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Airport Regulation inquiry  
Productivity Commission  
Locked Bag 2  
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Dear Sir/ Madam,

**Written Submission**  
**Economic Regulation of Airports - Productivity Commission Draft (February 2019)**

This submission highlights that much of the information in the Draft Report is inadequate or incorrect which lead to invalid and socially unacceptable recommendations and conclusions of changing the environmental constraints and associated regulation on Sydney Airport without regard to impact on residents of Sydney.

The absence of social and environmental objectives in the study (Draft Report, page 43-44) has lead to the unfair and incorrect conclusions as demonstrated by the inclusion of the aviation lobby issues (relaxing the Cap and Curfew) and not the issues nor the feedback of the community sector submissions which safeguard the quality of life in Sydney for over a million people.

The equity objective which was only included in this review for regional NSW's access to Sydney Airport but was not included for the residents under the flight paths. This blatant omission of the equity objective for residents of Sydney has removed any objectivity in the conclusions and recommendations outlined in this report in regard to Sydney Airport. Rather the proposals and recommendations have been supplied by the aviation lobby.

**If you are going to place an airport in the centre of a city then social, environmental and equity objectives are paramount and MUST over-ride the efficiency objective.**

Release of this flawed Draft Report resulted in a number of media releases by the aviation lobby advocating for relaxing of the Sydney Airport Cap and Curfew for the benefit of airport efficiency and airline profits with the losers being the residents of Sydney. **The aviation lobby groups' media releases based on statements in the Draft Report caused significant concern in the community that environmental constraints on Sydney Airport would be relaxed to serve the efficiency objective regardless of rising impact on residents of Sydney caused by the increase of aircraft noise/emissions, size of aircraft and over-flight frequency.**

Why were the two issues raised in our submission on the Productivity Commission Issues paper not included in the Draft Report? The inclusion of these externalities (noise and health impacts) in the aviation prices are essential to any assessment of efficiency, pricing and good capital investment decisions. Exclusion of these public good externalities signal that the Productivity Commission consider that the external costs associated with noise and emissions should be borne by the community and the health system to subsidise for the benefit of the profitability of the airport and the airlines.

The community in the Draft Report appears to be narrowly defined as the travelling public.

The two externalities that should be included in aviation prices are:

**1. Aircraft Noise Amelioration**- Our Issues Paper recommended that aircraft noise amelioration should be included in this study of insulating houses to the Australian Standard AS2021 - Acoustics Standard i.e. within and above the ANEF20 noise contour. The purpose of this program is to provide a reasonable life for those heavily impacted by any airport and ensure that aviation prices reflect a true cost to provide that service

including mitigation of the negative impact on the community using the polluter pays principal. This would lead to better, more informed and more socially minded capital investment decisions.

**2. Health impacts associated with airports-** Our Issues Paper recommended that a health study into the negative environmental impacts of Sydney Airport. This study would investigate the impact of aircraft noise and aircraft emission on resident's health based on such studies in the USA and Britain found a "statistically significant association between exposure to aircraft noise and the risk of hospitalisation for cardiovascular diseases among older people living near airports." The health system is subsidising the airports, as the cost of hospitalisation related to their toxic emissions is not included in aviation prices. Not only was this recommendation ignored, the Productivity Commission included the aviation lobby objective of removing and/or significantly reducing the regulations put in place to safeguard the community from the adverse impacts of having an airport in the centre of the city.

**Regional Ring Fence (Page 27, last paragraph of the summary)** It is true that the Western Sydney Airport opens in 2026 and the objective in the 2012 Joint Study into Aviation in the Sydney Region was to provide extra aviation capacity for Sydney because Sydney Airport is nearing its slot capacity. However, the Liberal Government changed the objective of the Western Sydney Airport to a regional airport status servicing primarily Western Sydney with limited landside public transport to Greater Sydney which is not consistent with providing extra aviation for Greater Sydney. Hence, the capacity and timing of any additional aviation capacity that Western Sydney Airport will bring online is debatable. Therefore, it is not equitable to:

- Rural NSW- replacing access to Sydney Airport to an airport without transport links to greater Sydney, and to
- Sydney residents under the flight path - replacing quieter, slower regional flights with larger, noisier planes to increase the frequency and volume of noise events.

It is surprising statement that these changes should be included in the next Productivity Commission review in 2024 which is 2 years before Western Sydney Airport becomes operational. This analysis reflects the lack of a social or environment objective in the Commission's terms of reference for this aviation review.

### **The "Quiet" Planes fallacy (Draft Report, Page 212)**

**Much of the Productivity Commission's analysis and recommendations is based on the aviation lobby's term of "quieter planes";** however, this is based on a wrong relative economic/efficiency measure relating noise by passenger seat or by payload tonne in the pretence that this is an environmental measure based on total noise.

**This is purposely misleading and deceptive language because these "quiet planes" are amongst the loudest planes using any airport and far louder than the smaller planes they are replacing.**

Airbus A380 is the "quiet" big international jet, but it's actual average noise level ranges from 90.4 decibels (dBA) at Sydenham to 75.1 decibels at Hunters Hill and Kurnell.

The latest Boeing 737 is the 737 – 800 which is the most popular domestic airliner in use in Australia. This Boeing's actual average noise level ranges from 86.4 decibels at Sydenham to 68.2 decibels at Hunters Hill and 70.9 decibels at Kurnell.

Based on the "Noise Comparison Analysis between A380 vs B747 published February, 11 2009" show there is no discernible difference between the noise created by a "quiet" A380 and a "noisy" B747 in landing or take-off.

It is merely aviation industry propaganda. See Table 1 below for the averaged noise event levels by planes. The "quiet" planes are actually some of the nosiest planes flying out of Sydney Airport.

**In the 2004 Master Plan, the first after Macquarie Airports took over the lease on Sydney Airport, Sydney Airport admitted that new technology would only partially offset noise from the increase in the number and size.**

Anything above 60dBA at night or 70dBA in the day time is offensive noise in a residential area according to the Australian Standards for noise from aircraft.

(Draft Report Page 236), It is not acceptable to extend the number of planes allowed during the curfew based on the terminology of "quieter planes", because the very minor difference in db(A) between a "quiet" plane and the

equivant payload "noisy" plane is not discernable to the human ear. Hence, accepting the aviation industry's label of "quieter" plane is not a valid argument to allow more planes during the curfew.

**There is a very large social and economic cost of having thousands of people woken and /or unable to sleep within a city due to aircraft noise. This loss of productivity and human impact is not recognised in this report or analysis.**

Aircraft Type	Average Event Level	Event Counts			
		Total	Max/day	Min/day	Avg/day
B744	93.8	665	12	1	7.4
A388	90.5	1348	23	6	15
B77W	89.1	876	17	6	9.7
B77L	88.6	205	4	1	2.3
A333	87.5	1280	22	7	14.2
A332	87.1	1583	26	10	17.6
A321	86.6	327	9	1	3.6
B738	86.2	5178	109	20	57.5
A343	86.2	195	5	1	2.2
B789	85.2	719	14	1	8
A320	83.6	2156	45	8	24
B788	83.5	365	7	1	4.1
AT76	81.3	289	9	1	3.2
SF34	80.2	1113	30	1	12.4
DH8D	79.8	635	16	1	7.1

<sup>1</sup> Table 1: Aircraft event levels above 70 dbA (correlated) at Sydenham Noise Monitoring Monitor (between January - March, 2018) from the Department of Infrastructure and Regional Development "Aircraft Noise website"

It would be more accurate to not refer to these planes as "quiet" and rely on the actual noise profile at various heights from the airport or an actual environmental measure such as ANEF which includes noise volume (dBA), spectrum of the noise, frequency of noise events and time of day. Which measure better predicts resident annoyance an environmental measure such as ANEF or a relative economic and efficiency measure which really measures contribution to airline and airport aviation profit?

## The Sydney Airport Cap and Curfew

**The Sydney Airport Cap and Curfew was implemented to safeguard the environment and put limits on a highly polluting industry (aviation) to provide a reasonable environment for the residents of Sydney. It is Sydney Airport that is inappropriately located in the middle of Australia's most densely populated city.**

The ANEF noise contours for 2039 show increased noise, therefore more of Sydney should be noise ameliorated with noise insulation to comply with the Australian noise standards but there is no plan to do so.

The Long Term Operating Plan (LTOP) was implemented to equitably share aircraft noise across Sydney for the benefit of Sydney Airport, Airlines AND noise effected residents.

The LTOP modes and targets also provide respite periods from all aircraft noise pollution for residents. The Sydney Airport Master Plans has shown that there is less and less opportunity to use LTOP modes because the increasing frequency of flights which is greater than the capacity of the East-West Runway (55 movements per hour). Usage of the East West runway provides respite periods for those under the North South flight paths and provides cross wind runway capacity. With increasing flight movements, the North-South runways are needed to service flight demand forecast, resulting in nearly no respite periods in the Sydney Airport Masterplan 2039. Removal or increasing the movement cap will also result in NO respite from aircraft noise under the North South flight paths. Flight tracks do not provide respite periods as different flight tracks are closely located with the noise being heard from the nearby flight track.

No Aircraft Noise believes the cap should be reduced when Western Sydney Airport is operational to enable aircraft noise respite periods to be maintained, greater noise sharing and provide resilience to Australia wide aviation network minimising delays.

Draft Report, Page 234 - **The statement that the unintended consequence of the cap and curfew is creating more aircraft noise is incorrect.** Air Services have holding areas for aircraft waiting to land at Sydney Airport. These holding areas are over very low density populations (over water or the lower Hunter Valley or Southern Highlands) and at an altitude that creates little aircraft noise, The majority of aircraft noise is correlated to plane type, altitude, distance from the airport, landing and takeoff and is also affected by such things as topology of the landscape.

*Overview, Page 28 "The objective of managing the effect of aircraft noise on local residents should be balanced with reforms that benefit the community at large, including through improvements to the efficiency of Sydney Airport. Change that increase the flexibility of the movement cap and the target noise outcome more directly would most likely improve the operational efficiency more directly would most likely improve the operation current noise objectives, but that reduces unintended consequence from the existing arrangements. Options include removing the cap on actual movement but retaining a cap on scheduled movements or adopting noise-based criteria for determining which aircraft are permitted to operate during the curfew, rather than the current prescribed list of aircraft types."*

No Aircraft Noise Party totally rejects this above statement (Overview Page 28 and Information Request 7.1) as being totally inequitable and unworkable. **We believe that the health and welfare of Sydney residents totally over-rides the operational efficiency of Sydney Airport which is a small airport being propped up beyond its safe operating capacity. The efficiency objective DOES NOT override the environmental objective and the obligation to provide a healthy environment for people in Sydney. Cities are for people not highly polluting industries. Again, this analysis and information request for a future study is a result on the lack of a social and environmental objectives in this review's terms of reference.**

**Implementing regulation changes discussed in the Information Request 7.1 would be yet another of a long line of broken government promises requested by the aviation lobby and government agencies to incrementally relax and remove the environmental constraints associated with Sydney Airport without regard for the people of Sydney at a time of increasing aircraft noise (as forecast), some of these decisions are:**

**22 March, 1989 - Building the third runway as result of Labor and Liberal parties moving from opposition to the third runway to supporting it because Sydney Airport was running out of capacity as opposed to a policy of an additional airport or replacement airport for Sydney. This delayed the**

additional airport by decades. See appendix which shows that a second airport for Sydney was identified in the 1940s.

1988 - the temporary curfew shoulder period implemented which is still with us.

1994 - The health (dose/response) studies promised as part of the third runway proposal but never funded or delivered.

13 February, 2015 - the increase in the prescribed list of business planes through the curfew. website: <https://infrastructure.gov.au/aviation/environmental/curfews/SydneyAirport/SydneyCurfewBrief.aspx>

The driver to all these piece meal, short term changes is the Tourism lobby strongly advocating for Sydney Airport because of its proximity to the CBD, governments not willing to recognise that Sydney needs another airport and instead propping up an airport with limited land and a finite capacity to operate safely and a privatised airport that wants to maximise its geographic monopoly and profits. The losers of the above decisions are always the noise impacted Sydney residents. and the long term travelling public, airlines and the economy of NSW requiring an airport with sufficient capacity and growth potential for the long term.

The cap, the curfew and LTOP provide benefits supporting a liveable life in Sydney are worth fighting for and should be retained.

The adoption of Information Request 7.1 demonstrates that the Productivity Commission is supporting the aviation lobby long term objective to incrementally relax and remove all environmental constraints on operating volumes on Sydney Airport under the mantra of efficiency without regard to the increasing noise, flight frequency and emissions by this highly polluting aviation industry and an inappropriately located Sydney Airport in the heart of Sydney.

Surely, the solution is not to have an airport at the centre of a city and when that airport is out of capacity rather than build another airport to replace it. Once again, the aviation lobby and the Productivity Commission is proposing propping up an airport beyond its economic life at the expense of the residents of Sydney

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– **March, 2019**

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<sup>1</sup>NAN Table 1: Aircraft event levels above 70 dbA(correlated) at Sydenham Noise Monitoring Monitor (between January - March, 2018) from the Department of Infrastructure and Regional Development "Aircraft Noise website"

Appendix A - Second Sydney Airport - A Chronology

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## Appendix A - Second Sydney Airport - A Chronology

This excerpt from the Australian Parliamentary website includes the chronology for both the Third Runway at Sydney Airport and the need for building a second Sydney airport commencing in the 1940's.

Excerpt from Australian Parliamentary website:

[https://www.aph.gov.au/About\\_Parliament/Parliamentary\\_Departments/Parliamentary\\_Library/Publications\\_Archive/Background\\_Papers/bp9798/98BP20](https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/Publications_Archive/Background_Papers/bp9798/98BP20)

## Chronology

Milestones	Details	Source Documents
<b>1946</b>  Investigation into international airport sites	A study is undertaken to determine the best site for the development of an international airport in Sydney. Sites studied include Towra Point, Bankstown and Mascot. Between 1946 and 1968, Federal, State and local governments discuss the Towra Point site, which is eventually ruled out because of environmental difficulties.	Department of Aviation. <i>Second Sydney Airport. Site selection Programme Draft Environmental Impact Statement.</i> Ultimo, NSW, Kinhill Stearns, April 1985.
<b>15 April 1964</b>  Reports of an initial study into the second airport	It is reported that authorities from the Department of Civil Aviation and the NSW Government are discussing the establishment of a second major airport in Sydney.	'Suggestion of new airport', <i>Canberra Times</i> , 15 April 1964.
<b>4 November 1964</b>  NSW wants Towra Pt in Botany Bay to be the location of the second airport	It is reported that a study undertaken by the NSW government recommends establishing a second airport at Towra Pt in Botany Bay. The study recommends that the airport should be built by 1980 when it predicts services at Kingsford-Smith Airport (KSA) would be at maximum capacity.	'Site for new jet airport is right on our doorstep', <i>Daily Telegraph</i> , 4 November 1965.

<p><b>24 September 1965</b></p> <p>The Federal Government recognises the need to identify a site.</p>	<p>It is reported that the Parliamentary Standing Committee on Public Works tables its report on the airport needs of Sydney. The report recommends that steps be taken as soon as possible to identify the site for the development of Sydney's second major airport.</p>	<p>'Decision urged on Sydney's second airport', <i>Daily Telegraph</i>, 24 September 1965.</p>
<p><b>January 1969</b></p> <p>Major Airport Requirements for Sydney Study</p>	<p>The Commonwealth establishes a committee comprising representatives from the Department of Civil Aviation, the Department of the Interior, the Treasury and the Department of Works to advise the Government on the airport needs of Sydney. The committee is asked to consider the possible location of a second airport. The committee subsequently considers 11 sites: Wyong (North Head and Warnervale), Somersby, Richmond, Badgery's Creek, Fleurs, Marsden Park, Longpoint, Lucas Heights, Duffy's Forest and Wattamolla.</p>	<p><i>House of Representatives Hansard</i>, 15 September 1971, p. 1344.</p> <p><i>Statement by the Minister for Transport and the Minister for Civil Aviation, The Hon. C Jones, MP</i>, 12 February 1973.</p>
<p><b>15 September 1971</b></p> <p>Government committee recommends a second airport. Commonwealth-State committee to consider sites</p>	<p>The Government releases the results of the committee's work, which finds a second airport to be necessary. The committee narrows down the possible location to sites in Richmond, Somersby, Duffy's Forest and Wattamolla. The final decision is referred to a joint Commonwealth-State committee. The government directs this committee to consider the Richmond and Somersby sites above the other sites.</p>	<p><i>House of Representatives Hansard</i>, 15 September 1971, p. 1348.</p>
<p><b>5 December 1971</b></p> <p>Opposition to airport at Somersby</p>	<p>It is reported that 500 people demonstrate against the building of the airport at Somersby.</p>	<p>'500 protest at Gosford', <i>SMH</i>, 6 December 1971.</p>
<p><b>22 December 1971</b></p> <p>Duffy's Forest site ruled out</p>	<p>It is reported that the Minister for Civil Aviation, Senator the Hon. Robert Cotton rules out the possibility of an airport at Duffy's Forest because of its potential impact on Kuringgai Chase National Park.</p>	<p>'No Airport at Duffy's Forest', <i>Telegraph</i>, 23 December 1971.</p>



<p><b>19 May 1972</b></p> <p>Consultants engaged to produce cost/benefit analysis</p>	<p>The Minister for Civil Aviation, Senator Cotton announces that a British firm, R. Travers Morgan and Partners, had been engaged to undertake cost/benefit analysis of the alternative proposals for a second Sydney airport. The study will report to the Commonwealth-State Committee set up to report on the siting of the second airport.</p>	<p>Senator Robert Cotton, 'Appointment of consultants for Sydney airport. Benefit/Cost study'. <i>Press Release</i>, 19 May 1972.</p>
<p><b>7 August 1972</b></p> <p>Seadrome suggested</p>	<p>It is reported that Mr John Armitage MP advocates an airport at sea-a seadrome.</p>	<p>'Down to earth about an airport at sea', <i>Australian</i>, 7 August, 1972.</p>
<p><b>2 December 1972</b></p> <p>Change of Government</p>	<p>Federal Election. Whitlam ALP Government replaces McMahon LIB-CP Government</p>	<p><i>Parliamentary Handbook</i>. Canberra, Department of the Parliamentary Library, 1996.</p>
<p><b>July 1973</b></p> <p>Environmental Impact Studies published</p>	<p>The Commonwealth-State committee publishes its report on the Environmental Impact Studies completed for each airport site proposed.</p>	<p>Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney</i>. Volume 2 Summary Report. Environmental Study Group, July 1973.</p>
<p><b>27 August 1973</b></p> <p>Cabinet rejects recommendations that KSA be expanded before second airport built</p>	<p>It is reported that Cabinet considers the report of the Commonwealth-State committee, which recommends extending the capacity of KSA before constructing a new airport. Cabinet rejects the recommendations, and a second airport site is chosen.</p>	<p>'Airport site', <i>Sun</i>, 28 August 1973.</p>

<p><b>28 August 1973</b></p> <p>Galston chosen as the location of the airport</p>	<p>Minister for Transport The Hon. Mr Charlie Jones, MP announces the decision to site the second Sydney airport at Galston, north-west of Sydney.</p>	<p>Department of civil aviation, 'Sydney second airport site chosen', <i>Press Release</i>, 28 August 1973.</p>
<p><b>12 September 1973</b></p> <p>Protests against the airport at Galston</p>	<p>It is reported that about 2000 people travel to Canberra to protest against the siting of the airport at Galston.</p>	<p>'2,000 turn out to protest', <i>West Australian</i>, 12 September 1973.</p>
<p><b>13 September 1973</b></p> <p>Caucus approves Galston. Recommends study of Goulburn site</p>	<p>It is reported that the ALP Caucus approves the decision of the government to pursue Galston as the site for Sydney's second airport. In addition, Caucus stipulates that another study be conducted into the feasibility of an alternative site in the Canberra-Goulburn area.</p>	<p>'Caucus decision clouds airport issue', <i>Australian</i>, 13 September 1973.</p>
<p><b>10 May 1974</b></p> <p>Minister rules out airport for Galston</p>	<p>The Minister for Transport, Mr Jones, rules out the possibility of the second airport being located at Galston. It is claimed that the site is not feasible financially and environmentally, and is located too close to the Richmond RAAF base.</p>	<p>Address by the Hon. C Jones, MP, at the Baulkham Hills Community Centre, Windsor Road, Baulkham Hills, NSW Friday 10 May, 1974.</p>
<p><b>11 June 1974</b></p> <p>Galston protest group advocates extra runway at KSA</p>	<p>The Galston Airport Protest Committee publishes a report on the airport needs of Sydney. Recommendations are the same as those reached by the Commonwealth-State committee, that is, a new runway at KSA should be favoured over the building of a second airport.</p>	<p>Galston Airport Protest Committee. <i>Sydney's Airport needs...an outline study: The Spring Report</i>. Galston, NSW, The Committee, 1974.</p>

<p><b>15 October 1975</b></p> <p>Consultants report rules out Goulburn location</p>	<p>It is reported that the results of studies by R Travers Morgan and Company and the Department of Transport are tabled in Federal Parliament. The reports rule out the building of the second airport at Goulburn because of the high capital costs involved.</p>	<p>'Goulburn airport plan killed in Parliament', <i>Sydney Morning Herald</i>, 15 October 1975.</p>
<p><b>13 December 1975</b></p> <p>Change of Government</p>	<p>Federal Election. Fraser LIB-NCP Government replaces Whitlam ALP Government.</p>	<p><i>Parliamentary Handbook</i>. Canberra, Department of the Parliamentary Library, 1996.</p>
<p><b>4 May 1976</b></p> <p>NSW report shows that KSA could cope</p>	<p>It is reported that a confidential NSW Government document shows that use of KSA would not increase as much as forecast, and could cope with air traffic until the turn of the century.</p>	<p>'Airport can probably cope, says report', <i>SMH</i>, 4 May 1976.</p>

**6 July 1976**

New inquiry into airport needs initiated

It is reported that a combined Commonwealth-State government inquiry into the second airport is to examine whether to build a second runway at Kingsford-Smith or to build the second airport. This group is known as the Major Airport Needs of Sydney (MANS) group. Five sites are considered for the second airport: Holsworthy; Rossmore-Bringelly; Rouse Hill; Marsden Park and Nelson.

The group comprises:

**Commonwealth**

Department of Transport

Department of Finance

Department of Environment, Housing and Community Development

Department of Construction

**State**

NSW Planning and Environment Commission

State Pollution Control Commission

Traffic Authority of NSW

Premier's Department

The group is to:

- 
- review the airport needs of Sydney and recommend a strategy for airport development over the next 25 years
  
- identify future trends in demand for air transport and the likely timing for additional major facilities
  
- the possibility of establishing a second airport
  
- if a second airport is recommended, the

'New inquiry on airport sites planned', *SMH*, 6 July 1976.

MANS. *What are the major airport needs of Sydney?* Canberra, AGPS, 1977.

<p><b>3 October 1976</b></p> <p>International association says second airport unnecessary</p>	<p>It is reported that the International Air Transport Association (IATA) considers the second Sydney airport to be unnecessary.</p>	<p>'Airport plans still up in the air', <i>Sunday Telegraph</i>, 3 October 1976.</p>
<p><b>27 May 1977</b></p> <p>MANS group outlines four zones in which airport could be located</p>	<p>It is reported that the MANS group releases a pamphlet which outlines four zones being considered for the second airport. The zones include areas near Annangrove, Richmond, Bringelly and Holsworthy.</p>	<p>'Four zones selected for airport study', <i>SMH</i>, 27 May 1977.</p>
<p><b>28 May 1977</b></p> <p>Bureau of Transport Economics study shows that KSA could cope</p>	<p>It is reported that a study undertaken by the Bureau of Transport Economics shows that Sydney airport can handle increased air traffic until the year 2000 with only minor modifications. The report implies that past estimates of growth in air traffic have been grossly overestimated.</p>	<p>'Mascot can cope, says new report', <i>Australian</i>, 28 May 1977.</p>
<p><b>1 March 1978</b></p> <p>Holsworthy eliminated as a possible site for airport</p>	<p>It is reported that the Holsworthy site is dropped from those being considered by the MANS group because of an unknown number of unexploded military projectiles which litter the site.</p>	<p>'Holsworthy rejected as site for airport', <i>SMH</i>, 1 March 1978.</p>
<p><b>12 June 1978</b></p> <p>MANS may recommend second runway</p>	<p>It is reported that the MANS group will recommend the building of a third runway over the construction of a second airport.</p>	<p>'Sydney misses out on second airport', <i>Australian</i>, 12 June, 1978.</p>
<p><b>1 November 1978</b></p> <p>MANS reports issued</p>	<p>It is reported that the MANS group issues four reports which deal with the environmental and economic challenges being faced in planning future airport services.</p>	<p>'New site of new runway proposed', <i>SMH</i>, 1 November 1978.</p>

<p><b>28 May 1978</b></p> <p>Opposition to KSA extensions</p>	<p>It is reported that the Deputy Leader of the Opposition, Mr Bowen steps up opposition to KSA extensions, calling for trade unions to place boycotts on any work to be undertaken. Mr Bowen's electorate is Kingsford-Smith.</p>	<p>'Opposition to Sydney airport extension', <i>Canberra Times</i>, 28 May 1979.</p>
<p><b>20 December 1979</b></p> <p>Commonwealth members of MANS release preliminary report. Recommend third runway and second airport at Badgery's Creek, if needed.</p>	<p>The MANS group releases a preliminary report from Commonwealth members on 14 December. NSW representatives disassociate themselves from the report. The construction of a third runway at KSA is recommended. In the event that a second airport is needed in the future, the report recommends that it be constructed at Badgery's Creek.</p> <p>The NSW Minister for Planning and Environment, Mr Landa, refuses to accept the recommendation of a third runway at KSA.</p>	<p>'Sydney airport and the community', <i>News Release</i>, The Hon. Ralph J. Hunt, MP, Federal Minister for Transport. 16 October 1981 81/1708.</p> <p>'NSW and C'wealth still argue over second airport', <i>AFR</i>, 20 December 1979.</p>
<p><b>8 October 1980</b></p> <p>Labor pledges second airport</p>	<p>With a federal election imminent, it is reported that the Opposition leader Mr Hayden pledges that a Labor government would build a second airport near Sydney.</p>	<p>'Challenges fly over airport site', <i>Daily Telegraph</i>, 8 October 1980.</p>
<p><b>20 February 1981</b></p> <p>Premier urges a decision</p>	<p>It is reported that the Premier of NSW says that the Federal Government should stop delaying, and make a decision about expanding KSA or constructing a second airport.</p>	<p>'Wran calls for airport decision', <i>SMH</i>, 20 February 1981.</p>
<p><b>15 April 1981</b></p> <p>Prime Minister invites NSW to participate in process</p>	<p>The Prime Minister Mr Fraser writes to the Premier of NSW, Mr Wran. In the letter, the Prime Minister invites the Premier and his Government to cooperate with the Commonwealth to determine a site for the second airport, and to rapidly develop a parallel runway at KSA.</p>	<p>Prime Minister, '<i>MANS Study (Letter to NSW Premier)</i>', 15 April 1981.</p>

<p><b>22 May 1981</b></p> <p>Government confirms that airport will not be at Holsworthy</p>	<p>The Government reiterates its decision that the second airport will not be built at Holsworthy. It claims the site is unsuitable because of:</p> <ul style="list-style-type: none"> <li>• its proximity to Lucas Heights</li> <li>• its susceptibility to fogs</li> <li>• the possibility of contaminating Worona catchment area</li> <li>• the danger of unexploded shells</li> <li>• resultant air traffic congestion in the Sydney region, and</li> <li>• the impairment of many communities.</li> </ul>	<p>Telegram from Minister for Transport Hon. R. Hunt to Hon. Les Johnson, MHR for Hughes, Opposition Whip, 22 May 1981.</p>
<p><b>22 July 1981</b></p> <p>NSW rejects third runway</p>	<p>It is reported that the Premier of NSW, Mr Wran, rejects the Commonwealth's proposals regarding the third runway.</p>	<p>'Airport: Wran volleys to Fraser', <i>SMH</i>, 11 July 1981.</p>
<p><b>22 July 1981</b></p> <p>Commonwealth condemns NSW's rejection of third runway</p>	<p>The Prime Minister, Mr Fraser and the Minister for Transport, Mr Hunt condemn the Premier of NSW, Mr Wran's, rejection of the Commonwealth's offer to develop a parallel runway.</p>	<p>Ralph J. Hunt, Federal Minister for Transport. 'Premier Ignores Facts', <i>News Release</i>, 81/1650, 22 July, 1981.</p> <p>'Sydney Airport', Prime Minister, 22 July 1981.</p>

<p><b>16 October 1981</b></p> <p>Commonwealth refuses to name a site without NSW cooperation</p>	<p>The Federal Government refuses to name a site for the second airport claiming that to do so would enable the NSW (Labor) Government to make political capital out of the decision.</p>	<p>Ralph J. Hunt, Federal Minister for Transport, 'Sydney airport and the community', <i>News Release</i>, 16 October 1981. 81/1708.</p>
<p><b>7 October 1982</b></p> <p>Commonwealth announces third runway construction</p>	<p>It is reported that the Minister for Aviation, The Hon. Wal Fife MP announces that the Commonwealth would proceed (without the agreement of the State Government) to build a third runway at KSA. Construction is not to start until 1984, and is to be complete by 1992.</p>	<p>'New runway pledge: jobs and less noise', <i>SMH</i>, 8 October 1982.</p>
<p><b>22 August 1982</b></p> <p>Delays at KSA involving large costs</p>	<p>The Minister for Aviation Mr Fife claims that delays at KSA are costing as much as \$30m a year.</p>	<p>The Hon. Wal Fife, MP, 'Airport capacity in Sydney', <i>News Release</i>, 23 August 1982, 82/58.</p>
<p><b>5 March 1983</b></p> <p>Change of Government</p>	<p>Federal Election. Hawke ALP Government replaces Fraser LIB - NCP Government.</p>	<p><i>Parliamentary Handbook</i>. Canberra : Department of the Parliamentary Library, 1996.</p>
<p><b>27 September 1983</b></p> <p>Second Sydney Airport Site Selection Programme commences</p>	<p>The Minister for Aviation, the Hon. K. Beazley MP, and the NSW Minister for Environment and Planning, the Hon. E. Bedford announce a joint Commonwealth-State program to identify a site for the second Sydney airport. The program is to draw heavily from the work done by the MANS group, and is expected to announce a site after mid 1985.</p>	<p>'Second Sydney airport site', <i>News Release</i>, Minister for Aviation, 27 September, 1983.</p>
<p><b>13 February 1984</b></p> <p>Commonwealth study into aviation needs of Sydney</p>	<p>The Commonwealth Government announces the establishment of a committee to inquire into the General Aviation needs of Sydney. The Committee is to provide input to the second Sydney airport and KSA planning processes.</p>	<p>'General Aviation Study for Sydney region', <i>Department of Aviation Information Press Release</i>, 13 February 1984, 84/009.</p>



<p><b>18 September 1984</b></p> <p>Sites for second airport narrowed down</p>	<p>The Minister for Aviation, Mr Beazley, announces that the sites being considered for the second airport have been narrowed down to Wilton and Badgery's Creek. Sites that had also been considered included Bringelly, Darkes Forest, Gundry Plains near Goulburn, Holsworthy, Londonderry, Scheyville, Somersby, and Warnervale.</p>	<p>The Hon. K Beazley, MP, Minister for Aviation, 'Wilton and Badgery's Creek selected for further study as location for SSA. <i>News Release</i>, 18 September 1984, 84/79.</p>
<p><b>22 March 1985</b></p> <p>Minister expects decision on site soon</p>	<p>In response to a question in the House, the Minister for Aviation, the Hon Peter Morris MP says 'I should be able to tell the honourable member by September which of the two sites has been selected' <i>for the second airport [sic]</i>.</p>	<p><i>House of Representatives Hansard</i>, 25 March 1985, p. 806.</p>
<p><b>3 May 1985</b></p> <p>Proposed layouts for two sites released</p>	<p>The Minister for Aviation, Mr Morris, releases for public comment the proposed layouts for the second airport at Badgery's Creek and Wilton.</p>	<p>The Hon. Peter Morris, MP, Minister for Aviation, 'Minister previews proposed second Sydney airport layouts', <i>News Release</i>, 3 May 1985, 85/014.</p>
<p><b>12 June 1985</b></p> <p>Draft EIS released</p>	<p>A draft Environmental Impact Statement on the Wilton and Badgery's Creek sites is released for public comment.</p>	<p>The Hon. Peter Morris, MP, 'Minister releases environment study on second Sydney airport sites', <i>News Release</i>, 12 June 1985. 85/026,</p>
<p><b>16 July 1985</b></p> <p>Opposition prefers third runway</p>	<p>The Opposition confirms its policy that in government it would develop the third runway before commencing to construct the second airport.</p>	<p>Bruce Lloyd, MP, Shadow Minister for Aviation, 'Mascot priority over second Sydney airport', <i>News Release</i>, 16 July 1985.</p>

<p><b>2 December 1985</b></p> <p>Decision on site close</p>	<p>The environmental assessment of the Badgery's Creek and Wilton sites are completed. The Minister for Aviation, Mr Morris, says 'It is clear that there is no major factor which precludes selecting either site.'</p>	<p>The Hon. Peter Morris, MP, Minister for Aviation. 'Second Sydney airport supplement released'. <i>News Release</i>, 2 December 1985.</p>
<p><b>10 December 1985</b></p> <p>Cabinet defers decision</p>	<p>It is reported that after an hour's debate, Cabinet defers its decision regarding the location of the second airport until the following Monday.</p>	<p>'Airport site choice delayed', <i>SMH</i>, 10 December 1985.</p>
<p><b>16 December 1985</b></p> <p>Cabinet defers decision</p>	<p>It is reported that Cabinet had deferred the decision on the location of the second airport due to a high Cabinet workload. The issue is to be considered at the first Cabinet meeting in February 1986.</p>	<p>'Cabinet again grounds airport decision', <i>AFR</i>, 16 December 1985.</p>
<p><b>17 February 1986</b></p> <p>Badgery's Creek announced</p>	<p>The Government announces that Badgery's Creek is to be the site for the second airport. Land acquisition is to start immediately, but a timetable for construction is to depend on needs. KSA is to remain the principal Sydney airport.</p>	<p>The Hon. Peter Morris, MP, Minister for Aviation 'Second Sydney airport site announced', <i>News Release</i>, 17 February 1986.</p>
<p><b>20 August 1986</b></p> <p>Additional measures announced to help Badgery's Creek landowners</p>	<p>A number of Badgery's Creek landowners report hardships that have arisen from the Government purchasing their land for the second airport. As a result the Government announces a number of measures to assist, including government assistance to meet the cost of legal and valuation advice and relocation and re-investment costs. Extra financial allocations are also made available to expedite the settlement of purchase agreements.</p>	<p>The Hon. Tom Uren, MP, Minister for Local Government and Administrative Services 'Second Sydney Airport', <i>Media Statement</i>, 20 August 1986.</p>
<p><b>12 April 1988</b></p> <p>Calls for third runway at KSA</p>	<p>It is reported that the general manager of Sydney airport, Mr Peter Snelling, calls for the construction of a third runway and other measures to help ease congestion at the airport in the short term, as the construction of the second airport would take many years.</p>	<p>'Call for third Sydney runway', <i>AFR</i>, 12 April 1988.</p>

<p><b>November 1988</b></p> <p>Report finds that third runway or second airport necessary as soon as possible</p>	<p>The report of the Joint Commonwealth-New South Wales Government task force is published. In the Summary of Findings, the report states:</p> <p>The planning and construction of a third runway at KSA and/or the development of Badgery's Creek should proceed as a matter of priority.</p>	<p>Joint Commonwealth/New South Wales Government Task Force. <i>The Airport Needs of the Sydney Basin</i>. The Committee, November 1988, p. 1.</p>
<p><b>8 November 1988</b></p> <p>Transport Minister proposes fast tracking Badgery's Creek</p>	<p>It is reported that Transport and Communications Minister, the Hon. Ralph Willis MP, submits to Cabinet a proposal for funding to fast track the construction of the second airport.</p>	<p>'Second airport in three years', <i>Daily Telegraph</i>, 8 November 1988.</p>
<p><b>7 December 1988</b></p> <p>Senate Committee recommends third runway after second airport</p>	<p>The Senate Standing Committee on Transport, Communications and Infrastructure tables its report. The report views the third runway at KSA as a possibility after Badgery's Creek becomes operational.</p>	<p>SSCTCI, <i>The Adequacy of International Terminal and Aircraft Handling Facilities at Sydney Airport</i>, Canberra, Senate, December 1988.</p>
<p><b>8 December 1988</b></p> <p>NSW report finds third runway not immediately necessary</p>	<p>The NSW Minister for Tourism, the Hon. Garry West MLA, strongly criticises the Senate Transport and Communications Committee's report on KSA, which found that a third runway would not be necessary in the short term.</p>	<p>Garry West, Chief Secretary and Minister for Tourism, <i>Press Release</i>, 8 December 1988.</p>
<p><b>13 December 1988</b></p> <p>Premier questions safety at KSA</p>	<p>It is reported that the NSW Premier, the Hon. Nick Greiner MLA, said that KSA is operating 'on the edge' of acceptable safety standards because of a decision by the Federal Government not to build the third runway.</p>	<p>'Airport 'on edge' of safety standards', <i>Australian</i>, 13 December 1988.</p>

<p><b>12 February 1989</b></p> <p>Minister and Premier disagree on construction time</p>	<p>The Minister for Transport and Communications Support, the Hon. Gary Punch MP is reported to have said that the second airport could be up and running at Badgery's Creek within three years. This is described by the Premier of NSW, Nick Greiner as 'ludicrous', as construction was likely to take at least 10 years.</p>	<p>'Battle for the airport hotting up', <i>Sunday Telegraph</i>, 12 February, 1989.</p> <p>The Hon. Nick Greiner, Premier of New South Wales, Australia. <i>News Release</i>. 7 February 1989.</p>
<p><b>7 March 1989</b></p> <p>Cabinet discusses second airport plan</p>	<p>It is reported that the Minister for Transport and Communications, the Hon. Ralph Willis MP, presents Cabinet with a proposal for the second airport. The submission is opposed by the Departments of Treasury and Finance. After some discussion, the decision is deferred.</p>	<p>'Fed Govt remains undecided on Sydney runway proposals', <i>AFR</i>, 7 March 1989.</p>
<p><b>10 March 1989</b></p> <p>Cabinet discusses second airport plan</p>	<p>It is reported that Cabinet meets to discuss the third runway and the second airport. A decision is deferred.</p>	<p>'Pressure builds as ministers thrash out a solution', <i>Daily Telegraph</i>, 11 March 1989.</p>
<p><b>14 March 1989</b></p> <p>Cabinet defers decision on airport</p>	<p>It is reported that Cabinet had again deferred its decision on the airports.</p>	<p>'Cabinet ducks runway ruling', <i>SMH</i>, 15 March 1989.</p>
<p><b>21 March 1989</b></p> <p>Cabinet discusses second airport plan</p>	<p>It is reported that Cabinet meets to discuss the airports. Discussions last for several hours.</p>	<p>'Sydney gets third runway', <i>Canberra Times</i>, 22 March 1989.</p>

<p><b>22 March 1989</b></p> <p>Decision to build third runway announced</p>	<p>The Prime Minister, the Hon. Robert J. Hawke MP, announces the Government's decision to develop a third runway at KSA (subject to a favourable Environmental Impact Statement (EIS)) and to begin the development of a second airport at Badgery's Creek. The remainder of land required for the second airport is to be acquired, and a general aviation facility to be constructed immediately. Design work for future development is also to commence.</p>	<p>The Hon. Bob Hawke, MP, <i>Joint statement from the Prime Minister and the Minister for Transport and Communications the Hon. Ralph Willis</i>, 22 March 1989.</p>
<p><b>25 March 1989</b></p> <p>Minister to be moved</p>	<p>It is reported that the Minister for Aviation Support, Mr Punch, member for Barton, which would be affected by airport noise, (who lobbied strongly against the third runway) is to be moved to another job in the ministry.</p>	<p>'Punch to get new job: Hawke', <i>Age</i>, 25 March 1989.</p>
<p><b>28 March 1989</b></p> <p>Minister resigns</p>	<p>Gary Punch, resigns from the Ministry, and vows to lead the public fight against the third runway at KSA.</p>	<p>'I quit to fight runway: Punch', <i>Daily Telegraph</i>, 29 March 1989.</p>
<p><b>7 December 1989</b></p> <p>Cemetery at Badgery's Creek may delay construction</p>	<p>It is reported that laws pertaining to restrictions on the exhumation of bodies may delay the moving of a cemetery in the Badgery's Creek area, which could delay the construction of the second airport until 1995. It is later reported that the bodies were exhumed in secret on 17 January 1990.</p>	<p>'New airport shatters peace of the dead', <i>SMH</i>, 7 December 1989.</p> <p>'Collins has bodies moved in secret', <i>SMH</i>, 18 January 1990.</p>
<p><b>20 February 1990</b></p> <p>Opposition policy-KSA to have precedence over second airport</p>	<p>The Opposition releases its aviation and tourism policy which states:</p> <p>While compensation to land holders at Badgery's Creek will be honoured, construction of a second international airport will not be undertaken until all possible improvements are made to capacity and safety at Kingsford-Smith Airport and the need for an additional airport clearly defined.</p>	<p>Liberal Party of Australia/National Party. <i>Tourism Action Plan</i>, March 1990, p. 2.</p>

<p><b>May 1990</b></p> <p>Preliminary design work commissioned</p>	<p>The Government commissions the Federal Airports Corporation to arrange preliminary design work for general aviation facilities at Badgery's Creek.</p>	<p>The Hon. Bob Collins, MP, Minister for Shipping and Aviation Support 'Contract let for airport design concept'. <i>Press Release</i>, May 1990, 3/90.</p>
<p><b>19 September 1990</b></p> <p>Study says second airport not viable</p>	<p>It is reported that the EIS on the third runway casts doubt on the viability of a second airport at Badgery's Creek, and claims that several million additional passengers a year would be needed to secure its viability.</p>	<p>'Second airport not viable', <i>Australian</i>, 19 September 1990.</p>
<p><b>19 December 1990</b></p> <p>Some work at Badgery's Creek starts</p>	<p>Work on road infrastructure at Badgery's Creek commences. The Federal Government announces that it has allocated \$20 million to improve road access to the site.</p>	<p>The Hon. Bob Brown, MP, Minister for Land Transport, 'Work Starts on Badgery's Creek infrastructure', <i>Media Release</i>, 19 December 1990, 285/90.</p>
<p><b>30 April 1991</b></p> <p>Study shows no pressing need for second airport</p>	<p>It is reported that a study by Coopers and Lybrand had found that the third runway at KSA would obviate the need for a second airport until 2014.</p>	<p>'Badgery's 'not needed until 2014', <i>The Bulletin</i>, 30 April 1991.</p>
<p><b>14 November 1991</b></p> <p>Cabinet approves third runway. Caucus divided on issue</p>	<p>After the receipt of a favourable EIS about the construction of a third runway at KSA, it is reported that Cabinet approves the project. Minister Peter Baldwin, and other Sydney-based Labor MPs speak against the third runway at a special Caucus meeting. Cabinet is shortly to examine a proposal to build a scaled-down aerodrome at Badgery's Creek, initially capable of taking light aircraft, but with the potential to be later developed into an international standard airport.</p>	<p>'Runway given go-ahead despite caucus opposition' <i>Age</i>, 14 November 1991.</p>

<p><b>14 November 1991</b></p> <p>Local Councils in favour of substantial development</p>	<p>It is reported that the Western Sydney Regional Organisation of Councils will mount a legal challenge to Cabinet's decision to construct a general aviation facility at Badgery's Creek, rather than a domestic and international airport.</p>	<p>'Badgery's lobby to challenge decision', <i>Australian</i>, 14 November 1991.</p>
<p><b>11 December 1991</b></p> <p>Funds committed to second airport</p>	<p>It is reported that Cabinet had committed \$54 million towards the immediate development of the airport at Badgery's Creek. An 1800 metre runway would be constructed to allow the airport to take small jet aircraft by 1994.</p>	<p>'Govt agrees to lift funding for Badgery's Creek airport', <i>AFR</i>, 11 December 1991.</p>
<p><b>3 June 1992</b></p> <p>Parliamentary Committee to examine second airport plans</p>	<p>The House of Representatives refers the proposed construction of Stage 1 of Badgery's Creek to the Standing Committee on Public Works. Stage 1 is to involve the provision of a general aviation airport, with an 1800 metre runway, parking, access roads, and a modest terminal building.</p>	<p>Parliamentary Standing Committee on Public Works, <i>Report relating to the Badgery's Creek Airport Development Stage 1</i>. Canberra, Parliament: 1992.</p>
<p><b>26 June 1992</b></p> <p>Construction at Badgery's Creek commences</p>	<p>It is reported that Senator Collins, the Minister for Transport and Communications, turns the first sod at Badgery's Creek to symbolise the commencement of stage one of construction.</p>	<p>'Badgery's Creek airport work starts', <i>SMH</i>, 27 June 1992.</p>
<p><b>31 August 1992</b></p> <p>Local government wants international standard airport</p>	<p>It is reported that in public hearings the Parliamentary Standing Committee on Public Works is told by the Western Sydney Regional Organisation of Councils that an international standard airport should be built, rather than the smaller general aviation airport proposed by the Federal Airports Corporation (FAC).</p>	<p>'Badgery's Creek plan wasteful-councils', <i>SMH</i>, 31 August 1992.</p>

<p><b>16 December 1992</b></p> <p>Parliamentary committee recommends larger airport possibly privately financed</p>	<p>The Public Works Committee tables in Parliament its report on Badgery's Creek development. The Committee recommends that the general aviation facility including the 1800m runway, as proposed by the FAC should be expanded to include a 2900m runway. The Committee further proposes, that if the Federal Government is unwilling to fund this expansion, a consortium of governments and other parties could develop the airport through private funding.</p>	<p>Parliamentary Standing Committee on Public Works, 'Public could fund Badgerys Creek airport development', <i>Media Release</i>, 16 December 1992.</p>
<p><b>17 December 1992</b></p> <p>Construction of general aviation airport approved by Parliament</p>	<p>The Minister for Shipping and Aviation Support announces that Federal Parliament had approved the first stage of the airport at Badgery's Creek. Construction is to commence in 1992, and the airport operational in 1995. The first stage is to comprise a 1800m runway and general aviation facilities.</p>	<p>Senator the Hon. Peter Cook, Minister for Shipping and Aviation Support 'Work to start at Badgerys Creek airport' <i>Press Release</i>, 17 December 1992/92.</p>
<p><b>11 February 1993</b></p> <p>Opposition policy to develop second airport to full international standard</p>	<p>John Hewson, leader of the Opposition, says that in Government, the Opposition would fast track the approval of the development of Badgery's Creek as a major airport. Development would be by the private sector in association with local authorities.</p>	<p>John Hewson, MP, Leader of the Opposition. 'Jobs and growth from the Coalition's commitment to the Badgerys Creek airport development', <i>Media Release</i>, 11 February 1993.</p>
<p><b>9 September 1993</b></p> <p>Report says international airfreight not viable at second airport in the short term</p>	<p>The Minister for Transport and Communications, Senator the Hon. Bob Collins, reaffirms the Government's commitment to a staged development of Badgery's Creek. This is in response to a report by Access Economics, commissioned by a Government-established committee to investigate the potential to bring forward development of facilities for international airfreight services. The report recommends against early development, as it finds that early development would not be commercially viable.</p>	<p>The Hon. Bob Collins, MP, Minister for Transport and Communications, 'Federal Government reaffirms support for Badgery Creek airport', <i>Media Release</i>, 9 September 1993, 70/93.</p>



<p><b>October 1993</b></p> <p>National Transport Planning Taskforce established</p>	<p>Taskforce established by the Minister for Transport and Communications to report on national infrastructure needs and operational improvements required to meet future demand for freight transport.</p>	<p>Bureau of Transport and Communications Economics, <i>Working Paper 14.4 Adequacy of Transport Infrastructure Airports</i>. Canberra, The Bureau, December 1994.</p>
<p><b>12 November 1993</b></p> <p>Airport conference</p>	<p>It is reported that the issue of fast tracking Badgery's Creek to enable it to receive international air freight is a focus of a conference entitled 'Badgery's Creek International Airport'.</p>	<p>'Airport economic impact study urged', <i>AFR</i>, 12 November 1993.</p>
<p><b>24 January 1994</b></p> <p>Government open to private investment to further airport development</p>	<p>The Minister for Transport and Industrial Relations, the Hon. Laurie Brereton MP, reaffirms the Government's commitment to the development of Badgery's Creek as Sydney's second major airport. Mr Brereton says that the first stage of the airport development, providing capacity for general aviation, is expected to be complete by mid 1995. Notwithstanding, commercial proposals to accelerate further development of the airport will be 'seriously considered' by the Government.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations. 'Development of Badgery's Creek airport', <i>News Release</i>, 24 January, 1994, T1/94.</p>
<p><b>4 May 1994</b></p> <p>Badgery's Creek plans extended</p>	<p>Minister Brereton announces that Badgery's Creek development will be accelerated with the building of a 2900m runway capable of handling major aircraft, rather than the 1800m general aviation runway. A task force comprising Commonwealth and NSW representatives is established to oversee planning for expressway and rail links between Badgery's Creek and KSA.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations. 'Development of Badgery's Creek airport to be accelerated', <i>News Release</i>, 4 May, 1994, T27/94.</p>

<p><b>4 November 1994</b></p> <p>Third runway opens</p>	<p>The third runway at KSA opens six months ahead of schedule and \$32m below budget. Subsequently, it is reported that there are numerous protests against the extra noise generated. It is claimed that this noise is primarily the result of aircraft not keeping to designated flight paths.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations. 'Opening of the parallel runway at Sydney airport', <i>News Release</i>, 4 November 1994.</p> <p>'MPs support outrage over airport noise', <i>SMH</i>, 16 November 1994.</p>
<p><b>December 1994</b></p> <p>National Transport Planning Taskforce reports</p>	<p>The Taskforce examines the adequacy of aviation infrastructure for 1995-96 to 2014-15. On the basis of higher demand forecasts, the Taskforce find that capacity at KSA is likely to become inadequate between 2003-04 and 2010-11, but that with the construction of the second airport, capacity is likely to be adequate.</p>	<p>Bureau of Transport and Communications Economics, <i>Working Paper 14.4 Adequacy of Transport Infrastructure Airports</i>. Canberra, The Bureau, December 1994.</p>

<p><b>5 December 1994</b></p> <p>Parliamentary Committee finds that the second airport necessary in time for the Olympics</p>	<p>The report of the House of Representatives Standing Committee on Transport, Communications and Infrastructure tables its report on the adequacy of existing and planned aviation services and infrastructure. The report finds that:</p> <p>...if the construction of Sydney West airport does not proceed according to schedule there is a problem because the committee has concluded that there is a prima facie case that domestic terminal capacity at KSA will not be able to cope with busy hour passenger movements in the Olympic year.</p> <p>The committee recommends:</p> <p>...that the Governments set target dates for the completion of various stages of Sydney West airport, including the year in which the airport would be opened, and that the Government publish this information.</p>	<p>HoR Standing Committee on Transport, Communications and Infrastructure.</p> <p><i>Inquiry into the Sydney 2000 Olympics. The adequacy of existing and planned aviation services and infrastructure.</i> Canberra, The Committee, November 1994.</p>
<p><b>10 December 1994</b></p> <p>Private investment in airport urged</p>	<p>It is reported that a delegation of ministers and backbenchers approach the Treasurer Mr Willis and the Finance Minister, Mr Beazley to push for private sector investment in Badgery's Creek airport in order to further accelerate development.</p>	<p>'Support grows for second airport proposal', <i>Australian</i>, 10 December 1994.</p>
<p><b>22 January 1995</b></p> <p>EIS on Badgery's Creek</p>	<p>The Minister for the Environment, Senator John Faulkner, announces the commencement of a comprehensive EIS on the airport at Badgery's Creek. No work of any environmental significance will be undertaken until the EIS is complete.</p>	<p>Senator the Hon. John Faulkner, Minister for the Environment, Sport and Territories 'Environmental Impact Statement (EIS) for New Sydney Airport', <i>Media Release</i>, 22 January 1995.</p>
<p><b>22 January 1995</b></p> <p>Little done at Badgery's Creek</p>	<p>It is reported that there has been little or no development at Badgery's Creek. Construction works to date include a 'token' swimming pool size sedimentation pond, a short service road, and abandoned work sheds.</p>	<p>'Snail's pace on Badgery's 'fast track'', <i>Sun Herald</i>, 22 January 1995.</p>

<p><b>21 March 1995</b></p> <p>Additional studies on Badgery's Creek</p>	<p>It is reported that three new environmental studies on the effect of the airport at Badgery's Creek on noise, air and water quality are to be commissioned by the Federal Government. It is claimed that these studies will enable the Government to ensure that mistakes made with the third runway at KSA are avoided, and are to clear the way for the Government to fast-track development at the site.</p>	<p>'Badgerys gets into high gear', <i>SMH</i>, 21 March 1995.</p>
<p><b>10 May 1995</b></p> <p>Funding allocated for international standard airport</p>	<p>It is reported that the Budget includes plans and funding to extend the proposed runway at Badgery's Creek from 2900m to 4000m, and to construct a second 2500m parallel runway. The international standard airport is to be at full operational capacity in time for the Sydney 2000 Olympics.</p>	<p>'\$610m to get Badgerys Creek ready for Games', <i>SMH</i>, 10 May 1995.</p>
<p><b>14 April 1995</b></p> <p>Premier proposes corporation</p>	<p>It is reported that the Premier of NSW, Mr Carr, proposes the establishment of a planning and development corporation to oversee the Badgery's Creek airport. The body would be called the 'Sydney West Airport Development Corporation'.</p>	<p>'New corporation to oversee Badgerys plan', <i>SMH</i>, 14 April 1995.</p>
<p><b>9 May 1995</b></p> <p>Budget provides for substantial work on airport</p>	<p>Federal Budget is handed down by the Hon R. Willis. An extra commitment of \$350m is made for land acquisition, planning and construction of the airport. A further \$260m will be made available for new road works.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport. 'Budget 1995/96 Transport portfolio', <i>News Release</i>, 9 May 1995.</p>
<p><b>28 June 1995</b></p> <p>Access roads to be upgraded</p>	<p>Minister Brereton announces that work is to start on the upgrading of Elizabeth Drive, the main access road to the airport at Badgery's Creek.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport. 'Work to start on road links to Sydney west airport', <i>News Release</i>, 28 June 1995, T42/95.</p>

<p><b>10 July 1995</b></p> <p>Qantas to resist moves to Badgery's Creek</p>	<p>It is reported that in a submission to the Senate inquiry into airport noise, the Australian Air Transport Association says that it would cost Qantas one billion dollars to move from KSA to Badgery's Creek.</p>	<p>'Badgery's Creek move to cost Qantas \$1bn: report', <i>SMH</i>, 10 July 1995.</p>
<p><b>21 November 1995</b></p> <p>Funding for airport becomes unavailable</p>	<p>Minister Brereton says that as a consequence of the Opposition blocking the Government's airport leasing legislation in the Senate, a \$2 billion hole in the Budget forward estimates had been created. This means that commencement of work at Badgery's Creek would be delayed, and the airport would not be ready for the Sydney Olympics.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations. 'Howard blocks airport leasing program and wrecks new airport's Olympic timetable', <i>News Release</i>, 21 November 1995, T92/95.</p>

<p><b>30 November 1995</b></p> <p>Senate report on airport noise tabled</p>	<p>The Senate Select Committee on Aircraft Noise in Sydney tables its report, which recommends, <i>inter alia</i>:</p> <ul style="list-style-type: none"> <li>•</li> <li>• that the Government proceed with the development of Sydney West Airport, subject to the satisfactory completion of a genuine environmental impact assessment process conducted in accordance with the recommendations in this report</li> <li>• that the Commonwealth and NSW Governments co-operate as a matter of urgency in the construction of a rail link to the airport</li> <li>• that the NSW Government should develop a timetable for the provision of other infrastructure requirements at SWA (including an aviation fuel pipeline)</li> <li>• that the Government investigate the use of economic incentives such as differential landing charges to encourage airlines to use Sydney West Airport, and</li> <li>• that any slot system introduced at Sydney Airport should not disadvantage new entrants into the industry or regional airlines by requiring them to operate exclusively from Sydney West Airport.</li> </ul>	<p>Senate Select Committee on Aircraft Noise in Sydney. <i>Falling on deaf ears?</i> Canberra: The Committee, November 1995.</p>
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<p><b>1 December 1995</b></p> <p>Construction delayed</p>	<p>It is reported that as a consequence of the defeat of the Government's airport sales legislation, Minister Brereton takes the construction of the Badgery's Creek airport out of the hands of the FAC, and withdraws nearly \$50m in funding. Construction is to be delayed for up to 12 months.</p>	<p>'Badgerys loses \$50m in funding', <i>Australian</i>, 1 December 1995.</p>
<p><b>22 January 1996</b></p> <p>EIS on Badgery's Creek ordered</p>	<p>The Minister for the Environment orders a full EIS on the Badgery's Creek site in order to update the previous EIS, which was done in 1985.</p>	<p>The Hon. Laurie Brereton, MP, Minister for Transport and Industrial Relations, 'EIS for Sydney west airport', <i>News Release</i>, 22 January 1996, T2/96.</p>
<p><b>29 January 1996</b></p> <p>Opposition announces commitment to international airport</p>	<p>In the lead up to the federal election, the Coalition releases its policy on Sydney Airport and Sydney West Airport. The policy states:</p> <p>The Coalition is committed to building a second major airport in the Sydney region</p> <p>The Coalition will ensure that Sydney West Airport is developed to a full international standard as a matter of priority, subject to the results of the Environmental Impact Statement.</p> <p>We will work closely with the NSW Government, local authorities, and the private sector to ensure the necessary road and rail infrastructure is developed, and to ensure that the land around the airport is zoned appropriately.</p>	<p><i>'Putting people first: The Coalition's policy on Sydney Airport and Sydney West Airport'</i>, 29 January 1996.</p>
<p><b>February 1996</b></p> <p>Opposition's Privatisation Policy</p>	<p>The Coalition's Privatisation Policy is released. The policy states:</p> <p>While the Liberal and National Parties supports privatisation of the FAC in principle, it will not proceed with the privatisation of Kingsford-Smith Airport until the problem of the aircraft noise burden is addressed in a fair and equitable manner, including the opening of the East-West Runway to full operations.</p>	<p>Liberal Party of Australia / National Party. <i>Privatisation: in the public interest and for the public benefit</i>. March 1997, p. 9.</p>

<p><b>2 March 1996</b></p> <p>Change of Government</p>	<p>Federal Election. Howard LIB - NPA Government replaces Keating ALP Government</p>	<p><i>Parliamentary Handbook.</i> Canberra, Department of the Parliamentary Library, 1996.</p>
<p><b>22 May 1996</b></p> <p>Holsworthy included in EIS</p>	<p>The Minister for Transport, John Sharp, extends the terms of reference for the Environmental Impact Statement on Badgery's Creek to include Holsworthy. The Minister confirms that the Government is committed to providing Sydney with a second international airport regardless of the outcomes of the studies.</p>	<p>The Hon. John Sharp, MP, Minister for Transport and Regional Development. 'Environmental impact statement for Holsworthy', <i>Media Statement</i>, 21 May 1996, TR33/96.</p>
<p><b>20 August 1996</b></p> <p>Budget includes modest funding commitment for studies and management</p>	<p>In the Federal Budget, the second airport receives \$21m to fund environmental and other studies at Badgery's Creek and Holsworthy, and to manage the Badgery's Creek site.</p>	<p>The Hon. John Sharp, MP, Minister for Transport and Regional Development. 'Summary of major Budget measures'. <i>Press Release.</i>, 20 August 1996, TRB 1/96.</p>
<p><b>17 September 1996</b></p> <p>Badgery's Creek has cost almost \$132 million</p>	<p>In an answer to a question in the House of Representatives, the Minister for Transport and Regional Development, Mr Sharp, says that since 1986, \$131.9m had been spent on property acquisition at Badgery's Creek.</p>	<p>House of Representatives Hansard, 17 September 1996, p. 4495</p>



<p><b>6 November 1996</b></p> <p>Design options released for public comment</p>	<p>The Government releases details of five design options for the airport at Badgery's Creek or Holsworthy, developed by the EIS team.</p>	<p>The Hon. John Sharp, MP, Minister for Transport and Regional Development. 'Second Sydney airport environmental impact statement'. <i>Press Release</i>, 6 November 1996, TR 134.96.</p>
<p><b>5 December 1996</b></p> <p>Land near Badgery's Creek sold by the Government</p>	<p>The Shadow Minister for Transport, Lindsay Tanner, issues a press release which comments on the sale of a substantial piece of Commonwealth land near the Badgery's Creek site. There is speculation that this is an indication that the Government had decided not to proceed with the airport development.</p>	<p>Lindsay Tanner, MP, Shadow Minister for Transport 'Badgery's Creek land sold', <i>Media Release</i>, 5 December 1996.</p>
<p><b>19 March 1997</b></p> <p>Master plans released</p>	<p>The Government releases preliminary master plans for the proposed airport at Badgery's Creek or Holsworthy. The plans set out broad frameworks for the long term development of the airport.</p>	<p>The Hon. John Sharp, MP, Minister for Transport and Regional Development 'Second Sydney Airport master plans', <i>Media Statement</i>, 19 March 1997, TR29.97.</p>
<p><b>30 June 1997</b></p> <p>EIS completed</p>	<p>It is reported that Transport Minister John Sharp receives the draft EIS for Holsworthy and Badgery's Creek. The statements are to be released for public comment.</p>	<p>'Minister sees EIS on airport', <i>Australian</i>, July 1, 1997.</p>
<p><b>26 July 1997</b></p> <p>Holsworthy to go on Register of the National Estate</p>	<p>It is reported that the Holsworthy site is placed on the interim list of the Register of the National Estate. The public has three months to object to permanent listing. Permanent listing would mean that the Government should avoid damaging the area, or unless there were no feasible or prudent alternatives, must consult the Commission before taking action.</p>	<p>'New impediment to Holsworthy', <i>Canberra Times</i>, 26 July, 1997, p. 3.</p>

<p><b>3 September 1997</b></p> <p>Holsworthy eliminated as a potential location</p>	<p>The Government announces that it has eliminated the Holsworthy site as a potential location of the airport on environmental grounds. Environmental assessment of the Badgery's Creek site is to continue.</p>	<p>The Hon. John Sharp, MP, Minister for Transport and Regional Development and Senator the Hon. Robert Hill, Minister for the Environment. 'Government pushes ahead on Badgerys Creek', 3 September 1997, TR114/97.</p>
<p><b>12 October 1997</b></p> <p>Airlines want to stay at KSA</p>	<p>It is reported that major airlines, including Qantas, are lobbying the government to abandon plans for a second airport, and encouraging the expansion of KSA as a substitute.</p>	<p>'Airlines push for fourth runway', <i>Sun-Herald</i>, 12 October 1997.</p>
<p><b>22 December 1997</b></p> <p>Draft EIS released. Decision to be made after process completed</p>	<p>The Federal Minister for Transport, Mark Vaile, releases the draft EIS into Badgery's Creek for public comment, and says that no decision will be made about the siting of the airport until the EIS process is completed.</p> <p>It is reported that Cabinet will make a final decision about the airport in late 1998 or early 1999. This means that the airport will be completed in 2005 at the earliest.</p>	<p>'Long wait for second airport', <i>SMH</i>, 22 December 1997, p. 1.</p> <p>The Hon. Mark Vaile, MP, Minister for Transport and Regional Development, <i>Media Release</i>, 21 December 1997, T20/97.</p>
<p><b>16 January 1998</b></p> <p>Audit of draft EIS finds many problems</p>	<p>The Auditor's Report on the draft EIS for Badgery's Creek is released. The report finds key deficiencies in several areas, and concludes that the EIS lacked sufficient detail for a project of this size.</p>	<p>SMEC, Draft Environmental Impact Statement Second Sydney Airport Proposal. Auditor's Report. January 1998. Sydney: SMEC, 1998.</p>

<p><b>1 February 1998</b></p> <p>Formation of Labor Against Badgerys (LAB)</p>	<p>Federal and State Labor MPs from western Sydney form 'Labor Against Badgerys' (LAB) to protest against the construction of an airport at Badgery's Creek. The group is to:</p> <ul style="list-style-type: none"> <li>•</li> <li>• turn every Labor MP and candidate's office into an Anti-Badgerys Creek Airport Campaign Office</li>   <li>• create a Task Force to coordinate activities with the Alliance of Western Sydney Mayors and other anti-airport community groups</li>   <li>• form an alliance with concerned trade unions</li>   <li>• establish a letter writing campaign.</li> </ul>	<p>Labor Against Badgerys (LAB), Labor forms 'LAB' group to fight Badgerys Creek airport, <i>Press Release</i>, 1 February 1998.</p>
<p><b>22 March 1998</b></p> <p>State Cabinet rejects the EIS</p>	<p>It is reported that State Cabinet has rejected the Badgery's Creek EIS. There is speculation that NSW may refuse to supply roads, rail, water and sewerage if the project goes ahead.</p>	<p>'Air pollution warning for new airport', <i>SMH</i>, 24 March 1998, p. 8.</p>
<p><b>30 March 1998</b></p> <p>Opposition calls for EIS problems to be addressed</p>	<p>Subsequent to the audit of the EIS on Badgery's Creek, the Shadow Ministers for Transport and Environment call for the Government to address the criticisms outlined in the audit report, and to extend the public consultation process for the EIS.</p>	<p>Lindsay Tanner, MP, and Duncan Kerr, MP, 'Badgerys Creek Airport', <i>Media Release</i>, 30 March 1998.</p>

<p><b>3 June 1998</b></p> <p>Local councils vow to fight Badgery's Creek airport</p>	<p>In an about face from their earlier support of the airport, the Western Sydney Alliance of Councils announce that they are committed to fighting the proposed airport at Badgery's Creek. The Alliance state that, with both major parties broadly supportive of the airport, in an election, they would support an alternative anti-airport candidate.</p>	<p>Wester Sydney Alliance. 'Council Alliance puts Badgerys on election agenda', <i>Media Release</i>, June 3, 1998.</p>
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## A listing of reports on the selection of the Second Sydney Airport

(Chronological arrangement)

1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2, Part B1 Specialists Opinion Statements Site 1 - Towra Point.</i> s.l. : Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B2 Specialist Opinion Statements Site 2 Wattamolla.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B3 Specialists Opinion Statements Site 3 - Long Point.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B4 Specialists Opinion Statements Site 4 - Bringelly.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B5 Specialists Opinion Statements Site 5 Badgery's Creek.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B6 Specialists Opinion Statements Site 6 - Duffy's Forest.</i> s.l.: Environmental Study Group, July 1973.

1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B7 Specialists Opinion Statements Site 7 - Horsley/Prospect.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B8 Specialists Opinion Statements Site 8 Marsden Park.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B9 Specialists Opinion Statements Site 9 St Marys.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B10 Specialist Opinion Statements Site 10 Richmond.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 - Part B11 Specialists Opinion Statements Site 11 Blue Gum Creek.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B12 Specialists Opinion Statements Site 12 Rouse Hill.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B13 Specialists Opinion Statements Site 13 Galston..</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B14 Specialists Opinion Statements Site 14 Somersby.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B15 Specialists Opinion Statements Site 15 Wyong.</i> s.l.: Environmental Study Group, July 1973.
1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Part B16 Specialist Opinion Statements Site 16 Sydney (Kingsford-Smith) Airport.</i> s.l.: Environmental Study Group, July 1973.

1973	Commonwealth / State Committee Planning Sydney Airports. <i>Report on the Environmental Impact Study (Stage 1) of Alternative Airport Sites for Sydney. Volume 2 Summary Report.</i> s.l.: Environmental Study Group, July 1973.
1974	Galston Airport Protest Committee. <i>Sydney's Airport needs...an outline study: The Spring Report.</i> Galston, NSW: The Committee, 1974.
1977	Major Airport Needs of Sydney. <i>What are the major airport needs of Sydney?</i> Canberra: AGPS, 1977.
1977	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Approach to economic evaluation. Consulting assistance on economics finance access and urbanisation ; Paper ECON-1</i> [s.l.] : W.D. Scott, 1977.
1977	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Outline specification for the financial model. Consulting assistance on economics finance access and urbanisation ; Paper FIN-2</i> [s.l.] : W.D. Scott, 1977.
1977	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Role and scope of the financial analysis. Consulting assistance on economics finance access and urbanisation ; Paper FIN-1</i> [s.l.] : W.D. Scott, 1977.
1978	Dept. of Transport . <i>Curfews and a second Sydney airport. Australia. (1972-1982).</i> [s.l. : The Dept.?], 1978.
1978	Major airport needs of Sydney. <i>Major airport needs of Sydney : the options.</i> [s.l. : s.n.], 1978.
1978	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Costing of demand suppression. Consulting assistance on economics finance access and urbanisation ; Paper ECON-2</i> [s.l.] : W.D. Scott, 1978.
1978	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Summary documentation of schedule selection model. Consulting assistance on economics finance access and urbanisation ; Paper ECON-4</i> [S.l.] : W.D. Scott, 1978.
1978	Major airport needs of Sydney. W.D. Scott & Co.; R. Travers Morgan Pty Ltd.; Coopers and Lybrand Services. <i>Summary of results of economic evaluations. Consulting assistance on economics finance access and urbanisation ; Paper ECON-3</i> [S.l.] : W.D. Scott, 1978.

1978	Voorhees, Alan M. <i>Report on analysis of environmental information for the major airport needs for Sydney study. Australia (1972-1982)</i> . Dept. of Transport: Melbourne, 1978.
1982	Mills, G. University of Sydney. Dept. of Economics. <i>Investment in airport capacity : a critical review of the MANS study</i> . Sydney : Dept. of Economics, University of Sydney, 1982.
1985	Department of Aviation. <i>Second Sydney Airport : site selection programme</i> . sn:sl, May 1985.
1985	Department of Aviation. <i>Second Sydney airport : site selection programme</i> . Canberra : Dept. of Aviation, 1985.
1985	Kinhill Stearns. <i>Second Sydney airport site selection programme : supplement to the draft environmental impact statement : prepared for the Department of Aviation</i> . Australia. Dept. of Aviation. Ultimo, N.S.W : Kinhill Stearns, 1985.
1985	Morris, Peter. <i>Second Sydney airport : site selection programme : draft environmental impact statement</i> . Kinhill Stearns. Canberra : Dept. of Aviation, 1985.
1986	Dept. of Aviation. <i>Second Sydney airport final site selection</i> . Canberra : The Dept., 1986.
1988	Snelling, Peter. <i>The airport needs of the Sydney Basin : report</i> . Joint Commonwealth/New South Wales Government Task Force. [Sydney?] : [The Task Force], 1988.
1989	Betchel Civil Inc. <i>Conceptual estimates: alternative airport options: Badgery's Creek airport site</i> . Dallas, USA, 1989.
1991	Dept. of Transport and Communications, Australia; Federal Airports Corporation. Gutteridge, Haskins & Davey. <i>Second Sydney Airport at Badgerys Creek : concept design report</i> . [Canberra] : The Dept., 1991.
1993	Access Research. Australia. Dept. of Transport and Communications. <i>Sydney's second major airport at Badgerys Creek: analysis of airfreight market opportunities and review of future airport development issues</i> . [Sydney] : Access Research Pty. Ltd, 1993.
1994	Bureau of Transport and Communications Economics <i>Working Paper 14.4 Adequacy of transport infrastructure. Airports</i> . Canberra: The Bureau, December 1994.
1994	Federal Airports Corporation (Australia). <i>Badgerys Creek : location of Sydney's second major airport</i> . Sydney : Federal Airports Corporation, [1994?].

1994	House of Representatives Standing Committee on Transport, Communications and Infrastructure. <i>Inquiry into the Sydney 2000 Olympics. The adequacy of existing and planned aviation services and infrastructure.</i> Canberra: The Committee, November 1994.
1994	Morris, Peter. House of Representatives. Standing Committee on Transport, Communications and Infrastructure. Australia. Parliament. <i>Inquiry into the Sydney 2000 Olympics : the adequacy of existing and planned aviation services and infrastructure : report.</i> Canberra : AGPS, 1994.
1995	House of Representatives. Standing Committee on Transport, Communications and Infrastructure. <i>Government response to the House of Representatives Standing Committee on Transport, Communications and Infrastructure's report on its inquiry into the adequacy of existing and planned aviation services and infrastructure for the Sydney 2000 Olympics.</i> Australia. Parliament. [Canberra : s.n.], 1995. -- 3 leaves ; 30 cm.
1996	Dept. of Transport and Regional Development. <i>Second Sydney airport proposal : environmental impact statement.</i> [Canberra : Dept. of Transport and Regional Development], 1996.
1997	Dept. of Transport and Regional Development. <i>Air traffic forecasts for Sydney.</i> Canberra : Commonwealth Dept. of Transport and Regional Development, 1997.
1997	Dept. of Transport and Regional Development. <i>Second Sydney airport proposal: preliminary flight plans.</i> Canberra : Commonwealth Dept. of Transport and Regional Development, 1997.
1997	Dept. of Transport and Regional Development. <i>Second Sydney airport proposal: preliminary airport master plans.</i> Canberra : Commonwealth Dept. of Transport and Regional Development, 1997.
1997	Dept. of Transport and Regional Development. PPK Environment and Infrastructure. <i>Draft environmental impact statement : Second Sydney Airport proposal.</i> Canberra: Commonwealth Dept. of Transport and Regional Development, 1997.
1997	Dept. of Transport and Regional Development. <i>Sydney Airport long term operating plan : proponent's statement.</i> [Canberra] : Commonwealth Dept. of Transport and Regional Development, 1997.
1997	Rust PPK Pty Ltd.; Dept. of Transport and Regional Development. <i>Second Sydney airport proposal.</i> [Canberra : Dept. of Transport and Regional Development], 1997.



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1998	Australian Business Chamber. Greater Western Sydney Business Connection. Greater Western Sydney Regional Chamber of Commerce and Industry. <i>Second Sydney airport : response to the draft environment impact statement</i> . North Sydney, N.S.W. : Australian Business Chamber, [1998].
1998	Snowy Mountains Engineering Corporation (Australia). Dept. of Environment. <i>Draft environmental impact statement : second Sydney airport proposal : auditor's report</i> . Canberra : Dept. of the Environment, 1998.