

INFRASTRUCTURE INTEGRATION AND ECONOMIC DEVELOPMENT IN THE HUNTER REGION

Overcoming infrastructure bottlenecks for a major export hub

PANELLIST

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Agenda



- > Background
- > Recent infrastructure developments and achievements
- > Future plans

Background

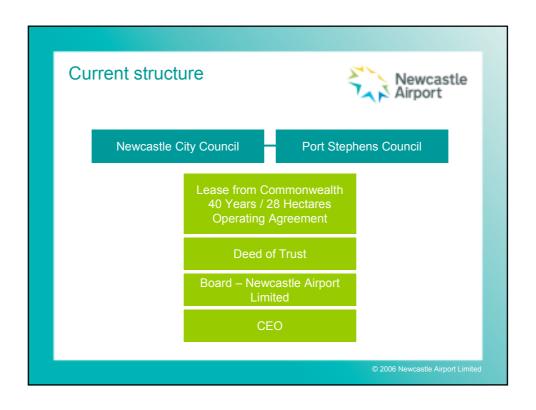


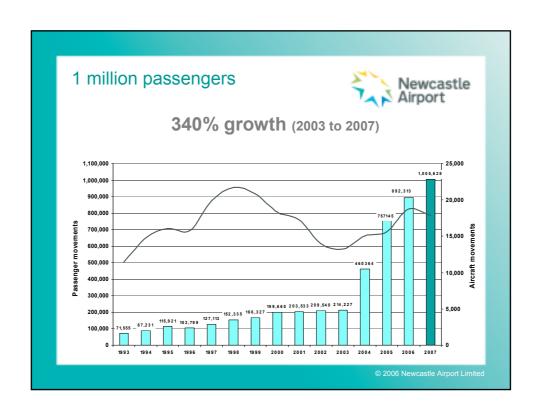
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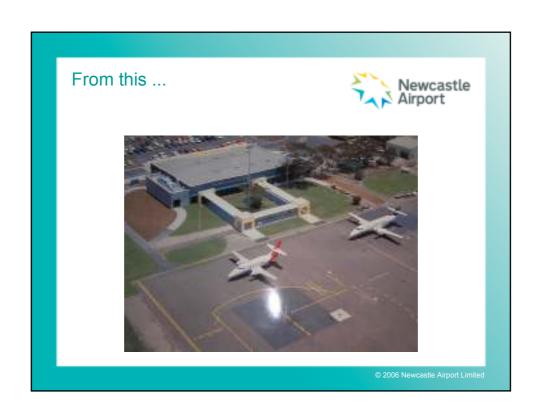
History



- > Civil aircraft began operating at RAAF Williamtown in 1948
- > 'Newcastle Airport Limited' formed in 1993
- > Impulse Airlines began operating B717 jet services from Williamtown in 2000 on the Sydney-Melbourne route
- > November 2003 Virgin Blue introduced B737 aircraft on daily services to Melbourne then Brisbane
- > May 2004 Jetstar also commenced services to Melbourne and Brisbane using the B717 aircraft



















Jetstar A320 heavy maintenance hangar

Launch of 20-year Master Plan





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20-year Master Plan



- > Not about detail, but about providing the direction for the next 20 years
- > Planned in three stages:

Phase 1: Apron expansion, fuel storage, BAE expansion Phase 2: Car park expansion, maintenance and freight

development

Phase 3: Terminal expansion

20-year Master Plan





Features

- > Flexibility to meet demand / opportunities
- > Maximise apron frontage sites for aerospace precinct
- > Shared apron optimises use of limited site
- > Permits Code E aircraft
- > Innovative landside concept
- > Terminal precinct to accommodate international, domestic and regional.

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20-year Master Plan Phase one







Regional economic benefits of Newcastle Airport Newcastle Airport 2005 2008 \$ million \$ million Jobs Jobs Airport \$79.5 404 \$283 2,234 operations Visitor spend \$150.5 894 \$124 1,580 / tourism Construction \$19.2 174 \$32 150 (based on \$17 million) **TOTAL** \$222.7 2,158 \$465.5 3,278 Total pax 757,145 1,200,000 © 2006 Newcastle Airport Limited

