BROOME INTERNATIONAL AIRPORT

2040 Master Plan

a vision for the future

EXECUTIVE SUMMARY Feb 2022

Introduction

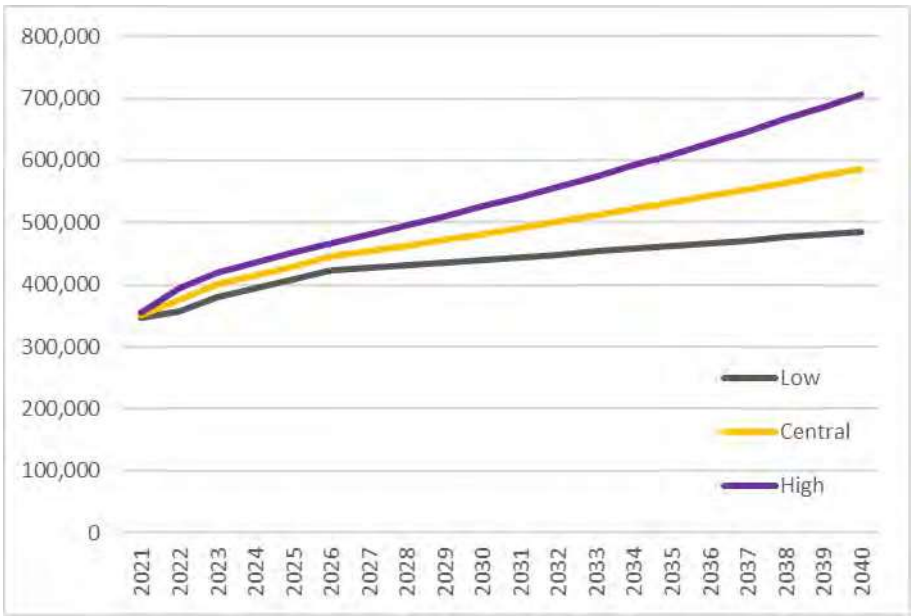
This Master Plan for the Airport looks ahead to the next 20 years and beyond. It provides a framework for our future. It builds on the significant improvements we have achieved since the early 2000s and since our previous Master Plan, which was completed in 2008.

The Airport is a strategic regional asset, international gateway and a key freight and logistics hub. It ensures ongoing business, travel and trade opportunities for Broome and the wider Kimberley region.

As a vital part of our strategic and business planning, this Master Plan provides:

- a strategy for efficiently using and upgrading the existing infrastructure, to provide increased capacity and capability.
- a flexible, staged approach to developing the Airport; and
- proposed locations for aviation and non-aviation commercial development that will be compatible with the endorsed Airport Development Plan (ADP) adopted by the Shire of Broome
- A commitment to 'sustainable business practices' in everything we do at the Airport, from the way we work every day to our initiatives to protect the environment for future generations.

In the period from 2020 to 2040 we have planned for the number of passengers using Broome International Airport (Airport) to increase from 309,000 to approximately 587,000, at an assumed average growth rate of 2% per year. (The central estimate in the graph below)



Passenger Forecasts by Financial Year

Through this Master Plan, we will strive to meet forecast growth and create more business and industry opportunities, and to ensure BIA remains an efficient, flexible, cost effective and environmentally friendly business while continuing to deliver a unique 'Kimberley' experience.

This Master Plan addresses issues for the Airport and its owners, users, and neighbours. These include:

Managing growth in passengers, aircraft, and freight

Passenger numbers are forecast to increase from 308,000 in 2020 (which was a decrease in numbers from 2019 due to the effect of COVID-19) to approximately 580,000 in 2040. We need to plan for and accommodate this growth, while also considering its impacts on the environment and the wider community.

Maximising our site

BIA occupies a site that is relatively small in comparison to other regional airports so we must use our space efficiently and to its full potential while retaining the flexibility to adapt to changing needs.

Meeting district and regional planning requirements

The Shire of Broome Local Planning Scheme No. 6 (LPS6) and Local Planning Strategy (LPS) have a key influence on the Airport and its use and development as a strategic asset for the town and wider region.

Within the framework of LPS6 and the LPS we can respond to worldwide trends and requirements in airport development and offer a range of complementary activities, such as retailing in the terminal, vehicle hire and other commercial services whilst protecting the amenity values of surrounding areas through building height restrictions, and controls on aircraft flight paths, noise, screening, and lighting.

Providing parking for aircraft

It is important our site requires a smart, efficient and flexible approach that meets forecast demand for the increasing number and size of aircraft to ensure that we have enough parking stands for the aircraft that use our Airport at peak times.

Providing easy access for travellers and other users

We need to provide for the estimated 580,000 travellers and friends who will visit the Airport each year by 2040.

Enabling public transport and car parking

We will accommodate cyclists, pedestrians, buses and taxis, car rental facilities and provide services such as passenger drop off close to the Terminal precinct as well as premium short-stay and long-term parking including dedicated bays for people with accessibility requirements and eligible for an ACROD Parking Permit.

Managing Airport noise

The Airport's proximity to residential areas and the retail precinct of Chinatown requires considered, careful management of aircraft noise. The management of noise needs to be balanced with one of the keys to the Airport's success: its position as the major regional airport for the Kimberley region that is quickly and easily accessible to the residents and business operators in Broome.

Enabling International services

International air services are seen as a major driver to bring significant benefits to Broome and the Kimberley region and to facilitate on-carriage to other regions. An international service to and from Singapore with good connections to Europe is seen as a vital service to pursue and develop. A series of trial flights between Singapore and Broome was undertaken by Silk Air in May/June 2018 and repeated in May/June 2019 and Broome hopes to build on the success of these flights to secure a regular service in future years.

Forecast Economic Impacts

It is estimated that around two thirds of visitors travelling to Broome using air transport. Five to six years ago the total overnight visitor expenditure in the Shire of Broome was estimated to be approximately $150 million per annum, so it follows that some two thirds of this annual tourism spend is enabled by BIA. Allowing for the anticipated downturn in the number of passengers due to the effects of COVID and a proportional decrease in spending, this still implies current total Airport enabled tourism expenditure of more than $80 million per year. This expenditure creates numerous new employment opportunities.

Our plan for the airfield

The current situation

The Airport's single east-west oriented runway (Runways 10 and 28) is 2,548 metres long and 45 metres wide. It has an asphalt surface which is grooved and has grass shoulders. Its length and ability to accommodate large aircraft means the Airport has a '4D' Aerodrome Reference Code in the En-route Supplement Australia (ERSA) of Airservices Australia.

Safeguarding Airport operations

Our plans rely on safeguarding the Airport's 'obstacle limitation surface' (OLS) – that is, the land and airspace around the Airport that facilitate safe aircraft departures and arrivals. The Civil Aviation Safety Authority Rules specify the dimensions and requirements to maintain the OLS, and they are safeguarded through the LPS6 and the Airport Development Plan.

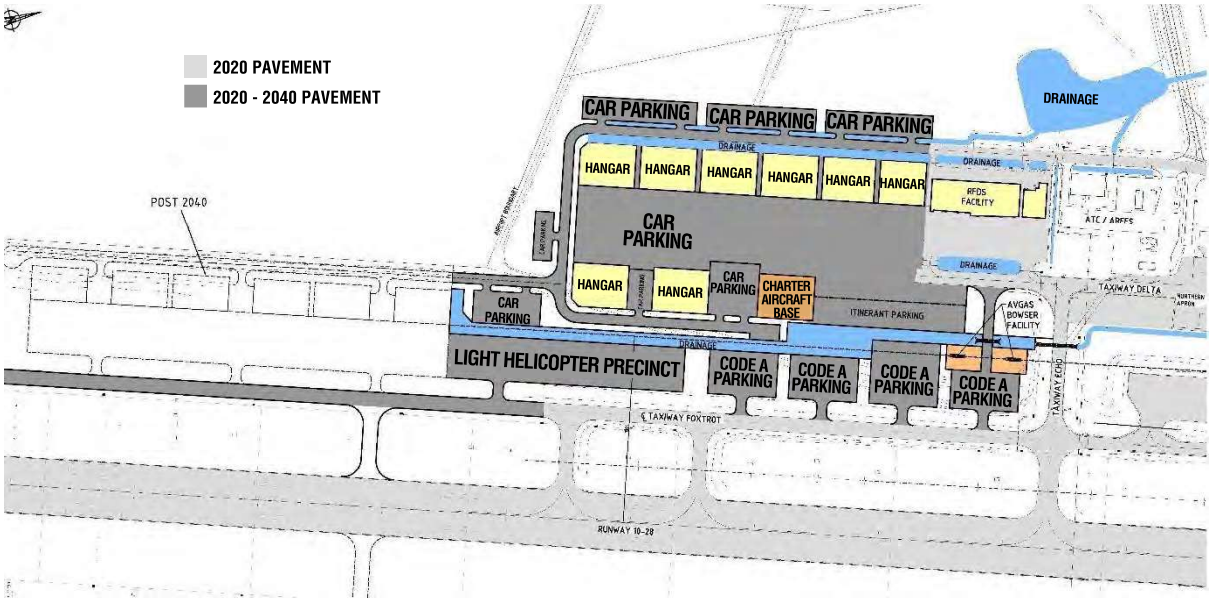
Our planning for the next 20 years includes preventing any further OLS obstructions that could impinge on the Airport's runway strip and the OLS – thus ensuring effective and efficient Airport operations.

Expanding the RPT Apron

The forecast increase in passenger numbers will require an expanded and more efficient RPT Apron (adjacent to the main terminal area) to accommodate additional parking bays for B737/A320 size aircraft.

Development of North-western Precinct

The development in this Precinct provides for the orderly and long-term expansion of the private and commercial GA apron and hangar facilities accommodating aircraft up to 24 metres wingspan (Code B).



Northwest Precinct 2040

RPT Apron &Terminal Precinct

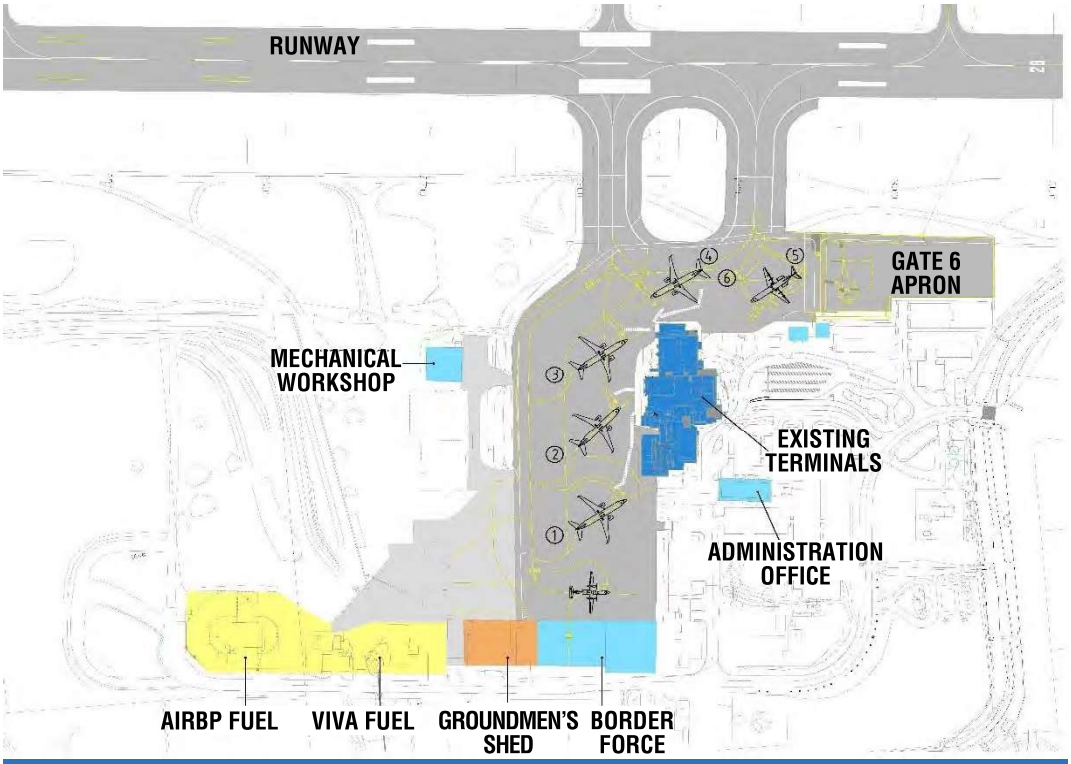
The current situation

The current Airport RPT Apron and Terminals accommodates all our domestic passenger operations with provisions for interim international operations in the terminal precinct.

The apron provides four aircraft parking stands capable of handling 737-800 size aircraft and a fifth bay capable of handling aircraft up to Boeing 717 or Fokker F100 size. One of the 737-800 stands is limited due to the need for the adjoining bay to be vacated before the aircraft can depart the stand.

The Terminal Precinct consists of the following:

- Check-in Terminal housing 12 check-in in counters and belts (with capacity for 17 check-in counters), back of house baggage handling services and checked bag security screening facilities.
- Departure Terminal after screening including open and airconditioned passenger lounges, retail concessions and a Qantas lounge.
- Arrivals Terminal with two arrivals gates and baggage reclaim conveyor.
- Car Rental offices remote from the terminals
- Administration Office



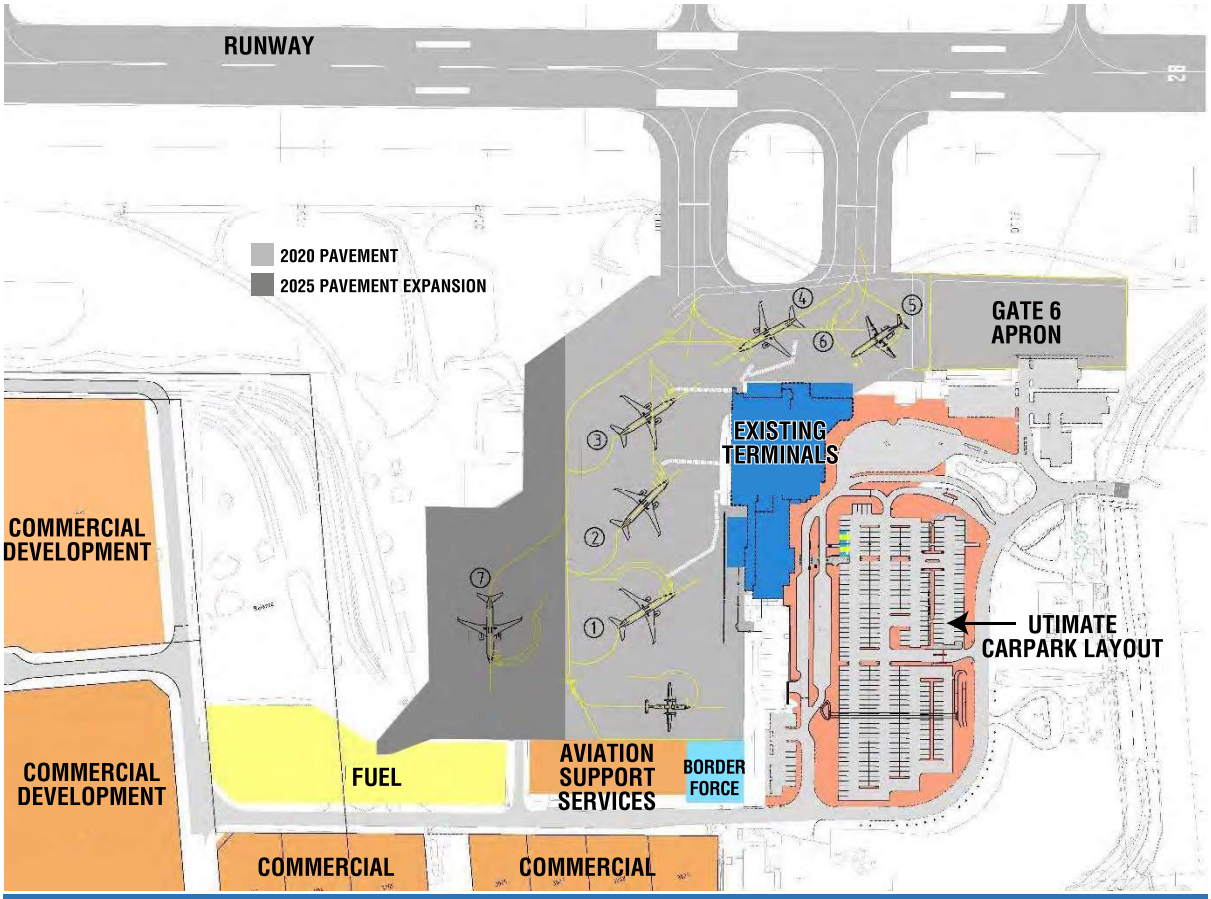
2020 RPT Apron & Terminal Precinct

Planning for aircraft parking

The RPT Apron can be expanded commensurate with the increase in passenger growth and frequency of RPT aircraft into the Airport.

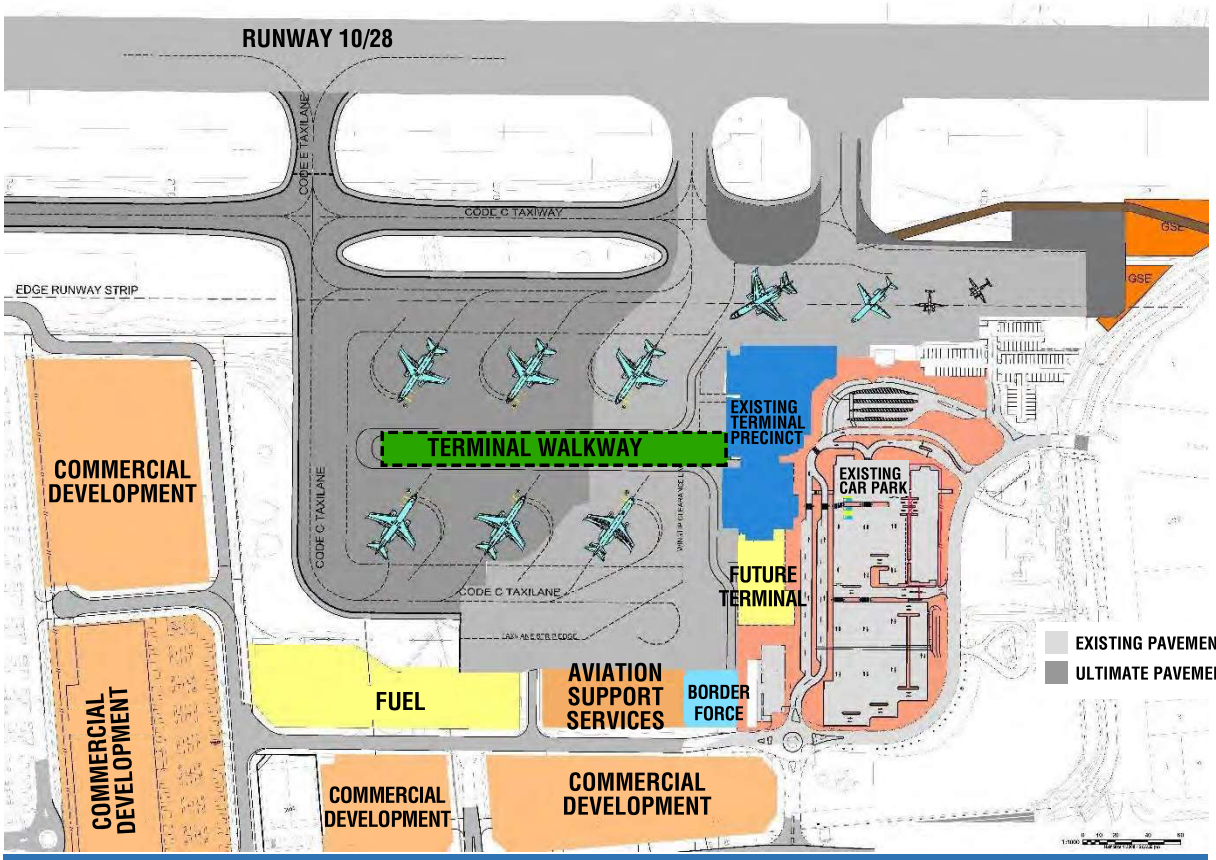
An additional 737-800 power in/power bay can be provided by reconstructing the heavy-duty pavement behind current Bay 1 as an interim measure to provide additional capacity and flexibility in aircraft parking positions.

The current Bays 1 to 3 can be repositioned further away from the terminals to afford a safer, more efficient use of baggage trolleys/tugs, ground support equipment as well as refueling and catering trucks. This would necessitate the relocation of the Mechanical Workshop to its ultimate landside location and an assessment of lighting to ensure a compliant level of illumination on the apron. It is anticipated that this expansion of the apron would be undertaken prior to 2025FY.



2025 RPT Apron and Terminal Precinct

The ultimate RPT apron layout provides for a total of six aircraft stands capable of 737-800 power in/power out operations serviced by a central pier and two aircraft stands remote from the pier capable of 717/F100 power in/power out operations and retention of the regional apron serviced by Gate 6.



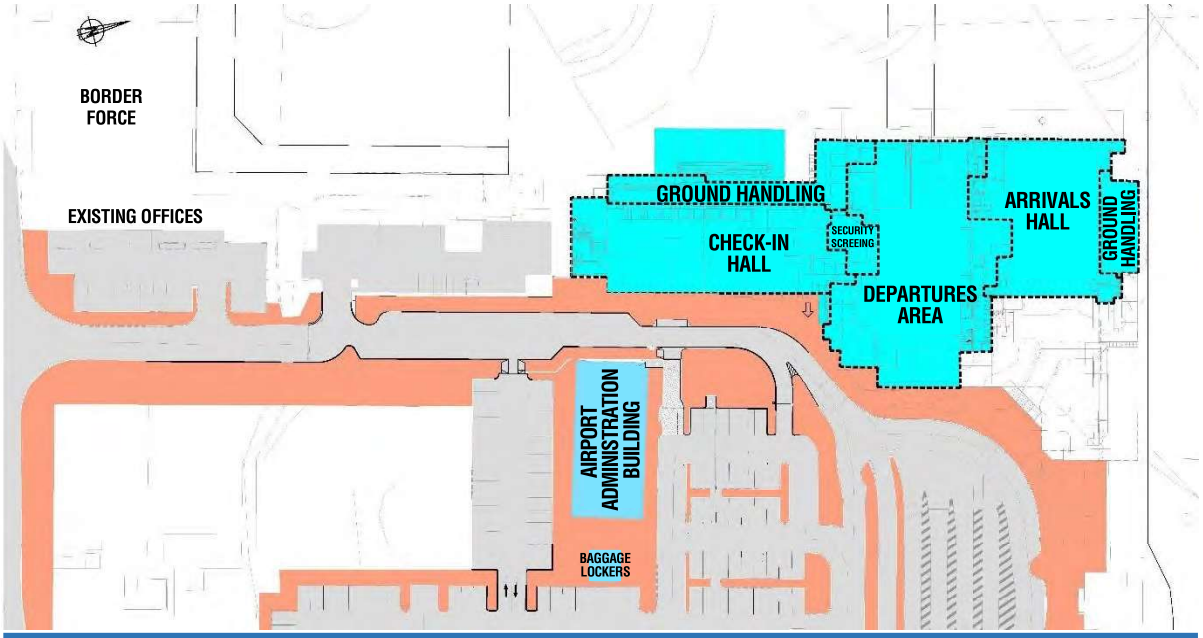
RPT Apron Ultimate Development

Planning terminal facilities

Our plans for the terminal are all designed to cope with forecast increases in passenger numbers, including baggage handling, security screening and other services. We aim to achieve IATA's 'Level of Service C' during our peak busy hour, which is described as "*Good level of service. Conditions of stable flow, acceptable delays and good levels of comfort*". Our peak busy hour forecasts have been used to establish the terminal floor area required.

Between 2020 and 2040, we plan to increase the current 3,570 square metres to 6,500 square metres exclusive of a dedicated International Terminal which would be constructed subject to demand.

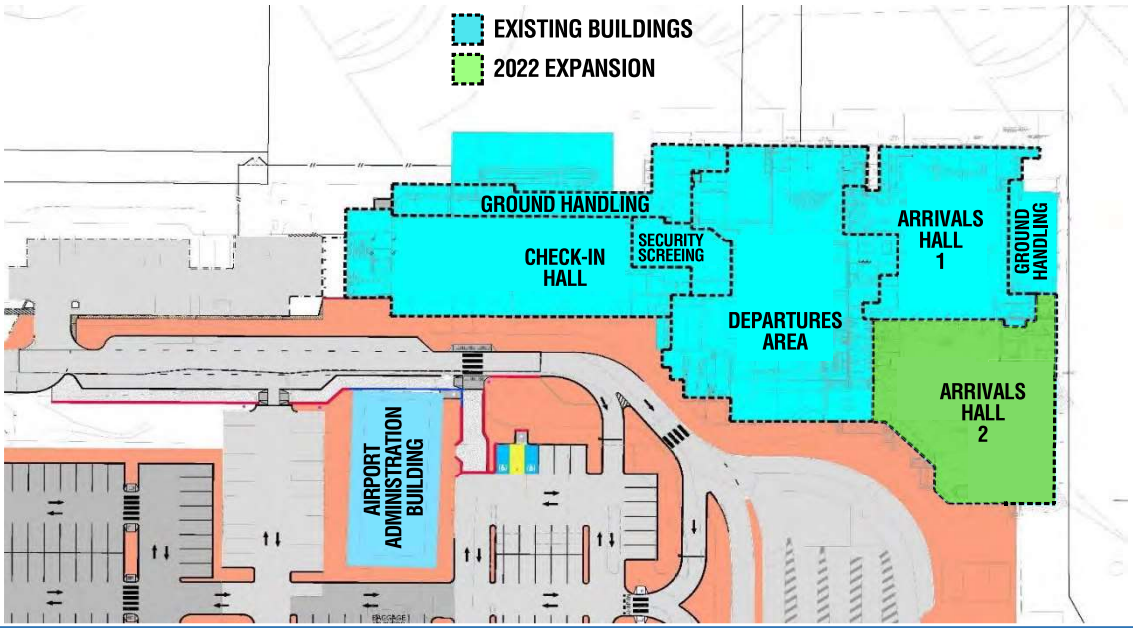
During 2020, the Check-in Hall was extended to provide the maximum capacity of seventeen check-in counters and one customer service counter. Six of the existing twelve check-in counters were relocated into the extended Check-in Hall thus enlarging the Security Screening Area to improve the pre-screening queuing and circulation area and accommodate upgraded and improved security requirements.



Terminal Precinct – Existing 2020

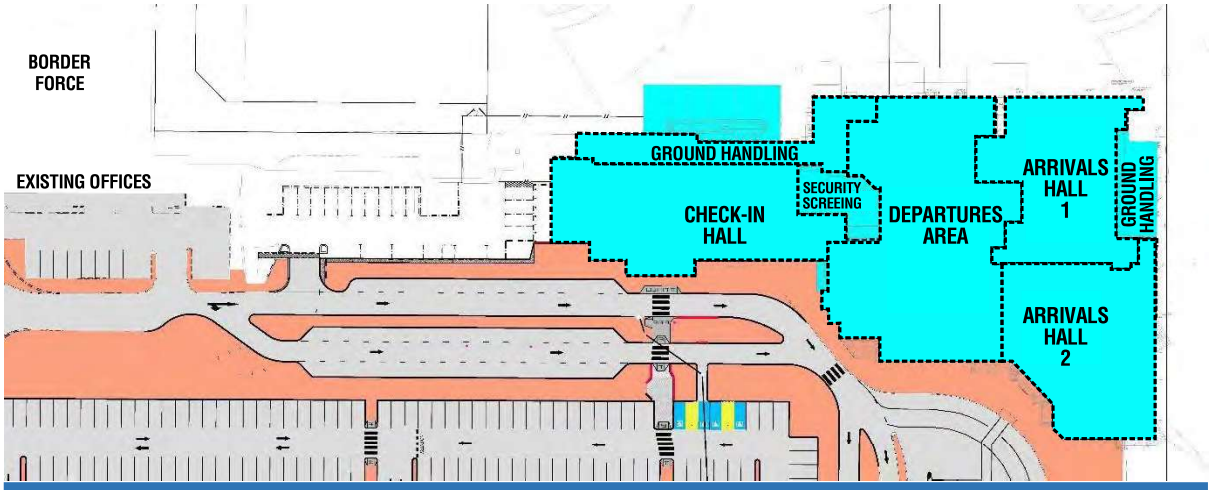
The existing Arrivals Hall and Departures Area are near capacity with multiple domestic arrivals and departures at the busy period throughout the peaks during the day. To accommodate the projected growth in domestic flights, we are constructing a second arrivals/baggage hall incorporating a second baggage carousel and a first floor airconditioned Departures Lounge with the opportunity for a second airline lounge. Completion expected late 2022.

The construction of the second Arrivals Hall maintains the “clip on” capability for processing arriving and departing international passengers until such time that the number of international flights justifies the construction of a dedicated International Terminal.



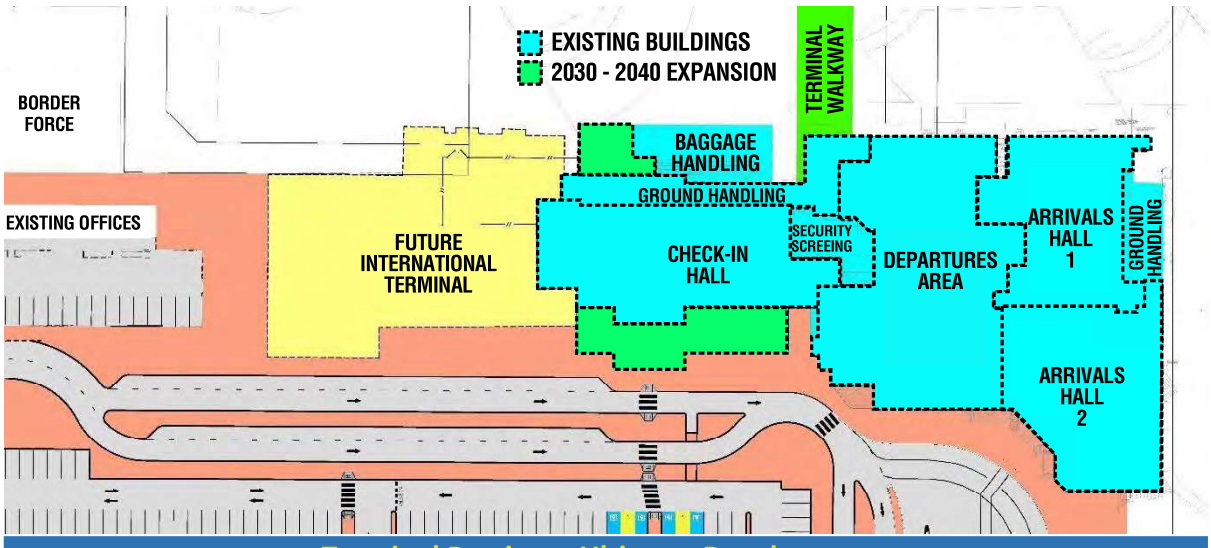
Terminal Precinct – Expansion 2022

Between 2025 and 2030, it is proposed to remove the current airport Administration Office to improve traffic circulation and kerbside drop-off whilst achieving maximum separation from the Check-in Hall to the re-aligned road network as mitigation for potential roadside threat deterrent. This development may be undertaken sooner subject to the availability of alternative Administration Office space.



Terminal Precinct – Kerbside Drop off Improvements 2025 - 2030

It is anticipated that after 2030, the Check-in Hall will be further extended to the east to provide additional queuing and circulation area to service the total compliment of 17 Check-in counters. Additional capacity for the kerbside drop-off and pickup will also be provided.



Terminal Precinct - Ultimate Development

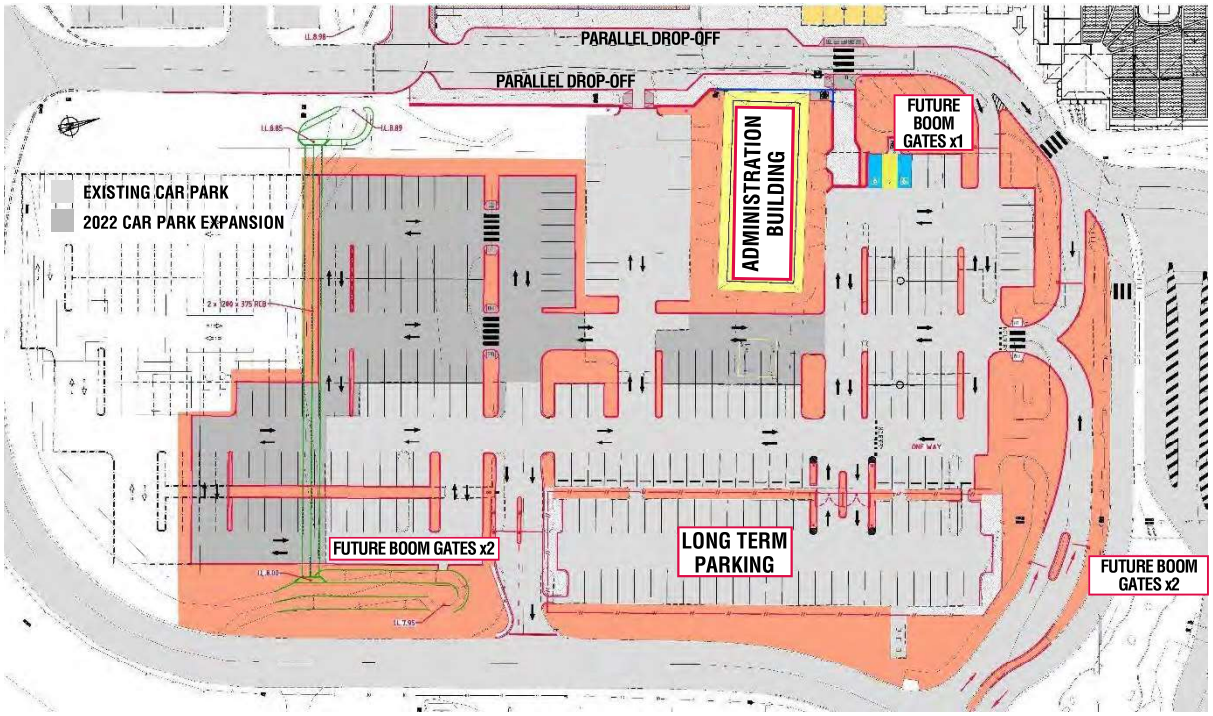
Planning terminal precinct car parking

The overall planning and staged development of ground transport is designed to minimise congestion of traffic flows across the front of the terminal. This includes the kerbside drop-off for cars, buses, and taxis for departing passengers and the provision of a dedicated taxi and bus pick-up area for arriving passengers. In 2017, the bus and taxi queuing areas for the arriving passengers were developed to meet the anticipated capacity during the life of this Master Plan and beyond.

Whilst the Administration Office and the car hire wash bays remain in their current locations, additional car bays can be constructed commensurate with the ultimate plan, with infrastructure installed to enable paid parking to be implemented in the future.

Provision has been made for long term parking within a fenced, more secure section of the carpark. An increased demand for long term parking, particularly around peak holiday periods will require relocation and/or expansion of the long-term parking in the future.

During 2022 the carpark capacity will be increased whilst the Administration Office and the car hire wash bays remain in their current location.

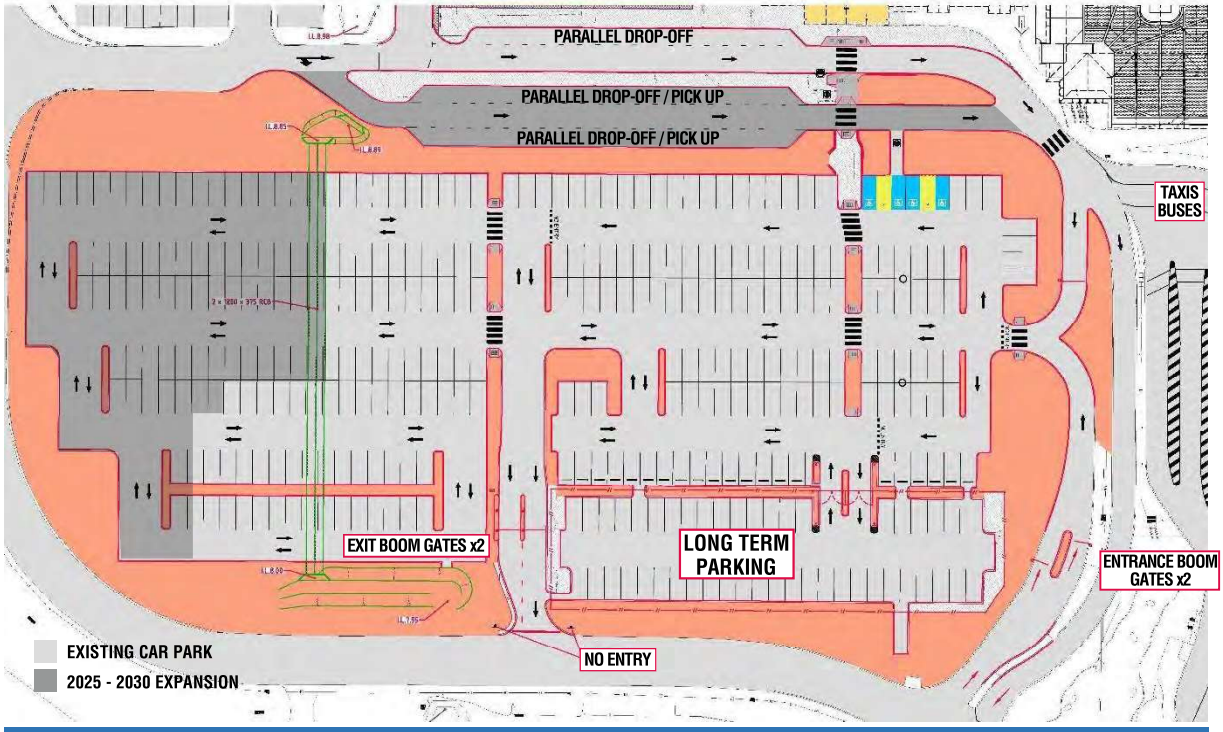


Carparking - 2022

The relocation of the Administration Office and the Hire Car Washdown Bays is critical to the next stage of the carpark expansion.

Subject to demand, the existing long-term parking will require expansion within the expanded carpark or relocation to a dedicated facility on the eastern side of the entry-terminal access road. This in turn will provide additional short-term parking closer to the Terminals.

The development of the carpark after the relocation of the Administration Office and the car hire wash bays is anticipated prior to 2030.



Carparking 2025 - 2030

It is anticipated that after 2030, the Check-in Hall will be further extended to the east to provide additional queuing and circulation area to service the total compliment of 17 Check-in counters. This extension will require realignment and expansion of the kerbside drop-off and pickup zones with due allowance for the location of the future International Terminal.

In the event of demand for car bays exceeding forecasts, the airport has the capacity for additional short-term, long-term and staff car parking on the eastern side of the entry-terminal access road.