Parliamentary Standing Committee on Public Works

REPORT

relating to the

UPGRADING OF AIRPORT FACILITIES FOR THE INTRODUCTION OF DOMESTIC WIDE-BODY AIRCRAFT

(Eleventh Report of 1981)

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THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

R E P O R T

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UPGRADING OF AIRPORT FACILITIES FOR THE INTRODUCTION OF DOMESTIC WIDE-BODY AIRCRAFT

(Eleventh Report of 1981)

MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

(Twenty-sixth Committee)

Melville Harold Bungey, Esq., M.P. (Chairman)
James Leslie McMahon, Esq., M.P. (Vice-Chairman)[5]

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Senator Harold William Young [2]	

1 Retired 30 June 1981

2 Ceased to be member on election as President of the Senate on 13 August 1981

3 Appointed 25 August 1981

4 Appointed 25 August 1981

5 Appointed Vice-Chairman 27 August 1981

EXTRACT FROM
THE VOTES AND PROCEEDINGS OF THE HOUSE OF REPRESENTATIVES,
NO. 48 DATED 27 AUGUST 1981

11 PUBLIC WORKS COMMITTEE - REFERENCE OF WORK - UPGRADING OF AIRPORT FACILITIES: Mr. McVeigh (Minister for Housing and Construction), pursuant to notice, moved - That, in accordance with the provisions of the Public Works Committee Act 1969, the following proposed work be referred to the Parliamentary Standing Committee on Public Works for consideration and report: Upgrading of airport facilities for the introduction of domestic wide-body aircraft.

Mr. McVeigh presented plans in connection with the proposed work.

Debate ensued.

Question - put and passed.

WITNESSES

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UPGRADING OF AIRPORT FACILITIES FOR THE INTRODUCTION OF DOMESTIC WIDE-BODY AIRCRAFT

I N I T I A L R E P O R T

By resolution on 27 August 1981, the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament the proposal for upgrading airport facilities for the introduction of wide-body jet aircraft by the domestic airlines and the consequential redeployment of elements of the existing fleet. The airports at which the works will be carried out include Adelaide, Coolangatta, Hobart, Melbourne, Perth and Sydney.

The Committee has the honour to report as follows:

REPORTS

1. This is the initial report on this reference of work. A final report will be made to the Parliament on work relating to Adelaide and Hobart airports following further investigations. The Committee hopes to present the final report early in 1982.

THE REFERENCE

2. The proposal is for, where necessary:

- the alteration and expansion of terminal facilities;

- the strengthening and extension of runway, taxiway and apron pavements; and
- associated engineering works.

3. The estimated cost of the work when referred to the Committee was $23.3 million at August 1981 prices.

THE COMMITTEE'S INVESTIGATION

4. The Committee received written submissions and drawings from the Department of Transport and the Department of Housing and Construction and took evidence from their representatives at a public hearing in Canberra on 19 October 1981. The Committee also received written submissions and took evidence from Trans-Australia Airlines and Ansett Airlines. A written submission was received from the Australian Federation of Air Pilots.

5. Between 29 September and 16 October Committee members inspected the existing facilities and the sites for the proposed works at Adelaide, Coolangatta, Hobart, Melbourne, Perth and Sydney Airports.

6. The Committee's proceedings will be printed as Minutes of Evidence.

BACKGROUND

7. Government decisions in December 1979 and July 1980 permitted acquisition of wide-body aircraft (WBA) by both Trans-Australia Airlines (TAA) and Ansett Transport Industries (ATI) for their respective fleet re-equipment programs for the 1980s. As part of these decisions, Government approval was also given to the required upgrading of infrastructure at designated airports to accommodate the wide-body aircraft and redeployment of the existing aircraft.

8. The Commonwealth is responsible for the construction of all non-leased aircraft movement areas, road works, serviced sites for leasing, the structural components of terminal buildings and baggage handling facilities at Commonwealth airports

with the exception of Sydney and Brisbane where the airlines own and are responsible for their own terminals. The airlines meet the costs of the fitting out leased areas, the provision of mechanical systems for their baggage handling and the provision of new aero-bridges.

9. The introduction of WBA, because of their larger size, means the Commonwealth will need to upgrade those components at airports to be used by WBA coming within its jurisdiction to permit WBA to operate at planned levels. These components are pavements, terminal buildings and associated works such as access roads, car parks and airport security measures. The larger size of WBA also require greater spacing on aprons which means existing aprons will need to be extended and some taxiways relocated. To retain safe clearances between the main under-carriage and the edges of pavements, 'fillets' will be required on the inside curves of taxiways. Turning nodes will be required at the end of 45 metre wide runways which lack parallel taxiways as WBA cannot execute 180 degree turns on 45 metre wide runways.

10. Some urgent works for the wide-body aircraft were included in the 1980/81 Civil Works Program to provide for the initial services or associated activities, and these works are now in progress or completed.

11. The 1980/81 works were:

	$M
- Adelaide Airport, Strengthen Taxiways A and B	0.62
- Brisbane Airport, Strengthen and Extend Domestic Aprons	0.61
- Melbourne Airport, Extensions to Northern Domestic Terminal Building Stage 1	1.25
- Perth Airport, Extensions of Domestic Terminal Building, Stage 1	1.90
- Sydney (Kingsford-Smith) Airport, Extension of Domestic Apron adjacent to ATI Terminal and relocation of Taxiway 'T'	1.70
Total	6.08

12. All expenditures by the Commonwealth will be recoverable in accordance with the Government's cost recovery policy.

13. Following detailed consideration by the two airlines each announced their respective choices for the wide-body aircraft they plan to introduce. TAA has chosen the Airbus Industrie A300 which will enable the retirement of some of its ageing DC-9s by releasing some B727 capacity from current major trunk routes for service elsewhere. The choice of ATI was the B767 which will enable the retirement of some B727 aircraft. Together with this, ATI has purchased some B737 aircraft to replace B727s for immediate use and is purchasing some B727-200 L R (long range) aircraft for operational use on long sectors. Wide-body aircraft have the advantages of carrying greater passenger loads, more cargo and containerised passenger baggage.

14. The two domestic airlines are committing approximately $900 million to the purchase of new aircraft and support equipment over the next three years. In addition, they must provide a matching infrastructure at airports including:

- expanded cabin and catering service, cargo facilities and maintenance hangars to service the new aircraft; and
- expansion of terminals owned by them at Brisbane and Sydney plus terminal fitting out at Melbourne, Perth and Adelaide.

The anticipated cost of these works to the two airlines is approximately $120 million.

1980/81 WORKS

15. The authorisation and completion of these works at a cost of $6.08 million without investigation by the Public Works Committee must be held suspect. Particularly when the Government has clearly expressed its disapproval of such action. In the second reading speech on the Public Works Committee Amendment Bill 1981, the Minister for Administrative Services, the Hon. Kevin Newman, M.P., stated,

> "It is understood that the Committee was particularly concerned with cases where major works costing over $2 million have been phased in over several years with small projects (below $2 million). These projects have either escaped Committee scrutiny, or if referred to the Committee, have been referred at a stage where proper Committee investigation has been pre-empted by the work already done. The Government expects work totalling over $2 million to be subject to Parliamentary scrutiny, and will do all it can to ensure that all works required to be examined by the Committee in accordance with the Public Works Committee Act will be so examined.
>
> I have assured the Committee that should it wish to examine any work below $2 million the Government would treat any request sympathetically, and would facilitate Committee investigation of any such work."

16. The Committee understands the works were required urgently to facilitate the introduction of WBA by TAA but cannot accept that proper investigation by the Committee would have unduly delayed the works. The ministerial statement by the Minister for Housing and Construction, the Hon. D.T. McVeigh, on 4 December 1980 stated, referring to the Committee,

> "It has built up considerable expertise in examining public works proposals and I am aware of the many actions taken by the Committee to ensure that proposals are dealt with expeditiously to avoid unnecessary delays.... The Committee's investigations are an important element in our system of Government and I would wish to record the Government's appreciation of this role."

17. When the Government's attitude as expressed in these speeches is contrasted with the actions of the Department of Transport in proceeding with $6.08 million worth of works in 1980/81 a glaring inconsistency arises. In such cases the Committee feels that the Parliament should be advised of the specific reasoning underlying the decision to by-pass the Public Works Committee Act procedures.

FORECAST MOVEMENTS

18. The Department of Transport has provided the following annual domestic aircraft movement projections for airports examined in this report in respect of B727, B767 and A300 aircraft:

	Year	B727	B767	A300
Coolangatta	1980	3836	-	-
	1985	4780	2380	1920
	1990	6380	3430	2790
Melbourne	1980	29709	-	
	1985	32490	14210	
	1990	30970	20500	
Perth	1980	5800	-	
	1985	2870	2970	
	1990	860	5040	
Sydney	1980	32454	-	
	1985	27490	15720	
	1990	34800	26140	

ADELAIDE AND HOBART

19. The reference before the Committee includes proposed works at Adelaide Airport. A number of individuals and organisations have provided submissions and have indicated their wish to appear before the Committee. It was the intention of the Committee to hold public hearings in Adelaide but these cannot now be held before the summer recess. Without wishing to hold up the commencement of the other works in this reference the Committee has decided to defer its consideration of the works proposed for Adelaide until after a public hearing has been held. This is expected to be on 3 December 1981.

20. The Committee will present a report to Parliament on the works proposed for Adelaide in the first week of the new session in 1982. In its final report on this reference the Committee will also make recommendations on the works proposed for Hobart Airport.

BRISBANE

21. The Need At Brisbane Airport the pavements are generally suitable for WBA operations, however, such larger aircraft require more apron area and their introduction displaces the current aircraft using the apron. Apron strengthening works are required to place high strength pavement on jet parking positions in areas where pavement was previously constructed to F27 aircraft strength. The area strengthened will accommodate B727 and B737 aircraft which have been or will be displaced from their previous location on the apron by the introduction of the WBA. Some additional pavement to accommodate displaced F27 aircraft has also been included.

22. Further minor pavement works are tug strength pavements to enable the operation of aircraft tugs along the front of the aircraft parking positions and paved areas for the storage of aircraft servicing vehicles and equipment.

23. The Proposed Works The minor apron works at Brisbane were carried out in 1980/81 to permit WBA introduction. The pavement works plus the installation of some additional flood lighting cost $607 000. This reference does not include any of the works carried out at Brisbane. They are included here to illustrate the national effect of WBA introduction.

24. Due to the short operational life of the existing terminal site the works for WBA introduction were kept to a minimum. The two major airlines are anxious to obtain sites for WBA maintenance hangars at Brisbane but are constrained to the development timing for the new aerodrome. Both airlines own their domestic terminals at Brisbane and have carried out works to cater for WBA loadings at their own cost.

COOLANGATTA

25. The Need The main 14/32 runway is 2042 metres long, 45 metres wide with 3 metre wide sealed shoulders. The sealed pavements were strengthened and extended in 1968 to provide for DC9 operations. Runway strength is marginal for present traffic of B727-200 aircraft and increased operations by them could lead to premature failure on the 14/32 runway and some taxiways. The taxiways are 23 metres wide with 3 metre shoulders.

26. The terminal apron and two taxiways were completed in 1981 and the pavements were designed for domestic WBA. The terminal complex is capable of handling six B727-200 aircraft in the peak hour.

27. There are no parallel taxiways at Coolangatta and aircraft landing and taking off must make a 180 degree turn at the end of the runway. This does not present operational problems for DC9 and B727-200 aircraft but domestic WBA operations would require turning nodes. The Committee notes that in their written submission the Australian Federation of Air Pilots, inter alia sought the construction of a parallel taxiway. Advice from the Department of Transport indicates that a parallel taxiway will be required in the foreseeable future, but they do not believe it is essential at this time.

28. International Civil Aviation Organisation (ICAO) recommends that runways to be used by large jet aircraft require a runway and shoulder width of not less than 60 metres. Existing shoulders must be widened to 7.5 metres to comply with this recommendation which has been adopted by the Department of Transport (Dot).

29. Taxiways, designed to handle aircraft up to B727 would need to be widened at their junction with the main runway and on the inside of curves to ensure adequate clearances between WBA under-carriages and the pavement edge.

30. It is normal to provide a surface treatment of transverse grooves cut into the runway surface to increase the safety of aircraft operations on wet runways when runway strengthening or runway overlays are undertaken.

31. TAA have indicated they would land their A300B aircraft during peak holiday periods and Ansett Airlines have said limited operations of B767-200 aircraft to Coolangatta are likely within a year or two of introduction.

32. Proposed Works It is proposed to strengthen the 14/32 runway and two taxiways, to widen the runway shoulders to 7.5 metres, to provide turning nodes on the runway and to enlarge the fillets on taxiways. These components are considered satisfactory for unrestricted operations by domestic WBA.

33. Construction The 14/32 runway will be overlayed with an average of 75 mm of bituminous concrete; the area of runway showing distress will receive an additional 50 mm of bituminous concrete. The central 30 metres of the runway will be grooved to improve friction in wet weather. Two taxiways will be overlayed with 50 mm of bituminous concrete.

34. Turning nodes and fillet widening will be 300 mm of bituminous concrete. The widened runway shoulders are costed at 150 mm of bituminous concrete but lower cost and operationally satisfactory alternative materials are being considered.

35. Committee's Conclusions Projections indicate there will be increased use by B727 and WBA of Coolangatta Airport up to 1990. The Committee recommends that the 14/32 runway, designed for DC9 aircraft, be widened, strengthened, and have the associated works constructed as proposed.

MELBOURNE

36. Background Works for areas occupied by TAA, costing $1.25 million, were authorised in 1980/81 and involved the expansion of the terminal building, extensions to the concrete apron and the provision of engineering services to cabin services and vehicle maintenance areas.

37. The need for these works was brought about by the introduction of the first A300 in July 1981 which required larger gate lounges. Two gate lounges for passengers using these aircraft were consequently expanded. The apron adjacent to the TAA gate lounge finger was also expanded to permit other aircraft to taxi to the eastern apron when an A300 is parked at the TAA finger. The Commonwealth also provided engineering services to the site of TAA upgraded flight catering facilities.

38. The Committee was advised that further works will be necessary at the TAA area to meet the introduction of additional A300s. A separate reference to the Committee will be required when the project is developed.

39. The Need The need is to provide enlarged gate lounges, improved baggage handling facilities and associated areas such as offices and airconditioning for areas at the terminal occupied by ATI. Some expansion of the aircraft apron adjacent to the finger housing the gate lounges will also be required.

40. ATI will require ten gate lounges of which three are to serve B767. Clearance limitations between the ATI and international terminal fingers limit to one the number of B767 aircraft that can be parked on the northern side of the ATI finger. This will mean that there will be five aircraft parking spaces on the northern side of the finger.

41. Furthermore, because ATI will require operations of B727 jointly with B767 on the southern side, and because this will limit the number of aircraft parking positions to four, an additional B767 capacity gate lounge is required, preferably in close proximity to existing gate lounges.

42. Baggage handling facilities at the ATI terminal are currently inadequate; additional space is required to remedy this and to accommodate containerised baggage processing and to permit ATI to install an additional baggage claim unit.

The Proposal

43. Pavement Extensions It is proposed to increase the southern ATI aircraft apron by 4100 square metres to permit B767 aircraft access to the two gate lounges to be constructed and to provide access to the southern freight apron.

44. Terminal Extensions It is proposed to extend the first and mezzanine floors of the ATI terminal building in a southerly direction, with minimum disruption to passengers and aircraft.

45. The existing baggage make up areas (on the ground floor) will be extended by 1350 square metres, the arrivals hall will be extended by 450 square metres into the area presently occupied by the bus dock to house the baggage claim unit. The bus dock will be relocated.

46. Gate Lounge 1 (north) and Gate Lounge 2 (south) will be extended by 110 and 210 square metres respectively to B767 passenger capacity and the areas underneath will be enclosed to house air conditioning plant and maintenance facilities.

47. The Central Services Building and cooling tower enclosure will be extended to house additional water chiller and associated equipment. The additional chilled water is required by the airlines who are arranging to aircondition the arrivals and departure areas by November 1981.

48. The mezzanine level of the terminal building will be expanded by 1950 square metres over the ground floor expanded baggage make up area to allow for group, standby and first class passenger lounges. These extensions will also house the third B767 gate lounge (gate lounge 11) and airline offices. ATI will be responsible for providing the aero-bridge from the gate lounge.

49. Two new escalators from the arrivals hall to the mezzanine level will also be provided; the existing escalator will be re-installed in the TAA terminal to provide a similar service. The existing single escalator cannot be matched.

Construction

50. General Extensions to the buildings will by sympathetic with existing building proportions, materials and finishes. The general appearance of the interior of the existing building will be extended to the new works.

51. Structure The existing structural grids will be generally repeated in the extensions.

52. Foundations for the extensions will be bored concrete piles supporting a steel column and beam frame; floors will be composite concrete. The Central Services Building will be extended by one structural bay.

The gate lounge extensions will be steel frame to match the existing structure.

53. Finishes The metal deck roofing and cladding, pre-cast concrete exposed aggregate wall panels and facia, and the face brick-work of the existing building will be matched in the extensions. Glazing will be visually similar to that existing.

54. The existing internal finishes of vinyl and painted plasterboard will be matched.

55. ATI will be responsible for fitting out the terminal building and gate lounge extensions.

56. Mechanical The existing pipework in the services tunnel from the Central Services Building has sufficient capacity for the increased chilled water to provide increased airconditioning in the terminal building.

57. Services A new transformer and switch cubicle, to be located in the Central Services Building, will provide for the additional power load.

58. Water, sewerage and fire hydrant services will be extended to the building.

59. Fire Protection The fire protection and thermal detection systems will be extended to the new areas.

60. Committee's Conclusion There is a need to expand present facilities provided for ATI at Melbourne Airport to enable B767 aircraft to operate.

PERTH

61. The Need Built in 1964 when domestic passenger numbers were around 170 000 per annum, the Perth terminal had to cope with 935 000 domestic passengers in 1980 with no significant changes being made over the intervening period. At this level of passenger usage, pressures are being placed on the existing facilities which make extensions and modifications to the terminal essential.

62. The physical size of WBA makes extension of the aircraft parking aprons essential. This upgrading includes a section to the north of the main regular passenger transport (RPT) apron to allow adequate taxiing clearances as well as for strengthening of a relocated B747 position on the southern apron. Relocation of this position will eliminate the conflict between domestic WBA and international aircraft operations when their peak periods overlap.

63. Further the increased numbers of passengers arriving or departing on each WBA flight requires significant upgrading of baggage handling facilities including provision for loading and unloading containerised passenger baggage. Terminal expansion has already commenced to allow the introduction of WBA during 1981 by TAA. These works were approved for funding in 1980/81 at a limit of cost estimate of $1.9 million scheduled for completion in early 1982 and include:

- a new arrivals hall;
- a covered walkway to the northern domestic apron;
- a new forward gate lounge for domestic passengers; and
- a new check-in area.

64. The Proposed Works Terminal works which are the responsibility of the Commonwealth will continue directly on from those commenced in 1980/81 and comprise:

- improved check-in and airline counter areas;
- extended airline office areas on the first floor;
- extended baggage make-up area;
- expansion of arrivals and departures halls;
- relocation and extension of concession areas; and
- improved access to the first floor area including provision for disabled/elderly persons.

65. The terminal building and all facilities are to remain operational during the construction period with minimal disruption. In addition TAA requires the construction of a new cabin services building to cater for the A300. The Commonwealth is responsible for provision of the essential engineering services to the site for these facilities and such provision forms part of the proposed works in this reference.

66. Construction Apron pavement extensions total 9800 m^2 and the flexible pavement will comprise 50 mm of bituminous concrete on 250 mm thickness of fine crushed rock base-course on 200 mm of sub-base on sand sub-grade. Strengthening of the existing apron for the international aircraft parking area is planned to be an extension of the existing 350 mm thick concrete pavement area. The option of flexible pavement is to be further considered during design development. Associated works comprise stormwater drainage and modifications to existing electrical cables and fuel lines.

67. The terminal building works involve extensions to various existing areas and where possible finishes are to match the existing ones.

68. The building and all facilities are to remain fully operational during construction with minimal disruption to existing services.

69. The structural system will be a steel frame encased in concrete and concrete floors will be of composite construction utilising permanent sheet steel framework to reduce construction time. Finishes will match those already existing and include face brickwork and glazed wall panels to the external walls, rendered brickwork on internal walls, acoustic suspended ceilings and metal roofing. Floor finishes will be vinyl tiles or carpet to match adjoining areas with ceramic tiles being used in toilet areas.

70. All public areas are to be airconditioned by extension from the existing system. This will require an increase in the present chiller capacity from 600 kW to 1120 kW with additional ducting and air handling plant. Toilets will be mechanically ventilated. Other engineering services will be extended to the new areas and direction and information signs provided throughout the terminal extensions.

71. The engineering services to be provided to the cabin services sites are mainly concerned with the construction of a gravity sewerage main, pump well and rising main to discharge to the Metropolitan Water Supply, Sewerage and Drainage Board's sewerage system. The airport sewerage system will be designed to enable progressive connection of the airport terminal area to the pump well and this will, in time, enable closure of the local sewerage treatment plants presently used at the airport.

72. Electrical power and water supply is to be provided by extensions of existing supplies. Site improvements will consist of stormwater drainage, filling of the low-lying areas of the site and construction of road access on both landside and airside.

73. Committee's Conclusions The present and projected levels of passenger usage of Perth Airport as well as the loads carried by WBA make expansion of terminal and baggage handling facilities vital. Apron pavement extensions are required to allow adequate taxiing distances and apron strengthening will eliminate conflict presently occurring between domestic WBA and international aircraft operations at peak periods.

SYDNEY

74. Both the TAA and ATI terminal buildings at Sydney Airport are owned by the airlines and works to expand them for the introduction of wide-body aircraft are being funded and carried out by the airlines. The works by TAA include the provision of a new gate lounge together with the expansion and relocation of some existing gate lounges. The aircraft apron adjacent to the TAA terminal is adequate in size and strength to allow unrestricted access to the terminal by A300 aircraft. Other than minor works (apron marking, etc.) the expansion by TAA of its terminal building does not require expenditure by the Commonwealth.

75. The ATI terminal building consists of a gate lounge finger which must be extended to accommodate two new gate lounges and the expansion and relocation of existing gate lounges. This extension necessitates the provision by the Commonwealth of replacement and additional apron and the relocation of an apron edge taxiway to allow access, by all aircraft, past the extended ATI terminal.

76. The Need The terminal works proposed by ATI require apron extension and taxiway relocation adjacent to its terminal. These works were authorised in the 1980/81 civil works program at a cost of $1.7 million in order to achieve completion at a timing compatible with the proposed ATI terminal works and only construction of a link taxiway remains to be approved.

77. The Proposed Works The works in this reference are properly a charge to the Commonwealth under existing agreements with the airlines and consist of the construction of link taxiways to join the apron extension to the existing taxiway system. The apron works were authorised as outlined above as a component of the previous financial year's civil works program.

78. Construction The proposed link taxiways will be constructed to the same strength as the existing international and domestic area aircraft pavements. As taxiways L and C which the links are to extend are two of the most heavily trafficked taxiways at the airport, rapid construction using 300 mm thick lift bituminous concrete with a 50 mm surface course will be used to minimise their closure. Associated works will include stormwater drainage, cable ducts and immediate grassing of disturbed areas. The work will involve close control of construction activities to reduce interference with aircraft movements.

79. Committee's Conclusion In order to complete the works authorised in the 1980/81 civil works program it is necessary to construct a link taxiway at Sydney Airport to join Taxiways L and C to the relocated Taxiway T. The link taxiway will provide access from the new extended apron to the existing taxiway system.

LIMIT OF COST

80. The limit of cost for the recommended work is $12.85 million at August 1981 prices, made up as follows:

	$
Coolangatta	3 500 000
Melbourne	4 650 000
Perth	3 800 000
Sydney	900 000
	12 850 000

PROGRAM

81. The program for the works recommended by the Committee is set out at Table 1. Tenders are intended to be called, subject to approval, in early 1982 and the final completion date for any of these works is July 1983.

82. Committee's Conclusion The Committee recommends the construction of the works in this reference except those at Adelaide and Hobart.

RECOMMENDATIONS AND CONCLUSIONS

83. The summary of recommendations and conclusions of the Committee and the paragraph in the report to which each refers is set out below.

		Paragraph
1.	PROJECTIONS INDICATE THERE WILL BE INCREASED USE BY B727 AND WBA OF COOLANGATTA AIRPORT UP TO 1990. THE COMMITTEE RECOMMENDS THAT THE 14/32 RUNWAY, DESIGNED FOR DC9 AIRCRAFT, BE WIDENED, STRENGTHENED, AND HAVE THE ASSOCIATED WORKS CONSTRUCTED AS PROPOSED.	35.
2.	THERE IS A NEED TO EXPAND PRESENT FACILITIES. PROVIDED FOR ATI AT MELBOURNE AIRPORT TO ENABLE B767 AIRCRAFT TO OPERATE.	60.
3.	THE PRESENT AND PROJECTED LEVELS OF PASSENGER USAGE OF PERTH AIRPORT AS WELL AS THE LOADS CARRIED BY WBA MAKE EXPANSION OF TERMINAL AND BAGGAGE HANDLING FACILITIES VITAL. APRON PAVEMENT EXTENSIONS ARE REQUIRED TO ALLOW ADEQUATE TAXIING DISTANCES AND APRON STRENGTHENING WILL ELIMINATE CONFLICT PRESENTLY OCCURRING BETWEEN DOMESTIC WBA AND INTERNATIONAL AIRCRAFT OPERATIONS AT PEAK PERIODS.	73.

		Paragraph
4.	IN ORDER TO COMPLETE THE WORKS AUTHORISED IN THE 1980/81 CIVIL WORKS PROGRAM IT IS NECESSARY TO CONSTRUCT A LINK TAXIWAY AT SYDNEY AIRPORT TO JOIN TAXIWAYS L AND C TO THE RELOCATED TAXIWAY T. THE LINK TAXIWAY WILL PROVIDE ACCESS FROM THE NEW EXTENDED APRON TO THE EXISTING TAXIWAY SYSTEM.	79.
5.	THE LIMIT OF COST FOR THE RECOMMENDED WORK IS $12.85 MILLION AT AUGUST 1981 PRICE.	80.
6.	THE COMMITTEE RECOMMENDS THE CONSTRUCTION OF THE WORKS IN THIS REFERENCE EXCEPT THOSE AT ADELAIDE AND HOBART.	82.

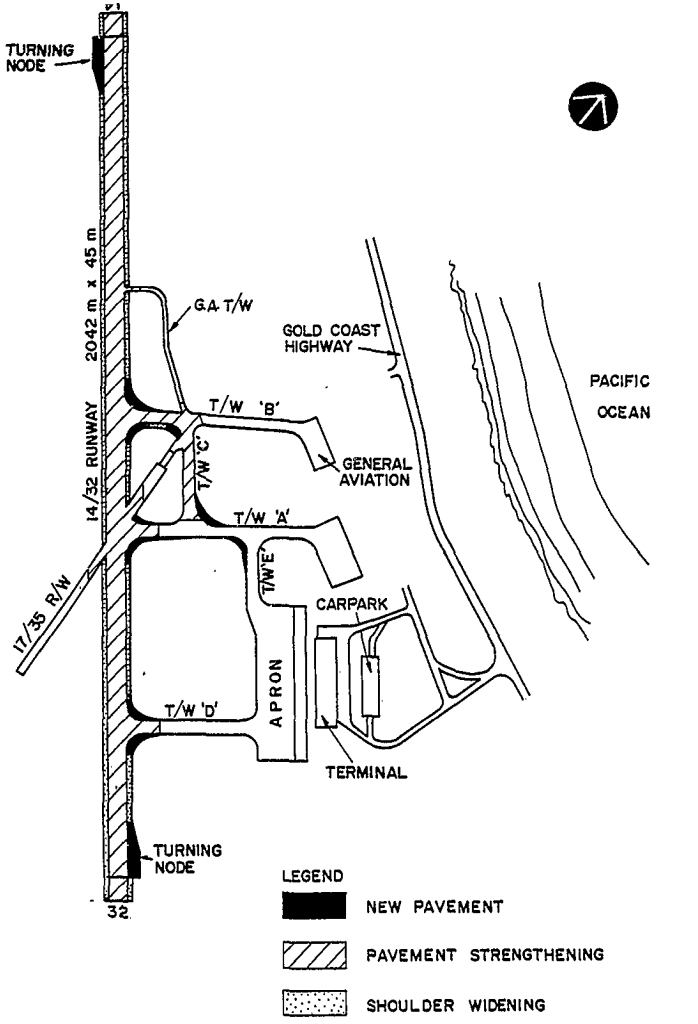
(M.H. BUNGEY)
Chairman

Parliamentary Standing Committee on Public Works,
Parliament House,
CANBERRA.
27 October 1981

TABLE 1

PROGRAM AND LIMIT OF COST

AIRPORT	Initial Scheduled Services	Initial Building Contracts	Final Completion	Limit of Cost
	TAA ATI			
Coolangatta				
- pavement upgrading		Early 1982	July 1982	3 500 000
Melbourne	7/81 10/82			
- apron extension		Early 1982	December 1982	350 000
- terminal upgrading				3 590 000
- services to associated facilities				710 000
Perth	9/81 10/82			
- terminal upgrading		March 1982	July 1983	2 500 000
- apron upgrading				700 000
- engineering services			August 1982	600 000
Sydney	7/81 10/82			
- taxiway replacement		Early 1982	July 1982	900 000
	TOTAL			12 850 000



COOLANGATTA AIRPORT
AIRCRAFT PAVEMENT WORKS

SCALE 1:10000

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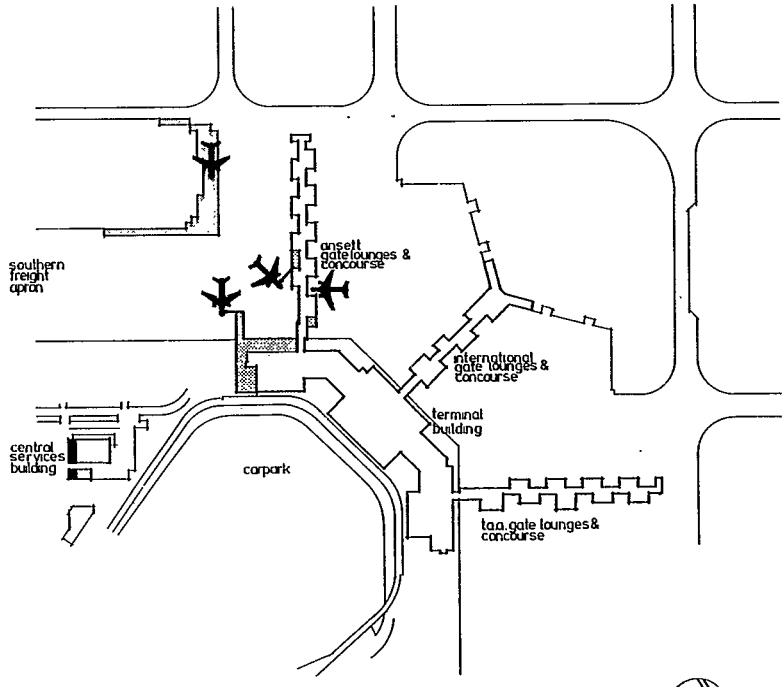
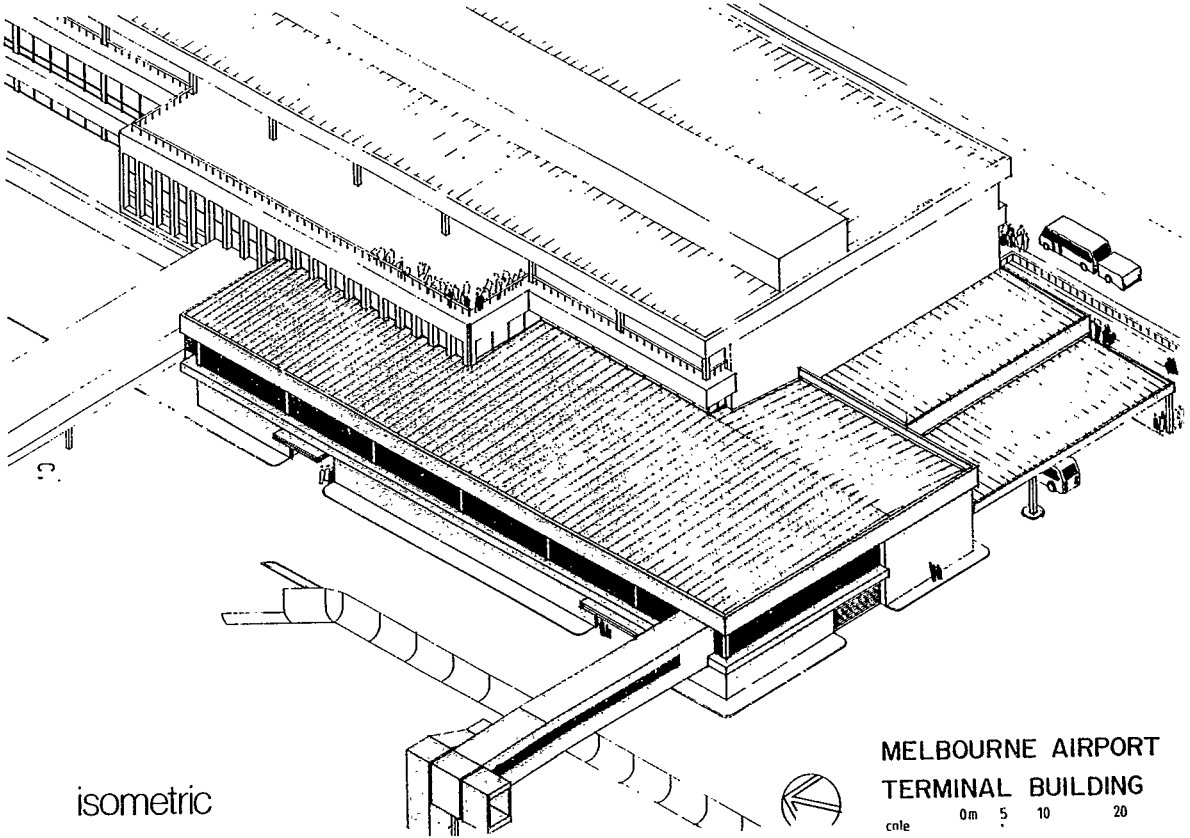
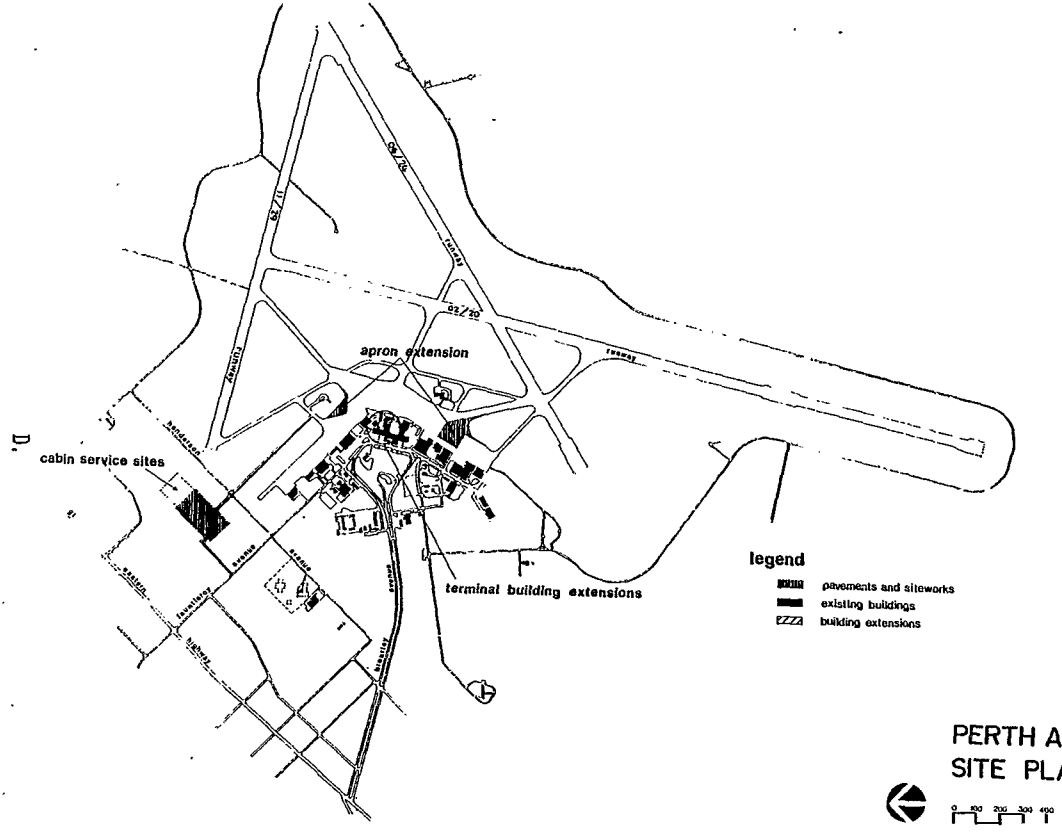
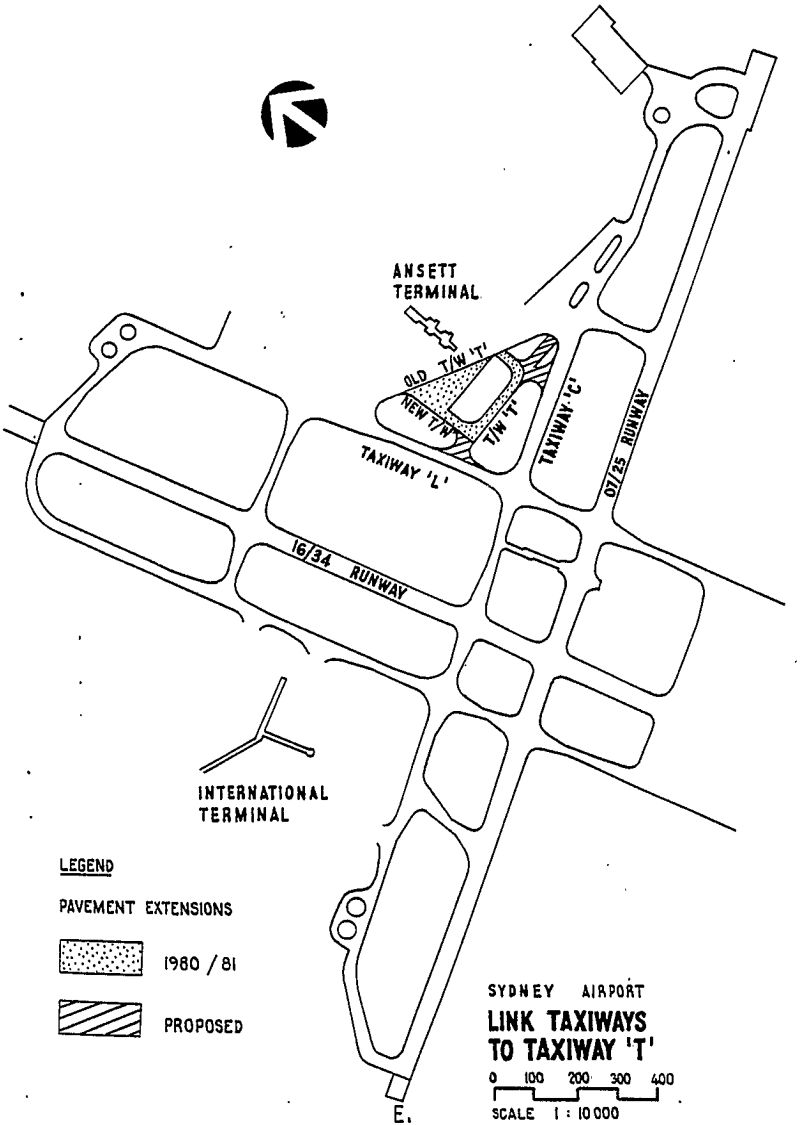
A.


southern freight apron
ansett gate lounges & concourse
international gate lounges & concourse
terminal building
central services building
carpark
taa gate lounges & concourse
proposed apron extensions
proposed gate lounge & terminal building extensions
proposed extension to central services building
MELBOURNE AIRPORT
TERMINAL COMPLEX
scale
0m 25000 150000


isometric
MELBOURNE AIRPORT
TERMINAL BUILDING
0m 5 10 20
cnle


apron extension
cabin service sites
terminal building extensions
legend
pavements and siteworks
existing buildings
building extensions
PERTH AIRPORT
SITE PLAN
0 100 200 300 400


ANSETT
TERMINAL
OLD T/W 'T'
NEW T/W 'T'
T/W 'T'
TAXIWAY 'C'
07/25 RUNWAY
TAXIWAY 'L'
16/34 RUNWAY
INTERNATIONAL
TERMINAL
LEGEND
PAVEMENT EXTENSIONS
1980 / 81
PROPOSED
SYDNEY AIRPORT
LINK TAXIWAYS
TO TAXIWAY 'T'
0 100 200 300 400
SCALE 1 : 10000
E.