

CHAPTER 1
INTRODUCTION





“Having achieved direct flights into Asia and the Middle East, we are now focused on securing direct flights to China and New Zealand, as well as increasing domestic travel routes”.

ACT CHIEF MINISTER ANDREW BARR
STATE OF THE TERRITORY BUSINESS ADDRESS SPEECH 2019



1 Introduction

Canberra Airport's vision for the future is clear and bold.

With community support, Canberra Airport has developed into an Airport that is truly worthy of Australia's National Capital city. This is delivering economic growth and jobs for the region. In recognition of this, Canberra Airport was awarded the Australian Capital City Airport of the Year Award in 2002, 2007 and 2013 and is acknowledged by the ACT and NSW Governments as a global gateway to Canberra and Southern NSW.

The additional aviation capabilities and built-in capacity developed through the extension and strengthening of the main runway (Runway 17/35) in 2006 and the redevelopment of the new terminal between 2009 and 2014 reinforces Canberra Airport's critically important role as the only curfew-free airport between Brisbane and Melbourne capable of handling B747 and A380 aircraft¹, its role as Australia's newest international gateway, its increasing role as an airfreight hub and as a back-up for Sydney's increasingly crowded skies.

To this end, to respond to the needs of the region's community and business, this 2020 Master Plan foreshadows a focus on harnessing the capacity of this new quality aviation infrastructure for growth in air services, both domestic and international. This focus will include further improvements to the Airport's aircraft navigation aids.

To support these aeronautical plans, and to respond to the increasing needs of business to seek to locate themselves at or near airports, Canberra Airport will continue to develop a range of commercial uses on Airport using attractive buildings and surrounding landscapes that are designed to create a 'sense of arrival' in the nation's capital. They also reflect the Airport's commitment to environmental sustainability and to provide a great place to work.

Canberra Airport is proud of its role as an economic engine for the region, not only as a transport gateway, but also through the delivery of new businesses and new jobs. Since 1998, the number of Airport businesses has grown from 70 to over 300 and the number of jobs has similarly increased significantly. This is in addition to both the ongoing employment of hundreds of construction workers and the engagement of some 950 businesses in the ongoing operation of the Airport. Canberra Airport's multi-billion-dollar investment is playing a major role in the economic growth of the region.

Canberra Airport is also committed to continuing to do everything practical to minimise the impact of aircraft noise on the community. Canberra Airport has and will continue to oppose plans that risk the introduction of noise sharing over Canberra and Queanbeyan and jeopardise its curfew-free operations.

¹ It is noted that regular operations by A380 aircraft are not expected at Canberra Airport during the life of this Master Plan, aside from VIP visits and ad-hoc diversions from other airports. It is also noted that A380 aircraft are capable of quieter operations than many other existing wide-body operations.

1.1 VISION

“Our vision is to develop Canberra Airport as a first-class facility to serve the Region’s evolving transportation, business and development needs and to maximise the growth of a wide range of aeronautical and other businesses”.

Key elements are:

- Development of an airport worthy of the nation’s capital - the development of first-class aeronautical and commercial facilities, customer services and amenities appropriate to the character of Australia’s capital;
- Development of Canberra Airport as a major international capital city and regional hub for passengers and freight - to facilitate Canberra’s direct links with major cities in Australia and the Asia-Pacific region and with smaller communities in the region, enhancing the attractiveness of Canberra and the local regional area as a location for business and tourism, and to make the Airport a base for a range of airlines and significant aircraft maintenance centres as well as a High Speed Rail (HSR), bus and coach hub;
- Development of a critical national aviation infrastructure asset — as the only 24-hour Boeing 747 and Airbus A380 capable airport between Melbourne and Brisbane, with a key role as a passenger and freight hub for traffic unable to access Sydney Airport, catering to overnight freight during the Sydney curfew and to overflow due to capacity constraints on Sydney Airport;
- Continue development of the new integrated Airport terminal facilities - to maximise the benefits to the region of airline, potential HSR, bus, light rail and regional coach services through the high quality, award winning multi-modal terminal development which offers the highest level of service and convenience to the travelling public;
- Commitment to environmental sustainability - to develop the Airport sympathetically with Canberra’s community and environment;
- Creation of opportunities - to make Canberra Airport and its environs the centre of a business, retail, transport and freight hub to respond to the needs of users, providing economic impetus for office parks and other commercial developments;
- Create business opportunities - to maximise total on-airport employment and business growth in response to increasing business demands to be located on Airport, without compromising aviation operations;

- Commitment to respond to the needs of users - grow aviation and non-aviation development at Canberra Airport in response to the needs of aircraft operators, business and the general public; and
- Commitment to the community - to continue to work with and in the regional community to ensure Canberra Airport consults, operates and grows with its community, including minimising the adverse impacts of aircraft noise.

1.2 PURPOSE AND DEVELOPMENT OBJECTIVES

1.2.1 OVERALL PURPOSE OF THIS 2020 MASTER PLAN

In addition to meeting the requirements of the *Airports Act*, the purpose of this 2020 Master Plan is to:

- Establish the strategic direction for the efficient and economic development of the Airport over the next 20 years as well as to outline detailed development objectives for the next eight years;
- Work with existing and future airline and airfreight partners to significantly grow inbound and outbound aviation operations so as to increase productivity and the economic and social dividend to our regional communities;
- Provide for the development of additional aviation and other uses of the airport site;
- Communicate to the public the intended uses of the airport site and growth of the airport;
- Reduce potential conflicts between uses and users of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the Airport; and
- Grow the Airport in sympathy with the broader region by responding to the needs of the community, both in terms of delivering flights, jobs, business opportunities and prosperity as well as minimising the impact of noise on people's lives.

1.2.2 DETAILED DEVELOPMENT OBJECTIVES

As required under the *Airports Act*, Canberra Airport's development objectives are as set out below. These objectives are consistent with the vision of the Department of Infrastructure, Transport, Regional Development and Communications, "Great Cities - Strong Regions - Connecting Australians".

Objective 1 Ensure the Airport is operated and developed in a safe, comfortable, secure and environmentally sustainable manner

This objective involves:

- Ensuring that the maintenance of operational safety is paramount to the planning of all Airport development;
- Maintaining security standards in accordance with Australian Government regulations;
- Working with government, industry and the community to ensure appropriate land uses under flight paths;
- The continuing development of Canberra Airport as a leader in environmental sustainability, supported by the parameters outlined in this 2020 Master Plan; and
- Maintaining and improving the comfort of, and customer service delivered to, travellers and Airport visitors.

Objective 2 Develop Canberra Airport as a multi-modal transport hub for passenger and freight connections

The integration of a number of passenger and freight modes of transport into a single location in Canberra offers significant opportunities. The concentration of road, rail and air services in one location offers a unique ability to seamlessly transfer between transport modes.

The provision of the substantially large terminal with international capability and multi-modal linkages (including freight facilities) was a key outcome of previous Canberra Airport Master Plans as a logical and far-sighted strategy to further enhance the Airport's transport hub concept. The Airport terminal building has been designed and built to a high specification and quality to reflect Canberra Airport's role as a regional and national gateway.

Objective 3 Develop a culture of excellence based on customer service and quality

Development and management of the Airport demonstrates a commitment to excellence by:

- Providing high levels of customer service;
- Adopting airport management best practice; and

- Adding value to services for stakeholders, including the aviation industry, customers, lessees, the travelling public, Airport visitors and/or the region's community.

Objective 4 Ensure that the design of the Airport reflects its role as a gateway to the National Capital

The form and image of all airport buildings should reflect:

- The creation of an exciting 'sense of arrival' experience for passengers;
- The creation of a wide range of attractive, environmentally and user-friendly buildings, including but not limited to office and retail;
- An introduction to the unique aspects of the National Capital and the region; and
- High quality contemporary airport design.

The Airport terminal building has been built to reflect Canberra Airport's role as Australia's newest international gateway befitting the National Capital and the region.

Objective 5 Maximise the economic growth of the Airport and the surrounding region

The development of the Airport will continue to seek to maximise economic growth in the region through activities such as:

- Aeronautical growth;
- Proactively introducing initiatives to take full advantage of aeronautical and other opportunities; and
- Providing the range of aeronautical and commercial development options to the Airport, around the Airport and more broadly in the region.

Objective 6 Provide a business environment that allows the Airport and its associated businesses to reach their potential

A vibrant, flexible and supportive commercial and physical environment will continue to be created at the Airport to create substantial development opportunities and to allow businesses to respond to changing market needs, maintain viability and achieve growth in both aeronautical and other activities.

Objective 7 Being in a position to meet the needs of Sydney Airport users, including overflow of domestic and international passenger and freight services

Given the curfew imposed on Sydney Airport, its arbitrarily low 80 movements per hour cap and regular weather delays, Canberra Airport is expected to play an important role in meeting the overflow aviation needs of the Sydney region, even after the Western Sydney Airport is operating. By providing easy access, excellent infrastructure and competitive pricing, Canberra Airport expects to attract passenger and freight operations. This is likely to include a 24-hour domestic and international freight operations and overflow passenger services. Refer to Chapters 5 and 6.

Objective 8 Develop non-aeronautical land to support future aeronautical infrastructure development

Increasingly, businesses are recognising the role of airports as economic drivers for their region and are demanding a presence on or near major airports. These airports, now commonly known as 'Aerotropolis', are emerging worldwide. Cities with emerging 'Aerotropolis', similar to Canberra, are now being acknowledged to be the most competitive "Cities of the 21st Century". Further, commercial development in response to this demand and the alternative revenue streams (ie: independent of airlines) it delivers, has enabled Canberra Airport to fund major aviation infrastructure developments such as runway and terminal upgrades. Commercial land will continue to be put to productive use where commercially possible, considering surrounding land uses and transport linkages, by incorporating a wide range of activities, including office and retail.

Objective 9 Adopt best available technology to improve all-weather utilisation of the Airport

To make the most effective use of the Airport, aeronautical systems are expected to be progressively upgraded adopting new technologies so aircraft can operate efficiently and safely under a wide range of weather conditions and with a greater range of capabilities.

Objective 10 Respond to the needs of the community

The community has an ongoing expectation that Canberra Airport meets local demand for additional flights, as well as a reasonable expectation that Airport growth will not adversely impact on its residential amenity via increased levels of aircraft noise. Canberra Airport will grow the Airport in response to community and business needs (note details of ongoing consultation outlined in Chapter 3), whilst continuing to strongly oppose inappropriate residential development under flight paths. Canberra Airport also commits to investigating further noise respite measures for existing residents of the region. These are outlined in detail at Chapter 12.

Objective 11 Be open and accountable

Canberra Airport has always been open with its stakeholders, including the broader regional community, as to current and future planned developments at Canberra Airport. Canberra Airport commits to remaining open and accountable to the community and it is intended that this, and all future Master Plans, underpin this commitment.

1.3 LOCATION

Canberra Airport is located in the Majura Valley, eight kilometres east of Canberra's Central Business District and four kilometres north-west of Queanbeyan. It is located on the east-west transport corridor, which contains over 75 percent of Canberra's employment. It is also denoted as a Defined Activity Centre in the *National Capital Plan*.

Most of the land north and south of the Airport is used for broadacre purposes because it is overflowed by aircraft or because of its long association with Department of Defence activities. This land (including the Airport) was denoted as a new Employment Corridor in the *Canberra Spatial Plan*². The ACT Government's *Eastern Broadacre Planning Study* has identified commercial and industrial land use opportunities adjoining the Airport, west of Majura Road opposite the Airport's Majura Park. The ACT Government has already rezoned a 7.8 hectare parcel for bulky good retail as the initial stage of an investigation area. Both the rezoned and planning investigation areas are designed to leverage off the planning, investment and risk undertaken by Canberra Airport in developing Majura Park over the past fourteen years. The outcome of this development will be increased revenue to the ACT from land sales, which commenced in 2014 with IKEA.

Civil aviation facilities have historically been confined largely to the south-west corner of the Airport (apart from some Airservices Australia facilities), with the Department of Defence occupying Fairbairn to the north-east of the airport site.

The withdrawal of Department of Defence facilities from Fairbairn in May 2004 and the inclusion of these facilities as part of the Airport lease has presented opportunities for civil aviation and commercial expansion on the eastern side of the Airport, the uses for which are outlined in greater detail in Chapter 8.

The aviation impact of Canberra Airport extends well beyond the Airport itself. Aircraft noise exposure zones, prescribed airspace and other safety requirements affect much of the land to the north and south of the Airport. Planning for land use in the Majura and Jerrabomberra Valleys and in the vicinity of Canberra Airport is affected by aviation requirements and needs to recognise and preserve the 24-hour curfew-free and safe operation of the Airport.

² Canberra Spatial Plan 2004

1.4 HISTORY

Canberra Airport was established on the existing site in 1927 (refer Figure 1.1) and controlled by the civil authorities until 1940, when responsibility passed to the Department of Air. From 1940 it was used by civil aircraft under the terms of a Joint User Agreement between the Department of Civil Aviation (and its successors) and the Department of Defence. In 1989 the Federal Airports Corporation (FAC) assumed control of the civil (or western) side of the Airport under a Crown Lease arrangement with the Commonwealth.

Figure 1.1 – Canberra Airport circa 1927



The first structure on the Airport site, a hangar, was completed in 1936. Construction of RAAF facilities and accommodation began in 1940. Runways were initially hard surfaced in 1948.

Significant construction of the present civil aviation area began in the early 1960s. By the mid-1960s these facilities comprised the passenger terminal, airfreight sheds and the Department of Civil Aviation hangar and workshop. The civil aviation side of Canberra Airport around 1970 is shown in Figure 1.2.

Figure 1.2 - Canberra Airport circa 1970



Until 1972, the main access road (Fairbairn Avenue, later Pialligo Avenue) ran parallel to the cross Runway 12/30 and passed roughly in front of the old terminal building. A 650 metre extension of the main north-south runway at that time required the construction of the present Pialligo Avenue deviation to the south and the extension of the Fairbairn access road.

Passenger terminal extensions by the Australian Government, Ansett and Australian Airlines commenced in the mid-1980s but were in need of a major refurbishment by the mid-1990s. Due to a lack of investment in the 1980s and 1990s by the Australian Government, airport infrastructure had deteriorated by the time of sale and consequently significant investment was needed by the new owners in the runways, taxiways, apron, terminal and other infrastructure.

Figure 1.3 - Canberra Airport circa 1998



In recognition of the critical need for major capital investment, as well as the significant opportunities and developments that could be progressed at airports throughout Australia under private ownership, the Australian Government decided to divest itself of its airport assets in the early 1990s. In order to maximise sale values of the airports, as well as to ensure that airports had the ability to reach their maximum development potential in order to counter the natural cyclical nature of the aviation sector and in common with airports internationally, the Australian Government sold the airports with a comprehensive set of development rights.

In 1998 Canberra Airport Pty Limited, a Canberra-based family business, purchased the lease of the aviation facilities, land and infrastructure known as Canberra Airport, including development rights. In the same way as other bidders and stakeholders in the sale process, the company was highly conscious of the rights and obligations associated with ownership of the Airport and, accordingly, it has endeavoured to maximise both the aeronautical and commercial potential of the Airport in accordance with its lease with the Australian Government. This scope of development activity underpinned bids to the Australian Government and was confirmed with the approval of the 1999 Master Plan and the subsequent approval of the 2005, 2009 and 2014 Master Plans. These Master Plans also included the rights to 24-hour non-curfew capability. Canberra Airport will use these rights to expand aviation opportunities and to meet its obligation and desire to use the airport site as an airport.

We are not aware of any interests in the Airport land which existed at the grant of the Airport Lease which continue to burden the land.

The privatisation of the Airport in 1998 heralded a significantly increased investment in aeronautical infrastructure. This investment has included, but is not limited to:

- The upgrade of the former common-user central terminal for the 2000 Olympics;
- Major terminal apron expansion;
- Expansion of the general aviation precinct;
- 6.5 kilometres of taxiway upgrades;
- Upgraded terminal facilities including cafés, new check-in desks, new security screening points, new baggage infrastructure and new car rental desks;
- Purchase and full redevelopment of the ex-Ansett terminal as a multi-user facility;
- A new Qantas maintenance hangar;

- New car rental maintenance and cleaning facilities;
- An expansion to the width and the sealing of the Runway 17/35 shoulders;
- A 600 metre extension to Runway 17/35;
- The strengthening of Runway 17/35 to cater for regular large heavy aircraft operations;
- The major upgrading of facilities at Fairbairn;
- Upgraded facilities for the Aero Club;
- New RAAF Special Purpose Aircraft (SPA) facilities and apron maintenance;
- A new fuel farm;
- Comprehensive security upgrades;
- A new hangar and headquarters facility for Brindabella Airlines;
- A new freight facility for Qantas Freight;
- An upgraded former hangar and adaption to a freight facility for Pak Fresh;
- A new Non-Directional Beacon (NDB);
- A new catering facility building for dnata; and
- The \$500 million development of the new terminal 2007-2014 (international fit-out 2016) together with new roads, grade separated intersection of Terminal Circuit with Pialligo Avenue, new in-ground services and infrastructure, new heavy aircraft apron and taxiways, award-winning new enlarged multi-user, multi-level terminal and car parking.

In addition to these aeronautical investments, the Airport has also made a major investment in commercial infrastructure including Brindabella Business Park, Majura Park (a mixed-use zone incorporating a range of uses such as retail and offices) and the Fairbairn precinct.

1.5 EXISTING AND FUTURE FACILITIES

The Airport has two runways; the main runway (Runway 17/35) is 3,283 metres long after its extension in 2006 and is aligned approximately north-south, while the intersecting (or cross) runway (Runway 12/30) is 1,679 metres long. The cross runway is generally only used by Dash 8, ATR operations and smaller airliners and general aviation aircraft.

The runways are supported by a taxiway system which provides access to each runway end and at intermediate points along the runways. The taxiway link to the northern end of the main runway (Taxiway Alpha) is on the eastern side of the runway and is less than the standard width for wide-bodied aircraft and has a history of failing. The taxiway link to the southern end of the main runway (Taxiway Bravo) is on the western side of the Airport and meets the standards for large aircraft operations and will be extended to the northern end of the runway in the short term. The currently limited number of wide-body aircraft operations at Canberra Airport make a turn on the northern end of the main runway using the turning node.

The taxiway system includes a number of lower strength taxiways currently suitable for use by lighter aircraft. These taxiways are predominantly in the vicinity of the general aviation apron area and Runway 12/30. These will be progressively upgraded for larger aircraft when required.

Taxiway Bravo will be extended in 2019 from Taxiway Delta to the threshold of Runway 17. Taxiway Bravo, on completion, will service most aircraft arriving at Canberra Airport up to Code E, similar to the current international Singapore Airlines and Qatar Airways daily B777-300ER services. Taxiway Alpha will likely be decommissioned in part or full once Taxiway Bravo is commissioned.

The regular public transport (RPT) apron is a common-user apron with all parking stands capable of being allocated to any airline by Canberra Airport. The apron currently accommodates up to 14 aircraft parked overnight, with an additional overnight parking bay provided west of the intersection of Taxiways Bravo, Delta and Juliet. The existing apron area has been extended and renewed to heavy aircraft capacity and includes provision for the parking of wide-body aircraft.

The general aviation apron area currently provides parking and hangar access for light aircraft and smaller business jets. The Fairbairn apron area provides parking for military, freight, large commercial, general aviation and other operations, including some larger heavy aircraft. In the event of multiple aircraft diversions from Sydney or Melbourne, the Fairbairn apron is used for international flights as well as any domestic flights not able to be accommodated on the RPT apron.

The general aviation area accommodates a range of facilities and businesses, including the Airport fuel farm, a modern highly secure underground facility that replaced several above-ground facilities previously in use. The area is currently approaching capacity with terminal and other associated facilities encroaching into this area. It is planned that future general aviation expansion will be accommodated in other precincts.

The terminal building is common-user, owned by Canberra Airport. The terminal is a multi-level structure, with an elevated roadway arrangement and adjacent to the multi-level car parks. Refer to Chapter 5 for further details on the terminal development.

Airport access routes have been upgraded to duplicate the roads between the Airport and the City, and to improve the road conditions through the Majura Valley. Access to and from the terminal precinct onto Pialligo Avenue includes a grade-separated intersection completed in early 2009. Further upgrades to the road system, including connecting with Majura Parkway, is currently in planning by the ACT Government.

Whilst the 1998 Very High Speed Train proposal was eventually unsuccessful, it is expected that a HSR system linking Canberra Airport with Sydney and later Melbourne and Brisbane will eventually be constructed.

Using current technologies, HSR will take 57 minutes from Sydney Central Railway Station via Sydney Airport and then non-stop via a new rail corridor to Canberra Airport.

Should a rail proposal proceed, Canberra Airport has been identified as a location option for the Canberra rail terminus and has been confirmed as such in this 2020 Master Plan. It poses few construction problems for both the approach through the Majura Valley and for a station adjacent to the terminal building.

Figure 1.4 – Canberra Airport with Vibe 2019



1.6 2020 MASTER PLAN STATUTORY REQUIREMENTS

In accordance with the *Airports Act 1996*, Canberra Airport Pty Limited is required to submit a draft Master Plan for the approval of the Minister for a 20-year planning period. Historically the Master Plan has been reviewed every five years. However, the next Master Plan is due for review in eight years following amendments to the *Airports Act* in 2018.

Subsection 71(2) of the Airports Act 1996 requires a Master Plan to specify:

AIRPORTS ACT 1996		REFERENCE
71(2)	Contents of draft or final Master Plan	
(a)	the airport-lessee company's development objectives for the airport; and	Chapter 1
(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	Chapter 5
(c)	the airport-lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and	Chapters 5, 7, 8 and 9
(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	Chapter 12
(da)	flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and	Chapter 12
(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 the significant ANEF levels; and	Chapter 12
(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	Appendix 1
(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; and	Appendix 1
(ga)	in relation to the first 8 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;	Chapter 9
	(ii) the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and	Chapters 6 and 9
	(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	Chapter 9
	(iv) the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and	Chapter 9
	(v) the capacity of the ground transport system at the airport to support operations and other activities at the airport; and	Chapter 9
	(vi) the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and	Chapter 9

AIRPORTS ACT 1996		REFERENCE
(gb)	in relation to the first 8 years of the Master Plan – detailed information on the proposed developments in the master plan that are to be used for:	
	(i) commercial, community, office or retail purposes; or	Chapter 8
	(ii) for any other purpose that is not related to airport services; and	Chapter 8
(gc)	in relation to the first 8 years of the Master Plan – the likely effect of the proposed developments in the Master Plan on:	
	(i) employment levels at the airport; and	Chapters 2 and 4
	(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; and	Chapters 2 and 4
(h)	in relation to the first 8 years of the Master Plan – an environment strategy that details:	
	(i) the airport-lessee company’s objectives for the environmental management of the airport; and	Appendix 1
	(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	Appendix 1
	(iii) the sources of environmental impact associated with airport operations; and	Appendix 1
	(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	Appendix 1
	(v) the time frames for completion of those studies and reviews and for reporting on that monitoring; and	Appendix 1
	(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	Appendix 1
	(vii) the time frames for completion of those specific measures; and	Appendix 1
	(viii) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and	Appendix 1
	(ix) any other matters that are prescribed in the regulations; and	Appendix 1
(j)	such other matters (if any) as are specified in the regulations.	Refer <i>Airports Regulations 1997</i> Table below

Part 5 of the Airports (Environment Protection) Regulations 1997 provides additional inclusions for Master Plans

AIRPORTS REGULATIONS 1997		REFERENCE
5.02	Contents of draft or final Master Plan - general	
(1)	For paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified:	
	(a) any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the Master Plan;	Chapter 11
	(b) for an area of an airport where a change of use of a kind described in subregulation 6.07(2) of the <i>Airports (Environmental Protection) Regulations 1997</i> is proposed:	Appendix 1
	(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and	Appendix 1
	(ii) the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	Appendix 1
(2)	For section 71 of the Act, 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.	Chapter 8
(3)	For subsection 71(5) of the Act, a draft or final Master Plan must:	
	(a) address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(2) of the Transitional Act; and	Chapter 1
	(b) address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act, or subsection 26(3) of the Transitional Act.	Chapter 1
5.02A	Contents of draft or final Master Plan – matters to be specified in environment strategy	Appendix 1
5.02b	Contents of draft or final Master Plan – matters to be specified in environment strategy	Appendix 1

Section 71A of the Act requires a master plan to identify proposed sensitive developments. A sensitive development is the development of, or a redevelopment that increases the capacity of a residential dwelling; a community care facility; a preschool; a primary, secondary, tertiary or other educational institution; a hospital. Consistent with existing workplace childcare facilities at Canberra Airport, additional childcare facilities, together with education and vocational training facilities are proposed in this Draft Master Plan.