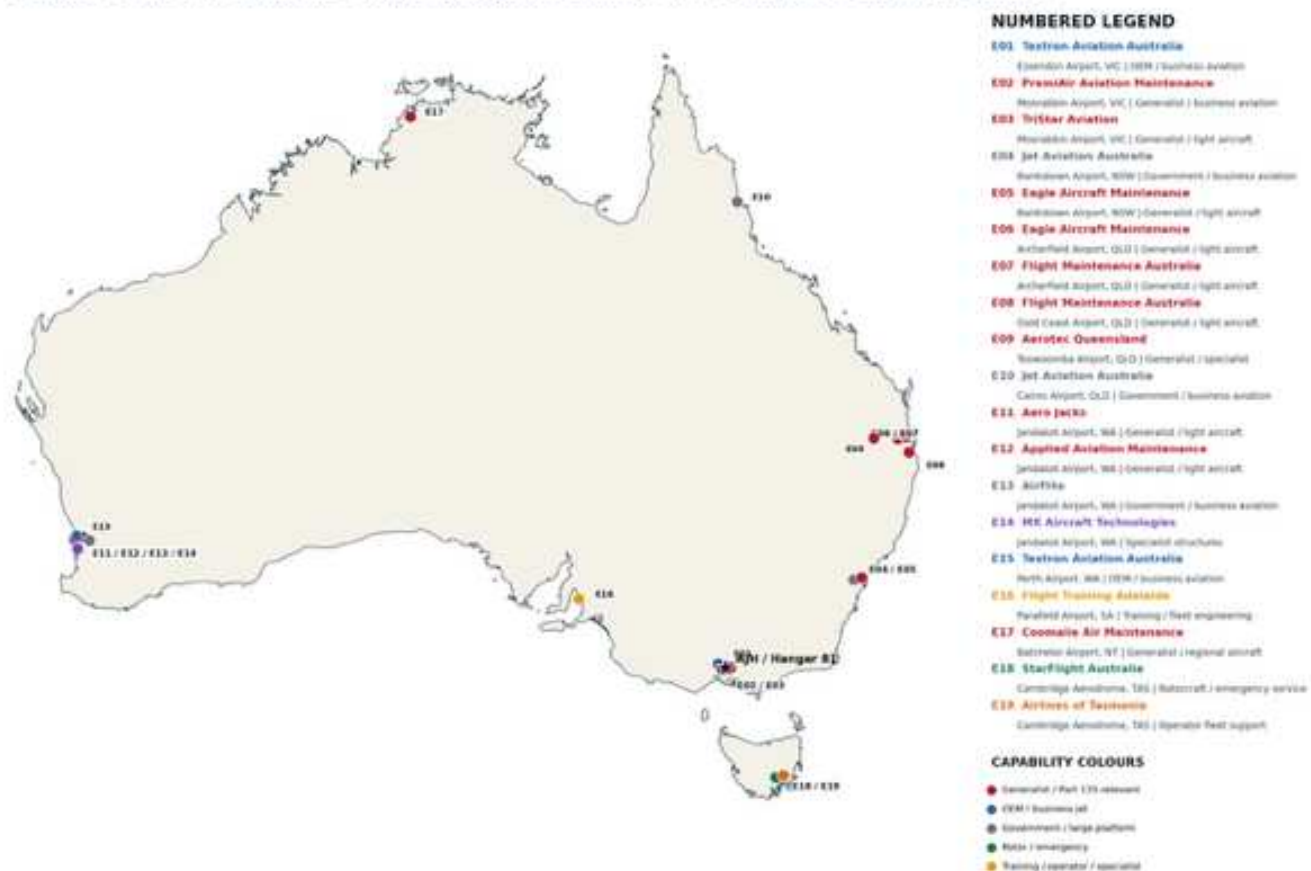
Annexure E3

The Red Dot Project - To Save Part 135

Australian aviation engineering-capability map and legend

AUSTRALIA'S AVIATION ENGINEERING CAPABILITY NETWORK

Public-source locations supporting the case for a complete CASA register



Caveat proposition: the existence of any maintenance building does not prove replacement capability. Scope, aircraft type, price, access, response time and approval location determine whether Part 135 fleets are actually supported.

Annexure F

National Part 135 Capability Submission

Detailed runway, operational and national-interest evidence

NATIONAL INTEREST PART 135 SMALL-AIRCRAFT AND ENGINEERING CAPABILITY

AJ (Hangars) Pty Ltd - Essendon Airport
National and international aviation capability submission

Prepared, produced and authored by Anita Carter
20 July 2026

PURPOSE

To preserve AJ Hangars, Hangar 81 and the national small-aircraft ecosystem they support; to demonstrate why Part 135 capability cannot be replaced by large jets; and to frame immediate Commonwealth, interlocutory and final relief before aviation infrastructure is irreversibly lost.

EXECUTIVE CASE

AJ Hangars is not asking government or the Court to protect an ordinary commercial tenancy. It seeks preservation of tenant-funded aviation infrastructure located on Commonwealth airport land and integrated into national and international operations. Hangar 81 supports the aircraft, engineering access, crews and services that connect Essendon to Tasmania, regional and remote Australia, and overseas destinations.

AJH and 360 capability has carried life-saving international missions. Anita Carter instructs that the operation has performed international medical evacuations and urgent organ-transplant ferry flights carrying surgical teams and donor organs. These missions depend on immediate aircraft availability, trained crews, maintenance readiness, airside access and Essendon's proximity to Melbourne's specialist hospitals. The capability is measured in lives and clinical time, not ordinary passenger throughput.

The national issue is functional extinction. Part 135 aircraft can reach landing places and perform missions that airline-scale and large-jet aircraft cannot. When airport rents, insecure tenure, apron charges, loss of workshops and non-aviation redevelopment destroy the businesses supporting that fleet, the runway may remain open while the capability disappears.

The Commonwealth retained responsibility after privatisation. Essendon remains Commonwealth land under a long-term airport lease, the Airports Act 1996 (Cth), statutory master-planning and major-development controls, building control, environmental regulation and continuing lease administration. Commercial management was introduced within that public framework; it did not convert the airport into unrestricted real estate.

The international dimension engages Australia's Chicago Convention framework. Australia, as the ICAO contracting State, carries the treaty obligations. Essendon, its certified aerodrome operations and international non-scheduled flights are governed through Australian laws and standards implementing that framework, including CASR Part 139, the Part 139 Manual of Standards, border-clearance and facilitation requirements. EAPL is not itself the treaty party, but it operates airport infrastructure within the Commonwealth system through which Australia performs those obligations.

The Government now expressly recognises the problem. The Aviation White Paper states that future master-plan and major-development decisions will have regard to whether appropriate access is provided for general aviation and whether plans meet the present and future requirements of civil aviation users. The 2025 Ministerial Statement of Expectations directs that federally leased airport planning include appropriate access for all civil aviation users, including general aviation.

Immediate preservation is rational and necessary. A damages remedy cannot recreate a strategically located hangar, reassemble dispersed engineers and apprentices, reverse the loss of approvals and tooling, or restore contracts lost during aircraft downtime. The practical balance favours maintaining Hangar 81 and existing aviation access while the Commonwealth and the parties produce the governing instruments and the lawfulness of the rent, tenure and redevelopment position is determined.

RELIEF SOUGHT

1	Preserve Hangar 81, its airside access and its existing aviation use pending final determination.
2	Require production of the airport lease, sale agreement, approved master plans, land-use plans, development and demolition approvals, lease-review records and Commonwealth compliance correspondence.
3	Conduct an immediate Commonwealth aviation-capability and lease-compliance review of Essendon Airport, including the cumulative effect of rent, tenure, demolition and non-aviation development on general aviation.
4	Treat AJH ownership of the hangar and tenant-funded improvements as a central property and valuation fact; prevent rent methodology from appropriating the value of AJH property.
5	Require any asserted alternative site or replacement capability to be identified, available, lawful, affordable and equivalent in runway access, engineering scope, response time and security of tenure.
6	Protect a minimum aviation footprint at Essendon for Part 135 operators, generalist engineering, avionics, training, hangars and emergency surge capability.

1. AJ HANGARS AND HANGAR 81

AJ (Hangars) Pty Ltd contends that Hangar 81 is a tenant-owned aviation building acquired under the 26 June 1992 arrangements, with stamp duty paid and ownership and improvement rights carried through the subsequent instruments. The legal and valuation consequence is direct: the airport leaseholder may charge for the land interest lawfully granted, but a rent methodology cannot convert AJH's own building into the landlord's rental asset.

The 19 December 2019 rental determination, backdated to 1 April 2017, and the 8 December 2020 variation belong in a single chain of title, rent and reservation-of-rights chronology. AJH's continuing payments under protest and under the dispute mechanism preserve the character of the dispute: AJH has maintained occupation and paid while rejecting the reclassification and overreach.

Hangar 81 is location-dependent infrastructure. Its value lies in airside access, aircraft movement, proximity to runways, engineering access, operational approvals and the surrounding aviation ecosystem. Removing it from Essendon does not relocate that capability; it destroys the combination that makes the structure useful.

2. THE PART 135 CAPABILITY THAT MUST BE SAVED

CASR Part 135 applies to Australian air transport operations in smaller aeroplanes with a maximum operational passenger seating capacity of nine and a maximum take-off weight of 8,618 kilograms or less. This is a distinct operational sector. It is not a lesser version of airline transport and it is not interchangeable with Part 121 large-aircraft operations.

Part 135 aircraft match the geography of Australia: short and narrow runways, unsealed surfaces, small task loads, dispersed communities, urgent departures, irregular demand and missions requiring proximity rather than hub concentration. Their capability is defined by reach, flexibility, frequency and task suitability.

The national aerodrome register used for the accompanying exhibits contains 2,279 fixed-wing aerodromes. On the transparent physical screen, 1,255 have a strong small-aircraft dependency indicator; 785 require completion of runway data; 185 have intermediate capability requiring aircraft-specific assessment; and only 54 meet the generous large-jet physical threshold of an open paved runway at least 1,800 metres long and 30 metres wide.

The result is decisive at the policy level: large jets cannot replace the national reach of smaller aircraft. The small green subset on the map is not an alternative network for the thousands of red, grey and amber locations. It is a different network serving different missions.

AUSTRALIA'S SMALL-AIRCRAFT ACCESS NETWORK **Part 135 capability and large-aircraft substitution screen**

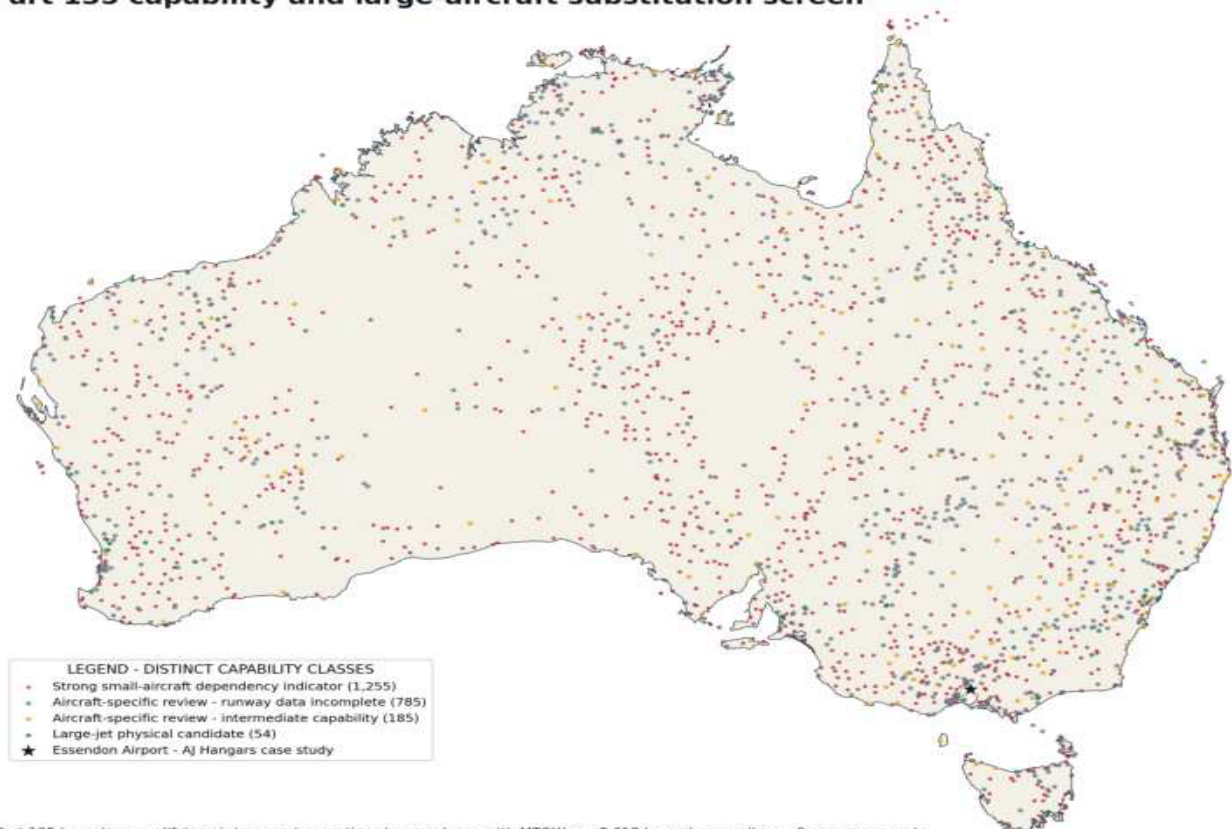
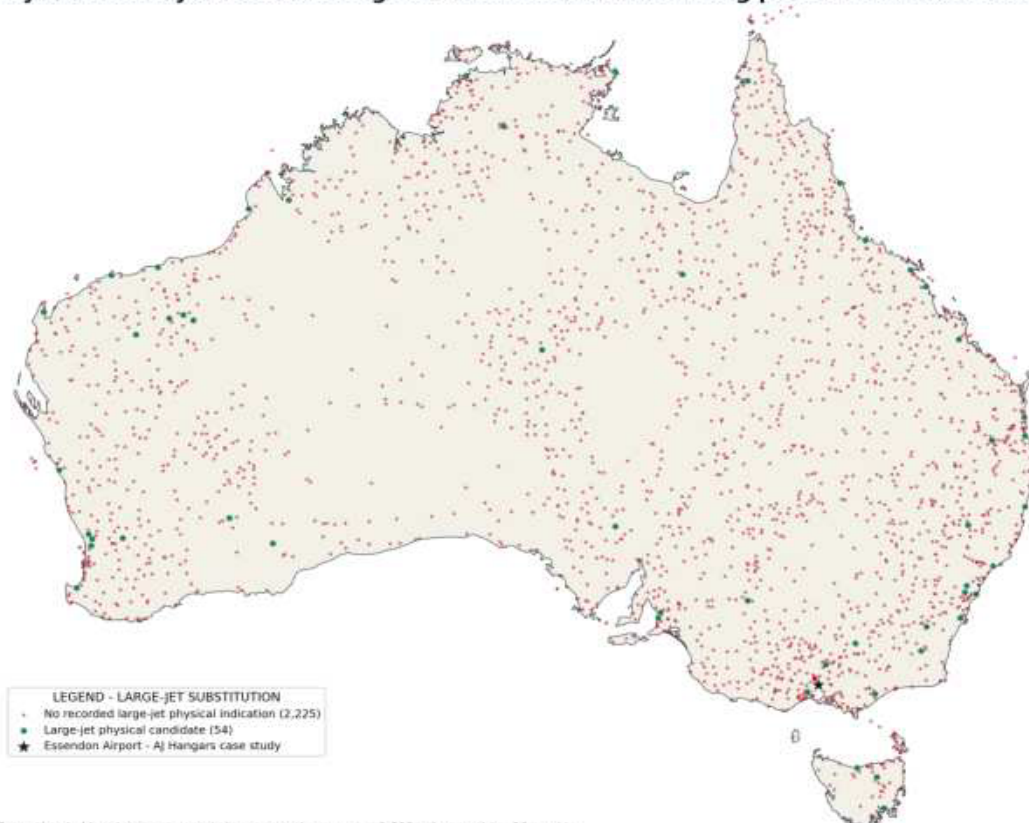


Exhibit 1. Part 135 small-aircraft access network. Red denotes strong small-aircraft dependency; green is the limited large-jet physical candidate class.

LARGE JETS CANNOT REPLACE AUSTRALIA'S SMALL-AIRCRAFT NETWORK

Physical runway screen showing the communities and landing places left outside the large-jet footprint



Green threshold: at least one recorded open paved runway $\geq 1,800$ m long and ≥ 30 m wide.
This generous physical screen does not prove operational suitability; it demonstrates why large jets are not a national substitute for Part 135 aircraft.

Exhibit 2. Large-jet substitution screen. The red national distribution is the capability that cannot be replaced by concentrating services at the small number of physically larger airports.

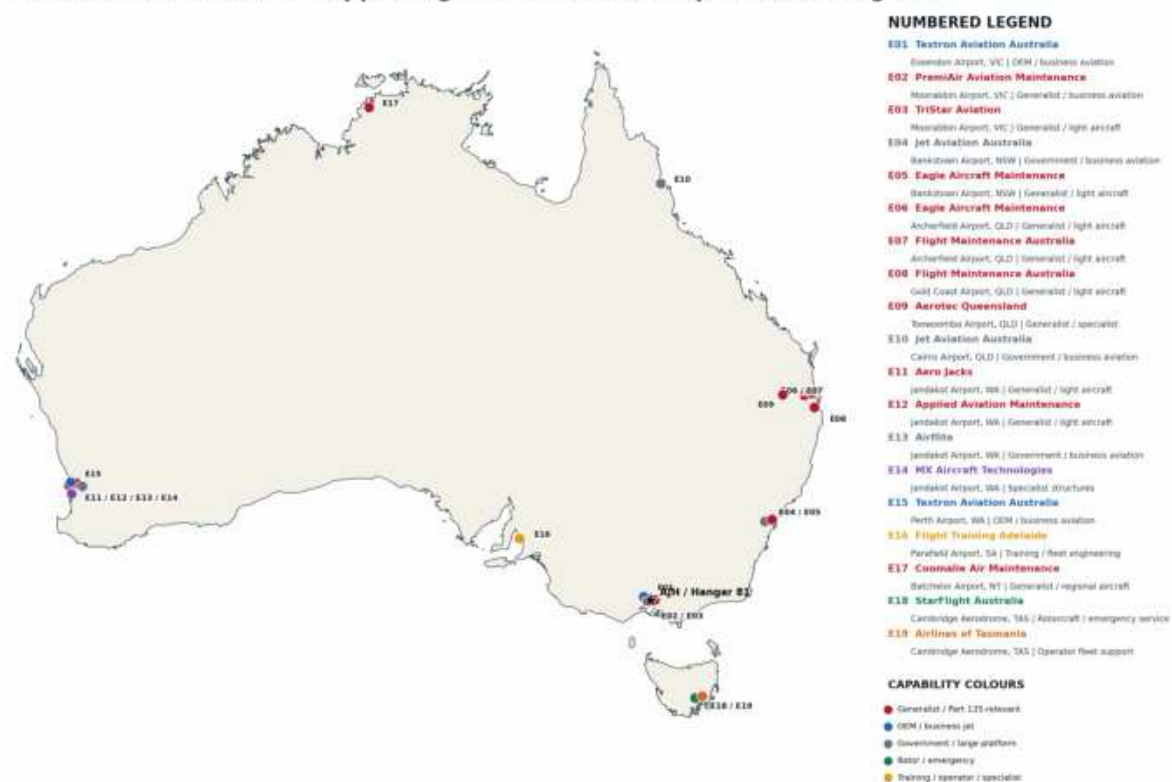
3. RUNWAYS ARE NOT THE NETWORK

An operational aviation network requires suitable aircraft, qualified pilots, maintenance control, licensed engineers, avionics, tooling, parts, hangars, fuel, apron access, training, finance, dispatch capability and durable airport tenure. The loss of any critical layer can render an otherwise open runway useless.

Engineering is especially decisive. Scheduled maintenance and defect rectification are legal safety requirements. A defect may prevent a ferry flight. The response then requires an engineer, tools and parts to travel to the aircraft, or the aircraft remains stranded. Concentration of engineering at a few high-cost airports therefore increases downtime, cancellation risk and national vulnerability.

AJH and 360's Tasmania experience is direct operational evidence. Where suitable support is unavailable locally, aircraft return to Essendon when lawful and practical; engineers and tooling are flown from Victoria; and engines may require road transport and carriage on the Spirit of Tasmania. Each event consumes time, reduces fleet redundancy and threatens contracted service continuity.

AUSTRALIA'S AVIATION ENGINEERING CAPABILITY NETWORK Public-source locations supporting the case for a complete CASA register



Core proposition: the existence of any maintenance building does not prove replacement capability. Scope, aircraft type, price, access, response time and approval location determine whether Part 135 fleets are actually supported.

Exhibit 3. Numbered national engineering-capability map. Red locations identify publicly described generalist capability most relevant to Part 135 fleets. The accompanying spreadsheet contains every legend entry, scope statement and source.

4. AUSTRALIANS WHO DEPEND ON THIS CAPABILITY

Remote and regional patients depend on aeromedical retrieval, visiting clinicians, pathology transport, medicines and timely transfers. Aboriginal and Torres Strait Islander communities bear a disproportionate burden where roads are long, seasonal or impassable and the local strip is the practical connection to health and government services.

Police, corrections and justice agencies require secure, flexible and time-critical movement of personnel and detainees, surveillance, search and specialist-team deployment. Flood, cyclone and bushfire response requires reconnaissance, mapping, air-attack supervision, crew movement, light logistics, ignition and rapid damage assessment.

Farmers, pastoralists, mining, energy, telecommunications, water and transport operators depend on aerial survey, LiDAR, infrastructure inspection, urgent parts, veterinary and technical visits, workforce movement and access when roads fail. Governments and taxpayers inherit the replacement cost when private capability is destroyed and later must be rebuilt for emergency or sovereign need.

Pilots, licensed aircraft maintenance engineers, avionics specialists and apprentices depend on metropolitan secondary airports for training, supervised experience and work across diverse fleets. The workforce loss becomes a safety and capacity deficit years after the first business is displaced.

5. ESSENDON IS A NATIONAL SUPPORT NODE

Essendon is a national and international aviation gateway. Its strategic value is its location: close to Melbourne's specialist hospitals, transplant teams, government agencies, metropolitan clients, engineers, parts and operational crews. That location has supported international medical evacuations and urgent organ-transplant ferries carrying surgical teams and donor organs, as well as aircraft deployed throughout Australia.

For time-critical medical work, proximity is operational capability. Additional ground-transfer time, positioning time or maintenance delay can consume the clinical window within which a patient, retrieval team or donor organ must move. Preserving Hangar 81 therefore preserves a chain extending from aircraft readiness at Essendon to hospitals, international clearances and the receiving medical service.

The national network operates through nodes. A small aircraft based in Tasmania, Queensland or regional New South Wales may depend on engineering, avionics, tooling, management, crewing or parts supplied through Essendon. The destruction of one metropolitan node transfers cost and risk across the country.

Premium manufacturer-aligned business-jet facilities do not replace broad, affordable capability for legacy piston and turboprop fleets. National capacity must be measured by aircraft types supported, approval scope, customer access, prices, response time and availability - not simply by new hangar floor area.

6. PRIVATISATION DID NOT EXTINGUISH THE PUBLIC PURPOSE

The Commonwealth leased federal airports to private operators while retaining ownership, legislation, lease conditions, master-planning approvals, major-development controls and compliance administration. The Airports Act's stated objectives include sound development of civil aviation, due regard to airport users and the general community, and efficient and economic development and operation of airports.

ANAO recorded that continuing Commonwealth statutory and contractual interests required administration after sale. The Phase II sale objectives included airport development, operator access, airport services and pricing policy. The public purpose continued through the lease structure.

The 2024 Aviation White Paper makes the present policy connection explicit: the Minister will consider appropriate general-aviation access and the present and future

requirements of civil aviation users when deciding future master plans and major development plans. The planned review of the Airports Act before lease renewals confirms that leased airports remain matters of national policy and public administration.

Essendon cannot be assessed parcel by parcel as ordinary commercial land. The governing question is whether the cumulative effect of pricing, tenure, demolition and land conversion preserves the airport's present and future aviation function.

7. MARKET POWER, RENT AND TENANT-FUNDED INFRASTRUCTURE

Airport land is fixed, scarce and protected by sunk infrastructure and regulatory approvals. An aviation tenant cannot move a hangar to an ordinary industrial estate and continue aircraft operations. That lack of substitution gives the airport leaseholder structural bargaining power.

AJH's position is strengthened where the building is tenant-owned. Charging rent by reference to the value or earning capacity of the tenant-funded structure transfers AJH's capital value to the leaseholder and makes reinvestment irrational. The correct inquiry separates unimproved site value, lawful outgoings and the tenant's building.

Excessive or unpredictable airport-controlled costs do more than reduce a private margin. They divert capital from engines, avionics, tooling, spares, apprenticeships and fleet renewal. They also change landing patterns and reported activity: pricing can suppress frequent small-aircraft movements while the airport cites reduced movements as a reason to reallocate aviation land.

The resulting cycle is self-reinforcing: higher cost produces fewer small-aircraft movements; reduced movements are invoked to justify redevelopment; redevelopment removes hangars and engineering; diminished support causes further fleet and operator departure. Commonwealth oversight is required before that cycle becomes irreversible.

8. INDEPENDENT INQUIRY AND EVIDENCE PRESERVATION

These materials raise questions concerning the administration of Commonwealth-leased airport land, compliance with aviation-purpose obligations, land-use and pricing decisions, and the cumulative loss of operational capability. Those questions should be examined through a Royal Commission or equivalent independent inquiry with compulsory powers.

Immediate preservation is necessary while the evidence is examined. Operational hangars, airside access, engineering facilities, movement and landing records, tenancy files, leases, valuations and planning records should not be destroyed, altered or made unavailable.

INQUIRY QUESTIONS AND RECORDS REQUIRED

The inquiry should determine whether Commonwealth oversight and airport-operator practices have preserved present and future civil-aviation requirements, particularly Part 135, CAR 30, medical, emergency, regional and engineering capability. The inquiry should obtain and test:

1. Complete Commonwealth airport lease, sale and transition documents, variations, reviews, compliance reports, departmental advice, and decisions to enforce or not enforce aviation-purpose obligations.
2. Airport movement, landing and access-control data; collection and methodology changes; fees, restrictions and policies affecting small-aircraft activity; and any use of declining movements to justify conversion of aviation land.
3. Master plans, major development proposals, precinct plans, demolition and redevelopment approvals, community-impact assessments, and cumulative evaluation of hangar and engineering displacement.
4. Rent and valuation records separating unimproved land from tenant-funded improvements; bargaining and market-conduct records; eviction and non-renewal records; and comparisons of aviation and non-aviation returns.
5. Capability evidence covering aircraft and services, communities served, engineering approvals, tooling, staff, apprenticeships, emergency response and genuine substitution analysis.

Independent testing should compare claimed alternative facilities by approval scope, aircraft type, price, access, tooling, response time and continuity of service.

9. EVIDENCE ARCHITECTURE FOR INDEPENDENT INQUIRY

The inquiry record should be organised as one auditable proof system: title, lease and tenant-improvement history; rent determinations, invoices and payments; Commonwealth airport leases, sale agreements, master plans, land-use maps and compliance records; airport pricing, landing, apron and access records; notices and proposed development; aircraft, engineering, contracts, taskings, routes and communities served; and expert aviation, valuation and economic evidence.

The 360 operational schedule should identify each public or infrastructure service, client, aircraft, route, aerodrome, runway dependency, engineering base, frequency, contractual obligation, alternative transport time and consequence of lost availability. The Tasmania maintenance schedule should record defect, location, engineer travel, parts and engine transport, downtime, cost and service consequence.

The maps and spreadsheet registers are demonstrative and auditable. Every plotted aerodrome has a corresponding source row and classification basis. This permits government data to verify individual records without changing the national evidence framework.

The immediate public-interest objective is preservation: maintain operational hangars, engineering facilities and airside access; preserve all relevant records; and prevent irreversible displacement while an independent inquiry determines the governing facts and obligations.

10. NATIONAL ORDERS AND POLICY MEASURES

A temporary national preservation direction should protect identified hangars, workshops and airside access at leased federal secondary airports while a capability audit is completed. Every future master plan and major development proposal should contain an aviation-capability impact statement.

A protected minimum aviation footprint should include affordable hangars, generalist maintenance, avionics, training, apron access and emergency surge capacity. Airport leaseholders should report aviation rents, non-aviation rents, vacancies, demolitions, tenant departures, apron charges and changes in engineering scope in a comparable form.

CASA and the Department should maintain a national engineering capability register showing approval holder, status, location, scope, aircraft types, component capability and apprenticeships. Government cannot protect a capability it does not measure.

Essendon should be reviewed immediately as the national test case. The review should address Hangar 81, the general-aviation precincts, tenant-funded assets, rent methodology, proposed demolition, engineering scopes, realistic alternatives, emergency users and the combined effect of airport-controlled charges.

AUTHORITIES AND PRIMARY SOURCES

SOURCE	DIRECT LINK
Airports Act 1996 (Cth) - current text	Open official source
Department of Infrastructure - airport planning and regulation	Open official source
Aviation White Paper - Towards 2050	Open official source
Aviation White Paper Annual Implementation Status Report 2025	Open official source
Ministerial Statement of Expectations for Transport Regulation 2025	Open official source
CASA - Part 135 Australian air transport operations	Open official source
ANAO - Management of Federal Airport Leases	Open official source
ANAO - Phase 2 of the Sales of the Federal Airports	Open official source
Productivity Commission - Economic Regulation of Airports 2019	Open official source
Senate RRAT Committee - General aviation, Chapter 6	Open official source
Australian Government - Regenerating General Aviation factsheet	Open official source
Australian Border Force - NPPC Airport Guide for international non-scheduled aircraft	Open official source
CASA - application of aerodrome standards and ICAO Annex 14	Open official source
OurAirports - public aerodrome and runway research data	Open official source

NATIONAL INTEREST - PART 135 SMALL-AIRCRAFT CAPABILITY

AJ (HANGARS) PTY LTD | EVIDENCE REGISTER | 20 JULY 2026

CAPABILITY CLASS	AERODROMES
Strong small-aircraft dependency indicator	1255
Aircraft-specific review - runway data incomplete	785
Aircraft-specific review - intermediate capability	185
Large-jet physical candidate	54

NATIONAL PROPOSITION

Australia's aviation network is not preserved merely because runways remain. It depends on viable Part 135 operators, aircraft suited to short and constrained aerodromes, CAR 30 engineering, avionics, hangars, fuel, trained personnel and affordable access to strategically located airports. AJ Hangars is part of that operating system at Essendon Airport.

WHAT THE MAPS ESTABLISH

The aerodrome network contains thousands of landing places outside the physical footprint of large jets. The large-jet screen is deliberately generous. It still identifies only the small green subset in the register. Large jets therefore cannot replace the reach, task flexibility or community proximity supplied by Part 135 aircraft. Loss of metropolitan hangar and engineering nodes degrades that national reach.

AJ HANGARS CASE THEORY

Essendon is Commonwealth-owned airport land held under a statutory and contractual leasing system created to preserve and develop aviation capability. AJH's tenant-funded hangar supports aircraft operations, maintenance access and regional service delivery. Pricing, tenure or redevelopment decisions that destroy that capability produce national consequences beyond the private rent dispute and require Commonwealth scrutiny before irreversible loss.

Prepared, produced and authored by Anita Carter. Data classifications are transparent research screens; operational decisions must use current authorised aeronautical information and aircraft-specific performance data.

airport_id	ident	name	municipality	state	airport_type	latitude	longitude	elevation_ft	scheduled_service	gps_code	lata_code	open_runway_records	max_open_runway_length_m	max_open_runway_width_m	any_open_paved_runway	screen_classification	classification_basis	part_135_scope_note	operational_status	source_url
27015	JBY	83760	Jervis Bay Territory	AU-ACT	small_airport	-35.145611	150.696285	200 no		JBY		2	1524	45.7	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26893	YARM	83032	Armidale	AU-NSW	medium_airport	-30.5280906	151.6170044	3556 yes		YARM	ARM	2	1738	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26908	YBHI	83110	Broken Hill	AU-NSW	medium_airport	-32.00139999	141.47200012	958 yes		YBHI	BHQ	2	2514.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26912	YBKE	83126		AU-NSW	medium_airport	-30.0319993	145.95199585	352 yes		YBKE	BRK	2	1830	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26920	YBNA	83151	Ballina	AU-NSW	medium_airport	-28.833236	153.561471	7 yes		YBNA	BNK	1	1900.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26929	YBRW	83186		AU-NSW	medium_airport	-29.975792	146.81438	414 no		YBRW	BWQ	1	1385.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26932	YBTH	83193	Bahurst	AU-NSW	medium_airport	-33.406817	149.651161	2435 yes		YBTH	BHS	2	1705.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26943	YCBA	83248		AU-NSW	medium_airport	-31.53829956	145.79400635	724 yes		YCBA	CAZ	2	1695.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26944	YCRB	83249		AU-NSW	medium_airport	-31.3325	149.268998	2117 no		YCRB	COJ	2	1520	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26949	YCDO	83267		AU-NSW	small_airport	-33.06965	147.21316	690 no		YCDO	CBK	2	1371.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26959	YCNM	83321		AU-NSW	medium_airport	-30.980946	148.377883	604 yes		YCNM	CNI	2	1527	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26965	YCTM	83368		AU-NSW	medium_airport	-34.624283	148.036641	1110 no		YCTM	CMD	2	1427.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26966	YCWR	83389		AU-NSW	medium_airport	-33.846894	148.648007	966 no		YCWR	CWT	2	1630.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26972	YDLQ	83428	Deniliquin	AU-NSW	medium_airport	-35.05939865	144.94599915	316 no		YDLQ	DNQ	2	1218.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26983	YEVJ	83542		AU-NSW	small_airport	-29.101786	153.413255	20 no		YEVJ	EVH	2	1303	60	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26984	YFBS	83548	Forbes	AU-NSW	medium_airport	-33.353602	147.934998	760 no		YFBS	FRB	1	1228	18.3	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26989	YGDH	83591		AU-NSW	medium_airport	-30.957511	150.249861	863 no		YGDH	GUH	2	1645.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26992	YGFN	83602	Grafton	AU-NSW	medium_airport	-29.754795	153.031234	110 no		YGFN	GFN	1	1709	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26995	YGLB	83622		AU-NSW	medium_airport	-34.81028892	149.72599792	2141 no		YGLB	GUL	2	1282.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26996	YGLI	83625	Glen Innes	AU-NSW	medium_airport	-29.676029	151.691156	3433 no		YGLI	GLI	2	1676.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
26999	YGTH	83657	Girriath	AU-NSW	medium_airport	-34.75080109	146.06700134	439 yes		YGTH	GFF	2	1503	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27002	YHAY	83671		AU-NSW	medium_airport	-34.531399	144.830002	305 no		YHAY	HXX	2	1463	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27006	YHLS	83683		AU-NSW	small_airport	-33.4930139	145.522995	403 no		YHLS		2	1299.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27016	YIVL	83754	Inverell	AU-NSW	medium_airport	-29.88829994	151.14399719	2667 no		YIVL	IVR	2	2114.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27017	YIVO	83756	Ivanhoe	AU-NSW	small_airport	-32.882381	144.312677	330 no		YIVO		2	1246	30.5	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27025	YKMP	83803		AU-NSW	medium_airport	-31.07232	152.760313	54 no		YKMP	KPS	2	1649.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27035	YLIS	83900	Lismore	AU-NSW	medium_airport	-28.830689	153.258419	35 yes		YLIS	LSY	1	1647.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27037	YLRD	83929		AU-NSW	medium_airport	-29.452857	147.977146	540 yes		YLRD	LHG	2	1406	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27044	YMAY	83965	East Albury	AU-NSW	medium_airport	-36.066758	146.993148	539 yes		YMAY	ABX	1	1800.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27048	YMDG	83984	Mudgee	AU-NSW	medium_airport	-32.564794	149.609452	1545 no		YMDG	DGE	2	1738.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27052	YMER	84004	Merimbula	AU-NSW	medium_airport	-36.50859985	149.9010098	7 yes		YMER	MIM	1	1602	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27056	YMGJ	84013		AU-NSW	small_airport	-28.966613	149.052978	600 no		YMGJ		2	1403.9	30.5	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27072	YMCB	84083	Moree	AU-NSW	medium_airport	-29.49889946	149.84500122	701 yes		YMCB	MRZ	2	1613	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27075	YMY	84098	Monya	AU-NSW	medium_airport	-35.89788045	150.13499719	14 yes		YMY	MYA	2	1523.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27081	YNAR	84150	Narandera	AU-NSW	medium_airport	-34.70220184	146.51199341	474 yes		YNAR	NRA	2	1616	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27082	YNBR	84153	Narabari	AU-NSW	medium_airport	-30.31200592	149.82699585	788 yes		YNBR	NAA	2	1524	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27086	YNRM	84192		AU-NSW	medium_airport	-32.214699	148.225006	782 no		YNRM	QRM	2	1521	45.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/
27091	YNYN	84215		AU-NSW	small_airport	-31.550645	147.202973	569 no		YNYN	NYN	2	1642.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://ouaiairports.com/data/

27095	YORG	B4245	Orange	AU-NSW	medium_airport	-33.382014	149.131262	3115	no	YORG	OAG	2	1676.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27109	YPKS	B4296	Parkes	AU-NSW	medium_airport	-33.13140106	148.23899841	1069	yes	YPKS	PKE	2	1684	45.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27115	YPMQ	B4309	Port Macquarie	AU-NSW	medium_airport	-31.43580055	152.86300659	12	yes	YPMQ	PQQ	1	1585.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27130	YSBK	B4425	Sydney	AU-NSW	medium_airport	-33.923618	150.990792	29	no	YSBK	BWU	3	1415.5	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27133	YSCN	B4430	Cobhnly	AU-NSW	medium_airport	-34.038338	150.686406	230	no	YSCN	CDU	2	1464.3	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27134	YSCO	B4431		AU-NSW	small_airport	-32.038012	150.831966	745	no	YSCO	NSO	1	1403.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27135	YSDU	B4435	Dubbo	AU-NSW	medium_airport	-32.21670151	148.57499659	935	yes	YSDU	DBO	2	1708.1	45.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27177	YSHL	B4449	Albion Park Rail	AU-NSW	medium_airport	-34.5611	150.798001	31	no	YSHL	WOL	2	1818.7	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27148	YSWG	B4502	Forest Hill	AU-NSW	medium_airport	-35.163484	147.466832	724	yes	YSWG	WGA	2	1770	45.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27153	YTEM	B4528	Temora	AU-NSW	medium_airport	-34.421398	147.511993	921	no	YTEM	TEM	3	1967.2	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27160	YTOC	B4574		AU-NSW	small_airport	-35.81168991	145.60800171	372	no	YTOC	TCW	2	1400.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27161	YTRI	B4586	Taree	AU-NSW	medium_airport	-31.88599	152.514008	38	no	YTRI	TRO	2	1503.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27174	YWLG	B4686		AU-NSW	medium_airport	-30.032801	148.126007	439	yes	YWLG	WGE	2	1626.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27182	YWVL	B4744	West Wyalong	AU-NSW	medium_airport	-33.93719864	147.19099426	859	no	YWVL	WWY	2	1585	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27186	YVNG	B4918		AU-NSW	medium_airport	-34.255576	148.247118	1267	no	YVNG	NGA	1	1220.1	18.3	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
34848	YALP	B2996	Alpurnuluan	AU-NT	small_airport	-20.94932	137.832949	651	no	YALP		1	1265.5	24.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26895	YAYE	B3553	Yulara	AU-NT	medium_airport	-25.185913	130.37703	1626	yes	YAYE	AYQ	1	2599	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26933	YBTI	B3194	Wurruytjanga	AU-NT	medium_airport	-11.764966	130.613774	67	no	YBTI	BRT	1	1470.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26980	YELD	B3559	Elcho Island	AU-NT	medium_airport	-12.01939964	125.57099915	101	yes	YELD	ELC	1	1439.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26998	YOTE	B3566	Groote Eylandt	AU-NT	medium_airport	-13.972405	136.458553	53	yes	YOTE	GTE	1	1501	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27024	YKKG	B3830		AU-NT	small_airport	-17.43190002	130.80799866	646	yes	YKKG	KFG	2	1250	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27055	YMGD	B4011	Manningrida	AU-NT	medium_airport	-12.05609989	134.23399353	123	yes	YMGD	MNG	1	1530.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27059	YMHU	B4025	McArthur River Mine	AU-NT	small_airport	-16.44249916	136.08399963	131	yes	YMHU	MCV	1	1503	22.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27140	YSNB	B4467	Milikapli	AU-NT	medium_airport	-11.417674	130.648481	173	yes	YSNB	SNB	1	1442.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27159	YTNK	B4568	Tennant Creek	AU-NT	medium_airport	-19.63439941	134.18299866	1236	yes	YTNK	TCA	2	1958.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
27185	YVND	B4917		AU-NT	small_airport	-22.2542	131.781998	2205	no	YVND	YUE	1	1439.9	18.3	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26896	YAYR	B3554	Ayr	AU-QLD	small_airport	-19.595832	147.324495	41	no	YAYR	AYR	2	1461.8	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26897	YBAF	B3557	Brisbane	AU-QLD	small_airport	-27.572251	153.094167	63	no	YBAF		5	1481	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26899	YBAR	B3562	Barcaldine	AU-QLD	medium_airport	-23.566268	145.302086	878	yes	YBAR	BCI	2	1704.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26903	YBCK	B3576	Blackall	AU-QLD	medium_airport	-24.431678	145.429716	928	yes	YBCK	BKQ	2	1688	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26905	YBCV	B3581	Charleville	AU-QLD	medium_airport	-26.41329956	146.26195341	1003	yes	YBCV	CTL	2	1524	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26907	YBDV	B3587		AU-QLD	medium_airport	-25.89749908	139.3480072	159	yes	YBDV	BVI	2	1731.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26909	YBHM	B3113	Hamilton Island	AU-QLD	medium_airport	-20.35810089	148.95199585	15	yes	YBHM	HTI	1	1704.1	45.1	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26910	YBIE	B3117	Bedouie	AU-QLD	medium_airport	-24.3461	139.460007	300	yes	YBIE	BEU	1	1499.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26913	YBKT	B3128		AU-QLD	small_airport	-17.74860001	139.53399658	21	yes	YBKT	BUC	2	1371.9	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26922	YBOK	B3163		AU-QLD	medium_airport	-27.402962	151.736727	1335	yes	YBOK	OKY	5	1649	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26923	YBOU	B3168		AU-QLD	medium_airport	-22.91329956	139.8999939	542	yes	YBOU	BQL	1	1274.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26935	YBTR	B3198		AU-QLD	medium_airport	-23.6031	148.807007	657	no	YBTR	BLT	1	1531	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/
26936	YBUO	B3203	Bundaberg	AU-QLD	medium_airport	-24.905039	152.322612	107	yes	YBUO	BOB	2	2000.1	29.9	True	Aircraft-specific review - intermediate capability	Recorded paved runway meets 1,200 m x 18 m screen but not the 1,800 m x 30 m large-jet screen	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://aouairsports.com/data/

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27142 YSNW	B4471	Nowra Hill	AU-NSW	medium_airport	-34.9466	150.542451	400 no	YSNW	NDA	2	2094	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27144 YSRI	B4482	Richmond	AU-NSW	medium_airport	-33.604652	150.783051	67 no	YSRI	KXH	1	2133.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27145 YSSY	B4485	Sydney (Mascot)	AU-NSW	large_airport	-33.94098	151.177002	21 yes	YSSY	SYD	3	3962.1	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27147 YSTW	B4494	Tamworth	AU-NSW	medium_airport	-31.07789	150.845484	1334 yes	YSTW	TMW	4	2200	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27175 YWLM	B4688	Wiliamtown	AU-NSW	large_airport	-32.796114	151.835025	31 yes	YWLM	NTL	1	3058.1	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26900 YBAS	B3063	Alice Springs	AU-NT	medium_airport	-23.806588	133.903427	1789 yes	YBAS	ASP	2	2438.1	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27203 YPCN	B4270	Darwin	AU-NT	large_airport	-12.41487	130.88185	103 yes	YPCN	DRW	2	2354	60 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27104 YPGV	B4279	Nhulunbay	AU-NT	medium_airport	-12.2693964	136.81799316	192 yes	YPGV	GOV	1	2208	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27120 YPTN	B4330		AU-NT	medium_airport	-14.52110004	132.37800598	443 no	YPTN	KTR	1	2744.1	45.7 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26903 YBBN	B3070	Brisbane	AU-QLD	large_airport	-27.38419914	153.11700439	13 yes	YBBN	BNE	2	3560.1	60 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26902 YBCG	B3074	Gold Coast	AU-QLD	large_airport	-28.168962	153.506641	21 yes	YBCG	OOL	2	2492	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26904 YBCS	B3080	Cairns	AU-QLD	large_airport	-16.878921	145.74948	10 yes	YBCS	CNS	1	3197	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26917 YBMA	B3143	Mount Isa	AU-QLD	medium_airport	-20.66638	139.488468	1121 yes	YBMA	ISA	1	2560	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26919 YBMK	B3147	Mackay	AU-QLD	medium_airport	-21.170816	149.182588	19 yes	YBMK	MKY	2	1980.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26924 YBPN	B3174	Proserpine	AU-QLD	medium_airport	-20.494416	148.553583	82 yes	YBPN	PPP	2	2072.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26925 YBRK	B3179	Rockhampton	AU-QLD	medium_airport	-23.380019	150.475359	34 yes	YBRK	ROK	2	2628	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26933 YBSG	B3188	Mission River	AU-QLD	small_airport	-12.6239	142.087006	145 no	YBSG		1	3048.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26918 YBSU	B3192	Maroochydore	AU-QLD	large_airport	-26.593324	153.08319	15 yes	YBSU	MCY	1	2799.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26934 YBTL	B3196	Townsville	AU-QLD	medium_airport	-19.252904	146.768512	18 yes	YBTL	TSV	2	2438.1	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
31519 YBWW	B3225	Toowoomba	AU-QLD	large_airport	-27.558332	151.793335	1509 yes	YBWW	WTB	1	2870	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27096 YPAD	B4257	Adelaide	AU-SA	large_airport	-34.947512	138.533393	20 yes	YPAD	ADL	2	3200.1	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27103 YPED	B4274	Adelaide	AU-SA	medium_airport	-34.705705	138.615564	67 no	YPED		2	2560	45.7 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27121 YPWR	B4336	Woomera	AU-SA	small_airport	-31.144199	138.817001	548 no	YPWR	UMR	2	2372	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26975 YDPO	B3449	Devonport	AU-TAS	medium_airport	-41.16970082	146.42999268	33 yes	YDPO	DPO	2	1837.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27058 YMH	B4020	Hobart (Cambridge)	AU-TAS	large_airport	-42.837032	147.513032	13 yes	YMH	HBA	1	2727	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27063 YMLT	B4005	Luncheon (Western Junction)	AU-TAS	medium_airport	-41.544935	147.210785	562 yes	YMLT	LST	3	1980.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27043 YMAV	B3964	Geelong/Melbourne	AU-VIC	large_airport	-38.040269	144.467196	35 yes	YMAV	AVV	1	3048	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27053 YMEN	B4001	Essendon Fields	AU-VIC	medium_airport	-37.7281	144.901993	282 yes	YMEN	MEB	2	1820.8	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27053 YMES	B4005		AU-VIC	medium_airport	-38.0989	147.148002	23 no	YMES		2	2436.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27060 YMA	B4027	Mkura	AU-VIC	medium_airport	-34.22918646	142.08999854	167 yes	YMA	MDL	2	1830	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27066 YMML	B4059	Melbourne	AU-VIC	large_airport	-37.670732	144.837898	434 yes	YMML	MEL	2	3657	60 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
27070 YMNG	B4069	Mangalore	AU-VIC	small_airport	-36.888302	146.184006	467 no	YMNG		2	2026.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
507237 AU-0539	11725	Sydney	AU-WA	large_airport	-33.883461	150.712981	262 no	YSWS	WSI	1	3700	476.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26915 YBLN	B3139	Busseton	AU-WA	small_airport	-33.687222	115.400278	55 yes	YBLN	BQB	1	2460	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26927 YBRM	B3181	Broome	AU-WA	large_airport	-17.948194	122.2283	56 yes	YBRM	BME	1	2368	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
315260 YCHK	B3289	Christmas Creek Mine	AU-WA	small_airport	-22.354302	119.642003	1462 yes	YCHK	CHK	1	2500	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26954 YCIN	B3294	Dorby	AU-WA	medium_airport	-17.581389	123.828333	300 no	YCIN	DCN	1	3048.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26966 YCLN	B3374		AU-WA	small_airport	-31.622222	117.216667	705 no	YCLN		2	1855.9	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/
26993 YGEL	B3600	Moonyoonooka	AU-WA	medium_airport	-28.796101	114.707001	121 yes	YGEL	GET	3	2389	45.1 True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronomical data and aircraft performance	https://aouairsports.com/data/

319713	YGIA	83612		Gimbata	AU-WA	small_airport	-22.5812	120.0353	1409	no	YGIA	GBW	1	2500	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
26993	YDGI	83616			AU-WA	small_airport	-31.465229961	115.8629986	247	no	YDGI		1	1827.9	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
352071	YKDD	83797		Koodandine Mine	AU-WA	small_airport	-22.504291	119.07683	1473	no	YKDD	OOD	1	2320.1	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
330896	YNQV	84181			AU-WA	small_airport	-31.845857	123.192246	962	no	YNQV		1	2000.1	30.2	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
7209	YPBO	84262		Paraburdoo	AU-WA	medium_airport	-23.1712062	117.74500275	1406	yes	YPBO	PBO	1	2132.1	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27202	YPEA	84273		Bulbinbrook	AU-WA	medium_airport	-31.6678009	116.01499939	149	no	YPEA		3	2439	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27207	YPKA	84290		Karratha	AU-WA	medium_airport	-20.71220016	116.77300263	29	yes	YPKA	KTA	1	2279.9	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27208	YPKG	84292		Broadwood	AU-WA	medium_airport	-30.791543	121.464586	1203	yes	YPKG	KGI	2	2000.1	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27213	YPLM	84303		Emouath	AU-WA	medium_airport	-22.235201	114.090024	19	yes	YPLM	LEA	1	3047.1	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27217	YPPD	84319		Port Hedland	AU-WA	large_airport	-20.382787	118.629789	33	yes	YPPD	PHE	2	2500	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27218	YPPH	84321		Perth	AU-WA	large_airport	-31.94029999	115.96700287	67	yes	YPPH	PER	2	3443.9	45.1	True	Large-jet physical candidate	At least one recorded open paved runway >=1,800 m long and >=30 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
38215	AU-0016	11204		Middlebrook Station	AU-NSW	small_airport	-31.97116852	150.8147766	900	no			1	900.1		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
318044	AU-0032	11220		Tumbarumba	AU-NSW	small_airport	-35.762604	147.886885	1993	no			1	1157.9		49.1	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
351279	AU-0255	11443		Gulgong	AU-NSW	small_airport	-32.298896	149.595967	1443	no	YGGG		1	1487.7		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
351297	AU-0256	11444		Wyalka	AU-NSW	small_airport	-32.295939	149.551542	1442	no			1	499.9		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27314	YACS	82967			AU-NSW	small_airport	-31.41670036	141.8999939		no	YACS		2	1273.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
26644	YADY	82978		Adaminaby	AU-NSW	small_airport	-35.997799	148.790005	3346	no	YADY		1	883.3		48.2	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
38227	YALN	82995		Packaddie	AU-NSW	small_airport	-30.38835	142.625198		no	YALN		2	1099.7		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27339	YARL	83031			AU-NSW	small_airport	-34.411265	146.85884		no	YARL		1	799.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27343	YASF	83037			AU-NSW	small_airport	-29.317096	151.056207		no	YASF		1	999.7		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27352	YBAD	83056			AU-NSW	small_airport	-30.952446	149.091884	998	no	YBAD		1	1479.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
38237	YBAO	83061		Bradwood	AU-NSW	small_airport	-35.437399	149.844406	2221	no	YBAO		1	649.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27357	YBBA	83066			AU-NSW	small_airport	-30.393709	150.597678		no	YBBA		1	1200		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
38241	YBCL	83077			AU-NSW	small_airport	-30.035418	149.373278		no	YBCL		1	1499.9		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27378	YBOY	83107			AU-NSW	small_airport	-29.504999	150.192001	785	no	YBOY		1	1999.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27383	YBIA	83115			AU-NSW	small_airport	-29.815165	150.534351	970	no	YBIA		1	1364.3		21.6	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
506897	YBLI	83136		Hemari	AU-NSW	small_airport	-30.330653	152.458323	4042	no	YBLI		1	815.3		29.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
27394	YBBI	83146			AU-NSW	small_airport	-28.728373	149.595181	618	no	YBBI		1	1300		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27403	YBOG	83161			AU-NSW	small_airport	-30.7168996	150.0500305		no	YBOG		2	999.7		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27405	YBCM	83164			AU-NSW	small_airport	-36.904999	149.182007	2415	no	YBCM		2	799.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27411	YBRJ	83178			AU-NSW	small_airport	-30.159024	148.974706	547	no	YBRJ		1	1233.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
26928	YBRN	83182			AU-NSW	medium_airport	-34.624834	143.577114	210	no	YBRN	BZD	2	1185.1		29.9	True	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
27419	YBTT	83200			AU-NSW	small_airport	-31.376562	147.606774	577	no	YBTT		1	1288.1		21	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
301431	YBUY	83212			AU-NSW	small_airport	-36.13420084	149.13197994	2540	no	YBUY		4	1219.2		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
38264	YBVL	83214			AU-NSW	small_airport	-31.58649	150.174522		no	YBVL		1	849.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27431	YBYR	83233		Byrnock	AU-NSW	small_airport	-30.658232	146.394689	480	no	YBYR		1	1606.9		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
27437	YCAH	83240			AU-NSW	small_airport	-31.773864	149.615322	504	no	YCAH	CLH	1	1073.8		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	
26942	YCAS	83247			AU-NSW	small_airport	-28.881304	153.060724	86	no	YCAS	CSI	1	1100		29.9	True	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/
27442	YCBR	83256			AU-NSW	small_airport	-29.523239	148.578243	152	no	YCBR	CRB	2	1218		False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairsports.com/data/	

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38662 YWRR	84722	Lyndon	AU-WA	small_airport	-23.44609	113.84853	20 no	YWRR		2	1229.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
28075 YWEX	84730		AU-WA	small_airport	-31.319016	118.684766	no	YWEX		2	899.8	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
28081 YWWG	84741		AU-WA	small_airport	-20.84420013	120.70200348	no	YWWG	WRW	2	1999.8	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
32686 YWWI	84743	Woodie Woodie	AU-WA	small_airport	-21.64051	121.191184	no	YWWI	WMI	1	1399.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
27183 YWYM	84748		AU-WA	small_airport	-15.5114	128.153	14 no	YWYM	WYN	2	1606.9	29.9 True	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
32728 YYAL	84903	Yalgoo	AU-WA	small_airport	-28.3553009	116.6839811	no	YYAL	YLG	2	1399.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38670 YYDE	84907		AU-WA	small_airport	-21.368446	118.881204	no	YYDE		1	1099.7	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38672 YYDM	84908	Leonora	AU-WA	small_airport	-29.12063	122.943475	no	YYDM		1	999.7	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38672 YYER	84910		AU-WA	small_airport	-29.46759987	121.83000183	no	YYER		2	1499.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38673 YYG	84911		AU-WA	small_airport	-20.8906002	127.9489975	no	YYG		1	1200	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38675 YYLG	84914		AU-WA	small_airport	-27.42630005	115.51799774	no	YYLG		2	1399.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
28093 YYLR	84915		AU-WA	small_airport	-27.27706004	120.09567261	no	YYLR	KYF	2	1499.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38676 YYNR	84919		AU-WA	small_airport	-22.51670074	114.80000305	80 no	YYNR		2	1499.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38678 YYRK	84922		AU-WA	small_airport	-31.85510063	116.7990036	no	YYRK		1	1200	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38679 YYRN	84924	Cosmo Newbery	AU-WA	small_airport	-28.13567	123.676829	no	YYRN		1	949.8	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38680 YYRW	84925		AU-WA	small_airport	-25.45829964	117.97499847	no	YYRW		1	1499.9	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
38681 YYUM	84927		AU-WA	small_airport	-28.56299873	119.01899719	no	YYUM		1	917.8	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/
28099 YZAN	84932		AU-WA	small_airport	-31.036351	123.567889	no	YZAN		1	1200	False	Strong small-aircraft dependency indicator	No recorded open paved runway >=1,200 m long and >=18 m wide	Part 135 applies to qualifying Australian air transport operations using smaller aeroplanes; it is not an aerodrome certification label.	Research screen only - confirm against current authorised aeronautical data and aircraft performance	https://ourairports.com/data/

CLASSIFICATION METHOD AND PART 135 DISTINCTION

CLASS	VISIBLE COLOUR	RECORDED RUNWAY TEST	MEANING	WHAT IT DOES NOT MEAN	ACTION
Strong small-aircraft dependency indicator	Red	No open paved runway $\geq 1,200$ m x 18 m	Strong physical indication that small aircraft are essential to practical access	Not a legal aircraft weight limit	Preserve access; verify current data
Runway data incomplete	Grey	No open runway dimensions in dataset	The public record cannot support a substitution claim	Not proof the aerodrome has no runway	Obtain authorised aerodrome data
Intermediate capability	Amber	Meets 1,200 m x 18 m but not 1,800 m x 30 m	Aircraft-specific assessment is essential	Not proof of jet or Part 135 exclusivity	Test actual aircraft and mission
Large-jet physical candidate	Green	At least one open paved runway $\geq 1,800$ m x 30 m	A generous first-stage large-jet physical screen	Not proof every large jet can operate	Check pavement, performance and approvals

PART 135 IS AN OPERATIONAL REGULATORY CLASS, NOT AN AIRPORT COLOUR. The defining boundary used here is qualifying Australian air transport operation in an aeroplane with maximum take-off weight not exceeding 8,618 kg and generally no more than 9 passenger seats. The maps use aerodrome characteristics to show where this class of aircraft provides capability that large aircraft cannot replace. This distinction must remain explicit in every pleading, affidavit and public submission.

The large-jet threshold is a transparent screening assumption selected to expose substitution limits. It is intentionally favourable to a large-aircraft substitution argument. Even when an aerodrome passes the threshold, lawful operation still depends on declared distances, pavement strength, elevation, temperature, wind, slope, obstacles, aircraft mass, flight-manual performance, operator approvals and current restrictions.

Evidence ID	Issue	Affirmative proposition	Primary document / witness	Date	Status	Annexure	National-interest link	Counsel note
AJH-001	Ownership and improvements	AJH owns the tenant-funded Hangar 81 structure and its aviation improvements	1992 lease; purchase documents; stamp duty; plans; invoices		To annex		Preservation of sunk aviation infrastructure	
AJH-002	Rent basis	The tenancy concerns airport land supporting a tenant-owned aviation building; rent methodology must not appropriate AJH's own improvements	Lease; 2019 determination; 8 Dec 2020 variation; valuations		To annex		Affordable aviation access and security of tenure	
AJH-003	Operational dependence	Hangar 81 supports Part 135 aircraft, maintenance access, crews and national and international tasking	Aircraft register; contracts; flight records; witness statements		To compile		Regional, emergency, police, mapping and infrastructure capability	
AJH-004	Tasmania engineering loss	Loss of suitable local support requires ferrying aircraft or transporting engineers, tooling, parts and engines across Bass Strait	Work orders; invoices; Spirit receipts; defect and downtime records		To compile		Shows network consequences of engineering concentration	
AJH-005	Commonwealth control	Commonwealth ownership, airport lease administration and statutory master-planning powers continue after privatisation	Airport lease; sale agreement; Airports Act; ANAO reports		To obtain		Public responsibility was retained, not extinguished	
AJH-006	Irreversible prejudice	Demolition, eviction or commercially forced displacement would destroy location-dependent aviation capability before legality is finally determined	Notices; plans; relocation evidence; expert evidence		To compile		Supports preservation and interlocutory relief	
AJH-007	Service consequences	360-linked capability serves mapping, infrastructure, police, disaster and First Nations-related work	Contracts; taskings; invoices; client statements; routes		To compile		Direct national-interest and public-consequence proof	
AJH-008	International medevac and organ-transplant missions	Essendon-based capability has performed international medical evacuations and urgent transplant ferries carrying surgical teams and donor organs	Flight logs; manifests; tasking records; medical-service correspondence; invoices; international clearances; crew statements		To compile		Direct life-saving national and international capability; clinical time and hospital proximity	Use representative missions without disclosing protected patient information
AJH-009	ICAO and international framework	Australia's Chicago Convention obligations are implemented through domestic aerodrome, operational, facilitation and border-clearance laws applying to Essendon's international operations	Chicago Convention; ICAO Annexes 9 and 14; CASR Part 139; Part 139 MOS; ABF NPPC records		To compile		International civil-aviation capability and Commonwealth responsibility	EAPL operates within the framework; Australia is the treaty party

SOURCE	URL	USE
OurAirports data	https://ourairports.com/data/	Research index for aerodrome and runway coordinates and dimensions
Airports Act 1996 (Cth)	https://www.legislation.gov.au/C2004A05117/latest/text	Statutory objectives, airport planning and leased federal airport framework
ANAO - Management of Federal Airport Leases	https://www.anao.gov.au/work/performance-audit/management-federal-airport-leases	Commonwealth's continuing statutory and contractual interests and lease administration
ANAO - Phase 2 airport sales	https://www.anao.gov.au/work/performance-audit/phase-2-the-sales-the-federal-airports	Privatisation objectives and continuing airport development/access context
Aviation White Paper - Towards 2050	https://www.infrastructure.gov.au/infrastructure-transport-vehicles/aviation/aviation-white-paper	Current Commonwealth policy on connectivity, general aviation and workforce
General Aviation Strategy 2024	https://www.infrastructure.gov.au/sites/default/files/documents/general-aviation-strategy-2024-october2024.pdf	General aviation policy and capability context
Australian Border Force - NPPC Airport Guide	https://www.abf.gov.au/crossing/files/nppc-airport-guide.pdf	International non-scheduled aircraft arrival and departure clearance framework
CASA - Application of aerodrome standards	https://www.casa.gov.au/application-aerodrome-standards	Australian implementation context for ICAO Annex 14 through Part 139 and the Part 139 MOS
Productivity Commission - Economic Regulation of Airports 2019	https://www.pc.gov.au/inquiries-and-research/airports-2019/report/	Airport market power, access and regulatory framework

legend_id	organisation	airport_ident	airport	state	capability_class	publicly_described_scope	source_url	latitude_deg	longitude_deg	regulatory_verification	prepared_by
E01	Textron Aviation Australia	YMEN	Essendon Airport	VIC	OEM / business aviation	Beechcraft, Cessna and Hawker maintenance and parts	https://txtav.com/service/australia-service-network	-37.7281	144.901993	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E02	PremiAir Aviation Maintenance	YMMB	Moorabbin Airport	VIC	Generalist / business aviation	Fixed-wing maintenance: public scope to be reconciled with CASA approval	https://premiaraviation.com.au/	-37.977765	145.099799	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E03	TriStar Aviation	YMMB	Moorabbin Airport	VIC	Generalist / light aircraft	General aviation maintenance and flight-training fleet support	https://tristaraviation.com.au/	-37.977765	145.099799	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E04	Jet Aviation Australia	YSBK	Bankstown Airport	NSW	Government / business aviation	Aircraft maintenance and government-program support	https://www.jetaviation.com/location/bankstown/	-33.923618	150.990792	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E05	Eagle Aircraft Maintenance	YSBK	Bankstown Airport	NSW	Generalist / light aircraft	Scheduled and unscheduled fixed-wing maintenance	https://www.facebook.com/p/Eagle-Aircraft-Maintenance-100057525426457/	-33.923618	150.990792	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E06	Eagle Aircraft Maintenance	YBAF	Archerfield Airport	QLD	Generalist / light aircraft	Scheduled and unscheduled fixed-wing maintenance	https://au.linkedin.com/company/eagle-aircraft-maintenance	-27.572351	153.004167	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E07	Flight Maintenance Australia	YBAF	Archerfield Airport	QLD	Generalist / light aircraft	Maintenance, inspection, avionics and Diamond authorised support	https://www.fmaus.com.au/	-27.572351	153.004167	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E08	Flight Maintenance Australia	YBCG	Gold Coast Airport	QLD	Generalist / light aircraft	Maintenance, inspection, avionics and Diamond authorised support	https://www.fmaus.com.au/	-28.165962	153.506641	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E09	Aerotec Queensland	YTWB	Toowoomba Airport	QLD	Generalist / specialist	Aircraft maintenance, modifications and specialist engineering	https://www.aerotec.com.au/	-27.543365	151.919112	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E10	Jet Aviation Australia	YBCS	Cairns Airport	QLD	Government / business aviation	Publicly identified Australian maintenance network location; scope to reconcile	https://www.jetaviation.com/locations/	-16.878921	145.74948	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E11	Aero Jacks	YPJT	Jandakot Airport	WA	Generalist / light aircraft	General aviation maintenance and restoration	https://aeroflites.com/about/	-32.0974998 4741211	115.8809967 0410156	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E12	Applied Aviation Maintenance	YPJT	Jandakot Airport	WA	Generalist / light aircraft	General aviation aircraft and component maintenance	https://amroba.org.au/applied-aviation-maintenance-pty-ltd/	-32.0974998 4741211	115.8809967 0410156	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E13	Airflite	YPJT	Jandakot Airport	WA	Government / business aviation	Aircraft maintenance, special missions and aviation support	https://airflite.com.au/	-32.0974998 4741211	115.8809967 0410156	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E14	MX Aircraft Technologies	YPJT	Jandakot Airport	WA	Specialist structures	Aircraft structural maintenance, repair and modification	https://www.mxaircraft.com.au/	-32.0974998 4741211	115.8809967 0410156	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E15	Textron Aviation Australia	YPPH	Perth Airport	WA	OEM / business aviation	Beechcraft, Cessna and Hawker maintenance and parts	https://txtav.com/service/australia-service-network	-31.9402999 8779297	115.9670028 6865234	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E16	Flight Training Adelaide	YPPF	Parafield Airport	SA	Training / fleet engineering	Engineering support for training aircraft fleet	https://flighttrainingadelaide.com/	-34.7933006 287	138.6329956 05	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E17	Coomalie Air Maintenance	YBCR	Batchelor Airport	NT	Generalist / regional aircraft	Regional aircraft maintenance and apprentice employment	https://www.coomalieair.com.au/	-13.05663	131.028804	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E18	StarFlight Australia	YCBG	Cambridge Aerodrome	TAS	Rotorcraft / emergency service	Aeromedical, search-and-rescue and law-enforcement helicopter engineering capability	https://starflightaustralia.com.au/	-42.827498	147.478337	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter
E19	Airlines of Tasmania	YCBG	Cambridge Aerodrome	TAS	Operator fleet support	Regional operator engineering capability and aerodrome ecosystem	https://www.airtasmania.com.au/	-42.827498	147.478337	Obtain CASA certificate number, status, approved location and full scope for court annexure	Anita Carter

ID	ORGANISATION	AIRPORT	STATE	CAPABILITY CLASS
E01	Textron Aviation Australia	Essendon Airport	VIC	OEM / business aviation
E02	PremiAir Aviation Maintenance	Moorabbin Airport	VIC	Generalist / business aviation
E03	TriStar Aviation	Moorabbin Airport	VIC	Generalist / light aircraft
E04	Jet Aviation Australia	Bankstown Airport	NSW	Government / business aviation
E05	Eagle Aircraft Maintenance	Bankstown Airport	NSW	Generalist / light aircraft
E06	Eagle Aircraft Maintenance	Archerfield Airport	QLD	Generalist / light aircraft
E07	Flight Maintenance Australia	Archerfield Airport	QLD	Generalist / light aircraft
E08	Flight Maintenance Australia	Gold Coast Airport	QLD	Generalist / light aircraft
E09	Aerotec Queensland	Toowoomba Airport	QLD	Generalist / specialist
E10	Jet Aviation Australia	Cairns Airport	QLD	Government / business aviation
E11	Aero Jacks	Jandakot Airport	WA	Generalist / light aircraft
E12	Applied Aviation Maintenance	Jandakot Airport	WA	Generalist / light aircraft
E13	Airflite	Jandakot Airport	WA	Government / business aviation
E14	MX Aircraft Technologies	Jandakot Airport	WA	Specialist structures
E15	Textron Aviation Australia	Perth Airport	WA	OEM / business aviation
E16	Flight Training Adelaide	Parafield Airport	SA	Training / fleet engineering
E17	Coomalie Air Maintenance	Batchelor Airport	NT	Generalist / regional aircraft
E18	StarFlight Australia	Cambridge Aerodrome	TAS	Rotorcraft / emergency service
E19	Airlines of Tasmania	Cambridge Aerodrome	TAS	Operator fleet support

Annexure I

Essendon Airport Test-Case Evidence

Tenant, engineering and displacement material

AJ Hangars Pty Ltd / Hangar 81

Consolidated Addendum, Evidence Summary and Annexure Reference Bundle

Essendon Airport - AJ Hangars - 360 Aviation Group - Hangar 81

Prepared by Anita Carter

For Gad Kolsky, solicitors and counsel. Draft for legal review. Do not swear, file or serve until checked against the original documents and settled by legal advisers.

This consolidated document combines the Border Force addendum, the airport privatisation / general aviation evidence, the Stacey Pettit relationship analysis, and the annexure-reference schedule. It distinguishes Anita Carter's factual evidence from legal submissions and counsel questions.

A. Purpose and evidentiary footing

- 1.** I am Anita Carter. I am the owner and director associated with AJ (Hangars) Pty Ltd (AJH) and the aviation businesses operating from Hangar 81, 30 Bristol Street, Essendon Fields, Victoria, including 360 Aviation Group and 360 Aerospace.
- 2.** This document is prepared as an addendum and evidence-reference bundle for the proceeding concerning Hangar 81. It is intended to add further particulars to my affidavit and to identify the public records, government reports, legal instruments, airport records and news articles to be annexed or obtained for counsel.
- 3.** Except where I identify a matter as a public source, legal issue, inference, or question for counsel, the factual matters stated by me are matters I personally observed or matters recorded in AJH and 360 Aviation Group records.
- 4.** I ask that legal conclusions, including whether conduct constitutes a breach of the Airports Act 1996 (Cth), the Airports (Transitional) Act 1996 (Cth), the Airports Regulations, the Airports (Building Control) Regulations, the airport lease, the Essendon Airport Master Plan, the Land Use Plan, ICAO-related obligations as incorporated into Australian law, or competition and unconscionable-conduct law, be settled by Gad Kolsky, senior counsel and the Court or Tribunal.
- 5.** The legal significance of this material is that Hangar 81 is not simply a private rental dispute. I say it concerns Commonwealth airport infrastructure, general aviation capability, aviation engineering capacity, first point of entry and border processing obligations, airport planning controls, and the proper balance between aviation and non-aviation development on leased Commonwealth airport land.

B. Immediate evidence point - Sunday 23 April 2023 Border Force attendance

- 6.** I refer to the email record dated Wednesday 26 April 2023 at 8:36:46 am, sent by me to Andrew Stott, in response to Mr Stott's email of Tuesday 25 April 2023 attaching the First Point of Entry biosecurity compliance document. The Sunday prior to Wednesday 26 April 2023 was Sunday 23 April 2023. I therefore identify Sunday 23 April 2023 as the date of the Border Force attendance described below, subject to checking the aircraft movement log, passenger records, staff rosters, CCTV and any Border Force records.
- 7.** On Sunday 23 April 2023, approximately sixteen Australian Border Force officers attended at Hangar 81 in relation to an arriving aircraft. The passengers included an elderly client aged approximately 89 years, his wife, their nurse and family members.
- 8.** The attendance was, to my observation and experience, highly unusual. Since operations at the airport and the hangar commenced in or about 1992, I had not previously experienced an attendance of that nature or scale for passengers arriving in those circumstances.
- 9.** The officers banged on multiple doors and entry points of the business. I experienced the attendance as a coordinated attack on the business, not as an ordinary or proportionate clearance attendance. One man presented himself as the person in charge and said, in words to the effect, that he was "the boss".

10. The officers asked me to identify each and every individual coming out of the aircraft. They cross-examined me about the people disembarking. I asked why this was being done, because in the whole operation of the airport hangar since 1992 I had never seen Border Force act in this manner.

11. During this attendance, the manager or officer in charge asked me words to the effect: “Do you have a dispute with the airport?” I said that I did. The same person then asked words to the effect: “When are you going to stop?” I responded in substance: “When it is either me or them left.”

12. After this exchange, the officers left. Since then, in my observation, Border Force operations have returned to normal operations and have not been aggressive with staff in the manner I observed on Sunday 23 April 2023.

13. On 25 April 2023, my chief pilot, Andrew Stott, sent me the First Point of Entry biosecurity standards document and stated that it was the compliance document for FPOE in relation to biosecurity. On 26 April 2023 I responded that I wished to proceed with this and recorded that I had a serious issue with one officer’s attitude and the general approach. The email is an important contemporaneous record of the incident and the immediate compliance response.

C. First Point of Entry material and airport responsibility

14. The First Point of Entry biosecurity standards describe responsibilities of authorities, operators and aviation industry participants at Australian first point of entry landing places. They state that a first point of entry must enable effective management of biosecurity risks associated with landing place operations and allow Australian Government biosecurity and human biosecurity officers to perform their functions.

15. The standards identify that managing biosecurity risk at a first point of entry is a shared responsibility. They refer to airport authorities and operators, aviation industry participants, airlines, baggage handlers, cleaning contractors and logistical agents. They also define an aviation industry participant as an entity that owns or subleases areas within a first point of entry to facilitate arrival of international aircraft, travellers or goods.

16. The standards are relevant because they show that first point of entry compliance is not merely a matter for the individual aircraft operator. The airport operator and aviation industry participants may each have obligations according to the location and nature of operations. Any operational changes affecting facilities, infrastructure, approved biosecurity entry points, scale of operations, or new operators must be reviewed against the FPOE framework and notified where required.

Source	Key fact / proposition	Use in affidavit or counsel questions
Email record dated 26 April 2023 and Andrew Stott email dated 25 April 2023	Records immediate post-incident concern, the FPOE compliance document being sent, and the decision to proceed with compliance review.	Annex as primary contemporaneous record of the Border Force incident and the compliance response.
First Point of Entry biosecurity standards (landing places),	Describes responsibilities of airport operators and aviation	Use to ask who held airport-wide responsibility for FPOE

Source	Key fact / proposition	Use in affidavit or counsel questions
version 4.0	industry participants under section 56 of the Biosecurity Regulation 2016.	arrangements, staff awareness, entry points, approved areas, facilities, notification, and incident procedures.
Biosecurity Regulation 2016 / Biosecurity Act 2015	Statutory context for first point of entry status, biosecurity control and powers of authorised officers.	Legal question: whether the airport, aviation industry participants, and Border Force / biosecurity agencies complied with applicable process and proportionality obligations.

D. Airport sale, Commonwealth retention, later \$22 million sale and lack of success evidence

17. The documentary language I ask counsel to use is “withdrawn from sale” and “retained through a wholly Commonwealth-owned company”, unless and until primary sale files establish that the airport was “handed back” in that precise language. The public ANAO material supports the proposition that Essendon was not sold in the 1998 Phase 2 process, was withdrawn from sale because the tenders did not adequately address Government objectives, and was held through Essendon Airport Limited, a wholly Commonwealth-owned company.

18. ANAO Report No. 48 records that Essendon Airport was the only Phase 2 airport not sold by 30 June 1998. It records that the tenders for Essendon did not adequately address the Commonwealth’s sales and ongoing privatisation objectives. This is important because it shows that, at the point of privatisation, the Commonwealth had concerns about Essendon’s future, the adequacy of bids, and the long-term aeronautical use of the airport.

19. ANAO also records that the sale process confirmed that Essendon was a complex asset, with aircraft weight and noise restrictions significantly impacting its commercial performance as an airport, limited non-aeronautical business, a history of underdevelopment arising from uncertainty about its future, and capital stock that had been run down since Melbourne Airport opened.

20. The same ANAO material records that both Stage 3 bids for Essendon raised significant issues about the commitment of the parties to long-term aeronautical use of the site, and that both bids relied heavily on post-lease freeholding of airport land for non-aeronautical development, including residential development. The concern was therefore not just price. It went to long-term aviation use and reliance on non-aeronautical land strategies.

21. ANAO records that, in consideration for the grant of the lease and transfer of relevant assets, rights, obligations, liabilities and employees, Essendon Airport Limited issued to the Commonwealth 10 million shares at an agreed value of \$15 million. Later ANAO material records that a separate tender process occurred in 2001 and that the sale of Essendon Airport was announced on 10 August 2001 for a price of \$22 million.

22. I say this history is important because the current dispute at Hangar 81 involves the same long-running tension identified in the privatisation materials: whether Essendon Airport is to be maintained and developed as functioning aviation infrastructure, or whether aviation infrastructure is progressively converted to more profitable non-aviation property uses.

Evidence source	Fact supported	Relevance to Hangar 81 / counsel
ANAO Report No. 48, Phase 2 of the Sales of the Federal Airports, pp. 11, 16, 49-50	Essendon was included in Phase 2 but withdrawn from sale because tenders did not adequately address Government sale and ongoing privatisation objectives; it was the only Phase 2 airport not sold.	Supports production request for sale files, evaluation materials, airport lease objectives, development commitments and long-term aeronautical-use protections.
ANAO Report No. 48, pp. 49-50	Stage 2 bids were unacceptable on quality, conditionality, certainty of funding and fair value; Stage 3 bids raised significant issues about commitment to long-term aeronautical use.	Supports inference that long-term aeronautical use was a known Commonwealth concern from the outset.
ANAO Report No. 48, p. 49 footnote	Essendon's operations were restricted by aircraft weight and noise, impacting commercial performance as an airport; non-aero business was limited; underdevelopment and run-down capital stock were recorded.	Supports "lack of success/difficulty" evidence without overstating current performance. Use as historical Commonwealth audit context.
ANAO Report No. 48, p. 50 footnotes 49-51	Bids relied on freeholding and non-aeronautical development; one bid was non-compliant/conditional; the other was low and raised concerns about long-term commitment; EAL issued 10 million shares to the Commonwealth at \$15 million.	Supports questions about how the 2001 sale agreement addressed those earlier concerns and what development protections were imposed.
ANAO Report No. 43, Sale of Sydney Airport, p. 22; ANAO Report No. 50, Management of Federal Airport Leases, p. 28	A separate 2001 tender process was conducted and the sale of Essendon Airport was announced for \$22 million.	Supports annexure entry for payment/sale consideration and a production request for the 2001 sale agreement and head lease documents.
Essendon Fields official history page	Essendon Fields states that in 2001 the long-term lease was acquired from the Federal Government by Essendon Airport Pty Ltd, a Fox and Beck family joint venture.	Confirms public ownership/lessee context from the airport operator's own material.

E. Essendon Airport planning, Land Use Plan and building-control framework

23. Essendon Fields' own planning and building page states that Essendon Fields is a privately leased Commonwealth Airport and is subject to the planning and building framework in the Airports Act 1996. It also states that building works must be approved by both Essendon Airport Pty Ltd and the Airport Building Controller before works commence, and that applications must be consistent with the airport Master Plan.

24. The Department of Infrastructure states that leased federal airports are subject to a land-use planning framework under the Airports Act 1996. The Master Plan is the 20-year strategic vision for the airport site and outlines future land uses, permitted development, noise and environmental impacts. Major Development Plans are required for major airport developments under section 89 of the Airports Act, including relevant thresholds and development types.

25. The 2013 Land Use Plan is important because Special Use Zone Schedule 1 - Aviation provides for the use and development of land for aircraft storage and other aircraft support activities at Essendon Airport and allows other uses only where they do not prevent those activities.

26. The public building register is important because it records, among other things, Hangar 104 demolition and building upgrades, Hangar 103 use by Blinkr as car storage with mechanical extraction, fire services upgrades, external auto carwash and vehicle access from the Blink dealership, and later records concerning Hangar 104 change-of-use or vehicle-showroom proposals. These records should be annexed and marked against the Master Plan, Land Use Plan and aviation precinct controls.

Source	Fact / issue	Question for counsel
Essendon Airport Land Use Plan 2013 - Special Use Zone Schedule 1	Aviation zone purpose includes aircraft storage and other aircraft support activities, with other uses only where they do not prevent those activities.	Are car storage, vehicle showroom, dealership-linked uses or demolition works consistent with aviation precinct purposes and any required Airport Operator consent?
Essendon Fields Planning and Building page	Building works require EAPL and ABC approval before commencement; airport is Commonwealth land and regulated under federal airport legislation.	Produce all EAPL and ABC applications, decisions, reasons, certificates and consistency assessments for Hangar 81, Hangar 103, Hangar 104 and Building 77.
Department of Infrastructure airport planning and regulation page	All leased federal airports are subject to the Airports Act planning framework; Master Plans and MDPs have Ministerial decision processes.	Was any development affecting Hangar 81 or GA infrastructure a major development, or part of a staged development that required a Major Development Plan?
Essendon Fields building application register	Public register records aviation hangar demolition, building upgrades, vehicle-storage/sales and change-of-use entries.	Test whether the public register aligns with Master Plan/LUP controls, ABC approvals, and tenant consultation requirements.
ATSB Bulla Road Precinct investigation	Records interaction between Airports Act, airspace protection,	Use as counsel context for ICAO/Australian-law interface

Source	Fact / issue	Question for counsel
	ICAO Annex 14, MOS Part 139 and Essendon planning/building control issues.	and the need for an agreed assurance framework.

F. Stacey Pettit - relationship and inference to be drawn

27. The public records I have located spell the surname “Pettit”. I understand that I have sometimes referred to Stacey Petit, but for consistency with the public material this document uses Stacey Pettit.

28. Essendon Fields’ official management page identifies Stacey Pettit as General Counsel. The same management page presents the management team as responsible for Essendon Fields’ operations across aviation, commercial and retail activities. Her public Essendon Fields quotation states that Essendon Fields offers a unique combination of property, development and aviation projects and that she works across that offering to drive growth and longevity.

29. The Legal 500 2023 profile identifies Stacey Pettit as General Counsel at Essendon Fields and records a legal team size of two. In that profile, she refers to being co-located in the asset, observing development projects, planes taking off and landing, and walking the precinct daily. She also refers to aviation sector Commonwealth White Paper and sunseting regulation issues dominating the regulatory landscape for 2023 and 2024, and to corporate governance being a high priority for in-house legal and governance teams.

30. Essendon Fields’ own “Fearless Females” profile states that Stacey Pettit has experience in property, commercial and compliance, has focussed more specifically on development and infrastructure in recent years, and that her role involves transactions, projects, strategic problems, risk management, and navigating legal and governance requirements across property leasing, development and aviation projects.

31. The inference I ask counsel to draw is not that Stacey Pettit personally acted improperly. The proper inference is that, given her public role, team size, legal/governance function, and expressed work across property, development and aviation projects, she is likely to be a relevant document custodian and proper person for production questions concerning Hangar 81, AJH, lease decisions, rent/outgoings strategy, development/change-of-use approvals, ABC/EAPL approval files, Master Plan/LUP compliance, Border Force or biosecurity issues, and board or management consideration of GA infrastructure.

32. Her prior GeelongPort role is relevant only as professional background. It may assist counsel in testing experience with corporatised public infrastructure, ports, concessions, governance and property-development interfaces. It is not, without primary evidence, proof of involvement in Hangar 81.

33. The AFR article concerning Victoria’s “\$8b black box” is contextual only at this stage. No accessible public material I have seen proves a direct relationship between that article and Hangar 81. If counsel wishes to use it, a lawful copy should be obtained and the factual concession background should be supported by official Victorian Government material rather than the paywalled article alone.

Public record	What it shows	Inference / question
Essendon Fields management page	Stacey Pettit is General Counsel. Essendon Fields management material places the business across aviation, commercial, retail, property and development operations.	She is a likely custodian for legal/governance documents touching Hangar 81 and airport development decisions.
Legal 500 2023 profile	General Counsel at Essendon Fields; team size two; co-located in the asset; observes development projects, aircraft operations and precinct activity; notes aviation regulatory issues and corporate governance.	Ask whether she reviewed or advised on Hangar 81, aviation infrastructure, Master Plan/LUP consistency, building approvals, lease strategy, or aviation vs non-aviation development.
Essendon Fields Fearless Females 2023 profile	Public profile describes her experience in property, commercial and compliance, focus on development and infrastructure, and work on risk management and governance requirements.	Supports production questions for risk assessments, governance papers, legal advice instructions, board minutes and compliance assessments.
GeelongPort / prior role material	Professional background only; relevant to corporatised infrastructure and governance experience.	Do not assert direct Hangar 81 involvement from GeelongPort material alone. Use only to frame counsel questions and discovery.
AFR VicRoads article	Contextual privatised-infrastructure/concession material only unless full article and official records establish relevance.	Do not annex as proof of Hangar 81 facts until a lawful copy is obtained and direct relevance is settled by counsel.

G. General aviation erosion - evidence-based section

34. I say the pressure on Hangar 81 forms part of a broader Australia-wide problem affecting general aviation at privatised or leased airports. This is not only my opinion. It is supported by Senate, BITRE and GAAN material, public building registers, and recent aviation media reporting.

35. The Senate Rural and Regional Affairs and Transport Committee records that major urban airports, including Essendon, are regulated under the Airports Act 1996 and that airport-lessee companies have a statutory obligation to use the airport site as an airport. The Senate report also records that master plans are intended to provide a 20-year strategic vision, including future land use and permitted development.

36. The same Senate report records that expansion into non-aviation areas, when combined with airport privatisation and divestment, has had a direct impact on the ongoing viability of general aviation. It records BITRE material about increased rents on tenant-built hangars and reluctance to issue long-term leases, and GAAN material stating that some airport owners have sought to discourage aviation usage to favour more lucrative non-aviation development and markets.

37. The Senate report also records the concern that small and medium general aviation businesses lack the resources to negotiate long-term leases that larger non-aviation companies can obtain, and that the absence of long-term leases leads to less investment in infrastructure, fewer jobs, less fleet renewal, less upskilling and reduced capability building.

38. This matters at Hangar 81 because 360 Aviation Group and related businesses perform critical aviation functions, including airwork, specialised aircraft modification, surveying, mapping, emergency and community support, and aviation support work requiring airport access. Those functions require hangar infrastructure, engineering capability, practical access to aircraft, and an airport ecosystem with maintenance, fuel, engineers and aviation services.

39. I am informed and believe, and have personally observed where applicable, that in late June / early July 2026 there were further closures or displacement of aviation hangars and engineering operations at Essendon Airport, including an engineering hangar with approximately 15 engineers, another engineering hangar, and a hangar from which a Blackhawk helicopter had to be moved into Hangar 81. The exact dates and notice documents should be annexed as primary evidence as soon as collected. The public building register already supports the broader pattern of aviation hangars being subject to demolition, building upgrade and non-aviation vehicle-use entries.

40. The current document therefore lists both public contextual sources and primary evidence still to be annexed: notices to tenants, correspondence, photographs, video, movement records, staff statements, engineering tenancy records and Blackhawk relocation records.

Source	Evidence value	Use
Senate RRAT General Aviation inquiry, Chapter 6	Records the impact of privatisation, non-aviation development, rent increases on tenant-built infrastructure, reluctance to issue long-term leases, and GAAN concerns about airport owners discouraging aviation use.	Core public policy evidence. Annex relevant chapter and mark paragraphs 6.34-6.80.
GAAN strategy material	Records GAAN's view that GA SMEs at capital city secondary airports have been negatively affected and that some airport owners favour non-aviation development.	Supports counsel questions and ACCC/Minister correspondence.
BITRE Economic measures of general aviation in Australia, 2025	Records that GA performs essential roles including regional communities, health, freight, tourism, recreation, agriculture, training, sport and emergency services.	Supports community-value section for 360 Aviation Group and general aviation.
Australian Flying, 28 November 2024	Reports Department reassurance over GA access and identifies concerns about airport leasing companies reducing aviation land	Use as industry/current context, not as proof of every Hangar 81 fact.

Source	Evidence value	Use
	and demolishing aviation infrastructure for non-aviation commercial development.	
Essendon Fields public airport/community material	States that Essendon Fields Airport supports international/domestic corporate aircraft, aircraft maintenance, airfreight, charter, regional activation and emergency services, and records more than 52,258 aircraft movements in 2022-23.	Use fairly: airport's own public materials acknowledge aviation functions that need infrastructure.
Essendon Fields building application register	Records Hangar 103, Hangar 104 and vehicle-related building/change-of-use entries.	Use as direct Essendon-specific public record for aviation-to-non-aviation concern.

H. ICAO, Chicago Convention and Australian-law interface - counsel framing

41. ICAO and the Chicago Convention materials are relevant as international-law and standards context, but counsel should settle the extent to which each standard or recommended practice is directly binding, incorporated into Australian law, or relevant only as interpretive or regulatory context.

42. For affidavit purposes, I should avoid asserting that an ICAO standard itself creates a direct private cause of action unless counsel confirms that proposition. The stronger affidavit approach is to set out the facts, Australian statutory framework, airport lease and Master Plan/LUP obligations, then ask counsel to identify how ICAO standards, the Chicago Convention and Australian implementing legislation inform those obligations.

43. The ATSB Essendon Fields Bulla Road Precinct report is important because it records that the Airports Act and Airports (Protection of Airspace) Regulations referenced ICAO Annex 14 in relation to obstacle limitation surfaces and federally leased airport building control, and that differences between ICAO Annex 14 and Australian MOS Part 139 created uncertainty. This is a useful Essendon-specific source for the proposition that ICAO-derived standards may be relevant to airport planning and building-control questions.

44. Counsel should consider whether the conduct and developments in question engage: Chicago Convention principles concerning customs airports, facilitation and non-delay; ICAO Annex 9 facilitation principles; ICAO Annex 14 aerodrome planning and obstacle limitation standards; Australian Airports Act planning, major development, airspace and building-control provisions; and any lease covenants requiring the airport to remain a functioning airport.

I. Questions for Gad Kolsky, senior counsel and/or cross-examination

Topic	Question / production request
Border Force incident	Who initiated or requested the 23 April 2023 Border Force attendance, and were any communications made between EAPL, airport management, Border

Topic	Question / production request
	Force, biosecurity officers or any third party concerning Anita Carter, AJH, Hangar 81 or the airport dispute?
FPOE responsibility	What were the approved biosecurity entry points and FPOE procedures applicable to Hangar 81 / Essendon Airport on 23 April 2023, and who was responsible for doors, access points, staff awareness, signage, facilities and clearance processes?
Airport sale history	What did the 2001 sale agreement and airport lease require in response to the 1998 ANAO concerns about long-term aeronautical use and reliance on non-aeronautical development?
Sale payment / Commonwealth retention	Produce documents concerning the 1998 withdrawal from sale, the \$15 million Commonwealth share issue by Essendon Airport Limited, the 2001 \$22 million sale, the head lease, sale agreement, development obligations, and monitoring of those obligations.
Stacey Pettit	Did Stacey Pettit, directly or indirectly, advise on or hold documents concerning AJH/Hangar 81, rent/outgoings, lease strategy, airport user consultation, development approvals, Master Plan/LUP compliance, Border Force/biosecurity communications, or aviation-to-non-aviation changes?
Governance / board	Produce board papers, management minutes, legal instructions, risk registers, compliance memoranda and correspondence concerning Hangar 81, Hangar 103, Hangar 104, Building 77, aviation hangar displacement and any strategy for non-aviation use.
Master Plan / LUP	Were Hangar 103, Hangar 104, Building 77 and any Hangar 81-related works assessed for consistency with the 2013 Master Plan and Land Use Plan? If so, produce the assessments and reasons.
Major Development Plan	Were any works separated, staged or described in a way that avoided MDP thresholds or consultation obligations? Produce all cost estimates, staging memoranda and advice.
General aviation infrastructure	What steps did EAPL take to protect engineering, maintenance, hangar, fuel, emergency services, specialist airwork and GA capability before issuing notices, reallocating hangars or approving non-aviation uses?
Competition / market power	Did EAPL treat tenant-built aviation infrastructure as landlord-owned value for rent or outgoings

Topic	Question / production request
	purposes, and if so what was the legal basis and valuation basis?
Department oversight	What did the Commonwealth Department know about Hangar 81, aviation hangar closures, engineering displacement, the Master Plan/LUP consistency issues and the alleged reduction of GA infrastructure?

J. Proposed annexure and reference schedule

The annexure numbering below continues the previous working annexure sequence. Solicitors should renumber to match the final affidavit/exhibit book. "Annex full copy" means attach the document if permitted and appropriate; "annex extract" means print/PDF the relevant pages with source details and page references.

Annexure and reference schedule (continued)

Proposed annexure	Document / article	Source	Fact or issue supported	Action
AC-77	Email record: Re: First Point of Entry requirements	Email dated 26 April 2023 from Anita Carter; quoted email from Andrew Stott dated 25 April 2023 attaching FPOE standards.	Direct post-incident record; date calculation; chief pilot compliance response.	Annex full email PDF.
AC-78	First Point of Entry biosecurity standards (landing places), version 4.0	Department of Agriculture and Water Resources.	FPOE responsibilities under section 56 of Biosecurity Regulation 2016.	Annex full PDF or relevant extracts.
AC-79	ANAO Report No. 48, Phase 2 of the Sales of the Federal Airports	Australian National Audit Office, 1998-99.	1998 failed sale/withdrawal; Commonwealth objectives; \$15 million share issue; concerns about aeronautical use and non-aero development.	Annex relevant extracts: pp. 11, 16, 49-50, 67.
AC-80	ANAO Report No. 43, The Sale of Sydney (Kingsford Smith) Airport	Australian National Audit Office, 2002-03.	Records separate 2001 Essendon sale announced at \$22 million.	Annex p. 22 extract.
AC-81	ANAO Report No. 50, Management of Federal Airport Leases	Australian National Audit Office, 2003-04.	Confirms 2001 sale price and lease-management context.	Annex p. 28 extract and relevant lease-monitoring passages.
AC-82	Essendon Fields official history page	Essendon Fields.	2001 acquisition of long-term lease by Essendon Airport Pty Ltd, a Fox and Beck family joint venture; general aviation history.	Annex page printout/screenshot.
AC-83	Essendon Fields Management Team page - Stacey Pettit	Essendon Fields.	Identifies Stacey Pettit as General Counsel and links her role to property, development and aviation projects.	Annex page printout/screenshot.
AC-84	Legal 500 GC Powerlist - Stacey Pettit / Essendon Fields	Legal 500, Australia 2023.	General Counsel, team size two, co-location in asset, development projects, planes,	Annex relevant profile pages.

Proposed annexure	Document / article	Source	Fact or issue supported	Action
			regulatory landscape and governance priorities.	
AC-85	Essendon Fields Fearless Females 2023 profile - Stacey Pettit	Essendon Fields.	Property, commercial, compliance, development/infrastructure , risk management and governance requirements.	Annex page printout/screenshot.
AC-86	Legal 500 / other public profile - GeelongPort role	Legal 500 / public professional profiles.	Professional background as General Counsel/Company Secretary at GeelongPort.	Annex only as professional background if counsel wants it.
AC-87	AFR: Victoria's \$8b black box, stamped confidential	Australian Financial Review, 2024.	Contextual privatised-infrastructure/concession issue only; no direct Hangar 81 proof located.	Obtain lawful copy; do not rely until counsel reviews.
AC-88	Essendon Airport Master Plan 2013	Essendon Fields / approved Master Plan.	Planning framework, aviation function, development vision and land-use controls.	Annex full or relevant extracts.
AC-89	Essendon Airport Land Use Plan 2013	Essendon Fields / approved LUP.	Special Use Zone - Aviation; aircraft storage and support activities; other uses that do not prevent those activities.	Annex relevant pages including SUZ1.
AC-90	Department of Infrastructure airport planning and regulation page	Australian Government Department of Infrastructure.	Leased federal airport Master Plan, MDP, building control and environment framework.	Annex page printout.
AC-91	Essendon Fields planning and building page	Essendon Fields.	EAPL and ABC approvals required; Commonwealth land; Airports Act and Building Control Regulations apply; consistency with Master Plan required.	Annex page printout.
AC-92	Building Approvals at Essendon Fields Airport guidance	Essendon Fields / ABC guidance.	ABC appointment, federal building approval process, role of EAPL and ABC.	Annex guidance PDF.
AC-93	Essendon Fields register of building applications	Essendon Fields, register dated 29 May 2026.	Hangar 103, Hangar 104, Building 77, vehicle uses,	Annex current register and mark relevant entries.

Proposed annexure	Document / article	Source	Fact or issue supported	Action
			demolition, change-of-use entries.	
AC-94	Building 77 development works notice	Essendon Fields.	General Aviation apron works, turnstile relocation, contractor parking on GA apron.	Annex page printout and plans/photos.
AC-95	Hangar 103 and 104 historical page	Essendon Airport centenary / EF100.	Hangar 103 and 104 constructed by Commonwealth Department of Civil Aviation and used as maintenance hangars.	Annex page printout.
AC-96	ATSB report - Bulla Road Precinct	Australian Transport Safety Bureau.	Essendon-specific Airports Act, airspace, ICAO Annex 14 / MOS Part 139 interaction and assurance issues.	Annex relevant extracts.
AC-97	Senate RRAT General Aviation inquiry - Chapter 6	Parliament of Australia.	GA erosion, airport privatisation, non-aviation development, rents, long-term leases, GAAN/BITRE findings.	Annex chapter or relevant extracts.
AC-98	GAAN - A New Strategy for the Australian General Aviation Sector	General Aviation Advisory Network.	GAAN strategy statements about capital city secondary airports and non-aviation development.	Annex relevant pages.
AC-99	BITRE Economic measures of general aviation in Australia, 2025	Bureau of Infrastructure and Transport Research Economics.	GA community/economic roles including regional, health, freight, agriculture, training and emergency services.	Annex report page and executive summary.
AC-100	Australian Flying - Department moves to reassure GA over Airport Access	Australian Flying, 28 November 2024.	Current industry reporting on federal oversight, GA access, master plans, building-control review and aviation precinct protection.	Annex article lawfully.
AC-101	DJPR Annual Report 2021-22	Victorian Government.	Victorian aviation/aerospace policy context; Quickstep	Annex policy context only.

Proposed annexure	Document / article	Source	Fact or issue supported	Action
			Tullamarine MRO expansion with aircraft maintenance and engineering jobs.	
AC-102	ParlInfo / RRAT Estimates transcript - 27 May 2015	Official Committee Hansard supplied by Anita Carter.	Airport building-controller / federal airport governance context and other aviation oversight material if marked by counsel.	Annex specific pages only after relevance is marked.
AC-103	AFR: Essendon airport funds upgrades with property, wins community backing	Australian Financial Review, 23 March 2015.	Potentially direct media context about Essendon Airport, aviation upgrades and property funding.	Obtain lawful copy before relying.
AC-104	The Australian / AFR or other articles on Essendon Fields value and property development	Lawful subscription copies to be obtained.	Context on property development value growth and non-aviation commercial model.	Obtain through solicitors.
AC-105	Recent tenant notices and closure correspondence	Primary records to be collected from affected hangars/tenants.	Four hangars, engineering displacement, one-month notices, Blackhawk relocation and operational impact.	Annex as primary evidence as soon as collected.
AC-106	Photographs, video, CCTV, access logs and movement records	AJH / 360 Aviation Group / airport records.	Border Force attendance; doors/entry points; aircraft arrival; hangar closure impacts; aircraft relocation.	Preserve and annex with chain-of-custody notes.
AC-107	ABF / Department production requests	Subpoena/FOI/notice to produce.	Attendance notes, radio logs, body camera, officer roster, reasons for attendance, communications with airport.	Seek production.
AC-108	AJH/Hangar 81 lease and title records	AJH records, FAC/EAPL records, title/lease instruments.	Tenant-built hangar, rent/outgoings, surrender/reduction, precinct classification and lease history.	Already in affidavit book; cross-reference.
AC-109	EAPL board, management, legal and development records	To be obtained by discovery/subpoena.	Hangar 81, Stacey Pettit, Master Plan/LUP, building approvals,	Seek production.

Proposed annexure	Document / article	Source	Fact or issue supported	Action
			ABF/biosecurity, aviation-to-non-aviation development strategy.	
AC-110	Commonwealth head lease, sale agreement and lease-review records	Department of Infrastructure / Commonwealth records.	Airport obligations, functioning airport covenant, development commitments, monitoring and compliance reviews.	Seek production / FOI / subpoena.

K. Source extract notes for annexures

These notes identify the precise propositions to mark in the annexures. They are not a substitute for attaching the original documents.

Source	Pages / location	Marked proposition
ANAO Report No. 48	pp. 11, 16	Essendon included in Phase 2; withdrawn from sale in April 1998 because tenders did not adequately address Government sales and ongoing privatisation objectives; only Phase 2 airport not sold.
ANAO Report No. 48	pp. 49-50	Stage 2 bids unacceptable; Stage 3 bids raised significant issues about long-term aeronautical use; complex asset; weight/noise restrictions impacted commercial performance; underdevelopment and run-down capital stock.
ANAO Report No. 48	p. 50 footnotes	Bids relied on post-lease freeholding and non-aeronautical development; one bid non-compliant/conditional; other low and raised long-term commitment concerns; EAL issued \$15 million of shares to Commonwealth.
ANAO Report No. 43 / No. 50	p. 22 / p. 28	Separate 2001 tender and sale announced for \$22 million.
First Point of Entry standards	pp. 1-7 and 23-24	FPOE responsibilities, shared responsibilities, incident preparedness, facilities, notification and definitions.
Essendon Land Use Plan	Special Use Zone Schedule 1	Aviation purpose: aircraft storage and aircraft support activities; other uses only if not preventing those activities.
Essendon building register	Hangar 103/104 entries	Demolition, building upgrades, car storage, vehicle access, carwash, vehicle-showroom or change-of-use entries to be marked.
Senate GA report	paragraphs 6.34-6.80	Privatisation/non-aviation development impact; rents on tenant-built infrastructure; reluctance to issue long leases; GAAN and BITRE concerns; committee view that aviation should not be de-prioritised.
Stacey Pettit public profiles	Management page / Legal 500 / EF profile	General Counsel role, legal team size, co-location, property/development/aviation projects, governance and risk-

Source	Pages / location	Marked proposition
		management scope.

L. Documents still required as primary proof

45. The following matters are stated as factual matters by me but should be supported by primary documents where available: notices to recently closed or displaced hangar tenants; names of affected engineering businesses; number of engineers affected; date and terms of any one-month notice; photographs/video of the hangars; documents showing the Blackhawk helicopter relocation to Hangar 81; flight/movement records; staff statements; and any airport correspondence about those events.

46. For the Border Force attendance, the primary proof still to seek includes ABF attendance records, officer rosters, reasons for deployment, internal communications, body-camera or audio records if any, CCTV, visitor/access logs, aircraft arrival records, passenger/crew manifest where lawful and appropriate, and communications between EAPL, airport management, Border Force, Biosecurity or other agencies.

47. For Stacey Pettit and governance, the primary proof still to seek includes correspondence, board papers, legal instructions, management minutes, advice requests, approval memoranda, risk registers and compliance assessments. Without those primary documents I do not assert that she personally made a decision; I assert that her public role makes her a likely custodian and relevant person for production and questions.

M. Signature / verification block

I, Anita Carter, confirm that the factual matters stated from my own knowledge are true to the best of my knowledge and belief. Matters sourced from public documents are identified as such and should be checked against the original source documents before filing.

Signed: _____

Anita Carter

Date: _____

Annexure J

Essendon Airport Master Plan 2013 Extracts

Planning framework, aviation forecasts and hangar proposals



1. INTRODUCTION

Essendon Airport comprises 305 hectares and is located approximately 11 kilometres northwest of the Melbourne Central Business District (CBD) and 7 kilometres southeast of Melbourne Airport. The Airport is used for a mix of aviation uses and growing non-aviation purposes.

Essendon Airport began operations in 1919 as an all-over field and was officially designated an international airport in 1950. The existing terminal building was constructed in 1959. In 1962, the Commonwealth approved the establishment of a new international and domestic airport at Tullamarine (Melbourne Airport) and international and domestic flights were transferred from Essendon Airport to the new Melbourne Airport facility in 1971.

Essendon Airport Pty Ltd (EAPL) was granted a 50 year lease with a 49 year option in 1998. Control of EAPL was transferred to a joint venture of the Linfox and Becton Groups in September 2001. In 2005, the Becton Group transferred its interest to Beck Corporation Today, Essendon Airport is used for a mix of charter, corporate, emergency services and general aviation and a mixture of commercial, retail and light industrial activities. In the past 17 years, aviation activity has decreased from 63,600 movements (31,800 landings) in 1990/91 to 53,700 movements (26,850 landings) in 2012.

Based upon the forecast of aircraft activity projections for 2033 (the planning period for the Master Plan), it is expected that there will be slight increase in aviation activity to approximately 56,850 movements over the next 20 years. This forecast is based on an extrapolation of aviation movement trends over the last ten years and

as an outcome from consultation with the key operators at the airport.

However, due largely to the reduction in aviation activity since 1971 and limited projected aviation activity growth, the airport contains land and facilities that are surplus to projected aviation requirements.

Consequently, this presents the continued opportunity to explore new development on surplus land.

Development will create employment and add economic activity to the airport, the community and the State.

Essendon Airport has approximately 78 hectares of non-aviation land available for development. The development of this land is important to strengthen the economic viability of the airport.

EAPL is responsible for the preparation of a Master Plan in accordance with the *Airports Act 1996* and associated Regulations.

This Master Plan has been prepared to meet the statutory obligations of the *Airports Act 1996* and sets out a broad framework for the development of the airport for the next 20 years.

The Master Plan sets out the development objectives for the airport, together with concepts for individual precincts. The Master Plan has been prepared on the assumption that tenant demand for non-aviation development will continue at similar levels to that of the past decade.

The timing and form of development will be influenced by a multitude of factors. EAPL will, over time, review the Master Plan as necessary and in accordance with the requirements of the *Airports Act 1996*.



7. AVIATION ACTIVITY FORECASTS

7.1 HISTORIC AVIATION ACTIVITY

Since the opening of Melbourne Airport in 1971, aviation activity at Essendon Airport has moved towards general aviation with the current trend moving towards increased rotary and charter movements.

Over the last ten years aircraft traffic has reduced from 68,000 annual movements in 2002 to a level of around 54,000 annual aircraft movements in recent years.

Historic aviation activity at Essendon Airport over the past 10 years is shown in the following table.

Table 7.1
Historic Aviation Activity at Essendon Airport
(Calendar years)

Year	Annual Aircraft Movements	Year	Annual Aircraft Movements
2002	68,418	2008	54,739
2003	64,240	2009	58,659
2004	59,826	2010	54,994
2005	58,708	2011	54,162
2006	59,244	2012	53,779
2007	53,802		

Source: Airservices Australia Annual report and EAPL data

Table 7.2
Essendon Airport in 2012 Proportion
of Aircraft Movements

Single Propeller	23.2%
Twin Propeller	21.1%
Twin Turboprop	18.0%
Jets	5.4%
Rotary Wing	32.3%

Source: Airservices Australia Annual report and EAPL data

In accordance with Section 71(2)(b) of the *Airports Act 1996*, EAPL has assessed the future needs of civil aviation users of the airport and of other users of the airport, for services and facilities relating to the airport.

As part of this assessment, EAPL deems that a broad change of aviation trends for Essendon Airport is occurring. EAPL envisages a decline in single and twin engine use of the airport, but a notable shift towards increasing use of the airport for corporate jets, high end general aviation uses, mining and energy sector charters and helicopter operations.

Moderate growth in regional RPT services is also likely. To a certain extent, it is envisaged that one trend will offset the other, and aircraft movements at the airport will plateau between approximately 54,000-57,000 movements over the next 20 years. This trend is occurring due to the worldwide expansion of corporate jet travel. Conversely, investment in smaller general aviation at Essendon Airport continues to decline. Interest continues to be received for additional corporate jet hangar construction. Little, if any, interest is occurring for smaller general aviation hangars.

The increase in FIFO activities driven by the mining and energy markets across Australia in recent years has had a significant impact on aviation across Australia. There had been minimal impact on Victorian airports outside the regular public transport operations until 2012.

Regular closed charter FIFO flights began operating from Essendon Airport in early 2012. Further flights have been introduced to meet demand and it is anticipated that this will continue to grow. Currently four flights a week depart Essendon Airport servicing Prominent Hill, Telfer and Orange. We have allowed for this activity to double in the Master Plan period.

On considering these issues, EAPL has extrapolated general aviation trends over the next 20 years.

It is anticipated that in 2033 the combined operation of all the above mentioned aircraft types will generate approximately 57,000 total aircraft movements.

EAPL's analysis of the market generally, and for ANEF purposes, establishes that:

- Single Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Turboprop Movements are likely to increase by 1% per annum over the next 20 years;
- Jet Movements are likely to increase by 3% per annum over the next 20 years;
- Rotary Wing Movements are likely to increase by 2% per annum over the next 20 years.

Current and projected aircraft movements are summarised in Table 7.3 below.

In broad terms, it is envisaged that aircraft movement declines in some airframe types (namely single propeller and twin propeller) will largely be offset by increases in others (namely turboprop, jet and rotary wing aircraft).

It is therefore considered that whilst there has been a decline in flight activity during this decade, this will now be stabilised and will remain consistent in the future.

More particularly, we therefore anticipate that total average movements over the next 20 years will be within the range of 53,000 to 57,000 movements per annum.

Table 7.3

Current and Projected Aircraft Movements

Aircraft Category	2012 Aircraft Movements		2033 Forecast	
	% of total	Movements	% per annum	Movements
Single Propeller	23.2	12,477	2% decrease	7,747
Twin Propeller	21.1	11,347	2% decrease	7,407
Twin Turbo	18.0	9,680	1% increase	11,894
Jet	5.4	2,904	3% increase	5,319
Rotary Wing	32.3	17,371	2% increase	24,481
Total	100	53,779		56,848

7.2 EMERGENCY SERVICES

EAPL also envisages a further trend for emergency services use of Essendon Airport. Over the past five years, operations related to Emergency Services have significantly increased.

Whilst growth at this level is unlikely to continue, there is still potential for slower growth. This increase has largely been a result of activities of the Victorian Police Air Wing and Air Ambulance.

The Victorian Police Air Wing and Air Ambulance Centre were completed in 2009. It accommodates three main components: an apron; the hangars; and ancillary support areas including offices, mess areas and maintenance facilities. Separate hangars were constructed for both the Police Air Wing and Air Ambulance Victoria. This development positioned Essendon Airport at the forefront of the provision of aviation facilities for emergency services use in Australia. The close proximity of Essendon Airport to the major hospitals in the City of Melbourne ensures that demand for these services will continue to be high.

Since 2005, Essendon Airport has also become the home for Aero Rescue. The organisation operates Dornier 328-120 aircraft and provides fixed wing search and rescue services on behalf of the Australian Maritime Safety Authority. Essendon Airport has become one of five Australian bases for these standby search and rescue services, providing vital maritime support services.

In summary, EAPL is committed to the sustainability and ongoing use of Essendon Airport for emergency aviation services and considers that the airport meets the long term needs of Emergency Services users in Victoria.



Corporate hangars

NEW HANGARS

Pending demand especially from jet operators, it is possible that up to five new hangars, capable of accommodating aircraft up to 45,000 kilograms MTOW, could be constructed over the Master Plan period within the Aviation Precinct. Construction of further smaller hangars could also occur if demand requires.

The majority of these new hangars would likely be

developed around the Southern Apron or in the Hart Precinct adjacent to the north south runway (subject to appropriate vehicular access to the Hart Precinct being established) and will depend on the strength of the corporate aviation market.

Hangar development in the Hart Precinct would also require further infrastructure including taxi way and apron construction within the airfield.

9.7 SOUTHERN - BULLA PRECINCT

The Bulla Precinct was developed during 2004-2007. During this time, the Precinct has met with considerable success and been tremendously well supported by the public. A DFO and a Homemaker Hub development have been established on the Precinct, accompanied by high quality larger retail operators as well as a Dan Murphy's liquor store within the 60,000m² of developed buildings.

EAPL is currently looking for further commercial development on the south-west quadrant of the Airport near the Bulla Precinct, as well as within the existing retail area. The south-west quadrant provides high-value, high-visibility land adjacent to the Tullamarine Freeway well suited for higher value commercial development in the long term such as retail, car parking, and office.

Traffic flow of the Bulla Road Interchange is nearing capacity due to heavy freeway flows. EAPL has been in consultation with key stakeholders to improve the flow of vehicles in this area. This work will provide significant improvement to the overall traffic flow around the interchange. These works will also provide capacity to further develop in and near the Bulla Precinct. EAPL will be able to provide more information once VicRoads have approved a plan and agree to make this information public. More information on ground transport is provided in chapter 10.

Proposed developments within the next five years (subject to tenant demand) are:

- Additional car parking to service the existing retail;
- Up to an additional 15,000m² of retail development.

9.8 EASTERN - HART PRECINCT

The Hart Precinct is approximately 36 hectares in total and is irregular in shape. The precinct is bounded at the north-east by Lebanon Street with a residential area directly adjacent. The north-west corner is adjacent to Melbourne Water storage tanks which service the region. The precinct is bounded to the west by runway and to the south by existing taxi ways.

The Hart Precinct was previously designated as Airfield Special Use in the 2008 Master Plan. The re-designation as Business 3 is considered appropriate to reflect the development potential of the Hart Precinct. It was

previously recognised for its future potential development opportunity. There is no requirement or plans to use the Hart Precinct as an airfield. The Precinct has been re-designated as Business 3 for both aviation and non-aviation purposes which is consistent with the designations for the rest of airport.

The purpose of the Hart Precinct land use policy is to "facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields."

It is a land use policy of EAPL to ensure that interface issues with residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

The Hart Precinct is partly "land locked" by the East-West and the North-South Runways, and is currently only accessible through airside roads or private gates accessed from Strathmore.

There is currently limited usage of these gates. EAPL's intention is to provide access into the Hart Precinct from the Wirraway North Precinct. We envisage that this road could be completed within the next five years. EAPL's preference is to avoid the use of access from existing residential streets where possible.

Development is expected to be of lower value in comparison to the English Street precinct within the airport. Development of the Hart Precinct will depend on a number of items such as infrastructure, roads, provision of services, noise and impact on the neighbouring residents.

EAPL will encourage development towards the western end of the precinct first. Any aviation development will be located in areas closest to the runways.

Uses proposed in the Hart Precinct in the longer term include hangars, vehicle storage, and office/warehouse providing commercial and light industrial office facilities for both aviation and non aviation related uses.

EAPL have had discussions with Airservices Australia who have considered the Hart Precinct (adjacent to the north-south runway) as a potential area to relocate the Air Traffic Control Tower.

The location of new hangars (at either the Hart Precinct or the southern apron) will be subject to a number of

Annexure K

Essendon Airport Master Plan 2013

Complete published document for contextual verification



MASTER PLAN 2013



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English Street entrance



FOREWORD

Since privatisation in 2001, Essendon Airport Pty Ltd (EAPL) has successfully addressed a number of challenges. The Tullamarine – Calder Freeway Interchange Upgrade, new commercial offices, retail developments and new hangars, including for the Police Air Wing and Air Ambulance, have been built. There have also been improvements in aviation infrastructure, which include a wide range of security, lighting, safety and operational investments including the reconstruction of English Street providing access to the airport terminal. Our short and long term development objectives are set out in the Master Plan.

EAPL is owned by the Linfox Group and Beck Corporation.

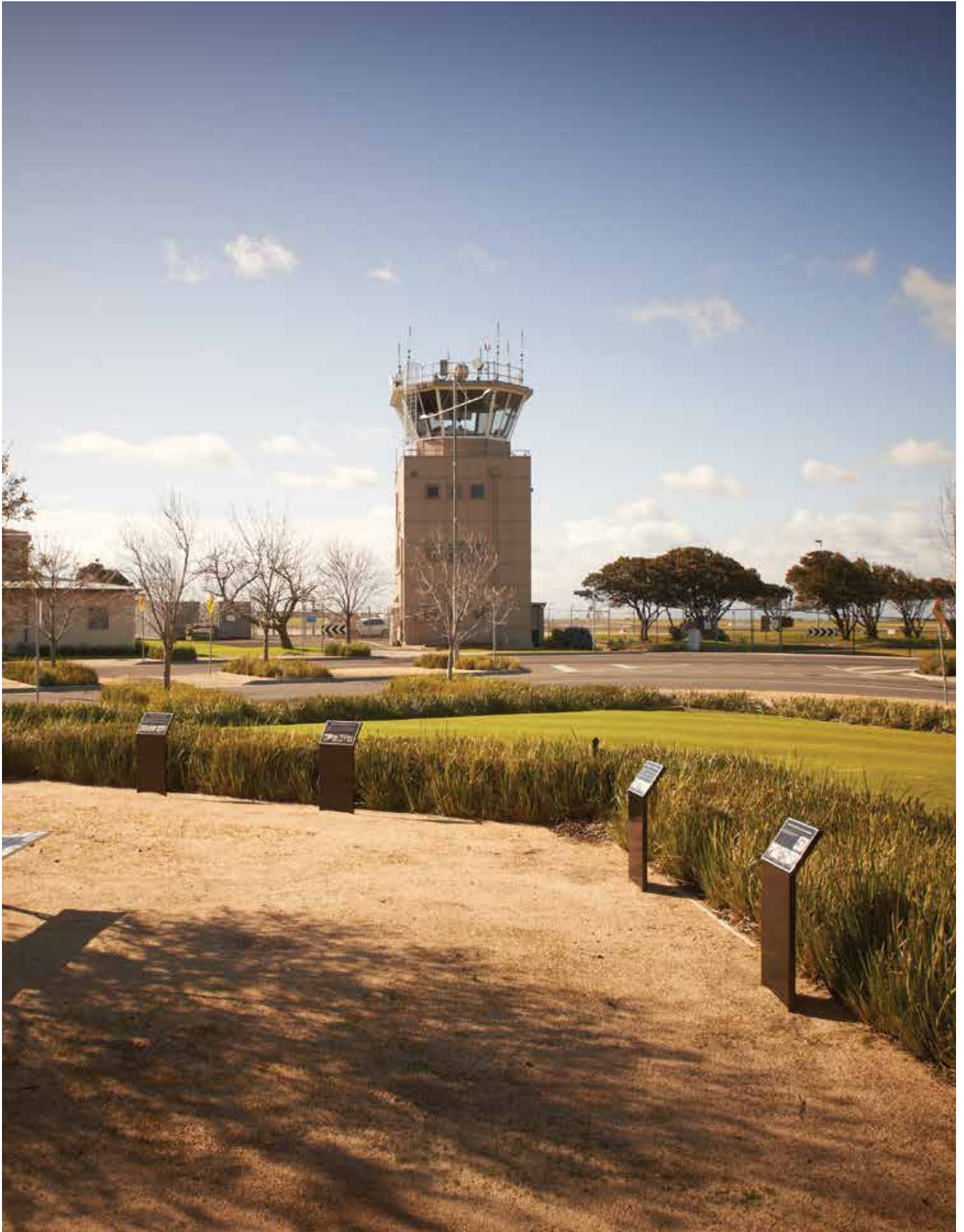
This third Essendon Airport Master Plan outlines the objectives for the period 2013-2033. This Plan is prepared in accordance with the *Airports Act 1996* and includes comments beyond the bare statutory requirements in order to provide a fuller picture of the future of Essendon Airport.

Essendon Airport remains a vital aviation resource for Melbourne and regional Victoria. It continues to provide excellent facilities to the aviation industry, with a special emphasis on Police and Emergency Services, flight support and the corporate aviation market. In addition, it offers the opportunity to create an integrated business environment, unlike anything else in Melbourne.

The Master Plan recognises that management of the interaction with the local community is a key issue for Essendon Airport. EAPL believes that public involvement is important to Essendon Airport's success, and in that spirit, we provide this Master Plan, for review and contemplation by the public and interested parties.

Bernard Griffiths
Director
Essendon Airport Pty Ltd

Andrew Nicholls
Director
Essendon Airport Pty Ltd



Heritage Walk and the Control Tower at Essendon Airport



EXECUTIVE SUMMARY

Essendon Airport is a general aviation aerodrome that is situated on 305 hectares, 11 kilometres northwest of Melbourne's Central Business District and 7 kilometres southeast of Melbourne Airport.

Since the establishment of international and domestic flights at Melbourne Airport in 1971, Essendon Airport's operations and level of aviation activity had steadily declined until 2007. Activity has stabilised since 2008 with increases in rotary and charter activity.

Today, the airport contains land and facilities that are surplus to current and projected aviation requirements. This provides the opportunity to pursue aviation initiatives, especially those with a corporate jet focus, and property development opportunities for a wider range of activities.

This Master Plan has been prepared to meet statutory obligations of the *Airports Act 1996* and sets out a broad framework for the development of the airport over the next 20 years.

MASTER PLAN FEATURES

The Master Plan has been prepared to achieve Essendon Airport Pty Ltd's vision, which is:

'To establish a commercially viable, safe and functional general aviation facility which meets projected aviation requirements whilst utilising the property's strategic land holdings for high quality commercial development.'

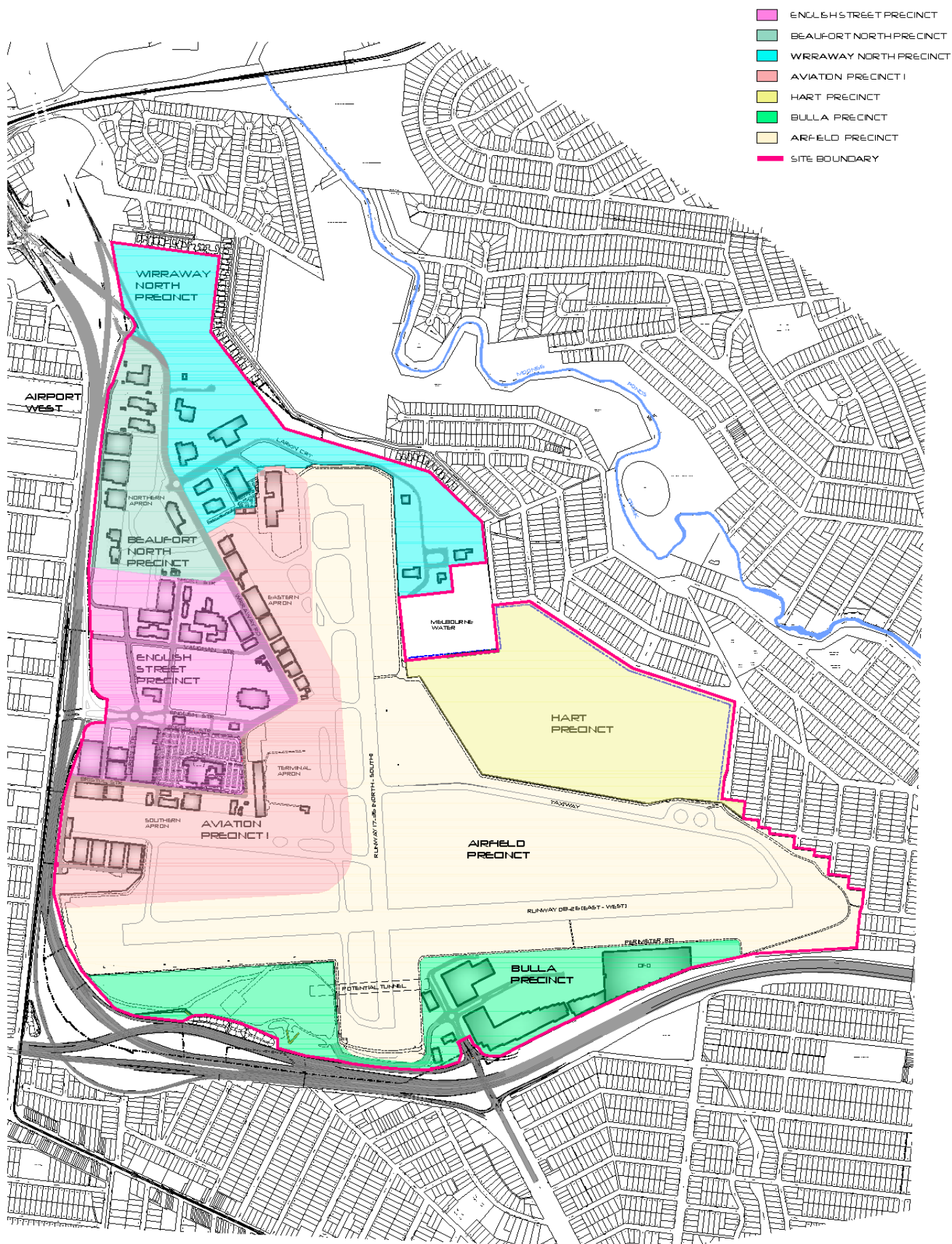
Essendon Airport Pty Ltd has established the following objectives to achieve this vision:

1. To improve and maintain safe, secure and efficient airport operations;

2. To add value to the airport by realising development opportunities;
3. To increase market awareness of development opportunities at the airport;
4. To improve the integration of the airport with its surrounds; and
5. To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.

The main aviation features include:

- A two-runway system, one of which has an Instrument Landing System;
- A maintained commitment to the airport's security infrastructure;
- An emergency services air wing consisting of hangars and apron facilities for the Victoria Police and Air Ambulance;
- No proposals in this master plan to change the current curfew or weight limitations;
- Further development of aviation operations; and
- A continued focus on the airport's heritage, including the façade upgrade to the airport's passenger terminal and potential restoration and repainting of buildings on Wirraway Road.



MASTER PLAN
ESSENDON AIRPORT PTY LTD

Essendon Airport is an emerging base for fly-in/fly-out (FIFO) operations to the mineral and energy sector throughout Australia. This has enabled an estimated additional 320 local and regional workers to find employment in the mining sector and has created \$43.1 million in direct economic benefit to Victoria.

The main non-aviation features include:

- Identification of land surplus to aviation requirements suitable for commercial or industrial redevelopment;
- Redevelopment of existing commercial areas centred around the English Street Precinct;
- Road and infrastructure upgrades, including the potential development of new internal roads;
- The Heritage Walk, which provides information, largely of a heritage nature and significant events at the airport, to members of the public; and
- Development of areas in the north of the airport.

The commercial development of Essendon Airport as a business activity centre since 2001 has created an additional \$484.6 million per annum of net-direct economic benefit for the City of Moonee Valley. This is estimated to increase by a further \$187.1 million per annum from proposed developments during the first five year period of this Master Plan. More information on the economic benefits can be found in Chapter 9.

LAND USE PLAN

A Land Use Plan describing proposals for land use and related planning, zoning and development has been prepared for Essendon Airport to satisfy the requirements of the Airport Regulations 1997. The Land Use Plan is in an amount of detail equivalent to that required by, and uses terminology (including definitions) largely consistent with that applying in land use planning, zoning and development legislation in force in Victoria, including in the City of Moonee Valley.

Business zones (B2Z and B3Z) have been modified and applied to land side precincts and special use zones (SUZ1 and SUZ2) have been created and applied to the Airfield Precinct and Aviation Precinct. The Land Use Plan will be used to guide the land use planning decisions in the issuing of the Airport Operator's consent to new developments on the Airport.

AIRPORT PROTECTION

In accordance with Section 71(2)(d) of the *Airports Act 1996*, a forecast for annual aircraft movements in 2033 (the planning period for the Master Plan) has been used in the preparation of the Australian Noise Exposure Forecast (ANEF) contours for Essendon Airport.

Essendon Airport Pty Ltd is not seeking involvement in planning controls outside the airport boundaries, except for the work undertaken with MVCC to implement a Design Development Overlay to protect the airspace at runway ends. Essendon Airport does not have referral authority status under the *Planning and Environment Act 1997 (Vic)*.

DEVELOPMENT PROPOSALS

Current hangar and aircraft parking facilities meet projected requirements with only a small amount of unused capacity so expansion of these facilities seems possible. Development of new hangar and parking facilities is expected to occur where existing facilities are replaced or relocated.

Commercial developments are expected to continue to take up the vacant land side areas at the Airport.

Development proposals for the next 20 years include:

- Consolidation and rationalisation of the aviation activities located in the northern airfield to a more central location. The specific location of those activities will be determined by assessing a number of factors at the time of relocation: efficiency of aviation activities, access to the apron and taxiways, control tower location, vehicular access, impact on the community and demand from operators at the time;
- Further construction of hangars, especially those associated with corporate jet activity;
- Further provision of services to sites for commercial developments;
- The extension of automotive retailing, servicing and related commercial activity;
- Reactivation of heritage assets;
- Expansion of the campus-style setting in at least the English Street Precinct; and
- Further office, retail, light industrial and commercial uses.

More detailed information on developments proposed within the first five years of the Master Plan is set out in Chapter 9 - Airport Development Proposals.

ENVIRONMENTAL MATTERS

Environmental issues have been considered in the Master Plan. The previous 2010 Environment Strategy is superseded by the 2013 Environment Strategy included in this Master Plan and outlined in Chapter 5.

Environmental matters will be specifically considered as part of individual development proposals with input from the Airport Environment Officer and Essendon Airport Pty Ltd.

IMPLEMENTATION AND REVIEW

The Master Plan will be reviewed every five years as required under the *Airports Act 1996*.



Emergency Services aircraft at Essendon Airport



1. INTRODUCTION

Essendon Airport comprises 305 hectares and is located approximately 11 kilometres northwest of the Melbourne Central Business District (CBD) and 7 kilometres southeast of Melbourne Airport. The Airport is used for a mix of aviation uses and growing non-aviation purposes.

Essendon Airport began operations in 1919 as an all-over field and was officially designated an international airport in 1950. The existing terminal building was constructed in 1959. In 1962, the Commonwealth approved the establishment of a new international and domestic airport at Tullamarine (Melbourne Airport) and international and domestic flights were transferred from Essendon Airport to the new Melbourne Airport facility in 1971.

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However, due largely to the reduction in aviation activity since 1971 and limited projected aviation activity growth, the airport contains land and facilities that are surplus to projected aviation requirements.

Consequently, this presents the continued opportunity to explore new development on surplus land.

Development will create employment and add economic activity to the airport, the community and the State.

Essendon Airport has approximately 78 hectares of non-aviation land available for development. The development of this land is important to strengthen the economic viability of the airport.

EAPL is responsible for the preparation of a Master Plan in accordance with the *Airports Act 1996* and associated Regulations.

This Master Plan has been prepared to meet the statutory obligations of the *Airports Act 1996* and sets out a broad framework for the development of the airport for the next 20 years.

The Master Plan sets out the development objectives for the airport, together with concepts for individual precincts. The Master Plan has been prepared on the assumption that tenant demand for non-aviation development will continue at similar levels to that of the past decade.

The timing and form of development will be influenced by a multitude of factors. EAPL will, over time, review the Master Plan as necessary and in accordance with the requirements of the *Airports Act 1996*.



Top Left : Beatles - Historical DHS - 1964
 Top Right : Roy Orbison at Essendon Airport 1964
 Bottom Left : Her Majesty steps off plane at Essendon Airport. 1954
 Above : President Lyndon B. Johnson and Mrs Johnson leaving their plane at Essendon Airport.

2. BACKGROUND & CONTEXT

2.1 AIRPORT LEASE

The Commonwealth retains ownership of Essendon Airport, which is leased to EAPL for 50 years with a 49 year option. As Lessee, EAPL is required by the Commonwealth to provide for the use of the airport site as an airport and for access to the airport by interstate and intrastate air transport. The lease also provides:

“Throughout the term the Lessee must develop the Airport Site at its own cost and expense having regard to:

- a) the actual and anticipated future growth in, and pattern of, traffic demand for the Airport Site;*
- b) the quality standards reasonably expected of such an airport in Australia; and*
- c) Good Business Practice.”*

2.2 CONTENTS OF THE MASTER PLAN

Section 71(2) of the *Airports Act 1996* specifies the matter that must be set out in a Master Plan:

- a) “the airport-lessee company’s development objectives for the airport; and*
- b) the airport-lessee company’s assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and*
- c) the airport-lessee’s company’s intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access, and land planning/zoning aspects; and*
- d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and*
- da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and*
- e) the airport-lessee company’s plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above significant ANEF levels; and*



Historical Mural of Queen Elizabeth II arriving at Essendon Airport

- f) *the airport-lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and*
- g) *the airport-lessee company's plans for dealing with the environmental issues mentioned in paragraph f) (including plans for ameliorating or preventing environmental impacts).*
- ga) *in relation to the first 5 years of the master plan – a plan for a ground transport system on the landside of the airport that details:*
 - i) *a road network plan; and*
 - ii) *the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and*
 - iii) *the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and*
 - iv) *the arrangements for working with the State and local authorities or other bodies responsible for the road network and public transport system; and*
 - v) *the capacity of the ground transport system at the airport to support operations and other activities at the airport; and*
 - vi) *the likely effect of proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding the airport; and*
- gb) *...detailed information on the proposed developments in the master plan that are to be used for;*
 - i) *commercial, community, office or retail purposes; or*
 - ii) *for any other purpose that is not related to airport services; and*
- gc) *...the likely effect of the proposed developments in the master plan on;*
 - i) *employment levels at the airport; and*
 - ii) *the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport;*
- h) *an environment strategy that details:*
 - i) *the airport lessee company's objectives for the environmental management of the airport; and*
 - ii) *the areas (if any) within the airport site which the airport lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and*
 - iii) *the sources of environmental impact associated with airport operations; and*
 - iv) *the studies, reviews and monitoring to be carried out by the airport lessee company in connection with the environmental impact associated with airport operations; and*
 - v) *the time frames for completion of those studies and reviews and for reporting on that monitoring; and*
 - vi) *the specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and*
 - vii) *the time frames for completion of those specific measures; and*
 - viii) *details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and*
 - ix) *any other matters that are prescribed in the regulations."*

Each of these requirements is addressed in this Master Plan. Additionally, the timing of the Environment Strategy has now been aligned with the five-year Master Plan time frame and is incorporated within the Master Plan document. Amendments to the *Airports Act 1996* effective December 2010 including items (ga) to (h) above are some of the key changes in relation to Airport Master Plans.



3. THE VISION & DEVELOPMENT OBJECTIVES

EAPL’s vision for the airport is:

“To establish a commercially viable, safe and functional general aviation facility which meets projected aviation requirements whilst utilising the property’s strategic land holdings for high quality commercial development”.

EAPL has established the following development objectives to achieve the vision:

- To improve and maintain safe, secure and efficient airport operations;
- To add value to the airport by realising development opportunities;
- To increase market awareness of development opportunities at the airport;
- To improve the integration of the airport with its surrounds; and
- To consolidate airport operations and aviation requirements to ensure efficient and sustainable land use.



4. ESSENDON AIRPORT TODAY



Essendon Fields House

Essendon Airport is a strategically important parcel of land, providing a unique opportunity to reinforce its activity centre function by realising non-aviation development potential.

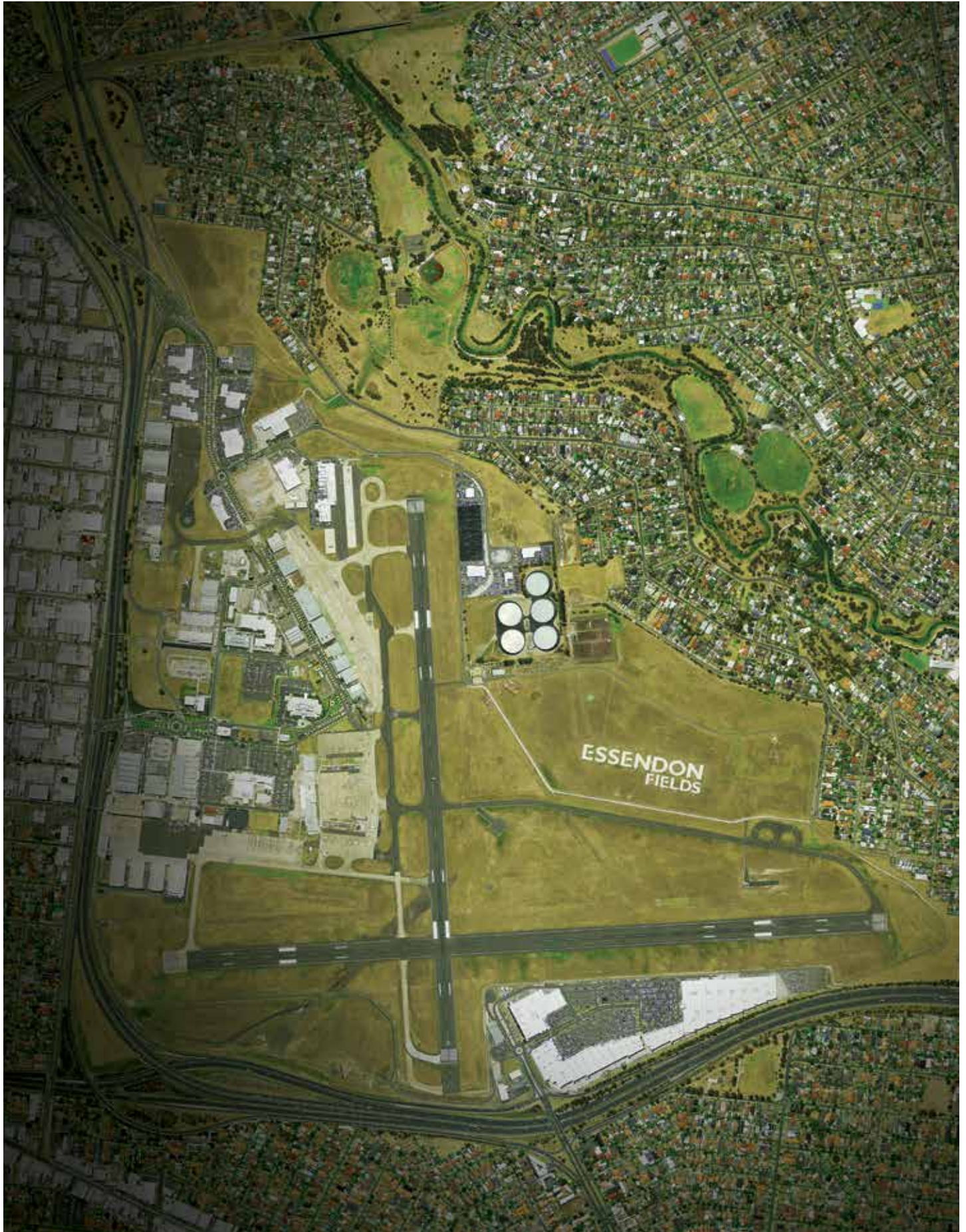
The site has potential for the creation of thousands of new employment opportunities, through the enhancement and expansion of the range of services and facilities presently located in the northwest of Melbourne. Further information on these opportunities can be found in Chapter 9 of the Master Plan.

Essendon Airport is located within an established urban area surrounded by industrial, commercial and

residential uses in the suburbs of Airport West, Niddrie, Essendon, and Strathmore.

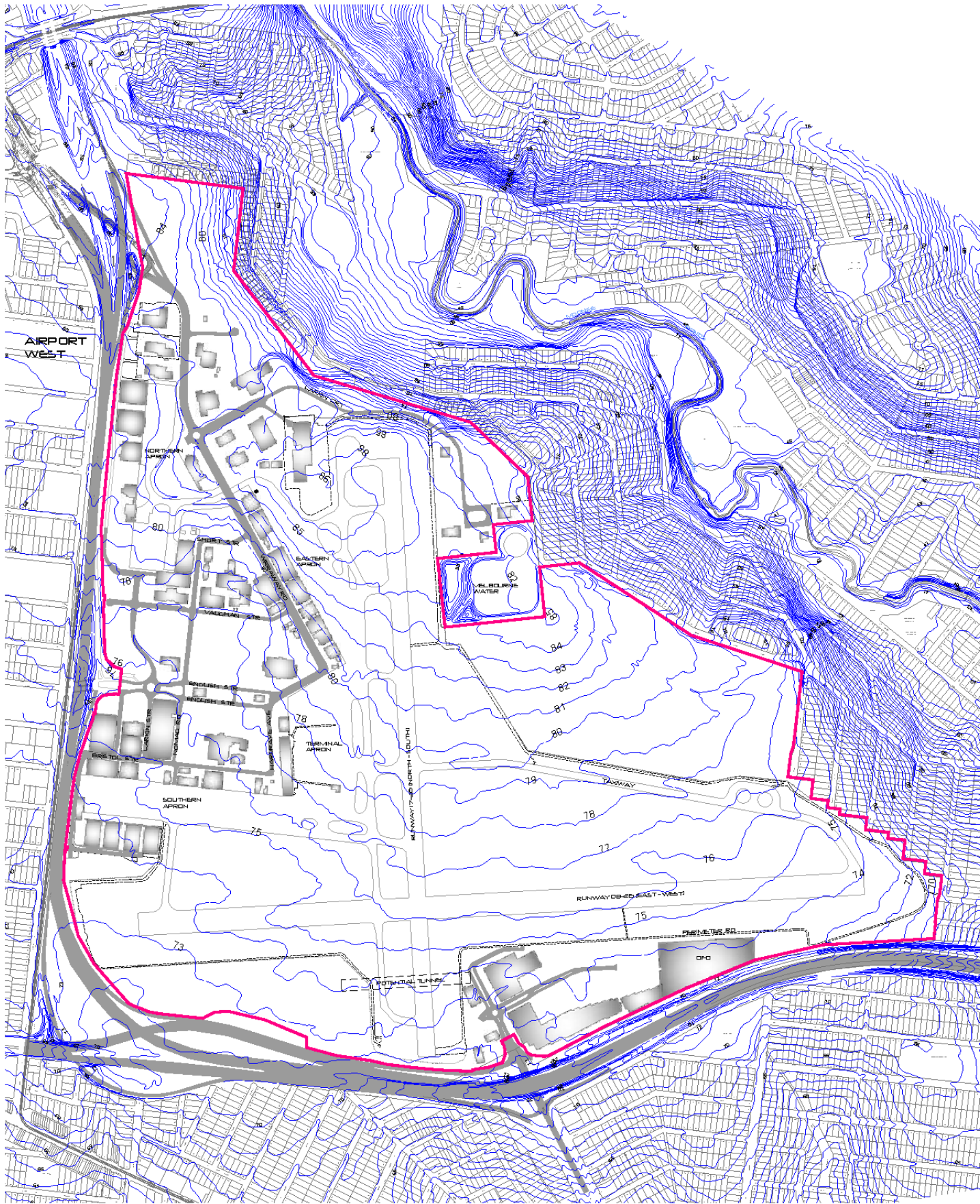
While designated public transport routes do not service Essendon Airport, the majority of businesses within the airport are located within 800m of a sustainable public transport source.

Generally, the majority of the Airport terrain is flat with the exception of the grade differential between sections of the Tullamarine Freeway and the Airport and the northern section of the Airport that slopes down towards Boeing Reserve and the adjoining residential area. Refer to FIGURE 4.1 contour plan:



Aerial view of Essendon Airport

FIGURE 4.1



CONTOUR PLAN
ESSENDON AIRPORT PTY LTD



4.1 EXISTING FACILITIES

Essendon Airport was formerly the main (international) airport for Melbourne and contains most aviation facilities required to support current and projected general aviation operations.

The runways, taxiways and aprons are of a size unique among aviation aerodromes in Australia, providing Essendon Airport with the ability to physically accommodate most aircraft types permitted by law (there is a legislated weight limit of 45,000kg).

4.2 AVIATION FACILITIES

The existing aviation facilities include:

- Runways including, 08/26 which runs east/west and is 1,921m long by 45m wide, and a secondary runway: 17/35 (north/south), 1,504m long by 45m wide;
- A network of flexible and concrete taxiways which provides access between the runways and the aprons;
- An apron area of some 165,000m²;
- A Control Tower located to the north of the main terminal building;
- Navigation aids including a Non Directional Beacon (NDB), and an Instrument Landing System (ILS);
- A Terminal Building which is approximately 5,910m² in area and was constructed when Essendon Airport was the main domestic and international airport for Melbourne. Today the building is used for terminal purposes and also accommodates a number of aviation and non-aviation tenants; and
- Aviation hangars, including the base for the Police Air Wing and Air Ambulance Victoria.

4.3 NON-AVIATION FACILITIES

Non-aviation facilities include:

- Building area in excess of 200,000m², accommodating approximately 170 active businesses and upwards of 4,200 employees;
- Buildings used for commercial activities such as offices, warehouse storage and distribution centres, including a key Australia Post Distribution Centre;
- Extensive landscaping throughout the Airport;

- Buildings fitted out for retail activities including a Direct Factory Outlet, bulky retail Homemaker Hub stores, two supermarkets, cafe and food outlets, nine car dealerships (servicing twelve brands) and other retail uses such as a 24 hour emergency veterinary clinic and a pharmacy;
- Roads and car parking areas;
- Outdoor advertising billboard signs; and
- Telecommunication towers.

4.4 AVIATION SECURITY

Essendon Airport is classified as a security controlled airport under the *Aviation Transport Security Act 2004 (Cth)*. Essendon is a Category 6 security controlled airport. Security screening is not mandatory for any existing regular operations at Essendon.

Airport security guards are in place and contracted to provide ad hoc and dedicated security patrols on an ongoing basis with an emphasis on night time operations.

As part of its legislative requirements, Essendon Airport Chairs a Security Committee which includes members of the Victoria Police and representatives from various airport operators. This Committee is responsible for ensuring the Transport Security Plan of the airport is suitable for the current security climate.

Essendon Airport also conducts regular emergency exercises and has representatives on the Municipal Emergency Planning Committee and the Region 3 Emergency Response Planning Committee.



Airport Safety

Regard is given to the application of “security by design elements” when undertaking risk assessment of aviation infrastructure projects. Over the coming five years particular attention will be given to road infrastructure design, the passenger terminal upgrade and landscaping works in places adjoining aviation infrastructure and areas of potential mass gatherings.

4.5 CURRENT AVIATION OPERATIONS

Since 1971, Essendon Airport has operated as a general aviation airport. In this role, Essendon Airport provides:

- A base for passengers and light cargo services to regional Victoria and Bass Strait;
- A base for emergency service providers including:
 - Air Ambulance Victoria;
 - Victorian Police Air Wing (see over);
 - The Royal Flying Doctor Service;
 - The Erickson Air Crane Helicopter fleet; and
 - Australian Maritime Search and Rescue Coastal Watch;
- Airport services and facilities to corporate and business aircraft;
- A facility for small to medium airfreight operations;
- Training bases for domestic operations (note Local Traffic Regulations published by Airservices Australia generally does not allow fixed wing circuit training at Essendon Airport);

- A base for domestic and international charter flight activity;
- A base for recreational and regional flyers and light aircraft owners;
- A base for third party maintenance and overhaul operations for fixed wing aircrafts and helicopters; and
- An emerging base to service FIFO operations to the mineral and energy sector throughout Australia.

AIR AMBULANCE VICTORIA

Essendon Airport plays a vital role in Air Ambulance Victoria’s (AAV) life-saving work. AAV are based at a facility shared with Victoria Police that opened in 2009 and have had a presence at Essendon Airport since 1963. AAV has four planes and two helicopters based at the airport.

AAV has three other helicopters – based in South West Victoria, Bendigo and the Latrobe Valley – that regularly bring time-critical trauma patients to major Melbourne hospitals, often via Essendon Airport.

One of the state’s busiest Air Ambulance Helicopter’s is located at Essendon and provides important 24-hour adult, neonatal and pediatric retrieval capacity to critical patients being transferred from rural hospitals to specialist care in Melbourne.

AAV’s four custom-designed King Air B-200 planes based at Essendon Airport assist paramedics and doctors in the treatment of patients in flights across



Air Ambulance Victoria

Victoria, Tasmania and southern New South Wales.

Weather plays a major role in AAV's ability to land helicopters at hospital helipads. If conditions aren't favourable, helicopters are able to land at Essendon Airport and be transferred by road to the nearby hospitals.

For these reasons Essendon Airport is an ideal location for AAV. It is the closest airport to Melbourne's major hospitals including the Royal Melbourne Hospital, the Royal Children's Hospital and the Royal Women's Hospital.

VICTORIA POLICE AIR WING

The Victoria Police Air Wing was officially formed in 1975. Initially, the Police Air Wing operations were all fixed wing. Helicopters were introduced in 1979. The current helicopter fleet consists of two Dauphin AS365 N3's and an EC135.

The Police Air Wing's work includes¹:

- Crime prevention and detection - regular patrols of metropolitan Melbourne;
- Traffic surveillance - to enable the police to better assess a situation on major traffic thoroughfares;
- Detection of traffic offenders through Operation Airtector - to detect and apprehend blatant traffic violators on the state highways;

- Location of stolen cars - search areas of bushland where dumped stolen cars may be found in remote and otherwise barely accessible areas;
- Air-surface direction of other units - from the vantage of aerial observation, guiding police on the ground or water to their targets;
- Search and Rescue - an aerial search to find people missing at sea or remote places. The helicopters can cover large areas in a short space of time, increasing the chance of rescue;
- Fire duties - The Air Wing can provide the Country Fire Authority (CFA) and Metropolitan Fire Brigade (MFB) with aerial observation reports or evacuation support;
- Photographic tasks - the Air Wing provides aerial support to facilitate all types of aerial photography for crime, traffic, planning and routine operations;
- Covert surveillance - observation and photography of criminal activities;
- Urgent transport of specialist members, such as the Dog Squad, to time critical incidents.

RUNWAY END SAFETY AREAS (RESA'S)

Currently, RESA's are not provided at the end of each runway at Essendon Airport and it is assumed the existing situation will remain.



1. Source - www.police.vic.gov.au

NAVAIDS

A new Instrument Landing System (ILS) was installed in 2006. Essendon Airport now has some of the most modern air navigational infrastructure in Australia. A network of Movement Area Guidance Signs was also established during 2006.

LIGHTING

During the 2006/2007 year EAPL invested \$5 Million in a state of the art runway, taxiway and airfield lighting system. This included the installation of four Precision Approach Path Indicators (PAPI). This project was one of the largest investments in a general aviation airport in Australia in the last decade.

REFUELLING FACILITIES

The existing refuelling facilities have been upgraded to provide more enhanced security, environmental protection and fuel storage capabilities.

4.6 CURFEW AND OTHER RESTRICTIONS

The Air Navigation (Essendon Airport) Regulations 2001 (Cth) imposes a maximum take-off weight of 45 tonnes. This restriction applies at all times.

The Regulations also prescribe a curfew period which applies to aircraft from 11pm until 6am the following day. Movements that are permitted during curfew periods include:

- Propeller driven aircraft and helicopters subject to specified maximum take-off weights and or maximum noise levels;
- Where the aircraft is involved in an emergency; or
- Where the aircraft is involved in a Police Air Wing operation; or
- A dispensation is granted by the Secretary under regulation 15 that authorises the take-off or landing, and the take-off or landing is in accordance with the dispensation.



Ground Crew at Essendon Fields



Private jet over Essendon Fields

4.7 AIRPORT AVIATION ACTIVITY

Some 180 aircraft are currently based at Essendon Airport. These comprise a cross-section of smaller airline, corporate and charter jets, general aviation aircraft and a broad range of helicopters. Based on a comprehensive analysis of aircraft movements recorded by the Essendon Airport aeronautical system, the proportion of movements of each aircraft type generally operated at Essendon Airport are provided in this Master Plan and outlined in Chapter 7.

Essendon Airport is an ex-international and domestic airport with commensurate infrastructure. Today Essendon Airport operates as a mix of charter, corporate, emergency services and general aviation activities. In recent years, the general aviation sector has been typified by a downward trend in activity and been replaced in part by growth in the corporate aviation market, in particular private jet charters and closed charter FIFO operations. Helicopter operations have also grown to become a significant part of operations at the airport.

Essendon Airport is now a critical hub for essential emergency services with over 8,000 incidents per year being attended to by Air Ambulance Victoria and the Police Air Wing.

The airport's 24 hour access for emergency movements and its proximity to the major hospitals in the Melbourne CBD are critical factors influencing decisions by both State and Federal agencies to use Essendon Airport as an emergency base.

4.8 NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK

The National Airports Safeguarding Advisory Group (NASAG) was established in accordance with the National Aviation Policy White Paper. The NASAG comprising the Federal, State and Local Government formed to develop the National Airports Safeguarding Framework (NASF).

With residential and commercial communities located immediately adjacent to our airport boundary the protection of Airspace is a major focus. EAPL is working with the Federal, State and Local Governments to support improvements in planning outcomes that will improve the safety and viability of operations in the Melbourne region.

EAPL has worked with the Moonee Valley City Council to finalise a planning scheme amendment relating to building height restrictions in areas under the runway approach and departure paths. Amendment C121 is currently with the Victorian Minister for Planning for approval.

The Essendon Airport airspace encompasses the Melbourne CBD so EAPL is involved in the assessment of CBD development proposals that could penetrate OLS or PANS OPS surfaces. EAPL is currently working with the Department of Infrastructure and Transport and the Victorian Department of Planning and Community Development in the preparation of a 3D model of the OLS and PANS OPS surfaces over the Melbourne CBD. This will provide a functional planning tool for the building and development industry.

An Airport Environs Overlay has not been prepared for Essendon Airport.



5. ENVIRONMENT

5.1 ENVIRONMENT STRATEGY

An Environment Strategy covering the management of environmental matters has been developed for Essendon Airport to encompass the first five years of this Master Plan. The Airport Environment Strategy is attached to the Master Plan and will replace the previous 2010-2014 Environment Strategy approved on 7 December 2010. The Environment Strategy includes environmental issues including:

- Air Quality;
- Noise;
- Stormwater;
- Groundwater;
- Soil Quality;
- Waste Management;
- Dangerous Goods and Hazardous Substances;
- Resource Use;
- Flora and Fauna; and
- Heritage (including Indigenous Cultural Heritage).

It is proposed that environmental issues associated with the implementation of the Master Plan will be managed within the regulatory framework established by the Environment Strategy.

5.2 IMPLEMENTATION OF THE MASTER PLAN; ENVIRONMENTAL ISSUES AND MITIGATION

In accordance with sections 71(2)(f) and (g) of the *Airports Act 1996* this Master Plan sets out:

- f) *“the airport-lessee company’s assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and*
- g) *the airport-lessee company’s plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)”.*

5.3 ASSESSMENT OF ENVIRONMENTAL ISSUES

The implementation of the Master Plan may involve a number of environmental considerations. These considerations, including the demolition of buildings, excavation of surface soils, and the construction of additional roads and buildings may all have some degree of effect on the environment and these will be monitored as works proceed.

Expected environmental issues include exposure to hazardous building materials, increased sediment load in stormwater, exposure to potentially impacted soils and importation of fill material, dust generation, noise impacts and air quality impacts.

5.4 PLANS FOR DEALING WITH ENVIRONMENTAL ISSUES

During the term of this Master Plan, it is likely that a mix of retail, office, light industrial, hotel and many other uses will occur across the airport site. All will have some impact on the environment.

The environmental issues that could arise, either during construction or after implementation can be considered to be:



Essendon Airport's Famous Aviators Historical Walk

- Land Contamination and Management;
- Water Quality Management;
- Air Quality Management (Dust & Vehicle Emissions);
- Noise Management;
- Flora and Fauna; and
- Heritage Conservation.

LAND CONTAMINATION AND MANAGEMENT

Assessment

As is the case with all construction activities, if not correctly addressed, potential land contamination issues could arise throughout the development process.

These impacts may include spoil from leveling the site, dust created from earth moving activities, wind erosion of exposed soils, or the storage and handling of fuel or chemicals after the establishment of a development.

Plans for ameliorating or preventing environmental impacts

Essendon Airport's Construction Environmental Management Plan (CEMP) addresses these impacts by:

- Following Victorian EPA guidelines for the removal of spoil;
- Using water carts for dust suppression when required;
- Limiting the amount of soil exposed at any given time; and
- Following the procedures of the Victorian EPA guidelines for the storage and handling of fuel and chemicals.

WATER QUALITY MANAGEMENT

Assessment

Water quality is an extremely important issue to Essendon Airport, particularly due to the close proximity of Moonee Ponds Creek to the east and Steele Creek to the west.

During a development, stormwater runoff may have an increased sediment load.

Plans for ameliorating or preventing environmental impacts

The CEMP addresses these by specifying that:

- Stormwater sediment concentrations are below the Airport (Environment Protection) Regulations 1997;
- Reference should be made to both the Construction Techniques for Sediment Control Measures and Reducing Stormwater Pollution from Construction Sites – both of which are EPA Publications.

The CEMP also specifies that impacts on water quality can be managed through:

- Minimising the area of land disturbed at any one time;
- Diverting potential upstream runoff from exposed soil and disturbed areas;
- Vegetating, paving, covering or stabilising all exposed and unstable soil or loose material;
- Installation of water diversion devices away from disturbed and exposed soil;
- Installation of sediment and litter control devices such as filter/sediment fences, filter strips, and sediment trap dams and basins; and
- Installation of designated vehicle crossovers and control measures such as shakedown pads.

AIR QUALITY

Assessment

The air quality can be impacted in the construction phases of a development by dust and vehicle emissions.

Plans for ameliorating or preventing environmental impacts

The CEMP specifies that measures to reduce or eliminate dust emission during construction activities may include:

- Water carts spraying the soil on a regular basis;
- Avoiding or minimising works throughout dry and windy conditions;
- Placing covers on all loads; and
- Utilising passive devices such as silt fences.

During this period, EAPL encourages control of vehicle emissions which should be maintained through regular maintenance to manufacturers' specifications.

Post development, the airport's Environment Strategy monitors and manages any ongoing Air Quality issues arising from the development.

NOISE MANAGEMENT

Assessment

During the development process, noise can arise as a result of truck haulage, excavations and general construction.



Wirraway Road Heritage Precinct



Existing building on Wirraway Road

Plans for ameliorating or preventing environmental impacts

The CEMP emphasises that these impacts must be reduced by efficient site planning for operating hours and limiting the speed of trucks.

- Where possible, the CEMP outlines proposed hours of operation and management practices to ensure that noise levels are maintained within the acceptable limit as outlined in the Noise Control Guidelines (EPA Publication TG302-92) Schedule;
- Noise management must also comply with the Airports (Environment Protection) Regulations 1997;
- During all works, EAPL encourages control of vehicle emissions which should be maintained through regular maintenance to manufacturers' specifications.

Post development, the airport's Environment Strategy and Annual Environment Report is used to monitor and manage any ongoing noise issues.

FLORA AND FAUNA

Assessment

Our assessment is that there are no flora and fauna environmental issues that might reasonably be expected to be associated with the implementation of this Master Plan.

The 1998 report prepared by Ecology Australia Pty Ltd about the time of the privatisation of Essendon Airport

said "Essendon Airport is an area of low biological value. More than seventy years of clearance within the airport grounds and rapid urbanisation of surrounding areas has contributed to the elimination of most native vegetation in the area. Remaining flora and fauna habitats are now highly modified, degraded and weed invaded. At this time, no specific management activities are needed to accommodate the flora and fauna values of Essendon Airport."

Studies since the 1998 report, have been in respect of parts of the Airport, not the airport as a whole. There were no issues identified in those reports that affected the implementation of previous Master Plans.

HERITAGE

Assessment

Heritage is an important issue for Essendon Airport and one which EAPL takes seriously when undertaking new developments in areas of heritage significance. Consultation with Aboriginal Affairs Victoria has confirmed that no known sites of indigenous archaeological significance exist at the airport.

Plans for ameliorating or preventing environmental impacts

EAPL has implemented a Heritage Management Plan which identifies specific guidelines for Essendon Airport to follow. Further information on our Heritage works can be found in the Environment Strategy attached to the Master Plan.



6. INFRASTRUCTURE SERVICES

6.1 WATER

The existing reticulation water mains on the airport are treated as private mains and accordingly City West Water is not the responsible authority for onsite facilities.

Balance storage tanks are located outside the eastern boundary of the site and are used in conjunction with the Greenvale reservoir. It is not expected that any extension works are required to these assets. The existing supply connection point would be maintained and if necessary upgraded. This tank farm will remain, as will the distribution mains that emanate from this location. The feed to the tanks is 900mm diameter mild steel main and crosses the airport site from the west within a 6.1 metre wide easement. There are a number of large distribution water mains that traverse the site. EAPL are in discussions with Melbourne Water about the relocation of these mains as part of the Melbourne Water renewal works. Over the next five years the M9 and M102 water mains that run through the Airport will be upgraded and realigned. If the mains are realigned, the existing pipes will either be removed or act as rainwater storage tanks for Airport use.

The site obtains its supply from the upstream feed into the tanks. There is also a City West Water pump station on the site that draws water from an 1150mm diameter distribution main. This pumps water into a 375mm diameter supply, which runs along English Street and then under the Tullamarine Freeway to the west.

The reticulation mains are a mixture of cast iron, ductile iron and mild steel mains. These mains would have to be tested and where necessary upgraded.

It will be necessary to extend the existing water main network to service the development areas shown on the Master Plan.

6.2 SEWERAGE

Reticulated sewers service the airport site. These are regarded as private mains and therefore are not under the control of City West Water.

A 225-diameter sewer services the landside areas of the airport, running along the existing Tullamarine Freeway reserve south to an existing sewer outfall provided by City West Water. This sewer system will be monitored as to the need to extend it to accommodate the future development proposals of the Master Plan.

6.3 STORMWATER

The airport site has an extensive network of underground drains that accommodate the runways, and existing office and warehouse areas. Melbourne Water is the responsible authority that collects the water via the local drainage infrastructure from the site. Site runoff currently flows to the following:

- Mascoma Street Main Drain;
- Clydesdale Road Main Drain;
- Hoffmans Road Main Drain;
- Five Mile Creek Main Drain;
- Magdala Ave Main Drain; and
- Moonee Ponds Creek.

To help mitigate the downstream effects of stormwater run-off EAPL has invested significantly in rainwater retention systems. All new developments at the Airport are designed to include rainwater tanks and bio-retention swales to stem the flow of water leaving each development site. It will be necessary to extend the existing storm water network to service the development areas shown on the Master Plan.

6.4 TELECOMMUNICATIONS

Telecommunication lines service the airport. In recent years there have been significant telecommunication upgrades at the Airport to service the private network which provides telecommunications services to tenants as well as internal services infrastructure.

The existing service will require further updating and extension to service new development sites and any requirements for the deployment of the National Broadband Network in the local area.

6.5 GAS

Gas assets service the airport site. These mains will need to be augmented and extended to service the areas proposed for development within the Master Plan.

Supply and reticulation of gas mains will be undertaken in accordance with the development process.

6.6 ELECTRICITY

The airport site has sufficient electricity infrastructure to supply the current activities at the airport.

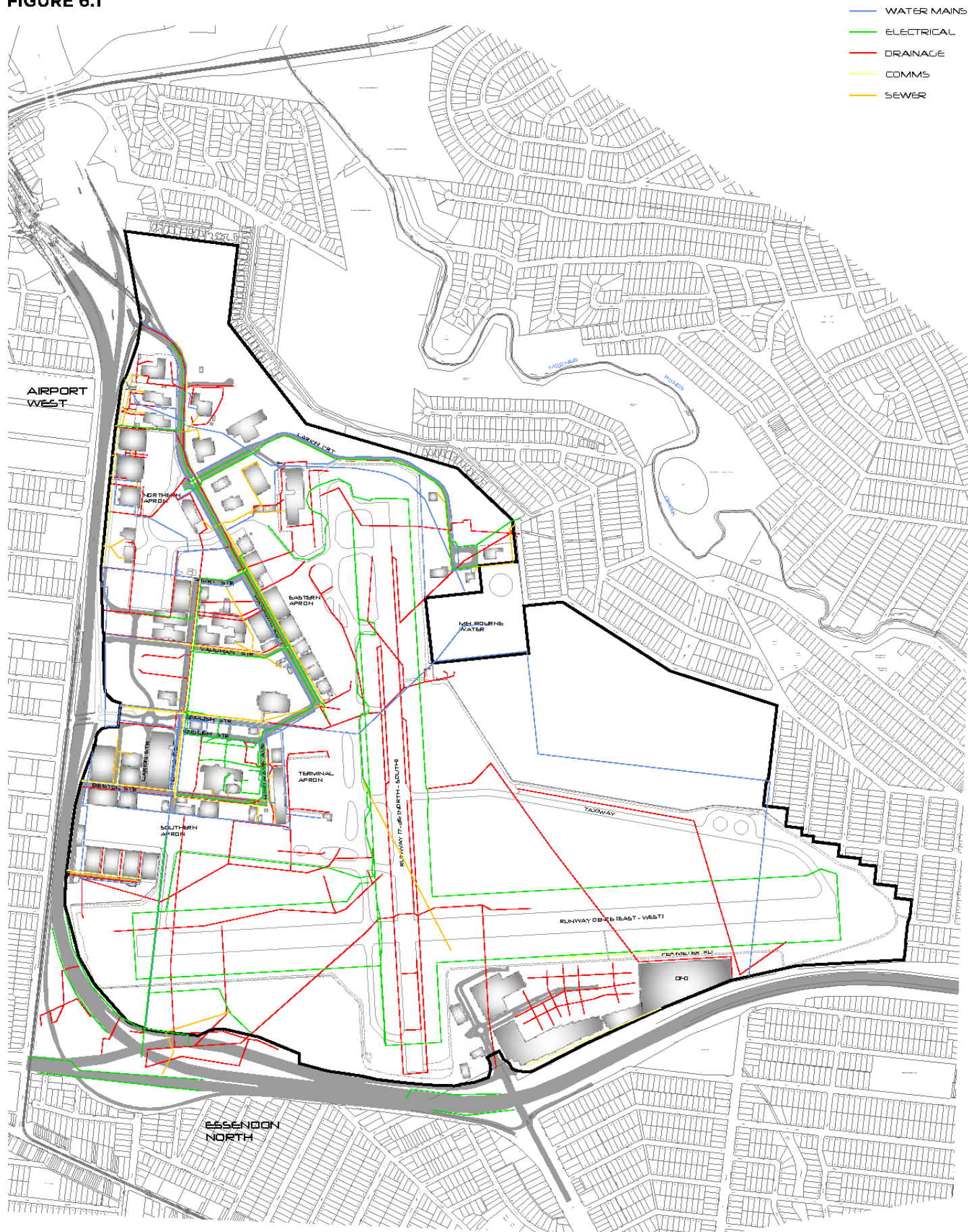
The future demand of the development envisaged by the Master Plan will need to be determined. Supply of electricity and reticulation will be undertaken in accordance with development.

EAPL provides an underground power network to all new developments, and as a result of this, are currently in the process of removing all overhead power lines throughout the Airport as it ties in with these new developments.



English Street main thoroughfare

FIGURE 6.1



EXISTING TRUNK SERVICES PLAN (2013)
ESSENDON AIRPORT PTY LTD



7. AVIATION ACTIVITY FORECASTS

7.1 HISTORIC AVIATION ACTIVITY

Since the opening of Melbourne Airport in 1971, aviation activity at Essendon Airport has moved towards general aviation with the current trend moving towards increased rotary and charter movements.

Over the last ten years aircraft traffic has reduced from 68,000 annual movements in 2002 to a level of around 54,000 annual aircraft movements in recent years.

Historic aviation activity at Essendon Airport over the past 10 years is shown in the following table.

Table 7.1
Historic Aviation Activity at Essendon Airport
(Calendar years)

Year	Annual Aircraft Movements	Year	Annual Aircraft Movements
2002	68,418	2008	54,739
2003	64,240	2009	58,659
2004	59,826	2010	54,994
2005	58,708	2011	54,162
2006	59,244	2012	53,779
2007	53,802		

Source: Airservices Australia Annual report and EAPL data

Table 7.2
Essendon Airport in 2012 Proportion
of Aircraft Movements

Single Propeller	23.2%
Twin Propeller	21.1%
Twin Turboprop	18.0%
Jets	5.4%
Rotary Wing	32.3%

Source: Airservices Australia Annual report and EAPL data

In accordance with Section 71(2)(b) of the *Airports Act 1996*, EAPL has assessed the future needs of civil aviation users of the airport and of other users of the airport, for services and facilities relating to the airport.

As part of this assessment, EAPL deems that a broad change of aviation trends for Essendon Airport is occurring. EAPL envisages a decline in single and twin engine use of the airport, but a notable shift towards increasing use of the airport for corporate jets, high end general aviation uses, mining and energy sector charters and helicopter operations.

Moderate growth in regional RPT services is also likely. To a certain extent, it is envisaged that one trend will offset the other, and aircraft movements at the airport will plateau between approximately 54,000-57,000 movements over the next 20 years. This trend is occurring due to the worldwide expansion of corporate jet travel. Conversely, investment in smaller general aviation at Essendon Airport continues to decline. Interest continues to be received for additional corporate jet hangar construction. Little, if any, interest is occurring for smaller general aviation hangars.

The increase in FIFO activities driven by the mining and energy markets across Australia in recent years has had a significant impact on aviation across Australia. There had been minimal impact on Victorian airports outside the regular public transport operations until 2012.

Regular closed charter FIFO flights began operating from Essendon Airport in early 2012. Further flights have been introduced to meet demand and it is anticipated that this will continue to grow. Currently four flights a week depart Essendon Airport servicing Prominent Hill, Telfer and Orange. We have allowed for this activity to double in the Master Plan period.



Sharp Airlines providing services to regional Victoria

The mining companies choose to operate out of Essendon Airport due to the access to labour markets, ease of operation and the ability to provide direct access to their mining sites. The economic impact of FIFO flights is an estimated additional 320 local and regional workers are able to secure FIFO jobs and \$43.1 million in direct economic benefit to Victoria. This figure would expect to double if our forecast of a doubling in flights to the mining regions is realised in this Master Plan period. Additional employment opportunities will arise for ancillary support services for these miners such as food and beverage outlets and medical centres.

Essendon has experienced growth in rotary wing movements in the last 5 years. This growth has been driven through increased emergency flights as well as corporate use. We have forecast the growth to level off in the Master Plan period.

However, the existing Air Navigation (Essendon Airport) Regulations 2001 restrict use of the Airport by corporate jets now and it is assumed they will continue to do so.

This limits growth expectations due largely to the existing curfew status arrangements and weight limitations. The curfew arrangements and limitations are outlined below. Due to this status, at present, Essendon presently refuses ad hoc requests for corporate jets that exceed the maximum limit.

It is envisaged that the demand for these aircraft to use Essendon will significantly rise in the coming decade, as

new model corporate jets increase in size. The Gulf Stream 650 which has a maximum take-off weight of 45,600 kg is a good example of a modern corporate jet that is presently not able to be used at Essendon Airport even though it is quieter and more fuel efficient than many of the smaller aircraft operating at the airport.

A contributing factor to the decline in smaller general aviation aircraft continues to be the competing factors of the many smaller general aviation airfields on Melbourne's outskirts. Airfields such as Bacchus Marsh, Lilydale, Coldstream, Tyabb, Moorabbin, Melton, Barwon Heads and even Ballarat compete directly with Essendon Airport. With the exception of Moorabbin, all are significantly smaller and have landing charges at lower rates than Essendon Airport. It is envisaged that a number of those airports will continue to grow at the expense of Essendon in this sector.

Regional Regular Public Transport (RPT) services are currently limited to one operator using relatively small twin engine turboprop aircraft (ie Metroliners) with a seat capacity of 19 persons and a maximum take-off weight of 7,300kg.

The services currently operate to Hamilton, Portland and Flinders Island and total around 4 to 6 movements per day. These regional Victoria services play an important role in connecting regional areas to Melbourne. We see potential for new services to regional Victoria, Tasmania and NSW also using small turboprop aircraft such as the SAAB 340 which carries 36 passengers with a maximum take-off weight of 13,155 kg.

On considering these issues, EAPL has extrapolated general aviation trends over the next 20 years.

It is anticipated that in 2033 the combined operation of all the above mentioned aircraft types will generate approximately 57,000 total aircraft movements.

EAPL's analysis of the market generally, and for ANEF purposes, establishes that:

- Single Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Propeller Aircraft Movements are likely to continue to decline by 2% per annum over the next 20 years;
- Twin Turboprop Movements are likely to increase by 1% per annum over the next 20 years;
- Jet Movements are likely to increase by 3% per annum over the next 20 years;
- Rotary Wing Movements are likely to increase by 2% per annum over the next 20 years.

Current and projected aircraft movements are summarised in Table 7.3 below.

In broad terms, it is envisaged that aircraft movement declines in some airframe types (namely single propeller and twin propeller) will largely be offset by increases in others (namely turboprop, jet and rotary wing aircraft).

It is therefore considered that whilst there has been a decline in flight activity during this decade, this will now be stabilised and will remain consistent in the future.

More particularly, we therefore anticipate that total average movements over the next 20 years will be within the range of 53,000 to 57,000 movements per annum.

Table 7.3

Current and Projected Aircraft Movements

Aircraft Category	2012 Aircraft Movements		2033 Forecast	
	% of total	Movements	% per annum	Movements
Single Propeller	23.2	12,477	2% decrease	7,747
Twin Propeller	21.1	11,347	2% decrease	7,407
Twin Turbo	18.0	9,680	1% increase	11,894
Jet	5.4	2,904	3% increase	5,319
Rotary Wing	32.3	17,371	2% increase	24,481
Total	100	53,779		56,848

7.2 EMERGENCY SERVICES

EAPL also envisages a further trend for emergency services use of Essendon Airport. Over the past five years, operations related to Emergency Services have significantly increased.

Whilst growth at this level is unlikely to continue, there is still potential for slower growth. This increase has largely been a result of activities of the Victorian Police Air Wing and Air Ambulance.

The Victorian Police Air Wing and Air Ambulance Centre were completed in 2009. It accommodates three main components: an apron; the hangars; and ancillary support areas including offices, mess areas and maintenance facilities. Separate hangars were constructed for both the Police Air Wing and Air Ambulance Victoria. This development positioned Essendon Airport at the forefront of the provision of aviation facilities for emergency services use in Australia. The close proximity of Essendon Airport to the major hospitals in the City of Melbourne ensures that demand for these services will continue to be high.

Since 2005, Essendon Airport has also become the home for Aero Rescue. The organisation operates Dornier 328-120 aircraft and provides fixed wing search and rescue services on behalf of the Australian Maritime Safety Authority. Essendon Airport has become one of five Australian bases for these standby search and rescue services, providing vital maritime support services.

In summary, EAPL is committed to the sustainability and ongoing use of Essendon Airport for emergency aviation services and considers that the airport meets the long term needs of Emergency Services users in Victoria.

8. AIRCRAFT NOISE & AIRSPACE MANAGEMENT



8.1 AIRCRAFT NOISE

Aircraft noise will always arise as part of an airport's operation, and while modern aircraft are becoming quieter, considerable ongoing attention is required to manage the noise associated with an airport.

Section 71(2)(d) of the *Airports Act 1996* requires the production of an Australian Noise Exposure Forecast (ANEF) at all leased Commonwealth airports as part of the airport master planning process. While aircraft flight paths and responses to noise created by aviation movements are the responsibility of Airservices Australia, EAPL takes a proactive approach to noise impacts on the community.

Noise impacts in the vicinity of airports are evaluated in accordance with the Australian Standard AS 2021-2000. The standard prescribes acceptability of various building types within ANEF zones based on forecast exposure to noise from aircraft operations.

The *Essendon Airport Environmental Strategy 2013-2018* sets out at Chapter 5 EAPL's strategies to deal with the environmental impact of noise.

8.2 COMMUNITY AVIATION CONSULTATION GROUP

In January 2010 EAPL established a Community Aviation Consultation Group (CACG). The CACG replaced the Essendon Airport Noise Management Working Group.

The CACG is the primary community consultation forum for noise issues.

Attendees at the CACG meetings include:

- Local Federal Member of Parliament;
- Local State Member of Parliament;

- MVCC councillor;
- CEO of EAPL;
- Aviation Manager of EAPL; and
- 2 community representatives nominated by 2 local federal members of Parliament.

Representatives of Airservices Australia and the Department of Infrastructure and Regional Development are invited guests at each meeting. The Aircraft Noise Ombudsmen has also attended meetings of the CACG.

Initiatives undertaken by EAPL in conjunction with the CACG include:

- Implementation of the first Fly Neighbourly Agreement in Australia;
- Local fly neighbourly procedures to encourage helicopter operations at the northern end of runway 17/35 to use the green belt area;
- An EAPL staff member spending the night at the home of a local resident to gain a better understanding of the noise issues that were impacting on this particular person;
- Arrangements were made for another resident to meet the CEO and Chief Pilot of a local airfreight company to discuss their concerns and gain a better understanding of this particular business;
- A new engine test site which uses the existing formation of the adjacent freeway overpass to absorb noise was trialled and is now a confirmed location for engine test runs; and
- The CACG has commenced working on a community booklet to enhance understanding of the operation of the airport and the impacts of Essendon Airport on the community.

EAPL will continue to discuss noise concerns that the community have with the CACG on a regular basis.

8.3 2033 ANEF

A 2033 ANEF has been prepared in accordance with the procedures prescribed by Airservices Australia (the Agency responsible for the endorsements of ANEF's for all Australian Airports).

The ANEF system is a measure of the aircraft noise exposure levels around aerodromes over a 12-month period. Noise exposure levels are calculated in ANEF units, which take into account the following factors of aircraft noise:

- The estimated growth or reduction rate of aircraft movements using historical data of aircraft movement;
- The audible frequencies of aircraft take off, approaches to land, and reverse thrust after landing;
- The average daily distribution of aircraft movements in daytime and night-time (night-time defined as 1900 hours to 0700 hours). Night time movements are multiplied by a factor of 4 for ANEF calculations;

- The forecast frequency of aircraft types and movement on the various flight paths.

The Essendon Airport 2033 ANEF has been assessed for technical accuracy and has been endorsed by Airservices Australia in the manner approved by the Minister for Infrastructure and Regional Development. The 2033 ANEF is shown in Figure 8.1

8.4 RUNWAY CAPACITY

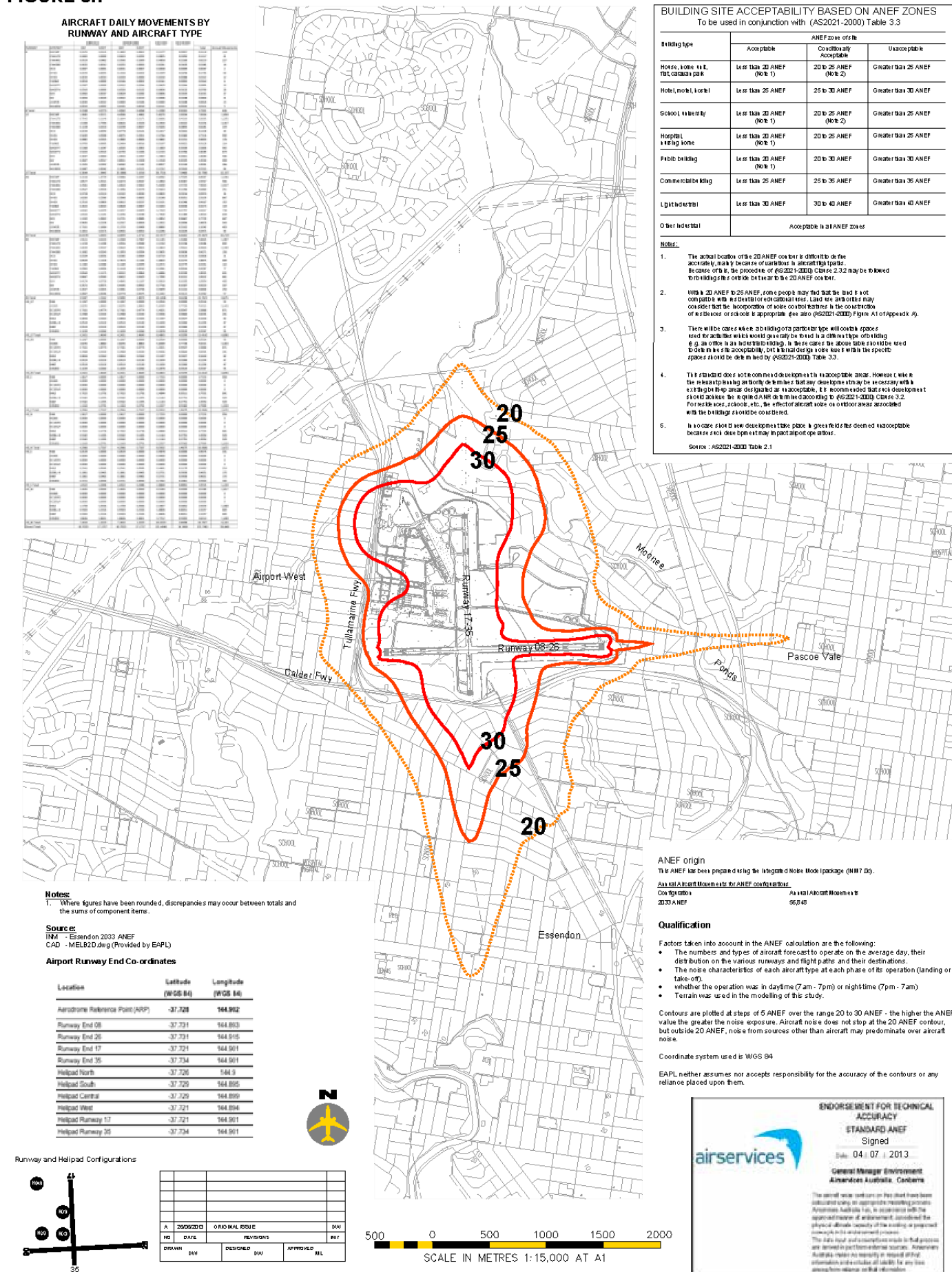
In accordance with the Faa Advisory Circular AC 150/5060-5, EAPL must demonstrate that the forecast numbers of aircraft movements are not greater than the physical capacity of the existing or proposed runways.

The two runway system at Essendon Airport can allow up to 215,000 fixed wing movements per annum, far more than the projected 2033 demand of 32,370 fixed wing movements. EAPL has determined a 20 year ANEF is preferred to an ultimate capacity ANEF as projecting movements reaching ultimate capacity at the airport is considered unlikely.



Inside Essendon Airport Terminal

FIGURE 8.1



8.5 MANAGEMENT OF AIRPORT NOISE INTRUSION

EAPL has considered the requirements of Section 71(2)(e) of the *Airports Act 1996*, “plans developed following consultation with the airlines that use the airport and local government bodies...for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels.”

Airservices have one permanent, and from time to time temporary, noise monitoring points within the vicinity of the airport to detect the operating aircraft, the altitude of the aircraft, the noise created by the aircraft and the level of background noise. This helps determine whether aircraft have been operating in accordance with approved flight procedures. Noise monitoring results are provided by Airservices at CACG meetings.

Noise Abatement procedures for Essendon Airport have also been designed and implemented by Airservices. These procedures seek to minimise the impact of noise over the community through the management of runway use and reducing flight paths over residential areas, however flight paths are often dictated by aircraft type and weather conditions.

Further to this, in April 2011 Essendon Airport was the first airport in Australia to introduce a Fly Neighbourly Agreement (FNA). A full copy of the FNA is available on the EAPL website. The signatories of the FNA have implemented the following voluntary procedures;

- Comply with Commonwealth legislative requirements for noise management;
- Comply with noise abatement procedures;
- Ensure that environmental awareness and noise issues are included in pilot training;
- Respond to community inquiries about noise in a cooperative manner; and
- Display this agreement in the reception area of our business and website.

Where aviation operators are not signatories to the voluntary Fly Neighbourly procedures, EAPL encourages the operators to adhere to the principles of the Fly Neighbourly Agreement.

Consistent with the principles of the FNA, in 2011 EAPL in consultation with the CACG, Airservices & local operators agreed a preferred route for helicopters over less densely populated areas for flights departing from the north east. Operators including Police & Air Ambulance have adopted this voluntary procedure subject to safety and operating procedures. Improved outcomes have resulted from this initiative.

The Air Navigation (Essendon Airport) Regulations restrict aircraft usage outside curfew hours and limit the size of aircraft which can use the airport.

EAPL will also carry out an investigation into the shortening of the north-south runway during this master plan period. This investigation will include the noise impacts of any modifications to the north – south runway.

Workshops were convened to bring EAPL, Airservices, helicopter and other aircraft operators together to ensure the data used to produce the ANEF reflected the flight tracks and altitudes flown by the various helicopter types. EAPL has also undertaken consultation with State and Local Government authorities, as well as the CACG, with regard to the proposed ANEF contour chart and impacts of noise.

EAPL will continue to consult with local government authorities to develop plans for managing aircraft noise intrusion in areas forecast to be subject to exposure above significant ANEF levels.

8.6 ANEF OVERVIEW

The contours on the ANEF chart are a measure of the noise exposure over a 12-month period divided by 365 to show an average annual day. The 2033 ANEF is different in size and shape to the 2027 ANEF found in the 2008 Master Plan. This is due to a number of factors which include the following:

NEW VERSION OF THE INM SOFTWARE

The only method of calculating ANEF contours is by the use of the Integrated Noise Model (INM) developed by the Federal Aviation Agency of the USA. The INM calculates the aircraft noise exposure for an average day (averaged over a year) activity at the forecast year.

A new version of the INM (7.0b) was used for the 2033 ANEF. This version uses a much wider range of aircraft types than was previously available. In particular, the new model provided comprehensive modeling of helicopters for the first time. In the 2027 ANEF the model substituted a small plane in place of a helicopter.

CHANGES IN THE NUMBER OF MOVEMENTS AND FLEET MIX

Due to changes in aviation activity experienced in the last 5 years the number of movements and fleet mix vary significantly between the 2027 and 2033 ANEF.

TABLE 8.1 ESTIMATED CHANGE IN AIRCRAFT MOVEMENTS

Forecast Annual Movements	2027 ANEF	2033 ANEF	Difference
Fixed Wing	40,000	32,370	-7,630
Helicopters	13,500	24,480	10,980
Total Movements	53,500	56,848	3,350

As the Airport Operator, EAPL realises that noise will affect the community and seeks to address these issues proactively and mitigate likely impacts. EAPL's plan to manage noise intrusion around the airport is discussed above.

The majority of the ANEF 30 contour is located above airport land, public open space, industrial land or over the adjacent freeway; however houses are also located within this contour. The ANEF 25 and 20 contours cover residential properties to the south, east and north-east of the airport. EAPL realises that noise does not suddenly dissipate at the 20 ANEF contour and in fact transcends past this point.

CHANGES IN MOVEMENTS AND NOISE LEVELS IN THE FUTURE

EAPL forecasts the change to the ANEF over the period of this Master Plan to be minimal.

This is demonstrated in Figure 8.2 which compares the 2012 Australian Noise Exposure Index (based on actual movements) with the 2033 ANEF contour chart (based on forecasts). Currently there are approximately 3000 homes located within the ANEF with a further 700 properties forecast to be affected by the increased ANEF contours over the next 20 years. The additional flights forecast by 2033 equate to an additional 8 to 9 movements per day.

IMPACT OF MELBOURNE AIRPORT TRAFFIC

By definition, the ANEF provides a measure of noise based on forecast movements at a specified airport (ie Essendon Airport). It does not take account of noise generated by aircraft that overfly Essendon Airport on route to Melbourne Airport. These aircraft operate at relatively low altitudes over Strathmore, Oak Park, Essendon North and Airport West.

Short term noise monitoring surveys conducted by Airservices Australia in September 2012 show that 30% of the aircraft flying over these suburbs are jet aircraft approaching Melbourne Airport to land. Figure 8.3 shows the areas that may be affected by movements at both Melbourne and Essendon Airports.

INTRODUCTION OF QUIETER AIRCRAFT

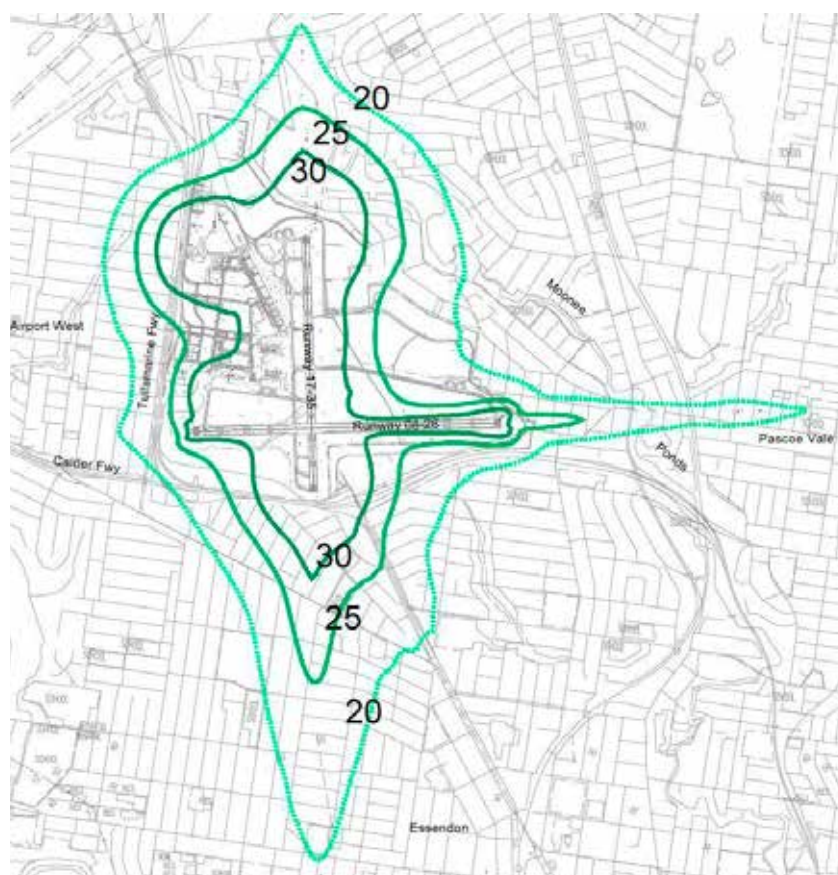
New technology now being used in the design of modern aircraft is expected to have a positive impact on noise levels in the future. Newer models of helicopters that are quieter than current models have not been allowed for in calculating the ANEF. The newer models have an improved rotor system which is tailored to produce a minimised noise signature for urban area operations.

8.7 FLIGHT PATHS

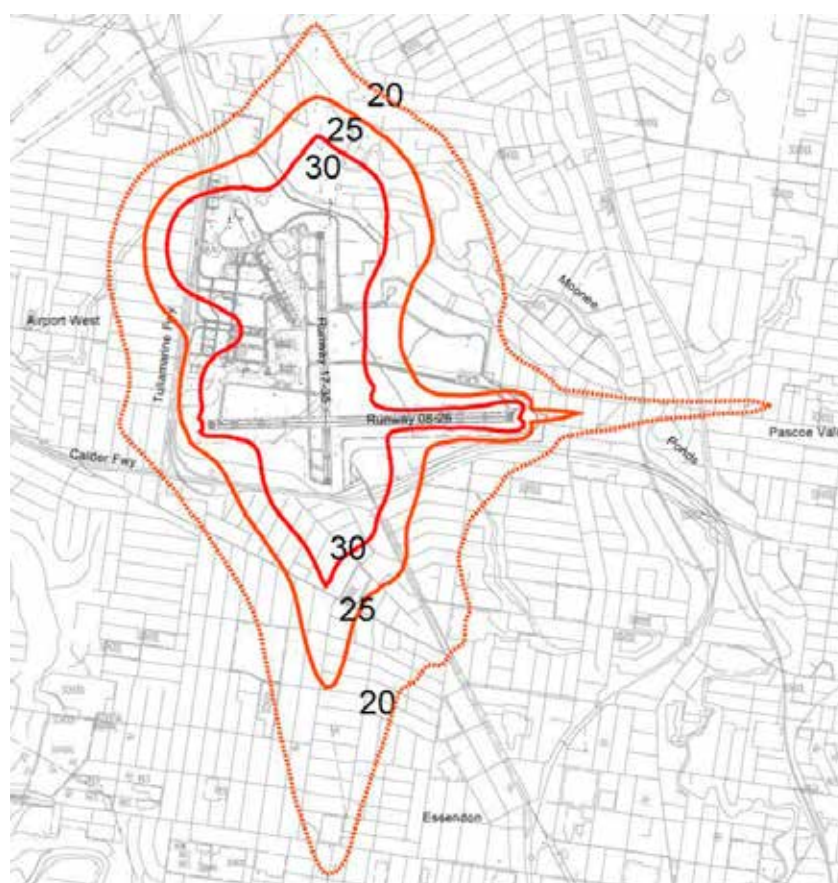
In addition to the ANEF, the Master Plan records the following flight paths into Essendon Airport, as specified in Section 71(2)(da) of the *Airports Act 1996*. Flight paths can also be seen through the WebTrak program accessible online through the Essendon Airport website. This tool is provided by Airservices Australia and provides information on aircraft flying over metropolitan areas within the vicinity of Essendon Airport. The flight paths for Essendon Airport can be found in figures 8.4- 8.7.

FIGURE 8.2

ANEI 2012	
ANEI 2012 MOVEMENTS	53,779

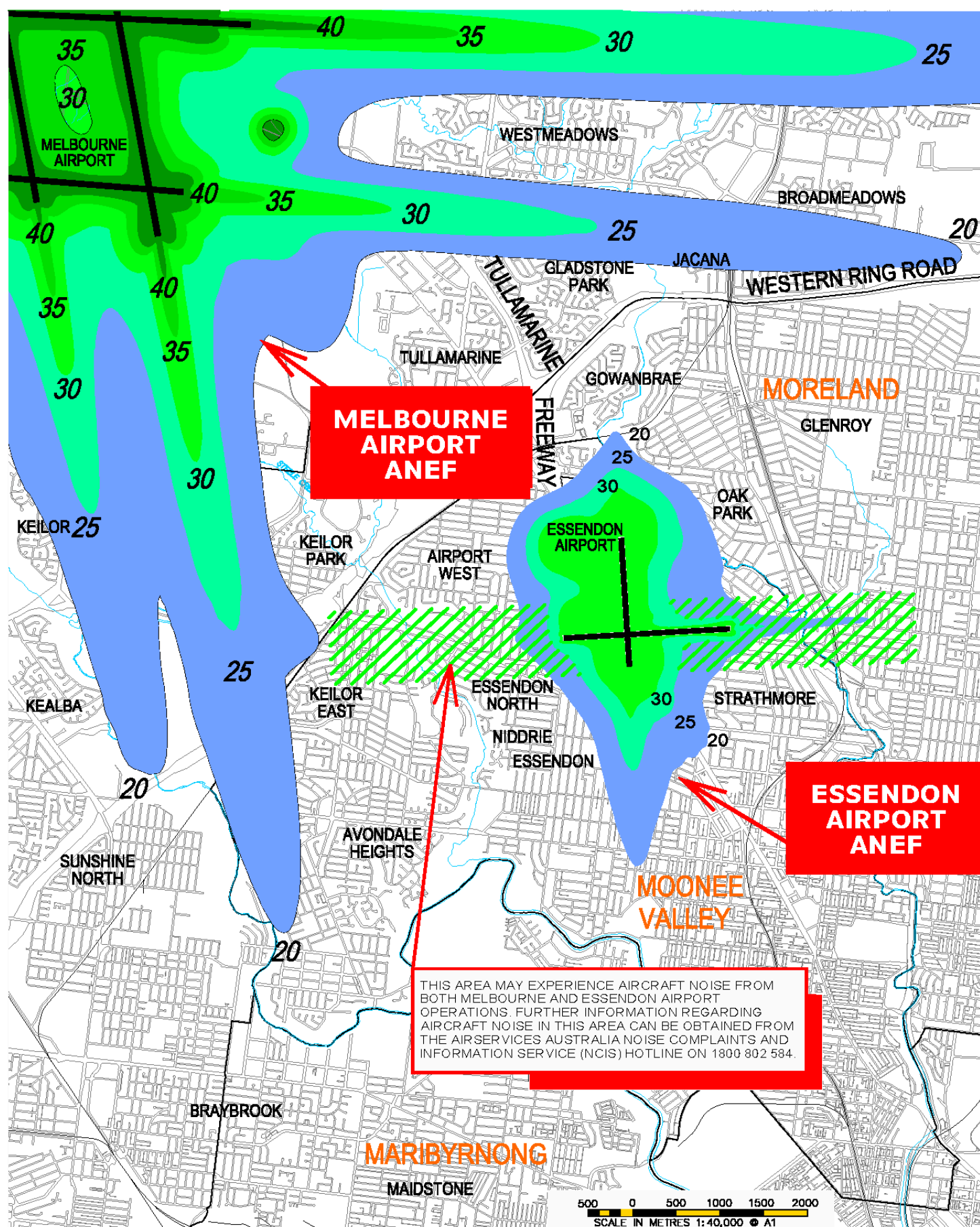


ANEF 2033	
ANEF 2033 MOVEMENTS	56,848



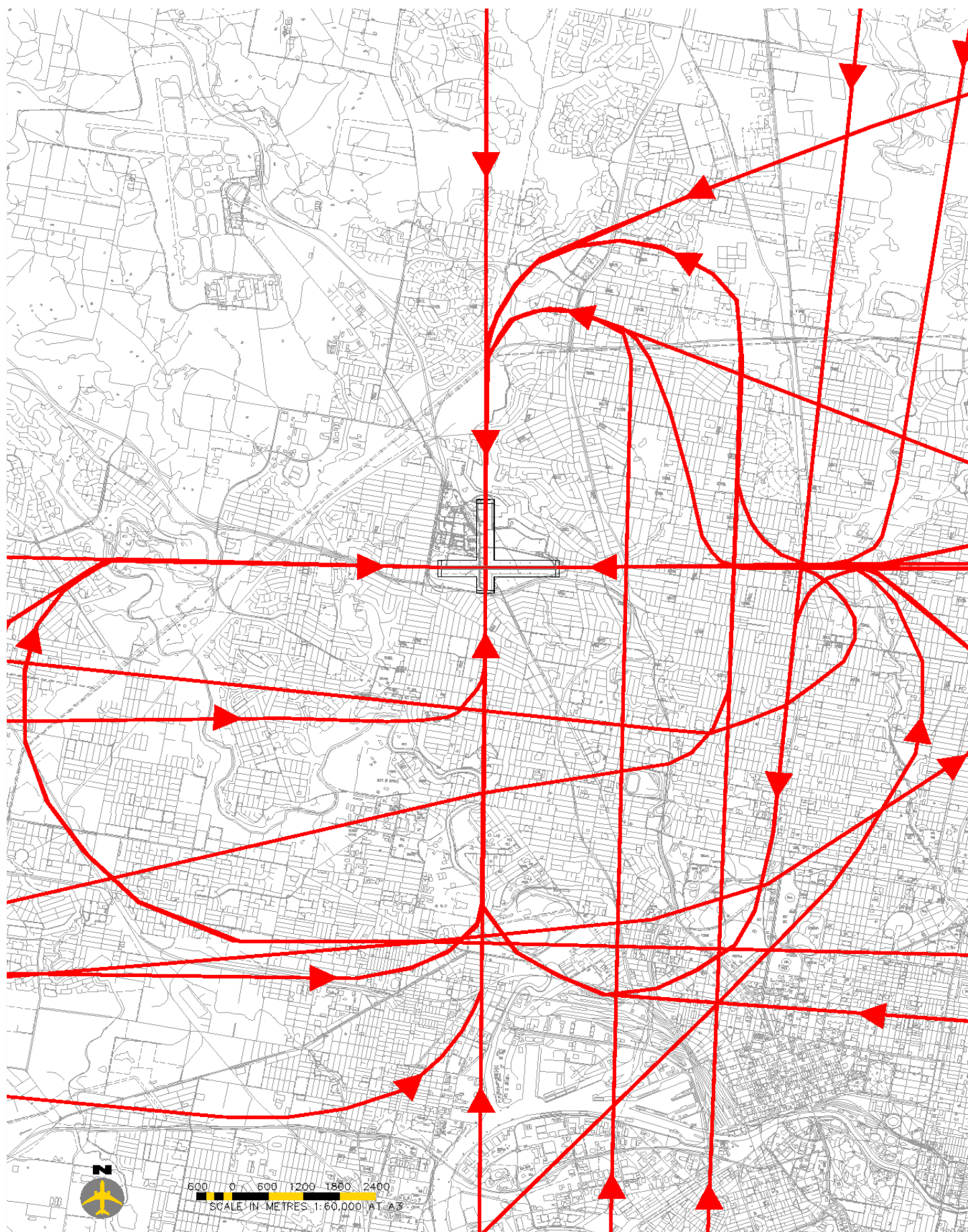
AUSTRALIAN NOISE EXPOSURE INDEX 2012 (ANEI 2012) AND AUSTRALIAN NOISE EXPOSURE FORECAST 2033 (ANEF 2033)

FIGURE 8.3



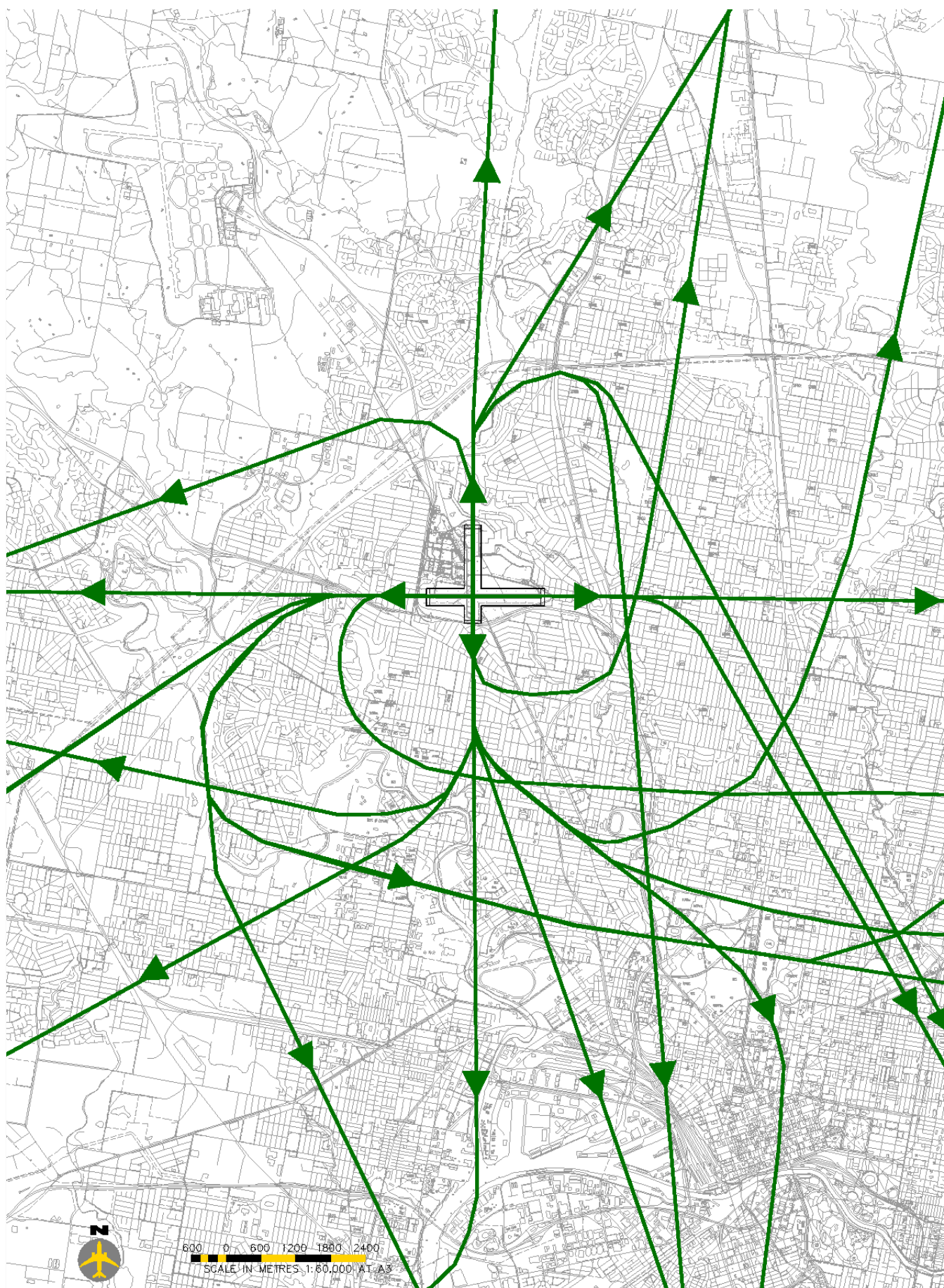
**RELATIONSHIP BETWEEN MELBOURNE AIRPORT ULTIMATE CAPACITY ANEF,
AND ESSENDON AIRPORT 2033 ANEF FORECAST**

FIGURE 8.4



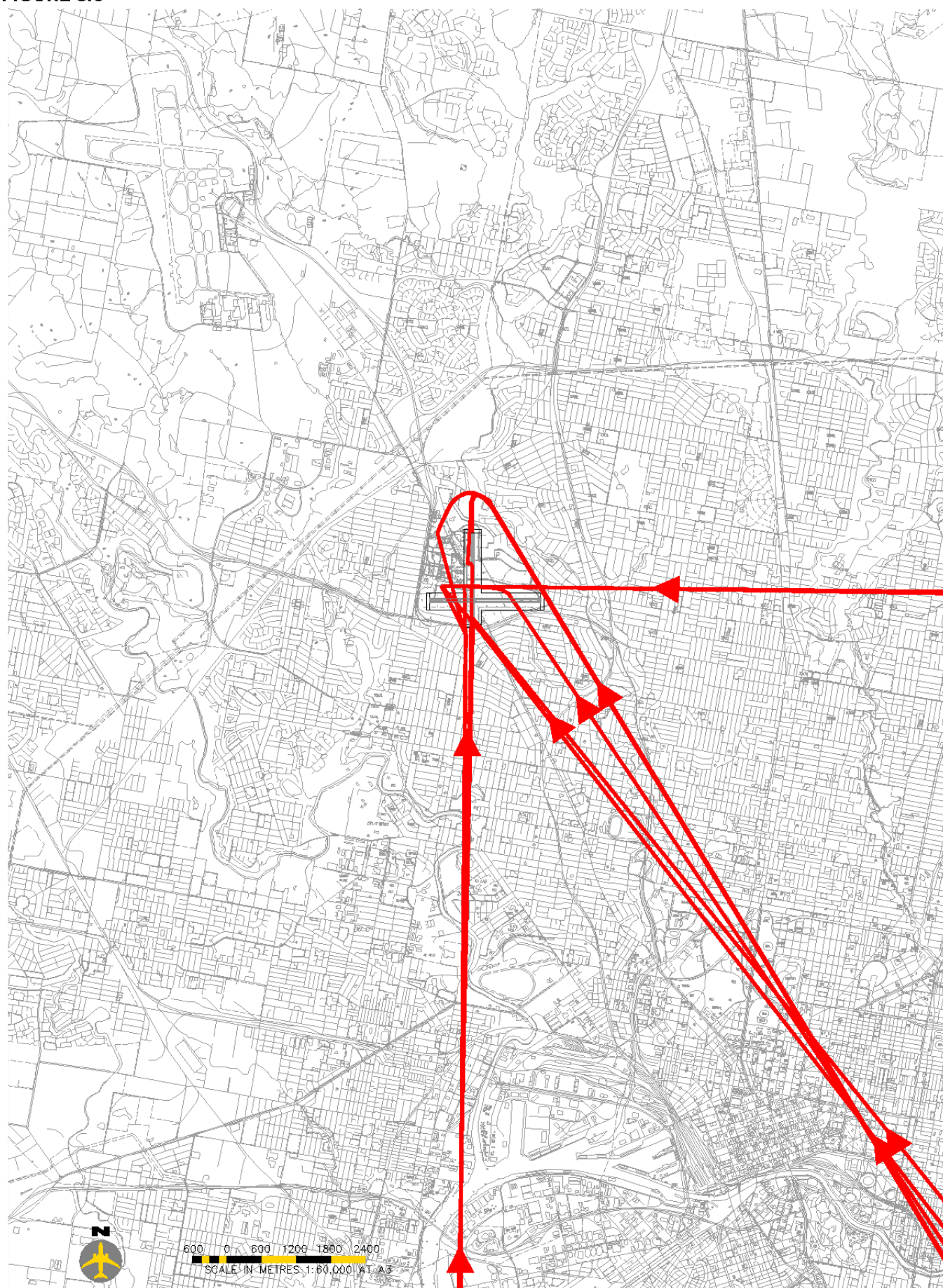
ARRIVAL FLIGHT PATHS FOR FIXED WING AIRCRAFT

FIGURE 8.5



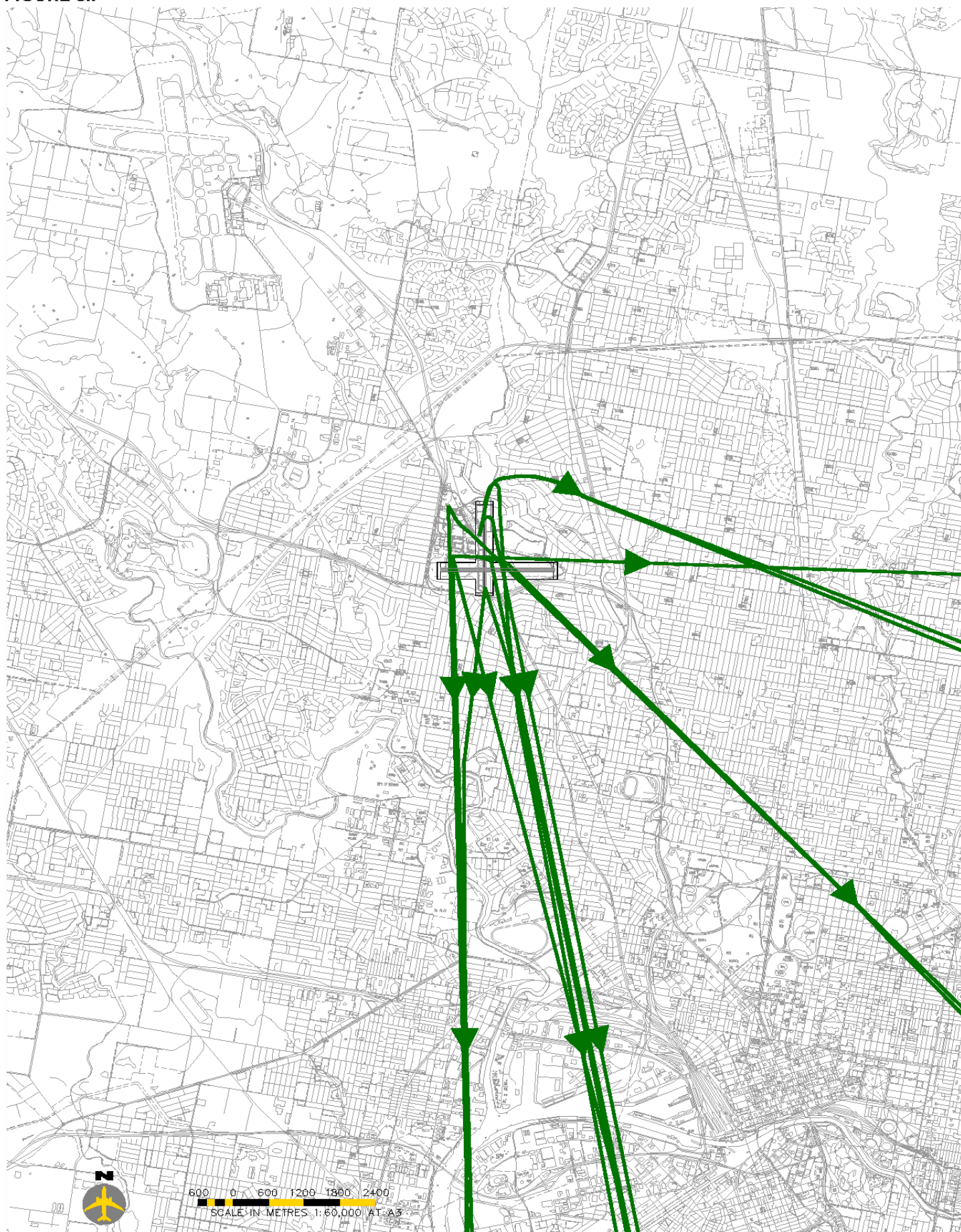
DEPARTURE FLIGHT PATHS FOR FIXED WING AIRCRAFT

FIGURE 8.6



ARRIVAL FLIGHT PATHS FOR HELICOPTERS

FIGURE 8.7



DEPARTURE FLIGHT PATHS FOR HELICOPTERS

8.8 N70 NOISE CONTOURS

The National Airports Safeguarding Advisory Group, through AS 2021, recommend utilising frequency based measures to supplement the ANEF. Frequency based measures offer an alternative and complementary tool for assessing aircraft noise, therefore, although not a statutory requirement, an N70 contour chart has also been prepared for this Master Plan. The N70 measure is the most commonly used frequency based noise

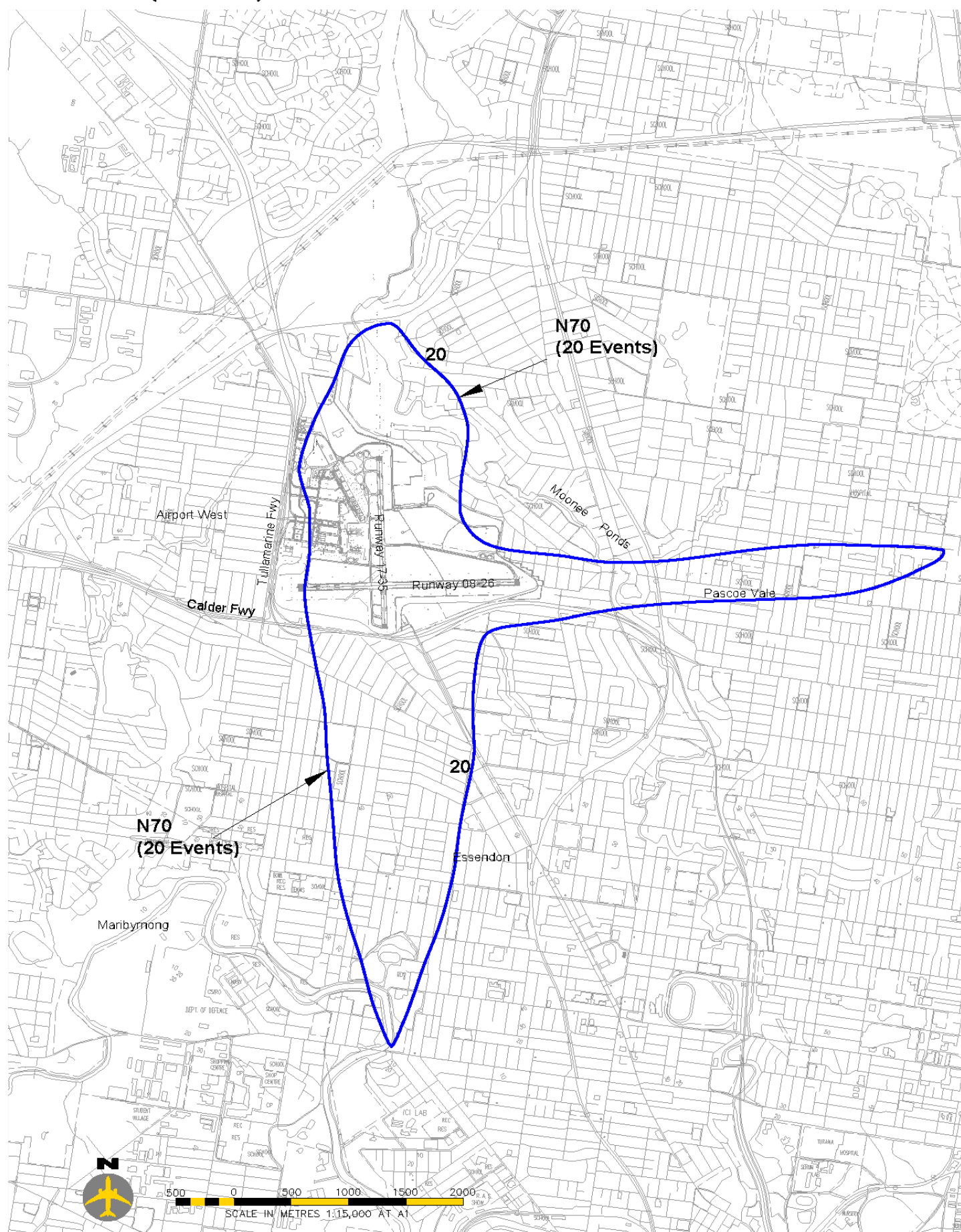
measure which represents a 70 decibel outside noise, which will be measured at 60 decibels inside a house with windows open. 60 decibels is the sound level that will disturb a normal conversation or activities such as watching television.

The N70 (20 event) contour represents the area where noise events of 70 decibels will be experienced 20 times per day. The N70 (20 event) contour plan for Essendon Airport can be found in figure 8.8.



Alliance Airlines – providing FIFO services out of Essendon Airport

FIGURE 8.8 N70 (20 EVENTS) NOISE CONTOUR



N70 (20 EVENTS) NOISE CONTOUR

8.9 AIRSPACE MANAGEMENT

OBSTACLE LIMITATION SURFACES

The protection of airspace in the vicinity of an airport is provided by the definition of a set of Obstacle Limitation Surfaces (OLS) that identify the lower limits of the airspace above which objects may become obstacles to aircraft operations.

OBSTACLE RESTRICTION AREA

Any object that stands on or above the specified OLS is deemed to be an obstacle and must be removed or marked and lit in accordance with the Airports (Protection of Airspace) Regulations 1996.

The Obstacle Restriction Area of Essendon Airport comprises the following and is shown in Attachment 4:

- Runway strip(s);
- Clearways; and
- Taxiway strips.

Prescribed airspace for an airport is the airspace above any part of either an OLS or PANS-OPS surface for the airport.

PANS-OPS

PANS-OPS is an acronym for Procedures for Air Navigation Systems Operations which are rules for designing instrument approach and departure procedures. A PANS-OPS surface for an airport is a surface ascertained in accordance with the procedures in document number 8168 OPS- 611 procedures for Air Navigation Services, Aircraft Operations, published by the International Civil Aviation Organisation on 11 November 1993.

No change to the OLS or PANS-OPS surfaces for the airport is likely to result if development proceeds in accordance with the Master Plan.

CONTROLLED ACTIVITY

Essendon Airport is a region of prescribed airspace which is protected by Part 12 of the *Airports Act 1996*. Under the Airports (Protecting Airspace) Regulations 1996 (Cth) any intrusion into prescribed airspace is considered to be a “controlled activity” which requires consent of the secretary.

“Controlled activities” include (but are not limited to) construction of a building or other structure that intrudes into the prescribed airspace and any other activity that causes an item attached to, or in physical contact with the ground (such as cranes or scaffolding) to intrude into the prescribed airspace. Controlled activities also includes for possible intrusions of airspace which may interfere with a pilot’s visibility from an aircraft, including light distractions and emission of smoke and dust etc.

Given the proximity of Essendon Airport to ongoing development activities it is important that the Master Plan contain information to assist the community to understand the potential impact of development on Airspace.

The prescribed airspace charts are set out in Attachment 4.

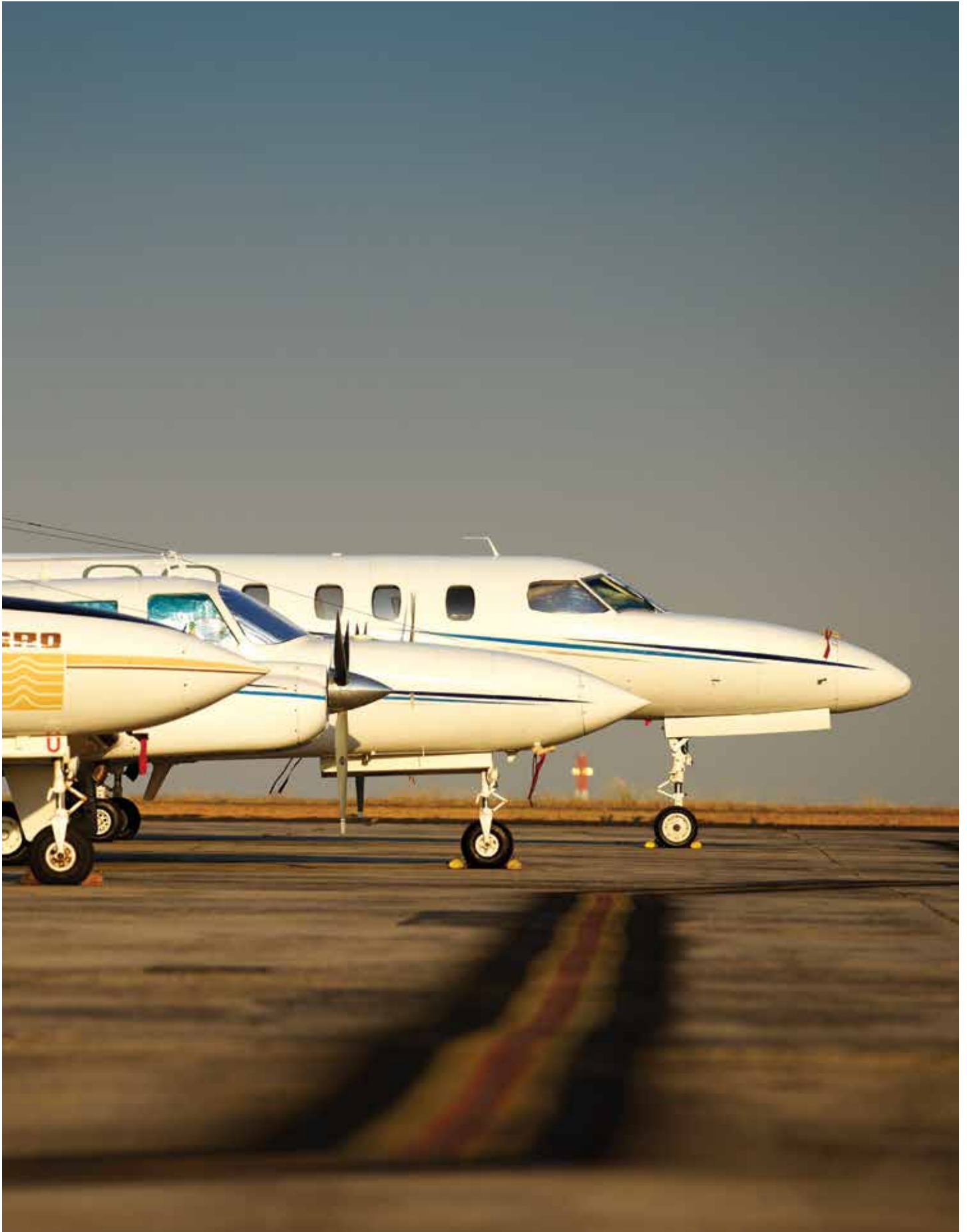
PROTECTION OF AIRSPACE ON RUNWAY ENDS

EAPL has consulted extensively with the Moonee Valley City Council as part of a proposed design and development overlay for land surrounding Essendon Airport in conjunction with anticipated amendments to the Moonee Valley Planning Scheme to ensure better protection of airspace around Essendon Airport.

This scheme is in final stages of the planning process and will be an important planning tool for home owners, builders and developers, and will ensure that the airspace around Essendon Airport is protected.



The unique jet crossing located at Essendon Airport



Aircraft at Essendon Airport

9. AIRPORT DEVELOPMENT PROPOSALS

This Master Plan sets out the “intentions for land use and related developments of the airport site, where the uses and developments embrace airside, landside, surface access and land planning / zoning aspects” and the “assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport.”

By necessity, the Master Plan is flexible in order to cater for a range of developments which may occur over the next 20 years.

As required by the *Airports Act 1996*, this Master Plan will be reviewed in five years’ time. The Master Plan has been prepared by reviewing existing conditions and operations at the airport.

The proposed layout of the airport recognises current and projected airport activities and operations, the likely need for buildings and the most suitable location for aviation and non-aviation activities in order to achieve the intentions for developments.

Whilst the Master Plan puts in place a framework for the future of the airport, the ability to achieve this will be influenced by external factors such as the aviation industry, the community and commercial markets. Therefore, the timing and specific nature of developments at the airport will remain fluid and will be continually monitored and re-assessed.

The intentions for developments within each precinct are summarised below.

9.1 AVIATION DEVELOPMENTS

AIRFIELD PRECINCT

Runways and Taxiways

No new runways are proposed for Essendon Airport. The existing runways and taxiways are satisfactory to handle the forecast numbers and types of traffic throughout the 20-year planning horizon.

The re-alignment of the Tullamarine Freeway resulted in a shortening of the 17/35 Runway in 2005.

The existing runway lengths are now:

- Runway 08/26 1,921m; and
- Runway 17/35 shortened from 1,585m to 1,504m.

RUNWAY SHORTENING

During the course of the Master Plan, EAPL may undertake a trial shortening of the North-South runway. A trial shortening of this runway has previously been proposed and could provide positive outcomes for meeting the needs of users of the airport by improving internal circulation of traffic within the airport site, particularly the Bulla Precinct.

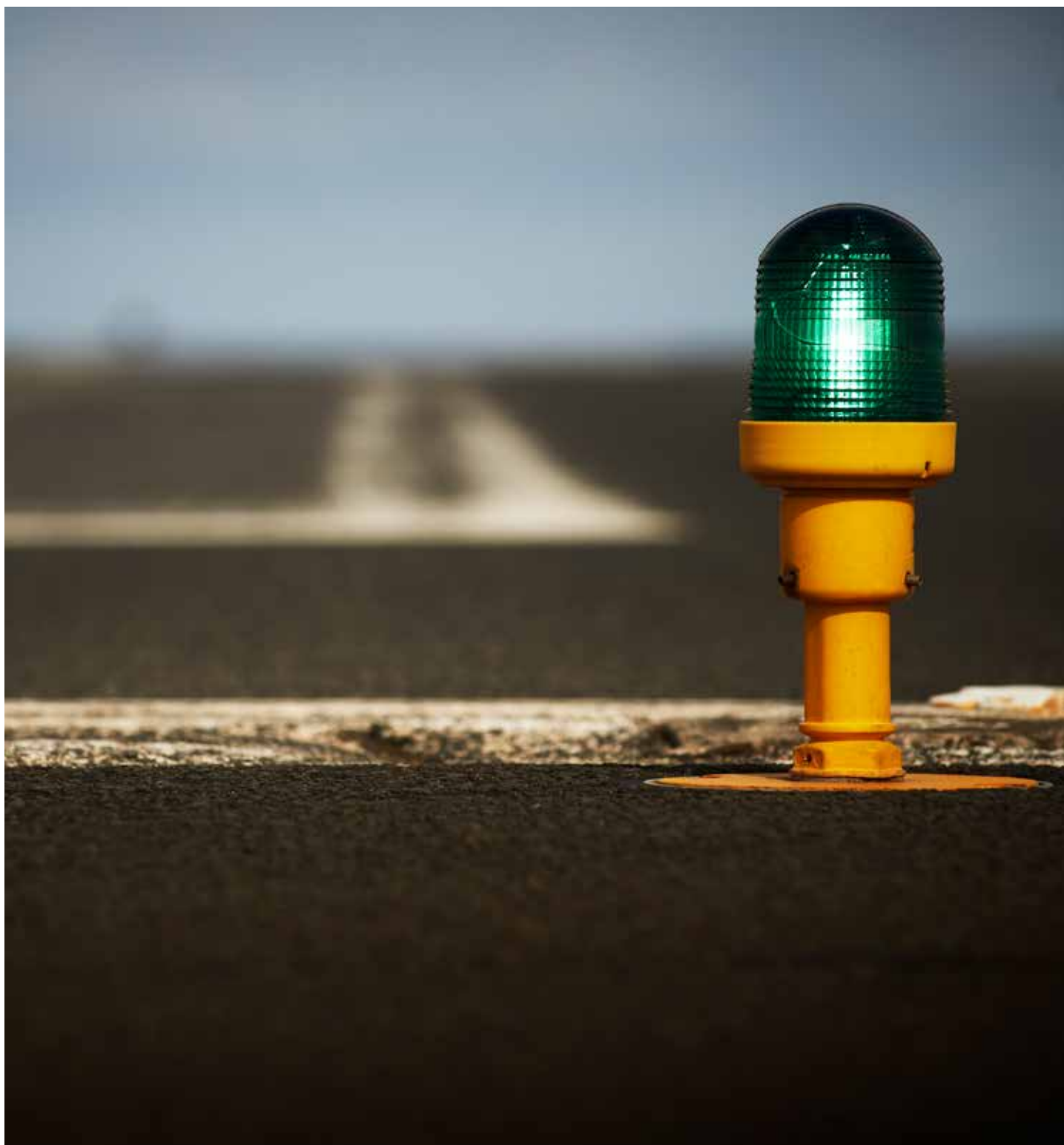
Any trial shortening will be preceded by an investigation into the impact the shortening of the runway will have on aviation operations, noise, safety and vehicular circulation around the airport as well as aviation maintenance expenditure on excess aviation infrastructure of the airport.

The investigation will also need to consider the impact of Melbourne Airport’s proposed third runway on flight paths and aviation operations at Essendon.

EAPL awaits further details to be provided by Melbourne Airport during the major development plan process for the third runway.

During the investigation, EAPL would carry out adequate consultation on appropriate safety, flight paths and noise studies and determine the impact on the aviation industry, and the local community.

If the investigation supports altering a runway in any way that significantly changes flight paths or the patterns or levels of aircraft noise, this would be deemed a “major airport development” pursuant to section 89(1)(ba) of the *Airports Act 1996* and a Major Development Plan would be required.



Northern end of the north-south runway operating at Essendon Airport

Aprons

EAPL has available land in the airfield zone should additional apron space be required. It is likely that any extension of the apron space would only occur due to the replacement or relocation of existing aviation services to a more centralised location of either the southern apron or Hart Precinct.

As the aviation industry is a changing environment, the need for specific apron works will be determined by the extent of new hangar demand and development. In the most recent Master Plan period, new hangars and apron works were developed for the Emergency Air Services for the Victorian Police and Air Ambulance. On top of this, several hangars were extended and refurbished to cater for the expanding corporate aviation market.

9.2 AVIATION PRECINCT

TERMINAL BUILDING

The existing terminal building is sufficiently spacious to cater for aviation activity for the planning period. Current terminal use for aviation purposes includes FIFO charters, low volume regional RPT, pilot training offices and pilot and passenger facilities.

As detailed in the Heritage Section of the Airport Environment Strategy, EAPL intends to upgrade the Terminal Building. EAPL has recently completed a minor upgrade to passenger facilities including check in counters, baggage equipment and heritage images in the terminal. Any development and restoration work carried out on the terminal will give appropriate regard to the heritage report which has been undertaken. Into the future, EAPL envisages further use of this terminal will be by a mix of both aviation and general commercial tenants.



Airside view of the terminal building



Air Ambulance Victoria facility

EMERGENCY SERVICES

Completed in 2009, the Victorian Police Air Wing and Air Ambulance Centre were constructed in the Aviation Precinct adjoining the Wirraway North Precinct. The works provided a hangar for the Victorian Police and Air Ambulance Victoria, a new apron and ancillary

support areas including offices, mess areas and maintenance facilities. The facility has become one of Australia's most prestigious aviation based emergency services centres, and provides an important service for all Victorians. Detail of the works carried out by the Police and Air Ambulance can be found in Chapter 4.



Victorian Police Airwing



Police Airwing and Air Ambulance hangar facility



Corporate hangars

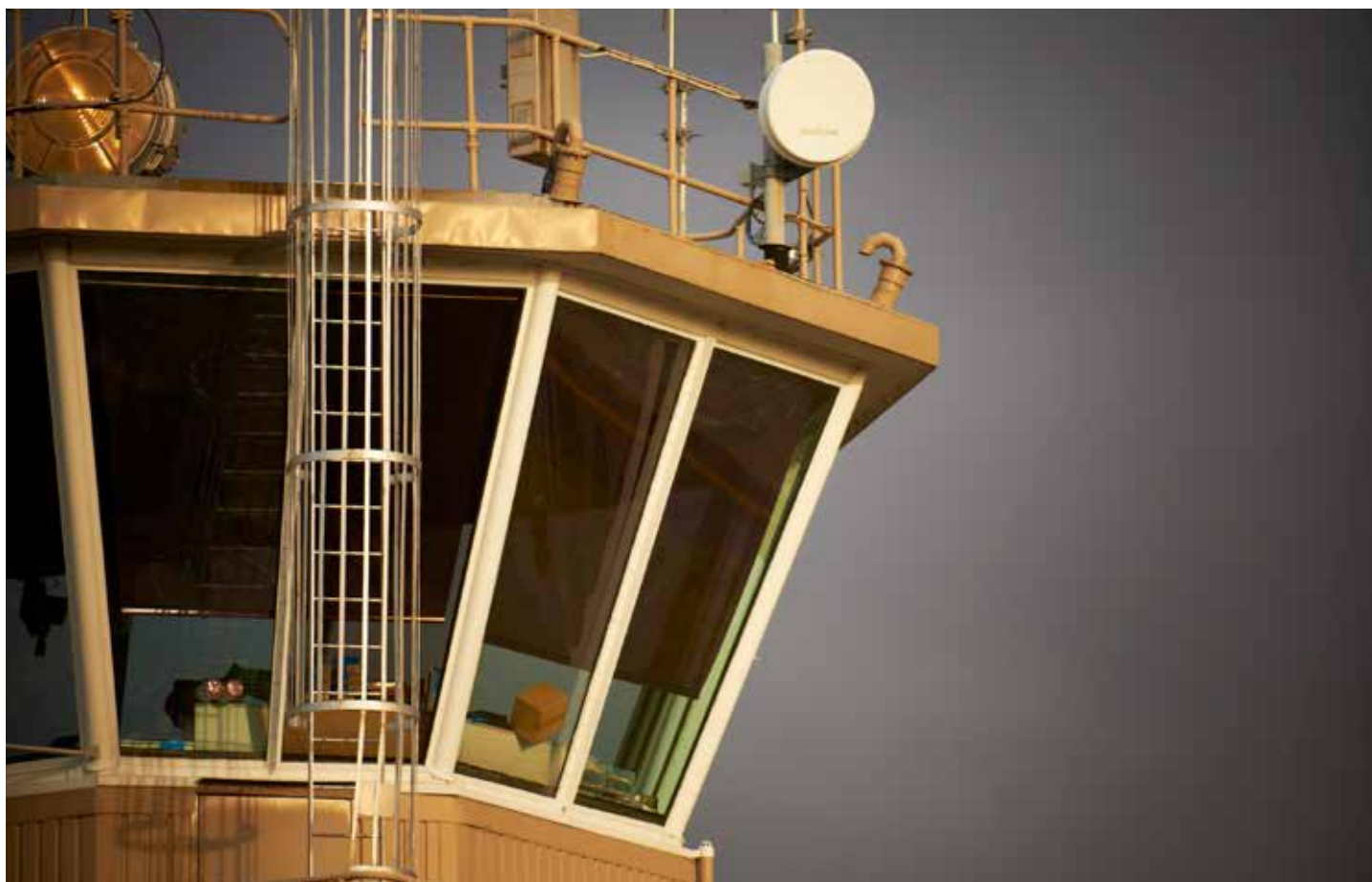
NEW HANGARS

Pending demand especially from jet operators, it is possible that up to five new hangars, capable of accommodating aircraft up to 45,000 kilograms MTOW, could be constructed over the Master Plan period within the Aviation Precinct. Construction of further smaller hangars could also occur if demand requires.

The majority of these new hangars would likely be

developed around the Southern Apron or in the Hart Precinct adjacent to the north south runway (subject to appropriate vehicular access to the Hart Precinct being established) and will depend on the strength of the corporate aviation market.

Hangar development in the Hart Precinct would also require further infrastructure including taxi way and apron construction within the airfield.



Existing Essendon Airport Air Traffic Control Tower

NEW CONTROL TOWER

In recent years, Airservices Australia has contemplated the establishment of a new Air Traffic Control Tower at Essendon Airport. EAPL understands that the existing tower was established in 1956 and EAPL believes that the establishment of a new tower is desirable and should not be delayed any further. Airservices Australia are currently investigating a number of alternatives to relocating the tower (including the Hart Precinct) and the final location of the new control tower will be agreed by EAPL and Airservices.

EAPL's preference is for the tower location to be determined as soon as possible in order to provide greater certainty in planning for both aeronautical and non aeronautical development.

9.3 AVIATION FACILITIES PLAN

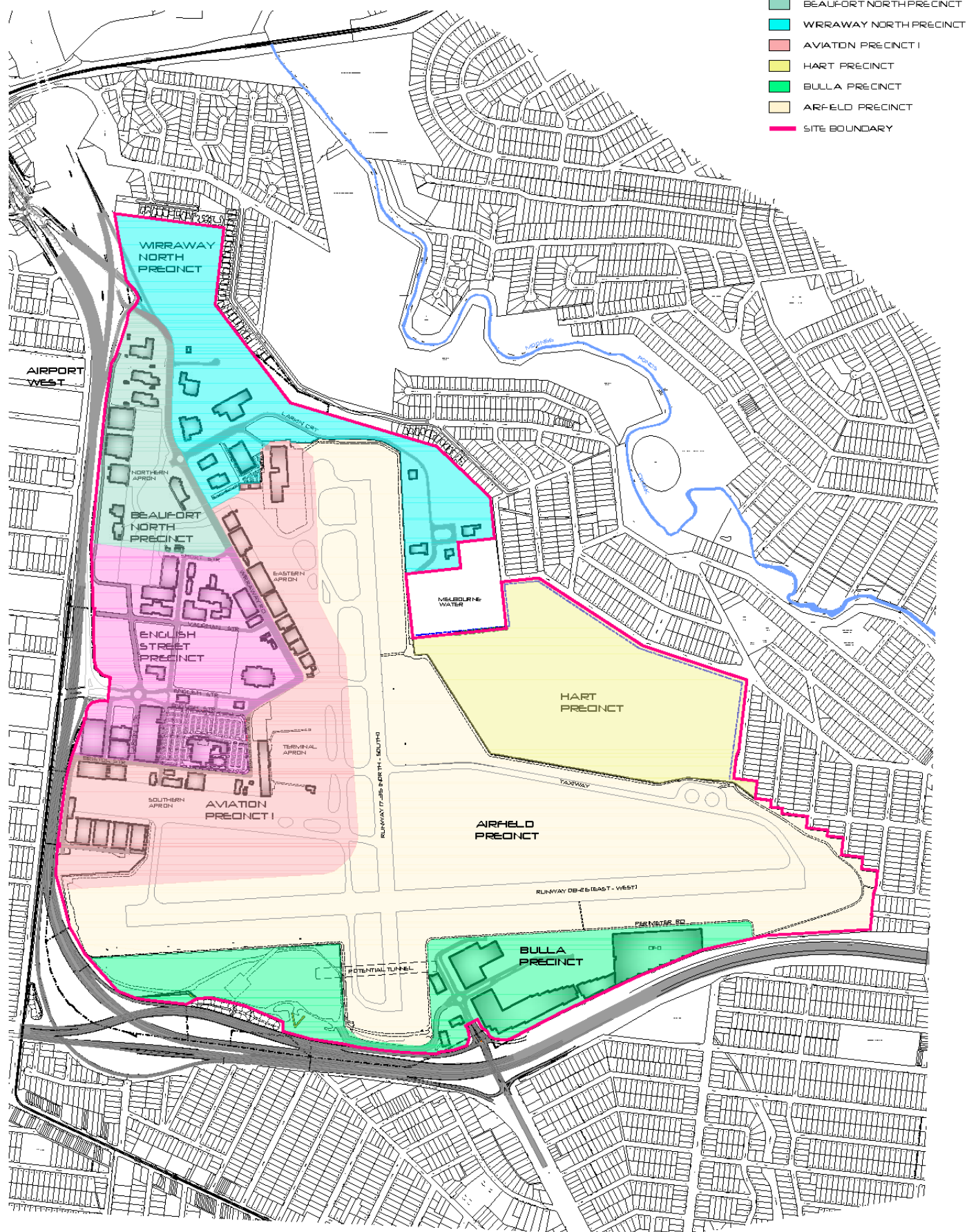
In summary, the key features of the Aviation Plan are:

- The operation of a 2 runway system;
- The servicing of emerging aviation opportunities, especially those in the Charter Jet sector;
- Refurbishment of the existing passenger terminal for both aviation and non aviation activities;
- The potential further development of aircraft hangars;
- The expansion of FIFO operations at the Airport; and
- Investigation into the shortening of the North-South runway.

In the long term, EAPL does not see a significant increase in aviation services provided at the airport.

EAPL will continue to investigate construction of new hangars to meet demand if required, as well as upgrading the road network providing access to these aviation facilities.

FIGURE 9.1 EAPL MASTERPLAN



MASTER PLAN

ESSENDON AIRPORT PTY LTD



9.4 NON-AVIATION DEVELOPMENTS

Essendon Airport is well located with linkages to the surrounding road network, its proximity to Melbourne Airport and CBD. Frontage to the Tullamarine Freeway, with high levels of exposure and views, makes it an attractive location for many businesses. Over one million people are located within a 15 minute drive of Essendon Airport and 2.6 million people live within 30 minutes of the airport. The Master Plan will assist in planning the optimum development outcomes for the airport.

Essendon Airport has approximately 78 hectares of non aviation land available for development. The development of this land is important to strengthen the economic viability of the airport. EAPL has improved the overall amenity, access and appearance of the site English Street and Wirraway Road have been extensively upgraded with planting and landscaping to create a boulevard-type feel to the airport. In time, the appearance of the airport will further be improved and buildings upgraded as new tenants are secured.

The objectives of the non-aviation development are to:

- Create an activity centre situated between Melbourne Airport and Melbourne CBD;
- Create a master planned business community which facilitates high quality developments;
- Complement the aviation activities; and
- Encourage local employment for the north and west of Melbourne.

As required under Section 71(2)(c) of the *Airports Act 1996*, the following summarises the current intentions for land use and related developments for each precinct at the Airport.

FIRST 5 YEARS PROPOSED DEVELOPMENTS

In relation to the first 5 years of the master plan, Section 71(2)(gb) of the *Airports Act 1996* requires “detailed information on the proposed developments that are to be used for:

1. Commercial, community, office or retail purposes; or
2. For any other purpose that is not related to airport services.”

Section 71(2)(gc) of the *Airports Act 1996* provides that the Master Plan must also specify “the likely effect of the proposed developments in the Master Plan on;

- Employment levels at the airport; and
- The local and regional economy and community, including an analysis of how the developments fit within the planning scheme in the area that is adjacent to the airport.”

The extent of proposed development over the next five years will depend on demand, and that is currently difficult to gauge due to the global economic conditions.

New developments are driven by tenant demand. Until such time as potential tenants indicate willingness to commit to commercially viable terms for development it is not possible to predict the location or size of any future developments.

Detailed information on the proposed developments

The proposed developments represent neither a maximum nor a minimum of development activity over the next 5 years. EAPL expects to continue commercial development at a rate similar to that of the last ten years, retail will occur at a slower rate as it will be difficult to replicate a development the size of the DFO and Home Maker Hub, while developments outside of these areas will occur as opportunities arise.

EAPL intends to make the most of development opportunities that present themselves.

Estimates of the overall scale of development for the purposes of the Master Plan.

EAPL have made assumptions in determining the likely overall scale of development based on our knowledge of the market today. The conditions and opportunities will undoubtedly change over time. EAPL have included an estimate of the likely scale of development over the next 5 years to enhance the consultation process and to help inform other aspects of the Master Plan such as the ground transport plan and the community and economic benefits.

Effect on employment levels and the local and regional economy and community

The *Essendon Fields Economic and Employment Contribution Assessment* prepared by Street Ryan & Associates Pty Ltd confirms the significant economic benefits to the local community and Victoria as a whole. Construction expenditure within the five year Master Plan period is estimated to exceed \$95 million with over 655 jobs being created during the construction phase. However, the enduring impacts are estimated to be much greater.

Already the Municipal Area of Moonee Valley has had a net-direct economic benefit of \$484.6 million per annum derived from developments at the airport since 2001. This is expected to increase by \$187.1 million per annum upon completion of the estimated scale of

development for MVCC and \$29.1 million for Victoria.

The airport site contains approximately 174 businesses providing over 4,200 jobs (this represents 12% of jobs within the City of Moonee Valley) with an additional 908 direct jobs expected to be created on the airport over the next five years. A further 83 indirect jobs are expected to be created within the City of Moonee Valley and 954 indirect jobs within Victoria. Essendon Airport, in assessing its long term development capacity, determined the long term employment capacity to be approximately 18,000 jobs.

We have further considered the proposed developments fit with the local planning scheme. Details are provided within Chapter 11 and also the Land Use Plan attached to the Master Plan.



Aerial showing the real potential for development at Essendon Airport

9.5 CENTRAL – ENGLISH STREET PRECINCT

English Street is the main entry to Essendon Airport and appropriate development in the English Street Precinct is important to the airport's aviation and non aviation long term success. Future developments in this Precinct will also provide an important visual statement about the airport more generally.

In 2010 English Street was reconstructed to aid traffic flow into and out of the Airport as well as providing a more visually attractive entry for visitors. The extensive landscaping which was undertaken offers an eye-catching gateway to Essendon Airport.

In 2008 the Beaufort Building, located on Hammond and Bristol Street, was converted into 7,500m² of office space while preserving the heritage value of the building, both externally and internally. The fit out to one of these tenancies received the 'Property Council of Australia National Award for Tenancy Design and Interior Fit out'.

The refurbishment of Building 89 for the LaManna Direct Supermarket in 2009 highlights the value that EAPL has been able to create from refurbishment of older buildings at the Airport. The facade of this old but not heritage listed building was restored and this 9,000m² building was converted into one of the largest independent supermarkets in Australia.

The English Street Precinct has also seen the development of the Linfox Head Offices in 2008 and the completion of a 6,000m² office building and multi level car park on Vaughan Street in 2013, all of which

have been designed to Green Star ratings. The English Street Precinct has gained recognition as a desirable business district location in Melbourne's North market place. This central precinct now contains in excess of 100,000m² of leased building area.

It is envisaged that over the next 20 years this precinct will be further developed with high value commercial developments. Development will include office, hotel, retail, car parking and entertainment.

The English Street Precinct has high visibility and direct access to the Tullamarine Freeway.

The following developments, aimed to complement the existing use of commercial and retail tenants, have been proposed to occur over the next five years;

- 10,000m² of new commercial floor space and associated car parking;
- 140 - 180 room hotel with associated conference and Food and Beverage facilities to meet the existing and future demand from users of the airport and the region;
- Refurbishment of Building 4 into 2,000m² of office space and of Hangar 4 to new use which may not be aviation related;
- Refurbishment of the Terminal to include 1,500m² of office space or retail;
- Establishment of a long-term car park for up to 150 cars catering to the mining workers using the airport for FIFO purposes.



LaManna Direct



The Beaufort Building – A successfully refurbished heritage building converted to office use



Linfox National Headquarters

9.6 NORTHERN – BEAUFORT NORTH AND WIRRAWAY NORTH PRECINCT

The Beaufort North and Wirraway precincts have high visibility to the Tullamarine Freeway and direct access to the freeway from Wirraway Road. Similar to the themes of the English Street Precinct, it is envisaged that the Beaufort North and Wirraway North Precincts will continue to be developed as a high quality commercial area incorporating a mix of differing uses within its large land holdings. EAPL aims to create an impressive setting with well-landscaped tree-lined streets, appropriate building setbacks and at-grade car parking.

The completed developments include a range of commercial activities including auto-dealership showrooms, some with freeway frontages, and two Australia Post facilities – a distribution centre and E-Letter complex, totaling in excess of 50,000m² of lettable area. Additionally, the dealerships are also supported by vehicle pre-delivery centres located in less visible locations.

The last few years has seen an increase in the number of vehicle retailers trading in the Beaufort North and Wirraway North Precincts. The number of dealerships currently stands at nine servicing twelve different brands (Chrysler, Dodge, Ford, Hyundai, Honda, Jeep, Kia, Mazda, Mitsubishi, Nissan, Toyota, Volkswagen) with plans in place to develop this area further with a

mix of similar commercial and retail activities of similar size and nature.

The airport proposes further development over the next 20 years of high value commercial facilities (industrial and office), further retail including car dealerships and, associated car storage, service centre, food and car parking to meet the needs of users. In the event of industrial use EAPL will consult with Victoria's Environment Protection Authority and other Victorian Government agencies to ensure any light industrial impacts are correctly addressed.

Proposed developments within the next five years for the Beaufort and Wirraway North Precinct (subject to tenant demand) are:

- A service station with convenience retail to support further development of the precinct;
- 25,000m² of store (such as the existing pre-delivery centres situated on Larkin Court, which support the car dealerships);
- 75,000m² of land area for new motor vehicle sales premises and retail (broadly similar to those now existing though perhaps with some smaller premises for lower volume brands) as part of an extension to Auto Centro. This may include between five and ten additional motor dealerships of various sizes and road infrastructure;
- A range of other uses compatible with the Land Use Plan for this Precinct.



Essendon Volkswagen at Auto Centro



Essendon Mitsubishi at Auto Centro



Essendon Nissan at Auto Centro

9.7 SOUTHERN - BULLA PRECINCT

The Bulla Precinct was developed during 2004-2007. During this time, the Precinct has met with considerable success and been tremendously well supported by the public. A DFO and a Homemaker Hub development have been established on the Precinct, accompanied by high quality larger retail operators as well as a Dan Murphy's liquor store within the 60,000m² of developed buildings.

EAPL is currently looking for further commercial development on the south-west quadrant of the Airport near the Bulla Precinct, as well as within the existing retail area. The south-west quadrant provides high-value, high-visibility land adjacent to the Tullamarine Freeway well suited for higher value commercial development in the long term such as retail, car parking, and office.

Traffic flow of the Bulla Road Interchange is nearing capacity due to heavy freeway flows. EAPL has been in consultation with key stakeholders to improve the flow of vehicles in this area. This work will provide significant improvement to the overall traffic flow around the interchange. These works will also provide capacity to further develop in and near the Bulla Precinct. EAPL will be able to provide more information once VicRoads have approved a plan and agree to make this information public. More information on ground transport is provided in chapter 10.

Proposed developments within the next five years (subject to tenant demand) are:

- Additional car parking to service the existing retail;
- Up to an additional 15,000m² of retail development.

9.8 EASTERN - HART PRECINCT

The Hart Precinct is approximately 36 hectares in total and is irregular in shape. The precinct is bounded at the north-east by Lebanon Street with a residential area directly adjacent. The north-west corner is adjacent to Melbourne Water storage tanks which service the region. The precinct is bounded to the west by runway and to the south by existing taxi ways.

The Hart Precinct was previously designated as Airfield Special Use in the 2008 Master Plan. The re-designation as Business 3 is considered appropriate to reflect the development potential of the Hart Precinct. It was

previously recognised for its future potential development opportunity. There is no requirement or plans to use the Hart Precinct as an airfield. The Precinct has been re-designated as Business 3 for both aviation and non-aviation purposes which is consistent with the designations for the rest of airport.

The purpose of the Hart Precinct land use policy is to "facilitate the development of the precinct for a range of commercial and light industrial activities compatible with the existing economic and employment opportunities of Essendon Fields."

It is a land use policy of EAPL to ensure that interface issues with residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.

The Hart Precinct is partly "land locked" by the East-West and the North-South Runways, and is currently only accessible through airside roads or private gates accessed from Strathmore.

There is currently limited usage of these gates. EAPL's intention is to provide access into the Hart Precinct from the Wirraway North Precinct. We envisage that this road could be completed within the next five years. EAPL's preference is to avoid the use of access from existing residential streets where possible.

Development is expected to be of lower value in comparison to the English Street precinct within the airport. Development of the Hart Precinct will depend on a number of items such as infrastructure, roads, provision of services, noise and impact on the neighbouring residents.

EAPL will encourage development towards the western end of the precinct first. Any aviation development will be located in areas closest to the runways.

Uses proposed in the Hart Precinct in the longer term include hangars, vehicle storage, and office/warehouse providing commercial and light industrial office facilities for both aviation and non aviation related uses.

EAPL have had discussions with Airservices Australia who have considered the Hart Precinct (adjacent to the north-south runway) as a potential area to relocate the Air Traffic Control Tower.

The location of new hangars (at either the Hart Precinct or the southern apron) will be subject to a number of

factors including access to the airfield, vehicular access, airfield infrastructure, and impact on the community.

There are only minor low value improvements on the Hart Precinct at present.

Development may be limited over the next five years subject to proposed access. Proposed developments within the next five years may include:

- 50,000m² of on grade and warehouse storage (such as the existing pre-delivery vehicle storage centres on Larkin Court or hangars).

Any hangar development in the Hart precinct in the first five years of this master plan will be within 400 metres of the North South runway.

9.9 SENSITIVE DEVELOPMENTS

Section 71(A) of the *Airports Act 1996* provides that;

“A draft or final master plan must identify any proposed sensitive development in the plan.

A sensitive development is the development of, or a redevelopment that increases the capacity of any of, the following:

- c) a residential dwelling;*
- d) a community care facility;*
- e) a pre-school;*
- f) a primary, secondary, tertiary or other educational institution;*
- g) a hospital.”*

Pursuant to Section 89A(1) of the *Airports Act 1996*:

A person must not:

- (a) carry out a sensitive development relating to an airport; or*
- (b) cause or permit to be carried out a sensitive development relating to an airport;*

unless the Minister gives an approval under this section for the preparation of a draft major development plan for the sensitive development at the airport.

The proposed sensitive developments in this Master Plan are:

1. Vacant parcels of airport land.

The airport lease includes 23 vacant parcels of airport land which are owned by the Commonwealth and located within residential areas. In past decades these blocks have accommodated approach lighting, but are now fully vacant, not used and represent an onerous maintenance and management responsibility. A plan of the land can be found at Attachment 3.

EAPL considers that these parcels of land could be converted to residential dwellings (a sensitive development) or other use under arrangements which are consistent with the existing character of the neighbourhood and consistent with the City of Moonee Valley Planning Scheme. At an appropriate time, EAPL would undertake appropriate consultation and apply for necessary consent to undertake this activity.

2. Hospital

While no plans currently exist, EAPL believes that a hospital on the airport site would provide much needed facilities and services to users of the airport and the local region. The location and easy access of the airport, along with the on-site base of the Air Ambulance, means that the site is particularly suitable.

If the hospital were to allow for overnight stay patients, noise impacts, among other items relevant to sensitive developments, will be carefully addressed and presented for approval. A hospital could either be a brand new development or accommodated within one of the existing buildings on site.

10. GROUND TRANSPORT PLAN

EAPL has undertaken a Ground Transport Plan for the landside of the airport in relation to the first 5 years of the Master Plan that details the matters required by section 71(2)(ga) of the *Airports Act 1996*. This includes an impact study that proposed developments will have on the ground transport system over the next five years.

EAPL has regular formal meetings with Moonee Valley City Council (MVCC) on a range of matters including Ground Transport. EAPL are in regular consultation with key authorities such as VicRoads, City Link and Public Transport Victoria with regard to access into and out of the airport and will continue to monitor it as development continues. Further consultation with the State, MVCC, VicRoads and Public Transport Victoria will occur during the consultation phase of this Master Plan and during the life of this Master Plan.

Three Activity Areas are located adjacent to the airport, being:

- Airport West Principal Activities Area, approximately 2 km to the west;
- Niddrie / Keilor Park Major Activities Area, approximately 1 km to the south-west; and
- North Essendon Major Activities Area, approximately 3 km to the south.

To the north and east, the airport is mostly surrounded by residential areas which are also bound by the Moonee Ponds Creek. These residential areas are characterised by free standing homes and quiet local streets.

The entire southern and western sides of the site are bordered by 4.5km of the Tullamarine Freeway, which provides excellent access to the metropolitan road network through the freeway connections at Wirraway



English Street thoroughfare

Road, Matthews Avenue and Bulla Road. This excellent freeway connectivity, has been greatly enhanced by the 2006/2007 Tullamarine Calder Freeway Interchange upgrade, providing linkages with central Melbourne, the suburbs and areas of regional Victoria. However, the freeway also presents a significant barrier to access and movement through the site, due to the limited crossing points into the adjacent activity centre.

Notwithstanding this, there are two pedestrian overpass connections to the site from tram stops in Matthews Avenue in addition to the other three road connections, all of which include pedestrian facilities of varying standards.

10.1 ROAD NETWORK CONNECTIONS

A series of sealed roads service the landside and airside areas of the Airport. Many of these roads have been resurfaced and upgraded and new roads have been built, with extensive landscaping providing a boulevard feel, in particular English Street and Wirraway Road.

EAPL will continue to upgrade and create new roads as necessary for new and expanding land use requirements determined by development location and layout, however, currently the roads are operating at less than one-third of their theoretical daily capacity.

The connectivity that Essendon Airport has with the local and regional road network means that private car is the predominate mode of transport into the Airport.

AIRSIDE ROADS

The perimeter road circles the Aviation Precinct and is only accessible to those with an airside driver's licence. Future modifications to the perimeter road and other airside access roads will be undertaken in conjunction with development of landside areas when and if required.

LANDSIDE ROADS

Three thoroughfares currently provide access to the airport; English Street, Bulla Road and the Wirraway Road Northern access which opened in 2007.

English Street provides the main access point into the English Street Precinct, the central precinct of the airport. This wide divided carriageway was upgraded in 2010 providing a more traffic efficient and safer entry point into the airport. The road offers access to all areas of the Central Precinct as well as being the main entry point to the terminal. English Street is

complemented with extensive landscaping and links in with Wirraway Road to provide access to the Northern Precinct of the Airport.

Bulla Road, located in the Southern Precinct is the major road servicing the DFO and Homemaker Hub area and future access into the south-west quadrant. Access to the south-west quadrant will be achieved through an upgrade of the existing road which runs south of the runway. A tunnel underneath the north-south runway has been contemplated in previous Master Plans but is not considered likely.

The road network within the airport will continue to be upgraded as development continues and usage increases, with provisions made to service public transport.

SOUTHERN ACCESS (BULLA ROAD)

The extension of Bulla Road provides access to the Bulla Precinct and during the period 2003-2007 this intersection was substantially improved.

During peak times, the Bulla Road intersection experiences some congestion, however this is primarily the result of Bulla Road providing an alternate major traffic and bypass route for vehicles not wishing to use the City Link toll way to access the city and inner suburbs. EAPL is currently in discussions with VicRoads, Moonee Valley City Council and traffic engineers about upgrading this intersection as a result of the Tullamarine-Calder Freeway Interchange off-ramps reaching capacity. EAPL, along with our traffic engineers, have put forward several solutions, which are currently being reviewed for approval.

EAPL believes an upgrade to this area will significantly improve traffic flow to the entire Essendon North area as well as the flow of traffic at the Tullamarine-Calder Interchange.

CENTRAL ACCESS (ENGLISH STREET)

The English Street freeway interchange provides the dual function of distributing traffic to both the adjacent freeway and local road network of Airport West, via the Tullamarine Freeway and Matthews Avenue.

Due to the complexity of the English Street/Matthews Avenue/Tullamarine Freeway intersection (containing effectively five approach roads, freeway ramps and a tramline),

Capacity to Essendon Airport's main commercial area can at times be restricted. EAPL does not envisage the developments proposed over the next five years, outlined in the non-aviation section of chapter nine, will contribute any significant additional congestion associated with this intersection in the next planning period. However, as with all entry/exit points into the airport, EAPL will continue to monitor these areas and liaise with relevant authorities and stakeholders as development and usage of the Airport increases over the longer term.

NORTHERN ACCESS (WIRRAWAY ROAD)

The extension of Wirraway Road to the northern access intersection at the Tullamarine Freeway was completed in 2007 and created new and additional road capacity and enabled further development. As development continues in this Wirraway North Precinct, the road network in the precinct will be adjusted to suit future developments. This access point currently provides unfettered road access to the Beaufort North and Wirraway North Precincts and experiences very little congestion. The road has been fully sealed and landscaped and will be extended as development in this area continues with a mix of retail, office, commercial, showroom and light industrial uses.

The introduction of this interchange provides Essendon Airport with greater flexibility to manage traffic flow at the English Street entrance.

HART PRECINCT

Access to the Hart Precinct is available from the adjacent residential streets and there is potential for access to be achieved from within the Airport boundaries in the next five years, which is the preference of EAPL.

10.2 CAR PARKING

The airport provides approximately 5,500 car parking spaces over the three precincts, with the majority of these spaces located within the Bulla and English Street Precincts. On street car parking is provided on a number of roads throughout Essendon. Observations of the available car parking indicate that car parking demands do not typically exceed the supply in the English and Wirraway North Precincts.

It is however noted that whilst the car parking supply within the Bulla Precinct is generally adequate, an

occasional overflow of car parking has been observed to occur during peak periods such as the Boxing Day sales. During these times EAPL works closely with the Victorian Police and VicRoads to provide additional car parking facilities to cater for the increased demand.

The next five years will see further car parking spaces provided to each of the three precincts of the airport to support developments. Car parking will be a mix of on-grade and multi-deck car parking to suit future developments, as set out in the previous chapter, and tenant requirements.

10.3 PUBLIC TRANSPORT

There are a number of public transport services in the vicinity of Essendon Airport. However, with the exception of the Smart Bus to DFO during business hours, the overall quality of connections both to the existing public transport stops and to the wider public transport network is limited. This is identified as a key barrier to improving the public transport mode share of employees and visitors to the airport.

While there are a number of public transport services that run to, or close by the airport, these do not necessarily form convenient or direct connections to the wider metropolitan public transport system. Public transport accounts for less than 5% of existing transport into Essendon Airport. Significant upgrade of public transport within the Essendon Airport / Airport West / Strathmore area will assist further economic development of the region. At present, aside from an Orbital bus servicing DFO, Essendon Airport does not have any onsite public transport links. The Airport West (Route 59) tram route has two stops situated near the Western perimeter of the airport along Matthews Avenue. This route, operating at eight minute frequency during peak periods, provides direct access to the city and connection to the Essendon Railway Station as it travels along Keilor Road, Mount Alexander Road, Flemington Road and along Elizabeth Street before terminating at Flinders Street.

The Airport is serviced by two pedestrian freeway overpasses providing a linkage to the tram line running on Matthews Avenue. These links have in excess of twenty-five steps to each side and are a significant barrier to convenient and amenable public transport access. To improve patronage of public transport better

access to and more regular services are required to operate within and around the Airport boundaries.

Travel time also ensures that public transport is not the preferred method as it takes approximately 45 minutes to travel between the airport and the Melbourne CBD by public transport. This travel time is significantly increased due to the lack of public transport priority routes along Keilor Road and Mt Alexander Road.

The provision of a new bus route or potential diversion of existing bus routes servicing Matthews Avenue and/or Airport West shopping centre, through the English Street, Beaufort and Wirraway North Precincts would provide a significant improvement to public transport access to the major commercial uses and encourage development at the site. English Street and Wirraway Road have been designed for future use by bus services and currently house a number of bus stops that are not in use. EAPL believes that a diversion of any of these services through Essendon Airport will greatly encourage workers to travel to work by more sustainable methods, particularly with over 15% of workers living in the local area and having direct access to the local bus network.

Essendon Airport continues to investigate and lobby for future possible integration of the site with the broader public transport network. This will continue to be explored as the landside areas of the airport develop. In 2009 an Orbital Bus running between Essendon Train Station and DFO and Homemaker Hub Complex in the Bulla Precinct commenced operations. This service operates at 15 minute intervals during peak times, and 30 minute intervals thereafter, and provides workers and shoppers an alternative means other than driving to access the Airport.

EAPL considers that a train station at Essendon Airport would provide significant benefit to both the airport and Airport West Principal Activities area. Such a connection would clearly promote major land use change and urban renewal in the area and EAPL would like to see an Essendon Airport train station included with any possible future train line servicing Melbourne Airport.

10.4 TAXIS

The main airport terminal is serviced by a taxi rank, with taxi services used as a primary means of transport to meet private / corporate flights arriving

at the airport. The existing taxi facilities are considered adequate for the use required of them. Designated taxi spaces are also provided within the car park servicing the DFO and Homemaker Hub.

10.5 PEDESTRIANS AND CYCLING

Further to developing the road connections into the Airport, EAPL is looking to improve both pedestrian and bike access into and around the airport.

Pedestrian access to the site is limited to an extent by the surrounding road network, specifically the Tullamarine Freeway which borders Essendon Airport to the south and west, and the nature of the site operation as a working airport.

There are currently five pedestrian access points to the airport linking with the on-site walking network connecting the major land uses throughout the airport. Pedestrian access continues to be upgraded as developments occur.

There are currently no dedicated bicycle connections to the site; however, an opportunity exists to formalise connections to surrounding areas and the Principal Bicycle Network (PBN) as part of the ongoing development of the airport. The PBN currently adjoins the airport boundaries, however no bicycle connections into the airport exist. It is also noted that many of the internal roads have sufficient carriageway widths to incorporate bicycle lanes in future. Currently bicycle lanes exist along a portion of the main English Street thoroughfare and EAPL is looking at ways to further integrate car use, parking and bike traffic throughout the Airport. Located to the north-east of the site, with access available from Mascoma Street, is the Moonee Valley Creek bike path which links into the city as part of the metropolitan bike network. This link is currently only used by Australia Post employees however it does provide an alternative safe option for cyclists looking to get to Essendon Airport.

To help encourage alternative means of transport into the Airport (as well as increasing Green Star credentials), new developments generally include change room and bike storage facilities. EAPL considers it a priority to link the Airport to the public bicycle network.

MVCC is currently investigating potential improvements to walking and cycling links between Airport West Activities Area and the airport.

TABLE 10.1 – SUMMARY OF TRANSPORT OBJECTIVES

Item	Mode	Objective	Implementation
1	Active Transport	Increase transport choice for employees and visitors to the airport by improving existing walking and cycling links, and creating new links to the surrounding network:	- Facilitate east-west movement through the site to connect with regional shared path network. - Improve connectivity of the internal road network for pedestrians and cyclists. - Ensure that new development provides adequate end of trip facilities, consistent with comparable off airport developments, such as showers, lockers and parking facilities.
2	Public Transport	To advocate for improved public transport services to Essendon Airport, to cater for both visitors and employees:	- Advocate improved links to tram network. - Advocate improving the existing bus service to the Bulla Precinct to better cater for employee usage. - Advocate providing a new public transport service through the airport, to support the existing land uses in the English Street, Beaufort and Wirraway North Precincts. - Advocate for inclusion of Essendon Airport in any future Melbourne Airport rail link alignment, and consideration of wider economic benefits to the area as part of the rail link business case.
3	Road Network	To provide capacity for future increases in land use at the airport:	- Ensure that the internal road network continues to support the development of the airport. - Continue to monitor the operation of the three external access intersections in consultation with the DTPLI, VicRoads, Council and PTV.
4	Car Parking	To provide capacity for future increases in land use at the airport:	- Ensure that car parking is appropriately located to service the main land uses in the various precincts. - To minimise vehicle circulation associated with finding car parks through centralised provision of parking and associated signage. - Ensure that where possible complementary land uses are able to share car parking to minimise overall provision requirement.



English Street Entry – gateway to Essendon Airport

10.6 PROPOSED DEVELOPMENTS

With only a small increase in retail, office and light industrial floor space and aviation movements expected throughout the next five years it is not expected that this level of development will significantly alter the existing transport characteristics at the airport during the lifetime of the ground transport plan and initial 5 year phase of the Master Plan. EAPL continues to liaise with external authorities such as VicRoads, Public Transport Victoria and MVCC as to the short and long term monitoring of the road network surrounding and within Essendon Airport. In the short-term, EAPL will develop on road bicycle

lanes and shared paths within the Airport, improve pedestrian footpaths around the airport and update and improve the internal road network as required.

In the medium to longer term EAPL will work with authorities to provide better bicycle links to the public bike network, and advocate to provide more public transport service to the airport, and continue to monitor the access for all transport into and out of the site.

Future consideration of capacity constraints at external intersections should be undertaken with a holistic view of the relative demands from the airport as well as other surrounding land uses and transport routes.

11. AIRPORT LAND USE

The site's proximity to the CBD, major arterial roads, freeways, and national highways and its location within an established urban environment marks the airport's uniqueness. The area of developable land at Essendon Airport equates to approximately half the area of the Melbourne CBD and two-thirds of the land area at Docklands.

The airport is important as an aerodrome and as an activity centre. The contribution it can make to the west and north areas of metropolitan Melbourne by complementing existing activity areas should be recognised and promoted.

The *Airports Act 1996* requires the Master Plan to have regard to the planning legislation/framework of the State of Victoria. Section 5.02(2) of the *Airport Regulations 1997* states:

"...an airport master plan must in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology, (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the Airport is located."

In this regard the Land Use Plan has been prepared to support the Master Plan and has been prepared in an amount of detail and in a form generally consistent with the Victoria Planning Provisions.

The Moonee Valley Planning Scheme does not allocate a zoning to Essendon Airport; it simply describes Essendon Airport as "Commonwealth Land Not Controlled by Planning Scheme". It is therefore difficult to address the extent (if any) of consistency with planning schemes in force under a law of the

State or Territory in which the airport is located, because the planning scheme acknowledges that it does not apply to Essendon Airport. However as required by section 71(2)(gc)(ii) of the *Airports Act 1996* EAPL have undertaken *"an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport."* The Moonee Valley Planning Scheme Strategic Statement, clause 21.02-3 remains inconsistent with this Master Plan in that it states that "the future of Essendon Airport is also uncertain" but is consistent to the extent that it contemplates development for non aviation uses on the western side of the airport. Some of the uses contemplated are largely consistent with the Master Plan including high quality industrial parks, hotels with convention facilities and others are less immediate including a diversity of housing types and sizes.

11.1 BACKGROUND TO THE LAND USE PLAN

The Land Use Plan has been prepared having regard to:

- The requirements of the *Airports Act 1996* and associated regulations;
- The projected aviation requirements of the airport;
- The development objectives and proposals for landside areas of the airport;
- The Victoria Planning Provisions; and
- The surrounding Planning Schemes for the Cities of Hume, Moonee Valley, Brimbank and Moreland.

The existing State Planning Policy for airfields contains the following objective:

“To facilitate the siting of airfields and extensions to airfields, restrict incompatible land use and development in the vicinity of airfields, and recognise and strengthen the role of airfields as focal points within the State’s economic and transport infrastructure.”

The Federal Government has chosen to regulate land use planning at Essendon Airport through the *Airports Act 1996* and both the Master Plan and Major Development Plan process. State Planning Policies do not apply to Essendon Airport, and therefore have not been incorporated in the Land Use Plan.

Certain topics covered by the State Planning Policies that are of relevance to Essendon Airport have been addressed in the Essendon Airport Planning Policy Framework.

EAPL will have regard to State Planning Policies as they affect land use in adjoining cities and the wider State of Victoria in a similar manner to the regard given to the local planning policies of neighbouring cities.

Melbourne 2030 – Planning for Sustainable Growth, was released in October 2002 as a 30 year plan to manage growth and change across Metropolitan Melbourne. Melbourne 2030 forms part of the State Planning Policy framework and is referenced within all planning schemes in Victoria. This document contains many worthy initiatives but there is a fundamental inconsistency between the statement in Melbourne 2030 that *“in the medium term, this facility (Essendon Airport) should be closed as an airport”* and this Master Plan. The development of Essendon Airport as an activity centre with a variety of commercial uses in accordance with this Master Plan is, however, broadly consistent in the long term with the statement in Melbourne 2030 that *“the creation of a mixed-use activity centre might be supported”*. EAPL believes that the Master Plan is consistent with the objects of the *Airports Act 1996*, in particular Section 3(c) to promote the efficient and economic development and operation of airports.

In October 2013 the Victorian State Government released the Metropolitan Planning Strategy (Plan Melbourne) for public comment. The strategy outlines the vision for Melbourne’s growth to the year 2050 and is to be the new blueprint for the city’s future prosperity.

The strategy outlines an implementation plan that includes:

- An integrated approach to land use and transport;
- Economic needs and productivity that is central to the strategy, such as access to employment zones, maximizing use of existing infrastructure and how commercial and residential uses need to work together; and
- The creation of new subregions to coordinate the delivery of this plan.

As the Essendon Airport site is Commonwealth land, State Planning legislation, in particular, the Victorian Planning and Environment Act 1987 does not apply. However, EAPL is currently seeking greater recognition of Essendon Airport in Plan Melbourne, for its role as a transport hub and employment zone with significant benefits for Victoria.

11.2 PRE-EXISTING INTERESTS IN LAND

In developing this Master Plan, EAPL has considered all interests in the land existing at the time the airport lease was created, including leases, sub-leases, licences and easements. There are no conflicts or inconsistencies existing between these interests and any proposals in the Master Plan.

11.3 LAND USE PLAN STRUCTURE

As required under the Airport Regulations 1997, Part 5, Reg. 5.02(2), the Land Use Plan has been prepared to generally reflect the Victoria Planning Provisions, but is tailored to the particulars of an airport and Commonwealth land.

The Land Use Plan contains:

- Purpose;
- Contents;
- User Guide;
- The Essendon Airport Local Planning Policy Framework including:
 - The Essendon Airport Strategic Statement; and
 - Essendon Airport Local Planning Policies;
- Zones including:
 - Business 2 Zone;
 - Business 3 Zone;
 - Special Use Zone, Schedule 1 – Aviation;
 - Special Use Zone, Schedule 2 – Airfield;
- Public Acquisition Overlay.

ESSENDON AIRPORT LOCAL PLANNING POLICY FRAMEWORK

The Essendon Airport Local Planning Policy Framework consists of the Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies.

The purpose of this section is to provide a strategic planning context for the airport and reinforces the Airport Vision and Development Objectives as stated within the Master Plan.

The Essendon Airport Local Planning Policies have been established for each Precinct within the Airport as well as for particular matters, eg protection of aviation activity. These policies set out the objective for each area based upon the vision for the airport.

11.4 LAND USE ZONES

The zones have been prepared using the Victoria Planning Provisions but have been modified to reflect both the legislative/decision-making framework in which the airport functions and the unique nature of the airport and its operations.

Each zone is summarised below:

- Business 2 Zone - This zone applies to the English Street and Bulla Road Precincts. The purpose of this zone is to encourage a range of commercial activities and to assist in establishing an urban gateway and create a distinct entry and sense of arrival at each point.
- Business 3 Zone - This zone applies to the Wirraway North, Beaufort North and Hart Precincts. The purpose of this zone is to encourage the development of a mix of uses including retail, showroom, office and warehouse, and high technology industry/light industry whilst continuing the campus theme.
- Special Use Zone, Schedule 1 – Aviation - This zone applies to the Aviation Precinct, areas that have direct frontage/access to airside, and it includes the Airport Terminal and aircraft hangars.
- Special Use Zone, Schedule 2 – Airfield - This zone applies to the Airfield Precinct and, relates to the unique operations of the airport, which are undertaken in restricted areas. It includes the taxiing areas, runways and navigational aids.

The Hart precinct is not required for future Airfield activities. Business 3 Zone is now a more consistent zoning for the Hart Precinct. Business 3 fits with the planning scheme for Airport West which is adjacent to the Western border of the Airport.

The Hart Precinct Policy in clause 22.05 of the Land Use Plan continues to include “ensure interface issues with the residential areas of Strathmore Heights are considered as part of determining the suitability of proposed land uses.”

Figure 11.1 shows the location of the various zones discussed above.

11.5 LAND USE PLAN

PARTICULAR AND GENERAL PROVISIONS

Particular provisions relating to specific land uses, i.e. signage, car parking and vehicle loading, have been included.

The General Provisions detail the administrative aspects of the Land Use Plan.

DECISION MAKING

Whilst the Land Use Plan has been prepared in a format generally consistent with the Victoria Planning Provisions, it is not a planning scheme and therefore is not administered as such or subject to Victorian Planning Legislation.

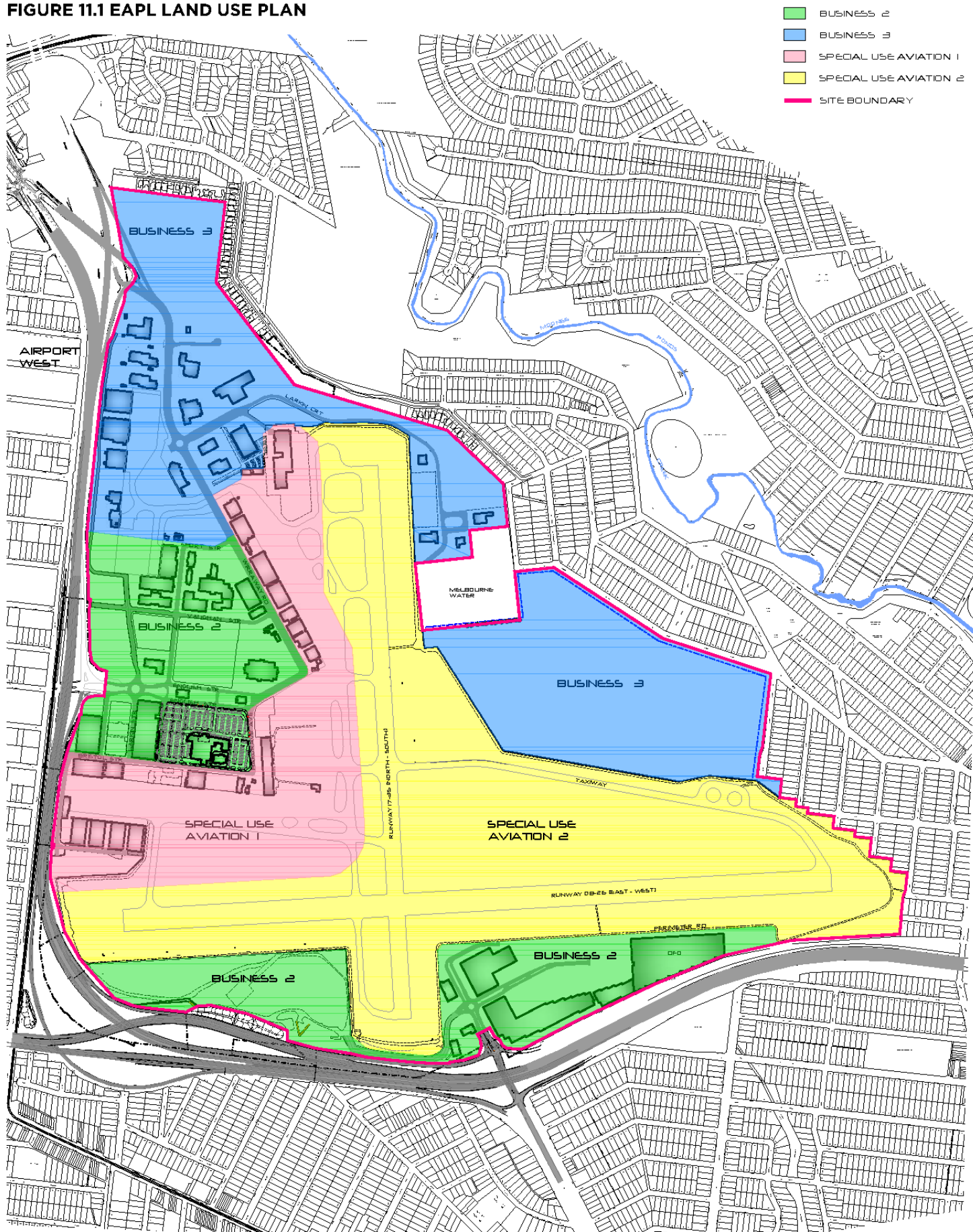
The Master Plan, any variation to it, and any Major Development Plan, require the consent of the Minister for Infrastructure and Regional Development following public consultation pursuant to the *Airports Act 1996*. Developments affecting heritage buildings and features may require referral to the Minister for the Environment.

OPERATOR'S CONSENT

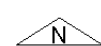
All proposed uses and developments at Essendon Airport require approval from EAPL.

EAPL can issue conditional consent which may require changes to be made to a proposal prior to final consent, or which requires ongoing undertakings by the proponent for the term of their lease. In some instances, comment from other interested parties, such as the local Council, may be sought.

FIGURE 11.1 EAPL LAND USE PLAN



- BUSINESS 2
- BUSINESS 3
- SPECIAL USE AVIATION 1
- SPECIAL USE AVIATION 2
- SITE BOUNDARY



**LAND USE PLAN
ESSENDON AIRPORT PTY LTD**

MAJOR DEVELOPMENT PLANS

Major Development Plans as defined in the *Airports Act 1996* must be consistent with the Master Plan. All major developments must go through a process similar to a Master Plan prior to being submitted to the Minister for approval. A Major Development Plan (MDP) is required for “a development of a kind that is likely to have a significant impact on the local or regional community.” Significant impact on the local or regional community is just one of the many triggers of an MDP.

BUILDING CONTROLLER APPROVAL

Applications for a building approval are published on the EAPL website within 5 business days. Prior to the commencement of any building activity, consent is also required from the Commonwealth appointed Airport Building Controller.

Pursuant to Section 99 of the *Airports Act 1996*, any building approval issued must be consistent with the Master Plan or an approved Major Development Plan.

11.6 FIT WITH THE LOCAL & STATE PLANNING SCHEME

Section 71(gc)(ii) of the *Airports Act 1996* provides that in relation to the first five years of the Master Plan the Master Plan must specify the likely effect of the proposed developments in the Master Plan on “*the local and regional economy and community including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport*”.

The proposed developments are each listed in the non-aviation development section of this Master Plan under each precinct.

Relevant parts of the planning scheme in the area that is adjacent to the airport are as follows:

THE MOONEE VALLEY PLANNING SCHEME

Essendon Airport is included in the Moonee Valley Planning Scheme (MVPS). State Planning Policy incorporated into the MVPS (at clause 18.04) recognises Essendon Airport’s:

“... current role in providing specialised functions related to aviation, freight and logistics and its potential future role as a significant employment and residential precinct that builds on the current functions.”

State Planning policy (at clause 17 – economic development) also seeks to foster economic growth and development.

Strategies to achieve this include:

- Encouraging new convenience shopping facilities to provide for the needs of the local population within or immediately adjacent to, existing commercial centres; and
- Provide outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.

The policy also provides the opportunity for new commercial facilities that are located outside of existing retail centres where they are of net benefit to the community in the region served by the proposal.

The Local Planning Policy framework (at clause 21.02) specifically recognises Essendon Airport in its Strategic Framework Plan (reproduced below) as an employment node nestled between the Keilor Road and Airport West precincts. Both of those precincts are also identified in the MVPS as areas that provide potential for new residential development in the municipality.

The MVPS (at clause 21.07) also acknowledges that:

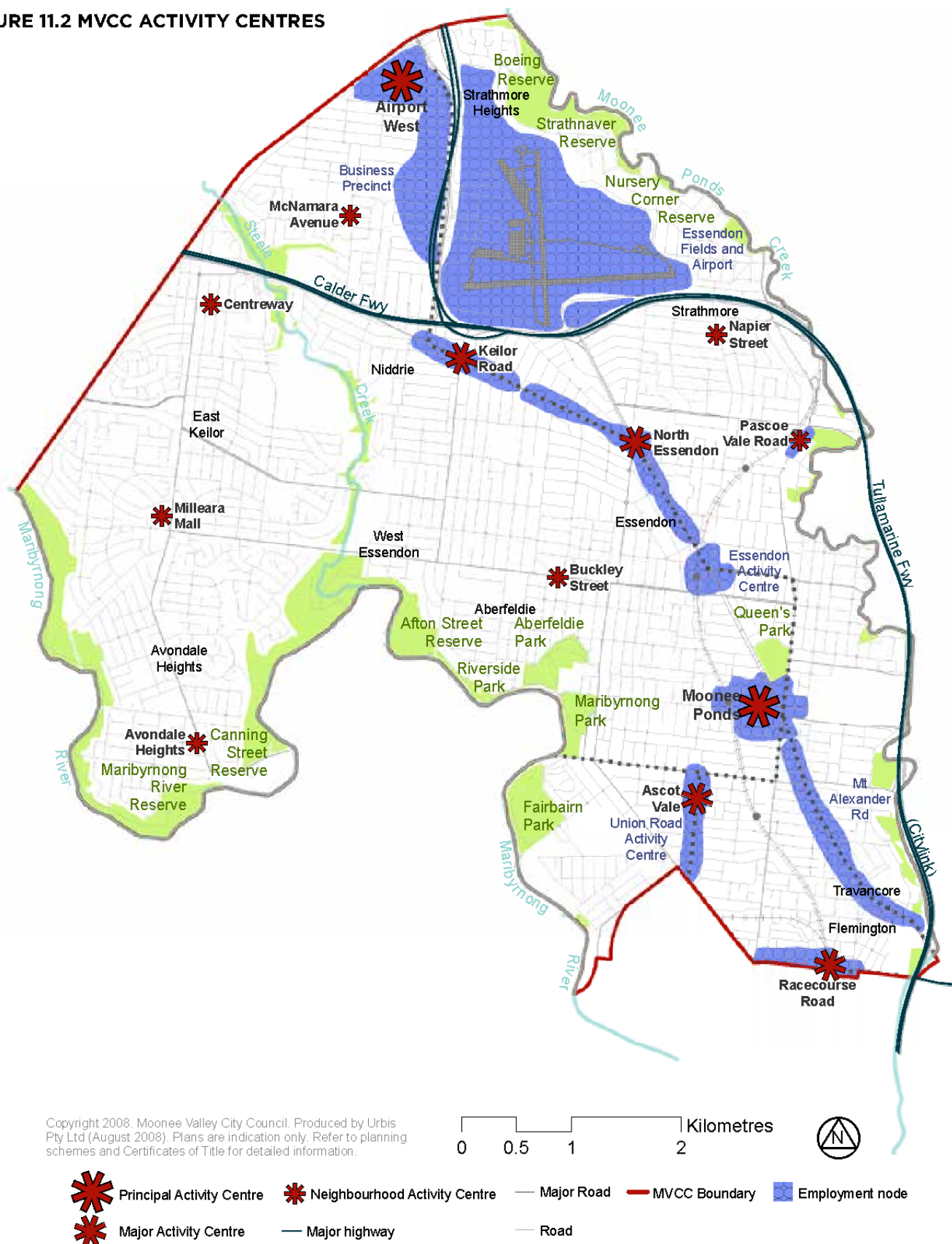
“The economic advantages of the redevelopment of the Essendon Airport site into a large scale business/ retail park is a unique economic development opportunity for Moonee Valley.

Essendon Fields has the potential to develop up to 500,000m² of commercial, industrial and retail floor space and as such presents a major employment generation and investment opportunity for both Moonee Valley and the broader region.”

These policies are in addition to those with the objectives of protecting the airport operations.

The development anticipated by the Master Plan for the next five years, as outlined in Chapter 9 Airport Development Proposals, fits well with and will make positive contributions towards the objectives and strategies contained in the MVPS. The evolution of the Auto Centro car dealership area has had a significant and productive influence on the local economy in general and the business centres of Airport West and Keilor Road in particular. Large land parcels in Keilor Road for example, previously occupied by car sales facilities, have provided opportunities for mixed use commercial/residential developments that have stimulated commercial activity in that centre.

FIGURE 11.2 MVCC ACTIVITY CENTRES



Strategic Framework

12. IMPLEMENTATION

Once approved, the Essendon Airport Master Plan will remain in effect for a period of five years as prescribed under the *Airports Act 1996*. Within this timeframe, EAPL may amend the Master Plan with the consent of the Minister following public consultation or alternatively the Minister may write to Essendon Airport Pty Ltd and direct the lessee to replace the approved Master Plan.

Similarly the Environment Strategy and Ground Transport Plan will now be reviewed as part of the ongoing Master Plan process every five years.

Essendon Airport Pty Ltd will continue to monitor and review the Master Plan. This ongoing review of aviation activity and commercial development will confirm, or otherwise, the projections and assumptions.

To ensure that the Master Plan vision is achieved, Essendon Airport Pty Ltd believes it is important to continue to develop and foster relationships with all levels of government, agencies and authorities, as well as tenants and the local community. As part of this

Master Plan process, EAPL has held consultation meetings with the following groups;

- Department of Infrastructure and Regional Development
- Department of the Environment
- Moonee Valley City Council
- VicRoads
- Public Transport Victoria
- The Local Community Aviation Consultation Group
- Airservices Australia
- Civil Aviation Safety Authority
- Victorian Department of Transport, Planning and Local Infrastructure
- Victorian Department of State Development, Business and Innovation
- Airport Building Controller and Airport Environmental Officer



Essendon Airport looking over Fresh Fields Shopping District

ATTACHMENT 1 - GLOSSARY OF TERMS

AIRSERVICES AUSTRALIA

Airservices is a Commonwealth government business providing air traffic management, air navigation support services and aviation rescue, and fire fighting.

AIRSIDE

The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public does not have free access.

APRON

A defined area intended to accommodate aircraft for the purpose of loading or unloading passengers, mail, cargo, refuelling, parking or maintenance.

CIVIL AVIATION SAFETY AUTHORITY (CASA)

CASA was established as an independent statutory authority on 6 July 1995. The powers and functions of CASA are defined in Section 9 of the amended Civil Aviation Act 1988. CASA's primary focus is delivering aviation safety to the Australian public.

ESSENDON AIRPORT PTY LTD (EAPL)

The lessee of the Essendon Airport site, and the operator of Essendon Airport.

GENERAL AVIATION (GA)

The International Civil Aviation Organisation (ICAO) defines general aviation operation as an aircraft operation other than a commercial air transport operation or an aerial work operation.

General Aviation is not defined in the Australian civil aviation legislation. It encompasses a wide field of private aviation operations including recreation, commuting, sport and in some cases charter services. Most GA operators choose to fly small single or twin engine aircraft.

INSTRUMENT LANDING SYSTEM (ILS)

A system, which provides in the aircraft the lateral, longitudinal, and vertical guidance necessary for landing.

LANDSIDE

The part of the airport grounds, and the part of the airport buildings, to which the non-travelling public has free access.

OBSTACLE LIMITATION SURFACE (OLS)

Surfaces which define the airspace around airports to be maintained free from obstacles for the purposes of ensuring safe aircraft operations at the airport and of ensuring the continued usefulness of the airport.

PANS-OPS

Procedures for Air Navigation Services - Operations Surfaces - These surfaces are established in accordance with ICAO standards and are used in the construction of take-off, landing and approach procedures based entirely on navigation with sole reference to aircraft instruments. They are designed to protect aircraft from colliding with obstacles when flying on instruments. Minimum safe altitudes are established for each segment of an instrument procedure. PANS-OPS surfaces are strictly controlled and cannot be penetrated without the approval of the Secretary for the Department of Transport and Infrastructure.

RUNWAY

A defined rectangular area on an airport prepared for the landing and take-off of aircraft.

RUNWAY END SAFETY AREA (RESA)

A RESA is provided at the runway end to protect an aircraft in the event of undershooting or overrunning the runway.

TAXIWAY

A defined path over which aircraft can taxi from one part of an airport to another.

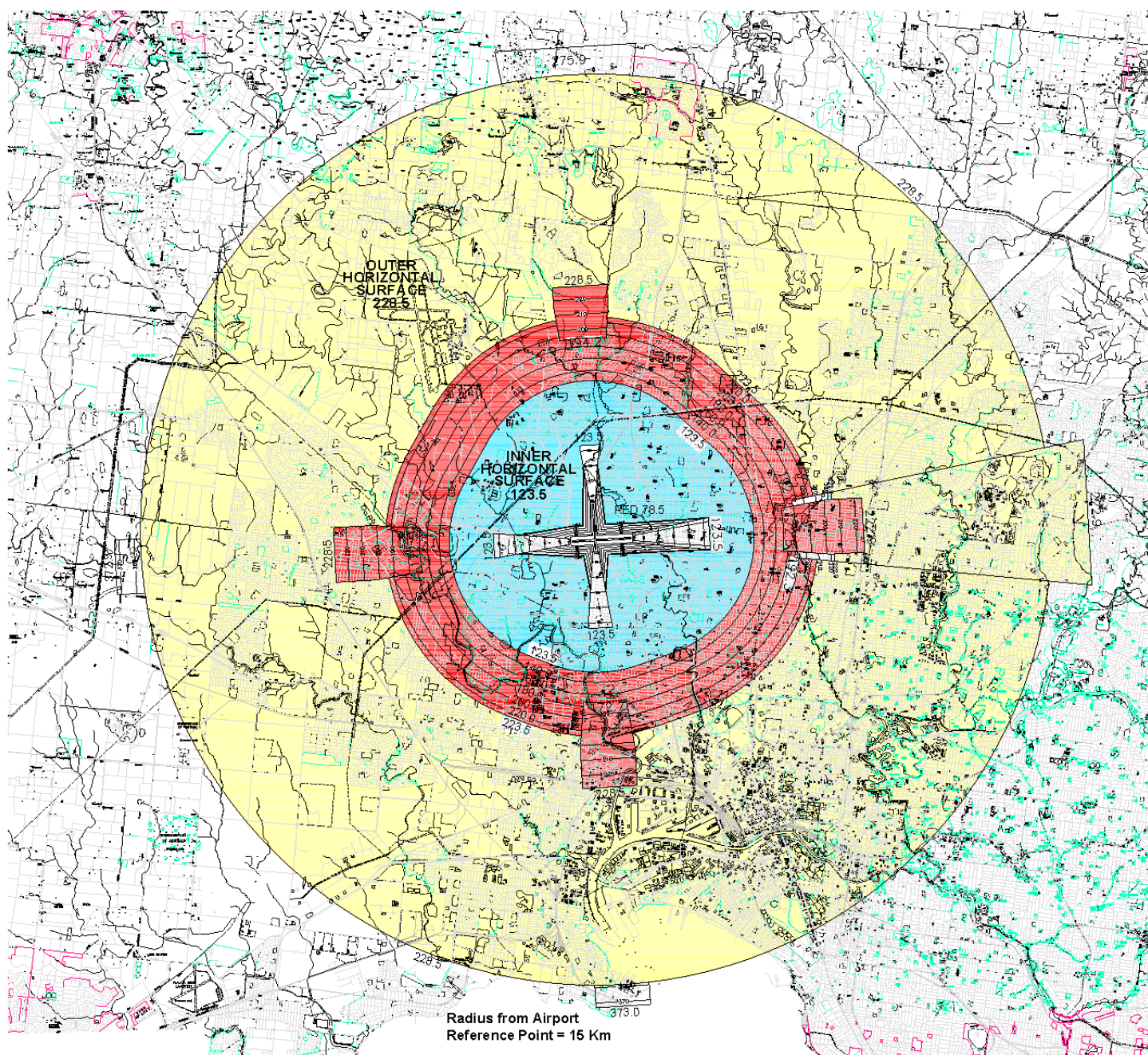
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ATTACHMENT 3 - VACANT PARCELS OF AIRPORT LAND



ATTACHMENT 4 - PRESCRIBED AIRSPACE CHARTS ESSENDON AIRPORT OBSTACLE LIMITATION SURFACES



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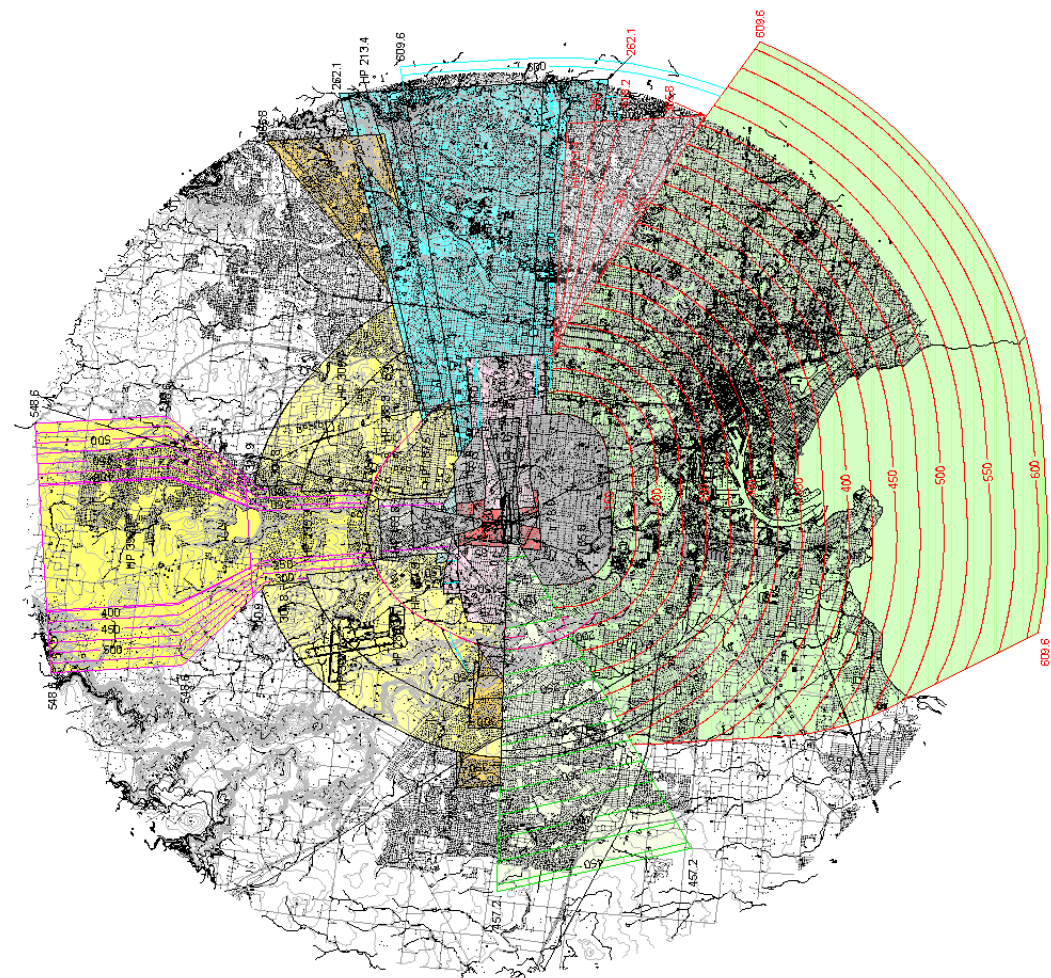
ESSENDON AIRPORT OBSTACLE LIMITATION SOURCES

ATTACHMENT 4 – PRESCRIBED AIRSPACE CHARTS

ESSENDON AERODROME CURRENT CONFIGURATION OBSTACLE LIMITATION SURFACES



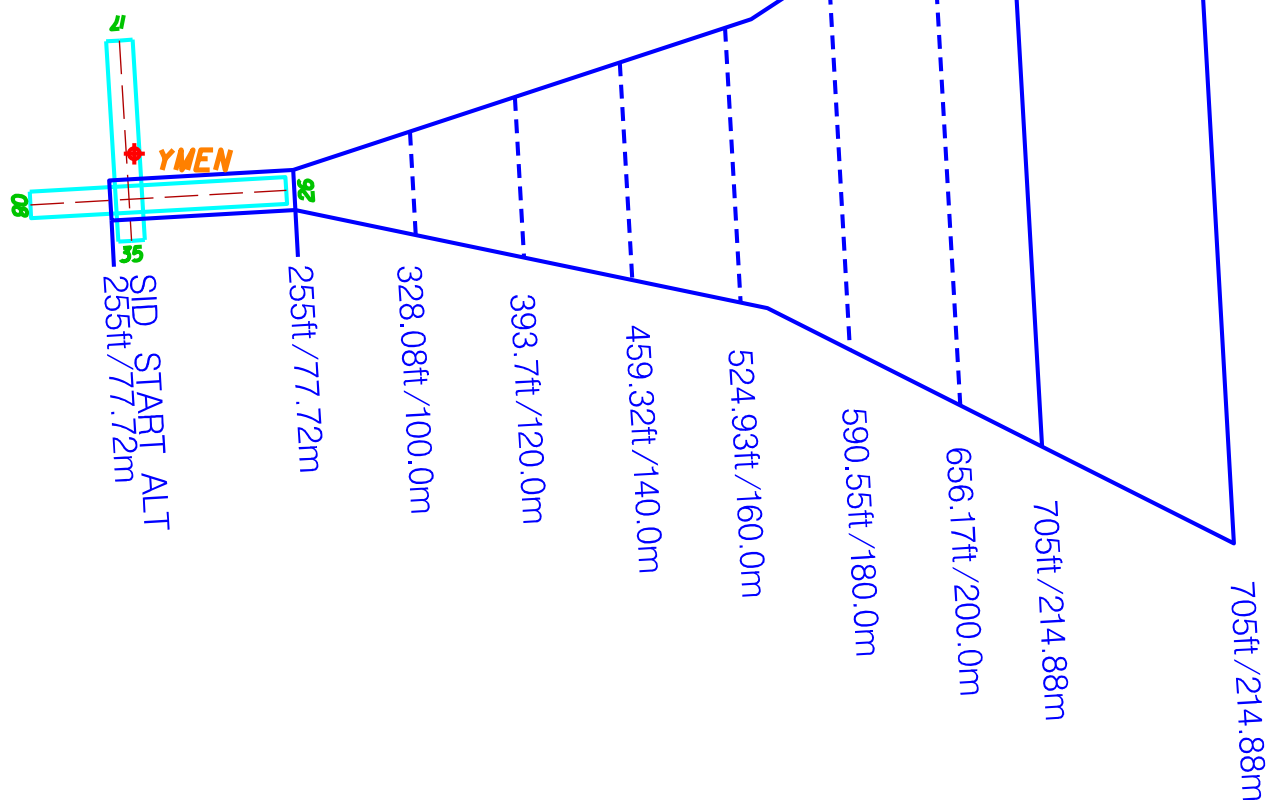
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ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID) RUNWAY 08

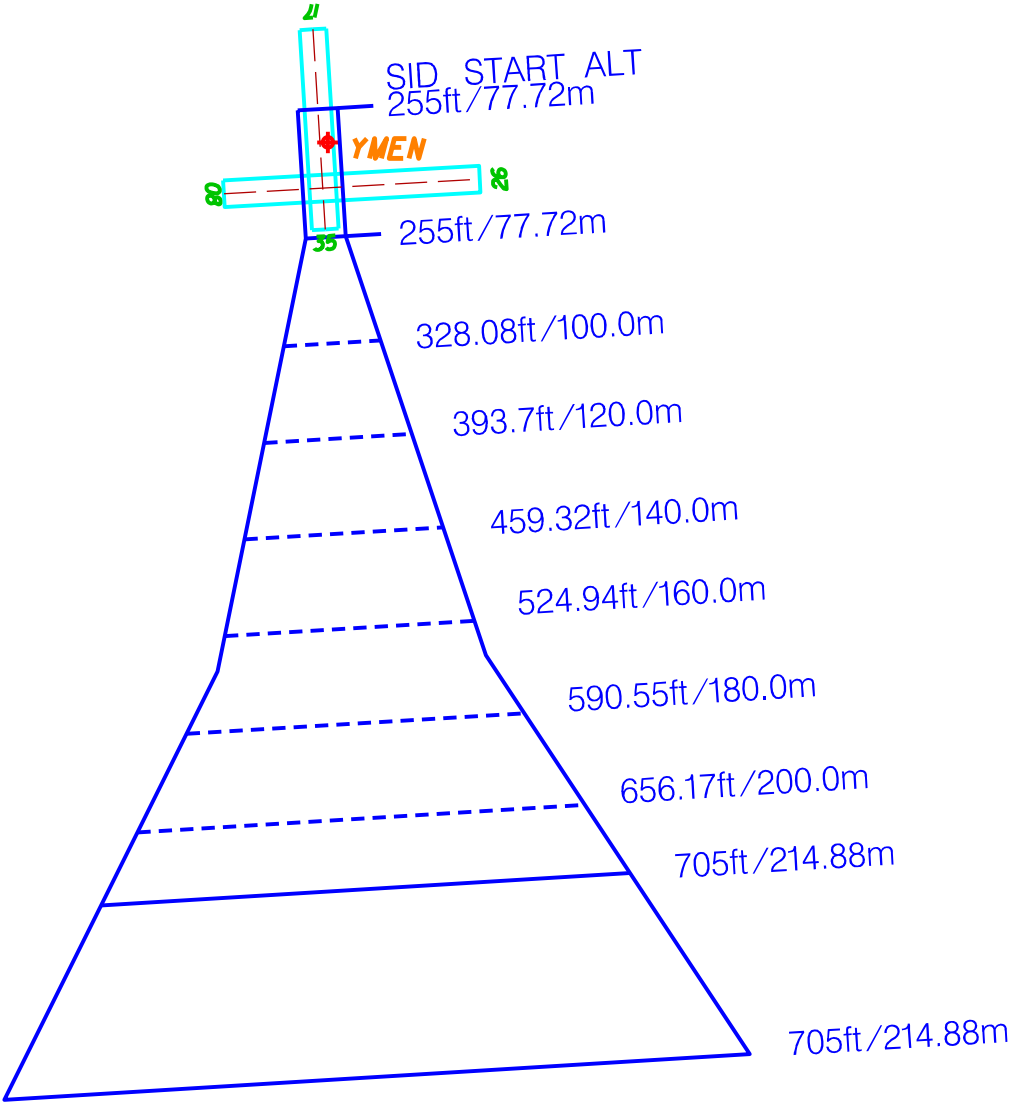
SID RWY 08



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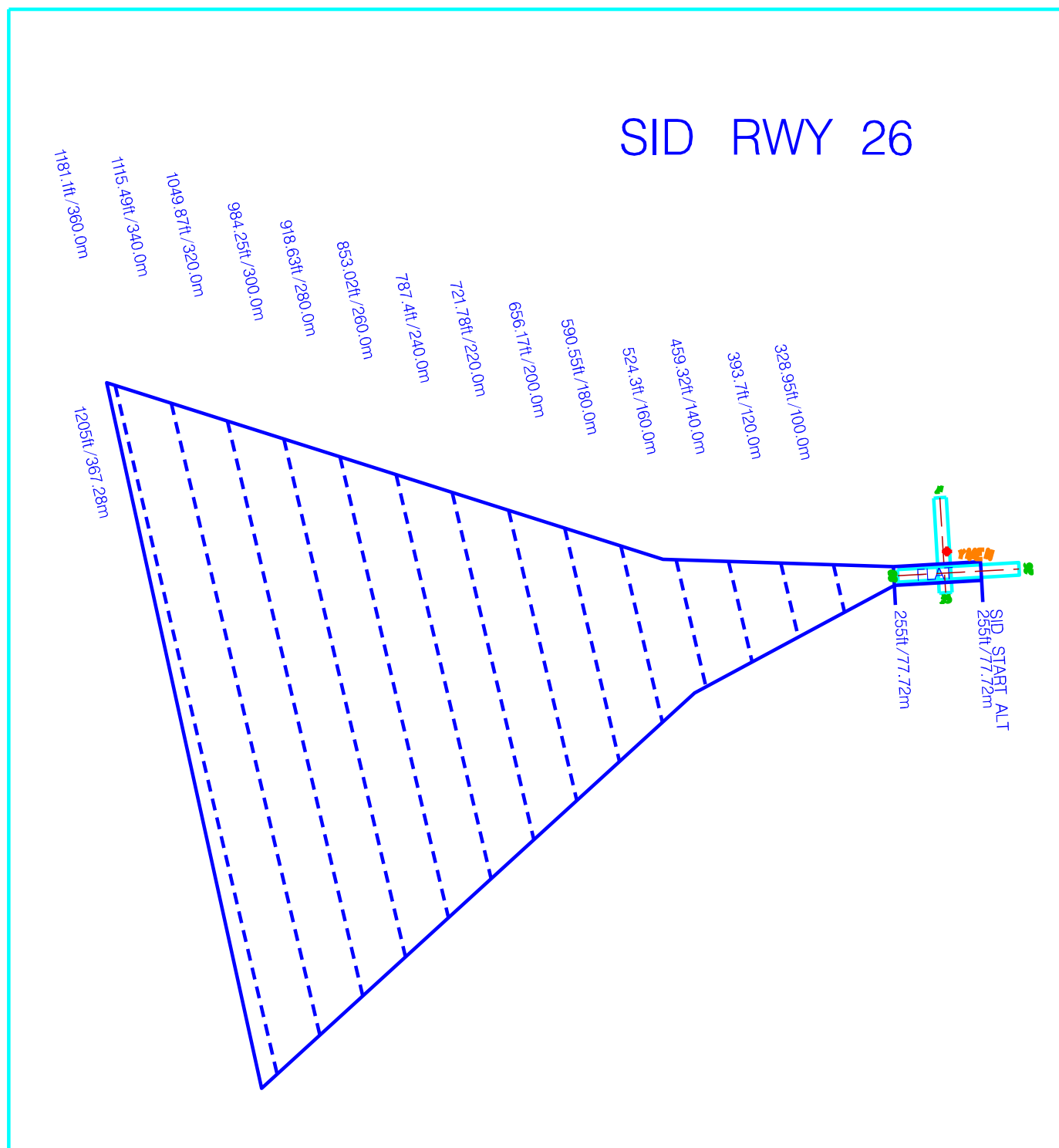
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RUNWAY 17

SID RWY 17



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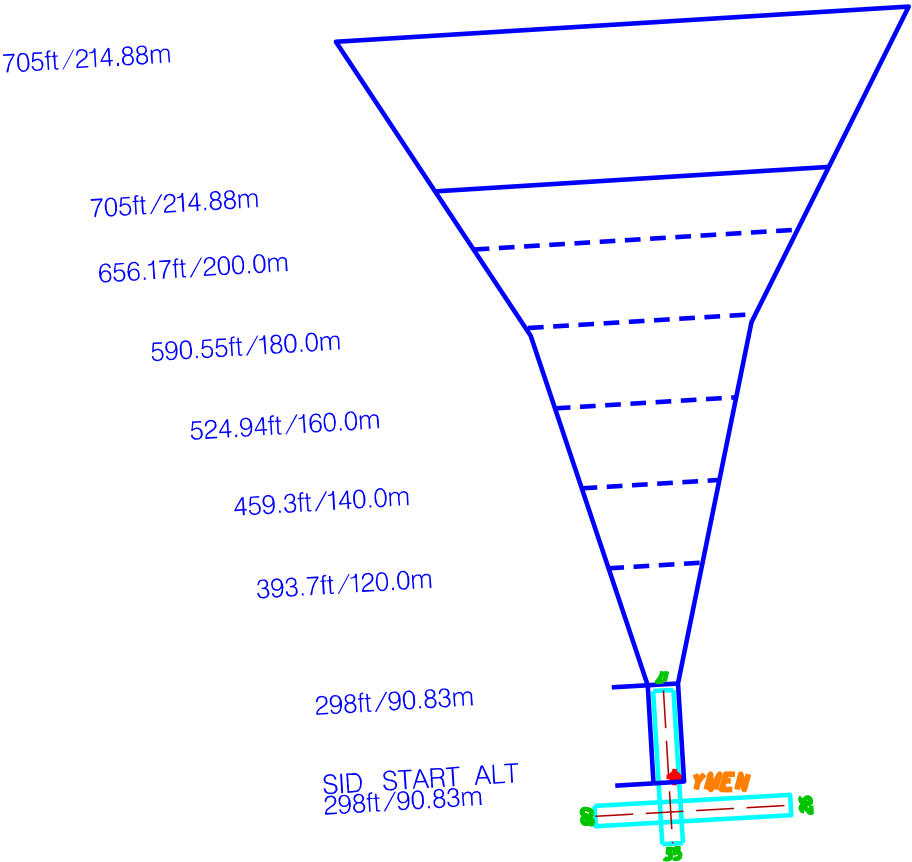
ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID) RUNWAY 26



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ATTACHMENT 5 – STANDARD INSTRUMENT DEPARTURE (SID)
RUNWAY 35

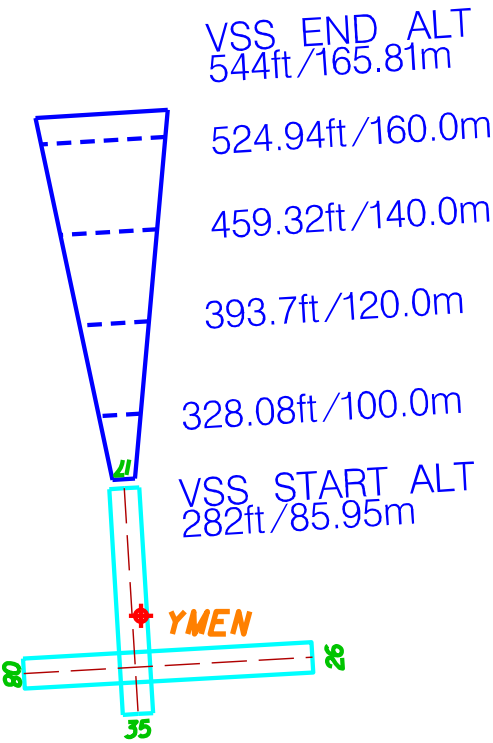
SID RWY 35



Project: Essendon Airport Prescribed Airspace					Figure No: Fig 4.0.1					
Title: Standard Instrument Departure (SID) Runway 35										
Drawn:	Checked:						Approved:	1	30/01/2014	Scale:
Airservices	NB							Rev	Date	File Ref:

ATTACHMENT 6 - VISUAL SEGMENT SURFACE (VSS) APPROACH
RUNWAY 17

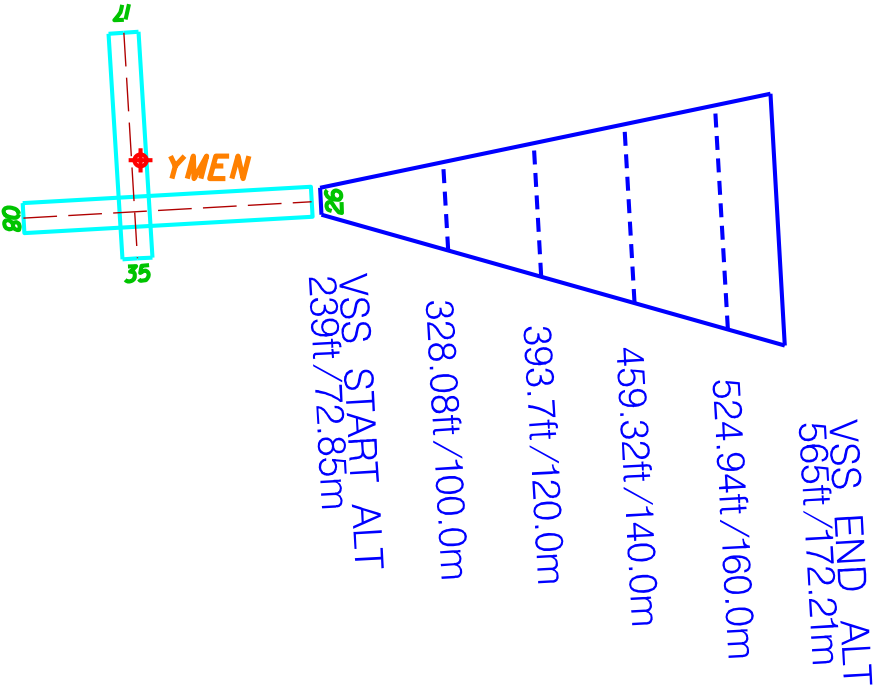
VSS RWY 17



Project: Essendon Airport Prescribed Airspace					Figure No:	
Title:					Fig 5.0.1	
Visual Segment Surface (VSS) Approach Runway 17					Scale:	
Airservices	NB	Approved:	1	30/01/2014	File Ref:	
			Rev	Date	A4	

ATTACHMENT 6 - VISUAL SEGMENT SURFACE (VSS) APPROACH
RUNWAY 26

VSS RWY 26



Project: Essendon Airport Prescribed Airspace				Figure No: Fig 6.0.1	
Title: Visual Segment Surface (VSS) Approach Runway 26					
Drawn: Airservices	Checked: NB	Approved:	1 Rev	30/01/2014 Date	Scale: File Ref:
					A4

Annexure L

Consolidated Factual Conflict Record

Matters requiring independent compulsory investigation

LEGAL AND EVIDENTIARY RESEARCH PAPER

ESSENDON AIRPORT

Final Consolidated Factual Conflict Record

Fox and Beck interests | Brendan Pihan | Arnold Bloch Leibler | Active Utilities
| AJ Hangars | Part 135

Written, authored and produced by Anita Carter

Prepared for AJ (Hangars) Pty Ltd | 30 July 2026

1. Scope and evidentiary basis

1. This paper records verified facts relevant to actual and perceived conflicts of interest affecting Essendon Airport, Essendon Fields, AJ (Hangars) Pty Ltd and aviation capability at Hangar 81. It does not state a concluded finding of illegality, liability or professional misconduct. [S1-S74]
2. The factual sources are corporate extracts, government and regulator publications, company and law-firm profiles, court and tribunal documents, correspondence, invoices, quotations, occurrence records and AJ Hangars' contemporaneous business records. [S1-S74]
3. An actual overlap is recorded where the same individual or related ownership group simultaneously held offices or financial interests on both sides of a transaction or decision. A perceived conflict is recorded where verified public and private roles could reasonably create concern about independence, access to information or influence, without asserting that improper conduct occurred. [S1-S74]

2. Commonwealth airport and private ownership

4. Essendon Airport is situated on Commonwealth land and operates under a long-term federal airport lease. The Commonwealth retains ownership of the land and regulatory responsibility for the leased airport. [S1-S4]
5. Control of the airport-lessee company passed to the Fox-Beck consortium in December 2001. Public company materials identify the Essendon Fields ownership as divided equally between Fox and Beck interests. [S1; S13; S21-S22]
6. The airport operator controls tenant rents, lease conditions, access, land allocation and development within the airport precinct. The Fox and Beck ownership groups also conduct property, logistics, airport, utility and construction-related businesses whose commercial interests intersect with those decisions. [S1-S4; S13; S21-S22]
7. The federal lease requires the site to continue to operate and develop as an airport. Non-aviation uses within the precinct include retail, automotive, office, industrial and commercial development. [S1-S4]

3. Brendan Pihan: simultaneous private and public roles

8. Development Victoria's 2023-24 Annual Report records Brendan Pihan as a director effective from 16 April 2024. Development Victoria identifies him as chief executive of Essendon Fields and Essendon Airport Pty Ltd. [S5; S47-S48]
9. Section 19 of the Development Victoria Act records that Development Victoria directors are appointed by the Governor in Council on the recommendation of the responsible Minister. [S49]

10. Colin Brooks held office as Minister for Development Victoria from 2 October 2023 until 19 December 2024. He was the responsible Minister when Pihan's appointment took effect on 16 April 2024. [S50]
11. Development Victoria develops and revitalises public land and buildings and undertakes property, urban renewal and infrastructure projects. Its board considers projects before presentation to the Minister. [S5-S9]
12. Pihan's simultaneous offices create a perceived conflict whenever Development Victoria considers land, infrastructure, contractors, government tenants, competing precincts or investment capable of affecting Essendon Fields, Essendon Airport, Avalon Airport or associated Fox-Beck interests. [S5; S7-S12; S47-S50; S58-S59]
13. Victorian public-sector conflict guidance requires directors to identify, declare and manage actual, potential and perceived conflicts. The factual records relevant to management of Pihan's dual offices are his declarations, restricted-paper logs, minutes, recusals and conflict-management arrangements. [S7-S9]
14. 2Construct has undertaken work connected with Development Victoria and constructed Hangar 83 at Essendon Fields. The shared-contractor relationship is a perceived conflict pathway if Development Victoria board material concerning 2Construct was available to, discussed by or influenced by Pihan. [S58-S59]
15. Victoria Police Air Wing and Air Ambulance Victoria operate from a purpose-built facility at Essendon Fields. Victoria Police also incurs recurring landing charges at the airport. These State tenancy and payment relationships are direct financial dealings with Pihan's private employer. [S10-S12]
16. Any participation by Pihan in Development Victoria matters affecting those facilities, agencies, replacement infrastructure, leases or precinct strategy would create an actual intersection between his public board role and the financial interests of his private employer. [S5; S7-S12; S47-S50; S58-S59]

4. Fox family interests and State intersections

17. Linfox identifies Andrew Fox as managing director of Linfox Property Group and a director of Fox Group Holdings and related subsidiaries. Linfox states that Linfox Property owns 50 per cent of Essendon Fields, including Essendon Airport. [S13]

18. Essendon Fields publicly identified Max Beck and Andrew Fox as the owners at the 2019 terminal launch. [S14]

19. Linfox identifies David Fox as responsible for airport management and as a director of Avalon Airport, Linfox Airports and Fox Group Holdings. His portfolio places Essendon and Avalon airport interests within the same family group. [S15]

20. Linfox identifies Peter Fox as a director of Linfox and Linfox International and executive chair of Armaguard. These roles connect the family group with logistics, security and recurring government-facing operations. [S16-S17]

21. Lindsay and Paula Fox pledged \$100 million to NGV Contemporary in April 2022. Paula Fox held a position on the NGV Foundation board, and the project received permanent Fox naming recognition within a major Victorian Government cultural precinct investment. [S18-S20]

22. The donation and naming arrangement preceded Pihan's Development Victoria appointment by approximately two years. The verified sequence creates a perceived appointment-probity issue because Pihan leads an airport co-owned by the donor family while holding a State development directorship. [S13-S20; S47-S50]

23. The documents capable of resolving that perception are the appointment brief, candidate assessment, ministerial recommendation, contact records, declared interests, gifts and hospitality records, and the board's conflict-management arrangements. [S13-S20; S47-S50]

5. Beck family, Active Utilities and common control

24. Beck Corporation identifies Max Beck as founder and chair and records the Beck family's joint interest with the Fox family in Essendon Fields. [S21-S22]

25. Beck Corporation identifies Ben Beck as a Beck Corporation and Essendon Fields director and records that he led Active Utilities until Prime Super acquired the utility business in 2023. [S21-S24]

26. The Australian Energy Regulator's exemption register jointly names Essendon Fields Pty Ltd and Active Utilities Pty Ltd for the Essendon Airport private electricity network. [S23]

27. ASIC records supplied by AJ Hangars identify Benjamin Maxwell Beck and Bernard John Griffiths as common directors of Essendon Fields, Essendon Airport and Active Utilities during the period relevant to the 2019 electricity events. [S60-S61]

28. The common directorships and the joint network exemption establish an actual governance and financial overlap between the airport landlord and the utility provider. They do not by themselves establish misconduct, but they are material to every decision concerning supply, disconnection, generator hire, rectification work, pricing and tenant choice. [S21-S24; S60-S61]

6. Verified 2019 electricity sequence

29. AJ Hangars' contemporaneous record states that on 29 January 2019 works within the airport precinct caused a subterranean electrical fault, a loud explosion and failure of the main switchboard serving Hangar 81 and the adjoining RFDS hangar. [S62]

30. AJ Hangars notified the airport immediately. Its record states that it was not permitted to engage an independent contractor to attend the site at that stage. [S62]

31. On 28 March 2019 Active Utilities issued a Defect Notice concerning the installation, disconnected the damaged mains supply and installed a temporary 200 kVA generator. [S63]

32. Active Utilities charged \$6,000 plus GST per week for generator hire. AJ Hangars obtained a City Electrical quotation dated 4 April 2019 for \$1,500 plus GST per week. [S63-S64]

33. AJ Hangars records that it was required to undertake rectification work quoted at approximately \$87,000, while a separate market quotation was approximately \$26,000. [S64-S65]

34. The landlord-utility common directorships, the absence of a practical alternative supplier, the threat of disconnection and the price differences establish an actual related-party conflict and a perceived risk that the party controlling airport access also benefited from the utility response. [S60-S65]

35. The service agreement, tariff schedules, generator invoices, contractor restrictions, disconnection instructions and any revenue-sharing arrangements are the primary records for determining the financial benefit obtained by each related entity. [S60-S65]

7. Arnold Bloch Leibler, Jackmarsh and Essendon Fields

36. Essendon Fields Pty Ltd, ACN 101 075 496, was incorporated on 24 June 2002 as Jackmarsh Proprietary Limited. Its later registered names included Essendon Airport Investments Pty Ltd and, from 16 March 2005, Essendon Fields Pty Ltd. [S26-S28; S57]

37. The ASIC historical company record identifies Mark Matthew Leibler and Henry David Lanzer as founding directors. Both were senior figures at Arnold Bloch Leibler. [S51-S52; S57]

38. ABL identifies Mark Leibler as its Senior Partner, a founder of its taxation practice and a prominent advocate for reconciliation and understanding between Indigenous and non-Indigenous Australians. [S51]

39. The public record also identifies Leibler's interest in cricket and in the history of Aboriginal fast bowler Jack Marsh. The company name Jackmarsh was selected in honour of Jack Marsh. [S53; S57; S66]

40. Jack Marsh represented New South Wales in six first-class matches between 1900 and 1903. Historical records describe objections to his selection and racial discrimination affecting his career. He died in Orange on 25 May 1916 following an assault outside the Royal Hotel. [S53]

41. The Jackmarsh name, Leibler's and Lanzer's founding directorships, and ABL's later legal work establish a continuous factual relationship between the law firm's senior leadership and the entity that became Essendon Fields. [S25-S31; S51-S53; S57; S66]

42. ABL publicly identifies Essendon Airport, Essendon Fields Airport, Beck Property Group, the Major Transport Infrastructure Authority and the State of Victoria among its property, development and infrastructure work. [S25; S29-S31]

43. Those verified client relationships create perceived conflicts where the firm's duties to private airport and Beck interests intersect with its State infrastructure work, related matters or confidential information. The existence and management of any such conflict depend on the retainers, matter scopes, teams, information barriers and informed consents. [S25-S31; S51-S53; S57; S66]

8. ABL's 2019 role and AJ Hangars

44. On 20 November 2019 ABL, acting for Essendon Fields Pty Ltd, requested AJ Hangars' "usual statement of assets and liabilities." AJ Hangars' lease record states that no equivalent request had been made during the preceding 27 years. [S54]

45. The ASIC historical company extract supplied by AJ Hangars records Mark Leibler as an Essendon Fields director at the time of the 20 November 2019 letter. ABL was therefore acting for a company while the firm's Senior Partner concurrently

held office as a director of that client. [S54; S57]

46. That simultaneous lawyer-director relationship is an actual conflict of roles. The fact does not alone determine whether any particular legal act was invalid or improper; it makes the directorship, disclosure, authority, consent and conflict-management records directly relevant. [S54; S57; S67-S69]

47. On 28 February 2020 ABL served default notices and back-dated rent demands on behalf of the airport entities. The notices followed the disputed 2019 rent-review sequence recorded in AJ Hangars' lease documents. [S67-S69]

48. AJ Hangars' record states that its valuation submissions were withdrawn after direction from the landlord, that the process was described as cancelled on 2 September 2019, and that a later rent figure was relied upon in the default process. Those are disputed litigation facts supported by the underlying emails, notices and rent documents. [S67-S69]

9. User-group exclusion and access to airport processes

49. AJ Hangars records five ABL communications between December 2019 and March 2021 restricting Anita Carter, AJ Hangars personnel or representatives from airport user or safety forums. [S70]

50. An ABL letter dated 4 March 2025, signed by John Mengolian, recorded EAPL's decision to exclude AJ Hangars and its representatives from an Airport User Group meeting hosted by Pihan. [S36]

51. At the time of those exclusions, EAPL controlled AJ Hangars' lease, rent, access and participation in airport processes. ABL acted for EAPL in the Hangar 81 dispute. The same airport chief executive who hosted the user meeting also occupied the Development Victoria board position. [S36; S47-S48; S70]

52. These concurrent roles create a perceived conflict concerning access to stakeholder processes: the private landlord and its lawyers controlled whether a disputing aviation tenant could participate in airport-wide forums relevant to safety, planning and operations. [S36; S47-S48; S70]

10. Hangar 102 assignment history

53. AJ Hangars' Hangar 102 lease records a right to assign subject to the landlord's reasonable consent and execution of the required instruments. AJ Hangars proposed Sky Traders Pty Ltd as assignee. [S71-S72]

54. AJ Hangars records that the airport did not provide the requested consent or assistance. Dan Burnaby, acting for Sky Traders, described the negotiation conduct to Carter and Andrew Lamb as overbearing and overreaching; Terry Vickers recorded that the landlord did not honour the assignment provision. [S71-S72]

55. The assignment events are relevant to perceived conflict because refusal of an aviation assignment could preserve the landlord's control of the premises or make the site available for a different commercial use. The lease, proposed assignee material and correspondence are the primary evidence. [S71-S72]

11. Recorded 2025 telephone call

56. AJ Hangars' contemporaneous record states that at 4:49 pm on 11 February 2025 Brendan Pihan telephoned Andrew Lamb. The call lasted approximately four minutes. [S73]

57. Lamb's record attributes to Pihan statements that the airport would "run the tenant out of money," that a decision favourable to AJ Hangars would be appealed and would "cost a bomb," and that settlement would avoid duplicated appeal costs. [S73]

58. The call occurred while Pihan was chief executive of the airport entities, a Development Victoria director and the senior executive of AJ Hangars' landlord. Those simultaneous offices make the call relevant to the perceived conflict between private legal interests and the standards expected of a State public-entity director. [S47-S48; S73]

12. Part 135 and Hangar 81

59. Hangar 81 is an aviation facility used to support aircraft operations, maintenance access, skilled employment and smaller-aeroplane air transport capability at Essendon Airport. [S1-S4; S74]

60. AJ Hangars and associated operators have supported charter, aerial work, medical transport, organ and specialist-team movements, police and government tasking, mapping, infrastructure work and regional operations. [S1-S4; S74]

61. Part 135 aircraft serve locations and tasks for which larger jet aircraft are unavailable, unsuitable or uneconomic. Loss of a metropolitan operating and engineering base increases ferry time, cost, downtime and aircraft unavailability. [S1-S4; S74]

62. EAPL controls Hangar 81's rent, outgoings, access, utilities and continued occupation. The ownership group can obtain higher property returns from some non-aviation uses. That difference in economic incentives is a structural actual conflict between the landlord's commercial return and the preservation of lower-yielding aviation capability. [S1-S4; S74]

63. Pihan's reported statement that Part 135 was "dead in the water" is recorded by AJ Hangars. The exact date, place, audience and wording should remain tied to the available witness and contemporaneous records. [S74]

64. Rent changes, tenant departures, hangar redevelopment, movement data and Part 135 demand are the objective records capable of testing whether any decline in that capability was market-driven or produced by airport policy. [S1-S4; S74]

13. Primary conflict records

65. The Development Victoria appointment brief, Governor in Council instrument, declarations of interests, conflict plans, board papers, attendance records, restricted-paper logs and recusal minutes are primary records for Pihan's public-private role. [S1-S74]

66. Current and historical ASIC extracts, share records and related-party registers are primary records for the Fox, Beck, Active Utilities, Essendon Fields and Essendon Airport ownership and directorship overlaps. [S1-S74]

67. The Active Utilities service agreement, exemption records, tariff schedules, invoices, generator-hire records, contractor restrictions, disconnection instructions and rectification quotations are primary records for the 2019 electricity conflict. [S1-S74]

68. The ABL incorporation records, retainers, general matter scopes, conflict searches, disclosed interests, information barriers and consents are primary records for the lawyer-director and multi-client relationships. [S1-S74]

69. The lease correspondence, 2019 rent-review record, 2020 default notices, user-group exclusion letters, Hangar 102 assignment file and 11 February 2025 call record are primary records for the facts affecting AJ Hangars. [S1-S74]

14. Consolidated parties and related companies

70. Essendon Airport Pty Ltd. The Commonwealth airport-lessee and airport operator. It controls airport access, aeronautical operations, tenant interfaces and the performance of obligations attaching to the federal airport lease. Its ownership sits within the Fox-Beck consortium. [S1-S4; S38]

71. Essendon Fields Pty Ltd. The precinct and property entity formerly registered as Jackmarsh Proprietary Limited and Essendon Airport Investments Pty Ltd. It participates in leasing, development and the airport embedded electricity network. [S23; S26-S28; S57]

72. Fox-related entities. The verified network includes Linfox Property Group, Fox Group Holdings, Linfox Airports, Avalon Airport, Linfox and Armaguard. These entities connect the Fox family's airport interest with property, logistics, airport management, security and government-facing operations. [S13-S17]

73. Fox family participants. Lindsay Fox is the Linfox founder and principal family figure; Paula Fox held an NGV Foundation role; Andrew Fox leads Linfox Property and is the Essendon-specific owner-principal; David Fox oversees Linfox airport interests; and Peter Fox holds Linfox and Armaguard board leadership roles. [S13-S20]

74. Beck-related entities. The verified network includes Beck Corporation, Beck Property Group, Beck Projects, the Beck Family Foundation and the former Beck-linked utility business Active Utilities. Prime Super acquired Active Utilities in 2023. [S21-S24; S39]

75. Beck family participants. Max Beck is Beck Corporation's founder and chair; Lorraine Beck is a director and co-chair of the Beck Family Foundation; Sam Beck is managing director of Beck Property Group; Nick Beck has been identified with Beck Projects, Beck Corporation and Essendon Fields development; and Ben Beck held Essendon Fields and Active Utilities roles before Active's sale. [S21-S24; S39]

76. Professional advisers. Arnold Bloch Leibler, Mark Leibler, Henry Lanzer and John Mengolian are connected through the formation, advice, leasing and litigation history of Essendon Fields and Essendon Airport. Sam Hopper SC and Callum Dawlings are identified in the airport litigation record. [S25-S38; S51-S57]

77. Public and government bodies. Development Victoria, Victoria Police, Air Ambulance Victoria, the National Gallery of Victoria, the Major Transport Infrastructure Authority and the State of Victoria each have a verified appointment, tenancy, procurement, cultural-funding, development or professional-adviser intersection with the private airport ownership and management network. [S5-S12; S18-S20; S29-S31; S47-S50]

78. Contractors. 2Construct has completed work connected with Development Victoria and constructed Hangar 83 at Essendon Fields. Symal has also been publicly identified as an Essendon Fields contractor. The relevant conflict issue is access to procurement, performance or pipeline information concerning a contractor shared between public-development and private-airport settings. [S58-S59; S75]

15. Additional verified conflict facts from the earlier paper

79. The ANAO recorded that an earlier Essendon sale process failed where bids depended heavily on post-lease freeholding and non-aeronautical development. That public record identifies commercial land conversion as a known issue in the airport's privatisation history. [S3]

80. The ATSB's Bulla Road investigation records that the 2003 Master Plan included a retail centre beside runway 08/26 and documents the relationship between commercial development, runway protection, obstacle limitation surfaces and aviation safety. [S4]

81. Lorraine Beck's Beck Family Foundation office and strategic family role connect the Beck family's airport and property interests with its public-facing philanthropic relationships, including Victorian health institutions. This creates a perceived-conflict pathway where State decisions affect Beck commercial interests. [S21; S76]

82. Sam Beck's management of Beck Property Group, ABL's identified work for that group and the group's major Melbourne development activity create a verified professional and property network extending beyond the airport. [S21; S25]

83. Nick Beck's property-development history, former Beck Projects role and reported involvement in Essendon Fields development connect Beck family property decision-making to the airport precinct and government tenancies, including the reported VicRoads lease. [S21; S39]

84. Active Utilities was established in 2006 and provided embedded electricity, metering, internet and utility services. Ben Beck led the business before Prime Super acquired it in 2023. [S21-S24]

85. ABL publicly records work for Essendon Airport on Bombardier's maintenance-base development and leasing, for Essendon Fields Airport on precinct leasing, for Beck Property Group, and for Victorian infrastructure interests including MTIA and the State. [S25; S29-S31]

86. John Mengolian's ABL profile identifies Victorian major-infrastructure work, including Metro Tunnel-related disputes. ABL correspondence and pleadings identify him as acting for EAPL against AJ Hangars, including the 4 March 2025 Airport User Group exclusion letter and 4 May 2026 confirmation of current representation. [S29-S31; S36-S38]

87. VCAT records identify Sam Hopper as counsel for Essendon Airport in 2020. EAPL's February 2025 defence and counterclaim identify Hopper SC and Callum Dawlings as counsel and ABL as solicitors. AJ Hangars annexure AC-020 records that Hopper conveyed EAPL's August 2020 proposal concerning surrender or redevelopment of part of the Hangar 81 site. [S33-S35]

88. The 2025 Victoria Police procurement description records recurring Essendon landing charges exceeding \$100,000 annually and requiring a formal agreement under procurement policy. The payment relationship exists alongside the State emergency-service tenancy at the airport and Pihan's Development Victoria directorship. [S10-S12]

89. AJ Hangars' documented position is that Hangar 81 is tenant-owned and that EAPL has valued or rented the premises as though the landlord owned the building. That asserted treatment gives the landlord a direct financial interest in the valuation of an improvement claimed by the tenant. [S38; S77]

16. Verified AJ Hangars conflict chronology

90. On 18 December 2018 five senior CASA officers attended Hangar 81 for annual surveillance. AJ Hangars' record identifies the facility and Andrew Lamb's operational role as integral to its licensed aviation activities. [S78]

91. AJ Hangars records that airport entities commenced a Supreme Court possession process on 28 March 2019, that the originating material was not served on AJ Hangars and that possession was not obtained. The court file and service records are the primary sources for that sequence. [S79]

92. The disputed 2019 rent-review sequence, the 20 November 2019 ABL financial-information request and the 28 February 2020 default notices occurred while Mark Leibler concurrently held an Essendon Fields directorship according to the ASIC historical extract supplied by AJ Hangars. [S54; S57; S67-S69]

93. The parties executed a Settlement Deed dated 8 December 2020 following the possession, rent, utility and default-notice events. AJ Hangars' record identifies retrospective rent adjustments, release provisions and changes affecting the earlier renewal position among its material terms. [S80]

94. On 22 March 2024 Essendon Fields commenced apron-light electrical work at Hangar 81. AJ Hangars records that it received no prior notification and queried whether the new lights were connected to the tenant's electricity meter. [S81]

95. On 3 July 2024 a fuel spill occurred beside Hangar 101 from a customer aircraft's defective valve. AJ Hangars recorded and reported the event through its safety system and later reported the valve replacement. Its contemporaneous record states that airport management sought to connect responsibility to World Fuel during World Fuel's lease negotiations despite flight-crew and service-provider accounts attributing the event to the valve defect. [S82]

96. The fuel-spill record is relevant to perceived conflict because the airport entity responsible for safety management was also World Fuel's landlord and commercial negotiating counterparty. The occurrence report, crew statements, valve rectification record and lease communications are the primary sources. [S82]

97. The 2019 electricity event, 2019-2021 participation restrictions, 2020 settlement, 2024 electrical works, 2024 fuel-spill communications and 2025 telephone call each occurred within relationships in which the airport entities controlled AJ Hangars' premises, utilities, access or participation while pursuing rent, lease or redevelopment objectives. [S36; S54; S62-S73; S80-S82]

Sources and evidentiary records

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- S3. ANAO, Management of Federal Airport Leases
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- S4. ATSB, Bulla Road Precinct development at Essendon Fields Airport
<https://www.atsb.gov.au/investigations/ai-2018-010>
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- S24. Prime Super, acquisition of Active Utilities
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- S29-S31. ABL profiles and public infrastructure work records
<https://www.abl.com.au/people/john-mengolian/>
- S36. ABL letter to AJ Hangars, 4 March 2025 - Airport User Group exclusion
- S47-S48. Development Victoria Annual Report 2023-24 and Brendan Pihan board profile
https://www.development.vic.gov.au/__data/assets/pdf_file/0025/93418/Development-Victoria-Annual_report_2023-24-30.09.24-FINAL.pdf
- S49. Development Victoria Act 2003 (Vic), s 19
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- S51. ABL, Mark Leibler AC profile
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- S52. ABL, Henry Lanzer profile
<https://www.abl.com.au/people/henry-lanzer/>
- S53. Historical and cricket records concerning Jack Marsh
- S54. ABL letter to AJ Hangars, 20 November 2019 - assets and liabilities request
- S57. ASIC historical company extract, Essendon Fields Pty Ltd, ACN 101 075 496
- S58-S59. 2Construct records for Development Victoria work and Hangar 83 at Essendon Fields
- S60-S61. ASIC officeholder records - Benjamin Maxwell Beck and Bernard John Griffiths
- S62-S65. AJ Hangars incident record, Active Utilities Defect Notice, generator invoices and contractor quotations, January-April 2019

- S66. Public record of Mark Leibler's cricket interest, Indigenous advocacy and interest in Jack Marsh
- S67-S69. AJ Hangars 2019 rent-review correspondence and ABL default notices dated 28 February 2020
- S70. ABL correspondence restricting AJ Hangars participation in user and safety forums, December 2019-March 2021
- S71-S72. Hangar 102 lease, Sky Traders assignment file and contemporaneous witness records
- S73. Andrew Lamb contemporaneous record of telephone call from Brendan Pihan, 11 February 2025
- S74. AJ Hangars witness record of Brendan Pihan's Part 135 statement
- S75. Public project records identifying 2Construct and Symal work at Essendon Fields and Development Victoria-connected projects
- S76. Beck Family Foundation and related public institutional records concerning Lorraine Beck
- S77. AJ Hangars lease, valuation and building-ownership records concerning Hangar 81
- S78. AJ Hangars CASA surveillance record, 18 December 2018
- S79. Supreme Court possession file and AJ Hangars service record, 28 March 2019
- S80. Settlement Deed and negotiation chronology, 8 December 2020
- S81. AJ Hangars record of apron-light electrical works, 22 March 2024
- S82. AJ Hangars safety report, crew statements and valve rectification records concerning the 3 July 2024 fuel spill

Annexure M

Historical Part 135 Correspondence

Prior notice of national Part 135 and general-aviation concerns

31 July 2026

The Hon Catherine King MP

Minister for Infrastructure, Transport, Regional Development and Local Government

c/- Airports Branch

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts

GPO Box 594

Canberra ACT 2601

By email and post

Request for Commonwealth Review - Part 135 Aviation Capability and Development at Essendon Airport

Dear Minister Catherine King MP,

I request Commonwealth review of the effect of Essendon Airport's tenancy, land-use and redevelopment decisions on Part 135 air transport operations and the supporting engineering and aviation facilities at this leased federal airport.

Departmental jurisdiction

The Department's Airports Branch administers the Airports Act 1996, associated regulations and the head leases for leased federal airports, including Essendon Airport. Its published oversight functions include airport planning, development, land use and airport-lease requirements.

This letter therefore directs land-use, master-plan, development-approval and head-lease issues to the Department. Aviation-safety surveillance and Part 139 compliance issues are being directed separately to CASA.

Part 135 civil aviation users

Part 135 regulates smaller-aeroplane passenger, charter, freight and medical transport operations. These operations form part of civil air transport and depend upon suitable hangars, aircraft parking, airside access, licensed aircraft maintenance engineers, maintenance providers and supporting aviation businesses.

Statements provided by displaced tenants indicate that a number were not rehomed at Essendon Airport and did not voluntarily choose to relocate interstate. They state that rents, lease conditions, redevelopment decisions and the loss of suitable facilities prevented continued operation at the airport.

The proposed replacement of aviation facilities with a large-format Bunnings development raises a Commonwealth planning question: how were the present and future needs of Part 135 civil aviation users assessed and protected?

Airport lease and statutory airport use

Section 3(a) of the Airports Act identifies the sound development of civil aviation as an object of the Act. Section 3(b) refers to due regard for the interests of airport users and the general community.

Section 14(5)(d) requires the lease for an airport other than a joint-user airport to provide for use of the site as an airport, whether or not it also provides for other uses. Section 14(5)(g) requires the lease to provide for access by interstate air transport or international air transport, or both.

Section 31(2) imposes an obligation on the airport-lessee company to use the airport site as an airport. These provisions do not confer an unconditional right on every operator to receive or retain a particular tenancy. They do require the Commonwealth to consider whether the airport continues to be used and developed consistently with the lease and statutory airport purpose.

Master-plan requirements

Section 70(2)(a) states that a purpose of a final master plan is to establish the strategic direction for efficient and economic airport development. Section 70(2)(c) concerns public identification of intended airport-site uses. Section 70(2)(d) concerns reducing potential conflicts between uses of the airport site.

Section 71 requires the master plan to address the airport-lessee company's development objectives, intended land uses and the future needs of civil aviation users for airport services and facilities. Section 71 also requires detailed information about proposed commercial or retail development and the likely effects of proposed development on employment and the local and regional economy and community.

Major development plans

Section 90 prohibits a major airport development from being carried out unless it is in accordance with an approved major development plan or an applicable statutory exemption.

Where a major development plan is required, s 91(1)(b) requires the plan to include the airport-lessee company's assessment of the extent to which the future needs of civil aviation users and other airport users will be met by the development.

When deciding whether to approve a draft major development plan, s 94(3)(a) requires the Minister to consider the extent to which the plan would meet present and future requirements of civil aviation users for airport services and facilities. Section 94(3)(c) concerns consultations undertaken, and s 94(3)(d) concerns CASA's and Airservices Australia's safety and operational views.

Action requested from the Minister and Department

1. Head-lease compliance

Review whether the cumulative displacement of Part 135 operators and supporting aviation capability is consistent with Essendon Airport's head lease and its continuing statutory use as an airport.

Airports Act ss 14(5)(d), 14(5)(g) and 31(2), together with the Department's administration of federal airport head leases.

These provisions do not guarantee a lease to an individual tenant. The requested review concerns cumulative airport use and access for air transport.

2. Approved master plan

Identify the provisions of the current approved Essendon Airport master plan that authorise or contemplate the proposed large-format Bunnings development and the displacement of affected aviation facilities.

Airports Act ss 70 and 71.

The Act requires specified planning content; whether a particular development is consistent with the final master plan requires examination of the plan and proposal.

3. Civil aviation user needs

Examine the assessment made of the present and future needs of Part 135 operators for hangars, parking, airside access, licensed engineers, maintenance support and other aviation facilities.

Airports Act s 71 for master-plan content and, if an MDP is required, ss 91(1)(b) and 94(3)(a).

4. Development approval status

Confirm whether the proposed large-format Bunnings development is a major airport development, whether a major development plan has been submitted or approved, and whether any exemption is relied upon.

Airports Act ss 89 and 90.

This letter does not assume that the statutory threshold in s 89 is met; it requests the Department's determination of the applicable approval pathway.

5. Employment and economic effects

Review whether the applicable master-plan material accurately addresses the loss of aviation businesses, skilled engineers and Part 135 capability, rather than recording only employment expected from non-aviation development.

Airports Act s 71 provisions concerning the likely effects of proposed development on employment and the local and regional economy and community.

6. Consultation

Identify the consultation undertaken with displaced Part 135 operators, licensed engineers, maintenance providers and aviation tenants and how their evidence was addressed.

Airports Act provisions governing public comment on master plans and major development plans, and s 94(3)(c) where a draft MDP is being considered.

The precise consultation duty depends on the statutory process engaged. This request does not assert that every tenancy decision independently triggers public consultation.

7. CASA and Airservices advice

Obtain and consider CASA's and Airservices Australia's views on the safety and operational consequences for Part 135 aviation before any relevant major development plan is approved.

Airports Act s 94(3)(d).

This express consideration applies when the Minister is deciding whether to approve a draft major development plan.

8. Direct evidence

Receive evidence directly from displaced tenants and distinguish operators rehomed at Essendon Airport from those that ceased operating or relocated because suitable premises were unavailable.

This supports informed administration of the lease and planning framework. It is requested as an administrative evidentiary step, not as an action expressly mandated in these terms by a single section.

9. Written outcome

Provide a written response stating the review undertaken, the statutory pathway applying to the proposed development, and any lease, planning or approval action considered necessary.

This is a request for accountable administration and reasons. It does not purport to impose a statutory deadline or dictate the outcome.

Material available

360 Aviation Group can provide statements from displaced tenants and operators, information concerning Part 135 operations and engineering support, and material relevant to the change in aviation facilities at Essendon Airport.

Please direct any matter confined to aviation safety to CASA, while retaining responsibility for the airport lease, master plan, development approval and Commonwealth land-use matters administered by the Department.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anita Carter', with a stylized flourish at the end.

Anita Carter

Chief Executive Officer
360 Aviation Group Pty Ltd

Legislative and public sources

- [Civil Aviation Act 1988 \(Cth\), ss 9 and 9A](#)
- [Civil Aviation Safety Regulations 1998, Parts 119, 135 and 139](#)
- [Part 139 \(Aerodromes\) Manual of Standards 2019](#)
- [CASA: Part 135 Australian air transport operations - smaller aeroplanes](#)
- [Airports Act 1996 \(Cth\), ss 3, 14, 31, 70, 71, 89-91 and 94](#)
- [Department of Infrastructure: Airports Branch and leased federal airports](#)
- [Department of Infrastructure: airport planning and regulation](#)

360 Aviation Group | Letter to Department of Infrastructure

Annexure N

North Precinct Test-Case Material

Affected hangars, building controls, InterAir and apprenticeship evidence

Standard Annexure Bundle - Master Plan, Building Controls and North Precinct Evidence

Author and Producer: Anita Carter

Submitted by: Anita Carter, CEO, 360 Aviation Group Pty Ltd

Hangar 81, 30 Bristol Street, Essendon Airport VIC 3041

1300 360 334 | enquiries@360AG.com.au | www.360AG.com.au

Date: 17 June 2026

1. This Standard Annexure Bundle is intended to accompany the ACCC submission, Senate submission, Department and Minister letter, CASA submission, media release and One Nation correspondence. [R1] [R2] [R3]

Standard annexures incorporated into this document

2. The annexures listed below accompany and are incorporated into this document. They should be sent with this document as the Standard Annexure Bundle. [R1] [R2] [R3]

Annexure	Description
Annexure A	Essendon Airport Master Plan 2013, full version, including the Environment Strategy and Land Use Plan.
Annexure B	Essendon Airport Master Plan 2013, selected contents and precinct map extracts.
Annexure C	Essendon Airport Land Use Plan 2013, including User Guide, precinct map and Special Use Zone provisions.
Annexure D	Essendon Fields Application for Planning Consent, showing required Master Plan, Land Use Plan, precinct and aviation impact assessment.
Annexure E	Essendon Fields public material concerning Bombardier, State Government support, business aircraft activity, Hart Hangars, Building 77 and other airport developments.
Annexure F	Department material concerning leased federal airport planning, Major Development Plans, public consultation, ministerial decisions and building-control requirements.
Annexure G	Constitutional and statutory framework: Airports Act, Commonwealth airport lease context and Constitution s 109 priority where State law is inconsistent with Commonwealth law.

Annexure H	Anita Carter marked North Precinct plan and operator evidence schedule concerning the circled hangars, one-month notices, InterAir, Ernie, auction/tender issues and engineering/apprenticeship loss.
Annexure I	AJ Hangars and 360 Aviation source chronology concerning lease rights, site rent, tenant improvements, valuation, notices and Bombardier-related land questions.
Annexure J	Aviation engineering and safety material: CASA consultation, JSA aircraft maintenance engineer profile, 2024 shortage list and ATSB maintenance human factors material.

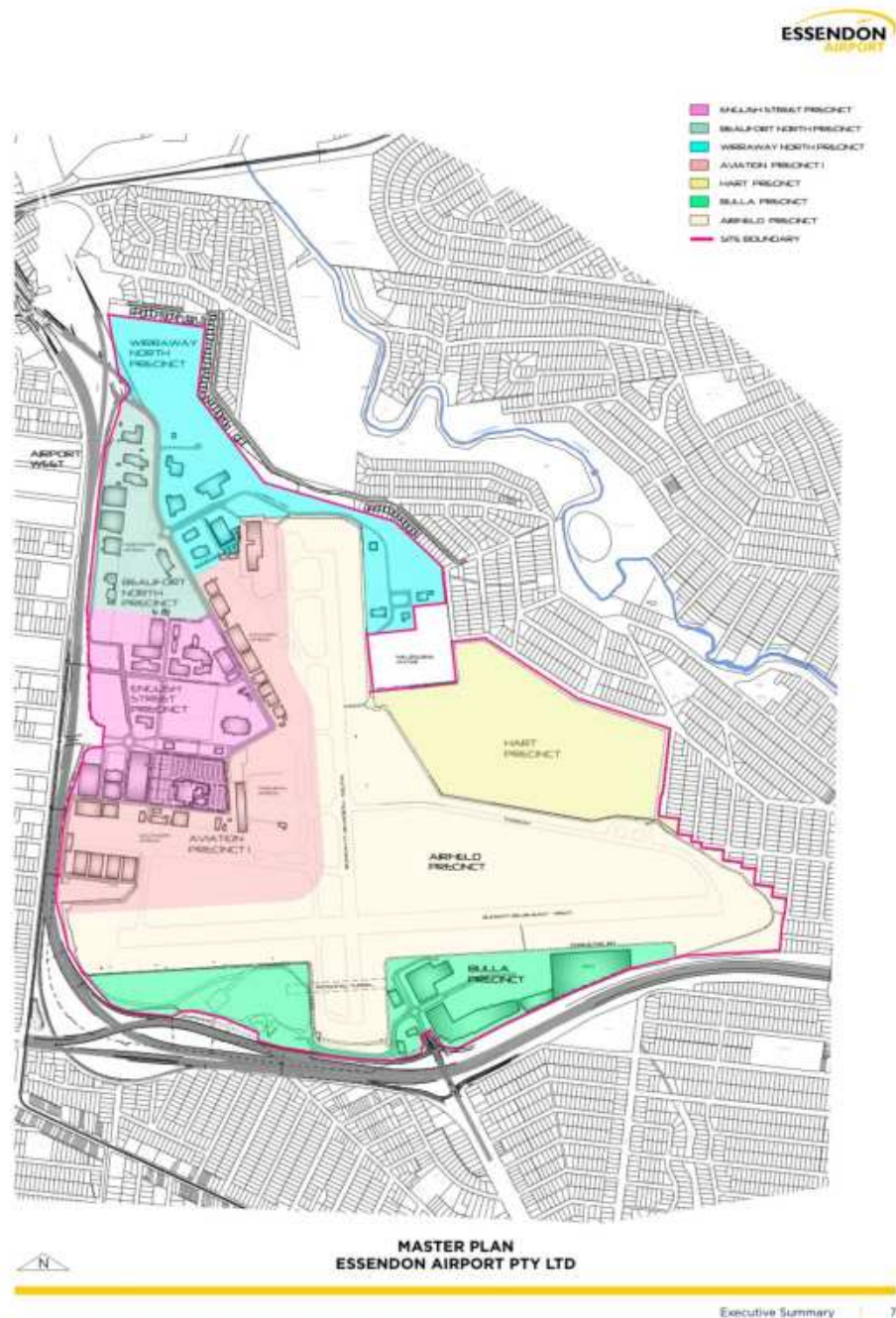
Annexure extract: Master Plan status and precinct issue

3. Essendon Fields states that the Master Plan 2013 is the 20-year plan outlining the development strategy and planning controls for the airport, that section 71 of the Airports Act prescribes Master Plan contents, and that the Master Plan 2013 remains in effect while Draft Master Plan 2027 public consultation is pending. [R1] [R3] [R4]

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4. Extract from Master Plan 2013 contents showing aviation development proposals, Northern - Beaufort North and Wirraway North Precinct, Land Use Plan and related sections. [R4]



5. Extracted Master Plan map from Essendon Airport Master Plan 2013. [R4]

Annexure extract: Land Use Plan and precinct controls

6. The Land Use Plan states that it affects the Airport Operator, lessees and any person proposing to use or develop airport land. It also states that use and development controls are based on the Master Plan and that zones and overlay requirements identify the type of development allowed in each zone. [R5]

USER GUIDE

1.

What is the Essendon Airport Land Use Plan?

The Essendon Airport Land Use Plan sets out policies and requirements for the use, development and protection of Commonwealth land at Essendon Airport.
2.

Who is affected by this Land Use Plan?

The Airport Operator, lessees and any person proposing to use and/or develop land at Essendon Airport are affected by this Land Use Plan.
3.

What does this Land Use Plan consist of?

This Land Use Plan consists of a written document and any maps, plans or other documents incorporated in it (see *Clause 81*). It contains-

 - Purpose of this Land Use Plan.
 - Contents
 - The User Guide.
 - An Essendon Airport Planning Policy Framework including Essendon Airport Strategic Statement and Essendon Airport Local Planning Policies.
 - Zone and Overlay provisions.
 - Particular Provisions.
 - General Provisions.
 - Definitions.
 - Incorporated Documents

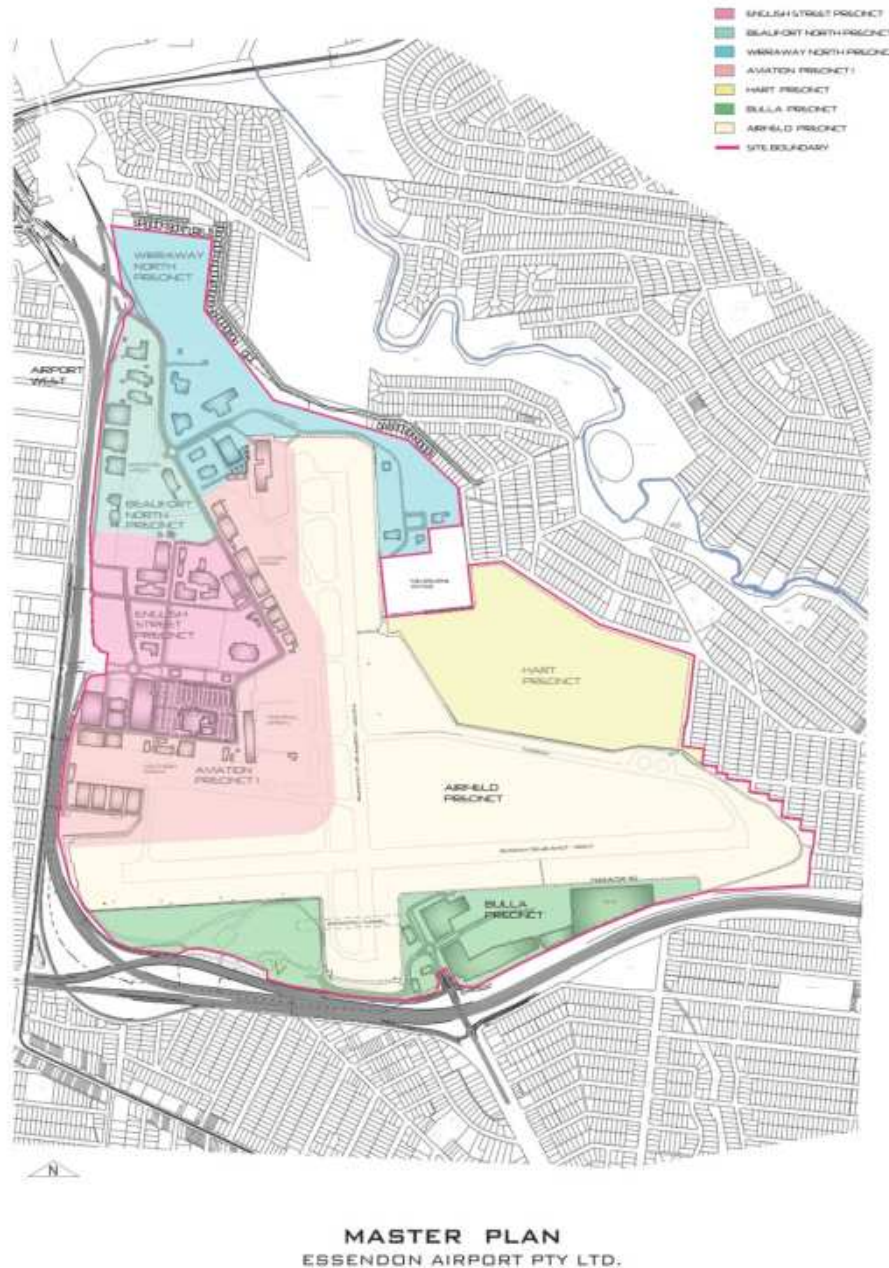
The *Essendon Airport Planning Policy Framework* contains the Essendon Airport Strategic Statement (EASS) and Essendon Airport Local Planning Policies (EALPP). Based upon the Essendon Airport Master Plan the framework sets out the strategic planning context for the airport. It presents the Master Plan vision for the airport; and provides the rationale for the zone and overlay requirements and particular provisions in the Land Use Plan.

The *Zone and Overlay requirements and Particular Provisions* show -

 - The type of use and development allowed in each zone.
 - Additional requirements for buildings and works on land that is affected by an overlay.
 - Requirements for any specific uses and development.

The *General Provisions* provide information on the administration of this Land Use Plan and other related matters. *Definitions* advise on the meaning of words in this Land Use Plan.

7. Land Use Plan User Guide extract identifying the status and effect of the Land Use Plan. [R5]



8. Land Use Plan precinct map extract. [R5]

Annexure extract: building and planning consent

9. The Application for Planning Consent requires the applicant to describe consistency with the Master Plan, consistency with the Land Use Plan, compliance with precinct objectives and aviation impacts of proposed land use, buildings and works. [R6]

Site Location

Address

Street No.

Street Name

Precinct Location

Refer to the land use plan in the Essendon Airport Land Use Plan

☐ English Street

☐ Beaufort North

☐ Wirraway North

☐ Aviation 1

☐ Hart

☐ Bulla

☐ Airfield

Zone

Business Zones apply to land side precincts and Special Use Zones to the Airfield and Aviation precincts.

Refer to the land use plan in the Essendon Airport Land Use Plan.

☐ Business Zone 2

☐ Business Zone 3

☐ Special Use Zone 1

☐ Special Use Zone 2

Proposal

Proposed use of land

Is a change in use or a new use proposed?

Major development plan

Does the proposal require a Major Development Plan approval?

Refer to Section 89 of the Airports Act 1996.

Application Fee

Refer to schedule of fees

Are works required

Yes ☐ if yes, complete this section

No ☐ if no, skip to next section

Proposed works for which consent is sought

Provide a brief summary of your proposed buildings and works.

Estimated cost of works

How much will the development cost.

Application for Planning Consent

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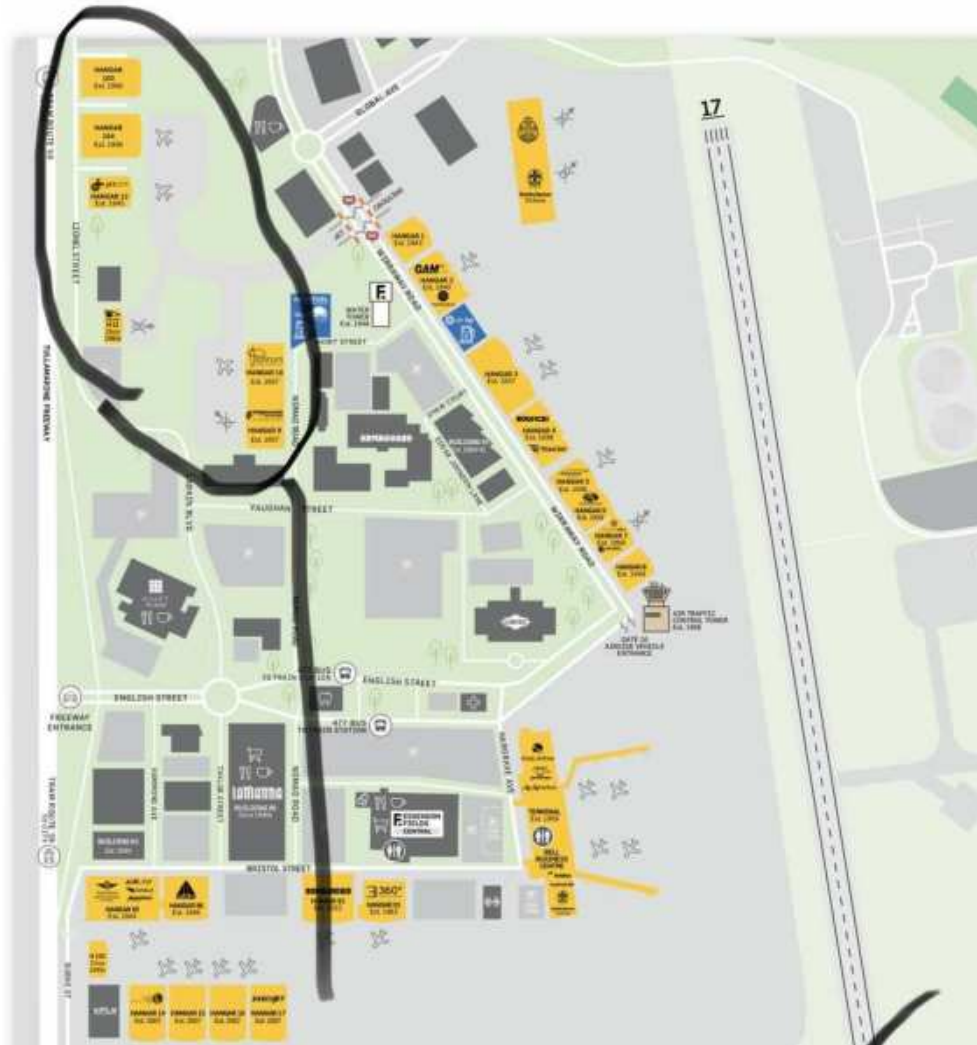
10. Application for Planning Consent extract showing Master Plan, Land Use Plan and aviation-impact assessment requirements. [R6]

Annexure extract: marked North Precinct plan

11. The marked plan supplied by Anita Carter identifies the hangars and area that are said by operator evidence to be affected by notice, displacement, redevelopment pressure or altered airport use. [R20]

1 August 2026

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12. Anita Carter marked North Precinct plan showing the circled hangars and affected area. [R20]

Annexure extract: evidence schedule

Evidence item	Description	Documents required
Precinct reclassification	North Precinct or Northern Precinct naming said to differ from formal Master Plan/Land Use Plan precinct structure. [R4] [R5] [R22]	Approved map, approval instrument, date, decision-maker, Master Plan basis.
One-month notices	Marked hangars said by operator evidence to have been given or to face one-month notice. [R20]	All notices, lease files, emails, board papers, tenant communications.
InterAir and Ernie	Operator evidence alleges notice, auction/tender pressure around \$600,000, leaking roof and retail lease issues. [R20] [R23]	Auction/tender material, lease documents, roof reports, repair records, rent and outgoings records.
Engineering loss	Operator evidence asserts 16 engineers lost including 14	Names, employers, dates, apprenticeship records, termination

	apprentices; affidavit materials identify approximately 14 lost or non-proceeding apprentice/training opportunities. [R14] [R15] [R22]	records, training records.
State support	Public material confirms Government-backed multimillion-dollar Bombardier facility; precise value requires production. [R8]	Grant agreements, business cases, Cabinet papers, Invest Victoria files, value-for-money assessments.
MDP and building controls	Major development and building-control processes require formal assessment. [R1] [R2] [R3] [R6]	MDP assessment, cost estimates, ABC permits, AEO comments, Airport Operator consents.

References

13. [R1] Airports Act 1996 (Cth), including ss 70-71 concerning airport master plans and ss 89-94 concerning major development plans.
14. [R2] Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, Airport planning and regulation guidance for leased federal airports, airport master plans and major development plans.
15. [R3] Essendon Fields Airport, Master Plan page, including statements that Master Plan 2013 remains in effect pending Draft Master Plan 2027 consultation.
16. [R4] Essendon Airport Master Plan 2013, full version including Environment Strategy and Land Use Plan, approved 23 April 2014.
17. [R5] Essendon Airport Land Use Plan 2013, including the User Guide, zoning, precinct objectives and Special Use Zone schedules.
18. [R6] Essendon Fields Airport, Application for Planning Consent at Essendon Airport, including requirements to describe consistency with the Master Plan, Land Use Plan, precinct objectives and aviation impacts.
19. [R7] Essendon Fields Airport, Bombardier Expands with Opening of Melbourne Service Centre, 28 September 2022.
20. [R8] Premier of Victoria, World-Leading Aircraft Manufacturer Chooses Victoria, 28 September 2022.
21. [R9] Essendon Fields Airport, Building 77 Redevelopment project works notice, updated 27 April 2026.
22. [R10] Department of Infrastructure, Ministerial decisions page for leased federal airport master plans and major development plans.

23. [R11] Commonwealth of Australia Constitution Act, s 109, inconsistency of State and Commonwealth laws.
24. [R12] Australian Competition and Consumer Commission, Airport Monitoring Report 2024-25 and airport monitoring material.
25. [R13] Productivity Commission, Economic Regulation of Airports, Inquiry Report, 2019.
26. [R14] Jobs and Skills Australia, Aircraft Maintenance Engineers occupation profile, updated 2 April 2026.
27. [R15] Jobs and Skills Australia, 2024 Occupation Shortage List and appendices for Aircraft Maintenance Engineer occupations.
28. [R16] Department of Infrastructure, Aviation White Paper - Towards 2050 and General Aviation Strategy material.
29. [R17] Civil Aviation Safety Authority, consultation concerning review of legacy Australian airworthiness directives unique to Australia.
30. [R18] Civil Aviation Act 1988 (Cth), including CASA safety functions and the primacy of safety of air navigation.
31. [R19] Australian Transport Safety Bureau, An Overview of Human Factors in Aviation Maintenance, AR-2008-055.
32. [R20] Anita Carter marked North Precinct plan identifying hangars said to be affected by displacement or one-month notice.
33. [R21] A.J. Hangars source chronology and submissions concerning the 1992 lease, 2007 variation, 2019 valuation, backdated invoices, North Precinct and Bombardier-related land issues.
34. [R22] Anita Carter affidavit materials concerning the Master Plan, Land Use Plan, precinct issue, functional airport obligations and engineering/apprenticeship impact.
35. [R23] InterAir and AJH operational-use material and operator evidence concerning maintenance-hangar access.
36. [R24] Senate Standing Committees on Rural and Regional Affairs and Transport, current aviation-sector inquiry material and contact details.

Signature

37. Yours faithfully, Anita Carter, CEO, 360 Aviation Group Pty Ltd.

38. Hangar 81, 30 Bristol Street, Essendon Airport VIC 3041. 1300 360 334 | enquiries@360AG.com.au | www.360AG.com.au.

Annexure O

Airport Market Conduct Submission

Bargaining, rent, access and engineering-workforce evidence

ACCC Submission - Master Plan, North Precinct and Airport Market Conduct

Author and Producer: Anita Carter

Submitted by: Anita Carter, CEO, 360 Aviation Group Pty Ltd

Hangar 81, 30 Bristol Street, Essendon Airport VIC 3041

1300 360 334 | enquiries@360AG.com.au | www.360AG.com.au

Date: 17 June 2026

1. This submission requests that the ACCC investigate whether Essendon Airport Pty Ltd and related airport-lessee conduct at Essendon Fields Airport has used airport market power, access control, rent structures, lease uncertainty, precinct reclassification and redevelopment pressure in a manner that lessens competition in dependent aviation markets. [R12] [R13] [R21] [R22]
2. The complaint is broader than a private tenancy dispute. It concerns whether aviation land and hangar infrastructure at a leased federal airport is being progressively redirected away from general aviation, maintenance, aerial work, charter and training capability while the approved planning framework continues to describe a functional general aviation airport. [R1] [R3] [R4] [R5]

Core proposition

3. The central issue is whether Essendon Airport Pty Ltd, trading as Essendon Fields, is using naming, rebranding, rent, access, lease and redevelopment processes to move aviation land away from the Master Plan and Land Use Plan framework while presenting the airport as a general aviation airport. [R1] [R3] [R4] [R5]
4. The evidence should be presented without conclusory labels. The documents themselves should be tested: the Master Plan, Land Use Plan, building-control forms, public Bombardier statements, State Government support statements, ministerial-decision records, lease records, notices, rent reviews, tender or auction material and engineering workforce records. [R2] [R4] [R5] [R6] [R7] [R8] [R10] [R20] [R21] [R22]
5. The issue is not opposition to Bombardier or to lawful aviation development. The issue is whether a corporate-jet and commercial-development strategy has displaced lower-margin but capability-critical general aviation, maintenance, charter, aerial work and engineering activity in a manner inconsistent with the approved planning framework. [R4] [R5] [R7] [R16] [R20] [R21] [R22]
6. The Master Plan is not a marketing brochure. It is part of the Commonwealth airport planning framework. Essendon Fields states that the Master Plan 2013 outlines development strategy and planning controls, that the contents of airport Master Plans are prescribed by the Airports Act 1996,

and that the 2013 Master Plan remains in effect while the Draft Master Plan 2027 process is pending. [R1] [R3]

7. The Land Use Plan states that it sets out policies and requirements for the use, development and protection of Commonwealth land at Essendon Airport, and that the Airport Operator, lessees and any person proposing to use or develop land are affected by it. [R5]

8. The Land Use Plan framework states that use of aviation land must be consistent with precinct objectives and policies and the Master Plan. The Application for Planning Consent requires an applicant to describe consistency with the Master Plan and Land Use Plan and to describe impacts on aviation activities. [R5] [R6]

9. The Department states that leased federal airports are subject to a land-use planning framework under the Airports Act, that Master Plans identify future land uses and permitted development, and that Major Development Plans must be prepared for major airport developments and undergo public consultation before being submitted to the Minister. [R1] [R2]

10. The constitutional issue should be stated carefully. If Commonwealth airport law and an approved Master Plan control development on Commonwealth-leased airport land, State funding, State promotion or State planning language cannot lawfully displace those Commonwealth controls. If a State law or action is inconsistent with a valid Commonwealth law, Constitution s 109 provides that the Commonwealth law prevails to the extent of the inconsistency. [R1] [R11]

11. The evidence therefore raises a federal planning and constitutional-priority question: what instrument, approval, consent, ministerial decision, MDP assessment, building permit, precinct map or Commonwealth-authorised process permitted any reclassification, renaming or practical conversion of North Precinct aviation land? [R1] [R2] [R3] [R5] [R6] [R10] [R11]

Evidence matrix

Issue	Evidence to test	Why it matters
Master Plan status	Master Plan 2013 is stated by Essendon Fields to remain in effect pending Draft Master Plan 2027 consultation. [R3]	Current conduct must be tested against the existing approved plan.
Precinct naming	Master Plan and Land Use Plan identify formal precincts; operator evidence alleges later Northern/North Precinct language was used without clear approved basis. [R4] [R5] [R22]	A name change cannot be used to avoid statutory precinct objectives.
Bombardier development	Essendon Fields and Victorian Government public statements record Bombardier MRO/FBO development, State support and business-aircraft	The development must be reconciled with GA access and the approved planning framework.

	focus. [R7] [R8]	
MDP and public consultation	MDP requirements apply to major airport developments and developments exceeding thresholds or significant community/environment impact. [R1] [R2] [R3]	If an MDP was required, affected operators and the community should have had visibility.
Building-control pathway	Essendon Fields planning forms require Master Plan, Land Use Plan, precinct and aviation-impact assessment. [R6]	Building and works approvals should not be divorced from aviation impact.
Circled hangars	Anita Carter marked plan identifies hangars said to be affected by displacement and one-month notice. [R20]	The physical location of affected hangars is central to the practical loss of GA infrastructure.
InterAir and Ernie evidence	Operator evidence asserts one-month notice, auction or tender pressure around \$600,000, leaking roof issues and retail lease questions. [R20] [R23]	Requires document production, not assumption.
Engineering loss	Operator evidence asserts loss of 16 engineers including 14 apprentices; affidavit material records approximately 14 apprentice positions or opportunities lost or not proceeding. [R14] [R15] [R22]	This converts land-use conduct into national aviation capability and safety concern.
Competition effects	ACCC and Productivity Commission material identify airport market-power issues; operator evidence alleges dependent operators cannot practically relocate. [R12] [R13] [R21]	Airport land and access conduct can affect downstream competition.

Questions requiring production and review

12. All documents that create, approve, rename, reclassify, map or describe any North Precinct, Northern Precinct, Beaufort North Precinct, Wirraway North Precinct or equivalent precinct label used for outgoings, rent, planning, development, notices or tenant administration. [R4] [R5] [R21] [R22]

13. All Master Plan, Land Use Plan, Airport Operator consent, Airport Building Controller, Airport Environment Officer and Airport Lease records concerning Bombardier, Hart Hangars, Building 77, PMG Holden and any other development affecting aviation land or GA apron areas. [R2] [R3] [R5] [R6] [R7] [R9] [R10]

14. All assessments of whether the Bombardier facility or connected works required a Major Development Plan, including cost estimates, scope staging, building footprint, community impact and aviation-impact assessments. [R1] [R2] [R3] [R10]
15. All public consultation documents, notices, CACG records, airport-user records and stakeholder communications concerning Bombardier, North Precinct land changes, Building 77, GA apron works and affected hangars. [R3] [R6] [R9] [R20] [R21] [R22]
16. All State Government grant, support, incentive, facilitation, land-use, job-creation, value-for-money, ministerial, Cabinet, Invest Victoria or departmental documents concerning Bombardier at Essendon Fields, including the dollar value of any assistance and any public consultation undertaken. [R8]
17. All notices issued to operators or occupants of the hangars circled on the Anita Carter marked plan, including one-month notices, termination notices, rent-increase notices, tender notices, auction notices and re-entry material. [R20]
18. All documents concerning Ernie and InterAir, the alleged one-month notice, the asserted auction or tender process around \$600,000, the roof condition, retail lease status, inspection reports, repair responsibility and communications with prospective bidders. [R20] [R23]
19. All records of engineering workforce and apprenticeship losses connected with InterAir, AJH, 360 Aviation, affected North Precinct operators and any tenant displacement or failure to renew. [R14] [R15] [R20] [R22] [R23]
20. All lease, deed, variation, valuation, invoice, backdated rent, settlement, surrendered land, vacated area, tenant-improvement and building-ownership records concerning Hangar 81 and related sites. [R21] [R22]
21. All records showing whether EAPL or related interests compete with aviation tenants for customers, FBO work, defence-adjacent work, charter, maintenance or aircraft-support activity, and any conflict-management policies. [R12] [R13] [R21]

Operator evidence to be tested

22. Anita Carter states that the hangars circled on the marked North Precinct plan are all affected or going, and that those operators have been given or face one-month notice. This should be tested by production of all notices, lease files, maps, airport-user records and communications. [R20]
23. Anita Carter states that Ernie and InterAir were given notice and that the hangar was effectively placed to auction or tender to the highest bid at about \$600,000 despite a leaking roof and a retail lease issue. This should be stated as operator evidence requiring production of tender, auction, lease, roof inspection, repair and notice records. [R20] [R23]
24. Anita Carter states that 16 engineers were lost, including 14 apprentices, in circumstances where national aircraft maintenance engineering capacity is already constrained. The affidavit materials

record approximately 14 aviation engineering apprenticeship or training opportunities lost or not proceeding, and this should be supported by a schedule of names, employers, dates and records. [R14] [R15] [R22]

25. The public sources do not state the amount of Victorian Government support for Bombardier. The Victorian Government release confirms a Government-backed multimillion-dollar service centre, and Essendon Fields states that the Victorian Government supported Bombardier development and growth. The precise dollar figure, including the figure of approximately \$30 million asserted by operator evidence, should be verified by production of grant, incentive, business-case and value-for-money documents. [R7] [R8]

Competition law issues

26. The relevant competition questions are whether EAPL possesses substantial market power in access to Essendon Fields Airport facilities, hangars, apron areas, taxiway-connected operating locations and aviation support land, and whether the conduct has the purpose, effect or likely effect of substantially lessening competition in maintenance, charter, aerial work, aircraft storage, FBO, training and regional support markets. [R12] [R13] [R21]

27. The ACCC should examine whether repeated displacement of smaller operators, rent escalation, auction or tender pressure, lease conversion from site-rent/tenant-improvement value to landlord-assessed building value, and the prioritisation of higher-yield corporate aviation or commercial development operates as practical exclusion. [R12] [R13] [R21] [R22]

28. The competition harm is not limited to price. It includes loss of engineering apprenticeships, loss of maintenance capacity, reduced operational redundancy, reduced entry pathways for smaller aviation businesses and a diminished ability to support rural, regional and emergency aviation services. [R14] [R15] [R16] [R19] [R22]

Relief requested from the ACCC

29. Open a market study or investigation into leased federal airport conduct affecting general aviation, maintenance, charter, aerial work and training markets. [R12] [R13]

30. Investigate whether North Precinct, Bombardier, hangar-notice and lease-conversion conduct has substantially lessened competition or is likely to do so. [R12] [R13] [R20] [R21] [R22]

31. Require production of the planning, MDP, building-control, lease, notice, auction/tender, grant and workforce documents listed in this submission. [R1] [R2] [R6] [R20] [R21] [R22]

32. Consider whether current airport monitoring settings fail to capture harm to non-airline aviation markets at strategic airports outside the four major monitored airports. [R12] [R13]

33. Recommend a negotiate-arbitrate or independent dispute framework for aviation operators dependent on leased federal airport infrastructure. [R12] [R13] [R16]

Standard annexures incorporated into this document

34. The annexures listed below accompany and are incorporated into this document. They should be sent with this document as the Standard Annexure Bundle. [R1] [R2] [R3]

Annexure	Description
Annexure A	Essendon Airport Master Plan 2013, full version, including the Environment Strategy and Land Use Plan.
Annexure B	Essendon Airport Master Plan 2013, selected contents and precinct map extracts.
Annexure C	Essendon Airport Land Use Plan 2013, including User Guide, precinct map and Special Use Zone provisions.
Annexure D	Essendon Fields Application for Planning Consent, showing required Master Plan, Land Use Plan, precinct and aviation impact assessment.
Annexure E	Essendon Fields public material concerning Bombardier, State Government support, business aircraft activity, Hart Hangars, Building 77 and other airport developments.
Annexure F	Department material concerning leased federal airport planning, Major Development Plans, public consultation, ministerial decisions and building-control requirements.
Annexure G	Constitutional and statutory framework: Airports Act, Commonwealth airport lease context and Constitution s 109 priority where State law is inconsistent with Commonwealth law.
Annexure H	Anita Carter marked North Precinct plan and operator evidence schedule concerning the circled hangars, one-month notices, InterAir, Ernie, auction/tender issues and engineering/apprenticeship loss.
Annexure I	AJ Hangars and 360 Aviation source chronology concerning lease rights, site rent, tenant improvements, valuation, notices and Bombardier-related land questions.
Annexure J	Aviation engineering and safety material: CASA consultation, JSA aircraft maintenance engineer profile, 2024 shortage list and ATSB maintenance human factors material.

References

35. [R1] Airports Act 1996 (Cth), including ss 70-71 concerning airport master plans and ss 89-94 concerning major development plans.
36. [R2] Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, Airport planning and regulation guidance for leased federal airports, airport master plans and major development plans.
37. [R3] Essendon Fields Airport, Master Plan page, including statements that Master Plan 2013 remains in effect pending Draft Master Plan 2027 consultation.
38. [R4] Essendon Airport Master Plan 2013, full version including Environment Strategy and Land Use Plan, approved 23 April 2014.
39. [R5] Essendon Airport Land Use Plan 2013, including the User Guide, zoning, precinct objectives and Special Use Zone schedules.
40. [R6] Essendon Fields Airport, Application for Planning Consent at Essendon Airport, including requirements to describe consistency with the Master Plan, Land Use Plan, precinct objectives and aviation impacts.
41. [R7] Essendon Fields Airport, Bombardier Expands with Opening of Melbourne Service Centre, 28 September 2022.
42. [R8] Premier of Victoria, World-Leading Aircraft Manufacturer Chooses Victoria, 28 September 2022.
43. [R9] Essendon Fields Airport, Building 77 Redevelopment project works notice, updated 27 April 2026.
44. [R10] Department of Infrastructure, Ministerial decisions page for leased federal airport master plans and major development plans.
45. [R11] Commonwealth of Australia Constitution Act, s 109, inconsistency of State and Commonwealth laws.
46. [R12] Australian Competition and Consumer Commission, Airport Monitoring Report 2024-25 and airport monitoring material.
47. [R13] Productivity Commission, Economic Regulation of Airports, Inquiry Report, 2019.
48. [R14] Jobs and Skills Australia, Aircraft Maintenance Engineers occupation profile, updated 2 April 2026.
49. [R15] Jobs and Skills Australia, 2024 Occupation Shortage List and appendices for Aircraft Maintenance Engineer occupations.
50. [R16] Department of Infrastructure, Aviation White Paper - Towards 2050 and General Aviation Strategy material.

51. [R17] Civil Aviation Safety Authority, consultation concerning review of legacy Australian airworthiness directives unique to Australia.
52. [R18] Civil Aviation Act 1988 (Cth), including CASA safety functions and the primacy of safety of air navigation.
53. [R19] Australian Transport Safety Bureau, An Overview of Human Factors in Aviation Maintenance, AR-2008-055.
54. [R20] Anita Carter marked North Precinct plan identifying hangars said to be affected by displacement or one-month notice.
55. [R21] A.J. Hangars source chronology and submissions concerning the 1992 lease, 2007 variation, 2019 valuation, backdated invoices, North Precinct and Bombardier-related land issues.
56. [R22] Anita Carter affidavit materials concerning the Master Plan, Land Use Plan, precinct issue, functional airport obligations and engineering/apprenticeship impact.
57. [R23] InterAir and AJH operational-use material and operator evidence concerning maintenance-hangar access.
58. [R24] Senate Standing Committees on Rural and Regional Affairs and Transport, current aviation-sector inquiry material and contact details.

Signature

59. Yours faithfully, Anita Carter, CEO, 360 Aviation Group Pty Ltd.

60. Hangar 81, 30 Bristol Street, Essendon Airport VIC 3041. 1300 360 334 | enquiries@360AG.com.au | www.360AG.com.au.

Annexure P

InterAir Operational-Use Material

Evidence concerning practical engineering and hangar access

OPERATIONAL USE AND HANGAR ACCESS AGREEMENT

FORMAL CONTRACT BETWEEN THE PARTIES

BETWEEN

InterAir Pty Ltd

("InterAir")

AND

A.J (Hangars) Pty Ltd

("AJH")

1. DATE

This Agreement is made on the ____ day of _____ 2026.

The parties expressly acknowledge and agree that this document constitutes a legally binding contract between the parties governing the operational use and access arrangements described herein.

2. RECITALS

AJH operates and controls certified aviation hangar facilities and associated operational infrastructure suitable for aircraft maintenance, operational support, and aviation activities conducted pursuant to applicable Civil Aviation Safety Authority (CASA) regulatory frameworks.

InterAir conducts or intends to conduct aviation operations and associated aviation activities under relevant provisions of the Civil Aviation Act 1988 (Cth), Civil Aviation Safety Regulations 1998 (CASR), associated Manuals of Standards, and CASA approvals.

The parties wish to enter into this Agreement to permit InterAir to utilise the AJH certified maintenance hangar and associated operational facilities for lawful aviation purposes including activities conducted under CASR Part 91, Part 131 and Part 138.

3. GRANT OF USE

AJH grants InterAir a non-exclusive licence to access and utilise the Facilities for lawful aviation purposes and Operational Activities.

The licence granted under this Agreement includes activities conducted under:

- (a) CASR Part 91;
- (b) CASR Part 131;
- (c) CASR Part 138; and
- (d) ancillary operational and aviation support activities permitted by law.

4. TERM

This Agreement commences on the date of execution and continues on a month-to-month basis unless terminated in accordance with this Agreement.

5. CONSIDERATION

In consideration for the rights granted under this Agreement, InterAir shall pay AJH the sum of One Australian Dollar (AUD \$1.00) per calendar month.

6. COMPLIANCE WITH LAW

InterAir must comply with the Civil Aviation Act 1988 (Cth), CASR, CAR, CASA approvals, applicable Manuals of Standards, airport operational requirements, and all relevant Commonwealth and State legislation.

7. MAINTENANCE ACTIVITIES

The parties acknowledge the Facilities comprise a certified maintenance hangar environment capable of supporting aircraft maintenance and aviation engineering activities.

Any maintenance activities undertaken within the Facilities must be conducted by appropriately authorised personnel in accordance with applicable CASA requirements.

8. NO TENANCY

The parties expressly acknowledge and agree that this Agreement creates a licence only and does not create a leasehold estate or tenancy. Exclusive possession is not granted and AJH retains possession and operational control of the Facilities at all times.

9. TERMINATION

Either party may terminate this Agreement by providing 30 days written notice.

10. GOVERNING LAW

This Agreement is governed by the laws of the Commonwealth of Australia and the State of Victoria.